

JULY 21, 1992

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NARRATIVE

THIS SURVEY IS IN PORTIONS OF THE FOLLOWING ONE-QUARTER SECTIONS: NE1/4 AND SE1/4 SECTION 9, NW1/4 AND SW1/4 SECTION 10, SW1/4 SECTION 15, NE1/4 AND SE1/4 SECTION 16, SE1/4 SECTION 20, NE1/4 AND SE1/4 AND SW1/4 SECTION 21, NW1/4 AND SW1/4 SECTION 22, NE1/4 AND NW1/4 AND SW1/4 SECTION 29, NE1/4 AND SE1/4 SECTION 31, NW1/4 AND SW1/4 SECTION 32, T.10S., R.30E., W.M.

THE CONTROL TRAVERSE FOR THIS PROJECT WAS RUN DURING THE WEEK OF SEPTEMBER 9 THROUGH 13, 1991. RIGHT-OF-WAY AND CENTERLINE MONUMENTS WERE SET FROM OCTOBER 7 TO DECEMBER 13, 1991.

THE PURPOSE OF THIS SURVEY WAS TO MONUMENT THE CENTERLINE AND RIGHT-OF-WAY OF OREGON STATE HIGHWAY NO. 395 (PENDLETON - JOHN DAY HIGHWAY, LONG CREEK TO FOX SECTION) AS SHOWN ON OREGON STATE HIGHWAY DIVISION DRAWING NO. 10B-1-1 AND 10B-1-2. THE BASIS OF BEARINGS AND OREGON STATE PLANE - NORTH ZONE COORDINATES (NAD 27) ARE FROM THAT SURVEY PERFORMED BY THE OREGON DEPARTMENT OF TRANSPORTATION DATED NOVEMBER, 1987 AND ENTITLED "LONG CREEK - FOX SECTION, GEODETIC CONTROL TRAVERSE". THIS SURVEY WAS PERFORMED AS FOLLOWS:

CONTROL TRAVERSE

STATIONS "OSHD N11-14", "OSHD RPPC 662+43.2", "OVER, 1987" AND "USBPR 34-56" WERE EACH RECOVERED AND SEPERATE TRAVERSES RUN BETWEEN THE STATIONS. INSTRUMENTATION USED FOR THE TRAVERSE INCLUDED A WILD T2000 THEODOLITE AND DI1000 ELECTRONIC DISTANCE MEASURING INSTRUMENT. THE EDM WAS CALIBRATED ON THE HILLSBORO, OREGON BASELINE IMMEDIATELY BEFORE AND AFTER THE TRAVERSE WAS RUN. THE LOCAL DATUM PLANE COORDINATES FOR EACH STATION AS SHOWN ON THE HIGHWAY DIVISION GEODETIC SURVEY WERE MULTIPLIED BY A FACTOR OF 0.9997120 AS SHOWN ON SAID SURVEY SO AS TO CONVERT THE LDP DATA TO OREGON STATE PLANE - NORTH ZONE COORDINATES. EACH TRAVERSE LEG WAS THEN CONVERTED TO GRID DISTANCE BY USING THE APPROPRIATE SCALE FACTOR AND THE TRAVERSES CLOSED AND ADJUSTED ON THE STATE PLANE GRID (SEE SHEETS 2 AND 3). THE STATE PLANE CONTROL POINT COORDINATES WERE THEN CONVERTED TO LOCAL DATUM PLANE COORDINATES BY MULTIPLYING THE STATE PLANE COORDINATE VALUES BY THE RECIPROCAL OF 0.9997120.

MONUMENTATION SURVEY

ALL CENTERLINE AND OTHER COORDINATES SHOWN ON DRAWINGS 10B-1-1 AND 10B-1-2 ARE LOCAL DATUM PLANE AND DERIVED FROM THE ABOVE-REFERENCED GEODETIC CONTROL SURVEY PERFORMED BY THE OREGON DEPARTMENT OF TRANSPORTATION. THE CONTROL RUN IN THIS SURVEY WAS ADJUSTED TO THAT SAME BASIS SO IT WAS THEN PROPER TO DIRECTLY USE THE CENTERLINE COORDINATE DATA INDICATED ON THE DRAWINGS. COORDINATES FOR ALL CENTERLINE AND RIGHT-OF-WAY POINTS WERE CALCULATED FROM SAID DRAWINGS 10B-1-1 AND 10B-1-2 AND MONUMENTS SET AS INDICATED ON SHEETS 5 THROUGH 13. IT SHOULD BE NOTED THAT LOCAL DATUM PLANE COORDINATES ARE AN APPROXIMATION OF TRUE GROUND DATA WITH THE SCALE FACTOR CONVERSION BETWEEN STATE PLANE AND LOCAL DATUM PLANE VALUES BEING BASED ON AN AVERAGE ELEVATION AND GEOGRAPHIC LATITUDE OF THE PROJECT. THIS PARTICULAR SECTION OF HIGHWAY 395 RUNS IN A NORTH-SOUTH DIRECTION AND HAS SIGNIFICANT CHANGES IN ELEVATION. THEREFORE, GROUND MEASURED AND LOCAL DATUM PLANE DISTANCES BETWEEN POINTS ARE NOT ALWAYS COINCIDENT (NOTE THE COMPARISONS BETWEEN MEASURED AND LOCAL DATUM PLANE DISTANCES BETWEEN CONTROL POINTS AS SHOWN ON SHEET 3). IN ORDER TO COMPENSATE FOR THIS DIFFERENCE THE EDM PARTS PER MILLION ATMOSPHERIC FACTOR WAS SET SO THE MEASURED AND LDP DISTANCES BETWEEN CONTROL POINTS WAS THE SAME, AND THE CENTERLINE AND RIGHT-OF-WAY MONUMENTS THEN SET USING THIS COMPENSATION. ALL COORDINATE, STATIONING, BEARING AND DISTANCE DATA SHOWN IN THIS SURVEY IS RECORD FROM SAID DRAWINGS 10B-1-1 AND 10B-1-2 UNLESS OTHERWISE NOTED.

JAC	2/1992
Calculated DTD	Date 2/1992
Drawn DLL	Date 2/1992
Checked	Date

REVISIONS

REGISTERED
PROFESSIONAL
LAND SURVEYOR

John A. Carlson

OREGON
JULY 15, 1983
JOHN A. CARLSON
2044

MONUMENTATION SURVEY

PENDLETON-JOHN DAY HIGHWAY
LONG CREEK - FOX SECTION
SECTIONS 9,10,15,16,20,21,22,29,31,32, T.10S., R.30E., W.M.
GRANT COUNTY, OREGON

FOR: OREGON STATE DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

RECEIVED AND
FILED

Aug. 7, 1992
OFFICE OF COUNTY SURVEYOR

Robert D. Bayest

ATTEST: John J. Watson

otak
incorporated

surveyors
engineers
planners

17355 S.W. BOONES FERRY ROAD
LAKE OSWEGO, OREGON 97035
(503)635-3618 FAX (503)635-5395

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Sheet No.

3659

Project No.