

FILED
Date: 10/19/2010 By: J.
This survey consists of
Map: ST HWY 4
Narrative: I-5-024
Corner Rpt: A-06
DOUGLAS COUNTY
SURVEYOR

SOUTH BOUND ALIGNMENT FROM 523+75.84 THROUGH 643+54.90 = NB 645+09.40 (SHEETS 11 THRU 18):

THERE ARE 5 FOUND MONUMENTS LOCATED ALONG THE TANGENT SECTIONS OF THE SB ALIGNMENT, 1044, 1045, 1046, 1048 AND 1049. THESE FIT AMONGST THEIR INDIVIDUAL TANGENT LENGTH WITH RECORD DATA. EACH TANGENT WAS THEN CALCULATED USING THE RECORD OFFSETS FROM THESE MONUMENTS, THE END TANGENTS BEING ALREADY ESTABLISHED AT THE NB ALIGNMENT OFFSET, THE SPIRALS WERE ESTABLISHED USING RECORD CURVE DATA AND SPIRAL LENGTHS. AS A RESULT THE INDIVIDUAL TANGENTS HAD LENGTHS THAT WHEN COMPARED TO RECORD WAS AS FOLLOWS:

- TANGENT FROM STA SB 523+75.84 TO SB 523+95.96 P.S.: RECORD 20.12 FEET, CALCULATED 20.20 FEET
- TANGENT FROM STA SB 537+08.04 TO SB 549+96.21 P.S.: RECORD 1288.17 FEET, CALCULATED 1289.31 FEET
- TANGENT FROM STA SB 567+73.91 (EQ.STA. 567+75.86 BK = 567+73.91 AH.) TO 576+58.34 P.S., RECORD 884.43 FEET, CALCULATED 881.73 FEET
- TANGENT FROM STA SB 609+54.53 (EQ.STA. 609+54.53 BK = 608+89.81 POT AH.) TO 624+37.60 P.S., RECORD 1547.79 FEET, CALCULATED 1551.96 FEET.
- FINAL TANGENT FROM STA SB 634+44.27 TO STA SB 643+54.90 P.O.T.: RECORD 910.63 FEET, CALCULATED 908.94 FEET THE TANGENTS DID NOT FIT.

AS WELL AS EXPECTED CONSIDERING THE MONUMENTS FOUND ALL MET RECORD DISTANCES. THE SPIRALS AND SPIRAL LENGTHS WERE HELD PER RECORD AND THE TANGENTS CHANGED PER THE CURVE CALCULATIONS. THIS SB ALIGNMENT WAS DERIVED FROM ODOT 88-30-1. THERE ARE 4 SPIRAL CURVES AND 5 TANGENT LENGTHS. THE BEGINNING POINT HAS BEEN DETERMINED BY THE 21 FOOT ALIGNMENT OFFSET ON THE NB RESOLVE AT STATION 523+75.84. THE TERMINUS OF THE SB ALIGNMENT WAS ALSO DETERMINED BY THE 20 FOOT ALIGNMENT OFFSET ON THE NB RESOLVE AT STATION 645+09.40.

ALIGNMENT DEFINITIONS:

ALIGNMENT 1: STARTING STATION 440+00 THROUGH 475+93.84 (475+95.20 RECORD), RECORD ALIGNMENT SHIFT OF 21 FEET
 ALIGNMENT 2: STARTING STATION 475+95.20 (HELD RECORD STATIONING AT SHIFT) TO 523+75.82 (523+75.82 RECORD), SECOND ALIGNMENT SHIFT OF 21 FEET.
 ALIGNMENT 3: STARTING AT STATION 523+75.84 (HELD RECORD STATIONING AT SHIFT) TO 645+09.43 (645+09.40 RECORD), THIRD ALIGNMENT SHIFT OF 20.03 FEET (20' RECORD)
 ALIGNMENT 4: STARTING AT STATION 645+09.40 (HELD RECORD STATIONING AT SHIFT) TO 322+71.66 (322+71.51 RECORD), FOURTH ALIGNMENT SHIFT OF 20.19 FEET (20 FEET RECORD). THIS ALIGNMENT INCLUDES A EQUATION STATION AT 714+62.71 = 209+77.09 (EQUATION AS CALLED FOR ON ODOT 88-30-1)
 ALIGNMENT 5: STARTING STATION 322+71.51 (HELD RECORD STATIONING AT SHIFT) TO 426+00.70 (END PROJECT REQUIREMENTS AT 413+00). THIS ALIGNMENT INCLUDES 3 EQUATION STATIONS:
 AT 386+33.62 = 386+20.23, EQUATION DUE TO REVISED TANGENT LENGTHS, (SEE NARRATIVE FOR THIS SECTION).
 AT 394+17.95 = 394+32.45, EQUATION ALSO DUE TO SPIRAL LENGTH REVISION FROM RECORD, (SEE NARRATIVE FOR THIS SECTION).
 AT 414+10.20 = 413+50.69, AS CALLED FOR ON ODOT 88-29-21.

RIGHT-OF-WAY LINES AND OWNERSHIP RESOLUTION:

ON GOING AS THE CENTERLINE OF THE HIGHWAY IS RESOLVED. ALL RIGHT-OF-WAY LINES ARE BEING CREATED USING RECORD OFFSETS FROM THE RESOLVED CENTERLINE PER ROLL MAPS ODOT 88-30-1 & 88-29-21. THE OFFSET LINES ARE THEN RELATED TO THE FOUND MONUMENTATION FOR DRASTIC ERRORS IN POSITIONING (OVER 0.20 FEET) OR LAND OWNER ENCROACHMENTS. ADJACENT ROADWAY RIGHTS OF WAYS ARE LOCATED ALSO BY MONUMENTATION IF AVAILABLE OR RECORD OFFSETS FROM CENTERLINE LOCATES. RIGHT-OF-WAY BEGINNING AT STATION 655+50 109.93'R THROUGH 676+40.16, 591.91'R WAS PLACED USING FENCE LINE LOCATIONS ALONG THE SOUTHERLY LINE OF THE FRONTAGE ROAD BEING THE OLD RIGHT-OF-WAY MAIN LINE FOR THE SOUTHERN PACIFIC COMPANY. AS THE ORIGINAL MONUMENTATION AND RAIL LINES NO LONGER EXIST, THE FENCE LINE WAS THE LINE OF OCCUPATION BETWEEN THE HIGHWAY AND THE FRONTAGE ROAD. TAX MAPPING STILL IDENTIFIES THIS AS CENTRAL OREGON & PACIFIC.

LELAND ROAD RIGHT OF WAY (SHEET 32):

LELAND ROAD RIGHT-OF-WAY IS CALCULATED ALONG THAT PORTION OF THE ALIGNMENT THAT CROSSES THE I-5 RIGHT-OF-WAY AT STATION 413+81.33 = G14+57.77 (LELAND HAS A "G" CALL FOR ALIGNMENT CENTERLINE). FOUND MONUMENTS 1023, 1032, 1033 & 1034 WHERE HELD AND THE ALIGNMENT CALL-OUTS FOR CENTERLINE OFFSETS HELD. THIS ALIGNMENT POSITIONING IS TENTATIVE AS NO MONUMENTS WERE LOCATED FURTHER OFF THE I-5 CORRIDOR TO ESTABLISH A TIGHT DIRECTION FOR THE LELAND G-LINE.

OLD HIGHWAY 99 AT COYOTE CREEK ROAD (SHEET 21 THRU 22):

THIS ALIGNMENT POINT OF BEGINNING IS AT STATION 213+25.71 81.17 FEET LEFT. THE POINT OF BEGINNING FOR HIGHWAY 99 IS ESTABLISHED USING RECORD DATA FROM ODOT 88-30-1 AND SWUNG INTO PLACE HOLDING THE CONCURRENT TANGENT BEARING WITH THE TANGENT ON THE ALIGNMENT 4. THE NORTHERN PORTION OF THE OLD HIGHWAY 99 IS LOCATED BETWEEN STATION 697+64.89, 150 FEET LEFT THROUGH 713+11, 150 FEET LEFT. THE BOUNDS OF OLD HIGHWAY 99 ARE PER CS 37-80 AS FIT INTO THE RESOLVED RIGHT OF WAY. THE FINAL SEGMENT OF THE ABANDONED HIGHWAY 99 LOCATED AT 694+49.74, 196 FEET RIGHT IS PLACED PER CS 47-91 & CS 310-72.



DAVID EVANS
AND ASSOCIATES INC.

530 CENTER STREET NE, SUITE 605
SALEM OREGON 97301
PHONE: 503.361.8635



FILE NAME: 16763RET.DGN

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Jon K. Broadwater

OREGON
JULY 11, 2006
JON KENNETH BROADWATER
61360LS

EXPIRES: 12/31/2011

OREGON DEPARTMENT OF TRANSPORTATION
HORIZONTAL CONTROL, RECOVERY, AND RETRACEMENT SURVEY
I-5: JUMPOFF JOE-GLENDALE PAVING AND CLIMBING LANES
GLENDALE TO SUNNY VALLEY
JOSEPHINE AND DOUGLAS COUNTIES

ODOT REGION 3 WHITE CITY
100 ANTELOPE ROAD
WHITE CITY, OREGON 97503

SEPTEMBER 28, 2010
SCALE: NO SCALE
SHEET 6 OF 33