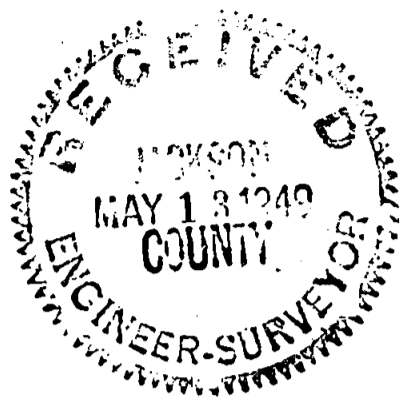


SFI

CITY OF PHOENIX
SURVEY TO ESTABLISH STREET CENTERS
IN A PORTION OF RAILROAD ADD. TO THE
TOWN (NOW CITY) OF PHOENIX
SURVEYED MAR 11-16, 1949

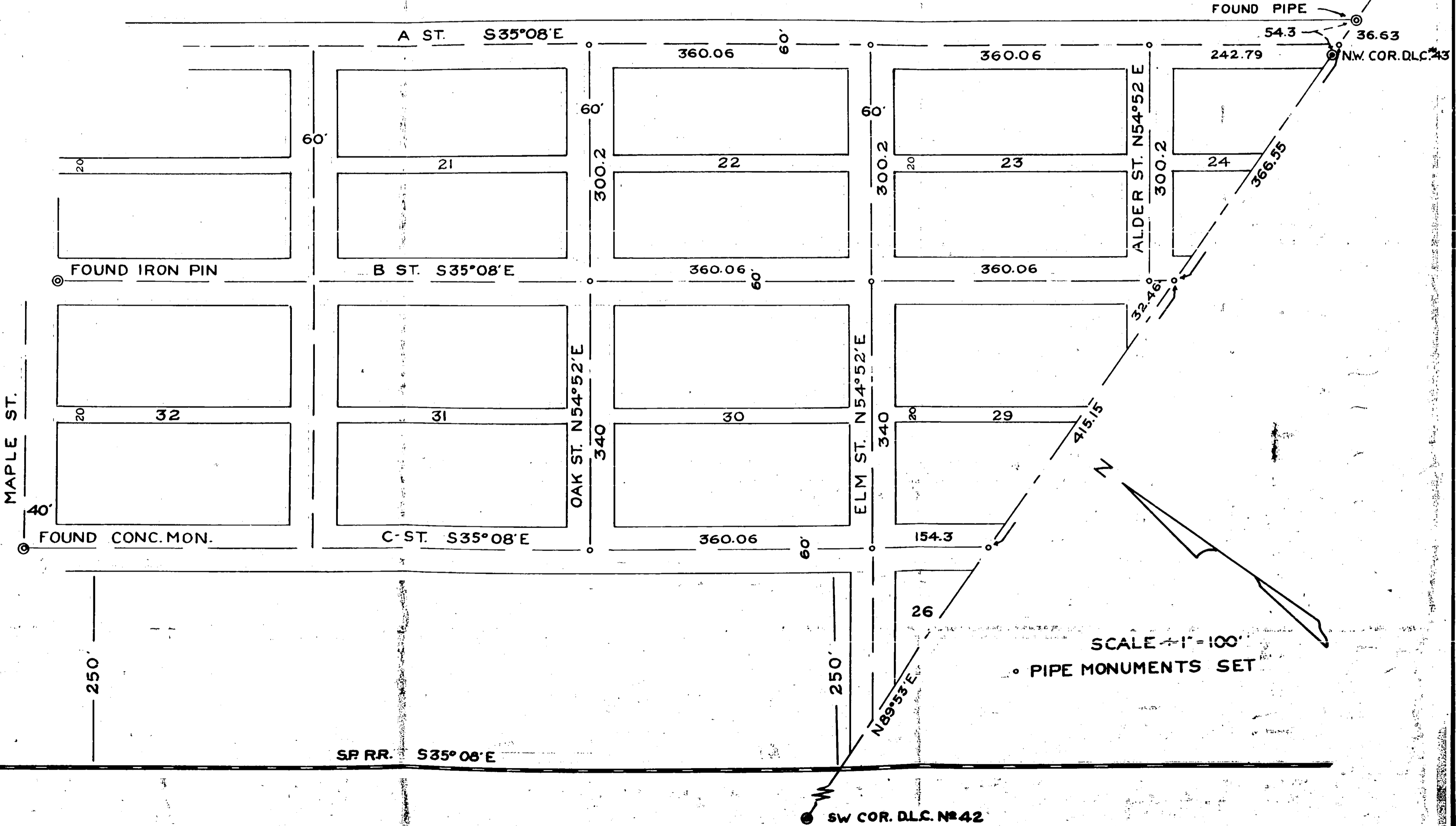


REGISTERED
OREGON
 LAND SURVEYOR

C. Z. Boyden

MARCH 10, 1944
 C. Z. BOYDEN
 7

142



SCALE 1" = 100'
 • PIPE MONUMENTS SET

142

Survey No. _____

For: City of Phoenix, Oregon

Purpose: To establish street centers in a portion of the Railroad Addition to the Town (now City) of Phoenix.

Established the line between the official re-established S.W. corner of D.L.C. No. 42 and N.W. corner of D.L.C. No. 43, Township 38 South, Range 1 West and set the point of intersection of this line with the center line of the Southern Pacific main line railroad tract.

Found following monuments previously set; a concrete monument at the intersection of the center lines of C Street and Maple; iron pin at intersection of center line of B Street and South-erly boundary of Maple Street; also a 1 $\frac{1}{4}$ " iron pipe at the inter-section of South boundary of D.L.C. No. 42 and the Easterly boundary of A Street. Using these monuments as control, established the center lines of A, B, and C Streets parallel to the railroad tract. The center line of C Street being 280.0 feet at right angles from the center line of the railroad; center line of B Street being 340.0 at right angles to center line of C Street, and the center line of A Street 300.2 feet at right angles to the center line of B Street.

Then by direct proportion between plat record distances and measured distance along the Easterly boundary of C Street between Maple Street and the South boundary of D.L.C. 42, established the center lines of Elm and Oak Streets and ran them at right angles to C Street, through B Street to the center of A Street for inter-sections. Then by using the same proportion, established the center line of Alder Street 360.06 feet from and parallel to the center line of Elm Street.

Pipe monuments stamped with a No. 7, set as shown on map to accompany this report.

March 1949

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