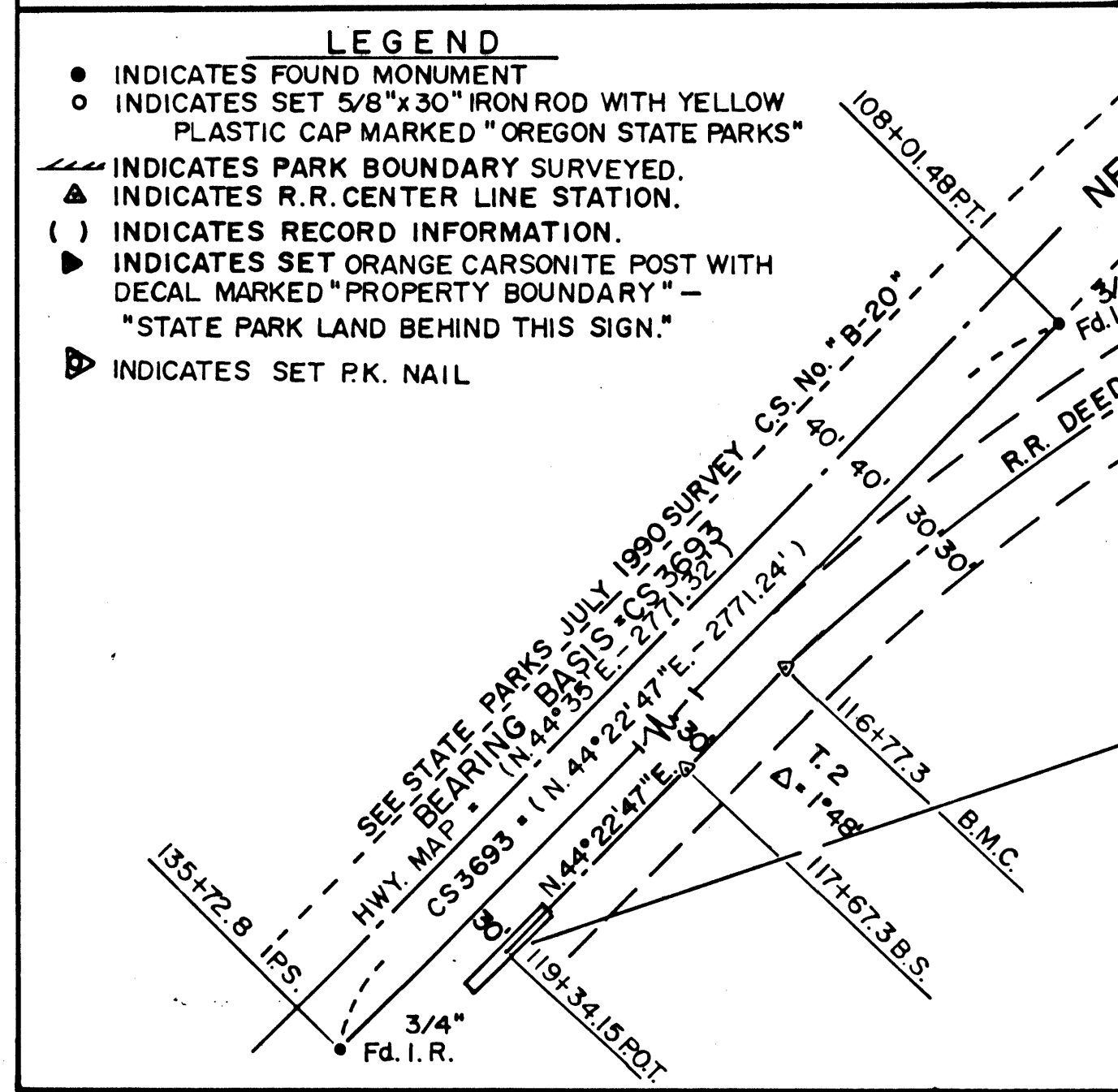
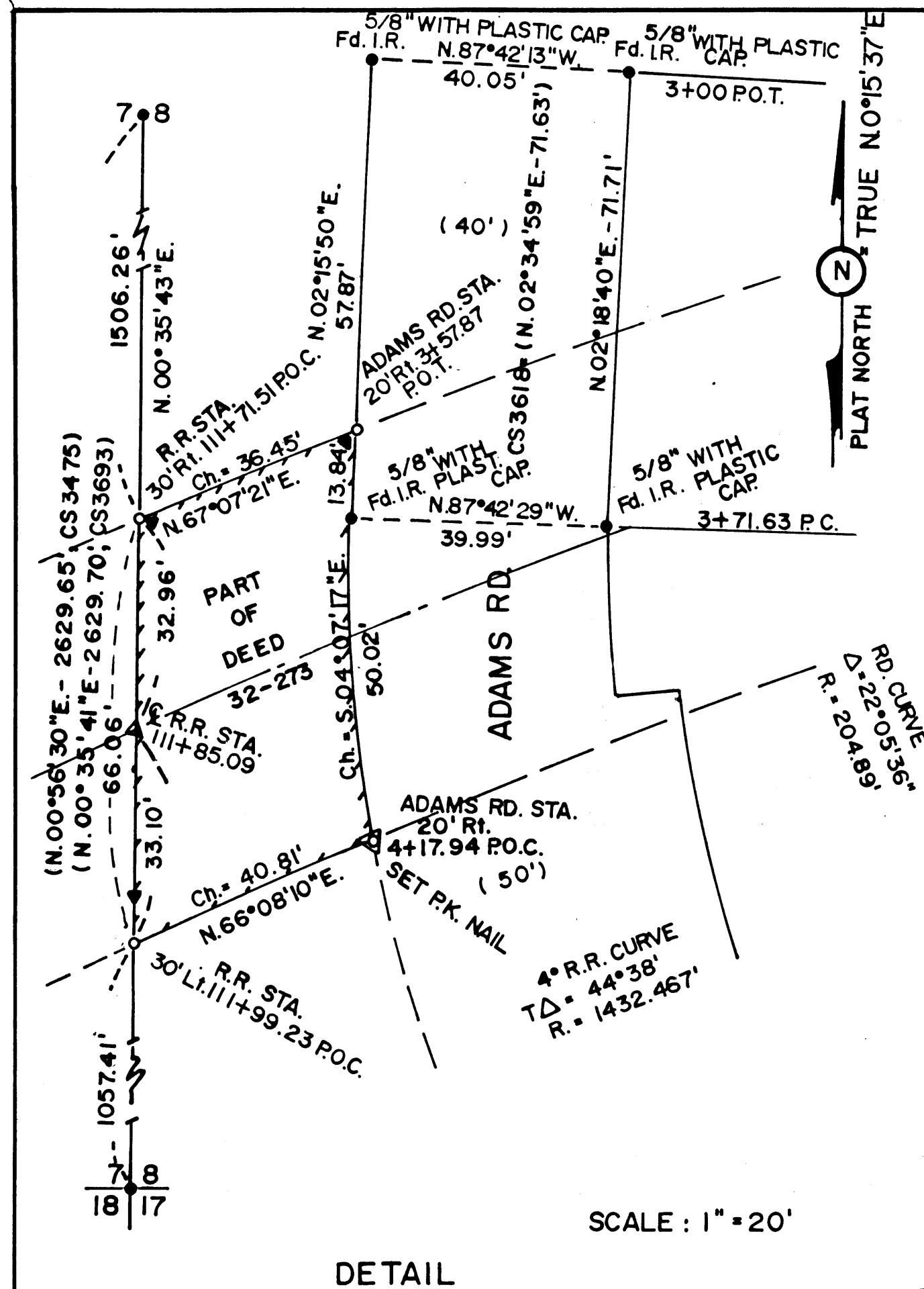


3766



**NARRATIVE**

PURPOSE OF THIS SURVEY WAS TO SURVEY A PORTION OF PARKS PROPERTY CONSISTING OF FORMER RAILROAD RIGHT-OF-WAY BETWEEN THE WEST RIGHT-OF-WAY LINE OF ADAMS COUNTY ROAD AND THE LINE BETWEEN SECTIONS 7 AND 8, BEING PART OF COLUMBIA COUNTY DEED NO. 32-273.

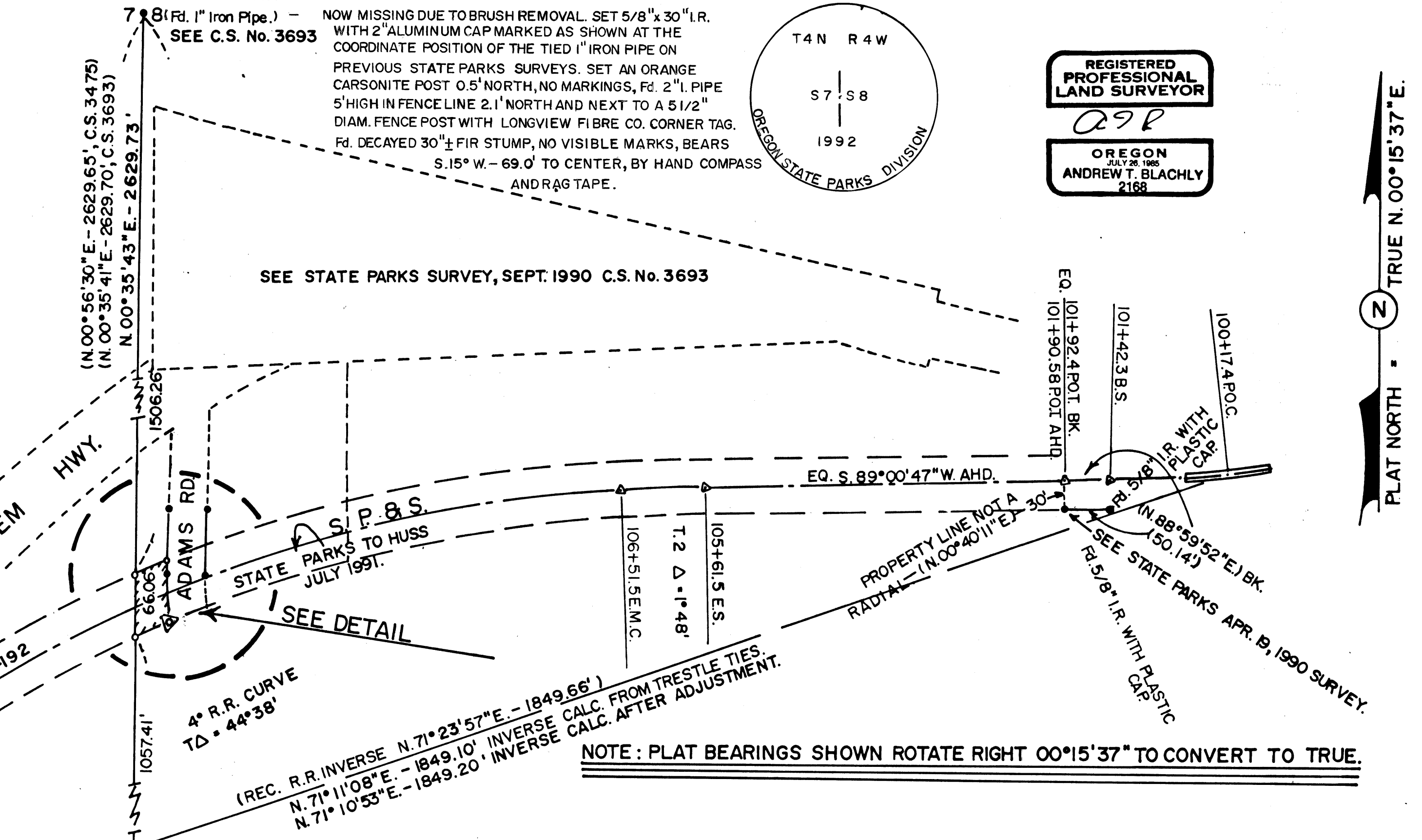
WE RE-ESTABLISHED THE POSITION OF FORMER RAILROAD RIGHT-OF-WAY AS DESCRIBED BELOW, THEN INTERSECTED IT WITH THE SECTION LINE AND WITH THE MONUMENTED WEST RIGHT-OF-WAY OF ADAMS ROAD PER C.S.#3618.

RAILROAD RIGHT-OF-WAY WAS ORIGINALLY SURVEYED IN THE 1920'S FOR PROPERTY ACQUISITION AND MAPPING. NO RECORD OR PHYSICAL EVIDENCE OF RIGHT-OF-WAY MONUMENTATION WAS FOUND. WE COMPARED RECORD CENTERLINE GEOMETRY WITH FOUND POSITION OF THE CONSTRUCTED RAILROAD GRADE AND TRESTLE STRUCTURES AT WATERWAYS. THE TRESTLE STRUCTURE LENGTHS DISAGREED UP TO 5 FEET FROM THE RECORD END-TO-END STATIONING DIFFERENCE, POSSIBLY DUE TO EXISTENCE OF APPROACH ABUTMENTS HAVING ONCE BEEN CONSIDERED PART OF THE TRESTLE FOR RAILROAD STATIONING PURPOSES. HOWEVER, USING RECORD CENTER OF THE TRESTLE STATIONING COMPARED TO ACTUAL PRESENT DISTANCES BETWEEN TRESTLE CENTERS, WE FIND NEARLY EXACT POSITION AGREEMENT (LESS THAN 1 FOOT DIFFERENCE IN THE 4,886 FOOT INVERSE LINE BETWEEN TRESTLES WITH CENTER STATIONS AT 151 + 46.45 AND 100 + 17.4). THIS AGREEMENT IS AT LEAST AS GOOD AS WOULD BE EXPECTED BY THE MOST PRECISE MEASUREMENT METHODS AVAILABLE TO RAILROAD SURVEYORS IN THE 1920'S. ALSO, OUR ABILITY TO REPRODUCE THE PRECISE CENTERS OF TRESTLES IS LIMITED DUE TO THERE BEING NO RAILS LEFT IN PLACE, AND APPROACH ABUTMENT ENDS UNCERTAIN.

WE, THEREFORE, SLIGHTLY ADJUSTED THE POSITION USED FOR CENTER OF TRESTLE AT STA. 119+34.15 P.O.T. MOVING 0.08' S45°37'13"E TO MATCH EXACT 30.00 FEET FROM EDGE OF MONUMENTED HIGHWAY RIGHT-OF-WAY, AND MOVING 0.15 FEET S44°22'47" W TO ACHIEVE A CENTERLINE WHICH WAS AT 30.00 FEET OFFSET TO THE 5/8" IRON ROD (BY OUR PREVIOUS SURVEY) AT STA. 101+92.4 P.O.T. WE FELT IT WAS REASONABLE TO MOVE TO MATCH THAT IRON ROD AND THE 30.00 HIGHWAY OFFSET, SINCE THIS TOTAL SMALL MOVEMENT REPRESENTED LESS POSITION CHANGE THAN WE COULD DISCERN BY OUR TIES TO THE BRIDGE STRUCTURES. THIS RESULTED IN AN EXACT MATCH OF MONUMENTED STATE HIGHWAY RIGHT-OF-WAY WHERE ADJACENT TO THE FORMER SP&S RAILROAD RIGHT-OF-WAY, AND RESULTED IN A SMALL STATION EQUATION AT STA 101+92.4, WHERE WE HELD PREVIOUS MONUMENTATION.

RAILROAD CENTERLINE CURVES AND SPIRALS (TAPERS) WERE COMPUTED USING 50-FOOT CHORD DEFINITION SIMPLE CURVES, AND USING TAPER CURVE TABLES BY OREGON & WASHINGTON R.R. CO. WHICH AGREE WITH TAPER CURVE TABLES OF S.P. AND O. & W.

EQUIPMENT USED INCLUDED A PENTAX PX10D, 10-SECOND MANUAL TOTAL STATION, AND A STEEL TAPE FOR SHORT MEASUREMENTS. ALL MONUMENTS WERE PART OF A CLOSED LOOP TRAVERSE OR WERE DOUBLE TIED.



OREGON STATE PARKS & RECREATION DEPARTMENT SURVEY  
PART OF BANKS-VERNONIA LINEAR PARK PROPERTY  
S.E.1/4 SEC.7 & S.W.1/4 SEC.8, T.4N., R.4W., W.M.  
COLUMBIA COUNTY

SCALE: 1" = 100' JANUARY 1992

COUNTY SURVEYOR  
RECEIVED 1-30-92  
FILED 3-2-92

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