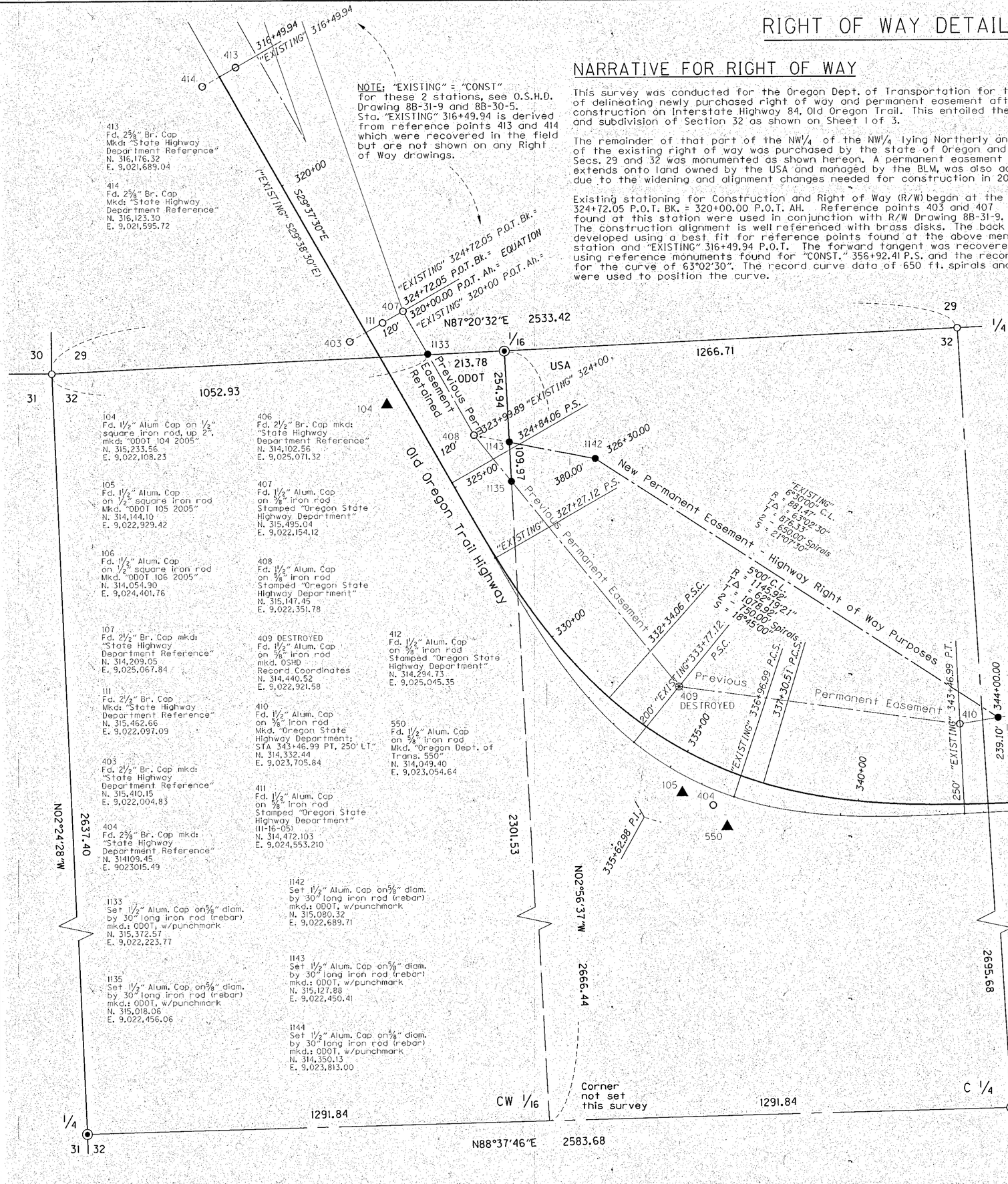
RIGHT OF WAY DETAIL



NARRATIVE FOR RIGHT OF WAY

This survey was conducted for the Oregon Dept. of Transportation for the purpose of delineating newly purchased right of way and permanent easement after re-alignment construction on Interstate Highway 84, Old Oregon Trail. This entailed the retracement and subdivision of Section 32 as shown on Sheet 1 of 3.

The remainder of that part of the NW¼ of the NW¼ lying Northerly and Easterly of the existing right of way was purchased by the state of Oregon and the W1/16 to Secs. 29 and 32 was monumented as shown hereon. A permanent easement which extends onto land owned by the USA and managed by the BLM, was also acquired due to the widening and alignment changes needed for construction in 2008.

Existing stationing for Construction and Right of Way (R/W) began at the equation 324+72.05 P.O.T. BK. = 320+00.00 P.O.T. AH. Reference points 403 and 407 found at this station were used in conjunction with R/W Drawing 8B-31-9. The construction alignment is well referenced with brass disks. The back tangent was developed using a best fit for reference points found at the above mentioned equation station and "EXISTING" 316+49.94 P.O.T. The forward tangent was recovered using reference monuments found for "CONST." 356+92.41 P.S. and the record delta for the curve of 63°02'30". The record curve data of 650 ft. spirals and 6°30' C.L. were used to position the curve.

BASIS OF BEARING AND COORDINATES

The bearings for this survey are grid bearings derived from GPS observations based on the reference ellipsoid WGS84. Grid coordinates are Oregon Coordinate System-North Zone; Horizontal datum is NAD83 (CORS96, Epoch 2002). To match ground distances, State Plane coordinates were reduced to local datum plane (LDP) coordinates. To convert back to State Plane coordinates, multiply values by the combined scale factor of 0.99985255.

The average convergence angle (mapping angle) from grid to true mean bearing in this survey is 2°14'00" rotated positive (azimuth). Grid bearings are shown on all measured lines and true bearings are shown on the record calls hereon.

2°14'00"
GRID NORTH
N

REFERENCES

Oregon State Highway Department Drawing					No. 2B-13-15, 1933.
"	"	"	"	"	No. 2B-24-24, 1933.
"	"	"	"	"	No. 3B-21-11, 1933.
"	"	"	"	"	No. 4B-21-04, 1934.
"	"	"	"	"	No. 5B-14-16, 1938.
"	"	"	"	"	No. 8B-30-05, 1964.
"	"	"	"	"	No. 8B-31-15, 1964.
"	"	"	"	"	No. 8B-31-09, 1964.
"	"	"	"	"	No. 10C-44-06, 1964.

Oregon Department of Transportation Drawing No. 10B-22-28, 2007.

Baker County Deed 08 32 0105B, ODOT File 7304001, July 28, 2008.
Baker County Deed 07 47 0168B, ODOT File 7304002, Nov. 2, 2007.
Bureau of Land Management, U.S. Dept. of Interior
Right of Way Grant, ODOT File 7304001, Revised Dec.14, 2007.

LEGEND

- ○ FOUND MONUMENT NOTED ON PAGE
- ⊗ DESTROYED MONUMENT USED FOR POSITIONING
- ⊙ SET CADASTRAL CORNER
- ● SET ROW MONUMENT
- ▲ NETWORK POINT
- ( ) RECORD FROM O.S.H.D. DWG. NO. 8B-31-9

CL of previous R/W alignment stations denoted as "EXISTING" and as-built alignment "CONST" from O.S.H.D. Drawings 8B-31-9 and 8B-30-5.

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JULY 25, 1991
JAY M. ROUNDTREE
2518

RENEWS: 12/31/2012

SCALE 1" = 200'

200 100 0 200 400 600
FEET

OREGON DEPARTMENT OF TRANSPORTATION

RETRACEMENT AND R.O.W. MONUMENTATION
SECTION 32, T.12S., R.44E., W.M.
OLD OREGON TRAIL HWY., INTERSTATE 84
BAKER COUNTY

FOR ODOT REGION 5
3012 ISLAND AVENUE
LA GRANDE, OR 97850

MAY 15, 2012
SCALE: 1 IN. = 200 FT.
SHEET 3 OF 3

FILED June 1, 2012
BAKER COUNTY SURVEYOR
SURVEY NO. 12-44-23