

S.E. 1/4, Sec. 36, T.22 S., R.13 W., W.M.
W 1/2, Sec. 31, T.22 S., R.12 W., W.M.

FILED
Date: 4/13/1978 By: JP
This survey consists of: 3 SHEETS
Map: M 124-77A
Narrative:
Corner Pkt:
DOUGLAS COUNTY SURVEYOR



LOCAL DATUM PLANE COORDINATE TABLE FOR SHEET No. 1

POINT No.	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
11			224460.896	1202953.676	Fd 16mm ROD & CAP
13			224609.203	1202942.766	Fd 16mm ROD & CAP
1004			223763.568	1203075.197	Fd 70mm BRASS DISC BY D.C.S.O.
1008			224588.776	1202952.257	Fd 70mm BRASS DISC BY D.C.S.O.

NARRATIVE

PURPOSE AND EQUIPMENT

THE PURPOSE OF THIS SURVEY IS TO ESTABLISH THE CENTER OF THE RIGHT OF WAY FOR OREGON STATE HIGHWAY 9 (U.S. HWY 101). OUR WORK IS FROM THE COOS DOUGLAS COUNTY LINE NORTH 900+ METERS FOR THE PURPOSE OF MAPPING SLIDE DAMAGE. ALSO TO COLLECT SUFFICIENT BOUNDARY EVIDENCE TO ESTABLISH OUR RIGHT OF WAY LIMITS.

FIELD WORK WAS PERFORMED BY ODOT STAFF BETWEEN JULY AND NOVEMBER 1997. A LEICA T-1610 ELECTRONIC THEODOLITE, SERIAL # 369913 AND A D1600 DISTANCE METER, SERIAL # 161044 WERE USED TO ACQUIRE AND RECORD OUR FIELD OBSERVATIONS. DATA WAS TRANSFERRED AND PROCESSED USING LEICA INTERFACE AND INTERACTIVE SOFTWARE. OUR INSTRUMENT WAS CHECKED AGAINST THE OREGON BASE LINE ON 2 JULY 1997, 6 AUGUST 1997, AND 30 SEPTEMBER 1997. THE EQUIPMENT WAS FOUND TO BE FUNCTIONING WITHIN MANUFACTURERS TOLERANCES.

BOUNDARY EVIDENCE

A SEARCH WAS MADE OF EXISTING COUNTY RECORDS TO DETERMINE THE PRESENCE OF BOUNDARY EVIDENCE THAT WAS LIKELY TO BE ENCOUNTERED IN THIS SURVEY.

ON THIS MAP ARE NOTED POSITIONS THAT MAY BE OF CONFLICT BETWEEN OCCUPATION LINES, RECORD DEED LINES AND FOUND MONUMENTS. IT IS NOT THE PURPOSE OF THIS SURVEY TO RESOLVE ANY BOUNDARY DIFFERENCES INVOLVING PRIVATE PROPERTY THAT MAY OR MAY NOT EXIST. THESE POSITIONS ARE NOTED AND TIED ONLY AS FOUND FIELD EVIDENCE FOR THE PERPETUATION OF BOUNDARY INFORMATION AND AS THEY MAY AFFECT THE PUBLIC RIGHT OF WAY.

IT IS NOT THE INTENT OF THIS SURVEY TO ESTABLISH ANY BOUNDARIES OF PRIVATE LANDS NOT DIRECTLY ABUTTING THE RIGHT OF WAY. WE HAVE NOTED SUCH BOUNDARY EVIDENCE AS FOUND IN OUR WORK SOLELY TO PERPETUATE THE EVIDENCE AS REQUIRED IN ORS 209.

THE EXISTING CENTERLINE OF THE RIGHT OF WAY WAS ESTABLISHED USING A BEST FIT OF A COMBINATION OF EVIDENCE. THIS EVIDENCE CONSISTS OF FOUND EXISTING ODOT RIGHT OF WAY MONUMENTS AND THE EXISTING HIGHWAY CENTERLINE. THE POSITION OF THE CENTERLINE AND IT'S FIT WITH THE EXISTING MONUMENTS ARE AS SHOWN HEREON.

I USED TIES TO M109-50 TO COMPUTE THE POSITIONS OF THE SOUTH LINE AND THE EAST-WEST QUARTER SECTION LINE OF SECTION 31.

THE BOUNDARY SHOWN ON CS 51/267-3 AND CS 51/276-2 IS DELINEATED FROM THE INDICATED FOUND MONUMENTS. FOR THE WEST LINE OF THE LANDS DESCRIBED IN 92-10997 I HELD THE FOUND MONUMENTS FROM CS 51/267-3 AT THE NORTHWEST CORNER AND ON THE WEST LINE. THE MONUMENTS SHOWN ON CS 51/276-2 APPEAR TO BE ROTATED OUT OF POSITION.

ODOT CONTROL POINTS

SURVEY CONTROL POINTS SET DURING THIS SURVEY WERE NOT SET ON, AND DO NOT REPRESENT PROPERTY LINES, OR RIGHT OF WAY LINES, AND ARE INTENDED SOLELY FOR ODOT'S OWN USE IN SUPPORT OF ANY PROPOSED OR FUTURE TRANSPORTATION RELATED PROJECTS. POINTS MAY BE DESTROYED BY FUTURE HIGHWAY OPERATIONS. IT IS NOT THE INTENT OF ODOT TO PERPETUATE THESE CONTROL POINTS AS PERMANENT MONUMENTS.

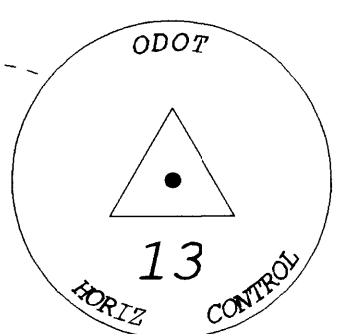
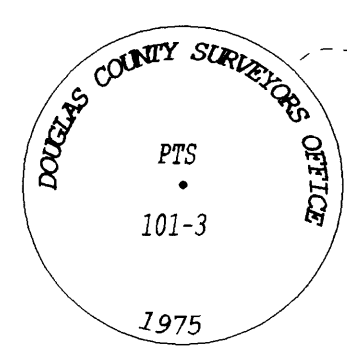
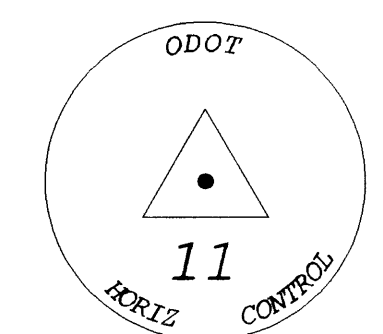
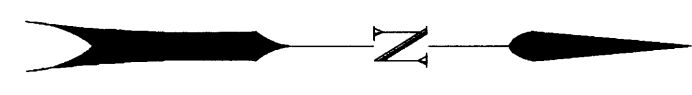
AFTER THE IMPROVEMENTS THAT THIS MAPPING IS FOR ARE MADE RIGHT OF WAY MONUMENTS WILL BE SET AS REQUIRED TO PERPETUATE THE RIGHT OF WAY LOCATION.

MAP REFERENCES

CS 51/267-3 (BRAYTON), CS 51/276-2 (HINTZ), 55/38-4 (WADE), CS 58/121-3, (HINTZ), ODOT RIGHT OF WAY MAP 7B-11-17, M109-50 (STUNTZNER), CS 55/194-1 (HINTZ) AND CS 41/232 (BRAYTON).

BASIS OF BEARING

THE BASIS OF BEARING FOR THIS PROJECT WAS TAKEN BETWEEN FOUND DOUGLAS COUNTY SURVEYOR MONUMENTS "PTS 101-2" AND "PTS 101-3" AS SHOWN ON THIS MAP. THE BEARING WAS TAKEN AS N.08°28'25"W. FROM 101-2 TO 101-3. THE PUBLISHED COORDINATES FOR THESE POINTS ARE FROM DCSO. THESE POSITIONS ARE IN FEET (NAD 83) I CONVERTED THEM TO LOCAL DATUM PLANE METRIC SYSTEM. CONVERSION WAS MADE USING 0.3048 METERS PER FOOT AND A SCALE FACTOR OF 0.999914321. THE LDP VALUES FOR THESE STATIONS ARE AS INDICATED ON THIS MAP.



N.08°28'25"W. -834.316 (M) BASIS OF BEARING
TIE LINE BETWEEN PTS 101-2 AND PTS 101-3

LOCAL DATUM PLANE COORDINATE TABLE FOR SHEET No. 3

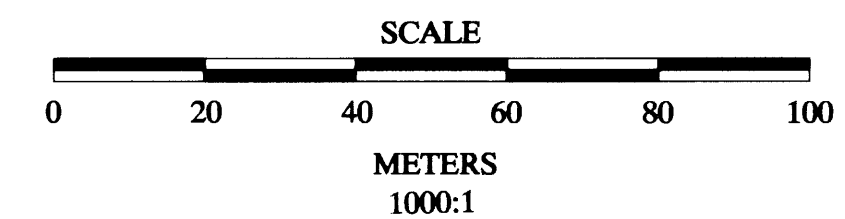
No.	STATION	OFFSET*	NORTHING	EASTING	POINT DESCRIPTION
100	13+120.708	-11.095	222875.286	1203082.957	Set 16mm Rod & Cap
101	13+076.493	19.826	222919.305	1203051.756	Set 16mm Rod & Cap
102	12+928.135	12.185	223067.708	1203058.458	Set 16mm Rod & Cap
103			222725.567	1202882.336	Set 16mm Rod & Cap
104			222877.911	1202820.729	Set 16mm Rod & Cap
106	12+633.888	6.487	223361.985	1203062.292	Set 16mm Rod & Cap
107			223090.254	1203078.549	Set 16mm Rod & Cap
108			223014.522	1203040.382	Set 16mm Rod & Cap
109	13+397.530	6.615	222598.358	1203067.000	Set 16mm Rod & Cap
110	13+512.694	6.157	222483.199	1203068.187	Set 16mm Rod & Cap
119			223076.861	1203030.744	Set 16mm Rod & Cap
120			222557.779	1202825.782	Set 16mm Rod & Cap
134			222789.039	1202902.265	Set 16mm Rod & Cap
800			222938.314	1202884.207	CALC POINT
808			223161.166	1202894.754	CALC POINT
810			223010.459	1202887.621	CALC POINT
811			222937.744	1202896.386	CALC POINT
812			222830.906	1202891.330	CALC POINT
813			222832.799	1202851.342	CALC POINT
814			222755.282	1203115.359	CALC POINT
815			222757.328	1203161.033	CALC POINT
816			222757.765	1203170.783	CALC POINT
819			222854.860	1203161.858	CALC POINT
820			222854.212	1203147.388	CALC POINT
821			223078.962	1202890.863	CALC POINT
836	13+167.359	67.056	222828.141	1203005.103	R/W POINT (CALC)
837	13+167.359	36.576	222828.334	1203035.582	R/W POINT (CALC)
838	13+319.759	36.576	222675.937	1203036.547	R/W POINT (CALC)
839	13+319.759	67.056	222675.744	1203006.068	R/W POINT (CALC)
840	13+412.439	36.576	222583.259	1203037.134	R/W POINT (CALC)
841	13+414.641	0.000	222581.289	1203073.723	CALC C/L INTERSECT
843	12+953.999	-36.576	223042.153	1203107.382	R/W POINT (CALC)
844	13+416.844	-36.576	222579.318	1203110.312	R/W POINT (CALC)
846			222831.482	1202879.151	CALC POINT
848	12+658.462	36.576	223337.221	1203032.360	R/W POINT (CALC)
1000			223343.934	1202903.403	Fd 77mm cap w. 1/4 cor
1001			222845.320	1203146.492	Fd 20mm Iron Rod
1002			222852.815	1203116.183	Fd 20mm Iron Rod
1003			222532.715	1202865.012	Fd SE cor Sec 36
1009			222938.348	1202883.489	Fd 25mm iron pipe
1010	13+319.020	67.141	222676.483	1203005.978	Fd 20mm Rod (ODOT) R/W
1011			222592.377	1202867.835	Fd 16mm Rod & Cap
1014			222745.470	1203151.997	Fd 38mm Aluminum Pipe
1015			222941.568	1202814.719	Fd 27mm iron pipe
1016			223015.726	1202790.959	Fd 37mm iron shaft
1017			223084.053	1202783.153	Fd 16mm Rod
1018	13+173.849	-43.728	222822.353	1203115.926	Fd 16mm Iron Rod

(* OFFSETS TO THE LEFT ARE INDICATED AS MINUS)

SEE SHEET 2 OF 3

LEGEND

- (C) INDICATES COMPUTED DATA
- (R) INDICATES RECORD DATA
- (M) MEASURED THIS SURVEY
- [] EMBRACES RECORD DATA
- ▲ SET CONTROL POINT
- △ FOUND DCSO MONUMENT USED AS CONTROL POINT
- COMPUTED POINT AS DESCRIBED
- △ FOUND ODOT CONTROL POSITION AS DESCRIBED
- RIGHT-OF-WAY
- - - - EDGE OF PAVEMENT
- FOUND MONUMENT NOTED IN LIST



REGISTERED PROFESSIONAL LAND SURVEYOR
EDWARD K. HALL
JANUARY 16, 1956
2741
EXPIRES
30 JUNE 1999

EDITED EKH 19 FEB 1998

OREGON DEPARTMENT OF TRANSPORTATION
MONUMENT RECOVERY AND CONTROL MAP
COUNTY LINE SLIDE

RECORD LEGEND

- [R-1] = CS 51/267-3
- [R-2] = CS 51/276-2
- [R-3] = CS 55/38-4
- [R-4] = CS 58/121-3
- [R-5] = ODOT R/W MAP 7B-11-17
- [R-6] = M 109-50
- [R-7] = CS 55/194-1

O.D.O.T. CREW 3811 COQUILLE
307 HWY. 42E COQUILLE, OR. 97423

O.D.O.T. KEY NO. 09807

SHEET 1 OF 3