

CACHE COUNTY
FIELD BOOK

179

WESCO

Field Book

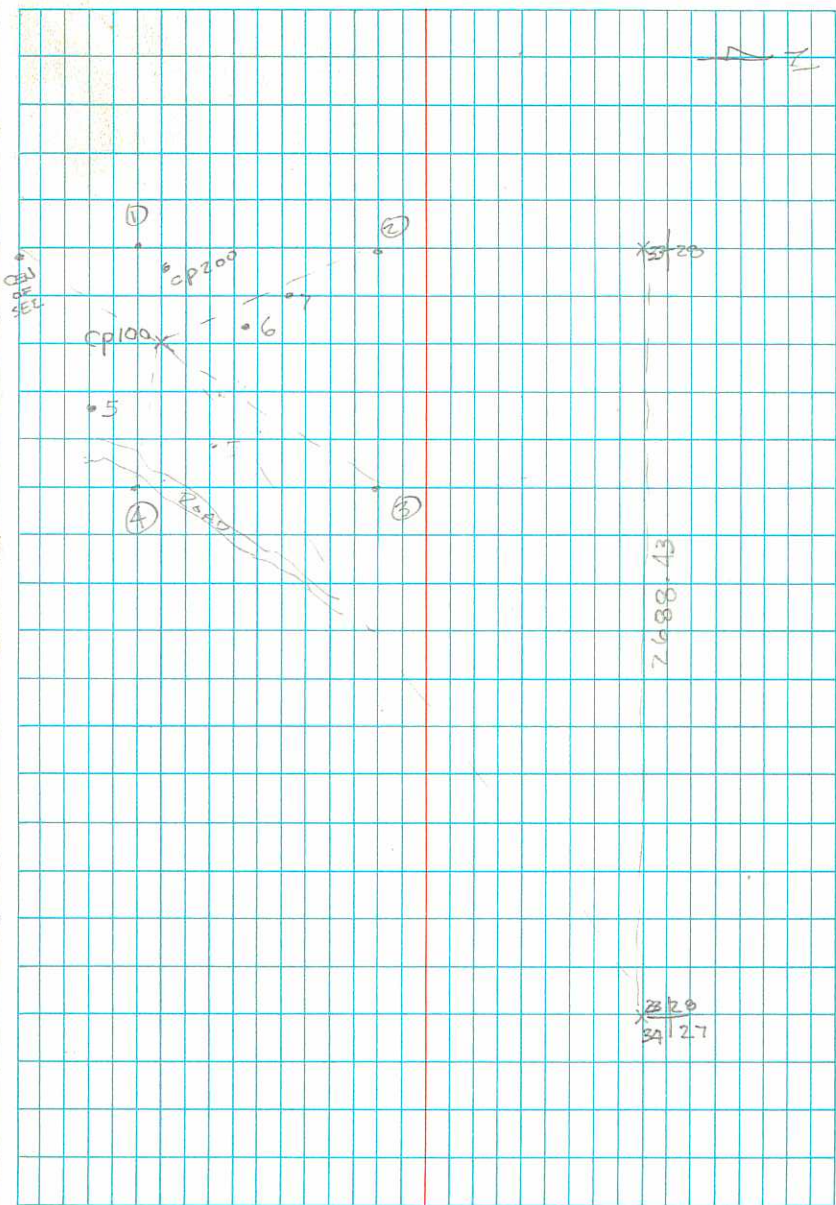
550-501

PROPOSED GRAVEL PIT NORTH OF WELLSVILLE

SEPT 15, 1992 CLEAR 60°-70°

$$\frac{28.127}{33.34} \text{ to } \frac{28}{33} = 2688.43$$

STA.	HORIZ	DIST		
SEC. COR - 1/4 COR	0°00'00"	2688.43		
SEC. - CP 100	323°38'43"	2620.05		
CP 100 - GEN. SEC.	153°43'18"	1290.03		
100 - 2	237°50'36"	628.44		
100 - 4	74°11'26"	231.90		
100 - 3	329°34'55"	249.70		
100 - 200	185°55'16"	547.85		
200 - 1	165°10'50"	165.71	-8.94	
200 -	HT 61"			
7 200 - 5	17°12'55"	511.46	-56.04	FRONT OF PIT.
200 - 100	0°00'00"	547.85	-22.66	
8 6	341°44'38"	465.95	-17.44	
9 7	327°53'13"	564.03	-15.63	
10 2	287°55'54"	520.04	+2.00	



33.20
7688.43
34.27

17 SEP 1992

ROAD STATION

4⁵⁷

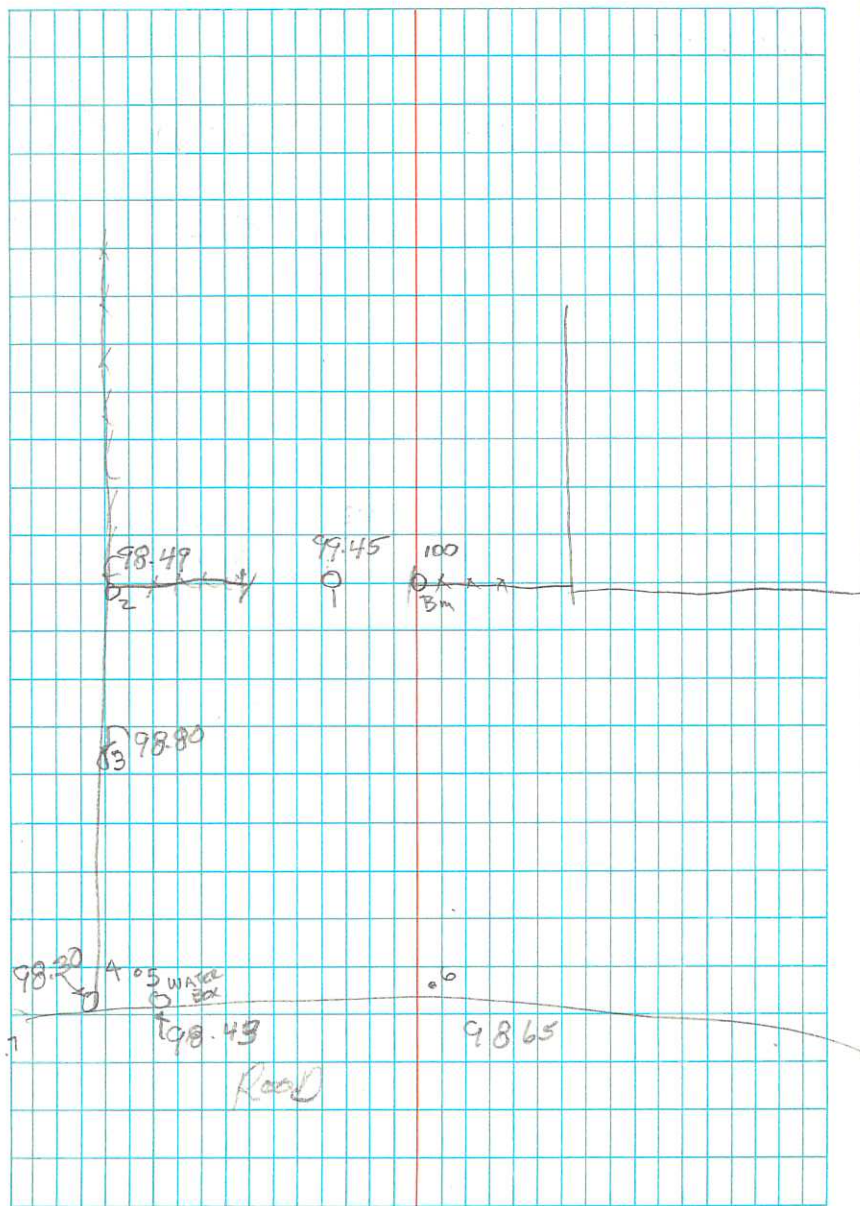
104.57

100.00

1	5 ¹²	99.45
2	6 ⁰⁸	98.49
3	5 ²²	98.80
4	6 ²⁷	98.30
5	6 ¹⁴	98.43
6	5 ²²	98.65
7	6 ⁴³	

PIPE TO SOUTH
98.14

7-98.14



PROPOSED GRAVEL PIT NORTH OF WELLSVILLE
21 SEP 1992

TT Jim P Jim

73°

STA	HOR \angle	HOR DIST
BS P1	0° 00' 00"	5520 50 5520 56

Te #97

801 685

801.685

FS S 1/4	122° 54' 22"	5520 50 5520 56
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P-100	343° 29' 45"	
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BS P100	0° 00' 00"	
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A @ P-1

FS #97	339° 43' 48"	
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HUNTERS EDUCATION WELL

4 AUG 1993 11:24am

5'38" WITH NO pump

21" WITH pump

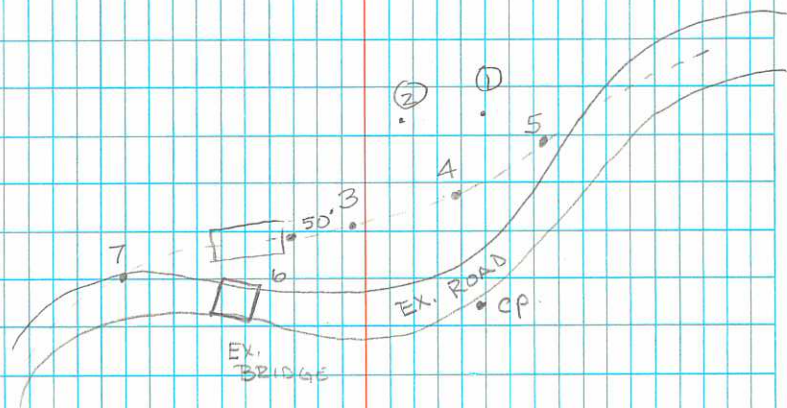
FILL 5 GAL BUCKET

23 AUGUST 1993

MT. PISGAH BRIDGE

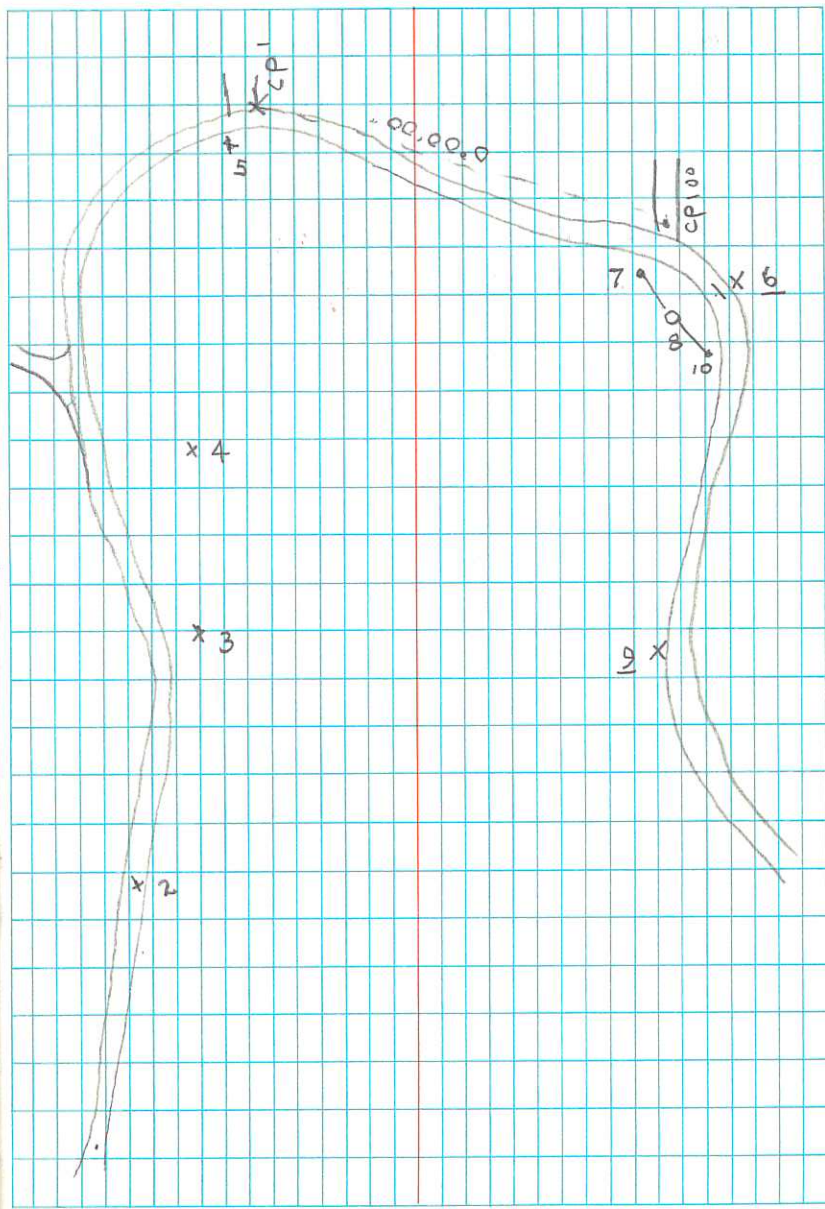
- ROADWAY ALIGNMENT -

7



A. MILLER ROAD NEW ALIGNMENT.
 20 SEPT 1993 65° WARD, BISHOP

1-100	0° 00' 00"	203.36	
2	275° 05' 57"	725.59	-10.81
3	285° 18' 33"	510.82	-10.67
4	312° 00' 39"	335.06	-10.82
5	352° 21' 33"	230.01	-12.76
6	223° 00' 02"	32.92	+1.25
Guy 7	305° 14' 22"	55.77	-2.75
P.P. 8	274° 00' 03"	74.67	-0.75
9	253° 43' 46"	262.96	+21.54
Guy 10	259° 20' 28"	81.23	+1.14



WATER TROUGH ROAD "3RD PROJECT"

26 OCT 1993 WARD, BISHOP

CP100 - END OF PAVEMENT 17' NORTH

CP100 - CP101 = 3603.37' - 2⁰⁶

1 359° 40' 06" 3606.17 - 1¹³

2 359° 41' 07" 3798.22 - 1²¹

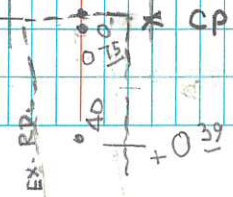
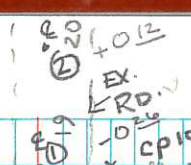
19 = 9963

0 = 10063

49	1	21	-	145
30	1	22	-	132
19	1	23	-	165
20	1	24	-	296
18	1	25	-	59
052	0	26	-	20
050	0	27	-	01
15	1	28	-	10
025	0	29	-	056
030	0	30	-	062
042	0	31	-	049
066	0	32	-	050
030	0	33	-	051
054	0	34	-	090
070	0	35	-	088
010	0	36	-	091
080	0	37	-	065
030	0	38	-	044

3603.37

CP100 + 0.96



9

Gu
P.
Gu

NEWTON BRIDGE

	HOR \angle	HOR DIST	EL DIFF
BS 2+00	0° 00' 00"	131.657	-7.546

ICP 100

FS 0+00	17° 04' 10"	328.231	-0.367
0+50	15° 00' 38"	278.097	-3.412
1+00	11° 57' 58"	228.523	-5.869
1+50	7° 19' 47"	179.675	-7.303
2+50	343° 46' 41"	91.397	-7.218
3+00	310° 22' 50"	72.785	-5.686
3+50	277° 05' 58"	91.584	-3.255

Φ J.P.

11

∇ J.B

39°

29 APRIL 1991

HIROD

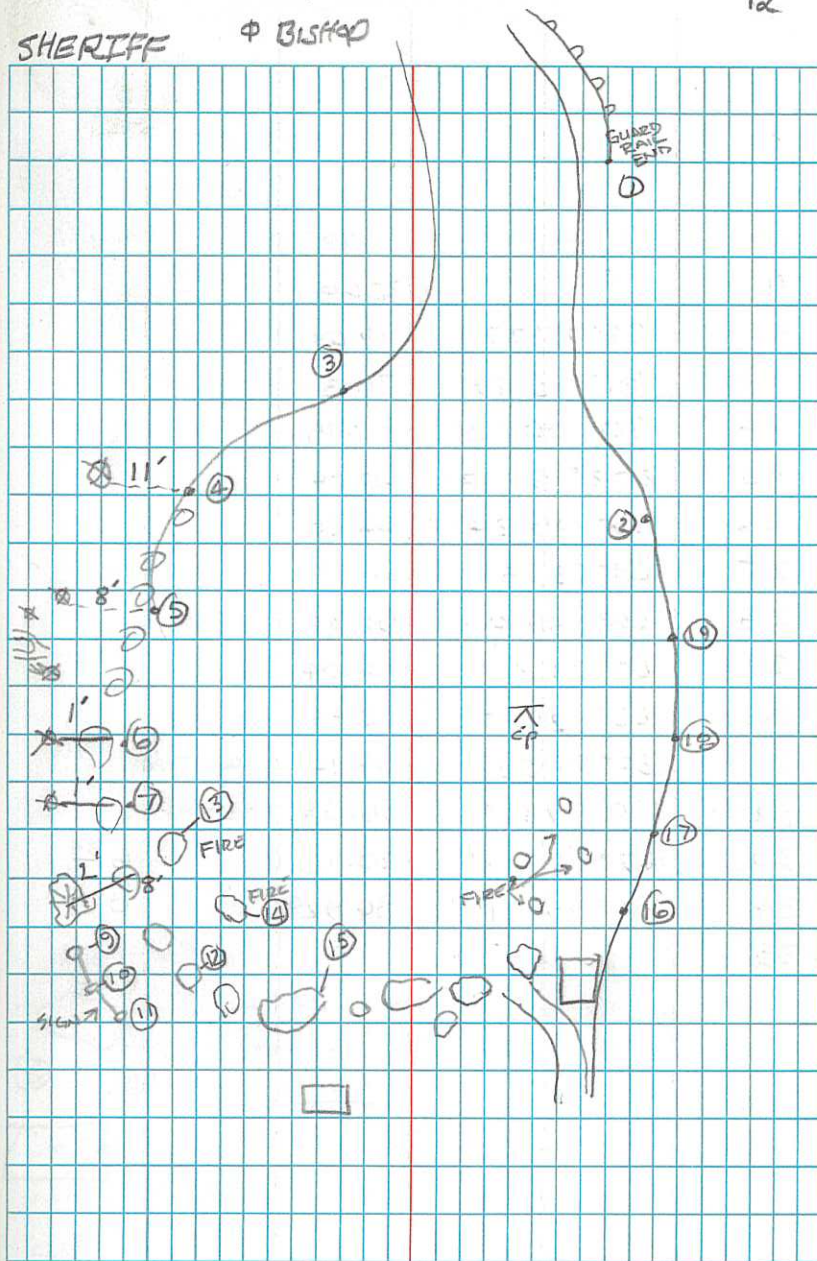
WOOD CAMP MARCH 15, 1994

CP-1		438.47	-35.28	HI ROD -31.46
2	5° 57' 37"	79.62		+0.33
3	335° 10' 17"	79.81		1.89
4	313° 02' 11"	50.77		3.87
5	279° 46' 20"	39.83		4.21
6	260° 04' 58"	46.48		4.92
7	249° 31' 40"	53.72		6.06
8	238° 41' 03"	61.97		6.62
9	232° 09' 49"	70.54		9.10
10	227° 34' 12"	72.93		9.36
11	223° 43' 38"	73.87		9.46
12	222° 23' 26"	56.02		6.86
13	237° 37' 13"	52.57		6.13
14	227° 41' 16"	46.27		5.83
15	198° 57' 11"	50.49		6.46
16	154° 49' 44"	49.30		4.77
17	140° 39' 14"	33.25		3.59
18	66° 57' 29"	25.96		1.78
19	20° 38' 00"	49.07		1.29

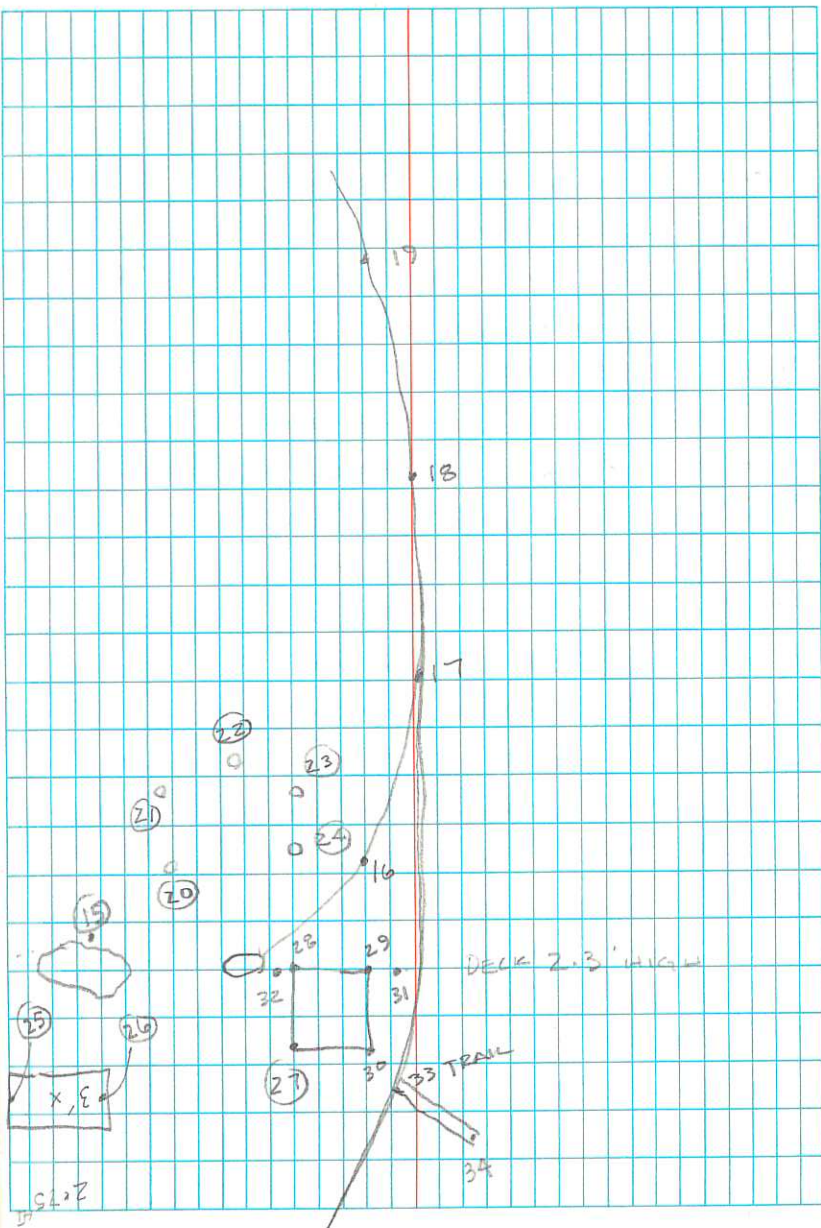
SHERIFF

T WARD
P BLISS

12



20	188° 46' 17"	27.60	4.84
21	191° 18' 31"	22.60	
22	184° 43' 23"	19.69	
23	167° 05' 29"	21.13	
24	170° 00' 08"	27.45	
25	202° 57' 33"	68.09	
26	196° 05' 24"	66.30	
27	169° 53' 18"	61.62	
28	168° 59' 44"	52.48	
29	160° 01' 36"	54.04	
30	162° 32' 07"	62.94	
31	158° 50' 58"	56.14	IRON PIPE
32	170° 27' 13"	56.59	IRON PIPE
33	162° 43' 43"	70.18	6 ³⁴
34	155° 37' 51"	80.92	0 ⁹⁹
35			



35. TREE WEST SIDE	151° 54' 49"	74.01	0.78
1' TO CENTER COTTONWOOD			

36 TREE	148° 37' 32"	77.70	-0.28
EAST SIDE 1.3' TO CENTER COTTONWOOD			

37 TREE	151° 27' 51"	80.76	0.63
EAST SIDE 2' FROM TRUNK 1' TO CENTER COTTONWOOD			

38 TREE	152° 55' 23"	88.44	0.63
DOUBLE TRUNK WEST SIDE 1.5' TO CENTER SOUTH TREE COTTONWOOD			

39 TREE	148° 59' 59"	96.63	-2.20
1' WEST OF TRUNK 1.3 TO CENTER COTTONWOOD			

40 TREE	143° 07' 15"	91.84	
EAST SIDE 2' TO CENTER COTTONWOOD			

41 TREE	135° 50' 53"	95.65	-4.84
SOUTH SIDE 1.5 CENTER COTTONWOOD			

42	139° 03' 05"	82.26	-5.18
NORTH SIDE 1' TO CENTER START LOG 1.5' FURTHER			

42	131° 05' 27"	87.88	-5.04
TO THE EAST LOG IS 4' TO CENTER			

43 TREE	128° 09' 01"	87.88	
STUMP WEST SIDE 6" TO CENTER 2' HIGH			

EAST SIDE	.5 TO CENTER	PINE	
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44 TREE	117° 40' 48"	87.78	+0 <u>22</u>
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1' EAST OF TRUNK .9 TO CENTER PINE

45 TREE	115° 11' 12"	74.53	-3 <u>18</u>
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WEST SIDE
DOUBLE TRUNK 1.2 TO CENTER COTTONWOOD

46	138° 53' 59"	68.25	-4 <u>49</u>
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CENTER OF BRUSH

47	134° 04' 58"	58.85	-3 <u>23</u>
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CENTER OF BRUSH

48	126° 06' 35"	60.53	-7 <u>70</u>
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HEAD BRUSH TO EAST ~~1.8~~ 1' TO MAIN TRUNK

49	123° 17' 07"	57.07	-7 <u>48</u>
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FEET

50	109° 36' 30"	56.16	-8 <u>73</u>
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TDE OF SLOPE

51 TREE	109° 25' 14"	45.32	-6 <u>61</u>
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SMALL TREE CUT TO ABOUT 6'

52 TREE	105° 24' 56"	37.31	-4 <u>32</u>
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SOUTH SIDE
DOUBLE TRUNK .6 TO CENTER

53 TREE	101° 46' 11"	46.19	-7 <u>43</u>
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NORTH SIDE 1' TO CENTER 00

54	95° 34' 38"	55.40	-9 <u>74</u>
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TDE OF SLOPE

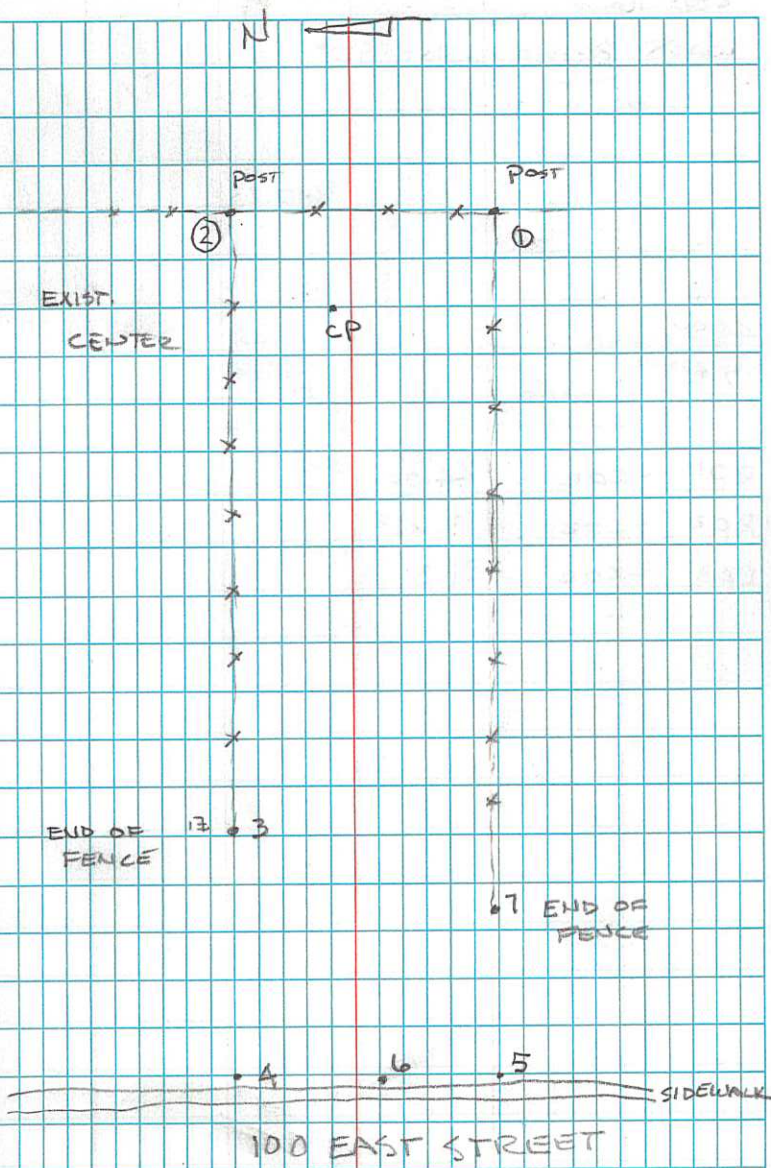
<u>55</u>	96° 16' 40"	60.42	-9 35
BRUSH	1' EAST OF CENTER		
<u>56</u> TREE	94° 23' 50"	64.36	-8 02
EAST SIDE OF COTTON WOOD .9 TO CENTER			
<u>57</u> TREE	72° 49' 21"	57.00	-9 39
EAST SIDE 1' TO CENTER COTTONWOOD			
<u>58</u> TREE	69° 48' 26"	51.07	-9 60
NW SIDE 1' TO CENTER COTTONWOOD			
<u>59</u> TREE	82° 26' 48"	45.25	-7 72
WEST SIDE .5 TO CENTER COTTONWOOD			
<u>60</u>			

SENIOR CITIZEN CENTER

MAY 23, 1994

PROPERTY ADDITION 23 MAY 1994

CP-1	0°00'00"	52.97	0 ⁹⁷
2	271°29'03"	38.22	- 0 ⁰⁴
3	136°36'45"	137.88	- 4 ⁰⁷
4	132°24'35"	273.94	- 9 ³⁵
5	117°51'51"	275.31	- 8 ²¹
6	126°09'38"	274.78	- 9 ¹⁴
7	114°58'46"	212.58	- 5 ⁶¹



28 JUNE

WARD, BISHOP

HOT 90°

2610.23

44⁰⁰

17⁶¹

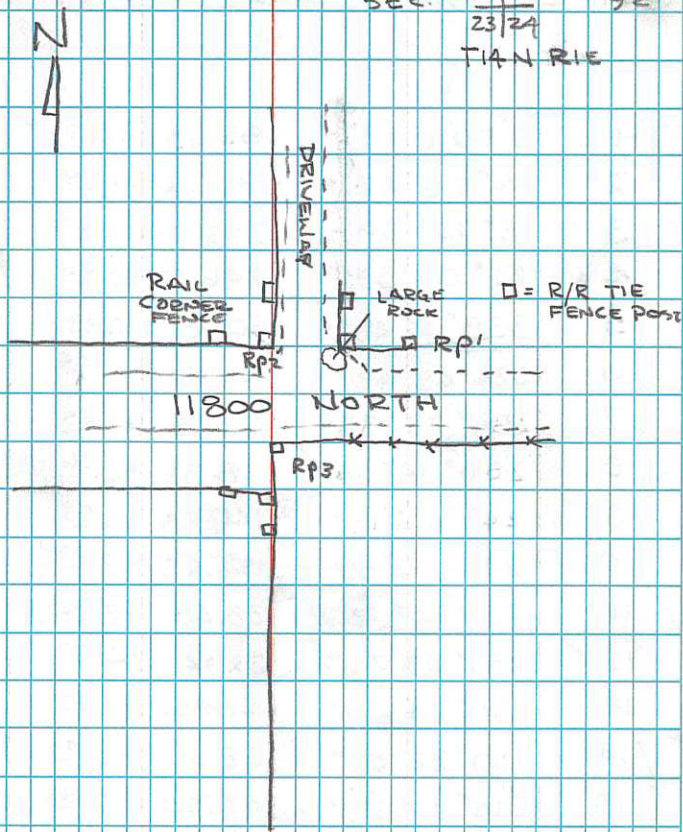
Rp1 - COR 44.00

Rp2 - COR 17.61

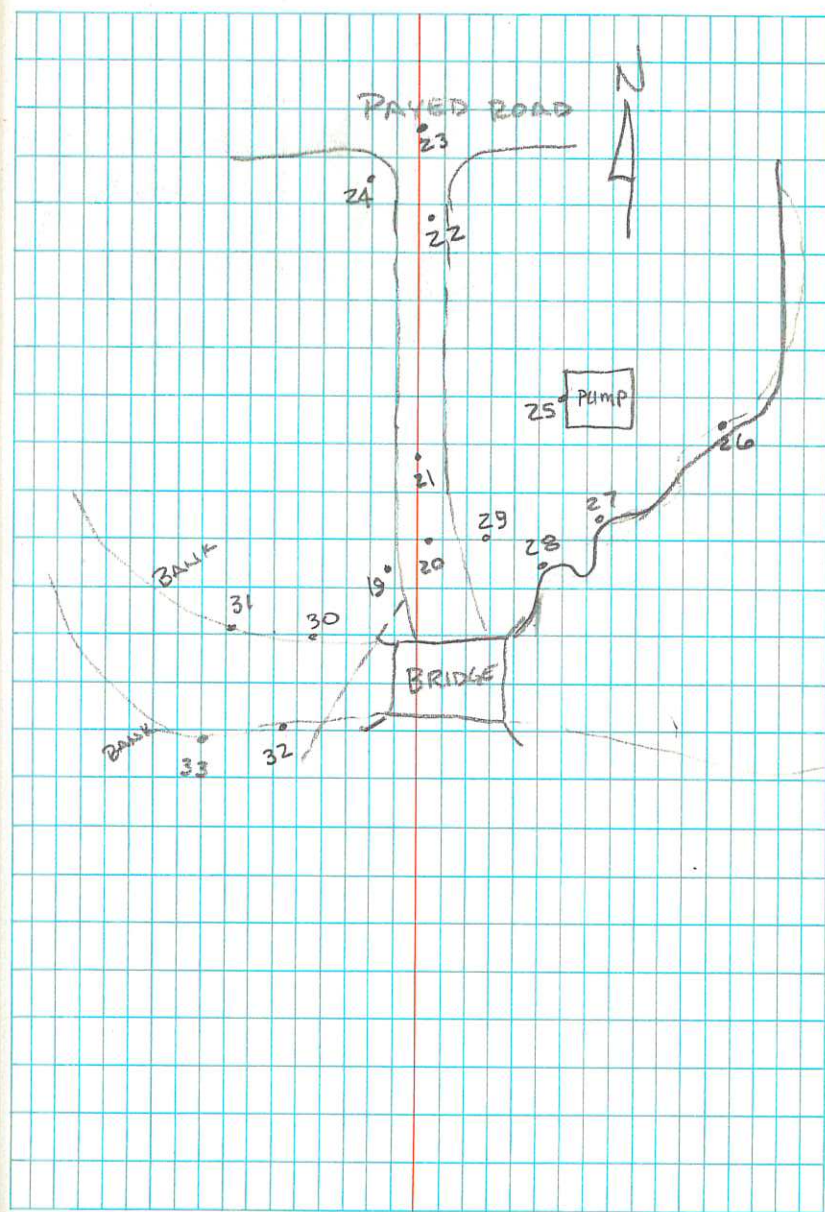
Rp3 - COR 31.3

18

REMONUMENT OF
SEC. 14 | 13 # 92
23 | 29
TIAN RIE



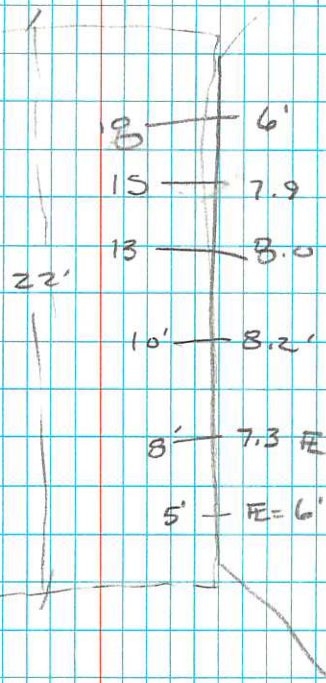
19-	204° 07' 42"	48.54	-5 ³⁷	FEN.
20.	213° 36' 56"	76.38	-3 ²⁹	☉
21	208° 11' 09"	140.50	-3 ⁷⁸	☉
22.	206° 29' 40"	275.31	-2 ¹⁸	
23-	204° 26' 29"	316.27	-0 ³⁹	INTER.
24	201° 49' 16"	276.76	-5 ²⁴	FEN. PT.
25	224° 11' 08"	151.90	-4 ⁵²	WEST PUMP
26	238° 25' 24"	162.44	-7 ⁶⁷	PUMP INLET .70 ABOVE WATER
27	228° 56' 36"	129.49	-6 ⁷¹	
28	226° 05' 42"	107.53	-6 ⁶⁸	
29	222° 44' 01"	109.25	-5 ²¹	TEST HOLE
30	181° 13' 00"	46.73	-6 ⁴⁰	
31	143° 38' 40"	96.18	-6 ⁵³	
32	132° 01' 00"	29.25	-1 ⁴⁴	
33	119° 58' 21"	103.01	-0 ⁶⁶	



WATER DEPTH
 FOF CHANNEL
 WIDTH OF ROAD



ROAD WIDTH = 16'
 WATER LEVEL FROM BRIDGE = 5.4'
 BRIDGE SPAN (ON DECK) = 22'



HYDE PARK CITY ROAD OLD ALIGNMENT

1 MARCH 1975

41°

DAN WARD

JIM BISHOP

17.25

1-2	0 00 00"	46.37
3	342° 22' 41"	37.61
4	15° 05' 00"	59.95
5	325° 31' 44"	443.23
6	324° 26' 08"	469.04
7	320° 27' 17"	636.70
8	319° 57' 51"	1117.41
9	321° 10' 36"	1307.23
10	319° 38' 13"	1446.03
11 CP ₂	321° 19' 57"	1321.49
11-1	0 00 00	1321.50
12 CR	177 13 00"	1106.55
13	178 03 30	1107.66
14	178 40 58	2972.815
15	178 38 40	3295.370
16 TB _c	178 16 30"	3416.128

CP₁

⑩

⑪

⑫

⑬

⑭

⑮

⑯ CP₂

⑰

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NEG. TAC

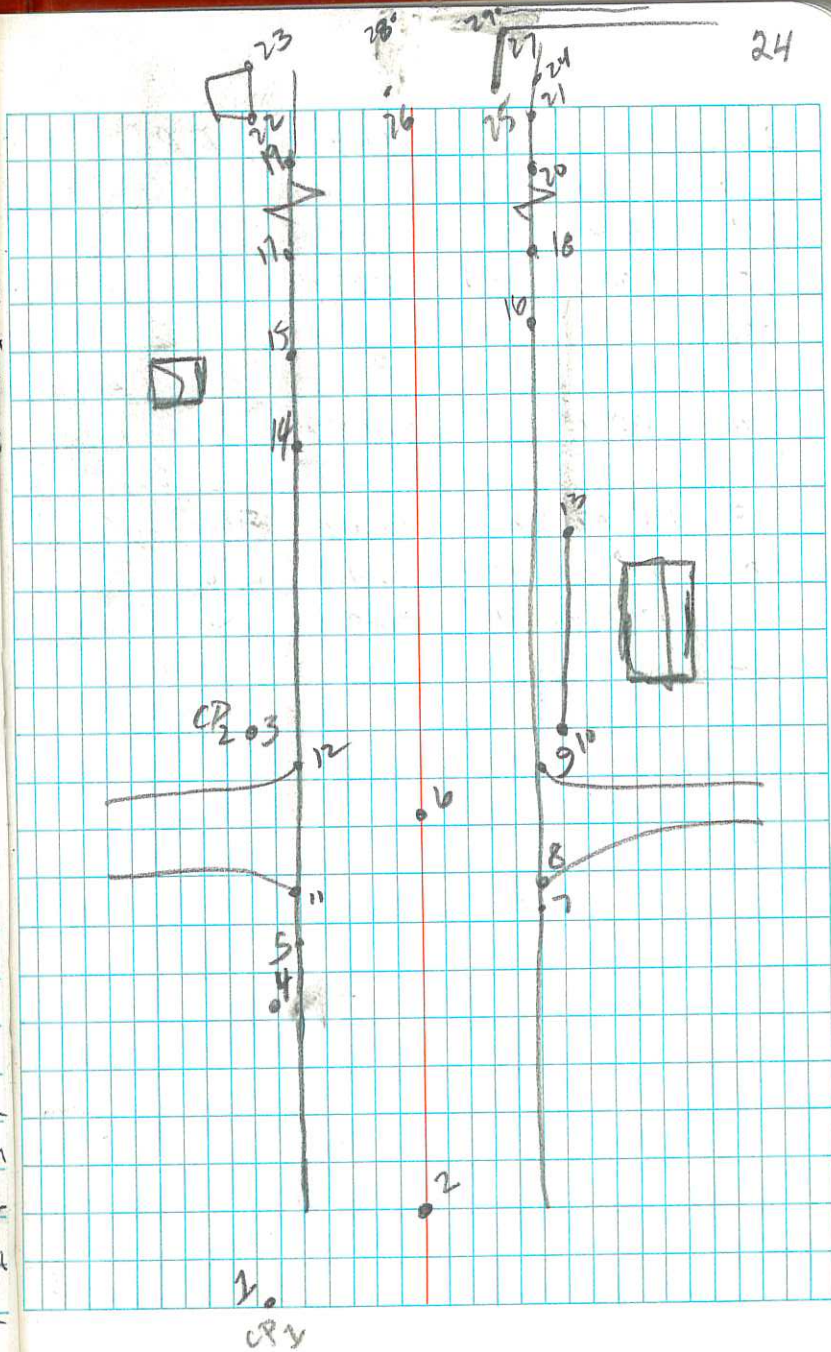
.14

70'

N

4/14/95 HP-NL ROAD

STA	HA	HD	NOTES
X1			
BS 2	0°00'00"		
CP ₂ 3	319°35'37"	2453.78	
X3			
BS 1	0°00'00"	2453.78	
4	359°55'18"	516.18	T BAR
5	359°29'46"	265.67	FIELD CHANGE
6	297°41'43"	21.89	C OF RD
7	305°10'44"	43.87	FD
8	293°45'22"	39.15	NE of Lane
9	272°47'15"	38.93	SE of Lane
10	267°24'01"	44.68	NP on Fence
11	338°24'45"	21.30	NE of Lane
12	No Signal		SE of Lane
13	190°44'19"	225.62	SP on fence
14	179°58'42"	805.11	
15	180°2'12"	969.51	
16	182°11'20"	970.39	Field Line in
17	180°26'33"	1203.93	" change in
18	181°34'56"	1284.15	" in ditch
19	180°15'33"	1613.82	Field Change
20	181°34'59"	1760.78	cap N end of City Par
21	181°51'52"	1840.82	NE of curb at par



STA	HA	HD	NOTES
22	179° 46' 01"	1969.24	N FP
23	179° 46' 39"	2125.00	S FD
24	181° 37' 18"	2134.54	Back Top of curb
25	181° 01' 13"	2283.46	" of Subdiv.
26	180° 32' 30"	2283.64	L of (RD Nar)
27	181° 07' 15"	2361.52	S Ed of Subdiv. curb. top side
28	180° 45' 03"	2411.49	of Man hole E of Both Top back N & W rods
29	181° 02' 46"	2464.84	curb on S side of Rd
30	181° 00' 17"	2691.84	top back of curb
31	179° 40' 14"	2689.97	prop corner @ Subd

32

#

CACHE COUNTY AIRPORT
 ELEVATIONS FROM BM "5 EAM" 1963
 4452.517" WEST OF THE SOUTH END
 RUNWAY 35 TO FBO FL8 FLOOR EL.

50°± DAN B. P. & JIM B. A 6 JUNE 1995

STA	+ S	HI	- S	EL AT STA	NOTE
BM "5 EAM"	2.67	4455.187		4452.517	
LP			5.74	4449.447	
A	4.71	4454.157			
LP			6.03	4448.127	
A	4.44	4452.567			
BM FBO. FL8 FLOOR TOP			4.86	4447.70	(+ 5.05 TO ALT. 4452.75 EL)
	5.02	4452.727			
LP			4.58	4448.47	
A	6.28	4454.427			
LP			5.02	4449.407	
A	5.86	4455.267			
BM "5 EAM"			2.77	4452.497	0.02 DIFF OK

UOGBA PASTURE

821 UNIVERSITY AVE

MADISON WISC.

53706

104.57
5.12
99.45

104.57
6.08
98.49

104.57
5.77
98.80

104.57
6.27
98.30

104.57
6.14
98.43

104.57
5.92
98.65

104.57
6.43
98.14