

NARRATIVE

This survey was performed at the request of the Oregon Department of Transportation (O.D.O.T.). The purpose of which is to locate and monument the right of way along Highway 26 through the area as reconstructed during the "PICTURE GORGE - DAYVILLE SEC." construction project, O.D.O.T. project No. NH-S005(17), during the 1997 - 1998 construction seasons. This right of way monumentation consists of locating the right of way as it existed prior to construction and additional right of way as required for the new construction, as depicted by right of way descriptions as supplied by O.D.O.T.

The Basis of bearing for this survey are derived from an O.D.O.T. drawing titled "OREGON STATE HIGHWAY DIVISION, PICTURE GORGE - DAYVILLE", Key I.D. No. 00904, dated August 15, 1991. The basis of bearing is the bearing between the N.G.S. Triangulation Stations "MILLS" and "DAYVILLE". The above mentioned drawing provided control point coordinates for the construction project. This firm ran an independent, closed traverse through those control points and also established new control points. This traverse was adjusted using angle balance adjustment and compass rule adjustment. The coordinates as produced by this firm were used to locate the Right of Way. No substantial difference was found between coordinates.

O.D.O.T. provide horizontal coordinates, curve data and drawings (see references) that identify and locate the previous centerline and right of way as it relates to the design centerline. O.D.O.T. has refined the above stated datum to reflect on the ground locations and modern measuring techniques. Any error or conflict found has been rectified as shown on this map. Station Equations have been adjusted to reflect any corrections made.

From design centerline station 284+50 (sta 196+14 as shown on O.D.O.T. Drw. No. 48-25-11) to the Northwest edge of the Dayville Townsite, no direct right of way is given. The location of the Northeasterly right of way (left) through this area is determined as follows:

Deed record Book 88, Page 113, describes the property shown as "PROPERTY A" on this map (see Sheet 10). This description gives a direct tie from Southwest corner of said "PROPERTY A", 40 ft. left of centerline station 192+85.0, adjusted as called for above to previous centerline station 192+76.19 as shown on this map. Deed record Book 71, Page 148 describes the subject right of way from the Southeast corner of the E.L. Knox Co.(Dayville Merc.) to the East-West center section line of Section 1, T.13S., R.26E., W.M., which is also the north line of the Dayville Townsite. By fixing the

position of the Southwest corner of the said "PROPERTY A" 40 ft. left of above said previous centerline station 192+76.19 and applying the geometry given, the right of way is positioned as shown on this survey.

The location of the Northwestern (right) right of way through the area described above is as follows:

Deed record Book 42, Page 555, describes the property shown as "PROPERTY B" on this map (see Sheet 10). This description, based on the known position of the Southwest corner of the SE 1/4 of the NE 1/4, was located and then rotated so the Northeast line of this property is parallel to the previous centerline, called Franklin Avenue in the above said description. Consequently, this located the said East line 35' Westerly (right) of the previous centerline.

The right of way on the Northeasterly (left) side along the property shown as "PROPERTY C" on this map (see Sheet 10) was not clearly depicted on the right of way drawings provide by O.D.O.T. The description of said "PROPERTY C", Deed record Book 42, Page 499(dated May,1938), is based on an intersection of the N-S center of section line, Section 1, T.13S., R.26E., W.M. and the right of way at Engineer's centerline station 174+53.0. Using the above said Engineer's centerline station, adjusted accordingly, the property line on the southeasterly side of the property, where it intersects the right of way, is approximately 11 ft. easterly from a longstanding fence line. This placement also effects the adjacent properties (Book 53, Page 256) to the east in the same manner, placing the property lines easterly of the existing fences. This was resolved by placing the descriptions to conform to the longstanding lines of occupancy along the subject property and the properties to the east. We feel the lines of occupancy control the southeasterly line of said property "C" as well as the southeasterly lines of the next three properties to the southeast. It is apparent that when property "C" was described, the N-S center of section line for section 1 and the engineer's centerline station were not properly located or that they were not clearly definable. However, when the old stationing is applied elsewhere, particularly between the above said Property "A" and the Dayville Townsite, there is a consistent conformance to property descriptions and lines of occupancy.

Right of way pins are set as shown and are referenced to the design alignment as established for the above stated construction project. Previous right of way offsets are shown reflecting the previous alignment.

