

NE 1/4 SECTION 10 T13S R33E WM SE 1/4 SECTION 3 T13S R33E WM
SW 1/4 SECTION 2 T13S R33E WM NW 1/4 SECTION 11 T13S R33E WM
SE 1/4 SECTION 2 T13S R33E WM

NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO RESOLVE THE CENTER LINE AND THE EXISTING RIGHT OF WAY FOR JOHN DAY HIGHWAY (US 26) FROM N. COZART AVENUE EASTERLY TO BUCHANAN AVENUE IN PRAIRIE CITY, OREGON FOR THE OREGON DEPARTMENT OF TRANSPORTATION.

THIS SURVEY PERPETUATES THOSE SURVEY MONUMENTS WITHIN THE PROJECT LIMITS IN JEOPARDY OF BEING DESTROYED BY FUTURE SIDEWALK AND ADA RAMP CONSTRUCTION. THIS SURVEY MEETS THE REQUIREMENTS FOR A RECOVERY SURVEY AS OUTLINED IN THE OREGON REVISED STATUTES, SECTION 209.155.

THIS SURVEY WAS PERFORMED IN INTERNATIONAL FEET UNITS. THIS SURVEY WAS PERFORMED BETWEEN THE MONTHS OF AUGUST 2020 AND OCTOBER 2021. THE SURVEY EQUIPMENT USED CONSISTED OF LEICA GS-14 RECEIVERS, LEICA TS16 TOTAL STATIONS, AND LEICA CS15 AND CS20 SURVEY CONTROLLERS.

JOHN DAY HIGHWAY (US 26)(“J” LINE)(“E” LINE)

THE PORTION OF THE JOHN DAY HIGHWAY FROM ARLINGTON TO VALE THROUGH THE CITIES OF CONDON, FOSSIL, DAYVILLE, AND PRAIRIE CITY WAS INCLUDED INTO THE HIGHWAY SYSTEM BY THE STATE LEGISLATURE IN 1939. THE OLDEST RIGHT OF WAY MAP FOUND FOR PRAIRIE CITY WAS OREGON STATE HIGHWAY DRAWING 2B-22-16 WHICH IS A CONSTRUCTED LINE MAP DATED NOVEMBER 1930.

JOHN DAY HIGHWAY ON THE WEST END OF PRAIRIE CITY WAS RELOCATED AS SHOWN ON OREGON STATE HIGHWAY DRAWING 5B-11-11 DATED JULY 1937. JOHN DAY HIGHWAY WAS RELOCATED ON THE EAST END OF PRAIRIE CITY AS SHOWN ON OREGON STATE HIGHWAY DRAWING 5B-23-5 DATED JUNE 1939.

THE RECORD SHAPE OF THE ALIGNMENT SHOWN ON OREGON STATE HIGHWAY DRAWINGS 5B-23-5 & 5B-11-11 (SHOWN ON THIS SURVEY AS THE “E” LINE) WAS RECREATED AND POSITIONED BY HOLDING RECORD DISTANCE OF 40.00 FEET FROM THE 3/4” IRON ROD FOUND AT STATION “E”683+23.12 (POINT 1072), AND ROTATED TO HOLD RECORD DISTANCE OF 40.00 FEET FROM THE 3/4” IRON ROD FOUND AT STATION “E”711+46.77 (POINT 1074). THE TANGENT FROM STATION “E”716+98.356 TO “E”0+35.97 WAS SHIFTED SOUTHEASTERLY TO HOLD RECORD DISTANCE OF 40.00 FEET FROM THE STATE HIGHWAY MONUMENT AT POINT 1053. THE AHEAD STATION EQUATION AT STATION “E”715+08.21 P.T. BK = “E”715+10.64 P.O.T. AH. WAS ADJUSTED TO GET BACK ON RECORD STATIONING BY HOLDING RECORD STATION OF 0+35.97 P.S. AT THE MONUMENT AT POINT 1041.

IN 1992, ADDITIONAL RIGHT OF WAY WAS ACQUIRED ON BOTH THE EASTERLY AND WESTERLY ENDS OF PRAIRIE CITY AS SHOWN ON OREGON DEPARTMENT OF TRANSPORTATION (ODOT) DRAWING 10B-2-33. THE ALIGNMENT SHOWN ON SAID ODOT DRAWING 10B-2-33, AND ALSO SHOWN ON MAP OF SURVEY 1579, WAS RECREATED AND POSITIONED BY HOLDING RECORD DISTANCE OF 37.63’ FROM THE MONUMENT FOUND AT STATION “J”8+81.90 (1010), AND ROTATED TO HOLD RECORD DISTANCE OF 38.62’ FROM THE MONUMENT FOUND AT STATION “J”38+68.08 (RECORD STATION 38+68.11) (POINT 1053). SAID ALIGNMENT IS SHOWN ON THIS SURVEY AS THE “J” ALIGNMENT.

THE RIGHT OF WAY THROUGH THE CITY LIMITS OF PRAIRIE CITY WAS ESTABLISHED BY THE PLATS OF PRAIRIE CITY LAND COMPANYS SECOND ADDITION, FLAGOLET ADDITION, F.W PEET ADDITION, KIRCHHEINER’S ADDITION, KILBOURN’S ADDITION, OLD TOWN PRAIRIE CITY, AMENDED RESERVOIR ADDITION, AND McHALEY’S ADDITION.

THE RIGHT OF WAY LINES FOR THE PORTION OF JOHN DAY HIGHWAY (FRONT STREET) THROUGH THE CITY OF PRAIRIE CITY WERE ESTABLISH AS FOLLOWS:

MONUMENTS FOUND AT POINTS 1078 AND 1015 WERE HELD TO ESTABLISH THE NORTH LINE OF FRONT STREET FROM THE WEST LINE OF SECTION 2, T13S, R33E, WM EASTERLY TO N. COZART AVENUE. RECORD DISTANCE OF 397.34 FEET WAS HELD ALONG A LINE BETWEEN SAID MONUMENTS AT POINTS 1078 AND 1015 TO ESTABLISH THE POSITION OF THE CALCULATED POSITION OF POINT 2000. A PORTION OF FRONT STREET ADJACENT TO LOTS 11 AND 12 OF BLOCK F OF PRAIRIE CITY LAND COMPANY SECOND ADDITION WAS VACATED PER CITY ORDINANCE NO. 396, AND A LINE WAS DRAWN BETWEEN THE MONUMENTS FOUND AT POINTS 1004 AND 1005. THE EAST AND WEST LINES OF SAID VACATED PARCEL WERE HELD PARALLEL TO N. COZART STREET AS SHOWN ON MAP OF SURVEY 1362.

MONUMENTS FOUND AT POINTS 1015 AND 1016 WERE HELD TO ESTABLISH THE NORTH LINE OF FRONT STREET FROM N. COZART AVENUE EASTERLY TO N McHALEY AVENUE. THE MONUMENT AT POINT 1016 IS A ONE FOOT WITNESS CORNER TO THE BUILDING CORNER PER MAP OF SURVEY 1579. N. COZART STREET WAS ESTABLISHED BY HOLDING THE CENTER LINE MONUMENT AT POINT 1076, AND RECORD DISTANCE OF 50.00 FEET FROM THE MONUMENT FOUND AT POINT 1005. N. JOHNSON AVENUE WAS ESTABLISHED BY HOLDING THE CENTER LINE MONUMENT FOUND AT POINT 1075 AND HOLDING RECORD DISTANCE OF 50.00 FEET FROM THE MONUMENT FOUND AT POINT 1067, WHICH FIT WITH THE MONUMENT FOUND AT POINT 1070.

RECORD STATION AND OFFSET OF “J”24+32.32, 44.31’ LT WAS HELD PER MAP OF SURVEY 1579, INSTEAD OF THE MONUMENT AT POINT 1017, BECAUSE THERE WAS A DISCREPANCY OF APPROXIMATELY 0.34’ BETWEEN THE TWO. SAID STATION AND OFFSET TOGETHER WITH THE MONUMENT AT POINT 1018 WERE HELD TO ESTABLISH THE NORTH LINE OF FRONT STREET FROM N. McHALEY AVENUE TO N. MAIN STREET. THE MONUMENT AT POINT 1018 IS A ONE FOOT WITNESS CORNER TO THE BUILDING CORNER AS SHOWN ON MAP OF SURVEY 1579.

MONUMENTS FOUND AT POINTS 1019, 1020, 1021, 1022, 1024 AND 1032 WERE HELD TO ESTABLISH THE NORTH LINE OF FRONT STREET BETWEEN N. MAIN STREET AND N. WASHINGTON STREET. THE PORTION BETWEEN POINTS 1024 AND 1032 WAS ESTABLISHED BY RECREATING RECORD SHAPE OF THE VACATED PORTION OF FRONT STREET PER MAP OF SURVEY 1595, AND POSITIONED BY HOLDING THE MONUMENTS AT POINTS 1024 AND 1032.

THE NORTH LINE OF FRONT STREET FROM N. WASHINGTON STREET TO VACATED HARRIS AVENUE WAS ESTABLISHED BY HOLDING THE MONUMENT AT POINT 1033 AND THE MONUMENT AT POINT 1036, AND HOLDING RECORD DISTANCE OF 429.54 FEET FROM POINT 1033 PER MAP OF SURVEY 581, AND HOLDING RECORD DISTANCE OF 40.18 FEET FROM THE MONUMENT FOUND AT POINT 1036 PER MAP OF SURVEY 1579, 1677 & 1680.

THE NORTH LINE OF FRONT STREET FROM VACATED HARRIS AVENUE EASTERLY TO BUCHANAN AVENUE WAS RE-ESTABLISHED BY HOLDING THE MONUMENTS AT POINTS 1036 AND 1038, WHICH FIT VERY WELL WITH THE MONUMENT FOUND AT POINT 1037.

THE SOUTH LINE OF FRONT STREET FROM RECORD STATION “E”687+00 TO THE WEST LINE OF VACATED LOT 2, BLOCK B, PRAIRIE CITY LAND COMPANY SECOND ADDITION WAS HELD AT RECORD DISTANCE OF 40.00 FEET FROM THE “E” CENTER LINE PER OREGON STATE HIGHWAY DRAWING 5B-23-5.

THE SOUTH LINE OF FRONT STREET FROM VACATED LOT 2, BLOCK B, PRAIRIE CITY LAND COMPANY SECOND ADDITION EASTERLY TO S. McHALEY AVENUE WAS ESTABLISHED BY HOLDING THE MONUMENT FOUND AT POINT 1031 AND THE MONUMENT FOUND AT POINT 1028.

THE MONUMENT FOUND AT THE SE CORNER OF FRONT STREET AND S. BRIDGE STREET (POINT 1027) WAS FOUND TO BE OUT OF POSITION BY APPROXIMATELY 3.9 FEET AND THEREFORE WAS NOT HELD. THE CALCULATED POSITION OF THE CORNER (POINT 2002) WAS CALCULATED BY HOLDING RECORD DISTANCE OF 101.26 FEET FROM THE MONUMENT AT POINTS 1028 AND HOLDING RECORD DISTANCE OF 101.37 FEET FROM THE BUILDING CORNER AT THE NORTHWEST CORNER OF N. McHALEY AVENUE AND FRONT STREET PER MAP OF SURVEY 1579. SAID CALCULATED POINT 2002 WAS HELD TOGETHER WITH THE ONE FOOT REFERENCE MONUMENT AT POINT 1026 TO DETERMINE THE SOUTH LINE OF FRONT STREET FROM S. BRIDGE STREET TO S. MAIN STREET.

THE SOUTH LINE OF FRONT STREET FROM S. MAIN STREET EASTERLY TO THE ALLEY ALONG THE EASTERLY SIDE OF AMENDED RESERVOIR ADDITION WAS HELD 40.00 FEET FROM THE “E” CENTER LINE PER OREGON STATE HIGHWAY ROLLMAP 5B-23-5.

THE SOUTH LINE OF FRONT STREET FROM THE ALLEY ALONG THE EASTERLY SIDE OF AMENDED RESERVOIR ADDITION TO N. DALEY AVENUE WAS ESTABLISHED AS SHOWN ON OREGON DEPARTMENT OF TRANSPORTATION DRAWING 10B-2-23 BY HOLDING RECORD WIDTHS FROM THE “J” CENTER LINE.

THE SOUTH LINE OF FRONT STREET FROM N. DALEY STREET EASTERLY TO N. BUCHANAN AVENUE WAS ESTABLISHED BY HOLDING RECORD WIDTH OF 40.00 FEET FROM THE “E” CENTER LINE PER OREGON STATE HIGHWAY ROLLMAP 5B-23-5.

REFERENCES

1. KILBORN’S ADDITION, FILED DEC. 26, 1877
2. HARDMAN’S ADDITION, DATED JAN. 31, 1880
3. MAP OF THE PRAIRIE CITY LAND COMPANY’S FIRST AND SECOND ADD. FILED APR. 26, 1900
4. PLAT OF STREETS/ALLEYS OF PAIRIE CITY, BK. U, PG. 587, FILED DEC. 8, 1902
5. McHALEY ADDITION, FILED JUL. 5, 1904
6. F.W. PEET ADDITION, FILED NOV. 2, 1910
7. KICHHEINERS ADDITION, FILED MAR. 22, 1911
8. BLOCKS A & B LAURANCE ADDITION, FILED APR. 19, 1911
9. AMENDED RESERVOIR ADDITION, FILED JAN. 3, 1912
10. OREGON STATE HIGHWAY DEPT., CONSTRUCTED LINE, DRG. NO. 2B-22-16 DATED NOV. 1930
11. OREGON STATE HIGHWAY DEPT., RELOCATED LINE, DRG. NO. 5B-11-11, DATED JULY 1937
12. OREGON STATE HIGHWAY DEPT., LOCATED LINE, DRG. NO. 5B-23-5, DATED JUNE 1939
13. OREGON STATE HIGHWAY DEPT. RIGHT OF WAY MAP 5B-30-20, DATED JAN. 1941
14. MAP OF SURVEY #113 BY DUANE I. GRIFFITH, FILED JULY 11, 1968
15. MAP OF SURVEY NO. 171 BY ROBERT D. BAGETT, FILED APR. 1970
16. MAP OF SURVEY NO. 215 BY ROBERT D. BAGETT, FILED 1971
17. MAP OF SURVEY NO. 271 BY ROBERT D. BAGETT, FILED SEPT. 14, 1972
18. MAP OF SURVEY NO. 409 BY ROBERT D. BAGETT, FILED JULY 30, 1976
19. MAP OF SURVEY NO. 420 BY ROBERT D. BAGETT, FILED NOV. 1976
20. MAP OF SURVEY NO. 432 BY ROBERT D. BAGETT, FILED APR. 18, 1977
21. MAP OF SURVEY NO. 442 BY ROBERT D. BAGETT, FILED JUN. 24, 1977
22. MAP OF SURVEY NO. 525 BY ROBERT D. BAGETT, FILED AUG. 1978
23. MAP OF SURVEY NO. 536 BY ROBERT D. BAGETT, FILED OCT. 22, 1978
24. MAP OF SURVEY NO. 581 BY ROBERT D. BAGETT, FILED SEPT. 18, 1979
25. MAP OF SURVEY NO. 602 BY ROBERT D. BAGETT, FILED FEB. 29, 1980
26. MAP OF SURVEY NO. 822 BY ROBERT D. BAGETT, FILED JULY 3, 1984
27. MAP OF SURVEY NO. 998 BY ROBERT D. BAGETT, FILED JUNE 18, 1987
28. MAP OF SURVEY NO. 1086 BY ROBERT D. BAGETT, FILED JUNE 26, 1988
29. MAP OF SURVEY NO. 1161 BY ROBERT D. BAGETT, FILED JAN. 18, 1991
30. MAP OF SURVEY NO. 1169 BY ROBERT D. BAGETT, FILED JUNE 7, 1991
31. OREGON DEPT. OF TRANS. LOCATED LINE DRG. NO. 10B-2-23, DATED JULY 1992
32. MAP OF SURVEY NO. 1264 BY ROBERT. D. BAGETT, FILED JULY 6, 1993
33. MAP OF SURVEY NO. 1265 BY ROBERT D. BAGETT, FILED SEPT. 20, 1993
34. MAP OF SURVEY NO. 1284 BY ROBERT D. BAGETT, FILED NOV. 12, 1993
35. MAP OF SURVEY NO. 1362 BY ROBERT D. BAGETT, FILED JULY 20, 1995
36. MAP OF SURVEY NO. 1366 BY ROBERT D. BAGETT, FILED APR. 10, 1995
37. MAP OF SURVEY NO. 1370 BY ROBERT D. BAGETT, FILED OCT. 19, 1995
38. MAP OF SURVEY NO. 1395 BY DOUGLAS M. FERGUSON, FILED JAN. 18, 1996
39. MAP OF SURVEY NO. 491 BY ROBERT D. BAGETT, FILED SEPT. 6, 1996
40. MAP OF SURVEY NO. 1579 BY DOUGLAS M. FERGUSON & KENNETH H. DELANO, FILED DEC. 13, 2000
41. MAP OF SURVEY NO. 1595 BY KENNETH H. DELANO, FILED MAY 7, 2001
42. MAP OF SURVEY NO. 1656 BY JACK L. WATSON, FILED MAR. 20, 2003
43. MAP OF SURVEY NO. 1677 BY JACK L. WATSON, FILED OCT. 20, 2003
44. MAP OF SURVEY NO. 1680 BY JACK L. WATSON, FILED DEC. 1, 2003
45. MAP OF SURVEY NO. 1871 BY MICHAEL C. SPRINGER, FILED JUNE 12, 2009
46. PARTITION PLAT NO. 2012-03 BY MARK A. LICHTENTHALER, FILED MAR. 14, 2012
47. MAP OF SURVEY NO. 2093 BY MICHAEL C. SPRINGER, FILED JUL. 7, 2018

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NOV 11 2021

[Signature]

OREGON DEPARTMENT OF TRANSPORTATION

HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP
JOHN DAY HIGHWAY (US26): N. COZART AVE. TO BUCHANNAN 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 7

REGISTERED
PROFESSIONAL
LAND SURVEYOR

[Signature]
OREGON
JANUARY 14, 2003
BRET N. ELITHORP
63148

EXPIRES: 12-31-2021