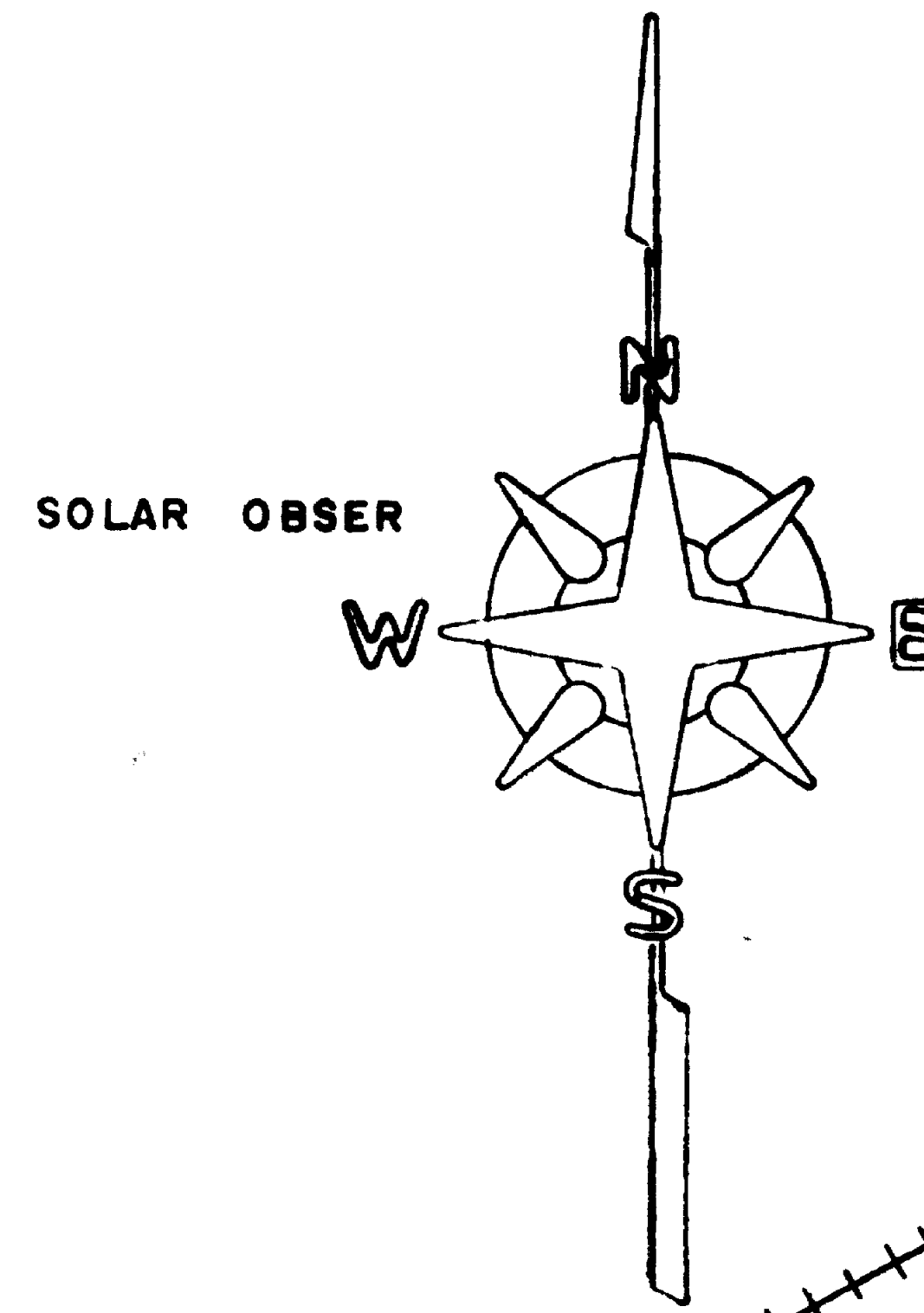


SURVEY IN SEC. 21, T. 36 S., R. 4 W., W. M.
FOR
S&D CONSTRUCTION CO.

BY EDWARD MC GINTY
MEDFORD, OREGON
JULY 1961
Revised April 1962

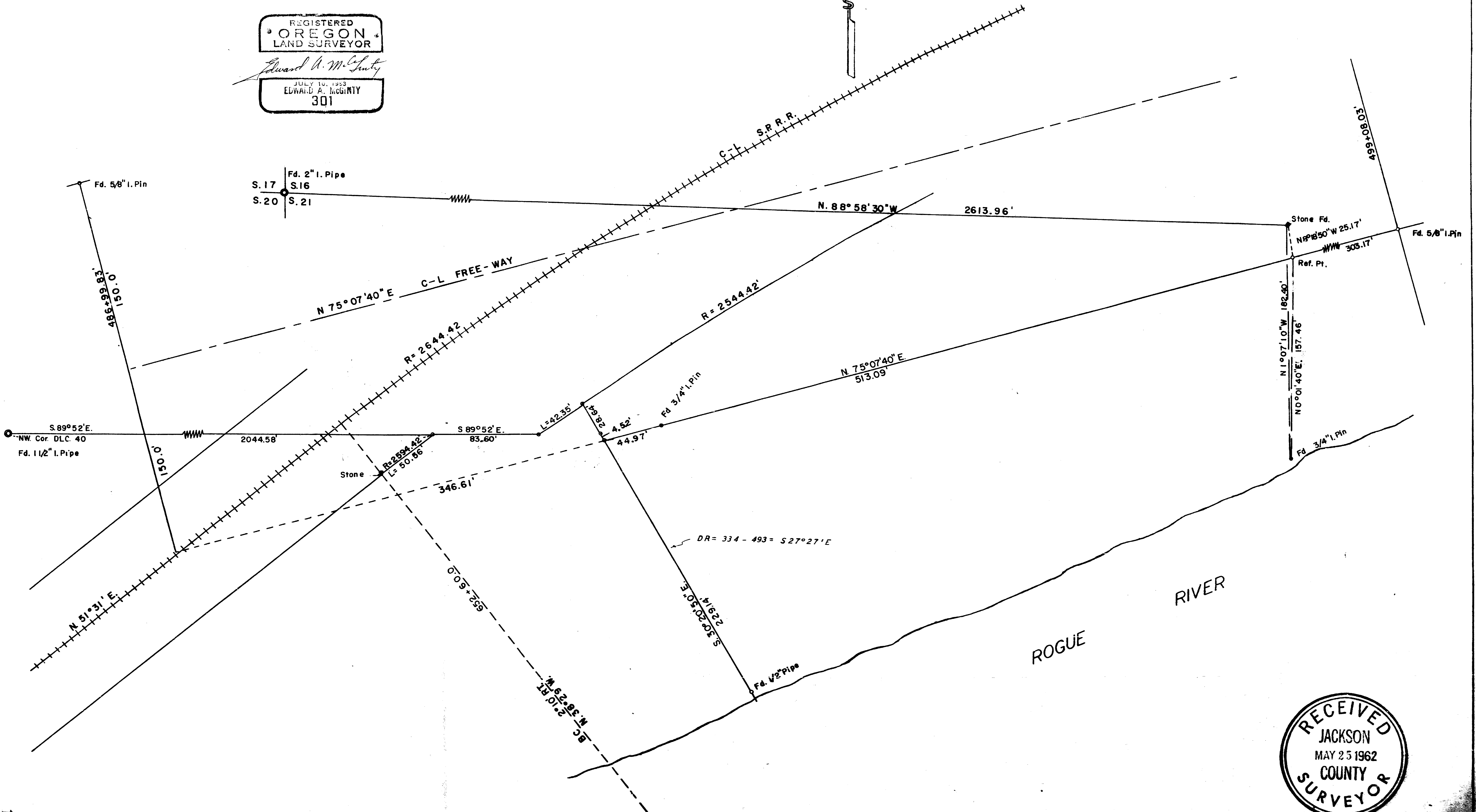
SCALE 1" = 50'
● = 1/2" I. PIN



REGISTERED
OREGON
LAND SURVEYOR

Edward A. McGinty

JULY 10, 1953
EDWARD A. MCGINTY
301



RECEIVED
JACKSON
MAY 25 1962
COUNTY
SURVEYOR

Survey No. 1930

Survey Narrative to comply with O.R.S. 209-205 and O.R.S. 209-120.

Survey for: S & D Construction Co.

Survey by: Edward A. McGinty, L.S.

7/24/61

Revised April 62



Edward A. McGinty

A rectangular stamp with a double border. The text inside reads "JULY 10, 1953 EDWARD A. MCGINTY 301" in a bold, sans-serif font.

BASIS OF BEARING: Solar observation.

PRECEDENCE OF SURVEY:

The purpose of this survey is to perpetuate previous existing conditions prior to the construction of the free way and over-pass by available information, testimony, unrecorded surveys, existing monuments and other evidence.

During the construction of the free way, iron pipes recognized by property owners as being the corners and fence line boundaries were removed.

An attempt was made in determining true boundary of the north line of DLC 40 by a search of lot corners of Riverdale Sub-div. road records, deeds and monuments. From the preliminary information it would indicate that in the Riverdale Sub-div. it may not have had the original DLC corners as designated on the plat or that the original survey of the General Land Office was in error in the direction along the north line of said DLC. By using the monuments and records of Riverdale Sub-div. they would not perpetuate previous conditions by a considerable amount.

The tie shown from the SW corner of Sec. 16, easterly to a stone which has been recognized by some of the local residents and a surveyor as being the 1/4 corner. This would make a sizeable angle point in the south line of Sec. 16. This tie was made to perpetuate the existing conditions and any deed records or previous surveys which may refer to the stone.

The new freeway right of way was determined by highway right of way monuments found. The center of the railroad was determined from rail road maps to the old road crossing.

The course S.30°20'50" E. was to determine from iron pipe found near the Rogue River northerly bank and extended along evidence of the remaining portions of the existing fence which had been built on the previous surveyed line according to testimony of adjacent property owners. The previous survey indicates that the course was S.27°27'E. Portions of this previous survey was retraced by me and found to be questionable or inconsistent according to the remeasurements. Deed Record Vol. 334 page 493 was made from this previous survey which would be subject to any such discrepancy which may have been made in the previous survey in determining this boundary line which was agreed to by the buyer and seller.

