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NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO RESOLVE THE EXISITNG RIGHT OF WAY CENTER LINE AND RETRACE THE RIGHT OF WAY MARGINS FOR A PORTION OF JOHN DAY HIGHWAY AND JOHN DAY BURNS HIGHWAY IN THE CITY OF JOHN DAY, OREGON FOR A FUTURE SIDEWALK RAMP IMPROVEMENT PROJECT. THIS SURVEY PERPETUATES THOSE MONUMENTS IN JEOPARDY OF BEING DESTROYED BY THE FUTURE CONSTRUCTION PROJECT. THIS SURVEY MEETS THE REQUIREMENTS OF A RECOVERY SURVEY AS OUTLINED ON THE OREGON REVISED STATUTES, SECTION 209.155. THIS SURVEY WAS PERFORMED IN INTERNATIONAL FEET UNITS. THIS SURVEY WAS PERFORMED BETWEEN THE MONTHS OF AUGUST AND DECEMBER 2020. THE SURVEY EQUIPMENT USED CONSISTED OF LEICA GS-14 RECEIVERS, LEICA TS16 TOTAL STATIONS, AND LEICA CS20 SURVEY CONTROLLERS.

JOHN DAY HIGHWAY (W. MAIN ST.)XUS 26)

THE JOHN DAY HIGHWAY (W. MAIN ST.), WESTERLY OF NW CANTON STREET, WAS RESOLVED AND MONUMENTED BY ROBERT BAGETT IN 1986 SHOWN ON MAP OF SURVEY #932 AND ON ODOT DRAWING 9B-27-12. TO RECREATE THE CENTER LINE ON SAID SURVEY, A BEST FIT OF THE MONUMENTS SET BY ROBERT BAGETT WERE HELD TO RECREATE THE TANGENTS AND RECORD DEGREE OF CURVE WAS HELD TO RECREATE THE CURVES. THIS ALIGNMENT IS SHOWN ON THIS SURVEY AS THE "RW" ALIGNMENT. IN 1991, THE OREGON STATE HIGHWAY DEPARTMENT ESTABLISHED A NEW CENTER LINE IN THIS SAME LOCATION MATCHING VERY CLOSELY WITH THE "RW CENTER LINE, AND ODOT ACQUIRED ADDITIONAL RIGHT OF WAY AND PERMANENT EASEMENTS AS SHOWN ON DRAWING 10B-2-6. THE RECORD SHAPE OF THE CENTER LINE SHOWN ON SAID STATE HIGHWAY DRAWING WAS RECREATED AND POSITIONED BY HOLDING THE COORDINATES FOR COMMON MONUMENTS FOUND AT POINTS 1067 AND 1300. THIS ALIGNMENT IS SHOWN ON THIS SURVEY AS THE "L" ALIGNMENT.

THE PORTION OF JOHN DAY HIGHWAY EASTERLY OF THE PORTION SHOWN ON OREGON STATE HIGHWAY DRAWING 9B-27-12 FROM NW CANTON STREET EASTERLY TO NE DAYTON STREET WAS ESTABLISHED PER THE 1914 TOWN PLAT OF JOHN DAY BY VERNON GLAZE. UNFORTUNATELY SAID TOWN PLAT MAP DOES NOT SPECIFY A WIDTH FOR THE HIGHWAY THROUGH THE CITY OF JOHN DAY AND THE WIDTH APPEARS TO BE VARIABLE, THEREFORE MONUMENTS SET BY LOCAL SURVEYORS ALONG THE RIGHT OF WAY WERE HELD TO RE-ESTABLISH THE RIGHT OF WAY AS FOLLOWS:

NW CANTON STREET TO NW BRIDGE STREET: RECORD DISTANCE OF 288.90' WAS HELD ALONG THE WEST LINE OF NW BRIDGE STREET FROM THE MONUMENT AT POINT 1379 TO ESTABLISH THE NORTHWEST CORNER OF THE INTERSECTON IN THE RIGHT OF WAY LINE OF NW BRIDGE STREET WITH MAIN STREET PER MAP OF SURVEY 862. RECORD ANGLE OF 76°56'36" WAS HELD TO ESTABLISH THE NORTH LINE OF MAIN STREET. THE SOUTH LINE OF MAIN STREET WAS ESTABLISHED BY HOLDING THE MONUMENTS FOUND AT POINTS 1335 & 1387, AND THE MONUMENTS FOUND AT POINTS 1048 AND 1375. ADDITIONAL RIGHT OF WAY WAS ACQUIRED AS SHOWN ON ODOT DRAWING 10B-9-26. THE RECORD SHAPE OF THE SOUTH LINE OF MAIN STREET SHOWN ON MAP OF SURVEY 2124 WAS RECREATED AND POSITIONED BY HOLDING THE MONUMENTS FOUND AT POINTS 1387 AND 1335.

NW BRIDGE STREET TO N. CANYON BLVD.: MONUMENTS FOUND AT POINTS 1340, 1343, AND 1344 WERE HELD TO ESTABLISH THE NORTH LINE OF MAIN STREET AS SHOWN ON PARTITION PLAT 94-01 AND MAP OF SURVEY 1354.

SW BRENT STREET TO S. CANYON BLVD.: THE PORTION OF THE SOUTH LINE OF MAIN STREET FROM SW BRENT STREET TO S. CANYON BLVD. WAS ESTABLISHED BY HOLDING THE MONUMENT FOUND AT POINT 1375 AND RECORD STATION AND OFFSET OF "M" 22+50, 26.99' RIGHT, PER MAP OF SURVEY 2035. THE RECORD SHAPE OF THE CENTER LINE ALIGNMENT SHOWN ON MAP OF SURVEY 2035 AND ALSO SHOWN ON ODOT DRAWING 11B-7-7 WAS RECREATED AND POSITIONED BY HOLDING MONUMENTS FOUND AT POINTS 1054 AND 1056.

N. CANYON BLVD. TO NE DAYTON ST.: THE NORTH LINE OF MAIN STREET FROM N. CANYON BLVD. TO NE DAYTON ST. WAS ESTABLISHED BY HOLDING RECORD TIES TO THE MONUMENTS FOUND AT POINTS 1055 AND 1057 PER MAP OF SURVEY 1246. THE SOUTH LINE OF MAIN STREET FROM S. CANYON BLVD. TO SE DAYTON STREET WAS ESTABLISHED BY HOLDING RECORD OFFSET OF 0.60' SOUTHERLY FROM THE MONUMENT FOUND AT POINT 1000 PER PARTITION PLAT 2005-27, AND HOLDING THE MONUMENT FOUND AT POINT 1347 ORIGINALLY ESTABLISHED ON MAP OF SURVEY NO. 336 AND RE-ESTABLISHED ON MAP OF SURVEY NO. 1818.

JOHN DAY HIGHWAY (W. MAIN ST.)XUS 26)

DAYTON STREET TO SE HILLCREST ROAD: THIS PORTION OF JOHN DAY HIGHWAY WAS VERY DIFFICULT TO RESOLVE BECAUSE THERE IS NOT ANY EXISTING MONUMENTATION REMAINING AND THERE HAS NOT BEEN MANY SURVEYS PERFORMED AT THIS LOCATION. ODOT DRAWING 10B-9-26 COVERS THIS PORTION OF JOHN DAY HIGHWAY, HOWEVER, THERE IS NO RETRACEMENT SURVEY THAT STATES HOW THE LINES WERE ESTABLISHED, HOW THE RIGHT OF WIDTH WAS DETERMINED, AND THERE ARE SIGNIFICANT RETAINING WALL/STAIRS AND BUILDING ENCROACHMENTS. THE RIGHT OF WAY FOR THIS PORTION WAS ORIGINALLY ESTABLISHED BY THE PLAT OF JOHN DAY, HOWEVER, NO RIGHT OF WAY WIDTHS ARE SHOWN ON THE PLAT. THE PLAT DOES SHOW WIDTHS OF THE LOTS, BUT MANY OF THEM ARE IMPOSSIBLE TO READ. THERE WAS ONE MONUMENT SHOWN ALONG THIS PORTION OF RIGHT OF WAY SET ON MAP OF SURVEY 626 WHICH STATES THAT IT WAS SET AT THE BACK OF EXISTING SIDEWALK THAT WAS CALCULATED FROM SAID ODOT DRAWING 10B-9-26. THE EXISTING BACK OF SIDEWALK AND FACE OF EXISTING RETAINING WALLS WERE TIED ALONG THIS PORTION OF JOHN DAY HIGHWAY AND THEY MATCH UP REMARKABLY WELL WITH THE CENTER LINE RECREATED FROM ODOT DRAWING 11B-7-7 WHEN HOLDING A RIGHT OF WAY WIDTH OF 50 FEET, 25 FEET ON EACH SIDE OF CENTER LINE. THERE WAS A CONSTRUCTION PROJECT IN JOHN DAY IN MAY 1940, SHOWN ON ODOT PLANS 03V-147, THAT SUPPORTS THE RIGHT OF WAY WIDTH OF 50 FEET IN THIS LOCATION. THE RIGHT OF WAY LINE ON THE NORTH SIDE OF MAIN STREET WEST OF NE DAYTON STREET WAS EXTENDED EASTERLY UNTIL IT INTERSECTED WITH A LINE 25 FEET NORTHERLY OF CENTER LINE. THE RIGHT OF WAY LINE ON THE SOUTHERLY SIDE OF JOHN DAY HIGHWAY WEST OF SE. DAYTON STREET WAS NOT EXTENDED BECAUSE IT WOULD ENCROACH ON THE BUILDINGS, BUT INSTEAD A LINE 30 FEET FROM CENTER LINE FROM SE DAYTON STREET TO SE ELM STREET WAS HELD WHICH MATCHES VERY CLOSELY WITH THE EXISTING BUILDINGS AND FOLLOWED VERY CLOSELY THE BACK OF EXISTING SIDEWALK.

THE ALIGNMENT RECREATED FROM ODOT DRAWING 11B-7-7 AND 5B-11-21 FOLLOWS RECORD SHAPE UNTIL THE CURVE LOCATED AT "M"35+04.233 P.I., WHICH WAS ESTABLISHED BY RECREATING THE TANGENT AHEAD BY HOLDING RECORD DISTANCE OF 40.00 FEET FROM THE MONUMENTS FOUND AT POINTS 1360 AND 1368, THEN EXTENDED SAID TANGENT WESTERLY TO INTERSECT WITH THE BACK TANGENT CREATED BY SAID RECORD SHAPE PER ODOT DRAWING 11B-7-7. RECORD DEGREE OF CURVE OF 4° WAS HELD PER ODOT DRAWING 5B-11-21. A STATION EQUATION WAS INSERTED AT STATION "M"37+67.87 P.T. Bk. = "M"37+70.81 P.O.T. Ah. IN ORDER TO GET BACK ON RECORD STATIONING BY HOLDING RECORD STATION OF "M"46+53.70 ON THE MONUMENT FOUND AT POINT 1363 PER MAP OF SURVEY #364. THIS ALSO MATCHES RECORD STATIONING SHOWN ON MAP OF SURVEY #1396 FOR THE MONUMENT AT POINT 1397. TO RECREATE THE JOGS IN THE NORTHERLY RIGHT OF WAY LINE ACROSS FROM SE HILLCREST ROAD, THE BOUNDARIES FOR THE PRIVATE ADJOINING PROPERTIES WERE RECREATED IN RELATION TO EACH OTHER AND POSITIONED BY HOLDING TIES SHOWN ON MAP OF SURVEY 1092 TO THE NORTH QUARTER OF SECTION 26 AND ROTATED TO HOLD THE CALCULATED POSTION OF THE CHISELED "X", WHICH WAS CALCULATED USING ODOT DRAWING 10B-9-26 USING COMMON FOUND MONUMENTS. RIGHT OF WAY WIDTHS AT THE INTERSECTON OF HILLCREST ROAD AND JOHN DAY HIGHWAY WERE ESTABLISHED AS SHOWN ON SAID ODOT DRAWING 5B-11-21.

FORD ROAD, "O"LINE

THE RECORD SHAPE OF THE CENTER LINE FOR FORD ROAD SHOWN ON MAP OF SURVEY #1129 WAS RECREATED AND POSITIONED BY HOLDING THE MONUMENT FOUND AT POINT 1332 AND ROTATED TO HOLD THE MONUMENT FOUND AT POINT 1333. RECORD RIGHT OF WAY WIDTH OF 48.00 FEET, 24.00 FEET ON EITHER SIDE OF CENTER LINE WAS HELD PER MAP OF SURVEY #1129.

JOHN DAY - BURNS HIGHWAY (S. CANYON BLVD.) (US395) "C" LINE

THE POSITION OF STATION "C"124+94.60 WAS CALCULATED BY USING THE RECORD SHAPE OF THE ALIGMENT SHOWN ON ODOT DRAWING 11B-7-7 POSITIONED BY HOLDING THE MONUMENTS AT POINTS 1054 AND 1056. THE OTHER END OF THIS TANGENT WAS ESTABLISHED BY BEST FIT OF THE MANY MONUMENTS SET ALONG THE RIGHT OF WAY OF S. CANYON BOULEVARD ON MAP OF SURVEY #2035. SAID TANGENT WAS EXTENDED SOUTHERLY TO INTERSECT WITH THE BACK TANGENT ESTABLISHED BY HOLDING RECORD SHAPE OF THE CENTER LINE SHOWN ON MAP OF SURVEY 2064. A STATION EQUATION WAS INSERTED AT THE ANGLE POINT CREATED AT THE INTERSECTION OF THE RESOLVED CENTER LINES AT STATION "C"116+03.04 P.I. Bk. = "C"115+95.65 P.O.T. Ah.

NW LYONS STREET

THE CENTER LINE FOR NW LYONS STREET WAS RECREATED BY HOLDING THE CENTER LINE MONUMENTS FOUND AT POINTS 1067 AND 1391. RECORD WIDTH OF 40.00 FEET, 20.00 FEET ON EACH SIDE OF CENTER LINE WAS HELD PER MAP OF SURVEY #1042.

NW THIRD AVENUE

THE CENTER LINE FOR NW THIRD AVENUE WAS RECREATED BY HOLDING THE CENTER LINE MONUMENTS FOUND AT POINTS 1066 AND 1320, AND HOLDING RECORD RADIUS OF CURVE SHOWN ON MAP OF SURVEY #1042. RECORD RIGHT OF WAY WIDTH OF 60.00 FEET, 30.00 FEET ON EACH SIDE OF CENTER LINE WAS HELD PER SAID MAP OF SURVEY #1042.

NW CANTON STREET

THE CENTER LINE FOR NW THIRD AVENUE WAS RECREATED BY HOLDING THE CENTER LINE MONUMENTS FOUND AT POINTS 1052, 1392 AND 1381. THE RIGHT OF WAY LINES ARE NOT PARALLEL TO CENTER LINE, THEREFORE, THE RECORD SHAPE OF THE RIGHT OF WAY LINES SHOWN ON MAP OF SURVEY #1042 WAS RECREATED AND POSITIONED BY HOLDING THE RELATIONSHIP TO THE CENTER LINE MONUMENTS AT POINTS 1052 AND 1392. THE EASTERLY RIGHT OF WAY LINE OF NW CANTON STREET WAS ADJUSTED PER MAP OF SURVEY 1203 BY RECREATING RECORD SHAPE AND POSITIONED BY HOLDING CENTER LINE MONUMENTS AT POINTS 1392 AND 1052.

NW BRIDGE STREET

THE CENTER LINE FOR NW BRIDGE STREET WAS RECREATED BY HOLDING THE CENTER LINE MONUMENTS FOUND AT POINTS 1053 AND 1376. THE RIGHT OF WAY LINES WERE ESTABLISHED AT RECORD WIDTH OF 50.00 FEET, 25.00 FEET ON EACH SIDE OF CENTER LINE AS SHOWN ON MAP OF SURVEY #1008.

SW CANTON STREET

THE CENTER LINE FOR SW CANTON STREET WAS RECREATED BY HOLDING THE CENTER LINE MONUMENTS FOUND AT POINTS 1048 AND 1339. THE RIGHT OF WAY LINES WERE ESTABLISHED AT RECORD WIDTH OF 24.00 FEET, 12.00 FEET ON EACH SIDE OF CENTER LINE AS SHOWN ON MAP OF SURVEY #1129.

SW BRENT DRIVE

THE CENTER LINE FOR SW BRENT DRIVE WAS RECREATED BY HOLDING THE CENTER LINE MONUMENTS FOUND AT POINTS 1054 AND 1374. THE RIGHT OF WAY LINE ON THE EASTERLY SIDE OF CENTER LINE IS SHOWN AS A CONSISTENT WIDTH OF 19.00 FEET, HOWEVER THE WESTERLY SIDE IS VARIABLE WIDTH PER MAP OF SURVEY #1129. THE RECORD SHAPE OF THE RIGHT OF WAY LINES SHOWN ON MAP OF SURVEY #1129 WAS RECREATED AND POSITIONED BY HOLDING THE RELATIONSHIP TO SAID CENTER LINE MONUMENTS AT POINTS 1054 AND 1374.

N. CANYON BOULEVARD

THE CENTER LINE FOR N. CANYON BOULEVARD WAS RECREATED BY HOLDING THE CENTER LINE MONUMENT FOUND AT POINT 1055 AND RECORD DISTANCE OF 3.00 FEET WESTERLY OF THE MONUMENT FOUND AT POINT 1377. THE RIGHT OF WAY WIDTHS SHOWN ON MAP OF SURVEY #1008 ARE VARIABLE, THEREFORE THE RECORD SHAPE OF THE RIGHT OF WAY LINES WERE RECREATED AND POSITIONED BY HOLDING THE RELATIONSHIP TO SAID CENTER LINE MONUMENTS AT POINTS 1055 AND 1377.

NE DAYTON STREET

THE CENTER LINE FOR NE DAYON STREET WAS RECREATED BY HOLDING THE CENTER LINE MONUMENTS FOUND AT POINTS 1057 AND 1378. RECORD RIGHT OF WAY WIDTH OF 36.00 FEET, 18.00 FEET ON EACH SIDE OF CENTER LINE WAS HELD PER MAP OF SURVEY #1008.

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

OREGON  
JAN. 14, 2003  
BRET N. ELITHORP  
63148

EXPIRES: 12-31-2021

RECEIVED AND FILED  
GRANT COUNTY SURVEYOR

OCT 18 2021

GRANT COUNTY SURVEYOR

OREGON DEPARTMENT OF TRANSPORTATION

HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP  
JOHN DAY HIGHWAY (US26) : NW JOHNSON DR. TO SE GUNTHER ST.  
JOHN DAY - BURNS HWY. (US395): MAIN ST. TO SW. SECOND AVE.  
GRANT COUNTY, OREGON



ODOT REGION 5 TECH CENTER  
3012 ISLAND AVENUE  
LA GRANDE, OR 97850  
KEY NO. 21494

OCTOBER 14, 2021  
NO SCALE  
SHEET 1 OF 13