

NW 1/4 SECTION 21 T40S R2E WM
 SW 1/4 SECTION 21 T40S R2E WM

**** RECEIVED ****
 DATE 5/24/19 BY DB
 This survey consists of:
2 sheet(s) Map
0 page(s) Narrative
 JACKSON COUNTY
 SURVEYOR

SURVEY NARRATIVE

THIS SURVEY WAS MADE IN PREPARATION OF THE OREGON DEPARTMENT OF TRANSPORTATION'S (ODOT) OR273:PREACHER LANDSLIDE PROJECT. THE PURPOSE OF THIS SURVEY IS TO RECORD THE POSITIONS OF CONTROL POINTS FOR CONSTRUCTING THE PROJECT, RECORD THE POSITIONS OF MONUMENTS OF RECORD AS FOUND, RESOLVE THE EXISTING RIGHT OF WAY CENTER LINES AND DEFINE THE EXISTING RIGHT OF WAY, AS DIRECTED IN ORS 209.155, AS WELL AS MONUMENT THE CENTERLINE AND RIGHT OF WAY ACQUIRED FOR THE CONSTRUCTION OF THIS PROJECT. THIS SURVEY IS BASED ON ODOT DRAWING NO.(DRG.) IR-4-1217 WHICH WAS DEVELOPED SPECIFICALLY TO DOCUMENT THE RIGHT OF WAY AND EASEMENT ACQUISITIONS FOR THIS PROJECT. CONTACT ODOT MAPS AND PLANS CENTER FOR INFORMATION ON THIS MAP.

THE BEARINGS ARE BASED UPON THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), BEND - KLAMATH FALLS ZONE, NAD83 (2011) EPOCH 2010.00. THE OCRS COORDINATES ARE EQUAL TO OR CLOSE TO TRUE GROUND DISTANCES.

ALL COORDINATES ARE IN INTERNATIONAL FEET.

INITIAL SURVEY WORK FOR THIS PROJECT WAS PERFORMED BY ODOT SURVEY CREWS FROM OCTOBER, 2014 TO DECEMBER, 2014. THE SURVEYING EQUIPMENT USED WAS A LEICA VIVA TS15 TOTAL STATION, LEICA DNA10 DIGITAL LEVEL, LEICA GX1230 DUAL FREQUENCY GPS RECEIVER, AND A LEICA VIVA GS14 DUAL FREQUENCY GPS RECEIVER. AFTER CONSTRUCTION WAS COMPLETED, THE SITE WAS RE-VISITED IN ORDER TO VERIFY THE LOCATION OF CONTROL AND FOUND MONUMENTATION SHOWN HEREON. THIS WORK UTILIZED A LEICA MS60 MULTISTATION AND LEICA VIVA CS15 SURVEY CONTROLLER AND WAS PERFORMED IN APRIL OF 2019.

SISKIYOU HIGHWAY (OR 273)

THE RIGHT OF WAY FOR SISKIYOU HIGHWAY WAS ORIGINALLY ESTABLISHED AT 60.00 FEET WIDE AND BEING ESTABLISHED BY RESOLUTION AS SHOWN ON APRIL 15, 1925 IN VOLUME 19, PAGE 453 (ODOT RW FILE 49728). THE CENTERLINE ALIGNMENT GEOMETRY IS SHOWN ON ODOT DRG. NO. 3B-3-12. MONUMENTS FROM C.S. 4363, 18741 AND C.S. 8976A WERE ALSO USED TO DETERMINE THE LOCATION OF SAID CENTERLINE AND RIGHT OF WAY OF ROAD. THE PROCEDURE INVOLVED REPRODUCING THE RECORD ALIGNMENT FROM 3B-3-12. THE PROCESS INVOLVED A BEST FIT OF THE GEOMETRY TO THE SPLIT EDGE OF PAVEMENT AND CENTERLINE STRIPE. THE ALIGNMENT FIT VERY WELL WITH THIS EXCEPT IN THE AREAS THAT WERE MONUMENTED BY SAID SURVEYS. I DECIDED TO HOLD THE RECORD ALIGNMENT AS IS FROM STATIONS 436+66.67 TO 456+96.99 P.C. BY HOLDING A 30.00 FOOT OFFSET FROM POINT 1005 AND ROTATING THE ENTIRE ALIGNMENT TO THE PHYSICAL ROAD. THE HORIZONTAL CURVE FROM STATIONS 456+96.99 P.C. TO 460+55.80 P.T. WAS SOLVED BY HOLDING A 30.00 FOOT OFFSET FROM POINTS 1003 AND 1004 TO FORM THE NORTH TANGENT. THIS TANGENT AND RESULTING TANGENT FROM PREVIOUSLY SAID METHODS WERE INTERSECTED WITH RECORD DEGREE OF CURVE HELD TO SOLVE THE CURVE. THIS SOLUTION AGREED WELL WITH THE PHYSICAL ROADWAY AND RECORD UNDISTURBED MONUMENTS SET BY SAID SURVEYS. RECORD DATA FROM ODOT RIGHT OF WAY DRAWING 3B-3-12 WAS HELD TO RESOLVE THE ALIGNMENT BETWEEN 461+24.95 P.C. AND 462+60.35.

STATIONING FOR SISKIYOU HIGHWAY HELD RECORD STATION OF 455+76.3 FROM ODOT RIGHT OF WAY DRAWING 3B-3-12 AT POINT 1007.

CONTROL POINTS FOR THIS SURVEY WERE NOT SET ON AND DO NOT REPRESENT PROPERTY OR RIGHT OF WAY LINES. THEY ARE INTENDED ONLY FOR THE USE OF ODOT IN SUPPORT OF THIS AND FUTURE PROJECTS AS PROJECT CONTROL. IT IS NOT THE INTENT OF ODOT TO PERPETUATE THESE CONTROL POINTS AS MONUMENTS.

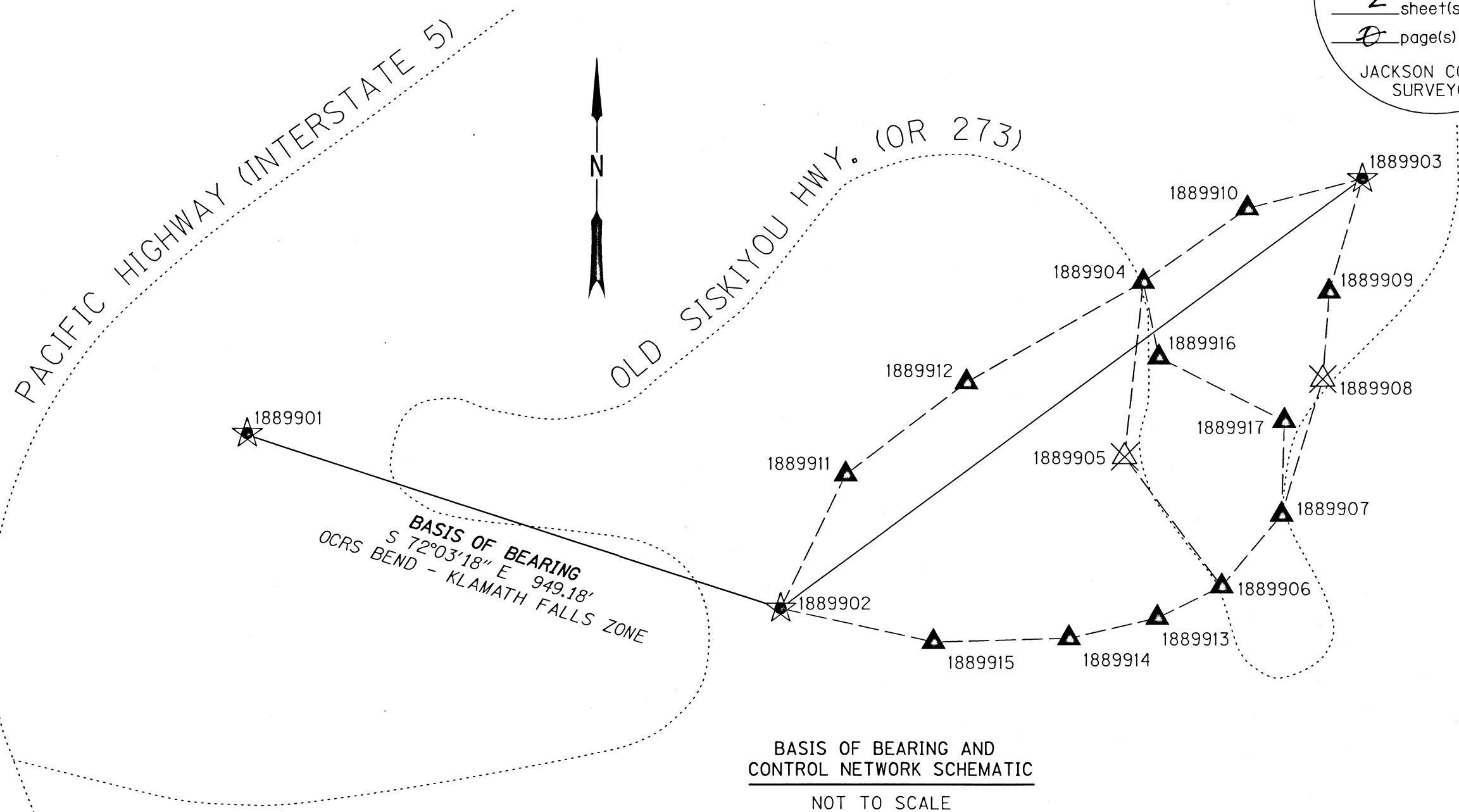
CONTROL NARRATIVE

THE CONTROL WAS ORIGINALLY ESTABLISHED BY GPS NETWORK AND TERRESTRIAL NETWORK IN NOVEMBER OF 2014. INITIALLY, A STATIC GPS NETWORK USING REDUNDANT 2 HOUR OCCUPATIONS WAS PERFORMED TO DERIVE COORDINATES ON POINTS 1889901, 1889902, AND 1889903. A TERRESTRIAL NETWORK WAS THEN PERFORMED ON REMAINING CONTROL SHOWN HEREON HOLDING SAID GPS NETWORK POINTS. BOTH THE GPS AND TERRESTRIAL NETWORKS WERE PROCESSED IN LEICA GEOMATICS OFFICE (LGO) WHICH YIELDED ACCEPTABLE RESULTS. WORK WAS STOPPED ON THE ENGINEERING PART OF THE PROJECT SHORTLY AFTER R/W RESOLUTION WAS COMPLETED FOR THE PROJECT IN FEBRUARY OF 2015. ONCE THE PROJECT WAS RESTARTED IN SEPTEMBER 2015 WE DECIDED SINCE THE PROJECT WAS IN AN ACTIVE SLIDE AREA THAT WE SHOULD CHECK THE CONTROL FOR THE PROJECT BEFORE PROCEEDING WITH SURVEY WORK. AN INTERNAL CHECK WAS MADE BY TYING ALL CONTROL IMMEDIATELY SURROUNDING THE SLIDE AREA. A ROUGH ADJUSTMENT SHOWING MOST CONTROL HORIZONTAL VALUES WERE WITHIN 0.03' OF PREVIOUSLY MEASURED VALUES, WITH 0.08' FLOATING IN A COUPLE OF POINTS.

UPON COMPLETION OF THE CONSTRUCTION PORTION OF THIS PROJECT OUR CREWS RE-VISITED THE SITE IN APRIL OF 2019. THE CONTROL NETWORK WAS AUGMENTED TO REPLACE CONTROL POINTS DESTROYED DURING CONSTRUCTION. POINTS 1889916 AND 1889917 WERE ADDED TO THE NETWORK IS SHOWN HEREON.

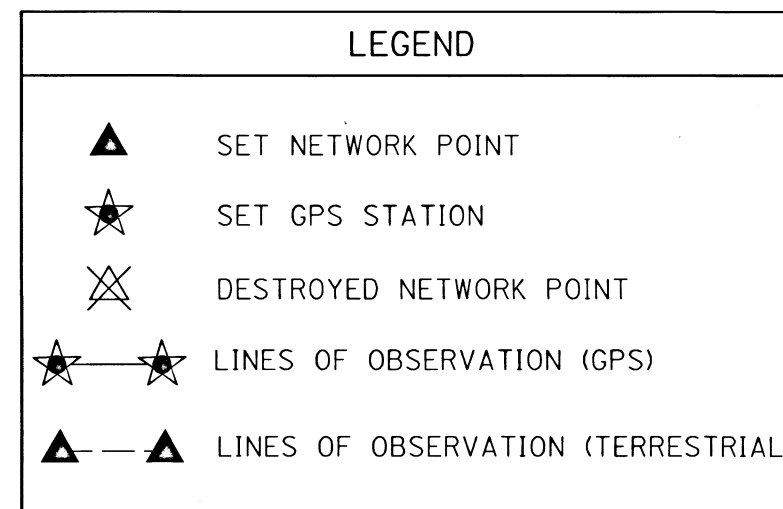
RECORD RIGHT OF WAY WIDTHS:

ALL EXISTING AND NEW RIGHT OF WAY WIDTHS ARE SHOWN AS RECORD TEXT (I.E. IN PARENTHESIS) AND ARE BOTH RECORD AND MEASURED DISTANCES. THEY ARE DISPLAYED IN THIS MANNER IN ORDER TO PERPETUATE THE RECORD ACQUISITION DOCUMENT FOR THE PORTION OF HIGHWAY THEY ARE REFERENCING.



CONTROL NETWORK TABLE * = DESTROYED BY CONSTRUCTION IR = IRON REBAR AC = ALUMINUM CAP

PT. NO.	OCRS NORTHING	OCRS EASTING	DATE	DESCRIPTION
1889901	119502.65	30486.90	12/2/2014	SET 5/8" IR w/ AC "ODOT CONTROL POINT 1889901"
1889902	119210.21	31389.91	12/2/2014	SET 5/8" IR w/ AC "ODOT CONTROL POINT 1889902"
1889903	119930.69	32365.65	12/2/2014	SET 5/8" IR w/ AC "ODOT CONTROL POINT 1889903"
1889904	119757.07	31998.27	12/8/2014	SET MAG NAIL w/ WASHER "ODOT"
1889905*	119464.58	31966.92	12/8/2014	SET MAG NAIL w/ WASHER "ODOT" (DESTROYED)
1889906	119247.09	32129.18	12/8/2014	SET MAG NAIL w/ WASHER "ODOT"
1889907	119367.43	32229.95	12/8/2014	SET MAG NAIL w/ WASHER "ODOT"
1889908*	119594.51	32298.90	12/8/2014	SET MAG NAIL w/ WASHER "ODOT" (DESTROYED)
1889909	119740.84	32310.28	12/8/2014	SET 8" SPIKE
1889910	119880.50	32172.92	12/8/2014	SET 8" SPIKE
1889911	119434.67	31499.39	12/8/2014	SET 8" SPIKE
1889912	119588.65	31701.79	12/8/2014	SET 8" SPIKE
1889913	119194.21	32021.79	12/8/2014	SET 8" SPIKE
1889914	119159.86	31873.58	12/8/2014	SET 8" SPIKE
1889915	119153.70	31646.35	12/8/2014	SET MAG NAIL w/ WASHER "ODOT"
1889916	119629.17	32021.41	4/10/2019	SET 5/8" IR w/ AC "ODOT CONTROL POINT"
1889917	119543.88	32248.25	4/10/2019	SET 5/8" IR w/ AC "ODOT CONTROL POINT"



REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Andrew David Ausland

OREGON
 JULY 15, 2003
 ANDREW DAVID AUSLAND
 56136

ASSESSORS MAP: 40-2E-21

EXPIRES: 12/31/2019

OREGON DEPARTMENT OF TRANSPORTATION
 HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT AND
 MONUMENTATION SURVEY
 OR 273: PREACHER LANDSLIDE
 SISKIYOU HIGHWAY M.P. 5.90 TO 6.00
 JACKSON COUNTY

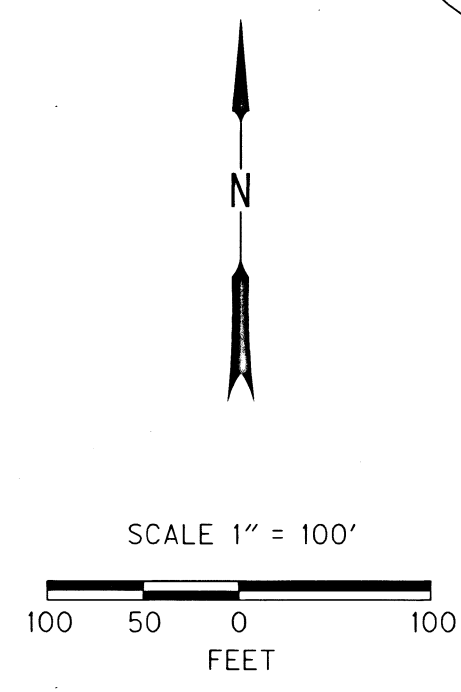
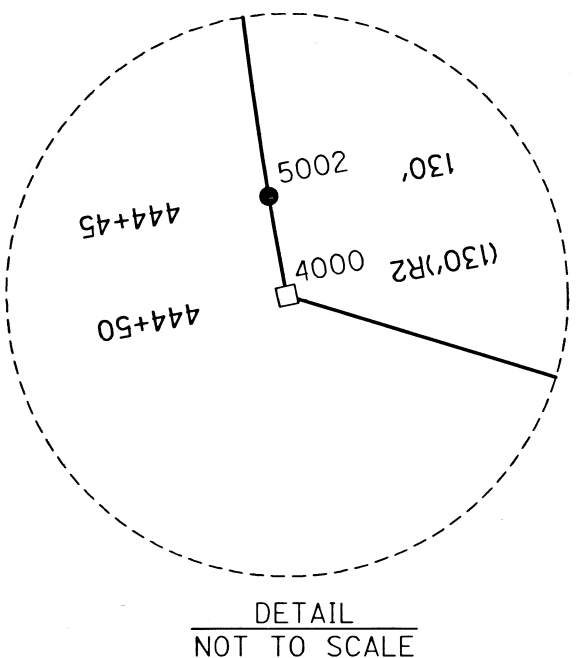
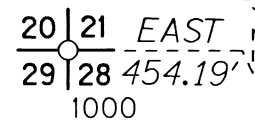
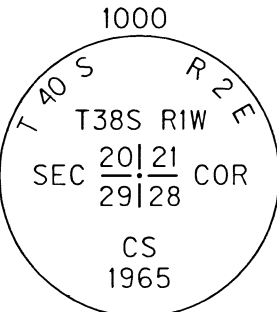
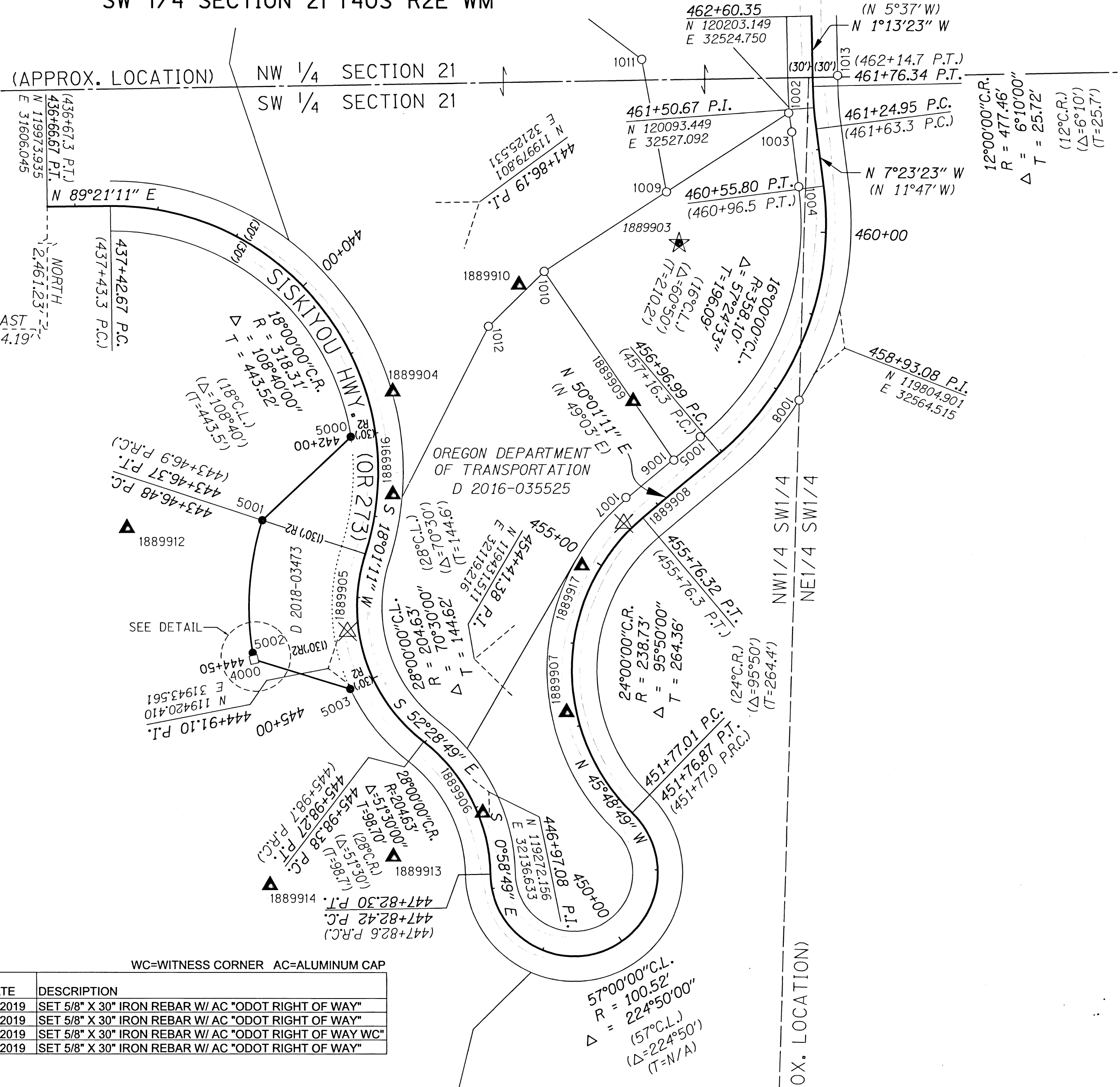


ODOT REGION 3 TECH CENTER
 100 ANTELOPE ROAD
 WHITE CITY, OREGON, 97503 KEY NO. 18899

MAY, 2019
 SCALE: NO SCALE
 SHEET 1 OF 2

NW 1/4 SECTION 21 T40S R2E WM
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LINE LEGEND

- PRIMARY CENTERLINE
- GOVERNMENT 1/4 SECTION LINE
- HIGHWAY R/W LINE
- EXISTING PROPERTY OR RIGHT OF WAY LINE
- GOVERNMENT 1/16 SECTION LINE
- EDGE OF PAVEMENT

LEGEND

- () RECORD DATA PER ODOT DRG. NO. 3B-3-12
- () R2 RECORD DATA PER DOC. NO. 2018-03473
- ▲ SET NETWORK POINT (SEE SHEET 1)
- ★ SET GPS CONTROL POINT (SEE SHEET 1)
- ⊗ DESTROYED NETWORK POINT
- SET R/W MONUMENT
- FOUND MONUMENT AS NOTED IN TABLE
- CALCULATED POINT

CALCULATED POINT TABLE

PT. NO.	STATION	OFFSET	OCRS NORTHING	OCRS EASTING
4000	444+50.00	30.00	119430.98	31854.37

SET MONUMENT TABLE

PT. NO.	STATION	OFFSET	OCRS NORTHING	OCRS EASTING	DATE	DESCRIPTION
5000	442+00.00	30.00	119698.26	31970.90	4/10/2019	SET 5/8" X 30" IRON REBAR W/ AC "ODOT RIGHT OF WAY"
5001	443+46.48	130.00	119598.15	31864.67	4/10/2019	SET 5/8" X 30" IRON REBAR W/ AC "ODOT RIGHT OF WAY"
5002	444+45.00	130.00	119439.03	31852.91	4/10/2019	SET 5/8" X 30" IRON REBAR W/ AC "ODOT RIGHT OF WAY WC"
5003	445+00.00	30.00	119395.60	31970.18	4/10/2019	SET 5/8" X 30" IRON REBAR W/ AC "ODOT RIGHT OF WAY"

RECOVERED MONUMENT TABLE

PT. NO.	OCRS NORTHING	OCRS EASTING	STATION	OFFSET	DATE	DESCRIPTION	REFERENCE
1000	117512.71	31151.85	-	-	12/9/2014	FD 2-1/2" BRASS DISK "T40S R2E SEC COR 20, 21, 28 & 29 1965"	JCS 3RD RE-ESTAB.
1002	120087.04	32497.32	461+46.75	-30.88	12/8/2014	FD 5/8" IRON ROD, LEANING EAST	C.S. 4363
1003	120064.13	32500.84	461+24.97	-29.80	12/8/2014	FD 5/8" IRON ROD, LEANING EAST	C.S. 4363
1004	119998.39	32509.32	460+58.69	-29.85	12/8/2014	FD 5/8" IRON ROD, LEANING EAST	C.S. 4363
1005	119698.37	32390.78	456+91.51	-30.00	12/8/2014	FD 5/8" IRON ROD	C.S. 4363
1006	119670.28	32359.04	456+49.14	-28.87	12/8/2014	FD 1/2" (INSIDE DIAMETER) IRON PIPE	C.S. 4363
1007	119625.46	32301.56	455+76.30	-31.46	12/8/2014	FD 5/8" IRON ROD	C.S. 4363
1008	119742.39	32509.67	458+03.73	29.77	12/8/2014	FD 5/8" IRON ROD w/ YPC REMNANTS "PIERSON..."	C.S. 8976
1009	119991.87	32350.35	-	-	12/19/2014	FD IRON ROD w/ 1-1/2" ALUMINUM CAP "CENTER LS 1071"	C.S. 18741
1010	119896.73	32203.35	-	-	12/19/2014	FD 1" ID IRON PIPE w/ YPC "CENTER LS 1071"	C.S. 18741
1011	120151.03	32320.87	-	-	12/19/2014	FD IRON ROD w/ 1-1/2" AC "CENTER LS 1071"	C.S. 18741
1012	119830.79	32136.38	-	-	12/19/2014	FD IRON ROD w/ 1-1/2" ALUMINUM CAP "CENTER LS 1071"	C.S. 18741
1013	120132.05	32556.27	461+88.59	30.00	12/19/2014	FD IRON ROD w/ YPC "PIERSON OPLS 1650"	C.S. 8976

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MAY, 2019
SCALE: 1" = 100'
SHEET 2 OF 2