

M 106-5
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COUNTY SURVEYOR
DOUGLAS COUNTY, ORE.

SURVEY NARRATIVE

April 29, 1988

Location: NE $\frac{1}{4}$ of Section 4, Township 33 South, Range 6 West of the
Willamette Meridian, Douglas County, Oregon ~~FF~~

Surveyed For: SUPERIOR LUMBER COMPANY
P. O. Box 250
Glendale, Oregon 97442

Purpose: To survey and monument that portion of the Superior Lbr.
Co. property boundary shown on the accompanying plat as
requested by the client. The property lines were brushed.
Stakes and blue/white ribbon were placed intervisibly
along the line.

Procedure:

The following procedures were used to establish the location of the
right-of-way lines of County Rd. No. 98 and the Southern Pacific Railroad.

County Road No. 98

Ties were made to all monuments of record along the northerly right-of-
way line as set per "Sethers Tracts Subdivision" and M 35-57. Ties
were also made along the "as-constructed" centerline. Research of the
Douglas County records disclosed that the right-of-way width for County
Rd. No. 98 is 40 feet. No information could be found that adequately
revealed the exact location of Withycombe Grade Rd., as Co. Rd. No. 98
was once known as. I found that a line 40 feet from and parallel with
the northerly right-of-way line as monumented per Sethers Tracts Sub.
did not adequately include the drainage ditches for the road. I also
found that the approximate right-of-way lines as monumented per M.
57-47 did not adequately account for the curved nature of the road.
I therefore determined that the best evidence for the proper location of the
southerly right-of-way line is the "as-constructed" centerline. I computed
a curve of best fit for that portion of the road involved with this
survey. The northerly line of Lot 6, Block 1 of Sethers Tracts Sub. was
then projected southwesterly to its intersection with the resultant
southerly right-of-way line and a monument was set at this point to
mark the south line of that portion of Withycombe Grade Road No. 98 which
was vacated by Document No. 73-11967 of the Douglas County Official Records.
The corner previously set at this location per M 92-70 was not found.
The name "Red Hill Road" was taken from street signs along the road.

Southern Pacific Railroad

Ties along the existing track centerline were used to determine the right-
of-way lines of the S.P.R.R. Contact with the S.P.R.R. R/W surveyors in
Portland disclosed that this is the procedure which they use. It is felt
that the tracks are the best monument of the right-of-way centerline in
those areas where no monuments have been set. The mainline plat, sheet 20,
on record with the Douglas County Surveyor was used to determine the
right-of-way widths, curve data, and curve stationing. A "cubic spiral
easement curve" was used at both ends of the 2° circular curve as adopted

NARRATIVE

Superior Lbr. Co., Sec. 4, T. 33 S., R. 6 W., W.M., (Continued)

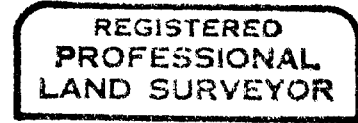
by the American Railway Engineering Association. It should be noted at this point that the monuments and stakes set along this computed line fell within the strands of an old barbed wire fence that has been down for quite some time.

The westerly line of Tract 1 of the Rondeau Minor Land Partition as monumented per M 57-47 was used as the property line. This line was extended on its north and south ends to intersect with the computed right-of-way lines previously established. These extensions are shown with more clarity on the plat inset details.

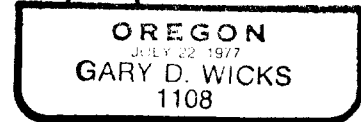
The bearings are based upon the record bearing of the westerly line of Block 1, Sethers Tracts Subdivision per the Sethers Tracts Sub. final plat.

This survey was executed with a Wild T-16ED Theodolite and a Geodimeter/AGA 12 E.D.M.

The survey plat is recorded as a separate document.



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