

1985 Misc. Project

WESCO

Field Book
550-501

1985 Misc

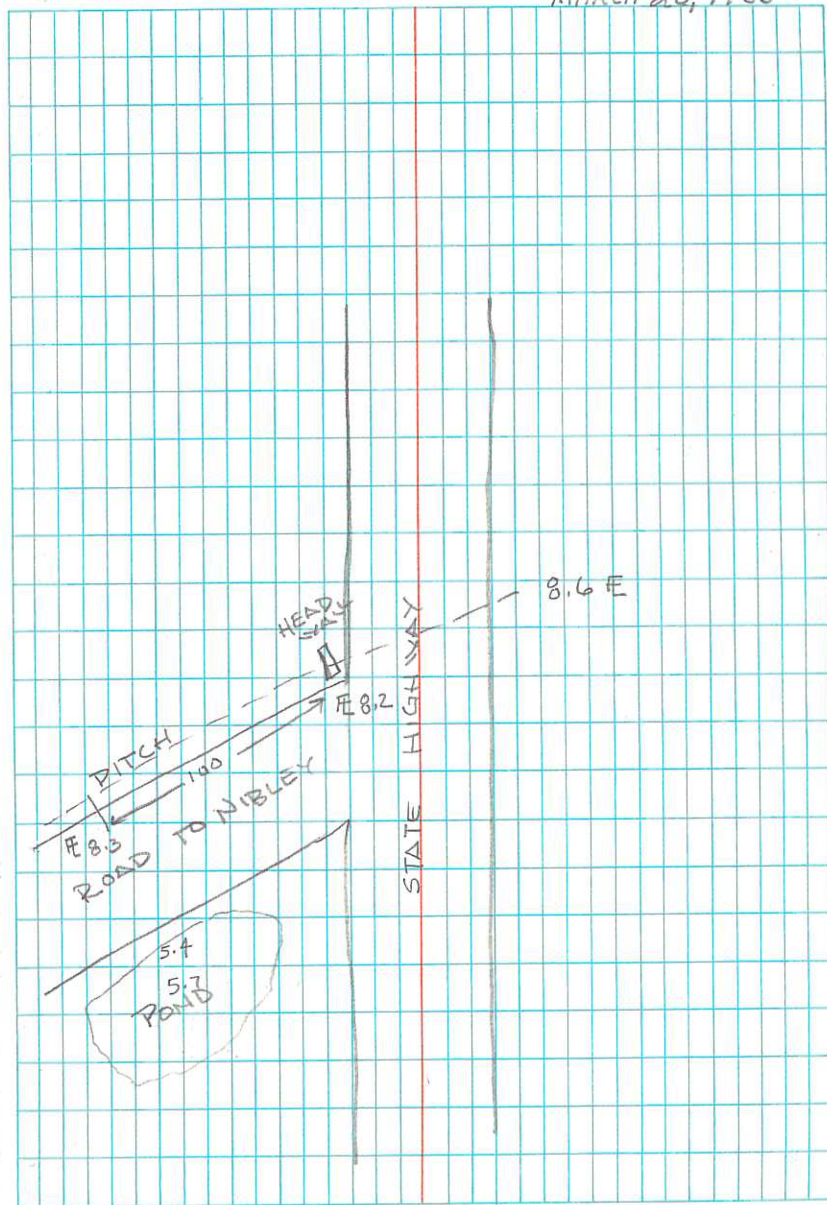
Proj.

P.W. J.B. R.L.

①

MARCH 26, 1985

	-	HI	+	EL. STA
CENTER POND	5.7			99.37
EDGE POND	5.4			99.67
FE 100 up	8.3			96.77
FE OUTLET	8.6			96.47
FE INLET	8.2			96.87
BM		105.07	5.07	
BM NE CORNER OF HEADWAY				100.00
		5.07		



STA →	STA	T	HI	-	ELEV
BM π	BM				100. ⁰⁰
		7 ⁰⁵			
	1		107. ⁰⁵		
π	#1 HANGER TOP OF CONC			5 ³⁹	101. ⁶⁶
π	#3 HANGER TOP OF CONC			5. ⁶⁹	101. ³⁶
π	NE OFFSET LOT II			6. ²³	100. ⁸²
π	SE OFFSET LOT II			6. ⁰⁶	100. ⁹⁹
π	SW OFFSET LOT II			6. ⁶⁷	100. ³⁶
π	OFFSET LOT II			6. ⁷⁷	100. ²⁸
π	OFFSET W OF NW LT II			6. ⁹⁹	100. ⁰⁶
π	NW OFFSET LOT II			6. ⁹³	100. ¹²
π	NIELSON HANGER FL. ELEV.			1 ⁹⁹	109. ²⁶
π	BM			7 ⁰⁵	100. ⁰⁰

ALTERNATIVE "B"

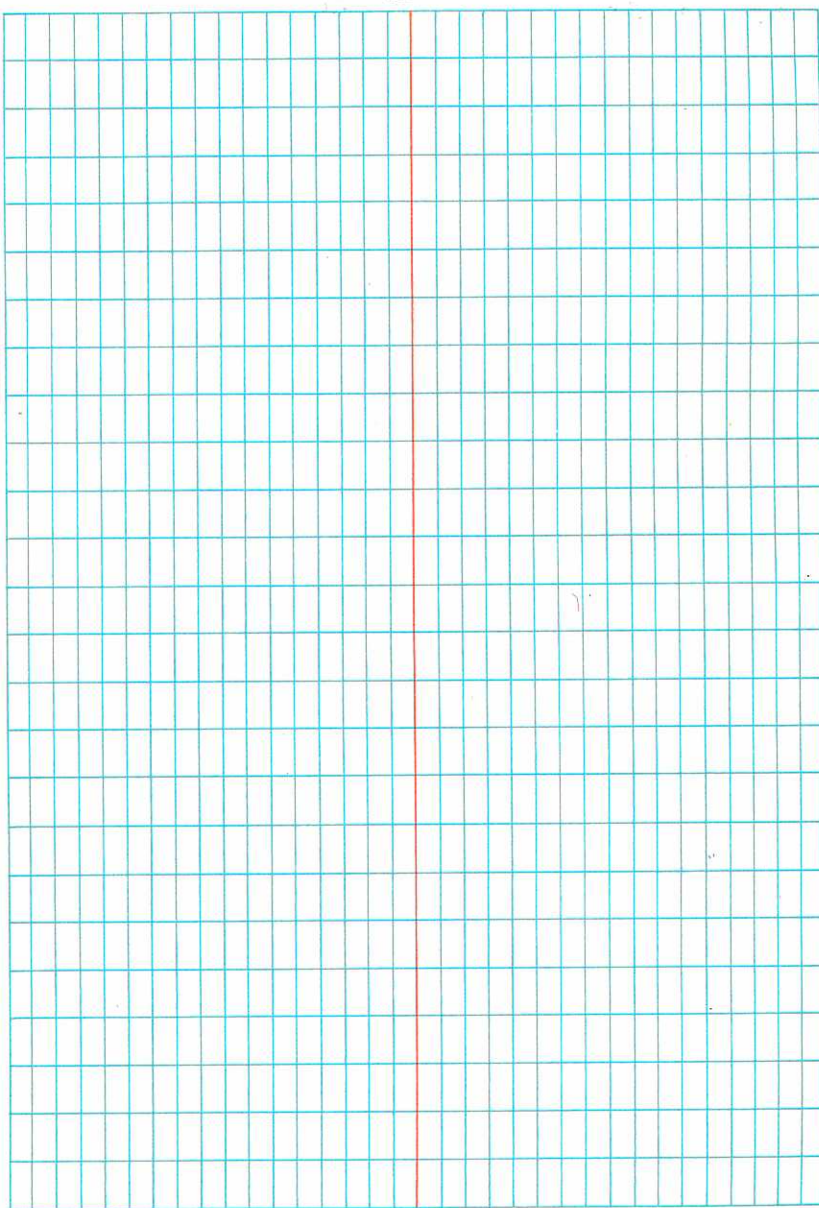
②
APRIL 4, 1985

P.W. R.L. JB.

G	CUT	FILL	NOTES
102.86	- 0 -	2.04	
102.86	- - -	1.87	
102.86	- 0 -	2.48	
102.86	- . -	2.58	
102.86	- 6 -	2.80	
102.86	- . -	2.74	

STA →	STA	+	HI	-	ELEV
+	BM				100 ⁰⁰
		7 ⁰⁵	107 ⁰⁵		
+	Q ROAD N LINE #3			5 ⁴¹	101 ⁶⁴
+	Q ROAD S LINE #11			4 ⁷⁸	102 ²⁷
+	Q ROAD N LINE NELSON			3 ⁸³	

3

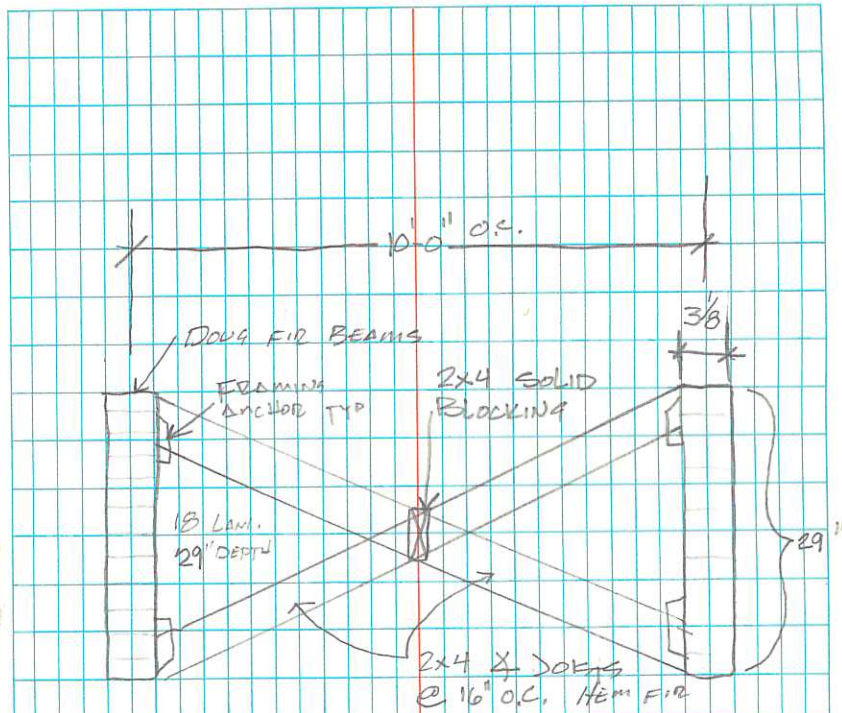


ROOF STRUCTURE ON MAIN TERMINAL BUILDING @ THE LOGAN CACHE AIRPORT

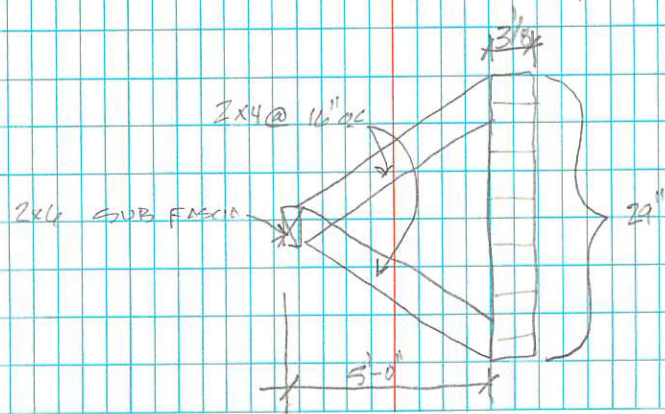
ROOF COVERING BUILT UP ROOF
NO. OF PLYS: UNKNOWN

DRAINAGE: POOR

6

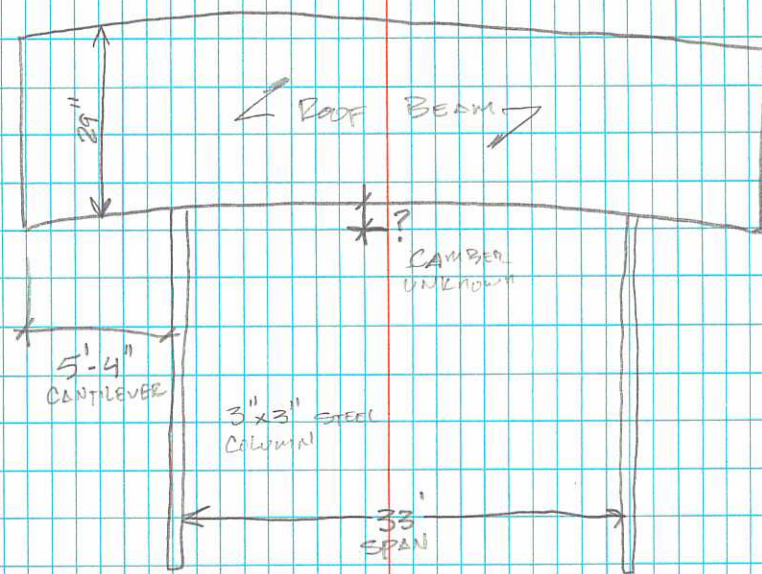


CROSS SECTION EAST/WEST



OVERHANG X SECTION EAST/WEST

ELEVATION OF ROOF BEAM
& SUPPORTING COLUMNS

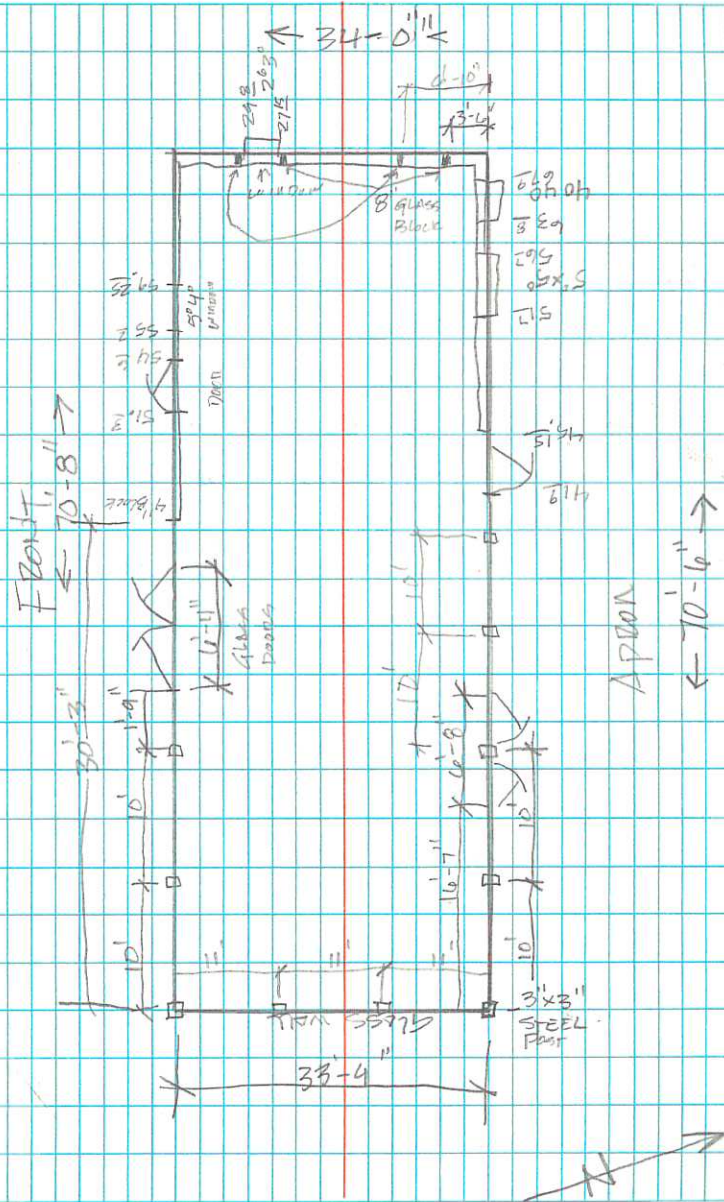


FOOTINGS & FOUNDATION
UNKNOWN

4" x 5 1/2" Block CMU OUTSIDE

4" x 3 1/2" Block CMU INSIDE MECH. RM.

NOTE: BLOCK EXTERIOR WALL IS
4" OUT OF GLASS WINDOW



ROSS, T D

COOL 50° F

JUN 9

BREEZY

RICHMOND LOT SURVEY ON A PARCEL
 OF GROUND OWNED IN FEE BY
 CACHE COUNTY (ACQUIRED BY TAX SALE)
 THAT IS TO BE SOLD BY PUBLIC
 AUCTION ON 1985.

THIS SURVEY WAS COMMENCED
 TO FULFILL THE COUNTY REQUIREMENT
 OF SURVEYING ALL PROPERTY
 BEFORE ^{IT} IS SOLD AT PUBLIC
 AUCTION

Ross T. D.

STA	→ STA	HORIZ	& H DIST	DIFF EL
-----	-------	-------	----------	---------

Highway # 3 South	Highway # 2 South	0° 00' 00"	754. ⁰⁶	- 0.94
----------------------	----------------------	------------	--------------------	--------

Highway 13 BS 2 NO 5.	3 SOUTH # WEST & RT.	VOID	90° 29' 39"	738. ⁹⁹	+25. ²¹
			180° 58' 51"	739. ⁰¹	+25. ²¹

STA →	STA	HORIZ A	HORIZ D	DIFFER
-------	-----	---------	---------	--------

SAME	SAME	VOID		
		90°29'55"		
		180°59'23"		

SAME	SAME	VOID		
		90°29'53"		
		180°59'24"		

SAME	SAME	90°29'42"	739 ⁰⁰	+2521
		90°29'47"	738 ⁹⁹	+2521
		180°59'23"	739 ⁰¹	+2521

SAME	FNC @ HIGHWAY	90 ³ 34'57"	145. ⁰³	-0.43
------	---------------	------------------------	--------------------	-------

SAME	FNC @ HIGHWAY #2	25°24'46"	157. ¹⁸	+1.08
------	------------------	-----------	--------------------	-------

SAME	E SIDE SIDEWALK	27°28'29"	46 ⁸⁸	-0 ⁸⁵
------	-----------------	-----------	------------------	------------------

SAME	E SIDE OF SIDEWALK #2	1°50'30"	708 ⁵³	-2.57
------	-----------------------	----------	-------------------	-------

1 WEST 3RD SOUTH	1 WEST 2ND SOUTH	89°40'04"	761 ¹⁹	-3.69
------------------	------------------	-----------	-------------------	-------

		89°40'07"	761 ¹⁸	-3.49
--	--	-----------	-------------------	-------

		179°20'07"	761. ²⁰	-3 ⁶⁹
--	--	------------	--------------------	------------------

10

⊕

200 SOUTH



X E SIDE OF SIDEWALK #2

X FNC FNC #2

Highway

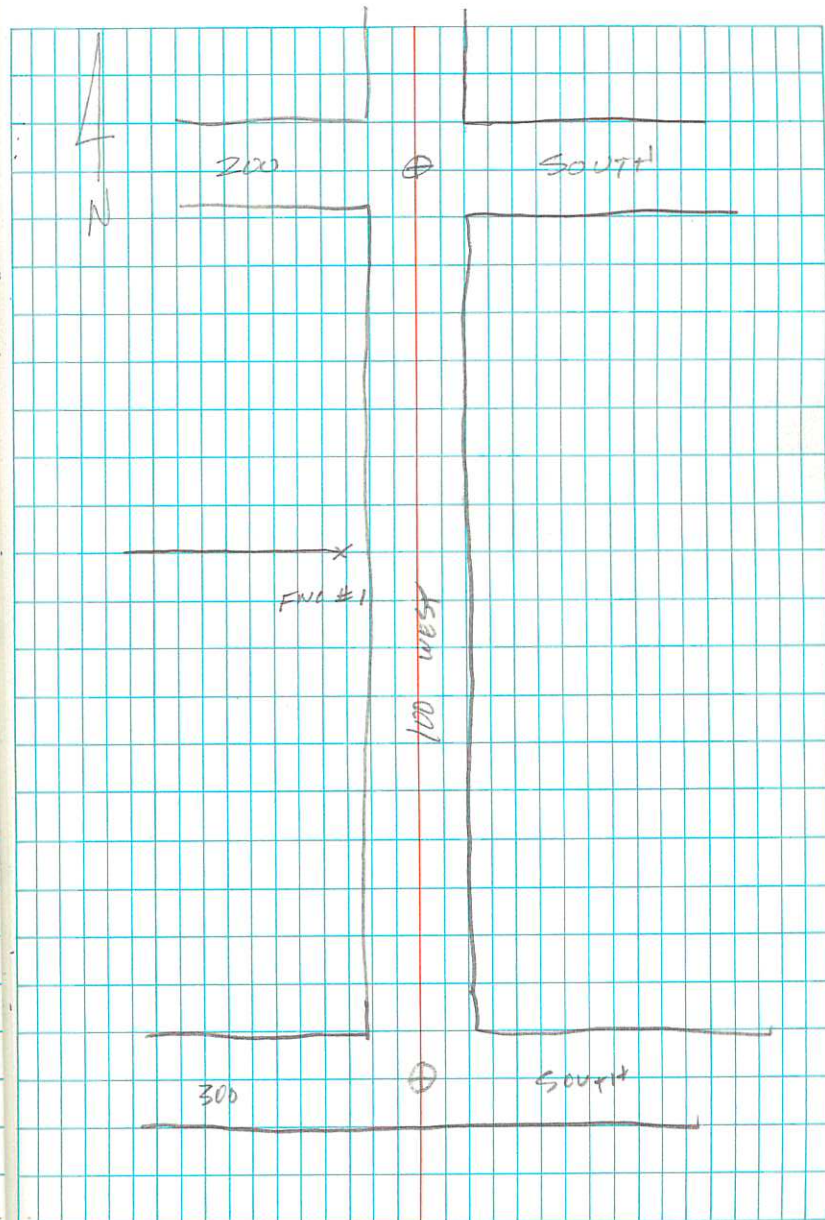
SIDEWALK

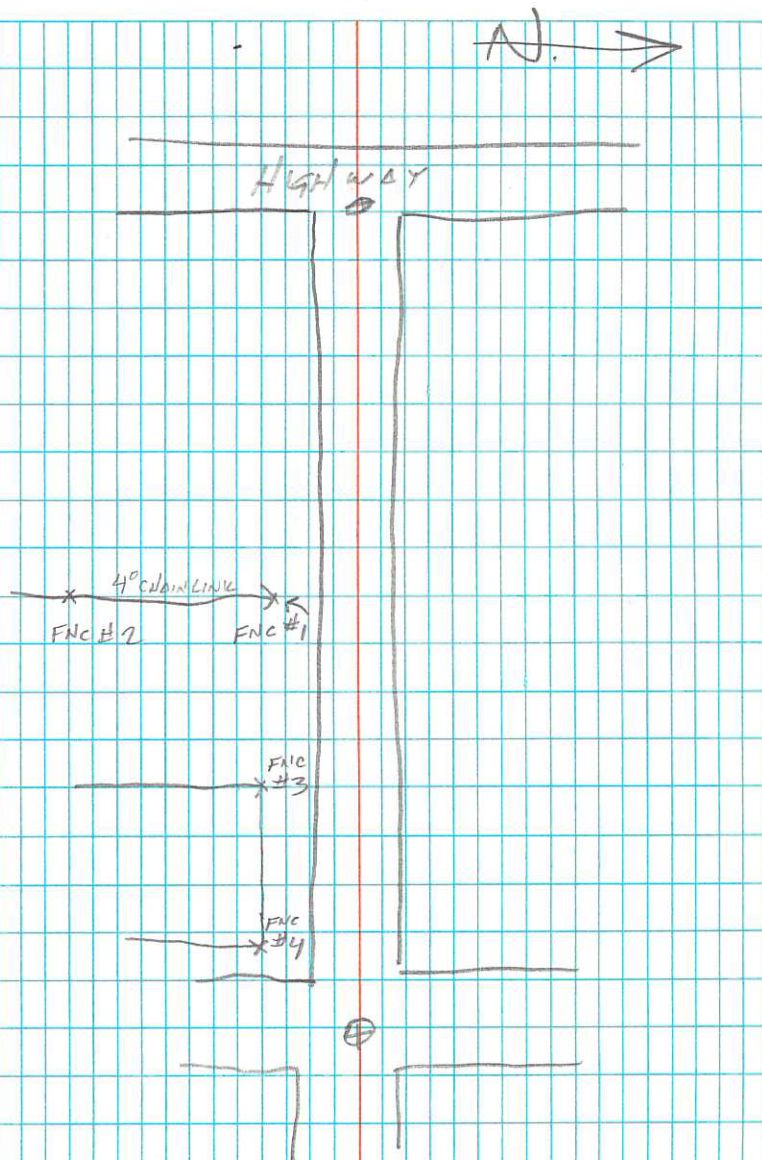
X EAST SIDE SIDEWALK

⊕

300 SOUTH

STA	STA	HORIZ A	H. DIST	DIFF EL.
1ST WEST 2ND SOUTH	HIGHWAY 2ND SOUTH	89° 46' 29"	741.13	-25.19
		89° 46' 30"	741.13	-25.19
		179° 32' 58"	741.12	-25.19
1ST WEST 2ND SOUTH	FNC #1 NEXT PAGE	82° 53' 22"	385.80	-16.32
1ST WEST 2ND SOUTH	FNC #2 NEXT PAGE	75° 35' 05"	395.85	-15.87
1ST WEST 2ND SOUTH	FNC #3 NEXT PAGE	75° 59' 40"	194.02	-9.78
1ST WEST 2ND SOUTH	FNC #4 NEXT PAGE	47° 11' 10"	70.26	-4.43
1ST WEST 2ND SOUTH	FNC #1 THIS PAGE	9° 03' 35"	314.97	-4.28
HIGHWAY 2ND SOUTH	HIGHWAY 3RD SOUTH	VOID		
1ST WEST BS. 2005.	ART.	90° 03' 30"	753.99	-0.44
		90° 03' 44"	753.99	-0.44
SAME	SAME	90° 03' 50"		
		180° 07' 28"		



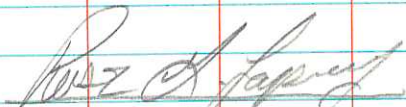


I ROBERT D. EKSTROM, DO HEREBY
 ATTEST TO THE APPROXIMATE LOCATION
 OF HIGH WATER DITCH, AS DESCRIBED
 & CALLED FOR IN THE OFFICIAL RECORDS
 OF CACHE COUNTY, AS MARKED
 ON THE GROUND BY THE CACHE
 COUNTY SURVEYORS (1) ROSS G. LAPRAY,
 & JAMES L. BISHOP, ON THIS
 8TH DAY OF APRIL, 1985, @ APPROX
 1145 PM. DURING A SURVEY PERFORMED
 BY THE CACHE COUNTY SURVEYOR
 PRESTON B. WARD



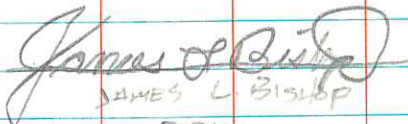
ROBERT D EKSTROM

WITNESS



ROSS G. LAPRAY
 CHIEF DEPUTY

WITNESS



JAMES L. BISHOP
 DEPUTY

QUIET CLAIM DEED

FILING # 376862

FILED OCT 17, 1965

JAN. 30, 74

4:24 pm

162-466

I ROLAND W. ANDERSON DO HEREBY
 ATTEST TO THE APPROXIMATE
 LOCATION OF HIGH WATER DITCH,
 AS DESCRIBED & CALLED FOR
 IN THE OFFICIAL RECORDS
 OF CACHE COUNTY. IS MARKED
 ON THE GROUND BY THE CACHE
 COUNTY SURVEYORS (IE) ROSS G.
 LAPRAY, & JAMES L. BISHOP,
 ON THIS 9TH DAY OF APRIL,
 1965. AT APPROX 10:00 AM.
 DURING A SURVEY PERFORMED
 BY THE CACHE COUNTY SURVEYOR
 PRESTON B. WARD.

Roland W. Anderson
 ROLAND W ANDERSON

WITNESS

Ross G. Lapray
 ROSS G LAPRAY
 CHIEF DEPUTY

WITNESS.

James L. Bishop
 JAMES L. BISHOP
 DEPUTY

IT SHOULD BE NOTED THAT THE
2 PREVIOUS AFFIDAVITS DIFFER ON
2 OUT OF THE 5 POINTS SET
BY SIM & I, SO IN FURTHER
INVESTIGATION AS TO THE CORRECT
LOCATION OF THE BOUNDARY
DITCH, WE DO EXCAVATED
A SMALL X SECTION DITCH
ACROSS THE FILLED IN AREA.

A SMALL VEIN OF SAND COULD
BE DETECTED ALONG THE POINTS
ATTESATED TO BY ROBERT EKSTROM.
THEREFORE IT IS OUR LEARNED
OPPINION TO HOLD TRUE THAT:
THAT WAS SWORN TO US BY
ROBERT EKSTROM AND THE DIFFERENCE
IN SOIL CONSISTANCY WILL GIVE
THE BEST POSSIBLE LOCATION
OF THE WEST BANK OF HIGH
WATER DITCH NOW FILLED
IN THIS 9TH DAY
OF APRIL 1989 @ 1:10 PM

15

WE
AGREE

WE
AGREE

SHOTS ALONG TESTIFIED WEST BANK
OF HIGH WATER CREEK NOW FILLED
IN.

STA → STA Horiz & H. DIST Diff EL

PROP COR #4 PROP COR #1 BS 0°00'00" 233.⁹⁷ -6.²⁴

PROP COR #4 DITCH ALIGNMENT 175°17'55" 103.⁵⁹ +0.⁶⁷

PROP COR #4 DITCH ALIGNMENT 191°33'24" 59.⁸³ +1.¹³

PROP COR #4 WING WALL #1 171°29'08" 109.⁵⁴ +1.⁹¹

PROP COR #4 LATH #1 HEAD GATE 169°38'04" 85.³² -0.⁴²

PROP COR #4 LATH #2 171°04'34" 27.¹¹ -0.⁰⁵

PROP COR #4 LATH #3 340°14'45" 32.⁷⁹ -0.⁷⁷

PROP COR #4 LATH #4 331°58'31" 101.³⁰ -0.⁹¹

PROP COR #4 LATH #5 326°24'11" 174.⁵⁴ -0.⁹⁹

I ALVERDA T ^{BULLEN} ~~MORTENSON~~ ^{MORTENSON} & HAVE
 TALKED TO ROSS G. LAPPAY
 ON APRIL 9, 1985 @ APPROX
 2:50 PM & HAVE NOTHING
 TO ADD TO THE LINE MARKED
 ON THE GROUND SAID LINE
 MARKING THE WEST BANK OF
 HIGH WATER DITCH & IN
 FACT AGREE WITH SAID
 LINE

Alverda J. B. Mortenson

ALVERDA T. MORTENSON BULLEN
 BULLEN MORTENSON

Ross G. Lappay

WITNESS ROSS G. LAPPAY
 CHIEF DEPUTY

STA	STA	+	HI	-	ELEV
					100.99
		5.76			
			106.75		
R DRIVE @ FRONT				4.21	102.54
R HANGER @ REAR				4.15	102.60
CENTER HANGER				4.30	102.45

LEVELS RUN ON 100 FT. STATIONS
ALONG EAST SIDE OF ROCKIE ROAD
FOR PRELIMINARY ALIGNMENT. & COMPUTATION
OF VERTICAL CURVES

STA →	STA	+	HI.	-	ELEV.
B.M.					100 ⁰⁰
		<u>1.83</u>			
			<u>101.83</u>		
	OFFSET 0+00			<u>5²⁹</u>	96.54
	0+00 E			<u>5⁰⁵</u>	96.78
	1+00 S.			<u>6⁵⁴</u>	95.29
	1+00 E			<u>5⁰³</u>	96.80
	2+00 S			<u>7²⁰</u>	94.63
	2+00 E			<u>5⁰²</u>	96.21
	3+00 S			<u>8⁰⁵</u>	93.78
	3+00 S TP.	<u>3⁸⁶</u>	<u>97.64</u>		

STA	STA	+	HT	-	ELEV
	3+00	ℓ		2. <u>35</u>	95.29
	4+00	o		4. <u>93</u>	92.71
	4+00	ℓ		3. <u>31</u>	94.33
	5+00	o		5. <u>67</u>	91.97
	5+00	ℓ		4. <u>00</u>	93.64
	6+00	o		6. <u>08</u>	91.56
	6+00	ℓ		4. <u>98</u>	92.66
	7+00	o		6. <u>57</u>	91.07
	7+00	ℓ		5. <u>77</u>	91.87
	8+00	o		7. <u>81</u>	89.83
	8+00	ℓ		6. <u>37</u>	91.27
	9+00	o		8. <u>73</u>	88.91

20

STA	STA	+	HJ	-	ELEV.
	9+00 $\frac{0}{3}$ T.P.	5.24	94.15		
	9+00 $\frac{E}{-}$			3.33	90.82
	10+00 $\frac{0}{3}$			5.35	88.80
	10+00 $\frac{E}{-}$			3.83	90.32
	11+00 $\frac{0}{3}$			6.02	88.13
	11+00 $\frac{E}{-}$			4.23	89.92
	12+00 $\frac{0}{3}$			5.70	88.45
	12+00 $\frac{E}{-}$			4.93	89.22
	13+00 $\frac{0}{3}$			6.58	87.57
	13+00 $\frac{E}{-}$			5.53	88.62
	14+00 $\frac{0}{3}$			7.88	86.27
	14+00 $\frac{E}{-}$			6.36	87.79

STA	STA	+	HI	-	ELEV.
	15+00 S			8.49	85.66
	15+00 S T.P.	3.15	88.81		
	15+00 E			1.78	87.03
	16+00 S			4.36	84.45
	16+00 E			3.00	85.81
	offset 17+01.33			4.22	84.59
	9 17+01.33			3.52	85.29
	18+00 S			5.59	83.22
	18+00 E			4.23	84.59
X @ 19+00	19+00 S			6.27	82.54
	19+00 E			4.88	83.93

STA	STA	+	HI	-	ELEV.
	20+00 ^o			7.48	81.33
	20+00 ^q			6.12	82.69
	21+00 ^o			8.53	80.28
	21+00 ^q			7.18	81.63
	22+00 ^o			9.48	79.33
	22+00 ^q			8.59	80.22
	23+01.20 ^o			9.53	79.28
IC 26+00	23+01.20 ^q TP	5.09	84.37		
	23+01.20 ^q			4.55	79.82
	24+00 ^o			6.06	78.31
	24+00 ^q			5.70	78.67
	25+00 ^o			6.48	77.89

STA	STA	+	HI	-	ELEV.
	25+00 E			5.83	78.54
	26+00 E			5.41	78.76
	26+00 E			5.15	79.22
	27+00 S			4.75	77.62
	27+00 E			6.55	77.82
	28+00 S			8.49	75.68
	28+00 E			7.78	76.59
	29+00 S			9.53	74.84
	29+00 E			8.93	75.44
	29+50.07 05			10.27	74.10
	29+50.67 E			9.51	74.86
	TP 29+50.07 05	10.28	84.38		

STA	STA	+	HI	-	ELEV.
	23+01.20 ₀₂			5 ¹⁰	79.28
	TP 23+01.20 ₀₂	8.63	87.91		
	17+01.03 ₀₂			3 ³⁵	84.56
	TP 17+01.03 ₀₂	8 ¹²	92.68		
	11+00 ₀₂			4 ⁵²	88.11
	TP 11+00 ₀₂	8 ¹⁷	96.28		
	5+00 ₀₂			4 ³³	91.95
	TP 5+00 ₀₂	9 ⁰⁵	101.00		

STA	STA	+	HI	-	ELEV.
	0+00			449	96.51
	0+00	545	101.96		
IP B.M				199	99.97

(100.00) .03 OFF *sp*

10TH WEST R/W EXTENSION W/LY
 FROM DITCH @ 5.0' DISTANCES
 SHOWN ARE @ INTERSECTING
 FENCE LINES ALONG DELINEATED
 RIGHT OF WAY THAT IS NOW
 PROPOSED.

STA → STA HORIZ Z H. DIST DIFF EL.

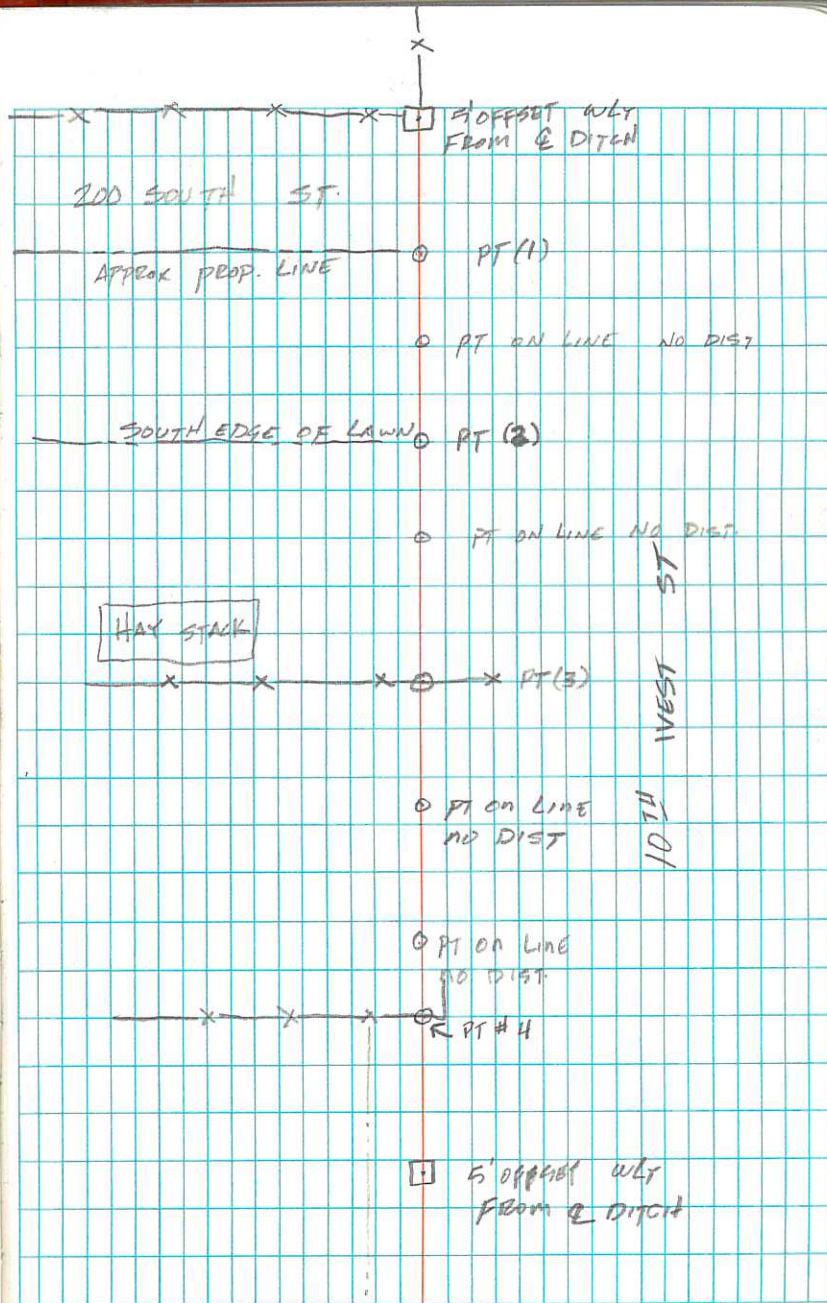
CP (1) → BACKSIGHT 0°00'00"

CP (1) → PT (1) 0°00'00" 749.32 +0.34

CP (1) → PT (2) " 606¹³ -0.75

CP (1) → PT (3) " 385⁵⁰ -0.81

CP (1) → PT 4 " 110⁸⁵ +0.70



WEST Along 200 south ST.

STA → STA Horiz & Horiz D. Diff. EL

POST	WEST. POST	0°0'00"	1073 ¹⁴	+ 8.18
			1073 ¹³	+ 8.18

POST	PT ON ROAD BY FNC.	3°15'36"	537.35	+ 1.73
			537.30	+ 1.73

7-12-89

LEVELS ALONG CONTROL BASE LINE
FOR DRAINAGE DITCH @ THE
AIRPORT

STA →	STA	+	HI	-	ELEV.
	BM				100 ⁰⁰
		4 ¹⁶			
			104. ¹⁶		
	0+00			4. ⁵¹	99. ⁶⁵
←	0+00 21' L			4. ⁵¹	99. ⁶⁵
	0+25			4. ⁵⁵	99. ⁶¹
←	0+25 21' L			4. ⁶⁸	99. ⁴⁸
	0+50			4. ³¹	99. ⁸⁵
	0+50 21' L			4. ⁶⁹	99. ⁴⁷
	0+75			4. ³⁰	99. ⁸⁴

STA	STA	+	HI. 104.16	-	ELEV
	2+33.25			496	99.20
	2+50			503	99.13
☒	2+50 17' L			522	98.94
	NE PAD 2+56			458	99.58
☒	2+56 17' L			543	98.73
	SE PAD 2+95.8			452	99.64
☒	2+95.8 17' L			520	98.96
	3+09.70			513	99.01
☒	3+09.70 17' L	EAST		516	99.00
☒	3+09.70 17' L	SOUTH.		542	98.74
	3+25			542	98.74

STA	STA	+	HI	-	ELEV
			104 ¹⁶		
Q	3+25 17'L			5 ⁷⁰	98.46
	3+50			5 ⁰⁹	99.07
Q	3+50 17'L			5 ⁵¹	98.65
	3+75			5 ³⁸	98.78
Q	3+75 17'L			5 ³⁵	98.81
	4+00			5 ³⁷	98.79
Q	4+00 17'L			5 ³⁸	98.78
	4+25			5 ²³	98.94
Q	4+25 17'L			4 ⁸⁹	99.27
	4+50			5 ³³	98.84
Q	4+50 17'L			5 ³⁰	98.84

STA	STA	+	HI	-	ELEV
	6+00			8.72	98.14
Q	6+00 17 L			8.06	98.80
	TOT OF B.M. 6+11.70			8.82	98.04
FL	6+51.70 Q EXIST DITCH			9.48	97.38
FL	7+01.70 Q EXIST DITCH			9.69	97.17
FL	7+40.70 Q EXIST DITCH 9.06			9.31	97.55
			106.61		
	B.M.			6.69	99.93

NORTH SIDE OF ASPHALT TAXI

SOUTH SIDE OF ASPHALT TAXI ALSO
T.P

OFF 0.08 ?

7-12-85

LEVELS NORTH OF LUNDHOLL'S
HANGER RUNNING WEST OF FRONTAGE
DITCH

STA	STA	+	HI	-	ELEV.
	BM				
		427			
	0+00			5	03
	1+00			5	86
	1+00 of ROAD			5	47
	2+00			5	99
	2+00 of ROAD			6	01
	3+00			6	04
	3+00 of ROAD			6	24

N.E. COR. WASH RACK

Approx

STA	STA	+	HI	-	ELEV.
-----	-----	---	----	---	-------

	3+30			7.90	
--	------	--	--	------	--

LEVELS BEHIND MILLERS
HANGER. 7-12-85

STA	STA	+	HI	-	ELEV.
-----	-----	---	----	---	-------

		475			100.00
--	--	-----	--	--	--------

			104.75		
--	--	--	--------	--	--

				4.37	
--	--	--	--	------	--

	0+00			4.75	
--	------	--	--	------	--

	0+24			4.50	
--	------	--	--	------	--

				4.58	
--	--	--	--	------	--

	0+51			4.69	
--	------	--	--	------	--

FLOOR ELEV. PAPER HANGER

FLOOR ELEV. MILLER

Q BETWEEN HANGERS

Q BETWEEN HANGERS

SW COR. SIDE WALK 5.0 FROM MILLERS

STA	STA	+	HI	-	ELEV.
-----	-----	---	----	---	-------

4.65

0481

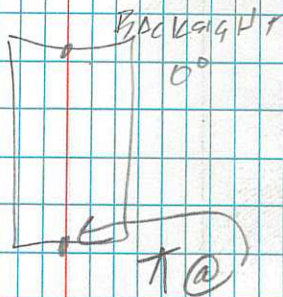
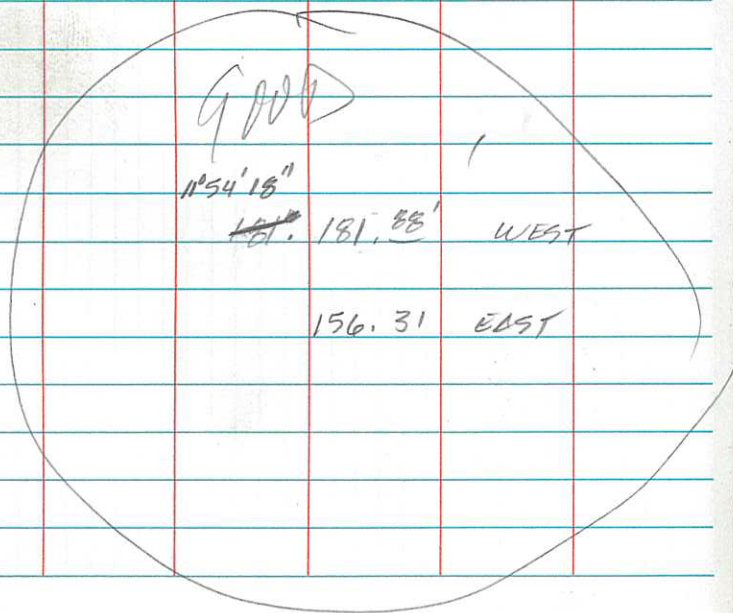
5.61

N W 100 SIDEWALK 5' OUT MILLERS

NORTH RIM DRAIN BOX

MENDON ROAD.

STA	STA	HORIZ &	H. DIST	DIFF	EL
P.T		180°	146.40	+0.70	VOID
			146.38	+0.70	
			146.41	+0.70	
P.T	DET 4. RT 14051.33		192.76	-0.31	VOID
			192.76	-0.31	



LEVELS @ MENDON ROAD

STA	STA	+	HI	-	ELEV.
	B.M.				100
		599			
			105. ⁹⁹		
	15+00			7. ³⁴	
				7. ²⁵	
				6. ⁷⁶	
				6. ⁰³	
				5. ⁴⁸	
				5. ¹⁶	
				5. ¹⁵	
				5. ¹⁴	
				5. ³¹	
					588

TOP OF CONC. HEAD WALL BANK OF CULVERTS

PT.

MID POINT ALONG CURVE.

P.C.

LEVELS TAKEN @ THE
MILLER ROAD TO DETERMIN
ACCESS OFF OF NEW CONST.
TO EXISTING PLANT.

STA	STA	+	HI	-	ELEV.
	B.M				100.00
		<u>9.73</u>			
			<u>109.73</u>		
	10+00			<u>10.63</u>	<u>99.10</u>
	9+50			<u>9.45</u>	<u>100.28</u>
	⁹⁺⁰⁰ PI (4)			<u>8.20</u>	<u>101.53</u>
	8+50			<u>6.89</u>	<u>102.84</u>
	8+00			<u>5.86</u>	<u>103.87</u>
	7+50			<u>4.98</u>	<u>104.75</u>
	7+00			<u>3.94</u>	<u>105.79</u>

STA	STA	+	HJ	-	ELEV.
	6+50			2.59	107.14
	6+00			1.48	108.25
TP	5+50			0.10 0.04	109.63
		10.03			
			119.66		
	5+00			8.70	110.96
	4+50			7.42	112.24
	4+00			6.25	113.41
	3+50			4.99	114.67
	3+00			3.80	115.86
	2+50			2.83	116.83
	2+00			1.86	117.80
TP	1+50			0.90	118.76

TRACKS BETWEEN 5+50 & 5+00

IN FRONT OF MAIN RAMP.

STA	STA	+	H1	-	ELEV.
TP	1+50	9.17			
			127.93		
	PI (1) @1+00			6.53	121.40
	0+50			3.81	124.12
TP	0+00			1.445	126.49
		2.59			
			129.08		
	0+56.70			5.42	123.66
	NEW 1+50			9.78	119.30
	NEW 2+00			11.03	118.05
	NEW 2+50			12.26	116.82
TP	NEW 3+00			12.80	116.28
		2.21			
			118.49		
	NEW PI (2)			4.39	114.10

USE 1.44

ROAD BEARING WEST N. OF E

STA	STA	+	HI	-	ELEV.
	NEW 4+00			5.91	112.58
	NEW 4+50			7.02	111.47
	NEW 5+00			7.97	110.52
NORTH OF TRACKS	NEW 5+50			9.51	108.98
	NEW 6+00			11.07	107.42
TP	PI (3)			12.68	105.81
		3.66			
			109.47		
	NEW 7+00			5.27	104.20
	NEW 7+50			6.28	103.19
	NEW 8+00			6.50	102.97
	NEW 8+50 PI(4)			7.95	101.52
	BM			9.48	99.99

WEST EDGE EAST TREAD

STA	STA	+	H ₁	-	ELEV.
	LFT. 7+37.72			7.07	102.53
	LFT. 7+16.15			6.22	103.38
	LFT. 6+78.58			5.20	104.40
	LFT. 6+41.00			3.19	106.41
	LFT. 6+35.22			2.84	106.76
	LFT. 6+10.22			2.18	107.42
TP	LFT. 6+03.43			1.74	107.86
		10.73			
	LFT. 5+85.22		118.59	9.49	109.10
	TOP OF RAIL 5+15.00 NORTH			7.73	110.86
	TOP OF RAIL SOUTH			7.55	111.04
	5+15.00			8.38	110.21

CL		FINISH		SUB GRAID	
FINISH	SUB	FINISH	SUB	FINISH	SUB
GRAID	GRAID	CUT	FILL	CUT	FILL
	105.70	-	0	F3.17	
	106.82	-	0	F3.44	
	107.95	-	0	F3.55	
	109.07	-	0	F2.66	
	109.25	-	0	F2.49	
	109.83	-	0	F2.41	
	109.92	-	0	F2.06	
	110.06	-	0	F0.96	
	-				0.01
	-				0.12
	110.23	-	0	F0.02	

STA	STA	+	H _i	-	ELEV
	LFT 4+90. ⁰⁰			7.57	111.02
	LFT 4+65. ⁰⁰			6.80	111.79
	LFT 4+50			6.35	112.24
	LFT 4+03. ⁴²			5.52	113.07
	LFT 3+81. ⁸⁶			5.06	113.53
	LFT 3+60. ²⁹			4.29	114.30
	LFT 3+38. ⁷³			3.43	115.16
	LFT 3+17. ¹⁷			3.09	115.50
TP	LFT 2+50	9.98	126.88	1.69	116.90
	LFT 1+99. ⁹⁷			8.18	118.70
	LFT 1+86. ⁵¹			7.90	118.98

CL FINISH GRAID	CL SUB GRAID	FINISH		SUBGRAID	
		CUT	FILL	CUT	FILL
	110.41			0.61	-0-
	110.87			0.92	-0-
	111.22			1.02	-0-
	112.30			0.77	-0-
	112.81			0.72	-0-
	113.31			0.99	-0-
	113.81			1.35	-0-
	114.32			1.18	-0-
	115.88			1.02	-0-
	117.05			1.65	-0-
	117.40			1.58	-0-

STA	STA	+	HI	-	ELEV	CL	CL	FINISH		SUB GRAID	
						FINISH	SUB	CUT	FILL	CUT	FILL
						GRAID	GRAID				
	LFT 1+64.87			7.13	119.75		118.07			C1.68	-0-
	LFT 1+43.24			6.53	120.35		118.89			C1.46	-0-
	LFT 1+21.61			6.03	120.85		119.86			C0.99	-0-
	LFT 0+99.97			5.33	121.55		120.98			C0.57	-0-
	LFT 0+78.34			4.44	122.44		122.18 .01			C0.26 .43	-0-
	LFT 0+56.70			3.28	123.60		123.27 .06			C0.33 .56	-0-
TP	Q 0+50			2.755	124.125						
		1.61		<u>125.74</u>							
	RT 0+56.70			3.02	122.72		123.37 .06			-0-	F0.65 .37
	RT 0+78.34			4.09	121.65		122.18 .01			-0-	F0.53 .30
	RT 0+99.97			5.13	120.61		120.98			-0-	F0.37
	RT 1+21.61			5.96	119.78		119.86			-0-	F0.08
	RT 1+43.24			6.83	118.917		118.89			C0.02	-0-

STA	STA	+	HI	-	ELEV.	CL FINISH GRAID	CL SUB GRAID	FINISH CUT	FINISH FILL	SUB CUT	SUB GRAID FILL
	RT. 1+64.87			7.59	118.15		118.07			0.08	-0-
	1+86.51			7.99	117.75		117.40			0.35	-0-
	RT. 1+99.97			8.21	117.53		117.05			0.48	-0-
	RT 2+50			8.84	116.90		115.85			1.05	-0-
	RT 3+17.17			10.04	115.70		114.32			1.38	-0-
	RT 3+38.73			10.49	115.25		113.81			1.44	-0-
	RT 3+60.29			11.06	114.68		113.31			1.37	-0-
	RT 3+81.86			11.74	114.00		112.81			1.19	-0-
TP	RT. 4+03.42			12.32	113.42		112.30			1.12	-0-
		0.44									
			(113.86)								
	RT 4+50.00			1.45	112.41		111.22			1.19	-0-
	RT 4+65.00			1.85	112.01		110.87			1.14	-0-
	RT. 4+90			2.37	111.49		110.41			1.08	-0-

STA	STA	+	HI	-	ELEV.
	RT 5+15			3.02	110.84
	RT 5+85.22			5.10	108.76
	RT 6+03.43			5.63	108.23
	RT 6+10.22			5.80	108.06
	RT 6+35.22			6.47	107.39
	RT 6+41.00			6.58	107.28
	RT 6+78.58			7.47	106.39
	RT 7+16.15			8.28	105.58
	7+53.72			8.98	104.88
TP	8+29.16			10.60	103.20
		3.26			
			106.46		
	9+77.75				
	9+40.60			6.90	99.56

BM

6.46

100.00

CL FINISH GRAID	CL SUB GRAID	FINISH CUT	FINISH FILL	SUB. GRAID CUT	SUB. GRAID FILL
	110.23			10.61	-0-
	110.06			-0-	F1.30
	109.92			-0-	F1.69
	109.83			-0-	F1.77
	109.25			-0-	F1.86
	109.07			-0-	F1.79
	107.95			-0-	F1.56
	106.82			-0-	F1.24
	105.70			-0-	F0.82
	103.45			-0-	F0.25
	100.12			-0-	F0.56

08-14-85
WREM 75°

ROSS AT
JIM P
PRESTON

SHOTS TO ESTABLISH ELEVATION
ON SPRING & ITS RELATION TO
SUMMIT CREEK @ THE MOUTH
OF SMITHFIELD CANYON

STA → STA HORIZ & H. DIST DIFF EL

SPRING	365.38	-25.74	
SEPTIC TANK	434.55	+1.71	
UP STREAM CREEK	488.60	-0.42	HIGH ROD
B.M.	211.11	-13.71	
DOWN STREAM CREEK	285.78	-19.01	
GROUND ELEV @ π		113.16	

118.43 HI OF GUN

HI OF GUN = 5.27
HI OF ROD = 4.72
HI OF HIGH ROD = 8.47

ELEVATION

87.97

115.42

109.54

100.00

94.70

PARLEY

AUG-15, 1985

• 12.50 ↗ • 9.70 • 58313.7

• 14.2 ↖ • 8.90 • 58313.40

SWAL

• 13.30 ↖ • 10.10 • 58313.5

• 12.5 • 5.80 • 58313.5
HOUSE

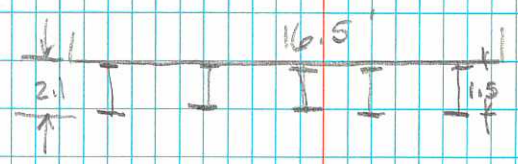
• 5.80 ↖ • 11.60 • 58313.40

SWAL

• 5' ↖ • THOUSE 11" • 58313.30

• 6.50 ↘ • 10.3 • 58313.2

HOG HOLLOW BEDS.



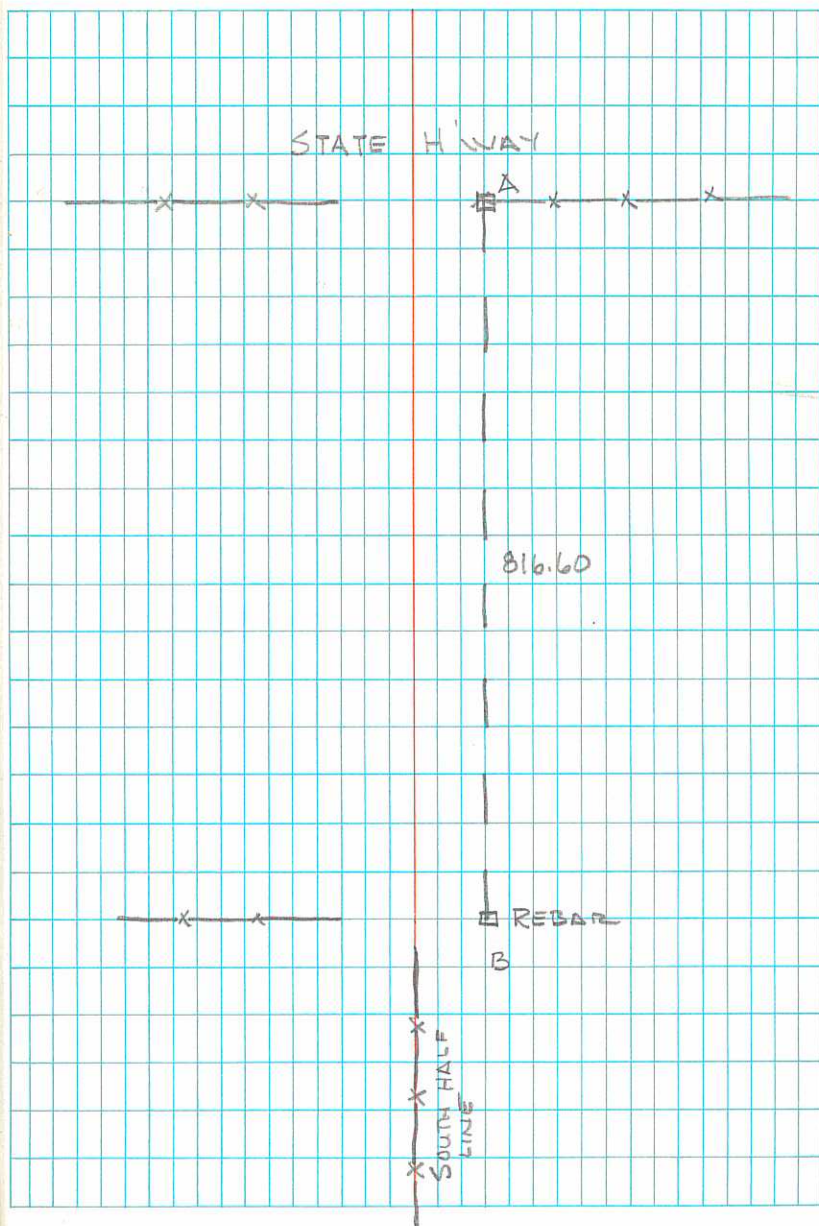
TUTTENHAM GRAVEL PIT. 85-92

3 DEC 1985 40° , SO. WIND

T WARD

P BISHOP

A-B 816.60 A=100' - B=59'



CURVE TABLES

HOW TO USE CURVE TABLES

Table I. contains Tangents and External to a 1° curve. Tan. and Ext. to any other radius may be found nearly enough, by dividing the Tan. or Ext. opposite the given Central Angle by the given degree of curve.

To find Deg. of Curve, having the Central Angle and Tangent: Divide Tan. opposite the given Central Angle by the given Tangent.

To find Deg. of Curve, having the Central Angle and External: Divide Ext. opposite the given Central Angle by the given External.

To find Nat. Tan. and Nat. Ex. Sec. for any angle by Table I.: Tan. or Ext. of twice the given angle divided by the radius of a 1° curve will be the Nat. Tan. or Nat. Ex. Sec.

EXAMPLE

Wanted a Curve with an Ext. of about 12 ft. Angle of Intersection or I. P. = 23° 20' to the R. at Station 542+72.

Ext. in Tab. I opposite 23° 20' = 120.87
 $120.87 \div 12 = 10.07$. Say a 10° Curve.

Tan. in Tab. I opp. 23° 20' = 1183.1
 $1183.1 \div 10 = 118.31$.

Correction for A. 23° 20' for a 10° Cur. = 0.16
 $118.31 + 0.16 = 118.47 = \text{corrected Tangent}$.

(If corrected Ext. is required find in same way)
 $\text{Ang. } 23^\circ 20' = 23.33^\circ \div 10 = 2.3333 = \text{L. C.}$

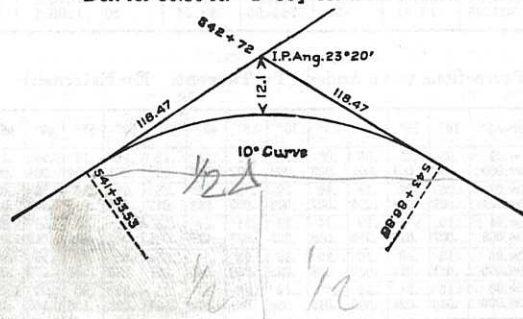
2° 19½'	= def. for sta.	542	I. P. = sta.	542+72
4° 49½'	= " " "	+50	Tan. =	118.47
7° 19½'	= " " "	543	B. C. = sta.	541+53.53
9° 49½'	= " " "	+50	L. C. =	233.33
11° 40'	= " " "	543+	E. C. = Sta.	543+86.86
		86.86		

$100 - 53.53 = 46.47 \times 3' (\text{def. for 1 ft. of } 10^\circ \text{ Cur.}) = 139.41' =$

$2^\circ 19\frac{1}{2}' = \text{def. for sta. } 542.$

Def. for 50 ft. = 2° 30' for a 10° Curve.

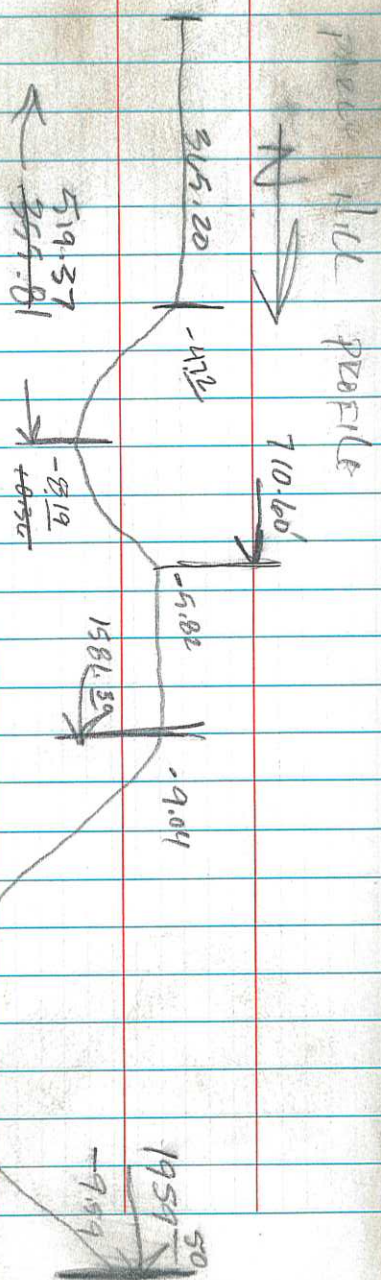
Def. for 36.86 ft. = 1° 50½' for a 10° Curve.



$\frac{HI \text{ of } P}{HI \text{ of } Q} = \frac{HI \text{ of } R}{HI \text{ of } S}$
 $\frac{2594.50'}{10.10} = \frac{5.50}{P}$
 $P = 8.10$
 $P = 2594.50' @ -10.46$

$\frac{HI \text{ of } Q}{HI \text{ of } R} = \frac{HI \text{ of } S}{HI \text{ of } T}$
 $\frac{1751.12}{1753.34} = \frac{-12.06}{HI \text{ of } T}$
 $HI \text{ of } T = -12.06$

END.
 W.H.L.



113.71

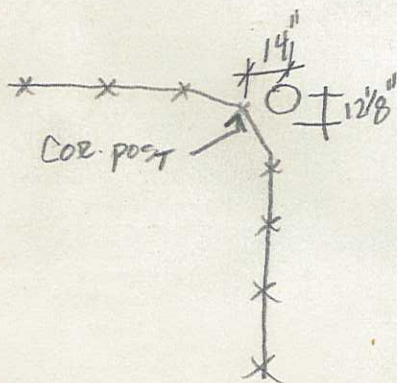
6
39
39
<hr/>
78
60
<hr/>
18"

749.30
110.85
<hr/>
638.45

29' 53"
~~246° 31' 08"~~

332.00'

6441.70 END STA.



LENGTH OF WORLEY ROAD.

LENGTH OF PARLY HILL ROAD	<u>2594</u>
	50

12 1/8" NORTH	1.0104'
14" EAST	1.1667