



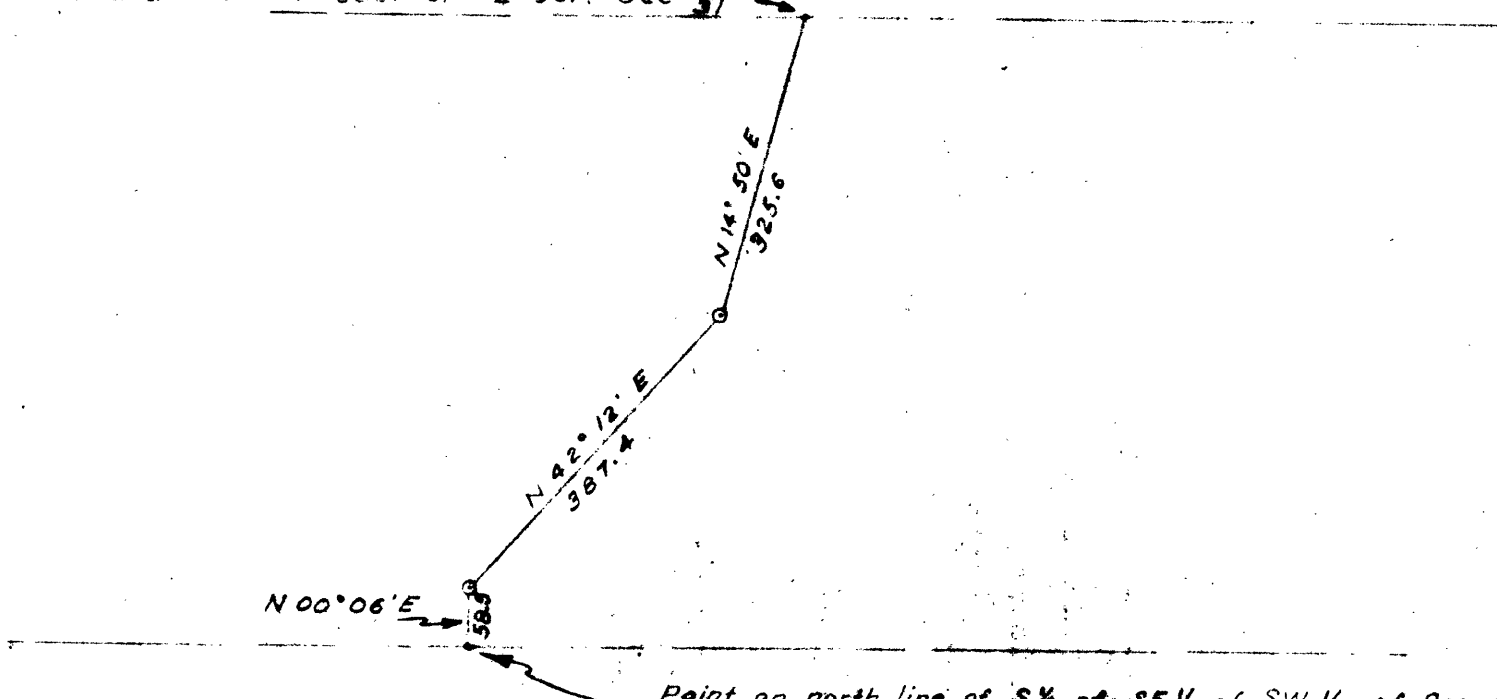
CENTERLINE SURVEY OF ROAD RIGHT OF WAY  
50 FEET IN WIDTH THROUGH NORTH HALF OF SE  $\frac{1}{4}$   
OF SW  $\frac{1}{4}$ , SECTION 30, T. 32 S., R. 6 W., WM. MER.

SCALE: 1" = 200'

NOVEMBER 10, 1951

DOUGLAS COUNTY

Point on north line of N  $\frac{1}{2}$  of SE  $\frac{1}{4}$  of SW  $\frac{1}{4}$  of Sec 30  
1320 feet north and 503 feet east of  $\frac{1}{4}$  Cor. Sec  $\frac{30}{31}$



Point on north line of S  $\frac{1}{2}$  of SE  $\frac{1}{4}$  of SW  $\frac{1}{4}$  of Sec. 30  
660 feet north and 351 feet east of  $\frac{1}{4}$  Cor. Sec  $\frac{30}{31}$

**Description:**

Beginning at a point on the north line of the South Half of the SE  $\frac{1}{4}$  of the SW  $\frac{1}{4}$  of Section 30, T. 32 S., R. 6 W., Wm. Mer. 660 feet north and 351 feet east of  $\frac{1}{4}$  Corner Section 30 & 31, T. 32 S., R. 6 W., Wm. Mer.; thence N 00° 06' E 58.5 feet; thence N 42° 12' E 387.4 feet; thence N 14° 50' E 325.6 feet to a point on the north line of the north half of the SE  $\frac{1}{4}$  of SW  $\frac{1}{4}$  of Section 30, T. 32 S., R. 6 W. Wm. Mer.; a right of way 25 feet in width on each side of described centerline.

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DEC 11 1951

COUNTY SURVEYOR  
DOUGLAS COUNTY, ORE.



C. & E. No. 40/395-3

TIMBER CRUISING  
APPRAISALS  
TOPOGRAPHY

## *Siskiyou Timber Service*

ROOM 202                      PHONE 3309  
327 S.E. 6TH STREET  
GRANTS PASS, OREGON

LOGGING ENGINEERS  
O. & C. RIGHTS-OF-WAY  
LAND SURVEYING AND MAPPING

November 10, 1951

Section 30, T.32 S R 6W., Wm. Mer. N $\frac{1}{2}$  of SE $\frac{1}{4}$  of SW $\frac{1}{4}$   
Douglas County  
Survey of centerline of right of way of Dump Access  
Road for City of Glendale.

Beginning of a point on the north line of S $\frac{1}{2}$  of the SE $\frac{1}{4}$   
of SW $\frac{1}{4}$  of section 30, T 32 S, R 6 W, Wm. Mer. 660 feet  
north and 351 feet east of  $\frac{1}{4}$  corner sections 30 and 31,  
I began survey of right of way centerline as follows:

N 00° 06' E 58.5 feet  
N 42° 12' E 387.4 feet  
N 14° 50' E 325.6 feet to north line of N $\frac{1}{2}$  of SE $\frac{1}{4}$   
of SW $\frac{1}{4}$  of Section 30.

Above bearings were based on the section line of Sections  
30 and 31as running due East.

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