

2000
2000
2000
500
R
A
D
J
B

 TELEDYNE
108
MINING TRANSIT BOOK

Property of CACHE CO ENGR

Address RM 210 179 N MAIN

LOGAN

Telephone 752 9744

INDEX

ROAD JOB FROM 2000 W 2200 S
NORTH TO MENDON ROAD

This Book is manufactured of a High Grade
50% Rag Paper having a Water Resisting Surface,
and is sewed with Nylon Waterproof Thread.

CONTROLS - RUN FROM CORNER $\frac{13}{18}$
 $\frac{24}{19}$
 TWINN SLM

BACK SIGHTED ON CORNER $\frac{24}{19}$

BRASS CAP. SET ON $\frac{13}{18}$ AND RAN
 $\frac{24}{19}$
 NORTH AND WEST TO POINT OF BEGINNING.

PT "B"

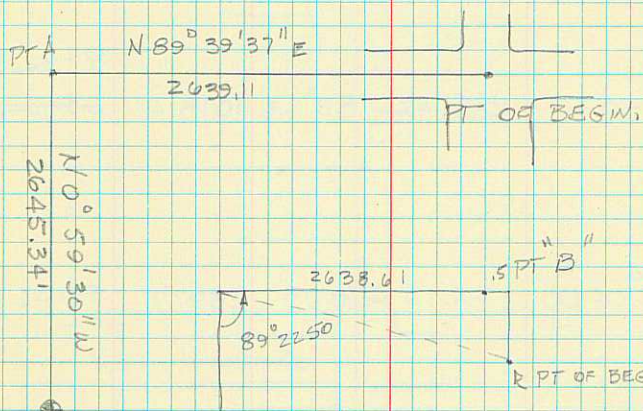
$89^{\circ}22'50''_{LT}$ 2638.63 $89^{\circ}47'$ 2638.61

PT A

$0^{\circ}56'30''_{LT}$ 2645.36 $90^{\circ}12'$

$\frac{13}{18}$
 $\frac{24}{19}$

$\frac{24}{19}$



CORRECTED \angle TO PTC = $89^{\circ}20'53''$

CORRECTED DIST = 2639.11'

PT OF BEGINNING IS

$2660.59' N, 2593.28' E$

OF

$\frac{13}{18}$

$\frac{24}{19}$

PRELIMINARY & LINE.

18 Oct 78

BRIDGE

784.33 89°41' 784.31 64+50.54

F

0°26'50" 1888.65 89°55' 1888.64 72+34.85

E

PT

PIPE 1"

37+66.91

-0- 1018.42 89°48' 1018.41 63+64.62

D

E

0°04'00" 2597.72 270°03' 2597.71 53+46.21

D

D

-0- 929.21 90°11' 929.21 18+19.29

SPRING CK

RAND

-0- 2199.82 89°54' 2199.81 5+48.69

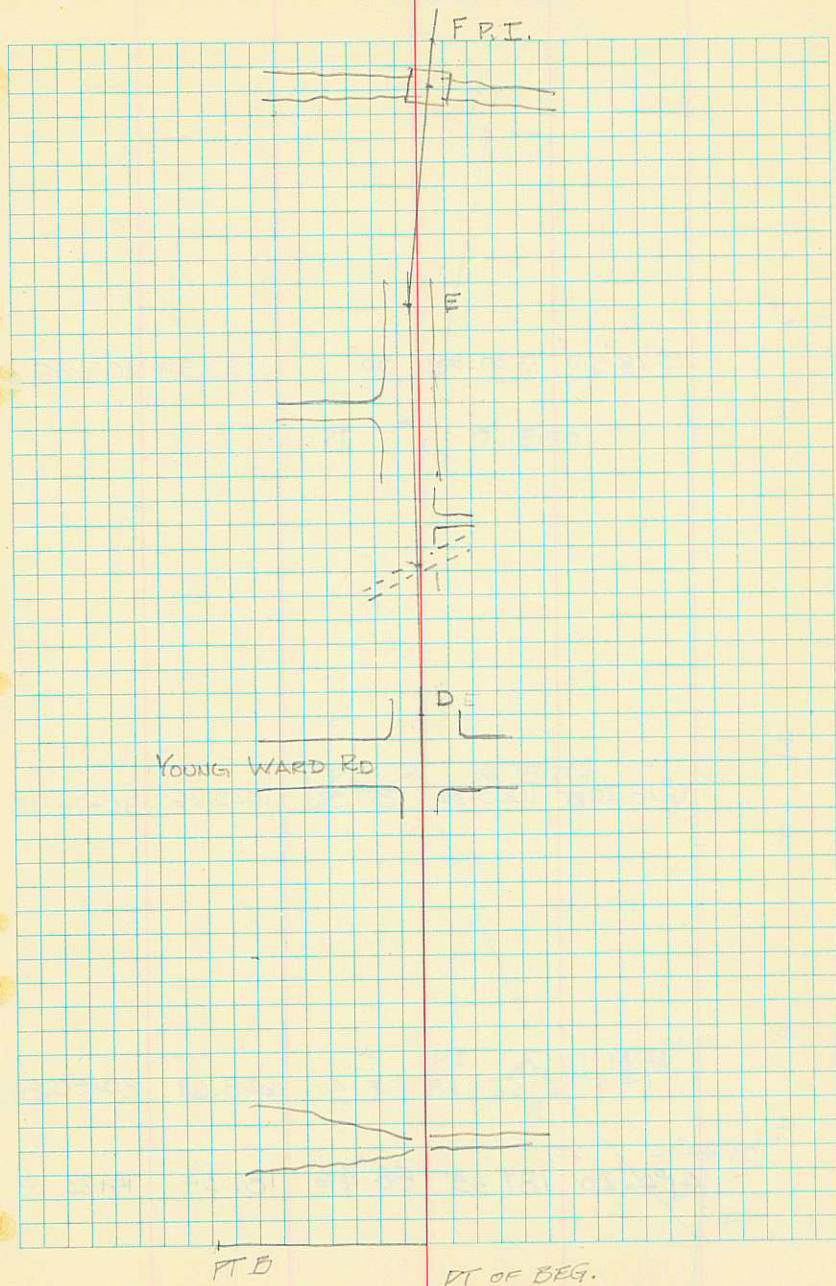
RAVINE

D

89°45'30" 2748.51 90°08' 2748.50 27+48.50

PT BEG

0+00

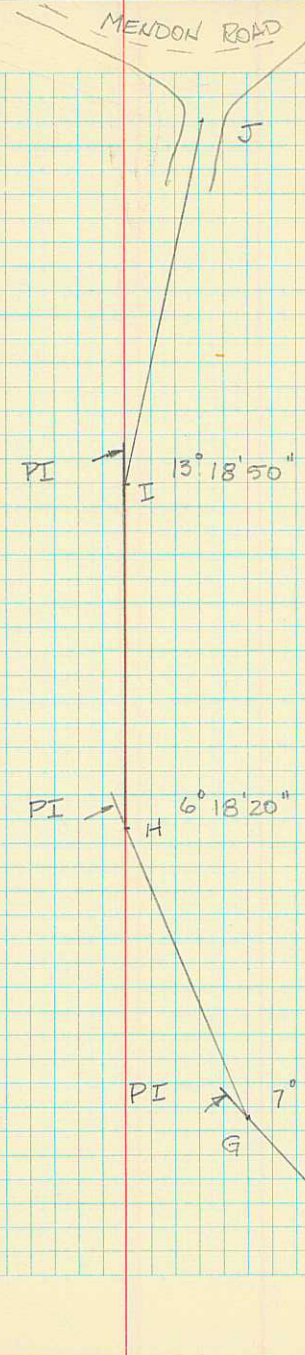


J					
I	$13^{\circ}18'50''$ RT	1320.98	90°	1320.98	103+95.10

I					
H	$6^{\circ}18'20''$ RT	1023.26	$89^{\circ}56'$	1023.26	90+74.12

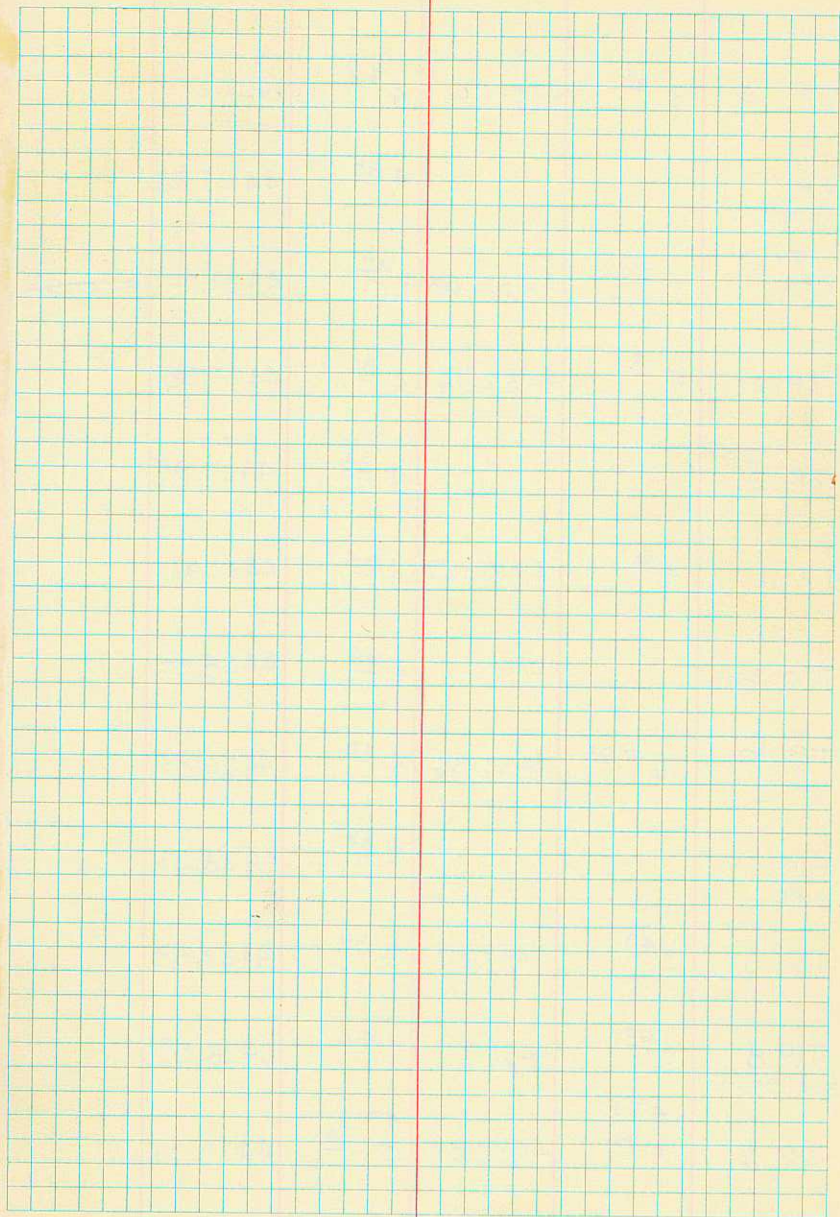
H					
G	$7^{\circ}14'40''$ R	628.68	$88^{\circ}46'$	628.67	80+50.86

G					
F	$4^{\circ}46'20''$ DL	187.35	$88^{\circ}46'$	187.34	74+22.19



LEVELS

	B.S	HC	FS	ELEV	
PT "F"	4 ²⁶		5 ⁴¹ 5⁴¹	4426.19	
TP6 PT "G"	4 ²¹	4431.60	4 ²²	4426.69	74+22.19
TP5 PT "H"	5 ¹⁸	4430.91	4 ⁶²	4425.73	80+50.73 86
TP4+300			4 ⁶³	4425.77	
TP4 93 PSES	5 ³⁰	4430.40	4 ⁵⁷	4425.10	
TP3+300			4 ⁵⁶	4425.11	
TP3 PT "I"	5 ⁸⁹	4429.67	4 ⁹²	4435.56	90+74.12
TP2 TPI+ 570	4 ²⁵	4440.48	0 ⁸⁴	4435.53	
TPI+ 435			4 ⁹³	4432.34	
TPI +300			4 ³⁸	4431.99	
TP1 +285	3 ⁶³	4436.37	4.54	4432.74	
BM LOGAN R. BRIDGE	3 ⁷⁹	4437.28		4433.49	



	TP 13	3 ⁶⁵	4431.26	4 ⁴⁷	4427.61
PT					
	BM PIPE 1			4 ⁸⁹	4427.28
TP					
PT	TP 13 PIPE 1	4 ³⁴	4432.08	4 ⁴²	4427.74 63+64.62
TP					
PT	TP 12	4 ¹⁸	4432.16	4 ³¹	4427.98
TP 4 +					
	11+215 TP 12			4 ³⁴	4427.95
TP					
93	TP 11	4 ³⁸	4432.29	4 ⁹⁵	4427.91
TP 3					
	TP 10+300			4 ⁶⁴	4428.22
TP					
PT	TP 10 PT "E"	6 ⁰¹	4432.86	4 ²²	4426.85
TP 2					
TP 1 +	BM PIPE			2 ⁸⁴	4428.23
TP 1 +					
	TP 9	3 ⁴⁹	4431.07	4 ³⁹	4427.58
TP 1 + 30					
	TP 8 BM "BRIDGE"	3 ⁶⁰	4431.97	4 ⁴⁸	4428.37
T + 2		5 ⁵¹		4 ²⁶	
	TP 7	4 ²⁶	4432.85	5 ¹⁴	4427.34
BM 8 L R.					

480' BETWEEN POWER POLES

PT					
	BM		2 ⁰⁰	4433.05	
TP	"BEG OF PROJ"				
PT	BEG OF PROJECT		0 ⁹⁴	4434.11	
TP					
PT	POWER POLE		4 ⁸⁹	4430.16	
TP4					
	BM		8 ⁵³	4426.52	
TP					
93	TP 18	9 ¹⁷	4435.05	6 ⁵²	4425.88
TP3					
	TP 17	5 ⁰¹	4432.20	4 ³⁰	4426.59
TP					
PT	TP 16	6 ²⁶	4430.89	4 ³⁰	4423.93
TP2					
TEL	BM		2 ⁵⁵	4428.23	
	NORTH SPR CR.				
TP1					
	TP 15	3 ⁵⁹	4430.78	3 ⁷¹	4427.39
TP1					
+30	YOUNG		3 ³⁰	4427.80	
	WARD RD				
T					
+2	TP 14	3 ⁷⁴	4431.10	3 ²⁰	4427.36
BM	PT "D"				
BLC					
R.					

BS	HI	FS	IFS	ELEV
			6.5	FL
			3.9	+840
			3.9	+730
			4.5	+630
			4.1	+530
			4.8	+430
			5.8	+330
			6.3	-2000
			6.7	-2005
4.9			4.9	-100
6.0			6.0	-100
2.84				

