

The 1/2" 1910 road pipe at 638 + 21.5, and the 5/8" pin at Payne and Suncrest Roads were held for centerline and intervening tangents between computed on a proportionate basis. 5/8" X 24" iron pins were then set as shown on the accompanying plat.

Points D-8 and D-9 are 1970 Aerial Mapping Co. traverse stations.

Basis of Bearings: Survey No. 5011

DATE:

March , 1986

38-1W-14 1100, 1101

SURVEYOR:

Verlyn D. Thomas 304 South Holly Medford, Oregon

\* \* RECEIVED \* \*

Date. II-2-87 By 5½

This survey Consists of:

\_\_\_\_\_\_ sheet(s) Map
\_\_\_\_\_ bage(s) Narrative

JACKGON COUNTY

SURVEYOR

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
MAY 13, 1960
VERLYN D. THOMAS
505

SURVEY NARRATIVE TO COMPLY WITH O.R.S. 209.250

FOR:

Marcia Weber 4800 Payne Road Medford, Oregon 97504

PURPOSE:

To survey and monument a Lot Line Adjustment and Major Land Partition in Lot 41, ROYAL ORCHARD TRACT NO. 3, Jackson County, Oregon.

PROCEDURE:

The legal description for the subject property begins at the northeast corner of said Lot 41 and thence goes along the northerly and a portion of the westerly boundaries of said Lot. ORCHARD TRACT NO. 3 was recorded in 1912 and a comparison of the centerline bearings and distances for Payne Road reveals them to be identical to the 1910 Road Notes.

Computation of centerline and right-of-way dimensions for the roadway shown along the northerly and westerly boundary of Lot 41 revealed numerous discrepancies. A comparison of the linen tracing on file in the County Surveyor's Office and the hard copy in the Recorder's Office revealed several differences. The course "East 850" on the centerline of the roadway, as shown on the tracing, is shown as "West 539.70" to a north-south roadway, where a circle is shown which might have indicated a monument. A diligent search failed to find any old monuments along this roadway.

It should also be noted that the north line of said Lot 41, as described in the legal description furnished by the client is 834.4 feet. The plat dimensions add up to 854.4 feet, a difference of 20 feet. Said legal description does not close mathematically by 19.34 feet in departure, so the legal description is obviously in error. Holding the plat centerline dimension of 850 feet, this right of way dimension computes to be 856.29 feet.