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COUNTY SURVEYOR
DOUGLAS COUNTY, ORE.

SURVEY NARRATIVE
SHIELDS CREEK-MUNS CREEK SECTION
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY
MAP Reference Drawing No. 9B-17-11

The purpose of this survey was to establish a new centerline for reconstruction of the Coos Bay-Roseburg Highway through the subject section. In connection with this survey, additional Highway Right of Way was established and monumented.

The survey was started by occupying U.S.C. & G.S. monument STANDLY and siting U.S.C. & G.S. monument CAMAS II. "Local Datum Plane Coordinates for STANDLY is N.508,165.30, E.1,147,696.19; LDP Coordinate for CAMAS II is N.503,821.40, E.1,123,721.28; LDP Coordinate for TENMILE is N.546,407.94, E.1,183,348.69. Bearing of this line is S 79 43' 49" W and this was the basis of bearings, which are Oregon State Grid, South Zone. Coordinates used are local datum plane (see map for conversion factor to Oregon State Grid South Zone). The survey traversed easterly along said highway and was closed in to U.S.C. & G.S. monument TENMILE. This survey is the easterly part of a larger overall survey. (The remainder of the survey will be filed at some future date, after the new Right of Way is purchased and monumented.)

This section of the survey was conducted in the SE $\frac{1}{4}$ Section 2 and SW $\frac{1}{4}$ Section 1 and H.O. Walters DLC #45, all in the T29S., R8W.W.M.

Date of this survey was October 1982.

Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Martin G. Havig

OREGON
SEPT. 23, 1977
MARTIN G. HAVIG
1212

C. S. File No. 62/5-4

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FACTOR COMPUTATION FOR LOCAL DATUM PLANE COORDINATES

HIGHWAY: COOSBAI-ROSEBURG HWY 142.

SECTION: WAMAS VALLEY-ROSEBURG

OREGON STATE GRID ZONE: SOUTH

Northerly Latitude: _____

Southerly Latitude: _____

Mean: 43-13.00

Scale Factor: 0.9998950

(From Pub. 270)

Average Elevation AMSL: 650

Sea Level Correction Factor: 0.9999689

(From Table)

Scale Factor 0.9998950

Sea Level Factor 0.99996890

=

0.9998639
Conversion Factor

1 ÷ Conversion Factor = Reciprocal 1.0001361

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The Procedure For Using L.D.P. Coordinates, cont.

c) After receiving the adjusted coordinates the detail map may be prepared. The "L" Line projections should be staked. P.I. angles should be turned and distances measured. The "L" Line should close within third-order accuracy with the adjusted "P" Line. The engineer should follow the same adjustment procedure as outlined for the "P" Line to the end that the final "L" Line coordinates and bearings as shown on the map will be adjusted.

Some Additonal Notes

When checking into traverses run by Photogrammetry Crew, remember that P.O.T.'s between angle points may not necessarily be on line between angle points. P.O.T.'s should not be used for bearing control. If any discrepancies are noted in Photogrammetry lines, the discrepancies should be brought to their attention in the Location Section.

Region II now has a Wild DI-3 Distomat and a T1A Theodolite for use in measuring "P" Line angles and distances (See attachment No. 5). Second order work is expected with this equipment. On lengthy surveys occasional permanent monuments should be established for future control. With the new distance measuring equipment the engineer can easily extend his traverse to some distance beyond the limits of the project in order to tie in control monuments. This will work toward the goal of providing coordinate control for all of our surveys and establish control for all future surveys, both public and private.

The drawing on the facing page illustrates the relationship of Local Datum Plane to Oregon Grid Plane.

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