



Adjacent to Tractor for Lease at I-5 Exit 136

18,286 Sq Ft









Entrance

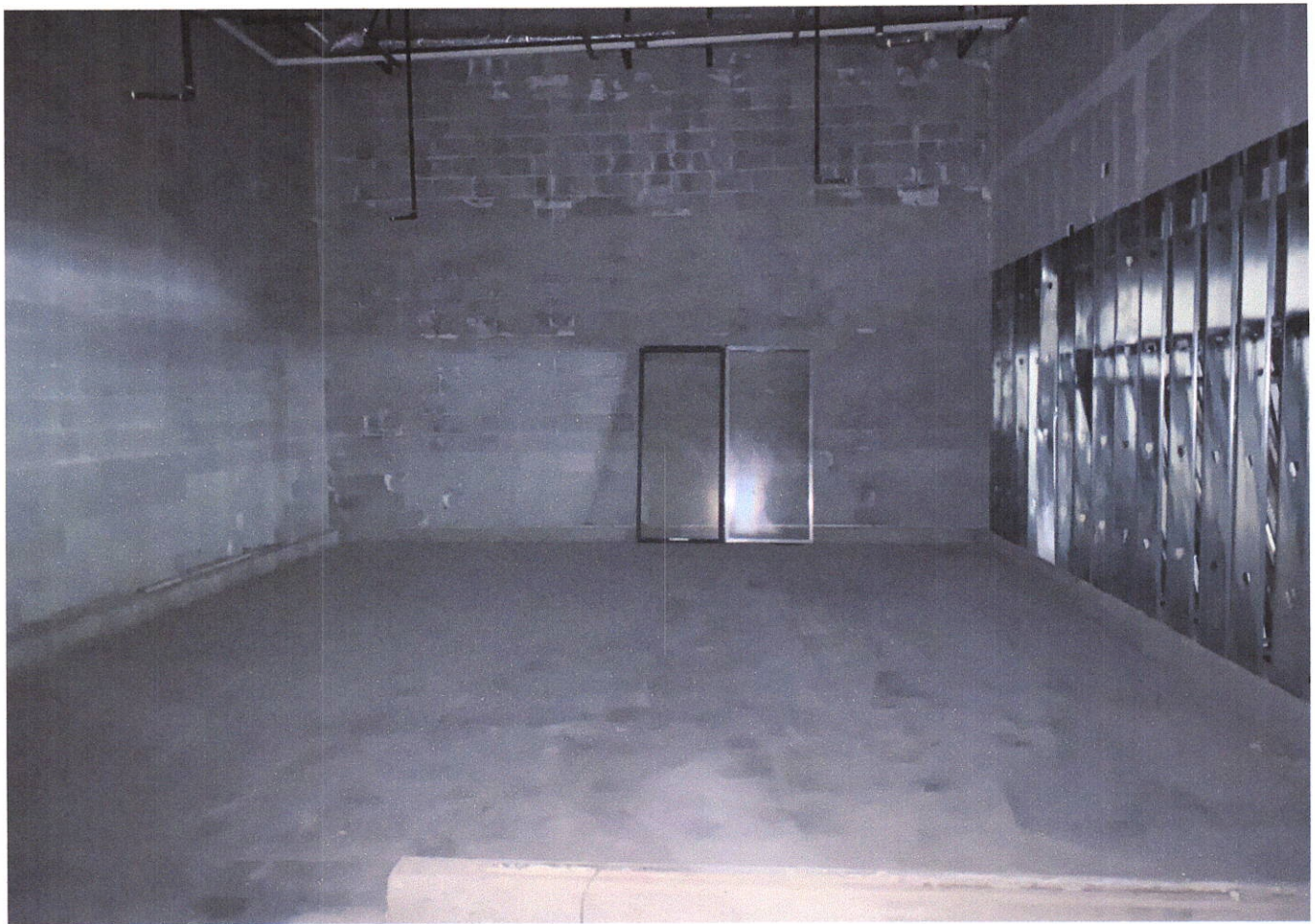




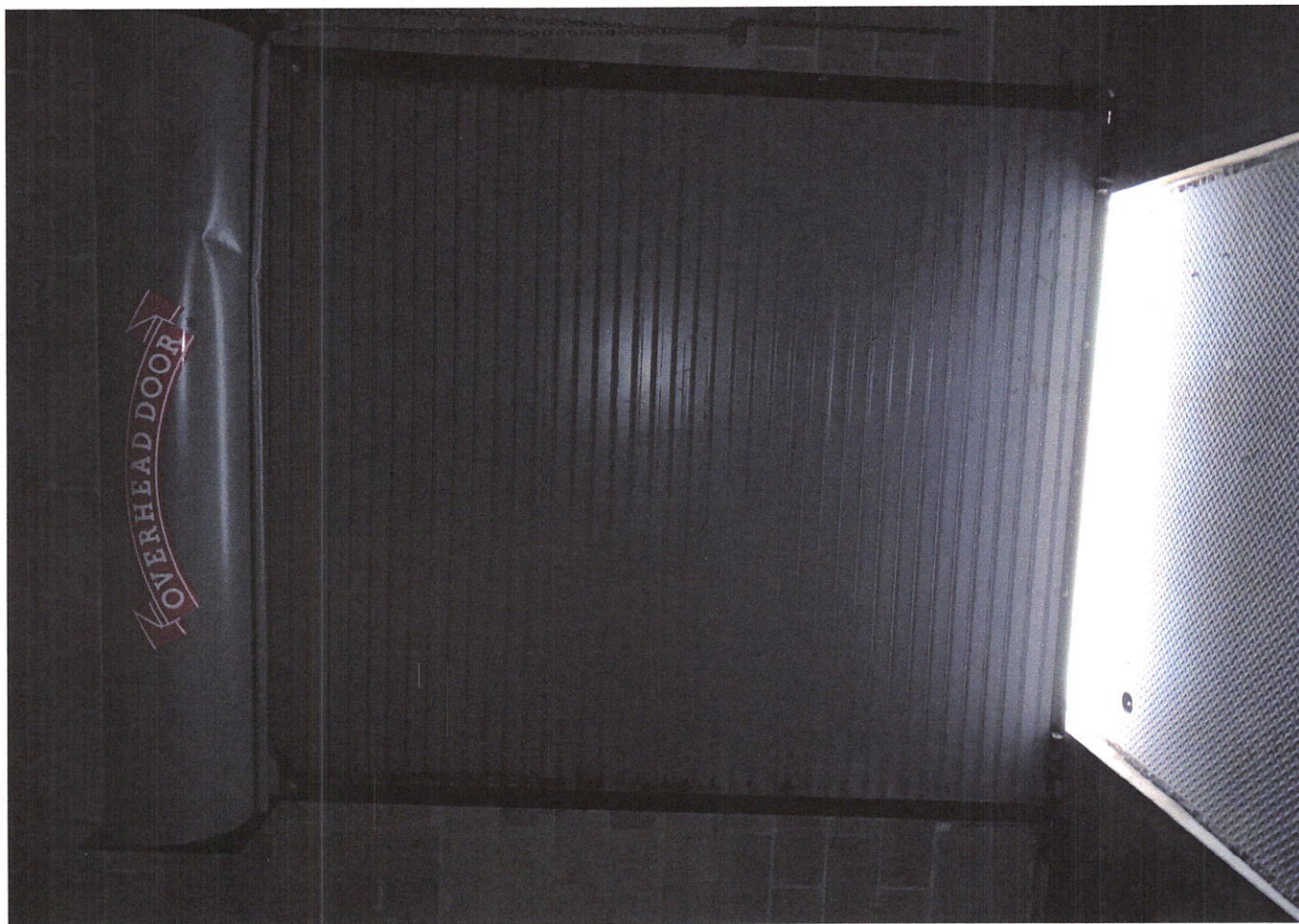
Back To Front Demising Wall on Right



Deli



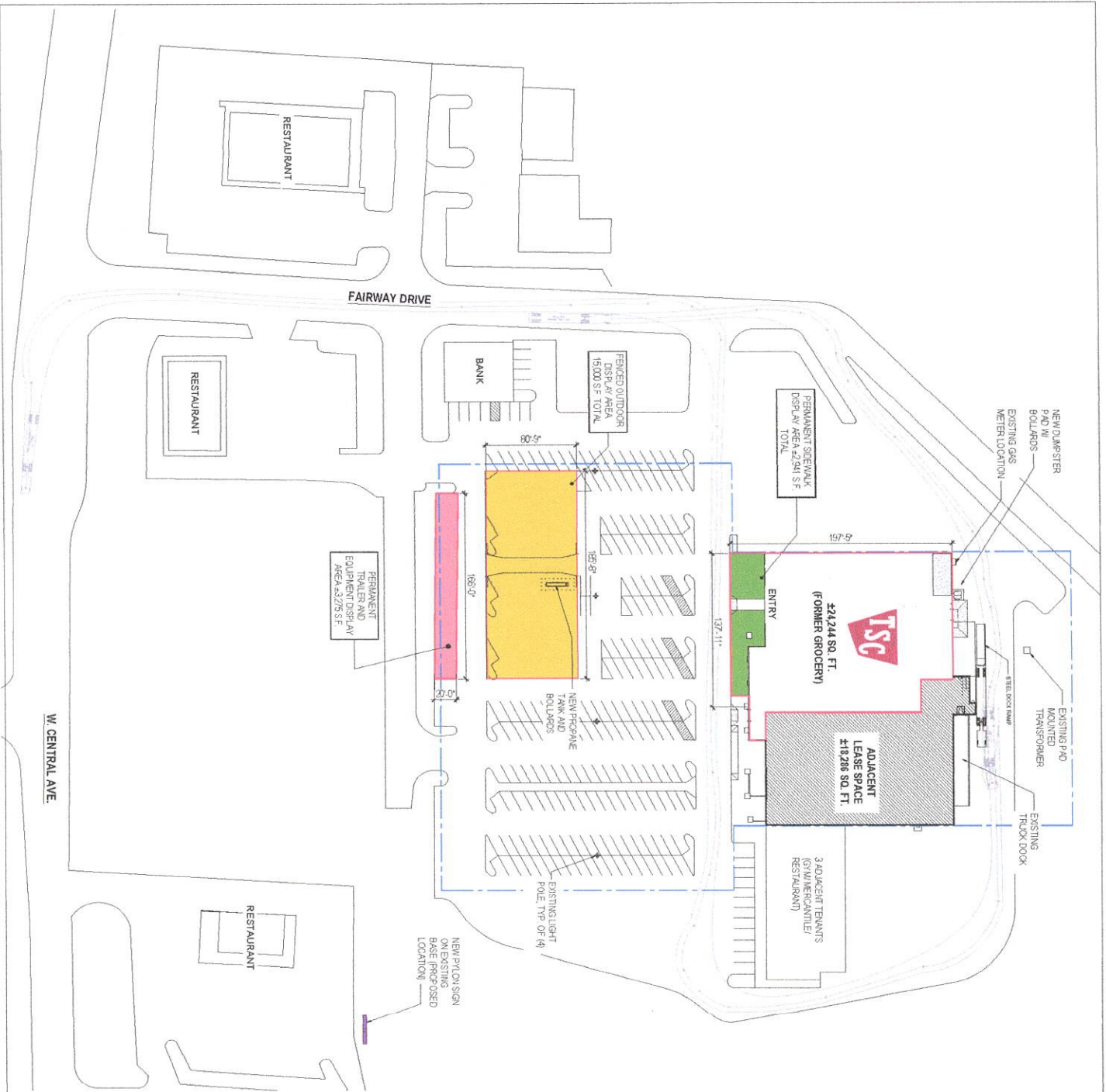
Back



Deliver Roll Up



Electric



TSC SQUARE FOOTAGE ANALYSIS

SALES AREA	15,283 S.F.
STOCK AREA	3,404 S.F.
HAY STORAGE	1,678 S.F.
TOW/MOTOR CORRIDOR	2,703 S.F.
CORE AREA (TOTAL)	6,768 S.F.
GROSS SQUARE FOOTAGE:	24,244 S.F.
TRAILER DISPLAY	3,275 S.F.
SIDEWALK DISPLAY	2,841 S.F.
FENCED OUTDOOR DISPLAY	15,000 S.F.

LEGEND:

PINK	PERMANENT TRAILER AND EQUIPMENT DISPLAY AREA
GREEN	PERMANENT SIDEWALK DISPLAY AREA
YELLOW	FENCED OUTDOOR DISPLAY AREA
RED	DEMISED PREMISES
DASHED LINE	PROPERTY LINE
PICNIC SIGNAGE	PICNIC SIGNAGE



330 DAKOTA STREET
SUTHERLIN, OR 97479

No.	REVISION #	Date
1	1	07/20/2017

TRACTOR SUPPLY CO.
330 DAKOTA STREET
SUTHERLIN, OR 97479

PRELIMINARY
SITE PLAN

AS 1.0

PRELIMINARY
SCALE: NIS



[illegible]

TRACTOR SUPPLY CO.
330 DAKOTA STREET
SUTHERLIN, OR 97479

PRELIMINARY
FLOOR PLAN
SCALE: NTS



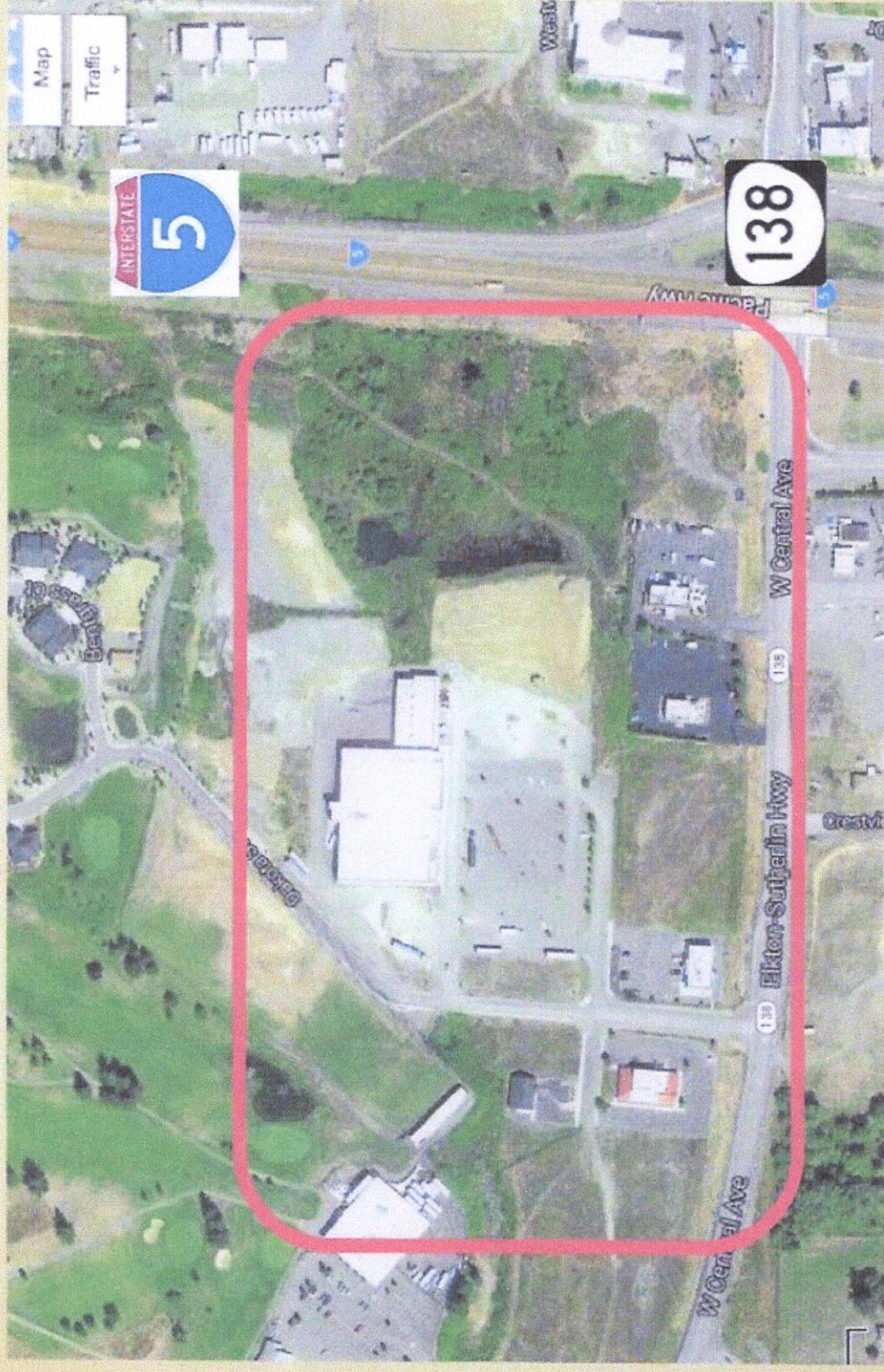
**PRELIMINARY
FLOOR PLAN**





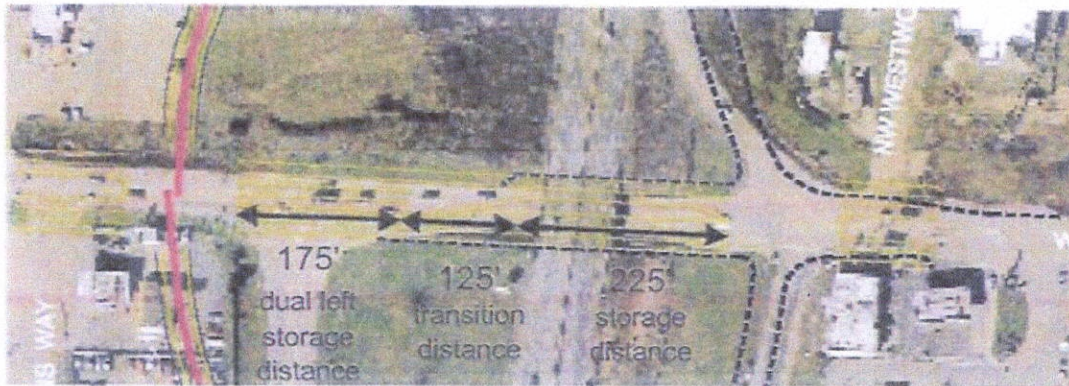
I-5 Off Ramp

Easy Freeway Access and Great Visibility



ODOT 5 Off Ramp Propsals Following

Figure 8: Standard Diamond Concept – Ramp Terminal Area



4.3.3 TSP Preferred Concept

The TSP preferred concept takes its name from the interchange design identified in the TSP. It is similar to the standard diamond, but includes a supplemental loop ramp that provides for movements for westbound traffic to southbound I-5. This concept eliminates the need for left turns from OR 138 at the SB ramp.

The TSP preferred concept is illustrated in Figure 9. Like the Figures 3 and 6, the illustration indicates the lane configurations, but it is not to scale. Additional information on the lane configurations and volumes is contained in Appendix C.

Figure 9 illustrates the TSP preferred concept overlaid on an aerial photograph of the interchange. This figure is drawn to scale and shows the preliminary centerline of the new ramps.

Figure 10 illustrates the configuration of OR 138 between the ramp terminals under the TSP preferred diamond concept. This figure illustrates the turn lanes, storage distances and tapers between the ramp terminals.

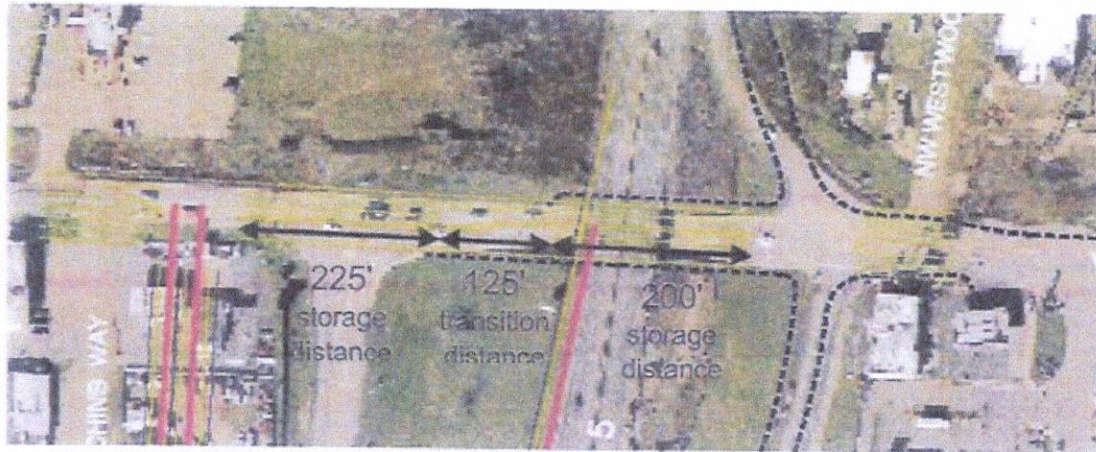


STANDARD DIAMOND WITH LOOP RAMP CONCEPT

PRELIMINARY CONCEPT ONLY
Approximate Pavement Only
No Slope Information Or
Right-Of-Way is Shown

CONCEPTUAL DESIGN ONLY - 11/11/2011

Figure 5. Folded Diamond Concept – Ramp Terminal Area



4.3.2 Standard Diamond Concept

The current interchange configuration uses a standard diamond configuration for the northbound ramps. This concept repeats that configuration for the southbound ramp terminal.

The standard diamond concept is shown in Figure 6. Like the Figure 3 in the preceding section, this is an illustration and is not to scale. Additional information on the lane configurations and traffic volumes is contained in Appendix C.

Figure 7 illustrates the standard diamond concept overlaid on an aerial photograph of the interchange. This figure is drawn to scale and shows the preliminary centerline of the new ramps.

Figure 8 illustrates the configuration of OR 138 between the ramp terminals under the standard diamond concept. This figure illustrates the turn lanes, storage distances and tapers between the ramp terminals.



SCALE 0 10 20 40 FEET

FOLDED DIAMOND CONCEPT

PRELIMINARY CONCEPT ONLY
Approximate Pavement Only.
No Slope Information Or
Right-Of-Way Is Shown

CONCEPTUAL DESIGN ONLY



SCALE 1" = 100' 0"

STANDARD DIAMOND CONCEPT

PRELIMINARY CONCEPT ONLY
Approximate Pavement Only,
for Scope Information Only.
Right of Way Not Shown

PROPOSED DESIGN ONLY - 11/11/2014

THIS PORTFOLIO PRESENTED ON BEHALF OF

PAUL & KIM DANOFF FAMILY TRUST

Situs: 320 Dakota St., Sutherlin, OR. 97479

BY

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