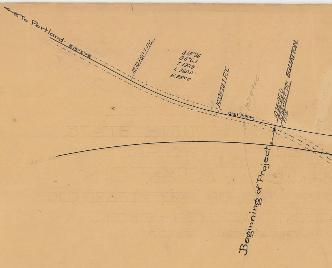
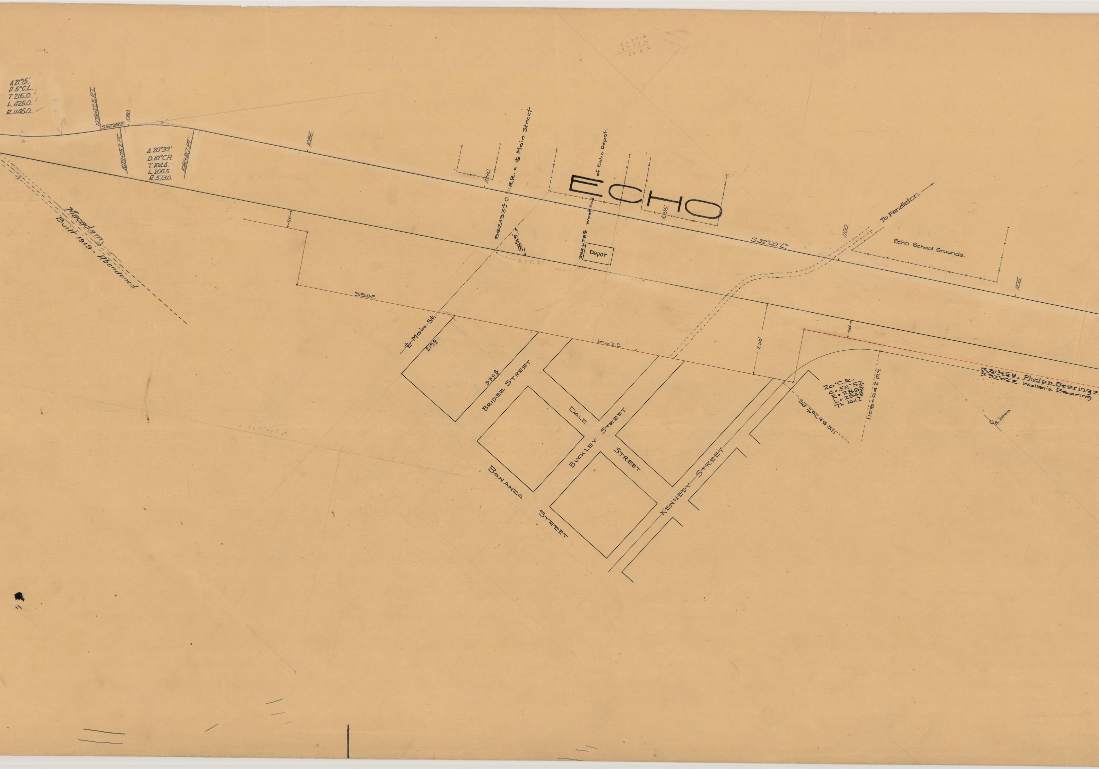
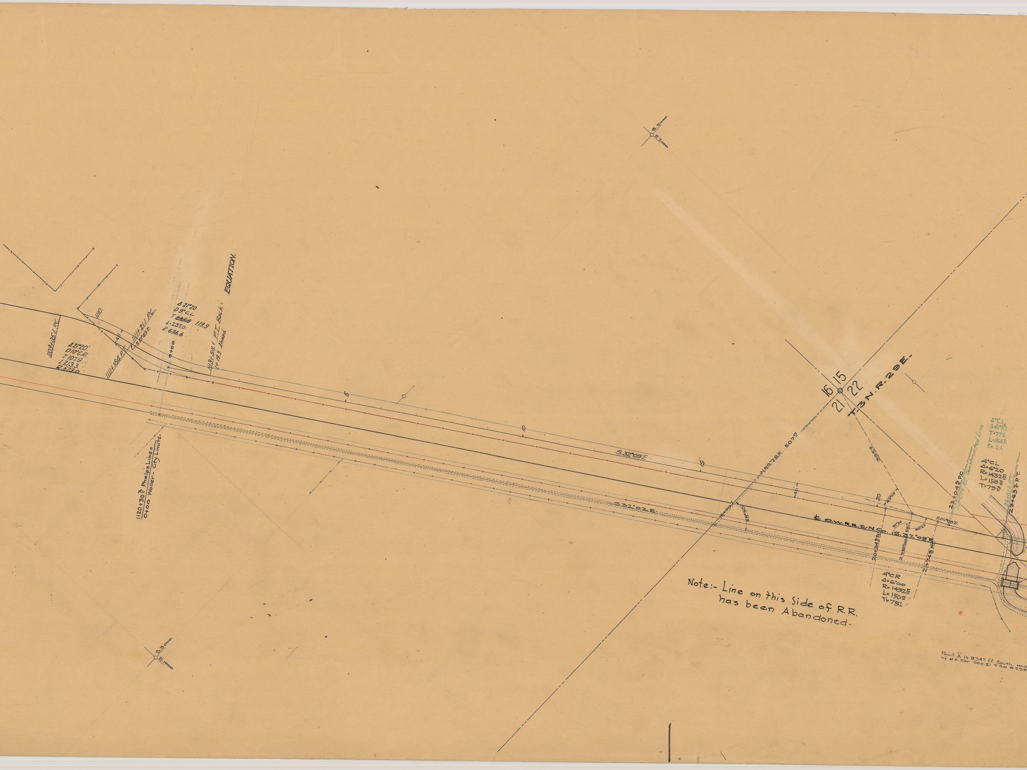

To Portland
S15°57'E
1070+60.7 P.C.
Δ 15°36
D 6°C.L
T 130.8
L 260.0
R 955.0
1073+20.7 P.T.
S31°33'E
1074+95.0
1074+97.5 P.C.
1075
EQUATION.
Beginning of Project

STATE OF OREGON.
STATE HIGHWAY DEPARTMENT.
MAP OF CONSTRUCTED.
STATE HIGHWAY
COLUMBIA RIVER HIGHWAY—UMATILLA COUNTY.
ECHO-PENDLETON SECTION. UNIT NO. 1.

SCALE 1" = 100'.

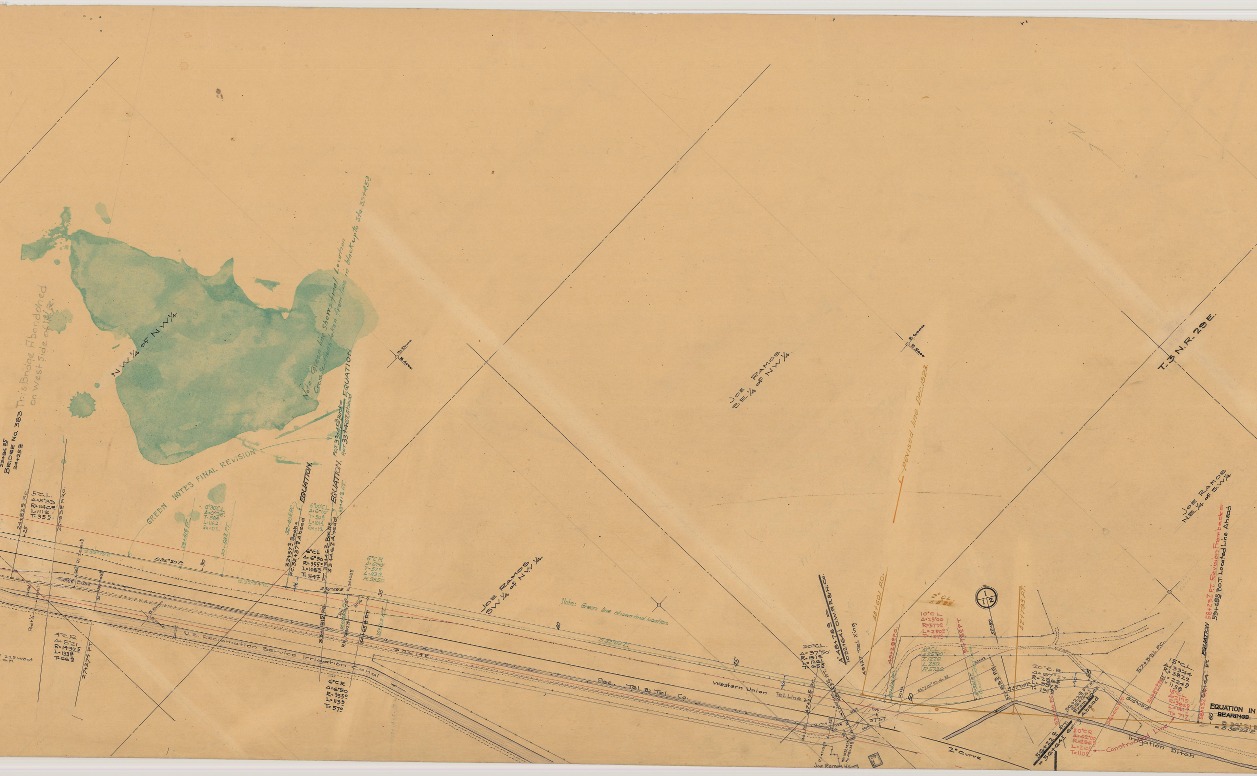
J.F. Waller
Loc. Engr. & Res. Engr.

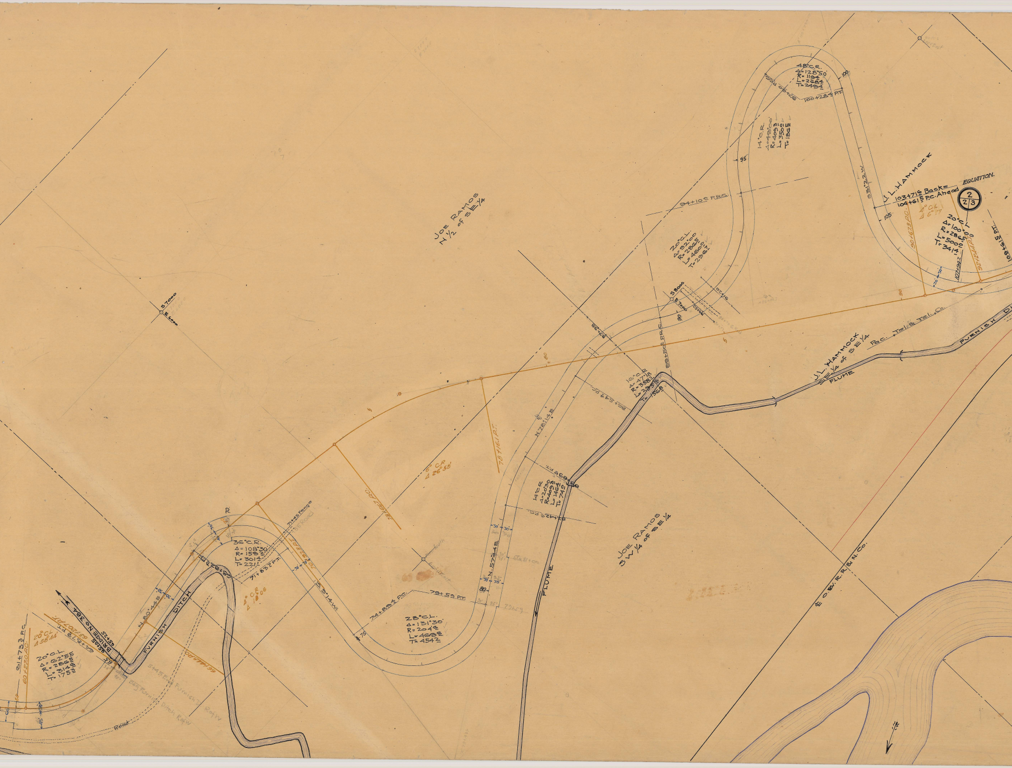

Δ 21°15.'
D 5°C.L.
T 215.0.
L. 425.0.
R. 1146.0.
1079+22.5 P.T.
S.52°48'E.
1080
1079+75.2 P.C.
Δ 20°39.'
D. 10°C.R.
T. 104.4.
L. 206.5.
R. 573.0.
1081+81.7 P.T.
1085.
Macadam
Built 1919 - Abandoned.
50'
398.0
1090.
962+33.4 O.W.R.R. = ℄ Main Street
58°49'
245.2'
West End of Echo Depot.
964+78.8
Depot
ECHO
1095.
S.32°05'E.
1100
To Pendleton.
Echo School Grounds.
1105.
℄ Main St.
213.9
339.8
BRIDGE STREET
1002.0
200'
50'
DALE
STREET
BUCKLEY STREET
BONANZA
STREET
KENNEDY STREET
20°C.R.
Δ = 58°52'
R = 286.5
L = 294.3
T = 161.7
1109+64.2 P.T.
1105+29.4 P.C.
S.31°45'E. Phelps Bearing =
S.32°02'E. Waller's Bearing
S.2000
S.32°09'E.


S.3000
E 3000
1109+05.1 P.C.
Δ 21°20'
D 10° C.R.
T 107.9
L 213.3
R 573.0
1110.
1111+18.4 P.T.
1111+21.1 P.C.
C S 10°49' E.
40'
Δ 21°20
D 9° C.L
T ~~235.9~~ 119.9
L 237.0
R 636.6
0+00
1113+58.1 P.I. Back =
1+19.9 Ahead
EQUATION.
1120+30.3 Phelps Line =
0+00 Waller - City Limits-
5
10
15
S.32°09'E.
S.32°02'E.
N89°28'E 5079
15+70.7
58°10'
40'
20
43°00'
16
15
21
22
T-3N. R. 29E.
39°52'
℄ O.W.R.R.& N.Co. S.32°08'E.
20+24.9 P.C.
91°24'
R 76°05'00" E 88°22'
88°22'
21+74.9 P.T.
S25°08'E.
22+04.9 P.C.
22+07.8 P.C. Constructed Line
4°C.L.
Δ 6°10'
T 77.2
L 154.3
Ex. 2.1
4°C L
Δ=6°20
R=14325
L=158.3
T=79.3
23+61.2 P.T.
23+63.2 P.T.
4°C R
Δ=6°00
R=14325
L=150.0
T=75.1
S.3000
E.1000

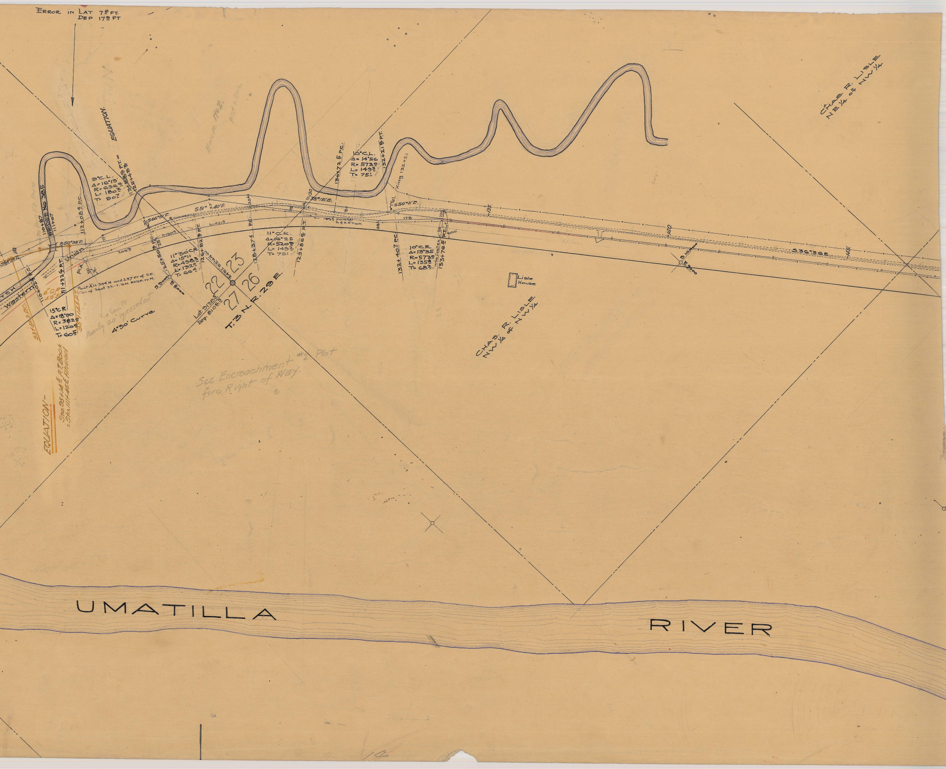
Note:- Line on this Side of R.R.
has been Abandoned-

Point "A" is 834.0 ft. South and
of N.E. Cor. Sec. 21 T3N R29E


This Bridge Abandoned on West Side of RR.
N.W.¼ of N.W.¼
Note- Green line shows final Location
Cross Sections taken from line in black up to Sta. 33+45³
23+84.35
BRIDGE NO. 383
24+25⁰
5°C.L.
Δ=5°33
R=1146⁰
L=111⁰
T=55³
24+82⁵ P.C.
25+93⁸ P.R.C.
25
GREEN NOTES FINAL REVISION
0°30'C.L.
Δ=0°35'
T=58⁴
L=116²
Ex=0³
29+41⁵ P.C.
30+58² P.T.
S32°29'E.
30
S32°19'E.
S.32°54'E.
32+40⁸ P.C.
32+37² Back=
P.C. 32+37² Ahead
EQUATION.
6°00'C.L.
Δ=6°05'
T=50⁸
L=101⁴
Ex=1⁴
EQUATION.
33+41² P.T.
P.O.T. 33+45³ Back=
P.O.T. 33+46⁷ Ahead
EQUATION
6°C.L.
Δ=6°30
R=955⁰
L=108³
T=54²
P.T. 33+46² Back=
33+46⁷ Ahead
6°C.R.
Δ=6°50
T=57⁰
L=113⁹
R=955.0
S38°59'E.
P.I. 34+08⁵
35
33+51⁵ P.C.
34+65⁴ P.T.
35+21.3 P.T.
Point A
4°C.R.
Δ=5°21
R=1432⁵
L=133⁸
T=66⁹
27+27⁴ P.T.
22° West
U.S. Reclamation Service Irrigation Canal
S32°14'E
6°C.R.
Δ=6°50
R=955⁰
L=113⁹
T=57⁰
Joe Ramos S.W.¼ of N.W.¼
Note: Green line shows final location.
40
S32°09'E.
Pac. Tel. & Tel. Co.
Western Union Tel. Line
45
Joe Ramos S.E.¼ of N.W.¼
Revised line Dec. 1923.
T.3 N.R.29 E.
30°C.L.
Δ=37°50'
R=191⁰
L=126¹
T=65⁵
47+27⁵ P.C.
A' 48+78⁹ =
1032+64¹ O.W.R.R.&N.Co.
Tel. Xing
48+60¹ P.C.
49+27
49+28⁹ P.C.
37°57'
Joe Ramos Ho.
2°C.L.
Δ8°23'
10°C.L.
Δ=25°00
R=573⁰
L=250⁰
T=127⁰
10°C.L.
Δ25°00'
T.127.0.
L.250.
R.573.0.
51+78⁰ P.T.
S70°04'E.
50
52+80
52+79.3 P.T.
52+85³ P.C.
S57°09'E.
20°C.R.
Δ=67°27
R=286⁵
L=337³
T=191⁰
55
56+22⁶ P.T. = 56+64¹ From back Ahead
56+22⁶ P.T. = 56+64¹ Going
2° Curve
53+00 P.C.
20°C.R.
Δ=42°00
R=286⁵
L=210⁰
T=110⁰
Constructed Line
Irrigation Ditch
56+00 P.T.
57+39¹ P.C.
S15°09'E.
56+82⁰ P.C.
15°C.L.
Δ=33°44
R=382⁰
T=224⁹
L=115⁸
15°C.L.
Δ=21°15
R=382⁰
L=141⁷
T=71⁷
EQUATION
58+23⁷ 59+64 P.T.
58+23⁷ P.T. Revision From back=
59+68⁵ P.O.T. Located Line Ahead
60
Joe Ramos N.E.¼ of S.W.¼
EQUATION IN BEARINGS.
S36°21'E
= S36°24'E



JOE RAMOS
N ½ of SE ¼
JOE RAMOS
SW ¼ of SE ¼
J. L. HAMMOCK
J. L. HAMMOCK
SE ¼ of SE ¼
Pac. Tel. & Tel. Co.
FURNISH DITCH
FURNISH DITCH
FLUME
FLUME
BRIDGE No 384
65+25
65+05
£ O. & W. R. R. & N. Co.
EQUATION.
103+71.6 Back =
104+61.5 P.C. Ahead
2
2/3
48°C.R.
Δ=128°50'
R=119.4
L=268.4
T=249.4
97+60 P.C.
100+28.4 P.T.
100
14°C.R.
Δ=49°00'
R=409.3
L=350.0
T=186.5
95
94+10.0 P.R.C.
S 31°22' W
105
20°C.L.
Δ=100°00'
R=286.5
L=500.0
T=341.4
4°C.L.
Δ 6°17'
90+67.3 P.C.
92+24.4 P.T.
107+94.2
109+61.5 P.T.
20°C.L.
Δ=92°00'
R=286.5
L=460.0
T=296.1
S 8000
E 7000
90
91+20
90+25
89+50.0 P.R.C.
87+38
16°C.R.
Δ=47°18'
R=358.1
L=295.6
T=156.8
86+54.4 P.C.
N 78°14' E
84+69.5 P.T.
14°C.R.
Δ=20°30'
R=409.3
L=146.4
T=74.0
82+42.5 P.C.
N 57°14' E
30' 30'
30' 35'
Sta 81+00
80
79+59 P.T.
79+59
74+89.4 P.C.
28°C.L.
Δ=131°30'
R=204.8
L=468.8
T=454.2
75
S 9°14' W
80
5
78+16.1 P.T.
6° C.R.
Δ 26°58'
73+67.7 P.C.
36°C.R.
Δ=108°30'
R=159.3
L=301.4
T=221.1
70
71+83.2 P.T.
71+45 Fence
71+35 Road
70+92.3 P.T.
68+73.2 P.C.
4° C.R.
Δ 18°06'
66+46.8 P.C.
N 80°44' E
20° C.L.
Δ 58°44'
63+20.7 P.T.
64+87.3 P.T.
61+73.3 P.C.
60+27.0 P.C.
20°C.L.
Δ=62°55'
R=286.5
L=314.6
T=175.3
65
5+45 End Furnish D. R of W
Beg Furnish Ditch R of W
Road
S 7000
E 6000
45'
30'
60


ERROR IN LAT 7± FT.
DEP 17± FT
EQUATION.
Ench. No 2
plot + Cons.
9°C.L.
Δ=16°13'
R=636±
L=180±
T=90±
113+08± P.T. =
125+48±
112+08± P.C.
110+87
BRIDGE No 385
111+07
S50°38'E.
S58°38'E.
112
110+02±
P.C.
TCH
Western
Union
111+22± P.T.
6°C.R.
Δ9°51'
93+50.3 P.C.
95+14.5 P.T.
15°C.R
Δ=18°00
R=382±
L=120±
T=60±
P.I. A
Point A is 344' N. and 237' W. of S.E. Cor. of Sect. 22.-T. 3N. R.29E. W.M.
Com. Pt
Nearly 20' squeezed out
4°30' Curve
S66°51'E.
S51° 40'E.
L=421.5
R=1301.5
11°30'C.R.
Δ=15°11'
R=498±
L=132±
T=66±
125+50± P.C.
126+82± P.T.
S8000
E8000
22
23
27
26
Lat. 3138.5
Dep. 8108.3
T.3N. R.29E.
128+37.4 P.C.
11°C.R.
Δ=16°25'
R=520±
L=149±
T=75±
129+86± P.T.
S35°15'E.
130
130+72± P.C.
10°C.L.
Δ=14°56'
R=573±
L=149±
T=75±
132+21± P.T.
Xing 132+21
Tel.
S50°11'E.
185± parallel to ℄ R.R. Track
178
132+40± P.C.
10°C.R.
Δ=13°35'
R=573±
L=135±
T=68±
133+76± P.T.
135
140
145
S36°36'E.
S10,000
E9000
Lisle House
CHAS. R. LISLE
NE¼ of NW¼
CHAS. R. LISLE
NW¼ of NW¼
EQUATION-
Sta. 95+14.5 P.T. Back
= Sta. 111+46± Ahead
See Encroachment #2 Plat
for a Right of Way.
UMATILLA
RIVER
14