OREGON STATE HIGHWAY DEPARTMENT

CONSTRUCTED LINE

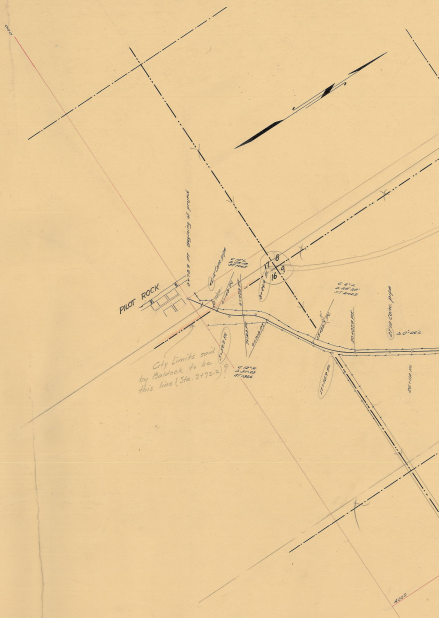
Pendleton – John Day

~~OREGON-WASHINGTON~~ HIGHWAY – UMATILLA COUNTY

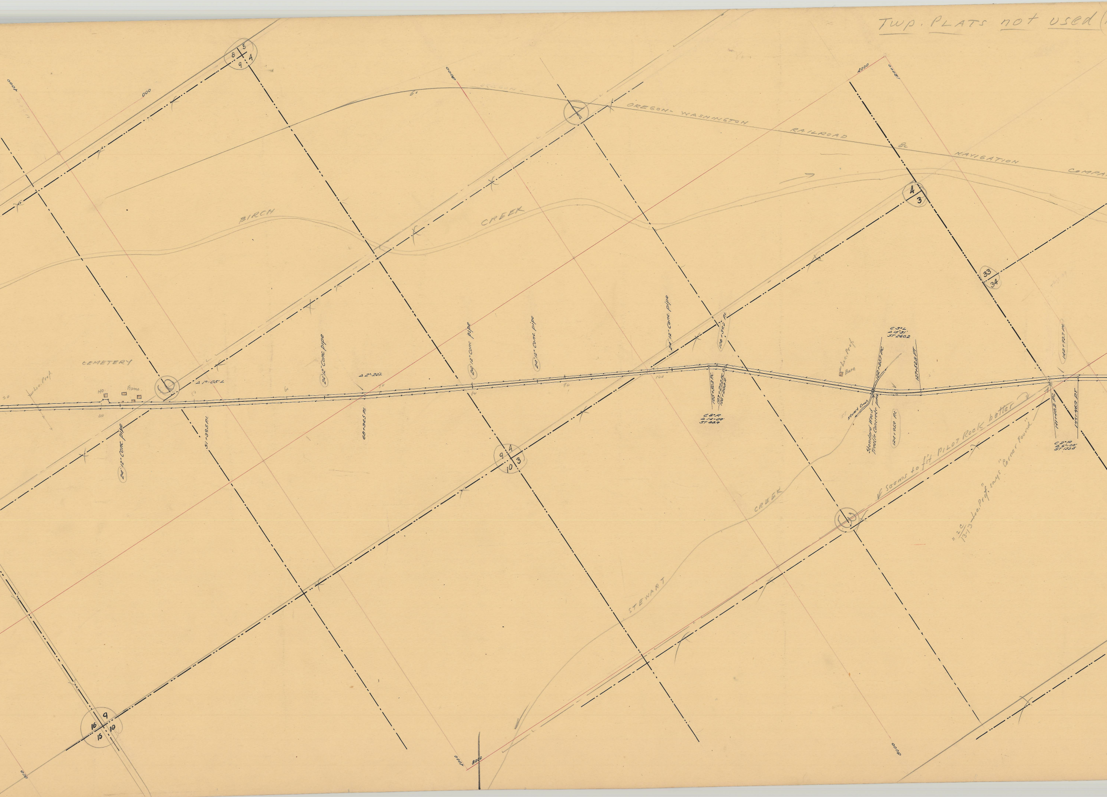
PILOT ROCK – PENDLETON SECTION

Scale 1 in = 400 ft.

R.O.W. 60' Wide 30' each side of ℄ except Sta. $196+06^{3}$ to $214+77^{2}$ which is 40' wide 20' each side of ℄



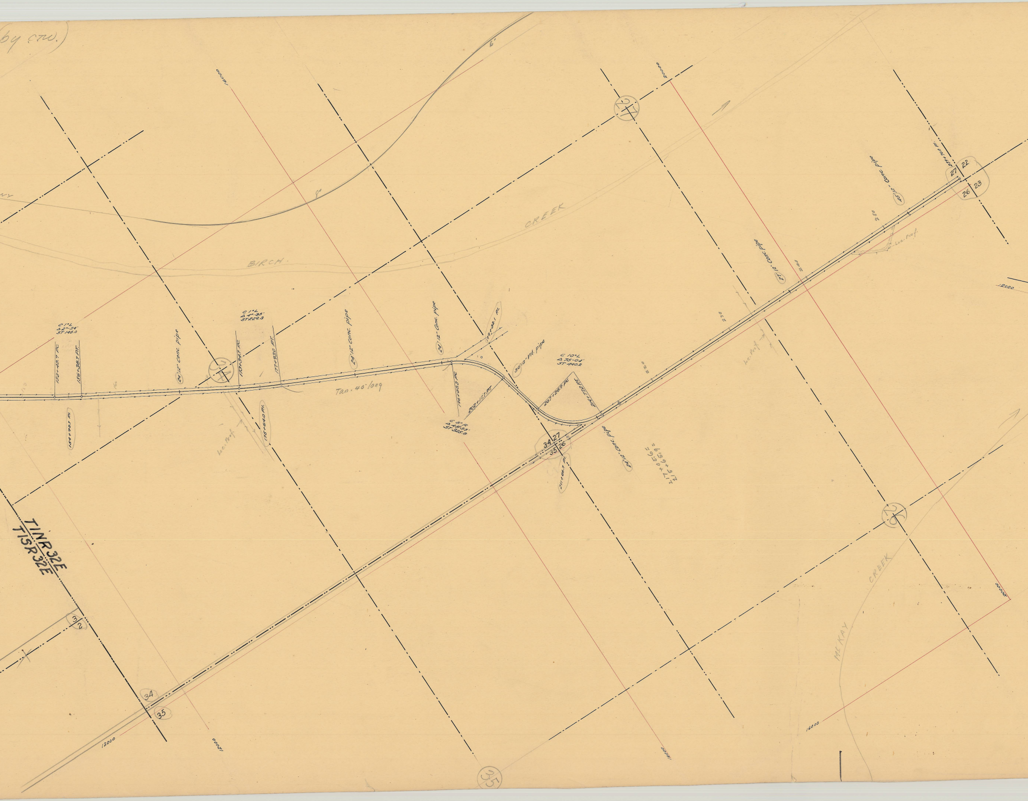
000
PILOT ROCK
0+72.9 PT Beginning of project
42' 12" Conc. pipe
C 10° L
Δ 28°18'
ST 144.5
Whse.
4+14.9 PC
6+97.9 PT
17
8
16
9
8+49.9 PI
C 6° L
Δ 28°28'
ST 242.2
27' 12" Conc. pipe
Δ 0°-06' L
15+39.5 PC
20+07.9 PT
5+39.9 PI
7+12.3 PC
9+71.0 PT
C 12° R
Δ 31°03'
ST 132.6
City Limits said by Baldock to be this line (Sta. 2+72.2)?
17+75.9 PI
26+11.4 PI
4000


OREGON-WASHINGTON RAILROAD & NAVIGATION COMPA
BIRCH CREEK
STEWART CREEK
CEMETERY
Ho.
Barns
Loc. Prof.
Barn
Stewart Creek
Standard Wood Trestle Concrete pipe
24"12" Conc. pipe
Δ 1°-05' L
Δ 2°-20' L
51+39.5 P.I.
68+34.5 P.I.
106+39.2 P.I.
103+50.3 P.C.
107+57.2 P.T.
C 2° R
Δ 14°-09'
ST 88.9
C 3° L
Δ 15°-31'
ST 260.2
122+35.7 P.C.
127+52.8 P.T.
124+92.9 P.I.
142+32.7 P.I.
141+40.2 P.C.
144+45.9 P.T.
C 2° R
Δ 6°-08'
ST 153.5
8 5 9 4
4 3
33 34
9 4 10 3
16 9 15 10
4000
8000

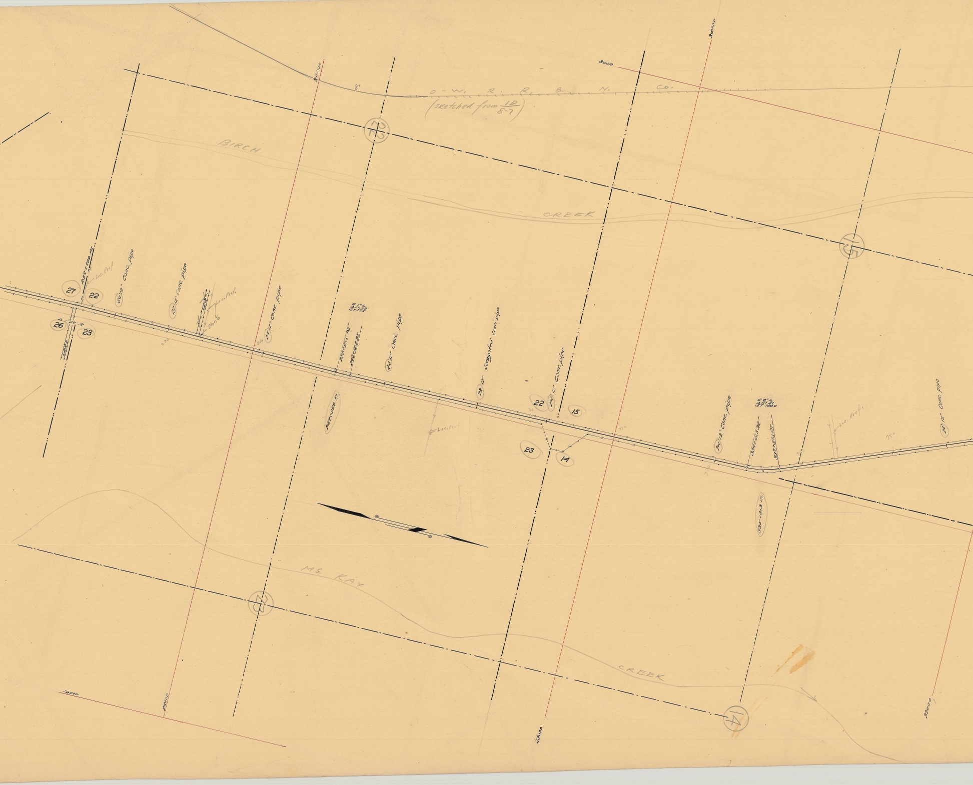
Twp. Plats not used (

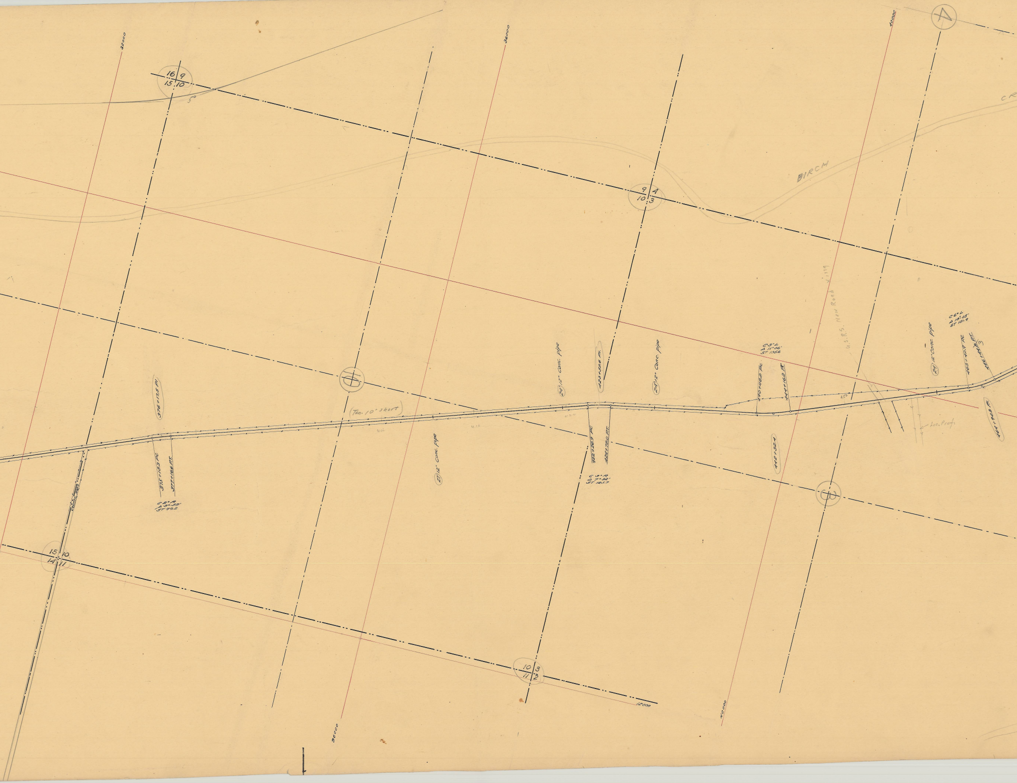
Seems to fit Pilot Rock better

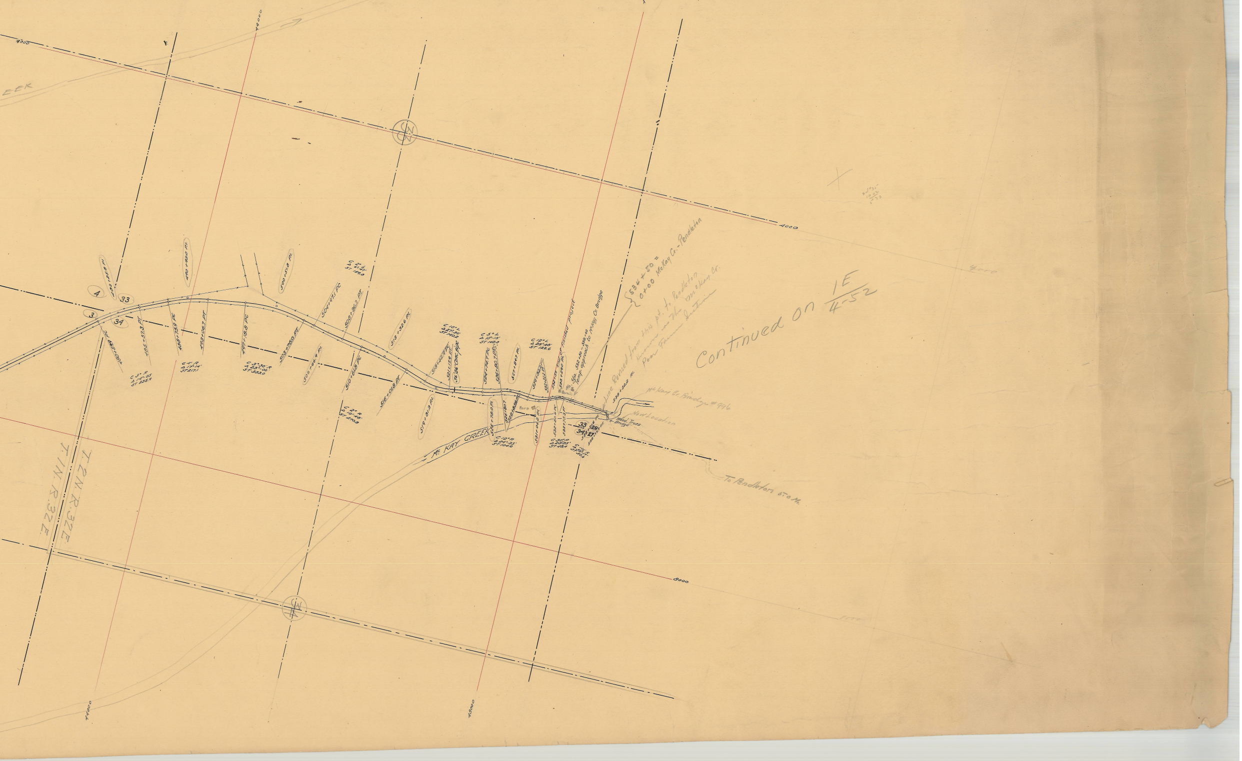
"2C 13-13" — Loc. Prof. says "Corner Found"



by CTW.)
BIRCH CREEK
McKAY CREEK
T1N R32E
T1S R32E
C 1°L
Δ 2°-54'
ST 145.0
153+43.7 PC
156+38.7 PT.
154+93.7 PI.
24' 12" Conc. pipe
C 1°L
Δ 4°-35'
ST 229.3
173+54.7 PC
177+93.0 PT.
175+64.0 PI.
Loc. Prof.
24' 12" Conc. pipe
24' 12" Conc. pipe
Tan. 40' long
199+32.1 PI.
30' 12" Vit. pipe
196+00.3 PC
202+17.3 PT.
C 8°R
Δ 48°35'
ST 325.8
C 10°L
Δ 75-04'
ST 440.2
207+26.9 PC
214+77.2 PT.
211+66.7 PI.
24' 12" Conc. pipe
217+05.6 =
217+96.9 =
27' 12" Conc. pipe
85' 12" Conc. pipe
Loc. Prof.
Loc. Prof.
220
230
240
250
160
170
27
26
34
35
34 27
35 26
27 22
26 23
3
2
34
35
12000
16000
20000
12000
12000
16000
20000
16000
8°
6°


O-W. R. R. & N. Co.
(sketched from 1D/8-7)
8°
24000
28000
8000
22
15
BIRCH
CREEK
259+70.0 P.I.
Loc. Prof.
27
22
26
23
LANE
30/12" Conc. pipe
27/12" Conc. pipe
Loc. Prof.
Stone
24/12" Conc. pipe
270
260
288+57.5 P.C.
290+18.5 P.T.
289+35.0 P.I.
24/12" Conc. pipe
72/12" Corrugated Iron pipe
Loc. Prof.
22
24/12" Conc. pipe
15
23
14
310
24/12" Conc. pipe
C G ½
Δ 2°21'
ST 180.0
334+01.3 P.C.
337+57.1 P.T.
335+81.3 P.I.
Loc. Prof.
350
24/12" Conc. pipe
Mc KAY
CREEK
23
14
16000
24000
28000
32000


32000
36000
40000
16 9
15 10
9 4
10 3
15 10
14 11
10 3
11 2
12000
36000
40000
BIRCH
CR
10
9
8
7
376+17.5 PI
375+13.3 PC
377+16.6 PT
C 8° R
Δ 9°-55'
ST 49.2
(Tan. 10' short)
27 12" Conc. pipe
24 12" Conc. pipe
423+58.6 PI
24 12" Conc. pipe
422+26.9 PC
424+78.0 PT
C 3° R
Δ 7°-32'
ST 125.7
C 3° L
Δ 11°-06'
ST 185.6
440+66.0 PC
444+16.0 PT
442+32.4
U.S.R.S. New Road
24 12" Conc. pipe
C 6° L
Δ 18°-05'
ST 151.9
463+72.9 PC
466+74.8 PT
3
464+94.8 PI
Loc. Prof.
450


EEK
4000
49000
4000
4000
5000
5000
49000
50000
4
33
3
34
493+25.8 P.I.
490+88.0 P.I.
500+51.8 P.I.
480+88.9 PC
485+59.3 PT
488+75.9 PC
493+05.7 PT
497+18.8 PC
503+76.0 PT
504+97.1 PC
506+66.9 P.I.
508+36.3 PT
510+61.8 PC
513+32.6 P.I.
516+01.8 PT
519+81.3 P.I.
518+42.9 PC
521+17.9 PT
36" Conc. Pipe
524+74.7 PC
526+80.7 PT
527+94.7 P.I.
525+78.0 P.I.
526+80.7
531+02.0 P.I.
532+00.6 PC
532+75.3 PT
533+29.0 P.I.
539+52.2 P.I.
C 3° R
Δ 14°-05'
ST 235.9
C 4° R
Δ 17°-14'
ST 217.1
C 3°-30' R
Δ 23°-00'
ST 333.0
C 2° L
Δ 21°-47'
ST 165.8
C 2° R
Δ 10°-48'
ST 270.8
C 10° L
Δ 27°-30'
ST 140.2
C 5° L
Δ 10°-19'
ST 103.3
C 12° L
Δ 29°-48'
ST 122.6
C 12° R
Δ 24°-35'
ST 104.0
C 30° R
Δ 25°-25'
ST 42.4
C 12° R
ST 30.6
Barn
Barn
Mc KAY CREEK
33
28
34
27
Wood Truss Bridge
New Location
Mc Kay Cr. Bridge #996
To Pendleton 5.0 Mi.
T.2N.R.32E
T.1N.R.32E
2°35'
10.02
5.33

532+38 End of Finished project

Sta. 532+50 – 538+00
Temp. approach to McKay Cr. Bridge

534+50 =
0+00 McKay Cr.-Pendleton

Line Revised from this pt. to Pendleton
known as the McKay Cr.
Poor Farm Section

Continued on $\frac{1E}{4\text{-}52}$