Weatherby - Lime Sec. Old Oregon Trail Hwy. R.R. Encroachment 1"=100' 8B-31-15

OREGON STATE HIGHWAY DEPARTMENT
LOCATED LINE

ENCROACHMENT ON O.W.R.&N. CO.*

WEATHERBY-LIME SECTION

OLD OREGON TRAIL HIGHWAY

BAKER COUNTY

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

NOV. 1964
Rev. FEB. 1965
Rev. April 1965 (R.R. Easterly R/w Line, Vicinity of Hwy. Sta. 590)
Rev. AUG. 1967
Rev. APR. 1969
Rev. JAN. 1970
Rev. JAN. 1973

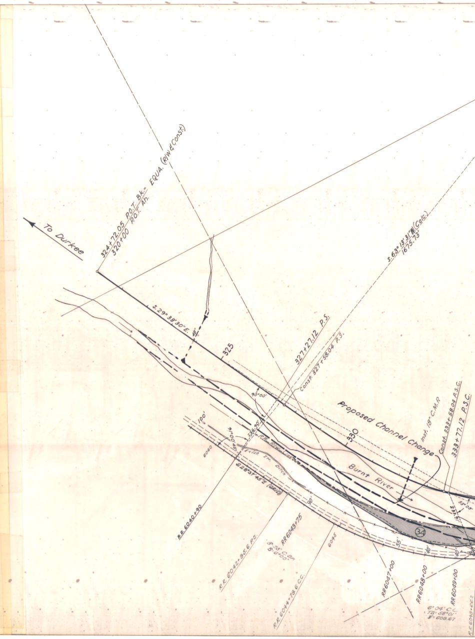
DWG. NO. 8B-31-15

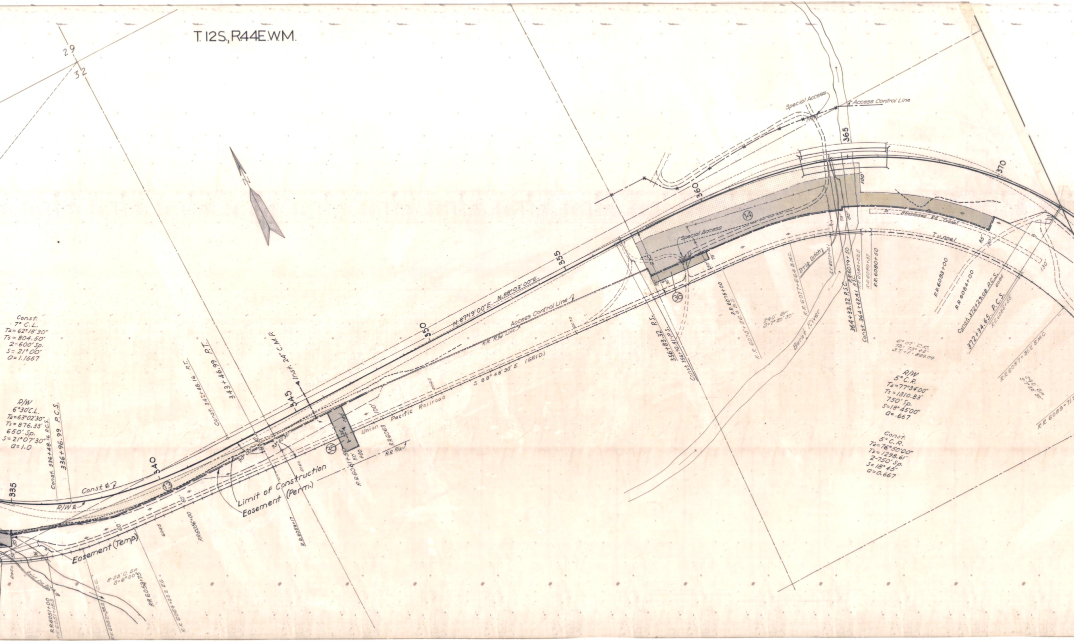
* LEASED AND OPERATED BY U.P.R.R. CO.

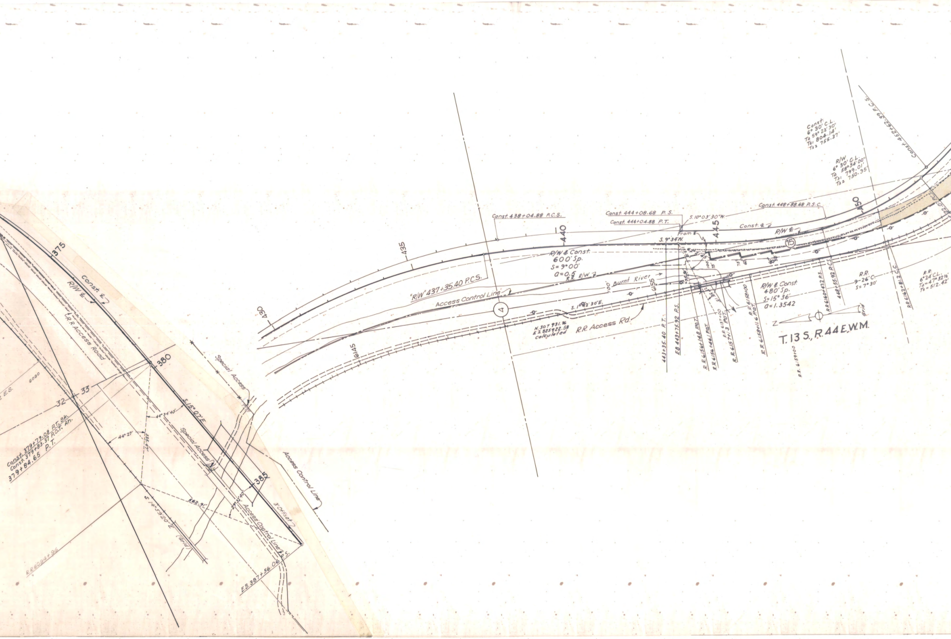
X-Sections 8B-31-16
R/W Map 8B-31-9 & 10
File No. 43951
RR 684

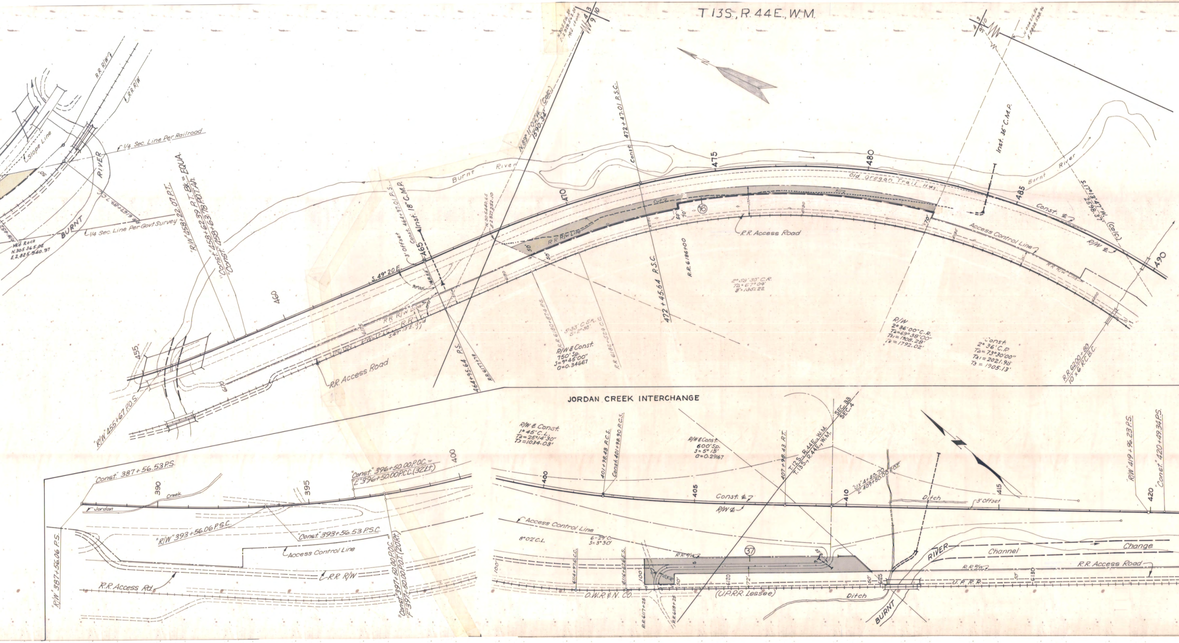
LEGEND

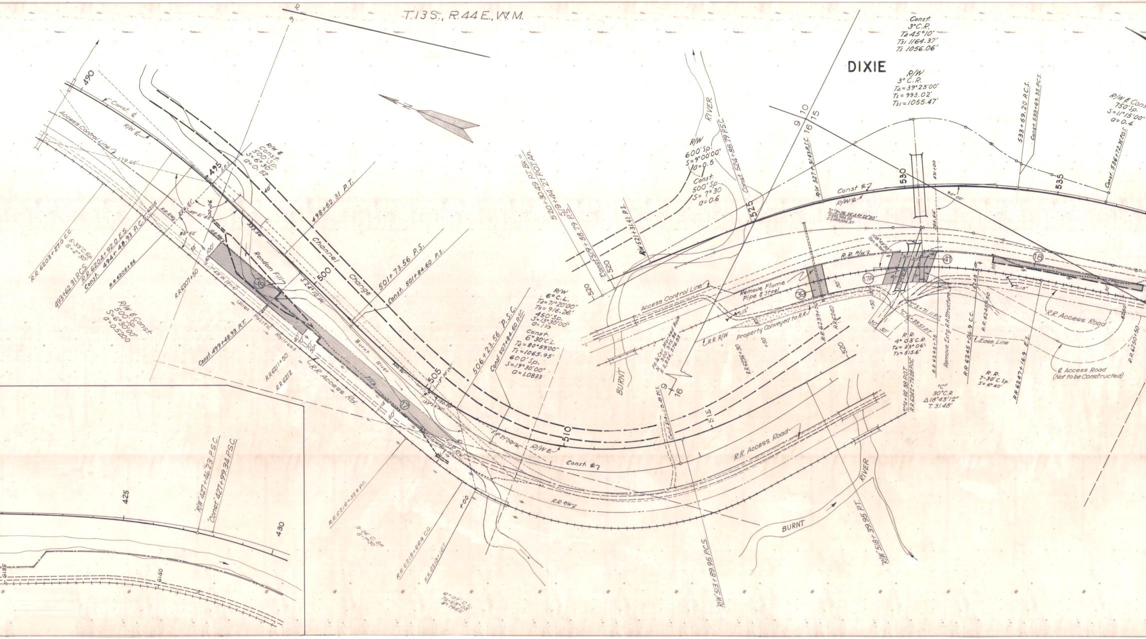
- ▨ Property Conveyed to R.R. Co. by Hwy.
- ▨ Easement (Perm.)
- ▨ Existing Easement (Perm.)
- ▨ Easement (Temp.)
- ③ Parcel No.

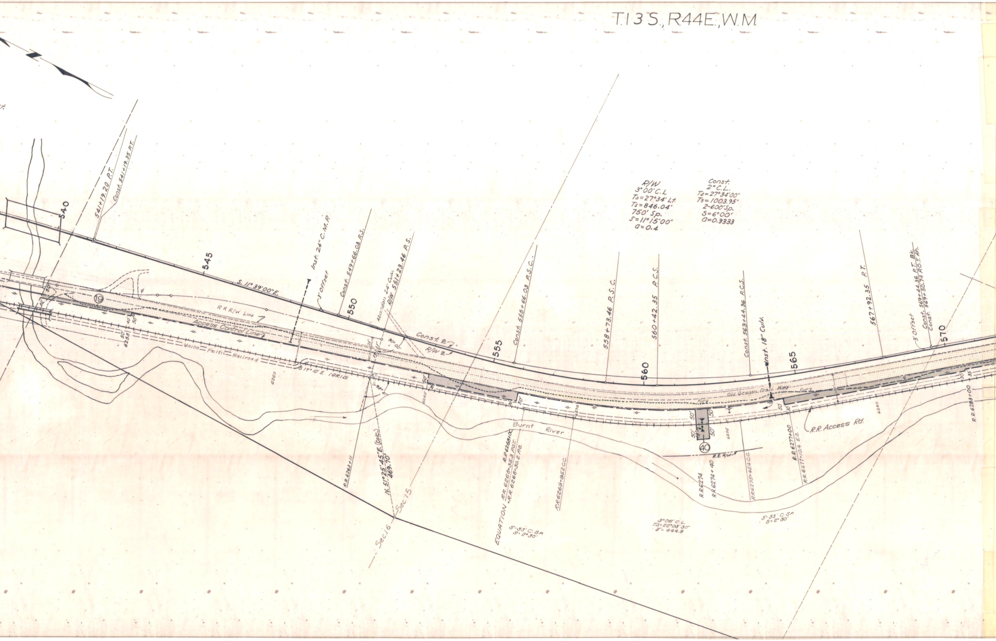

To Durkee
324+72.05 P.O.T. Bk.= EQUA. (R/W & Const.)
320+00 P.O.T. Ah.
S.29°38'30"E.
48'
325
327+27.12 P.S.
Const. 327+58.04 P.S.
S.63°13'31"W. (Calc.)
1675.75'
90°00'
100'
330
Proposed Channel Change
Inst. 18" C.M.P.
Const. 333+58.04 P.S.C.
333+77.12 P.S.C.
Burnt River
Exist. Irr. Ditch
S28°37'45"E (GRID)
6040
R.R. 6040+90
R.R. 6042+95.6 P.S.
R.R. 6043+75
R.R. 6044+79.6 C.C.
6045
RR 6047+00
RR 6048+00
RR 6049+00
6°04' C.L.
72°58' CI.
34

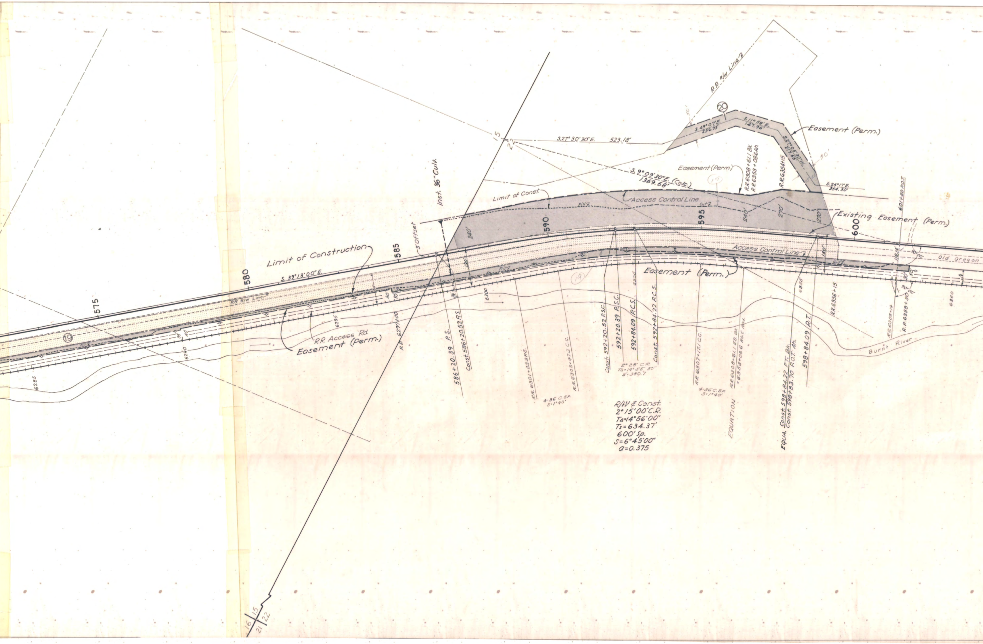

T. 12S., R.44E.W.M.
29
32
N
Const.
7° C.L.
TΔ=62°18'30"
Ts=804.50'
2-600' Sp.
S=21°00'
a=1.1667
R/W
6°30'C.L.
TΔ=63°02'30"
Ts=876.33'
650' Sp.
S=21°07'30"
a=1.0
Const. 336+48.16 P.C.S.
336+96.99 P.C.S.
Const. 342+48.16 P.T.
343+46.99 P.T.
Inst. 24" C.M.P.
335
340
345
350
355
360
365
370
Const. ℄
R/W ℄
13
14
35
36
90°00'
93°52'30"
Limit of Construction
Easement (Perm.)
Easement (Temp.)
60'
100'
25'
50'
+00
R.R. 6061+50
R.R. R/W
R.R. 6063
Union Pacific Railroad
S 88°48'30" E (GRID)
N. 87°19'00" E.
N. 88°03'00" E.
Access Control Line
R.R. R/W Line
6050
6055
6060
6065
6070
6085
RR 6056+00
R.R. 6059+17
RR 6053+75
R.R. 6054+22.2 E.S.
R.R. 6051+00
R.R. 6051+18.3
R.R. 6052+38.2
8-23' C. Sp.
S=6°00'
C.C.
Exist. Irr. Ditch
356+83.32 P.S.
Const. 356+92.41 P.S.
R.R. 6075+00
R.R. 6075+26.4 B.S.
240' Sp.
S=7°20'30"
R.R. 6077+66.4 B.M.C.
Irrig. Ditch
Burnt River
R.R. 6079+01.1
364+33.32 P.S.C.
Const. 364+42.41 P.S.C.
R.R. 6079+50
R.R. 6080+02.5
R.R. 6080+37
R.R. 6080+50
Special Access
Special Access
Access Control Line
230'
75'
85'
100'
130'
Abandoned R.R. Tunnel
Tunnel
R.R. 6083+00
R.R. 6084+00
Const. 372+29.08 P.C.S.
372+34.65 P.C.S.
R.R. 6085+55
6°07' C.R.
TΔ=73°42'
S.T.+T.=824.04
R/W
5° C.R.
TΔ=77°34'00"
Ts=1310.83'
750' Sp.
S=18°45'00"
a=.667
Const.
5° C.R.
TΔ=76°50'00"
Ts=1298.61'
2-750' Sp.
S=18°45'
a=0.667
R.R. 6087+31.2 E.M.C.
240' Sp.
S=7°20'30"
R.R. 6089+71.

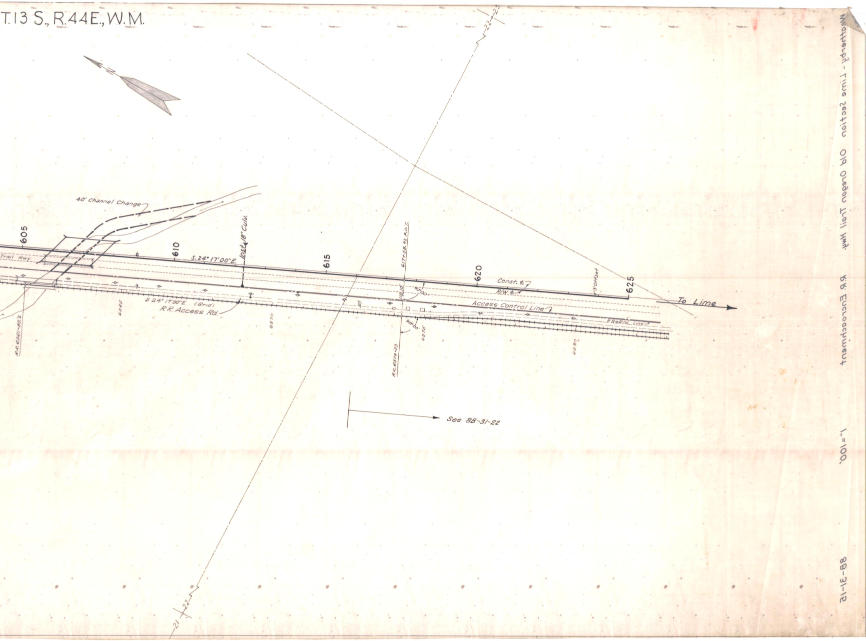

375
Const. ℄
R/W ℄
R.R. Access Road
380
33
32
E.S.
6090
Const. 379+79.08 P.T. Bk.
Const. 379+83.37 P.O.T. Ah.
379+84.65 P.T.
S.15° 07' E
44° 34' 40"
44° 27'
335.47'
Special Access
Special Access
S 14° 59' 20" E (Grid)
562.91'
29° 32' 40"
385
Access Control Line
3' Offset
Access Control Line
P.S.
E.B. 387+56.06
RR 6094+96
430
435
440
Const. 438+04.88 P.C.S.
"R/W" 437+35.40 P.C.S.
R/W & Const.
600' Sp.
S = 9° 00'
a = 0.5
R.R. R/W
Access Control Line
4
6145
S. 16° 12' 30" E.
N. 307 931.76
E 2 825 922.58
Calculated
R.R. Access Rd.
100'
Burnt River
6155
Const. 444+08.68 P.S.
Const. 444+04.88 P.T.
S. 10° 03' 30" W.
From ℄
S. 9° 34' W.
445
Const. ℄
R/W ℄
15
Const. 448+88.68 P.S.C.
450
443+35.40 P.T.
E.B. 443+75.92 P.S.
R.R. 6156+14.8 P.O.T.
R.R. 6156+46.1 P.O.T.
R.R. 6157+00
R.R. 6157+1.3 P.O.T.
R.R. 6158+00
R.R. 6158+11.6 P.O.T.
R.R. 6159+00
R/W & Const.
480' Sp.
S = 15° 36'
a = 1.3542
R.R. 6160+47.2 P.S.
448+55.92 P.C.S.
R.R.
9-26' C.
S = 7° 30'
R.R. 6162+81.2 C.C.
Z
Grid
T. 13 S., R. 44 E. W. M.
Const.
6° 30' C.L.
T∆ 59° 23' 30"
Ts1 804.14'
Ts2 755.37'
R/W
6° 30' C.L.
T∆ 58° 54' 00"
Ts1 799.01'
Ts2 750.35'
Const. 452+62.39 P.C.S.
R.R.
6° 24' C.L.
T∆ = 47° 32½'
Ts = 512.42'


T 13S., R. 44E., W.M.
N.89° 11' 02" W. (Calc.) 1590.34'
N.305 516.21 E.2 828 543.22 Mk'd stone
4 3 9 10
N.304 216.56 E.2 828 598.96
R.R. R/W
R.R. R/W
Slope Line
1/4 Sec. Line Per Railroad
1/4 Sec. Line Per Govt. Survey
RIVER
BURNT
R.R. 6179+89.7 C.
Mk'd Rock N.305 365.02 E.2,825 940.97
"R/W" 458+22.07 P.T.
"Const." 458+62.39 P.T. Bk. = EQUA.
"Const." 458+63.78 P.O.T. Ah.
Burnt River
Const. 464+97.01 P.S.
3' Offset
Inst. 18" C.M.P.
465
S. 49° 20' E.
90°00'
168.53
460
455
"R/W" 455+67 P.O.S.
R.R. R/W Line
UNION PACIFIC R.R.
S.49° 13' E. Grid
6175
6170
6180
R.R. Access Road
464+95.64 P.S.
R.R. 6177+78
N.305 440.65 E.2 827 252.10
470
50'
R.R. R/W Line
Cut
Fill
⑯
50'
70'
Const. 472+47.01 P.S.C.
472+45.64 P.S.C.
R.R. 6186+00
R.R. 6180+87.4 P.S.
5-33' C.S.R.
S-2° 30'
R.R. 6182+52.4 C.C.
R/W & Const.
750' Sp.
S=9° 45' 00"
a=0.34667
2° 59' 30" C.R.
T∆=67° 04'
℄=1351.22
475
480
Old Oregon Trail Hwy.
R.R. Access Road
6190
70'
Inst. 36" C.M.P.
485
Burnt River
Const. ℄
Access Control Line
R/W ℄
R.R. R/W Line
6195
6200
490
2598.37' N. 13° 47' W. (Calc.)
R/W
2° 36' 00" C.R.
T∆=69° 38' 00"
Ts1=1908.28'
Ts=1792.02'
Const.
2° 36' C.P
T∆=73° 30' 00"
Ts1=2021.98'
Ts=1905.13'
R.R. 6200+80
10' x 6' R.C.B.C.
JORDAN CREEK INTERCHANGE
"Const." 387+56.53 P.S.
390
Creek
Jordan
395
"R/W" 393+56.06 P.S.C.
"Const." 393+56.53 P.S.C.
"Const." 396+50.00 P.O.C. =
"E" 396+50.00 P.C.C. (32' Lt.)
400
Access Control Line
R.R. R/W
R.R. Access Rd.
"R/W" 387+56.06 P.S.
"Const." 397+50.00 P.O.C. =
"F" 397+50.00 P.O.T. (20' Rt.)
R/W & Const.
1° 45' C.L.
T∆=25° 14' 30"
Ts=1034.03'
400
401+98.43 P.C.S.
Const. 401+98.90 P.C.S.
R/W & Const.
600' Sp.
S=5° 15'
a=0.29167
405
407+98.43 P.T.
T.12S., R.44E., W.M.
T.13S., R.44E., W.M.
SEC. 33
SEC. 4
"UX" 4+40.70
"L" 409+50.00 P.O.T.
410
Const. ℄
R/W ℄
Ditch
3' Offset
415
"R/W" 419+96.23 P.S.
"Const." 420+49.34 P.S.
420
Access Control Line
8° 02' C.L.
6-29' C.
S=3° 30'
100'
6114+97.6 C.C.
6116+62.6 E.S.
R.R. R/W
㊲
100'
55' R.
50'
72'
6120
50'
6125
R.R. R/W
RIVER
Channel
Change
R.R. Access Road
U.P. R.R.
50'
6130
O.W.R. & N. CO.
(U.P.R.R. Lessee)
R.R. 6117+25
R.R. 6118+25
Ditch
BURNT


T.13S., R.44E., W.M.
DIXIE
9
10
15
16
490
495
500
505
510
515
520
525
530
535
425
430
6135
6140
Const. ℄
R/W ℄
Access Control Line
579.65'
R/W & Const.
500' Sp.
S=6°30'
a=0.52
S.P.T.
40'
498+62.31 P.T.
226.51'
49°41'45"
100.06
85°52'
333.56'
R.R. R/W
50'
100'
80'
R.R. 6203+27.0 C.C.
5-33' C.Sp.
S=2°30'
493+62.31 P.C.S.
R.R. 6204+92.0 E.S.
Const. 494+48.93 P.C.S.
6205
R.R. 6205+86
R.R. 6207+50
S.17°49'W. (Grid)
Random Fill
38
Channel Change
S.24°10'W.
501+73.56 P.S.
Const. 501+84.60 P.S.
R/W & Const.
500' Sp.
S=6°30'00"
a=0.5200
Union Pacific Railroad
Const. 499+48.93 P.T.
40'
70'
70'
50'
R.R. 6211+50
R.R. 6212
R.R. Access Rd.
Burnt River
Fill
6215
17
13°30'00"
150.80'
133°28'30"
506+23.56 P.S.C.
Const. 507+84.60 P.S.C.
R/W
6°C.L.
Ta=71°20'00"
Ts=916.26'
450' Sp.
S=13°30'00"
a=1 1/3
Const.
6°30' C.L.
Ta=80°59'00"
Ts=1065.95'
600' Sp.
S=19°30'00"
a=1.0833
520+30.49 P.T. Bk.=
519+44.27 P.O.T. Ah.
Const. 519+88.79 P.S.
R/W 521+31.43 P.S.
R/W
600' Sp.
S=9°00'00"
a=0.5
Const.
500' Sp.
S=7°30
a=0.6
RIVER
Const. 524+88.79 P.S.C.
R/W 527+31.43 P.S.C.
Const. ℄
R/W ℄
Const.
3° C.R.
Ta 45°10'
Ts1 1164.37'
Ts 1056.06'
R/W
3° C.R.
Ta=39°23'00"
Ts=993.02'
Ts1=1055.47'
533+69.20 P.C.S.
Const. 533+69.35 P.C.S.
Const. 536+72.35 P.O.S.
R/W & Const.
750' Sp.
S=11°15'00"
a=0.4
531+00
90°00'
264.64'
"C" 9+56.56 Δ Rt. 22°20'
108°49'55" Tan. to Tan.
R.R. R/W
41
17A
18
39
Remove Flume Pipe & Steel
Access Control Line
2.12"
2.18"
Property Conveyed to R.R.
R.R. R/W
Fd. ¼ Cor. Marked Rock
BURNT
R.R. 6236+50
+50
R.R. 6239+50
R.R. 6240
"C" 5+71.11 P.C.
"C" 6+33.51 P.T.
30'
50'
R.R.
4° 03' C.R.
Ta=33°06'
Ts=515.6'
R.R. 6243+75
Remove Extg. R.R. Structure
6245
R.R. 6245+06.9 C.C.
R.R. 6245+50
℄ Ease. Line
R.R.
7-30' C.Sp.
S=4°40'
R.R. 6247+16.9 E.S.
R.R. Access Road
6250
R.R. 6250+50
℄ Access Road
(Not to be Constructed)
"C"
30° C.R.
Δ18°43'12"
T. 31.48'
"C" 4+92.38 P.O.T.
R.R. 6242+79.28 P.O.C.
9
16
Const. 514+30.49 P.C.S.
R.R. Access Road
Const. ℄
R.R. R/W
R/W ℄
38°27'00"W.
R.R. R/W
+00
R.R. 6216+32.4 P.S.
9-26' C.Sp.
S=1°30'
R.R. 6218+66.4 C.C.
R.R. 6219+16.7
6°07' C.L.
Ta=68°03'
Ts=745.6
"R/W" 513+89.95 P.C.S.
BURNT
RIVER
"R/W" 518+39.95 P.T.
"R/W" 427+46.23 P.S.C.
"Const." 427+99.34 P.S.C.


T.13 S., R.44 E., W.M.
540
545
550
555
560
565
570
541+19.20 P.T.
Const. 541+19.35 P.T.
S. 11°39'00"E.
Inst. 24" C.M.P.
3' Offset
Const. 549+66.03 P.S.
Abandon 24" Culv.
R/W 551+23.46 P.S.
Const. ℄
R/W ℄
90°00'
16.11'
Const. 555+66.03 P.S.C.
558+73.46 P.S.C.
560+42.35 P.C.S.
Const. 563+44.36 P.C.S.
Inst. 18" Culv.
567+92.35 P.T.
3' Offset
Const. 569+44.36 P.T. Bk.
Const. 569+50.74 P.O.T. Ah.
R/W
3°00' C.L
TΔ=27°34' Lt.
Ts=846.04'
750' Sp.
S=11°15'00"
a=0.4
Const.
2° C.L.
TΔ=27°34'00"
Ts=1003.95'
2-600' Sp.
S=6°00'
a=0.3333
19
R R R/W Line
Access Control Line
Union Pacific Railroad
S 17°10' E (GRID)
6255
6260
6265
6270
6275
6280
Old Oregon Trail Hwy
Fill
Cut
R.R. Access Rd.
40
R.R. R/W
Burnt River
R.R. 6263+11
N. 51°25'45" E. (Calc.)
469.70'
Sec. 15
Sec. 16
EQUATION R.R. 6268+35.3 P.O.T. = R.R. 6268+30.2 P.S.
R.R. 6268+00
R.R. 6269+95.2 C.C.
R.R. 6274
R.R. 6274+40
R.R. 6275+45.4 C.C.
R.R. 6277+00
R.R. 6277+10.4 E.S.
R.R. 6283+00
5-33' C. Sp.
S=2°30'
3°06' C.L.
TΔ=22°03'30"
T=444.8


575
580
585
590
595
600
S. 39°13'00"E.
Limit of Construction
R.R. R/W Line
19
R.R. Access Rd.
Easement (Perm.)
R.R. 6297+00
586+20.39 P.S.
Const. 586+20.52 P.S.
3' Offset
Inst. 36" Culv.
240'
130'
40'
30'
35'
6285
6290
6295
6300
6305
6355
6360
Limit of Const.
Fill 2
Cut 2
Access Control Line
S.27°30'30"E. 523.18'
S. 9°09'30"E. (Calc.)
1369.68'
R.R. R/W Line
20
S. 49°07'E. 256.93'
S. 11°58'E. 147.96'
S. 37°05'30"W. 217.86'
50'
Easement (Perm.)
R.R. 6308+61.1 Bk.
R.R. 6353+08.6 Ah.
R.R. 6354+15
S. 24°17'E. 354.30'
270'
Existing Easement (Perm.)
601+50 P.O.T.
118.14
90°00'
Old Oregon
Burnt River
R.R. 6301+03.3 P.S.
R.R. 6302+47.3 C.C.
4-36 C.Sp.
S-1°40'
Const. 592+20.52 P.S.C.
592+20.39 P.S.C.
592+84.09 P.C.S.
Const. 592+84.22 P.C.S.
2°28' C.R.
TΔ-14°55'30"
Ⅎ-380.7
R.R. 6307+17.1 C.C.
4-36 C.Sp.
S-1°40'
R.R. 6308+61.1 E.S. Bk.
= 6353+08.6 P.O.T. Ahd.
EQUATION
EQUA. Const. 598+84.22 P.T. Bk.
Const. 598+83.70 P.O.T. Ah.
598+84.09 P.T.
R.R. 6356+15
R.R. 6358+14
R.R. 6358+50
R/W & Const.
2°15'00" C.R.
TΔ=14°56'00"
Ts=634.37'
600' Sp.
S=6°45'00"
a=0.375
15
22
16
21


T.13 S., R.44E., W.M.
22 23
40' Channel Change
605
610
Trail Hwy.
S.24° 17' 00" E.
Inst. 18" Culv.
615
617+58.92 P.O.T.
620
625
Const. ℄
R/W ℄
3' Offset
To Lime
S 24° 17' 00" E (Grid)
R.R. Access Rd.
R.R. 6361+62.2
6365
6370
Access Control Line
R.R. R/W Line
R.R. 6374+23
6375
6380
See 8B-31-22
21 22