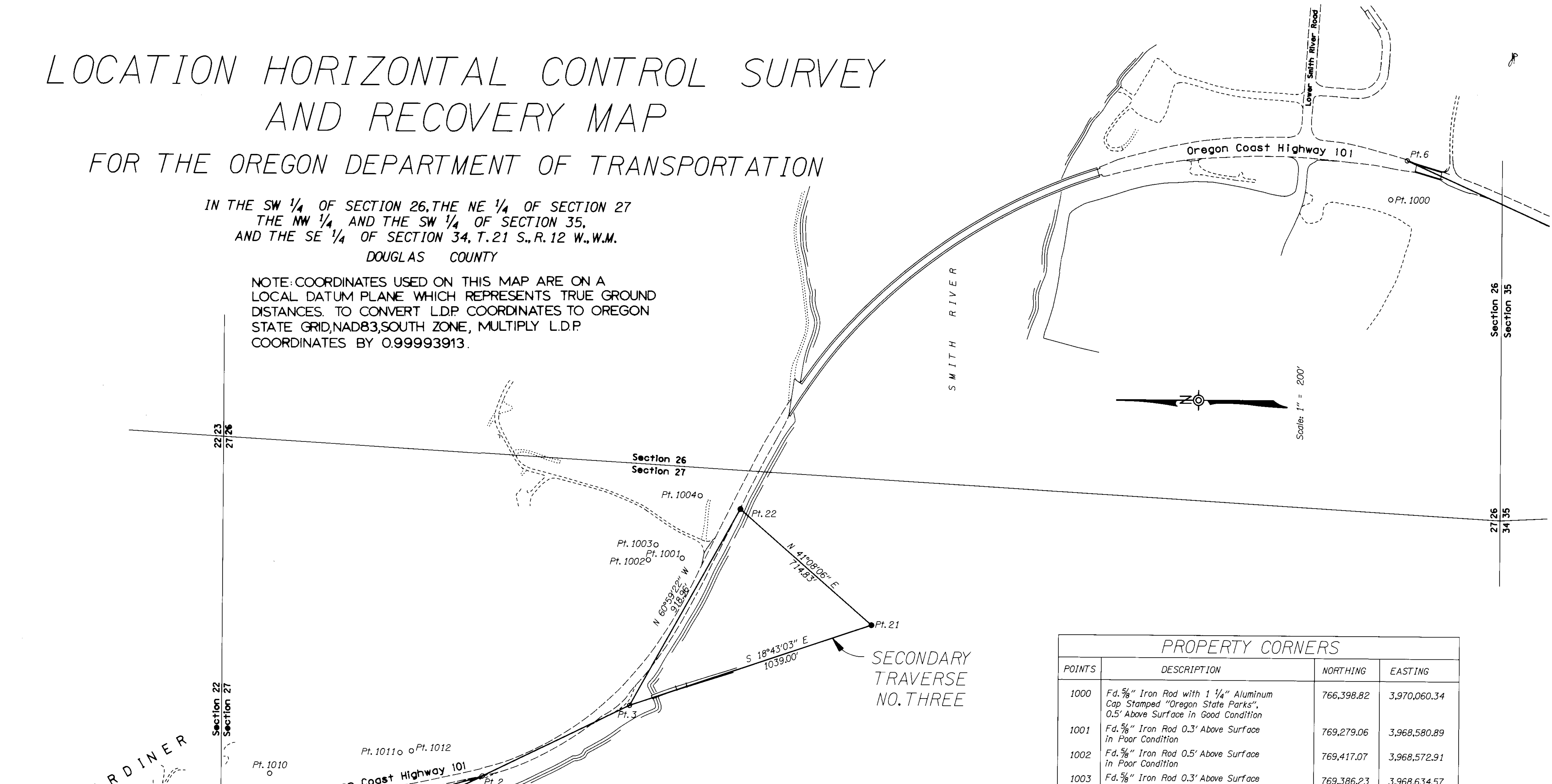


LOCATION HORIZONTAL CONTROL SURVEY AND RECOVERY MAP

FOR THE OREGON DEPARTMENT OF TRANSPORTATION

IN THE SW 1/4 OF SECTION 26, THE NE 1/4 OF SECTION 27
THE NW 1/4 AND THE SW 1/4 OF SECTION 35,
AND THE SE 1/4 OF SECTION 34, T. 21 S., R. 12 W., W.M.
DOUGLAS COUNTY

NOTE: COORDINATES USED ON THIS MAP ARE ON A
LOCAL DATUM PLANE WHICH REPRESENTS TRUE GROUND
DISTANCES. TO CONVERT L.D.P. COORDINATES TO OREGON
STATE GRID, NAD83, SOUTH ZONE, MULTIPLY L.D.P.
COORDINATES BY 0.99993913.



| PHOTOGRAMMETRY CONTROL POINTS | | | | |
|-------------------------------|--|------------|--------------|-----------|
| POINTS | DESCRIPTION | NORTHING | EASTING | ELEVATION |
| 2 | Fd. 5/8" Iron Rod w/Alum. Cap Stamped "OSHD SR-2 1990" | 770,087.56 | 3,967,685.77 | 10.03 |
| 3 | Fd. 5/8" Iron Rod w/Alum. Cap Stamped "OSHD SR-3 1990" | 769,489.18 | 3,967,979.25 | 11.74 |
| 6 | Fd. PK Nail | 766,332.76 | 3,970,219.54 | 30.40 |
| 7 | Fd. PK Nail | 765,630.35 | 3,969,901.06 | 42.46 |
| SECONDARY TRAVERSE NO. THREE | | | | |
| 21 | Set Hub and Tack | 768,505.13 | 3,968,312.67 | |
| 22 | Set Hub and Tack | 769,043.51 | 3,968,782.91 | |
| SECONDARY TRAVERSE NO. FOUR | | | | |
| 25 | Set Hub and Tack | 771,435.32 | 3,967,303.41 | |
| 26 | Set Hub and Tack | 770,996.88 | 3,967,481.49 | |
| 27 | Set Hub and Tack | 770,295.17 | 3,967,585.51 | |

| PROPERTY CORNERS | | | |
|------------------|--|------------|--------------|
| POINTS | DESCRIPTION | NORTHING | EASTING |
| 1000 | Fd. 5/8" Iron Rod with 1 1/4" Aluminum Cap Stamped "Oregon State Parks", 0.5' Above Surface in Good Condition | 766,398.82 | 3,970,060.34 |
| 1001 | Fd. 5/8" Iron Rod 0.3' Above Surface in Poor Condition | 769,279.06 | 3,968,580.89 |
| 1002 | Fd. 5/8" Iron Rod 0.5' Above Surface in Poor Condition | 769,417.07 | 3,968,572.91 |
| 1003 | Fd. 5/8" Iron Rod 0.3' Above Surface in Poor Condition | 769,386.23 | 3,968,634.57 |
| 1004 | Fd. 5/8" Iron Rod 0.5' Below Surface in Fair Condition | 769,207.62 | 3,968,835.66 |
| 1005 | Fd. Tack Set in Lead in Conc. Sidewalk in Good Condition, Flush w/Surface | 771,986.38 | 3,967,284.83 |
| 1006 | Fd. 1 1/2" Brass Disk Stamped "Flagstaff Corner", Set in Hole in Sidewalk 0.2' Below Surface in Good Condition, Adjacent to Short Retaining Wall | 771,803.85 | 3,967,618.79 |
| 1007 | Fd. 3/4" Iron Rod Set in Conc. Driveway Flush w/Surface in Good Condition (Meander Corner) | 771,150.43 | 3,967,522.36 |
| 1008 | Fd. 7/8" Square Head of Bolt Set in Conc. Flush w/Surface in Good Condition | 771,142.65 | 3,967,524.07 |
| 1009 | Fd. 1 1/2" Square Head of Bolt 0.4' Below Surface in Good Condition | 770,955.93 | 3,967,576.66 |
| 1010 | Fd. 5/8" Aluminum Rod with 1 1/4" Plastic Cap Stamped "Baker 1978" 0.4' Above Surface in Good Condition | 770,952.08 | 3,967,692.27 |
| 1011 | Fd. 5/8" Iron Rod 0.2' Above Surface in Fair Condition | 770,421.48 | 3,967,781.14 |
| 1012 | Fd. 1/2" Iron Rod 0.1' Below Surface in Good Condition | 770,375.17 | 3,967,788.54 |

LEGEND
○ Monument Found
● Monument Set

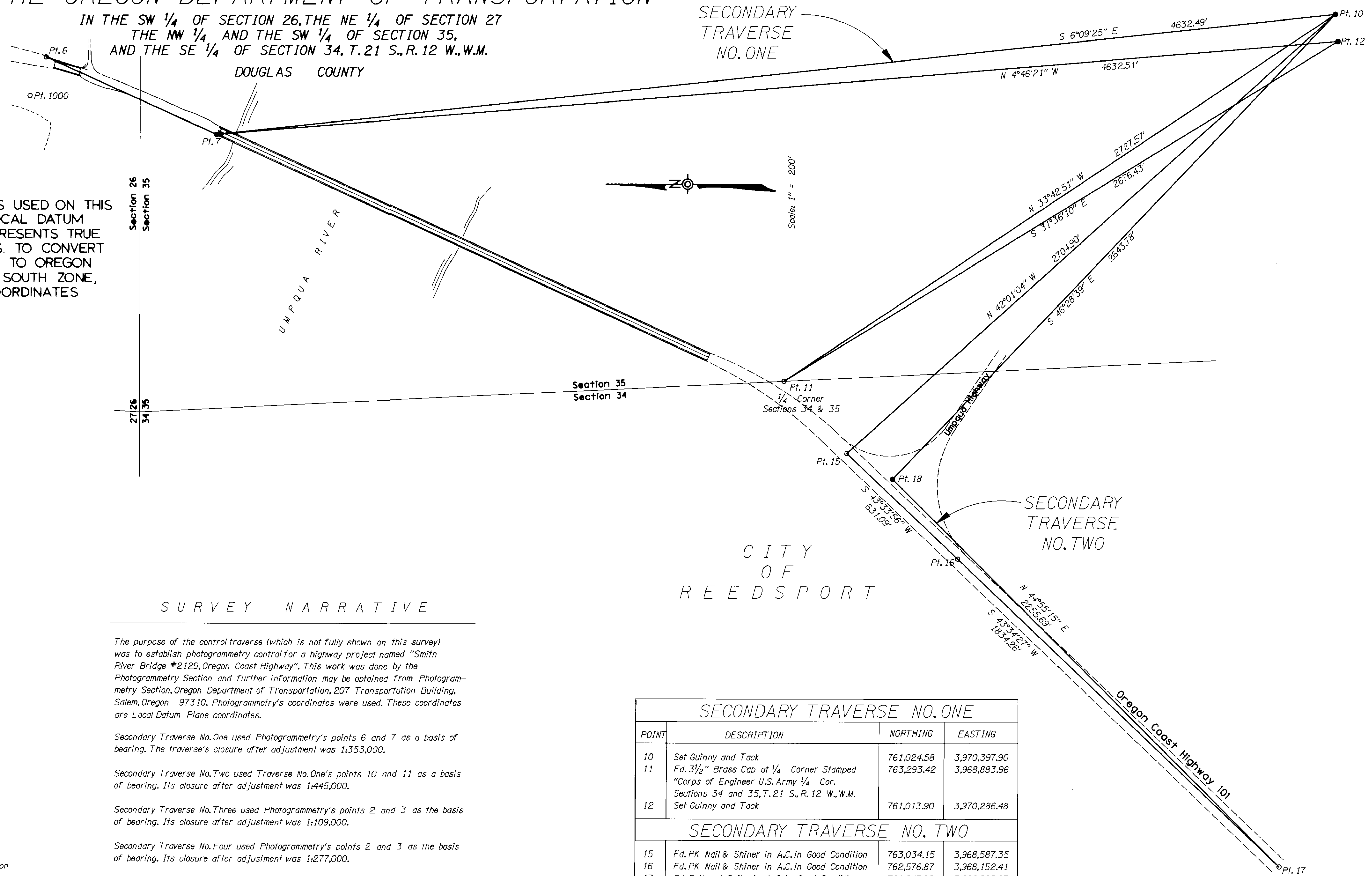
ROGER PATITZ, P.L.S.
Oregon Department of Transportation
3099 N.E. Diamond Lake Blvd.
Roseburg, Oregon 97470



LOCATION HORIZONTAL CONTROL SURVEY AND RECOVERY MAP

FOR THE OREGON DEPARTMENT OF TRANSPORTATION

IN THE SW 1/4 OF SECTION 26, THE NE 1/4 OF SECTION 27
THE NW 1/4 AND THE SW 1/4 OF SECTION 35,
AND THE SE 1/4 OF SECTION 34, T.21 S., R. 12 W., W.M.



NOTE: COORDINATES USED ON THIS MAP ARE ON A LOCAL DATUM PLANE WHICH REPRESENTS TRUE GROUND DISTANCES. TO CONVERT L.D.P. COORDINATES TO OREGON STATE GRID, NAD83, SOUTH ZONE, MULTIPLY L.D.P. COORDINATES BY 0.99993913.

SURVEY NARRATIVE

The purpose of the control traverse (which is not fully shown on this survey) was to establish photogrammetry control for a highway project named "Smith River Bridge #2129, Oregon Coast Highway". This work was done by the Photogrammetry Section and further information may be obtained from Photogrammetry Section, Oregon Department of Transportation, 207 Transportation Building, Salem, Oregon 97310. Photogrammetry's coordinates were used. These coordinates are Local Datum Plane coordinates.

Secondary Traverse No. One used Photogrammetry's points 6 and 7 as a basis of bearing. The traverse's closure after adjustment was 1:353,000.

Secondary Traverse No. Two used Traverse No. One's points 10 and 11 as a basis of bearing. Its closure after adjustment was 1:445,000.

Secondary Traverse No. Three used Photogrammetry's points 2 and 3 as the basis of bearing. Its closure after adjustment was 1:109,000.

Secondary Traverse No. Four used Photogrammetry's points 2 and 3 as the basis of bearing. Its closure after adjustment was 1:277,000.

The equipment used on all four secondary traverses was a Wild T2000 Electronic Theodolite with a DI5 Distomat.

The survey was started August 19, 1991 and finished January 9, 1992.



LEGEND

- Monument Found
- Monument Set

ROGER PATITZ, P.L.S.
Oregon Department of Transportation
3099 N.E. Diamond Lake Blvd.
Roseburg, Oregon 97470

SHEET TWO OF TWO

| SECONDARY TRAVERSE NO. ONE | | | |
|----------------------------|---|------------|--------------|
| POINT | DESCRIPTION | NORTHING | EASTING |
| 10 | Set Guinny and Tack | 761,024.58 | 3,970,397.90 |
| 11 | Fd. 3 1/2" Brass Cap at 1/4 Corner Stamped "Corps of Engineer U.S. Army 1/4 Cor. Sections 34 and 35, T. 21 S., R. 12 W., W.M. | 763,293.42 | 3,968,883.96 |
| 12 | Set Guinny and Tack | 761,013.90 | 3,970,286.48 |
| SECONDARY TRAVERSE NO. TWO | | | |
| 15 | Fd. PK Nail & Shiner in A.C. in Good Condition | 763,034.15 | 3,968,587.35 |
| 16 | Fd. PK Nail & Shiner in A.C. in Good Condition | 762,576.87 | 3,968,152.41 |
| 17 | Fd. Railroad Spike in A.C. in Good Condition | 761,247.98 | 3,966,888.07 |
| 18 | Set Hub and Tack | 762,845.19 | 3,968,480.88 |