

82-1

Misc.

Projects

 TELEDYNE

408

MINING TRANSIT BOOK

3/1/82

1-82-001

SCOTT T

CLOUDY

ROSS #

POS. RAIN

COOL - 50°F

SLIGHT BREEZE

GUN CLUB BARE LINE FOR  
RIGHT-OF-WAY TO ENTRANCE

STA → STA	HORZ	SPST	VERTZ
R.O.W <sub>(2)</sub> → R.O.W <sub>(1)</sub>	0-00-00	1014.76	89°55'50"
NOZ (B.S.)		1014.75	
R.O.W <sub>(2)</sub> → R.O.W <sub>(3)</sub>	179°50'00	744.78	89°38'00"
INT LF		744.78	
BACK R.O.W <sub>(1)</sub>			
R.O.W <sub>(2)</sub> → <del>30/28</del> <del>31/36</del>	165°04'30	2425.86	90°01'00"
INT LT		2425.35	
BACK R.O.W <sub>(1)</sub>			

①

NOTE: FOUND THREE R.O.W MON.  
OF THE STATE OF UTAH ON  
SOUTH SIDE OF VALLEY VIEW  
HIGHWAY. FOUND SEC CORN ~~30/28~~  
31/36  
TIZN RISE

SET-UP ON CENTER R.O.W MON. BS  
ON EAST R.O.W MON

26 25  
35 36

(CONT. FR PG 1)

STA → STA    HORZ    S DIST    VERT    H DIST

R.O.W<sub>(12)</sub> → B<sub>(1)</sub>    90°00'00          84.50  
INT LT  
BACK R.O.W<sub>(11)</sub>

B<sub>(1)</sub> → P.B.S. 90°00'00    615.91    90°23'00  
INT RT          615.72  
BACK R.O.W<sub>(12)</sub>

B<sub>(1)</sub> → 1/2 DRIVEWAY 90°00'00          109.10  
INT RT  
BACK R.O.W<sub>(12)</sub>

SET H<sub>1/2</sub>T FOR BASE LINE R.P.  
1/2 OFF SET.

SET H<sub>1/2</sub>T - STAKE    B<sub>(1)</sub> - R.P.  
$$\begin{array}{r} 725 \\ 615.90 \\ \hline 109.10 \end{array}$$

SET H<sub>1/2</sub>T

NOTE: EXTENDED LINE 500' TO STA  
10+00  
REVERSED SCOPES AND EXTENDED  
LINE 390.90' TO STA 0+00

CROSS SECTIONS FOR GUN RANGE  
 ENTERENCE 3-1-82 1-82-001

P. WARD, R. Lapray S. Russell

STA. + HI - ELEV

3+00

2+00

1+00

0+00

5204.4

BM - X IN IRRIGATION BOX ON SE WINGWALL  
 4.4

ASSUMED ELEV 5200

96.24	94.34	00.14	00.24	99.94	97.14	96.74	99.74
81	98	40	39	43	75	74	44
81	70	44	30	17	x	4	16
	EP	F	F	EP			
90.84	99.84	00.14	99.84	95.84	99.44	00.14	
133	43	49	x	87	87	45	
76	43	29	16	x	8	18	
	EP	F	EP				
91.24	99.84	99.94	99.64	94.24	94.44	99.44	
126	46	43	45	98	97	47	
66	43	30	16	x	8	19	
108	93.24	EP	99.24	95.24	94.24	99.84	
	44	99.24	99.24	95.24	94.24	43	
	93	99.24	99.24	95.24	94.24	18	
65	41	28	15	x	8		
	EP	F	EP				

STA	+	HI	-	ELEV
8+00				
	6 88	5203.32		
TP ON 7+00			7 20	5196.44
7+00				
6+00				
5+00				
4+00				
DITCH 3+84		5204.14		

(4)

97 32	99 02	00 12	99 82	96 32	94 12	98 72
62 71	34 45	32 31	30 18	63 x	72 4	44 12
EP	EP	F	EP			
96 44	00 14	00 34	99 24	96 44	96 14	98 24
72 71	42 45	38 31	42 18	72 x	80 6	52 14
	EP	F	EP			
96 34	00 14	00 34	99 24	96 44	96 14	98 14
78 71	42 40	38 32	42 18	75 x	80 6	60 14
	EP	F	EP			
96 34	00 34	00 44	00 04	96 44	96 24	98 34
78 74	38 45	32 31	41 18	76 x	72 5	58 12
	EP	F	EP			
99 14	00 34	00 44	00 24	98 24	96 24	98 24
50 84	38 45	37 30	32 17	50 x	50 30	50 30
EP	F	EP	EP			

- HI + ELEV

5203<sup>132</sup>  
282  
 520050

282

CLOSE ON BM

11+00

10+72 CULVERT 18"

10+00

9+00

03<sup>32</sup>

95 <sup>02</sup>	99 <sup>12</sup>	99 <sup>42</sup>	99 <sup>02</sup>	95 <sup>82</sup>	95 <sup>22</sup>	98 <sup>42</sup>
83	42	32	43	73	74	49
69	46 EP	32 F	20 EP	X	3	12
95 <sup>42</sup>	99 <sup>32</sup>	99 <sup>42</sup>	99 <sup>02</sup>	95 <sup>02</sup>	95 <sup>22</sup>	98 <sup>02</sup>
72	46	32	43	74	76	53
72	46 EP	31 F	18 EP	X	6	12
96 <sup>12</sup>	99 <sup>52</sup>	99 <sup>72</sup>	99 <sup>42</sup>	96 <sup>22</sup>	95 <sup>82</sup>	98 <sup>52</sup>
73	38	36	36	71	75	48
71	45 EP	32 F	18 EP	X	5	13

MARCH 12, 1982

1-82-002

LEVELS FOR DRAINAGE TO CHECK  
ON ROAD AT MT. STERLING.

+ HI - PLAT DRAWN

	1+60		3 6	00 3
CL	1+50		3 4	00 5
	1+40	No. DRIVE	3 2	00 7
11	1+30	Q DRIVE	3 1	00 8
10	1+20	SO. DRIVE	3 . 1	00 8
	1+10		3 0	00 2
10	1+00		2 2	01 0
	+50		1 6	02 3
	0+00		0 3	03 7
9				
	<u>392</u>	<u>5003<sup>92</sup></u>		

BM P.P.

ASSUMED 5000 <sup>92</sup>

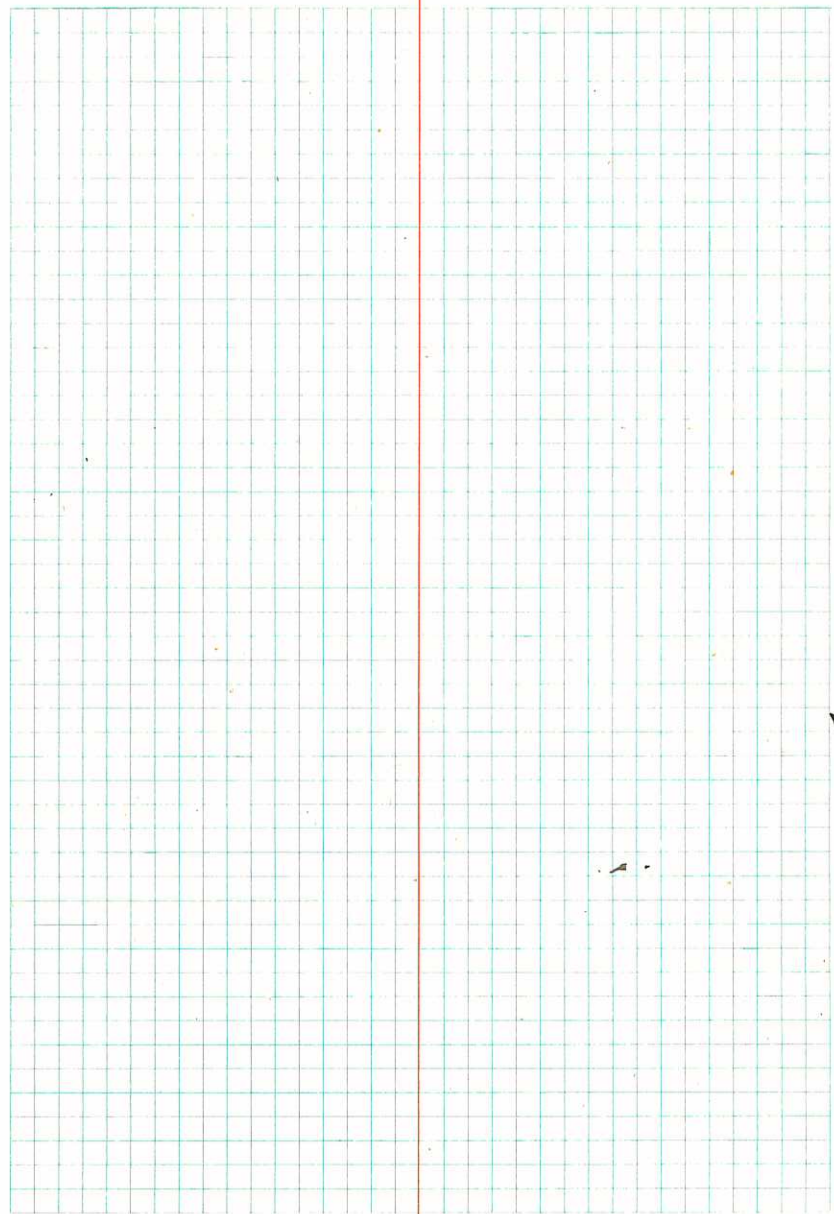
STA.	+	HI	-	
2+80			5 <u>B</u>	98 <sup>1</sup>
2+70			5 <u>6</u>	98 <sup>3</sup>
2+60			5 <u>3</u>	98 <sup>6</sup>
2+50			5 <u>L</u>	98 <sup>8</sup>
2+40			4 <u>2</u>	99 <sup>0</sup>
2+30			4 <u>B</u>	99 <sup>1</sup>
2+20			4 <u>6</u>	99 <sup>3</sup>
2+10			4 <u>4</u>	99 <sup>5</sup>
2+00			4 <u>2</u>	99 <sup>7</sup>
1+90			4 <u>L</u>	99 <sup>8</sup>
1+80			4 <u>0</u>	99 <sup>9</sup>
1+70			3 <u>B</u>	00 <sup>1</sup>

5



	+	HI	-	
4+00			7 <sup>+</sup>	96 <sup>2</sup>
3+90			7 <sup>+</sup>	96 <sup>2</sup>
3+80			7 <sup>+</sup>	96 <sup>2</sup>
3+70			7 <sup>+</sup>	96 <sup>2</sup>
3+60			6 <sup>2</sup>	97 <sup>0</sup>
3+50	No. DRIVE		6 <sup>2</sup>	97 <sup>+</sup>
3+40	E. DRIVE		6 <sup>+</sup>	97 <sup>2</sup>
3+30	SO. DRIVE		6 <sup>+</sup>	97 <sup>4</sup>
3+20			6 <sup>+</sup>	97 <sup>5</sup>
3+10			6 <sup>2</sup>	97 <sup>2</sup>
3+00			6 <sup>+</sup>	97 <sup>2</sup>
2+90			5 <sup>2</sup>	98 <sup>0</sup>

6



+

HI

-

5+00

5 4 98 5

4+50

6 6 97 3

4+40

6 8 97 1

4+30

6 2 97 2

4+20

7 1 96 8

4+10

7 1 96 8

4/5/82

SCOTT T

ROSS #

1-82-001 cont.

CACHE VALLEY GUN CLUB.

TOPS OF LOTS 6, 5, 10, & 11 OF SURVEY  
DONE 6-30-80 ON PG 52, BOOK 1-80  
BY P. WARD & J. PARRISH. PT "A"  
COULD NOT BE FOUND. ALL  
OTHER PTS WERE FOUND.

WE WILL SET ON PT B<sub>1</sub> FR SURVEY  
PERFORMED ON PG 2, THIS BOOK.  
B.S. WILL BE R.O.W. B.M. WILL  
BE B.M. ON PG 3, THIS BOOK.

STA → STA HOR & DIST VERTS

B<sub>1</sub> → B.M. 145° 37' 60" 24.97 81° 05' 30"

INT LT.

B.S. - R.O.W. (2)

→ 1 93° 40' 30" 603.84 89° 41' 00"

→ 2 103° 05' 00" 586.96 89° 41' 00"

COOL 40°

PARTLY CLOUDY

SLIGHT BREEZE

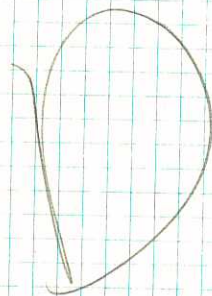
(8)

B.M. EL =

HITH = 4.9

H1 DM = 5.6

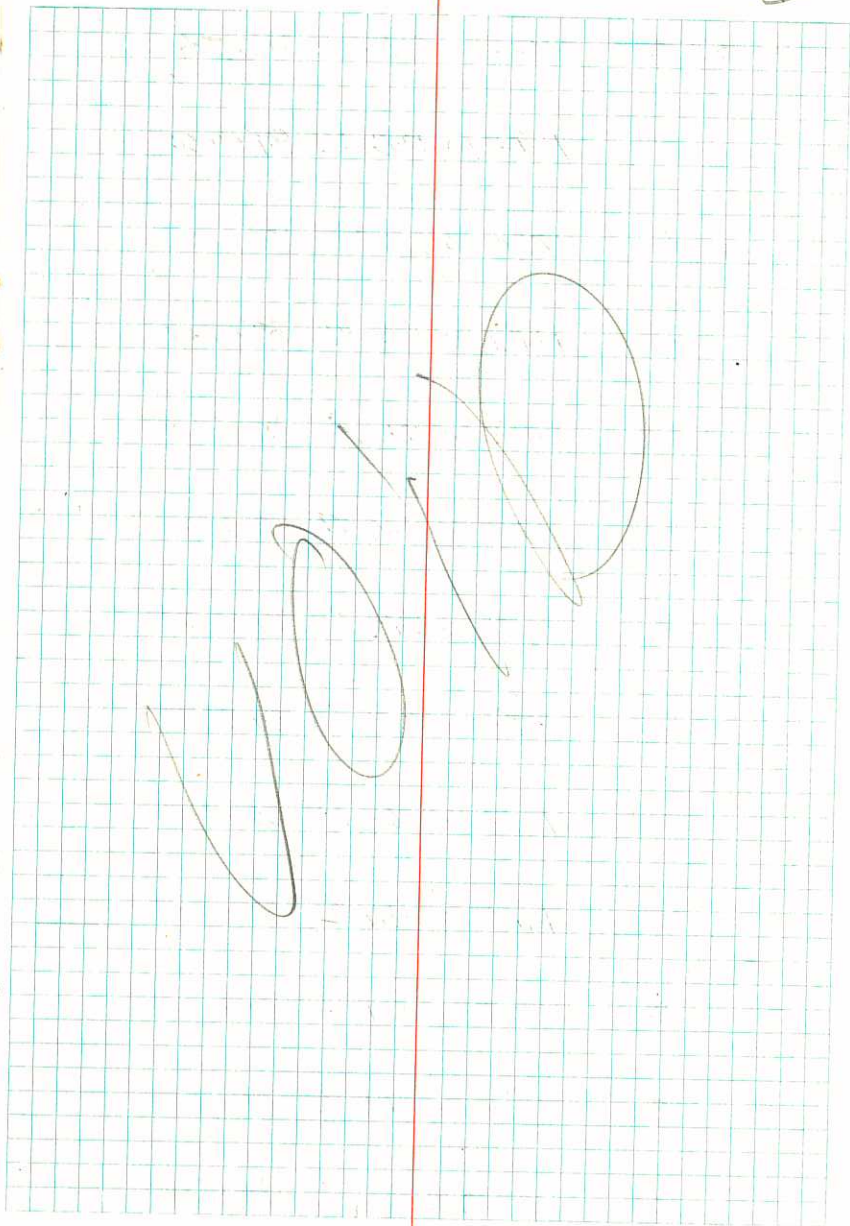
H1 ROD = 8.4



SEE COR. OF PROM

STA-STA	HORZ	S DIST	VERT
3	115°03'30"	588.45	89°48'00"
4	127°07'30"	617.54	89°50'00"
5	137°39'30"	670.62	89°52'30"
6	143°42'00"	736.59	89°54'00"
7	148°27'30"	765.18	89°51'00"
8	152°43'45"	819.10	89°52'00"
9	158°44'15"	919.18	89°52'00"
10	162°55'00"	1011.13	89°53'00"
11	166°31'30"	1112.46	89°53'00"
12	169°28'15"	1216.20	89°54'00"
13	171°53'00"	1318.64	89°54'00"
14	173°00'30"	1372.17	89°54'15"

9



STA → STA    MOR &    SDIST    VERT A

15    177°15'00"    1328.29    89°54'30"

16    176°19'00"    1275.03    89°55'00"

17    174°06'00"    1168.29    89°54'30"

18    171°20'00"    1063.39    89°53'30"

19    167°55'00"    959.99    89°53'30"

20    163°37'30"    800.00    89°53'30"

21    159°37'15"    756.00    89°51'15"

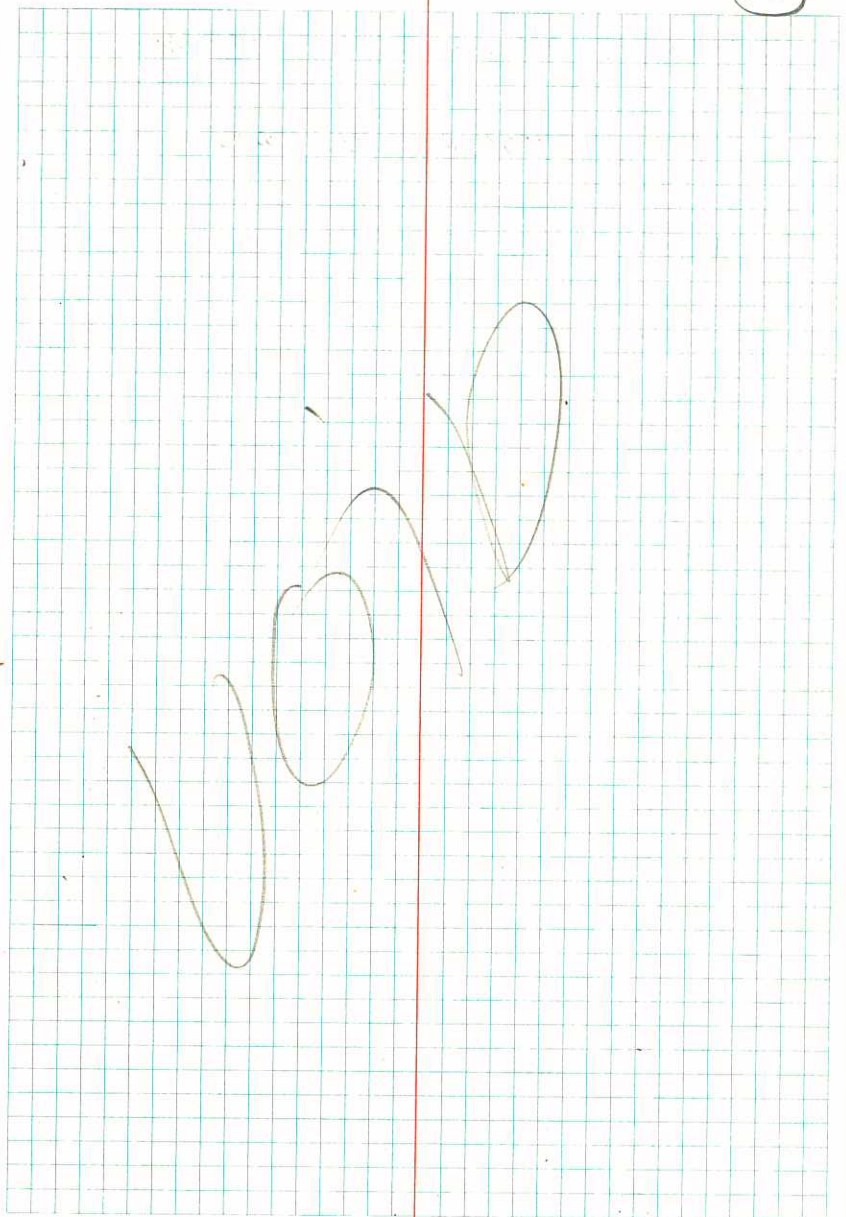
22    155°28'30"    664.79    89°52'30"

23    141°56'00"    589.36    89°53'06"

24    130°24'15"    531.12    89°51'45"

25    116°10'45"    501.98    89°49'00"

26    102°00'30"    504.34    89°45'45"



STA → STA    HORZ    SPDIST    VERT

27    94°52'30"    574.53    89°43'00"

28

29

30

31

32

33

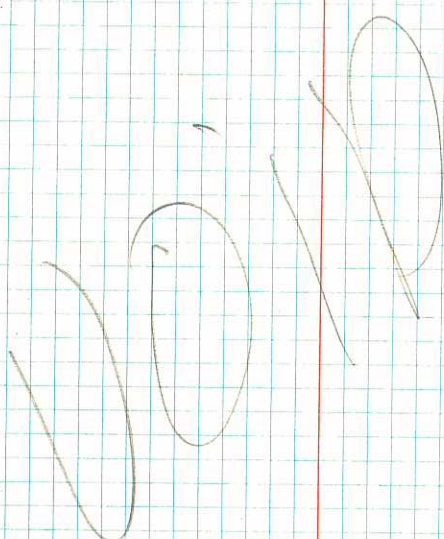
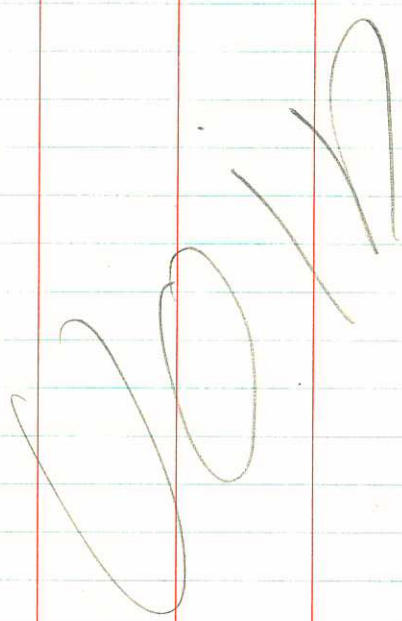
34

35

36

37

38



April 15, 1982  
 SCOTT T. &  
 ROSS. #

1-82-001  
 Continued

(12)

GUN CLUB.

A TRAVERSE TO TIE IN SURVEYS  
 DONE IN SECTION CORN BOOK  
 PG \_\_\_\_\_; Misc. Book 1-80, Pg 58  
 (GUN CLUB SURVEY) AND TO SET  
 SECTION CORNS. AS INDICATED  
 BELOW.

STA → STA	HDL &	S DIST	VERT &	HORIZ D
"B" → W.P.		4152. <sup>83</sup>	89°54'30"	4152. <sup>82</sup>
BACK W.P.	0-	4152. <sup>82</sup>	89°54'30"	
INT BT		4152. <sup>83</sup>	220°05'30"	
"B" → CP11		128°20'49"	687. <sup>85</sup>	90°51'22"
BACK W.P.		128°20'55"	687. <sup>86</sup>	90°51'15"
INT LT		153°23'15"	687. <sup>84</sup>	269°08'30"

"B" IS HIT ON S.W. CORN OF SEWER  
 LAGOONS. W.P. IS AROUND CAR ON NORTH  
 REAR OF SEWER LAGOONS

CP11 IS BCL OF GUN CLUB SURVEY  
 ON PG 2 THIS BOOK

STA → STA    WORK    DIST    BEHTK

$\begin{matrix} 2625 \\ 30/24 \\ 35/36 \end{matrix}$   
 CP(1) →  $\begin{matrix} 144^{\circ}33'59'' \\ 2405.635 \end{matrix}$   $\begin{matrix} 90^{\circ}07'00'' \\ 2405.63 \end{matrix}$   
 BACK  $\begin{matrix} 144^{\circ}34'10'' \\ 2405.63 \end{matrix}$   $\begin{matrix} 90^{\circ}07'00'' \\ 2405.63 \end{matrix}$   
 INT LT  $\begin{matrix} 218^{\circ}15'56'' \\ 2405.64 \end{matrix}$   $\begin{matrix} 269^{\circ}53'00'' \\ 2405.64 \end{matrix}$

$\begin{matrix} 2625 \\ 35/36 \end{matrix}$

$\begin{matrix} 30/24 \\ 35/36 \end{matrix}$  → CP(2)  $\begin{matrix} 121^{\circ}19'03'' \\ 5287.045 \end{matrix}$   $\begin{matrix} 90^{\circ}04'15'' \\ 5287.05 \end{matrix}$   
 BACK CP(1)  $\begin{matrix} 121^{\circ}18'53'' \\ 5287.05 \end{matrix}$   $\begin{matrix} 90^{\circ}03'45'' \\ 5287.05 \end{matrix}$   
 INT LT  $\begin{matrix} 125^{\circ}16'10'' \\ 5287.04 \end{matrix}$   $\begin{matrix} 269^{\circ}56'15'' \\ 5287.04 \end{matrix}$

SIDE SHOT

$\begin{matrix} 23 \\ 26 \end{matrix}$   
 CP(2) →  $\begin{matrix} 90^{\circ}17'43'' \\ 2683.42 \end{matrix}$   $\begin{matrix} 90^{\circ}09'38'' \\ 2683.42 \end{matrix}$   
 BACK +  $\begin{matrix} 90^{\circ}17'40'' \\ 2683.41 \end{matrix}$   $\begin{matrix} 90^{\circ}09'30'' \\ 2683.41 \end{matrix}$   
 INT RT  $\begin{matrix} 1^{\circ}10'50'' \\ 2683.43 \end{matrix}$   $\begin{matrix} 269^{\circ}50'15'' \\ 2683.43 \end{matrix}$

SIDE SHOT

$\begin{matrix} 2223 \\ 21/26 \end{matrix}$   
 CP(2) →  $\begin{matrix} 90^{\circ}20'19'' \\ 5347.25 \end{matrix}$   $\begin{matrix} 90^{\circ}06'56'' \\ 5347.25 \end{matrix}$   
 BACK +  $\begin{matrix} 90^{\circ}20'00'' \\ 5347.25 \end{matrix}$   $\begin{matrix} 90^{\circ}07'20'' \\ 5347.25 \end{matrix}$   
 INT RT  $\begin{matrix} 1^{\circ}21'15'' \\ 5347.27 \end{matrix}$   $\begin{matrix} 269^{\circ}53'30'' \\ 5347.27 \end{matrix}$

(13)

2625

35/36

~~30/24~~ 15 FOUND ALUM CAP  
31/36

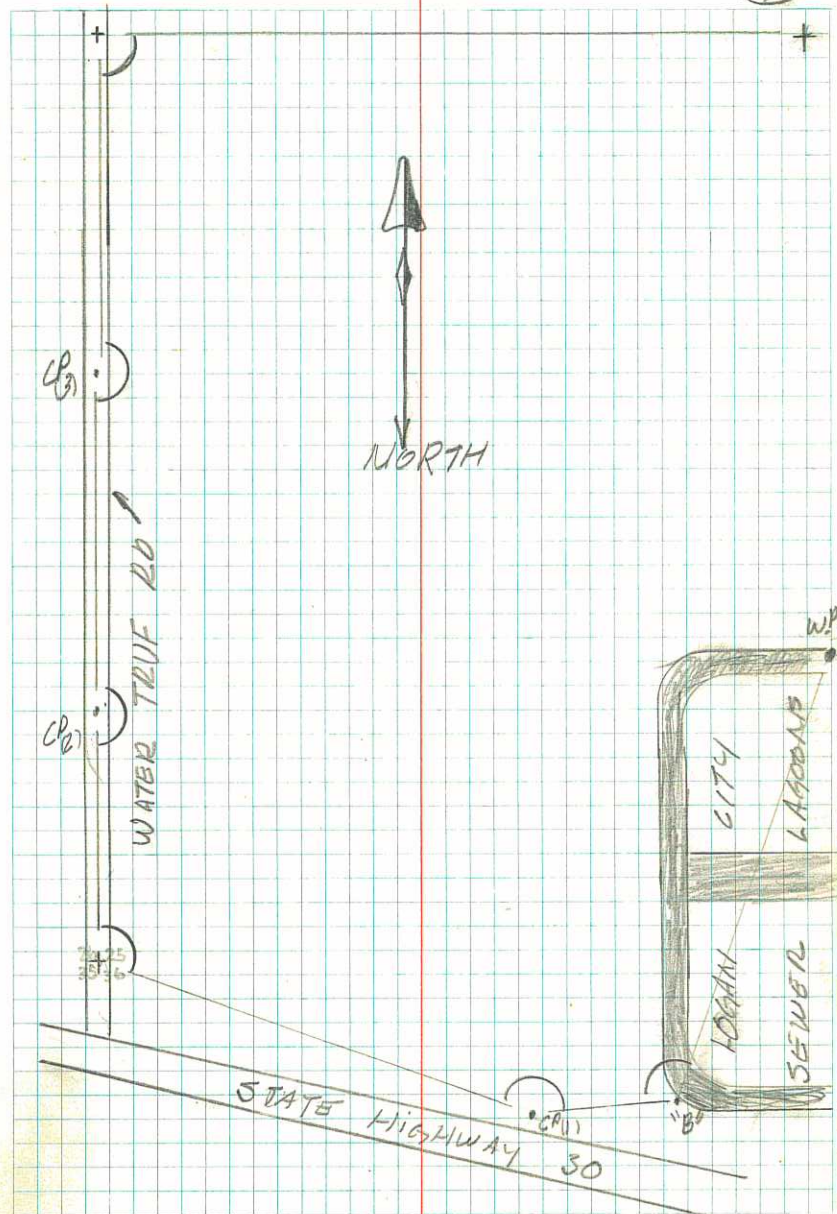


STA → STA      WORK    S O'BT    UERTK

CP<sub>12</sub> → CP<sub>13</sub>    179°57'19"    5298.25    90°04'30"  
 BACK +        179°59'45"    5298.70    90°04'30"  
 INT DT        359°57'15"    5298.71    269°55'30"

CP<sub>13</sub> → +        179°43'13"    5254.26    89°54'07"  
 BACK CP<sub>12</sub>      179°43'10"    5254.25    89°53'45"  
 INT LT        358°52'50"    5254.27    270°01'30"

+ → +            90°34'08"    5259.36    89°55'58"  
 BACK CP<sub>13</sub>      90°33'50"    5259.37    89°55'45"  
 INT LT        2°16'30"    5259.36    270°03'50"



April 19, 1982

1-82-001 cont.

SCOTT T  
ROSS #

COOL 35°  
CAUM  
PARTLY CLOUDY

GUN CLUB TOPO

TOPO & FENCE LINE SURVEY OF  
GUN CLUB. GRID IS 200 ±

STA → STA HORZ DIST VERTX SPOT ELEV

1 → 1 (D) 172°00'15" 1372.21 89°54'30" 98.46  
B.S. RW(2)

2 (D) 169°28'15" 1215.51 89°54'00" 98.36

3 (D) 162°54'30" 1011.32 89°53'30" 98.16

4 (D) 152°24'15" 819.66 89°53'00" 97.91

5 (D) 148°21'30" 765.54 89°51'30" 98.13

6 (D) 137°46'45" 670.96 89°53'00" 97.60

7 (D) 115°06'00" 588.44 89°50'00" 97.95

(15)

CP117 is B(2) Pg 2 THIS BOOK  
R.W.(2) is R.W.(2) Pg 1 THIS BOOK

THEOHI 495

EDM HI 6.55

ROD & NEEL HI. 840

B.M. BL 5200  
(555 Pg 3)?

RL CP117 = 5199.68

N.B. FENCE CORN. ~~SE~~ NE PARCEL

FENCE LINE

FENCE LINE

" "

N.B. FENCE CORN SE PARCEL

FENCE LINE

" "

STA → STA	WDRS	S DIST	VERTX	SPOT ELEV	
8	(L) 93°39'30"	603.96	89°42'00"	97.40	FAIR LINE / T.B.
9	(L) 93°26'15"	604.22	90°02'30"	97.80	ENC LINE / E CANAL
10	(L) 94°30'45"	401.21	90°09'15"	97.15	E CANAL
11	(L) 95°33'00"	401.51	89°35'00"	97.15	T.B.
12	(L) 116°07'10"	390.97	89°46'15"	97.80	+
13	(L) 148°11'15"	496.99	89°51'15"	97.50	+
14	(L) 163°47'45"	669.12	89°51'15"	97.94	+
15	(L) 173°27'45"	891.15	89°53'30"	97.93	+
16	(L) 179°02'30"	1118.72	89°56'15"	97.48	+
17	(R) 178°06'00"	1291.14	89°55'00"	98.14	+
18	(R) 167°35'00"	1244.20	89°56'15"	97.62	ENC LINE
19	(R) 169°09'30"	1047.93	89°51'00"	97.16	+

LINE

801 - 531-6505

MONSON. FIG. (15)

STA → STA HORZ \$ SP DIST VERT \$ SPOT ELEV

20 (R) 171°53'30" 804.08 89°56'30" 97.06 +


21 (R) 176°25'30" 591.34 89°53'00" 97.44 +

22 (R) 170°22'00" 343.88 89°48'30" 97.38 +

23 (R) 133°24'10" 182.33 89°36'30" 97.69 +

24 (R) 103°08'30" 164.89 88°51'15" 99.53 TB

25 (L) 101°21'30" 165.28 90°19'00" 95.32 E CANAL

26 (R) 145°47'30" 24.93 81°19'30" 200.02 BML 

27 (R) 103°24'30" 123.71 91°19'30" 93.37 FE CANAL

28 (R) 166°22'15" 124.91 89°00'45" 98.30 TB

29 (R) 126°16'30" 178.25 89°35'30" 97.76 +

30 (R) 140°25'45" 318.32 89°46'00" 97.55 +

31 (R) 150°38'15" 506.11 89°51'00" 97.58 FAUC INT.

THEO HI 4.97

BOM HI 5.65

REF 8.46

\*\*

STA → STA	HORIZ	SPIST	VERTA	SPOT ELEV
32	Ⓡ 152°00'15"	578.37	89°52'15"	97.56
33	Ⓡ 155°04'00"	819.15	89°55'00"	97.46
34	Ⓡ 156°37'15"	1647.85	89°59'00"	96.58
35	Ⓡ 157°23'00"	1216.31	89°56'30"	97.52
36	Ⓡ 157°23'45"	1241.35	89°56'30"	97.55
37	Ⓡ 158°02'00"	1240.35	89°57'00"	97.36
38	Ⓡ 147°43'00"	1275.14	89°57'30"	97.21
39	Ⓡ 146°16'45"	1130.35	89°59'15"	96.52
40	Ⓡ 142°36'45"	957.35	89°59'45"	96.34
41	Ⓡ 135°59'15"	676.03	89°58'15"	96.60
42	Ⓡ 115°08'15"	444.92	89°53'45"	97.05
43	Ⓡ 95°11'45"	362.34	89°47'30"	97.57

ENC LINE

ENC LINE

ENC LINE

ENC INTER

ENC INTER

ENC INTER

ENC LINE

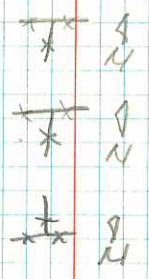
+

+

+

+

T.B.



STA → STA HORZ DIST VERT DIST SPOT ELE

44 (RT) 94°48'45" 361.60 98°31'15" 92.97

FE CANAL

(RT) 45 92°23'30" 611.40 90°19'15" 92.83

FE CANAL

(RT) 46 92°56'30" 613.04 89°55'00" 91.15

T.B.

(RT) 47 100°09'15" 643.12 89°53'00" 96.03

+

(RT) 48 116°06'30" 786.95 90°00'00" 96.26

+

(RT) 49 127°32'15" 938.68 90°02'30" 95.55

+

(RT) 50 134°47'45" 1227.65 90°05'00" 96.20

+

(RT) 51 137°47'30" 1352.06 90°01'15" 95.80

FENC LINE

(RT) 52 130°51'15" 1437.83 89°58'15" 97.02

FENC INTG

\* N

(RT) 53 127°00'15" 1297.03 89°59'00" 96.04

FENC LINE

(RT) 54 119°48'15" 1103.96 90°03'00" 95.31

FENC LINE

55 110°30' 70 949.69 90°03'30" 95.30

FENC LINE

STA → STA    HORX    DIST    VERT    SPOT ELE

(RT) 56    92°34'00"    795.<sup>88</sup>    89°58'00"    96<sup>23</sup>

FNC LINE / T.B.

(RT) 57    92°14'45"    794.<sup>92</sup>    90°11'30"    93<sup>60</sup>

FE CANAL

(RT) 58    91°20'00"    1034.<sup>42</sup>    90°13'00"    92<sup>34</sup>

~~FE~~ FE CANAL

(RT) 59    91°36'30"    1034.<sup>25</sup>    89°58'15"    96<sup>80</sup>

T.B.

(RT) 60    101°20'45"    1144.<sup>62</sup>    90°01'30"    95<sup>76</sup>

+

(RT) 61    109°58'30"    1288.<sup>42</sup>    90°02'00"    95<sup>53</sup>

+

(RT) 62    116°44'30"    1449.<sup>46</sup>    90°02'30"    95<sup>24</sup>

+

(RT) 63    121°09'45"    1595.<sup>41</sup>    90°01'00"    95<sup>84</sup>

FNC LINE

(RT) 64    130°24'45"    1420.<sup>88</sup>    90°00'00"    96<sup>29</sup>

FNC INTER

✕ 9  
M

(RT) 65    114°27'00"    1782.<sup>48</sup>    90°02'00"    95<sup>20</sup>

FNC INTER

✕ 9  
M

(RT) 66    108°37'30"    1643.<sup>19</sup>    90°00'45"    95<sup>25</sup>

FNC LINE

(RT) 67

FNC LINE

STA → STA    HORZ    S/DIST    UBLTA    SPOT ELE

68 (RT) 100°11'45" 1498.2 90°01'15" 95.75

ENG LINE

69 (RT) 91°16'15" 1397.90 89°59'00" 91.82

T.B.

70 (RT) 91°02'00" 1397.11 90°11'00" 91.82

TE CANAL

71 (RT) 158°35'00" 1458.60 89°57'15" 97.46

ENG LINE

72 (RT) 159°00'30" 1721.38 90°00'00" 96.31

ENG LINE

73 (RT) 159°19'00" 1980.56 89°59'00" 96.01

ENG LINE

74 (RT) 159°28'45" 2214.82 89°59'30" 96.67

ENG LINE

75 (RT) 159°42'30" 2546.06 89°58'45" 97.31

ENG INT

XX  
\*  
M

76 (RT) 164°17'45" 2550.73 89°59'00" 97.13

ENG LINE

77 (RT) 165°05'00" 2207.12 89°58'00" 97.63

+

78 (RT) 165°45'45" 1985.86 89°59'00" 96.91

+

79 (RT) 166°42'30" 1750.74 89°59'05" 96.70

+



STA → STA	HDG	SDIST	VERTY	SPOT ELE
80 (RT)	167°25'30"	1487.28	89°58'00"	97 16
81 (RT)	175°30'00"	1522.30	89°58'00"	97 18
82 (RT)	173°35'00"	1731.99	89°58'00"	97 32
83 (RT)	172°01'00"	1954.13	89°57'15"	97 89
84 (RT)	170°50'15"	2175.06	89°58'00"	97 61
85 (RT)	169°36'15"	2348.14	89°58'00"	97 73
86 (RT)	169°02'00"	2572.17	89°58'00"	97 88
87 (RT)	174°37'30"	2642.88	89°55'30"	99 85
88 (RT)	173°12'00"	2604.47	89°58'00"	97 90
89 (RT)	173°09'00"	2622.31	89°56'30"	99 06
90 (RT)	176°15'00"	2323.24	89°57'00"	98 39
91 (RT)	178°00'00"	2100.03	89°56'30"	98 48

+

+

+

+

+

+

ENC LINE

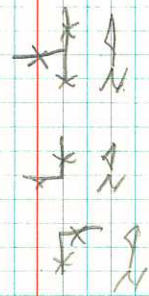
ENC INTER

ENC INTER

ENC INTER

ENC LINE

ENC LINE



STA → STA    HGT ✕    S DIST    VERT ✕    SPOT ELEV

92    (LT) 174°55'45" 1868.64    89°55'30" 98.77

93    (LT) 176°52'00" 1607.53    89°55'30" 98.41

94

95

96

97

98


99

100

101

102

103

PRESTON T  
ROSS P   
1-82-003

APRIL 30 1982  
CLEAR COLD  
9:22 AM

ESTABLISH RUNNERS COLLECTED  
BASE LINE ON WATERCROFT RD.  
APPROX 1/2 MILE FROM STATE HIGHWAY  
30 (VALLEY VIEW)

BASE LINE LENGTH 5280.0000

BEG. POINT: RAILROAD SPIKE  
SET FLUSH WITH ROAD SURFACE  
MARKED P.O.B. WITH PUNCH  
POINT ON HEAD OF SPIKE

P.O.B.  $\leftrightarrow$  RP1 TOP OF CMP 16.3'

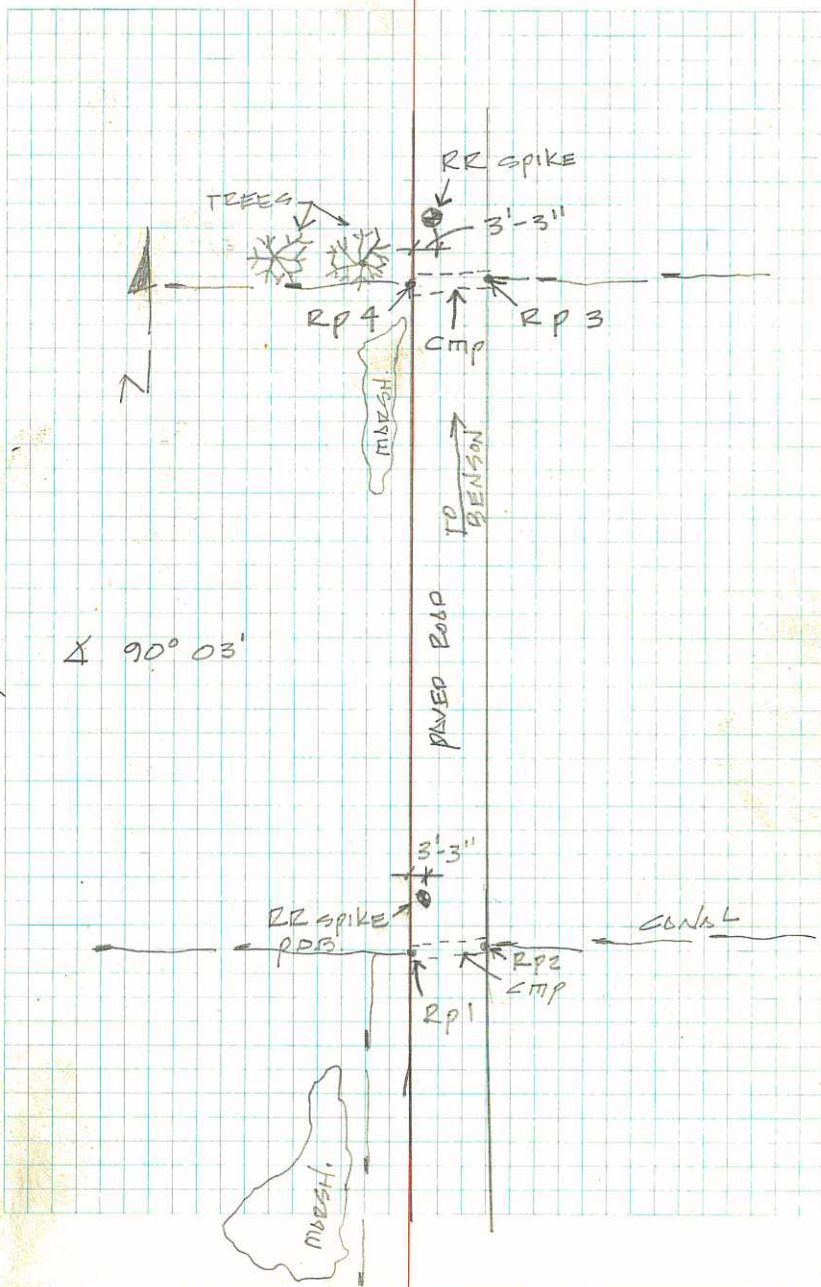
P.O.B.  $\leftrightarrow$  RP2 TOP OF CMP 29.95

END PT.  $\leftrightarrow$  RP3 TOP OF CMP 30.17

END PT.  $\leftrightarrow$  RP4 TOP OF CMP 20.35

NOTE END POINT MARKED w/ PUNCH  
POINT. APPROX 91' FROM SOUTH EDGE  
OF SPIKE.

(24)



MAY 4, 1982 1-82-001 Cool 45°  
 SCOTT T Cont. CLEAR  
 ROSS # BROOKLYN

GUN CLUB SURVEY

TIE FR. W.P. (SEE PG 12), B.S.

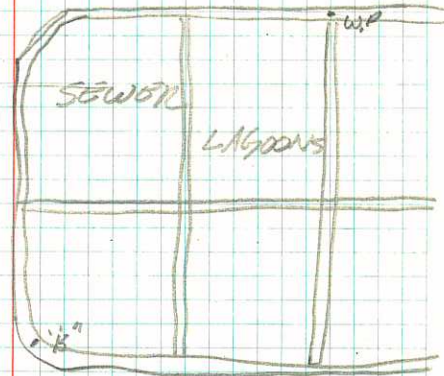
"B" (SAME PG) TO  $\frac{2419}{2530}$  & 2419 T/24V,  
 ON MERIDIAN LINE.

24+19

$\frac{2419}{2530}$

25+30 B.C.

STA → STA	HOR &	S. DIST	VERT &	HORIZ D.
W.P. → 24/19	149°59'30"	3067.62	90°05'30"	3067.61
BACU 25/30	149°59'30"	3067.08	90°05'30"	
INT RT	239°58'00"	3067.66	269°54'30"	
W.P. → 24/19	148°01'08"	5705.23	90°04'45"	5705.22
BK "B"	148°01'15"	5705.25	90°04'45"	
INT RT	232°04'10"	5705.24	269°55'15"	



MAY 4, 1982 1-82-004

SCOTT T  
ROSS #

10<sup>th</sup> WEST EXTENSION

SURVEY TO DETER. AC. OF  
MARY BOURNE RD. SET ON PI  
IN 2200 No. 1, B.S. +. SHOT  
CORNER OF FINE ONLY.

STA → STATION & DIST USE DATA

PI → SW COR. 164°26'30" 52.15 8709'15"  
INT LT

PI → NW COR. 91°47'00" 856.02 90°00'30"  
INT LT

PI → JOB 444°54'30" 1182.45 89°57'00"  
INT LT

PI → JOB 43°19'00" 1116.44 89°54'30"  
INT LT

STA → STA    HORZ    SPKT    UGDTA

PI → JOG    41°07'00" 1086.59 89°54'30"  
INT LT.

PI → JOG    39°59'00" 1111.68 89°53'30"  
INT LT.

PI → JOG    42°01'30" 1246.09 89°55'30"  
INT LT.

PI → N.C. WZ    32°06'30" 1554.55 89°53'00"  
INT LT.

PI → S.E. WZ    0°57'20" 1373.39 89°48'15"  
INT LT.

MAY 6, 1982

1-82-005

SCOTT

ROSS

10<sup>th</sup> WEST CR343 (11)

ENC LINE PROFILE

STA → STA HORZ DIST VERTS

A → BS. 0°00'00" 1504.91 90°10'45"

→ 1 RT 355°00'30" 1656.35 89°59'00"

→ 2 RT 358°12'15" 822.36 90°07'00"

→ 3 RT 357°06'30" 605.21 90°10'30"

→ 4 354°12'30" 357.90 90°02'30"

→ 5 329°23'30" 78.05 90°11'30"

→ 6 192°10'11" 219.22 89°51'00"

→ 7 185°38'00" 576.48 89°51'00"

H.I. 5.65

H.B.O.M. 6.33

H.P. 8.40

EL OF B.S. = 4448.5

EL OF A = 4455.91

E CAMP NORTH. -7.41

F.L.

F.L.

F.L.

F.L.

F.L.

F.L.

F.L.

STA → STA	HORZ	SDIST	VERT
-----------	------	-------	------

→ 8	1849.430	849.44	89°51'00"
-----	----------	--------	-----------

→ 9	183°56'00"	1076.29	89°53'00"
-----	------------	---------	-----------

→ 10	183°18'00"	1141.73	90°00'00"
------	------------	---------	-----------

→ 11	183°17'00"	1170.66	89°59'00"
------	------------	---------	-----------

→ 12	182°57'15"	1483.56	89°54'45"
------	------------	---------	-----------

→ 13	182°30'00"	1797.69	89°57'30"
------	------------	---------	-----------

→ 14	182°47'30"	1793.85	89°56'00"
------	------------	---------	-----------

→ 15			
------	--	--	--

FE PIPE

FE PIPE

FE DIVERSION STRUCTURE



MAY 12, 1982

1-82-001

SCOTT A

Continued

ROSS #

60M CLUB

TID IN 34+36, TREN, R 1B & R 1W.  
SET ON "B", BS W.P.

STA → STA HORA SPIST VERTK

13 → 34/36	85° 22' 30"	2956. <sup>225</sup>	9001' 15"
INT RT	85° 22' 15"	2956. <sup>23</sup>	9001' 15"
BACK W.P.	341' 30" 00"	2956. <sup>22</sup>	289° 53' 45"

MAY 18, 1982

1-82-005 cont.

SCOTT T

ROSS S

NOTE DO NOT  
USE FOR ANY-  
10th WEST THING

	+	H1	-	ELEV.
BM.				0.00
	8.05			
T		8.05		
S			9.72	
S(1) CMP.				0
	10.15			
T		10.15		
			9.90	
S(1)			9.65	-0.25
S(2)			10.10	-0.50
S(3)			5.85	0
TD				4.30
	4.06			
		8.36		

BM IS E OF LOGAN CITY  
IRRIG. STRUCTURE.

	+	L11	-	BLSU
		<u>8.35</u>		
S(4)			<u>8.53</u>	
S(5)			9.65	
B.M.				<u>53.19</u>
	<u>8.25</u>			
T		<u>61.95</u>		
			<u>10.21</u>	
E				<u>57.74</u>
			<u>8.78</u>	
E				<u>53.12</u>
B.M.				<u>53.19</u>
	<u>8.10</u>			
T		<u>61.29</u>		
			<u>8.96</u>	
E				

SOUTH END OF CONST LOT

NORTH END OF CONST LOT @ PTE

1037

C-1.58

504

C-1.85

C-1.50

50.83 (C-10.46)

STA → STA	+	H/I	-	BL
B.M.				43.19
	<u>8.30</u>			
TI		61.49		
			<u>8.05</u>	
1				<u>53.44</u>
			<u>8.20</u>	
2				<u>53.24</u>
			<u>9.95</u>	
3				<u>51.29</u>
			<u>8.70</u>	
4				<u>52.59</u>
			<u>8.90</u>	
5				<u>52.69</u>
			<u>9.20</u>	
6				<u>52.29</u>
			<u>9.15</u>	
7				<u>52.34</u>
			<u>9.30</u>	
CMPS				52.19
			<u>9.95</u>	
CMPS(N)				51.54

CO. 50

CO. 30

FO. 50

0

0

0

0

0

0

STA	→ STA	+	411	-	BLVD
BW		955			51.54
π			61.09		
	π			10.45	
	π			9.95	
	π			10.44	(10.11)
	π				50.98

BW					50.98
π		10.05			
			61.03		
				11.02	
	π				

50.80 (6-10.23)

8/11/82

1-82-001

HOT

SCOTT

Continued

CLEAR

ROSS

WINDY

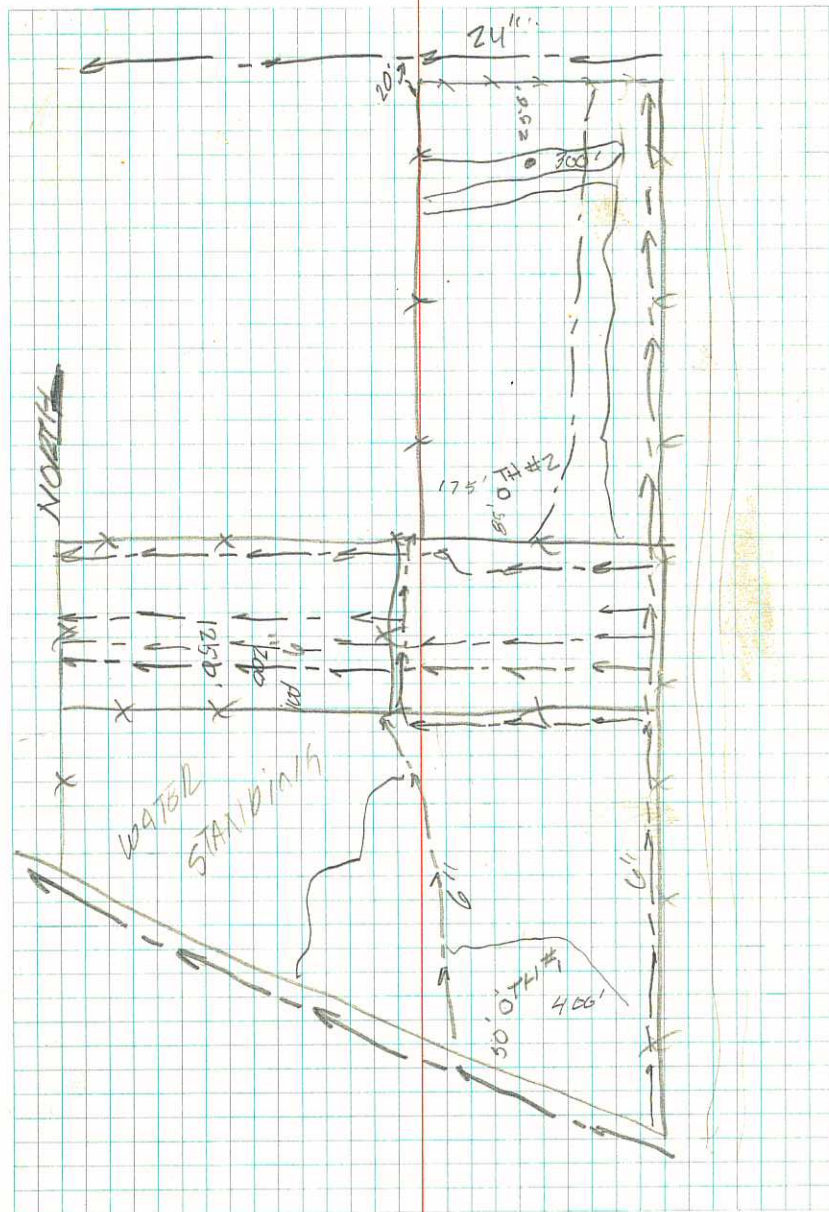
## GULF CLUB

LOCATION OF THE DITCHES  
 & TEST HOLES

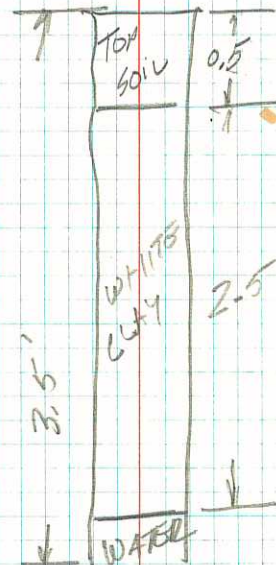
TEST HOLE #1 IS 400' W OF EAST  
 FENCE & 50' NORTH OF  
 CANAL

TEST HOLE #2 IS 85' NORTH  
 OF THE SOUTH LINE OF THE NORTH  
 PENINSULA & 175' E OF ITS WEST  
 FENCE LINE

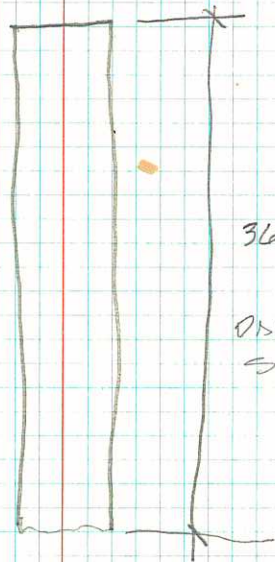
TEST HOLE



TEST HOLE #1



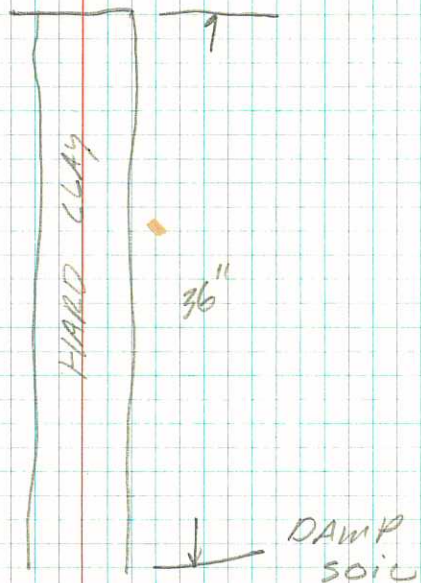
TEST HOLE #2



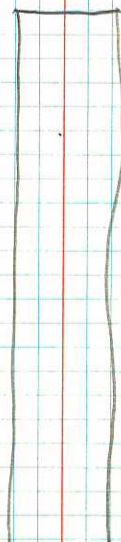
0.5MP clay  
soil @ 36"



TEST HOLE #3



TEST HOLE #4



COVE - HENDRICKS SURVEY

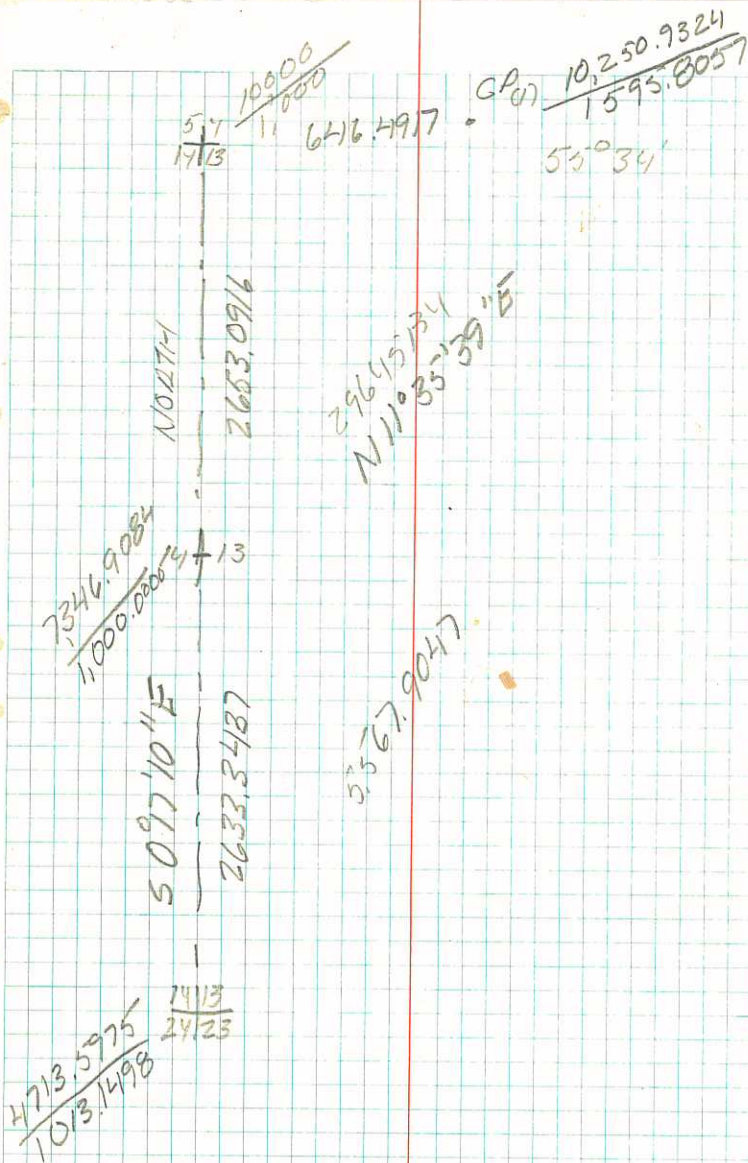
SCOTT T 9-20-82 WDM 65° ±  
 ROK P CLEAR  
 Project No. 1-82-006

STA TO STA HORIZ Δ VERT Δ S. DIST. HORIZ D. COORD.

CP (1) 5/4  
 TO 1713 0-0600 101°22'30" 659.45 646.49  
 B.S. 5/4  
 1413 659.44

CP (1) → 1413 55°34'00" 91°09'15" 2965.10 2964.5134  
 BS 5/4  
 1713 2965.13  
 LT

CP (1) → 1413  
 BS 5/4 23124  
 1713 61°09'15" 90°36'40" 5568.21  
 5568.21  
 LT



9/21/82

SCOTT T

ROSS #

TRAVERSE FOR COUS  
GRAVEL PIT

STA → STA HOR → S DIST VERT →

(55)  
14/13 → FNC LINE 68°35'00" 29.48 101°10'30"  
BACK CP(1)  
INT L7

(53)  
14/13 → FNC LINE 68°24'00" 60.58 101°49'00"  
(SAME)

(53)  
14/13 → FNC LINE 68°31'00" 95.59 101°28'30"  
SAME

(55)  
14/13 → FNC LINE 68°30'00" 113.12 101°56'30"  
(SAME)

FNC TIE TO COR

" " " "

" " " "

" " " "

STA → STA . HOKG SP1ST UBERTA

(S.S.)

14+13 → FNC COE 97°39'30" 1266.85 95°07'30"

(SAME)

(TRAV)

14+13 → CP(2) 87°05'00" 1260.86 95°34'00"

(SAME)

(S.S.)

CP(2) → FNC 75°08'45" 516.04 91°06'30"

BACK 14+13

INT LT

(TRAV)

CP(2) → CP(3) 78°46'00" 711.00 90°43'45"

(SAME)

(S.S.)

CP(3) → FNC 114°03'30" 411.09 88°34'30"

BACK CP(2)

INT LT.

FNC INTER WITH CO. ROAD

CP(2) 101 ROAD

FNC POST ALONG LINE

HIT ON HINDRICK PROP @  
INTER.

FNC LINE SO. OF HIGH CLASSIC  
ROAD

STA → STA    HORZ DIST    VERT

(52)

CP(3) → FNC    115°55'30" 560.41    88°41'00"  
(SAME)

TRAD

CP(3) → CP(4)    118°17'45" 1090.02    88°34'00"  
(SAME)

(53)

CP(3) → E    96°12'00" 54.41    87°08'15"

→ E    110°01'00" 119.19    88°00'00"

→ E    116°48'45" 246.23    88°22'45"

→ E    118°27'15" 419.88    88°29'00"

→ E    118°54'30" 623.35    88°32'06"

→ E    118°46'30" 767.36    88°32'00"

→ E    118°33'30" 836.53    88°31'00"

→ E    118°10'00" 897.65    88°31'00"

PK. IN ROAD

HIGH CREEK ROAD E.  
ALL BS. ARE FK. CP(2)  
↑ ARE ALL LT.

STA → STA HORK SP DIST VERT

(TRAO)

CP(4) → CP(5) 80°26'15" 413.62 75°02'30"

BACK CP(3)

INT LT

CP(5) → INT B 174°31'45" 616.82 90°24'30"

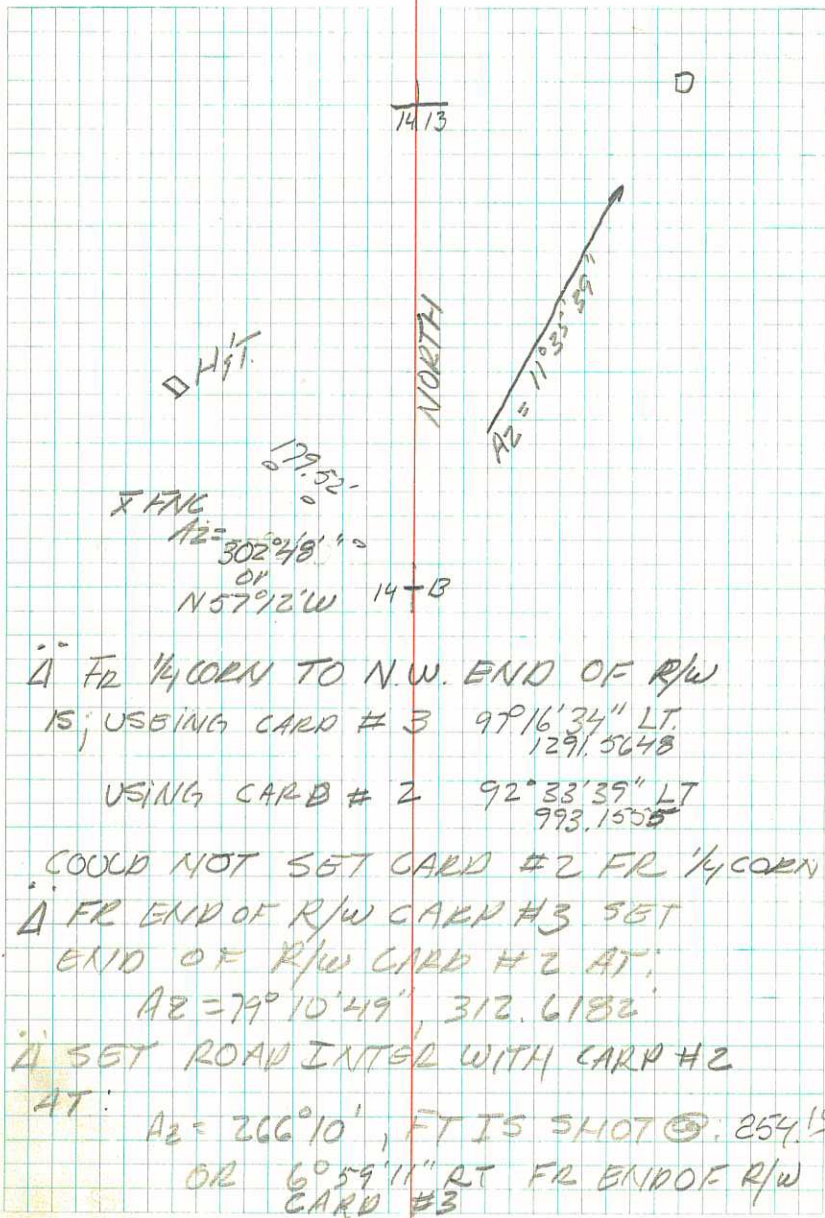
BACK CP(4)

INT RT

9/23/82

SCOTT T

COVE CRAWEL PIT SURVEY  
Project No. 1-82-006 Cont.





10/8/82

SCOTT T

ROSS #

Project No. 1-82-007

AMALGA SURVEY

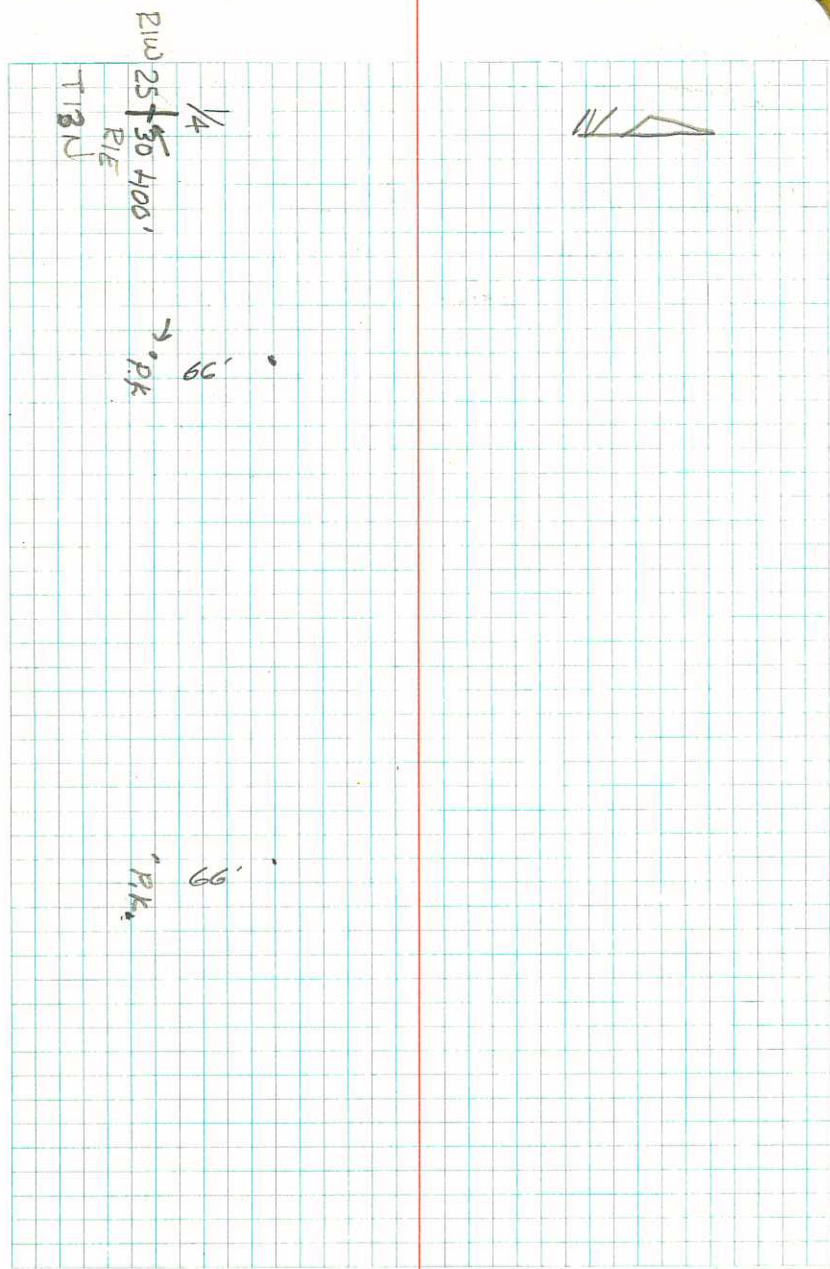
5200 NORTH R-D-W

Beginning at 2400 WEST (meridian Rd)

Cool, 45°

CLOUDY

RAIN



10/8/82

SCOTT

ROSS

LOOK 45°

CLIMBY

SNOW

Project No. 1-82-007

AMALGA SORBY

AMALGAMATED SOGAR PROJ.

SET UP ON CP, BACK +  
RADIALY SHOT ALL POINTS.

STA → STA HORIZ DIST VERT

CP(1) → 24+19 0°00'00" 813.97 89°53'  
BACK 24+19

CP(7) → FAK 28°12'15" 676.62 89°53'  
INT LT CORN

CP(7) → CONCL CORN 37°31'45" 672.31 90°28'30"  
INT LT

CP(1) → CONCL CORN 39°11'30" 447.33 90°09'45"  
INT LT

STA → STA HOKK ~~ST~~ UBLET

CP(1) → FALCON 126°20'00" 35.73 92°21'00"  
N.W. GOBLER

CP(2) → FALCON 26°16'10" 118.54 90°12'00"  
S.E. AMERICAN

INT LT.

CP(3) → FALCON 124°28'30" 192.72 95°27'00"  
S.W. GOBLER

INT LT.

CP(4) → FALCON 177°31'30" 330.56 89°50'00"  
S.E. GOBLER  
INT. RT.

CP(5) → FALCON  
N.E. GOBLER 155°27'30" 277.82 90°14'00"  
INT. RT.

CP(6) → FALCON 156°40'30" 194.50 90°12'00"  
SPT GOBLER

STA → STA MOR & DIST UBATA

CP(1) → FNC LINE 150°13'30" 568.85 90°16'00"

E.B.

INT RT

CP(1) → FNC LINE 140°11'00" 400.15 90°23'00"

E.B.

INT RT.

CP(1) → FNC LINE 133°26'45" 344.54 90°23'00"

E.B.

INT RT

CP(1) → FNC LINE 127°16'00" 312.04 90°32'30"

E.B.

INT RT

CP(1) → FNC LINE 119°24'00" 288.99 90°36'30"

E.B.

INT RT.

CP(1) → FNC CORN 27°26'00" 246.93 90°06'00"

N.E. ANAUGA

INT RT.

11/10/82  
SCOTT T  
ROSS #

LOW 35°  
CLOUDY - RAIN - SNOW  
BREEZE

### PROPOSED JAIL SITE

1100E AND 200 NORT, LOGAN

RADIAL SURVEY OF FANG CORNS &  
EXISTING MON.

STA → STA    HORIZ    DIST    VERT

CP<sub>(11)</sub> → R/W <sup>MAGNET</sup> 00°00'00" 1437.<sup>04</sup> 90°11'00"  
& RT

CP<sub>(11)</sub> → FANG CORN <sup>SUR.</sup> 6°53'00" 1682.<sup>00</sup> 90°11'00"  
& RT

CP<sub>(11)</sub> → FANG CORN <sup>W. DRIVE</sup> 73°15'45" 1033.<sup>29</sup> 89°48'45"  
& LT

CP<sub>(11)</sub> → FANG CORN <sup>E DRIVE</sup> 74°40'50" 1045.<sup>63</sup> 89°48'00"  
& LT

NOTE: ALL SHOTS ARE FR. CP<sub>(11)</sub>

11" NAIL ON SW SIDE  
18" POST 4" ABOVE  
GROUND

BOLT 4 SW OF FANG POST  
5/8"

STA → STA	HOR <sup>+</sup>	S DIST	VERT <sup>+</sup>
CP <sub>(11)</sub> → <sup>STATE R/W</sup> MARKER \$ LT	93°19'00"	1310.48	89°47'30"
CP <sub>(11)</sub> → <sup>COUNTY R/W MARKER</sup> STA. 150401 \$ LT	98°37'00"	1450.87	89°48'00"
CP <sub>(11)</sub> → <sup>FENCE INTER</sup> 10 <sup>th</sup> ST. \$ LT	157°20'30"	1155.35	89°46'45"
CP <sub>(11)</sub> → <sup>FENCE &amp; PT</sup> W. ROAD. \$ LT	94°19'30"	591.17	89°42'30"
CP <sub>(11)</sub> → <sup>FENCE &amp; PT</sup> W. ROAD. \$ LT	94°51'05"	574.15	89°40'15"
CP <sub>(11)</sub> → <sup>FENCE &amp; PT</sup> E. ROAD \$ LT	101°04'00"	577.39	89°49'55"
CP <sub>(11)</sub> → <sup>FENCE &amp; PT</sup> E. ROAD \$ LT	105°54'00"	542.39	89°44'00"

ALONG 200 NORTH

~~#~~ NW. INTER OF 10<sup>th</sup> W  
200 No.

NE CORN OF ACE RAYMONDS.

STA → STA	HORA	SDIST	VERTK
CP <sub>(11)</sub> → FNC & RT W. ROAD & LT.	78°40'15"	347.19	90°07'00"
CP <sub>(11)</sub> → FNC & RT E. ROAD & LT.	88°54'30"	340.86	89°50'15"
CP <sub>(11)</sub> → FNC & RT E. ROAD & LT.	90°47'05"	391.72	89°51'30"
CP <sub>(11)</sub> → FNC & RT W. ROAD & RT	162°14'45"	338.00	90°18'15"
CP <sub>(11)</sub> → FNC & RT W. ROAD & RT.	159°34'05"	355.16	90°07'15"
CP <sub>(11)</sub> → FNC & RT W. ROAD & RT.	156°36'00"	321.44	90°23'00"
CP <sub>(11)</sub> → FNC & RT E. ROAD & RT.	161°32'10"	434.28	89°55'45"

P.I. FNC

STA → STA.    WORK    SP DIST    VERTK

CP<sub>(1)</sub> → <sup>ENC & PT</sup>  
D ROAD    157°13'30"    419.73    90°04'00"  
& RT

CP<sub>(2)</sub> → <sup>ENC & PT</sup>  
E ROAD    152°12'30"    393.48    90°22'00"  
& RT

CP<sub>(3)</sub> → <sup>ENC & PT</sup>  
W. ROAD    148°01'20"    364.02    90°22'00"  
& RT

CP<sub>(4)</sub> → <sup>ENC & PT</sup>  
E. ROAD    130°27'30"    408.09    90°39'30"  
& RT

CP<sub>(5)</sub> → <sup>ENC & PT</sup>  
W. ROAD    136°05'45"    387.56    90°43'00"  
& RT

CP<sub>(6)</sub> → <sup>LINE</sup>  
? WITH ENC.    83°57'55"    245.25    90°42'45"  
& RT

CP<sub>(7)</sub> → <sup>LINE</sup>  
? WITH ENC    77°21'15"    191.44    88°47'00"  
& RT

✓

✓



STA → STA    HORZ    DIST    VERTK

CP<sub>(1)</sub> → EDGE OF SLEW  
↳ RT    60°18'45"    360.70    91°08'15"

CP<sub>(1)</sub> → EDGE OF SLEW  
↳ RT    49°20'15"    425.77    90°52'30"

CP<sub>(1)</sub> → EDGE OF SLEW  
↳ RT    28°31'30"    676.35    90°51'00"

CP<sub>(1)</sub> → EDGE OF SLEW  
↳ RT    33°41'30"    735.92    90°43'00"

CP<sub>(1)</sub> → EDGE OF SLEW  
↳ RT    35°07'15"    810.30    90°38'00"

CP<sub>(1)</sub> → 4 FT FENCE  
↳ RT    11°35'30"    956.06    90°20'45"

CP<sub>(1)</sub> → 4 FT FENCE  
↳ RT    22°21'00"    1469.53    90°14'30"

1/2" REBAR ON EAST  
SIDE OF FENCE POST

1/2" REBAR ON NORTH  
SIDE OF FENCE POST

ROFFS  
SCOTT

12-21-82

40° F Cool

LEVELS TO DETERMIN ELEVATION  
OF 24" CMP UNDER HIGHWAY  
20-69 (VALLEY VIEW) @ APPROX  
ENTRANCE TO GUN CLUB

+ HI - ELEV

460

520 4<sup>60</sup>

11 21

5192 <sup>79</sup>

12 <sup>96</sup>

5191 <sup>64</sup>

5200 ELEV @ X  
(ASSUMED)

CONC WIER @ ENTRANCE  
SEE PAGE 03 THIS BOOK

INLET SIDE (24")

OUTLET SIDE (24")

1 15 FALL

LEVELS ALONG VALLEY VIEW  
HIGHWAY FOR GUN CLUB DRAIN

	+	HI	-	ELEV.
	4.70	5204.70	13.84	5190.86
TP	4.65	5203.01	6.34	5198.36
TP	4.77	5202.25	5.53	5197.48
			14.31	5187.94

LEVEL LEG FROM S.W. COR OF  
PROP. IS 823'

CONC. WIER ASSUMED 5200 B.M.

FL PIPE APPROX 10' W OF P.P.  
~~WATER~~

FL OF DITCH 25' WEST OF CONC. WIER

TOTAL LENGTH OF DRAIN LINE 2473.0  
TOTAL AMOUNT OF FALL (CULVERT UNDER  
ROAD TO LAST SHOT) 4.85'  
0.20% FALL

ROSS T  
S.M.

11-1-83

TO SET BOUNDARY CORNERS  
FOR NEW FENCE ON GUN CLUB  
PROPERTY

STA → STA    HORIZ Δ S. DIST    VERT Δ

$\frac{26}{35} \frac{25}{36}$  → CP (1)    0° 00' 00"    2725.09    89° 43' 50"  
B.S.  $\frac{25}{36}$  INT R1    2725.10  
2725.09

~~BS SEC COR~~  $\frac{26}{35} \frac{25}{36}$     0° 00' 00"    2725.06  
(270° 09' 07" AZ)    NOV. 1, 1983

TC @ CP.1

P.1    (356° 54' 20" AZ) 1335.28'

P.2    (331° 03' 13" AZ) 1522.42'

P.3    (270° 09' 07" AZ) 728.73'

P.4    (270° 09' 07" AZ) 1979.77'

P.5    (248° 16' 58" AZ) 2135.76'

P.6    (235° 00' 52" AZ) 1708.75'

P.7    (208° 27' 37" AZ) 1382.23'

P.8    (183° 13' 55" AZ) 1403.02'

P.9

N 33° 57' 41" E

4152.69

95° 12'

5204.60  
11.81

5192.79

5198.48  
4 77  
5203.25

12.96  
5191.64

79  
64  
15

5198.36  
4 65

5204.01  
5 53

5198.48  
5204.70  
13 84

~~5198.86~~

5190.86

5200

5204.70  
4.34

5198.36

5203.25  
14.31

5198.94

506  
109.10

390.90

5204.14

770  
5196.44

688  
5203.32