

DATE: JUNE 18, 2007

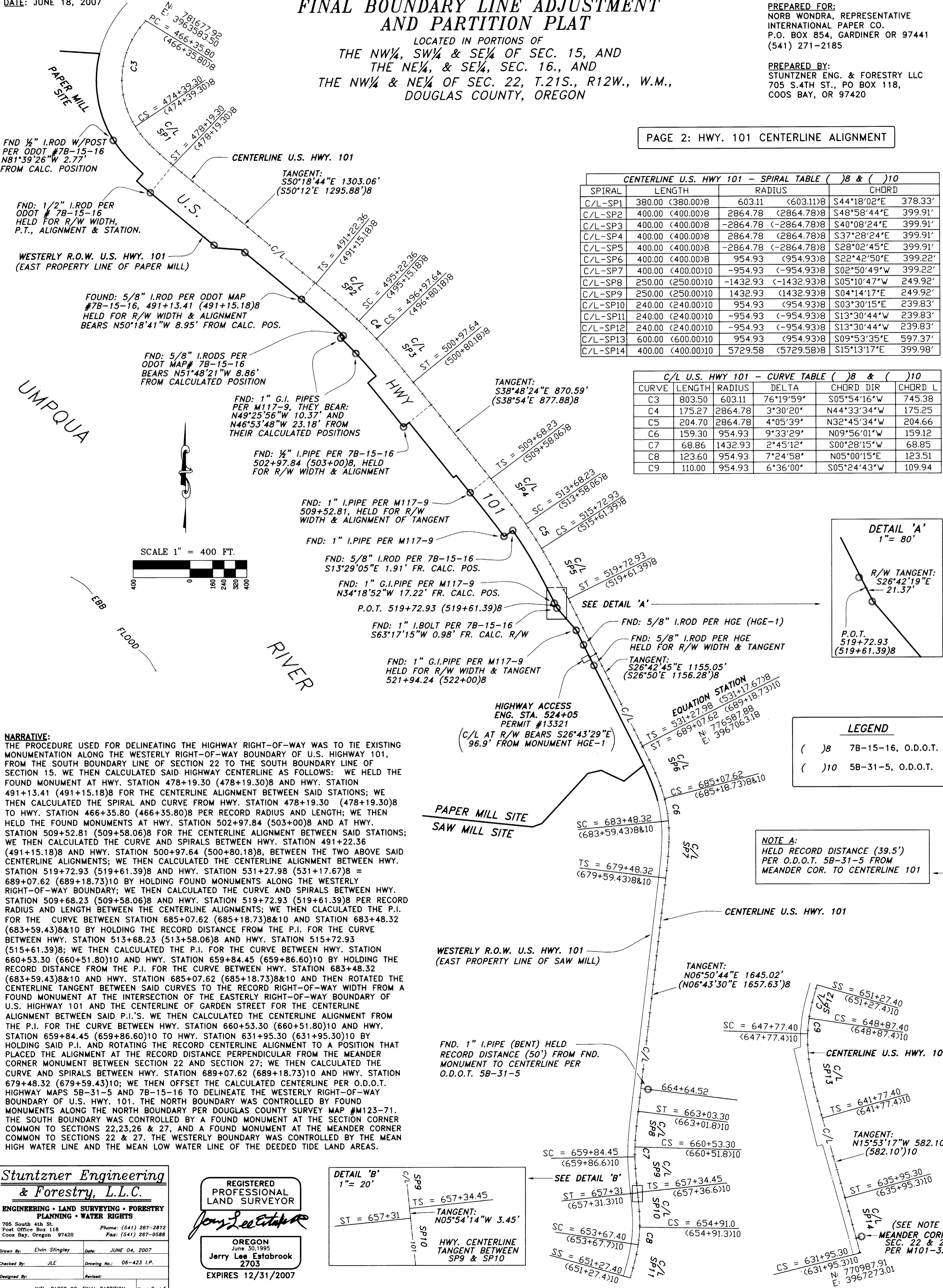
# FINAL BOUNDARY LINE ADJUSTMENT AND PARTITION PLAT

LOCATED IN PORTIONS OF  
THE NW¼, SW¼ & SE¼ OF SEC. 15, AND  
THE NE¼, & SE¼, SEC. 16., AND  
THE NW¼ & NE¼ OF SEC. 22, T.21S., R12W., W.M.,  
DOUGLAS COUNTY, OREGON

PREPARED FOR:  
NORB WONDRA, REPRESENTATIVE  
INTERNATIONAL PAPER CO.  
P.O. BOX 854, GARDINER OR 97441  
(541) 271-2185

PREPARED BY:  
STUNTZNER ENG. & FORESTRY LLC  
705 S.4TH ST., PO BOX 118,  
COOS BAY, OR 97420

PAGE 2: HWY. 101 CENTERLINE ALIGNMENT

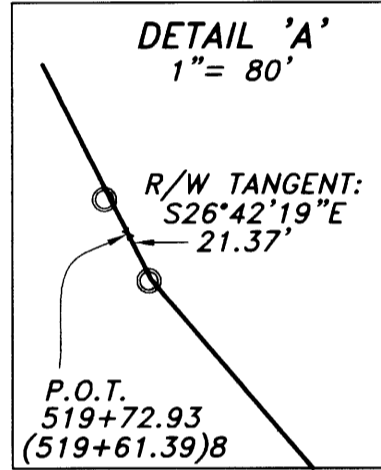


CENTERLINE U.S. HWY 101 - SPIRAL TABLE ( )8 & ( )10

SPIRAL	LENGTH	RADIUS	CHORD
C/L-SP1	380.00 (380.00)8	603.11 (603.11)8	S44°18'02"E 378.33'
C/L-SP2	400.00 (400.00)8	2864.78 (2864.78)8	S48°58'44"E 399.91'
C/L-SP3	400.00 (400.00)8	-2864.78 (-2864.78)8	S40°08'24"E 399.91'
C/L-SP4	400.00 (400.00)8	2864.78 (2864.78)8	S37°28'24"E 399.91'
C/L-SP5	400.00 (400.00)8	-2864.78 (-2864.78)8	S28°02'45"E 399.91'
C/L-SP6	400.00 (400.00)8	954.93 (954.93)8	S22°42'50"E 399.22'
C/L-SP7	400.00 (400.00)10	-954.93 (-954.93)8	S02°50'49"W 399.22'
C/L-SP8	250.00 (250.00)10	-1432.93 (-1432.93)8	S05°10'47"W 249.92'
C/L-SP9	250.00 (250.00)10	1432.93 (1432.93)8	S04°14'17"E 249.92'
C/L-SP10	240.00 (240.00)10	954.93 (954.93)8	S03°30'15"E 239.83'
C/L-SP11	240.00 (240.00)10	-954.93 (-954.93)8	S13°30'44"W 239.83'
C/L-SP12	240.00 (240.00)10	-954.93 (-954.93)8	S13°30'44"W 239.83'
C/L-SP13	600.00 (600.00)10	954.93 (954.93)8	S09°53'35"E 597.37'
C/L-SP14	400.00 (400.00)10	5729.58 (5729.58)8	S15°13'17"E 399.98'

C/L U.S. HWY 101 - CURVE TABLE ( )8 & ( )10

CURVE	LENGTH	RADIUS	DELTA	CHORD DIR	CHORD L
C3	803.50	603.11	76°19'59"	S05°54'16"W	745.38
C4	175.27	2864.78	3°30'20"	N44°33'34"W	175.25
C5	204.70	2864.78	4°05'39"	N32°45'34"W	204.66
C6	159.30	954.93	9°33'29"	N09°56'01"W	159.12
C7	68.86	1432.93	2°45'12"	S00°28'15"W	68.85
C8	123.60	954.93	7°24'58"	N05°00'15"E	123.51
C9	110.00	954.93	6°36'00"	S05°24'43"W	109.94

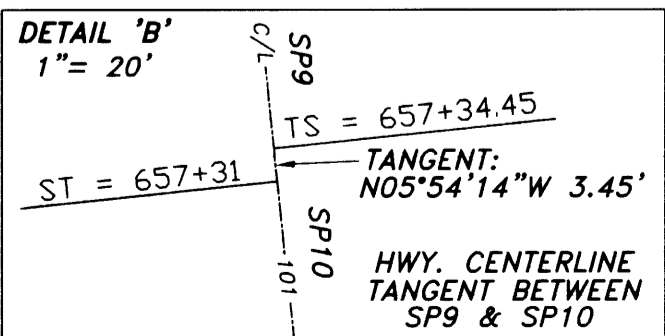


LEGEND

- ( )8 7B-15-16, O.D.O.T.
- ( )10 5B-31-5, O.D.O.T.

NOTE A:  
HELD RECORD DISTANCE (39.5')  
PER O.D.O.T. 5B-31-5 FROM  
MEANDER COR. TO CENTERLINE 101

**NARRATIVE:**  
THE PROCEDURE USED FOR DELINEATING THE HIGHWAY RIGHT-OF-WAY WAS TO TIE EXISTING MONUMENTATION ALONG THE WESTERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY 101, FROM THE SOUTH BOUNDARY LINE OF SECTION 22 TO THE SOUTH BOUNDARY LINE OF SECTION 15. WE THEN CALCULATED SAID HIGHWAY CENTERLINE AS FOLLOWS: WE HELD THE FOUND MONUMENT AT HWY. STATION 478+19.30 (478+19.30)8 AND HWY. STATION 491+13.41 (491+15.18)8 FOR THE CENTERLINE ALIGNMENT BETWEEN SAID STATIONS; WE THEN CALCULATED THE SPIRAL AND CURVE FROM HWY. STATION 478+19.30 (478+19.30)8 TO HWY. STATION 466+35.80 (466+35.80)8 PER RECORD RADIUS AND LENGTH; WE THEN HELD THE FOUND MONUMENTS AT HWY. STATION 502+97.84 (503+00)8 AND AT HWY. STATION 509+52.81 (509+58.06)8 FOR THE CENTERLINE ALIGNMENT BETWEEN SAID STATIONS; WE THEN CALCULATED THE CURVE AND SPIRALS BETWEEN HWY. STATION 491+22.36 (491+15.18)8 AND HWY. STATION 500+97.64 (500+80.18)8, BETWEEN THE TWO ABOVE SAID CENTERLINE ALIGNMENTS; WE THEN CALCULATED THE CENTERLINE ALIGNMENT BETWEEN HWY. STATION 519+72.93 (519+61.39)8 AND HWY. STATION 531+27.98 (531+17.67)8 = 689+07.62 (689+18.73)10 BY HOLDING FOUND MONUMENTS ALONG THE WESTERLY RIGHT-OF-WAY BOUNDARY; WE THEN CALCULATED THE CURVE AND SPIRALS BETWEEN HWY. STATION 509+68.23 (509+58.06)8 AND HWY. STATION 519+72.93 (519+61.39)8 PER RECORD RADIUS AND LENGTH BETWEEN THE CENTERLINE ALIGNMENTS; WE THEN CALCULATED THE P.I. FOR THE CURVE BETWEEN STATION 685+07.62 (685+18.73)8&10 AND STATION 683+48.32 (683+59.43)8&10 BY HOLDING THE RECORD DISTANCE FROM THE P.I. FOR THE CURVE BETWEEN HWY. STATION 513+68.23 (513+58.06)8 AND HWY. STATION 515+72.93 (515+61.39)8; WE THEN CALCULATED THE P.I. FOR THE CURVE BETWEEN HWY. STATION 660+53.30 (660+51.80)10 AND HWY. STATION 659+84.45 (659+86.60)10 BY HOLDING THE RECORD DISTANCE FROM THE P.I. FOR THE CURVE BETWEEN HWY. STATION 683+48.32 (683+59.43)8&10 AND HWY. STATION 685+07.62 (685+18.73)8&10 AND THEN ROTATED THE CENTERLINE TANGENT BETWEEN SAID CURVES TO THE RECORD RIGHT-OF-WAY WIDTH FROM A FOUND MONUMENT AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY 101 AND THE CENTERLINE OF GARDEN STREET FOR THE CENTERLINE ALIGNMENT BETWEEN SAID P.I.'S. WE THEN CALCULATED THE CENTERLINE ALIGNMENT FROM THE P.I. FOR THE CURVE BETWEEN HWY. STATION 660+53.30 (660+51.80)10 AND HWY. STATION 659+84.45 (659+86.60)10 TO HWY. STATION 631+95.30 (631+95.30)10 BY HOLDING SAID P.I. AND ROTATING THE RECORD CENTERLINE ALIGNMENT TO A POSITION THAT PLACED THE ALIGNMENT AT THE RECORD DISTANCE PERPENDICULAR FROM THE MEANDER CORNER MONUMENT BETWEEN SECTION 22 AND SECTION 27; WE THEN CALCULATED THE CURVE AND SPIRALS BETWEEN HWY. STATION 689+07.62 (689+18.73)10 AND HWY. STATION 679+48.32 (679+59.43)10; WE THEN OFFSET THE CALCULATED CENTERLINE PER O.D.O.T. HIGHWAY MAPS 5B-31-5 AND 7B-15-16 TO DELINEATE THE WESTERLY RIGHT-OF-WAY BOUNDARY OF U.S. HWY. 101. THE NORTH BOUNDARY WAS CONTROLLED BY FOUND MONUMENTS ALONG THE NORTH BOUNDARY PER DOUGLAS COUNTY SURVEY MAP #M123-71. THE SOUTH BOUNDARY WAS CONTROLLED BY A FOUND MONUMENT AT THE SECTION CORNER COMMON TO SECTIONS 22, 23, 26 & 27, AND A FOUND MONUMENT AT THE MEANDER CORNER COMMON TO SECTIONS 22 & 27. THE WESTERLY BOUNDARY WAS CONTROLLED BY THE MEAN HIGH WATER LINE AND THE MEAN LOW WATER LINE OF THE DEEDED TIDE LAND AREAS.



**Stuntzner Engineering & Forestry, L.L.C.**  
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Drawn By: Elvin Stingley Date: JUNE 04, 2007  
Checked By: JLE Drawing No.: 06-423 I.P.  
Designed By: Revised:

Job Name: INTL. PAPER CO. FINAL PARTITION Sheet 2 of 5

REGISTERED PROFESSIONAL LAND SURVEYOR  
*Jerry Lee Estabrook*  
OREGON  
June 30, 1995  
Jerry Lee Estabrook  
2703  
EXPIRES 12/31/2007