

NE 1/4 SEC. 20; W 1/2 SEC. 21; T 9 S, R 40 E, W. M.

DEWEY AVENUE

THE PURPOSE OF THIS SURVEY IS TO RETRACE A PORTION OF THE WHITNEY HIGHWAY FROM AUBURN AVENUE TO THE UNDERPASS OF THE UNION PACIFIC RAILROAD (UPRR). THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT) IS PLANNING TO REBUILD THIS PORTION OF DEWEY AVENUE IN THE YEAR 2003. THIS SECTION OF ROAD RIGHT-OF-WAY IS OWNED BY BAKER CITY, AND IS CONSIDERED TO BE A STATE HIGHWAY OVER A CITY STREET.

THE RIGHT OF WAY BOUNDARY FOR THIS SECTION WAS DETERMINED USING ORIGINAL SUBDIVISION PLATS IN THIS AREA: M.E. PLACE'S ADDITION TO BAKER CITY, DATED MARCH 23, 1872; PLACE'S SECOND ADDITION; GRIER'S ADDITION; AND STODDARD'S ADDITION, FILED MAY 8, 1941. THERE HAVE BEEN SEVERAL ADJUSTMENTS BY THE CITY THROUGH THIS PORTION AS DESCRIBED BY CITY VACATION ORDINANCES: 945, BOOK 168, PAGE 586; 1077, DATED OCTOBER 15, 1906; 2166, BOOK 129, PAGE 245 AND 246; 2170, DATED NOVEMBER 25, 1940; AND 2590, DATED AUGUST 9, 1965. THE OREGON STATE HIGHWAY DEPARTMENT (OSHD) PURCHASED PROPERTY NEAR THE INTERSECTION OF THIRD STREET AND DEWEY AVENUE AS DESCRIBED IN OREGON STATE HIGHWAY DEPARTMENT (OSHD) RIGHT-OF-WAY (R/W) FILE 9846.

THE BEARING OF CENTERLINE ON DEWEY AVENUE FROM PLACE AVENUE TO GRACE STREET WAS ESTABLISHED FROM TWO CITY MONUMENTS AS DESCRIBED BY BAKER COUNTY SURVEY (CS) 9-40-186. THIS BEARING WAS EXTENDED NORTHEASTERLY FROM THE INTERSECTION AT PLACE STREET ALONG THE EASTERLY R/W LINE. A LINE WAS ALSO EXTENDED THE RECORD BEARING OF SOUTH 00°39' WEST 120.24 FEET ALONG THE EASTERLY R/W LINE FROM A POINT AS DESCRIBED BY BAKER CITY VACATION ORDINANCE 1077. THIS CREATED THE ANGLE POINT AS SHOWN IN M.E. PLACE'S ADDITION TO BAKER CITY. THE WESTERLY R/W LINE WAS THEN ESTABLISHED USING THE RECORD WIDTH OF 80 FEET.

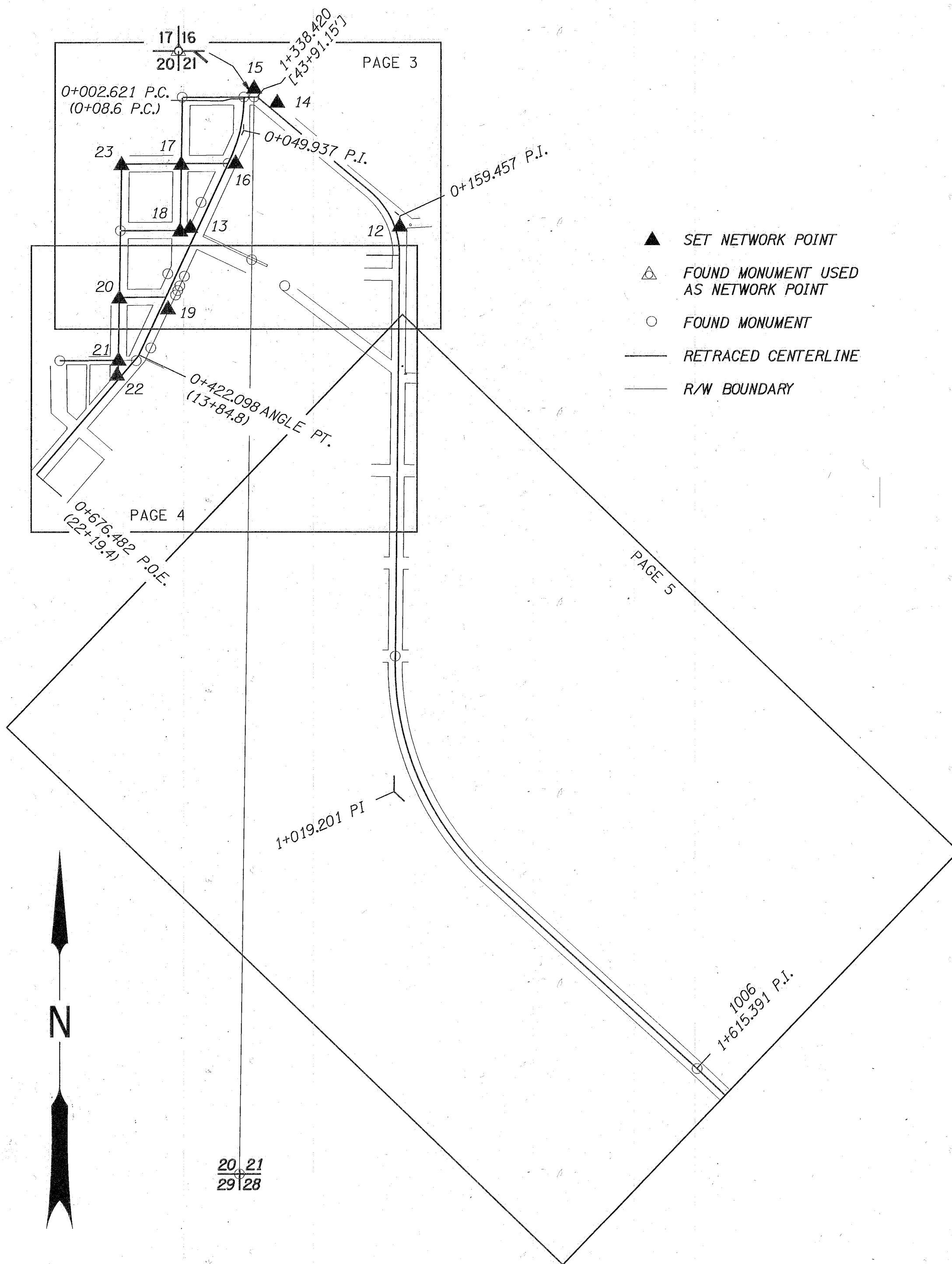
THE CURVE BETWEEN AUBURN AVENUE AND PLACE STREET INCORPORATED THE RECORD DELTA FROM DRAWING 6B-2-21 TO ESTABLISH THE POINT OF INTERSECTION (PI) BETWEEN THE MONUMENT AT MAIN AND AUBURN, AND THE ONE AT PLACE AND DEWEY AVENUE. THIS CURVE WAS THEN DEVELOPED FROM RECORD CURVE DATA ALSO PROVIDED BY DRAWING 6B-2-21.

OSHD CENTERLINE OF DEWEY AVENUE FROM GRACE STREET TO THE UNDERPASS OF THE UNION PACIFIC RAILROAD WAS ESTABLISHED USING THE RECORD DELTA AND STATIONING AS DESCRIBED BY OSHD DRAWING 6B-2-21. THIS FITS THE EXISTING UNDERPASS FAIRLY WELL. THERE SEEMS TO BE A DISCREPANCY WITH THE WIDTH IN THIS SECTION. GRIER'S ADDITION LISTS THE WIDTH OF DEWEY AVENUE AS 80 FEET, WHILE STODDARD'S ADDITION LISTS THE WIDTH AS 75 FEET. A DRAWING DATED JULY 23-24, 1940 FOR THE LATTER-DAY SAINTS (LDS) CHURCH SHOWS A 75-FOOT WIDTH, AND THE EXISTING CONDITIONS WOULD ALSO SUGGEST A 75-FOOT WIDTH. THEREFORE, THIS SURVEY ASSUMES A 75-FOOT WIDTH FOR THAT PORTION ONLY. THE 1940 LDS DRAWING AS WELL AS A SURVEY BY PHILO ANDERSON DATED MARCH 1, 1949 SHOW AN ANGLE POINT AS BEING 7.96 FEET FROM THE CENTERLINE INTERSECTION OF GRACE STREET AND DEWEY AVENUE. THIS POINT WAS USED TO DETERMINE CITY R/W CENTERLINE SOUTH OF GRACE STREET. THE R/W BOUNDARY WAS THEN PLACED 37.5 FEET ON EITHER SIDE OF A LINE PARALLELING THE OSHD CENTERLINE, USING THE ANGLE POINT AS THE TERMINUS.

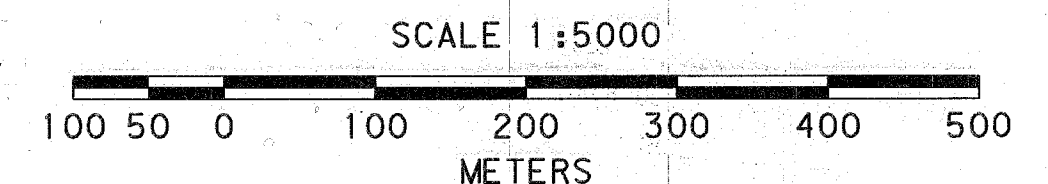
CONTROL ON SIDE STREETS WAS ESTABLISHED FROM MONUMENTS FOUND AT THE INTERSECTION OF: FIRST STREET WITH PLACE STREET AND ESTES STREET; SECOND STREET WITH PLACE STREET, ESTES STREET, AND CARTER STREET; AND THE INTERSECTION OF GRACE STREET; AND THIRD STREET. EAST ESTES STREET WAS LOCATED USING AN UNRECORDED MONUMENT THAT FITS EXISTING CONDITIONS. IN CONJUNCTION WITH CS 9-40-186. MYRTLE STREET WAS LOCATED USING THE RECORD DISTANCE, 450 FEET, FROM THE NORTHWEST CORNER OF LOT 1 TO THE NORTHWEST CORNER OF LOT 10 OF GRIER'S ADDITION.

ELM STREET

ELM STREET IS SCHEDULED TO BE RESURFACED IN THE YEAR 2003. ONLY THE MONUMENTS IN THE ROAD ARE AFFECTED AND WERE LOCATED AS PART OF THIS SURVEY. CENTERLINE RETRACEMENT UTILIZED RECORD CURVE DATA FROM OSHD DRAWING 3B-22-23 IN CONJUNCTION WITH MONUMENTS FOUND AT THE INTERSECTIONS OF ELM STREET WITH SPRING GARDEN AVENUE (CS 9-40-341) AND INDIANA AVENUE (CS 9-40-494, 9-40-495). A RAILROAD SPIKE FOUND NEAR THE CENTER OF THE ROAD BETWEEN STATIONS 51+88.3 AND 54+11.6 FIT WELL FOR THE POINT OF INTERSECTION OF SAID CURVE AND ITS POSITION WAS ALSO ACCEPTED.



- ▲ SET NETWORK POINT
- △ FOUND MONUMENT USED AS NETWORK POINT
- FOUND MONUMENT
- RETRACED CENTERLINE
- R/W BOUNDARY



TO CONVERT METERS TO FEET DIVIDE BY 0.3048

REGISTERED PROFESSIONAL LAND SURVEYOR

Robert E. Butler  
 OREGON  
 JULY 25, 1995  
 ROBERT E. BUTLER  
 2733

EXPIRES DECEMBER 31, 2003

6/11/02  
 BAKER COUNTY SURVEYOR  
 DRAWING NO. 9-40-550

OREGON DEPARTMENT OF TRANSPORTATION  
 HORIZONTAL CONTROL, RECOVERY AND RETRACEMENT MAP  
 OF THE DEWEY AVENUE (BAKER CITY) SECTION  
 OF THE WHITNEY AND LA GRANDE - BAKER CITY HIGHWAYS  
 JAN. 29, 2001 TO AUG 30, 2001 FOR ODOT REGION 5  
 3012 ISLAND AVENUE, LA GRANDE, OREGON, 97850  
 SURVEY NARRATIVE, SHEET LAYOUT SHEET 1 OF 5



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