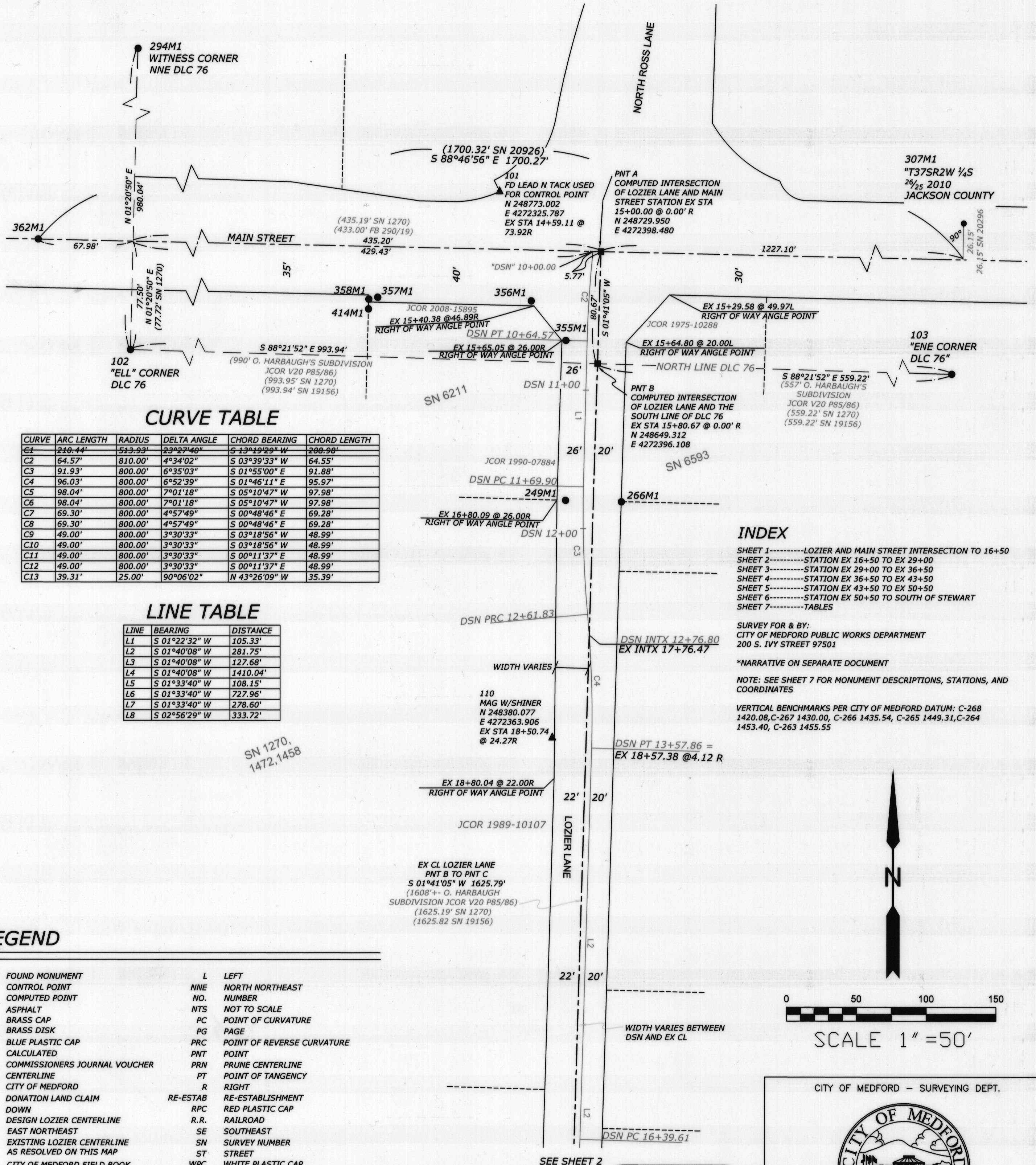


# MAP OF SURVEY LOZIER LANE

LOCATED IN THE EAST 1/2 OF SECTION 26 AND THE NORTHEAST 1/4 OF SECTION 35  
TOWNSHIP 37 SOUTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, IN THE CITY OF MEDFORD,  
JACKSON COUNTY, OREGON

**\*\* RECEIVED \*\***  
DATE 2/26/15 BY PB  
This survey consists of:  
7 sheet(s) Map  
6 page(s) Narrative  
JACKSON COUNTY  
SURVEYOR



**CURVE TABLE**

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	218.44'	513.93'	23°27'40"	S 13°19'29" W	200.98'
C2	64.57'	810.00'	4°34'02"	S 03°39'33" W	64.55'
C3	91.93'	800.00'	6°35'03"	S 01°55'00" E	91.88'
C4	96.03'	800.00'	6°52'39"	S 01°46'11" E	95.97'
C5	98.04'	800.00'	7°01'18"	S 05°10'47" W	97.98'
C6	98.04'	800.00'	7°01'18"	S 05°10'47" W	97.98'
C7	69.30'	800.00'	4°57'49"	S 00°48'46" E	69.28'
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C13	39.31'	25.00'	90°06'02"	N 43°26'09" W	35.39'

**LINE TABLE**

LINE	BEARING	DISTANCE
L1	S 01°22'32" W	105.33'
L2	S 01°40'08" W	281.75'
L3	S 01°40'08" W	127.68'
L4	S 01°40'08" W	1410.04'
L5	S 01°33'40" W	108.15'
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L8	S 02°56'29" W	333.72'

**INDEX**

SHEET 1-----LOZIER AND MAIN STREET INTERSECTION TO 16+50  
SHEET 2-----STATION EX 16+50 TO EX 29+00  
SHEET 3-----STATION EX 29+00 TO EX 36+50  
SHEET 4-----STATION EX 36+50 TO EX 43+50  
SHEET 5-----STATION EX 43+50 TO EX 50+50  
SHEET 6-----STATION EX 50+50 TO SOUTH OF STEWART  
SHEET 7-----TABLES

SURVEY FOR & BY:  
CITY OF MEDFORD PUBLIC WORKS DEPARTMENT  
200 S. IVY STREET 97501

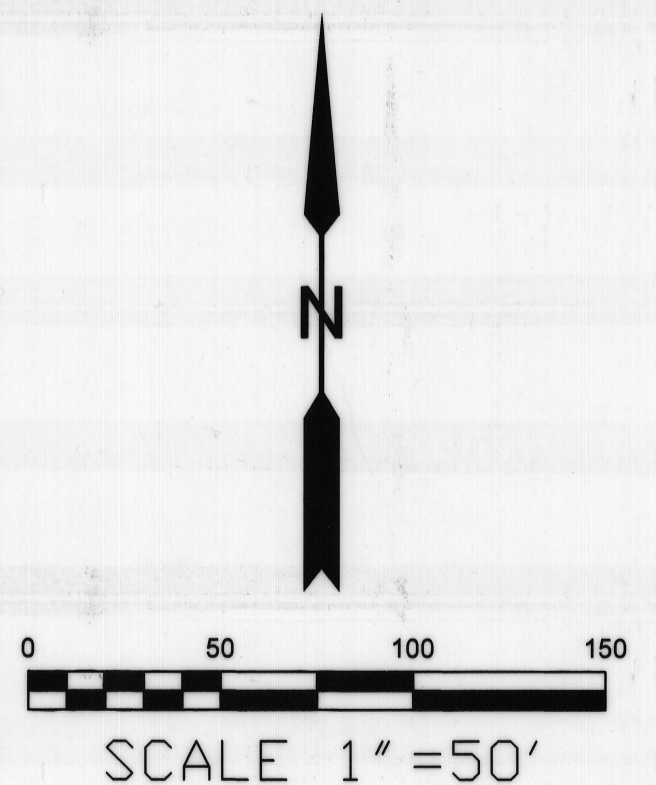
\*NARRATIVE ON SEPARATE DOCUMENT

NOTE: SEE SHEET 7 FOR MONUMENT DESCRIPTIONS, STATIONS, AND COORDINATES

VERTICAL BENCHMARKS PER CITY OF MEDFORD DATUM: C-268 1420.08, C-267 1430.00, C-266 1435.54, C-265 1449.31, C-264 1453.40, C-263 1455.55

**LEGEND**

- FOUND MONUMENT
- ▲ CONTROL POINT
- COMPUTED POINT
- A/C ASPHALT
- BC BRASS CAP
- BD BRASS DISK
- BPC BLUE PLASTIC CAP
- CALCED CALCULATED
- C.J.V COMMISSIONERS JOURNAL VOUCHER
- CL CENTERLINE
- COM CITY OF MEDFORD
- DLC DONATION LAND CLAIM
- DN DOWN
- DSN DESIGN LOZIER CENTERLINE
- ENE EAST NORTHEAST
- EX EXISTING LOZIER CENTERLINE AS RESOLVED ON THIS MAP
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- NO. NUMBER
- NTS NOT TO SCALE
- PC POINT OF CURVATURE
- PG PAGE
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- RPC RED PLASTIC CAP
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- SN SURVEY NUMBER
- ST STREET
- WPC WHITE PLASTIC CAP
- YPC YELLOW PLASTIC CAP
- SN SURVEY NUMBER



CITY OF MEDFORD - SURVEYING DEPT.

DRAWN BY: ZPE	DATE: 2-24-15	PROJECT NO. P-1806
CHECKED BY: JP	DATE: 2-24-15	SHEET NO. 1 OF 7
NOTES:		

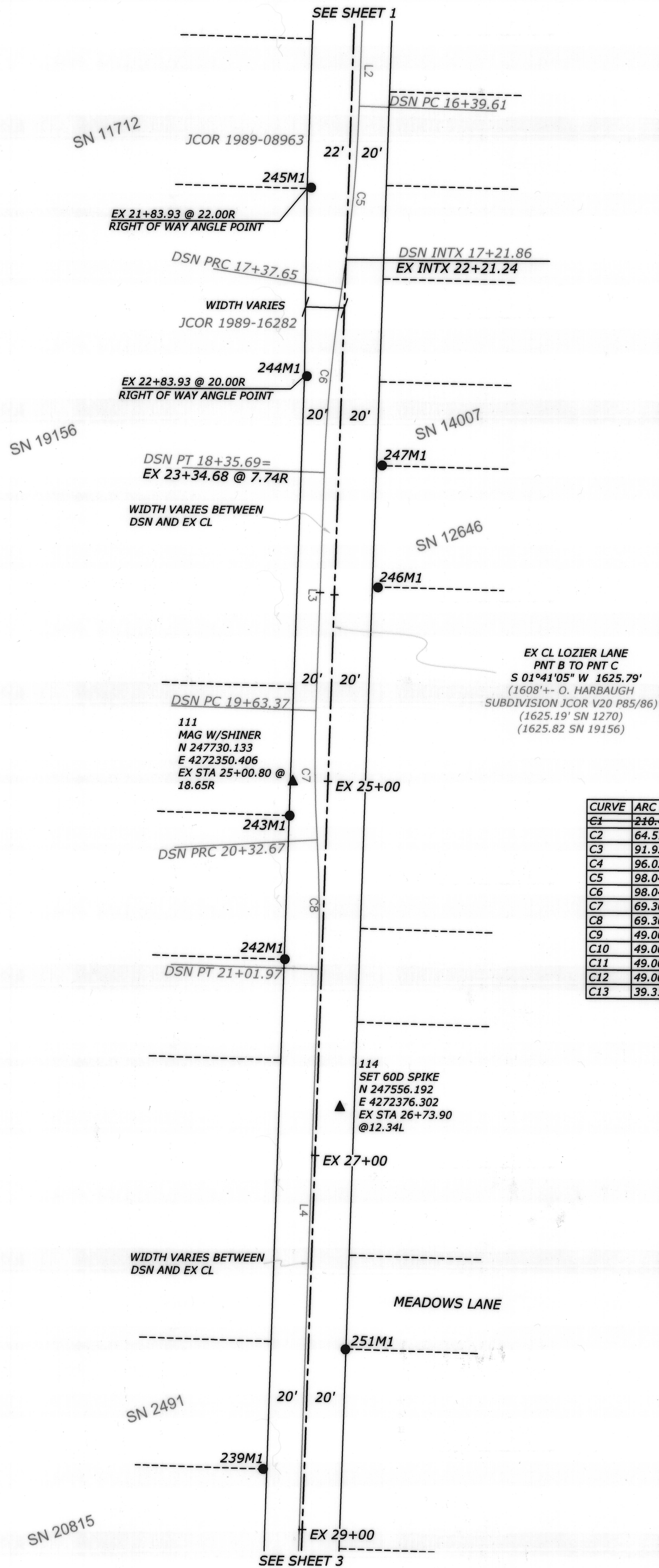
REGISTERED PROFESSIONAL LAND SURVEYOR  
*[Signature]*  
2/25/15  
OREGON  
JANUARY 9, 2007  
JON M. PROUD  
77652  
EXPIRES DECEMBER 31, 2016

372W26DA 372W26DD  
372W26AD 372W35AB  
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SURVEYOR



## LEGEND

- |        |   |          |                            |
|--------|---|----------|----------------------------|
| ●      | FOUND MONUMENT  | L        | LEFT                       |
| ▲      | CONTROL POINT   | NNE      | NORTH NORTHEAST            |
| ■      | COMPUTED POINT  | NO.      | NUMBER                     |
| A/C    | ASPHALT   | NTS      | NOT TO SCALE               |
| BC     | BRASS CAP   | PC       | POINT OF CURVATURE         |
| BD     | BRASS DISK  | PG       | PAGE                       |
| BPC    | BLUE PLASTIC CAP  | PRC      | POINT OF REVERSE CURVATURE |
| CALCED | CALCULATED  | PNT      | POINT                      |
| C.J.V  | COMMISSIONERS JOURNAL VOUCHER                             | PRN      | PRUNE CENTERLINE           |
| CL     | CENTERLINE  | PT       | POINT OF TANGENCY          |
| COM    | CITY OF MEDFORD   | R        | RIGHT                      |
| DLC    | DONATION LAND CLAIM                                       | RE-ESTAB | RE-ESTABLISHMENT           |
| DN     | DOWN  | RPC      | RED PLASTIC CAP            |
| DSN    | DESIGN LOZIER CENTERLINE                                  | R.R.     | RAILROAD                   |
| ENE    | EAST NORTHEAST  | SE       | SOUTHEAST                  |
| EX     | EXISTING LOZIER CENTERLINE AS RESOLVED ON THIS MAP        | SN       | SURVEY NUMBER              |
| FB     | CITY OF MEDFORD FIELD BOOK                                | ST       | STREET                     |
| FD     | FOUND   | WPC      | WHITE PLASTIC CAP          |
| FT     | FEET  | YPC      | YELLOW PLASTIC CAP         |
| GPC    | GRAY PLASTIC CAP  | SN       | SURVEY NUMBER              |
| INTX   | INTERSECTION  |          |                            |
| JCCD   | JACKSON COUNTY CORNER DOCUMENTS                           |          |                            |
| JCOR   | JACKSON COUNTY OFFICIAL RECORDS                           |          |                            |
| JCRM   | JACKSON COUNTY ROAD DEPARTMENT ROLL MAP 33/6 DATED 7/1940 |          |                            |

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SCALE 1" = 50'



CITY OF MEDFORD - SURVEYING DEPT.



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

OREGON  
JANUARY 9, 2007  
JON M. PROUD  
77652  
EXPIRES DECEMBER 31, 2016

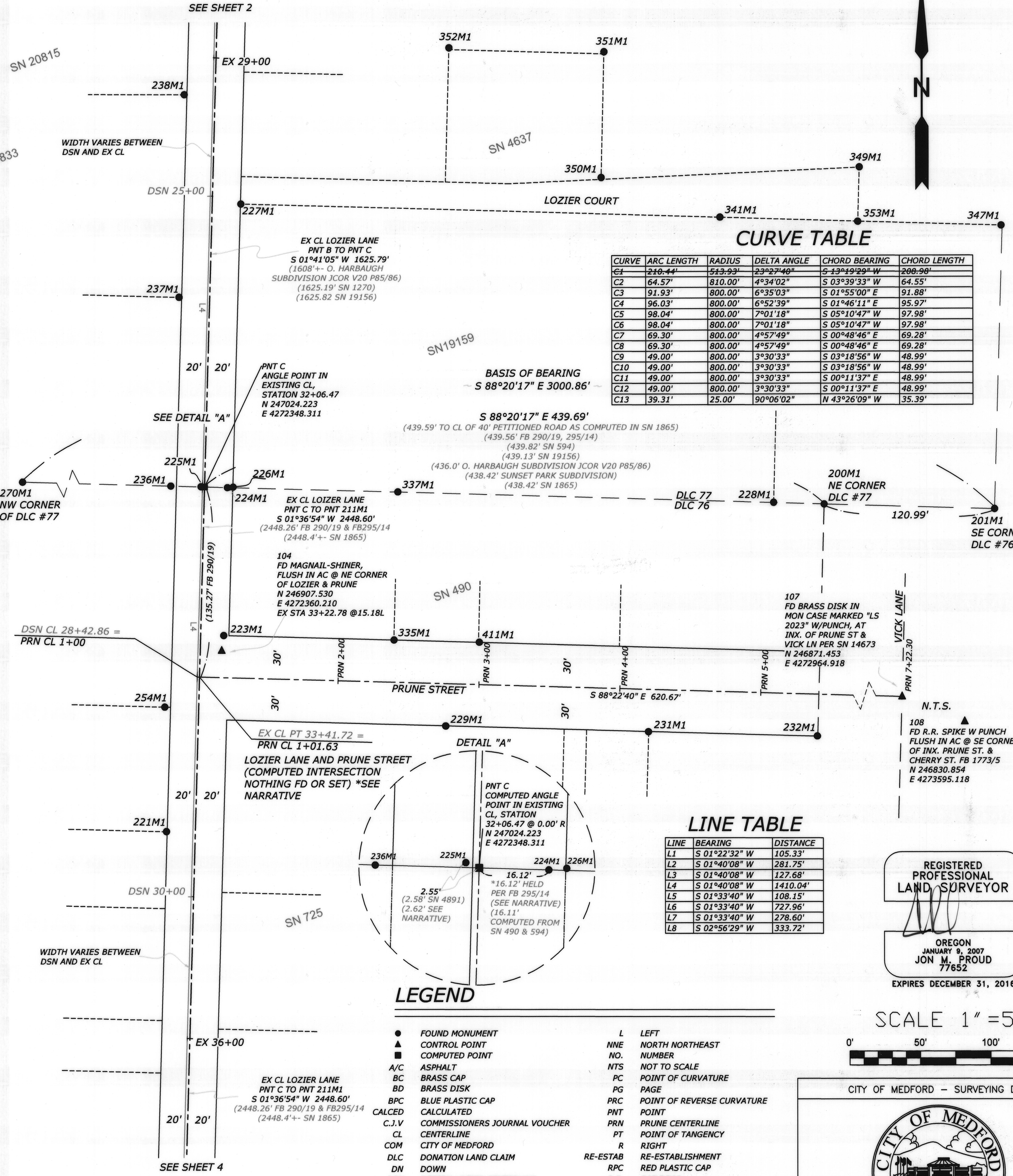
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CHECKED BY: JP	DATE: 2-24-15	SHEET NO. 2 OF 7
NOTES:		

372W26DA 372W26DD  
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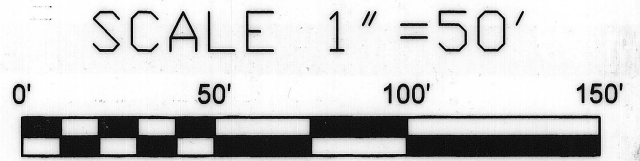
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REGISTERED PROFESSIONAL SURVEYOR  
*[Signature]*  
OREGON  
JANUARY 9, 2007  
JON M. PROUD  
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CITY OF MEDFORD - SURVEYING DEPT.

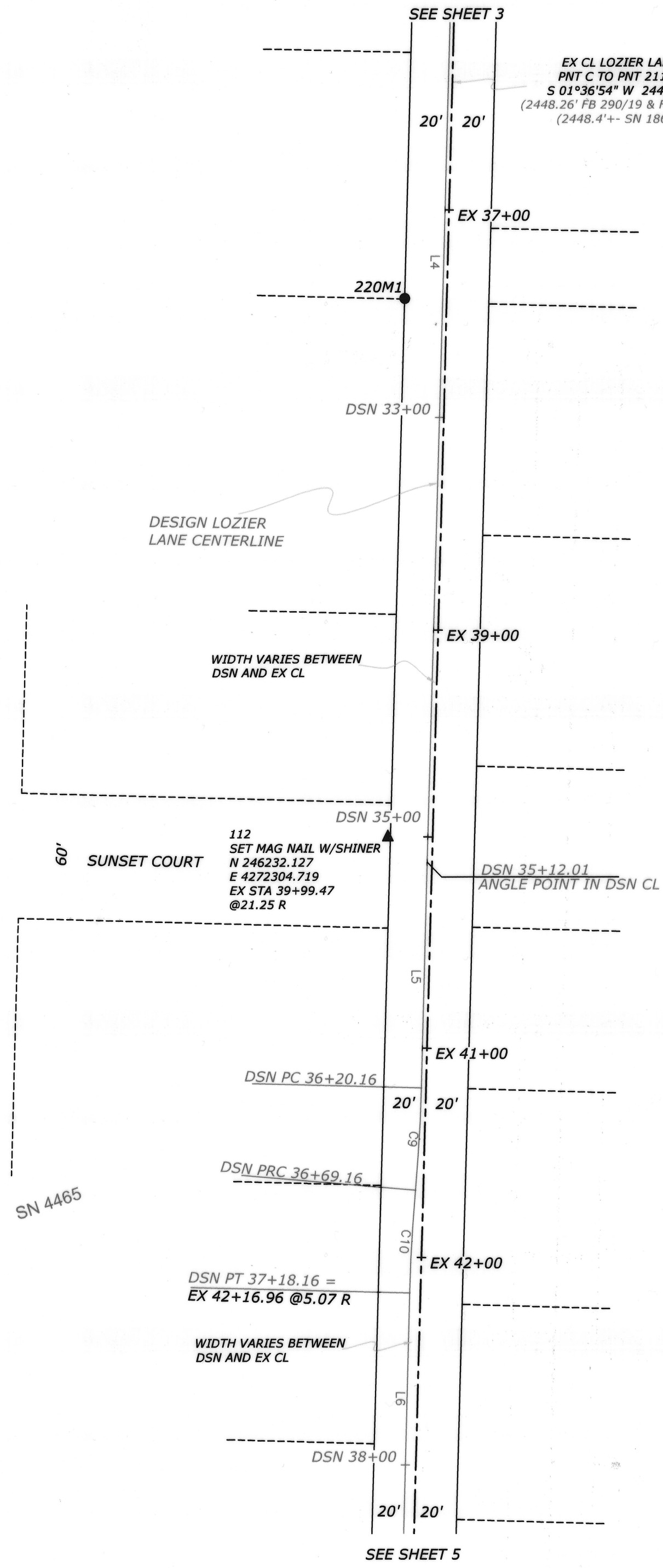
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CHECKED BY: JP	DATE: 2-24-15	SHEET NO. 3 OF 7
NOTES:		

372W26DA 372W26DD  
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# MAP OF SURVEY LOZIER LANE

LOCATED IN THE EAST 1/2 OF SECTION 26 AND THE NORTHEAST 1/4 OF SECTION 35  
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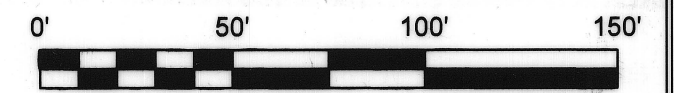
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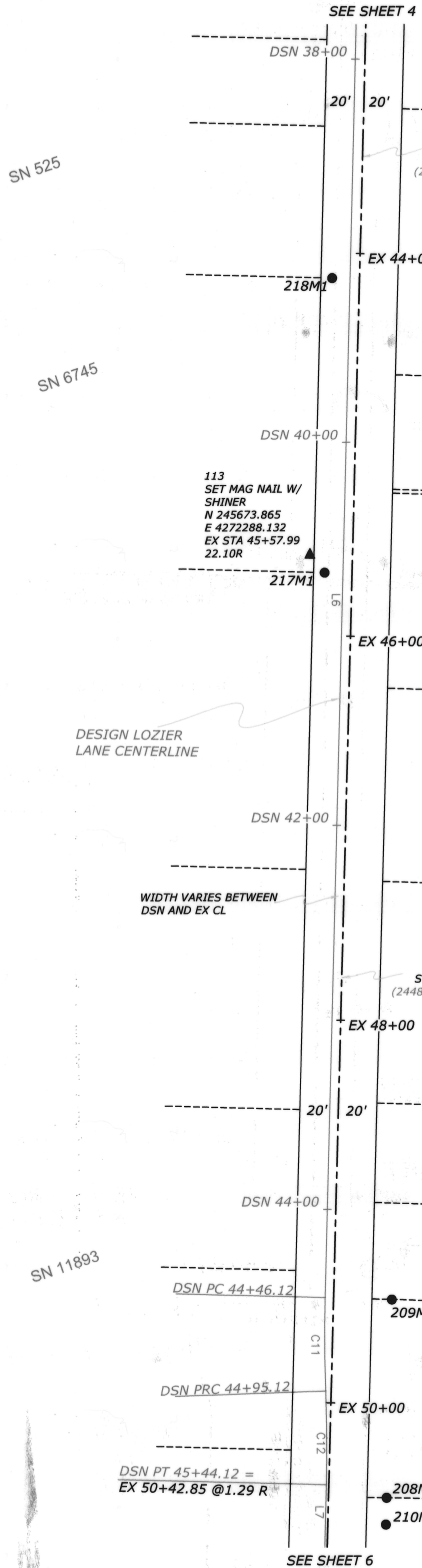
CITY OF MEDFORD - SURVEYING DEPT.

DRAWN BY: ZPE	DATE: 2-24-15	PROJECT NO. P-1806
CHECKED BY: JP	DATE: 2-24-15	SHEET NO. 4 OF 7
NOTES:		

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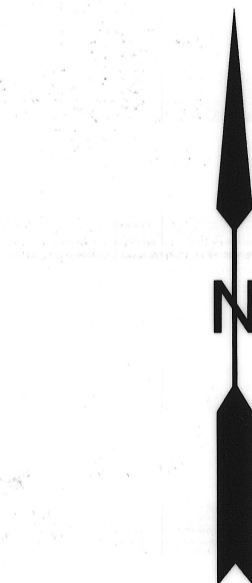
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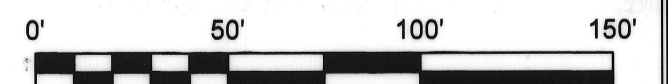
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- NO. NUMBER
- NTS NOT TO SCALE
- PC POINT OF CURVATURE
- PG PAGE
- PRC POINT OF REVERSE CURVATURE
- PNT POINT
- PRN PRUNE CENTERLINE
- PT POINT OF TANGENCY
- R RIGHT
- RE-ESTAB RE-ESTABLISHMENT
- RPC RED PLASTIC CAP
- R.R. RAILROAD
- SE SOUTHEAST
- SN SURVEY NUMBER
- ST STREET
- WPC WHITE PLASTIC CAP
- YPC YELLOW PLASTIC CAP
- SN SURVEY NUMBER



SCALE 1" = 50'



CITY OF MEDFORD - SURVEYING DEPT.



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

OREGON  
JANUARY 9, 2007  
JON M. PROUD  
77652  
EXPIRES DECEMBER 31, 2016

DRAWN BY: ZPE	DATE: 2-24-15	PROJECT NO. P-1806
CHECKED BY: JP	DATE: 2-24-15	SHEET NO. 5 OF 7
NOTES:		

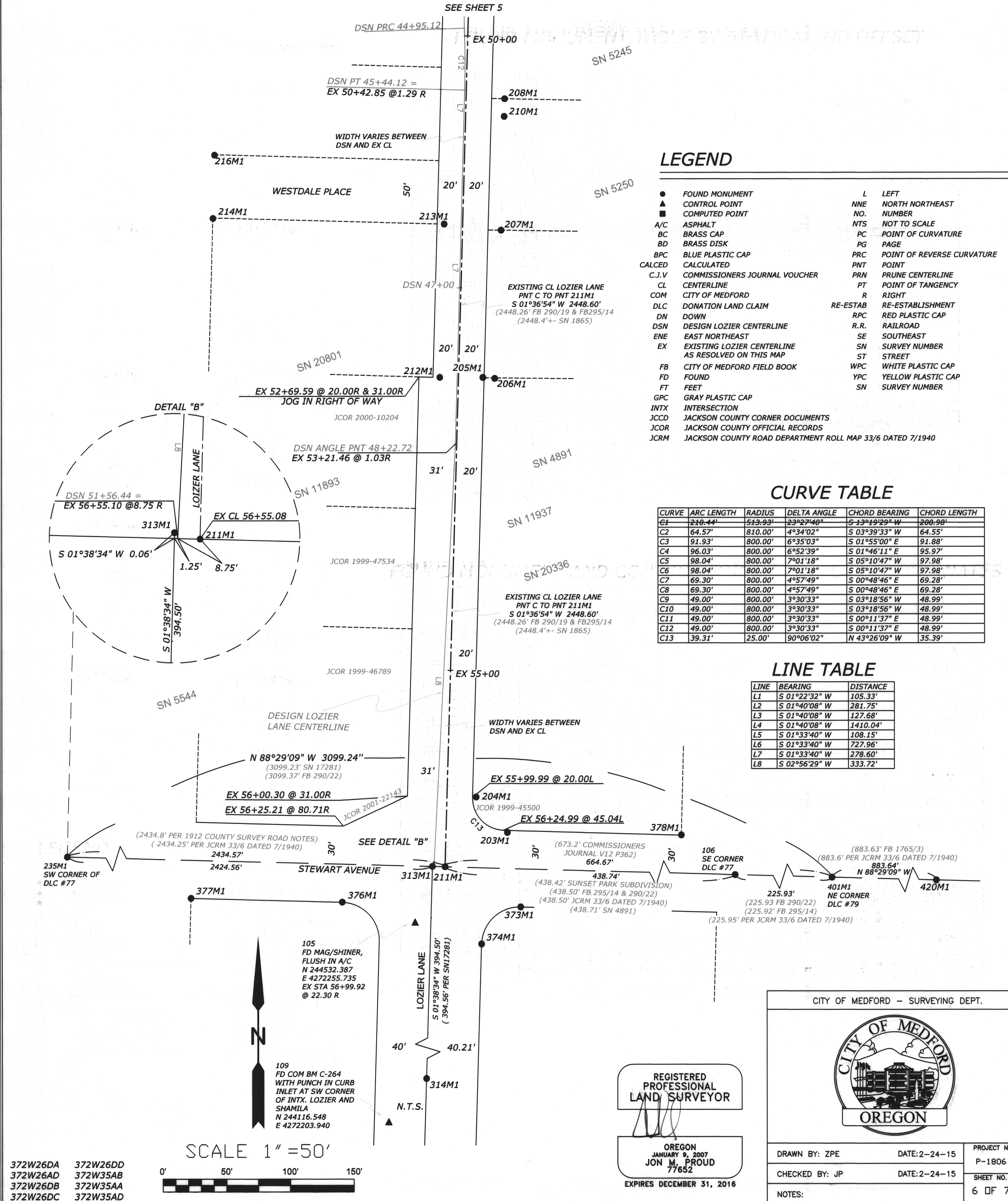
372W26DA 372W26DD  
372W26AD 372W35AB  
372W26DB 372W35AA  
372W26DC 372W35AD

# MAP OF SURVEY LOZIER LANE

LOCATED IN THE EAST 1/2 OF SECTION 26 AND THE NORTHEAST 1/4 OF SECTION 35  
TOWNSHIP 37 SOUTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, IN THE CITY OF MEDFORD,  
JACKSON COUNTY, OREGON

**\*\* RECEIVED \*\***  
DATE 2/26/15 BY JB  
This survey consists of:  
7 sheet(s) Map  
6 page(s) Narrative  
JACKSON COUNTY  
SURVEYOR

SEE SHEET 5



### LEGEND

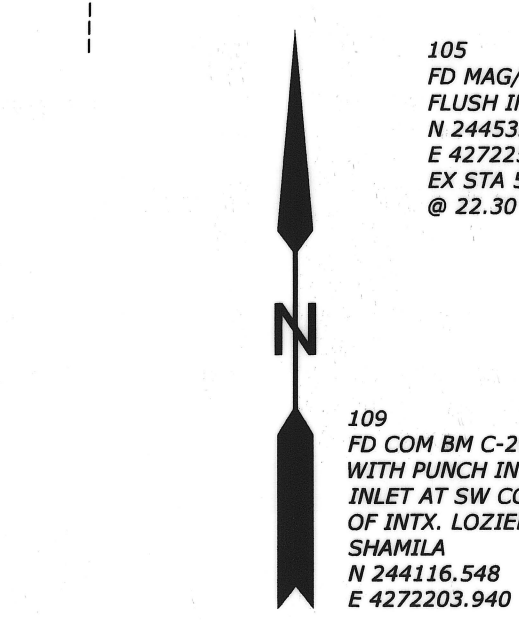
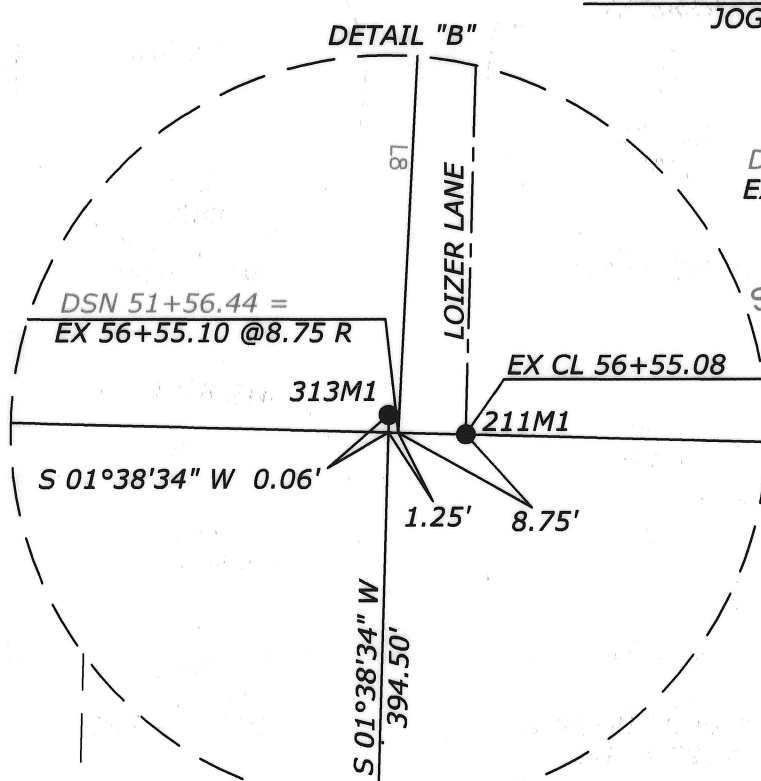
- FOUND MONUMENT
- ▲ CONTROL POINT
- COMPUTED POINT
- A/C ASPHALT
- BC BRASS CAP
- BD BRASS DISK
- BPC BLUE PLASTIC CAP
- CALCED CALCULATED
- C.J.V COMMISSIONERS JOURNAL VOUCHER
- CL CENTERLINE
- COM CITY OF MEDFORD
- DLC DONATION LAND CLAIM
- DN DOWN
- DSN DESIGN LOZIER CENTERLINE
- ENE EAST NORTHEAST
- EX EXISTING LOZIER CENTERLINE AS RESOLVED ON THIS MAP
- FB CITY OF MEDFORD FIELD BOOK
- FD FOUND
- FT FEET
- GPC GRAY PLASTIC CAP
- INTX INTERSECTION
- JCCD JACKSON COUNTY CORNER DOCUMENTS
- JCOR JACKSON COUNTY OFFICIAL RECORDS
- JCRM JACKSON COUNTY ROAD DEPARTMENT ROLL MAP 33/6 DATED 7/1940
- L LEFT
- NNE NORTH NORTHEAST
- NO. NUMBER
- NTS NOT TO SCALE
- PC POINT OF CURVATURE
- PAGE PAGE
- PRC POINT OF REVERSE CURVATURE
- PNT POINT
- PRN PRUNE CENTERLINE
- PT POINT OF TANGENCY
- R RIGHT
- RE-ESTAB RE-ESTABLISHMENT
- RPC RED PLASTIC CAP
- R.R. RAILROAD
- SE SOUTHEAST
- SN SURVEY NUMBER
- ST STREET
- WPC WHITE PLASTIC CAP
- YPC YELLOW PLASTIC CAP
- SN SURVEY NUMBER

### CURVE TABLE

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	210.44'	513.93'	23°27'40"	S 13°19'29" W	200.90'
C2	64.57'	810.00'	4°34'02"	S 03°39'33" W	64.55'
C3	91.93'	800.00'	6°35'03"	S 01°55'00" E	91.88'
C4	96.03'	800.00'	6°52'39"	S 01°46'11" E	95.97'
C5	98.04'	800.00'	7°01'18"	S 05°10'47" W	97.98'
C6	98.04'	800.00'	7°01'18"	S 05°10'47" W	97.98'
C7	69.30'	800.00'	4°57'49"	S 00°48'46" E	69.28'
C8	69.30'	800.00'	4°57'49"	S 00°48'46" E	69.28'
C9	49.00'	800.00'	3°30'33"	S 03°18'56" W	48.99'
C10	49.00'	800.00'	3°30'33"	S 03°18'56" W	48.99'
C11	49.00'	800.00'	3°30'33"	S 00°11'37" E	48.99'
C12	49.00'	800.00'	3°30'33"	S 00°11'37" E	48.99'
C13	39.31'	25.00'	90°06'02"	N 43°26'09" W	35.39'

### LINE TABLE

LINE	BEARING	DISTANCE
L1	S 01°22'32" W	105.33'
L2	S 01°40'08" W	281.75'
L3	S 01°40'08" W	127.68'
L4	S 01°40'08" W	1410.04'
L5	S 01°33'40" W	108.15'
L6	S 01°33'40" W	727.96'
L7	S 01°33'40" W	278.60'
L8	S 02°56'29" W	333.72'



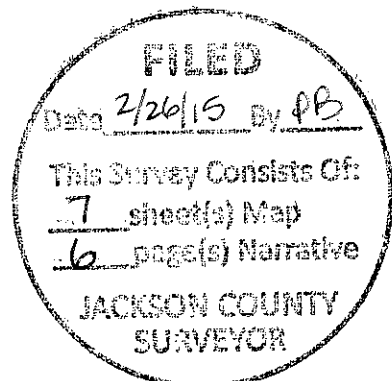
REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*[Signature]*  
OREGON  
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372W26DA 372W26DD  
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372W26DB 372W35AA  
372W26DC 372W35AD

CITY OF MEDFORD - SURVEYING DEPT.  
DRAWN BY: ZPE DATE: 2-24-15 PROJECT NO. P-1806  
CHECKED BY: JP DATE: 2-24-15 SHEET NO. 6 OF 7  
NOTES:





**NARRATIVE TO COMPLY WITH O.R.S. 209.250**

**Survey for and by:**

City of Medford Public Works Department      Project number P-1806  
200 S. Ivy Street 97501

**Location:**

Located in the East 1/2 of section 26 and the Northeast 1/4 of section 35 Township 37 South, Range 2 West, Willamette Meridian, in the City of Medford, Jackson County, Oregon.

**Purpose:**

1. To survey and resolve the right of way of Lozier Lane from West Main Street on the north to Stewart Avenue on the south, together with the right of way of Prune Street between Lozier Lane and Vick Lane.
2. To map the proposed newly designed centerline of Lozier Lane, thus creating a public record of that centerline. Based on the newly designed and mapped centerline, right of way acquisition documents will be written by this office and purchases made for the new right of way and easements required to construct street improvements within.
3. To survey and map the location of existing monuments of record in lieu of replacement of monuments in accordance with Oregon Revised Statute O.R.S. 209.150.
4. To map and document the survey control to be used in a post construction map (or report) of survey. Survey control will also be used for construction of new street improvements.

**History of Lozier Lane:**

During the research and discovery process of this survey of Lozier Lane the following historical information was uncovered:

In the late 1800's, Mr. Oliver Harbaugh owned all of the land between West Main and Stewart Avenue along what is now known as Lozier Lane. From record documents Harbaugh created a road northerly of DLC 77 by the subdivision, 'O. Harbaugh Subdivision' recorded in Jackson County November 9, 1889("re-surveyed" as noted on the plat). He also created the road southerly of DLC 76 by deeds such as Volume 18 Pages 385 and 389, both documents recorded in April of 1889 in Jackson County Recorder's office. In the aforementioned O. Harbaugh Subdivision, a 30' road was dedicated to the public. Per the deeds



south of DLC 76, Harbaugh intentionally left a 30' gore/gap (29.7' by chain and link deed calls) between the deeds. In my opinion, this gap was intended to be a road that aligned with the 1889 subdivision noted above, even though I found no call to a road in those original deeds that left the gap. Other confusion is added to the area because of fact that the subdivision and deeds were written in the same time frame but yet don't share the same dimension calls along the common lines of DLC's 76-77 or to the road now known as Lozier Lane. Furthermore document V18/P389 refers to Lots 1-6 of "Harbaugh's Second Survey" which leads to the conclusion that the descriptions were being described based on surveys. Even though the properties don't abut as would be expected by property being conveyed by the same owner, subdivided in the same time frame and based on surveys. Furthermore, the 1889 O.Harbaugh's Subdivision plat has what appears to be official written testimony as to the accuracy of the plat by the County Surveyor, J.S. Howard and the owners Oliver and Dora Harbaugh. Also, Mr. Howard made similar Certification as a Private Surveyor on the Sunset Park Subdivision (which contains the same description as the 1889 document V18/P389 referred to above) which was filed with the Jackson County clerk in 1907.

In 1904 the County Commissioners ordered a 40' petitioned road to be established per Commissioners Journals, Volume 12 Page 362. I found no history on why the road was petitioned but I would imagine that the process that Harbaugh used to originally create the road was causing access problems with the property owners. Per Commissioners Journal the road was described by the County Surveyor, Garl T. Jones, to start on the north between the "Maben" and "Warner" property. Per my research the "Maben" and "Warner" properties were described in documents recorded in Jackson County Official Records Volume 26 Page 114 and Volume 31 Page 495 respectively. These documents are a metes and bounds description of Lot 6 and a part of Lot 1 of O. Harbaugh Subdivision. The Commissioners Journals then called south 60.14 chains (3969.24') to the centerline of Griffin Creek Road, now known as Stewart Avenue. We measured 186' more than this call and the record DLC plat that was available in 1904 had a record distance of approximately 196' more than the petitioned road distance. The petitioned road description in Commissioners Journals states that stones were set at the beginning and end of the road to monument said road, I have found no record of the stones ever being found or perpetuated since then. The description also called a tie distance from the south end point, East, 10.2 chains (673.2') to the north west corner of the Orchard Home tract, also known as North East corner of DLC number 79, which we measured as 664.67' for a difference of 8.53'. The difference in measurements noted is much more than would be expected for a survey of this time. The map found with the road records in Commissioners Journals Volume 3 page 278 mislabeled the section as 25 instead of 26 which is a minor error but shows a lack of detail and possibly care with the survey. I am also concerned with the lack of surveyed ties to existing monuments called for in the O. Harbaugh Subdivision or other surveys, such as described in document V18/P389 mentioned above. In my limited experience of following petitioned road notes, calls were typically made to controlling corners and natural monuments as the survey crossed those points and lines or stakes were set and referenced. It is my opinion that the survey portion of the petitioned road was very poorly done and has led to much ambiguity and caution by local surveyors when dealing with the road location. However, Jackson County Commissioners did Order a 40' right of way established. It should also be noted that Sunset Park subdivision recorded only 3 years after the petitioned road yet made no reference to the petitioned road.

In 1912 there was a campaign to survey county roads in Jackson County. I researched and found the 1912 road notes for Lozier Lane and Stewart Avenue. Those records refer to iron pipes found at the intersections of West Main and Stewart Avenue with Lozier lane. These notes made no reference to the stones set only a few years earlier by the County Surveyor during Lozier Lane petition process. The 1912 road notes call for ties to other reference monuments that I did not find, and those reference monuments have never been found or referenced on other surveys, that I found.

From 1912 to 1950 I found very little survey information.

From 1950 until present many surveys that were done along Lozier Lane made no attempt to locate or survey the 40' right of way lines of the above mentioned petitioned road. Most surveys referred to the deed call distances and ignored the call to the road, even if the call to the road was included within a description.

Present

In 2012 preliminary work began in this office to improve Lozier Lane. In order to maximize the space available between existing homes and improvements, a new design centerline alignment was created by City of Medford Engineering department and is mapped on the included map. Based on this new design centerline, right of way is to be purchased from the majority of property owners along Lozier Lane per property descriptions written by this office. This map is being created to memorialize the new design centerline in relationship to the original centerline of Lozier lane as resolved by this survey and monuments that control the lands in this area, and as depicted on this map. After the purchase of the required right of way and the construction of the new improvements, another survey map or report will be prepared. The mapping of this new design centerline and right of way, in relationship to the original centerline and all of the monuments found, set and depicted will provide the survey information and survey control points needed to survey the newly created right of way of Lozier Lane based on the mapped design centerline. The map will also be a means to perpetuate the location of monuments to be lost and destroyed by the construction of the new road improvements.

**Procedure:**

**LOZIER LANE RESOLUTION**

**North End**

I found no monument at the intersection of West Main with Lozier Lane and no information that perpetuated past monuments that may have marked the intersection. I then utilized the procedures depicted on survey numbers 1270 and 1458 to establish the intersection. Survey 1270 correctly established the north end of Harbaugh Lots 1 and 6 at a prorated distance from the DLC corners as depicted on the attached map as computed point "B". This prorated position also agrees with the proper survey procedure to locate the North end of the petitioned road described in Commissioners Journal Volume 12 Page 362. Said petitioned road called for the line between "Mayben and Warner" which, as stated above was lots 1 and 6 of O. Harbaugh Subdivision. From this prorated point "B" the

centerline was produced northerly to intersect with the centerline of West Main as surveyed per survey number 20926 (see West Main Street resolution below). This computed intersection point is labeled as point "A" on the attached map.

Going South on Lozier Lane to the common line of DLC 76/77

Once again I utilized survey 1270 as representing the centerline of Lozier Lane from West Main Street to the common line of DLC 76/77. Per survey 1270, a found spike (see also survey numbers 490 and 594) was used to control the centerline of Lozier Lane at the common line of DLC's 76/77. This location had a survey history in the public record that began in 1952 (sn 490). I searched for this spike and found nothing. Per City of Medford field books 295 page 14 (dated 7-28-1952) and 290 page 19 (dated 1961) a tie distance of 16.12 westerly from found point 224M1 (a found 5/8" smooth iron pin set in a very old wire fence footing as also described in said field books) was used to re-establish the centerline angle point of Lozier Lane at the common line of DLC's 76/77. This point is identified as computed point "C" on the attached map.

It should be noted that I also found a 3/8" iron pin (point 255M1) 2.55' westerly of Point "C" which I believe was erroneously set by survey number 2491 in 1964. Survey 2491 depicts a 3/8" pin set 18.72' westerly of the found 5/8" iron pin described above. From surveys 490, 594 and 725 done in 1952, 1953 and 1955 a distance of 16.10' can be computed which matches said field books tie distance. The difference being 2.62' closely matches 2.55' measured by survey number 2491 and 2.58' reported on survey number 4891. It should be noted that surveys 1270, 490, 594, 725 and 2491 were all done by the same surveyor L.N. Dow.

Going South on Lozier Lane from common line of DLC 76/77 to Stewart Avenue

I am of the opinion that a jog in the centerline of Lozier Lane was never the intent, therefore computed point "C" above serves as an angle point in the center of Lozier Lane. From reviewing the surveys and narratives for surveys done along Lozier Lane, much discrepancy exists in the record, and until this time most surveyors have avoided the 40' petitioned right of way. Surveyors have made statements such as Mark Boyden did on his survey number 1865, "The right-of-way boundaries of Lozier Lane (being established as 40' feet wide by that petitioned recorded in Volume 12, pages 348,358, and 362 of the County Commissioner's Journal) have not been definitely located as of this date." Mr. Boyden did recognize a centerline that he called a "P" line and set his right of way monuments at 20' west of this "P" line, Boyden then made a disclaimer statement that the monuments "should not be considered as being on the true West boundary of Lozier Lane". Below, I explain my resolution of the intersection of Lozier Lane with Stewart Avenue, to which monuments can be traced back to 1912 road notes and perpetuated forward to 1940 Jackson County Roll Map 33/6 filed in Jackson County Surveyors office. These monuments are in close proximity to the center of the gap/ gore that Harbaugh intentionally left when conveying his land as far back as 1889 as described above. With that said I believe that the "P" line Mr. Boyden called to in survey 1865 is the true and defensible centerline of the petitioned 40' right of way of Lozier Lane between south and north boundaries of DLC number 77 and is re-established as

shown on attached map. The line being straight between computed point "C" on the north and the found spike numbered "211M1" on the south.

Lozier Lane at the intersection with Stewart Avenue.

The centerline of Stewart Avenue is well monumented as can be seen on the attached map. I found a "60d" nail (spike) at the intersection of Stewart Avenue and Lozier Lane north (noted as point "211M1" on attached map). This found spike fit the tie distances in the City of Medford field books 290 page 22, and field book 295 page 14 reasonably well. The found spike also fit the 1912 road notes mentioned above. These notes gave a tie distance of 1548.5' east from a found pipe in the centerline of Lozier Lane to a found iron pipe at a major angle point in Stewart Avenue. City of Medford field book 290 has a tie distance of 1547.93' per measurements shown on pages 20 and 23 (1961). We measured 1548.31' which places the found spike within 0.2' of the 1912 location in the easting of the point. The 1912 road notes measured a bearing break at the found pipe they surveyed at the intersection of Stewart Avenue with Lozier Lane. This bearing break would place the found pipe 2.2' southerly of the common line of DLC 77/79 as shown on said road notes. It should also be noted that City of Medford field book 290 page 19 notes a found 5/8" iron pin 0.8' southerly of the DLC line at the intersection with Lozier Lane. We searched for the iron pipe and iron pin at said locations but only found the 60d nail/spike on the DLC line as mentioned.

#### WEST MAIN STREET RESOLUTION

I utilized survey number 20926 and the found centerline monument at the angle point stationed 21+19.05 together with the ¼ corner common to sections 26 and 27 stationed 38+49.37 left 26.15 as the established centerline of West Main Street.

#### PRUNE STREET RESOLUTION

I held the found monument at the intersection of Prune and Vick Street per survey number 14673 and a best fit average of the found right of way monuments west to Lozier Lane. It should also be noted that the distance northerly from the computed intersection of Prune Street along Lozier Lane to the DLC matches the 1961 field notes from field book 290 page 19 of 135.26'.

#### **Basis of Bearing:**

Oregon State Plane system, South zone, North American Datum (NAD) 83/91. Grid Bearing as measured between North West corner of DLC number 77 (pt. #270M1) and South East corner of DLC number 76(pt. # 201M1) as S 88°20'17"E

#### **Notes:**

The coordinates listed on the attached map resemble Oregon State Plane Coordinate values and could be used for GIS purposes. They are **NOT** Oregon State Plane Coordinates and should be considered local datum plane coordinates that will return grid bearings and ground distances when inverse computation is made between coordinates listed.

The field work utilized Trimble Real Time Kinematic GPS receivers, Trimble Total Station, and Leica digital level. Redundant or closed loop measurements were made on reported survey points.

A diligent search for monuments of record were made in the area of concern. Found monuments were described and their location reported on the attached map.

**Date:**

Field work began in March 2013 and ended for purposes of this map in December of 2014.

