

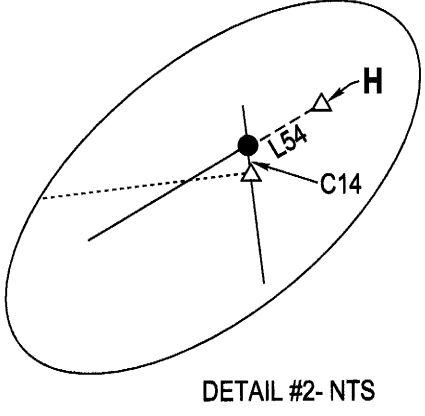
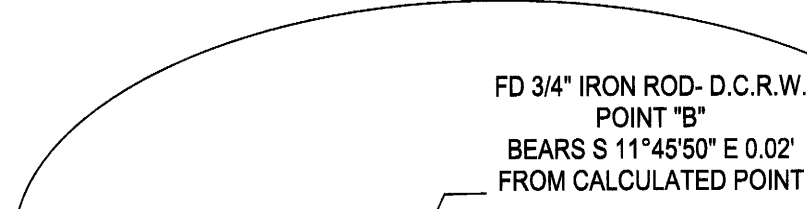
CURVE	BEARING	DISTANCE	RADIUS	ARC LENGTH	DELTA
C9	S18°32'59"E (S20°40'47"E)	453.52'	636.62'	463.70'	41°44'00"
C10	S31°28'50"E	88.68'	279.11'	89.06'	18°16'57"
C11	S13°57'38"E	81.34'	279.11'	81.63'	16°45'27"
C12	S23°08'06"E (S29°13'55"E)	139.96'	249.11'	141.86'	32°37'45"
C13	N23°35'10"W	119.54'	219.11'	121.08'	31°39'38"
C14	N7°16'17"W	3.70'	219.11'	3.76'	0°58'07"
C15	S14°34'08"E	202.06'	746.20'	202.68'	15°33'45"
C16	S14°34'08"E (S18°41'55"E)	193.93'	716.20'	194.53'	15°33'45"
C17	N14°34'06"W	185.81'	686.20'	186.38'	15°33'45"

LINE	BEARING	DISTANCE	RECORD
L3	N42°28'28"W	127.73'	[N 44°07' W 129.1']
L4	N10°32'32"E	133.76'	[N 9°48' E 134.0']
L5	N52°23'32"E	116.51'	[N 51°45' E 116.7']
L6	N76°51'56"E	112.10'	[N 74°56' E 113.3']
L23	N17°16'00"W	81.30'	
L31	S87°40'59"E	10.00'	(S 89°48'47" E 10.00')
L32	N2°19'01"E	4.93'	(N 0°11'13" E 4.93')
L33	N87°40'59"W	10.00'	(N 89°48'47" W 10.00')
L34	N59°18'51"E	131.63'	
L35	S39°24'59"E	73.92'	
L36	S50°35'01"W	30.00'	
L37	S50°35'01"W	50.00'	
L38	N50°35'01"E	50.00'	
L39	N50°35'01"E	30.00'	
L40	S89°33'37"E	71.65'	
L41	S83°12'46"W	20.00'	
L42	N88°42'48"W	60.60'	
L43	S83°12'46"W	30.00'	
L44	S83°12'46"W	30.00'	
L45	S67°39'01"W	30.00'	
L46	N67°39'01"E	30.00'	
L47	S67°39'01"W	30.00'	
L48	S67°39'01"W	25.00'	
L49	S67°39'01"W	55.00'	
L50	S67°39'01"W	40.00'	
L51	N83°12'46"E	50.00'	
L52	S39°24'59"E	73.92'	(S 41°32'47" E 73.92')
L53	N39°24'59"W	73.92'	
L54	N59°18'51"E	14.85'	
L55	N6°47'14"W	107.79'	
L56	S6°47'14"E	99.28'	

NARRATIVE:

THE PURPOSE OF THIS SURVEY WAS TO MONUMENT THE MISSING CORNERS OF THE BRINT PROPERTIES. THE 1959 ROAD PLANS FOR THE ROSEBURG-RESTON LOOP ROAD NO. 5 WERE USED TO DETERMINE THE MISSING RIGHT-OF-WAY POINTS. AS MOST OF THE ORIGINAL MONUMENTS HAVE BEEN DESTROYED AND SOME OF THE ONES FOUND DID NOT FIT VERY WELL, WE HAD TO GO WELL BEYOND THE BRINT PROPERTY, BOTH NORTHERLY AND SOUTHERLY TO FIND MONUMENTS THAT DID FIT. I HELD THE ORIGINAL MONUMENTS FOUND AT POINT "A" AND ROTATED THE COMPUTED RECORD RIGHT-OF-WAY AROUND POINT "A" TO BRING IT INTO ALIGNMENT WITH LINE "A-B" BETWEEN FOUND MONUMENTS. THIS RESULTED IN THE MONUMENT FOUND AT POINT "B" BEING WITHIN 0.08 FEET OF THE COMPUTED LOCATION. AS NOTED ON THE MAP, THERE WERE A COUPLE OF MONUMENTS FOUND IN BETWEEN POINTS "A" AND "B" THAT DID NOT FIT VERY WELL. THERE SEEMS TO HAVE BEEN SOME KIND OF PROBLEM IN THE ORIGINAL SETTING OF THE RIGHT-OF-WAY MONUMENTS BUT WITH FINDING SO FEW, I WAS UNABLE TO DETERMINE EXACTLY WHERE THE PROBLEMS LIE OR EXACTLY WHAT THE ISSUES WERE. HAVING TO SET MONUMENTS BOTH NORTHERLY AND SOUTHERLY OF THESE OTHER FOUND MONUMENTS, IT SEEMS THAT HOLDING A SECTION OF ROAD THAT EXTENDS BEYOND THE PROPERTY IN BOTH DIRECTIONS IS THE BEST SCENARIO.

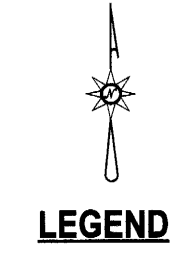
POINT "I" WAS COMPUTED AT RECORD ANGLE FROM LINE "J-K" AND RECORD DISTANCE FROM POINT "J" PER M138-50. WHILE M138-50 RE-SET THE SE CORNER OF DLC NO. 40 FROM REMAINING BEARING TREES IN 2001, THE DISTANCE BETWEEN THE NE AND SE CORNERS OF DLC NO. 40 DIFFERS BY OVER 2 FEET FROM THE M116-57 IN WHICH I PERSONALLY MEASURED BETWEEN THE ACTUAL MONUMENTS BEFORE THE SE CORNER HAD BEEN DESTROYED. I THEREFORE USE THE DISTANCE FOR LINE "N-I" OF 3081.66 FEET TO PROPORTION POINT "O" ALONG LINE "N-I". THE EXISTING FENCE ALONG THE NORTHERN BOUNDARY OF THE BRINT PROPERTY WANDERS BACK AND FORTH ACROSS THE SURVEYED LINE. IT IS RECOMMENDED THAT A BOUNDARY LINE AGREEMENT IS MADE TO THE SURVEYED LINE.



A-B BEARS N 11°45'50" W 2961.92' (N 13°53'38" W 2961.84')
C-D BEARS S 89°33'37" E 408.60' [EAST 415.0']
E-F BEARS N 88°42'48" W 375.57' [WEST 376.0']
G-H BEARS N 59°18'51" E 146.48' [N 58°22' E 146.4']
L-M BEARS N 87°46'28" W 2851.58' (N 89°58'50" W 2853.54')

M
FD 5/8" IRON ROD SET BY D.C.S.O.
C.S. 67/57-34 P.L.S.S. #500400
WBTS OF RECORD

NOTE: COUNTY R/W MAP SHOW THIS POINT AS BEING STA. 836+00 BUT THIS IS IN ERROR. DISTANCE BETWEEN PC AND PT AGREE WITH RECORD TANGENT SEGMENTS ACTUALLY NOTED. THIS STATION SHOULD BE 834+89.72.



FIELD CREW: NEIL HIBBS, KADIN BAKER, SAGE BAKER
EQUIPMENT: TRIMBLE R10 BASE AND RECEIVER, NIKON NPL-322+2" TOTAL STATION
OFFICE: NEIL HIBBS
DRAFTING: NEIL HIBBS

BEARINGS ARE GRID, NAD 83 (CONUS), OREGON SOUTH ZONE. DISTANCES CONVERTED TO GROUND
CONVERGENCE: -2°07'59"
COMBINED SCALE FACTOR: 0.9999766967

SURVEY LYING IN THE SW 1/4 OF SEC. 14, T28S, R8W WILLAMETTE MERIDIAN, DOUGLAS COUNTY, OREGON		REGISTERED PROFESSIONAL LAND SURVEYOR OREGON JANUARY 11, 1988 F. NEIL HIBBS 52989 EXPIRATION DATE 8/30/2025	
CLIENT: JERRY, KAREN & TROY BRINT 4218 RESTON ROAD ROSEBURG, OR. 97471	NEIL HIBBS LAND SURVEYING, INC 4739 L. COOKINGGLASS RD. ROSEBURG, OR. 97471 phone: 541-957-9303		
DWG SCALE: 1"= 150'	JOB NO. 2991-01	DATE: MARCH 2025	PAGE 1 OF 1