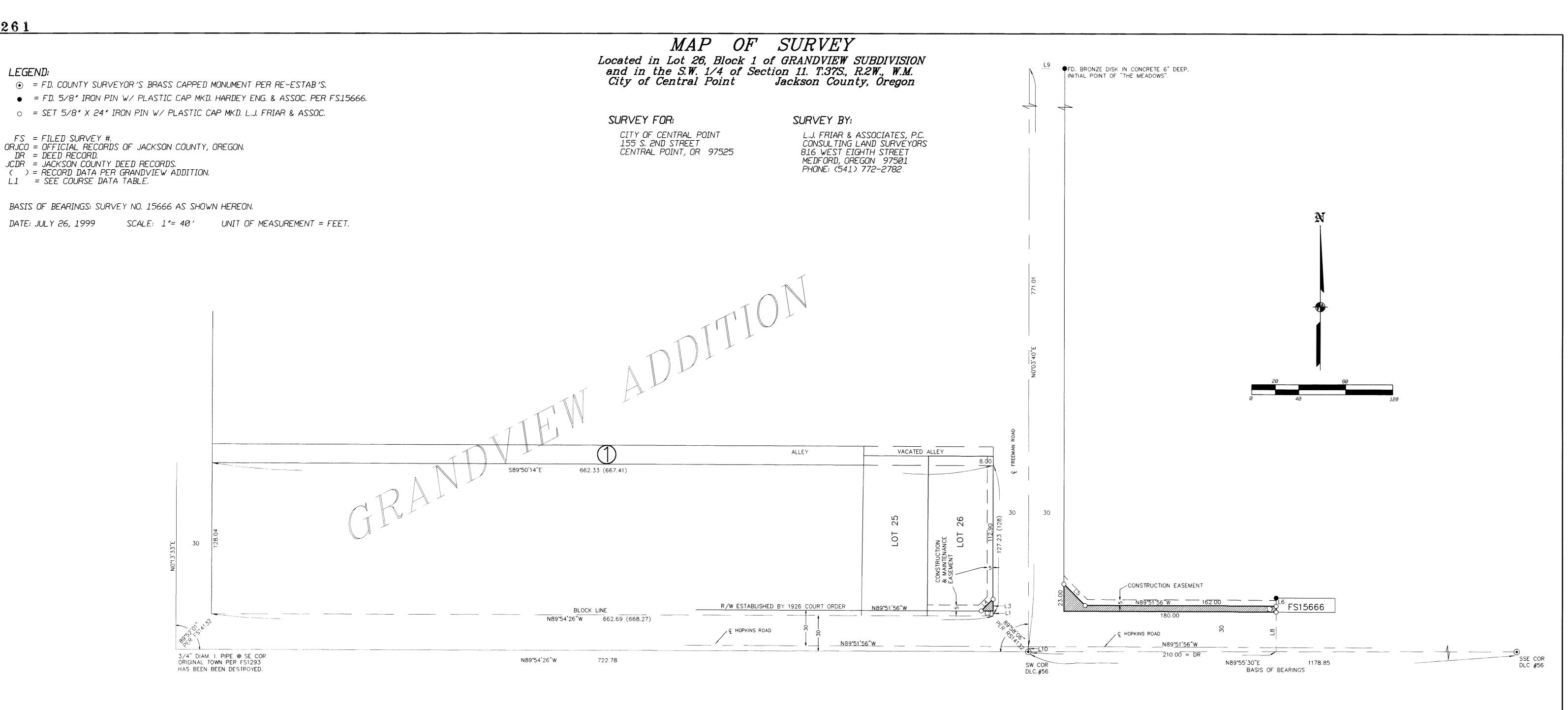
LEGEND:



## COURSE DATA TABLE

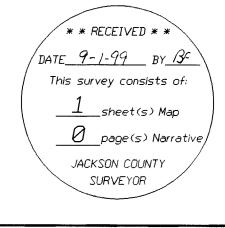
NUM	DISTANCE	BEARING
L1	4.33	S0°03'40"W
L2	10.00	N89°51'56"W
L3	10.00	N0°03'40"E
L4	14.13	S45°05'52"W
L5	25.47	N44°54'08"W
L6	7.00	N0°03'41"E
L7	5.00	N0°03'39"E
L8	33.54	N0°03'40"E
L9	30.00	N89°56'20"W
L10	4.31	N0°03'40"E

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

PURPOSE: TO SURVEY AND MONUMENT TWO TRACTS TO BE DEDICATED TO THE CITY OF CENTRAL POINT FOR FOR STREET PURPOSES AND PREPARE LEGAL DESCRIPTIONS FOR EACH,

PROCEDURE: MADE TIES TO THE CORNERS OF RECORD AS SHOWN HEREON, USED MAP RECORD DATA PER FS14132 TO COMPUTE THE SOUTHERLY HALF OF BLOCK 1 OF GRANDVIEW ADDITION, THE NORTHERLY LINE OF HOPKINS ROAD WEST OF THE SW COR OF DLC #56 WAS FIRST CREATED BY GRANDVIEW ADDITION IN 1911. THIS SOLUTION HOWEVER DID NOT LINE UP WELL WITH THE IMPROVEMENTS ALONG THE NORTH OR SOUTH LINE OF HOPKINS ROAD, I NOTIFIED KEVIN CHRISMAN OF THE CITY OF CENTRAL POINT OF THIS SITUATION, HE PRODUCED RECORDS FROM THE COUNTY ROAD DEPT. SHOWING THAT IN 1926 BY ORDER OF THE COUNTY COURT THE ROAD WAS ESTABLISHED AT A WIDTH OF 60 FEET, 30 FEET ON EITHER SIDE OF THE CENTERLINE OF THE PAVEMENT. HE FURTHER POINTED OUT THAT MARK BOYDEN, IN HIS CAPACITY AS COUNTY SURVEYOR WHEN HE RE-ESTABLISHED THE SW COR. OF DLC #56 SOME TIME AGO STATED THAT THE CENTER OF THE PAVEMENT WAS 4.31 FEET NORTH OF SAID CORNER, WITH THIS INFORMATION I CONCLUDED THAT THE CENTERLINE OF HOPKINS ROAD WEST OF THE SW COR, OF DLC#56 TO BE A PROLONGATION OF THE CENTERLINE THAT RAN EASTERLY FROM SAID DLC COR, COMPUTED THE POSITION OF THE TRACTS TO BE DEDICATED AND SET PINS AS SHOWN HEREON,





372W11BD TL3500 & 11BDA TL1800