

ERWIN U. MOSER  
P. O. BOX 454  
LOGAN, UTAH

Evan Perkins

IF FOUND RETURN TO  
ERWIN U. MOSER  
P.O. Box 454  
LOGAN, UTAH

1-3 Wellsville City <sup>8.</sup> <sub>sewer</sub>

5-9 Lewiston City

10-19 LEWISTON CITY  
LEWISTON CITY

**DIETZGEN**

FIELD BOOK

ERWIN U. MOSER  
P. O. BOX 454  
LOGAN, UTAH

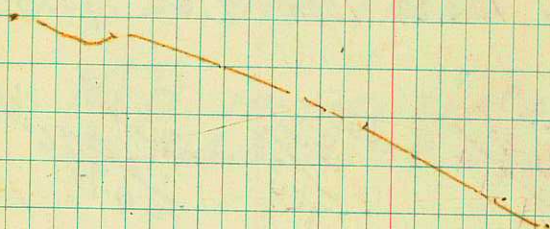
**No. 403 P**

CHECKED  
7-14-69

ERWIN U. MOSER  
P. O. BOX 454  
LOGAN, UTAH

Page	Subject
1-3 ✓	Wellsville City Sewer Line
5-9 ✓	Lewiston City
10-19 ✓	Lewiston City
20 ✓	Lewiston City
<del>21 ✓</del>	<del>Wellsville City Sewer Line</del>
<del>22 ✓</del>	<del>Lee's Service Station</del>
<del>24 ✓</del>	<del>Wellsville City Sewer Line</del>
<del>25-26 ✓</del>	<del>DON CORNIA RANDOLF, UT.</del>
<del>27 ✓</del>	<del>PROVIDENCE ST.</del>

Wellsville 10-10-52  
Wm P. Heatham Mayor



Rod HI Elev Cut Pipe  
Invert

B.M. (M.H. Lid) 100.0 Assumed

M.H. 5.22 105.22 100.0 8.65 91.35

$$\begin{array}{r} 93.29 \\ 91.35 \\ \hline 1.94 \end{array}$$

$$\begin{array}{r} 100.0 \\ 8.65 \\ \hline 91.35 \end{array}$$

$$\begin{array}{r} 3.245 \\ 1.94 \\ \hline 1.9470 = \text{Slope} \end{array}$$

0+00 5.08 100.14

0+50 4.92 100.30

1+00 4.70 100.52

1+14.6 92.03 7.97 92.03

1+50 4.68 100.54 8.3 92.24

2+00 4.46 100.76 8.22 92.54

2+50 3.95 101.27 8.43 92.84

3+00 3.64 101.53 8.41 93.14

3+24.4 3.45 102.10 8.81 93.29

10-10-52

Sewer Line for Wellsville <sup>2</sup>

8.65' = depth of F.L.  
24.75' =  $\phi$  of Pipe East of East  
edge of Sidewalk in  
center of block.

13' = Dist. of Base Line East  
of  $\phi$  of Sewer Line  
Top of M.H. Frame North edge

M.H. in center of Block  
is 114.6 N. of end of Pipe

13' E of M.H

= Elev of F.L. at end of Pipe

South end of line on 2<sup>nd</sup> W

	Rod	H.I.	Elev	Pipe
T.P.	3.45	105.22	102.10	Invert.
B.S.	10.97	113.07	102.10	
	4.60		108.97	

0+00	5.05	105.05	100.0	
1+14.6	12.29			
	<u>.73</u>			
1+14.6	13.02		92.03	92.03
1+50				92.24
2+00				92.54
2+50				92.84
3+00				93.14
3+24				93.29

10-25-52

Wellsville

8 3/4

3

7' above basement floor in house on S. side of Str. and on E. side of 2<sup>nd</sup> West

8.65

7.22

1.43

M.H. Top

at pt 114.6' S. of M.H. = Top of Pipe  
 = depth of Pipe plus Shell thickness  
 = Depth of pipe invert

3.20

1.94

5.14

3.65

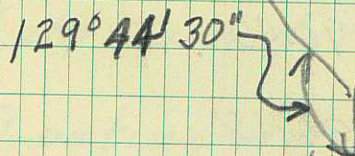
Lewiston City 10-28-52 <sup>5</sup>

Canal Bridge is 10' (Rail length)  
Canal width (Toe to toe of bank  
outside) = 25'

☒ of canal at School corner is  
63' West of (E. side of  
Road) Fence line. Base line  
is 60' W. of fence (North-South)  
NW Line is 3' N. of proposed  
☒ of 25' Right-of-Way

NW<sup>4</sup> of NW<sup>4</sup> Sec 9 Twp 14 N  
1 East

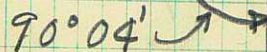
129° 44' 30"



Road Bridge  
at school is  
6' span x 2' deep

Bridge on  
Hulway E & W  
is 5' span  
and 2' deep

90° 04'



N

Sta	Rod	H.I.	Elev
0+00	4.30	101.50	97.20
0+00	1.85		99.65
	4.13		97.37
0+67.5	4.18		97.32
1+00	4.06		97.44
2+00	4.20		97.30
			<del>96.93</del>
3+00	4.57		96.93
4+00	4.95		96.55
4+49.5	5.10	101.50	96.40
5+00	5.32		96.18
6+00	5.41		96.09
7+00	5.55		95.97

E.J. Moser, T  
 Bob Blair, Chain & Rod

Lawiston  
 Northeast of School Ditch Bottom  
 Top of Bank  
 Top of Bank

Left turn for proposal No. 1.

Continuing North

"

"

"

Sta. Rod H.L. Elev.

8+00 5.48 101.50 96.02

8+45.7 4.10 97.40

PT 8+56.4 3.90 97.60

F.S. 3.20 101.50 98.30

9+00 3.20 101.50 98.30

B.S. 3.70 102.0 98.30

9+26 3.34 98.66

10+00 4.40 97.60

11+00 5.16 96.84

12+00 4.95 97.05

B.M. 2.00 102.0 100.0

13+00 4.38 97.62

56.4

179° 54' 60"

129 44 30

50° 15' 30"

150° 15' 30" L

S. edge of Road

☒ of E-W Road

Window sill (N. Basement window) Jay VanOrsdahl

Jay VanOrsdahl

Sta Rod H.I.

14+00 4.30 102.0 97.70

15+00 4.40 97.60

16+00 3.85 98.15

17+00  
~~16+73.5~~ 3.80 98.20

~~18+00~~  
~~17+00~~

18+00 2.88 99.13

3.10 98.90

0.90 101.10

5.05 96.95

8

11.50 0.00

11.50

11.50

11.50

Hub

E. edge of Water

Toe of Bank

Top of Bank

Bottom of Ditch



Sta Rod H.I. Elev H.

4+49.5 5.10 101.50 96.40

5+00 4.89 96.61

6+00 4.11 97.39

7+00 3.78 97.72

7+30 4.40 97.10

7+39 2.03 99.47

7+44 3.92 97.58

4.40 97.10

Lewiston

10-28-52

9

89°56' "L" Turn to West

Lowest point at Bank

Top of Bank

E. edge of Water

Bottom of Ditch

Sta	Rod Ht	Elev	Fill above Stake
Water Surface	5.82	106.24	100.42
0+00 Stake	3.82	102.42	0.0
Ground	4.56	101.68	
<u>FL.</u>	6.51	99.73	
0+50 S	3.7	102.54	0.0
Ground	4.34	101.90	
10' E	6.7	99.54	
Flow Line	6.7	99.80	
1+00 S	5.88	99.738	2'-8"
Ground	6.47	99.75	
10' E	6.46	99.76	
<u>FL.</u>		99.747	
2+00 S	5.6	100.64	2'-10"
Ground	6.26	99.96	
10' E	6.46	99.76	
<u>FL.</u>		99.765	
3+00 S	6.27	99.95	2'-2"
Ground	6.75	99.47	
10' E	6.85	99.37	
<u>FL.</u>		99.783	
4+00 S	6.83	99.39	2'-5"
Ground	7.34	98.90	
10' E	7.28	98.96	
<u>FL.</u>		99.801	

Bob Blair (Red-Chain)  
EUM.

Lewiston City 11-17-53

(South end)  $\Phi$  is 10' offset to East,  
on bank of ditch East of  $\Phi$

Ditch is 10' wide at 0+00  
Bottom of ditch  
On bank of ditch on  $\Phi$

Natural ground line

Bottom of ditch

N. of first fence E & W.

Sta	Rod	HI	Elev	Fill above Stake	FS	BS
4+505	7.41	106.24	98.73	3'-11"		
Ground	7.74		98.50			
10'-E	7.45		98.79			
<u>FL</u>			99.809	99.809		
5+005	6.68		99.56	2'-3"		
Ground	7.25		98.99			
10'-E	7.18		99.06			
<u>FL</u>			99.819	99.819		
6+005	6.5		99.574	2'-2"		
Ground	7.3		98.94			
10'-E	7.5		98.74			
<u>FL</u>			99.837	99.837		
7+005	6.97		99.27	2'-8"		
Ground	7.53		98.71			
10'-E	7.70		98.54			
<u>FL</u>			99.855	99.855		
8+005	6.97		99.27	2'-8"		
Ground	6.97		99.27			
10'-E	7.18		99.06			
<u>FL</u>			99.873	99.873		
8+445	6.24	106.24	100.00	2'-8"	6.24	403
Ground	4.03	104.03	100.00			
10'-E	4.12		99.91			
Conc Walk	3.67		100.36			
<u>FL</u>			99.881	99.881		
BM.	3.61		100.42			

N. of 2<sup>nd</sup> E-W fence

N. of 3<sup>rd</sup> E-W fence

2"x2" Hub Level with ground

Pt. 5' S. of S. edge of Conc. Walk.  
RR Spike at turn to NE L R 159°50'

W. of break  
E of Garage door opening

Sta	Red	HT	Elev	Fill above Stake
9+00S	3.6	104.03	100.43	2'-6"
Ground	3.6		100.43	
<u>FL</u>			<u>99.891</u>	99.891
10+05S	4.77		99.26	2'-9"
Ground	4.77		99.26	
10'W	5.00		99.03	
<u>FL</u>			<u>99.909</u>	99.909
11+00S	4.20		99.83	2'-2"
Ground	4.6		99.43	
10'W	4.9		99.13	
<u>FL</u> ✓			<u>99.927</u>	99.927
12+00S	4.1		99.93	2'-1"
Ground	4.54		99.49	
10'W	4.86		99.17	
<u>FL</u> ✓			<u>99.945</u>	99.945
13+00S	4.07		99.96	2'-0"
Ground	4.66		99.37	
10'W	4.92		99.11	
<u>FL</u> ✓			<u>99.962</u>	99.962
14+00	4.08		99.95	2'-0"
Ground	4.71		99.32	
10'W	4.9		99.13	
<u>FL</u>			<u>99.980</u>	99.980

91.5  
12

Approx 1' N. of ~~E~~ mark on Road  
(Concrete trail in Rd) running E. to Webster

Pt. 5' from W. bank of drain at turn to NW  
on N. side of State Rd 133°00'

Sta	Red	HL	Elev	Fill above Stake
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15+00	✓ 3.83	104.03	100.40	1'-8"
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Ground	4.35	<del>99.68</del>	99.68	
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10'W	4.73	<del>99.30</del>	99.30	
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<u>FL</u>	✓		<u>99.998</u>	99.998
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16+00	✓ 4.15	<del>99.88</del>	99.88	2'-2"
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Ground	4.58	<del>99.45</del>	99.45	
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10'W	4.98	<del>99.05</del>	99.05	
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<u>FL</u>	✓		<u>100.016</u>	100.016
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16+04.5	3.6	100.43	100.43	1'-8"
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Ground	4.11	<del>99.92</del>	99.92	
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10'W	4.66	<del>99.37</del>	99.37	
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<u>FL</u>	✓		<u>100.026</u>	100.026
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17+00	4.25	<del>99.78</del>	99.78	1'-8"
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Ground	4.7	<del>99.34</del>	99.34	
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10'N	4.45	<del>99.58</del>	99.58	
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<u>FL</u>	✓		<u>100.035</u>	100.035
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18+00	3.8	100.23	100.23	2'-3"
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Ground	4.35	<del>99.68</del>	99.68	
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10'N	4.68	<del>99.35</del>	99.35	
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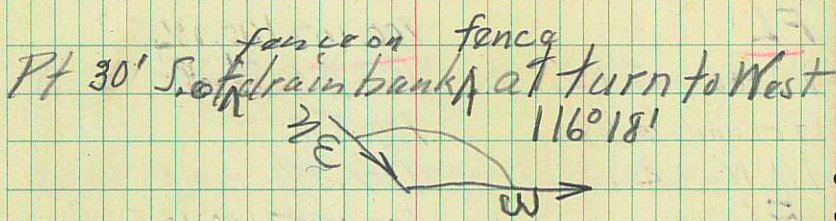
<u>FL</u>	✓		<u>100.053</u>	100.053
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19+00	3.4	100.63	100.63	2'-6"
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Ground	4.0	<del>100.03</del>	100.03	
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10'N	3.38	<del>100.65</del>	100.65	
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<u>FL</u>	✓		<u>100.071</u>	100.071
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Sta	Red	H.I.	Elev.	Stake	FS	BS
		104.03				3.56
20+00	3.56	104.03	100.47	2'-0"	3.56	6.41
Ground	6.89	106.88	99.99			
10' N	6.61		100.26			
FL			100.089			
21+00	6.22		100.66	2'-6"		
Ground	6.74		100.14			
10' N	6.02		100.86			
FL			100.107			
22+00	5.92		100.96	2'-10"		
Ground	6.38		100.50			
10' N	4.1		102.78			
FL			100.125			
22+16.7	4.47		102.41	0 0		
Ground	4.70		102.18			
10' N	4.01		102.87			
22+32	FL, 6.73		100.15	0 0		
Water Surface	6.06		100.82			

Fill above

106.84  
5  
100.91  
2  
100.91  
2  
100.91  
2

E. of ditch bank in borrow pit.  
on slope of Excavated bank  
{ Hub in E bank of ditch 30' ~~and~~  
(South of fence on S. drain bank

E of existing ditch

EL. at Sta. 22+32 = 100.15  
FL at " 0+00 = 99.73  
diff. in Elev = .42  
Water Surface at Sta 22+32 = 100.82  
" " " " 0+00 = 100.42  
diff in Elev. = .40

0.001792  
2232 / .4000

Grade = 0.01792' per 100'

0.01792  
22.32  
3584  
5376  
3584  
3584  
9992

Livestock  
James Jorgensen  
234 $\frac{1}{2}$  dead calls for 265

Station	Grade	Elevation	Change	Notes
12-3-53	5.66	105.46	99.80	
0+00	2.80	102.66	99.80	2.6 off top of stake
Ground	3.44	107.02	99.80	
<b>Grade</b>		<b>99.80</b>		
1+00	4.93	100.53	99.80	
Ground	5.50	99.96	99.80	9" .73
		<b>99.82</b>		
2+00	5.02	100.44	99.82	7" .58
	5.64	99.82	99.82	
		<b>99.86</b>		
3+00	5.16	101.30	99.86	5" .41
	5.76	99.70	99.86	
		<b>99.89</b>		
4+00	5.77	99.69	99.89	3" .23
	6.31	99.15	99.89	
		<b>99.92</b>		
5+00	6.16	99.30	99.92	8" .66
	6.67	98.79	99.92	
		<b>99.96</b>		
6+00	6.06	99.40	99.96	7" .59
	6.57	98.89	99.96	
		<b>99.99</b>		
7+00	6.20	99.26	99.99	9" .76
	6.70	98.96	99.99	
		<b>100.02</b>		
7+44	6.85	98.61	100.02	11.5" 1.42
"	7.42	98.04	100.02	

Cut or Fill  
off Top of Stake

New Stake line for Canal, 16  
Old Stake line was destroyed.

Station	Grade	Elevation	Change	Notes
			5.2	Bot. of ditch
			2.6	Top of Bench
F.41	5.53	5.53	5.72	5.7
OK	5.84	5.84	5.41	4.6
F.20	5.25	5.25	5.15	4.42
E.50'	5.25	5.25	5.15	4.8
E.43'	5.80	5.80	5.04	5.77 S. of turn
E.86	6.20	6.20	5.05	6.77 N. of turn
E.6'	6.45	6.45	6.45	7.00 turn
E.21	7.05	7.05	6.45	7.05 (at school bridge)
			.60	
				Top of Pipe (Top 12") West
				End of Pipe East



	Rod	H.I.	Elev	Out	Full
8+01	6.34	105.46	99.12		
	6.48		98.98		11"
			100.05736		.93
8+44	5.43		100.03		3/8"
	5.48		99.98		.03
Old RR	5.50		99.96		
<del>9+11</del>					
Walk	5.14		100.36		
			100.32		
9+00	4.95		100.51	5"	4"
Pipe			100.089	.43	.38
<del>9+11</del>	6.90		98.56		1 7/8"
	7.03		98.43		1.63
9+50	6.11		99.35		
	6.52		99.94		2"
10			100.10		.16
10+00	6.00	105.46	99.46	FS 6.00	B.S. 4.66
	6.45		99.01		8"
Grade		104.12	100.12		.66
Floor	3.70	109.12	100.42		
10+50	4.46		99.66		
	4.91		99.21		5"
			100.14		.48

100.42  
~~4.70~~  
 12

17

RR Spike in old Line

Pt in Walk W. of break

on ~~Old~~ Roadway

Top of W. end  
 Top of E. end

5083 6.38  
~~68~~  
 525 5.28

F. 110

Center of Garage door Opening

Sta	Rod	HI	Elev	Cut	Fill
11+00	4.11	104.12	100.01		2"
			100.15		.14
12+00			99.83		
<del>11+50</del>	4.29		99.24		3"
Ground	4.88		100.18		.25
13			99.76		
<del>11+00</del>	4.36		99.34		5 1/4"
Ground	4.78		100.21		.45
14			99.75		6"
<del>13+00</del>	4.57		100.25		.50
15+00			99.43		
<del>14+00</del>	4.69		99.98		10"
	5.14		100.28		.86
16+00	4.69		99.43		
	4.95		99.17		10 1/4"
			100.31		.89
16+31	4.47		99.65		
	4.99		99.13		8"
			100.32		.67
17+00	4.45		99.67		
	4.84		99.26		8"
			100.34		.67

18

F. 8'	5.4 6.4 5.26	5.9 2.6 6.4
F. 54'	5.62 8.5 5.17 1.43	5.57 2.25 5.32 5.4
F. 63'		
F. 70'	5.8 6.5 5.3 .70	
F. 1.09	5.92 8.6 5.06	6.15 8.6 7.09
F. 1.28		
F. 97'	5.9 6.88 5.02 1.28	5.7 6.7 5.03
F. 5	4.67 4.50 1.50	

	Rod	HT	Elev	Cut	Fill
18+00	3.54	109.12	100.58		
	4.22		99.90	2 $\frac{5}{8}$ "	<del>9<math>\frac{1}{4}</math>"</del>
			100.37	2"	<del>.79</del>
19+00	3.72		100.40		
	4.22		99.90		$\frac{1}{8}$ "
			100.41	2"	.01
20+00	3.51		100.61	<del>#9</del>	
			100.44	.17	
21+00	1.65	109.12	102.47	FS 1.65	BS 4.03
			100.47	2'-0"	
		106.50			
21+33	3.56		102.94	2'-5 $\frac{1}{2}$ "	
			100.48	2.46	
21+33	3.94		102.56		
21+45	5.61		100.89		
21+45	6.01		100.49	00	00

40931.9

19

12-23-53

E.06	3.55		3.76
	3.76		0
	3.06		
E.2		3.51	
		2.17	
		1.21	
		3.68	
F.22		1.64	
		2	
		3.64	
F.10'		3.58	

on new bank. (top of steel)  
 Top of bank of ditch (old)  
 Top of stake in ditch Bottom  
 Bot. of ditch

Elev. at Sta. 0+00 Ditch Bot. = 99.80  
 Elev. at Sta 21+45 " " = 100.49  
 Elev. Diff. = Fall = 0.69  
 Grade per 101' = .032172

Lemiston City

1-9-53

718.5

$\frac{2.4}{716.1}$

from rail to

145.6' to *John R. Haslam* East line

377.3 to *Celce Kent W. Inc*

600' to pipe

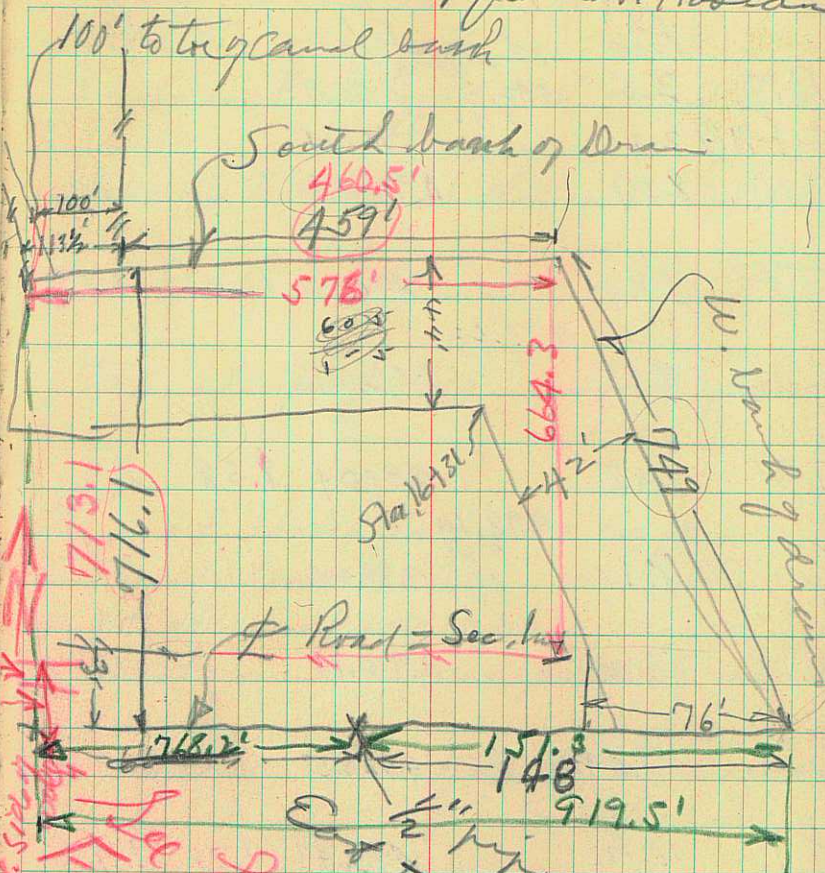
$\frac{16.5}{20} \quad \frac{16.5}{660}$   
 $\frac{82.5}{}$

664.3

93.73' below N. wing of 13.8  
North with 5' strip  
Brace wall over  
Maying to rail 44.1'  
From

<del>300</del>	165'	660.0
<del>259.3</del>	77'	170
<del>559.3</del>	85'	66
<del>99</del>	36'	11.5
<del>658.3</del>	126'	330.0
	72'	80.5
	115'	1371.0
	626.5	
	33	
	659.5	

1953 Tax notes 20  
F 87 James R. Haslam



See new description of plots for James R. Haslam  
E. Gay Van Orden  
F 110  
13 N 1/4 E

6-5-59 2 1/2 hrs 20 miles  
 780399 Wellsville City 780599  
 Red HI Elev FS BS.

BM	2.5	502.5	500.0
E-W Rd	2.1	500.4	
BM	8.07	494.43	
TP	12.46	490.04	12.46 1.58
Bradshaw	8.95	482.67	
T.P.	1.58	490.04	1.58 8.1
Top of Stake	8.1	490.04	
High pt. in pasture	6.03	492.11	
E. side of house	7.09	491.05	
TP	14.71	482.43	14.71 1.73
TP	14.34	488.82	14.34 0.91
Stake in fence	4.8	470.73	465.93

6-8-59  
 781295

21

498.14 5.5  
 14.71 6  
 483.43 11.5

Stake on E side of Rd & N side of E-W Rd  
 Pole

Stake on E side of Rd on Pole in Center of Blk.

Top of pipe coming out of house

Top of Stake in fence on NW of Bradshaw house

pt of pasture appearing to be top of bump NW of Bradshaw house

pt. above Sewer outlet at house on E. side of Rd & in middle of Block

Top of Stake in S. side of Road at pt Near Center of E-W Rd.

See Service Station  
Lee Larson

6-8-59

22

M.H. is 12' N. of offset line  
Rod HI Elev FS 13 S.

BM MH, 12.45 512.45 500.00

MH 0+00 12.45 500.00

0+50 13.01 ~~499.45~~ 499.45

1+00 12.21 500.24

1+50 10.85 501.60

2+00 9.4 503.05

2+50 7.48 504.97

3+00 5.88 506.57

3+50 4.77 507.68

3+76.1 4.1 508.35

offset  
4+10 ~~3.2~~ 1.8 510.65

M.H. 3.2 509.25

12' NW line  
offset 1.71 510.74

at Center & 3<sup>rd</sup> North  
Bot up to Lid = 10.00 deep  
Bot up to Top of out 11.57'  
M.H. is 12.95' N. of Prop line

Center Str & 3<sup>rd</sup> North

4+60	0.39	512.45	512.06		
T.P.				0.39	11.03

5+10	7.29	523.09	515.80		
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5+60	1.34		521.75		
T.P.				1.34	9.4

6+10 MH.	8.42	531.15	522.73		
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12' offset	6.43		524.72		
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8' offset N	7.11		524.04		
-------------	------	--	--------	--	--

6+60	4.12		527.03		
------	------	--	--------	--	--

7+10	1.13		530.02		<del>10</del>
------	------	--	--------	--	---------------

T.P.				1.13	10.49
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7+60	7.06	540.51	531.45		
------	------	--------	--------	--	--

8+10	9.65		530.86		
------	------	--	--------	--	--

8+60	7.88		532.63		
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9+10	4.88		535.63		
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9+23)	4.7		535.81		
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M.H.	4.86		535.65		
------	------	--	--------	--	--

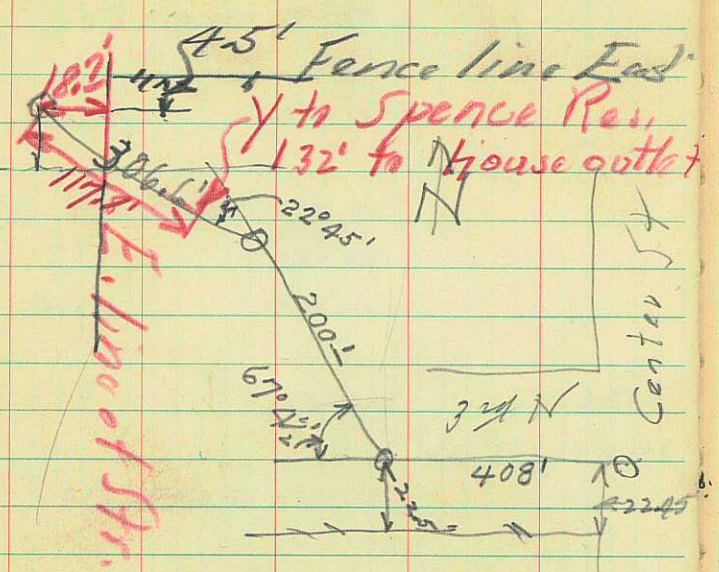
B.M. by Post	4.41		536.10		
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includes all Barronment	7.37		533.19		
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Clifford Spire window

yv hms 7-6-59 ✓ 500772  
 Wellsville City 20 mi.  
 Grades & alignment of  
 Sewer on 3<sup>rd</sup> N. West of Center St

5.01  
 2.99  
 4  
 6.99



M.H.	12.98	512.98	500.0		
M.H.	2.60		510.38		
T.P.	1.66	512.98	511.32	1.66	13.76
M.H.	1.22	525.08	523.88		
T.P.		525.08	525.08	1.22	10.89
		534.75			
T.P.	3.38		531.37	3.38	6.67
		538.04			
M.H.	1.38		536.66		
Window sill	5.01		533.03		

M.H. at Center & 3<sup>rd</sup> North (top)  
 1/2 blk West. 6.35' deep  
 5.36' deep  
 Top of M.H. in Rear of Bradshaw  
 in front of 1<sup>st</sup> West  
 M.H. on E side of 1<sup>st</sup> West (top)  
 Window sill. (55") above Floor  
 7.02' deep



10-5-65

# Randolph Utah

## Water Elevations for

### Don Cornia and

### Dale Hatch

Logan <sup>4442</sup> Randolph <sup>Cheney</sup>  
 4271 <sup>EUM</sup>  
 171 Miles Lunch \$5.72

STATION	Rod	HI	ELEV.	BS
BM <sup>cut</sup> <sub>vert</sub>	4		18	
1 <sup>by 36"</sup> <sub>squash cut</sub>	4		26	
2 <sup>corr. outlet</sup>	4		26	
FL <sup>Spillway</sup>	5		24	
3 <sup>by 12"</sup> <sub>corr. outlet</sub>	4		26	
FL <sup>E edge</sup> <sub>of Culvert</sub>	5		21	
4 <sup>by ditch</sup>	4		26	
5 <sup>Fence Post</sup>	4		26	4 66
6 <sup>by coll. post</sup>	4		66	
7	4		66	5 33
8 <sup>across yard</sup> <sub>from stake</sub>	5		33	
9	5		33	6 33
10	6		33	
11	6		33	4 70
12	4		70	
13 <sup>upper</sup> <sub>end</sub> <sup>on</sup> <sub>face</sub> <sup>of</sup> <sub>pile</sub>	3		20	
Bottom <sub>of Swale</sub>	5		65	

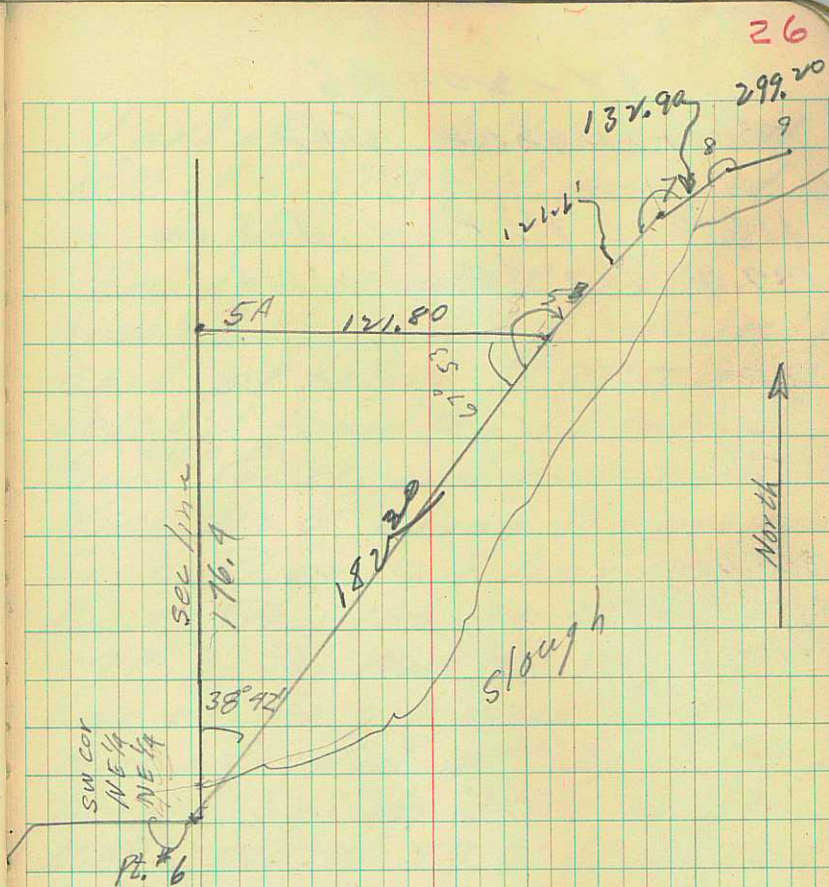
773  
400  
373

25

Levee - extends 188 ft West  
 of the fence and 384 ft  
 East in a circular fashion

SA Stake in fence line transferred from # 6  
 SB Stake near Slough 24" deep 200 ft S of 1/4 cor  
 slough 13 1.96' deep

Point	Angle	Distance	Distance to slough
6	$38^{\circ} 42'$	176.4	
5A		121.80	
5B	$176^{\circ} 34'$	121.80	$20^{\circ} 00'$
7			$6^{\circ} 00'$
5B-6		182.20	
7	$183^{\circ} 33'$	132.90	$6^{\circ} 00'$
8	$201^{\circ} 17'$	299.20	$26^{\circ} 00'$
9			$18^{\circ} 00'$



57 57.8

12-20-66

Providence Str

114.97' = 1<sup>st</sup> Prop N-S line  
197.4' = 2<sup>nd</sup> Prop. N-S line

115.0  
197.4  

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312.4

905.46  
106.16  

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1011.62

27

Part of the NW<sup>1</sup>/<sub>4</sub> Sec 11, T11N,  
R1E of the SLB & M. described  
as follows:

Begin at a pt in the South  
line of the NW<sup>1</sup>/<sub>4</sub> of said Sec 11,  
said pt being N 89° 58' 10" W  
1011.62' from the SE Cor. of  
said Sec 11, and running thence  
North 312.4' along the projected  
East R<sup>t</sup>-of-way line of 4<sup>th</sup>  
East Str.; thence N 89° 58' 10" W  
57.8' to the West R<sup>t</sup>-of-way  
line of the projected West  
line of said 4<sup>th</sup> East Str.;  
thence South 312.4' to pt  
N 89° 58' 10" W 57.8' from the  
pt of beg.; thence S 89° 58' 10" E  
57.8' to the pt of beg. The  
South line of the above  
property being the North  
R<sup>t</sup>-of-way line of Center Str.  
and the described property  
being the proposed extension  
of 4<sup>th</sup> East Str South to Center  
Street

# WELLSVILLE CITY DUMP EXTENSION

JAN 25, 1969  
RANDY B  
EUM

