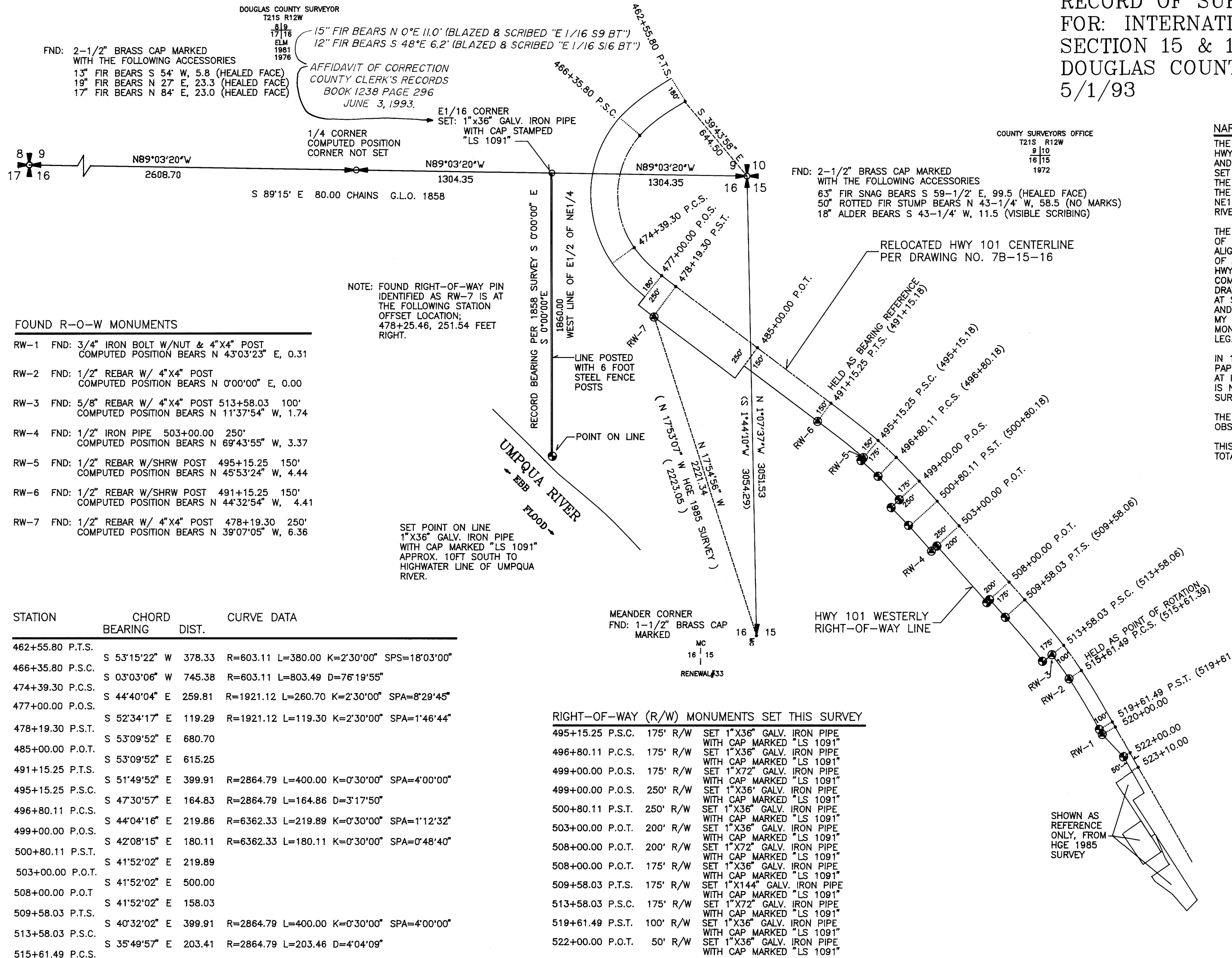


RECORD OF SURVEY
FOR: INTERNATIONAL PAPER COMPANY
SECTION 15 & 16, T 21 S, R 12 W, W.M.
DOUGLAS COUNTY, OREGON
5/1/93



FND: 2-1/2" BRASS CAP MARKED WITH THE FOLLOWING ACCESSORIES
13" FIR BEARS S 54° W, 5.8 (HEALED FACE)
19" FIR BEARS N 27° E, 23.3 (HEALED FACE)
17" FIR BEARS N 84° E, 23.0 (HEALED FACE)

AFFIDAVIT OF CORRECTION
COUNTY CLERK'S RECORDS
BOOK 1238 PAGE 296
JUNE 3, 1993.

FND: 2-1/2" BRASS CAP MARKED WITH THE FOLLOWING ACCESSORIES
63" FIR SNAG BEARS S 59-1/2° E, 99.5 (HEALED FACE)
50" ROTTED FIR STUMP BEARS N 43-1/4° W, 58.5 (NO MARKS)
18" ALDER BEARS S 43-1/4° W, 11.5 (VISIBLE BRACING)

- FOUND R-O-W MONUMENTS
- RW-1 FND: 3/4" IRON BOLT W/NUT & 4"x4" POST
COMPUTED POSITION BEARS N 43°03'23" E, 0.31
 - RW-2 FND: 1/2" REBAR W/ 4"x4" POST
COMPUTED POSITION BEARS N 0°00'00" E, 0.00
 - RW-3 FND: 5/8" REBAR W/ 4"x4" POST 513+58.03 100'
COMPUTED POSITION BEARS N 11°37'54" W, 1.74
 - RW-4 FND: 1/2" IRON PIPE 503+00.00 250'
COMPUTED POSITION BEARS N 69°43'55" W, 3.37
 - RW-5 FND: 1/2" REBAR W/SHRW POST 495+15.25 150'
COMPUTED POSITION BEARS N 45°53'24" W, 4.44
 - RW-6 FND: 1/2" REBAR W/SHRW POST 491+15.25 150'
COMPUTED POSITION BEARS N 44°32'54" W, 4.41
 - RW-7 FND: 1/2" REBAR W/ 4"x4" POST 478+19.30 250'
COMPUTED POSITION BEARS N 39°07'05" W, 6.36

NOTE: FOUND RIGHT-OF-WAY PIN IDENTIFIED AS RW-7 IS AT THE FOLLOWING STATION OFFSET LOCATION: 478+25.46, 251.54 FEET RIGHT.

SET POINT ON LINE 1"x36" GALV. IRON PIPE WITH CAP MARKED "LS 1091" APPROX. 10FT SOUTH TO HIGHWATER LINE OF UMPQUA RIVER.

STATION	CHORD BEARING	DIST.	CURVE DATA
462+55.80 P.T.S.	S 53°15'22" W	378.33	R=603.11 L=380.00 K=2°30'00" SPS=18°03'00"
466+35.80 P.S.C.	S 03°03'06" W	745.38	R=603.11 L=803.49 D=7°19'55"
474+39.30 P.C.S.	S 44°40'04" E	259.81	R=1921.12 L=260.70 K=2°30'00" SPA=8°29'45"
477+00.00 P.O.S.	S 52°34'17" E	119.29	R=1921.12 L=119.30 K=2°30'00" SPA=1°46'44"
478+19.30 P.S.T.	S 53°09'52" E	680.70	
485+00.00 P.O.T.	S 53°09'52" E	615.25	
491+15.25 P.T.S.	S 51°49'52" E	399.91	R=2864.79 L=400.00 K=0°30'00" SPA=4°00'00"
495+15.25 P.S.C.	S 47°30'57" E	164.83	R=2864.79 L=164.86 D=3°17'50"
496+80.11 P.C.S.	S 44°04'16" E	219.86	R=6362.33 L=219.89 K=0°30'00" SPA=1°12'32"
499+00.00 P.O.S.	S 42°08'15" E	180.11	R=6362.33 L=180.11 K=0°30'00" SPA=0°48'40"
500+80.11 P.S.T.	S 41°52'02" E	219.89	
503+00.00 P.O.T.	S 41°52'02" E	500.00	
508+00.00 P.O.T.	S 41°52'02" E	158.03	
509+58.03 P.T.S.	S 40°32'02" E	399.91	R=2864.79 L=400.00 K=0°30'00" SPA=4°00'00"
513+58.03 P.S.C.	S 35°49'57" E	203.41	R=2864.79 L=203.46 D=4°04'09"
515+61.49 P.C.S.	S 31°07'53" E	499.91	R=2864.79 L=400.00 K=0°30'00" SPA=4°00'00"
519+61.49 P.S.T.	S 29°47'53" E	38.51	
520+00.00 P.O.T.	S 29°57'43" E	200.00	
522+00.00 P.O.T.	S 29°57'43" E	110.00	
523+10.00 P.O.T.			

RIGHT-OF-WAY (R/W) MONUMENTS SET THIS SURVEY

495+15.25 P.S.C.	175' R/W	SET 1"x36" GALV. IRON PIPE WITH CAP MARKED "LS 1091"
496+80.11 P.C.S.	175' R/W	SET 1"x36" GALV. IRON PIPE WITH CAP MARKED "LS 1091"
499+00.00 P.O.S.	175' R/W	SET 1"x72" GALV. IRON PIPE WITH CAP MARKED "LS 1091"
499+00.00 P.O.S.	250' R/W	SET 1"x36" GALV. IRON PIPE WITH CAP MARKED "LS 1091"
500+80.11 P.S.T.	250' R/W	SET 1"x36" GALV. IRON PIPE WITH CAP MARKED "LS 1091"
503+00.00 P.O.T.	200' R/W	SET 1"x36" GALV. IRON PIPE WITH CAP MARKED "LS 1091"
508+00.00 P.O.T.	200' R/W	SET 1"x72" GALV. IRON PIPE WITH CAP MARKED "LS 1091"
508+00.00 P.O.T.	175' R/W	SET 1"x36" GALV. IRON PIPE WITH CAP MARKED "LS 1091"
509+58.03 P.T.S.	175' R/W	SET 1"x144" GALV. IRON PIPE WITH CAP MARKED "LS 1091"
513+58.03 P.S.C.	175' R/W	SET 1"x72" GALV. IRON PIPE WITH CAP MARKED "LS 1091"
519+61.49 P.S.T.	100' R/W	SET 1"x36" GALV. IRON PIPE WITH CAP MARKED "LS 1091"
522+00.00 P.O.T.	50' R/W	SET 1"x36" GALV. IRON PIPE WITH CAP MARKED "LS 1091"

NARRATIVE
THE PURPOSE OF THIS SURVEY WAS TO RE-SURVEY THE WESTERLY HWY 101 RIGHT-OF-WAY BETWEEN HWY STATIONS 462+55.80 P.T.S. AND 523+10.00 P.O.T.. RIGHT-OF-WAY CORNER MONUMENTS WERE SET BETWEEN STATIONS 491+15.25 P.S.C. AND 522+00.00 P.O.T.. THE NORTH LINE OF SECTION 16 WAS ALSO RE-SURVEYED AND THE E1/16 CORNER SET. THE WEST LINE OF THE E1/2 OF THE NE1/4 WAS POSTED TO ITS INTERSECTION WITH THE UMPQUA RIVER.

THE BASIS OF CONTROL FOR THE HWY 101 CENTERLINE IS STATE OF OREGON HIGHWAY DEPARTMENT DRAWING NO. 7B-15-16. THIS ALIGNMENT WAS HELD AS CONTROL FOR THE COMPUTED POSITIONS OF ALL RIGHT-OF-WAY MONUMENTS SET. AFTER ESTABLISHING THE HWY CENTERLINE, RIGHT-OF-WAY OFFSET POINTS WERE THEN COMPUTED WHICH CORRESPOND TO THOSE CALLED FOR ON DRAWING NO. 7B-15-16. THE FOUND RIGHT-OF-WAY MONUMENT AT STATION 520+00.00 WAS HELD AS A POINT OF ROTATION AND THE COMPUTED HIGHWAY ALIGNMENT WAS ROTATED TO MY BASIS OF BEARING HOLDING THE FOUND RIGHT-OF-WAY MONUMENT AT STATION 491+15.25 P.T.S. AS THE ROTATION LEG.

IN 1985, HGE INC., PERFORMED A SURVEY FOR INTERNATIONAL PAPER COMPANY. THIS SURVEY IS ON FILE WITH BOB NORTH AT INTERNATIONAL PAPER, GARDINER PAPER MILL. THE SURVEY IS NOT ON FILE WITH THE DOUGLAS COUNTY SURVEYOR. THIS SURVEY WAS ALSO ROTATED TO MY BASIS OF BEARING.

THE BASIS OF BEARING FOR THIS SURVEY WAS A SOLAR OBSERVATION TAKEN SEPT. 24TH, 1992.

THIS SURVEY WAS PERFORMED USING A PENTAX PTS III TOTAL STATION.

- LEGEND
- ● CORNER SET THIS SURVEY SPECIFIC CORNER INFO. NOTED ON MAP
 - ⊕ ● CORNER FOUND THIS SURVEY SPECIFIC CORNER INFO. NOTED ON MAP
 - SPA SPIRAL ANGLE
 - G.L.O. GENERAL LAND OFFICE

REGISTERED PROFESSIONAL LAND SURVEYOR
Robert B. Ward Jr.
OREGON
JULY 30, 1976
ROBERT B. WARD JR.
1091

SCALE 1" = 500'

PLS REGISTRATION EXPIRES 12/31/94

MAP FILE M117-9

MAP FILE M117-9