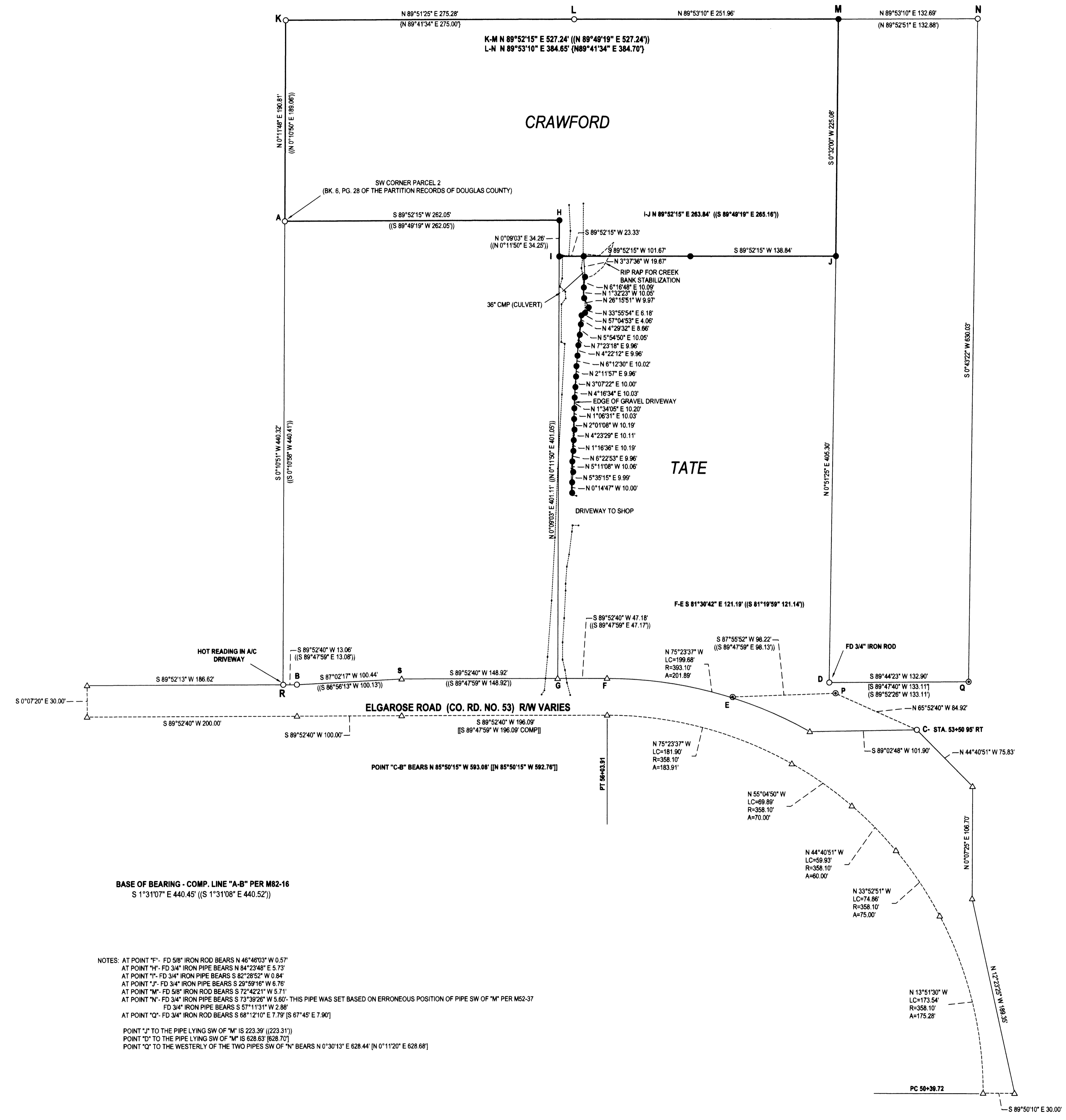
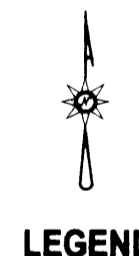


FILED
 Date: 6-12-2013 By: JC
 This survey consists of
 Map: M157-78
 Narrative:
 Corner Rept.:
 DOUGLAS COUNTY
 SURVEYOR



NARRATIVE:

THE PURPOSE OF THIS SURVEY WAS TO VERIFY CONDITION OF MONUMENTS TIED IN SEPTEMBER 2009. LOOKED FOR AND TIED MORE MONUMENTS AS WELL AS TIE GRAVEL ROAD. ALSO SET SOME MONUMENTS TO BETTER DEFINE THE CRAWFORD PROPERTY. IN 2009 WE WENT OUT TO THE CRAWFORD PROPERTY TO VERIFY THAT MONUMENTS WERE THERE AS MR. CRAWFORD HAD BEEN ACCUSED OF DESTROYING MONUMENTS. IN 2009 WE FOUND AND TIED MONUMENTS AT OR IN THE VICINITY OF POINTS A, B, R, I, H, J AND M. I DID NOT FILE ANYTHING ON THE WORK BUT DID ENOUGH COMPUTING ON WHAT WE HAD TIED TO KNOW THAT THE MONUMENTS DID NOT FIT EACH OTHER VERY WELL BUT WAS NOT SURPRISED AS M 82-16, WHICH SUPPOSEDLY SET THE MONUMENTS AND CREATED THE CRAWFORD AND TATE PARCELS IN 1980 WAS DONE BY ROGER GEE. THIS KIND OF POOR FITTING MONUMENTATION IS WHAT WE RUN INTO ALMOST EVERY TIME WE WORK IN AN AREA PREVIOUSLY SURVEYED BY ROGER GEE. WE WERE RECENTLY CONTACTED AGAIN BY MR. CRAWFORD TO COME DO A MORE COMPLETE SURVEY ON THIS PROPERTY AS HE AND MR. TATE WERE GOING TO BE GOING TO COURT OVER THEIR DIFFERENCES REGARDING THIS PROPERTY. THE FIELD TRAVERSE WAS BROUGHT TOGETHER WITH COMPUTED M82-16 AT POINT "A" AND THEN ROTATED TO BRING THE LINE BETWEEN MONUMENTS FOUND AT POINTS "A" AND "B" INTO ALIGNMENT WITH COMPUTED LINE "A-B" AS A BASE OF BEARING. RIGHT-OF-WAY WAS CALCULATED PER 1971 ROAD PLANS AND BROUGHT TOGETHER WITH THE ROD FOUND AT POINT "C". THE COMPUTED RIGHT-OF-WAY WAS THEN ROTATED TO BRING INTO ALIGNMENT WITH LINE "B-C". POINT "M" WAS SET ON LINE "L-N" AT RECORD DISTANCE FROM POINT "K". POINT "H" WAS SET AT RECORD DISTANCE FROM "A" ON A LINE PARALLEL WITH "K-M". POINT "G" WAS CALCULATED ON LINE "S-F" AT RECORD DISTANCE FROM "S". POINT "I" WAS SET AT PROPORTIONED DISTANCE FROM "H" ON LINE "H-G". POINT "J" WAS SET IN EXISTING NORTH-SOUTH FENCE ON A LINE PROJECTED EASTERLY FROM "I", PARALLEL TO LINE "K-M". ROGER GEE HAD DONE SEVERAL SURVEYS IN THE AREA OVER THE YEARS AND THEY ALL HAVE MAJOR DISCREPANCIES WITH EACH OTHER AND WERE WEAKLY BASED AS WELL. UNFORTUNATELY, M52-37 WAS HELD SOME OF THE MONUMENTS NEAR "M" AND "N" THAT I BELIEVE ARE IN ERROR. M72-18, DONE BY ROMEY WARE, WAS FILED IN 1978 AND APPEARS TO HAVE BEEN DONE IN A MUCH MORE PROPER WAY THAN THE CONFLICTING EARLIER SURVEYS OF ROGER GEE. ROGER GEE THEN CAME ALONG IN 1980, FILING HIS SURVEY 12 DAYS AFTER ROMEY WARE FILED ANOTHER SURVEY (M82-8), AND FILED M82-16 WITH NO REGARD TO THE MONUMENTS SHOWN ON ROMEY WARE'S. BASED ON THE DISTANCE BETWEEN POINTS "D" AND "R", THE HOT READING AT "R" FITS M82-16 BUT DOES NOT FIT M51-11 OR M52-37. LOOKED FOR THE OTHER ROD BUT IT APPEARS TO HAVE BEEN DESTROYED. ANOTHER PROBLEM WITH M82-16 IS THAT IT APPEARS TO HAVE INCLUDED A PORTION OF THE ORIGINAL PLATTED ROAD IN PARCEL 1, THE TATE PROPERTY. AS THIS ISSUE IS OUTSIDE OF THE SCOPE OF THIS SURVEY AND MR. CRAWFORD IS PAYING FOR THIS SURVEY, I MAKE NO ATTEMPT TO ADDRESS THIS PROBLEM FURTHER. IT IS NOTED THOUGH, THAT WHILE LINE "E-P" FITS THE RECORD DISTANCE OF 98.13 FEET VERY CLOSELY, THE BEARING IS OFF OVER 2 DEGREES. POINT "E" IS WITHIN 0.4 FEET OF THE POSITION COMPUTED PER M82-16 BUT MISSES THE COMPUTED COUNTY RIGHT-OF-WAY BY 1.82 FEET. M52-37 SHOWS A SLIGHT BEARING BREAK, AMOUNTING TO 0.12 FEET AT "D". IN THE NORTHERN RIGHT-OF WAY OF THE OLD ROAD, POINT "D" LIES 0.07 FEET NORTHERLY OF COMPUTED LINE "Q-R". ON MAY 15, 2013, JUDGE RANDOLPH LEE GARRISON FILED A DECISION ON THIS CASE, CASE NO. 12CV2499CC. PART OF THIS DECISION WAS THAT I WAS TO MONUMENT THE TOE OF THE ROAD ALONG THE EASTERN SIDE OF THE EXISTING ROADWAY. THE DECISION STATED THAT MONUMENTS WERE TO BE PLACED EVERY 10 FEET ALONG THE TOE. THE LAST TWO MONUMENTS, ON THE NORTHERLY END OF THIS STRING OF MONUMENTS ARE OVER 19 FEET APART AS WE MADE NUMEROUS ATTEMPTS TO SET ANOTHER ROD BETWEEN THESE TWO BUT THE ENTIRE AREA IS BIGGER RIP RAP ROCK AND WE COULD NOT GET ANOTHER ROD PLACED IN THIS AREA.



LEGEND

- FOUND 5/8" IRON ROD UNLESS OTHERWISE NOTED
- FOUND 3/4" IRON PIPE
- SET 5/8"x30" IRON ROD w/CAP STAMPED "HIBBS-LS 52989"
- △ CALCULATED POSITION
- () RECORD PER M51-11
- [] RECORD PER M52-37
- { } RECORD PER M72-18
- (|) RECORD PER M82-16
- [|] RECORD PER 1971 COUNTY ROAD PLANS (CNTY RD. NO. 53) 00720129

FIELD CREW: NEIL HIBBS, ERIC HIBBS, SCOTT THOMPSON
 EQUIPMENT: NIKON DTM-522 TOTAL STATION
 OFFICE: NEIL HIBBS
 DRAFTING: NEIL HIBBS

BASE OF BEARING - COMP. LINE "A-B" PER M82-16
 S 1°31'07" E 440.45' ((S 1°31'08" E 440.52'))

NOTES: AT POINT "F": FD 5/8" IRON ROD BEARS N 46°46'03" W 0.57'
 AT POINT "H": FD 3/4" IRON PIPE BEARS N 84°23'48" E 5.73'
 AT POINT "I": FD 3/4" IRON PIPE BEARS S 82°28'52" W 0.84'
 AT POINT "J": FD 3/4" IRON PIPE BEARS S 29°59'16" W 6.76'
 AT POINT "M": FD 5/8" IRON ROD BEARS S 72°42'21" W 5.71'
 AT POINT "N": FD 3/4" IRON PIPE BEARS S 73°39'26" W 5.60'. THIS PIPE WAS SET BASED ON ERRONEOUS POSITION OF PIPE SW OF "M" PER M52-37
 FD 3/4" IRON PIPE BEARS S 57°11'31" W 2.88'
 AT POINT "Q": FD 3/4" IRON PIPE BEARS S 68°12'10" E 7.79' ((S 67°45' E 7.90'))

POINT "J" TO THE PIPE LYING SW OF "M" IS 223.39' ((223.31'))
 POINT "D" TO THE PIPE LYING SW OF "M" IS 628.63' ((628.70'))
 POINT "Q" TO THE WESTERLY OF THE TWO PIPES SW OF "N" BEARS N 0°30'13" E 628.44' ((N 0°11'20" E 628.68'))

SURVEY		REGISTERED PROFESSIONAL LAND SURVEYOR OREGON JANUARY 13, 1989 F. NEIL HIBBS 52989 EXPIRATION DATE 05/02/13
LYING IN THE SE 1/4 SEC. 35, T26S, R7W WILLAMETTE MERIDIAN, DOUGLAS COUNTY, OREGON		
CLIENT: DANIEL AND KRISTIN CRAWFORD 4792 ELGAROSE RD. ROSEBURG, OR. 97471	SURVEYOR: NEIL HIBBS LAND SURVEYING, INC <small>278 COMMERCIAL DR. SE ROSEBURG, OR 97471 PHONE: 503-687-8383 FAX: 503-687-4398 EMAIL: neil@neilhibbs.com</small>	DWG SCALE: 1"= 50' JOB NO: 0994-01 DATE: JUNE 2013 PAGE 1 OF 1