AIRPORT SURVEYS

BOOK #3

AIRPORT SURVEY BK 3

Property of CACHE COUNTY
ENGINEER

Address 179 No. MAIN Rm 210
LOGAN, UTAH 84321

Telephone 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

JOB No	PAGE	DESCRIPTION

SCOTT T
ROSS Ø

11-10-81
COOL - 40°
CLEAR - FOG
CALM

TOPO SURVEY OF SUBDIVISION ON SOUTH END OF AIRPORT. SET-UP ON AZIMUTH MARK AND BACKSIGHTED TRIANGULE STATION LOGAN AIRPORT. B.M IS TO BE ROD UNDER BEACON.

STA → STA	HOR ∠	SLOPE DIST	VERT ∠	
A_2 → BM	18°50'45"	971.82	89°50'45"	-971.82 / +1.0957
BACK T.S.				
INT. PT.				
PT, INT LT	65°29'30	705.39	89°48'00	705.3874 / 4445.44 ✓
PT_2 INT LT	65°28'30"	707.74	89°50'05"	707.74 / 445.02
PT_3 INT LT	65°26'05"	710.21	89°53'07	710.21 / 441.42
PT_4 INT LT	65°56'10"	717.37	89°47'50"	717.37 / 445.52

INST HI 4.96
EDM HI 5.54
GLASS HI 6.69

BM EL = 4445.60

A2 EL = 4446.6957

ALUM CAP

T.B.

FL

TB

STA → STA	HORZ ∠	H. DIST.	VERT ∠		
PT5 INT LT.	70°20'45"	722.67	89°50'00"	722.67 45.08	ENC LN.
PT6 INT LT	74°53'15"	744.06	89°51'30"	744.06 44.74	ENC LN.
PT7 INT LT.	75°46'55"	752.60	89°53'15"	752.60 44.46	T.B.
PT8 INT LT	75°38'25"	754.88	89°54'30"	754.88 44.19	E
PT9 INT LT	75°27'00"	758.91	89°51'15"	758.91 44.91	T.B.
PT10 INT LT.	79°16'00"	770.07	89°54'00"	770.07 44.32	ENC LN
PT11 INT LT.	83°05'55"	799.61	89°54'15"	799.61 44.32	ENC LN
PT12 INT LT	86°41'00"	832.25	89°55'00"	832.25 44.19	ENC LN
PT13 INT LT	90°02'20"	868.42	89°52'30"	868.42 44.88	ENC LN
PT14 INT LT	93°06'40"	907.29	89°56'45"	907.29 45.42	ENC LN
PT15 INT LT	94°22'00"	924.52	89°47'50"	924.52 46.26	TB NORTH SIDE OF DITCH

STA → STA	HOR ∠	H. DIST	VERT ∠	
PT_{16} INT LT	94°27'50"	926.18	89°50'00	926.18 / 45.68 ✓
PT_{17} INT LT.	94°31'15"	927.65	89°47'45"	927.65 / 46.62 / 46.43 ✓
PT_{18} INT LT	95°36'30"	949.36	89°46'45"	949.36 / 46.64 ✓
PT_{19} INT LT.	96°33'30"	967.74	89°45'45"	967.73 / 46.99 ✓
PT_{20} INT LT.	97°30'45"	981.15	90°05'30"	981.13 / 41.42 ✓
PT_{21} INT LT.	99°19'00"	1006.74	89°46'00	1006.73 / 47.09 ✓
PT_{22} INT. LT	97°51'30"	985.68	90°04'00"	985.68 / 41.84 ✓
PT_{23} INT. LT.	98°11'45"	991.00	89°52'30"	991.00 / 45.15 ✓
PT_{24} INT. LT.	104°33'45	924.23	89°46'15"	924.22 / 46.68 ✓
PT_{24} INT LT	110°55'00"	850.23	89°46'60	850.22 / 46.44 ✓
PT_{25} INT LT	117°41'30"	793.37	89°45'00"	793.36 / 46.44 ✓

E

T.B.

ENC LN.

T.B. CANAL

E CANAL

BRASS CAP 1' OFFSET

E CANAL

T.B.

ENC LN

ENC LN.

ENC LN

STA → STA		HORZ	S. DIST	VERT	
PT_{26}	INT LT	126°07'30"	745.62	89°43'00"	745.61 / 46.66 ✓
PT_{27}	INT LT	134°48'45"	717.40	89°42'00"	717.39 / 46.73 ✓
PT_{28}	INT LT	143°56'00"	707.01	89°40'45"	707.00 / 46.93 ✓
PT_{29}	INT LT	146°22'50"	707.41	89°43'45"	707.40 / 46.32 ✓
PT_{30}	INT LT	153°01'00"	714.65	89°41'15"	714.64 / 46.87 ✓
PT_{31}	INT LT	162°27'45	742.50	85°37'15"	742.49 / 47.89 ✓
PT_{32}	INT LT	168°37'00"	773.34	89°29'30"	773.31 / 49.84 ✓
PT_{33}	INT LT	167°52'15"	742.63	89°34'15"	742.61 / 48.32 ✓
PT_{34}	INT LT	169°06'30	736.13	89°53'00	736.13 / 44.48 ✓
PT_{35}	INT LT	169°05'30"	731.79	89°52'00"	731.79 / 44.68 ✓
PT_{36}	INT LT	168°48'55	715.74	89°26'15"	715.71 / 50.00 ✓

FNC LN

FNC LN

FNC LN

P.P.

FNC LN

FNC LN

FNC LN & EP WEST SIDE

TB CANAL

E CANAL

E CANAL

TB. CANAL

STA → STA	HOR ∠	SLOPE DIST	VERT ∠	
PT37 INT LT	171°14'15"	790.52	89°30'00"	790.49 / 49.88 ✓
PT38 INT LT	172°07'15"	777.26	89°34'00"	777.26 / 48.86 ✓
PT39 INT LT	171°32'50"	752.48	89°48'15"	752.48 / 45.54 ✓
PT40 INT LT	171°36'00"	743.95	89°49'45"	743.95 / 45.20 ✓
PT41 INT LT	171°51'45"	734.34	89°26'30"	734.31 / 50.13 ✓
PT42 INT LT	177°08'55"	837.25	89°36'30"	837.23 / 48.71 ✓
(*)				
PT43 INT LT	177°53'30"	587.18	89°25'45"	587.16 / 48.60 ✓
PT44 INT LT	177°55'00"	586.82	89°18'15"	586.78 / 49.87 ✓
PT45 INT LT	178°40'10"	547.45	89°05'00"	547.37 / 51.51 ✓
PT46 INT LT				
PT47 INT LT				

FNC LN & GP EAST SIDE

T.B. CANAL

R. CANAL -4' WEST TO CULVERT

E CANAL " " " "

TB CANAL

FNC LN

GR. S.W. HANGER

(*) INST HT 4.74 SLOPE DIST 971.72
EDM HT 5.32 VERT ∠ 89°29'45"
GLASS HT 5.69

S.W. CONN. HANGER FLOOR GLEU

N.W. CONN. HANGER FLOOR & GROUND GLEU

STA → STA	HOR ∠	SLOPE DIST	VERT ∠	
PT 48	171°20'00"	721.12	89°24'00"	721.09 / 50.31 ✓
PT 49	170°23'15"	706.74	89°22'30"	706.70 / 50.47 ✓
PT 50	169°25'30"	703.65	89°23'10"	703.62 / 50.30 ✓
PT 51	168°28'10"	705.12	89°25'45"	705.09 / 49.78 ✓
PT 52	164°07'00"	678.25	89°28'00"	678.23 / 49.01 ✓
PT 53	144°00'45"	617.97	85°33'30"	617.96 / 47.52 ✓
PT 54	153°28'00"	624.42	89°36'15"	624.41 / 47.07 ✓
PT 55	122°43'10"	651.37	89°37'45"	651.36 / 46.97 ✓
PT 56	113°31'00"	710.79	89°40'15"	710.78 / 46.84 ✓
PT 57	106°30'15"	779.20	89°43'10"	779.19 / 46.57 ✓
PT 58	100°42'30"	861.08	89°45'15"	860.07 / 46.46 ✓

E.P

℄

E.P

TOS

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STA →	STA	HOR ∠	SLOPE	VERT ∠	
PT59		98°03'15"	818.70	89°48'00"	818.70 / 45.62 ✓
PT60		104°58'45"	730.24	89°44'45"	730.24 / 46.00 ✓
PT61		112°23'00"	662.43	89°41'00"	662.42 / 46.42 ✓
PT62		122°17'30"	603.47	89°39'45"	603.46 / 46.31 ✓
PT63		133°05'30"	568.99	89°35'45"	568.98 / 46.77 ✓
PT64		141°46'55"	555.96	89°31'15"	555.95 / 47.40 ✓
PT65		155°31'10"	563.86	89°28'00"	563.84 / 48.00 ✓
PT66		168°37'15"	603.11	89°24'00"	603.08 / 49.07 ✓
PT67		169°33'45"	604.99	89°20'00"	604.96 / 49.79 ✓
PT68		170°51'45"	605.58	89°18'15"	605.54 / 50.11 ✓
PT69		172°25'45"	607.23	89°22'06"	607.20 / 49.47 ✓

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TOE

ER

℄

EP

STA → STA	HOR ∠	SLOPE DIST	VERT ∠		
PT 70	173°24'30"	609.59	89°32'00"	609.57 / 47.72 ✓	TOE
PT 71	173°43'15"	575.97	89°31'00"	575.95 / 47.61 ✓	TOE
PT 72	172°40'45"	573.86	89°20'00"	573.83 / 49.43 ✓	E.P.
PT 73	171°07'45"	562.58	89°17'30"	562.54 / 49.72 ✓	℄
PT 74	169°43'00"	556.22	89°18'45"	556.19 / 49.43 ✓	E.P.
PT 75	168°37'45"	554.58	89°23'00"	554.55 / 48.72 ✓	TOE
PT 76	158°18'00"	518.25	89°27'30"	518.23 / 47.65 ✓	+
PT 77	144°57'00"	502.83	89°30'00"	502.82 / 47.14 ✓	+
PT 78	133°01'30"	514.01	89°35'15"	514.00 / 46.45 ✓	+
PT 79	120°58'15"	550.39	89°39'00"	550.38 / 46.11 ✓	+
PT 80	110°40'45"	604.21	89°43'00"	604.20 / 45.74 ✓	+

STA → STA	HOR ∠	S DIST	VERT ∠	
PT 81	102°52'10"	674.29	89°45'30"	674.29 / 45.60 ✓
PT 82	95°25'15"	769.60	89°50'30"	769.60 / 44.88 ✓
PT 83	92°22'30"	732.05	89°47'45"	732.05 / 45.36 ✓
PT 84	99°09'00"	648.44	89°46'30"	648.44 / 45.30 ✓
PT 85	107°46'45"	574.73	89°43'45"	574.73 / 45.47 ✓
PT 86	117°27'00"	524.46	89°38'30"	524.45 / 46.03 ✓
PT 87	130°28'30"	487.27	89°35'15"	487.26 / 46.26 ✓
PT 88	145°22'00"	477.32	89°31'30"	477.31 / 46.71 ✓
PT 89	159°07'15"	497.24	89°27'00"	497.22 / 47.52 ✓
PT 90	173°07'15"	526.11	89°18'15"	526.08 / 49.14 ✓
PT 91	174°22'30"	528.26	89°29'15"	528.24 / 47.48 ✓

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T.B.

E @ South Culvert

STA →	STA	HORZ ∠	SLOPE DIST	VERT ∠	
PT92		175°23'45"	529.34	89°21'00"	529.34 / 48.76
PT93		173°54'30"	487.67	89°17'00"	487.64 / 48.85
PT94		175°03'45"	487.90	89°30'00"	487.89 / 47.01
PT95		176°00'30"	488.62	89°21'00"	488.59 / 48.69
PT96		178°45'30"	434.82	89°12'45"	434.79 / 48.73
PT97		179°46'00"	403.65	89°12'00"	403.61 / 48.31
PT98		159°43'30"	431.81	89°25'45"	431.79 / 47.08
PT99		147°10'00"	415.88	89°27'15"	415.87 / 46.71
PT100		125°35'05"	423.09	89°33'50"	423.08 / 45.97
PT01		113°46'00"	468.67	89°40'15"	468.67 / 45.44
PT02		81°37'45"	657.52	89°51'15"	657.52 / 44.39

T.B.

T.B.

℄ END CULVERT NORTH

T.B.

S.W. CORN HANGER

N.W. CORN HANGER

INST HI = 4.70
EDM HI = 5.28
GLASS HI = 8.69

S. DIST = 971.73
VERT ∠ = 89°49'45"

STA → STA	HORZ	SPIST	VERT ∠	
PT 03	84°39'45"	534.02	89°45'15"	534.02 / 45.60
PT 04	89°10'45"	417.23	89°41'00"	417.23 / 45.02
PT 05	97°13'00"	297.79	89°34'00"	297.79 / 44.96
PT 06	114°49'15"	195.24	89°17'00"	195.23 / 45.15
PT 07	151°38'15"	136.16	88°24'00"	136.12 / 46.51
PT 08	174°18'00"	111.39	87°49'45"	111.33 / 46.93
PT 09	179°53'15"	113.60	87°29'30"	113.52 / 47.68
PT 110	186°14'45"	118.03	87°26'15"	117.94 / 47.98
PT 111	192°34'00"	125.49	87°41'30"	125.41 / 47.76
PT 112	188°53'00"	175.92	89°04'00"	175.91 / 45.57
PT 113	184°06'00"	223.57	89°14'30"	223.50 / 45.66

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TOE

EP

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EP

FL @ CULVERT NORTH

FL @ CULVERT SOUTH

STA →	STA	HOR ∠	S DIST	VERT ∠		
PT 114		194°37'00"	162.03	85°14'30"	162.02 44.87	HANGER S.W. CORN.
PT 115	RT	112°10'45"	80.89	85°28'30"	80.89 43.45	HANGER N.W. CORN.
PT 116	RT	105°30'00"	64.84	86°53'00"	64.77 46.23	℄ CULVERT SOUTH END
PT 117	RT	108°08'45"	54.31	84°59'45"	54.15 47.45	EP
PT 118	RT	108°34'45"	37.76	82°10'30"	37.48 47.86	℄
PT 119	LT	130°26'00"	57.00	88°55'30"	56.74 48.74	+ TOP
PT 120	LT	134°31'45"	61.57	85°58'45"	61.41 47.03	+ BOTTOM
PT 121	LT	86°41'00"	149.43	88°06'30"	149.37 47.64	+ TOP
PT 122	LT	96°37'15"	179.11	89°10'00"	179.10 45.31	+ BOTTOM END OF FILL
PT 123	LT	78°03'15"	296.55	85°29'30"	296.54 45.34	+
PT 124	LT	74°06'36"	418.65	89°40'00"	418.65 45.14	+
PT 125	LT	72°07'30"	553.56	89°41'30"	553.55 45.67	+

STA →	STA	HORZ ∠	SLOPE DIST	VERT ∠	
PT 126		65°49'30"	542.34	89°43'00"	542.34 / 45.39
PT 127		62°43'00"	428.42	89°37'30"	428.41 / 45.51
PT 128		57°51'00"	317.95	89°32'15"	317.94 / 45.27
PT 129		57°16'15"	317.88	89°42'00"	317.88 / 44.37
PT 130		56°37'15"	318.65	89°32'30"	318.64 / 45.26
PT 131		46°05'45"	210.34	89°19'45"	210.33 / 45.17
PT 132	LT	16°38'00"	124.98	89°39'00"	124.96 / 43.47
PT 133	RT	16°05'15"	108.53	88°22'45"	108.50 / 45.38
PT 134		24°57'45"	110.34	89°36'15"	110.34 / 46.02
PT 135		31°30'45"	115.56	87°42'45"	115.49 / 47.32
PT 136		35°38'00"	121.34	87°58'45"	121.28 / 46.99

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T.B.

E

LT3

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TOB

E.P.

℄

E.P.

STA →	STA	HOR ∠	SPIST	VERT ∠	
PT 137	RT	43°47'45"	126.62	88°57'15"	126.61 / 45.02
PT 138.		50°18'30"	138.20	88°21'15"	138.16 / 46.68
PT 139		62°06'15"	110.37	86°56'30"	110.24 / 48.63
PT 140		93°55'15"	374.34	89°07'15"	374.30 / 48.45
PT 141		106°35'00"	368.01	85°03'15"	367.97 / 48.78
PT 142	~~RT~~ LT	174°41'00"	627.04	89°22'00"	627.0077 / 4449.6449
☆ PT 142 → PT 143	RT	143°45'15"	405.21	89°20'30"	405.19 / 50.81
PT 144	RT	141°29'00"	401.90	85°25'30"	401.89 / 50.30
PT 145		140°01'45"	398.13	90°03'15"	398.13 / 45.89
PT 146		137°56'45"	391.44	90°07'00"	391.44 / 45.47
PT 147.		135°42'00"	384.53	89°08'00"	384.45 / 52.08

TE

HANGER N.W. CORN.

HANGER TOOL ELEV

HANGER S.E. CORN MILLERS

HANGER N.E. CORN

T.D. AIRPORT

ALUM CAP S.E CORN SOB.

T.B CANAL

TE CANAL

TE CANAL

TB. CANAL

☆ NOTE: BACK @ 142-143 AND TURNS ON 1S A2 (SEE PG 17)

INST HI = 5.31
EDM HI = 5.89
GLASS HI = 8.69

STA →	STA	HOR ∠	SO'IST	VERT ∠	
P.T. 148		119°01'00"	398.73	89°23'45"	398.71 / 50.47
PT 149		103°43'30"	433.36	89°31'00"	433.36 / 49.92
PT 150		90°58'30"	496.45	89°37'00"	496.44 / 49.59
PT 151		77°05'00"	602.92	89°40'00"	602.9128 / 4449.7800
PT 152		95°34'30"	279.09	89°20'30"	279.08 / 49.47

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B.M. ON APPIAN SCHOOL SEE BOOK 2 PG

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12/10/81

SCOTT T — CLEAR

ROSS ϕ — WARM 45°

CALM.

EXTRA EC & TOPO SHOTS FOR SUBDIVISION DRAINAGE

STA → STA — HOR ∠ — ~~DIST~~ VERT ∠

AZ → PT 153

INT ~~@~~ LT BACK T.S	LT	57°09'15"	689.52	89°52'15"	689.51 / 44.28
PT 154	LT	58°19'30"	654.25	89°53'00"	654.24 / 44.06
PT 155	LT.	52°08'15"	595.86	89°51'30"	595.85 / 44.20
PT 156	LT	48°47'30"	588.25	89°50'60"	588.24 / 44.13
PT 157		43°37'30"	596.23	89°49'00"	596.21 / 44.63
PT 158		39°54'45"	635.14	89°51'00"	635.99 / 44.59

HI 6.37
H DM 5.95
H R 8.45

AZ = 44°46.6957

ENC & SWAMP

SWAMP.

SWAMP

SWAMP.

SWAMP

SWAMP

STA →	STA	HOR ∠	SLOPE	VERT ∠	
PT 159		31°55'00"	697.64	89°50'30"	697.63 / 44.65
PT 160		34°48'00"	674.06	85°51'15"	674.05 / 44.44
PT 161		35°49'30"	670.56	89°33'30"	670.52 / 47.89
PT 162		35°23'00"	635.18	89°30'00"	635.13 / 47.92
PT 163		36°31'00"	623.51	85°48'30"	623.49 / 44.81
PT 164		33°25'15"	595.08	85°46'30"	595.06 / 45.06
PT 165		33°06'00"	607.04	85°29'30"	606.99 / 48.11
PT 166		21°10'00"	675.51	85°38'00"	675.48 / 47.05
PT 167		20°20'00"	677.26	85°49'15"	677.26 / 44.84
PT 168	LT	10°15'15"	749.85	85°47'45"	749.83 / 45.40
PT 169	RT	2°39'15"	622.34	84°45'30"	622.32 / 45.35

SWAMP NORTH END

TOE

TOP

TOP

TOE

TOE

TOP

TOP

TOE

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+

STA →	STA	HOR ∠	SLOPE DIST	VERT ∠	
PT 170	RT	16°50'45"	553.90	89°36'00"	553.86 / 46.59
PT 171		50°16'00"	138.52	88°26'00	138.37 / 46.74
PT 172		46°39'15"	164.52	86°46'30"	164.24 / 48.59
PT 173		172°58'15"	270.93	85°55'00	270.82 / 47.84
BM → PT 174	RT	62°15'15"	354.22	85°43'00"	354.22 / 48.45
BACK S.B. CORN SOB.					
PT 175		56°45'15"	417.32	85°45'30"	417.32 / 48.46
PT 176		66°14'00"	333.36	85°41'00"	333.36 / 47.96
PT 177		123°37'00"	610.33	85°49'15"	610.33 / 40.62
PT 188					
PT 189					
PT 190					

℄ MAIN ROAD

HANGER

HANGER

HANGER

HANGER NORTH EAST

HANGER S.E.

HANGER S.B.

N.B. CORN SOB.

HI 5.37
HOm 5.95
HR. 5.45

BM EL = 4449.7800

Ross T
Scott ?

March 24 1982
mostly sunny
40° F +

Bench Mark Loop

Sta.	+	Hi	−	El.
Bm.				4449 78
	5 20			
		54 98		
			5 905	
Bm @ Sta 3+00				49 075
	4 82			
		53 895		
			5 95	
Bm @ Sta 8+00				47 945
	5 055			
		53 03		
			5 79	
Bm @ Sta 11+00				47 24
	4 86			
		52 10		
			6 045	
Bm @ 14+00				46 065

NOTE:
BEG. BENCH MARK SET ON PAGE 18
OF THIS BOOK

Rocks

STD	+	HI	−	ELEV
BM @ STD 14+00				46 055
	6 12			
		52 175		
			4 93	
TP 1				47 245
	5 74			
		52 984		
			5 00	
TP 2				47 984
	6 00			
		53 984		
			4 85	
TP 3				49 135
	5 86			
		54 995		
			5.15	
BM				49 845

NOTE CLOSE ON BM WHERE WE BEGAN ELEV. 44 49 74 SEE ON PAGE 18 OF THIS BOOK

~~Ross~~

NOTE:

CLOSING ON BM WHERE WE BEGAN THERE WAS A 0.065 DISCREPANCY. AFTER DISTANCE ADJUSTMENT WE FALL WELL WITHIN THE ACCURACY REQD.

ROSES

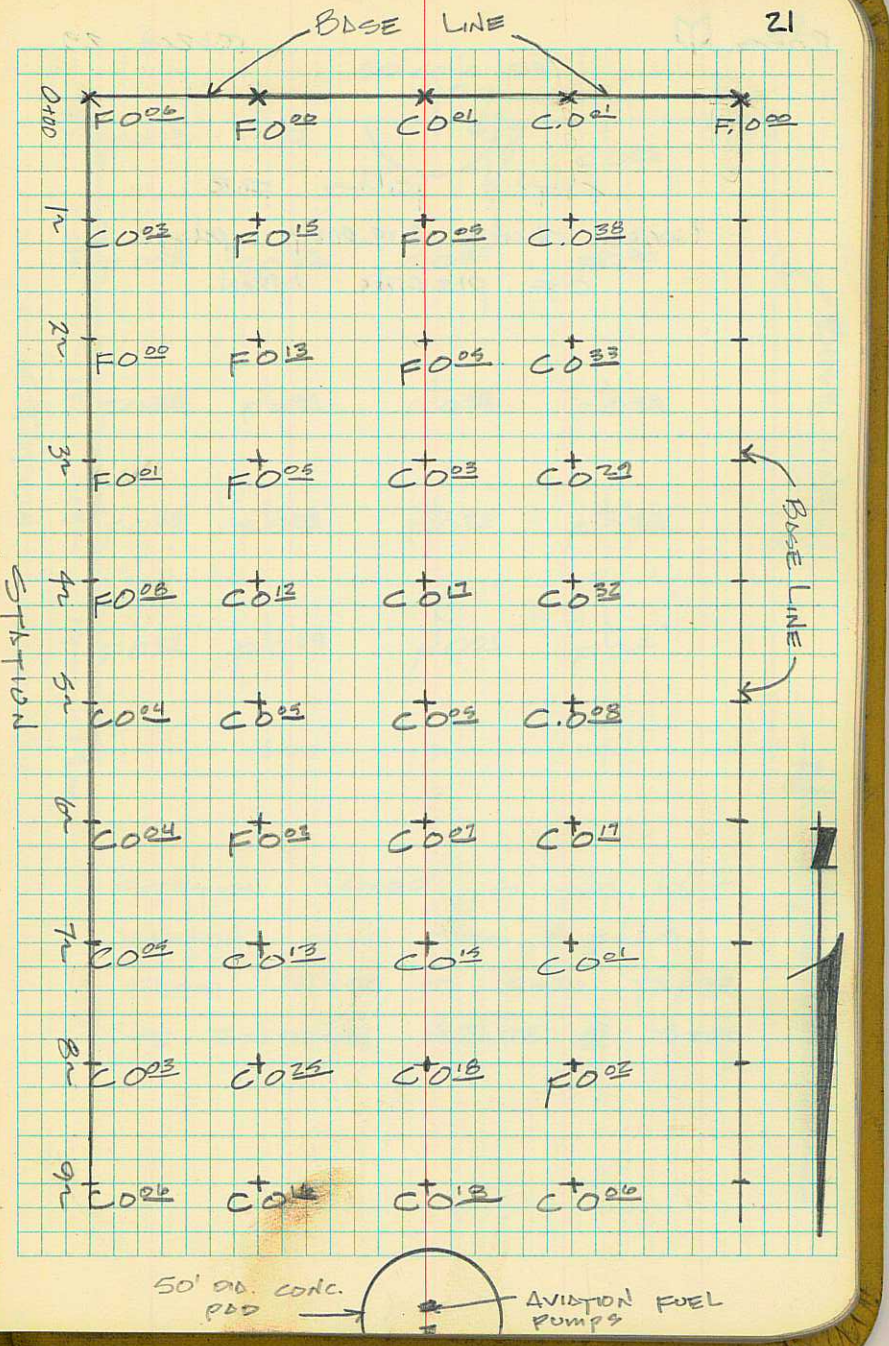
MAR 20 1982

CUT & FILL REQ.
PARKING APRON, LOGAN CACHE AIRPORT

THE FOLLOWING IS A LIST OF CUTS & FILLS AS THEY PERTAIN TO THE APPLICABLE STATIONS & GRID INTERSECTIONS FOR PHASE I OF THE PARKING APRON

NOTE:
BENCH MARKS SET APPROX 300' APART ON EAST EDGE OF PARKING APRON

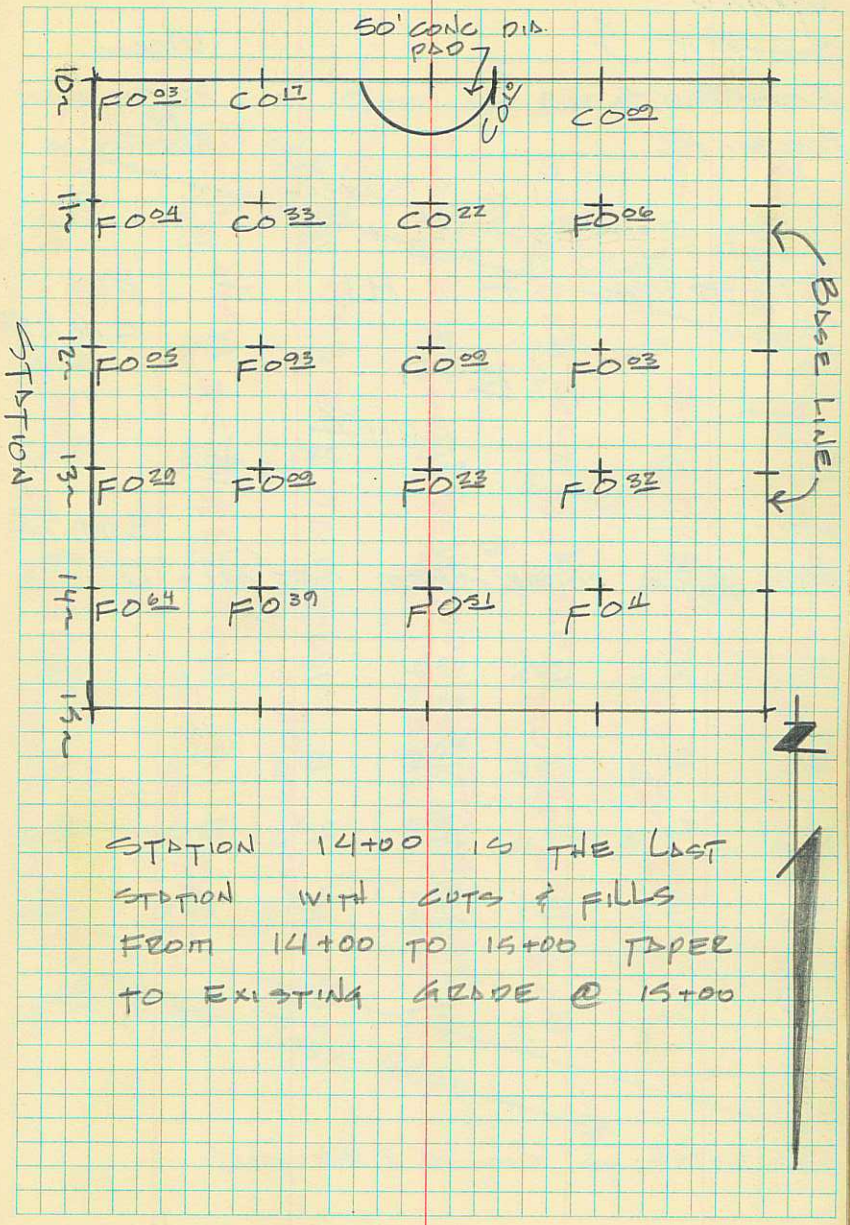
THESE GRADES ARE TO SUB-GRADE



Ross

MARCH 29

CUT'S & FILL's FOR
LOGAN CACHE AIRPORT PHASE I
OF PARKING APRON.



STATION 14+00 IS THE LAST STATION WITH CUTS & FILLS FROM 14+00 TO 15+00 TAPER TO EXISTING GRADE @ 15+00

6/10/82
Scott T
Ross ⊕
Preston P.C.

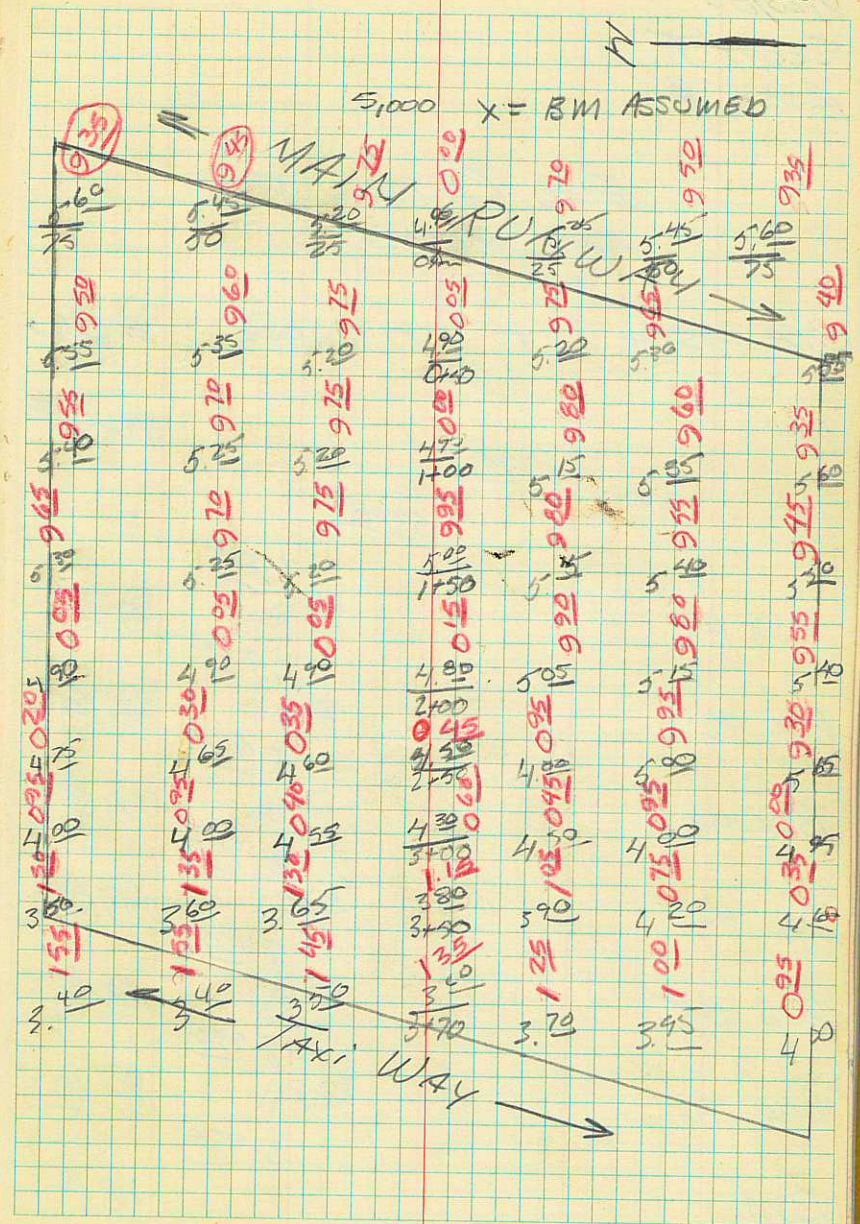
Warm
Partly Cloudy
Breezy

STA → STA	+	HI	−	EL
Bm				5,000.00
	4.95			
T		04.95		
			3.98	
Bm.				5,000.97

Conc Duck Cover - Rod set on "D"

Sta. 3+70.5 to Ctr = 1.35 Fill

5,000 X = BM ASSUMED



6/23/82
Scott T
Ross #

ELEV CONTROL FOR MAN HOLES

STA ⇒ STA	+	HI	−	ELEV
BM1				4449.32
	3.795			
T		53.38		
			4.85	
BOX #1				48.73
			5.225	
Box #2				48.36
			5.460	
Box #3				48.12
			5.740	
Box #4				47.84
			5.450	
Box #5				48.13
			5.990	
Box #6				47.59
			5.425	
B.M.				48.16

C/F.	ELEV
F.O.16	48.88
F.O.53	48.83
F.O.25	48.37
F.O.01	47.85
F.O.15	48.28
C.O.56	47.01

STA → STA	+	HI	−	ELEV.
BM				49.78
	3.780			
		53.82		
			5.61	
				47.95
TP. STA 8400				
				47.82
	3.285			
↑		51.24		
			5.02	
Box #7				46.22
			4.27	
Box #8				46.97
			4.91	
Box #9				46.33
			6.85	~~41.39~~
Box #10				44.39
			3.44	
T.P.				47.58
	5.94			
		53.56		
			3.66	
				49.88

E.O. 21	6.42
C.O. 02	46.99
F.O. 32	46.64
F-1. 02	45.40
49.74	

6/24/82
SCOTT π
Boss #

HOT

ELEV @ 25' STA LONG
(CROSS) PLANS

STA → STA	+	HI	−	ELEV
BM				49.78
	3.51			
π		53.35		
			3.23	
0+00				49.62
			4.53	
1+00				48.82
			4.74	
2+00				48.61
			5.13	
3+00				48.22
			5.40	
4+00				47.95
			5.47	
5+00				47.68
			5.90	
6+00				47.45

C/F	ELEV
C.0.09	49.53
C0.07	48.75
C0.15	48.46
F0.02	48.24
F0.09	48.04
F0.13	47.81
F0.14	47.59

SUB GRADE ELEV.

STA →	STA	+	HI	−	ELEV
				5.95	
	700				47.40
				6.09	
	800				47.26
				5.75	
	TP				47.60
		3.40			
T			51.00		
				4.05	
	900				46.95
				4.39	
	1000				46.61
				4.91	
	1100				46.09
				5.33	
	1200				45.67
				5.66	
	1300				45.34
				6.55	
	1400				44.45
	1500				

C/L	ELEV.
CO. 03	47.57
CO. 08	47.18
CO. 28	46.62
FO. 24	46.85
FO. 45	46.54
FO. 46	46.13
FO. 55	45.89
FI. 09	45.54

SUB GRADE ELEVATIONS

STA →	STA	+	HI	−	ELEV
			51.00		
				3.46	
TP					47.54
		6.07			
T			53.61		
				4.10	
BM.					49.51
B.M.					47.60
		4.61			
T.			52.21		
				5.92	
10+00/3+00					46.29
				6.07	
10+00/2+75					46.19
				6.29	
10+00/2+56					46.01

3.83

F.O. 28

6/25/84
SCOTT T
PROSTOW #6

ELEV CONTROL FOR RED HEADS IN CUT AREAS

STA → STA	+	HI	−	ELEV.
BM				49.78
	1.25			
T		54.03		
			5.78	
0+25 / 1+00				48.25
			5.89	
0+50 / 1+00				48.14
			5.27	
0+25 / 2+00				48.76
			5.42	
0+50 / 2+00				48.61
			5.50	
0+25 / 3+00				48.53
			5.40	
0+50 / 3+00				48.63

C/F	ELEV
F0.69	48.94
F0.75	48.89
F0.14	48.90
F0.18	48.79
F0.32	48.90
F0.09	48.72

STA → STA	+	HI	−	BLEU
			5.73	
0+25 / 4+00				48.30
			5.51	
0+50 / 4+00				48.52
RED HEADS / N/O. CUT				
AREA.				
BM				47.60
	4.79			
TT		52.39		
			4.10	
0+25 / 5+00				48.29
			4.38	
0+25 / 6+00				48.01
			5.06	
0+25 / 7+00				47.33
			4.87	
0+50 / 7+00				47.52
			5.53	
0+00 / 7+00				46.86

C/L	BLEU
FO.41	48.91
FO.68	48.60
F 0.47 (0.06 / 0.12)	48.76
F 0.30 (0.05)	48.31
F 0.90	48.23
F 0.50	48.62
F 0.69	47.55

STA → STA	+	HI	−	ECEV
			5.27	
0+25 / 8+00				47.12
			5.23	
0+50 / 8+00				47.11
			4.84	
E / 7+00				47.55
			5.56	
E / 8+00				46.83
BM				47.60
	3.37			
T		50.97	4.26	
0+25 / 9+00				46.71
0+50 / 9+00				
			4.54	
0+25 / 10+00				46.43
0+50 / 10+00				
			4.87	
0+25 / 11+00			~~4.87~~	46.10
			4.89	~~46.08~~
0+50 / 11+00				46.09

C/E	ECEV
E 0.84	47.96
E 0.62	47.78
E 0.18	47.73
E 0.58	47.44
E 0.95	47.66
	47.51
E 0.28	47.41
	47.37
	47.27
E 1.17	
E 1.07	47.16

STA → STA	+	HI	−	ELEV
			4.45	
FL / 9+00				46.52
			4.58	
FL / 10+00				46.35
			4.84	
FL / 11+00				46.13
			4.84	
FL / 12+00				46.13
			4.98	
D+25 / 12+00				45.95
				47.60
BM				
	4.91			
T		52.51		
1+50 / 7+00		BS	5.47	
1+50 / 7+00				47.04
			6.06	
FL / 7+00				46.45
			5.56	
1+00 / 7+00				46.95
			5.70	
1+00 / 8+00				46.81

C/L	ELEV
FO. 57	47.09
FO. 48	46.87
FO. 66	46.79
FO. 58	46.71
FO. 01	47.00
FO. 35	~~47.35~~ 47.32
FO. 79	47.24
FO. 60	47.55
FO. 51	47.32

STA → STA	+	HI	−	BCED
			6.26	
E/8+00				46.31
			5.74	
1+50/8+00				46.77
			6.03	
MH # C				46.48

CHECK OF SUBGRADE
SOUTH END

BM				49.78
	4.21			
T		53.99		
			5.00	
Box # 2				48.99
			5.26	
0+75/1+00				48.73
			5.31	
0+50/1+00				48.68
			5.30	
0+25/2+06				48.69
			5.43	
0+50/2+00				48.56

C/E	BCED.
F 0.70	47.01
F 0.41	47.18

STA → STA	+	HI	—	
~~E/2+00~~			5.35	
E/2+00				48.73
			5.30	
E/3+00				48.49
BM.				49.73
	4.03			
T		53.81		
			5.19	
0+25/3+00				48.63
			5.37	
0+50/3+00				48.44
			5.17	
EP?/3+00				48.64
			5.40	
1+00/3+00				48.41

STA → STA	+	HI	−	BLED
BM				47.60
	3.23			
T		51.33		
			3.97	
0+50 / 9+00				47.36
			4.63	
1+00 / 9+00				46.70
			5.17	
EL / 9+00				46.16
			5.04	
1+50 / 9+00				46.29
			4.30	
0+50 / 10+00				47.03
			5.23	
1+00 / 11+00				46.10
			3.96	
EL / 8+00				47.32
			3.78	

C/E	BLED
F 0.15	47.51
F 0.31	47.01
F. 0.64	46.80
F 0.68	46.97
F 0.29	47.32
F 0.58	46.68
	47.41

STA → STA	+	HI	—	ELEV
BM				47.60
	4.20			
T		51.80		
			4.96	
0+25 / 11+00				46.84
			5.03	
0+50 / 11+00				46.77
BM				47.60
	3.54			
T		51.14		
			4.82	
Box #9				46.32
			6.19	
Box #10				44.95
			6.69	
BG-10 / 0+50				44.45
			5.45	45.69
BG-10 / 0+00				45.69
			5.51	
11+00 / 0+50				45.63

C/L	ELEV
FO. 43	7.21
FO. 35	7.46
FO. 90	45.35
~~FO. 96~~	~~45.75~~
FO. 96	45.75
FO. 56	46.19

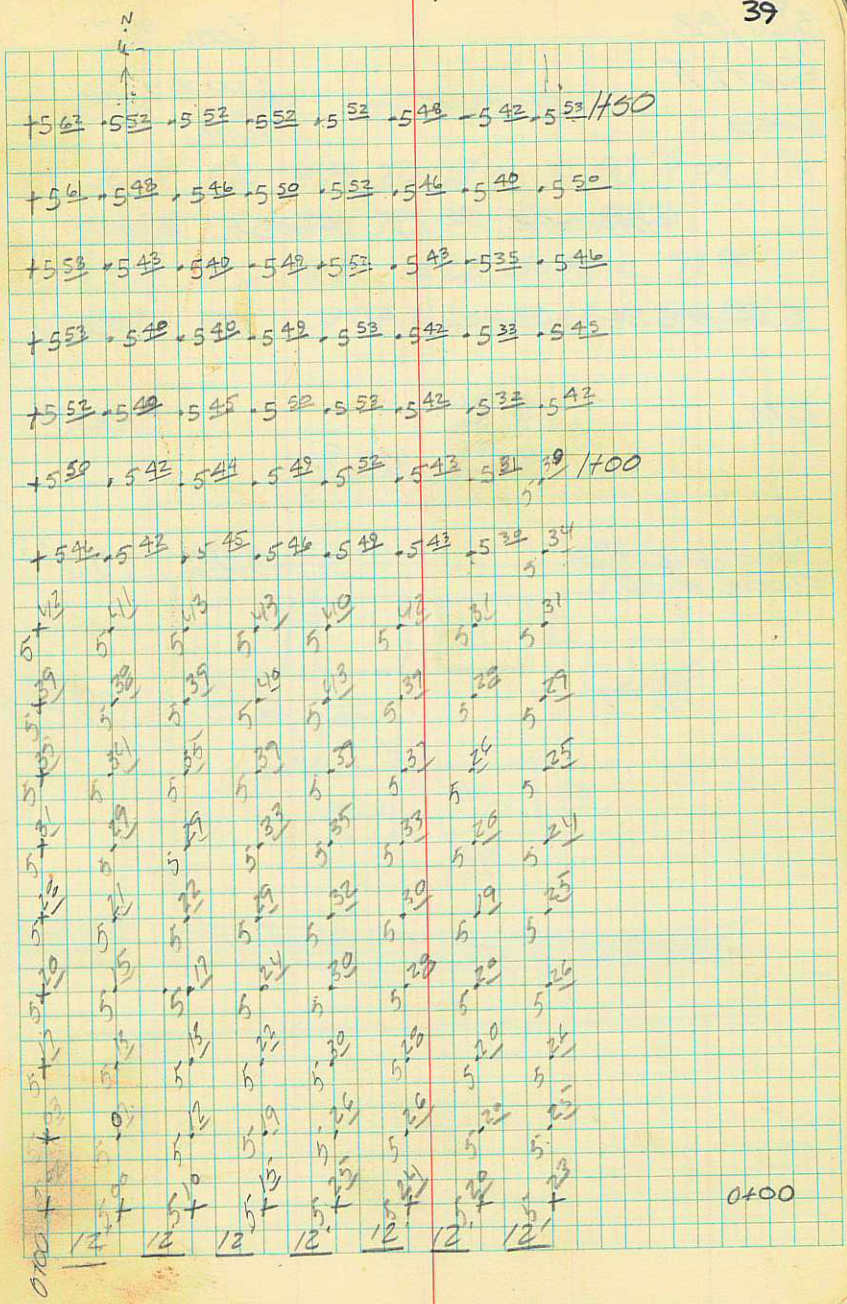
STA → STA	+	HI	−	BBEV
			6.44	
14+00 / 1+00				44.70
			6.26	
14+00 / 1+50				44.88
			6.50	
14+00 / 2+00				44.64
BM				47.60
	3.84			
↑		51.44		
			5.30	
Box # 11				46.14
			5.66	
11+00 / E				45.78
			5.69	
11+00 / 1+50				45.75
			5.97	
12+00 / E				45.47
			5.97	
12+00 / 1+50				45.47

C/E	BBEV
FO. 23	45.43
FO. 51	45.39
FI. 14	45.78
	46.17
FO. 35	
FO 55	46.34
FO. 40	45.87
FO. 55	46.02

STA → STA	+	HI	−	ELEV
			6.30	
13+00 / FL				45.14
			5.88	
13+00 / 450				45.56
13+00 / 2+00				
			6.05	
13+25 / FL				45.39
			6.18	
13+50 / FL				45.26
			6.22	
13+75 / FL				45.22
			6.92	
14+00 / FL				44.92

C/F	ELEV.
F0.42	45.56
F0.15	45.71
00.0	
F0.06	45.45
F0.07	45.38
F0.06	45.32
F0.13	45.19

STA → STA	+	HI	−	ELEV
BM	Assumed 5.41			50.00
T				



3/31/83
SCOTT T
NASS

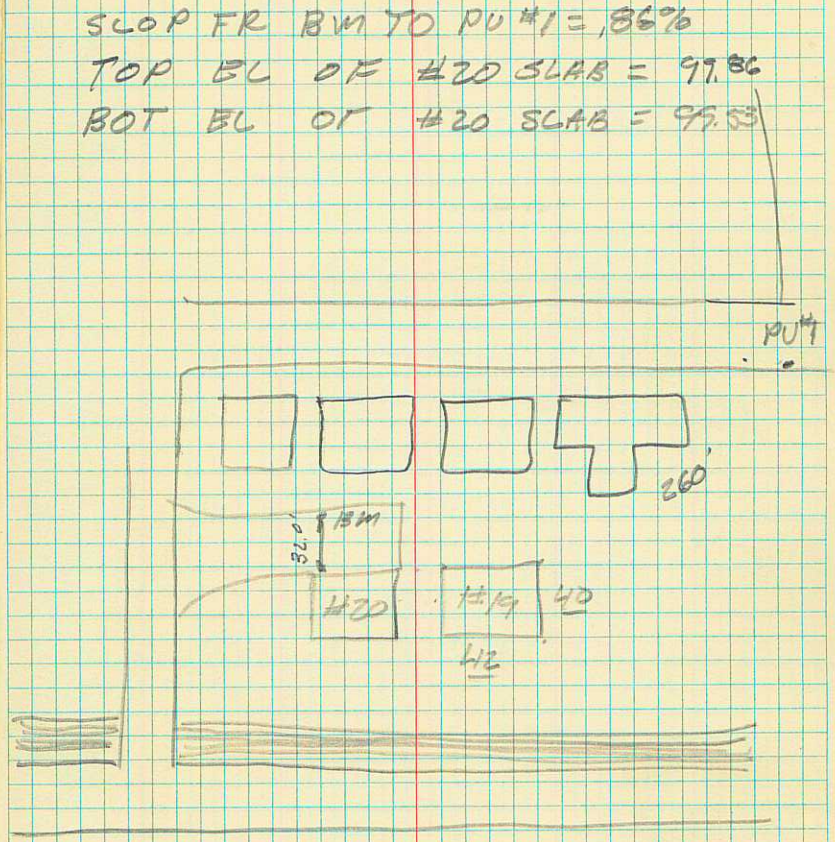
Cool 35°
Cloudy
Rain

HANGER #19 FLOOR ELEV.

STA ± STA	+	HI	−	ELEV
BM	~~3.91~~			100.00
	3.91	103.91		
HANGER #24 (FLOOR ELEV)			3.60	100.31
PU #1			6.14	97.77

BM = 100 ASSUMED

SLOP FR #19 TO BM = .97% or 1%
SLOP FR BM TO PU #1 = .86%
TOP EL OF #20 SLAB = 99.86
BOT EL OF #20 SLAB = 99.53

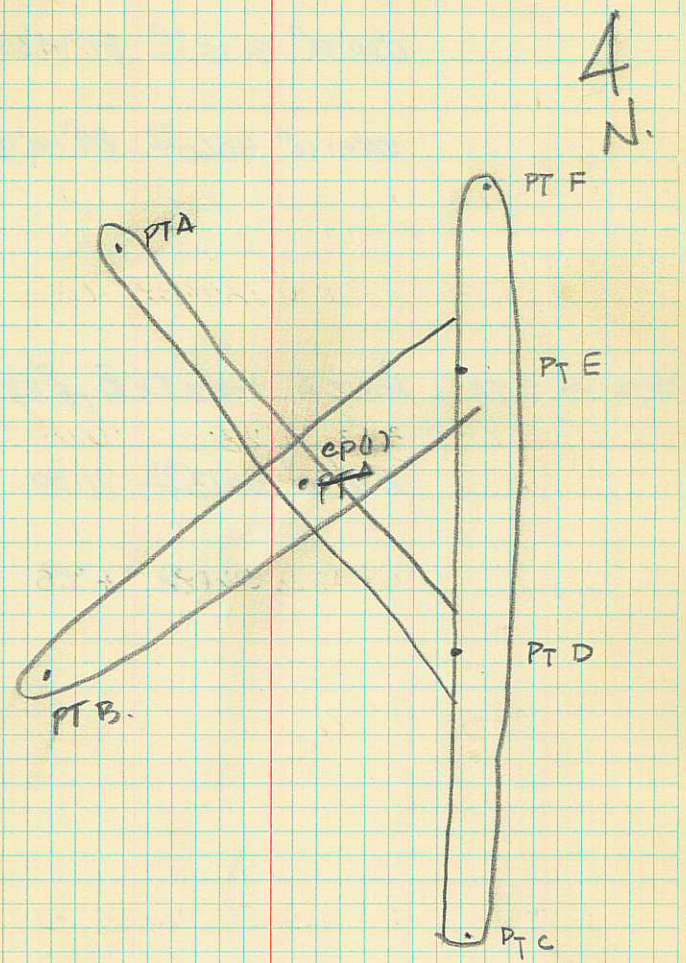


AIRPORT DISTANCE CHECK

ROSS
JIM
PRESTON

1-13-84
COOL 34° F

STA → STA	HORIZ ∠	HORIZ D.	DIFF EL
CP(1) → PT. A B.S. PT A	0°00'00"	2848.56	-6.36
CP (1) → PT B B.S. PT A	301°36'59"	2872.59	-6.06
CP (1) → PT C BS PT A ∠ INT RT.	199°42'33"	3078.87	+7.84
CP 1 → PT D BS PT A ∠ INT RT	179°42'25"	2159.41	+3.49
CP1 - PT E BS PT A ∠ INT RT	121°31'21"	2115.65	+.95
CP1 - PT F BS PT A ∠ INT RT	89°51'33"	4060.74	+1.62



STA →	STA	HORIZ ∠	S. DIST	VERT ∠
		0°00'00"	3078.43	89°49'30"
		109°51'10"	4060.27	89°59'45"

STA →	STA	HORIZ ∠	HORIZ D.	DIFF EL
		0°00'00"	3073.38	11.30
			4060.31	+1.49

TH 43

RSM 3

VERTICAL CONTROLL NETWORK @ LOGAN - CACHE AIRPORT ALONG EAST SIDE OF RUNNWAY 17-35. DESCRIPTIONS & ELEVATIONS ARE AS FOLLOWES

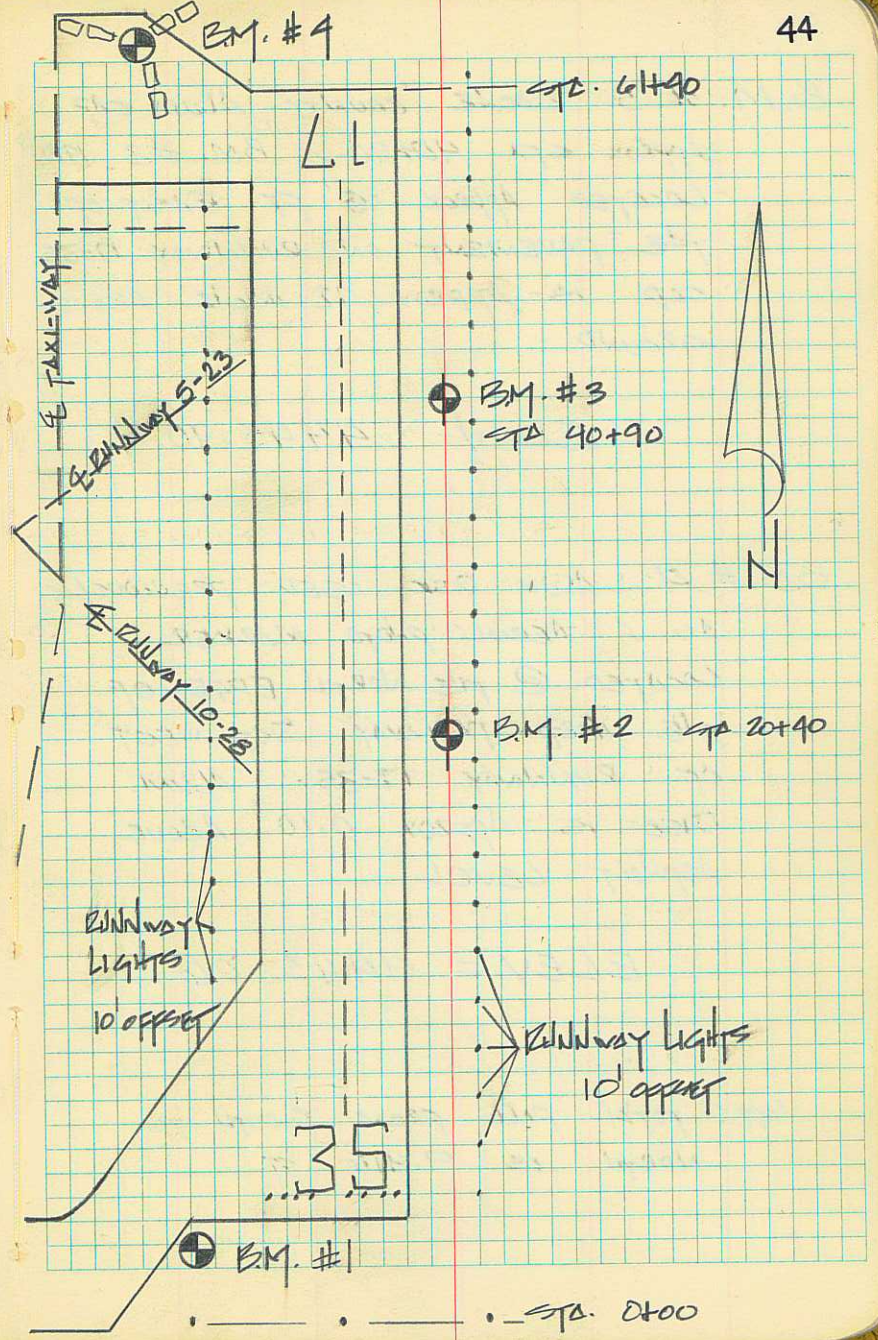
4-9-84 Todd H. Sparrow
DEPUTY

B.M. #1 U.S. GEODETIC SURVEY "5-EAM 1964" BRASS CAP ON 6" CONC. PILLER 6" ABOVE GROUND LOCATED AT THE SOUTH END OF RUNNWAY 17-35 WHERE TAXIWAY ALONG PARKING APRON INTERSECTS. APPROX STA. 2+00

ELEV. = 4452.476

B.M. #2 CACHE COUNTY BRASS CAP "B.M. # 2 1984" APPROX STA. = 20+40 LOCATED APPROX. 8' EAST OF RUNNWAY EDGE-OF-PAVEMENT CAP IS APPROX. 12" ABOVE GROUND

ELEV. = 4447.80



B.M. # 3 CACHE COUNTY ALUM. CAP
Approx STA 40+90 "B.M. # 3 1984"
LOCATED APPROX 8' FT EAST OF
THE PAVEMENT ON RUNNIWAY 17-35
CAP IS APPROX 12 INCHE ABOVE
GROUND

ELEV=. 4445.10

B.M. # 4 ALUM DISC USED PREVIOUSLY
AS A AERIAL PHOTO MARKER
LOCATED @ THE NORTH EDGE OF
THE NORTH TAXI-WAY JUST WEST
OF RUNNIWAY 17-35. ALUM.
DISC IS APPROX 0.10' ABOVE
ASPHALT LEVEL

ELEV.= 4443.06

NOTE: TOTAL FALL FROM SOUTH TO
NORTH IS 9.416 FT.

AIRPORT UTILITIES INFO.
23 OCT 1991

BEGAN TO PUT IN WATERLINE SOUTH AND WEST OF TERMINAL. HIT SEVERAL LINES WE WERE CALLED TO DOCUMENT LOCATIONS.

a- ½" GALV. LINE 3' from NE CORNER OF CONC. HOUSE

b- ½" TELE. CABLE 73.5' FROM SE CORNER OF CONC. HOUSE and 100' from GAS METER OF OZ HANGER

c- 1" TELE. CABLE. 78.5' FROM SE CORNER OF CONC. HOUSE and 102' FROM GAS METER OF OZ HANGER

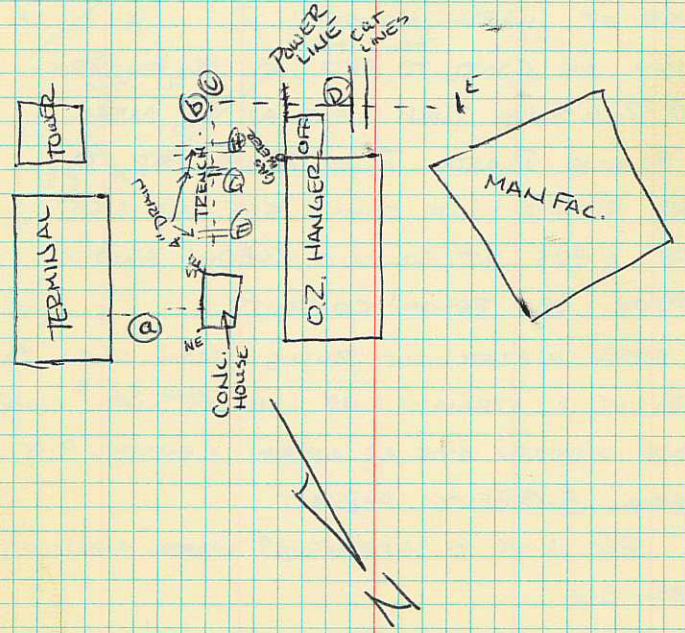
D- 2 SMALL LINE 30' WEST OF OZ HANGER FRONT

E- WIND DIRECTION 81' WEST OF OZ HANGER FRONT

F- 9.5'

G- 28.5'

H 36'



AIRPORT UTILITIES INFO.

PUMP HOUSE AND WELL

*FBO BUILDING TO WELL 13.5'

*ELEC CONDUIT TO FBO IS 2" STEEL

*ELEC CONDUIT FROM FBO TO WELL IS ½" STEEL

*ELEC LINE TO WELL IS 2" BELOW ASPHALT AND 3-4" BELOW SIDEWALK

*ELEC CONDUIT TO FBO IS 2' BELOW ASPHALT

*ELBOW OF ELEC. COND TO FBO IS 5.5' FROM CORNER OF WELL HOUSE

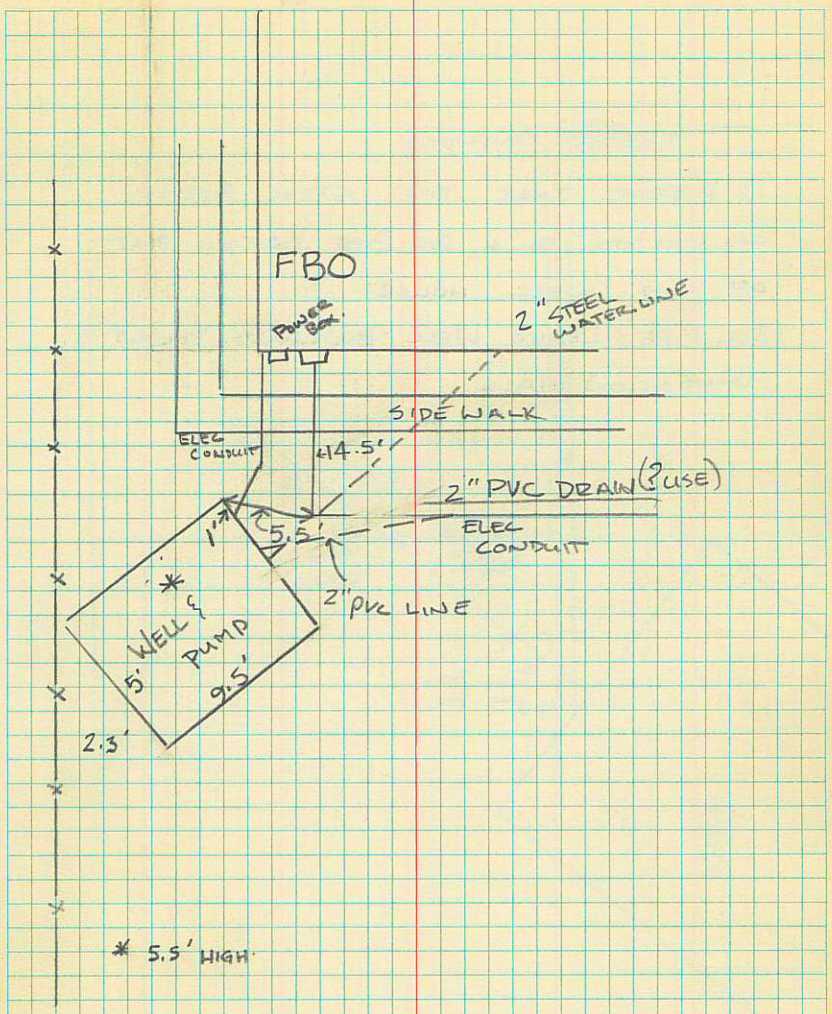
* ELBOW OF COND TO FBO IS 14.6' FROM FBO BUILDING TURNS WEST AT 90° ANGLE

* 2" BLACK PLASTIC PIPE RUNS PAR. TO FBO COND. WE COULD SEE NO USE PIPE ENDS AT CONDUIT ELBOW AND IS APPROX 18" BELOW CONDUIT

* 2" STEEL WATERLINE RUNS FROM WELL TO FBO IN A STRAIGHT LINE LEAVES WELL HOUSE ON WESTERLY SIDE AT APPROX CENTER. PIPE IS APPROX 5.25' BELOW ASPHALT.

* 2" PVC LINE IS APPROX 3" LOWER THEN STEEL PIPE

* PVC PIPE AND STEEL PIPE CROSS 3' ± FROM BUILDING.

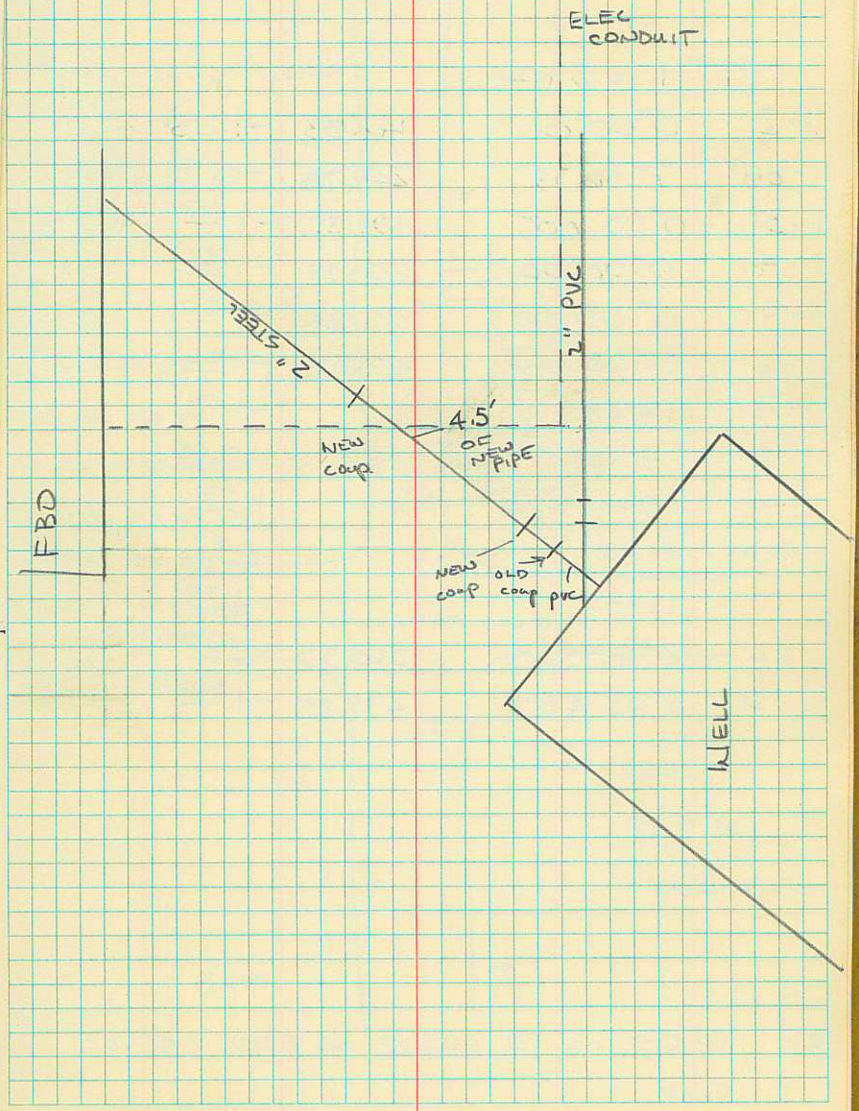


CONT. ON NEXT PAGE

— INDICATES COUPLINGS

IT APPEARS THAT THE STEEL PIPE IS CONNECTED TO A PVC PIPE COMING OUT OF THE WELL HOUSE.

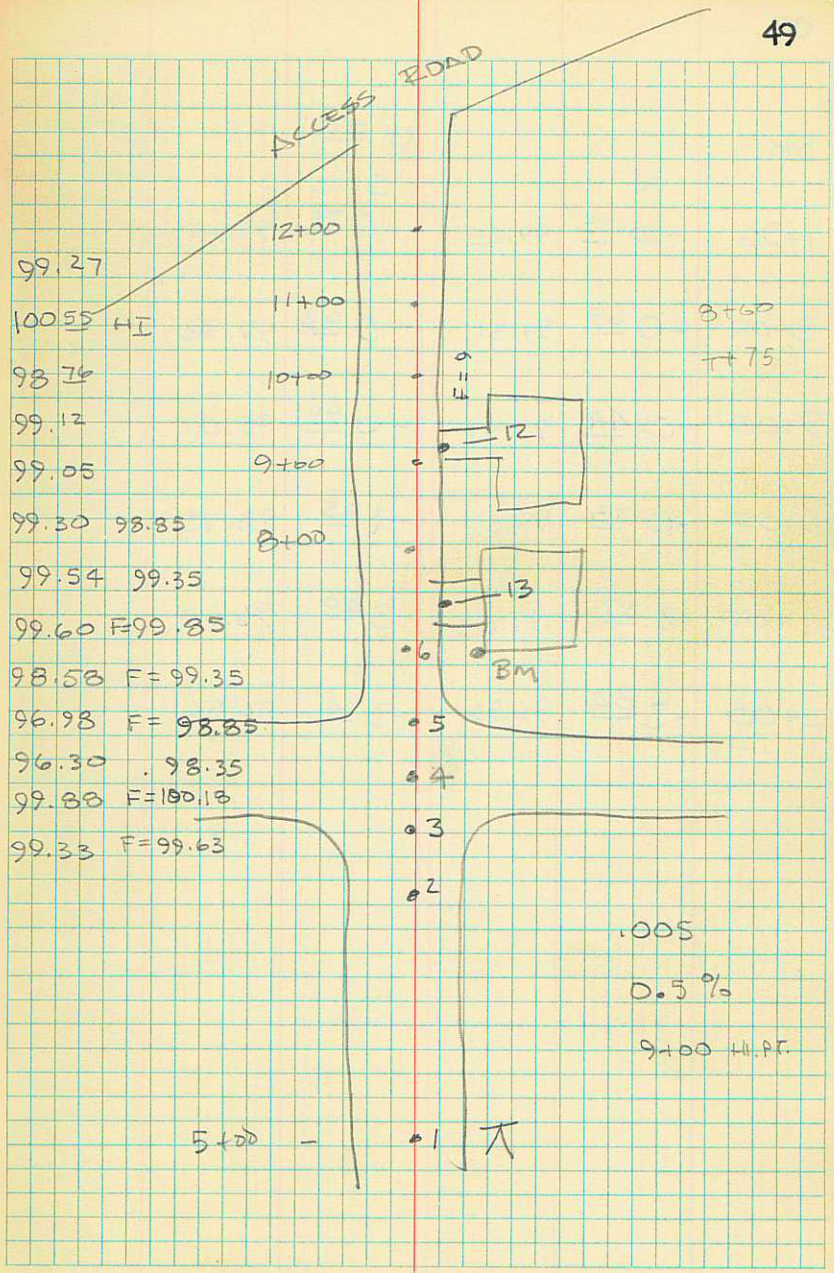
ALL PIPE LEAVE WELL BUILDING BELOW FOUNDATION WALL.



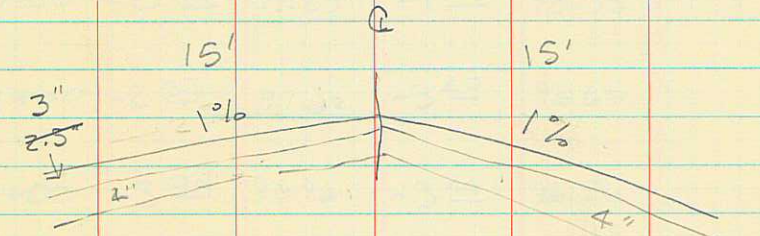
PT # 1 = 5+00

1-2	0°00'00"	147.83	-1.28	6+47 83
1-BM	7°36'19"	249.78	-0 55	~~7+49~~
1-3	0°00'00"	191.31	-1 79	6+91.31
1-4	0°00'00"	204.95	-1 43	7+04 95
1-5	0°00'00"	215.84	-1 50	7+15 84
6	0°00'00"	256.17	-1 25	7+56 17
7	8+00		-1 01	
8	9+00		-0 95	
9	10+00		-1 97	
10	11+00		-3 57	
11	12+00		-4 25	
12	2°40'56"	363.57	-0 67	
13	3°55'43"	279.25	-1 22	

BM SE COR OF 1ST HANGER ON WEST SIDE OF ROAD

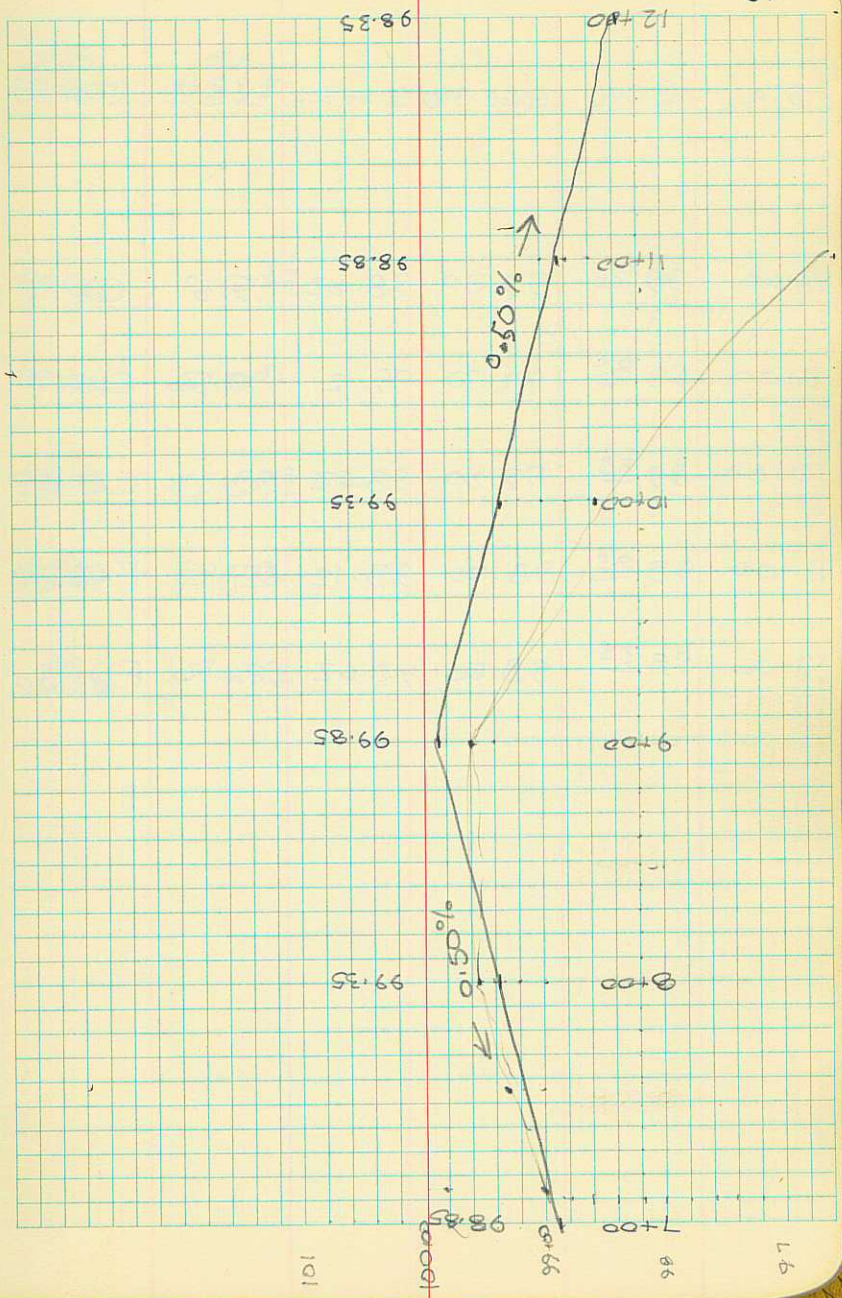


BM			0 00	HI = 100.00
	N		S	
7+56	-0 75	99.25	-0 75	99.25
8+00	-0 69	99.31	-0 62	99.38
9+00	-0 44	99.56	-0 99	99.01
10+00	-0 73	99.27	-1 25	98.75
11+00	-2 37	97.63	-3 40	96.60
12+00	-3 04	96.96	-3 44	96.56



FROM ℄ ELEV. 0 15/7" .58'

FROM FIN. GRD ~~6.5"~~ or ~~.54'~~



STA.	℄ GRD	EDGE GRD	EDGE SUB.	No. EX GRD	CorF
8+00	99 35	99.20	98.62	99.31	CO 69
9+00	99 85	99.70	99.12	99.56	CO 44
10+00	99 35	99.20	98.62	99.27	CO 65
11+00	98 85	98.70	98.12	97 63	FO 49
12+00	98 35	98.20	97.62	96.96	FO 66

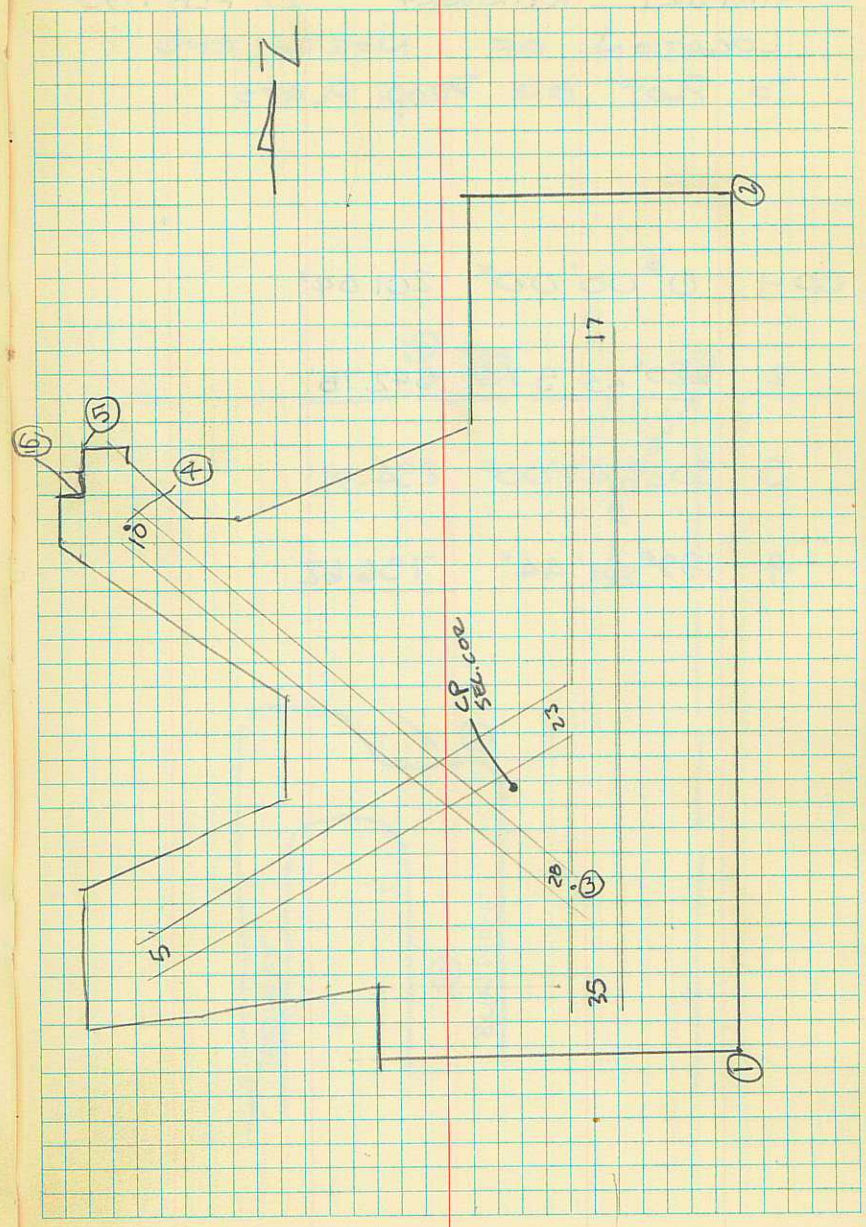
SO EX GRD	CorF
99.38	CO 76
99.01	FO 11
98.75	CO 13
96.60	F1 52
96.56	F1 06

HUBER

AIRPORT CLEAR ZONE 26 SEPT 94

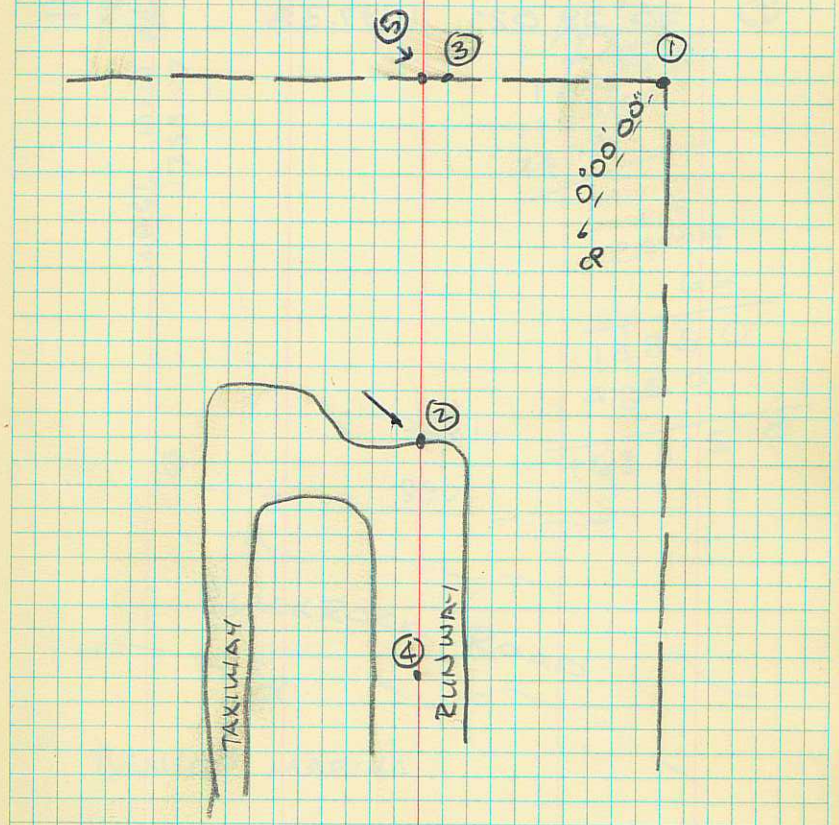
RUN WAY 10-28

CP-1	0° 00' 00"	3748.32
2	234° 42' 19"	4234.04
3	346° 16' 17"	1775.57
4	139° 35' 42"	3381.89
5	141° 37' 28"	4123.82
6	137° 46' 03"	4006.16



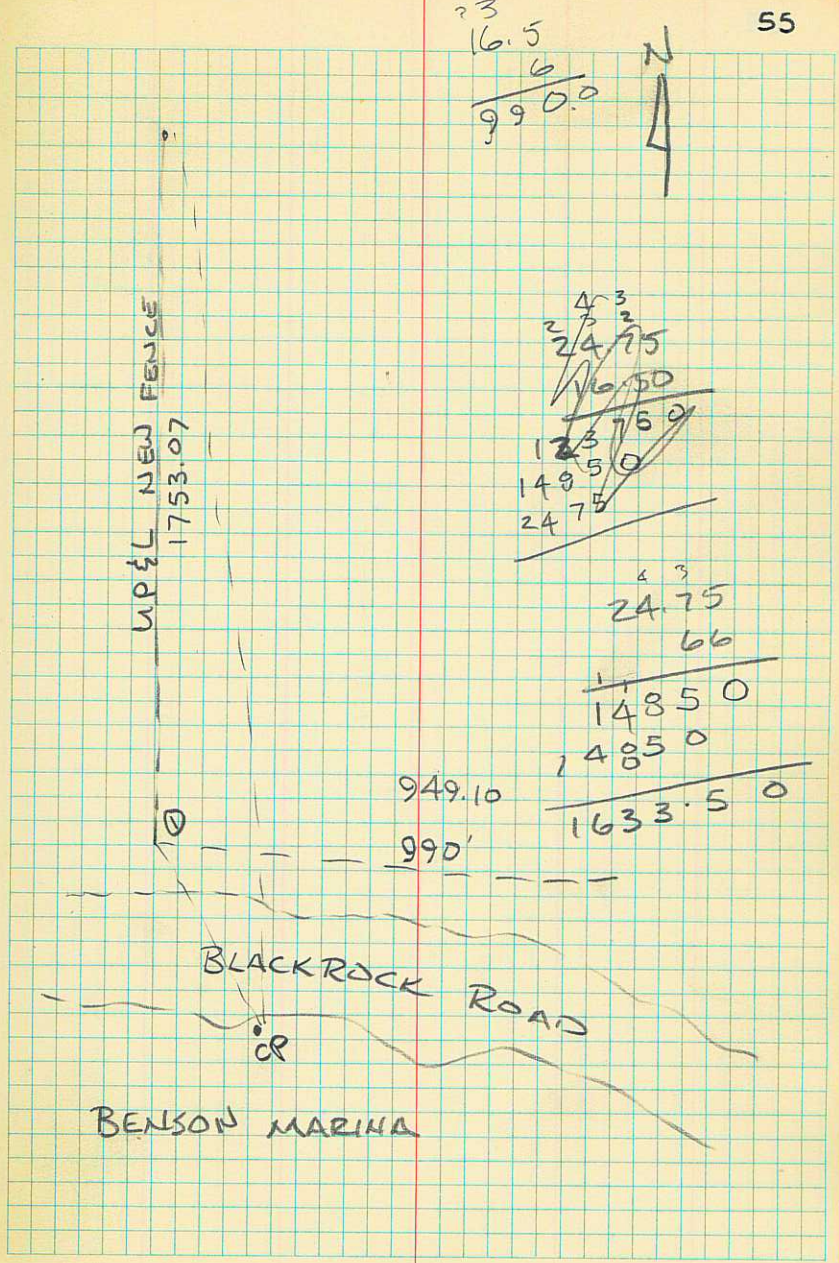
AIRPORT RUNWAY 22 FEB 1995
LOCATION OF NORTH END
TO PLOT ON PROP. PLATS

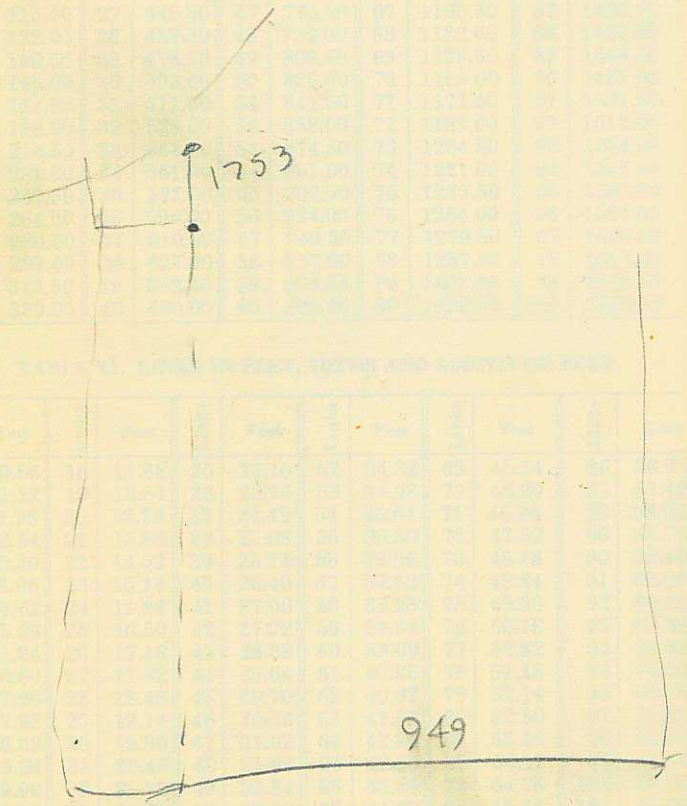
cp-1	0°00'00"	201.04'
2	220°23'57"	542.78'
3	302°47'00"	234.91'
4	199°51'44"	756.62'



CHECK DIST. ON LEE
JOHNSON PROP 22 FEB 95

①	0°00'00"	81.53'	-1 04
②	55°59'02"	1797.38	-3 82





-.78

4.40
4.30

3.91 | 32.00

.32 | 3.91
32

.32 | 3.10
2 88