

SE 1/4 SEC 21 T30S R5W WM, SW 1/4 SEC 22 T30S R5W WM, NE 1/4 SEC 28 T30S R5W WM
NW 1/4 SEC 27 T30S R5W WM, SW 1/4 SEC 27 T30S R5W WM, NW 1/4 SEC 34 T30S R5W WM
BEING PART OF THE WILLIAM L. COLVIG DLC 50, JAMES G. CLARK DLC 51,
JOSEPH ROBERTS DLC 59, JACKSON REYNOLDS DLC 58
CITY OF CANYONVILLE, DOUGLAS COUNTY, OREGON

FILED
Date: 1-24-2021 By: ESJ
This survey consists of:
Map: ST. HWY 15-035 A-F
Narrative: _____
Corner Rpt: _____
DOUGLAS COUNTY
SURVEYOR

NARRATIVE CONTINUED:

CANYONVILLE SOUTH PROJECT CONTROL:

THE BASIS OF BEARINGS AND COORDINATES FOR THIS SURVEY IS THE OREGON COORDINATE REFERENCE SYSTEM (OGRS) - COTTAGE GROVE - CANYONVILLE ZONE. THE OGRS NORTHING AND EASTING PROJECTION PARAMETERS ARE REFERENCED IN O.A.R. 734-005-0015. HORIZONTAL DATUM IS NAD 83 (2011) EPOCH 2010.00. VERTICAL DATUM IS NAVD88. ALL LINEAR VALUES ARE EXPRESSED IN INTERNATIONAL FEET.

PRIMARY CONTROL CONSISTS OF TWO PRIMARY PROJECT CONTROL STATIONS AND SIX SECONDARY CONTROL STATIONS. TWO-HOUR STATIC SESSIONS WERE OBSERVED AT PROJECT CONTROL STATIONS 1 AND 6. ALL PROJECT CONTROL STATION POSITIONS WERE ESTABLISHED USING A COMBINATION OF GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) OBSERVATIONS, TERRESTRIAL TOTAL STATION MEASUREMENTS, AND DIGITAL LEVEL OBSERVATIONS.

GNSS BASELINE VECTORS, TOGETHER WITH TERRESTRIAL OBSERVATIONS, WERE ADJUSTED USING LEAST SQUARES ANALYSIS (STARNET V9.0). THE NETWORK WAS CONSTRAINED BY HOLDING THE PUBLISHED OREGON REAL-TIME GNSS NETWORK (ORGN) LATITUDE AND LONGITUDE OF THREE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS): RDL2, RSBG, AND PSPT. THE RESULTING ERROR SEMI-MAJOR AXIS LENGTHS, AT THE 95% CONFIDENCE LEVEL FOR PRIMARY AND SECONDARY CONTROL POINTS, WERE UNDER 0.03 FEET IN ABSOLUTE ACCURACY. FINAL PROJECT COORDINATES WERE ESTABLISHED BY PROJECTING THE ADJUSTED NETWORK POSITIONS TO THE OGRS - COTTAGE GROVE CANYONVILLE ZONE, REPRESENTING APPROXIMATE GROUND DISTANCES. ALL OBSERVATIONS WERE MADE IN DECEMBER 2020, UTILIZING LEICA TS15 TOTAL STATION AND LEICA GS14 GNSS RECEIVERS WITH CS15 DATA COLLECTOR.

NETWORK POINTS SET DURING THIS SURVEY DO NOT REPRESENT PROPERTY LINES OR RIGHT OF WAY LINES. THEY ARE INTENDED TO PERPETUATE THE ALIGNMENTS AND RIGHT OF WAY DEVELOPED FOR THIS PROJECT IN CONFORMANCE WITH ORS CHAPTER 209 SECTION 155.

MONUMENTS:

HORIZONTAL POSITIONS OF THE FOUND MONUMENTS WERE OBTAINED USING TWO METHODS: REAL-TIME KINEMATIC (RTK) GPS MEASUREMENTS AND TERRESTRIAL OBSERVATIONS FROM HORIZONTAL CONTROL WHERE RTK WAS NOT FEASIBLE. MONUMENTS WERE OBSERVED TWICE, WITH A MINIMUM OF FORTY-FIVE MINUTES BETWEEN RTK OBSERVATIONS, AND THEN MEANING THE VALUES. TERRESTRIAL OBSERVATION METHODS FOLLOWED ODOT PROCEDURES WITH TWO OBSERVATIONS.

CENTER LINE RESOLUTION OF INTERSTATE HIGHWAY 5:

DUE TO THE ABSENCE OF HIGHWAY CENTER LINE MONUMENTATION, SEVERAL DIFFERENT RECORDS WERE CALCULATED AND COMBINED IN ORDER TO DETERMINE AND RESOLVE THE POSITION AND ORIENTATION OF THE CENTER LINE ALIGNMENT FOR THAT PORTION OF INTERSTATE HIGHWAY 5 ("I-5" LINE) SITUATED WITHIN THE SOUTHERLY PROJECT AREA.

THE CENTER LINE ALIGNMENT AND RIGHT OF WAY INFORMATION ACCORDING TO STATE HIGHWAY MAP 15-019, "MAP OF SURVEY FOR ODOT RIGHT OF WAY", DATED 12/20/06, WAS CALCULATED AND ROTATED TO MATCH THE BEARING AS ESTABLISHED BETWEEN POINT 2033, A 5/8" IRON ROD WITH YELLOW PLASTIC CAP MARKED "AES INC", FOUND ON THE WESTERLY RIGHT OF WAY LINE OF SAID INTERSTATE HIGHWAY 5 AT "I-5" STATION 41+68.98, 239.04 FT RIGHT, SAID POINT ALSO BEING THE NORTHEASTERLY CORNER OF BLOCK 17, "CANYONVILLE REPLAT", AND POINT 2017, A 5/8" IRON ROD WITH YELLOW PLASTIC CAP MARKED "R. BROWN PLS 2391", FOUND ON SAID WESTERLY RIGHT OF WAY LINE AT "I-5" STATION 59+02.86, 111.86 FT RIGHT.

THE DISTANCE MEASURED BETWEEN THESE TWO FOUND RIGHT OF WAY MONUMENTS MATCHED THE DIMENSION CALCULATED FROM SAID STATE HIGHWAY MAP AND WAS USED AS THE BASIS OF ROTATION TO FIT THE RECORD LINE WORK TO THE FOUND MONUMENTATION.

IN ORDER TO EXTEND THE CENTER LINE ALIGNMENT NORTHERLY AND GIVE SOME CONTEXT BY SHOWING THE RELATIONSHIP BETWEEN THE 2 CANYONVILLE PROJECT SITES, CENTER LINE ALIGNMENTS ACCORDING TO ODOT ROLL MAP 8B-16-18 AND ODOT ROLL MAP 9B-4-27 WERE CALCULATED AND ROTATED TO MATCH THE BEARING BETWEEN STATION 36+20.33 PI AND STATION 80+64.48 PI AS SHOWN ON SAID STATE HIGHWAY MAP 15-019.

NARRATIVE CONTINUED:

DUE TO THE PI TO PI LENGTH OF THE CALCULATED ALIGNMENT FROM THE ODOT ROLL MAPS BEING 0.25 FEET SHORTER THAN THE CORRESPONDING ALIGNMENT LENGTH PER THE STATE HIGHWAY MAP, THE CALCULATED ODOT MAP ALIGNMENT WAS TIED TO THE PREVIOUSLY CALCULATED STATE HIGHWAY MAP ALIGNMENT AT STATION 51+61.12, SHOWN ON SAID STATE HIGHWAY MAP AS THE POINT OF INTERSECTION BETWEEN THE CENTER LINE ALIGNMENT AND THE PROJECTED NORTHERLY LINE OF SW FIFTH STREET.

THIS PARTICULAR STATION WAS CHOSEN AS THE POINT TO MATCH DUE TO ITS CENTRAL POSITION RELATIVE TO THE SOUTHERLY PROJECT AREA.

AS AN OVERALL CHECK, THE CENTER LINE ALIGNMENT ACCORDING TO (METRIC) STATE HIGHWAY MAP 15-002, "HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP", FILED AS SURVEY M129-39 AND DATED 4/29/1999, WAS CALCULATED, CONVERTED TO INTERNATIONAL FEET AND ROTATED TO FIT BETWEEN SAID P.I. STATIONS PER STATE HIGHWAY MAP 15-019.

IN DOING SO, WE WERE ABLE TO VERIFY THE POSITION AND ORIENTATION OF OUR PREVIOUSLY CALCULATED LINE WORK BY EXAMINING THE DIFFERENCES BETWEEN FIELD MEASUREMENTS AND THE RECORD COORDINATES OF 3 TIED HORIZONTAL CONTROL POINTS THAT WERE SET BY ODOT ACCORDING TO SAID STATE HIGHWAY MAP 15-002. SAID ODOT CONTROL POINTS AND MONUMENTS WERE FOUND TO BE WITHIN AN AVERAGE DISTANCE OF 0.05 FT FROM OUR CALCULATED POSITIONS.

THE RIGHT OF WAY ALONG THE WESTERLY LINE OF INTERSTATE HIGHWAY 5 WAS DETERMINED AS SHOWN ACCORDING TO STATE HIGHWAY MAP 15-019. I FOUND AND HELD THE SAME RIGHT OF WAY ANGLE POINT MONUMENTS THAT WERE HELD PER SAID MAP, EXCEPT FOR POINT 2005 WHICH WAS FOUND BENT AND LEANING OVER. A RESOLVED POSITION WAS CALCULATED FOR THIS POINT BEING PARALLEL WITH AND 60 FEET SOUTHERLY OF THE NORTHERLY LINE OF SW FIFTH STREET ACCORDING TO "GOODELL TRACT" AND ALSO BEING 158.92 FEET FROM POINT 2006 ACCORDING TO SAID STATE HIGHWAY MAP 15-019.

CENTER LINE RESOLUTION OF W FIRST STREET (ORIGINALLY PLATTED AS FIFTH ST):

DETERMINED BY A LINE PARALLEL WITH AND OFFSET 30 FEET NORTHWESTERLY FROM POINT 2033 TO POINT 2034 PER STATE HIGHWAY MAP 15-019 AND SURVEY M33-26. THE RIGHT OF WAY WIDTH OF W FIRST STREET IS 60 FEET IN TOTAL, OFFSET 30 FEET ON EACH SIDE OF THE DETERMINED CENTER LINE ACCORDING TO "CANYONVILLE REPLAT" AND SUPPORTED BY SURVEY M33-26.

CENTER LINE RESOLUTION OF SW FOURTH STREET (ORIGINALLY PLATTED AS SECOND ST):

DETERMINED BY A LINE FROM POINT 2002 TO THE MIDPOINT BETWEEN POINTS 2014 AND 2015 PER SURVEYS CS 65/103-14, M32-15 AND M132-14. THE RIGHT OF WAY WIDTH OF S.W. FOURTH STREET IS 60 FEET IN TOTAL, OFFSET 30 FEET ON EACH SIDE OF THE DETERMINED CENTER LINE ACCORDING TO "CANYONVILLE REPLAT" AND SUPPORTED BY SURVEYS M32-15, M42-78 AND M132-14.

CENTER LINE RESOLUTION OF SW FIFTH STREET SITUATED EASTERLY OF INTERSTATE HIGHWAY 5 (ORIGINALLY PLATTED AS FIRST ST):

DETERMINED BY A LINE FROM POINT 2000 TO A POINT BEING PERPENDICULAR TO AND 30 FEET DISTANT FROM POINT 2010 PER SURVEYS M32-15 AND M132-14. THE RIGHT OF WAY WIDTH OF SW FIFTH STREET IS 60 FEET IN TOTAL, OFFSET 30 FEET ON EACH SIDE OF THE DETERMINED CENTER LINE ACCORDING TO "CANYONVILLE REPLAT" AND SUPPORTED BY SURVEYS CS 55/14-1, M32-15, M42-78, M85-79 AND M132-14.

CENTER LINE RESOLUTION OF SW PINE AVENUE:

DETERMINED BY A LINE FROM POINT 2002 TO A POINT BEING PERPENDICULAR TO AND 25 FEET DISTANT FROM POINT 2007 PER SURVEYS CS 65/103-14 AND M165-76. THE RIGHT OF WAY WIDTH OF S.W. PINE AVENUE IS 50 FEET IN TOTAL, OFFSET 25 FEET ON EACH SIDE OF THE DETERMINED CENTER LINE ACCORDING TO "CANYONVILLE REPLAT" AND SUPPORTED BY SURVEYS M85-79 AND M132-14.

CANYONVILLE SOUTH REFERENCES:

ODOT RIGHT OF WAY MAPS
6B-34-18
8B-16-18
8B-30-24
9B-4-27

DOUGLAS COUNTY STATE HIGHWAY MAPS
ST. HWY. 15-002 (IN METRIC UNITS)
ST. HWY. 15-019

DOUGLAS COUNTY SUBDIVISION PLATS
CANYONVILLE (VOL. 2, PG. 19)
CANYONVILLE REPLAT (VOL. 2, PG. 20)
GOODELL TRACT (VOL. 6, PG. 72)

DOUGLAS COUNTY SURVEYS


CS 55/14-1
CS 55/24
CS 65/103-14
M32-15
M33-26
M42-78
M50-36
M85-79
M98-24
M104-64
M116-28
M119-56
M119-60
M132-14
M132-49
M165-76
M167-72

DOUGLAS COUNTY DOCUMENTS

84-03367
88-09329
2016-005879
2017-011099

FILE NAME: S_K22388_CRR_CANYONVILLE.DGN


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REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 10, 2006
ROBERT R. JACKSON
47721
RENEWS: 6/30/2023

OREGON DEPARTMENT OF TRANSPORTATION

HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP

REGION 3 DISTRICT 7
DOUGLAS COUNTY ADA RAMP
MILEPOSTS 98.27 TO 99.80
CITY OF CANYONVILLE,
DOUGLAS COUNTY, OREGON



ODOT REGION 3 HQ
3500 NW STEWART PARKWAY
ROSEBURG, OREGON KEY NO. 22388

DECEMBER 15, 2021
SCALE: N/A
SHEET 2 OF 6

ST. HWY. 15-035 B