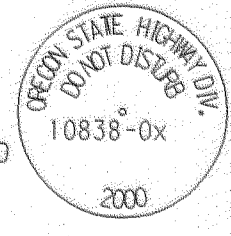


SEE SHEET 3/3

LEGEND

- ◆ SET 0.076mm BRASS CAP SET FLUSH IN 0.305M x 0.305M x 1.2M DEEP CONCRETE. BRASS CAP STAMPED THUS:  

- FOUND MONUMENT AS NOTED
- MONUMENT NOT FOUND
- RESOLVED CENTERLINE
- - - APPROXIMATE PROPERTY LINES (REF. ONLY)
- ..... PROPOSED ROADWAY CENTERLINE
- R= RECORD PER R/W
- AC ALUMINUM CAP
- YPC YELLOW PLASTIC CAP
- RPC RED PLASTIC CAP
- 1R IRON REBAR
- GIP GALVANIZED IRON PIPE
- R/W ODOT HWY MAP 88-32-13 PART 2 OF 2 DATED NOV. 1964, REVISED MARCH 1966
- ODOT OREGON DEPARTMENT OF TRANSPORTATION

10838-01: LOCATED IN T37S, R1W, SW 1/4 SEC 18, MORE SPECIFICALLY, IN THE SOUTHWEST PORTION OF THE ASPHALT PARKING LOT FOR FOOD-4-LESS, 8.60 METERS EAST OF THE FACE OF CURB OF BIDDLE ROAD AND 215.20 METERS NORTH FROM THE CENTERLINE INTERSECTION OF BIDDLE ROAD AND MORROW ROAD. N=78519.134, E=1304422.603, ORTHO ELEV=401.712, ELLIPSOID HT=378.785, GEOID SEP.= -22.927, SCALE FACTOR=0.99999620, COMBINED SCALE FACTOR=0.99993316, CONVERGENCE=-1°37'26.81"

10838-02: LOCATED IN T37S, R1W, SW 1/4 SEC 18, MORE SPECIFICALLY, SOUTHERLY FROM THE INTERSECTION OF POPLAR DRIVE AND HILTON ROAD, 85.30 METERS; AND 1.00 METER BEHIND THE EASTERLY SIDEWALK OF POPLAR DRIVE. N=78841.876, E=1304801.665, ORTHO ELEV=401.192, ELLIPSOID HT=378.271, GEOID SEP.= -22.921, SCALE FACTOR=0.99999546, COMBINED SCALE FACTOR=0.99993250, CONVERGENCE=-1°37'15.75"

10838-03: LOCATED IN T37S, R1W, SW 1/4 SEC 18, MORE SPECIFICALLY, 5 METERS BEHIND THE INSIDE CURB ALONG THE WESTBOUND RAMP TO HIGHWAY 62 FROM BIDDLE ROAD, AND 49.36 METERS NORTHEASTERLY FROM THE NORTHEAST CORNER OF THE HIGHWAY 62 OVERCROSSING OF BIDDLE ROAD. N=78879.661, E=1304381.241, ORTHO ELEV=402.912, ELLIPSOID HT=379.982, GEOID SEP.= -22.930, SCALE FACTOR=0.99999540, COMBINED SCALE FACTOR=0.99993217, CONVERGENCE=-1°37'28.35"

10838-04: LOCATED IN T37S, R1W, NE 1/4 SEC 18, MORE SPECIFICALLY, 23.85 METERS NORTHEASTERLY OF THE CENTERLINE INTERSECTION WITH HWY 62 AND SKY PARK DRIVE; AND 34.83 METERS SOUTHEASTERLY OF THE SOUTHERLY EDGE OF THE MEDCO HAUL ROAD. ALSO, SOUTH 33°37' EAST, 14.31 METERS FROM SHRW CENTERLINE STATION 2323+50, 105' RIGHT. N=79502.471, E=1305191.167, ORTHO ELEV=406.097, ELLIPSOID HT=383.160, GEOID SEP.= -22.937, SCALE FACTOR=0.99999398, COMBINED SCALE FACTOR=0.99993026, CONVERGENCE=-1°37'04.67"

10838-05: LOCATED IN T37S, R1W, NW 1/4 SEC 18, MORE SPECIFICALLY, 65 METERS EASTERLY ALONG THE MEDCO HAUL ROAD FROM THE INTERSECTION WITH BULLOCK ROAD & MEDCO HAUL ROAD, AND 2.0 METERS FROM THE SOUTHERLY EDGE OF PAVEMENT. N=79217.972, E=1304777.849, ORTHO ELEV=400.000, ELLIPSOID HT=377.066, GEOID SEP.= -22.934, SCALE FACTOR=0.99999463, COMBINED SCALE FACTOR=0.99993187, CONVERGENCE=-1°37'16.78"

CURVE DATA TABLE

MEASURED

C1	RAD=16.764m	DELTA=89°59'57"	TAN=16.764m
RECORD PER R/W	RAD=16.764m	DELTA=90°00'	TAN=16.764m

MEASURED

C2	RAD=16.764m	DELTA=76°41'00"	TAN=13.259m
RECORD PER R/W	RAD=16.764m	DELTA=76°40'	TAN=13.255m

LINE DATA TABLE

MEASURED

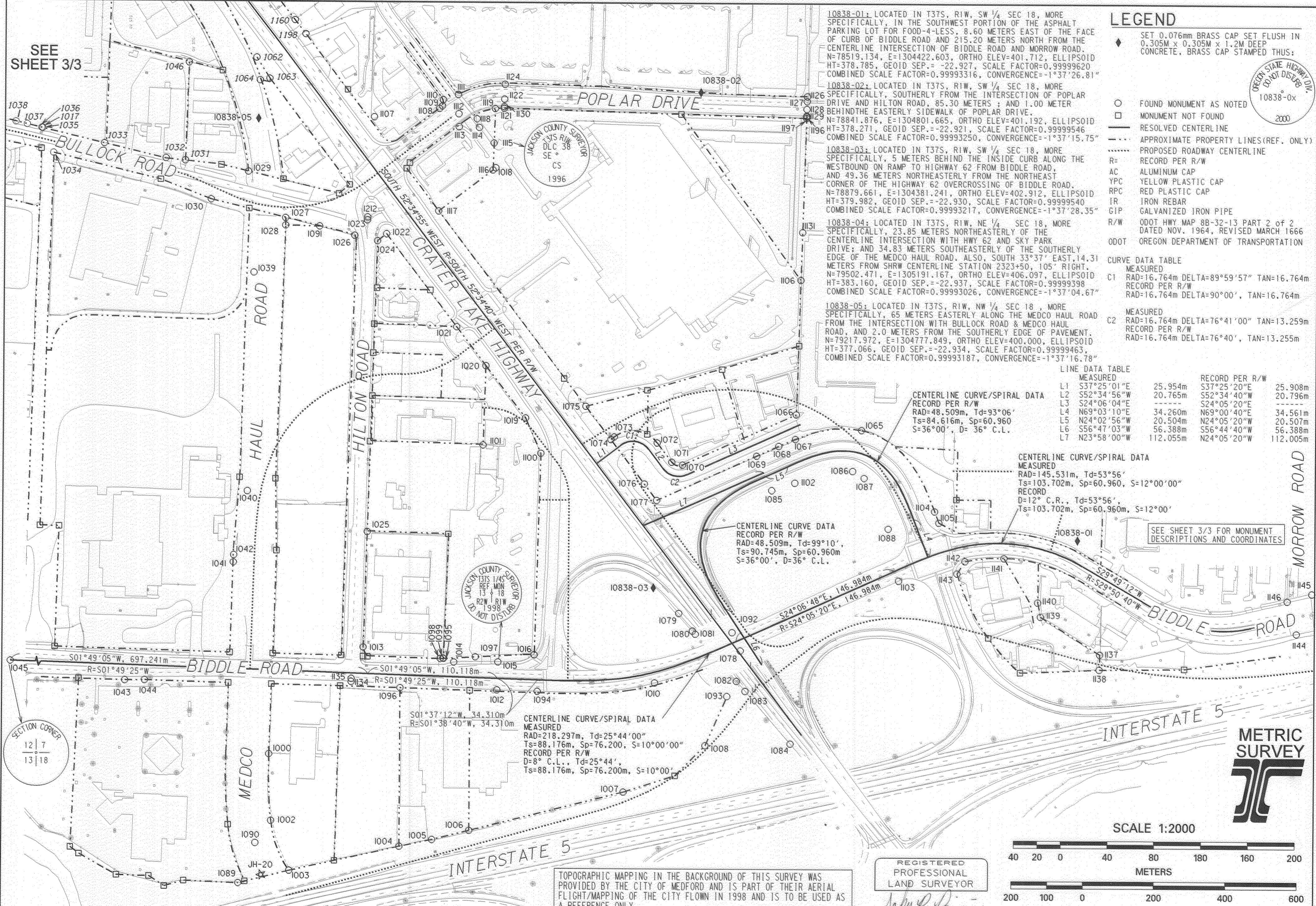
L1	S37°25'01"E	25.954m	S37°25'20"E	25.908m
L2	S52°34'56"W	20.765m	S52°34'40"W	20.796m
L3	S24°06'04"E	-----	S24°05'20"E	-----
L4	N69°03'10"E	34.260m	N69°00'40"E	34.561m
L5	N24°02'56"W	20.504m	N24°05'20"W	20.507m
L6	S56°47'03"W	56.388m	S56°44'40"W	56.388m
L7	N23°58'00"W	112.055m	N24°05'20"W	112.005m

CENTERLINE CURVE/SPIRAL DATA  
 RECORD PER R/W  
 RAD=48.509m, Td=93°06'  
 Ts=84.616m, Sp=60.960  
 S=36°00', D=36° C.L.

CENTERLINE CURVE/SPIRAL DATA  
 MEASURED  
 RAD=145.531m, Td=53°56'  
 Ts=103.702m, Sp=60.960, S=12°00'00"  
 RECORD  
 D=12° C.R., Td=53°56',  
 Ts=103.702m, Sp=60.960m, S=12°00'

CENTERLINE CURVE DATA  
 RECORD PER R/W  
 RAD=48.509m, Td=99°10',  
 Ts=90.745m, Sp=60.960m  
 S=36°00', D=36° C.L.

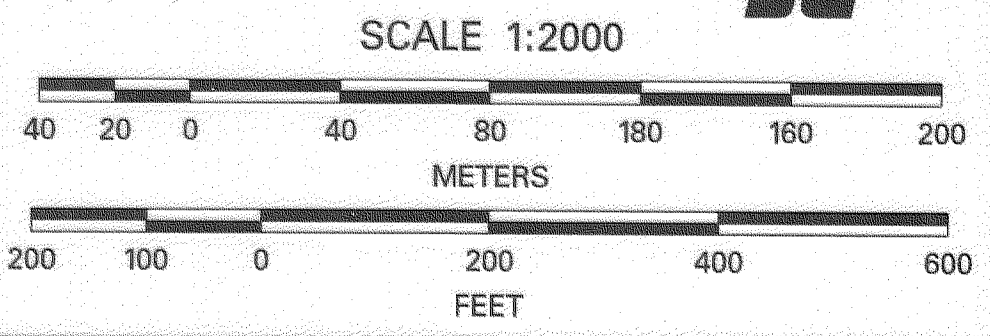
SEE SHEET 3/3 FOR MONUMENT DESCRIPTIONS AND COORDINATES



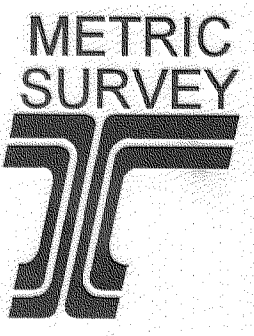
T37S, R2W, EAST 1/2 OF SECTION 13  
 T37S, R1W, WEST 1/2 OF SECTION 18

TOPOGRAPHIC MAPPING IN THE BACKGROUND OF THIS SURVEY WAS PROVIDED BY THE CITY OF MEDFORD AND IS PART OF THEIR AERIAL FLIGHT/MAPPING OF THE CITY FLOWN IN 1998 AND IS TO BE USED AS A REFERENCE ONLY.

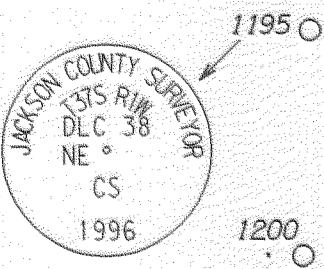
REGISTERED PROFESSIONAL LAND SURVEYOR  
 John R. Pariani  
 OREGON JULY 13, 1999  
 JOHN R. PARIANI #51382LS  
 EXPIRES: DEC. 31, 2000



HWY 62 CORRIDOR SOLUTIONS-UNIT 1 2 of 3  
 DATE: NOVEMBER 24, 2000 CADD File: 10838\_MRM2.DGN



16727



HIGHWAY 62 CORRIDOR SOLUTIONS - UNIT 1, FOUND MONUMENTS

Pt ID	East	North	Description
1000	1304238.478	79205.939	R/W 3/4" IR
1002	1304181.855	79203.994	R/W 3/4" IR PCS135+49.91, 65' LT per CS*2556
1003	1304139.821	79188.290	5/8" IR PER CS*2556
1004	1304160.619	79094.507	5/8" IR PER CS*2553 WITH R/W PADDLE
1005	1304166.456	79066.750	5/8" IR PER CS*2553
1006	1304174.478	79035.311	5/8" IR PER CS*2553, BENT NW, 35CM DEEP
1007	1304207.667	78904.210	5/8" IR PER CS*2553
1008	1304247.497	78834.847	5/8" IR PER CS*2553 35CM DEEP
1009	NOT USED		
1010	1304300.547	78878.063	R/W 3" BRASS DISC "SHRW REF. PCS 7+95.52, 28.34"
1011	NOT USED		
1012	1304293.880	79012.258	R/W 3" BRASS DISC "SHRW REF. BR 3+61.28 31.17"
1013	1304329.678	79126.201	5/8" IR W/YPC "MCMAHAN LS1913" PER CS*11545
1014	1304317.366	79048.959	5/8" IR W/AC "ODOT HORIZ CONTROL"
1015	1304317.653	79011.490	2 1/2" BRASS DISC "CS T375 R2W/R1W 1998"
1016	1304323.912	78980.761	NAIL/WASHER "901" PER CS*13647
1017	1304768.814	79401.782	5/8" IR, N.O.R.
1018	1304737.089	79016.127	5/8" IR W/RPC "D HUCK LS2023", N.O.R.
1019	1304524.762	78989.325	5/8" IR W/YPC "HULL LS901" PER CS*13647
1020	1304569.194	79023.368	5/8" IR W/YPC "HULL LS901" PER CS*13647
1021	1304601.990	79048.424	5/8" IR W/YPC NOT READABLE
1022	1304680.575	79108.547	5/8" IR W/YPC "MCMAHAN LS1913", N.O.R.
1023	1304692.192	79124.832	3" BRASS DISC IN CNC "1644"
1024	1304674.700	79116.186	R/W 5/8" IR W/AC "2345+10" (NOT READABLE)
1025	1304427.612	79123.372	5/8" IR W/YPC "HULL LS901" PER CS*13647
1026	1304679.143	79135.649	1 1/2" GIP BENT W, 30CM ABOVE GROUND
1027	1304693.675	79194.696	2" GIP PER CS*3554
1028	1304687.398	79194.586	1 1/2" GIP 60 CM ABOVE GROUND, N.O.R.
1029	1304732.826	79226.484	5/8" IR W/YPC "THOMAS LS505" PER CS*7658
1030	1304709.187	79258.053	5/8" IR PER CS*6219
1031	1304742.009	79280.215	5/8" IR W/YPC "TEMPLIN LS2359" PER CS*12474
1032	1304743.813	79296.709	5/8" IR W/YPC "TEMPLIN LS2359" PER CS*12474
1033	1304756.179	79349.227	1" CHANNEL IRON, N.O.R.
1034	1304747.708	79392.409	5/8" IR PER CS*6219, 10CM DEEP
1035	1304768.981	79401.798	5/8" IR W/YPC "KAISER LS803" PER CS*12493
1036	1304768.998	79402.631	5/8" IR W/YPC "KAISER LS803" PER CS*12493
1037	1304772.047	79415.092	5/8" IR
1038	1304774.205	79424.733	5/8" IR W/RPC "KAISER LS803" PER CS*11719
1039	1304647.248	79221.308	5/8" IR PER CS*6219
1040	1304461.810	79225.621	5/8" IR PER CS*6219
1041	1304401.046	79237.108	5/8" IR PER CS*6219
1042	1304407.211	79236.889	5/8" IR PER CS*6219
1043	1304300.476	79328.918	5/8" IR W/YPC "HOFFBUHR LS1640" PER CS*10426
1044	1304300.688	79312.139	NAIL W/WASHER "LS1640", N.O.R.
1045	1304796.435	80365.416	3" BRASS DISC FOR SECTION CORNER 7-12-13-8
1046	1304825.009	79277.483	5/8" IR W/YPC "TEMPLIN LS2369" PER CS*12474
1047	NOT USED		
1048	1305512.117	79731.637	R/W 5/8" IR W/AC "2311+00, 47' RT"
1049	1305478.884	79724.588	R/W 5/8" IR W/AC 1.5M DEEP 2312+00, 95' RT
1050	1305453.006	79689.785	3" BRASS DISC BENCHMARK "G607" ON WINGWALL
1051	1305406.267	79669.020	R/W 5/8" IR W/AC "2315+00, 95' RT"
1052	NOT USED		
1053	1305384.020	79648.236	R/W 5/8" IR W/AC "2316+00, 85' RT"
1054	1305287.187	79574.150	R/W 5/8" IR W/AC "2320+00, 85' RT"
1055	1305261.155	79558.016	R/W 5/8" IR W/AC "2321+00, 95' RT" BENT EAST
1056	1305199.091	79514.389	R/W 5/8" IR W/AC "2323+50, 105' RT"
1057	NOT USED		
1058	1305122.591	79455.831	R/W 5/8" IR W/AC "2326+66, 105' RT" BENT WEST
1059	1305116.192	79447.130	R/W 5/8" IR W/AC "2327+00, 95' RT"
1060	1305057.533	79398.384	R/W 5/8" IR W/AC "2329+50, 85' RT"
1061	1305035.181	79377.409	R/W 5/8" IR W/AC "2330+50, 75' RT"
1062	1304829.361	79220.036	R/W 5/8" IR W/AC "2339+00, 75' RT"
1063	1304811.794	79208.936	1 1/2" GIP PER CS*3554
1064	1304810.393	79217.084	1 1/2" GIP PER CS*3554

Pt ID	East	North	Description
1065	1304515.685	78703.529	R/W 5/8" IR W/AC "PCS E 51+72.26 62"
1066	1304528.683	78759.188	R/W 5/8" IR W/AC "POT AR 6+59.15 30"
1067	1304507.912	78759.745	R/W IR W/AC "POS E 53+24.26 62" BENT SE
1068	1304501.882	78773.878	R/W IR W/AC "PT E 53+72.26"
1069	1304493.523	78792.611	R/W IR W/AC "PS E 54+39.54, 12' LT"
1070	1304485.591	78855.517	R/W IR W/AC "PT AR 3+13.21, 30"
1071	1304488.040	78864.771	R/W IR W/AC "PC AR 2+39.62, 30"
1072	1304504.342	78877.286	R/W IR W/AC "PT AR 1+17.39 30"
1073	1304509.166	78913.732	5/8" IR PER CS*3861, 3CM DEEP
1074	1304506.974	78916.582	R/W 5/8" IR W/AC
1075	1304535.170	78938.108	3/4" GIP PER CS*3437 IN ASPHALT 4CM DEEP
1076	1304469.480	78887.848	R/W IR W/AC "SHRW 2355+00, 73"
1077	1304455.718	78877.328	R/W IR W/AC "POT CL 2355+56.83, 73"
1078	1304328.053	78805.494	R/W 3" BRASS DISC "SHD REF BR PT 10+45.52 28.26" LT"
1079	1304359.867	78857.934	R/W 3" BRASS DISC "SHR 17.61 E 58+43.72 PT"
1080	1304344.918	78846.240	R/W 3" BRASS DISC "SHR E 59+15.00 PT"
1081	1304342.138	78843.778	R/W 3" BRASS DISC "SHR CL 2359+19.55"
1082	1304302.221	78808.556	R/W 3" BRASS DISC "SHR E 61+00.00 POT"
1083	1304293.738	78801.158	R/W 3" BRASS DISC "SHR E 61+29.60 POT"
1084	1304249.169	78762.567	R/W 3" BRASS DISC "SHR CL 2363+23.88 PS"
1085	1304464.419	78779.589	R/W IR W/AC "PS E 54+39.54 54.64"
1086	1304480.948	78710.845	R/W 5/8" IR W/AC "PCS E 51+72.26 54.55"
1087	1304475.075	78701.129	R/W 5/8" IR W/AC "PSC E 51+13.65 59.92"
1088	1304432.005	78680.364	R/W 5/8" IR W/AC "PS E 49+13.65, 76.11"
1089	1304128.999	79231.497	5/8" IR BENT WEST PER CS*2124
1090	1304162.994	79217.208	RAILROAD SPIKE FLUSH WITH ASPHALT, N.O.R.
1091	1304686.712	79165.638	1 1/2" GIP PER CS*3554, 50CM ABOVE GROUND
1092	1304343.744	78812.511	3" BRASS DISC "REF 28.35 .RP10+745, PT"
1093	1304289.308	78816.649	3/4" GIP, BENT BAD NORTHERLY, N.O.R.
1094	1304292.874	78977.927	3" BRASS DISC "BR 4+73.85 PS 31.28"
1095	1304320.396	79057.708	5/8" IR W/YPC "MCMAHAN LS1913" PER CS*11545
1096	1304295.339	79094.498	3/4" IR PER CS*6731, 0.3M DEEP
1097	1304321.925	79030.742	5/8" IR W/YPC "HULL RS901" PER CS*13647
1098	1304320.237	79060.552	5/8" IR W/YPC "MCMAHAN LS1913" PER CS*11545
1099	1304320.639	79058.308	5/8" IR PER CS*8125
1100	1304495.043	78976.152	5/8" IR W/YPC "HULL LS901" PER CS*13647
1101	1304501.829	79025.368	5/8" IR W/YPC "HULL LS901" PER CS*13647
1102	1304470.788	78759.964	R/W 5/8" IR W/AC "PT E 53+72.26, 50"
1103	1304387.952	78671.303	R/W 3" BRASS DISC "SHD REF BR PS 16+27.75"
1104	1304447.064	78641.042	R/W 5/8" IR W/AC "PS E 49+13.65, 62"
1105	1304437.396	78637.400	R/W 5/8" IR W/AC "48+80.00 62"
1106	1304642.810	78755.943	5/8" IR W/YPC "HOFFBUHR LS1640" PER CS*9049
1107	1304779.792	79119.566	5/8" IR PER CS*6410 BENT BAD NORTHERLY
1108	1304787.167	79064.218	.38 CAL SHELL PER C.O.M.BOOK 1717, PG 24

### LEGEND

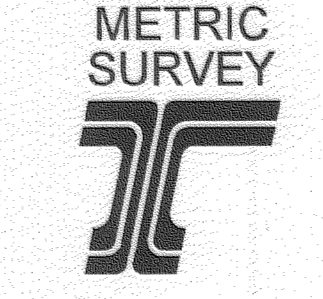
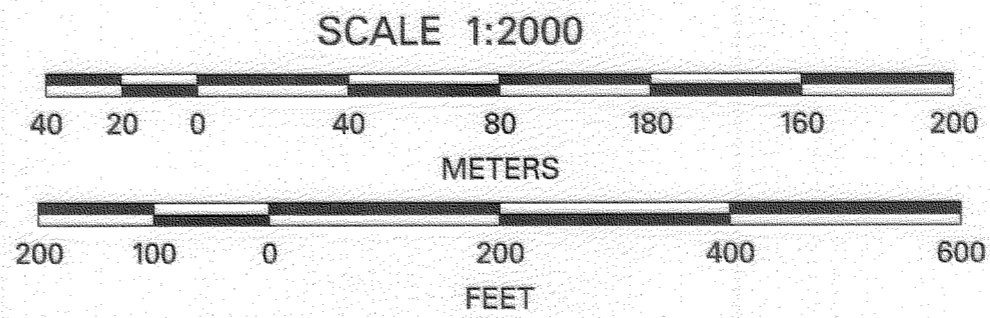
- ◆ SET O.076mm BRASS CAP SET FLUSH IN 0.305M x 0.305M x 1.22M DEEP CONCRETE, BRASS CAP STAMPED THUS: 10838-0x
- FOUND MONUMENT AS NOTED
- MONUMENT NOT FOUND
- RESOLVED CENTERLINE
- APPROXIMATE PROPERTY LINES (REFERENCE ONLY)
- PRELIMINARY PROPOSED ROADWAY CENTERLINE
- R= RECORD PER R/W
- AC ALUMINUM CAP
- YPC YELLOW PLASTIC CAP
- RPC RED PLASTIC CAP
- IR IRON REBAR
- GIP GALVANIZED IRON PIPE
- R/W ODOT HWY MAP 8B-32-13 PART 2 OF 2 DATED NOV. 1964, REVISED MARCH 1666
- ODOT OREGON DEPARTMENT OF TRANSPORTATION
- N.O.R. FOUND MONUMENT IS NOT OF RECORD

JACKSON COUNTY SURVEYOR  
DLG 38  
NE  
CS  
1996

SEE SHEET 2/3  
T37S, R1W, NORTH 1/2 OF SECTION 18

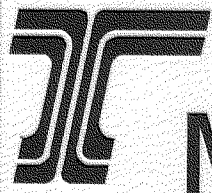
10838-04: LOCATED IN T37S, R1W, NE 1/4 SEC 18, MORE SPECIFICALLY, 23.85 METERS NORTHEASTERLY OF THE CENTERLINE INTERSECTION WITH HWY 62 AND SKY PARK DRIVE; AND 34.83 METERS SOUTHEASTERLY OF THE SOUTHERLY EDGE OF THE MEDCO HAUL ROAD. ALSO, SOUTH 33°37' EAST, 14.31 METERS FROM SHRW CENTERLINE STATION 2323+50, 105' RIGHT. N=79502.471, E=1305191.167, ORTHO ELEV=406.097, ELLIPSOID HT=383.160, GEOID SEP=-22.937, SCALE FACTOR=0.99999398, COMBINED SCALE FACTOR=0.99993026, CONVERGENCE=-1°37'04.67"

10838-05: LOCATED IN T37S, R1W, NW 1/4 SEC 18, MORE SPECIFICALLY, 65 METERS EASTERLY ALONG THE MEDCO HAUL ROAD FROM THE INTERSECTION WITH BULLOCK ROAD & MEDCO HAUL ROAD, AND 2.0 METERS FROM THE SOUTHERLY EDGE OF PAVEMENT. N=79217.972, E=1304777.849, ORTHO ELEV=400.000, ELLIPSOID HT=377.066, GEOID SEP=-22.934, SCALE FACTOR=0.99999463, COMBINED SCALE FACTOR=0.99993187, CONVERGENCE=-1°37'16.78"



REGISTERED PROFESSIONAL LAND SURVEYOR  
JOHN R. PARIANI  
EXPIRES: DEC. 31, 2000

1109	1304789.306	79061.817	5/8" IR W/RPC PER CS*11511 (NOT READABLE)
1110	1304794.660	79061.094	NAIL W/WASHER "LS1656" PER CS*11511
1111	1304799.006	79048.299	.38 CAL SHELL PER C.O.M.BOOK 1717, PG 24
1112	1304782.781	79047.789	2 1/2" BRASS DISC IN CASE O.3M DEEP PER CS*9949
1113	1304771.738	79047.455	.38 CAL SHELL PER C.O.M.BOOK 1717, PG 24
1114	1304771.234	79030.279	LEAD PLUG W/TACK, N.O.R.
1115	1304758.062	79017.762	3" BRASS DISC "SE DLG 38, CS 1996"
1116	1304735.122	79018.449	5/8" IR W/YPC "HOFFBUHR LS1640" PER CS*9049
1117	1304700.175	79064.386	5/8" IR W/RPC "D HUCK LS2023" BENT SOUTHERLY, N.O.R.
1118	1304778.636	79032.289	.38 CAL SHELL PER C.O.M.BOOK 1717, PG 24
1119	1304787.323	79016.896	5/8" IR W/YPC "HOFFBUHR LS1640" PER CS*9049
1120	NOT USED		
1121	1304787.682	79009.239	5/8" IR W/YPC "HOFFBUHR LS1640" PER CS*9049
1122	1304795.296	79009.052	2 1/2" BRASS DISC CEN. MON. 0.5M DEEP PER CS*9949
1124	1304807.867	79008.691	.38 CAL SHELL PER C.O.M.BOOK 1717, PG 25
1125	NOT USED		
1126	1304798.672	78751.494	5/8" IR W/YPC "MCMAHAN LS1913"
1127	1304794.694	78751.636	.38 CAL SHELL PER C.O.M.BOOK 1717, PG 25
1128	1304788.012	78751.814	2" BRASS DISC CEN MON PER CS*9949
1129	1304782.420	78751.967	.38 CAL SHELL PER C.O.M.BOOK 1717, PG 25
1130	1304789.018	79009.242	.38 CAL SHELL PER C.O.M.BOOK 1717, PG 25
1131	1304683.488	78754.728	5/8" IR PER CS*3280
1132	1305575.517	79733.698	5/8" IR HAS BEEN DESTROYED, N.O.R.
1133	NOT USED		
1134	1304300.277	79136.261	.38 CAL SHELL PER C.O.M.BOOK 1470, PG 12
1135	1304302.834	79136.201	PK NAIL PER C.O.M.BOOK 1470, PG 12
1136	NOT USED		
1137	1304325.923	78499.645	LEAD PLUG W/TACK PER CS*7844
1138	1304313.065	78500.035	3/4" IR
1139	1304358.123	78550.463	5/8" IR PER CS*7844
1140	1304370.140	78552.839	LEAD PLUG W/TACK PER CS*7844
1141	1304407.472	78581.880	5/8" IR, BENT SOUTHERLY, PER CS*5360
1142	1304404.664	78614.951	5/8" IR W/YPC "RCE 5685" PER CS*5360
1143	1304394.270	78621.729	5/8" IR "722+01.45, 50' LT" B LINE PER CS*5360
1144	1304344.460	78331.606	.38 CAL SHELL PER C.O.M.BOOK 1595, PG 16
1145	1304378.407	78318.628	.38 CAL SHELL PER C.O.M.BOOK 1595, PG 16
1146	1304372.201	78339.625	.38 CAL SHELL PER C.O.M.BOOK 1595, PG 16
1160	1304861.600	79187.807	1" GIP BENT WESTERLY PER CS*3292
1161	THRU 1194		NOT USED
1195	1304328.984	79818.887	2" BRASS DISC NE CORNER OF DLG 38
1196	1304781.574	78751.996	.38 CAL SHELL PER C.O.M.BOOK 1717, PG 25
1197	1304780.405	78751.984	5/8" IR W/YPC "LS 505"
1198	1304849.537	79178.568	1" GIP PER CS*3292
1199	NOT USED		
1200	1304786.017	79999.806	2 1/2" BRASS DISC IN CASE, N.O.R.
1201	1304773.663	79886.854	5/8" IR W/AC "JACKSON CO CS" PER CS*14041
1202	1304771.110	79797.279	5/8" IR W/AC "JACKSON CO CS" PER CS*14041
1203	1304780.248	79796.983	5/8" IR IN ASPHALT PER CS*6289
1204	1304789.569	79803.303	5/8" IR W/YPC "KAISER LS803" PER CS*10886
1205	1304786.229	79685.365	5/8" IR W/YPC "KAISER LS803" PER CS*14630
1206	1304785.364	79654.905	5/8" IR W/YPC "KAISER LS803" PER CS*11984
1207	1304766.727	79643.005	5/8" IR, N.O.R.
1208	1304724.080	79644.476	5/8" IR, N.O.R.
1209	1304764.729	79573.545	7/8" IR W/RPC "HARDEY & ASSOC", N.O.R.
1210	1304783.154	79576.597	5/8" IR W/YPC "KAISER LS803" CS*10886 100CM DEEP



# MAP OF SURVEY

LOCATED IN THE EAST HALF OF SECTION 13  
TOWNSHIP 37 SOUTH, RANGE 2 WEST,  
AND  
THE WEST HALF OF SECTION 18, AND  
THE SOUTHWEST 1/4 OF SECTION 7  
TOWNSHIP 37 SOUTH, RANGE 1 WEST  
WILLAMETTE MERIDIAN, JACKSON COUNTY, OREGON

SEE SHEET 3/3

HWY 62 CORRIDOR SOLUTIONS-UNIT 1

KEY No. 10838

## SURVEYOR

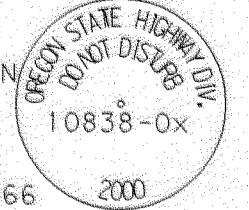
OREGON DEPARTMENT OF TRANSPORTATION  
ROGUE VALLEY AREA OFFICE  
200 ANTELOPE ROAD  
WHITE CITY, OREGON 97503

\*\* RECEIVED \*\*  
DATE 11/24/00 BY *BC*  
This survey consists of:  
3 sheet(s) Map  
2 page(s) Narrative

JACKSON COUNTY  
SURVEYOR

## LEGEND

- ★ FOUND GPS MONUMENT
- ◆ SET 0.076mm BRASS CAP SET FLUSH IN 0.300M x 0.300M x 1.22M DEEP CONCRETE, BRASS CAP STAMPED THUS: 10838-0x
- R/W ODOT HWY MAP 8B-32-13 PART 2 of 2 DATED NOV. 1964, REVISED MARCH 1666
- NETWORK OBSERVATION LINES
- ODOT OREGON DEPARTMENT OF TRANSPORTATION
- APPROXIMATE SECTION LINES
- RESOLVED CENTERLINE



## SURVEY DATA

FIELD WORK WAS COMPLETED ON OCTOBER 26, 2000  
BASIS OF BEARING: OREGON SOUTH ZONE, 3602 1983(91)  
COORDINATES SHOWN ARE STATE PLANE COORDINATES

VERTICAL DATUM BASED ON CITY OF MEDFORD BENCHMARK DATUM A-242 WITH AN ELEVATION OF 400.940 METERS (1315.421') (SEE NARRATIVE) BENCHMARK A-242 IS LOCATED IN THE CURB AT THE SOUTHWEST CORNER OF THE INTERSECTION OF POPLAR DRIVE AND HIGHWAY 62.

TOPOGRAPHIC MAPPING IN THE BACKGROUND OF THIS SURVEY WAS PROVIDED BY THE CITY OF MEDFORD AND IS PART OF THEIR AERIAL FLIGHT/MAPPING OF THE CITY FLOWN IN 1998 AND IS TO BE USED AS A REFERENCE ONLY.

## SURVEY NARRATIVE

TO COMPLY WITH O.R.S. 209.250  
FOR:  
OREGON DEPARTMENT OF TRANSPORTATION (ODOT), ROGUE VALLEY AREA OFFICE  
200 ANTELOPE ROAD, WHITE CITY, OREGON 97503

**PURPOSE:**  
THE PURPOSE OF THIS SURVEY IS TO LOCATE AND TIE IN ANY EXISTING MONUMENTS THAT WOULD ASSIST THE RIGHT OF WAY DEPARTMENT IN DETERMINING THE BOUNDARIES OF ANY AFFECTED PROPERTIES FOR THIS ROADWAY IMPROVEMENT PROJECT; TO PERPETUATE ANY MONUMENTS THAT HAVE THE POTENTIAL OF BEING DESTROYED DURING CONSTRUCTION; ESTABLISH HORIZONTAL AND VERTICAL CONTROL.

**PROCEDURE: (HORIZONTAL)**  
A GPS RAPID-STATIC NETWORK WAS RAN THROUGH THE PROJECT WITH LINES OF OBSERVATIONS SHOWN ON THIS SHEET. THE NETWORK BEGAN WITH "JUSTICE" AND PROGRESSED NORTHERLY THROUGHOUT THE PROJECT. ADJUSTMENT OF THIS NETWORK WAS DONE SO BY FIXING "JUSTICE", "JH-20", "BEAR" AND "BEACON". THE MONUMENTS TIED IN WERE DONE SO WITH RTK EQUIPMENT, WHEN POSSIBLE. A BASE STATION WAS SET ON "JH-20", WITH THE ROVER LOCATING THE MONUMENTS. THEN THEY WERE RE-TIED IN WITH THE BASE STATION ON "BEACON". ANY MONUMENTS WITH UNACCEPTABLE RESIDUALS AND MONUMENTS THAT COULD NOT BE LOCATED WITH RTK EQUIPMENT (DUE TO FIELD OBSTRUCTIONS) WERE TIED IN WITH THE TCA 1800 TOTAL STATION. THE GEOID MODEL USED IS GEOID 99. THE REFERENCE ELLIPSOID USED WAS GRS 80. THE FOUND GEODETIC CONTROL USED FOR THIS PROJECT AND THERE SOURCES ARE: "JUSTICE" AND "BEACON" FROM THE NATIONAL GEODETIC SURVEY DATA SHEETS; "BEAR" AND "JH-20" FROM THE ODOT, GEOMETRONICS UNIT. ACCEPTANCE OF THE ADJUSTMENT WAS BASED UPON A MAXIMUM RESIDUAL IN EITHER LATITUDE OR LONGITUDE OF 12 mm. POSITIONAL ACCURACIES ARE RELATIVE TO THE FIXED POINTS AND ARE STATED TO BE AT A 95% CONFIDENCE LEVEL, PER SKI-PRO SOFTWARE USED FOR PROCESSING ON THIS NETWORK. THE CENTERLINE OF HIGHWAY 62 WAS DETERMINED BY THE MONUMENTS ALONG THE NORTHERLY SIDE OF THE RIGHT OF WAY. THESE MONUMENTS FIT VERY TIGHT WITH THE RECORD, THUS THE CENTERLINE WAS ESTABLISHED BY HOLDING THESE MONUMENTS. THE CENTERLINE FOR THE OFF RAMP, BIDDLE ROAD AND FRONTAGE ROAD AT THE INTERCHANGE WAS DETERMINED BY FOUND CENTERLINE REFERENCE MONUMENTS OF RECORD. THESE MONUMENTS FIT VERY TIGHTLY AS WELL WITH THE RECORD, SO THE CENTERLINE OF THESE ROADWAYS WAS DETERMINED PER THE RECORD AND FOUND REFERENCES.

**(VERTICAL)**  
A BENCH CIRCUIT WAS RAN FROM ODOT BENCHMARK G607, NGVD29(56) TO CITY OF MEDFORD BENCHMARK A-242 (4th GENERAL ADJUSTMENT OF 1912 BENCHMARK J 7). WE CAME UP WITH A VERTICAL DIFFERENCE OF -0.158M BETWEEN THESE TWO BENCHMARKS. I CHOOSE TO USE THE CITY OF MEDFORD PUBLISHED ELEVATIONS CONVERTED TO METRIC FOR THIS WORK, REASONING THAT THE AERIAL FLIGHT USED TO ASSIST WITH THE DESIGN ON THIS PROJECT USES THIS SAME VERTICAL DATUM. TO CONVERT TO NGVD29(56) DATUM FOR FUTURE ODOT PROJECTS IN THIS AREA ADD 0.158M.

**EQUIPMENT:**  
\*LEICA 300 SERIES DUAL FREQUENCY GPS RECEIVERS WITH A PUBLISHED ACCURACY OF 5mm, + 1ppm  
\*LEICA TCA 1800 TOTAL STATION WITH A STANDARD ANGULAR ERROR OF +/- 1 SECOND, AND A STANDARD DISTANCE ERROR OF +/- 2mm, +/- 2ppm.  
\*WILD NA2002 DIGITAL LEVEL WITH A PUBLISHED ACCURACY OF 1.5mm/KM USING A BAR CODE STAFF.



SEE SHEET 3/3

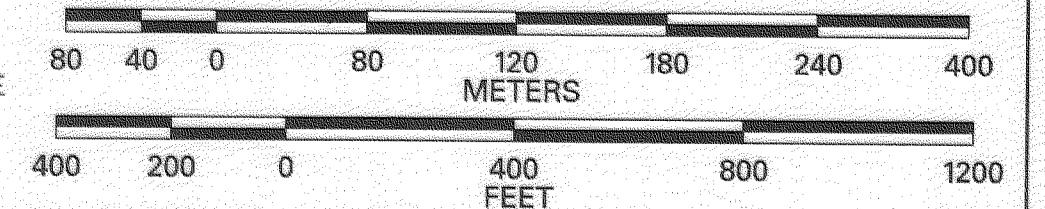
SEE SHEET 2/3

SEE SHEET 2/3

T37S, R2W, EAST 1/2 OF SECTION 13  
T37S, R1W, SW 1/4 OF SECTION 7  
T37S, R1W, WEST 1/2 OF SECTION 18

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*John R. Pariani*  
OREGON  
JULY 13, 1999  
JOHN R. PARIANI  
#51382LS  
EXPIRES: DEC. 31, 2000

SCALE 1:4000



OREGON DEPARTMENT OF TRANSPORTATION

HORIZONTAL CONTROL, RECOVERY,  
AND CENTERLINE RETRACEMENT MAP

STATE HIGHWAY 62: MILE POST 0.5 to 1.5  
CITY OF MEDFORD  
JACKSON COUNTY, OREGON

PROJECT MANAGER - JOE THOMAS  
SURVEY CREW - J. PARIANI, S. CAPPELLO, K. BIANDO  
DRAFTED BY - J. PARIANI

DATE: NOVEMBER 24, 2000 CADD File: 10838\_MRM1.DGN

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