

**NARRATIVE:**

**PURPOSE OF THE SURVEY:**

THE PURPOSE OF THIS SURVEY IS TO ESTABLISH HORIZONTAL CONTROL, RECOVER AND PERPETUATE EXISTING MONUMENTS AND TO RESOLVE THE LOCATION OF THE EXISTING RIGHT OF WAY CENTER LINE OF UMPQUA HIGHWAY 38, WEST B AVENUE, EAST B AVENUE, WEST D AVENUE, WEST E AVENUE, NORTH FIRST STREET, NORTH SECOND STREET, NORTH THIRD STREET AND NORTH CEDAR STREET FOR THE PROPOSED OREGON DEPARTMENT OF TRANSPORTATION (ODOT) US101/OR38 CURB RAMPS PROJECT, KEY NUMBER 22387. THIS SURVEY MEETS THE REQUIREMENTS OF ORS 209.155. ADJOINING BOUNDARY LINES HAVE NOT BEEN RESOLVED IN THIS SURVEY BUT ARE SHOWN PER EXISTING SURVEYS OR OTHER AVAILABLE INFORMATION. THE FIELD WORK WAS CONDUCTED BETWEEN JANUARY 4, 2021 AND APRIL 5, 2021.

**DRAIN PROJECT CONTROL:**

THE BASIS OF BEARINGS AND COORDINATES FOR THIS SURVEY IS THE OREGON COORDINATE REFERENCE SYSTEM (OCRS) - COTTAGE GROVE - CANYONVILLE ZONE. THE OCRS NORTHING AND EASTING PROJECTION PARAMETERS ARE REFERENCED IN O.A.R. 734-005-0015. HORIZONTAL DATUM IS NAD 83 (2011) EPOCH 2010.00. VERTICAL DATUM IS NAVD88. ALL LINEAR VALUES ARE EXPRESSED IN INTERNATIONAL FEET.

PRIMARY CONTROL CONSISTS OF THREE PRIMARY PROJECT CONTROL STATIONS AND SEVEN SECONDARY CONTROL STATIONS. TWO-HOUR STATIC SESSIONS WERE OBSERVED AT PROJECT CONTROL STATIONS 1, 2, AND 3. ALL PROJECT CONTROL STATION POSITIONS WERE ESTABLISHED USING A COMBINATION OF GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) OBSERVATIONS, TERRESTRIAL TOTAL STATION MEASUREMENTS, AND DIGITAL LEVEL OBSERVATIONS.

GNSS BASELINE VECTORS, TOGETHER WITH TERRESTRIAL OBSERVATIONS, WERE ADJUSTED USING LEAST SQUARES ANALYSIS (STARNET V9.0). THE NETWORK WAS CONSTRAINED BY HOLDING THE PUBLISHED OREGON REAL-TIME GNSS NETWORK (ORGN) LATITUDE AND LONGITUDE OF THREE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS): YONC, LPSB, AND P732. THE RESULTING ERROR SEMI-MAJOR AXIS LENGTHS, AT THE 95% CONFIDENCE LEVEL FOR PRIMARY AND SECONDARY CONTROL POINTS, WERE UNDER 0.03 FEET IN ABSOLUTE ACCURACY. FINAL PROJECT COORDINATES WERE ESTABLISHED BY PROJECTING THE ADJUSTED NETWORK POSITIONS TO THE OCRS - COTTAGE GROVE - CANYONVILLE ZONE, REPRESENTING APPROXIMATE GROUND DISTANCES. ALL OBSERVATIONS WERE MADE IN JANUARY 2021, UTILIZING LEICA MS50 TOTAL STATION AND LEICA GS14 GNSS RECEIVERS WITH CS15 DATA COLLECTOR.

NETWORK POINTS SET DURING THIS SURVEY DO NOT REPRESENT PROPERTY LINES OR RIGHT OF WAY LINES. THEY ARE INTENDED TO PERPETUATE THE ALIGNMENTS AND RIGHT OF WAY DEVELOPED FOR THIS PROJECT IN CONFORMANCE WITH ORS CHAPTER 209.155.

**MONUMENTS:**

HORIZONTAL POSITIONS OF THE FOUND MONUMENTS WERE OBTAINED USING TWO METHODS: REAL-TIME KINEMATIC (RTK) GPS MEASUREMENTS AND TERRESTRIAL OBSERVATIONS FROM HORIZONTAL CONTROL WHERE RTK WAS NOT FEASIBLE. MONUMENTS WERE OBSERVED TWICE, WITH A MINIMUM OF FORTY-FIVE MINUTES BETWEEN RTK OBSERVATIONS, AND THEN MEANING THE VALUES. TERRESTRIAL OBSERVATION METHODS FOLLOWED ODOT PROCEDURES WITH TWO OBSERVATIONS.

**CENTER LINE RESOLUTION OF HIGHWAY 38 (ALSO KNOWN AS UMPQUA HIGHWAY):**

THE CENTER LINE ALIGNMENT FOR HIGHWAY 38 WAS DETERMINED BY RETRACING TWO SEPARATE ALIGNMENTS THAT RUN THROUGH THE PROJECT CORRIDOR. APPLICABLE CENTER LINE INFORMATION ACCORDING TO STATE HIGHWAY MAP 38-010 (2002) AND ODOT ROLL MAP 9B-2-27 (1967) WAS MODIFIED AND RESOLVED TO CREATE A SINGLE HARMONIOUS CENTER LINE ALIGNMENT THAT FITS THE EXISTING MONUMENTATION AND RIGHT OF WAY.

SAID STATE HIGHWAY MAP 38-010 IS A METRIC SURVEY WITH ALIGNMENT DATA THAT MATCHES THE DATA AS RETRACED FROM ODOT ROLL MAP 3B-11-11 (1923) AND ODOT ROLL MAP 4B-16-12 (1932).

THE CENTER LINE ALIGNMENT ACCORDING TO SAID STATE HIGHWAY MAP 38-010 WAS CALCULATED, CONVERTED TO INTERNATIONAL FEET AND ROTATED TO MATCH THE BEARING AS ESTABLISHED BETWEEN POINT 2002, A 5/8" IRON ROD WITH 1-1/2" ALUMINUM CAP MARKED "ODOT CONTROL 17", FOUND AT STATION 1808+74.43, 30.31 FT LT., AND POINT 2008, A 5/8" IRON ROD WITH 1-1/2" ALUMINUM CAP MARKED "ODOT CONTROL 19", FOUND AT STATION 1813+85.71, 147.79 FT RT.

THE DISTANCE MEASURED BETWEEN THESE TWO FOUND ODOT SURVEY CONTROL POINTS MATCHED THE DIMENSION CALCULATED FROM SAID STATE HIGHWAY MAP AND WAS USED AS THE BASIS OF ROTATION TO FIT THE RECORD CENTER LINE ALIGNMENT AND BOUNDARY DATA TO THE FOUND MONUMENTATION.

THE CURVED ALIGNMENT FROM EASTBOUND HIGHWAY 38 TO THE SOUTHBOUND DRAIN-YONCALLA HIGHWAY, DESIGNATED HEREON AS CENTER LINE ALIGNMENT "E", IS SHOWN ACCORDING TO SAID STATE HIGHWAY MAP 38-010, AND APPEARS TO BE A RETRACEMENT OF ODOT ROLL MAP 1B-20-16 (1929).

THE 30 FT WIDE RIGHT OF WAY DEPICTED ON SAID ROLL MAP 1B-20-16, BEING ADJACENT TO AND OFFSET SOUTHWESTERLY (RIGHT) FROM SAID ALIGNMENT, IS SHOWN HEREON PER SAID ROLL MAP AND PER DEED EXCEPTION ACCORDING TO INSTRUMENT NO. 2015-000285.

THE CENTER LINE ALIGNMENT ACCORDING TO SAID ODOT ROLL MAP 9B-2-27 WAS CALCULATED AND ROTATED TO MATCH THE BEARING AS ESTABLISHED BETWEEN POINT 1029, A 5/8" IRON ROD WITH 1-1/2" ALUMINUM CAP MARKED "OREG. STATE HWY. DEPT. PT 19+63.42", FOUND PREVIOUSLY PER SAID STATE HIGHWAY MAP 38-010 AND LOCATED HEREON AT STATION 1832+41.04, 135.00 FT LT., AND POINT 1030, A 5/8" IRON ROD WITH 1-1/2" ALUMINUM CAP MARKED "OREG. STATE HWY. DEPT. POT 22+00", FOUND PREVIOUSLY PER SAID STATE HIGHWAY MAP AND LOCATED HEREON AT STATION 1834+77.62, 135.00 FT LT.

THE DISTANCE CALCULATED BETWEEN THESE TWO PREVIOUSLY FOUND ODOT RIGHT OF WAY MONUMENTS MATCHED THE DIMENSION AS CALCULATED FROM SAID ODOT ROLL MAP 9B-2-27 AND WAS USED AS THE BASIS OF ROTATION TO FIT THE RECORD CENTER LINE ALIGNMENT TO THE RECORD MONUMENTATION.

IN COLLABORATION WITH MICHAEL R. FALLERT, PLS, ODOT SENIOR RIGHT OF WAY SURVEYOR, A MODIFIED ALIGNMENT WAS ESTABLISHED BY FITTING AN UPDATED 3° CURVE (RECORD DEGREE OF CURVE PER ROLL MAP 9B-2-27) BETWEEN TWO EXISTING CENTER LINE TANGENTS - THE 705.20 FT (214.945 M) TANGENT LOCATED ALONG NORTH FIRST STREET, BETWEEN WEST B AVENUE AND WEST E AVENUE, SITUATED BETWEEN STATION 55+288.308 P.T. AND STATION 55+503.253 P.O.T. AS SHOWN ON STATE HIGHWAY MAP 38-010, AND THE 447.55 FT TANGENT LOCATED ALONG NORTH FIRST STREET, NORTH OF WEST F AVENUE, SITUATED BETWEEN STATION 11+19.22 P.T. AND STATION 15+66.77 P.C. AS SHOWN ON ODOT ROLL MAP 9B-2-27.

THE MODIFIED ALIGNMENT AS SHOWN HEREON WAS DETERMINED EXCLUSIVELY FOR THE PURPOSES OF THIS SURVEY IN ORDER TO REPRESENT ONE ALIGNMENT THROUGH THE PROJECT CORRIDOR. NO EXISTING BOUNDARIES OR RIGHT OF WAY LINES WERE AFFECTED OR ALTERED AS A RESULT OF THE MODIFICATIONS STATED HEREIN.

IN THE AREA OF THE MODIFIED 3° CURVE THAT WAS UTILIZED TO CONNECT THE TWO SEPARATE CENTER LINE ALIGNMENTS, ALL ADJACENT BOUNDARY LINES WERE CREATED ACCORDING TO "PLAT OF DRAIN" AND ARE NOT DESCRIBED OR BASED ON THE POSITION OF THE CENTER LINE ALIGNMENT OF SAID HIGHWAY 38.

**SE 1/4 SEC 8 T22S R5W WM  
NE 1/4 SEC 17 T22S R5W WM  
NW 1/4 SEC 17 T22S R5W WM**

**NARRATIVE CONTINUED:**

THE CENTER LINE ALIGNMENT AND RIGHT OF WAY/ACCESS CONTROL LINES AS SHOWN ON ODOT ROLL MAP 9B-2-27 HAS AN AFFECT ON THE PROPERTIES LOCATED ALONG THE NORTHERLY PORTION OF THE PROJECT CORRIDOR (LOT 1, BLOCK 1, "PLAT OF DRAIN" AND LOTS 13-31, "DRAINS ADDITION TO DRAIN") AND ARE SHOWN ACCORDINGLY.

**CENTER LINE RESOLUTION OF WEST B AVENUE:**

THE CENTER LINE OF WEST B AVENUE IS COINCIDENT WITH A PORTION OF THE CENTER LINE ALIGNMENT OF SAID HIGHWAY 38 AS DETERMINED AND SHOWN HEREON PER STATE HIGHWAY MAP 38-010. THE RIGHT OF WAY WIDTH OF WEST B AVENUE IS 60 FT IN TOTAL, OFFSET 30 FT ON EACH SIDE OF THE CENTER LINE ACCORDING TO "PLAT OF DRAIN".

**CENTER LINE RESOLUTION OF EAST B AVENUE:**

THIS RESOLUTION WAS CHALLENGING BECAUSE THERE ARE NO RECORD SURVEYS THAT RETRACE THE CENTER LINE OR ANY ASSOCIATED RIGHT OF WAY OR BOUNDARY LINES ALONG THE ENTIRE LENGTH OF EAST B AVENUE, FROM NORTH FIRST STREET TO NORTH MAIN STREET, AND ACROSS THE CENTRAL OREGON & PACIFIC RAILROAD PROPERTY.

MONUMENTS RECOVERED AT POINTS 2056-2060 WERE ALL FOUND EAST OF THE RAILROAD PROPERTY AND WERE SET OR REFERENCED IN SURVEYS M82-50, PP1993-0075, PP1995-085, PP2004-0027 AND PP2007-0045.

THE CENTER LINE OF EAST B AVENUE WAS DETERMINED BY A BEST FIT RESOLUTION BASED ON SAID RECOVERED MONUMENTATION, AVAILABLE RECORD INFORMATION AND THE INSERTION OF AN ANGLE POINT PLACED IN SAID CENTER LINE AT THE POINT OF INTERSECTION WITH THE CENTER LINE OF THE MAIN TRACK OF THE RAILROAD, AS CALCULATED PER SAID RECORD SURVEYS. ALSO SEE SURVEY M19-24.

WITHOUT THE ANGLE POINT, THE WESTERLY EXTENSION OF THE CENTER LINE OF EAST B AVENUE, AS DEVELOPED PER FOUND MONUMENTATION, WOULD INTERSECT THE CENTER LINE OF NORTH FIRST STREET 1.8 FT (+/-) NORTH OF THE POINT OF INTERSECTION AS PREVIOUSLY ESTABLISHED ACCORDING TO STATE HIGHWAY MAP 38-010.

THE RIGHT OF WAY WIDTH OF EAST B AVENUE SITUATED WESTERLY OF THE RAILROAD PROPERTY IS 60 FT IN TOTAL ACCORDING TO DEED NO. 1991-12871, OFFSET 30 FT ON EACH SIDE OF THE CENTER LINE.

THE RIGHT OF WAY WIDTH OF EAST B AVENUE SITUATED EASTERLY OF THE RAILROAD PROPERTY VARIES BETWEEN 60 AND 70 FT ACCORDING TO SURVEYS M82-50 AND PP2007-0045.

**CENTER LINE RESOLUTION OF WEST D AVENUE:**

DETERMINED BY A LINE FROM A POINT BEING PERPENDICULAR TO AND 40 FT DISTANT FROM POINT 2037 AND A POINT BEING PERPENDICULAR TO AND 40 FT DISTANT FROM POINT 2054. THIS LINE WAS THEN EXTENDED WESTERLY TO A POINT OF INTERSECTION WITH A LINE DRAWN FROM POINT 2033 TO A POINT BEING PERPENDICULAR TO AND 30 FT DISTANT FROM POINT 2038, SAID POINT OF INTERSECTION BEING A CALCULATED POSITION FOR THE CENTER LINE INTERSECTION OF WEST D AVENUE AND NORTH SECOND STREET. THE CALCULATED CENTER LINE OF WEST D AVENUE WAS THEN EXTENDED EASTERLY TO THE POINT OF INTERSECTION WITH THE CENTER LINE OF HIGHWAY 38. THE RIGHT OF WAY WIDTH OF WEST D AVENUE IS 80 FT IN TOTAL, OFFSET 40 FT ON EACH SIDE OF THE CENTER LINE ACCORDING TO THE "PLAT OF DRAIN". SEE SURVEYS M138-2, M109-68, M76-60, M24-71 AND M14-60.

**CENTER LINE RESOLUTION OF WEST E AVENUE:**

DETERMINED BY A LINE FROM POINT 2033 TO A POINT BEING PERPENDICULAR TO AND 30 FT DISTANT FROM POINT 2044, THEN EXTENDED EASTERLY TO THE POINT OF INTERSECTION WITH THE CENTER LINE OF HIGHWAY 38. THE RIGHT OF WAY WIDTH OF WEST E AVENUE IS 60 FT IN TOTAL, OFFSET 30 FT ON EACH SIDE OF THE CENTER LINE ACCORDING TO THE "PLAT OF DRAIN". SEE SURVEYS M109-68, M24-71 AND M19-22.

**CENTER LINE RESOLUTION OF NORTH FIRST STREET:**

THE CENTER LINE OF NORTH FIRST STREET, SITUATED BETWEEN WEST A AVENUE AND WEST B AVENUE, WAS DETERMINED BY A LINE FROM THE POINT OF CENTER LINE INTERSECTION OF NORTH FIRST STREET AND WEST B AVENUE, AS PREVIOUSLY ESTABLISHED PER STATE HIGHWAY MAP 38-010, TO A POINT BEING PERPENDICULAR TO AND 30 FT DISTANT FROM POINT 2048. THE RIGHT OF WAY WIDTH OF THIS PORTION OF NORTH FIRST STREET IS 60 FT IN TOTAL, OFFSET 30 FT ON EACH SIDE OF THE CENTER LINE ACCORDING TO THE "PLAT OF DRAIN". ALSO SEE SURVEY M14-57.

THE CENTER LINE OF NORTH FIRST STREET, SITUATED BETWEEN WEST B AVENUE AND WEST D AVENUE, IS COINCIDENT WITH A PORTION OF THE CENTER LINE ALIGNMENT OF SAID HIGHWAY 38 AS DETERMINED AND SHOWN HEREON. THE RIGHT OF WAY WIDTH OF THIS PORTION OF NORTH FIRST STREET IS 60 FT IN TOTAL, OFFSET 30 FT ON EACH SIDE OF THE CENTER LINE ACCORDING TO THE "PLAT OF DRAIN". NORTH OF WEST D AVENUE, THE RIGHT OF WAY WIDTH OF NORTH FIRST STREET BEGINS TO VARY. SEE SURVEY M11-69.

**CENTER LINE RESOLUTION OF NORTH SECOND STREET:**

THE CENTER LINE OF NORTH SECOND STREET, SITUATED BETWEEN WEST B AVENUE AND WEST C AVENUE, WAS DETERMINED BY A LINE FROM THE MIDPOINT BETWEEN POINTS 2049 AND 2053 TO A POINT BEING PERPENDICULAR TO AND 30 FT DISTANT FROM POINT 1020, THEN EXTENDED SOUTHERLY TO THE POINT OF INTERSECTION WITH THE CENTER LINE OF WEST B AVENUE. THE RIGHT OF WAY WIDTH OF THIS PORTION OF NORTH SECOND STREET IS 60 FT IN TOTAL, OFFSET 30 FT ON EACH SIDE OF THE CENTER LINE ACCORDING TO THE "PLAT OF DRAIN". SEE SURVEYS M51-9 AND M11-69.

**SHEET INDEX:**

**SHEET 1: NARRATIVE**

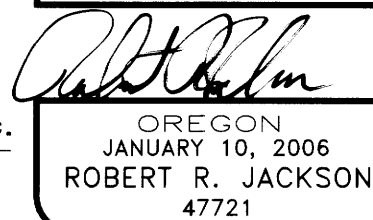
**SHEET 2: BASIS OF BEARINGS, CONTROL NETWORK SCHEMATIC, REFERENCES, AND SHEET LAYOUT**

**SHEETS 3-5: PROJECT RECOVERY DRAWINGS**

**SHEET 6 RECOVERED MONUMENT LIST**



**DAVID EVANS AND ASSOCIATES INC.**  
2100 S River Parkway, Suite 100  
Portland Oregon 97201  
Phone: 503.223.6663



RENEWS: 6/30/2023

FILED  
Date: 4-19-2022 By: [Signature]  
This survey consists of:  
Map: Highway 38-028 A-F  
Narrative: \_\_\_\_\_  
Corner Rpt: \_\_\_\_\_  
**DOUGLAS COUNTY SURVEYOR**

**NARRATIVE CONTINUED:**

THE CENTER LINE OF NORTH SECOND STREET, SITUATED BETWEEN WEST A AVENUE AND WEST B AVENUE, WAS DETERMINED BY A LINE FROM THE PREVIOUSLY ESTABLISHED CENTER LINE INTERSECTION OF NORTH SECOND STREET AND WEST B AVENUE TO THE MIDPOINT BETWEEN POINTS 1048 AND 1051. THE RIGHT OF WAY WIDTH OF THIS PORTION OF NORTH SECOND STREET IS 60 FT IN TOTAL, OFFSET 30 FT ON EACH SIDE OF THE CENTER LINE ACCORDING TO THE "PLAT OF DRAIN". SEE SURVEY M14-57.

**CENTER LINE RESOLUTION OF NORTH THIRD STREET:**

THE CENTER LINE OF NORTH THIRD STREET, SITUATED BETWEEN WEST B AVENUE AND WEST C AVENUE, WAS DETERMINED BY A LINE PARALLEL WITH AND OFFSET 30 FT EASTERLY FROM POINT 8 TO POINT 2050, THEN EXTENDED SOUTHERLY TO THE POINT OF INTERSECTION WITH THE CENTER LINE OF WEST B AVENUE. THE RIGHT OF WAY WIDTH OF THIS PORTION OF NORTH THIRD STREET IS 60 FT IN TOTAL, OFFSET 30 FT ON EACH SIDE OF THE CENTER LINE ACCORDING TO THE "PLAT OF DRAIN". SEE SURVEYS M173-62, M173-42, M51-9, M19-25 AND M11-69.

THE CENTER LINE OF NORTH THIRD STREET, SITUATED BETWEEN WEST A AVENUE AND WEST B AVENUE, WAS DETERMINED BY A LINE FROM THE PREVIOUSLY ESTABLISHED CENTER LINE INTERSECTION OF NORTH THIRD STREET AND WEST B AVENUE TO THE MIDPOINT BETWEEN POINTS 1046 AND 1050. THE RIGHT OF WAY WIDTH OF THIS PORTION OF NORTH THIRD STREET IS 60 FT IN TOTAL, OFFSET 30 FT ON EACH SIDE OF THE CENTER LINE ACCORDING TO THE "PLAT OF DRAIN". SEE SURVEY PP1994-0096.

**CENTER LINE RESOLUTION OF NORTH CEDAR STREET:**

THE CENTER LINE OF NORTH CEDAR STREET, SITUATED BETWEEN WEST B AVENUE AND WEST C AVENUE, WAS DETERMINED BY A LINE FROM A POINT BEING PERPENDICULAR TO AND 30 FT DISTANT FROM POINT 2051 AND A POINT BEING PERPENDICULAR TO AND 30 FT DISTANT FROM A CALCULATED POSITION FOR THE SOUTHWEST CORNER OF BLOCK 17. "PLAT OF DRAIN", THEN EXTENDED SOUTHERLY TO THE POINT OF INTERSECTION WITH THE CENTER LINE OF WEST B AVENUE. THE CALCULATED POSITION FOR SAID SOUTHWEST CORNER OF BLOCK 17 WAS DETERMINED PER RECORD DISTANCE FROM POINT 8 ACCORDING TO SURVEY M173-62. THE RIGHT OF WAY WIDTH OF THIS PORTION OF NORTH CEDAR STREET IS 60 FT IN TOTAL, OFFSET 30 FT ON EACH SIDE OF THE CENTER LINE ACCORDING TO THE "PLAT OF DRAIN". ALSO SEE SURVEYS M173-42, M134-79, M19-25 AND M11-69.

THE CENTER LINE OF NORTH CEDAR STREET, SITUATED BETWEEN WEST A AVENUE AND WEST B AVENUE, WAS DETERMINED BY A LINE FROM A POINT BEING PERPENDICULAR TO AND 30 FT DISTANT FROM POINT 1018 AND A POINT BEING PERPENDICULAR TO AND 30 FT DISTANT FROM POINT 1025, THEN EXTENDED NORTHERLY TO THE POINT OF INTERSECTION WITH THE CENTER LINE OF WEST B AVENUE. THE RIGHT OF WAY WIDTH OF THIS PORTION OF NORTH CEDAR STREET IS 60 FT IN TOTAL, OFFSET 30 FT ON EACH SIDE OF THE CENTER LINE ACCORDING TO THE "PLAT OF DRAIN". SAID CENTER LINE IS NOT COINCIDENT WITH THE CENTER LINE ALIGNMENT OF THE ADJACENT DRAIN-YONCALLA HIGHWAY AS SHOWN ON STATE HIGHWAY MAP 38-010. ALSO SEE SURVEYS M134-79 AND PP1994-0096.

NOTE: ACCORDING TO THE MONUMENTS FOUND IN THE FIELD, THERE IS A 1.5 FT (+/-) EAST-WEST DIFFERENCE IN POSITION AT THE POINT OF INTERSECTION WITH THE CENTER LINE OF WEST B AVENUE WHEN CLOSING THE CENTER LINES OF NORTH CEDAR STREET, AS DETERMINED FROM THE NORTH AND SOUTH, UPON THE CENTER LINE OF SAID WEST B AVENUE.

**RIGHT OF WAY RESOLUTION ALONG THE SOUTHEASTERLY CORNER OF BLOCK 5, "PLAT OF DRAIN":**

DETERMINED PER DEED TO THE STATE OF OREGON ACCORDING TO INSTR. NO. 2004-006740, AND AS DEPICTED ON ODOT ROLL MAP 10B-18-23. THE RIGHT OF WAY MONUMENTS LOCATED ALONG THIS LINE, POINTS 2003-2007, WERE FOUND AT THE RECORD POSITIONS AS SPECIFIED ON SAID DEED.

**RIGHT OF WAY RESOLUTION OF THE EAST LINE OF BLOCK 3, "PLAT OF DRAIN":**

THE EAST LINE OF BLOCK 3 IS PARALLEL WITH AND 30 FT DISTANT (WESTERLY) FROM THE SOUTHERLY SEMI-TANGENT OF THE 3° CURVE OF THE ADJACENT HIGHWAY 38 CENTER LINE ALIGNMENT.

**RIGHT OF WAY RESOLUTION OF THE EASTERLY LINE OF BLOCKS 1 AND 2, "PLAT OF DRAIN":**

DETERMINED BY A LINE FROM POINT 2044 TO A CALCULATED POSITION FOR THE NORTHEAST CORNER OF BLOCK 1 ACCORDING TO SURVEY M19-22.

THE POSITION OF THE NORTHEAST CORNER OF SAID BLOCK 1 WAS CALCULATED ALONG THE NORTH LINE OF "PLAT OF DRAIN", BEING 167.3 FT EASTERLY ALONG SAID NORTH LINE FROM POINT 2041 ACCORDING TO SURVEYS M19-22 AND CS55/350.

THE NORTH LINE OF SAID "PLAT OF DRAIN" WAS ESTABLISHED BY A LINE FROM POINT 2041 TO A CALCULATED POSITION AT THE POINT OF INTERSECTION WITH THE CENTER LINE OF NORTH SECOND STREET, BEING 202.54 FT WESTERLY ALONG SAID NORTH LINE ACCORDING TO SURVEY M24-71

THE CALCULATED POSITION FOR SAID POINT OF INTERSECTION WAS DETERMINED PER RECORD DISTANCE-DISTANCE INTERSECTION FROM POINTS 2041 AND 2033 ACCORDING TO SURVEY M24-71.

FILE NAME: S\_K22387\_CRR\_DRAIN.DGN

**OREGON DEPARTMENT OF TRANSPORTATION**

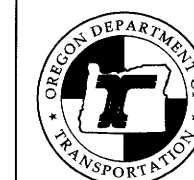
HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP

US101/OR38 CURB RAMPS PROJECT

UMPQUA HWY. 38, MILEPOSTS 50.25 TO 50.54

CITY OF DRAIN

DOUGLAS COUNTY, OREGON



ODOT REGION 3 HEAD QUARTERS  
3500 NW STEWART PARKWAY  
ROSEBURG, OREGON 97470 KEY NO. 22387

JANUARY 6, 2022  
SCALE: NONE  
SHEET 1 OF 6

**ST. HWY. 38-028 A**

REFERENCES:

ODOT RIGHT OF WAY MAPS

1B-20-16  
3B-11-11  
4B-16-12  
9B-2-27  
10B-18-23

DOUGLAS COUNTY STATE HIGHWAY MAPS  
ST. HWY. 38-010 (IN METRIC UNITS)

DOUGLAS COUNTY SUBDIVISION PLATS

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EAST DRAIN (VOL. 2, PG. 1)  
DRAIN'S ADDITION TO DRAIN (VOL. 2, PG. 3)

DOUGLAS COUNTY PARTITION PLATS

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PP 1995-0085  
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PP 2007-0045

DOUGLAS COUNTY SURVEYS

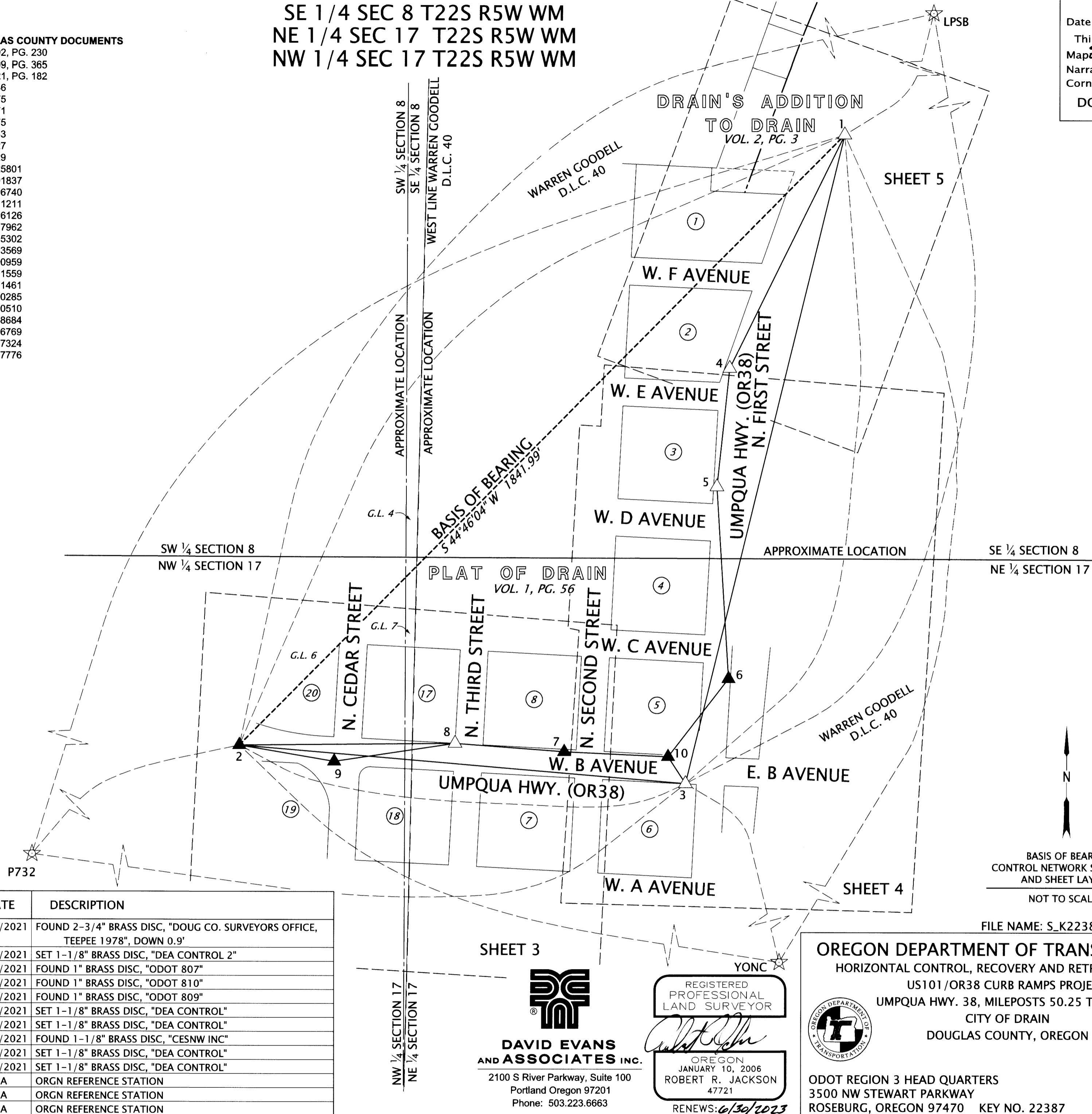
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2014-001559  
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2015-000285  
2015-000510  
2017-008684  
2017-016769  
2018-017324  
2020-017776

SE 1/4 SEC 8 T22S R5W WM  
NE 1/4 SEC 17 T22S R5W WM  
NW 1/4 SEC 17 T22S R5W WM

FILED  
Date: 1/10/2022 By: DE  
This survey consists of:  
Map: ST. HWY 38-028A-F  
Narrative:  
Corner Rpt:  
DOUGLAS COUNTY SURVEYOR



LEGEND	
	ORGN REFERENCE STATION
	FOUND MONUMENT USED AS NETWORK POINT
	SET NETWORK POINT
	LINES OF OBSERVATION
	GNSS OBSERVATION
	G.L. GOVERNMENT LOT

CONTROL MONUMENT LIST

PT. NO.	OCRS NORTHING	OCRS EASTING	STATION	OFFSET	DATE	DESCRIPTION
1	303689.89	169127.40	1827+48.85	23.38' RT	1/07/2021	FOUND 2-3/4" BRASS DISC, "DOUG CO. SURVEYORS OFFICE, TEEPEE 1978", DOWN 0.9'
2	302382.14	167830.21	1803+53.84	26.08' RT	1/07/2021	SET 1-1/8" BRASS DISC, "DEA CONTROL 2"
3	302300.47	168788.26	1813+09.74	29.46' RT	1/07/2021	FOUND 1" BRASS DISC, "ODOT 807"
4	303189.73	168881.60	1821+98.97	45.30' LT	1/08/2021	FOUND 1" BRASS DISC, "ODOT 810"
5	302936.01	168854.76	1819+49.05	26.01' LT	1/08/2021	FOUND 1" BRASS DISC, "ODOT 809"
6	302525.07	168880.28	1815+41.66	25.92' RT	1/08/2021	SET 1-1/8" BRASS DISC, "DEA CONTROL"
7	302368.44	168527.55	1810+45.78	24.58' LT	1/11/2021	SET 1-1/8" BRASS DISC, "DEA CONTROL"
8	302386.30	168293.34	1808+10.96	29.98' LT	1/11/2021	FOUND 1-1/8" BRASS DISC, "CESNW INC"
9	302347.23	168033.86	1805+53.92	22.80' RT	1/11/2021	SET 1-1/8" BRASS DISC, "DEA CONTROL"
10	302357.92	168750.74	1812+69.22	25.92' LT	1/08/2021	SET 1-1/8" BRASS DISC, "DEA CONTROL"
LPSB	444033.09	228001.83	NA	NA	NA	ORGN REFERENCE STATION
P732	204306.99	15708.88	NA	NA	NA	ORGN REFERENCE STATION
YONC	291884.82	173321.60	NA	NA	NA	ORGN REFERENCE STATION

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REGISTERED PROFESSIONAL LAND SURVEYOR  
ROBERT R. JACKSON  
47721  
RENEWS: 6/30/2023

**OREGON DEPARTMENT OF TRANSPORTATION**  
HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP  
US101/OR38 CURB RAMPS PROJECT  
UMPUQA HWY. 38, MILEPOSTS 50.25 TO 50.54  
CITY OF DRAIN  
DOUGLAS COUNTY, OREGON

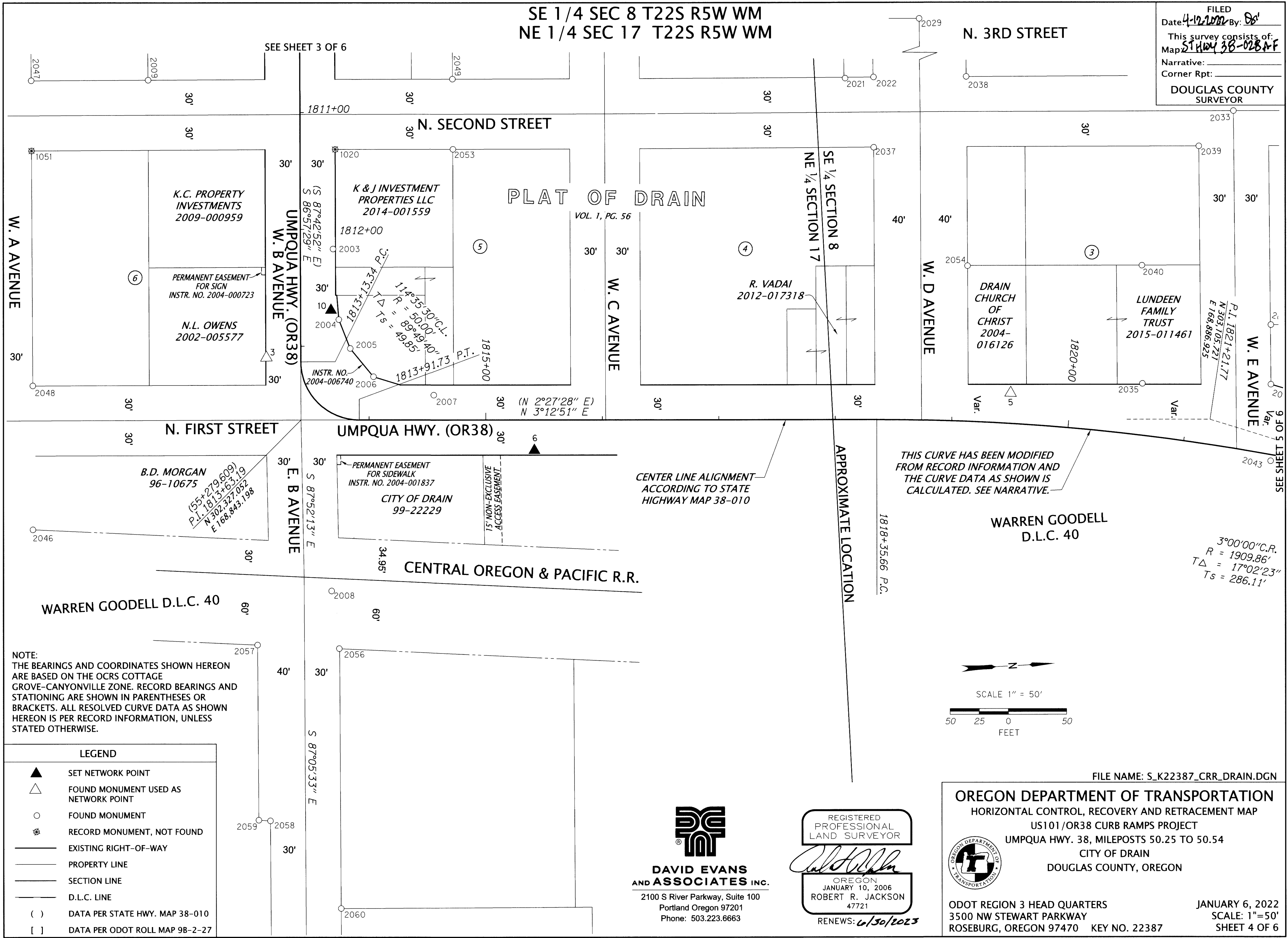
ODOT REGION 3 HEAD QUARTERS  
3500 NW STEWART PARKWAY  
ROSEBURG, OREGON 97470 KEY NO. 22387

JANUARY 6, 2022  
SCALE: NONE  
SHEET 2 OF 6



SE 1/4 SEC 8 T22S R5W WM  
NE 1/4 SEC 17 T22S R5W WM

FILED  
Date: 4-12-2022 By: DE  
This survey consists of:  
Map: ST HWY 38-028AF  
Narrative:  
Corner Rpt:  
DOUGLAS COUNTY  
SURVEYOR



NOTE:  
THE BEARINGS AND COORDINATES SHOWN HEREON  
ARE BASED ON THE OCRS COTTAGE  
GROVE-CANYONVILLE ZONE. RECORD BEARINGS AND  
STATIONING ARE SHOWN IN PARENTHESES OR  
BRACKETS. ALL RESOLVED CURVE DATA AS SHOWN  
HEREON IS PER RECORD INFORMATION, UNLESS  
STATED OTHERWISE.

LEGEND	
▲	SET NETWORK POINT
△	FOUND MONUMENT USED AS NETWORK POINT
○	FOUND MONUMENT
⊛	RECORD MONUMENT, NOT FOUND
—	EXISTING RIGHT-OF-WAY
—	PROPERTY LINE
—	SECTION LINE
—	D.L.C. LINE
( )	DATA PER STATE HWY. MAP 38-010
[ ]	DATA PER ODOT ROLL MAP 9B-2-27

**DAVID EVANS AND ASSOCIATES INC.**  
2100 S River Parkway, Suite 100  
Portland Oregon 97201  
Phone: 503.223.6663

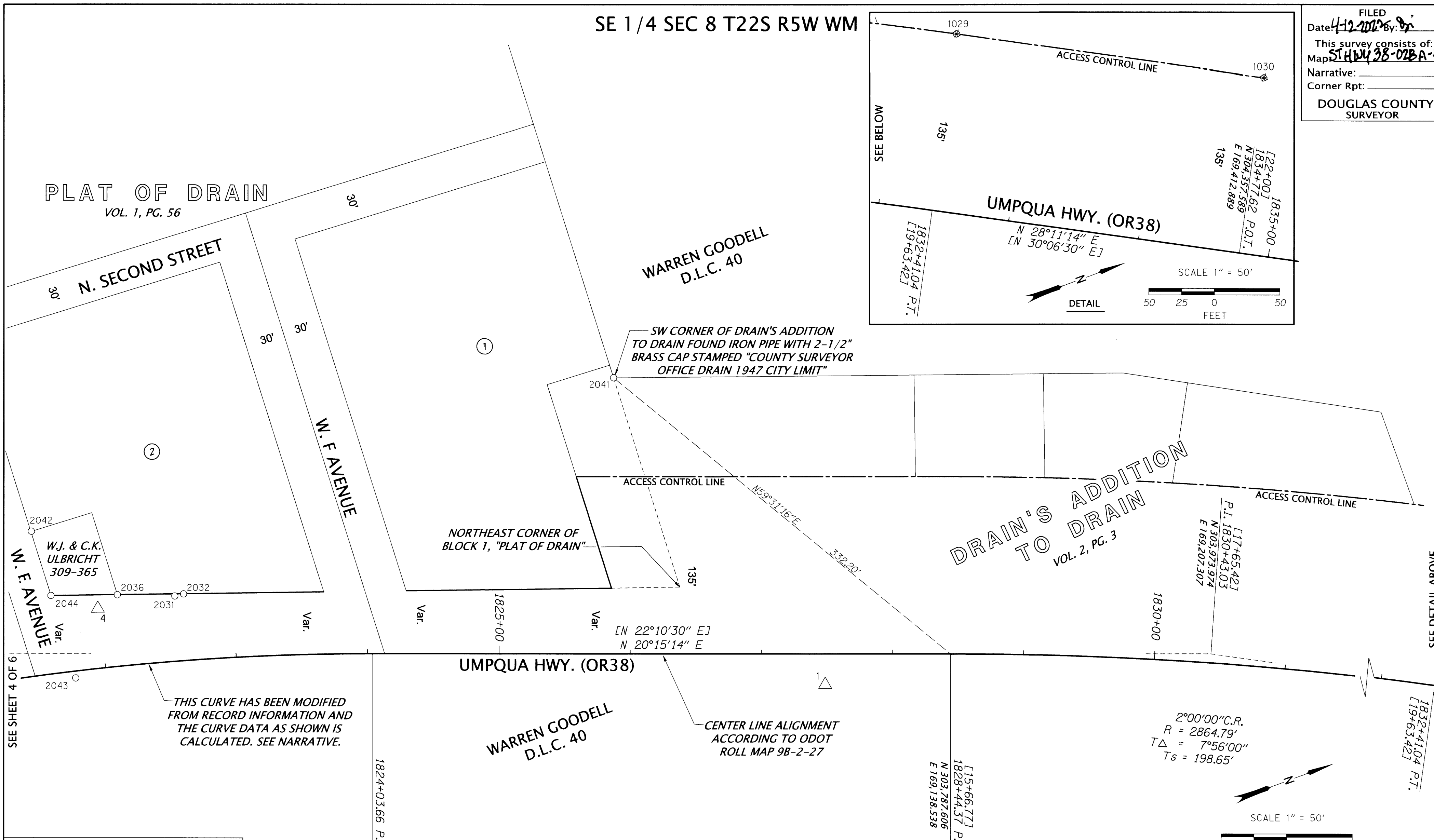
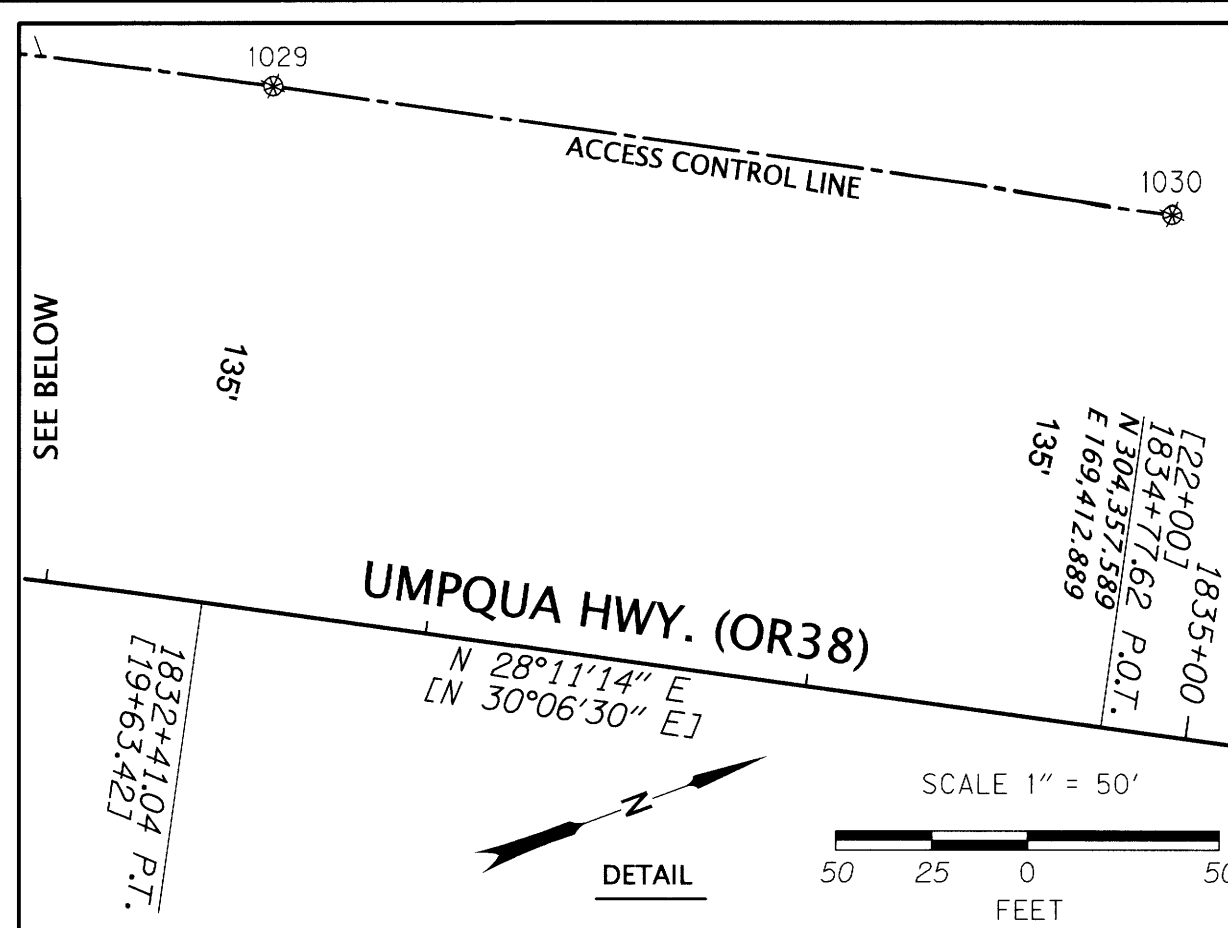
REGISTERED PROFESSIONAL LAND SURVEYOR  
*Robert R. Jackson*  
OREGON  
JANUARY 10, 2006  
ROBERT R. JACKSON  
47721  
RENEWS: 6/30/2023

FILE NAME: S\_K22387\_CRR\_DRAIN.DGN  
**OREGON DEPARTMENT OF TRANSPORTATION**  
HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP  
US101/OR38 CURB RAMPS PROJECT  
UMPQUA HWY. 38, MILEPOSTS 50.25 TO 50.54  
CITY OF DRAIN  
DOUGLAS COUNTY, OREGON  
ODOT REGION 3 HEAD QUARTERS  
3500 NW STEWART PARKWAY  
ROSEBURG, OREGON 97470 KEY NO. 22387  
JANUARY 6, 2022  
SCALE: 1"=50'  
SHEET 4 OF 6

SE 1/4 SEC 8 T22S R5W WM

FILED  
 Date: 4-12-2006 By: [Signature]  
 This survey consists of:  
 Map: ST HWY 38-028A-F  
 Narrative:  
 Corner Rpt:  
 DOUGLAS COUNTY  
 SURVEYOR

PLAT OF DRAIN  
 VOL. 1, PG. 56



LEGEND

▲	SET NETWORK POINT
△	FOUND MONUMENT USED AS NETWORK POINT
○	FOUND MONUMENT
⊛	RECORD MONUMENT, NOT FOUND
—	EXISTING RIGHT-OF-WAY
—	PROPERTY LINE
—	SECTION LINE
—	D.L.C. LINE
( )	DATA PER STATE HWY. MAP 38-010
[ ]	DATA PER ODOT ROLL MAP 9B-2-27

NOTE:  
 THE BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON THE OCRS COTTAGE GROVE-CANYONVILLE ZONE. RECORD BEARINGS AND STATIONING ARE SHOWN IN PARENTHESES OR BRACKETS. ALL RESOLVED CURVE DATA AS SHOWN HEREON IS PER RECORD INFORMATION, UNLESS STATED OTHERWISE.

**DAVID EVANS AND ASSOCIATES INC.**  
 2100 S River Parkway, Suite 100  
 Portland Oregon 97201  
 Phone: 503.223.6663

REGISTERED PROFESSIONAL LAND SURVEYOR  
 [Signature]  
 OREGON  
 JANUARY 10, 2006  
 ROBERT R. JACKSON  
 47721  
 RENEWS: 6/30/2023

**OREGON DEPARTMENT OF TRANSPORTATION**  
 HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP  
 US101/OR38 CURB RAMPS PROJECT  
 UMPQUA HWY. 38, MILEPOSTS 50.25 TO 50.54  
 CITY OF DRAIN  
 DOUGLAS COUNTY, OREGON

ODOT REGION 3 HEAD QUARTERS  
 3500 NW STEWART PARKWAY  
 ROSEBURG, OREGON 97470 KEY NO. 22387

JANUARY 6, 2022  
 SCALE: 1"=50'  
 SHEET 5 OF 6

SE 1/4 SEC 8 T22S R5W WM  
NE 1/4 SEC 17 T22S R5W WM  
NW 1/4 SEC 17 T22S R5W WM

FILED  
Date: 4-12-2022 By: [Signature]  
This survey consists of:  
Map: ST HWY 38-028 A-F  
Narrative: \_\_\_\_\_  
Corner Rpt: \_\_\_\_\_  
DOUGLAS COUNTY  
SURVEYOR

RECOVERED MONUMENT LIST

PT. NO.	OCRS NORTHING	OCRS EASTING	STATION	OFFSET	DATE	DESCRIPTION	SOURCE
8	302386.30	168293.34	1808+10.96	29.98' LT	1/11/2021	FOUND 1-1/8" BRASS DISC, "CESNW INC"	M173-62
2000	302340.03	168139.19	1806+59.48	24.40' RT	1/14/2021	FD 1" BD, "CESNW INC."	NO RECORD
2001	302120.78	168337.11	1808+68.76	232.83' RT	1/14/2021	FD 5/8" IR	NO RECORD
2002	302383.26	168356.74	1808+74.43	30.31' LT	1/14/2021	FD 1-1/2" AC, "ODOT CONTROL #17"	38-010
2003	302362.66	168698.64	1812+16.94	27.89' LT	1/15/2021	FD 1" BD, "ODOT CONTROL FC"	38-013
2004	302364.19	168759.19	1812+77.32	32.63' LT	1/15/2021	FD 1-1/2" AC, "ODOT RIGHT-OF-WAY"	38-013
2005	302372.57	168784.46	1813+02.11	42.33' LT	1/15/2021	FD 1-1/2" AC, "ODOT RIGHT-OF-WAY"	38-013
2006	302390.99	168809.65	1814+03.83	37.08' LT	1/15/2021	FD 1-1/2" AC, "ODOT RIGHT-OF-WAY"	38-013
2007	302441.46	168828.28	1814+55.27	21.31' LT	1/15/2021	FD 1" BD, "ODOT CONTROL FC"	38-013
2008	302344.90	168990.79	1813+85.71	147.79' RT	1/15/2021	FD 5/8" IR W/ 1-1/2" AC, "ODOT HORIZ. CONTROL 19"	38-010
2009	302212.59	168545.34	1810+71.82	130.10' RT	1/15/2021	FD 1/2" IP, DOWN 0.1'	FD IN M109-67
2010	302404.24	167983.91	1804+99.49	30.83' LT	1/20/2021	FD 5/8" IR W/ RPC, ILLEGIBLE, DOWN 0.1'	M150-71
2011	302411.83	167934.32	1804+46.45	31.00' LT	1/20/2021	FD 5/8" IR W/ RPC, ILLEGIBLE	M150-71
2012	302416.01	167915.55	1804+26.11	31.12' LT	1/20/2021	FD 5/8" IR W/ RPC, ILLEGIBLE	M150-71
2013	302441.71	167835.77	1803+37.36	31.46' LT	1/20/2021	FD 5/8" IR W/ RPC, ILLEGIBLE	M150-71
2014	302377.86	167781.89	1803+13.43	48.50' RT	1/20/2021	FD 5/8" IR W/ RPC, ILLEGIBLE	M150-71
2015	302357.71	167831.37	1803+62.70	48.65' RT	1/20/2021	FD 5/8" IR W/ RPC, ILLEGIBLE	M150-71
2016	302345.82	167905.86	1804+32.27	39.46' RT	1/20/2021	FD 5/8" IR W/ YPC, "LS 1076"	M109-67
2017	302345.23	167916.81	1804+42.42	37.74' RT	1/20/2021	FD 5/8" IR W/ RPC, "D.A. EDWARDS L.S. 2339"	M139-21
2018	302236.65	168083.64	"D" 650+97.50	29.02' LT	1/20/2021	FD 1" IP, DOWN 0.2'	FD IN PP 1994-0096
2019	302197.15	168082.87	"D" 651+37.01	29.38' LT	1/20/2021	FD 5/8" IR W/ YPC, "LS 1076", DOWN 0.1'	PP 1994-0096
2020	302136.79	168080.72	"D" 651+97.41	28.96' LT	1/20/2021	FD 5/8" IR W/ YPC, "LS 1076", DOWN 0.1'	PP 1994-0096
2021	302809.49	168577.39	1818+08.65	292.44' LT	1/20/2021	FD 2" IP, BENT	M89-48 (5/8" IR W/CAP)
2022	302833.96	168577.85	1818+33.11	293.35' LT	1/20/2021	FD 1" IP, DOWN 0.1'	M89-48 (5/8" IR W/CAP)
2024	302549.07	168042.46	1805+51.80	179.21' LT	1/26/2021	FD 5/8" IR, DOWN 0.1'	FD IN M134-79
2025	302109.48	168018.47	"D" 652+26.49	32.48' RT	1/26/2021	FD 5/8" IR, BENT, DOWN 0.1'	M109-67
2026	302426.22	167884.91	1803+91.96	33.12' LT	1/26/2021	FD 5/8" IR, W/ OPC, ILLEGIBLE	M150-71
2027	302122.86	168339.55	1808+71.09	230.63' RT	1/26/2021	FD 1-1/2" BOLT, DOWN 0.9'	M14-59
2028	302122.89	168338.02	1808+69.56	230.68' RT	1/26/2021	FD 1" IP, DOWN 0.7'	FD IN 38-010
2029	302883.41	168350.52	1818+62.41	523.34' LT	1/26/2021	FD 3/4" IR, UP 0.5'	M14-60
2030	302550.47	168041.68	1805+50.94	180.57' LT	1/26/2021	FD 5/8" IR W/YPC, "DYER PARTNER LS 2340"	M134-79
2031	303248.16	168892.96	1822+56.92	49.43' LT	2/8/2021	FD 3/4" IR, DOWN 0.2'	FD IN 38-010 (1" BOLT HEAD/SHANK)
2032	303254.98	168893.77	1822+63.53	50.53' LT	2/8/2021	FD 1/2" IP, UP 0.4', FILLED WITH CONC	M19-22
2033	303140.72	168624.13	1821+02.98	285.82' LT	2/8/2021	FD "T-IRON", DOWN 0.5'	M24-71
2034	302452.26	167836.31	1803+33.63	41.43' LT	2/8/2021	FD 5/8" IR W/ RPC, ILLEGIBLE, DOWN 0.1'	M150-71
2035	303049.40	168852.96	1820+58.99	44.10' LT	3/29/2021	FD 5/8" IR, DOWN 1.1'	M76-60
2036	303207.31	168876.88	1822+14.43	54.22' LT	3/29/2021	FD 3/4" IP, DOWN 0.5'	M19-22
2037	302830.70	168637.89	1818+33.22	233.22' LT	3/30/2021	FD 5/8" IR, DOWN 0.9'	FD IN M109-68 (1-1/2" IP)
2038	302913.27	168581.93	1819+02.25	295.07' LT	3/30/2021	FD 5/8" IR W/ YPC, ILLEGIBLE	M159-31
2039	303109.35	168652.56	1820+80.69	251.97' LT	3/30/2021	FD 5/8" IR	M76-60
2040	303054.74	168751.98	1820+47.72	144.53' LT	3/30/2021	FD 5/8" IR, UP 0.5'	M76-60
2041	303619.11	168852.25	1825+87.19	210.26' LT	3/30/2021	FD 2-1/2" BC ON IP, "COUNTY SURVEYOR OFFICE DRAIN 1947 CITY LIMIT", UP 1.3'	FD IN 98-2-27 & M136-64
2042	303162.46	168808.88	1821+57.19	109.65' LT	3/30/2021	FD 1/2" IP	M19-22
2043	303155.64	168925.34	1821+76.51	5.30' RT	3/30/2021	FD VERTICAL R/R TRACK, INSCRIBED "RR PRO.." ILLEGIBLE TEXT, UP 2.0'	FD IN M19-22
2044	303159.57	168859.89	1821+65.47	59.30' LT	3/30/2021	FD 2-1/2" FLARED TOP IR, UNDER EDGE OF CONC WALK, DOWN 0.6'	M19-22
2045	302225.97	168284.84	1808+10.98	130.57' RT	3/30/2021	FD "T-IRON", DOWN 0.1'	FD IN M77-24
2046	302092.04	168924.04	1813+36.93	264.77' RT	3/30/2021	FD SQUARE BOLT, DOWN 0.9'	NO RECORD
2047	302112.29	168540.12	1810+71.94	230.54' RT	3/31/2021	FD 3/4" IP, DOWN 0.7'	FD IN M6-2 & M109-67
2048	302098.89	168801.08	1813+16.88	230.78' RT	3/31/2021	FD 1-1/2" IP, DOWN 0.3'	FD IN M11-69 (3/4" IP)
2049	302472.82	168558.99	1810+71.65	130.48' LT	3/31/2021	FD 1" IP	M51-9 (5/8" IR)
2050	302534.70	168301.20	1808+10.94	178.60' LT	3/31/2021	FD 1-1/8" BD, "CESNW INC."	M173-62
2051	302600.55	168044.54	1805+51.14	230.73' LT	3/31/2021	FD 5/8" IR, DOWN 0.2'	M134-79
2052	302510.47	168040.52	1805+51.91	140.57' LT	3/31/2021	FD 5/8" IR, LEANING EASTERLY, DOWN 0.1'	M115-80
2053	302469.82	168619.00	1811+31.72	130.67' LT	4/5/2021	FD IRON T-BAR, DOWN 0.4'	M19-23 (1/2" IP)
2054	302905.31	168743.89	1819+08.60	133.06' LT	4/5/2021	FD 5/8" IR W/ RPC, "D.A. EDWARDS L.S. 2339", DOWN 0.4'	M138-2
2056	302348.63	169040.53	1813+88.23	196.42' RT	4/5/2021	FD 5/8" IR	PP 1995-0085
2057	302278.95	169033.55	1813+74.48	207.93' RT	4/5/2021	FD 5/8" IR W/ RPC, "D.A. EDWARDS L.S. 2339", DOWN 0.2'	PP 2007-0045
2058	302281.42	169184.41	1813+82.15	350.57' RT	4/5/2021	FD 5/8" IR W/ RPC, "GEOMAX INC", DOWN 0.4'	PP 2004-0027
2059	302271.57	169183.32	1813+80.93	352.04' RT	4/5/2021	FD 5/8" IR W/ RPC, "D.A. EDWARDS L.S. 2339"	PP 2007-0045
2060	302337.60	169262.71	1813+90.04	418.53' RT	4/5/2021	FD 5/8" IR W/ YPC, ILLEGIBLE	PP 1993-0075

**LEGEND**

AC	ALUMINUM CAP
BC	BRASS CAP
BD	BRASS DISC
CONC.	CONCRETE
FD	FOUND
IP	IRON PIPE
IR	IRON ROD
LT	LEFT
PP	PARTITION PLAT
RT	RIGHT
RPC	RED PLASTIC CAP
W/	WITH
YPC	YELLOW PLASTIC CAP


**CENTER LINE ALIGNMENTS**

NONE	UMPQUA HWY 38
"D"	DRAIN TO YONCALLA HWY
"E"	ELKTON TO YONCALLA HWY

RECORD MONUMENT LIST (MONUMENTS NOT FOUND)

PT. NO.	OCRS NORTHING	OCRS EASTING	STATION	OFFSET	DESCRIPTION	SOURCE
1020	302369.30	168613.51	1811+31.58	30.00' LT	"T" IRON, FLUSH	38-010
1025	302138.63	168019.05	"D" 651+97.33	32.74' RT	"T" IRON, DOWN 6"	38-010
1029	304212.83	169182.15	1832+41.04	135.00' LT	5/8" IR W/ 1-1/2" AC, "OREG. STATE HWY. DEPT. PT 19+63.42", UP 4"	38-010
1030	304421.35	169293.90	1834+77.62	135.00' LT	5/8" IR W/ 1-1/2" AC, "OREG. STATE HWY. DEPT. POT 22+00", UP 3"	38-010
1046	302126.00	168279.64	1808+11.09	230.68' RT	1" IP, DOWN 4"	38-010
1051	302109.20	168600.15	1811+32.04	230.45' RT	1" IP, DOWN 16"	38-010

  
**DAVID EVANS  
AND ASSOCIATES INC.**  
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REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
  
OREGON  
JANUARY 10, 2006  
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RENEWS: 6/30/2023

FILE NAME: S\_K22387\_CRR\_DRAIN.DGN  
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US101/OR38 CURB RAMPS PROJECT  
UMPQUA HWY. 38, MILEPOSTS 50.25 TO 50.54  
CITY OF DRAIN  
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ROSEBURG, OREGON 97470 KEY NO. 22387

JANUARY 6, 2022  
SCALE: NONE  
SHEET 6 OF 6