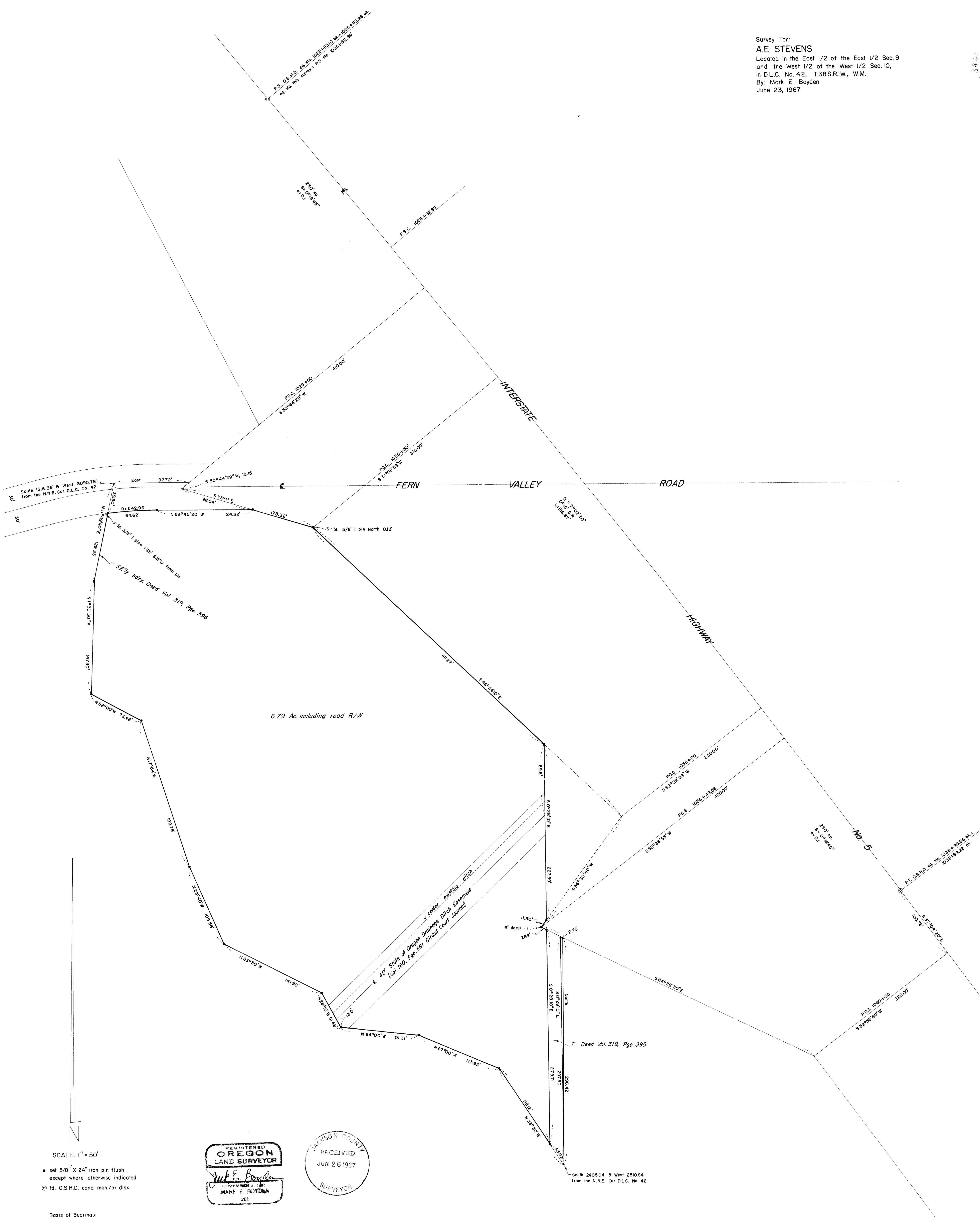


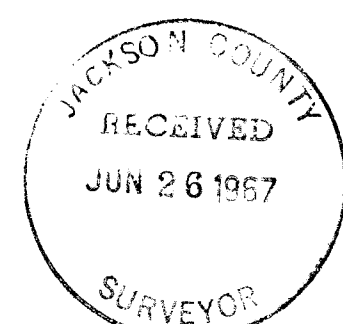
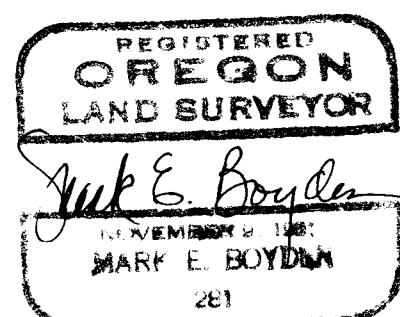
Survey For:
A.E. STEVENS
 Located in the East 1/2 of the East 1/2 Sec. 9
 and the West 1/2 of the West 1/2 Sec. 10,
 in D.L.C. No. 42, T.38S.R.1W, W.M.
 By: Mark E. Boyden
 June 23, 1967



SCALE: 1" = 50'

- set 5/8" X 24" iron pin flush except where otherwise indicated
- © fd. O.S.H.D. conc. mon./br. disk

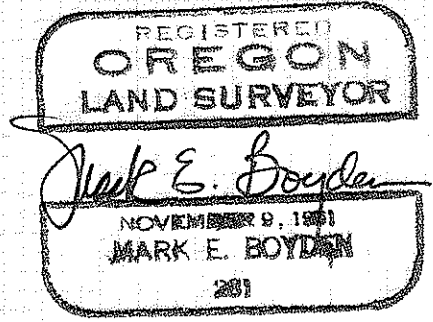
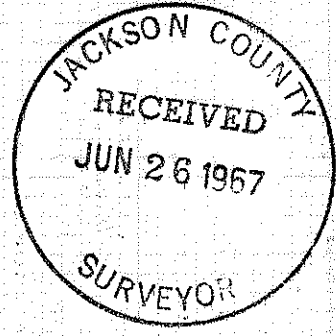
Basis of Bearings:
 Mean of 4 Solar Observations



It should be noted that the large tract description was prepared to include a portion of Fern Valley Road, with another description prepared as a proposed conveyance to Jackson County to agree with the right-of-way line monumented on this survey.

Monumented the tract corners as shown on the attached map.

June 21, 1967



SURVEY NARRATIVE TO COMPLY WITH O.R.S. 209.250

FOR: A. E. Stevens
4074 South Pacific Highway
Medford, Oregon

PURPOSE: To monument and re-describe the Stevens ownership described in Jackson County Title Company policy #82791, dated April 2, 1963, being located in the East-half of the East-half of Section 9 and the West-half of the West-half of Section 10 in Donation Land Claim #42, Township 38 South, Range 1 West, Willamette Meridian.

PROCEDURE: Traversed from the re-established North-Northeast corner of Donation Land Claim #42, Southerly and Westerly to the subject parcel. Then ran closed-loop traverse around the said parcel, tying to Interstate Highway control monuments as shown.

None of the monuments referred to on Recorded Survey No. 124 could be found. However, it was determined from said Survey No. 124 and subsequent conveyances that the original conveyance to Grove (Deed Volume 244, Page 31) and subsequent conveyances from Grove (Deed Volume 319, Page 395, Volume 319, Page 396, and Deed Volume 527, Page 224) utilized the deed distances and bearings of the original conveyance in part and added new descriptions that rectified errors in the original conveyance near the Westerly boundary.

Bearing control was determined from solar observations taken near the intersection of the Fern Valley Road and Interstate Highway No. 5. Utilizing a latitude of $42^{\circ} 16' 50''$, the mean of four observations, two direct and two inverted developed a total calculated bearing split of $0^{\circ} 01' 20''$. The mean average of the four observations was utilized for bearing control.

For location of Fern Valley Road, the Southerly right-of-way pin found at Station 7+50, the center of the bridge over Interstate Highway No. 5 and the center of the Easterly end of the bridge over Bear Creek were utilized as control points, using the State Highway curve delta and degree-of-curvature for the curve, which agreed favorably with the State location.