

B.R.
6
S
E
C
-
C
O
R.

SECTION
CORNER

WESCO

Field Book
550-501

BOOK

9

Name .CACHE COUNTY SURVEYORS.....

Address .179 NORTH MAIN LOGAN, UTAH.....

Phone .(801) 752-8348.....

This book is published on a fine 50% cotton-content ledger paper, specially treated for maximum archival service, and protected by a water resistant surface sizing.

Projects
① NORTH LOGAN SECTION SURVEY PAGE 1

WESCO

WESTERN ENGINEERING & SURVEYING SYSTEMS CO.
4895 Joliet Street • Denver, Colorado 80239 • (303) 373-0990

ROSS T M
JIM P

COOL 65° F.
RAIN/BREEZY

NORTH LOGAN - 3100 NORTH ST. SURVEY

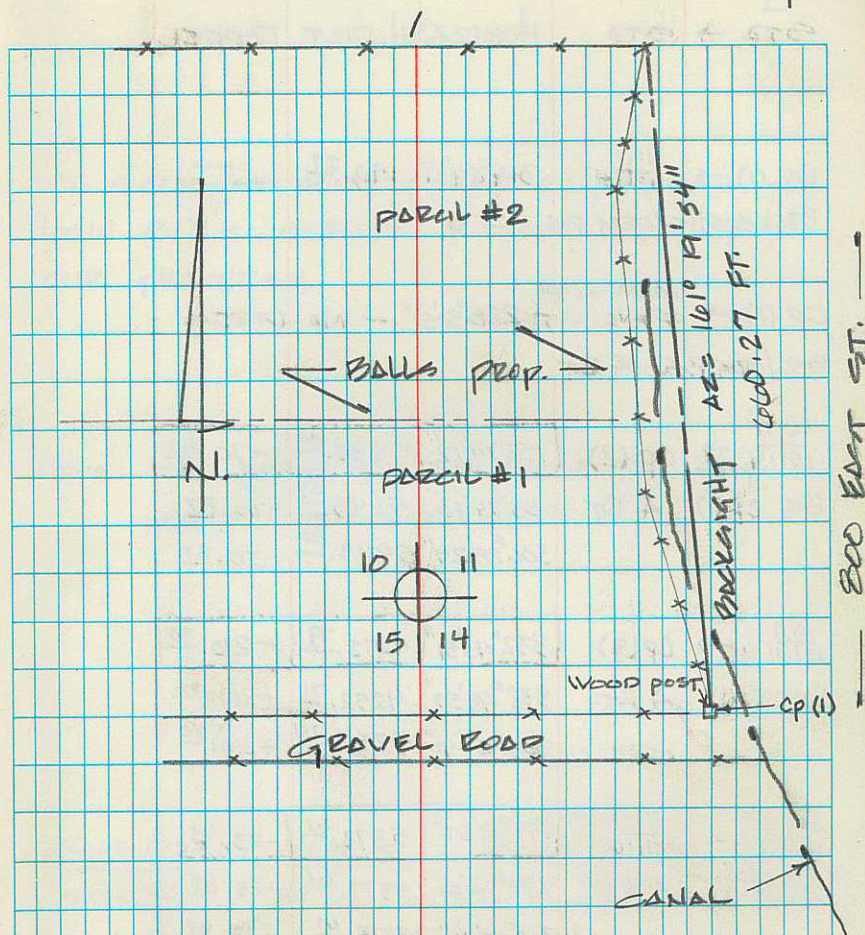
AFTER BEING CONTACTED BY ROY
FRANCE OF NORTH LOGAN CITY &
ARLO WADDUPS OF VALLEY ENGINEERING
WE CAUSED THE FOLLOWING SURVEY
TO BE PERFORMED MONUMENTING
THE SECTION CORNERS COMMON TO
SECTIONS $\frac{11}{12}$ $\frac{10}{11}$ & $\frac{9}{10}$ TOWNSHIP
 $\frac{12}{13}$ $\frac{11}{12}$ $\frac{10}{11}$ & $\frac{9}{10}$
12 NORTH RANGE 1 EAST OF THE
S.L.B.M. IN THEIR LOCATIONS
AT APPROX. 3100 NORTH STREET.

SURVEY BEGAN JUNE 24, 1985

Paul J. [Signature]
CHIEF DEPUTY SURVEYOR

STA. → STA. HORIZ. & H. DIST. DIFF. EL.

| | | | |
|--------------------|------------|--------|-------|
| Cp (1) → BACKSIGHT | 0° 00' 00" | 600.27 | -0.20 |
| | | 600.26 | -0.20 |



Cp (1) IS S.E. COR. PARCEL #1 OF LYNN BALLS SURVEY
BACKSIGHT IS N.E. COR. PARCEL #2 OF LYNN BALLS SURVEY

STA → STA HORIZA H. DIST. DIFFER.

CP (1) → $\frac{10.11}{15.14}$ 314°04'21" 190.27 —
 BACKSIGHT / ORG BS.

CP (1) → ^{MEAN ALIGN} OF FNC WEST 288°30'S" — NO DIST —
 BS / ORG. BS. & RT

| | | | |
|--------------------------------|------------|---------|--------|
| $\frac{10.11}{15.14}$ → CP (2) | 153°14'12" | 5443.06 | -70.87 |
| BS CP (1) & RT | 153°14'10" | 5443.07 | -70.87 |
| | 306°28'24" | 5443.06 | -70.87 |

| | | | |
|--------------------------------|------------|---------|---------|
| $\frac{10.11}{15.14}$ → CP (3) | 332°43'51" | 4252.73 | +210.70 |
| BS CP (1) & RT. | 332°43'57" | 4252.71 | +210.70 |
| | 305°21'41" | 4252.74 | +210.70 |

| | | | |
|--------------------------------|------------|---------|--------|
| CP (2) → $\frac{8.19}{17.16}$ | 179°28'39" | 5373.61 | -23.45 |
| BS $\frac{10.11}{15.14}$ & RT. | 179°28'39" | 5373.61 | -23.45 |
| | 358°51'16" | 5373.61 | -23.45 |

| | | | |
|-------------------------------|----------|-----------|---------|
| $\frac{8.19}{17.16}$ → CP (4) | 0°15'51" | 16,008.45 | +349.31 |
| BS CP (2) & RT. | 0°15'51" | 16,008.44 | +349.31 |
| | 0°31'42" | 16,008.45 | +349.31 |

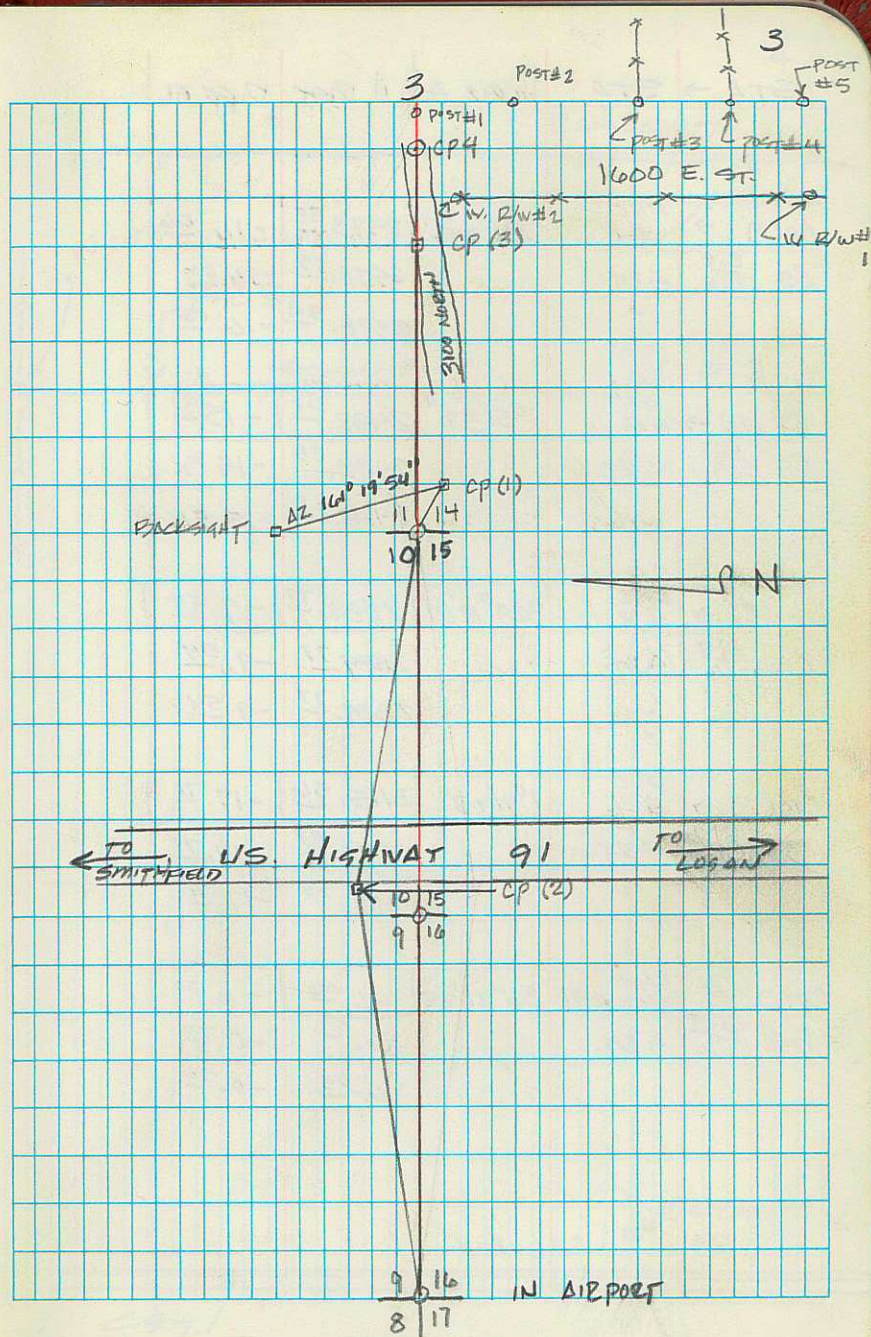
WE SET THIS POINT TEMPORARILY FROM THE LYNN BALLS SURVEY & HAVE TIED IT TO OUR TRAVERSE.

NOTE: ALL CIRCLED MEASUREMENTS ARE MEAN MEASUREMENTS

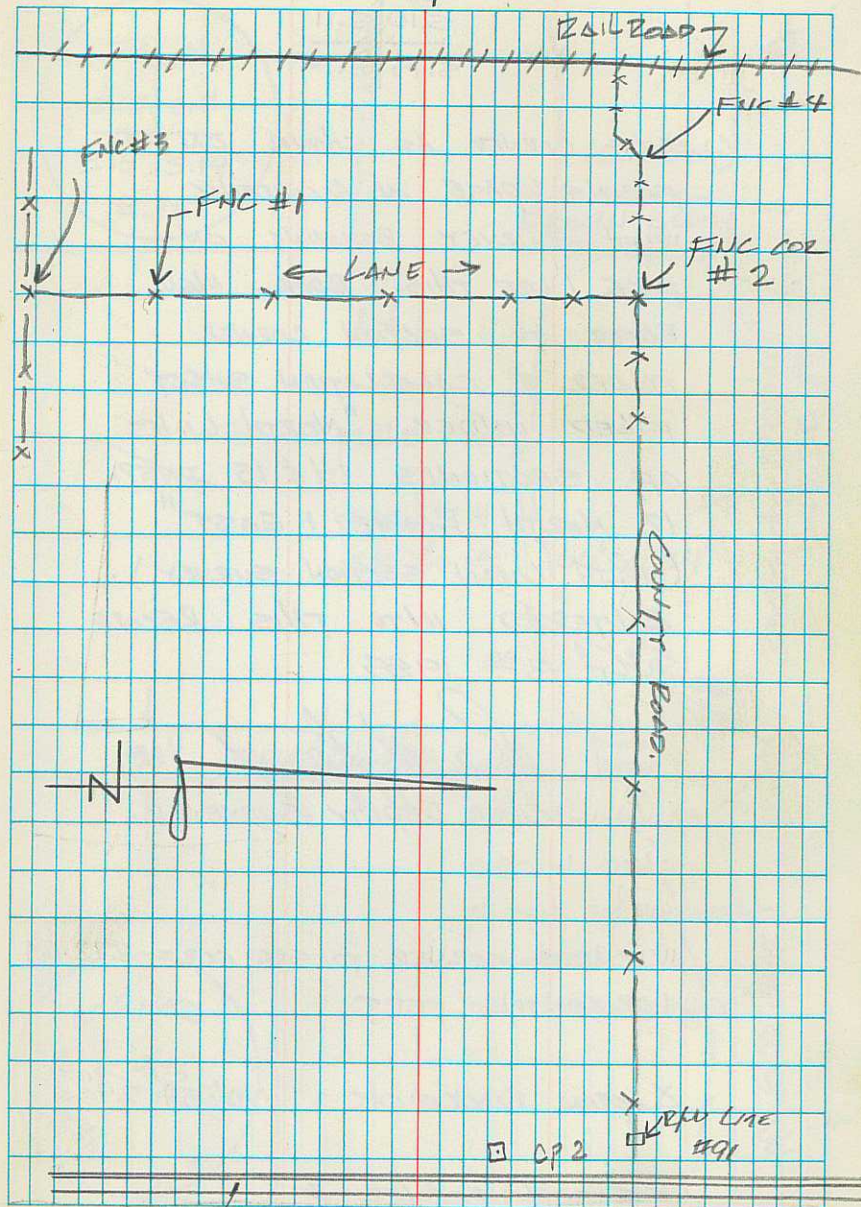
| | | |
|-------------|-----------|---|
| SLOPE DIST. | VERT & | NOTE: DIST WAS BEYOND RANGE OF RSM-3 WE USED AUTO RANGER INSTEAD & COMPUTED THE HORIZ. D. |
| 5373.63 | 89°45'00" | |
| 5373.66 | | |

| | |
|-------------|-----------|
| SLOPE DIST. | VERT & |
| 16,012.25 | 88°45'00" |
| 16,012.26 | |

| STA → | STA | HORIZ & | H. DIST. | DIFF EL. |
|------------------------|--------------------------|------------|----------|----------|
| CP(3) → | CP(4) | 181°23'23" | 939.45 | +73.22 |
| B.S. $\frac{10}{1614}$ | 4 RT | 181°23'28" | 939.44 | +73.21 |
| | | 2°46'46" | 939.45 | +73.22 |
| CP(4) → | POST #1 EAST OF CP(4) | 184°26'29" | 34.44 | -0.04 |
| B.S. CP(3) | 4 RT | | | |
| CP(4) → | POST #2 | 257°47'48" | 85.07 | -3.85 |
| B.S. CP(3) | 4 RT | | | |
| CP(4) → | W/176 POST #3 | 266°58'21" | 494.36 | -21.17 |
| B.S. CP(3) | 4 RT | | | |
| CP(4) → | POST #4 | 267°49'06" | 792.16 | -33.53 |
| B.S. CP(3) | 4 RT | | | |
| CP(4) → | POST #5 | 268°11'10" | 1061.40 | -37.84 |
| B.S. CP(3) | 4 RT | | | |
| CP(4) → | WEST R/W 1600 E #1 | 270°04'09" | 978.41 | -37.25 |
| B.S. CP(3) | 4 RT | | | |
| CP(4) → | WEST R/W 1600 E. #2 | 306°14'43" | 27.07 | -3.97 |



| STA → | STA | HORIZ & | H DIST | DIFF EL. |
|------------------------|--------------|------------|---------------------|--------------------|
| CP (2) → | FNC #1 | 344°51'56" | 2578. ³⁵ | -16. ⁰⁶ |
| BS. $\frac{8.9}{1716}$ | X RT. | | 2578. ³⁵ | -16. ⁰⁶ |
| | | | 2578. ³⁴ | -16. ⁰⁶ |
| CP (2) → | FNC #2 | 1°51'37" | 2488. ⁵⁷ | -15. ⁵¹ |
| BS. $\frac{8.9}{1716}$ | X RT. | | 2488. ⁵³ | -15.51 |
| | | | 2488. ⁶¹ | -15.51 |
| CP (2) → | FNC #3 | 329°14'09" | 2889. ⁷¹ | -9. ⁵⁴ |
| BS. $\frac{8.9}{1716}$ | X RT. | | 2889. ⁷¹ | -9.54 |
| | | | 2889. ⁷¹ | -9.54 |
| CP (2) → | FNC #4 | 1°41'03" | 3115. ⁵⁶ | -17. ⁷¹ |
| BS. $\frac{8.9}{1716}$ | X RT. | | 3115. ⁵⁴ | -17.71 |
| | | | 3115. ⁵⁸ | -17. ⁷¹ |
| CP (2) → | PLW Line #91 | 82°22'35" | 46. ⁰⁶ | -0. ⁷⁰ |
| BS. $\frac{8.9}{1716}$ | X RT. | | 46. ⁰⁷ | -0.70 |
| | | | 46. ⁰⁵ | -0.70 |



T.12.N.
R.1.E.
S.10 S.11
S.15 S.14

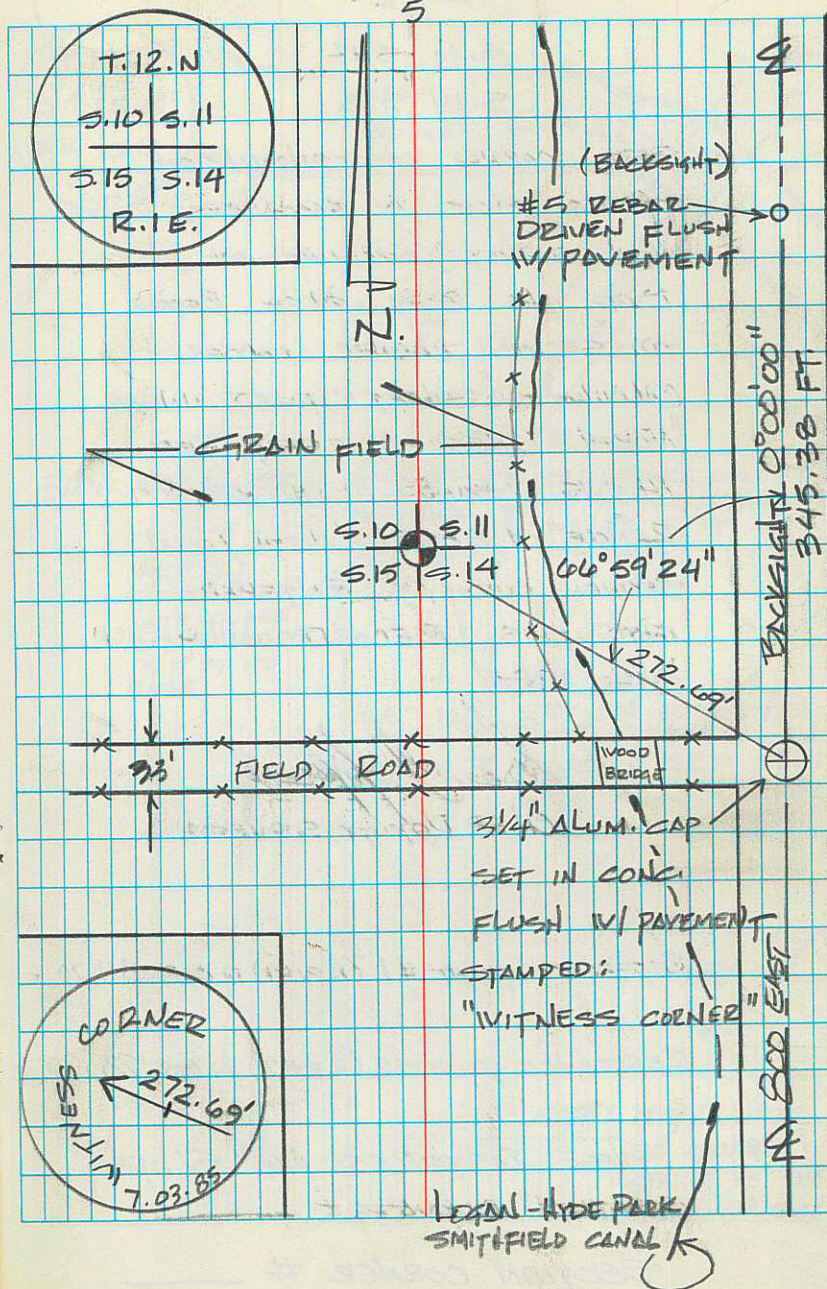
SET CORNER AS SHOWN ON
FACING PAGE IN ACCORDENCE
WITH SURVEY BEGINING ON
PAGE 1 OF THIS BOOK. ALSO
REFER TO SECTION CORNER
FOLDER & CALCULATION SHEET
FILED UNDER "NORTH LINES
OF SECTIONS 14 & 15 T12SP.
12 NORTH RANGE 1 EAST"
(NORTH LOGAN SECTION SURVEY).
ENTERED INTO THIS RECORD
JULY 3RD 1985

Paul J. Jopany
CHIEF DEPUTY SURVEYOR

WITNESS CORNER TO SEC. COR = 272.69
HORIZONTAL FEET

∠ FROM BACKSIGHT = 66° 59' 24"

SECTION CORNER #



T. 12 N.
R. 1 E.

S. 11 S. 12

S. 14 S. 13

SET CORNER AS SHOWN ON
FACING PAGE IN ACCORDENCE
WITH SURVEY BEGINNING ON PAGE
1 OF THIS BOOK. ALSO REFER
TO SECTION CORNER FOLDER &
CALCULATION SHEET FILED UNDER
"NORTH LINES OF SECTIONS
14 & 15 TOWNSHIP 12 NORTH
RANGE 1 EAST." (NORTH LOHAN
SECTION SURVEY). ENTERED
INTO THIS RECORD JULY
3RD 1985

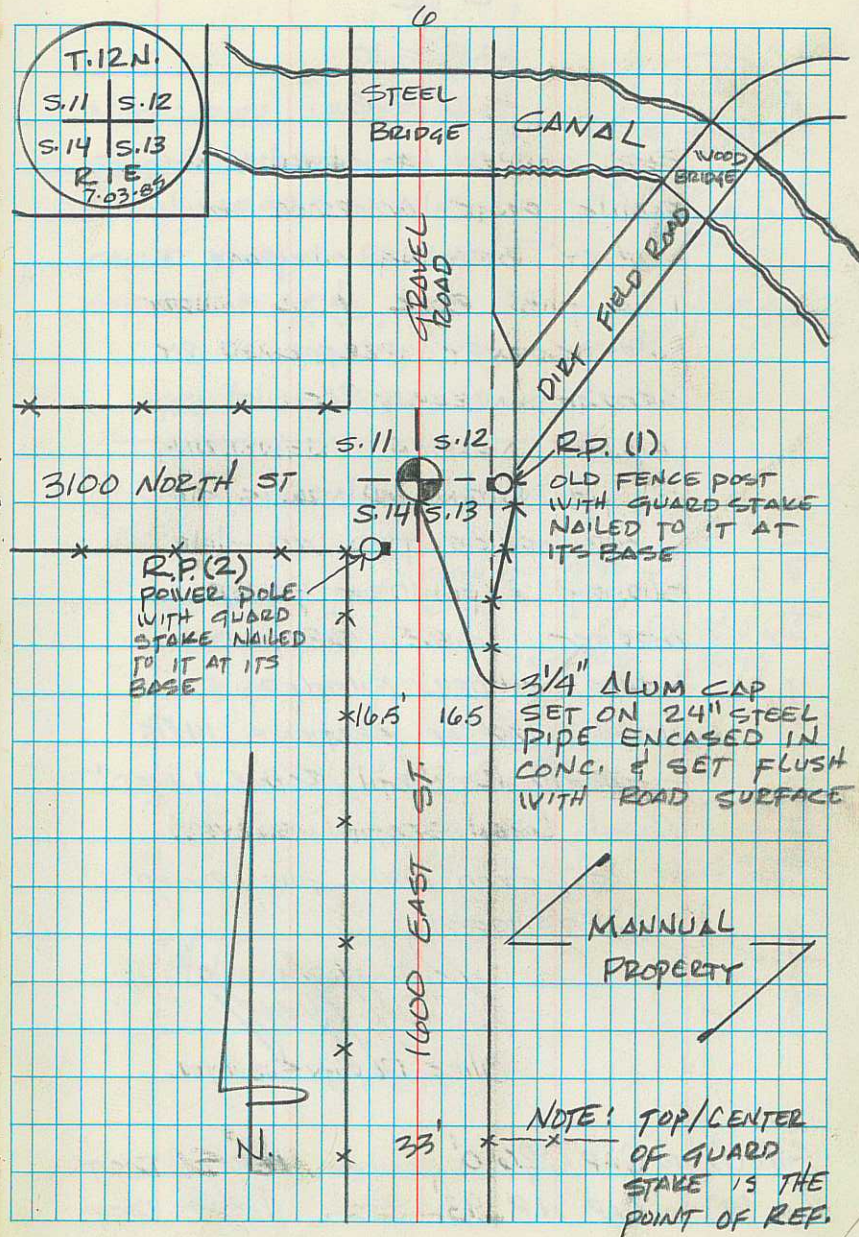
[Signature]
CHIEF DEPUTY SURVEYOR

REFERENCE POINT #1 (R.P.#1) TO CAP 34.70 FT.

REFERENCE POINT #2 (R.P.#2) TO CAP 23.95 FT.

THESE DISTANCES ARE "SLOPE"
DISTANCES.

SECTION CORNER # _____



NOTE: TOP/CENTER
OF GUARD
STAKE IS THE
POINT OF REF.

T. 12 N.
R. 1 E.

S. 9 S. 10

S. 16 S. 15

SEE CORNER AS SHOWN ON
FACING PAGE ACCORDING TO
SURVEY BEGINNING ON PAGE
1 OF THIS BOOK & A BOUNDARY
LINE SURVEY PERFORMED BY
GEORGE WALKER RLS. &
LEGRAND JOHNSON ENGINEERING
ON THE INDIAN SHADOWS SUBD.

OUR OFFICE TIED TO THEIR
SURVEY & FOUND IT TO BE
CORRECT SEE SECTION
CORNER FOLDER ENTITLED
"NORTH LINES OF SECTIONS 14 & 15
TOWNSHIP 12 NORTH RANGE 1 EAST."
(NORTH LOGAN SECTION SURVEY).

ENTERED INTO THIS RECORD
JULY 9, 1985.

[Signature]
CHIEF DEPUTY SURVEYOR

R.P. (1) TO CAP 26.0'

HORIZ DIST.

R.P. (2) TO CAP 18.93'

HORIZ DIST.

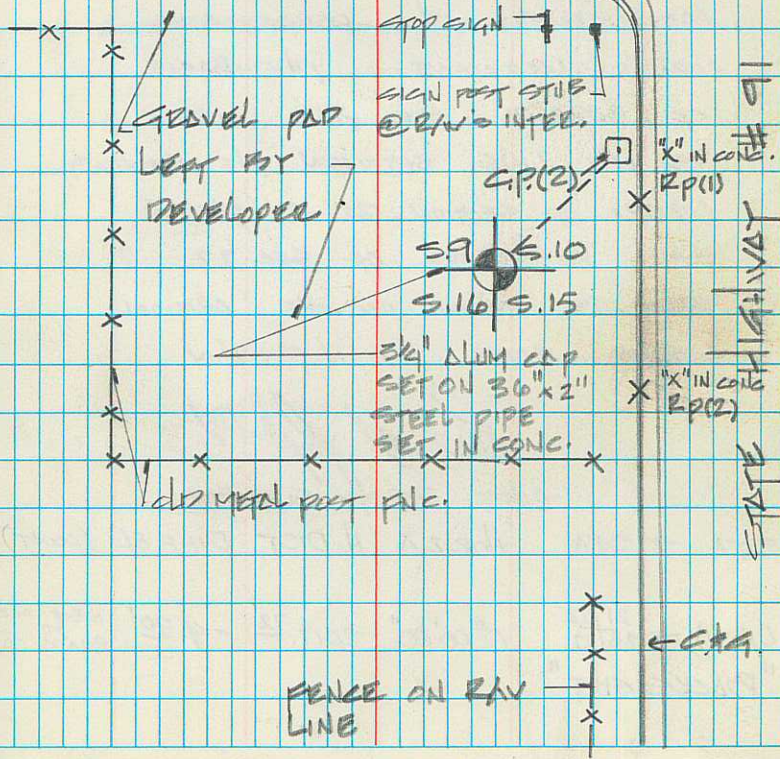
SECTION CORNER # _____

7

NOTE: SEE 1898 SCHOOL
SECTION MAP FILED IN
MARCH 1898 IN THE
CACHE COUNTY RECORDERS
OFFICE. E.G.L.



GRAVEL COUNTY ROAD



STA → STA HORIZ & HORIZ DIST DIFF EL. POINT

CP(1) → CP(2) 63°38'55" 5577.⁰² +739.18'

BS ^{21/22}_{28/27} & INT. LFT. 63°38'55" 5,577.⁰² +739.18'

127°17'50" 5577.⁰¹ +739.18'

CP(1) → CP(3) 276°26'46" 1281.93 +1.60

BS ^{21/22}_{28/27} & RT 276°26'49" 1281.91 +1.60

192°53'20" 1281.94 +1.00

CP(3) → CP(4) 119°47'14" 5280.²⁵ -246.60

BS CP(1) & RT 119°47'16" 5280.²² -246.60

293°34'28" 5280.²⁷ -245.77

CP(3) → CP(5) 152°57'06" 4263.⁵⁶ -17.44

BS CP(1) & RT 152°57'04" 4263.⁵³ -17.44

305°54'00" 4263.⁵⁹ -17.44

CP(5) → CP(6) 6°56'27" 298.81 -71.40

BS CP(3) & RT. 6°56'25" 298.77 -71.39

13°52'55" 298.85 -71.41

9

TOP OF SMALL HILL EAST OF DRY LAKE

NORTHWEST OF SEC COR ^{15/14}_{22/23} IN SAGEBRUSH FLAT

ABOVE 1/4 COR 22/23 ON HILLSIDE

POINT NEAR 22/23 IN BOTTOM IN TREES

| STA → | STA | HORIZ A | H. DIST | DIFF EL. |
|-----------|----------------|------------|---------|----------|
| CP (6) → | 22+23 1/4 | 91°30'54" | 31.67 | +2.38 |
| BS. CP(5) | 4 RT | 91°30'56" | 30.66 | +2.37 |
| | | 183°01'48" | 30.67 | +2.38 |
| CP (4) → | 15+14 22+23 | 275°05'51" | 352.92' | 27.37 |
| BS. CP(3) | 4 RT | 275°06'05" | 352.97' | 27.37 |
| | | 190°11'55" | 352.87' | 27.36 |
| CP(2) → | CP(7) | 79°05'27" | 328.90 | +5.45 |
| BS CP(1) | 4 RT | | 328.93 | +5.45 |
| | | | 328.87 | +5.45 |
| CP (7) → | CP(8) | 180° | 117.50 | -21.20 |
| BS. CP(2) | 4 RT | | | |
| CP (6) → | CP (9) | 180° | 136.31 | -66.73 |
| BS CP(7) | 4 RT. | | | |
| CP(9) → | CP (10) | 180° | 128.84 | -25.45 |
| BS CP(8) | 4 RT. | | | |

10

10

BLM BRASS CAP IN BOTTOM IN TREES

BLM BRASS CAP IN SMALL WASH

PRE-DETERMINED X TO INTERSECT
SECTION CORNER.

STA → STA Horiz & H. DIST. Diff. EL.

| | | | | |
|--------------|----------------------------|--------------|-------|--------|
| | | 49' 26" | | |
| CP (13) → | ALUM CAP L ₂ | 227° 51' 18" | 86.05 | -44.15 |
| BS - CP (12) | 4 RT. | | 86.10 | -44.20 |
| | | | 86.01 | -44.11 |

| | | | | |
|----------|--------------|--------------|---------|--------|
| CP (1) → | CP (14) | 302° 14' 28" | 3139.41 | +66.10 |
| BS | 2422 2827 | 4 RT. | | |

23 JUNE 1992

P. WARD HOT, CLEAR.

| | |
|------------------------------|-----------------------------------|
| CHECKED SECTION CORNER # 172 | T12N 14 13 23 24 R2W |
|------------------------------|-----------------------------------|

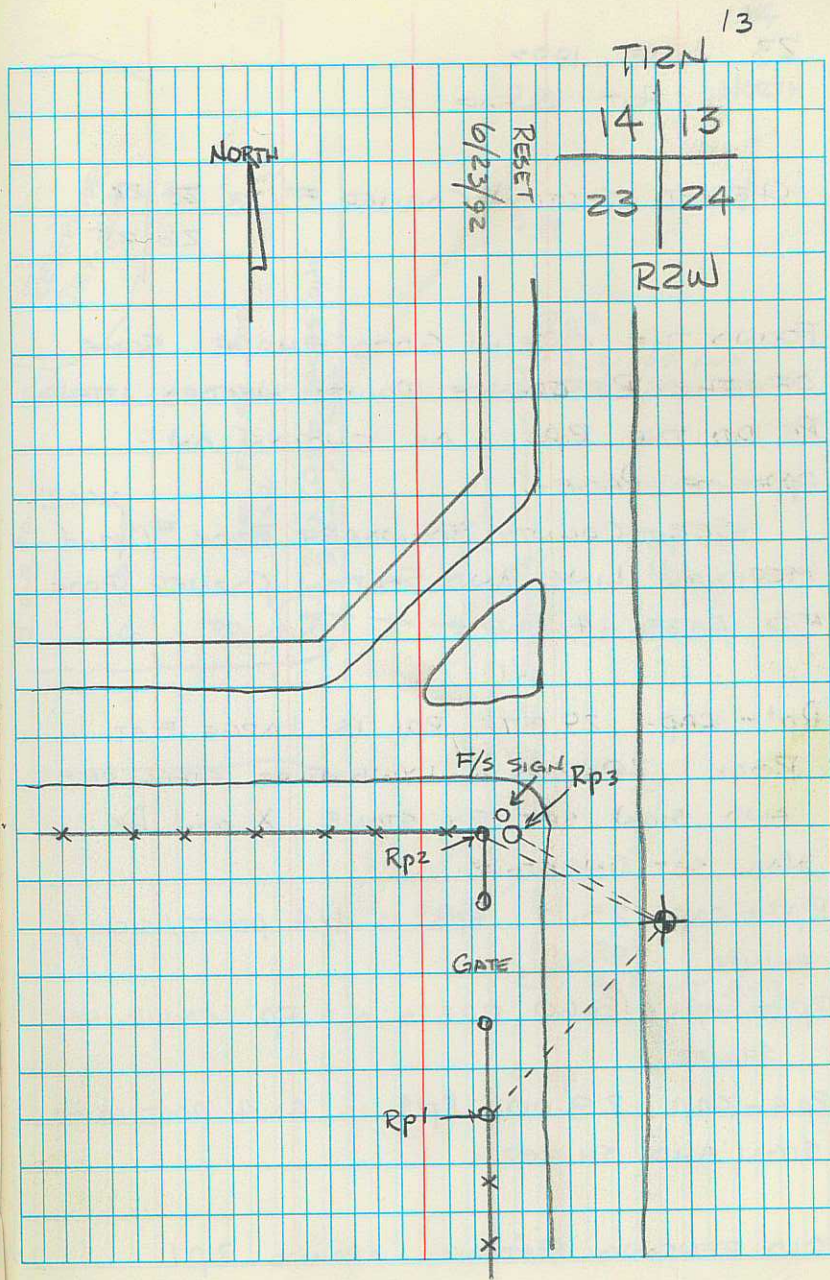
FOUND THAT THE BRASS CAP HAD BEEN PULLED OUT BY WHAT APPEARS TO BE A ROAD CONSTRUCTION MACHINE. CAP AND PIPE WERE LYING IN BORROW PIT AREA. I FOUND BOTH REFERENCE POINTS AND RESET A NEW CAP AND PIPE NEW CAP IS ALUM. MARKED CAP AS SHOWN ON OPPOSITE PAGE. SET NEW REFERENCE POINTS AND REMEASURED OLD POINTS AS SHOWN ON OPPOSITE PAGE. DISCARDED OLD CAP. SEE COUNTY BOUNDARY BOOK #1 PAGE 22 AND SECTION CORNER BOOK #5 PAGE 13

Rp1 - CAP 55.48 Rp1 is support post for GATE POST / SIGN AND SHINER

Rp2 - CAP 46.97 Rp2 is CORNER POST ALSO SUPPORT POST FOR GATE - / SIGN } SHINER

Rp3 - CAP 41.02 Rp3 is POWER POLE WITH SIGN AND PK NAIL.

FOREST SERVICE SIGN NORTH OF PP AND CORNER POST.



MONUMENT SECTION CORNER

6/24/92
T13N
29 | 28
32 | 33
RIE

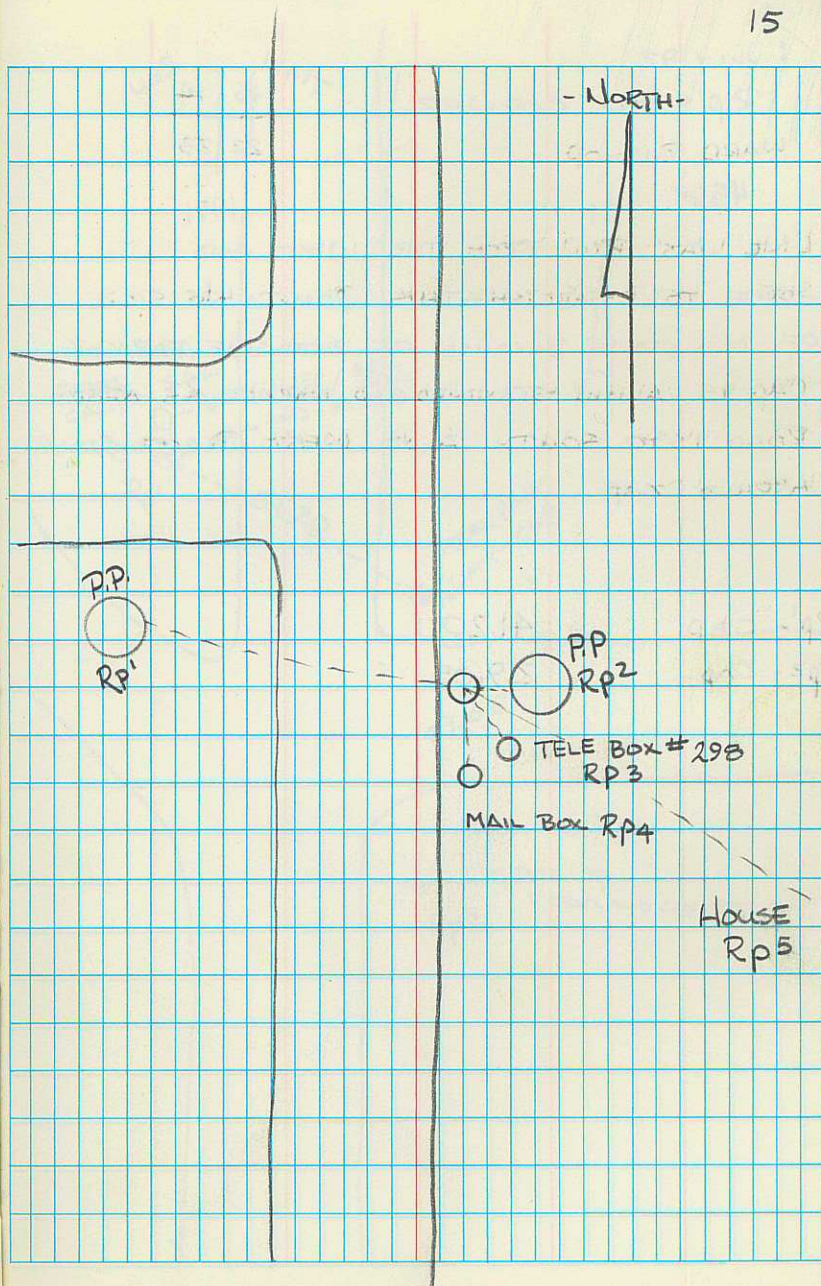
SECTION CORNER # 226

SEE SECTION CORNER BOOK # 6. page 19

FOUND REBAR IN GOOD SHAPE - REPLACED
BAR WITH ALUM CAP MARKED AS
SHOWN ABOVE.

| | |
|-----------|---------|
| Rp1 - CAP | 75.15' |
| Rp2 - CAP | 20 1/2" |
| Rp3 - CAP | 20" |
| Rp4 - CAP | 28" |
| Rp5 - CAP | 83.85' |

15



1 JULY 92

RP'S TO CORNER

WARD, BISHOP

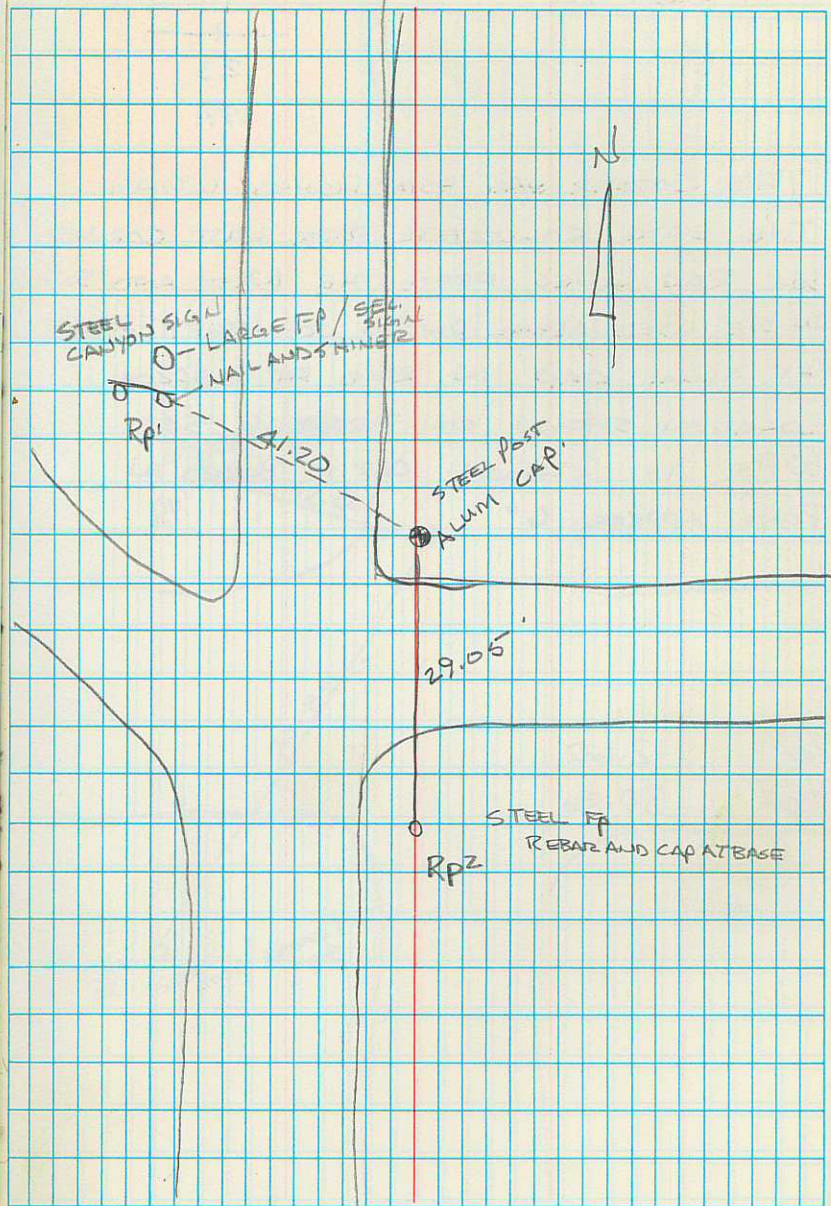
456

| | TIAN | REN |
|--|------|------|
| | 15 | 14 |
| | 22 | 23 |
| | | 1991 |

LINE WAS RUN FROM THE WEST AND SOUTH TO ESTABLISH THIS POINT. NO SIGN OF OLD STONE BECAUSE OF EXTENSIVE FARMING. CAP IS ALUM STANDARD CAP MARKED AS ABOVE ROAD IS TO SOUTH AND WEST. PLACED STONES AROUND CAP.

| | |
|-----------|-------|
| RP1 - CAP | 41.20 |
| RP2 - CAP | 29.05 |

16



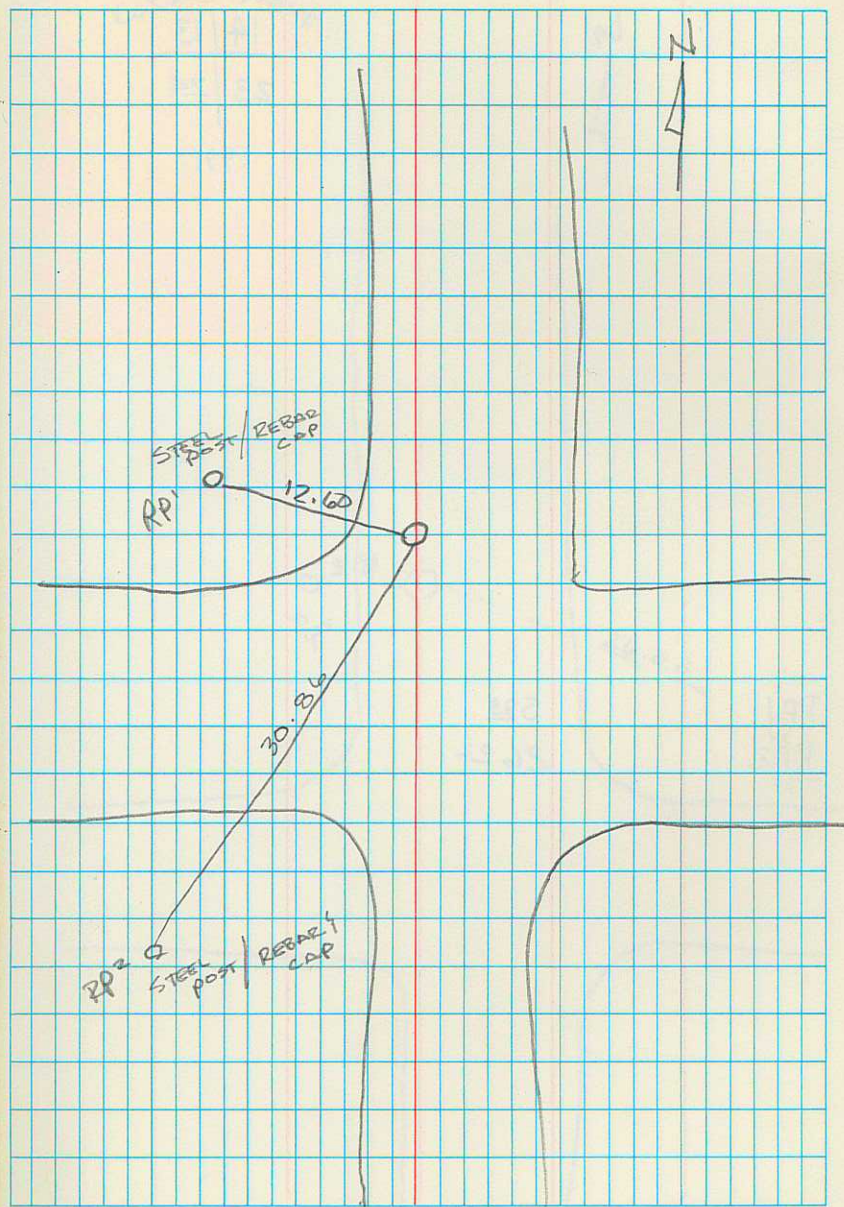
1 July 92

TIAN
14 RZW
—
23
1991

THIS CORNER WAS ESTABLISHED USING
THE DATA COLLECTED FROM LAST CORNER
WE RAN LINES FROM THE WEST AND SOUTH
IN WE USED AERIAL PHOTOS TO VERIFY POINTS
SET ALUM CAP IN ROAD AT APPROX
LOCATION SHOWN ON DRAWING SET
WP'S AS SHOWN. CAP IS BURIED IN
ROAD APPROX. 6"

Rp¹ 12.60
Rp² 30.86

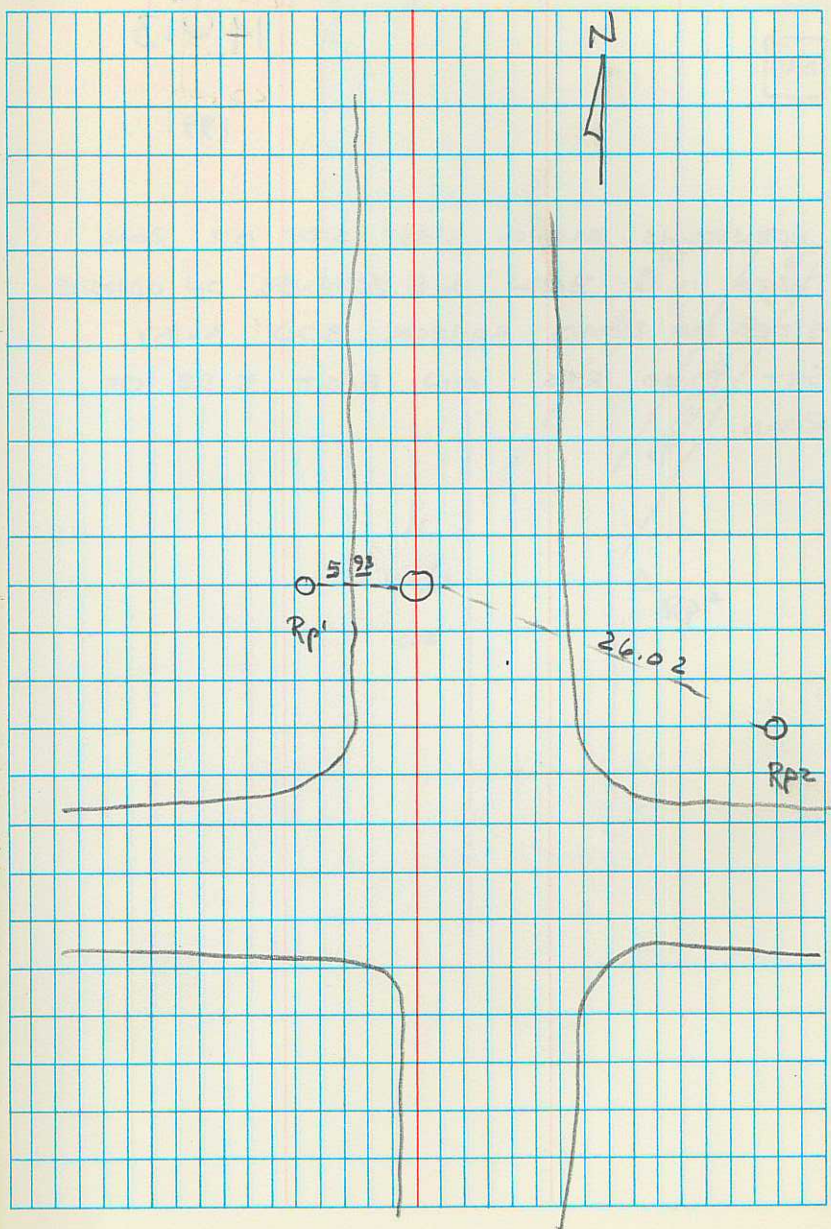
17



| TIAN | R2W |
|------|-----|
| 14 | 13 |
| 23 | 24 |
| 1991 | |

18

| | |
|-----|-------|
| RP1 | 593 |
| RP2 | 26.02 |



TIAN, RZW

14013

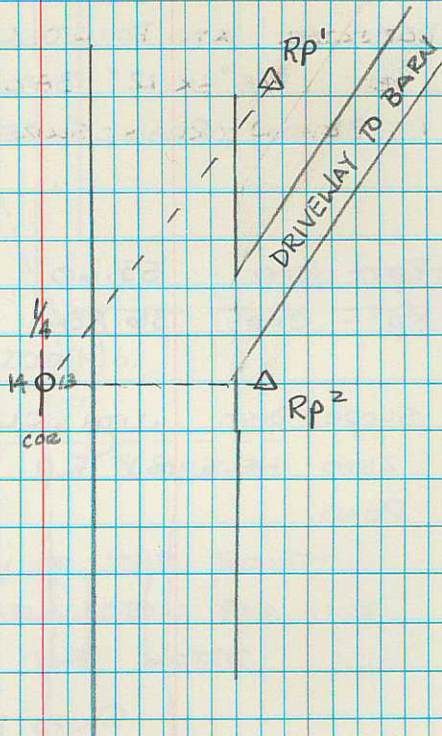
1991

CORNER IS ALONG WEST SIDE OF ROAD
THERE IS A BARN NE OF CORNER ON OPPOSITE
SIDE OF ROAD APPROX 300' AWAY.
SET TWO RPS ON EAST SIDE OF
ROAD.

19



BARN



1 MARCH 1993 16° HAZY SUN

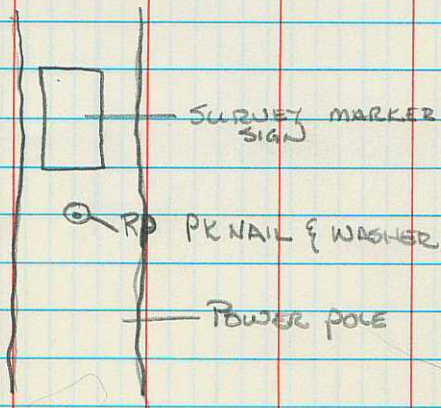
USED PROPERTY PLATS, DISCRPTIONS, AND
OLD HIGHWAY MAP TO RELOCATE CORNER.
GOT A STRONG SIGNAL USING A METAL
DETECTOR AT POINT LOCATION.

SET 3/8" X 12" BAR WITH ALUM CAP.
1" BELOW ROAD SURFACE

Rp¹ - CAP 55.60'

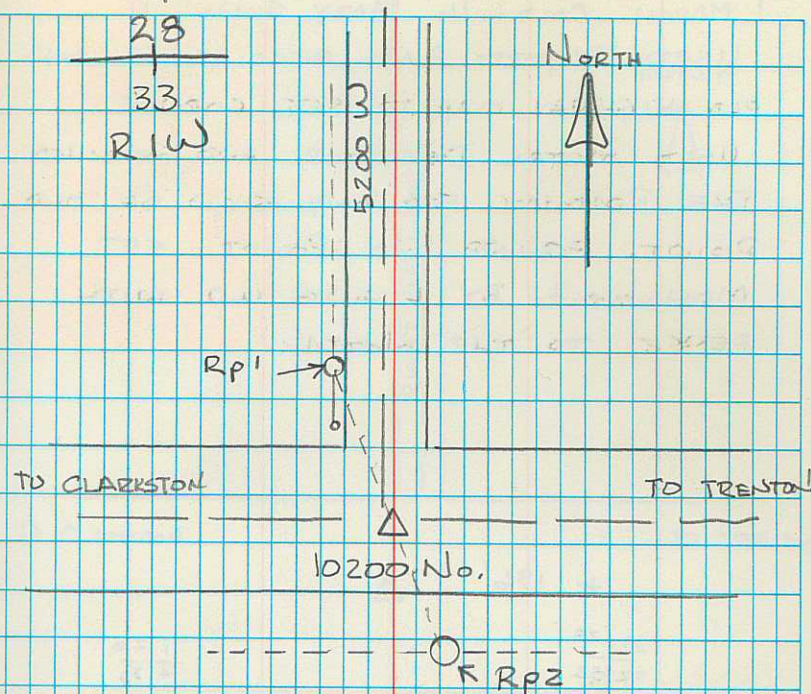
Rp² - CAP 36.80'

SLOPE DIST. WITH CLOTH TAPE -
ZERO HELD ON RP DIST TO CAP IN
ROAD.



T 14 N
1/4

20



Rp¹ = PP WITH GUY TO THE SOUTH
Rp² = PP WITH DOUBLE CROSS FOR LINE
CUT OFF TO THE NORTH

1 MARCH COLD 16° HAZY SUN-

USED PROPERTY PLATS, DISCRPTIONS AND
OLD HIGHWAY MAP TO SET CORNER.

USED METAL DETECTOR AND SEARCHED
THE ROADWAY FOR ANY SIGN OF OLD
POINT. FOUND NO POINT - SET
MONUMENT BY LINING UP WITH
FENCE TO THE NORTH-

+ 196'

$$\begin{array}{r} 29 | 28 \\ \hline 32 | 33 \end{array}$$
$$\begin{array}{r} 1 | 28 \\ \hline + 30 \end{array}$$

+ ——— 2643.76 ——— +

$$\begin{array}{r} 28 \\ + \end{array}$$
$$\begin{array}{r} 28 | 27 \\ \hline 33 | 34 \end{array}$$

-97

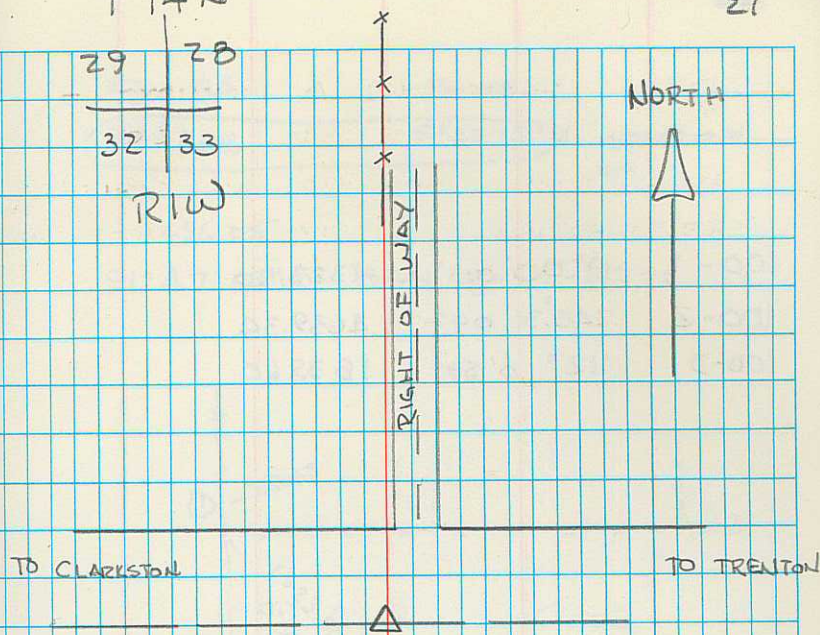
33 ——— 2661.21 ——— +

T I A N

21

$$\begin{array}{r} 29 | 28 \\ \hline 32 | 33 \end{array}$$

RIW



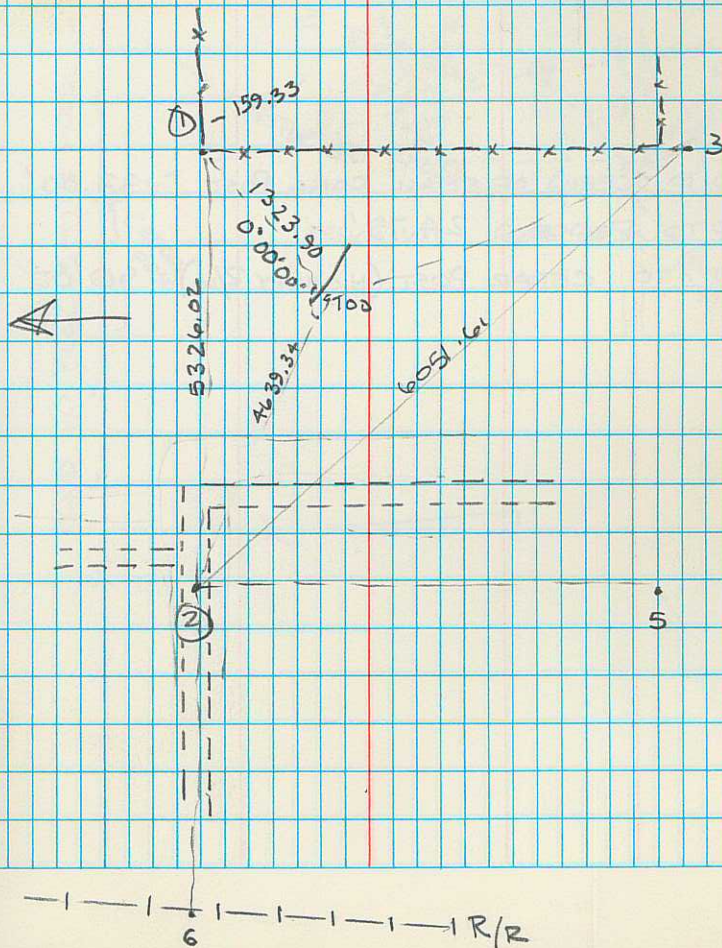
SET 12" X 5/8" BAR WITH 1/2"
ALUM CAP. IN ROAD C.

| | | |
|-------|------------|---------|
| 100-1 | 0°00'00" | 1323.90 |
| 100-2 | 245°31'09" | 4639.34 |
| 100-3 | 112°10'59" | 1839.60 |

| | | | |
|-----|-----------|---------|---------|
| 2-5 | 0°00'00" | 5314.53 | -84.74 |
| 2-6 | 91°47'41" | 5351.12 | -127.23 |

5314.53 -84.74
5302.76 5°21'15" TO PROP COR
 ON

496.05
 91°47'41" 5351.12 -127.23

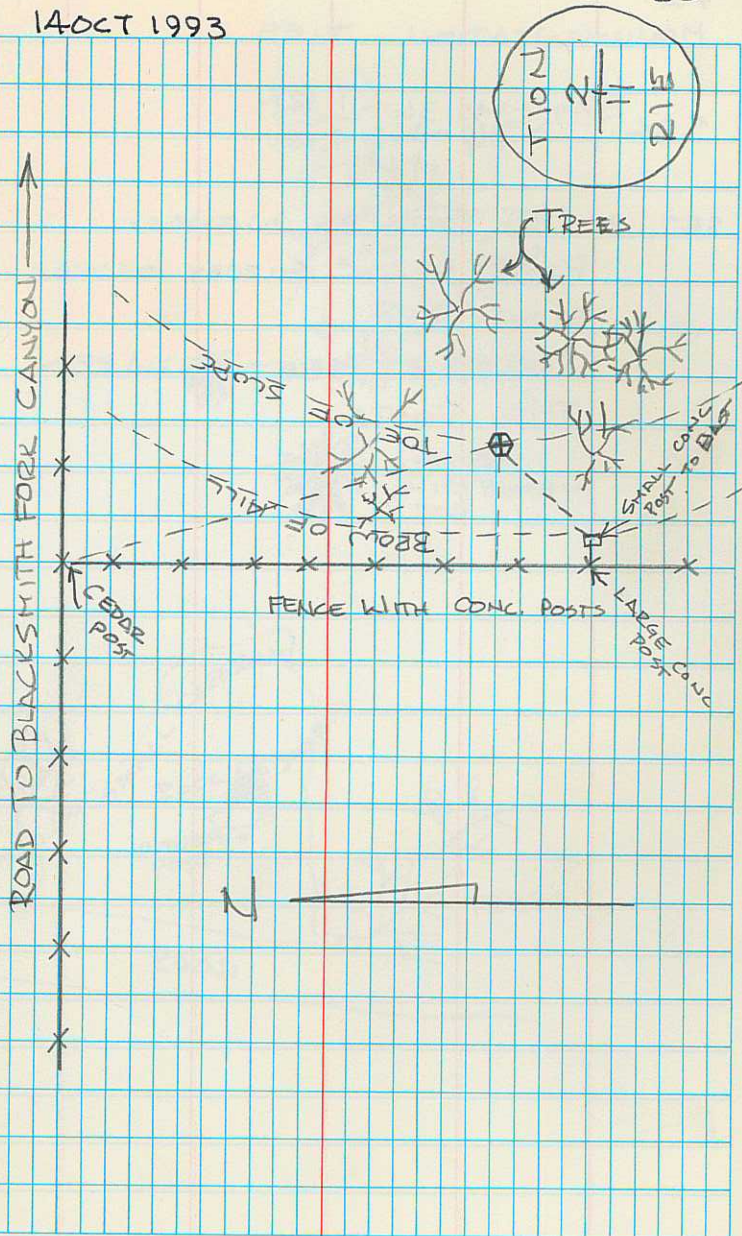


FOUND $\frac{1}{2}$ REBAR IN A MOUND OF STONES. THE STONES HAD BEEN DISTURBED CHECKED MEASUREMENT TO SEVERAL PROPERTIES NORTH AND WEST OF POINT. THESE TIES FIT THE REBAR LOCATION.

CAP TO SCREW OF SMALL CONC POST 33.00'
 CAP TO FENCE 24.75'
 CAP TO CEDAR POST (HIGHWAY R/W) 90.00'

14 OCT 1993

23



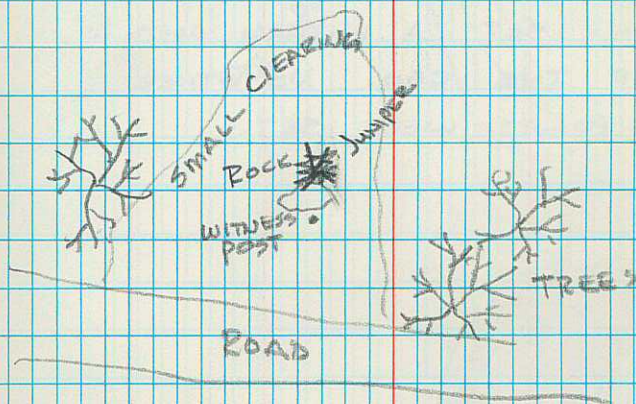
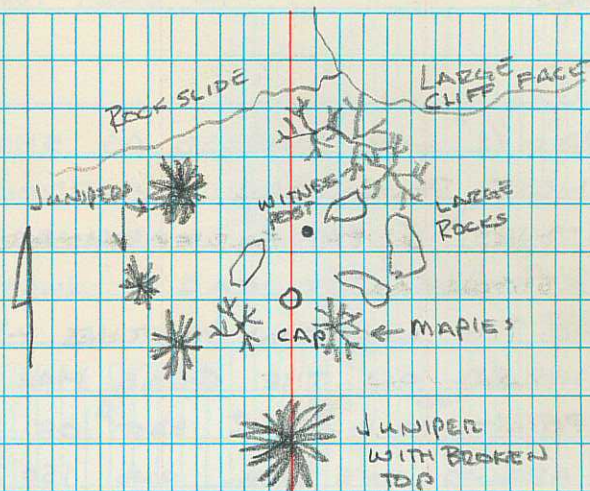
MONUMENTATION TIES

| | | | |
|------|---------------|----------------|-------|
| SEL. | $\frac{1}{4}$ | $\frac{36}{1}$ | T 12N |
| | | | R 1E. |

SET 2 "T" POSTS AS WITNESS:

POSTS WITH SURVEY MARKER

SIGNS ON

YOU CAN'T SEE BETWEEN
THE POSTS

P. WARD

12 JULY 1994

FOUND 1 1/2" CAP MARKED AS SHOWN
ON NEXT PAGE. CAP IS SURROUNDED
BY STONES. I FOUND MARKINGS
ON A STONE THE CAP IS JUST SOUTH
OF STONE. THE LOCATION MATCHES WHAT
IS SHOWN ON THE QUAD MAP.
THE POINT IS 200' ± EAST OF THE
ROAD AROUND THE DAM, AND 150' ±
SOUTHEAST OF THE GROVE OF TREES
AND 50' - 70' ABOVE THE ROAD IN
ELEVATION. SET A WITNESS POST 2'
WEST OF THE CAP. NO OTHER
WITNESS POINTS WERE SET.

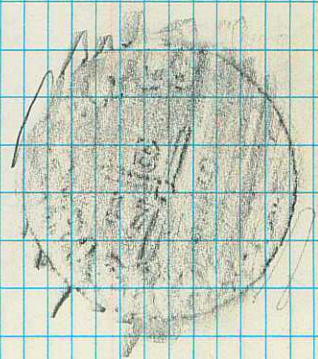
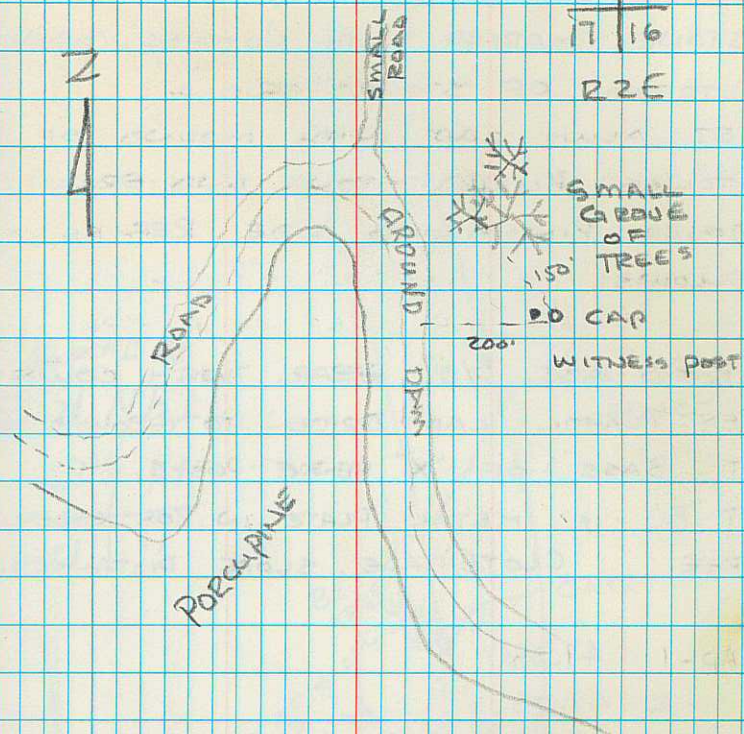
25

T 9 N

8 | 9

17 | 16

R 2 E



W.O. CHRISTIANSON
LS 1255

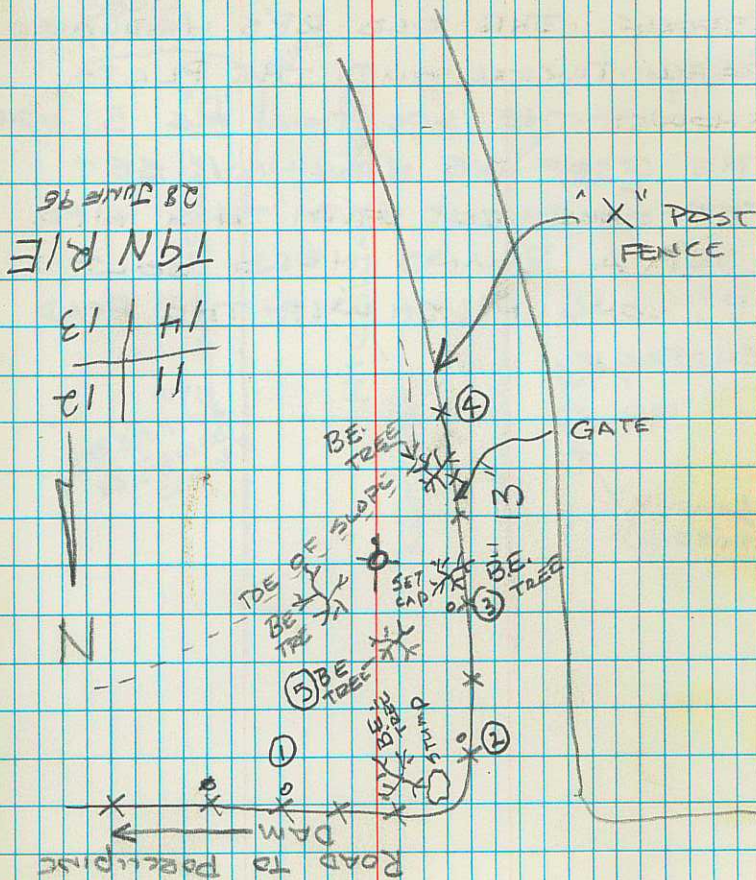
REF. SEC. CORNER
 FOUND ERWIN MOSER PIN NEXT TO
 STONE MARKED WITH NOTCHES. OWNER
 TESTIFIED OF STONES ORIGIN.
 SET ALUM CAP WITH MOUND OF
 STONES. BURIED STONE AND ERWIN
 MOSER PIN ALONG SIDE, REF. AS
 FOLLOWS:

R.P.'S ARE 5/8" REBAR WITH COUNTY
 RED PLASTIC CAP DRIVEN TO GROUND LEVEL
 AT BASE OF "X" FENCE POSTS.
 PT "5" IS METAL PLATE IN BOX ELDER
 TREE. CLOTH TAPE, SLOPE DISTANCES.

| | |
|-------|-------|
| CAP-1 | 47.85 |
| -2 | 49.05 |
| -3 | 28.65 |
| -4 | 32.80 |
| -5 | 13.20 |

TOP NAIL OF SIGN

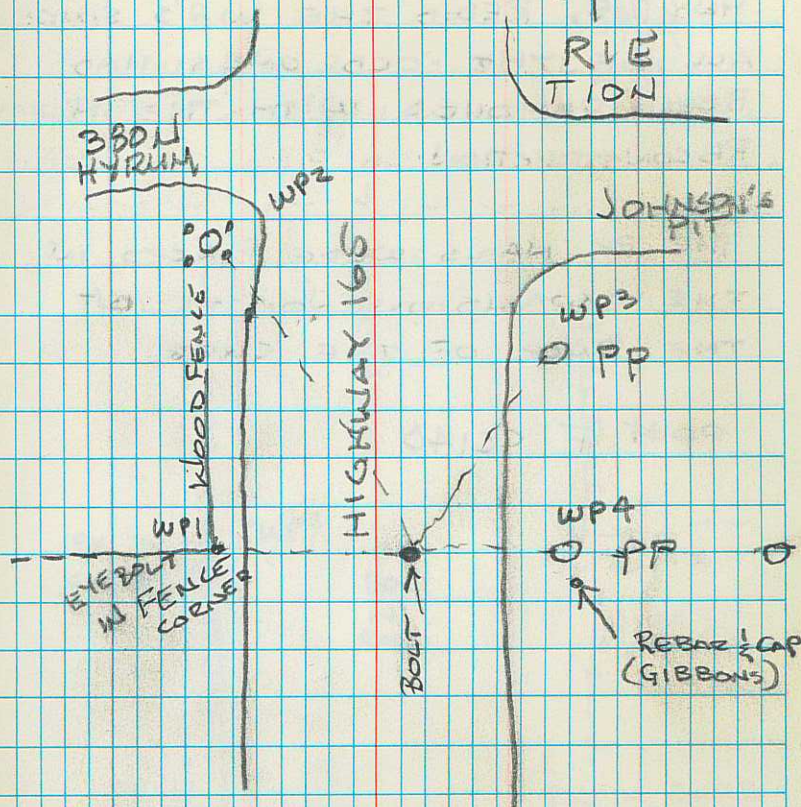
29 JUNE 1995



7 APR 08

USED OLD TIES OF THE CORNER LOCATION. THE CORNER HAD BEEN TAKEN OUT WHEN THE ROAD WAS REDONE. THE OLD RP'S HAD ALSO BEEN TAKEN OUT. THE PLATS SHOWED THE LOCATION AS 5' OFF THE C OF THE HIGHWAY. SET THE MONUMENT WITH THIS INFO. SET A ROUND HEAD BOLT 8" LONG FLUSH WITH THE ROAD SURFACE.

#64



| | | |
|------|----|----|
| TIDN | | 27 |
| 33 | 34 | |
| 4 | 3 | |
| RIE | | |
| TION | | |

7 APR 08

FOUND A POINT IN THE Q OF
HWY 165. REDID THE WP'S SINCE
ALL OF THE OLD ONES HAD
BEEN REMOVED WITH THE HWY
RECONSTRUCTION

THE PK NAILS WERE PLACED IN
THE EXPANSION JOINTS IN
THE BACK OF THE CURB

PP# F1C140

0065

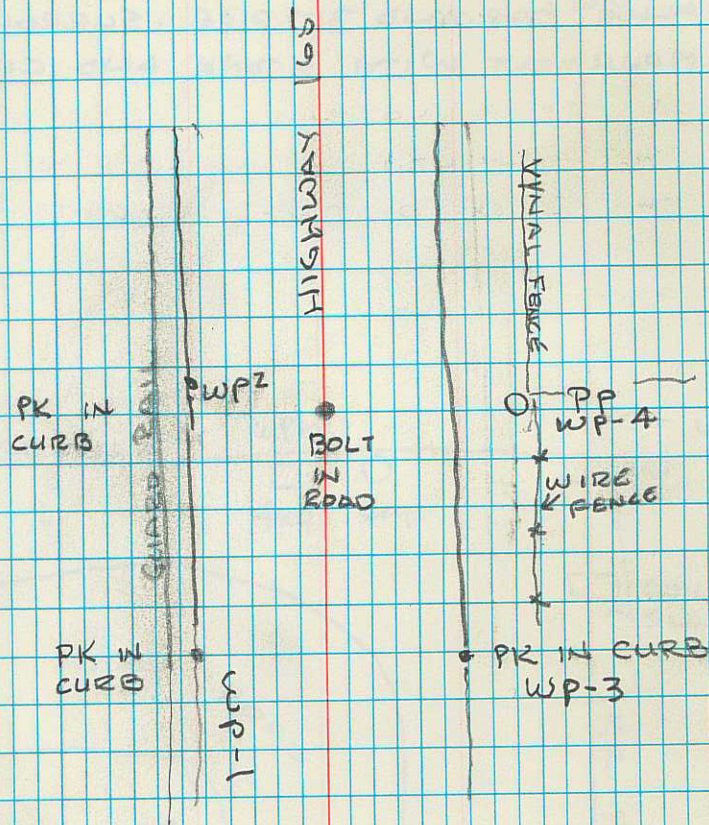
28

TIIN

ZB 27

33 34

RIE

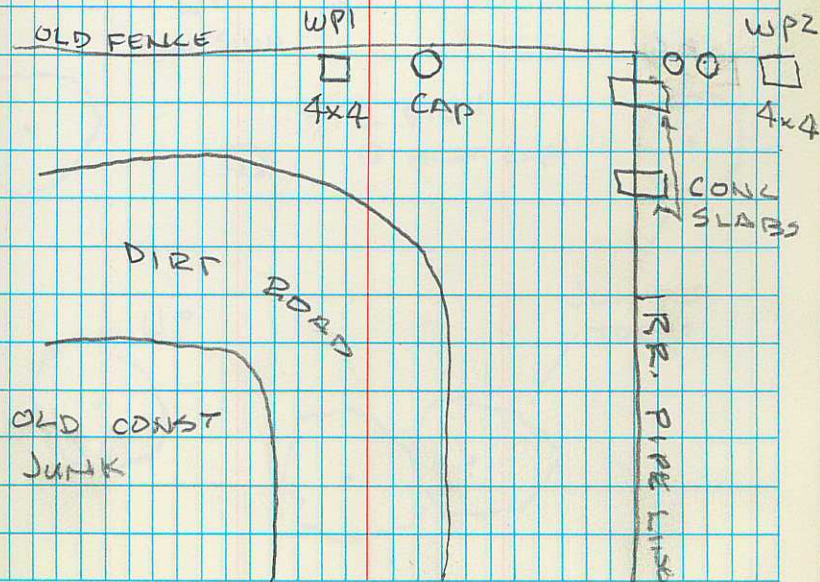


REMOVED A PILE OF DIRT AND
 FOUND OLD REBAR AND CAP.
 REPLACED REBAR WITH A STANDARD
 ALUM CAP AND 30" PIPE. SURROUNDED
 MONUMENT WITH STONE AND CEMENT

223

29

| | |
|------|-------------|
| TIN | |
| 34 | R I E |
| 3 | |
| TION | |



USED COORDS. FROM USGS MAP. FOUND
A PILE OF STONES AT COORDS LOCATION
IT WAS THE ONLY PILE IN THE
AREA. COULD NOT FIND A MARKED
STONE. THERE WERE 2 OR 3 STONES
THAT MATCHED THE SIZE DESCRIBED IN
THE ORIGINAL NOTES.

SET ALUM CAP AND SURROUNDED IT
WITH THE STONES. POURED CONCRETE OVER
THE MOUND.

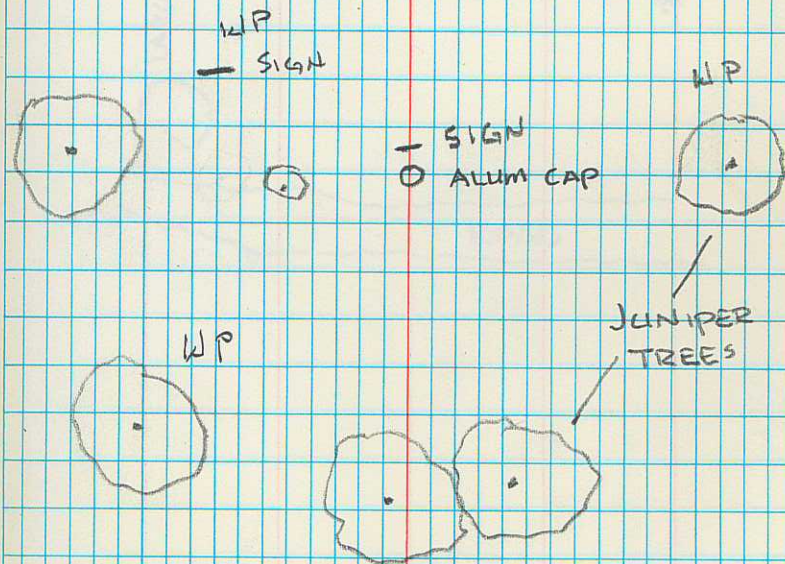
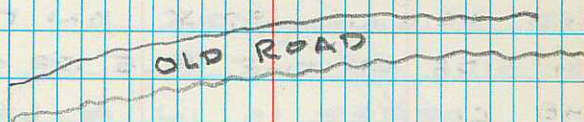
6-18-08

30

TION

| | |
|----|----|
| 21 | 22 |
| 28 | 27 |

R3E



FOUND A STONE ABOUT 20x10x3
WITH $\frac{1}{4}$ ON NORTH FACE A MOUND
OF STONES JUST TO THE NORTH OF
THE CORNER

SET A STANDARD ALUM CAP ON
A ALUM PIPE 18' INTO THE GROUND
PILED STONES AROUND PIPE AND CAP.
PLACED ORIGINAL STONE ON THE
NORTH SIDE OF THE PILE OF STONES
THE CORNER IS IN A LARGE
OPEN AREA NEAR THE SOUTH EDGE
OF A SMALL DRAINAGE.

31

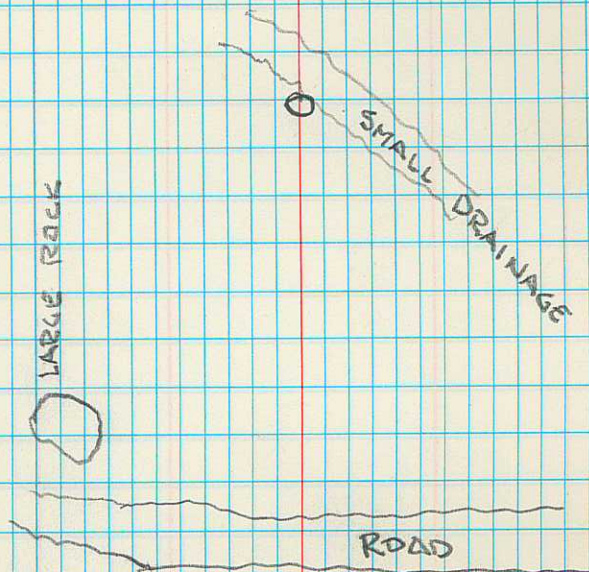
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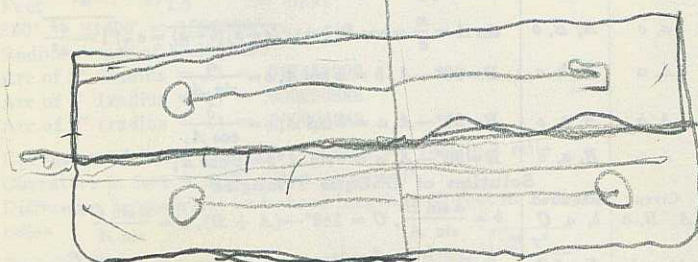
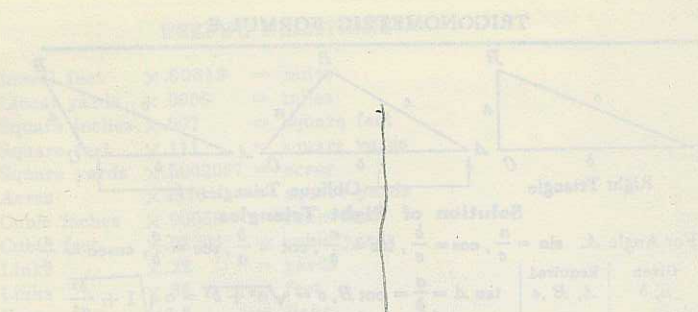
T 10 N

21

28

R 3 E





Solution of Right Triangles
 For angle A, $\sin A = \frac{a}{c}$, $\cos A = \frac{b}{c}$, $\tan A = \frac{a}{b}$
 For angle B, $\sin B = \frac{b}{c}$, $\cos B = \frac{a}{c}$, $\tan B = \frac{b}{a}$
 Area = $\frac{1}{2}ab$

REDUCTION TO HORIZONTAL
 Horizontal distance = $AD = AC \cos A$
 Vertical distance = $CD = AC \sin A$
 True distance = $AD + DB$



77.5' RW
15' to canal > NORTH SIDE

HOUSE

73.9' RW
13.2' > SOUTH SIDE
canal

81.5' S ONE WAY FENCE TO RW
6.4' to ditch

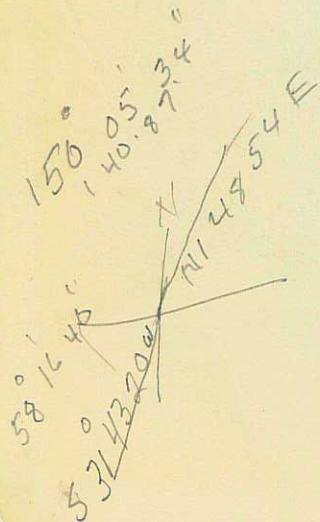
133.4' to rd Logan city limits
6.2' to ditch

180° 31' 19"

179 28 21"
180 31 19

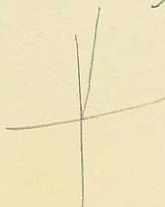
3 59 59 98"

- 2"



22 27 45
9 20 39

31 42 80
31 43 2



Δ RT. = 79° 05' 27"

HORIZ. DIST = 1144.19'

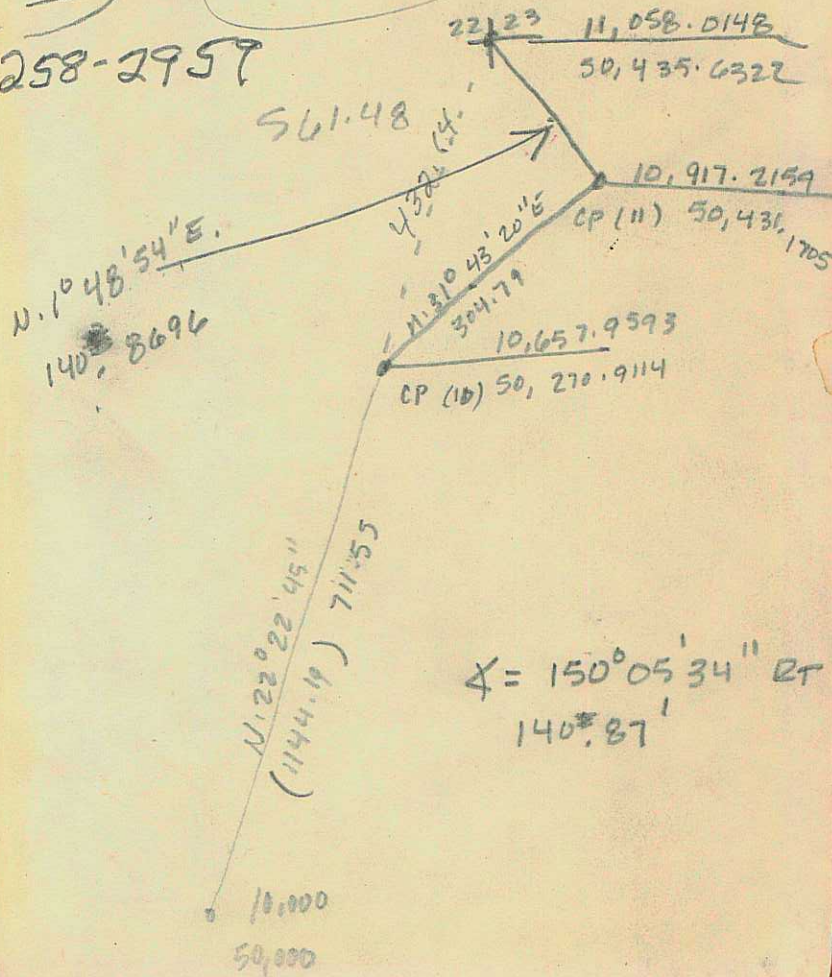
1 HICKNER

310 S MAIN

LEW 815.29

258-2957

Δ LEFT. 338° 40' 32"



Δ = 150° 05' 34" RT
140° 87'