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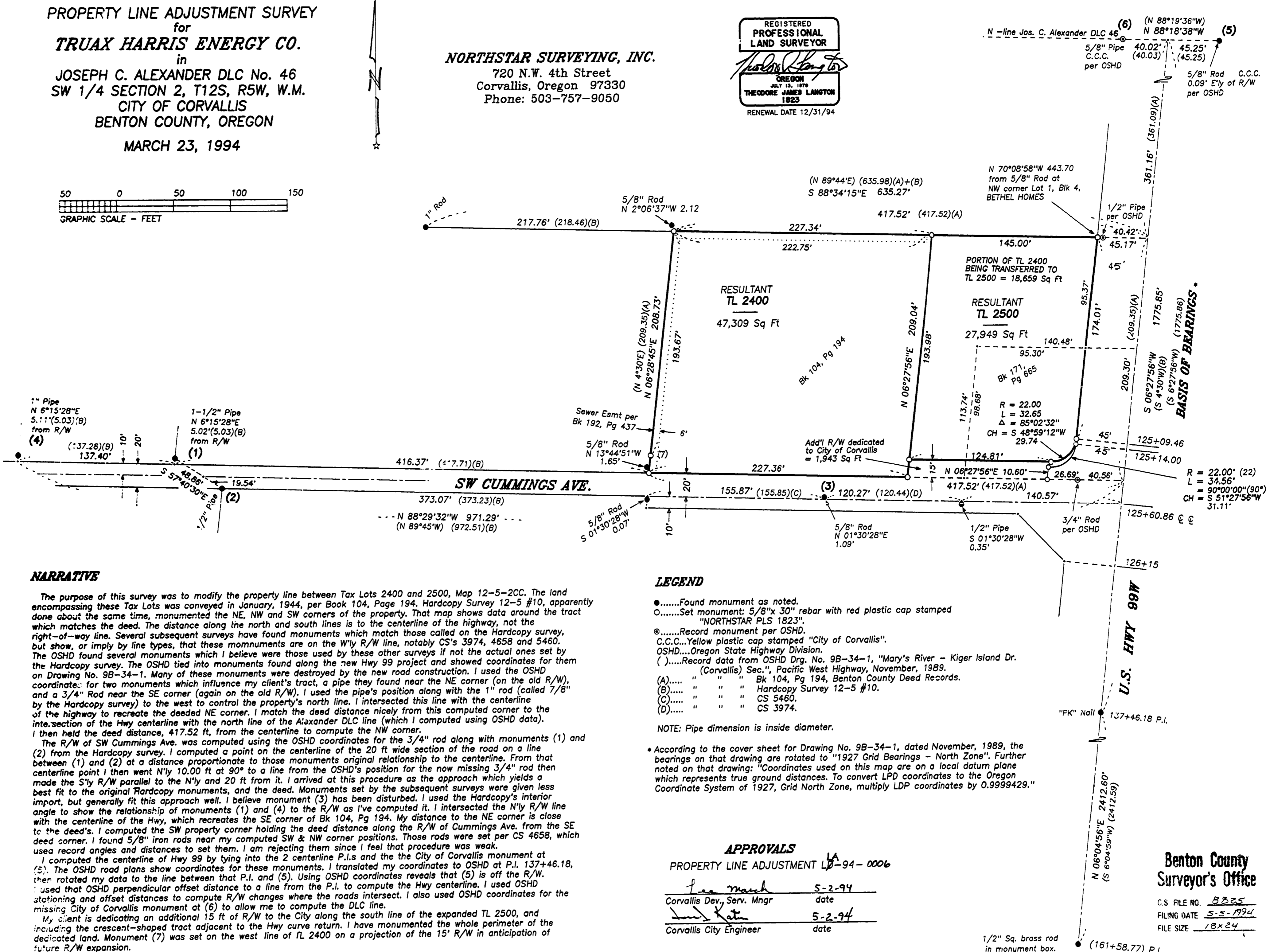
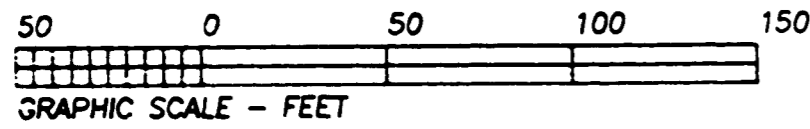
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3325
5-5-94

PROPERTY LINE ADJUSTMENT SURVEY
for
TRUAX HARRIS ENERGY CO.
in
JOSEPH C. ALEXANDER DLC No. 46
SW 1/4 SECTION 2, T12S, R5W, W.M.
CITY OF CORVALLIS
BENTON COUNTY, OREGON
MARCH 23, 1994

NORTHSTAR SURVEYING, INC.
720 N.W. 4th Street
Corvallis, Oregon 97330
Phone: 503-757-9050

REGISTERED
PROFESSIONAL
LAND SURVEYOR
Theodore James Langton
OREGON
JULY 15, 1979
THEODORE JAMES LANGTON
1823
RENEWAL DATE 12/31/94



NARRATIVE

The purpose of this survey was to modify the property line between Tax Lots 2400 and 2500, Map 12-5-2CC. The land encompassing these Tax Lots was conveyed in January, 1944, per Book 104, Page 194. Hardcopy Survey 12-5 #10, apparently done about the same time, monumented the NE, NW and SW corners of the property. That map shows data around the tract which matches the deed. The distance along the north and south lines is to the centerline of the highway, not the right-of-way line. Several subsequent surveys have found monuments which match those called on the Hardcopy survey, but show, or imply by line types, that these monuments are on the W'y R/W line, notably CS's 3974, 4658 and 5460. The OSHD found several monuments which I believe were those used by these other surveys if not the actual ones set by the Hardcopy survey. The OSHD tied into monuments found along the new Hwy 99 project and showed coordinates for them on Drawing No. 9B-34-1. Many of these monuments were destroyed by the new road construction. I used the OSHD coordinates for two monuments which influence my client's tract, a pipe they found near the NE corner (on the old R/W), and a 3/4" Rod near the SE corner (again on the old R/W). I used the pipe's position along with the 1" rod (called 7/8" by the Hardcopy survey) to the west to control the property's north line. I intersected this line with the centerline of the highway to recreate the deeded NE corner. I match the deed distance nicely from this computed corner to the intersection of the Hwy centerline with the north line of the Alexander DLC line (which I computed using OSHD data). I then held the deed distance, 417.52 ft, from the centerline to compute the NW corner.

The R/W of SW Cummings Ave. was computed using the OSHD coordinates for the 3/4" rod along with monuments (1) and (2) from the Hardcopy survey. I computed a point on the centerline of the 20 ft wide section of the road on a line between (1) and (2) at a distance proportionate to those monuments original relationship to the centerline. From that centerline point I then went N'y 10.00 ft at 90° to a line from the OSHD's position for the now missing 3/4" rod then made the S'y R/W parallel to the N'y and 20 ft from it. I arrived at this procedure as the approach which yields a best fit to the original Hardcopy monuments, and the deed. Monuments set by the subsequent surveys were given less import, but generally fit this approach well. I believe monument (3) has been disturbed. I used the Hardcopy's interior angle to show the relationship of monuments (1) and (4) to the R/W as I've computed it. I intersected the N'y R/W line with the centerline of the Hwy, which recreates the SE corner of Bk 104, Pg 194. My distance to the NE corner is close to the deed's. I computed the SW property corner holding the deed distance along the R/W of Cummings Ave. from the SE corner. I found 5/8" iron rods near my computed SW & NW corner positions. Those rods were set per CS 4658, which use record angles and distances to set them. I am rejecting them since I feel that procedure was weak.

I computed the centerline of Hwy 99 by tying into the 2 centerline P.I.s and the City of Corvallis monument at (5). The OSHD road plans show coordinates for these monuments. I translated my coordinates to OSHD at P.I. 137+46.18, then rotated my data to the line between that P.I. and (5). Using OSHD coordinates reveals that (5) is off the R/W. I used that OSHD perpendicular offset distance to a line from the P.I. to compute the Hwy centerline. I used OSHD stationing and offset distances to compute R/W changes where the roads intersect. I also used OSHD coordinates for the missing City of Corvallis monument at (6) to allow me to compute the DLC line.

My client is dedicating an additional 15 ft of R/W to the City along the south line of the expanded TL 2500, and including the crescent-shaped tract adjacent to the Hwy curve return. I have monumented the whole perimeter of the dedicated land. Monument (7) was set on the west line of TL 2400 on a projection of the 15' R/W in anticipation of future R/W expansion.

LEGEND

-Found monument as noted.
 -Set monument: 5/8"x 30" rebar with red plastic cap stamped "NORTHSTAR PLS 1823".
 - ⊙.....Record monument per OSHD.
 - C.C.C....Yellow plastic cap stamped "City of Corvallis".
 - OSHD....Oregon State Highway Division.
 - ().....Record data from OSHD Drg. No. 9B-34-1, "Mary's River - Kiger Island Dr. (Corvallis) Sec.", Pacific West Highway, November, 1989.
 - (A)..... " " " Bk 104, Pg 194, Benton County Deed Records.
 - (B)..... " " " Hardcopy Survey 12-5 #10.
 - (C)..... " " " CS 5460.
 - (D)..... " " " CS 3974.
- NOTE: Pipe dimension is inside diameter.

* According to the cover sheet for Drawing No. 9B-34-1, dated November, 1989, the bearings on that drawing are rotated to "1927 Grid Bearings - North Zone". Further noted on that drawing: "Coordinates used on this map are on a local datum plane which represents true ground distances. To convert LPD coordinates to the Oregon Coordinate System of 1927, Grid North Zone, multiply LDP coordinates by 0.9999429."

APPROVALS

PROPERTY LINE ADJUSTMENT **LA 94-0006**

Lee March 5-2-94
Corvallis Dev. Serv. Mngr date

David Kater 5-2-94
Corvallis City Engineer date

**Benton County
Surveyor's Office**

C.S FILE NO. 8825
FILING DATE 5-5-1994
FILE SIZE 18x24