

RDI APPLICATION
MANGANESE ROAD
WASHINGTON COUNTY,
UTAH

ATTACHMENT 28

Excerpts

Charles Theobald

1 did you do next?

2 A. Then I went to work for the Department of
3 Transportation in 1959.

4 Q. Was that in Salt Lake City?

5 A. Yes. That was my headquarters at that
6 time.

7 Q. What position did you originally hold with
8 UDOT?

9 A. When I first went to work for them, I was
10 the field recorder. I worked under the party chief
11 at that time, which was Newel Dewsnup.

12 Q. What were the duties and responsibilities
13 of a field recorder when you first were employed by
14 UDOT?

15 A. My job was to keep a record of the roads
16 that we was traveling for the mileage, also surface
17 types of the roads, the widths of the roads. We
18 always picked up a culture along the road as far as
19 businesses, homes, churches, schools, that kind of
20 material.

21 Q. For what purpose were you doing this road
22 work?

23 A. This was basically for the B and C road
24 fund. We had to maintain -- we had to travel all the
25 county and city roads in each county. We went into

1 that county, and we was -- we stayed in trailers.
2 We'd go into a county and stay in that county till we
3 got that inventory completed. We traveled every
4 road, the city roads, the county roads and the major
5 forest roads, and that also was for mapping.

6 We'd take this information that we would
7 gather when we was out in the field, take it back
8 into our other department, which was the mapping
9 department, and they would make these maps that we've
10 been talking about.

11 Q. You mentioned a B and C funding program.
12 Can you explain that a little more?

13 A. Yes. The B roads was county roads, the C
14 roads was city roads.

15 Q. For what purpose was this information
16 being gathered for B roads?

17 I mean, how did the State use -- or UDOT
18 use that information?

19 A. That was basically for funding so the
20 State could fund the counties for maintenance of the
21 roads within their county.

22 All that money basically come from the
23 license plate money that you bought your cars with
24 that went into the system.

25 Q. And who made those funding decisions?

1 A. That come within a Department of Planning
2 division, and I had nothing to do with the monies of
3 that, but they would break that down into mileage for
4 the county, population and land area. They would
5 break it down that way. How they did that, I'm not
6 right sure, but they would come up with a dollar for
7 each county that they would get.

8 Q. When you said you went and stayed in
9 trailers, was that staying in trailers so you could
10 be close to drive roads within a particular county?

11 A. Yeah. We would go into a county and stay
12 there until we got that done.

13 Q. Was this something that you did on a
14 statewide basis?

15 A. Yes.

16 Q. When you first were working for UDOT, did
17 you go to all 29 counties within the State of Utah to
18 do this road work?

19 A. Yes. It took us a five year period to
20 travel the system.

21 Q. And how long on average would you be in
22 any one county?

23 A. Some of the smaller counties wouldn't be
24 that long, but like your San Juan County, Box Elder
25 County, you might be there three-four months

1 traveling these roads, and in traveling these roads,
2 I should maybe state that that's in a touring car.

3 If we couldn't get over these roads in a
4 touring car, we would tell the County Commission or
5 the road supervisor at that time that they couldn't
6 draw funds on that road. It had to be a maintained
7 road. Then they could go back in and put blades on
8 that road and bring it back up to a standard, and at
9 that time we would put that on a system so they could
10 draw funds on that.

11 Q. Back in 1959 or '60 when you first started
12 doing the recording work for UDOT, what kinds of
13 vehicles were you driving the roads in?

14 A. I was driving a -- I believe it was a 1962
15 Plymouth.

16 Q. And would you tell us in a little bit more
17 detail how you would gather the information on a
18 particular road?

19 A. Yeah. We had a regular sheet. I think
20 they called it a R8 sheet. That was just probably
21 our word for it, but, anyway, we would take a sheet
22 for each road. They had a road number assigned to
23 each road within the county. We made a sheet up for
24 that particular road showing basically starting from
25 00 to the end of the road.

1 inventory those roads, what were you looking for in
2 terms of indication of maintenance?

3 A. If you could -- well, if we could drive
4 over them with a touring car pretty good, that you
5 could see the blades, you could see somebody actually
6 put a blade on that road and it was still in pretty
7 good shape.

8 Q. Would you look at -- did the berming of
9 the sides of the roads have any effect?

10 A. We could always tell basically if somebody
11 had been on that, you know, before.

12 Q. Did you take into account features such as
13 water conduits, culverts?

14 A. Well, we indicated culverts. If we was
15 going down the road and there was culverts in the
16 road, then we would call that a graded and drained
17 road, so we did look at stuff like that.

18 Q. Would you indicate cattleguards?

19 A. Yes, cattleguards, fences.

20 Q. And these are all features that would have
21 been recorded on the R8 form?

22 A. Uh-huh (yes), and the fences was put on
23 the maps, too, and cattleguards was put on the map.

24 Q. Let me direct your attention to a set of
25 maps that have been marked as Exhibits 3A through 3D,

1 On that sheet we would show the widths,
2 surface types and also the culture along that. Then
3 any new roads taking off we would indicate the road
4 taking off, and we would assign that a number. Then
5 we'd come back in with a -- what we used there was
6 just a compass. They didn't have the fantastic stuff
7 they got now to do that. We used a compass. We
8 would plot that new road onto the system, and that
9 basically -- the county would tell us what road was
10 theirs.

11 Q. Now, when you say "culture," what are you
12 referring to?

13 A. That would be homes, schools, churches,
14 fences, cattleguards. Anything basically along the
15 road we would indicate what was on that road, what
16 was next to the road.

17 Q. Now, what would you do with the R8 sheets
18 after you finished driving the roads?

19 A. All that information when we were through
20 with the county, we would take the maps we was
21 working on and these sheets, the books and take them
22 into the office. They would take them, the books,
23 take all the information we would put in there as far
24 as the lengths of the road, road numbers, so they
25 could identify that road number and how long it was.

1 They would tabulate that and come up with a total
2 mileage for that county.

3 Then the maps would be turned over to our
4 mapping department and add all the stuff that we put
5 onto the maps as far as new roads, surface type and
6 stuff like that.

7 Q. Now, you said when you would drive these
8 roads, and, once again, we're talking about the early
9 years when you were working for UDOT.

10 When you would drive these roads, you
11 would have a map with you?

12 A. Yeah, we'd have one of the old maps that
13 they had done before. We would take that old map out
14 and drive that big road we would travel to make sure
15 there wasn't any new ones that they -- they wanted to
16 have you pick up all the new roads that the county
17 was maintaining at that time so we could plot them
18 onto the new maps.

19 Q. Now, when you say "old maps," do you mean
20 the map that was immediately prior to --

21 A. Right.

22 Q. -- the map you were developing?

23 A. Right, uh-huh.

24 Q. How many of you would drive in these
25 passenger vehicles?

1 A. There was just -- when I first started,
2 there was just the supervisor, or the chief, then
3 myself. Just two.

4 Q. And the chief again was whom when you
5 started?

6 A. His name was Newel Dewsnap.
7 D-e-w-s-n-u-p, I think.

8 Q. Now, how long did you remain in the
9 position of recorder?

10 A. I did that for two years, from '59 to '61.

11 Q. And what position did you occupy starting
12 in 1961?

13 A. I become the inventory chief. I took over
14 the chief's job. Then there was a recorder assigned
15 to me under that, and we'd still do the same things.

16 Q. So you replaced Mr. Dewsnap is it?

17 A. (Witness nodding head affirmatively.)

18 Q. How did your duties and responsibilities
19 change when you became chief?

20 A. Well, I was the driver. I indicated what
21 roads we was going to do, when we was going to do
22 them, and one of the responsibilities there was
23 working a little closer with the county, the County
24 Commission and also whoever they assigned to go with
25 us over these roads, and usually it was the road

1 prepare the maps for the field crew to take out into
2 the field. My duty was to work with the County
3 Commission to let them know we was coming into the
4 county and approximately how long we anticipate being
5 there. At that time they would assign somebody to go
6 with us.

7 Q. How did you as supervisor make the
8 decision as to which county would be inventoried
9 next?

10 A. Through prior years that they did, that
11 was on a five year cycle, so we kind of followed that
12 same cycle that they was in, but sometimes one thing
13 would be moved up for some reason, somebody wanted
14 to -- they thought they had a lot more miles than
15 what we was indicating. We might move a county up so
16 we could move that county to bring them up-to-date.
17 We didn't want them to lose any more than they had to
18 if we could help them out and pick up the new roads.

19 Q. And you said that you would determine
20 which maps they would be working from?

21 A. Yeah. We'd take maps like you're going to
22 show me here, and from the maps that we did before,
23 they come up and they brought them up-to-date. I
24 would take them and renumber them, put new numbers on
25 them and make sure that the county -- the road

1 supervisor over field operations?

2 A. Thirteen years, '78.

3 Q. During the period of time that you were
4 supervisor, did the procedure that you've described
5 here today change at all?

6 A. It changed in about -- I'm estimating,
7 about '76. A number of the states changed from
8 taking vehicles out onto the roads and checking them.
9 To move it a little faster, they started flying the
10 roads low altitude, basically the same locations any
11 roads taking off of that. Then they would indicate
12 that, and then they would send an inventory crew out
13 to pick up the new stuff that we was doing.

14 Q. Did you personally participate in that
15 program of flying over roads?

16 A. Yes. I was the pilot.

17 Q. When did you obtain your pilot license?

18 A. 1972.

19 Q. And in 1976 is when you started --

20 A. We started flying the systems.

21 Q. Who would accompanying you, if anyone, in
22 the plane?

23 A. We would have one of the recorders. He
24 would go up with me, and also we would take one of
25 the County Commission or the County Commissioner

1 supervisor. Sometimes the County Commissioner would
2 come -- if the County Commissioner was over the roads
3 would come and ride with us, too, at times.

4 Q. All right. Now, let's talk about the
5 county involvement.

6 At what point in this process of
7 developing new maps would the county become involved?

8 A. Well, the counties are already involved
9 when we first start because they assign somebody to
10 go with us so they can tell us what roads are theirs
11 and new roads that come up that they was going to
12 take over and maintain. Then at the completion of
13 the inventory, once the new maps was made up, we had
14 the road mileage calculated to how many miles of road
15 that they had.

16 We would meet with the County Commission
17 and go over the maps to make sure that we had
18 everything they wanted on the maps and they was happy
19 with it, and we would give them a big set of maps and
20 some small maps, and then also we would get a written
21 statement from them if they did approve them maps,
22 and basically that was -- then we'd move on to the
23 next county.

24 Q. Did a county representative actually drive
25 in your vehicle?

1 A. Yeah. We had to keep track of all the
2 miles within the State so we'd have an up-to-date
3 mileage for each county so they got the proper
4 allocation of funds.

5 Q. And you would do that in each and every
6 county in the State?

7 A. Uh-huh (yes).

8 Q. Now, for Kane County, for instance, in
9 1965 you would total up the total mileage of all the
10 roads, all the B roads, in the county?

11 A. Uh-huh (yes).

12 Q. How would you go about determining the
13 mileage?

14 A. From the R8 sheet. We started
15 basically -- each road would -- on our sheet we would
16 make out there, we'd have the mileage on that sheet
17 starting from zero -- we'd take a road, we'd start
18 from 00, and we'd go all the way to the end of that
19 road with the total miles at the end. That's how we
20 got that mileage. Then when we come into the office,
21 we would have to go back into that and come up with
22 the total miles by surface type and length.

23 Q. And who would actually do the
24 computations? Who would total up the mileage?

25 For instance, for Kane County for 1965,