

1983

MISC.

PROJECT

1983 MISC.



1/11/83  
SCOTT T  
ROSS #

COOL - 35°  
SUNNY  
BREEZES

AMALGAM SURVEY  
STAKING OF LOTS.

STAKING OF LOTS OWNED BY  
AMALGAMATED SUGAR CO. THE ORIGINAL  
SURVEY WAS DONE IN OCT. 1982, WHO'S  
PROJECT NO. IS 1-82-007.

SET-UP ON CP(1) & B.S. 247A.

STA → STA	HOR &	VERT. S. DIST	H. DIST.	
CP(1) → STA 1	20°13'52"		112.9068	SET
INT LT.				
CP(1) → STA 2	29°04'50"		243.9633	SET
INT RT.				
CP(1) → STA 3	31°33'02"		233.0384	SET
INT RT.				

(SEE PG #2 FOR DRAWINGS.)

ALL CORNERS WERE SET  
AND MONUMENTED AS  
INDICATED & WITHIN  
ACCEPTABLE SPECIFICATIONS

1/11/83 Scott T. Ross



STA → STA HOR & VERT & SP DIST H. DIST.

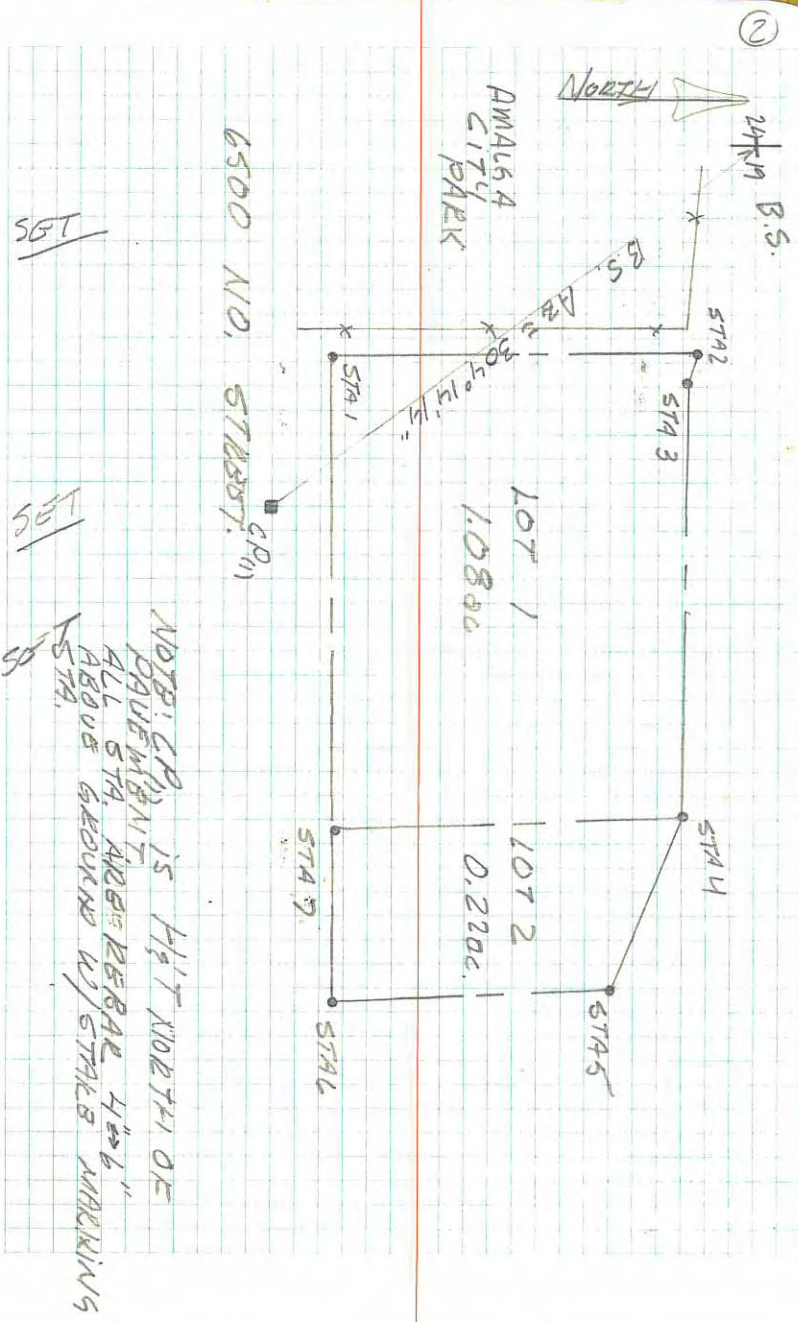
CP(11) → STA 4 94°41'29" 246.6376  
INT RT.

CP(11) → STA 5 112°18'40" 268.2519  
INT RT.

CP(11) → STA 6 138°53'54" 228.2947  
INT RT.

CP(11) → STA 7 130°00'49" 161.1815  
INT RT.

STA 6 → STA 5 95°30'52" 120.62  
INT RT  
BACK CP(11)





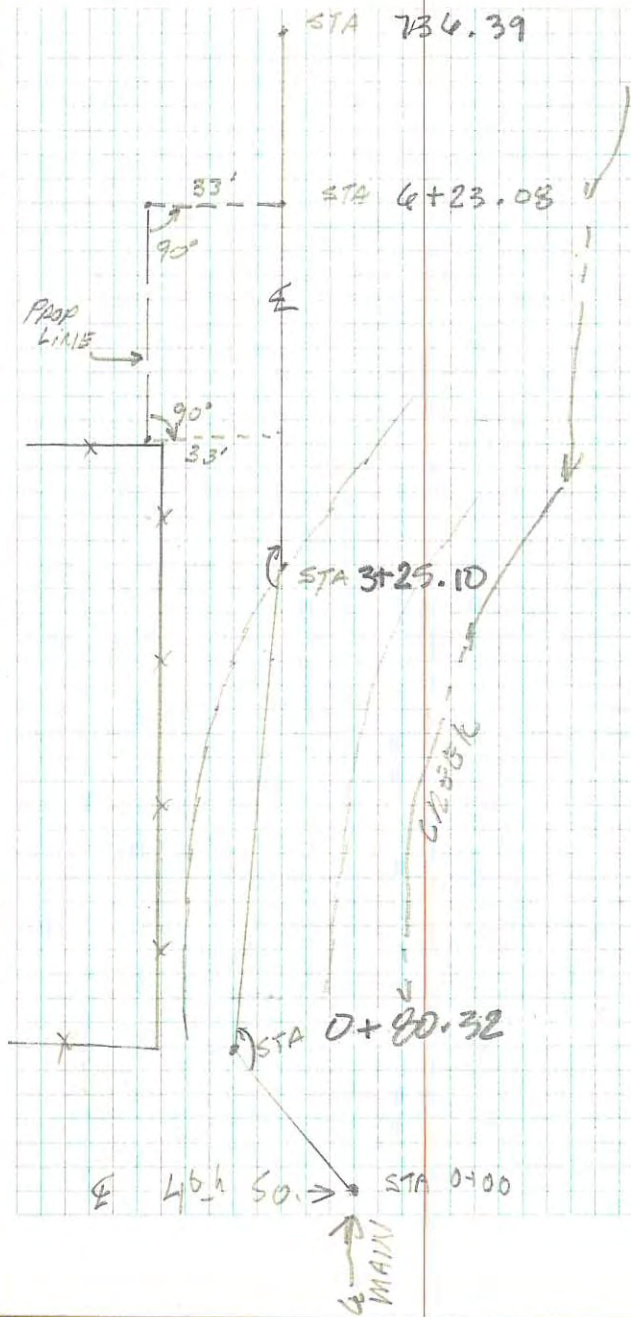
2/24/83  
 SCOTT #  
 ROSS TT

WARM 45°  
 CLEAR  
 CALM

WIDENING MAIN STREET  
 01-003-83

SETTING OF "P" LINE FOR  
 EXTENSION OF MAIN ST FR.  
 FOURTH NORTH.

STA → STA	HAZ	S. DIST	VERTA
STA 0+00 → STA	0°00'00"	80.34	88°31'20"
STA → STA	29°14'50"	249.13	86°56'50"
DEF PT. BS 0+00			
STA 3+25 → STA 4+23	3°40'		
DEF PT. BS STA 0+80.32	3°29'55"	298.43	86°52'
STA 3+25 → STA	3°40'55"	412.11	86°23'

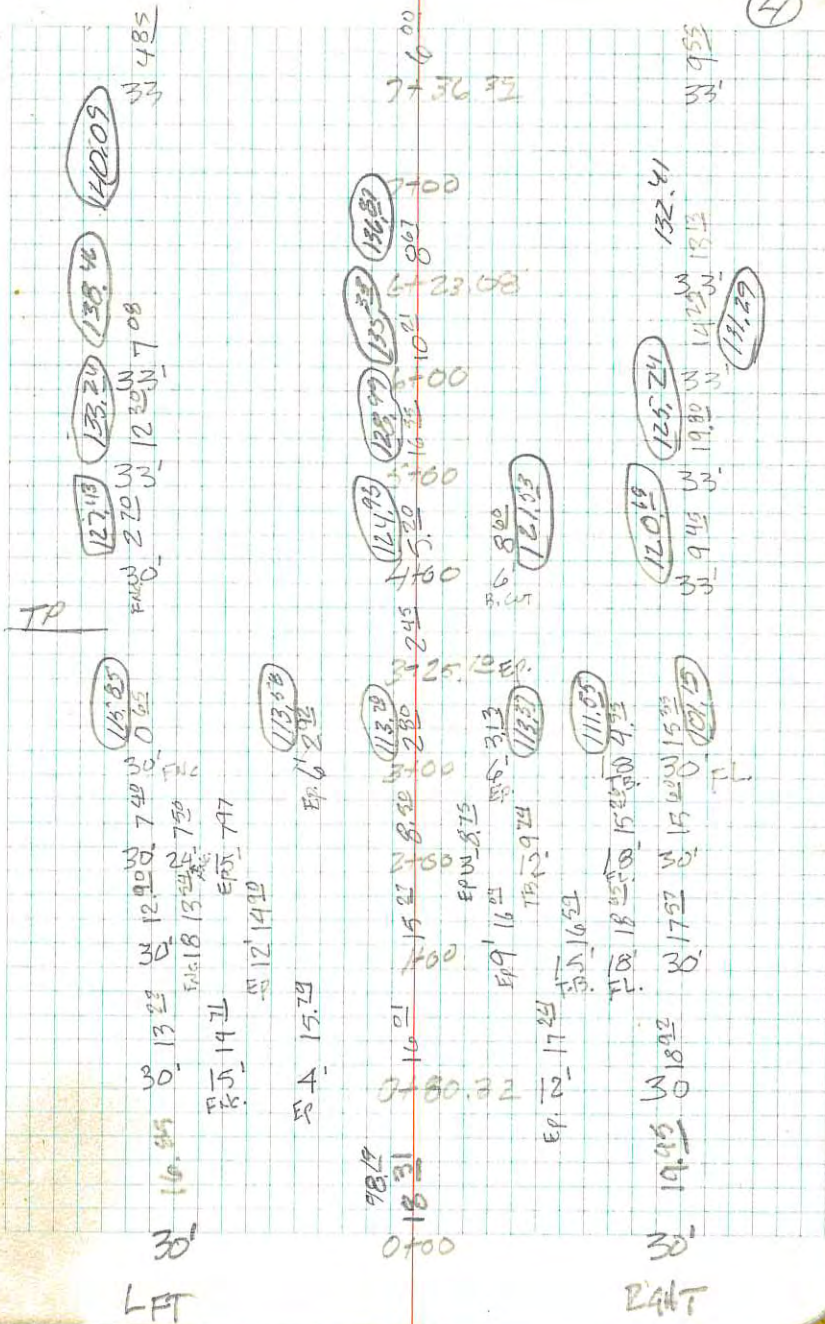




2/24/88  
 56077 #  
 Ross T

CROSS-SECTION  
 WILKINSON MAIN STREET

STA	STA.	-	+
T			152.52
TP	33' CT. 61.23.05	5.45	12.93
T			145.54
T.P.	OLD FENCE STUB	1.21	16.02
T			130.13
T.P.	325 LD	2.45	16.08
T			116.50
B.M.			100.00





STA → STA    +    HI    -

BM

100.45

x 1486

x 124

TP

114.02

x 1353

118

FP

126.47

26<sup>05</sup>



3-4-83

PORCUPINE DAMN ROAD  
(SLIDE AREA)

PROJECT # 1-04-83

STA → STA    HORIZ & S DIST    VERT & HORIZ DIST.

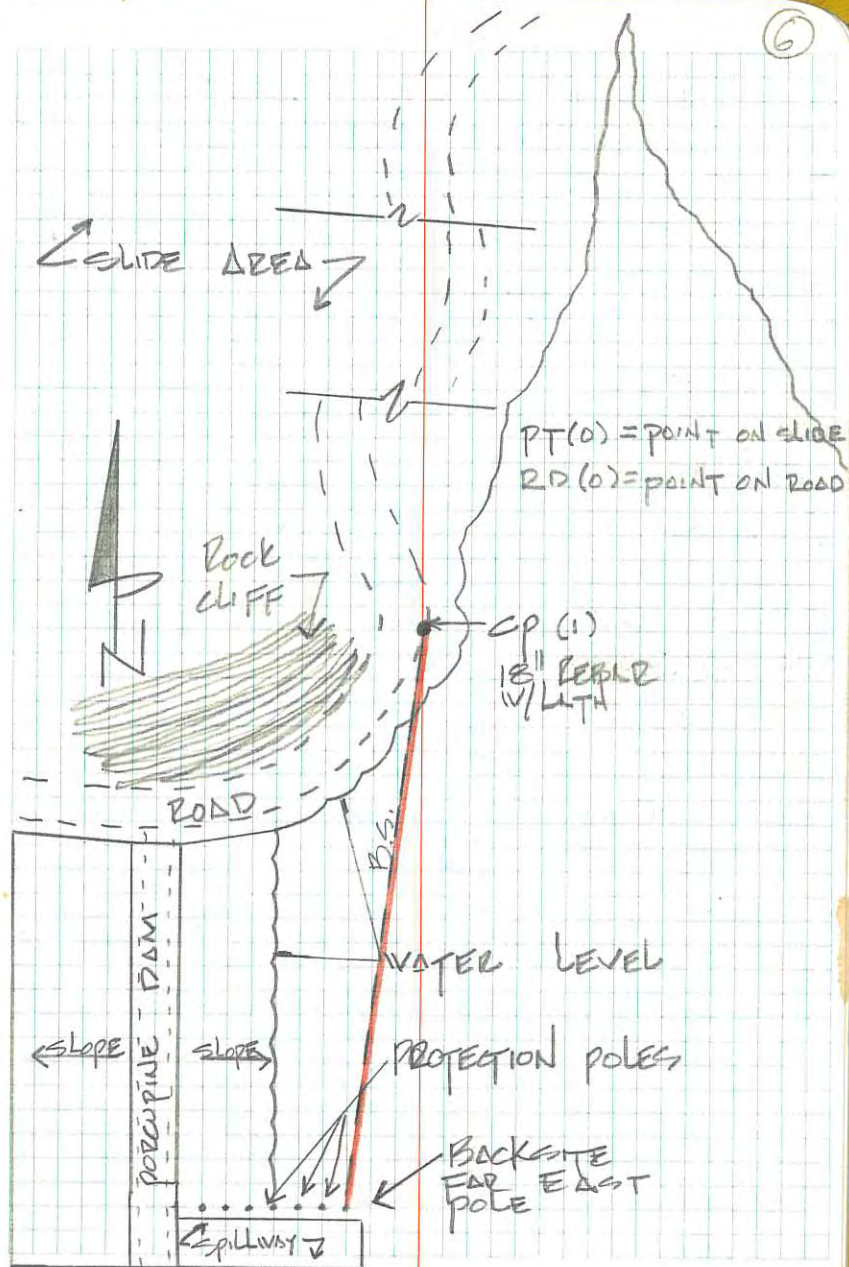
CP(1) → PT(1)    127°29'15" 439<sup>06</sup>    85°56'10" 437.96  
BS. FAR EAST  
POLE @ SPILLWAY  
INT RT.

CP(1) → PT(2)    143°49'55" 447.<sup>68</sup>    88°00'30" 447.41  
BS SAME  
INT RT.

CP(1) → PT(3)    157°31'00" 586<sup>22</sup>    88°32' 586.03  
BS SAME  
INT RT.

CP(1) → PT 4    160°02'05" 716<sup>12</sup>    88°38'50" 715.92  
BS SAME  
INT RT.

CP(1) → PT 5    169°55'00" 937<sup>25</sup>    88°41' 937.00  
BS SAME  
INT RT.





PORCUPINE DAM ROAD  
(SLIDE AREA)

PRO STA → STA    HORIZAL S. DIST.    VERT &    HORIZ O.  
 $+80^{\circ} 01' 30''$   
 STACP(1) → RD. (1)    179 58' 30" 1330.40    89° 30' 25" 1330.35

BS FAR EAST

CP (POLE @ SPILLWAY)  
 BS INT. RT.

PL

IN CP(1) → RD. (2)    172° 03' 50" 886.14    89° 30' 886.11  
 BS SAME

CP INT RT.

E

11 CP(1) → RD (3)    167° 54' 55" 854.64    89° 42' 10" 854.63  
 BS SAME

CP INT RT

E

1 CP(1) → RD (4)    170° 31' 00" 836.59    89° 33' 836.56  
 BS SAME

C INT RT

CP(1) → RD (5)    162° 29' 20" 456.15    90° 42' 50" 456.11  
 BS SAME

C INT RT.

SEE DRAWING  
 PAGE 6

PT. (0) = POINT ON SLIDE  
 RD (0) = POINT ON ROAD



PORCUPINE DAM ROAD  
(SLIDE AREA)

STA → STA	HORIZ X	S. DIST.	VERT Δ	HORIZ D.
CP (1) → RD (6) BS. SAME INT RT.	150° 48' 10"	361 <u>11</u>	91° 10' 15"	361.03
CP (1) → RD (7) BS SAME INT RT.	142° 28' 40"	383 <u>95</u>	89° 41'	383.94
CP (1) → RD (8) (PI CURVE) BS SAME INT RT.	124° 39' 55"	278 <u>25</u>	89° 26' 35"	278.24
CP (1) → RD (9) (PI CURVE) BS SAME INT <u>LEFT</u>	21° 16' 10"	50. <u>95</u>	90° 54'	50.94

SEE DRAWING  
PAGE 6

PT (0) = POINT ON SLIDE  
RD (0) = POINT ON ROAD



PROJECT # 1-05-83

## PUMPHOUSE ROAD SURVEY

ROSS T  
SCOTT PAPRIL 7 1983  
COOL 25° F

STA. → STA. HORIZ Δ S. DIST. VERT Δ

BM → E.E.V.	3° 43' 40"	493.51	90° 08' 45"	3
ROAD B.S. $\frac{3631}{116}$		493.51		
S.S. INT. RT.		493.50		

BM → E.N.S.	110° 28' 45"	100.30	90° 55' 50"	4
ROAD B.S. $\frac{3631}{116}$		100.30		
S.S. INT. LFT.		100.30		

BM → E.E.V.	43° 58' 45"	312.02	90° 16' 20"	5
ROAD B.S. $\frac{3631}{116}$		312.02		
S.S. INT. RT.		312.03		

BM → P.I.(1)	51° 39' 50"	475.76	90° 18' 30"	6
B.S. $\frac{3631}{116}$		475.76		
S.S. INT. RT.		475.76		

BM → P.I.(2)	135° 24' 15"	2523.93	90° 10'	7
B.S. $\frac{3631}{116}$	134° 36' 10"	2523.88		
INT. RT. (TRAV.)		2523.95		

R/W IS 44.5' WIDE

R/W IS 44.0' WIDE

R/W IS 32' WIDE GOING EAST  
FROM P.I.(1) → P.I.(2)134° 26' 55" : 135° 24' 12"  
R/W IS 34' WIDE @ P.I.(2)

9



PUMPHOUSE ROAD CONT.

STA → STA	HORIZ Δ	S. DIST.	VERT Δ	
PI (1) → PI (2)	141° 29' 55"	51.0	<del>95° 56' 30"</del>	STEEL TAPE
B.S. B.M.	141° 29' 52"			(9)
INT. LFT. TRAV.				

PI (2) → PI (3)	26° 08' 45"	3356.96	270° 07'
B.S. PI (1)	26° 08' 42"	3356.95	
DEF. & LFT. TRAV.		3356.97	

PI (3) → S. ROAD	19° 19' 58"	2165.30	270° 02' 30"
B.S. PI (2)		2165.29	
DEF & LFT. S.S.		2165.31	

PI (3) → S. ROAD	25° 35' 35"	2146.95	270° 04' 45"
B.S. PI (2)		2146.95	
DEF & LFT. S.S.		2146.94	

PI (3) → N. ROAD	26° 40' 10"	2075.82	270° 07'
B.S. PI (2)		2075.82	
DEF & LFT. S.S.		2075.81	

PI (3) → N. ROAD	31° 07' 10"	2091.88	270° 05' 39"
B.S. PI (2)		2091.88	
DEF & LFT. S.S.		2091.88	

R/W IS 23.5' WIDE @ PI (2)

R/W BEARING SOUTH IS 40' WIDE  
PT. SHOT IS E

R/W BEARING SOUTH IS 40' WIDE  
PT. SHOT IS E  
R/W FENCE ON PUMP HOUSE A ROAD ENDS  
ON WEST SIDE OF THIS ROAD

R/W BEARING NORTH IS 35.5' WIDE  
PT. SHOT IS E

R/W BEARING NORTH IS 31' WIDE  
POINT SHOT IS E  
R/W FENCE ON N. SIDE OF PUMPHOUSE  
ROAD ENDS ON W. SIDE OF THIS ROAD.  
BEARING NORTH.



PUMPHOUSE ROAD CONT.

(11)

STA → STA    HORIZ & S. DIST    VERT &  
 PI (4) → PI (5)    14° 13' 10"    119.89    STEEL TAPE  
 BS. PI (3)    14° 13' 13"  
 DEF & RT. TRAV.

PI (5) → PI (6)    42° 02' 30"    48.02    STEEL TAPE  
 BS. PI (4)    42° 00' 27"  
 DEF & LFT. TRAV.

PI (6) → PI (7)    29° 06' 30"    1489.40    89° 47' 30"  
 BS. PI (5)    29° 07' 33"    1489.40  
 DEF & Right. TRAV.    1489.40

PI (6) → S. ROAD    37° 44' 05"    1403.44    89° 52"  
 BS. PI (5)    1403.43  
 DEF & RT.    S.S.    1403.44

PI (6) → S ROAD    29° 44' 55"    1382.73    89° 45' 30"  
 BS. PI (5)    1382.73  
 DEF & RT.    S.S.    1382.73

42° 00' 30" \*

29° 07' 30" \*

29° 0

R/W ON SOUTH BEARING ROAD IS 29' WIDE  
 PT SHOT ON E.

R/W ON SOUTH BEARING ROAD IS 30' WIDE  
 PT SHOT ON E.



PUMP HOUSE CONT.

STA → STA	HORIZ &	S. DIST	VERT &
PI (6) → N ROAD	18° 43'	1300.88	89° 42'
B.S. PI (5)		1300.88	
DEF & RT	S.S.	1300.89	
			(2ND CABT ON N. ROAD)
PI (6) → N ROAD	27° 44' 50"	1281.39	89° 42'
B.S. PI (5)		1281.36	
DEF RT.	S.S.	1281.43	
			(PI NOT ON N. ROAD)
PI (7) → PI (8)	2° 03'	5246.06	89° 35' 30"
B.S. PI (6)	2° 02' 57"	5246.05	
DEF & LFT.	TRAV.	5246.08	
PI (7) → S. ROAD	1° 15' 10"	2584.50	89° 48'
B.S. PI (6)	1° 12' 45"	2584.49	
DEF & RT.	S.S.	2584.51	
PI (7) → S. ROAD	1° 15' 40"	2580.50	89° 45' 30"
B.S. PI (6)		2580.50	
DEF & LFT.	S.S.	2580.49	

(12)

R/W ON NORTH PT NOT ON BEARING ROAD IS 33' WIDE

R/W ON NORTH PT NOT ON BEARING ROAD IS 33' WIDE

RIGHT OF WAY BEARING S IS 40 WIDE

R/W BEARING S IS 42' WIDE



PUMP HOUSE CONT.

STA → STA	HORIZ &	S. DIST	VERT &
PI (7) → N. ROAD	2° 36'	2534. <sup>52</sup>	89° 44' 30"
BS PI (6)		2534. <sup>51</sup>	
DEF & LFT	C.S.	2534. <sup>52</sup>	
PI (7) → N. ROAD	5° 34' 45"	2543. <sup>35</sup>	89° 44' 30"
B.S. PI (6)		2543. <sup>35</sup>	
DEF & LFT	C.S.	2543. <sup>35</sup>	
PI (8) → PI (9)	16° 36' 30"	72. <sup>19</sup>	STEEL TAPE
BS PI (7)	16° 36' 35"		
DEF & RT.	TRAV.		
PI (9) → RR. S.	46° 15'	134. <sup>18</sup>	91° 55' 40"
BS. PI (8)		134. <sup>20</sup>	
INT. LFT.	S.S.	134. <sup>16</sup>	
PI (9) → R.R. N.	30° 59'	162. <sup>33</sup>	91° 00' 30"
BS. PI (8)		162. <sup>33</sup>	
INT. RT.	S.S.	162. <sup>34</sup>	

R/W BEARING NORTH IS 34' WIDE  
SHOT ON E

R/W BEARING NORTH IS 36' WIDE  
SHOT ON E.

R.R. R/W IS 66' WIDE

CL OF R/W IS 1.2' WEST OF E  
RAIL. SHOT E OF R/W.  
RAILS ARE 6' APART

R.R. R/W IS 66' WIDE

SAME AS ABOVE



PUMPHOUSE  
SURVEY

ROAD  
CONT.

ROLES &  
SLOTT P

APRIL 8, 1983  
COOL. 35° F.

STA → STA.    HORIZ Δ    S. DIST    VERT Δ

PI (9) → N. ROAD 62° 01' 50" 205.17 90° 11'  
BS PI (8)                    205.17  
INT RT. S.S.                205.17

PI (9) → N. ROAD 33° 22' 04" 70.80 91° 03'  
BS PI (8)                    70.80  
INT RT S.S.                70.17

PI (9) → S. ROAD 67° 36' 19.90 STEEL TAPE  
BS PI (8)  
INT LFT. S.S.

PI (9) → S. ROAD 101° 35' 20" 171.41 91° 39' 30"  
BS PI (8)                    171.42  
INT LFT. S.S.                171.40

PI (9) → PI (10) 16° 01' 30" 2689.88 89° 40'  
B.S. → PI (8) 16° 01' 27" 2689.89  
DEF Δ LFT.                2689.87  
TRAV.

(14)

400 WEST ST. R/W IS 66' WIDE  
SHOT ON E.

400 WEST ST. R/W IS 66' WIDE  
SHOT ON E.

400 WEST ST. R/W IS 26' WIDE  
SHOT ON E.

400 WEST ST. R/W IS 26' WIDE  
SHOT ON E.



PUMPHOUSE ROAD

I STA → STA Horiz & S. DIST VERT &

PI (10) → PI (11) 29° 39' 04" 119.56 91° 40'  
 - B.S. PI (9) 119.57  
 DEF & LFT. S.S. 119.55

P H&T  
 E PI (10) → TP (2) 63° 08' 05" 1274.96 90° 29' 30"  
 1 B.S. PI (9) 63° 08' 08" 1274.97  
 DEF & RT. TRANS. 1274.95

F H&T PI (2) → R/W MARKER 102° 31' 35" 253.62 90° 00'  
 B.S. PI (10) 253.60  
 INT LFT. S.S. 253.63

H&T PI (2) → R/W MARKER 70° 30' 30" 111.79 90° 27'  
 B.S. PI (10) 111.79  
 INT LFT. S.S. 111.78

TO CLOSE &

H&T PI (2) → PI (3) 60° 41' 08"  
 B.S. PI (10) 60° 41' 05"  
 INT LFT.



3RD STANDARD PARALLEL SURVEY  
 H&T ON E. SIDE OF 91

R/W MARKER 299+18 295+18 44.5 LFT

ORIG. MARKER DESTROYED REPLACEMENT  
 MARKER INFO. 295+18 39.3 LFT

R/W MARKER STA 296+48 49.5 RIGHT.  
 ORIG. MARKER FOUND.



CLOSURE ON PUMPHOUSE

STA → STA	HORIZ Δ	S. DIST	VERT Δ
H/T PI(3) → H/T PI(2)	<del>5993.27</del>	5993.27	89° 32' 30"
B.S. PI(2)		5993.25	
		5993.32	
H/T PI(3) → B.M.	179° 46' 08"	10,118.07	90° 06' 10"
B.S. H/T PI(2)		10,118.07	
INT RIGHT		10,118.08	



4-15-83

PORCUPINE DAM ROAD

SLIDE AREA

(COMPARISON) PROJ. # 1-06-83

STA → STA	HEIC. &	S. DIST	VERT. &
CP(1) → B.S.	00		
CP(1) → PT(1) B.S. FOR EAST POLE @ SPILLWAY INT. RT.	127°45'45"	437. <sup>12</sup>	85°52'
CP(1) → PT(2) B.S. SAME INT. RT.	144°49'30"	437. <sup>32</sup>	88°01'
CP(1) → PT(3) B.S. SAME INT. RT.	158°45'25"	570. <sup>39</sup>	88°40'30"
CP(1) → PT(3) B.S. SAME INT. RT.	160°52'50"	711. <sup>04</sup>	88°47'25"

SEE PAGE # 6  
FOR DRAWING

17



4-15-83 PORCUPINE DAMN ROAD  
SLIDE AREA (COMPARISON)

HORIZ & S. DIST. VERT Δ

CP (1) → PT (5) 169° 55' 00" 937 <sup>23</sup> 88° 39' 55"

B.S. SAME

INT RT.

(18)

SEE PAGE #6  
FOR DRAWING



4/29/83

PROJECT # 1-07-83

S0077 T

PRESTON #

SMITHFIELD GRAVEL PIT - TOPO-  
STOCKPILE.

57A → 57A 14016 4 08274 5.10157 14.1157 ELEV

B.S.<sub>2</sub> → B.S.<sub>1</sub> 60°00'00" 99°26'30" 189.95B.S.<sub>2</sub> → 1 (L7) 0°23'00" 102°53'00" 411.37 400.96

2 (L7) 0°34'00" 103°53' 380.31 369.15

3 (L7) 0°36'00" 107°11'00" 309.39 295.32

4 (L7) 1°55'00" 110°59'30" 252.53 239.39

5 (L7) 10°35'00" 112°16'00" 240.35 222.31

6 (L7) 22°16'00" 103°53'00" 378.26 367.23

7 (L7) 11°35'00" 107°58' 272.00 258.82

8 (L7) 17°34'00" 100°21'00" 375.19 368.86

9 (L7) 15°41'00" 99°45'00" 384.03 378.43

(19)

HI TGT = 4.31

HI REF = 4.60

HI TRANS = 5.21

HI BENCH = 5.85

B.S.<sub>1</sub>, H<sub>1</sub>T.

BEARING S 45° W.

ELEV OF B.S.<sub>2</sub> = 195.7134

100.00

104.9079 ✓

105.4900 ✓

104.7228 ✓

104.7623 ✓

105.5881 ✓

105.8505 ✓

112.6342 ✓

128.5858 ✓

131.5911 ✓



STA → STA    HORZ    VERT    S DIST    H DIST

10 (67) 4°40'00" 99°40'00" 392.61 386.98

ELEV

130.7009 ✓

11 (67) 3°59'00" 100°32'00" 381.78 375.28

126.8358 ✓

12 (67) 3°02'00" 107°00'00" 286.27 273.6643

112.9477

BM<sub>2</sub> → BS<sub>1</sub>    00°00'00"

13 (27) 1°13'00" 88°41'00" 179.94 179.90

104.8755 ✓

14 (27) 11°21'30" 88°38'00" 163.39 163.35

104.6376 ✓

15 (27) 21°50'00" 88°43'00" 175.36 175.32

104.6682

16 (27) 32°22'00" 89°01'00" 209.03 209.00

103.9635

17 (27) 34°47'00" 89°12'00" 244.22 244.20

104.1511

18

19

11°21'30" = 5°05'  
107°00' = 5°05'



PROJECT # 1-08-83

AREA OF GRAVEL Along  
SOUTH FENCE @ HYDUM (TUDINGHAM)

P.T.

DOGS

K

5-4-83

PROSSON

P

W/L 50° E

STA → STA    HORIZ & S. DIST.    VERT &

B.S.                    0° 00'            SW COR PROP

CP(1) → SW COR    0° 00'    472.34    87° 36'  
@ FENCE

CP(1) → E CUT    62° 23' 45"    325.64    86° 04'  
@ FENCE INT. PT.  
B.S. SW COR. AT  
FENCE

CP(1) → E CUT    69° 29' 45"    227.01    85° 14' 30"  
@ CUT. INT. PT.  
B.S. SAME

(4) INT. PT.    62° 11' 50"    243.60    85° 02'

HI OF T = 5'-0"  
HI OF P = 6'-0"

(21)



		HORIZ Δ	S. DIST	VERT Δ
5	INT RT →	36° 01'	293. <sup>00</sup>	85° 38'
6	INT RT	3° 45' 30"	344. <sup>69</sup>	88° 01'
7	INT LFT. ↓	9° 22' 00"	317. <sup>44</sup>	89° 07'
8	→	13° 01'	400. <sup>99</sup>	89° 50'
9	→	4° 53' 40"	439. <sup>18</sup>	89° 11'
10	→	2° 59' 30"	447. <sup>26</sup>	87° 40'
11	INT RT.	1° 12' 00"	415. <sup>69</sup>	87° 35'
12	INT LFT. ↓	8° 05' 20"	289. <sup>26</sup>	92° 13' 30"
13	↓	2° 51' 10"	304. <sup>10</sup>	92° 29'
14	INT. RT.	26° 21' 00"	244. <sup>19</sup>	93° 45'
15	↓	61° 10' 30"	199. <sup>29</sup>	93° 21'
16				
17				



POSCUPINE DAM SLIDE

AREA 1-09-83

5-6-83

Raining 40°F.

ROSS L. T

PRESTON ?

STA. → STA. HORIZ. Δ S. DIST. VERT. Δ

CP(1) → B.S. 0°00'

CP(1) → PT. (1) 128°00' 436.<sup>30</sup> 85°57'

B.S. FAR EAST

POLE @ SPILLWAY

INT. RT. S.S.

CP(1) → PT. (2) 145°01'10" 435.<sup>84</sup> 88°14'30"

B.S. SAME

INT. RT. S.S.

CP(1) → PT. (3) 159°0'20" 577.<sup>03</sup> 88°49'30"

B.S. SAME

INT. RT. S.S.

CP(1) → PT. (4) 161°01'06" 710.<sup>11</sup> 88°<sup>52'</sup>~~57'~~

B.S. SAME

INT. RT. S.S.



PORCUPINE DAM  
SLIDE AREA

ROSS K 5-6-83  
PRESON P RAINING 40° F.

STA. → STA. HORIZ Δ S. DIST VERT Δ

CP (1) → PT (5) 169° 54' 45" 937.20 88° 42'  
BS. SAME  
INT. RT. SS.

CP (1) → PT (6)  
ON BOUNDARY ↓  
BS. SAME  
INT. RT. SS.

CP (1) → PT (7)  
BS. SAME  
INT. RT. SS.

CP (1) → PT (8)  
BS. SAME  
INT. RT. SS.

CP (1) → PT (9)  
BS. SAME  
INT. RT. SS.

NOT ACCESSIBLE  
IN SLIDE 75'



R/W TO TUDDINGHAM GRAVEL  
PIT

ROSS T PROJECT# 1-10-83 MAY 17 1983  
SCOTT P WARM 50° WIND

STA → STA    HORIZ & S. DIST    VERT &

Cp(1) → B.S.    0° 00' 545 <sup>21</sup> 92° 29'

Cp(1) → PI (1) 2° 39' 15" 545 <sup>29</sup> 92° 32'

B.S. REBAR @

R/W MARKER

INT LEFT.

Cp(1) → PI (2) 18° 28' 45" 391. <sup>61</sup> 93° 23' 30"

B.S. SAME

INT LEFT.

Cp(1) → PI (3) 147° 44' 55" 275 <sup>67</sup> 93° 54' 30"

B.S. SAME

INT LEFT

Cp(1) → PI (4) 174° 47' 40" 369 <sup>58</sup> 89° 37'

B.S. SAME

INT RIGHT.

NG=10,024.0532

EG=50,278.0341

25

ENTER↑

5,280.0000 /

0.2121 \*\*\*



S.S. ON E

N1=10,000.0000  
E1=50,000.0000

S 88.0840 E  
SS

S 89.1205 W  
HD=544.7571

N2=9,992.4072  
E2=49,455.2958

S 73.2235 W  
HD=390.9241

N3=9,888.1632  
E3=49,625.4147

S 55.5335 E  
HD=275.0289

N4=9,845.7805  
E4=50,227.7218

N 86.3900 E  
HD=369.5717

N5=10,021.5960  
E5=50,368.9402

N 85.0320 E  
HD=279.0726

N6=10,024.0532  
E6=50,278.0341

TRAV. ON E

N1=9,992.4072  
E1=49,455.2958

S 58.3004 E ✓  
HD=199.5175

N2=9,888.1632 ✓  
E2=49,625.4147

S 85.5830 E ✓  
HD=603.7964

N3=9,845.7805 ✓  
E3=50,227.7218

N 38.4620 E ✓  
HD=225.5077

N4=10,021.5960 ✓  
E4=50,368.9402

N 88.2706 W  
HD=90.9393

N5=10,024.0532  
E5=50,278.0341

ΣHD=1,119.7610  
AREA=121,511.2388

CLOSURE  
N 0.0000 E  
HD=4.0000E-8

N6=10,024.0532  
E6=50,278.0341

ENTER↑

5,280.0000 /

0.2121 \*\*\*

BASIS OF BEARING  
TRIANGLE

N1=1,000.0000  
E1=1,000.0000

S 89.3318 W  
S 88.0840 E  
HD=545.2600

L=-17.6555  
D=544.9741

N2=982.3445  
E2=1,544.9741

N 85.0320 E  
HD=279.0700

L=24.0530  
D=278.0315

N3=1,006.3975  
E3=1,823.0056

S 89.3318 W  
HD=823.1315

L=-6.3930  
D=-823.1067

N4=1,000.0046  
E4=999.8989

ΣHD=1,647.4615  
AREA=9,010.7084

CLOSURE  
S 87.2516 E  
HD=0.1012

L=-0.0046  
D=0.1011

N5=1,000.0000  
E5=1,000.0000



R/W TO TUDDINGHAM GRAVEL  
PIT

ROSS T PROJECT# 1-10-83 MAY 17 1983  
SCOTT P WARM 50° WIND

STA → STA HORIZ & S. DIST VERT &

CP(1) → B.S. 0° 00' 545 <sup>11</sup> 92° 29'

CP(1) → PI (1) 2° 39' 15" 545 <sup>23</sup> 92° 32'

B.S. REBAR @

R/W MARKER

INT LEFT.

CP(1) → PI (2) 18° 28' 45" 391. <sup>61</sup> 93° 23' 30"

B.S. SAME

INT. LEFT.

CP(1) → PI (3) 147° 44' 55" 275. <sup>67</sup> 93° 54' 30"

B.S. SAME

INT LEFT

CP(1) → PI (4) 174° 47' 40" 369. <sup>58</sup> 89° 37'

B.S. SAME

INT RIGHT.



R/W - TUBBINGHAM PROPERTY  
GRAVEL PIT.

5-17-83

ROSS R  
SCOTT P

STA → STA    HORIZ & S. DIST    VERT &

CP(1) → SW COR    173°12'00"    279<sup>08</sup>    89°35'

TUBBINGHAM PIT.

B.S. SAME

INT RIGHT.

26



PORCUPINE DAM SLIDE

5-20-83      1-11-83      ROSS T  
 WARM 50°F      SCOTT P

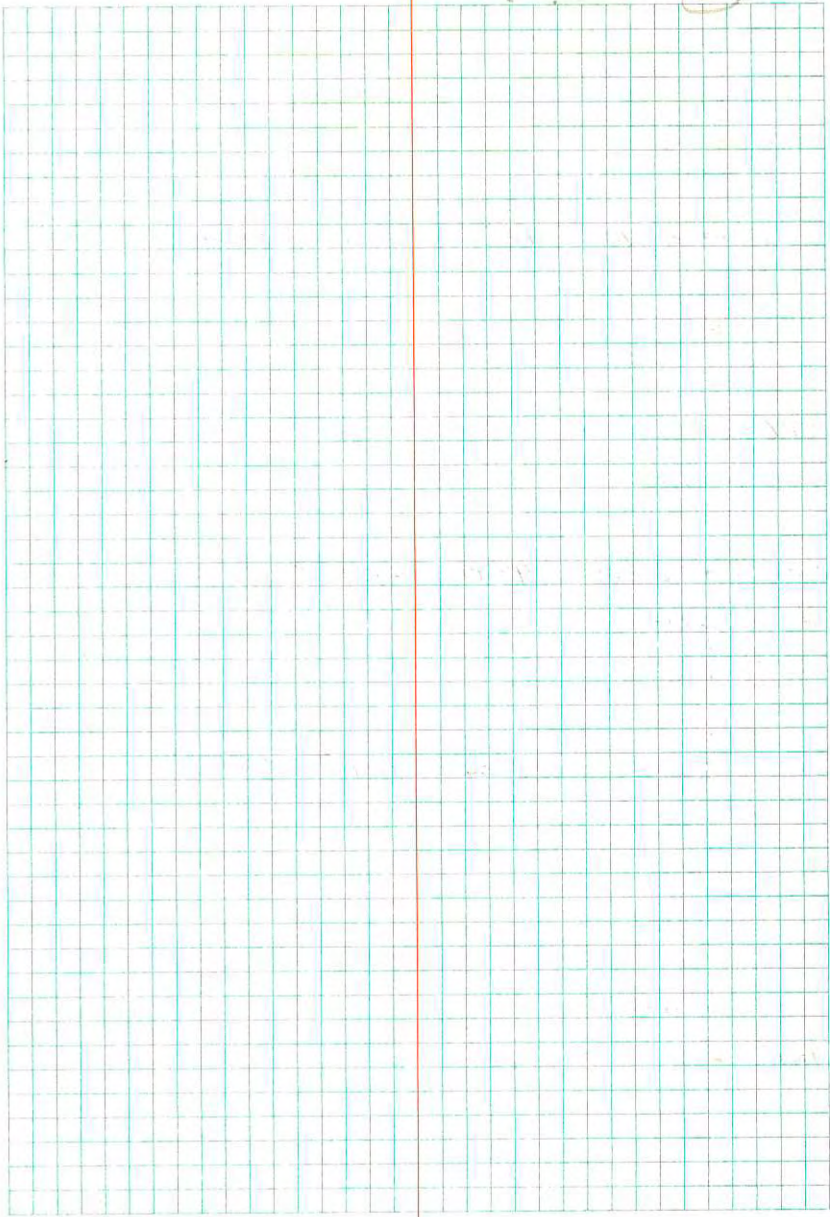
STA → STA      HORIZ & S DIST      VERT &

Cp(1) → PT (1)      128°11'50"      435 <sup>31</sup>      85°55'40"  
 B.S. FAR EAST  
 POLE @ SPILLWAY  
 INT. RT.

Cp(1) → PT(2)      145°07'10"      434 <sup>32</sup>      88°14'  
 B.S. SAME  
 INT. RT.

Cp(1) → PT(3)      159°09'10"      576 <sup>23</sup>      88°49'30"  
 B.S. SAME  
 INT. RT.

Cp(1) → PT(4)      161°05'55"      709 <sup>34</sup>      88°51'10"  
 B.S. SAME  
 INT. RT.





PORCUPINE DAM CONT.

STA → STA	HORIZ Δ	S. DIST.	VERT Δ
CP(1) → PT(5)	169°55'08"	937.16	88°40'30"
B.S. SAME			
INT. RT.			
CP(1) → SLIDE (1)	143°38'55"	1085.68	85°54'30"
B.S. SAME			
CP(1) → SLIDE(2)	142°49'20"	1792.85	83°55'
B.S. SAME			
INT. RT.			
CP(1) → SLIDE(3)	136°49'55"	1681.03	83°57'
B.S. SAME			
INT. RT.			
CP(1) → SLIDE(4)	138°45'35"	1503.07	84°33'
B.S. SAME			
INT. RT.			
CP(1) → SLIDE(5)	134°57'30"	1458.29	84°29'
B.S. SAME			
INT. RT.			

PREVIOUS RIBBON 30' E IS DOWN HILL

SAME POINT AS BEFORE.

NEW POINT.



PORCUPINE DAM CONT.

STA → STA    HORIZ &    S. DIST.    VERT &

Cp (1) → SLIDE (6)     $135^{\circ}45'30''$     1286 <sup>05</sup>     $85^{\circ}00'$

B.S. SAME

INT. RT.

Cp (1) → SLIDE (7)     $113^{\circ}15'$     1311. <sup>13</sup>     $82^{\circ}39'$

B.S. SAME

INT. RT.

Cp (1) → SLIDE (8)     $102^{\circ}26'08''$     1182 <sup>61</sup>     $81^{\circ}54'$

B.S. SAME

INT. RT.

Cp (2) → SLIDE (9)     $123^{\circ}51'15''$     1008 <sup>67</sup>     $81^{\circ}25'$

B.S. CP1

INT. RT.

Cp (2) → SLIDE (10)     $118^{\circ}45'$     1110 <sup>69</sup>     $81^{\circ}20'$

B.S. CP(1)

INT. RT.

Cp (2) → SLIDE (11)     $109^{\circ}53'15''$     847. <sup>63</sup>     $80^{\circ}31'30''$

B.S. CP(1)

INT. RT.

NEW POINT.



POREUPINE SLIDE AREA

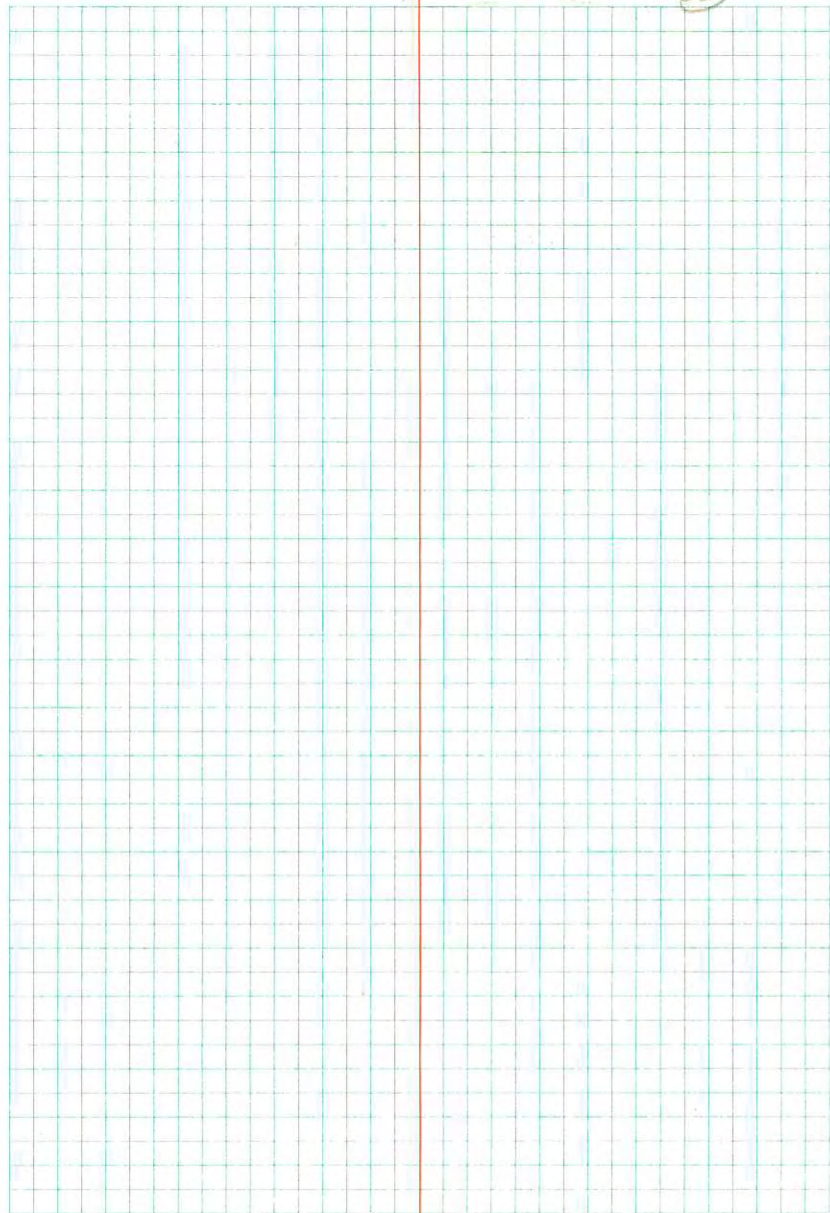
CONT

STA → STA    HORIZ & S. DIST    VERT Δ

CP(2) → SLIDE (12) 102°23'45" 347.29 81°21'

BS CP(1) INT PT.

30





PROJECT # 1-12-83

Δ'S TURNED FROM CP(21)  
SMITHFIELD GRAV. PIT SURVEY  
TO 2 HUB & JACKS SET ON  
SMITHFIELD CITIES WATER TANK  
(SET BY JIM GASS) B.S.  
E 1/4 COR SEC. 22 T. 13 N  
R. 1 E OF SLB & M

ROSS T  
JIM P

10-11-83  
3:03 PM

STA → STA    HORIZ Δ    S DIST    VERT Δ

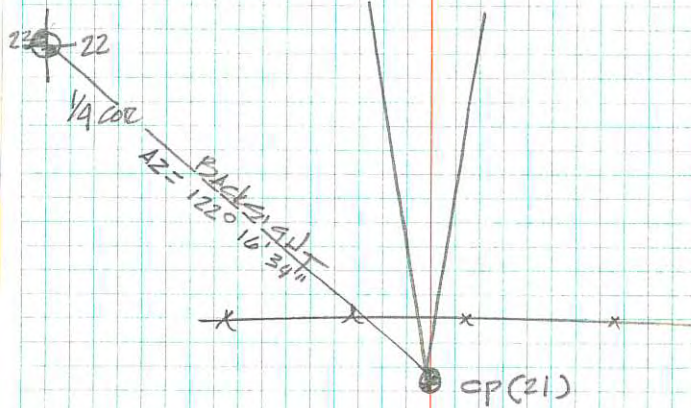
CP(21)    1/4    0°00'    2370<sup>EL</sup>    93°21'55"

CP(21) → WEST H&T    55°11'03"    5524.23    92°20'00"

INT RT BS  
22/23

CP(21) → EAST H&T    54°08'20"    5477.14    92°20'00"

INT RT BS  
22/23



↑





ROSS T  
JIM P

10-19-83

COOL 55°

CLARKSTON STREET SURVEY  
PROJECT # 1-13-83

FOR A SURVEY  
AFTER A FORMAL REQUEST FROM CLARKSTON  
TOWN CORPORATION PRESIDENT OF THE BOARD  
OF ADJUSTMENT. A SURVEY ON  
THE 99' (PLATTED) RIGHT-OF-WAY KNOWN  
AS 10500 NORTH BETWEEN 8900 W.  
& 9000 WEST IN CASH COUNTY TOWN OF  
CLARKSTON. THE CENTERLINE WAS MARKED  
W/ 20<sup>d</sup> COMMON MASONRY NAILS  
AND A CENTER LINE WAS ESTABLISHED.  
IT WAS DETERMINED THAT  
THE HAY SHED IN QUESTION (PROMPTING  
SAID REQUEST FOR SURVEY) WAS  
INDEED CONSTRUCTED OVER & ON  
THE TOWN R/W AS SHOWN  
ON NEXT PAGE

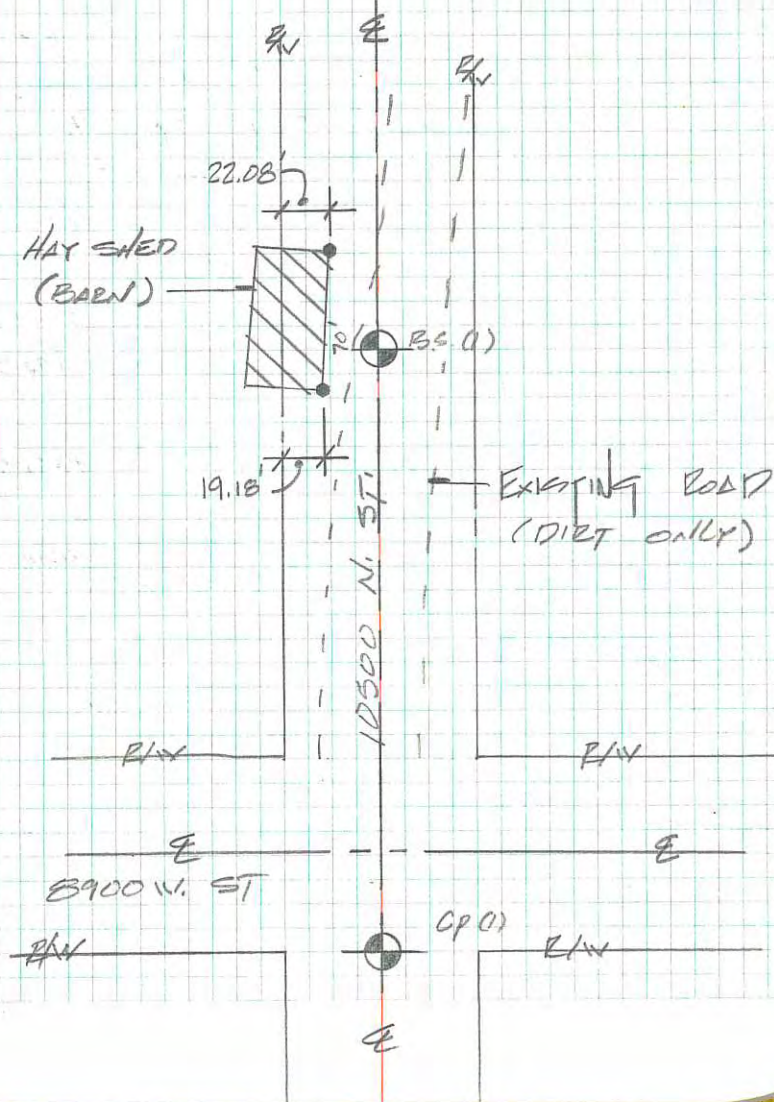
*[Handwritten signature]*

STA → STA    HORIZ & S. DIST    VERT Δ

CP(1) → BS 1    0°00'00"

CP(1) → NE COR  
BARN  
BS. BS(1) INT LFT    7°50'10"    222.44    88°31'30"

HORIZ & S. DIST    VERT Δ    32  
CP(1) → N.W. COR  
BS. BS(1) INT LFT    5°22'00"    293.38    87°38'10"





Ra  
Jim

10-19-83  
Cool 55°

FEET SURVEY  
- 83

N1=10,000.0000  
E1=50,000.0000

A	S 90.0000 E
SS	
T2	S 82.0950 W
C1	HD=222.3759
T	N2=9,969.6813
A	E2=49,779.7006
+	S 84.3760 W
CL	HD=293.1303
W	N3=9,972.5838
Ann	E3=49,708.1546

19.1831

22.1838

FOR A SURVEY  
STA FROM CLARKSTON  
DENT OF THE BOARD  
SURVEY ON  
T-OF-WAY KNOWN  
ETWEEN 8900 W.  
COUNTY TOWN OF  
ERLINE WAS MARKED  
WARY NAILS

A CENTER LINE WAS ESTABLISHED  
IT WAS DETERMINED THAT  
THE HAY SHED IN QUESTION (PROMPTLY  
SAID REQUEST FOR SURVEY) WAS  
INDEED CONSTRUCTED OVER & ON  
THE TOWN RIW AS SHOWN  
ON NEXT PAGE

*[Handwritten signature]*

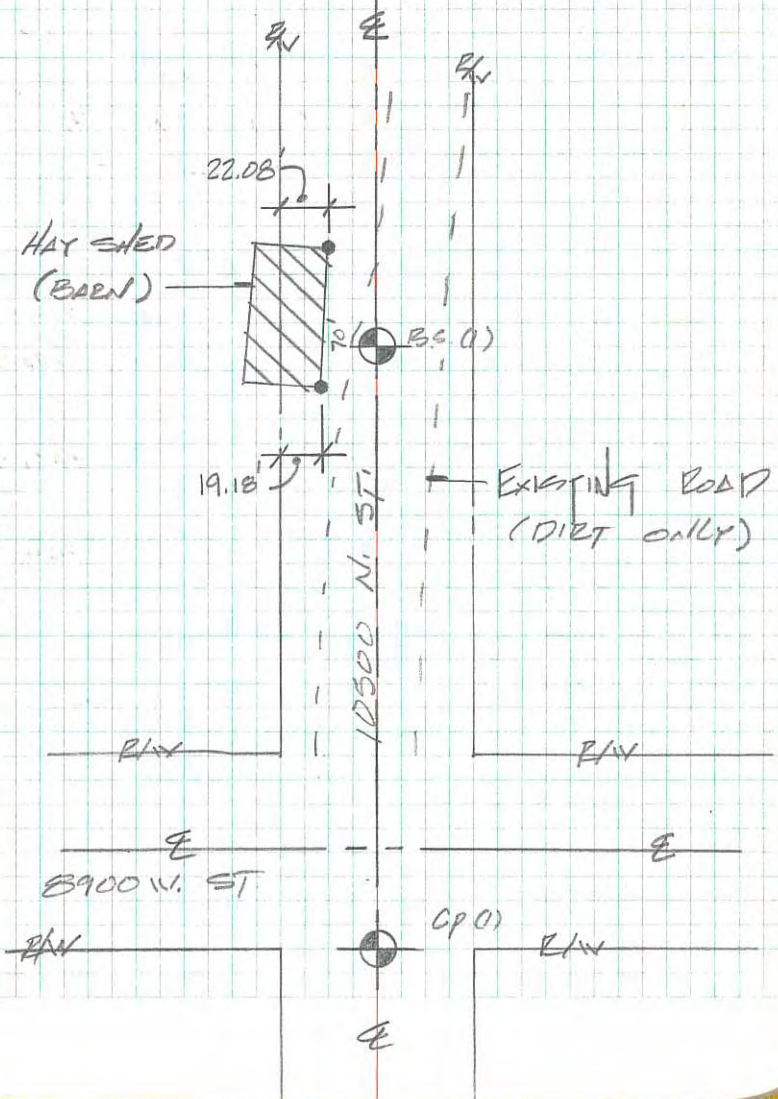
STA → STA    Horiz & S. DIST    VERT Δ

Cp(1) → BS 1    0°00'00"

Cp(1) →	NE COR BARN	7°50'10"	222.44	88°31'30"
BS. BS(1)	INT LFT			

Horiz & S. DIST - VERT Δ (32)

Cp(1) →	N W COR	5°22'00"	293.38	87°38'10"
BS. BS(1)	INT LFT			





PROJECT # 1-14-83 DATE: 10-31-83

CROSSSECTION FOR PROPOSED GRAVEL PIT IN PARADISE UT. (FOR NATIONAL GUARD PROJECT IN SOUTH CANYON) USING EDM & VERT. & TO OBTAIN ELEV.

HI OF A 5.30

HI ELEV 200.00

HI OF P 4.24

HI 205.30

STA → STA HORIZ & S. DIST VERT. & ELEV.

CPI → 1 BS DL 50°41'50" 232.66 89°54'10" 201.45

" 2 " L 52°54'20" 209.56 89°45' 201.97

" 3 " L 56°39' 188.14 90°04' 200.84

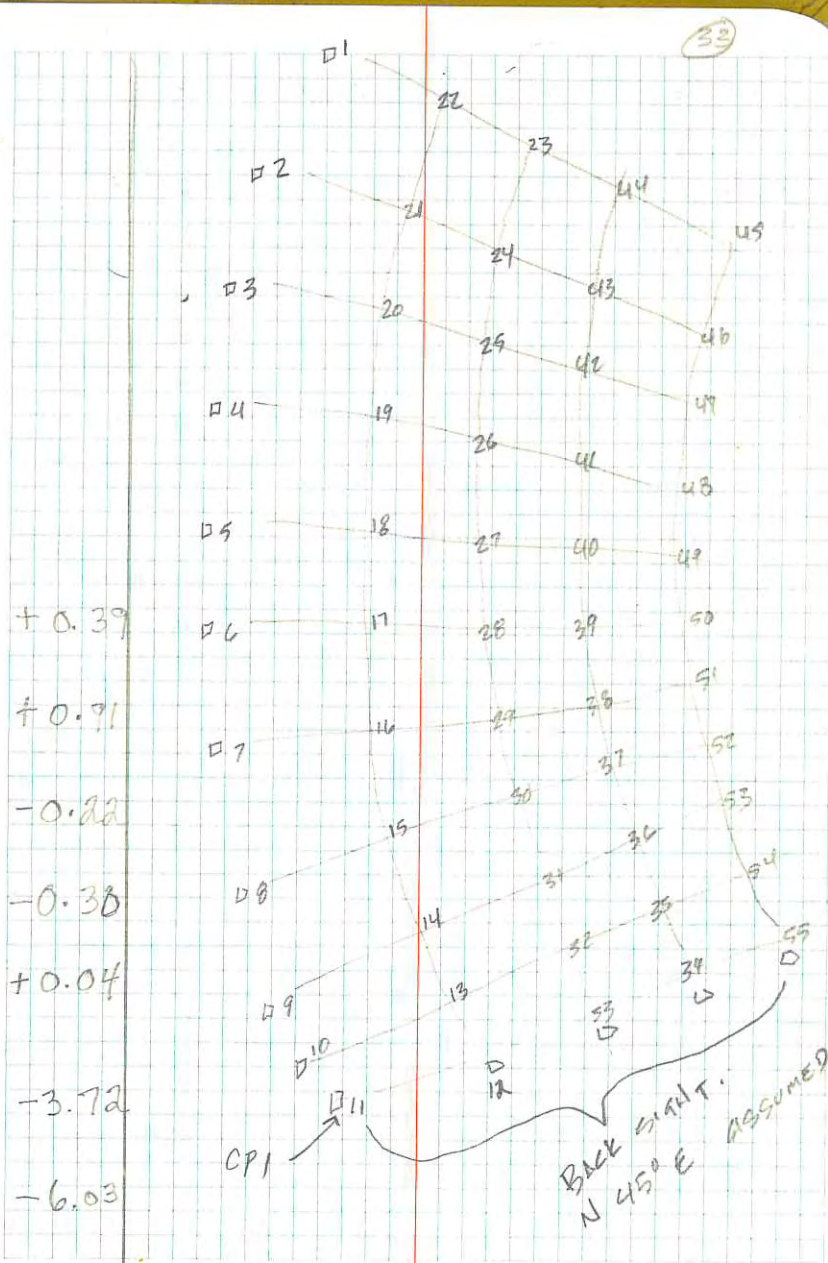
" 4 " L 60°57' 166.83 90°06'10" 200.76

" 5 " L 64°47'45" 144.13 89°59' 201.10

" 6 " L 69°25'00" 122.06 91°44'50" 197.34

" 7 " L 74°41'30" 99.01 93°30' 195.03

" 8 " L 75°02'10" 74.27 92°01' 198.45



+0.39

+0.71

-0.88

-0.38

+0.04

-3.72

-6.03

-2.61



STA	→ STA	HORIZ & S. DIST	VERT & ELEV.
Cp(1)	→ 9 BSH L	76° 50' 49. <sup>87</sup>	93° 54' 40" 197.67
"	10 " L	80° 16' 24. <sup>92</sup>	96° 15' 198.36
"	" "		200.00
"	12 " L	4° 33' 40" 26. <sup>16</sup>	111° 15' 192.22
"	13 " L	38° 32' 37. <sup>73</sup>	106° 30' 190.76
"	14 " L	47° 30' 58. <sup>26</sup>	102° 46' 188.50
"	15 " L	51° 00' 81. <sup>33</sup>	99° 21' 188.01
"	16 " L	55° 56' 30" 98. <sup>37</sup>	97° 24' 30" 188.48
"	17 " L	54° 22' 116. <sup>53</sup>	96° 188.95
"	18 " L	50° 07' 138. <sup>46</sup>	94° 57' 189.16
"	19 " L	48° 29' 159. <sup>58</sup>	93° 44' 190.69
"	20 " L	47° 31' 10" 180. <sup>60</sup>	93° 02' 30" 191.49

-8.39  
 -2.70  
 -8.84  
 -10.30  
 -12.56  
 -13.05  
 -12.58  
 -12.11  
 -11.90  
 -10.37  
 -9.57



STA → STA HORIZ & S. DIST VERT & ELEV.

CP (1) → 21 BS SS L 46°10'30" 204.<sup>12</sup> 91°53' 194.36 -6.70

" 22 " " L 45°23' 231.<sup>00</sup> 91°03' 196.83 -4.23

NEW HI = 5.<sup>00</sup> (Hi 205.00)  
NEW ROD HI = 4.<sup>24</sup>

CP (1) → 23 " L 37°17'50" 220.<sup>03</sup> 94°31' 183.49 -17.27

" 24 " L 38°58'30" 195.<sup>22</sup> 95°06'40" 183.39 -17.37

" 25 " L 40°28'25" 171.<sup>77</sup> 96°07' 182.57 -18.19

" 26 " L 40°51'50" 148.<sup>66</sup> 97°29' 181.56 -19.20

" 27 " L 40°35' 130.<sup>67</sup> 99°02'30" 180.48 -20.28

" 28 " L 40°00'35" 113.<sup>30</sup> 100° " 181.03 -19.73

" 29 " L 36°13'50" 93.<sup>44</sup> 101.<sup>50</sup> 182.01 -18.75

" 30 " L 30°23' 77.<sup>62</sup> 104°08'15" 182.38 -18.38

" 31 " L



	32	20° 01' 10"	59. <sup>81</sup>	107° 33' 10"	183.56	-17.60
11	33 II L	2° 16' 00"	50. <sup>47</sup>	104° 24'	184.95	-15.81
	34	2° 24' 30"	75. <sup>71</sup>	108° 01' 30"	178.48	-22.28
	35	14° 17'	89. <sup>02</sup>	106° 08' 30"	178.32	-22.44
	36	22° 31'	97. <sup>57</sup>	103° 59' 30"	177.87	-22.87
	37	29° 30'	110. <sup>19</sup>	103° 01'	176.58	-24.18
	38	33° 03' 30"	127. <sup>11</sup>	102° 31'	173.87	-26.27
	39	33° 45' 45"	134. <sup>05</sup>	102°	173.50	-27.16
	40	39° 35'	143. <sup>07</sup>	101. <sup>20</sup>	173.20	-27.66
	41	32° 48' 15"	158. <sup>39</sup>	100. <sup>19</sup>	172.85	-27.71
	42	31° 47' 50"	176. <sup>63</sup>	99° 06'	173.18	-27.58
	43	31° 20'	198. <sup>50</sup>	97° 49'	174.01	-26.75



44	32° 48'	217. <sup>87</sup>	96° 18'	177.00	-23.76
45	26° 02'	218. <sup>48</sup>	98° 56'	167.24	-33.52
46	26° 46'	196. <sup>20</sup>	99° 25'	169.09	-31.67
47	27° 40'	174. <sup>65</sup>	100° 22'	169.85	-30.91
48	28° 16'	156. <sup>26</sup>	101° 14'	170.81	-29.95
49	28° 25'	149. <sup>24</sup>	101° 44'	171.05	-29.71
50	25° 31'	140. <sup>44</sup>	102° 20'	171.45	-29.31
51	23° 50'	133. <sup>81</sup>	102° 47'	171.89	-28.87
52	21° 21'	127. <sup>87</sup>	103° 35'	171.57	-29.19
53	16°	118. <sup>52</sup>	104° 33'	171.79	-29.97
54	7° 21'	107. <sup>86</sup>	106° 13'	172.05	-28.71
55	1° 07'	99. <sup>98</sup>	106° 42'	173.25	-27.51



LEVELS ON CANAL BANKS  
 ALONG GUN CLUB PROPERTY  
 WEST OF LOGAN ON VALLEY  
 VIEW HIGHWAY PROJECT #  
 1-15-83 *Pro. Agency*

STA → STA. STA 0+00 BM ASSUMED	+	HI	-	NORTH ELEV. 100 <sup>00</sup>
	5.15			100 <sup>22</sup>
		105 <sup>15</sup>		
2+00			4.90	100 <sup>20</sup>
4+00			4.60	100 <sup>50</sup>
6+00			5.10	100 <sup>00</sup>
8+00			5.40	99 <sup>50</sup>
10+00			5.40	99 <sup>70</sup>
TP.	3.50	103 <sup>20</sup>		
12+00			3.90	99 <sup>60</sup>
14+00			5.00	98 <sup>50</sup>
16+00			5.60	97 <sup>90</sup>



LEVELS ON CANAL BANKS  
 ALONG GUN CLUB PROPERTY  
 WEST OF LOGAN ON VALLEY  
 VIEW HIGHWAY PROJECT #  
 1-15-83

*Doc. A. Johnson*

NORTH ELEV.

STA → STA.	+	HI	-	NORTH ELEV.
STA 0+00 BM ASSUMED				100 <sup>00</sup>
	5.10			100 <sup>00</sup>
		105.10		
2+00			4.90	100 <sup>20</sup>
4+00			4.60	100 <sup>20</sup>
6+00			5.10	100 <sup>00</sup>
8+00			5.40	99 <sup>50</sup>
10+00			5.40	99 <sup>70</sup>
TP.	3.50	103 <sup>50</sup>		
12+00			3.90	99 <sup>60</sup>
14+00			4.00	98 <sup>50</sup>
16+00			5.60	97 <sup>90</sup>



STA → STA + HI - ELEV

18+00 5.40 98.10

20+00 5.50 98.00

SOUTH ELEV.

98.00

5.70

103.70

2 20+00 5.70 98.00

4 18+00 6.60 97.4

16+00 5.80

6 14+00 5.80 97.9

8 12+00 5.30 98.4

10 10+00 5.10 98.6

12 8+00 4.60 99.10

5.10

104.20

14 6+00 5.00 99.2

16



STA → STA	+	HI	-	
4+00			5 <sup>50</sup>	98 <sup>20</sup>
2+00			4 <sup>20</sup>	99 <sup>5</sup>
0+00			4 <sup>20</sup>	100 <sup>0</sup>
0+00			4 <sup>40</sup>	99 <sup>5</sup>

close, shot



PROJECT # 1-216-83

STA → STA    HORIZ A S. DIST    VERT A ELEV.

Cp(1) = NAIL @ NORTH EDGE # 2 OF Runway  
17-35    Logan Cache Airport

Cp(1) → FENCE    180°    460.<sup>31</sup>    90°18'00"

Cp(1) → ROAD #    180°    1182<sup>56</sup>    90°00'00"

Cp(1) → S. RIW    180°    1152<sup>46</sup>    90°04'45"

ALL STOPS WERE B.S. ON # 2 OF  
Runway 17-35

(11)

HI OF  $\pi$  = 5.32

HI OF ROAD 4.24

POINT ON AIRPORT PROPERTY FENCE LINE

CENTER LINE POINT OF EXISTING GRAVEL ROAD

SOUTH RIGHT OF WAY FENCE LINE



PROJECT # 1-18-83  
SEE SEC. COL. BK # 8 p. 12

PROJECT # 1-19-83

(2)



219.68

~~220.04~~

218.84

86° 39' 30"

119.68

~~121.01~~

~~122.56~~

119.94

86° 36'

19.68'

274.90  
~~66~~

~~275.04~~

87° 03'

174.90

~~176.63~~

87° 24'

~~175.91~~

87° 21'

175.18

74.90