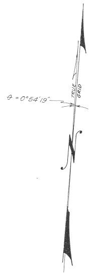
OREGON STATE HIGHWAY COMMISSION

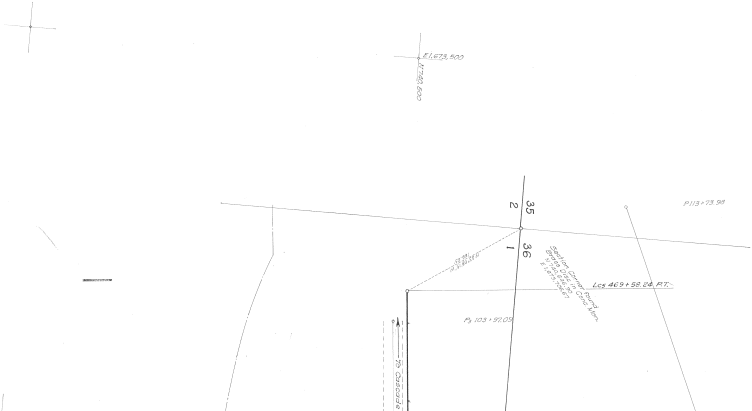
LOCATION MAP
WYETH INTERCHANGE
FOUNTAIN SLIDE - WYETH UNIT
EAST CASCADE LOCKS JCT. - WYETH SECTION
COLUMBIA RIVER HIGHWAY

Hood River County
Survey by E.S. Hunter, Res. Engr.
August, 1958
Scale - 1" = 50'

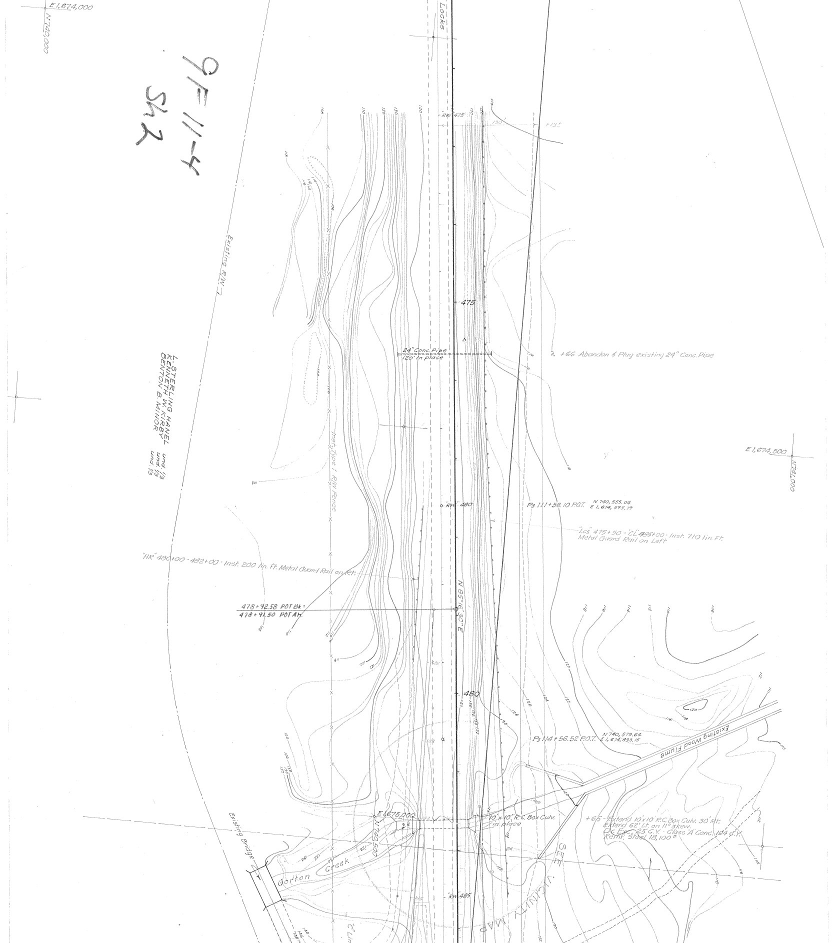
Oregon Coordinate System, North Zone

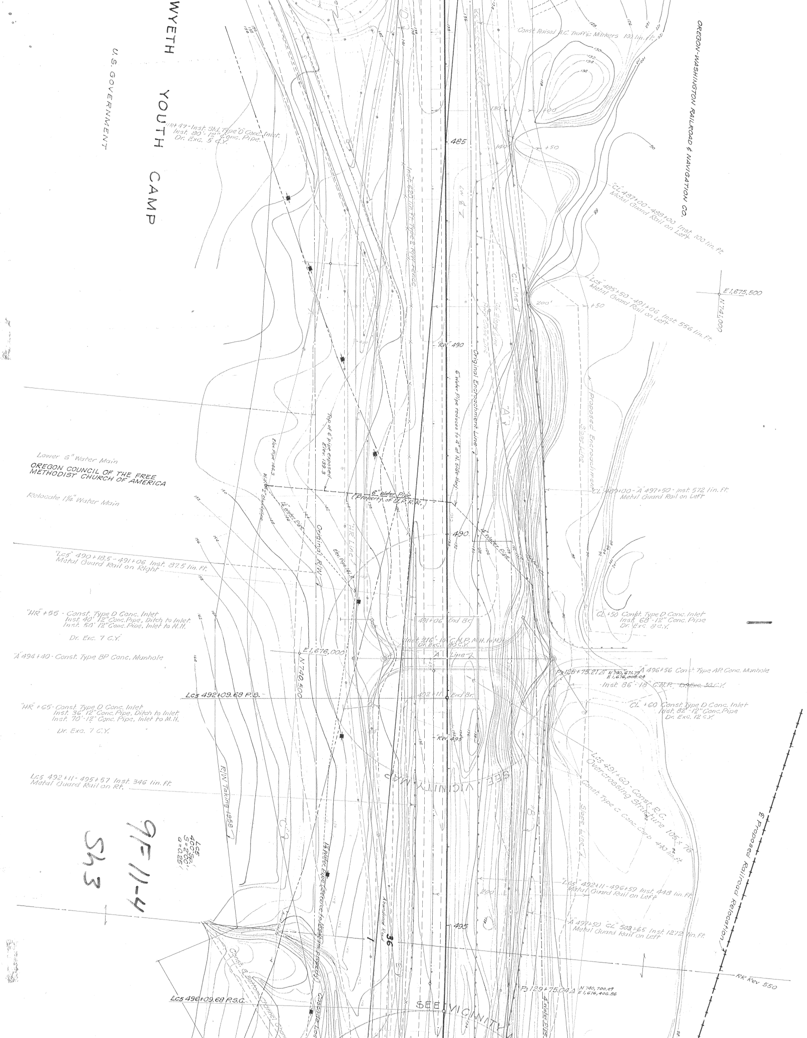
9F 11-4
Sh 1


θ = 0°54'19"
TRUE
GRID
N


E1,673,500
N740,500
2
35
1
36
P113+73.98
N 33°08'15" W
166.65'
Section Corner found
Brass Disc in Conc. Mon.
N 740,646.90
E 1,673,706.67
Lc5 469+58.24 P.T.
P3 103+97.05
To Cascade

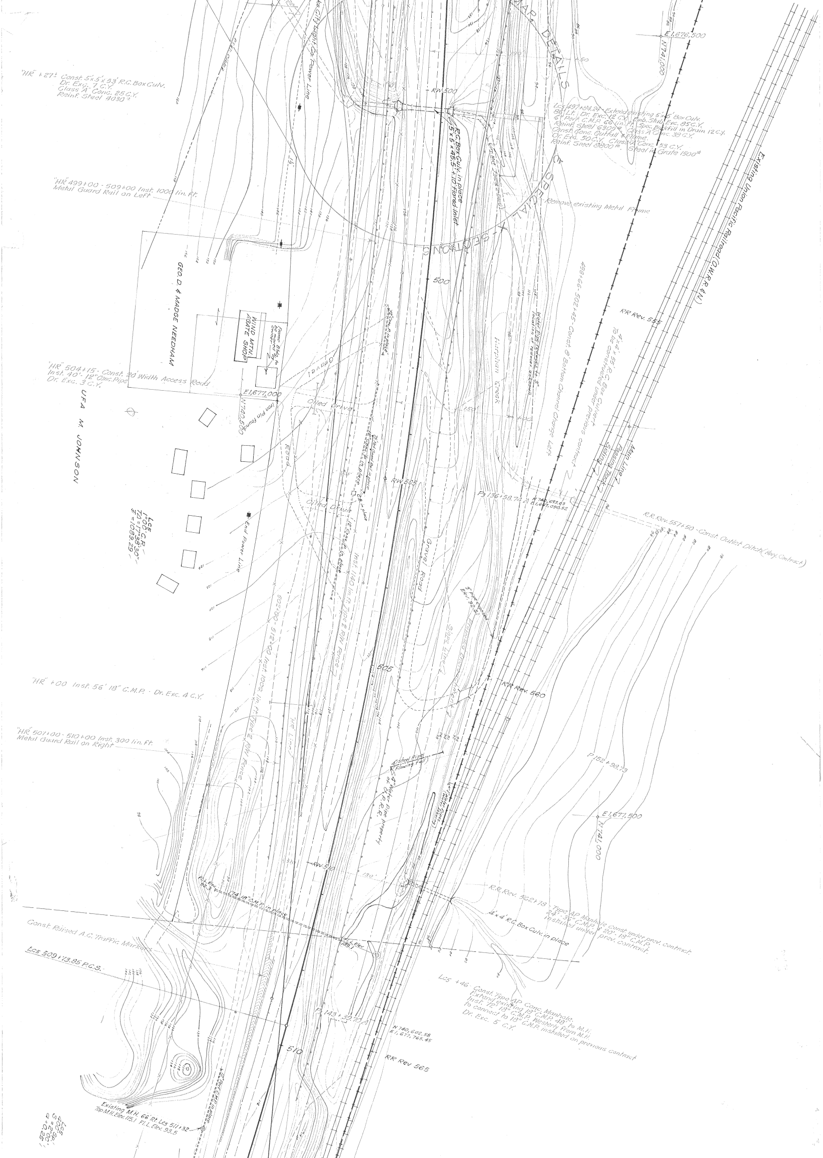
9F 11-4
Sh 2


E 1,674,000
N 740,000
Locks
RW 475
475
24" Conc. Pipe
120' in place
+66 Abandon & Plug existing 24" Conc. Pipe
Existing R/W
L. STERLING HANEL und 1/3
KENNETH W. KIRBY und 1/3
BENTON B. MINOR und 1/3
Inst. Type 1 R/W Fence
E 1,674,500
N 741,000
RW 480
P3 111+58.10 P.O.T.
N 740,555.06
E 1,674,595.79
"Lcs" 475+50 - "CL" ~~485~~+00 - Inst. 710 lin. ft. Metal Guard Rail on Left
"HR" 480+00 - 482+00 - Inst. 200 lin. ft. Metal Guard Rail on Rt.
478+92.58 POT Bk =
478+91.50 POT Ah.
N 85°16'30" E
480
P3 114+56.52 P.O.T.
N 740,579.64
E 1,674,893.15
Existing Wood Flume
E 1,675,000
N 740,500
10' x 10' R.C. Box Culv. in place
+65 - Extend 10' x 10' R.C. Box Culv. 30' Rt.
Extend 62' Lt. on 11° skew.
Dr. Exc. 25 C.Y. - Class "A" Conc. 104 c.y.
Reinf. Steel 18,100 #
Existing Bridge
Gorton Creek
SEE VICINITY MAP
RW 485
"C" Lin
130
+135


WYETH YOUTH CAMP
U.S. GOVERNMENT
OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
Const. Raised A.C. Traffic Markers 100 lin. ft.
"HR" +47 - Inst. Std. Type "D" Conc. Inlet
Inst. 80' - 12" Conc. Pipe
Dr. Exc. 5 C.Y.
Inst. 620 lin. ft. Type 2 R/W Fence
485
"CL" 497+00 - 498+00 Inst. 100 lin. ft.
Metal Guard Rail on Left
"Lc5" 485+50 - 491+06 Inst. 556 lin. ft.
Metal Guard Rail on Left
E 1,675,500
N 741,000
+50
200'
"C" Line
"RW" 490
Original Encroachment Line
6" Water Pipe reduces to 4" at N. side Hwy.
Proposed Encroachment
Slope Line
"A"
Top of 6" Pipe Exposed Elev. 139.3
Elev. Pipe 144.3
Lower 6" Water Main
OREGON COUNCIL OF THE FREE METHODIST CHURCH OF AMERICA
Relocate 1¼" Water Main
6" Water Pipe (Property of U.P.R.R.)
"CL" 489+00 - "A" 497+50 - Inst. 572 lin. ft.
Metal Guard Rail on Left
490
4" Water Pipe
Original R/W
"HR" Line
Elev. Pipe 141.8
"Lc5" 490+18.5 - 491+06 Inst. 87.5 lin. ft.
Metal Guard Rail on Right
"HR" +55 - Const. Type D Conc. Inlet
Inst. 40' 12" Conc. Pipe, Ditch to Inlet.
Inst. 50' 12" Conc. Pipe, Inlet to M.H.
Dr. Exc. 7 C.Y.
"A" 494+40 - Const. Type BP Conc. Manhole
491+06 End Br.
Inst. 216' - 18" C.M.P. M.H. to M.H.
Dr. Exc. 30 C.Y.
"A" Line
E 1,676,000
N 740,500
"CL" +50 Const. Type D Conc. Inlet
Inst. 68' - 12" Conc. Pipe
Dr. Exc. 8 C.Y.
P3 125+75.21 Δ N 740,671.79 E 1,676,008.04
"A" 496+56 Const. Type AP. Conc. Manhole
Inst. 86' - 18" C.M.P. Dr. Exc. 30 C.Y.
"CL" +60 Const. Type D Conc. Inlet
Inst. 82' - 12" Conc. Pipe
Dr. Exc. 12 C.Y.
Lc5 492+09.68 P.S.
492+11 End Br.
"HR" +65 - Const. Type D Conc. Inlet
Inst. 36' 12" Conc. Pipe, Ditch to Inlet.
Inst. 70' - 12" Conc. Pipe, Inlet to M.H.
Dr. Exc. 7 C.Y.
"RW" 495
Lc5 491+60 - Const. R.C. Overcrossing Structure 105' x 76'
Const. Type C Conc. Curb 440 lin. ft.
SEE VICINITY MAP
Lc5 492+11 - 495+57 Inst. 346 lin. ft.
Metal Guard Rail on Rt.
R/W Taking 1958
Lc5 400' SP. S=200' a=0.25'
"B"
"C"
Slope Line
"Lc5" 492+11 - 496+59 Inst. 448 lin. ft.
Metal Guard Rail on Left
200
1¼" Water Line (Service to Wyeth property)
"A" 497+50 "CL" 502+65 Inst. 1272 lin. ft.
Metal Guard Rail on Left
495
Abandoned Road
36
℄ Proposed Railroad Relocation
RR Rev 550
P3 129+75.04 Δ N 740,700.09 E 1,676,406.86
Const. ℄ Bottom Channel Change
Cascade Loc
Lc5 496+09.68 P.S.C.
SEE VICINITY
4" Water Pipe

9F 11-4

Sh3


MAP DETAILS & SPECIAL SECTIONS
Existing Union Pacific Railroad (O.W.R.R.&N.)
Main Line
Passing Track
Siding
RR Rev. 555
RR Rev. 560
RR Rev 565
E1,676,500
N741,000
E1,677,000
N740,500
E1,677,500
N741,000
RW 500
RW 505
RW 510
500
505
510
GEO. D. & MADGE NEEDHAM
UFA M. JOHNSON
WIND MTN. AGATE SHOP
Frame Bldg. to be moved by Owner
Gravel
Oiled Drive
Oiled Drive
Road
Gravel Road
Iron Pin Found
End Power Line
Power Line
Hurphell Creek
Slope Line
R.C. Box Culv. in place 5'x5'x45.5' + 10' Flared inlet
4' Steel Pipe Flowing Full
Water Pipe property of U.P.R.R.
Ps 136+58.74
N740,693.63
E1,677,090.52
P 152+98.73
Ps 143+39.70
N740,602.58
E1,677,765.45
130'
150'
Lcs
1°00' C.R.
TΔ=17°38'30"
Δ=1089.29

"H.R" +27± Const. 5'x5'x53' R.C. Box Culv.
Dr. Exc. 7 C.Y.
Class "A" Conc. 25 C.Y.
Reinf. Steel 4030#

Lcs 497+84.24 - Extend existing 5'x5' Box Culv. 86' Lt. Dr. Exc. 12 C.Y. Emb. Stab. Exc. 85 C.Y.
6" Perf. C.M.P. 66 lin. Ft. Spec. Backfill in Drain 12 C.Y.
Reinf. Steel 6309#. Class "A" Conc. 38 C.Y.
Const. Conc. Outfall & Flume.
Dr. Exc. 50 C.Y. Class "A" Conc. 53 C.Y.
Reinf. Steel 8800#. Steel in Grate 1500#

Remove existing Metal Flume

"HR" 499+00 - 509+00 Inst. 1000 lin. Ft. Metal Guard Rail on Left

498+66 - 502+45 - Const. ℄ Bottom Channel Change Left

Water Pipe (Sewage to 3" location of reducer unknown)

4'x4'x56' R.C. Box Culvert to be constructed under previous contract

"HR" 504+15 - Const. 20' Width Access Road
Inst. 40' - 12" Conc. Pipe
Dr. Exc. 3 C.Y.

R.R. Rev. 557+50 - Const. Outlet Ditch (Hwy. Contract)

503+00 - 512+00 Inst. 1000 lin. Ft. Type 2 RW Fence

Inst. 1140 lin. Ft. Type 2 RW Fence

"HR" +00 Inst. 56' 18" C.M.P. - Dr. Exc. 4 C.Y.

"HR" 501+00 - 510+00 Inst. 300 lin. Ft. Metal Guard Rail on Right

174' 18" C.M.P. in place

R.R. Rev. 562+18 - Type AP Manhole const. under prev. contract.
24' - 36" C.M.P. & 20' - 18" C.M.P. installed under prev. contract.

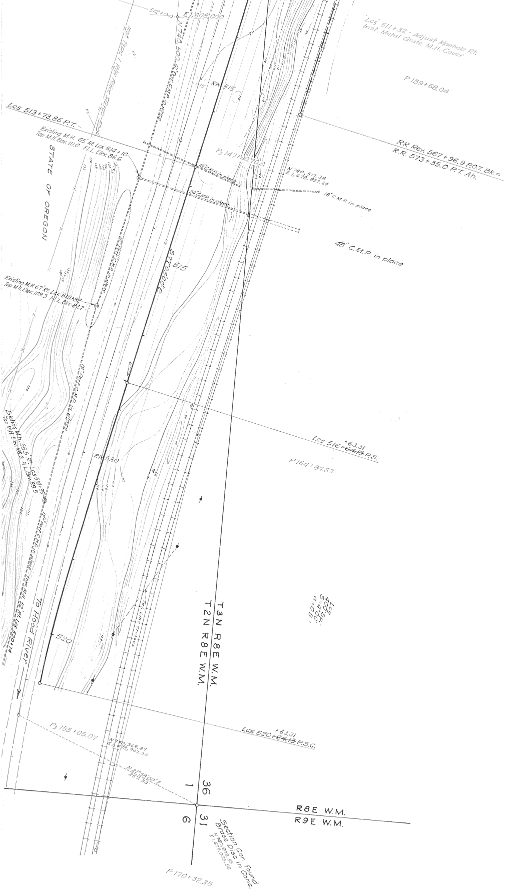
4'x4' R.C. Box Culv. in place

Const. Raised A.C. Traffic Markers

Lcs 509+73.85 P.C.S.

Lcs +46 - Const. Type AP Conc. Manhole.
Extend existing 18" C.M.P. 48' to M.H.
Inst. 72' 18" C.M.P. Westerly from M.H.
to connect to 18" C.M.P. installed on previous contract
Dr. Exc. 5 C.Y.

Existing M.H. 66' Rt. Lcs 511+32
Top M.H. Elev. 115.1 Fl. L. Elev. 93.5


512+00
E 1,678,000
N 740,500
Inst. Type 1 R/W Fence
Lcs 511+32 - Adjust Manhole Rt.
Inst. Metal Grate M.H. Cover
P 159+68.04
RW 515
Lcs 513+73.85 P.T.
Existing M.H. 65' Rt. Lcs 514+10
Top M.H. Elev. 111.0 F.L. Elev. 86.6
STATE OF OREGON
P3 147+10.70
18" C.M.P. in place
N 740,517.38
E 1,678,857.24
RR Rev. 567+96.9 P.O.T. Bk. =
R.R. 573+35.0 P.T. Ah.
18" C.M.P. in place
24" C.M.P. in place
48" C.M.P. in place
S 17°06'00" E
515
Existing M.H. 67' Rt. Lcs 515+82
Top M.H. Elev. 109.3 F.L. Elev. 87.7
12" Perf. C.M.P. in place
Existing M.H. 55.5' Rt. Lcs 518+39
Top M.H. Elev. 108.3 F.L. Elev. 89.5
Lcs 516+63.31 ~~64.13~~ P.S.
P 164+84.83
RW 520
12" Perf. C.M.P. in place - from M.H. 52' Rt. Lcs 520+14
To Hood River
520
Tel. Line crosses
T3N R8E W.M.
T2N R8E W.M.
Lcs 400' S.P. S=4°00' a=0.5
P3 155+05.07
N 740,369.89
E 1,678,907.30
N 21°58'00" E
257.34
Lcs 520+63.31 ~~64.13~~ P.S.C.
1
36
6
31
R8E W.M.
R9E W.M.
Section Cor. found
Brass Disc in Conc.
N 740,609.55
E 1,679,003.56
P 170+32.35

9F 11-4
S54