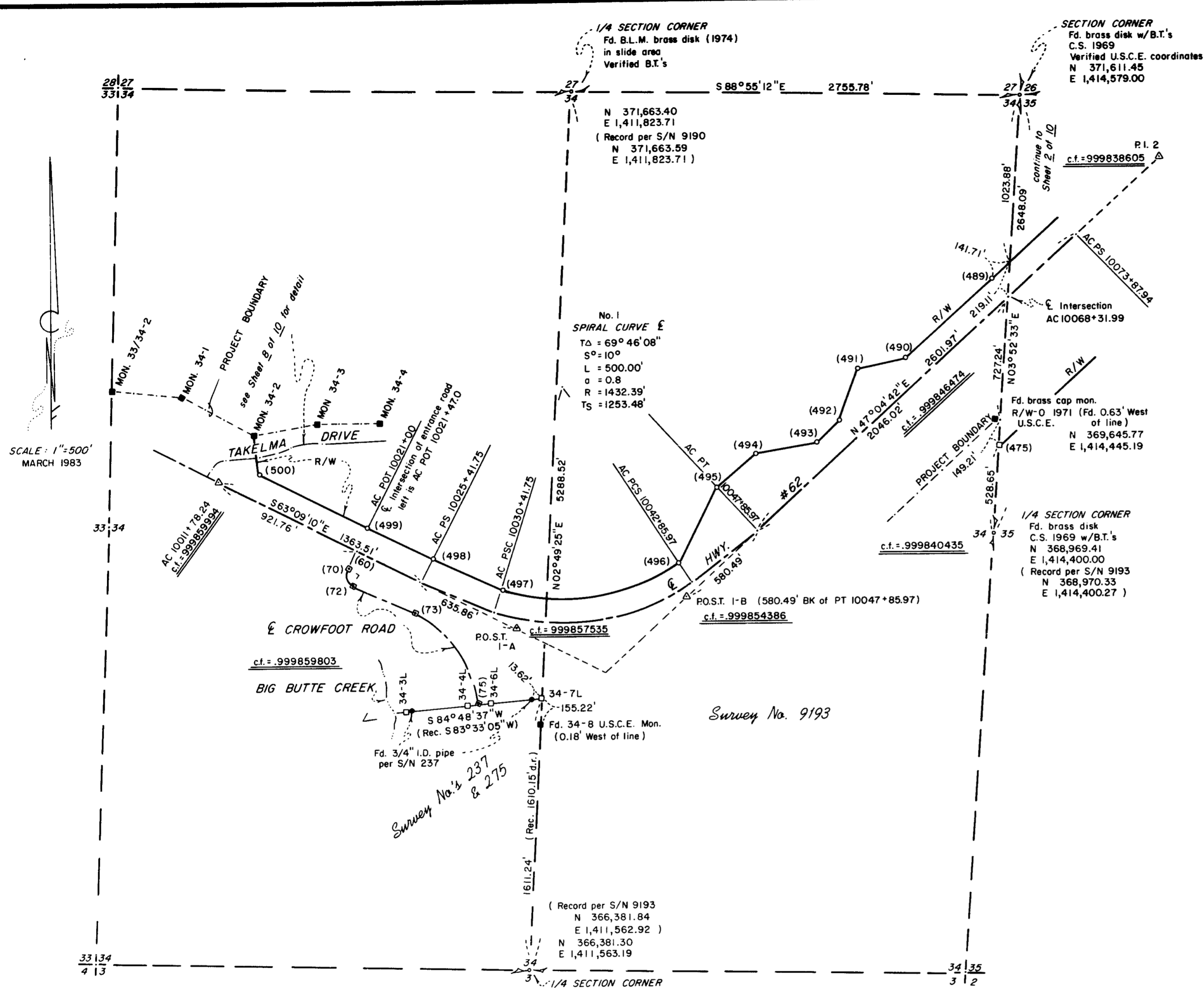


(1) AFFIDAVIT OF AMENDMENT Ref. Sur. No. 9852 by R&B Bath 2/2/84



EXISTING CONTROL MONUMENTS

POINT NO.	STATION	NORTHING	EASTING	BEARING	DISTANCE
POST I-A	AC 10011 + 78.24	369,306.209	1,409,743.880	S63°09'10"E	1999.37'
POST I-B	AC 10031 + 77.61 AH	368,403.269	1,411,527.747	N80°14'58"E	1059.18'
R.I. 2	AC 10080 + 91.97	371,229.337	1,415,417.642	N47°04'42"E	3886.49'

CROWFOOT ROAD

60	CFR 0+00	368,889.93	1,410,566.29	S26°50'50"W	124.00'
70	CFR 1+24.00 PC	368,779.30	1,410,510.29	Δ=90°00'00" R=66.00' L=103.67'	
72	CFR 2+27.67 PT	368,690.60	1,410,539.37	S63°09'10"E	414.66'
73	CFR 6+42.33 PC	368,503.34	1,410,909.33	Δ=55°33'01" R=716.197' L=694.38'	
75	CFR 13+58.55 POC 13+36.71	367,959.09	1,411,295.79		

SOUTH BOUNDARY OF TRACT 121

1/4 COR.-SEC. 34/3		366,381.30	1,411,563.19	N02°49'25"E	1611.24'
34-7L		367,990.58	1,411,642.56	S84°48'37"W	13.62'
Fd. 3/4" PIPE 81-47-167		367,989.35	1,411,629.00	S84°48'37"W	273.10'
34-6L		367,964.65	1,411,357.02	S84°48'37"W	61.48'
75	CFR 13+58.55 POC 13+36.71	367,959.09	1,411,295.79	S84°48'37"W	50.94'
34-4L		367,954.48	1,411,245.06	S84°48'37"W	360.15'
Fd. 3/4" PIPE 81-47-165		367,921.91	1,410,886.39	S84°48'37"W	8.30'
34-3L		367,921.15	1,410,878.13		

R/W ON LEFT SIDE HWY. #62

POINT NO.	STATION	NORTHING	EASTING	OFFSET
500	AC POT 10013+80.66	369,348.63	1,409,992.22	150.00' Lt.
499	AC POT 10021+00.00	369,023.76	1,410,634.03	150.00' Lt.
498	AC PS 10025+41.75	368,824.27	1,411,028.17	150.00' Lt.
497	AC PSC 10030+41.75	368,634.77	1,411,461.76	150.00' Lt.
496	AC PSC 10042+85.97	368,785.67	1,412,530.39	150.00' Lt.
495	AC PT 10047+85.97	369,234.26	1,412,758.36	350.00' Lt.
494	AC POT 10051+00	369,448.12	1,412,988.32	350.00' Lt.
493	AC POT 10054+00	369,505.96	1,413,344.20	150.00' Lt.
492	AC POT 10056+00	369,642.16	1,413,490.66	150.00' Lt.
491	AC POT 10059+00	369,956.30	1,413,608.20	300.00' Lt.
490	AC POT 10061+50	370,016.71	1,413,893.42	150.00' Lt.
489	AC POT 10068+50	370,493.41	1,414,406.02	150.00' Lt.
475	AC POT 10061+93.11	369,496.85	1,414,435.73	600.00' Rt.

LOST CREEK PROJECT
U.S. ARMY CORPS OF ENGINEERS
HIGHWAY NO. 62 R/W
CROWFOOT ROAD
TRACT 121
LOCATED IN
SECTION 34, T.33S., R.1E., W.M.
JACKSON COUNTY, OREGON

RECEIVED
Date 7/18/83 By
This survey consists of:
10 sheets Map
5 sheets Narrative
JACKSON COUNTY
SURVEYOR

HOFFBUHR/BATH & ASSOCIATES, INC.
219 N. OAKDALE MEDFORD, OREGON
BY: RICHARD L. BATH R.P.L.S. NO. 1069
ROGER R. ROBERTS R.P.L.S. NO. 1656
SCALE: 1"=500' APRIL 30, 1983

PROFESSIONAL
LAND SURVEYOR
Richard L. Bath
REGISTERED
RICHARD L. BATH
NO. 1069

U.S. Army Engineer District, Portland
Page 5

SHEET 10 of 10 - Sections 17, 18, 19, T.33S., R.2E., W.M.

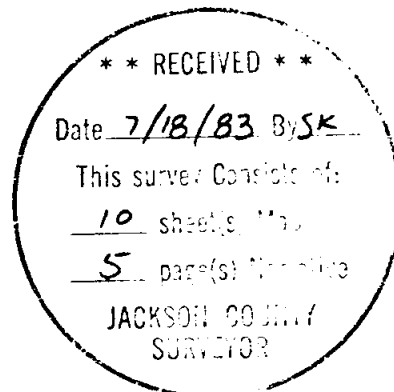
Record alignment for different portions of Lewis Road were supplied to us by U.S.C.E. . An analysis of this information along with title research of this area produced the monumented centerline as shown. The centerline description for the road, as described in Volume 480, page 462, Deed Records, controlled the alignment from Station 696+00 to 720+21.98 PT. A found monument at Station 716+08.79 PI determined the horizontal positioning of the road which made the beginning Station 696+00 compare within reason with the calls from the Southwest corner of Section 17 as shown on the map. The alignment for Spiral No. 2 was determined by calculating the PI Station 736+17.06. The coordinates for this position were determined by prolongating the bearing South 68° 15' 00" East from the Station 720+21.98 PT to intersect with the prolonged bearing of South 07° 20' 51" East produced between B.P.R. PI and PI 12AH. Using the same original spiral curve data, calculated the new P.S., P.S.C., P.C.S., and P.T. for Spiral No. 2 as shown.

The road alignment between Station 645+14.69 (LR-12) and 696+00 was based on as-built maps supplied by U.S.C.E. . Found hub and tacks at PI's in curves "3" and "4" were used to control the horizontal positioning of the road. Curve "6" is derived by the PI point created when intersecting the tangents of the two above described alignments. The record degree of curve was used to determine the P.C. and P.T. of curve "6".

In 1969, this office worked extensively in Section 17. During the course of this survey we tied into several control points established in 1969 which we used to determine a bearing rotation from geodetic to grid of 2° 04' 37" clockwise. With this, a position for the one-quarter (1/4) corner common to Section 17 and 20 was calculated as shown.

Basis of Bearing: State Plane Coordinates (South Zone)

April 30, 1983



Richard L. Bath
Roger R. Roberts
Hoffbuhr/Bath & Associates, Inc.
219 North Oakdale
Medford, Oregon 97501

U.S. Army Engineer District, Portland
Page 4

between control monuments AC 10350+21.84 P.I. #12AH and 745+37.91 B.P.R. P.I. (North 07° 20' 51" West) and between centerline AC P.I. 10353+05.49 and 745+37.91 B.P.R. P.I. (North 07° 20' 46" West). When computing the R/W relative to Highway No. 62, the horizontal alignment coordinates were used; and the coordinates for the centerline and R/W boundary on Lewis Road are relative to the existing control monuments. Further computations in this area should be calculated accordingly.

SHEET 7 of 10 - Sections 20 and 21, T.33S., R.2E., W.M.

Peyton Frontage Road (P.F.R.) centerline was determined from plan sheet LCR-7-5/4. A found rock nail/washer on the centerline of Highway No. 62 was used to determine 0+00 of P.F.R. . This designed centerline compared with the existing traveled centerline and was monumented as shown.

The monumentation of Tracts 313 and 314 seemed to be of particular concern from the onset of this project. In July, 1970 the U.S.C.E. monumented the boundary of these two tracts based on coordinates acquired from the improper positioning of the North one-sixteen (1/16) corner set by the U.S.C.E. between Sections 20 and 21. The deed for these two tracts was signed on August 17, 1970 and recorded as Document No. 70-08307. The monumented line was subsequently fenced and has been maintained as the boundary line without contest until now. In 1982 the county surveyor perpetuated the one-quarter (1/4) corner common to Sections 20 and 21 from original evidence (see re-estab note T.33S., R.2E., pg. 29); it had been assumed to be lost up to that time. This puts the monument set for the North one-sixteen (1/16) corner common to Sections 20 and 21, set by the U.S.C.E. in August of 1970, out of true position by 11.2 feet in Northings and 19.8 feet in Eastings, which would be in close harmony with the fence corner as shown on page 14 of U.S.C.E. Field Book No. 12661 (August 4, 1970). Since the point of beginning of each of the subject tracts is the said North one-sixteen (1/16) corner and there is no call to monuments in the descriptions, a problem now exists in that the deed line is substantially different from the monumented line. Our recommendation to U.S.C.E. was to redescribe the tracts to agree with the monumented line set in 1970 by the U.S.C.E. which was originally agreed upon prior to the deed being recorded. A letter from U.S.C.E. dated May 5, 1983, directed us to monument the deed line as described in Document No. 70-08307. This was done with the results shown on Sheet 7.

SHEETS 8 and 9 of 10 - Sections 23, 26, 27, and 34, T.33S., R.1E., W.M.

A combination of horizontal alignment and coordinates for Takelma Drive were supplied to us by the U.S.C.E. . An analysis of this information was made and the resulting centerline was monumented as shown. The monumented centerline is quite consistent with the painted centerline. The stationing for Takelma Drive begins at the centerline of Highway No. 62 and progresses Northerly to the end of the asphalt road.

U.S. Army Engineer District, Portland
Page 3

The centerline of the Medco Access Road was determined by monumenting the apparent visual P.I. points of the road. Measurements were made to determine the centerline intersection station and also where the centerline of the road intersects the Highway 62 R/W line between monuments L36-1 and L36-2. It should be noted at this point that the measured coordinates of these found monuments and other monuments shown on Sheets 4 and 5 did not compare with the 1973 U.S.C.E. coordinate values by approximately one foot in both Northings and Eastings.

SHEET 4 of 10 - Section 25, T.33S., R.1E., W.M.; Section 30, T.33S., R.2E., W.M.

Continued setting R/W monuments as directed.

The location of the centerline of the Medco "A" Road was determined by monumenting apparent visual P.I. points of the road. Measurements were made to determine the centerline intersection station and also where the centerline of the "A" Road intersects the spiral R/W line between L36-9 and L25-1 which is the "L5" alignment. Also, used the same procedure for the Medco Road @ AC POS 10233+80.96. The termination of the Medco Road centerline monumentation was on a line between monuments L30-4 and R/W 33.

SHEET 5 of 10 - Sections 20 and 29, T.33S., R.2E., W.M.

Continued setting R/W monuments as directed.

Boat spikes with washers in iron pipes were found on line between R/W 39, R/W 40, and R/W 41. These monuments were coordinated for the purpose of obtaining a centerline station and offset distance. Additional monuments were set at R/W 39-F and R/W 39-G as directed.

The boundary of the sewage lagoon was located by establishing monuments relative to an existing fence line which encompassed said lagoon. The monuments were placed a minimum of two (2) feet and a maximum of three (3) feet outside the existing fence corners.

The location of the centerline of the Medco Road was determined by monumenting apparent visual P.I. points of the road. Measurements were made to determine the centerline intersection station with the centerline of Peyton Frontage Road and also where the centerline of the Medco Road intersects the East line of Section 20.

Set North one-sixteen (1/16) corner between Sections 20 and 21 as shown. (see section "Sheet 7 of 10" of this narrative for explanation of North one-sixteen (1/16) corner to Sections 20 and 21.)

SHEET 6 of 10 - Section 17, T.33S., R.2E., W.M.

Continued setting R/W monuments as directed.

It should be noted at this point that some variation in bearings exists between the horizontal alignment coordinates for Highway No. 62 and the coordinates for the existing control monuments. An example of this is the bearing

U.S. Army Engineer District, Portland
Page 2

ments of Section 34 shown on the map, were located and coordinated. Variations in coordinate values are shown and are probably due to a difference in control base. Also, the surveys mentioned above used record coordinates on several government corners as provided by the U.S.C.E. for control to subdivide the sections. Caution should be used when acquiring information from these surveys to be used in subsequent surveys.

Crowfoot Road centerline was determined from plan sheet LCR-7-8/7. This designed centerline compared with the existing traveled centerline and was approved verbally by Dale Petrusek in the Jackson County Public Works Department.

The South line of Tract 121, described in Document No. 70-08667 Jackson County Deed Records, was derived from a description prepared by James H. Clabby, Civil Engineer, on November 22, 1949, based on a survey by him and filed as Survey No. 237. A review of Clabby's file, supplied to us by Edward A. McGinty L.S. 301, showed that the North one-quarter (1/4) corner of Section 34 was not tied to and therefore the call in the description "Beginning at a 1 inch iron pipe on the North and South centerline of Section 34...." was in error. A review of Clabby's work maps and field notes revealed that Clabby set the pipe in an existing fence line. With this, the calculated bearing between the two found pipes as shown was produced Northeasterly to intersect the North-South centerline and then monumented as the Southeast corner of Tract 121. This procedure gave full consideration to the landowner to the South and was verbally agreed to by the U.S.C.E. .

SHEET 2 of 10 - Section 35, T.33S., R.1E., W.M.

Continued setting R/W monuments as directed. Also, additional surveying was necessary to monument the intersections of the R/W boundary of Highway No. 62 with the West line of the Northeast one-quarter (1/4) of the Northeast one-quarter (1/4) of Section 35. Again, all information and monuments established for Survey No. 9189 were disregarded since proper procedures and surveying methods were not adhered to. The East one-sixteen (1/16) corner between Sections 26 and 35 was monumented by the Bureau of Land Management in 1974. We found the monument to be North 15° 19' East, 1.84 feet out of position, which is not within the allowable tolerance. Therefore, we held our computed position for the one-sixteen (1/16) corner and calculated the intersection points accordingly.

SHEET 3 of 10 - Sections 35 and 36, T.33S., R.1E., W.M.

Continued setting R/W monuments as directed.

The location of the access road to the stockpile and the boundary of the stockpile is as noted on the map. The centerline station of 119+85.85 as used in the easement description for the stockpile site was held to determine the beginning point of the access road. All other points, except for Point G, were found and replaced with the appropriate monument and new coordinates were determined.

SURVEY NARRATIVE TO COMPLY WITH PARAGRAPH 209.250
OREGON REVISED STATUTES

SURVEY FOR: U.S. Army Engineer District, Portland
P.O. Box 2946
Portland, Oregon 97208
Attn: NPPEN-SY

LOCATION: Sections 23, 25, 26, 27, 34, and 36 in Township 33 South, Range 1 East, and Sections 17, 18, 19, 20, 21, 29, and 30 in Township 33 South, Range 2 East, Willamette Meridian, all in Jackson County, Oregon

PURPOSE: To comply with the "Technical Specifications and Statement of Work for Boundary and Right-of-Way Monumentation", Lost Creek Lake Project, Trail, Oregon, as it is outlined in contract No. DACW57-82-C-0129 for the Department of the Army, Portland District Corps of Engineers. These surveys are to enable the Corps of Engineers to write boundary and right of way descriptions for State Highway 62, Jackson County roads, logging accessroads, stock-pile site, and sewage lagoon boundary.

EQUIPMENT/
PERSONNEL: Kern DKM 2-A and DM 502 for field equipment
Field crew: Roger R. Roberts - L.S. 1656, Darrell L. Huck - L.S. 2023, and David M. Minneci
Computers K & E Survey 31 and Sierra Cybernetics Pioneer I system for office equipment
Office: Richard L. Bath - L.S. 1069

NOTE: *All monuments set with relative accuracy of 1 part in 10,000, or better, as per U.S.C.E. requirements*

PROCEDURE: Lambert coordinates Oregon South Zone and all historical data pertaining to the contract were supplied to this office by the government. In particular, information for a 2nd order control traverse along Highway No. 62 from McLeod Bridge to Peyton Bridge was used as a basis of bearing and control for the entire project. Successive ties into the control traverse proved it to be quite reliable and there was no evidence found to show it was not within its reported 2nd order control status. Coordinates for the 2nd order control were produced from Flounce Rock (N. 393,656.11 - E. 1,433,639.15) and an analysis of the field notes (1979) and computation sheets found all to be in order.

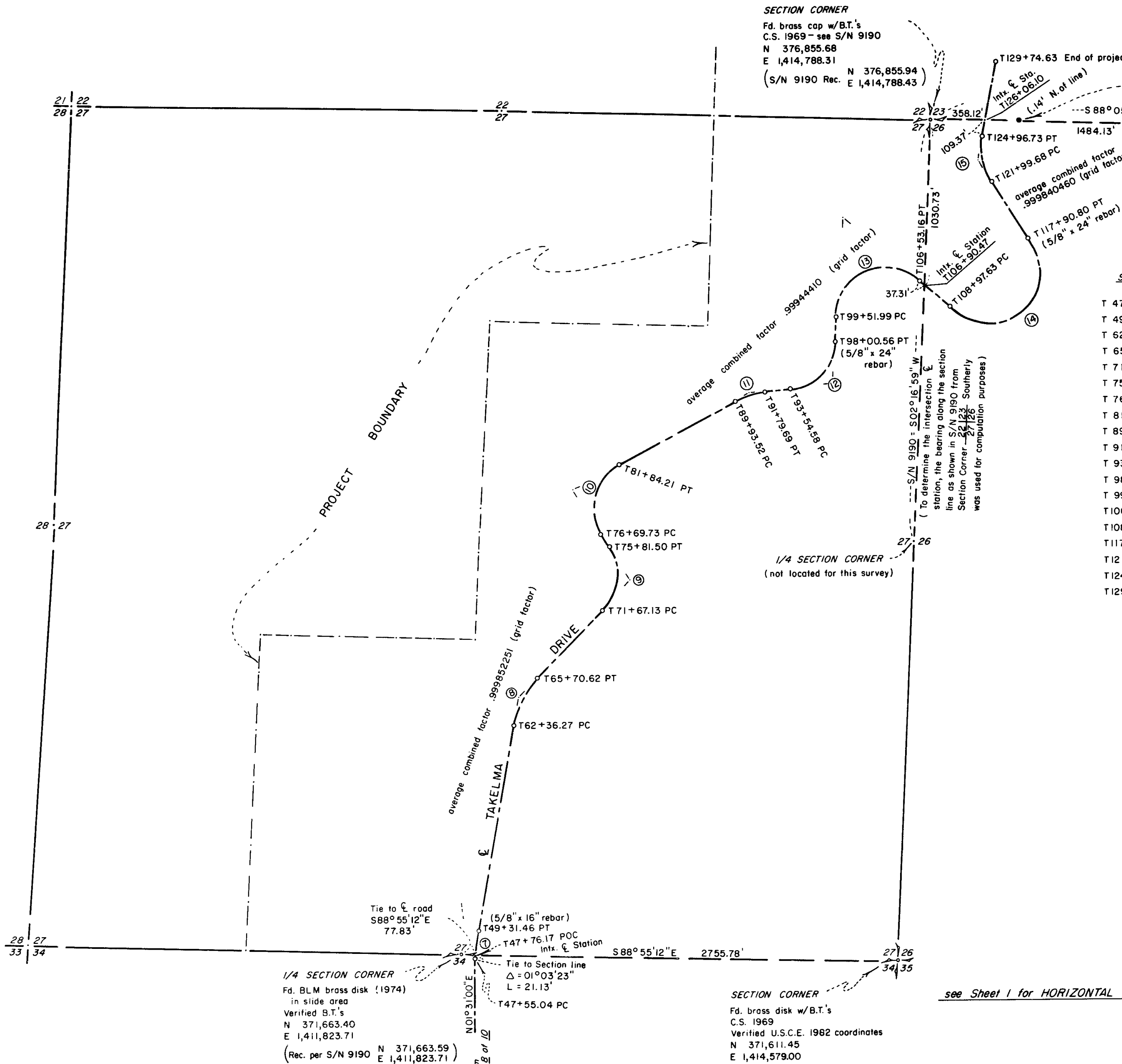
The following is a narrative of procedures for each sheet:

SHEET 1 of 10 - Section 34, T.33S., R.1E., W.M.

All centerline and right of way (R/W) information on Highway No. 62 had been previously designed and coordinated. With this, we were directed to monument the R/W accordingly.

The pertinent monuments established by C & G Engineering, Inc. in the performance of Surveys No. 9189 and 9193, and the four exterior boundary monu-

SCALE: 1" = 500'
MARCH 1983



SECTION CORNER
Fd. brass cap w/B.T.'s
C.S. 1969 - see S/N 9190
N 376,855.68
E 1,414,788.31
(S/N 9190 Rec. E 1,414,788.43)

1/4 SECTION CORNER
Fd. 1" iron pipe in reservoir area
C.S. 1939 - Fd. in 1973 by BLM
Witness points were set by BLM as shown
Found brass caps
N 376,774.08
E 1,417,237.25

COORDINATES and CURVE DATA

STATION	NORTHING	EASTING	BEARING	DISTANCE
T 47+76.17 POC	371,661.93	1,411,901.53	N06°27'25" E	155.17' LC
T 49+31.46 PT	371,816.12	1,411,918.98	N10°20'15" E	1304.81'
T 62+36.27 PC	373,099.74	1,412,153.12	N27°03'18" E	329.62' LC
T 65+70.62 PT	373,393.30	1,412,303.05	N43°46'20" E	596.51'
T 71+67.13 PC	373,824.04	1,412,715.71	N06°28'45" E	385.72' LC
T 75+81.50 PT	374,207.29	1,412,759.24	N30°48'50" W	88.23'
T 76+69.73 PC	374,283.07	1,412,714.04	N15°29'20" E	460.28' LC
T 81+84.21 PT	374,726.63	1,412,836.96	N61°47'30" E	809.31'
T 89+93.52 PC	375,109.17	1,413,550.15	N72°57'43" E	184.99' LC
T 91+79.69 PT	375,163.38	1,413,727.02	N84°07'55" E	174.89'
T 93+54.58 PC	375,181.26	1,413,900.99	N43°59'38" E	410.39' LC
T 98+00.56 PT	375,476.50	1,414,186.04	N03°51'20" E	151.43'
T 99+51.99 PC	375,627.59	1,414,196.22	N66°57'40" E	567.76' LC
T106+53.16 PT	375,849.78	1,414,718.70	S49°56'00" E	244.47'
T108+97.63 PC	375,692.42	1,414,905.79	N49°40'53" E	627.68' LC
T117+90.80 PT	376,098.56	1,415,384.37	N30°42'15" W	408.88'
T121+99.68 PC	376,450.12	1,415,175.59	N09°54'38" W	290.58' LC
T124+96.73 PT	376,736.36	1,415,125.58	N10°53'00" E	477.90'
T129+74.63	377,205.65	1,415,215.81		

CL CURVE DATA

CURVE NO.	DELTA	DEGREE CURVE	RADIUS	LENGTH
7	08°49'15"	5° R	1145.92'	176.42'
8	33°26'05"	10° R	572.96'	334.35'
9	74°35'10"	18° L	318.31'	414.37'
10	92°36'20"	18° R	318.31'	514.48'
11	22°20'25"	12° R	477.46'	186.17'
12	80°16'35"	18° L	318.31'	445.98'
13	126°12'40"	18° R	318.31'	701.17'
14	160°46'15"	18° L	318.31'	893.17'
15	41°35'15"	14° R	409.26'	297.05'

o = Set 5/8" x 30" iron rebar w/aluminum cap stamped w/Station No. and "L.S. 1069"
±.05' below road surface w/random concrete nail straddlers - set witness post opposite point

S/N = Survey No. filed w/Jackson County Surveyor
LC = Long chord
--- = Project boundary
--- = Centerline (CL) of road
R/W = Right of way
B.L.M. = Bureau of Land Management
C.S. = County Surveyor

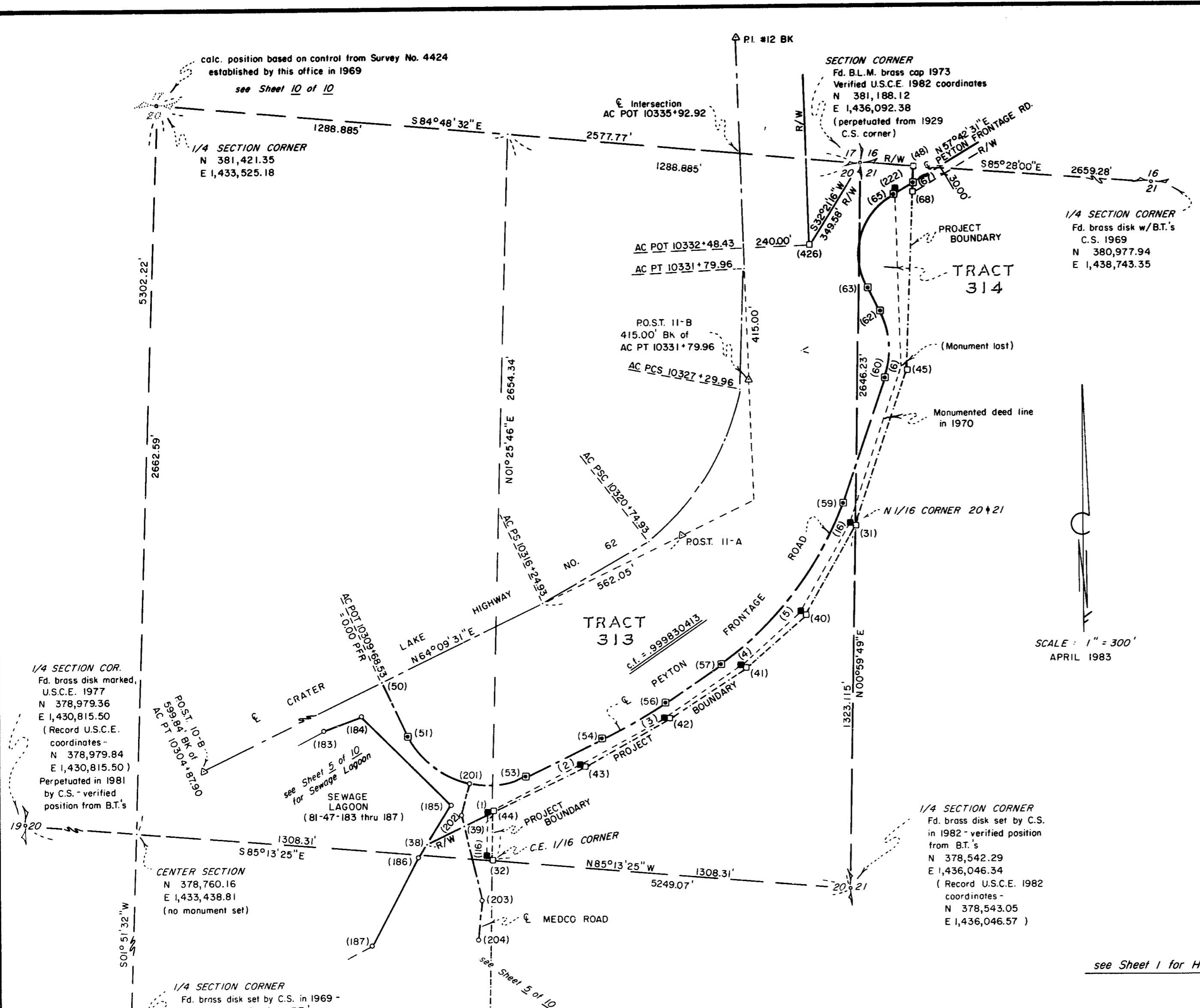
LOST CREEK PROJECT
U.S. ARMY CORPS OF ENGINEERS
TAKELMA DRIVE
from STA. T47+76.17 to STA. T129+74.63
in
SECTIONS 27, 26, and 23, T.33S., R.1E., W.M.
JACKSON COUNTY, OREGON

HOFFBUHR/BATH & ASSOCIATES, INC.
219 N. OAKDALE MEDFORD, OREGON
BY: RICHARD L. BATH R.P.L.S. NO. 1069
ROGER R. ROBERTS R.P.L.S. NO. 1656
SCALE: 1" = 500' APRIL 30, 1983

**** RECEIVED ****
Date: 7/18/83 By: SK
This survey consists of:
10 sheets Map
5 pages Narrative
JACKSON COUNTY SURVEYOR

REGISTERED
PROFESSIONAL LAND SURVEYOR
Roger R. Roberts
OREGON
JULY 14, 1978
ROGER R. ROBERTS
1656

REGISTERED
PROFESSIONAL LAND SURVEYOR
Richard L. Bath
OREGON
JULY 30, 1976
RICHARD L. BATH
No. 1069



EXISTING CONTROL MONUMENTS

POINT NO.	STATION	NORTHING	EASTING	BEARING	DISTANCE
POST. 10-B	AC 10298+88.06 BK	378,832.601	1,433,368.121	N 64°09'31" E	2298.92'
POST. 11-A	AC 10321+86.98 AH	379,834.655	1,435,437.159	N 23°31'23" E	617.34'
POST. 11-B	AC 10327+64.96 BK	380,400.696	1,435,683.553	N 02°08'37" W	2999.94'
PI. #12 BK	AC 10357+64.90 AH	383,398.536	1,435,571.340		

PEYTON FRONTAGE ROAD

DELTA	RADIUS	MEASUREMENT DATA		BEARING	DISTANCE
		LENGTH	(LONG CHORD)		
50	PFR 0+00	379,303.56	1,434,340.55	S 25°50'29" E	221.69'
51	PFR 2+21.69 PC	379,104.03	1,434,437.18	(S 70°50'29" E	450.16')
	90°00'00"	318.31'	500.00'		
53	PFR 7+21.69 PT	378,956.30	1,434,862.40	N 64°09'31" E	313.14'
54	PFR 10+34.83 PC	379,092.79	1,435,144.23	(N 60°09'31" E	266.45')
	8°00'00"	1909.86'	266.67'		
56	PFR 13+01.50 PT	379,225.38	1,435,375.35	N 56°09'31" E	244.44'
57	PFR 15+45.94 PC	379,361.50	1,435,578.38	(N 37°21'46" E	738.42')
	37°35'30"	1145.92'	751.83'		
59	PFR 22+97.77 PT	379,948.41	1,436,026.50	N 18°34'01" E	477.63'
60	PFR 27+75.40 PC	380,401.18	1,436,178.58	(N 04°00'44" W	244.44')
	45°09'30"	318.31'	250.88'		
62	PFR 30+26.28 PT	380,645.02	1,436,161.48	N 26°35'29" W	97.21'
63	PFR 31+23.49 PC	380,731.94	1,436,117.97	(N 15°33'31" E	349.54')
	84°18'00"	260.44'	383.18'		
65	PFR 35+06.67 PT	381,068.68	1,436,211.72	N 57°42'31" E	82.25'
67	PFR 35+88.92 POT	381,112.62	1,436,281.25		

SOUTH LINE TRACT 313 and EAST LINE TRACT 314

RE: DOCUMENT NO. 70-08307 - OFFICIAL RECORDS - JACKSON COUNTY, OREGON

TRACT	POINT NO.	NORTHING	EASTING	BEARING	DISTANCE	
TRACT 313:	S.C. 16, 17, 20, 21	381,188.12	1,436,092.38	S 00°59'49" W	1323.115'	
	(31) N 1/16 COR.	379,865.20	1,436,069.36	(Record: S 01°52' W	1312.84')	
	(40) 20-05 L	379,540.48	1,435,887.87	S 29°12'00" W	372.00'	
	(41) 20-04 L	379,350.22	1,435,669.01	S 49°00'00" W	290.00'	
	(42) 20-03 L	379,156.42	1,435,389.65	S 55°15'00" W	340.00'	
	(43) 20-02 L	378,989.86	1,435,081.82	S 61°35'00" W	350.00'	
	(44) 20-01 L	378,827.75	1,434,746.98	S 64°10'00" W	372.02'	
	(32) C.E. 1/16 COR.	378,651.23	1,434,742.57	S 1°25'46" W	176.58'	
	TRACT 314:	(31) N 1/16 COR.	379,865.20	1,436,069.36	N 18°35'00" E	595.00'
		(45) 21-01 L	380,429.18	1,436,258.98	N 1°52'00" E	647.54'
(68) 21-02 L		381,076.38	1,436,280.07	N 1°52'00" E	36.25'	
(67)		381,112.62	1,436,281.25	N 1°52'00" E	60.41'	
(48) 21/16-01 L		381,172.99	1,436,283.22	N 85°28'00" W	191.44'	
S.C. 16, 17, 20, 21		381,188.12	1,436,092.38			
CONNECTION LINE:	(44) 20-01 L	378,827.75	1,434,746.98	S 64°09'31" W	118.59'	
	no monument set (39)	378,776.06	1,434,640.24	S 64°09'31" W	154.04'	
	(38)	378,708.92	1,434,501.60	S 31°45'24" W	58.42'	
	81-47-186	378,659.24	1,434,470.86			

EXISTING MONUMENTS SET BY U.S.C.E. IN 1970 TO REPRESENT THE BOUNDARY LINES OF TRACTS 313 & 314

POINT NO.	NORTHING	EASTING	BEARING	DISTANCE
SC. 16, 17, 20, 21	381,188.12	1,436,092.38	S 01°52'06" W	1312.43'
16	379,876.39	1,436,049.59	S 29°11'07" W	371.95'
5	379,551.66	1,435,868.21	S 48°58'17" W	289.90'
4	379,361.36	1,435,649.52	S 55°14'45" W	340.13'
3	379,167.46	1,435,370.06	S 61°33'36" W	350.07'
2	379,000.75	1,435,062.24	S 64°08'39" W	374.91'
1	378,837.24	1,434,724.86	S 02°01'24" W	169.99'
116	378,667.36	1,434,718.85		
16	379,876.39	1,436,049.59	N 18°34'29" E	594.99' (Record per U.S.C.E. computer sheets)
6	380,440.38	1,436,239.12	N 01°52'59" W	641.70'
222	381,081.74	1,436,218.03		

LEGEND

- = Project boundary
- - - = Centerline (C) of highway or road
- - - = R/W
- △ = Fd. U.S.C.E. brass disk in concrete - 2nd Order Control Monument on Hwy. No. 62
- = Fd. U.S.C.E. brass disk in concrete (set in July 1970)
- = Jackson County Monument on Peyton Frontage Road - set brass disk 6" below surface in 6" x 18" cylinder of concrete stamped w/Station No. and "L.S. 1069"
- = Set 5/8" x 30" iron rebar w/aluminum cap stamped w/81-47-* and "L.S. 1069" with witness post
- = Set 1" x 30" iron pipe w/brass disk stamped w/Station No. and "L.S. 1069" with witness post
- c.f. = Combined factor for distance reductions from ground measurements to grid distances (known as grid factor)
- R/W = Right of way
- B.L.M. = Bureau of Land Management
- Co. = County Surveyor

SCALE: 1" = 300'
APRIL 1983

see Sheet 1 for HORIZONTAL CONTROL SUMMARY

RECEIVED
7/18/83 By SK
This consists of:
10 Maps
5 Alternative
Professional Land Surveyor
Professional Land Surveyor
ROGER R. ROBERTS
RICHARD L. BATH

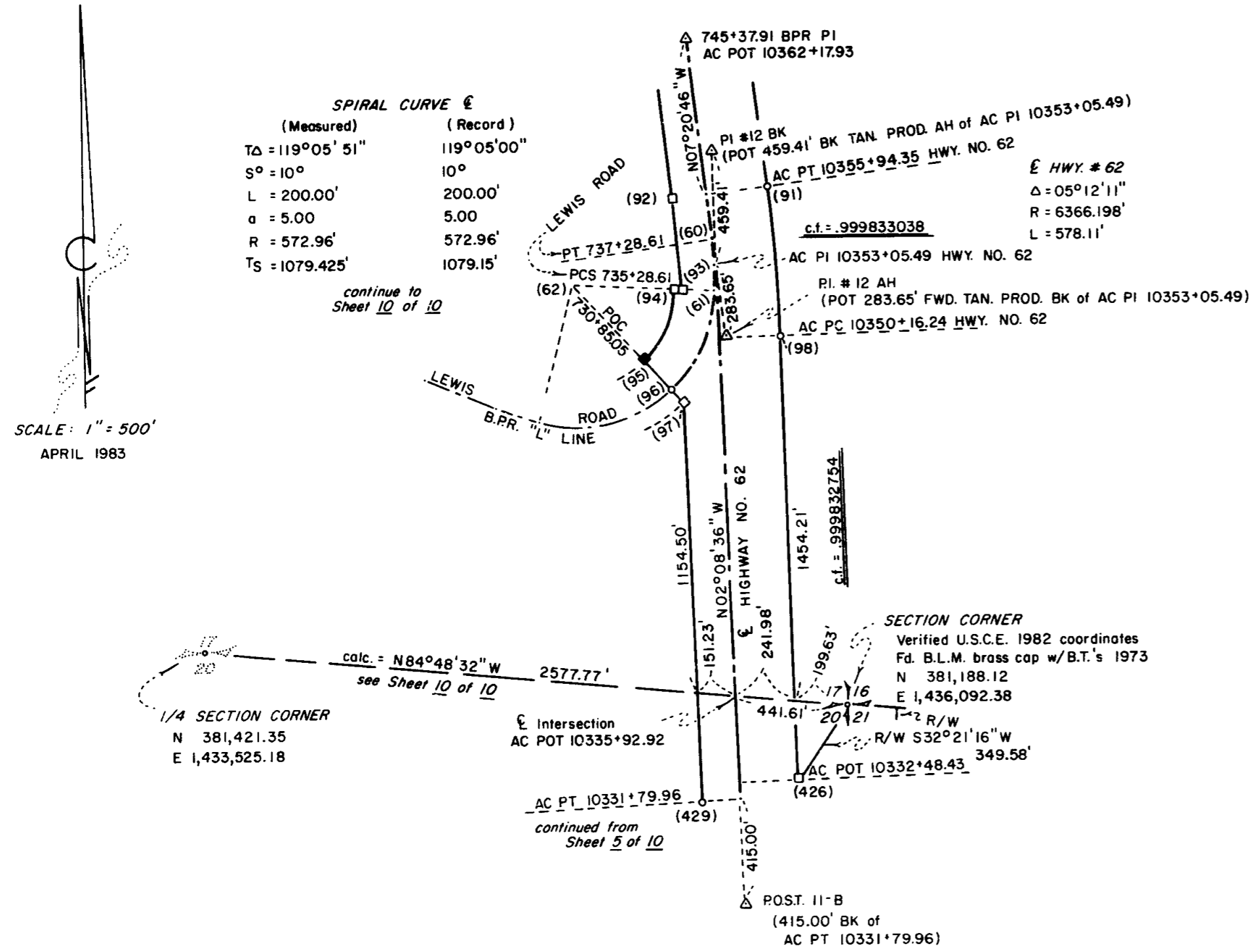
LOST CREEK PROJECT
U.S. ARMY CORPS OF ENGINEERS
PEYTON FRONTAGE ROAD
TRACT 313 and TRACT 314
LOCATED IN
SECTIONS 20 and 21, T33S, R2E, W.M.
JACKSON COUNTY, OREGON

HOFFBUHR/BATH & ASSOCIATES, INC.
219 N. OAKDALE MEDFORD, OREGON
BY: RICHARD L. BATH R.P.L.S. NO. 1069
ROGER R. ROBERTS R.P.L.S. NO. 1656
SCALE: 1" = 300' APRIL 30, 1983

EXISTING CONTROL MONUMENTS

POINT NO.	STATION	NORTHING	EASTING	BEARING	DISTANCE
POST. 11-B	AC 10327+64.96	380,400.696	1,435,683.553	N 02°09'37"W	2999.94'
PI.#12 BK	AC 10357+64.90 AH PI.	383,398.536	1,435,571.340	S 04°07'56"E	742.34'
PI.#12 AH	AC 10350+21.84 BK PI.	382,658.128	1,435,624.830	N 07°20'51"W	1196.48'
B.P.R. PI.	AC 10362+17.93 B.P.R. 745+37.91	383,844.788	1,435,471.816		
HWY. # 62					
AC PT	10331+79.96	380,815.409	1,435,668.029	N 02°08'36"W	1836.28'
AC PC	10350+16.24	382,650.400	1,435,599.356	N 02°08'35"W	289.25'
AC PI	10353+05.49	382,939.451	1,435,588.539	N 07°20'46"W	289.25'
AC PT	10355+94.35	383,226.330	1,435,551.554	N 07°20'46"W	623.58'
B.P.R. PI	745+37.91	383,844.788	1,435,471.816		
LEWIS CREEK ROAD					
96	POC 730+85.05 BPR	382,450.315	1,435,407.650	N 42°59'30"W	572.958'
62	RADIUS POINT	382,869.407	1,435,016.955	S 87°20'51"E	572.958'
61	PCS 735+28.61 BPR	382,842.891	1,435,589.299	N 04°00'53"W	199.73'
60	PT 737+28.61 BPR	383,042.130	1,435,575.315	N 07°20'51"W	809.30'
B.P.R. PI	PI 745+37.91 BPR POT AC 10362+17.93	383,844.788	1,435,471.816		
R/W ON HWY. # 62					
				OFFSET	
429	AC PT 10331+79.96	380,809.80	1,435,518.13	150.00' Lt.	
426	AC POT 10332+48.43	380,892.81	1,435,905.30	240.00' Rt.	
97	AC POT 10347+66.73 POC 730+85.05 BPR	382,395.46	1,435,458.79	150.00' Lt. 75.00' Rt.	
96	AC POT 10348+23.46 POC 730+85.05 BPR	382,450.32	1,435,407.65	199.05' Lt. 0.00' Rt.	
95	AC POT 10349+44.49 POC 730+85.05 BPR	382,567.35	1,435,298.55	303.70' Lt. 160.00' Lt.	
94	AC POC 10352+27.66 PCS 735+28.61 BPR	382,850.30	1,435,429.47	158.87' Lt. 160.00' Lt.	
93	AC POC 10352+25.41 PSC 735+28.61 BPR	382,849.42	1,435,448.45	140.00' Lt. 141.00' Lt.	
92	AC PT 10355+94.35 POT 739+14.34 AH BPR	383,208.43	1,435,412.70	140.00' Lt.	
98	AC PC 10350+16.24	382,659.38	1,435,839.19	240.00' Rt.	
91	AC PT 10355+94.35 POT 739+14.34 AH BPR	383,257.02	1,435,789.58	240.00' Rt.	

NOTE: (60) is on line between monuments B.P.R. PI. & PI.#12 AH



SCALE: 1" = 500'
APRIL 1983

see Sheet 1 for HORIZONTAL CONTROL SUMMARY

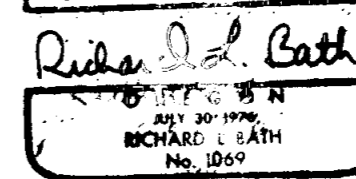
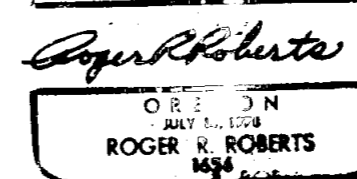
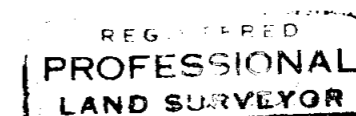
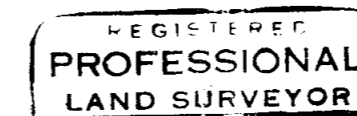
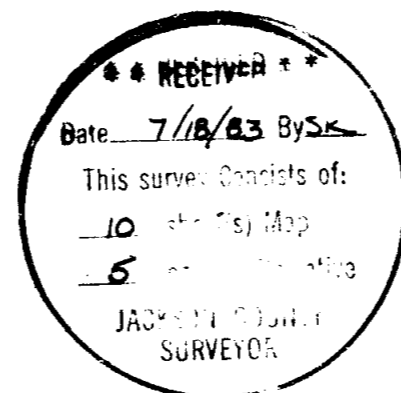
LEGEND

- △ = Fd. U.S.C.E. brass cap in concrete - 2nd Order Control Monument on Hwy. No. 62
- = Set 5/8" x 30" iron rebar w/aluminum cap stamped w/Station No., offset distance, and "L.S. 1069" with witness post
- = Set 1" x 30" iron pipe w/brass disk stamped w/Station No., offset distance, and "L.S. 1069"
- = Set brass disk w/concrete in rock stamped w/Station No., offset distance, and "L.S. 1069"
- c.f. = Combined factor for distance reductions from ground measurements to grid distances (known as grid factor)
- R/W = Right of way
- B.L.M. = Bureau of Land Management
- — — = Centerline (E) of highway or road
- = R/W

LOST CREEK PROJECT
U.S. ARMY CORPS OF ENGINEERS
HIGHWAY NO. 62 R/W

LOCATED IN
SECTION 17, T.33S., R.2E., W.M.
JACKSON COUNTY, OREGON

HOFFBUHR/BATH & ASSOCIATES, INC.
219 N. OAKDALE MEDFORD, OREGON
BY: RICHARD L. BATH R.P.L.S. NO. 1069
ROGER R. ROBERTS R.P.L.S. NO. 1656
SCALE: 1" = 500' APRIL 30, 1983



SECTION CORNER
 Fd. G.L.O. 1933 brass cap on pipe
 Perpetuated in 1969 by C.S.
 Perpetuated in 1973 by B.L.M.
 N 381,622.32
 E 1,430,920.58

LEGEND

- △ = Fd. U.S.C.E. brass disk in concrete - 2nd Order Control Monument on Hwy. No. 62
- = Fd. brass spike and washer in iron pipe dated 1971
- = Fd. brass disk on 1" iron pipe dated 1971 - U.S.C.E.
- = Set 5/8" x 30" iron rebar w/aluminum cap stamped w/Station No., offset distance or B1-47-#, and "L.S. 1069" with witness post
- ◻ = Set 1" x 30" iron pipe w/brass disk stamped w/Station No., offset distance, and "L.S. 1069" with witness post
- c.f. = Combined factor for distance reductions from ground measurements to grid distances (known as grid factor)
- R/W = Right of way
- B.L.M. = Bureau of Land Management
- S/N = Survey No.
- C.S. = County Surveyor
- - - = Project boundary
- - - (℄) = Centerline (℄) of highway or road
- - - = R/W

1/4 SECTION CORNER
 Fd. brass disk marked U.S.C.E. 1977
 N 378,979.36
 E 1,430,815.50
 (Record U.S.C.E. 1982 coordinates
 N 378,979.84
 E 1,430,815.50)
 Perpetuated in 1981 by C.S. -
 verified position from B.T.'s

SECTION CORNER
 Used U.S.C.E. 1982 coordinates
 N 376,311.98
 E 1,430,732.03
 (not field located)

1/4 SECTION CORNER
 Used U.S.C.E. 1982 coordinates
 N 373,656.42
 E 1,430,677.58
 (not field located)

S/N 4424

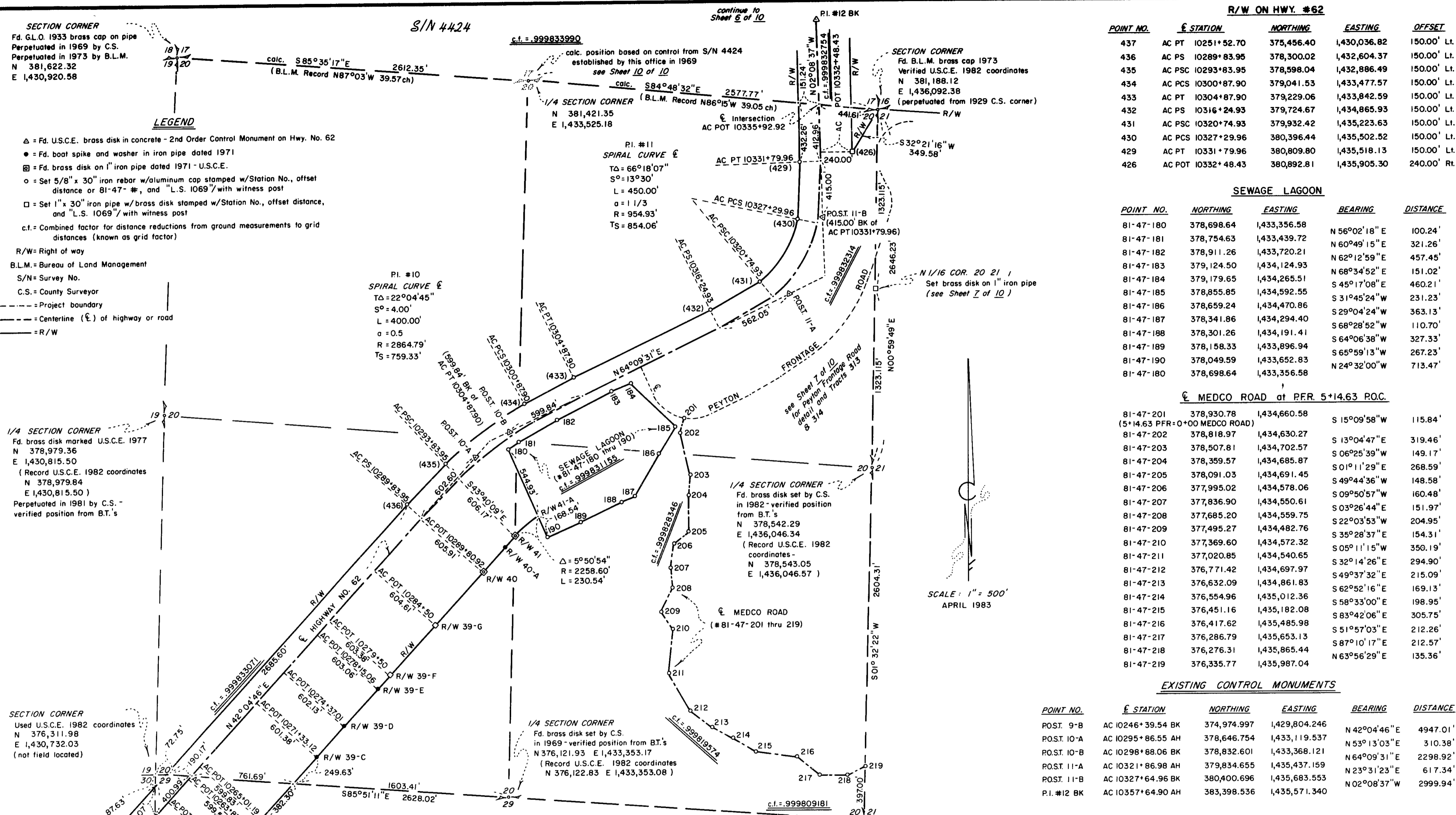
c.f. = 999833990

calc. position based on control from S/N 4424
 established by this office in 1969
 see Sheet 10 of 10

PI. #11 SPIRAL CURVE ℄
 TA = 66°18'07"
 S° = 13°30'
 L = 450.00'
 a = 1/3
 R = 954.93'
 TS = 854.06'

PI. #10 SPIRAL CURVE ℄
 TA = 22°04'45"
 S° = 4.00'
 L = 400.00'
 a = 0.5
 R = 2864.79'
 TS = 759.33'

continue to Sheet 6 of 10



R/W ON HWY. #62

POINT NO.	STATION	NORTHING	EASTING	OFFSET
437	AC PT 10251+52.70	375,456.40	1,430,036.82	150.00' Lt.
436	AC PS 10289+83.95	378,300.02	1,432,604.37	150.00' Lt.
435	AC PSC 10293+83.95	378,598.04	1,432,886.49	150.00' Lt.
434	AC PCS 10300+87.90	379,041.53	1,433,477.57	150.00' Lt.
433	AC PT 10304+87.90	379,229.06	1,433,842.59	150.00' Lt.
432	AC PS 10316+24.93	379,724.67	1,434,865.93	150.00' Lt.
431	AC PSC 10320+74.93	379,932.42	1,435,223.63	150.00' Lt.
430	AC PCS 10327+29.96	380,396.44	1,435,502.52	150.00' Lt.
429	AC PT 10331+79.96	380,809.80	1,435,518.13	150.00' Lt.
426	AC POT 10332+48.43	380,892.81	1,435,905.30	240.00' Rt.

SEWAGE LAGOON

POINT NO.	NORTHING	EASTING	BEARING	DISTANCE
81-47-180	378,698.64	1,433,356.58		
81-47-181	378,754.63	1,433,439.72	N 56°02'18" E	100.24'
81-47-182	378,911.26	1,433,720.21	N 60°49'15" E	321.26'
81-47-183	379,124.50	1,434,124.93	N 62°12'59" E	457.45'
81-47-184	379,179.65	1,434,265.51	N 68°34'52" E	151.02'
81-47-185	378,855.85	1,434,592.55	S 45°17'08" E	460.21'
81-47-186	378,659.24	1,434,470.86	S 31°45'24" W	231.23'
81-47-187	378,341.86	1,434,294.40	S 29°04'24" W	363.13'
81-47-188	378,301.26	1,434,191.41	S 68°28'52" W	110.70'
81-47-189	378,158.33	1,433,896.94	S 64°06'38" W	327.33'
81-47-190	378,049.59	1,433,652.83	S 65°59'13" W	267.23'
81-47-180	378,698.64	1,433,356.58	N 24°32'00" W	713.47'

℄ MEDCO ROAD at PFR. 5+14.63 P.O.C.

POINT NO.	NORTHING	EASTING	BEARING	DISTANCE
81-47-201	378,930.78	1,434,660.58	S 15°09'58" W	115.84'
81-47-202	378,818.97	1,434,630.27	S 13°04'47" E	319.46'
81-47-203	378,507.81	1,434,702.57	S 06°25'39" W	149.17'
81-47-204	378,359.57	1,434,685.87	S 01°11'29" E	268.59'
81-47-205	378,091.03	1,434,691.45	S 49°44'36" W	148.58'
81-47-206	377,995.02	1,434,578.06	S 09°50'57" W	160.48'
81-47-207	377,836.90	1,434,550.61	S 03°26'44" E	151.97'
81-47-208	377,685.20	1,434,559.75	S 22°03'53" W	204.95'
81-47-209	377,495.27	1,434,482.76	S 35°28'37" E	154.31'
81-47-210	377,369.60	1,434,572.32	S 05°11'15" W	350.19'
81-47-211	377,020.85	1,434,540.65	S 32°14'26" E	294.90'
81-47-212	376,771.42	1,434,697.97	S 49°37'32" E	215.09'
81-47-213	376,632.09	1,434,861.83	S 62°52'16" E	169.13'
81-47-214	376,554.96	1,435,012.36	S 58°33'00" E	198.95'
81-47-215	376,451.16	1,435,182.08	S 83°42'06" E	305.75'
81-47-216	376,417.62	1,435,485.98	S 51°57'03" E	212.26'
81-47-217	376,286.79	1,435,653.13	S 87°10'17" E	212.57'
81-47-218	376,276.31	1,435,865.44	N 63°56'29" E	135.36'
81-47-219	376,335.77	1,435,987.04		

EXISTING CONTROL MONUMENTS

POINT NO.	STATION	NORTHING	EASTING	BEARING	DISTANCE
POST. 9-B	AC 10246+39.54 BK	374,974.997	1,429,804.246	N 42°04'46" E	4947.01'
POST. 10-A	AC 10295+86.55 AH	378,646.754	1,433,119.537	N 53°13'03" E	310.38'
POST. 10-B	AC 10298+88.06 BK	378,832.601	1,433,368.121	N 64°09'31" E	2298.92'
POST. 11-A	AC 10321+86.98 AH	379,834.655	1,435,437.159	N 23°31'23" E	617.34'
POST. 11-B	AC 10327+64.96 BK	380,400.696	1,435,683.553	N 02°08'37" W	2999.94'
PI. #12 BK	AC 10357+64.90 AH	383,398.536	1,435,571.340		

R/W ON HWY. #62

POINT NO.	NORTHING	EASTING	BEARING	DISTANCE
R/W 39	375,699.78	1,431,265.69		
R/W 39-A	375,867.26	1,431,417.66	N 42°13'12" E	226.15'
R/W 39-B	375,954.76	1,431,497.06		118.15'
R/W 39-C	376,422.75	1,431,921.70		631.93'
R/W 39-D	376,647.80	1,432,125.91		303.89'
R/W 39-E	376,927.78	1,432,379.95		378.05'
R/W 39-F	377,027.71	1,432,470.63		134.94'
R/W 39-G	377,398.00	1,432,806.62		500.00'
R/W 40	377,791.18	1,433,163.39	N 42°13'12" E	530.93'
R/W 40-A	377,967.45	1,433,329.74	N 43°20'34" E	242.36'
R/W 41	378,051.53	1,433,409.10	N 43°20'34" E	115.62'
R/W 41-A	378,202.90	1,433,582.85	N 48°56'16" E	230.44'

RECEIVED
 Date 7/18/83 By SK
 This survey consists of:
 10 sheets
 5 copies Narrative
 JACOBSON COUNTY SURVEYOR

REGISTERED
PROFESSIONAL LAND SURVEYOR
 ROGER R. ROBERTS
 JULY 14, 1978
 No. 1656

REGISTERED
PROFESSIONAL LAND SURVEYOR
 RICHARD L. BATH
 JULY 30, 1976
 No. 1069

LOST CREEK PROJECT
 U.S. ARMY CORPS OF ENGINEERS
HIGHWAY NO. 62 R/W
SEWAGE LAGOON
℄ MEDCO ROAD
 LOCATED IN
 SECTIONS 20 and 29, T.33S., R.2E., W.M.
 JACKSON COUNTY, OREGON

HOFFBUHR/BATH & ASSOCIATES, INC.
 219 N. OAKDALE MEDFORD, OREGON
 BY: RICHARD L. BATH R.P.L.S. NO. 1069
 ROGER R. ROBERTS R.P.L.S. NO. 1656
 SCALE: 1" = 500' APRIL 30, 1983

SCALE: 1" = 500'
APRIL 1983

PI. #8
SPIRAL CURVE E
TA=26°03'34"
S°=10°00'
L=500.00'
a=0.8
R=1432.40'
TS=582.90'

PI. #9
SPIRAL CURVE E
TA=41°35'14"
S°=7°30'
L=500.00'
a=0.6
R=1909.85'
TS=977.17'

SECTION CORNER
Used U.S.C.E. 1982
coordinates
N 376,311.98
E 1,430,732.03
(not field located)

1/4 SECTION CORNER
Used U.S.C.E. 1982
coordinates
N 373,959.79
E 1,425,146.05
(not field located)

PI. #7
SPIRAL CURVE E
TA=54°00'44"
S°=13°30'
L=450.00'
a=1 1/3
R=954.93'
TS=715.77'

SECTION CORNER
Used U.S.C.E. 1982
coordinates
N 371,248.16
E 1,425,023.16
(not field located)

PI. #6
SPIRAL CURVE E
TA=82°45'49"
S°=13°30'
L=450.00'
a=1 1/3
R=954.93'
TS=1073.70'

R/W ON HWY. #62

POINT NO.	STATION	NORTHING	EASTING	OFFSET
456	AC PSC 10158+83.56	370,893.86	1,423,032.78	300.00' Lt.
455	AC PC 10168+12.95	371,364.46	1,423,344.52	426.83' Lt.
454	AC PT 10172+62.95	371,699.09	1,423,566.18	250.00' Lt.
453	AC PS 10175+06.66	371,936.05	1,423,681.26	150.00' Lt.
452	AC PSC 10179+56.66	372,415.16	1,423,750.78	150.00' Lt.
451	AC POC 10182+50	372,804.68	1,423,775.10	300.00' Lt.
450	AC PCS 10184+06.87	372,908.68	1,423,962.66	220.82' Lt.
449	AC PT 10188+56.87	373,151.12	1,424,399.88	150.00' Lt.
448	AC POT 10197+00	373,602.80	1,425,111.81	150.00' Lt.
447	AC POT 10201+50	373,928.32	1,425,438.22	250.00' Lt.
446	AC PS 10206+48.93	374,111.16	1,425,913.08	150.00' Lt.
445	AC PSC 10211+48.93	374,365.73	1,426,372.76	150.00' Lt.
444	AC PSC 10211+48.93	374,458.19	1,426,334.66	250.00' Lt.
443	AC PCS 10213+00.42	374,517.16	1,426,502.45	250.00' Lt.
442	AC PT 10218+00.42	374,609.56	1,427,037.41	250.00' Lt.
441	AC POT 10225+00	374,686.73	1,427,732.72	250.00' Lt.
440	AC PS 10232+66.46	374,771.28	1,428,494.50	250.00' Lt.
439	AC PCS 10237+66.46	374,745.18	1,428,979.91	150.00' Lt.
438	AC PCS 10246+52.70	375,114.20	1,429,700.21	150.00' Lt.
437	AC PT 10251+52.70	375,456.40	1,430,036.82	150.00' Lt.
436	AC PS 10289+83.95	378,300.02	1,432,604.37	150.00' Lt.

EXISTING CONTROL MONUMENTS

POINT NO.	STATION	NORTHING	EASTING	BEARING	DISTANCE
POST. 6-B	AC 10168+57.80 BK	371,279.056	1,423,790.279	N 03°35'41"E	1173.35'
POST. 7-A	AC 10180+31.14 AH	372,450.098	1,423,863.848	N 38°10'14"E	465.12'
POST. 7-B	AC 10184+67.32 BK	372,815.767	1,424,151.297	N 57°36'26"E	2764.52'
PI. #8	AC 10212+31.83	374,296.779	1,426,485.638	N 83°40'00"E	2655.06'
POST. 9-A	AC 10238+72.57 AH	374,589.669	1,429,124.489	N 60°27'10"E	781.38'
POST. 9-B	AC 10246+39.54 BK	374,974.997	1,429,804.246	N 42°04'46"E	4947.01'
POST. 10-A	AC 10295+86.55 AH	378,646.754	1,433,119.537		
L25-5		372,517.91	1,424,801.54		
L30-1A		372,996.41	1,425,555.75		
L30-1		373,478.12	1,426,315.03		

DETAIL "A"

SCALE: 1"=200"

MEDCO ROAD: 81-47-301 thru 81-47-305 CURVE DATA ON EXISTING TRAVELED CENTERLINE

POINT NO.	STATION	NORTHING	EASTING	BEARING	DISTANCE
AC POS 10172+00.89		371,621.48	1,423,811.70	S 56°29'31"E	146.22'
81-47-233		371,540.76	1,423,933.62	S 56°29'31"E	494.94'
81-47-234		371,267.53	1,424,346.30	S 69°54'01"E	28.64'
81-47-235		371,257.68	1,424,373.19	N 06°03'24"E	389.47'
L25-1		371,644.98	1,424,414.29	S 08°37'38"W	589.59'
L36-9		371,062.06	1,424,325.85	N 13°36'23"E	201.27'
81-47-235					

LEGEND

- △ = Fd. U.S.C.E. brass disk in concrete - 2nd Order Control Monument on Hwy. No. 62
- ⊕ = Fd. brass disk in 1" iron pipe dated 1971 - U.S.C.E.
- = Set 5/8" x 30" iron rebar w/aluminum cap stamped w/Station No., offset distance or 81-47-*, and "L.S. 1069"/with witness post
- = Set 1" x 30" iron pipe w/brass disk stamped w/Station No., offset distance, and "L.S. 1069"/with witness post
- c.f. = Combined factor for distance reductions from ground measurements to grid distances (known as grid factor)

R/W = Right of way
B.L.M. = Bureau of Land Management

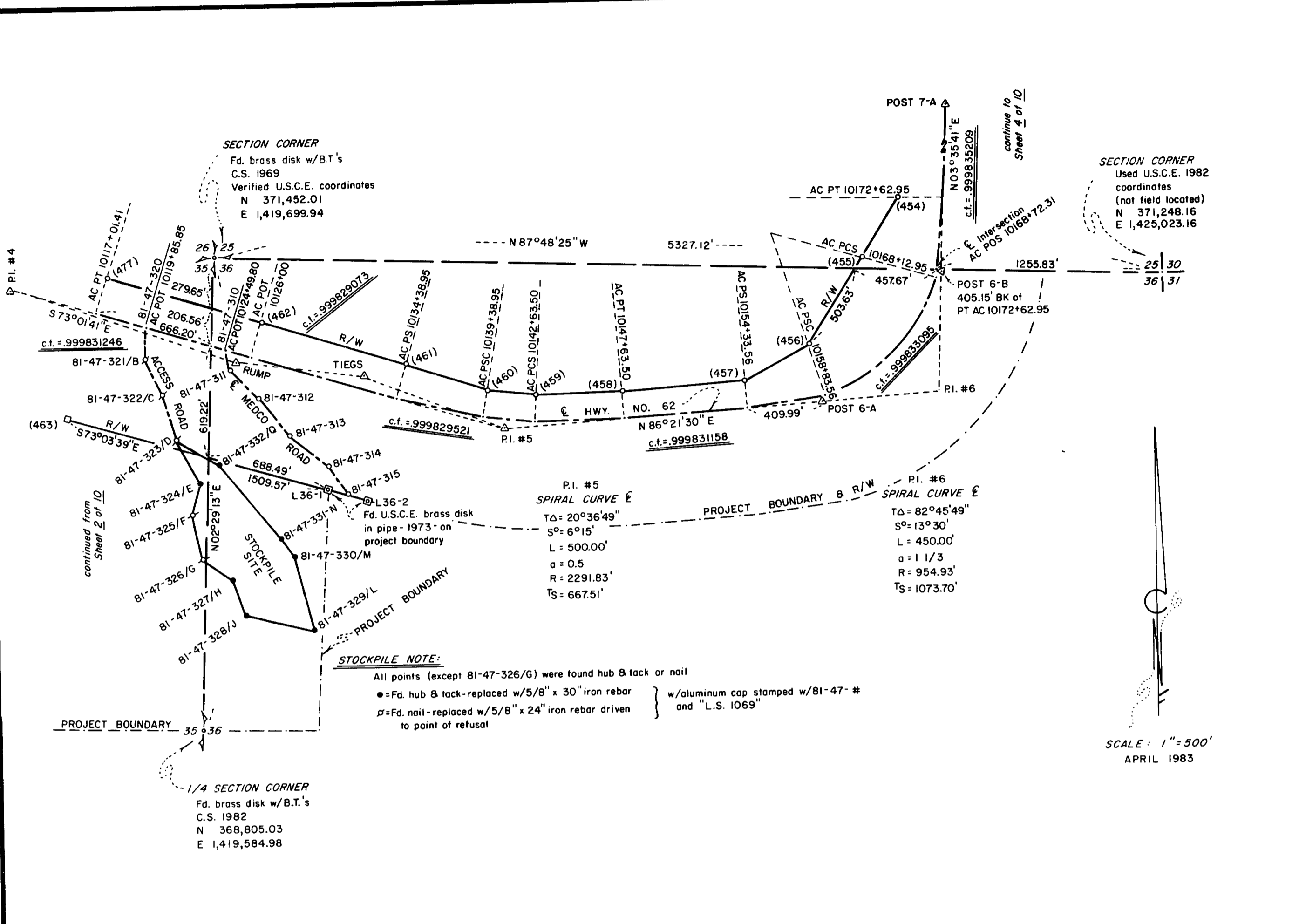
--- = Project boundary
- - - = Centertline (E) of highway or road
- - - = R/W

DATE: 7/18/83 By: BSK
This survey consists of:
10 sheet(s) Map
5 page(s) Narrative
JACKSON COUNTY SURVEYOR

REGISTERED PROFESSIONAL LAND SURVEYOR
ROGER R. ROBERTS
1656

REGISTERED PROFESSIONAL LAND SURVEYOR
RICHARD L. BATH
No. 1069

HOFFBUHR/BATH & ASSOCIATES, INC.
219 N. OAKDALE MEDFORD, OREGON
BY: RICHARD L. BATH R.P.L.S. NO. 1069
ROGER R. ROBERTS R.P.L.S. NO. 1656
SCALE: 1"=500' APRIL 30, 1983



EXISTING CONTROL MONUMENTS

POINT NO.	STATION	NORTHING	EASTING	BEARING	DISTANCE
P.I. #4	AC 10112 + 07.45	371,310.161	1,418,552.013	S 69°41'32"E	1343.01'
RUMP		370,844.051	1,419,811.545	S 85°09'18"E	739.26'
TIEGS		370,781.611	1,420,548.164	S 67°51'43"E	856.98'
P.I. #5	AC 10141 + 06.46	370,458.666	1,421,341.970	N 86°21'29"E	1747.55'
POST 6-A	AC 10158 + 43.55 AH	370,569.671	1,423,085.992	N 44°47'36"E	999.62'
POST 6-B	AC 10168 + 57.80 BK	371,279.058	1,423,790.279	N 03°35'41"E	1173.35'
POST 7-A	AC 10180 + 31.14 AH	372,450.098	1,423,863.848		

R/W ON HWY. #62

POINT NO.	STATION	NORTHING	EASTING	OFFSET
477	AC PT 10117 + 01.41	371,352.01	1,419,100.04	200.00' Lt.
462	AC POT 10126 + 00	371,089.71	1,419,959.50	200.00' Lt.
461	AC PS 10134 + 38.95	370,844.81	1,420,761.91	200.00' Lt.
460	AC PSC 10139 + 38.95	370,672.50	1,421,214.40	150.00' Lt.
459	AC PCS 10142 + 63.50	370,637.32	1,421,515.41	150.00' Lt.
458	AC PT 10147 + 63.50	370,650.77	1,421,998.60	150.00' Lt.
457	AC PS 10154 + 33.56	370,693.33	1,422,667.31	150.00' Lt.
456	AC PSC 10158 + 83.56	370,893.86	1,423,032.78	300.00' Lt.
455	AC PCS 10168 + 12.95	371,364.46	1,423,344.52	426.83' Lt.
454	AC PT 10172 + 62.95	371,699.09	1,423,566.18	250.00' Lt.

STOCKPILE SITE

POINT NO.	STATION	NORTHING	EASTING	BEARING	DISTANCE
AC POT 10119 + 85.85		371,077.69	1,419,313.71	S 04°06'54"W	199.11'
81-47-321/B		370,879.09	1,419,299.43	S 25°42'20"E	226.50'
81-47-322/C		370,675.00	1,419,397.67	S 15°37'56"E	256.77'
81-47-323/D		370,427.73	1,419,466.86	S 28°22'25"E	271.87'
81-47-324/E		370,188.53	1,419,596.06	S 14°44'59"W	218.99'
81-47-325/F		369,976.75	1,419,540.30	S 15°05'53"E	222.80'
81-47-326/G		369,761.64	1,419,598.33	S 51°45'17"E	211.46'
81-47-327/H		369,630.74	1,419,764.41	S 21°40'22"E	203.75'
81-47-328/J		369,441.40	1,419,839.65	S 76°58'32"E	393.82'
81-47-329/L		369,352.64	1,420,223.34	N 13°45'34"W	432.90'
81-47-330/M		369,773.12	1,420,120.37	N 35°27'57"W	130.97'
81-47-331/N		369,879.79	1,420,044.38	N 40°53'41"W	550.59'
81-47-332/O		370,295.99	1,419,683.92	N 58°44'42"W	253.92'
81-47-323/D					

C MEDCO ROAD

POINT NO.	STATION	NORTHING	EASTING	BEARING	DISTANCE
AC POT 10124 + 49.80		370,942.26	1,419,757.46	S 07°24'36"E	136.18'
81-47-311		370,807.22	1,419,775.03	S 44°15'32"E	233.31'
81-47-312		370,640.12	1,419,937.85	S 38°58'56"E	267.54'
81-47-313		370,432.15	1,420,106.16	S 53°30'16"E	270.76'
81-47-314		370,271.12	1,420,323.82	S 30°59'48"E	182.89'
81-47-315		370,114.34	1,420,418.01	N 73°04'39"W	112.28'
L36-1		370,147.03	1,420,310.59	S 73°04'39"E	232.52'
L36-2		370,079.35	1,420,533.04		

see Sheet 1 for HORIZONTAL CONTROL SUMMARY

SCALE: 1" = 500'
APRIL 1983

LOST CREEK PROJECT
U.S. ARMY CORPS OF ENGINEERS

HIGHWAY NO. 62 R/W
STOCKPILE SITE
MEDCO ROAD

LOCATED IN
SECTIONS 35 and 36, T.33S., R.1E., W.M.
JACKSON COUNTY, OREGON

HOFFBUHR/BATH & ASSOCIATES, INC.
219 N. OAKDALE MEDFORD, OREGON
BY: RICHARD L. BATH R.P.L.S. NO. 1069
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SCALE: 1" = 500' APRIL 30, 1983

RECEIVED
Date: 7/18/83 By: SK
This survey consists of:
10 sheets of map
5 sheets of narrative
JACKSON COUNTY SURVEYOR

REGISTERED PROFESSIONAL LAND SURVEYOR
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