

Scale: 1" = 100'

### MAP OF SURVEY

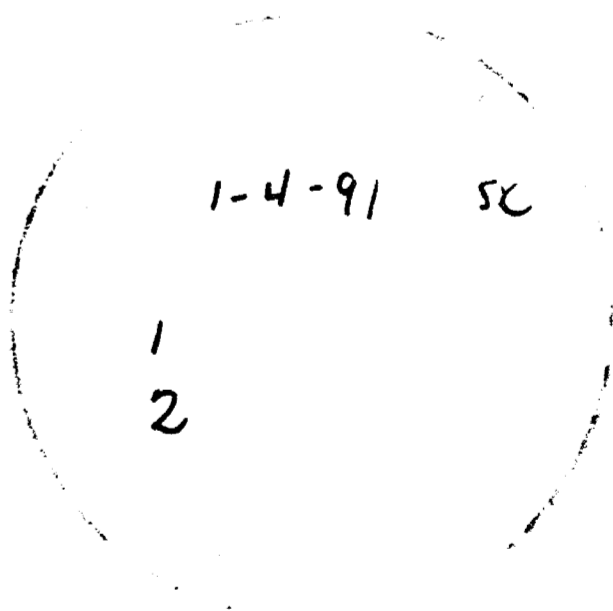
Located in  
 Donation Land Claim No. 41, SW 1/4 Sec 4,  
 SE 1/4 Sec 5, NE 1/4 Sec 8, NW 1/4 Sec 9  
 T 38 S, R 1 W, WM., Jackson County, Oregon

for  
**Gail Marie Brown-Arend**  
 (a.k.a. Gail Brownmiller)  
 and  
**Kennett G. Sublette**

December 26, 1990

LANDMARK SURVEYING  
 Roger R. Roberts  
 205 West Ninth Street  
 Medford, Oregon 97051  
 (File 90-025)

REGISTERED  
**PROFESSIONAL  
 LAND SURVEYOR**  
*Roger R. Roberts*  
 OREGON  
 JULY 14, 1978  
**ROGER R. ROBERTS  
 1556**

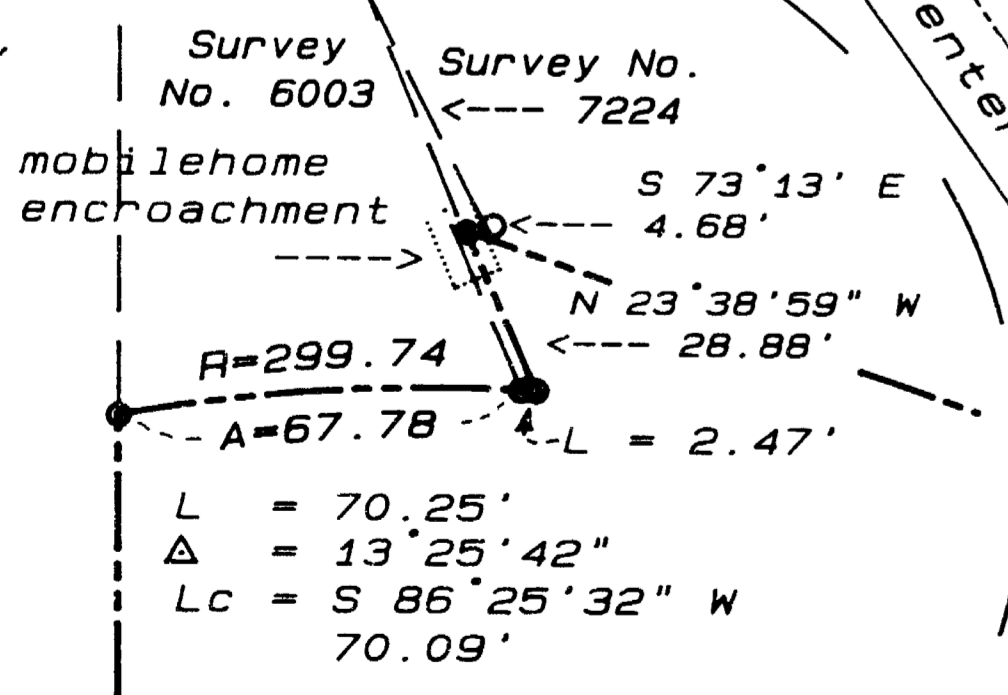


- LEGEND**
- ⊙ = Jackson County brass cap monument
  - ⊕ = found 3/4 inch iron pipe
  - ⊖ = found 1 inch iron pipe
  - ⊗ = found 5/8" rod with plastic cap
  - ⊘ = found 5/8" rod with aluminum cap
  - ⊙ = found 3/4" smooth rod
  - ⊕ = found 5/8 inch rod (no cap)
  - ⊖ = monument not found - see narrative
  - ⊗ = set 5/8"x24" iron rod with orange plastic cap marked "ROBERTS LS 1656"
  - D.R. = Deed record
  - [ ] = Previous survey record measurement
  - \* = Stationing used on this map only - not true road stationing

Basis of bearing: Survey No. 3950

Division line between north & south halves of DLC No. 41 (re: Survey No.s 2521 & 3950)

"Herman Powell's probable division line" 11.92'



38S 1W 4 TL 700, 98 TL 4300, 4400, 4401

The southeasterly boundary of Tax Lot 4300 was first created by Volume 260/Page 394 of the Deed Records, and the northeasterly boundary was created by Volume 264/Page 488. These lines were determined as shown on the map, and monumented accordingly.

The northeasterly corner of Tax Lot 700 was determined by the northeast corner of that tract described in Vol 254/Page 18 of the Deed Records, being 1715 feet northwesterly along the County road right of way from its intersection with the DLC division line. The narrative of Survey No. 3950 and the map of Survey No. 9149 indicates that this corner was evidently monumented with a pipe at one time, and that the pipe location is documented on a set of State Highway Department Construction Plans. Using the monumentation found from Survey No. 9149, this pipe location was determined, which produces a distance of 1715.44 feet along the county road right of way from the DLC division line. The description given in Vol 262/Page 461 described this corner as being marked with "... an iron pin heretofore established by H.D. Powell ...". This computed position of the monument was held for the purpose of this survey. Vol 262/Page 461 then continues "... thence South 52°48' West on established line 611 feet to an iron pipe...". No pipe was found. However, Survey No. 1598 shows finding a pipe. Information on that survey was used to determine the location of the missing monument and a new monument set.

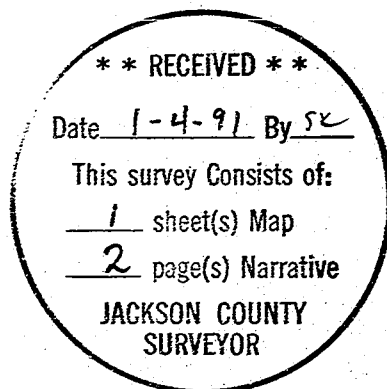
The  $\frac{1}{4}$  inch pipe found near the northwest corner of Tax Lot 700 was used to determine the westerly boundary of that tract described in Vol 262/Page 461 of the Deed Records. The northerly boundary of Tax Lot 4400 was determined by the description of the tract in Vol 500/Page 197, and the corresponding monuments found as set in Survey No. 6003.

Basis of bearing: Survey No. 3950  
Date: December 26, 1990

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Roger R. Roberts*

OREGON  
JULY 14, 1978  
ROGER R. ROBERTS  
1656



Roger R. Roberts  
LANDMARK SURVEYING  
205 West Ninth Street  
Medford, Oregon 97501

SURVEY NARRATIVE TO COMPLY WITH PARAGRAPH 205.250  
OREGON REVISED STATUTES

SURVEY FOR: Gail Marie Brownmiller  
2610 College Drive  
Durango, Colorado 81301

and

Kennett G. Sublette  
180 White Oak Drive  
Medford, Oregon 97504

LOCATION: Donation Land Claim No. 41, southwest  $\frac{1}{4}$  Sec. 4, southeast  $\frac{1}{4}$  Sec. 5, northeast  $\frac{1}{4}$  Sec. 8, northwest  $\frac{1}{4}$  Sec. 9, Township 38 South, Range 1 West, W.M., Jackson County, Oregon

PURPOSE: Locate and monument the boundary of Tax Lot 38 1W 4 TL 1700 and the exterior boundary of Tax Lots 38 1W 9B TL 4300, 4400, and 4401.

PROCEDURE: In reviewing the deed descriptions and surveys of record, it became apparent that there were many problems to be encountered in order to determine the location of the boundaries to be monumented. Most of the controlling deeds were dependent upon the location of the division line between the north and south halves of Donation Land Claim 41, and the westerly boundary of the County road right of way ( now a part of Highway 99).

Verlyn Thomas, during the course of Survey No. 3950, had determined that there was a significant discrepancy between the deed calls and the possession lines along the westerly side of Highway 99 when measuring northerly from the DLC division line. His research indicated that most of the deed descriptions had been written and surveyed by Herman Powell, and that Powell's position of the DLC division line was apparently 11.92 feet south of that determined by Survey No. 2521. The map of Survey 2521 shows that Lovejoy set a  $\frac{1}{4}$  inch iron rod to mark his determination of the intersection of the DLC division line with the westerly boundary of Highway 99. Thomas's narrative explains that a correction factor of -27.44 feet should be applied to the deed calls from this point northerly along the highway right of way.

Because of the importance of the location of the DLC division line/road right of way intersection, an attempt was made to utilize the monument set by Lovejoy. However, the monument could not be found. A conversation with Jim Andrews, who is doing a boundary survey in the vicinity, revealed that the monument had been there only days earlier. Andrews provided his coordinates for the monument location, and a second inspection disclosed that the monument had evidently been recently replaced by a bus stop sign post.

This coordinated location for the missing monument and the  $\frac{1}{4}$  inch iron rod found at the most northerly corner of Survey No. 9149 were used to determine the westerly boundary of Highway 99. It should be noted that many monuments set along this right of way boundary by prior surveys were searched for, and that most of the monuments were missing or found in poor condition, most likely due to recent widening and improvements of the highway.