

RS-0553(3) FINAL ALIGNMENT

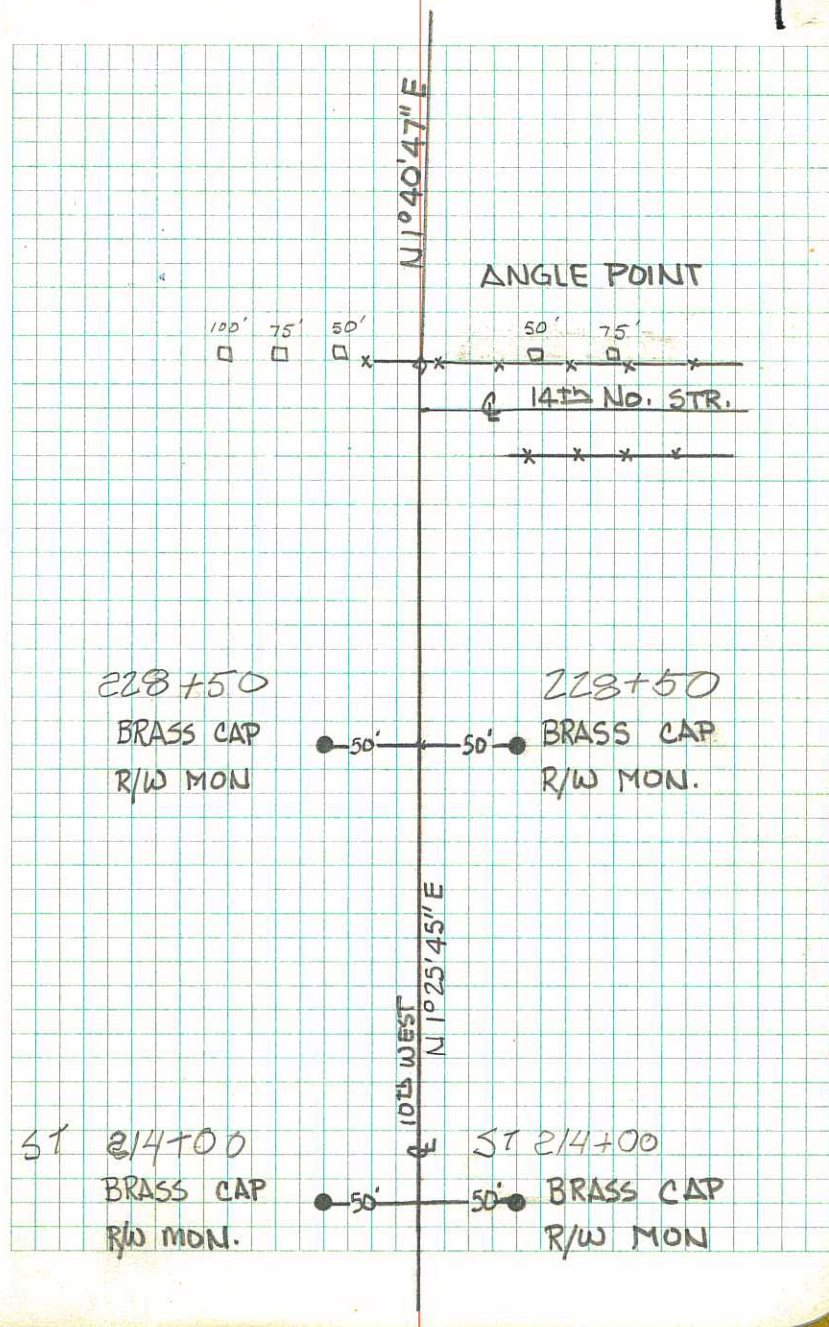
CACHE CO.  
ENGINEER  
PROJECT RS-0553  
10<sup>TH</sup> WEST 14<sup>TH</sup> NORTH  
TO AIRPORT RD.  
FINAL  
ALIGNMENT



231+35 ~~25~~ BK 0+00.00AH

231+00

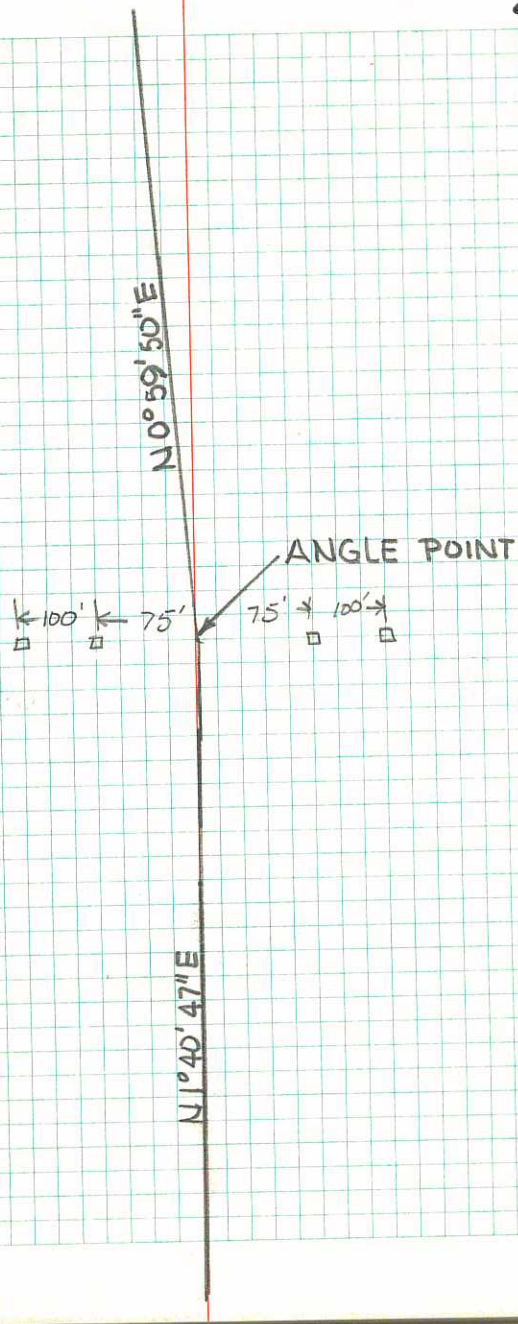
SET RP'S IN  
LINE AT 50', 75'  
ON EAST AND 50'  
75' 100' ON WEST.



24+88.39

SET RP'S IN LINE AT  
75' AND 100' EACH SIDE

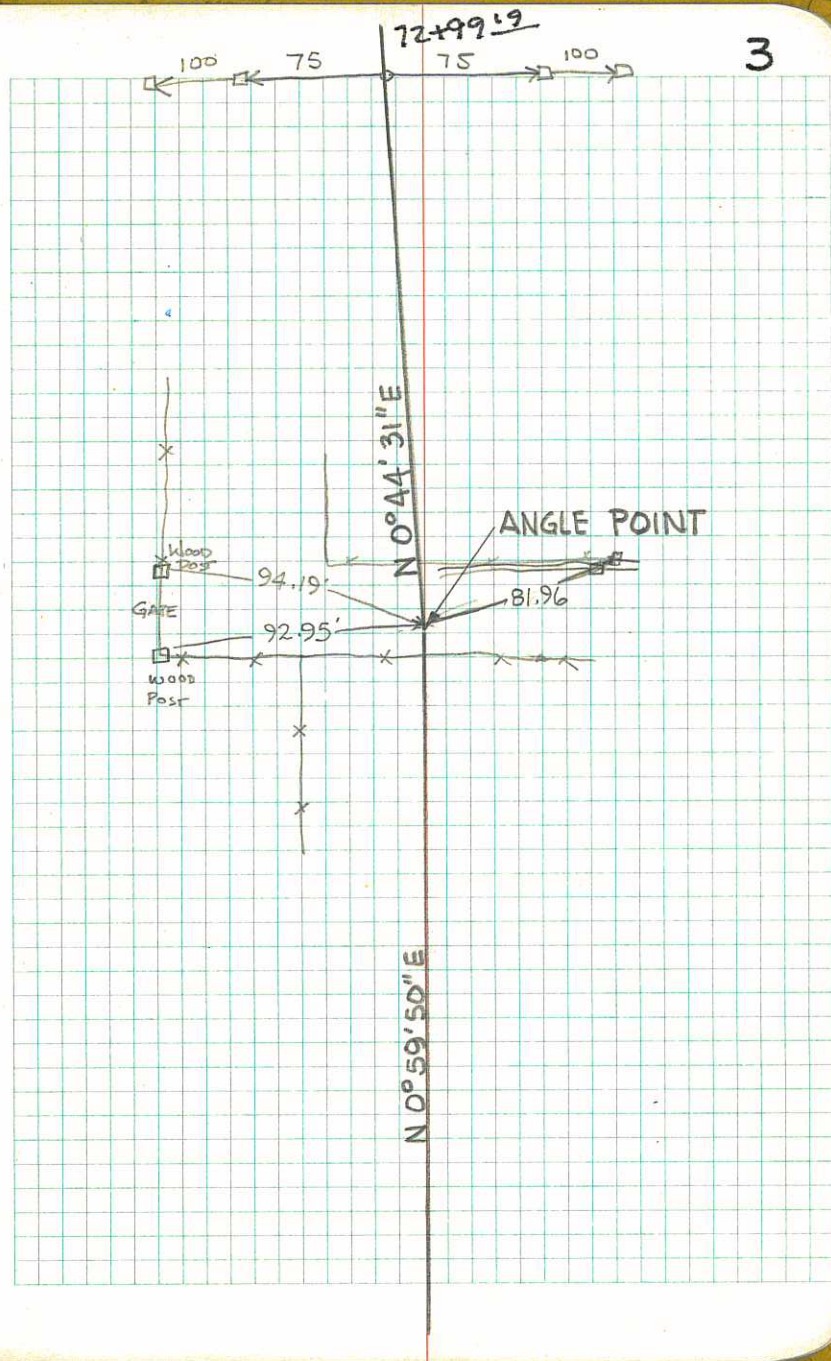
2



AIRPORT ROAD TIES 75' AND 100' IN EACH DIRECTION OF  $\perp$  POINTS IN LINE

53+66.03

No. GATE POST 94.19  
 SO. GATE POST 92.95  
 PT. ON SO DITCH BANK IN LINE WITH SO. GATE POST 81.96'  
 SIGHT IN LINE WITH PT. ON SO. BANK AND SOUTH GATE POST UNDER FENCE ON NO SIDE OF ROAD 135.63'



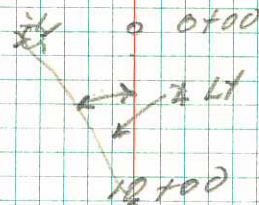
10th West  
Sun shot

April 14, 1980  
T Preston Ward  
E. Richardson  
Fair 10:20 AM ±  
Temp. 64°  
Quadrant Time

Obsv. #	BS.	Horiz.	vert	Quadrant Time
# 5	10+00 to 0+00	44° 37' 30"	320° 55' 30" <del>to</del>	10:44
# 4	10+00 to 0+00	45° 01' 05"	319° 55' <del>to</del>	10:41
# 3	10+00 to 0+00	46° 57' 15"	319° 59' 30" <del>to</del>	10:38
# 2	10+00 to 0+00	46° 51' 30"	319° 10' <del>to</del>	10:36 <del>10:39</del>
# 1	10+00 to 0+00	50° 8' 45"	318° 37' 16" <del>to</del>	10:26

5

Set T on sta 10+00 hub. Back sighted  
on sta 0+00.

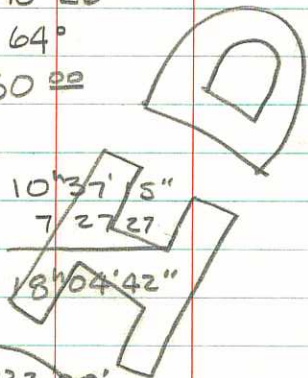


SOLAR SHOT CALL

6

DATE APRIL 14, 1980  
 HORZ  $\angle$   $46^{\circ}41'09''$   $45^{\circ}51'50''$   
 VERT  $\angle$   $319^{\circ}51'49''$  ALT  $49^{\circ}51'49''$   
 LCT 10:39 AM  
 LONG  $111^{\circ}51'46''$   
 LAT.  $41^{\circ}45'26''$   
 TEMP  $64^{\circ}$   
 ELEV. 4450 <sup>02</sup>

TIME  
 CORR FOR LONG  
 GCT



SUN'S d Ob  $N 9^{\circ}23'00''$   
 CORR  $.90 \times 18'' 04'42'' = 16'16''$   
 $9^{\circ}23'00'' + 16'16'' = 9^{\circ}39'16''$

REFRACTION PARALAX  
 $-.80 (.97) (.86) + .13 = .5374' = 32''$   
 $49^{\circ}51'49'' - 32'' = 49^{\circ}51'17''$

$\cos Z = .7098 =$

$N 1^{\circ}54'16'' E$

$2^{\circ}25'15.04$

TIE TO SEC. COR.

SET UP ON STA. 53+66.03 IN C. OF  
2200 NO. STREET BACKSIGHT ON END  
OF PROJ. POINT IN C. OF AIRPORT ROAD  
TURNED ANGLE TO THE RIGHT TO THE  
SEC CORNER AND MEASURED DIST.

HORIZ. & SLP DIST. VERT. & HORIZ. DIST.

89°05'30" 1313.74 89°47' 1313.73

8

END PROJ.

o

SEC. COR.

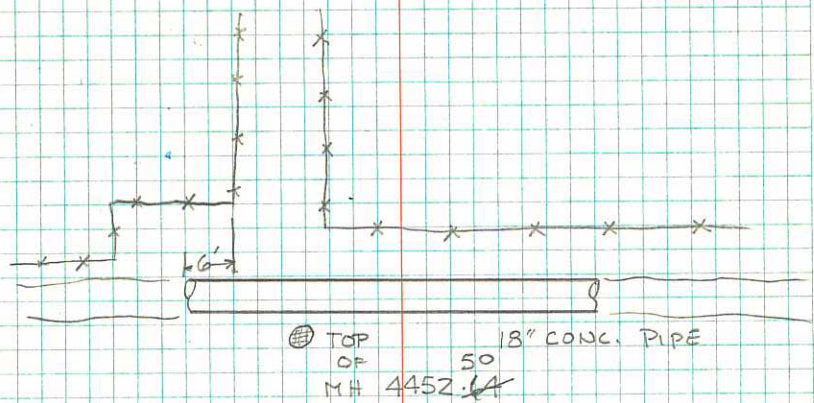
o

STA 53+66.03

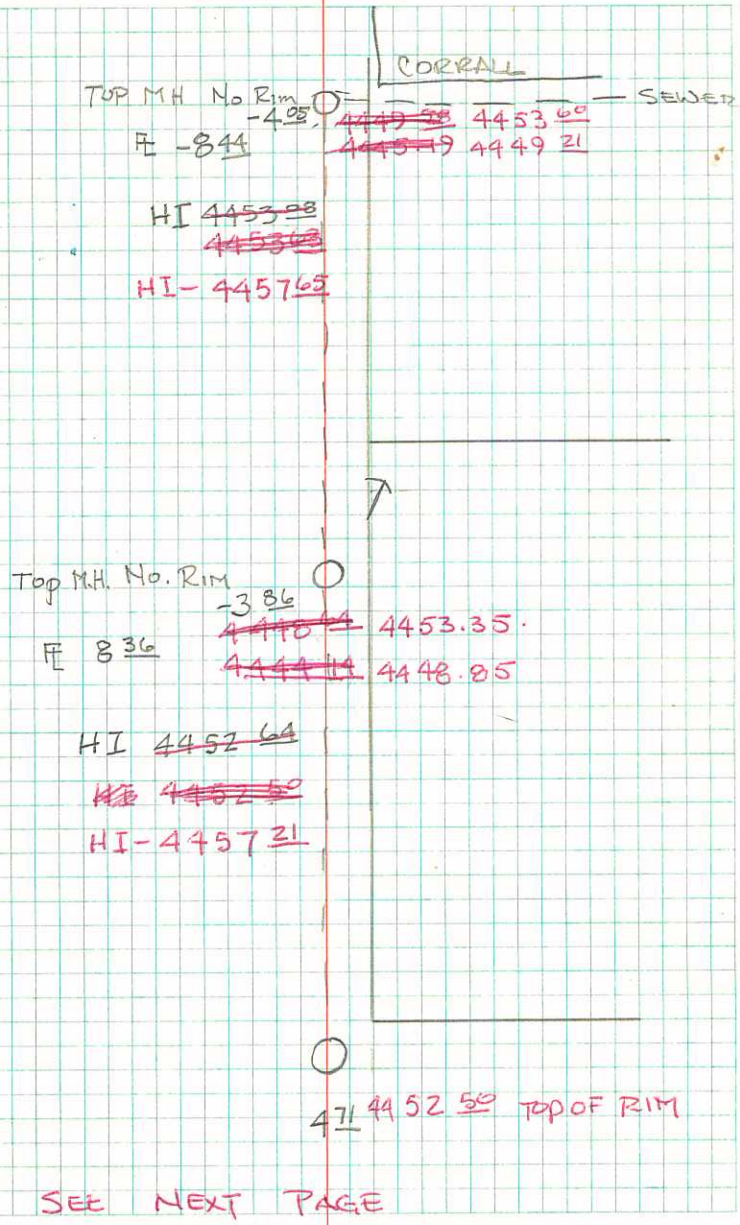


TIES TO NO. LOGAN SEWER  
M.H. AND UTILITIES

11-5-80 PM Sunny WARM 60°  
P. WARD, S. RUSSELL



	+	HI	-	ELEV	HI
				ELEV	HI
BM	EL	5076			
			-550		5626
	519			5107	
			-569		5676
	+536	5219		5140	
			-625	4683 <small>536</small>	5765
	+402	5308		5363	
TP1					
CONC. PIPE #			-358	EL 4906	5721
1400 No M.H.					
	+471	<del>5708</del>			5250
		<small>358</small>			
		4906			



	+	HI	-	ELEV.
			-4 71	4452 50
TP 4	+ 3 58	4457 21		
			-4 02	4453 63
TP 3	+ 6 25	4457 65		
			-5 39	4451 40
TP 2	+ 5 69	4456 76		
			-5 19	4451 07
TP 1	+ 5 50	4456 26		
BM #2	pg. 14	BOOK #	10th WEST	4450 76

MH A2 →

NORTH RIM  
 ROD - 4 08  
 HI - 4457 65  
 EL. - 4453 60

FLOW LINE  
 ROD - 8 44  
 HI - 4457 65  
 EL. - 4449 21

500'

MH A1 →

NORTH RIM  
 ROD - 3 86  
 HI - 4457 21  
 EL. - 4453 35

FLOW LINE  
 ROD - 8 36  
 HI - 4457 21  
 EL. - 4448 85

500'

MH LC →  
 TOP EL. 4452 50

# RESURVEY OF ALIGNMENT

SET HUB AND STAKE AT EVERY STATION  
AND UNDER EACH PROPERTY LINE

53+66.03

24+88.39

0+00 AH

12

AIRPORT ROAD

$N 0^{\circ} 44' 31''$

$0^{\circ} 15' 19''$

$N 0^{\circ} 59' 50'' E$   
2877.64

$0^{\circ} 40' 57''$

$N 1^{\circ} 40' 47'' E$   
2488.39

$0^{\circ} 15' 02''$

$N 1^{\circ} 25' 45'' E$

3-2-81

SET PROP. CORNERS

SET UP ON 0+00 BACKSITE

24+88<sup>39</sup> SET HUB AND TACK

WITH A STAKE AND LATHE UNDER  
EACH FENCE

PT A - FENCE

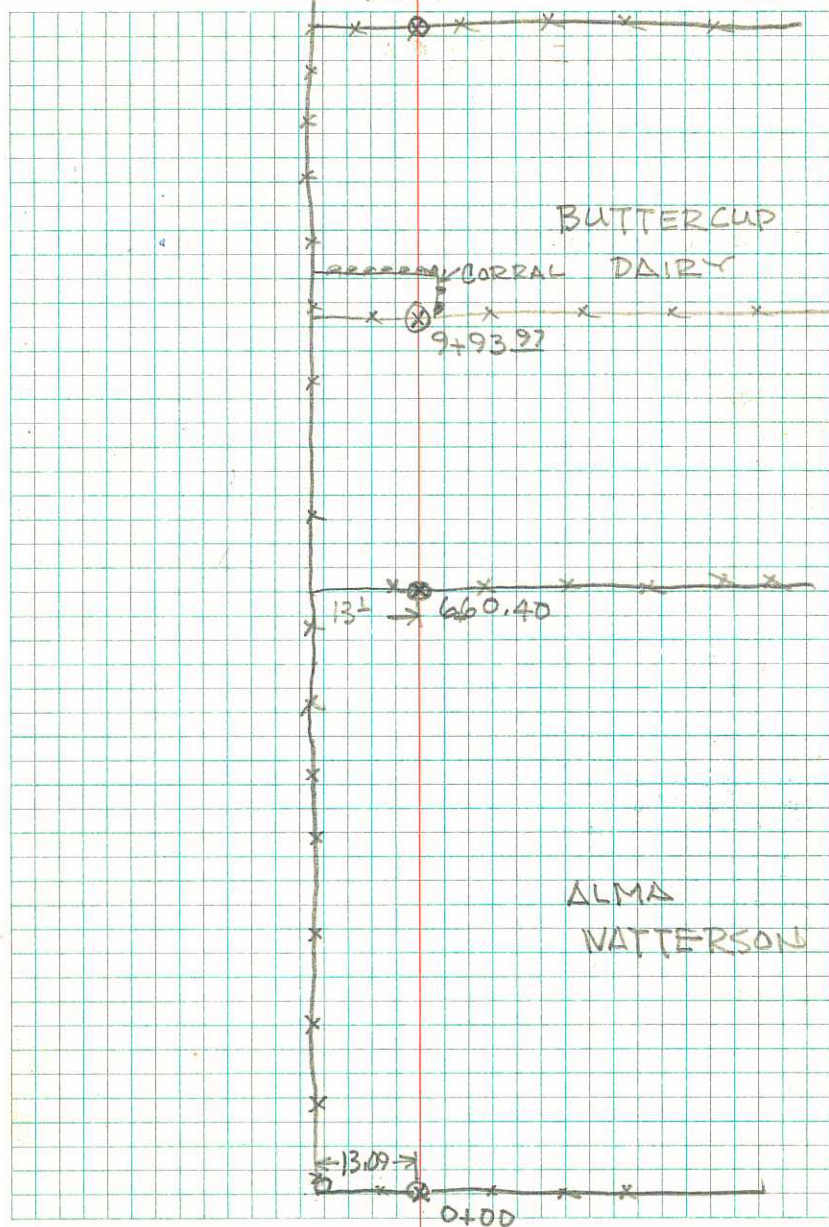
0+00 - Pt A                      1333.75    89°54'    1333.75

0+00 - FENCE                      993.97    90°01'    993.97

0+00 - FENCE                      660.40    90°08'    660.40

PT Δ 13+33.75

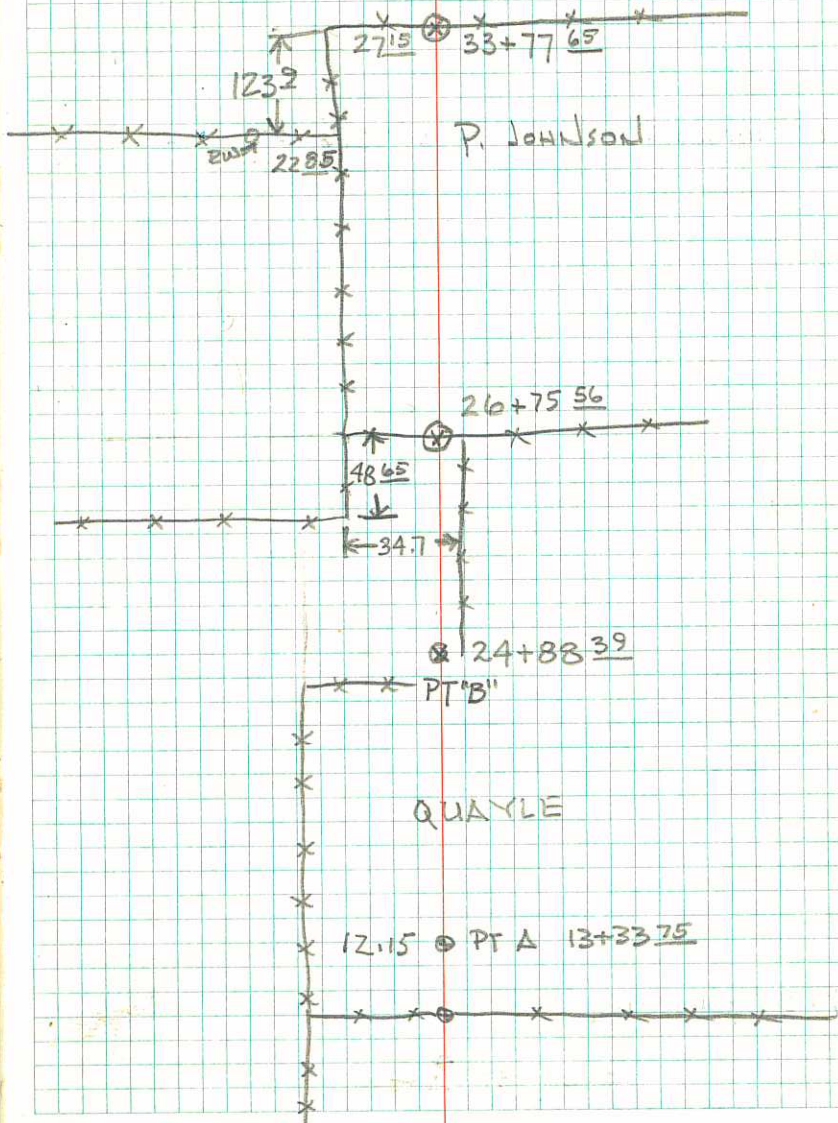
13



B - FENCE 33+77.65      889.26    270°02'    889.26

B - FENCE 26+75.56      187.17    270°25'    187.17  
 QUAYLE

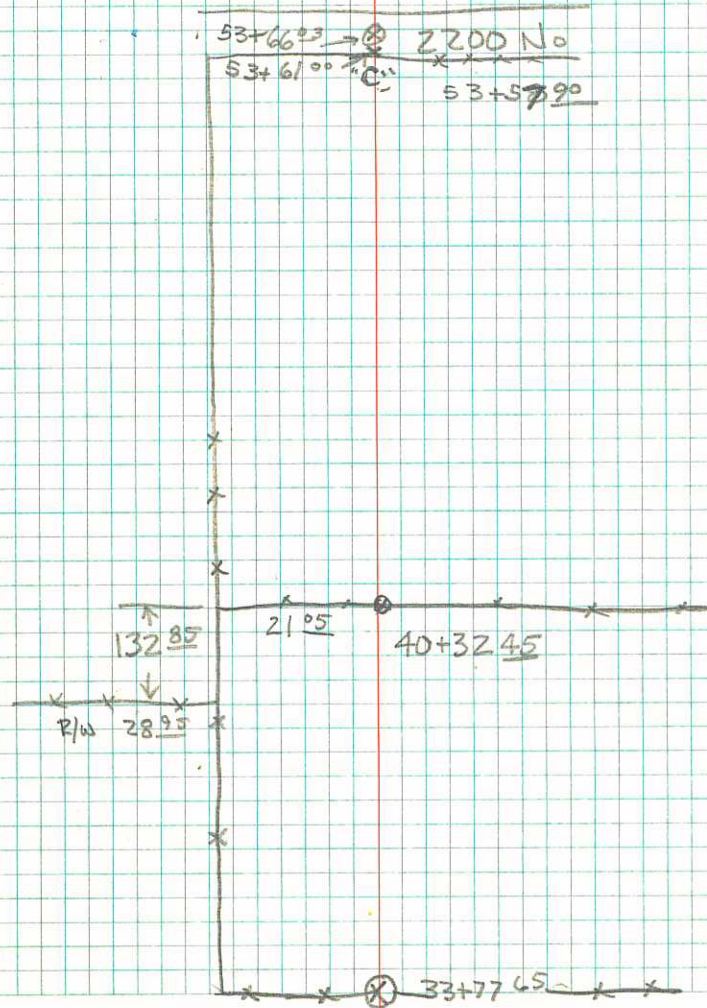
0+00 - FENCE



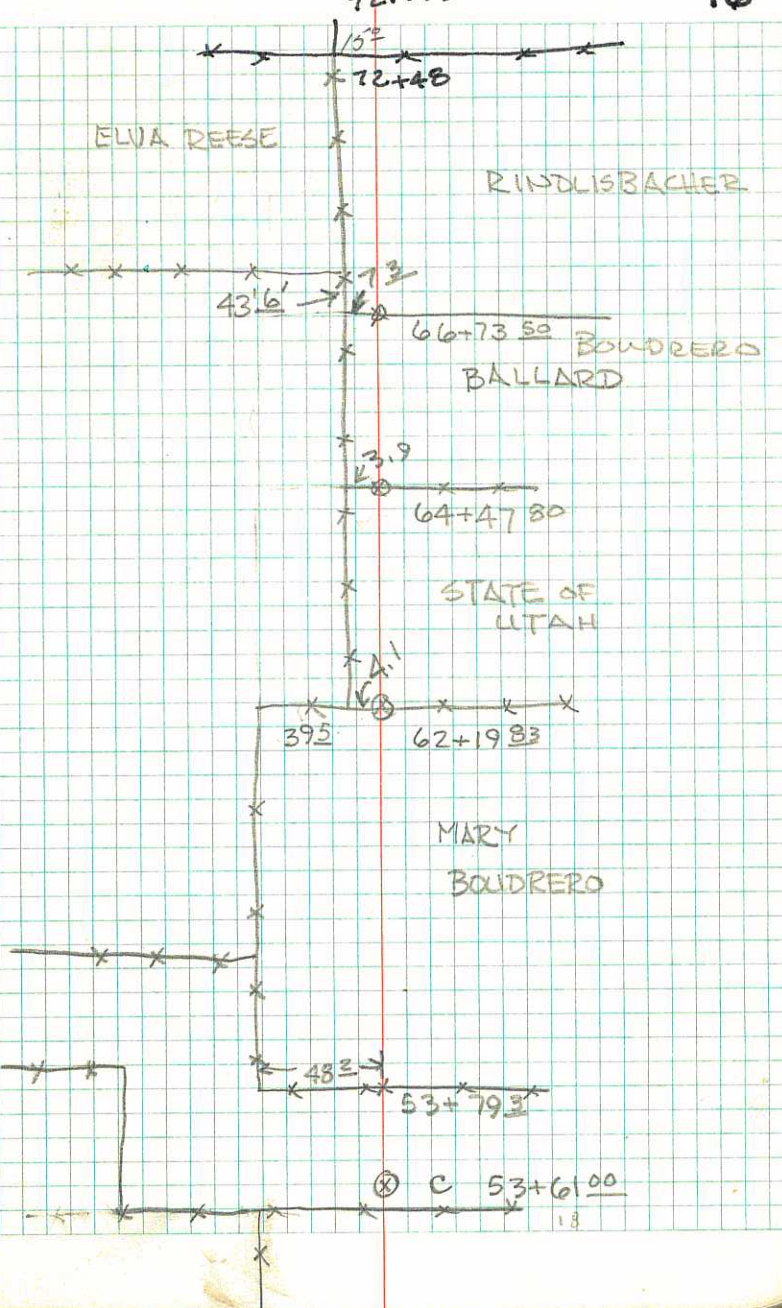
SET UP ON 5' OFFSET STA. 53+61.00

PT "C"  
 OFFSET - FENCE SOUTH 3.1' 53+57.90

PT B- FENCE 40+32.45 1544.06 269°59' 1544.06



72+99.19



C-FENCE 66+73.50 1312.50 90°05' 1312.50

C-FENCE 64+47.80 1086.80 90°03' 1086.80

C-FENCE 62+19.83 858.83 89°58' 858.83



ELEV ON R/W MON.

SCOTT T. PRESTON #

COOL (45°) WINDY, OVERCAST

APRIL 1, 1981

V<sub>7</sub> SOIST D. EL ELEV

BM<sup>(PIPE)</sup> 269-58-10 4445.48 -5.67 4445.45

ELW/ MON<sup>ZZOON</sup> 270-00-30 2854.46 -3.02 4448.10

R/W MON<sup>(EAST)</sup> 270-10-45 2572.51 +4.58 4435.70

BM<sup>PIPE</sup> 270-06-50 2506.00 +1.51 4452.63

BM<sup>HUB</sup> 270-14-50 742.18 -0.36 4450.76

BM<sup>PIPE</sup> 270-41-55 207.80 -1.07 4450.05

17

H<sub>i</sub> OF INT.

PRISM 8.24

INST 5.26

DIST. 5.84

GROUND 4451.72

4450.54

INST. HI = 4455.80

AIRPORT RD.

S.W. COR OF INTERSECTION

FAR EAST MON ON 14<sup>th</sup> NORTH

ON 14<sup>th</sup> NORTH

ALONG WEST FNC LINE EL. 4450.76

STA 26+33. RBB

4-6-81

BM LEVELS TO CHECK TENTH WEST

BM'S

WARD, LARAY 9, RUSSELL T

STA	+	HI	-	ELEV	
TP4	<u>769</u>	58.66	<u>714</u>	4451.52	R/W LT 228+50
TP3	<u>998</u>	60.30	<u>933</u>	50.97	CONC PIPE
TP3	<u>480</u>	62.39	<u>1207</u>	50.32	
TP1	<u>822</u>	<u>6252</u>	<u>493</u>	57.59	
BM 1000 N, FROM CR 343(3)				ELEV. <u>4454.30</u>	

	+	.HI	-	ELEV	
				893	R/W STA 214-LT 52.78
RTP 4			604	55.67	
	946	61.71			
RTP 3			789	52.25	
	994	60.14			
RTP 3			856	50.20	
	464	58.76			
RTP 1			471	4454.12	
	471				
BM			697	4451.86	WATTERSON 2" PIPE
	731	4458.83	731		

	+	HI	-	ELEV
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CLOSURE =  $\frac{.06}{5280} = 1:88,000$

RTP 5	6 <u>93</u>	61.85		
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			742	54.36	1000 N 1000 W BM 54.30
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RTP 5	6 <u>65</u>	62.32		
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			740	54.92
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BM'S FOR RS-0553 (3)  
 START AT 2" PIPE ON WATTERSON'S  
 PROP LINE.

STA.	+	HI	-	ELEV
R/W MON ON JOHNSON RT.			437	47.50
	435	51.87		
			627	47.52
	470	53.72		
TP 2" IRON PIPE			513	49.09
R/W MON 4 PT QUAYLES			631	47.21
	611	54.22		
			742	48.11
	578	55.53		
			632	49.75
	519	56.07		
			543	50.88
	512	56.31		
TP				
R/W MON BETWEEN WATTERSON AND BUTTER CUP			487	51.19
R/W MON ON WATTERSON'S			559	50.42
	420	56.06		
BM 1400N				4451.86

TOP OF MH ON JOHNSON'S 485 47.02  
 B OF MH ON JOHNSON'S 850 43.32

STA	+	HI	-	ELEV
	5 11	56 16		
			5 24	51 05
	5 18	56 29		
			4 78	51 11
	6 17	55 89		
TP HUB UNDER FENCE			5 82	49 22
	7 38	55 54 <sup>3</sup>		
			5 87	48 16
R/W MON	10012 WEST	JOHNSON	6 75	47 28
	6 64	54 03		
			4 82	47 39
	5 42	52 21		
TP CAP	JOHNSON LT	JOHNSON		
			5 23	46 79
	3 64	52 03		
			4.76	48 38
HUB UNDER FENCE	LT		7 73	45 41
JOHNSON & ANDREWS				
	4 79	53 14		
			3 52	48 35

+

HI

-

ELEV

4 25 4451.21

4451.86

LEVEL NET FR JOHNSONS  
TO AIRPORT RD  
ON R/W CAPS.

S. RUSSELL  $\phi$   
ROSS  $\frac{1}{2}$  [ ]

STA STA + HI - ELEV

488 50 32

HUB & TACK  
R/W MARKER  
LEFT

32 486 45 49

281 50 35

FENCE  
COR. 22N.  
ANDREWS

401 47 54

550 52 15

TP

7.41 46 65

B.M. 4445 41 8 65 54 06 110

HUB & TACK  $\odot$   
Johnson & Andrew  
SEE Pg 22



	+	HI	-	ELEV
CLOSING SHOT.			7 <sup>99</sup>	45 12
TP	6 <sup>90</sup>	53 <sup>11</sup>		
			5 <sup>63</sup>	46 21
BLUM SDP 22ND NORTH	4 <sup>66</sup>	51 <sup>84</sup>		
			2 <sup>50</sup>	47 18 ✓
	5 <sup>28</sup>	49 <sup>68</sup>		
T.P.			5 <sup>98</sup>	44 40
TP HUB & TACK R/W MARKER	5 <sup>62</sup>	50 <sup>38</sup>		
			4 <sup>38</sup>	44 76
	5 <sup>19</sup>	49 <sup>14</sup>		
BLUM CDP R/W MARKER L			5 <sup>20</sup>	43 25
HUB & TACK R/W MARKER	4 <sup>59</sup>	48 95		
LEFT			6 <sup>01</sup>	44 36
	50 37			

RERUN - LEVEL NET  
 RUSSELL T  
 LAPRAY #

5/8/81  
 COLD, CLOUDY  
 RAIN.

STA - PT	+	HI	-	ELEV
T.P. <sub>4</sub>			5.25	<del>50.85</del>
		55.90		
	3.39			
T.P. <sub>3</sub>			3.66	52.51
		56.12		
	5.02			
T.P. <sub>2</sub>			5.31	51.15 <del>51.15</del>
		56.46		
	4.75			
T.P. <sub>1</sub>			4.39	51.71
		56.10		
	4.24			
BM.				4451.86
"2" PIPE ON WATERSON PROP (SEE PG. 19)				

M.H., TOP OF, #3

A.C. NORTHWEST P.C. WATERSON

M.H., TOP OF, #2

STA-PT	+	HI	-	ELEV
TP <sub>9</sub>				48 <sup>44</sup>
		53 <sup>65</sup>	5 <sup>21</sup>	
TP <sub>8</sub>	4 <sup>63</sup>			49 <sup>02</sup>
		52 <sup>98</sup>	3 <sup>96</sup>	
TP <sub>7</sub>	5 <sup>17</sup>			47 <sup>81</sup>
		54 <sup>36</sup>	6 <sup>55</sup>	
TP <sub>6</sub>	5 <sup>13</sup>			49 <sup>23</sup>
		55 <sup>52</sup>	6 <sup>29</sup>	
TP <sub>5</sub>	5 <sup>62</sup>			49 <sup>90</sup>
		55 <sup>36</sup>	5 <sup>46</sup>	
TP <sub>4</sub>	4 <sup>71</sup>			50 <sup>65</sup>

2" Pipe @ NW cor J. & QUAL

A.C. P.I. OFFSET

TP<sub>14</sub>46<sup>48</sup>6.8953<sup>31</sup>7.84TP<sub>13</sub>45<sup>53</sup>7.4052.<sup>93</sup>7.57TP<sub>12</sub>45<sup>36</sup>7.5652<sup>92</sup>5.54T.P.<sub>11</sub>47<sup>38</sup>5.9053<sup>28</sup>5.84TP<sub>10</sub>47<sup>44</sup>4.7552<sup>19</sup>3.75TP<sub>9</sub>49<sup>44</sup>~~#5~~ HUB & TACK JOHNSON & ANDERSON

A.C. SW COR J.J. JOHNSON

TP<sub>19</sub>

6.26

44.39

50.60

5.15

TP<sub>18</sub>

4.25

45.45

49.70

5.25

TP<sub>17</sub>

6.13

44.75

50.98

3.10

TP<sub>16</sub>

5.17

47.48

52.65

5.76

TP<sub>15</sub>

5.05

40.80

51.94

5.46

TP<sub>14</sub>

46.48

H&amp;T SW cor MEIGERHOUSER

H&T ~~NE~~ WEST @ STATE PARK

A.P. NW cor 2300 N.

RTP.3

(18)

45 42

5.14

50 56

6.25

RTP.2

(19)

44 31

5.10

49 41

5.51

RTP.

(20)

43 20

4.87

48 27

3.93

BIV.

44 84

3.76

48 60

4.69

TP.20

43 21

5.95

49 84

5.52

TP.19

44 34PK. 6 ~~1/4~~ AIRPORT ROAD

A.C. &amp; PT IN ROW - WEST

RTP<sub>9</sub>45<sup>39</sup>

7.52

⑫

52<sup>26</sup>

4.34

RTP<sub>8</sub>48<sup>62</sup>

3.02

51<sup>64</sup>

5.25

RTP<sub>7</sub>46<sup>39</sup>

5.64

52<sup>03</sup>

4.52

RTP<sub>6</sub>47<sup>46</sup>

3.15

50<sup>61</sup>

⑬

6.19

RTP<sub>5</sub>44<sup>42</sup>

5.15

49<sup>57</sup>

4.15

R.T.P.<sub>4</sub>45<sup>42</sup>

RTP 14			4.64	50.21
		54.25		
	5.26			
RTP 13			4.81	50.02
		54.28		
	7.10			
RTP 12			5.72	47.88
		53.60		
	5.22			
RTP 11			3.96	48.32
		52.34		
	4.86			
RTP 10			6.50	47.48
		53.28		
	8.59			
RTP 9				44.32



R  
R  
R  
BM 51 20

4.33  
56 73

4.46

RTP 16 ①

51 22

4.57

56 34

3 77

RTP 15 ②

52 57

3.67

56 24

5.53

RTP 14

50 71

	+	HI	-	ELEV
	489	49 <sup>6</sup> 73 528	528	44 45
BM	44 84 PK NAIL 49 73			
	5 63	53 <sup>2</sup> 11 4 95	4 95	48 16
BM	47 48 5 63	ROW		

2" IRON PIPE AT AIRPORT RD.

2" IRON PIPE AT 2200 No.

DETERMINE SLOPE ON EXT. 18"  $\phi$   
CMP @ 1400 N.  $\neq$  1000 W.

STATION	+	HI	-	ELEV
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BM				4451.86
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5<sup>62</sup>

4457.48

INLET			7 <sup>52</sup>	
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7<sup>52</sup>

4449.96

OUTLET			7 <sup>44</sup>	4449.84
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7<sup>44</sup>

4449.84

2/22/83  
SCOTT #  
ROSS T

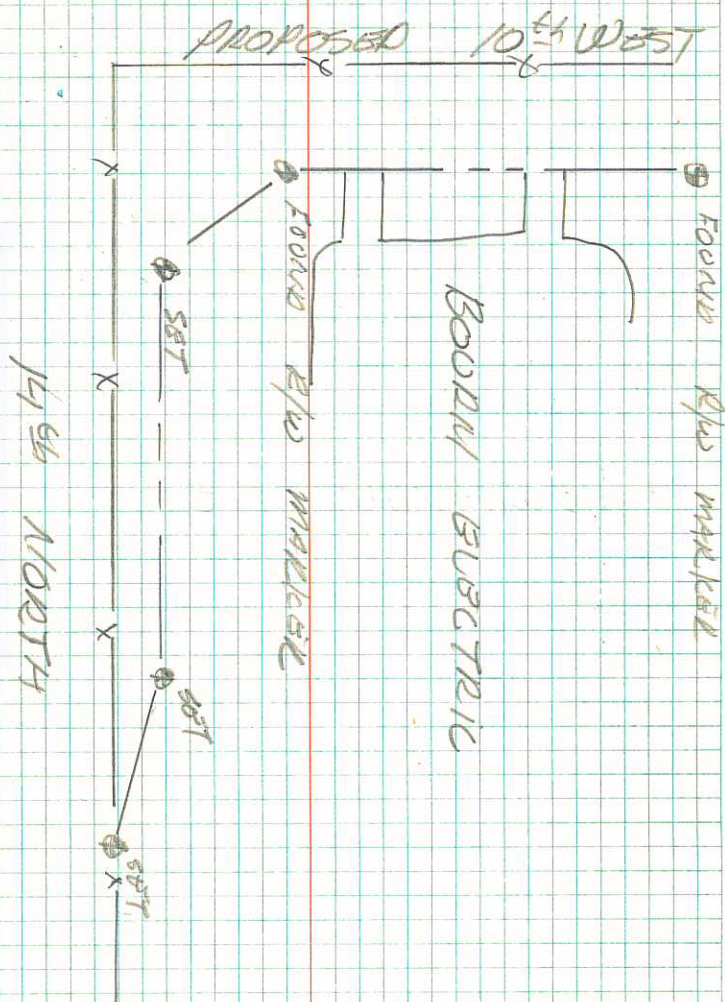
LOOC 45°  
CLOUDY  
CALM

REESTABLISH R/W MON. ALONG  
BOURN ELECT. & INTER. OF  
10<sup>th</sup> WEST & 14<sup>th</sup> N.

SEARCH OF AREA REVEALED  
THAT ONLY THE NORTH &  
MON WAS IN @ INTER.  
ALONG WITH NORTH MON.  
@ PROP. CORN.

REESTABLISHED REST OF R/W  
MARKER FROM THESE.

36



TO SET A R/W MARKER AT  
THE E. R/W LINE OF 10<sup>TH</sup>  
WEST BETWEEN ROD ELLS  
& S. REED JOHNSONS PROPERTIES  
(CENTER LINE STATION 37+05.05)

E. R/W LINE 72200 N E R/W LINE

@24+88.39

1217.83'

53.67  
81.96  

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135.63  
81.96  

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53.67

5735  
~~8836~~  

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4899

52<sup>1</sup>64  
471  

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5735  
386  

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5349