

THE HISTORY OF THE SURVEYS PERTAINING TO THIS SURVEY IS AS FOLLOWS:

IN 1871, Z. F. MOODY, U.S. DEPUTY SURVEYOR, SURVEYED THE SUBDIVISIONAL LINES, AS SHOWN ON THE OFFICIAL PLAT OF SURVEY APPROVED NOVEMBER 11, 1871. THIS SURVEY WAS SUPERSEDED BY THE 1887 AND 1889 SURVEYS BY JAMES P. CURRIN AND JAMES E. NOLAND, U.S. DEPUTY SURVEYORS.

IN 1871, Z. F. MOODY, U.S. DEPUTY SURVEYOR, SUBDIVIDED SECTIONS 1 THROUGH 13 UTILIZING THE THREE-MILE METHOD, AS SHOWN ON THE OFFICIAL PLAT OF SURVEY APPROVED JUNE 21, 1872.

IN 1887, JAMES P. CURRIN AND JAMES E. NOLAND, U.S. DEPUTY SURVEYORS, SURVEYED THE SUBDIVISIONAL LINES AND SUBDIVIDED THE SECTIONS UTILIZING THE THREE-MILE METHOD, AS SHOWN ON THE OFFICIAL PLAT OF SURVEY APPROVED JUNE 14, 1890, AND ACCEPTED JULY 2, 1890. CURRIN AND NOLAND MAKE NO REFERENCE OF THE SURVEY OR THE MONUMENTS ESTABLISHED BY MOODY IN 1871.

IN 1889, JAMES P. CURRIN, U.S. DEPUTY SURVEYOR, RESURVEYED A PORTION OF THE SUBDIVISIONAL LINES AND SURVEYED CERTAIN ALLOTMENTS IN SECTIONS 6, 8, 9, 10, 11, 12, 25, AND 36, AS SHOWN ON THE OFFICIAL PLAT OF SURVEY APPROVED AUGUST 31, 1889, AND ACCEPTED APRIL 14, 1890.

IN 1890, JAMES P. CURRIN AND JAMES E. NOLAND, U.S. DEPUTY SURVEYORS, EXAMINED PORTIONS OF THE SUBDIVISIONAL LINES AND SURVEYED ADDITIONAL TOPOGRAPHY, AS DESCRIBED IN THE FIELD NOTES APPROVED JUNE 4, 1890. IN 1917, L.E. WILKES, CADASTRAL SURVEYOR, RESURVEYED A PORTION OF THE SUBDIVISIONAL LINES AND THE SUBDIVISION OF SECTION LINES IN SECTION 10, AS SHOWN ON THE OFFICIAL PLAT OF SURVEY APPROVED AUGUST 26, 1918, AND ACCEPTED MAY 10, 1919.

IN 1917-1920, C.E. REDFIELD, SURVEYOR FOR THE U.S. INDIAN SERVICE, RESURVEYED PORTIONS OF THE SUBDIVISIONAL LINES AND SUBDIVISION OF SECTIONS LINES, AND SUBDIVIDED SECTION 9, THE FIELD NOTES OF THE REDFIELD SURVEY ARE ON FILE AT THE BUREAU OF INDIAN AFFAIRS, UMATILLA AGENCY OFFICE ON THE UMATILLA INDIAN RESERVATION IN MISSION, OREGON.

IN 2003-2004, BRYAN S. SEIBOLD, CADASTRAL SURVEYOR, RESURVEYED A PORTION OF THE SUBDIVISIONAL LINES AND SUBDIVISION OF SECTION LINES OF SECTIONS 4 AND 9, SUBDIVIDED SECTIONS 4 AND 9 AND SURVEYED THE METES-AND-BOUNDS SURVEYS IN SECTIONS 4 AND 9, AS SHOWN ON THE OFFICIAL PLAT OF SURVEY ACCEPTED JUNE 1, 2005, AND SUSPENDED JULY 3, 2019.

IN 2017 I SURVEYED AND MARKED THE BOUNDARIES OF ALLOTMENT 505A BASED ON MONUMENTS AND INFORMATION FOUND PERTAINING TO THE 2003-2004 SEIBOLD SURVEY. DURING THE COURSE OF MY SURVEY I ESTABLISHED THE ALIGNMENTS OF THE UNION PACIFIC RAILROAD HOLDING RECORD DATA BEST FIT TO THE CONSTRUCTED LOCATION OF THE EXISTING RAIL LINE AND RECORDED THE SURVEY AS UMATILLA COUNTY SURVEY 17-109-C.

IN 2018-2019, RICHARD J. DIECKMANN, CADASTRAL SURVEYOR COMPLETED A CORRECTIVE DEPENDENT RESURVEY OF A PORTION OF THE SUBDIVISIONAL LINES AND A PORTION OF THE SUBDIVISION OF SECTION LINES OF SECTION 9, THE DEPENDENT RESURVEY OF A PORTION OF THE SUBDIVISIONAL LINES AND A PORTION OF THE SUBDIVISION OF SECTION LINES OF SECTION 9, THE FURTHER SUBDIVISION OF SECTION 9, THE SURVEY OF THE CENTERLINE OF THE ORIGINAL MAIN TRACK AND THE RELOCATED MAIN TRACK OF THE RAILROAD THROUGH SECTION 9 AND NEW LOTS 3, 4, 5, 6, 7, 8, AND 9 IN SECTION 9 UNDER SPECIAL INSTRUCTIONS APPROVED OCTOBER 1, 2018, AND SUPPLEMENTAL SPECIAL INSTRUCTIONS APPROVED JULY 1, 2019 WHICH PROVIDED FOR THE SURVEYS INCLUDED UNDER GROUP NO. 2929, AND ASSIGNMENT INSTRUCTIONS DATED OCTOBER 1, 2018, AND JULY 1, 2019, AS SHOWN ON THE OFFICIAL PLAT A FIELD NOTES ACCEPTED JANUARY 11, 2021.

AMENDED RECORD OF SURVEY

A SURVEY OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 2 NORTH, RANGE 33 EAST OF THE WILLAMETTE MERIDIAN, ALSO KNOWN AS UMATILLA INDIAN RESERVATION ALLOTMENT 505A.

THIS SURVEY AMENDS THE SURVEY RECORDED AS COUNTY SURVEY 17-109-C TO REFLECT THE CORRECTIVE DEPENDENT RESURVEY COMPLETED BY THE BUREAU OF LAND MANAGEMENT AUGUST 25, 2019 APPROVED JANUARY 11, 2021. MONUMENTS SET PER COUNTY SURVEY 17-109-C HAVE BEEN REMOVED AND RESET TO CORRESPOND WITH THIS AMENDED SURVEY.

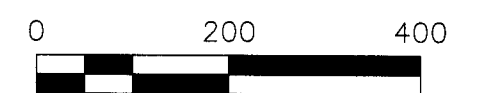
BASIS OF BEARINGS

OREGON COORDINATE SYSTEM GRID BEARING OF N 89°33'07" E ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 2 NORTH, RANGE 33 EAST OF THE WILLAMETTE MERIDIAN, UMATILLA COUNTY, OREGON.

TO ACHIEVE GEODETIC BEARINGS APPLY A CLOCKWISE ROTATION OF 01°16'50" AT THE CENTER QUARTER CORNER OF SECTION 9.

DISTANCES SHOWN ARE GROUND DISTANCES THE GROUND TO GRID COMBINED SCALE FACTOR FOR THIS SURVEY IS 0.9998785.

BEARINGS WERE DETERMINED BY OCCUPYING NATIONAL GEODETIC SURVEY MONUMENT "MISSION" PID:RB0358. THIS MONUMENT BEARS S35°02'35"E 4856.24' FROM THE CENTER 1/4 CORNER OF SECTION 9.



ORIGINAL MAIN TRACK

| CURVE | ARC LENGTH | RADIUS | DELTA ANGLE | CHORD BEARING | CHORD LENGTH |
|-----------------------|---------------|----------|-------------|---------------|--------------|
| C3 | 633.46' | 1432.69' | 25°20'00" | S 82°54'58" W | 628.31' |
| LINE BEARING DISTANCE | | | | | |
| L2 | S 68°14'53" W | 451.70' | | | |
| CURVE | ARC LENGTH | RADIUS | DELTA ANGLE | CHORD BEARING | CHORD LENGTH |
| C4 | 725.10' | 1719.12' | 24°10'00" | S 80°19'47" W | 719.74' |

RELOCATED MAIN TRACK

| SPIRAL | SPIRAL LENGTH | SPIRAL ANGLE | CHORD BEARING | CHORD LENGTH | |
|-----------------------|-------------------------|--------------|---------------|---------------|--------------|
| S1 | 525.00' (15-35' CHORDS) | 3°30'00" | N 87°34'54" W | 524.95' | |
| CURVE | ARC LENGTH | RADIUS | DELTA ANGLE | CHORD BEARING | CHORD LENGTH |
| C1 | 620.95' | 4297.28' | 8°18'48" | S 85°56'59" W | 620.41' |
| S2 | 525.00' (15-35' CHORDS) | 3°30'00" | N 79°28'13" W | 524.95' | |
| LINE BEARING DISTANCE | | | | | |
| L1 | S 78°18'07" W | 261.34' | | | |
| SPIRAL | SPIRAL LENGTH | SPIRAL ANGLE | CHORD BEARING | CHORD LENGTH | |
| S3 | 525.00' (15-35' CHORDS) | 3°30'00" | S 79°28'05" W | 524.95' | |
| CURVE | ARC LENGTH | RADIUS | DELTA ANGLE | CHORD BEARING | CHORD LENGTH |
| C2 | 535.01' | 4297.28' | 7°08'00" | N 86°21'54" E | 534.67' |
| SPIRAL | SPIRAL LENGTH | SPIRAL ANGLE | CHORD BEARING | CHORD LENGTH | |
| S4 | 525.00' (15-35' CHORDS) | 3°30'00" | N 88°44'12" W | 524.95' | |

ORIGINAL MAIN TRACKBLM

| CURVE | ARC LENGTH | RADIUS | DELTA ANGLE | CHORD BEARING | CHORD LENGTH |
|-----------------------|---------------|----------|-------------|---------------|--------------|
| C3 | 633.46' | 1432.69' | 25°20'00" | S 82°12'05" W | 628.31' |
| LINE BEARING DISTANCE | | | | | |
| L2 | S 69°32'00" W | 451.70' | | | |
| CURVE | ARC LENGTH | RADIUS | DELTA ANGLE | CHORD BEARING | CHORD LENGTH |
| C4 | 725.10' | 1719.12' | 24°10'00" | S 81°36'54" W | 719.74' |

RELOCATED MAIN TRACKBLM

| SPIRAL | SPIRAL LENGTH | SPIRAL ANGLE | CHORD BEARING | CHORD LENGTH | |
|-----------------------|-------------------------|--------------|---------------|---------------|--------------|
| S1 | 525.00' (15-35' CHORDS) | 3°30'00" | N 87°17'47" W | 524.95' | |
| CURVE | ARC LENGTH | RADIUS | DELTA ANGLE | CHORD BEARING | CHORD LENGTH |
| C1 | 620.95' | 4297.28' | 8°18'48" | S 87°13'48" W | 620.41' |
| S2 | 525.00' (15-35' CHORDS) | 3°30'00" | N 80°45'20" W | 524.95' | |
| LINE BEARING DISTANCE | | | | | |
| L1 | S 79°35'14" W | 261.34' | | | |
| SPIRAL | SPIRAL LENGTH | SPIRAL ANGLE | CHORD BEARING | CHORD LENGTH | |
| S3 | 525.00' (15-35' CHORDS) | 3°30'00" | S 80°45'12" W | 524.95' | |
| CURVE | ARC LENGTH | RADIUS | DELTA ANGLE | CHORD BEARING | CHORD LENGTH |
| C2 | 535.01' | 4297.28' | 7°08'00" | N 86°00'57" E | 534.67' |
| SPIRAL | SPIRAL LENGTH | SPIRAL ANGLE | CHORD BEARING | CHORD LENGTH | |
| S4 | 525.00' (15-35' CHORDS) | 3°30'00" | N 87°27'01" W | 524.95' | |

BOUNDARY

| LINE | BEARING | DISTANCE |
|------|---------------|----------|
| L3 | N 68°14'53" E | 223.94' |
| L4 | N 78°18'07" E | 49.71' |
| L5 | N 68°14'53" E | 218.96' |
| L6 | N 78°18'07" E | 202.84' |

| CURVE | ARC LENGTH | RADIUS | DELTA ANGLE | CHORD BEARING | CHORD LENGTH |
|-------|------------|----------|-------------|---------------|--------------|
| C5 | 411.67' | 1768.12' | 13°19'57" | N 74°34'46" E | 410.74' |
| C6 | 172.56' | 4247.28' | 2°19'40" | S 82°58'07" W | 172.55' |
| C7 | 15.34' | 1482.69' | 0°35'34" | N 68°25'50" E | 15.40' |

LEASE PARCEL BOUNDARY

| LINE | BEARING | DISTANCE |
|------|--------------|----------|
| L7 | N37°15'01" E | 49.49' |
| L8 | S42°28'18" W | 69.06' |
| L9 | N48°42'07" E | 68.56' |
| L10 | N45°59'03" E | 65.32' |
| L11 | N56°00'40" E | 41.20' |
| L12 | N74°14'37" E | 25.32' |
| L13 | N53°01'36" E | 6.47' |
| L14 | N24°25'14" E | 28.91' |
| L15 | N11°54'51" E | 177.96' |
| L16 | N18°13'05" E | 112.35' |
| L17 | N14°56'22" E | 119.90' |
| L18 | N24°31'10" E | 52.47' |
| L19 | N43°42'35" E | 65.05' |
| L20 | N56°10'33" E | 47.31' |
| L21 | N65°05'43" E | 71.86' |

NARRATIVE

THIS AMENDED SURVEY WAS COMPLETED AT THE REQUEST OF THE CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION (CTUR) TO AMEND THE SURVEY COMPLETED IN 2017 RECORDED AS COUNTY SURVEY 17-109-C TO CONFORM WITH THE CORRECTIVE DEPENDENT RESURVEY OF A PORTION OF SECTION 9, APPROVED JANUARY 11, 2022 AND MARK THE BOUNDARIES OF ALLOTMENT 505A ACCORDINGLY, INCLUDING THE EXCEPTION FOR MISSION ROAD ON THE SW CORNER AND THE EXCEPTION FOR THE UNION PACIFIC RAILROAD ON THE NORTHWEST CORNER. THE SURVEY WAS DONE USING DUAL FREQUENCY RTK GEODETIC GPS RECEIVERS HAVING STANDARD ERRORS OF 10 MM + 1 PPM RMS IN MAY 2022.

THE 2018-2019 CORRECTIVE DEPENDENT RESURVEY ADDRESSED THE RAILROAD BUT NOT THE COUNTY ROAD RIGHTS-OF-WAY THAT ARE EXCEPTED FROM 505A. DURING THE COURSE OF MY WORK TO AMEND MY 2017 SURVEY I REVISITED THE BLM MONUMENTS THAT AFFECTED ALLOTMENT 505A AND HAVE HELD THE MONUMENTS AS SHOWN HEREON. TO ESTABLISH THE RAILROAD RIGHT-OF-WAY I USED THE WITNESS CORNER TO THE INTERSECTION OF THE EAST LINE OF SECTION 9 WITH ITS INTERSECTION WITH THE RAILROAD CENTERLINE AND THE BLM RECORD ANGLAR AND DISTANCE RELATIONSHIPS TO ESTABLISH THE ORIGINAL AND RELOCATED MAIN TRACK OF THE UNION PACIFIC RAILROAD THIS METHOD AGREES WITH THE MONUMENTS ESTABLISHED BY THE CORRECTIVE DEPENDENT RESURVEY AND IS HARMONIOUS WITH THE OFFICIAL RECORD. THERE ARE SLIGHT DIFFERENCES IN THE DELTA ANGLES NOTED ON BLM SURVEY AND THE DELTA ANGLES THAT THE TANGENT SECTIONS OF THE RAILROAD CENTERLINE PRODUCE WHICH PREVENT ME FROM HOLDING THE BLM INFORMATION AND MAKING THE CURVES AND SPIRAL CURVES TANGENT CURVES. THEREFORE IN ORDER TO CONFORM WITH THE BLM DEFINITION OF THE RAILROAD AS INDICATED BY THE MONUMENTS FOUND I HAVE HELD THE CHORD BEARINGS AND DISTANCES TO ESTABLISH THE POINTS OF CURVATURES, POINTS OF TANGENTS AS WELL AS THE BEGINNING AND ENDING LOCATIONS OF THE SPIRAL CURVES.

IN 2007 DWIGHT BARTLESON PREPARED A RECORD OF SURVEY FOR THE BUREAU OF INDIAN AFFAIRS FOR MISSION HIGHWAY (CUR 900). IN HIS NARRATIVE MR. BARTLESON STATES THE THE PURPOSE OF THE SURVEY WAS TO MONUMENT THE DEED CENTERLINE OF MISSION HIGHWAY. I HAVE FOUND AND NOTED FOUR OF THE MONUMENT FROM HIS SURVEY; HOWEVER, THE LOCATION OF THE FOUND MONUMENTS IN THE MISSION HIGHWAY THAT RUNS THROUGH ALLOTMENT 505A DO NOT AGREE WITH THE DESCRIPTION OF THE EXCEPTION. ALSO, THE EXCEPTION IS 40 FEET IN WIDTH AND UMATILLA COUNTY ROAD RECORDS AND THE PHYSICAL LOCATION OF THE ROAD IMPROVEMENTS INDICATE THAT THE ROAD RIGHT-OF-WAY THROUGH ALLOTMENT 505A IS 60 FEET IN WIDTH. FOR THIS REASON I HAVE SHOWN AN ADDITIONAL 20 FEET OF ROAD EASEMENT ADJACENT TO THE SOUTHERLY SIDE OF THE 40 FOOT EXCEPTION.

I HAVE REMOVED ANY MONUMENTS ESTABLISHED DURING THE 2017 SURVEY THAT WERE OUT OF POSITION AND RE-SET THEM TO CONFORM WITH THIS AMENDED SURVEY UNLESS OTHERWISE NOTED.

MONUMENT DESCRIPTION NOTES

- CENTER WEST 1/16 CORNER - FOUND A 3" BLM BRASS CAP PER THE 2005 BLM DEPENDENT RESURVEY.
- NW 1/16 - FOUND A 3" BLM BRASS CAP PER THE 2021 BLM DEPENDENT RESURVEY. A 3" BRASS CAP PER THE 2005 BLM SURVEY MARKED AM 12.3 FT TO COR 2019 BEARS N12°21'25"E 12.38'.
- 2A FOUND 1 1/2" ALUMINUM CAP MARKED KRUMBEN ENG LS 933 SHOWN AS WP2 ON 2021 BLM SURVEY.
- 2B FOUND A 3 1/4" BRASS CAP PER 2021 BLM SURVEY MARKING THE INTERSECTION OF THE NORTH LINE OF THE NE 1/4 OF THE NW 1/4 WITH THE RAILROAD RIGHT-OF-WAY SHOWN AS WP1 ON SAID BLM PLAT.
- 1/1024 CORNER ON THE NORTH LINE OF THE SE 1/4 OF THE NW 1/4 - FOUND A 3.25" BLM BRASS CAP PER THE 2021 BLM DEPENDENT RESURVEY. A 3" BRASS CAP PER THE 2004 BLM SURVEY BEARS N12°49'04"E 23.04'.
- CENTER NORTH 1/16 CORNER - FOUND A 3" BLM BRASS CAP PER THE 2005 BLM DEPENDENT RESURVEY REMARKED AS AM 24.7 TO CORNER PER THE 2021 BLM SURVEY. NO MONUMENT WAS SET FOR THE CENTER NORTH 1/16 CORNER.
- 4A FOUND A 3.25" BRASS CAP PER THE 2021 BLM SURVEY MARKING THE INTERSECTION OF THE N-S CENTER LINE OF SECTION 9 WITH THE SOUTH RIGHT-OF-WAY OF THE RELOCATED MAIN TRACK OF THE RAILROAD.
- AP2 ON THE EAST LINE OF THE SE 1/4 OF THE NW 1/4 - FOUND A 2" ALUMINUM CAP ON A 5/8" IRON REBAR.
- AP1 ON THE EAST LINE OF THE SE 1/4 OF THE NW 1/4 - FOUND A 2" ALUMINUM CAP ON A 5/8" IRON REBAR.
- CENTER 1/4 CORNER - FOUND A 2" BRASS CAP BY LS 1383 IN A MONUMENT CASE IN MISSION ROAD AS NOTED ON THE 2005 BLM DEPENDENT RESURVEY.
- FOUND MAG NAIL FLUSH WITH PAVEMENT PER THE 2021 BLM DEPENDENT RESURVEY.
- CENTER EAST 1/16 CORNER - FOUND A 2 1/2" BRASS CAP IN A MONUMENT CASE IN MISSION ROAD AS SHOWN ON THE 2005 BLM DEPENDENT RESURVEY.
- FOUND MAG NAIL FLUSH WITH PAVEMENT PER THE 2021 BLM DEPENDENT RESURVEY.
- EAST QUARTER CORNER SECTION 9 - FOUND A 2 1/2" BRASS CAP IN A MONUMENT CASE AS NOTED ON THE 2005 BLM DEPENDENT RESURVEY.
- FOUND A 3 1/4" BRASS CAP MARKED WC CL RR ROW S910. I HAVE HELD THE WITNESS CORNER AS THE BASIS OF ESTABLISHING THE RAILROAD RIGHT-OF-WAY TO CONFORM WITH THE 2021 BLM SURVEY.
- FOUND 3 1/4 INCH BRASS CAP SET BY BLM SURVEYOR SEIBOLD IN 2005 MARKING THE N 1/16 ON THE WEST BOUNDARY OF SECTION 9.
- FOUND A RAILROAD SPIRE MARKING WP4 ON THE WEST BOUNDARY OF SECTION 9 AS SHOWN ON THE 2021 BLM SURVEY.
- FOUND A 1 1/2" ALUMINUM CAP ON A 5/8" IRON ROD MARKING WP3 ON THE WEST BOUNDARY OF SECTION 9 AS SHOWN ON THE 2021 BLM SURVEY.

LEGEND

- — — — — PROPERTY LINE
- - - - - LEASE PARCEL LINE
- - - - - SECTION OR SECTION SUBDIVISION LINE
- - - - - CENTER LINE
- - - - - RIGHT-OF-WAY LINE
- — — — — MONUMENT LINE
- - - - - EXISTING FENCE
- - - - - EASEMENT TO BE GRANTED BY CTUR
- - - - - EDGE OF GRAVEL
- FOUND A 5/8" IRON PIN WITH A YELLOW PLASTIC CAP INSCRIBED "OR2166 WA21388" PER SURVEY 07-285-C.
- FOUND SURVEY MONUMENT AS NOTED
- SET A 5/8" IRON REBAR WITH A YELLOW PLASTIC CAP INSCRIBED "PBS 02820"
- COMPUTED POSITION NOTHING FOUND OR SET.
- SEE CORRESPONDING NOTE FOR MONUMENT DESCRIPTION.
- (XOXO)BLM RECORD DIMENSION BLM SURVEY BY DIECKMANN APPROVED JANUARY 11, 2021.
- (XOXO)DEED RECORD DIMENSION PER DEED.

REFERENCE DOCUMENTS

- UNITED STATES PATENT DATED 9-01-1977 RECORDED IN REEL 36 AT PAGE 1674
- DEED TO RAILROAD DATED 7-3-1978 RECORDED IN REEL 36 AT PAGE 1677
- JUDGMENT FOR EMINENT DOMAIN FILED 8-21-1979 IN REEL 66 AT PAGE 740
- UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF INDIAN AFFAIRS TITLE STATUS REPORT DATED 4-19-2017
- TITLE REPORT PREPARED BY PIONEER TITLE COMPANY, ORDER NUMBER 96504 DATED 4-21-2017
- SURVEY BY WELL COUNTY SURVEY NUMBER 98-169-B
- DEPENDENT RESURVEY BY BUREAU OF LAND MANAGEMENT SURVEYOR SEIBOLD DATED 6-1-2005.
- SURVEY BY BARTLESON COUNTY SURVEY NUMBER 07-285-C.
- PLAT AND FIELD NOTES OF THE CORRECTIVE DEPENDENT RESURVEY BY BUREAU OF LAND MANAGEMENT CADASTRAL SURVEYOR RICHARD J. DIECKMANN ACCEPTED JANUARY 11, 2021.

REGISTERED PROFESSIONAL LAND SURVEYOR

RECEIVED BY
Umatilla County Surveyor
Date: 8/2/22
Rec'd By: CT
No.: 22-084-C

OREGON
JUNE 30, 1997
GREG E. FLOWERS
02820LS

RENEWS 12/31/23
7/20/2022



PBS Engineering and Environmental Inc.
5 N Coville St. Ste 200
Walla Walla, WA 99322
509.656.3026
pbsusa.com

| | |
|---------------------------|------------------------|
| CLIENT: CTUR | PROJECT NO.: 87429.012 |
| SURVEYOR: GREG E. FLOWERS | DATE: 06/24/2022 |
| CALC BY: GEF | DRAWN BY: GEF |
| SECTION: 9 | TOWNSHIP: 2 NORTH |
| CITY: MISSION | COUNTY: UMATILLA |
| SCALE: 1" = 200' | RANGE: 33 EAST |
| | SHEET 1 OF 1 |