

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

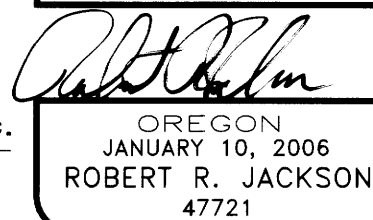
SHEET 2: BASIS OF BEARINGS, CONTROL NETWORK SCHEMATIC, REFERENCES, AND SHEET LAYOUT

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

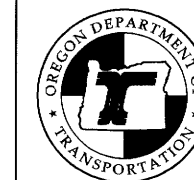
HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP

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