

NARRATIVE

This survey was conducted for the Oregon Dept. of Transportation for the purpose of delineating newly acquired right of way and permanent easement after realignment construction on a portion of Interstate Highway 84, Old Oregon Trail. This entailed the retracement and subdivision of Section 32 and further subdivision of the northwest quarter.

The history of Township 12 South, Range 44 East pertaining to this retracement is as follows: The south boundary of the township was originally surveyed by George Henderson in 1881. The south boundary was independently resurveyed by Herman D. Graddon in 1882; all corners from the previous survey by Henderson were destroyed at that time. A portion of the south boundary was independently resurveyed by C. Albert White in 1964. The subdivisional lines of the township were originally surveyed by Herman D. Graddon in 1882. The survey of the Mining Claim of the Golden Cross Mining Co. located in sections 27, 28 and 33, also known as U.S. Mineral Survey No. 240, was originally surveyed by Emil F. Voigt in 1891. The line between sections 31 and 32 was retraced and the one quarter corner reestablished by Ira Hoffman, Baker County Surveyor, in 1929.

The one quarter corner to Secs. 32 and 33 was reestablished by using the record tie from a corner found in the retracement of U.S. Mineral Survey No. 240. In that retracement, the largest mine features were found to be distinct and visible on the ground and conforming to the plat. Using these features as control the corner on the lode line common to the On Time and Cleveland quartz claims was recovered and more mine features were then recovered and used to further verify the record. A diligent search was also conducted for the northeast corner of Sec. 32 and lines retraced north and east to the nearest reestablished corners, which are shown hereon. The said northeast corner was not needed or reestablished in this survey but, a proportioned position for the corner was considered as the solution to reestablish the needed 1/4 corner to Secs. 32 and 33, and was used as a search point. The deficiency in this solution is not only the long distances to the nearest found corners north and east but also that it would ignore the collateral evidence of the nearby mineral survey. Part of that evidence is the fact that all four initial points on the four mining claims comprising U.S.M.S. No. 240 were given the required record tie to a corner of good standing in the township) to the same 1/4 corner. It is apparent that the 1/4 cor. to Secs. 28 and 33 (to a corner of good standing in the township) to the same 1/4 corner. It is apparent that the 1/4 cor. to Secs. 28 and 33 and the northeast corner of Sec.33 may not have been in good standing as they are shown on the plat without a direct tie to the initial lode line corners, although said PLSS corners are much closer as well as the fact that the mineral survey took place just nine years after the township was surveyed. After consultation with BLM Cadastral Survey, including the observation that mineral surveys were generally well conducted and often better than the PLSS surveys around them, the found corner on the mineral survey together with the recovered mine features is determined to be the best evidence of the original corner position and sufficient to reestablish the 1/4 corner to Secs. 32 and 33.

The one quarter corner to Secs. 31 and 32, as reestablished by Ira Hoffman, was recovered and held. The north and south one quarter corners were accepted at their reestablished positions. A search for the southwest corner of Sec. 32 was also conducted and the south boundary of the township retraced to the township corner as shown hereon. This corner was also not reestablished in this survey.

RETRACEMENT AND SUBDIVISION SEC.32,T.12S. R.44E.W.M.

BASIS OF BEARING AND COORDINATES

The bearings for this survey are grid bearings derived from GPS observations based on the reference ellipsoid WGS84. Grid coordinates are Oregon Coordinate System-North Zone; Horizontal datum is NAD83 (ICRS96, Epoch 2002). To match ground distances, State Plane coordinates were reduced to local datum plane (LDP) coordinates. To convert back to State Plane coordinates, multiply values by the combined scale factor of 0.99985255.

The average convergence angle (mapping angle) from grid to true mean bearing in this survey is 2°14'00" rotated positive (azimuth). Grid bearings are shown on all measured lines and true bearings are shown on the record calls hereon.

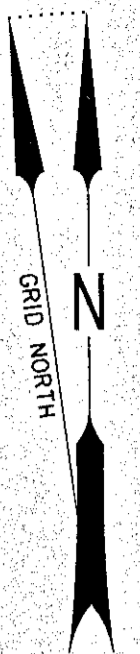
This survey was performed using two Leica System 1200 dual frequency receivers, model GRX 1230, antenna model AX1202. Lines were measured in a radial manner with post-processed static baselines or double tied real time kinematic (RTK) baselines with at least one hour of time separation.

CADASTRAL MONUMENT TABLE

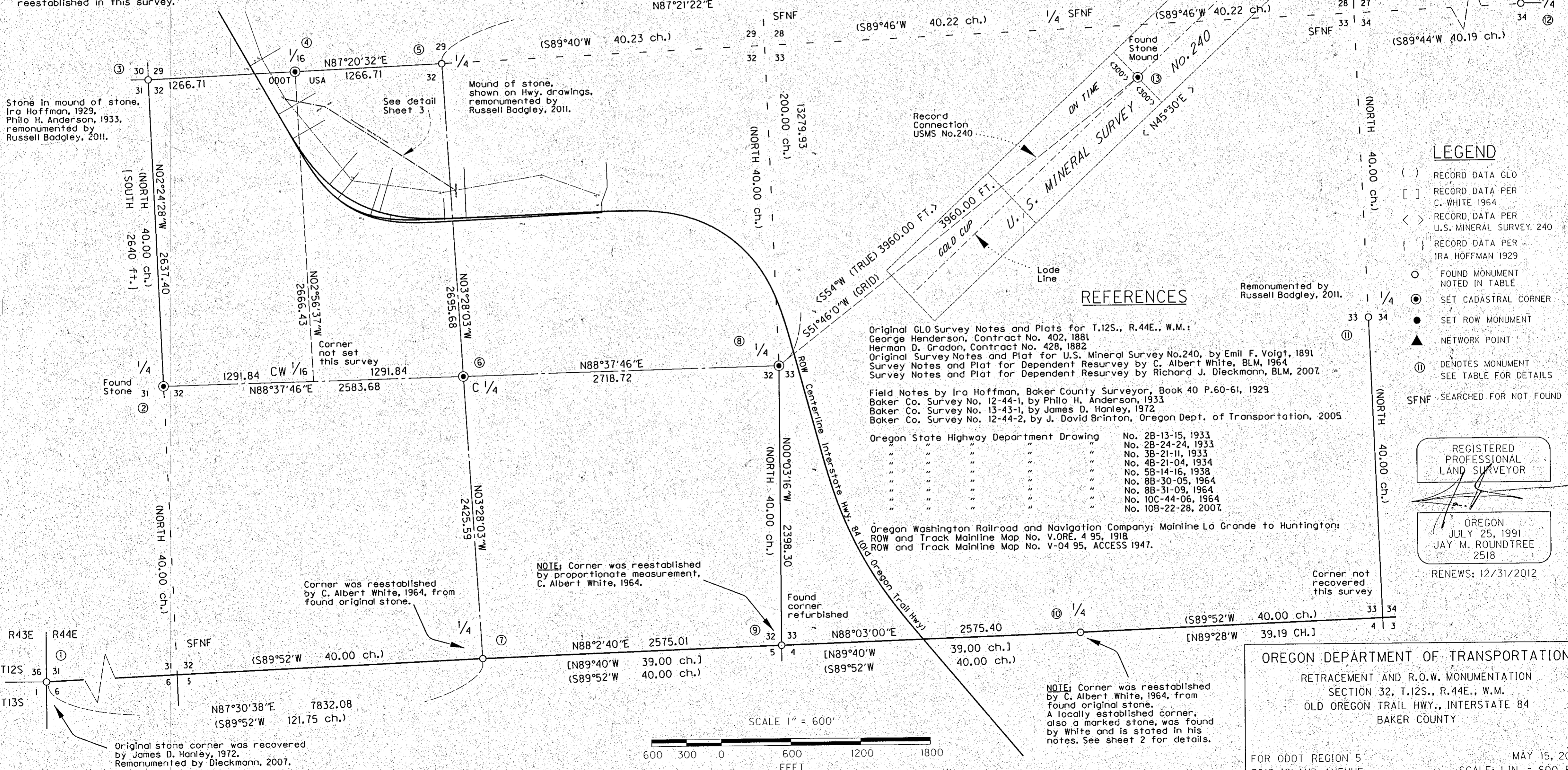
No.	GRID NORTHING	GRID EASTING	DESC
①	309989.12	9016187.73	FOUND
②	312688.68	9021282.77	SET
③	315323.75	9021171.97	FOUND
④	315382.48	9022437.32	SET
⑤	315441.22	9023702.67	FOUND
⑥	312750.47	9023865.72	SET
⑦	310329.33	9024012.43	FOUND
⑧	312815.50	9026583.66	SET
⑨	310417.20	9026585.94	FOUND
⑩	310504.84	9029159.84	FOUND
⑪	313189.29	9031662.20	FOUND
⑫	315923.77	9034152.05	FOUND
⑬	315266.21	9029694.24	SET
⑭	326086.60	9026099.32	FOUND

SEE SHEET 2 FOR DETAILS

2°14'00"



Corner was reestablished by C. Albert White, 1964, from found original stone.



LEGEND

- () RECORD DATA GLO
- [] RECORD DATA PER C. WHITE 1964
- < > RECORD DATA PER U.S. MINERAL SURVEY 240
- | | RECORD DATA PER IRA HOFFMAN 1929
- FOUND MONUMENT NOTED IN TABLE
- SET CADASTRAL CORNER
- ▲ SET ROW MONUMENT
- ⊕ NETWORK POINT
- Ⓜ DENOTES MONUMENT SEE TABLE FOR DETAILS
- SFNF SEARCHED FOR NOT FOUND

REFERENCES

- Original GLO Survey Notes and Plats for T.12S., R.44E., W.M.:
 - George Henderson, Contract No. 402, 1881
 - Herman D. Graddon, Contract No. 428, 1882
- Original Survey Notes and Plat for U.S. Mineral Survey No.240, by Emil F. Voigt, 1891
- Survey Notes and Plat for Dependent Resurvey by C. Albert White, BLM, 1964
- Survey Notes and Plat for Dependent Resurvey by Richard J. Dieckmann, BLM, 2007
- Field Notes by Ira Hoffman, Baker County Surveyor, Book 40 P.60-61, 1929
- Baker Co. Survey No. 12-44-1, by Philo H. Anderson, 1933
- Baker Co. Survey No. 13-43-1, by James D. Hanley, 1972
- Baker Co. Survey No. 12-44-2, by J. David Brinton, Oregon Dept. of Transportation, 2005
- Oregon State Highway Department Drawing
 - No. 2B-13-15, 1933
 - No. 2B-24-24, 1933
 - No. 3B-21-11, 1933
 - No. 4B-21-04, 1934
 - No. 5B-14-16, 1938
 - No. 8B-30-05, 1964
 - No. 8B-31-09, 1964
 - No. 10C-44-06, 1964
 - No. 10B-22-28, 2007
- Oregon Washington Railroad and Navigation Company; Mainline La Grande to Huntington:
 - ROW and Track Mainline Map No. V.ORE. 4 95, 1918
 - ROW and Track Mainline Map No. V-04 95, ACCESS 1947.

REGISTERED PROFESSIONAL LAND SURVEYOR

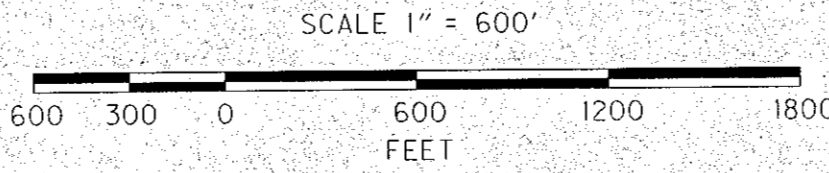
OREGON
JULY 25, 1991
JAY M. ROUNDTREE
2518

RENEWS: 12/31/2012

OREGON DEPARTMENT OF TRANSPORTATION
RETRACEMENT AND R.O.W. MONUMENTATION
SECTION 32, T.12S., R.44E., W.M.
OLD OREGON TRAIL HWY., INTERSTATE 84
BAKER COUNTY

FOR ODOT REGION 5
3012 ISLAND AVENUE
LA GRANDE, OR 97850

MAY 15, 2012
SCALE: 1 IN. = 600 FT.
SHEET 1 OF 3



Original stone corner was recovered by James D. Hanley, 1972. Remonumented by Dieckmann, 2007.

Corner was reestablished by C. Albert White, 1964, from found original stone.

NOTE: Corner was reestablished by proportionate measurement, C. Albert White, 1964.

NOTE: Corner was reestablished by C. Albert White, 1964, from found original stone. A locally established corner, also a marked stone, was found by White and is stated in his notes. See sheet 2 for details.