

NARRATIVE

BACKGROUND

THIS RIGHT OF WAY SURVEY IS PERFORMED AT THE REQUEST OF THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT). THE PURPOSE OF THIS SURVEY IS THE LOCATION AND DEPICTION OF THE ODOT RIGHT OF WAY ON HIGHWAY 26, FROM THE WEST EDGE OF THE CITY OF PRAIRIE CITY TO NEAR THE SUMMIT OF DIXIE PASS. THE ORIGINAL CONTROL FOR THE DESIGN, CONSTRUCTION AND RIGHT OF WAY ACQUISITION FOR THE RELOCATED HIGHWAY WAS PERFORMED BY ODOT IN 1991. DATUM FOR THAT ORIGINAL ODOT CONTROL SURVEY, AS SHOWN ON ODOT DRAWINGS 10B-2-33 THROUGH 10B-2-35, IS A LOCAL DATUM PLAN (LDP) AS BASED ON OREGON STATE PLANE COORDINATES OF 1983, NORTH ZONE, THEN CONVERTED TO REFLECT TRUE GROUND DISTANCES BY APPLYING A FACTOR OF 0.999759985 TO THE STATE PLANE COORDINATES. THE CONTROL FOR THIS SURVEY IS PERFORMED BY DTK INC. AND IS SHOWN ON GRANT COUNTY, RECORD MAP OF SURVEY NO. 1538. REFERRING TO THAT MAP OF SURVEY, THE NARRATIVE STATES THAT THE CONTROL MEASUREMENTS WERE MADE USING A COMBINATION OF GPS AND TERRESTRIAL METHODS. LEAST SQUARES ADJUSTMENTS ARE APPLIED AND GEODETIC POSITIONS ARE DETERMINED, WITHIN A 95% CONFIDENCE REGION OF +/- 0.08 FEET IN LATITUDE AND +/- 0.07 FEET IN LONGITUDE. NEXT AN ADJUSTMENT IS MADE WHICH PROVIDES A DUPLICATE OF THE LPD USED BY ODOT. 95% CONFIDENCE REGION FOR THIS ADJUSTMENT IS +/- 0.06 FEET IN NORTHING AND +/- 0.06 FEET IN EASTING. THE METHODS, PROCEDURES AND RESULTS OF THE MEASUREMENTS PERFORMED FOR MAP OF SURVEY NO. 1538 PROVIDE A HIGH CONFIDENCE IN THE POSITIONAL ACCURACY OF THE POINTS ESTABLISHED DURING THAT SURVEY. DURING THE PERFORMANCE OF MAP OF SURVEY NO. 1538, ALL AVAILABLE ODOT CONTROL POINTS THAT WERE SET IN 1991 ARE LOCATED. AN ALARMING VARIATION IS FOUND BETWEEN THE POSITIONS GIVEN BY ODOT AND THOSE DETERMINED FOR MAP OF SURVEY NO. 1538. NEAR THE WEST END OF THE PROJECT, VARIATION IS SOUTHWEST AROUND 1 FOOT, IT THEN CHANGES TO NORTHWEST, FROM LESS THAN A FOOT TO MORE THAN 1.5 FEET. NEAR THE NORTHEAST END OF THE PROJECT, OVER THE LAST 1/4 OF THE PROJECT, VARIATIONS REACH NEARLY 4 FEET IN A WEST-NORTHWEST DIRECTION. AS NEAR AS WE ARE ABLE TO DETERMINE, THE DESIGN AND CONSTRUCTION ARE BASED ON THAT ODOT CONTROL. IN 1992, ALIGNMENT AND RIGHT OF WAY MAPS WERE PREPARED BY ODOT, AS OREGON DEPARTMENT OF TRANSPORTATION LOCATED LINE, "PRAIRIE CITY - DIXIE SUMMIT SEC." DRG. NO. 5B-23-5 THROUGH 10B-2-35. THOSE DRAWINGS SHOW THE LATEST ALIGNMENT AS CONSTRUCTED (NEW ALIGNMENT) AS WELL AS A RESOLUTION OF THE ALIGNMENTS SHOWN ON OREGON STATE HIGHWAY DEPARTMENT LOCATED LINE, PRAIRIE CITY SECTION, DRG. NO. 5B-23-5, RIGHT OF WAY MAP, PRAIRIE CITY - RICCO PASS SECTION, DRG. NO. 5B-30-20, AND RIGHT OF WAY MAP, RICCO PASS - DIXIE SUMMIT SECTION, DRG. NO. 5B-30-21. NEW RIGHT OF WAY IS ACQUIRED BASED ON THE ODOT SURVEY AND ABOVE REFERENCED DRAWINGS, 10B-2-33 THROUGH 10B-2-35. BEGINNING NEAR THE EAST EDGE OF PRAIRIE CITY, ODOT SET IRON PINS WITH CAPS AND POSTS AND PADDLES ALONGSIDE. THOSE MONUMENTS WERE INTENDED TO DELINEATE THE RIGHT OF WAY AS SHOWN ON THE ABOVE REFERENCED DRAWINGS AND PERTINENT DEED RECORDS. A SET OF MAPS WAS PREPARED BY ODOT, AND SUBMITTED TO THE GRANT COUNTY SURVEYOR TO BE FILED AS A RECORD MAP OF SURVEY. IT WAS DISCOVERED BY THE COUNTY SURVEYOR THAT THE RESOLUTION OF THE ALIGNMENTS AND RIGHT OF WAY SHOWN ON THE ABOVE REFERENCED DRG. NO. 5B-23-5, 5B-30-20 & 5B-30-21, DID NOT CONSIDER ALL AVAILABLE CONTIGUOUS SURVEYS AND PREVIOUS MONUMENTATION. THEREFOR, THE COUNTY SURVEYOR RETURNED THE MAP, WITH THE SUGGESTION THAT ALL PREVIOUS PERTINENT SURVEYS BE CONSIDERED IN THE DETERMINATION OF THE SUBJECT ALIGNMENT AND RESULTING RIGHT OF WAY. COUNTY OR ODOT RECORDS INDICATE NO OFFICIAL ATTEMPT BY ODOT TO COMPLETE THE SURVEY PAST THIS POINT.

RESEARCH AND LOCATION OF EVIDENCE

IN 1999 THIS SURVEY WAS COMMENCED. RESEARCH WAS CONDUCTED, WHERE ALL THE ABOVE REFERENCED MATERIAL, RECORD MAPS, PLATS, AND DEED RECORDS WERE OBTAINED. REFER TO "REFERENCE MATERIAL", "LEGEND" AND, IN PARTICULAR, THE NOTES ON THE MAP.

ALL PERTINENT, AVAILABLE MONUMENTS OF RECORD ARE LOCATED. THE ODOT SURVEY, TIED NUMEROUS, UNRECORDED 1-1/4" IRON PIPES. THOSE PIPES CONFORM TO THE ALIGNMENT AND RIGHT OF WAY SHOWN ON DRAWINGS 5B-23-5 & 5B-30-20, FROM RECORD STATION 714+80 - E0726+26 BK=0+00 AH. - 275+06.28. THERE ARE NO OTHER PIPES OR OTHER EVIDENCE FOUND PAST STA. 275+06.28. THIS SURVEY TIED THOSE PIPES WHICH ODOT HAD TIED, WITH THE EXCEPTION OF SOME WHICH WERE LOST TO THE RECENT CONSTRUCTION OF THE RELOCATED HIGHWAY. THIS SURVEY ALSO TIED ADDITIONAL 1-1/4" IRON PIPES WHICH ODOT HAD NOT PREVIOUSLY LOCATED. THESE PIPES HAVE BEEN CALLED ON RECORD MAPS OF SURVEY THROUGHOUT THE PROJECT, OVER A LONG PERIOD OF TIME. IT IS OBVIOUS THAT THE PIPES ARE SET AT OFFSETS FROM THE ALIGNMENT AT CURVE CONTROL POINTS AND CHANGES IN RIGHT OF WAY ALIGNMENT AS SHOWN ON REFERENCED DRAWINGS, 5B-23-5 & 5B-30-20. THEIR ORIGIN IS NOT KNOWN, HOWEVER, BASED ON THE LENGTH OF TIME THEY HAVE BEEN REFERRED TO, AND THEIR PHYSICAL APPEARANCE, IT IS PROBABLE THEY WERE SET BY THE OREGON HIGHWAY DIVISION NEAR THE TIME THE HIGHWAY WAS CONSTRUCTED. THOSE PIPES AS SHOWN AND NOTED ON THIS MAP ARE ACCEPTED AS THE BEST AVAILABLE EVIDENCE AS TO THE LOCATION OF THE ALIGNMENT SHOWN ON A PORTION OF DRAWING 5B-23-5 & 5B-30-20. IN ADDITION TO THE IRON PIPES DESCRIBED ABOVE, ALL PERTINENT MONUMENTS AS REPRESENTED BY VARIOUS RECORD MAPS OF SURVEY AND LAND PARTITION PLATS, ARE TIED AS SHOWN AND NOTED ON THIS MAP.

RESOLUTION OF ALIGNMENTS

THE ALIGNMENT AS REPRESENTED ON DRAWINGS 5B-23-5, AND 5B-30-20 TO RECORD STATION 275+06.28 IS ESTABLISHED AND RESOLVED AS FOLLOWS: THE WEST END IS LOCATED BASED ON 3/4" IRON PINS DEPICTING THE ORIGINAL RIGHT OF WAY 40 FEET LEFT OF STATION 683+23.9 AND 684+20.62. RECORD GEOMETRY IS FIT FROM THESE PINS, THROUGH THE 1-1/4" IRON PIPES, AND ALL PERTINENT MONUMENTS AS ESTABLISHED FROM APPROPRIATE RECORD MAPS OF SURVEY. THEN A FIT THROUGH THE VARIOUS MONUMENTS IS CARRIED OUT THROUGH EQ. STATION 726+26 BK=0+00 AH. TO STATION 275+06.28. THE RECORD GEOMETRY IS ALTERED AS REQUIRED IN ORDER TO PROVIDE A REASONABLE CONFORMANCE TO ALL THE RECOVERED EVIDENCE. IN ORDER TO PLACE THE ALIGNMENT IN POSITION TO PROVIDE A BEST FIT OF ALL THE EVIDENCE, DELTA ANGLES WERE ADJUSTED AND A SMALL ANGLE POINTS IS INTRODUCED AT EQ. STA. 726+25.83 BK=0+00 AH. DEGREE OF CURVES ARE THEN MODIFIED, SO THAT LENGTH AND STATIONING ARE HELD AS NEAR AS POSSIBLE TO RECORD. REFER TO THIS MAP FOR ACTUAL FINAL STATIONING AND OFFSET TO THE EVIDENCE RECOVERED.

THE ALIGNMENT GEOMETRY AS REPRESENTED ON DRAWING 5B-30-20 FROM STATION 275+06.28 AHEAD AND ON DRAWING 5B-30-21 TO THE END OF THE PROJECT IS UNALTERED. BY PLACING A 0°07'56" ANGLE POINT RT. EQ. STATION 275+00.43 BK=275+06.28, A MATCH TO THE EXISTING RECORD ALIGNMENT IS ACHIEVED AT THE END OF THE PROJECT.

NEW, RELOCATED ALIGNMENT IS RESOLVED IN THE FOLLOWING MANNER: ALL AVAILABLE, UNRECORDED PINS, AS SET IN CONJUNCTION WITH THE ACQUISITION OF RIGHT OF WAY NEEDED FOR THE RELOCATION ON THE HIGHWAY AS SHOWN ON ABOVE REFERENCED DRG. NO. 10B-2-33 THROUGH 10B-2-35 ARE RECOVERED AND LOCATED. (5/8" IRON PINS WITH ALUMINUM CAPS, MARKED "OREGON STATE HWY. DEPT." WITH A PUNCH MARK IN THE CENTER); THERE IS A METAL POST WITH PADDLE PAINTED "SHRW" AND STAMPED WITH THE STATION AND OFFSET PERPENDICULAR FROM THE CENTERLINE.) A "BEST FIT" OF THOSE ODOT PINS IS ACHIEVED BY ROTATING AND TRANSLATING THE UNALTERED GEOMETRY OF THE NEW, RELOCATED ALIGNMENT IN THE FOLLOWING MANNER: A BEARING ROTATION AND TRANSLATION ARE INTRODUCED AT NEW, RELOCATED ALIGNMENT EQ. STA. 113+49.82 P.T. BK=113+49.85 P.D.T. AH. THE ROTATION IS 0°02'23" RT., THE TRANSLATION IS S89°E, 0.50 FEET. THIS ALIGNMENT AND RESULTING RIGHT OF WAY PROVIDE THE BEST AVERAGE CONFORMANCE TO THE UNRECORDED ODOT PINS REFERRED TO ABOVE AND CONFORM TO THE PHYSICAL LOCATION OF THE ALIGNMENT AS WELL AS EXISTING FENCING AND FEATURES. IT SHOULD BE NOTED WHEN REVIEWING DEED RECORDS OR OTHER DATA PREPARED PREVIOUS TO THIS SURVEY, THE BEARINGS WILL DIFFER BY THE ROTATION NOTED ABOVE, HOWEVER THE BASIS OF BEARING REMAINS THE SAME, (LOCAL DATUM PLAN (LDP) AS BASED ON OREGON STATE PLANE COORDINATES OF 1983, NORTH ZONE, THEN CONVERTED TO REFLECT TRUE GROUND DISTANCES BY APPLYING A FACTOR OF 0.999759985 TO THE STATE PLANE COORDINATES).

DETERMINATION OF RIGHT OF WAY LIMITS

RIGHT OF WAY FROM THE EAST EDGE OF PRAIRIE CITY, TO THE END OF THE PROJECT IS THEN LOCATED AS BASED ON THE RESOLVED CENTERLINE ALIGNMENT AS GIVEN ON ABOVE REFERENCED, PRAIRIE CITY - RICCO PASS SECTION, DRG. NO. 5B-30-20, AND RIGHT OF WAY MAP, RICCO PASS - DIXIE SUMMIT SECTION, DRG. NO. 5B-30-21. RIGHT OF WAY WIDTH IS THEN BASED ON THOSE DRAWINGS AND THE APPROPRIATE CONFORMING DEED RECORDS.

RIGHT OF WAY REQUIRED FOR THE HIGHWAY RELOCATION, FROM THE EAST EDGE OF PRAIRIE CITY, TO THE END OF THE PROJECT IS LOCATED BASED ON THE DEED RECORDS, WHICH REPRESENT THE ACQUISITION OF REQUIRED NEW RIGHT OF WAY.

RIGHT OF WAY THROUGH PRAIRIE CITY REMAINED UNCHANGED BY THE NEW ALIGNMENT AND RELOCATION OF THE HIGHWAY THROUGH TOWN. RIGHT OF WAY HERE IS DEPICTED BY CONDUCTING A RETRACEMENT OF THE PERTINENT ORIGINAL TOWN PLATS, "OREGON STATE HIGHWAY DEPARTMENT" LOCATED LINE, PRAIRIE CITY SECTION, DRG. NO. 5B-23-5, ALL UNRECORDED SURVEY MAPS AND DATA, AN UNRECORDED MAP BY SAUNDERS, AND UNRECORDED POSITIONAL DATA FROM THE GRANT COUNTY SURVEYOR. THROUGH PRAIRIE CITY, RIGHT OF WAY IS DEFINED BY THE RECOVERY OF EXISTING MONUMENTS OF RECORD, THE REPLACEMENT OF LOST MONUMENTS OF RECORD AND THE PLACEMENT OF MONUMENTS AS SHOWN ON THIS MAP. ODOT SET MONUMENTS THROUGH PRAIRIE CITY, WHICH WERE INTENDED TO MARK THE PRIMARY GEOMETRIC CONTROL POINTS ON CENTERLINE. THIS MAP SHOWS THOSE MONUMENTS AND THEIR ACTUAL RELATIONSHIP TO THE RELOCATED CENTERLINE.

FROM THE EAST EDGE OF PRAIRIE CITY TO THE END OF THE PROJECT, ODOT HAS SET 5/8" IRON PINS WITH ALUMINUM CAPS, MARKED "OREGON STATE HWY. DEPT." WITH A PUNCH MARK IN THE CENTER; THERE IS A METAL POST WITH PADDLE PAINTED "SHRW" AND STAMPED WITH THE STATION AND OFFSET PERPENDICULAR FROM THE RELOCATED CENTERLINE. THIS SURVEY SHOWS ALL THOSE MONUMENTS THAT ARE AVAILABLE AND GIVES THE ACTUAL STATION AND OFFSET PERPENDICULAR FROM CENTERLINE. IN ORDER TO PREVENT A PROLIFERATION OF MONUMENTS AND THE RESULTING CONFUSION, IT IS DECIDED TO USE AND RECORD THOSE MONUMENTS AS PART OF THIS SURVEY, THEY PROVIDE A CONTINUOUS REFERENCE TO THE RELOCATED AND ORIGINAL CENTERLINES. BY UTILIZING THE POSITION OF THOSE MONUMENTS AS A REFERENCE TO BOTH THE ORIGINAL AND NEW CENTERLINES, THE CURRENT RIGHT OF WAY IS READILY LOCATABLE AND DEFINABLE, AS SHOWN ON THIS MAP.

THE RESOLUTIONS OF THE RECORD ALIGNMENT AND THE RELOCATED ALIGNMENT BASED ON THE FOUND MONUMENTS CREATES A SITUATION WHERE THE RECORD RIGHT OF WAY AND THE ACQUIRED RIGHT OF WAY DO NOT INTERSECT AS DESCRIBED IN THE DEED RECORDS AND AS SHOWN ON ODOT DRGS. 10B-2-33 THROUGH 10B-2-35. THE TWO CONDITIONS REQUIRED TO INTERSECT THE RIGHTS OF WAY ARE DESCRIBED BELOW.

CONDITION I

RIGHT OF WAY OFFSET FROM THE NEW ALIGNMENT FALL INSIDE THE RECORD RIGHT OF WAY. IN THIS CASE, THE TAPER IS EXTENDED FROM INSIDE THE ACTUAL RIGHT OF WAY LINE TO A POINT WHERE THE NEW RIGHT OF WAY INTERSECTS THE OLD. THE TAPER THEN CONTINUES TO ITS PRESCRIBED OFFSET & STATION FROM THE NEW ALIGNMENT. THIS OFFSET FROM THE NEW ALIGNMENT IS CONTINUED AS REQUIRED AND CONNECTED BACK TO THE RECORD ALIGNMENT AT A POINT WHERE THE NEW RIGHT OF WAY INTERSECTS THE RECORD RIGHT OF WAY AS DESCRIBED ABOVE.

CONDITION II

RIGHT OF WAY OFFSET FROM THE NEW ALIGNMENT FALLS OUTSIDE THE EXISTING RIGHT OF WAY. THIS FORMS A JOG IN THE RIGHT OF WAY WHICH IS THE SAME AS THE OFFSET BETWEEN THE TWO CENTERLINES AT THAT POINT. NEW RIGHT OF WAY IS THEN LOCATED AT THE PRESCRIBED STATION AND OFFSET FROM THE NEW CENTERLINE AS REQUIRED, THEN CONNECTED BACK TO THE RECORD RIGHT OF WAY BY JOGGING BACK, PERPENDICULAR TO THE NEW CENTER LINE, TO THE RECORD RIGHT OF WAY.

REFER TO THE SKETCH WHICH GIVES A GRAPHIC REPRESENTATION OF THE ABOVE STATED CONDITIONS.

REFERENCE MATERIAL

OLD TOWN OF PRAIRIE CITY, AS SHOWN IN DEED RECORDS, BOOK U, PAGE 586
HARDMAN'S ADDITION TO PRAIRIE CITY, PLATED IN 1880
FLAGUELLET'S ADDITION TO PRAIRIE CITY, PLATED IN 1886
PRAIRIE CITY LAND COMPANY, 2ND ADDITION, PLATED IN 1901
P.L.T. OF PRAIRIE CITY, BOUNDARIES OF THE TOWN AND ADDITIONS, PLATED IN 1904
S.W. MCHALEY'S ADDITION TO PRAIRIE CITY, PLATED IN 1904
KILBOURNE'S ADDITION TO PRAIRIE CITY, PLATED IN 1909
F.V. PEET ADDITION TO PRAIRIE CITY, PLATED IN 1910
KIRCHHEINER'S ADDITION TO PRAIRIE CITY, PLATED IN 1911
LAURANCE ADDITION (SHOWN AS PART OF KILBOURNE'S ADDITION, PLATED IN 1911)
RESERVOIR AND AMENDED RESERVOIR ADDITION TO PRAIRIE CITY, PLATED IN 1911

GRANT COUNTY, RECORDED MAPS OF SURVEY, BY NUMBER

108, 113, 115, 138, 171, 191, 215, 271, 383, 409, 420, 432, 442, 471, 491, 514, 521, 524, 525, 536, 550, 581, 589, 602, 675, 694, 822, 861, 1086, 1161, 1264, 1265, 1271, 1284, 1362, 1366, 1370, 1431, 1538, & 1548.

LAND PARTITION PLATS, BY NUMBER

96-20, 96-24, 97-13, & 97-31

UNRECORDED DATA

A MAP BY ELTON SAUNDERS, PLS 405, NO DATE, PROBABLY AROUND 1950

A DRAWING PREPARED BY R. D. BAGETT, IN 1982, WHICH SHOWS THE PROPERTY LINE AND CORNER LOCATIONS FOR A SURVEY ALONG THE NORTH SIDE OF THE HIGHWAY. THE PARCEL CONSISTS OF A PORTION OF BLOCK 13 OF THE OLD TOWN OF PRAIRIE CITY. ALL RESEARCH WAS COMPLETE, DECISIONS MADE AND POSITIONS DETERMINED FOR COMPLETION, WHEN THE CLIENT ABANDONED THE SURVEY.

OREGON HIGHWAY DIVISION / OREGON DEPARTMENT OF TRANSPORTATION DATA

PRAIRIE CITY SECTION, DRG. NO. 5B-23-5,
RIGHT OF WAY MAP, PRAIRIE CITY - RICCO PASS SECTION, DRG. NO. 5B-30-20,
RIGHT OF WAY MAP, RICCO PASS - DIXIE SUMMIT SECTION, DRG. NO. 5B-30-21.

"OREGON DEPARTMENT OF TRANSPORTATION" LOCATED LINE, "PRAIRIE CITY - DIXIE SUMMIT SEC." DRG. NO. 10B-2-33 THROUGH 10B-2-35.

DEED RECORDS

DEED RECORD INSTRUMENTS ARE TOO NUMEROUS TO LIST HERE. RESEARCH WAS CONDUCTED AND ALL THE FOLLOWING RECORDS WERE OBTAINED. KEY INSTRUMENT NUMBERS ARE SHOWN ON THE MAP.

1. ALL DEED RECORDS AND LEGAL DESCRIPTIONS FOR CONTIGUOUS OWNERSHIP,
2. DEED RECORDS FOR ORIGINAL RECORD RIGHT OF WAY AS SHOWN ON OREGON HIGHWAY DIVISION DRAWINGS NO. 5B-23-5, 5B-30-20 & 5B-30-21.
3. DEED RECORDS FOR NEW RIGHT OF WAY REQUIRED BY THE RELOCATED HIGHWAY.

RIGHT OF WAY SURVEY
U.S. HIGHWAY 26, PRAIRIE CITY - DIXIE SUMMIT SECTION

Located as Follows:

T13S., R33E., WM.,
S1/2 of Section 2
S1/2 of Section 1
NE1/4 of Section 16

T13S., R34E., WM.,
NW1/4 of Section 7
SW1/4 of Section 6
E 1/2 of Section 6

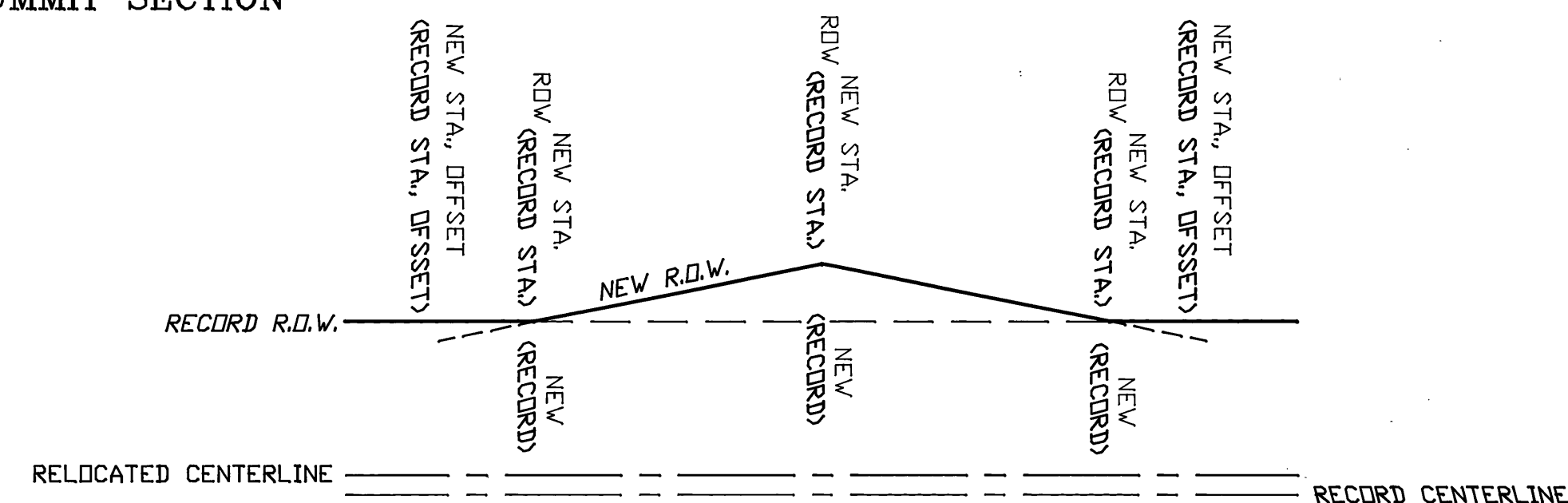
T12S., R34E., WM.,
SE1/4 of Section 31
W1/2 of Section 32
NE1/4 of Section 32
E1/2 of Section 29
NW1/4 of Section 28
W1/2 of Section 21
S1/2 of Section 16
NE1/4 of Section 16
NW1/4 of Section 15

LEGEND

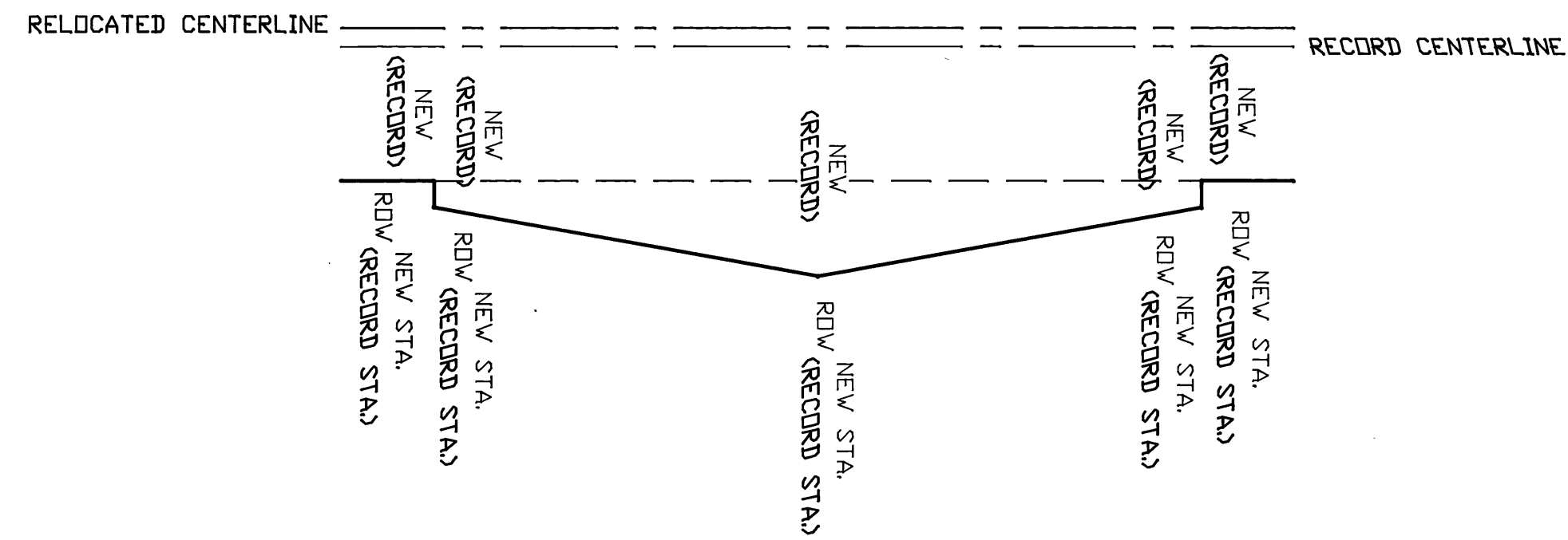
- UNLESS OTHERWISE NOTED, SET 5/8"x30" IRON PIN WITH 2" DIA. ALUMINUM CAP MARKED WITH THE RELOCATED HIGHWAY CENTERLINE STATION OFFSET TO THE RELOCATED CENTERLINE.
- CENTERLINE CONTROL POINT, NO MONUMENT SET.
- FOUND MONUMENT OF RECORD OR AS NOTED. SEE NOTE AT SYMBOL.
- ⊙ FOUND 5/8" PIN W/ALUMINUM CAP MARKED "OREGON STATE HWY. DEPT." WITH GUARD POST AND PADDLE MARKED "SHRP" WITH RELOCATED HWY. CENTERLINE STATION AND OFFSET, UNLESS OTHERWISE NOTED
- ⊕ FOUND 1-1/4" IRON PIPE, SEE "NARRATIVE - RESEARCH AND LOCATION OF EVIDENCE"
- Pt. No. FOUND MONUMENT AS SHOWN ON GRANT COUNTY MAP OF SURVEY NO. 1538, SEE THAT MAP AND THE "CONTROL COORDINATE TABLE" ON EACH SHEET
- (BEARING/DIST) RECORD BEARING/DIST, REFER TO MAP AND NOTES
- [G] GRANT COUNTY MAP OF SURVEY NUMBER
- Ⓞ RECORD MEASUREMENT FROM "PRAIRIE CITY LAND COMPANY, SECOND ADDITION"
- Ⓟ RECORD MEASUREMENT FROM PLAT BY W.C. NELSON, PART OF "KILBOURNE'S ADDITION", 1911

- PRIOR RIGHT OF WAY, SUPERCEDED BY NEW RIGHT OF WAY
- RIGHT OF WAY DEPICTED THIS SURVEY
- RECORD CENTERLINE, SEE "NARRATIVE"
- NEW, RELOCATED CENTERLINE, SEE "NARRATIVE"
- Station/Curve Data RELOCATED CENTERLINE STATION/CURVE DATA
- Station/Curve Data RECORD CENTERLINE STATION/CURVE DATA
- x-x-x FENCE
- APPROXIMATE SECTION LINE
- APPROXIMATE SECTION CENTERLINE
- APPROXIMATE SECTION SUBDIVISION LINE

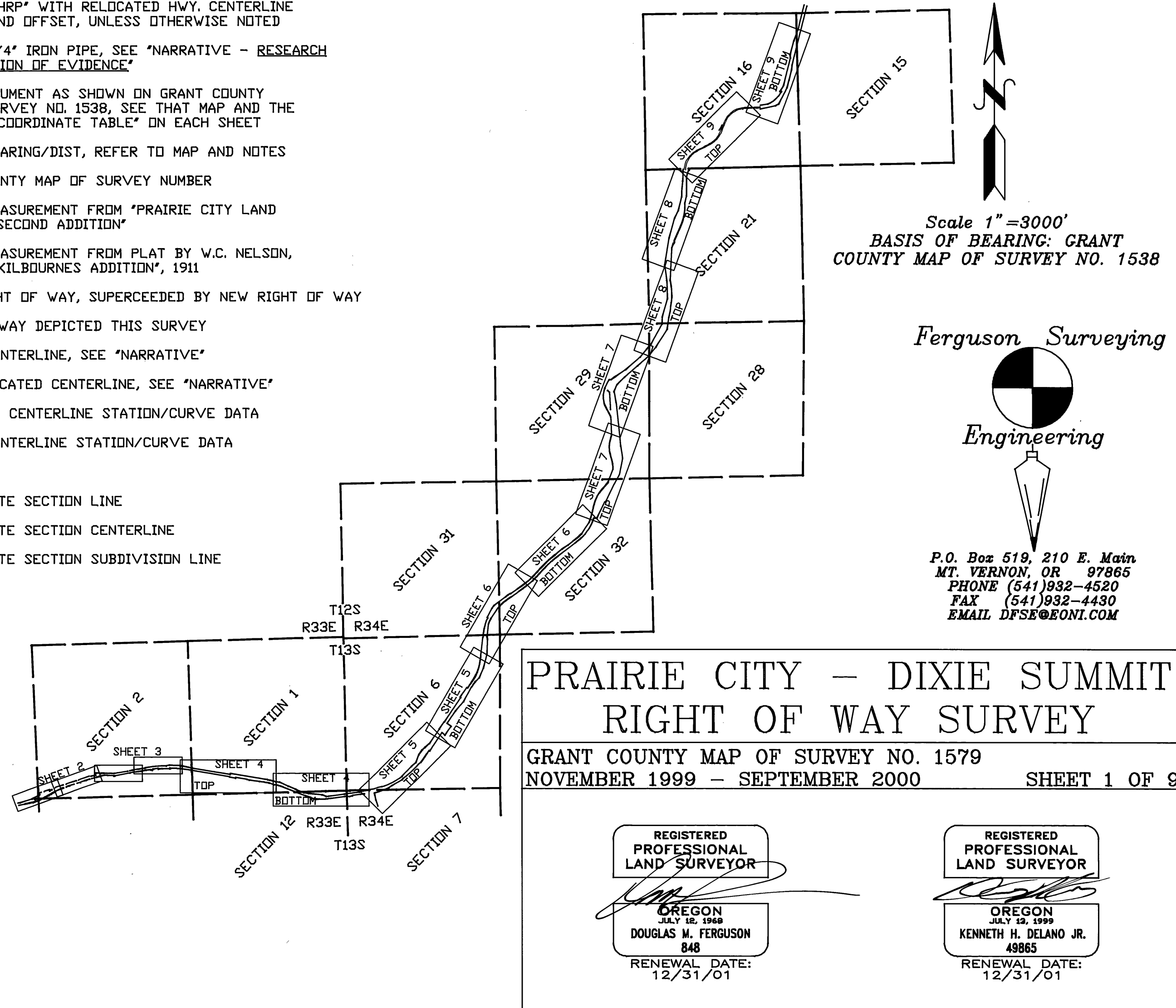
Condition I



Condition II



(RECORD) as shown denotes the record station and the offset perpendicular to the Record Centerline.
NEW as shown denotes the new relocated station and the offset perpendicular to the New Relocated Centerline.



**PRAIRIE CITY - DIXIE SUMMIT
RIGHT OF WAY SURVEY**
GRANT COUNTY MAP OF SURVEY NO. 1579
NOVEMBER 1999 - SEPTEMBER 2000 **SHEET 1 OF 9**

REGISTERED PROFESSIONAL LAND SURVEYOR
DOUGLAS M. FERGUSON
848
RENEWAL DATE: 12/31/01

REGISTERED PROFESSIONAL LAND SURVEYOR
KENNETH H. DELANO JR.
49865
RENEWAL DATE: 12/31/01

RECEIVED AND FILED
DEC 13, 2000
OFFICE OF COUNTY SURVEYOR
GRANT COUNTY, OREGON