

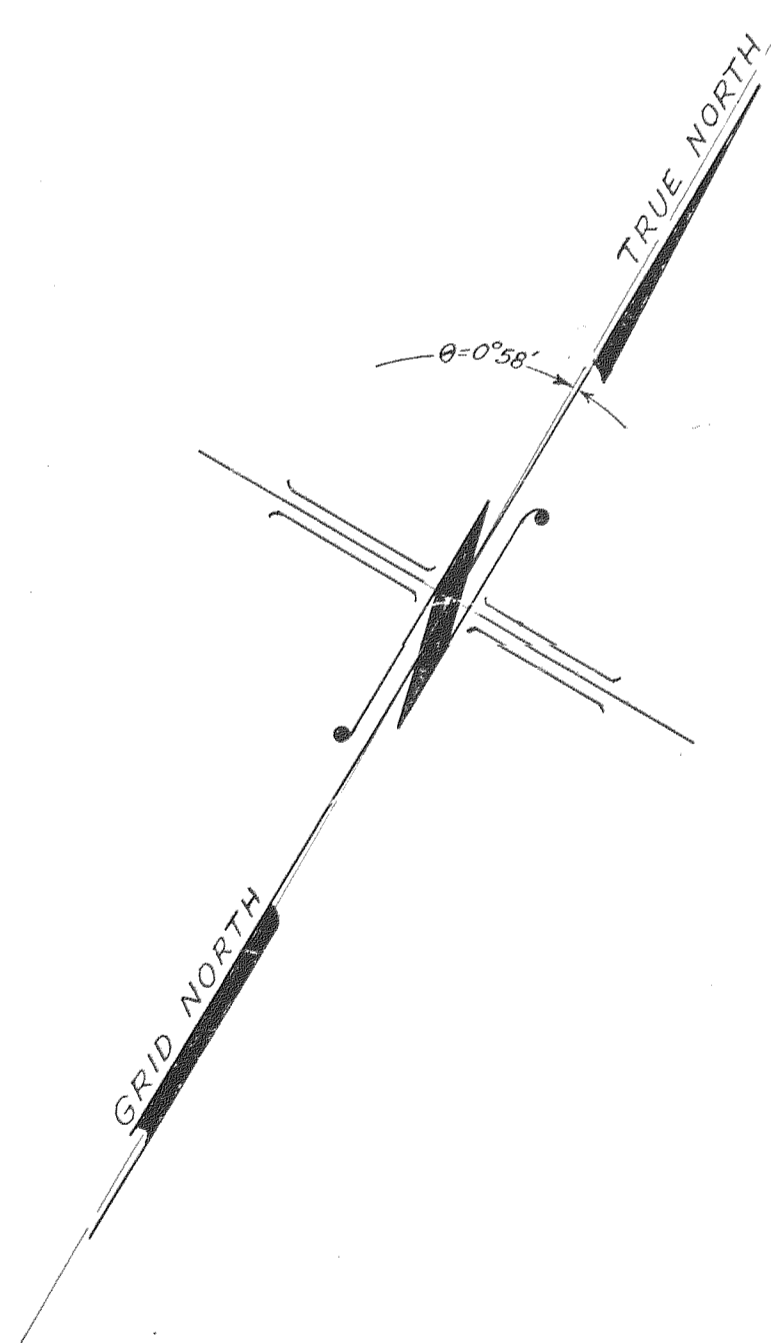
OREGON STATE HIGHWAY DEPT.

LOCATION MAP
E. CASCADE LOCKS Jct. FOUNTAIN SLIDE UNIT
OF
E. CASCADE LOCKS Jct. WYETH SECT.
COLUMBIA RIVER HWY.
HOOD RIVER COUNTY

LORENA A. WEBER, Res. Eng.

May 1958

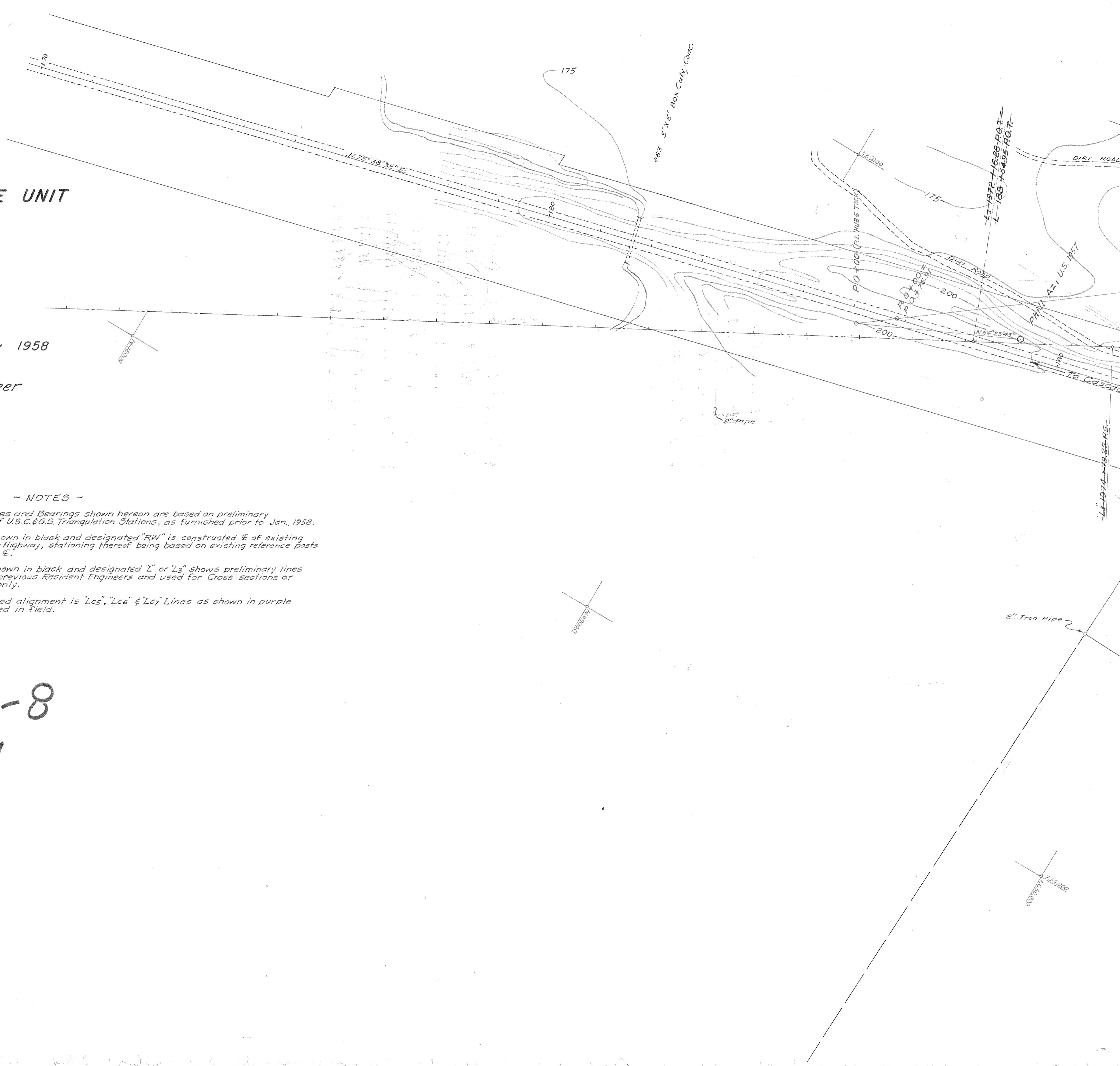
Scale: 1" = 100'
Map Revised July, 1958 - E.S. Hunter, Resident Engineer
OREGON COORDINATE SYSTEM - NORTH ZONE



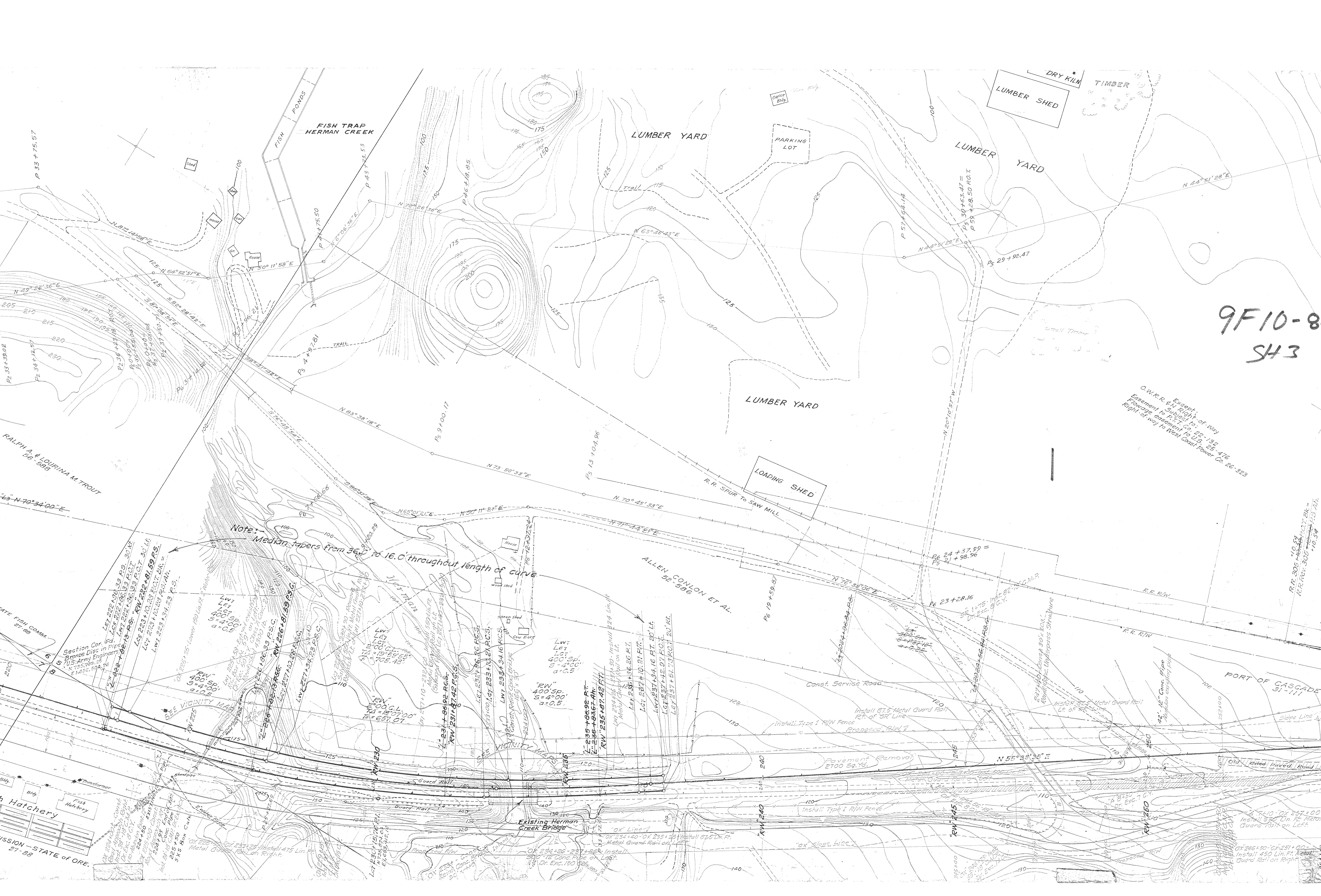
NOTES

All Coordinates and Bearings shown hereon are based on preliminary coordinates of U.S.C.&G.S. Triangulation Stations, as furnished prior to Jan., 1958.
Alignment shown in black and designated "RW" is constructed 1/2 of existing Columbia River Highway, stationing thereof being based on existing reference posts 27 ft. or ft. of 1/2.
Alignment shown in black and designated "L" or "L3" shows preliminary lines surveyed by previous Resident Engineers and used for Cross-sections or topography only.
Final proposed alignment is "Lc5", "Lc6" & "Lc7" Lines as shown in purple and as staked in field.

9F 10-8
SH 1







9F10-8
SH3

Except: Right of Way
Subject to: 22-132-25-476
Easement to P.T.T. Co. 25-476
Flotage easement to U.S. 26-323
Right of way to West Coast Power Co. 26-323

Note: Medication papers from 36' to 16.0' throughout length of curve

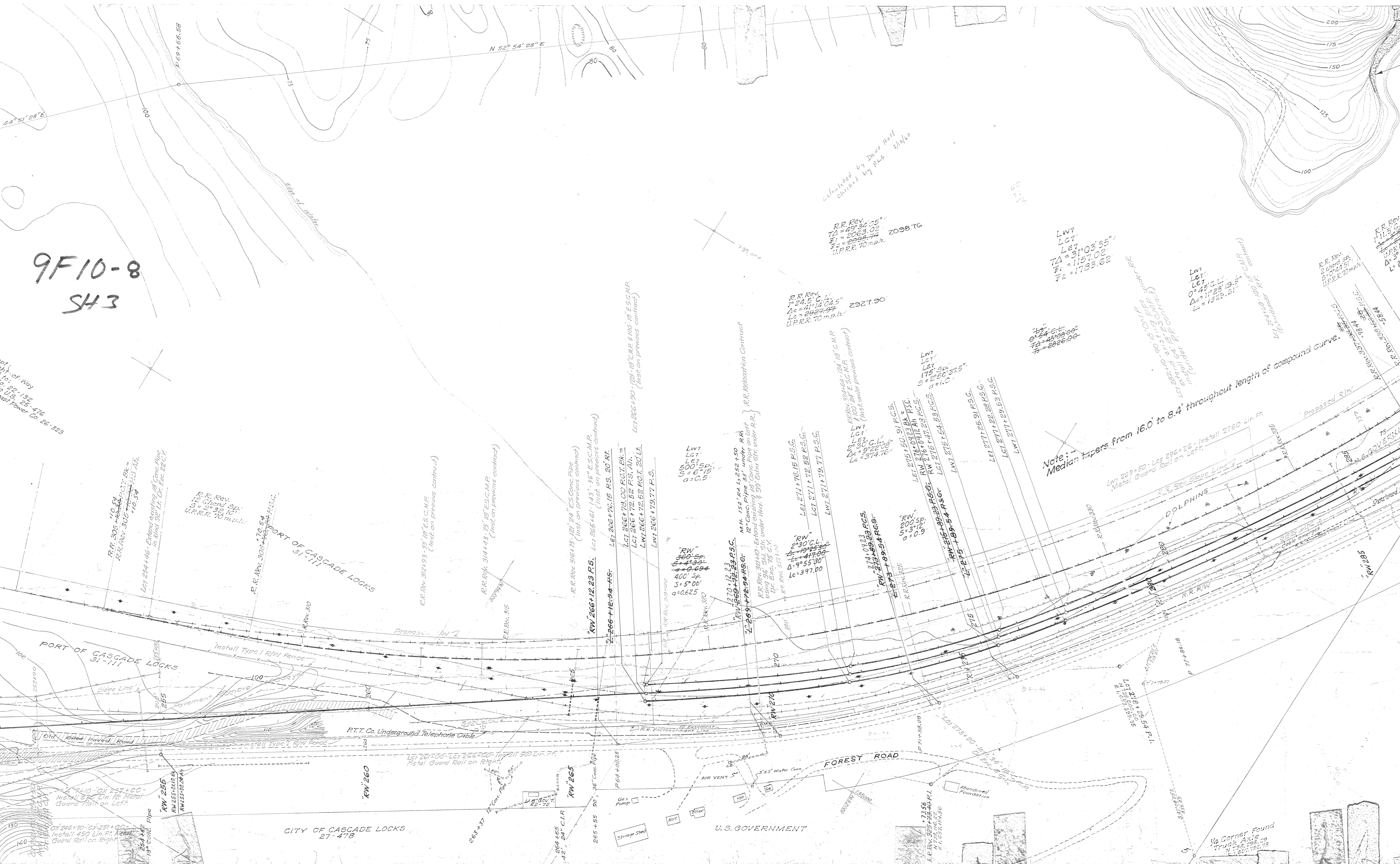
RALPH A. & LOURINA M. TROUT
56-586

Section Cor. in
Bronze Disc in Pipe
70.5 Army Engineers
1952

Fish Hatchery

MISSION - STATE OF ORE
27-88

9F10-8
SH3



Calculated by Deane Hall
Checked by P.L.S. 2/14/60

R.R. Rev.
No 24.5 C.L.
TΔ = 29°34'05"
Fi = 2063.02
F2 = 2092.34
U.P.R.R. 70 m.p.h. 2098.76

R.R. Rev.
No 24.5 C.L.
TΔ = 41°14'04.5"
Fi = 2227.95
F2 = 2227.95
U.P.R.R. 70 m.p.h. 2327.90

LW7
LCT
LCT
TΔ = 31°03'35"
Fi = 1157.02
F2 = 1753.62

LW1
LCT
LCT
TΔ = 0°45'01"
Fi = 1125.19
F2 = 1523.21

R.R. Rev.
No 24.5 C.L.
TΔ = 11°55'00"
Fi = 1115.50
F2 = 1115.50
U.P.R.R. 70 m.p.h. 1115.50

LW1
LCT
LCT
TΔ = 0°54'00"
Fi = 2226.00
F2 = 2226.00

LW1
LCT
LCT
TΔ = 22°10'40.16"
Fi = 2226.00
F2 = 2226.00
U.P.R.R. 70 m.p.h. 2226.00

Note: Median tapers from 16.0' to 8.4' throughout length of compound curve.

R.R. Rev.
No 305
TΔ = 10°30'00"
Fi = 10.34
F2 = 10.34

R.R. Rev.
No 12
TΔ = 2°32'10"
Fi = 22.10
F2 = 22.10
U.P.R.R. 70 m.p.h.

R.R. Rev.
No 308
TΔ = 70°54'
Fi = 31.11
F2 = 31.11

R.R. Rev.
No 312
TΔ = 59°18'
Fi = 18.15
F2 = 18.15
U.P.R.R. 70 m.p.h.

R.R. Rev.
No 314
TΔ = 143°25'
Fi = 18.15
F2 = 18.15
U.P.R.R. 70 m.p.h.

R.R. Rev.
No 315
TΔ = 315°

R.R. Rev.
No 316
TΔ = 173°24'
Fi = 24.5
F2 = 24.5
U.P.R.R. 70 m.p.h.

R.R. Rev.
No 266
TΔ = 12°23' P.S.
Fi = 143.36
F2 = 143.36
U.P.R.R. 70 m.p.h.

R.R. Rev.
No 266
TΔ = 12°34' P.S.
Fi = 145.74
F2 = 145.74

R.R. Rev.
No 266
TΔ = 73°00' P.C.T. Pk.
Fi = 172.52
F2 = 172.52
U.P.R.R. 70 m.p.h.

R.R. Rev.
No 266
TΔ = 72°52' P.S. A.H.
Fi = 20.14
F2 = 20.14

R.R. Rev.
No 266
TΔ = 72°52' P.C.T. 20 Lt.
Fi = 179.77
F2 = 179.77

R.R. Rev.
No 266
TΔ = 72°52' P.S.
Fi = 179.77
F2 = 179.77

"RW"
S = 500' Sp.
a = 0.625

"RW"
S = 400' Sp.
a = 0.625

"RW"
S = 200' Sp.
a = 0.9

"RW"
S = 100' Sp.
a = 0.9

"RW"
S = 200' Sp.
a = 0.9

"RW"
S = 200' Sp.
a = 0.9

"RW"
S = 200' Sp.
a = 0.9

"RW"
S = 200' Sp.
a = 0.9

"RW"
S = 200' Sp.
a = 0.9

"RW"
S = 200' Sp.
a = 0.9

"RW"
S = 200' Sp.
a = 0.9

"RW"
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a = 0.9

"RW"
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a = 0.9

"RW"
S = 200' Sp.
a = 0.9

"RW"
S = 200' Sp.
a = 0.9

"RW"
S = 200' Sp.
a = 0.9

"RW"
S = 200' Sp.
a = 0.9

R.R. Rev.
No 266
TΔ = 10°30'00"
Fi = 10.34
F2 = 10.34

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

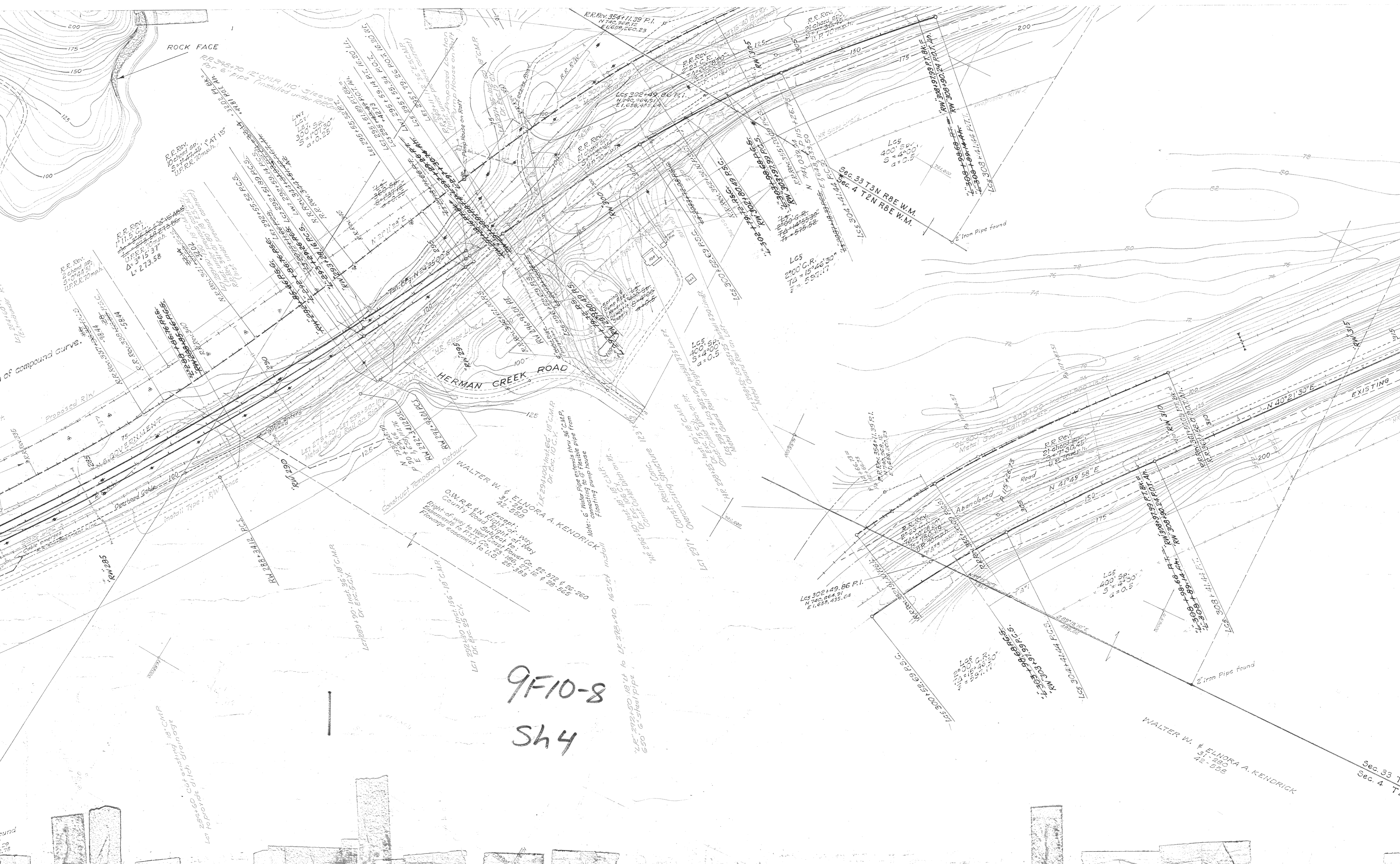
R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00

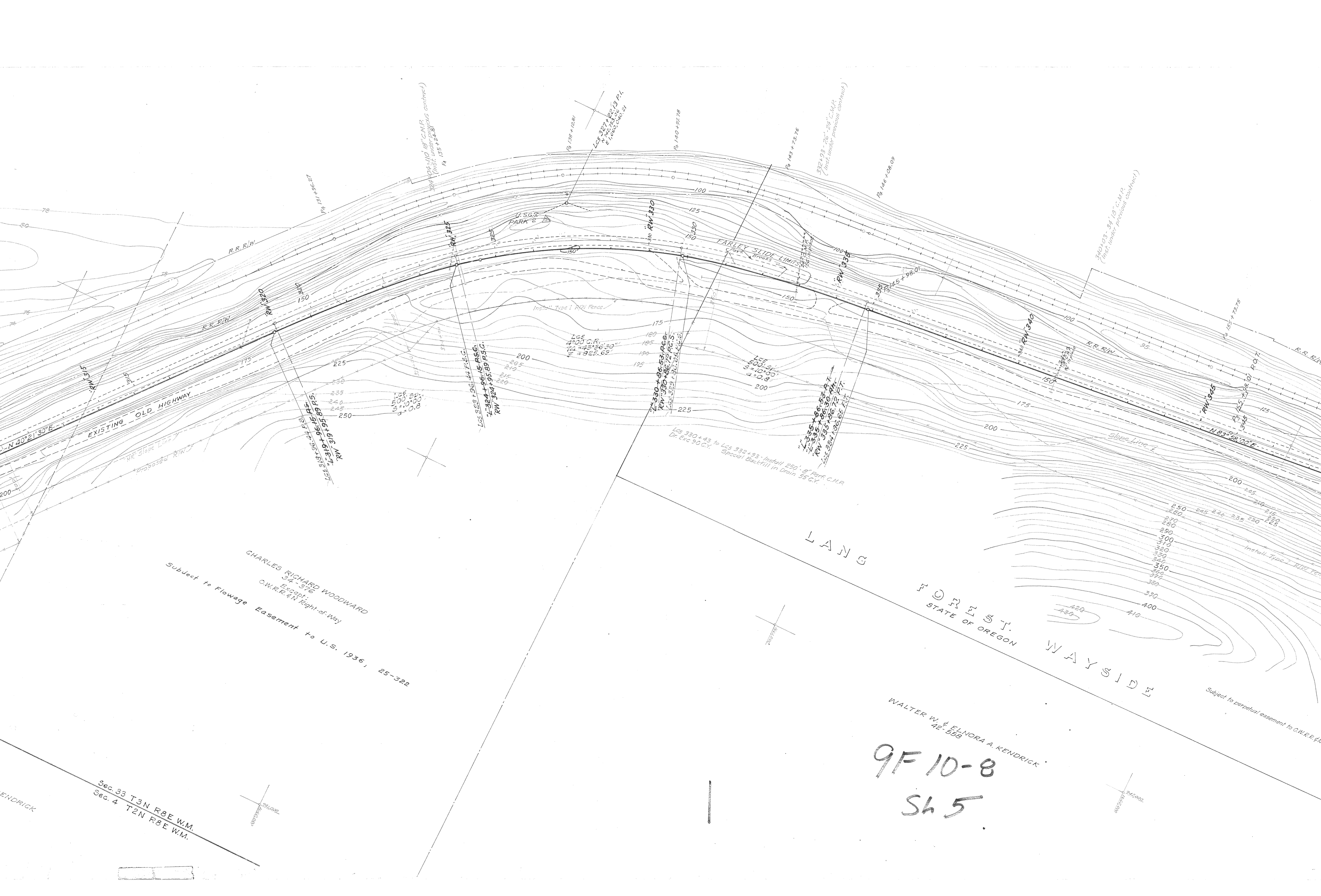
R.R. Rev.
No 255
TΔ = 255°00'00"
Fi = 255.00
F2 = 255.00



9F10-8
Sh4

WALTER W. & ELNORA A. KENDRICK
31-280
42-555

Sec. 33 T
Sec. 4 T



CHARLES RICHARD WOODWARD
34-576
Except:
O.W.R.R. & N. Right-of-Way
Subject to Flowage Easement to U.S. 1936, 25-322

WALTER W. & ELMORA A. KENDRICK
42-558

9F 10-8
SH 5

Sec. 33 T3N R8E W.M.
Sec. 4 T2N R8E W.M.

KENDRICK

Subject to perpetual easement to C.W.R.R. Co.



Existing Union Pacific R.R. (C.N.R. & N.)

Proposed Railroad Relocation

EXISTING OLD HIGHWAY

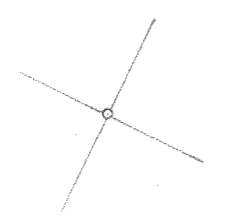
Beacon Rock

CASCADE LOCKS LUMBER CO. 44-152
Reservation of right to use road (Elden-Gates K-451)
Easements to P.T.I. Co. 14-154, 22-156, 21-201

Subject to perpetual easement to C.N.R. & N. Co. for drainage tunnel 13-501
Install Type 7 R/W Trench

CASCADE LOCKS LUMBER CO.
44-152

OREGON-WAS
Flowage Eas
Lease to E.F. &



P.O. 00
N 74.231, 20.20
E 1,002.28, 284.88

P 31.52, 27.4
N 10.21, 21.67
E 1,002.28, 284.88

R.R. Rev. 13 chord sp.
S = 257.45'
U.P. 70 m.p.h.

R.R. Rev. 13 chord sp.
S = 257.45'
U.P. 70 m.p.h.

R.R. Rev. 13 chord sp.
S = 257.45'
U.P. 70 m.p.h.

R.R. Rev. 13 chord sp.
S = 257.45'
U.P. 70 m.p.h.

L.C.E. 367+39.59 P.S.G.
S = 257.45'
a = 1.0

L.C.E. 369+39.59 P.S.G.
S = 257.45'
a = 1.0

L.C.E. 371+39.59 P.S.G.
S = 257.45'
a = 1.0

L.C.E. 373+39.59 P.S.G.
S = 257.45'
a = 1.0

L.C.E. 356+18.59 P.S.
S = 257.45'
a = 0.5

L.C.E. 359+84.32 P.S.G.
S = 257.45'
a = 0.5

L.C.E. 360+18.59 P.S.G.
S = 257.45'
a = 0.5

L.C.E. 362+54.84 P.C.S.
S = 257.45'
a = 1.0

L.C.E. 366+54.84 P.T.
S = 257.45'
a = 1.0

L.C.E. 374+54.84 P.T.
S = 257.45'
a = 1.0

L.C.E. 375+54.84 P.T.
S = 257.45'
a = 1.0

L.C.E. 354+31.14 P.S.BK.
S = 257.45'
a = 1.0

L.C.E. 355+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 356+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 357+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 358+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 359+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 360+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 361+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 362+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 363+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 364+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 365+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 366+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 367+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 368+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 369+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 370+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 371+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 372+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 373+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 374+31.14 P.T.
S = 257.45'
a = 1.0

L.C.E. 375+31.14 P.T.
S = 257.45'
a = 1.0

ANDER U.S.C.S.
N 74.231, 20.20
E 1,002.28, 284.88

ANDER U.S.C.S.
N 74.231, 20.20
E 1,002.28, 284.88

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E 1,002.28, 284.88

ANDER U.S.C.S.
N 74.231, 20.20
E 1,002.28, 284.88



OREGON-WASHINGTON RAILROAD & NAVIGATION CO. 27-527
 Subject to:
 Flowage Easement to U.S.A. 25-426
 Lease to E.F. & R.S. Kobia 1936 3-534 (Misc. Records)

BERNARD FELIX & JULIA W. MEINIKHEIM 61-242
 Subject to:
 O.W.R.R. & N. Co. right-of-way
 Right-of-way for water pipe line
 Right-of-way to West Coast Power Co. 1931 22-621
 Right-of-way to P.T.T. Co. 1938 27-201
 Slope easement to O.W.R.R. & N. Co. 1938 27-59
 Flowage easement to U.S.A. 25-275, 28-304, 27-639
 Rights of State of Oregon in and to portion affected by above Flowage Easement

9F10-8
 SH6