

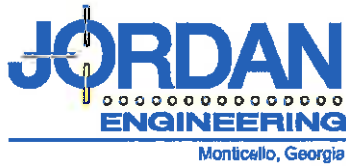
**OXFORD MAYOR AND COUNCIL  
WORK SESSION  
MONDAY, OCTOBER 5, 2015 – 5:00 P.M.  
CITY HALL  
A G E N D A**

1. **Honorary Councilmember** – Councilmember Windham appointed Ms. Kibbie Hatfield as the honorary councilmember for October.
2. \* **Oxford College Dining Hall Plat** – Robert Jordan will present the revised survey for the block where Oxford College is planning to build a new dining hall. A copy of his report is attached.
3. **Oxford College Dining Hall** – Dean Myra Frady and Kendra Mayfield will return to discuss this project.

**“Time permitting, the following items will be discussed. All have previously been discussed and are on tonight’s Regular Session Agenda.”**

4. \* **George Street Park Drainage Bids** – We received bids for this project on Thursday, September 24<sup>th</sup>. We have attached a summary and a recommendation. This project was part of the FY2016 budget and funded at \$40,000. After reviewing the condition of a stretch of drainage pipe on the west side of Wesley we have included that additional work in the bid package. We recently cut back the brush in this area and exposed the deteriorating drainage pipe. We will need to amend the budget to accommodate the additional work.
5. **Citywide Survey** – Robert Jordan will discuss this.
6. **Comprehensive Plan Review** – Working with NEGRC, we have scheduled a comprehensive plan review for all five cities and Newton County for October 16<sup>th</sup>.
7. **Asbury Street Park** – Mayor Roseberry will discuss the appointments to the Asbury Street Park Citizens Advisory Committee to advise and assist the Tree Board and the City Council in the planning and development of the Asbury Street Park.
8. **Review of proposal from Church Street Services, LLC** – Kay Lee to provide consulting services as the city develops a Master Plan.

\*Attachments



Mr. Bob Schwartz, City Manager  
City of Oxford  
110 West Clark Street  
Oxford, Georgia 30054

September 29, 2015

Re: George Street Park

Dear Mr. Schwartz:

I have evaluated the six bids received on September 24th for the George Street Park drainage improvements project, and I would like to recommend that the City enter contract negotiations with the low bidder, Ace/Kimble Services, for the low bid amount of \$79,775.

If you need more information regarding this recommendation, please contact me by phone or email.

Sincerely,  
Jordan Engineering, Inc.

A handwritten signature in blue ink, appearing to read "Robert O. Jordan". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Robert O. Jordan, PE RLS

rj

# George Street Park Drainage Improvements

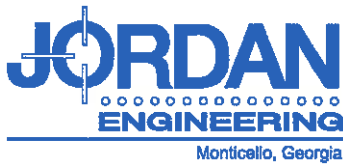
## Bid Summary Sheet

Bid Opening Thursday, September 24 at 3pm

Oxford City Hall

<b>Bid #</b>	<b>Bidder</b>	<b>Total Bid Amount</b>
1	Anderson Grading Service	\$ 79,928.00
2	ACE Kimbell Service	\$ 79,775.00
3	Cline Construction Service Corp.	\$ 116,500.00
4	M.V.P. Piping Co. Inc.	\$ 115,530.00
5	Site Engineering Inc.	\$ 125,495.00
6	Summit Construction Division, LLC	\$ 99,478.00

Bid Summary Sheet completed by: Lauran Willis, City Clerk



Mr. Bob Schwartz, City Manager  
110 West Clark Street  
Oxford, GA 30054

October 1, 2015

Re: Wesley and Asbury Streets rights-of-way

Dear Mr. Schwartz:

On September 10th you requested that I prepare an opinion regarding the locations of the Wesley Street and Asbury Street rights-of-way at the proposed dining hall site for use by the Oxford planning commission. As you know, I was already in the preliminary stages of work to determine the right-of-way locations for Hull Street and the unopened streets depicted on the original city plan; and I have collected data related to the original city layout as a part of other projects we have been involved with in Oxford over the past year or two.

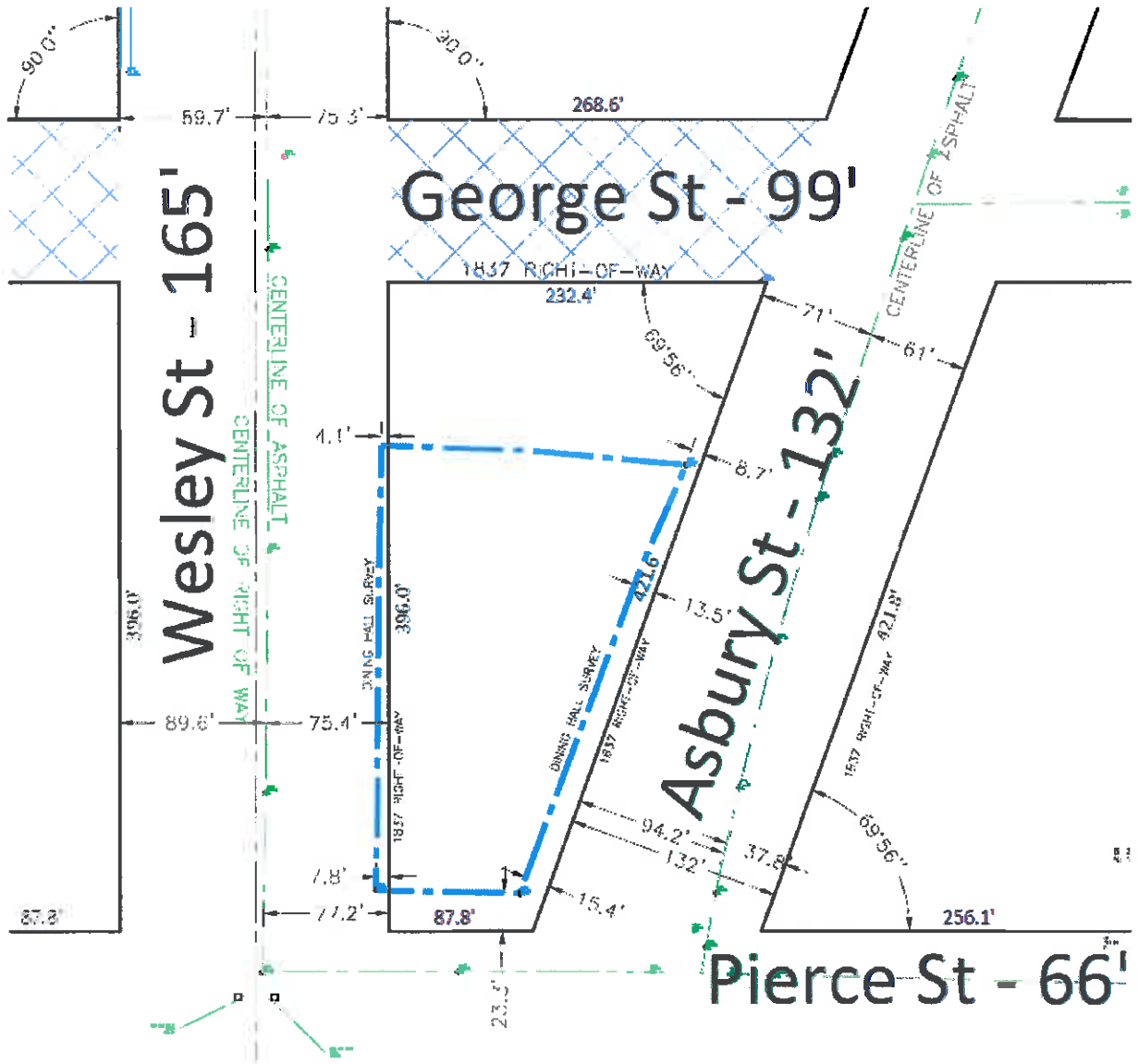
In the week prior to the planning commission hearing held on September 15, I surveyed about 150 additional street centerline data points and I began carefully reconstructing the original 1837 town plan created by Edward Lloyd Thomas in order to provide a preliminary opinion to the Planning Commission. Although I stressed that my preliminary opinion was subject to change pending addition of more and better evidence and information, I felt confident that the right-of-way lines depicted on the dining hall plan (and on other nearby recorded plats) were in a somewhat different location than specified by the original town plan.

In the past two weeks, my opinion has not changed, but additional data collection and additional evidence has resulted in a slight shift in my original right-of-way reconstruction. My original mapping reflected the dining hall surveyed parcel extending approximately 11 feet into the right-of-way of Wesley Street at the parcel's northwestern corner, and about 15 feet at its southwestern corner; while on the dining parcel's east side, there appeared to be a 15- to 23-foot-wide gore between the platted parcel and the right of way of Asbury Street.

My most recent reconstruction of the 1837 plat, when rotated based on all evidence now available, reduces the magnitude of the encroachment, but increases my confidence that it exists. The right-of-way encroachment on the west side now ranges from 4 feet on the northwest corner to 8 feet on the southwest corner. The apparent gore on the east side now ranges from 9 to 15 feet in width. The right-of-way locations in the vicinity of the dining hall site, based on current information, are depicted on Figure 1. In the remainder of this letter, I will provide a more detailed narrative description of the

process and evidence that I have used to reach this conclusion so that you and other interested parties can evaluate the validity of my findings.

Figure 1 – Dining Hall Survey Relative to Reconstructed 1837 Survey



**City Boundary Project**

In 2014 Jordan Engineering performed research and collected some field data to establish and to monument some of the primary corners of the Oxford City Limits. Although the city limits has expanded in almost all directions since 1837, the work done during this project was helpful in laying a foundation for understanding the original town plan and how it has expanded over the past 178 years.

### **George and Coke Streets**

Later in 2014 the city council requested that we determine the locations of Coke and George Streets near the Wearing property to aid in resolving a long-term lease issue. The scope of work for this project was limited to the immediate vicinity in question. In performing field work, we located many existing corner monuments called for in surveys and deeds recorded in the past 50 years, including pins on both the southwest and southeast intersections of Coke and W. Clark Streets. We also found a corner pin near the southwest intersection of Wesley and W. Clark Street that matched a 1974 survey, but did not lie the expected distance from the centerline of Wesley Street. Based on several pieces of record information, we completed the survey and issued our first draft holding all found pins except the Wesley Street/W. Clark Street pin, which appeared to have been established incorrectly based on the 1837 town plan. After issuing our initial version of the survey, we received comments from long-time residents indicating that the Wesley Street right-of-way was not in the center of the original right-of-way near George Street and W. Clark Streets and that the pin we found and disregarded was most likely placed correctly. Based on this additional information, we updated our plat to match the found monument and depicted an asymmetrical Wesley Street right-of-way with the asphalt shifted about 19 feet east of the right-of-way centerline.

### **Asbury Street North End**

Early in 2015, at the request of the planning commission, we gathered information to provide an opinion on the location of the Asbury Street right-of-way at the north end of town between West Watson and Collingsworth Streets. It was understood that the pavement of Asbury Street was not centered in the right-of-way in this vicinity, but the extent of the deviation was unclear. We gathered existing record information and collected monumentation along Asbury Street from West Soule Street northward to Collingsworth Street. Data collection on Wesley Street and North Emory Streets were also added along with a preliminary reconstruction of the north section of the original town plan. This work provided a good basis for our determination of the Asbury Street right-of-way and provided additional understanding of the location of the original town layout.

### **Hull Street Study**

In August 2015 we began work to map the Hull Street right-of-way and the undeveloped Oxford street rights-of-way. As a first step, we collected some centerline locations of Hull and some other streets, and we began referencing centerline data that had been collected in prior months as a part of several other city projects. We also began the process of rebuilding the 1837 map mathematically. Initial results of the reconstruction seemed to show that Wesley and Hull Streets did not 'fit' as well to the old map as we would have expected. We began to create a strategy for resolving a best-fit of the old town plan, at least on the western side of town, as a part of our scope to define Hull, Coke, and other street rights-of-way in western Oxford.

### **Dining Hall Investigation**

As mentioned above, during the week of September 7<sup>th</sup> I began to more carefully reconstruct the original plat prepared by E.L. Thomas in 1837. Prior to this time, I had used a rough reconstruction of discrete parts of the old plan, but had never completed a thorough rebuild of it. I also learned that there are two 'versions' of the plat, one apparently a draft sketch and one a more formal and polished final version. Although there are minor differences in the information presenting in the two versions, I

found no substantial difference in the locations of any of the right-of-way lines between the two plats — only small discrepancies in the amount and placement of information. Sometimes a distance that is marginally legible or missing on one plat is more legible on the other. Therefore, I found that using both plats together to reconstruct the original mathematically was the best approach. I will also note that in some locations near the angled streets in the south portion of the city it is impossible to hold both the exact angle provided by the plat and the exact distances on a few of the lines. In reconstructing the plats, I have reached three conclusions: 1 — it was the intent of Mr. Thomas to create symmetry on the east and west sides of Wesley Street; 2 — it was the intent of Mr. Thomas to align the many north-south right-of-way and lot division lines for the entire length of the plan; and 3 — the plan is a better representation of the original surveyor's intent if the angle of Coke and Asbury streets is ever so slightly less than 70 degrees in order to preserve the dimensions called out on the plat and to create right-of-way intersections on the south side of Fletcher Street at Coke and Asbury that align vertically with intersections on the north side of Fletcher for those streets. So using the east-west dimensions of the blocks along the north right-of-way of Pierce Street (the north edge of campus) and the very easily interpreted east-west dimensions of the northern portion of the city, I was able to rebuild the area in between in a way that maintains symmetry and matches closely the angles of the streets as Mr. Thomas intended. Figures 2, 3, and 4 depict the 'draft' version and 'final' versions of the 1837 plan.

Once the plan was recreated as accurately as possible, I moved on to the task of locating and rotating it to the most accurate position possible based on field survey evidence. My most basic evidence used in the initial location and rotation of the plan came from centerlines of existing roads. Not all road centerlines in the city align well with the original plan, but many of them apparently do.

It did not take much work to see a very strong correlation of some of the modern east-west street centerlines with the original plan dimensions. A careful study of the east-west street centerlines eventually provided a very good fit from Hammill Street all the way north to Richardson. The street centerlines running east-west, particularly in the south half of the city, were easily matched to the plan with discrepancies less than one foot in many instances.

Having become fairly confident in the north-south location of the plan, I moved on to determining the east-west location of the plan. Originally, I attempted to build the plan location from North Emory Street westward, but quickly realized that there was no good evidence to support the relationship between the current North Emory Street with the original one, which was only 33 feet wide. Since Hull Street was narrower in some locations and based on the road bed and nearby trees, had been much less disturbed through the years, I began to rebuild the city plan from the west. I had more luck in this approach, but still lacked enough original information to be confident in my location.

Figure 2 – "Draft" 1837 town plan – southern portion

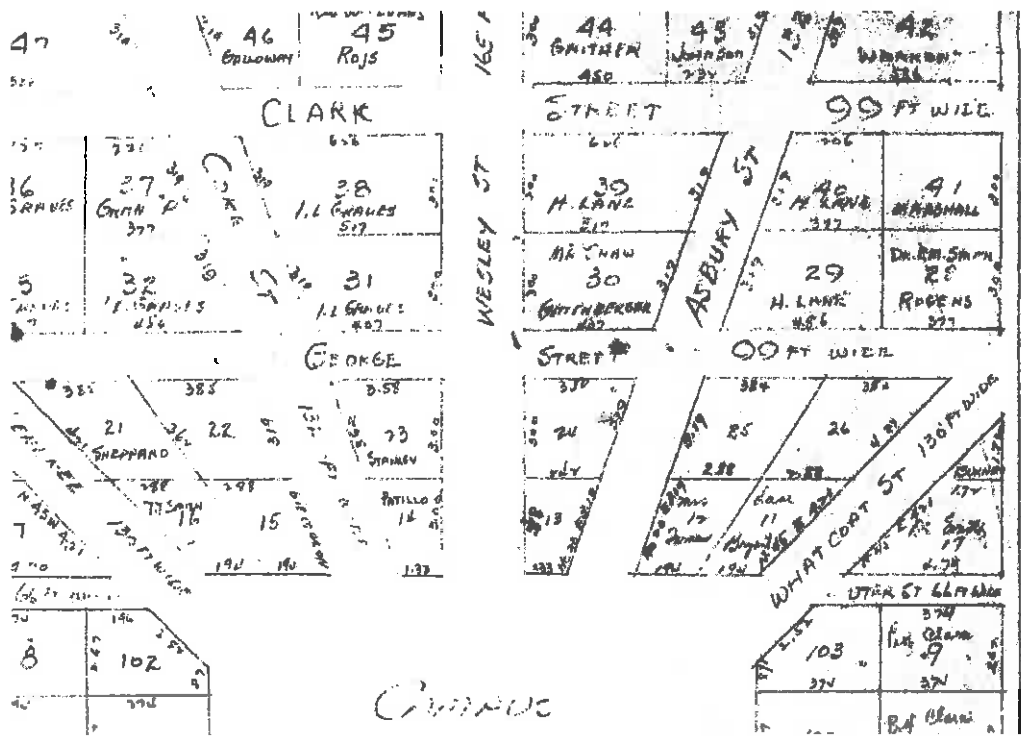


Figure 3 – "Draft" 1837 town plan – middle portion

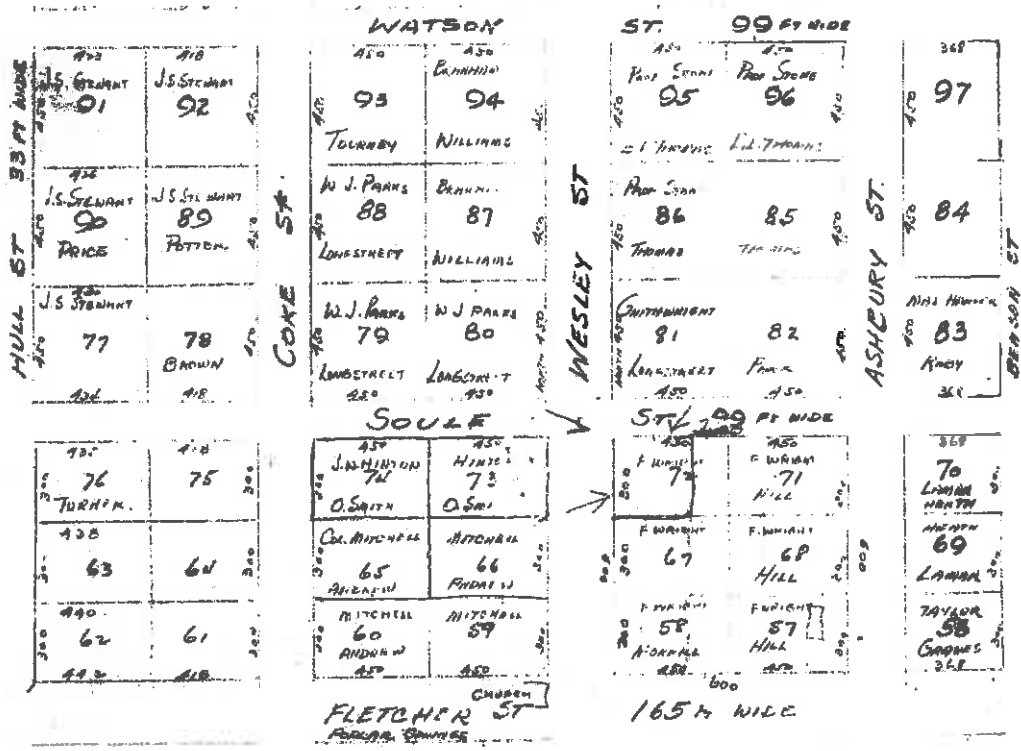




Figure 4 – “Final” 1837 town plan – southern portion



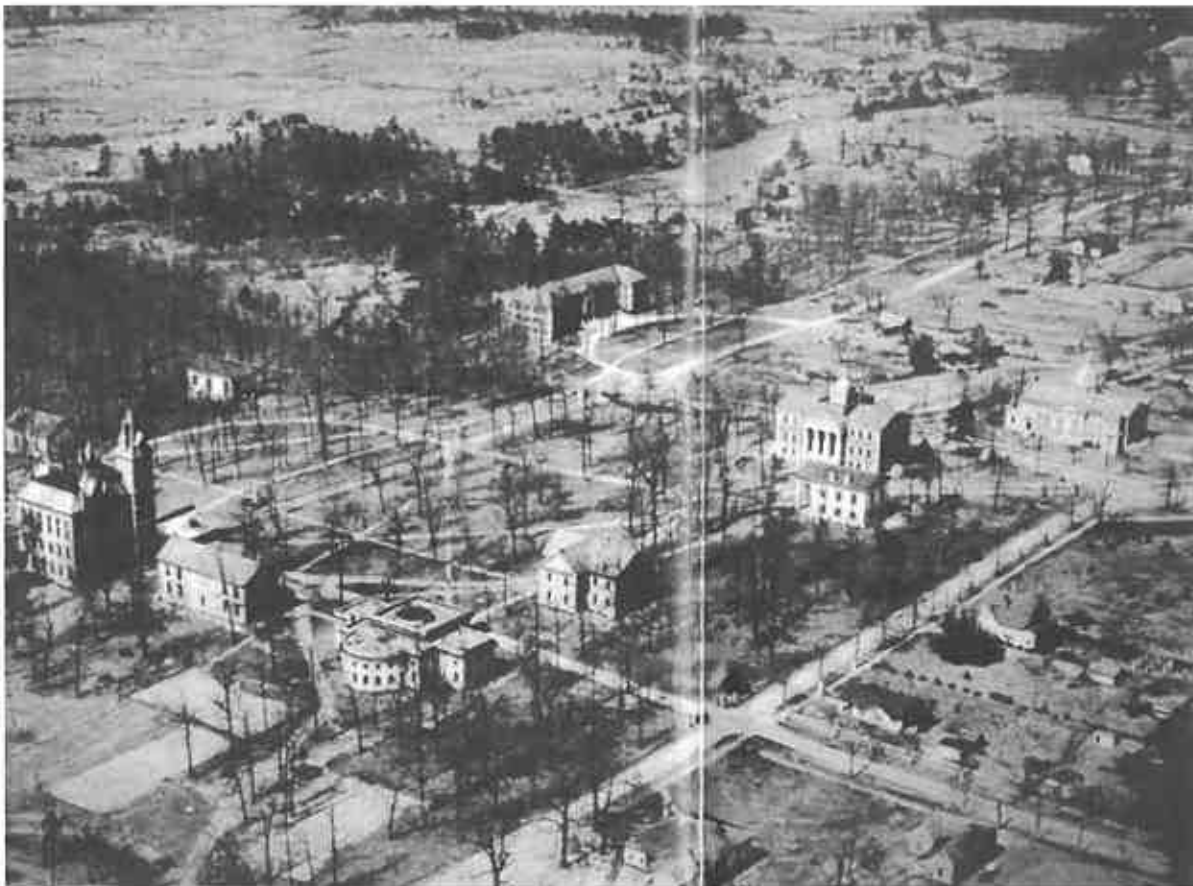
I had been suspect of the centerline location of Wesley Street due to my experience working near George Street, but decided to approach the east-west location of the plan based on Wesley Street, which is a logical centerline of the city plan, being the center of the symmetry. Using centerline data only, I developed an east-west shift that seemed to match fairly well (within a few feet) to the plan; but there were enough discrepancies to introduce some uncertainty.

I met councilman Eady on September 16<sup>th</sup> to search for additional evidence along Wesley Street. Mr. Eady provided me with several plats of his home dating back to the 1950s. Mr. Eady's home had been the home of Oxford's surveyor, E.L. Thomas. The southwestern corner of Mr. Eady's lot is bordered by an old rock wall, now overgrown with trees and vegetation that was called for in prior surveys of Mr. Eady's lot. Mr. Eady pointed out the location of an old sidewalk which ran just in front of the old rock wall. The sidewalk location is apparent on the east side of Wesley Street at Mr. Eady's house and for

some distance southward. In one location a few hundred feet south of Mr. Eady's house, the old sidewalk 'bed' is lined on both sides with oaks that appear to be over 100 years old. Using survey-grade GPS, I located the wall and sidewalk bed. The sidewalk is very evident in the photo in Figure 5.

The Old Church, located within the Fletcher Street right-of-way on the west side of Wesley Street, was constructed in the early 1800s, not long after Oxford's founding. A study of the church location reveals that it was centered within the right-of-way of Fletcher Street and that the western sidewalk of Wesley Street apparently ran just in front of the stone structure – providing helpful evidence for right-of-way locations. At the church site, you can observe the sidewalk 'berms' leading in both north and south directions from the front 'porch' of the church; and in the early 20<sup>th</sup> century photo in Figure 5 you can see Wesley Street, the sidewalk on the west side of Wesley Street, and the sidewalk running just in front of the Church building in the upper-left-hand corner of the photo.

Figure 5 – An early 20<sup>th</sup> Century Aerial Photo of Oxford from the southeast



On the western side of Wesley Street from Watson Street southward all the way to George Street there is almost-continuous evidence of an old sidewalk bed. In low areas, there are berms to raise the sidewalk locations, evidently to avoid wet feet. On some high points the sidewalk bed has been cut into the existing grade. The old sidewalk appears to have been about 5 or 6 feet wide and unpaved. Possibly

the most convincing aspect of the sidewalks is their distance apart. Assuming a roughly six-foot-wide footpath, the outsides of the sidewalks are about 161 feet apart, just about right to fit within the 165-foot-wide right-of way of Wesley Street.

Searching for the oldest, most reliable evidence available, I investigated the Oxford campus itself. Although it is difficult to draw conclusions based on sidewalks and building locations, it is apparent that the centerline of Wesley Street and the main walkway leading to the oldest buildings on the campus line up quite well. The centerline of Wesley Street almost perfectly bisects two stone monuments installed in the 1930s (about the time of the photo) to commemorate the Oxford Woman's club.

Using the east-west and the north-south shifts based on roadways as described above, and very slightly rotating the town plan to better match the church, rock wall, sidewalk, and old monuments, I developed the most accurate fit of the original plan to modern evidence as was possible. After completing the final adjustments, I was not surprised to see that the current centerline of Hull Street, although variable, fits very well within the old plan; and on the opposite side of town, one half mile to the east, I observed that modern North Emory Street is almost exactly parallel with the town plan right-of-way of the original Benson Street, the current 60-foot Highway 81 right-of-way apparently having been expanded eastward while keeping the western side of the original 33-foot right-of-way almost unchanged. The variation between the alignment of the original town plan and the current Highway 81 centerline is about one foot over a distance of about a mile, a remarkably good fit that was a result of using other evidence to orient the plan. This piece of evidence by itself is important positive confirmation in evaluating the success of the prior adjustments.

As a last effort to gain more information and evidence to consolidate my reconstruction, I searched for very old property lines that might coincide with the lot divisions on the 1837 plan. I did find a modern hedge row that appears to have been in place for many decades running north-south from Clark Street to Fletcher Street through the block just east of Wesley Street. I found no corner monuments on the line, but found the apparent visual center of the hedge row to match the original north south-lot line between lots 43 and 44 of the original plan within a foot or two. Additionally, quite a few of the pins recovered as part of my current Whatcoat Street survey on Pierce, Whatcoat, and George Streets are located within a foot of where the new town plan orientation would expect them to be – another good positive confirmation of the plan reconstruction.

### **Summary**

There is no amount of survey work that will perfectly establish the exact location of the Oxford town plan as E.L. Thomas put it on the ground in 1837; but I am confident that the most recent retracement of his work presented here matches the original plan as accurately as possible with the evidence currently at my disposal. I hope this modern interpretation of the original right-of-way locations will aid future surveyors working within the oldest parts of Oxford as well as city public works crews and utility companies as they work within the city rights-of-way.

Sincerely,  
Jordan Engineering, Inc.

A handwritten signature in blue ink, appearing to read "Robert O. Jordan", with a long horizontal flourish extending to the right.

Robert O. Jordan, PE RLS

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