

SURVEY NARRATIVE

THIS SURVEY WAS MADE AS A RESULT OF THE OREGON DEPARTMENT OF TRANSPORTATIONS SOUTHWEST OREGON 2024-2027 ADA CURB RAMP, PHASE 2 PROJECT. THE PURPOSE OF THIS SURVEY IS TO RECORD POSITIONS OF MONUMENTS OF RECORD, RESOLVE THE EXISTING RIGHT OF WAY (R/W) CENTERLINES, AND DEFINE THE EXISTING RIGHT OF WAY LINES AS DIRECTED IN OREGON REVISED STATUTE (ORS) 209.155.

THE SOUTHERLY RIGHT OF WAY OF OR 138E: NORTH UMPQUA HIGHWAY BETWEEN SE FOWLER ST. EASTERLY TO NE IVAN STREET, AS WELL AS A SMALL PORTION OF THE NORTHERLY RIGHT OF WAY BETWEEN THESE AREAS ARE IN QUESTION. AN EXHAUSTIVE TITLE SEARCH WAS CONDUCTED THROUGH LOCAL TITLE COMPANIES, AS WELL AS ODOT, DOUGLAS COUNTY, AND CITY OF ROSEBURG IN SEARCHING FOR RECORDS OF TITLE TRANSFER FOR THE WIDENING OF DIAMOND LAKE BLVD. THE RIGHT OF WAY ACQUISITIONS DEPICTED ON ODOT DRG. '6B-21-13' WERE CREATED IN PREPARATION OF THE ROSEBURG-DIXONVILLE SECTION CONSTRUCTION PROJECT IN 1947. MANY OF THESE FILES APPEAR TO HAVE BEEN EXECUTED, BUT NEVER RECORDED WITH DOUGLAS COUNTY. COPIES OF THESE UNRECORDED DEEDS WERE FOUND IN FILES AT THE CITY OF ROSEBURG. NO ADDITIONAL DOCUMENTATION AS TO WHY THEY WERE NEVER RECORDED WAS UNCOVERED.

IN SAID PORTION BETWEEN SE FOWLER ST AND NE IVAN STREET THERE IS AN AREA OF UNCERTAINTY. THE SOLID LINE IS CONSIDERED THE ACCEPTED/OCCUPATION LINE, WHILE THE OTHER DASHED SOUTHERLY RIGHT OF WAY LINE WOULD BE CONSIDERED THE ORIGINAL SOUTHERLY RIGHT OF WAY OF 2ND ST (OR 138E: DIAMOND LAKE BLVD). EVIDENCE SHOWN ON SURVEYS SINCE THE 1950's, INCLUDING THE COUNTY ROAD PLANS, DEPICT THE RIGHT OF WAY TO FALL AS IF THE ACQUISITIONS WERE RECORDED. THE PHYSICAL IMPROVEMENTS ALONG DIAMOND LAKE BLVD ALSO AGREE WITH THE RIGHT OF WAY FALLING AT THE LOCATION AS SHOWN ON ODOT DRG '6B-21-13'. BECAUSE OF THIS EVIDENCE, AS WELL AS LACK OF EVIDENCE FOUND OF A LEGAL TITLE TRANSFER, THIS AREA IS VISUALLY REPRESENTED ON SAID SURVEY AS SHOWN HEREON.

"DL" CENTERLINE

THE 'DL' CENTERLINE AS SHOWN HEREON WAS PREVIOUSLY RESOLVED ON MAP OF SURVEY ST. HWY. 138-015. CONTROL AND MONUMENTATION WAS TIED FROM SAID SURVEY IN ORDER TO CALCULATE SAID CENTERLINE. THE RELATIONSHIP BETWEEN FOUND MONUMENTATION AND CONTROL AGREED WITH SAID MAP OF SURVEY ST. HWY 138-015 AND THEREFORE A DIRECT TRANSLATION AT POINT 2306930 (HILL) WAS APPLIED AND THE 'DL' CENTERLINE WAS UTILIZED HEREON. NO ROTATION WAS NECESSARY DUE TO THE HWY 138-015 MAP BEING THE SAME COORDINATE SYSTEM ON A PREVIOUS EPOCH. THE 'DL' CENTERLINE WAS UTILIZED TO RESOLVE THE NORTHERLY RIGHT OF WAY BETWEEN STATION 'DL' 1+92.57 AND 'DL' 18+49.96 AS WELL AS THE SOUTHERLY RIGHT OF WAY BETWEEN 'DL' 1+92.57 AND 'DL' 8+95.00.

"B" CENTERLINE

THE 'B' CENTERLINE AS SHOWN HEREON WAS RESOLVED UTILIZING FOUND MONUMENTS FROM MAP OF SURVEY NUMBER M 13-14. RECORD GEOMETRY OF THE '6B-21-13' MAP WAS CALCULATED, STATIONING WAS ESTABLISHED BEING EQUAL TO THE '6B' CENTERLINE AT '6B' 18+50.00 AND RECORD OFFSET WAS HELD AT POINT 1118 AND 1193. THIS CENTERLINE WAS UTILIZED TO DETERMINE THE SOUTHERLY RIGHT OF WAY OF DIAMOND LAKE BLVD BETWEEN STATION 'B' 8+95.00 AND FULTON STREET. THESE MONUMENTS WERE DETERMINED TO BE THE BEST AVAILABLE EVIDENCE OF SOUTHERLY RIGHT OF WAY OF DIAMOND LAKE BLVD AFTER THE ANTICIPATED ACQUISITIONS FOR THE WIDENING IN 1947. THIS 'B' CENTERLINE ALSO FITS WELL WITH THE IMPROVEMENTS IN THIS AREA. THE UTILIZATION OF THIS CENTER LINE DISAGREES WITH THE LOCATION OF THE SOUTHERLY RIGHT OF WAY SHOWN ON MAP OF SURVEY ST. HWY 138-015. THIS 'B' CENTERLINE WAS NOT UTILIZED FOR THE NORTHERLY RIGHT OF WAY BETWEEN CASPER AND FULTON STREET BECAUSE THE LOCAL MONUMENTATION FROM SURVEY M137-34 AND REFERENCED IN DEEDS FROM ODOT SURVEY 1R-3-1731 DO NOT FIT THIS RESOLUTION. ALTHOUGH THE ORIGINAL INTENT OF THE DEEDS SHOWN ON ODOT SURVEY 6B-21-13 WAS FOR ONE CENTERLINE TO ESTABLISH THE RIGHT OF WAY WIDTH THROUGH THIS SECTION I AM UTILIZING TWO SEPARATE CENTERLINES ESTABLISHED FROM SEPARATE LOCAL MONUMENTATION TO RESOLVE THIS RIGHT OF WAY.

"6B" CENTERLINE

THE '6B' CENTERLINE BETWEEN 19+10.38 P.S. AND 36+06.02 PI WAS RESOLVED UTILIZING RECORD DATA FROM THE ODOT DRG '6B-21-13', 1R-3-1731, AS WELL AS MAP OF SURVEY M137-34. RECORD GEOMETRY WAS CALCULATED FROM SAID ODOT DRAWING '6B-21-13' AND TRANSLATED TO POINT NUMBER 1153 BEING HELD AT RECORD OFFSET. THIS FIGURE WAS ROTATED TO RECORD OFFSET AT POINT NUMBER 1126. RECORD STATIONING OF '6B' 27+82.77 P.T. PER ODOT DRG. 6B-21-13 WAS HELD AT POINT 1153.

THE MOST EASTERLY TANGENT OF THE '6B' CENTERLINE PER '6B-21-13' AND SUBSEQUENTLY ODOT DRAWING '5B-13-22' ('6B' 36+06.02 PI - '6B' 87+70.03), WAS RESOLVED BY HOLDING RECORD OFFSET OF POINT NUMBER 1173 AND POINT NUMBER 1072. A CURVE WAS THEN APPLIED BETWEEN THIS TANGENT AND THE FIGURE AS DESCRIBED ABOVE. THIS RESULTED IN AN APPROXIMATELY 8 FOOT SHORTENING OF THE RECORD DISTANCE BETWEEN THE TWO CURVES, HOWEVER, THESE TWO TANGENTS FIT THE RECORD DELTA ANGLE AS SHOWN HEREON.

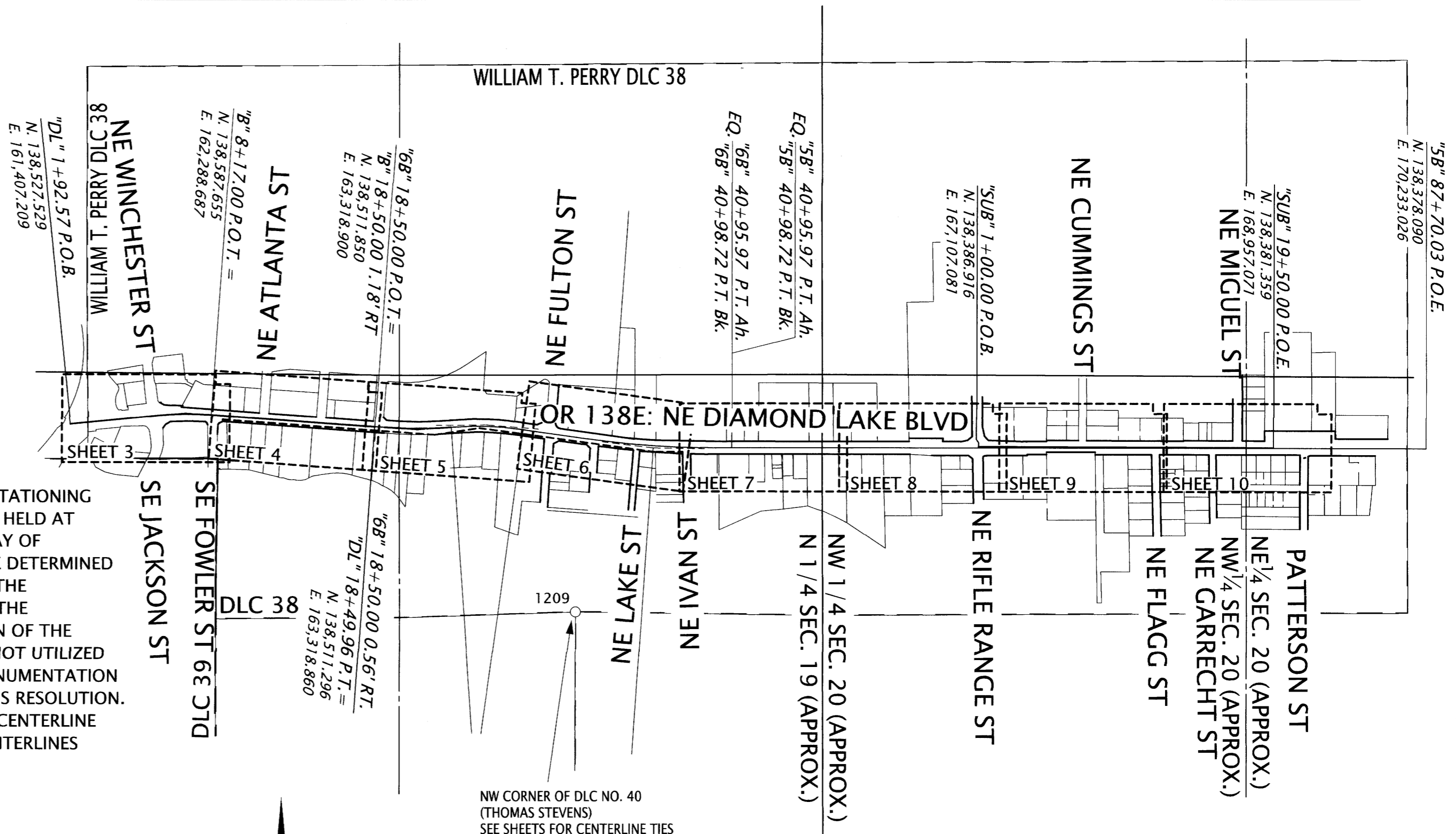
"5B" CENTERLINE

THE '5B' CENTERLINE AND '6B' CENTERLINE SHOWN HEREON ARE IDENTICAL. I HAVE SHOWN THE '6B' CENTERLINE FROM ODOT DRAWING '6B-21-13' ENDING AT EQUATION STATION '6B' & '5B' 40+95.97 P.T. Ah. AND THE '5B' CENTERLINE FROM ODOT DRAWING '5B-13-22' CONTINUING EASTERLY TO THE END OF THE ALIGNMENT SHOWN HEREON.

"SUB" CENTERLINE

THE 'SUB' CENTERLINE WAS RESOLVED UTILIZING FOUND MONUMENTS FROM TODD BUILDING COMPANY SUBDIVISION NO. 2. PORTIONS OF THE NORTHERLY AND SOUTHERLY RIGHT OF WAY BETWEEN STATIONS 'SUB' 1+00 AND 'SUB' 19+50 WERE NOT ACQUIRED ON ODOT DRG '5B-13-22' AND ARE STILL DETERMINED BY THE SUBDIVISION BLOCK LINES. POINT NUMBERS 1208 AND 1201 WERE UTILIZED AT RECORD OFFSET TO ESTABLISH SAID CENTER LINE. STATIONING WAS ASSUMED.

PT. NO.	OCRS NORTHING	OCRS EASTING	DATE	DESCRIPTION	REFERENCE DOCUMENT
1209	137346.18	164576.14	10/2/2024	FOUND 2 1/2" OD IRON PIPE DN 0.2" NW CORNER THOMAS STEVENS DLC NO. 40	M57-61



SHEET LAYOUT DIAGRAM
 NOT TO SCALE

SHEET INDEX:

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REGISTERED PROFESSIONAL LAND SURVEYOR

 OREGON
 MARCH 14, 2017
 ZACHARY P. EARLE
 91474
 EXPIRES: 12/31/2025

OREGON DEPARTMENT OF TRANSPORTATION
 HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT.
 SOUTHWEST OREGON 2024-2027 ADA CURB RAMP DESIGN, PHASE 2
 DOUGLAS COUNTY

ODOT REGION 3 TECH CENTER
 100 ANTELOPE RD.
 WHITE CITY, OR 97503 KEY NO. 23069

NOVEMBER 7, 2024
 NO SCALE
 SHEET 1 OF 10