

S.E. 1/4 SEC. 9, S.W. 1/4 SEC. 10, N.E. 1/4 SEC. 16, N.W. 1/4 SEC. 15 T.4 N. R.28 E. W. M.

BASIS OF BEARING AND CONTROL NETWORK SCHEMATIC
NOT TO SCALE



BASIS OF BEARING

LEGEND	
○	FOUND MONUMENT
▲	SET PK NAIL
×	SET HUB AND TACK
$\frac{2 1/2}{12}$	SECTION CORNER

AT	TO	DISTANCE	BEARING
1	2	805.873	N00°00'00"W
1	3	804.406	N89°56'53"E
1	4	804.453	S00°21'31"E
1	500	15.016	N41°44'30"E
1	501	43.885	N57°30'49"E
500	501	58.478	N53°30'43"E
500	1000	29.210	N43°23'42"E
500	1001	20.102	N87°04'07"E
500	1002	49.123	S64°27'58"E
500	1003	73.969	S89°53'52"W
501	502	54.862	N74°18'02"E
501	503	44.953	N35°14'01"E
501	1000	30.162	N63°18'24"E
501	1001	43.180	N38°36'00"E
501	1002	92.347	N81°31'52"E
501	1003	43.893	N37°53'08"W

NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO ESTABLISH NETWORK AND MAPPING FOR THE HIGHLAND AVENUE SIGNAL ON THE HERMISTON HIGHWAY (STATE ROUTE 207).

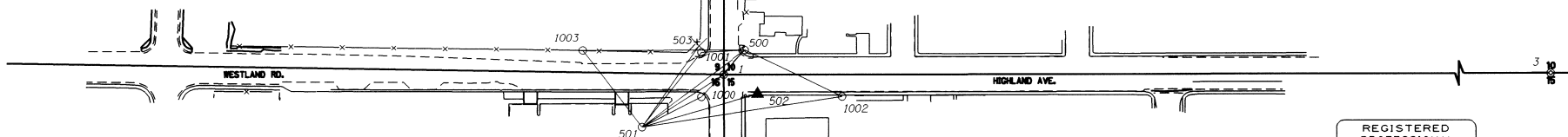
THE SURVEY CREW CONSISTED OF BRENT REYNOLDS, JOEL ESTRADA, TONY BASHAW, AND TOM HUEBNER. THE CREW STARTED THE FIELDWORK ON NOVEMBER 02, 2000 AND COMPLETED IT ON DECEMBER 12, 2000. THIS SURVEY TOOK PLACE IN TOWNSHIP 4 NORTH; RANGE 28 EAST; SECTIONS 9, 10, 16, 15. THE CONTROL POINTS USED WERE EXISTING MONUMENTS FROM PREVIOUS SURVEYS.

NETWORK POINT 1 IS A FOUND 2 IN ALUMINUM CAP FLUSH WITH PAVEMENT WORN SMOOTH. THIS IS THE SECTION CORNER FOR 9, 10, 16, 15. NETWORK POINT 2 IS A FOUND 2 IN ALUMINUM CAP FLUSH WITH PAVEMENT STAMPED: T 4 N 1/4 CORNER 9 10 1995 LS 951. NETWORK POINT 3 IS A FOUND 2 1/2 IN BRASS CAP IN MONUMENT BOX; COUNTY SURVEY S-156-C. 1/4 CORNER 10 OVER 15. NETWORK POINT 4 IS A FOUND 2 IN ALUMINUM CAP FLUSH WITH PAVEMENT WORN SMOOTH. THIS IS THE 1/4 CORNER FOR 16 15. NETWORK POINT 500 IS A 2 3/8 IN BRASS CAP WITNESS CORNER. THIS IS A WITNESS CAP FOR THE SECTION CORNER 9, 10, 16, 15. NETWORK POINT 501 IS A RAIL ROAD SPIKE OF UNKNOWN ORIGIN.

THE BASIS OF BEARING FOR THIS SURVEY IS THE SECTION LINE BETWEEN NETWORK POINTS 1 AND 2 (NORTH). POINT 1 WAS ASSIGNED COORDINATES N 20000 AND E 40000. HORIZONTAL LEAST SQUARES ADJUSTMENT WAS CALCULATED IN LISCAD TO ESTABLISH NETWORK COORDINATES. THE ANGULAR RESIDUALS AVERAGED 2.1 SECONDS, WITH THE GREATEST RESIDUAL BEING 5 SECONDS. THE DISTANCE RESIDUALS AVERAGED 0.2 MM, WITH THE GREATEST RESIDUAL BEING 2 MM. THE NETWORK MEETS ODOT STANDARDS.

THE VERTICAL DATA FOR THIS PROJECT WAS OBTAINED FROM TBM #6 FROM THE N. 1ST ST. SIGNAL REHAB PROJECT CONVERTED TO METRIC ELEVATION 139.914 (459.024 FT.).

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 LEICA LEVEL NA2002.



PT	NORTHING	EASTING	DESCRIPTION
1	20000.000	40000.000	FD 2 IN ALUM CAP FLUSH WITH PAVEMENT, WORN SMOOTH REFERENCED IN SURVEY 98-103-B
2	20805.873	40000.000	FD 2 IN ALUM CAP FLUSH WITH PAVEMENT, STAMPED T4N R28E 9 10 REFERENCED IN SURVEY 97-246-C
3	20000.729	40804.406	FD 2 1/2 IN BRASS CAP IN MONUMENT BOX, STAMPED 10 15 REFERENCED IN SURVEY 98-103-B
4	19195.563	40005.036	FD 2 IN ALUM CAP FLUSH WITH PAVEMENT, WORN SMOOTH REFERENCED IN SURVEY 98-103-B
500	20011.204	40009.997	FD 2 3/8 IN BRASS CAP WITNESS CORNER REFERENCED IN 97-246-C
501	19976.430	39962.982	FD RAILROAD SPIKE UNKNOWN ORIGIN
502	19991.275	40015.797	SET PK NAIL
503	20013.148	39988.916	SET HUB AND TACK
1000	19989.979	39989.929	FD 5/8 IN IRON ROD SET IN SURVEY C-17-B
1001	20010.176	39989.921	FD 5/8 IN IRON ROD SET IN SURVEY I-87-AX
1002	19990.030	40054.322	FD 5/8 IN IRON ROD SET IN SURVEY O-1344-AX
1003	20011.072	39936.028	FD 5/8 IN IRON ROD SET IN SURVEY 96-134-B



REGISTERED PROFESSIONAL LAND SURVEYOR
K W 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, RECOVERY AND RETRACEMENT MAP
HIGHLAND AVENUE TRAFFIC SIGNAL
HERMISTON HIGHWAY
UMATILLA COUNTY

FOR O.D.O.T. REGION 5 80788 KIK RD., HERMISTON, OR 97838
NOVEMBER 2, 2000 SHEET 1 OF 1

RECEIVED BY
Umatilla County Surveyor
Date 11-2-01
Rec'd by [Signature]
No. 01-97-B