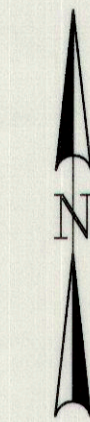


SURVEY CONTROL DIAGRAM FOR THE UTAH DEPARTMENT OF TRANSPORTATION CARBON COUNTY REGION 4

MAPPING PROJECT SP-0006(27)231 HELPER, UTAH M.P. 231.00 TO M.P. 235.00



SCALE: 1cm = 250m
DATE OF PHOTOGRAPHY.....NOVEMBER 1997

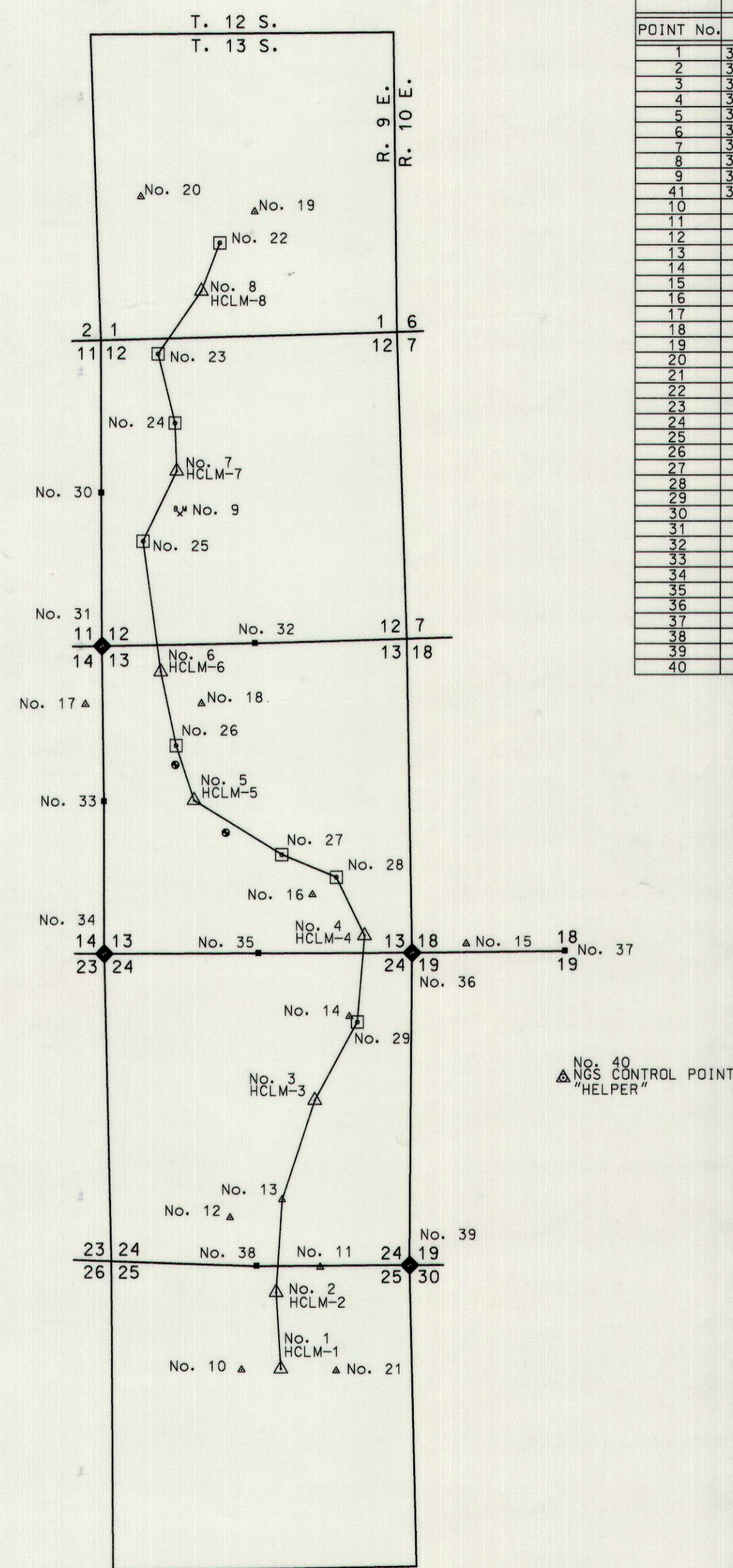
UTAH COORDINATE SYSTEM (UCS)-CENTRAL ZONE
HORIZONTAL DATUM-NAD83/94 - VERTICAL DATUM-NAVD88
XY COMBINED ADJUSTMENT FACTOR (CAF) = 1.0003866

POINT No.	GEODETIC CONTROL			STATE PLANE COORDINATES			MODIFIED COORDINATES			MONUMENT DESCRIPTION
	LATITUDE	LONGITUDE		(X) EASTING	(Y) NORTHING	ELEVATION	(X) EASTING	(Y) NORTHING		
1	39°40'08.28019"	110°51'41.61318"		554775.493	2148475.396	1754.090	554989.969	2149305.997	HCLM 1 - IRON ROD WITH CAP IN CONCRETE	
2	39°40'21.24865"	110°51'42.55693"		554750.148	2148875.149	1757.240	554964.615	2149705.905	HCLM 2 - IRON ROD WITH CAP IN CONCRETE	
3	39°40'53.69467"	110°51'33.81172"		554951.385	2149877.191	1771.160	555165.929	2150708.334	HCLM 3 - IRON ROD WITH CAP IN CONCRETE	
4	39°41'21.95516"	110°51'22.64067"		555211.401	2150135.165	1782.190	555276.045	2151566.639	HCLM 4 - IRON ROD WITH CAP IN CONCRETE	
5	39°41'44.50777"	110°52'00.07619"		554314.476	2151439.683	1798.460	554528.774	2152271.430	HCLM 5 - CAP EPOXYED IN ASPHALT	
6	39°42'06.27085"	110°52'07.29141"		554137.854	2152109.588	1815.310	554352.084	2152941.594	HCLM 6 - IRON ROD WITH CAP IN CONCRETE	
7	39°42'40.17310"	110°52'03.51805"		554220.346	2153155.687	1839.650	554434.608	2153986.097	HCLM 7 - IRON ROD WITH CAP IN CONCRETE	
8	39°43'10.59276"	110°51'57.85322"		554348.618	2154094.711	1842.890	554562.929	2154991.484	HCLM 8 - IRON ROD WITH CAP IN CONCRETE	
9	39°42'32.95061"	110°52'02.88130"		554237.087	2152933.069	1825.090	554451.355	2153765.393	W-14 BM - CAP IN RAILROAD BRIDGE	
41	39°36'35.21336"	110°45'12.69529"		564098.877	2141976.807	1779.800	564316.958	2142804.896	NGS PRICEPORT - CONTROL STA. AT PRICE AIRPORT	
10				554568.899	2148471.198	1774.180	554783.234	2149301.806	AP-1 REDCON CAP & ROD	
11				554981.094	2149007.276	1765.870	555195.648	2149838.091	AP-2 "X" CUT IN CONCRETE	
12				554507.528	2149263.961	1786.830	554721.900	2150094.875	AP-3 REDCON CAP & ROD	
13				554180.448	2149358.066	1763.180	554994.325	2150189.011	AP-4 PK NAIL IN PAVED SHOULDER	
14				555132.430	2150313.587	1789.840	555347.643	2151144.907	AP-5 REDCON CAP & ROD	
15				555746.627	2150692.968	1794.890	555961.477	2151524.435	AP-6 REDCON CAP & ROD	
16				554937.105	2150948.621	1789.240	555151.643	2151780.387	AP-7 REDCON CAP & ROD	
17				553742.357	2151939.393	1869.760	553956.402	2152771.342	AP-8 REDCON CAP & ROD	
18				554352.811	2151945.209	1802.130	554567.122	2152777.160	AP-9 REDCON CAP & ROD	
19				554627.467	2154509.196	1884.320	554841.885	2155342.139	AP-10 REDCON CAP & ROD	
20				554029.338	2154587.036	1892.160	554235.524	2155490.009	AP-11 REDCON CAP & ROD	
21				555066.468	2148465.964	1760.750	555281.055	2149296.370	AP-12 REDCON CAP & ROD	
22				554444.608	2154345.768	1846.720	554658.955	2155178.648	TP-20 REDCON CAP & ROD	
23				554121.115	2153167.238	1840.850	554355.337	2154985.954	TP-21 REDCON CAP & ROD	
24				554210.122	2153406.627	1839.780	554424.378	2154239.144	TP-22 REDCON CAP & ROD	
25				554043.458	2152790.007	1828.050	554257.650	2153622.285	TP-23 REDCON CAP & ROD	
26				554219.017	2151725.499	1805.660	554433.277	2152591.366	TP-24 REDCON CAP & ROD	
27				554775.262	2151156.743	1789.690	554989.737	2151988.389	TP-25 REDCON CAP & ROD	
28				555062.012	2151039.513	1786.100	555276.598	2151871.114	TP-26 REDCON CAP & ROD	
29				555174.025	2150283.749	1779.510	555388.654	2151175.068	TP-27 REDCON CAP & ROD	
30				553823.637	2153041.378		554037.745	2153873.744	W 1/4 SEC. 12	
31				553828.398	2152242.629		554042.508	2153074.686	S.W. COR. SEC. 12	
32				554631.816	2152228.136		554846.237	2153090.199	S 1/4 SEC. 12	
33				553839.901	2151432.412		554094.015	2152494.156	W 1/4 SEC. 13	
34				553843.305	2150639.584		554057.421	2151471.021	SW COR. SEC. 13	
35				554652.832	2150642.530		554867.261	2151473.969	S 1/4 SEC. 13	
36				553461.640	2150645.330		553676.382	2151476.169	NE COR. SEC. 24	
37				556265.471	2150654.841		556480.523	2151486.285	N 1/4 SEC. 19	
38				554646.611	2149011.477		554861.037	2149842.224	S 1/4 SEC. 24	
39				554451.808	2149017.034	1786.150	554666.519	2149848.200	SE COR. SEC. 24/OLD BRASS CAP	
40				556257.682	2149994.858		556412.731	2150826.046	NGS STATION HELPER - CONTROL STATION	

ALL SURVEY AND DIGITAL MAPPING DATA POSITIONS AND MEASUREMENTS FOR
THIS PROJECT ARE EXPRESSED IN, OR DERIVED FROM, MODIFIED UCS POSITIONS.

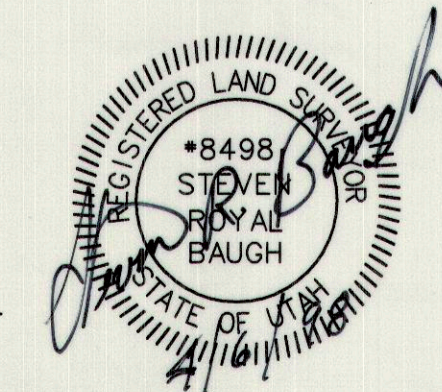
LEGEND

- ▲.....PRIMARY GPS CONTROL POINT
- *.....PROJECT BENCH MARK
- HCLM-1.....MOAB CONTROL MONUMENT
- ◆.....FOUND GLO CORNER
-QUARTER CORNER
- ▲.....MAPPING CONTROL
-FOUND EXISTING R/W MARKER
-SECONDARY CONTROL POINT



GENERAL NOTES:

- 1...THE SURVEY WAS PERFORMED USING THE NGS STATION "PRICEPORT" AS THE MAIN HORIZONTAL CONTROL POINT. THIS IS A "B" ORDER CONTROL STATION LOCATED AT THE PRICE AIRPORT, APPROXIMATELY 13 KILOMETERS FROM THE PROJECT AREA. THE VALUES LISTED IN THE CHART ARE THE NAD-83 (1994) VALUES CURRENTLY PUBLISHED BY NGS. THE GPS BASIS OF BEARING WAS ACCEPTED FOR THE PROJECT.
- 2...THE VERTICAL CONTROL IS BASED ON THE NGS BENCH MARK W-14 WHICH IS A 1ST ORDER, CLASS II VERTICAL BENCH MARK. THE VALUE LISTED IN THE CHART IS THE NAVD-88 VALUE CURRENTLY PUBLISHED BY NGS. ALL ELEVATIONS SHOWN ARE TOP OF MONUMENT ELEVATIONS.
- 3...ALL HCLM MONUMENTS ARE IRON RODS WITH CAPS. SET IN CONCRETE OR ASPHALT SO AS TO BE FIXED PERMANENTLY. THE VERTICAL ADJUSTMENT WAS BY DIFFERENTIAL LEVELING.
- 4...ALL SECTION CORNERS FOUND AND TIED BY FIELD SURVEY ARE SHOWN AS PER STANDARD UDOT SYMBOL AS SHOWN IN THE SHEET LEGEND. ALL OTHER SECTION CORNER POSITIONS WERE DIGITIZED FROM THE STANDARD 7.5' HELPER USGS QUADRANGLE. TO DETERMINE THE POSITION OF THE DIGITIZED SECTIONS, I.D. THE INTERSECTION OF THE LINES.
- 5...ALL CENTERLINE, RIGHT OF WAY LINES AND CURVE DATA SHOWN ON THIS PLAT WERE CALCULATED FROM THE HIGHWAY PLATS OF STATE HIGHWAY PROJECTS F-2418, DATED POST WAR, AND F-028-2(1) REVISED IN 1950 AS FURNISHED BY THE UTAH DEPARTMENT OF TRANSPORTATION. BECAUSE NO RIGHT OF WAY MONUMENTS WERE FOUND IN THE FIELD, THE LOCATION OF THE OFFICE CALCULATIONS MAY NOT REPRESENT THE TRUE ALIGNMENT OF THE EXISTING HIGHWAY. THE HIGHWAY DATUM WAS ROTATED TO THE PROJECT DATUM IN A BEST FIT SCENARIO.
- 6...THE MODIFIED (MAPPING) COORDINATES ARE OBTAINED BY MULTIPLYING THE STATE PLANE COORDINATES BY THE COMBINED ADJUSTMENT FACTOR (CAF) OF 1.0003866.
- 7...COORDINATE VALUES ARE EXPRESSED IN METERS USING INTERNATIONAL SURVEY FOOT.
- 8...SEE EXHIBIT "A" (SURVEY REPORT) ATTACHED AND BY THIS REFERENCE MADE A PART HEREOF. FOR A MORE DETAILED DESCRIPTION OF THE CONTROL MONUMENTS SHOWN IN THE CHART.



UTAH DEPARTMENT OF TRANSPORTATION
REGION 4
SR-6

DESIGN	CHECK	REVIEW
DATE _____	DATE _____	DATE _____
DESIGNER _____	CHECKER _____	REVIEWER _____
DIST. DRAWN _____	CHECKER _____	BY _____
DIST. REVISED _____	CHECKER _____	

NO.	DATE	REVISIONS	REMARKS

PROJECT SP-0006(27)231
NUMBER

CARBON COUNTY