

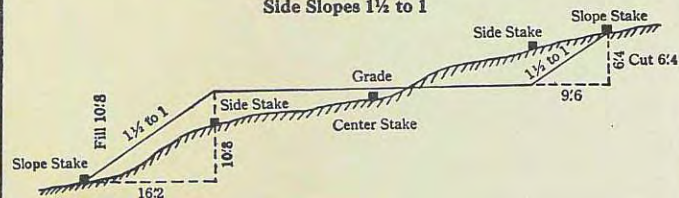
MERIDIAN LINE & SEC COR. #3

MERIDIAN LINE
AND
SECTION CORNERS
SECTION CORNER

Book 3

1979

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING
Roadway of any Width
Side Slopes 1½ to 1



In the figure above: Opposite 6 under "Cut or Fill" and under .4 read 9'6" the distance from the side stake to the slope stake at right. Opposite 10 under "Cut or Fill" and under .8 read 16'2", the distance from the side stake to the slope stake at the left.

Cut or Fill	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	Cut or Fill
Distance out from Side or Shoulder Stake											
0	0.0	0.2	0.3	0.5	0.6	0.8	0.9	1.1	1.2	1.4	0
1	1.5	1.7	1.8	2.0	2.1	2.3	2.4	2.6	2.7	2.9	1
2	3.0	3.2	3.3	3.5	3.6	3.8	3.9	4.1	4.2	4.4	2
3	4.5	4.7	4.8	5.0	5.1	5.3	5.4	5.6	5.7	5.9	3
4	6.0	6.2	6.3	6.5	6.6	6.8	6.9	7.1	7.2	7.4	4
5	7.5	7.7	7.8	8.0	8.1	8.3	8.4	8.6	8.7	8.9	5
6	9.0	9.2	9.3	9.5	9.6	9.8	9.9	10.1	10.2	10.4	6
7	10.5	10.7	10.8	11.0	11.1	11.3	11.4	11.6	11.7	11.9	7
8	12.0	12.2	12.3	12.5	12.6	12.8	12.9	13.1	13.2	13.4	8
9	13.5	13.7	13.8	14.0	14.1	14.3	14.4	14.6	14.7	14.9	9
10	15.0	15.2	15.3	15.5	15.6	15.8	15.9	16.1	16.2	16.4	10
11	16.5	16.7	16.8	17.0	17.1	17.3	17.4	17.6	17.7	17.9	11
12	18.0	18.2	18.3	18.5	18.6	18.8	18.9	19.1	19.2	19.4	12
13	19.5	19.7	19.8	20.0	20.1	20.3	20.4	20.6	20.7	20.9	13
14	21.0	21.2	21.3	21.5	21.6	21.8	21.9	22.1	22.2	22.4	14
15	22.5	22.7	22.8	23.0	23.1	23.3	23.4	23.6	23.7	23.9	15
16	24.0	24.2	24.3	24.5	24.6	24.8	24.9	25.1	25.2	25.4	16
17	25.5	25.7	25.8	26.0	26.1	26.3	26.4	26.6	26.7	26.9	17
18	27.0	27.2	27.3	27.5	27.6	27.8	27.9	28.1	28.2	28.4	18
19	28.5	28.7	28.8	29.0	29.1	29.3	29.4	29.6	29.7	29.9	19
20	30.0	30.2	30.3	30.5	30.6	30.8	30.9	31.1	31.2	31.4	20
21	31.5	31.7	31.8	32.0	32.1	32.3	32.4	32.6	32.7	32.9	21
22	33.0	33.2	33.3	33.5	33.6	33.8	33.9	34.1	34.2	34.4	22
23	34.5	34.7	34.8	35.0	35.1	35.3	35.4	35.6	35.7	35.9	23
24	36.0	36.2	36.3	36.5	36.6	36.8	36.9	37.1	37.2	37.4	24
25	37.5	37.7	37.8	38.0	38.1	38.3	38.4	38.6	38.7	38.9	25
26	39.0	39.2	39.3	39.5	39.6	39.8	39.9	40.1	40.2	40.4	26
27	40.5	40.7	40.8	41.0	41.1	41.3	41.4	41.6	41.7	41.9	27
28	42.0	42.2	42.3	42.5	42.6	42.8	42.9	43.1	43.2	43.4	28
29	43.5	43.7	43.8	44.0	44.1	44.3	44.4	44.6	44.7	44.9	29
30	45.0	45.2	45.3	45.5	45.6	45.8	45.9	46.1	46.2	46.4	30
31	46.5	46.7	46.8	47.0	47.1	47.3	47.4	47.6	47.7	47.9	31
32	48.0	48.2	48.3	48.5	48.6	48.8	48.9	49.1	49.2	49.4	32
33	49.5	49.7	49.8	50.0	50.1	50.3	50.4	50.6	50.7	50.9	33
34	51.0	51.2	51.3	51.5	51.6	51.8	51.9	52.1	52.2	52.4	34
35	52.5	52.7	52.8	53.0	53.1	53.3	53.4	53.6	53.7	53.9	35
36	54.0	54.2	54.3	54.5	54.6	54.8	54.9	55.1	55.2	55.4	36
37	55.5	55.7	55.8	56.0	56.1	56.3	56.4	56.6	56.7	56.9	37
38	57.0	57.2	57.3	57.5	57.6	57.8	57.9	58.1	58.2	58.4	38
39	58.5	58.7	58.8	59.0	59.1	59.3	59.4	59.6	59.7	59.9	39
40	60.0	60.2	60.3	60.5	60.6	60.8	60.9	61.1	61.2	61.4	40

Property of CACHE COUNTY ENGINEER/SURVEYOR

RM 210

Address

179 N MAIN

LOGAN UTAH

Phone

752 9744

This Field Book contains special paper which is impregnated with resin to make it substantially stronger as well as water resistant. Your field notes will come out sharp and clear even when the page is wet.

Made in U. S. A.

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	TIAN RIE / RZE RUNNING NORTH FROM 25-30 30-31	20
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17 JULY 79 MERIDIAN LINE HOT, CLEAR
T.13N - T.14N B.P. = 30.30

HUDSON P.C. K TEMP = 100°
WARD

START AT PT. ^{VE # 56} PUT IN BY VALLEY ENGR
1 MILE SOUTH OF TOWNSHIP CORNER V.E.
PUT IN LINE FROM AMALGA TO BORDER
FOR PHOTO CONTROL IN 1978.

B.S. ON V.E. # 55 TURNED 0° 11' 30" TO RIGHT
BASED ON COOR. OF V.E. FOR TOWNSHIP
CORNER AND RAN NORTH 1 MILE TO HAVE
A POINT OF TO BEGINNING TO LOOK FOR
THE CORNER

D

1° 20' 20" 1162.62 268° 56' 1162.42

B

2213.94

C

0° 00' 00" 785.19 267° 55' 784.67 3019.46

B

AB

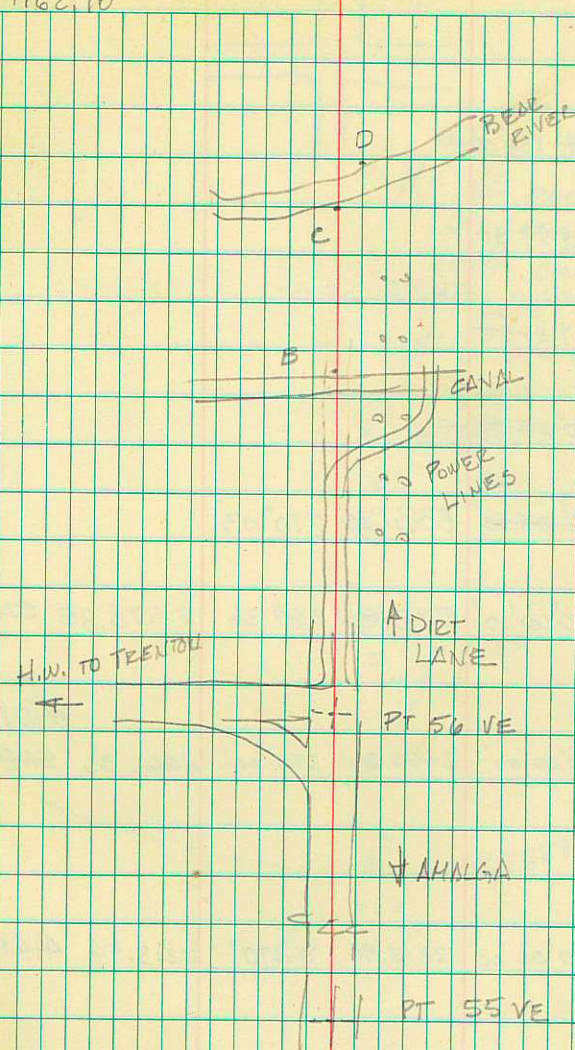
0° 11' 30" 2234.79 270° 15' 2234.79

56 VE

27.10
COS X = $\frac{X}{Y}$
1162.10

A

2



3

1

19 JULY 79
 HUDSON R. FROM AMALGA 6.5 MILES.
 WARD P

HGT - 105'
 CLEAR

BEG. AT MON. COR. $\frac{24}{25} \frac{19}{30}$ RUN NORTH

DIST. 2974.45 270°03' 2974.45

CLOSE HORIZON 12°15'30"

180°00'00"

179°59'40"

167°44'40" BAD BACK SIGHT

12°15'00"

TO B 167°55'45"

THRU A 167°55'45" USE

CORNER 00°00'00"

A

2 2906.16 90°03' 2906.16

CORN

N

4



881.69 268°08' 881.22

222° 42' 15"

 $180^{\circ}00'00''$

180° 00' 15"

 $317^{\circ}17'25''$ $222^{\circ}42'50''$

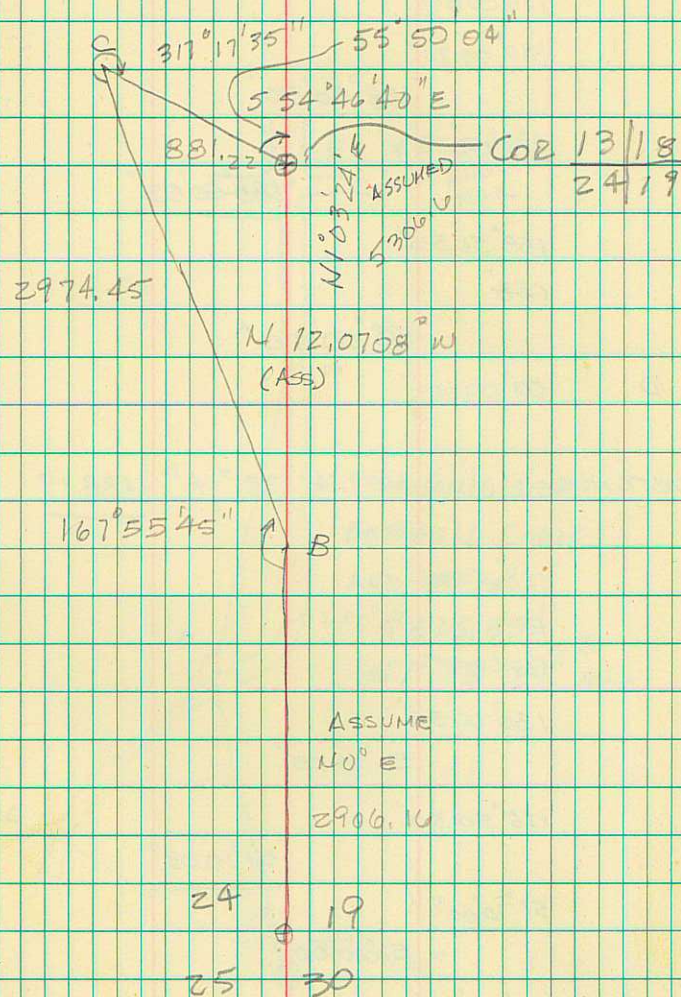
317°17'35"

317° 17' 45"

 $317^{\circ}17'45''$

00' 00' 00''

5



E
DISTANCE 12 87
15- 80 =
1876.88 270° 08' 1876.88

351° 09' 00"

171 09

359° 59' 53"

180° 00' 00"

180° 00' 20"

188° 50' 50"

351° 09' 30"

188° 50' 53"

188° 50' 55"

158°

188° 50' 55"

D

00° 00' 00"

DISTANCE 1489.14 271° 14' 1488.19

128° 50' 15"

12 51° 09' 45"

180° 00' 00"

180° 00' 55"

51° 10' 05"

128° 50' 50"

51° 10' 03"

51° 10' 00"

51° 10' 00"

00° 00' 00"

C

6

F V.E. CROSS
AND
NAIL

MISSING SIDE
BETWEEN CORN.

AND F IS

5315.85'

N 1° 03' 39" E
ASS

55° 50' 09"

G VE PT #56

76 13
77- 78

7252.93 270°00' 7252.93

4°28'20"

180°00'00"

180°00'20"

4°31'00" 175°29'20"

175°31'05"

175°30'13"

175°31'05"

00°00'00"

E

F

1960.77 270°01' 1960.77

CLOSE
HORIZONTAL

04°37'00"

180°00'00"

180°00'15"

175°22'45"

04°37'30"

175°22'47"

175°22'50"

175°22'50"

00°00'00"

E

7

5292.16

VE PT #56

G

MISSING SIDE

BETWEEN F & G

IS N 0°40'38" E ASS.

5292.17

E

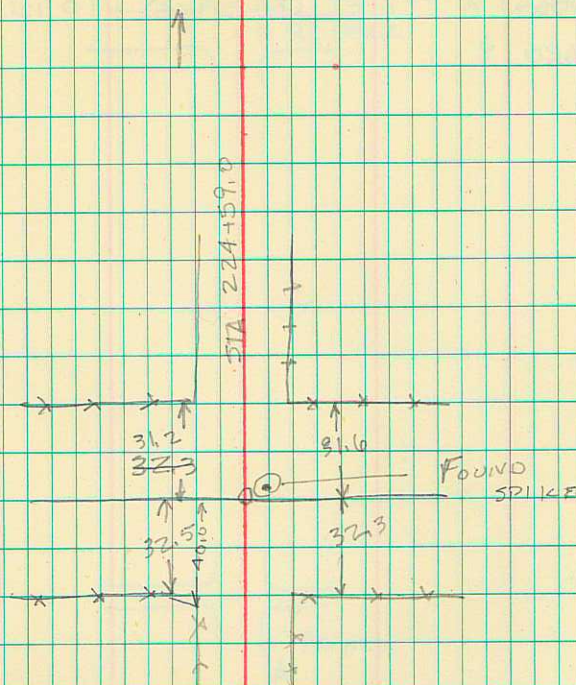
20 JULY 79

LOCATING CORNER 25+30
T14N
R10E R1E

FROM PLANS OF STATE ROAD SR 170
DONE IN MAY 24 195 TIES AS
SHOWN TAKEN FROM SHT # 10 S-0535(1)

JULY 25 FOUND RR SPIKE AND PK NAIL
SIDE BY SIDE IN ROAD WITH METAL
DETECTOR. E. MOSER TOLD ME ON
23 JULY THE RR SPIKE WAS SET
FOR AT LEAST 15 YEARS

8



26 JULY

RUNNING LINE NORTH FROM

HUDSON TO 25+30 (RR SPIKE) TO 1216 85°

WARD +

P. CLOUDY

PPM = 40

B.P. = 30.05

18470.86 / 2638.69 FT / 1 1/2 MILE
 5277.39 FT / MILE

D

00°00'00" 4263.00 270°00' 4263.00

C

00°08'55" 6290.63 270°11' 6290.60

A

DEFL. TO LEFT

7917.34 90°15' 7917.26

25+30

9

D RR SPIKE

C

UPR NAIL
A

25

30

RR SPIKE

RANGE LINE 1E/2E

25 JULY RUNNING LINE NORTH

FROM 1+6 TO 25/30 T14N
T13N 36/31

HOT-91

TO SET TOWNSHIP CORNER CLEAR

SET ON A TOOK SHOTS & ON B, C, D

BS. ON B FOR ALL ANGLES, ALL ANGLES C.W.

B
DISTANCE 6347.46 90°55' 6346.65

A
3901.35 268°00' 3898.97

DISTANCE 6347.46 90°55'

184°41'00"

1800000

179°59'45"

184°40'50"

355°18'55"

355°19'40"

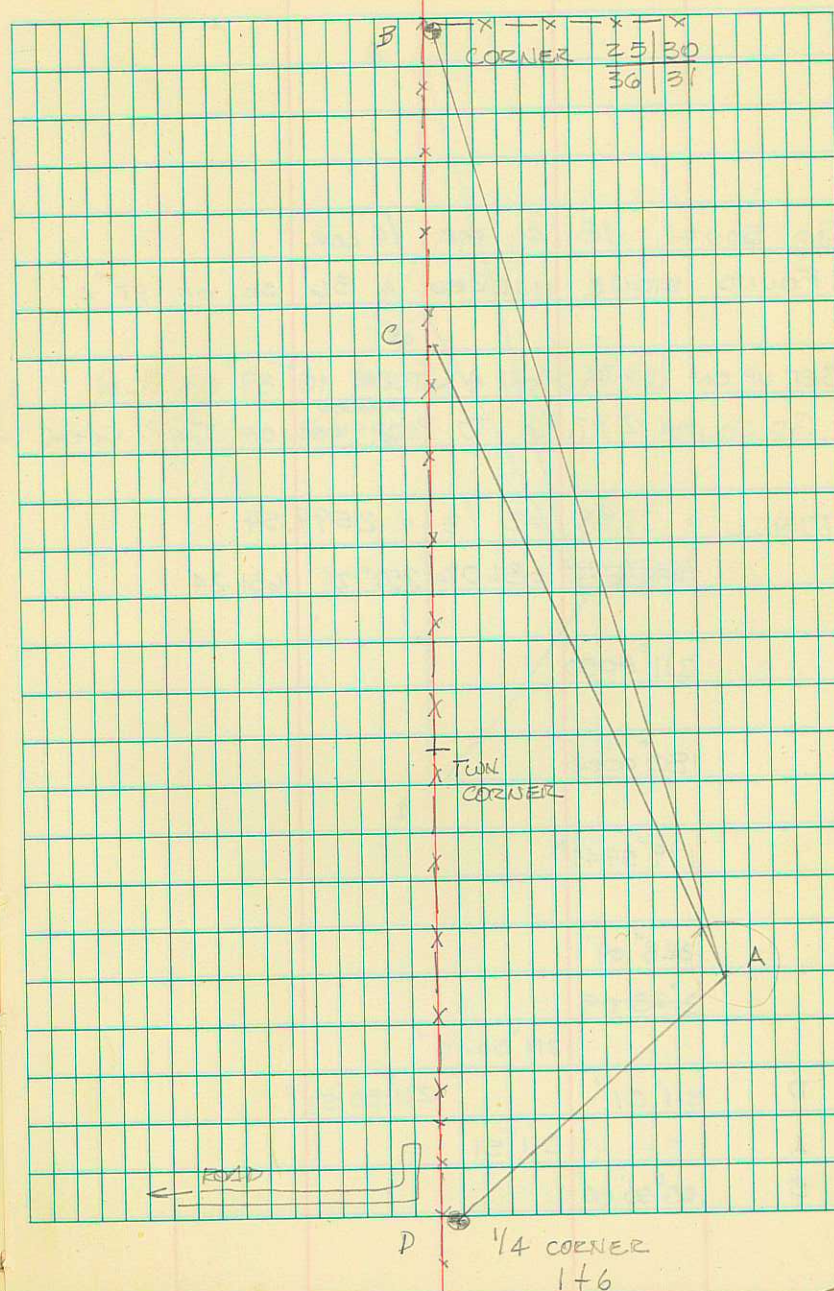
355°19'20"

C 355°19'40"

A 00°00'00"

B

16



GO SOUTH 118.41 FOR $\frac{1}{4}$ COR.

FOUND STONE MARKED '14 36' SO. OF PT 'C'

SET UP ON C B.S. ON A TURN $10^{\circ}39'03''$ CW

GO SOUTH 2717.96' TO PROP. LOC. OF TWP. CORN.

TOTAL = $7798.63 / 3 = 2599.54$

~~1681.02~~ 1681.02 $259^{\circ}12'$ 1651.24

$211^{\circ}50'50''$

$180^{\circ}00'00''$

$179^{\circ}59'45''$

$328^{\circ}09'$

$3^{\circ}28'09''$

$211^{\circ}50'45''$

D

$211^{\circ}51'$

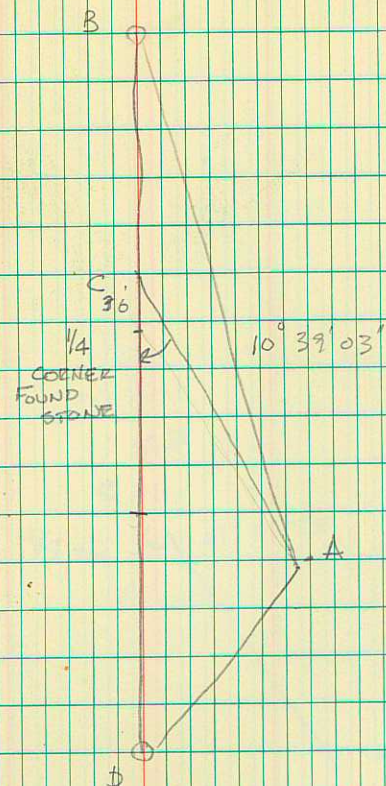
$211^{\circ}50'52''$

A

$211^{\circ}51'$

B

$00^{\circ}00'00''$



1/4 cor,

18000

171900

162414

17°20'53"

172145

C

0000

172445

37.11
C
1/4 cor
17°20'53"

CALC.

R1E | R2E

D = 000 N

000 E

A = N 1430.01
E 825.62

C = N 5303.72
E 382.85

1/4 = N 5267.72
E ~~38~~ 379.85

A - 1/4 = 3863.51
N 6° 37' 32" W

N S E W

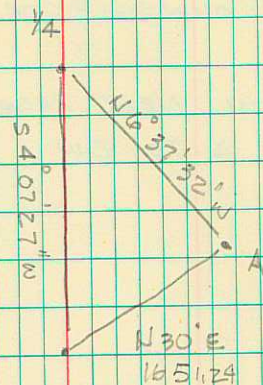
N 30° E	1651.24	1430.01	825.62
N 6° 37' 32" W	3863.51	3837.70	445.77

5267.72 379.84

5281.38

S 4° 07' 27" W

19


 $\angle = 10^{\circ} 44' 59''$
 $A - 1/4 \angle = 10^{\circ} 45'$

DIST. 5218.38

2640.69

FRIDAY 27 JULY 79 RUNNING NORTH FROM

HUDSON P.C. T BRASS CAPON ^{25/30} 36 631

WARD 4 TO TOWN BRASS CAP 1 MILE SO
OF TOWNSHIP COR. 1E/2E

BEGIN NEXT PAGE

ALL 4 TO CW

20

E

1536.13' 269°.04' 1535.93

13° 24' 30"

359° 59' 52"

180° 00' 00"

180° 00' 45"

166° 35' 45"

13° 25'

166° 35' 22"

166° 35' 00"

166° 35' 00"

00° 00' 00"

D

8845.22 271° 11' 8843.33

B

342° 14' 00"

359° 54' 34"

180° 00' 00"

180° 00' 10"

197° 46' 10"

342° 14'

197° 46' 20"

197° 46' 30"

197° 46' 30"

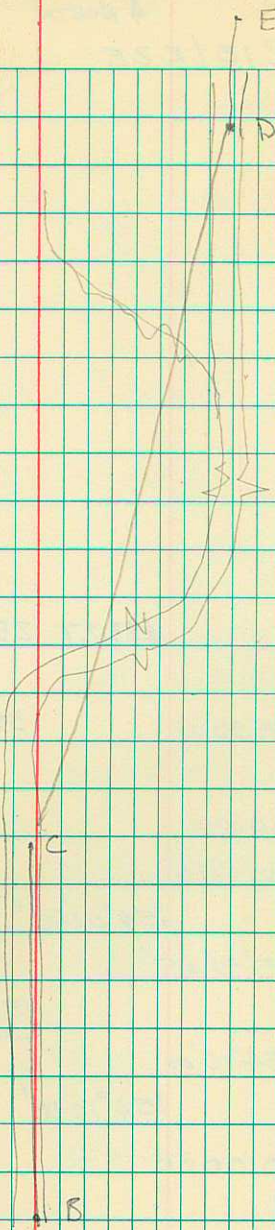
00° 00' 00"

C

E

22

MERIDIAN ROAD



4 NORTH
R1E/R2E

23

CORNER

433.27 257°04' 422.29

25 50 00

359°59'22"

180 00 00

180°00'30"

154°08'45"

25°51'45"

154°09'22"

154°10'00"

154°10'00"

00 00 00

E

R/E/RZE

CALCULATIONS

Hi GRK

24

ASSUME $\oplus - A = N 50^{\circ} 43' W$

A N 23 43 15 W B

B N 9° 31' 48" W C

C N 7° 55' 55" E D

D N 5° 28' 43" W E

CO	E	N	31° 19' 21" W	CO	S	E	N
	N 30° W	1705.86	1477.32				852.93

N 23 43 15 W	8422.37	7710.82	3388.16
--------------	---------	---------	---------

N 9° 31' 48" W	1061.67	1047.02	175.77
----------------	---------	---------	--------

1220.35

N 7° 55' 55" E	8843.33	8758.72
----------------	---------	---------

N 5° 28' 43" W	1535.93	1528.91	146.64
----------------	---------	---------	--------

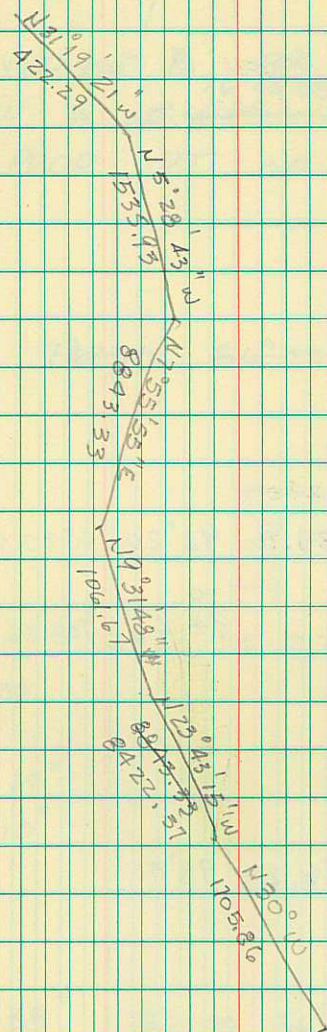
N 31° 19' 21" W	422.29	360.74	219.53
-----------------	--------	--------	--------

20883.53

1220.35 4783.03

3562.68

5296.31



TO SET CORNER OF $\frac{13}{24} \frac{18}{19}$

SET INST ON C, BS ON B TURN C.W.
275° 02' 10" GO 2643.63'

TO PROP
CORNER

4084.03

4083.96 92° 20' 4080.57

94

9° 41' 708.22

B'

TO REPEAT
CONREL

1° 22' 11" INT C.W. 796.28 98° 51'

B'

CHERRY CREEK

25

TO SET $\frac{24}{19}$

SET UP ON B, BS ON A TURN
C.C.W. Δ OF 44° 03' GO 5202.99'
TO PROP. PT OF CORNER

16° 46' 38" 742.70 86° 03' = 740.97

4462.05

2862.74 271° 47'

343 06 30

180° 00' 30"

343° 07' 10"

196° 53'

B

16° 46' 38" 742.70 86° 03' 740.97

4462.05

B

5202.99

JULY 30 79

RUNNING LINE SOUTH

HOT
CLEAR

HUDSON PC X

FROM 1+6 TO 13+18

WARD &

TO LOCATE CORNERS IN BETWEEN

R1+18 / R2+18

SET ON 1+6 AND RAN FOLLOWING DISTANCES
AND COURSES TO 13+18

B

DISTANCE

3170.95 279°49' 3125.46

32°24'20"

359°59'43"

B

180°00'00"

180°00'15"

147°35'15"

32°24'20"

147°35'23"

147°35'30"

147°35'30"

00°00'00"

A

A

DISTANCE

1699.65 273°21' 1696.74

1+6

D 18N

26

B

C

A

G

E

8180.54 269°20' 8179.99

78°02'20"

360°00'15"

180°00'00"

179°59'50"

101°57'00"

78°02'50"

101°57'55"

101°58'50"

101°58'50"

00°00'00"

C

A

82°15'00"

359°59'50"

180°00'00"

180°00'10"

97°44'40"

82°15'30"

B

97°44'50" 262.2528

97°45'00"

97°45'00"

00°00'00"

B

DISTANCE

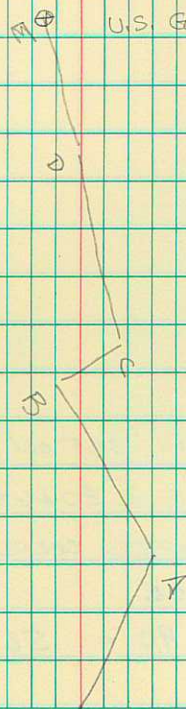
1321.67 93°39' 1318.99

C

17 28 30

27

U.S. GOVT. MON.



RE ACCEPTED CORNER IS F.C.
 USED BY RICHARD NIELSON AND
 SEVERAL OTHER SURVEYORS (ACCORDING TO
 R. NIELSON)

3047.40 96°02'

931520

ANGLE & DISTANCE
 FROM C TO

ACCEPTED
 CORN.

180°00'00"

93°15'15"

86°45'10"

000000

TO SET CORNER + SET ON C BS ON B TURN

87°48'40" CW G & 3046.911 FT.

FENCE CORNER IS ACCEPTED CORNER IS - 86°45'10"

TOTAL DISTANCE

13197.90 = 5279.16' / MILE

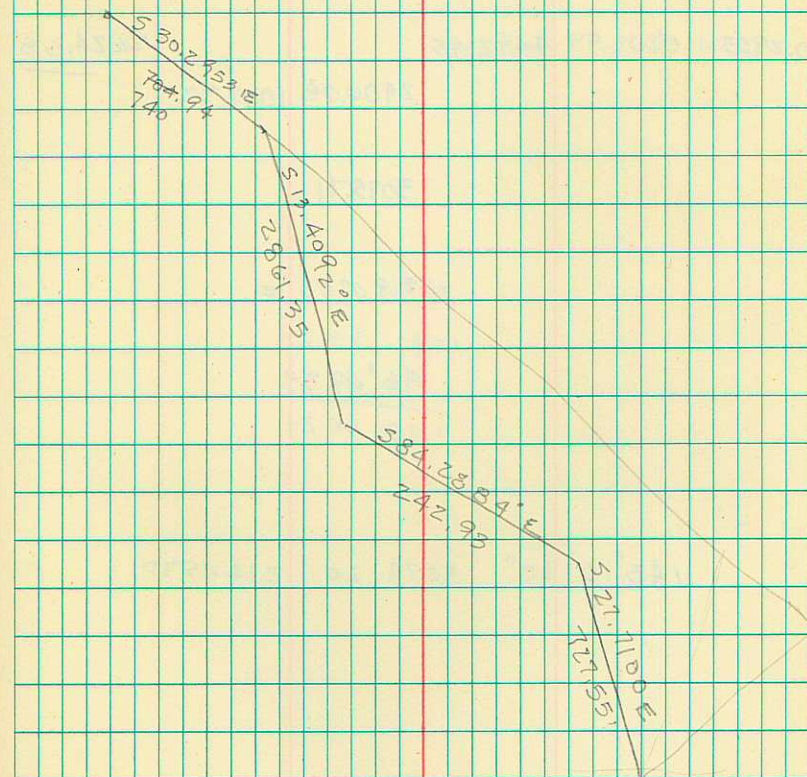
2 Aug 79

CONT. OF LINE TO SET CHERRY CRK COR

31

	244.50	276°30'	242.93	
70°52'10"				
180°00'00"				
180°00'50"				
109°07'20"				
70°53'30"				
		109°07'15"	95°42'42"	
109°07'10"	109°07'10"		95.7116°	
00°00'00"				
	2862.74	271°47'	2861.35	95°42'42"
3430630				
180°00'30"				
196°53'20"				
343°07'10"				
		196°53'10"	166.5908	
196°53'				
196°53'				
00°00'00"				
B'				
16°46'38"	742.70	86°03'	740.94	
B			745.92	530.2953E

728.64	273°08'	727.55
303°25'15"		
180°00'20"		
236°34'40"		
303°25'40"		
236°34'42"		152.0025
236°34'45"		117'24"
236°34'45"		
00°00'00"		



N S E W

S 30.2953 E	740.94	639.75	373.77
S 13.4092 E	2861.35	2783.34	663.56
S 84.2884 E	242.93	24.17	241.72
S 27.7100 E	727.55	644.11	338.31

N 30.2953 W	5202.99	4492.45	2624.68
		2906.08	1007.32

3075.71

N 519.0703 E

177 59.60

46°49'39"

143 102'

143°10'20" 1074.20 2744530

6 AUG 79 RUNNING LINE NORTH HOT
HUDSON P.C. T ALON RANGE LINE CLEAR
WARD T BETWEEN R2W/R1W

BEGIN AT PT A ON RANGE LINE FS. ON
TOWNSHIP CORNER R2W/R1W (FOREST SERVICE
BRASS CAP. 1114

AXID RUN LINE NORTH

REBAR

0° 10' 10" 261.01 95° 28' 259.82

A

1/4 REBAR (NORTH)
CORNER

0° 10' 30" 896.529 92° 22' 8957.64

A

CCW
21' 10"
DOUBLED

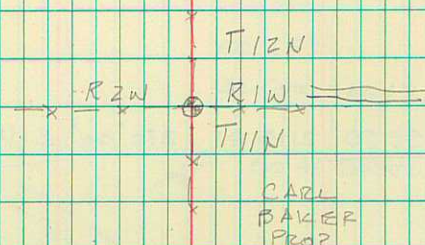
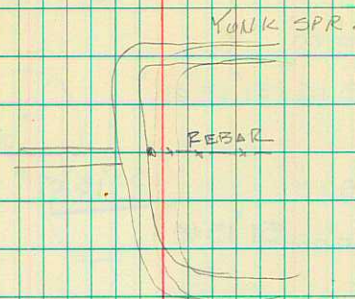
TOWNSHIP
CORNER

4983.19 93° 21' 4974.67

A

5234.50

35



"A"

REBAR

FOREST SEC. MARKER

G

2189.55 269°51' 2189.54

28°44'45"

359°59'52"

CW

180°00'20"

28°45'15" 151°15'05"

151°15'10"

151°15'07"

00°00'00" 151°15'10"

F

00°00'

419.68

273°04'

419.08

D

E FC

0°52'50"

2113.41

270°00'

2113.41

15925.82

RE

C

CW DEFL.

53.08/MILE

X = 00°41'30"

180°41'30"

D

179°19'15"

9552.31

273°13'

9537.26

C

00°19'40"

C

CW 41'30"

C

00°00'00"

9829.70

90°25'

9829.44

13812.41

REBAR

T 13N

R 2W

1

R 1W

H

T 12N

H

T 13N

R 2W

1

R 1W

H

T 12N

H

T 13N

R 2W

1

R 1W

H

T 12N

H

T 13N

R 2W

1

R 1W

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R 2W

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R 1W

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T 12N

H

T 13N

R 2W

1

RUNNING R2N/ R1W CONT.

7115.54 270°00' 7115.54

06°14'15"

360°00'30"

180°00'00"

173°46'15"

06°14'45"

173°46'22"

173°45'30"

173°45'30"

00°00'00"

H

6170.91 262°50' 6122.69

324°30'30"

359°59'52"

180°00'30"

215°33'30"

324°33'27"

215°33'22"

Township corner 215°33'15"

"H"

215°33'15"

00°00'00"

G

↑ N

37

I

H Township
corner

G

2

1880.40 271°55'

347°33'40"

180°00'00"

180°00'20"

192°26'

347°34'20"

192°25'50"

192°25'50"

00°00'00"

K

8863.86 269°41' 8863.72

426°05'

359°59'50"

180°00'00"

175°33'45"

426°15'

175°33'52"

175°34'

175°34'

00°00'00"

I

2089.40 271°06'

354°44'00"

180°00'00"

180°00'30"

354°44'30"

185°16'00"

00°00'00"

76
1383.78 271°42'

180°00'50"

12°53'50"

167°07'50"

00°00'00"

ML

APRIL 16 1980

CORNER TIZN RIE

WITNESS POINT
8 9
17 16
X 12N RIE 64.24

8 9
17 16

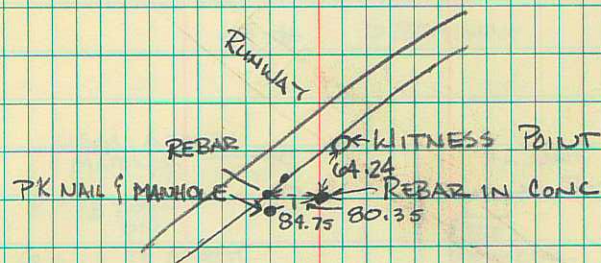
WITNESS POINT TO CORNER 64.24

REBAR ON SO. EDGE RUNWAY 84.75

PK NAIL IN MANHOLE 80.35

SEE SECTION CORNER TIE #113

40



APRIL 16, 1980

CORNER TIZNRIE

17 + 16

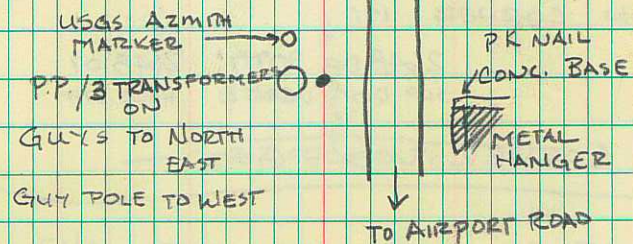
CORNER IS CONC IN 3 STOVE PIPE
AND WOOD INSERT

AZMITH MARKER TO CORNER - 5.35

P.P. TO CORNER - 2.00

PK NAIL IN HANGER BASE - 75.93

114



APRIL 17, 1980

LOCATION OF SEC COR $\frac{17}{16}$
 $\frac{20}{21}$

IN TWP 12 N R 1 E

FOUND 1" CAPPED PIPE IN FENCE LINE
 $\frac{1}{2}$ MILE SOUTH OF $\frac{1}{4}$ TO SEC $\frac{17}{16}$ WHICH
IS AT THE AIRPORT 1" PIPE IS 30' ±
FROM $\frac{1}{4}$ OF 2200 NO. STREET.

MEASURED DISTANCE FROM $\frac{1}{4}$ TO SUSPECTED
SECTION CORNER IS:

2648.08 90°07' 2648.07
SLP DIST VERT & HORIZ. DIST

— THIS CORNER LOOKS GOOD —

LOC. OF SUSPECTED SEC COR $\frac{18}{17}$
 $\frac{19}{20}$

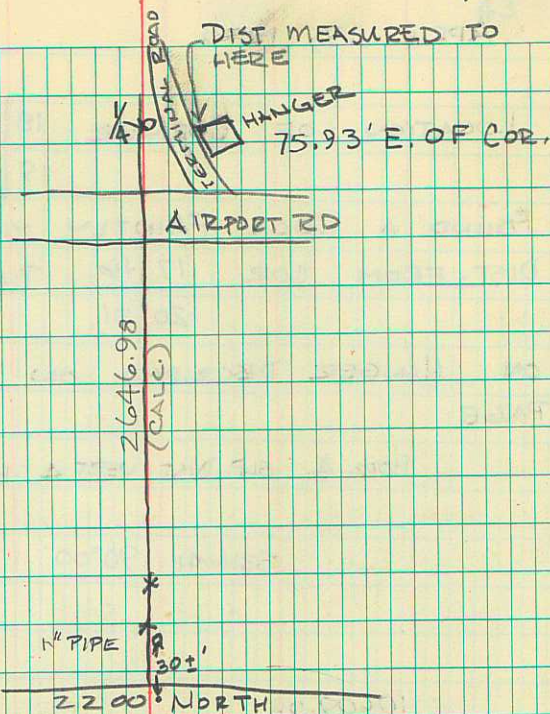
FOUND 1" CAPPED PIPE APPROX 1 MILE WEST
OF SUSPECTED COR. $\frac{17}{16}$
 $\frac{20}{21}$

BACK SIGHT ON CORNER OF HANGER ABOVE
& TURNED LT.

HORIZ. & SLP. DIST VERT & HORIZ. DIST
3992.31

SUSPECTED CAP NOT SEC. COR. POSS. $\frac{1}{16}$

42



APRIL 17, 1980

LOCATION OF CORNER $\frac{18}{19} \frac{17}{20}$

FOUND A ROCK FAINTLY MARKED

DIST. FROM COR $\frac{17}{20} \frac{16}{21}$ BACKSIGHT

ON HANGER DESCRIBED ON PRECEDING
PAGE.

HORZ $\angle$ SLP. DIST VERT $\angle$ HORZ. DIST.

5316.41 90°00' 5316.41

2 10609.08

$\frac{10}{2}$
5304.54

$\frac{2}{10609.08}$

FROM SUSPECTED COR TO MERIDIAN LINE

SLP DIST 10609.08 $\angle$ 91°51'30"

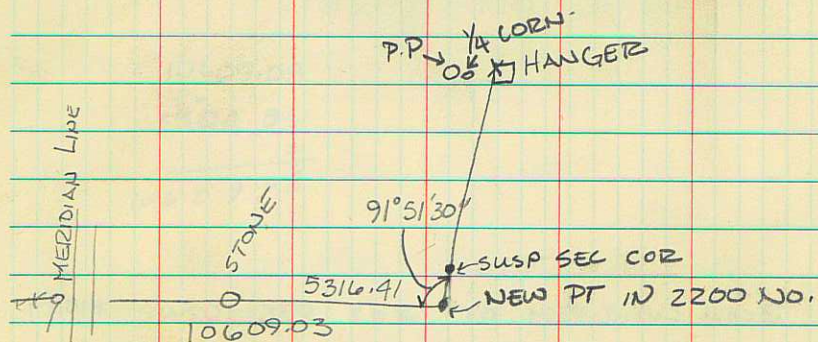
VERT $\angle$ 90°11' 10609.03 HORZ. DIST.

32.35

TO ESTABLISH THE DIST. FROM THE
SUSPECTED SECTION CORNER OF $\frac{17}{16}$
 $\frac{20}{21}$

TO THE MERIDIAN LINE THE THEODOLITE
WAS MOVED 32.35' SOUTH IN THE SAME
LINE AS BEFORE TO THE EDGE OF 2200
NO. THE DIST FROM THE MERIDIAN LINE
TO THE NEW POINT IN 2200 NO ST.
IS 10609.08 SLP AND 10609.03 HORIZ.

THE CALC. OF THE DIST. TO THE $\frac{1}{4}$ COR
AND MERIDIAN LINE ARE AS FOLLOWS:



5072.17

DISTANCE FROM EST COR. IN AIRPORT

$$\begin{array}{r} 8/9 \\ 17/16 \end{array} \quad \text{TO FENCE COR. POST}$$

THAT IS SUSPECTED TO BE COR OF

$$\begin{array}{r} 7/8 \\ 18/17 \end{array} \quad 5072.17'$$
COR OF $\begin{array}{r} 8/9 \\ 17/16 \end{array}$ TO 1" PIPE (CAP SUSPECTED
$$\begin{array}{r} 7/8 \\ 18/17 \end{array} \quad \text{TO BE COR OF}$$

5335.35

COR OF $\begin{array}{r} 8/9 \\ 17/16 \end{array}$ TO COR OF
$$\begin{array}{r} 12/7 \\ 13/18 \end{array}$$

ON MERIDIAN LINE:

10605.37

AVE. LEN/MILE 5302.68

 USE 1" PIPE FOR COR OF $\begin{array}{r} 7/8 \\ 18/17 \end{array}$

April 18, 1980

60° AM

70° PM

FOUND 1" GALV PIPE $\frac{54}{89}$ BACKSIGHT $17/16$
SET UP $\frac{89}{1716}$
HORZ $\times$ S
2° 06' E, 5495.48 90° 00'

TALKED WITH DALE CHAMBERS ABOUT THIS
CORNER HE STATED THAT THE 1" PIPE
WAS MOST LIKELY THE CORNER.
THE IS AN OLD FENCE LINE TO
THE EAST AND EVIDENCE OF A LINE
WEST TOOK THE 3" PIPE TO BE THE
CORNER.

SET-UP ON 1" PIPE OF SEC $\frac{54}{89}$

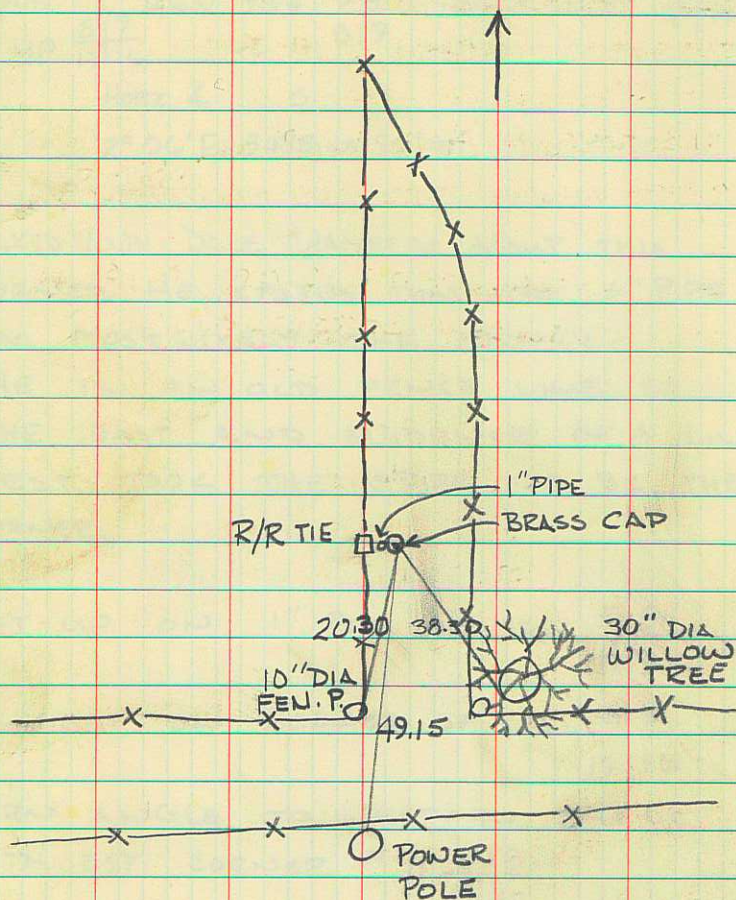
BACKSIGHT ON CORNER OF SEC. $\frac{89}{1716}$

TURN ANGLE TO WEST TO CHECK
WITH EST. CORNER #71 $\frac{718}{1817}$

HORZ. $\times$ SLP DIST VERT $\times$ HORZ DIST.
84° 46' 5531.90

BECAUSE OF THE ANGLE & DIST BEING SO
FAR off WE DIDN'T TAKE THE PIPE AS
THE CORNER YET.

REF. OF 17 16 T12N R1E 4-18-80
20 21



SEE SECTION CORNER T12N R1E

SET BRASS CAP ON 4' GALV. PIPE
SET NEXT TO EXIST. 1" PIPE
P.P. to BRASS CAP 49.15'
10" FENCE POST to CAP 20.30'
30" DIA. WILLOW TREE TO CAP 38.30'

ALL DIST. MEAS. WITH CLOTH TAPE
WITHOUT SLOPE CORRECTION

T12N
4-18-80 17 16
20 21
R1E

5335.38 89°52' 5335.37

2667.68

SEE PAGE 45

$\begin{array}{r|l} 7 & 8 \\ 18 & 17 \end{array}$ to COR AT AIRPORT $\begin{array}{r|l} 8 & 9 \\ 17 & 16 \end{array}$

HORIZ & SLP DIST VERT & HORIZ DIST
0°00'00" 5335.38 89°52' 5335.37

SET HUB AND TACK ON LINE FOR $\frac{1}{4}$ COR
OF $\frac{8}{17}$ DIST. OF 2667.68

DIST FROM $\begin{array}{r|l} 7 & 8 \\ 18 & 17 \end{array}$ TO AIRPORT FENCE 2909.20'

$\begin{array}{r|l} 7 & 8 \\ 18 & 17 \end{array}$ to A STONE SUSPECTED TO BE $\begin{array}{r|l} 18 & 17 \\ 19 & 20 \end{array}$

BACK SIGHT ON $\begin{array}{r|l} 8 & 9 \\ 17 & 16 \end{array}$

HORIZ & SLP DIST VERT & HORIZ DIST
88°40' 5438.7 90° 5438.7

~~HUB FOR $\frac{1}{4}$ COR 2719.35~~
2844.63

48

FOUND A 1" PIPE AND A STONE
AT 2844.63' FROM COR OF $\begin{array}{r|l} 7 & 8 \\ 18 & 17 \end{array}$

HORIZ & OF 88°37'

5277.25

SEC $\begin{array}{r|l} 7 & 8 \\ 18 & 17 \end{array}$ TO COR ON MER. LINE $\begin{array}{r|l} 12 & 7 \\ 13 & 18 \end{array}$

BACKSIGHT ON $\begin{array}{r|l} 8 & 9 \\ 17 & 16 \end{array}$

HORIZ & SLP DIST VERT & HORIZ DIST

175°50' 5277.25 89°48' 5277.24

↑
(2638.62) x 2

FOUND 1" PIPE AT APPROX $\frac{1}{4}$ OF $\begin{array}{r|l} 8 & 9 \\ 18 & 17 \end{array}$

DIST FROM $\begin{array}{r|l} 7 & 8 \\ 18 & 17 \end{array}$ IS 2614.53

7	8	to A BRASS CAP #71	6	5
18	17		7	8

BACKSIGHT $\frac{8}{17}$ $\frac{9}{16}$ $\frac{1}{2}$ TO RIGHT

HORIZ. $\frac{1}{2}$ SLP DIST VERT. $\frac{1}{2}$ HORIZ. DIST.

268°56'30" 5078.65 90° 5078.65

2536.33 $\frac{1}{2}$ DIST

2634.78 TO ROAD BEARING E-W INTO
HYDE PARK

PUT IN A HUB AT 2536.33' FOR
MEASURED $\frac{1}{4}$ COR OF 7+8

7	8	TO R/W FENCE ON 1400 No.
18	17	

BACKSIGHT ON $\frac{8}{17}$ $\frac{9}{16}$

HORIZ. $\frac{1}{2}$ SLP DIST VERT. $\frac{1}{2}$ HORIZ. DIST.

88°40' 10727.96 90° 10727.96

MAY 14, 1980

MONUMENT FOR

COR 27|26 TION RIE
34|35

EAST OF PARADISE -

PROPERTY OWNERS TESTIFIED OF A LARGE
FENCE POST BEING THE SECTION CORNER
FOUND A REBAR NEXT TO FENCE POST
USED BY OTHER SURVEYORS.

SET A BRASS CAP 3' IN GROUND
IN REBAR'S LOCATION NEXT TO POST.
MARKED AS FOLLOWS -

TION
27|26
34|35
R IE

REF. CAP AS FOLLOWS

CAP - SQUARE R/R TIE FENCE POST 21.51

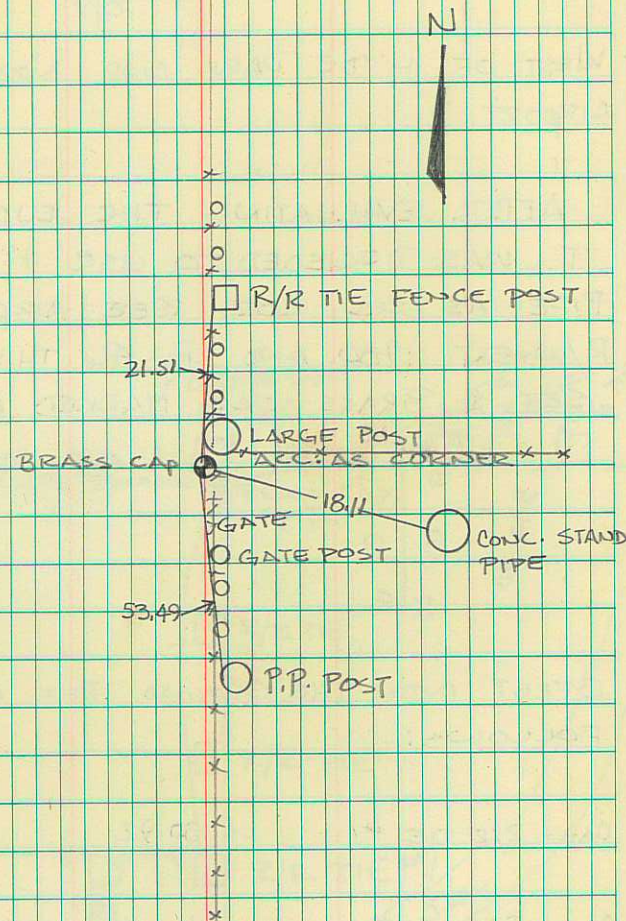
CAP - ROUND P.P. FENCE POST 53.49

CAP - TOP OF CONX. STAND PIPE 18.11

NOTE: ALL DISTANCES ARE SLOPE DIST.
USING A CLOTH TAPE

#116

50



MAY 14-1980

MONUMENT FOR

COR. $\frac{5}{4}$ T12 N R1E
8/9

WEST OF HYDE PARK AND NORTH OF
AIRPORT

AFTER EVALUATING THE EVIDENCE
IT WAS DECIDED TO USE 1" CAPPED
PIPE AS SEC. COR. (SEE AIRPORT RUNWAY
R/W EXT. 1980 AND Pg. 46 THIS BOOK)
SET A BRASS CAP MARKED AS FOLLOWS

SIX-80

T12N	
5	4
8	9
R1E	

3 FEET INTO THE GROUND REF. AS
FOLLOWS:

CAP - R/R TIE #1 30.92

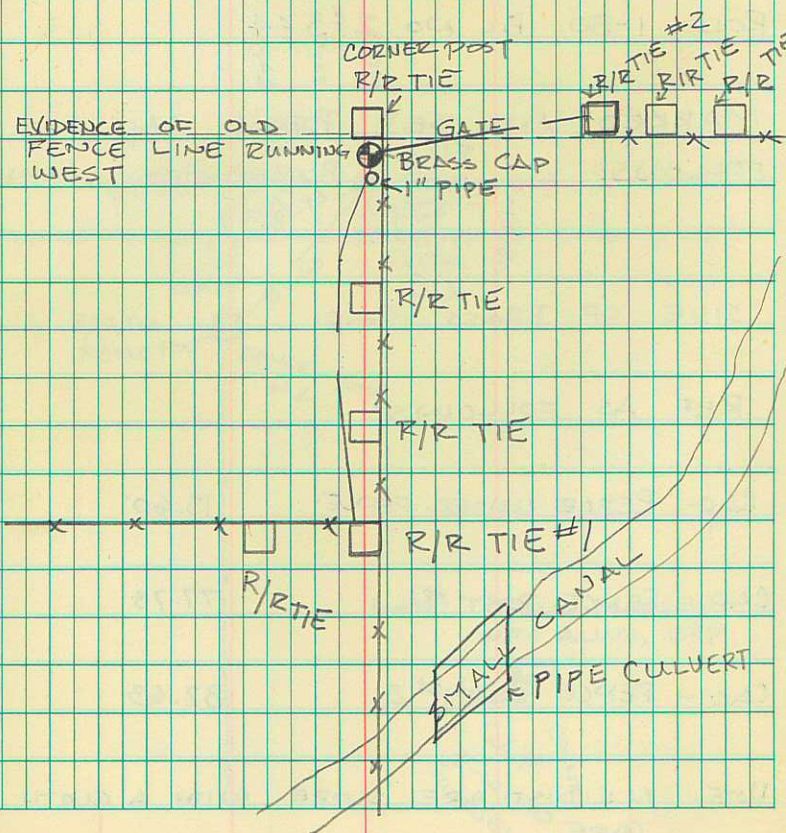
CAP - R/R TIE #2 16.03 #117

CAP - PIPE .70

CAP - CORNER POST .40

NOTE DIST ARE SLOPE USING A CLOTH TAPE

51



5-14-80

MONUMENT FOR COR

OF 18 17 T12N R1E
19 20

FOUND STONE WITH NO VISIBLE MARKINGS
YET SETTING ALONG THE STONE LOOKED
SUSPICIOUS. DISTANCES CHECKED OUT OKAY
TOOK STONE AS COR. SEE PAGES 43 & 48
OF THIS BOOK TOOK PICTURES OF STONE
ROLL: 1-80 PIC NO 2 3 4

WEST
EAST
CAP

MARKED AND SET BRASS CAP AS
FOLLOWS:

T12N
18 17
19 20
R1E

BURIED STONE ALONG

SIDE OF BRASS CAP.

REF AS FOLLOWS:

CAP- REBAR UNDER FENCE. 13.60'

CAP - FENCE POST #1 77.78

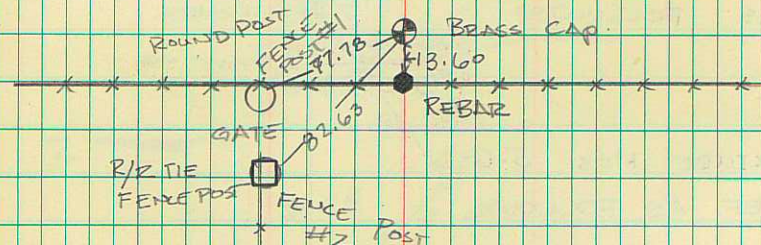
CAP - FENCE POST #2 82.63

NOTE: ALL DIST. ARE SLOPE WITH A CLOTH
TAPE

52

FENCE LINE
X APPROX 1/4 MILE
X NORTH

SEE SECTION CORNER
T12 118



NOTE: REBAR MARKED
WITH ALUM. CAP

CALHE
W P
5-14-80
SURVEY

5-15-80

MONUMENT FOR SEC.

T12N	
COR 3	13 18
R	24 19

SET MONUMENT IN LINE WITH FENCE
LINE RUNNING WEST. CORNER WAS
PREVIOUSLY SET ^{AND MARKED} BY A HUB AS RECORDED IN
BOOK #0 MERIDIAN LINE SECTION CORNERS PAGE 25

SET 3' PIPE WITH BRASS CAP MARKED
AS FOLLOWS:

T12N	
R 15-80	13 18
C	24 19

Picture Nos. 5-6-7

REF. AS FOLLOWS:

CAP- POST 26.03

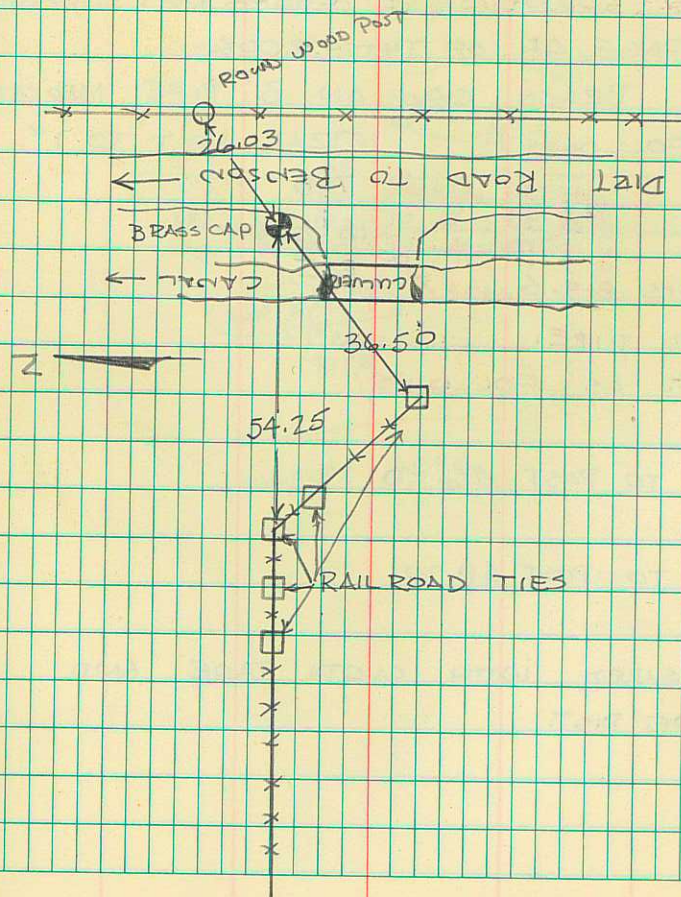
CAP - POST 54.25

CAP- POST 36.50

MEASURED WITH CLOTH TAPE AND
SLOPE DIST.

53

SEE SECTION CORNER
TIES #119



5-15-80

MONUMENT FOR SEC

COR 7/8 T12N R1E

18/17

FOUND A 1" CAPPED PIPE APPROX.

200-300 FT WEST OF FENCE CORNER

USED PIPE BECAUSE MEASURING FROM
KNOWN CORNERS IT CHECK OUT CLOSER

SEE PAGE 45 OF THIS BOOK

SET BRASS CAP ON 3' PIPE MARKED

AS FOLLOWS: T12N NEXT TO 1"

EX PIPE
LOOK EAST
LOOK WEST

5-15-80

7/8

18/17

R1E

PICTURES 8-9-10

CAPPED PIPE.

REF. AS FOLLOWS:

CAP TO POST 46.50

CAP TO POST 48.70

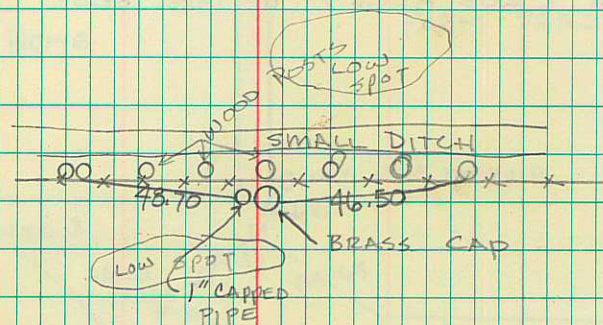
MEASURED WITH CLOTH TAPE AND

SLOPE DIST.

54

SEE SECTION CORNER

T12S 120



SWAMPY AREA

MONUMENT FOR SEC

116
127

T13N. R1E
R1W

ON THE SLBM.

5-19-80 SET A SQUARE HEADED STEEL SPIKE ON A POINT ESTABLISHED AS THE CORNER BY SINGLE PROP., PROPERTY DESCRIPTION, AND VALLEY ENGINEERING SEE PAGE 2 AND PAGE 7 OF THIS BOOK

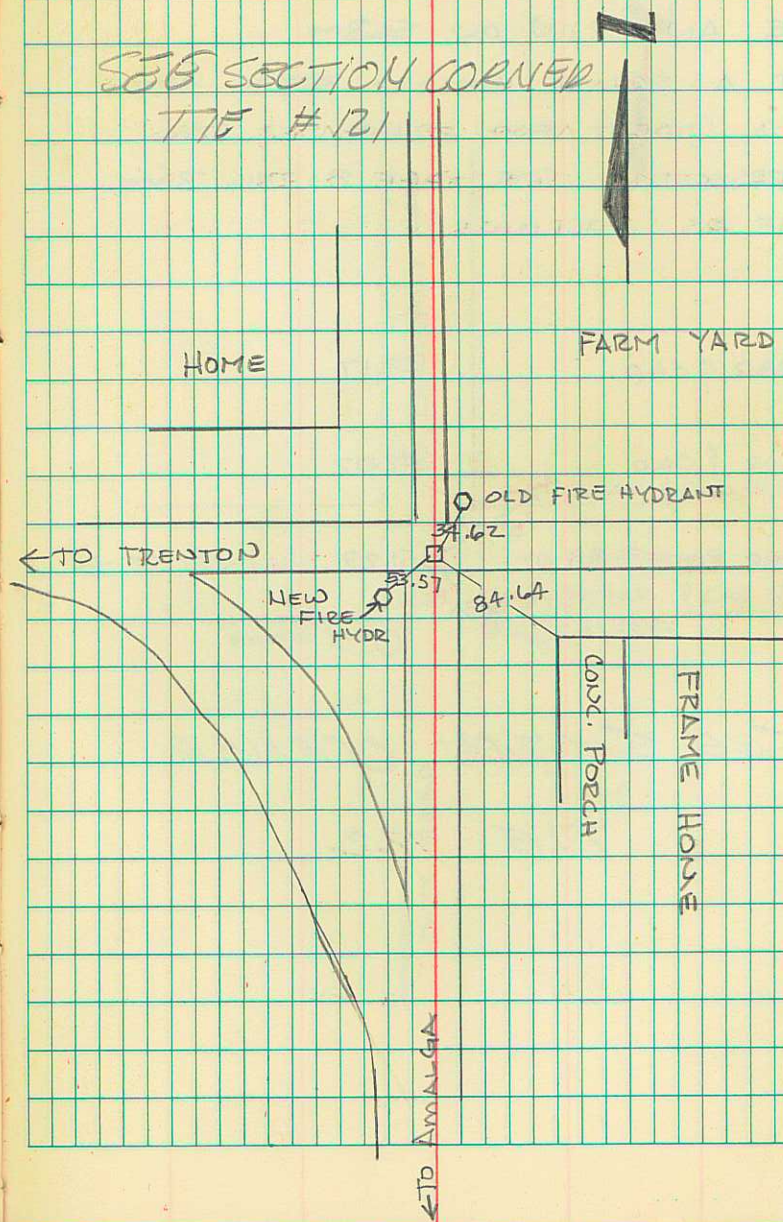
NEW HYDRANT	53.57
OLD HYDRANT	34.62
HOUSE FOUNDATION	84.64

MEASURED WITH STEEL TAPE AND PLUMB BOBS

14
6
84

55

SEE SECTION CORNER
T1E #121



5-19-80 MONUMENT FOR $\frac{1}{4}$ 25+30 TAN

RIE AND RIW ON SLBM

SET A SQUARE HEADED STEEL SPIKE
ON A POINT FOR FOUND IN ROAD
INTERSECTION SEE PAGE 8 THIS BOOK
REF AS FOLLOWS:

REBAR & CAP 43.17

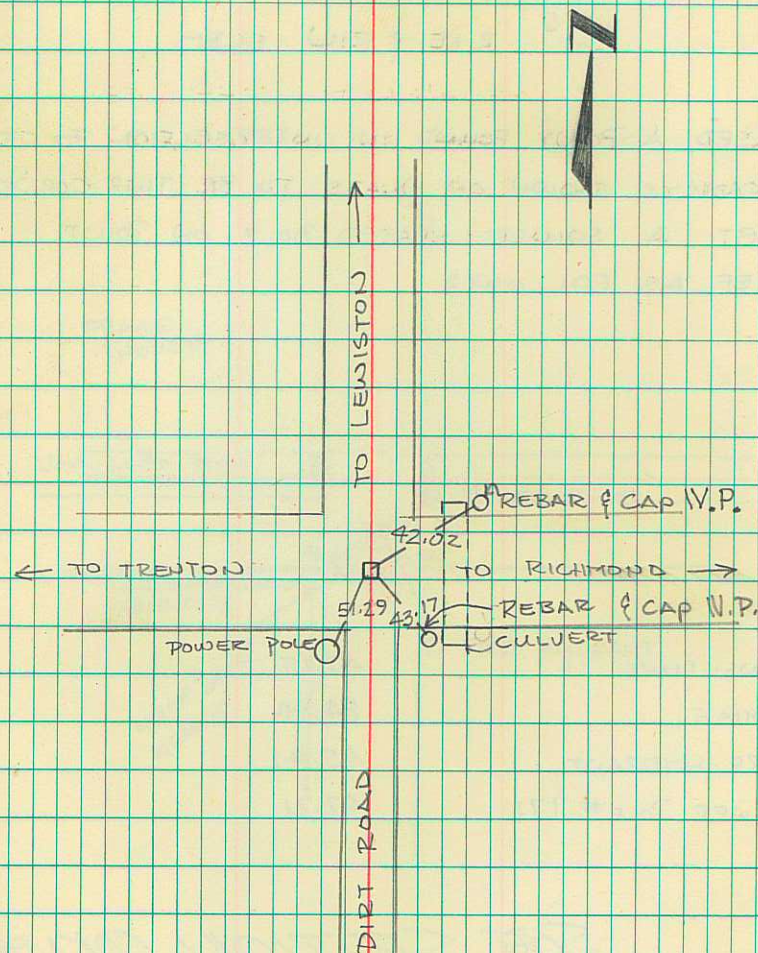
REBAR & CAP 42.02

POWER POLE # 88 51.29

SEE SECTION CORNER 12

778 122

56



5-19-80 MONUMENT FOR TWP COR

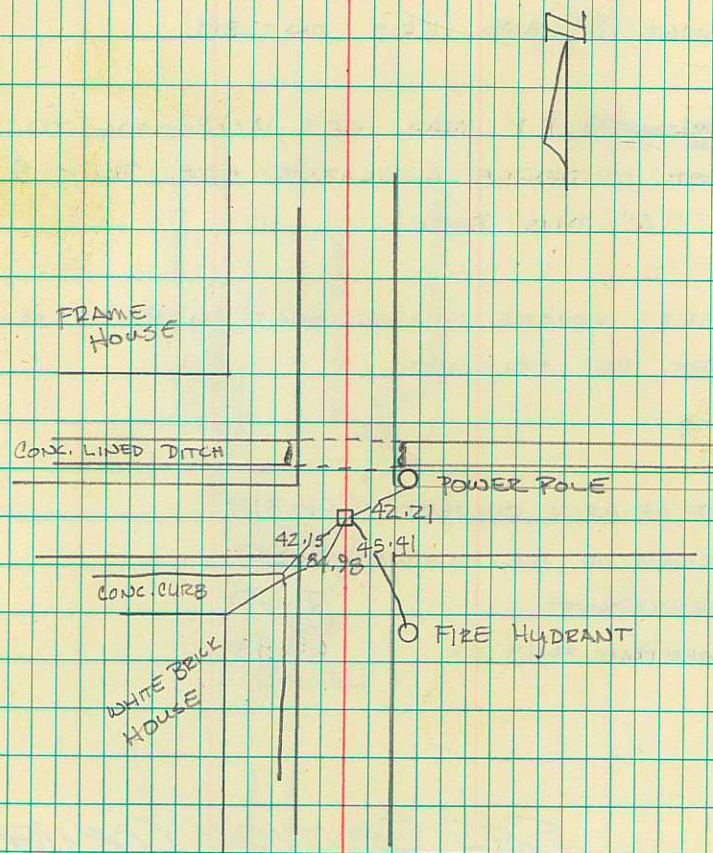
36/31 TWP 14 NORTH TWP 15 NORTH
1/6 RIE & RIW SLBM

USED A POINT FOUND IN INTERSECTION TO OF
ROADWAYS SHOWN ON PLATS TO BE TWP CORNER
SET A SQUARE HEADED BOLT ON POINT
REF. AS FOLLOWS

CONC. CURB	42.15'
HOUSE	84.98
FIRE HYDRANT	45.41
POWER POLE # 171	42.21

SEE SECTION CORNER
T-15 #123

57



5-19-80 MONUMENT FOR SEC $\frac{13}{24} \frac{18}{19}$ T14N

RANGE 1E AND 1WEST ONSLBM.

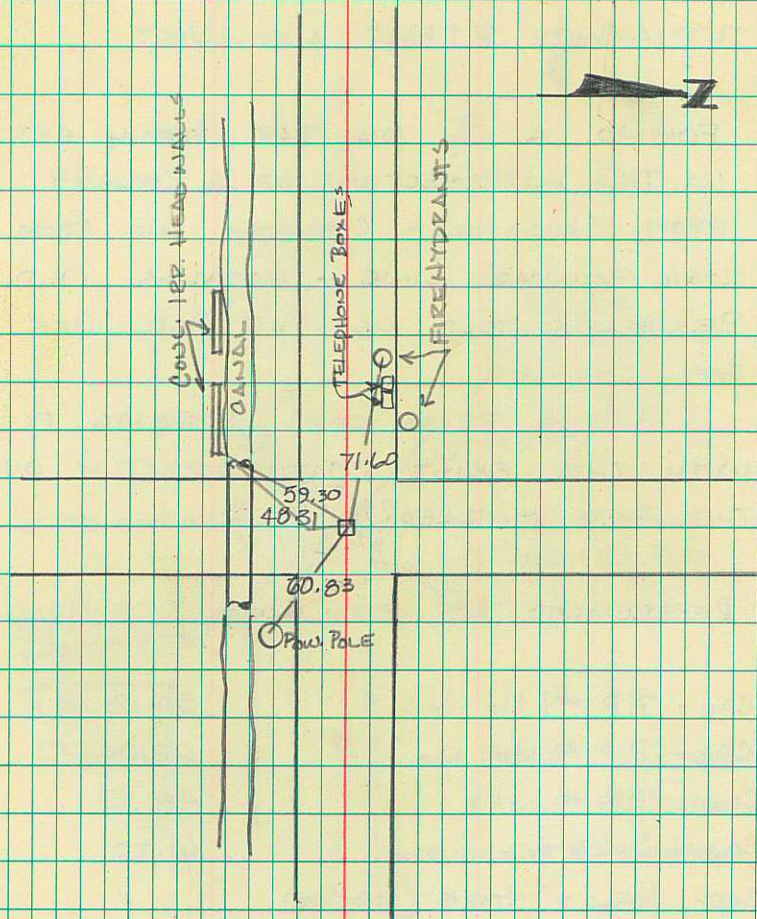
FOUND A PK NAIL SET ACCORDING TO
BEST EVIDENCE AVAILABLE SEE PAGE 9
PT "A" THIS BOOK

SET SQUARE HEADED BOLT IN PK'S LOCATION
REF. AS FOLLOWS

TOP OF ARCH CULVERT	48.31
CORNER OF 1RR. HEADWALL	59.30
FIRE HYDRANT	71.60
POWER POLE #113	60.83

SEG SECTION CORNER
T14E 124

58



5-20-80

MONUMENT FOR SEC

1 6

12 7

TWP 14 NORTH R 1 EAST AND 1 WEST

FOUND A $\frac{3}{4}$ " DIA. BAR FIRMLY SET
IN THE INTERSECTION OF A ROADWAY
FROM LEWISTON - CORNISH AND FROM
UTAH BOUNDARY LINE - AMALGA. OLD
RESIDENTS TOLD US THE BAR WAS
THE CORNER.

SET A BRASS CAP IN CONC. FLUSH
WITH THE EXIST ROAD DIRECTLY OVER
THE BAR MARKED

14 N W
12 7 Q

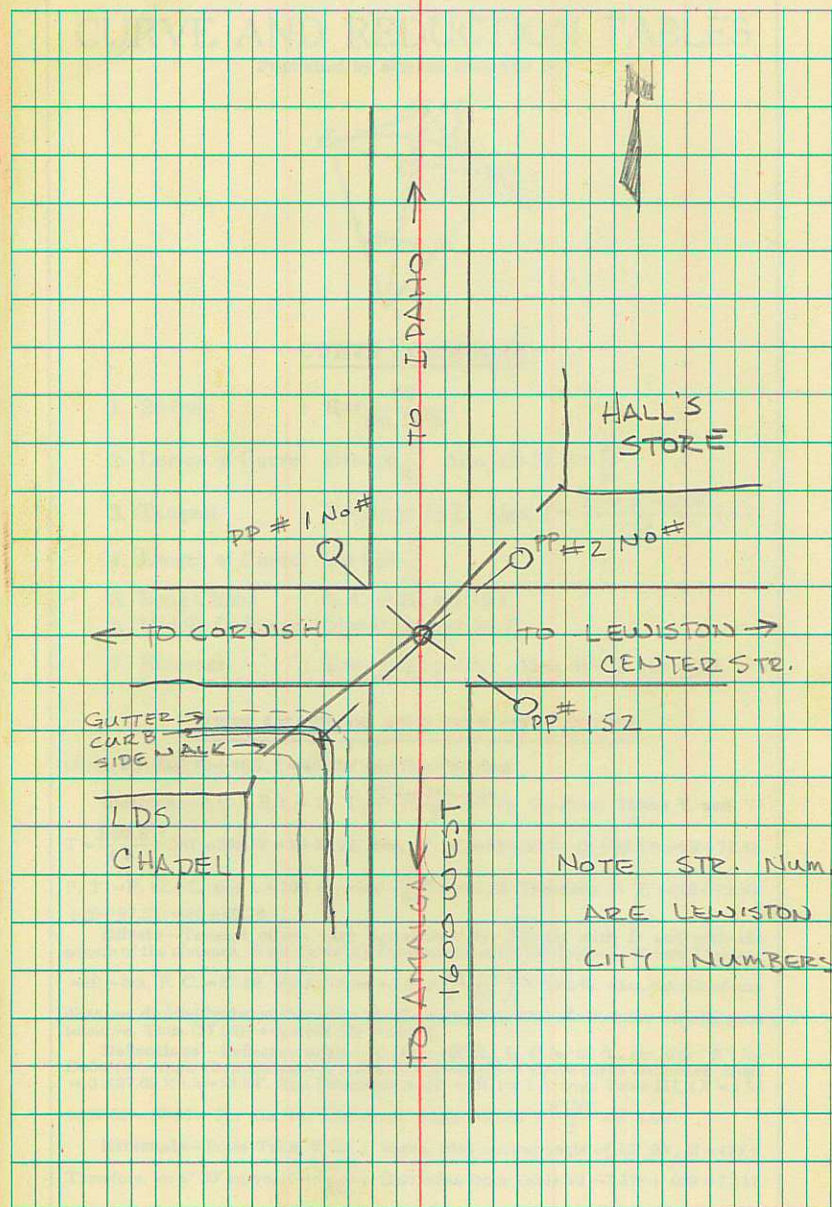
REFERENCED AS FOLLOWS

Cap - P.P. # 1 No. No.	54.18
Cap - P.P. # No. No.	68.08
Cap - P.P. # 152	48.50
Cap - CURB (X CHISLED IN)	61.30
Cap - HALL'S STORE (SW COR)	
Cap - LDS CHAPEL (NE COR)	145.08

DIST USING 200' STEEL TAPE

125

59



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

794.95

76

97

95

98° 49'

785.56