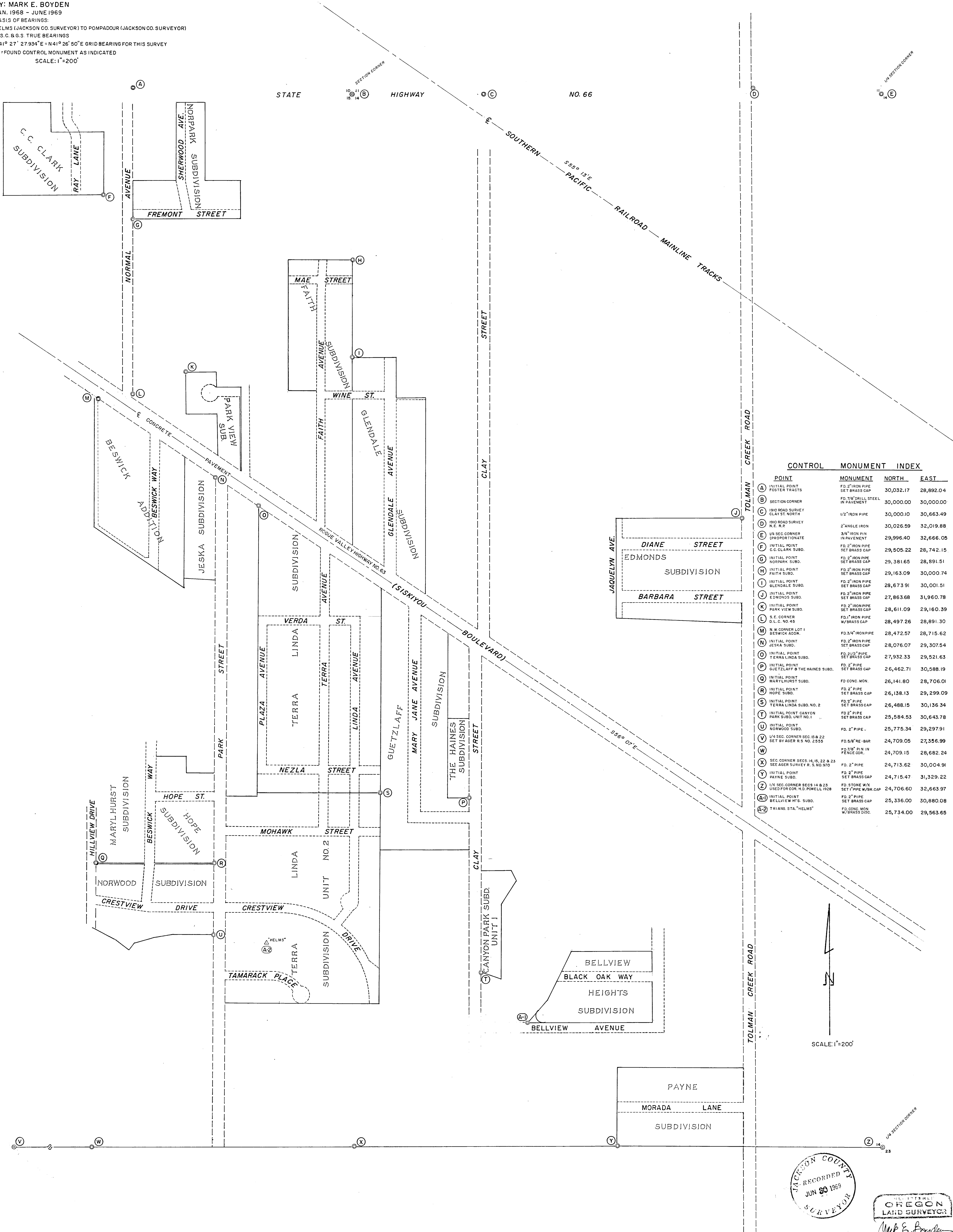


4033
SURVEY FOR THE
CITY OF ASHLAND
LOCATED IN SECTIONS:
14 AND 15, T. 39 S., R. 1 E., W.M.
BY: MARK E. BOYDEN
JAN. 1968 - JUNE 1969
BASIS OF BEARINGS:
HELMS (JACKSON CO. SURVEYOR) TO POMPADOUR (JACKSON CO. SURVEYOR)
U.S.C. & G.S. TRUE BEARINGS
N 41° 27' 27.934" E - N 41° 26' 50" E GRID BEARING FOR THIS SURVEY
● FOUND CONTROL MONUMENT AS INDICATED
SCALE: 1"=200'



CONTROL MONUMENT INDEX			
POINT	MONUMENT	NORTH	EAST
(A) INITIAL POINT FOSTER TRACTS	FD 2" IRON PIPE SET BRASS CAP	30,032.17	28,892.04
(B) SECTION CORNER	FD 7/8" DRILL STEEL IN PAVEMENT	30,000.00	30,000.00
(C) 1910 ROAD SURVEY CLAY ST. NORTH	1/2" IRON PIPE	30,000.10	30,663.49
(D) 1910 ROAD SURVEY N.E. R.R.	2" ANGLE IRON	30,026.59	32,019.88
(E) 1/4 SEC. CORNER (PROPORTIONATE)	3/4" IRON PIN IN PAVEMENT	29,996.40	32,666.05
(F) INITIAL POINT C.C. CLARK SUBD.	FD 2" IRON PIPE SET BRASS CAP	29,505.22	28,742.15
(G) INITIAL POINT NORPARK SUBD.	FD 2" IRON PIPE SET BRASS CAP	29,381.65	28,891.51
(H) INITIAL POINT FAITH SUBD.	FD 2" IRON PIPE SET BRASS CAP	29,163.09	30,000.74
(I) INITIAL POINT GLENDALE SUBD.	FD 2" IRON PIPE SET BRASS CAP	28,673.91	30,001.51
(J) INITIAL POINT EDMONDS SUBD.	FD 2" IRON PIPE SET BRASS CAP	27,863.68	31,960.78
(K) INITIAL POINT PARK VIEW SUBD.	FD 2" IRON PIPE SET BRASS CAP	28,611.09	29,160.39
(L) S.E. CORNER D.L.C. NO. 45	FD 1" IRON PIPE W/ BRASS CAP	28,497.26	28,891.30
(M) N.W. CORNER LOT 1 BESWICK ADD.	FD 3/4" IRON PIPE	28,472.57	28,715.62
(N) INITIAL POINT JESKA SUBD.	FD 2" IRON PIPE SET BRASS CAP	28,076.07	29,307.54
(O) INITIAL POINT TERRA LINDA SUBD.	FD 2 1/2" PIPE SET BRASS CAP	27,932.33	29,521.63
(P) INITIAL POINT GUETZLAFF & THE HAINES SUBD.	FD 2" PIPE SET BRASS CAP	26,462.71	30,588.19
(Q) INITIAL POINT MARYL HURST SUBD.	FD CONC. MON.	26,141.80	28,706.01
(R) INITIAL POINT HOPE SUBD.	FD 2" PIPE SET BRASS CAP	26,138.13	29,299.09
(S) INITIAL POINT TERRA LINDA SUBD. NO. 2	FD 2" PIPE SET BRASS CAP	26,488.15	30,136.34
(T) INITIAL POINT CANYON PARK SUBD. UNIT NO. 1	FD 2" PIPE SET BRASS CAP	25,584.53	30,643.78
(U) INITIAL POINT NORWOOD SUBD.	FD 2" PIPE	25,775.34	29,297.91
(V) 1/4 SEC. CORNER SEC. 14, 15, 22 & 23 SET BY ADG. R.S. NO. 2555	FD 5/8" RE-BAR	24,709.05	27,356.99
(W) SEC. CORNER SEC. 14, 15, 22 & 23 SEE ADG. SURVEY R. S. NO. 970	FD 2" PIPE	24,709.15	28,682.24
(X) INITIAL POINT PAYNE SUBD.	FD 2" PIPE SET BRASS CAP	24,715.47	31,329.22
(Y) 1/4 SEC. CORNER SEC. 14 & 23 USED FOR COR. H.D. POWELL 1928	FD STONE W/X SET 1" PIPE W/BR. CAP	24,706.60	32,663.97
(Z) INITIAL POINT BELLVIEW HTS. SUBD.	FD 2" PIPE SET BRASS CAP	25,336.00	30,880.08
(A-2) TRIANG. STA. "HELMS"	FD CONC. MON. W/ BRASS DISC.	25,734.00	29,563.65

JACKSON COUNTY
RECORDED
JUN 30 1969
SURVEYOR

MARK E. BOYDEN
JACKSON COUNTY
LAND SURVEYOR
NOVEMBER 9, 1961
MARK E. BOYDEN
221

(1) Clay Street (in Northwest Quarter Section 14), 60 feet wide (see Deed Volume 19, Page 132).

(2) Road along the Easterly boundary of BELLEVUE (Boulevard Southwesterly to South boundary of Section 14) 60 feet wide (see Deed Volume 16, Page 142).

(3) State Highway No. 66

a. County Road Petition (East of Clay Street to East Main Street) Road Records Volume 3, Page 440.

b. County Road Petition (Walker Avenue to Clay Street, variable width 50 feet and 45 feet) see County Commissioner's Journal, Volume 14, Page 430.

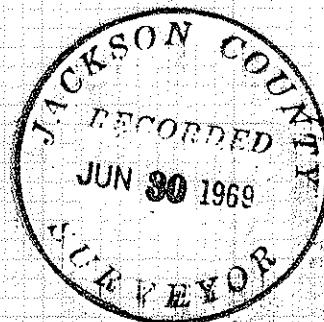
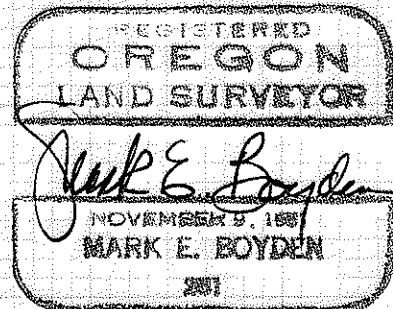
c. Widening at the railroad right-of-way see 50-foot strip reserved by Jackson County in Deed Volume 145, Page 51.

d. Vacation of highway at the railroad crossing (see County Commissioner's Journal Volume 19, Page 34).

4. Bellevue Avenue, Deed Volume 333, Page 499, Volume 346, Page 464 and Volume 344, Page 335.

Respectfully submitted,

June 30, 1969



a 5/8" iron pin found bears Southerly, 29.97 feet; the Southwest corner of the rock-faced Knights Inn Motel building bears North 35° 52' West, 72.9 feet.

This pin position was checked on this survey and found to agree surprisingly close with our mid-point coordinate position, and therefore accepted as the true corner.

At the Quarter corner common to Sections 14 and 15, a deep hole was dug approximately one foot below the water main, but the monument referred to and referenced on TERRA LINDA SUBDIVISION NO. 2 (Recorded Survey #2573) was not recovered. This corner position can be determined either by a further excavation or ties to adjoining lot corners. It should be noted that the tie to this corner as shown from the initial point of TERRA LINDA SUBDIVISION NO. 2 is considerably in error with the subdivision lot dimensions. Further investigation as to its mode of establishment is suggested before its utilization as the true Quarter Section Corner.

Ties were made to monuments found on the County 1910 Road Survey on Highway 66 at Clay Street (North) and Tolman Creek Road to assist in verifying the locations of Siskiyou Boulevard, Clay Streets North and South and Tolman Creek Road.

Clay Streets North and South from Highway 66 can be reasonably located from said 1910 Road Survey, and is probably the best present known evidence for the true centerlines.

The location of Tolman Creek Road is very difficult, in that the existing road does not agree with ties to the North and South Quarter corners of Section 14 (see County Road Records, Volume 3, Page 28).

Further confusion is added with a right-of-way deed running along the fractional Section line (see Deed Volume 17, Page 57).

It is recommended that a mean average of the existing monuments and fences be utilized for an Engineer's centerline from Highway 66 South to the South boundary of Section 14. This centerline could then be properly legalized and monumented as the true centerline of the 60-foot right-of-way by the City of Ashland, and portions of the recorded right-of-way lying outside the new 60-foot right-of-way be vacated.

In our research for deeded road rights-of-way, we have recovered some of same as follows:

The initial point pipes found and indicated as "set Br. Cap", were filled with concrete and City of Ashland bronze caps set on top and stamped "Init. pt." and the subdivision name.

Inconsistencies in procedure by Surveyor Ager indicate confusion in determining the true boundaries of lots within BELLEVUE (a subdivision recorded in 1888) and the position for the corner common to Sections 14, 15, 22 and 23. Recorded subdivisions as monumented should control the lot boundaries unless they have overplatted their ownership.

Additional ties to old monuments set previous to the Ager subdivisions and further records research might develop the legal positions for the lots in BELLEVUE, but it should be pointed out that gross mathematical errors appear on the original plat, that make an acceptable solution extremely difficult.

The Southeast corner of D.L.C. #45 was found monumented by a sandstone with tack and re-monumented with an iron pipe with bronze cap by the County Surveyor's office in 1964. For more details on this re-monumentation, see the corner report file in the County Surveyor's office.

At the Quarter corner common to Sections 14 and 23, referenced the found stone monument with cross on the East side of a fence corner post and set a 1" x 36" galvanized iron pipe with 2-1/2" bronze cap stamped:

City of Ashland
T. 39 S. R. 1 E.
1/4 14 cor.
23
1969

from which:

chisled a cross and set concrete nail in center near the Southwest corner of a concrete irrigation box which bears North 87° 50' East, 27.63 feet; scribed a 10" Cottonwood "RS 281-BT" which bears North 3° 15' East, 15.7 feet to the face of the upper blaze.

At the Quarter corner common to Sections 15 and 22, found the 5/8" re-bar monument set for corner on Recorded Survey No. 2555. This position appears reasonable with ties to adjoining corners, but was not verified before further spadework is exercised in the near vicinity for a older monument that may exist.

At the Quarter corner common to Sections 11 and 14, found a 3/4" iron pin set on a proportionate measurement by Surveyor J. A. Hoffbuhr in 1968.

From said pin corner, a 5/8" iron pin found bears Northerly, 29.97 feet;

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

FOR: City of Ashland
City Hall
Ashland, Oregon

PURPOSE: (1) To enclose a designated area in Southeast Ashland, tying in survey monuments in place and coordinate their relative positions.
(2) To set City of Ashland bronze caps in concrete at points verified by this survey.
(3) To study public road deeds for rights-of-way clarification.

PROCEDURE: The field work on this survey began on January 16, 1968 and was completed on June 27, 1969. Equipment utilized was a T1-A Wild Transit with a 300-foot chain. Later a T-2 Theodolite was utilized to tie this survey to the U. S. Coast and Geodetic network, with a direct chain tie to Station Helms, using Station Pompadour as a foresight. Closed-loop traverses were run from State Highway 66, Southerly along Normal Avenue and South Park Street, Easterly along Crestview Drive and Morada Lane, and Northerly along Tolman Creek Road to State Highway 66; thence Westerly near State Highway 66 to Normal Avenue. This large traverse loop was bisected by a traverse on Siskiyou Boulevard and further bisected on Faith Avenue North of the Boulevard and Clay Street South of the Boulevard.

Traverse ties were made to other control monuments found from these basic traverse loops. These traverses were computed and adjusted. Side ties were made to monuments found with the adjusted local coordinates shown on the map to accompany this report.

For the purpose of this survey, the centerline of the concrete pavement on Siskiyou Boulevard from its intersection with State Highway 66 Easterly to Tolman Creek Road was assumed to be the true right-of-way centerline, and found to be on tangent in all places measured within 0.10 feet. A letter of inquiry to the State Highway Department failed to produce any State right-of-way monumentation data on this portion of the Boulevard.

The Boulevard tangent was produced Southeasterly to Crowson Road and found to measure 49.7 feet Northerly at right angles from a 1/2" iron pin found set for P.S. Station 109+28.2.

A computed tie to the Boulevard from the Southeast corner of D.L.C. #45 by J. A. McCall in 1903 in City Book "C" indicated a reasonable check on said pavement Boulevard centerline.