

M 96-33

NARRATIVE OF SURVEY IN THE WEST 1/2 OF SECTION 28, T23S, R5W, W.M.

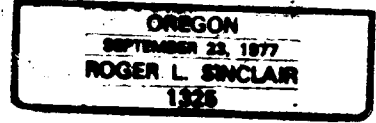
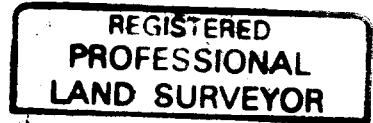
MARCH 28, 1984

SURVEY FOR: DEAN C. HOGREFE

SURVEY BY: ROGER L. SINCLAIR L.S. 1325
325 S. 6th St.
COTTAGE GROVE, OREGON 97424

FILED 28
RECEIVED 28
APR 11 1984

COUNTY SURVEYOR
DOUGLAS COUNTY, OREGON



PURPOSE

To locate and separate the tract into three parcels as approved by Minor Land Partition File 83-070; based on legal description in Deed Reference 79-17836, Douglas County Deeds.

See accompanying map in Douglas County Surveyor's file for details of evidence found.

PROCEDURE

A preliminary reconnaissance survey found that only one of the corners indicated on M 1-12 remained.

The property was described from the SW corner of the A.T. Ambrose DLC No. 41; so a survey was performed tying this DLC corner and also the NW corner of DLC No. 45 to a control point "A" in the center of the S.P.R.R. tracks adjacent to the property. A point "B" was set on the railroad centerline at Wilson Road crossing; and the line A-B was used as the basis of bearing. The railroad centerline was used for the basis of bearing because the railroad bearing had been referred to in the earlier deeds and surveys.

The control survey was extended to the highway and a line was extended northerly parallel to the two 5/8-inch iron rods found on the westerly side of the highway. The one remaining corner, a 1/2-inch iron pipe as indicated on M 1-12, was tied into the survey. From the above control, all the found monuments shown on the survey plat were tied in.

In plotting the monuments found, and comparing them with the earlier surveys, it was noted that the southerly line of Parcel No. 3 was tied in both C.S. Nos. M1-12 and M9-52, with different references to the DLC line. For the purpose of the survey, that was the only portion of the M9-52 survey used.

Maps of the railroad and highway were obtained, and also deeds of conveyance of the road dedication adjacent to and northerly of the parcel being surveyed.

The deeds indicated that the highway centerline extended southerly along a line projected parallel to and 75' from the railroad centerline north of the railroad curve. I found that the fence along the westerly line of the highway to be roughly parallel to the extended line.

I used the projected highway easterly line and the railroad westerly line for the side control and fit in the southerly line of Parcel No. 3. This coincided reasonably well with the found 1/2-inch iron pipe and the found fence post near the railroad. The deed distances were used along the highway and railroad.

I found a 21-foot gap along the north line, as also indicated in the C.S. M-35-62 and the original highway deeds. This survey extends 2.77 feet North into the gap. The area north of the surveyed parcel consists of waterways and swamp and is not fenced. A quit claim deed for the 2.77 foot strip is recommended to quiet title.

MAPS USED FOR REFERENCE DURING THIS SURVEY:

OSHD HIGHWAY MAP - YONCALLA TO ROSEBURG
SPRR R/W MAP
CS M1-12
CS M9-52
CS M35-62
CS M42-15