

SE¹/₄ & SW¹/₄ Section 14 T.17S. R.31E. W.M.
NE¹/₄ & NW¹/₄ Section 23 T.17S. R.31E. W.M.

NARRATIVE

THIS SURVEY WAS PERFORMED TO MONUMENT THE RIGHT OF WAY (R/W) OF THE JOHN DAY TO BURNS HIGHWAY AT THE SITE OF THE CURVES THAT WERE RECONSTRUCTED IN 2007 FOR THE U.S. 395 SILVIES CURVE CORRECTION SECTION.

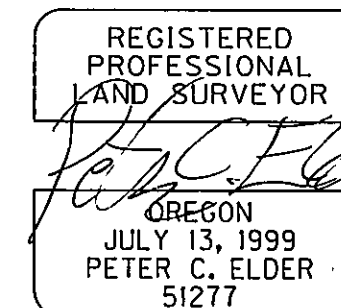
HISTORY

THE SAID HIGHWAY WAS ORIGINALLY CONSTRUCTED BY THE BUREAU OF PUBLIC ROADS (BPR), PRECURSOR TO THE FEDERAL HIGHWAY ADMINISTRATION. THE ORIGINAL MAP CREATED BY BPR SHOWING THE RIGHT OF WAY IS NOW KNOWN AS OREGON STATE HIGHWAY DEPARTMENT (OSHD) DRAWING NO. 5B-18-16, DATED 1929-1930. THIS MAP IS AN AS-BUILT CONSTRUCTION PLAN AS WELL AS A MAP SHOWING THE OVERALL ALIGNMENT INFORMATION. NO MONUMENTATION FOR R/W IS SHOWN ON SAID MAP. THE NEXT DRAWING TO DEFINE R/W IS OSHD DRAWING NO. 6B-3-6, DATED DECEMBER 1941. THIS DRAWING WAS CREATED BY THE OSHD AND IS THE LOCATED LINE MAP FOR THE SODA MOUNTAIN TO SILVIES SECTION. THE HIGHWAY HAD UNDERGONE MANY IMPROVEMENTS SINCE THE PREVIOUS DRAWING WAS PRODUCED WITH REALIGNMENT TAKING PLACE ALONG THE SILVIES RIVER. OSHD DRAWING NO. 9C-19-3 DATED 1940, SHOWS THE ENCROACHMENT OF THE HIGHWAY ONTO THE R/W OF THE OREGON AND NORTHWESTERN RAILROAD. A QUARRY ON THE SOUTH SIDE OF THE RECONSTRUCTED CURVE WAS ALSO DEVELOPED AND A MAP CREATED KNOWN AS OSHD DRAWING NO. 1R-2-1158, DATED MARCH 1941. IN 2006, PRIOR TO CONSTRUCTION, THE EXISTING R/W WAS RESOLVED AS DETAILED BELOW AND AN ADDITIONAL R/W CENTERLINE (CL) CREATED BY USING THE NEW CONSTRUCTION CL TO DEFINE AND PURCHASE THE NEW R/W NEEDED. THE NEW R/W PURCHASED FOR THE 2007 PROJECT IS SHOWN ON OREGON DEPARTMENT OF TRANSPORTATION (ODOT) DRAWING NO. 10B-21-29 DATED MARCH 2006. A RECENT BOUNDARY SURVEY OF THE SAID STATE QUARRY HAS BEEN PERFORMED AND MAP OF SURVEY FILED AS GRANT COUNTY RECORD MAP OF SURVEY NO. 1987, FILED SEPTEMBER 26, 2013.

RIGHT OF WAY RESOLUTION

THIS SECTION OF HIGHWAY WAS SPARSELY MONUMENTED WITH MINIMAL RECORD OF SURVEY. FIVE MONUMENTS OF NO RECORD WERE RECOVERED IN THE FIELD PRIOR TO CONSTRUCTION. THE FOUND MONUMENTS HAD NO MARKINGS IDENTIFYING THE CONTROL POINTS THAT WERE REFERENCED. THE RESOLUTION OF THE ORIGINAL R/W IN THIS SECTION WAS DEPENDENT ON THE SAID FIVE MONUMENTS TOGETHER WITH OSHD DRAWING NO. 6B-3-6 AND THE POSITION OF THE EXISTING ROAD IN RELATION TO SAID MONUMENTS. THE SAID MONUMENTS WERE DESTROYED DURING CONSTRUCTION AND THEIR POSITIONS ARE SHOWN HEREON. ONE ADDITIONAL MONUMENT WAS FOUND DURING CONSTRUCTION, LYING SOUTH OF THE BEGINNING OF PROJECT (BOP), AND IS SHOWN HEREON AS A SURVEY NETWORK POINT (POINT NUMBER 563) BUT WAS NOT USED IN THE RESOLUTION. ALL THE MONUMENTS WERE BRASS DISKS SET IN CONCRETE. THE RESOLUTION IS FORMULATED BY THE THREE RECORD CURVES IN THIS SECTION. STARTING WITH THE FIRST SPIRALED CURVE, THE SOUTHERNMOST MONUMENT USED WAS A BRASS DISK WHICH WAS FOUND IN THE QUARRY AREA AND SHOWN HEREON AS POINT NUMBER 51587. SAID MONUMENT WAS HELD AS A POINT ON THE SEMI-TANGENT (POST) AHEAD AND ALL OF THE RECORD CURVE DATA WAS HELD FROM DRAWING NO. 6B-3-6. MOVING AHEAD ON STATION WERE TWO BRASS DISKS ON EITHER SIDE OF THE HIGHWAY, THESE ARE ACCEPTED AS REFERENCING THE CL POINT OF TANGENCY (PT) AT THE END OF SAID FIRST CURVE, SHOWN HEREON AS POINT NUMBERS 50679 AND 50680. IN THE SECOND SPIRALED CURVE, THE NECESSITY OF HOLDING THE MONUMENTS FOR THE SAID PT CHANGES THE LENGTH OF THE TANGENT BACK BUT THE RECORD CURVE ELEMENTS ARE HELD THROUGH THE CURVE TO THE NEXT PT. IN THE THIRD SPIRALED CURVE TWO BRASS DISKS WERE RECOVERED AND ARE HELD TO DEFINE THE R/W CENTERLINE AT STATION 2160+00, A STATION ON THE SPIRAL CURVE, SHOWN HEREON AS POINT NUMBERS 51068 AND 51202. THE STATION EQUATION AT THE PT BACK ON STATION FROM THE SAID MONUMENTS IS ADJUSTED TO ABSORB THE ERROR IN DISTANCE. NOTE THAT SAID EQUATION IS A RECORD ELEMENT OF THE ORIGINAL R/W. ALL OF THE RECORD CURVE DATA IS THEN USED IN RESOLVING THE THIRD SPIRALED CURVE. THE BOUNDARY LINES OF THE QUARRY AS SHOWN ON GRANT COUNTY SURVEY NO. 1987 ARE ALSO DEFINING ELEMENTS OF THE NEWLY ACQUIRED R/W. THE POSITIONS OF THE RECOVERED QUARRY CORNERS SHOWN HEREON WERE HELD AS SURVEYED IN THE FIELD AND LINES PROJECTED THROUGH SAID CORNERS TO THE EXISTING R/W. THE NEW R/W ON EITHER SIDE OF SAID QUARRY BOUNDARY LINES TERMINATES AT A RECOVERED MONUMENT ON SAID LINES AND THE PORTION OF SAID LINES PROJECTED PAST THE RECOVERED MONUMENTS BECOME DEFINING ELEMENTS OF THE NEW R/W.

THE NEW CONSTRUCTION ALIGNMENT WAS USED TO PURCHASE AND DESCRIBE THE ADDITIONAL R/W NEEDED FOR THE LARGE CUT SLOPES ON THE PROJECT AND ALSO NEW R/W ALONG THE SILVIES RIVER. ON THE MAP OF SURVEY SHOWN HEREON THE EXISTING R/W STATIONING IS SHOWN WITH THE PREFIX "EX" AND THE NEWLY ACQUIRED R/W DEFINED BY THE NEW CL HAS STATIONS SHOWN WITH A PREFIX "RW".



RENEWS: 12/31/2015

RECEIVED AND FILED
GRANT COUNTY SURVEYOR

DEC 22 2014

PETER C. ELDER
51277

ENGLISH

KEY NO.: 14526
DRAWN: F. J. SCHAD

OREGON DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY BOUNDARY MONUMENTATION MAP
US395: SILVIES CURVE CORRECTION SECTION
JOHN DAY - BURNS HIGHWAY NO. 48
MILEPOINT 29.5
GRANT COUNTY

ODOT REGION 5
3012 ISLAND AVE.
LA GRANDE, OR 97850

DECEMBER 16, 2014
SCALE: 1 in. = 300 ft.
Sheet 1 of 7

REFERENCES

OREGON DEPT. OF TRANSPORTATION (ODOT OR STATE HIGHWAY DEPT. OR DIVISION) DRAWINGS:

M1. DWG. NO. 1R-02-1158	M5. DWG. NO. 9C-19-0003
M2. DWG. NO. 1R-02-1471	M6. DWG. NO. 10B-07-0025
M3. DWG. NO. 5B-18-0016	M7. DWG. NO. 10B-21-0029
M4. DWG. NO. 6B-03-0006	

GRANT COUNTY SURVEYOR RECORDS:

S1. SILVIES QUARRY SURVEY, BY BUTLER,	SURVEY NO. 1987,	DATED 2013
S2. DEPENDENT RESURVEY, BY MCINTYRE,	SURVEY NO. 752,	DATED 1987

GRANT COUNTY DEED DOCUMENTS / INSTRUMENTS:

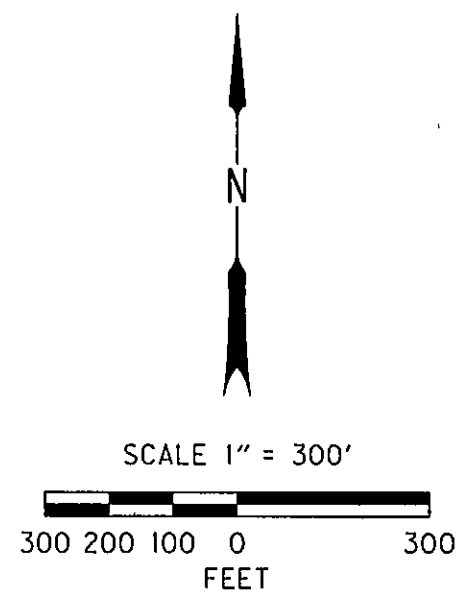
D1. INSTRUMENT NO. 20073937	D4. INSTRUMENT NO. 20062693
D2. INSTRUMENT NO. 20071364	D5. INSTRUMENT NO. 20043315
D3. INSTRUMENT NO. 20062822	D6. BOOK 44, PAGE 533

BUREAU OF LAND MANAGEMENT (BLM) RECORDS:

- GENERAL LAND OFFICE FIELDNOTES FOR TOWNSHIP 17 SOUTH, RANGE 31 EAST, WILLAMETTE MERIDIAN
- FIELDNOTES VOLUME OR-0618
- PLAT FOR DEPENDENT RESURVEY UNDER GROUP NO. 982, OREGON (GRANT CO. SURVEY NO. 752)

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LEGEND

- SECTION DIVISION LINE
- QUARTER SECTION DIVISION
- SIXTEENTH SECTION DIVISION
- NEW R/W BOUNDARY
- EXTG. R/W BOUNDARY
- PROPERTY BOUNDARY
- CURRENT HWY. PAVEMENT
- REMOVED HWY. PAVEMENT

