

1041



TRANSIT

Spiral Notebook

No. 603

32 Sheets

4 5/8" x 7"

(SEE Page 31 for Index)

Level Notes for
Flight Markers on Ehlen Rd.
Started at Brass Cop at
intersection HWY 51 &
Ehlen Rd. Ran East into
Aurora on Ehlen Rd

Date: 3-25-97
Crew: T M. Reedy
 & R. Giddens
Weather: Sunny 65°
Equipment: N/A 2002
 Digital Level

2

Sta	B.S. +	H.I.	F.S. -	Rad	Elev
					181.79'
	3.872	185.662			
T.P. #25			6.178		179.484
	4.602	184.086			
#26 F.M.			8.910		175.176
	3.204	178.380			
T.P. #27			9.114		169.266
	10.547	179.813			
#28 F.M.			1.594		178.219
	1.906	180.125			
T.P. #29			12.413		167.712
	8.091	167.803			
T.P. #30			12.451		155.352
	0.199	155.551			
#31 Y.P.C.			4.535		151.016
	4.548	155.569			
#32 = #30			0.216		155.348
	12.676	168.024			
#33 = #29			0.316		167.708
	12.079	179.787			
#34 = #28			1.568		178.219
	1.693	179.912			
#35 = #27			10.653		169.259

2

Description
Brass Cap @ Hwy 51 & Ehlen Rd
Elevation = 181.79' from Ehlen Rd
Ph I construction notes
Turn Pt. #25 P.K.
#26 P.k Control Pt @ Oak St.
#27 Turn Pt. P.k. on Ehlen
#28 P.k. Control Pt on Ehlen Rd.
#29 Turn Pt P.k. on Ehlen Rd
#30 Turn Pt P.k. on Ehlen Rd.
#31 Y.P.C. @ Ehlen & Cole most North
#32 = #30 T.P. P.k.
#33 = #29
#34 Control Pt. F.M. on Ehlen
#35 = #27 T.P. on Ehlen Rd

Sta	B.S. +	H.I.	F.S. -	Red	Elev
#35 = #27			10.653		169.259
	9.290	178.499			
#36 = #26			3.337		175.162
	9.218	184.386			
#37 = #25			4.911		179.469
	6.103	185.572			
#1 Brass Cap			3.793		181.779
#1 Brass Cap					181.79
	4.423	186.213			
#39 F.M.			6.508		179.705
	6.439	186.144			
#40 T.P.			4.943		181.201
	5.920	187.121			
#41 T.P.			4.875		182.246
	5.505	187.751			
#42 F.M.			4.705		183.046
	4.532	187.578			
#43 = #41			5.332		182.246
	4.855	187.101			
#1 Brass Cap			5.314		181.787
					7.003 v

Description	
	Turn Pt on Ehlen Rd
	#35 = #26 Flight Marker @ Oak Ln.
	#37 = #25 Pk on Ehlen Rd TIP
181.79' - .011	#38 = #1 Brass Cap @ Hwy 51 $\frac{1}{2}$ Ehlen Rd
	#1 Brass Cap @ Hwy 51 $\frac{1}{2}$ Ehlen Rd
	#39 Pk Flight Marker on Boone Ferry Rd
	#40 Turn Pt @ Hwy 51 $\frac{1}{2}$ Ehlen
	#41 Turn Pt Pk on Hwy 51
	#42 F.M. on Hwy 51 on Centerline
	#43 = #41 Pk on Hwy 51
	#1 Brass Cap @ Int Hwy 51 $\frac{1}{2}$ Ehlen Rd

Sta	B.S. +	H.I.	F.S. -	Red	Elev
#31 Y.P.C.					151.016
	2.806	153.822			
#44 T.P.			11.948		141.874
	1.000	142.874			
#45 T.P.			1.665		141.209
	8.036	149.245			
#46 F.M.			5.593		143.652
#2 Co Mon				6.056	143.189
#31 Y.P.C.					151.016
	10.411	161.427			
#47 Spike				1.518	159.909
#48 T.P.			1.295		160.132
	7.314	167.446			
#49 F.M.			4.454		162.992
#31 Y.P.C.					151.016
	1.891	152.907			
#50 T.P.			11.571		141.336
	0.175	141.511			
#51 T.P.			12.683		128.828
	0.530	129.358			
#52 T.P.			11.777		117.581

		Description
#31	Y.P.C.	@ Cole & Ehler Rd
#44	Turn Pt.	on Kahle Ln.
#45	Turn Pt.	on Kahle Ln.
#46	H ¹ T Flight Marker	on Kahle
#2	Bronz Cap Sec Cor	11, 12, 13, 14
	T45 RIW	
#47	Spike in PP	@ Cole Ln & Ehler Rd
#48	Turn Pt.	on Cole Ln.
#49	Pk.	on Cole Ln Flight Marker
#31	Y.P.C.	@ Cole & Ehler Rd
#50	Turn Pt.	on Ehler Rd.
#51	Turn Pt.	
#52	Turn Pt.	

Sta.	B.S. +	H.I.	F.S. -	Rod	Elev
#52 T.P.			11.777		117.581
	0.455	118.036			
#53 F.M.			9.807		108.229
	0.168	108.398			
#54 Spike			11.842		96.556
	3.060	99.616			
#55 Spike			2.535		97.081
	4.603	101.684			
#56 T.P.			6.090		95.594
	3.512	99.106			
#57 F.M.			3.095		96.011
#53 F.M.					108.229
	0.064	108.293			
#58 T.P.			4.718		103.575
	11.797	115.372			
#59 T.P.			0.469		114.903
	12.598	127.501			
#60 T.P.			0.216		127.285
	13.113	140.398			
#61 F.M.			1.998		138.400

Description	
#52	Turn Pt on Ehler Rd
#53	Pk. @ Airport: Ehler Flight Marker
#54	Turn Pt Spike in Field
#55	Turn Pt in Field
#56	Turn Pt Spike in Field
#57	H.T. Flight Marker in Field
#53	Pk @ Airport: Ehler F.M.
#58	Turn Pt on Ehler Rd.
#59	Turn Pt on Bridge @ Aurora
#60	Turn Pt on Ehler
#61	Flight Marker @ Ehler in Aurora

Level Notes for Browns
Island Landfill Access rd.
From Intersection of S. River Rd.
and Homestead to Homestead and
access road to Landfill.

Datum is from City of Salem
control on S. River Rd

Date: 4-11-97

Crew: M. Reedy T

R. Gibboney Φ

Weather: Sunny 55°

Equip: NA 2002

Sta	B. S.	I. I.	F. S	Rod	Elev
9					
TP #38			4.805		
	6.552				
TP #39			2.890		
	12.097				
TP #40			0.577		
	11.345				
TBM #2			3.589		156.396
F.M. #4					142.736
	1.657	144.393			
TP #41			9.923		134.476
	5.446	139.916			
TP #42			5.492		134.424
	12.024	146.440			
TP #43			0.195		146.253
	5.087	151.340			
F.M. #44				3.585	147.755
+5			6.517		144.823
	6.340	151.163			
TP #45			12.416		138.753
	1.743	140.496			
TP #46			5.551		134.945
	3.544	138.489			
#47			1.193		137.296

9

Description

Spike in PP#1699 Homestead $\frac{1}{2}$ River

Alum Cap "A167" @ Homestead $\frac{1}{2}$ Access Rd

$\frac{1}{2}$ IR Flight Marker

-25 Brass Cap @ 14+87 76' west

#5 spike

Sta	B.S.	H.I.	F.S.	Rod	Elev
TP # 47			1.193		137.296
	8.276	145.572			
<u># 48</u>			2.822		142.749
					137.296
	1.81				
			Const 4	30 R	
2+20			135.398	133.980	
2+50			133.806	131.932	
2+70			133.329	131.505	
2+98.21			133.417	131.845	
3+50			133.233	132.095	
4+00			134.183	132.764	
4+50			134.650	132.847	
5+00			134.597	133.281 ^{TP}	
5+50			134.435	132.764	
6+00			134.727	132.883	
6+50			134.723	132.582	
7+00			134.500	131.709	
7+50			134.505	132.029	
8+00			134.427	132.612	
8+50			135.288	132.688	
9+00			135.518	131.677	
9+50			135.017	130.367	
10+00			134.796	129.979	

					Description
142.749					
142.736					"A167" Flight Marker
.013V					
					A #5 Spike

11

const
4

30' R

10+40

134.525 129.785

10+90

135.128 131.172

11

Level Loop for
Woodburn Landfill
Control.

Location: Intersection
of Butteville & Crosby to
Intersection Butteville
and Broad Acres

Weather: Sunny 70°

Crew: M. Reedy R. Gibbons

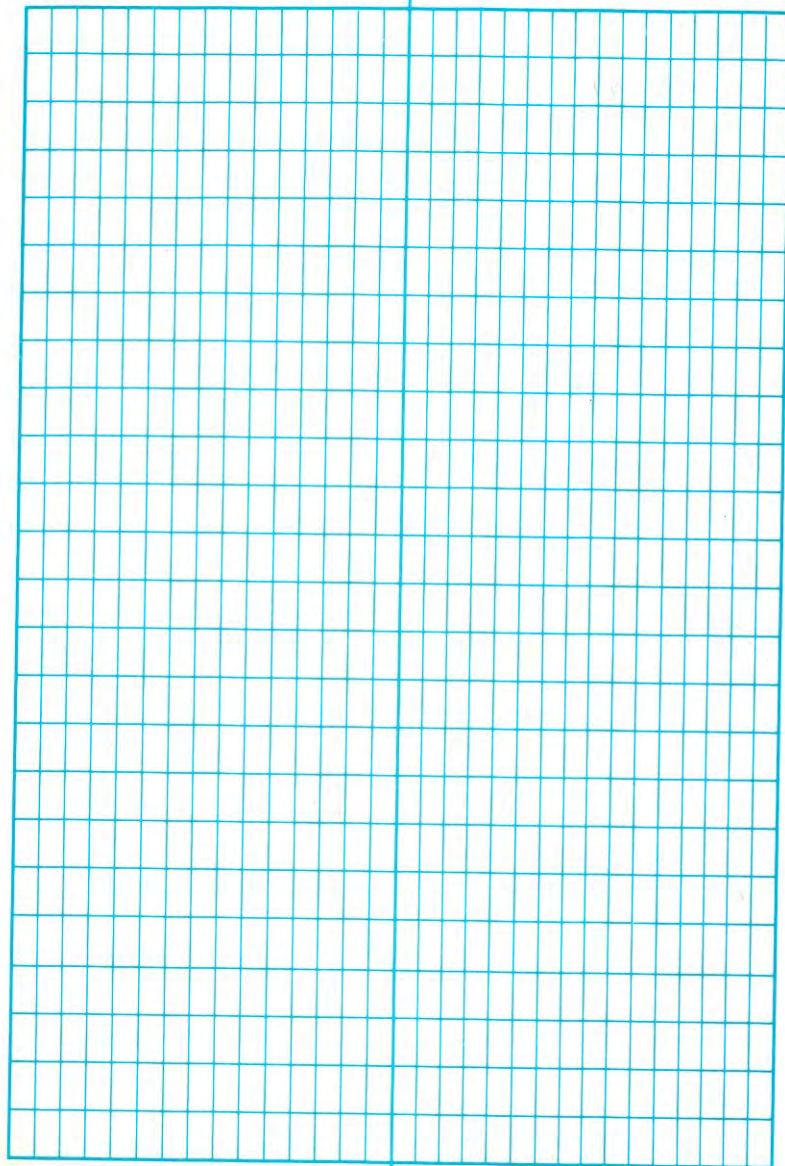
Equip: Wild NA 2002

Meters and all Turn points
are p.k.s in pavement

12 Sto	B.S.	H.I.	F.S.	Rod	Elev
B.C. #1					55.800
	1.328	57.128			
T.P. #2			1.412		55.716
	1.520				
TP #3			1.581		55.655
	1.466				
TP #4			1.569		55.552
	1.469				
TP #5			1.588		55.433
	1.574				
TP #6			1.581		55.426
	1.546				
TP #7			1.609		55.363
	1.228				
TP #8			1.201		55.389
	1.182				
TP #7			1.208		55.364
	1.584				
TP #6			1.519		55.429
	1.541				
TP #5			1.535		55.435
	1.515				
TP #4			1.399		55.551
	1.667				

12
Cross Cap @ Butteville & Crosby

13 Sto	B.S.	H.I.	F.S.	Rod	Elev.
TP #3			1.506		55.652
	1.589				
TP #2			1.529		55.712
	1.444				
B.C. P ⁺ #1			1.359		<u>55.795</u>
	started 2 nd Loop				
TP #8					55.389
	1.773	57.162			
TP #9			1.691		55.471
	1.675	57.146			
TP #10			1.416		55.738
	1.704	57.434			
TP #11			1.319		56.115
	1.830	57.945			
TP #12			1.473		56.472
	1.306	57.778			
TP #13			1.493		56.285
	1.538	57.822			
TP #14			1.733		56.090
	1.629	57.719			
TP #15			1.603		56.116
	1.301	57.417			
TP #16			1.743		55.674
	1.363	57.037			



Sta	B.S.	H.I.	F.S.	Rod	Elev
14 F.M #23			1.922		55.115
	1.918				
TP #16			1.358		
	1.727				
TP #15			1.284		
	1.744				
TP #14			1.770		
	1.756				
TP #13			1.561		
	1.522				
TP #12			1.339		
	1.525				
TP #11			1.883		
	1.386				
TP #10			1.769		
	1.458				
TP #9			1.716		
	1.746				
TP #8			1.817		55.391

14
Flight Marker @ Broadacres Store
is Red Plastic Cap on 1/2" IR

11/29/97

T. R. Gibboney

M. Brown

NA 2002 (wild)

Temp. 50°

Level Loop For Control
Hazel Green Rd From 99 E PK nail
@ P.P. # 458 on 139.86' changed
to metric 42.629 m To Larch
Gardens Rd.

16 Sta	BS	HI	FS	Rod	Elev.
TBM PK					42.629
	1.970	44.599			
TP #1			.892		43.7068
	3.082	46.789			
TP #2			.2297		46.5596
	3.5302	50.0898			
TP #3			.1862		49.9036
	3.7795	53.6830			
TP #4			.2400		53.4431
	3.2064	56.6495			
SS #5			1.1193		55.5302
TP #6			.9020		55.7475
	1.8546	57.6021			
SS #7			1.7816		55.8205
SS #8			1.5540		56.0981

16
TBM PK nail @ PP 458 42.629m
TP #1
TP #2
Trav. pt #2 1/2 IR w/RPC
Trav. pt #4 PK nail
Trav. pt #5 1/2 IR w/RPC
Trav. pt #6 1/2 IR w/RPC

17 Sta	BS	HI	FS	Rod	Elev.
Tp #9	1.3976	57.5485	1.4012		56.2009
SS #10			1.5361		56.0123
Tp #11	1.0270	56.7346	1.8409		55.7076
Tp #12	1.5589	56.3319	1.9616		54.7730
SS #13			1.7577		54.5742
Tp #14	0.5629	55.2944	1.6004		54.7315
SS #15			1.3584		53.9360
Tp #16	0.4282	52.6116	3.1110		52.1834
SS #17			1.4777		51.1339

17
Tp

Trav. Pt #7 1/2 IR w/RPC

Trav. Pt #8 1/2 IR w/RPC

Tp

Trav. Pt #9 1/2 IR w/RPC

Trav. Pt. #10 1/2 IR w/RPC

Trav. Pt #11 1/2 IR w/RPC

=P

Trav. Pt #12 OK nat @ Lake Labish
Bd + Hazelgreen

18 Sta.	BS	HI	FS	Rod	Elev.
SS#18			1.3612		51.2509
TP#19			0.1996		52.4170
	3.3864	55.8034			
TP#20			0.9797		54.8238
	1.2857	56.1095			
TP#21			1.1561		54.9534
	1.9462	56.8996			
TP#22			0.9542		55.9454
	1.6305	57.5759			
TP#23			1.3522		56.2237
	1.3032	57.5269			
TP#24			1.8105		55.7164
	0.7700	56.4863			
TP#25			3.1385		53.3478
	0.0358	53.3836			

18
Trav. pt #13 PK nail

TP

TP

TP

TP

TP

TP

TP

19					
Sta.	BS	HI	FS	Rod	Elev.
Tp# 26			3.4776		49.9060
	0.1685	50.0746			
Tp# 27			3.5103		46.5643
	0.1956	46.7599			
Tp# 28			3.2910		43.5189
	1.1231	44.6120			
Tp# 29			2.0083		42.6337
Sta.	BS	HI	FS	Rod	Elev.
Trav. Pt # 4					55.5302
	1.2258	56.7559			
Tp# 30			2.5375		54.2184

19

Tp Trav. pt #2 check (49.9036)

Tp

Tp

TBM PK nail @ p.p. 458 (42.6293)
 $E = 0.0046 \text{ m} = 0.015'$

Trav. pt #3 1/2" IR w/RPC

12/29/97

T - R. Gibboney

M. Brinton

NA 2002 (wild)

55° cool/foggy

started a Level Loop from a
 Flight marker @ Broadacies store a
 Red plastic cap on 1/2" IR #23
 Elev. 180.82 Int. Ft Elevation
 Establish From a Level Loop run
 in Fieldbook 1041 for Flightmarker
 control at woodburn Land Fill.
 Loop will run East to I-5
 on broadacies Rd.
 (Feet) all Turn pt are PK
 nails

21 Sta	+ BS	HI	- FS	Rod	Elev.
BM #23		183.563			180.82
	2.743				
p #1		187.437	3.129		180.934
	7.002				
p #2		184.859	5.935		181.502
	3.357				
p #3		185.820	4.229		180.630
	5.189				
p #4		177.438	9.045		176.774
	0.664				
p #5		165.841	12.200		165.238
	0.602				
S.S #22			2.320		163.520
S.S #50			5.227		160.614
TP #6		178.306	0.583		165.257
	13.048				
TP #7		186.797	0.555		177.750
	9.047				
p #8		188.445	3.531		183.266
	5.179				
S.S #21			4.622		183.823
TP #9		188.949	5.235		183.210
	5.789				

Description		21
1/2" IR with Red Plastic cap #23		
PK nail		
PK nail		
PK nail		
PK nail		
PK nail		
Flightmarker #22 spike		
@ NW cor. of Bridge over Seneca Cr.		
and Broadacres Rd set PK nail 6" South		(Curb)
PK nail		
PK nail		
PK nail		
Flightmarker #21 spike		
PK nail		

22	+		-		
Sta	BS	HI	FS	Rod	Elev
Tp #10	7.030	189.777	6.252		182.747
tp #11	8.917	195.062	3.132		186.645
SS, #20			1.056		194.006
Tp #12	3.180		8.038		187.024
Tp #13	6.235		7.035		183.170
Tp #14	5.025		5.582		183.822
tp #15	3.031		5.210		183.637
tp #16	0.201		8.686		177.982
tp #17	0.433		12.905		165.278
tp #18	9.772		0.389		165.322
tp #19	11.003		0.342		174.752
tp #20	2.336		3.912		181.843

Discription		22
PK nail		
PK nail		
Flightmarker #20	PK nail	
⊥ Reflector		
⊥ Reflector		
⊥ Reflector		
⊥ Reflector		
⊥ Reflector		
⊥ Reflector	PK nail	
⊥ Reflector		
⊥ Reflector		
⊥ Reflector		

23					
STA	BS	HI	FS	Rod	Elev.
TP #21			2.552		181.627
	5.944				
TP #22			6.067		181.509
	2.129				
# 23			2.781		180.852

Description		23
⊕ Reflector		
⊕ Reflector		
1/2" IR w/RPC	# 23 Flightmark	
	(180.82')	
closure = 0.03'		

12/31/97

T. R. Gibbooney

M. Brinton

NA 2002 (wild)

cool / Foggy 70°

Level Run From I-5 overpass
NW cor. Brass cap north on Whitney Rd
stamped Z656 (#9438) down Whitney
Rd north. Control established from
Field book 1071 Elev. 208.16

(Feet) all turn pt are with
PK + H+T

Sta #	+ BS	HI	- FS	Rod	rlcu
BM 9438					208.16
	1.944				
TP #1			11.583		198.524
	0.319				
TP #2			12.521		186.321
	2.626				
TP #3			5.101		183.846
	6.078				
SS #16			4.855		185.069
TP #4			5.192		184.733
	5.619				
TP #5			5.615		184.737
	5.453				
TP #6			5.388		184.802
	5.673				
SS, #13			5.432		185.043
TP #7			5.347		185.127
	5.541				
TP #8			4.971		185.698
	5.919				
SS, #8			5.221		186.396

Description		25
Bress cap @ I-5 over pass NW		
cor. and Crosby Rd.		
PK nail		
PK nail		
PK nail		
Flightmarker #16	PK nail	
PK nail		
PK nail		
PK nail		
Flightmarker #13	PK nail	
PK nail		
PK nail		
Flightmarker #8	PK nail	

26	+		-		
Sta	BS	HI	FS	Rod	Elev
TP # 9	5.550		4.996		186.671
TP # 10	5.193		5.494		186.727
SS # 6			5.463		186.757
TP # 11	2.762		5.100		186.820
TP # 12	4.952		3.971		185.611
SS # 3			5.932		184.631
TP # 13	8.161		5.934		184.630
TP # 14	5.409		5.602		187.188
TP # 15	4.758		5.964		186.633
TP # 16	4.468		5.193		186.198
TP # 17	7.120		1.063		189.603
SS # 20			2.757		193.966

26	Description
PK nail	
PK nail	
Flightmarker #6	PK nail (same spot)
(note) nail Head Broken off set new PK	
H&T - Lath	
H&T	
Flight marker #3	1/2 IR w/RPC
"	"
PK nail	
PK nail	
H&T	
PK nail	
Flightmarker #20	PK nail (193.989')
	closure = 0.023

12/31/97

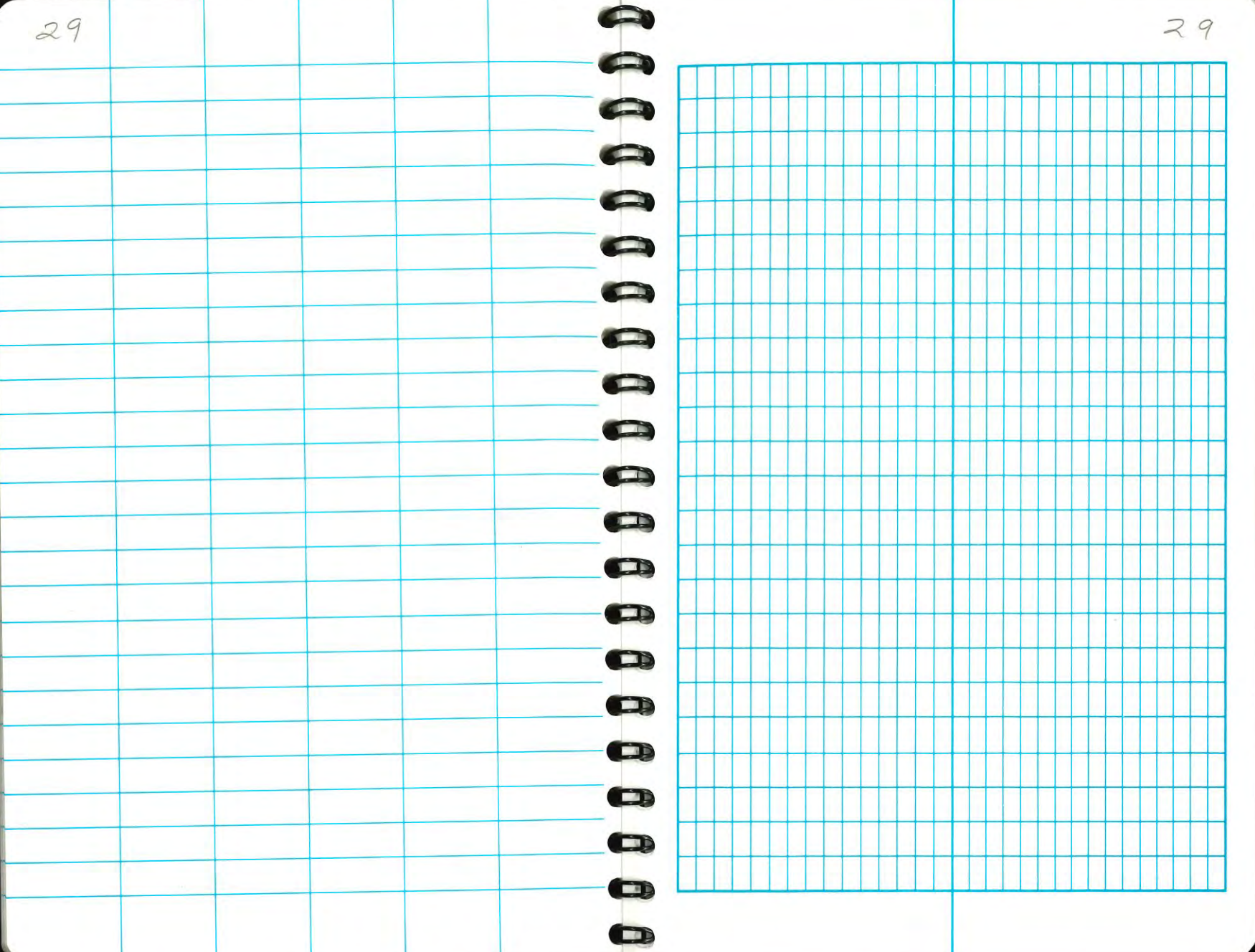
Started Level Loop from
Flight marker #8 186.396 Levelled
out TO Flight marker #7
(Feet) used HKT for Turn pt.
Started Turnpt. @ 50

28					
STA	BS	HI	FS	Rod	Elev
BM #8					186.396
	2.130				
TP #50			5.591		182.935
	5.441				
TP #51			5.156		183.220
	4.122				
TP #52			3.891		183.951
	9.826				
SS #7			4.065		189.212
TP #53			10.894		182.382
	4.611				
SS #12			3.841		183.152
TP #54			4.228		182.765
	5.700				
TP #55			4.967		183.499
	4.654				
TP #56			4.843		183.312
	5.349				
BM #8			2.262		186.399

	28
	Description
Flightmarker #8	186.396
H+T	
H+T	
H+T	
Flightmarker #7	1/2 IR w/RPC
H+T	
Flightmarker # 11 12	1/2 IR w/RPC
H+T	
H+T	
H+T	
Flightmarker #8	(186.396)
	closure = .003

29

29



30

30

Ehlen Rd Flight Markers

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Browns Island Flight Markers

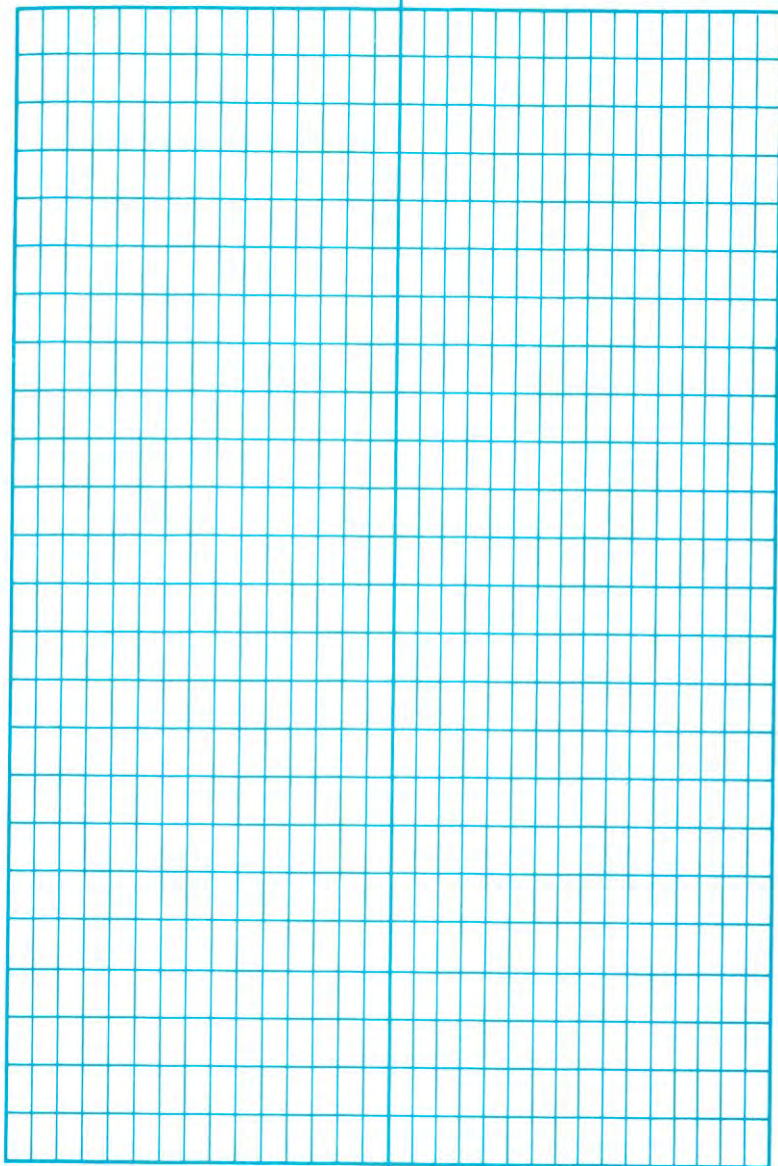
Page 6-11

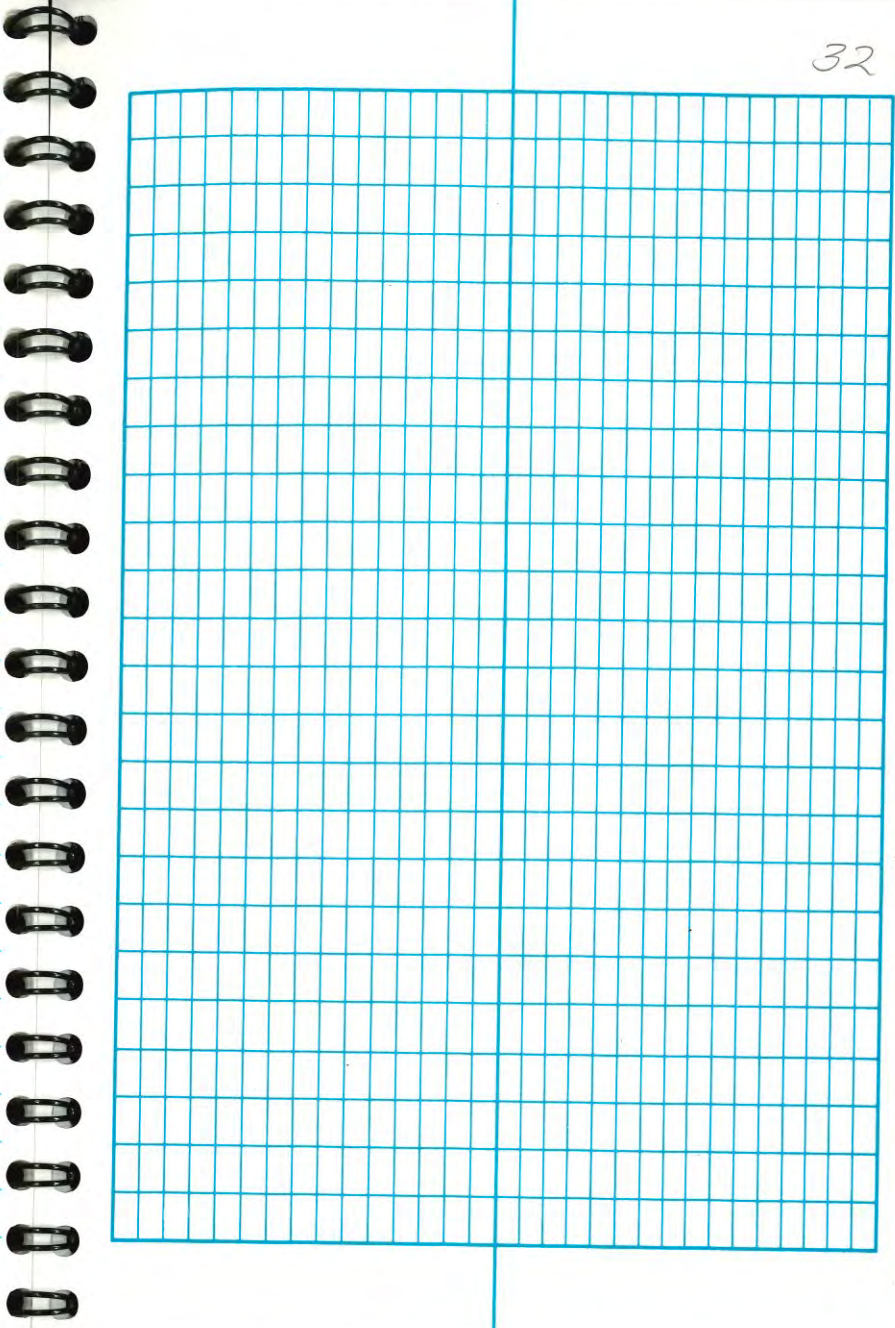
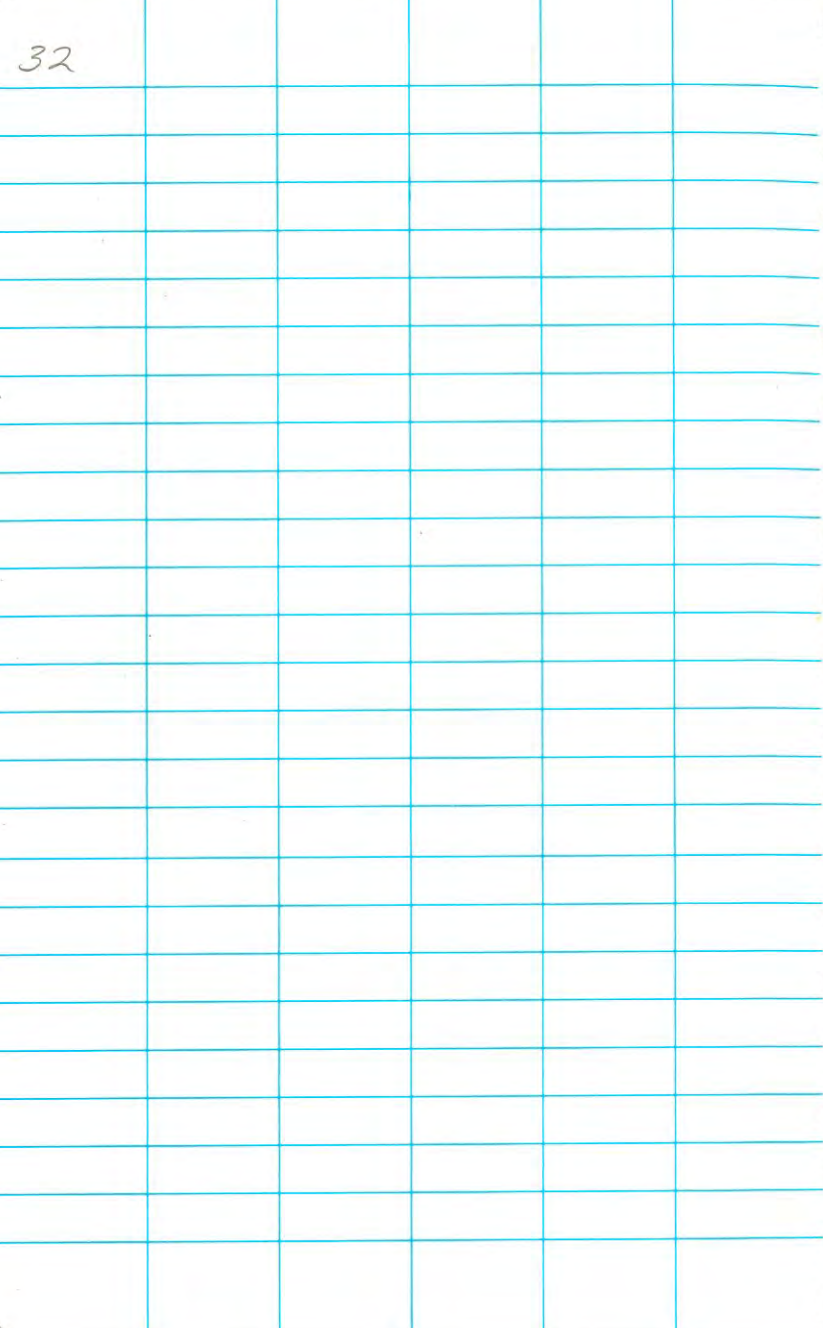
Woodburn landfill Flight Markers

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Hazelgreen Control

Page 15-19





PP 458

PK nail 139.86

193.989

193.966

000.023



Eight miles

$\pm 20 = 193.990$

Rick

a product of

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TACOMA, WA 98421-3696 USA