BOOK 1-80 1-80-001 TO 1-80-

CACHE COUNTY
ENGINEER'S OFFICE

SURVEY FIELD BOOK

1-80

Proj. 1-80-001
TO

TELEDYNE
408
MINING TRANSIT BOOK

Property of CACHE COUNTY

ENGINEER'S OFFICE

Address 179 No. MAIN RM 210

LOGAN, UTAH 84321

Telephone 801-752-9744

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

INDEX

NAME	PROJ. NO.	PAGE
TRENTON TOWNSITE	1-80-001	1
CACHE COUNTY AIRPORT SEPTIC TANK	1-80-002	3
CACHE COUNTY AIRPORT SURVEY OF LOT 15	1-80-003	4
E.A. MILLER RIGHT OF WAY CHANGE ALONG 700 WEST	1-80-004	5, 7-28
CACHE COUNTY AIRPORT NEW ACCESS ROAD	1-80-005	6
PARADISE CEM. EAST LINE	1-80-006	29-33
CLARKSTON DRAINAGE	1-80-007	34-41
MERIDIAN ROAD BRIDGE	1-80-008	42-44
LOGAN RIFLE & GUN CLUB	1-80-009	45-60

PROJ-1-80-001

TRENTON TOWNSITE SURVEY

HUDSON

8 NOV 79

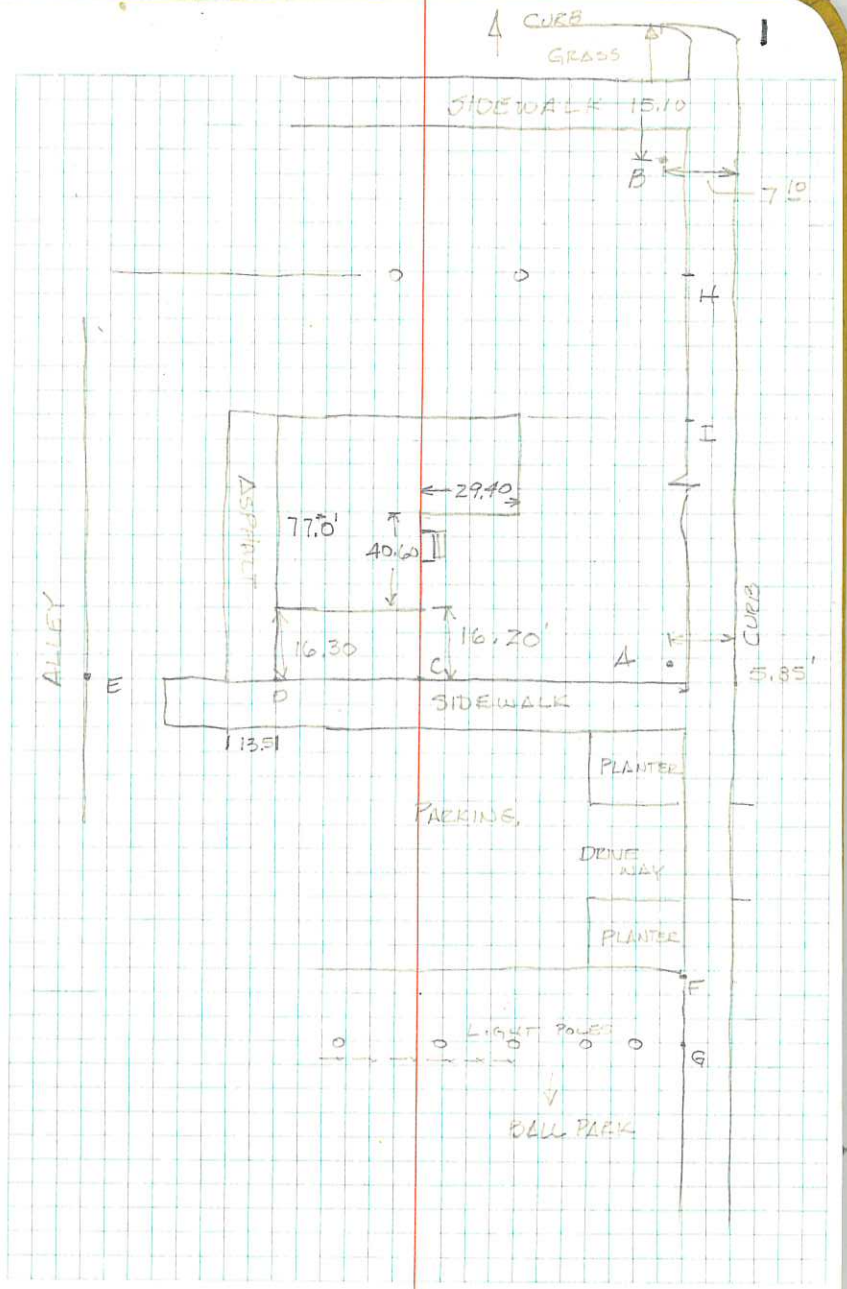
All ∡ TO RIGHT

WARN, P. CLOUD

TO ESTABLISH LOCATION OF TRENTON CHURCH IN RELATION TO PLAT & BLOCK 2

∡				
∡ I		120.99	90°34'	
∡ H		167.98	90°20'	
A TO G		98.98'	91°13'	
A TO F	179°56'30"	71.53	91°35'	(91°18')
A TO E	269°43'	234.39'	89°48'	
A TO D	269°58'15"	144.77	89°56'	
A TO C	269°41'20"	73.54	90°23'	
B TO ∆	00°00' BASE LINE	296.96	89°53'	

PLAT DRAWN



CACHE COUNTY AIRPORT SEPTIC TANK

FEBRUARY 27, 1980

WARM 50°

CLEAR JOB 1-80-002

P. WARD W. SAUNDERS (AIRPORT MANAGER)

SURVEY FOR DESIGN INFORMATION ON NEW SEPTIC TANK SYSTEM.

SIDEWALK WIDTH = 10 FT

DIST FROM BUILDING TO TURN = 36'

DIST FROM COR of BUILDING TO TURN = 27'

DIST FROM TURN TO FENCE = 63'

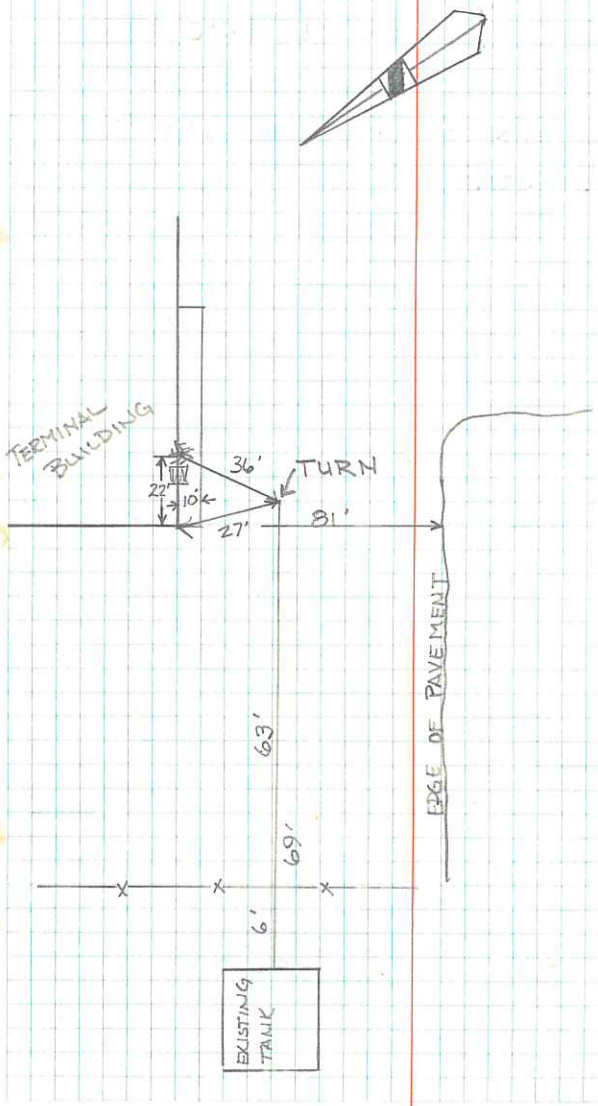
DIST FROM FENCE TO TANK = 6'

TOTAL DIST. TO TANK FROM TURN = 69'

DIST FROM TERMINAL TO EDGE OF PAVE = 81'

DIST FROM CORNER OF BUILD. TO POINT WHERE SEWER ENTERS = 22'

PLAT DRAWN



CACHE COUNTY AIRPORT HANGER LOTS

MARCH 6, 1980

COOL 35°

PARTLY CLOUDY JOB No 1-80-003

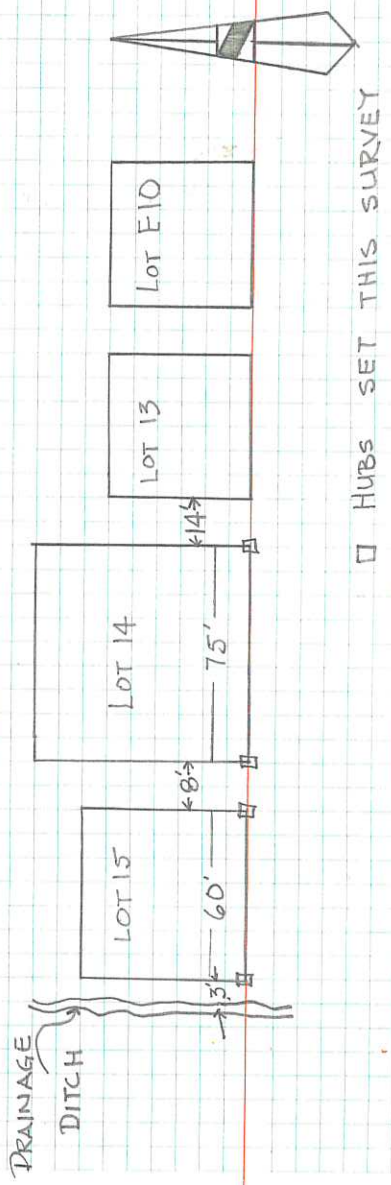
P. WARD, W. SAUNDERS (AIRPORT MANAGER)

SURVEY FOR STAKING HANGER LOT #15

FOR W. SCOTT BARRETT

SEE AIRPORT SURVEYS BOOK # 2 pg. 54 & 66

No PLAT DRAWN



E.A. MILLER BUILDING 3-7-80 CLEAR COLD 25°

P. WARD; G. RICHARDSON, K. SIZEMORE

4+64 36 PROJ. 1-80-004

3+22 86

ANGLE POINT

2+91 16

CLEAN-OUT BOX 5.5' LT. OF

STA. 2+53 46

FENCE COR. AND R/W FOR ROAD BEARING WEST WIDTH 46'

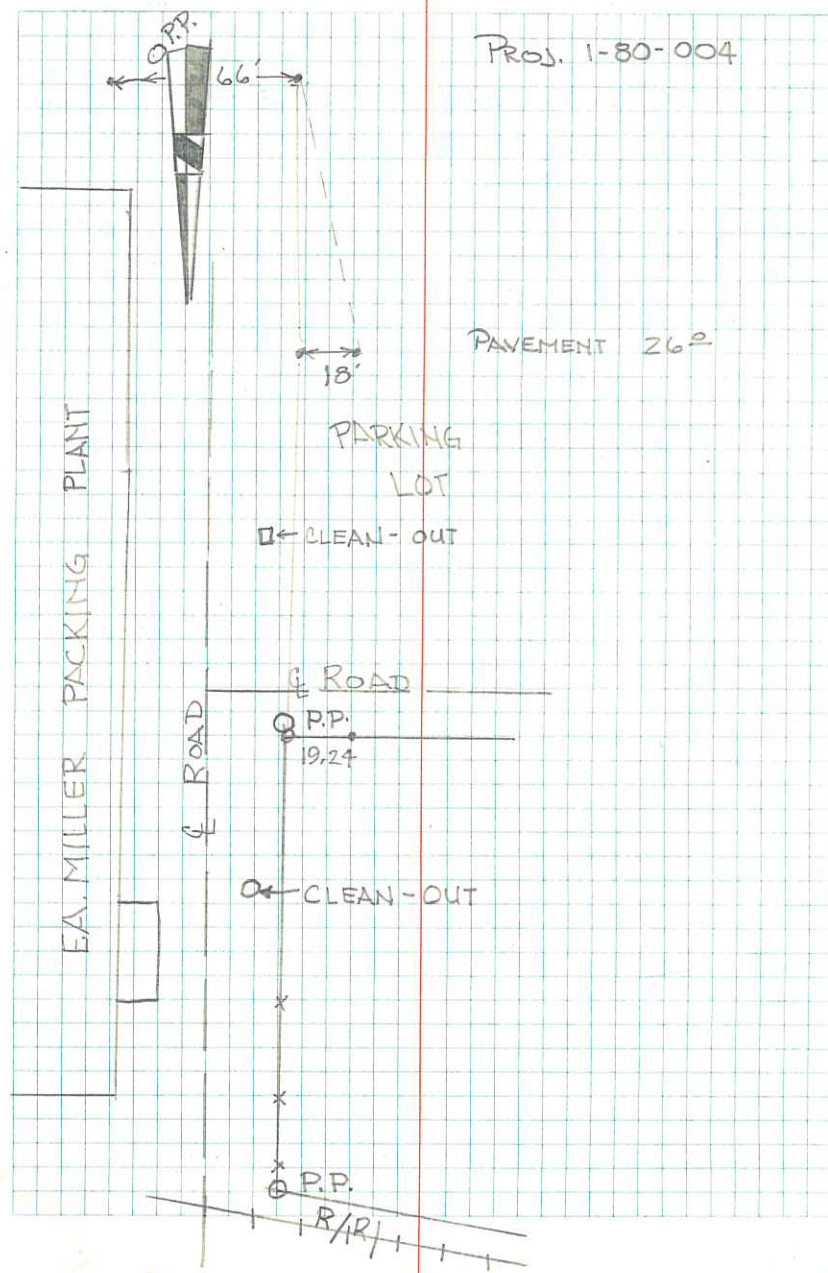
STA. 2+36 66

DRAIN CLEAN-OUT ~~SENTER~~ 5.5' LT. OF FENCE

STA 0+00

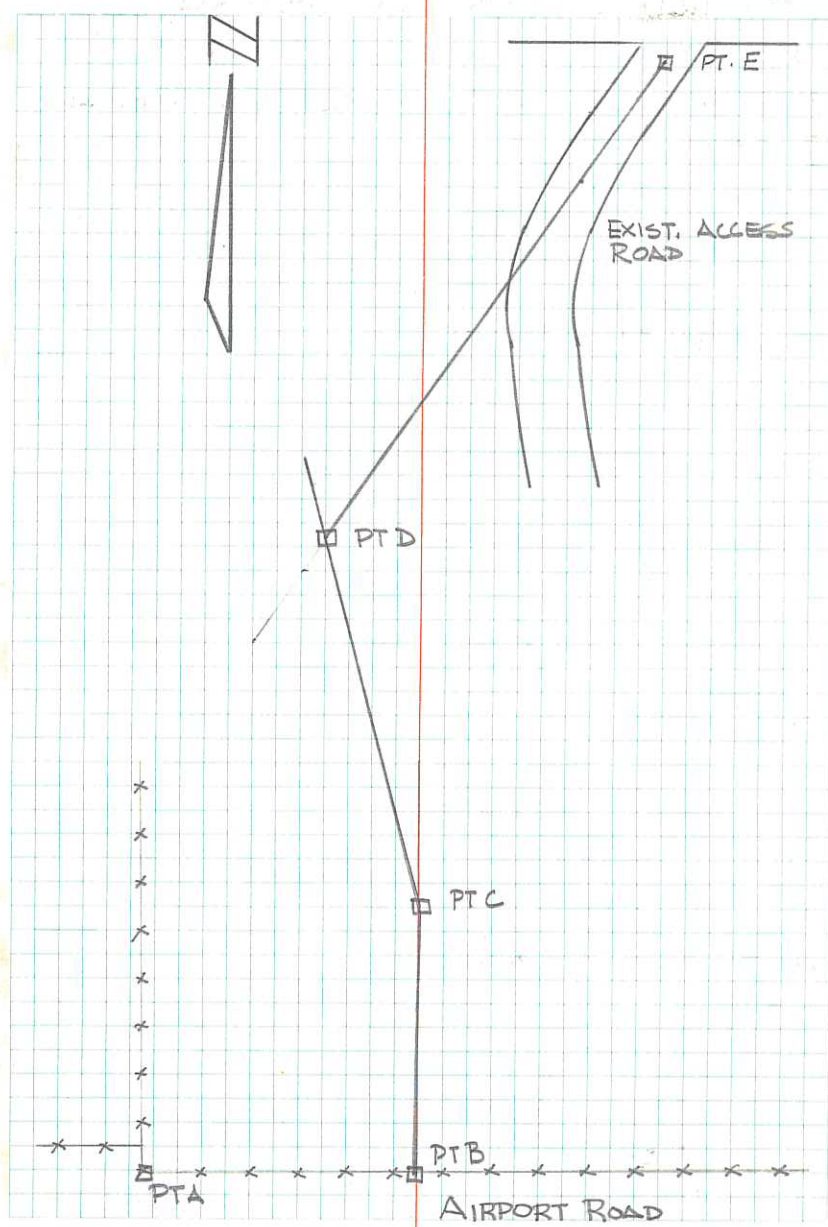
POWER POLE INTER OF R/R RW AND EX ROAD RW

PLAT DRAWN



NEW ACCESS ROAD FOR CACHE CO. AIRPORT
3-12-80
P/C COOL 35° WINDY JOB 1-80-005
P. WARD, J. PARRISH (SEE AIRPORT BOOK #2) P 78-84

STA.	HORZ ∡	DIST.	VERT ∡	HORZ. DIST.	
D-E	23°35'17"	910.48	90°04'	910.48	
C-D	2°28'13"	559.99	90°17'	559.98	
B-C	90°00'00"	374.87	90°11'	374.87 - 3.00' OFFSET	371.87
A-B	0°00'	254.70'	269°50'	254.70	



E.A. MILLER ROAD JOB 1-80-004

WARD, PARRISH

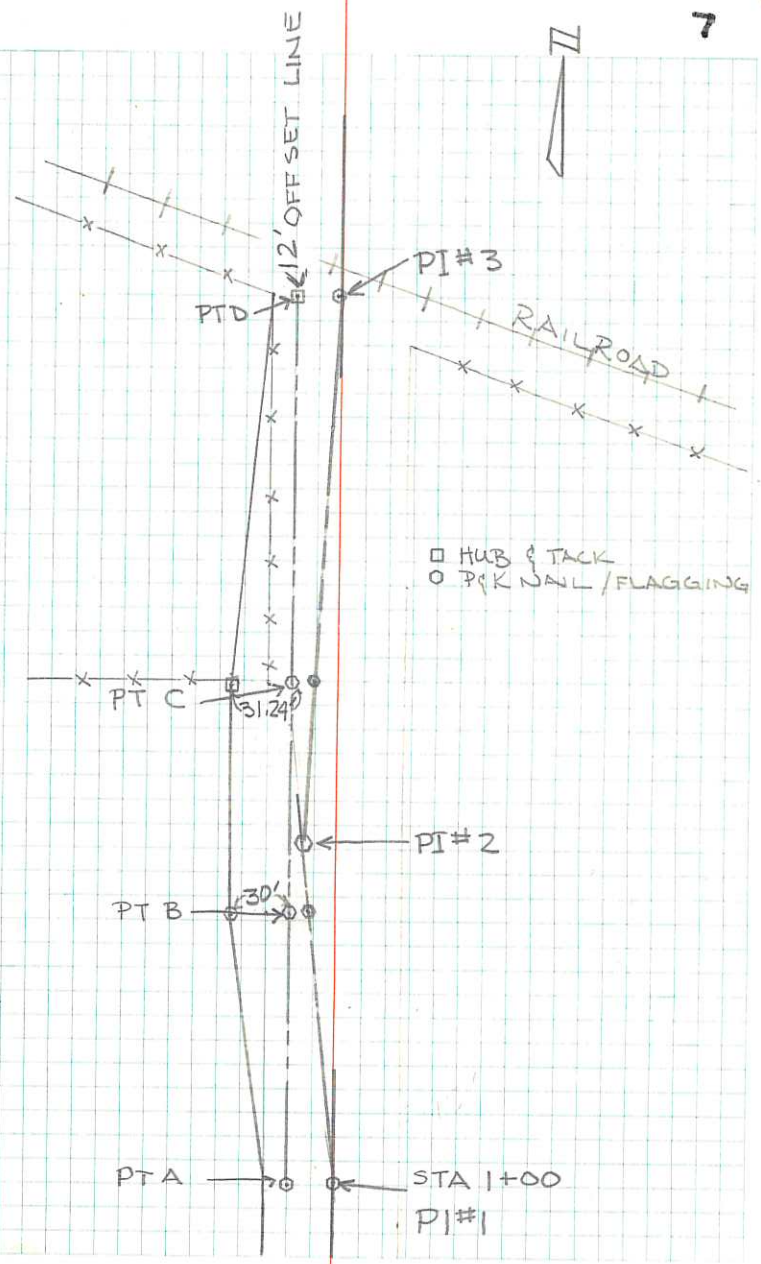
COLD 30° WINDY P/C

SEE Pg. 5

— SEE Pg. 9 REVISION —

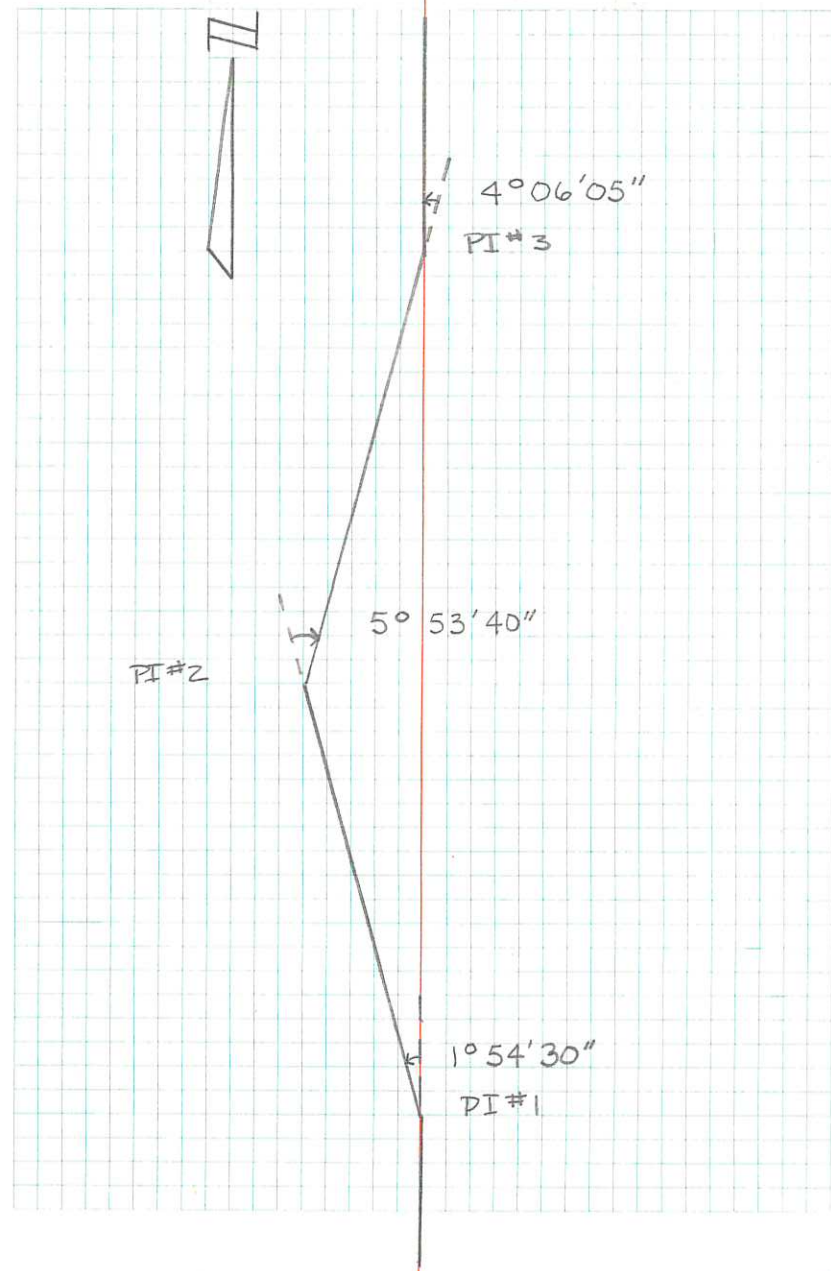
PT D - PI #3	16.74'
PT A - PI #1	7.15'
PT C - PT D	202.31
PT B - PT C	120.59
PT A - PT B	141.49'

NOTE: PT A,B,C,D ARE ON A 12' OFFSET LINE



E.A. MILLER ROAD 1-80-004

PI #3 - ℄ NORTH	4°06'05"			
PI #2 - PI #3	5°53'40"	224.91	91°42'	224.81
PI #1 - PI #2	1°54'30"	240.23	88°28'	240.14



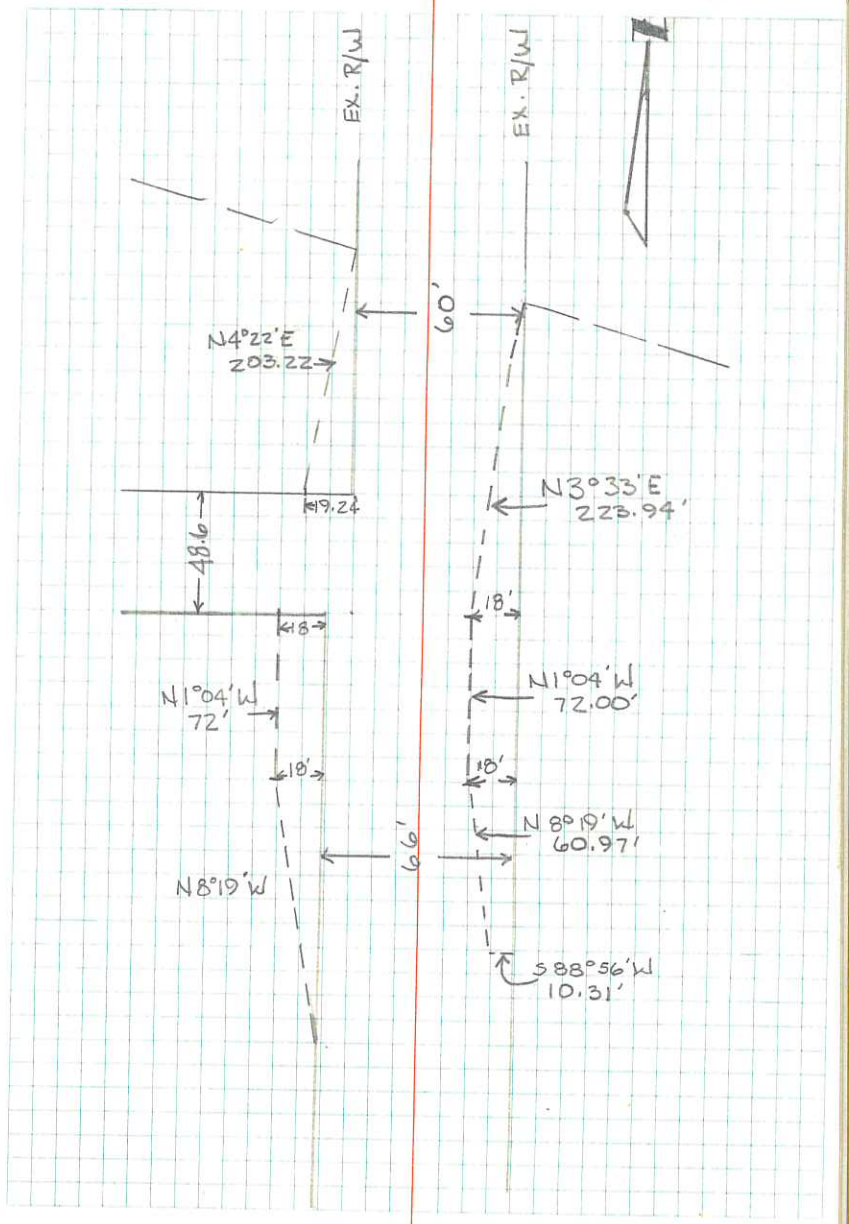
EA. MILLER ROAD R/W STAKING

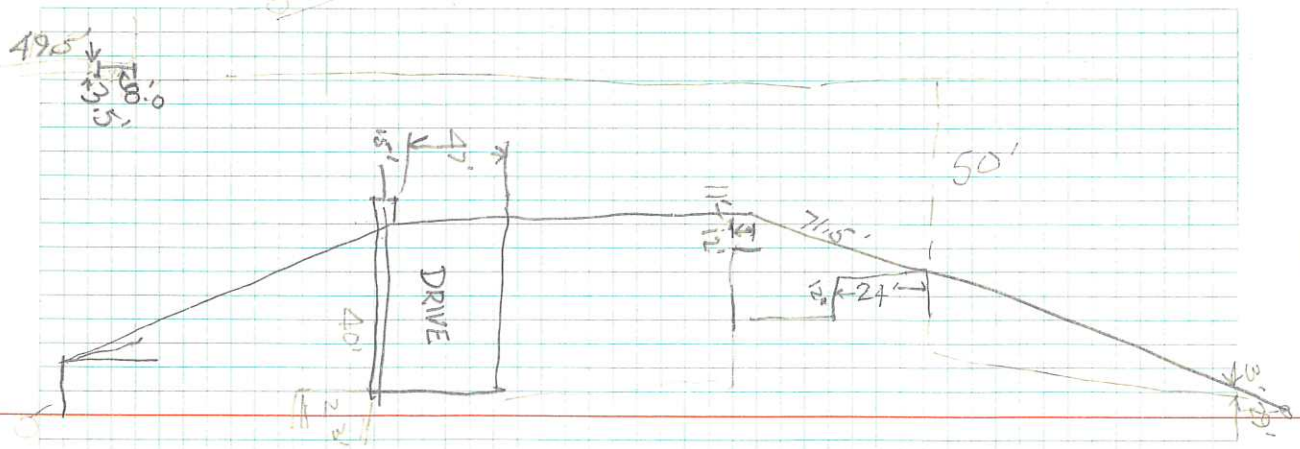
3-24-80

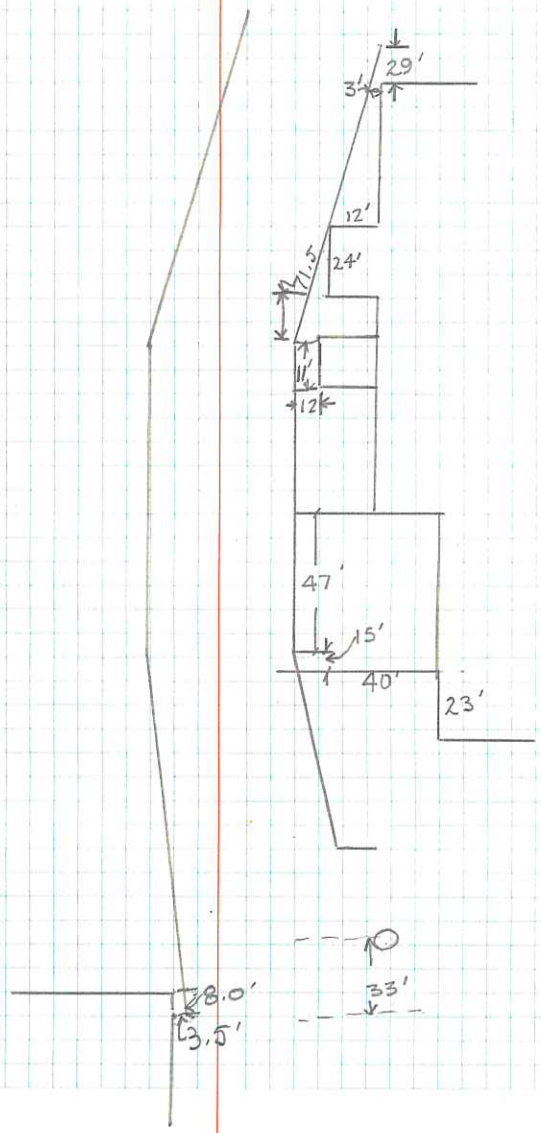
SNOWY COLD 30° JOB 1-80-004

J. PARRISH SURVEY TO SET RIGHT-OF-WAY

P. WARD IN FRONT OF EA. MILLER PACKING PLANT NORTH OF HYRUM




49.5'
8.0'
5'
5'
7'
DRIVE
40'
50'
71.5'
24'


29'
3'
12'
24'
71.5
11'
12
47'
15'
40'
23'
33'
8.0'
3.5'

PC 0+83 35

PT 1+46 66

PI
#1

0+83 35 PC

STA.	+	HI	—	ELEV
1+07	BUILDING			
1+00				
0+83 35				
0+50				
SET UP 1	10 83	4710 83		
~~SET UP 1~~	~~7 66~~	~~4707 66~~		
BM	PP AT	ROAD INTERSECTION 4700.00 ASSUMED		

109 0
25 9
18
BUILD
EO

107 9
15 9
29

108 0
10 3
28
ER

108 7
11 6
28
ER

108 7
℄
27

109 0
℄
18 20
EO

108 8
℄ 12 4

108 8
℄

108 5
℄
03

108 8
10 9
30
EO

108 5
15 1
23

107 8

107 6
16 1
33

109 5
26 0
13
BUILD
EO

108 8
14 7
20

2+50					
2+26	SO. EDGE RAMP SW				
2+03	BUILDING	62 6	RT	9.5	
2+00					
1+83	℄ MANHOLE	38	RT	8 3 TOP 6.8' DEEP	
1+81	FENCE EAST	46	RT		
1+64	DRIVEWAY No EDGE	41 5	RT		
1+50					
1+42	PP	42 2	RT		
1+26	R/R SIGN	19 9	RT		
1+16 66					
		471083			

103 8	102 1	102 1	102 0	101 5	100 2	95 0
41 6	87	4 0	℄	19 0	27 8	67 6
7 0	87	87	88	93	99	158
		ER		ER		
					EDGE DRIVE:	BUILD

105 0	103 2	103 4	103 5	103 4	103 0	101 9	101 7
38 5	16 2	10 0	5 6	℄	15 9	41 4	62 6
5 0	69	74	73	74	78	89	94
			ER		ER		

108 9	105 6	105 2	105 4	105 6	105 2	104 8	103 8
40 7	16 8	11 7	9 7	℄	11 9	16 2	41 5
1 9	5 2	5 6	5 4	5 2	5 6	6 0	7 0
			ER		EO		R EDGE DRIVE

110 4	107 4	107 0	107 1	107 3	106 9	106.6
42 0	19 3	12 8	9 8	℄	11 3	20 8
0 4	3 4	3 8	3 7	3 5	3 9	4 2
			ER		EO	

	+	HI	—		
	3 46	4702 53			
SET UP 2			11 76	4699 07	
TOP OF MH STA 3+80 8					
3+53	NORTH EDGE OF ROAD				
3+50					
3+49	NORTH EDGE DOOR 48 0				
3+32	COVER 36 3 RT			11 5	18"x18"
3+31	SOUTH EDGE ROAD 400 NORTH				
3+27 4	GRATE 8 8 LT		10 8	3' DEEP	2x2
3+01	BUILDING 41 4 RT				
3+00					
2+90 7	NO EDGE DRIVE				
		4710 83			

99 2	99 5	99 9	100 1	100 3	99 2	98 4	
78 0	44 0	9 3	℄	11 2	23 4	47 0	
10 9	11 3	10 9	10 7	10 5	10 9	12 4	
				℄ EX RD		BUILD	

100 3	100 1	100 2	100 5	100 5	100 9	100 2	99 4
77 4	47 0	10 5	3 7	℄	9 8	22 0	41 6
10 5	10 7	10 6	10 3 ER	10 3	10 3 ℄ EX ROAD	10 6 ER	11 4
101 1	100 9	100 5	100 9 ℄	100 2	101 1	100 9	99 9
46 7	15 5	7 6	3 4	℄	9 0	22 7	41 1
9 7	10 2	10 3	10 0 ER	9 9	9 7 ℄ RD.	10 2 ER	11 3

	+	HI	—		
4+50					
4+08 3	NO. NEW CONST.				
4+00					
3+91 55	PX CROSS SECTION →				
3+84	NEW BUILD SO. EDGE				
3+80 8	MH	9 5 LT	3 5	7° DEEP	
3+63	FENCE	14 2 LT	X SECTION →		
3+62	PP	14 7 LT	GUY 43 6 LT		
		4702 53			

97 1	96 8	96 2	97 3	97 6	97 6	97 6	97 3	96 7
40 0	19 4	10 3	6 8	℄	6 5	19 0	31 2	43 4
5 4	5 7	5 6	5 7	4 2	4 9	4 8	5 2	5 6
	FEN		ER		℄ EX RD	ER		BUILD

96 7	96 8	98 3	98 8	98 2	99 0	98 2	98 7
40 0	16 3	11 0	3 7	℄	8 9	21 2	32 9
5 8	5 7	4 3	3 7	3 6	3 5	3 6	3 8
	FEN		ER		℄ EX.RD.	ER.	BUILD

97 0	97 0	97 2	98 5	99 0	99 1	99 5	99 1	98 8
40 0	16 7	15 9	10 3	3 6	℄	8 8	22 3	33 6
5 5	5 5	5 3	4 0	3 5	3 4	3 0	3 4	3 7
		FEN		ER		℄ EX.RD.	ER	BUILD

98 8	98 8	98 6	98 9	99 4	99 8	100 0	99 6	98 9	98 7
68 6	43 6	18 5	14 2	6 6	℄	12 6	23 8	39 7	46 2
3 7	3 7	3 9	3 6	3 1	2 7	2 5	2 9	3 6	3 8
	GUY		FEN	ER		℄ EX RD		RAIL	BUILD

RAILROAD PROFILE →

SO TRACK

NO. TRAC

5+~~7~~85 ℄ R/R SO. RAIL 8.0
NO. RAIL 8.0

5+60 STOP SIGN 18.4 RT CONC. BASE

5+58 PP 30.5 LT ALSO FENCE COR.

5+51 DITCH 25.5 LT ℄ 11.2 12" CONC PIPE

5+52 FENCE 36' RT

5+50

5+40 GRATE 31.7 RT 8.3 TOP 1.5 X 3.5

5+29

5+07.40 NO EDGE BUILD

5+00

4702.53

	93.4	93.8	94.3	94.5	94.3	94.1		
	56.4	29.5	13.0	℄	12.0	38.4		
~~93.4~~	9.1	8.7	8.2	8.0	8.2	8.4		℄ RAILS
94.0	8.5		8.1	94.4	8.0 94.5	7.2 94.6		SO. RAIL
94.0	8.5		8.1	94.4	8.2 94.5	8.0 94.5		NO. RAIL
		~~PIPE~~	ER		ER			
	1x1	WOOD BOX					91.7	
	E	10.7	7 FROM ℄ R/R				10.8 E	
		91.8					9' ℄ R/R	

93.8	93.9	94.5	95.0	95.3	95.1	94.4	94.2
40.0	27.3	19.6	11.5	℄	12.4	21.0	35.3
8.7	8.6	8.0	7.5	7.2	7.4	8.1	8.3
	FEN		ER		ER		

93.8	94.0	94.8	94.9	95.7	95.6	95.1	94.3
40.0	26.3	20.5	10.4	℄	13.7	25.6	38.3
8.7	8.5	7.7	7.0	6.8	6.9	7.4	8.3
	FEN		ER.				

94.5	94.7	95.7	96.33	96.5	96.5	96.4	96.0	95.4
40°	20.0	15.3	9.1	℄	4.0	15°	27.5	41.3
8.0	7.8	6.8	6.3	6.0	6.0	6.1	6.5	7.1
	FEN		ER		℄ EX. RD	ER		BUILD

7+00

6+50

6+39 No Conc Pipe 23 1 12 1 ℄ Driveway

15"
6+20 So. Conc. Pipe 23 0 LT 11 2 ℄ Driveway

6+18 Stop Sign 18° LT

6+03 R/R Sign 18 3 LT

6+00

5+98 Fence 29 1 LT

914
℄ 11 1
925
℄ 10 0

925 925 924 914 914 ℄ 91 6 934 BALL ST 93 2 94 0 94 1 93 2 93 3 93 0
40 0 29 1 27 0 23 8 22 6 18 1 10 0 ℄ 11 5 22 8 42 5
10 0 10 0 10 1 11 1 11 1 9 3 8 5 8 4 8 6 9 2 9 5
FEN ℄ ER ER

EA. MILLER ROAD FINAL ALIGNMENT

MARCH 28, 1980 COOL 35° SUNNY

P. WARD, J. PARRISH JOB 1-80-004

STA.	HORZ. ANGLE	SLOPE DIST.	VERT ANGLE	HORZ. DIST.
PI4-PI'	7°48'27"	800.63	88°34'00"	800.38
	3-23°25'20"			
PI4-B	8°30'50"			
PI3-PI4	8°36'40"	225.15	90°08'0"	225.15
	1-8°36'50"			
	3-25°50'00"			
PI2-PI3	4°56'30"	318.51	91°05'30"	318.45
	3-14°49'30"			
PI'-PI2	4°57'30"	260.57	92°10'45"	260.38
	1-4°57'15"			
	3-14°52'30"			
A-PI'	PT "A"	BACK SITE		
~~1-4°~~	~~1-4°57'15"~~			
	~~3-14°52'30"~~			

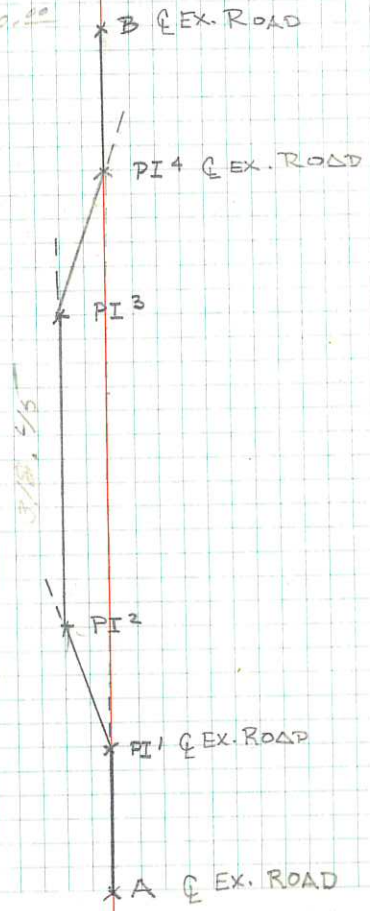
355.02' 30" 44

PI3 357 45 38 742.11 20 578.30

PI4 0°47'27" 800.55

B 0°42'51" 897.26

4°57'30" 40.40'



EA. MILLER ROAD TRAVERSE CALC.

ASSUME PT A-PI' A DUE NORTH

BEARING PI'-PI² = N4°57'30" W
BEARING PI²-PI³ = N0°01'00" W
BEARING PI³-PI4 = N8°35'40" E
BEARING PI⁴-PI' = S0°47'13" W

N4°57'30"W	260.38'	+259.41	-22.50	
N0°01'00"W	318.45'	+318.45	-.09	
N8°35'40"E	225.15	+222.62	+33.65	
S0°47'13"W	800.38	-800.30	-10.99	
	1604.36	.18	.07	CLOSURE
		.19		1:8300
		1604.36		-OK-

EA. MILLER ROAD CURVE CALC.

CURVE 1
Δ = 4°57'30"
R = 1000.00'
T = 43.30'
L = 86.54'
LC = 86.51'
D = 5°43'46"

CURVE 2
Δ = 4°56'30"
R = 1000.00
T = 43.15
L = 86.25
LC = 86.22
D = 5°43'46"

CURVE 3
Δ = 8°36'40"
R = 1000.00
T = 75.29
L = 150.29
LC = 150.15
D = 5°43'46"

CURVE 4
Δ = 8°30'50"
R = 1000.00'
T = 74.43'
L = 148.60
LC = 148.46 (.45)
D = 5°43'46"

8+50
8+35 31 PC
8+00
7+53 69 PT
7+50
7+00
6+50
6+03 40 PC
6+00
5+50
5+00
4+50
4+03 39 PT
4+00
3+50
3+17 14 PC
3+00
2+50
2+00
1+50
1+43 21 PT
1+00
0+56 70 PC

10+00
9+71 58 PT
9+50
9+00

STA	+	HI	−	ELEV
PT 7+53				
PI 3				
6+03 PC				
10	2 13	4698 80		
9			7 13	4696 67
9	3 80	4703 80		
9		7 13		
BM PP 4800 SO INTERSECTION				4700 00

88.1
40° 10.7
87.5
9° 11.3 FEN
86.1
3° 11.9
87.2
℄ 11.1
89.5
8° 9.3 SHLD
90.0
24° 8.8 ℄
89.5
42° 9.3 SHLD
87.6
51° 11.2 FEN

91.8
35° 7° ℄EX
91.2
50° 76 EO

89.1
50 82
90.3
℄ 85
90.0
3° 8.8 FEN.
89.7
8° 9.4 D.B.
89.0
10 98
91.1
15 7.2
91.6
21 7.2 EO

92.6
℄ 6.2

STA	+	HI	−	ELEV
			3 64	4700 02
	11 88	4703 66		
			1 16	4691 78
		4692 94		
PI4+15	℄ CANAL	11°	WIDE	
	3 45	4692 94		
			9 31	4689 49
PT 4				
8+35				
		4698 80		
		9 31		

81 2
22° 11 7 FE

84 1
22° 8 8 PIPE

86 1
15 6 8 SHLD

86 3
℄ 6 4

86 2
15 6 7 SHLD

84 2
18 8 7 PIPE

81 2
19 11 7 FE

86 3
℄ 12°

85 8
40 13°

85 7
20° 13 1

85 3
14 13 5

87 1
5 10 9 SHLD

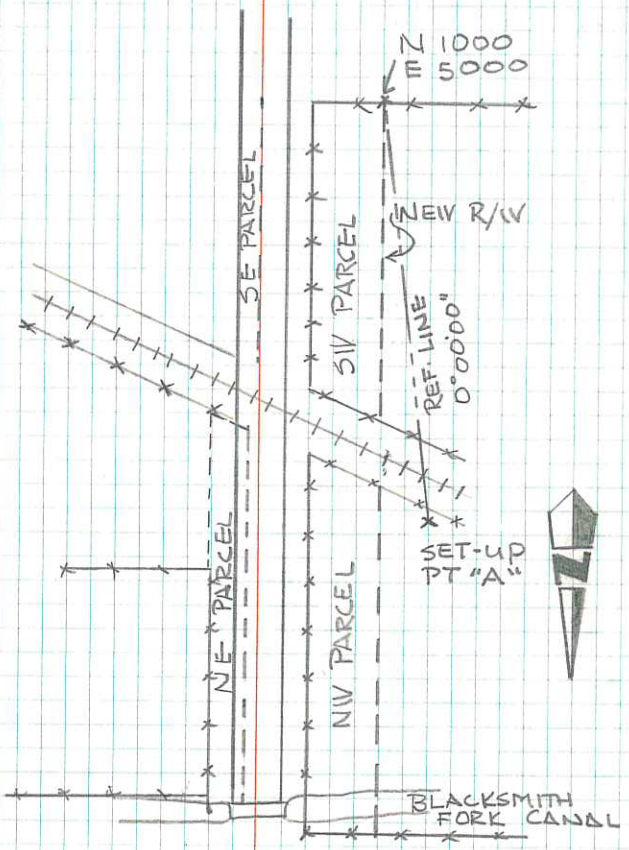
88 0
℄ 10 8

88 3
11 10 5 ℄

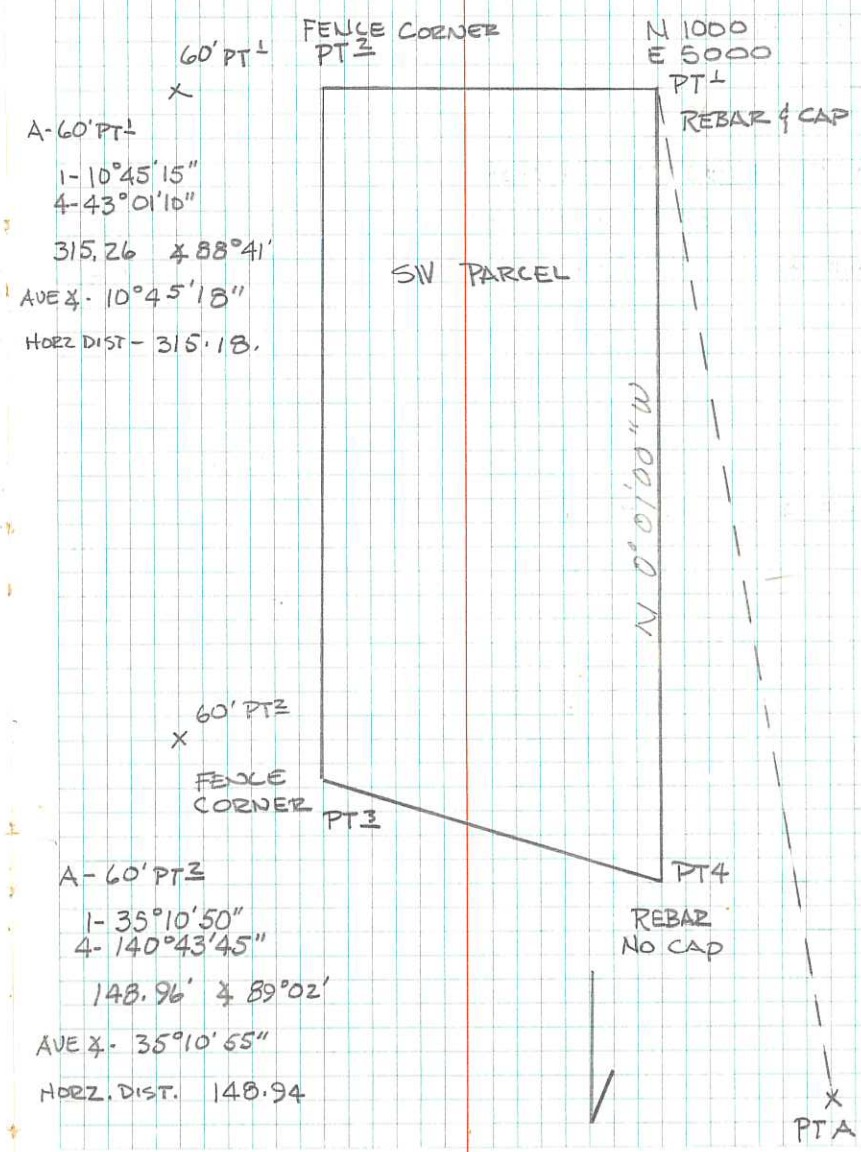
88 0
28 10 8 SHLD

86 4
38 12 4 FEN

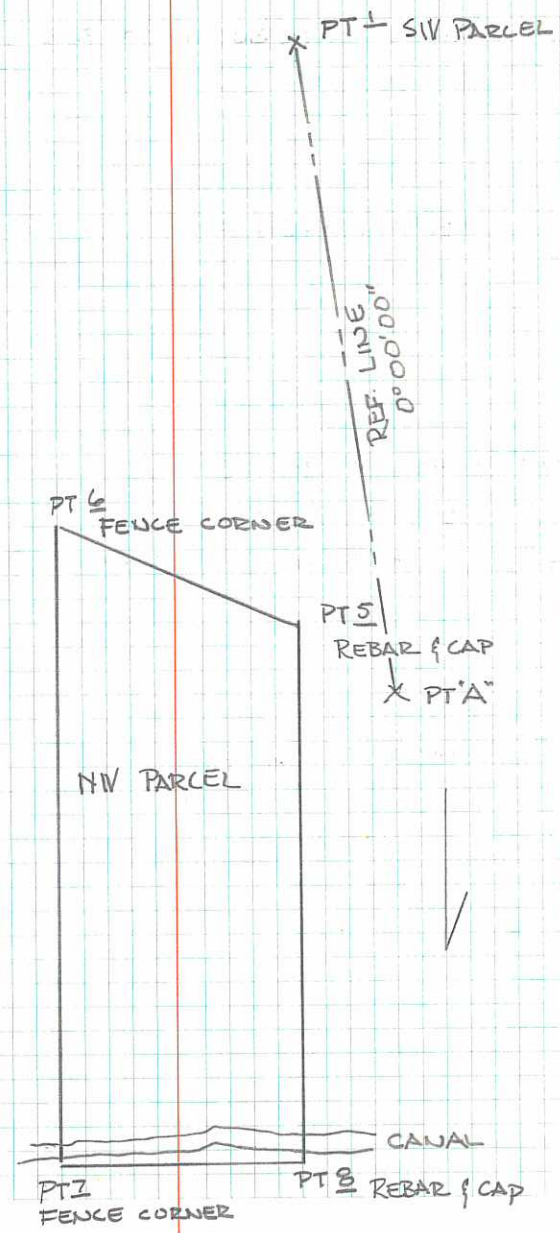
E.A. MILLER RIGHT - OF - WAY
PARCEL SURVEY
J. PARRISH
P. WARD JOB 1-80-004
COOL 45° P/C
A SURVEY TO ESTABLISH R/W PARCEL FOR CONST. OF A ROAD AT E.A. MILLER PACKING PLAT AT HYRUM CITY'S NORTH LIMITS



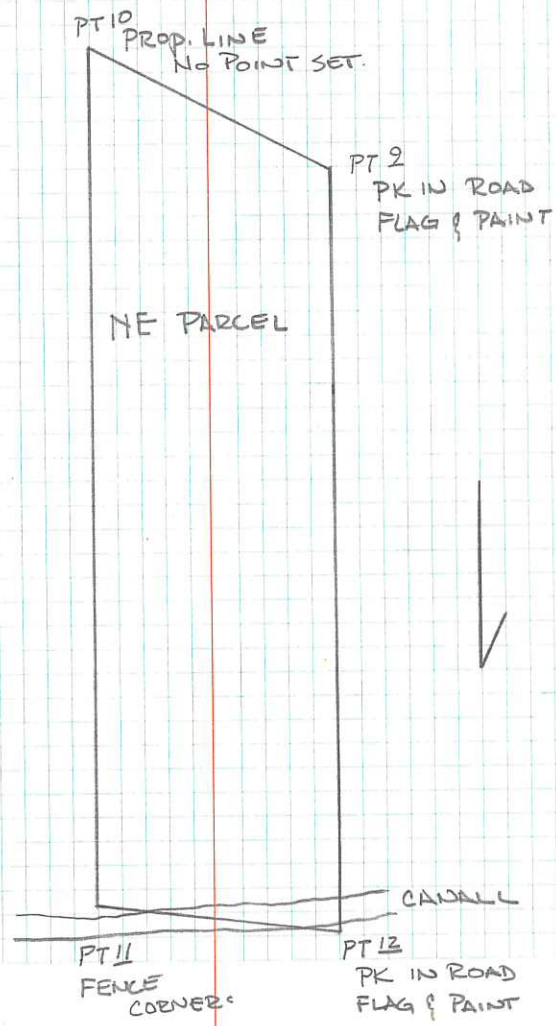
	ANGLES		SLP. DIST.	VERT ∡	HORZ. DIST
ALL ANGLES TURNED TO THE LEFT BACKSIGHT ON PT. 1					
A-PT 4	1-19°22'30"	3-58°07'00"			
	2-38°44'50"	4-77°29'20"			
AVE ∡	19°22'22"		91.41	89°04'	91.40
A-PT 3	1-29°48'20"	3-89°25'00"			
	2-59°36'45"	4-119°13'15"			
AVE. ∡	29°48'20"		121.54	90°00'	121.54
A-PT 2	1-6°04'00"	3-18°12'20"			
	2-12°08'10"	4-24°16'40"			
AVE. ANGLE	6°04'07"		305.93	88°51'	305.87
A-PT 1	0°00'00"		297.92	88°42'	297.84



	ANGLES		SLP. DIST	VERT ∡	HORZ. DIST.
ALL ANGLES TURNED TO THE LEFT BACKSIGHT ON PT 1 OF SW PARCEL					
A-PT 8	1-162°37'05"	3-487°43'55"			
	2-325°06'00"	4-650°21'30"			
AVE-ANG.	162° 37' 05"		264.39	91°50'30"	264.25
A-PT 7	1-155°46'20"	3-467°19'15"			
	2-311°33'00"	4-623°06'05"			
AVE ∡	155°46' 28"		272.33	92°02"	272.16
A-PT 6	1-55°14'45"	3-165°42'05"			
	2-110°28'05"	4-220°56'55"			
AVE. ∡	55°14'11"		83.42	87°56'	83.37'
A-PT 5	1-53°57'45"	3-161°53'35"			
	2-107°55'40"	4-215°51'45"			
AVE ∡	53°57'52"		47.82	91°38'	47.80



	ANGLES	SLP. DIST	VERT ∡	HORZ. DIST
ALL ANGLES TURNED TO THE LEFT BACKSIGHT PT 1 OF SW PARCEL				
A-PT 12	1-149°18'20" 3-447°55'20" 2-298°37'00" 4-597°14'00"			
AVE ∡	149°18'28"	282.64	91°17'	282.57
A-PT 11	1-142°51'40" 3-428°35'00" 2-285°43'30" 4-571°26'40"			
AVE ∡	142°51'41"	279.04	91°41"	278.92
A-PT 10	1-56°04'15" 3-168°14'05" 2-112°09'05" 4-224°19'05"			
AVE ∡	56°04'39"	146.78	89°47"	146.78
A-PT 9	1-55°37'15" 3-166°52'00" 2-111°14'40" 4-222°29'20"			
AVE. ∡	55°37'19"	120.66	89°27'	120.65



PARADISE CEMETARY LOCATION OF BOUNDARY LINES

P.C. 55° 4-22-80

P. WARD J. PARRISH T 10 N

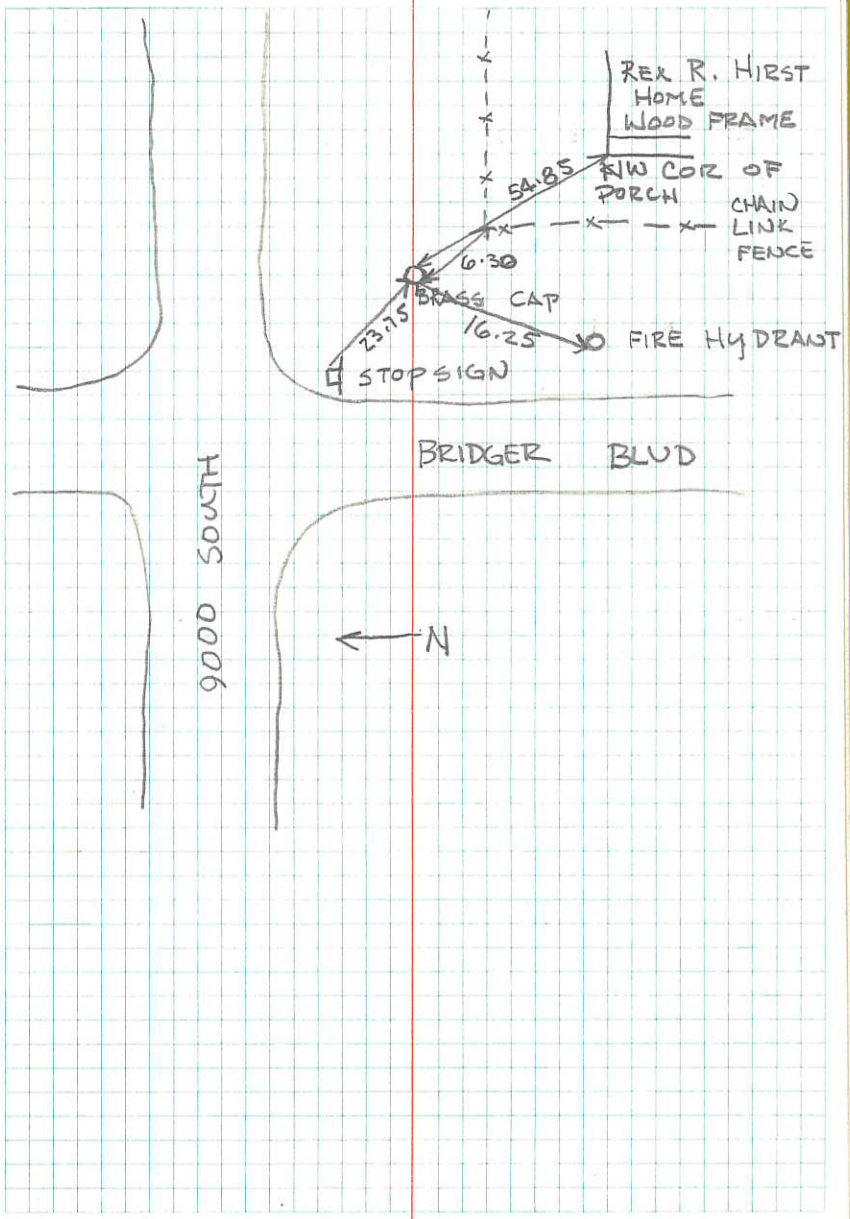
LOCATION OF COR 28 | 27 / 33 | 34

R 1 E

NW COR REX HIRST HOME	TO COR	54.85'
TOP OF FIRE HYDRANT	TO COR	16.25'
BASE OF STOP SIGN	TO COR	23.75'
BASE OF FENCE CORNER	TO COR	6.30

MR. REX HIRST AND MR. CLYDE HIRST GAVE ~~A~~ TESTIMONY TO WHERE THE ORIGINAL STONE WAS LOCATED WE TOOK THERE LOCATION AND SET A BRASS CAP IN THE GROUND FLUSH WITH THE GROUND

SEC. COR # 179

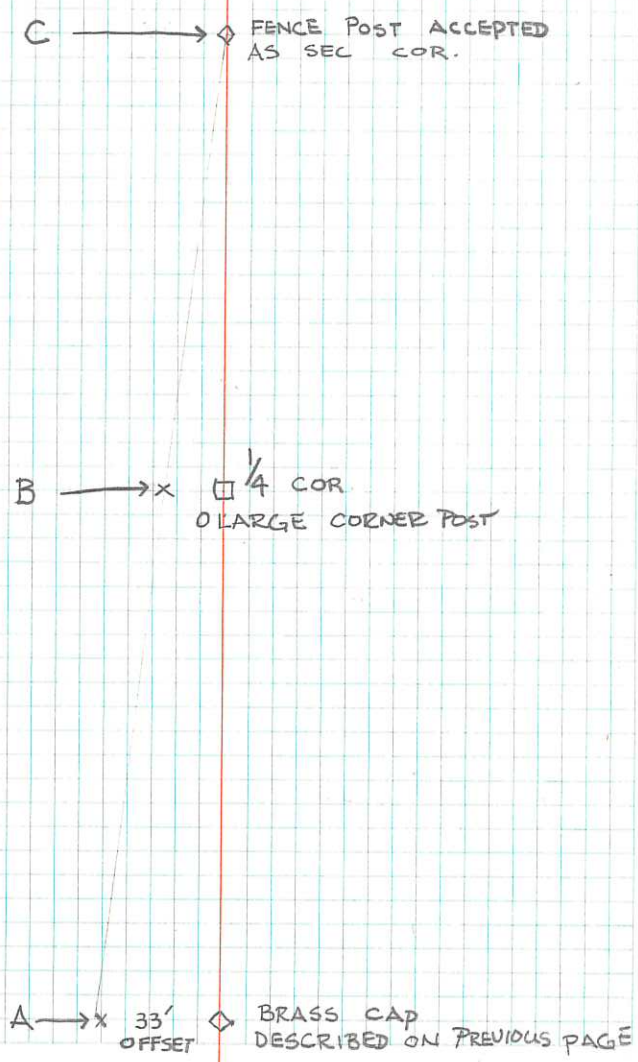


26.28 P.P. TO WEST
51.63 FEN. POST TO SOUTH } RP'S TO PROP. POINT. B

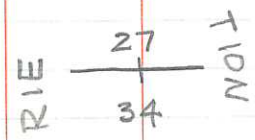
LOCATION OF 1/4 CORNER BETWEEN 27/34

APRIL 22, 1980
P. WARD, J. PARRISH
75° P/C WINDY

B - 1/4 COR		16.5		
		2663.34	88°45'	
A - B		2663.62		
COR - COR C	0°21'18"	5327.14		
A - COR		33.00'		
A - COR C		5331.44	87°43'30"	5327.24



APRIL 23, 1980
COOL CLOUDY



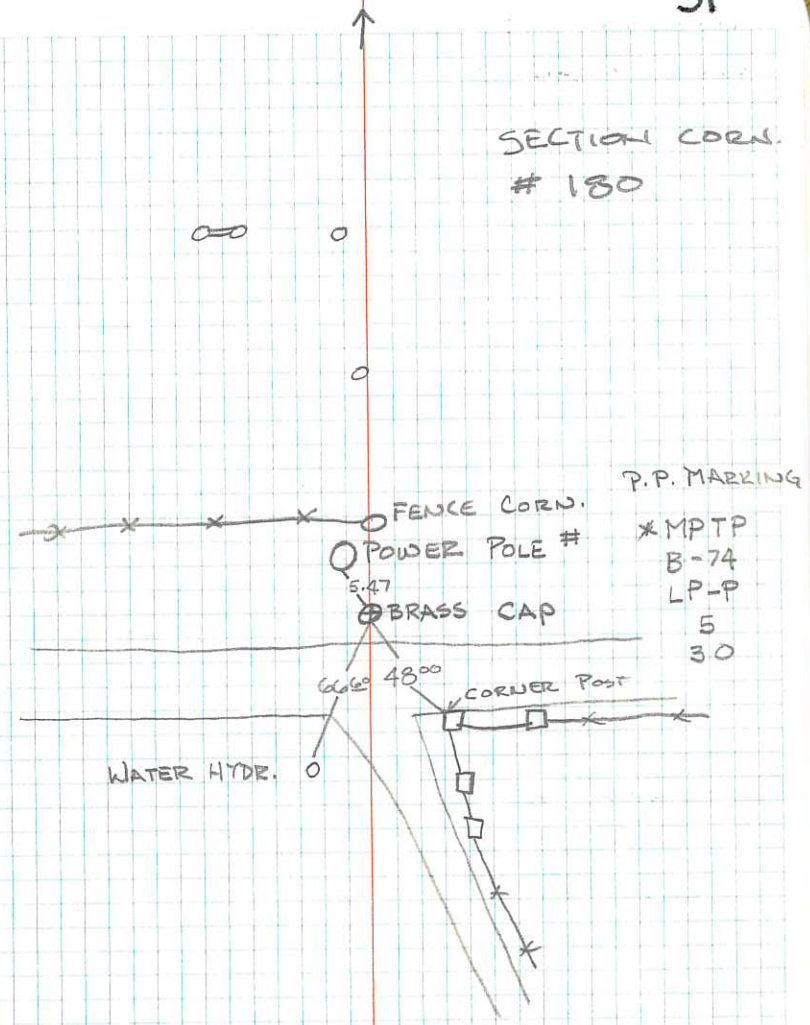
FENCE COR - 1/4 COR 7.0

1/4 COR - P.P 5.47

1/4 COR - WATER HYDR. 66.60

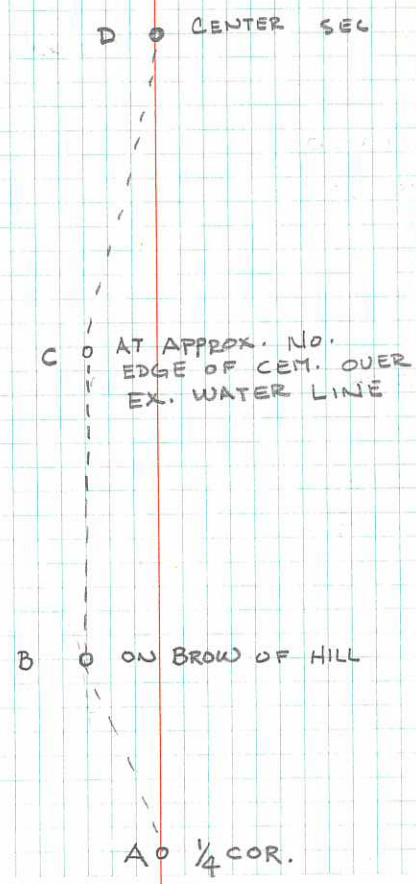
1/4 COR - CORNER POST 48.00

MOVED PROPORTIONED CORNER TO THE EXISTING FENCE CORNER AS IT SEEMED TO BE THE BEST EVIDENCE OF THE 1/4 CORNER. A FENCE LINE RUNNING SOUTH AND THE CENTER SEC POINTS SEEM TO LINE UP CLOSER WITH THE EST. BRASS CAP THEN WITH THE PROP. POINT



TRAVERSE POINTS TO LOCATE EAST LINE OF CEMETARY.

C-D	2°58'30"	2013.79	90°11'00"	2013.78'
BACKSIGHT B	1-2°59'00"			
	2-5°57'00"			
	3-8°55'00"			
B - C	15°16'34"	392.02	270°59'	391.96
BACKSIGHT A	1-15°16'45"			
	2-30°33'10"	DEF & RT.		
	3-45°49'50"			
A - B	0°00'00"	343.98	95°57'	342.13



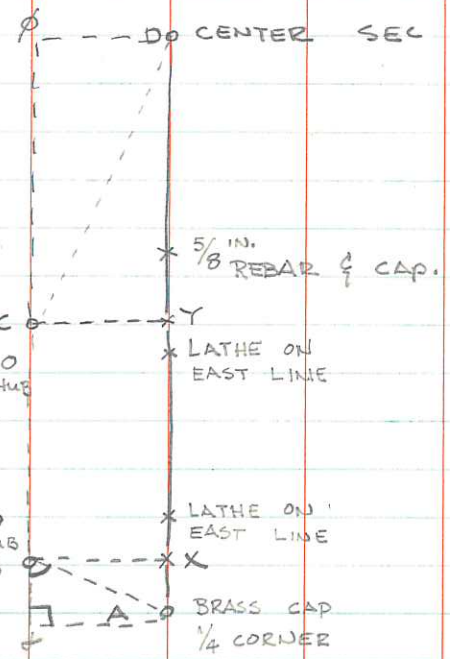
CALC. FOR POINTS ON EAST LINE

C-Ø 2011.07

D-Ø 104.52

C-D 2013.78

C-Y 93.94



HUB-LATHE = 93.92

HUB-LATHE = 89.85

∡B 15°16'34"

∡α = 90°00'00"

α - A	90.14
α - B	330.04
A-B	342.13
B-X	91.88

CLARKSTON ROAD LEVELS TO CORRECT
DRAINAGE AND FLOODING PROBLEMS
1-80-007

5-1-80 AM COOL PARTLY CLOUDY

G. L. RICHARDSON
J. PARISH
P. WARD

+	HI	−
5 65	5085 65	
		5080 00

× 11
× 10
× 9
× 8
× 7
× 6
× 5
× 4
× 3
× 2
× 1
× 0

25° 47 × 46 25° 54

× 19+00

× 18+73

× 18+00

× 17+00

× 16+00

× 15+00

× 14+00

× 13+

× 12

| | | |

	+	HI	—	ELEV	
	6 07	5086 16			
TP #1		5085 65	5 56	5080 09	
6+00					
5+00					
4+75				C 2 2	77 9
4+00				C 2 6	77 8
		5085 65			

80 2
25
55

80 1
0
56

78 5
25
72

79 7
25
61

80 1
0
56

78 9
25
68

79 4
25
63

77 9
13
78
FT

80 1
0
56

77 1
16
81
FT

79 3
25
64

79 6
25
61

80 4
0
53

78 6
25
71

11+00	81 31	81 8	80 4
	25	0	25
	49	44	58
10+00	80 7	81 3	79 9
	25	0	25
	55	49	63
9+00	80 6	80 9	79 5
	25	0	25
	56	53	67
8+00	80 7	80 5	79 2
	25	0	25
	55	57	70
7+00	80 4	80 3	78 5
	25	0	25
	58	59	77

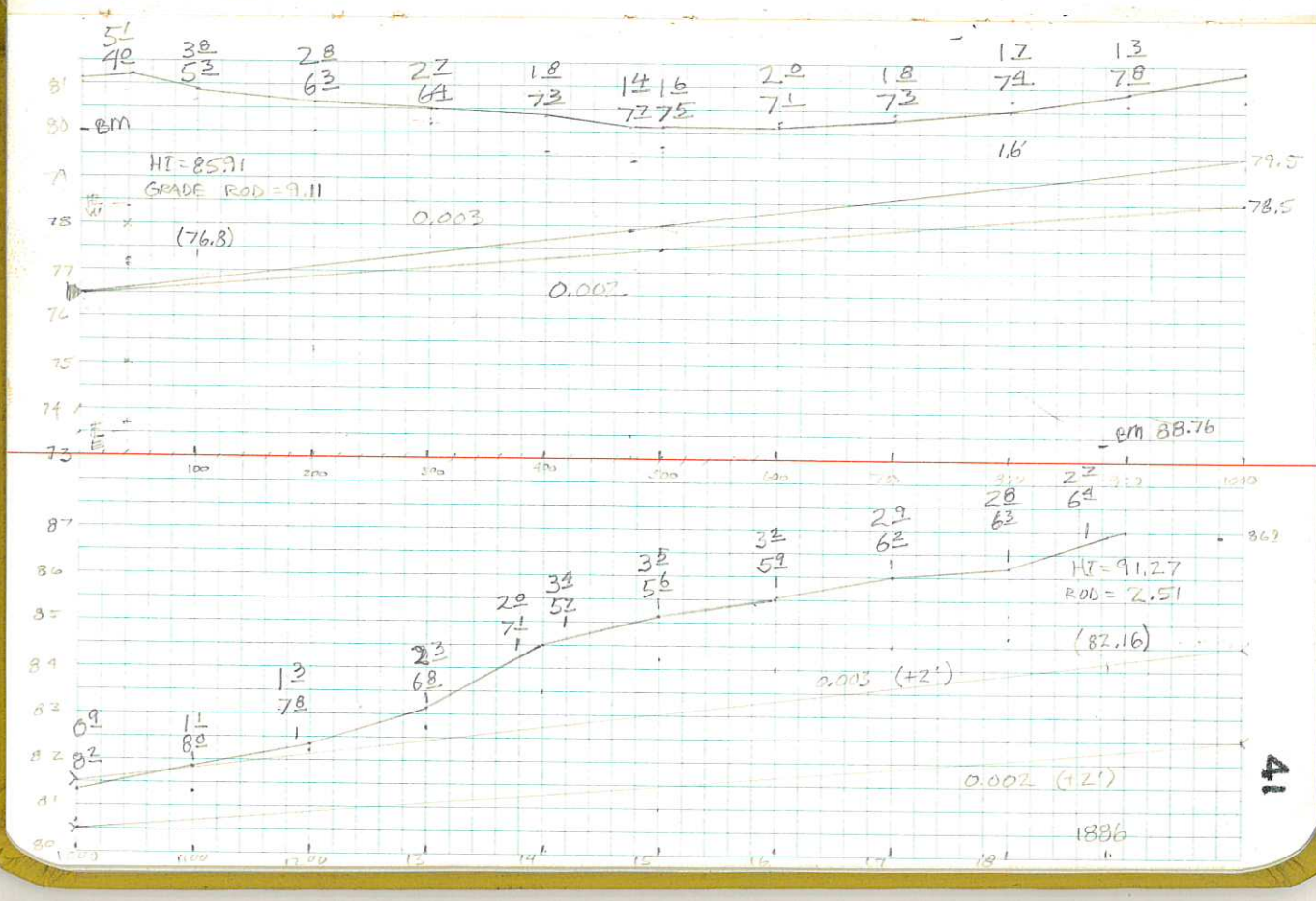
508616

	+	HI	−		
15+00					
14+00					
13+00					
TP #2	8 52	5090 82 5086 16	3 86	5082 30 852	
12+00					

84 21	85 1	83 61
25	0	25
65	57	73
83 5	84 5	83 2
25	0	25
73	63	78
82 7	83 1	81 5
25	0	25
81	72	93
82 2	82 3	81 1
25	0	25
40	32	51

	+	HI	−		
19+00					
18+86	℄ BRIDGE				
	592	509216			
TP 3		509082 458	458	508624 592	
18+00					
17+00					
16+00					

		87°		
		50 2		
79 6	78 7	86 9	79° 1	79° 1
210	10	0	10	110
126	135	53	132	132
FE	FE			
	84 7	86 3	85 4	
	25	0	25	
	61	46	54	
	84 5	86 2	85 3	
	25	0	25	
	63	48	55	
	84° 1	85 5	85 3	
	25	0	25	
	68	53	55	


BM
HI = 85.91
GRADE ROD = 9.11
(76.8)
0.003
0.002
1.6'
79.5
78.5
BM 88.76
HI = 91.27
ROD = 2.51
(82.16)
0.003 (+2')
0.002 (+2')
1886

MERIDIAN ROAD BRIDGE

5-13-80 | 1-80-008

J. PARRISH, P. WARD | (SEE Pg 62)

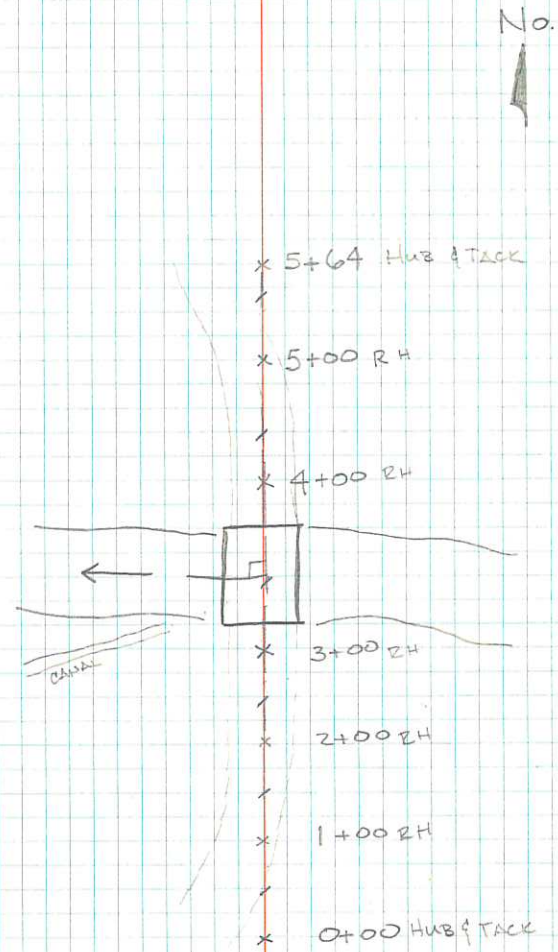
P/C MILD 50° AM | BAR. PRESS. 30.03↑

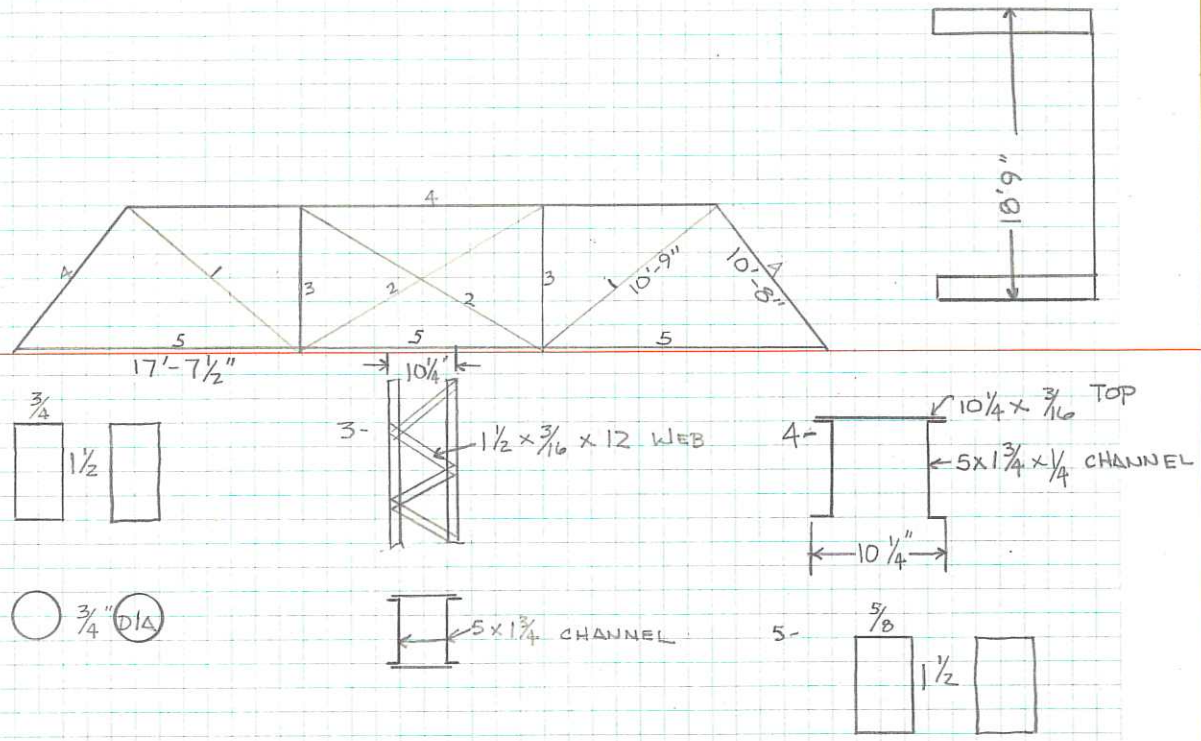
5+64

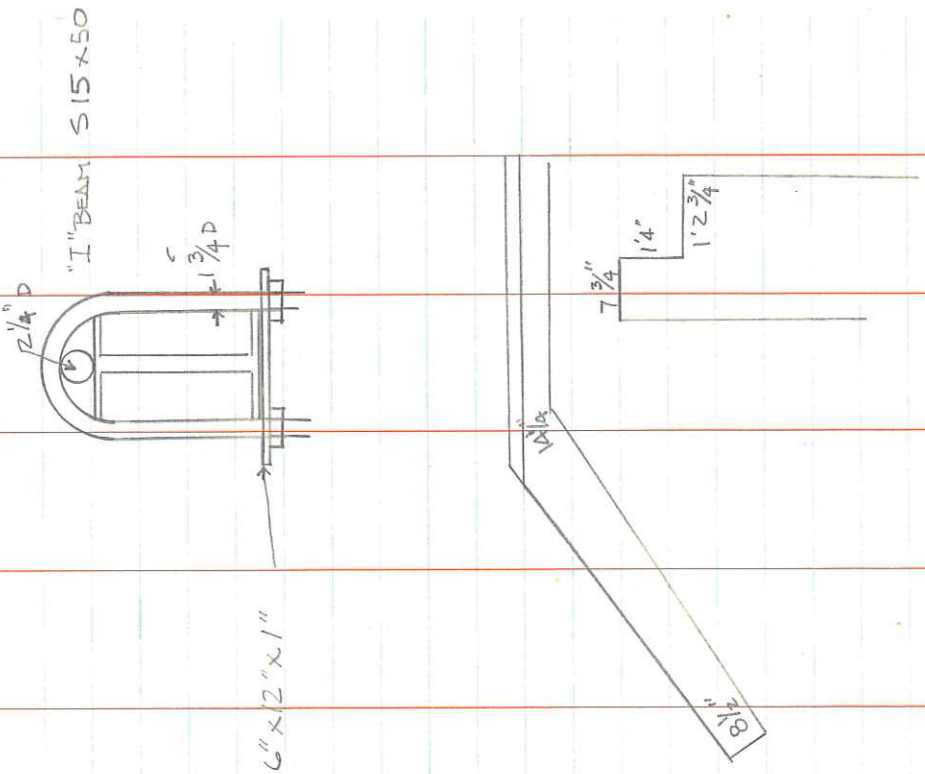
3+84 35 NO. BRIDGE ABUTMENT

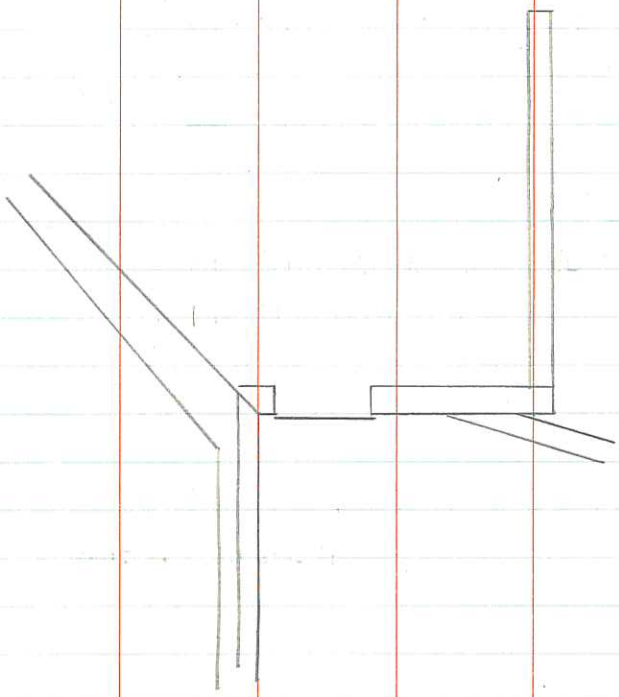
3+31 SO. BRIDGE ABUTMENT

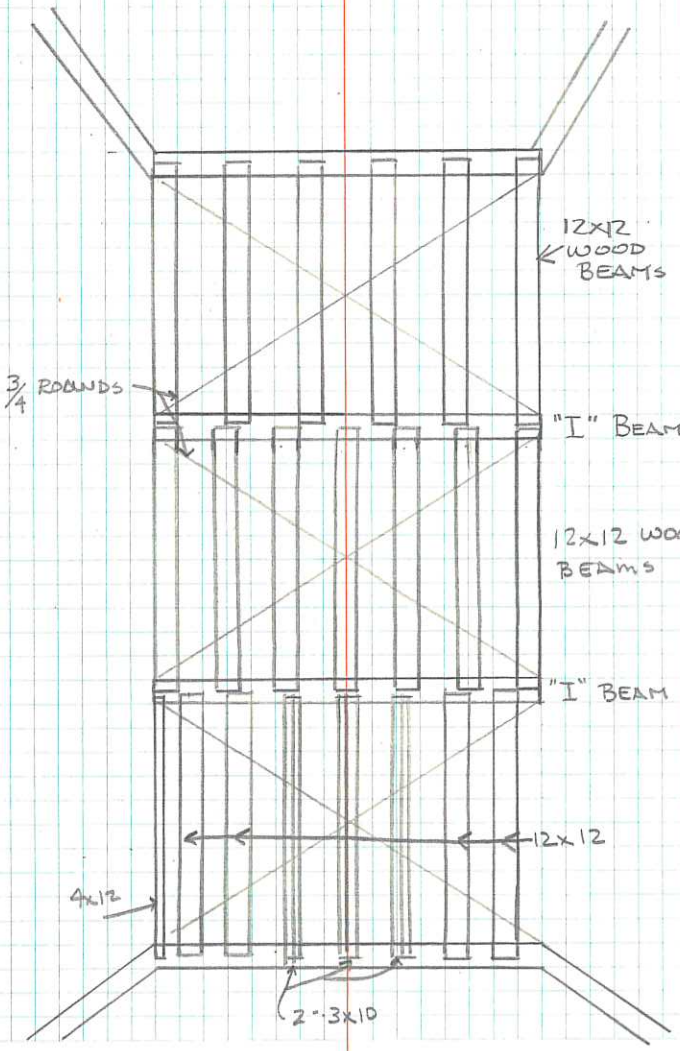
0+00




4
4
1
3
2
2
3
1
10'-9"
10'-8"
5
5
5
17'-7½"
10¼"
10'-9"
1- 3/4
1½
3- 1½ x 3/16 x 12 WEB
4- 10¼ x 3/16 TOP
5x1¾x¼ CHANNEL
10¼"
2- 3/4" DIA
5x1¾ CHANNEL
5- 5/8
1½


S15x50
"I" BEAM
2¼" D
1¾ D
6"x12"x1"
14¼"
7¾"
1'4"
1'2¾"
1⅛"




12x12
WOOD
BEAMS
3/4 ROUNDS
"I" BEAM
12x12 WOOD
BEAMS
"I" BEAM
12x12
4x12
2"-3x10

LOGAN RIFLE CLUB TWN 12 N RIE

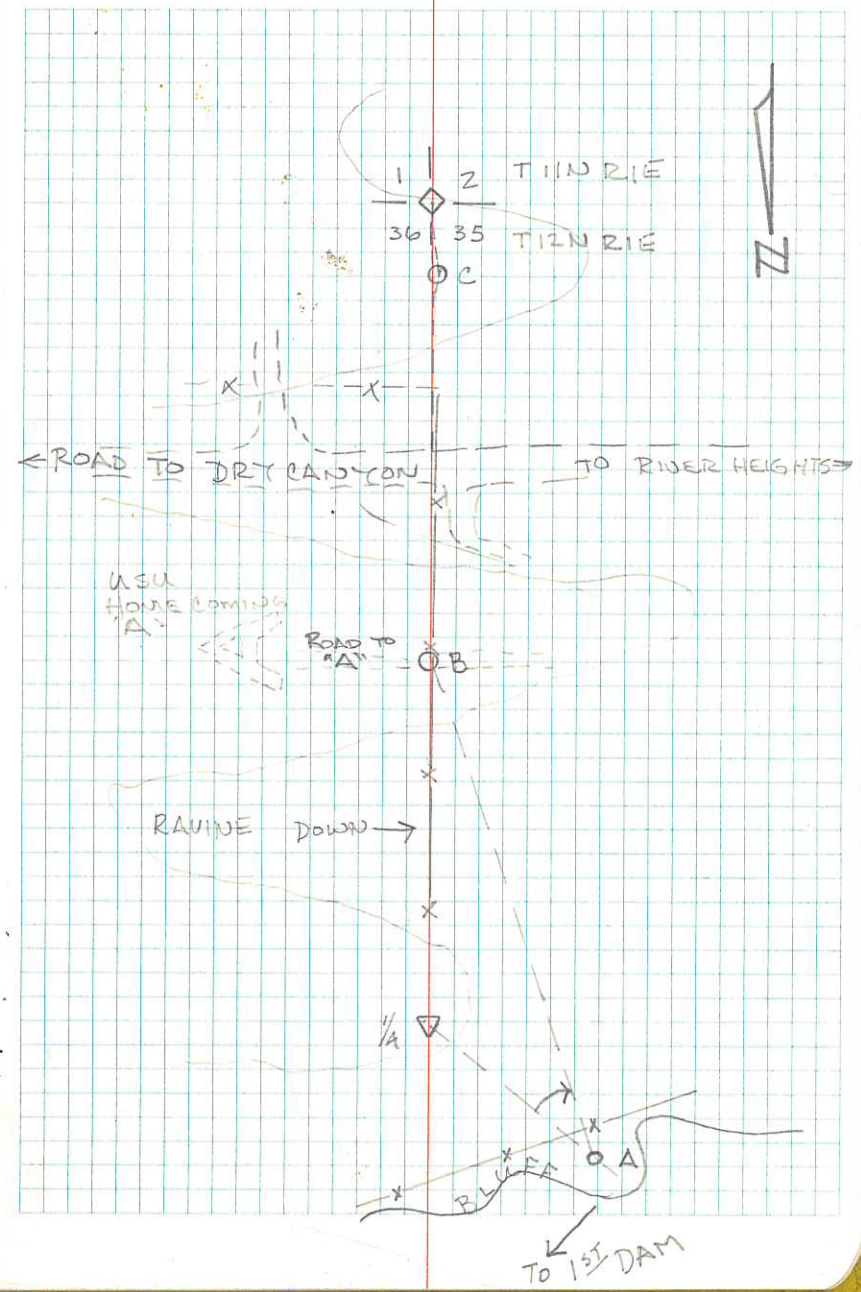
SEC 35

6-23-80 HOT CLEAR JOB 1-80-009

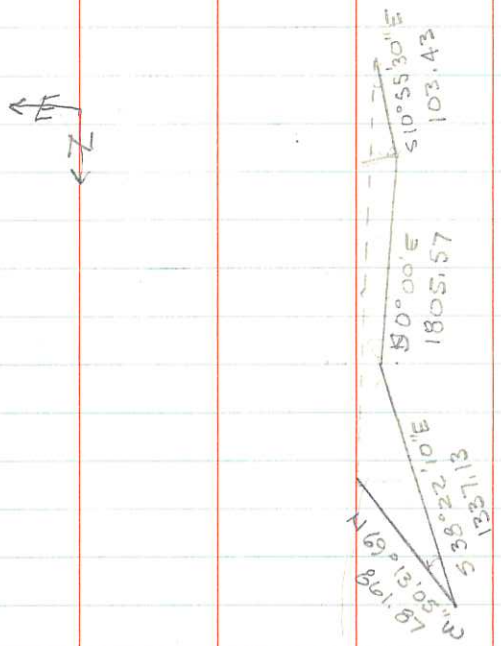
BAR. 30.00 WARD, PARRISH

TEMP - 75°

C-SEC.COR	10°55'30"	105.45	101°14'	103.43
BACK SIGHT B DEF ∡ LT				
B-C	38°22'10"	1805.57	89°54'	1805.57
BACKSIGHT A DEF ∡ RT				
A-B	30°50'55"	1353.80	81°00'	1337.13
BACKSIGHT 1/4 INTER ∡ RT				
1/4-A		863.48	86°30'	861.87

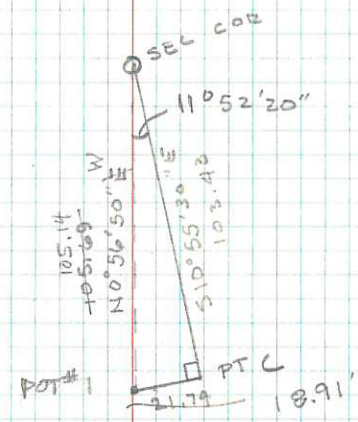


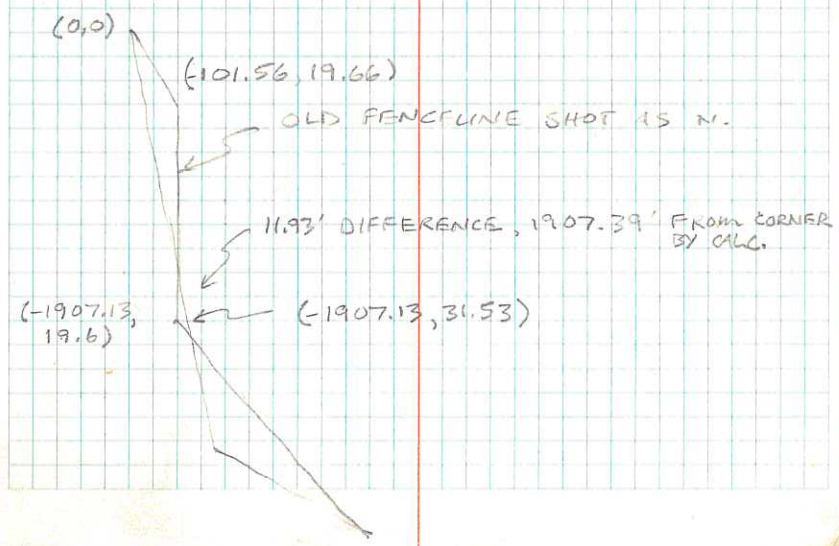
CALC FOR DIST BETWEEN 1/4 COR AND SECTION CORNER



S10°55'30"E	103.43	-101.56	+19.60
S0°00'E	1805.57	-1805.57	—
S38°22'10"E	1337.13	-1048.34	+830.00
N69°13'05"W	861.87	+305.80	-805.79
		-2649.67	+43.81

DIST = 2650.03
N 56°50" W

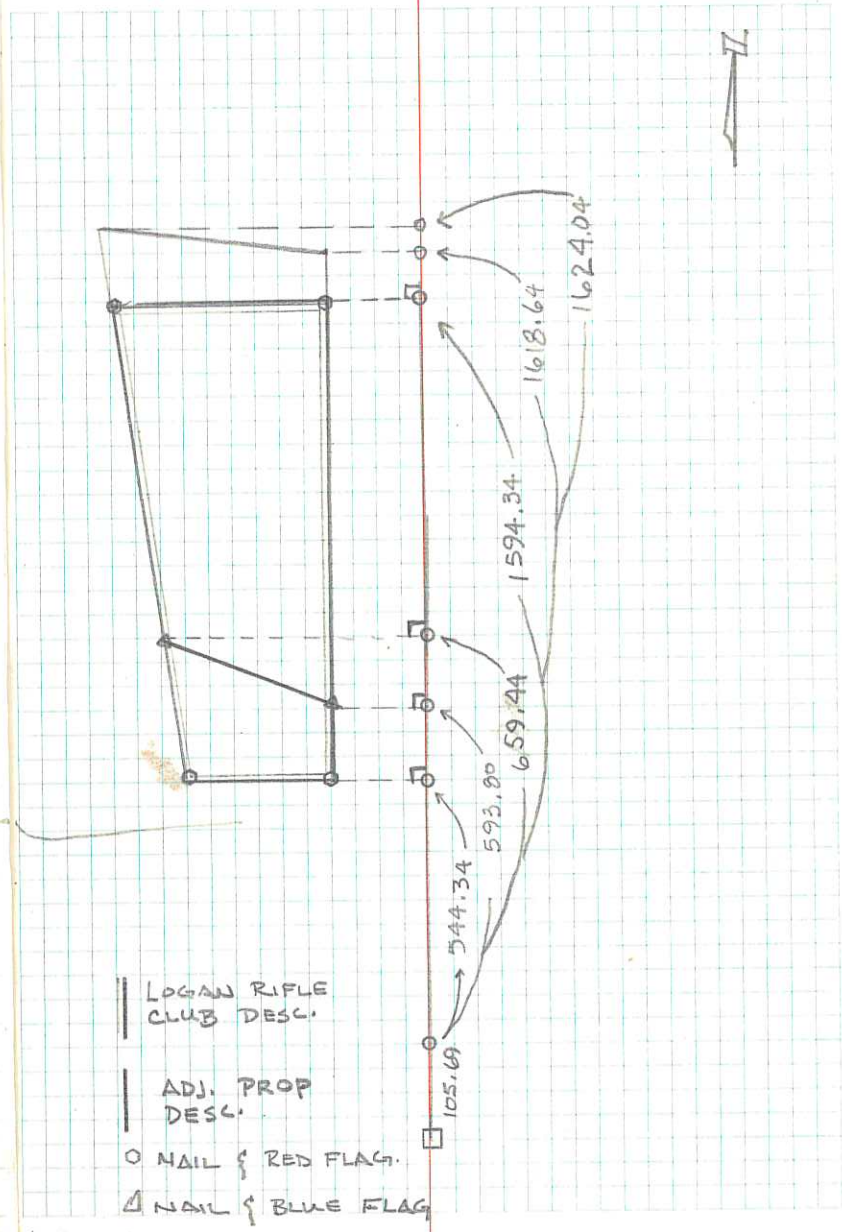




P.O.T. #1 FROM "C"	792.10	92°57'	791.05
POT #2	1790.92	89°53'	1790.92
POT #3	1385.60	90°42'	1385.50

VOID

650.03	670.00 ~~669.97~~	1700.03	688.93
105.69	105.69	105.69	
544.34	564.28 31	1594.34	
	29.48 593.00		

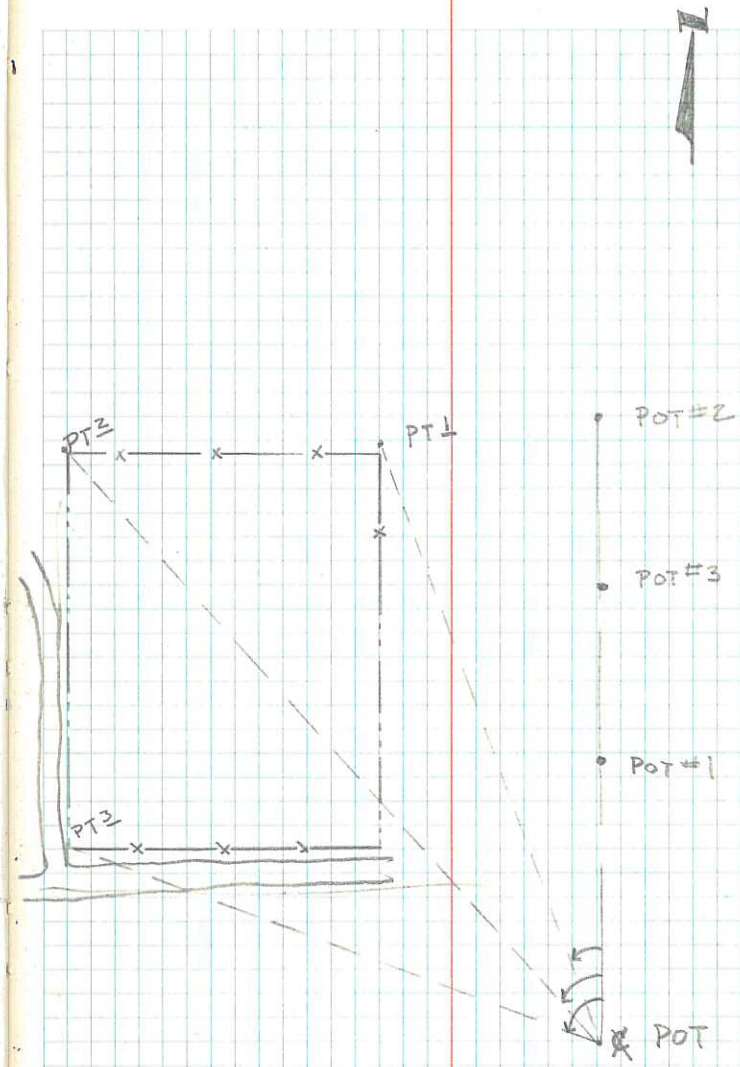


POT
℄-PT 3 52°19'40" 1042.07 96°17' 1035.81
1 52°19'40" LT BACKSIGHT POT 2
2 104°39'20"
3 156°59'05"

POT
℄-PT 2 22°57'22" 1740.64 90°01' 1740.57
1- 22°57'20" LT BACKSIGHT POT 2
2- 45°54'50"
3- 68°52'05"

POT
℄-PT 1 10°20'00" 1636.69 90°19' 1636.67
1- 10°20'00" LT BACKSIGHT POT 2
2- 20°40'00"
3- 31°00'00"

VOID



∡ TO EXIST. FENCE CORNERS 6/25/80

POT#2-PT1	52°24'20"	299.54	91°17'	299.46	
1-52°24'20" RT				(237.28, 182.69)	
2-104°48'45"					
3-157°13'00"					
POT#2	1802.18	89°51'	1802.17	(1802.17 + 105.14 = 1907.31) = DIST FROM S. CORNER TO POT#2	
POT#2-PT4	11°33'37"	1233.19	93°04'	225.88	
1 11°33'45" RT				~~(1201.01,~~ 245.66) BUST	
2 23°07'13"					
3-34°40'50"					
POT#2-PT3	34°52'23"	1396.37	94°35'	1391.90	
1 34°52'15" RT				(795.83, 1141.94)	
2 69°44'55"					
3 104°37'10"					
POT#2-PT2	74°06'18"	647.33	91°08'	647.20	
1-74°06'15" RT				(622.45, 177.25)	
2-148°12'40"					
3-222°18'55"					

COORD BASED ON POT#2 AS (0,0) WITH S & W. POSITIVE

CHECK PT4

SET UP ON POT#4 BACKSIGHT POT#2

78°21'20" LT HORZ ∡

94°52'30" VERT ∡

253.17 SLP DIST

252.25 HORZ DIST

(247.06, 1206.36)

COORD. BASED ON POT#2 S & W POSITIVE

FENCE POST

POT4 BACKSIGHT POT#2

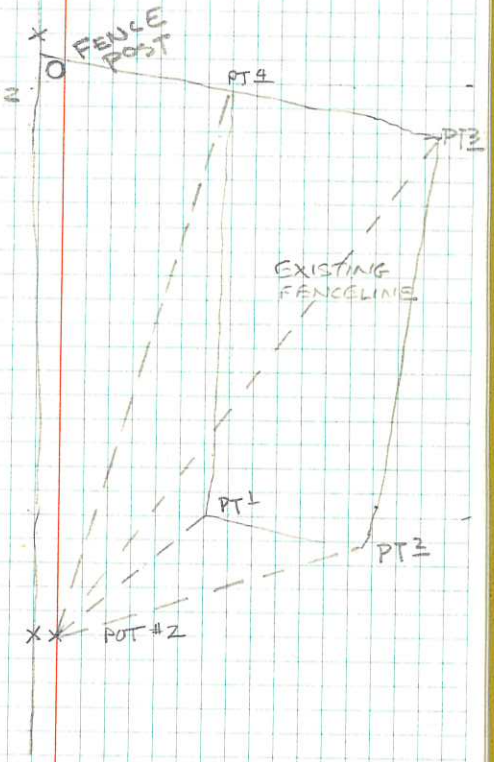
2°02'00" LT HORZ ∡

81°20'00" VERT ∡

22.05 SLP. DIST

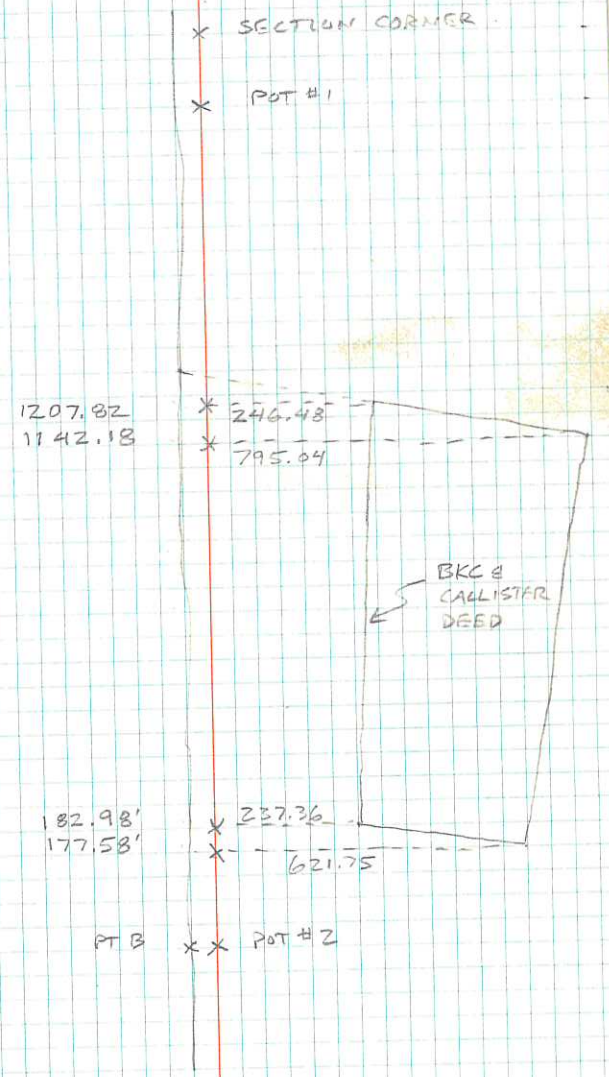
21.80 HORZ. DIST.

(0.77, 1235.49)



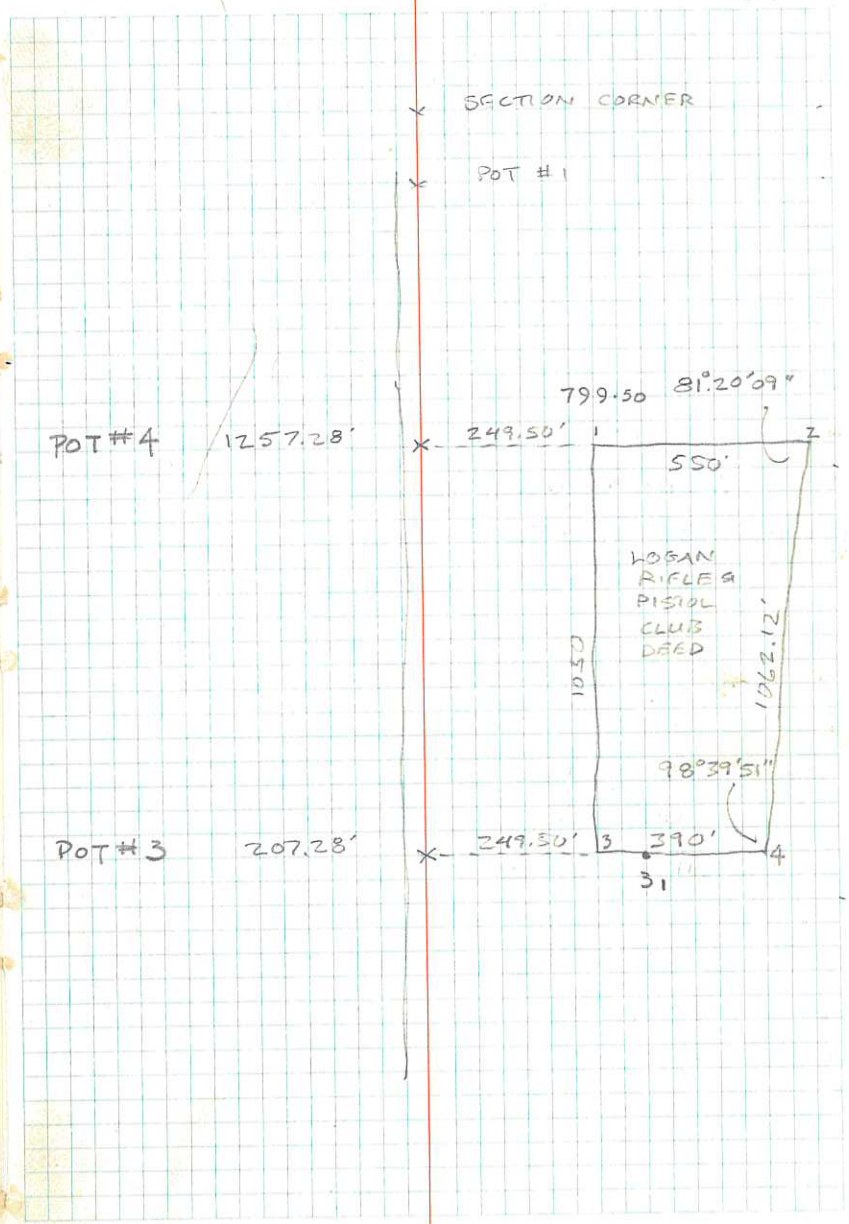
BKC DEED

THIS DESCRIPTION CHECKS CLOSELY WITH EXISTING FENCE CORNERS



LOGAN RIFLE AND PISTOL CLUB

	212.78	99° 23	209.93 =	2.65 + 207.28
	1248.19	91°56'		
	1258.28	91°55'	1257.58 =	1257.28 + .30
	251.30	83°29'	249.68 =	.18 + 249.50
	254.62	95°	253.65 =	4.15 + 249.50
	807.78	95°	804.71 =	5.21 + 799.50
	337.87	91°	337.82 =	1.06 + 336.76
2-1	81°18'40"			
BACKSIGHT ON 4 ∡ INT. RT				
4-2	98°40'00"	1066.37	264°46'30"	1061.94
BACKSIGHT 3, ∡ INT. RT				
3,-4	0°00'00"			336.76
BACKSIGHT 3		SCOPE PLUNGED		
3-3,	90°00'00"	53.32	266°48'	53.24
BACK SIGHT 1		∡ INT RT		
1-3	90°01'00"	1051.13	86°54'	1049.59
BACKSIGHT ON 2		∡ INT. RT		
1-2		551.88	94°45'	549.98



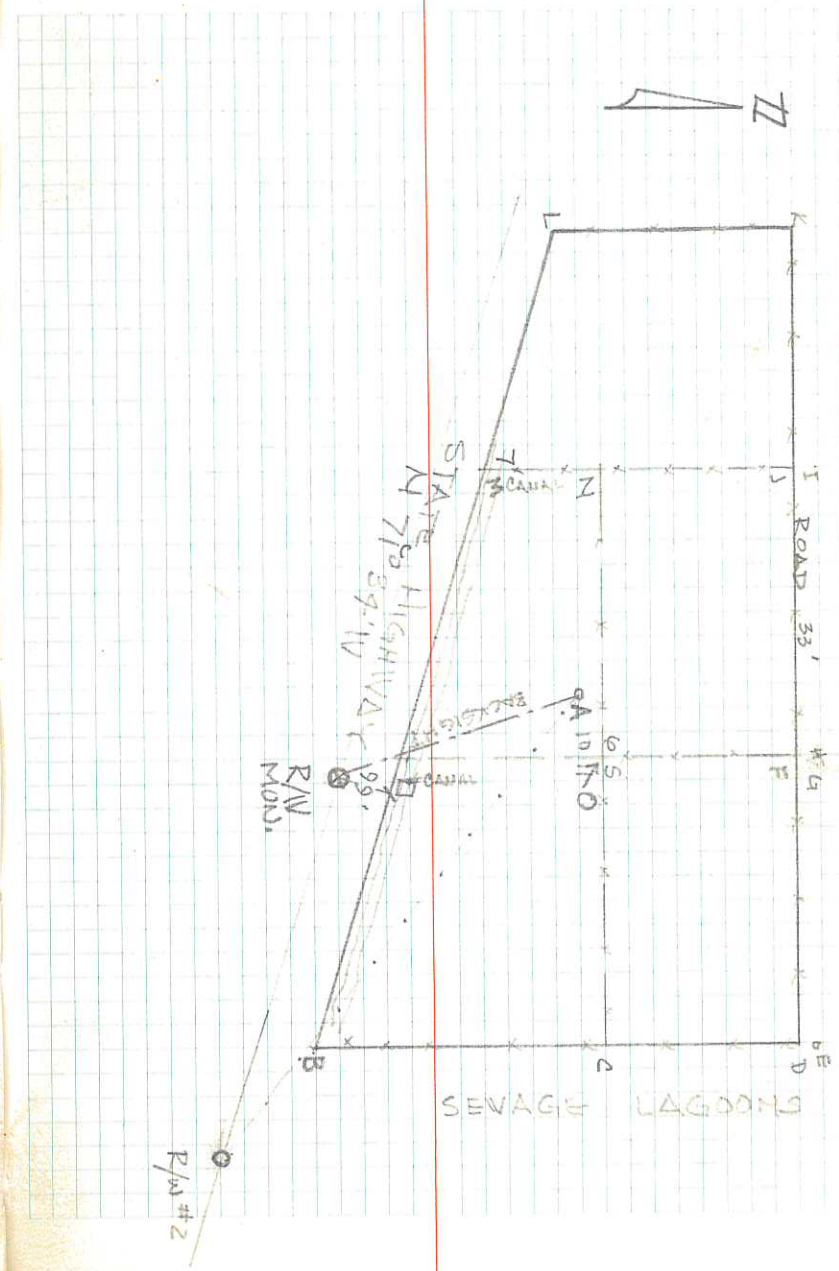
6-30-80 LOGAN RIFLE ETC.

P. WARD, J. PARRISH WEST OF LOGAN

WARM 60° AM NEXT TO SEWAGE LAGOON

BAR. PRESS. 30.0

	HORZ. ∡	SLP. DIST.	VERT. ∡	HORZ. DIST.	COORD.
A					9823.57 5569.57
A-C (3)	73°24'16"	783.83	89°44'	783.82	10612.39 5571.69
BACKSIGHT	1) 73°24'10"				
R/W ∡ LT	2) 146°48'30"				
	3) 220°12'45"				
	4) 293°37'05"				
A-B. (2)	34°07'23"	1008.5	89°46'	1008.49	10610.91 4933.18
BACKSIGHT	1) 34°07'30"				
R/W LT ∡	2) 68°14'15"				
	3) 102°21'55"				
	4) 136°29'30"				
A-CANAL (1)	8°19'08"	513.59	89°31'	513.57	10046.18 5104.38
BACKSIGHT	1) 8°19'15"				
R/W LT ∡	2) 16°38'15"				
	3) 24°57'20"				
	4) 33°16'30"				
A-R/W MON		594.83	89°30'	594.81	10,000 E 5,000 N



POINT	HORZ ∡	SLD DIST	VERT ∡	HORZ DIST	
A-G (7)		783.45	89°49'	783.45	9954.27 6342.87
SAME	LINE AS	F			
A-F (6)	154°01'26"	758.98	89°47'	758.97	9950.34 6318.71
BACKSIGHT	1) 154°01'50"				
R/W ∡ LT	2) 308°03'05"				
	3) 102°04'30" +360°				
	4) 256°05'45" +360°				
A-E (5)	117°43'45"	1104.05	89°48'	1104.04	10616.47 6342.95
BACKSIGHT	1) 117°43'55"				
R/W ∡ LT	2) 235°27'45"				
	3) 353°11'15" (470)				
	4) 110°55'00" +360°				
A-D (4)	116°51'03"	1087.16	89°47'30"	1087.15	10615.83 6319.31
BACKSIGHT	1) 116°51'00"				
R/W ∡ LT	2) 233°42'00"				
	3) 350°33'05"				
	4) 107°24'10" +360°				

	HORZ ∡	SLP. DIST.	VERT. ∡	HORZ. DIST	
A-K (11)	220°07'11"	1324.04	89°58'	1324.04	8719.81 6293.26
BACKSIGHT	1) 220°06'30"				
R/W ∡ LT	2) 80°13'50" +360				
	3) 300°21'15" +360 (880)				
	4) 160°28'45" +720				
A-J (10)	199°47'00"	903.42	89°54'	903.42	9290.77 6295.47
BACKSIGHT	1) 199°47'00"				
R/W ∡ LT	2) 39°33'55" +360				
	3) 239°21'00" +360				
	4) 79°08'00" +720				
A-I (9)	198°58'23"	919.05	89°51'	919.05	9292.04 6315.75
BACKSIGHT	1) 198°58'10"				
R/W ∡ LT	2) 37°56'30" +360°				
	3) 236°55'05" +360° (795)				
	4) 75°53'30" +720°				
A-H (8)	154°57'40"	756.49	89°46'	756.48	9937.76 6318.13
BACKSIGHT	1) 154°57'40"				
R/W ∡ LT	2) 309°55'20"				
	3) 104°52'55" +360° (619)				
	4) 259°50'40" +360				

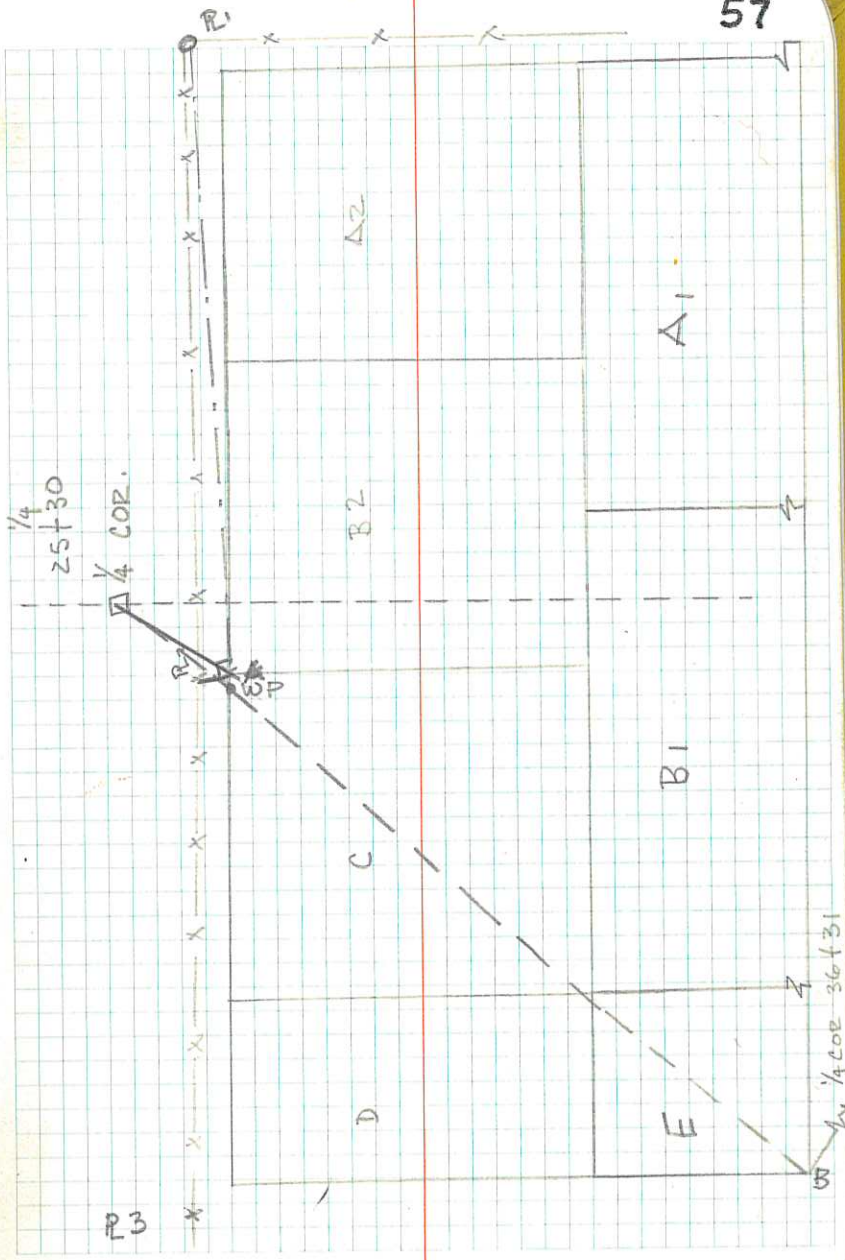
	HORZ. ∡	SLP. DIST.	VERT. ∡	HORZ. DIST.	
A-N (15)	108°04'45"	538.46	89° 51'	538.46	
	1) 108°04'45"				
B	2) 216°09'30"				
R	3) 324°14'15" (432)				
	4) 72°19'00" +360				
A-CANAL AT m (14)	83°41'35"	562.67	89°44'	562.66	
BACKSIGHT	1) 83°41'45"				
B R/W ∡ RT	2) 167°23'30"				
R	3) 251°05'00"				
	4) 334°46'20"				
A-M (13)	87°38'20"	571.45	89°50'	571.45	
B BACKSIGHT	1) 87°38'15"				
R/ R/W ∡ RT	2) 175°16'45"				
	3) 262°55'00"				
	4) 350°33'20"				
A-L (12)	254°08'00"	1120.68	89°55'	1120.68	8708.02 5552.28
B BACKSIGHT	1) 254°08'00"				
R/W ∡ LT	2) 148°16'00" +360				
	3) 42°24'00" +720 (1016)				
	4) 296°32'00" +720				

A-R/W #2	35°06'44"	1441.90	89°44'	1441.88
BACKSIGHT	1) 35°06'45"			
R/W ∡ LT	2) 70°13'30"			
	3) 105°20'00"			
	4) 140°26'55"			
A-O (16)	77°29'00"	100.95	88°16'	100.90
BACKSIGHT	1) 77°29'00"			
R/W ∡ LT	2) 154°58'00"			

WORK TO EST. SECTION CORNERS
FOR LOGAN RIFLE & PISTOL CLUB
7-2-80 HOT 80° BAR. PRES. 30.23

WP-R3	117°09'15"	2427.84	90°17'	2427.81
∡ LT	1) 117°09'00"			
BACKSITE ¼ 25+30	4) 108°37'00" +360°			
WP-R1	60°33'20"	3824.29	90°06'	3824.28
∡ RT	1-60°33'30"			
B.S. ¼ COR 25+30	4-242°13'20"			
WP-B		4152.71	90°05'	4152.71
BACKSIGHT ¼ COR 25+30	1) 5°39'20"			3) 16°38'30"
∡ RT DEFN	2) 108°59'05"			4) 2[illegible]
A-STONE		470.44	91°15'	470.33
LT	1-62°51'10"			
	2-125°42'20"			
A-R2	90°	64.83	94°33'	64.63
BACKSIGHT R1				
A-R1		3804.37	90°05'	3804.37

SEE Pg. 59

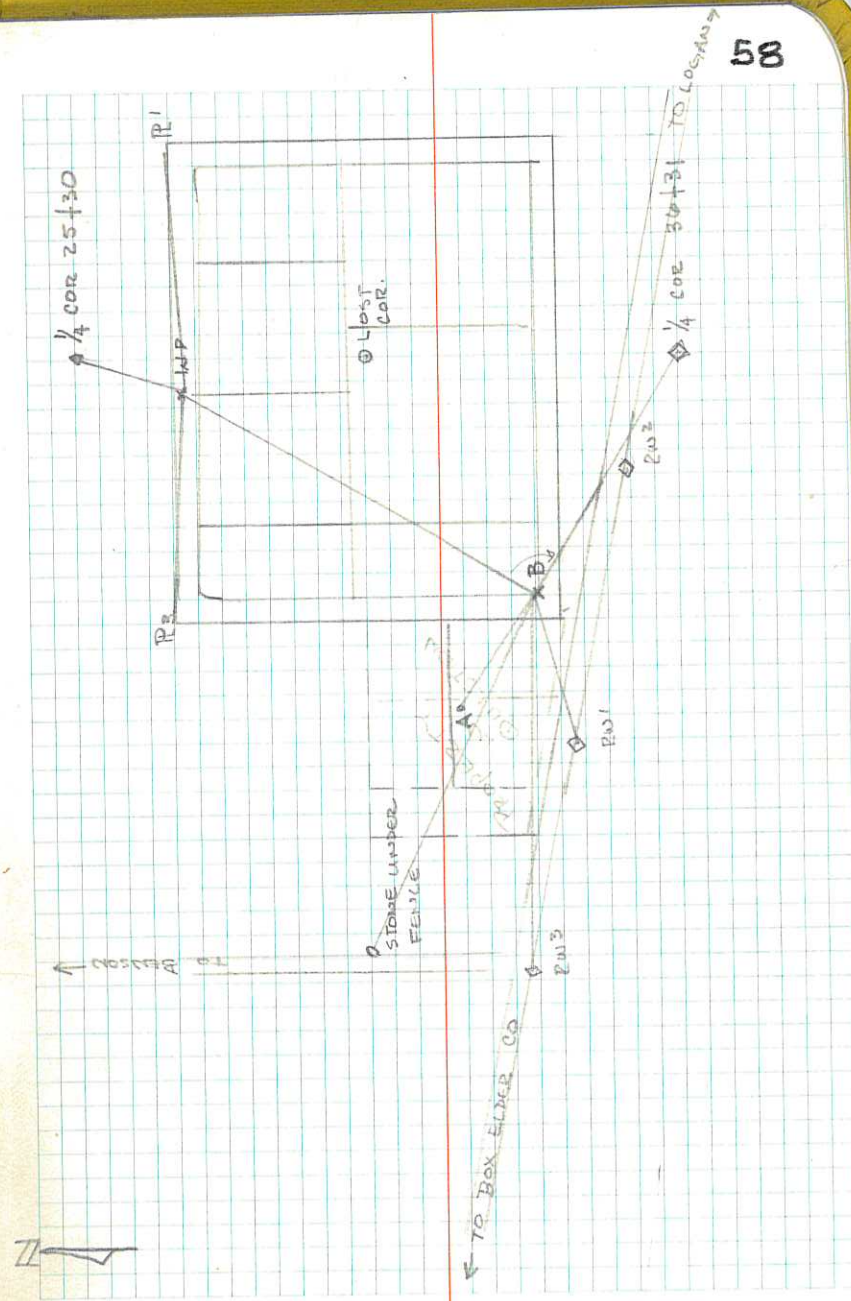


LINE BETWEEN ¼ 25+30 AND ¼ 36+31
TO EST. SEC COR 25|30 / 36|31 IN LAGOON.

STA.-STA.	HORZ ∡	SLP. DIST	VERT ∡	HORZ. DIST.
B-STONE UNDER FENCE	101°02'49"	2945.59	90°19'	2945.55
		1-101°03'00"		
∡ LT		4-44°11'15" +360		
B-RW ∡	45°27'30"	724.20	90°51'	716.73
∡ DEF. RT.		1-45°27'55"		
∡ LT	134°32'30"	4-181°50'00"		
B-PT-A*	97°48'30"	988.11	90°46'	988.02
∡ LT		1-97°48'40"		
		4-31°14'00" +360°		
A IS OF SURVEY ON Pg 52				
B-¼ COR.	87°02'30"	3004.67	90°05'	3004.67
BACKSITE W/P ∡ RT INT				
36 ¼ 31	1-87°02'45"			
	4-348°10'00"			

Next page

Next page



STA	HORZ ∡	SLP DIST	VERT ∡	HORZ. DIST.
		988.12	90°47'	988.03
B-PT A	97°48'23"			~~988.02~~
BACKSIGHT WP		1) 97°48'30"		
∡ LT		4) 31°13'30"	+360	
		724.18	90°51'	724.13
B-R/W #1	45°27'34"			~~[illegible]~~
BACKSIGHT WP		1) 45°27'30"		
DEF ∡ RT		4) 181°50'15"		
∡ RT	134°32'26"			
WP-B	5°39'13"	4152.71	90°05'	4152.71
BACKSIGHT ¼ COR. 25/30			1) 5°39'15"	
∡ DEF. RT.			4) 22°36'50"	
B-R/W 3	113°08'38"	2766.70	90°16'	2766.67
BACKSITE ON WP		1- 113°08'40"		
∡ LT		4-92°34'30"	+360	
B-¼		475.67	91°15'	475.56

To ESTABLISH COR of 26|25 / 35|36 T12N R1W

SEL COR - R/W 26|25 / 35 36	#110°57'40" RT	2425.73	89°51'	2425.72	
SEL COR - A 26|25 / 35 36		2006.00	89°53'	2006.00	
℄ RD - R/W	2°08'50" DEF - ∡ LT	654.17	89°55'	654.17	
℄ RD - ℞ NORTH		1338.32	90°00'	1338.32	
STONE - ℞ NORTH		1362.22	89°56'	1362.22	

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

654
1338
1992

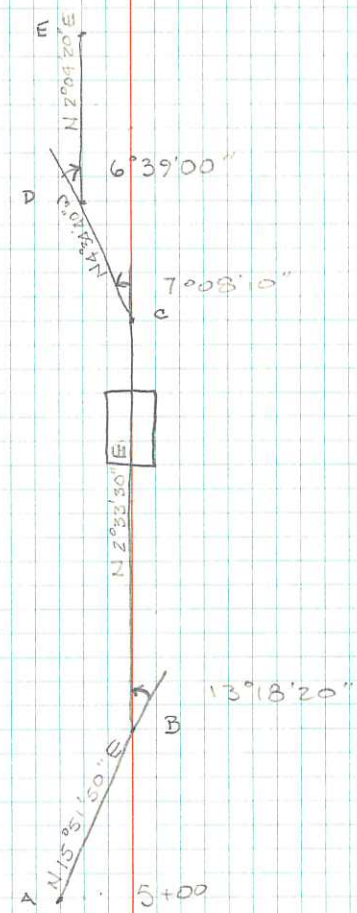
JULY 23, 1980 JOB 1-80-010

SET PT FOR NORTH LINE OF
COWLEY AND SOUTH LINE OF REESE.

9-2-80 1-80-008

P-LINE MERIDIAN ROAD (SEE Pg. 42)

D-E DEF RT BACK C	6°39'00"			130.05'	60' T
C-D ∡DEF LT BACK B	7°08'10"			132.46	60' T
B-C ∡ DEF LT BACK A	13°18'20"			358.54	140' T.
A-B				223.22	



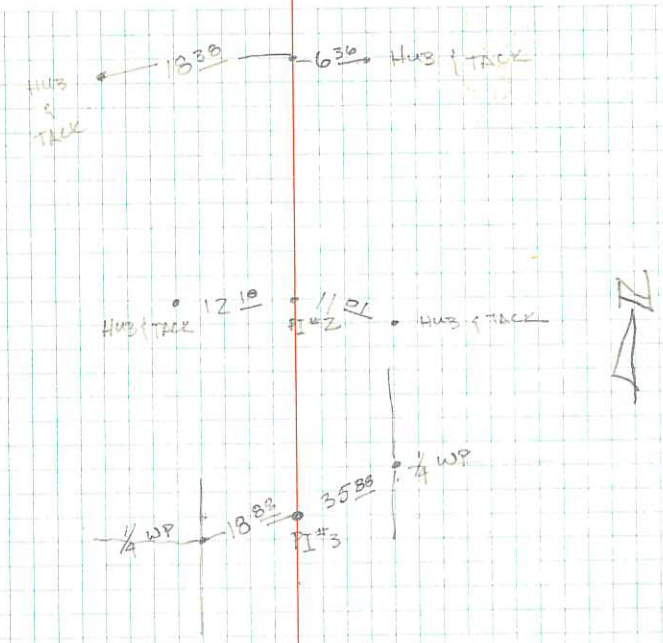
PI #1

PI #2

PI #3

SEC COR 1+6 IS N 13°53'58"W 5.08'
FROM PT "D" OR PI #3

D - (~~S~~) E ~~Δ DEF~~ INT LT BACK E	1°24'55"	
D - (~~S~~) D BACKSITE E Δ DEF LT (SEE BK. 4 MERIDIAN LINE)	16°07'30"	61.23



CURVE #1

$\Delta = 13°18'20''$ BC = 5+83 ^{22}

R = 1200.30 EC = 8+61 ^{96}

T = 140.00

L = 278.74

CURVE #2

$\Delta = 7°08'10''$ BC = 10+20 ^{50}

R = 962.23 EC = 11+40 ^{34}

T = 60.00

L = 119.84

CURVE #3

$\Delta = 6°39'00''$ BC = 11+52 ^{80}

R = 1032.75 EC = 12+72 ^{67}

T = 60.00

L = 119.87

BM ~~ASS. 4560.00~~ 4541 ^{90} GATE POST STA 11+10

24' RT.

+6 ^{80} 4566 ^{80} −8 ^{30} 4558 ^{50}

BM EL. ~~4550 ^{50}~~ P.P. STA 9+40 30' LT

4540 ^{38}

STA					
7+00					
x6+50					
6+63	No. FENCE COR.			29' RT	7 7
6+60	No. EDGE DRIVEWAY			46' RT	7 8
6+36	So. EDGE DRIVEWAY GATE			49' RT	7 6
6+34	So FENCE COR.			33' RT	7 5
6+00					
5+50					
5+00 R.O.B.					
		4548 79		4540 38	
~~ASSUMED~~	+8 41	~~4566 91~~		~~4558 50~~	BM PP

W

40 1	39 1	40 0	37 3	41 8	42 1	42 2	39 2	40 3	40 0	38 7	40 0	
8 7	9 7	8 8	9 5	7 2	6 7	6 6	9 1	8 5	8 3	10 1	8 8	8 8
50	39	35	15	8	×	12	17	25	30	33	38	40
				ER		ER		FEN				50

39 6	39 2	40 2	40 1	42 2	42 5	42 2	
9 2	9 6	8 6	8 7	6 6	6 3	6 1	
50	35	32	18	9	×	12	
				ER		ER	

39 3	39 2	39 5	40 1	42 7	42 8	42 6	39 2	40 1
9 5	9 8	9 0	8 7	6 1	6 2	6 3	8 2	8 7
50	36	30	17	11	×	11	16	35
		FEN		ER		ER		FEN

38 2	39 3	39 7	39 6	43 1	43 1	42 9	40 4
9 2	9 5	9 1	9 2	5 7	5 7	5 2	8 4
50	35	30	19	17	×	11	17
		FEN		ER		ER	

39 2	39 4	39 8	39 2	43 6	43 7	43 5	40 4	40 3
9 6	9 4	9 2	8 7	5 2	5 1	5 2	8 4	8 5
50	35	29	18	11	×	10	18	47
		FEN		ER		ER		FEN

E

		HI		
9+26	FENCE RUNNING EAST		25' RT	
9+29	No. DRIVEWAY		26' LT	
9+12	So. DRIVEWAY		28' LT	
		4551.36 ~~4569.48~~		
TP	10+98			
BM PP	4540.38 ~~4558.52~~			
9+00				
8+50				
8+00				
7+50				
7+35	FENCE RUNS EAST			
		4548.79 ~~4566.91~~		

EAST WEST

4551.36
~~4569.48~~

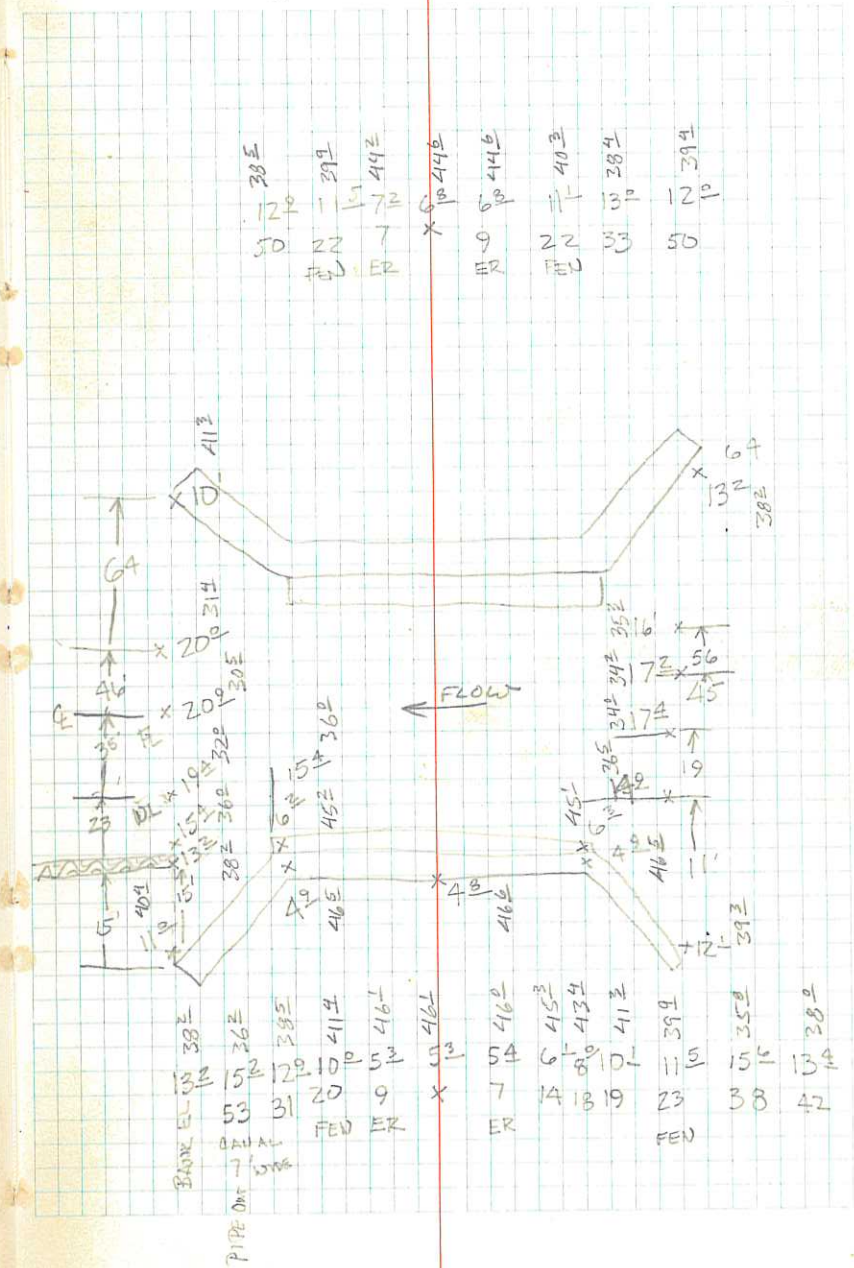
39.6	38.8	38.0	36.8	38.0	38.0	42.8	43.1	42.9	39.6	39.5	39.3	38.6	
9.2	10.2	10.8	12.0	10.8	10.8	6.2	5.7	5.2	9.2	9.3	9.5	10.2	
50	38	34	27	24	18	8	×	12	25	30	50	51	
				FEN		ER		ER		FEN			

39.6	39.5	41.9	42.2	42.1	39.5	39.2	38.6		
9.2	9.3	6.9	6.6	6.7	9.2	9.6	10.2		
20	16	9	×	10	19	34	47		
FEN		ER		ER		FEN			

37.2	39.5	39.2	42.0	42.2	41.9	39.5	
11.1	9.3	9.1	6.8	6.6	6.9	9.3	
43	25	20	10	×	11	16	
		FEN	ER		ER		

38.2	39.0	42.0	42.1	41.9	39.1	39.5	
10.1	9.2	6.8	6.7	6.9	9.7	9.3	
22	18	12	×	10	16	37	
FEN		ER		ER		FEN	

10+50					
	WALL NEXT TO NO ABUT	12.9	385		
	TOP OF WALL ON NO.	13.0	384		
	I BEAM NO END	15.9	355		
	I BEAM SO. END	16.4	352		
	HEADGATE WINGWALL	13.4	382		
	TOP OF HEADGATE	12.1	393		
	HEADGATE TO CANAL	15.4	360		
9+60	SO. ABUT BRIDGE	4.8	416.6 ℄		
9+56	CANAL PIPE OUTLET	53' LT	15.2 ℄	362	
9+50					
9+37	PP LT 27'				
		4551.36			
		~~4569.48~~			



13+00				
12+34	FENCE	EAST 29' RT &	WEST	20' LT
12+11	SO EDGE	DRIVE	21' LT	
12+00				
11+50				
11+08	NO. EDGE	DR.	22' RT	GATE
10+89	SO. EDGE	DR.	22' RT	GATE
11+00		4551 36		
		~~4569 48~~		

W E

37.4	41.5	41.7	41.7	39.1	38.8
14.0	9.8	9.7	10.0	12.3	12.6
20	12	X	11	16	29
FEN	ER		ER		FEN

39.6	41.2	41.8	41.2	39.7	39.6
11.8	9.2	9.6	9.7	11.7	11.8
21	12	X	11	22	30
FEN	ER		ER		FEN

41.6
9.6
X

38.7	39.6	42.0	42.4	42.4	40.3	39.8
12.5	12.8	9.4	9.0	9.0	11.1	11.6
20	18	11	X	10	22	50
FEN		ER		ER.	FEN	

LEVELS OF RIVER EAST OF ROAD

STA	+	HI	—	ELEV
TP			2 19	4549.21
+1181 (1200, DUE TO CURVES)				
	5 54	4551 40		
			4 50	4545.86
	5 89	4550 36		
			2 48	4544.47
+600				
		4546 95		
	4 55	~~4565 05~~		4542.40
			-3 50	~~4560 50~~
+150				
		4545 90		
	+4 00	~~4564 00~~		
BM	GATE POST	~~4560 00~~	~~ASSUM~~	
		4541 90		

	46 7	39 4		39 4	44 4	
	4 7	12 0		12 9	6 5	
	0	15		62	82	
41 6	36 5		36 1	36 7	41 9	
5 4	10 5		10 9	10 6	5 1	
0	29		54	65	73	
41 1	35 4	34 8		35 0	41 0	
5 8	10 5	11 1		10 9	4 9	
0	16	33		48	63	

LEVELS FOR BM AT MERIDIAN RD BRIDGE
9-5-80 AM

STA	+	HI	—	ELEV
BM TP ON SOUTH			8 32	4540 38
BM FENCE POST ON NORTH			6 80	4541 90
TP 8	8 23	4548 70		
			15 22	4540 47
	.15	4555 69		
			24 26	4555 54
TP 7	1 84	4579 80		
CANAL HEADWALL EAST WALL			6 25	4577 96
TP 6	2 56	4584 21		
			2 44	4581 65
BRASS R/W CAP BM			4 25	4579 84
TP 5	4 23	4584 09		
			.14	4579 86
TP 4	18 10	4580 00		
			1 12	4561 90
TP 3	12 58	4563 02		
			0 58	4550 44
TP 2	11 40	4551 02		
			2 05	4539 62
TP 1	7 23	4541 67		
				4534.44

BM STATE R/W MON. 4534.44

N. 4545.70
S. 4545.30 Bm.

STA	+	HI	−	ELEV
				BM EL 4534 44
			6 71	4534 43
TP 8R	4 08	4541 14		
			8 55	4537 06
TP 7R	0 21	4545 61		
			15 09	4545 40
TP 6R	0 69	4560 49		
			20 68	4559 80
TP 5R	1 09	4580 48		
			8 08	4579 39
TP 4R	8 33	4587 47		
			2 20	4579 14
TP 3R	24 80	4581 34		
			0 78	4556 54
TP 2R	14 95	4557 32		
			6 33	4542 37
TP 1R		4548 70		

9+37	LT	PP	GUY	NO. 9Z53	28' pp 25 guy
9+38	RT	24"	DIA	TREE	24'
9+52	RT	24"	DIA	TREE	26'
10+16	RT	48"	DIA	TREE	20'
10+44	LT	36"	DIA	TREE	21'
10+56	RT	48"	DIA	TREE	23'
10+85	RT	24"	DIA	TREE	25'

FLOWLINE ELEV 4529.5

DISTANCE 560'

DOWNSTREAM FE EL. HI 4544.06 FEL. -14 6 4529.5

BM 4541.90 +2.16

Nov. 7, 1980

9:00 AM MET WITH PROPERTY OWNERS AT BRIDGE SITE.
WENT OVER WITH THEM OUR PROPOSED PLANS.

MR. DARLY WAS VERY EXCITED ABOUT THE NEW BRIDGE HIS REQUESTS WERE TO GET HIM A GOOD DRIVEWAY INTO HIS PROPERTY AND A GOOD METAL GATE LIKE, POWDER RIVER, BRAND. HE DIDN'T MIND ABOUT THE TREES.

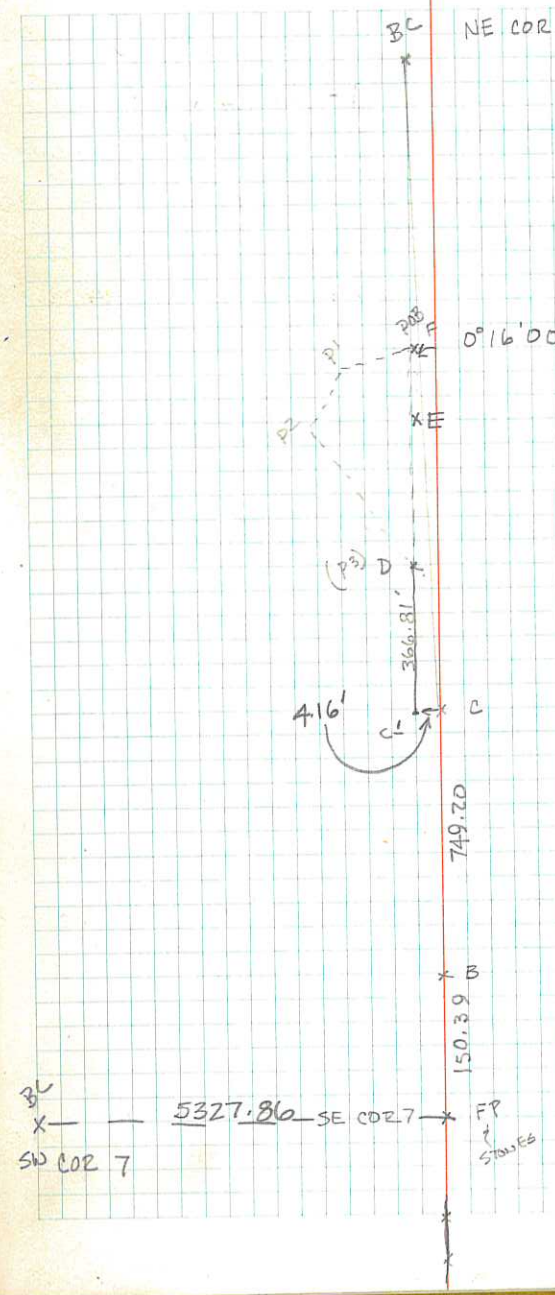
MR. BROWN IS CONCERNED ABOUT THE RIGHT OF WAY, AND THE TREES WE SHOWED HIM ~~WA~~ WHAT WE HAD IN MIND FOR FENCES AND HE EVENTUALLY AGREED TO OUR SUGGESTIONS HE WOULD LIKE A POWDER RIVER TYPE GATE ALSO. THE ONLY TREES TO BE MOVED ARE THOSE SOUTH OF HIS EXISTING GATE. MR. BROWN ALSO TOLD US HE WOULD LIKE TO HAVE THE OLD BRIDGE. WE INFORMED HIM THAT AN AGREEMENT WOULD HAVE TO BE MADE BETWEEN HIM AND THE CONTRACTOR.
LEFT THE AREA AT 10:30 AM.

Kurt B. Ward

OCT. 3, 1980

POPPELTON PROPERTY
SEC 7 TWP 10 N RIE
— 1-80-011 —

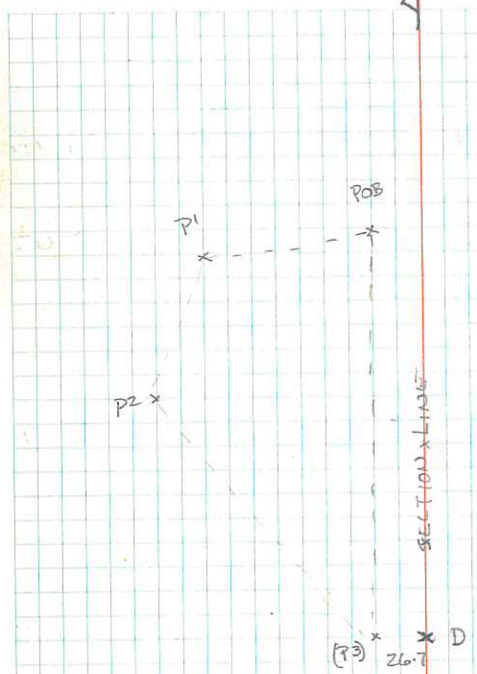
E-F			261.88	97°32'	261.88
			264.31	97°32'	262.03
D-E			346.62	95°37'	344.96
C'-D		0°00'	366.81	90°	366.81
C-NE COR 7 ∡ DEF LT BACKSIGHT B		0°16'00"			
B-C BACKSIGHT SE COR 7		0°00'	749.36	91°10'	749.20
SE7-B BACKSIGHT FENCE RUNNING SOUTH.		0°00'	151.37	83°28'	150.39
SW COR 7 - SE COR 7			5328.90	88°52'	5327.86



16.10
609.60
346.62
261.88
246.03
97°59'
262.51
97°32
264.31
SE7 - C = 399.59'

STA	HORZ ∡	SLP. DIST	VERT ∡	HORZ DIST	+ OR − VERT DIST
SEC. PROFILE		177.01	95°40'		−17.48
SEC. PROFILE		108.24	95°06'		− 9.62
~~ROAD ℄~~					
ROAD ℄	41°12'30"	384.37	93°42'45"	383.56	−24.89
ROAD ℄	52°44'40"	277.45	93°13'55"	277.01	−15.64
ROAD ℄	65°34'45"	127.77	91°36'40"	127.72	− 3.59
ROAD ℄ SEC. LINE	180°02'30"	83.40	82°08'45"	82.62	+11.39
ROAD ℄	197°33'50"	160.06	83°42'45"	159.10	+17.53
USGS BM	202°29'30"	172.81	83°11'10"	171.59	+20.50

INST. ON PT "D"
BACKSIGHT NE7
∡'s INT LT
HI 5 25
ROD = 4.5'



STA	HORZ ∡	SLP. DIST	VERT ∡	HORZ. DIST	SLP. DIST
ROAD ℄	160°36'50"	201.46	83°05'	199.99	+24.26
SEC. PROFILE		150.00	85°23'	149.51	+12.07
USGS MON.	176°41'00"	151.56	84°26'	150.85	+14.70
SEC PROFILE		162.93	84°33'00"	162.19	+15.47
ROAD ℄ ON SEC LINE	180°00'	186.78	84°40'	185.97	+17.36
INST ON F BACKSIGHT NE7 & INT LT		INST HI = 5.25 ROD = 4.5			
T.P. POINT E SEC. PROFILE		346.62	95°37'	HI 5.25 ROD 4.5	-33.92
SEC. PROFILE		232.77	95°13'		
SEC. PROFILE		195.78	94°36'		

STA	HORZ. ∡	SLP. DIST.	VERT. ∡	HORZ. DIST.	VERT. DIST.
ROAD ℄	143°44'55"	282.27	83°00'30"	280.17	+ 34.36
ROAD ℄	148°13'30"	244.01	82°52'40"	242.13	+ 30.25

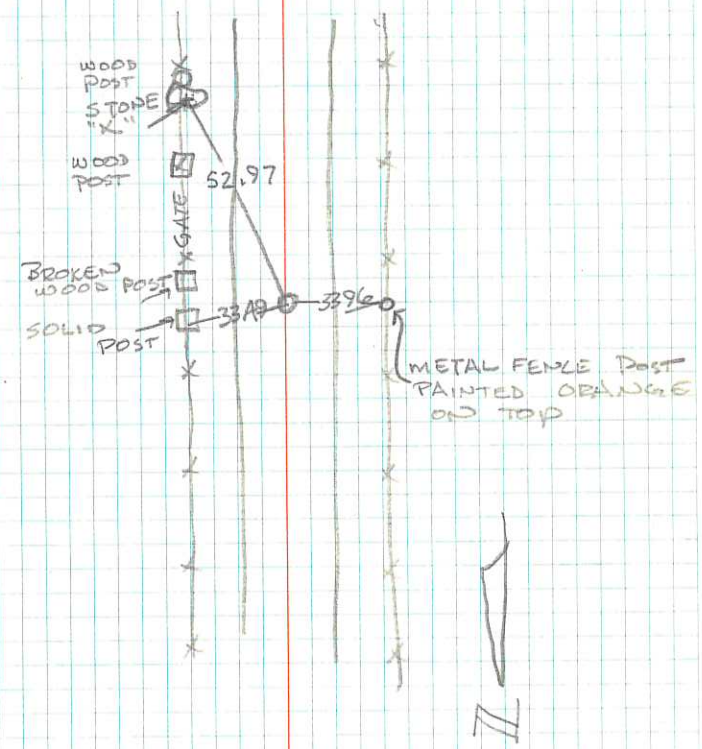
7-7-80 COR TO 26|25 35|36 TWP 12 N. R 1 W.

USED STATE HIGHWAY MAPS, PROPERTY PLATS AND OLD HIGHWAY BOOK #2 TO ESTABLISH THIS CORNER SET 18" REBAR WITH ALUM CAP IN CENTER OF ROAD WAY

REF.

STONE		52.97
WOOD POST		33.49
~~WOOD~~ METAL POST		33.96
	HORZ DIST.	

COR. #181



CANALS INFO.		Prop. OWNER	
3 SEL. FT		ON SO. EAST SIDE	
NO OBJ. TO TAKE			

INDEX OF
CURVE AND REDUCTION TABLES

Table I—SLOPE STAKE

Table II—STADIA CORRECTION AND HORIZONTAL DISTANCES

Table III—TRIGONOMETRIC FORMULAE

Table IV—NATURAL TRIGONOMETRICAL FUNCTIONS

CURVE FORMULAE

Table V—TANGENTS AND EXTERNALS TO A 1° CURVE

USEFUL RELATIONS

Table VI—INCHES TO DECIMALS OF A FOOT

Table VII—MINUTES IN DECIMALS OF A DEGREE

Table VIII—MIDDLE ORDINATES OF RAILS

Table IX—SHORT RADIUS CURVES

Table X—RODS IN FEET, 10THS AND 100THS OF FEET

Table XI—LINKS IN FEET, 10THS AND 100THS OF FEET

35.31
103
9.9
84
1.5

104.92
95.08
104.50

4014
3444
670
95

0 6r
18173

651
10
542

695
174
521

78
-4
F20
4775

640
11
529

76
-6
0
0700