

FILED
 Date: 8-3-2009 By: JC
 This survey consists of:
 Map: ST HWY 42 - 014A-N
 Narrative:
 Corner Rpt: _____

DOUGLAS COUNTY
 SURVEYOR

PURPOSE
 THE PURPOSE OF THIS SURVEY WAS TO PROVIDE TOPOGRAPHIC DATA; DIGITAL TERRAIN MODEL; AND A CONTROL, RECOVERY, RETRACEMENT MAP FOR A PROJECT NAMED "OR 42: HOOVER HILL PASSING LANE (WINSTON)". KEY NUMBER 13820 AND ALSO A PROJECT NAMED "OR42: HOOVER HILL - LOOKINGGLASS CREEK PAVING". KEY NUMBER 13801. SURVEY CONTROL AND MONUMENT TIES WERE PERFORMED BETWEEN AUGUST 16 AND AUGUST 30, 2006. THE ORIGINAL FIELD NOTES FOR THE PROJECT ARE ARCHIVED IN SALEM IN FIELD BOOK NUMBER 4398.

COORDINATES & BASIS OF BEARING
 THE BEARINGS ARE BASED ON THE OREGON COORDINATE SYSTEM (OCS) OF 1983 (98 ADJUSTMENT), SOUTH ZONE. THIS SURVEY UTILIZES A LOCAL DATUM PLANE (LDP) WHICH IS RELATIVE TO THE SAID OCS, WITH RESPECT TO THE LOCAL LATITUDE AND GROUND ELEVATION. THE LDP COORDINATES DEFINE TRUE GROUND DISTANCES. TO CONVERT LDP COORDINATES TO THE OCS, MULTIPLY THE COORDINATES BY 0.99986943106. VERTICAL DATUM IS NAVD 1988.

HORIZONTAL CONTROL
 "DELI" WHICH IS A COOPERATIVE BASE NETWORK CONTROL STATION WAS USED AS THE PRIMARY CONTROL FOR THE PROJECT. A GPS BASE STATION OCCUPIED THE PRIMARY CONTROL POINT FOR REAL TIME KINEMATIC (RTK) GPS WORK. THIS WORK CONSISTED OF TYING STRATEGIC POINTS AND EXISTING MONUMENTS TWICE WITH A GPS RTK ROVER WITH AT LEAST 30 MINUTES BETWEEN OCCUPATIONS. MONUMENTS THAT COULD NOT BE TIED BY RTK GPS METHODS WERE TIED BY TOTAL STATION FROM PREVIOUSLY TIED RTK GPS MONUMENTS.

HORIZONTAL CONTROL EQUIPMENT
 A LEICA GX1230 DUAL FREQUENCY GPS RECEIVER WAS USED FOR GPS OBSERVATIONS. IT HAS THE FOLLOWING ACCURACY: PHASED DIFFERENTIAL STATIC METHOD HORIZONTAL ERROR OF 5 MM + 0.5 PPM, AND A VERTICAL ERROR OF 10 MM, + 0.5 PPM; PHASED DIFFERENTIAL RTK METHOD HORIZONTAL ERROR OF 10 MM + 1 PPM, AND A VERTICAL ERROR OF 20 MM, + 1 PPM.

A LEICA TCA1800 TOTAL STATION WAS USED FOR GATHERING TOPOGRAPHIC DATA AND SOME OF THE MONUMENT TIES. IT HAS THE FOLLOWING ACCURACY: STANDARD ANGULAR ERROR +/- 1 SECOND; STANDARD DISTANCE ERROR OF +/- 2MM, +/- 2 PPM.

VERTICAL CONTROL
 BENCH MARKS C741X AND L741X WERE HELD AS VERTICAL CONTROL FOR THE PROJECT. A LEVEL CIRCUIT WAS RUN TO ESTABLISH ELEVATIONS ON CONTROL POINTS USED FOR THE TOPOGRAPHY WORK.

VERTICAL CONTROL EQUIPMENT
 A LEICA NA2002 DIGITAL LEVEL AND A LEICA GBNL4C ALUMINUM LEVEL ROD WAS USED TO COMPLETE THE LEVEL CIRCUITS. THIS INSTRUMENT HAS THE FOLLOWING STANDARD DEVIATION OF 1.5MM IN A 1 KILOMETER DOUBLE RUN LEVEL CIRCUIT.

RESOLUTION OF RIGHT OF WAY
 IN ONE AREA OF THIS FILING MAP YOU HAVE MORE THAN ONE CENTER LINE DEFINING THE RIGHT OF WAY LINES. DIMENSION LINES WITH ARROW HEADS WERE PLACED IN THOSE AREAS WHERE THIS IS THE CASE TO HELP CLARIFY. INFORMATION SHOWN WITHOUT PARENTHESIS IS MEASURED. IF MEASURED DATA DIFFERS FROM RECORD DATA BOTH ARE SHOWN. IF ONLY RECORD INFORMATION IS SHOWN IT WAS HELD. EACH RECORD RIGHT OF WAY MAP SHOWS A FILE NUMBER ASSIGNED TO EVERY OWNER PURCHASED FROM. BY LOOKING UP THE FILE NUMBER WITHIN THE STATE ARCHIVES YOU CAN READ THE HISTORY OF EACH PROPERTY AND THE DEED OF THE PROPERTY PURCHASED OR SOLD BY THE STATE.

CURRENT EXISTING HIGHWAY RIGHT OF WAY CENTER LINE
 THE CURRENT EXISTING HIGHWAY RIGHT OF WAY CENTER LINE HAS NO CENTER LINE DESIGNATOR AND WAS RESOLVED USING THE FOLLOWING ODOT RIGHT OF WAY DRAWINGS (DRG) LISTED IN CHRONOLOGICAL ORDER: 6B-28-22, 9B-34-12, 10C-54-2, 10B-8-11, AND 10B-19-34. THE FIRST TANGENT SPLIT POINTS 1200 AND 1201 AND HELD THE PROPORTIONATE RECORD DISTANCE BETWEEN POINTS 1022 AND 1023. THE NEXT TANGENT HELD THE RECORD DISTANCE FROM POINTS 1035 AND 1040. THE NEXT TANGENT WAS PROJECTED FROM THE BACK TANGENT USING RECORD CURVE DATA FROM DRG 6B-28-22. THE NEXT TANGENT WAS A BEST FIT OF THE EXISTING FENCES AND THE HIGHWAY PAVEMENT. THE NEXT TANGENT HELD THE RECORD DISTANCE FROM POINTS 1047 AND 1061. THE NEXT TANGENT HELD THE RECORD DISTANCE FROM POINTS 1224 AND 1066. THE NEXT TANGENT HELD THE RECORD DISTANCE FROM POINTS 1068 AND 1252. THE LAST TANGENT WAS TAKEN FROM DRG 10B-19-34 AND FILED SURVEY ST. HWY. 42-009 WAS MOVED AND ROTATED INTO PLACE BY HOLDING COMMON POINT 3 AND ROTATING TO COMMON POINT 1. RECORD DEGREE OF CURVE AND SPIRAL LENGTH WAS HELD ON ALL CURVES. THE FIRST RECORD STATION WAS HELD ON THE SPLIT BETWEEN POINTS 1200 AND 1201. THE NEXT RECORD STATION WAS HELD ON THE PROPORTIONATE DISTANCE BETWEEN POINTS 1022 AND 1023. THE NEXT RECORD STATION WAS HELD ON POINT 1040. THE NEXT RECORD STATION WAS HELD ON POINT 1052. THE NEXT RECORD STATION WAS HELD ON POINT 1064. THE LAST RECORD STATION WAS TAKEN FROM RIGHT OF WAY DRAWING 10B-19-34 AND FILED SURVEY ST. HWY. 42-009 AFTER MOVING AND ROTATION, AS DESCRIBED PREVIOUSLY.

"6B" RIGHT OF WAY CENTER LINE
 THE "6B" EXISTING RIGHT OF WAY CENTER LINE WAS RESOLVED USING RIGHT OF WAY DRAWING 6B-28-22. THIS CENTER LINE USED RECORD CURVE DATA TO BACK IN THE RECORD CENTER LINE HOLDING THE AHEAD TANGENT WHERE IT MATCHES INTO THE CURRENT EXISTING HIGHWAY RIGHT OF WAY CENTER LINE. STATIONING WAS TAKEN FROM THE CURRENT EXISTING HIGHWAY RIGHT OF WAY CENTER LINE.

"BR" RIGHT OF WAY CENTER LINE
 THE EXISTING RIGHT OF WAY CENTER LINE OF BROCKWAY ROAD DESIGNATED THE "BR" CENTER LINE WAS RESOLVED USING DOUGLAS COUNTY ROAD PLANS FOR COUNTY ROAD NUMBER 47, DRAWING 01550124. THE FIRST TANGENT SPLIT POINTS 1242 AND 1244 AND HELD THE RECORD DISTANCE FROM POINT 1246. THE NEXT TANGENT HELD THE RECORD DISTANCE FROM POINT 1246 AND THE SPLIT BETWEEN POINTS 1233 AND 1236. THE LAST TANGENT WAS FORCED TO BE TANGENT AT POINT 1235 AND HOLD THE RECORD DEGREE OF CURVE. RECORD DEGREE OF CURVE WAS HELD ON ALL CURVES. RECORD STATION WAS HELD ON POINT 1246.

BOUNDARY LINE LEGEND	
	EXISTING HIGHWAY RIGHT OF WAY
	EXISTING STREET RIGHT OF WAY
	EXISTING HIGHWAY ACCESS CONTROL/RIGHT OF WAY
	EXISTING EASEMENT
	DONATION LAND CLAIM
	DONATION LAND CLAIM (BOTH SIDES)
	TOWNSHIP
	SECTION
	1/4 SECTION
	1/16 SECTION OR GOVERNMENT LOT

USE ODOT PEN TABLE SURV_CRR_GS.TBL (GRAYSHADE) TO PLOT SHEETS

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR
Marshall R. Wagstaff
 OREGON
 JANUARY 9, 2001
 MARSHALL R. WAGSTAFF
 49476LS
 EXPIRES 06/30/10

SI FEET

 OREGON DEPARTMENT OF TRANSPORTATION
 HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP
 OR42: HOOVER HILL - LOOKINGGLASS CREEK PAVING
 COOS BAY - ROSEBURG HWY. NO. 35, OR42, M.P. 68.61-72.52
 DOUGLAS COUNTY
 FILE: 13820RW.DGN
 FOR ODOT REGION 3
 3500 NW. STEWART PKWY.
 ROSEBURG, OR. 97470
 JULY 30, 2009
 SHEET 3 OF 14

ST. HWY 42 - 014 C