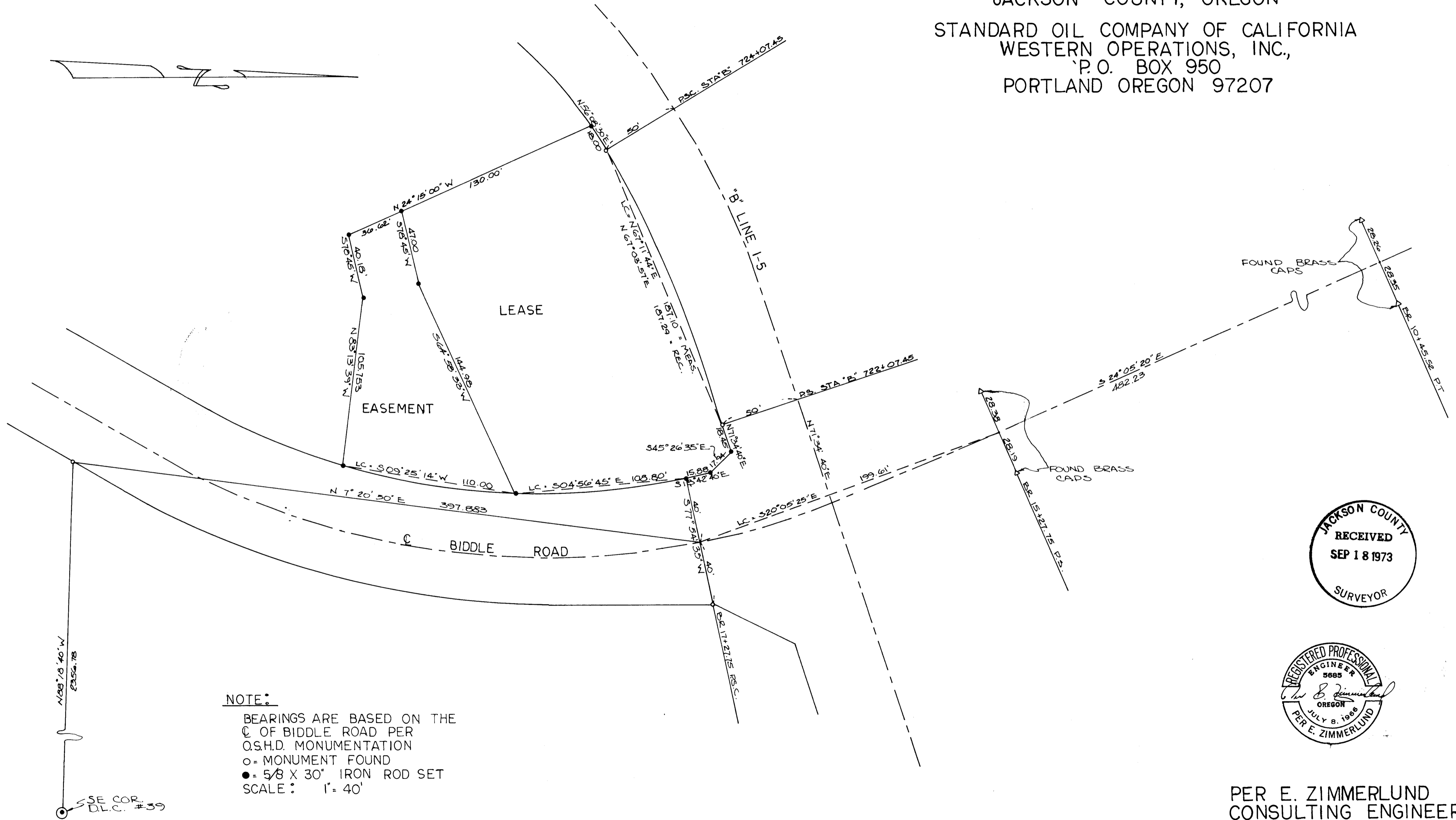
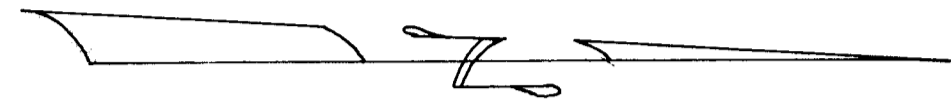


SURVEY

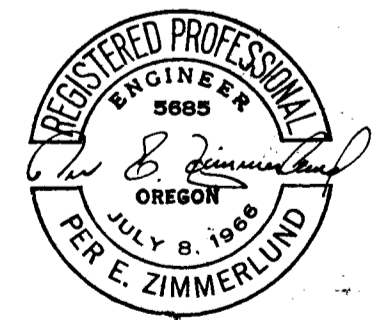
D.L.C. NO. 39 T. 37 S., R. 1 W., W.M.,
JACKSON COUNTY, OREGON

STANDARD OIL COMPANY OF CALIFORNIA
WESTERN OPERATIONS, INC.,
P.O. BOX 950
PORTLAND OREGON 97207



NOTE:

BEARINGS ARE BASED ON THE
 C OF BIDDLE ROAD PER
 O.S.H.D. MONUMENTATION
 ○ = MONUMENT FOUND
 ● = 5/8 X 30" IRON ROD SET
 SCALE : 1" = 40'



PER E. ZIMMERLUND
 CONSULTING ENGINEER
 ROGUE RIVER, OREGON
 W. O. 188 AUG. 27, 1973

(Procedure con't.)

Engineers Centerline Station "B" 722+07.45 P.S.; thence I run North $71^{\circ}34'40''$ East 18.45 feet to a point that is Fifty Feet distance from Engineers Centerline Station "BR" 16+93.82 P.O.S., at which point I set a $5/8''$ diameter iron rod with a plastic cap; thence I run South $45^{\circ}26'35''$ East along the Westerly right-of-way line of Biddle Road 17.94 feet, at which point I set a $5/8''$ diameter iron rod with a plastic cap; thence I run South $13^{\circ}42'40''$ East along said right-of-way 15.88 feet to a previously set iron rod.

All bearings are based on the Centerline of Biddle Road per O.S.H.D. monumentation as shown on plat.

Survey was executed with a Wild T16ED Transit Theodolite and 200.00 foot steel chain.



August 27, 1973

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

SURVEY FOR: Standard Oil Company of California
Western Operations, Inc.
P. O. Box 950
Portland, Oregon 97207

LOCATION: D.L.C. No. 39, Township 37 South, Range 1 West,
Willamette Meridian, Jackson County, Oregon.

PURPOSE: To survey and monument the two parcels as shown
on the attached plat.

PROCEDURE: Beginning at Engineers Centerline Station BR 10+45.52
of Biddle Road, said point monumented by brass caps
as shown on the attached plat per O.S.H.D. Recorded
Plat; thence I run South $24^{\circ}05'20''$ East along said
centerline 482.23 feet to Engineers Centerline Station
BR 15+27.75 P.S., said point being monumented by brass
caps per attached plat; thence I run along a 200 foot
spiral curve to the right (the long chord of which
bears South $20^{\circ}05'25''$ East 199.61 feet) to Engineers
Centerline Station BR 17+27.75 P.S.C., from which a
 $5/8''$ diameter iron rod with aluminum cap bears North
 $77^{\circ}54'35''$ East 40.00 feet; thence I run South $7^{\circ}20'50''$
West 397.883 feet to a $5/8''$ diameter iron rod set per
Recorded Survey No. 2562; thence I run South $88^{\circ}18'40''$
East 2356.78 feet to the Southeast Corner of D.L.C.
#39, Township 37 South, Range 1 West, Willamette
Meridian, thence I return to said Engineers Centerline
Station BR 17+27.75 P.S.C. and run South $77^{\circ}54'35''$ West
40 feet to the Westerly right-of-way line of Biddle
Road, at which point I set a $5/8''$ diameter iron rod
with a plastic cap, thence Southerly along said right-
of-way along a 437.46 foot radius curve to the right
109.08 feet, (the long chord of which bears South
 $04^{\circ}56'45''$ East 108.80 feet), at which point I set a
 $5/8''$ diameter iron rod with a plastic cap; thence I
continue Sotherly along said right-of-way line along
a 437.46 foot radius curve to the right 110.29 feet,
(the long chord of which bears South $09^{\circ}25'14''$ West
110.00 feet), at which point I set a $5/8''$ diameter
iron rod with a plastic cap; thence I run North 83°
 $13'39''$ West 105.753 feet, at which point I set a $5/8''$
diameter iron rod with a plastic cap; thence I run
South $78^{\circ}45'$ West 40.18 feet, at which point I set a
 $5/8''$ diameter iron rod with a plastic cap; thence I
run North $24^{\circ}15'00''$ West 36.62 feet, at which point
I set a $5/8''$ diameter iron rod and from which point
I set an iron rod North $78^{\circ}45'$ East 47.00 feet; thence
I continue North $24^{\circ}15'$ West 130.00 feet to the South-
erly right-of-way line of the I-5 connection road, at
which point I set a $5/8''$ diameter iron rod with plastic
cap; thence I run Northeasterly along said right-of-
way line along a 359.26 foot radius curve to the right
18.00 feet, (the long chord of which bears North 56°
 $08'30''$ East 18.00 feet) to a $5/8''$ diameter iron rod
monumenting the Southerly right-of-way line opposite
Engineers Centerline Station "B" 724+07.45 P.S.C.;
thence along a 200 foot radius curve to the right,
(the long chord of which bears North $67^{\circ}11'44''$ East
187.10 feet to a $5/8''$ diameter iron rod opposite