

RECORD OF SURVEY

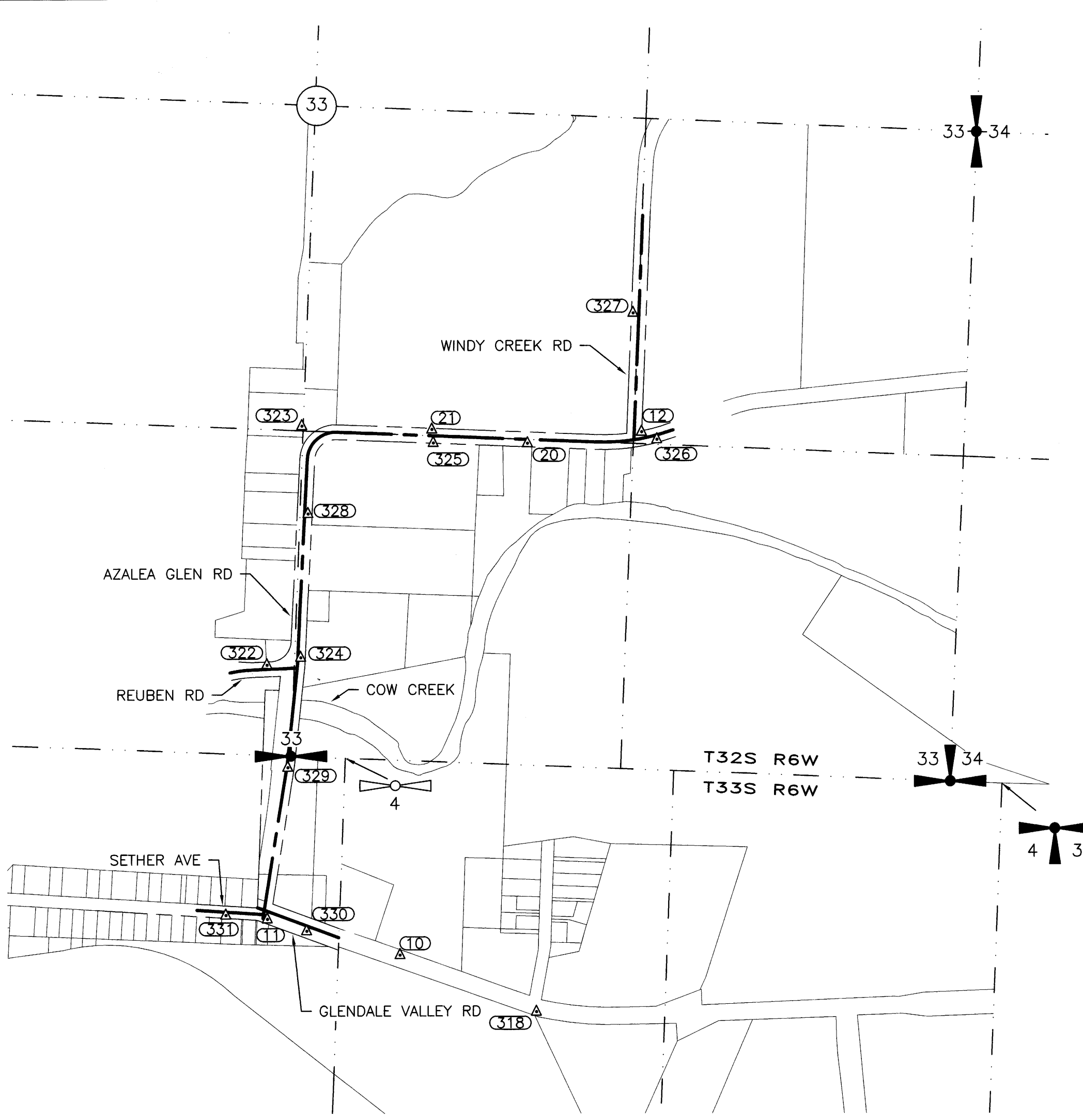
CONTROL, RECOVERY AND RETRACEMENT SURVEY

FOR THE DOUGLAS COUNTY PUBLIC WORKS AZALEA-GLEN ROAD PROJECT

LOCATED IN SECTION 33, TOWNSHIP 32 SOUTH, RANGE 6 WEST AND SECTION 4, TOWNSHIP 33 SOUTH, RANGE 6 WEST OF THE WILLAMETTE MERIDIAN, CITY OF GLENDALE, DOUGLAS COUNTY, OREGON

AUGUST 2024

FILED
Date: 09-20-24 By: [Signature]
This survey consists of:
Map: 02, 04, 12, 18, 28
Narrative: 212
Cover: 2pgs
DOUGLAS COUNTY SURVEYOR



HORIZONTAL DATUM (BASIS OF BEARINGS):

NORTH AMERICAN DATUM OF 1983 (2011) EPOCH 2010.00
 BASED ON STATIC GPS OBSERVATIONS OF POINT #10 & #12 POST-PROCESSED UTILIZING OREGON DEPARTMENT OF TRANSPORTATION (ODOT) OREGON REAL-TIME GNSS NETWORK (ORGN) STATIC DATA FROM STATIONS GTPS, P820 AND RDL2
 PROJECTED IN A LOCAL DATUM PLANE BASED ON OREGON STATE PLANE SOUTH ZONE SCALED TO GROUND DISTANCES
 GROUND SCALE FACTOR (1.0001417721) CALCULATED AT POINT #323 (N: 406036.45', E: 4137936.45', ELEV: 1411.60')
 UNITS: INTERNATIONAL FEET

CONTROL NARRATIVE:

PRIMARY CONTROL POINTS #10 & #12 WERE ESTABLISHED BY COLLECTING STATIC GNSS OBSERVATIONS WITH TRIMBLE R10 GNSS RECEIVERS FOR A MINIMUM OF 4 HOURS. SAID OBSERVATIONS WERE POST-PROCESSED UTILIZING DEPARTMENT OF TRANSPORTATION (ODOT) OREGON REAL-TIME GNSS NETWORK (ORGN) STATIC DATA FROM STATIONS GTPS, P820 AND RDL2.
 SECONDARY CONTROL POINTS #11 & #327 WERE ESTABLISHED UTILIZING A REAL-TIME KINEMATIC (RTK) CORRECTION FROM TRIMBLE R10 GNSS RECEIVERS ON BOTH PRIMARY CONTROL POINTS.
 A CLOSED LOOP TRAVERSE WAS RUN THROUGH ALL CONTROL POINTS WITH A TRIMBLE S5 TOTAL STATION.
 ALL SURVEY DATA WAS PROCESSED THROUGH A NETWORK ADJUSTMENT (LEAST SQUARES) TO ESTABLISH THE FINAL CONTROL NETWORK.

NOTES:

- FIELD WORK WAS COMPLETED ON JUNE 7TH, 2024.
- TAXLOT LINES FROM DOUGLAS COUNTY GIS DATA ARE SHOWN HEREON FOR INFORMATIONAL PURPOSES ONLY. THESE LINES ARE NOT RESOLVED PROPERTY BOUNDARY LINES.

SURVEY REFERENCES:

- (A) RECORD OF SURVEY NO. C555/135 BY RONALD A. BRANDT, FILED DECEMBER 23, 1969.
- (B) RECORD OF SURVEY NO. M112-3 BY MARK L. ARMSTRONG, FILED JULY 11, 1990.
- (C) LOT LINE ADJUSTMENT NO. M136-17 BY RONALD A. BRANDT, FILED DECEMBER 4, 2000.
- (E) BOUNDARY LINE ADJUSTMENT NO. M138-63 BY RONALD A. BRANDT, FILED SEPTEMBER 11, 2001.
- (F) RECORD OF SURVEY NO. M151-33 BY RAYMOND W. WYTCHELEY, FILED AUGUST 28, 2006.
- (G) RECORD OF SURVEY NO. M46-14 BY RONALD A. BRANDT, FILED JULY 27, 1972.
- (H) PLAT OF BILLUP'S SUBDIVISION (VOL. 7, PAGE 33) BY SAMUEL H. BELLAH, FILED AUGUST 15, 1947.
- (K) COUNTY ROAD NO. 28 ROAD SURVEY NO. 00000058 BY A.H. MAY, DATED AUGUST 1957.
- (L) PLSS CORNER RENEWAL RECORD NO. 340100.
- (M) PLSS CORNER RENEWAL RECORD NO. 340140.
- (N) PLSS CORNER RENEWAL RECORD NO. 400100.
- (P) PLSS CORNER RENEWAL RECORD NO. 400140.
- (Q) PLSS CORNER RENEWAL RECORD NO. 403100.
- (R) PLSS CORNER RENEWAL RECORD NO. 343100.
- (S) DOUGLAS COUNTY CONTROL RECORD NO. C-008.
- (T) DOUGLAS COUNTY CONTROL RECORD NO. C-009.
- (U) RECORD OF SURVEY NO. M24-44 BY GEORGE J. WENDEROTH, FILED JANUARY 3, 1963.
- (V) PLAT OF CLARA ADDITION (VOL. 2, PAGE 39) BY OSCAR EDWARDS, FILED MARCH 26, 1958.
- (W) GLENDALE VALLEY ROAD PLAN SHEET (MAP NO. 00000047) BY GEORGE E. GRUBB, DATED AUGUST 1969.
- (Y) RECORD OF SURVEY NO. M101-4 BY MARK L. ARMSTRONG, FILED APRIL 15, 1986.
- (Z) TAX MAP 3306W04BA
- (AA) DOUGLAS COUNTY HIGHWAY IMPROVEMENT PROFILE AND ALIGNMENT (MAP NO. 10400888), FILED 1927.
- (AB) RECORD OF SURVEY NO. M184-2 BY BRENT H. KNAPP, FILED JULY 24, 2024.
- (AC) PLAT NO. M116-69 BY GERALD V. NYGREN, FILED APRIL 26, 1993.

DEED REFERENCES:

- (D1) RIGHT-OF-WAY DEDICATION DEED, VOL. 35, PAGE 634, FILED APRIL 8, 1970.
- (D2) DEED DOCUMENT 318869, VOL. 321, PAGE 94, FILED DECEMBER 28, 1962.
- (D3) DEED DOCUMENT 163787, VOL. 224, PAGE 553, FILED JULY 14, 1953.
- (D4) DEED DOCUMENT 319959, VOL. 321, PAGE 675, FILED DECEMBER 28, 1962.
- (D5) DEED DOCUMENT 163788, VOL. 224, PAGE 554, FILED JULY 14, 1953.
- (D6) DEED VOL. 191, PAGE 285, FILED MARCH 29, 1951.
- (D7) DEED BK. 1174, PG. 755, FILED MARCH 20, 1992.
- (D8) DEED VOL. 277, PAGE 71, FILED JUNE 6, 1958.
- (D9) DEED VOL. 277, PAGE 57, FILED APRIL 29, 1958.

NARRATIVE:

THE PURPOSE OF THIS SURVEY IS TO RETRACE THE RIGHT-OF-WAY OF AZALEA-GLEN ROAD (COUNTY ROAD #12/12B) AND ALL INTERSECTING ROADS WITHIN THE PROJECT EXTENTS (SETHER AVENUE, GLENDALE VALLEY ROAD (COUNTY ROAD #313), REUBEN ROAD (COUNTY ROAD #12) AND WINDY CREEK ROAD (COUNTY ROAD #28)), ESTABLISH CONTROL FOR THE AZALEA-GLEN ROAD PROJECT AND RECOVER ALL MONUMENTATION WITHIN THE PROJECT EXTENTS PRIOR TO CONSTRUCTION PER OREGON REVISED STATUTES (ORS) 209.155.

SOUTHEAST QUARTER OF SECTION 33 (T32S, R6W, W.M.):

A BOAT SPIKE (#102) WAS HELD AT THE SOUTH QUARTER CORNER OF SECTION 33 PER (L). A 5/8" IRON ROD WITH YELLOW PLASTIC CAP (#123) WAS HELD AT THE CENTER OF SECTION 33 PER (M). A 2-1/2" BRASS CAP (#124) WAS HELD AT THE EAST QUARTER CORNER OF SECTION 33 PER (P). AN IRON PIPE (#128) WAS HELD AT THE SOUTHEAST CORNER OF SECTION 33 PER (N). THE SIXTEENTH CORNERS OF THE SOUTHEAST QUARTER WERE CALCULATED AT MIDPOINTS BETWEEN FOUND MONUMENTS. THE CENTER SOUTHEAST QUARTER WAS CALCULATED AT THE INTERSECTION BETWEEN THE NORTH-SOUTH AND EAST-WEST SIXTEENTH LINES.

NORTHWEST QUARTER OF SECTION 4 (T33S, R6W, W.M.):

AN IRON PIPE (#120) WAS HELD AS A WITNESS CORNER TO THE CALCULATED NORTH QUARTER CORNER OF SECTION 4 PER (R) AS THE TRUE NORTH QUARTER CORNER FALLS IN COW CREEK. AN IRON ROD (#118) AT THE NORTH-CENTER SIXTEENTH CORNER WAS HELD ON THE NORTH-SOUTH CENTER LINE OF SECTION 4 PER (E). THE NORTH QUARTER CORNER OF SECTION 4 WAS CALCULATED AT THE INTERSECTION OF THE NORTHERLY PROLONGATION OF THE CENTER LINE OF SECTION 4 AND THE SOUTH SECTION LINE OF SECTION 33.

SETHER AVENUE:

SETHER AVENUE WAS DEDICATED IN (V) AS A 50 FOOT WIDE RIGHT OF WAY. THE NORTHERLY RIGHT OF WAY LINE WAS ESTABLISHED BY FOUND MONUMENTS ALONG THE FRONT OF LOTS 16-19. THE SOUTHERLY RIGHT OF WAY WAS ESTABLISHED BY HOLDING A LINE PARALLEL WITH AND 50 FEET FROM THE NORTHERLY RIGHT OF WAY. (V) DEPICTS A SOUTHEASTERLY EXTENSION OF SETHER'S AVENUE TO THE CENTER OF SECTION 4 WHICH WAS FOUND TO BE INCONSISTENT WITH THE BELOW RETRACEMENT OF GLENDALE VALLEY ROAD.

GLENDALE VALLEY ROAD (COUNTY ROAD #313):

THE CENTERLINE ALIGNMENT FOR GLENDALE VALLEY ROAD IS SHOWN ON (W) AND DEDICATED IN (D1). THIS CENTERLINE ALIGNMENT WAS ALIGNED TO A 0.76 FOOT NORTHERLY OFFSET FROM A FOUND IRON PIPE (#108) ALONG THE EASTERLY EDGE OF LOT 19, BLOCK 2, "CLARA ADDITION" (VOL. 2, PAGE 39) PER (A) AND A 35 FOOT OFFSET FROM A FOUND IRON PIPE (#103) ALONG THE NORTHERLY RIGHT OF WAY OF GLENDALE VALLEY ROAD PER (A). THE NORTHERLY RIGHT OF WAY LINE WAS HELD AS A 35 FOOT OFFSET FROM THE CENTERLINE. THE WESTERLY END OF THE SOUTHERLY RIGHT OF WAY LINE WAS RETRACED BY HOLDING A 1-1/2" ALUMINUM CAP (#107) FOR THE NORTHING AND THE EASTERLY PROLONGATION OF THE SOUTHERLY RIGHT OF WAY OF SETHER AVENUE FOR EASTING. THE EASTERLY END OF THE SOUTHERLY RIGHT OF WAY LINE WAS HELD AT A 50 FOOT OFFSET ALONG THE NORTH/SOUTH CENTERLINE OF SECTION 4 FROM THE CENTERLINE ALIGNMENT OF GLENDALE VALLEY ROAD CONSISTENT WITH THE ORIGINAL RIGHT OF WAY WIDTH PER (V).

AZALEA-GLEN ROAD (COUNTY ROAD #12B):

AZALEA-GLEN ROAD IS THE COMMON NAME FOR COUNTY ROAD #12B BETWEEN THE INTERSECTION OF SETHER AVENUE/GLENDALE VALLEY ROAD AND REUBEN ROAD. THE CENTERLINE OF A 60 FOOT WIDE RIGHT OF WAY FOR AZALEA-GLEN ROAD WAS DEDICATED BY (D2), (D3), (D4) AND (D5). THE CENTERLINE ALIGNMENT WAS RETRACED BY HOLDING THE BEARING AND DISTANCES PER (Y) AND ALIGNING TO FOUND MONUMENTS #11, #102 AND #111. THE EASTERLY RIGHT OF WAY WAS RETRACED AS A 30 FOOT OFFSET FROM THE CENTERLINE PER (Y). THE ORIGINAL WESTERLY RIGHT OF WAY WAS RETRACED AS A 30 FOOT OFFSET FROM THE CENTERLINE PER (Y). THE WESTERLY RIGHT OF WAY WAS LATER EXPANDED IN (B) AND RETRACED HEREON. THE CENTERLINE ALIGNMENT PER (B) WAS RETRACED BY HOLDING THE BEARING AND DISTANCES PER (B) AND ALIGNING TO FOUND MONUMENTS #11, #102 AND #111. FOUND MONUMENTS #104-#106 FIT THIS RESOLUTION. THE WESTERLY RIGHT OF WAY WAS LATER EXPANDED FARTHER TO INCLUDE TAXLOT 1700 AND TAXLOT 600 (TAXLOTS ONLY SHOWN ON (B), NOT (Z)) BY AN UNRECORDED REQUEST FROM THE DOUGLAS COUNTY LAND DEPARTMENT IN 1989. THE WESTERLY RIGHT OF WAY IS HELD AS A NORTHERLY PROLONGATION OF THE EASTERN BOUNDARY LINE OF LOT 19, BLOCK 2 OF "CLARA ADDITION" (VOL. 2, PAGE 39) TO THE NORTH LINE OF THE PROPERTY DESCRIBED IN (D6). THE BEARINGS AND DISTANCES OF (D6) WERE ALIGNED TO THE FOUND RAILROAD SPIKE (#102) AND THE CENTER OF SECTION LINE OF SECTION 33. THE PORTION OF THE WESTERLY RIGHT OF WAY LINE BETWEEN THE NORTHERN BOUNDARY OF TAXLOT 1700 AND THE SOUTHERLY RIGHT OF WAY OF REUBEN ROAD (COUNTY ROAD #12) WAS ESTABLISHED AS A 55 FOOT OFFSET FROM THE CENTERLINE ALIGNMENT PER (B).

TAXLOT 500 ON (Z) IS OWNED BY DOUGLAS COUNTY PER (D7). THIS TAXLOT WAS NEVER DEDICATED AS COUNTY RIGHT OF WAY BUT APPEARS AS THOUGH IT IS BEING USED AS SUCH.

REUBEN ROAD (COUNTY ROAD #12):

THERE ARE LIMITED REFERENCES FOR THE ESTABLISHMENT OF REUBEN ROAD AT AZALEA-GLEN ROAD. THE CENTERLINE ALIGNMENT OF REUBEN ROAD WAS RETRACED PER (AB) AND HELD PER STATION OFFSETS FROM FOUND 5/8" IRON RODS (#130 & #131) PER (AB) AND AN ADDITIONAL OFFSET OF 2.93 FEET TO MATCH THE 30 FOOT RIGHT OF WAY WIDTH PER (AA). THIS RESOLUTION BEST FITS CURRENT AS-BUILT CONDITIONS.

AZALEA-GLEN ROAD (COUNTY ROAD #12):

COUNTY ROAD #12B JOINS COUNTY ROAD #12 AT THE INTERSECTION OF AZALEA-GLEN ROAD AND REUBEN ROAD AND CONTINUES NORTHERLY. THE CENTERLINE ALIGNMENT OF THE PORTION OF AZALEA-GLEN ROAD FROM THIS INTERSECTION TO ENGINEER'S CENTERLINE STATION 18+00 PER (Y) WAS RETRACED BY HOLDING BEARING AND DISTANCES PER (Y) AND ALIGNING TO FOUND MONUMENTS #11, #102 AND #111. THIS RESOLUTION FITS A FOUND IRON ROD (#114) ALONG THE WESTERLY RIGHT OF WAY OF AZALEA-GLEN ROAD. THE EASTERLY AND WESTERLY RIGHT OF WAY LINES WERE RETRACED AS 30 FOOT OFFSETS FROM SAID CENTERLINE ALIGNMENT. THE CENTERLINE ALIGNMENT FOR THE PORTION CONTINUING NORTHERLY AND EASTERLY WAS REESTABLISHED PER (AA). THE BEARINGS AND DISTANCES OF THE ALIGNMENT PER (AA) WERE HELD AND ALIGNED TO THE SIXTEENTH LINE BETWEEN THE CALCULATED CENTER-SOUTH 1/16TH CORNER AND THE CALCULATED SOUTH 1/16TH CORNER OF SECTION 33 AND THE NORTHERLY PROLONGATION OF THE CENTERLINE ALIGNMENT PER (Y). A RIGHT OF WAY WIDTH OF 60 FOOT WAS HELD ALONG THE RETRACED CENTERLINE ALIGNMENT.

WINDY CREEK ROAD (COUNTY ROAD #28):

THE RIGHT OF WAY FOR WINDY CREEK ROAD WAS DEDICATED IN (D8) AND (D9). THE CENTERLINE ALIGNMENT IS SHOWN IN (K). THE BEARING OF THE SIXTEENTH LINE BETWEEN THE CALCULATED CENTER-EAST 1/16TH CORNER OF SECTION 33 AND THE CALCULATED SOUTHEAST 1/16TH CORNER OF SECTION 33 WAS HELD THROUGH A FOUND 1-1/2" ALUMINUM CAP (#127).
 THE WESTERLY RIGHT OF WAY WAS ESTABLISHED AS A 30 FOOT OFFSET FROM THE CENTERLINE ALIGNMENT OF WINDY CREEK ROAD PER (D8).
 THE EASTERLY RIGHT OF WAY WAS ESTABLISHED AS A 30 FOOT OFFSET FROM THE CENTERLINE ALIGNMENT OF WINDY CREEK ROAD PER (D9).

LEGEND:

- TAXLOT (SEE NOTE)
- - - CENTERLINE
- RIGHT OF WAY
- - - SECTION LINE
- △ (H) CONTROL POINT (SEE CONTROL POINTS TABLE)
- ✦ FOUND SECTION CORNER (SEE FOUND MONUMENTS TABLE)
- ✦ FOUND QUARTER CORNER (SEE FOUND MONUMENTS TABLE)
- ✦ CALCULATED QUARTER CORNER
- ⊕ FOUND CENTER QUARTER OF SECTION (SEE FOUND MONUMENTS TABLE)
- (H) FOUND MONUMENT (SEE FOUND MONUMENTS TABLE)
- RPC RED PLASTIC CAP
- YPC YELLOW PLASTIC CAP



CONTROL POINTS TABLE				
POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
10	403897.43	4138326.95	1408.90	MAG NAIL
11	404042.57	4137791.74	1405.10	2-1/2" BRASS CAP MARKED "C-103 DCSO" (S)
12	406010.81	4139305.15	1409.56	5/8" IRON ROD W/RPC MARKED "S&F LANDS CONTROL"
20	405964.67	4138846.96	1416.88	MAG NAIL
21	406021.23	4138460.74	1414.69	MAG NAIL
318	403667.73	4138877.35	1413.82	MAG NAIL
322	405069.65	4137793.75	1402.99	MAG NAIL
323	406036.45	4137936.45	1411.60	MAG NAIL
324	405099.39	4137929.83	1402.54	MAG NAIL
325	405966.79	4138466.67	1414.28	MAG NAIL
326	405979.96	4139367.38	1412.04	12" SPIKE
327	406491.51	4139271.83	1419.08	12" SPIKE
328	405680.65	4137960.47	1409.84	MAG NAIL
329	404655.67	4137876.70	1404.89	MAG NAIL
330	403994.90	4137950.58	1406.48	MAG NAIL
331	404058.81	4137625.20	1401.68	MAG NAIL

<p>S&F Land Services Land Surveying & Remote Sensing 901 NW CAROLAN AVE, SUITE 3 BEND, OR 97703 (541) 787-0954</p>	SURVEY FOR: DOUGLAS COUNTY PUBLIC WORKS LOCATED IN S. 33, T. 32 S., R. 6 W. W.M., AND S. 4, T. 33 S., R. 6 W. W.M.	REGISTERED PROFESSIONAL LAND SURVEYOR OREGON MARCH 14, 2023 JOSHUA J. KOWALSKI 84125PLS EXPIRES 06/30/25
	WWW.SFLANDS.COM DATE: JULY 3, 2024 JOB NO.: 2023-059-35 FIELD: LB, MB, JA DRAWN: HIT CHECKED: JJK	CITY OF GLENDALE DOUGLAS COUNTY, OREGON

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