

90-01-1

CACHE
COUNTY

SURVEYOR

BOOK 90-01

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UPPER SMITHFIELD CANYON ROAD P/W

18 Oct. 1990

STATION	HORZ \angle	DIST.
CP-1	0°00'00"	369.69
2	256°52'46"	275.70
3	13°51'25"	128.27
4	53°54'33"	38.64
5	131°57'35"	670.47
6	138°29'35"	935.74
X ROAD 7	136°30'46"	714.04
8	327°18'17"	13.91
9	357°24'26"	424.93

AIRPORT ROAD CULVERT REPLACEMENT
 (2300N. AIRPORT ROAD) 5 NOV. 1990
 COLD - RAIN/SNOW - 30°
 7:30 AM LEGRAND JOHNSON BACKHOE
 BEGAN TO REMOVE OLD BRIDGE
 ON NORTH END OF PROJECT

10:45AM - PIPE ARRIVED AT SITE 3 TRUCKS
 CONTINUED TO CLEAN OUT CANAL

12:45 BEGAN TO SET PIPES
 * PIPE MARKS

GALVANIZED CULVERT
 LOGO WARREN
 CONSOLIDATED IND. INC
 202. 1351N

LOT B HT 3116
 12189
 DASHED - M210 ASTM
 A44

FILLED TRENCH BEFORE THEY LEFT
 6:30 pm

NORTH

Q GRD 100.00
 HI + 390 HI = 10390

WEST EAST 9.00 }
 CENT 10.00 } + Lower
 WEST 10.05 }

EAST - 10.30 }
 CENT - 10.42 } FINAL
 WEST - 10.52 }

103.90
 10.42

 93.48 + 6.52

SOUTH + 4.23

HI = 104.23

NORTH END 12.25 GRAVEL
 14.43 CLAY

19 Nov. 1990

3

CLARKSTON CREEK -

EX. BRIDGE = 20 WIDE

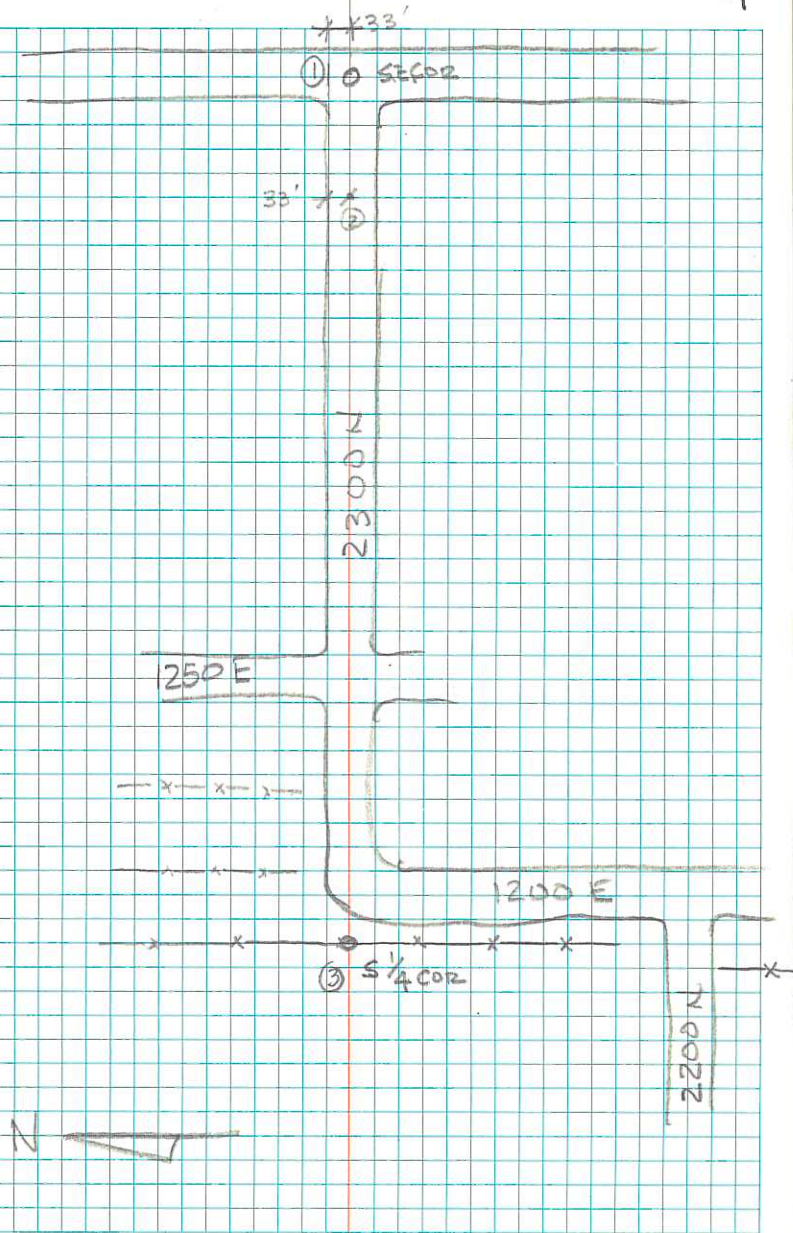
= 5' E

SECTION COR 2300 N 1200 E N Logan
WARD - BISHOP 11 DEC 1990

SET UPON PT 1 BACKSITE PT 2
CONTINUE LINE TO 3

1-2 0°00'00"
1-3 0°00'00" 2681.47'

SET HUB AT PT 3. FOUND A PILE OF
BROKEN CONC. AND LARGE ROCK IN AN
INDENTION AT THE PT (#3). FOUND A
2" X 3' LONG PIPE LYING BY INDENTION
EVIDENCE SHOWS THAT AT ONE TIME
THE PIPE HAD BEEN BURIED ABOUT
HALF WAY.



AIRPORT ROAD 15 JAN 91
 FILL OVER TWIN CULVERTS

SOUTH PIPE ON EASTERLY SIDE 7^2
 4^8

 3^1 fill

NORTH 6^8
 4^7

 2^1 fill

15 JAN 1991-

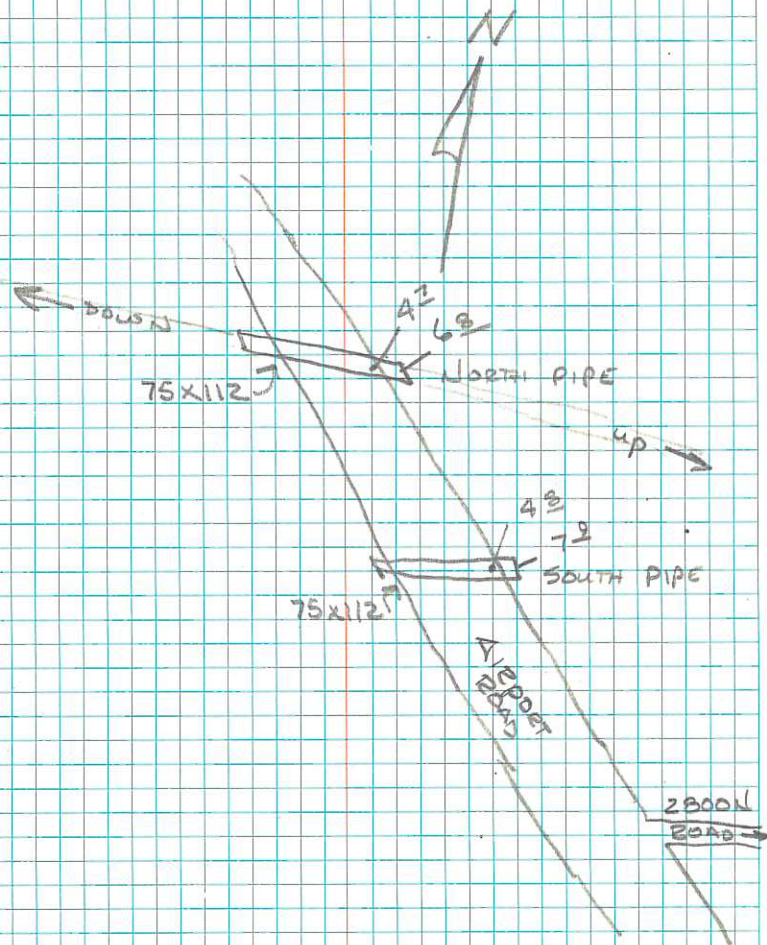
FIELD CHECK OF PIPES UPSTREAM AND
 DOWN STREAM OF THE CULVERT-

2800 No. PIPE 54"

MERIDIAN ROAD PIPE IS APPROX 6' x 3.5'
 FT TO TOP OF BANK AT AIRPORT ROAD-
 - 4.1 feet -

54" 2800N

5



CLARKSTON CREEK BRIDGE

- 07 FEB 1991 - WARD, BISHOP
 - SUNNY - 20° F.

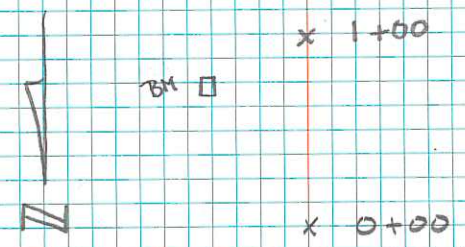
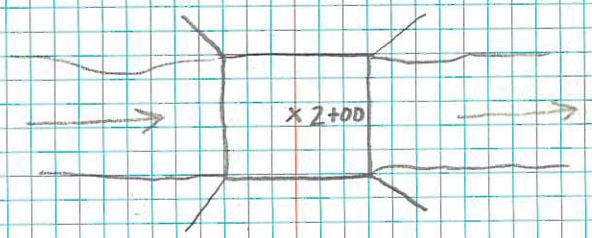
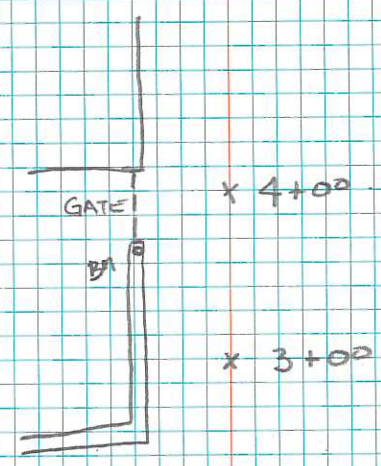
SET UP ON D+00
 BACK SITE 2+00

BM. NORTH STA 0+75 FP EAST
 ASSUM. ELEV. 100.00

STA-	+	HI	-
	3.69	103.69	
0+00		4.28	99.41
1+00		4.67	99.02
2+00		4.90	98.79
3+00		5.42	98.27
4+00		5.66	98.03

BM SOUTH SIDE 2.21 101.48

STA 2+75 SO. END OF
 WALL AT GATE.



STA	+	HI	-
	363	103 ⁶³	

TOPOF
WATER PIPE

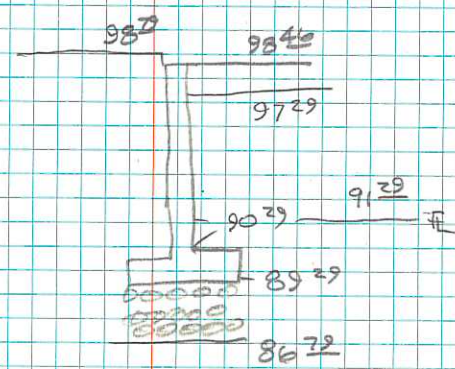
		1198	91 ⁶⁵
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X
GRD OF EXIST. ROAD - .35%
.0035' / FT.

E OF BRIDGE DECK - 98⁴⁶
~~ROD TO BOTTOM OF EXC~~ = ~~116³⁰~~ 87²⁹ 86⁷⁹
 GRD TO TOP OF FILL = 89²⁹
 GRD OF F = 91²⁹

	+	HI	-	ELEV.
BM	454	104 ⁵⁴		
	116	101 ¹⁶		ROD 14 ³⁷
BM	375	103 ⁷⁵		
	374	103 ⁷⁴		
	321	103 ²¹		

103 ⁶³	103 ⁷⁵
11 ⁹⁸	86 ⁷⁹
<u>91⁶⁵</u>	<u>17</u>
98 ⁷⁹	
9 ¹⁵	
<u>89⁶⁴</u>	10 ³⁶³
	87 ⁶⁴
	<u>16⁰⁰</u>
	87.29
	<u>1.50</u>
104 ⁵⁴	86.79
91 ²⁹	
<u>ROD TO F = 13²⁵</u>	



AIRPORT ROAD GRADES 1 APRIL 91

BISHOP
WAED

55° P/C

BM STA 10+35 100.00

STA + HI - ELEV

STA	+	HI	-	ELEV	
10+35	5.96	105.96		100.00	
5+00			3.41	102.55	
5+00.50			3.82	102.14	SHLD
5+00 NO			3.94	102.02	}
6+00.50			4.82	101.14	
6+00 NO			5.06	100.90	}
7+00.50			5.83	100.08	
7+00 NO			5.81	100.15	}
8+00.50			6.26	99.70	
8+00 NO			6.27	99.69	}
9+00.50			6.22	99.74	
9+00 NO			6.30	99.66	

SUB
ELV SHLD

101.72	- 0.43
101.72	- 0.30
101.18	+ 0.04
101.18	+ 0.28
100.66	+ 0.53
100.66	+ 0.51
100.14	+ 0.44
100.14	+ 0.45
99.62	- 0.12
99.62	- 0.05

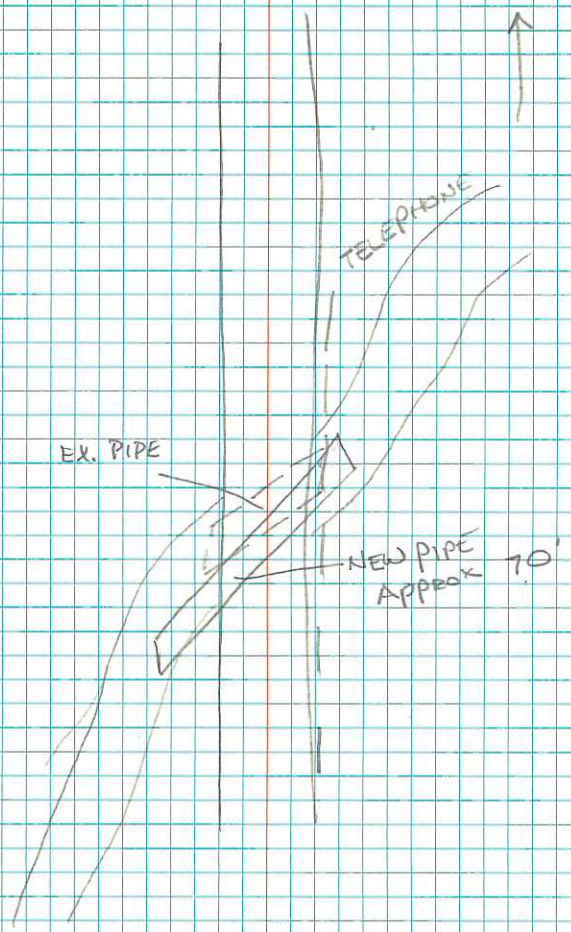
-3+49 BM 100⁰⁰5⁵⁴ 105⁵⁴1+00 ♀ 3⁴¹ 102¹³1+00 So 3⁷² 101⁸²1+00 No 3⁹⁹ 101⁵⁵0+00 So 4⁸⁶ 100⁶⁸0+00 No 4⁶³ 100⁸⁶-1+00 So 5²⁶ 100²⁸-1+00 No 5⁰⁸ 100⁴⁶-2+00 So 5⁶⁷ 99⁸⁷-2+00 No 5⁶² 99⁹²-3+00 So 6¹¹ 99⁴³-3+00 No 5⁸⁹ 99⁶⁵

LENGTH 449' (1+00 - -3+49)

101¹⁰ C 0⁷²101¹⁰ C 0⁴⁵100⁵⁷ C 0¹¹100⁵⁷ C 0²²100⁹⁴ C 0²⁴100⁹⁴ C 0⁴³99⁵¹ C 0³⁶99⁵¹ C 0⁴¹98²³ C 0⁴⁵98²³ C 0⁶⁷

HIGH CREEK PIPE 11800 No
UPPER HIGH CREEK

APPROX SIZE 42 X 60 ARCH



MENDON ROAD R/W -

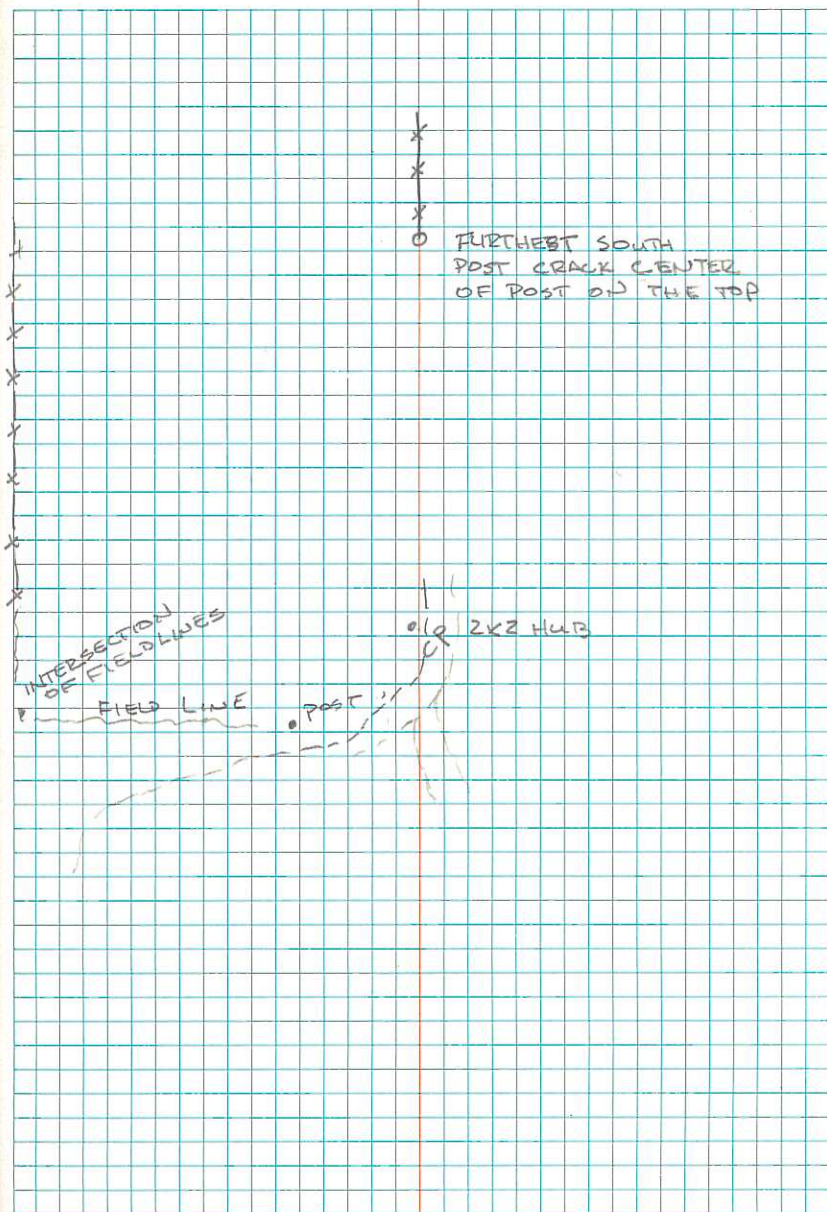
1382.9

258° 21' 45"

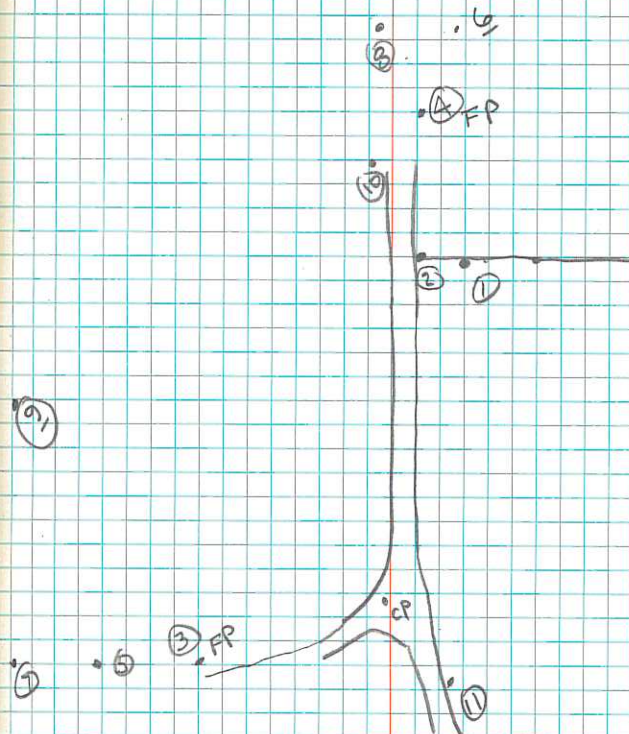
1382.95

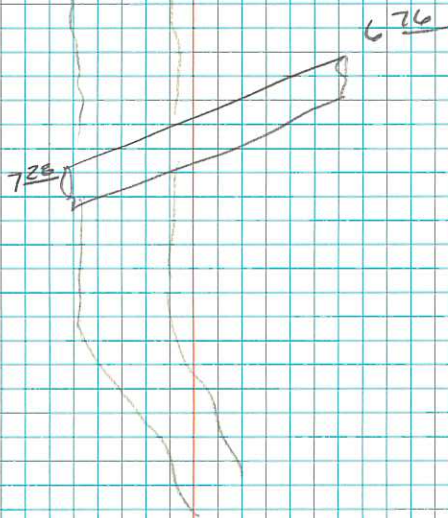
SEE
NEXT
PAGE

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1	0° 00' 00"	392.20	PETE
2	354° 52' 06"	389.76	FP
3	224° 11' 16"	481.81	FP
4	354° 20' 34"	472.32	FP
5	239° 37' 17"	769.62	FIELD LINE
6	354° 58' 35"	641.44	FP
7	249° 52' 02"	1387.73	INTER. OF FENCE LINE
8	351° 22' 45"	494.21	NORTH END OF WEST FEN.
9	276° 57' 28"	1397.49	STEEL FP
10	351° 31' 49"	339.03	SOUTH END WEST FEN.
11	143° 12' 28"	109.27	PETE





CACHE COUNTY AIRPORT
 TOPO PARKING LOT FEL PARK

STA	H \angle	H DIST
1-BS NW COR BLD T100	0 00 00	397.93
2-BM NW COR PAD	02 59 55	378.80
3-SW COR BLD	13 43 42	342.355
4-FENCE	16 02 55	374.478
5-LAMP POST	27 56 50	385.659
6-LAMP POST	55 15 20	394.996
7 NE COR BLD	58 50 41	402.027
8 FENCE	77 44 00	409.56
9 FENCE	89 02 55	332.916
10-FENCE	71 36 50	251.309
11-OLD F HYD	67 35 40	260.295
12-NEW F HYD	70 46 40	245.895
13 FENCE COR.	12 41 20	243.03
14-FENCE	69 06 30	227.916
15 FENCE PC	92 39 20	177.611
16 FENCE	98 21 20	177.729
17 FENCE	103 40 20	183.50
18 FENCE	108 51 20	199.599
19 FENCE	122 25 10	191.83
20-KEY	111 06 20	163.47
21-WATER V.	108 58 10	164.445

AIR-TOPO 1 OF 3 17

50° DAN - JIM 15 MARCH 1995

(HI 99.485)

EL DIFF	EL AT STA	NOTE
- 0.41	99.07	
+ 0.515	100.00	BM = 100.00 EL
+ 0.161	99.32	
+ 0.367	99.85	
+ 0.518	100.00	
+ 1.027	100.51	
+ 1.348	100.83	
+ 0.945	100.43	
+ 0.535	100.02	
+ 0.610	100.095	
+ 0.64	100.125	
+ 0.18	99.665	
+ 0.43	99.915	
+ 0.243	99.728	
+ 0.052	99.537	
+ 0.046	99.53	
+ 0.022	99.518	
- 0.016	99.469	
+ 0.161	99.646	
+ 0.384	99.869	
+ 0.17	99.655	

TOPO PARKING LOT

STA	H. X	H. DIST.	EL. DIFF.	EL. AT STA	NOTE
22 WATER V.	109° 07' 00"	161.345	+0.171	99.656	
23 EDGE OF ROAD	118° 22' 00"	151.643	+0.223	99.708	
24 ROAD S.	116° 05' 55"	94.029	-0.249	99.245	
25 " "	128° 37' 30"	43.90	-0.43	99.055	
26 " "	235° 47' 40"	56.86	-0.814	98.67	
27 EDGE OF ROAD ^N	271° 14' 05"	46.67	-0.84	98.64	
28 ROAD -E	283° 08' 25"	63.08	-0.709	98.776	
29 PEIP INLET	291° 44' 10"	56.30	-1.739	97.746	
30 ROAD W	276° 53' 30"	93.11	-0.646	98.839	
31 ROAD E	337° 04' 10"	182.66	-0.84	98.645	
32 " W	343° 59' 20"	417.926	-0.948	98.537	
33 " E	348° 30' 40"	430.439	-1.375	98.11	
34 " "	349° 28' 42"	436.17	-0.99	98.495	
35 " "	350° 26' 50"	434.956	-0.965	98.52	
36 DRAIN	349° 57' 04"	427.57	-1.178	98.307	
37 OLD F. HYD	350° 38' 28"	403.26	-0.794	98.69	
38 NEW F. HYD	353° 02' 10"	389.284	-1.115	98.37	
39 WIND TOWER	354° 21' 00"	375.176	-0.755	98.73	
40 WEATHER BOX	357° 55' 50"	344.012	-0.24	99.24	
41 PHONE BOX	2° 56' 56"	351.77	-1.198	98.287	
42 EOG. ASF.	4° 55' 20"	348.424	-0.548	98.937	
43 DRAIN	39° 23' 00"	281.653	-0.276	99.209	
44 " "	43° 31' 50"	291.768	+0.555	99.99	

TOPO PARKING LOT

STA	H <	H DIST
45 EDG AF	48° 27' 30"	288.749
46 " "	50° 57' 50"	276.062
47 " "	88 01 20	151.775
48 SEW ^{HOLE} MAN	50° 11' 20"	267.227
49 EDG AF	95° 29' 50"	132.613
50 " "	100° 23' 55"	107.916
51 " "	93° 19' 30"	71.706
52 " "	84 14 00	31.37
53 P.	357° 04' 30"	144.104
54 P.	10° 52' 20"	184.99
55 P.	20° 28' 20"	238.48
56 P.	13° 05' 43"	280.16
57 P.	6° 05' 00"	257.48
58 P.	357° 00' 20"	236.535
59 P.	352° 36' 10"	295.239
60 P.	356° 03' 10"	311.558
61 P.	359° 11' 18"	332.755

CL

EL DIFF	EL AT STA	NOTE
+0.463	99.948	
+0.558	100.04	
+0.35	99.835	
+0.686	100.17	
-0.187	99.298	
-0.138	99.347	
-0.243	99.242	
-0.476	99.009	
-1.087	98.396	
+0.02	99.505	
+0.279	99.76	
-0.746	99.639	
-0.016	99.469	
-0.269	99.216	
-0.472	99.01	
+0.456	99.94	
-0.105	99.38	

1 SEPT 1995

HOT 90°

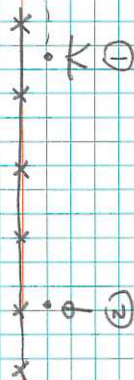
REF FOR SEC. COR IN COVE
GRAVEL PIT
WARD, BISHOP

1-2 0°00'00" 75.17'

1-COR 178°21'52" 219.31'

COVE SAND AND GRAVEL WILL BE
LOWERING THE HILL THAT THE CAP
IS ON BY 10-15' WE REF. THE
CORNER SO THAT WHEN THEY ARE
FINISHED WE CAN RELOCATE THE
CAP.

20



ROAD ALIGNMENT OF ROAD SOUTH
OF COBBLESTONE (MENDON)
4 OCT 95 WARD

1	0° 00' 00"	346.40	+8 ⁵⁹
2	0° 52' 21"	263.58	+10 ¹¹
3	0° 57' 26'	198.94	+3 ⁹⁷
4	8° 22' 56'	164.50	-2 ⁹⁵
5	23° 20' 08"	159.44	-8 ⁹⁸
6	37° 46' 45"	178.05	-12 ⁷⁸
7	45° 49' 10"	173.74	-13 ³⁶
8	51° 09' 31"	150.15	-13 ⁰⁴
9	42° 13' 59"	49.21	-6 ⁵⁸
10	81° 33' 33"	14.85	-2 ⁷⁰
11	159° 58' 45"	44.20	+2 ⁰⁸
12	148° 39' 37"	101.04	+4 ⁴⁷
13	159° 55' 53"	197.92	+2 ⁹⁷
14	108° 43' 54"	50.95	+4 ⁹⁹
15	72° 13' 23"	72.77	+5 ²⁴
CP2	45° 13' 41"	167.51	-14 ⁰⁶
CP2-CP1	0° 00' 00"	167.51	+12 ⁹⁴
16	33° 16' 42"	78.13	-19 ⁹⁵
17	33° 07' 33"	146.35	-29 ⁸⁴

