

**SURVEYOR'S CERTIFICATE**

I, Robert W. Knox, being a licensed Land Surveyor hold License No. 168667 in accordance with Title 58, Chapter 22, Professional Engineers and Land Surveyor's Licensing Act, have completed a survey of the property shown and described hereon and being an employee of Weber County have done so for and in behalf of Weber County in accordance with Section 17-23-17 and have placed monuments as represented on this plat.



**NARRATIVE**

**Narrative**  
 The purpose of this survey is to monument and describe a 75.00 foot wide parcel of land within the railroad right of way abutting the southwesterly right of way line of the Union Pacific Railroad within the Northeast Quarter of the Northeast Quarter of Section 19, Township 5 North, Range 1 West, Salt Lake Base and Meridian. Weber County is purchasing this parcel of land from the Union Pacific Railroad for a pathway.

The basis of bearing is along the monumented northerly line of the Northeast Quarter of said Section 19 as shown hereon. The monument was found at the Northeast corner of the section and a witness monument was found for the North Quarter corner as shown hereon. Basis of bearings is Nad 83 as established by Weber County using GPS technology.

The parcel to be purchased originally from the Union Pacific Railroad was to be the 75.00 foot wide parcel of land extended to the northerly and easterly section lines of the Northeast Quarter of said Section 19. While preparing a preliminary title report, Home Abstract & Title Company determined Union Pacific did not have title to any right of way outside of the Northeast Quarter of the Northeast Quarter so a preliminary report was done only within that area. That report is Application Number 121189, effective date May 29, 2009 @ 7:30 am.

A request was made to Union Pacific Railroad for railroad maps in this area. Sandy Robertson of Union Pacific sent a map entitled Union Pacific Railroad, Western Division Main Line, Morgan to Ogden, M.P. 967.3 to 992.55. Dates on the map were Chaining in Recharging 1904, Traced from C.E. Drawing No. 44937, Office of Chief Engineer, Omaha NE, checked as to Right of Way May 2, 1928, Sept. 27, 1929. There are other dates shown on this map as late as 1944. This map is recorded in the Weber County Recorder's office in Book 38, Page 89. They reported this was all they had in the area. The design for the centerline used in this survey was taken from this map. This centerline data is labeled 1904 Original Main Line.

We found another map entitled Right of Way and Track Map UPRR, Main Line-Council Bluffs to Ogden, Sta. 52610+20.1 to 52821+90.1, Weber County dated 1919. There is a note on this map which states Corrected as to lands to Dec. 31, 1933. This map basically has same centerline data used except for a 6 second difference in one curve delta.

The right of way maps reviewed showed stationing for four railroad right of way markers in this area as well as stationing and offsets for miscellaneous poles, culverts, line crossings, etc. A search was made in the field for all points but only a culvert was found which fits the resulting calculated survey design very well. All four right of way marker locations fell in the present or past river bed and were not found. The railroad map mentioned above, used for the centerline design, showed stationing at the easterly and northerly section lines of Section 19 as well as points of curvature and tangents.

The railroad centerline was calculated using the information in the above mentioned map. The tangent bearings, at both ends of the spiral curves, fit the present as-built tracks very well. The centerline design was placed in the physical centerline of the present tracks of both tangents. The calculated curves in between the tangents fell within the existing as-built tracks within the southwesterly or West bound track. The resulting difference between the stations shown on the right of way drawings and the current survey results at the easterly section line of Section 19 is 3.86 feet and 1.27 feet at the northerly section line.

There was a GLO dependent resurvey done on Section 19 in 1941. In that survey they found evidence of the Southeast and Northeast corners of the section and monumented those positions. Those monuments still exist in place today and are shown hereon. All topographic calls along the easterly line of the section fit these notes very well. Since everything fit so well the position of the East Quarter corner of Section 19 was single proportioned as per the 1941 resurvey. The North Quarter corner is referenced by witness monuments and the Center Quarter corner monument is in place. The location of the North 1/16 corner between Sections 19 and 20 and the East 1/16 corner between sections 19 and 18 were single proportioned.

Other surveys in this area, filed in the Weber County Surveyor's office, were researched but contained no information that was applicable to this survey.

The adjoiner to the railroad right of way as surveyed hereon is State of Utah Department of Natural Resources Division of Wildlife Resources and their survey deed is recorded in Book 2061, Page 1929, Entry No. 1693770, Weber County Recorder's office. The description for the adjoining parcel is labeled Parcel 1. It calls to and along the railroad right of way. It mentions the intent of this description is to convey all that portion of the Northeast Quarter of the Northeast Quarter of Section 19 lying West of the Union Pacific right of way.

The Miller rebar shown hereon has a lath marked SE property corner. It is possible it is meant to mark the southeasterly corner of the private property to the Northwest. There is currently no Record of Survey filed in the County Surveyor's office.

**DESCRIPTION FROM SURVEY**

A 75.00 foot wide parcel of land being part of the Union Pacific Railroad right of way situated in the Northeast Quarter of the Northeast Quarter of Section 19, Township 5 North, Range 1 West, Salt Lake Base and Meridian, said parcel of land being more particularly described as follows:

Beginning at the intersection of the southwesterly right of way line of the Union Pacific Railroad and the westerly line of said Northeast Quarter of the Northeast Quarter, said point is North 89°38'56" West 1,305.53 feet along the section line and South 00°02'09" West 307.14 feet along said westerly line of the Northeast Quarter of the Northeast Quarter from the Northeast corner of said Section 19, thence North 00°02'09" East 150.83 feet along said westerly line to a point 75.00 feet, radially distant northeasterly, from said southwesterly right of way line of the Union Pacific Railroad, thence along a line 75.00 feet, radially distant northeasterly, from said railroad right of way line the following three (3) courses: 1) southeasterly 1,159.34 feet along the arc of a 2,709.77 foot radius non-tangent curve to the left, bearing to radius point is North 61°35'32" East, (chord bears South 40°39'52" East, 1,150.53 feet) having a central angle of 24°30'48" to a point of compound curvature with a 2,749.23 foot radius curve to the left; 2) southeasterly 419.05 feet along the arc of said curve (chord bears South 57°17'16" East, 418.65 feet) having a central angle of 08°44'00" to a point of compound curvature with a 2,580.53 foot radius curve to the left; 3) southeasterly 164.43 feet along the arc of said curve (chord bears South 63°28'47" East 164.40 feet) having a central angle of 03°39'03" to the southerly line of said Northeast Quarter of the Northeast Quarter of Section 19, thence North 89°34'08" West 171.32 feet along said southerly line to said southwesterly right of way line of the Union Pacific Railroad, thence along said southwesterly right of way line the following three (3) courses: 1) northwesterly 12.93 feet along the arc of a 2,655.53 foot radius non-tangent curve to right, bearing to radius point is North 28°04'00" East, (chord bears North 61°47'38" West 12.93 feet) having a central angle of 00°16'44" to a point of compound curvature with a 2,824.23 foot radius curve to the right; 2) northwesterly 430.48 feet along the arc of said curve (chord bears North 57°17'16" West 430.07 feet) having a central angle of 08°44'00" to a point of compound curvature with a 2,784.77 foot radius curve to the right; 3) northwesterly 1,058.76 feet along the arc of said curve (chord bears North 42°01'45" West 1,052.40 feet) having a central angle of 21°47'01" to the point of beginning.

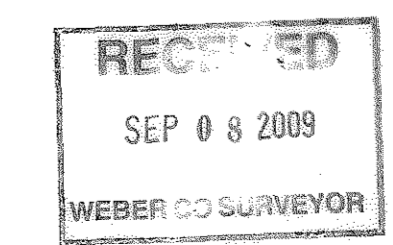
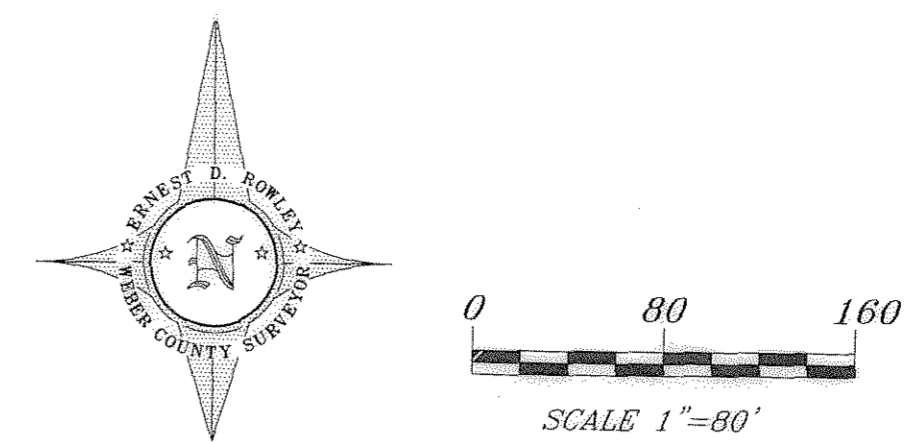
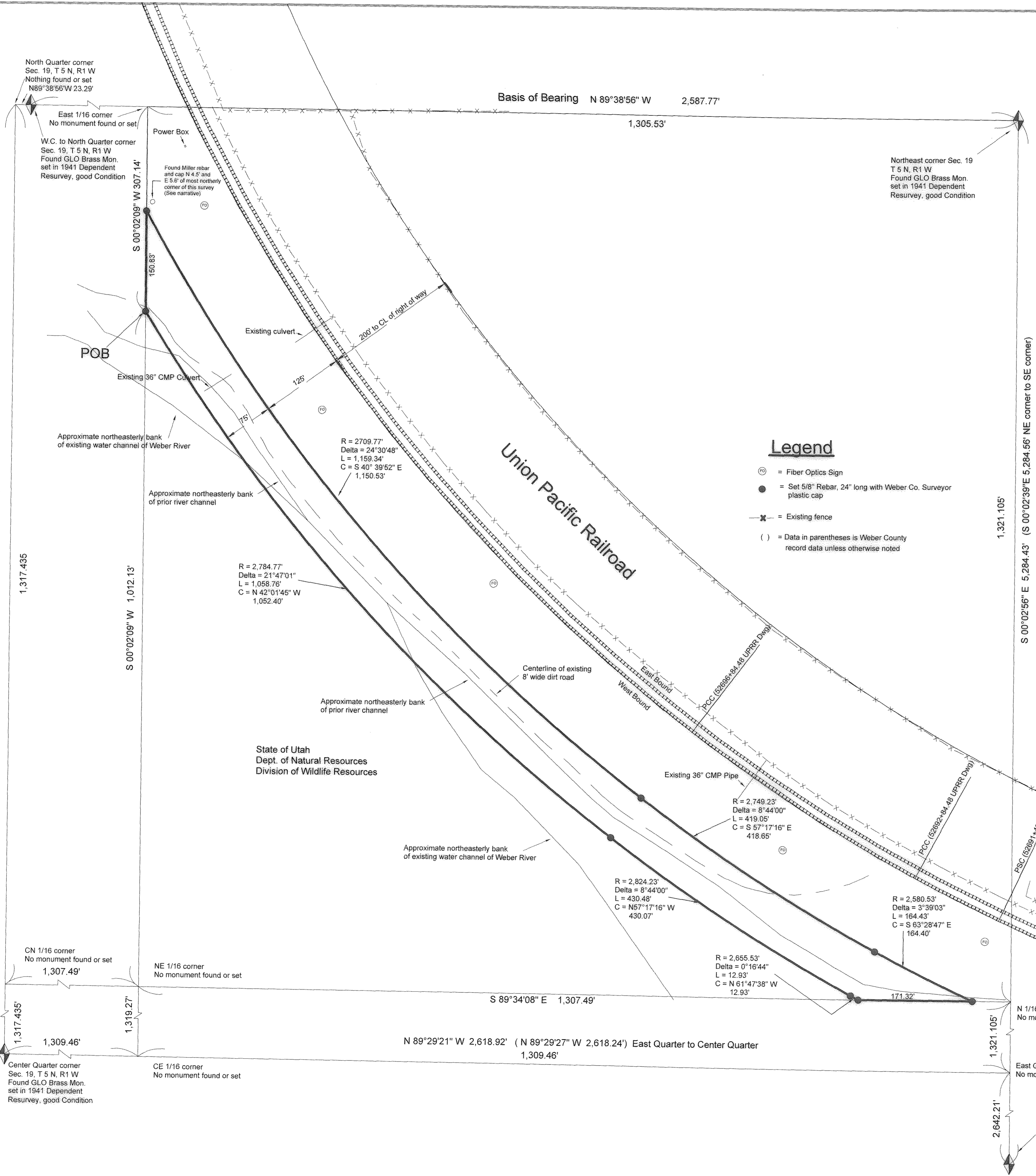
The above described parcel of land contains 2.7893 acres, more or less.

**OLD DEED DESCRIPTION**

Deed recorded in Book 74 Page 169, Weber County Recorder's Records

The Northeast Quarter of the Northeast Quarter (NE 1/4 of NE 1/4); the Southwest Quarter of the Southwest Quarter (SE 1/4 of SW 1/4) and the West half of the Southwest Quarter (W 1/2 of SW 1/4) of Section No. Nineteen (19) in Township No. 5 (S) North of Range No. One (1) West of the Salt Lake Meridian, and the Northeast Quarter (NE 1/4) of Section No. Twenty-five (25) in Township No. Five (5) North of Range No. Two (2) West of the Salt Lake Meridian, containing according to the United States Survey thereof Three Hundred and nineteen (319) and 48/100 acres, more or less, subject, however, to a right of way of lawful width for any and all county roads heretofore established upon, over and across the premises herein described.

Excepting and reserving to said Union Pacific Railroad Company, its successors and assigns:  
 First: A strip of land Two (200) hundred feet wide on each side of the center line of the railroad of said Union Pacific Railroad Company as said road is now constructed over and across said land.



004352

*Boundary Survey*  
**Weber Pathways Trail Parcel**  
 PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 19  
 TOWNSHIP 5 NORTH, RANGE 1 WEST,  
 SALT LAKE BASE AND MERIDIAN

Plat Prepared By  
 Robert W. Knox, P.L.S.  
 July 29, 2009

**WEBER COUNTY**  
 2380 Washington Blvd, Suite 370  
 Ogden, Utah 84401  
 (801) 399-8020