

THE S.W. 1/4 OF SEC. 27, AND N.W. 1/4
AND THE N.E. 1/4 AND THE S.E. 1/4 OF SEC. 34,
T. 30 S., R. 5 W., W.M.

FILED

Date: 8/28/2007 By: J.P.
This survey consists of: 5 PAGES
Map: ST Hwy 15-020 A
Narrative: _____
Corner Rpt: _____

DOUGLAS COUNTY
SURVEYOR

NARRATIVE:

PURPOSE:
THIS SURVEY IS IN PREPARATION FOR THE PROPOSED REPLACEMENT OF BRIDGE 07364A, "HWY 1 & CONN OVER 5TH STREET (CANYONVILLE)";

THE PURPOSE OF THIS SURVEY IS THE FOLLOWING:
1) ESTABLISH HORIZONTAL AND VERTICAL SURVEY CONTROL;
2) LOCATE AND DOCUMENT THE POSITION OF ANY MONUMENT OF RECORD THAT MAY BE DESTROYED DURING CONSTRUCTION;
3) RESOLVE THE EXISTING RIGHT-OF-WAY (R/W) FOR THIS PROJECT IN THE VICINITY OF THE BRIDGE.

HORIZONTAL NETWORK ADJUSTMENT:
THE HORIZONTAL DATUM IS ON A LOCAL DATUM PLANE REFERENCED TO OREGON COORDINATE SYSTEM OF 1983, SOUTH ZONE (STATE PLANE). A PROJECT HORIZONTAL MEAN SCALE FACTOR OF 0.99990368 AND A MEAN ELVATION SCALE FACTOR OF 1.00003342 WAS USED TO CALCULATE A COMBINED SCALE FACTOR OF 0.99993710, WHICH WAS USED TO SCALE COORDINATED TO THE LOCAL DATUM PLANE ABOUT THE ORIGIN.

HORIZONTAL DATUM (LOCAL DATUM PLANE):
ON APRIL 26TH AND 27TH, 2006 ANDERSON ENGINEERING USED GPS FAST STATIC METHODS TO FIELD LOCATE 12 PRIMARY CONTROL POINTS. THREE TRIMBLE R8 RECEIVERS WERE USED TO COLLECT THE DATA. THE COLLECTION RATE (EPOCH) WAS SET AT 5 SECONDS AND EACH STATION WAS OCCUPIED FROM A MINIMUM OF 20 MINUTES PER SESSION, ON TWO SEPARATE DAYS. THE DATA WAS DOWNLOADED USING TRIMBLE DATATRANSFER SOFTWARE AND WAS ADJUSTED USING TRIMBLE GEOMATICS OFFICE (TGO) VERSION 1.61. ODOT CONTROL POINT STATIONS "LYNN, 79 AND 89" FROM OREGON DEPARTMENT OF TRANSPORTATION HORIZONTAL CONTROL RECOVERY AND RETRACEMENT MAP "M129-39" WERE HELD TO ADJUST THE NETWORK HORIZONTALLY. A 95% PROBABILITY THAT THE FINAL POSITIONS OF THE CONTROL POINTS ARE WITHIN A MAXIMUM ERROR ELLIPSE OF 0.052 FEET (NORTHING) AND 0.032 FEET (EASTING).

VERTICAL DATUM:
THE VERTICAL DATUM IS THE NATIONAL GEODECTIC VERTICAL DATUM OF 1929 (NGVD 29) REFERENCED TO PUBLISHED ODOT CONTROL POINTS 89, 90, 91 AND 93 (MAP "M129-39") AND THROUGH PUBLISHED ODOT CONTROL POINT 86 (MAP M135-71"). THE COMBINED SCALE FACTOR OF 0.99993710 WAS USED TO SCALE COORDINATED TO THE LOCAL DATA PLANE.

VERTICAL ADJUSTMENT:
DIFFERENTIAL LEVELS WERE RUN THROUGH PUBLISHED ODOT CONTROL POINTS 89, 90, 91 AND 93 (MAP "M129-39") AND THROUGH PUBLISHED ODOT CONTROL POINT 86 (MAP M135-71"). THESE MONUMENTS WERE HELD WITH A MAXIMUM ERROR OF .009 FEET.

BASIS OF BEARING:
THE BASIS OF BEARING IS THE OREGON COORDINATE SYSTEM OF 1983, SOUTH ZONE, BASED ON GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS.

R/W RESOLUTION:
THE RIGHT OF WAY WAS LOCATED AS SHOWN ON THE RECORD OF SURVEY MAP. CENTERLINE WAS ESTABLISHED USING RECORD SURVEY * M129-39K. EXISTING RIGHT OF WAY MONUMENTS WERE FOUND AS SHOWN. INTERSTATE RIGHT OF WAY WAS REESTABLISHED AS PER HIGHWAY DRAWING 8B-30-24. STATIONING USED WAS ALSO AS PER DRAWING 8B-30-24. RIGHT OF WAY WITHIN THE TOWN OF CANYONVILLE WAS LOCATED USING EXISTING MONUMENTS AND SURVEYS AS SHOWN OR BY ESTABLISHING POINTS AS PER THE ORIGINAL CANYONVILLE PLAT. THE SAME PROCEDURE WAS USED FOR AREAS WITHIN THE GOODELL TRACT.

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SHEET 1	NARRATIVE, NETWORK COORDINATE CONVERSIONS, AND INDEX
SHEET 2	NETWORK AND SHEET LAYOUT, NETWORK OBSERVATIONS, AND CONTROL STATION DESCRIPTIONS
SHEETS 3 TO 4	ROW INFORMATION, MONUMENT RECOVERY POSITIONS, AND DESCRIPTIONS
SHEET 5	FOUND MONUMENT TABLES FOR SHEETS 3 AND 4

NETWORK/TRaverse POINT COORDINATE CONVERSION TABLE

LDP= LOCAL DATUM PLANE (SEE NARRATIVE-SHEET 1) SPC= STATE PLANE COORDINATE

PT. NO.	SPC NORTHING (METERS)	SPC EASTING (METERS)	LDP NORTHING (FEET)	LDP EASTING (FEET)	STATION	OFFSET
PP1	144061.431	1273086.755	472672.222	4177056.558	----	----
PP2	143905.916	1272806.662	472161.971	4176137.568	----	----
PP3	143761.967	1273014.556	471689.668	4176819.678	42+73.89	41.90 RT
PP4	143513.550	1273041.952	470874.600	4176909.565	50+34.19	349.18 RT
PP5	143625.678	1273358.131	471242.497	4177946.963	52+02.03	738.68 LT
PP6	143468.121	1273228.702	470725.545	4177522.301	54+55.88	119.70 LT
PP7	143303.122	1273248.821	470184.176	4177588.312	59+63.84	78.82 RT
PP8	143313.887	1273433.045	470219.496	4178192.759	61+88.27	470.19 LT
PP9	143166.158	1273334.061	469734.791	4177867.988	64+61.02	45.61 RT
PP10	142934.573	1273487.895	468974.950	4178372.725	73+69.33	38.59 LT
PP11	142990.812	1273591.127	469159.472	4178711.434	73+67.43	42.30 LT
PP12	142753.654	1273570.675	468381.346	4178644.330	----	----
89	143498.048	1273186.304	470823.737	4177383.191	53+03.47	43.76 LT
86	142510.391	1273879.198	467583.189	4179656.608	----	----



CAD FILE: 14642ROS.DGN

REGISTERED
PROFESSIONAL
LAND SURVEYOR
Darryl J. Anderson
OREGON
FEB. 4, 1983
DARRYL J. ANDERSON
2034
RENEWAL: 12-31-07

OREGON DEPARTMENT OF TRANSPORTATION
HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP
CITY OF CANYONVILLE
U.S. HIGHWAY 1 (INTERSTATE 5)
DOUGLAS COUNTY, OREGON
JULY 24, 2007 FOR ODOT REGION 3 SCALE: NONE
3500 NW STEWART PARKWAY, ROSEBURG, OR 97470-1687
BUNDLE 315 SHEET 1 OF 5

ST. HWY 15-020 A