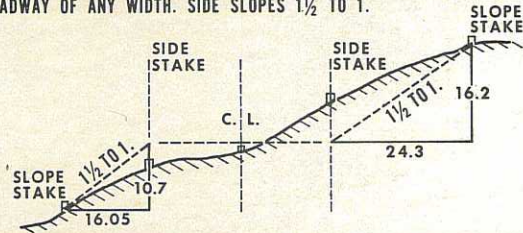


CACHE COUNTY
BRIDGE IMPROVEMENTS
BOOK # 1

BRIDGES # 1

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING

ROADWAY OF ANY WIDTH. SIDE SLOPES 1½ TO 1.



Cut or Fill	Distance out from Side or Shoulder Stake.										Cut or Fill
	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0 00	0 15	0 30	0 45	0 60	0 75	0 90	1 05	1 20	1 35	0
1	1 50	1 65	1 80	1 95	2 10	2 25	2 40	2 55	2 70	2 85	1
2	3 00	3 15	3 30	3 45	3 60	3 75	3 90	4 05	4 20	4 35	2
3	4 50	4 65	4 80	4 95	5 10	5 25	5 40	5 55	5 70	5 85	3
4	6 00	6 15	6 30	6 45	6 60	6 75	6 90	7 05	7 20	7 35	4
5	7 50	7 65	7 80	7 95	8 10	8 25	8 40	8 55	8 70	8 85	5
6	9 00	9 15	9 30	9 45	9 60	9 75	9 90	10 05	10 20	10 35	6
7	10 50	10 65	10 80	10 95	11 10	11 25	11 40	11 55	11 70	11 85	7
8	12 00	12 15	12 30	12 45	12 60	12 75	12 90	13 05	13 20	13 35	8
9	13 50	13 65	13 80	13 95	14 10	14 25	14 40	14 55	14 70	14 85	9
10	15 00	15 15	15 30	15 45	15 60	15 75	15 90	16 05	16 20	16 35	10
11	16 50	16 65	16 80	16 95	17 10	17 25	17 40	17 55	17 70	17 85	11
12	18 00	18 15	18 30	18 45	18 60	18 75	18 90	19 05	19 20	19 35	12
13	19 50	19 65	19 80	19 95	20 10	20 25	20 40	20 55	20 70	20 85	13
14	21 00	21 15	21 30	21 45	21 60	21 75	21 90	22 05	22 20	22 35	14
15	22 50	22 65	22 80	22 95	23 10	23 25	23 40	23 55	23 70	23 85	15
16	24 00	24 15	24 30	24 45	24 60	24 75	24 90	25 05	25 20	25 35	16
17	25 50	25 65	25 80	25 95	26 10	26 25	26 40	26 55	26 70	26 85	17
18	27 00	27 15	27 30	27 45	27 60	27 75	27 90	28 05	28 20	28 35	18
19	28 50	28 65	28 80	28 95	29 10	29 25	29 40	29 55	29 70	29 85	19
20	30 00	30 15	30 30	30 45	30 60	30 75	30 90	31 05	31 20	31 35	20
21	31 50	31 65	31 80	31 95	32 10	32 25	32 40	32 55	32 70	32 85	21
22	33 00	33 15	33 30	33 45	33 60	33 75	33 90	34 05	34 20	34 35	22
23	34 50	34 65	34 80	34 95	35 10	35 25	35 40	35 55	35 70	35 85	23
24	36 00	36 15	36 30	36 45	36 60	36 75	36 90	37 05	37 20	37 35	24
25	37 50	37 65	37 80	37 95	38 10	38 25	38 40	38 55	38 70	38 85	25
26	39 00	39 15	39 30	39 45	39 60	39 75	39 90	40 05	40 20	40 35	26
27	40 50	40 65	40 80	40 95	41 10	41 25	41 40	41 55	41 70	41 85	27
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29	43 50	43 65	43 80	43 95	44 10	44 25	44 40	44 55	44 70	44 85	29
30	45 00	45 15	45 30	45 45	45 60	45 75	45 90	46 05	46 20	46 35	30
31	46 50	46 65	46 80	46 95	47 10	47 25	47 40	47 55	47 70	47 85	31
32	48 00	48 15	48 30	48 45	48 60	48 75	48 90	49 05	49 20	49 35	32
33	49 50	49 65	49 80	49 95	50 10	50 25	50 40	50 55	50 70	50 85	33
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35	52 50	52 65	52 80	52 95	53 10	53 25	53 40	53 55	53 70	53 85	35
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37	55 50	55 65	55 80	55 95	56 10	56 25	56 40	56 55	56 70	56 85	37
38	57 00	57 15	57 30	57 45	57 60	57 75	57 90	58 05	58 20	58 35	38
39	58 50	58 65	58 80	58 95	59 10	59 25	59 40	59 55	59 70	59 85	39
40	60 00	60 15	60 30	60 45	60 60	60 75	60 90	61 05	61 20	61 35	40

Property of CACHE COUNTY

Address _____

Telephone _____

This Book is manufactured of a High Grade 50% Rag Paper having a Water Resisting Surface, and is sewed with Nylon Water-proof Thread.

PAGE

BRIDGE

2-15

NEWTON ROAD BRIDGE

18-21

HIGH CREEK BRIDGE

24-41

BENSON BRIDGE

44-49

HYDE PARK BRIDGE

60-61

AMALGA BRIDGE

151-156

BM Level Notes -
BENSON BRIDGE

+

#1

-

EL

12+00

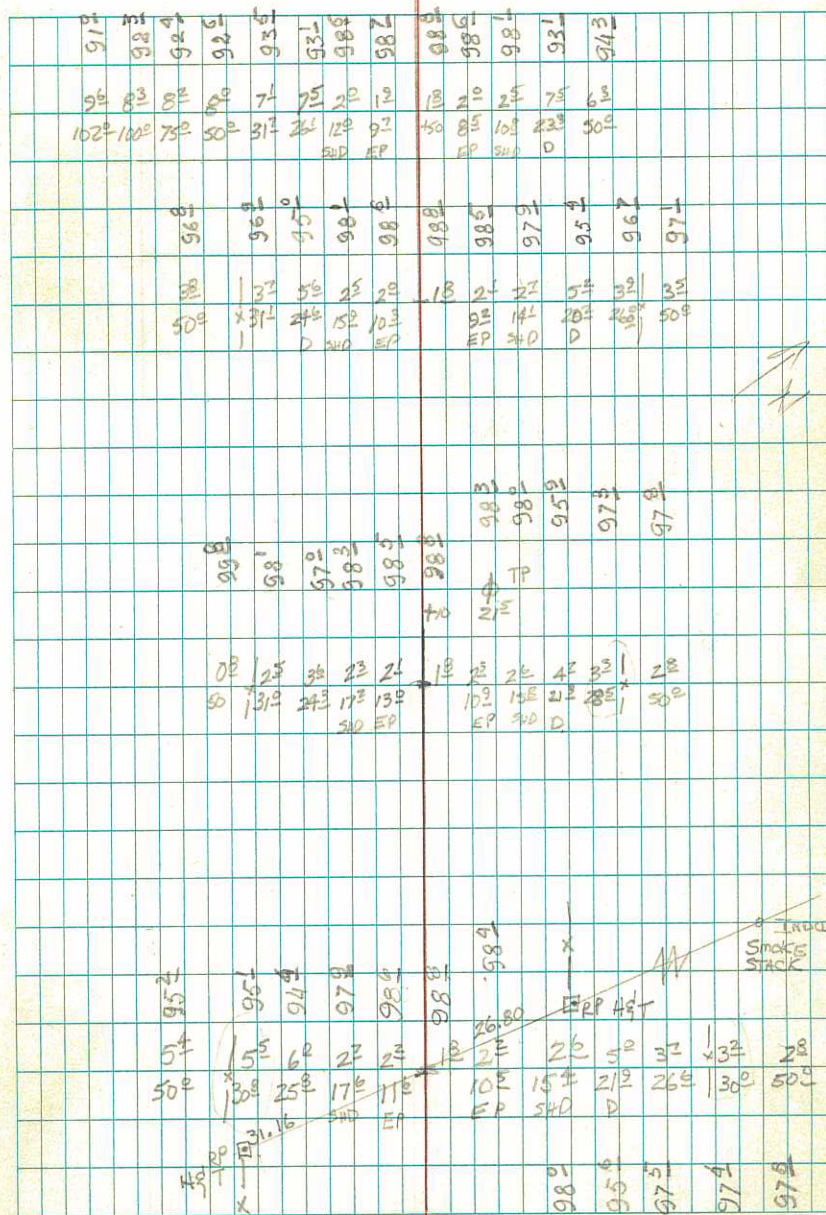
11+00

10+00

0⁵⁶ 4000⁵⁶

4000⁰⁰ BM TP#
1960

NEWTON
~~AIRPORT~~ RD. BRIDGE IMPROVEMENT 3



15+00

14+00

13+00

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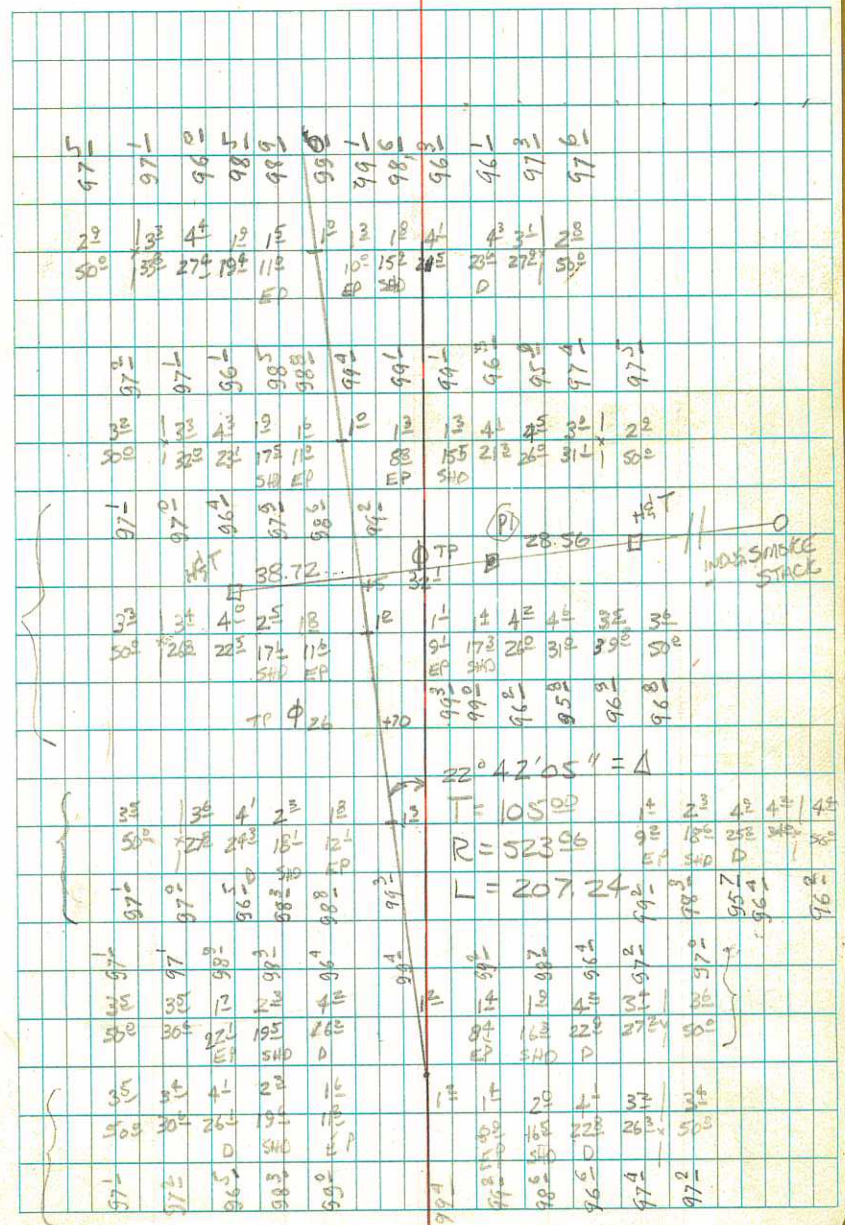


400
50
10
20
30
40
50
60
70
80
90
100

10
20
30
40
50
60
70
80
90
100

$\frac{\Delta}{2}$	CHORD LENGTH	PI Δ	PI LENGTH
18+00			
17+96 ⁰¹ EC	11°21'08"	205.89	157°17'55" 105°00"
17+50	8°49'50"	160.59	155°20'08" 59.08
17+00	6°05'32"	111.02	14°35'39" 12.96
TP	14	4000 ⁹⁴	-126 EL 3999 ³²
16+50	3°21'13"	61.20	4°39'42" 44.05
16+00	0°36'56"	11.24	0°4'26" 93.76
15+88 ¹² BC	0°00'		

001-101-6



v 21+00

20+00

19+00

93+0-100

50 10	91 ⁰
13 ⁰ 15	92 ¹
28 ⁰ D	92 ²
7 ⁰ 22 ⁰	93 ¹
12 ⁰ 9 ⁰	98 ⁴
8 ⁰ EP	98 ⁵

6 ¹ 50 ⁰	94 ³
33 ⁰ D	93 ⁴
7 ⁰ D	92 ¹
6 ¹ 23 ⁰	94 ¹
1 ⁰ 3 ⁰	93 ¹
17 ⁰ EP	98 ⁷

50 ⁰ 10 ⁰	97 ²
13 ⁰ 18 ⁰	97 ¹
27 ⁰ D	95 ⁴
4 ⁰ 23 ⁰	95 ¹
2 ⁰ 5 ⁰	98 ³
14 ⁰ EP	96 ⁰

147 25⁰ TP

11 ⁰	98 ⁶
10 ⁰ 14 ⁰	98 ⁵
14 ⁰ 54 ⁰	98 ¹
6 ⁰ 23 ⁰	93 ²
1 ⁰ D	93 ¹
3 ⁰ 57 ⁰	95 ⁶
50 ⁰ 10	95 ⁹

15 ⁰	98 ⁰
18 ⁰ EP	98 ⁶
2 ⁰ 54 ⁰	98 ⁰
7 ⁰ D	93 ¹
6 ⁰ 30 ⁰	93 ⁷
50 ⁰	44 ¹

+

H1

-

EL

✓ 24+00

TP

17

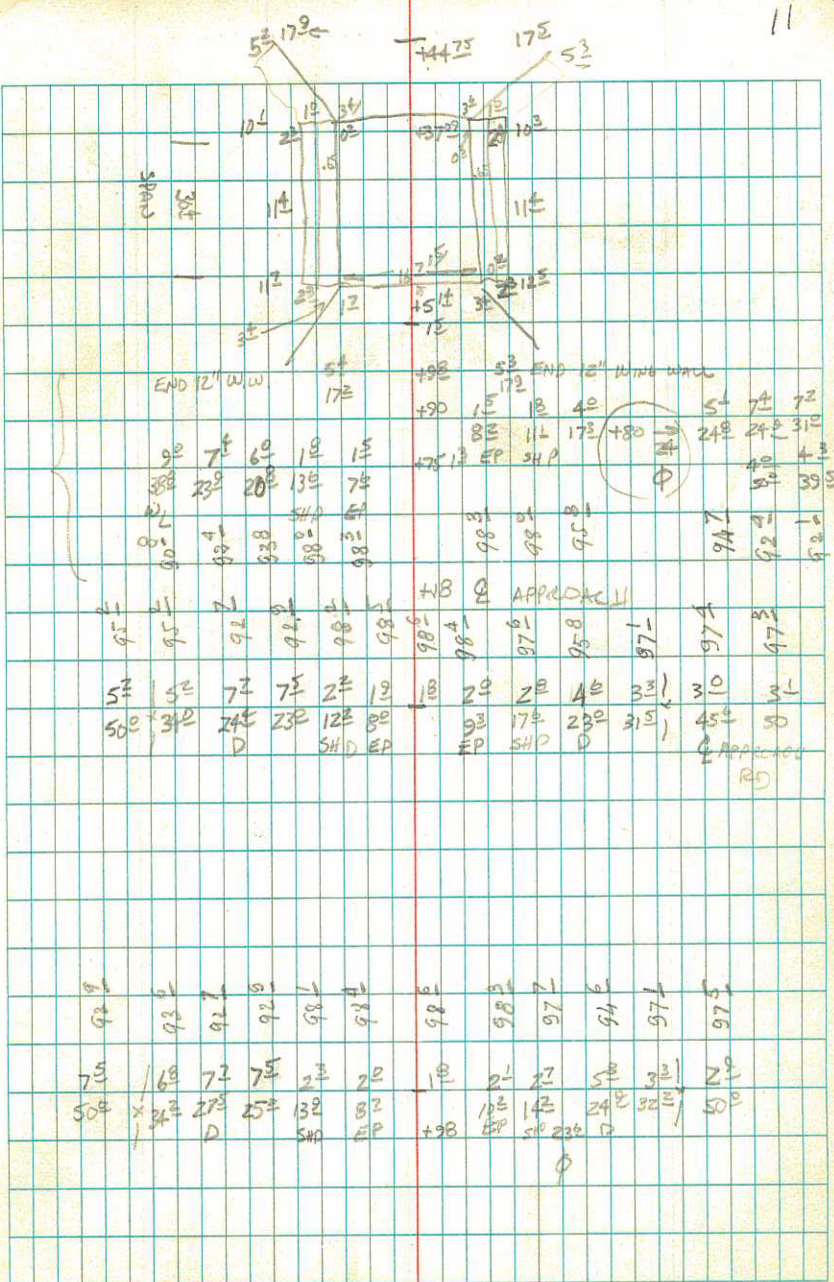
3999 ²¹

180

3998 ⁶⁴

✓ 23+00

✓ 22+00



✓ 27+00

✓ 26+00

✓ 25+00

RENEWAL @ +20'

+50' @ RD

+18 22' @ TT

20	22	210	15	15	13	15	12	70
310	270	D	92	82	100	120	240	
			SHD	EP	EP	SHD		WL
91	97	95	98	98	98	98	98	91

94	94	95	97	98	98	97	97	91
			310					

5'	5'	4'	2'	1'	1'	2'	2'	7'
31'	28'	18'	10'	7'	9'	12'	21'	
			SHD	EP	EP	SHD		WL

91	92	95	98	98	98	97	97	91
8'	7'	4'	1'	1'	1'	2'	2'	7'
28'	22'	16'	8'	7'	10'	13'	22'	
WL			SHD	EP	EP	SHD	WL	

90	91	91	93	98	98	98	97	91
9'	8'	8'	6'	1'	1'	1'	2'	8'
28'	26'	24'	19'	9'	7'	8'	11'	21'
WL			SHD	EP		EP	SHD	WL

+60' @ APPROACH TO IRL GATE

30+00

✓ 29+00

✓ 28+00

57	97	99	99	99	98	57
----	----	----	----	----	----	----

$\frac{1}{2}$ 20.50
 22 25 0 100 04 15 20
 31 17 92 108 21 32
 47 47 22 TP
 TP

~~TP 32~~
~~TP 32~~
 97 97 99 99 97 96
 TP 32

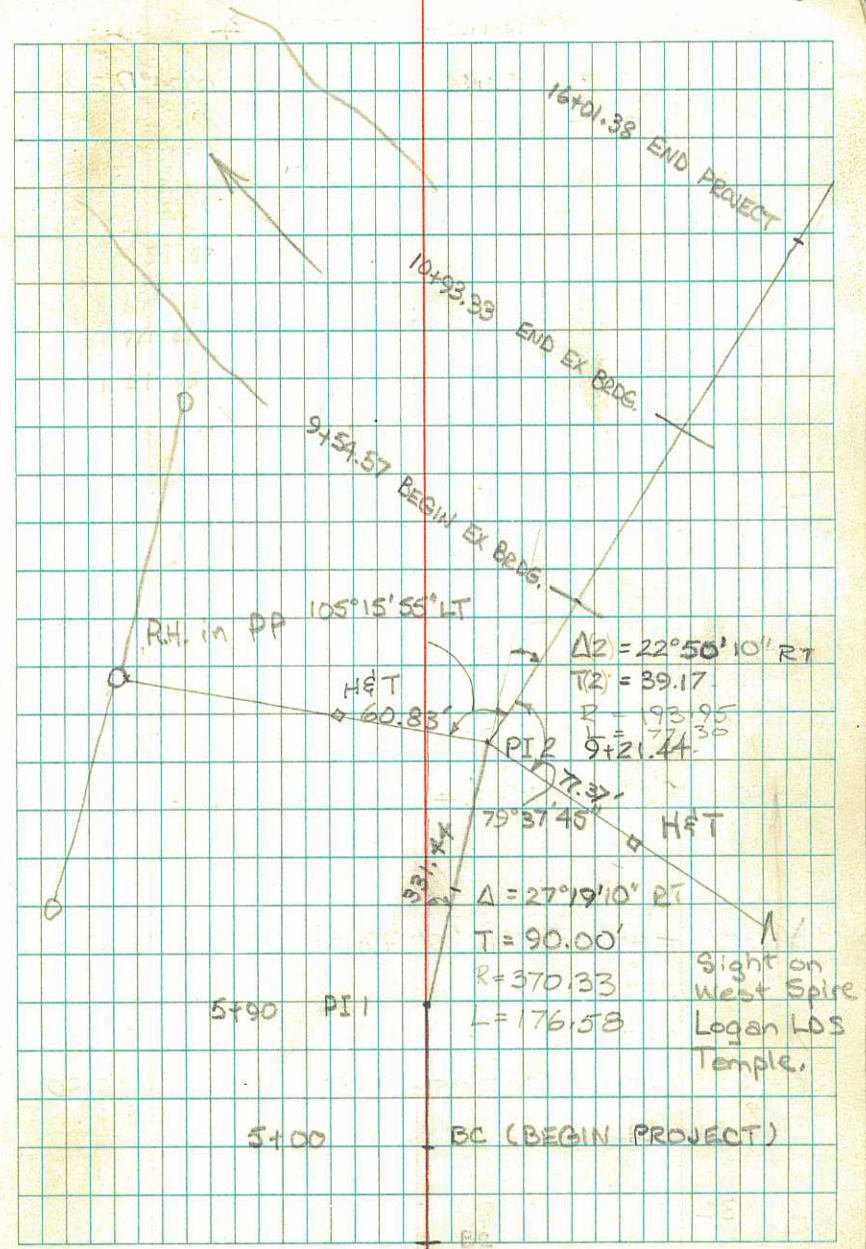
73
 26 21 0 0 0 22 30
 31 15 8 11 24 67
 HOUSE

NOV. STORE STACK

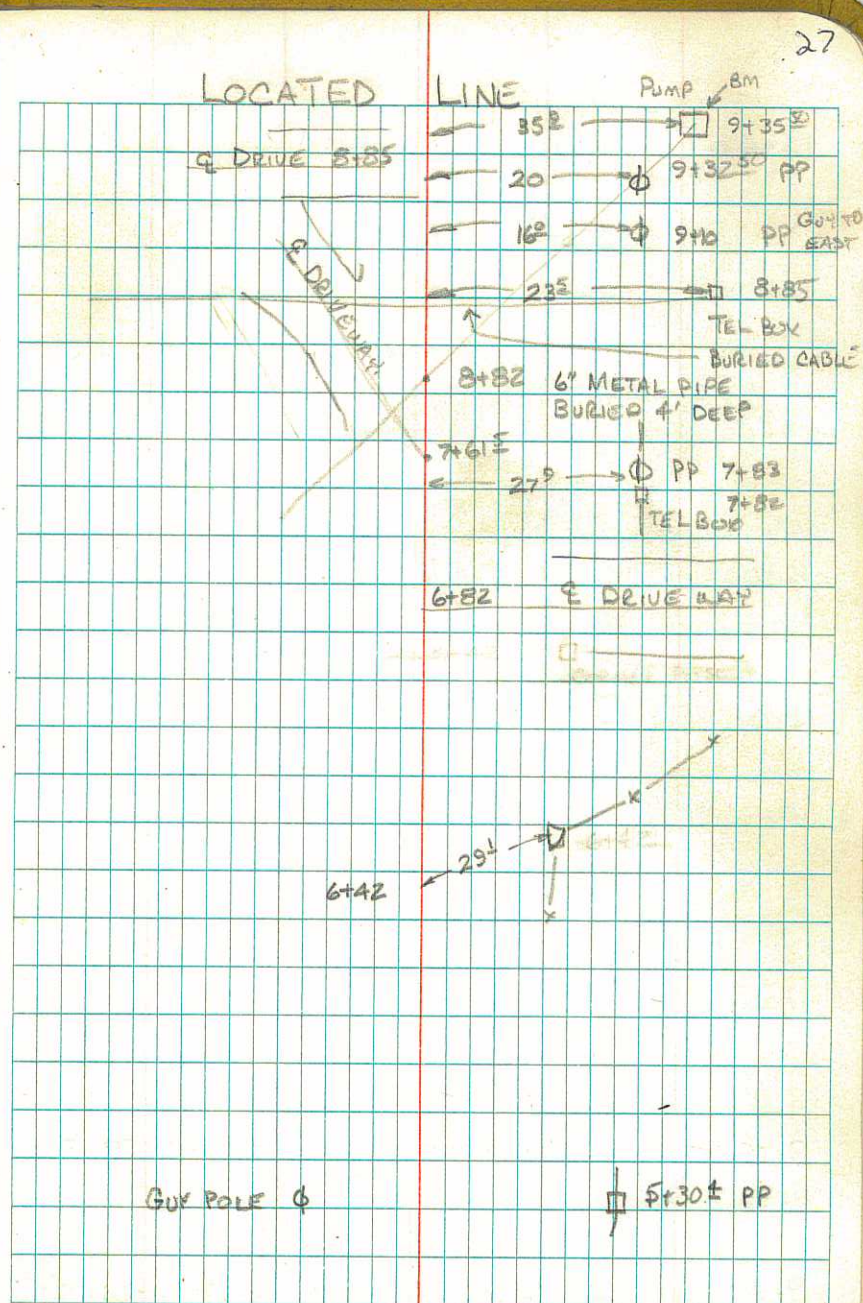
BENSON BRIDGE IMPROVEMENT

P - LINE

9+340-100



		DEFLECTION	LENGTH	P. I METHOD 4	I LENGTH
9+00	T=99.17 R=193.95 $\Delta=72^{\circ}50'16''$	2°55'55"	19.84	3°00'04"	19.38
BC 8+80.85	L=77.30				
8+00					
7+00					
6+76.58		13°39'35"	174.91	152°40'51"	90.00
		"	71.03		
6+50		11°36'14"	148.98	159°49'13"	63.46
6+00	T=90.00' R=370.33 $\Delta=77^{\circ}9'10''$	7°44'09"	99.70	123°13'55"	16.04
5+50	L=176.58	3°52'05"	49.96	4°47'52"	40.30
BC 5+00		3°51'0"			



15+00

14

14+00

13+00

13+00

12+00

12+00

11+00

10+90.87 BRIDGE

10+00

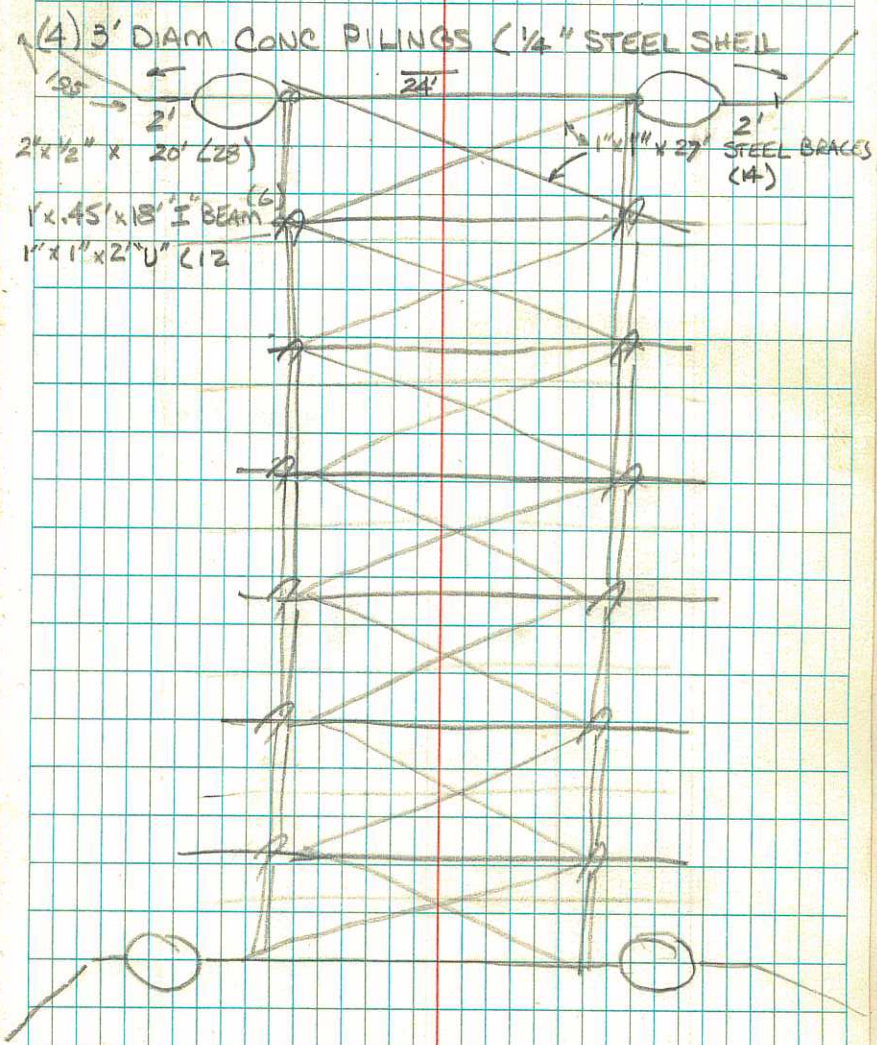
9+58.15 11°25'05" 76.79' 157°09'50" 39.17

9+52.11 BRIDGE

9+50 10°12'51" 68.78' 156°50'45" 31.02'

186 → ○ 13+50.5
PP#2

203 → ○ 11+02
PP# NONE



BENSON BRIDGE

34
8
2

33

(20)
(25)

- (8) 1" x 1" x 31'
- (8) 1" x 1" x 25'
- (16) 2" x 1/2" x 31'
- (16) .6' x 2" x 25' x 1/4" U BEAM
- (4) .6' x 2" x 16.3' (MIDDLE IS "V")
- (5) 2) .135' x .025' x 1.35'
- (32) .4' x 1/4" x 1'
- (8) .65' x .175' x 1/4" x U BEAM
- (4) 1.175' x 1/4" x PLATE
- (10) 1" DIAM STEEL x 27'
- (4) .65' x .175' x 1/4" x 100' U BEAM
- (2) 1.175' x 1/4" x 100'
- (110) 4" x 1/4" x 1.175'
- (18) 3" x 3" x 5'
- (4) 3" x 3" x 16.3'



* SIGNS, BOLT, NUTS, & RIVETS

7 WOOD FENCE POLES

	+	HI	-	EL	
TP#2	2 ⁹³	4419 ⁵⁴	11 ²⁹	4417 ⁵¹	BC
8+80.85 BC					
8+00					
7+00					
6+76.58 EC					
6+50					
6+00					
5+50					
5+00 BC					
TP#1	6 ⁹⁸ 11 ⁷⁰	4428 ⁸⁰ 4421 ⁹⁸	0 ¹⁶	4421 ⁸² 4410 ²⁸	3m NECOR PUMP BASE

	17.50	11 ²⁹
	20.3	8 ⁵
	22.6	6 ¹¹
	23.10	5 ⁷
	23.5	5 ³
	24.30	4 ⁵
	24.80	4 ⁰
	24.80	4 ⁰

+

H1

-

EL

7 98

286

4414 ⁶²

Bm 441425

15+00

14+00

13+00

95-40-100

LL

11

6 1/2

11

6 1/2

5

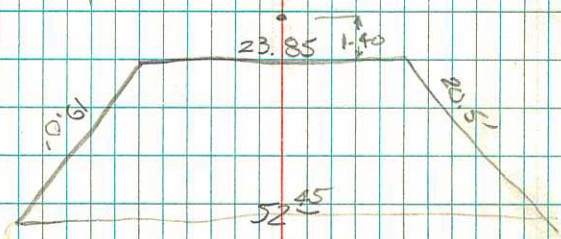
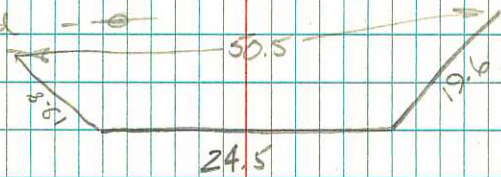
6 1/2

RECHECK OF WINGWALL ANGLE

2/27/75

Williams - Notes

Ward - 



6+00 7+00 7+19 25 END
 + HI
 HYDE PARK BRIDGE IMPROVE - EL

6+20

6+00

5+90

5+75

5+50

5+00 (BEGIN PROJECT)

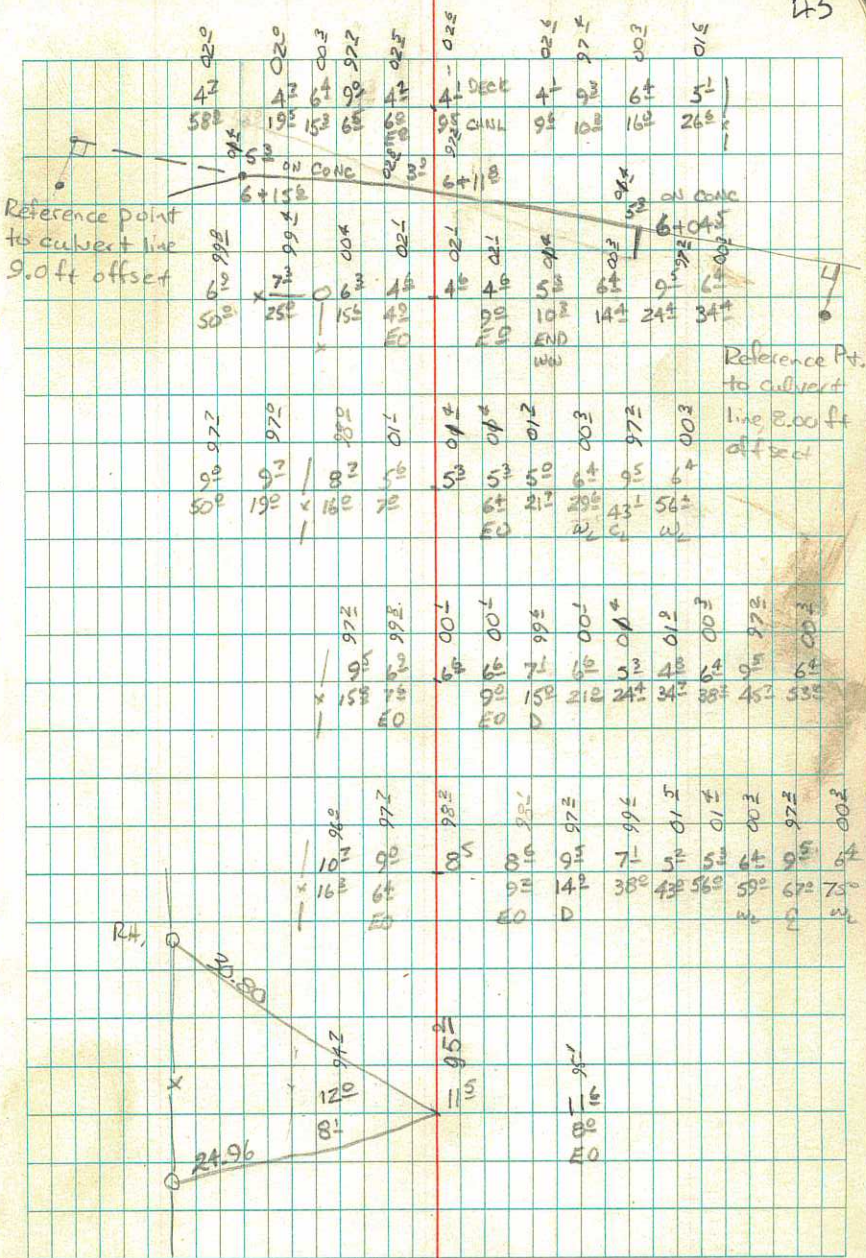
665

4506 65

4500 00

BM PP #
 RE SPICE

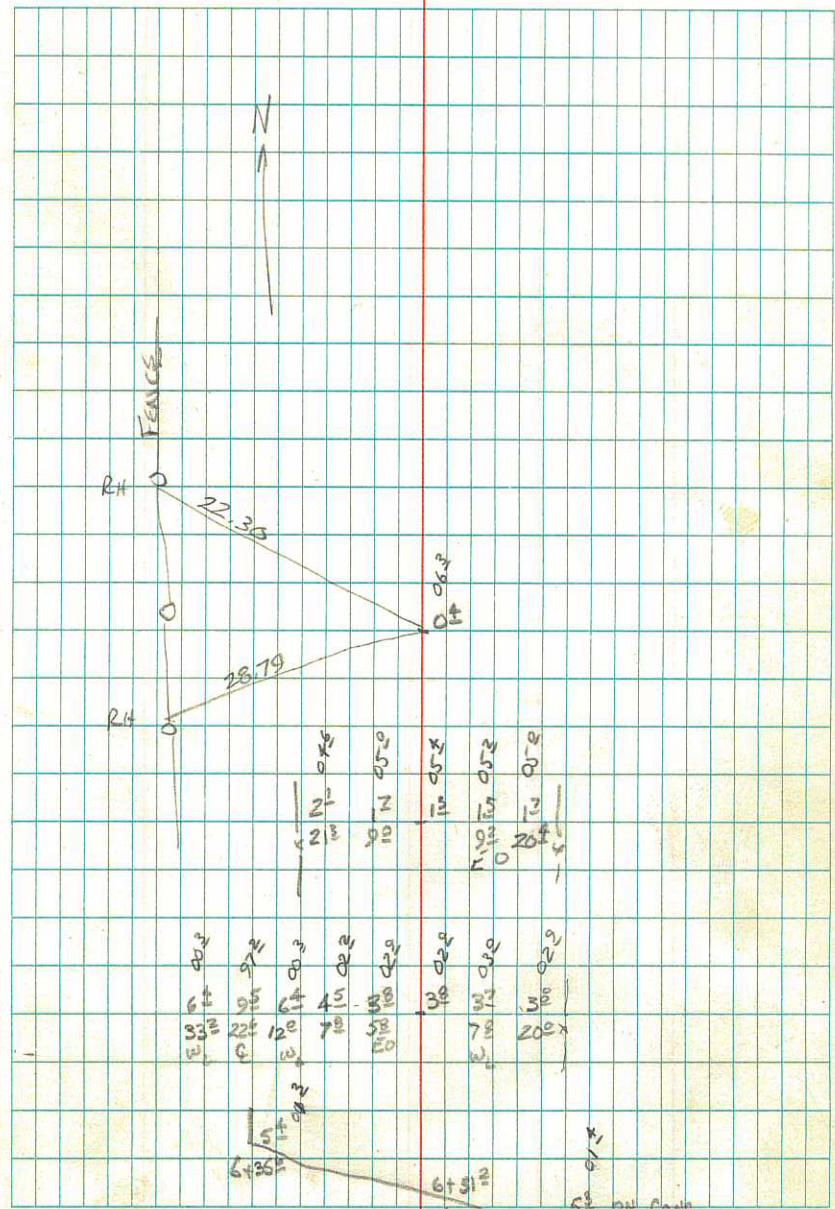
45



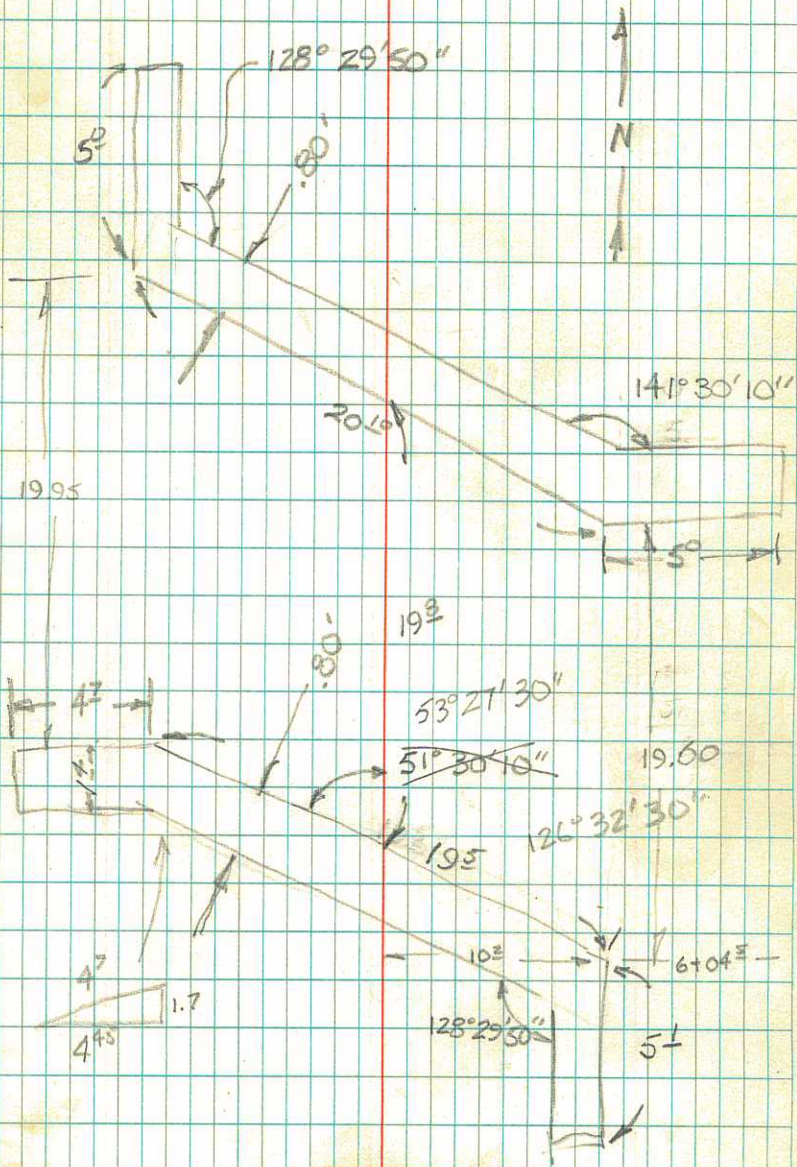
7+19.85 END

7+00

6+40



9° 33' 4"



HYDE PARK BRIDGE GUARD RAIL END

2 NOV. 77

A. HUDSON INSPECTOR / SUPERVISOR

EQUIPMENT -

BACK HOE 8:00 AM - 3:15 PM - 7 1/4 HRS

7 1/4 HRS @ \$16.50 / HR = \$119.63

2 TON FLAT BED TRUCK - 8:00 AM - 3:00 PM - 7 HRS

7 HRS @ \$8.04 / HR = \$56.28

OPERATOR / INSTALLER 8:00 AM - 3:15 PM - 6 3/4 HRS

6 3/4 HRS @ \$5.28 / HR = 35.64

SUPERVISOR 8:00 AM - 3:00 PM - 6 1/2 HRS

6 1/2 HRS @ \$6.40 / HR = 41.60

OXY-ACETYLENE WELDER OPERATOR 10:15 - 11:30 1 1/4 HRS

1 1/4 HRS @ \$5.00 / HR = 6.25

TOTAL EQUIP + LABOR = 259.40

4 YDS CONCRETE -

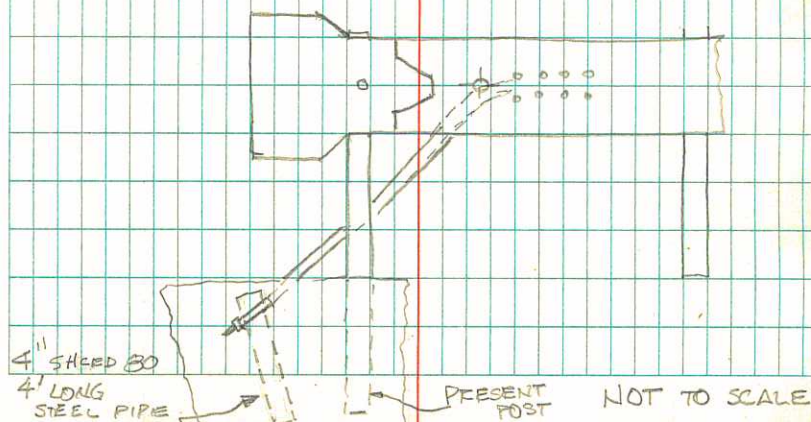
RAILING -

SYRO STEEL BILL OCT 28 77 - \$480.00

A. Hudson 2 Nov 77

ARRIVED SHOP 8:00 AM 2 NOV 77. LOADED EQUIPMENT ONTO TRUCK WITH BACKHOE. DROVE UP TO JOB, ARRIVING JOB AT 9:00 AM. SET WEST SIDE NORTH AND SOUTH ENDS BY 12:00 NOON. WELDER CUT ALL HOLES NEEDED WHILE UP ON THE JOB. SET WEST SIDE FROM 12:30 - 2:00 PM. CONCRETE ARRIVED AT 2:20 PM AND SET 5 YDS CONCRETE IN HOLES. LEFT JOB AT 3:00 PM AFTER SETTING SIGNS.

ENDS AWAY FROM TRAFFIC -



JOHNSON READY MIX

DIVISION OF

LE GRAND JOHNSON CONSTRUCTION CO.

LOGAN PLANT

BEAR LAKE PLANT

752-2000

P.O. BOX 248 LOGAN, UTAH 84321

946-3222

CUST.

ORDER NO.

DATE

197

SOLD TO

MAILING
ADDRESS

DELIVERY
ADDRESS

DESCRIPTION

AMOUNT

NO.	DESCRIPTION	AMOUNT
20	BAG MIX	5
4	CU. YDS. CONCRETE @	
	LBS. CALCIUM CHLORIDE @	
LEFT PLANT	ARRIVED JOB	2:20
LEFT JOB	WAITING TIME	
UNLOADING TIME IN EXCESS OF 30 MINUTES WILL BE CHARGED AT THE RATE OF \$14.00 PER HR.		
TRUCK NO.	DRIVER	PARTIAL LOAD CHG.
WATER ADDED ON JOB, AT CUSTOMER'S REQUEST		SUB TOTAL
ADDITIONAL WATER ADDED TO THIS CONCRETE WILL REDUCE ITS STRENGTH. ANY WATER ADDED IS AT CUSTOMER'S OWN RISK.		TAX
		TOTAL

TERMS OF SALE: Attempt will be made to discharge concrete at location specified by buyer. In event Buyer or this agent orders delivery beyond curb line, Company will not assume liability for damage to sidewalks, driveways, or other property.

ACCOUNTS PAYABLE AND PAYABLE 10TH OF MONTH FOLLOWING DELIVERY.

A FINANCE CHARGE OF 1% PER MONTH (18% ANNUAL PERCENTAGE RATE) WILL BE CHARGED ON ALL PAST DUE BALANCES. I AGREE TO PAY ALL COSTS OF COLLECTION INCLUDING A REASONABLE ATTORNEY FEE INCURRED IN COLLECTION.

No. 075433

RECEIVED BY AND
TERMS AGREED TO

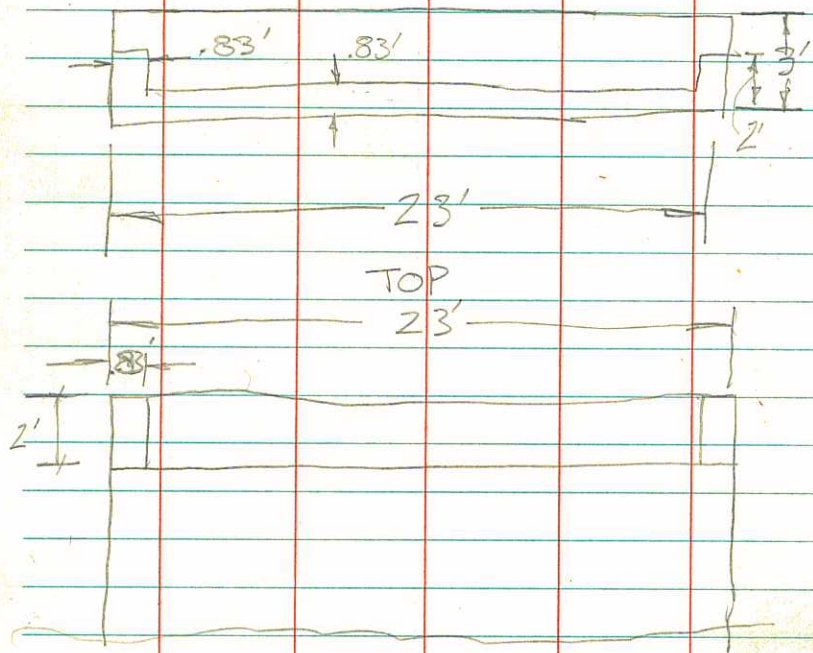
OWNER
OR AGENT

®

5213

92

NOTES: Steel Truss Bridge
 Rating: 12 tons
 No Wingwalls
 Abutments ↘



FRONT

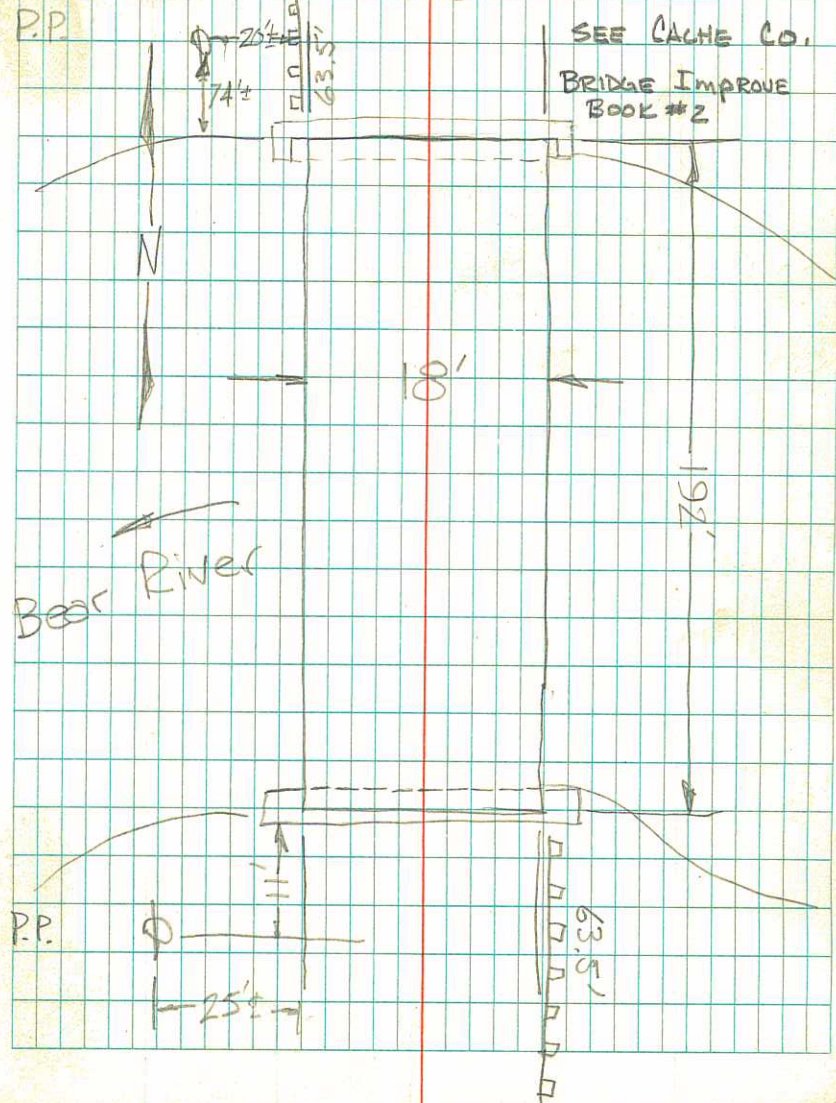
66

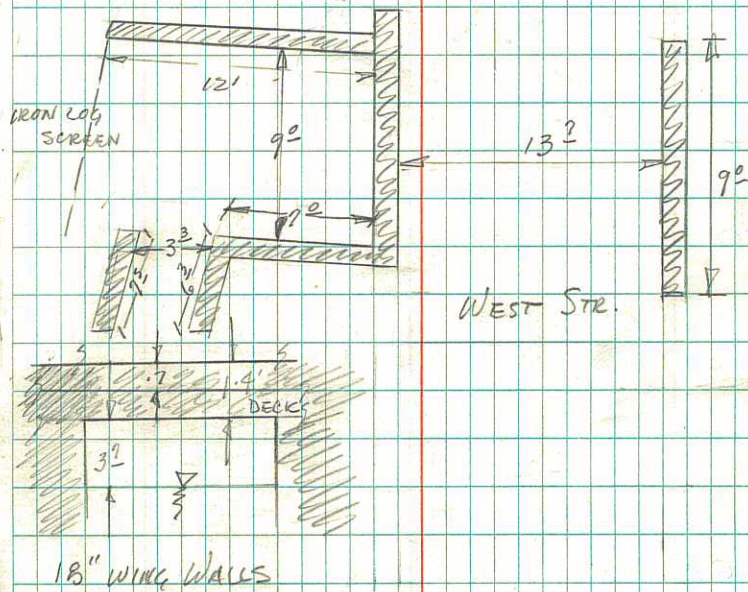
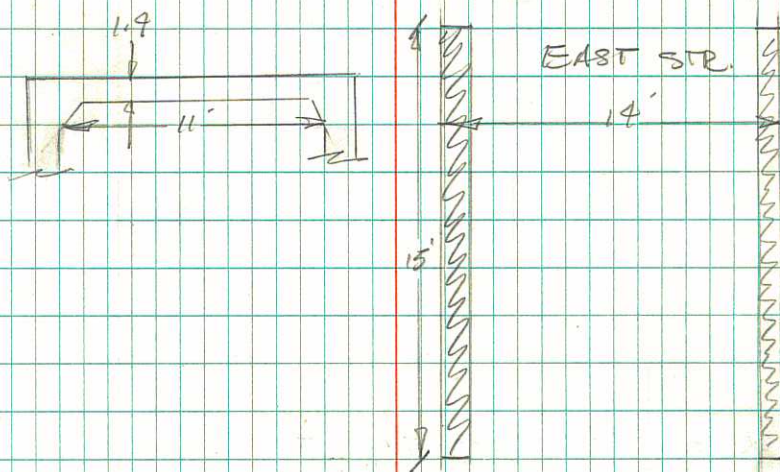
Bear River BRIDGE

1 1/2 MILES SOUTH OF AMALGA

NOTES - Williams CR 341(2)

SEE CALHE CO.

BRIDGE IMPROVE
BOOK #2



11+22 TOP

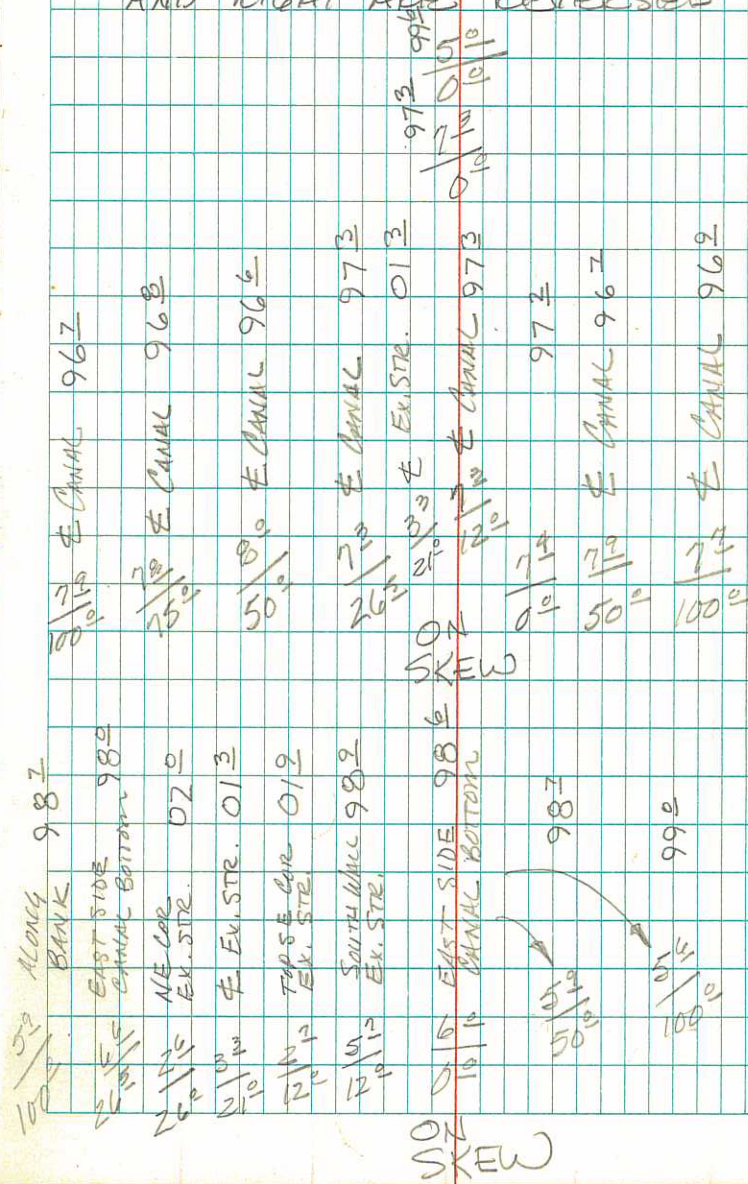
11+17¹⁶ WEST EDGE

11+09 ♀

11+04 EAST EDGE

NOTE:

THIS PAGE ONLY; LEFT AND RIGHT ARE REVERSED



+ HI - ELEV

11+38⁶⁶ E @ OF WEST DITCH

11+36¹⁶ WATER LEVEL

11+31¹⁶ TOP BANK

3 30 4503³⁰

BM
4500

11+28¹⁶ TOP

9.10.100

994
100⁰⁰
4⁰⁰
35⁰⁰

001
4⁰⁰
0⁰⁰

992
1⁰⁰
0⁰⁰

S. EDGE ROAD 013
3⁰⁰
13⁰⁰

M. EDGE ROAD 011
3⁰⁰
26⁰⁰

004
4⁰⁰
85⁰⁰

ON SKEW

95⁸
7⁵
100

95⁸
7⁵
50

96¹
7⁵

40 993 6 972
10 993 6 972

ON SKEW 20 26 26 39 50

FLAT BRIDGE 965
TOP BRIDGE 002

C BRIDGE 004
TOP BRIDGE 003

HI 967
LOG CATCHER 967

968
65
66
66
67
65

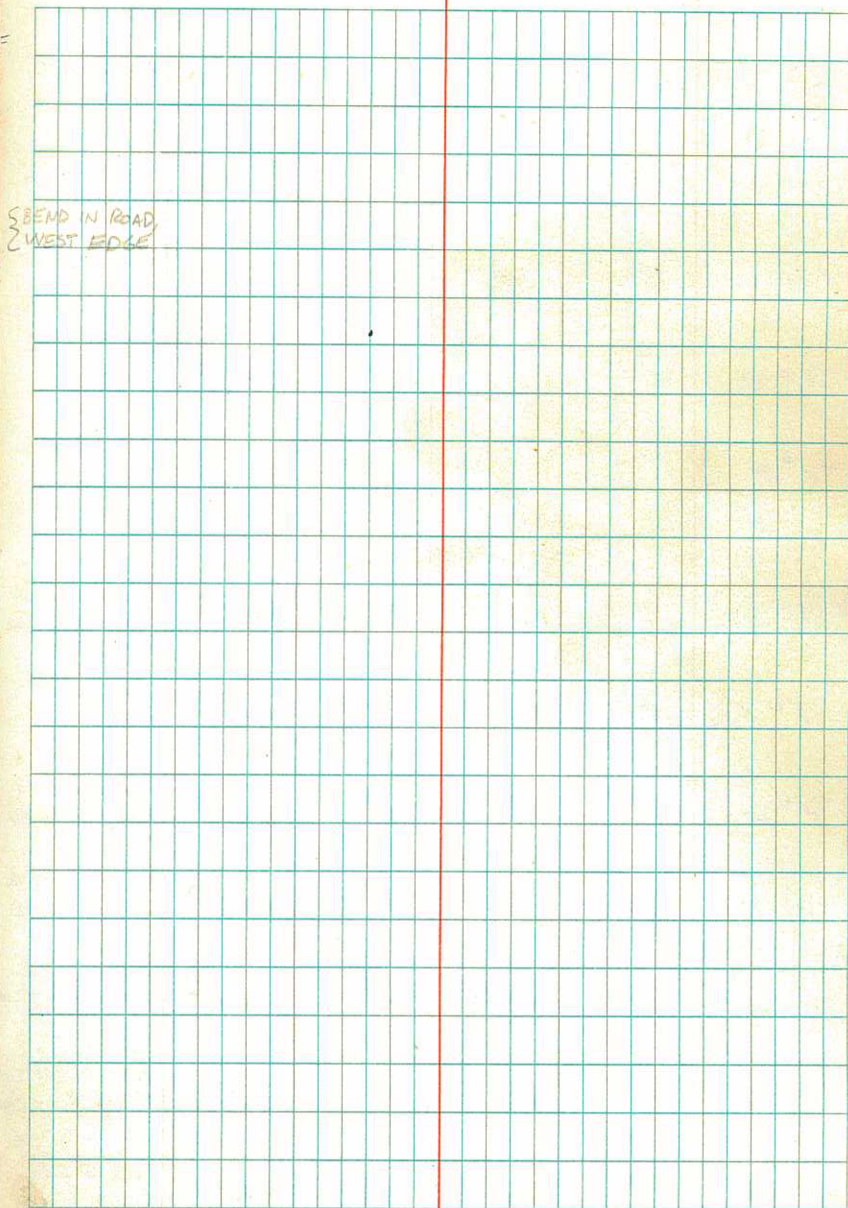
6965
67
100

	+	HI	-	ELEV	
LEVELS FOR BRINGING UP B.M. FOR					
BRIDGE IMPROVEMENTS					
Φ HOANH					
T WORD					
NOTES WILLIAMS					
TP #10	5 ⁵⁰	4416 ⁵³	4 ⁷⁵	4411 ⁸⁸	TEMP POINT IN FARMERS FLD.
TP #9	5 ¹⁶	4415 ⁴⁰	4 ³⁷	4411 ⁰³	TEMP POINT IN FARMERS FIELD
TP #8	4 ⁸⁵	4417 ⁴⁸	7 ²⁴	4410 ²⁴	TEMP POINT IN FARMERS FIELD
TP #7	5 ¹⁵	4417 ²⁰	5 ²⁷	4412 ⁶²	TEMP POINT IN FARMERS FIELD
TP #6	4 ⁷⁴	4418 ⁰⁶	5 ³¹	4412 ⁷⁵	TEMP POINT IN FARMERS FIELD
TP #5	4 ⁵⁷	4418 ⁴³	5 ¹¹	4413 ³²	TEMP POINT IN FARMERS FIELD
TP #4	5 ²⁴	4418 ³⁷	4 ⁶¹	4413 ⁷⁶	TEMP POINT IN FARMERS FIELD
TP #3	0 ⁹¹	4418 ⁰⁵	4 ³²	4413 ¹³	NAIL IN FARMERS PLOWED FIELD
SEPT 4, 1974					
TP #2	2 ⁶⁵	4419 ²⁹	2 ⁶⁵	4417 ¹⁴	P. POLE #119
TP #1	5⁶³ ^{6⁹⁵}	4416 ⁷⁷	6⁹⁵ ^{3⁹³}	4412 ⁸⁴	P. POLE #122
BM			3 ⁴⁶	4413 ³¹	

LEVELS CHECK

	-	HI	+	ELEV
TP #21	3 ⁴⁴	4416 ⁷⁴		4413 ³⁰
TP #1A	6 ¹²	4419 ⁷⁹	3 ⁰⁷	4413 ⁶⁷

STA	+	HI	-	EL	DESC.
TP # 23	5 ²⁸	4427 ⁵²	3 ³⁷	4424 ¹⁵	POINT IN CONCRETE IN WEST EDGE OF 1/2" DIPS, EAST OF ROAD.
TP # 22	4 ⁰⁵	4427 ²⁵	5 ⁵¹	4422 ²⁴	TEMP POINT IN EDGE OF ROAD
TP # 21	5 ²⁰	4428 ⁵⁶	4 ³⁷	4423 ⁶⁹	EAST RIM OF SIPHON (MARKED WITH "X")
TP # 20	2 ¹⁶	4428 ⁶⁴	5 ²⁸	4423 ³⁶	TEMP POINT IN EDGE OF ROAD
TP # 19	5 ³⁵	4428 ³³	1 ⁸⁵	4426 ⁴⁸	NAIL IN PP #19
TP # 18	6 ⁷⁴	4428 ³²	5 ³⁴	4422 ⁹⁸	ROCK AT EDGE OF ROAD
TP # 17	6 ⁰⁹	4426 ⁸⁸	5 ³⁰	4421 ⁵⁸	ROCK AT EDGE OF ROAD
TP # 16	6 ⁷⁴	4426 ⁴⁵	5 ⁶⁶	4420 ⁷⁹	TEMP POINT AT EDGE OF ROAD
TP # 15	6 ⁰²	4422 ⁸⁴	3 ¹³	4419 ⁷¹	ROCK AT EDGE OF ROAD
TP # 14	6 ³⁰	4419 ⁷⁸	3 ⁸⁶	4415 ⁹²	ROCK AT EDGE OF ROAD
			3 ⁷⁵	4415 ³⁶	OLD BK BENSON-NWT
TP # 13	2 ⁰⁰	4419 ¹¹	5 ⁶³	4413 ⁴⁸	TEMP POINT AT EDGE OF RD
TP # 12	7 ⁰⁷	4419 ³⁶	3 ¹⁵	4416 ²¹	PP # 12 (REAL PT NWT BRDG)
TP # 11	6 ⁰⁴	4417 ⁹²	5 ⁶³	4412 ²⁹	TEMP POINT IN FARMS FIELD



	+	#1	-	EL	
TP # 5B	3 ⁷⁰	4427 ¹⁴	4 ¹⁸	4422 ⁹⁶	POINT IN E OF ROAD
TP # 4B	4 ⁶²	4428 ⁴³	4 ⁹⁹	4423 ⁴⁴	POINT IN E OF RD
TP # 3B	5 ⁷⁶	4428 ⁹⁷	5 ¹⁶	4423 ⁸¹	POINT IN E OF ROAD
TP # 2B	12 ³⁹	4428 ³⁹	5 ¹⁸	4423 ³¹	ROCK IN EDGE OF ROAD
TP # 1B			0 ¹⁸	4416 ⁰⁹	TEMP POINT IN ROAD
* TP # 31	1 ⁵²	4416 ²⁷	5 ²⁹	4410 ²⁸	NE CORNER OF CONC. BOX FOR PUMP BASE.
TP # 30	0 ⁶⁰	4422 ⁴⁰	7 ⁶³	4414 ⁷⁵	NAIL IN PP #30
TP # 29	5 ²⁹	4428 ²⁵	6 ³⁵	4421 ⁸⁰	TEMP POINT IN EDGE OF ROAD
TP # 27	2 ¹⁶	4429 ¹⁰	5 ⁵⁵	4423 ⁵⁵	TEMP POINT IN EDGE OF ROAD
TP # 26	2 ²⁶	4428 ⁴²	1 ⁴⁸	4426 ⁹⁴	NW CORNER OF CONC IRR STRC. ON
TP # 25	5 ¹⁰	4427 ²¹	1 ⁰⁵	4426 ¹⁶	NAIL IN PP WITH SPIKES FOR CLIMBING
TP # 24	3 ⁷⁶	4427 ⁹¹	5 ⁸⁰	4422 ¹¹	ROCK IN EDGE OF ROAD

$$\Delta = 22^{\circ} 42' 05''$$

$$T = (109' + 101') / 2 = 105'$$

$$T = R \tan \frac{\Delta}{2}$$

$$R = 523.06$$

$$L = 207.24$$

C1 55'

16
12

32
160

192

700
21700

40 3
25 25
3000 700
12000 24500

