

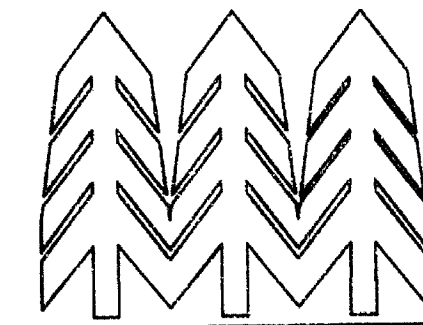
MAP OF SURVEY

LOCATED IN THE NORTHEAST 1/4 OF SECTION 33
A PORTION OF DONATION LAND CLAIM NO. 59,
TOWNSHIP 36 SOUTH, RANGE 2 WEST, WILLAMETTE
MERIDIAN, JACKSON COUNTY, OREGON.
JULY 23, 1997

447+49.65
CALCULATED POSITION BEARS N.30° 17' 30"W., 574.09'
FROM N.W. CORNER D.L.C. #59, ESTABLISHED FROM RECORD
INFORMATION O.S.H.D. DEED #28928

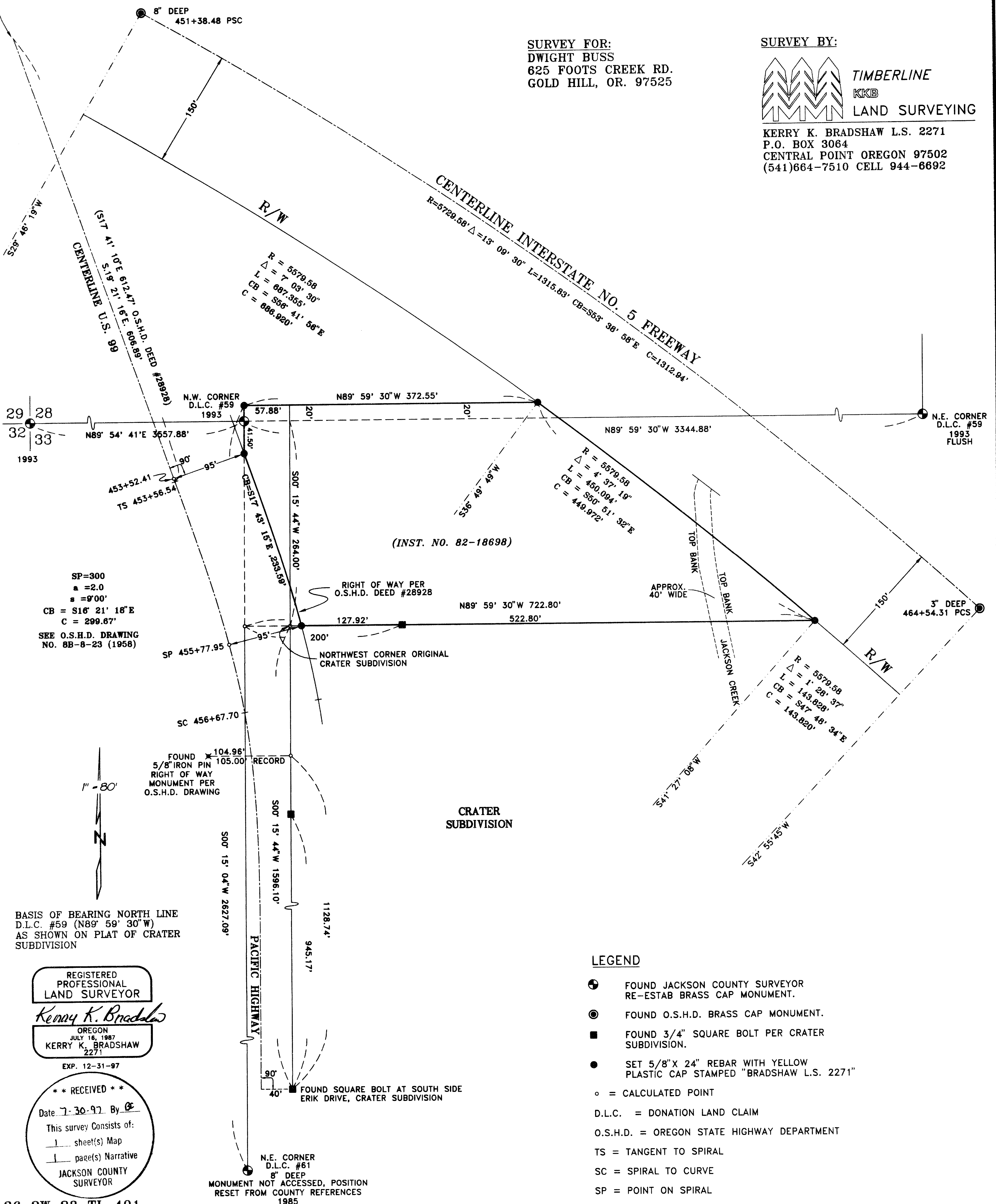
SURVEY FOR:
DWIGHT BUSS
625 FOOTS CREEK RD.
GOLD HILL, OR. 97525

SURVEY BY:



TIMBERLINE
KKB
LAND SURVEYING

KERRY K. BRADSHAW L.S. 2271
P.O. BOX 3064
CENTRAL POINT OREGON 97502
(541)664-7510 CELL 944-6692



LEGEND

- FOUND JACKSON COUNTY SURVEYOR RE-ESTAB BRASS CAP MONUMENT.
- FOUND O.S.H.D. BRASS CAP MONUMENT.
- FOUND 3/4" SQUARE BOLT PER CRATER SUBDIVISION.
- SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP STAMPED "BRADSHAW L.S. 2271"
- = CALCULATED POINT
- D.L.C. = DONATION LAND CLAIM
- O.S.H.D. = OREGON STATE HIGHWAY DEPARTMENT
- TS = TANGENT TO SPIRAL
- SC = SPIRAL TO CURVE
- SP = POINT ON SPIRAL

36 2W 28 TL 401

15453

SURVEY NO. _____

**SURVEY NARRATIVE TO COMPLY WITH PARAGRAPH 209.250,
OREGON REVISED STATUTES**

SURVEY FOR: Dwight Buss
625 Footh Creek Road
Gold Hill, Or 97525

SURVEY BY: Timberline KKB Land Surveying
Kerry K. Bradshaw LS 2271
P.O. Box 3064
Central Point, OR 97502
(541) 664-7510 cell (541) 944-6692

BEARINGS: Northeast 1/4 of Section 33 and a portion of Donation Land Claim No. 59,
Township 36 South, Range 2 West, Willamette Meridian, Jackson County,
Oregon

PURPOSE: To establish and monument the parcel of land described in Instrument No.
82-18698 of Official of Jackson County, Oregon

PROCEDURE

The Northwest corner of Section 33, the Northwest and Northeast corners of DLC No. 59, Oregon State Highway Department (OSHD) monuments and monuments established per Crater Subdivision were incorporated in a field control traverse using a Wild T-1000 total station.

Interstate Highway No. 5 centerline was controlled by holding the found OSHD brass cap monuments and maintaining the record 150 foot southwesterly right of way line. Highway 99 (Pacific Highway) proved more difficult, in that no substantial OSHD monumentation could be found. The final location was established by holding the record call from OSHD deed No. 28928 for Engineers station 447+49.65 (this required rotating bearings to OSHD plan), thence continuing to layout the centerline from said record document and OSHD plan. The tangent coming from the south end of the Highway 99 centerline was aligned 40 feet westerly of the east right of way line as established by found monuments from Crater Subdivision. This southerly alignment was verified by the singular found right of way line of said Highway 99; however, when backed into the previously mentioned centerline on the northerly end, there was a substantial amount of "misfit" that was forced into the record spiral curve connecting the two controlled tangent lines. It should be noted that this alignment matches the physical location of the highway quite well.

An additional discussion topic deals with the north line of section 33. Survey measurements revealed that the northwest corner of said section and the northwest and northeast corners of DLC No. 59 are not on a straight line. In addition, the north 1/4 corner and northeast section corner are not established. Thus deed calls to the section line are figured along a line through each respective monument.

The portion of the description described from the northeast corner of DLC No. 59, does not progress westerly a distance sufficient to close on the west boundary of said claim. However, the stated distance of 50.60 chains is the same as shown on the record plat; as well the entire tract was of the same ownership and thus the computed 5.28 foot shortage was ignored, and all property abutting the west line of said claim was included.

The OSHD deed No. 28928 calls for a right of way width of 95 feet left on Highway 99 from station 454+00 to 456+00, however, the actual calculated position is station 45+2.41. Because the OSHD plan shows the intersection as a point 95 feet from centerline and also the relocation of this right of way is so variable, it was decided the position as calculated and shown on the survey map represents the actual intent.

Having resolved the various boundary problems, parcel corners were established as shown on the attached map of survey.

DATE: July 23, 1997

