OREGON STATE HIGHWAY DEPARTMENT

LOCATED LINE DETAIL MAP

SHELL ROCK MOUNTAIN UNIT

CASCADE LOCKS - VIENTO SECTION

COLUMBIA RIVER HIGHWAY

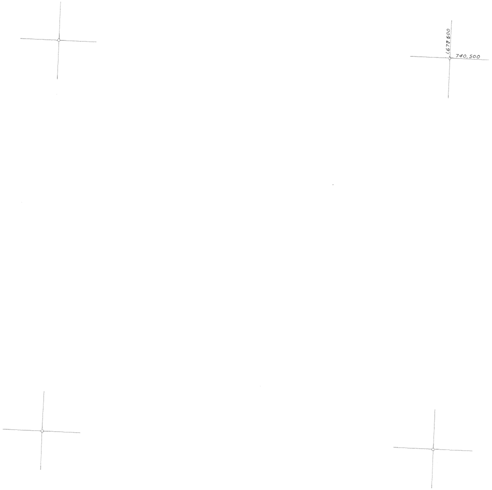
Sta 516 to Sta 600

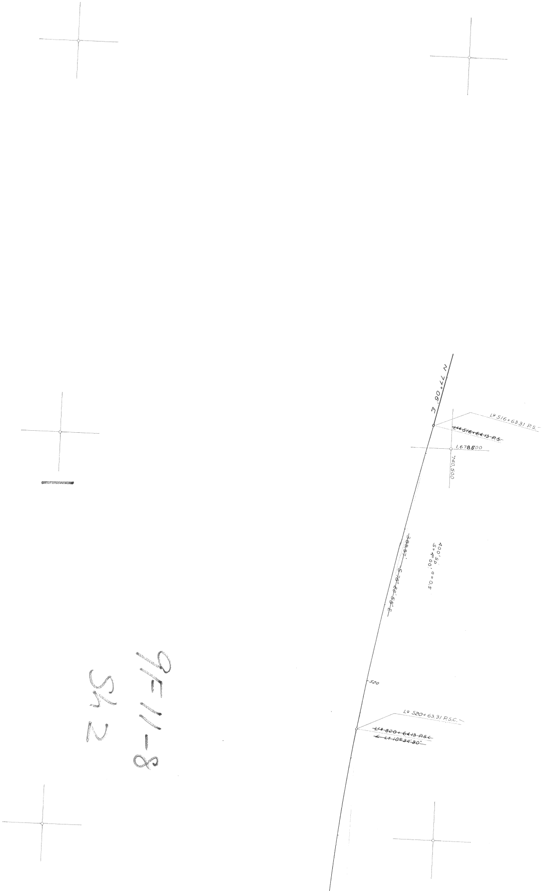
HOOD RIVER COUNTY

OCTOBER, 1959
SCALE: 1" = 50'

H.S. COULTER
RES. ENGINEER

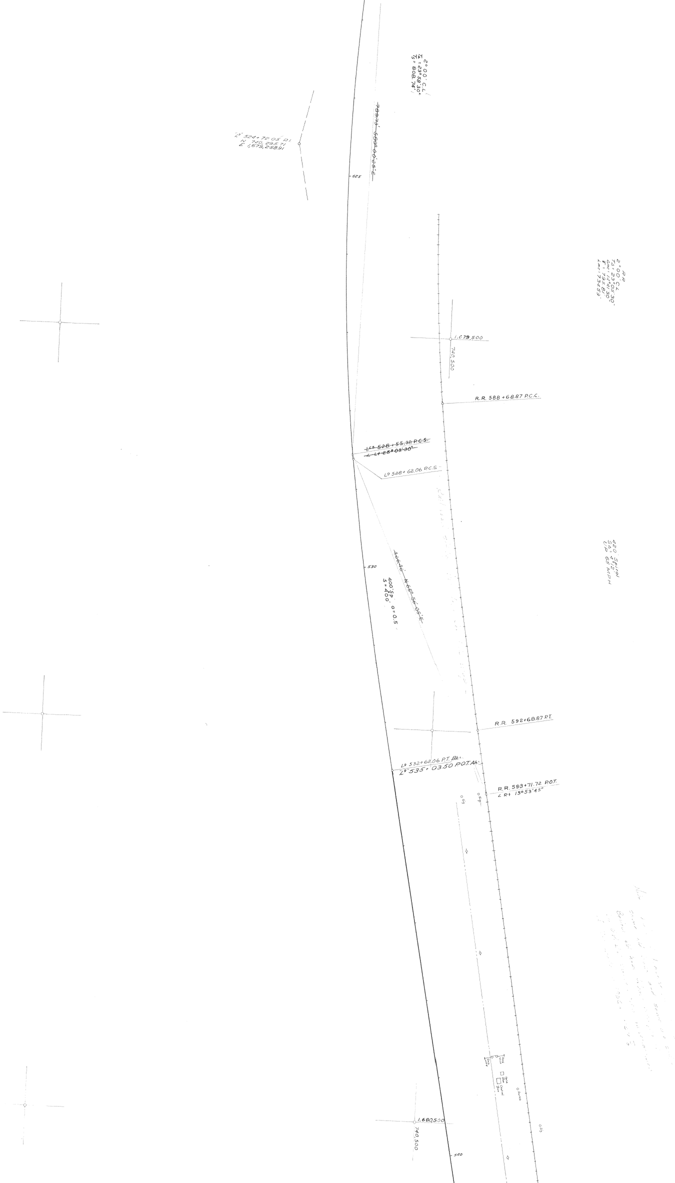
9F 11-8
Sh 1


1,677,500
740,500

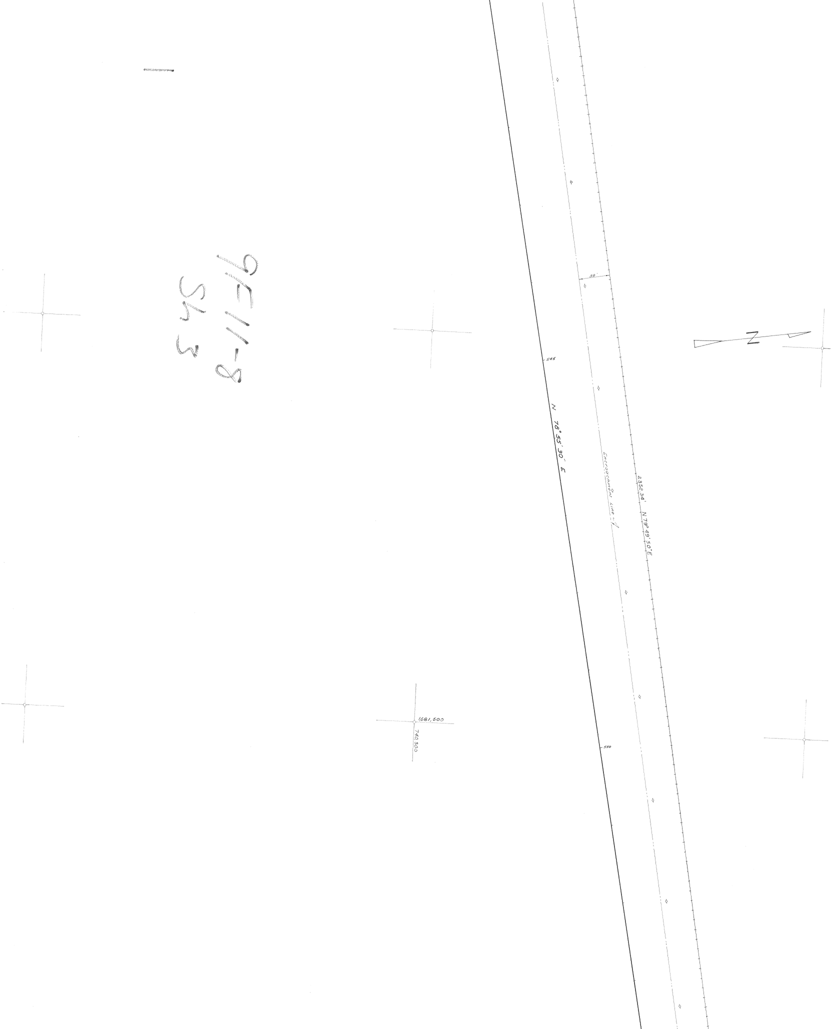

N 77°06' E
L9 516+63.31 P.S.
~~L44 516+64.13 P.S.~~
1,678,500
740,500
~~308.07'~~
~~S 78° 25' 55" E~~
400' SP
S=4°00', a=0.5
520
L9 520+63.31 P.S.C.
~~L44 520+64.13 P.S.C.~~
~~Lt 10°34'30"~~

9E11-8

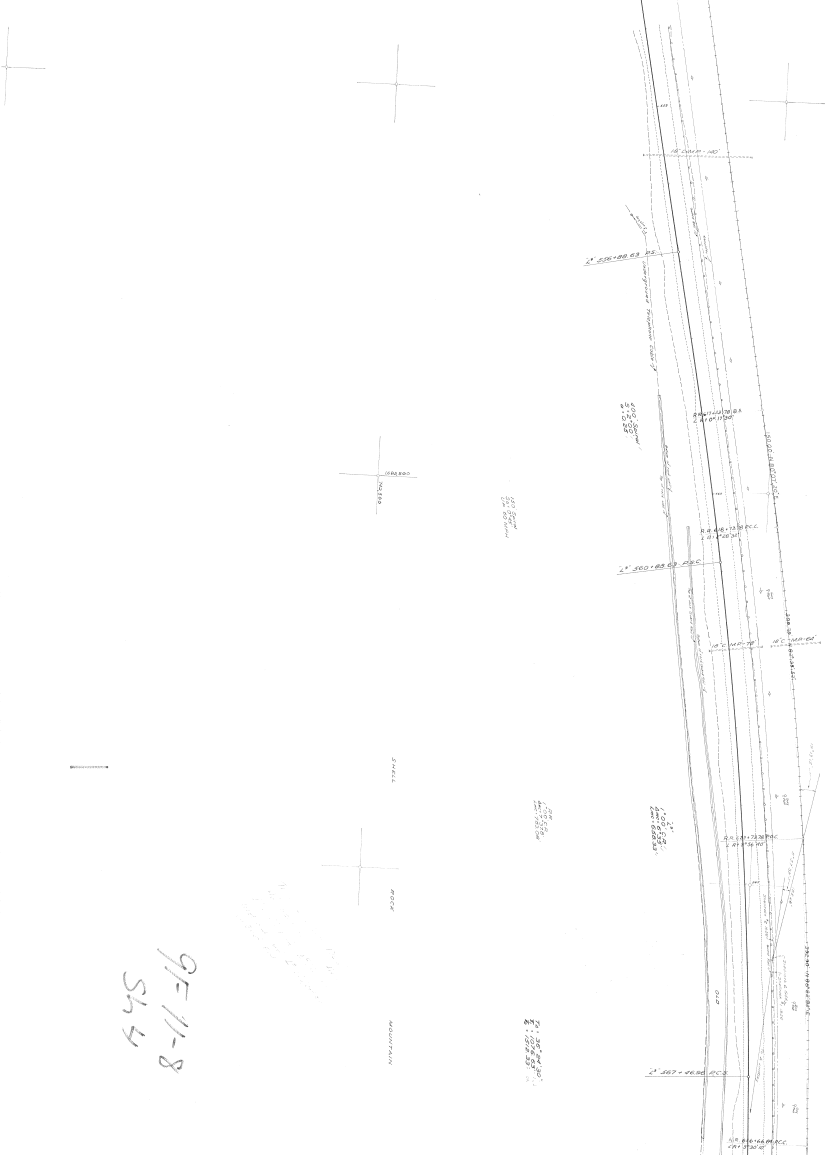
S42


2°00' C.L.
T_{Δ} = 23°58'30"
T_s = 808.74'
~~789.73' S89°00'26"E~~
L° 524+72.05 P.I.
N 740,295.71
E 1,679,258.91
525
R.R.
2°00' C.L.
TΔ = 23°05'30"
Δmc = 14°41'30"
T = 795.81'
Lmc = 734.59'
1,679,500
740,500
R.R. 588+68.87 P.C.C.
~~L° 526+55.38 P.C.S.~~
~~∠ Lt 25°08'30"~~
L° 528+62.06 P.C.S.
~~406.16' N65°56'05"E~~
530
400' SP.
S = 4°00'
o = 0.5
420' Spiral
SΔ = 4°12'
DP 65 MPH
R.R. 592+68.87 P.T.
L° 532+62.06 P.T. Bk.
L° 535+03.50 P.O.T. Ah.
R.R. 593+71.72 P.O.T.
∠ Rt 13°53'45"
Sig.
Sig.
Guy Wire
Guy Wire
Tele Box
Control Box
Switch
Sig.
1,680,500
740,500
540

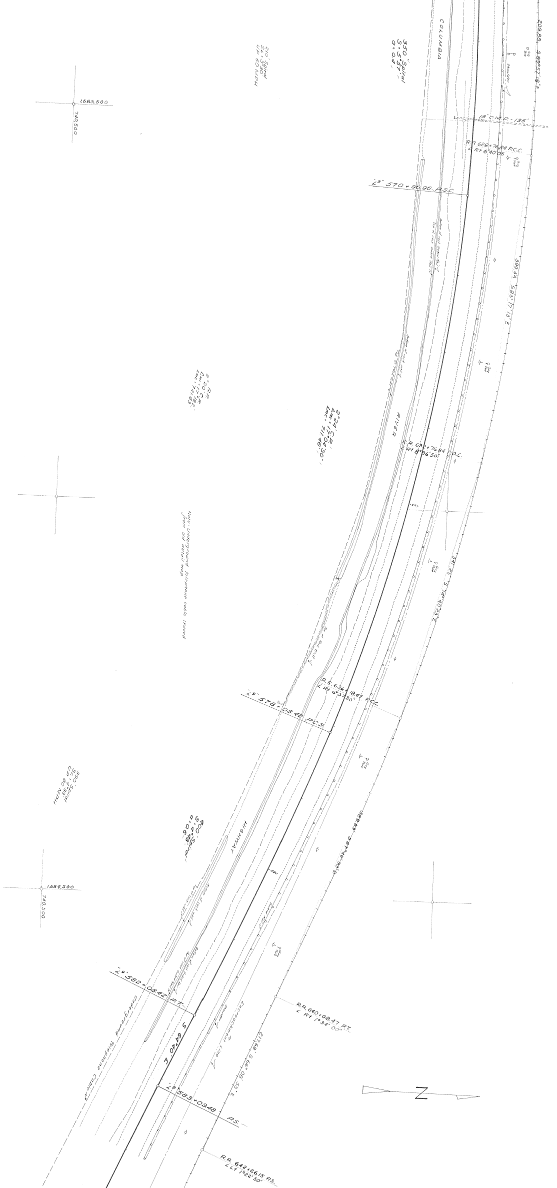
9E11-8
Sh 3



39'
545
N 78°55'30" E
Encroachment Line
2352.34' N 79°49'50"E
550
1681,500
740,500
N

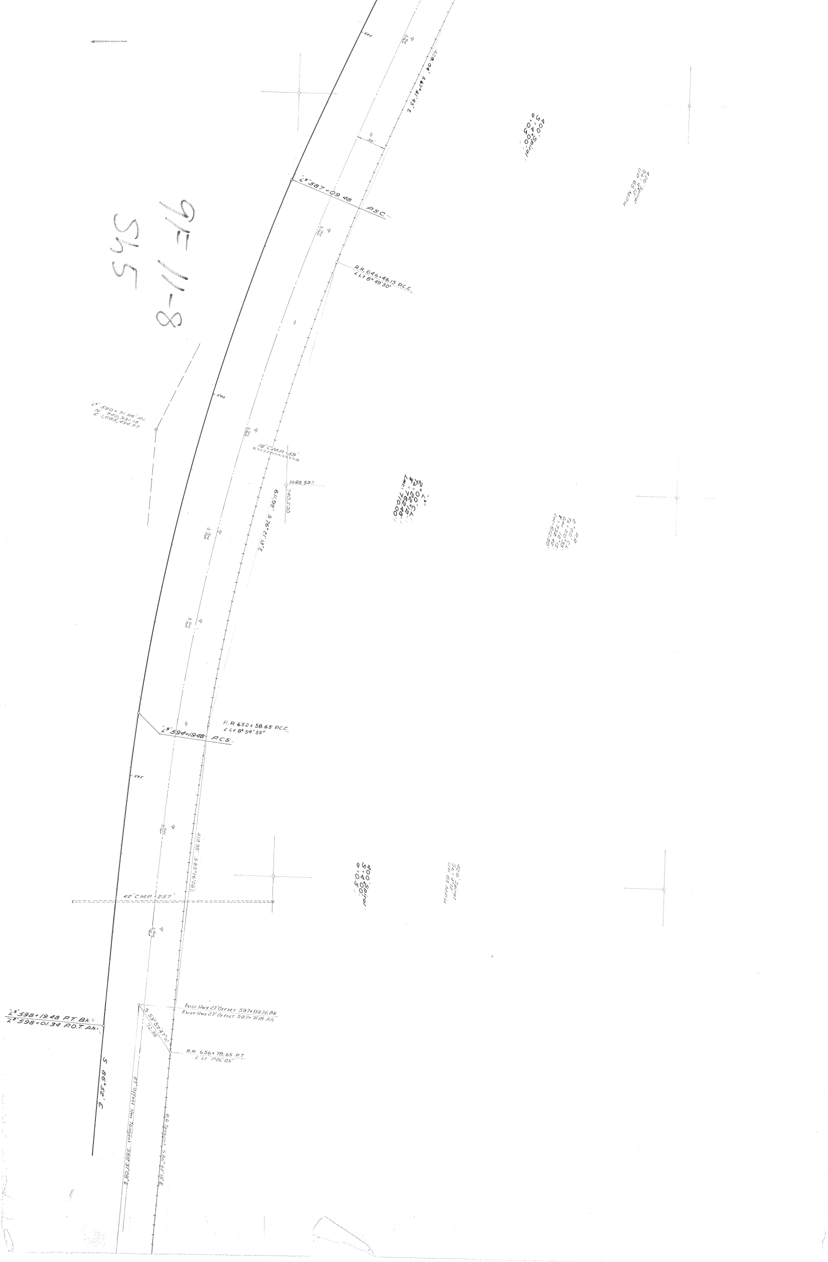

18" C.M.P. - 140'
"L°" 556+88.63 P.S.
Underground Telephone Cable
Guard Rail
Shoulder
400' Spiral
S=2°00'
a=0.25
R.R. 617+23.78 B.S.
∠R+0°17'30"
150.00' N 80°07'20" E
1682,500
742,500
150' Spiral
Sa: 0°45'
D.P. 60 M.P.H.
560
Bottom of rock wall
Top of rock wall
R.R. 618+73.78 P.C.C.
∠R+1°28'32"
"L°" 560+88.63 P.S.C.
Guy Pole
Top of rock Guard Rail
Bottom of rock Guard Rail
18" C M.P. - 78'
18" C. M.P. - 64'
309.79' N 82°35'52" E
SHELL
ROCK
MOUNTAIN
R.R.
1°00' C.R.
Δmc: 7°37'8"
Lmc: 763.06'
"L°"
1°00' C.R.
Δmc= 6°35'
Lmc= 658.33'
19°13'15"
R.R. 682+73.78 P.O.C.
∠R+3°56'40"
565
155.26'
Shellrock #2 1956
Shellrock ∠ 1956
Shellrock #1 1956
392.90' N 86°82'82" E
OLD
To ∠ Lindsey
"L°" 567+46.98 P.C.S.
Ta: 36°24'30"
T1: 1076.63'
T2: 1512.33'
R.R. 626+66.84 P.C.C.
∠R+3°30'10"

9F-11-8
S44


209.88' S 89°57'18" E
shoulder
Sig Box
350' Spiral
S = 5°57'
a = 0.4'
COLUMBIA
210' Spiral
S4 = 3°30'
UP 60 MPH
1,683,500
740,500
18" C.M.P. - 135'
R.R. 628+76.84 P.C.C.
∠ Rt 6°40'05"
Guy Pole
L" 570+96.96 P.S.C.
Bottom of rock Guard Rail
Top of rock Guard Rail
399.44' S 83°17'13" E
RIVER
2°20' R.R.
2°20' C.R.
Δmc = 17°18'
Lmc = 741.63'
2°24' C.R.
Δmc = 17°04'30"
Lmc = 711.46'
R.R. 632+76.84 P.O.C.
∠ Rt 8°36'50"
575
341.23' S 74°40'23" E
R.R. 636+18.47 P.C.C.
∠ Rt 6°57'30"
L" 578+08.42 P.C.S.
390' Spiral
S4 = 4°33'
UP 60 MPH
400' Spiral
S = 4°48'
a = 0.6'
HIGHWAY
580
1,684,500
740,500
Top of rock wall
Bottom of rock wall
Top of rock Guard Rail
Bottom of rock Guard Rail
Guard Rail
L" 582+08.42 P.T.
S 64°40' E
Underground Telephone Cable
shoulder
Encroachment Line
217.68' S 66°08'53" E
R.R. 640+08.47 P.T.
∠ Rt 1°34'00"
L" 583+09.48 P.S.
R.R. 642+26.15 P.S.
∠ Lt 1°22'50"
N

Note: Underground telephone cable traced from old detail map.

95-11-8
S45


585
420.04' S67°21'43"E
99'
"L" 587+09.48 P.S.C.
R.R. 646+46.15 P.C.C.
∠Lt 8°49'30"
"L" 590+71.96" P.I.
N 740,331.15
E 1,685,434.77
590
18" C.M.P. 59'
1685,500
740,500
611.99' S76°12'13"E
R.R 652+58.65 P.C.C.
∠Lt 8°54'55"
"L" 594+19.48 P.C.S.
595
419.95' S85°16'08"E
42" C.M.P. 257'
"L" 598+19.48 P.T. Bk.
"L" 598+01.34 P.O.T. Ah.
Exist Hwy 27' Offset 597+89.76 Bk
Exist Hwy 27' Offset 597+71.18 Ah
S 53°59'47"W
72.36'
R.R 656+78.65 P.T.
∠Lt 1°26'05"
S 86°52' E
27' Offset Hwy Tangent S88°51'08"E
R.R Tangent S86°42'13"E