

Date: 5/22/2017 By: JC

This survey consist of:
ST HWY 101-010 A-K

Narrative: _____

Corner Rpt: _____
DOUGLAS COUNTY
SURVEYOR

HORIZONTAL CONTROL

A RAPID STATIC GPS NETWORK WAS COMPLETED AND USED AS PRIMARY CONTROL FOR THE PROJECT. FOUND PRIMARY CONTROL POINTS E755, REED AND GPS1 WERE DOUBLE OCCUPIED FOR TWO HOURS COLLECTING STATIC OBSERVATIONS. COORDINATES WERE CALCULATED ON THESE CONTROL POINTS BY HOLDING OREGON REAL TIME NETWORK (ORGN) STATIONS LFLO, REED-REEDSPORT, P365, AND YONC-BOZWELL SPR. AND USING RINEX FILES DOWNLOADED FROM THESE STATIONS. ADDITIONAL CONTROL POINTS WERE FOUND AND SET AND A TERRESTRIAL NETWORK WAS COMPLETED HOLDING GPS1, REED AND E755.

HORIZONTAL CONTROL EQUIPMENT

A LEICA M550 MULTI STATION WAS USED FOR GATHERING TOPOGRAPHIC DATA AND RUNNING THE CONTROL NETWORK. IT HAS THE FOLLOWING ACCURACY: STANDARD ANGULAR ERROR OF +/- 1 SECOND, STANDARD DISTANCE ERROR OF +/- 1 MM, + 1.5 PPM.

A LEICA GX1230 DUAL FREQUENCY GPS AND LEICA GS14 DUAL FREQUENCY GPS RECEIVERS WERE USED FOR GPS OBSERVATIONS. THEY HAVE 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.

VERTICAL CONTROL

BENCH MARK G755 AND ITS NAVD 88 DATUM ELEVATION WAS HELD FOR VERTICAL CONTROL. LEVEL CIRCUITS WERE RUN TO ESTABLISH ELEVATIONS ON CONTROL.

VERTICAL CONTROL EQUIPMENT

A LEICA DNA10 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.

TRANSLATION OF OLD SURVEYS

FILED SURVEYS ST. HWY. 38-016 AND ST. HWY. 101-008 WERE BOTH SURVEYED ORIGINALLY AT THE SAME TIME AND ALL THE MONUMENTS HAVE THE SAME LOCAL DATUM PLANE COORDINATES (LDPC). THE LDPC DATA BASE THAT CONTAINED THE ALIGNMENTS AND MONUMENTS FOR BOTH SURVEYS WERE TRANSLATED BY MOVING THEM TO THE NEW OCRS COORDINATES FOR PRIMARY CONTROL MONUMENT REED (NOT THE ORGN STATION) AND ROTATED ABOUT REED TO THE NEW OCRS COORDINATE FOR PRIMARY CONTROL MONUMENT E755. THE DIFFERENCE BETWEEN OLD E755 AND THE NEW E755 POSITIONS WAS 0.02' WHICH WAS ACCEPTABLE. WHEN POINT NUMBERS CONFLICTED BETWEEN FOUND MONUMENTS INCLUDED IN THE NEW SURVEY FROM ST. HWY. 38-016 THE LETTER U WAS USED AS A PREFIX TO THE OLD MONUMENT POINT NUMBER. WHEN POINT NUMBERS CONFLICTED BETWEEN FOUND MONUMENTS INCLUDED IN THE NEW SURVEY FROM ST. HWY. 101-008 THE LETTER R WAS USED AS A PREFIX TO THE OLD MONUMENT POINT NUMBER.

UMPQUA HIGHWAY RESOLUTION

THE TRANSLATED RIGHT OF WAY CENTER LINE FROM SURVEY ST. HWY. 38-016 WAS HELD AND DESIGNATED "U" CENTER LINE. THE "U" CENTER LINE WAS EXTENDED BY ADDING A TANGENT TO THE EASTERLY END AND USING THE RECORD DEGREE OF CURVE AND SPIRAL LENGTHS FROM RIGHT OF WAY DRAWING (DRG) 4B-21-22. THE PROPORTIONATE DISTANCE BETWEEN 1087 AND 1106 AND THE RECORD DISTANCE FROM 1108 WAS HELD TO FORM THIS LAST TANGENT. DRG 4B-21-22 WAS USED TO RESOLVE THE RIGHT OF WAY BOUNDARIES. AFTER CONDUCTING EXTENSIVE RESEARCH IN THE STATE PROPERTY ACQUISITION DATABASE, RESEARCH BY THE COUNTY CARTOGRAPHER'S OFFICE, AND RESEARCH BY THE CITY RECORDER'S OFFICE, IT WAS DETERMINED THAT THE ADDITIONAL RIGHT OF WAY WIDTH EASTERLY OF 3RD STREET ON THE SOUTH SIDE OF THE HIGHWAY SHOWN ON DRG 4B-21-22 WAS NEVER ACQUIRED BY THE STATE OF OREGON, DOUGLAS COUNTY, OR THE CITY OF REEDSPORT.

OREGON COAST HIGHWAY RESOLUTION

THE TRANSLATED RIGHT OF WAY CENTER LINE FROM SURVEY ST. HWY. 101-008 WAS HELD FROM THE EQUATION AT THE NORTHERLY END OF SCHOFIELD SLOUGH BRIDGE INCREASING IN THE SOUTHERLY DIRECTION AND HAS NO CENTER LINE DESIGNATOR. THE RIGHT OF WAY CENTER LINE NORTHERLY OF SAID EQUATION WAS RESOLVED USING DRG 1B-26-23 AND DRG 10C-54-4 AND INCREASES IN THE NORTHERLY DIRECTION AND ALSO HAS NO DESIGNATOR. THE SAID EQUATION IS TAKEN FROM DRG 10C-54-4 AND WAS HELD FOR STATIONING INCREASING FROM THERE TO THE NORTH. THE EQUATION AT THE NORTH END OF THE CURVE ON DRG 10C-54-4 WAS NOT USED. WHEN THE STATIONING REACHED THE SOUTH END OF THE UMPQUA RIVER BRIDGE IT MATCHED THE RECORD BRIDGE END STATION FROM DRG 1B-26-23 WITHIN 0.08 FEET. THE TANGENT FROM TRANSLATED SURVEY ST. HWY. 101-008 WAS PROJECTED TO THE NORTH TO FORM THE FIRST TANGENT. THE NEXT TANGENT HELD THE RECORD DISTANCE FROM POINTS 1027 AND 1052 USING DRG 1B-26-23. THE NEXT TANGENT HELD THE SPLIT OF UMPQUA RIVER BRIDGE AT BOTH ENDS. ALL CURVES NORTHLY OF THE EQUATION AT THE NORTH END OF THE SCHOFIELD SLOUGH BRIDGE HELD THE RECORD DEGREE OF CURVE AND SPIRAL LENGTHS FROM DRG 1B-26-23. THE RIGHT OF WAY BOUNDARY WAS RESOLVED USING DRG 1B-26-23 AND DRG 10C-54-4. THE RIGHT OF WAY DEFINED BY POINTS 6096, 1006, AND 6097 WAS RESOLVED USING DRG 1B-26-23 AND VACATION ORDINANCES 333 AND 434. THIS PROPERTY WAS ACQUIRED BY THE STATE OF OREGON IN 1934 IN DEED BOOK 95, PAGE 575 FROM THE ARCHDIOCESE OF PORTLAND. AFTER CONDUCTING EXTENSIVE RESEARCH IN THE STATE PROPERTY ACQUISITION DATABASE, RESEARCH BY THE COUNTY CARTOGRAPHER'S OFFICE, AND RESEARCH BY A TITLE COMPANY, IT WAS DETERMINED THAT THE PORTION OF BLOCK 91, AMENDED PLAT OF RAILROAD ADDITION NORTHWESTERLY OF THE 50 FOOT NORMAL RIGHT OF WAY WIDTH FROM CENTER LINE WAS NEVER SOLD BY THE STATE OF OREGON. THIS INVALIDATED THE SALE OF THE PROPERTY FROM THE ARCHDIOCESE TO OTHER PRIVATE PARTIES IN DEED BOOK 142, PAGE 304. ALSO, HALF OF THE CITY STREET RIGHT OF WAY WIDTH INURED TO THE STATE OF OREGON WHEN FIR AVENUE (L STREET) WAS VACATED IN ORDINANCE 333, BOOK 141, PAGE 307 AND 15TH STREET (3RD STREET) WAS VACATED IN ORDINANCE 434, BOOK 298, PAGE 993.

MYRTLE STREET RESOLUTION

THE MYRTLE STREET CENTER LINE IS DESIGNATED "M" AND IS A BEST FIT OF THE FOUND MONUMENTS TIED ON MYRTLE STREET AND LAUREL STREET. DRG 1B-26-23, DRG 4B-21-22, AND DRG 1R-4-1121 WERE USED TO RESOLVE THE RIGHT OF WAY BOUNDARY.

THE FOLLOWING SUBDIVISIONS AND PARTITION PLATS WERE USED:

PARTITION PLAT 1990-0045, REEDSPORT SUBDIVISION VOLUME 1 PAGE 16, REEDSPORT SUBDIVISION VOLUME 3 PAGE 32, VACATION MAP REEDSPORT SUBDIVISION VOLUME 5 PAGE 39, RAINBOW ADDITION SUBDIVISION VOLUME 5 PAGE 41, AMENDED PLAT RAILROAD ADDITION SUBDIVISION VOLUME 5 PAGE 42A, RAINBOW ADDITION NO. 2 SUBDIVISION VOLUME 5 PAGE 49, UMPQUA ADDITION SUBDIVISION VOLUME 5 PAGE 54.

BOUNDARY LINE LEGEND	
EXISTING HIGHWAY RIGHT OF WAY	ACCESS CONTROLLED NOT CONTROLLED

EXISTING STREET RIGHT OF WAY	

EXISTING RAILROAD RIGHT OF WAY	

EXISTING EASEMENT	

EXISTING PROPERTY	

EXISTING SUBDIVISION	

TOWNSHIP	

SECTION	

1/4 SECTION	

1/16 SECTION OR GOVERNMENT LOT	

MONUMENTS FROM SHEET 1 (NOT SHOWN ON INDIVIDUAL SHEETS)

Y.P.C. = YELLOW PLASTIC CAP UNK = UNKNOWN

PT. NO.	OCRS NORTHING	OCRS EASTING	ELEVATION	STATION	OFFSET (- IS LEFT)	DATE	DESCRIPTION	REFERENCE
1	826560.174	422692.765	66.29	24+11.10	45.61	8/25/2015	SET 1" COPPER PLUG STAMPED "ODOT 1" IN CONC. WALK	-
2	826620.179	422898.619	66.55	21+98.15	36.70	8/25/2015	SET 1" COPPER PLUG STAMPED "ODOT 2" IN CONC. WALK	-
3	826735.883	423512.762	68.14	15+77.63	-34.81	8/25/2015	SET 1" COPPER PLUG STAMPED "ODOT 3" IN CONC. WALK	-
4	826943.977	423942.206	68.67	11+05.59	37.27	8/25/2015	SET 1" COPPER PLUG STAMPED "ODOT 4" IN CONC. WALK	-
5	826942.947	424179.403	62.78	8+79.86	-35.60	8/25/2015	SET 1" COPPER PLUG STAMPED "ODOT 5" IN CONC. WALK	-
21	828274.879	428004.584	-	-	-	8/25/2015	SET 1" COPPER PLUG STAMPED "ODOT 21" IN CONC. WALK	-
511	826700.334	423161.500	67.28	19+23.74	34.84	8/25/2015	FD. 1" COPPER PLUG STAMPED "ODOT CONTROL 511" IN CONC. WALK	ST. HWY. 101-008
1035	828876.072	427245.959	-	527+51.24	299.11	1/21/2016	FD. 3/4" O.D. IRON PIPE 0.3 FT ABOVE GROUND SURFACE GOOD COND.	M125-61
1036	828699.003	427393.242	-	527+14.80	526.53	1/21/2016	FD. 2" O.D. IRON PIPE 0.3 FT BELOW GROUND SURFACE FAIR COND.	UNK
1062	829757.717	427267.902	-	534+29.62	-264.43	1/21/2016	FD. 1" O.D. IRON PIPE 5" BELOW A.C. SURFACE GOOD COND.	M97-40
1063	829781.523	427275.134	-	534+52.31	-274.65	1/21/2016	FD. 1" O.D. IRON PIPE 3" BELOW A.C. SURFACE GOOD COND.	M97-40
1079	828736.232	429330.926	-	"U"23+83.09	306.59	1/21/2016	FD. 1" O.D. IRON PIPE 9" BELOW GROUND SURFACE FAIR COND.	CS55/253
1088	829670.128	429863.483	-	"U"31+61.05	-404.23	1/22/2016	FD. 5/8" IRON REBAR WITH 1 1/4" Y.P.C. STAMPED "DYER PARTNER LS 2340" FLUSH WITH GROUND SURFACE GOOD COND.	M160-75
1089	829538.966	429942.333	-	"U"31+97.16	-257.78	1/20/2016	FD. 5/8" IRON REBAR WITH 1 1/4" Y.P.C. STAMPED "DYER PARTNER LS 2340" FLUSH WITH GROUND SURFACE GOOD COND.	M160-75
1097	829694.351	430270.832	-	"U"34+59.35	-377.31	1/20/2016	FD. 5/8" IRON REBAR WITH 1 1/4" Y.P.C. STAMPED "DYER PARTNER LS 2340" FLUSH WITH GROUND SURFACE GOOD COND.	M160-75
E755	826325.313	422418.361	68.94	27+52.28	-74.18	8/13/2015	FD. 1/2" STAINLESS STEEL ROD HAD THROUGH A 5" LOGO CAP STAMPED "E755 1988" (NAVD 88 DATUM)	ST. HWY. 101-008
R1022	827328.544	422506.766	-	-	-	8/11/2009	FD. 1 1/4" PIPE WITH 2 1/2" BRASS CAP STAMPED "COUNTY SURVEYORS OFFICE 1967 T21S R12W S33 S34 S4 S3 T22S" ATOP 12" DIA. CONC. PEDESTAL CAP 0.2 FT. ABOVE CONC. AND CONC. FLUSH WITH SURFACE GOOD CONDITION.	ST. HWY. 101-008

REGISTERED PROFESSIONAL LAND SURVEYOR

Marshall R. Wagstaff

OREGON
JANUARY 9, 2001
MARSHALL R. WAGSTAFF
49476LS
RENEWS: JUNE 30, 2018

SI FEET OREGON DEPARTMENT OF TRANSPORTATION
HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP
OR 38: US 101-DEAN CREEK PAVING & PED IMPROVEMENTS
OREGON COAST HWY. NO. 9, US101, M.P. 211.32 TO 212.34
UMPQUA HWY. NO. 45, OR38, M.P. 0.00 TO 0.88
DOUGLAS COUNTY FILE: S:18869_CRR.DGN

FOR ODOT REGION 3 MAY 17, 2017
3500 NW STEWART PKWY.
ROSEBURG, OR. 97470 SHEET 2 OF 11