

1, 2, 3, 4, 9, 10, 11, 12-15-2W COUNTY

1513

STANLEY M. SHARTLE

REGISTERED PROFESSIONAL ENGINEER

RURAL ROUTE 1, BOX 33

STILESVILLE, IND. 46180

LOCATION OF MONUMENT: SECTION 1, T. 15 N., R. 2 W.

Monument found: Yes No ☒

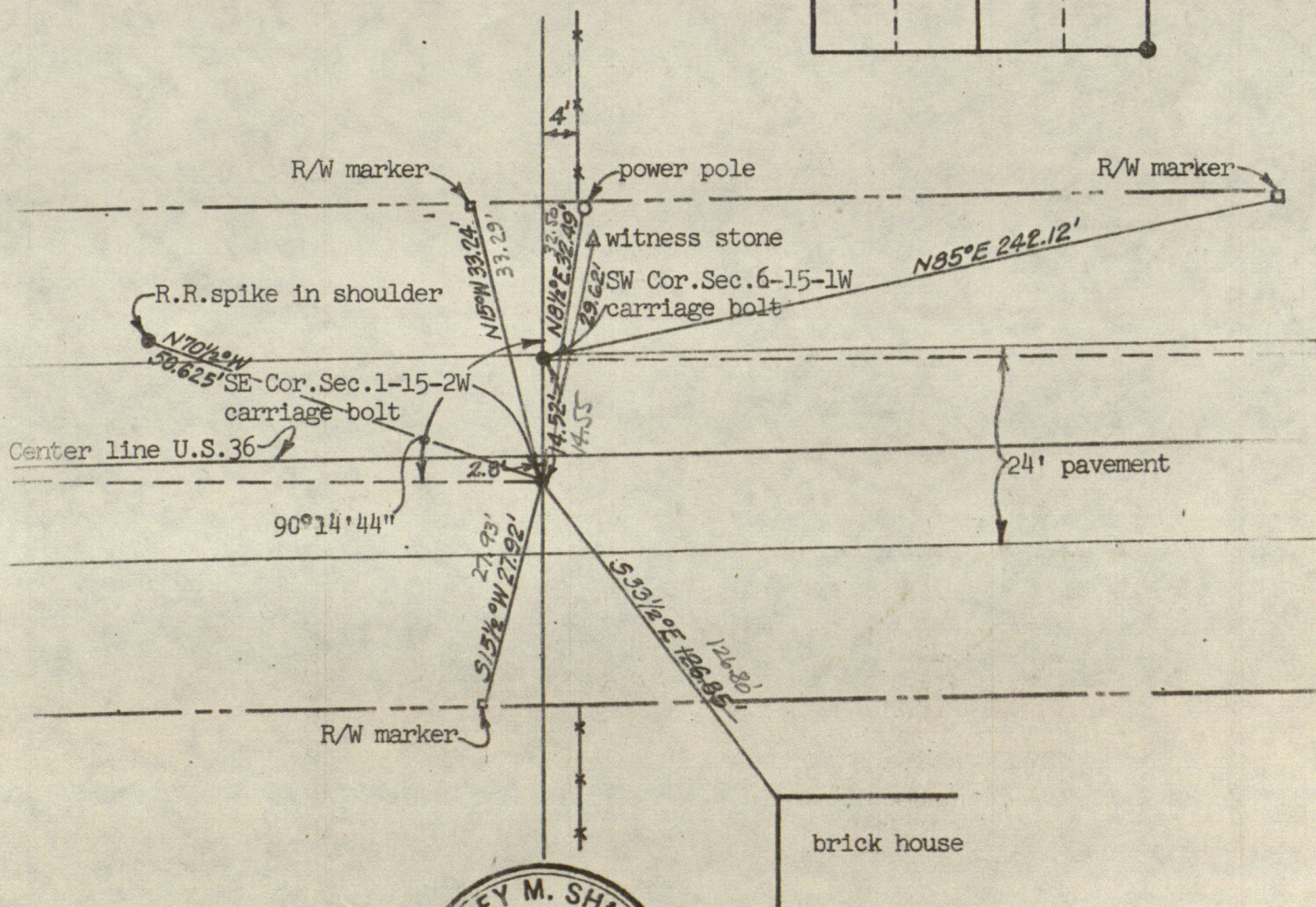
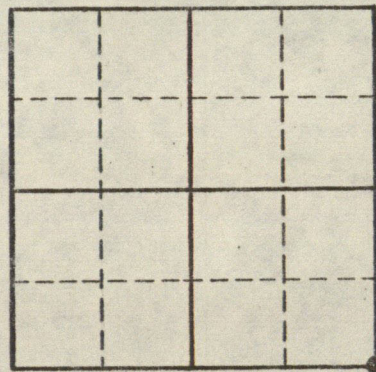
3/8"x4" carriage bolt set

Description: in blacktop overlay

Depth: Flush with surface

References taken: September 10, 1977

Comments: Bearings are magnetic



Stanley M. Shartle

Stanley M. Shartle, P.E & L.S.

September 10, 1977

Date

STANLEY M. SHARTLE
REGISTERED PROFESSIONAL ENGINEER
RURAL ROUTE 1, BOX 33
STILESVILLE, IND. 46180

LOCATION OF MONUMENT: SECTION 1, T.15 N., R. 2 W.

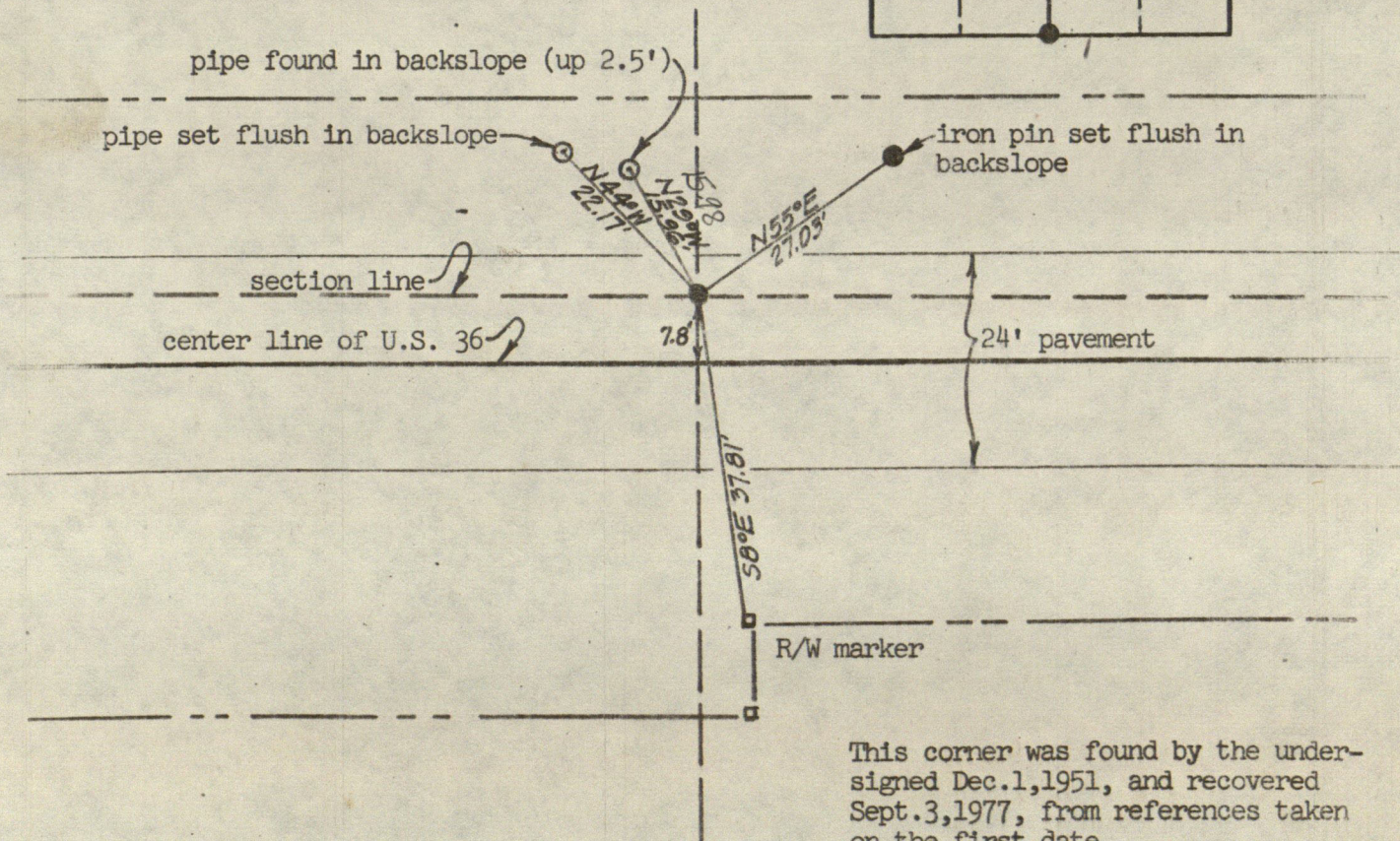
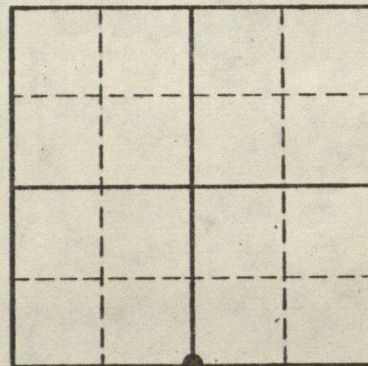
Monument found: Yes ☒ No ☐

Description: Cross in conc. pavement
under blacktop overlay

Depth: About 5 inches; nail set on top

References taken: Sept. 3, 1977

Comments: Bearings are magnetic



Stanley M. Shartle

Stanley M. Shartle, P.E. & L.S.

September 3, 1977

Date

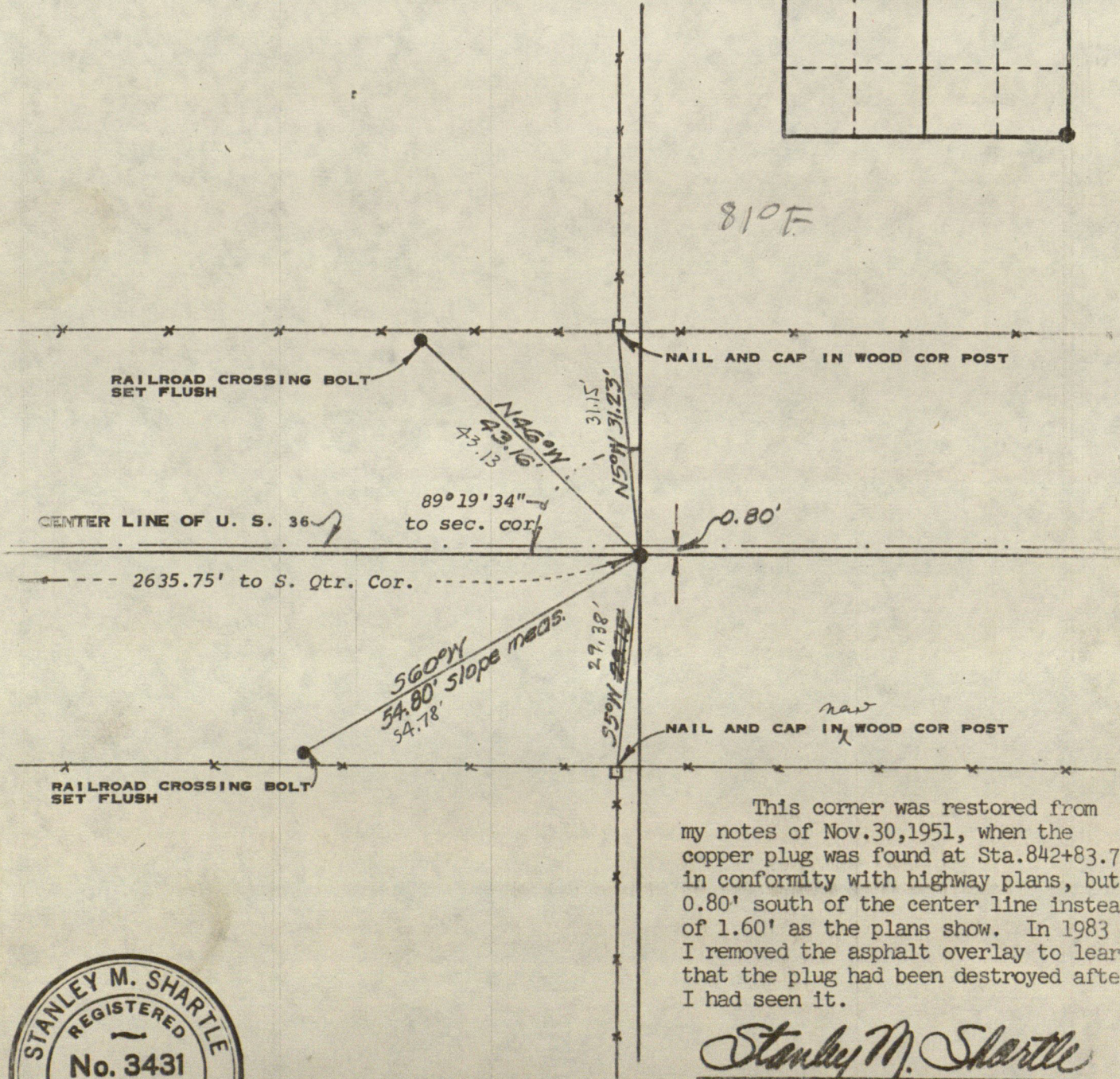
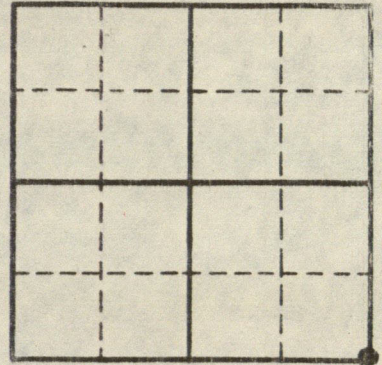
STANLEY M. SHARTLE

LOCATION OF MONUMENT: SECTION 2, T. 15 N., R. 2 W.

Found: _____ Set: ☒ Depth: 1 1/2 inch

Description: hole drilled in railroad spike

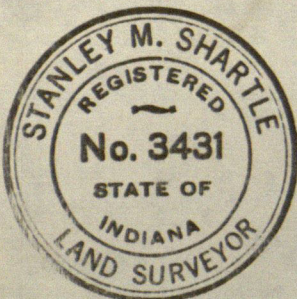
Bearings to reference objects are magnetic unless a contrary mode is shown.



This corner was restored from my notes of Nov.30,1951, when the copper plug was found at Sta.842+83.7 in conformity with highway plans, but 0.80' south of the center line instead of 1.60' as the plans show. In 1983 I removed the asphalt overlay to learn that the plug had been destroyed after I had seen it.

Stanley M. Shartle
Stanley M. Shartle, P.E. & L.S.

Date: October 20, 1983



STANLEY M. SHARTLE

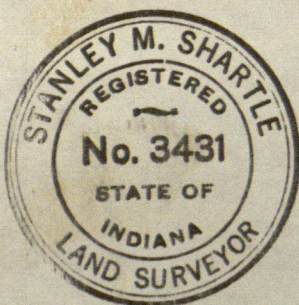
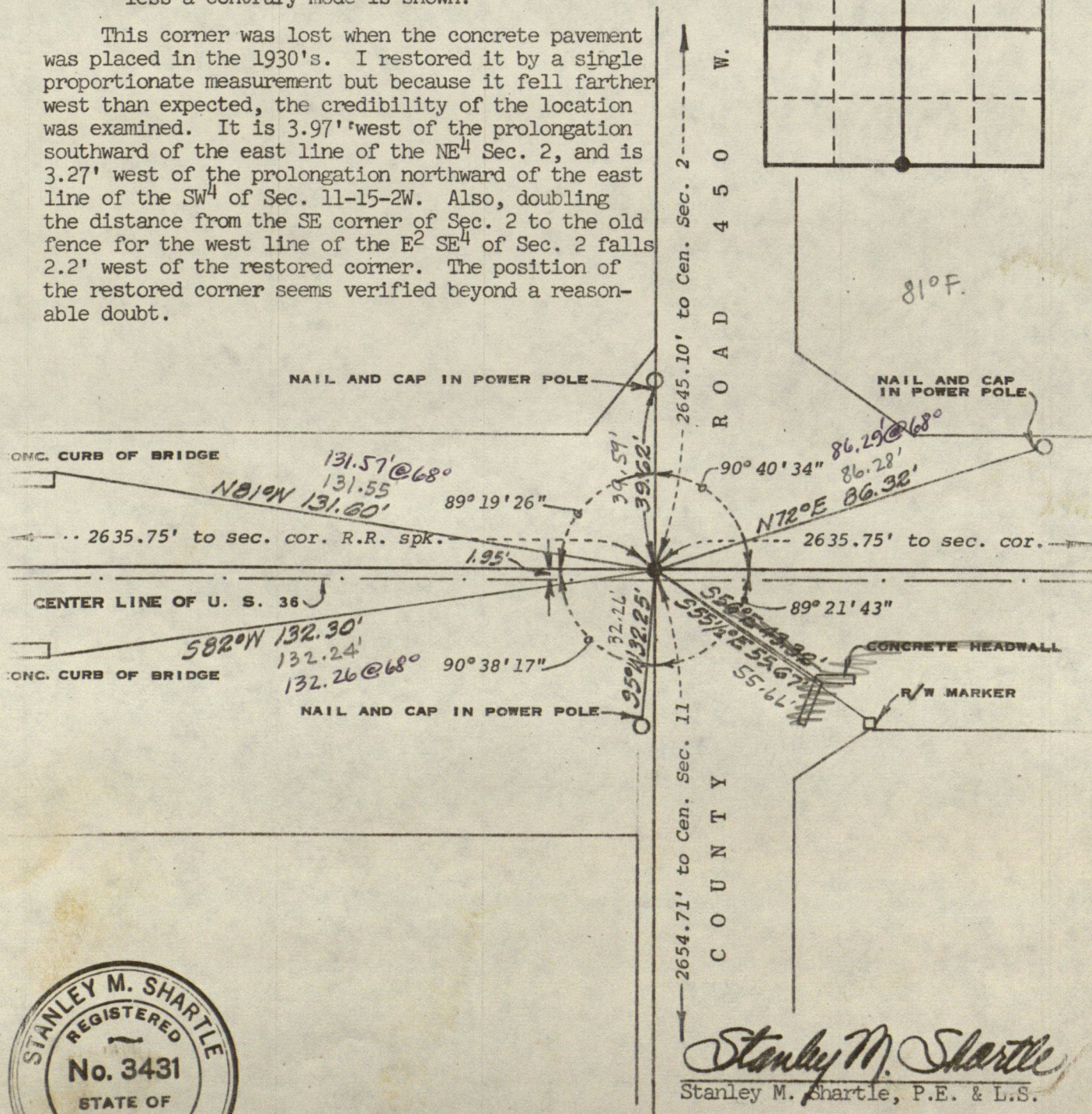
LOCATION OF MONUMENT: SECTION 2, T. 15 N., R. 2 W.

Found: Set: ☒ Depth: 1/2 inch

Description: drill hole in N. part of head of R.R.spk.

Bearings to reference objects are magnetic unless a contrary mode is shown.

This corner was lost when the concrete pavement was placed in the 1930's. I restored it by a single proportionate measurement but because it fell farther west than expected, the credibility of the location was examined. It is 3.97' west of the prolongation southward of the east line of the NE⁴ Sec. 2, and is 3.27' west of the prolongation northward of the east line of the SW⁴ of Sec. 11-15-2W. Also, doubling the distance from the SE corner of Sec. 2 to the old fence for the west line of the E² SE⁴ of Sec. 2 falls 2.2' west of the restored corner. The position of the restored corner seems verified beyond a reasonable doubt.

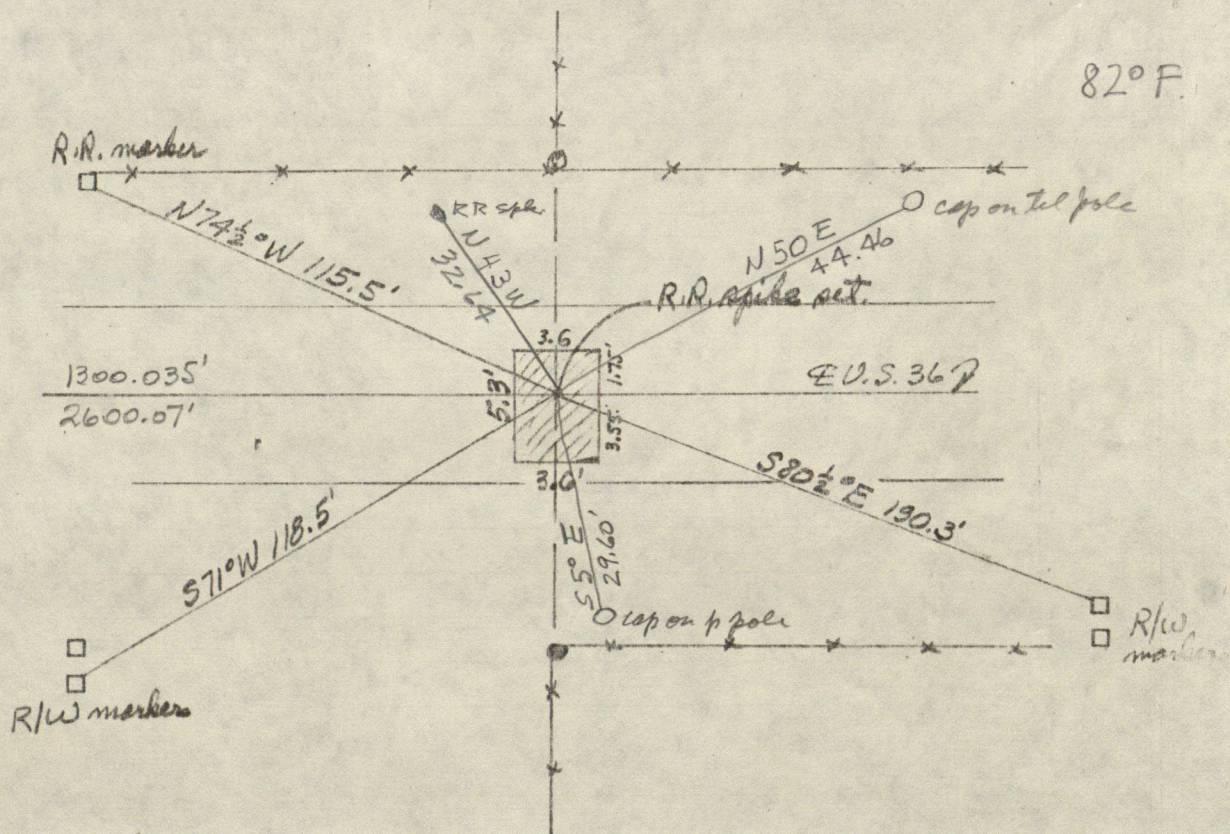


Stanley M. Shartle
Stanley M. Shartle, P.E. & L.S.

Date: October 20, 1983

NE cor. 10-15-2nd

82° F.



On Mar. 19, 1983, I excavated the asphalt overlay down 7 or 8" to the top of the conc. pavement in the area marked above. Very carefully examined the conc. pavement for a brass plug or other monument, but none was found. When excavation was nearly completed, Co. Surveyor Al Huntsman stopped to say he also failed in 1974 when he searched for a monument there, at which time the asphalt was not nearly so thick and he was able to excavate a large hole.

I restored the corner by driving a R.R. spike in line with old fence north and south, and on the E of U.S. 36 (there being no better satisfactory local evidence of the corner). The Sta. of the spike is 790+11.86.

72-551

HENDRICKS COUNTY

DESIGNATION OF MARKER _____ Sec. 4 T5N R 2W

Marker found: yes _____ no ☒

Type of Marker: PK No. 1

Description: _____

Depth and Marking _____

References set: yes ☒ no _____

Sketch References below.

Date: 10/5/77 Set by: ORH DTA

Comments:



MAKE SKETCH SHOWING TIES



Hendricks County Surveyor

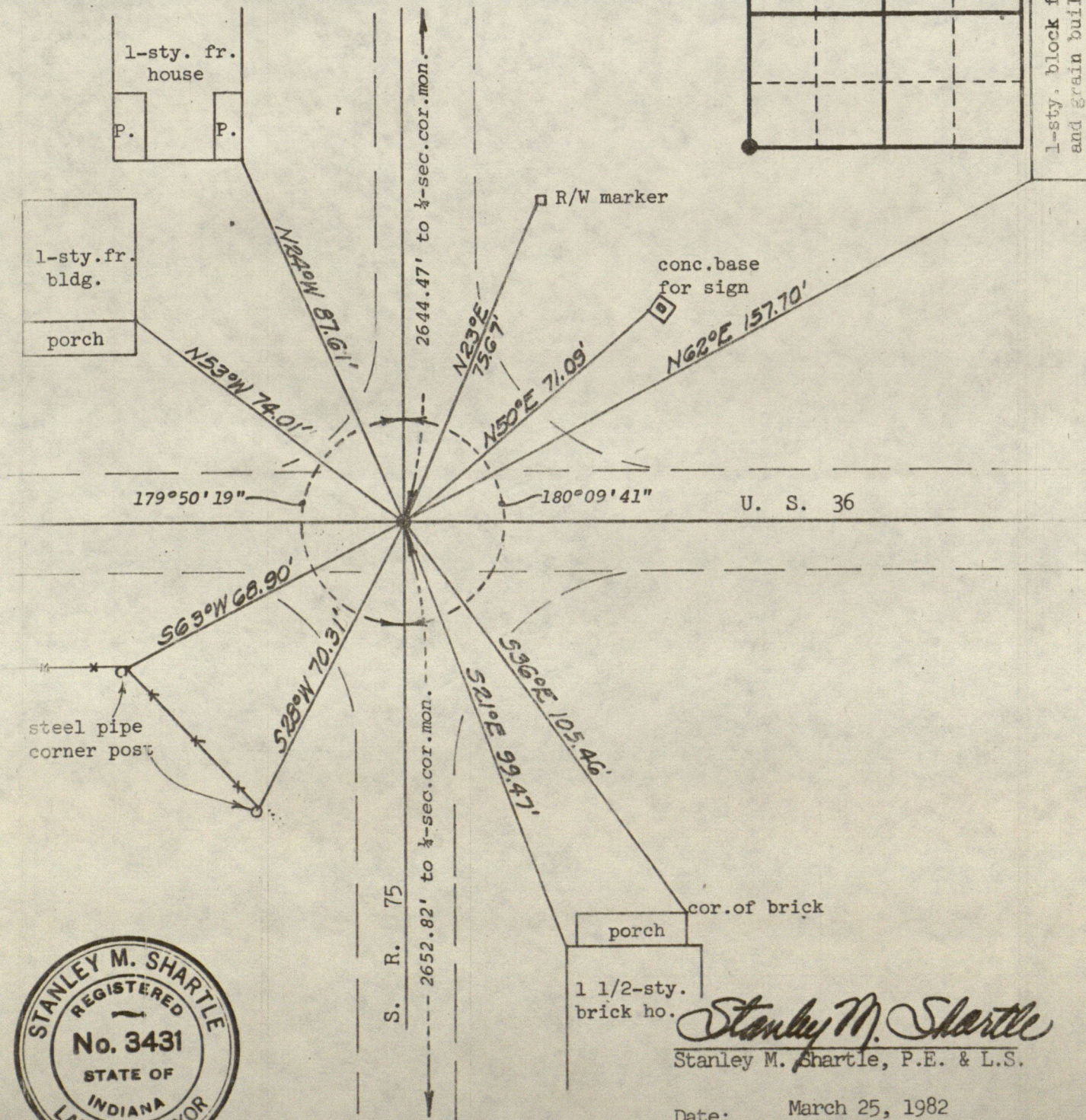
STANLEY M. SHARTLE

LOCATION OF MONUMENT: SECTION 4, T. 15 N., R. 2 W.

Found: ☒ Set: ☐ Depth: 1 1/4 inches

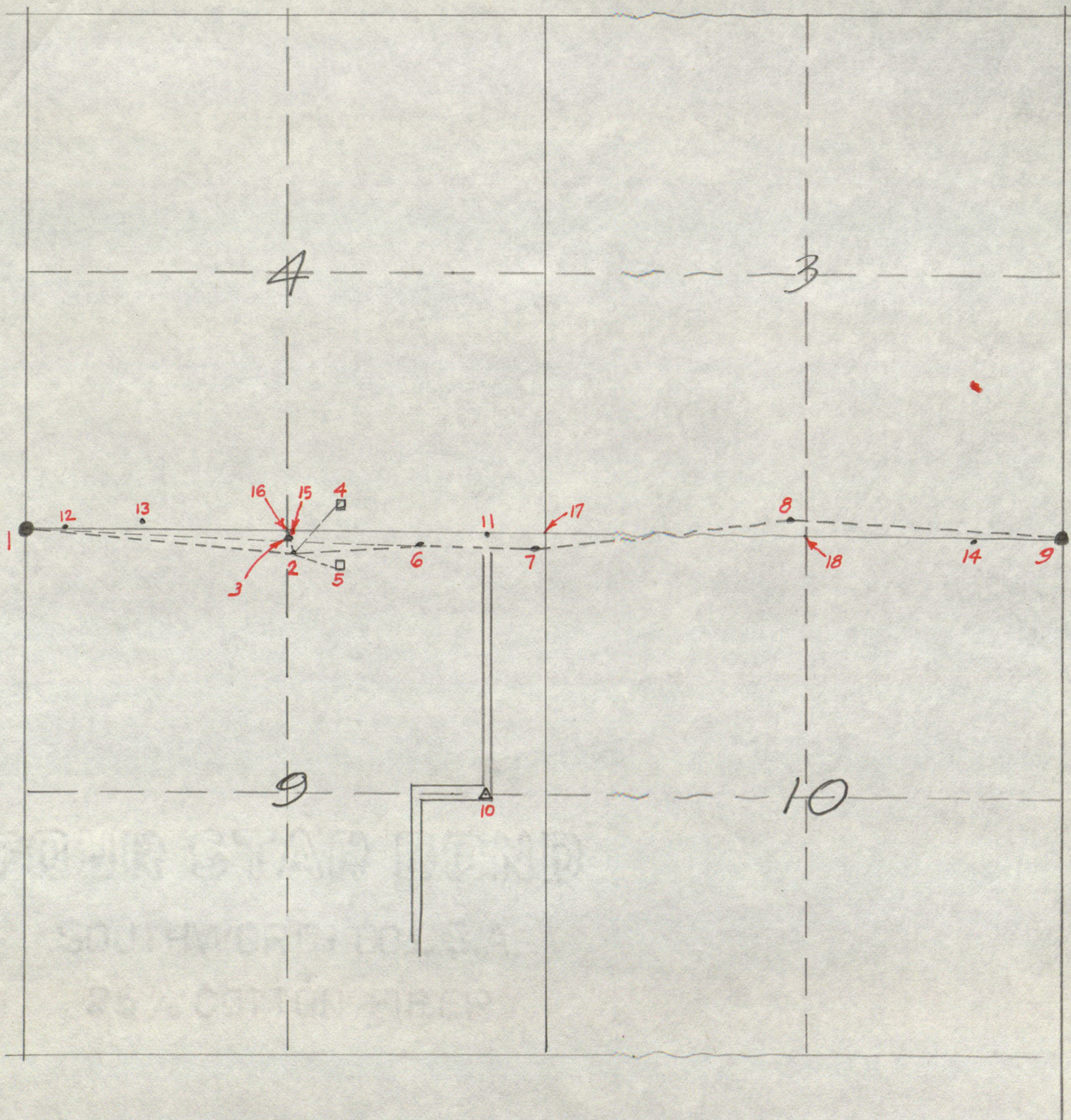
Description: punch mark in metal plug in pavement

Bearings to reference objects are magnetic unless a contrary mode is shown.



Date: March 25, 1982

Improved November 23, 1984



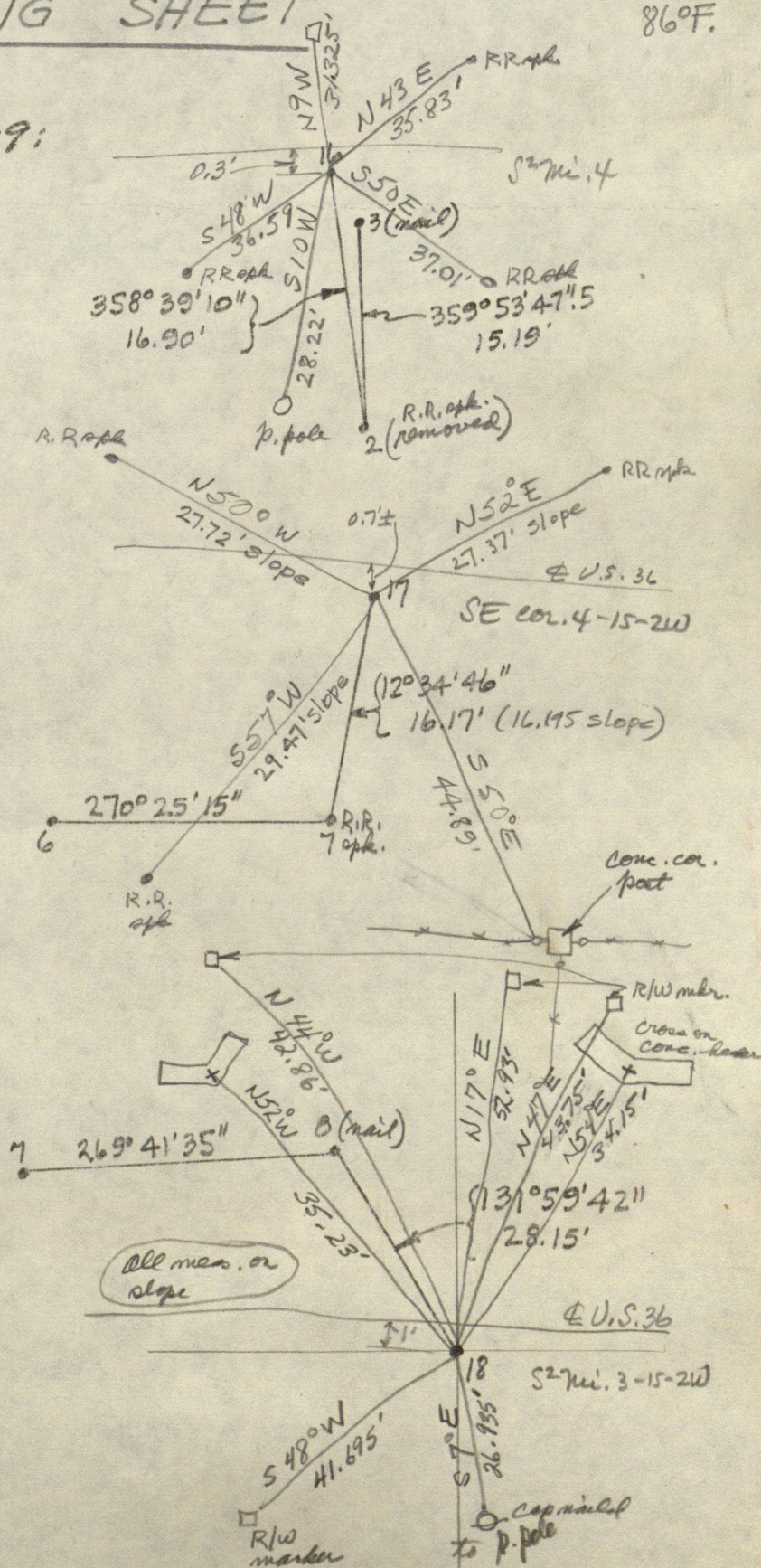
County - U. S. 36 from S.R. 39 to S.R. 75

- 1 plug at SW cor. 4-15-2W
- 2 temp. point
- 3 " " (nail 2.00' S. of $\pm$ U.S. 36 near S² mi. 4-15-2W)
- 4 R/W marker
- 5 " "
- 6 temp. point
- 7 " "
- 8 " " (nail cap - see Ralk survey)
- 9 R.R. spike at SE cor. 3-15-2W
- 10 stone found at Cen. S. E² NE⁴ 9-15-2W
- 11 $\pm$ U.S. 36 pavement at $\pm$ road S.
- 12 P.I. 687+00 U. S. 36
- 13 P.I. 699+00 U. S. 36
- 14 P.I. 781+00 U. S. 36
- 15 random point in $\pm$ U. S. 36 pavement
- 16 computed position for restoration of N¹/₂ mile 9-15-2W
- 17 " " " " " NE cor. 9-15-2W
- 18 " " " " " N¹/₂ mile 10-15-2W

6-23-86
86°F.

P 1

		f	***
16	[	-6.1575	***
		2599.7300	***
		2	***
		4	***
		90.27286	***
		2602.9886	***
17	[	-26.9620	***
		5202.6363	***
		3	***
		5	***
7	[	-42.7419	***
		5199.1150	***
17-7	[	192.34458	***
		16.1680	***
		2	***
		4	***
		90.27286	***
		2600.0562	***
18	[	-47.7431	***
		7802.6094	***
		3	***
		5	***
8	[	-28.9114	***
		7781.6910	***
18-8	[	311.59420	***
		28.1463	***
		2	***
		5	***
9	[	-68.5255	***
		10402.5826	***
18-9	[	90.27287	***
		2600.0562	***



Close and adjust
 $\Delta 1-2-6$

1

P 1
 1 ***
 6 ***
 49.01246 ***
 9 ***
 220.21020 ***
 89.22266 ***
 9 ***
 181.03260 ***
 90.25526 ***
 9 ***
 179.10420 ***
 89.36346 ***

P 1
 6 ***
 90.00000 ***
 9 ***
 179.56010 ***
 89.56010 ***
 10 ***
 359.57415 ***
 269.58195 ***
 1 ***
 0.0000 ***
 0.0000 ***
 2 ***
 4 ***
 90.00000 ***
 2600.2100 ***
 0.0000 ***
 2600.2100 ***
 89.56010 ***
 1725.3700 ***
 1.9992 ***
 4325.5788 ***
 269.58195 ***
 4325.6470 ***
 -0.1084 ***
 -0.0676 ***

2 ***
 5 ***
 0.0000 ***
 0.0000 ***
 31.57325 ***
 0.1278 *

$\Sigma HD = 8651.227$

$\frac{1}{67,693}$

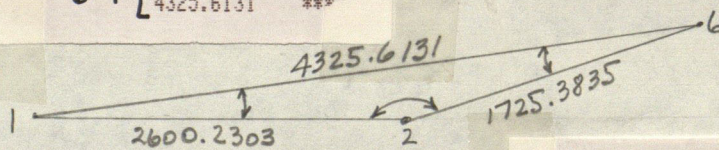
COMPASS RULE:

2 [N ADJ=0.0326
 E ADJ=2,600.2303

6 [N ADJ=2.0534
 E ADJ=4,325.6126

1 [N ADJ=-1.3300E-9
 E ADJ=2.6108E-7

P 1
 1 ***
 1 [0.0000 ***
 0.0000 ***
 2 ***
 5 ***
 2 [0.0326 ***
 2600.2303 ***
 89.59574 ***
 1-2 [2600.2303 ***
 2.0534 ***
 6 [4325.6126 ***
 89.55584 ***
 2-6 [1725.3835 ***
 0.0000 ***
 1 [0.0000 ***
 0.0000 ***
 6-1 [269.58221 ***
 4325.6131 ***



1 $0^{\circ}01'37''.9$
 2 $179^{\circ}55'58''.4$
 6 $0^{\circ}02'23.7$
 $\frac{180^{\circ}00'00''.0}{}$

1 ***
 6 ***
 1-2 90.00000 ***
 9 ***
 179.55584 ***
 2-6 89.55584 ***
 8 ***
 0.02237 ***
 1-6 89.58221 ***
 9 ***
 179.56245 ***
 6-7 89.54466 ***
 9 ***
 179.16203 ***
 7-8 89.11069 ***
 9 ***
 181.10220 ***
 8-9 90.21289 ***

E.O. White's 1930 survey of E of U.S. 36, beg. at SW cor. 4-15-20:
(assume that the plug at SW cor. 4 is on the semi-tangent)

24'E X CCF*

S89°24'E 92.000 91.9915
N89°44'E 1200.019 1199.9087
S89°33'E 8200.013 8199.2595
S89°27'E 911.86 911.7762

E U.S. 36:

1 ***
1 [0.0000 ***
0.0000 ***
2 ***
4 ***
90.36000 ***
91.9915 ***
12 [-0.9633 ***
91.9865 ***
89.44000 ***
1199.9087 ***
13 [4.6213 ***
1291.8822 ***
90.27000 ***
8199.2595 ***
14 [-59.7749 ***
9490.8888 ***
90.33000 ***
911.7762 ***
9 [-68.5272 ***
10402.6230 *

2
5
1 [0.0000 ***
0.0000 ***
9-1 [270.22387 ***
10402.8487 ***

R=66,110.5148
D=0.0512
DELTA=0.5200
PT-T=686+99.9810
L=1,000.0000
T=500.0095
C=999.9905
M=1.0908
E=1.0908

R=79,947.5993
D=0.0418
DELTA=0.4300
PT-T=698+99.9870
L=1,000.0000
T=500.0065
C=999.9935
M=1.5635
E=1.5635

*0.999 908111 by Rolfs survey


```

1 [ 0.0000 ***
    0.0000 ***
      2 ***
      4 ***
    90.00000 ***
    2600.2303 ***
2 [ 0.0000 ***
    2600.2303 ***
    89.55584 ***
    1725.3835 ***
      2.0210 ***
6 [ 4325.6126 ***
    89.54466 ***
    873.6780 ***
7 [ 3.3484 ***
    5199.2896 ***
    89.11069 ***
    2582.6130 ***
8 [ 40.0721 ***
    7781.6415 ***
    90.21289 ***
    2621.1910 ***
9 [ 23.6930 ***
    10402.7813 ***
      2 ***
      5 ***
1 [ 0.0000 ***
    0.0000 ***
9-1 [ 269.52102 ***
      10402.8083 ***
  
```

```

1 [ 0.0000 ***
    0.0000 ***
      2 ***
      4 ***
    90.30285 ***
    2600.2303 ***
2 [ -23.0503 ***
    2600.1281 ***
    90.26269 ***
    1725.3835 ***
      -36.3244 ***
6 [ 4325.4606 ***
    90.25151 ***
    873.6780 ***
7 [ -42.7419 ***
    5199.1150 *
    89.41354 *
    2582.6130 *
8 [ -28.9114 **
    7781.6910 ***
    90.51574 ***
    2621.1910 ***
9 [ -68.5255 ***
    10402.5826 ***
      2 ***
      5 ***
1 [ 0.0000 ***
    0.0000 ***
9-1 [ 270.22387 ***
      10402.8083 ***
  
```

10402.8487 Rells survey

0.0404' diff.

Rotate the above
 0°30'28".5 CW to
 State Highway
 bearing system

AZIMUTHS

P 6

```

at 2 { 1 270.302850 ***
       6 90.262690 ***
       4 78.310650 ***
       5 94.442850 ***
       3 359.534750 ***
       15 359.534750 ***

at 6 { 1 270.285060 ***
       2 270.262690 ***
       7 90.251510 ***
       10 175.013660 ***
       11 86.183160 ***
  
```

P 1

```

2 [ -23.0503 ***
    2600.1281 ***
      3 ***
      4 ***
    78.31065 ***
    227.1300 ***
4 [ 22.1604 ***
    2822.7130 ***
    94.44285 ***
    223.3600 ***
5 [ -41.5123 ***
    2822.7238 ***
    359.53475 ***
    15.1900 ***
3 [ -7.8603 ***
    2600.1007 ***
    359.53475 ***
    17.1900 ***
15 [ -5.8603 ***
    2600.0971 ***
      1 ***
      4 ***
    175.01366 ***
    2655.9920 ***
10 [ -2682.3177 ***
    4555.7064 ***
    86.18316 ***
    226.1250 ***
11 [ -21.7666 ***
    4551.1165 ***
  
```


Plans for U.S. 36 put the S² misc. 4
0.3' S of E at Sta. 712+08. Assume
the 0.3' measure from the "as-built"
E at Sta. 712+07.88 (corrected for CCF).

P 4

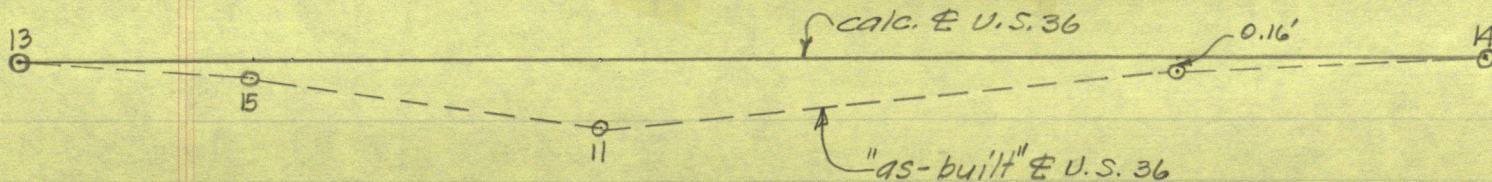
	1	***
13	[4.62130	***
	[1291.88220	***
13-14	[90.27000	***
	2	***
15	[-5.86030	***
	[2600.09710	***
ste./offset	[1308.25687	***
	[0.20669	***
	[22.16040	***
4	[2822.71300	***
	[1530.64584	***
s/o	[-29.56155	***
	[-41.51230	***
5	[2822.72380	***
	[1531.15671	***
s/o	[34.10910	***
	[-21.76660	***
11	[4551.11650	***
	[3259.34103	***
s/o	[0.78938	***
	[-28.91140	***
8	[7781.69100	***
	[6489.87200	***
s/o	[-17.43865	**
	[-17.6' meas.	

0.16'

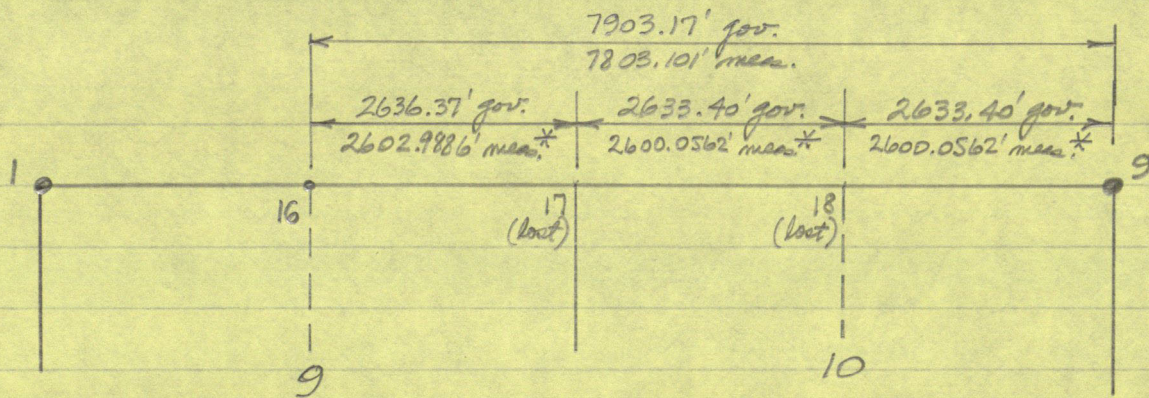
	1	***
13	[4.6213	***
	[1291.8822	***
	3	***
	5	***
15	[-5.8603	***
	[2600.0971	***
13-15	[90.27326	***
	[1308.2569	***
	2	***
	4	***
	[90.27326	***
	[1307.8930	***
712+07.88	[-5.8575	***
	[2599.7332	***
	[180.27326	***
	[0.3000	***
16	[-6.1575	***
	[2599.7308	***
	2	***
	5	***
2	[-23.0503	***
	[2600.1281	***
16-2	[178.39100	***
	[16.8975	***

	1	***
1	[0.0000	***
	[0.0000	***
	2	***
	5	***
16	[-6.1575	***
	[2599.7308	***
1-16	[90.08085	***
	[2599.7381	***

Hor. 1" = 1000'
Vert. 1" = 2'

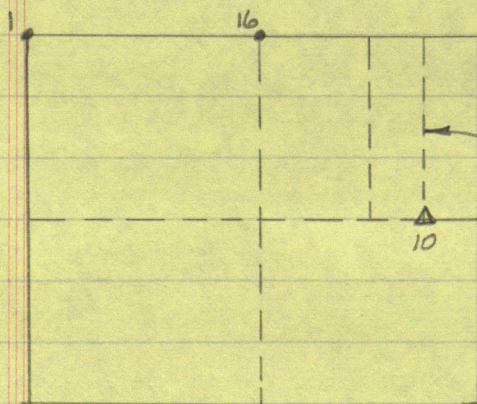


9	[-68.5255	***
	[10402.5826	***
16-9	[90.27286	***
	[7803.1010	***



* single proportionate measurement.

Investigate whether 17 should be restored on the prolongation of 1-16 or on a straight line from 16 to 9:



161 Rod by Huff 1853 = 2656.5'
His CCF for that survey was 1.0006264
 $2656.5' \times 1.0006264 = 2658.16'$

1-16 prolonged:

P 2

P 1

1	***
10 [-2682.3177	***
4555.7064	***
2	***
5	***
11 [-21.7666	***
4551.1165	***
359.54042	***
10-11 [2660.5551	***

1	***
16 [-6.1575	***
2599.7308	***
90.08085	***
179.54042	***
10 [-2682.3177	***
4555.7064	***
1951.3728	***
2671.5427	***
-10.7790	***
4551.0981	***

Too long

on line 16-9:

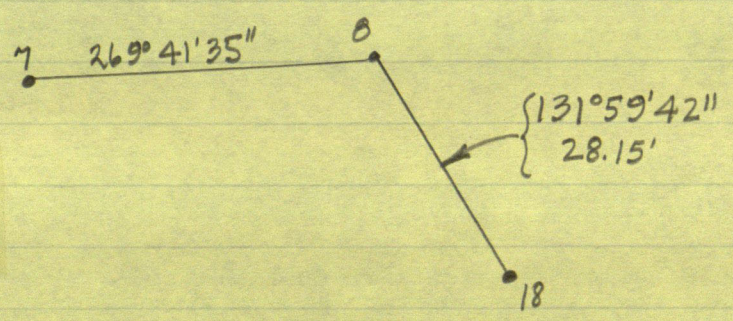
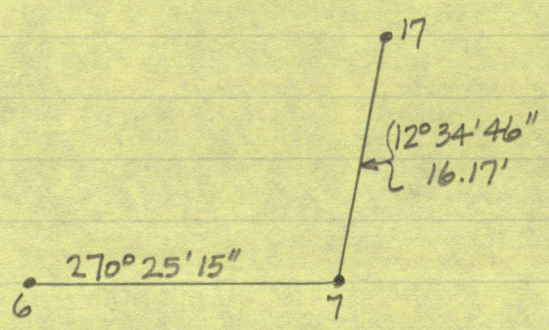
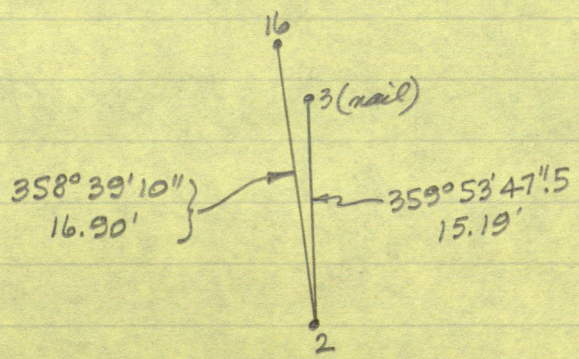
P2

1	***
16 [-6.1575	***
2599.7308	***
90.27286	***
179.54042	***
10 [-2682.3177	***
4555.7064	***
1951.4485	***
2660.5671	***
-21.7546	***
4551.1170	***

reasonably close to Huff's meas.

Put 17 and 18 on 16-9:

P 1	1	***
	-6.1575	***
16	2599.7308	***
	2	***
	4	***
	90.27286	***
	2602.9886	***
	-26.9620	***
17	5202.6363	***
	3	***
	5	***
	-42.7419	***
7	5199.1150	***
	192.34458	***
17-7	16.1680	***
	2	***
	4	***
	90.27286	***
	2600.0562	***
	-47.7431	***
18	7802.6094	***
	3	***
	5	***
	-28.9114	***
8	7781.6910	***
	311.59420	***
18-8	28.1463	***
	2	***
	5	***
	-68.5255	***
9	10402.5826	***
	90.27287	***
18-9	2600.0562	**



Computed offsets from planned
E of U.S. 361

Offsets mea. from as-built E
as nearly as it could be
determined:

P 4		
	1	***
	4.62130	***
13	[1291.88220	***
13-14	90.27000	***
	2	***
	-6.15750	***
16	[2599.73080	***
Sta./offset	[1307.89292	***
	0.50675	***
	-26.96200	***
17	[5202.63630	***
Sta./offset	[3910.88154	***
	0.86765	***
	-47.74310	***
18	[7802.60940	***
Sta./offset	[6510.93766	*
	1.22818	*

0.50675'

0.7' ±

1' ±

3R 22^L

79R 12^L

12416 WOODHOLME N46E60¹/₂
C-235

±+60

ROAD

731+45

731+75

738+46

740+04
+20
740
752

740+88

741+64

764+12

776+91

589+33'E

U.S. 36

P.I. 687+00
 $\Delta = 0.43^\circ$
 $D = 0.43'$
 $L = 1000'$

SECR. 4-15-20
no other land
found
Mont. Road.

740

744+35

751+48

763+90

ROAD

764+27

775

P.I. 687+00
 $\Delta = 0.52^\circ$
 $D = 0.52'$
 $L = 1000'$

P.T. 687+00

589+33'E

689+08

699+08

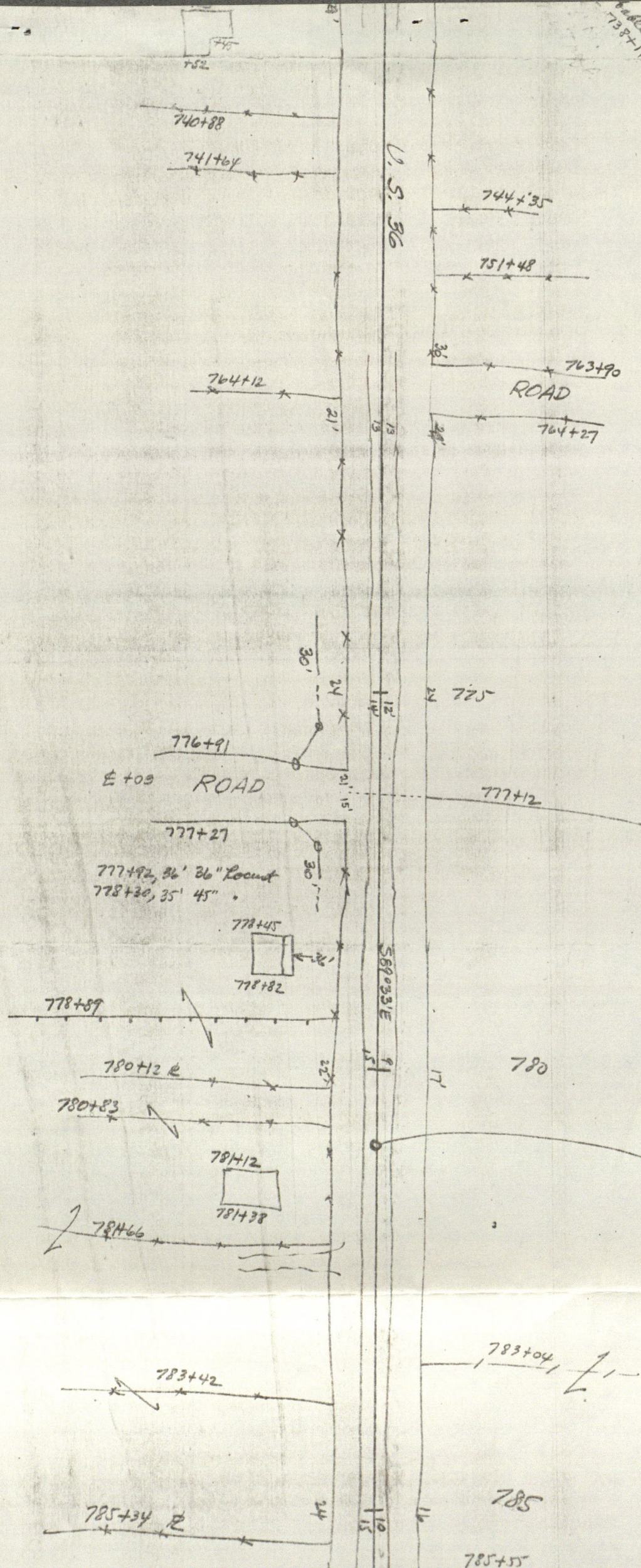
712+08.1

712+08

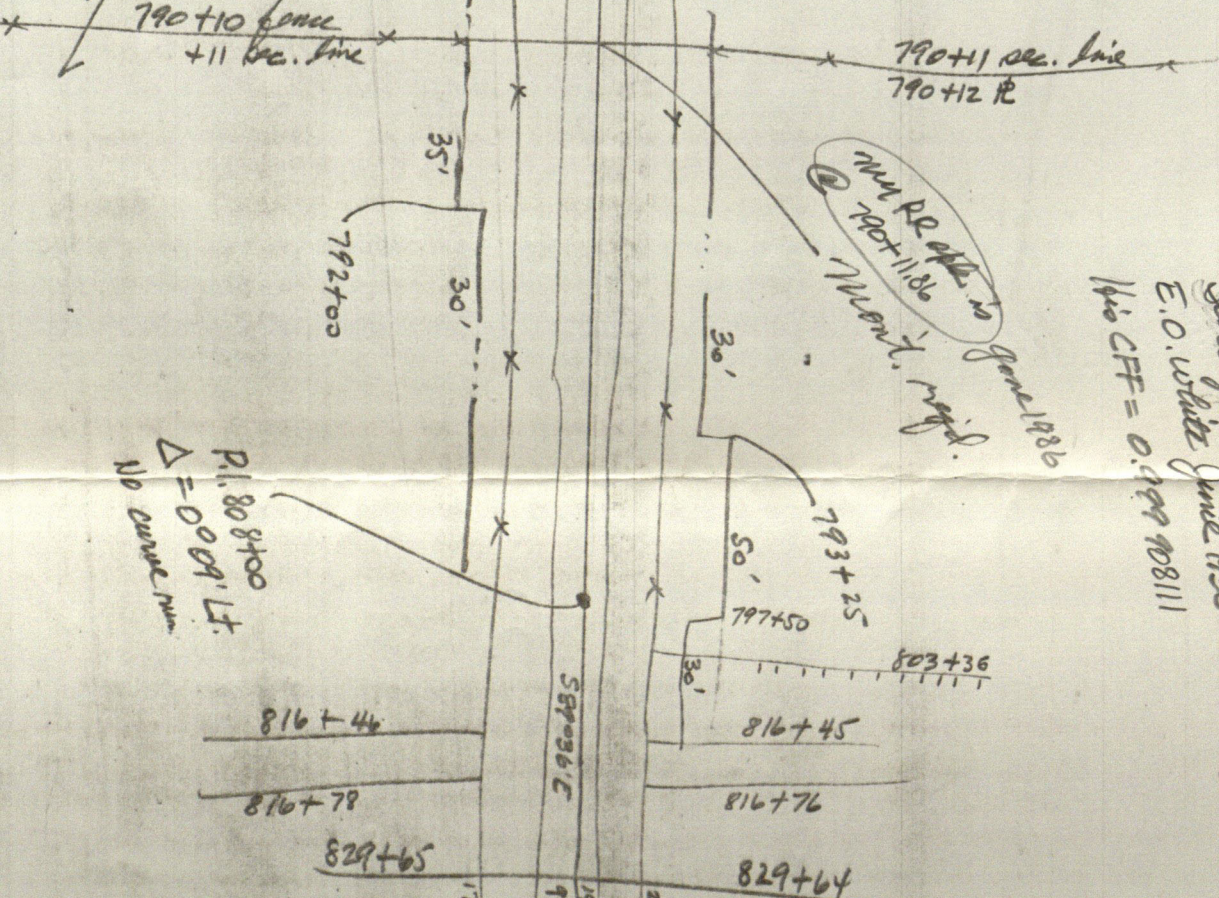
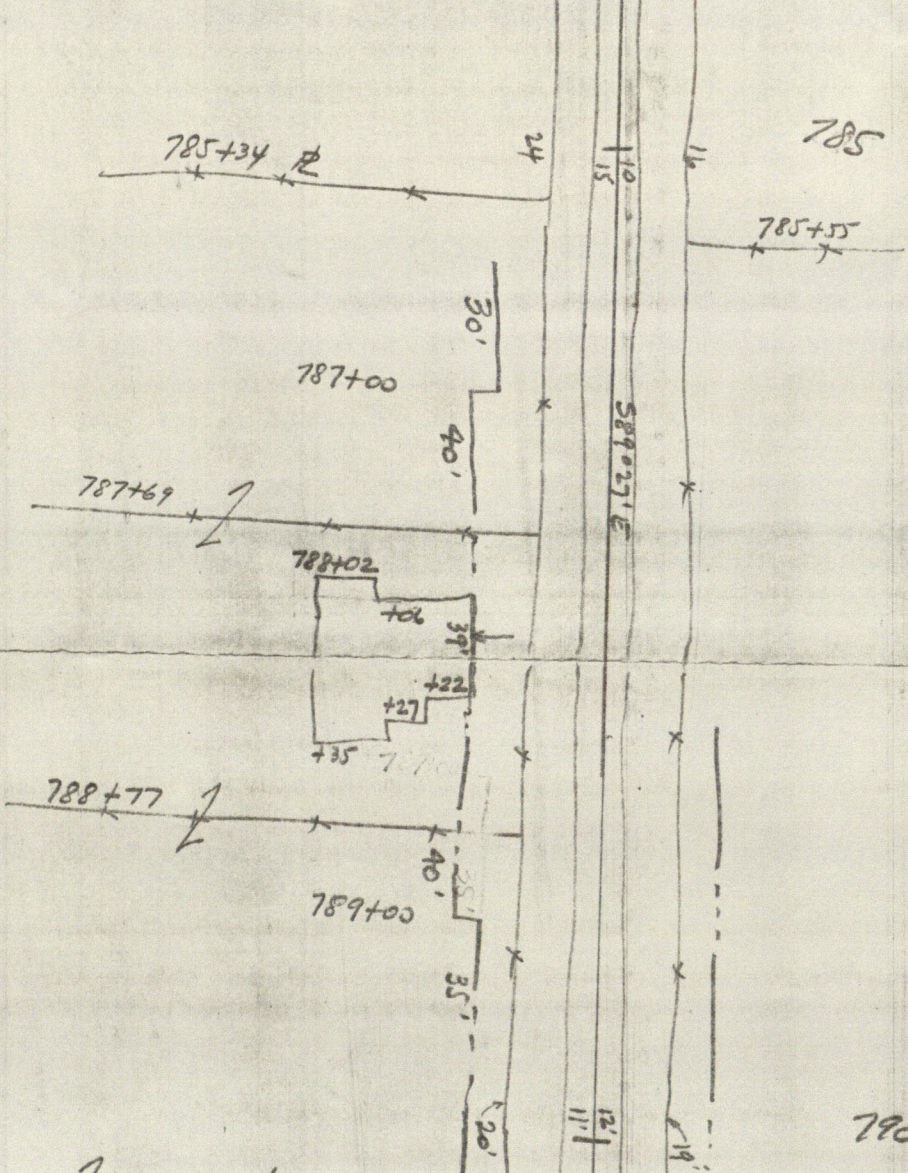
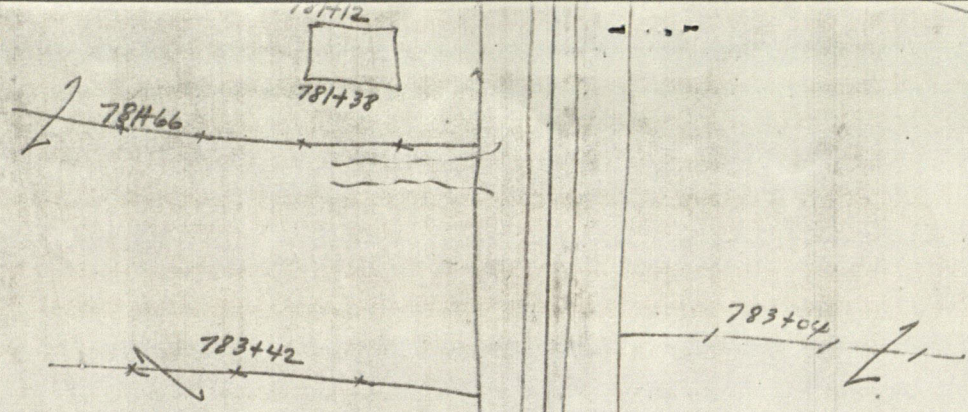
con. to line
0.3 right
NW 1/4 sec. 10

686+08 Mont. road
SUS. sec. 4-15-20

738+11
738+11



P.I. 781+00
 $\Delta = 0^\circ 00' 00''$ (curve run)



P.I. 808+00
 $\Delta = 0^\circ 09' 17''$
 No curve run

min R.R. app. to
 @ 790+11.86
 Mont. High
 14880

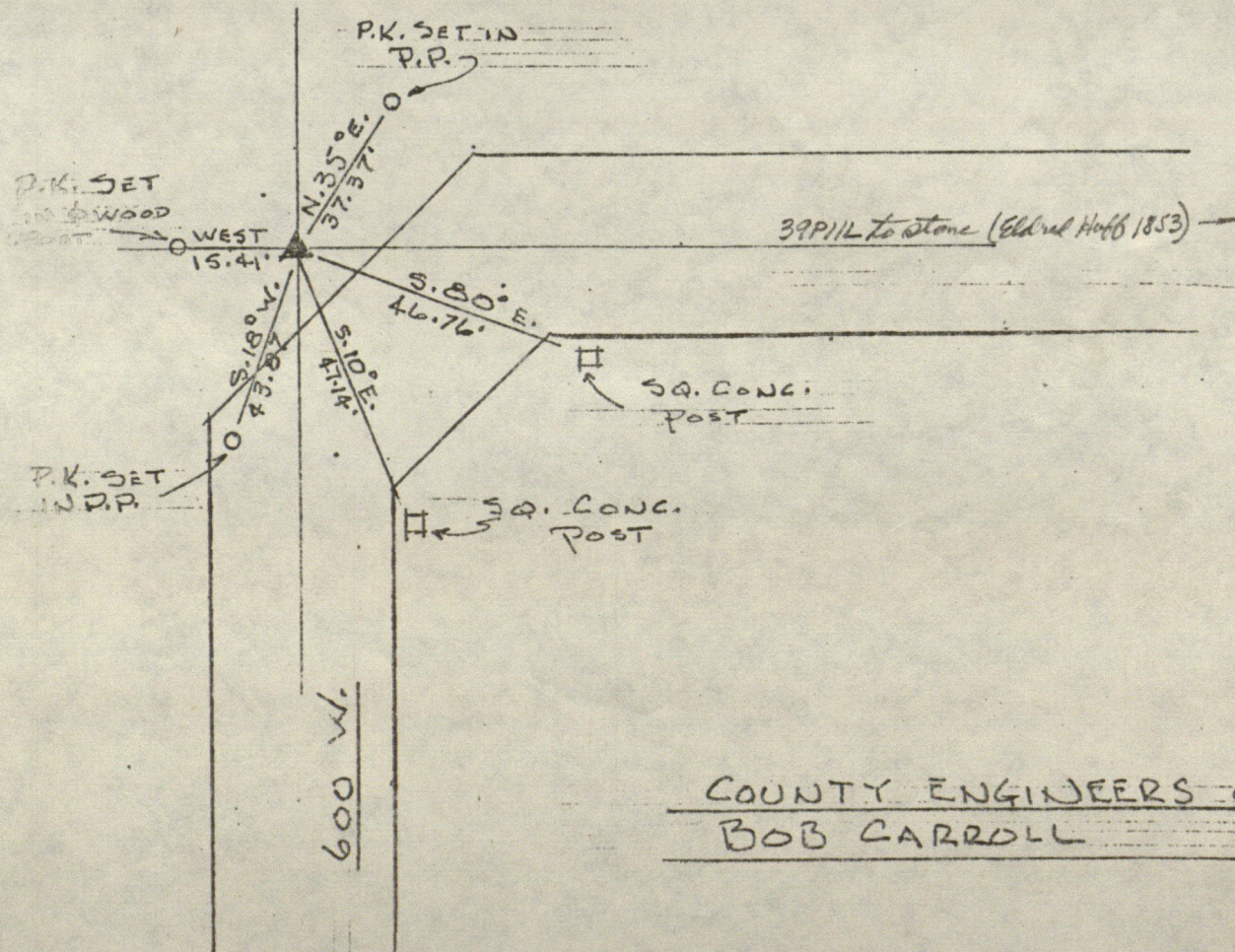
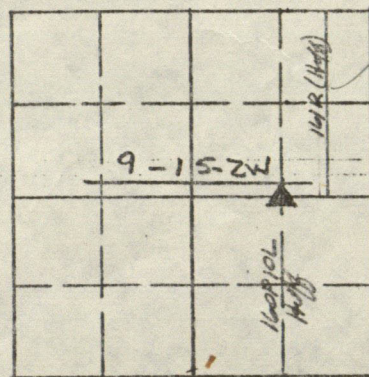
Surveyed by
 E.O. White June 1930
 1/16 CF = 0.009 708111

CEN. E. OF CEN. 9-15-ZW

FOUND GOOD POINTED STONE 6 1/2" DEEP JUNE 1982.

Huff's average
CCF for this survey
was 1.0006264

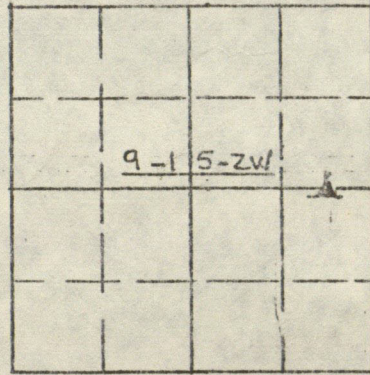
$$\begin{aligned} \text{CCF} \times 1161R &= 2658.16' \\ \times 39P11L &= 651.17' \end{aligned}$$



COUNTY ENGINEERS OFFICE
BOB CARROLL

N. N. ° F N.E. 1/4 ° F S.E. 1/4 9-15-2 W.

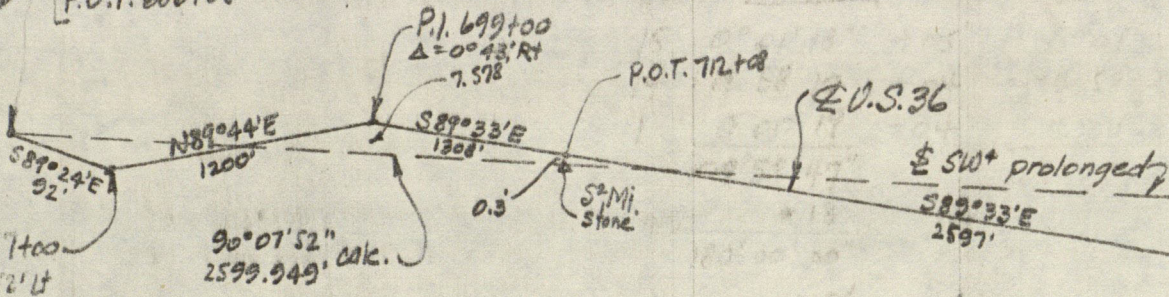
SUND LARGE POINTED STONE 5" DEEP JUNE 1982.



BOB CARROLL

BOB CARROLL

[SW cor. 4-15-2W
P.O.T. 686+08



P 4

	1	***
P.O.T. 686+08	[0.000	***
sec. line	[0.000	***
	90.0752	***
	2	***
P.I. 699+00	[4.622	***
	[1291.982	***
Sta./offset	[1291.968	***
	[-7.578	***
738+05	[-26.048	***
	[5196.862	***
Sta./offset	[5196.908	***
	[14.156	***

U.S. 36 E from N. Winchester E. 1 mile
(from project plans)

	1	***
P.O.T. 686+08	[0.000	***
	[0.000	***
	2	***
	4	***
	90.3600	***
	92.000	***
P.I. 699+00	[-0.963	***
	[91.995	***
	[99.4400	***
	1200.000	***
	4.622	***
P.I. 699+00	[1291.982	***
	[92.2700	***
	1308.000	***
P.O.T. 712+08	[-5.651	***
	[2599.942	***
	90.2700	***
	2597.000	***
P.O.T. 738+05	[-26.048	***
	[5196.862	***
	1	***
P.O.T. 712+08	[-5.651	***
	[2599.942	***
OPF?		
	2	***
	4	***
	100.0000	***
	0.300	***
Stone	[-5.951	***
	[2599.942	***
	2	***
	5	***
P.O.T. 686+08	[0.000	***
	[0.000	***
line to	[270.0752	***
P.O.T. 686+08	[2599.949	***

XCCP = 2599.71

SHEET _____ OF _____

At _____

17.6 N 8