Book 1-76-Job 1-76-001 to 008 STARTED 5/20/76

MISCELLANEOUS SURVEYS

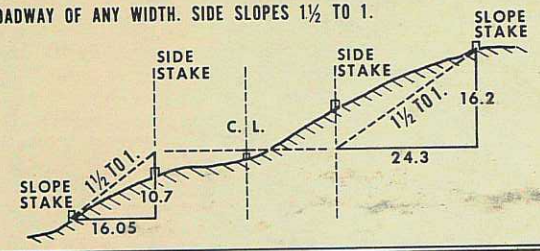
BOOK 1-76

JOB NO. 1-76-001
to 1-76-008
ALSO JOB CR 341(2)

STARTED 5/20/76

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING

ROADWAY OF ANY WIDTH. SIDE SLOPES 1½ TO 1.



Cut or Fill	Distance out from Side or Shoulder Stake.										Cut or Fill
	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0 00	0 15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1 65	1 80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3 45	3.60	3 75	3.90	4.05	4.20	4 35	2
3	4.50	4 65	4.80	4.95	5.10	5 25	5 40	5.55	5.70	5.85	3
4	6.00	6 15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7 50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9 00	9 15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10 65	10.80	10.95	11.10	11.25	11.40	11.55	11 70	11.85	7
8	12.00	12 15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13 50	13.65	13 80	13 95	14.10	14.25	14.40	14 55	14.70	14.85	9
10	15.00	15 15	15 30	15 45	15.60	15.75	15.90	16.05	16.20	16 35	10
11	16 50	16 65	16 80	16.95	17 10	17.25	17.40	17.55	17.70	17.85	11
12	18 00	18.15	18.30	18 45	18.60	18 75	18.90	19.05	19.20	19 35	12
13	19 50	19 65	19.80	19.95	20.10	20.25	20 40	20.55	20.70	20.85	13
14	21.00	21 15	21.30	21.45	21 60	21.75	21.90	22 05	22 20	22 35	14
15	22 50	22 65	22 80	22 95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24 15	24 30	24 45	24.60	24.75	24 90	25 05	25.20	25.35	16
17	25.50	25 65	25.80	25 95	26.10	26 25	26 40	26.55	26.70	26.85	17
18	27.00	27 15	27.30	27 45	27.60	27.75	27.90	28.05	28 20	28.35	18
19	28 50	28 65	28 80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30 00	30 15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31 50	31 65	31.80	31.95	32 10	32 25	32.40	32.55	32 70	32 85	21
22	33 00	33 15	33 30	33 45	33.60	33 75	33.90	34.05	34.20	34.35	22
23	34 50	34 65	34.80	34.95	35.10	35 25	35 40	35.55	35.70	35 85	23
24	36.00	36 15	36.30	36 45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37 80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39 00	39 15	39.30	39 45	39 60	39.75	39.90	40.05	40.20	40.35	26
27	40 50	40 65	40 80	40.95	41.10	41.25	41 40	41.55	41.70	41.85	27
28	42 00	42 15	42.30	42.45	42.60	42 75	42.90	43.05	43.20	43.35	28
29	43 50	43 65	43.80	43 95	44.10	44 25	44 40	44.55	44.70	44 85	29
30	45 00	45 15	45.30	45 45	45.60	45.75	45.90	46.05	46 20	46.35	30
31	46.50	46.65	46.80	46 95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48 00	48.15	48.30	48 45	48.60	48 75	48.90	49.05	49 20	49.35	32
33	49.50	49 65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51 00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52 50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54 00	54.15	54.30	54 45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55 50	55 65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57 45	57.60	57.75	57.90	58.05	58.20	58 35	38
39	58 50	58.65	58 80	58.95	59.10	59 25	59.40	59 55	59.70	59.85	39
40	60 00	60.15	60 30	60 45	60 60	60.75	60 90	61.05	61 20	61.35	40

Property of CACHE COUNTY ENGINEER

Address CACHE COUNTY COURTHOUSE Rm 210

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JOB No. 1-76-001

Purpose of Survey: to establish the north boundary of the Lewiston City Dump.

Method: Two points were set on the east-west Fence Line and the north boundary of property belonging to Reynold E. Pearson & wife. A sight was taken east along the fence line, and a right angle turned. Two points were set 693.00' south of the north property boundary, as recorded in the deed.

Establish the location of the south line of sec. 33 and 34, T15N, R1E by locating the north and south property lines of those properties which are adjacent to the section line, as follows in the subsequent pages.

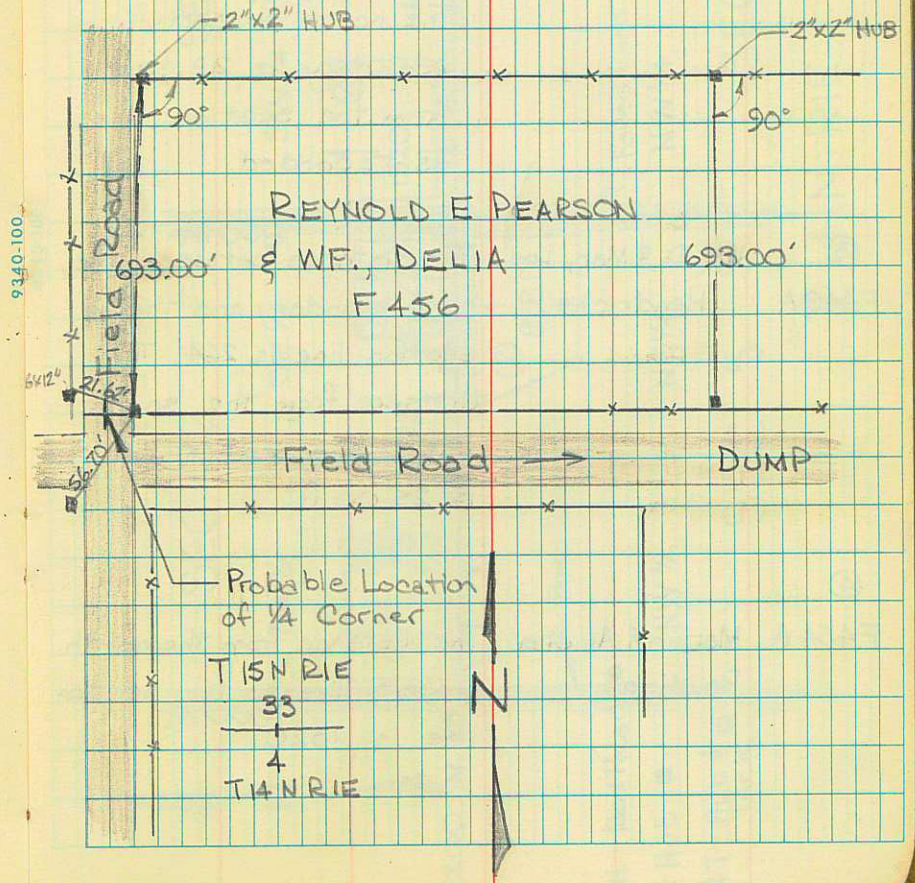
FENCE LINE - SECTION LINE

SURVEY, NORTH BOUNDARY OF LEWISTON DUMP

5-25-76 3:00 PM

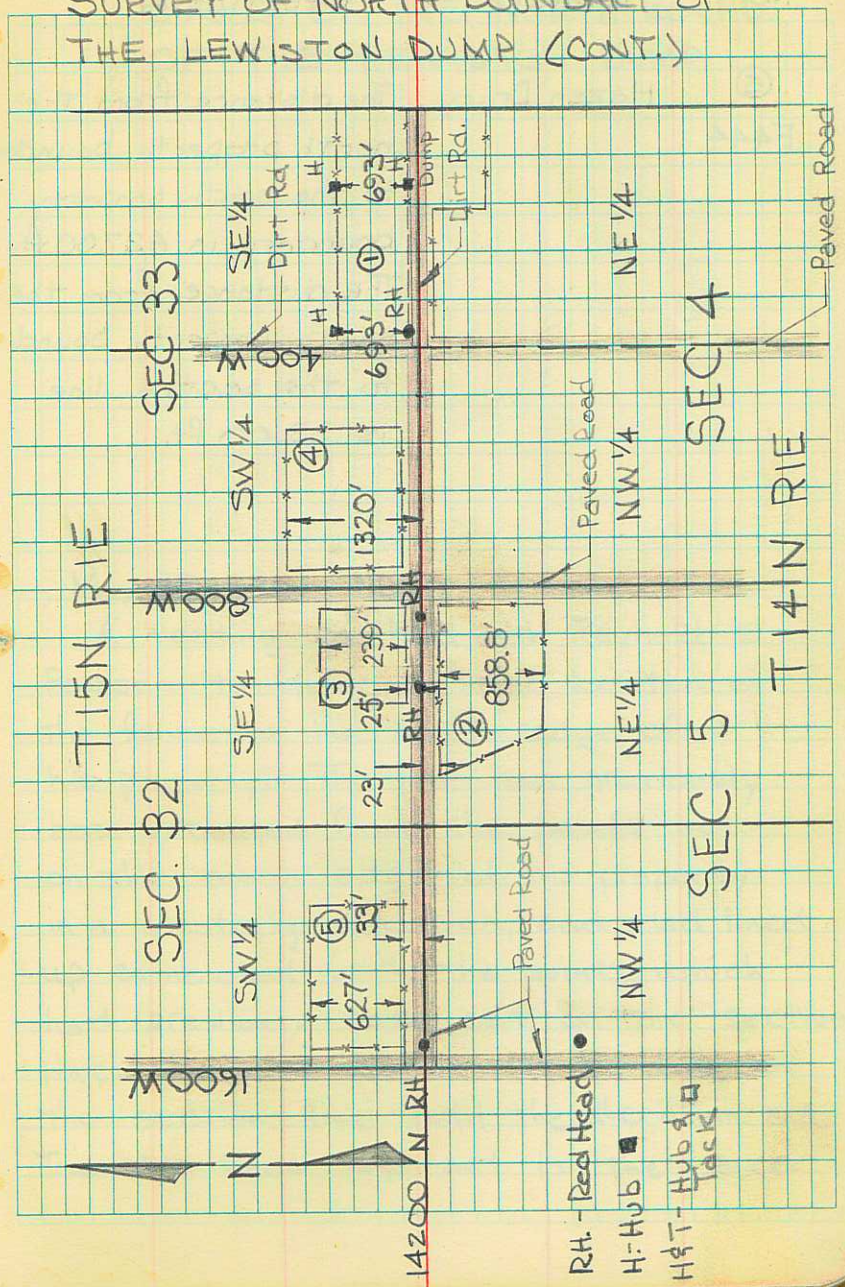
T & NOTES - WILLIAMS WARM, SUNNY

Φ - WARD



Parcel No.	Owner	Description
① F456	Reynold E. Pearson & Wf., Delia	The Distance from the north boundary to the section line is 693.00 ft.
② F116	Harris Fay Bernhisel	The north-south dimension of the east property boundary is 858.8ft. The north property boundary is 23.00ft from the section line as recorded.
③ F440A	WM. D. & Mary Lou Hendricks	The distance between the north boundary and the section line is 264'. The distance from the south line to the section line is 25.00 ft.
④ F454A	Marvin & Amelia Rawlings	The distance from the north property line to the section line is 1320'

SURVEY OF NORTH BOUNDARY OF THE LEWISTON DUMP (CONT.)



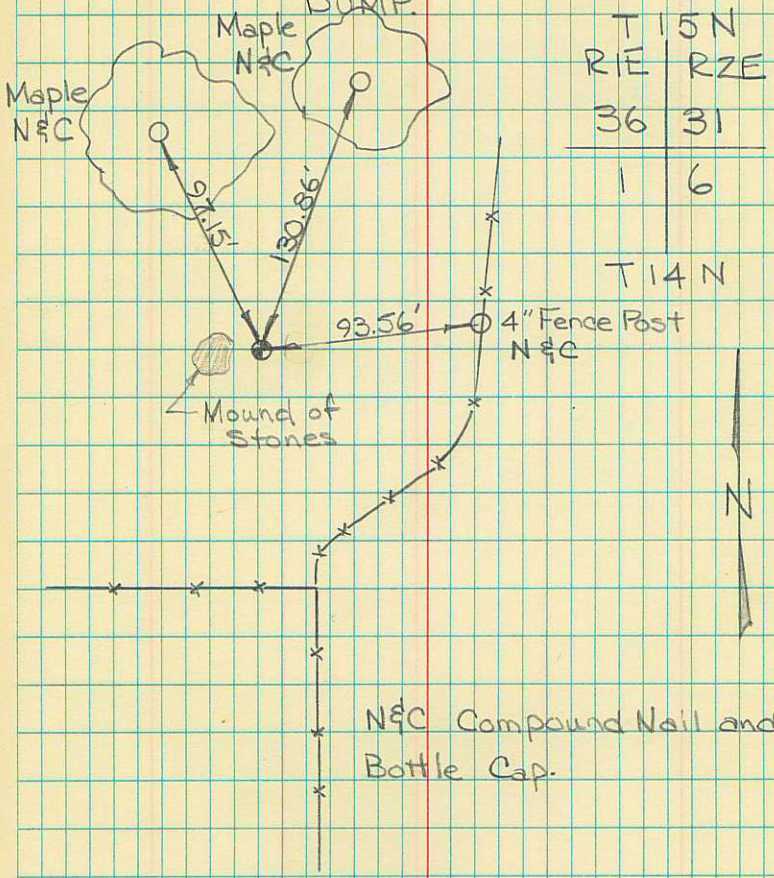
Parcel No.	Owner	Description
⑤ F444	Hazen Drury	The distance from the north property boundary to the south property boundary is 627.00 ft. The distance from the south property bound. to the section line is 33.00 ft.

SURVEY OF THE NORTH BOUND. OF THE LEWISTON DUMP

May 28, 1976 NDW

A meeting was held with Reynold E. Pearson to determine the location of the fence on the south edge of his property. The line had previously been extended from the points set on the south edge of his property in a westerly direction, and had lined up somewhat with the points which had previouly been set on the section line. No more work will be done on the section line until the Meridian and Township lines are set in the area.

SURVEY OF THE NORTH BOUNDARY OF THE LEWISTON DUMP.



N&C Compound Nail and Bottle Cap.

2" x 24" Iron Pipe with Brass cap marked as above, set 14" in the ground. Mound of stones raised immediately to the West.

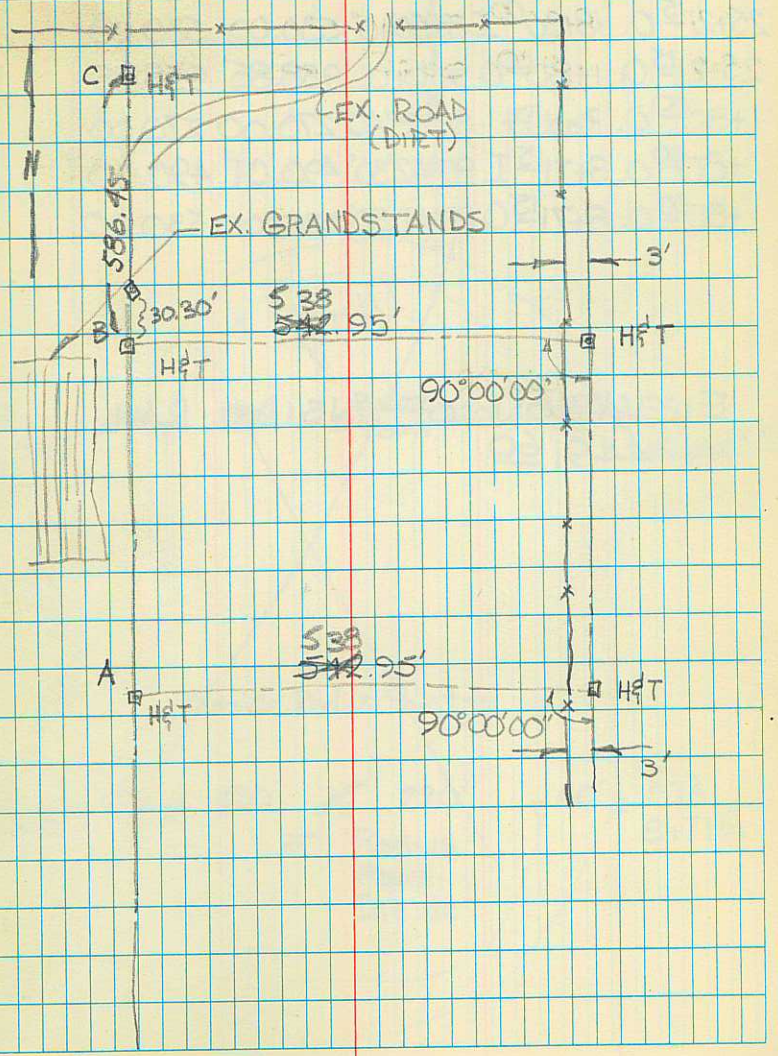
POINTS	SLP DIST	V ∠	HOR. DIST.
A D	1140.04	89°41'00"	1140.02
A C	1087.55	89°53'30"	1087.55
A B	501.10	89°55'	501.10

COUNTY RACETRACK

T & Notes: NDW 6/14/76

ϕ - Ward 68° F Sunny

D ○ R.H. Job No 1-76-002



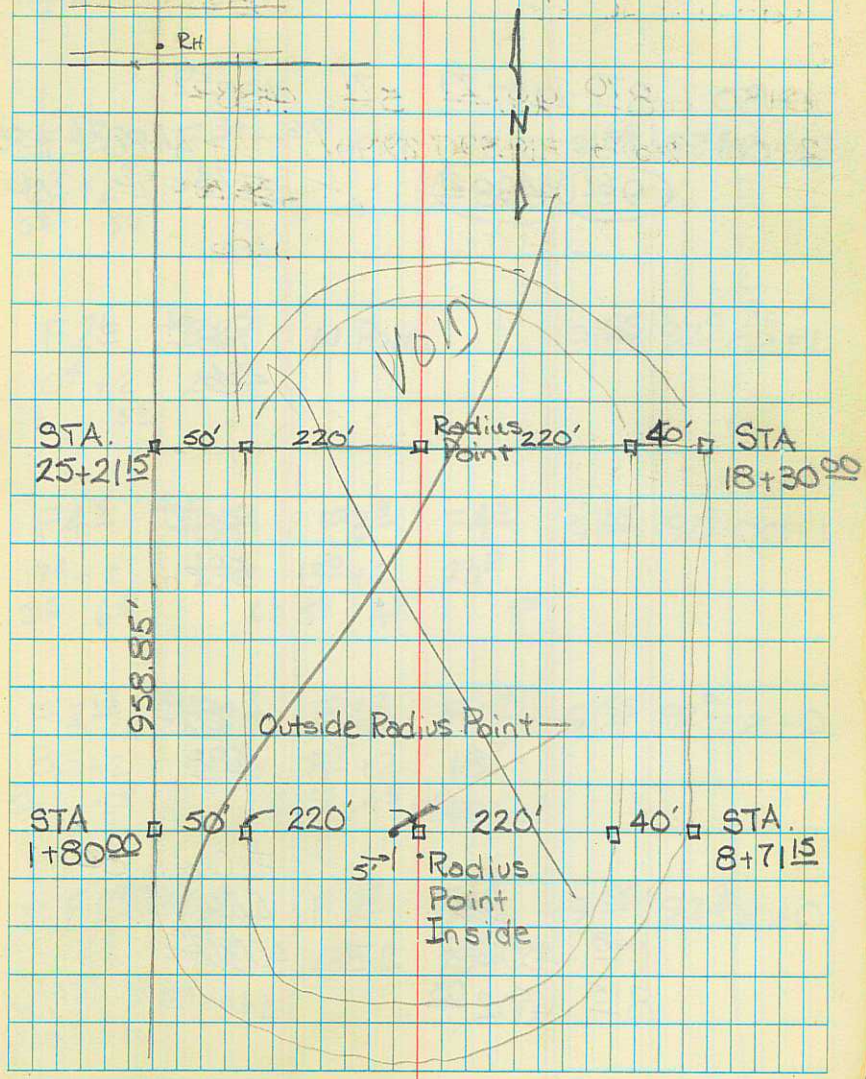
STA	to STA	V∠	SLP DIST	HOR DIST
25+21 15 O.	Rad. Pt.	90°01'	270.00	270.00
25+21 15 O.	18+30 00 I.	89°51'10"	490.00	490.00
25+21 15 O.	18+30 00 I.	89°50'10"	530.00	530.00
25+21 15 O.	1+80 00 O.	90°01'00"	958.85'	958.85'
1+80 00 O.	Rad Pt	89°55'40"	270.00	270.00
1+80 00 O.	8+71 15 I.	89°42'30"	490.01	490.00
1+80 00 O.	8+71 15 O.	89°47'50"	530.00	530.00

ELEVATION OF INSIDE RAIL IS 4491 60

COUNTY RACE TRACK

T & Notes: Williams 6/15/76

ϕ - Ward 70°F Sunny



STA	Δ/2	LC	LC′	INSIDE HUB EL.	Outside lathe EL
2+50	9°19'38"	69.69	49.89 (48.96)	88.65	88.0
				86.4	10.2
1+80	8.70	4497.29	5.71	4488.59	
2+00	2°39'54"	19.99	19.99 (19.62)	4488.77	88.2
	9.62	4498.21		5.73 8.52	10.0
				1+80	
1+50				88.94	
				5.36	
1+00				88.34	
				5.96	
0+50				89.42	
				4.88	
		4494.30			
				FE Canal 8.6	
0+00		~~4498~~		4489.51	
	1.48	4501.80	1.71	4500.32	
	8.15	4502.03		4493.88	BM. TELE. POLE CORNER 4th S. & 5th W.

SS In	RP IN	SS OUT	RP OT	FG IN	FG OT	11
F 2.9	C 0.3	F 5.5	C 0.3	91.52	93.73	2.87 / 5.7
12.6 +2		22.9 +2				
F 3.2	F 3.4			91.54	93.06	2.77 / 4.9
12.7 +2						
5.4 5.8						
F 2.6	F 2.5	IN POND		91.55	92.9	2.61 / 3
10.4 +2	20.4					
5.4 5.4						
F 4.3	F 4.0	F 3.3	F 4.3	91.55	92.9	
17.2 + 2	27.2	13.0 +2	23.9			
5.5 6.6	6.3	5.3 4.9	5.6			
F 2.13	F 2.7	F 2.2	F 1.9	91.55	92.2	
8.5 +2	18.5	8.7 +2	18.7			
5.5 5.5		5.2 4.2				
FG F 2.4	F 2.8	F 2.2	F 4.4	91.55	92.9	
11.4 9.4	19.4	8.8 +2	23.6			

				IN. HUB	Out. HUB
5+50	49°18'04"	326.00	49.89	89 29 / 8 00	89 3 / 89
5+00	42°38'20"	291.27	49.89	88 77 / 8 52	89 8 / 8 4
4+50	35°58'36"	252.61	49.89	88 58 / 8 76	88 3 / 99
4+00	29°18'51"	210.53	49.89	88 14 / 9 15	87 9 / 10 3
3+50	22°39'07"	165.61	49.89	90 16 / 7 13	89 8 / 8 4
3+00	15°59'22"	118.45	49.89	89 04 / 8 25	88 4 / 98

SS IN	RP IN	SS OUT	RP OUT	FG IN	FG OUT	12
F2 3 / 9 2 + 2 / 5 1 5 3	CO 1 / 5 2	F7 3 / 29 2 + 2 / 5 0 5 3	Level / 5 2	91 42	96 33	2.13 / 7 0
F2 7 / 10 8 + 2 / 3 7 3 7	Level / 3 7	F6 8 / 27 4 + 2 / 5 4 5 6	Level / 5 6	91 42	96 38	2.65 / 6 6
F3 0 / 12° + 2 / 3 0 3 1	Level / 3 1	F7 8 / 31 2 + 2 / 3 7 3 8	Level / 3 8	91 43	95 27	2.90 / 7 7
F3 1 / 12 4 + 2	CO 1 / 5 2	F7 9 / 31 6 + 2 / 5 5 5 9	CO 4 / 5 3	91 45	95 40	3.31 / 7 5
F1 4 / 5 6 / 5 5 5 4	FO 2 / 5 2	F4 8 / 19 2 + 2 / 5 0 4 8	FO 2 / 5 0	91 48	94 82	1.32 / 5 0
F2 4 / 9 4 + 2 / 5 5 5 4	Level / 5 4	F6 3 / 25 2 + 2 / 5 9 6 3	CO 3	91 50	94 25	2.46 / 4 9

				EL IN. HUB	EL OUT LATHE
8+55.44	90°00'00"	430.00	5.34 5.44	5^{72}	
8+50	89°16'31"	429.97	49.89	91^{52} 5^{11}	91^{7} 6^{5}
8+00	82°36'46"	426.43	49.89	91^{39} 5^{20}	91^{3} 6^{9}
7+50	75°57'02"	417.14	49.89	90^{94} 6^{35}	90^{9} 7^{3}
7+00	69°17'17"	402.21	49.89	91^{00} 6^{29}	90^{6} 7^{6}
6+50	62°37'33"	381.85	49.89	90^{34} 6^{95}	90^{2} 8^{9}
6+00	55°57'49"	356.33	49.89	89^{45} 7^{84}	89^{9} 8^{3}

SS IN	RP IN	SS OUT	RP OUT	FG IN	FG OUT
Level	FO^{2}	$F1^{4}$ $5^{9}+2$ 5^{5} 5^{5}	FO^{1} 5^{6}	91^{54}	93^{06} $0.02/1^{4}$
FO^{2} $08+2$	Level	$F2^{3}$ $9^{3}+2$ 5^{3} 5^{3}	Level 5^{3}	91^{52}	93^{58} $0.13/2^{3}$
FO^{7} $28+2$	CO^{1}	$F3^{2}$ $12^{8}+2$ 5^{2} 5^{3}	CO^{1} 5^{1}	91^{50}	94^{10} $0.51/3^{2}$
FO^{5} $2^{9}+2$ 5^{5} 5^{5}	CO^{1} 5^{6}	$F4^{1}$ $16^{4}+2$ 4^{1} 4^{1}	CO^{2} 3^{9}	91^{48}	94^{72} $0.48/4^{1}$
$F1^{3}$ $5^{2}+2$ 5^{1} 5^{3}	Level 5^{3}	$F5^{1}$ $20^{4}+2$ 5^{1} 5^{1}	CO^{1} 5^{0}	91^{46}	95^{29} $1.12/5^{1}$
$F2^{0}$ $8^{3}+2$ 3^{0} 3^{0}	CO^{1} 3^{1}	$F5^{7}$ $22^{8}+2$ 6^{0} 5^{3}	Level 5^{7}	91^{44}	95^{86} $1.99/6^{0}$

	EL IN. HUB	EL OUT LATHE
11+50	95.15 2 1 4	92 7 5 5
11+00	92.45 4 8 4	92 4 5 8
10+50	92.43 4 8 6	92 6 5 6
10+00	93.04 4 7 5	
9+50	93 5 8 3 7 1	91 9 6 3
9+00	91 7 3 5 5 6	91 8 6 4

SS IN	RP IN	SS OUT	RP OUT	FG IN	FG OUT	
C 3 6 1 4 4 + 2 4 8 4 8	C 1 1	C O 2 0 8 5 3 4 9	F O 4 5 3	91 5 5	92 9	-3.60 0 3
C 1 9 4 9 4 9 5 9	C O 1	F O 6 2 4 5 3 5 4	C O 4 5 9	91 5 5	92 9	-.90 0 5
C O 1 2 9 + 2 5 4 5 6	Level	F O 2 5 4 5 3 0 8	C O 2 4 4	91 5 5	92 2	-.88 0 3
C 1 7 6 8 + 2 5 5 5 7	None			91 5 5	92 9	-1.49
C 2 9 8 9 + 2 5 9 5 4	F O 9 5 9	F O 9 3 6 + 2 5 5 5 4	C O 2 5 2	91 5 5	92 9	2 0 3 1 9
C O 2 0 8 + 2 5 4 5 4	C O 1 5 5	F 1 9 4 9 + 2 5 5 5 4	C O 1 5 3	91 5 5	92 9	-.29 1 1

9340-100

				EL IN. HUB	EL. OUT. LATHE
14+50				92 25 / 6 24	93 5
14+00		4498 49		92 89 / 5 60	93 3
13+50					4493 82 BM West Edge 300W PP
13+00				4 39 / 91 7	4493 79 / 92 7 / 5 5
12+50				91 90 / 6 31	92 9 / 5 3
12+00			3 50	4493 79 / 92 89 / 5 4	BM West Edge 300W BY PARK GATE / 92 5 / 5 7

SS IN	RP IN	SS OUT	RP OUT	FG IN	FG OUT	15
CO 8 / 3 2 + 2 / 5 3 5 4	FO 4 / 5 6	CO 8 / 3 2 / 5 4 5 2		91 55	92 9	-0 7/66
CI 1 / 4 4 + 2 / 5 2 5 4	FO 5	CO 4 / 1 6 / 5 0 5 0		91 55	92 9	-0 3/4
				91 55	92 9	
CO 2 / 0 8 / 5 8 5 3	CO 1 / 5 2	FO 4 / 1 6 / 5 3 5 2		91 55	92 9	-0 3/2
CO 2 / 0 8 + 2 / 5 4 5 4	FO 3 / 5 2	∅		91 55	92 9	-0 4/0
CI 1 / 4 4 + 2 / 5 5 5 7		FO 3 / 1 2 / 5 5 5 4		91 55	92 9	1.34 4/0

9340-100

			EL IN HUB	
17+50			$92\frac{98}{551}$	94^{2}
17+00			$92\frac{96}{553}$	93^{6}
16+50			$93\frac{43}{506}$	93^{6}
16+00			$93\frac{40}{509}$	93^{4}
15+50			$92\frac{64}{585}$	93^{0}
15+00			$92\frac{96}{553}$	93^{0}

SS IN	RP IN	SS OUT	SS OUT	F.G IN	F.G. OUT	16
$C1^{7}$ $6^{8}+2$ 5^{4} 5^{1}	CO^{6} 4^{5}	$C1^{5}$ 3^{0} VAR 5^{3} 5^{1}		$91\frac{55}{}$	92^{9}	$-\frac{4}{}/1^{3}$
$C1^{8}$ $7^{3}+2$ 5^{3} 4^{9}	CO^{2} 5^{1}	$C1^{1}$ 2^{8} VAR 5^{4} 5^{0}		$91\frac{55}{}$	92^{9}	$-\frac{4}{}/-0^{7}$
$C1^{7}$ $6^{8}+2$ 5^{4} 5^{6}	FO^{1} 5^{7}	$C1^{1}$ 2^{8} VAR 5^{4} 5^{0}		$91\frac{55}{}$	92^{9}	$-\frac{9}{}/-0^{7}$
$C1^{5}$ $6^{0}+2$ 5^{3} 5^{2}	FO^{4} 6^{1}	CO^{5} 2^{0} 5^{4} 5^{4}		$91\frac{55}{}$	92^{9}	$-1^{9}/-0^{5}$
CO^{9} $3^{6}+2$ 5^{4} 5^{6}	FO^{1} 5^{7}	CO^{2} 0^{8} 5^{3} 5^{7}		$91\frac{55}{}$	92^{9}	$-\frac{4}{}/-0^{1}$
CO^{9} $3^{6}+2$ 5^{7} 5^{4}	level	CO^{1} 5^{9} 5^{5} 0^{4}		$91\frac{55}{}$	92^{9}	$-\frac{4}{}/-0^{1}$

STA	Δ/2	LC	LC'	EL IN. HUB	
20+50	29°18'51"	206.61 210.53	49.89	92 88 / 5 61	94 9
20+00	22°39'07"	162.53 165.61	49.89	92 52 / 5 97	94 6
19+50	15°59'22"	116.24 118.45	49.89	92 55 / 5 94	95 0
19+00	9°19'38"	68.39 69.69	49.89	94 69 / 3 80	95 0
18+50	2°39'54"	19.62 19.99	19.62 19.99	93 74 4 75 / 93 35 / 5 14	95 0
18+30 BC					
18+00				93 40 / 5 09	94 8

SS IN	RP IN	SS OUT	RP OUT	FG. IN	FG OUT	17
CO 9 / 3 6 +2 / 5 2 5 7	C2 1 / 3 6	FO 5 / 2 0 / 5 4 5 4	CO 3 / 5 3	91 45	95 40 -1 1/2 / 0 5	
CO 8 / 2 4 +2 / 5 3 5 8	C2 7 / 3 1	FO 2 / O 8 / 5 4 5 3	Level / 5 3	91 47	94 88 -1 1/2 / 0 3	
C2 4 / 5 3 116 12 / 4 9	FO 3 / 4 2 / 7 2 / 4 5	CO 5 / 2 8 / 5 4 5 6	FO 3 / 5 9	91 50	94 25 -1 1/2 / -0 7	
C2 1 / 5 3 6 4 / 8 4 +2	CO 3 / 6 1	C1 1/2 / 4 4 / 5 6 5 8	CO 1/2 / 5 3	91 52	93 73 -3 2/2 / -1 3	
C2 1/2 / 8 4 +2 / 5 2 5 3	CO 5 / 4 8 5 6	C1 6 / 4 0 VAR / 5 9		91 54	93 06 -2 3/2 / -1 9	
C2 4 / 9 6 +2 / 5 3 4 8	CO 2 / 4 6 5 1	C1 7 / 3 0 VAR / 5 6		91 55	92 2 -1 2/2 / -1 9	

STA	Δ/2	LC	LC'	EL IN. HUB	Ditch EL
23+50	69°17'17"	394.73 402.21	49.89	92.00 6.49	93.7
23+00	62°37'33"	374.75 381.85	49.89	92.00 6.49	94.9
22+50	55°57'49"	349.70 356.33	49.89	92.41 6.08	94.6
22+00	49°18'04"	319.94 326.00	49.89	92.69 5.80	95.9
21+50	42°38'20"	285.85 291.27	49.89	92.67 5.82	95.1
21+00	35°58'36"	247.91 252.61	49.89	92.79 5.70	94.8

SS IN	RP IN	SS OUT	RP OUT	FG IN	FG OUT	18
C1.4 5.6 5.3 4.4	FO1 4.5	CO.8 3.2 5.4 5.4	Level 5.4	91.55	92.9	-0.5/0.8
CO.3 1.2 5.3 5.3	CO.2 4.6	CO.3 1.2 5.5 5.6	CO1 5.5	91.52	93.58	-0.5/0.4
CO.6 2.4 5.3 5.6	C2.2 3.4	FO.2 C0.8 5.5 5.4	CO.2 5.2	91.48	94.82	-0.9/0.2
C1.0 4.0 5.4 5.7	C1.5 4.2	∅ 0.0 5.4 5.2	FO1 5.3	91.43	96.12	-1.3/0.2
C1.0 4.0+2 5.3 5.6	C1.4 4.3	F1.3 5.2 5.4 5.4	Level 5.4	91 91.42	96.38	-1.3/1.3
C1.0 4.0+2 5.4 5.8	C2.0 3.8	F1.3 5.2 5.4 5.5	Level 5.5	91.43	95.97	-1.4/1.2

STA	Δ/2	LC	LC'		
26+50				91 49 7 0	
26+00				91 59 6 9	
25+50				92 54 5 95	
25+05.44	90°00'00"	422.00 430.00	5.44		
25+00	89°16'31"	429.97 421.97	49.89	92 57 5 92	
24+50	82°36'46"	418.50 426.43	49.89	92 20 6 29	
24+00	75°57'02"	409.38 417.14	49.89	93 00 5 49	

SS IN	RP IN	SS OUT	RP OUT	FG IN	FG OUT	19
Ø 5 4 5 5 C 0				91 55	92 9	-0
Ø C 0 5 4 5 4				91 55	92 9	-0
C 0 8 3 2 5 5 5 4				91 55	92 9	-1 9
C 1 1 4 4 5 3 5 2	C 0 3 5 9			91 55	92 9	-1 9
C 0 7 2 8 5 3 5 3	C 2 1 3 2			91 55	92 9	-0 7
C 0 9 3 6 4 8 5 4	C 0 9 4 5			91 55	92 9	-1 5

| | | |

						SS IN	RP IN	SS OUT	RP OUT	FG IN	FG OUT	ZI	
32+50				89 78									
				45 2						91 55	92 9	18	/
32+00				89 75									
				45 5						91 55	92 8	18	/
31+50				89 85									
				44 5						91 55	92 8	17	/
31+00				89 31									
				49 9						91 55	92 9	23	/
30+50				90 14									
				41 6						91 55	92 8	14	/
30+00				90 91		FO 6	CO'						
				3 39		24				91 55	92 8	06	/
						54 54	53						

SS IN	RP IN	SS OUT	RP OUT	FG IN	FG OUT	22
				9155	9229	29

33+00

8951
479

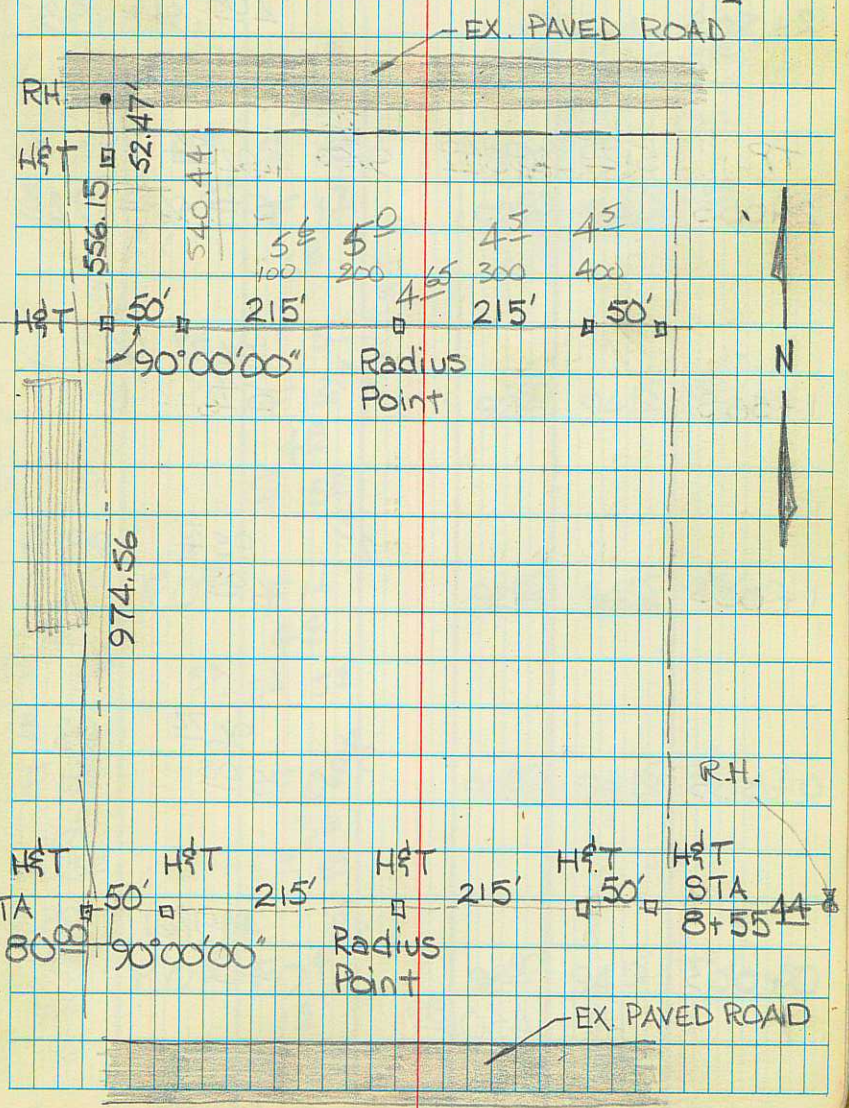
9340-100

On June 15, 1976, the Logan City Planner called the Quarter Horse Association and was informed that a minimum width of 50 ft. was needed to meet their specifications. The change extended the length of the straight-a-way 15.71 feet south from that which was previously surveyed. A new survey was begun June 16, 1976, along the new alignment.

COUNTY RACETRACK

T&S Notes - NDW 6/16/76

Φ - PBW Job No 1-76-002 55°F Raining



SS I | RP I | SS OUT | RP OUT | FG IN | FG OUT

S-LINE

COUNTY RACETRACK

T & Notes - NDW

Ø - PBW

Cold

Cloudy

2+50S				4 08	94 41	93 1			
TP	5 95	4 98 49	9 26	4492 54					
2+00S				5 25	96 55 38	92 8			
1+50S			96 3 92 1	96 39 5 41	92 7				
1+00S			2 6	95 75 6 05	93 2				
0+50S			3 4	96 72 5 08	93 3				
0+00S			3 8	4497.61 4 19	93 8				
	HI 1 48	4501 80	1 71	4500 32	BM PP AT CORNER 400S 500W				
	8 15	4502 03		4493 88					

C1 7 6 8 5 2 5 1	FO 3 5 4	F1 2 4 8 5 4 5 5	92 80	94 15	-1 9	1 1
		F1 7 6 8 5 4 5 2	92 80	94 15	-3 8	1 4
		F1 2 4 8 5 5 5 3	92 80	94 15	-3 6	1 5
C3 6 14 4 5 4 5 2	FO 6 5 6	F1 1 4 4 5 3 5 4	92 80	94 15	-3 9	1 0
F1 5 6 0 5 4 5 5		FO 9 3 6 5 4 5 4	92 80	94 15	-3 9	0 9
C4 8 19 2 5 2 5 3	FO 4 5 4	FO 4 1 6 5 5 5 5	92 80	94 15	-4 8	0 4

5+40				92 59 / 5 20				
5+00				92 00 / 6 49				
4+50				92 29 / 6 20				
4+00				93 45 / 5 04				
3+50				93 53 / 4 96	92 2			
3+00				93 66 / 4 83	92 7			

SS IN	RP IN	SS OUT	RP OUT	FG IN	FG OUT	
				91 55	92 9	
				92 18	93 53	
				92 80	94 15	0 5
				92 80	94 15	-0 7
CO 3 / 2 8 / 5 3 5 3	CO 5 / 4 8	F2 0 / 8 0 / 5 3 5 3		92 80	94 15	-0 7 / 2 0
CO 6 / 2 4 / 5 3 5 6	CO 1 / 5 5	1 6 / 6 4 / 5 4 5 5		92 80	94 15	-0 9 / 1 5

CLOSE LEVEL CIRCUIT

NOTES - Williams
T - Ward
ϕ - Richardson

June 24, 1976
70°F Sunny,
Clear, Slight Breeze

			8 46	4493 77	BM PP Cap, 400S 500 W
TP	1 96	4502 23	2 50	4500 27	Rock
TP	5 00	4502 77	3 06	4497 77	Rock
	6 49	4500 83			
TP	→		4 15	94 34	HUB
	4 70	98 49		4493 79	BM PP West Edge 300 West

4493 88

WATER ELEV. CHECK 7-13-76

T WARD SUNNY WARM

Φ RICHARDSON

TRACK WATER -8 5/8 - 0 8/8 FROM FINAL GRADE

POND WATER -9 1/8 0 6/8 FALL FROM TRACK WATER TO POND WATER

Survey at Racetrack 7-19-76

Blue Tops — Sunny, Warm

T - Ward — 12:30

Notes - Williams

	+	HI	-	EL	
	- Rod	Inside Shoulder	- Rod	Out side Shoulder	
2+00	6 5	91 1			
1+50	None				
1+00	6 0	91 1			
0+50	6 0	91 1			
0+00	6 5	91 1			
	5 60	97 63	4 91	92 03	T.P., Rock
	3 15	96 94		4493 79	BM T.P. SW COR 6th St & 3rd West

	+	HI	-	EL
5+00	65	91		
4+50	65	91		
4+00	65	91		
3+50	65	91		
3+00	65	91		
2+50	65	91		

8+00	$6\frac{5}{}$	$91\frac{1}{}$
7+50	$6\frac{5}{}$	$91\frac{1}{}$
7+00	$6\frac{5}{}$	$91\frac{1}{}$
6+50	$6\frac{5}{}$	$91\frac{1}{}$
6+00	$6\frac{5}{}$	$91\frac{1}{}$
5+50	$6\frac{5}{}$	$91\frac{1}{}$

9340-100

	+	HI	−	EL	
97.4 / 91.6 / 5.8					
14+00	5.8	91.6			
	5.66	97.35	5.94	91.69	T.P. Rock
9+00	6.5	91.1			
8+50	6.5	91.1			
		97.63			

17+00	5⅜	91⅝			
16+50	5⅜	91⅝			
16+00	5⅜	91⅝			
15+50	5⅜	91⅝			
15+00	5⅜	91⅝			
14+50	5⅜	91⅝			

20+00	7.5	91.6			
19+50	CO 6				
19+00	CO 7				
18+50	7.5	91.6			
18+00	7.5	91.6			
	7.00	99.06	5.29	92.06	TP Rock
17+50	5.8	91.6			
		97.35			

99.1
91.6
7.5

23+00	7 6/5	91 5/6
22+50	7 5/5	91 6/6
22+00	7 5/5	91 6/6
21+50	7 5/5	91 6/6
21+00	7 5/5	91 6/6
20+50	7 5/5	91 6/6

21+00			3^{6}	95^{5}
21+50			3^{4}	95^{7}
25+00	$C1^{4}$			
24+50	7^{9}	91^{2}		
24+00	7^{8}	91^{3}		
23+50	7^{7}	91^{4}		
		99^{06}		

18+00		6^{7}_{-}	92^{4}_{-}
18+50		6^{6}_{-}	92^{5}_{-}
19+00		5^{9}_{-}	93^{3}_{-}
19+50		5^{4}_{-}	93^{7}_{-}
20+00		4^{7}_{-}	94^{4}_{-}
20+50		4^{3}_{-}	94^{9}_{-}
	99		

15+00		4 1/4	92 1/4
15+50		4 1/4	92 1/4
16+00		4 1/4	92 1/4
16+50		4 1/4	92 1/4
17		4 1/4	92 1/4
23+50		4 1/4	92 1/4
		4 1/4	92 1/4
	99 06/100		

15+00			4	92
15+50			4	92
16+00			4	92
16+50			4	92
17+00			4	92
17+50			4	92
	4 06	96 47 99 06	6 65	92 41

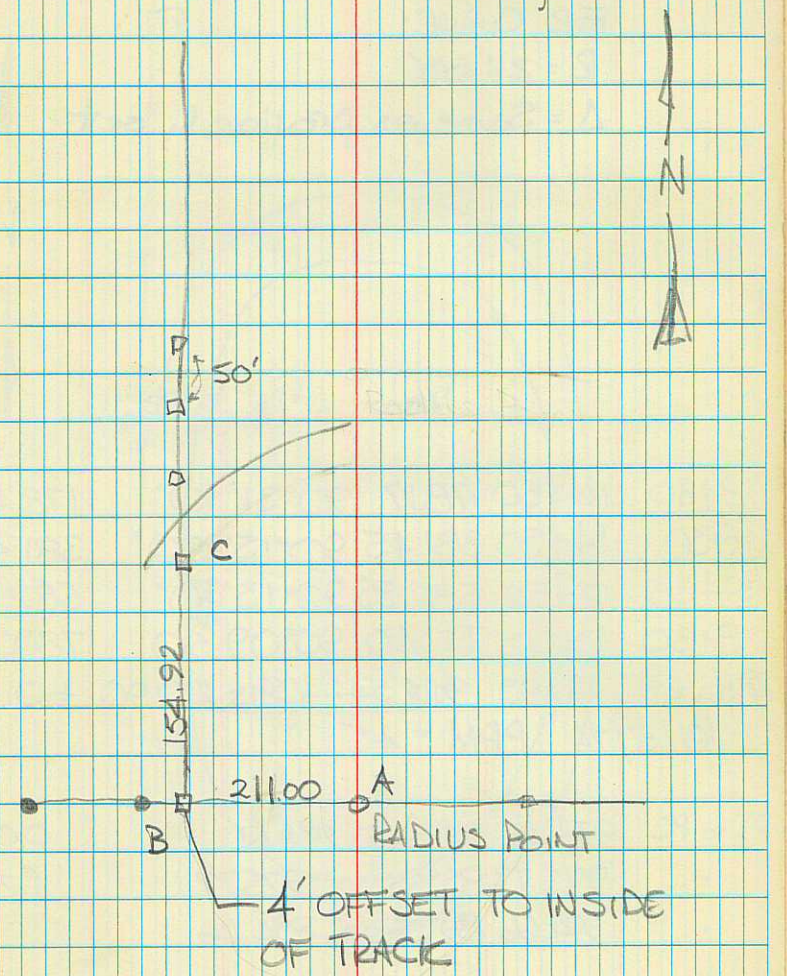
			3 32	93 84	BM 93 78
	5 17	97 23	4 41	92 06	
13+00			4 1	92 4	
13+50	NONE				
14+00			4 1	92 4	
14+50			4 1	92 4	
		96 47			

9340-100

FENCE ALONG STRAIGHTAWAY

X – Williams
○ – Ward

Warm
Sunny



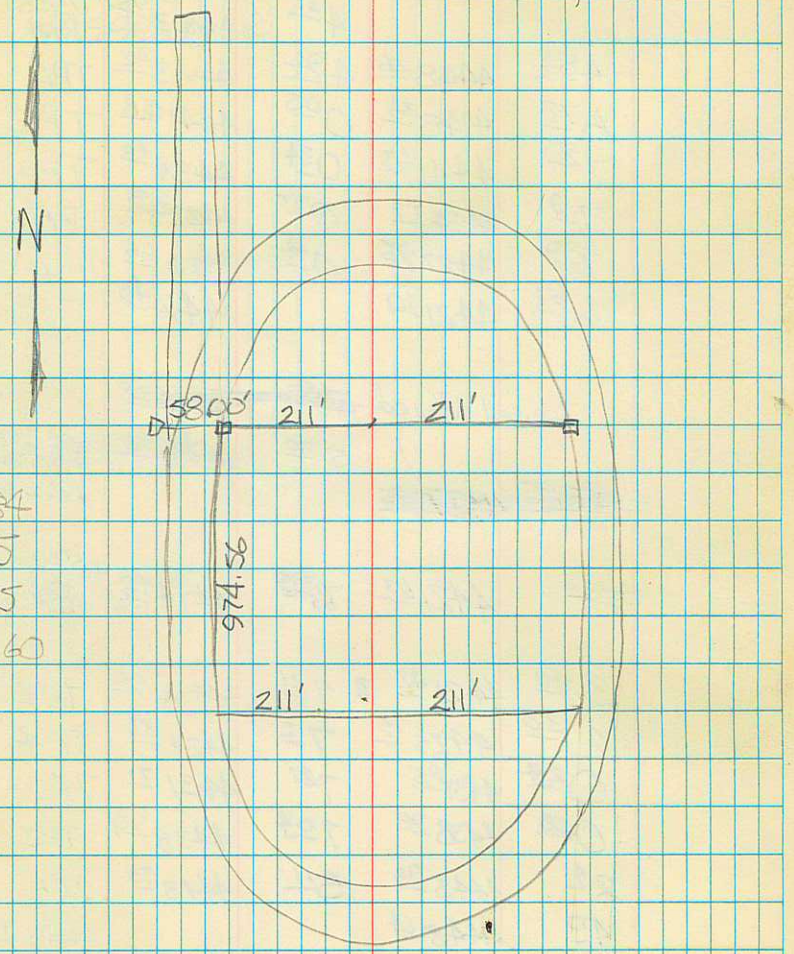
9340-100

Corr

OFFSET LINE FOR GUARDRAIL

T's NOTES - WILLIAMS 8-13-76

Φ - WARD Warm, Clear



STA	to STA	SLP DIST	VERT	Δ	HOR. DIST	
FOR CURVE:						
R = 211.00'						
Δ = Same as previously set						
18+30	16+50	178.17	90°31'	10"	178.16	+1.84
18+30	14+50	381.45	90°15'	00"	381.45	-1.45
18+30	12+50	582.55	90°13'	10"	582.55	-2.55
18+30	10+50	780.60	90°09'	50"	780.60	-0.60
RP No. to PC		210.93	90°54'	40"	210.90	+0.10
10/5/76 PPM = 45						
PT to PC		974.61	89°55'00"		974.61	0.05 S
"		975.77	89°55'00"		975.77	1.21 S
"		994.66	89°56'30"		994.66	

BM LINE - AMALGA BRIDGE

NOTES - WILLIAMS
H - WARD
φ - SPAULDING

2/10/77

JOB No. CR 341(2)

+	HI	-	EL	
		4 33	4443 95	USGS BM
4 84	4448 26	4 94	4443 42	TP6
6 78	4448 36	0 05	4441 58	TP5
7 20	4441 63	0 34	4434 43	TP4
7 19	4434 77	0 37	4427 58	TP3
7 29	4427 95	0 44	4420 66	TP2
6 67	4421 10		4414 43	TP1
		~~5 55~~	~~4415 98~~	
Level Moved		5 70	4415 93	BM TP SD SW BRIDGE +0.01
~~5 50~~	~~4421 63~~			
7 20	4421 63	~~7 89~~	4414 43	BM F.P ZOOMLEE BRIDGE +0.01
3 40	4421 42	7 11	4418 02	TP5
0 30	4425 13	7 12	4424 83	TP4
0 24	4431 95	7 27	4431 71	TP3
0 08	4438 98	7 04	4438 90	TP2
2 41	4445 94	5 11	4443 53	TP1
4 73	4448 64			4443 91
			USGS BM WEST SIDE OF ROAD IN HEADWALL	

4415 94

4414 44

10-27-76 CLEAR

T WARD COLD 36°F

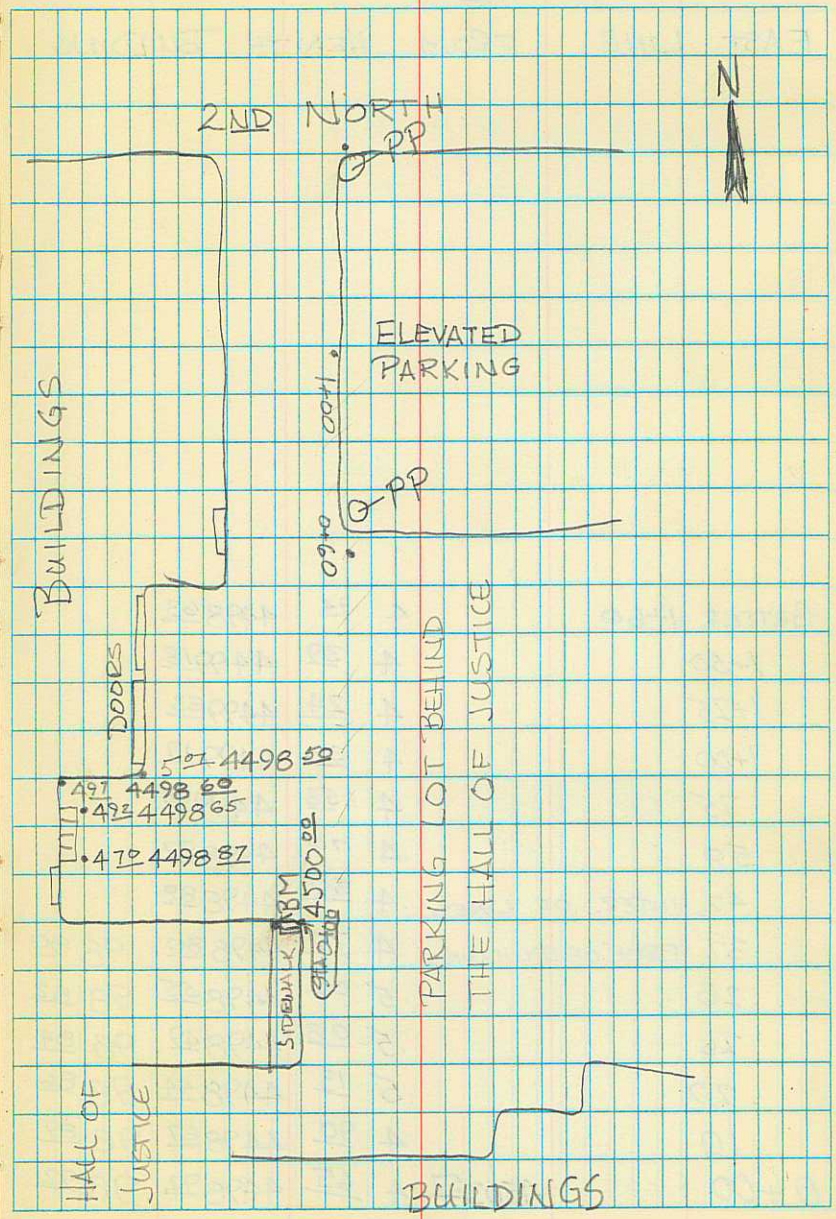
Φ RICHARDSON JOB No 1-76-003

\+ HI — ELEV

PARKING BEHIND HEALTH BUILDING

NORTH LINE FROM SIDEWALK TO 2ND No.

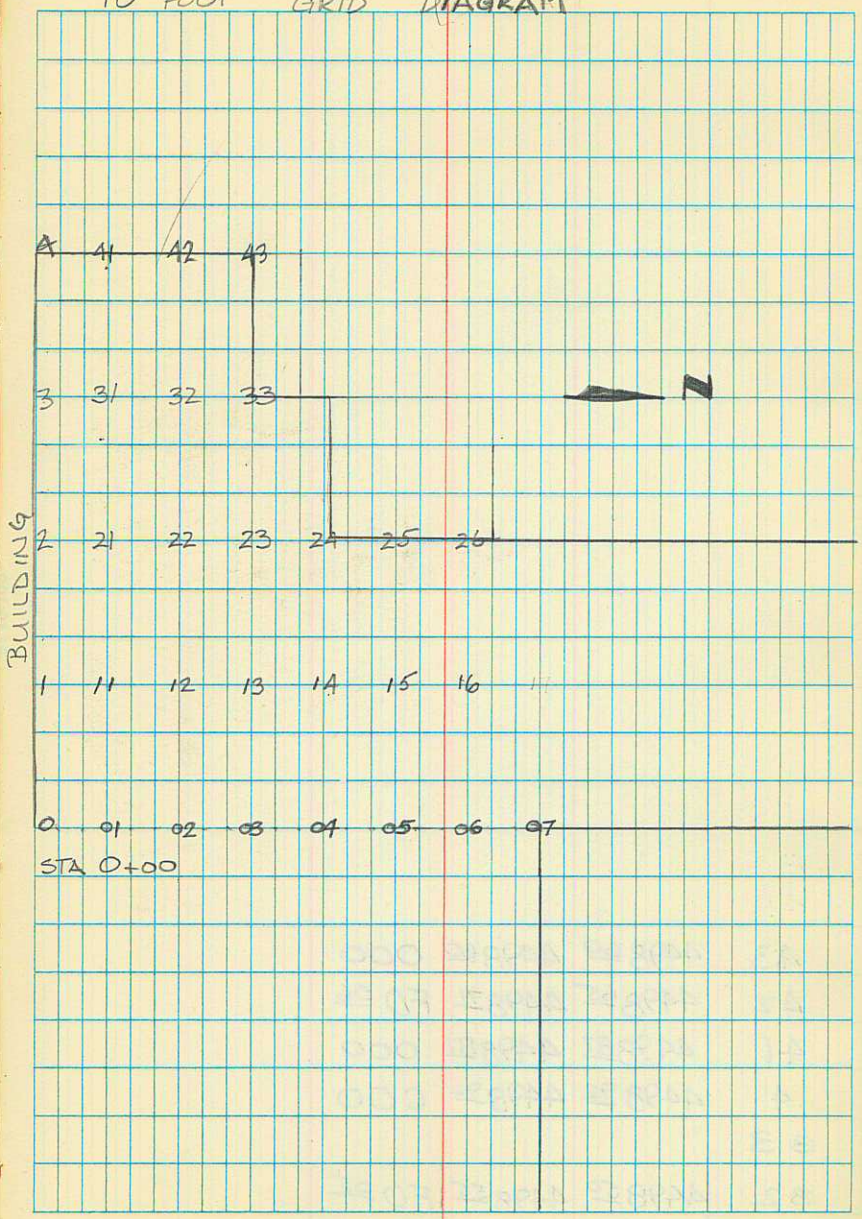
					Desired Elev.
WALK 2P No.			6 46	4497 11	
GUTTER ON 2P No.			7 24	4496 33	
1+75			6 42	4497 15	
1+50			6 29	4497 28	
1+25			5 99	4497 58	
100			5 73	4497 84	
75			5 50	4498 07	
67			5 43	4498 14	98 14
60			5 57	4498 00	98 21
50			5 44	4498 13	98 28
40			5 27	4498 30	98 35
30			5 10	4498 47	98 42
20			5 08	4498 49	98 49
+10			4.88	4498 69	98 60
00			4.88	4499 09	
	3 57	450357		Bm	4500 00



	+	HI	—		
EAST	LINE	FROM	HEALTH	BUILDING	
GUTTER	1+60		4 94	4498 63	
	1+50		4 39	4499 18	
	1+25		4 24	4499 33	
	1+00		4 38	4499 19	
	75		4 53	4499 04	
	50		4 70	4498 87	
	42	INTER. OF LINES	4 69	4498 88	
	37	EDGE OF BUILDING	4 77	4498 80	98 80
	28		5 02	4498 55	98 82
	26		5 08	4498 49	98 84
	20		5 13	4498 44	98 86
	10		4 90	4498 67	98 89
	0+00		4503 57 4 65	4498 92	98 92

STA	EXISTING ELEV.	DESIRED ELEV	CUT OR FILL
31			
3	449867	449889	FO 22
26			
25			
24			
23			
22			
21			
2	449844	449886	FO 42
16			
15			
14			
13			
12			
11			
1	449855	449882	FO 27
07	449814	449814	000
06	449800	449821	FO 21
05	449813	449828	FO 15
04	449830	449835	FO 05
03	449847	449842	CO 05
02	449849	449849	000
01	449869	449860	CO 09
0	449880	449880	

10 FOOT GRID DIAGRAM



9340-100

43	4498 60	4498 60	000
42	4498 65	4498 71	FO 06
41	4498 87	4498 87	000
4	4498 92	4498 92	000
33			
32	4498 50	4498 55	FO 05

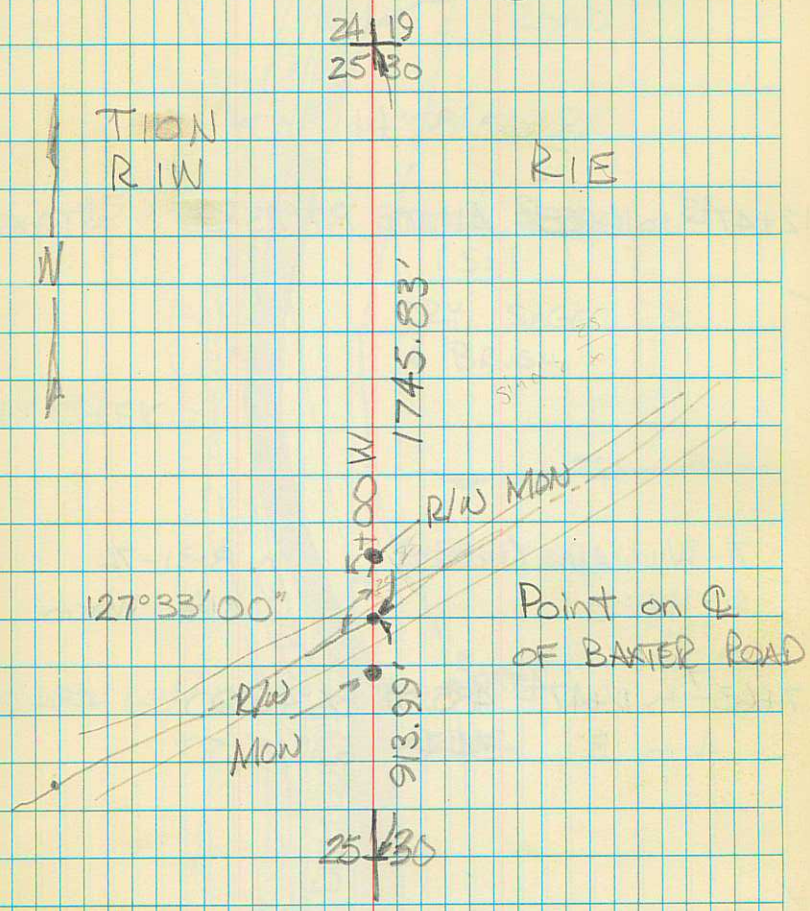
BAXTER ROAD SURVEY

T - WILLIAMS
4 - WARD

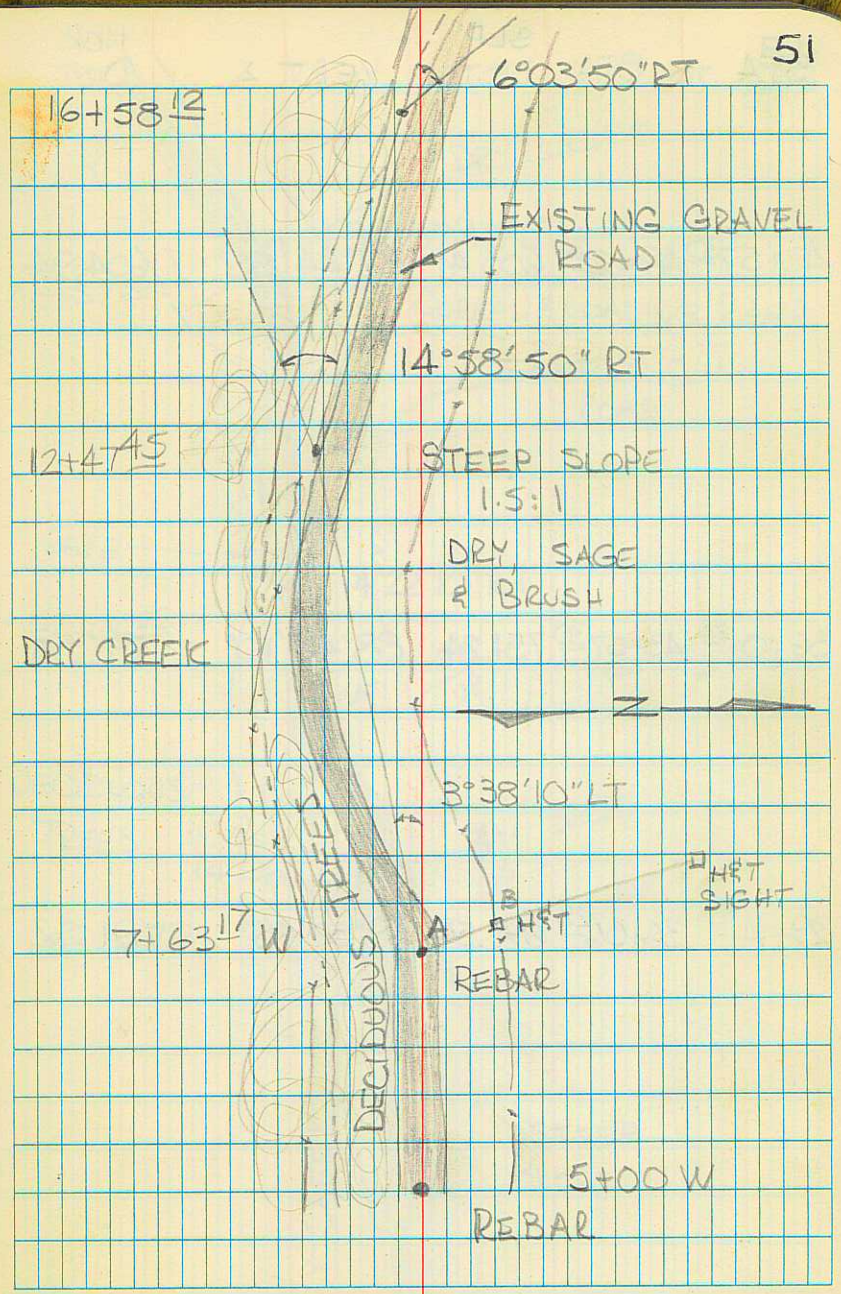
8-30-76
Clear, Warm
JOB 1-76-004

PT ℄ TO POT	32.44	258° 32' 00"	31.79
			0.84 to R/W MON.
PT TO POT	33.85	72° 58' 00"	32.37
PT ℄ to FENCE	59.10	64° 47' 50"	53.47

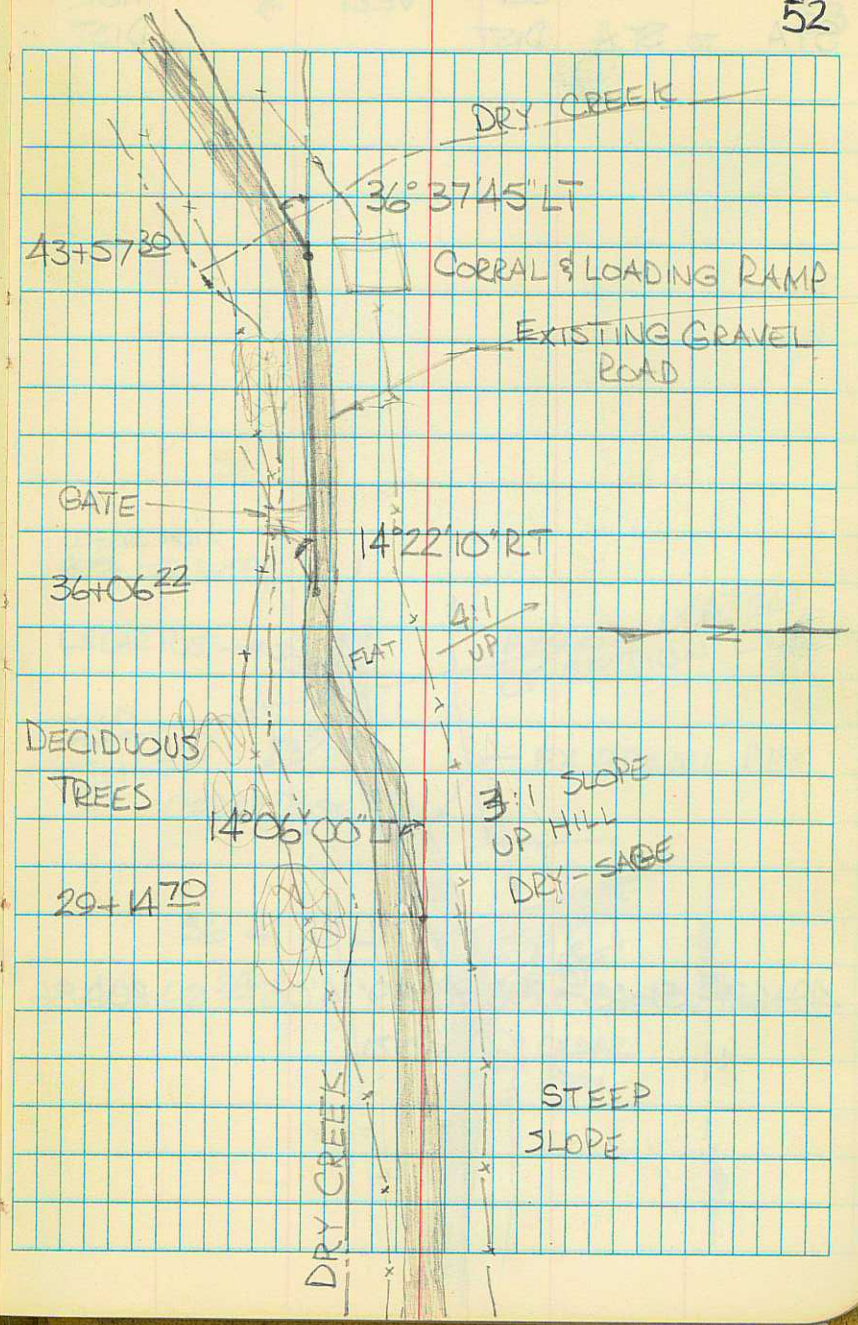
TO SET A POINT WHICH IS 25' from THE ℄ OF THE ROAD, 2 POINTS WERE SET 31.53 FEET FROM THE POINT ON THE ℄ OF THE ROAD ON THE MERIDIAN LINE.



STA	TO STA	SLP DIST	VERT ∠		HOR DIST
16+58.12	29+14.70	1257.40	87°56'	10"	1256.58
12+47.45 to	16+58.12	411.10	87°23'	05"	410.67
T - WILLIAMS (NOTES)				8-31-76	
ϕ - WARD				Clear Warm	
7+63.17 to	12+47.45	485.06	86°45'	00"	484.28
A to	B	34.45	63°15'	50"	
5+00 W to	7+63.17	263.43	87°26'	00"	263.17



STA	to STA	SLP DIST	VERT ∠		HOR DIST
43+57.30	49+62.24	605.41	87°	44' 55"	604.94
36+06.22	43+57.30	751.24	88°	49' 10"	751.08
29+14.70	36+06.22	691.54	89°	30' 55"	691.52



STA	TO STA	SLP DIST	VERT	∠	HOR DIST

ANT VALLEY GRAVEL PIT

THE INSTRUMENT WAS SET UP ON ON AND O E. THE ANGLES SHOWN ARE ZENITH ANGLES. HUBS WERE PLACED ON THE BASE LINE, AND RED HEADS WERE PLACED ON ALL OTHER POINTS

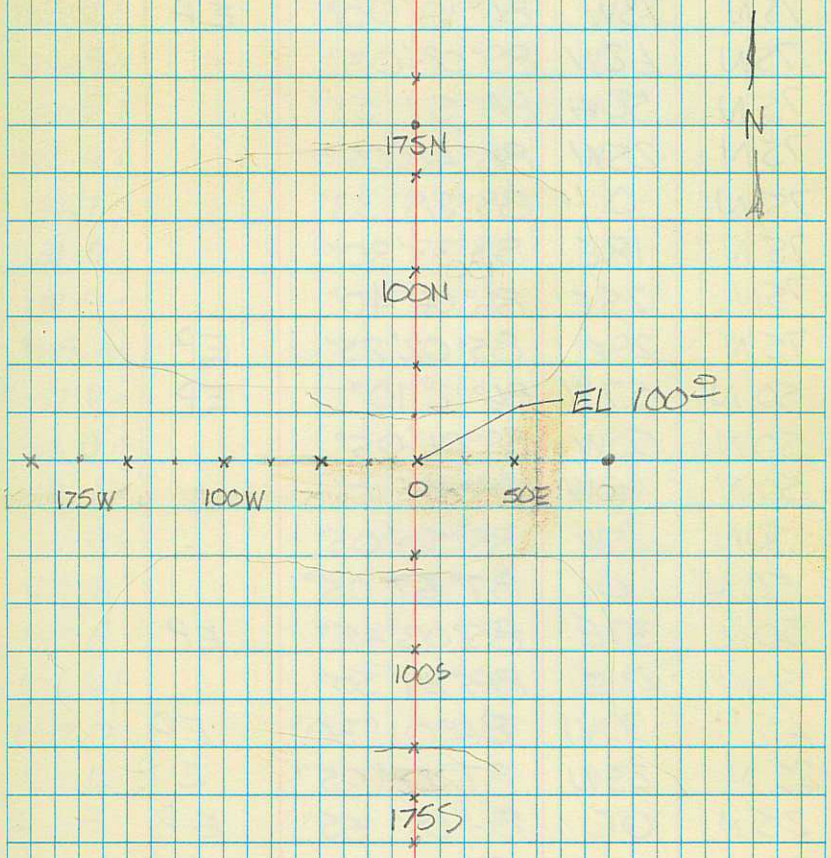
A SURVEY MADE TO SEE HOW MUCH MATERIAL HAD BEEN TAKEN FOR THIS SOURCE. PIT LOCATION IS 1N T9N R3E SEC. 23

Preston B. Ward

HI = 5.4

T & S NOTES - WILLIAMS
P - WARD

9-2-76
Clear, Warm
1-76-005



LATT	LONG	VERT Δ	ROD HEIGHT IF DIFF. FROM HI
			NOTES
100N	25W	88°43'00"	
100N	0	88°37'15"	
100N	25E	88°24'30"	
100N	35E	85°35'10"	EP
75N	73W	86°18'00"	EP
75N	62W	89°08'05"	
75N	50W	88°57'55"	
75N	25W	88°48'05"	
75N	0	88°28'33"	
75N	18E	88°33'30"	
75N	25E	86°06'40"	
75N	29E	85°02'25"	EP
50N	57W	86°12'10"	EP
50N	50W	88°01'05"	
50N	46W	88°48'10"	
50N	25W	88°50'05"	
50N	0	87°57'05"	
50N	37E	85°03'45"	EP
50N	23E	88°21'50"	
25N	30W	86°01'30"	EP
25N	25W	87°22'05"	E.P.
25N	0E	86°01'55"	E.P.
25N	25E	87°35'50"	E.P.
25N	34E	87°50'55"	EDGE PIT

EL POINT
~~103~~
103.1
102.4
102.9
108.2
106.8
101.5
101.6
101.7
102.0
101.9
105.4
107.0
105.0
102.4
101.4
101.8
105.4
101.6
102.7
101.6
101.7
101.5
101.6

LATT	LONG	VERT ∠	HI / NOTES		EL. POINT
175N	25W	84°28'00"	ABOVE	PIT	117.0
175N	0	85°40'55"	ABOVE	PIT	113.2
171N	25W	84°36'45"	EP		116.2
168N	61W	84°43'00"	EP		116.5
165N	15E	86°37'15"	EP		109.8
154.5N	15W	88°34'00"			103.9
154.5N	0	88°38'05"			103.7
154.5N	5E	88°35'00"			103.8
154.5N	19E	87°02'05"	EP		108.1
150N	38W	88°36'50"			103.7
150N	25W	88°47'50"			103.2
150N	0	88°46'45"			103.2
150N	6E	88°35'40"			103.7
150N	17E	87°12'00"	E.P.		107.4
125N	67W	85°05'00"	EP		112.2
125N	61W	88°42'00"			103.2
125N	50W	88°54'00"			102.6
125N	25W	88°43'50"			102.8
125N	0	88°48'05"			102.6
125N	18E	88°43'00"			102.8
125N	25E	87°06'00"	E.P.		106.4
100N	74W	85°07'55"	E.P.		110.6
100N	65W	88°38'00"			102.8
100N	50W	88°58'35"			102.0

LATT	LONG	VERT ∠	HI / NOTES
75S	0	101°30'00"	
75S	25E	100°41'05"	
75S	50E	99°45'00"	
75S	75E	95°59'00"	EP
50S	100W	93°00'00"	EP
50S	0	104°21'30"	7 35
50S	75W		SAME
50S	43W		EL
46S	25W		
50S	25E	103°13'05"	
50S	47E	96°21'05"	EP
39S	25E	95°55'55"	EP
33S	0	95°46'45"	EP
29S	25W	95°15'20"	EP
25S	25W	94°17'40"	MID
25S	52W	93°02'00"	E.P.
25S	0	96°03'25"	MID
25S	25E	95°50'35"	MID
25S	50E	96°19'00"	MD
0	100W	90°21'50"	MID
0	175W	90°11'10"	MID
0	50W	90°13'30"	MID
0	25W	89°20'50"	MID
0	25E	92°35'00"	MID
0	50E	94°25'00"	MID.

EL. POINT
85.0
85.3
84.7
88.9
94.1
85.7
85.7
85.7
85.7
87.2
92.4
95.2
96.7
96.5
97.4
96.90
97.4
96.4
93.8
99.4
99.9
99.8
100.3
98.6
96.1

LATT	LONG	VERT ∠	HI / NOTES
125S	75E	95°53'30"	
125S	100E	95°20'50"	
125S	109E	95°11'20"	
125S	112 E	94°41'00"	EP
100S	160W	93°27'05"	EP
100S	150W	95°23'55"	
100S	125W	96°03'10"	
100S	100W	96°50'05"	
100S	75W	97°33'45"	
100S	50W	98°05'30"	
100S	25W	98°27'00"	
100S	0	98°41'50"	
100S	25E	98°23'15"	
100S	50E	97°41'40"	
100S	75E	96°55'45"	
100S	86E	96°16'00"	
100S	96E	94°12'45"	EP
75S	162W	92°49'30"	EP
75S	150W	94°44'00"	+3° to HI
75S	125W	96°39'05"	
75S	106W	97°06'30"	
75S	97W	97°37'45"	
75S	75W	98°48'55"	
75S	50W	99°52'30"	
75S	25W	101°03'00"	

85.0
85.1
85.0
86.3
86.6
83.0
83.1
83.2
83.5
84.3
84.9
84.9
85.0
85.0
84.7
85.6
89.8
91.2
83.2
83.1
83.9
83.7
83.7
84.5
84.8

LATT	LONG	VERT X	HI/NOTES
175S	75E	93°56'30"	EP
150S	85W	94°06'50"	EP
154S	50W	94°34'55"	EP
156S	25W	94°15'40"	EP
150S	0	93°58'05"	Below Pit
150S	17E	94°16'00"	EP
150S	25E	95°25'00"	
150S	50E	94°50'50"	
150S	75E	94°48'40"	
150S	100E	94°26'00"	EP
140S	0	96°00'55"	
146S	25W	96°07'05"	
146S	50W	96°12'30"	
137S	75W	96°09'40"	
130S	100W	96°03'00"	
125S	129W	94°13'05"	EP
125S	125W	95°07'15"	
125S	121W	95°44'10"	
125S	100W	96°18'30"	
125S	75W	96°34'00"	
125S	50W	96°53'55"	
125S	25W	97°01'30"	
125S	0	97°02'05"	
125S	25E	97°01'45"	
125S	50E	96°16'05"	

86.9
87.6
87.1
88.3
89.6
88.8
85.6
86.6
85.9
86.1
85.3
84.2
83.3
83.2
82.7
86.8
84.2
82.6
82.4
83.3
83.8
84.4
84.7
84.4
85.3

LATT	LONG	VERT Δ	HI / NOTES
1755	0E	94° 13' 00"	BELOW PIT
1755	35E	93° 58'45"	EP
1755	50E	93°58'05"	EP

87.1
87.6
87.4

9340-100

FOR FURTHER INFORMATION SEE BOOKS
CR 341(2) ALSO SEE

END PROJECT

NORTH END EXISTING BRIDGE

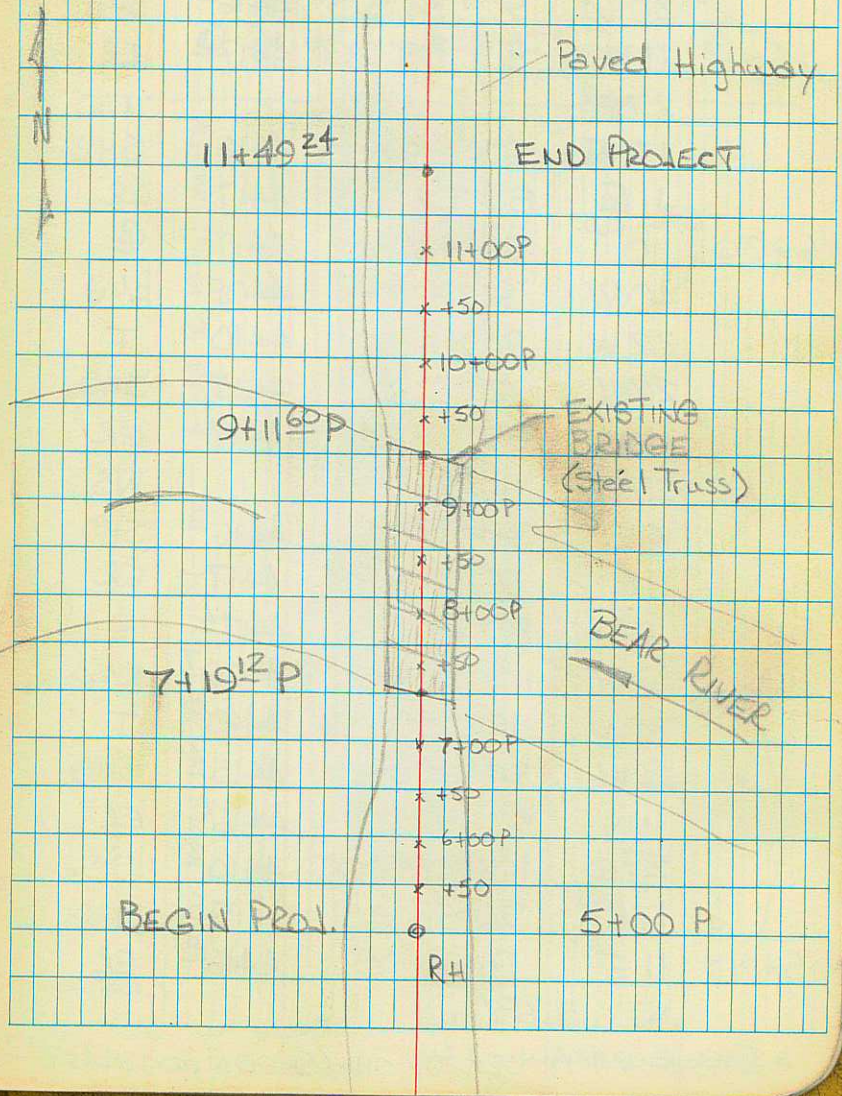
SOUTH END OF EXISTING BRIDGE

BEGIN OF PROJECT

AMALGA BRIDGE

T & NOTES - WILLIAMS 11/17/76
& - WARD Clear, Warm

P-LINE JOB CR341(2)



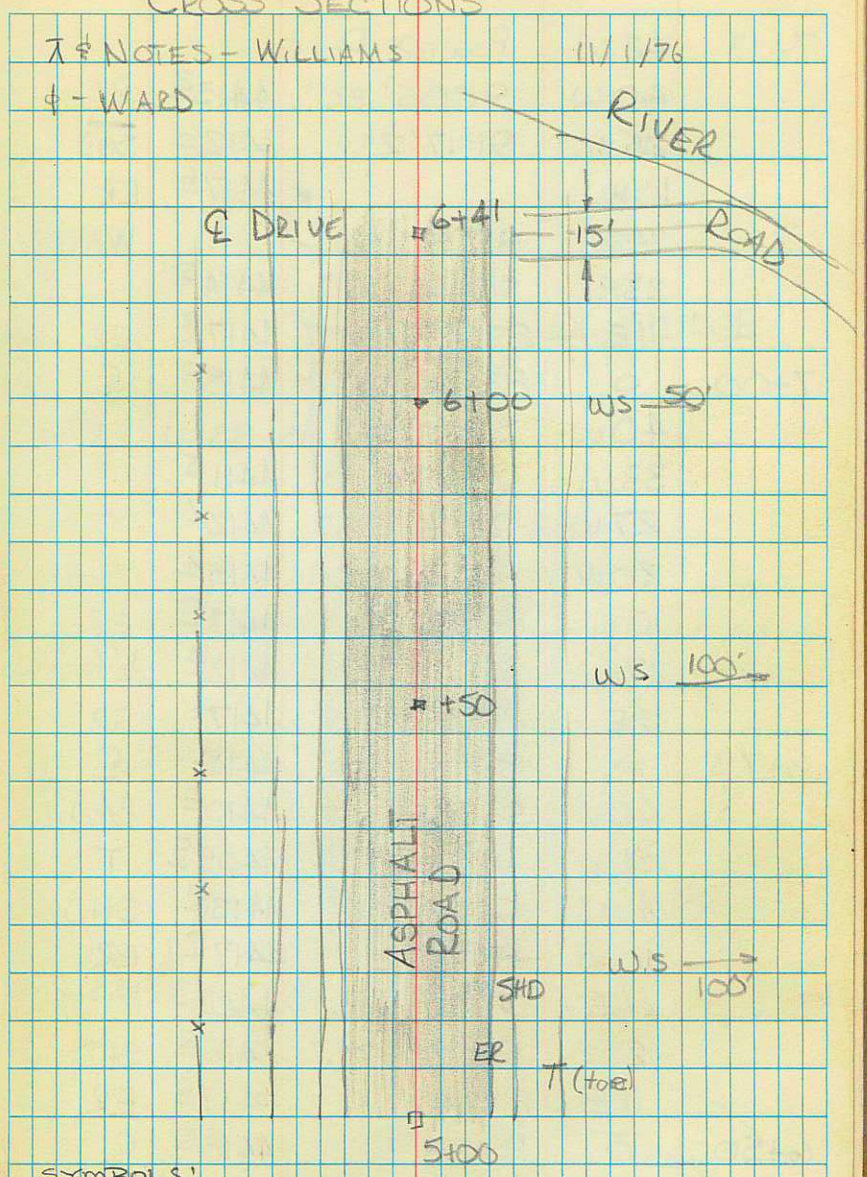
STA	DIST FROM ℄	ZENITH ∠		
	40W	93°41'30"	4410 2	R/W
	31W	93°48'05"	4410 1	T
	20W	90°34'50"	4416 1	SHD
	11W	89°53'00"	4417 3	ER
	27E			W.S
	17E	90°25'55"	4416 3	SHD
	11E	89°52'50"	4417 3	ER
6+00	0	89°43'30"	4417 6	℄
	40W	96°32'00"	4409 8	R/W
	32W	96°51'00"	4410 0	T
	22W	92°13'00"	4415 0	SHD
	11W	89°58'30"	4417 1	ER
	27E			WS
	16E	91°11'30"	4416 0	SHD
	11E	90°00'10"	4417 1	ER
5+50	0	89°41'10"	4417 4	℄
	40W	100°25'50"	4409 7	R/W
	31W	102°50'00"	4410 0	T
	21W	94°44'05"	4415 4	SHD
	11W	91°39'55"	4416 8	ER
	27E	104°08'00"	4410 3	W.S.
	17E	94°55'05"	4415 6	SHD
5+00	11E	91°36'05"	4416 8	ER
	HI = 5.68'			

INSTRUMENT SET UP ON (5+00N, 0) 4417 10

CROSS SECTIONS

T & NOTES - WILLIAMS 11/1/76

℄ - WARD



SYMBOLS:

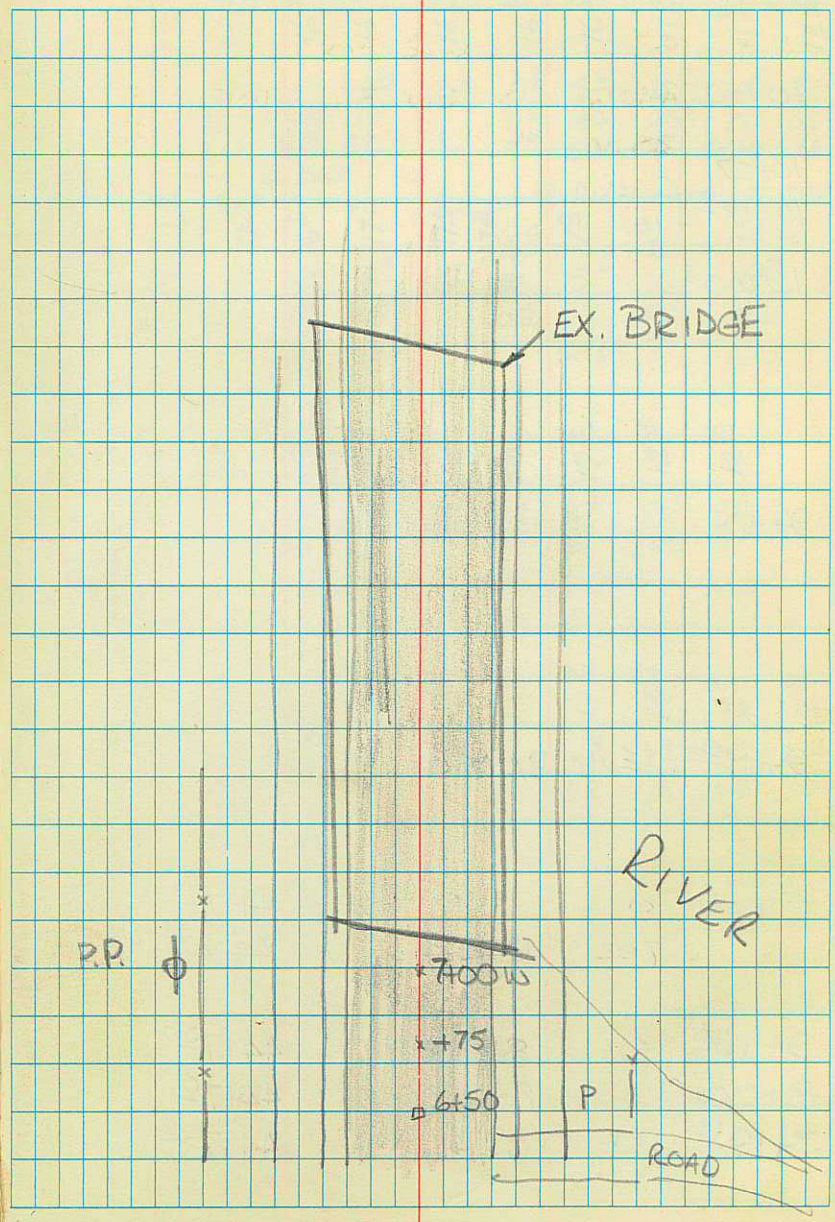
T = TOE OF SLOPE

ER = EDGE OF ROAD

SHD = SHOULDER

W.S. = WATER SURFACE

7+13	42 W	POWER POLE		
	40 W	91°05'30"	4413.2	R/W
	25 W	91°17'25"	4412.6	STD
	10 W		4417.6	ER
	24 E	89°50'50"		WATER
	23 E	90°44'00"	4414.5	
	11 E	89°48'10"	4417.8	ER
7+00	0	89°44'50"	4418.0	℄
	40 W	SAME EL AS 33 W		R/W
	33 W	91°49'00"	4411.5	
	27 W	91°26'00"	4412.7	T
	20 W	90°33'00"	4415.4	SHD
	10 W	89°46'30"	4417.8	ER
	27 E	91°31'00"	4412.4	½' from W.S.
	12 E	89°51'05"	4417.7	ER
6+75	0	89°41'00"	4418.1	℄
	40 W	92°38'10"	4410.0	R/W
	31 W	92°42'10"	4409.9	T
	20 W	90°28'00"	4415.9	SHD
	10 W	89°45'30"	4417.7	ER
	46 E	93°25'55"	4407.7	W.S. River
	20 E	90°20'05"	4416.2	SHD
	11 E	89°48'00"	4417.6	ER
6+50	0	89°38'30"	4418.0	℄



	+	HI	−	EL	
10+50					
10+27					
10+19.2					
10+00					
9+50					
9+11.56	END BRIDGE				
500 N	0		5.00	4417.10	
	7.66	4422.10		4414.44	BM 200 NE of BRIDGE
9+11.60	0	89°56'40"		4417.50	
8+00	0	89°52'30"		4417.8	
7+19.12	0	89°47'30"		4417.90	

13.6 16.4 16.7 16.9 16.8 16.5 11.9 11.8 13.7

8.5 5.7 5.4 5.7 5.3 5.6 10.2 10.3 8.9

31.0 132.0 11.6 11.0 14.5 25.2 27.0 33.1

R/W SHD EP EP SHD T DITCH R/W

℄ DW ℄ DW

13.7 12.5 16.7 17.3 17.4 17.2 17.0 11.9 13.4

8.4 9.5 5.4 4.8 4.7 4.9 5.1 10.2 8.7

32 25 15.5 10.5 10.5 17 22.6 33.3

R/W T SHD EP EP SHD T R/W

12.8 12.7 17.0 17.8 17.7 17.5 17.2 12.0 12.8

9.3 9.9 5.1 4.3 4.4 4.6 4.9 10.1 9.3

31 25.5 14 9 9 14 24.5 31

R/W T SHD EP EP SHD T R/W

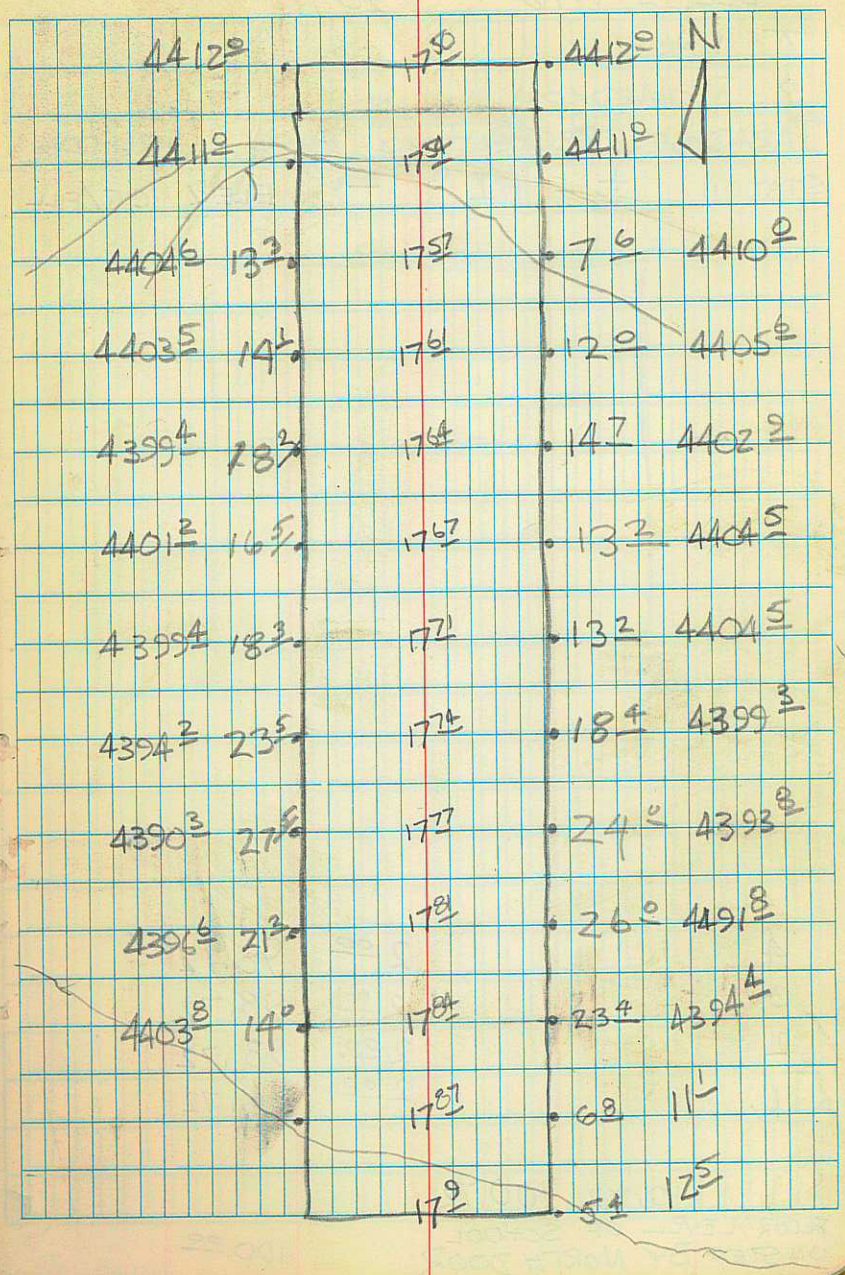
13.0 12.5 17.0 17.7 17.6 17.5 17.2 14.7 12.8 12.0

9.1 9.6 5.0 4.4 4.5 4.6 4.9 7.4 9.3 10.1

30 21.5 11.5 7.5 8.5 9.5 13.5 18.5 34

R/W T SHD EP EP SHD T R/W

AMALGA BRIDGE ℄ ELEVATIONS AND
℄ ELEVATIONS ON EITHER SIDE OF
SAID BRIDGE



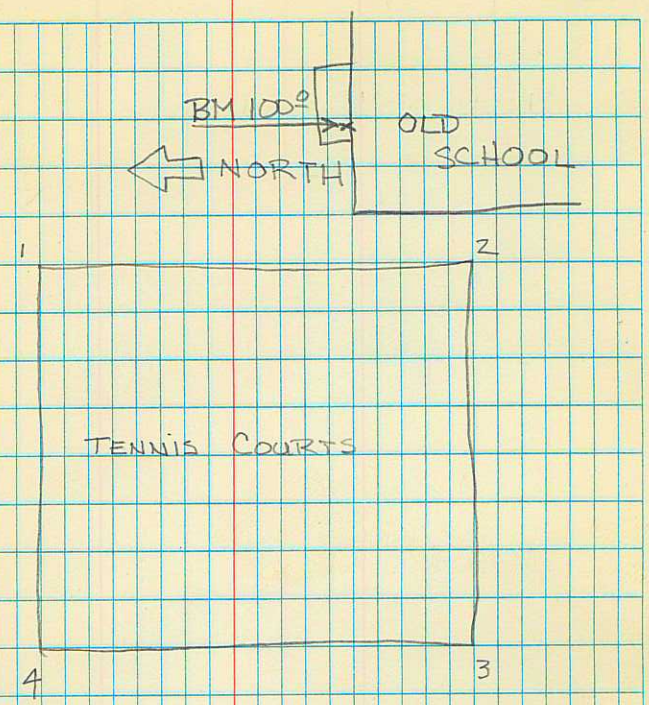
DEC. 2, 1976 20°

T WARD

ϕ RICHARDSON

PARADISE RECREATION PARK 1-76-006

STATION	+	HI	−	ELEV	CUT/FILL
4			2.00	98.72	
3			2.00	98.72	
2			2.00	98.72	
1			2.00	98.72	
		0.72		100.72	
FLOOR LEVEL OF SCHOOL ON STEP BY NORTH DOOR				100.00	



STA	to STA	SLP DIST	VERT ∠	HOR. DIST
12/14/76				
T & NOTES - WILLIAMS				
Φ - WARD				
CH - SPAULDING				
MASTER DRAWING				

	SLP. DIST.	VERT. ∠	HOR. DIST.

12-15-76

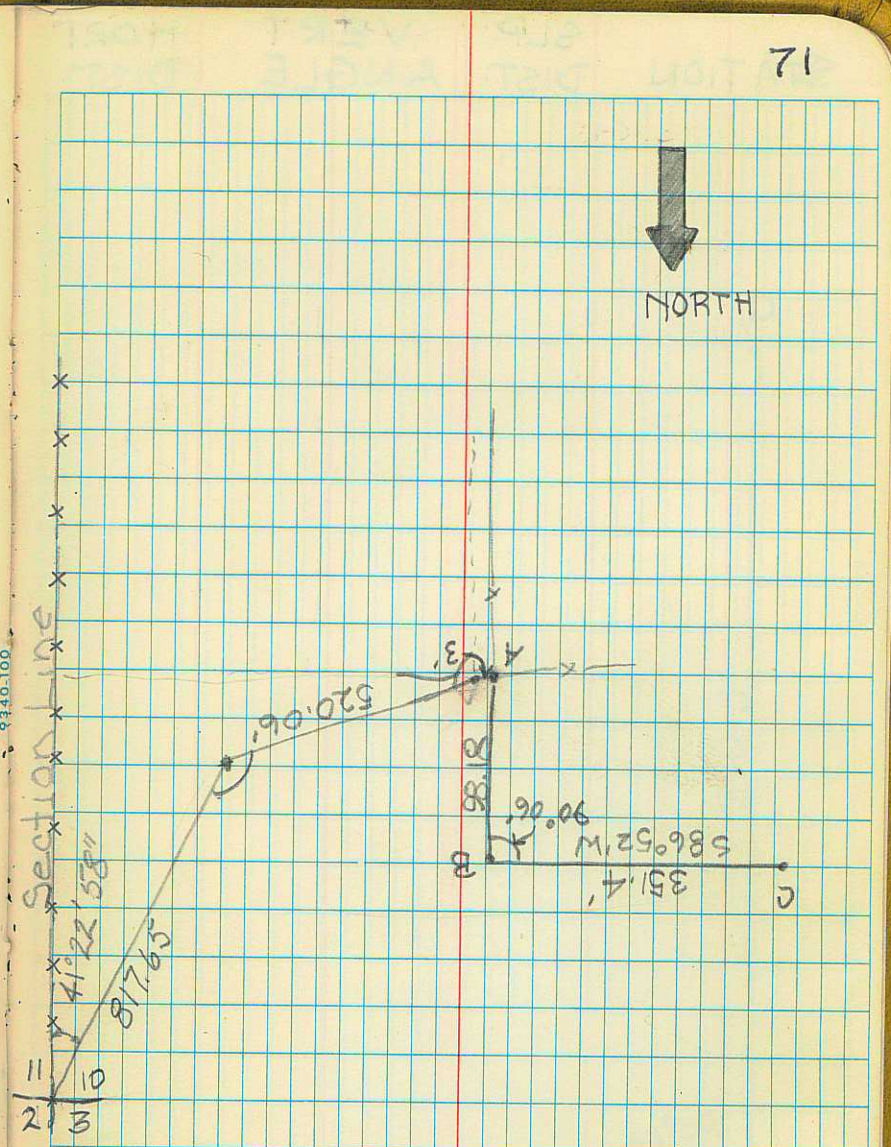
T - WILLIAMS

P - SPAULDING PPM 30

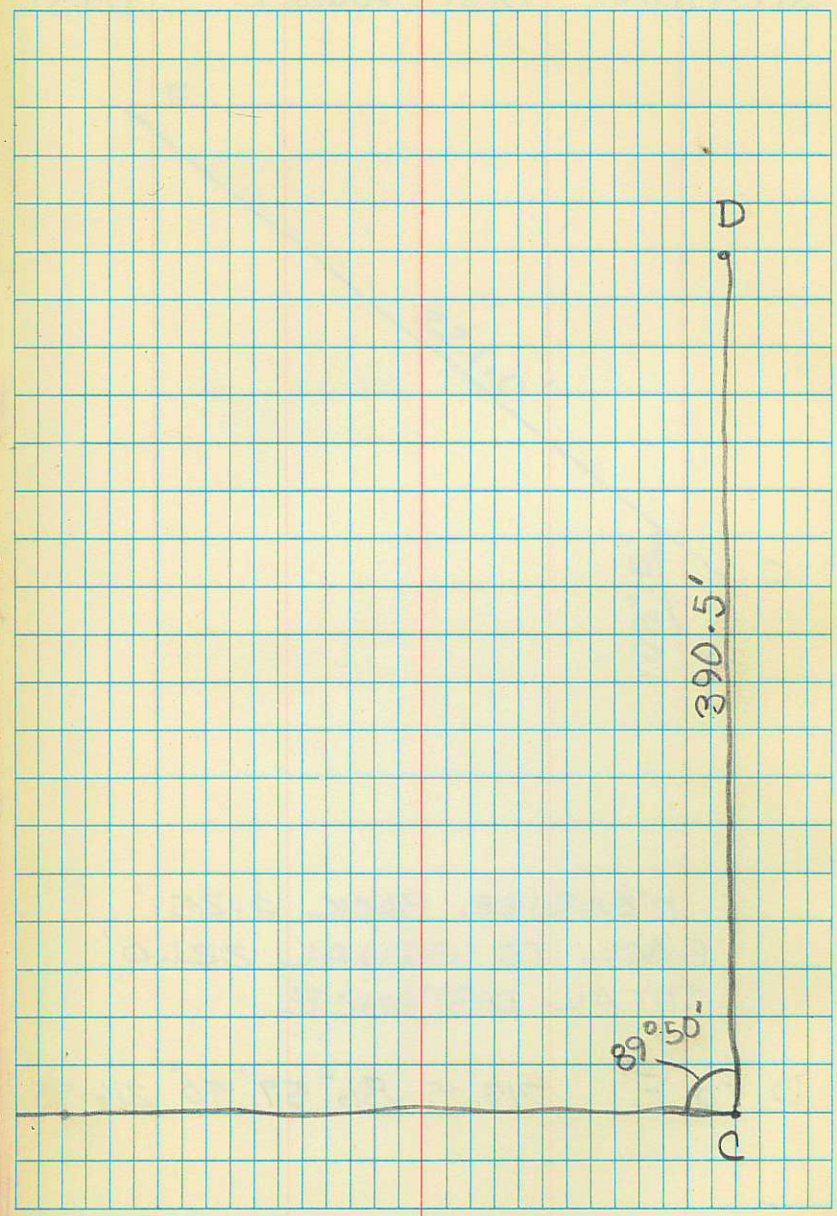
NOTES - WARD

The measured angle varies only 07'43" from the calculated angle using the bearing of the east fence line of the cemetary as the base line. The cemetary fence line will be assumed as correct, and the property laid out as recorded.

B TO C	356.16	95°00'50"	354.80



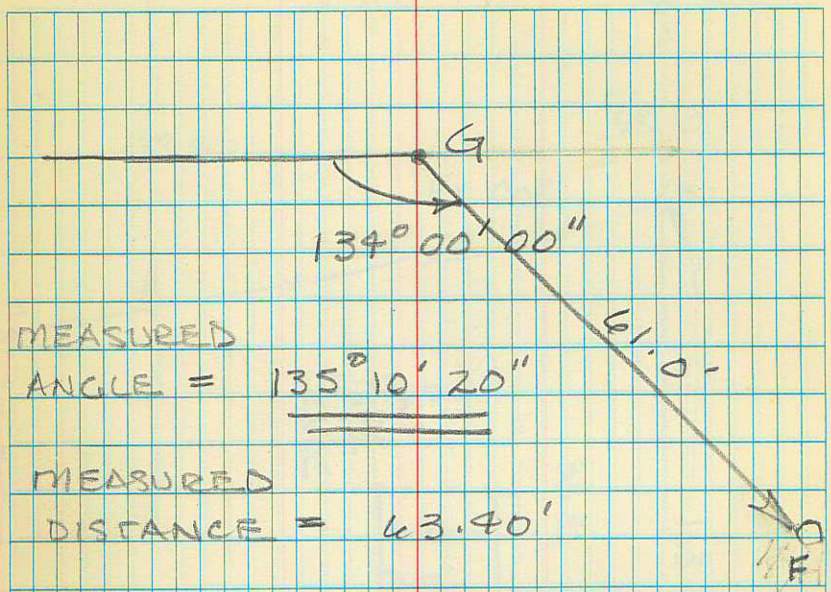
STATION		SLP. DIST.	VERT ANGLE	HORT. DIST.
C	TO D	390.5	91-03'-00"	



STATION		SLP DIST	VERT ANGLE	HORIZ. DIST

STATION	SLP DIST	VERT ANGLE	HORIZ. DIST.

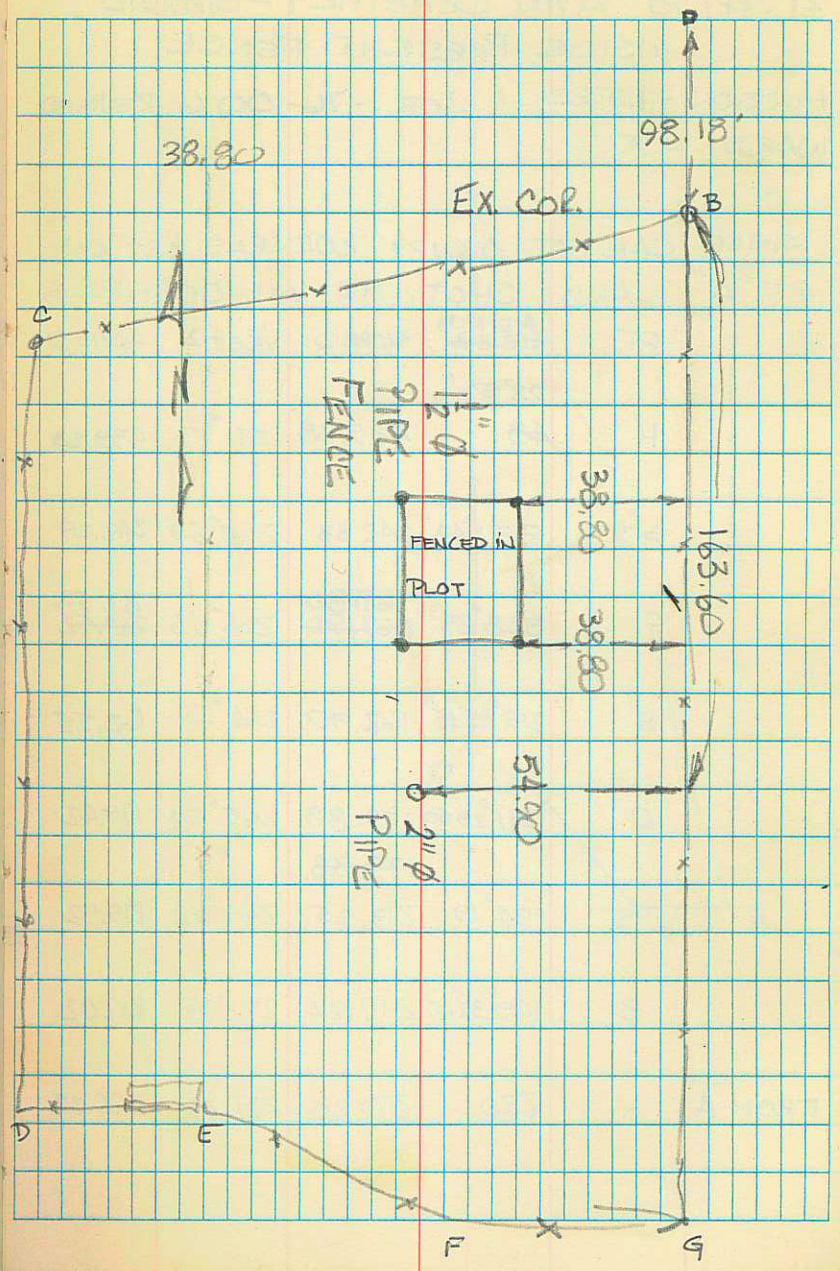
STATION		SLP DIST	VERT ANGLE	HORIZ DIST.
F TO G		65.07'	76°58'20"	63.40'



MEASURED ANGLE = 135° 10' 20"

MEASURED DISTANCE = 63.40'

To the existing corner ON NORTH SOUTH FENCE LINE ON THE EAST SIDE OF THE AVON CEMETARY


A
B
C
D
E
F
G
98.18'
38.80
EX. COR.
1" ø
PIPE
FENCE
38.80
FENCED IN
PLOT
38.80
163.60
54.80
2" ø
PIPE

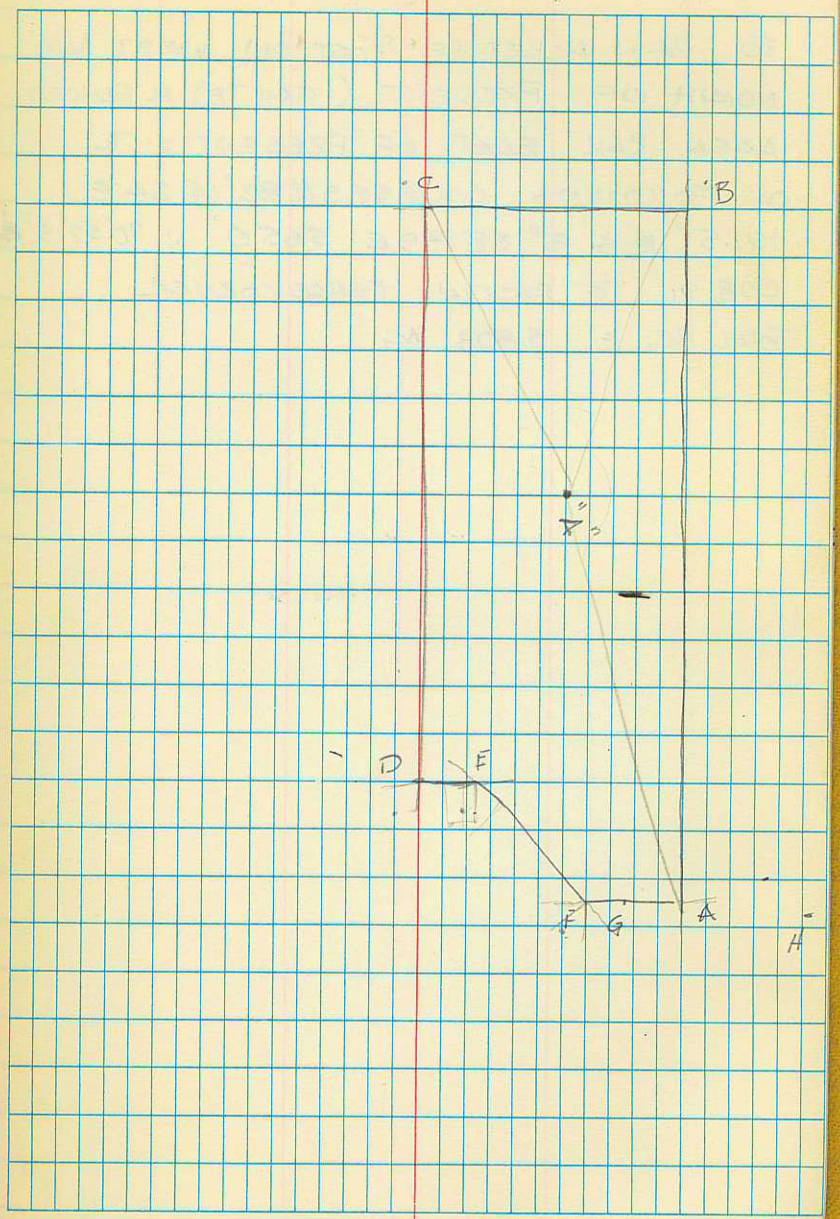
21 SEPT 78 AVON CEMETARY - GROUND INSIDE PRESENT FENCE

HUDSON - NOTES JOB 1-76-006 REVISED

WARD - X

SINCE CAN NOT OCCUPY CORNERS, SET ON PT "A" AND SHOT TO ALL CORNERS.

	PT.	AZIMUTH ~~HORIZ~~	SLOPE D	VERT ∠	HORIZ D
		22°56'			
	H	~~43~~	439.38	271°13'	439.28
	G	351°43'	242.33	268°59'	242.29
	F	328°33'	167.86 ~~267.90~~	266°56'	167.52 ~~267.52~~
	E	319°35'45"	162.90	266°16'	162.55
	D	311°29'50"	179.88 ~~179.88~~	265°54'	179.42
	C	194°19'	219.95	269°02'	219.92
	B	145°32'40"	217.24	272°34'	217.02
FROM "A"	A	~~270~~	270.25	270°49'	270.22



TO GAIN ACREAGE LOST ON WEST AND
NORTH OF PRESENT (EA1178) & FENCED
AREA. RAN EAST OF PRESENT SITE
ON FOLLOWING COURSES N 82° 14 24 E
191.5' & S 3° 28 39 E 565.0' N 70° 57 15" W
208.91' TO EXISTING FENCE CORNER
TOTAL AC. = 3.808 AC.

9340-100

9 JAN 79 AVON CEM.

HUDSON,

NARD

CHK TIE FROM NE COR SEC. 10 TO PT B OF CEM. SURVEY (NE FENCE COR.)

SET ON NE SEC COR,

SIGHTED ON SE COR SEC. 10

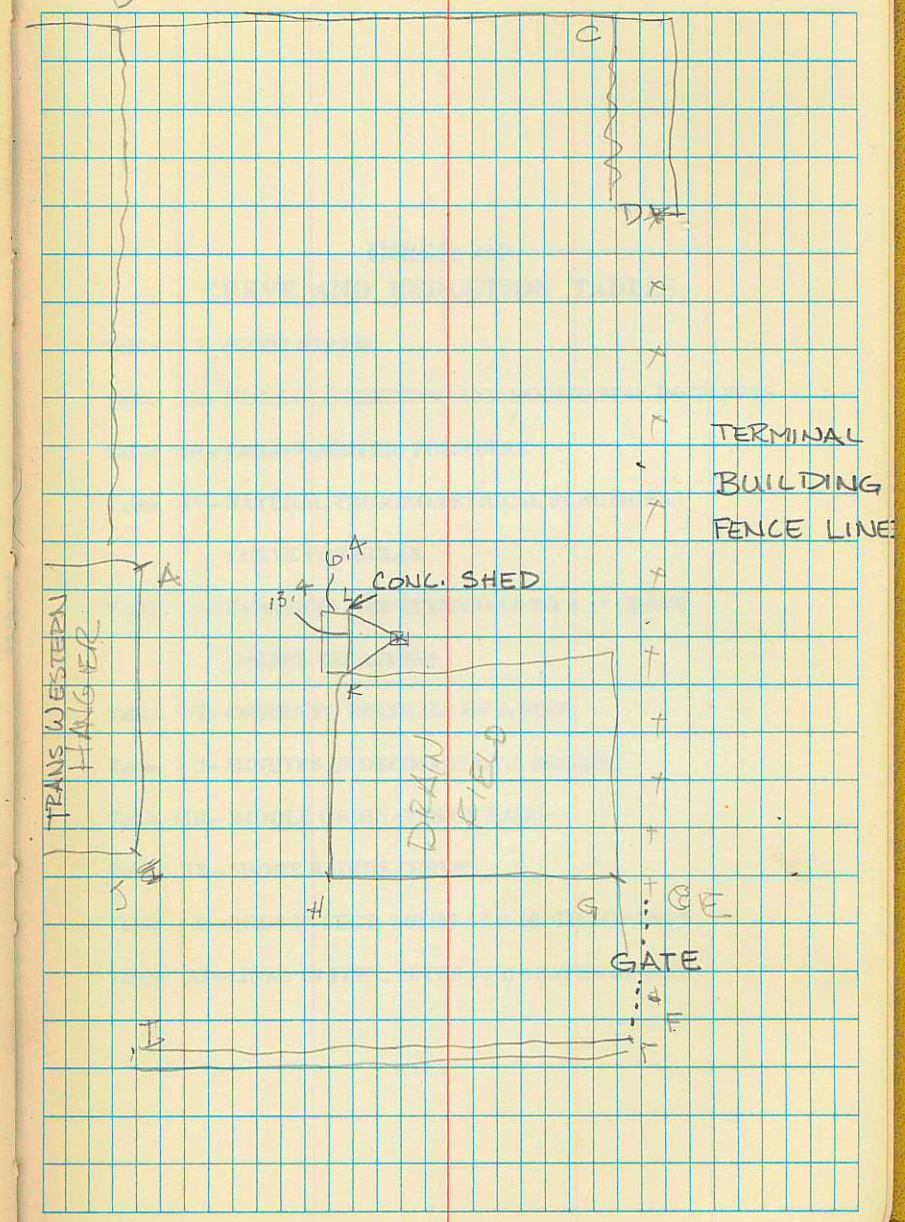
TURNED FOLLOWING ∠ & DIST TO FENCE CORNER

	HORIZ. ∠	VERT ∠	DISTANCE	
COR – A	59 23 10			
2 × ∠	118° 46' 30" RT	89° 12'	833.63	835.55
A – CEM #B	DEF ∠ 17° 03' 10" LT	93° 35'	475.90	474.97
∠ ALONG CEM FENCE	134° 26' 45" RT			

AIRPORT RAY TRAVERSE 27 SEPT 78

1-76-008

	Δ		Δ	
L	353° 13' 05"	24.5		
K	323° 05' 30" (36.91)	26.15	TAPED	
J	320° 33' 05" 14.71	121.05	88° 39	121.02
I	305° 50' 30" 21.38	140.05	88° 42	140.01
H	284 28 00 58.31	64.88	87° 05'	64.80
G	226° 03' 30" 8.01	71.83	87° 24'	71.76
F	218 09 00 8.94	106.18	88° 37'	106.15
E	209° 12' 30" 64.39	87.26	87° 88° 56'	87.20
D	144° 43' 45" 54.01	62.37	87° 15'	62.30
C	90° 43' 15" 48.35°	197.65	89° 11'	197.63
B	42° 22' 05" ~~218.15~~ 42 22 05	218.15	89° 24'	218.14
A	0° 00	117.16	88° 42	117.13



44.08 93° 30' 10" 85° 28' 24"

531.18 90°

542.95

542.95 541.60

541.56

1.39

270.37 90° 32' 30"

270.36



