OREGON STATE HIGHWAY DEPT.

TOPOGRAPHY MAP

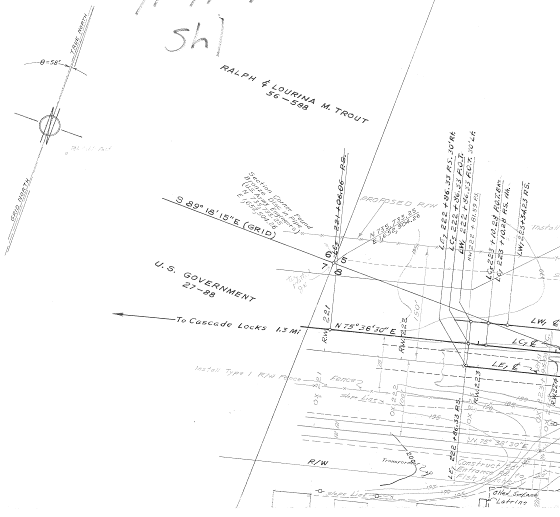
SAWMILL UNDER-CROSSING

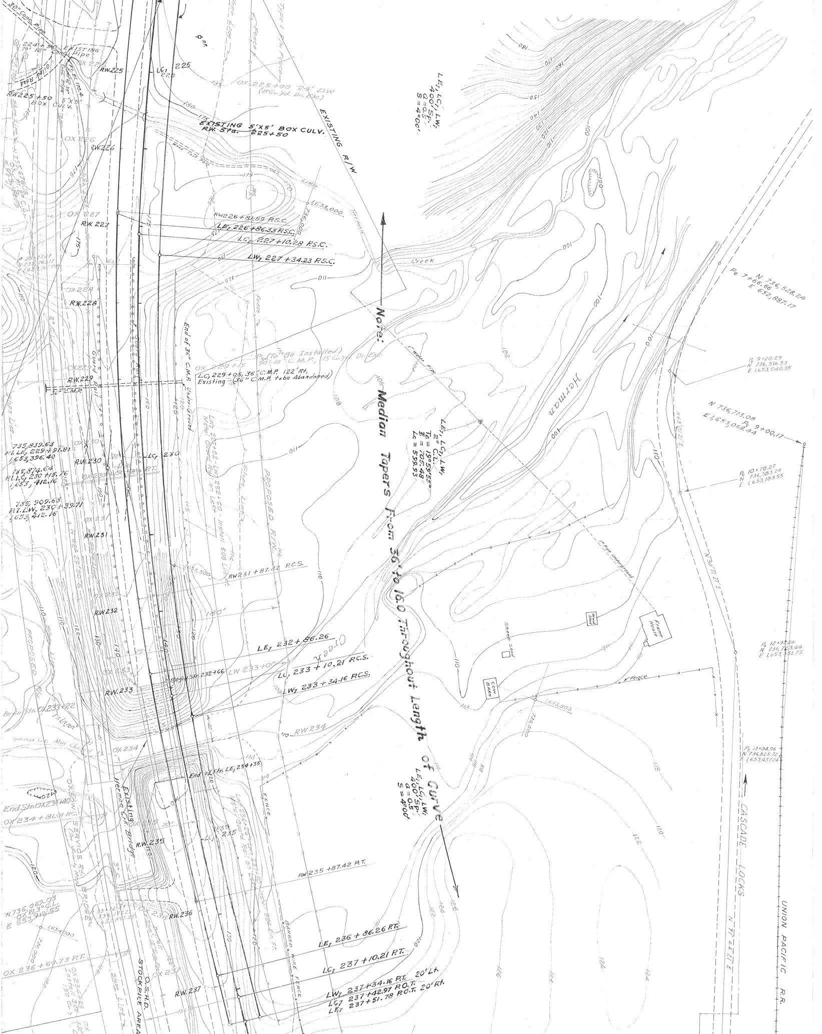
EAST CASCADE LOCKS JCT.-WYETH SECT.
EAST CASCADE LOCKS JCT. ⟷ FOUNTAIN SLIDE UNIT
COLUMBIA RIVER HWY.
HOOD RIVER COUNTY

E. S. HUNTER, RES. ENG'R. JUNE, 1958
—— Scale : 1" = 50' ——

OREGON COORDINATE SYST. NORTH ZONE

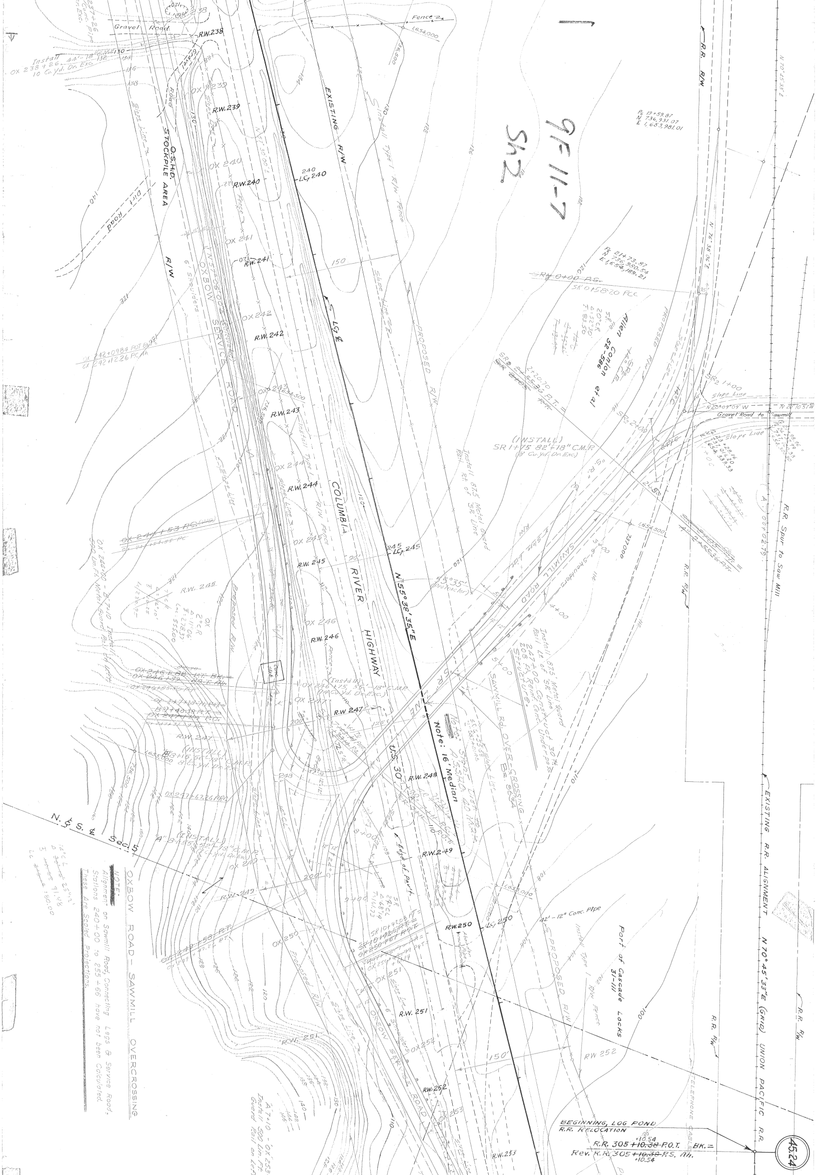
9F 11-7
Sh 1


TRUE NORTH
θ=58'
GRID NORTH
RALPH & LOURINA M. TROUT
56–588
Section Corner Found
Bronze Disc in Pipe
(U.S. Army Engineers)
N 735,733.25
E 1,652,504.26
S 89° 18' 15" E (GRID)
LC5 221+06.06 P.S.
6
5
7
8
PROPOSED R/W
N 735,733.25
E 1,652,504.26
U.S. GOVERNMENT
27–88
To Cascade Locks 1.3 Mi
R.W. 221
N 75° 36' 30" E
R.W. 222
150'
LE7 222 +86.33 P.S. 30' Rt.
LC5 222 +86.33 P.O.T.
LW1 222 +86.33 P.O.T. 30' Lt.
RW 222 + 81.59 P.S.
LC5 223 +10.28 P.O.T. Bk.
LC7 223 +10.28 P.S. Ah.
LW1 223+34.23 P.S.
Install
LW1 ℄
LC7 ℄
LE7 ℄
Install Type 1 R/W Fence
Fence
Slope Line
OX 221
OX 222
100'
75'
OX 223
R.W. 223
R.W. 224
195
190
185
12' 12'
N 75° 38' 30" E
LE7 222 +86.33 P.S.
R/W
200
Transformer
Construct 20' Entrance Rd. to Fish Hatchery
Slope Line
Oiled Surface
Latrine



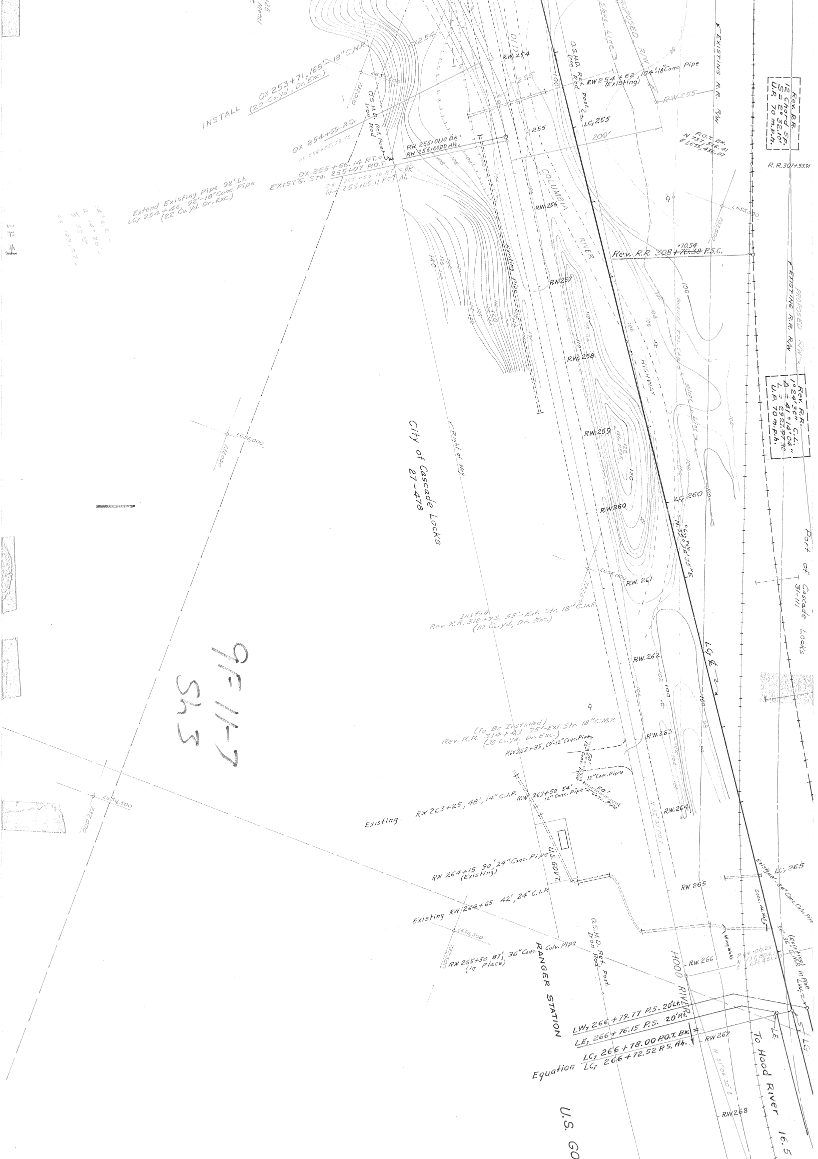
Note: Median Tapers From 36' to 16.0 Throughout Length of Curve

30" Corr. Pipe
224+90 EXISTING
79' 12" Corr. Pipe
Oiled Road
End of 30" Conc. Pipe
Fl. El. 170.4
RW225+50
5'X5' Box CULV.
R.W.225
OX 225
LC1 225
225
P.P.
OX 225+00 24' D.W
(8 Cu. Yd. Dr. Exc.)
EXISTING 5'X5' BOX CULV.
R.W. Sta. 225+50
EXISTING R/W
Slope Line
Fence
Type 1 R/W Fence
Wood Foot Path
OX 226
R.W.226
LE1, LC1, LW1
400' Sp.
a = 0.5
S = 4°00'
OX 227
R.W. 227
RW226+81.59 P.S.C.
LE1 226+86.33 P.S.C.
LC1 227+10.28 P.S.C.
LW1 227+34.23 P.S.C.
1,653,000.
736,000
Herman
Creek
OX 228
R.W.228
End of 36" C.M.P. Under-Ground
Guard Rail
(To Be Installed)
90'-18" C.M.P., 15 Cu. Yd. Dr. Exc.
OX 229+15
LC1 229+05, 36" C.M.P. 122' Rt.
Existing (36" C.M.P. to be Abandoned)
OX229
R.W.229
36" C.M.P.
1" Water Pipe
735,839.63
P.I. LE1 229+91.81
1,653,396.40
735,874.64
P.I. LC1 230+15.76
1,653,412.16
735,909.63
P.I. LW1 230+39.71
1,653,412.16
OX 230
R.W.230
LC1 230
OX 230+50.48 P.T.
LW1 227+52 - LW1 232+60 - Install 508 Lin. Ft.
Metal Guard Rail on Left
LE1, LC1, LW1
2° C.L.
Ta = 19°59'55"
T = 705.48
Lc = 599.93
PROPOSED R/W
Slope Line
OX 231
R.W.231
1,653,500.
RW231+87.42 P.C.S.
OX 232
R.W.232
180'
LE1 232+86.26
Creek
LW 233+00
LC1 233+10.21 P.C.S.
LW1 233+34.16 P.C.S.
Begin Str. 232+66
OX 233
R.W.233
Begin Str. OX233+22
Island
PROPOSED R/W
Herman Cr. Main Channel
RW 234
OX 234
End of Str. LE1 234+35
Herman
1" Pipe Underground
Wood Shed
Frame House
Sheep Shed
COW BARN
Fence
1,654,500
736,500
P6 7+66.66
N 736,528.24
E 652,887.17
P6 9+20.29
N 736,516.53
E 1,653,040.35
N 736,713.08
E 1,653,068.44
P5 9+00.17
N 65°01'21" E
P6 10+78.27
N 736,583.24
E 1,653,183.55
N 30°11'27" E
P6 12+97.24
N 736,723.44
E 1,653,351.75
P6 13+04.96
N 736,825.72
E 1,653,457.24
CASCADE LOCKS
N 77°44'27" E
UNION PACIFIC R.R.
End Str. OX234+00
OX 234+81.01 P.C.
OX 235
Existing Herman Cr. Bridge
OX-S.W. SERVICE Rd. BRIDGE
R.W.235
235
LC1 235
LW1 234+26 - LW1 237+50
Install 324 Lin. Ft.
Metal Guard Rail on Left
FENCE
RW.235+87.42 P.T.
N 736,069.03
OX P.I. 3° C.L.
E 653,912.55
1,654,000
736,000
R.W.236
OX 236
OX 236+60.73 P.T.
OX 234+26
Install 300'
150 Cu. Yd.
BARBED WIRE FENCE
LE1 236+86.26 P.T.
LC1 237+10.21 P.T.
LW1 237+34.16 P.T. 20' Lt.
LW1 237+42.97 P.O.T.
LC1 237+51.78 P.O.T. 20' Rt.
LE1
OX 237
R.W.237
O.S.H.D. STOCKPILE AREA
Slope Line
100
110
120
130
140
150
160
170
180
175
112
114
116
118
122
124
126

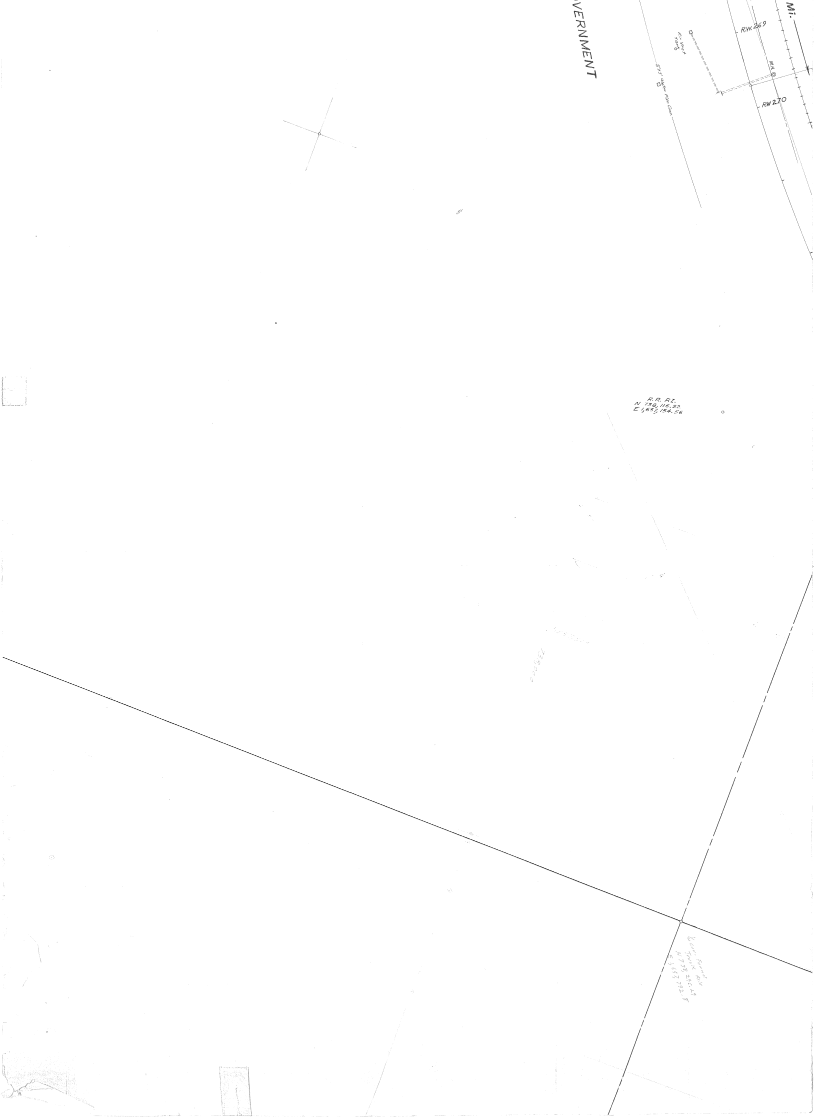

9F 11-7
Sh2
COLUMBIA RIVER HIGHWAY
N 55°38'35"E
U.S. 30
Note: 16' Median
EXISTING R/W
PROPOSED R/W
OXBOW SERVICE ROAD
O.S.H.D. STOCKPILE AREA
Gravel Road
Dirt Road
SAWMILL ROAD
Sawmill Rd. OVER-CROSSING Br. 8634
Allen Conlon et al 52-586
Port of Cascade Locks 31-111
Gravel Road to Sawmill
R.R. Spur to Saw Mill
EXISTING R.R. ALIGNMENT N 70°45'33"E (GRID) UNION PACIFIC R.R.
R.R. R/W
N.E.S. ¢ Sec. 5
(INSTALL) SR1+75 82'-18" C.M.P. (8 Cu.Yd. Dr. Exc.)
(Install) OX 246+75, 55'-18" C.M.P. (4 Cu.Yd. Dr. Exc.)
Install 44'-18" C.M.P. OX 238+26 10 Cu.Yd. Dr. Exc.
42'-12" Conc. Pipe
Install 875' Metal Guard Rail Rt. of "SR" Line
Install 875' Metal Guard Rail Lt. of "SR" Line
Po 19+59.87 N. 736,931.07 E 1,653,981.01
Po 21+73.87 N. 736,980.54 E 1,654,189.21
SR 0+00 P.S.
SR 0+58.20 PC
LC 240
LC 245
LC 250
BEGINNING, LOG POND R.R. RELOCATION
R.R. 305+~~10.38~~ +10.54 P.O.T. BK. =
Rev. R.R. 305+~~10.38~~ +10.54 P.S. Ah.
45.24

OXBOW ROAD – SAWMILL OVERCROSSING

NOTE:
Alignment on Sawmill Road, Connecting Legs & Service Road, Stations 240+00 to 255+66 have not been Calculated. These Are Scaled Projections.


INSTALL OX 253+71, 168'-18" C.M.P. (20 Cu.Yd. Dr. Exc.)
OX 254
O.S.H.D. Ref. Post Iron Rod
OX 254+59 RC
OX 255+66.14 PT. = EXIST'G. Sta. 255+07 P.O.T.
RW 255+01.10 Bk = RW 255+00.00 Ah.
Extend Existing Pipe 92' Lt. LC 254+46, 92'-18" Conc. Pipe (22 Cu.Yd. Dr. Exc.)
R.W. 254
R.W. 254+62, 104'-18" Conc. Pipe (Existing)
O.S.H.D. Ref. Post Iron Rod
OLD
255
LC 255
200'
PROPOSED R/W
Slope Line
EXISTING R.R. R/W
R.W. 255
P.O.T. Bk. N 737,516.41 E 1,655,436.07
Rev. R.R. 12° Chord Sp. S = 2° 22.1c U.R. 70 m.p.h.
R.R. 307+53.91
COLUMBIA
RIVER
R.W. 256
R.W. 257
Existing Pipe
Rev. R.R. 308+70.54 ~~+70.38~~ P.S.C.
1,655,500
PROPOSED R/W
EXISTING R.R. R/W
Buried Tel. Cable
HIGHWAY
R.W. 258
Slope Line
Rev. R.R. 1° 24' 30" C.L. Δ = 41° 14' 04" T = 292.57 U.R. 70 m.p.h.
R.W. 259
City of Cascade Locks 27-478
Right of Way
1,656,000
LC 260
R.W. 260
N. 55° 38' 25" E
Guy Pole
R.W. 261
Port of Cascade Locks 31-111
Install Rev. R.R. 312+93 55'-Ext. Str. 18" C.M.P. (10 Cu.Yd. Dr. Exc.)
LC ℄
R.W. 262
(To Be Installed) Rev. R.R. 314+43 75'-Ext. Str. 18" C.M.P. (35 Cu.Yd. Dr. Exc.)
RW 262+85, 60'-12" Conc. Pipe
R.W. 263
12" Conc. Pipe
RW 263+50 54' 12" Conc. Pipe
Existing RW 263+25, 48', 14" C.I.P.
R.W. 264
N 55° 30' 00" E
1,656,500
U.S. GOV'T.
RW 264+15 90', 24" Conc. Pipe (Existing)
Existing RW 264+65 42', 24" C.I.P.
RW 265
LC 265
Existing 38'-24" Conc. Culv. Pipe
RW 265+50 87', 36" Conc. Culv. Pipe (In Place)
O.S.H.D. Ref. Post Iron Rod
RANGER STATION
HOOD RIVER
R.W. 266
Wing Walls
(Existing) 36'-36" C.M.P. in place
LW 266+79.77 P.S. 20' Lt.
LE 266+76.15 P.S. 20' Rt.
Equation LC 266+78.00 P.O.T. Bk. = LC 266+72.52 P.S. Ah.
RW 267
N 51° 06' 30" E
LE
LC
To Hood River 16.5
R.W. 268
U.S. GO

9F 11-7
Sh3



VERNMENT
Mi.
R.W. 269
Air Vent Tank
M.H.
3'x5' Water Pipe Conn.
RW 270
R.R. P.I.
N 738,116.22
E 1,657,154.56
1/4 Cor. Found
Truck Axle
N 738,296.29
E 1,657,792.5