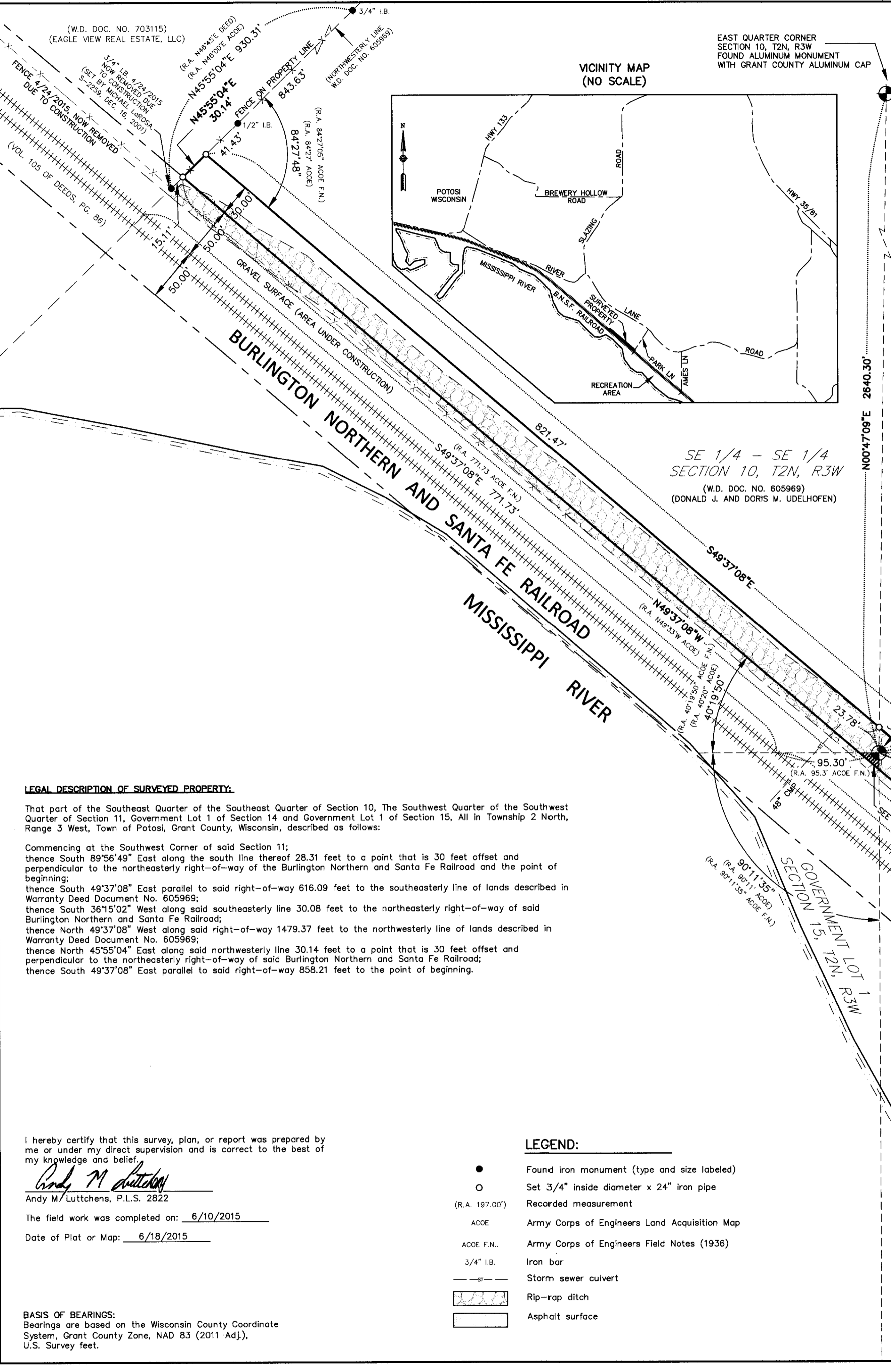


PLAT OF SURVEY

PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 10, THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 11, GOVERNMENT LOT 1 OF SECTION 14, AND GOVERNMENT LOT 1 OF SECTION 15, ALL IN TOWNSHIP 2 NORTH, RANGE 3 WEST, TOWN OF POTOSI, GRANT COUNTY, WISCONSIN.



SURVEY NOTES:

1) LOCATION OF RAILROAD RIGHT-OF-WAY

The original deed in Volume 105 of Deeds, Page 88 transferring property to the Railroad in 1884 describes the right-of-way as being: "A strip of land 100 feet in width being 50 feet on easterly side and 50 feet on westerly side of the center line of the railroad of the said company as the same is now substantially located and indicated by stakes or otherwise".

The Railroad right-of-way station map of this area, dated June 30, 1917 depicts the center of the 100 foot right-of-way as the center of the northeasterly most track line. The station map also depicts a barb wire fence along the northeasterly and southwesterly right-of-way.

Survey maps and field notes from 1936 to 1937 by the U.S. Army Corps of Engineers (ACOE) depict the railroad right-of-way as being the center of the northeasterly most track line. An ACOE topographic map of this area also depicts a fence line along the southwesterly right-of-way and a meandering fence line along the northeasterly right-of-way that varies from being on the northeasterly right-of-way to being up to 25 feet inside the northeasterly right-of-way.

Field measurements of physical right-of-way evidence were taken from March 9, 2015 to April 24, 2015. The measurements extended approximately 3,000 feet southeast of the southeastern boundary of this survey and 3,000 feet northwest of the northwestern boundary of this survey. No evidence of the old fence line along the southwestern right-of-way line was discovered except for 2 old concrete fence post approximately 900 feet northwest of the northwest boundary of this survey. These two post fit within 1 foot of being 50 feet off of the existing center of the northeastern most track line. The existing fence line along the northeastern right-of-way measures to be within 1 to 2 feet of being 50 feet off of the northeastern most track line from Ames Lane up to Park Lane. As the fence travels northwesterly from Park Lane it begins to meander closer to the railroad tracks past the northwestern boundary of this survey and then begins to gradually meander back to being 50 feet off of the northeastern most track line.

Measurements were also made to the foundation of an old bridge abutment approximately 1,500 southeast of the southeastern boundary of this survey. The existing railroad tracks are currently centered on this old bridge. This bridge is also shown on the 1917 railroad right-of-way station map.

Analysis of the above information conclude that the center of the existing northeastern most track line is in the location as it was when originally constructed. Therefore the northeastern most railroad right-of-way was determined to be 50 feet off of the center of said northeastern most track line and not along the meandering fence line along the railroad.

SURVEY NOTES:

2) LOCATION OF SOUTHEASTERN PROPERTY LINE.

The original deeds creating this line in Volume 88 of Deeds, Pages 186 and 187 in 1879 call for this line to run South 37° West along a fence line on the east side of a lane.

Survey maps and field notes from 1936 to 1937 by the ACOE depict measurements to this line, but no survey monuments were set at this time.

An historical aerial photo from 1937 depicts a road (Park Lane) in the area of this line northerly of the railroad tracks and an established occupation/tree line southerly of the railroad tracks lining up with the northerly edge of the road. An historical aerial photo from 1954 also depicts this, but now shows a tree line along the northerly edge of the road (Park Lane). Currently there is a ditch line that runs along the northerly edge of Park Lane and there is no longer any evidence of an occupation line southerly of the railroad tracks.

Field measurements were taken in this area from March 9, 2015 to April 24, 2015. No survey monuments or evidence of the original fence called for in 1879 was found at this time. Calculating the position of this line from the ACOE measurements in 1936 places this line along the northerly edge of Park Lane as it currently exists. This location also matches the occupation/tree lines depicted on the historical aerial photographs when overlaid onto the boundary. Therefore it was concluded the best available evidence as to the original location of this line as it was described in 1879 is the location determined by the ACOE in 1936-1937.

3) PROPERTY LOCATED IN GOVERNMENT LOT 1 OF SECTION 15:

The current Warranty Deed transferring fee title of the surveyed property to Donald and Doris Udelhofen in Document No. 605969 does not include any lands in Government Lot 1 of Section 15. After conducting a thorough search of the chain of title it was found that the last record owner of Government Lot 1 of Section 15 was Margaret Deneen in Volume 215, Page 237, recorded on May 23, 1923. The portion of Government Lot 1 lying southerly of the railroad was then condemned from Margaret Deneen to the United States of America in Volume 252, Page 16. D.H. Reinecke, guardian of Margaret Deneen then conveyed all rights, title and interests of Margaret Deneen to Joseph Elskamp in Volume 308, Page 178, recorded on December 31, 1952. The legal description of this deed did not include any lands within Government Lot 1 of Section 15.

Joseph Elskamp then conveyed said property to Donald and Doris Udelhofen in Warranty Deed Document No. 605969, recorded December 23, 1998, satisfying the Land Contract filed in Document No. 461917, recorded on September 30, 1977.

It is believed that the small triangular parcel of land lying in Government Lot 1 of Section 15 northerly of the railroad right-of-way was inadvertently omitted from the legal description in Volume 308, Page 178 and therefore all subsequent deeds also did not include said lands. In my professional opinion the original intent was for fee title of said triangular parcel to be held by Donald and Doris Udelhofen and that this parcel was inadvertently omitted from the deeded legal descriptions.

4) GROSS LAND AREA:

The surveyed property hereon contains 44,305 square feet more or less or 1.02 acres more or less. The portion of the surveyed property hereon within Government Lot 1 of Section 15 contains 138 square feet more or less.

LEGAL DESCRIPTION OF SURVEYED PROPERTY:

That part of the Southeast Quarter of the Southeast Quarter of Section 10, The Southwest Quarter of the Southwest Quarter of Section 11, Government Lot 1 of Section 14 and Government Lot 1 of Section 15, All in Township 2 North, Range 3 West, Town of Potosi, Grant County, Wisconsin, described as follows:

Commencing at the Southwest Corner of said Section 11;
 thence South 89°56'49" East along the south line thereof 28.31 feet to a point that is 30 feet offset and perpendicular to the northeasterly right-of-way of the Burlington Northern and Santa Fe Railroad and the point of beginning;
 thence South 49°37'08" East parallel to said right-of-way 616.09 feet to the southeasterly line of lands described in Warranty Deed Document No. 605969;
 thence South 36°15'02" West along said southeasterly line 30.08 feet to the northeasterly right-of-way of said Burlington Northern and Santa Fe Railroad;
 thence North 49°37'08" West along said right-of-way 1479.37 feet to the northwesterly line of lands described in Warranty Deed Document No. 605969;
 thence North 45°55'04" East along said northwesterly line 30.14 feet to a point that is 30 feet offset and perpendicular to the northeasterly right-of-way of said Burlington Northern and Santa Fe Railroad;
 thence South 49°37'08" East parallel to said right-of-way 858.21 feet to the point of beginning.

I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and is correct to the best of my knowledge and belief.

Andy M. Lutichens
 Andy M. Lutichens, P.L.S. 2822

The field work was completed on: 6/10/2015
 Date of Plat or Map: 6/18/2015

BASIS OF BEARINGS:
 Bearings are based on the Wisconsin County Coordinate System, Grant County Zone, NAD 83 (2011 Adj.), U.S. Survey feet.

- LEGEND:**
- Found iron monument (type and size labeled)
 - Set 3/4" inside diameter x 24" iron pipe
 - (R.A. 197.00') Recorded measurement
 - ACOE Army Corps of Engineers Land Acquisition Map
 - ACOE F.N. Army Corps of Engineers Field Notes (1936)
 - 3/4" I.B. Iron bar
 - st— Storm sewer culvert
 - ▨ Rip-rap ditch
 - ▭ Asphalt surface

SW 1/4 - SW 1/4
 SECTION 11, T2N, R3W

GOVERNMENT LOT 1
 SECTION 14, T2N, R3W
 (W.D. DOC. NO. 605969)
 (DONALD J. AND DORIS M. UDELHOFEN)

DEEDED DESCRIPTION OF
 VOL. 88 OF DEEDS, PG 186 AND 187
 RECORDED FEB. 18, 1879
 (EXCEPTION IN W.D. DOC. NO. 605969)

(W.D. DOC. NO. 599698)
 (O.C.D. NO. 664515)
 (RIVER LANE ACRES, LLC)



REVISIONS	DAVY ENGINEERING CO. LA CROSSE, WISCONSIN			
SURVEY PREPARED FOR: B.N.S.F. RAILWAY COMPANY C/O CINNABAR SOUTHWEST LLC				
NOTEBOOK NO. 577	DATE 6/18/2015	DRAWN AML	CHECKED AML	SCALE AS SHOWN
				SHEET 1 OF 1