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STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

SURVEY FOR
OREGON DEPARTMENT OF TRANSPORTATION
DIXIE SUMMIT-AUSTIN JCT. SEC.
JOHN DAY HIGHWAY
GRANT COUNTY

SHEET
No. 1
TOTAL
SHEETS 14

PLANS FOR PROPOSED PROJECT
SURVEY FILING

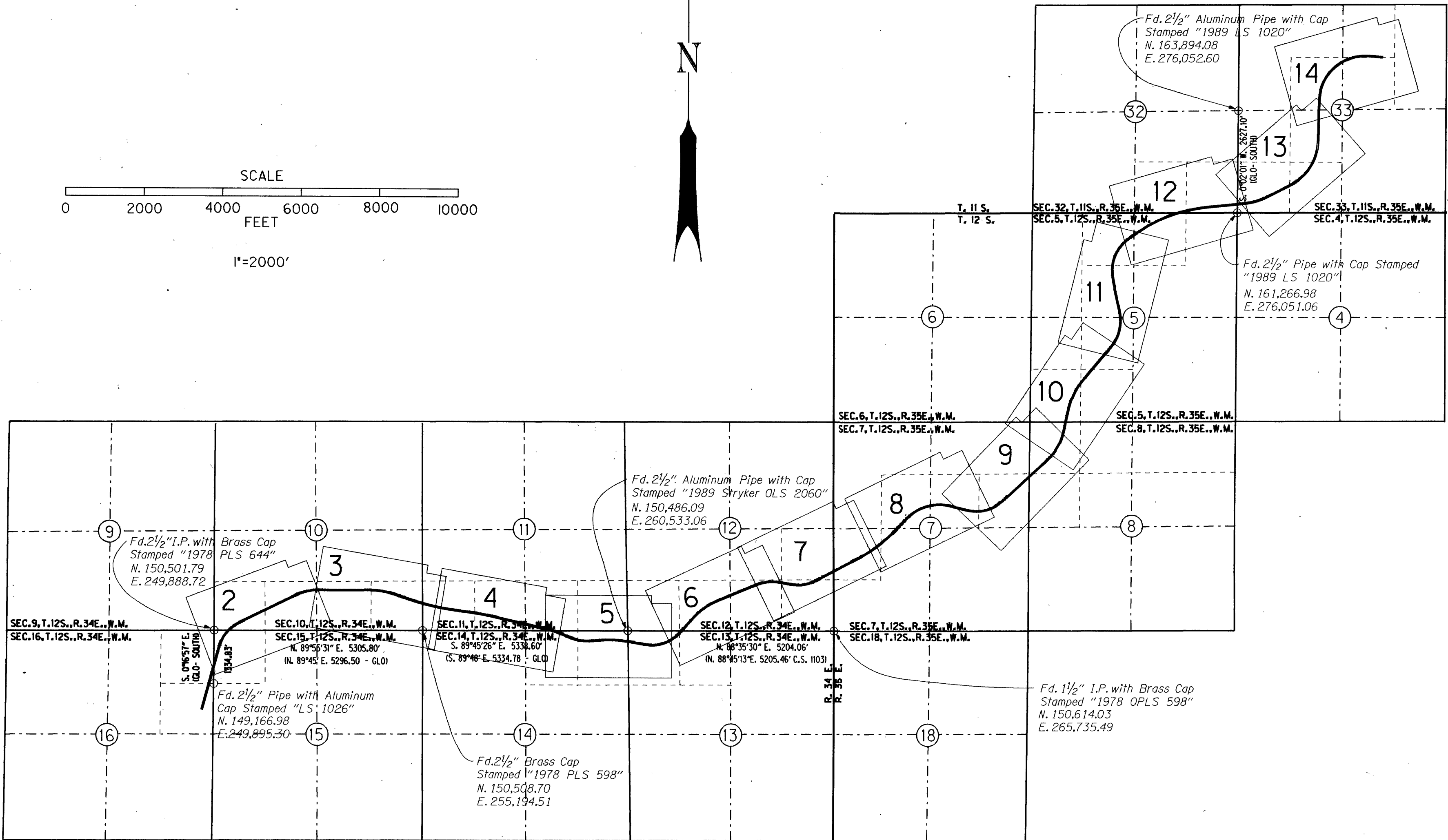
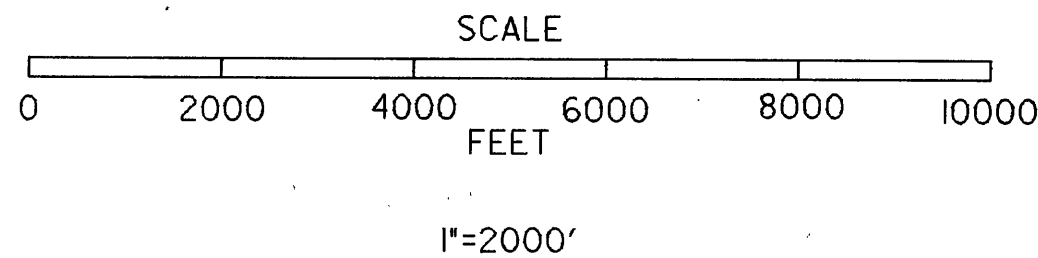
DIXIE SUMMIT - AUSTIN JUNCTION SECTION
JOHN DAY HIGHWAY
GRANT COUNTY
OCTOBER, 1992

SEE ODOT RW DRG. NOS. 10B-3-14, & 10B-3-15
SEE ODOT FIELD BOOK NOS. 3139, 3140, & 3141

LEGEND:

- FOUND MONUMENT - AS NOTED
- SET 5/8" X 30" IRON ROD W/ALUM. CAP STAMPED "OSHD"

— R/W CENTERLINE
— SECTION LINE
- - - 1/4 SECTION LINE
- - - 1/16 SECTION LINE
— PROPERTY LINE



REGISTERED
PROFESSIONAL
LAND SURVEYOR
Duane N. Berg
OREGON
JULY 15, 1983
DUANE N. BERG
2043
OREGON DEPARTMENT OF TRANSPORTATION
3012 Island Avenue
La Grande, OR. 97850

COUNTY RECEIVED STAMP SPACE

SURVEY NARRATIVE

PURPOSE:
The Purpose of the survey is to monument the highway centerline for the Dixie Summit - Austin Junction Section of the John Day Highway in Grant County, Oregon. The property is located in Sections 10, 11, 12, 13, 14, & 15, T. 12 S., R. 34 E., W.M.; Sections 5, 7, & 8, T. 12 S., R. 35 E., W.M.; Sections 32 & 33, T. 11 S., R. 35 E., W.M.

BASIS OF BEARING:
Bearings based on an Oregon Department of Transportation Control Survey traverse through the Northwest corner of section 15, the North 1/16 corner of section 15, Township 12 South, Range 34 East, Willamette Meridian and the existing Hwy. centerline as shown on OSHD Drg. 5B-30-15, dated December, 1940 between Stations 396+68.29 P.O.T. and 406+68.29 P.O.T. Coordinates for this survey are assumed.

PROCEDURE:
This project was originally designed and built from the existing painted stripe. The agreement with the USFS called for monumenting the project alignment. In order to do this a 'P' Line was run along the length of the project and the construction line was tied to it. These were then coordinated using assumed coordinates and then plotted. A best fit alignment was then plotted and calculated from this data. This alignment was then located and referenced in the field. The alignment monumented is not the same as the constructed alignment. (i.e. The painted stripe is not the monumented centerline.)

Constructed alignment through this area was changed during construction and is no longer the same as that of record as shown on OSHD Drg. No. 5B-30-15.

The section from station 406+51.48 P.O.T. to station 443+48.69 P.T. was realigned and the constructed centerline is the easement centerline.

RECEIVED AND
FILED
JAN 2 1 1994
OFFICE OF COUNTY SURVEYOR
James R. Hill