

# ROGUE VALLEY INTERNATIONAL-MEDFORD AIRPORT Map of Survey

Located in North 1/2 of Section 18, T37S, R1W, W.M.  
City of Medford, Jackson County, Oregon

CURVE	RADIUS	ARC LENGTH	DELTA ANGLE	CHORD LENGTH	CHORD BEARING
C1	542.96'	546.89'	57°42'36"	524.06'	S 21°45'50" W (S 22°04'09" W)
C2	602.96'	607.32'	57°42'36"	581.97'	S 21°45'50" W (S 22°04'07" W)
C3	1115.92'	166.64' ((134.36'))	8°33'21"	166.48' ((134.27'))	S 46°20'28" W ((S 47°26'11" W))
C4	1115.92'	144.71'	7°25'48"	144.61'	S 48°54'14" W
C5	1115.92'	127.78'	6°33'59"	127.71'	S 27°20'29" W
C6	1115.92'	292.05'	14°59'43"	291.22'	S 38°07'10" W
C7	1145.92'	821.50'	41°04'30"	804.02'	S 25°04'46" W (S 27°02'40" W)
C8	1195.92'	296.06' [243.98']	14°11'03"	295.30' [243.56']	S 06°41'49" W (S 06°05'32" W)
C9	1195.92'	10.42'	0°29'56"	10.42'	N 14°02'25" E
C10	1195.92'	132.47' ((115.36'))	8°20'48"	132.41' ((115.31'))	N 17°27'41" E ((N 14°42'00" E))
C11	1095.92'	740.96' [740.96']	38°44'17"	726.93'	N 18°58'27" E
C12	1145.92'	1021.17'	51°03'30"	987.71'	S 25°08'03" W

CURVE	S VALUE	SPIRAL LENGTH	SPIRAL CHORD BEARING	SPIRAL CHORD LENGTH
SP1	5°00'00"	200'	S 01°12'31" W (d.r. = S 03°10'25" W)	199.932'
SP2	5°00'00"	200'	S 48°57'01" W (d.r. = S 50°54'55" W)	199.932'
SP3	N/A	30' OFFSET SPIRAL	S 46°53'05" W [FS19969] S 46°52'21" W]	54.615' [54.69']

### CALCULATED CORNERS

Point	Northing	Easting	Description
18804	22270.951	291168.116	*POI of Sec. Line at NE cor Parcel 5, Doc. No. 96-15443 O.R.
18805	222881.475	291171.027	*PC curve, Parcel 5, Doc. No. 96-15443 O.R.
18806	222140.988	290956.242	*PI curve, Parcel 5, Doc. No. 96-15443 O.R.
18807	221854.022	290806.115	*PC curve, Parcel 5, Doc. No. 96-15443 O.R.
18811	222187.385	290917.175	*PI curve, Parcel 5, Doc. No. 96-15443 O.R.
18812	222674.088	291111.486	*PC curve, Parcel 5, Doc. No. 96-15443 O.R.
18813	222720.745	291105.679	*POI of Sec. Line at NW cor Parcel 5, Doc. No. 96-15443 O.R.
18829	221414.882	290445.306	RE: Vol 588 Pg 281 D.R. 30' offset Sta. 105+50.01
18867	221705.741	290541.403	Most Eastern cor of Doc. No. 2011-0269727 O.R. @ Sta. 2325+25
18888	221755.603	290500.518	POI of Eastern line of Doc. No. 2011-0269727 O.R. and SE arm Boundary of Parcel 5, Doc. No. 96-15443 O.R.
17228	221875.879	290527.926	SE cor Doc. No. 68-08472 O.R. (See Narrative)
17229	221787.517	290383.734	SW cor Doc. No. 68-08472 O.R. (See Narrative)
17231	221885.774	290525.400	NW cor Doc. Nos. 85-19677 & Parcel 5, 96-15443 O.R.
70000	222721.252	291254.637	NE cor Doc. No. 68-08472 O.R. (See Narrative)
70001	221966.992	291378.706	Cor in SW arm Boundary Doc. No. 68-08472 O.R.
70002	222459.394	291478.445	SE cor Doc. No. 68-08472 O.R.
70003	222718.788	289795.503	NW cor Doc. No. 68-08472 O.R.
70004	221377.634	290105.438	Most Southern cor Doc. No. 69-01526 O.R.
70005	222381.147	290105.438	POI current southerly RPZ line and Western Boundary of Parcel 5, Doc. No. 96-15443 O.R.
70028	221348.407	291148.181	POI current southerly RPZ line and Eastern Boundary of Parcel 5, Doc. No. 96-15443 O.R.

### FOUND CRATER LAKE HIGHWAY R/W MONUMENTS

Point	Northing	Easting	Station	Offset	Description
20152	222459.177	291478.445	2313+24.57	95.03	FND YPC MCMAHAN LS1913 FLUSH PER FS 18969
20153	222326.976	291570.953	2312+01.81	94.98	FND YPC NORTHWEST SURVEYING FLUSH - NO FILED SURVEY
20154	222346.820	291335.687	2315+01.89	94.81	FND YPC MCMAHAN LS1913 FLUSH PER FS 18969
20155	222276.143	291288.218	2316+01.30	85.23	FND 1 1/2" ACAP ILLEGIBLE 6" DEEP - OREGON STATE DRG NO. 88-32-13
20156	222022.393	290956.039	2320+01.27	85.05	FND YPC MCMAHAN LS1913 FLUSH PER FS 18969
20157	221966.953	290875.440	2321+01.20	85.03	FND YPC ILLEGIBLE 2" DEEP PER FS 18969
20158	221816.724	290878.636	2321+50.04	105.08	FND 1 1/2" ACAP ILLEGIBLE 3" DEEP - OREGON STATE DRG NO. 88-32-13
20159	221618.227	290432.349	2326+66.09	104.92	FND 5/8" PIN 4 EXPOSED LEANS WEST - OREGON STATE DRG NO. 88-32-13
20160	221587.006	290412.282	2327+00.13	95.04	FND 1 1/2" ACAP - OREGON STATE DRG NO. 88-32-13
20162	221420.886	290225.275	2329+50.20	85.00	FND 1 1/2" ACAP - OREGON STATE DRG NO. 88-32-13
20163	221348.407	290154.325	2330+50.26	74.87	FND 1 1/2" ACAP - OREGON STATE DRG NO. 88-32-13

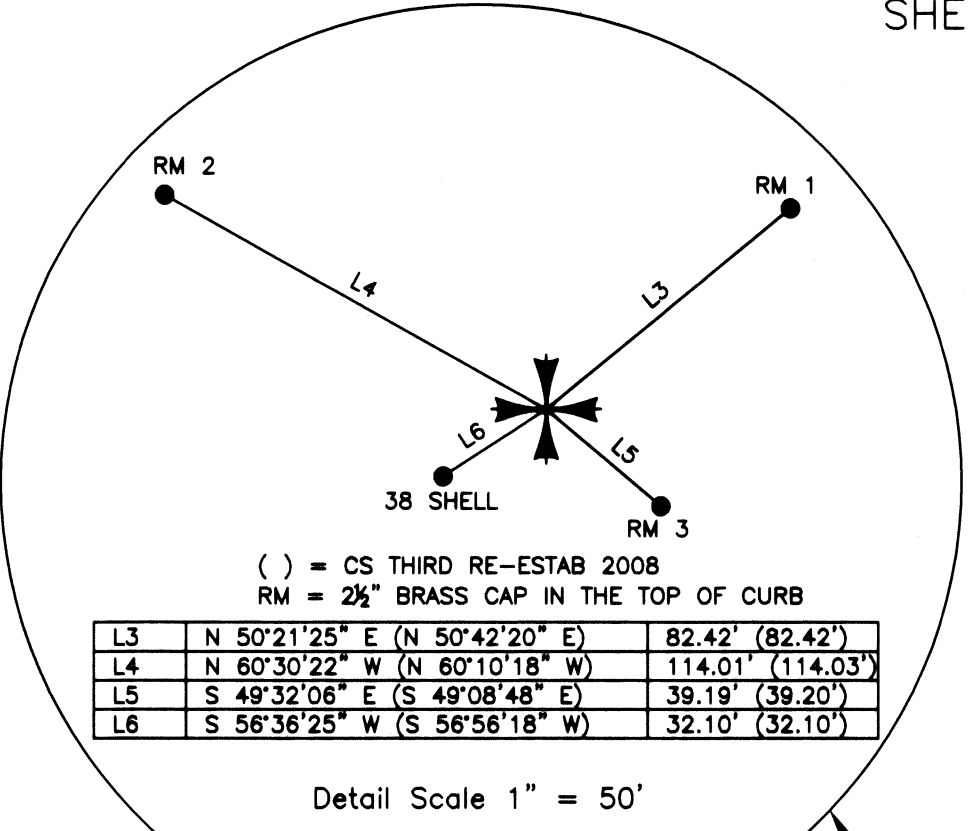
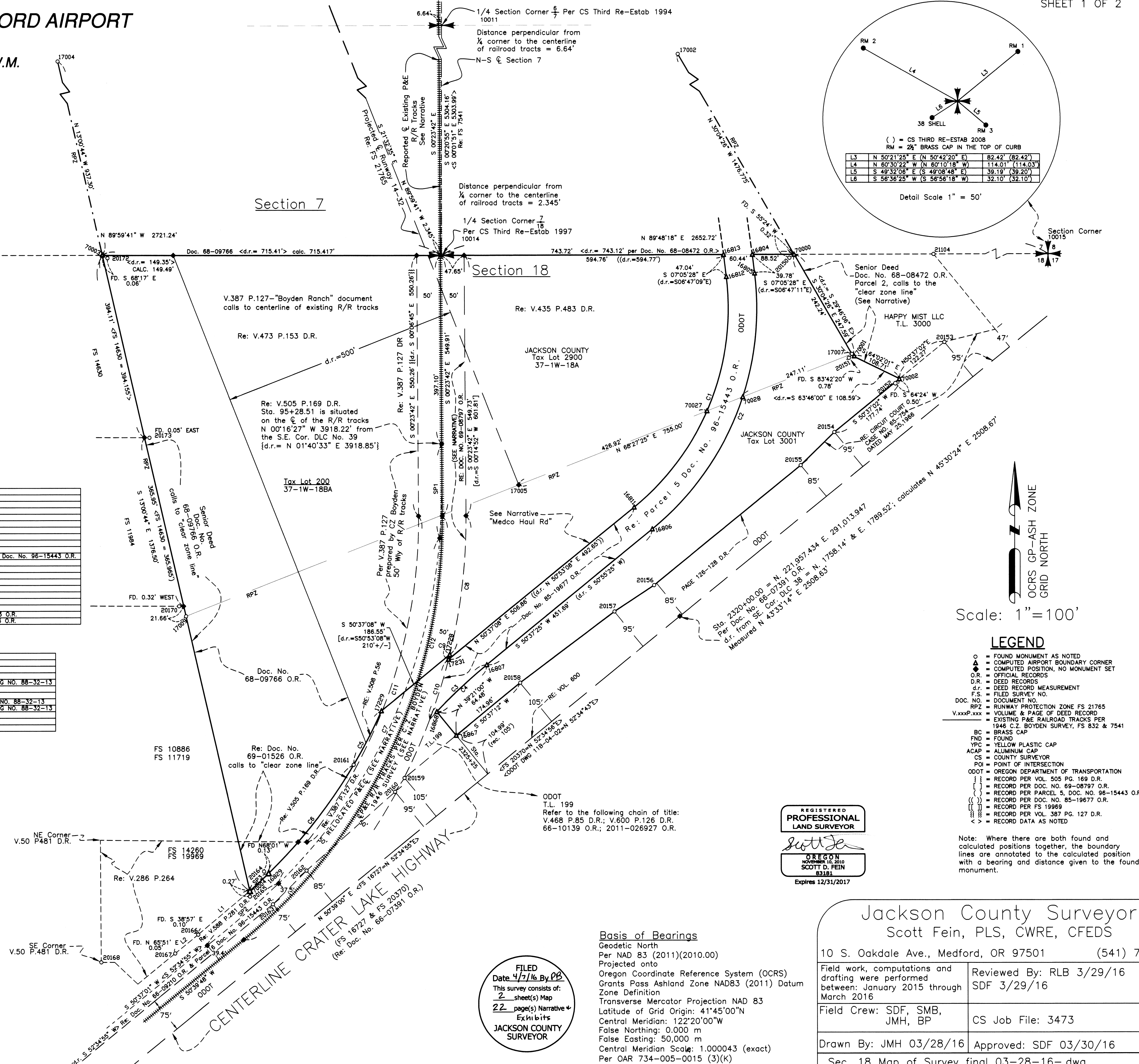
### FOUND MONUMENTS

Point	Northing	Easting	Description
10011	228022.782	290478.841	FND 2 1/2" BC 1/4 COR 6/7
10013	227718.974	287789.676	FND 3" BC SEC COR. 7/12, 13, 18
10014	222918.921	290510.567	FND 2 1/2" BC 1/4 COR 7/18
10015	222727.748	291633.624	SEC. COR. 7, 8, 17, 18 (SEE DETAIL)
17002	223999.223	290514.501	RPZ PER FS 21785
17004	223532.023	289584.489	RPZ PER FS 21785
17005	222611.615	291378.029	RPZ PER FS 21785
17009	221957.146	289971.515	RPZ PER FS 21785
20150	222721.089	291254.372	FND YPC LJ PRIAR & ASSOC PER FS 20233
20151	221378.334	290105.438	FND YPC MCMAHAN LS1913 PER FS 18969
20152	222459.177	291478.592	FND YPC MCMAHAN LS1913 PER FS 18969
20161	221644.074	290325.078	FND 5/8" PIN, ORIGIN UNKNOWN
20164	221413.012	290145.182	FND 5/8" SMOOTH PIN PER FS 19969
20165	221377.371	290105.439	FND YPC KAISER RS803 PER FS 19969
20166	221285.188	289996.466	FND 5/8" PIN PER FS 19969
20167	221245.343	289947.774	FND 5/8" PIN W/PARTIAL YPC PER FS 19969
20168	221226.434	289791.840	FND YPC KAISER RS803 PER FS 19969
20170	221918.742	289866.309	FND 5/8" PIN W/PARTIAL YPC PER FS 19969
20172	222718.767	289795.555	FND 5/8" PIN W/PARTIAL YPC PER FS 14630
20173	222334.814	289884.289	FND YPC KAISER SURVEYING PER FS 14630
21104	222722.250	291548.064	FND YPC LJ PRIAR & ASSOC. PER FS 20233

### LINE TABLE

LINE	BEARING	DISTANCE
L1	S 49°43'46" W (d.r. = S 50°07'23" W)	142.90' [142.78']
L2	S 50°37'50" W (d.r. = S 50°56'42" W)	62.97' [62.97']

T37S R1W 18BA TL 200  
T37S R1W 18A TL 2900 & 3001



### LEGEND

- = FOUND MONUMENT AS NOTED
- = COMPUTED AIRPORT BOUNDARY CORNER
- ◈ = COMPUTED POSITION, NO MONUMENT SET
- ▲ = OFFICIAL RECORDS
- D.R. = DEED RECORDS
- F.S. = FILED SURVEY NO.
- DOC. NO. = DOCUMENT NO.
- RPZ = RUNWAY PROTECTION ZONE FS 21765
- V.xxxP.xxx = VOLUME & PAGE OF DEED RECORD
- = EXISTING P&E RAILROAD TRACKS PER 1946 C.Z. BOYDEN SURVEY, FS 832 & 7541
- BC = BRASS CAP
- FND = FOUND
- YPC = YELLOW PLASTIC CAP
- ACAP = ALUMINUM CAP
- CS = COUNTY SURVEYOR
- POI = POINT OF INTERSECTION
- ODOT = OREGON DEPARTMENT OF TRANSPORTATION
- = RECORD PER VOL. 505 PG. 169 D.R.
- = RECORD PER DOC. NO. 69-08797 O.R.
- = RECORD PER PARCEL 5, DOC. NO. 96-15443 O.R.
- ( ) = RECORD PER DOC. NO. 85-19677 O.R.
- [ ] = RECORD PER FS 19969
- || = RECORD PER VOL. 387 PG. 127 D.R.
- <> = RECORD DATA AS NOTED

Note: Where there are both found and calculated positions together, the boundary lines are annotated to the calculated position with a bearing and distance given to the found monument.

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Scott Fein*

OREGON  
NOVEMBER 14, 2010  
SCOTT D. FEIN  
83181  
Expires 12/31/2017

**Basis of Bearings**  
Geodetic North  
Per NAD 83 (2011)(2010.00)  
Projected onto  
Oregon Coordinate Reference System (OCRS)  
Grants Pass Ashland Zone NAD83 (2011) Datum  
Zone Definition  
Transverse Mercator Projection NAD 83  
Latitude of Grid Origin: 41°45'00"N  
Central Meridian: 122°20'00"W  
False Northing: 0.000 m  
False Easting: 50,000 m  
Central Meridian Scale: 1.000043 (exact)  
Per OAR 734-005-0015 (3)(K)

FILED  
Date 4/7/16 By *PP*  
This survey consists of:  
2 sheet(s) Map  
22 page(s) Narrative  
Exhibits  
JACKSON COUNTY  
SURVEYOR

Jackson County Surveyor  
Scott Fein, PLS, CWRE, CFEDS

10 S. Oakdale Ave., Medford, OR 97501 (541) 774-6191

Field work, computations and drafting were performed between: January 2015 through March 2016	Reviewed By: RLB 3/29/16 SDF 3/29/16
Field Crew: SDF, SMB, JMH, BP	CS Job File: 3473
Drawn By: JMH 03/28/16	Approved: SDF 03/30/16

Sec. 18 Map of Survey final 03-28-16-dwg



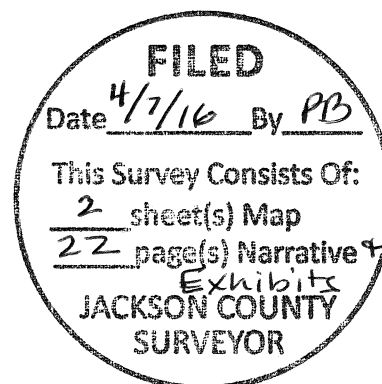
**SURVEY NARRATIVE  
IN ACCORDANCE WITH ORS 209.250**

**SURVEY FOR:**

Rogue Valley International-Medford Airport  
1000 Terminal Loop Parkway  
Medford, OR 97504

**SURVEY BY:**

Jackson County Surveyor  
Scott D. Fein, PLS, CWRE, CFEDS  
10 S. Oakdale Ave. Rm 318  
Medford, OR 97501  
541-774-6191  
[surveyor@jacksoncounty.org](mailto:surveyor@jacksoncounty.org)

**STAFF:**

Scott D. Fein, County Surveyor  
Richard L. Bath, Project Surveyor  
Steven M. Beecher, Surveying Associate  
Brian W. Paull, Surveying Associate  
Joseph M. Hall, Surveying Technician

**LOCATION:**

Northwest and Northeast Quarters of section 18 in Township 37 South, Range 1 West of the Willamette Meridian, City of Medford, Jackson County, Oregon.

**DATE:**

Field work performed between January 2015 and March 2016. Computations and drafting performed between January 2015 and March 2016.

**SURVEY METHOD:**

Utilizing Trimble R6 and R8 receivers, Trimble S6 and S7 Robotic Total Stations and Trimble TSC3 data collector running Trimble Access Software Version 2.80.200, control was established on found monuments or set temporary points. All field data was processed through Trimble Business Center Version 3.61 with reduced data being transferred to Carlson 2015 and Traverse PC V. 2015 for computations and drafting.

**Basis of Bearing:** OCRS Grants-Pass Ashland Zone; Grid North as derived from Geodetic North per the NAD 83(2011) Epoch 2010.00 Datum. Meridian Convergence Angle Project Average = 0°18'30".

**SURVEY MEASUREMENT & DATA PROCESSING PROCEDURE:**

All found monuments were positioned by direct Static GPS observation or by terrestrial traverse from temporary control points positioned from Static GPS observation. All static observations utilized a combination of the ORGN CORS stations "CTPT", "ASHL" and Jackson County Surveyor CORS station "NETRS" to produce a network solution on each point or group of points. The CORS stations were held fixed (NAD83(2011) Epoch 2010.0) as control and a fully constrained least squares adjustment was performed on the resulting baselines to the points in Trimble Business Center to certify positional tolerances of +/- 0.10 IFT at the 2 sigma 95% confidence interval. The points were output as Oregon Coordinate Reference System Grants Pass Ashland Zone (per OAR 734-005-0015(3)(k) International Foot Coordinates. Found monuments that could not be directly observed were tied by terrestrial traverse from two temporary control points. Positions for monuments utilizing reference monuments or witness corners were calculated in Carlson Survey 2015 from the associated adjusted Static GPS control coordinates.

**Narrative abbreviations:**

O.R. = Official Records; P&E = Pacific and Eastern; R/R = Railroad; FS = Filed Survey Number; RPZ = Runway Protection Zone; D.R. = Deed Records; ODOT = Oregon Department of Transportation; Vol. xx Pg. xx = Volume and Page of D.R.; Doc. No. = Document Number; DLC = Donation Land Claim; J.C. = Jackson County; R.V.I.A. = Rogue Valley International-Medford Airport; COM = City of Medford;  
***Documents which are not filed surveys in the office of the Jackson County Surveyor are cited in the supporting documents section contained herein. Documents which are not of record with a city or county clerk are cited in the supporting documents section contained herein.***

**PURPOSE:**

The initial and overall purpose of this project was to determine the perimeter boundary of the Jackson County property known as the Rogue Valley International-Medford Airport. In August 1970 the COM conveyed "all property owned by grantor in fee simple" per a blanket description per Doc. No. 70-12687 O.R. In April 1971, per Doc. No. 71-03154 O.R., the COM tried to redeem themselves by describing the real property "as accurately as possible" and thereby "clarifying the intent of the description" previous recorded in Doc. No. 70-12687 O.R. The resulting metes and very little bounds description per Doc. No. 71-03154 only continued the ambiguity in that the last call in said description reads as follows: "Excepting therefrom the portion in the Medco logging road, Public roads and certain other exceptions contained in the attached title report." A thorough investigation into the COM records and local title companies found no copy of said title report. Since there was no certainty in what property was actually conveyed, a thorough title investigation and deed research will be necessary for each portion of property that will be surveyed and filed as a Map of Survey in this office. The specific purpose of this survey was to survey and mathematically determine the location of lands owned by Jackson County, Oregon in Section 18. This review included lands owned by the City of Medford prior to 1970 and include:

V.435 P.483, V.473 P.153, V.468 P.85 of the D.R. and 68-09766, 69-01526, 69-08797 of the O.R.

Other deeds or documents used to determine the subject boundary lines were: V.59 P.520, V.387 P.127, V.505 P.169, V.508 P.56, V.588 P.281 of the D.R. and 66-09210, 66-10139, 68-08472, 85-19677, 96-15443, 2011-026927 of the O.R..

**LAND TITLE ANALYSIS & BOUNDARY RESOLUTION PROCEDURE:****North Boundary of County Property:**

The north line of Section 18 is controlled by point nos.10013, 10014, & 10015 which are found Gov't Corners as described on attached map of survey.

**P&E (Pacific and Eastern) Railroad:**

Vol. 59 Pg. 520, D.R. is a deed from W. H. Gore to Medford and Crater Lake Railroad Company for a 100 foot wide strip of land. The legal description states that the 100 foot wide strip of land is "50 feet on each side of, and parallel to the center line of said Company Railroad, as the same is staked out and located across said lands." The legal description refers to NE ¼ of the NW ¼ and the NW ¼ of the NE ¼ of Section 18 as well as other lands to the north in Section 7 and Section 6 with the 50 foot strips being relative to the north-south centerline of the said sections, but also states "as same is staked out and located over and across the west side or edge of the following described premises." The language "or edge" gives further weight that the centerline of the railroad tracks, as staked out, were not necessarily intended to be on the north-south centerline of said sections.

The J.C. Surveyor's Office has a binder labeled "P & E Right of Way Sheets – Medford to Butte Falls," Within that binder are maps showing more specific locations of the right of ways that provide certain stations and curve data not specifically described in the deeds.

Historically, the first indications that the centerline of the railroad tracks were not on the north-south centerline of the referenced sections is FS 832 by Mark Boyden in 1956 for Medford Corporation. Surveyor Boyden states in his narrative that he honored the center of the railroad tracks as the centerline of the railroad right of way, not the north-south centerline of Section 6. The centerline of the tracks is approximately 7.0 feet west of the north-south centerline of Section 6 in that specific area.

In Section 7, Filed Survey 7541, by Jerry Swanson for the Jackson County Surveyor in 1978, perpetuated the centerline of the railroad tracks as being the centerline of the 100 foot railroad right of way. In his narrative he references the above mentioned Vol. 59 Pg. 520 and mathematically locates the centerline of the tracks as 6.64 feet west of the North ¼ corner of Section 7 and 2.345 feet west of the South ¼ corner of Section 7.

In Section 18, the first indication of the location of the Medford and Crater Lake Railroad Company tracks is in 1953 and reported in Vol. 387 Pg. 127, an assignment document that was written by C. Z. Boyden, and later described in deed per Vol. 458 Pg. 357, D.R.. The legal description references the centerline of the tracks as being the controlling factor for the boundary described in said document. This information is further substantiated by a map prepared by C. Z. Boyden, found in the records of the Mark Boyden files which are in the office of the Jackson County Surveyor (see supporting documents section below). The map specifically states that the North ¼ corner of Section 18 is 2.3 feet east of the existing railroad tracks. This is further substantiated by field notes prepared by C. Z. Boyden in 1946 which shows ties to the existing centerline of the railroad tracks per the P & E Railroad also known as Medford and Crater Lake Railroad Company. Much ambiguity in deeds prepared in the mid 1960's and later is created when calls to the Pacific and Eastern Railroad right of way or Medford and Crater Lake Railroad Company right of way, which are consider to be one in the same, are referenced as being 50 feet easterly or westerly of the north-south centerline of Section 18. Discernment of how those ambiguities are dealt with will be detailed later in this narrative.

**Crater Lake Highway No. 62:**

Filed Surveys 16727 and 20370, prepared by ODOT, were utilized to determine the location of the centerline of Highway 62. Coordinates from said surveys were translated and rotated to the Jackson County survey network for this project, with the results shown on the attached map. Document No. 66-07391 O.R. describes the location of Station 2320+00 relative to the SE Corner DLC No. 38, which checks within 0.04 feet from the computed location of said Station. Based on previous conversations with ODOT surveyors, the monuments found along the northwestern right of way were held and the resulting Station and offset are shown in the corresponding table on said attached map of survey.

**West Boundary of County Property:** (Western line Tax Lot 200, 37-1W-18BA)

Document Nos. 68-09766 & 69-01526 O.R., conveyed to the City of Medford, are the senior deeds along the western boundary of the subject property. Both deeds call to the "clear zone line" of the airport. This clear zone line, known as RPZ line (Runway Protection Zone), was recently monumented by this office per Filed Survey No. 21765. This boundary had been previously monumented per FS 10886, 11719, 14260, 14630, and 19969. It is clear that surveyors Boyden and Kaiser knew the exact location of the centerline of Runway 14-32, as all said surveys were consistent with the monumented RPZ line.

**East Boundary of County Property:** (Eastern line Tax Lot 3001, 37-1W-18A)

Parcel No. 2 of Document No. 68-08472 O.R., conveyed to the City of Medford, is a senior deed along the eastern boundary of the subject property. The deed calls to the "clear zone line" but the mathematical location of that line was miscalculated based on said F S 21765. The deed record shows a distance of 743.12 feet from the North  $\frac{1}{4}$  corner of Section 18 along the section line to a point on the "clear zone line." The correct distance is 743.72 feet as shown on the attached map of survey. Filed Survey Nos. 16969 and 18178 unfortunately used the incorrect distance to monument the subject boundary. The location of those found monuments are shown relative to the correct deed corner positions.

**Relocated P&E Railroad:** (Portion Southeastern line Tax Lot 200, 37-1W-18BA)

This relocation of the railroad tracks affects a portion of the Southeastern boundary of Tax Lot 200, 37-1W-18BA. The deeds that perfected this relocation of the right of way are Vol. 505 Pg. 169, Vol. 508 Pg. 56, and Vol. 588 Pg. 281, Deed Records, all conveyed to the State of Oregon. The State later conveyed these lands back to Medford Corporation per Document No. 66-09210 O.R. The described location of the relocated centerline has been difficult to resolve. The following method was used to determine the described centerline location and the resulting 30.00 foot offset line. Vol. 505 Pg. 169 states that the point of beginning is "on the existing centerline of said railroad." Filed Survey No. 14260 & 19969 both show found ODOT monuments marking the 30.00 foot offset lines at Stations PCS 105+50.01 and PT 107+50.01. Both ODOT monuments were recovered during this survey and their resulting locations are shown on the attached map. I held the record location of the ODOT monument found at Station PT 107+50.01 per Filed Survey No. 14260 and determined the record position of the beginning point of the described centerline relative to that ODOT monument. This results in the beginning point of the described centerline to be N 00°16'27" W 3918.22' from the Southeast corner DLC 39 (record N 01°40'33" E 3918.85'). The described centerline was then rotated -01°57'54" from deed record to measured. A found monument No. 20161 (see map) of unknown origin was found on the computed 30.00 offset line which is additional evidence to support the method used for the location of this subject boundary.

**Southern Boundary of Doc. No. 69-08797 O.R.:**

(Portion Southeastern line Tax Lot 200, 37-1W-18BA)

The intent of Doc. No. 69-08797 was for Medford Corporation to convey to City of Medford a portion of the P&E Railroad right of way lying in Section 18. This conveyance was part of an original Agreement between City of Medford and Medford Corporation dated August 15, 1968, (unrecorded). A copy of said 1968 Agreement is attached to this narrative. The recorded document has numerous ambiguities lying within the body of the written description. The calls to the right of way lines being relative to the north-south centerline of Section 18 were ignored in this boundary analysis as the intent of the right of way lines were to be relative to the centerline of the railroad tracks as previously mentioned in this narrative. The following method was used to determine the described eastern and southern boundary of said described property. The eastern right of way line south of the north line of Section 18 was determined as being 50.00 feet easterly of and parallel with the existing centerline of the railroad tracks. The legal description uses the following mathematics south of the north line of Section 18 to locate the Southeast corner of the described property: "S 00°14'52" West 601.81' and 243.98 feet along the arc of a 1195.92 foot radius curve." These two dimensions add up to total 845.79'. This total dimension was used to determine the Southeast corner of said described property. From there the legal description calls S 50°53'08" W 210', more or less, to a point on the western line of the relocated P&E Railroad. The same bearing of S 50°53'08" W was used in the 1968 Agreement Document and Document No. 85-19677, so the intent of these two referenced lines was that they be parallel. The resulting calculated boundary was S 50°37'08" W 186.55' as shown on said attached map.

**“Medco Haul Road” right of way per Doc. Nos. 85-19677 O.R. & Parcel 5 of 96-15443 O.R.:**

The intent of Doc. No. 85-19677 was for City of Medford to convey to Medford Corporation a 60 foot wide strip of land lying easterly of the Medford and Crater Lake Railroad Company (P&E) easterly right of way line specifically in Section 18. Other lands described in this conveyance are within Section 7. This conveyance was part of an original Agreement between City of Medford and Medford Corporation dated August 15, 1968, (unrecorded). The recorded document is a senior deed for the described 60 foot strip of land. The mathematical calls described within the document close mathematically, but the described location of the “easterly line of the Medford and Crater Lake Railroad Company right of way” is over 15 feet easterly of the surveyed P&E right of way used for this survey. The differences are shown on the attached map of survey. The northerly boundary of Doc. No. 85-19677 is the southerly boundary of the subject County property.

The intent of Doc. No. 96-15443 was for Medite Corporation (Medford Corporation) to convey to State of Oregon certain lands for fee title ownership. Parcel 5 of said document deals specifically with the 60 foot wide strip described in aforesaid Doc. No. 85-19677. This document also closes mathematically but the described location of the “easterly right of way line of the Medford and Crater Lake Railroad Company,” in this case, is over 12 feet westerly of the surveyed P&E right of way for this survey.

The intent of the 1968 Agreement Document and both Doc. Nos. 85-19677 and Parcel 5 of 96-15443 O.R. is clear: to describe and convey a 60 foot wide strip of land between the north line of Section 18 and the easterly right of way line of the P&E Railroad (Medford and Crater Lake Railroad Company). The location of the P&E Railroad 100 foot right of way has been earlier described in this narrative and the mathematical location of the centerline and easterly right of way line is shown on the attached map of survey.

**FUTURE ODOT RIGHT OF WAY ADJUSTMENTS:**

No monuments have been set on this survey. Additional right of way adjustments, acquisitions, and easements will be created by ODOT in 2016. This map of survey is intended to show the current boundaries of County property, found monuments, and describe and show methods used to determine deed boundary locations.

**SUPPORTING DOCUMENTS:**

## Exhibit “A”

Unrecorded Agreement Document dated August 15, 1968 between CITY OF MEDFORD and MEDFORD CORPORATION. (Obtained from Job File 84-13 in the Office of the Jackson County Surveyor)

## Exhibit “B”

Field notes of a survey performed in 1946 by C.Z. Boyden of the “Boyden Ranch”. (Obtained from Boyden File 446-A)

## Exhibit “C”

Legal Description titled “Boyden Ranch East of Bullock Rd.” dated October 10, 1949 (obtained from Boyden File 446-A on file in the office of the Jackson County Surveyor) *Description is almost identical to that which was recorded as V387 P127 in the office of the Jackson County Clerk.*

## Exhibit “D”

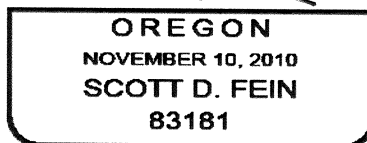
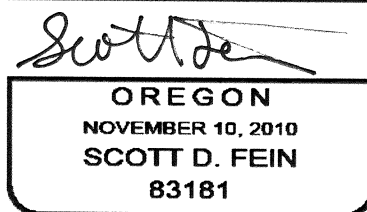
Large Survey Work Map of the “Boyden Ranch”, P&E Railroad, and Section 18 east of Bullock Road and north of State Highway 62 area in T37S R1W W.M. (exact year unknown) (obtained from the Boyden Files flat file map “I-55” on file in the office of the Jackson County Surveyor). *Survey data on this map is coincident in many places with the aforementioned Exhibit “B”.*

## Exhibit “E”

Survey of Boyden Ranch (lying easterly from Bullock Rd.) performed by C.Z. Boyden (exact year unknown) (obtained from the Boyden Files flat file map “E-83” & “N-54”). *Survey data on this map is coincident in many places with the aforementioned Exhibit “B”.*

**Prepared By:**

**Scott Fein, PLS, CWRE, CFEDS**  
Jackson County Surveyor



Renews 12/31/2017

Rec from  
by authority of Medco  
Aug 5, 1984

EXHIBIT "A"

AGREEMENT

21945

THIS AGREEMENT is made this 15<sup>th</sup> day of August, 1968, between CITY OF MEDFORD, an Oregon municipal corporation, hereinafter called the "City," and the MEDFORD CORPORATION, a Delaware corporation, hereinafter called "Medco":

RECITALS

Under Federal regulations, the continued operation and certification of the Medford-Jackson County Airport as a commercial airport, with federal support and assistance, requires that a portion of the present Medco haul road be removed from the clear zone at the south end of the principal runway. To expedite such a change economically and amicably, Medco has undertaken to accept an alternate route provided by the City, and the City has undertaken to provide the property, and road improvements necessary for the relocation of said portion of the Medco haul road. A map showing the existing road and the relocated road to be constructed has been marked Exhibit "A" and is attached hereto and by this reference made a part hereof for all purposes.

CONTRACT

Therefore, in consideration of the conveyances to be exchanged and the undertakings hereinafter contained, it is mutually understood and agreed:

1. That Medco shall convey to the City in fee simple the following described property:

Beginning at a point on the westerly line of the Medford and Crater Lake Railroad Company right-of-way, said point being North 1698.44 feet and West 51.71 feet from the South one-quarter section corner of Section 7, Township 37 South, Range 1 West of the Willamette Meridian, Jackson County, Oregon, said point being 50.00 feet westerly of (when measured at right angles to) the North-South centerline of said Section 7; thence North 89°56'32" East, a distance of 38.97 feet; thence southerly along the arc of a 1462.39 foot radius non-tangent curve to the left (the long chord of which bears South 15°03'54" East 235.74 feet) a distance of 236.00 feet to a point on the easterly line of said right-of-way; thence South 0°03'28" East along said easterly line, being parallel with and 50.00 feet easterly from said North-South centerline to a point on the South line of said Section 7, a distance of 1470.89 feet; thence South 0°14'52" West along said easterly line, being parallel with and 50.00 feet easterly from the North-South centerline of Section 18, Township 37 South, Range 1 West of the Willamette Meridian in said county and state, to the beginning of a 1195.92 foot radius curve to the right, a distance of 601.81 feet; thence southerly along said easterly line and along the arc of said 1195.92 foot radius curve to the right (the long chord of which bears South 6°05'32" West 243.56 feet) a distance of 243.98 feet; thence leaving said easterly line, South 50°53'08"

COPY

"A"

21945

West to a point on the westerly line of the relocated Pacific and Eastern Railroad right-of-way, as said right-of-way was relocated by the Oregon State Highway Commission, a distance of 210 feet more or less; thence northerly along the westerly line of said relocated Pacific and Eastern Railroad right-of-way, and along the westerly line of the Medford and Crater Lake Railroad Company right-of-way to a point which is 50.00 feet westerly from the North-South centerline of said Section 18, a distance of 390 feet more or less; thence North  $0^{\circ}14'52''$  East along the westerly line of said Medford and Crater Lake Railroad Company right-of-way, being parallel with and 50.00 feet westerly from the North-South centerline of said Section 18, to a point on the South line of said Section 7, a distance of 601.71 feet; thence North  $0^{\circ}03'28''$  West along said westerly line, being parallel with and 50.00 feet westerly from the North-South centerline of said Section 7, to the point of beginning, a distance of 1698.17 feet.

Containing 4.0 acres, more or less;

which is portrayed and outlined in blue in Exhibit "A". The deed shall be delivered at the time hereinafter provided.

2. That the City shall concurrently therewith convey to Medco in fee simple the following described real property:

Beginning at a point on the easterly line of the Medford and Crater Lake Railroad Company right-of-way, as said right-of-way is described in Volume 59, Page 520 of the deed records of Jackson County, Oregon, said point being North 1698.54 feet and East 48.29 feet from the South one-quarter section corner of Section 7, Township 37 South, Range 1 West of the Willamette Meridian, Jackson County, Oregon, said point being 50.00 feet easterly of (when measured at right angles to) the North-South centerline of said Section 7; thence southerly along the arc of a 1402.39 foot radius non-tangent curve to the left (the long chord of which bears South  $21^{\circ}05'43''$  East 496.88 feet) a distance of 499.51 feet to a point of tangency; thence South  $31^{\circ}17'58''$  East a distance of 416.45 feet; thence southerly along the arc of a 1175.92 foot radius curve to the right (the long chord of which bears South  $19^{\circ}03'43''$  East 498.51 feet) a distance of 502.32 feet; thence South  $6^{\circ}49'28''$  East to a point on the South line of said Section 7, said point being South  $89^{\circ}55'41''$  East 655.20 feet from the South quarter corner of said section, a distance of 411.68 feet; thence South  $6^{\circ}49'28''$  East a distance of 39.78 feet; thence southerly along the arc of a 602.96 foot radius curve to the right (the long chord of which bears South  $22^{\circ}01'50''$  West 581.97 feet) a distance of 607.32 feet; thence South  $50^{\circ}53'08''$  West, a distance of 451.69 feet; thence westerly along the arc of a 1115.92 foot radius curve to the left (the long chord of which bears South  $47^{\circ}26'11''$  West 134.27 feet) a distance of 134.36 feet more or less to a point on the easterly line of the Medford and Crater Lake Railroad Company right-of-way; thence northerly along said easterly right-of-way line along the arc of a 1195.92 foot radius curve to the left (the long chord of which bears North  $14^{\circ}42'00''$  East 115.31 feet) a distance of 115.36 feet; thence North  $50^{\circ}53'08''$  East a distance of 492.65 feet; thence northerly along the arc of a 542.96 foot radius curve to the left (the long chord of which bears North  $22^{\circ}01'50''$  East 524.06 feet) a distance of 546.89 feet; thence North  $6^{\circ}49'28''$  West to a point on the South line of said Section 7, said point being South  $89^{\circ}55'40''$  East 594.77 feet from the South quarter corner of said section, a distance of 47.03 feet; thence North  $6^{\circ}49'28''$  West a distance of 404.43 feet; thence northerly along the arc of a 1115.92 foot radius curve to the left



distance of 476.69 feet; thence North 31°17'58" West a distance of 416.45 feet; thence northerly along the arc of a 1462.39 foot radius curve to the right (the long chord of which bears North 25°29'38" West 295.86 feet) a distance of 296.36 feet to a point on the easterly line of the Medford and Crater Lake Railroad Company right-of-way; thence North 0°03'28" West along said easterly line to the point of beginning, a distance of 227.71 feet.

Containing 5.8 acres, more or less;

which is portrayed and outlined in red in Exhibit "A."

3. That on the property described in Paragraph 2, to be conveyed to Medco, the City shall, at its expense, construct a road to the same width and standards, and of the same materials, as Medco's existing connecting roads. The road will be at the elevation, grade and location portrayed in Exhibit "A" with the culverts and other appurtenances therein shown. When the said road is completed, it shall be the property of Medco.

4. That until the City completes the road, Medco shall have the right to continue using all of its existing roads without interruption or interference on the part of the City or any of its contractors.

5. That upon satisfactory completion of the new road segment, Medco shall deliver to the City its deed conveying the property described in Paragraph 1, and the City shall have immediate right to possession thereof, and the City shall deliver to Medco, concurrently therewith, its deed described in Paragraph 2, and Medco shall have immediate right to the use and possession thereof and of the road and facilities thereon situated, but no structure or vehicle thereon (including load) shall exceed seventeen (17) feet in height above elevations shown on Exhibit "A."

DATED and SIGNED this 15 day of August, 1968.

CITY OF MEDFORD

ATTEST:

A. F. Musson  
City Recorder

BY James D. Dunbar  
Mayor

MEDFORD CORPORATION

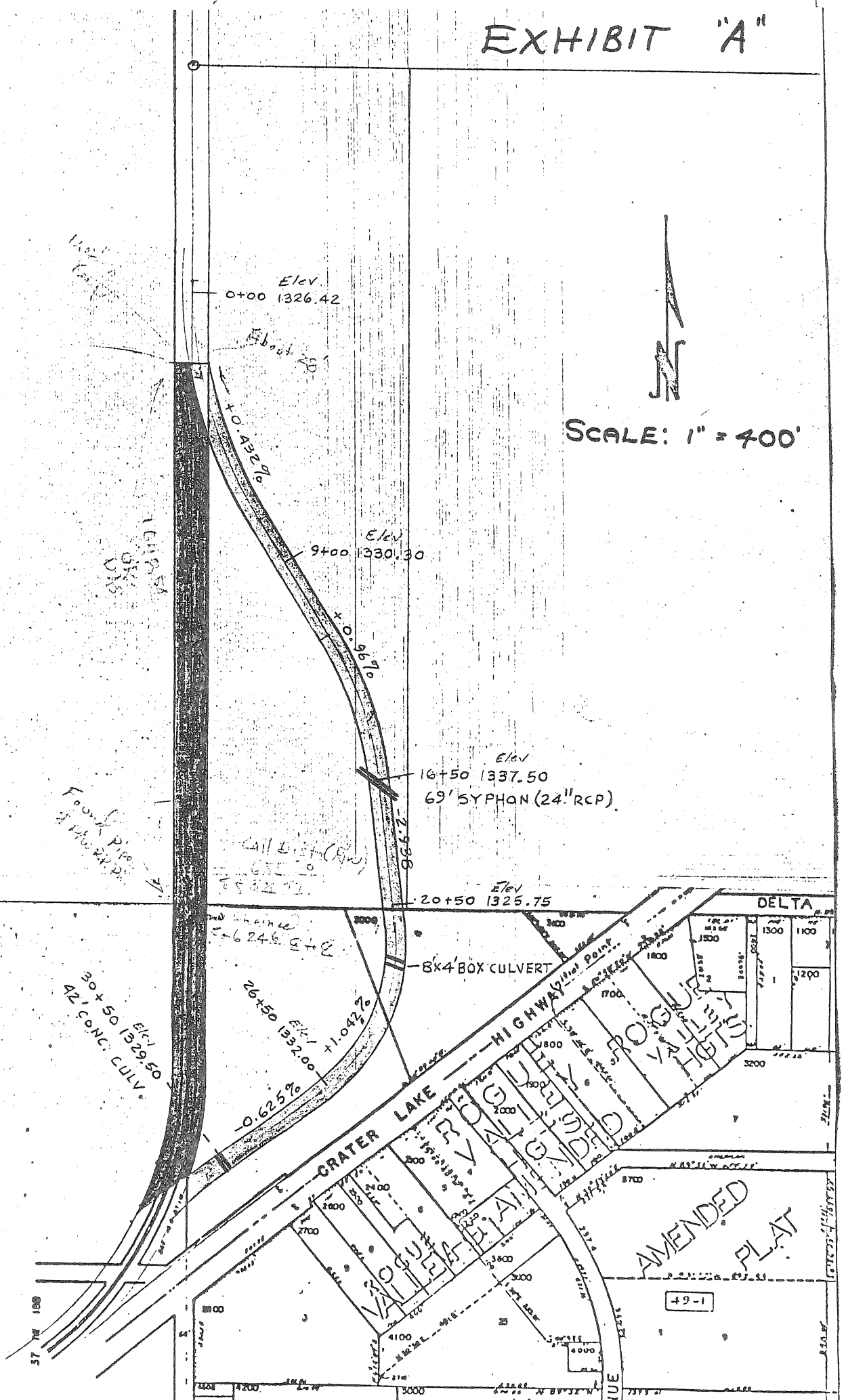
BY R. J. Hogan President

Dunbar Korhanan

# EXHIBIT "A"



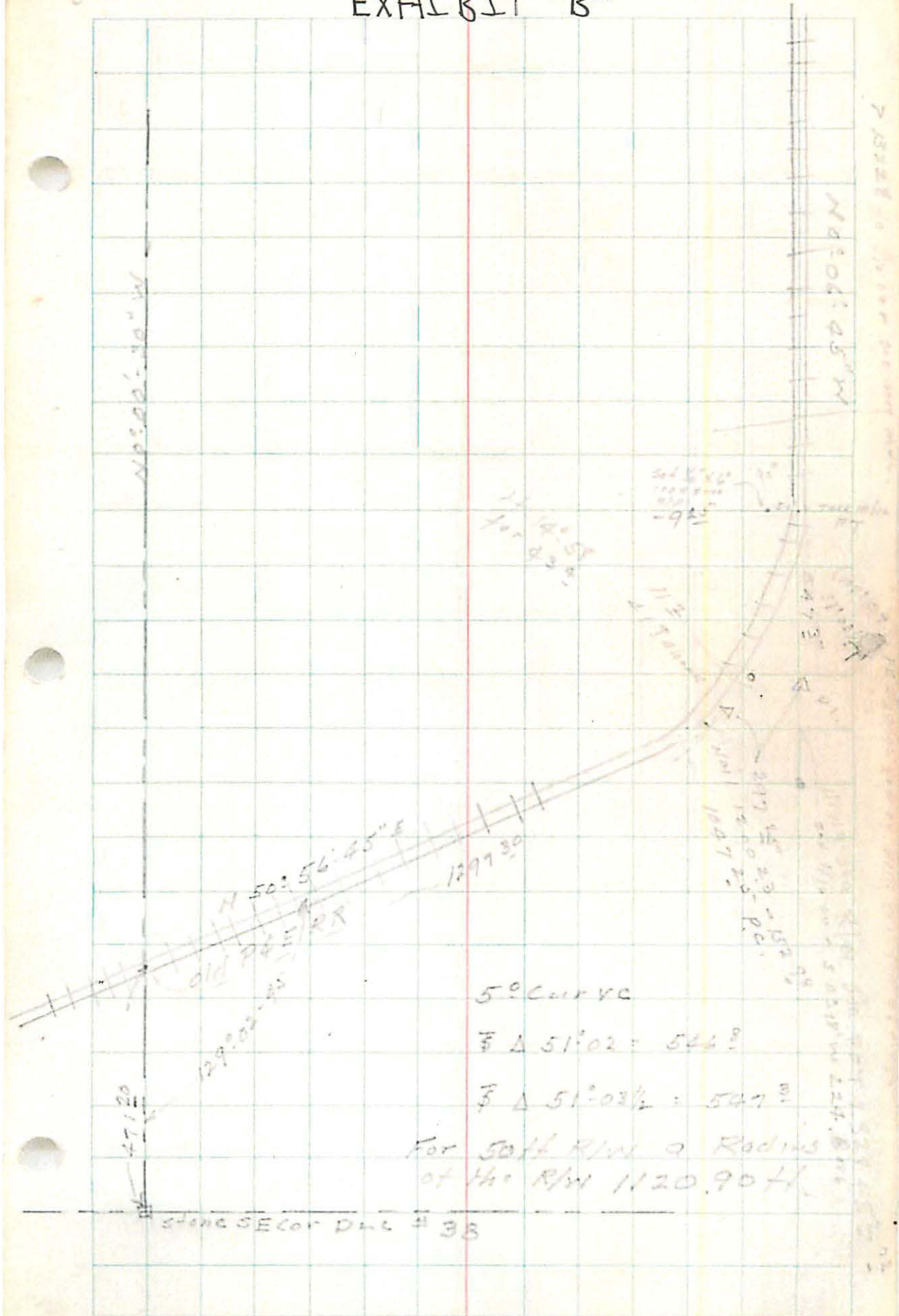
SCALE: 1" = 400'



REF TO  $\Delta 51^{\circ}02'$   
50 curve

21945

# EXHIBIT "B"



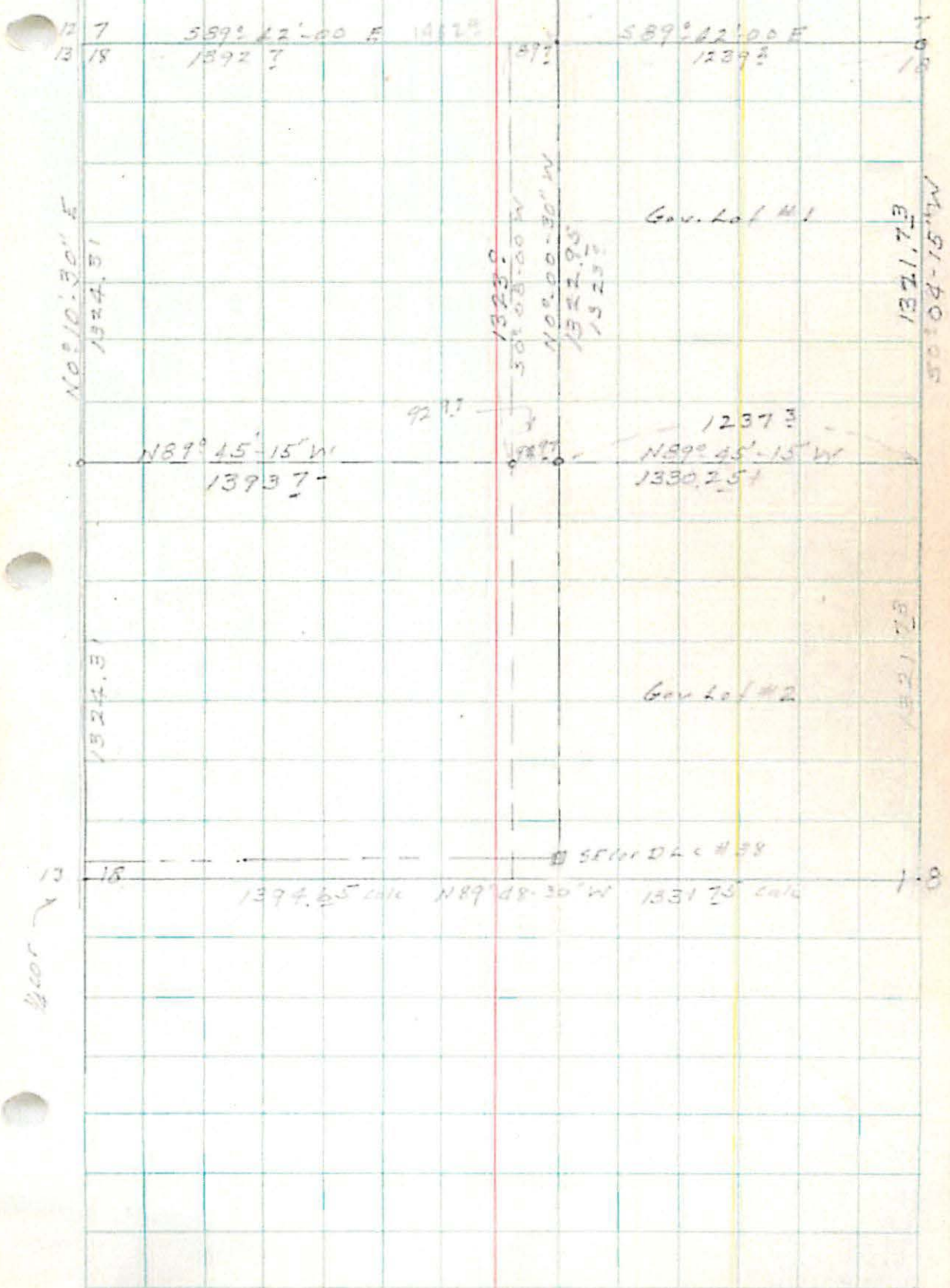
Plotted to Middle Rd. In plan sec lot 7 blk 1 1291.19





NW 1/4 Sec 18 T37S R1W

NECOR DLC # 38









"B"

21945

1/2" pipe NW  
long 12' x 22'  
516 157 31 W

N 0° 20' 30" W 94' 38"

C.Z.B. DATA

589° 08' 20" E 512 23

set 7/8" x 31" iron pipe

IP North 253 54  
IP West 28 10' 31'

N 46° 25' W  
112' 10"

Gleason  
Erx  
2<sup>nd</sup> quarter

550° 21' 45"  
559' 45"

589° 08' 20" E 435 7

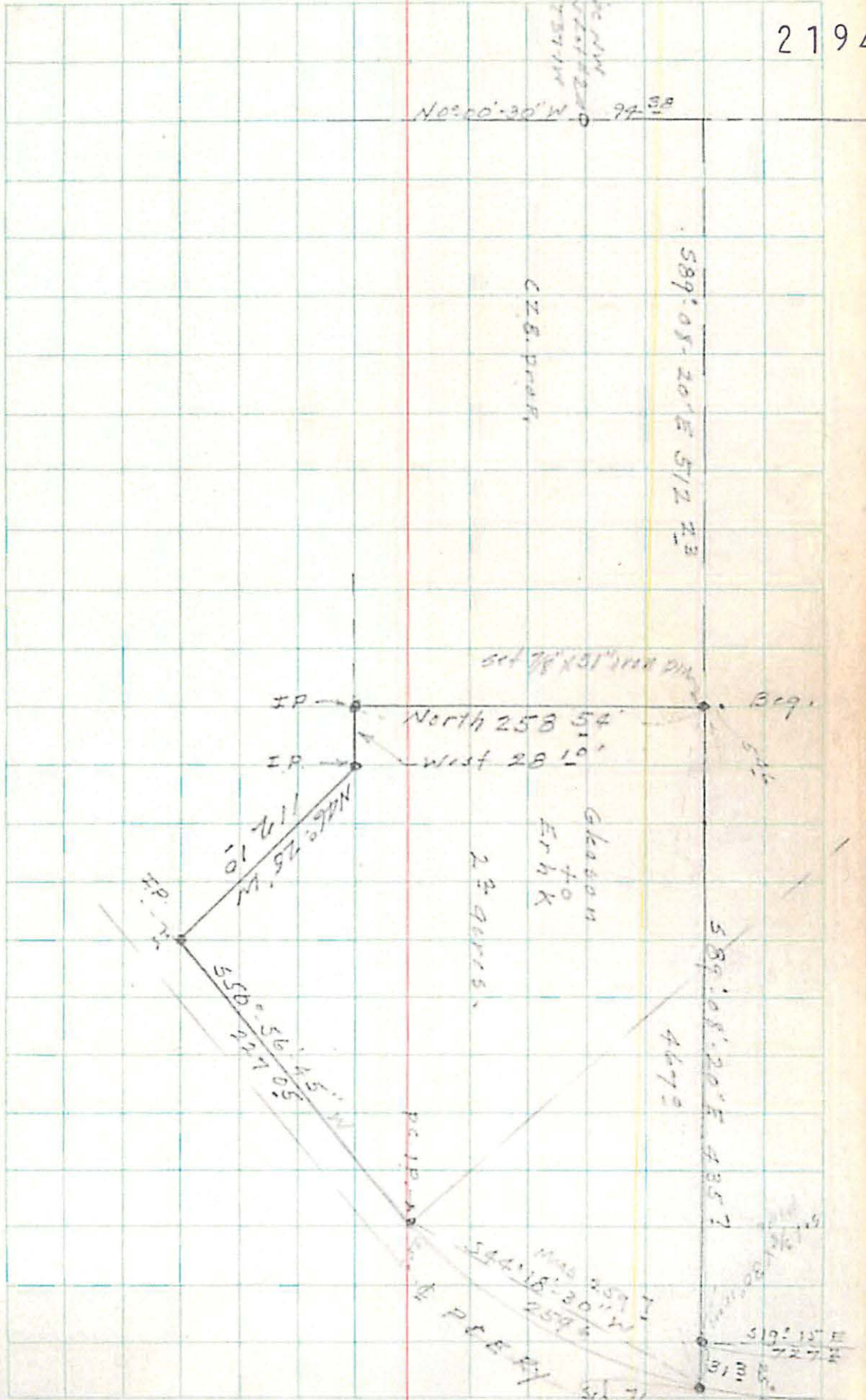
467 9

P.C.I.P. DATA

N 44° 18' 30" W  
259'

P.C.E. DATA

133° 26' 1/2



21945

"B"

NW cor Gov Lot #2 T37S R1W

set  $1\frac{1}{2}$  x 55' galv iron pipe for cor.

from which the center of an

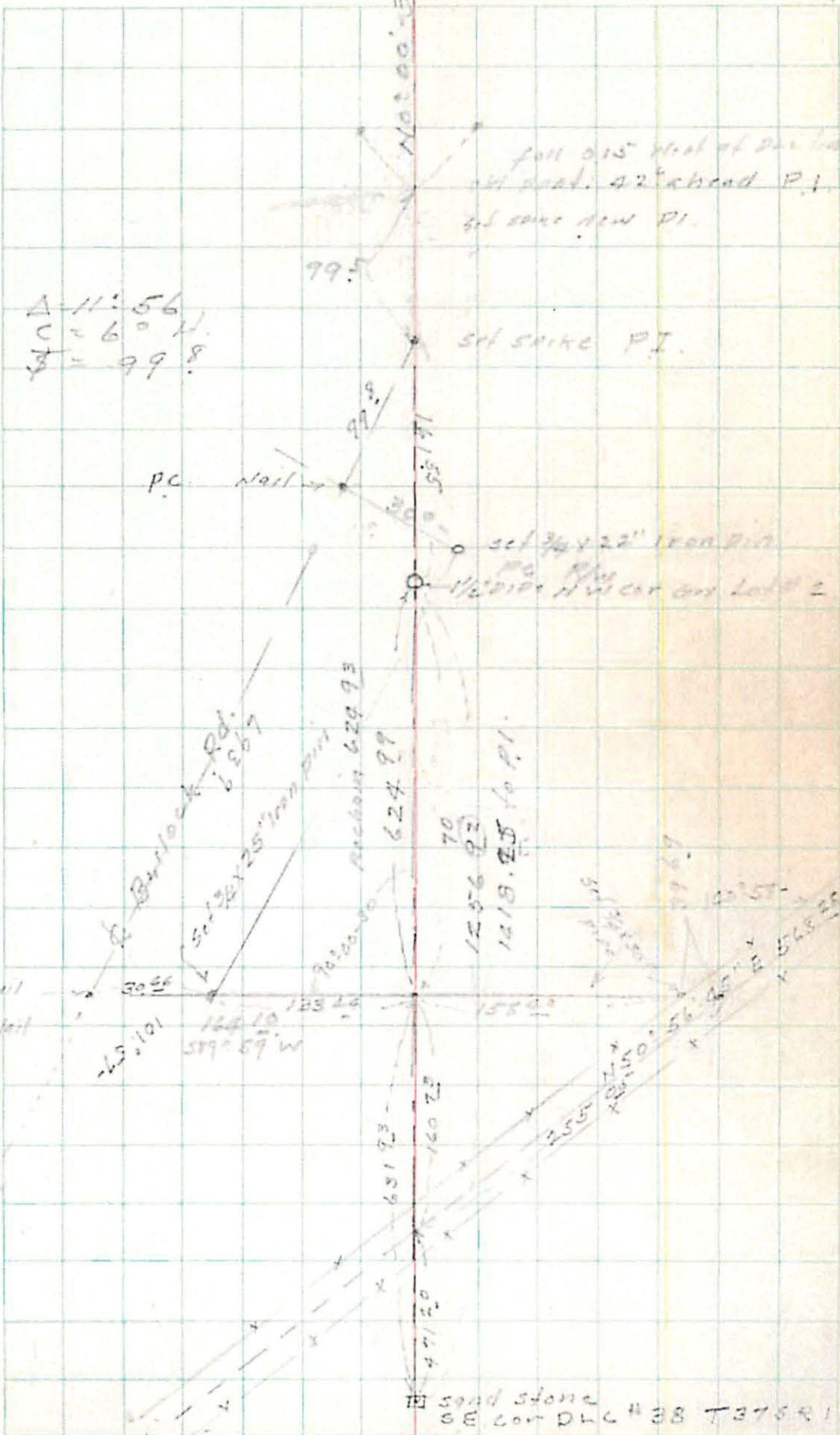
19" W.P. with two blazed brs

N $80\frac{1}{4}$ ° E - 127  $\frac{1}{2}$  feeta  $3\frac{1}{4}$  x 22" iron pin located at the

P.C. of the Ely R/W of 6° curve

County Rd bears N10° 19' E

2547 feet.



$\Delta = 11:56$   
 $C = 6^\circ W$   
 $\beta = 99.8$

full 315' West of old line  
 set spike new PI.

set spike PI.

set 3/4 x 22" iron pin  
 1/2" dip in cut on Lot 2

Barlock Rd.  
 5 x 25' iron pin

Anchor 629.93  
 624.99

1256.93  
 1418.25 to PI.

30.56  
 164.10  
 579.57 W

133.25

152.10

681.23

140.23

255  
 256  
 257

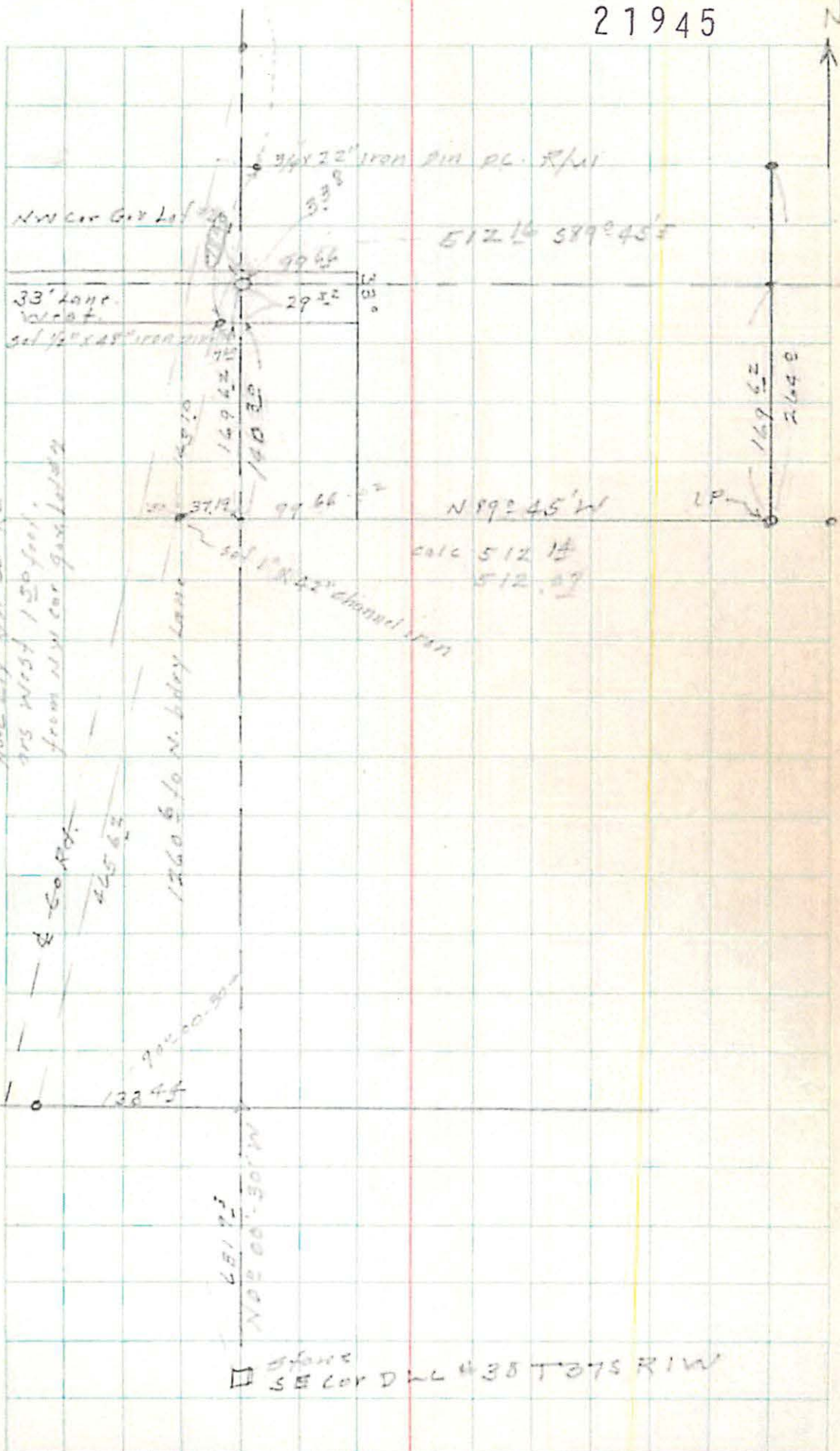
sand stone  
 SE cor DUC #38 T375R1W

DDE R7

a

21945

"B"

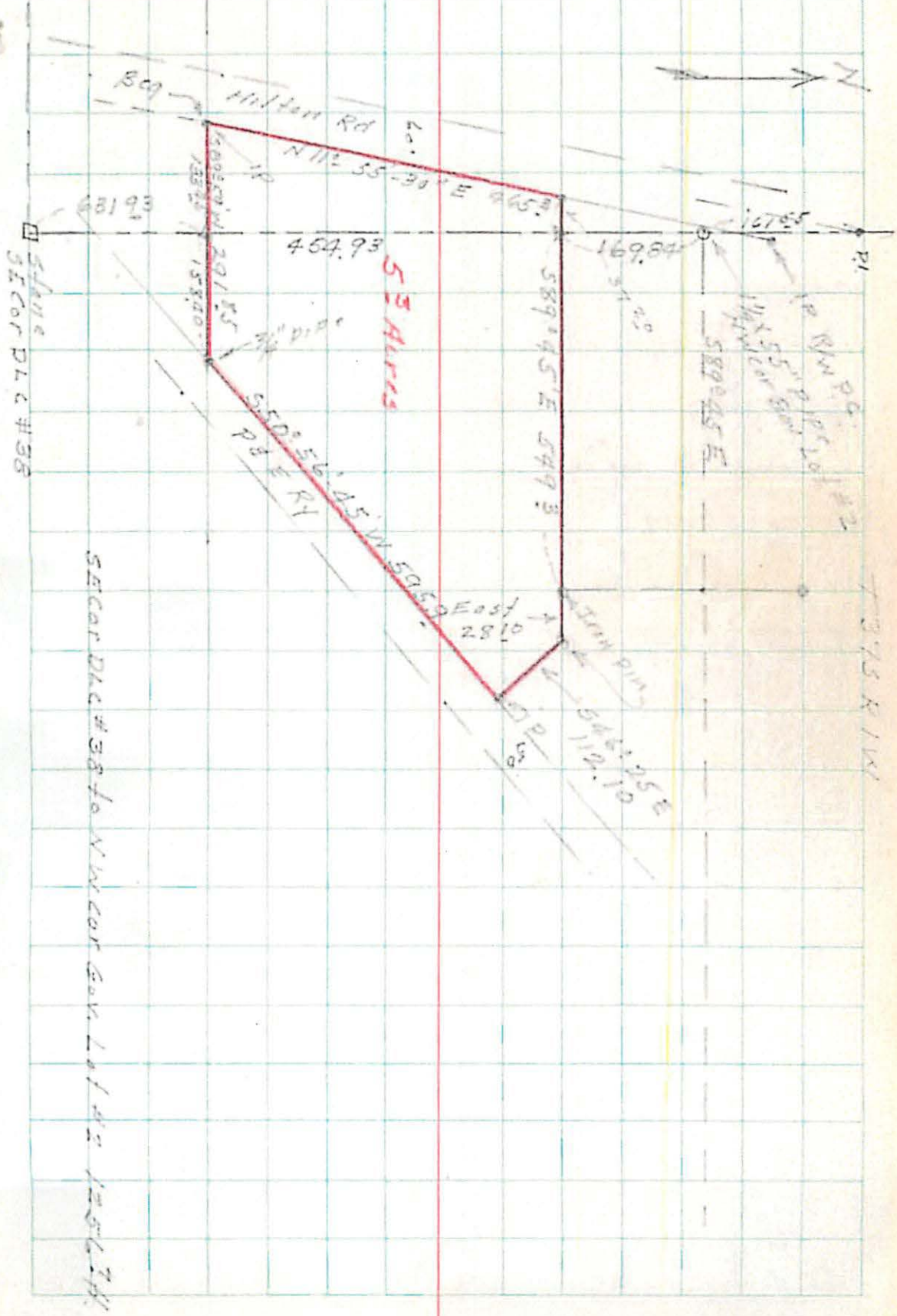


Nov 5, 1946  
CRB LIS L.D.P.

"B"

First day

21945



SEAR D.L.C. #38

SEAR D.L.C. #38 for NW COR Gov Lot 42 1256.74

Commencing at the Southeast corner of D.L.C. No. 38, Township 37 South, Range 1 West, Willamette Meridian, Jackson County, Oregon; thence N.  $0^{\circ} 00' 30''$  W., along the east boundary of said D.L.C. No. 38, 1086.86 feet; thence N.  $89^{\circ} 45'$  W. 37.20 feet to a 1-inch channel iron on the easterly boundary of the county road for the point of beginning;

Thence N.  $11^{\circ} 55' 30''$  E., along said road right-of-way, 222.31 feet to a point of curve;

Thence continue along said right-of-way on the arc of a 984.93 foot radius curve to the left 205.14 feet (the long chord of which curve bears N.  $5^{\circ} 57' 30''$  E. 204.77 feet);

Thence continue along the said right-of-way line parallel to and 30.0 feet at right angles from the east boundary of said D.L.C. No. 38 N.  $0^{\circ} 00' 30''$  W. 1070.76 feet to the intersection with the section line between Sections 7 and 18, said Township and Range;

Thence along said Section line S.  $89^{\circ} 42'$  E. 1156.70 feet to the westerly right-of-way line of the Medford logging railroad, being 50.0 feet at right angles from the centerline of said tracks as located and constructed;

Thence along said railroad right-of-way S.  $0^{\circ} 06' 45''$  E. 550.26 feet to a point of curve;

Thence along said right-of-way along the arc of a 1095.92 foot radius curve to the right 740.96 feet (the long chord of which curve bears S.  $19^{\circ} 15'$  W. 726.91 feet);

Thence along the centerline of an abandoned county road N.  $89^{\circ} 08' 20''$  W. 435.67 feet;

Thence South 258.54 feet;

Thence N.  $89^{\circ} 45'$  W. 549.3 feet to the point of beginning containing 34.06 acres, more or less.

October 10, 1949



EXHIBIT "D" 21945



19

SUBDIVISION  
HILTON  
MAY 20 1900

100.00  
50.00  
100.00

100.00  
50.00  
100.00

100.00  
50.00  
100.00