

**SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT**

IN 164 SHEETS SCALE 12,000 SHEET NO. 72

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen J. Barr* Approved: *Ed. J. ...*  
 Associate Engineer Major, Corps of Engineers

Drawn by: J. S. A. Transmitted with report dated June 10, 1934.

SN-1-4/13  
 H-9-2/72



**SNAKE RIVER, WASHINGTON - IDAHO**  
**MOUTH TO OREGON - WASHINGTON LINE**  
 REVIEW REPORT

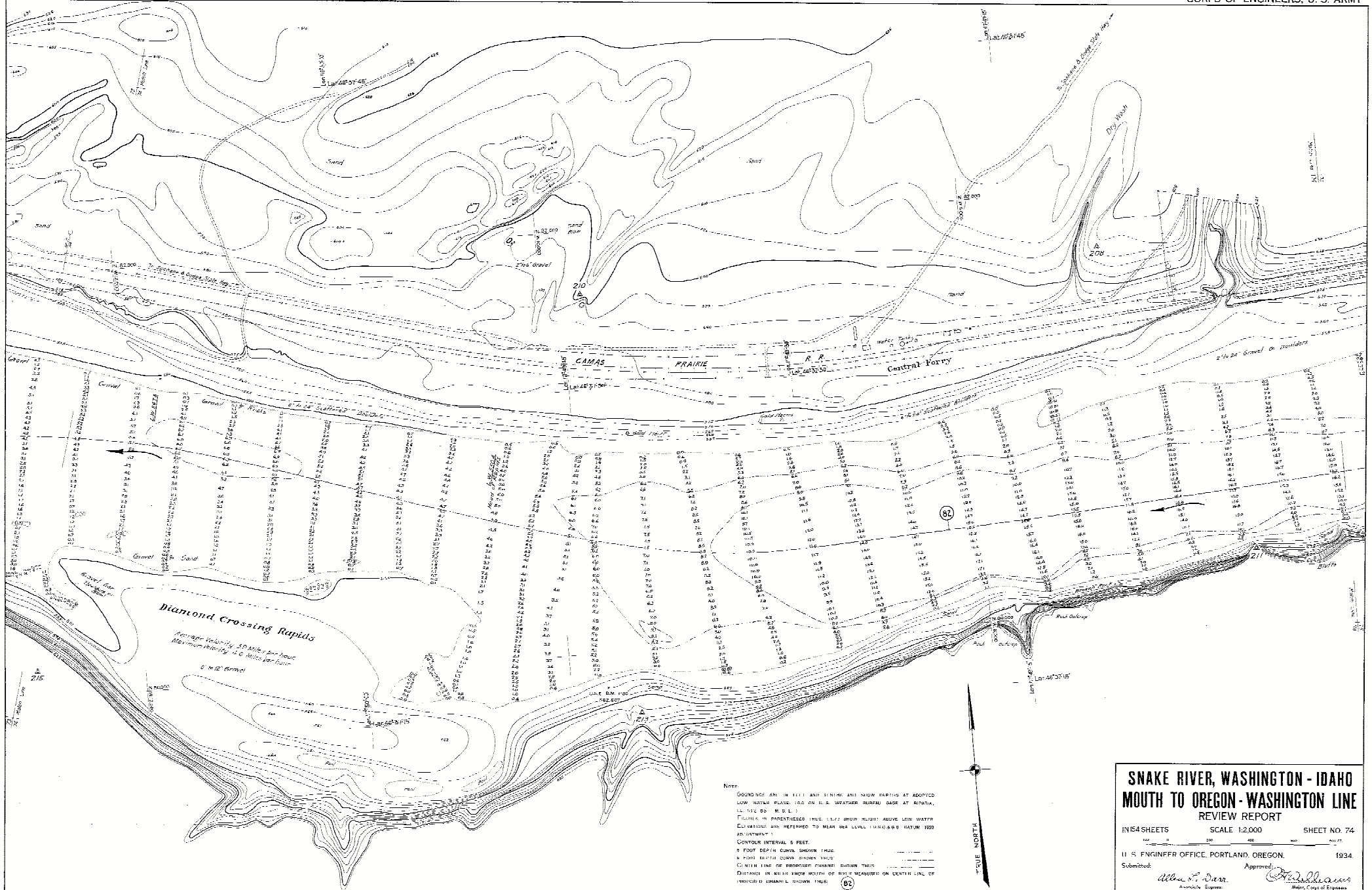
IN 54 SHEETS SCALE 1:20,000 SHEET NO. 73

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen L. Barr* Associate Engineer  
 Approved: *Stullhaus* Major, Corps of Engineers

Drawn by: ILL, S & M, J&C. Transmitted with report dated June 10, 1935.

NOTE:  
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH AT AVOIDED LOW WATER IN AFT PART ON U.S. WEATHER BUREAU GAGE AT REPAIRS, 111 312.05 M. S. L. 1.  
 FIGURES IN PARENTHESES THIS (12) SHOW HEIGHT ABOVE LOW WATER.  
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (1929.00) DATUM FROM ROUTING.  
 CONTOUR INTERVAL 5 FEET.  
 A FOOT DEPTH CURVE SHOWN THUS: \_\_\_\_\_  
 6 FOOT DEPTH CURVE SHOWN THUS: \_\_\_\_\_  
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: \_\_\_\_\_  
 DISTANCE IN FEET FROM MOUTH OF RIVER BRANCHES OR CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1)



NOTE:  
 SOUNDINGS ARE IN FEET AND INCHES AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE 100 ON U. S. WATERS SURFACE BASE AT MINIMA, (L. 512.85 M. S. L.)  
 FIGURES IN PARENTHESES (IND. 1.17) SHOW HEIGHT ABOVE LOW WATER ELEVATIONS AND REFERRED TO MEAN SEA LEVEL (INDICATED DATUM 100 ADJUSTMENT)  
 CONTOUR INTERVAL 5 FEET.  
 5 FOOT DEPTH CURVE SHOWN THUS: .....  
 5 FEET DEPTH CURVE SHOWN THUS: .....  
 CENTER LINE OF BRIDGE CHANNEL SHOWN THUS: .....  
 DISTANCE IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF BRIDGE CHANNEL SHOWN THUS: (82)

**SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE**  
 REVIEW REPORT

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 74

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934

Submitted: *Allen S. Dear* Approved: *W. H. Williams*  
 Assistant Engineer Major, Corps of Engineers

Drawn by H. L. S.A.M. Transmitted with report dated June 10, 1935

SN 1 4 775  
 H-9-2174



Notes:  
 1. SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (6.6 ON U. S. WEATHER BUREAU GAGE AT IDURIA, EL. 512.05 M. S. L.)  
 2. FIGURES IN PARENTHESES SHOW (1.0) SHOW HEIGHT ABOVE LOW WATER ELEVATIONS AND REFERRED TO MEAN SEA LEVEL (CONSIDERED HIGHER FOR ADJUSTMENT).  
 3. CONTOUR INTERVAL 5 FEET.  
 4. 1 FOOT DEPTH CURVE SHOWS THIS.  
 5. 1 FOOT DEPTH CURVE SHOWS THIS.  
 6. CENTER LINE OF PROPOSED CHANNEL, SHOWN THIS.  
 7. DISTANCE IN MILES FROM MOUTH OF RIVER MARKED ON CENTER LINE OF PROPOSED CHANNEL, SHOWN THIS.

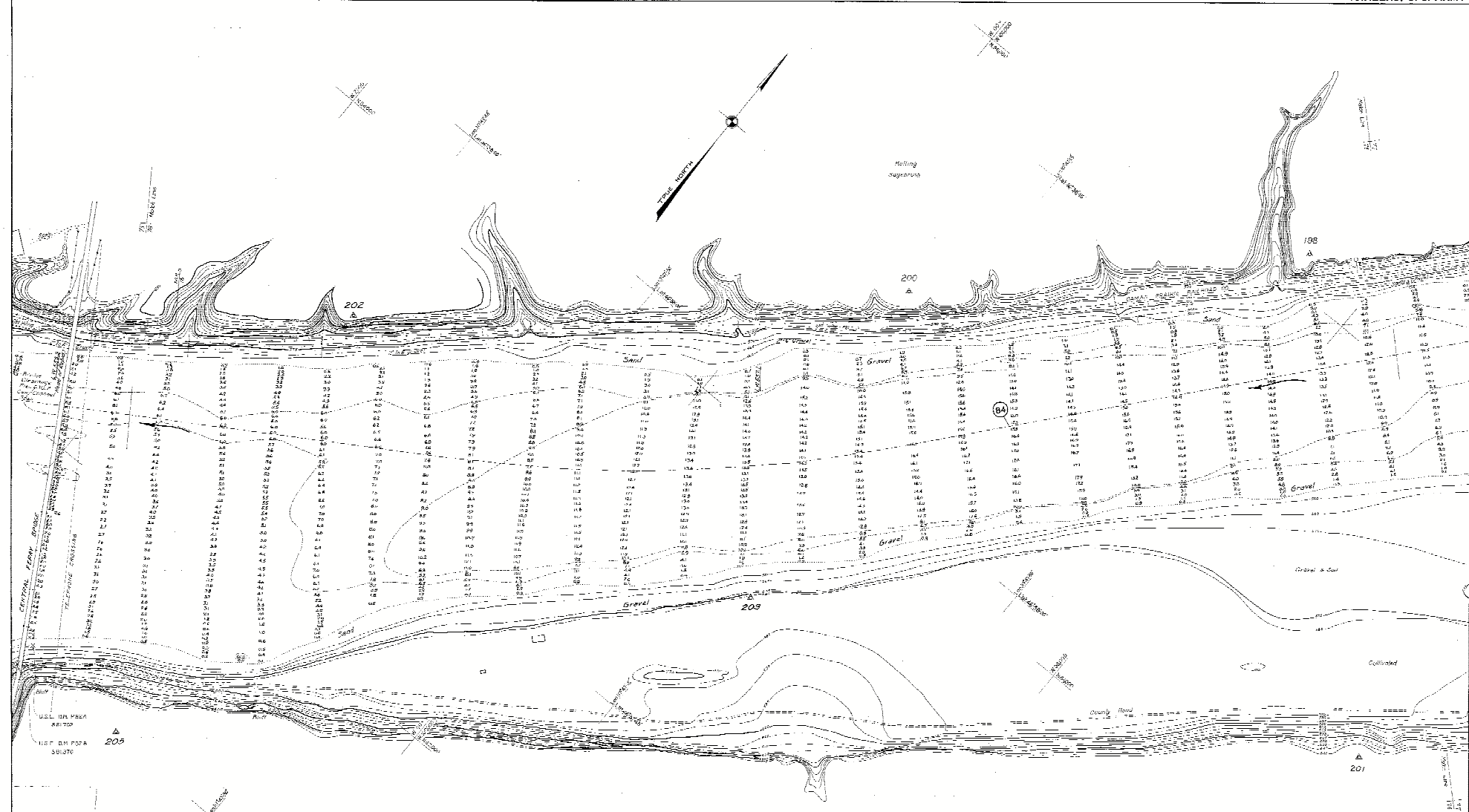
**SNAKE RIVER, WASHINGTON - IDAHO**  
**MOUTH TO OREGON - WASHINGTON LINE**  
 REVIEW REPORT

1154 SHEETS      SCALE 1:2000      SHEET NO. 75

U. S. ENGINEER OFFICE, PORTLAND, OREGON,      1934.

Submitted: *Alfred J. Darr*      Approved: *W. H. Williams*  
 Assistant Engineer      Major, Corps of Engineers

Drawn by: H. J. S. A. M.      Transmitted with report dated June 10, 1935



Notes:  
 1. SOUNDINGS ARE IN FEET AND FEET AND INCH NOTATION AT ADJUSTED LOW WATER PLANE 100 ON U. S. WETTER BUREAU GAGE AT HOPKIN, W. W. 117 1/2 ON W. S. 1.  
 2. POINTS IN PARALLELS TO THE 1:250 SHOW ELEVATION ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL 1:250000. (GATE 1000 ADJUSTMENT.)  
 3. CONTOUR INTERVAL IS 5 FEET.  
 4. POINT DEPTH CURVES SHOWN THIS:  
 a. MOST DEPTH CURVES SHOWN THIS:  
 b. CENTER LINE OF PROPOSED CHANNEL SHOWN THIS:  
 c. EXTREME IN WIDE FROM WIDTH IN BARS MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THIS. (84)

**SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 76

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

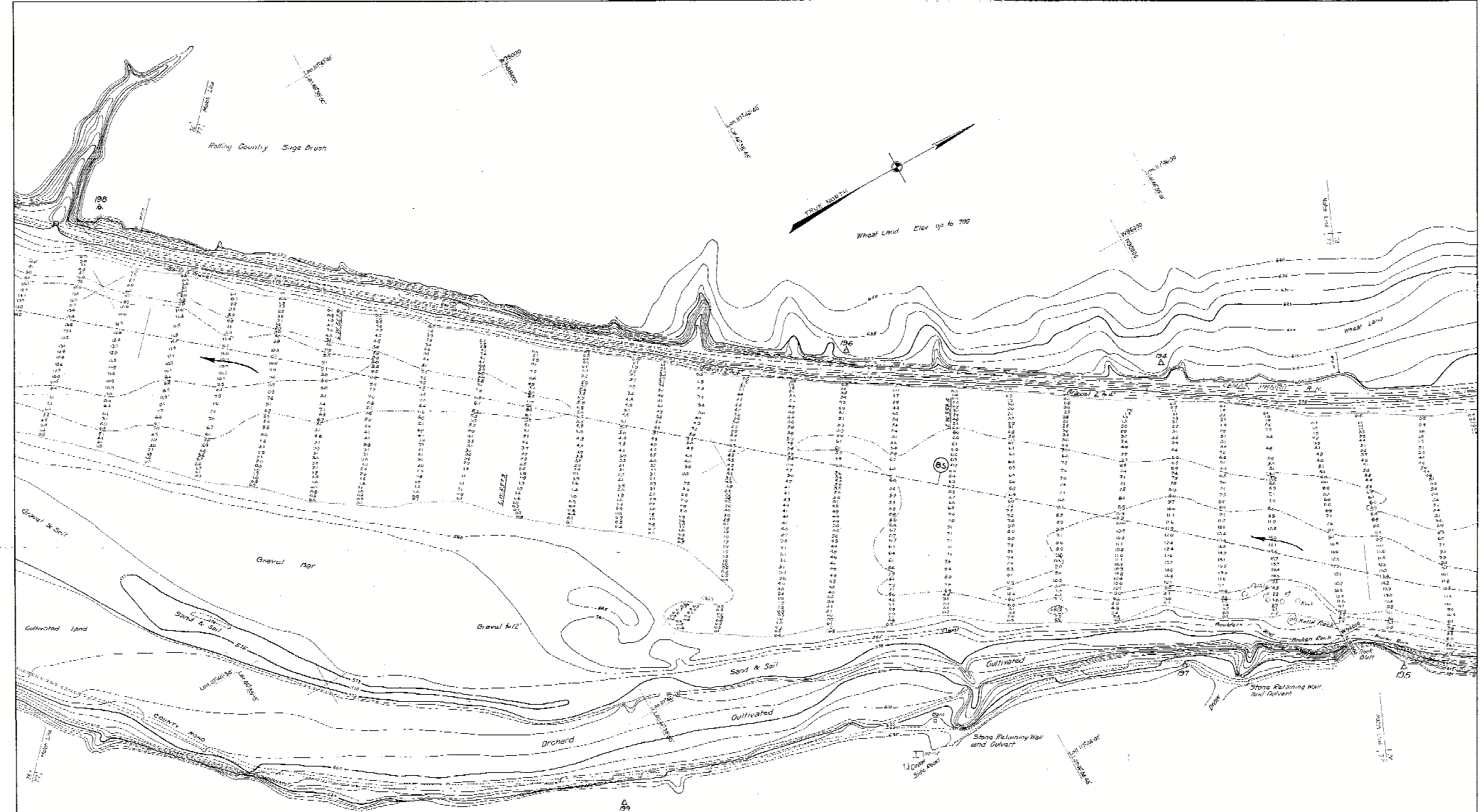
Submitted: *Allen D. Carr* Approved: *W. H. ...*

Drawn by: C. A. T. 1234 Transmitted with report dated June 15, 1934.

SN-1-12/76

U.S. 100 MBSA  
 100 FT ON PORT  
 501570

SN-1-12/76  
 H-9-2/76



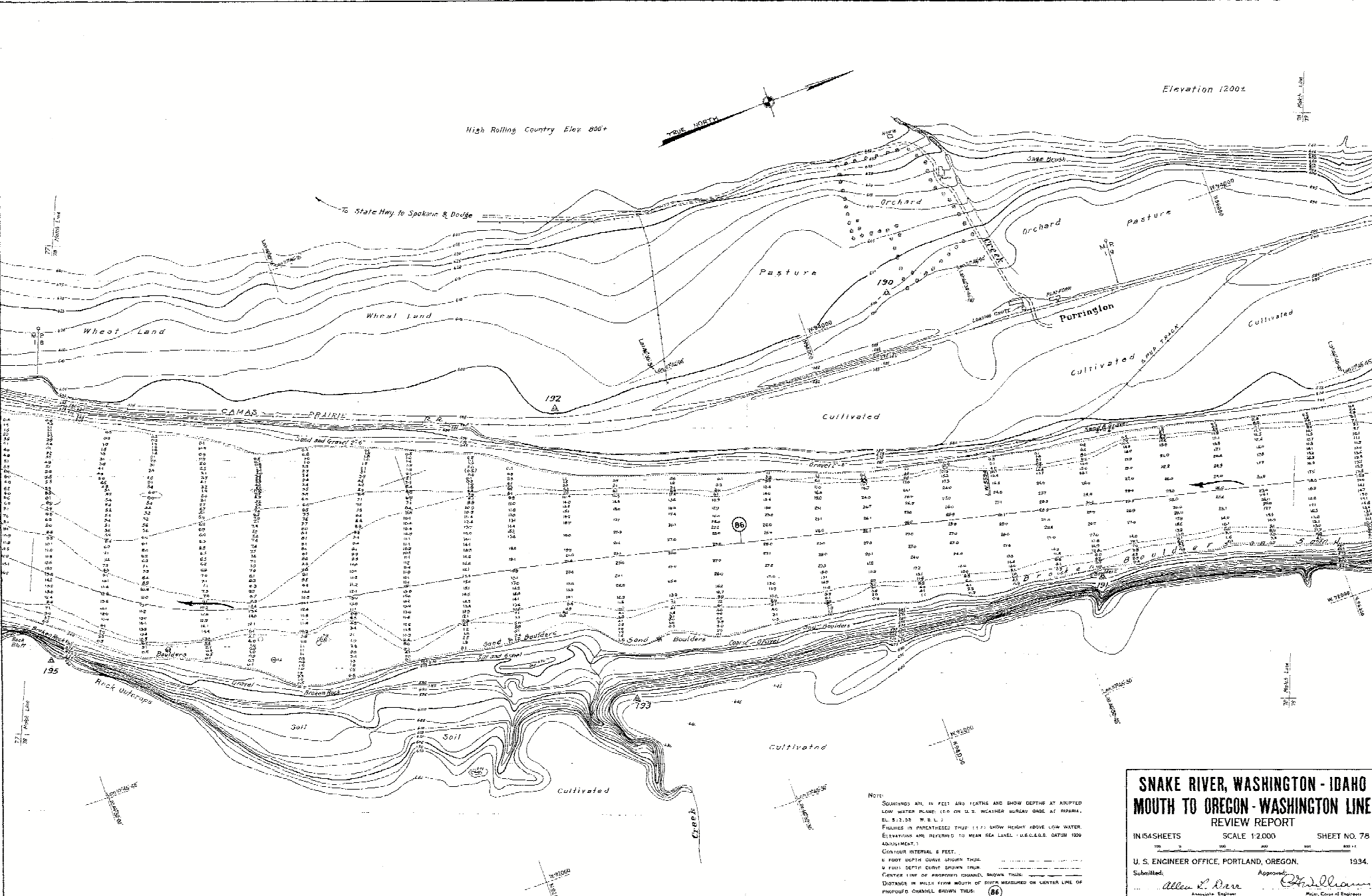
**SNAKE RIVER, WASHINGTON - IDAHO  
MOUTH TO OREGON - WASHINGTON LINE  
REVIEW REPORT**

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 77

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.  
Submitted: *Allen J. Carr* Approved: *W. H. ...*  
Assistant Engineer Major Corps of Engineers

CONTINUOUS INTERVAL, 5 FEET.  
A FOOT ON THIS MAP REPRESENTS  
A HORIZONTAL DISTANCE OF 100 FEET.  
CENTER LINE OF PROPOSED CHANNEL SHOWN THIS  
DISTANCE IN FEET FROM CENTER OF RIVER MEASURED ON CENTER LINE OF  
PROPOSED CHANNEL SHOWN THIS

SN-1-12/78  
M-9-2/77



**SNAKE RIVER, WASHINGTON - IDAHO**  
**MOUTH TO OREGON - WASHINGTON LINE**  
 REVIEW REPORT

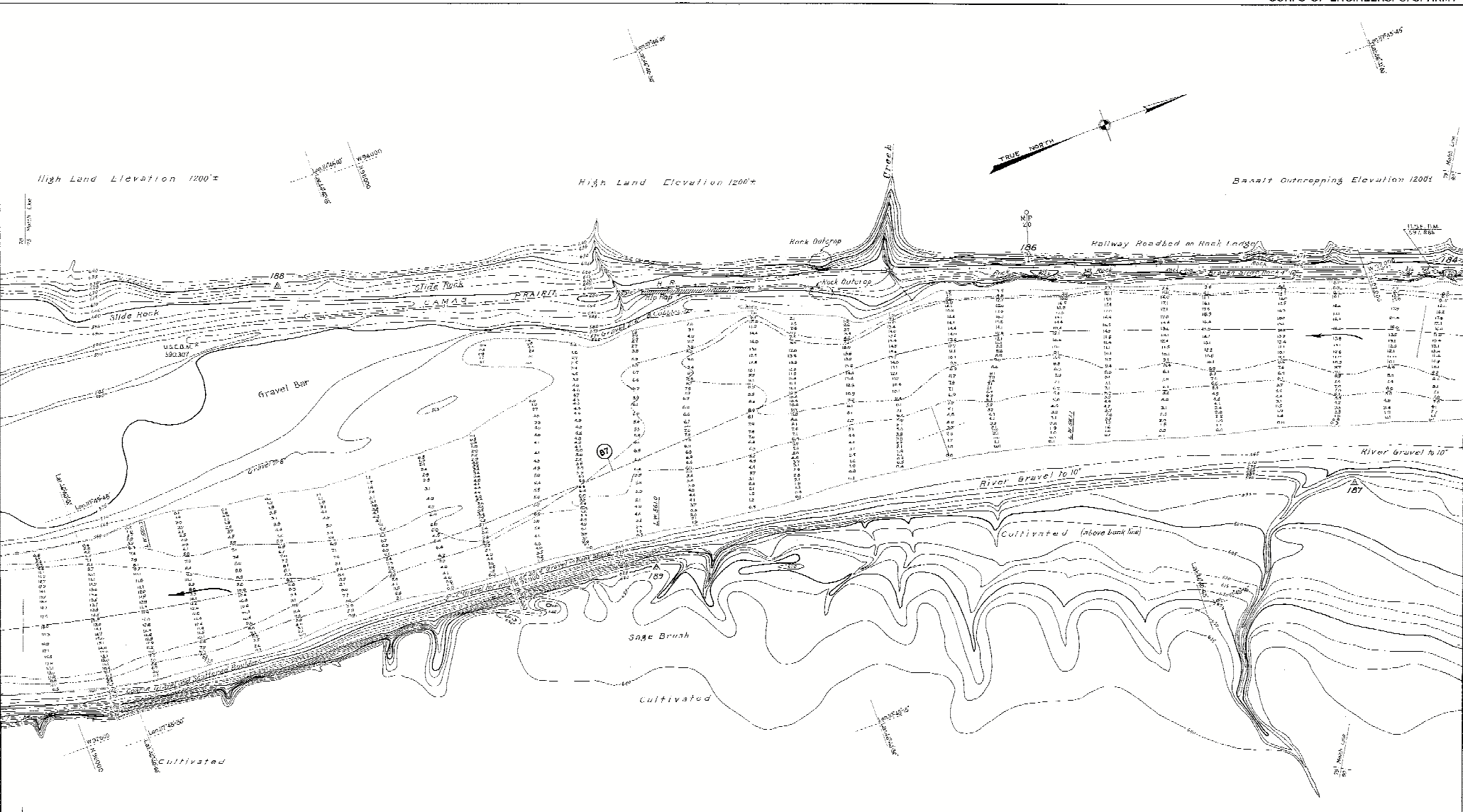
IN 15 SHEETS SCALE 1:2,000 SHEET NO. 78

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted by *Allen L. Derr* Associate Engineer  
 Approved by *W. H. Williams* Major, Corps of Engineers

Drawn by E.W.F. S.A.M. Transmitted with report dated June 10, 1935

SN-1-4/78  
H-9-2/78



NOTE:  
 ELEVATIONS ARE IN FEET AND TENTHS AND SHOW GRADING AT PROPOSED LOW WATER PHASE, 100 ON U. S. WEATHER BUREAU GAGE AT BURMAN, 11 1/2 FEET.  
 FIGURES IN PARENTHESES SHOW 1.57 FEET HEIGHT ABOVE LOW WATER. FIGURATIONS ARE REFERRED TO MEAN SEA LEVEL THROUGH GATHIN 1906 ADJUSTMENT.  
 CENTER LINE OF PROPOSED CHANNEL SHOWN 1100'.  
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THIS: (67)

**SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE**  
 REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 79

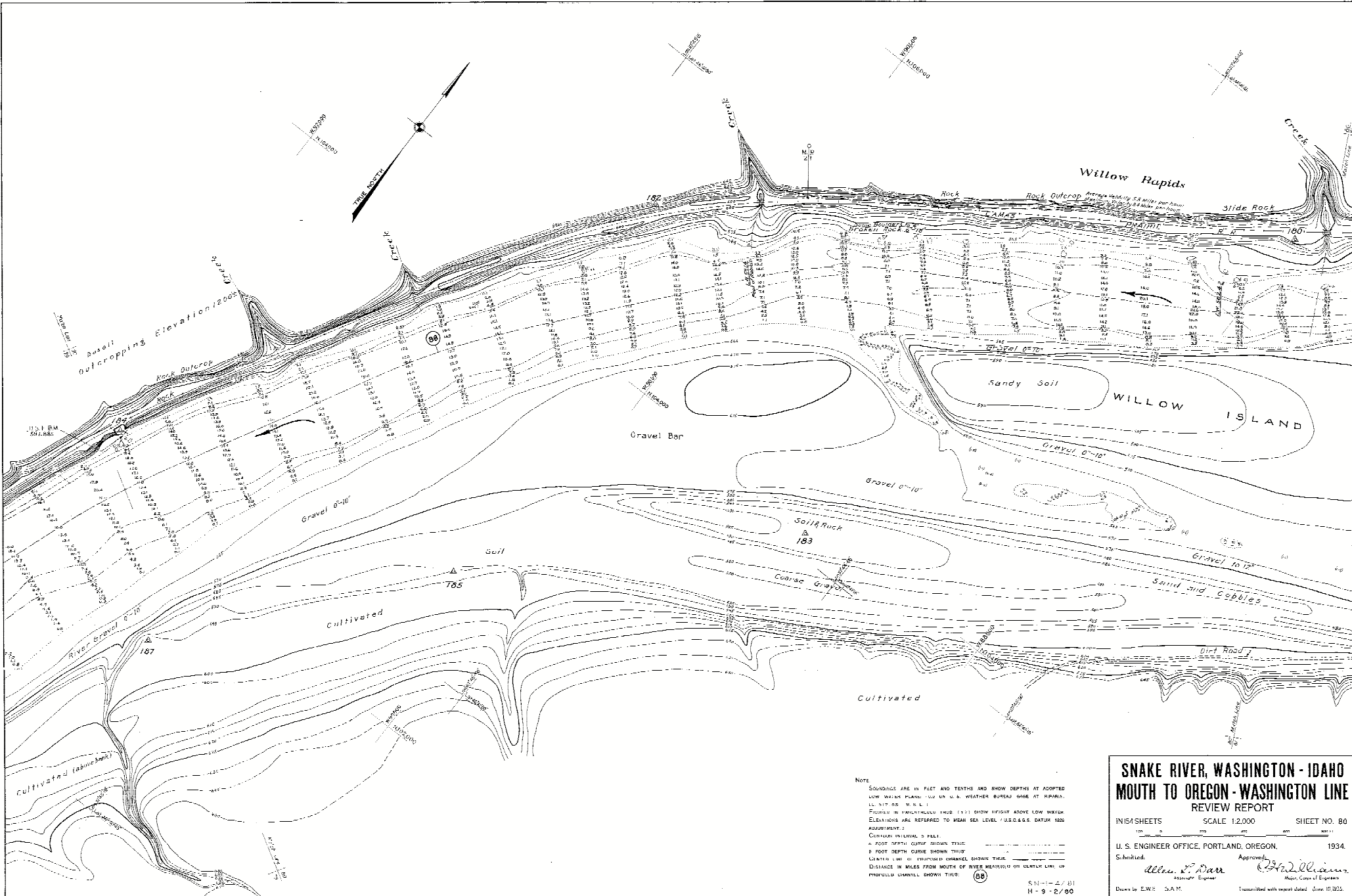
U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934

Submitted: *Allen L. Dean* Associate Engineer  
 Approved: *Edw. J. ...* Major, Corps of Engineers

Drawn by E.W.F. NAM Transmitted with report dated June 10, 1935.

S N - 1 - 4 / 80  
H 9 - 2 / 79





NOTE  
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE 7.00 ON U.S. WEATHER BUREAU GAGE AT RIVER MOUTH. (11) 10.00 M.S.L.  
 FIGURES IN PARENTHESES (11) (12) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL / U.S.C.G.S. DATUM 1929 ADJUSTMENT.  
 CURVES ON TIE LINE: A. 1 FOOT DEPTH CURVE SHOWN THIN; B. 3 FOOT DEPTH CURVE SHOWN THICK.  
 CENTER LINE OF CHANNEL SHOWN THIN.  
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF CHANNEL SHOWN THICK.

**SNAKE RIVER, WASHINGTON - IDAHO**  
**MOUTH TO OREGON - WASHINGTON LINE**  
 REVIEW REPORT

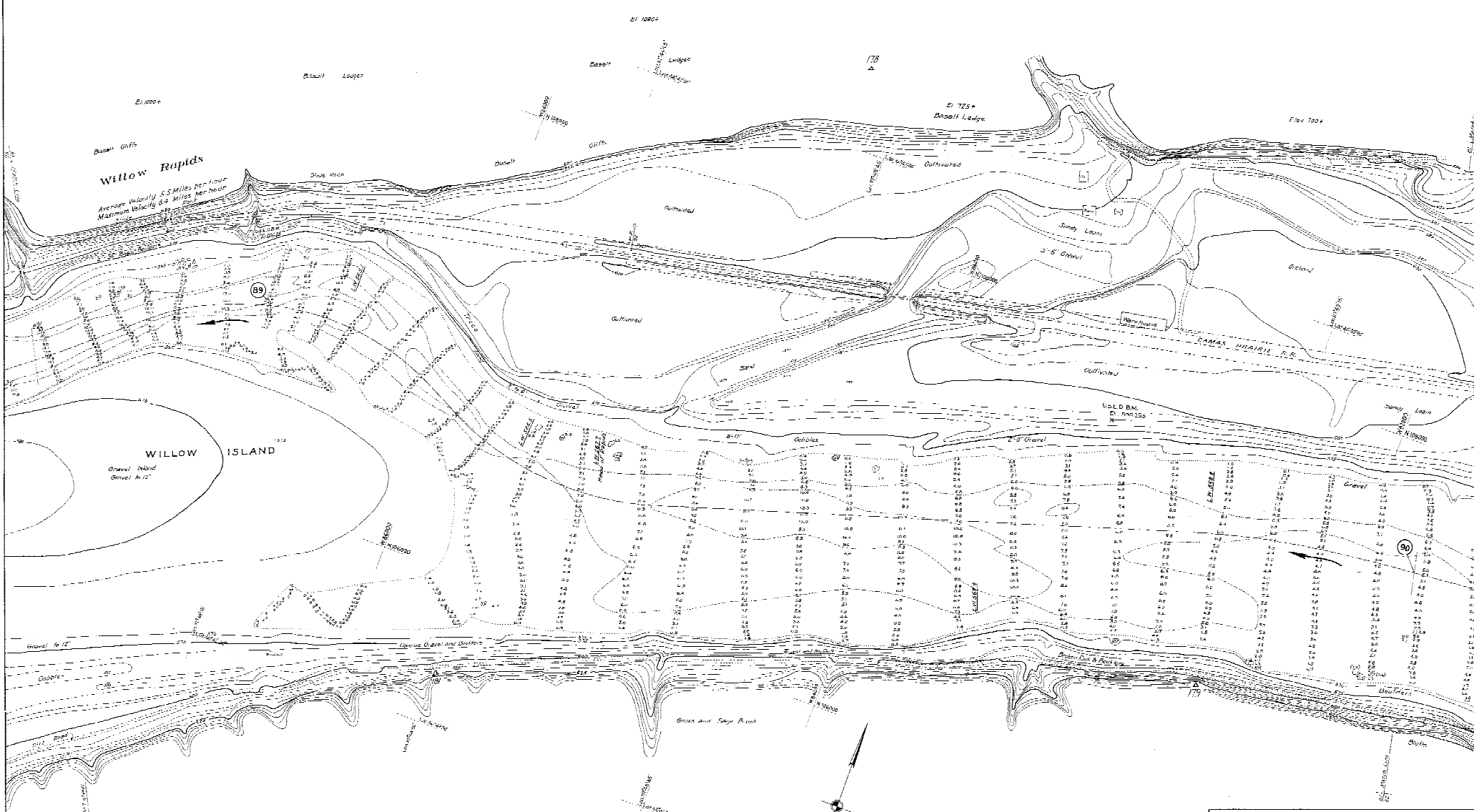
1154 SHEETS      SCALE 1:2,000      SHEET NO. 80

U. S. ENGINEER OFFICE, PORTLAND, OREGON.      1934.

Submitted by: *Allen L. Barr*      Approved: *W. H. Williams*  
 Assistant Engineer      Major, Corps of Engineers

Drawn by: E.W.B. S.A.M.      Transmitted with report dated: June 10, 1935.

S N - 1 - 2 / 81  
H - 9 - 2 / 80



**Notes**

SOUNDINGS ARE IN FEET AND INCHES AND SHOW OFFSHORE AT APPROXIMATE LOW WATER (FRONT) AND ON U.S. WEATHER BUREAU GAGE AT RIMARIA, WA. STATE.

FIGURES IN PARENTHESES SHOW DEPTH ABOVE LOW WATER ELEVATION AND REFERRED TO MEAN SEA LEVEL (U.S. G.A.C. DATUM 1929 ADJUSTMENT).

CROSS-SECTION INTERVALS 5 FEET.

5 FOOT DEPTH CURVE SHOWN THICK.

5 FOOT DEPTH CURVE SHOWN THIN.

CENTER LINE OF PROPOSED CHANNEL SHOWN THICK.

OUTLINE IN WHITE FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THIN.

**SNAKE RIVER, WASHINGTON - IDAHO**  
**MOUTH TO OREGON - WASHINGTON LINE**  
 REVIEW REPORT

IN 1645 SHEETS SCALE 1:2,000 SHEET NO. 81

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen L. Barr* Approved: *W. H. ...*

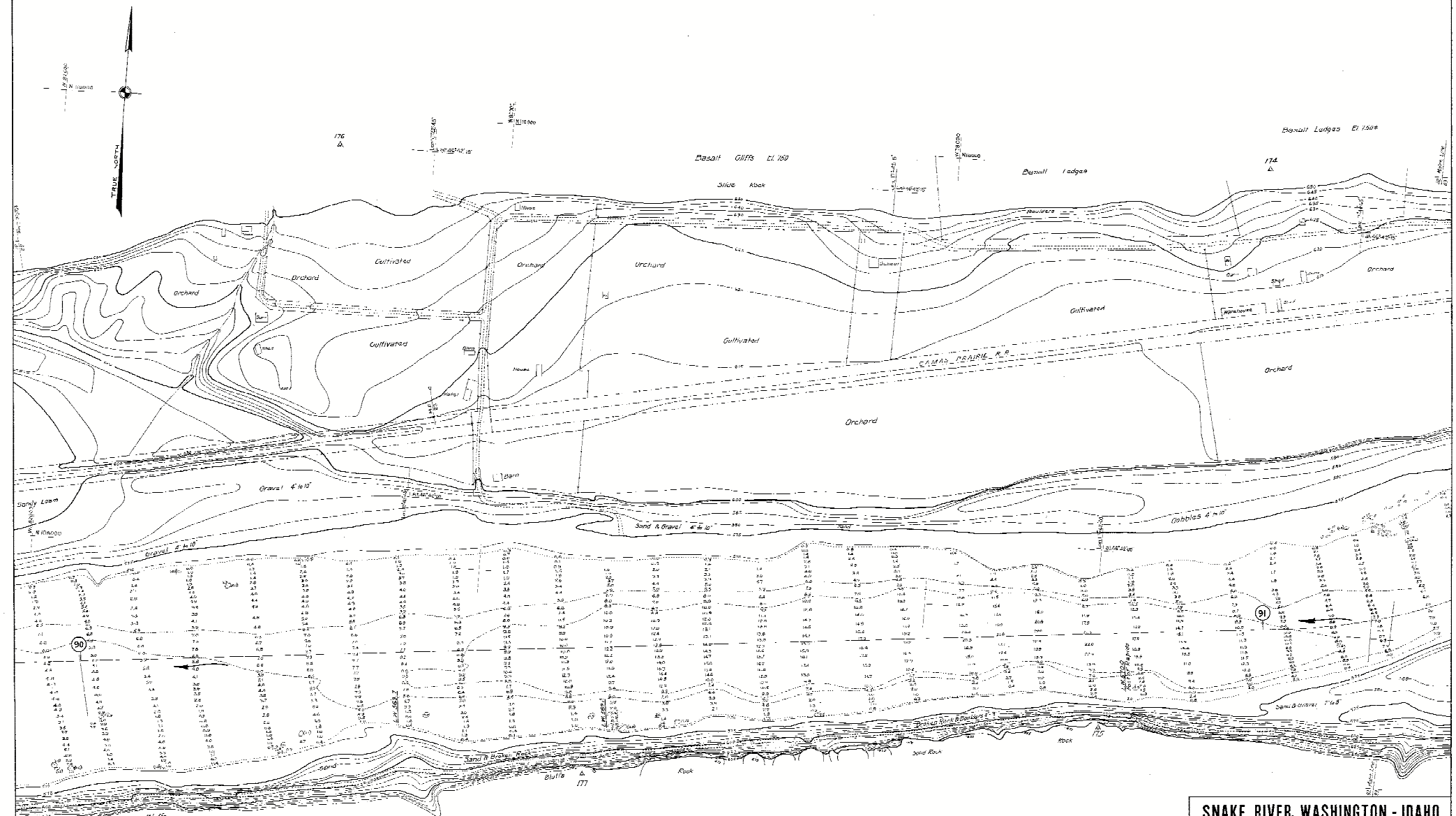
Drawn by H.C.L. S.A.M. Transmitted with report dated June 10, 1935

M.S. L. U.S. G.A.C. DATUM 1929 ADJUSTMENT.

MAJOR CORPS OF ENGINEERS

SN-1-4/83  
 H-9-2/81

SN-1-12/81



176

Bonnet Ledges El. 200+

Basalt Cliffs El. 160

174

Shute Rock

Basalt ledges

Cultivated

Orchard

Orchard

Cultivated

Orchard

Stony Loam

Gravel 4 to 10"

Sand & Gravel 4 to 10"

Gabbles 4 to 10"

91

91

NOTE:  
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED  
 LOW WATER PLANS 100 ON U. S. WATER-SOUNDING GAUGE AT BONNET  
 LEDES M. S. L.  
 FIGURES IN PARENTHESES (THAT IS, 11.7) SHOW HEIGHT ABOVE LOW WATER.  
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (ADJUSTED) UNLESS  
 OTHERWISE NOTED.  
 CONTOUR INTERVAL, 5 FEET.  
 6 FOOT DEPTH CURVE SHOWN THUS: ---  
 9 FOOT DEPTH CURVE SHOWN THUS: ---  
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---  
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF  
 PROPOSED CHANNEL SHOWN THUS: (5)

**SNAKE RIVER, WASHINGTON - IDAHO  
 MOUTH TO OREGON - WASHINGTON LINE  
 REVIEW REPORT**

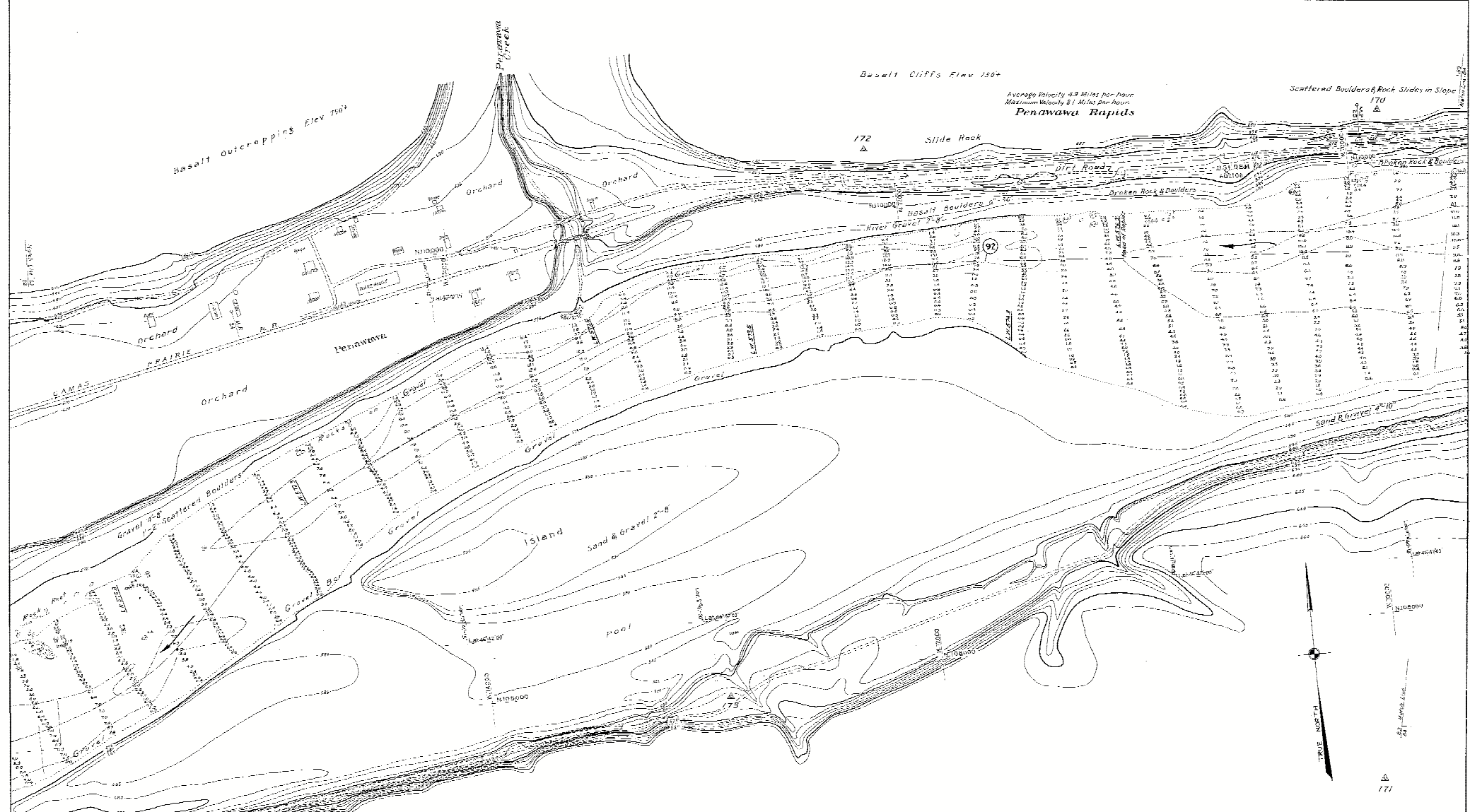
IN 1565 SHEETS SCALE: 1:2000 SHEET NO. 82

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934

Submitted: *Allen D. Barr* Approved: *W. H. Williams*  
 Associate Engineer Chief of Engineers

Drawn by: D. E. S. A. M. Transmitted with report dated June 12, 1935.

SN-1-4/83  
 H-5-2/82



NOTE:  
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER STAGE (5.0 ON U.S. WEATHER BUREAU GAGE AT BUREAU, I.D. SIZE, M. N. 1.)  
 FIGURES IN PARENTHESES SHOW STAGNANT POINTS ABOVE LOW WATER STAGE. SOUNDINGS ARE REFERRED TO MEAN SEA LEVEL (NO CORRECTION, BEING ZERO ADJUSTMENT.)  
 CONTOUR INTERVAL 5 FEET.  
 A FINE DOTTED LINE SHOWS TRUE 5 FOOT DEPTH CURVE SHOWS TRUE 10 FOOT DEPTH CURVE SHOWS TRUE 20 FOOT DEPTH CURVE SHOWS TRUE 30 FOOT DEPTH CURVE SHOWS TRUE 40 FOOT DEPTH CURVE SHOWS TRUE 50 FOOT DEPTH CURVE SHOWS TRUE 60 FOOT DEPTH CURVE SHOWS TRUE 70 FOOT DEPTH CURVE SHOWS TRUE 80 FOOT DEPTH CURVE SHOWS TRUE 90 FOOT DEPTH CURVE SHOWS TRUE 100 FOOT DEPTH CURVE SHOWS TRUE 110 FOOT DEPTH CURVE SHOWS TRUE 120 FOOT DEPTH CURVE SHOWS TRUE 130 FOOT DEPTH CURVE SHOWS TRUE 140 FOOT DEPTH CURVE SHOWS TRUE 150 FOOT DEPTH CURVE SHOWS TRUE 160 FOOT DEPTH CURVE SHOWS TRUE 170 FOOT DEPTH CURVE SHOWS TRUE 180 FOOT DEPTH CURVE SHOWS TRUE 190 FOOT DEPTH CURVE SHOWS TRUE 200 FOOT DEPTH CURVE SHOWS TRUE 210 FOOT DEPTH CURVE SHOWS TRUE 220 FOOT DEPTH CURVE SHOWS TRUE 230 FOOT DEPTH CURVE SHOWS TRUE 240 FOOT DEPTH CURVE SHOWS TRUE 250 FOOT DEPTH CURVE SHOWS TRUE 260 FOOT DEPTH CURVE SHOWS TRUE 270 FOOT DEPTH CURVE SHOWS TRUE 280 FOOT DEPTH CURVE SHOWS TRUE 290 FOOT DEPTH CURVE SHOWS TRUE 300 FOOT DEPTH CURVE SHOWS TRUE 310 FOOT DEPTH CURVE SHOWS TRUE 320 FOOT DEPTH CURVE SHOWS TRUE 330 FOOT DEPTH CURVE SHOWS TRUE 340 FOOT DEPTH CURVE SHOWS TRUE 350 FOOT DEPTH CURVE SHOWS TRUE 360 FOOT DEPTH CURVE SHOWS TRUE 370 FOOT DEPTH CURVE SHOWS TRUE 380 FOOT DEPTH CURVE SHOWS TRUE 390 FOOT DEPTH CURVE SHOWS TRUE 400 FOOT DEPTH CURVE SHOWS TRUE 410 FOOT DEPTH CURVE SHOWS TRUE 420 FOOT DEPTH CURVE SHOWS TRUE 430 FOOT DEPTH CURVE SHOWS TRUE 440 FOOT DEPTH CURVE SHOWS TRUE 450 FOOT DEPTH CURVE SHOWS TRUE 460 FOOT DEPTH CURVE SHOWS TRUE 470 FOOT DEPTH CURVE SHOWS TRUE 480 FOOT DEPTH CURVE SHOWS TRUE 490 FOOT DEPTH CURVE SHOWS TRUE 500 FOOT DEPTH CURVE SHOWS TRUE 510 FOOT DEPTH CURVE SHOWS TRUE 520 FOOT DEPTH CURVE SHOWS TRUE 530 FOOT DEPTH CURVE SHOWS TRUE 540 FOOT DEPTH CURVE SHOWS TRUE 550 FOOT DEPTH CURVE SHOWS TRUE 560 FOOT DEPTH CURVE SHOWS TRUE 570 FOOT DEPTH CURVE SHOWS TRUE 580 FOOT DEPTH CURVE SHOWS TRUE 590 FOOT DEPTH CURVE SHOWS TRUE 600 FOOT DEPTH CURVE SHOWS TRUE 610 FOOT DEPTH CURVE SHOWS TRUE 620 FOOT DEPTH CURVE SHOWS TRUE 630 FOOT DEPTH CURVE SHOWS TRUE 640 FOOT DEPTH CURVE SHOWS TRUE 650 FOOT DEPTH CURVE SHOWS TRUE 660 FOOT DEPTH CURVE SHOWS TRUE 670 FOOT DEPTH CURVE SHOWS TRUE 680 FOOT DEPTH CURVE SHOWS TRUE 690 FOOT DEPTH CURVE SHOWS TRUE 700 FOOT DEPTH CURVE SHOWS TRUE 710 FOOT DEPTH CURVE SHOWS TRUE 720 FOOT DEPTH CURVE SHOWS TRUE 730 FOOT DEPTH CURVE SHOWS TRUE 740 FOOT DEPTH CURVE SHOWS TRUE 750 FOOT DEPTH CURVE SHOWS TRUE 760 FOOT DEPTH CURVE SHOWS TRUE 770 FOOT DEPTH CURVE SHOWS TRUE 780 FOOT DEPTH CURVE SHOWS TRUE 790 FOOT DEPTH CURVE SHOWS TRUE 800 FOOT DEPTH CURVE SHOWS TRUE 810 FOOT DEPTH CURVE SHOWS TRUE 820 FOOT DEPTH CURVE SHOWS TRUE 830 FOOT DEPTH CURVE SHOWS TRUE 840 FOOT DEPTH CURVE SHOWS TRUE 850 FOOT DEPTH CURVE SHOWS TRUE 860 FOOT DEPTH CURVE SHOWS TRUE 870 FOOT DEPTH CURVE SHOWS TRUE 880 FOOT DEPTH CURVE SHOWS TRUE 890 FOOT DEPTH CURVE SHOWS TRUE 900 FOOT DEPTH CURVE SHOWS TRUE 910 FOOT DEPTH CURVE SHOWS TRUE 920 FOOT DEPTH CURVE SHOWS TRUE 930 FOOT DEPTH CURVE SHOWS TRUE 940 FOOT DEPTH CURVE SHOWS TRUE 950 FOOT DEPTH CURVE SHOWS TRUE 960 FOOT DEPTH CURVE SHOWS TRUE 970 FOOT DEPTH CURVE SHOWS TRUE 980 FOOT DEPTH CURVE SHOWS TRUE 990 FOOT DEPTH CURVE SHOWS TRUE 1000 FOOT DEPTH CURVE SHOWS TRUE

**SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT**

INISH SHEETS SCALE 1:2,000 SHEET NO. 83

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: *Allen F. Carr* Approved: *Wm. D. Sherman*  
 Associate Engineer Major, Corps of Engineers

Drawn by L.W.S. S.A.M. Transmitted with report dated June 10, 1935