

NARRATIVE

PURPOSE

THE PURPOSE OF THIS SURVEY IS TO RESOLVE THE WESTERLY RIGHT OF WAY LINE OF THE PACIFIC HIGHWAY NO. 1 (15) ALONG THE SOUTHBOUND OFF RAMP OF THE OLD BARNETT ROAD INTERCHANGE LYING WITHIN THE SE 1/4 OF SECTION 30 AND THE NE 1/4 OF SECTION 31, TOWNSHIP 37 SOUTH, RANGE 1 WEST, W.M., JACKSON COUNTY, OREGON. THIS AREA IS NO LONGER BEING USED FOR HIGHWAY PURPOSES AND HAS BEEN DECLARED SURPLUS AND PROPOSED TO BE SOLD. DURING WORK ON THE PROPOSED SALE PARCEL, QUESTIONS AND DOUBT AROSE AS TO THE EXACT LOCATION OF THE WESTERLY RIGHT OF WAY OF THE OLD INTERCHANGE. THIS SURVEY IS TO DEFINE THIS LINE IN ACCORDANCE WITH THE OREGON REVISED STATUTES IN ORS 366.285(1)(B):

366.285 LOCATION OF HIGHWAYS WHEN IN DOUBT; PROCEDURE. (1) THE DEPARTMENT OF TRANSPORTATION MAY LOCATE, RELOCATE, DEFINE, ESTABLISH, REESTABLISH AND CONFIRM THE EXTENSION, LOCATION AND ESTABLISHMENT OF PRIMARY AND SECONDARY STATE HIGHWAYS WHERE: (B) FOR ANY REASON THE EXACT LOCATION AND RIGHT OF WAY LINES ARE IN DOUBT OR ARE CHALLENGED.

HISTORY

THIS SECTION OF THE PACIFIC HIGHWAY NO. 1 WAS ORIGINALLY CONSTRUCTED BETWEEN 1962 AND 1964 AS THE 12TH STREET-NORTH ASHLAND INTERCHANGE SECTION OF THE PACIFIC HIGHWAY. THE SECTION INCLUDING THE RAMP AREA IN QUESTION IS SHOWN ON OREGON STATE HIGHWAY DEPARTMENT CONSTRUCTION PLANS 7V-215, DATED MAY, 1962 AND ON OREGON STATE HIGHWAY DEPARTMENT LOCATED LINE DRAWING 8B-10-20, DATED AUGUST 1958, BOTH ON FILE IN SALEM OREGON. THE PROPERTIES DEFINING THE WEST LINE OF THE INTERCHANGE WERE ACQUIRED BY THREE DOCUMENTS: A WARRANTY DEED RECORDED MAY 26, 1960 IN BOOK 490, PAGE 134, A FINAL JUDGMENT DATED NOVEMBER 10, 1961, ENTERED AS CIRCUIT COURT CASE NO. 61-277-L AND A FINAL JUDGMENT DATED NOVEMBER 10, 1961, ENTERED AS CIRCUIT COURT CASE NO. 61-279-L ALL OF JACKSON COUNTY COURT AND DEED RECORDS. THE WESTERLY RIGHT OF WAY LINE OF THIS PORTION OF THE OLD SOUTH BOUND OFF RAMP IN ALL DOCUMENTS WAS DEFINED BY ENGINEER'S STATION AND OFFSET FROM THE "G" CENTER LINE, WHICH CENTER LINE WAS DESCRIBED IN SAID DOCUMENTS. THE "G" CENTER LINE AS DESCRIBED WAS A 6 DEGREE CENTRAL CURVE WITH TWO 240 FOOT STANDARD HIGHWAY TRANSITION SPIRALS. THE ALIGNMENT BEGAN AT ENGINEER'S STATION "G" 847+17.96, 28.2 FEET RIGHT OF THE "L" CENTER LINE OF THE PACIFIC HIGHWAY NO. 1 AT ENGINEER'S STATION "L" 847+17.96. THE ALIGNMENT ENDED AT THE CENTER LINE OF BARNETT ROAD AT ENGINEER'S STATION "G" 860+31.01. THE BEGINNING POINT OF THE ALIGNMENT WAS ALSO DESCRIBED AS BEING 234.11 FEET NORTH AND 412.90 FEET WEST OF THE NORTHWEST CORNER OF THE FRANCIS BELL D.L.C. NO. 50.

AFTER CONSTRUCTION OF THE PROJECT, NORMAL PROCEDURE WOULD HAVE BEEN TO SET MONUMENTS ON THE RIGHT OF WAY OF THE PACIFIC HIGHWAY NO. 1 INCLUDING THE SOUTH BOUND OFF RAMP, REFERENCING THE "L" AND "G" CENTER LINES AT ALL CURVE CONTROL POINTS AND EVERY 1000 FEET ALONG TANGENTS. MONUMENTS TYPICALLY SET WERE 5/8 INCH IRON RODS WITH 4 INCH X 4 INCH WOOD POST ACCESSORIES MARKED: "SHRW". A SEARCH WAS MADE OF HIGHWAY DIVISION FIELD NOTES OF THE PROJECT ON FILE IN SALEM FOR REFERENCES TO THE SETTING OF MONUMENTS, BUT THE ONLY RECORD FOUND IN THE NOTES WAS A NOTATION IN THE OREGON STATE HIGHWAY DEPARTMENT FIELD NOTES FOR A GRADING, PAVING AND TRAFFIC SIGNAL PROJECT IN 1966. THE FIELD NOTES, TITLED BARNETT ROAD (MEDFORD) ARE ON FILE IN SALEM IN BOOK NO. 2116. SEVERAL SURVEYS IN THE AREA DURING THIS PERIOD MAKE NOTE OR MENTION HIGHWAY DIVISION MONUMENTS ALONG THE OLD RAMP LINE. J. A. HOFFBUHR, LS222, SURVEYED A PARCEL WEST OF THE RAMP IN 1965 (CS2890) AND INDICATED A MONUMENT NEAR THE P.T. MARK BOYDEN, LS281, IN CS4019 DATED 1969 MAKES NOTE OF 5/8 INCH IRON RODS ALONG THE RIGHT OF WAY BUT DOES NOT SHOW THEM ON HIS SURVEY. IN 1978, BOYDEN IN CS7219 FOUND A 5/8 INCH IRON ROD IN CONCRETE AT ENGINEER'S STATION 847+17.96.

QUESTIONS REGARDING MONUMENTS ALONG THE WEST LINE WERE RAISED A FEW YEARS AFTER THE PROJECT COMPLETION. HOFFBUHR'S 1965 SURVEY, CS2890, SHOWED THE APPARENT P.T. MONUMENT AS FALLING 0.18 WEST OF THE LINE. THE OREGON STATE HIGHWAY DEPARTMENT FIELD BOOK NO. 2116 FOR THE BARNETT ROAD (MEDFORD) PROJECT NOTES THAT THE MONUMENT FOUND OPPOSITE ENGINEER'S STATION "G" 858+38.10 P.T. WAS OUT OF POSITION, STATING THAT IT WAS "...APPROX 100.4 FROM CENTER LINE AND 90° 10' (APPROX 0.25')". IN BOYDEN'S 1969 SURVEY, CS4019, WHERE HE SURVEYED A PARCEL WEST OF THE INTERCHANGE, HE STATED THAT THE STATE RIGHT OF WAY MONUMENTS FOUND ALONG THE WEST LINE OF THE INTERCHANGE WERE "INCONSISTENT WITH THEMSELVES" AND "ONE-INCH GALVANIZED IRON PIPE WERE SET FOR THE TRUE RIGHT-OF-WAY CORNERS TO ELIMINATE CONFUSION WITH THE 5/8 INCH IRON PINS FOUND." BOYDEN DID NOT STATE HOW THE FOUND IRON RODS WERE INCONSISTENT, NOR DID HE SHOW THEM ON HIS SURVEY.

FIELD WORK

O.D.O.T. REGION 3 FIELD CREWS VISITED THE AREA BETWEEN OCTOBER 14 AND OCTOBER 22, 2015, LOCATED AND TIED EXISTING MONUMENTS ALONG THE PACIFIC HIGHWAY NO. 1 RIGHT OF WAY AND THE WESTERLY LINE OF THE NORTHWEST QUADRANT OF THE OLD BARNETT ROAD INTERCHANGE. RECOVERED MONUMENTS WERE TIED WITH LEICA GNSS GS14 RECEIVER BY DOUBLE OCCUPANCY METHOD WITH SESSIONS ON DIFFERENT DAYS UTILIZING DIFFERENT SATELLITE CONSTELLATIONS. WORK WAS DONE IN THE OREGON COORDINATE REFERENCE SYSTEM, GRANTS PASS - ASHLAND ZONE AND IS THE BASIS OF BEARING AND COORDINATES. THE LINEAR DISTORTION OF THIS ZONE ALONG THE 15 SECTION THROUGH MEDFORD IS +/- 10 PMM WITH ZERO DISTORTION AT THIS SITE AND REPRESENTS TRUE GROUND DISTANCES.

FIELD NOTES FOR THIS WORK ARE ARCHIVED IN THE OREGON DEPARTMENT OF TRANSPORTATION'S MAPS AND PLANS CENTER IN SALEM OREGON AS FIELD BOOK NUMBER 4641.

"G" LINE RESOLUTION

SEVEN MONUMENTS WERE RECOVERED ALONG THE WEST RIGHT OF WAY LINE OF THE OLD INTERCHANGE RAMP: A 1/2 INCH IRON ROD 1 INCH BELOW GROUND NEAR THE INTERSECTION OF THE "G" LINE RAMP RIGHT OF WAY WITH THE 100 FOOT RIGHT OF WAY OF THE PACIFIC HIGHWAY AND TIED AS POINT NUMBER 1010, A 5/8 INCH IRON ROD 3 INCHES BELOW GROUND IN GOOD CONDITION, ASSUMED TO BE SET FOR "G" 851+42.96 P.S.C. AND TIED AS POINT NUMBER 1008, A 5/8 INCH IRON ROD IN GOOD CONDITION SET FLUSH IN A CONCRETE FENCE POST FOOTING, ASSUMED TO BE SET FOR "G" 855+98.10 P.C.S. AND TIED AS POINT NUMBER 1006, A 1 INCH IRON PIPE 4 INCHES BELOW GROUND SET BY BOYDEN IN CS4019 FOR THE P.S.C. AND TIED AS POINT NUMBER 1005, A 5/8 INCH IRON ROD 2 INCHES ABOVE GROUND, ASSUMED TO BE SET FOR "G" 858+38.10 P.T. AND TIED AS POINT NUMBER 1003, A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP FLUSH WITH THE GROUND SET BY TEMPLIN, PLS 2359, FOR THE NORTH EAST CORNER OF THE COLVIN OIL COMPANY PROPERTY IN CS15574 AND TIED AS POINT NUMBER 1001 AND A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP IN FAIR CONDITION SET BY TEMPLIN, PLS 2359, FOR THE SOUTH EAST CORNER OF THE COLVIN OIL COMPANY PROPERTY IN CS15574 AND TIED AS POINT NUMBER 1000.

THE THREE 5/8 INCH IRON RODS TIED AS POINT NUMBERS 1008, 1006 AND 1003 WERE CONSIDERED ORIGINAL MONUMENTS FOR THE OLD INTERCHANGE RAMP RIGHT OF WAY AND WERE GIVEN THE MOST WEIGHT TO RESOLVE THE "G" CENTER LINE AND RIGHT OF WAY. THE 1/2 INCH IRON ROD TIED AS POINT NUMBER 1010 WAS NOT CONSISTENT WITH MONUMENTS SET FOR RIGHT OF WAY IN THE 1960'S THOUGH IT DID FIT WITH THE 100 FOOT RIGHT OF WAY OF THE PACIFIC HIGHWAY. THE AREA WHICH IT WAS FOUND HAS BEEN SUBJECTED TO FILL AND WAS NOT THE ORIGINAL GROUND FROM THE 1960'S CONSTRUCTION PROJECT. ITS ORIGIN IS UNKNOWN AND WAS NOT USED FOR THE PACIFIC HIGHWAY OR "G" RAMP RESOLUTION. THE 1 INCH IRON PIPE SET BY BOYDEN AS CALLED FOR IN CS4019 ALSO WAS NOT USED FOR THE RESOLUTION, EVEN THOUGH HE HAD STATED THAT THE IRON PIPE WAS SET FOR THE TRUE RIGHT OF WAY. BOYDEN DID NOT PROVIDE ANY EXPLANATION OF THE REPORTED INCONSISTENCY IN THE EXISTING 5/8 INCH IRON RODS OR SHOW THEM ON HIS SURVEY. THE TWO MONUMENTS SET BY TEMPLIN IN CS15574 WERE SET TO REPLACE MONUMENTS SET IN CS1372 WHICH HAD BEEN COVERED BY 4 FEET OF FILL. THESE MONUMENTS WERE NOT USED FOR THE "G" LINE RESOLUTION BUT THEIR POSITIONS TAKEN INTO ACCOUNT AND NOTED.

THE "G" CENTER LINE WAS INITIALLY RESOLVED BY HOLDING THE 5/8 INCH IRON RODS TIED AS POINT NUMBERS 1008 AND 1006 FOR THE P.S.C. AND P.C.S., 100.00 FEET RIGHT OF CENTER LINE AND FITTING AN ARC WITH THE RECORD RADIUS OF 854.93 FEET THROUGH THESE POINTS. THIS ARC WAS THEN OFFSET 100.00 FEET EASTERLY FOR THE CENTRAL CURVE. THE BACK AND AHEAD TANGENTS OF THE ALIGNMENT WERE THEN FOUND BY USING THE U AND V VALUES FOR A STANDARD 240.00 FOOT HIGHWAY SPIRAL AND THE RECORD SPIRAL ANGLE OF 7°12'. THESE TANGENTS WERE THEN PROJECTED THE RECORD DISTANCES BACK AND AHEAD TO THE BEGINNING AND ENDING OF THE ALIGNMENT AND THE RECORD ALIGNMENT THEN FITTED TO THESE TANGENTS. UPON ANALYSIS WITH THIS INITIAL APPROACH IT WAS APPARENT THAT THE TWO 5/8 INCH IRON RODS SET FOR THE P.S.C. AND P.C.S. WERE ALMOST AN EXACT FIT WITH THE 5/8 INCH IRON ROD TIED AS POINT NUMBER 1006 FALLING 0.12 FEET SOUTH OF THE CALCULATED POSITION FOR THE P.C.S. THE 5/8 INCH IRON ROD TIED

AS POINT NUMBER 1003 APPEARED TO BE OUT OF POSITION FALLING 0.38 FEET NORTH AND 0.47 FEET EAST OF THE CALCULATED POSITION FOR THE P.T. TWO OTHER APPROACHES WERE THEN MADE TO RESOLVE THE "G" CENTER LINE BY HOLDING EITHER THE P.S.C. AND P.T. MONUMENTS OR THE P.C.S. AND P.T. MONUMENTS. EACH METHOD WAS THEN ANALYZED FOR THE FALLINGS OF THE FOUND MONUMENTS WITH STATION AND OFFSET FROM THE RESOLVED CENTER LINE APPROACH. THE BEST FIT OBTAINED WAS BY HOLDING THE TWO 5/8 INCH IRON RODS REFERENCING THE P.S.C. AND THE P.C.S. AND FITTING RECORD SPIRALS AND CURVE. SINCE THE 5/8 INCH IRON ROD AT THE P.C.S. WAS FOUND IN A CONCRETE FENCE POST FOOTING AND UNKNOWN IF THE ROD WAS SET BEFORE OR AFTER THE FENCE WAS INSTALLED, IT WAS HELD FOR OFFSET ONLY. THE 5/8 INCH IRON ROD AT THE P.S.C. WAS HELD FOR BOTH STATION AND OFFSET. THE FALLINGS OF THE FOUND MONUMENTS TO THE RESOLVED RIGHT OF WAY LINE IS AS FOLLOWS: THE 1/2 INCH IRON ROD TIED AS POINT NUMBER 1010 FALLS SOUTH 43° 14' 58" EAST 2.44 FEET OF THE CALCULATED INTERSECT OF THE WESTERLY RIGHT OF WAY OF THE OLD INTERCHANGE RAMP WITH THE 100 FOOT RIGHT OF WAY OF THE PACIFIC HIGHWAY.

THE 5/8 INCH IRON ROD TIED AS POINT NUMBER 1006 FELL SOUTH 7°00'16" EAST 0.12 FEET OF THE CALCULATED POSITION FOR THE P.C.S. THE 1 INCH IRON PIPE SET BY BOYDEN IN CS 4019 FELL NORTH 31°57'08" WEST 1.16 FEET OF THE CALCULATED POSITION FOR THE P.C.S. 5/8 INCH IRON ROD TIED AS POINT NUMBER 1003 FELL NORTH 51°08'51" EAST 0.61 FEET OF THE CALCULATED POSITION FOR THE P.T. THIS MONUMENT WAS REPORTED IN THE 1966 FIELD NOTES AS BEING OUT OF POSITION, THOUGH WHERE IT FALLS IN RELATION TO THE RESOLVED "G" LINE IS IN THE OPPOSITE DIRECTION AS REPORTED IN 1966. THERE IS EVIDENCE THAT THIS MONUMENT MAY HAVE BEEN DISTURBED. THE IRON ROD FALLS APPROXIMATELY 1 FOOT EAST OF A CONCRETE RETAINING WALL THAT WAS CONSTRUCTED SOMETIME AFTER THE MONUMENT WAS SET. FIELD LOCATION WORK DONE IN 1999 FOR THE START OF THE SOUTH MEDFORD INTERCHANGE RELOCATION PROJECT INDICATED THAT A BURIED UTILITY LINE RAN JUST ADJACENT TO THIS MONUMENT. TEMPLIN'S SURVEY, CS 15574 STATES THAT THE NORTHEAST CORNER OF THE COLVIN OIL COMPANY PROPERTY HAD BEEN COVERED BY 4 FEET OF FILL. THIS NORTHEAST CORNER FALLS 22.78 FEET SOUTH OF THE P.T. DUE TO THESE FACTORS THIS 5/8 INCH IRON ROD WAS ASSUMED TO BE DISTURBED AND NOT HELD IN THE RESOLUTION.

"L" LINE RESOLUTION

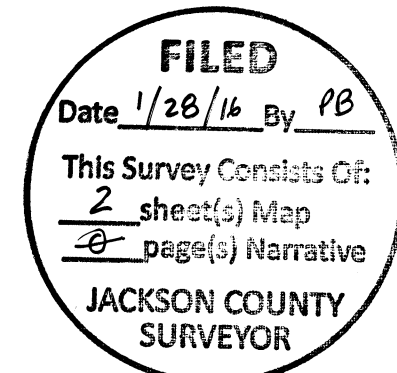
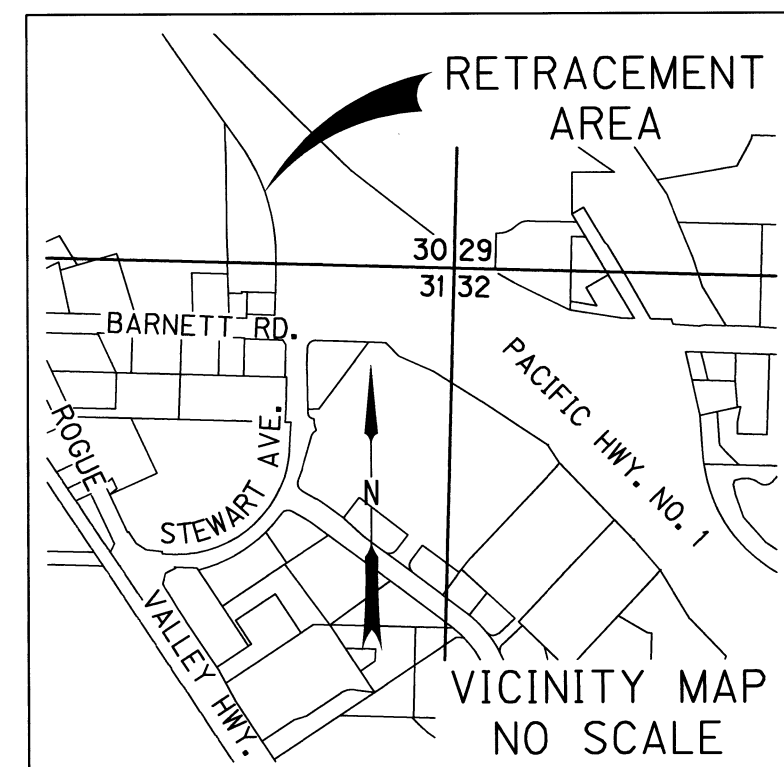
THE CENTER LINE OF THE PACIFIC HIGHWAY (15) WAS RESOLVED TO COMPARE THE RESOLVED "G" ALIGNMENT WITH THE RECORD AND TO CALCULATE THE INTERSECT OF THE SOUTHWESTERLY 100 FOOT RIGHT OF WAY WITH THE WESTERLY RIGHT OF WAY OF THE OLD OFF RAMP. TWO 5/8 INCH IRON RODS WERE RECOVERED ALONG THE 100 FOOT NORTH EASTERLY RIGHT OF WAY OF THE PACIFIC HIGHWAY NO. 1 (15): A 5/8 INCH IRON ROD 4 INCHES BELOW GROUND IN FAIR CONDITION NEAR ENGINEER'S STATION 845+00 AND TIED AS POINT NUMBER 1016, AND A 5/8 INCH IRON ROD WITH A 4 INCH X 4 INCH WOOD POST MARKED "SHRW 851+50.09", TIED AS POINT NUMBER 1019. A THIRD 5/8 INCH IRON ROD TIED AS POINT NUMBER 1017, FOUND 5 INCHES BELOW GROUND IN GOOD CONDITION, WAS RECOVERED ON THE SOUTHWESTERLY RIGHT OF WAY AT RECORD ENGINEER'S STATION 870+00, 125.00 FEET RIGHT OF CENTER LINE. THE 1/2 INCH ROD TIED AS POINT NUMBER 1010 AND DISCUSSED UNDER THE "G" LINE RESOLUTION WAS NOT HELD FOR THE "L" LINE RESOLUTION. THE THREE 5/8 INCH IRON RODS FIT WELL WITH THE RECORD OFFSET RIGHT OF WAY, BUT WERE INCONSISTENT WITH STATIONING. THE DIFFERENCE IN STATIONING BETWEEN THE IRON RODS TIED AS POINT NUMBER 1016 AND POINT NUMBER 1017 FELL 0.98 FEET LONG OF RECORD. THE DIFFERENCE IN STATIONING BETWEEN THE IRON RODS TIED AS POINT NUMBER 1017 AND POINT NUMBER 1019 FELL 0.51 FEET SHORT OF RECORD. THE DIFFERENCE IN STATIONING BETWEEN THE IRON RODS TIED AS POINT NUMBER 1016 AND POINT NUMBER 1019 FELL 1.49 FEET LONG OF RECORD. IT WAS DECIDED TO HOLD THE IRON RODS TIED AS POINT NUMBERS 1017 AND 1019 TO RESOLVE THE PACIFIC HIGHWAY (15) CENTER LINE. THE IRON ROD TIED AS POINT NUMBER 1019 WAS HELD FOR BOTH STATION AND OFFSET AND THE IRON ROD AT POINT NUMBER 1017 WAS HELD FOR OFFSET. THE N.W. CORNER OF D.L.C. NO. 50 WAS FOUND TO FALL AT RESOLVED STATION L 851+76.09, 102.85 FEET LEFT OF CENTER LINE. THIS COMPARES WITH A CALCULATED FALLING OF STATION 851+73.78, 104.18 FEET LEFT OF CENTER LINE AS SHOWN ON DRAWING 8B-10-20. THE REASON FOR THIS DISCREPANCY BETWEEN THE POSITION OF THE D.L.C. CORNER AND THE ALIGNMENT IS NOT KNOWN AND IT IS NOT THE INTENT OF THIS SURVEY TO RESOLVE THIS CONFLICT. HOWEVER IT IS NOTED THAT BY HOLDING EITHER OF THE OTHER TWO MONUMENTS RECOVERED ALONG THE PACIFIC HIGHWAY (POINT NUMBERS 1016 AND 1017) FOR STATIONING RESULTED IN A GREATER DISCREPANCY FOR THE FALLING TO THE D.L.C. CORNER. THEREFORE, THE RESOLUTION FOR THE L LINE ON THIS SURVEY IS FELT TO BE THE CLOSEST AND BEST FIT FOR THIS AREA.

RIGHT OF WAY

THE TWO RESOLVED CENTER LINES WERE COMPARED AND THE BEGINNING STATION OF THE "G" CENTER LINE WAS FOUND TO FALL 28.18 FEET RIGHT OF ENGINEER'S STATION "L" 847+17.86, A DIFFERENCE OF 0.10 FEET IN STATIONING AND 0.02 FEET IN OFFSET FROM THE RECORD ("L" 847+17.96, 28.2' RIGHT). THE WESTERLY RIGHT OF WAY OF THE NORTHWEST QUADRANT OF THE OLD BARNETT ROAD INTERCHANGE WAS THEN RESOLVED BY RECORD STATION AND OFFSETS PER THE ACQUISITION DOCUMENTS CITED IN THIS NARRATIVE AND SHOWN ON DRAWING 8B-10-20. THE DESCRIPTION OF THE RIGHT OF WAY IS AS FOLLOWS:

BEGINNING AT A POINT OPPOSITE AND 72.01 FEET (RECORD 71.99 FEET) SOUTHWESTERLY OF THE "G" CENTER LINE AT ENGINEER'S STATION "G" 847+17.96, SAID POINT BEING OPPOSITE AND 100.00 FEET SOUTHWESTERLY OF THE "L" CENTER LINE OF THE PACIFIC HIGHWAY NO. 1 (15); THENCE SOUTH 36°50'51" EAST 413.77 FEET TO A 5/8 INCH IRON ROD; THENCE ON A 854.93 FOOT RADIUS CURVE RIGHT (THE LONG CHORD OF WHICH BEARS SOUTH 21°09'25" EAST 403.63 FEET TO A POINT, FROM WHICH A 5/8 INCH IRON ROD IN CONCRETE BEARS SOUTH 7°00'16" EAST 0.12 FEET; THENCE ON AN OFFSET SPIRAL RIGHT (THE LONG CHORD OF WHICH BEARS SOUTH 2°37'49" EAST 227.28 FEET) 227.43 FEET TO A POINT, FROM WHICH A 5/8 INCH IRON ROD BEARS NORTH 51°08'51" EAST 0.61 FEET; THENCE SOUTH 0°18'10" EAST 122.82 FEET TO THE NORTHERLY RIGHT OF WAY OF BARNETT ROAD AND TERMINUS OF SAID WESTERLY RIGHT OF WAY.

SE1/4 SEC. 30 & NE1/4 SEC. 31
T. 37 S., R. 1 W., W.M.



OREGON DEPARTMENT OF TRANSPORTATION
HORIZONTAL RECOVERY AND RETRACEMENT MAP
OLD BARNETT ROAD INTERCHANGE
PACIFIC HIGHWAY NO. 1 (15) M.P. 27.58 TO M.P. 27.90
JACKSON COUNTY
O.D.O.T. GEOMETRONICS UNIT
TECHNICAL LEADERSHIP CENTER
4040 FAIRVIEW INDUSTRIAL DRIVE S.E.
SALEM, OR 97302-1142
JANUARY 8, 2016
NO SCALE
SHEET 1 OF 2

RECOVERED MONUMENT LIST

YPC=YELLOW PLASTIC CAP LDP=LOW DISTORTION PROJECTION, OCRS GRANTS PASS-ASHLAND ZONE

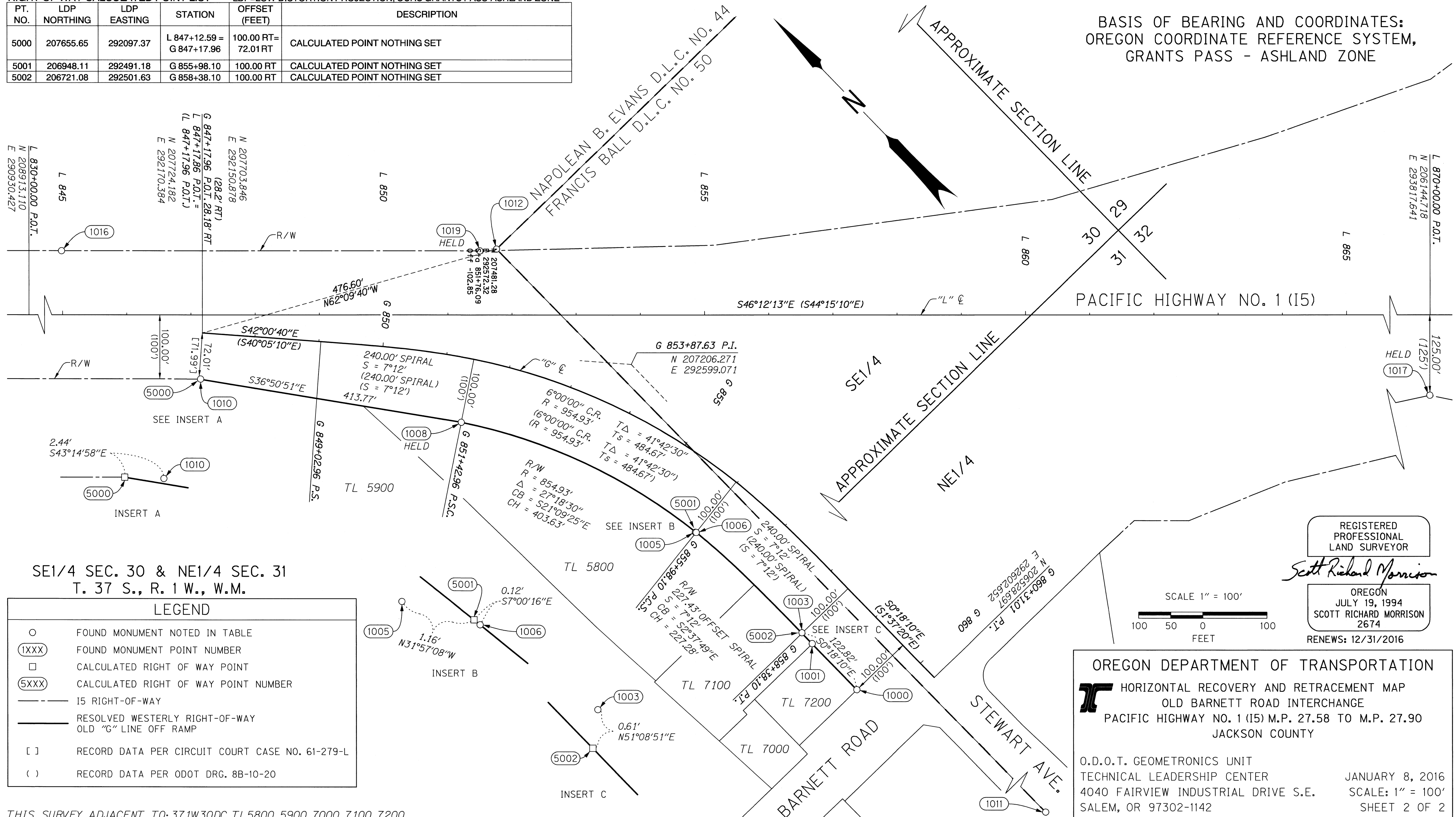
PT. NO.	LDP NORTHING	LDP EASTING	STATION	OFFSET (FEET)	DATE	DESCRIPTION AND REFERENCE DOCUMENTS
1000	206598.26	292502.30	G 859+60.92	99.99 RT	10/14/2015	FD 5/8 INCH IRON REBAR W/YPC STAMPED "TEMPLIN LS 2359" FAIR CONDITION 0.5' BELOW GROUND (CS15574)
1001	206698.30	292501.96	G 858+60.88	99.79 RT	10/14/2015	FD 5/8 INCH IRON REBAR W/YPC STAMPED "TEMPLIN LS 2359" GOOD CONDITION FLUSH W/GROUND ALONG SIDE FENCE "T" POST (CS15574)
1003	206721.46	292502.11	G 858+37.72	99.53 RT	10/14/2015	FD 5/8 INCH SMOOTH IRON ROD, 2 INCHES ABOVE GROUND, FAIR CONDITION, 4X4 WOOD POST MARKED "SHRW" BEARS 0.6 FEET SOUTHERLY (REFERENCE ODOT)
1005	206949.10	292490.57	G 855+96.92	100.48 RT	10/14/2015	FD 1 INCH (OUTSIDE DIAMETER) IRON PIPE 4 INCHES BELOW GRND, FAIR CONDITION (CS4019)
1006	206947.99	292491.20	G 855+98.23	100.00 RT	10/14/2015	FD 5/8 INCH IRON ROD SET FLUSH IN CONCRETE FENCE POST FOOTING, GOOD CONDITION FENCE "T" POST BEARS 0.5 FEET NORTHERLY (ODOT)
1008	207324.54	292345.50	G 851+42.96	100.00 RT	10/14/2015	FD 5/8 INCH IRON REBAR, 3 INCHES BELOW GROUND, GOOD CONDITION (REFERENCE ODOT)
1010	207653.87	292099.04	L 847+15.03	100.13 RT	10/14/2015	FD 1/2 INCH IRON ROD, 1 INCH BELOW GRND ORIGIN UNKNOWN
1011	205489.03	292588.75	N/A	N/A	10/14/2015	FD NE CORNER DLC NO. 45, 2 1/4 INCH BRASS CAP STAMPED "T37SR1W DLC NE 45 CS 1994", FLUSH IN ASPHALT, GOOD CONDITION (COUNTY CORNER DOCUMENT DLC45NE)
1012	207481.28	292572.32	L 851+76.09	102.85 LT	10/14/2015	FD NW CORNER DLC NO. 50, 2 1/4 INCH BRASS CAP STAMPED "DLC NW 50 CS 1985" 6 INCHES BELOW GRND AT BASE OF 40 INCH DIA. LOCUST TREE, CAP BARELY LEGIBLE (COUNTY CORNER DOCUMENT DLC50NW)
1016	207948.14	292081.23	L 844+98.51	99.95 LT	10/14/2015	FD 5/8 INCH REBAR, 4 INCHES BELOW GRND, FAIR CONDITION 1.7 FEET NORTHEASTERLY FROM 6 FOOT CHAIN LINK 3 STRAND BARBED WIRE FENCE, RECORD 845+00, 100' LT (ODOT)
1017	206054.84	293730.76	L 869+99.49	125.00 RT	10/16/2015	FD 5/8 INCH IRON REBAR, 5 INCHES BELOW GROUND, GOOD CONDITION NEAR DELINEATOR POST W/PADDLE MARKED "26+516.232 39.90" (REC 870+00) HELD FOR OFFSET (CS17166)
1019	207497.22	292551.58	L 851+50.09	100.00 LT	10/21/2015	FD 5/8 INCH IRON ROD NEAR NORTHEASTERLY R/W FENCE W/4X4 WOOD POST MARKED "SHRW 851+50.09" HELD FOR STATION AND OFFSET (ODOT)

FILED
 Date 1/28/16 By PB
 This Survey Consists Of:
 2 sheet(s) Map
 2 page(s) Narrative
JACKSON COUNTY SURVEYOR

RIGHT OF WAY CALCULATED POINT LIST

LDP=LOW DISTORTION PROJECTION, OCRS GRANTS PASS-ASHLAND ZONE

PT. NO.	LDP NORTHING	LDP EASTING	STATION	OFFSET (FEET)	DESCRIPTION
5000	207655.65	292097.37	L 847+12.59 = G 847+17.96	100.00 RT = 72.01 RT	CALCULATED POINT NOTHING SET
5001	206948.11	292491.18	G 855+98.10	100.00 RT	CALCULATED POINT NOTHING SET
5002	206721.08	292501.63	G 858+38.10	100.00 RT	CALCULATED POINT NOTHING SET

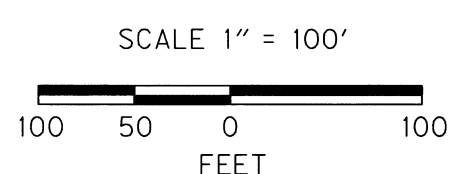


BASIS OF BEARING AND COORDINATES:
 OREGON COORDINATE REFERENCE SYSTEM,
 GRANTS PASS - ASHLAND ZONE

SE1/4 SEC. 30 & NE1/4 SEC. 31
 T. 37 S., R. 1 W., W.M.

LEGEND

- FOUND MONUMENT NOTED IN TABLE
- (1XXX) FOUND MONUMENT POINT NUMBER
- CALCULATED RIGHT OF WAY POINT
- (5XXX) CALCULATED RIGHT OF WAY POINT NUMBER
- 15 RIGHT-OF-WAY
- RESOLVED WESTERLY RIGHT-OF-WAY
- OLD "G" LINE OFF RAMP
- [] RECORD DATA PER CIRCUIT COURT CASE NO. 61-279-L
- () RECORD DATA PER ODOT DRG. 8B-10-20



REGISTERED PROFESSIONAL LAND SURVEYOR
Scott Richard Morrison
 OREGON
 JULY 19, 1994
 SCOTT RICHARD MORRISON
 2674
 RENEWS: 12/31/2016

OREGON DEPARTMENT OF TRANSPORTATION
 HORIZONTAL RECOVERY AND RETRACEMENT MAP
 OLD BARNETT ROAD INTERCHANGE
 PACIFIC HIGHWAY NO. 1 (I5) M.P. 27.58 TO M.P. 27.90
 JACKSON COUNTY
 O.D.O.T. GEOMETRONICS UNIT
 TECHNICAL LEADERSHIP CENTER
 4040 FAIRVIEW INDUSTRIAL DRIVE S.E.
 SALEM, OR 97302-1142
 JANUARY 8, 2016
 SCALE: 1" = 100'
 SHEET 2 OF 2

THIS SURVEY ADJACENT TO: 371W30DC, TL 5800, 5900, 7000, 7100, 7200