



M 91-4

Department of Transportation
PARKS AND RECREATION DIVISION

525 TRADE STREET SE., SALEM, OREGON 97310

December 30, 1981

FILED *v*
RECEIVED *zh*

JAN 19 1982

COUNTY SURVEYOR
DOUGLAS COUNTY, ORE.
v

FRANCES INGRAM
DOUGLAS COUNTY SURVEYOR
1036 SE DOUGLAS
ROSEBURG OR 97470

Subject: Bolan Island Tideways -- State Wayside Survey

Dear Mr. Ingram:

Enclosed is a reproducible map and narrative covering a recent survey in Section 26, 27, and 35, T21S, R12W, W.M. for filing in your records.

The field notes and computations are on file in the Parks Engineering Office in Salem and may be inspected at any time.

Very truly yours,

John E. Hollingsworth
John E. Hollingsworth
Engineering Supervisor

JEH:kc

Enclosures

C. S. File No. 58/264(N) A

M91-4

OREGON STATE PARKS AND RECREATION DIVISION

Bolon Island Tideways State Wayside
SE¼ Section 27, SW¼ Section 26 and NW¼ Section 35, T21S, R12W, W.M.
Douglas County
December 18, 1981

FILED ✓
RECEIVED ✓/h

SURVEY NARRATIVE

JAN 19 1982

The purpose of this survey was to re-establish the Northern boundary of Bolon Island Tideways State Wayside.

COUNTY SURVEYOR
DOUGLAS COUNTY, ORE.
✓

Control for the survey was established using a Jena one-minute theodolite with a Mac II-H electronic distance measuring instrument.

Bearing control was taken from an Oregon State Highway Division map, drawing number 4B-26-2, dated July, 1935. The bridge structure over the Umpqua River was split to determine the centerline which was used for the beginning bearing.

A trial highway station was placed on the end of the bridge according to Highway Map no. 4B-26-2. The highway centerline was then run in a northerly direction to station 573 + 50, at which point the Bolon Island Tideways deed was tied. A temporary point was established on the westerly right of way line of the highway at this station. From this point, a traverse was begun using the deed bearings and distances and the first two monuments on the park boundary were located within .3 of a foot from the traverse points. The instrument was then set up on the one-inch iron pipe and a back site was taken on the ½" iron rod which was shown by the deed to be South 69° 17' West, 122.1 feet from the iron pipe. A 5/8" x 30" iron rod was then set on the right of way at station 573 + 50 by using the deed bearing and distance from the one-inch iron pipe. The highway stationing was then adjusted in a southerly direction to the bridge.

Many of the original boundary points were located and tied using the 1934 wayside deed and a random traverse through the area. The remaining boundary points were established using the deed and the iron rods that were found.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

John E. Hollingsworth

OREGON
JULY 9, 1969
JOHN E. HOLLINGSWORTH
691

John E. Hollingsworth
Oregon State Parks
525 Trade Street SE
Salem OR 97310

SEE SEPARATE MAP

S. File No. 58/264^B(N)