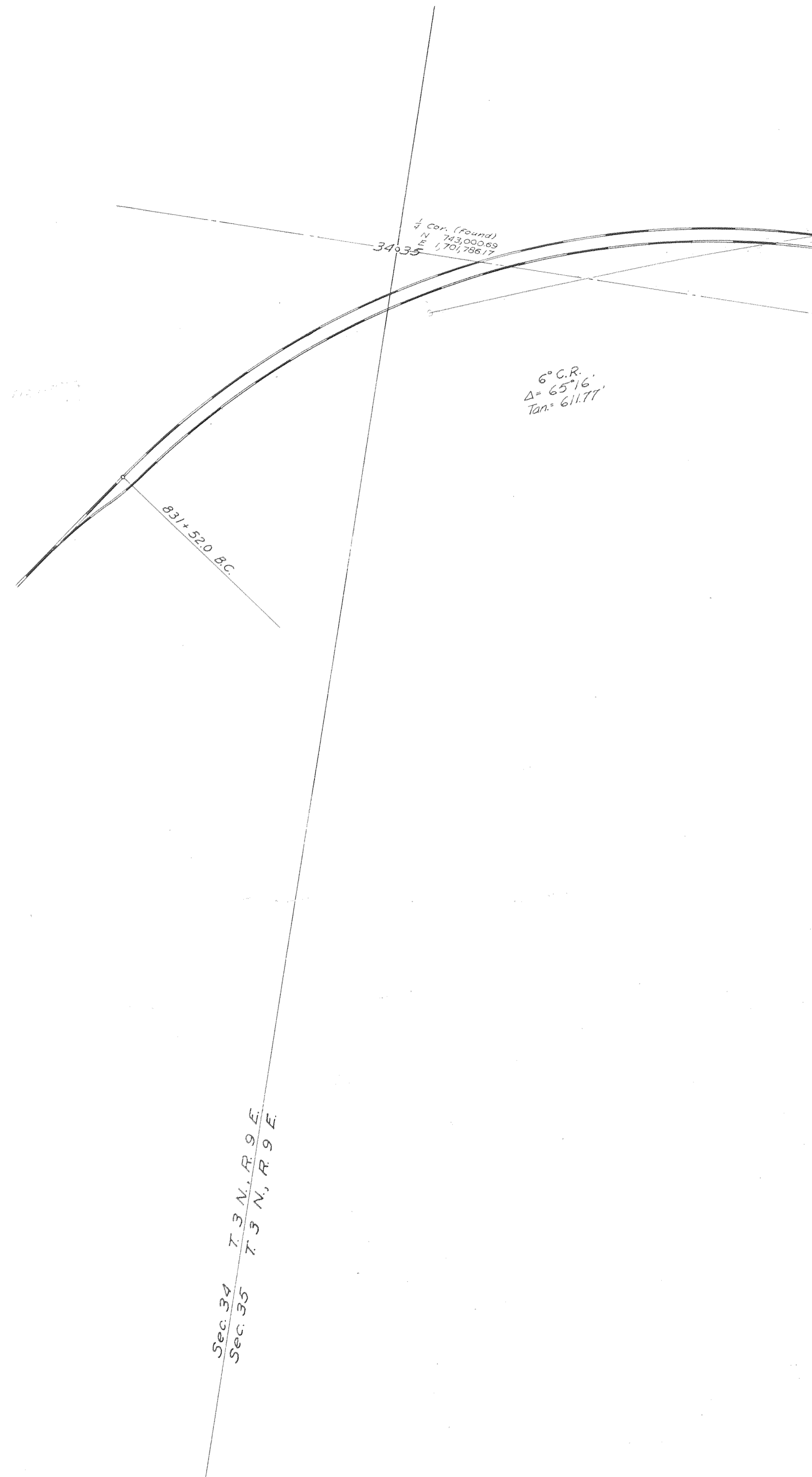


OREGON STATE HIGHWAY DEPARTMENT
LOCATED LINE
WEST UNIT
VIENTO - SHOGREN SECTION
WABIA RIVER HWY.
R & WASCO COUNTIES
795 to Sta. 1235

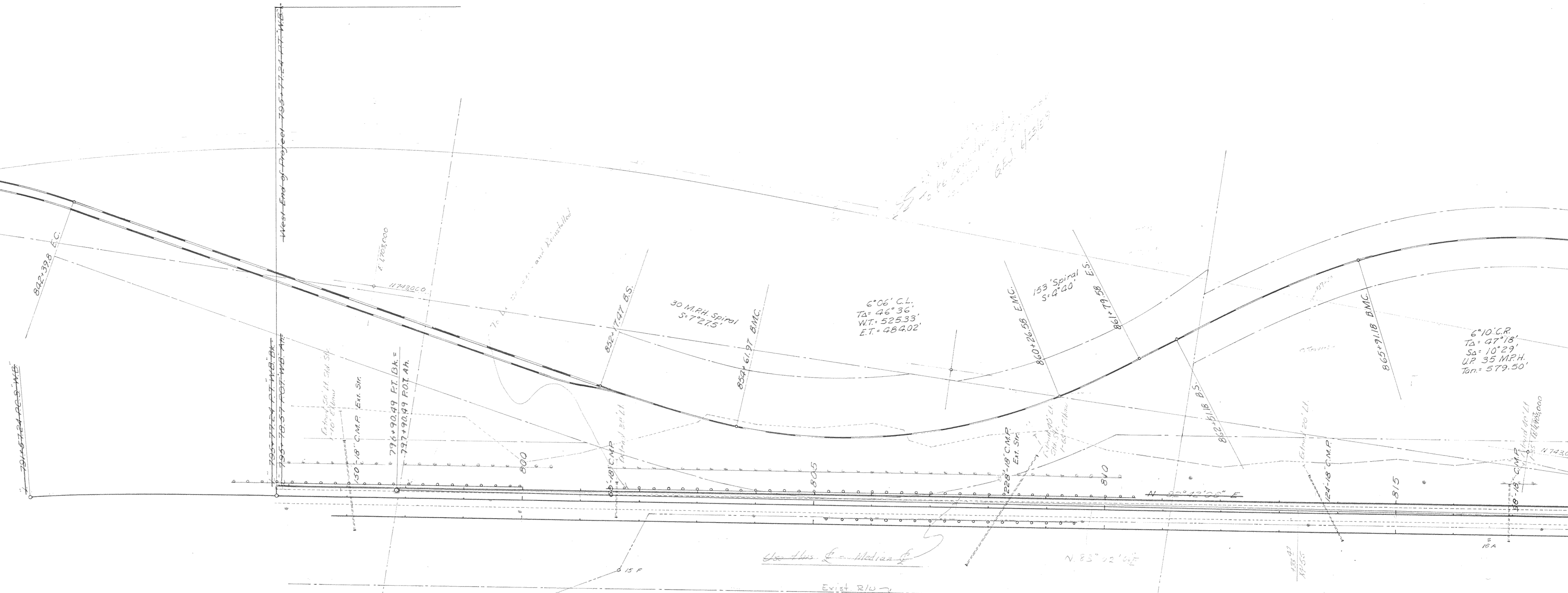
Scale
Grid B.

H.S. Coulter, Res. Engr.
Jan. 1958
1959

9F 10-6
SH 1



C.R.
65°16'
611.77



9F 10-6
SH 2

Sec. 35 T.3 N., R.9 E.

6°10' C.R.
T₂ = 47'18"
S₂ = 10'29"
UP 35 MPH.
Tan = 579.50'

870 = 1820 E.M.C.

873 = 5820 E.S.

876 = 7780 E.S.

880 = 2720 B.M.C.

3°10' C.L.
T₂ = 18'27"
S₂ = 5'32.5"
UP 50 MPH.
Tan = 469.36'

882 = 6043 E.M.C.

886 = 1043 E.S.

90 = 36' C.M.P.
91 = 10' C.M.P.
92 = 15' C.M.P.
93 = 20' C.M.P.
94 = 25' C.M.P.
95 = 30' C.M.P.

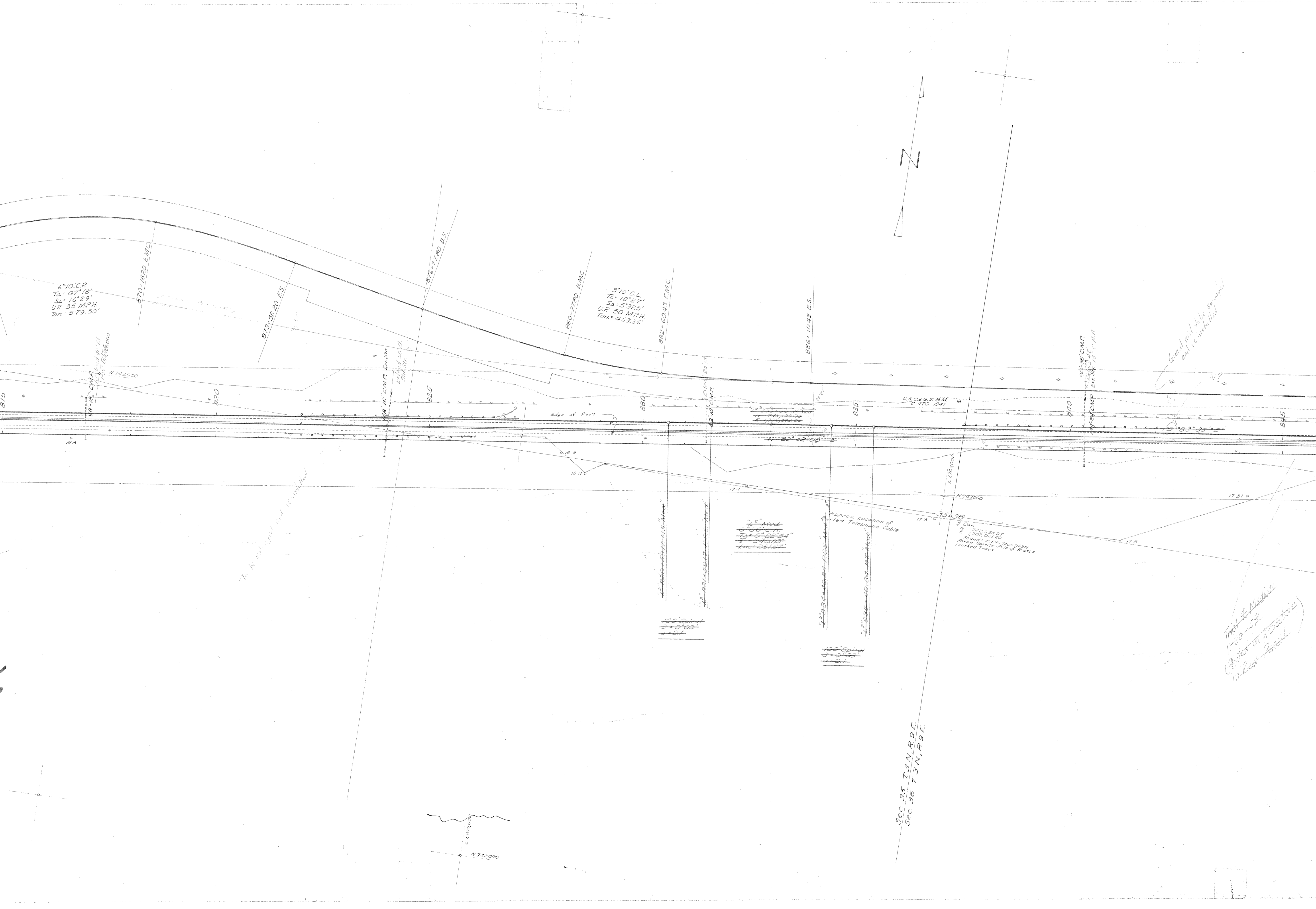
Ground will have to be surveyed and re-established

Ink salvaged and re-used

Edge of Post

Sec. 35 T.3 N. R. 9 E.
Sec. 36 T.3 N. R. 9 E.

That of Maplin
1-20-20
Plotted on a Section
in Best Part



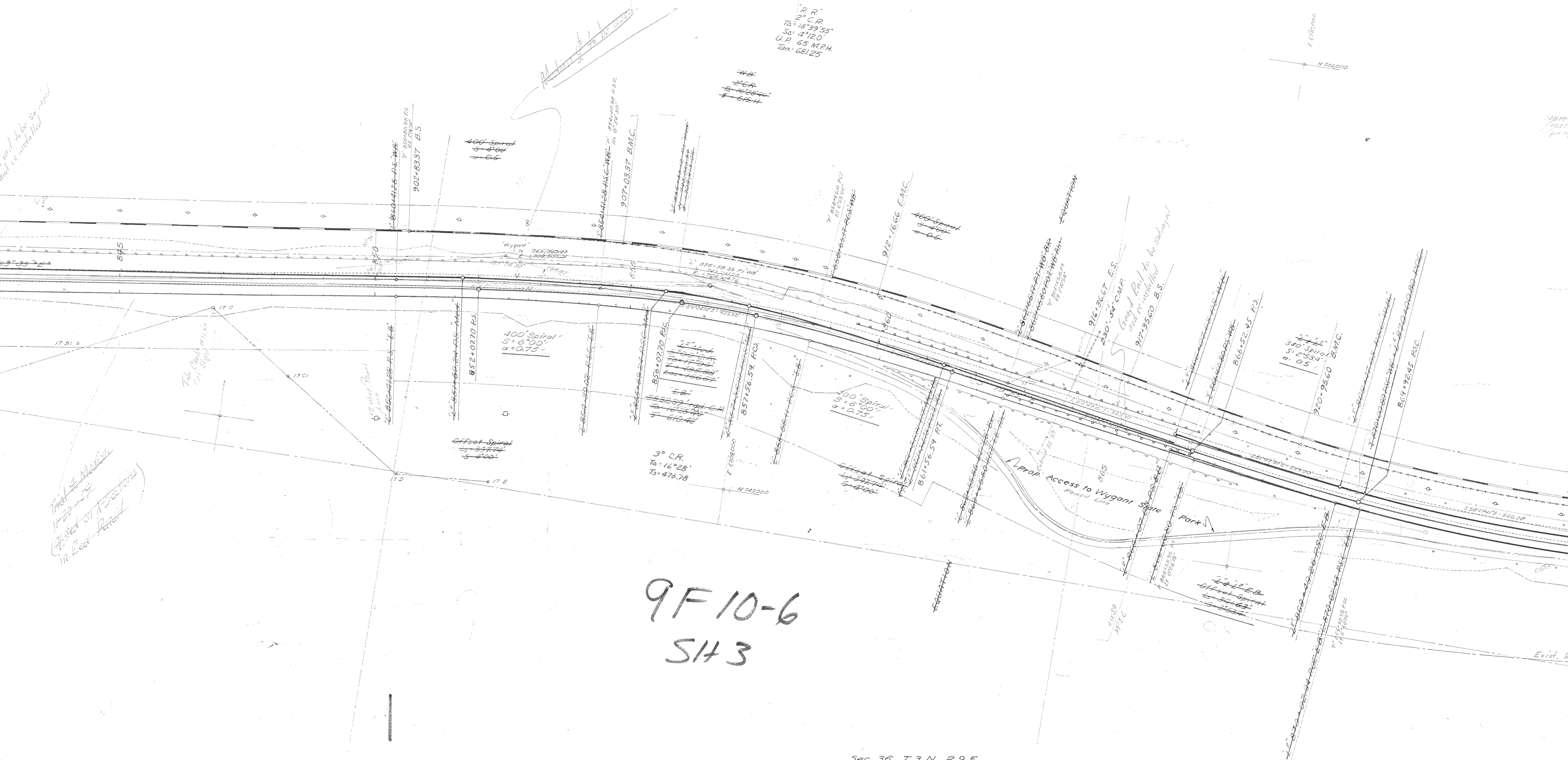


R.R.
2° C.R.
TA = 18° 39' 55"
SA = 2' 12.0"
U.P. 65 M.P.H.
Tan = 681.25



100' to be surveyed
and 10' installed

Note
100'
10'



Track to be
100' to be surveyed
and 10' installed
in Red
Area

9F10-6
5143

Note: Guard rail in pencil is to be installed. Percolated circles are proposed metal sight posts.

Note: R.R. Rev. Stationing to Sta 980 taken from old Detail Map.

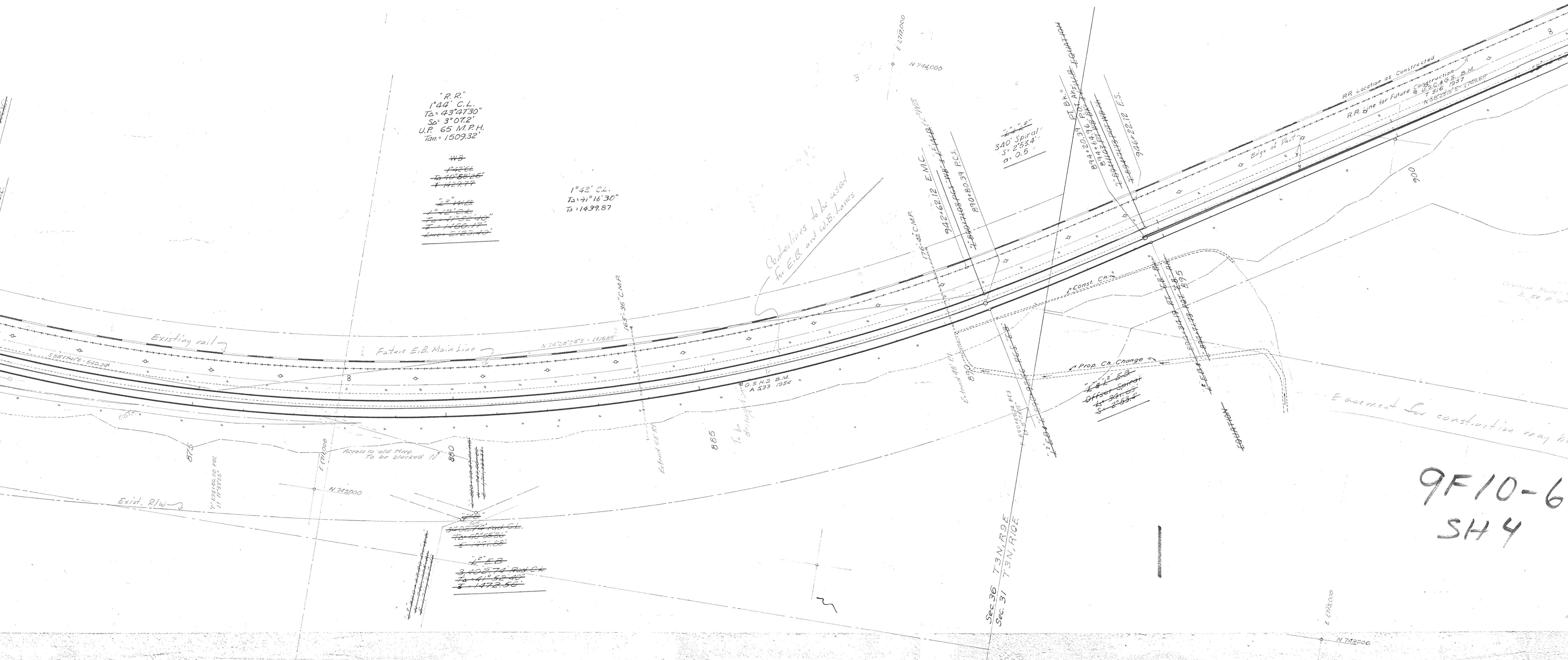
"R.R."
 1°44' C.L.
 Td = 43°47'30"
 Sp = 3°07.2"
 U.P. 65 M.P.H.
 Tm = 1509.32'

WB
 P1266
 10 10 55 26"
 4 1429.77
 1°42' C.L.
 Td = 4°16'30"
 Tm = 1439.87

Centerlines to be reset for E.B. and W.B. Lines

340' Spiral
 S = 253.4'
 a = 0.5'

9F10-6
 SH4



RR.
2°30' C.R.
Ta: 33°28'40"
Sa: 5'15"
U.P. 60 M.P.H.
Tan: 900.34

RR. Rev.
2°30' C.R.
Ta: 33°28'40"
Sa: 5'15"
U.P. 60 M.P.H.
Tan: 900.34

Note: R.R. Rev. Stationing
to Sta. 980 taken from
old Detail Map.

Median to be used

Johnson Service Road
to be blocked

Note: Poles around Mitchell Point
carry from 32 to 34 Tala wires
& 2 power lines

2°42' C.R.
Ta: 33°57'
Sa: 882.80
Tan: 978.82

END PR
BEGIN PR
STA. 936

for construction may be necessary

9F10-6
SH4



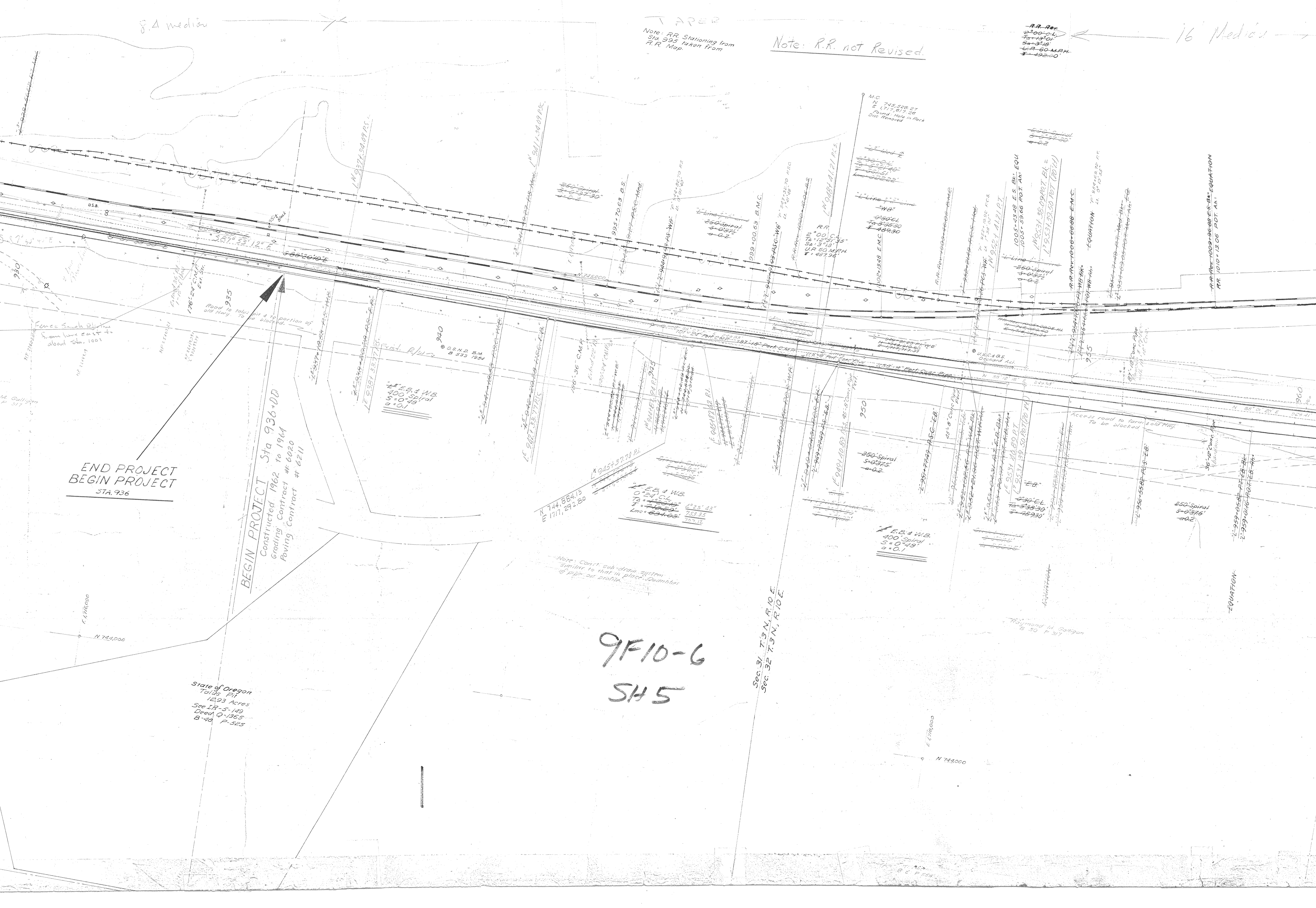
8.4 Medic

TAPER
Note: RR Stationing from Sta. 933 taken from R.R. Map.

Note: R.R. not Revised.

RR-REV
2+00-CL
7+13+01
9+3+18
UR 60 MPH
1-1950

16 Medic



END PROJECT
BEGIN PROJECT
STA. 936

BEGIN PROJECT Sta 936+00
Constructed 1962 to 1964
Grading Contract # 6020
Paving Contract # 6211

9F10-6
SH5

State of Oregon
Tad's Pit
1293 Acres
See LR-5-149
Deed Q-1365
B-40 P-525

Note: Cont. sub-drain system similar to that in place. Quantities of pipe as noted.

Sec. 31, T. 9 N., R. 10 E.
Sec. 32, T. 9 N., R. 10 E.

RR-REV 1009+9688 E.S. BK. EQUATION
RR 1010+1306 POT. AN. EQUATION

RR-REV 606-6688 E.M.C.
EQUATION

RR-REV 1005-4348 E.S. BK. EQUATION
RR-REV 1005-5866 POT. AN. EQUATION
RR-REV 1003+3809 POT. AN. EQUATION
RR-REV 1003+3809 POT. AN. EQUATION

M.C.
N 745 586 27
E 1717 812 26
Found. Hole in Rock
Dial Removed

RR
2+00 C.C.
7+13+01
9+3+18
UR 60 MPH
1-1950

RR-REV 1005-4348 E.S. BK. EQUATION
RR-REV 1005-5866 POT. AN. EQUATION

OSHD B.M.
B 533 1954

OSHD B.M.
B 533 1954

E.B. & W.B.
400 Spiral
S=0.48
a=0.1
L=945+37.79 PL

E.B. & W.B.
400 Spiral
S=0.48
a=0.1
L=945+37.79 PL

E.B. & W.B.
400 Spiral
S=0.48
a=0.1
L=945+37.79 PL

E.B. & W.B.
400 Spiral
S=0.48
a=0.1
L=945+37.79 PL

E.B. & W.B.
400 Spiral
S=0.48
a=0.1
L=945+37.79 PL

EQUATION

Raymond W. Sullivan
2 30 P 317

E 1716000
N 742000

E 1718000
N 742000

1960

16 Median

16 Median

Sec. 29 T. 3 N., R. 10 E.
Sec. 32 T. 3 N., R. 10 E.

RR 1010+1306 P.O.T. AN.
RR 1010+1306 P.O.T. AN.

Albert W. Priest
B. 31 - P. 563

1049+25.6 B.C.

Passing Track - 4

State of Oregon
D. L. R. W. 11954

Note: For details of connections,
See "As Const." construction plans.

36" Conc. Pipe
2-959+02.81 P.O.T. Bk.
2-959+016 P.O.T. Bk.

To Orchard Ave
N 74° 5' 00"

Orchard
N 74° 5' 00" 24
E 172° 19' 43"

N 87° 41' 05" E
Edge of Pavement

Med. Approach
to be blocked

45" Conc. Pipe
45" Conc. Pipe

Access rd. to farm
blocked

45" Conc. Pipe

SKETCH SHOWING
TRANSITION FROM 16' TO 84' MEDIAN
VENTO-SHOEGREN O-XING SEC.
COLUMBIA RIVER HIGHWAY
SCALE 1"=100' NOV, 1938

2-983+66.94 P.S.C. Med. for 16'

2-984+24.94 P.S.C. Med.

2-984+100.79 P.S.C. Med. for 16'

2-986+66.96 P.S.C. Transition for 16'

2-989+36.64 P.S.C. Med.

2-989+98.49 P.S.C. Med. for 16'

2-990+00.79 P.S.C. Med. for 16'

2-990+98.49 P.S.C. Med. for 16' Bk.

2-990+26.79 P.O.C. Med. - 16'

2-991+04.56 P.S.C. Med. for 16'

2-992+04.56 P.S.C. Med. for 16' Bk.

2-992+04.56 P.O.C. Med. - 16'

N 88° 01' 20" E

Sec. 32 T. 3 N., R. 10 E.

375 Spiral
S 1° 24' 22"
L=0.2

375 Spiral
S 1° 24' 22"
L=0.2

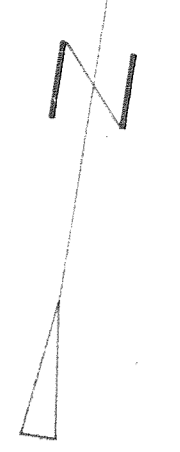
400 Spiral
S 2° 00'
L=0.25

2-985+46.83 P.S.C. Med. - 16'

Offset Spiral
L=482.03
S=240.0

Albert W. Priest
B. 31 - P. 563

T.3 N, R.10 E.
T.3 N, R.10 E.



Note: Tele. poles are located on river side of rails

10.89+25.6 P.C.

29 28
32 33

1056+08.5 E.M.C.

1058+18.5 E.S.

R.R.
1°00' C.C.
T₁ 11°28'30"
L=600.95'

0°45' C.C.
T₁ 17°59'15"
T₂ 1373.97'
Lmc 1973.88'

R.R.
4°00' C.C.
T₁ 24°54'
T₂ 1172.54'
L=555.84'

375' Spiral
S=1'24'22 1/2"
L=0.2'

5' 11.6
100' Spiral
S=1'23'36"
L=0.2'

400' Spiral
S=2'00"
L=0.25'

"W.B."
P.C.L.
T₁ 17°09'40"
L=1064.69'

5' 11.6
0°48' C.C.
T₁ 19°48'20"
T₂ 1172.54'
L=2269.44'

400' Spiral
S=2'00"
L=0.25'

1005
5' 10.0 S=5'33" P.C. W.C. BK.
L=1005+200
EQUATION L=1005+200
T₁ 1005+200
T₂ 1005+200

375' Spiral
S=1'24'22 1/2"
L=0.2'

500' Spiral
S=2'12.5"
L=0.7'

N 70°01'50" E
L=512.46'

10.89+25.6 P.C.

10.89+25.6 P.C.

10.89+25.6 P.C.

10.89+25.6 P.C.

1000

N 745,102.01
E 1723,681.01

L=999+30.63 P.I.

R/W Along Foot of Cliff

Offset Spiral
L=400
S=2'00"

Offset Spiral
L=400
S=2'00"

5189.32 rad C.L.
T₁ 17°09'40"
L=1073.72'

Sec. 32 T.3 N, R.10 E
Sec. 33 T.3 N, R.10 E

9F10-6
SH 6





Note: For connection not shown, see "As Const" construction plans.

9F10-6
SH 7

RR
4° 53' 15" C.R.
Δm: 5' 46"
E: 325.18'

RR
4° 00' C.R.
T₁: 29° 47'
S₁: 3' 00"
UP 30 MPH - East
E₁: 382.82'
E₂: 434.35'

RR
3° 38' C.R.
T₁: 112° 42'
S₁: 3' 22"
UP 35 MPH - West
E₁: 249.74'
E₂: 167.58'

USC & GS B.M. 500 Spiral
S 516 1957
S-8° 45'
a-0.7

N 70° 01' 50" E
N 56° 16' E
N 64° 53' 15" E 312.76
1015
30" Conc. Pipe
Rt. 11' 08" 80

PI
N 745° 815.09
E 17271.6422

1° C.R.
T₁: 29° 11' 10"
S₁: 574.00"
400 Sp.
a-1.0
S-8° 00'

R/W Along Foot of Cliff

Sec. 28 T.3 N., R. 10 E.
Sec. 33 T.3 N., R. 10 E.

1° 30' C.L.
T₁: 24° 17' 15"
T₂: 979.90
T₃: 1115.69

"WB"
1° 30' C.L.
T₁: 24° 10' 10"
T₂: 918.82'

745,567.68
745,562.15
E 1726,199.96

375 Spiral
S-2° 48' 15"
a-0.4

375 Spiral
S-2° 48' 15"
a-0.4

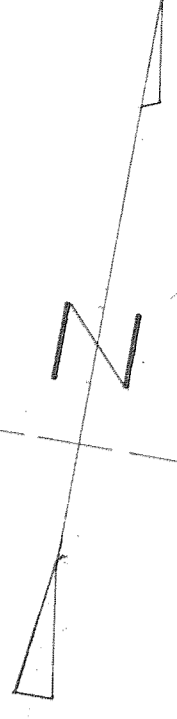
375 Spiral
S-2° 48' 15"
a-0.4

375 Spiral
S-2° 48' 15"
a-0.4

375 Spiral
S-2° 48' 15"
a-0.4



Japan



RR
2°00' CL
76°19' 30"
SA: 1°30'
UP: 45 M.P.H.
S: 51.23'

RR
4°00' CL
76°34' 30"
SA: 6° 36'
UP: 45 M.P.H.
S: 610.92'

Sec 28 T3N, R10E
Sec 27 T3N, R10E

GOD 50
5' 1' 30"
R-0.25

37.5' Spiral
S-2448.75
a=0.0

EQUATION
L-1045+03.55-PT-EB-BK
L-1044+29.95-PT-EB-AH

"L" Line & "E" Line
250' Spiral
S-0375
a=0.2

"W-B"
C°30' CL
76°23' 40"
S: 386.16

EQUATION
L-1067+91.57-PT-EB-BK
L-1066+53.91-PT-EB-AH

"L" Line & "E" Line
250' Spiral
S-0375
a=0.2

Const. Type E Force Sewer
1957 to 1969
73 Posts

Guard Rail to be salvaged
and reinstalled
approx. same location

Prop. Conc. Retaining Wall
N 74°55'35" E
N 76°13'30" E

L-1052+21.26-PT-EB-BK
L-1051+12.79-PT-EB-AH
L-1050+12.79-PT-EB-AH
L-1049+12.79-PT-EB-AH

Sec 33 T3N, R10E
Sec 34 T3N, R10E

L-1044+03.55-PT-EB-BK
L-1044+29.95-PT-EB-AH

80'-18" C.M.P.
E 14°24' 30" RT
L: 1095+10.54
L: 1095+10.54
L: 7°55' 30"

28
33
34
Sec. Cons. 4580.28
E 1728° 23' 33"
Found 1/24 Secs
Nov 1930

250' Spiral
S-0375
a=0.2

EQUATION
L-1066+53.91-PT-EB-AH
L-1066+25.91-PT-EB-BK
L-1065+09.95-PT-EB-AH

EQUATION
L-1066+25.91-PT-EB-BK
L-1065+09.95-PT-EB-AH
L-1066+53.91-PT-EB-AH

PI
N 74°29' 33"
E 1728° 23' 33"

Note: See 50' Stationing for
pipe & drainage details. Sta. 450

Obtain 15' Easement
for installation of 18\"/>

R.R.
4°00' C.R.
Ta: 30.03'
Sa: 6.36'
UP 45 M.P.H.
E: 530.46'

R.R.
2°00' C.R.
Ta: 10.98'
E: 270.8'

R.R.
3°17' C.L.
Ta: 25.47'
Sa: 4.22'
UP 45 M.P.H.
E: 532.58'

Const. Type 2 Fence between North Frontage Road and Highway Sta. 1073 to Sta 1087+50 - 88 Pds.

Const. Type 2 Fence on North side of South Frontage Road Sta. 1065 to Sta. 1075 - 182 Pds.

Schematic plan of proposed interchange

Curb Section on "FR" Line

Note: Guard rail in pencil is to be installed. Pencilled circles are proposed metal sight posts.

Note: For details of W. Hood River Interchange, see "As Const." Construction plans.

9F10-6
SH 8

Sec. 27 T.3 N., R. 10 E.
Sec. 34 T.3 N., R. 10 E.

4 Con. (Found)
E: 1745.833' ±
E: 1749.072' ±

1/4"

Sta. 1090 to Sta 1147 on North side of
dug. Canal, nat 345 rods, Type 2 Fence

1151+96.8 E.M.C.

1154+123 E.S.

1103+77.9 P.S. W.B.

Line 4
W.B.
400' Spiral
S 1° 2' 00"
R 0.25

1107+97.9 P.S.C. W.B.

Line 4
W.B.
1" C.R.
TA = 16° 17' 50" 45"
R = 1020.56

Center lines to be used
for E.B. and W.B. Lines

Line 4
W.B.
400' Spiral
S 1° 2' 00"
R 0.25

EQUATION
TA = 17° 49' 59" 00"
R = 870.00

112+107 Conc. Pipe

100

105

1110

1115

1120

1125

1108+113 P.S.C.

1109+97.9 P.S.C. W.B.

1107+95.0 P.S.C. W.B.

E.B.
0.45 C.R.
TA = 15° 29' 45"
R = 1227.00

E.B.
5669.58' rad. C.R.
TA = 16° 14' 50"
R = 1911.97
L = 1216.84'

1120+124 P.S.C. W.B.

Offset Spiral
L = 397.91'
S = 2' 00"

EQUATION
TA = 11° 22' 18.73"
R = 1122.12873

375' Spiral
S 1° 24' 22.5"
R 0.02

375' Spiral
S 1° 24' 22.5"
R 0.02

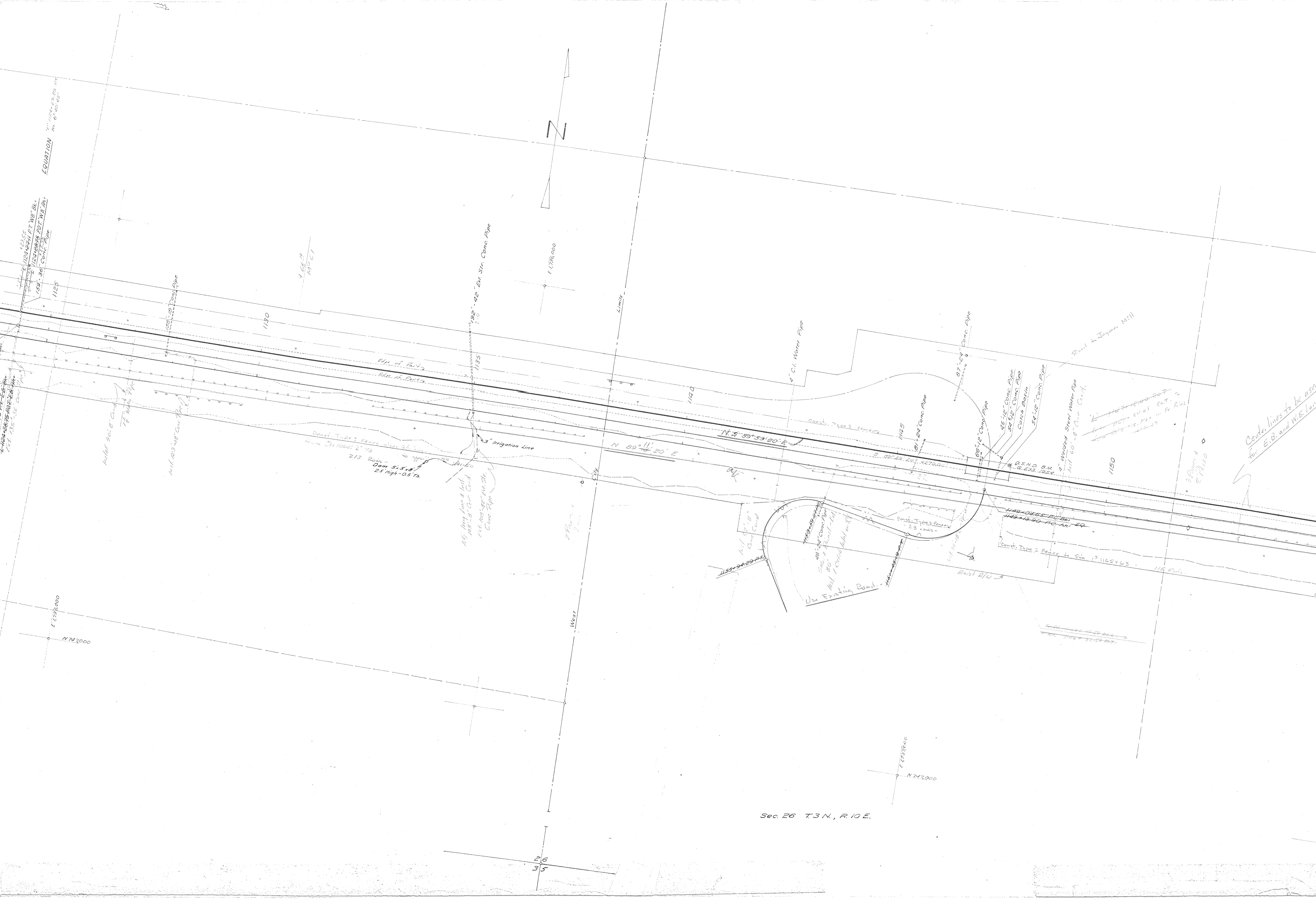
1008+140 P.S.C. W.B.

Sec 27 T.3 N. R. 10 E.
Sec 26 T.3 N. R. 10 E.

9F10-C
S49

1173+000
N 74 20 00

1/4



EQUATION $\frac{71.16 \times 0.9939}{0.0045}$

120-3" Conc. Pipe
150' x 36" Conc. Pipe
120-3" Conc. Pipe

105-8" Conc. Pipe

192' x 42" Est. Svr. Conc. Pipe

1" = 100'

Limit

4" C.I. Water Pipe

80" Dia Conc. Pipe

87' Dia Conc. Pipe

45' Dia Conc. Pipe

54' Dia Conc. Pipe

4" Welded Steel Water Pipe
Inst. 60' x 8" Conc. Canal

Centre lines to be used
for E.B. and W.B. Line

Const. Type 2 Fence
2 1/2' Road
Dam 5' x 5' @
25 High - 0.5 ft.

Inst. 105-8" Conc. Pipe
1 x 1" 100' x 20' At Stl.
Conc. Pipe

Inst. 80" Dia Conc. Pipe
80' x 20' x 12' - Mill
Mill 1' 10" x 12' x 12' in 2'

Use Existing Road -

EXIST R/W

Const. Type 2 Fence to Sign
12' x 11' 6" x 6" EQ

N 74 30 00

N 74 30 00

Sec. 26 T. 3 N., R. 10 E.

26
35

Center lines to be used for E.B. and W.E. Lanes

9F10-6
SH 10

Sec. 20 T.3N. R.10E.
Sec. 25 T.3N. R.10E.

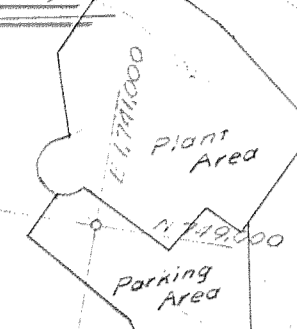
Note: R.R. & Hwy. Intersection is as
shd in field



North Line Nath. Coe D.L.C. #37

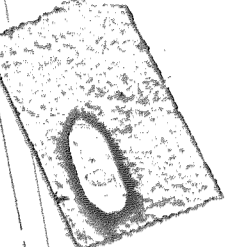
"W.S."
2° C.R.
TA=20°59'40"
S=655.91'

Proposed Sewage Disposal Plant
for City of HOOD RIVER



Plant Area
Parking Area

PROPOSED INDUSTRIAL AREA



250' Spiral
S=2°50'
a=0.6

Offset Spiral
L=231.74
S=2°11.4'

400' Spiral
S=4°00'
a=0.5

Note: R.R. Alignment taken from old detail map.

3000.67 rad. C.R.
TA=20°59'40"
S=673.12'

"E.B."
2° C.R.
TA=21°47'40"
S=751.95
E=151.95

100' Spiral
S=4°00'
a=0.5

Note: Double guard rail from end of Overcrossing Structure 200' Sta. 1172 to Sta. 1197 in 100' of Median Rail.

Note: Guard rail shown in pencil is to be installed. Pencil circles are metal sight post.

9F10-6
S111

Note: For correct data on 2nd Street Interchange, see "As Const." construction plans.



Correct data on 2nd Street change, see "As Const." function plans.

T3N, R10E

T3N, R11E

25 30
36 31

END PROJECT Sta 1235+00

Constructed 1962-1964
Grading Contract # 6020
Paving Contract # 6211

1295 East End of Project Sta 1235+00

V.B.
5761.99' Radius C.R.
Ta = 31° 15' 25"
L = 2014.45'
E = 1857.45'
Lmc = 2486.20'

E.B.
A.C.P.
Ta = 31° 28' 50"
L = 1815.18'
Lmc = 2748.06'

E.B.
A.C.P.
Ta = 31° 40' 00" 15' 25"
L = 1814.37' 89'
Lmc = 2748.06'

0° 30' C.R.
Ta = 3° 03' 30"
L = 110' 09"
Lp = 60 M.P.H.
E = 335.91'

2° 12' C.R.
Ta = 25' 12"
Lp = 2° 34.8"
Lp = 30 M.P.H.
E = 699.23'

Sec 30 T.3 N., R.11 E.
Sec 31 T.3 N., R.11 E.

Note: For correct data on E. Hood River Interchange, see "As Const." Construction Plans.

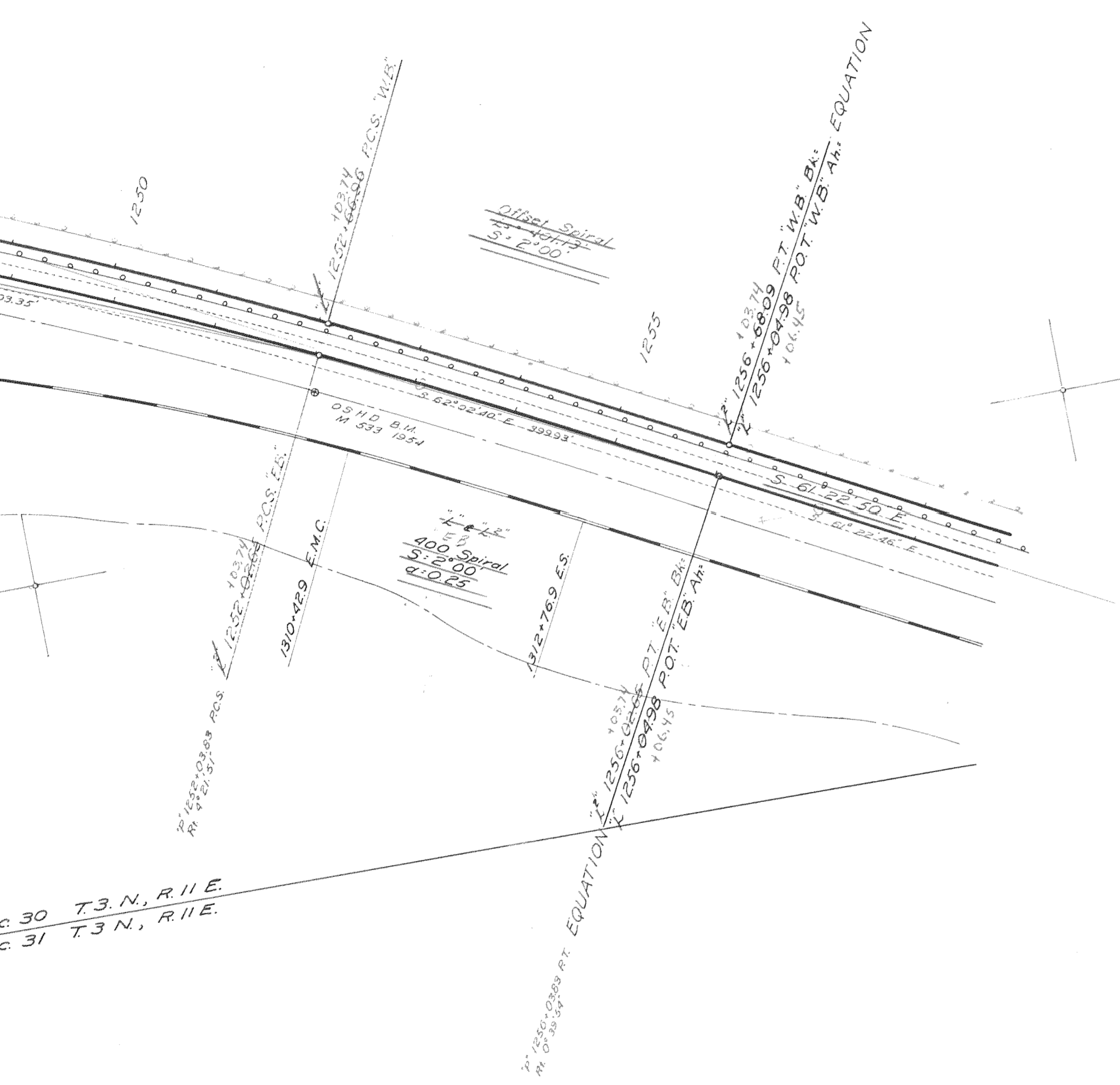
9F10-6
SH 12



East Line North. Benson D.L.C. 57



C 30 T3 N, R11 E.
C 31 T3 N, R11 E.



Oilwell Spiral
51° E 00'

400 Spiral
51° E 00'
610.25'

24° 15' 00\"/>

1236.10374
1236.6809 FT "WB" BA
106.95' ROT "WB" BA
EQUATION

1236.10374
1236.6809 FT "E" BA
106.95' ROT "E" BA
EQUATION

1300-1259 F.M.C.

1312-1209 F.S.

0.9112 B.M.
M 333 1954

1250

1235

