NOTE

The alignment "as constructed" is as appears in "purple" on this hard copy map, but due to the complexity and conflicting data of two alignments see the MAP Section of the large federal aid sheets for the construction data of the section.

W. S. Hodge
Res. Engr.

AS CONSTRUCTED
OREGON STATE HIGHWAY DEPARTMENT
~~LOCATED LINE~~

HAVANA SECTION
~~HELIX JUNCTION-OREGON-WASHINGTON HIGHWAY~~
HAVANA-HELIX SECONDARY HIGHWAY

UMATILLA COUNTY

SCALE 1 IN.=100 FT. MARCH 1942
BEARINGS TRUE
~~REVISED MAY 1955~~
~~J. T. Burch Res. Eng.~~

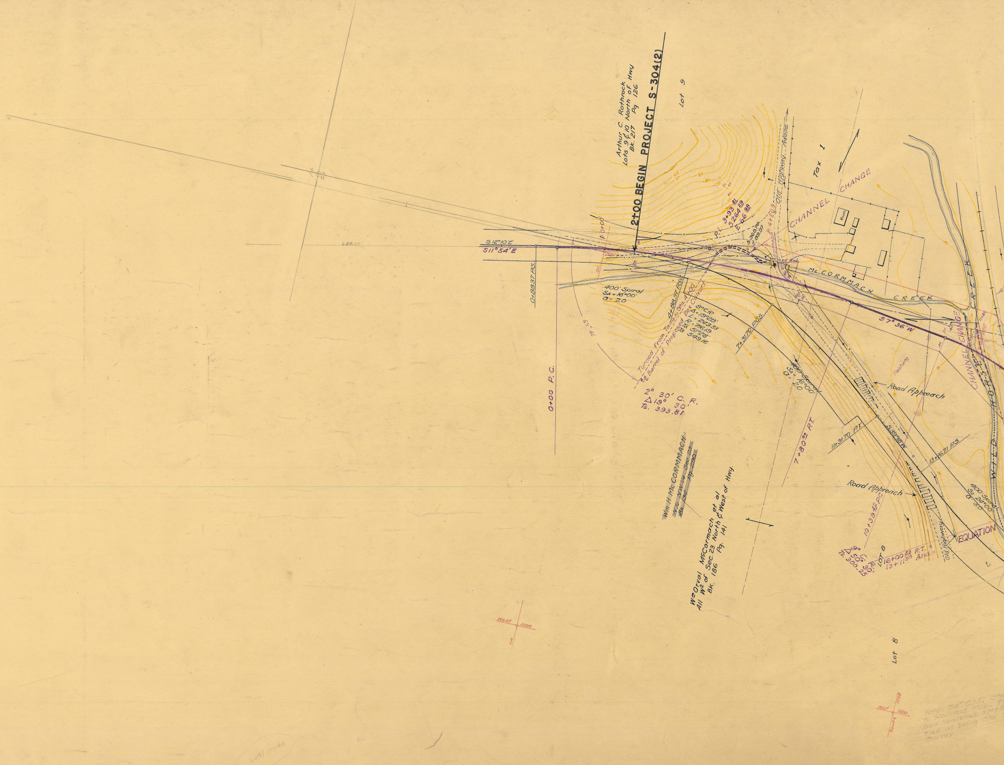
W. S. HODGE, RES. ENGR.
AUG. 1956

6F 16-16
SH 1

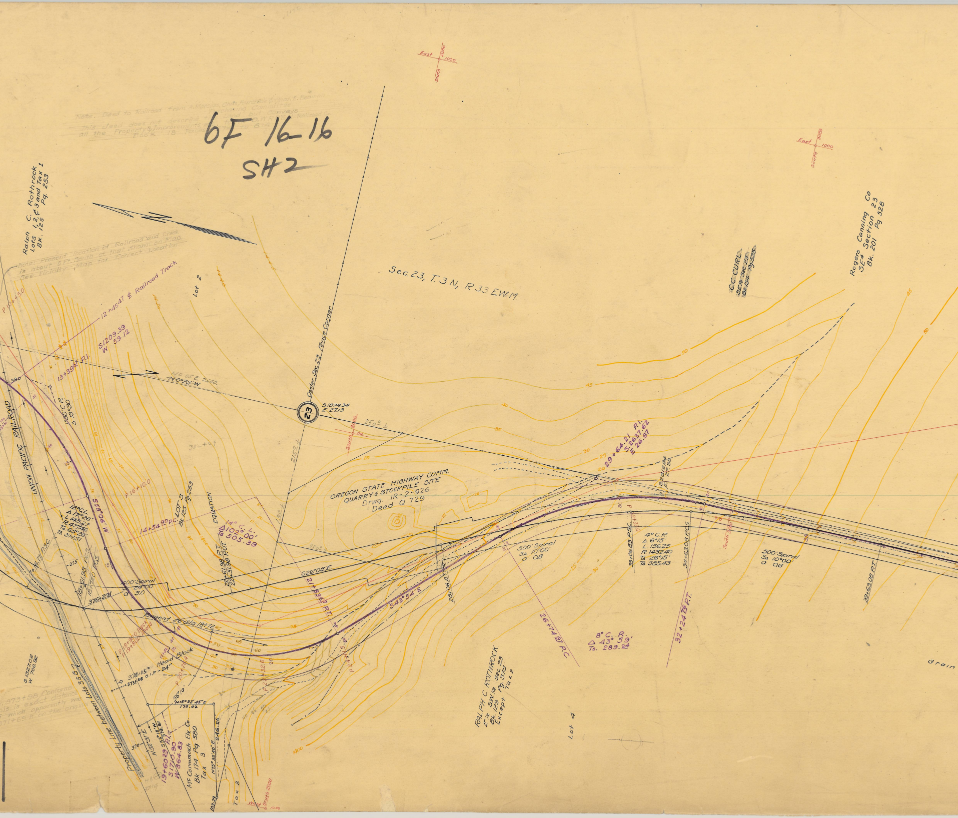
Fnl Survey Approved

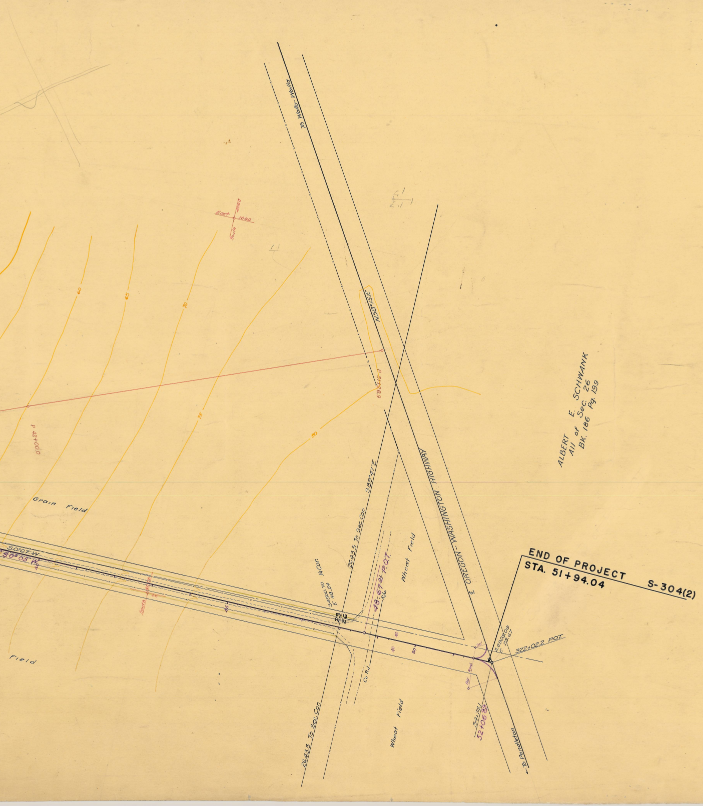
See 6B-6-

Y SECTION


2+00 BEGIN PROJECT S-304(2)
Arthur C. Rothrock
Lots 9 & 10 North of Hwy
Bk. 217 Pg 126
Lot 9
Tax 1
CHANNEL CHANGE
Old Highway - Adams
House
McCORMMACH CREEK
S12°10'E
S11°54'E
680.00
0+88.37 P.S.
0+00 P.C.
0+00
400' Spiral
SA = 16°00'
a = 2.0
P.I. 3+93.81
S 264.29
E 66.98
S 360.77
E 89.97
Approach
P 4+20.9
55' Rad.
4+88.37 P.S.C.
8° C.R.
Δ = 19°28'
L = 243.33
R = 716.19
TA 51.28
TS 549.16
Turned From Tang. to Sta. 4+00
℄ Barrel of Proposed Box Culvert
69°40'
2° 30' C. R.
Δ 19° 30'
Ts. 393.81
7+31.70 P.C.S.
400' Spiral
SA = 16°00'
a = 2.0
S 7° 36' W
Pasture
CHANNEL CHANGE
WILD HORSE CREEK
Road Approach
7+80.00 P.T.
11+31.70 P.T.
S 39°15' W
13+16.71 P.S.
Road Approach
400' Spiral
SA 24°00'
a 3.0
EQUATION
10+39.42 PC
9° C. R.
Δ 50° 30'
Ts. 300.25
LOT 8
16+00.53 P.T. =
13+11.50 Ahd. =
Old Highway
~~Wm H. McCORMMACH~~
~~N½ NW¼ Sec 23~~
~~Bk. 132 Pg. 230~~
Wm Orval McCormach et al
All W½ of Sec. 23 North & West of Hwy.
Bk. 186 Pg. 141
West
1000
00
Lot 8
West
1000
South
1000
Note: 24" C.I.P. Sta
to Railroad Map. Th
from Headblock 314+1
tied as being Sta.
Survey

6F 16-16
SH2


Note. Deed to Railroad from A. Marcuss, Chas. Fairchilde & Chas. E. Beaman Purchasing Committee
This deed does not describe the Land but Conveys all the Property & Improvements etc. to the O.W.R.R. & N. Railroad Co.
Book 18 Pages 6[illegible] to 614
Ralph C. Rothrock
Lots 1, 2, & 3 and Tax 1
Bk. 125 Pg. 253
Note: Present location of Railroad and Creek is about 5 Ft. South of that shown on Map
See Vicinity Map for Correct Location
P 10+45.0
12+45.47 ℄ Railroad Track
S1209.39
W 59.12
13+39.41 P.I.
380
N0°05'E 2640.
N0°28'W
Lot 2
Sec. 23, T. 3 N, R 33 E.W.M.
Center Sec 23 Fence Corner
23
S1874.34
E. 27.13
250° ±
215° ±
130° ±
350° ±
East
South 2000
1000
South 3000
UNION PACIFIC RAILROAD
1°30' C.R.
Δ 19°30'
12° C.L.
Δ 17°26'
L 145.27
R 477.46
Ta 65°26'
Ts 514.51
S58°06'W
P 16+10.0
LOT 3
Bk 125 Pg 253
14+54.90 P.C.
EQUATION
14° C.L.
Δ 102°00'
Ts 505.39
22+61.98 P.T.
22+51.98 P.O.T.
16.71 P.S.C.
375
18+51.98 P.C.S.
18+72.0 P.O.S.
400' Spiral
Sa 24°00
a 3.0
376+29.1
S26°08'E.
21+83.47 P.T.
Tangent to Sta 18+72
P 18+90.0 Back
P 19+80.0 Ahead
374+15° Head Block
373+98 C.I.P. - 24"
P 20+76.4
P 22+32.6
P 24+11.5
56°10'
N15°32'45"E
170.02
S 1327.02
W. 700.92
373+98 Conforms
this is exact distance
which apparently was
371+69.8 on the original
Property Line between Lots 3 & 8
370
N52°51'E
S53°18'W 378.81
19+60.29 P.I.
S1710.90
W 864.83
McCormmach Elv. Co.
Bk 174 Pg 580
Tax 3
N15°30'40"E
246.26
103.29
Tax 2
West
South 2000
1000
1400
OREGON STATE HIGHWAY COMM.
QUARRY & STOCKPILE SITE
Drwg. IR-2-926
Deed Q 729
S43°54'E
28+06.83 P.T.S.
500' Spiral
Sa 10°00'
a 0.8
26+74.97 P.C.
8° C. R.
Δ 43°59'
Ts. 289.24
RALPH C ROTHROCK
E½ SW¼ Sec. 23
Bk. 129 Pg. 375
Except Tax 2
Lot 4
29+64.21 P.I.
S. 2637.62
E 26.97
S 2812.64
E. 27.38
33+06.83 P.S.C.
4° C.R.
Δ 6°15'
L. 156.25
R 1432.40
Ta 26°15'
Ts 385.43
34+63.08 P.C.S.
32+24.76 P.T.
500' Spiral
Sa 10°00'
a 0.8
39+63.08 P.T.
C.C. CURL
SE¼ Sec. 23
Bk. 154 Pg. 525
Rogers Canning Co
SE¼ Section 23
Bk. 201 Pg 528
East
South 3000
1000
Grain
20
25
30
35
40
45
50


END OF PROJECT
STA. 51+94.04
S-304(2)
ALBERT E. SCHWANK
All of Sec. 26
BK. 186 Pg. 199
To Walla-Walla
℄ OREGON - WASHINGTON HIGHWAY
To Pendleton
N58°15'E
P 51+28.9
P 42+00.0
East 1000
South 2000
60
65
70
75
80
45
40
10
50
Grain Field
Field
Wheat Field
Wheat Field
S0°07'W
S0°05'W
South 40+00
S.4500.70 ¼ Cor.
E 48.24
23
26
2643.5 To Sec. Cor.
S89°47'E
2643.5 To Sec. Cor.
48+67.21 P.O.T.
R/w
Co Rd
30'
80'
Rad.
S.4909.09
E 28.67
322+02.2 P.O.T.
54+72.1
52+06.99