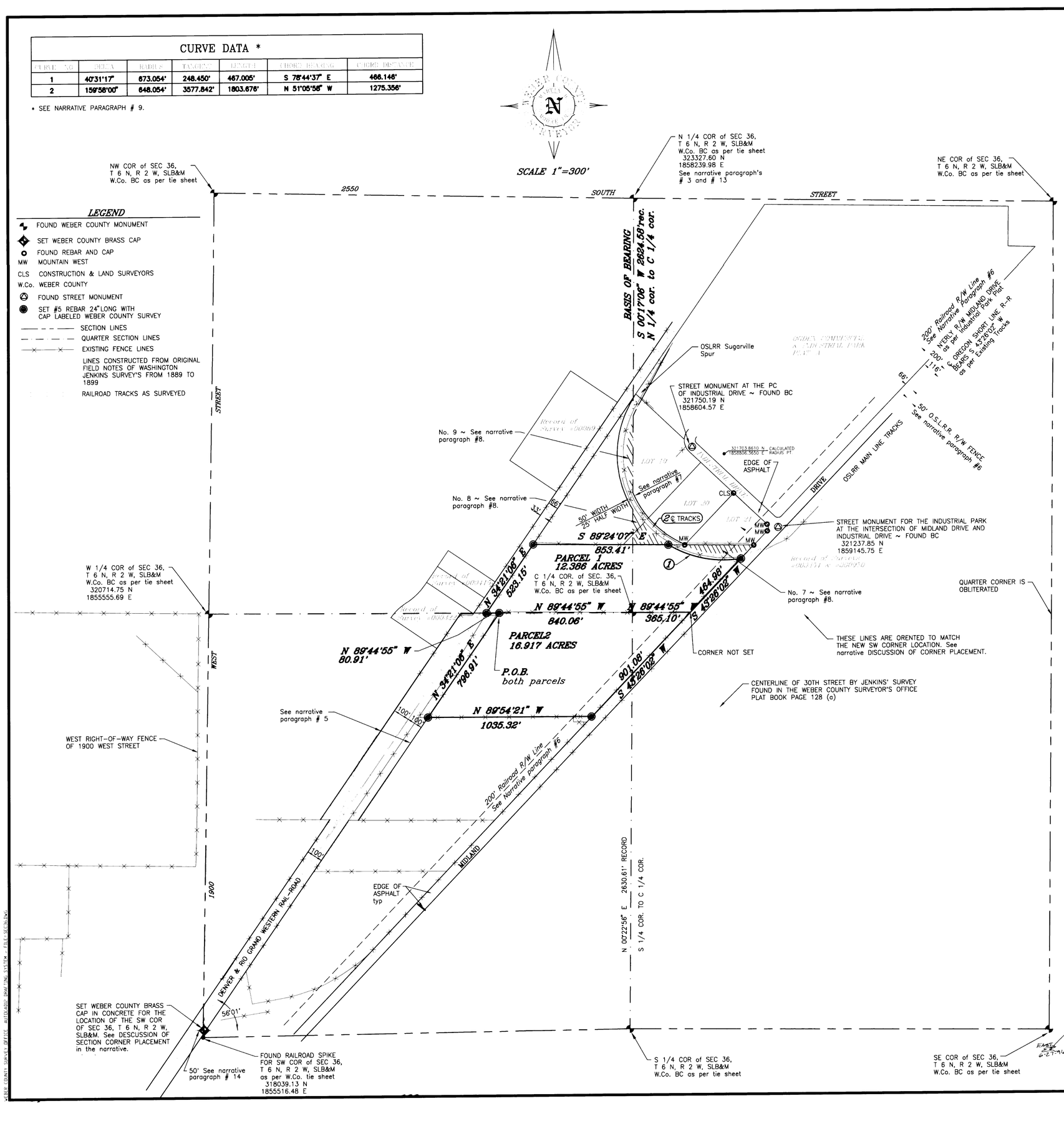
CURVE DATA *						
CURVE NO	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD DISTANCE
1	40°31'17"	673.054'	248.450'	467.005'	S 78°44'37" E	466.146'
2	159°58'00"	648.054'	3577.842'	1803.676'	N 51°05'58" W	1275.356'

* SEE NARRATIVE PARAGRAPH # 9.



LEGEND

- FOUND WEBER COUNTY MONUMENT
- SET WEBER COUNTY BRASS CAP
- FOUND REBAR AND CAP
- MW MOUNTAIN WEST
- CLS CONSTRUCTION & LAND SURVEYORS
- W.Co. WEBER COUNTY
- FOUND STREET MONUMENT
- SET #5 REBAR 24"LONG WITH CAP LABELED WEBER COUNTY SURVEY
- SECTION LINES
- QUARTER SECTION LINES
- EXISTING FENCE LINES
- LINES CONSTRUCTED FROM ORIGINAL FIELD NOTES OF WASHINGTON JENKINS SURVEY'S FROM 1889 TO 1899
- RAILROAD TRACKS AS SURVEYED

(continued from right)

noted that where the fences make the narrowing of the right-of-way in not on this 1/4 section line. The condition of the fences and type of material used suggests that the jog as it exists today may not be in the same location as it was originally. There is a record of survey #000322 that was done on the west side of the railroad. In this survey they did not accept the fence jog as the correct location of the right-of-way change. It is shown on this plat the they used a location to the north of the fences, however, the points set are still approximately 4 feet south of the monumented 1/4 section line.

6) The centerline of the OSLRR right-of-way was established by using the remaining portion of the existing tracks. This alignment was extended southwesterly past the front of the property. In our research it was found that some conflicting data on the right-of-way widths exist. The County ownership plats show the width as being 100 feet wide, 50 feet on each side of the centerline of the tracks, with a 66 foot wide right-of-way for Midland Drive. These widths are recorded in Plat Book 6 Pages 65 and 69 in the County Recorders Office. However, on a 1920 rail-road map refered to in the SURVEYED DESCRIPTION to the right is shown that the railroad claims a 400 foot right-of-way, being 200 feet on each side of the centerline of the tracks. This map also shows fence lines that appear to be constructed on the lines that the County maps are calling the right-of-way line. The 400 foot right-of-way was granted by the Fourty-First (41st) Congress of the United States on December 15, 1870 running through the Public Lands being granted to the "Utah Central Railroad Company ... its successors and assigns...". This grant prompted additional research in the County records to find out what property was in the hands of the Public and what had been Patented to private citizens at that time. It was found that the first Patenting that took place in this school section was done in years ranging from 1901 to 1907 by the Governer of the State of Utah. These patents refer to lots in this section. The best evidence available to date is the survey plats found in Plat Book 6 show that lots 1-10 were created in Section 36 on January 18th 1898 and lots 11-25 were created on May 26th 1898. The latting was done to compensate for the existing railroads and the maps clearly show that the railroads were here prior to the privatization of lands in this section. Prior to the creation of these lots the railroad had changed ownership and was held at the time of the county maping by the Ogden Short Line Railroad Company. Therefore, the EAST BOUNDARY line was established at 200 feet perpendicularly distant from the centerline of the existing railroad tracks and railroad tracks extended. It was necessary to extend the tracks because a section of track was "Retired and Track Removed M.P. 1.59 to M.P. 2.62 Oct. 1945 WO1332" as shown on railroad map dated March 29, 1917. This 1917 map also supports the 200 foot half width of the railroad by showing the abandonment taking place prior to the 1920 map. This indicates that even though the tracks were removed the railroad continued to claim the full width of the right-of-way. The road that is now being called Midland Drive is shown on the 1920 railroad plat as being in existance in the area of Section 36. However, it is not clear if it was being used by the public or if it was built for the purpose of railroad maintaince. This question has been left unanswered in this survey.

7) The NORTH BOUNDARY line borders the south line of the "Ogden Commercial & Industrial Park Plat 'A' " and the southerly right-of-way line of the OSLRR Sugarville Spur. The south boundary of 'the park' has been established by two surveys which are on file in this office. The correctness of these surveys were checked by locating the existing rebar and caps which were set in the surveys of record and checking their location with the existing street monuments for "Industrial Drive". They were found to agree within a reasonable tollerance. We also located the fence lines in this area. The monumented south line of 'the park' fits closely with an existing fence line that is between the D&RGRR and the OSLRR Sugarville Spur rights-of-way. This fence was on aid in confirming the correct location of the west portion of the north boundary line of this property. The east portion of the north boundary line, curve #1, was established on the southerly right-of-way line of the OSLRR Sugarville Spur which was determined to be 25 feet radially distant from the centerline of the existing tracks. Again, there are conflicting records as to the right-of-way width of this spur. The 'park' plat shows this R/W as being 24 feet in total width, however, on the 1920 railroad plat it is shown as being a 25 foot half width, making it 50 feet wide. The quality of the map in this area is poor and it is unclear whether there is fences shown on the plat in this area as they are shown on the main line portion of the plat. It is apparent that the 24 foot width used on "the park' plat is between existing fences. By the written record, evidenced by the 1920 plat, the width should be 50 feet and the remaining east portion of the north boundary line was established in conformance with said railroad document.

8) Other issues came to light in researching the north boundary line that effect the ownership of a parcel of ground shown on this plat as No.7. The County ownership plats show this property being in private ownership, while the 1920 railroad map show this property being purchased from Joseph Clark by Contract on March 30, 1898 "To procure conveyance to R.R. Co of lands described within 18 Mo's of date".

Therefore, this property is still owned by the OLSRR Company and has been excluded from this survey description. Parcels shown hereon as No.8 and No.9 are also part of the purchase from Joseph Clark and have also remained as railroad property to this date.

9) The curved section of the tracks of the OSLRR Sugarville Spur was surveyed to obtain the location for the curve. The 1920 map is some what illegible in this area and the curve data could not be determined from this map. The 1917 map was more legable for this area and the curve data was extracted from it. The Degree of Curve was one of the key pieces of data that was available off of the plat. The maps had no recognizable notation to state if the Arc or Chord definition were used for the Degree of Curve, therefore, to calculate the remaining data needed the Chord definition for the Degree of Curve was used because this is what has been typically used for railroad work.

10) The SOUTH BOUNDARY line of the property was established from a combination of the deed record and occupation evidence. In this case the fence line is within approximately 0.09 feet of the deed distance for this parcel which is recorded in the county records at book 908 page 379. The 1/4 section line is being used in this deed as the north boundary of the parcel. Since the deed call, fence line and monument line agree with each other within a reasonable degree of tollerance the fence has been held as the boundary line.

DISCUSSION OF SECTION CORNER PLACEMENT

11) As this survey progressed it became apparent that the railroad spike being used for the location of the Southwest corner of Section 36 could be in error. This was due to records that this office has that date between April of 1889 and March 1899. These records were produced from surveys preformed by Washington Jenkins, Weber County Surveyor. When the data obtained in this survey showed the location of this spike as being questionable we began an extensive effort to find a location that more closely fits the old occupations. Mr. Jenkins work showed a specific location for the corner relating to the D&RG railroad tracks. He also measured a distance to the W 1/4 corner of this section and shows a bearing and distance to the E 1/4 corner of said section. From that data he broke out Lots 10 and 11 as platted on the May 1898 survey plat of H.J. Craven Weber County Surveyor. Having established the right-of-way lines of the D&RGRR we calculated the distance from the monumented location of the W 1/4 corner along the monumented 1/4 section line to the northerly right-of-way line of the D&RGRR and the distance was found to be within 0.35 feet of the record distance shown on the Craven plat. The W 1/4 corner is also in the extention of a fence line that runs to the west for some distance. The monumented line also approximates an east-west fence line that is constructed between the D&RGRR and OSLRR tracks. On the east side of Midland Drive another fence continues for a short distance to the east in the same line as the fence on the west side of Midland Drive. This fence line is not shown on this survey plat. Jenkins' survey that established the lot line between Lots 10 and 11 gives the bearing of this lot line, this lot line is also the 1/16th section line. Rotating Jenkins 1899 survey to fit the Lot division fence line also showed that the fence line that is at the 1/4 section line also fits his survey. The east-west 1/16th section line is also where the railroad right-of-way narrows from 200 feet to 100 feet wide. Therefore, the fence lines are the best available monuments of the original lot line survey for the 1/4 section line and the 1/16th section line in the Southwest 1/4 of this section. They also aid in providing enough data to make a determination that the W 1/4 corner is in a good location and best represents the north-south location of the 1/4 corner.

12) There are two other items that Jenkins and Cravens surveys document, One, the location of the C 1/4 corner and, Two, the location of the Southwest corner.

13) First the C 1/4 corner monument. On the May 1898 survey plat of Craven's, a distance of 837.7 feet was measured from the 200 foot right-of-way line of the D&RGRR to the C 1/4 corner. Having established this right-of-way line I have calculated a distance between these points of 840.06 feet. This is a 2.36 foot difference. The bearing from the N 1/4 thru the C 1/4 to the S 1/4 is not in a straight line as shown on the County bearing sheets approved Feb. 1987. If a straight line between the N 1/4 and S 1/4 corners as currently monumented is calculated the difference in distance is 2.23 feet to the west of the current C 1/4 monument. This is within 0.13 feet of the record distance that Jenkins shows for this corner position. Therefore, I believe that a more correct location for the C 1/4 corner is at the intersection of the existing fence line identifying the east-west 1/4 section line and on a straight line between the North and South 1/4 corners. The monument for this C 1/4 corner has not been moved due to the surveys in this area that have utilized its current location.

14) Second the Southwest corner of Section 36. This corner is also tied into the Jenkins survey where he shows this corner location to be located at an angle to the right of 56°01' (easterly) from the centerline alignment of the D&RGRR tracks at a distance of 50.00 feet. There is also a distance recorded from the W 1/4 corner to this SW corner of 2630.20 feet. We calculated an offset line that was parallel to the railroad right-of-way at the stated angle and distance. Holding the position of the W 1/4 corner and rotating the Jenkins survey data to place his location for this corner on the 50 foot offset line we have been able to establish coordinates for this position. This moves the location witnessed by the spike in the North=6.94 ft and in the East=45.23 ft. From this rotation it can be seen that the bearing that Jenkins established on the 1/16th section line and 1/4 section line are slightly in error with the fences that have been shown to match much of the original survey data. Here again, I believe that a more correct location for the SW corner of the section is at the Jenkins position which we have re-established and shall monumented pending additional research in adjoining sections.

WEBER COUNTY SURVEYOR'S CERTIFICATE

I, MARTIN B. MOORE JR., HAVING BEEN DULY ELECTED AS THE WEBER COUNTY SURVEYOR DO HEREBY CERTIFY THAT WE, OF THE WEBER COUNTY SURVEYOR'S OFFICE, OF THE STATE STATE OF UTAH, HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN HEREON. THAT THIS PLAT HAS BEEN PREPARED FROM THE ORIGINAL FIELD NOTES MADE DURING A SURVEY OF SAID TRACT OF LAND SHOWN ON THIS PLAT AND THAT THIS PLAT IS AN ACCURATE RECORD OF THIS SURVEY.

WEBER COUNTY COUNTY SURVEYOR STATE OF UTAH

BASIS OF BEARING

IS THE UTAH STATE PLANE GRID WHICH IS S 00°17'06" W BETWEEN THE NORTH QUARTER CORNER AND CENTER QUARTER CORNER OF SECTION 36, TOWNSHIP 6 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN AS CURRENTLY MONUMENTED BY WEBER COUNTY.

DESCRIPTION'S OF RECORD

15-097-0002 R/P
ALL OF LOT 14 AND A PART OF LOT 18, SECTION 36, TOWNSHIP 6 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, LOCAL SURVEY: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 14, AND RUNNING THENCE NORTH 89°44' WEST 1260.80 FEET TO THE SOUTHWEST CORNER OF SAID LOT 18, THENCE NORTH 34°04' EAST 522.8 FEET, THENCE SOUTH 89°44' EAST ALONG THE LIMITS LINE OF OGDEN CITY 1372.97 FEET TO THE NORTHEAST CORNER OF SAID LOT 14, THENCE SOUTH 43°08' WEST 591.9 FEET TO THE POINT OF BEGINNING. CONTAINING 13.11 ACRES MORE OR LESS.

15-102-0017 ORIG
PART OF THE SOUTH 1/2 OF SECTION 36, TOWNSHIP 6 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY: BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHWEST CORNER OF SAID SECTION 36; RUNNING THENCE EAST ALONG THE SECTION LINE 358.6 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF MIDLAND DRIVE; THENCE SOUTHWESTERLY ALONG SAID RIGHT-OF-WAY 898 FEET; THENCE SOUTH 89°52'40" WEST 1028.26 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF THE D. & R. G. RAILROAD; THENCE NORTH 34°04' EAST 797 FEET, MORE OR LESS, ALONG SAID RIGHT-OF-WAY LINE TO THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 36, THENCE EAST 837.7 FEET ALONG SAID SECTION LINE TO THE POINT OF BEGINNING. CONTAINING 17.0 ACRES.

SURVEYED DESCRIPTION

PARCEL 1
A PART OF SECTION 36, TOWNSHIP 6 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, BEGINNING AT THE CENTER QUARTER CORNER OF SAID SECTION 36,
THENCE North 89°44'55" West 840.06' ALONG THE MONUMENTED QUARTER SECTION LINE FROM THE MONUMENTED CENTER QUARTER CORNER OF SAID SECTION 36 TO A POINT AT THE INTERSECTION OF THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF THE "DENVER & RIO GRANDE" RAILROAD, HERE AFTER REFERED TO AS D.& R.G.R.R., AND SAID MONUMENTED QUARTER SECTION LINE FOR SAID SECTION 36,
SAID POINT BEING LOCATED SOUTHEASTERLY 100 FEET PERPENDICULARLY DISTANT FROM THE CENTER OF THE D.& R.G.R.R. TRACKS;
THENCE North 89°44'55" West 80.91 FEET ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID D.& R.G.R.R. TO THE INTERSECTION OF SAID QUARTER SECTION LINE AND A POINT SOUTHEASTERLY 33 FEET PERPENDICULARLY DISTANT FROM THE CENTER OF SAID TRACKS,
THENCE North 34°21'06" East 523.15 FEET ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF THE D.& R.G.R.R. TO THE SOUTHWEST CORNER OF THE "OGDEN COMMERCIAL AND INDUSTRIAL PARK PLAT 'A' ",
THENCE South 89°24'07" East 853.41 FEET ALONG THE SOUTH LINE OF SAID INDUSTRIAL PARK TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THE "SUGAR WORKS TRACK NO. 1" AS REFERED TO ON A RAILROAD SURVEY PLAT MAP "UT 3 5." SHEET 1, DATED AUG. 24, 1917 FOR THE "OREGON SHORT LINE RAILROAD, EVONA BRANCH, OGDEN TO SUGAR WORKS RIGHT OF WAY & TRACK MAP, STA 24+76.9 TO STA 218+75.0"
THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT 467.005 FEET HAVING A RADIUS OF 673.054 FEET WITH A CHORD BEARING AND DISTANCE OF South 78°44'37" East 466.146 FEET ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE AND THE RECORD NORTHWESTERLY RIGHT-OF-WAY LINE OF MIDLAND DRIVE, SAID MIDLAND DRIVE RIGHT-OF-WAY LINE BEING NORTHWESTERLY 116 FEET PERPENDICULARLY DISTANT FROM AN EXTENTION OF THE CENTERLINE OF THE REMAINING PORTION OF THE TRACKS OF THE "OREGON SHORT LINE RAILROAD MAIN LINE",
THENCE South 43°26'02" West 464.98 FEET ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE TO AN EXISTING FENCE LINE AND THE EXTENTION OF THE SAID MONUMENTED QUARTER SECTION LINE,
THENCE North 89°44'55" West 365.10 FEET ALONG SAID EXTENTION OF THE MONUMENTED QUARTER SECTION LINE TO THE POINT OF BEGINNING. AS SHOWN ON THE RECORD OF SURVEY PLAT WHICH IS FILED IN THE OFFICE OF THE WEBER COUNTY SURVEYOR. CONTAINING 12.386 ACRES, MORE OR LESS.

PARCEL 2
A PART OF SECTION 36, TOWNSHIP 6 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, BEGINNING AT THE CENTER QUARTER CORNER OF SAID SECTION 36,
THENCE South 89°44'55" East 365.10 FEET ALONG THE EXTENTION OF THE MONUMENTED QUARTER SECTION LINE TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF MIDLAND DRIVE, SAID MIDLAND DRIVE RIGHT-OF-WAY LINE BEING NORTHWESTERLY 116 FEET PERPENDICULARLY DISTANT FROM AN EXTENTION OF THE CENTERLINE OF THE REMAINING PORTION OF THE TRACKS OF THE "OREGON SHORT LINE RAILROAD MAIN LINE",
THENCE South 43°26'02" West 901.08 FEET ALONG SAID NORTHWESTERLY RIGHT-OF-WAY TO AN EXISTING FENCE LINE,
THENCE North 89°54'21" West 1035.32 FEET ALONG SAID FENCE LINE TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF THE D.& R.G.R.R., SAID RIGHT-OF-WAY BEING SOUTHEASTERLY 100 FEET PERPENDICULARLY DISTANT FROM THE CENTER OF THE D.& R.G.R.R. TRACKS,
THENCE North 34°21'06" East 796.91 FEET ALONG SAID RAILROAD RIGHT-OF-WAY LINE TO A POINT AT THE INTERSECTION OF THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF THE "DENVER & RIO GRANDE" RAILROAD AND SAID MONUMENTED QUARTER SECTION LINE FOR SAID SECTION 36, SAID POINT BEING LOCATED SOUTHEASTERLY 100 FEET PERPENDICULARLY DISTANT FROM THE CENTER OF THE D.& R.G.R.R. TRACKS,
THENCE South 89°44'55" East 840.06 FEET ALONG SAID MONUMENTED QUARTER SECTION LINE TO THE POINT OF BEGINNING. AS SHOWN ON THE RECORD OF SURVEY PLAT WHICH IS FILED IN THE OFFICE OF THE WEBER COUNTY SURVEYOR.
CONTAINING 16.917 ACRES, MORE OR LESS.

NARRATIVE

1) This survey was preformed by the Weber County Surveyor's Office for two reasons. One, to provide a boundary description for a parcel of ground that the County can purchase for waste management needs and Two, to evaluate the location for the Southwest Corner of this Section 36, to determine if the current location of a rail-road spike is in the correct location for a section corner or not. This spike has been used by surveyor's as well as the County for said Section Corner.

2) Extensive research has been done in the County records and a field survey of the existing occupations and key features have been made.

3)The state plane coordinates of the North 1/4 corner of the section were used for the beginning coordinates of this survey. All other coordinates shown on the plat are GROUND coordinates.

DISCUSSION OF THE BOUNDARY SURVEY:

4) The property being surveyed is bounded on the East by the Oregon Short Line (OSLRR) and on the West by the Denver and Rio Grande (D&RGRR) railroad rights-of-way. On the north by a portion of the Ogden Commercial & Industrial Park Plat 'A' and a portion of the OSLRR Sugarville Spur. On the south a fence line was found to be the property line.

5) The D&RGRR right-of-way was established by using the centerline of the existing tracks and off setting the proper widths as shown hereon. The only area that required some additional work was the right-of-way change from 200 feet to 66 feet which, by patent, takes place on the quarter section line. This patent was issued by the governer of the State of Utah on August 3rd 1900. In this case the C 1/4 corner (center of section) and the W 1/4 corner are monumented which establishes the 1/4 section line across the tracks, however, I have been unable to locate a record on either monument which states how these corners were established. A question as to their correctness is raised because the East 1/4 corner of the section is missing. I have shown the E 1/4 on this plat as Obliterated because I have not done enough work to either prove it to be Lost or determine it's location. I have, however, as part of this project, done enough work to determine that the location where the monuments are currently installed fit well enough to other evidence that I have accepted them as establishing the quarter section line. Although the C 1/4 could be better placed at a location 2.23 feet west. See Paragraph # 13. It should be

(continued at left)

RECORD OF SURVEY PLAT For WEBER COUNTY, UTAH

PART OF SECTION 36
TOWNSHIP 6 NORTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN

RECEIVED FEB 29 1996 Weber County Surveyor

Plat Prepared By
Ernest D. Rowley P.L.S.
Chief Deputy Surveyor

WEBER COUNTY
2510 Washington Blvd. Mezz. #1
Ogden, Utah 84401
(801) 399-8371

DECEMBER 6, 1995

SURVEY FILING BLOCK

DRAWING NUMBER 001280
WEBER COUNTY SURVEY OFFICE AUTOCADD DRAWING SYSTEM - FILE: SECTION.DWG