OREGON DEPARTMENT OF TRANSPORTATION

Located Line

DIXONVILLE INTERSECTION - LITTLE RIVER BR. (W. UNIT) SEC.

NORTH UMPQUA HIGHWAY

DOUGLAS COUNTY

Scale: 1 inch = 50 feet

AUGUST, 1994

BEARINGS: Oregon Coordinate System of 1983, south zone.

COORDINATES: This drawing utilizes a Local Datum Plane (LDP) which is relative to the Oregon Coordinate System of 1983, south zone, with respect to the local latitude and ground elevation. The LDP coordinates define true ground distances. To convert the LDP coordinates to the Oregon Coordinate System of 1983, south zone, multiply the LDP coordinates by 0.99986270 and by the metric conversion factor of 0.3048.

FIELD NOTES: This drawing shows the results of an Oregon Department Of Transportation (ODOT) survey. The field survey notes, book number 3280 & 3340, are available from ODOT files in Salem, Oregon.

PROJECT NO. 6412

DRG. NO. 10B-7-19

PART 2 OF 2

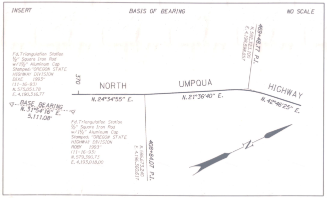
SCALE

0 50 100 150 200 250

FEET

See Files 58479 and 59178 for Road Establishment Documents

/usr/rw/starnes/projects/07534/07534rw1.dgn 09-AUG-1994 MSS

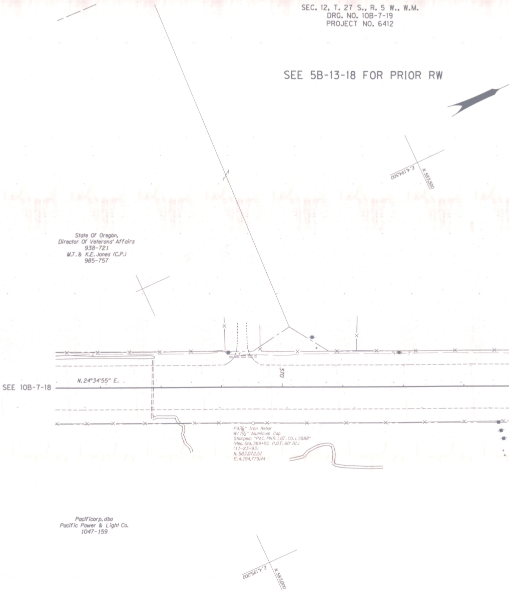

INSERT
BASIS OF BEARING
NO SCALE
469+48.77 P.I.
N. 592,323.100
E. 4,198,598.857
Fd. Triangulation Station
½" Square Iron Rod
w/1½" Aluminum Cap
Stamped: "OREGON STATE
HIGHWAY DIVISION
DIXE 1993"
(11-16-93)
N. 575,051.78
E. 4,190,316.77
370
NORTH
UMPQUA
HIGHWAY
N. 24°34'55" E.
N. 21°36'40" E.
N. 42°46'25" E.
BASE BEARING
N. 31°54'16" E.
5,111.08'
Fd. Triangulation Station
½" Square Iron Rod
w/1½" Aluminum Cap
Stamped: "OREGON STATE
HIGHWAY DIVISION
ROBY 1993"
(11-16-93)
N. 579,390.73
E. 4,193,018.00
408+84.07 P.I.
N. 586,673.240
E. 4,196,360.617
N

Relative property line locations were determined with the following Douglas County Record Surveys and Subdivision Plats:

CS 40/141, filed 6-9-61
CS 40/198, filed 6-9-61
CS 40/323, dated 1-49
CS 40/333, dated 5-50
CS 51-52, filed 10-9-59
CS 51-232, filed 6-29-62
CS 53/58, dated 10-39
CS 55/141-3, filed 8-20-70
CS 55/212-1, filed 9-8-71
M 2-40, dated 5-28-56
M 6-59, dated 10-21-55
M 7-69, dated 1-7-53
M 13-51, dated 10-22-47
M 17-9, dated 1-22-60
M 17-14, filed 1-26-54
M 17-25, dated 2-49
M 17-30, filed 6-29-53
M 23-42, filed 4-30-62
M 26-72, filed 12-3-63
M 31-15, filed 2-4-66
M 35-54, filed 3-18-68
M 37-15, filed 2-14-69
M 41-8, filed 1-25-71
M 44-72, filed 4-26-72
M 47-3, filed 11-13-72
M 47-14, filed 12-28-72
M 52-79, filed 3-28-74
M 53-32, filed 5-22-74
M 53-71, filed 7-19-74
M 61-42, filed 9-16-76
M 70-8, filed 5-5-78
M 70-67, filed 6-12-79
M 72-22, dated 7-15-78
M 73-13, filed 9-8-78
M 73-57, filed 10-9-78
M 76-61, filed 4-20-79
M 79-35, filed 4-18-90
M 83-7, filed 4-15-80
M 90-54, filed 4-11-84
M 91-67, filed 4-26-82
M 95-73, filed 1-13-84
M 109-49, filed 1-16-90
1990-0029, filed 7-12-90

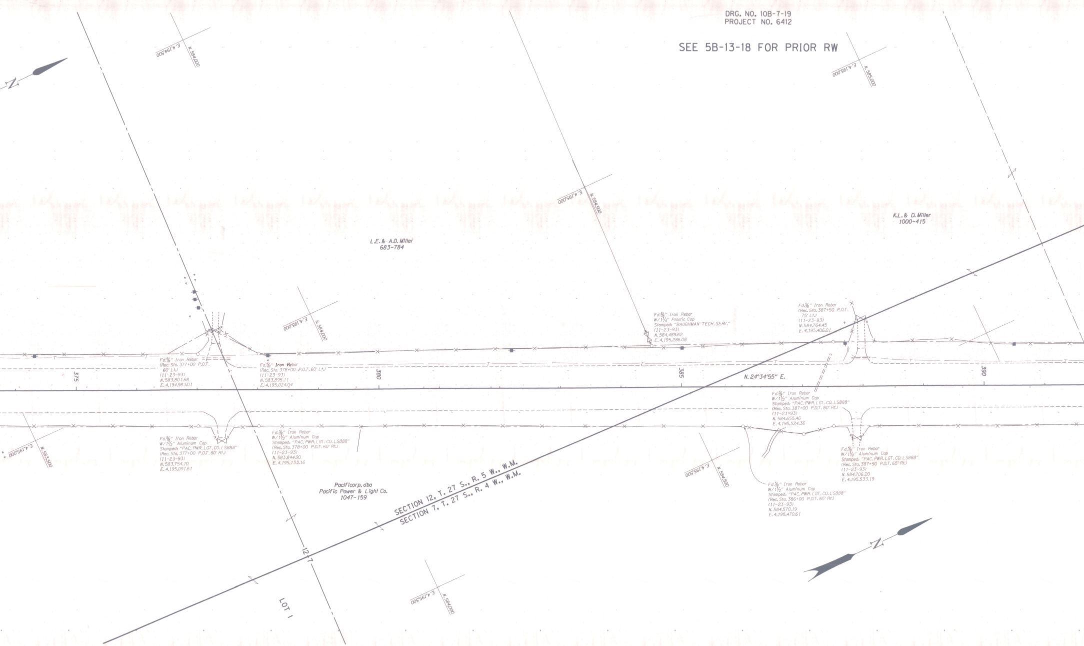
The Subdivision Plat names have been placed on the map in their respective positions.

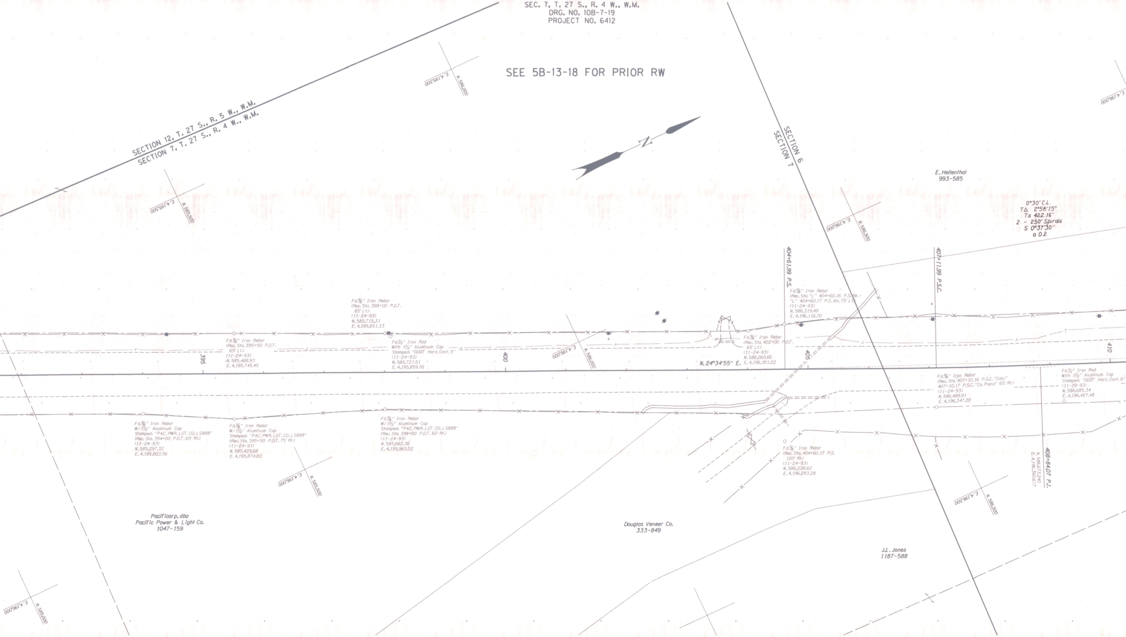
SEC. 12, T. 27 S., R. 5 W., W.M.
DRG. NO. 10B-7-19
PROJECT NO. 6412


SEE 5B-13-18 FOR PRIOR RW
N. 583,500
E. 4,194,500
State Of Oregon,
Director Of Veterans' Affairs
938-721
M.T. & K.E. Jones (C.P.)
985-757
370
SEE 10B-7-18
N. 24°34'55" E.
Fd. ⅝" Iron Rebar
W/1½" Aluminum Cap
Stamped: "PAC. PWR. LGT. CO. LS888"
(Rec. Sta. 369+50 P.O.T. 60' Rt.)
(11-23-93)
N. 583,072.57
E. 4,194,779.44
Pacificorp, dba
Pacific Power & Light Co.
1047-159
N. 583,000
E. 4,195,000

DRG. NO. 10B-7-19
PROJECT NO. 6412

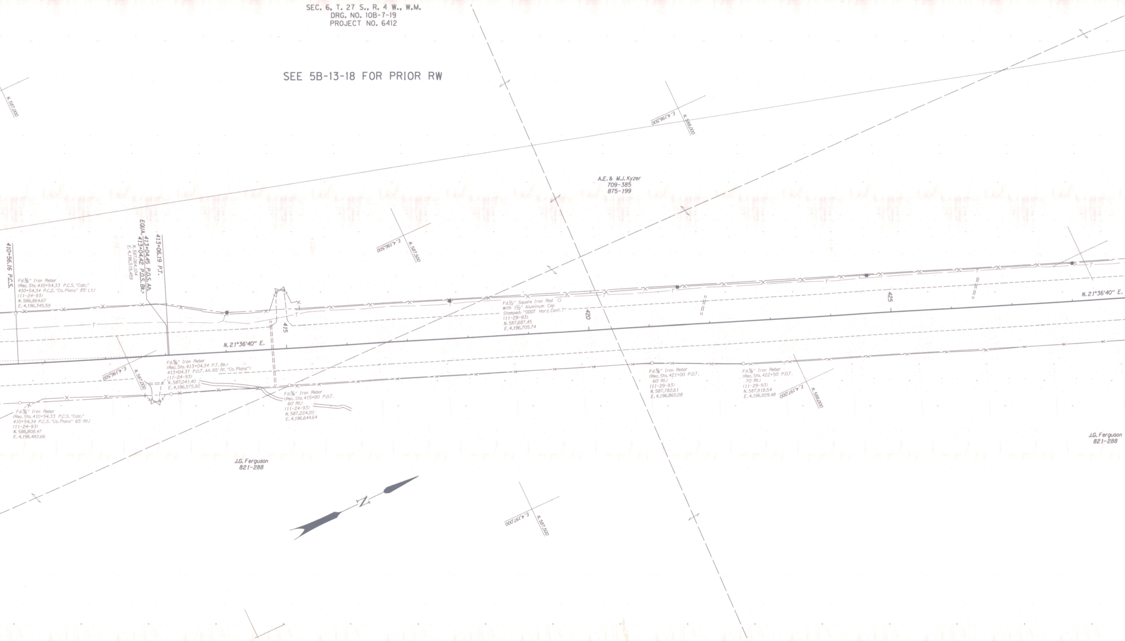
SEE 5B-13-18 FOR PRIOR RW

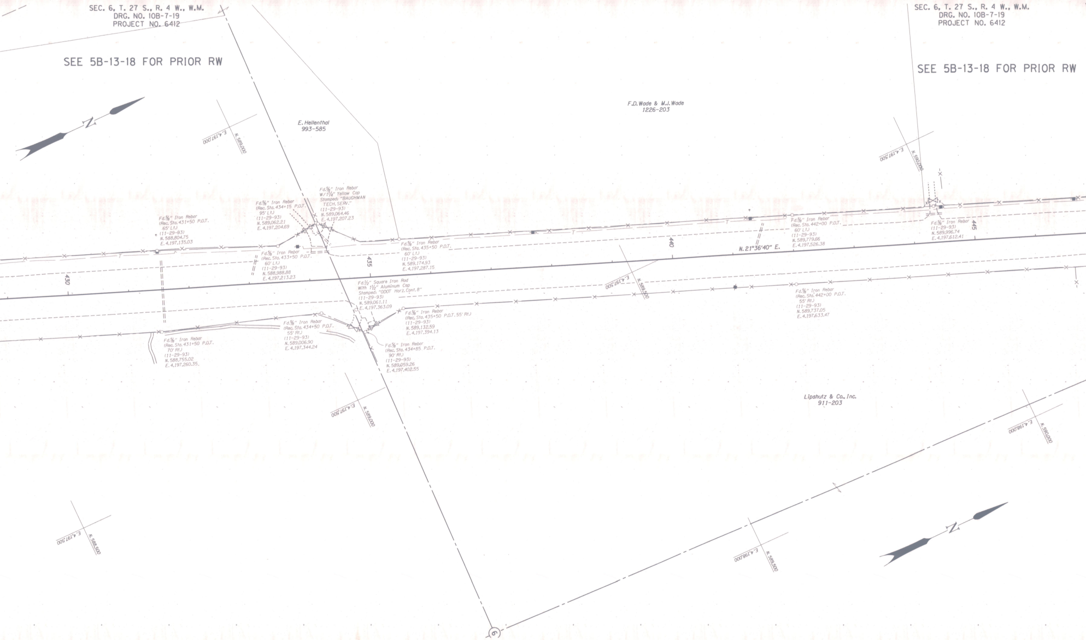

N
E. 4,194,500
N. 584,000
E. 4,195,000
N. 584,500
E. 4,195,000
N. 585,000
L.E. & A.O. Miller
683-784
K.L. & D. Miller
1000-415
E. 4,195,000
N. 584,000
Fd.5/8" Iron Rebar
(Rec. Sta. 377+00 P.O.T.
60' Lt.)
(11-23-93)
N. 583,803.68
E. 4,194,983.01
Fd.5/8" Iron Rebar
(Rec. Sta. 378+00 P.O.T. 60' Lt.)
(11-23-93)
N. 583,895.11
E. 4,195,024.04
Fd.5/8" Iron Rebar
W/1 1/4" Plastic Cap
Stamped: "BAUGHMAN TECH. SERV."
(11-23-93)
N. 584,489.62
E. 4,195,286.08
Fd.5/8" Iron Rebar
(Rec. Sta. 387+50 P.O.T.
75' Lt.)
(11-23-93)
N. 584,764.45
E. 4,195,406.01
375
380
385
390
N. 24°34'55" E.
Fd.5/8" Iron Rebar
W/1 1/2" Aluminum Cap
Stamped: "PAC. PWR. LGT. CO. LS888"
(Rec. Sta. 387+00 P.O.T. 80' Rt.)
(11-23-93)
N. 584,655.46
E. 4,195,524.36
Fd.5/8" Iron Rebar
W/1 1/2" Aluminum Cap
Stamped: "PAC. PWR. LGT. CO. LS888"
(Rec. Sta. 377+00 P.O.T. 60' Rt.)
(11-23-93)
N. 583,754.10
E. 4,195,091.61
Fd.5/8" Iron Rebar
W/1 1/2" Aluminum Cap
Stamped: "PAC. PWR. LGT. CO. LS888"
(Rec. Sta. 378+00 P.O.T. 60' Rt.)
(11-23-93)
N. 583,844.90
E. 4,195,133.16
E. 4,195,000
N. 583,500
E. 4,195,500
N. 584,500
Fd.5/8" Iron Rebar
W/1 1/2" Aluminum Cap
Stamped: "PAC. PWR. LGT. CO. LS888"
(Rec. Sta. 387+50 P.O.T. 65' Rt.)
(11-23-93)
N. 584,706.20
E. 4,195,533.19
Fd.5/8" Iron Rebar
W/1 1/2" Aluminum Cap
Stamped: "PAC. PWR. LGT. CO. LS888"
(Rec. Sta. 386+00 P.O.T. 65' Rt.)
(11-23-93)
N. 584,570.19
E. 4,195,470.61
Pacificorp, dba
Pacific Power & Light Co.
1047-159
SECTION 12, T. 27 S., R. 5 W., W.M.
SECTION 7, T. 27 S., R. 4 W., W.M.
12
7
LOT 1
E. 4,195,500
N. 584,000
N

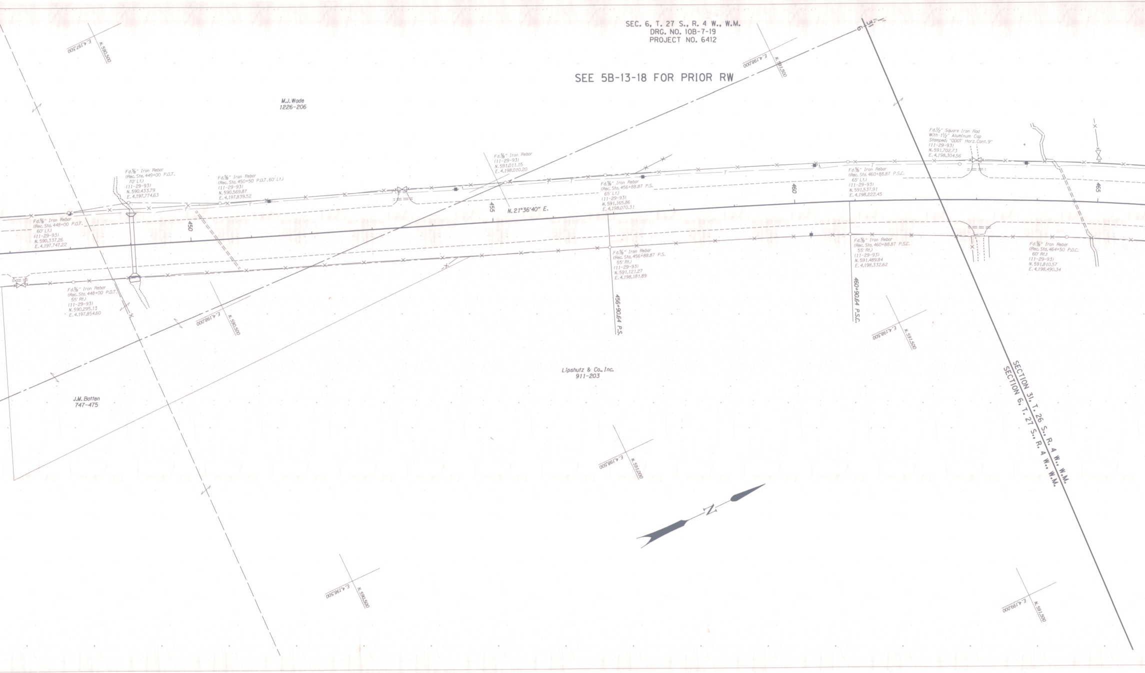

SEC. 7, T. 27 S., R. 4 W., W.M.
DRG. NO. 10B-7-19
PROJECT NO. 6412
SEE 5B-13-18 FOR PRIOR RW
SECTION 12, T. 27 S., R. 5 W., W.M.
SECTION 7, T. 27 S., R. 4 W., W.M.
N
SECTION 6
SECTION 7
E. 4,195,500
N. 586,000
E. 4,195,500
N. 585,500
E. 4,196,000
N. 586,500
E. 4,196,000
E. Hellenthal
993-585
0°30′ C.L.
T△ 2°58′15″
Ts 422.16′
2 - 250′ Spirals
S 0°37′30″
a 0.2
404+61.99 P.S.
407+11.99 P.S.C.
Fd.5/8″ Iron Rebar
(Rec. Sta. 398+00 P.O.T.
65′ Lt.)
(11-24-93)
N. 585,715.31
E. 4,195,851.33
Fd.5/8″ Iron Rebar
(Rec. Sta. "L" 404+60.16 P.S. Bk. =
"L" 404+60.17 P.S. Ah. 75′ Lt.)
(11-24-93)
N. 586,319.49
E. 4,196,116.70
Fd.5/8″ Iron Rebar
(Rec. Sta. 395+50 P.O.T.
65′ Lt.)
(11-24-93)
N. 585,488.93
E. 4,195,745.45
395
Fd.1/2″ Iron Rod
With 1 1/2″ Aluminum Cap
Stamped: "ODOT Horz. Cont. 5"
(11-24-93)
N. 585,721.51
E. 4,195,859.76
400
E. 4,196,000
N. 586,000
N. 24°34′55″ E.
Fd.5/8″ Iron Rebar
(Rec. Sta. 402+00 P.O.T.
65′ Lt.)
(11-24-93)
N. 586,260.66
E. 4,196,101.22
405
410
Fd.5/8″ Iron Rebar
(Rec. Sta. 407+10.16 P.S.C. "Calc."
407+10.17 P.S.C. "Co. Plans" 65′ Rt.)
(11-24-93)
N. 586,489.91
E. 4,196,347.20
Fd.1/2″ Iron Rod
With 1 1/2″ Aluminum Cap
Stamped: "ODOT Horz. Cont. 6"
(11-29-93)
N. 586,685.34
E. 4,196,427.48
Fd.5/8″ Iron Rebar
W/1 1/2″ Aluminum Cap
Stamped: "PAC. PWR. LGT. CO. LS888"
(Rec. Sta. 394+00 P.O.T. 65′ Rt.)
(11-24-93)
N. 585,297.32
E. 4,195,803.56
Fd.5/8″ Iron Rebar
W/1 1/2″ Aluminum Cap
Stamped: "PAC. PWR. LGT. CO. LS888"
(Rec. Sta. 395+50 P.O.T. 75′ Rt.)
(11-24-93)
N. 585,429.68
E. 4,195,874.82
Fd.5/8″ Iron Rebar
W/1 1/2″ Aluminum Cap
Stamped: "PAC. PWR. LGT. CO. LS888"
(Rec. Sta. 398+00 P.O.T. 60′ Rt.)
(11-24-93)
N. 585,662.36
E. 4,195,965.52
Fd.5/8″ Iron Rebar
(Rec. Sta. 404+60.17 P.S.
120′ Rt.)
(11-24-93)
N. 586,238.62
E. 4,196,293.28
408+84.07 P.I.
N. 586,673.240
E. 4,196,360.617
E. 4,196,000
N. 585,500
E. 4,196,500
N. 586,500
Pacificorp, dba
Pacific Power & Light Co.
1047-159
Douglas Veneer Co.
333-849
J.L. Jones
1187-588
E. 4,196,000
N. 585,000

SEC. 6, T. 27 S., R. 4 W., W.M.
DRG. NO. 10B-7-19
PROJECT NO. 6412

SEE 5B-13-18 FOR PRIOR RW

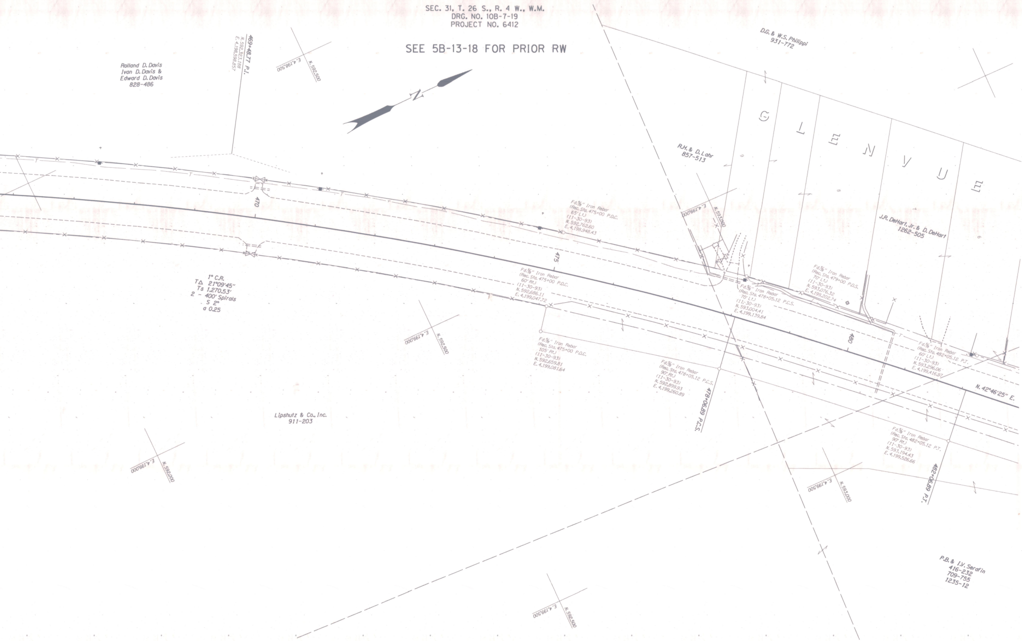

N. 587,000
E. 4,196,500
N. 588,000
A.E. & M.J. Kyzer
709-385
875-199
E. 4,196,500
N. 587,500
410+56.16 P.C.S.
EQUA. 413+04.45 P.O.S. Ah.
413+04.42 P.O.S. Bk.=
N. 587,064.104
E. 4,196,515.459
413+06.19 P.T.
Fd.⅝" Iron Rebar
(Rec. Sta. 410+54.33 P.C.S. "Calc."
410+54.34 P.C.S. "Co. Plans" 85' Lt.)
(11-24-93)
N. 586,864.67
E. 4,196,345.59
T
415
N. 21°36'40" E.
Fd.½" Square Iron Rod
With 1½" Aluminum Cap
Stamped: "ODOT Horz. Cont. 7"
(11-29-93)
N. 587,687.45
E. 4,196,705.74
420
425
N. 21°36'40" E.
E. 4,196,500
N. 587,000
Fd.⅝" Iron Rebar
(Rec. Sta. 413+04.34 P.T. Bk.=
413+04.37 P.O.T. Ah. 65' Rt. "Co. Plans")
(11-24-93)
N. 587,041.40
E. 4,196,575.92
Fd.⅝" Iron Rebar
(Rec. Sta. 415+00 P.O.T.
60' Rt.)
(11-24-93)
N. 587,224.20
E. 4,196,644.64
Fd.⅝" Iron Rebar
(Rec. Sta. 421+00 P.O.T.
60' Rt.)
(11-29-93)
N. 587,782.61
E. 4,196,865.08
Fd.⅝" Iron Rebar
(Rec. Sta. 422+50 P.O.T.
70' Rt.)
(11-29-93)
N. 587,918.54
E. 4,196,929.48
E. 4,197,000
N. 588,000
Fd.⅝" Iron Rebar
(Rec. Sta. 410+54.33 P.C.S. "Calc."
410+54.34 P.C.S. "Co. Plans" 65' Rt.)
(11-24-93)
N. 586,808.47
E. 4,196,482.66
J.G. Ferguson
821-288
J.G. Ferguson
821-288
N
E. 4,197,000
N. 587,500


SEC. 6, T. 27 S., R. 4 W., W.M.
DRG. NO. 10B-7-19
PROJECT NO. 6412
SEE 5B-13-18 FOR PRIOR RW
SEC. 6, T. 27 S., R. 4 W., W.M.
DRG. NO. 10B-7-19
PROJECT NO. 6412
SEE 5B-13-18 FOR PRIOR RW
N
E.4,197,000
N.589,000
E. Hellenthal
993-585
F.D. Wade & M.J. Wade
1226-203
E.4,197,500
N.590,000
Fd.5/8" Iron Rebar (Rec. Sta. 431+50 P.O.T. 65' Lt.) (11-29-93) N.588,804.75 E.4,197,135.03
Fd.5/8" Iron Rebar (Rec. Sta. 434+15 P.O.T. 95' Lt.) (11-29-93) N.589,062.21 E.4,197,204.69
Fd.5/8" Iron Rebar W/1 1/4" Yellow Cap Stamped: "BAUGHMAN TECH. SERV." (11-29-93) N.589,064.46 E.4,197,207.23
Fd.5/8" Iron Rebar (Rec. Sta. 433+50 P.O.T. 60' Lt.) (11-29-93) N.588,988.88 E.4,197,213.23
Fd.5/8" Iron Rebar (Rec. Sta. 435+50 P.O.T. 60' Lt.) (11-29-93) N.589,174.93 E.4,197,287.15
Fd.5/8" Iron Rebar (Rec. Sta. 442+00 P.O.T. 60' Lt.) (11-29-93) N.589,779.66 E.4,197,526.38
Fd.5/8" Iron Rebar (11-29-93) N.589,996.74 E.4,197,612.41
T
430
435
440
445
N.21°36'40" E.
E.4,197,500
N.589,500
Fd.1/2" Square Iron Rod With 1 1/2" Aluminum Cap Stamped: "ODOT Horz. Cont. 8" (11-29-93) N.589,061.11 E.4,197,363.09
Fd.5/8" Iron Rebar (Rec. Sta. 435+50 P.O.T. 55' Rt.) (11-29-93) N.589,132.59 E.4,197,394.13
Fd.5/8" Iron Rebar (Rec. Sta. 434+50 P.O.T. 55' Rt.) (11-29-93) N.589,006.90 E.4,197,344.24
Fd.5/8" Iron Rebar (Rec. Sta. 434+85 P.O.T. 90' Rt.) (11-29-93) N.589,059.26 E.4,197,402.55
Fd.5/8" Iron Rebar (Rec. Sta. 431+50 P.O.T. 70' Rt.) (11-29-93) N.588,755.02 E.4,197,260.35
Fd.5/8" Iron Rebar (Rec. Sta. 442+00 P.O.T. 55' Rt.) (11-29-93) N.589,737.05 E.4,197,633.47
E.4,197,500
N.589,000
Lipshutz & Co., Inc.
911-203
E.4,198,000
N.590,000
E.4,197,500
N.588,500
E.4,198,000
N.589,500
N
6

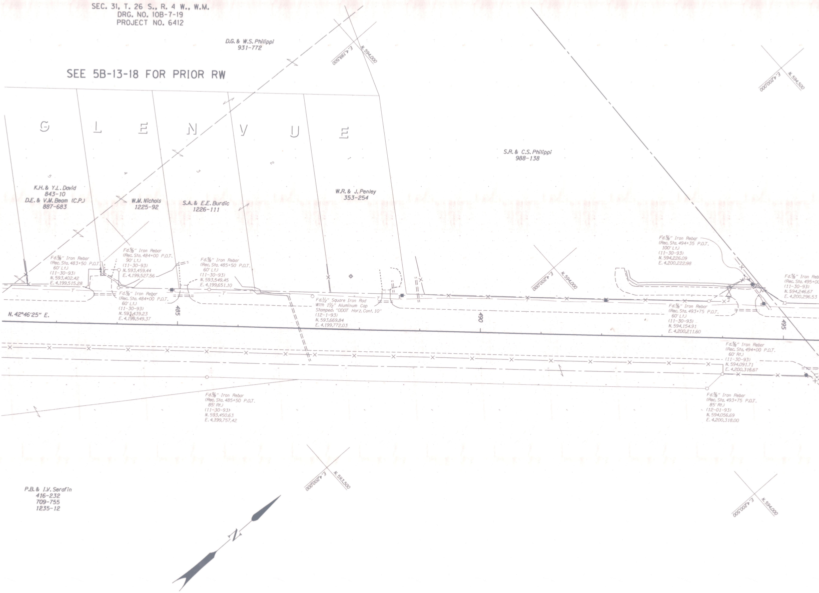

SEC. 6, T. 27 S., R. 4 W., W.M.
DRG. NO. 10B-7-19
PROJECT NO. 6412
SEE 5B-13-18 FOR PRIOR RW
31
6
E.4,197,500
N.590,500
E.4,198,000
N.591,500
M.J. Wade
1226-206
Fd.5/8" Iron Rebar
(Rec. Sta. 449+00 P.O.T.
70' Lt.)
(11-29-93)
N.590,433.79
E.4,197,774.63
Fd.5/8" Iron Rebar
(Rec. Sta. 450+50 P.O.T. 60' Lt.)
(11-29-93)
N.590,569.87
E.4,197,839.52
Fd.5/8" Iron Rebar
(11-29-93)
N.591,011.15
E.4,198,010.20
Fd.5/8" Iron Rebar
(Rec. Sta. 456+88.87 P.S.
65' Lt.)
(11-29-93)
N.591,165.86
E.4,198,070.31
Fd.1/2" Square Iron Rod
With 1 1/2" Aluminum Cap
Stamped: "ODOT Horz. Cont. 9"
(11-29-93)
N.591,702.73
E.4,198,304.56
Fd.5/8" Iron Rebar
(Rec. Sta. 460+88.87 P.S.C.
65' Lt.)
(11-29-93)
N.591,537.91
E.4,198,222.45
Fd.5/8" Iron Rebar
(Rec. Sta. 448+00 P.O.T.
60' Lt.)
(11-29-93)
N.590,337.26
E.4,197,747.22
450
455
N.21°36'40" E.
460
465
Fd.5/8" Iron Rebar
(Rec. Sta. 456+88.87 P.S.
55' Rt.)
(11-29-93)
N.591,121.27
E.4,198,181.89
Fd.5/8" Iron Rebar
(Rec. Sta. 460+88.87 P.S.C.
55' Rt.)
(11-29-93)
N.591,489.84
E.4,198,332.62
Fd.5/8" Iron Rebar
(Rec. Sta. 464+50 P.O.C.
60' Rt.)
(11-29-93)
N.591,810.57
E.4,198,490.34
Fd.5/8" Iron Rebar
(Rec. Sta. 448+00 P.O.T.
55' Rt.)
(11-29-93)
N.590,295.13
E.4,197,854.60
E.4,198,000
N.590,500
456+90.64 P.S.
460+90.64 P.S.C.
E.4,198,500
N.591,500
Lipshutz & Co., Inc.
911-203
J.M. Batten
747-475
SECTION 31, T. 26 S., R. 4 W., W.M.
SECTION 6, T. 27 S., R. 4 W., W.M.
E.4,198,500
N.591,000
N
E.4,198,500
N.590,500
E.4,199,000
N.591,500

SEC. 31, T. 26 S., R. 4 W., W.M.
DRG. NO. 10B-7-19
PROJECT NO. 6412

SEE 5B-13-18 FOR PRIOR RW

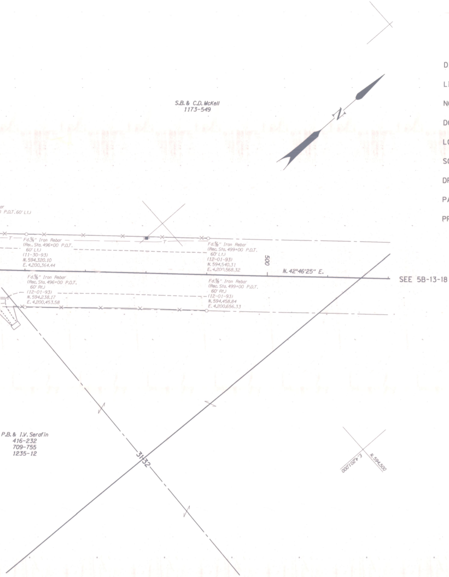

N
Rolland D. Davis
Ivan D. Davis &
Edward D. Davis
828-486
469+48.77 P.I.
N. 592,323.188
E. 4,198,598.857
E. 4,198,500
N. 592,500
D.G. & W.S. Philippi
931-772
R.H. & D. Lahr
857-513
G L E N V U E
J.R. DeHart, Jr. & D. DeHart
1262-505
E. 4,199,000
N. 593,000
470
475
480
Fd. ⅝" Iron Rebar
(Rec. Sta. 475+00 P.O.C.
65' Lt.)
(11-30-93)
N. 592,762.60
E. 4,198,948.43
Fd. ⅝" Iron Rebar
(Rec. Sta. 475+00 P.O.C.
60' Rt.)
(11-30-93)
N. 592,686.11
E. 4,199,047.72
Fd. ⅝" Iron Rebar
(Rec. Sta. 475+00 P.O.C.
105' Rt.)
(11-30-93)
N. 592,659.81
E. 4,199,081.64
1° C.R.
T△ 21°09'45"
Ts 1,270.53'
2 - 400' Spirals
S 2°
a 0.25
E. 4,199,000
N. 592,500
Fd. ⅝" Iron Rebar
(Rec. Sta. 478+05.12 P.C.S.
70' Lt.)
(11-30-93)
N. 593,004.41
E. 4,199,139.84
Fd. ⅝" Iron Rebar
(Rec. Sta. 479+00 P.O.S.
70' Lt.)
(11-30-93)
N. 593,076.32
E. 4,199,202.74
Fd. ⅝" Iron Rebar
(Rec. Sta. 478+05.12 P.C.S.
90' Rt.)
(11-30-93)
N. 592,899.93
E. 4,199,260.89
478+06.89 P.C.S.
Fd. ⅝" Iron Rebar
(Rec. Sta. 482+05.12 P.T.
60' Lt.)
(11-30-93)
N. 593,296.06
E. 4,199,416.97
N. 42°46'25" E.
Fd. ⅝" Iron Rebar
(Rec. Sta. 482+05.12 P.T.
90' Rt.)
(11-30-93)
N. 593,194.43
E. 4,199,526.66
482+06.89 P.T.
Lipshutz & Co., Inc.
911-203
E. 4,199,000
N. 592,000
E. 4,199,500
N. 593,000
E. 4,199,500
N. 592,500
P.B. & I.V. Serafin
416-232
709-755
1235-12

SEC. 31, T. 26 S., R. 4 W., W.M.
DRG. NO. 10B-7-19
PROJECT NO. 6412


D.G. & W.S. Philippi
931-772
SEE 5B-13-18 FOR PRIOR RW
E. 4,199,500
N. 594,000
E. 4,200,000
N. 594,500
G L E N V U E
5
4
3
2
1
S.R. & C.S. Philippi
988-138
K.H. & Y.L. David
843-10
D.E. & V.M. Beam (C.P.)
887-683
W.M. Nichols
1225-92
S.A. & E.E. Burdic
1226-111
W.R. & J. Penley
353-254
Fd.⅝" Iron Rebar
(Rec. Sta. 483+50 P.O.T.
60' Lt.)
(11-30-93)
N. 593,402.42
E. 4,199,515.28
Fd.⅝" Iron Rebar
(Rec. Sta. 484+00 P.O.T.
90' Lt.)
(11-30-93)
N. 593,459.44
E. 4,199,527.56
Fd.⅝" Iron Rebar
(Rec. Sta. 484+00 P.O.T.
60' Lt.)
(11-30-93)
N. 593,439.23
E. 4,199,549.37
Fd.⅝" Iron Rebar
(Rec. Sta. 485+50 P.O.T.
60' Lt.)
(11-30-93)
N. 593,549.45
E. 4,199,651.10
Fd.½" Square Iron Rod
With 1½" Aluminum Cap
Stamped: "ODOT Horz. Cont. 10"
(12-1-93)
N. 593,669.84
E. 4,199,772.03
E. 4,200,000
N. 594,000
Fd.⅝" Iron Rebar
(Rec. Sta. 494+35 P.O.T.
100' Lt.)
(11-30-93)
N. 594,226.09
E. 4,200,222.98
Fd.⅝" Iron Reb
(Rec. Sta. 495+0
(11-30-93)
N. 594,246.67
E. 4,200,296.53
Fd.⅝" Iron Rebar
(Rec. Sta. 493+75 P.O.T.
60' Lt.)
(11-30-93)
N. 594,154.91
E. 4,200,211.60
T
T
T
N. 42°46'25" E.
485
490
495
Fd.⅝" Iron Rebar
(Rec. Sta. 494+00 P.O.T.
60' Rt.)
(11-30-93)
N. 594,091.71
E. 4,200,316.67
Fd.⅝" Iron Rebar
(Rec. Sta. 485+50 P.O.T.
85' Rt.)
(11-30-93)
N. 593,450.63
E. 4,199,757.42
Fd.⅝" Iron Rebar
(Rec. Sta. 493+75 P.O.T.
85' Rt.)
(12-01-93)
N. 594,056.69
E. 4,200,318.00
E. 4,200,000
N. 593,500
P.B. & I.V. Serafin
416-232
709-755
1235-12
E. 4,200,500
N. 594,000
N

SEC. 31, T. 26 S., R. 4 W., W.M.
DRG. NO. 10B-7-19
PROJECT NO. 6412

SEE 5B-13-18 FOR PRIOR RW


S.B. & C.D. McKell
1173-549
N
ar
P.O.T. 60' Lt.)
Fd.⅝" Iron Rebar
(Rec. Sta. 496+00 P.O.T.
60' Lt.)
(11-30-93)
N.594,320.10
E.4,200,364.44
Fd.⅝" Iron Rebar
(Rec. Sta. 499+00 P.O.T.
60' Lt.)
(12-01-93)
N.594,540.31
E.4,200,568.32
500
N.42°46'25" E.
SEE 5B-13-18
Fd.⅝" Iron Rebar
(Rec. Sta. 496+00 P.O.T.
60' Rt.)
(12-01-93)
N.594,238.17
E.4,200,453.58
Fd.⅝" Iron Rebar
(Rec. Sta. 499+00 P.O.T.
60' Rt.)
(12-01-93)
N.594,458.84
E.4,200,656.33
P.B. & I.V. Serafin
416-232
709-755
1235-12
31+32
E.4,201,000
N.594,500

DIXONVILLE INTERSECTION -
LITTLE RIVER BR. (W. UNIT) SEC.
NORTH UMPQUA HIGHWAY
DOUGLAS COUNTY
LOCATED LINE
SCALE: 1" = 50'
DRG. NO. 10B-7-19
PART 2 OF 2
PROJECT NO. 6412

LOCATED LINE
DIXONVILLE INTERSECTION - LITTLE RIVER BR. (W. UNIT) SEC. SCALE:1"=50'
DRG. NO. 10B-7-19 NORTH UMPQUA HIGHWAY PART 2 OF 2
PROJECT NO. 6412 DOUGLAS COUNTY