

NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO SET UP A NETWORK AND MAPPING FOR THE RECONSTRUCTION OF THE INTERSECTION AT ELM STREET AND THE PENDLETON JOHN DAY HIGHWAY (PILOT ROCK).

THE SURVEY CREW CONSISTED OF BRENT REYNOLDS, BOB WALTER, MIKE POTTS, AND TOM HUEBNER. THE CREW STARTED THE FIELDWORK ON MARCH 14, 2001, AND COMPLETED IT ON MARCH 22, 2001. THIS SURVEY TOOK PLACE IN TOWNSHIP 1 SOUTH; RANGE 32 EAST; SECTION 9.

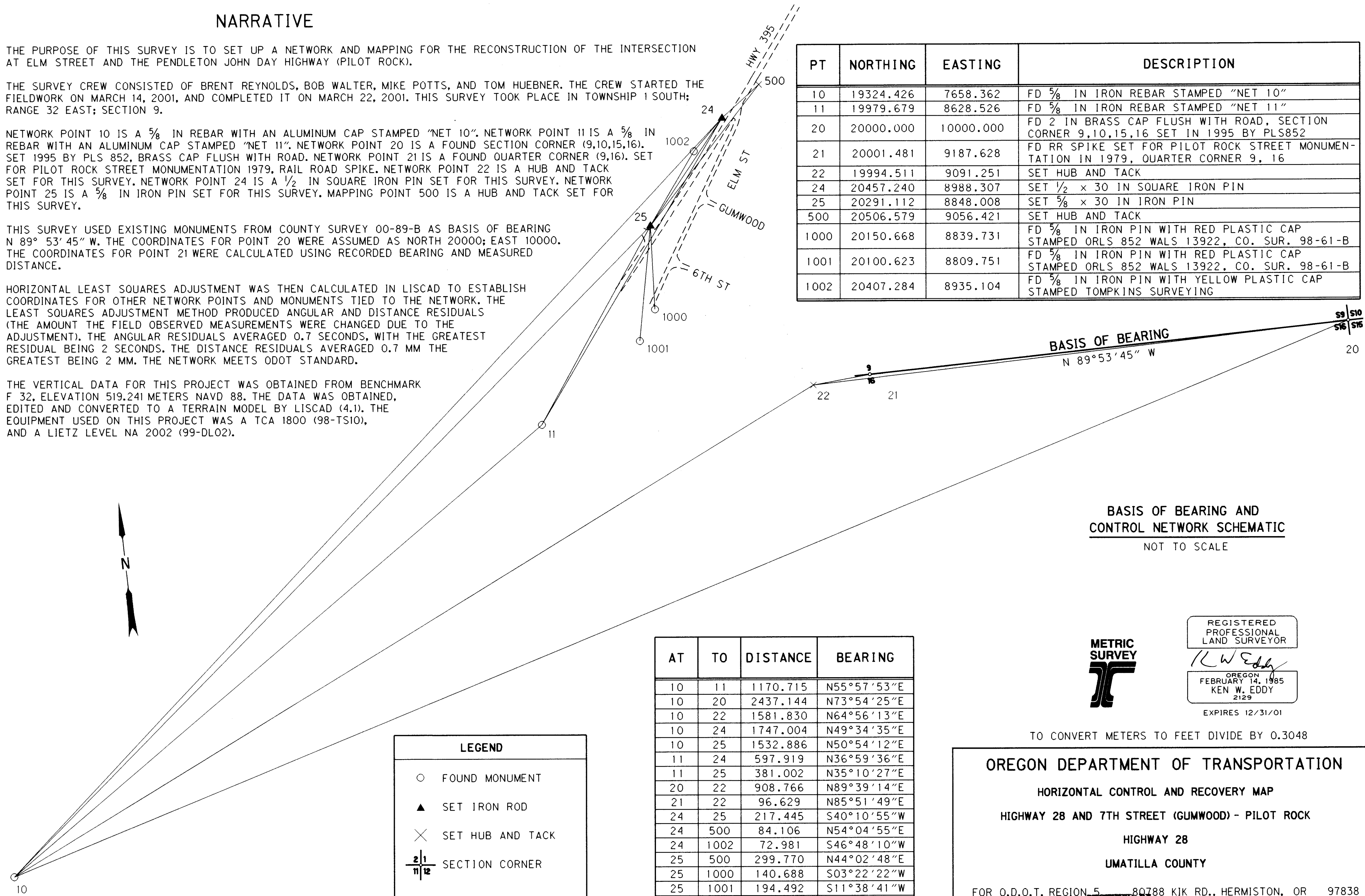
NETWORK POINT 10 IS A 5/8 IN REBAR WITH AN ALUMINUM CAP STAMPED "NET 10". NETWORK POINT 11 IS A 5/8 IN REBAR WITH AN ALUMINUM CAP STAMPED "NET 11". NETWORK POINT 20 IS A FOUND SECTION CORNER (9,10,15,16). SET 1995 BY PLS 852, BRASS CAP FLUSH WITH ROAD. NETWORK POINT 21 IS A FOUND QUARTER CORNER (9,16). SET FOR PILOT ROCK STREET MONUMENTATION 1979, RAIL ROAD SPIKE. NETWORK POINT 22 IS A HUB AND TACK SET FOR THIS SURVEY. NETWORK POINT 24 IS A 1/2 IN SQUARE IRON PIN SET FOR THIS SURVEY. NETWORK POINT 25 IS A 5/8 IN IRON PIN SET FOR THIS SURVEY. MAPPING POINT 500 IS A HUB AND TACK SET FOR THIS SURVEY.

THIS SURVEY USED EXISTING MONUMENTS FROM COUNTY SURVEY 00-89-B AS BASIS OF BEARING N 89° 53' 45" W. THE COORDINATES FOR POINT 20 WERE ASSUMED AS NORTH 20000; EAST 10000. THE COORDINATES FOR POINT 21 WERE CALCULATED USING RECORDED BEARING AND MEASURED DISTANCE.

HORIZONTAL LEAST SQUARES ADJUSTMENT WAS THEN CALCULATED IN LISCAD TO ESTABLISH COORDINATES FOR OTHER NETWORK POINTS AND MONUMENTS TIED TO THE NETWORK. THE LEAST SQUARES ADJUSTMENT METHOD PRODUCED ANGULAR AND DISTANCE RESIDUALS (THE AMOUNT THE FIELD OBSERVED MEASUREMENTS WERE CHANGED DUE TO THE ADJUSTMENT). THE ANGULAR RESIDUALS AVERAGED 0.7 SECONDS, WITH THE GREATEST RESIDUAL BEING 2 SECONDS. THE DISTANCE RESIDUALS AVERAGED 0.7 MM THE GREATEST BEING 2 MM. THE NETWORK MEETS ODOT STANDARD.

THE VERTICAL DATA FOR THIS PROJECT WAS OBTAINED FROM BENCHMARK F 32, ELEVATION 519.241 METERS NAVD 88. THE DATA WAS OBTAINED, EDITED AND CONVERTED TO A TERRAIN MODEL BY LISCAD (4.1). THE EQUIPMENT USED ON THIS PROJECT WAS A TCA 1800 (98-TS10), AND A LIETZ LEVEL NA 2002 (99-DL02).

PT	NORTHING	EASTING	DESCRIPTION
10	19324.426	7658.362	FD 5/8 IN IRON REBAR STAMPED "NET 10"
11	19979.679	8628.526	FD 5/8 IN IRON REBAR STAMPED "NET 11"
20	20000.000	10000.000	FD 2 IN BRASS CAP FLUSH WITH ROAD, SECTION CORNER 9,10,15,16 SET IN 1995 BY PLS852
21	20001.481	9187.628	FD RR SPIKE SET FOR PILOT ROCK STREET MONUMENTATION IN 1979, QUARTER CORNER 9, 16
22	19994.511	9091.251	SET HUB AND TACK
24	20457.240	8988.307	SET 1/2 x 30 IN SQUARE IRON PIN
25	20291.112	8848.008	SET 5/8 x 30 IN IRON PIN
500	20506.579	9056.421	SET HUB AND TACK
1000	20150.668	8839.731	FD 5/8 IN IRON PIN WITH RED PLASTIC CAP STAMPED ORLS 852 WALS 13922, CO. SUR. 98-61-B
1001	20100.623	8809.751	FD 5/8 IN IRON PIN WITH RED PLASTIC CAP STAMPED ORLS 852 WALS 13922, CO. SUR. 98-61-B
1002	20407.284	8935.104	FD 5/8 IN IRON PIN WITH YELLOW PLASTIC CAP STAMPED TOMPKINS SURVEYING



LEGEND	
○	FOUND MONUMENT
▲	SET IRON ROD
×	SET HUB AND TACK
2/1 11/12	SECTION CORNER

AT	TO	DISTANCE	BEARING
10	11	1170.715	N55°57'53"E
10	20	2437.144	N73°54'25"E
10	22	1581.830	N64°56'13"E
10	24	1747.004	N49°34'35"E
10	25	1532.886	N50°54'12"E
11	24	597.919	N36°59'36"E
11	25	381.002	N35°10'27"E
20	22	908.766	N89°39'14"E
21	22	96.629	N85°51'49"E
24	25	217.445	S40°10'55"W
24	500	84.106	N54°04'55"E
24	1002	72.981	S46°48'10"W
25	500	299.770	N44°02'48"E
25	1000	140.688	S03°22'22"W
25	1001	194.492	S11°38'41"W
25	1002	145.195	N36°51'34"E

METRIC SURVEY

REGISTERED PROFESSIONAL LAND SURVEYOR

KW Eddy

OREGON
FEBRUARY 14, 1985
KEN W. EDDY
2129

EXPIRES 12/31/01

TO CONVERT METERS TO FEET DIVIDE BY 0.3048

OREGON DEPARTMENT OF TRANSPORTATION

HORIZONTAL CONTROL AND RECOVERY MAP

HIGHWAY 28 AND 7TH STREET (GUMWOOD) - PILOT ROCK

HIGHWAY 28

UMATILLA COUNTY

FOR O.D.O.T. REGION 5, 80788 KIK RD., HERMISTON, OR 97838

MARCH 22, 2001

RECEIVED BY

01-118-B

SHEET 1 OF 1