

1661-6861

CACHE COUNTY

MINING TRANSIT BOOK

82-0128

18 MAY 1989

HUNTER ED. FAC.

(GUN CLUB)

SET UP ON TRAP HOUSE #4 (WEST HOUSE)

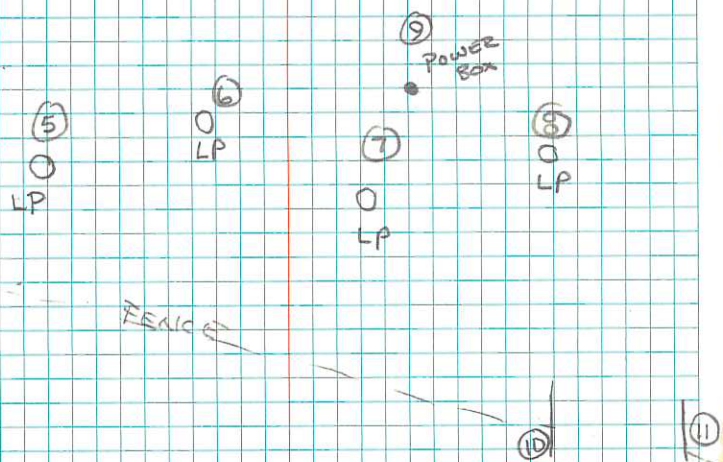
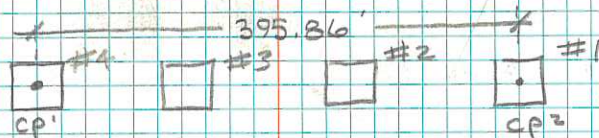
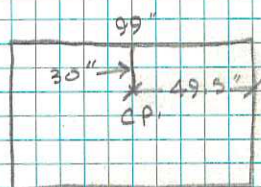
CP IS NAIL IN TOP OF HOUSE

BACKSITE IS NAIL IN TOP OF TRAP HOUSE

#1 EAST HOUSE

4-1 395.86
4-2 263.65
4-3 131.41

4-5	88°56'44"	110.90'
4-6	39°39'04"	173.09'
4-7	25°58'21"	296.35'
4-8	18°14'26"	418.03'
4-9	23°46'46"	299.14'
4-10	32°23'06"	539.56'
4-11	31°35'39"	569.16'
4-12	19°08'03"	589.53'
4-13	10°00'30"	565.62
4-14	12°02'59"	552.31
4-15	8°16'07"	684.13
4-16	15°56'55"	704.09
4-17	12°18'46"	729.89



12 = SW COR BUILD
13 = NW COR BUILD
14 = WELL
15 = NE COR BUILD
16 = SE COR BUILD

17 = POWER BOX & TRANSFORMER

SET BUILDING GRADES 14 JUNE 1980

HI 2nd BLOCK FROM TOP EL 100⁰⁰

+	HI	-	.
433	10433		

SET LATHE ON 5' OFFSETS MARKER
ELEV OF 100⁰⁰ ON EACH & LATHE

DON BARRINGER 30 June 1989

SETTING PROP. CORNERS.

SET UP ON CP' BACKSITE PT 1
4'S RT.

CP-3P	135°48'52"	192.99	
32NW COR.	154°05'25"	308.97	
33NE COR.	186°28'08"	277.77	
34SE COR.	208°26'00"	194.34	
35 IN FENC.			
35 Fp ON N.	212°19'15"	419.17	FENCE ST.

SET UP ON PT 3P BACKSITE CP' 4'S RT.

36 IN FENC	259°33'55"	394.73	
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PT 2D ROAD RIGHT OF WAY

DON BARRINGER

SET UP ON PT 100 (50163.5025 9874.6393)
BACK SITE PT 1 (50000, 10000)

AZ = 322°31'19" ~~IN~~ IN GUN = 142°31'19"

SET PT'S ON PARCEL 2

CP-32	296°28'27"	309.15	(50301.3171) 9397.9112
CP-33	328°59'27"	277.77	(50401.5748) 9731.5388
CP-46	349°39'37"	197.10	(50357.4045) 9839.2624
CP-45	285°20'01"	223.12	(50222.5035) 9659.4623
CP-31	CAP SET		(50191.4829) 9683.6884
CP-41	243°38'18"	237.60	50058.0000 9661.7475
CP-40	221°23'15"	140.62	50058.0000 9781.6675
CP-42	209°37'25"	188.09	50000.0000 9781.6675
CP-1	142°31'19"		

AIRPORT ROAD

21 AUG 1889

TOTAL LENGTH = 2953.53

1015 W.

29+53.53

17,50.28.01

PI 27+00

1°32'05"

600 WEST

5+00

Bm
0+00

ELEV. FOR GRDS. AIRPORT RD.
R/2 - 1000 WEST

STA	+	HI	-	ELEV
BM	2 <u>36</u>	102 <u>36</u>		
PT 5 (1)			6 <u>15</u>	96 <u>21</u>
	4 <u>06</u>	100 <u>27</u>		
PT 11 (2)			6 <u>25</u>	94 <u>02</u>
	3 <u>38</u>	97 <u>40</u>		
PT 17 (3)			6 <u>17</u>	91 <u>23</u>
	4 <u>64</u>	95 <u>87</u>		
PT 23 (4)			5 <u>38</u>	90 <u>49</u>
	4 <u>02</u>	94 <u>51</u>		
ASPHALT LINE			6 <u>54</u>	87 <u>97</u>
RETURN				
ASPHALT LINE	6 <u>41</u>	94 <u>38</u>		
			3 <u>87</u>	90 <u>51</u>
	5 <u>47</u>	95 <u>98</u>		
			4 <u>75</u>	91 <u>23</u>
	6 <u>15</u>	97 <u>38</u>		
			3 <u>38</u>	94 <u>00</u>
	6 <u>15</u>	100 <u>15</u>		
			3 <u>95</u>	96 <u>20</u>
	5 <u>86</u>	102 <u>06</u>		
			1 <u>97</u>	100 <u>02</u>

BM @ RAILROAD WEST TRACK 100 92

(.0911)

CLARKSTON SECTION CORNER

10 OCT. 1989

T14N

$\frac{1}{4}$ 11+12 - FEN INTER. 0°00'00" 5428.47
RZW

$\frac{1}{4}$ COR - CP 177°20'00" 2946.90

NIBLEY GRAVE PIT 26 JAN 1990

1/4 COR - SEC COR 0°00'00" 2644.70

1/4 COR - 1/16 COR 0°00'00" 1322.35 SET R/R 3' + - OFF SPIKE EAST WHITE LINE

1/16 COR - ~~SEC COR~~ PT 1 N89°51'53" E 491.25

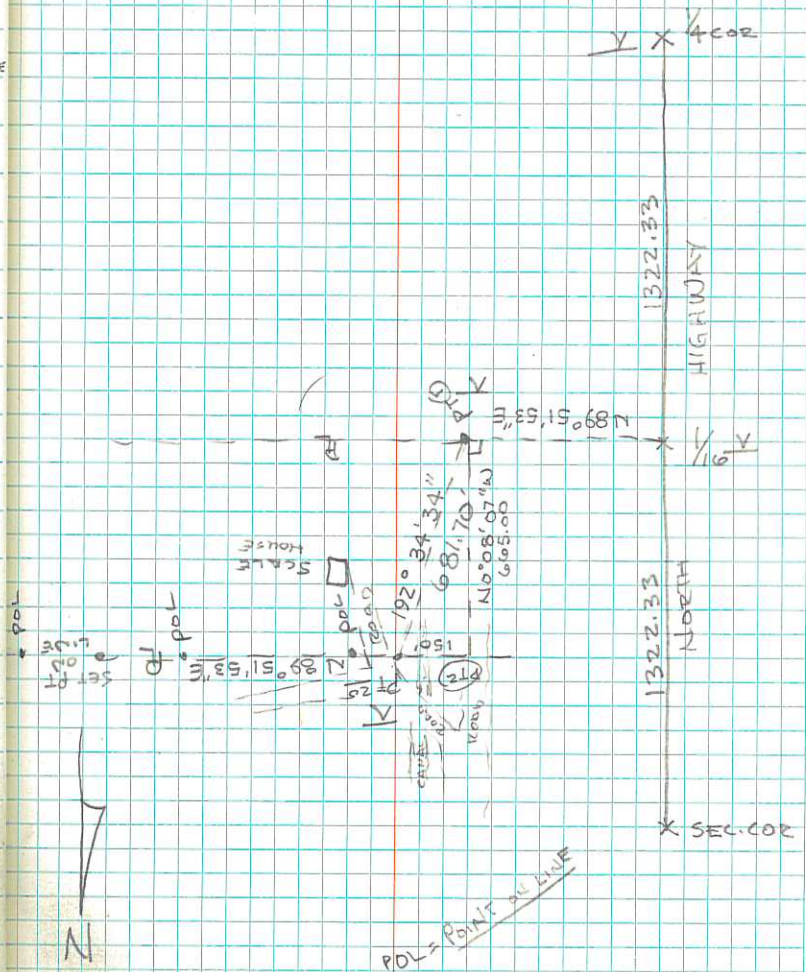
BACK SEC COR.

PT 1 - PT 20 92°30'31" 1681.70

4 IN 0°00'00" BACK 1/16

PT 20 - POINT ON LINE N89°51'53"

4 IN 192°34'34" BACK SITE PT 1



PROP. NORTH OF AIRPORT

16 MAR 1990

BISHOP & WARD

BACKSITE PT IN RD

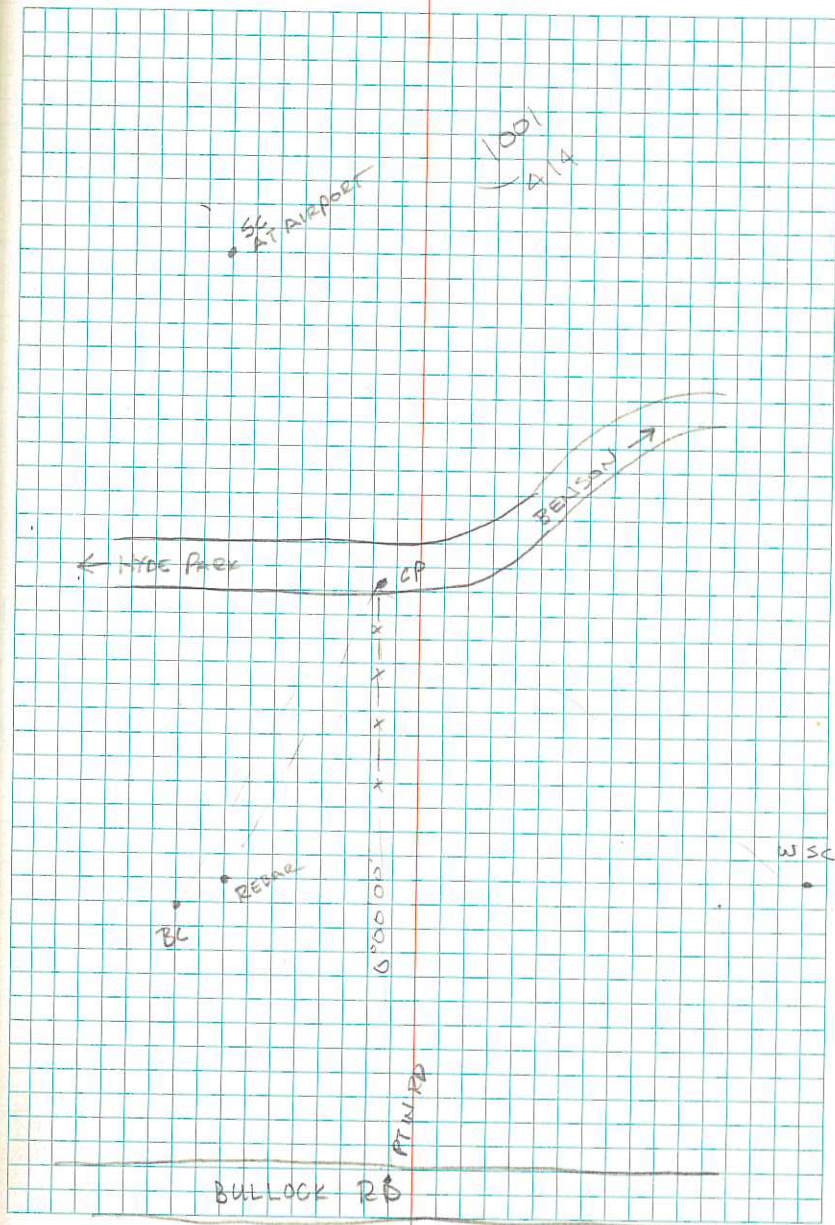
CP-PT IN RD- 3369.12

CP-BC 22°48'17" 1084.79

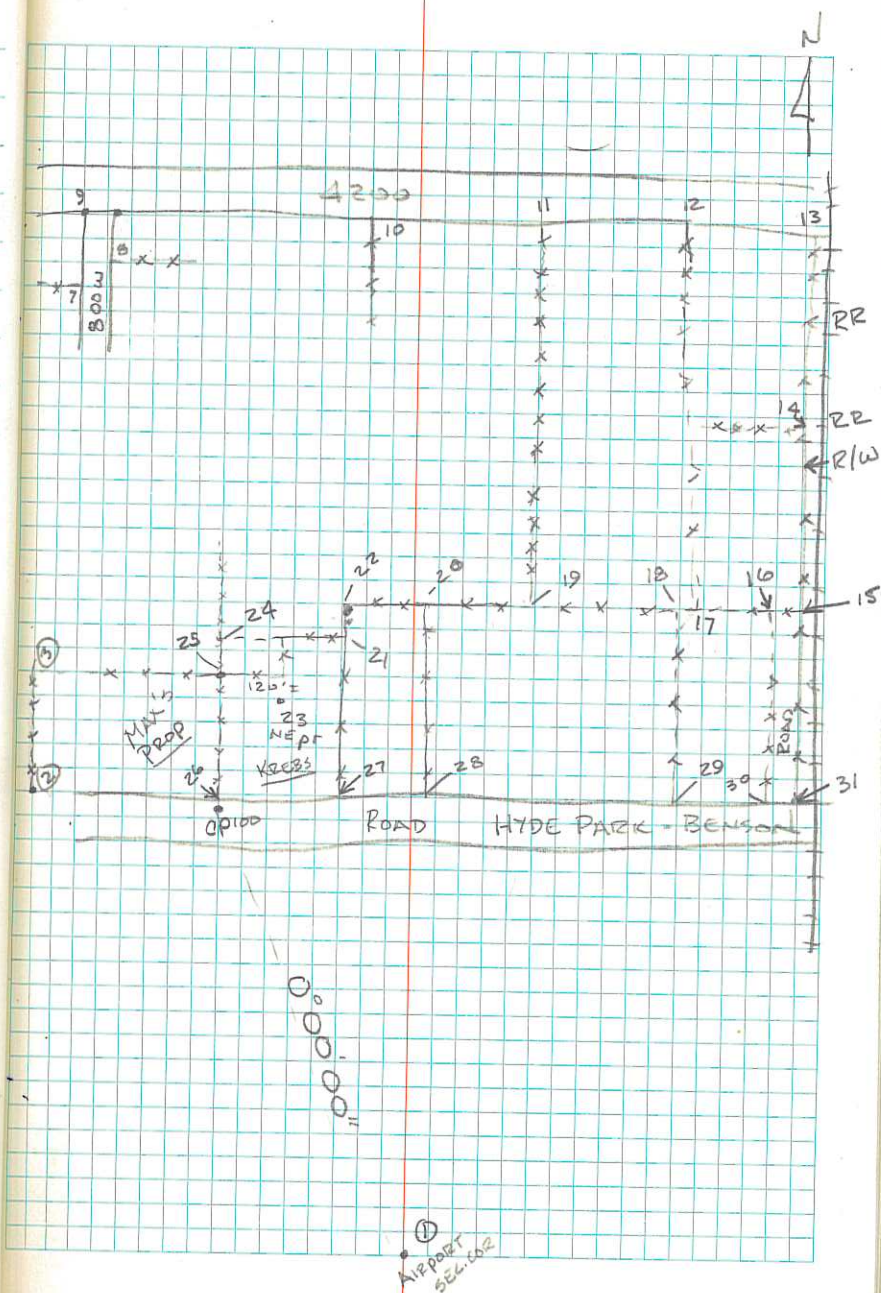
CP-REBAR 11°27'01" 809.98

CP-SC AR. 176°20'00" 4504.26

CP-W.S.C. 277°00'00" 5138.9



Prop. No.	OF AIRPORT		21 MAR 20
CP ¹⁰⁰	AIRPORT SEL. COR	0°00'00"	4504.24
CP-2	95°12'20"	716.045	REBAR 1' No. OF POST
3	135°29'30"	976.59'	REBAR NW COR MAX
4	138°57'55"	918.35	FEN 100' EAST
5	179°58'00"	2034.36	800W WEST
6	180°52'20"	2045.07	800W EAST
7	180°52'20"	2693.11	ALONG 800W FEN RUNG WEST
8	181°37'00"	2823.67	ALONG 800W FEN RUNG EAST
9	181°21'25"	3352.92	SW COR OF 4200 x 800
10	193°31'20"	3394.79	4200 FEN RUNG SO
11	208°38'40"	3696.20	"
12	213°08'40"	3850.04	"
13	218°40'50"	4133.61	
14	224°49'35"	3568.68	
15	249°01'20"	2525.74	
16	248°50'20"	2509.10	
17	244°30'42"	2135.92	
18	244°11'45"	2112.32	
19	239°47'15"	1849.06	
20	221°25'40"	1278.11	
21	207°13'30"	1056.14	
22	206°31'18"	1084.77	FEN COR & COUNTY CAP SEL COR
23	195°10'05"	809.86	NEW COR.



24	182°34'40"	965.33	
25	182°34'00"	892.02	REBAR
26	190° 10' 50"	16.47	
27	271°47'00"	442.11	
28	272°49'00"	801.96	
29	273°23'50"	1806.30	
30	273°28'55"	2243.41	
31	273°27'20"	2261.45	
32	100°40'00"	5138.90	

(SEC 28 T11NR1W)
SEC COR. (KIM JONES)

STA HOR. \angle HOR. DIST.

① BS. N $\frac{1}{4}$ COR. 0° 00' 00" 929.417

② T @ TRAV #2

③ FS NE SEC COR. 183° 04' 20" 1718.087

④ FS REBAR $\frac{1}{2}$ " 207° 13' 15" 1891.633

⑤ FS REBAR $\frac{5}{8}$ " 207° 42' 12" 1899.435

③ BS NE SEC. COR. 0° 00' 00" 1175.139

⑫ T @ TRAV #3

FS POINT ④
REBAR $\frac{1}{2}$ " 1° 53' 05" 401.515

⑥ FS SE PROP COR. 73° 30' 39" 22.23

⑦ FS TEE POST 178° 51' 30" 1487.244

⑧ FS FENCE (WEST) 221° 20' 10" 1958.336

⑨ FS POINT ON (FENCE) 233° 14' 15" 2464.503

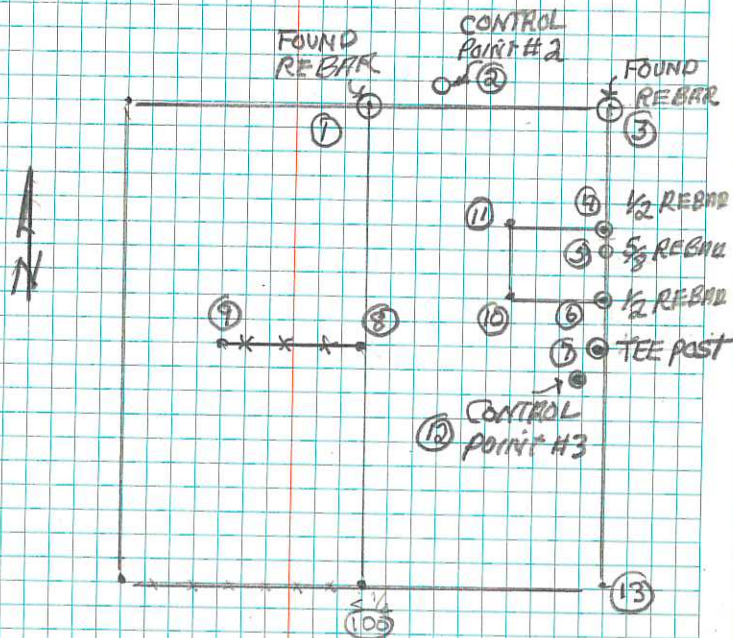
⑩ FS SW PROP COR 269° 51' 00" 564.782

⑪ FS NW PROP COR 296° 18' 00" 882.610

Jim T
JEFF ϕ

70°

APRIL 2, 1990

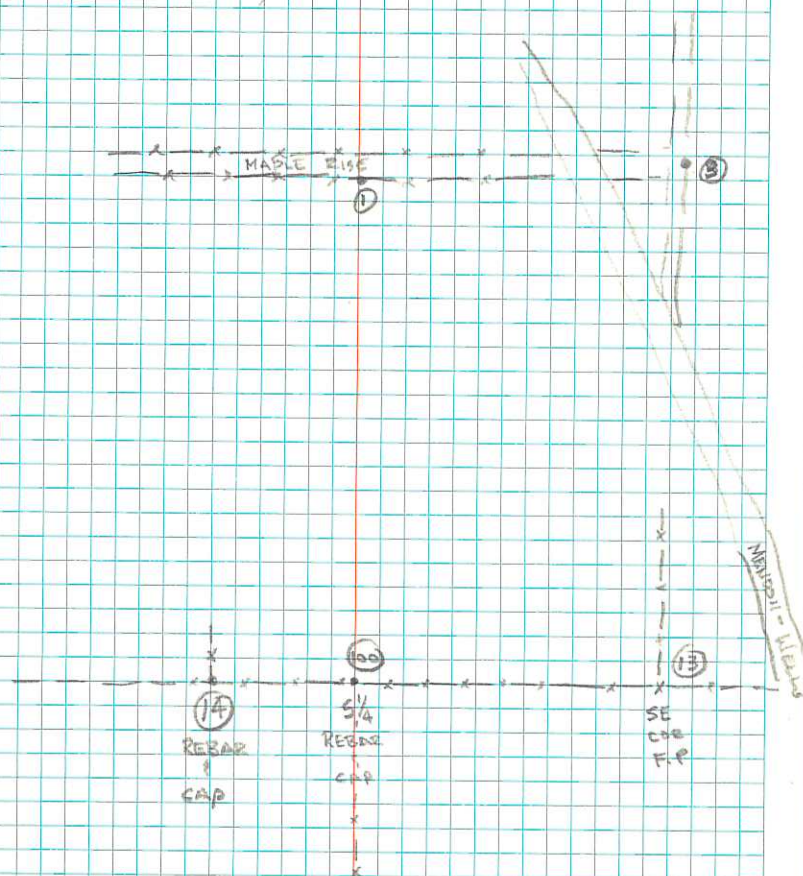


ASK TO FIND SEC COR'S FOR SEC
28 T11N R1W FROM KIM JOINS

19 APRIL 1990 SECTION CORNER
TIES TO KIM JONES PROP.

π on S¹/₄ FOUND 3/8" REBAR & RED CAP
3's RT. BACKSITE N¹/₄ COR PT 1

(100) ①	HORIZ 3	DIST
S ¹ / ₄ -N ¹ / ₄	0°00'00"	5301.554
100-3	26°20'35"	5963.626
100-13	90°00'00"	2688.889
14	270°06'35"	1599.918



CLARKTON ROAD
SHORT DIKKE P. LINE

JEFF P.
JIM B.

17 APRIL 1990

STA	HOR \angle	EL. DIFF	SLOPE DIST	VERT \angle	HOR. DIST
BS. NAIL IN ROAD [142]	0° 00' 00"	- 221.689 - 222.04	3466.184	93° 40' 16" 93° 40' 37"	3459.071
TC 100					
FS COMP 101	174° 07' 22"	+ 603.841	4431.798	82° 10' 26"	EL = 5633.33 4390.407
FS COMP 102	175° 09' 07"	+ 571.446	4168.144	82° 07' 26"	4128.731 EL = 5600.93'
	///			///	

CLARKSTON SHORT DIVIDE ROAD
HP 3810 P. LINE

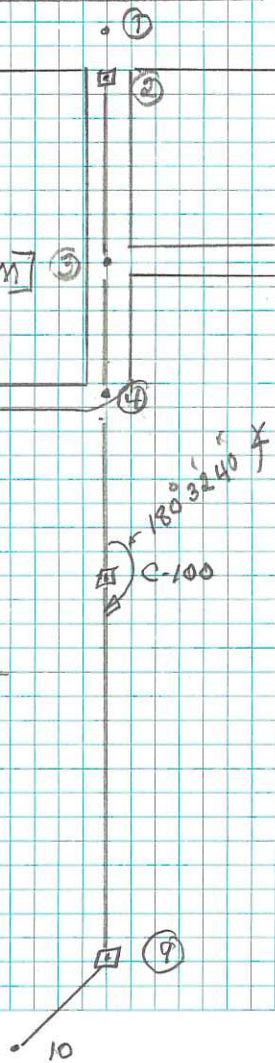
STA	HOR \angle	HOR DIST
① AS NAIL IN BAR	0° 00' 00"	3459.054
2 HUB P. LINE	0° 00' 00"	3423.94
3 HUB SECCOR?	0° 00' 00"	2431.589
4 CL ROAD NORTH	0° 00' 00"	1765.029
5 TOP	0° 00' 00"	1737.46
6 TOP	0° 00' 00"	1154.417
28	0° 00' 00"	397.132
29	0° 00' 00"	135.410
C-100 @ C-100 P. LINE (HI 5.15)		EL = 5030.20
7 FS TOE	180° 32' 40"	213.818
8 FS TOP	180° 32' 40"	360.37
9 FS HUB P. LINE	180° 32' 40"	1512.743
10 FS TOP	183° 28' 50"	1628.415

Φ JEFF
▲ JIM

60°

18 APRIL 1990

EL DIFF	HI	NOTES
		ROD low ROD 5.50 HI ROD 9.35
		EL = 4807.80
-222.05	Low	ROAD # 142
		EL = 4806.99
-210.856		EL = 4819.00 [BM]
-193.789		EL = 4835.86
-192.093		EL = 4837.76
-136.436	Low	EL = 4873.42
-57.94	HI	ROD 100.78 EL = 4968.06
-17.697	Low	EL = 5013.16
		EL = 5029.607
+18.822		EL = 5048.67
+115.791		EL = 5145.84
+144.132	Low	EL = 5173.98



CHARKSTON SHORT DIVOTE ROAD

JEFF

PI Jim

55°

18 APRIL 1970

HP 3810 STA	P. LINE HOR \angle	HOR DIST	EL DIF	ROD HI	NOTES
BS C 100 HUB	0° 00' 00"	4390.739	-601.931	LOW	EL=5030.20
TRC 101 (5.45 HI)					
2 ⑪ FS TOP OF HILL	154° 00' 18"	2101.488	+182.601	LOW	EL=5814.73'
COUNTY LINE C/O ROAD					
⑫ FS HUB P. LINE	150° 52' 53"	1740.413	+128.786		EL=5760.91'
⑬ FS HUB P. LINE	147° 56' 25"	1417.162	+61.033		EL=5693.16'
⑭ FS FENCE N.E.S.	147° 34' 55"	1282.960	+42.044		EL=5674.17'
⑮ FS	144° 04' 45"	1013.616	+10.384		EL=5642.51'
⑯ FS HUB P. LINE	142° 38' 00"	934.211	-1.306		EL=5630.82'
⑰ FS HUB P. LINE	121° 36' 20"	699.070	-62.401		EL=5569.73'
C-1 ⑱ FS T&E	106° 23' 00"	591.393	-102.894		EL=5529.24'
⑲ FS HUB P. LINE	62° 34' 40"	489.746	-135.541		EL=5496.59'
7 ⑳ FS HUB P. LINE	56° 19' 22"	507.269	-143.379		EL=5488.75'
8 ㉑ FS	37° 34' 26"	584.648	-175.059		EL=5457.07'
9 ㉒ FS	25° 01' 08"	683.801	-212.247		EL=5419.88'
16					

CLARKSTON SHORT DIVIDE ROAD

H. JEFF
T. Jini

55°

18 APRIL 1990

STA	HOR \angle	HOR DIST
-----	--------------	----------

1		
BS. C-100	0° 00' 00"	

TC-102 (5.05' HI)

22	FS. TOE	11° 24' 50"	712.197
23	FS HUB P. LINE	355° 49' 00"	993.935
24	FS TOP	352° 54' 20"	1158.433
25	FS HUB P. LINE TOE FENCE ERM	350° 58' 20"	1521.303
26	FS. HUB ^{NETTY} P. LINE	347° 01' 52"	1881.676
27	FS LATH P. LINE	347° 04' 50"	2281.645
	FS. HUB ON FENCE.	356° 54' 18"	2626.687
	FS. C.101	163° 14' 10"	272.562

EL DIFF

HI

NOTES

-252.162	EL = 5347.81'
-265.400	EL = 5334.57'
-285.140	EL = 5314.83'
-342.689	EL = 5257.88
-366.446	EL = 5233.5300
-401.948	EL = 5198.02'
-454.136	EL 5145.84'
+32.815	EL 5632.791

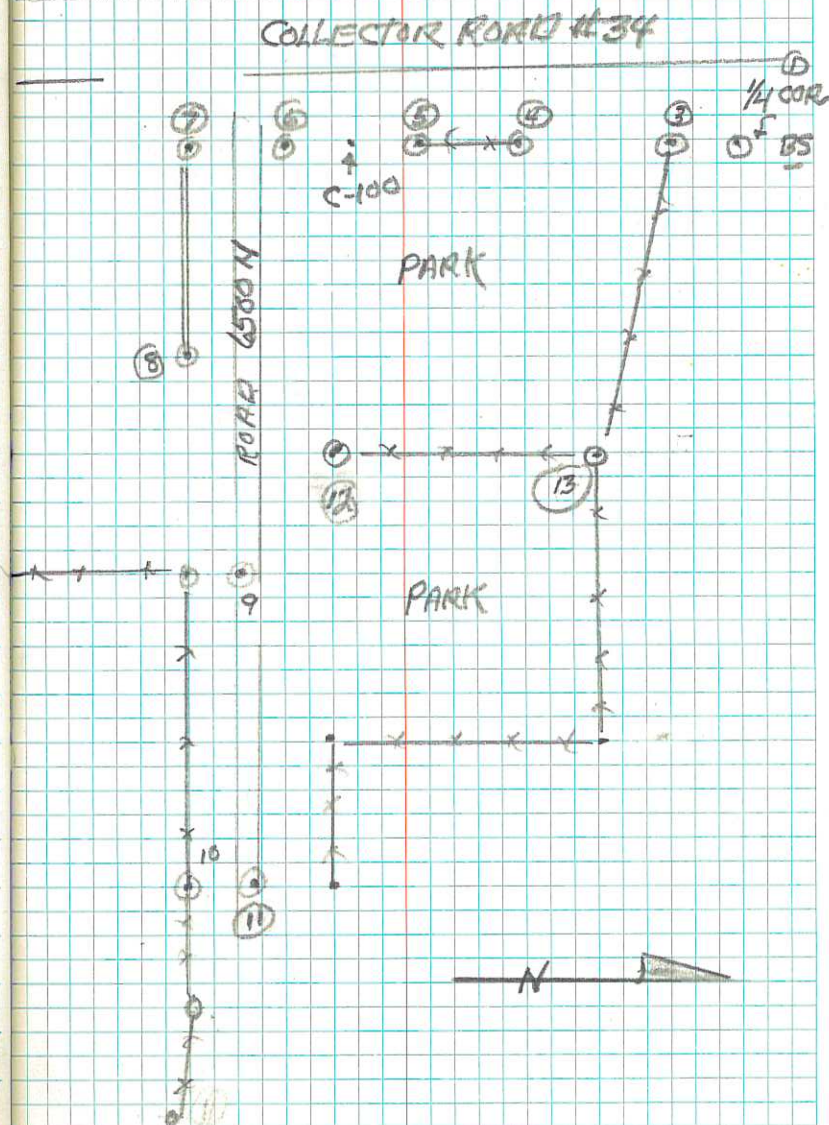
(0.54 DIFF)
5633.33

TOWN OF AMALGD
 TOWN ROAD 6500 NORTH
 SUGAR PARK ROAD ROW.
 SW 1/4 SEC. 19. T13N R1E.

JEFF
 # JIM

55° 1 MAY 1990

STA	HOR \angle	HOR Dist
① BS 1/4 COR WEST COR 19	0° 00' 00"	426.131'
TR C-100	0° 06' 48"	406.338'
② FS FENCE	0° 06' 48"	406.338
③ FS FENCE	3° 35' 40"	115.964
④ FS FENCE	15° 53' 35"	34.065
⑤ FS PIN ROAD	164° 51' 20"	44.859
⑥ FS TBC. SOUTH (W)	168° 43' 20"	71.70
⑦ FS TBC. SOUTH (E)	105° 23' 30"	246.60
⑧ FS PROP COR PIN	93° 13' 00"	686.039
⑨ FS FENCE	93° 12' 55"	876.822
⑩ FS FENCE	93° 24' 00"	960.188
⑪ FS PROP COR PIN	92° 28' 23"	911.927
⑫ FS FENCE NORTH	90° 11' 47"	565.639
⑬ FS FENCE	70° 31' 50"	595.120



MILLVILLE ROAD

 JEFF P.
 K JIM B.

50°

16 MAY 1990

STA	HOR \angle	HOR DIST	EL DIFF	
② BS #2	0 00 00	635.780'	-27.547	
① TIC #1 500+00				
③ FS #3	3 57 46.00"	839.211	-35.89	
④ FS #4	3 37 04"	3289.855	-57.136	
⑤ FS #5	3 51 07"	4313.400	-54.734	
⑥ FS. POST W. SIDE	3 45 57"	4313.157	-56.529	
⑦ FS POST E. SIDE	3 59 43"	4310.526	-54.846	
⑧ FS FENCE W. SIDE	3 29 00"	3639.107	-61.043	
⑨ FS FENCE EAST E	3 48 48"	3468.583	-60.725	
⑩ FS DITCH E. W.	3 44 24"	3448.146	-61.030	
⑪ FS FENCE W. 90 W.	3 17 37"	3060.492	-57.001	
⑫ FS FEN E 90 E	3 32 47"	2836.373	-54.206	
⑬ FS FEN W	2 54 28"	2692.737	-54.973	3' NORTH CORNER PT E to W
⑭ FS LAIN W. FEN W.	1 54 20"	2031.764	-48.166	ROAD Gully E. W. NORTH SIDE L. 142
⑮ FS " E " "	2 33 01"	2030.07	-51.35	
⑯ FS LIGHT POLE	2 48 20"	2008.228	-52.91	
⑰ FS FEN E. SIDE	0 28 58"	1137.747	-44.86	CULVERT E. W.

STA	HOR \angle	HOR DIST
① FS. REBAR	355° 37' 42"	727.515
① FS. FENCE ST	1° 34' 43"	654.777
② FS. FEN W TRAIL	357° 46' 40"	666.573
② FS. FEN W TRAIL	358° 15' 17"	586.511
② FS. FEN W "	358° 09' 41"	468.618
③ FS. FEN POST E	1° 58' 30"	420.65
③ FS. " " W	350° 10' 55"	116.447

EL DIFF

-32.398

3' SOUTH CURB

-25.315

HI ROD ESIDE OF ROAD

-

-27.789

-24.911

-22.14

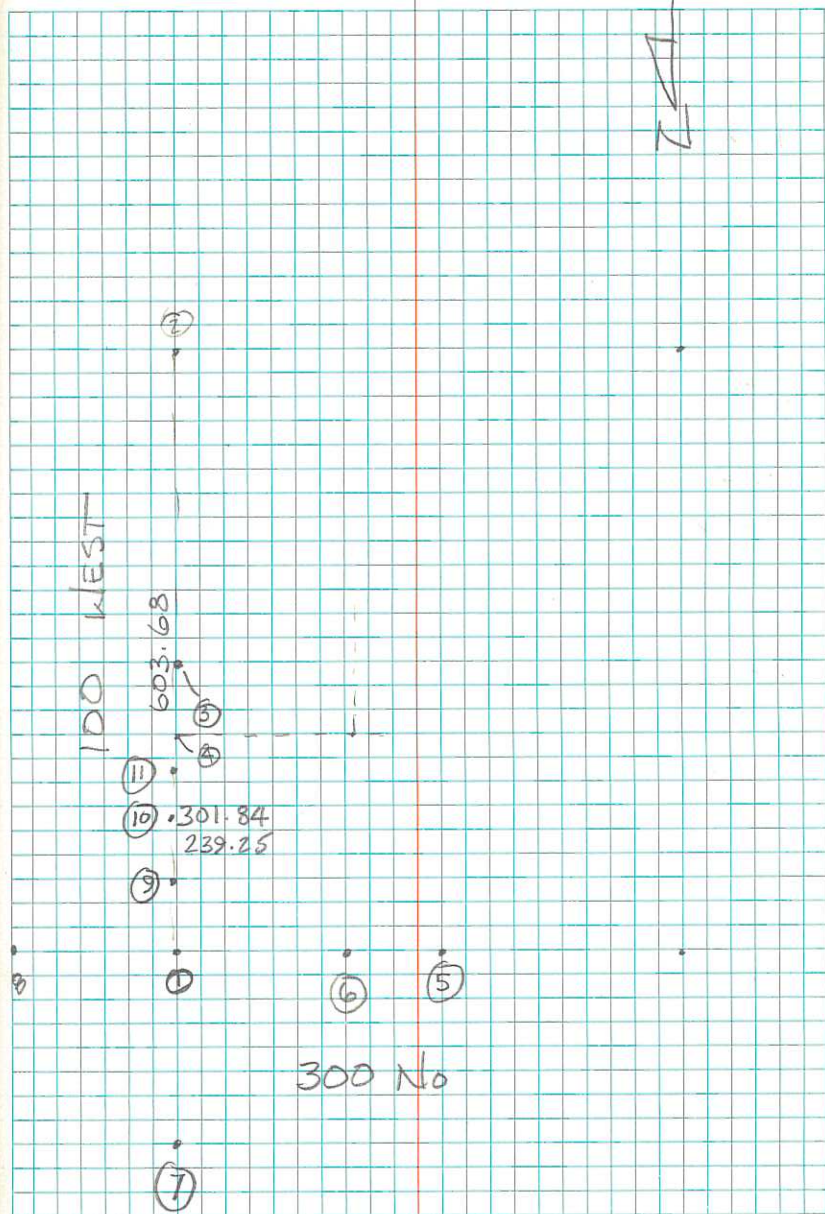
-4.377

CAPSA HOUSE SURVEY

13 AUG 1990 WARD, BISHOP, PETERSON

1-2	0°00'00"	603.68
1-3	0°00'00"	301.84
1-4	0°00'00"	239.25
1-5	90°00'22"	301.21
1-6	90°00'22"	150.21
1-7	180°03'00"	96.44
1-8	269°58'36"	98.16
1-9	359°32'17"	66.73
1-10		123.75
1-11		181.50

4-1	0°00'00"	
4-12	271°34'59"	151.59



TOPO OF JAIL & OLD
CHAMBER OF COMMERCE
PARKING LOT

φ JEFF. P.

π Jim B.

70°

①

24 SEP 1990

BM 1 JAIL MAIN F 4531.95'

STA TS HI - S EL. AT STA

BM. 1 2.00 4533.95 4531.95

TC

①		5.15	4528.80
②		5.26	28.69
3		5.38	28.57
4		5.71	28.24
5		6.04	27.91
6		5.93	28.02
8		5.37	28.58
7		5.10	28.85
9		5.29	28.66
11		5.88	28.07
12		6.51	27.44
13		7.29	26.66
14		7.38	26.57
15		6.95	27.00
16		6.54	27.41

TOPO OF TRAIL & OLD
 CHAMBER OF COMMERCE
 PARKING LOT

70°

24 SEP 1998

STA	+S	HI	-S	ELEVATION
17			6.37	45 27.58
18			6.27	27.68
19			6.14	27.81
20			5.87	28.08
21			5.64	28.31
22-A			5.40	28.55
22-A			5.25	28.70
23			5.26	28.69
34			5.53	28.42
33A			5.66	28.29
33			5.79	28.16
32			6.04	27.91
31			6.30	27.65
30			6.52	27.43
29			6.88	27.07
28			7.09	26.86
27			7.41	26.54
26			7.64	26.31
25			7.94	26.01
24			7.72	26.23

(3)

24 SEP 1990

STA	+S	HI	-S	EL STA
	45		7.77	4526.18
45	44		7.36	26.59
44	43		7.10	26.85
43	42		6.90	27.05
42	41		6.73	27.27
41	40		6.23	27.72
40	39		5.93	28.02
39	38		5.71	28.24
38	37		5.59	28.36
	36		5.56	28.39
36A			5.51	28.44
35			5.32	28.63
58			5.00	28.95
56			5.27	28.68
55			5.35	28.60
54			6.06	27.89
53			6.48	27.47
105			6.34	27.61
104			6.55	27.40
103			6.88	27.07
102			7.13	26.82
101			7.54	26.41
100			8.31	25.64

VIEW T&E

99	8.07	45.25.88
46	7.95	26.00
47	7.30	26.65
48	6.91	27.04
49	6.78	27.17
50	6.65	27.30
51	6.52	27.43
57	5.22	28.73
59	5.72	28.23
60	5.81	28.14
61	6.60	27.35
61A	6.34	27.61
61B	6.44	27.51
62	6.52	27.43
64	6.69	27.26
63	6.23	27.72
BM #1	2.00	31.95

BM. ~~FLOR~~ OLD CHIMNEY 4530.47

STA +S HI -S EL STA

AC 2.22 (4532.69)

INTRE. 5.10 4527.59

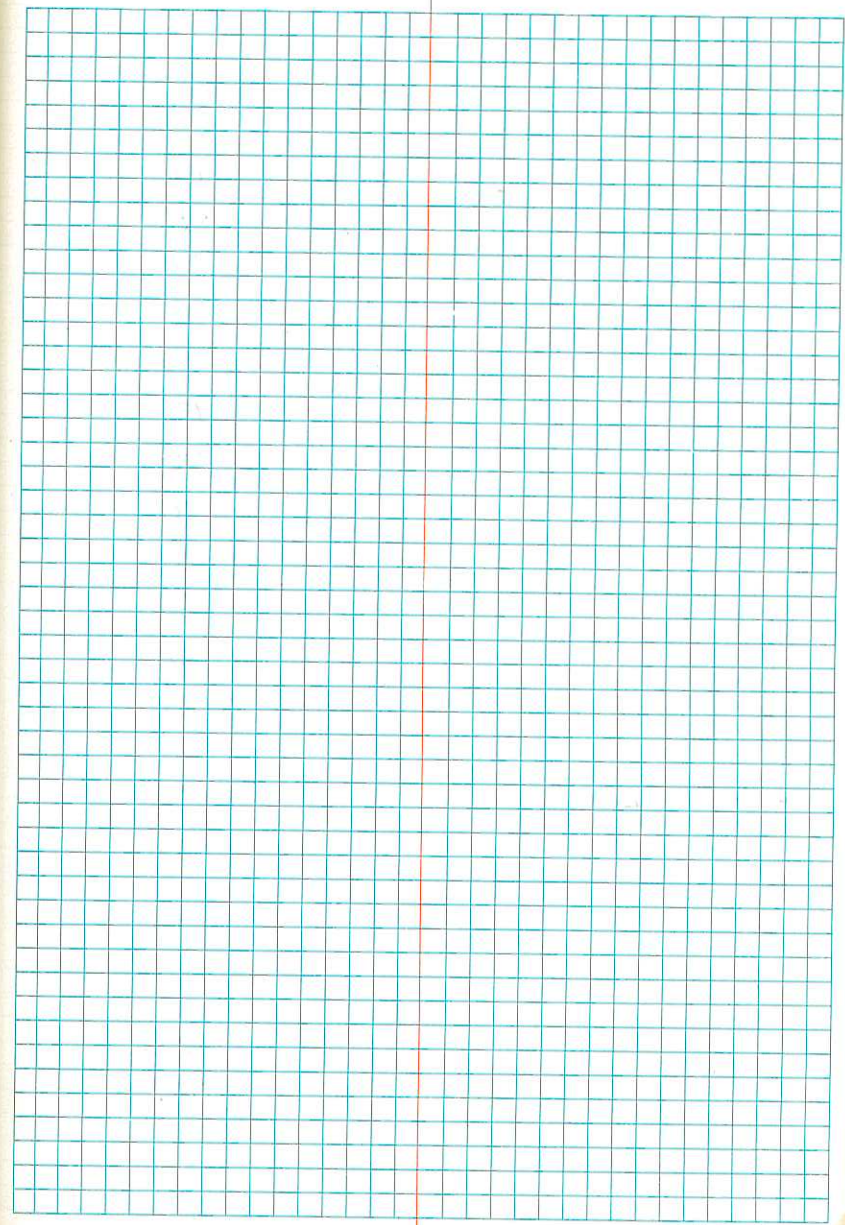
BASMENT 4519.59 8' -

AIRPORT ROAD WEST
 TOPO BRIDGE 1 & 2

STA	+S	HI	-S	EL STA
BM #1	FENCE POST GRAD STAKE =			EL 100.00
BM #1	4.22	(104.22)		100.00
66	0100		4.04	100.18
70	S		4.53	99.69
71			8.70	95.52
72			7.85	96.37
67			4.64	99.58
68	N		8.94	95.28
69			7.07	97.15
59	1700		4.12	100.10
63	S		4.30	99.92
64			9.41	94.81
65			8.23	95.99
60			4.32	99.90
61	N		9.48	94.74
62			7.48	96.74

STA	±S	H1	-S	ELSTB
49	1+92		3.30	100.92
49-A	2+00		3.27	100.95
45	2+07		3.36	100.86
48			3.43	100.79
over 55			4.42	99.80
56			9.48	94.74
46			3.40	100.82
50			3.43	100.79
51			4.39	99.83
52			9.80	94.42
47			8.65	100.57
53			10.25	93.97
54			10.60	93.62
57			9.82	94.40
58			9.84	94.38
38 cf	3+00		4.51	99.71
39			4.90	99.32
40			10.74	93.48
41			9.05	95.17

STA	TS	HI	-S	ES 5118
42			4.98	99.24
43			10.60	93.62
44			8.76	95.46
31	4+00		5.13	99.09
32	↗		5.63	98.59
33			11.14	93.08
34			9.74	94.48
35			5.58	98.64
36			10.92	93.30
37			9.81	94.41
500	5+00		5.10	99.12
501	↗		5.43	98.79
502			11.10	93.12
503			8.71	95.51
504			5.48	98.74
505			11.08	93.27
506			9.64	94.58



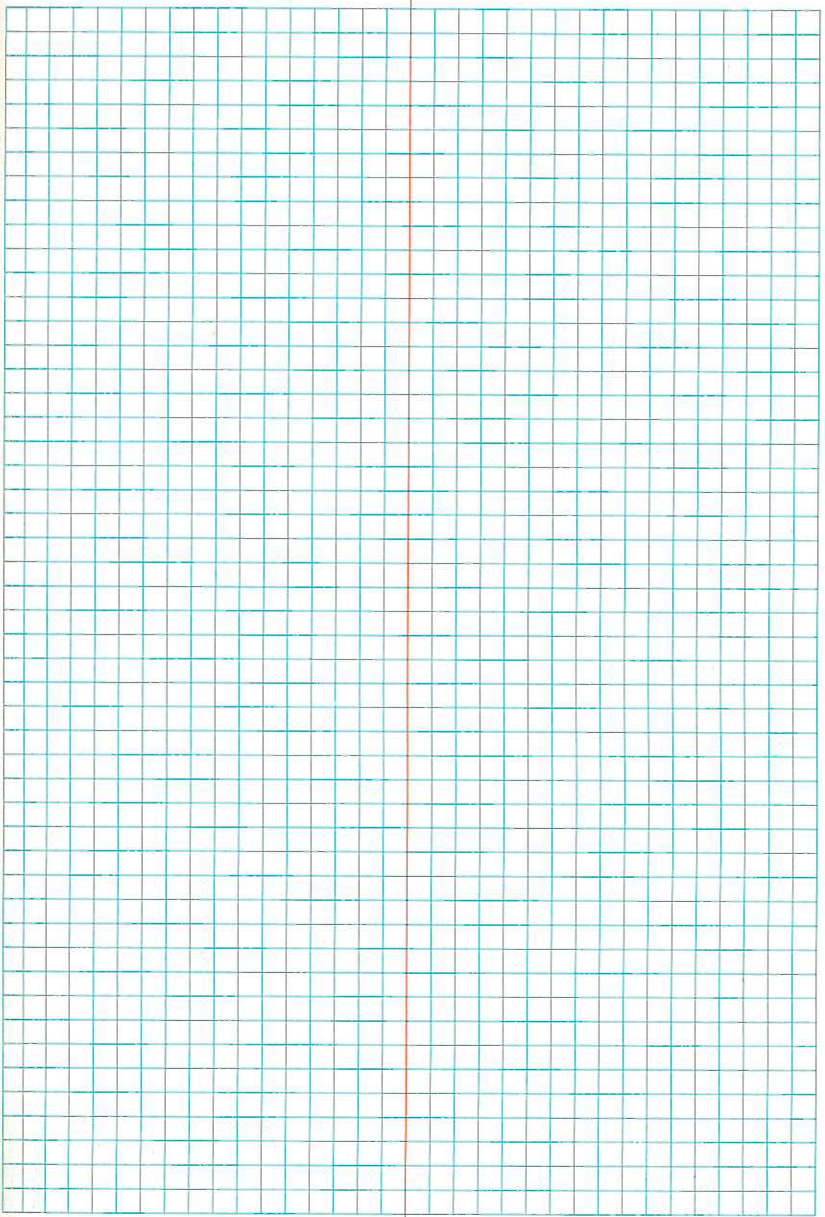
STA	+S	H1	-S	EL STA
23	6+02		5.22	99.00
15	6+11		5.27	98.95
19			5.48	98.74
28			6.15	98.07
29			12.15	92.07
22			5.52	98.67
16			5.48	98.74
25			5.90	98.32
26			11.55	92.67
24			5.64	98.62
27.			12.88	91.34
27-A	FLG 6'		13.82	90.40
8	7+00		6.00	98.22
12			6.50	97.72
13				
9-			6.25	97.97
10			11.40	92.82
11			8.58	95.64

STA TS HI -S ELSA

1 ~~4~~ 8100
5 5 6.00 98.22
6 6.42 97.80

2 6.33 97.89
3- 11.43 92.79
4 8.62 95.60

BMI 4.23 99.99
0.01 DIFF

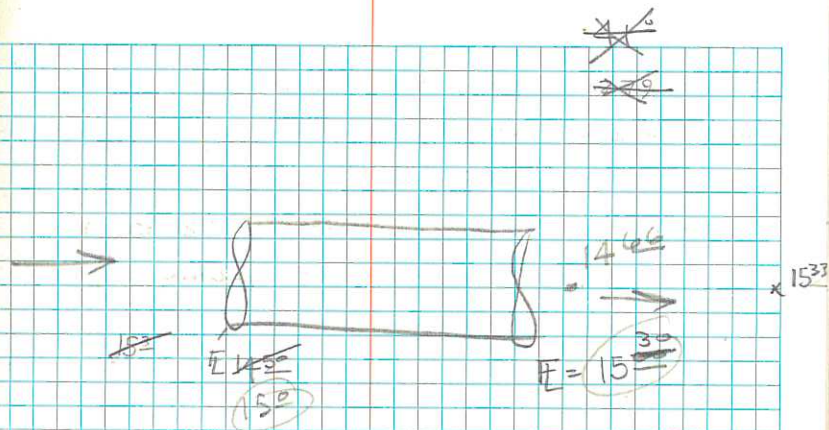


2000 WEST STREET

1800 SD - 2200 SD

20 MARCH 1991

1- PIPE ELEV. NORTH PIPE IS A 60"
X 78' LONG



ROD FOR PIPE INLET

150

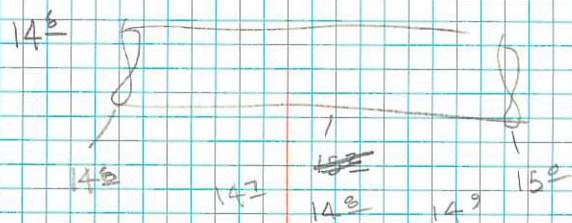
ROD FOR PIPE OUTLET

153

21 MARCH 1991

PIPE 2 SOUTH PIPE IS 30" X 80' LONG

THURSTON CONSTRUCTION BUCYRUS - ERIE
BACKHOE - (TED COUNTY BACKHOE, DARRELL
SUPERVISOR, CARL LABOR) PRESTON & JIM
ENGINEERING (THIS IS THE CREW FOR
BOTH DAYS.)



TALKED WITH JOE ABOUT RIP-RAP ON
INLET ENDS OF PIPES. HE HAD PLANNED ON
USING EXIST. CONC. FOR RIP-RAP.

NORTH PIPE TOOK ALL OF THE 20'S TO
GET PLACED. SOUTH PIPE ~~IS~~ WAS IN AT
12:00 NOON - BEGAN BACKFILLING. UP&L

CLARKSTON SEC COR'S
SEC 14 T14N R2W

D.B.
A JB

78°

1 JUNE 1991

STA	HOR \angle	HOR DIST
BS 1/4 S	00° 00' 00"	2637.44 2637.74
π @ SEC COR 14		2637.38
FS CON#1	90° 34' 05"	2053.158 2053.027
BS SEC COR	00° 00' 00"	
π CON#1		
F 1/4 E	177° 19' 45"	595.78 595.691
BS 1/4 E	00° 00' 00"	595.835
π CON#1		
NE FS SEC COR	1° 51' 38" 358° 08' 50" L	3237.667 3237.572
FS GARD STAKE CON#2	46° 01' 05"	883.948

2 July 1991

	HOR ∇	HOR DIST
BS 1/4 E	00° 00' 00"	595.835

NO CON #1

FS CON #2	39° 04' 30"	5649.909
		5649.951

BS CON #1	0° 00' 00"	5649.932
		5649.929

NO CON #2

FS WEED BAR	53° 42' 50"	725.96
		725.865

FS BIG POST	233° 07' 20"	1927.168
		1927.033

FS LITTLE HUB (TOP)	213° 50' 12"	2045.268
		2045.294

FS SECCOR NE CORN	169° 44' 02"	4385.857
		4385.824

FS FIELD LINE SOUTH END	353° 11' 10"	1513.36
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FS WEST HUB	115° 16' 38"	1547.290
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2 JULY 1981

BS COM#2 0° 00' 00" 2045.399
2045.317

A ^{LITTLE}
~~HUB~~

FS POST 289° 34' 55" 675.638
STAKE 675.704

FS SECCOR 289° 45' 03" 1923.618
1923.602

FS ^{0 1}
~~SDUP~~ COR 289° 56' 40"

FS NESEC. 109° 54' 18" 3245.938
COR. 3245.958

BS 1/4 CR 0° 00' 00" 595.73

TRC COM 1

~~BRASS CAP~~
FS 1/4 CR 2° 24' 19" 5864.322
5864.268

BS. COM 1 0° 00' 00" 5864.345

~~BRASS CAP~~
TRC 1/4 CR

FS HUB 180° 28' 30" 2640.116'
2640.198

~~B. CAP~~
BS 1/4 CR 0° 00' 00" 2640.309
2640.48.7

TRC HUB

FS. Sing 266° 50' 35" 1369.882
~~POST~~
SIDE OF ROAD 1369.859

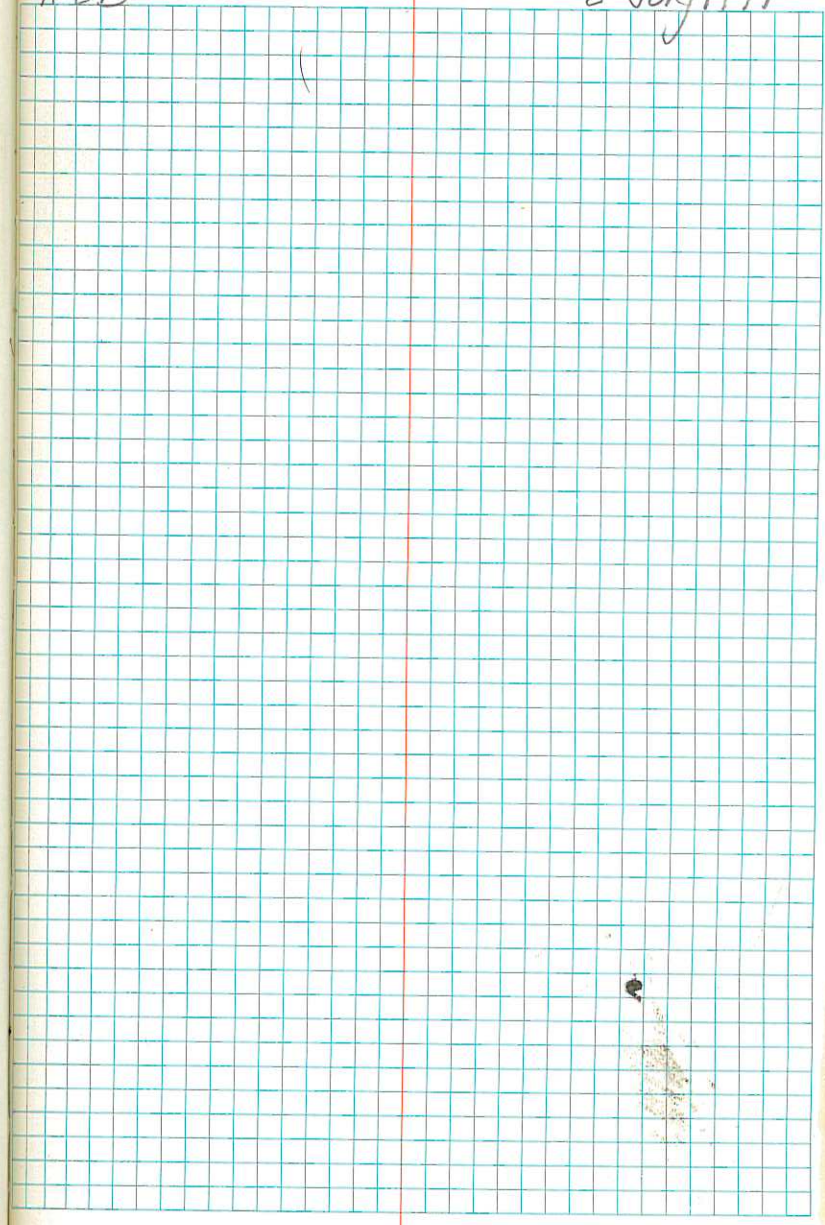
FS HUB 267° 13' 10" 1468.574
COM 4 1468.576

DOB.

TJB

80°

8 July 1991



^{SEC 002}
BS HUB

0 00 00

1468.665

1468.639

TC com 4

FS. HUB 185⁰ 48¹ 40⁴

614.543

614.477

BS com 4

0 00 00

614.48

TC com 5

FS⁴ sing
post 177⁴ 37¹ 58⁴

756.091

756.101

FS⁵ sing
post

177⁰ 38¹ 12⁴

1894.684

1894.691

15 AUG. 1991. REESTABLISH SEC. COR.

SET BY WILLIS TINGEY 1951.

SEC | T N R E.

FOUND SPRING AS DESCRIBED IN OLD SURVEY BY TINGEY. USING HIS INFORMATION WE REESTABLISHED THE POINT HE CALLED FOR USED COMPASS TO ESTABLISH BEARINGS. TRAVERSED TO POINT. MADE A THOROUGH SEARCH OF THE AREA LOOKING FOR EVIDENCE.

SPRING			10555.8462
			50847.9865
			10572.8984
CP 100 - SPRING. 0°00'00"	238.27		50608.6274

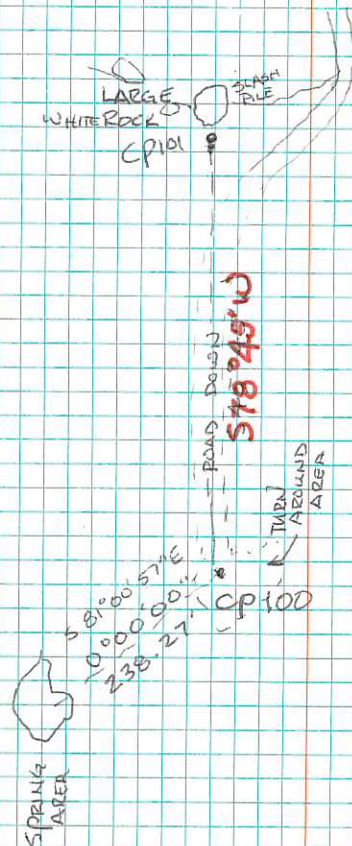
100-101	126°44'57"	849.67	10000 50000
---------	------------	--------	--------------------------------------

SEC. COR			10365.8462
			48299.8865
297°34'13"	789.80'		

225°45'

258°39'21"

45°45'00"



MAG. 62°15'
BEARING

- DEC. FROM USGS MAPS -
16 1/2° EAST

BEAR OF LINE
S 78°45' W.

S.C.

BS

0° 00' 00"

2101.95

2101.20

~~ICP~~

FS COR.

83° 28' 56"

83 29 01

83 29 01"

~~BS~~

~~0° 00' 00"~~

99.81

99.53

99.65

BS

0° 00' 00"

99.81

99.53

99.65

~~ICP~~

FS ^{1.55} 3'

241 55 49

241 55 46"

FS COR

83° 29' 02"

29 July 91

91 32 20

BS

0° 00' 00"

2101.95
2102.01

IC₂

FS cor

271° 21' 14"
271° 21' 30"
271° 21' 32"
271° 21' 32"

BS 1¹⁰

0 00 00

IC₂

FS 6₂¹¹

359° 06' 59"

2007.40
2007.40

BS-21

0 00 00

2007.38

R 136

FS-11

0 1 4
0 52 45

2101.90

\$75,000

15,000

60,000

\$650⁰⁰ / 1100

1400 ~~4~~

WIRE — JOHN

PAINT — —

FINISH — JOEL

CARPET — JOHN

FRAMING — SHERWIN

9 MAY 1988

BS. P. 2	0 00 00	163.74	- 5.31
		163.67	- 5.73
TP P. 1			
FS. P. 3	0 00 00	- 491.96	- 13.57
		- 491.95	- 13.54
FS. P. 4	0 00 00	- 1147.88	- 24.93
		- 1147.90	- 24.93
F. P. 5		- 1967.96	- 42.71
		- 1967.96	- 42.71
FS. P. 6		- 3280.44	- 38.94
all		- 3280.43	- 38.94
FS. P. 7			

CURVE TABLES

HOW TO USE CURVE TABLES

Table I. contains Tangents and External to a 1° curve. Tan. and Ext. to any other radius may be found nearly enough, by dividing the Tan. or Ext. opposite the given Central Angle by the given degree of curve.

To find Deg. of Curve, having the Central Angle and Tangent: Divide Tan. opposite the given Central Angle by the given Tangent.

To find Deg. of Curve, having the Central Angle and External: Divide Ext. opposite the given Central Angle by the given External.

To find Nat. Tan. and Nat. Ex. Sec. for any angle by Table I.: Tan. or Ext. of twice the given angle divided by the radius of a 1° curve will be the Nat. Tan. or Nat. Ex. Sec.

EXAMPLE

Wanted a Curve with an Ext. of about 12 ft. Angle of Intersection or I. P. = 23° 20' to the R. at Station 542+72.

Ext. in Tab. I opposite 23° 20' = 120.87
 $120.87 \div 12 = 10.07$. Say a 10° Curve.

Tan. in Tab. I opp. 23° 20' = 1183.1
 $1183.1 \div 10 = 118.31$.

Correction for A. 23° 20' for a 10° Cur. = 0.16
 $118.31 + 0.16 = 118.47 = \text{corrected Tangent}$.

(If corrected Ext. is required find in same way)
 Ang. 23° 20' = $23.33^\circ \div 10 = 2.3333 = \text{L. C.}$

2° 19½' = def. for sta.	542	I. P. = sta.	542+72
4° 49½' = " " "	+50	Tan. =	118.47
7° 19½' = " " "	543	B. C. = sta.	541+53.53
9° 49½' = " " "	+50	L. C. =	2.3333
11° 40' = " " "	543+	E. C. = Sta.	543+86.86
	86.86		

$100 - 53.53 = 46.47 \times 3' (\text{def. for 1 ft. of } 10^\circ \text{ Cur.}) = 139.41' =$
 $2^\circ 19\frac{1}{2}' = \text{def. for sta. } 542.$

Def. for 50 ft. = 2° 30' for a 10° Curve.

Def. for 36.86 ft. = 1° 50½' for a 10° Curve.

