

BASIS OF BEARINGS
 THIS SURVEY IS BASED ON MONUMENT POSITIONS PROVIDED ON SURVEY 05-14-C, SHEET 5 OF 7. TO REPRODUCE THIS SURVEY, HOLD A BEARING OF N89°33'47"E BETWEEN THE EASTERLY TWO MONUMENTS ALONG S.E. 11TH AV. THIS SURVEY WAS EXECUTED IN THE OREGON STATE COORDINATE SYSTEM, NORTH ZONE, NAD 83-91, INTERNATIONAL FEET. DISTANCES REPORTED HEREIN HAVE BEEN SCALED TO REPRESENT TRUE GROUND LENGTH.

NARRATIVE
 THIS PROJECT WAS PERFORMED AT THE REQUEST OF COLUMBIA BANK TO MONUMENT THE SOUTH LINE OF PARCEL 1 OF THOSE LANDS DESCRIBED IN TRUSTEE DEED RECORDED AT 2014-6140605, UMATILLA COUNTY DEED RECORDS. AS EXPLAINED HEREIN, THE RIGHT OF WAY WIDTH OF S.E. 11TH AV. IS UNCLEAR; OBVIOUSLY, MR. STREAMER HAD, AS EVIDENCED BY HIS PROPERTY PIN, HELD THE STREET WIDTH AS 23.0'. I HAVE HELD THE ST. WIDTH AS 23.6' AS SHOWN ON THE RECORDED MAPS THAT I HAVE REFERENCED HEREIN, AND PROPORTIONED THE LOT DIMENSIONS ACCORDINGLY. THE LOCATION OF THE ABANDONED RAILROAD AS SHOWN IS APPROXIMATE, AND BASED ON THE NORTHERN PACIFIC RAILROAD RIGHT OF WAY MAP FOR THE NW 1/4 OF SEC. 12, AND ON THE LOCATION OF THE CURB CUT IN THE OLD CURBLINE, WHICH I BELIEVE TO BE REPRESENTATIVE OF THE ACTUAL RAILROAD LOCATION. THIS SURVEY WAS PERFORMED AS A REAL TIME KINEMATIC SURVEY USING DUAL FREQUENCY GPS RECEIVERS WITH A PRECISION OF ONE CENTIMETER ± 1 PPM. PLEASE REFER TO SURVEY 16-017-C FOR ADDITIONAL INFORMATION REGARDING RIGHT OF WAY DETERMINATIONS.

LEGEND

	SECTION OR SECTION SUBDIVISION LINE
	STREET CENTERLINE
	RIGHT OF WAY BOUNDARY
	EASEMENT BOUNDARY
	INTERNAL DEED PARCEL LINE
	PLATTED LOT LINE
	PROPERTY LINE
	FD. SURVEY MONUMENT AS DESCRIBED
	FD. PROPERTY CORNER SET BY OTHERS
	SET 5/8"x30" REBAR W/ YELLOW CAP "HDJ"
	SET CONCRETE NAIL OR MAG NAIL WITH BRASS WASHER "WA25893/ OR2360"
	RECORD DIMENSION AS NOTED
	CALCULATED POINT, NOT SET

RAILROAD NOTE
 AS INDICATED IN THE DEED FOR PARCEL 1 OF THAT PROPERTY DESCRIBED IN TRUSTEE DEED 2014-6140605, COLUMBIA BANK HAS COLOR OF TITLE TO A PORTION OF LOT 8 LYING NORTHWEST OF THE RAILWAY EASEMENT. HOWEVER, THE DEED SPECIFICALLY EXCEPTS THE RAILWAY EASEMENT. ACCORDING TO THE ORIGINAL DEED FOR THE RAILWAY (DEED BOOK 150, P. 183) THE EASEMENT ENCUMBERS "THE EASTERLY ONE HALF OF BLOCK 3 OF MCCOY'S ADDITION TO MILTON CITY", THEREFORE PRECLUDING ANY POSSIBILITY OF OWNERSHIP WITHIN SAID LOT 8 TO REST WITH COLUMBIA BANK. I HAVE MADE RECOMMENDATION TO THE OWNER TO SEEK RESOLUTION WITH THE OTHER OWNERSHIP IN THE EAST HALF OF BLOCK 3, BEING THE MILTON FREEWATER SCHOOL DISTRICT.

FD. EMPTY MON. CASE. DUG DOWN 36" WITH NO RESULTS. HELD CASE FOR NORTHERLIES, AND HELD IRON PIPE ON SOUTH LINE OF 9TH TO EAST FOR MILL ST RIGHT OF WAY.

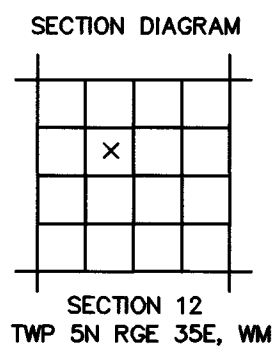
FD. AND HELD 1/2" IRON PIPE, BENT, 12" DEEP. HELD SPIN HOLE FOR POSITION. PIPE IS 10' NORTH EAST OF INTERSECTION OF SOUTH LINE OF 9TH WITH WEST LINE OF SW 1/4, NE 1/4, SEC. 12, AS SHOWN ON PLAT OF MILLER ADDITION. PIPE IS 0.10 FT. SOUTHEAST OF R.O.W. LINE.

APPROXIMATE WEST LINE OF THE SW 1/4, NE 1/4, SEC. 12

HELD CL OF PARK AS 19.5' NORTH OF FOUND PIPE AT NW COR LOT 3, PER PLAT OF MILLER ADD'N

FD. 3/4" PIPE, BENT, 18" DEEP AT S. LINE MILLER ADDN. ON EAST LINE OF VACATED MILLER AV.

FD. 5/8" REBAR, FLUSH, AT ANGLE POINT, AS SHOWN ON SURVEY 85-117-A, BY MCLIND. SURVEY 11-149-A, BY BRADLEY (1910).

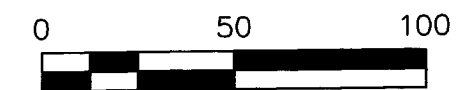


REGISTERED PROFESSIONAL LAND SURVEYOR

Paul W.P. Tomkins

OREGON
JULY 26, 1988
PAUL W.P. TOMKINS
2360

RENEWS 6/30/16
18TH FEB, 2016



RECEIVED BY
 Umatilla County Surveyor
 Date: 2/22/2016
 Rec'd By: G. Neasley
 No. 16-027-B

NOTE: THE RIGHT OF WAY OF S.E. 11TH IS SHOWN VARIABLY AS 45' WIDE (BASED ON VACATION ORDINANCE 42 OF THE NORTH 35' OF WILLIAM ST.) AND 46.6', CONSISTENT WITH S.E. 11TH, EAST OF MILL ST. THE PLAT OF MCCOY'S ADDN. DOES NOT ADDRESS THE STREET WIDTH. I HAVE HELD THE 46.6', CONSISTENT WITH MAP 11-152-A, AND SLIDE 160 OF THE HARTMAN ABSTRACT MAPS.

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CLIENT: COLUMBIA BANK	PROJECT NO.: 4294-00
SURVEYOR: PWP TOMKINS	DATE: 2-16-2016
CALC BY: PWPT	DRAWN BY: PWPT
SECTION: NW4 S12	TOWNSHIP: 5N
CITY: MILTON FREEWATER	COUNTY: UMATILLA
SCALE: 1"= 50'	RANGE: 35E
SHEET 1 OF 1	