

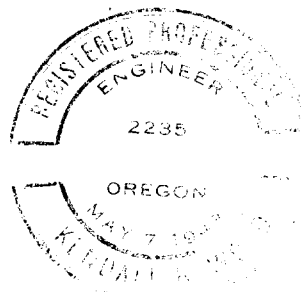
CONTROL SURVEYS

HUDSON'S SLOUGH

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COUNTY SURVEYOR
DOUGLAS COUNTY, ORE.



December 1961

Kendall B. Wood, RP E#2235
K. B. WOOD & ASSOCIATES, INC.

C. S. File No. 51/226 A

I. GENERAL

Objective of these surveys is to provide control for topographic mapping and a series of permanent monuments of known position and elevation for controlling future surveys.

Horizontal positions originate at a point on the BPA powerline survey of 1948 near the centerline of county road No. 48 and run to Station H-6 near the north end of the project.

Vertical positions originate on TBM's of assumed datum, previously established by the Oregon State Game Commission. Differential levels were run along the Hudson's Slough road from county road No. 48 to Station H-4, tying in to TBM's set by the State numbers 2, 3, 4, 6 & 7. Vertical angle elevations were carried through the main traverse.

Additional stadia levels were run from primary positions for additional picture point control.

II. PRIMARY TRAVERSE

Since no convenient permanent points along the BPA survey were available, a position fairly close to their survey data was established along county road No. 48 as follows:

A. Point "A" was set exactly on the center of the powerline and angles turned to point "B". The BPA Lambert azimuth was carried through the line and closed to a solar observation at Station H-5 with an error of one minute three seconds. Since no clear weather was available for further azimuth checks, the observed bearings were used without adjustment.

B. The stationing of point "A" was established by measurement to the center-line of the county road and to tower No. 29-3. The stationing of point "A" varied by .4 feet by the two methods so these measurements were meaned. Procedures in angles and distances were 2nd order methods using a Kern one second theodolite and Geodimeter (excepting chain traverse from H-4 to H-5) No position closure was possible, but all angles were double-observed and the computations double-computed.

<u>Station</u>	<u>Description</u>	<u>Dist. to Next Station</u>	<u>Azimuth to Next Station</u>	<u>X</u>	<u>Y</u>	<u>Bench Level Elev.</u>	<u>Vert. Angle Elev.</u>
A	PK 5 ft. south of pavement on centerline BPA survey and county road No. 48	966.09	89-12-24	1,051,971.44	776,498.82	-----	146.50 (approx. 50.50 USC&GS)
B	Hub & tack north edge co. rd. No. 48 966 ft. east of A	636.58	126-41-07	1,052,937.44	776,512.20	-----	121.31
C	Hub & tack north edge co. rd. No. 48 approximately 500 ft. west of railroad crossing	730.43	143-39-12	1,053,447.93	776,131.89	-----	110.82
D	PK in tie, centerline So. Pacific approx. 300ft. so. of co. rd. #48	2744.05	97-08-07	1,053,880.83	775,543.57	-----	112.24
E	Hub & tack on top of cut south side of county rd. no. 48 at curve approximately 1/2 mi. east of railroad crossing.	2132.10	91-35-56	1,056,603.63	775,202.72	-----	138.21
F	Mark on bridge over center support on co. rd. crossing of Smith River	1211.12	17-47-24	1,058,734.90	775,143.23	-----	126.48
G	Hub & tack south side of co. rd. No. 48 approx. 100 ft. east of bridge over Hudson's Slough	2925.64	306-52-01	1,059,104.93	776,296.44	-----	108.18
H-1	3/4" galvanized iron pipe with brass cap stamped "KBW H-1" buried 8" underground approx. 30 ft. east of concrete lock barn, near tidegate and rd. crossing of Hudson's Slough (see references)	1088.83	264-09-01	1,056,764.33	778,051.70	-----	116.10

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H-2	3/4" galvanized iron pipe flush with ground with brass cap stamped "KBW H-2" on east edge Hudson's Slough rd along west bank. Opposite station H-1 at point of ridge daylighted out.	1055.64	329-54-36	1,055,681.17	777,740.73	122.96	122.96
H-3	3/4" galvanized iron pipe 6" above ground and brass cap stamped KBW H-3 150 ft. east of Hudson's Slough rd. about .4 mi. road distance north of station H-2. Near large fir stump at edge of marsh (see refer)	2625.88	12-10-16	1,054,851.10	779,373.26	111.55	111.71
H-4	3/4" galvanized iron pipe 15" above ground and brass cap stamped "KBW H-4" about 0.9 miles road distance north of H-3, at sharp bend in road at old log landing, approx. 35 ft. S. E. of large fir spar tree (see references)			1,055,404.72	781,940.11	121.13	121.22
H-4A - H-4T	Temporary stations set along this chained traverse, no descriptions.						
H-5	3/4" galvanized iron pipe and brass cap stamped "KBW H-5" approx. 4" above ground on east edge Hudson's Slough rd. approx. 1000 ft. south of cross of Hudson's Slough (see references)	172.22	19-47-53	1,057,572.55	783,813.64	-----	122.82

H-6	3/4" galvanized iron pipe and brass cap stamped "KBW H-6" 4' above ground, west edge Hudson's Slough rd. running westerly, 172 ft. north of H-5 (see references)	End Traverse	1,057,630.88	783,975.68	120.75
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III. References to Brass Cap Monuments
(References marked by stake nailed to object)

<u>Station</u>	<u>Object</u>	<u>Approx. Azimuth</u> (in degrees)	<u>Distance in Ft.</u>
H-1	14" Alder	374	37.80
	SE Corner Concrete Block Barn (no stake)	189	28.50
	NE Corner Same Barn (no stake)	254	38.45
H-2	34" Hemlock Stump	253	33.87
	18" Fir Stump	07	11.35
	TBM #2 = Stake on Fir Stump	349	38.27
H-3	45' Old Growth Stump = TBM #4	68	10.93
	36" Hemlock Stump	215	20.66
	40" O. G. Fir Stump	330	11.58
H-4	TBM#7 = 60' Spar Pole, North Face	290	35.71
	28" Fir Stump	51	28.57
	4" Alder	117	7.33
H-5	12" Fir	202	30.71
	5" Alder	88	8.30
	7" Hemlock	311	26.61

H-6	5" Alder	233	37.80
	10" Hemlock	86	63.81

IV. SECTION CORNER COORDINATES

T20 T21 R.12 per coord. comparison 3/29/03 (b)
 A. ~~T20 T21~~ T21 R11W Corner between sections 13, 14, 23, 24. A hub and tag set by Coos Bay Pulp Co. along south side of county road No. 48 was found and tied. The tag indicates "120 feet west to approximate corner". The actual corner position falls in the slough. This hub was tied into the survey and coordinated as: X=1,053,425.85 Y=776,092.48

This positions the approximate corner as: X=1,053,305.96 Y=776,097.62

B. T21S R11W corner between sections 1, 2, 11, 12. Coordinates courtesy BPA
 X= 1,053,608.8 Y=786,387.3

C. T20 and 21SR11W corner between sections 35, 36, 1 & 2 courtesy BPA
 X = 1,053,844.8 Y=791,511.1