OREGON STATE HIGHWAY DEPARTMENT
LOCATED LINE

ENCROACHMENT ON O.W.R.&N. CO.*
BUBBS RANCH—WEATHERBY SECTION
OLD OREGON TRAIL HIGHWAY
BAKER COUNTY

SCALE: 1"=100'
GRID BEARINGS—NORTH ZONE

NOV. 1964
Rev. AUG. 1967
Rev. JUNE 1969

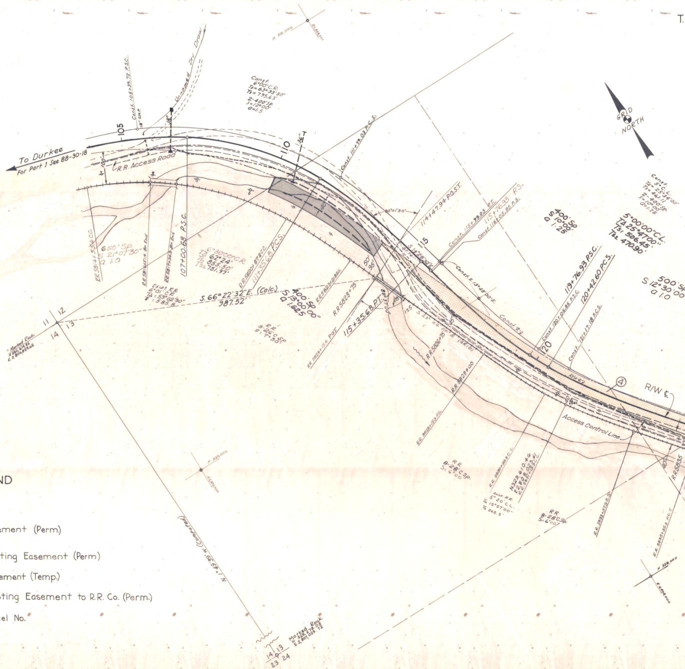
PART 2 OF 2

DWG. NO. 8B-30-25

*LEASED AND OPERATED BY U.P.R.R. CO.

RR 684

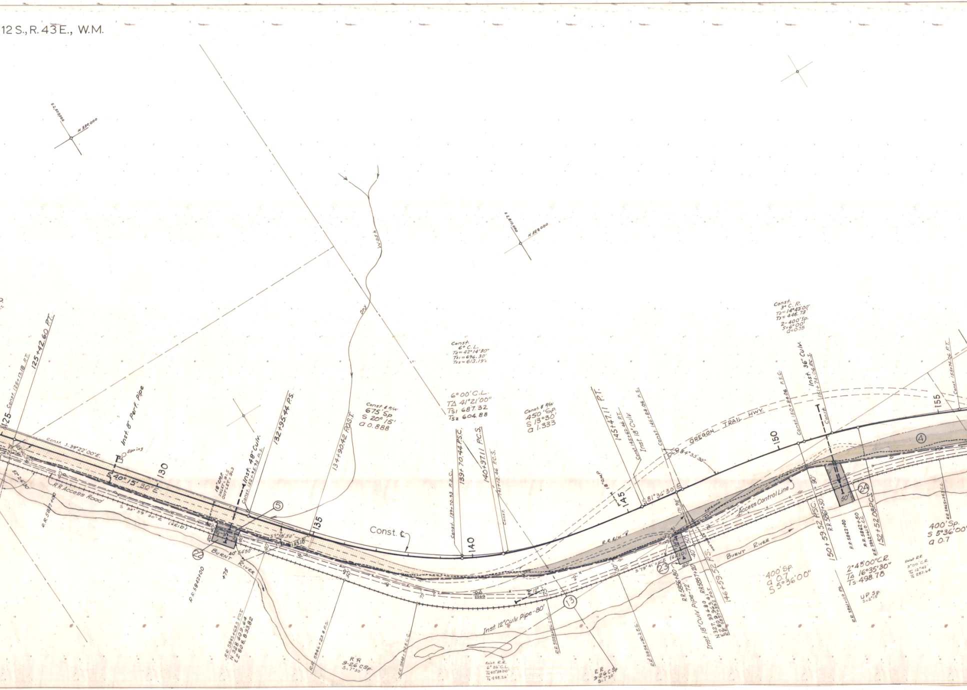
X—Sections 8B-30-26
R/W No. 8B-30-4 & 5
File No. 43951

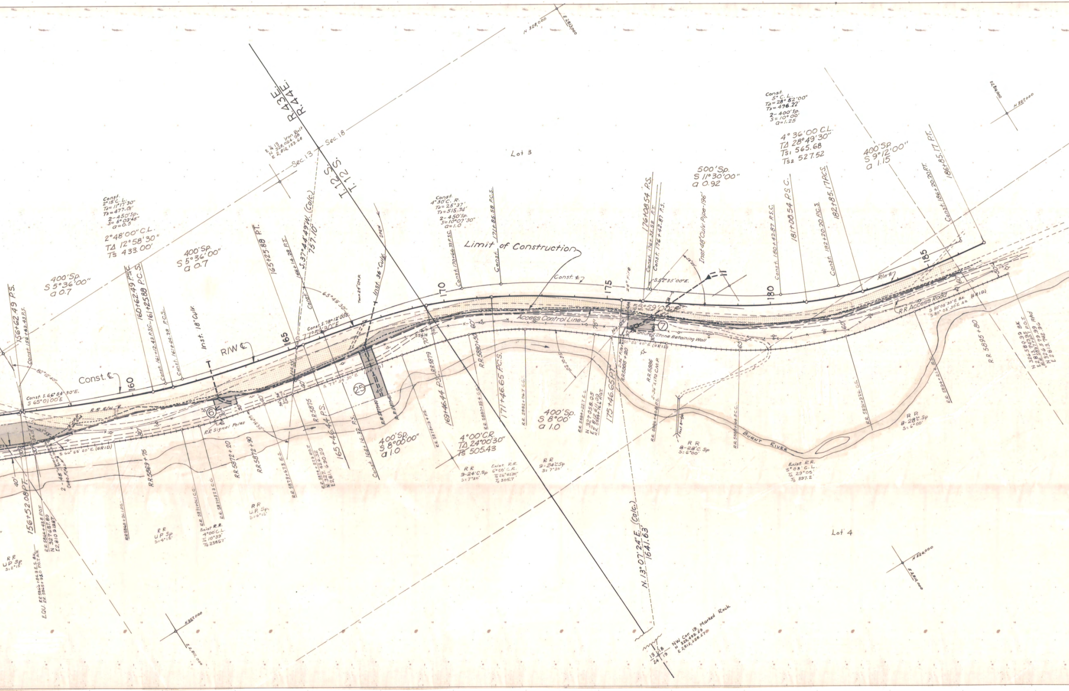


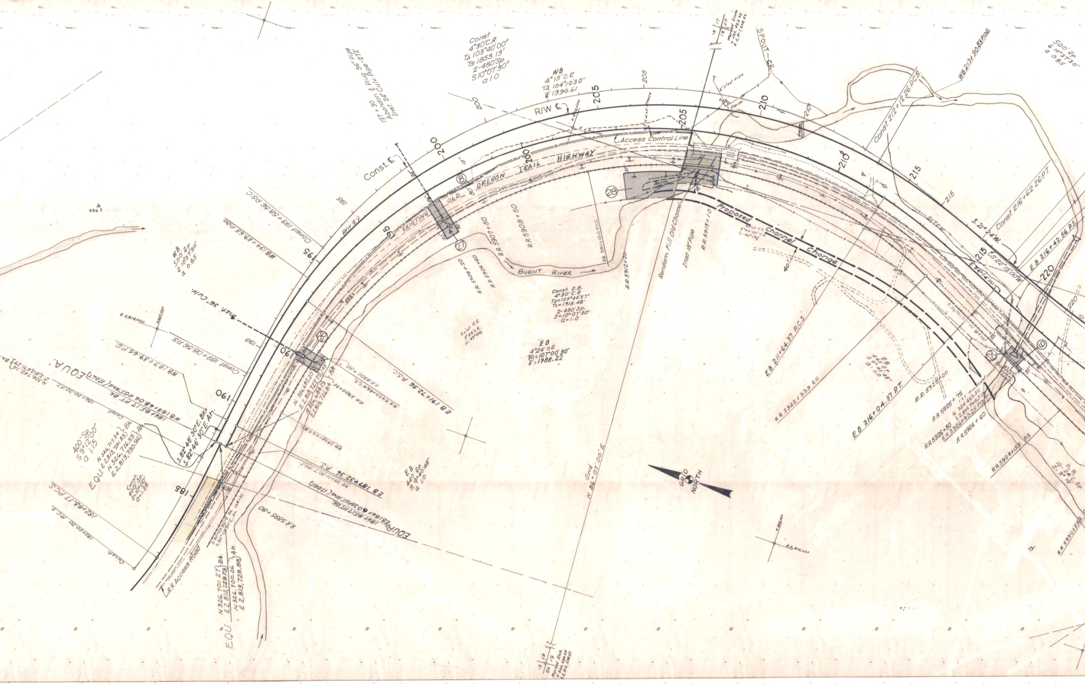
To Durkee
For Part 1 See 8B-30-18
105
110
115
120
Const. 105+39.72 P.S.C.
18" C.M.P.
18"
36"
Unnamed Dry Draw
R.R. Access Road
100'
N 331,000
E 2,808,000
Const.
6°00' C.R.
TΔ= 63°33'30"
Ts= 795.63'
2-400' Sp.
S=12°00'
a=1.5
Const. 111+99.03 P.C.S.
40
R.R. 5814+55.6 C.C.
650' SP.
S. 21°07'30"
a 1.0
R.R. 5816+51.4 Br. End
R.R. 5817+34.3 Br. End
107+00.68 P.S.C.
6°30'00" C.R.
TΔ 62°24'
Ts1 855.50'
Ts2 751.97'
R.R. 5820+87.8 C.C.
111+35.68 P.C.S.
Exist. R.R.
6°01' C.R.
TΔ: 53°02'30"
: 585.8
S. 66°22'32" E. (Calc.)
987.52'
400' SP.
S 13°00'00"
a 1.625
R.R. 5823+21 BES.
R.R. 5823+75
R.R.
9°26' C.SP.
S: 7°30'
R.R. 5824+15.4 P.O.T.
115+35.68 P.T.
50'
95'
11
12
13
14
Marked Rock
N 330,614.86
E 2,806,859.65
80°01'30"
114+47.94 P.O.S.T.
S 14°28'30" E
Const. 115+99.03 P.T.
115+76.93 P.S.
Const. 116+05.85 P.S.
Const. S. 13°48'00" E.
88°37'00"
S 23°04'00" E (GRID)
R.R. 5826+75
R.R. 5828+00
R.R. 5828+15.9 P.S.
Const. ℄
400' Sp.
S 10°00'
a 1.25
GRID NORTH
Const.
5° C.L.
TΔ= 25°34'00"
Ts= 461.11
2-400' Sp.
S= 10°00'
a=1.25
5°00'00" C.L.
TΔ 25°47'00"
Ts1 506.45'
Ts2 470.90'
119+76.93 P.S.C.
120+42.60 P.C.S.
Const. 120+05.86 P.S.C.
Const. 121+17.18 P.C.S.
500' SP.
S 12°30'00"
a 1.0
④
R/W ℄
R/W ℄
Access Control Line
R.R.
8° 28' C.SP.
S: 6°00'
Exist. R.R.
5°20' C.L.
TΔ 15°57'00"
Ts 262.5'
N 329,610.46
E 2,808,925.61
R.R.
S: 6°00'
N 329,000
E 2,809,000
N 330,000
E 2,807,000
Marked Rock
N 329,578.09
E 2,807,083.72
14 13
23 24
(Calculated) N. 64°67' W.
T.

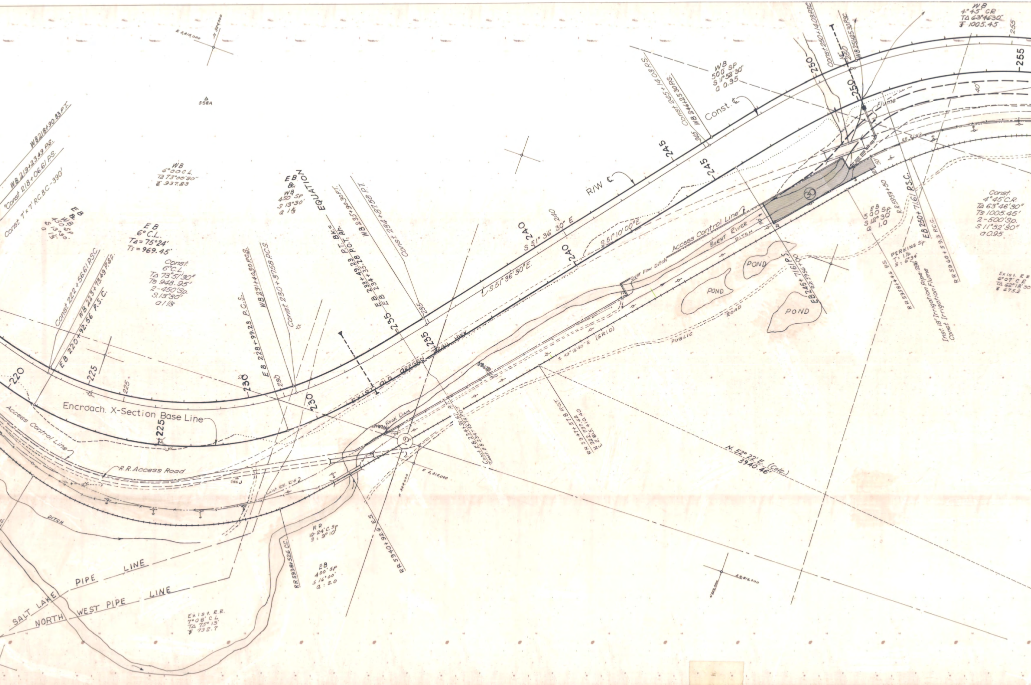
LEGEND

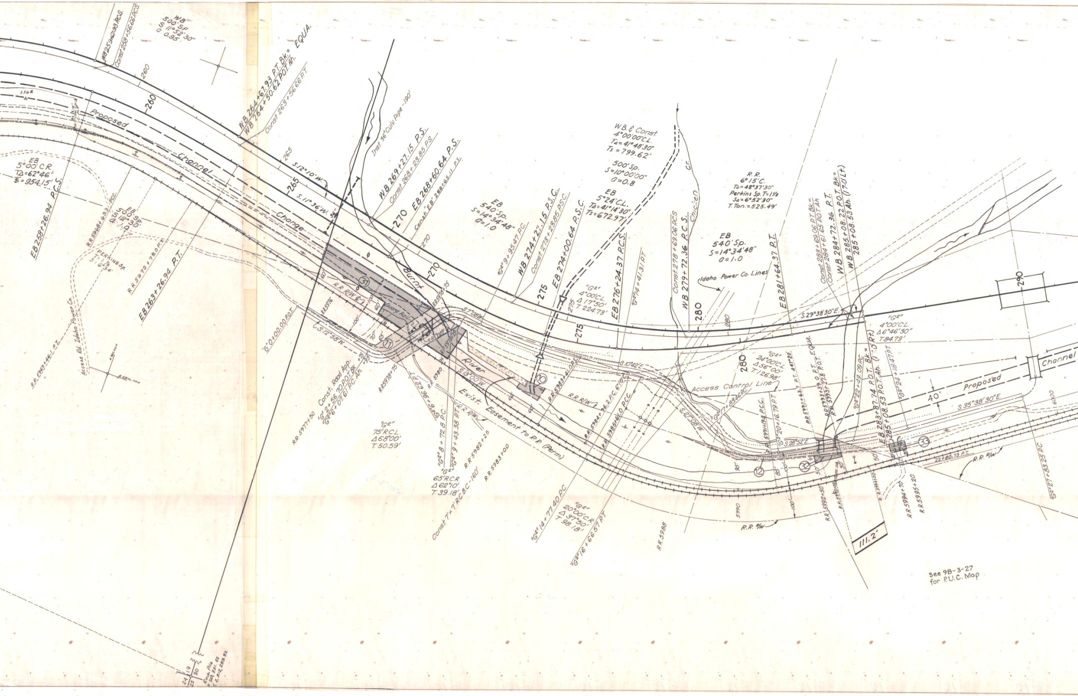
- ▨ Easement (Perm)
- ░ Existing Easement (Perm)
- ▩ Easement (Temp)
- ▒ Existing Easement to R.R. Co. (Perm.)
- ③ Parcel No.


12 S., R. 43 E., W.M.
E 2,808,000
N 330,000
E 2,810,000
N 328,000
Dry Wash
125
Const. 125+17.18 P.T.
125+42.60 P.T.
Const. S. 39°22'00"E.
Inst. 8" Perf. Pipe
Spring
S 40°15'30"E
130
R.R. Access Road
S 38°59'30"E (GRID)
R.R. 5837+00
82°24'30"
18" CMP. INLET = 91.5 OUTLET = 91.3
Inst. 48" Culv.
Const. 132+95.93 P.S.
132+95.44 P.S.
134+90.42 P.O.S.T.
⑤
㉒
40°54'50"
39°38'50"
145.18'
135
Burnt River
R.R. 5842+00
+75
R.R. 5843+63.3 P.O.T.
N 328,609.64
E 2,808,833.82
R.R. 5846+23.8 P.S.
R R 9.26 C Sp. S = 7°30'
Const. & R/W 675' Sp. S 20°15' a 0.888
Const. 6° C.L. TΔ = 42°14'30" Ts1 = 696.30' Ts2 = 613.19'
6°00' C.L. TΔ 41°21'00" Ts1 687.32 Ts2 604.88
Const. ℄
Const. 139+70.93 P.S.C.
139+70.44 P.S.C.
140
140+97.11 P.C.S.
141+12.46 P.C.S.
Const.
Const. & R/W 450' Sp. S 13°30' a 1.333
18" CMP.
145
145+47.11 P.T.
Const. 145+62.46 P.T.
Inst. 18" Culv.
Const. 146+84.06 P.S.
S 81°36'30"E
171.98'
R.R. R/W
S 79°41'00"E (GRID)
㉓
12"
556G
⑬
Inst. 12" Culv. Pipe-80'
R.R. 5848+37.8 C.C.
R.R. 5852+56.2 C.C.
R.R. 5854+90.2 E.S.
Exist. R.R. 6°26' C.L. TΔ 40°38'00" Ts 448.26'
R R 9.26 C Sp. S = 7°30'
R.R. 5856+80
Inst. 18" Culv. Pipe-72'
RR 5857+20
N 327,936.80
E 2,809,963.41
R.R. 5857+39.2 P.O.T.
146+59.52 P.S.
OLD OREGON TRAIL HWY.
84°33'30"
150
Access Control Line
Const. 150+84.06 P.S.C.
Const. 3° C.R. TΔ = 14°42'00" Ts = 446.73 2-400' Sp. S = 6°00' a = 0.75
Inst. 36" Culv.
Const. 151+74.06 P.C.S.
Const.
150+59.52 P.S.C.
R.R. 5861+50
90'
50'
㉔
④
R.R. 5862+00
R.R. 5862+50
R.R. 5862+61.0 C.C.
152+52.08 P.C.S.
400' Sp. a 0.7 S 5°36'00"
2°48'00" C.R. TΔ 16°35'30" Ts 498.78
U.P. Sp. S = 2°15'
R.R. 5861+11.0 P.S.
Exist. R.R. 3°00' C.R. TΔ 12°42' Ts 287.64
155
Const. 155+74.06 P.T.
R.R. 5865+59.3 C.C.
400' Sp. S 5°36'00" a 0.7


N 328,000
E 2,813,000
R.43E.
R.44E.
T.12 S.
T.12 S.
Sec. 13
Sec. 18
E¼ 13 Iron Bolt
N 328,024.98
E 2,812,153.68
Lot 3
Lot 4
Const.
2°15'C. L.
TΔ = 11°17'30"
Ts = 477.01'
2-450'Sp.
S = 5°03'45"
a = 0.5
2°48'00" C.L.
TΔ 12°58'30"
Ts 433.00'
400'Sp.
S 5°36'00"
a 0.7
400'Sp.
S 5°36'00"
a 0.7
156+62.49 P.S.
Const. 156+62.43 P.S.
160+62.49 P.S.C.
161+25.88 P.C.S.
Const. 161+12.43 P.S.C.
Const. 161+54.28 P.C.S.
Inst. 18" Culv.
R/W ℄
Const. ℄
Const. S.66°54'30"E.
S 65°01'00"E
82°12'40"
160
165
170
175
180
185
165+25.88 P.T.
166+14.28 P.T.
S.37°44'49"W. (Calc.)
757.10'
Const. S.78°12'00"E.
S.77°59'30"E.
65°49'30"
Inst. 36" Culv.
Twin 24" CMP
Draw
Const.
4°30'C. R.
TΔ = 25°37'
Ts = 515.74'
2-450'Sp.
S = 10°07'30"
a = 1.0
Const. 170+66.33 P.S.C.
Const. 171+85.58 P.C.S.
Limit of Construction
Const. ℄
Access Control Line
R.R. R/W
R.R. Signal Poles
S 66°55'20"E (GRID)
S 77°34'30"E
6
25
7
40'
30'
60'
70'
75'
556H
156+52.08 P.T.
2-48" Corr. Pipes
RR 5869+75
RR 5872+20
RR 5872+90
R.R. 5875
165+46.44 P.S.
Const. 166+16.32 P.S.
R.R. 5877+60
R.R. 5879
169+46.44 P.S.C.
171+46.65 P.C.S.
R.R. 5880+35
R.R. 5882+06.7 C.C.
R.R. 5880+35± C.C.
EQU. RR 5866+84.3 E.S. Bk.
RR 5865+95.0 P.O.T. Ah.
R.R. 5866+43.8 P.O.T.
N 327,687.80
E 2,810,919.87
R.R. 5874+51.9 P.O.T.
N 327,426.32
E 2,811,690.20
R.R. 5871+11.57 C.C.
R.R. 5871+01.1 C.C.
R.R. 5878+67.3 E.S.
Exist. R.R.
4°00' C.L.
TΔ 10°39'
Ts 238.57
R R
U.P. Sp
S: 4°12'
R R
U.P. Sp
S: 2°15'
R.R.
U.P. Sp.
S: 4°12'
400'Sp.
S 8°00'00"
a 1.0
4°00' C.R.
TΔ 24°00'30"
Ts 505.43
R R
9-24' C.Sp
S: 7°30'
Exist. R.R.
6°50' C.R.
TΔ 26°42'30"
Ts 305.7
400'Sp.
S 8°00'
a 1.0
R.R. 5884+22.7 E.S.
N 327,058.05
E 2,812,611.00
R.R. 5884+76.6 P.O.T.
175+46.65 P.T.
R.R. 5885+20
R.R. 5886
2-36" x 170 C.M.P.
24" Pipe
144.02'
N.13°07'24"E. (Calc.)
1641.63'
NW Cor 19, Marked Rock
N 326,455.19
E 2,812,288.27
13 18
24 19
N 327,000
E 2,811,000
176+08.54 P.S.
Const. 176+35.58 P.T.
Const. 176+42.87 P.S.
S.52°35'00"E.
53°59'00"E.
Inst. 48" Culv. Pipe-196'
500'Sp.
S 11°30'00"
a 0.92
Grouted Stone Retaining Wall
Const.
5° C.L.
TΔ = 28°52'00"
Ts = 496.22'
2-400'Sp.
S = 10°00'
a = 1.25
4°36'00 C.L.
TΔ 28°49'30"
Ts1 565.68
Ts2 527.52
400'Sp.
S 9°12'00"
a 1.15
Const. 180+42.87 P.S.C.
181+08.54 P.S.C.
Const. 182+20.20 P.C.S.
182+85.17 P.C.S.
Const. 186+20.20 P.T.
186+85.17 P.T.
R/W ℄
R.R. Access Road
S 80°05'30"E Bk.
S 80°05'30"E Ah. (GRID)
R.R. 5886+40.8 P.S.
R.R. 5888+64.8 C.C.
R.R. 5891+92.6 C.C.
R.R. 5893+24.6 E.S.
R.R. 5895+80
N 326,580.99 Bk.
E 2,813,743.95 P.O.T.
R.R. 5893+79.99 Ahd.
N 326,579.96
E 2,813,742.96
Burnt River
R R
8-28' C.Sp
S: 6°00'
R R
8-28' C.Sp
S: 6°00'
Exist. R.R.
5°08' C.L.
TΔ 29°05'
Ts 397.2'
N 327,000
E 2,814,000
N 326,000
E 2,814,000

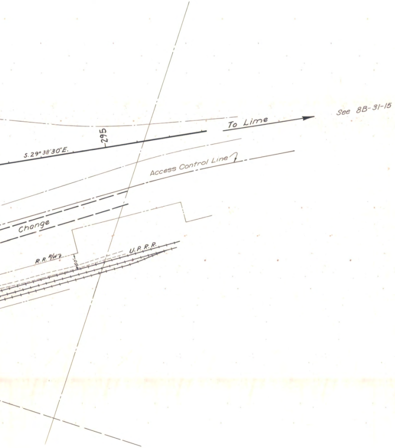

OLD OREGON TRAIL HIGHWAY
EXISTING
BURNT RIVER
SPOUT CR.
Proposed Channel Change
Random Fill Old Channel
Inst. 18" Pipe
Access Control Line
R/W ℄
R/W ℄
Const. ℄
Const. 4°30'C.R. TΔ 103°40'00" Ts 1853.13' 2-450'Sp. S10°07'30" a 1.0
WB 4°15'C.R. TΔ 104°10'30" ℄ 1990.61
197+30 Abandon & plug 36" Pipe Inst. 24" Culv. Pipe-272'
Const. E.B. 4°30' C.R. TΔ=105°44'57" Ts=1915.48' 2-450'Sp. S=10°07'30" a=1.0
EB 4°24' C.R. TΔ=107°00'30" ℄=1988.22
Exist. R.R. 4°24'C.R. Δ 49°44½'
Exist. R.R. 5°00'00" C.R. Δ 66°19½'
WB 500' SP. S 10°37'30" a 0.85
500' SP. S 10°37'30" a 0.85
EB 440' SP. S 9°40'48" a 1.0
400' SP. S 9°12'00" a 1.15
Const. 400' SP. S=10°00' a=1.25
WB 213+90.83 P.C.S.
Const. 212+12.26 P.C.S.
Const. 216+62.26 P.T.
EB 216+42.56 P.S.
EB 211+64.37 P.C.S.
EB 216+04.37 P.T.
EB 191+72.36 P.S.C.
EB 187+32.36 P.S.
Const. 193+58.56 P.S.C.
WB 194+39.65 P.S.C.
Const. 189+08.56 P.S.
WB 189+39.65 P.S.
WB 188+68.06 P.O.T. Ahd. (1704') 186+85.17 P.T. Bk.
EQUA.
EQU. EB 188+60.20 P.O.T. Ahd. (1706') 186+85.17 P.T. Bk.
Const. 186+20.20 P.T.
Const. 182+20.20 P.C.S.
182+85.17 P.C.S.
EQU. N 326,717.34 E 2,813,731.83 Bk. N 326,716.33 E 2,813,730.92 Ah.
EQU. N 326,701.27 E 2,813,729.79 Bk. N 326,700.26 E 2,813,728.88 Ah.
N 326,685.20 E 2,813,727.75 N 326,684.19 E 2,813,726.84 Ah.
S.82°48'30"E. Bk. S.82°46'30"E. Ah.
S 80°05'30" E. Bk. S 80°03'30" E. Ah. (Grid)
Inst. 36" Culv.
R.R. Access Road
R.R. 5895+80
R.R. 5898+63
R.R. 5900+35
R.R. 5900+83 P.C.C.
R.R. 5906+20
R.R. 5906+60
R.R. 5907+50
R.R. 5908+50
R.R. 5911+10.0 P.C.C.
R.R. 5912+20
R.R. 5915+10
R.R. 5922+33.9 E.C.
R.R. 5925+00
R.R. 5925+75
R.R. 5926+30
R.R. 5926+43.25 P.O.T.
R.R. 5926+60
R.R. 5928+15 P.S.
R.R. 5930+15
N 324,463.50 E 2,814,748.59
1'x1' Wooden Flume
5" steel pipe
Berm
DITCH
S. 21°24' W.
S. 22°15'00" W.
S. 24°14' W.
S. 26°01'00" W. (Grid)
Grid N 86°07'00"E
GRID NORTH
Marked Stone N 325,823.65 E 2,817,602.46
Marked Rock
E 2,814,000
N 322,000
556 I
40'
35'
15"
80
185
190
195
200
205
210
215
220
26
27
28
29
8
9


E 2,810,000
N 324,000
558A
WB 218+90.83 P.T.
WB 219+23.49 P.S.
"Const. 218+06.61 P.S.
Const. 7'x 7' R.C.B.C.-390'
EB & WB 450' SP. S 13°30' a 1⅓
WB 6°00'C.L. TΔ 73°00'30" T 937.83
EB 6° C.L. TΔ = 75°24' Ts = 969.45'
Const. 6°C.L. TΔ 73°51'30" Ts 948.95' 2-450'Sp. S 13°30' a 1⅓
Const. 222+56.61 P.S.C.
WB 223+73.49 P.S.C.
EB 220+92.56 P.S.C.
EB 228+99.23 P.C.S.
WB 231+40.30 P.C.S.
Const. 230+37.58 P.C.S.
EB & WB 450 SP S 13°30' a 1⅓
EQUATION
EB 233+49.23 P.T. Bk. =
EB 234+35.28 P.O.T. Ah.
WB 235+90.30 P.T.
Const. 234+87.58 P.T.
220
225
225
225
230
230
230
235
235
235
240
240
240
245
245
245
250
250
250
255
255
S 51° 36' 30" E
S.51°36'30"E.
S.51°10'00"E.
R/W ℄
Const. ℄
Const. 245+14.03 P.S.
WB 246+25.30 P.S.
WB 500' SP S 11°52'30" a 0.95
Const. 250+14.03 P.S.C.
WB 251+25.30 P.S.C.
18"
Flume
WB 4°45' CR TΔ 63°46'30" T 1005.45
40'
50'
30
RR 1/W 2
Access Control Line
Over Flow Ditch
BURNT RIVER
DITCH
90'
POND
POND
POND
POND
PUBLIC ROAD
EB 245+71.61 P.S.
RR 5956+00
EB 500 SP. S 12°30' a 1.0
RR 5959+50
EB 250+71.61 P.S.C.
RR 5960+59.3 P.C.C.
PERKINS SP. T: 1½ S: 6°34'
RR 5958+44.6 P.S.
Inst. 18" Irrigation Pipe-286'
Const. Irrigation Flume
Const. 4°45' C.R. TΔ 63°46'30" Ts 1005.45' 2-500'Sp. S 11°52'30" a 0.95
Exist. R.R. 6°07' C.R. TΔ 62°18'30 T 675.2
EXIST. OLD OREGON TRAIL HWY
S 49°13'40" E (GRID)
Encroach. X-Section Base Line
Access Control Line
R.R. Access Road
556J
Exist. RR. R/W
Rock Dam
19
Const. EB 234+35.62 P.T.
Const. EB 234+15.74 P.O.T.
RR 5947+57.8 P.O.T.
N 322,737.62
E 2,815,410.40
N. 52° 22' E. (Calc.)
3940.46'
E 2,815,000
N 322,000
E 2,816,000
N 322,000
DITCH
RR 10-24' C. Sp S: 9°10'
RR 5938+52.6 C.C.
E.S.
RR 5940+92.6
EB 400' SP S 16°00' a: 2.0
SALT LAKE PIPE LINE
NORTH WEST PIPE LINE
Exist. R.R. 7°08' C.L. TΔ 75°13' T 732.7


W.B. 500' Sp. S 11°52'30" 0 0.95
WB 259+67.93 P.C.S.
Const. 258+56.66 P.C.S.
WB 264+61.93 P.T. Bk.= EQUA.
WB 264+50.62 P.O.T. Ah.
Const. 263+56.66 P.T.
260
265
S.12°10'W.
S.11°36'W.
36"
Proposed
Channel
Change
EB 5°00' C.R. TΔ=62°46' Ts=954.15'
EB 258+26.94 P.C.S.
R.R. 5968+63.3 P.C.C.
EB 500' Sp. S 12°30' 0 1.0
PERKINS Sp. S.T. 1½ S 6°34'
R.R. 5970+78.0 P.T.
EB 263+26.94 P.T.
Access Rd. Idaho Power Co.
R.R. 5969+46.1 P.T.
"G" 0+00.00 P.O.T.
S.12°58'W.
R.R. 5976
R.R. R/W
Guard Rail
Inst. 36" Culv. Pipe - 190'
WB 269+27.15 P.S.
Const. 268+23.85 P.S.
EB 268+60.64 P.S.
Const. "EB" 268+65.11 P.S.
270
Burnt
River
31
11
10
12
32
33
S.7°08'W.
S.55°02'E.
R.R. 5978+75
R.R. 5979+75
S.13°00'W.
Exist. Easement to R.R. (Perm)
Const. Road App.
"G2" 2+56.70 P.O.T. Bk. +75
"G2" 6+07.61 P.C. Ah. +95
R.R. 5977+50
"G2" 75' R.C.L. Δ68°00' T.50.59'
"G2" 6+96.62 P.T.
R.R. 5980
"G2" 8+72.8 P.C.
"G2" 9+43.38 P.T.
"G2" 65' R.C.R. Δ62°10' T.39.18'
Const. 7'×7' R.C.B.C. - 160'
R.R. 5982+25
R.R. 5983+00
EB 540' Sp. S=14°34'48" a=1.0
"G2" 9+95.47 P.C.
WB 274+27.15 P.S.C.
Const. 273+23.85 P.S.C.
EB 274+00.64 P.S.C.
275
W.B. & Const. 4°00'00" C.L. Ta=41°48'30" Ts=799.62'
500' Sp. S=10°00'00" a=0.8
EB 5°24' C.L. Ta=41°14'30" Ts=672.97'
"G2" 4°00' C.L. Δ17°50' T.224.73'
EB 276+24.37 P.C.S.
"G2" 14+41.31 P.T.
R.R. 5983+41.0 P.S.
S.10°42'E.
R.R. 5984+96.2 P.C. 6°10'C.
R.R. 5985+61.0 P.C.C.
"G2" 14+77.40 P.C.
"G2" 20°00' C.R. Δ37°50' T.98.18'
"G2" 16+66.57 P.T.
R.R. 5988
Chicken Cr.
Const. 278+69.06 P.C.S.
WB 279+72.36 P.C.S.
280
EB 540' Sp. S=14°34'48" a=1.0
R.R. 6°15'C. Ta=48°37'30" Perkins Sp. T=1½ Sa=6°52'30" T. Tan.=525.49'
Idaho Power Co. Lines
EB 281+64.37 P.T.
Access Control Line
"G2" 17+83.46 P.C.
S.27°08'W.
"G2" 24°00' C.L. Δ56°00' T.126.98'
R.R. 5991+19.4 P.C.C.
"G2" 20+16.79 P.T.
R.R. 5992+63.7 P.T. 4°7'20"
S.28°52'E.
R.R. 5993+39.0 P.T. EQUA.
R.R. 5993+27.8 P.O.T.
Const. 283+69.06 P.T. Bk.=
Const. 284+61.65 P.O.T. Ah.
WB 284+72.36 P.T.
WB 285+08.22 P.O.T. Bk.=
285+08.53 Ah. (17.0' Lt.)
S.29°38'30"E.
"G2" 22+49.09 P.C.
EB 283+87.14 P.O.T. Bk.=
285+08.53 P.O.T. Ah. (17.0' Rt.)
"G2" 4°00' C.L. Δ6°46'30" T.84.79'
"G2" 24+18.47 P.T.
290
Proposed
Channel
40'
S.35°38'30"E.
6000
22+80.73 P.T.
R.R. R/W
"G2" 27+83.25 P.C.
R.R. 5992+50
R.R. 5994+70
R.R. 5995+20
5990
100'
95'
85'
50'
111.2'
24 19
25 30

See 9B-3-27
for P.U.C. Map

WEATHERBY


See 8B-31-15
To Lime
295
S.29°38'30"E.
Access Control Line
Change
U.P.R.R.
R.R. R/W
60'