

FILED
APR 15 1986
COUNTY SURVEYOR
DOUGLAS COUNTY, ORE.



BASIS OF BEARING IS OREGON
STATE PLANE COORDINATE SOUTH ZONE (GRID)

RECORD OF SURVEY
S 1/2 SECTION 33
T. 32 S., R. 6 W., W.M.
NW 1/4 SECTION 4
T. 33 S., R. 6 W., W.M.
DOUGLAS COUNTY, OREGON

SCALE 1" = 100'
0 50 100 200 300
SCALE IN FEET

THIS SURVEY FOR THE DOUGLAS COUNTY
ROAD DEPARTMENT,
COUNTY COURTHOUSE
ROSEBURG, OREGON

REV.	DESCRIPTION	BY	DATE

OBEC
OBEC Consulting Engineers
244 COUNTRY CLUB ROAD
EUGENE, OREGON 97401
503-683-6800

**GLENDALE BRIDGE
RIGHT OF WAY**

DOUGLAS COUNTY
OREGON

DESIGNED: MARK ARMSTRONG (P.L.S.) PROJ. NO. 8-105 (SHT. OF
DRAWN: D. HILJES | CHK'D: | FILE NO. |

NARRATIVE
GLENDALE BRIDGE RIGHT-OF-WAY, DOUGLAS COUNTY, OREGON

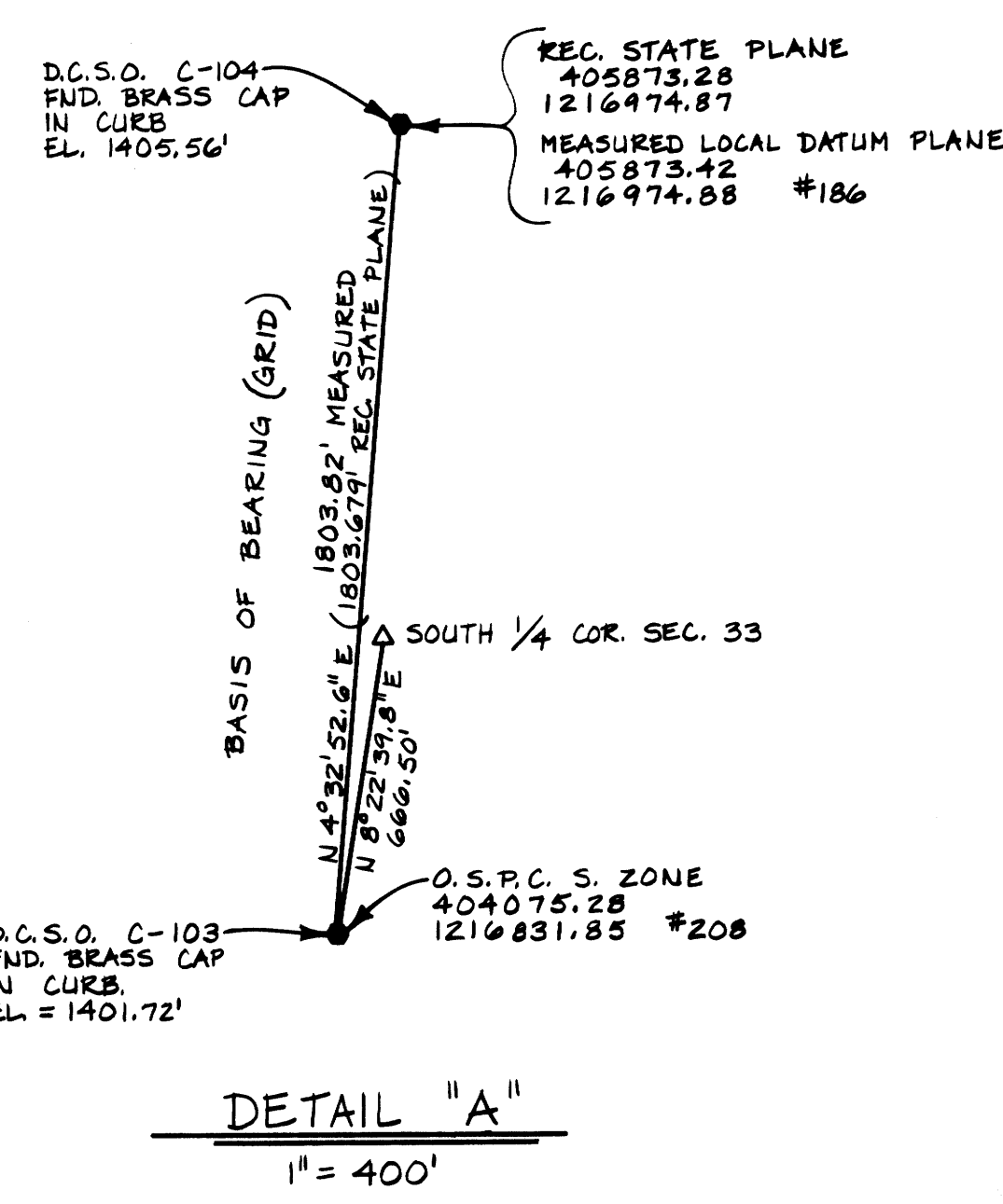
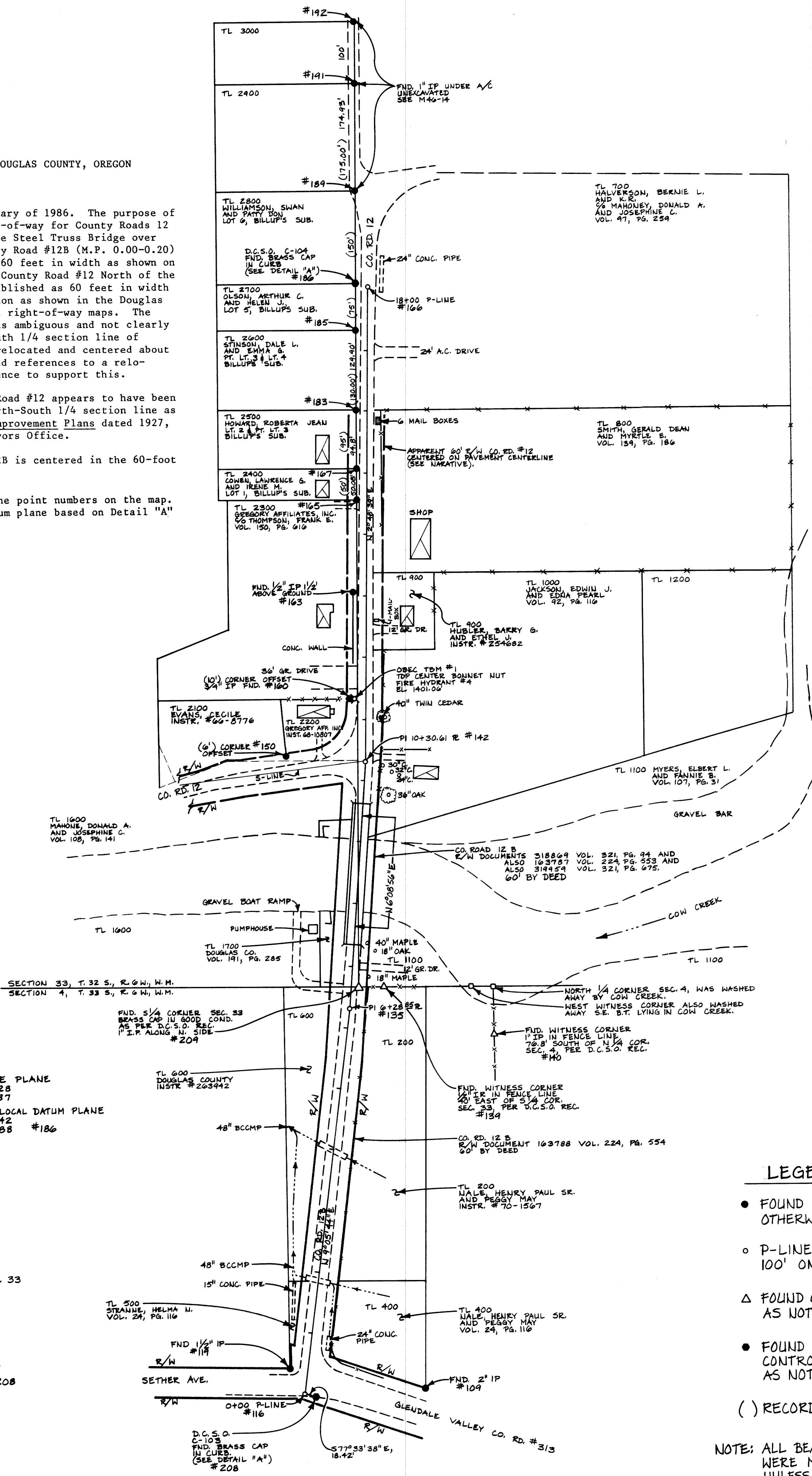
This survey was performed during February of 1986. The purpose of this survey was to establish the right-of-way for County Roads 12 and 12B in the vicinity of the Glendale Steel Truss Bridge over Cow Creek. The right-of-way for County Road #12B (M.P. 0.00-0.20) has been established by deed as being 60 feet in width as shown on the map herein. The right-of-way for County Road #12 North of the bridge (M.P. 9.74-10.66) has been established as 60 feet in width with the exception of a slight variation as shown in the Douglas County Road Department's straight line right-of-way maps. The actual location of said right-of-way is ambiguous and not clearly described in relation to the North-South 1/4 section line of Section 33. It appears to have been relocated and centered about the centerline of pavement. Vague deed references to a relocated centerline are the primary evidence to support this.

The original right-of-way for County Road #12 appears to have been 40 feet centered about or near the North-South 1/4 section line as shown on the Douglas County Highway Improvement Plans dated 1927, and found in the Douglas County Surveyors Office.

The bridge location on County Road #12B is centered in the 60-foot right-of-way as shown herein.

All coordinates below correspond to the point numbers on the map. Coordinates shown below are local datum plane based on Detail "A" below.

Pt. #	N	E
109	404079.66	1217009.35
116	404079.25	1216813.86
119	404122.17	1216791.75
135	404700.02	1216913.25
139	404733.21	1216969.24
140	404649.51	1217144.89
142	405099.46	1216956.28
150	405113.09	1216829.31
160	405202.13	1216938.00
163	405374.36	1216948.78
165	405524.13	1216960.36
166	405867.77	1216994.00
167	405574.18	1216962.26
183	405668.90	1216966.10
185	405798.67	1216971.56
186	405873.42	1216974.88
189	406023.66	1216980.20
191	406198.45	1216987.17
192	406298.38	1216991.06
208	404075.28	1216831.85
209	404734.67	1216928.96



REGISTERED
PROFESSIONAL
LAND SURVEYOR
MARK L. ARMSTRONG
1937
4-14-86

- LEGEND
- FOUND 1" IRON PIPE UNLESS OTHERWISE NOTED.
 - P-LINE NAILS SET EVERY 100' ON STATION.
 - △ FOUND CONTROLLING MONUMENT AS NOTED HEREIN.
 - FOUND D.C.S.O. BRASS CAP CONTROLLING MONUMENT AS NOTED HEREIN.
 - () RECORD DIMENSION

NOTE: ALL BEARINGS AND DISTANCES WERE MEASURED THIS SURVEY UNLESS OTHERWISE NOTED. ALL BEARINGS ARE GRID AND ALL DISTANCES ARE HORIZONTAL WITH NO GRID FACTORS APPLIED.

COUNTY SURVEYORS FILE DATA
DO NOT REMOVE FROM OFFICE