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DESCRIPTION	
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.O.T. R/W DRG. NOS. 9B-36-21, 9B-36-22, & 9B-36-23
.O.T. FIELD BOOK NUMBER 3057

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED PROJECT

SURVEY FILING

UNITY FOREST WAYSIDE – IRONSIDE SEC.

JOHN DAY HIGHWAY

BAKER & MALHEUR COUNTIES

MAY, 1994

NW¼SE¼, E½SE¼ SEC. 18
SW¼SW¼ SEC. 17
NW¼NW¼, E½NW¼, E½SW¼ SEC. 20
NE¼NW¼, N½NE¼ SEC. 29
N½N½ SEC. 28
N½NW¼, NW¼NE¼, S½NE¼ SEC. 27
S½NW¼, NE¼SW¼, NW¼SE¼, S½NE¼ SEC. 26
S½N½ SEC. 25
T. 14 S., R. 38 E., W.M.

S½NW¼, NE¼ SEC. 30
SW¼NW¼, N½N½ SEC. 29
NW¼, S½NE¼ SEC. 28
T. 14 S., R. 39 E., W.M.

SURVEY FOR
OREGON DEPARTMENT OF TRANSPORTATION
UNITY FOREST WAYSIDE - IRONSIDE SEC.
JOHN DAY HIGHWAY
BAKER & MALHEUR COUNTIES

SHEET No. 1
TOTAL SHEETS 16

REGISTERED PROFESSIONAL LAND SURVEYOR
Dale R. Wickert
OREGON JULY 16, 1987 DALE R. WICKERT 2314
EXPIRATION DATE: 12-31-94
DALE R. WICKERT
1508 E. IDAHO AVENUE
ONTARIO, OREGON 97914
(503) 889-8558

I, Dale R. Wickert, a registered professional land surveyor, hereby certify that this plat is a true and accurate representation of a survey done by me or under my direction on 6-26-90 to 5-2-94.

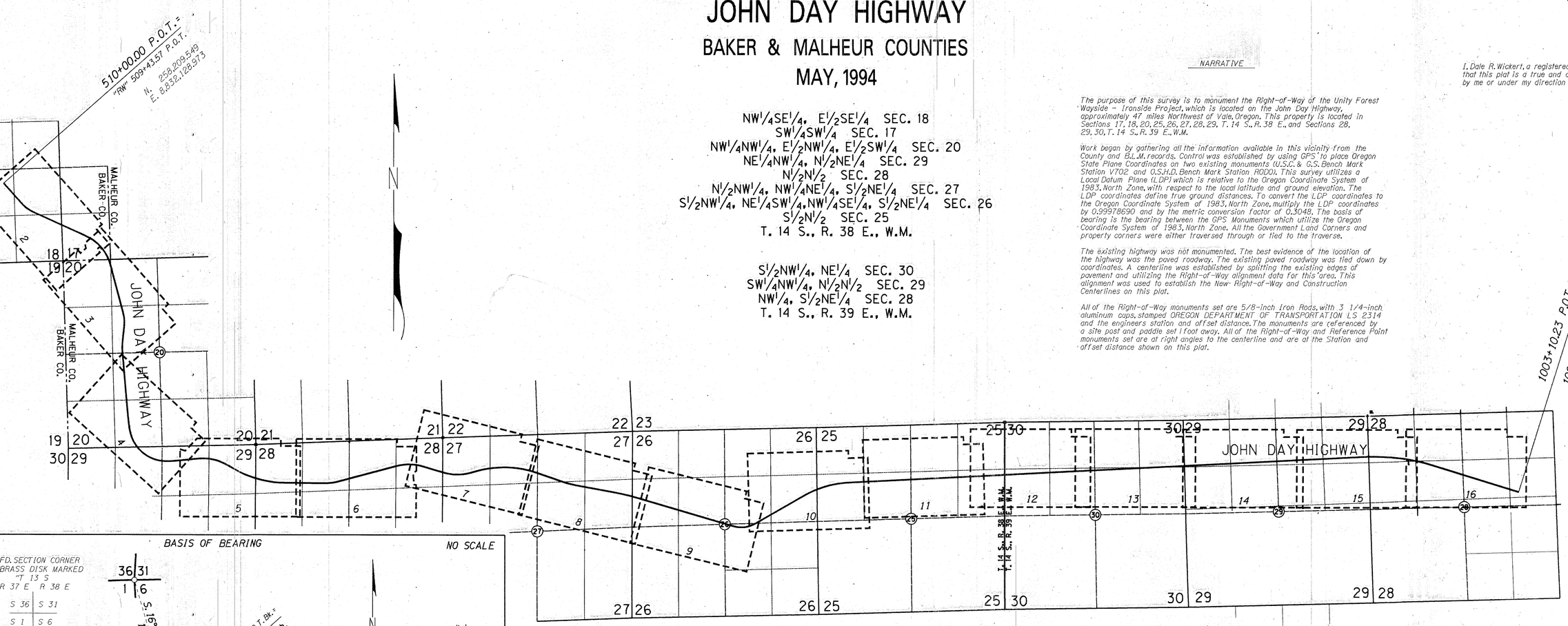
NARRATIVE

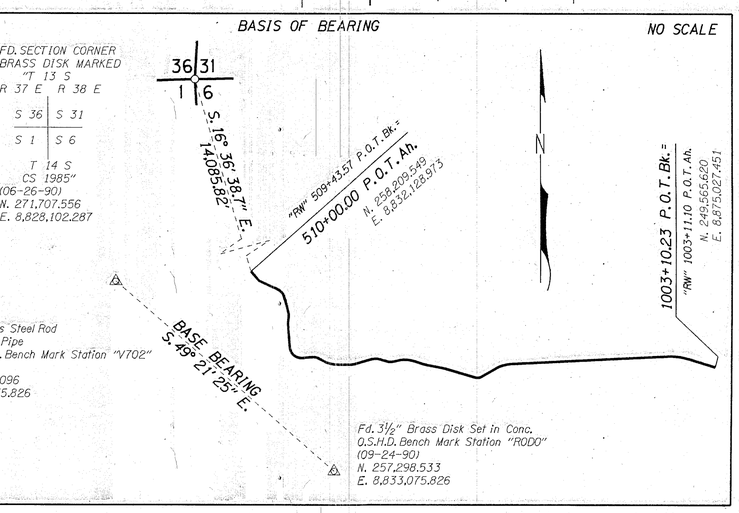
The purpose of this survey is to monument the Right-of-Way of the Unity Forest Wayside – Ironside Project, which is located on the John Day Highway, approximately 47 miles Northwest of Vale, Oregon. This property is located in Sections 17, 18, 20, 25, 26, 27, 28, 29, T. 14 S., R. 38 E., and Sections 28, 29, 30, T. 14 S., R. 39 E., W.M.

Work began by gathering all the information available in this vicinity from the County and B.L.M. records. Control was established by using GPS to place Oregon State Plane Coordinates on two existing monuments (U.S.C.& G.S. Bench Mark Station V702 and O.S.H.D. Bench Mark Station RODO). This survey utilizes a Local Datum Plane (LDP) which is relative to the Oregon Coordinate System of 1983, North Zone, with respect to the local latitude and ground elevation. The LDP coordinates define true ground distances. To convert the LDP coordinates to the Oregon Coordinate System of 1983, North Zone, multiply the LDP coordinates by 0.99978690 and by the metric conversion factor of 0.3048. The basis of bearing is the bearing between the GPS Monuments which utilize the Oregon Coordinate System of 1983, North Zone. All the Government Land Corners and property corners were either traversed through or tied to the traverse.

The existing highway was not monumented. The best evidence of the location of the highway was the paved roadway. The existing paved roadway was tied down by coordinates. A centerline was established by splitting the existing edges of pavement and utilizing the Right-of-Way alignment data for this area. This alignment was used to establish the New Right-of-Way and Construction Centerlines on this plat.

All of the Right-of-Way monuments set are 5/8-inch Iron Rods, with 3 1/4-inch aluminum caps, stamped OREGON DEPARTMENT OF TRANSPORTATION LS 2314 and the engineers station and offset distance. The monuments are referenced by a site post and paddle set 1 foot away. All of the Right-of-Way and Reference Point monuments set are at right angles to the centerline and are at the Station and offset distance shown on this plat.





SCALE
0 1500 3000 4500 6000 7500
FEET

LEGEND

- ○ FOUND MONUMENT - AS NOTED
- ● SET 5/8" × 30" IRON ROD WITH 3 1/4" ALUMINUM CAP STAMPED "OREGON DEPT. OF TRANSPORTATION LS 2314"
- COUNTY LINE
- RW CENTER LINE
- SECTION LINE
- 1/4 SECTION LINE
- 1/16 SECTION LINE
- PROPERTY LINE

FILED 5-24-94
BAKER COUNTY SURVEYOR
SURVEY NO. 14-38-12