

NW 1/4 SEC 6 T37S R1W WM
 SEC 29, 30, & 31 T36S R1W WM
 SW 1/4 SEC 20 T36S R1W WM

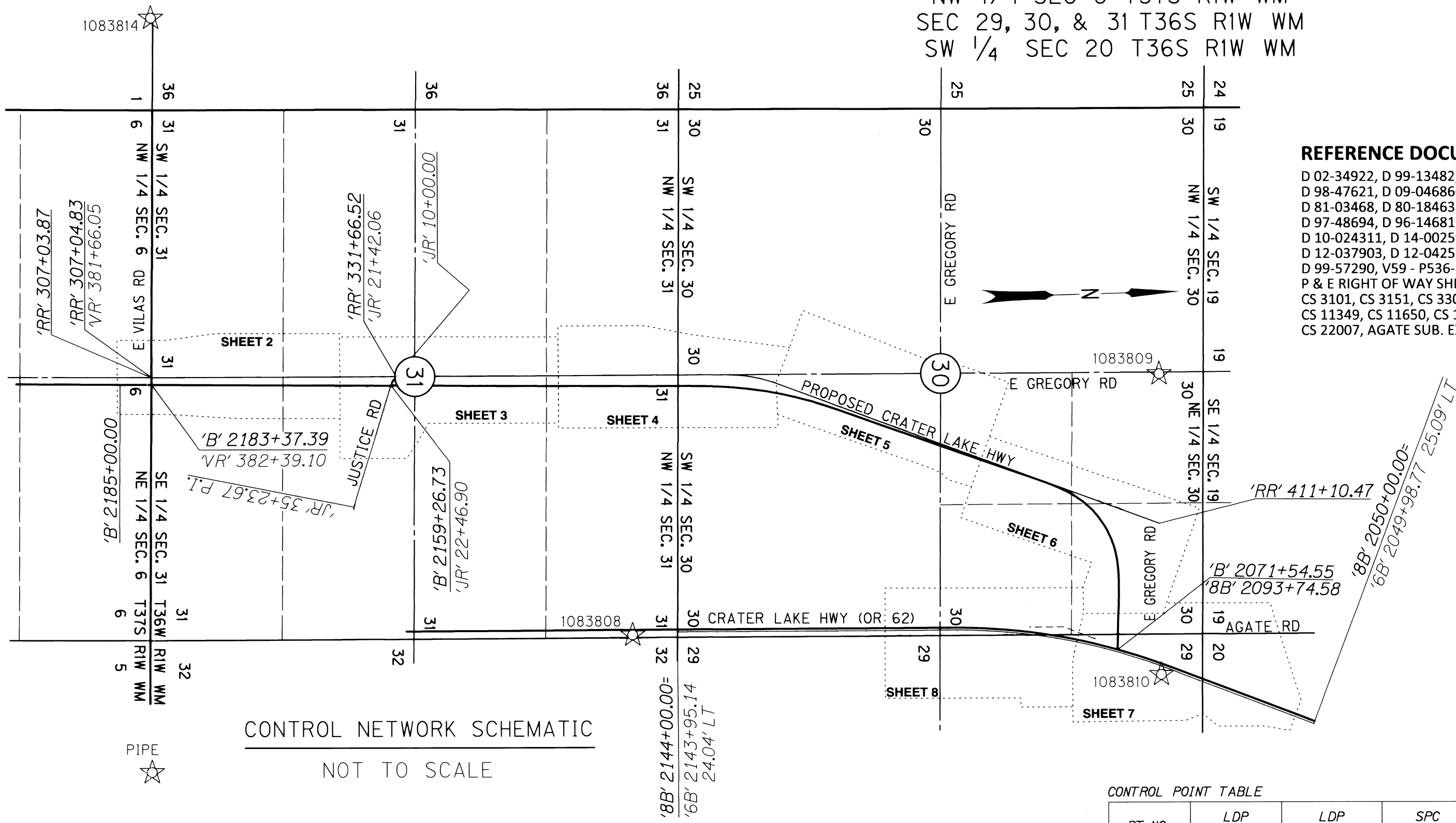
**** RECEIVED ****
 DATE 3/30/17 BY PB
 This survey consists of:
 8 sheet(s) Map
 4 page(s) Narrative
 JACKSON COUNTY
 SURVEYOR

SHEET INDEX

- 1. SURVEY NARRATIVE & SHEET LAYOUT DIAGRAM
- 2-8. CONTROL, RECOVERY & RETRACEMENT SHEETS

REFERENCE DOCUMENTS USED:

D 02-34922, D 99-13482, D 08-045532, D 07-046468, D 95-05411, D 11-018615, D 96-16028, D 05-073219, D 09-046865, D 98-47621, D 09-046866, D 11-009124, D 04-073372, D 05-014592, D 83-09142, D 05-014591, D 13-003043, D 81-05356, D 81-03468, D 80-18463, D 92-01412, D 04-57302, D 04-66208, D 03-60942, D 11-35387, D 05-029200, D 04-075568, D 97-04611, D 97-48694, D 96-14681, D 99-31569, D 00-013678, D 14-005854, D 86-27129, D 07-046467, V 555 P 253, D 01-52953, D 10-024311, D 14-002594, D 02-05928, D 09-46867, D 98-51293, D 99-52745, D 11-035387, D 03-74245, D 86-20823, D 12-037903, D 12-042573, D 13-001057, D 94-07842, V 238 - P115, D 02-04470, D 13-022038, D 85-08061, D 92-24384, D 99-57290, V 59 - P536-539, V 59 - P523, V 562 - P 418, V 81-P 531, D 66-05071, ODOT DRG'S 18-16-9, 68-3-11 and 88-32-12, P & E RIGHT OF WAY SHEETS - MEDFORD TO BUTTE FALLS, CS 919, CS 1022, CS 2050, CS 2368, CS 2385, CS 2506, CS 2597, CS 3101, CS 3151, CS 3302, CS 5365, CS 5856, CS 5893, CS 9356, CS 9870, CS 10232, CS 10804, CS 10816, CS 10841, CS 11275, CS 11349, CS 11650, CS 12725, CS 14868, CS 15806, CS 15914, CS 17651, CS 17769, CS 18811, CS 19957, CS 21269, CS 21534, CS 22007, AGATE SUB. EXT. 1, LOTUS SUB. EXT. 1 and LOTUS SUB. EXT. 2



LINE LEGEND

SUBDIVISION	EXISTING/PROPOSED CENTERLINES
EXISTING RIGHT-OF-WAY	GOVERNMENT SECTION LINE
EXISTING STATE RIGHT-OF-WAY (ACCESS CONTROLLED)	GOVERNMENT 1/4 SECTION LINE
EXISTING PROPERTY LINE	GOVERNMENT 1/16 LOT LINE
ABANDONED MEDFORD CORPORATION RAILROAD RIGHT OF WAY	EDGE OF PAVEMENT
	EDGE OF GRAVEL

CONTROL NETWORK SCHEMATIC
 NOT TO SCALE

CONTROL POINT TABLE

PT. NO.	LDP NORTHING	LDP EASTING	SPC NORTHING	SPC EASTING	DATE	DESCRIPTION	REFERENCE DOCUMENT
1083808	277167.99	4285375.15	277145.99	4285035.02	8/22/2010	FD 3" BRASS DISK "OREGON D.O.T.DO NOT DISTURB 10838-08 GEODETIC CONTROL PT.	CS 19957
1083809	282543.60	4282897.13	282521.18	4282557.20	8/22/2013	FD 3" BRASS DISK "OREGON D.O.T.DO NOT DISTURB 10838-09 GEODETIC CONTROL PT.	CS 19957
1083810	282478.57	4285931.07	282456.15	4285590.89	8/22/2013	FD 3" BRASS DISK "OREGON D.O.T.DO NOT DISTURB 10838-10 GEODETIC CONTROL PT.	CS 19957
1083814	272498.76	4279027.65	272477.13	4278688.02	8/21/2013	FD 1" COPPER PLUG "ODOT 1083814"	CS 19957
PIPE	272261.35	4287712.77	272239.74	4287372.46	8/21/2013	FD 3" BRASS DISK "OREGON STATE HIGHWAY DIVISION DO NOT DISTURB PIPE 1993 TRIANGULATION STA"	CS 19957

OR62:CORRIDOR SOLUTIONS UNIT 2 PHASE 2

THE PURPOSE OF THIS SURVEY IS TO PERPETUATE ANY EXISTING MONUMENTS OF RECORD AS FOUND, SHOW PROJECT CONTROL, AND RESOLVE THE EXISTING RIGHT OF WAY FOR PORTIONS OF CRATER LAKE HIGHWAY AND VILAS ROAD; WHICH LIE WITHIN THE PROJECT AREA, AS DIRECTED BY ORS 209.155.

THIS SURVEY IS INTENDED TO WORK IN CONJUNCTION WITH COUNTY SURVEY (C.S. 19957), FILED WITH THE JACKSON COUNTY SURVEYOR IN MARCH OF 2008. THE PURPOSE OF C.S. 19957 WAS TO ESTABLISH A BASIS OF CONTROL FOR THE DESIGN AND CONSTRUCTION OF THE HIGHWAY 62 CORRIDOR SOLUTION PROJECTS. THE HIGHWAY 62 CORRIDOR SOLUTION PROJECTS COVER A GENERAL AREA ALONG HIGHWAY 62 FROM INTERSTATE 5 TO EAGLE POINT.

THIS HIGHWAY 62 CORRIDOR SOLUTIONS PROJECT UTILIZES A LOCAL DATUM PLANE (LDP) WHICH IS RELATIVE TO THE OREGON COORDINATE SYSTEM (OCS) OF 1983 (SOUTH ZONE), NAD83(CORS96) EPOCH 2002.00. A SINGLE LDP FACTOR WAS CALCULATED FOR BOTH PHASES OF THE HIGHWAY 62 CORRIDOR SOLUTIONS PROJECT. THE LDP WAS CALCULATED BY USING CONTROL POINT 1083808 AS THE MEAN LATITUDE AND 1310.00 FEET FOR THE AVERAGE PROJECT ELEVATION. THE LDP SCALED THE STATE PLANE COORDINATES AT THE PRIMARY CONTROL POINTS TO A LOCAL GROUND COORDINATE SO THAT TRUE GROUND DISTANCES CAN BE USED. TO CONVERT LDP COORDINATES TO THE OREGON COORDINATE SYSTEM, MULTIPLY THE LDP COORDINATES BY 0.99992063.

THE GRID BEARINGS ARE BASED ON THE OREGON COORDINATE SYSTEM (OCS) OF 1983, SOUTH ZONE (3602), NAD83 (CORS96) EPOCH 2002.0

THE VERTICAL DATUM FOR THIS PROJECT IS BASED ON THIRD ORDER LEVELS TO NAVD88 NGS BENCHMARK "N7" (PID NZ0134).

THIS SURVEY WAS PERFORMED IN INTERNATIONAL FEET.

THE SURVEY FIELD WORK WAS STARTED IN APRIL 2004. THE FIELD NOTES FOR THIS PROJECT ARE TO BE ARCHIVED IN THE ODOT MAP AND PLAN CENTER AS FIELD BOOK NUMBER 4475. THE PROJECT R/W MAP IS ALSO AVAILABLE FROM THE MAP AND PLANS CENTER, ODOT GEOMETRONICS UNIT, SALEM OREGON, AS ODOT DRAWING NO. 1A-24-13.

THE RIGHT OF WAY CENTER LINE SHOWN AS THE B ALIGNMENT IS SHOWN TO HELP DETERMINE THE NEW RIGHT OF WAY UNTIL THE RIGHT OF WAY MONUMENTATION MAP IS FILED.

LEGEND
 ☆ FOUND GPS STATION

REGISTERED PROFESSIONAL LAND SURVEYOR
 Stuart E. Cappello
 OREGON
 JULY 09, 2001
 STUART E. CAPPELLO
 52908LS
 EXPIRES: 12/31/2017

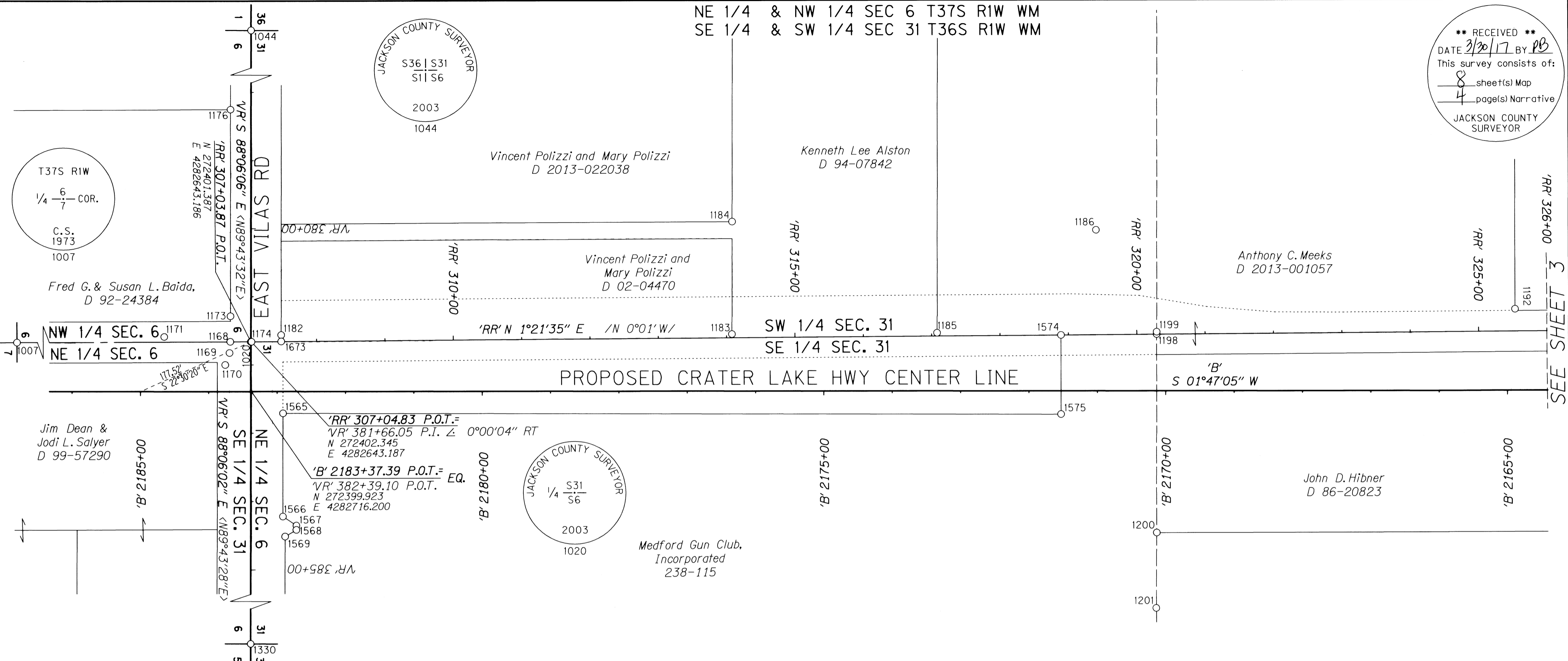
OREGON DEPARTMENT OF TRANSPORTATION
 HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP
 FFO-OR 62: CRATER LAKE HWY
 CORRIDOR SOLUTIONS UNIT 2 PHASE 2
 CRATER LAKE HIGHWAY (OR 62)
 JACKSON COUNTY

KEY NO. 17188
 REGION 3 TECH CENTER
 100 ANTELOPE ROAD
 WHITE CITY, OREGON, 97503
 DESIGNED BY: S. CAPPELLO | DRAFTED BY: M. CHACON | CHK'D BY: A. AUSLAND

MARCH, 2017
 SHEET 1 OF 8

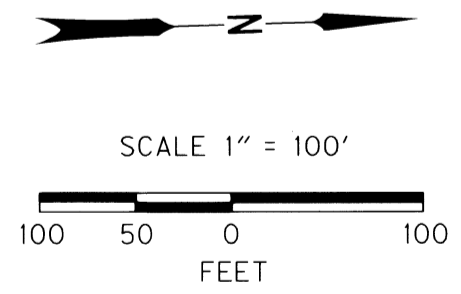
NE 1/4 & NW 1/4 SEC 6 T37S R1W WM
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JACKSON COUNTY SURVEYOR



RECOVERED MONUMENT TABLE

PT. NO.	STATION	OFFSET	LDP NORTHING	LDP EASTING	DATE	DESCRIPTION	REFERENCE DOCUMENT
1007	-	-	267104.18	4282500.57	6/9/2004	FD 2-1/2" BRASS DISK "T37S R1W 1/4 6/7 C.S. 1973"	JCS 3RD RE-ESTAB
1020	VR' 381+66.08	0.96	272401.39	4282643.19	6/8/2004	FD 2-1/2" BRASS DISK "JACKSON COUNTY SURVEYOR 1/4 S31/S6 2003", FLUSH	JCS 3RD RE-ESTAB
1044	-	-	272490.72	4279950.60	6/8/2004	FD 2-1/2" BRASS DISK "JACKSON COUNTY SURVEYOR 36/31/1/6 2003"	JCS 4TH RE-ESTAB
1168	-	-	272371.33	4282642.25	6/9/2004	FD 5/8" IR, 10" DN	CS 9870
1169	-	-	272369.71	4282658.65	6/9/2004	FD IR w/ YPC "JACKSON C.S.", REF. TO 1/4 CORNER	JCS 1ST RE-ESTAB
1170	-	-	272362.86	4282676.00	6/9/2004	FD IR w/ AC "JACKSON COUNTY SURVEYOR", REF. TO 1/4 CORNER	JCS 3RD RE-ESTAB
1171	-	-	272275.05	4282632.16	6/9/2004	FD IR w/ AC "JACKSON COUNTY", FLUSH, REF. TO 1/4 CORNER	JCS 3RD RE-ESTAB
1173	VR' 381+28.83	30.92	272372.68	4282604.96	6/9/2004	FD IR w/ YPC "KAISER PLS 803", 3" DN	CS 10816
1174	VR' 381+66.05	0.00	272402.35	4282643.19	6/8/2004	FD IR w/ OPC "FNF", IN MON CASE	CS 19957
1176	VR' 378+25.25	30.86	272382.79	4282301.55	6/9/2004	FD IR w/ YPC "KAISER PLS 803", 3" DN	CS 10816
1182	VR' 381+56.18	-43.35	272446.00	4282634.76	8/14/2007	FD 5/8" IR w/ OPC, ILLEGIBLE	CS 17769
1183	RR' 314+07.87	-5.32	273105.31	4282654.57	8/26/2004	FD 3/4" IR, BENT S'LY	CS 10841
1184	RR' 314+09.52	-170.51	273110.89	4282489.47	8/14/2007	FD 5/8" IR w/ YPC "HURST LS 483"	CS 10841
1185	-	-	285452.66	4299569.83	8/14/2007	FD 5/8" IR w/ YPC "HURST LS 483"	CS 10841
1186	-	-	273642.45	4282518.92	8/26/2004	FD 5/8" IR, 6" DN	CS 3101
1192	RR' 325+53.40	-32.25	274251.16	4282654.83	8/26/2004	FD 5/8" IR	CS 2597
1198	RR' 320+29.15	0.02	273726.29	4282674.66	8/26/2004	FD 5/8" IR w/ YPC "KAISER 803"	CS 10804
1199	RR' 320+29.20	-3.42	273726.43	4282671.22	8/26/2004	FD 5/8" IR, 6" DN	CS 2050
1200	-	-	273716.93	4282964.57	8/26/2004	FD 5/8" IR	CS 2385
1201	-	-	273712.86	4283074.72	8/26/2004	FD 5/8" IR	CS 10804
1330	-	-	272313.48	4285292.63	11/5/2004	FD 3/4" IR, 4" DN IN MON CASE	CS 3302
1565	VR' 382+70.97	-46.00	272444.84	4282749.58	11/2/2006	FD 5/8" IR w/ OPC "FNF"	CS 17769
1566	VR' 384+21.93	-45.97	272439.80	4282900.45	11/2/2006	FD 5/8" IR w/ OPC "FNF"	CS 17769
1567	VR' 384+35.16	-65.67	272459.06	4282914.33	11/2/2006	FD 5/8" IR w/ OPC "FNF"	CS 17769
1568	VR' 384+41.50	-65.62	272458.80	4282920.67	11/2/2006	FD 5/8" IR w/ OPC "FNF"	CS 17769
1569	VR' 384+51.27	-49.20	272442.06	4282929.88	11/2/2006	FD 5/8" IR w/ OPC "FNF"	CS 17769
1574	RR' 318+89.26	0.10	273586.44	4282671.41	11/2/2006	FD 5/8" IR w/ OPC "FNF"	CS 17769
1575	RR' 318+88.18	116.08	273582.61	4282787.33	11/2/2006	FD 5/8" IR w/ OPC "FNF"	CS 17769
1673	VR' 381+65.56	-43.43	272445.77	4282644.14	12/5/2006	FD 5/8" IR w/ OPC "FNF"	CS 17769



RECORD AND POINT LEGEND

()	RECORD DATA PER ODOT DRG. NO. 8B-32-12
[]	RECORD DATA PER ODOT DRG. NO. 6B-3-11
(())	RECORD DATA PER JACKSON COUNTY SURVEY NO. 2050
/ /	RECORD DATA PER JACKSON COUNTY RAILROAD RECORDS (PACIFIC AND EASTERN RAILWAY BOOKS (MEDCO))
<>	RECORD DATA PER JACKSON COUNTY SURVEY NO. 17769
☆	FOUND GPS STATION (SEE SHEET 1)
○	FOUND MONUMENT

SEE SHEET 1 FOR LINE TYPE LEGEND

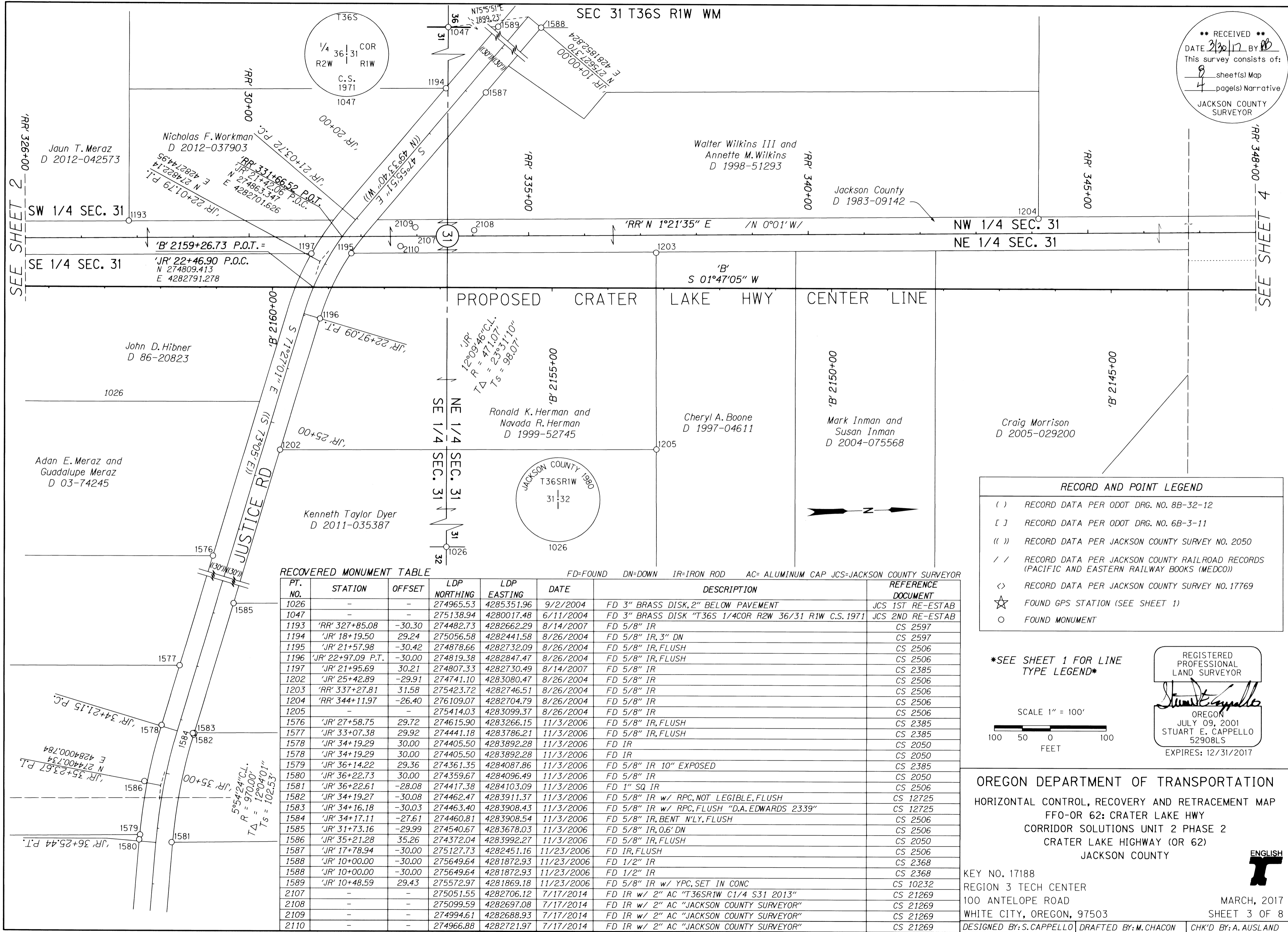
REGISTERED PROFESSIONAL LAND SURVEYOR
Stuart E. Cappello
OREGON
JULY 09, 2001
STUART E. CAPPELLO
52908LS
EXPIRES: 12/31/2017

OREGON DEPARTMENT OF TRANSPORTATION
HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP
FFO-OR 62: CRATER LAKE HWY
CORRIDOR SOLUTIONS UNIT 2 PHASE 2
CRATER LAKE HIGHWAY (OR 62)
JACKSON COUNTY

KEY NO. 17188
REGION 3 TECH CENTER
100 ANTELOPE ROAD
WHITE CITY, OREGON, 97503

MARCH, 2017
SHEET 2 OF 8

DESIGNED BY: S. CAPPELLO | DRAFTED BY: M. CHACON | CHK'D BY: A. AUSLAND



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 This survey consists of:
 9 sheet(s) Map
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 JACKSON COUNTY SURVEYOR

SEE SHEET 2

SEE SHEET 4

RECORD AND POINT LEGEND

- () RECORD DATA PER ODOT DRG. NO. 8B-32-12
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- ☆ FOUND GPS STATION (SEE SHEET 1)
- FOUND MONUMENT

SEE SHEET 1 FOR LINE TYPE LEGEND

REGISTERED PROFESSIONAL LAND SURVEYOR

Stuart E. Cappello

OREGON
 JULY 09, 2001
 STUART E. CAPPELLO
 52908LS
 EXPIRES: 12/31/2017

SCALE 1" = 100'
 100 50 0 100
 FEET

RECOVERED MONUMENT TABLE FD=FOUND DN=DOWN IR=IRON ROD AC= ALUMINUM CAP JCS=JACKSON COUNTY SURVEYOR

PT. NO.	STATION	OFFSET	LDP NORTHING	LDP EASTING	DATE	DESCRIPTION	REFERENCE DOCUMENT
1026	-	-	274965.53	4285351.96	9/2/2004	FD 3" BRASS DISK, 2" BELOW PAVEMENT	JCS 1ST RE-ESTAB
1047	-	-	275138.94	4280017.48	6/11/2004	FD 3" BRASS DISK "T36S 1/4COR R2W 36/31 R1W C.S. 1971	JCS 2ND RE-ESTAB
1193	'RR' 327+85.08	-30.30	274482.73	4282662.29	8/14/2007	FD 5/8" IR	CS 2597
1194	'JR' 18+19.50	29.24	275056.58	4282441.58	8/26/2004	FD 5/8" IR, 3" DN	CS 2597
1195	'JR' 21+57.98	-30.42	274878.66	4282732.09	8/26/2004	FD 5/8" IR, FLUSH	CS 2506
1196	'JR' 22+97.09 P.T.	-30.00	274819.38	4282847.47	8/26/2004	FD 5/8" IR, FLUSH	CS 2506
1197	'JR' 21+95.69	30.21	274807.33	4282730.49	8/14/2007	FD 5/8" IR	CS 2385
1202	'JR' 25+42.89	-29.91	274741.10	4283080.47	8/26/2004	FD 5/8" IR	CS 2506
1203	'RR' 337+27.81	31.58	275423.72	4282746.51	8/26/2004	FD 5/8" IR	CS 2506
1204	'RR' 344+11.97	-26.40	276109.07	4282704.79	8/26/2004	FD 5/8" IR	CS 2506
1205	-	-	275414.03	4283099.37	8/26/2004	FD 5/8" IR	CS 2506
1576	'JR' 27+58.75	29.72	274615.90	4283266.15	11/3/2006	FD 5/8" IR, FLUSH	CS 2385
1577	'JR' 33+07.38	29.92	274441.18	4283786.21	11/3/2006	FD 5/8" IR, FLUSH	CS 2385
1578	'JR' 34+19.29	30.00	274405.50	4283892.28	11/3/2006	FD IR	CS 2050
1578	'JR' 34+19.29	30.00	274405.50	4283892.28	11/3/2006	FD IR	CS 2050
1579	'JR' 36+14.22	29.36	274361.35	4284087.86	11/3/2006	FD 5/8" IR 10" EXPOSED	CS 2385
1580	'JR' 36+22.73	30.00	274359.67	4284096.49	11/3/2006	FD 5/8" IR	CS 2050
1581	'JR' 36+22.61	-28.08	274417.38	4284103.09	11/3/2006	FD 1" SQ IR	CS 2506
1582	'JR' 34+19.27	-30.08	274462.47	4283911.37	11/3/2006	FD 5/8" IR w/ RPC, NOT LEGIBLE, FLUSH	CS 12725
1583	'JR' 34+16.18	-30.03	274463.40	4283908.43	11/3/2006	FD 5/8" IR w/ RPC, FLUSH "D.A. EDWARDS 2339"	CS 12725
1584	'JR' 34+17.11	-27.61	274460.81	4283908.54	11/3/2006	FD 5/8" IR, BENT N'LY, FLUSH	CS 2506
1585	'JR' 31+73.16	-29.99	274540.67	4283678.03	11/3/2006	FD 5/8" IR, 0.6" DN	CS 2506
1586	'JR' 35+21.28	35.26	274372.04	4283992.27	11/3/2006	FD 5/8" IR, FLUSH	CS 2050
1587	'JR' 17+78.94	-30.00	275127.73	4282451.16	11/23/2006	FD IR, FLUSH	CS 2506
1588	'JR' 10+00.00	-30.00	275649.64	4281872.93	11/23/2006	FD 1/2" IR	CS 2368
1588	'JR' 10+00.00	-30.00	275649.64	4281872.93	11/23/2006	FD 1/2" IR	CS 2368
1589	'JR' 10+48.59	29.43	275572.97	4281869.18	11/23/2006	FD 5/8" IR w/ YPC, SET IN CONC	CS 10232
2107	-	-	275051.55	4282706.12	7/17/2014	FD IR w/ 2" AC "T36SR1W C1/4 S31 2013"	CS 21269
2108	-	-	275099.59	4282697.08	7/17/2014	FD IR w/ 2" AC "JACKSON COUNTY SURVEYOR"	CS 21269
2109	-	-	274994.61	4282688.93	7/17/2014	FD IR w/ 2" AC "JACKSON COUNTY SURVEYOR"	CS 21269
2110	-	-	274966.88	4282721.97	7/17/2014	FD IR w/ 2" AC "JACKSON COUNTY SURVEYOR"	CS 21269

OREGON DEPARTMENT OF TRANSPORTATION
 HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP
 FFO-OR 62: CRATER LAKE HWY
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MARCH, 2017
 SHEET 3 OF 8

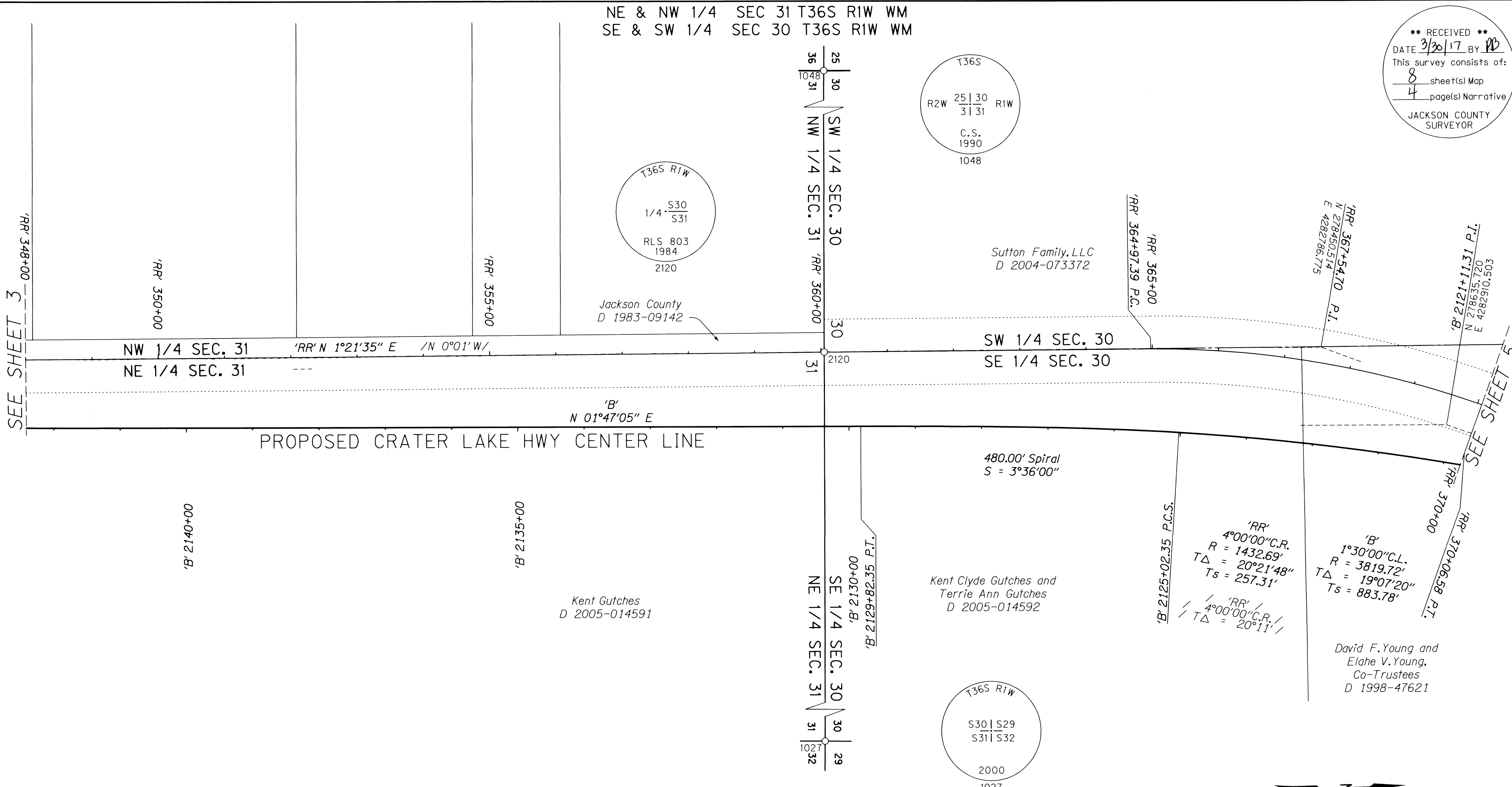
DESIGNED BY: S. CAPPELLO | DRAFTED BY: M. CHACON | CHK'D BY: A. AUSLAND

NE & NW 1/4 SEC 31 T36S R1W WM
SE & SW 1/4 SEC 30 T36S R1W WM

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JACKSON COUNTY
SURVEYOR

SEE SHEET 3

SEE SHEET 5

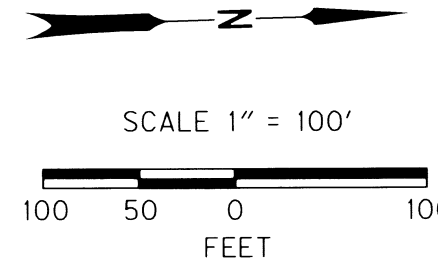


RECORD AND POINT LEGEND

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LINE LEGEND

SUBDIVISION	EXISTING/PROPOSED CENTERLINES
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RECOVERED MONUMENT TABLE

PT. NO.	LDP NORTHING	LDP EASTING	DATE	DESCRIPTION	REFERENCE DOCUMENT
1027	277617.61	4285411.27	6/11/2004	FD 2-1/2" BRASS DISK, IN MON CASE S30/S29/S31/S32 T36S R1W	JCS 5TH RE-ESTAB
1048	277785.98	4280094.10	6/11/2004	FD 2-1/2" BRASS DISK "T36S R2W 25/30/31/31 R1W C.S. 1990", 1" EXPOSED	JCS 1ST RE-ESTAB
2120	277701.02	4282768.98	11/25/2015	FD 2" BRASS CAP "T36S R1W 1/4 S30/S31 RLS 803 1984"	CS 10804

FD=FOUND JCS=JACKSON COUNTY SURVEYOR

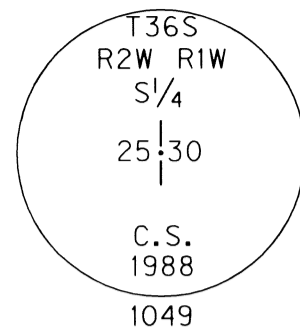
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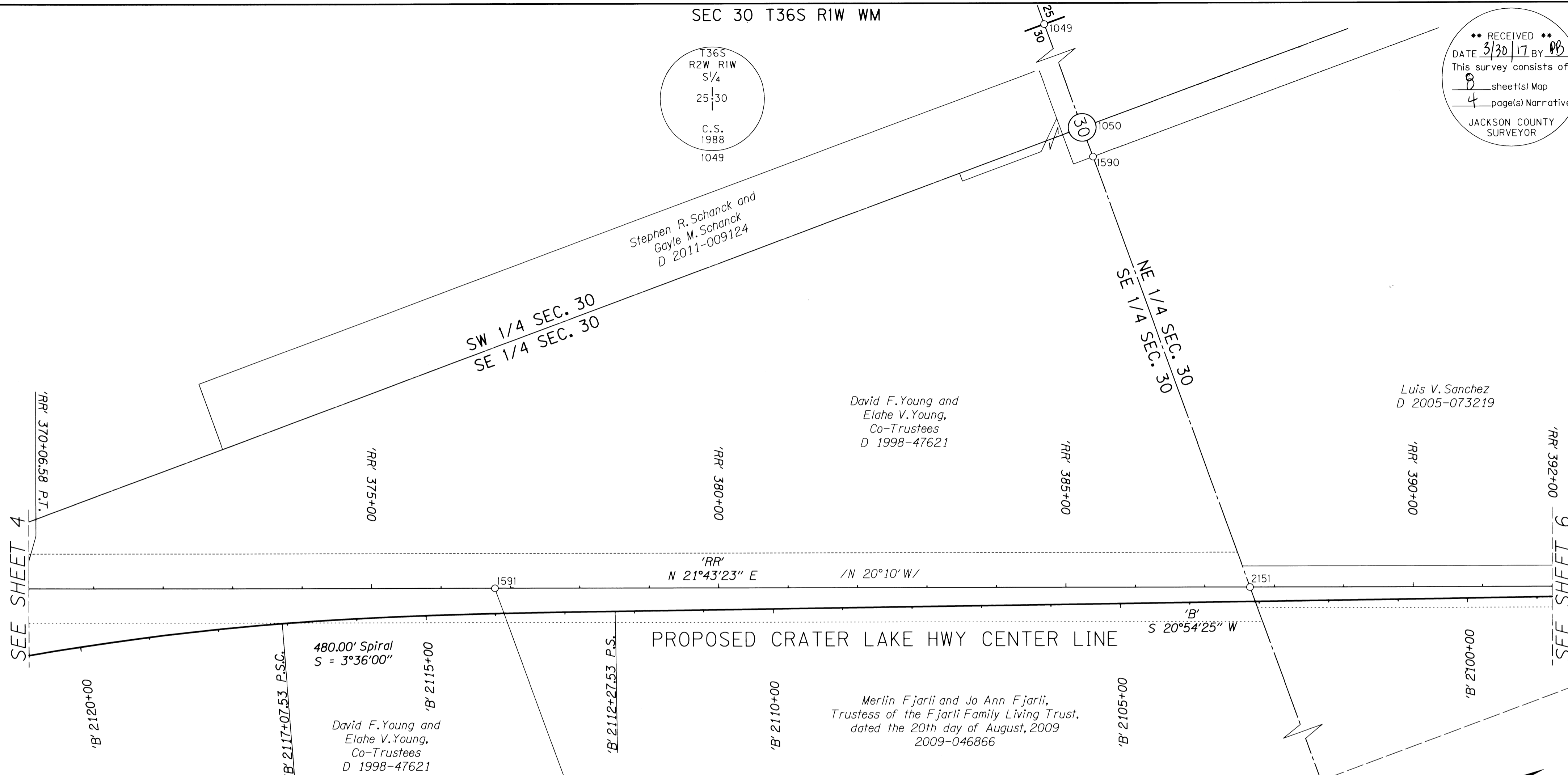
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MARCH, 2017
SHEET 4 OF 8

SEC 30 T36S R1W WM



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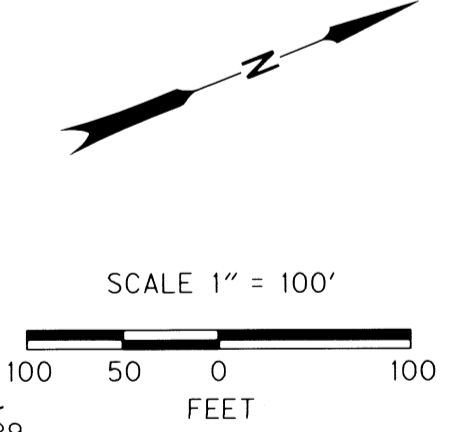
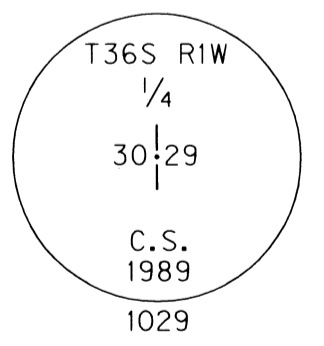


RECORD AND POINT LEGEND

- () RECORD DATA PER ODOT DRG. NO. 8B-32-12
- [] RECORD DATA PER ODOT DRG. NO. 6B-3-11
- (()) RECORD DATA PER JACKSON COUNTY SURVEY NO. 2050
- / / RECORD DATA PER JACKSON COUNTY RAILROAD RECORDS (PACIFIC AND EASTERN RAILWAY BOOKS (MEDCO))
- <> RECORD DATA PER JACKSON COUNTY SURVEY NO. 17769
- ☆ FOUND GPS STATION (SEE SHEET 1)
- FOUND MONUMENT

LINE LEGEND

SUBDIVISION	EXISTING/PROPOSED CENTERLINES
EXISTING RIGHT-OF-WAY	GOVERNMENT SECTION LINE
EXISTING STATE RIGHT-OF-WAY (ACCESS CONTROLLED)	GOVERNMENT 1/4 SECTION LINE
EXISTING PROPERTY LINE	GOVERNMENT 1/16 LOT LINE
ABANDONED MEDFORD CORPORATION RAILROAD RIGHT OF WAY	EDGE OF PAVEMENT
	EDGE OF GRAVEL



RECOVERED MONUMENT TABLE

PT. NO.	STATION	OFFSET	LDP NORTHING	LDP EASTING	DATE	DESCRIPTION	REFERENCE DOCUMENT
1029	-	-	280261.94	4285470.34	11/13/2007	FD 2-1/2" BRASS DISK "T36S R1W 1/4 30/29 C.S. 1989"	JCS 4TH RE-ESTAB
1049	-	-	280429.32	4280160.80	6/11/2004	FD 3" BRASS DISK "T36S R2W R1W S1/4 25/30 C.S. 1988", IN MON CASE NO LID	JCS 3RD RE-ESTAB
1050	-	-	280345.28	4282828.74	6/11/2004	FD 5/8" IR, 6" DN C 1/4 CORNER S30/36S	CS 5365
1590	-	-	280343.85	4282873.75	11/23/2006	FD IR w/ YPC "MOFFIT LS 944", 1.5' DN	CS 9356
1591	'RR' 376+77.59	0.00	279312.90	4283130.36	11/23/2006	FD 5/8" IR, FLUSH	CS 5365
2151	'RR' 387+64.99	0.08	280323.05	4283532.91	3/3/2017	FD IR w/OPC "B.KAISER RLS 52923"	CS 21534
2152	-	-	280299.12	4284291.44	3/3/2017	FD IR w/OPC "B.KAISER RLS 52923"	CS 21534

REGISTERED PROFESSIONAL LAND SURVEYOR
Stuart E. Cappello
 OREGON
 JULY 09, 2001
 STUART E. CAPPELLO
 52908LS
 EXPIRES: 12/31/2017

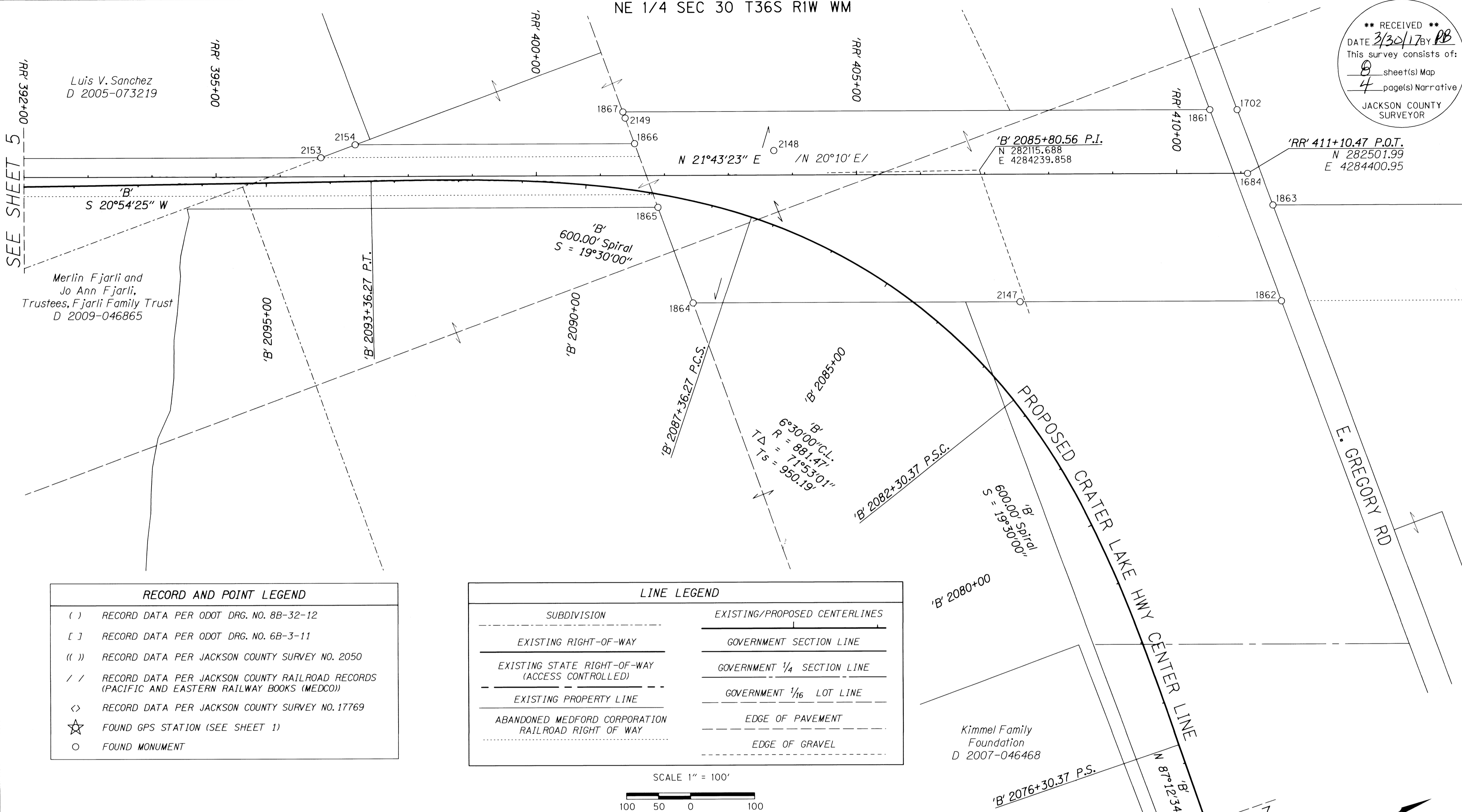
OREGON DEPARTMENT OF TRANSPORTATION
 HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP
 FFO-OR 62: CRATER LAKE HWY
 CORRIDOR SOLUTIONS UNIT 2 PHASE 2
 CRATER LAKE HIGHWAY (OR 62)
 JACKSON COUNTY

KEY NO. 17188
 REGION 3 TECH CENTER
 100 ANTELOPE ROAD
 WHITE CITY, OREGON, 97503

MARCH, 2017
 SHEET 5 OF 8

DESIGNED BY: S. CAPPELLO | DRAFTED BY: M. CHACON | CHK'D BY: A. AUSLAND

**** RECEIVED ****
 DATE 3/30/17 BY RB
 This survey consists of:
 8 sheet(s) Map
 4 page(s) Narrative
 JACKSON COUNTY
 SURVEYOR

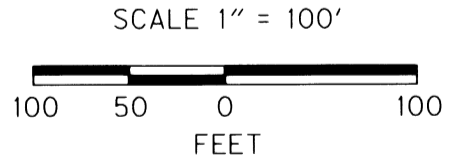


RECORD AND POINT LEGEND

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	EDGE OF GRAVEL



RECOVERED MONUMENT TABLE

PT. NO.	STATION	OFFSET	LDP NORTHING	LDP EASTING	DATE	DESCRIPTION	REFERENCE DOCUMENT
1684	'RR' 411+10.47	0.00	282501.99	4284400.95	12/12/2006	FD IR w/ AC "KAISER RLS 803"	CS 18811
1702	'RR' 410+94.87	-100.00	282524.42	4284302.40	12/18/2006	FD IR w/ YPC "D MCMAHAN LS 1913"	CS 11275
1861	'RR' 410+52.24	-100.02	282484.91	4284286.48	12/19/2007	FD 5/8" IR w/ YPC "KAISER PLS 803"	CS 18811
1862	-	-	282476.78	4284606.19	12/19/2007	FD 5/8" IR w/ YPC "KAISER PLS 803"	CS 18811
1863	-	-	282520.46	4284462.12	12/19/2007	FD 5/8" IR	CS 5856
1864	'RR' 402+44.27	199.99	281623.28	4284266.14	12/19/2007	FD 5/8" IR w/ YPC "KAISER PLS 803"	CS 18811
1865	'RR' 401+90.02	49.92	281628.43	4284106.65	12/19/2007	FD 5/8" IR w/ YPC "KAISER PLS 803"	CS 18811
1866	'RR' 401+53.79	-50.06	281631.78	4284000.36	12/19/2007	FD 5/8" IR w/ YPC "KAISER PLS 803"	CS 18811
1867	'RR' 401+35.71	-100.01	281633.47	4283947.26	12/19/2007	FD 5/8" IR w/ YPC "KAISER PLS 803"	CS 18811
2147	'B' 2083+31.25	110.04	282097.50	4284455.03	10/17/2016	FD IR w/OPC "B.KAISER RLS 52923"	CS 22007
2148	'B' 2087+36.27	110.07	281829.36	4284091.68	10/17/2016	FD IR w/OPC "B.KAISER RLS 52923"	CS 22007
2149	'B' 2089+52.20	110.38	281633.12	4283957.59	10/17/2016	FD IR w/OPC "B.KAISER RLS 52923"	CS 22007
2153	'RR' 396+63.65	-30.01	281169.03	4283837.57	3/3/2017	FD IR w/ YPC "KAISER RLS 803"	CS 18811
2154	'RR' 397+17.33	-50.04	281226.31	4283838.84	3/3/2017	FD IR w/ YPC "KAISER RLS 803"	CS 18811

REGISTERED PROFESSIONAL LAND SURVEYOR
Stuart E. Cappello
 OREGON
 JULY 09, 2001
 STUART E. CAPPELLO
 52908LS
 EXPIRES: 12/31/2017

OREGON DEPARTMENT OF TRANSPORTATION
 HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP
 FFO-OR 62: CRATER LAKE HWY
 CORRIDOR SOLUTIONS UNIT 2 PHASE 2
 CRATER LAKE HIGHWAY (OR 62)
 JACKSON COUNTY

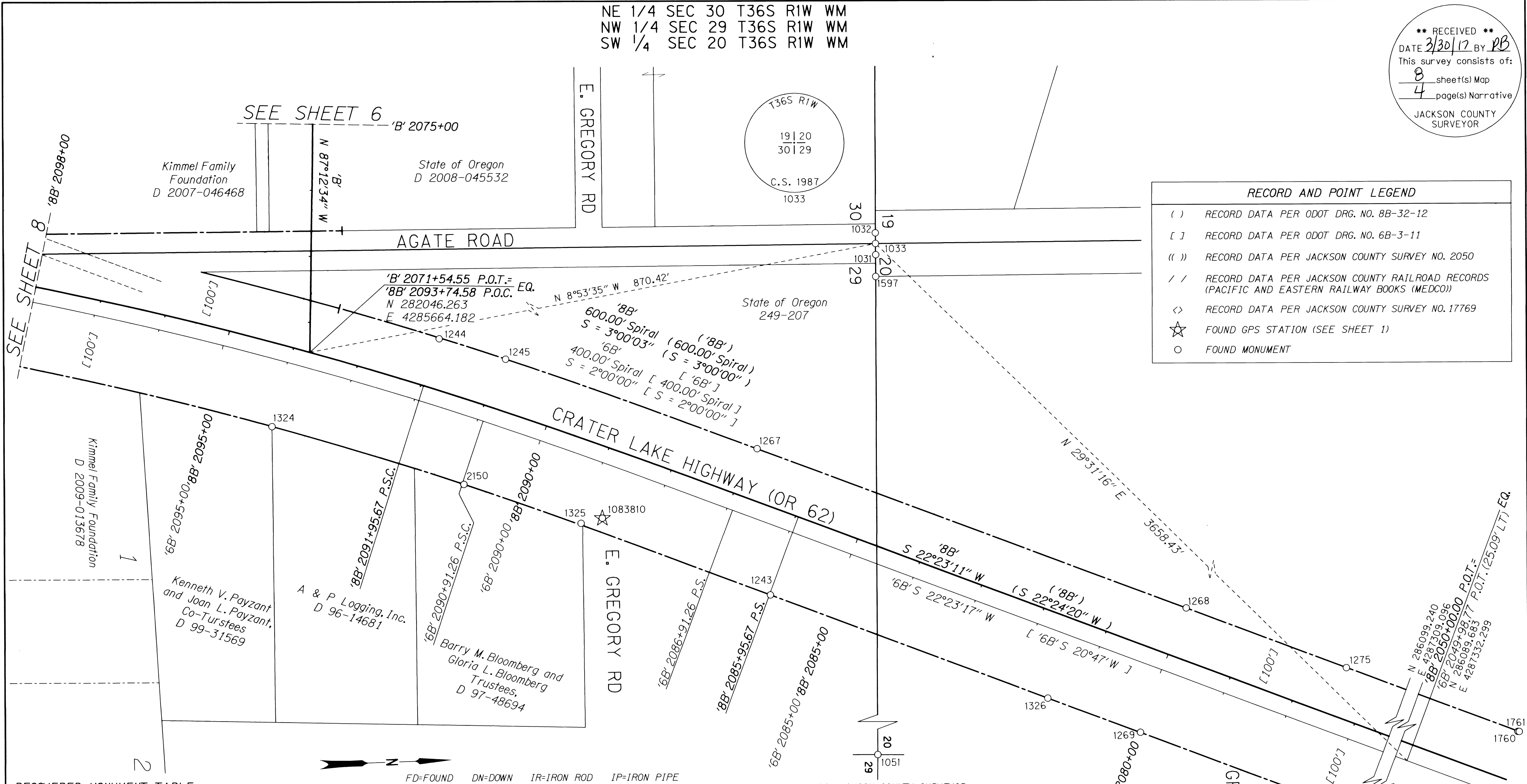
KEY NO. 17188
 REGION 3 TECH CENTER
 100 ANTELOPE ROAD
 WHITE CITY, OREGON, 97503

MARCH, 2017
 SHEET 6 OF 8

DESIGNED BY: S. CAPPELLO | DRAFTED BY: M. CHACON | CHK'D BY: A. AUSLAND

NE 1/4 SEC 30 T36S R1W WM
 NW 1/4 SEC 29 T36S R1W WM
 SW 1/4 SEC 20 T36S R1W WM

**** RECEIVED ****
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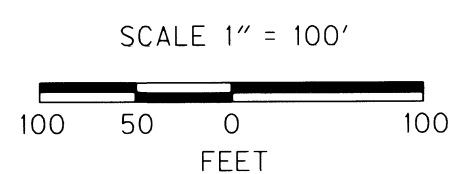


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PT. NO.	STATION	OFFSET	LDP NORTHING	LDP EASTING	DATE	DESCRIPTION	REFERENCE DOCUMENT
1031	-	-	282905.88	4285546.66	6/11/2004	FD 3/4" IP, 4" DN, REF TO 1033	JCS 3RD RE-ESTAB
1032	-	-	282906.56	4285513.39	6/11/2004	FD 3/4" IP, REF TO 1033	JCS 3RD RE-ESTAB
1033	-	-	282906.22	4285529.62	6/11/2004	FD 3" BRASS DISK "T36S R1W 19/20/30/29 CS 1987", FLUSH	JCS 3RD RE-ESTAB
1051	-	-	282821.78	4288179.91	6/11/2004	FD 1-1/2" AC "JACKSON COUNTY SURVEYOR" (1/4 COR 20/29 T36R1W)	JCS 3RD RE-ESTAB
1243	'8B' 2085+94.22	-125.00	282728.28	4286055.82	9/2/2004	FD 5/8" IR w/ AC, SHRW (2085+95.67 P.S. 125' LT)	8B-32-12
1244	'8B' 2091+94.16	74.83	282242.21	4285650.84	9/1/2004	FD 5/8" IR w/ AC, SHRW (2091+95.67 P.S.C. 75' LT)	8B-32-12
1245	'6B' 2090+88.52	99.82	282341.32	4285685.28	9/1/2004	FD 1/2" SQUARE PIN (2090+91.26 P.S.C., 100' RT)	6B-3-11
1267	'6B' 2086+88.46	100.20	282716.27	4285834.33	9/1/2004	FD 1/2" IR, SHRW, BENT W'LY, 4" DN (2086+91.26 P.S., 100' RT)	6B-3-11
1268	'8B' 2079+98.66	74.98	283355.13	4286097.73	9/1/2004	FD 5/8" IR, SHRW, 5" DN (2080+00, 75' RT)	8B-32-12
1269	'8B' 2079+98.43	-124.78	283279.25	4286282.52	9/2/2004	FD 5/8" IR, SHRW, 5" DN (2080+00, 125' LT)	8B-32-12
1275	'6B' 2077+39.34	99.60	283593.62	4286196.38	9/2/2004	FD 5/8" IR w/ YPC "L J FRIAR ASSOC."	CS 15806
1324	'6B' 2093+96.62	-100.29	281985.12	4285774.90	9/2/2004	FD 1" SQUARE BOLT	CS 919
1325	'6B' 2088+99.60	-97.59	282446.31	4285937.75	9/2/2004	FD 5/8" IR	CS 11349
1326	'6B' 2081+46.19	-99.99	283141.42	4286225.97	9/2/2004	FD 5/8" IR, UNDER CONCRETE	AGATE SUB. EXT. 1
1329	'6B' 2070+27.78	-100.00	284175.51	4286651.95	9/2/2004	FD 5/8" IR, SHRW	6B-3-11
1597	-	-	282904.58	4285579.70	11/27/2006	FD 1" IP, 6" DN	CS 1022
1759	'6B' 2049+66.87	-99.91	286081.12	4287436.82	10/24/2007	FD 3/4" IP BENT S'LY	CS 3151
1760	-	-	286184.96	4287264.00	10/24/2007	FD 1/2" IR	ORIGIN UNKNOWN
1761	-	-	286187.04	4287264.25	10/24/2007	FD 5/8" IR w/ OPC "HARDEY ENG & ASSOC"	CS 17651
2150	'6B' 2090+88.55	-100.20	282271.53	4285872.73	12/21/2016	FD 5/8" SMOOTH IR	6B-3-11



REGISTERED PROFESSIONAL LAND SURVEYOR

 OREGON
 JULY 09, 2001
 STUART E. CAPPELLO
 52908LS
 EXPIRES: 12/31/2017

OREGON DEPARTMENT OF TRANSPORTATION
 HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP
 FFO-OR 62: CRATER LAKE HWY
 CORRIDOR SOLUTIONS UNIT 2 PHASE 2
 CRATER LAKE HIGHWAY (OR 62)
 JACKSON COUNTY

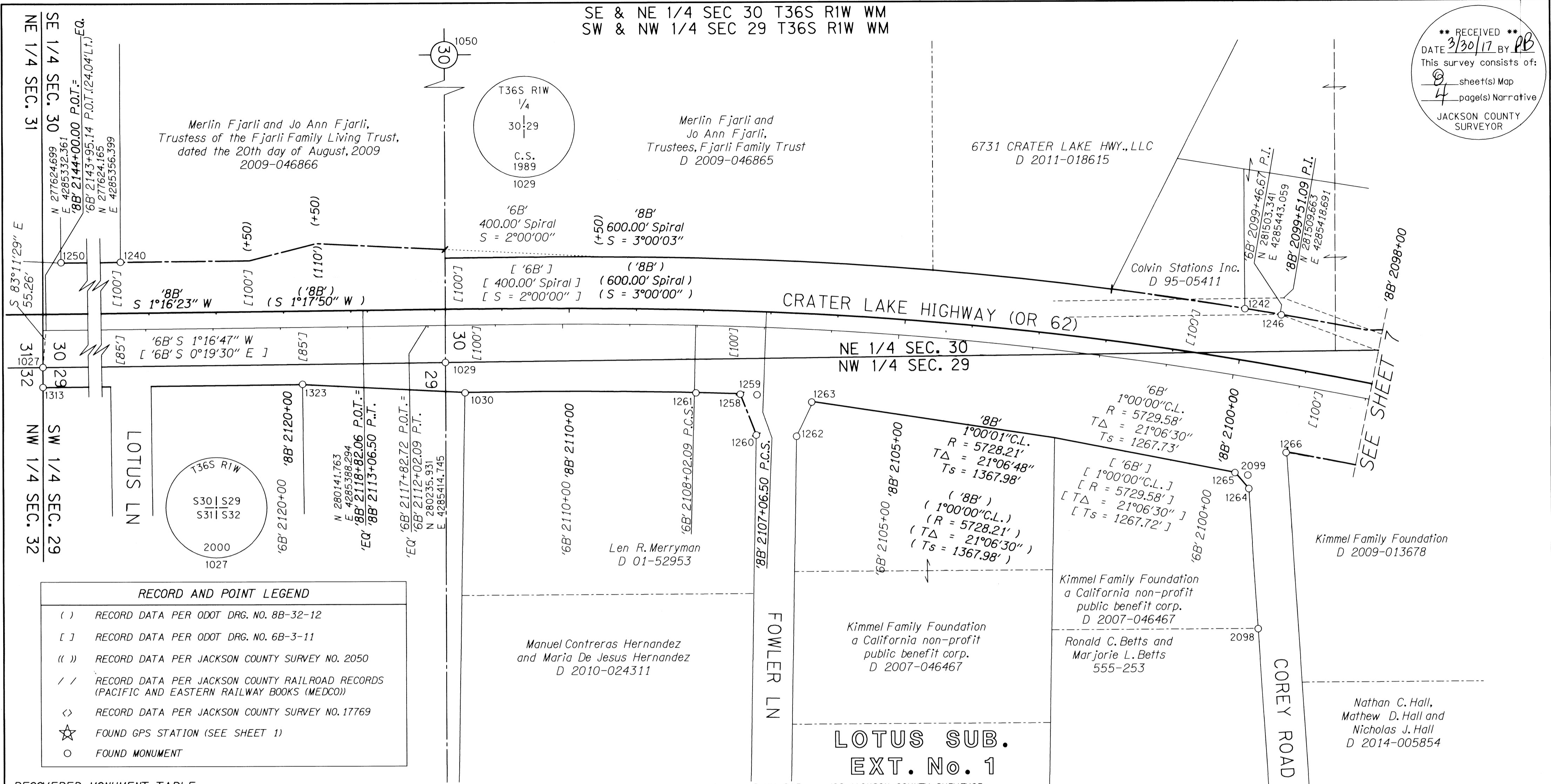
KEY NO. 17188
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 100 ANTELOPE ROAD
 WHITE CITY, OREGON, 97503

MARCH, 2017
 SHEET 7 OF 8

DESIGNED BY: S. CAPPELLO | DRAFTED BY: M. CHACON | CHK'D BY: A. AUSLAND

SE & NE 1/4 SEC 30 T36S R1W WM
SW & NW 1/4 SEC 29 T36S R1W WM

**** RECEIVED ****
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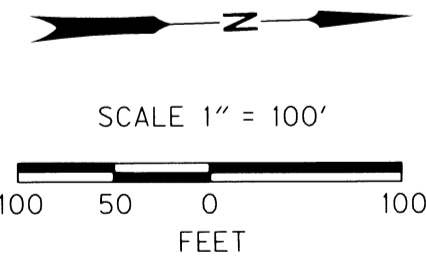


RECORD AND POINT LEGEND

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RECOVERED MONUMENT TABLE

PT. NO.	STATION	OFFSET	LDP NORTHING	LDP EASTING	DATE	DESCRIPTION	REFERENCE DOCUMENT
1027	-	-	277617.61	4285411.27	6/11/2004	FD 2-1/2" BRASS DISK, IN MON CASE S30/S29/S31/S32 T36S R1W	JCS 5TH RE-ESTAB
1029	-	-	280261.94	4285470.34	11/13/2007	FD 2-1/2" BRASS DISK "T36S R1W 1/4 30/29 C.S. 1989"	JCS 4TH RE-ESTAB
1030	'6B' 2111+46.32	-100.84	280289.37	4285516.81	11/13/2007	FD 2" BRASS DISK "LOTUS SUB EXT NO. 1 INITIAL POINT RE 2391" REF TO S30/S29	LOTUS SUB. EXT. 1
1050	-	-	280345.28	4282828.74	6/11/2004	FD 5/8" IR, 6" DN C 1/4 CORNER S30/36S	CS 5365
1240	'6B' 2122+36.24	100.00	279784.76	4285304.64	9/1/2004	FD 5/8" IR w/ AC "KAISER PLS 803"	CS 15914
1242	'6B' 2099+98.44	99.55	281451.70	4285432.72	9/1/2004	FD 5/8" IR, 4" DN	CS 14868
1246	'6B' 2099+44.35	99.40	281505.57	4285443.92	9/1/2004	FD 5/8" IR, SHRW, 12" DN	8B-3-11
1250	'8B' 2143+76.43	76.24	277649.96	4285256.67	9/1/2004	FD 5/8" IR	8B-32-12
1258	'8B' 2107+41.56	-124.11	280697.99	4285533.41	9/2/2004	FD 5/8" IR w/ AC, SHRW, FLUSH	8B-32-12
1259	'6B' 2107+07.35	-100.90	280722.78	4285535.16	9/2/2004	FD 5/8" IR, FLUSH	LOTUS SUB. EXT. 1
1260	'8B' 2107+14.83	-184.03	280719.72	4285595.01	9/2/2004	FD 5/8" IR w/ AC, SHRW, FLUSH	8B-32-12
1261	'6B' 2107+99.77	-100.78	280632.19	4285529.08	9/2/2004	FD 1/2" IR, SHRW (2108+02.09)	LOTUS SUB. EXT. 1
1262	'8B' 2106+52.95	-183.27	280779.49	4285598.96	9/2/2004	FD 5/8" IR, SHRW, BENT N'LY, FLUSH	8B-32-12
1263	'8B' 2106+32.63	-131.45	280803.66	4285548.04	9/2/2004	FD 5/8" IR w/ AC, SHRW, 3" DN	8B-32-12
1264	'8B' 2099+53.65	-187.40	281448.06	4285700.74	9/2/2004	FD 5/8" IR, SHRW, FLUSH	8B-32-12
1265	'8B' 2099+78.57	-167.50	281428.44	4285676.37	8/14/2007	FD 5/8" IR w/ AC, SHRW, FLUSH	8B-32-12
1266	'6B' 2099+01.55	-101.16	281505.48	4285648.99	8/14/2007	FD 5/8" IR, SHRW, BENT W'LY	6B-3-11
1313	'8B' 2144+05.82	-108.99	277616.46	4285441.19	9/2/2004	FD 5/8" IR w/ YPC "FRIAR & ASSOC"	15547
1323	'6B' 2119+68.30	-84.80	280048.51	4285495.38	9/2/2004	FD 5/8" IR, BENT S'LY, 0.5' DN	CS 11650
2098	-	-	281454.59	4285909.70	4/7/2014	FD 1" IR, 0.5" UP	LOTUS SUB. EXT. 2
2099	'6B' 2099+52.86	-144.28	281447.39	4285680.70	4/17/2014	FD 5/8" IR	CS 5893



REGISTERED PROFESSIONAL LAND SURVEYOR
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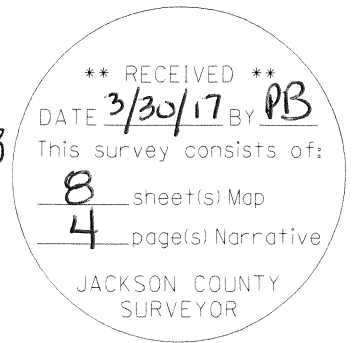
SEE SHEET 1 FOR POINT LEGEND & LINE TYPE LEGEND

OREGON DEPARTMENT OF TRANSPORTATION
HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP
FFO-OR 62: CRATER LAKE HWY
CORRIDOR SOLUTIONS UNIT 2 PHASE 2
CRATER LAKE HIGHWAY (OR 62)
JACKSON COUNTY

KEY NO. 17188
REGION 3 TECH CENTER
100 ANTELOPE ROAD
WHITE CITY, OREGON, 97503
DESIGNED BY: S. CAPPELLO | DRAFTED BY: M. CHACON | CHK'D BY: A. AUSLAND

MARCH, 2017
SHEET 8 OF 8

SURVEY NO. 22203



SURVEY NARRATIVE TO COMPLY WITH ORS 209.250

SURVEY FOR: OREGON DEPARTMENT OF TRANSPORTATION
100 ANTELOPE ROAD
WHITE CITY, OREGON 97503

LOCATION: NORTH HALF (1/2) OF SECTION 6, TOWNSHIP 37 SOUTH, RANGE 1 WEST, SOUTHWEST QUARTER (1/4) SECTION 20 AND SECTIONS 29, 30 AND 31, TOWNSHIP 36 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, JACKSON COUNTY OREGON.

PURPOSE: THE PURPOSE OF THIS SURVEY IS TO PERPETUATE ANY EXISTING MONUMENTS OF RECORD, AS FOUND, SHOW PROJECT CONTROL AND RESOLVE THE EXISTING RIGHT OF WAY FOR PORTIONS OF CRATER LAKE HIGHWAY, VILAS ROAD AND JUSTICE ROAD, WHICH LIE WITHIN THE PROJECT AREA, AS DIRECTED BY ORS 209.155.

Date: March 10, 2017

BASIS OF BEARINGS AND COORDINATES:

THIS SURVEY IS INTENDED TO WORK IN CONJUNCTION WITH COUNTY SURVEY (C.S. 19957), FILED WITH THE JACKSON COUNTY SURVEYOR IN MARCH OF 2008. THE PURPOSE OF C.S. 19957 WAS TO ESTABLISH A BASIS OF CONTROL FOR THE DESIGN AND CONSTRUCTION OF THE HIGHWAY 62 CORRIDOR SOLUTION PROJECTS. THE HIGHWAY 62 CORRIDOR SOLUTION PROJECTS COVER A GENERAL AREA ALONG HIGHWAY 62 FROM INTERSTATE 5 TO EAGLE POINT.

THIS HIGHWAY 62 CORRIDOR SOLUTIONS PROJECT UTILIZES A LOCAL DATUM PLANE (LDP) WHICH IS RELATIVE TO THE OREGON COORDINATE SYSTEM (OCS) OF 1983 (SOUTH ZONE), NAD83(CORS96) EPOCH 2002.00. A SINGLE LDP FACTOR WAS CALCULATED FOR BOTH PHASES OF THE HIGHWAY 62 CORRIDOR SOLUTIONS PROJECT. THE LDP WAS CALCULATED BY USING CONTROL POINT 1083808 AS THE MEAN LATITUDE AND 1310.00 FEET FOR THE AVERAGE PROJECT ELEVATION. THE LDP SCALED THE STATE PLANE COORDINATES AT THE PRIMARY CONTROL POINTS TO A LOCAL GROUND COORDINATE SO THAT TRUE GROUND DISTANCES CAN BE USED. TO CONVERT LDP COORDINATES TO THE OREGON COORDINATE SYSTEM, MULTIPLY THE LDP COORDINATES BY 0.99992063.

THE GRID BEARINGS ARE BASED ON THE OREGON COORDINATE SYSTEM (OCS) OF 1983, SOUTH ZONE (3602), NAD83 (CORS96) EPOCH 2002.0

THE VERTICAL DATUM FOR THIS PROJECT IS BASED ON THIRD ORDER LEVELS TO NAVD88 NGS BENCHMARK "N7" (PID NZ0134).

THIS SURVEY WAS PERFORMED IN INTERNATIONAL FEET.

THE SURVEY FIELD WORK WAS STARTED IN APRIL 2004. THE FIELD NOTES FOR THIS PROJECT ARE TO BE ARCHIVED IN THE ODOT MAP AND PLAN CENTER AS FIELD BOOK NUMBER 4475. THE PROJECT R/W MAP IS ALSO AVAILABLE FROM THE MAP AND PLANS CENTER, ODOT GEOMETRONICS UNIT, SALEM OREGON, AS ODOT DRAWING NO. 1A-24-13.

THE RIGHT OF WAY CENTER LINE SHOWN AS THE B ALIGNMENT IS DISPLAYED TO HELP DETERMINE THE NEW RIGHT OF WAY UNTIL THE RIGHT OF WAY MONUMENTATION MAP IS FILED.

CRATER LAKE HWY (OR 62) '6B' LINE

THE 1942 CENTER LINE OF CRATER LAKE HIGHWAY WAS RESOLVED UTILIZING ODOT DRG. NO. 6B-3-11. THE RECORD GEOMETRY OF THE ALIGNMENT WAS RE-CREATED PER SAID DRG. AND PLACED PARALLEL TO AND 55.00 FEET WESTERLY OF THE EASTERLY LINE OF THE SOUTH HALF OF SECTION 30, TOWNSHIP 36 SOUTH, RANGE 1 WEST, W.M. THE ALIGNMENT WAS THEN SLID NORTHERLY, MAINTAINING THE PARALLEL OFFSET, UNTIL THE NORTHERLY TANGENT WAS AT RECORD OFFSET OF 100.00 FEET, WESTERLY OF POINT NO. 1329. THE RECORD DEGREE OF CURVE WAS HELD TO CALCULATE THE CURVE DATA. STATIONING WAS ESTABLISHED BY HOLDING THE RECORD STATION EQUATION AT THE POINT OF TANGENCY, ('6B' 2117+82.72 P.O.T. = '6B' 2112+02.09 P.T.). THIS CENTER LINE WAS THEN USED TO OFFSET RECORD STATIONS AND OFFSETS TO ESTABLISH THE CRATER LAKE HIGHWAY RIGHT OF WAY LINES.

CRATER LAKE HWY (OR 62) '8B' LINE

THE 1964 CENTER LINE OF CRATER LAKE HIGHWAY WAS RESOLVED UTILIZING ODOT DRG. NO. 8B-32-12. I FOUND THAT THIS MAP HAS MANY DISCREPANCIES WITH REGARDS TO STATIONING AND OFFSETS, WITH THE SOUTHERLY TANGENT AND CURVE HAVING THE BULK OF THESE ISSUES. AN EXTENSIVE EFFORT WAS PUT FORTH TO PRODUCE A RESOLUTION THAT WORKED WELL WITH ALL THE FOUND EVIDENCE. WITH APPROXIMATELY 1 FOOT OF ERROR IN STATIONING AND OFFSETS, AND UNABLE TO FIND THE CAUSE OF THIS ERROR, I DECIDED THAT A CENTER LINE THAT FIT THE MONUMENTS WITHIN THE CURVE FOR OFFSET WAS THE BEST OPTION FOR THIS PROJECT. THE MAJORITY OF THE EXISTING RIGHT OF WAY IN THIS AREA IS CONTROLLED BY ODOT DRG 6B-3-11, WITH A FEW ADDITIONAL ACQUISITIONS AS SHOWN ON ODOT DRG 8B-32-12. THE ACQUISITIONS SHOWN OF ODOT DRG 8B-32-12 ARE NOT DESCRIBED BY THE DEPARTMENT OF TRANSPORTATIONS TYPICAL STATION AND OFFSET METHOD. BY DEVIATING FROM TYPICAL PROCEDURE AND THE OTHER FOUND DISCREPANCIES, IT LEADS ME TO BELIEVE THAT THE RIGHT OF WAY LOCATION WAS IN QUESTION. TO ACHIEVE A BEST FIT WITHIN THE CURVE, I ESTABLISHED THE NORTHERLY TANGENT BY HOLDING THE RECORD OFFSET OF 125.00 FEET WESTERLY OF FOUND MONUMENTS 1243 AND 1759. THE SOUTHERLY TANGENT WAS ESTABLISHED BY HOLDING THE RECORD OFFSET OF 110.11 FEET WESTERLY OF FOUND MONUMENTS

1248 AND 1249. THESE TANGENTS WERE THEN EXTENDED TO A POINT OF INTERSECTION. THE RECORD LENGTHS WERE USED TO CALCULATE THE CURVE. STATIONING OF 2085+95.67 P.S. WAS HELD AT THE POINT OF SPIRAL WITH THE RECORD STATION EQUATION ('8B' 2113+06.50 P.T. = '8B' 2118+82.06 P.O.T.) ADDED AT THE POINT OF TANGENCY. TO HELP CORRECT THE STATIONING ON THE AHEAD TANGENT, STATIONING WAS BACKED INTO THE EQUATION FROM FOUND MONUMENT 1248 (STA. 2135+00).

JUSTICE ROAD - 'JR' LINE

THE RIGHT OF WAY FOR JUSTICE ROAD WAS ESTABLISHED FROM ORIGINAL MONUMENTS SET IN C.S. 2050. THE WESTERLY TANGENT WAS ESTABLISHED BY HOLDING THE RECORD OFFSET OF 30.00 FEET SOUTHWESTERLY OF FOUND MONUMENTS 1587 AND 1588. THE EASTERLY TANGENT WAS ESTABLISHED BY HOLDING THE RECORD OFFSET OF 30.00 FEET SOUTHERLY OF FOUND MONUMENTS 1578 AND 1196. THE POINT OF TANGENCY WAS HELD AT MONUMENT 1196 AND A CONCENTRIC CURVE WAS FORCED TO THE BACK TANGENT. STATIONING OF 10+00.00 WAS ASSUMED AT MONUMENT 1588.

VILAS ROAD - 'VR' LINE

THE RIGHT OF WAY FOR VILAS ROAD IN THE VICINITY OF THE 62 PROJECT WAS ORIGINALLY ESTABLISHED AT 60.00 WIDE WITH THE CENTERLINE FOLLOWING THE SECTION LINE COMMON TO SECTION 31 (TOWNSHIP 36 SOUTH, RANGE 1 WEST) AND SECTION 6 (TOWNSHIP 37 SOUTH, RANGE 1 WEST) AS SHOWN ON C.S. 1104. THE 'VR' ALIGNMENT ON OUR MAP WAS ESTABLISHED AS A CONSTRUCTION ALIGNMENT AND IS DEPICTED ON C.S. 17769. THE NEW RIGHT OF WAY WHICH WAS ACQUIRED FROM THIS CENTERLINE WAS VARIABLE IN WIDTH AND IS APPLIED ONLY TO THE NORTHERLY RIGHT OF WAY LINE IN THE PROJECT VICINITY AS DETAILED ON C.S. 17769. THE RIGHT OF WAY THAT FRONTS THE PROPERTY OF C.S. 19461 AND C.S. 18010 WERE DEDICATED ON THESE MAPS AT 50.00 FEET FROM THE CENTERLINE OF SAID ALIGNMENT. STATIONING FOR THE 'VR' ALIGNMENT HELD THE ENGLISH CONVERTED STATION VALUE OF 381+66.05 (RECORD METRIC 11+633.012) FROM C.S. 17769 AT POINT 1174 ON THIS SURVEY.

MEDCO HAUL ROAD - 'RR' LINE

THE RIGHT OF WAY FOR THE MEDCO HAUL ROAD WAS ORIGINALLY ESTABLISHED BY DEEDS CONVEYED TO THE MEDFORD AND CRATER LAKE RAILROAD COMPANY IN THE EARLY 1900'S. MANY OF THE ORIGINAL DEEDS HAD A CLAUSE THAT THE RIGHT OF WAY WAS TO BE USED ONLY FOR RIGHT OF WAY PURPOSES AND WOULD REVERT BACK TO THE ADJACENT LANDOWNERS IF OPERATION OF A RAILROAD CEASED. THE RAILWAY WAS SUBSEQUENTLY ABANDONED IN LATER YEARS AND PROPERTIES IN THE AREA IN AREAS CONFORMED TO SOME OF THE ORIGINAL RIGHT OF WAY LINES OF THE HAUL ROAD. THIS NARRATIVE DESCRIBES THE MEDCO HAUL ROAD BETWEEN EAST VILAS ROAD AND EAST GREGORY

ROAD. THE FIRST TANGENT OF THE RIGHT OF WAY CENTER LINE ALIGNMENT NORTHERLY OF EAST VILAS ROAD IS DEFINED BY A LINE BETWEEN SOUTH CORNER OF SECTION 31 (POINT 1020) AND EXTENDS TO THE NORTH CORNER OF SECTION 31 (POINT 2120). THE NEXT TANGENT 'RR' 370+06.58 P.T. TO 'RR' 411+10.47 P.O.T. IS DEFINED BY HOLDING POINTS 1591 (PERC.S. 5365) AND 1684 (PER 18811) SHOWN ON C.S. 18811. THIS SURVEY RELIED UPON EVIDENCE OF THE ORIGINAL TRACK LOCATION AS DETAILED ON C.S. 5856 AND C.S. 5365. THE CURVE BETWEEN 'RR' 364+97.39 P.C. AND 'RR' 370+06.58 P.T. WAS CALCULATED BY HOLDING RECORD DEGREE OF CURVE AS SHOWN ON ORIGINAL MEDFORD AND CRATER LAKE RAILROAD COMPANY MAPS. STATIONING WAS ESTABLISHED BY HOLDING 360+05.00 AT THE NORTH CORNER OF SECTION 31 (POINT 2120), ALSO SHOWN ON THE ORIGINAL MEDFORD AND CRATER LAKE RAILROAD MAPS.



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