MINUTE ITEM 4/28/66

5. APPLICATION FOR RIGHT OF WAY EASEMENT OVER UNGRANTED SOVEREIGN LAND OF KLAMATH RIVER NEAR KLAMATH, DEL NORTE COUNTY; COUNTY OF DEL NORTE - W.O. 6089, P.R.C. 3477.9.

After consideration of Calendar Item 30 attached, and upon motion duly made and unanimously carried, the following resolution was adopted:

THE EXECUTIVE OFFICER IS AUTHORIZED TO ISSUE TO THE COUNTY OF DEL NORTE A FORTY-NINE YEAR RIGHT-OF-WAY EASEMENT FOR THE CONSTRUCTION OF A ROAD OVER UNGRANTED SOVEREITN LANDS DESCRIBED IN EXHIBIT "A" ATTACHED AND MADE A PART HEREOF, THE CONSIDERATION FOR ISSUANCE OF THE EASEMENT TO BE THE PUBLIC USE AND BENEFIT.

Attachment
Calendar Item 30 (6 pages)

A 1
S 2

CALENDAR ITEM 4/66

30.

APPLICATION FOR RIGHT OF WAY EASEMENT OVER UNGRANTED SOVEREIGN LAND OF KIAMATH RIVER NEAR KLAMATH, DEL NORTE COUNTY; COUNTY OF DEL NORTE - W.O. 6089.

The County of Del Norte has applied for a right-of-way easement for a road over ungranted sovereign lands of the Klamath River near Klamath, as shown on Exhibit "A".

The county road, to be built to State Highway standards, will run along the south bank of Klamath River from the new location of Highway U. S. 101 to the mouth of the river. It is engineered to adequately drain the roadway and upstream properties, and the low areas will be raised 10 to 15 feet to prevent flooding. The roadbed will encroach on sovereign land totaling 0.5 acre.

The consideration will be the public use and benefit.

IT IS RECOMMENDED THAT THE COMMISSION AUTHORIZE THE EXECUTIVE OFFICER TO ISSUE TO THE COUNTY OF DEL NORTE A FORTY-NINE YEAR RIGHT-OF-WAY EASEMENT FOR THE CONSTRUCTION OF A ROAD OVER UNGRANTED SOVEREIGN LANDS DESCRIBED IN EXHIBIT "A" ATTACHED AND MADE A PART HEREOF, THE CONSIDERATION FOR ISSUANCE OF THE EASEMENT TO BE THE PUBLIC USE AND BENEFIT.

Attachment
Exhibit "A"

A 1
S 2

12,509

EXHIBIT "A"

All of the sovereign land of the State of California lying in the bed of the Klamath River in the southwest quarter of Section 10, Section 15 and in the southwest quarter of Section 14, all of T. 13 N., R. 1 E., H.B.& M., Del Norte County, within a strip of land of varying width as hereinafter set forth, lying on each side of a centerline described as follows:

Beginning at a point that bears N 55° 15' E, 1410.82 feet from the southwest corner of said Section 10, said point of the beginning being Engineer's Station 0+00 of the survey for realignment and improvement of Klamath Beach Road;

Thence S 1° 22' E, 109.67 feet, to Engineer's Station 1+09.67 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 300 feet, through an angle of 29° 51', a distance of 156.29 feet, to Engineer's Station 2+65.96 E.C.;

Thence S 31° 13' E, 679.07 feet, to Engineer's Station 9+45.03 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 350 feet, through an angle of 33° 49', a distance of 206.57 feet, to Engineer's Station 11+51.60 E.C.;

Thence S 65° 02' E, 133.80 feet, to Engineer's Station 12+85.40 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 300 feet, through an angle of 42° 38', a distance of 223.23 feet, to Engineer's Station 15+08.63 E.C.;

Thence S 22° 24' E, 77.04 feet, to Engineer's Station 15+85.67 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 1000 feet, through an angle of 6° 52', a distance of 119.85 feet, to Engineer's Station 17+05.52 E.C.;

Thence S 15° 32' E, 103.65 feet, to Engineer's Station 18+09.17 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 250 feet, through an angle of 27° 12', a distance of 118.68 feet, to Engineer's Station 19+27.85 E.C.;

Thence S 42° 44' E, 138.82 feet, to Engineer's Station 20+66.67 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 400 feet, through an angle of 13° 42', a distance of 95.64 feet, to Engineer's Station 21+62.31 E.C.;

Thence S 29° 02' E, 58.53 feet, to Engineer's Station 22+20.84 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 400 feet, through an angle of 11° 10', a distance of 77.96 feet, to Engineer's Station 22+98.80 E.C.;

Thence S 17° 52' E, 12.13 feet, to Engineer's Station 23+10.93 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 1000 feet, through an angle of 12° 30', a distance of 218.17 feet, to Engineer's Station 25+29.10 E.C.;

Thence S 30° 22' E, 188.70 feet, to Engineer's Station 27+17.80 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 240 feet, through an angle of 52° 48', a distance of 221.17 feet, to Engineer's Station 29+38.97 E.C.;

Thence S 22° 26' W, 1.75 feet, to Engineer's Station 29+40.72 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 150 feet, through an angle of 75° 50', a distance of 198.53 feet to Engineer's Station 31+39.25 E.C.;

Thence S 53° 24' E, 80.71 feet, to Engineer's Station 32+19.96 Bk. = 31+99.88 Ah. B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 250 feet, through an angle of 19° 54', a distance of 86.83 feet, to Engineer's Station 32+86.71 E.C.;

Thence S 33° 30' E, 105.94 feet, to Engineer's Station 33+92.65 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 250 feet, through an angle of 18° 51', a distance of 82.25 feet, to Engineer's Station 34+74.90 E.C.;

Thence S 14° 39' E, 14.47 feet, to Engineer's Station 34+89.37 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 250 feet, through an angle of 23° 35', a distance of 102.90 feet, to Engineer's Station 35+92.27 E.C.;

Thence S 38° 14' E, 142.99 feet, to Engineer's Station 37+35.26 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 600 feet, through an angle of 22° 12', a distance of 232.48 feet, to Engineer's Station 39+67.74 E.C.;

Thence S 16° 02' E, 28.79 feet, to Engineer's Station 39+96.53 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 400 feet, through an angle of 27° 28', a distance of 191.75 feet, to Engineer's Station 41+88.28 E.C.;

Thence S 43° 30' E, 59.82 feet, to Engineer's Station 42+48.10 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 300 feet, through an angle of 27° 15', a distance of 142.68 feet to Engineer's Station 43+90.78 E.C.;

EXHIBIT "A" (CONTD.)

Thence S 16° 15' E, 39.12 feet, to Engineer's Station 44+29.90 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 300 feet, through an angle of 26° 43', a distance of 139.89 feet, to Engineer's Station 45+69.79 E.C.;

Thence S 42°58' E, 379.99 feet, to Engineer's Station 49+49.78 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 600 feet, through an angle of 13° 35', a distance of 142.24 feet, to Engineer's Station 50+92.02 E.C.;

Thence S 29° 23' E, 67.22 feet, to Engineer's Station 51+59.24 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 300 feet, through an angle of 34° 13', a distance of 179.16 feet, to Engineer's Station 53+38.40 E.C.;

Thence S 4° 50' W, 11.00 feet to Engineer's Station 53+49.40 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 250 feet, through an angle of 46° 58', a distance of 204.93 feet, to Engineer's Station 55+54.33 E.C.;

Thence S 42° 08' E, 43.54 feet, to Engineer's Station 55+97.87 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 250 feet, through an angle of 52° 44', a distance of 230.09 feet, to Engineer's Station 58+27.96 E.C.;

Thence S 10° 36' W, 59.71 feet, to Engineer's Station 58+87.67 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 300 feet, through an angle of 37° 41', a distance of 197.31 feet, to Engineer's Station 60+84.98 E.C.;

Thence S 27° 05' E, 65.12 feet, to Engineer's Station 61+50.10 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 350 feet, through an angle of 59° 03', a distance of 360.72 feet, to Engineer's Station 65+10.82 E.C.;

Thence S 86° 08' E, 136.82 feet, to Engineer's Station 66+47.64 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 600 feet, through an angle of 32° 08', a distance of 336.50 feet, to Engineer's Station 69+84.14 E.C.;

Thence N 61° 44' E, 13.36 feet, to Engineer's Station 69+97.50 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 550 feet, through an angle of 25° 08', a distance of 241.26', to Engineer's Station 72+38.76 E.C.;

Thence N 86° 52' E, 95.80 feet, to Engineer's Station 73+34.56 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 600 feet, through an angle of 9° 24', a distance of 98.44 feet, to Engineer's Station 74+33.00 E.C.;

Thence S 83° 44' E, 245.11 feet, to Engineer's Station 76+78.11 B.C.;

Thence, along a curve to the right, tangent to the last preceding course, with a radius of 600 feet, through an angle of 16° 35', a distance of 173.66 feet, to Engineer's Station 78+51.77 E.C.;

Thence S 67° 09' E, 43.70 feet, to Engineer's Station 78+95.47 B.C.;

Thence, along a curve to the left, tangent to the last preceding course, with a radius of 600 feet, through an angle of 29° 26' 40", a distance of 308.34 feet, to Engineer's Station 82+03.81 E.C.;

Thence N 83° 24' 20" E, 44.19 feet, to Engineer's Station 82+48.00, said point being on the centerline of Line "G", U.S. Highway 101, South Bank Road Interchange, as shown on plans by State of California, Department of Public Works, Division of Highways.

The width of said right of way on each side of said centerline shall be as follows:

From Station	To Station	Right	Left
0+00	2+65.96 E.C.	60 Ft.	60 Ft.
2+65.96 E.C.	4+00	60 Ft.	75 Ft.
4+00	9+45.03 B.C.	60 Ft.	60 Ft.
9+45.03 B.C.	12+85.40 B.C.	60 Ft.	80 Ft.
12+85.40 B.C.	15+08.63 E.C.	130 Ft.	40 Ft.
15+08.63 E.C.	17+05.52 E.C.	170 Ft..	40 Ft.
17+05.52 E.C.	18+09.17 B.C.	100 Ft.	40 Ft.
18+09.17 B.C.	20+66.67 B.C.	65 Ft.	40 Ft.
20+66.67 B.C.	22+98.80 E.C.	120 Ft.	40 Ft.
22+98.80 E.C.	29+38.97 E.C.	100 Ft.	40 Ft.
29+38.97 E.C.	32+19.96 Bk. = = 31+99.88 Ah. B.C.	60 Ft.	60 Ft.
31+99.88 Ah. B.C.	32+86.71 E.C.	60 Ft.	40 Ft.
32+86.71 E.C.	39+67.74 E.C.	100 Ft.	40 Ft.
39+67.74 E.C.	41+88.28 E.C.	60 Ft.	40 Ft.
41+88.28 E.C.	43+90.78 E.C.	60 Ft.	90 Ft.
43+90.78 E.C.	44+29.90 B.C.	40 Ft.	40 Ft.
44+29.90 B.C.	49+49.78 B.C.	40 Ft.	70 Ft.
49+49.78 B.C.	53+49.40 B.C.	40 Ft.	110 Ft.
53+49.40 B.C.	55+54.33 E.C.	40 Ft.	120 Ft.
55+54.33 E.C.	55+97.87 B.C.	110 Ft.	120 Ft.
55+97.87 B.C.	57+50	110 Ft.	80 Ft.
57+50	58+27.96 E.C.	60 Ft.	80 Ft.
58+27.96 E.C.	60+84.98 E.C.	60 Ft.	130 Ft.
60+84.98 E.C.	61+50.10 B.C.	60 Ft.	110 Ft.

EXHIBIT "A" (CONTD.)

From Station	To Station	Right	Left
61+50.10 B.C.	66+47.64 B.C.	75 Ft.	110 Ft.
66+47.64 B.C.	69+00	50 Ft.	110 Ft.
69+00	69+97.50 B.C.	50 Ft.	40 Ft.
69+97.50 B.C.	72+38.76 E.C.	70 Ft.	40 Ft.
72+38.76 E.C.	74+33.00 E.C.	100 Ft.	40 Ft.
74+33.00 E.C.	76+78.11 B.C.	60 Ft.	80 Ft.
76+78.11 B.C.	82+48.00	50 Ft.	50 Ft.

Said sovereign lands comprising approximately 0.5 acre.