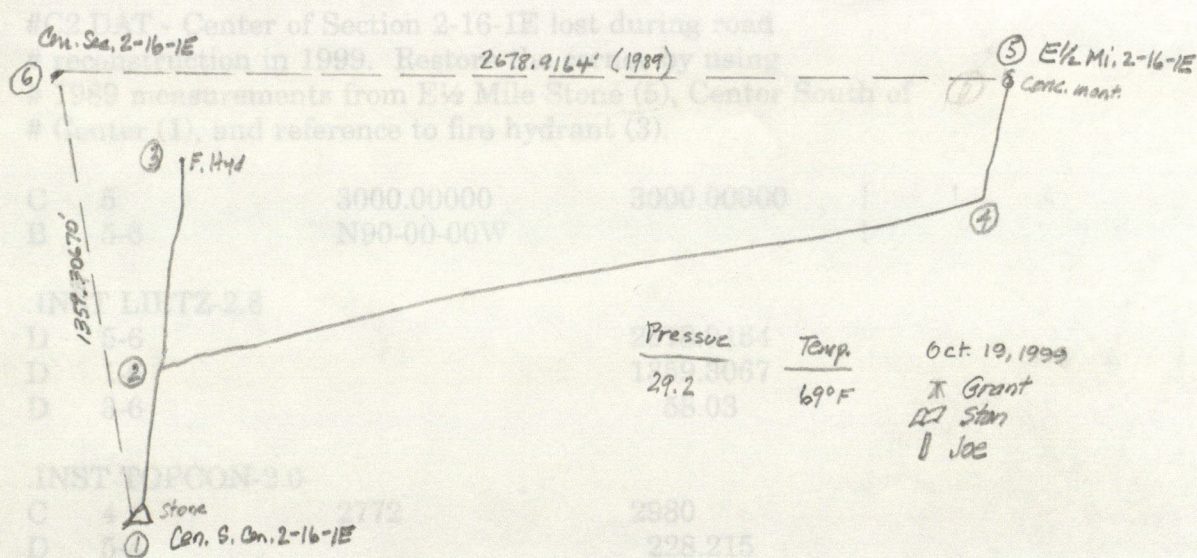


CENTER 2-16-1E COUNTY

1999



②	④	0°00'00"	2694.725 .725 .730 .730	2694.7275	2694.7238
	①	99°47'03"	691.695 .895 .695 .695	691.695	642.8888
		2 199°34'06"			
		99°47'03"			
③	③	283°57'26"	642.89 .885 .89 .89	642.8888	
		2 207°54'54"			
		283°57'27"			

④	②	0°00'00"	2694.720 .720 .720 .720	2694.7200	2694.7238
	⑤	104°26'43"	228.215 .215 .215 .215	228.215	
		2 208°53'21"			
		104°26'40.5"			

#C2.DAT - Center of Section 2-16-1E lost during road
 # reconstruction in 1999. Restore the corner by using
 # 1989 measurements from E½ Mile Stone (5), Center South of
 # Center (1), and reference to fire hydrant (3).

C	5	3000.00000	3000.00000	!	!
B	5-6	N90-00-00W		!	

.INST LIETZ-2.8

D	5-6	2678.9164
D	1-6	1359.3067
D	3-6	58.03

.INST TOPCON-2.0

C	4	2772	2980
D	5-4		228.215

TB	5		
T	4	-104-26-40.5	2694.7238
T	2	99-47-03	691.695
TE	1		

M	2-4-3	283-57-27	642.8888
---	-------	-----------	----------

STAR*NET Adjustment Program
 Version 5.040
 Copyright 1993 STARPLUS SOFTWARE, INC.
 Licensed for Use by Shartle Engineering
 Serial Number 10270
 Run Date : Wed Oct 20 1999 05:54:05

Station	N	E	Description
1	1640.6878	316.8816	
2	2332.3598	321.4687	
3	2973.2129	372.5081	
4	2772.6685	2979.9512	
5	3000.0000	3000.0000	
6	3000.0000	321.0464	

Statistical Summary
 =====
 Number of Stations = 6
 Number of Observations = 11
 Number of Unknowns = 10
 Number of Redundant Obs = 1

Observation	Count	Sum Squares	Error
		of StdRes	Factor
Angles	3	0.20	0.86
Distances	7	3.77	2.43
Az/Bearings	1	0.00	0.00
Total	11	3.97	1.99

Adjustment Fails the Chi Square Test at 5% Level

At	From	To	Adj Angle	Residual	StdErr	StdRes
4	5	2	-104-26-39.03	0-00-01.47	5.67	0.3
2	4	1	99-47-03.00	0-00-00.00	2.70	0.0
2	4	3	283-57-28.02	0-00-01.02	2.76	0.4

From	To	Adj Dist	Residual	StdErr	StdRes
5	6	2678.9536	0.0372	0.0300	1.2
1	6	1359.3186	0.0119	0.0235	0.5
3	6	58.0160	-0.0140	0.0173	0.8

5	4	228.2139	-0.0011	0.0177	0.1
4	2	2694.6987	-0.0251	0.0248	1.0
2	1	691.6872	-0.0078	0.0190	0.4
2	3	642.8823	-0.0065	0.0189	0.3

Adjusted Azimuth/Bearing Observations
 From To Adj Bearing Residual StdErr StdRes
 5 6 S90-00-00.00W 0-00-00.00 FIXED 0.0

Adjusted Bearings and Horizontal Distances (US Feet)

From	To	Bearing	Distance
5	6	S90-00-00.00W	2678.9536
1	6	N00-10-31.97E	1359.3186
3	6	N62-30-06.73W	58.0160
5	4	S05-02-23.94W	228.2139
4	2	S80-35-44.91W	2694.6987
2	1	S00-22-47.91W	691.6872
2	3	N04-33-12.93E	642.8823

Horizontal Traverse Closures of Unadjusted Observations

(Beginning and Ending on ADJUSTED Stations)

TRAVERSE # 1
 Begin at 4, Backsight Bearing to 5 = N05-02-23.94E
 From To Unadj Bearing Unadj Dist
 4 2 S80-35-43.44W 2694.7238
 2 1 S00-22-46.44W 691.6950
 Horizontal Precision 1:96519 3386.4188 T
 Misclosures -0.0308 N -0.0168 E

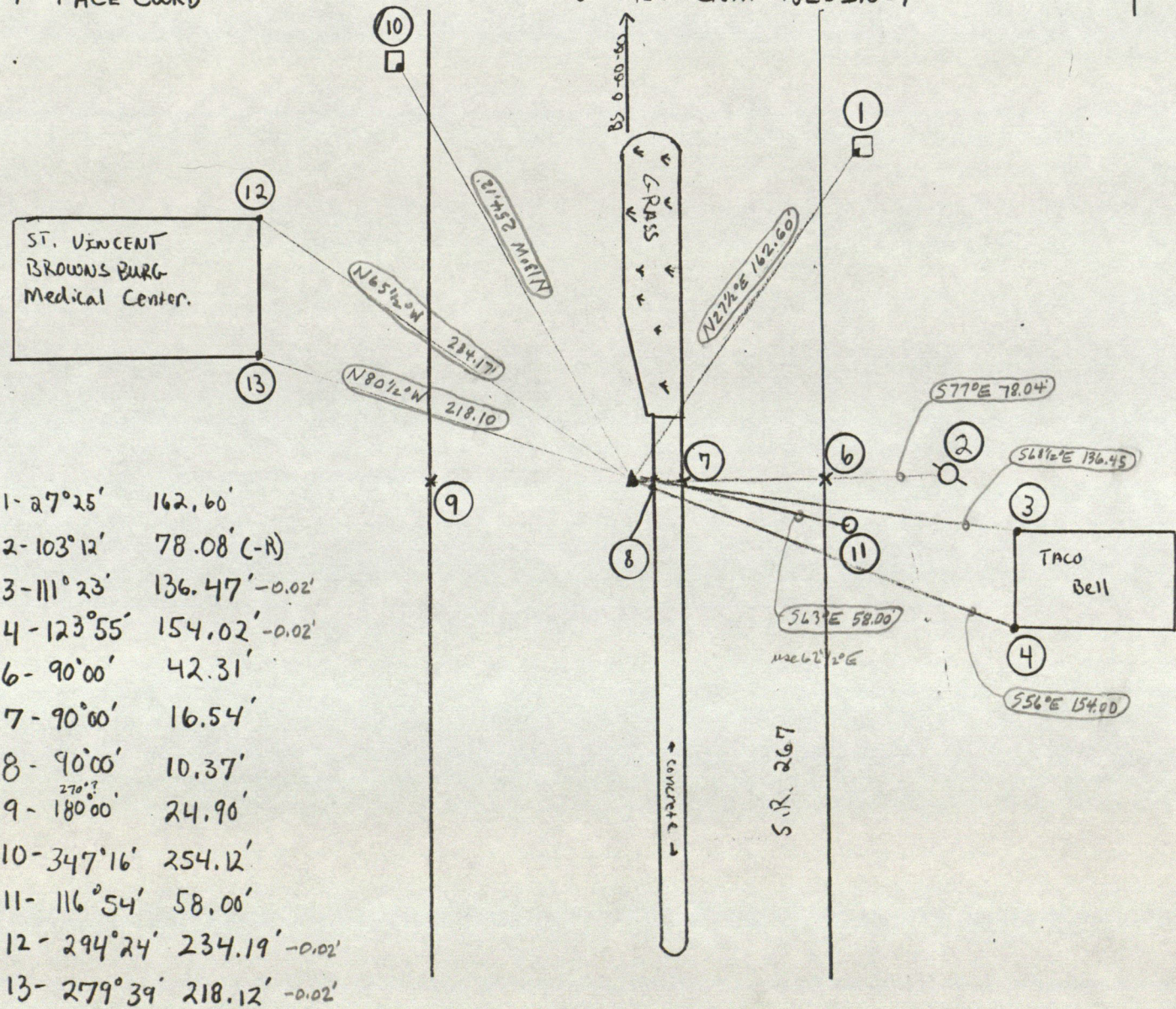
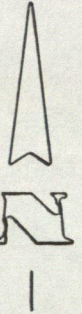
Elapsed Time = 00:00:00

Center of Sect. 2-16N-1E

Will, Mike, ANDY

- 1- S.W. BOLT OF OVERHEAD ROAD SIGN
- 2- P.K. NAIL IN PWP.
- 3- N.W. CNR OF TACO BELL
- 4- S.W. CNR. OF TACO BELL
- 6- EDGE PVMT.
- 7- FACE CURB

- 8- FACE CURB
- 9- EDGE PVMT.
- 10- S.E. BOLT TRAFFIC SIGNAL POLE
- 11- F.H. TOP OPERATING BOLT (center)
- 12- N.E. CNR. BLDING,
- 13- S.E. CNR. BLDING,



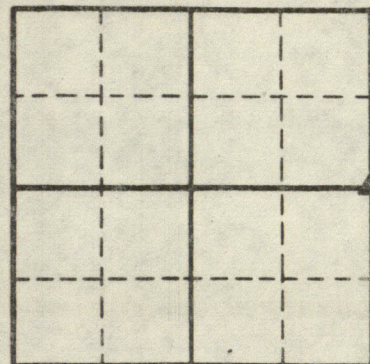
RECORD OF CORNER

LOCATION OF MONUMENT: SECTION 2, T. 16 N., R. 1 E.

Found: ☒ Set: ☐ Depth: 14 inches

Description: + on large tan stone

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



1-STY. BRICK HO.

COR. OF BOTTOM BRICK

$N 96 \frac{1}{2}^{\circ} E 130.12'$

1. Nail and cap in power pole
N $50 \frac{1}{3}^{\circ}$ E 23.31 feet
2. Nail and cap in walnut 8"
N $74 \frac{1}{4}^{\circ}$ E 21.15 feet
3. Boat spike in walnut 22"
S 86° W 5.09 feet

4. Nail and cap in walnut 22"
N 89° W 22.80 feet
5. Nail and cap in hackberry 7"
N 3° E 14.23 feet

← 2,678.92' to sec. cen.

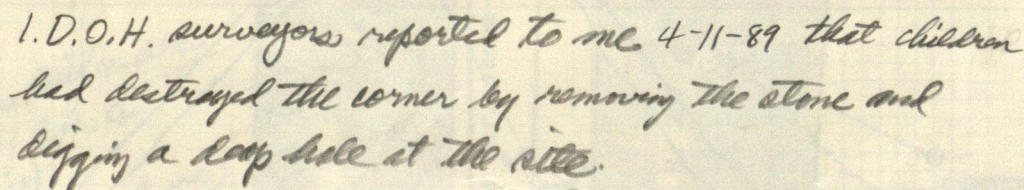
*Stone found torn out. Reset deep on its side with + up at the corner. Placed 15" φ conc. mount above with aluminum cap having shallow D.H. at corner.
11-9-89*



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

Date: September 14, 1988

245'26"



Shartle
4-27-89



RECORD OF CORNER

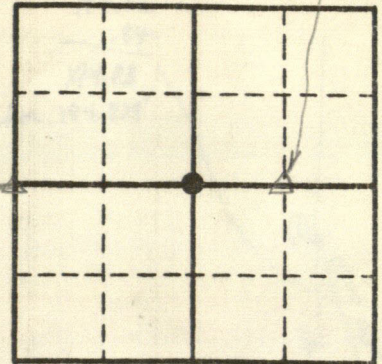
LOCATION OF MONUMENT: SECTION 2, T. 16 N., R. 1 E.

Found: ☒ Set: IRON PIN Depth: 1 inch

Description: IRON PIN SET IN GROUND

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

10x10x14 (B. wall 12 N 85 1/2 W 61 } C-314
W. side 18 S 75 1/2 E 81



578+20.30, 7.78' left

BOAT SPIKE FOUND AT P.O.T. 578+37.90 Line "A"

I.P. WITH ALUM. CAP SET BY AMER. CONSULTING ENGINEERS

19.34'
8.39'
0.10'
15.34'

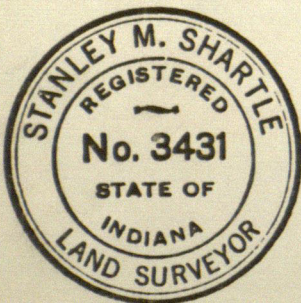
Southbound lane of S. R. 267

Northbound lane of S. R. 267

CENTER OF OPERATING NUT ON FIRE HYD.

*Anderson's center sec.
2.2' S. of pin &
within 0.1' E & W.
(unmarked - do not use)*

1,359.31' to notch in quarter-quarter cor. stone
CENTER LINE OF S. R. 267



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

Date: October 14, 1987

PRELIM. AZIMUTHS:

P 6

1	343.300000	***
2	106.5726	***
3	249.2736	***
4	268.3116	***
5		
2	88.311600	***
5	275.1152	***
6		
5	95.115200	***
7	127.4617	***
8	263.2210	***

P 1

1	1000.0000	***
1	3000.0000	***
2		***
4		***
	163.30000	***
	194.8290	***
2	813.1941	***
	3055.3344	***
	106.57260	***
	69.4430	***
3	792.9405	***
	3121.7582	***

P 2

4		***
3	792.9405	***
	3121.7582	***
lot dimension	121.1500	***
"	206.4000	***
"	1000.0000	***
1	3000.0000	***
	270.18444	***
	359.49504	***
Semi-Final 4	793.6009	***
	3000.6100	***

P 1

1		***
2	813.1941	***
	3055.3344	***
3		***
5		***
4	793.6009	***
	3000.6100	***
2-4	250.18032	***
	58.1262	***
2		***
4		***

	268.31160	***
	657.6510	***
5	796.2210	***
	2397.9025	***
	275.11520	***
	885.7010	***
6	876.4602	***
	1515.8435	***

3		***
4		***
	127.46170	***
	182.7620	***
7	764.5162	***
	1660.3098	***
2		***
4		***
	263.22100	***
	1202.2090	***
8	737.6449	***
	321.6757	***
3		***
5		***

4	793.6009	***
	3000.6100	***
8-4	88.48123	***
	2679.5186	***
2		***
5		***
7	764.5162	***
	1660.3098	***
8-7	88.51001	***
	1338.9038	***
4	793.6009	***
	3000.6100	***
7-4	88.45247	***
	1340.6157	***

P 4

1		***
4	793.60090	***
	3000.61000	***
4-7	268.45247	***
2		***
7	764.51620	***
	1660.30980	***
sta./offset	1340.61573	***
	0.00018	***
8	737.64490	***
	321.67570	***
sta./offset	2679.51774	***
	2.17709	***

P 1

1		***
2	813.1941	***
	3055.3344	***
2		***
4		***
	249.27360	***
	58.9530	***
S edge of stone	792.5098	***
	3000.1292	***
2		***
5		***
4	793.6009	***
	3000.6100	***
stone to 4	23.46515	***
	1.1924	***

1		***
2	813.1941	***
	3055.3344	***
2		***
4		***
	249.35340	***
	59.0100	***
Final 4	792.6179	***
	3000.0280	***
2		***
5		***
8	737.6449	***
	321.6757	***
4-8	268.49270	***
	2678.9164	*

LEGAL NOTICE

Notice is hereby given that the Brownsburg Board of Zoning Appeals will meet at the Brownsburg Town Hall, 80 East Vermont Street, Brownsburg, Indiana, at 7:00 p.m. on November 13, 1995, to consider the application of IMAGE REAL ESTATE DEVELOPERS, INC. for a variance from the Development Standards to change the minimum lot area and lot width on certain real estate which is more particularly described as follows, to-wit:

That portion of the Northeast Quarter of Section 2 - Township 16 North, Range 1 East of the second principal meridian, Hendricks County, Indiana, more particularly described as follows:

Considering the North line of Northeast quarter as bearing North 89 degrees 50 minutes 20 seconds west, with all bearings contained herein, relative thereto.

Commencing at the Northeast corner of said section monumented by a PK nail, thence on and along the North line of said section, North 89 degrees 50 minutes 20 seconds west 1091.93 feet to the west line of that certain parcel of land described in deed record 257 on page 216, records off said county; thence on and along said west line, south 00 degrees 27 minutes 06 seconds west 1548.76 to a 5/8 inch rebar with cup, the same being the point of beginning, thence on and along the west line and the southerly extension thereof and certain parcel, south 00 degrees 27 minutes 06 seconds west, 840.03 feet to a 5/8 rebar with cap set in the north curved right of way line of interstate 74; thence on and along the arc of said curve having a central angle of 07 decrees 40 minutes 42 seconds; and a radius of 6238.99 feet Northwesterly 836.11 feet to a 5/8 inch rebar with cap at the end of said curve; thence tangent on and along said right of way, North 76 degrees 55 minutes 25 seconds West 310.64 feet to a 5/8 inch rebar with cap; thence north 00 degrees 28 minutes 31 seconds East, 337.25 feet to a 5/8 inch rebar with cap; thence parallel with the South line of said Northeast quarter, north 89 degrees 07 minutes 41 seconds East, 394.80 feet to a 5/8 inch rebar with cap; thence north, 36 degrees 10 minutes 00 seconds East, 349.85 feet to a 5/8 inch rebar with cap; thence North 56 degrees 08 minutes 42 seconds East, 44.22 feet to a 5/8 inch rebar with cap; thence North 42 degrees 39 minutes 39 seconds East 57.00 feet to a 5/8 inch rebar with cap; thence South 47 degrees 20 minutes 21 seconds East 15.08 feet to a 5/8 inch rebar with cap at the beginning of a tangent curve to the right having a central angle of 24 degrees, 51 minutes 20 seconds and a radius of 450.00 feet, thence Southeasterly on and along the arc of land said curve 195.22 feet to a 5/8 inch rebar with cap at the end of said curve; thence North 89 degrees 07 minutes 41 seconds East, 305.63 feet to the point of beginning;

ALSO:

That portion of the Northeast Quarter of Section 2, Township 16 North, Range 1 East of the second principal meridian, Hendricks County, Indiana, more particularly described as follows:

Considering the North line of said Northeast Quarter as bearing North 89 degrees 50 minutes 10 seconds West, with all bearings contained herein, relative thereto.

Commencing at the Northeast corner of said Section 2, thence on and along the North line of said Northeast Quarter, North 89 degrees 50 minutes 20 seconds West, 1091.93 feet to the West line of that certain parcel of land described in deed recorded in Deed Record 251 on page 236, records of said county; thence on and along said west line, South 00 degrees 27 minutes 04 seconds West, 1950.83 feet (deed 1944.85 feet) to the southwest corner of said certain parcel monumented by a 5/8 inch rebar with cap and being the point of beginning; thence on and along the South line of said certain parcel and parallel with the South line of said Northeast quarter, North 89 degrees 07 minutes 41 seconds East, 991.39 feet to a 5/8 inch rebar with cap 100.00 feet West of the East line of said Northeast quarter; thence 100.00 feet West of and parallel with the East line of said Northeast quarter, South 00 degrees 28 minutes 31 seconds West, 930.10 feet to a 5/8 inch rebar with cap in the North right of way line of Interstate Highway 74; said point being on a non-tangent curve to the left a radial line passing thru said point bears North 30 degrees 50 minutes 06 seconds East and having a central angle of 10 degrees 04 minutes 43 seconds and a radius of 6238.99 feet, thence Northwesterly on and along said curved right of way 1097.60 feet to a 5/8 inch rebar with cap; thence North 00 degrees 27 minutes 06 seconds East, 437.96 feet to the point of beginning.

Said real estate is more commonly known as being located 1/4 mile east of the State Road 267 and I-74 interchange, lying north of I-74.

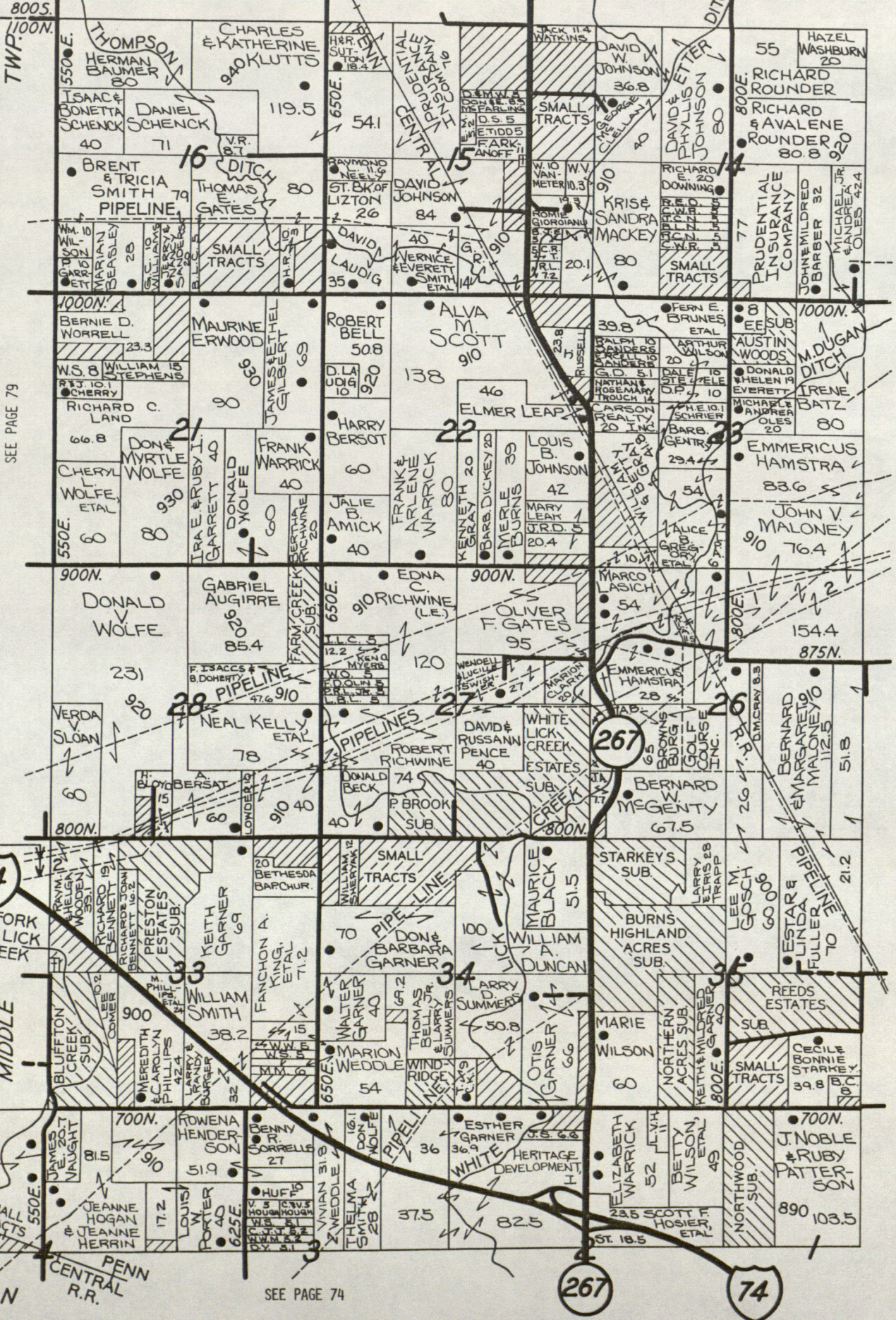
At the above stated time and place you may appear and be heard.

THE BROWNSBURG BOARD

OF ZONING APPEALS

11-2-1t

N



John M. Salmon
Pt. NE 1/4 2-16-1E

Stanley Shortle
James Gossett

Sept. 23, 1948

59

1/2 mile stone 35-17-1E found 15"
deep and tied as follows:

SW cor concrete cor. post N45°E 24.21 ft.
SE " " " " N45°W 24.03 ft.
NW cor concrete header N70°E 25.59 ft.
SE " " " " S70°E 30.24 ft.
Long pole S 60°W 25.32 ft.

Chained west along Twp. line from
above stone:

@ 75.51 ft. - I dug and found the NE corner
stone of Sec. 2-16-1E and tied
as follows:

SW cor concrete cor. post N75°E 59.79 ft.
Long pole S75°E 56.96 ft.
Wood cor. post Southward 18.75 ft.
SW cor concrete cor. post N80°E 94.13 ft.
Cor. stone East 75.51 ft.

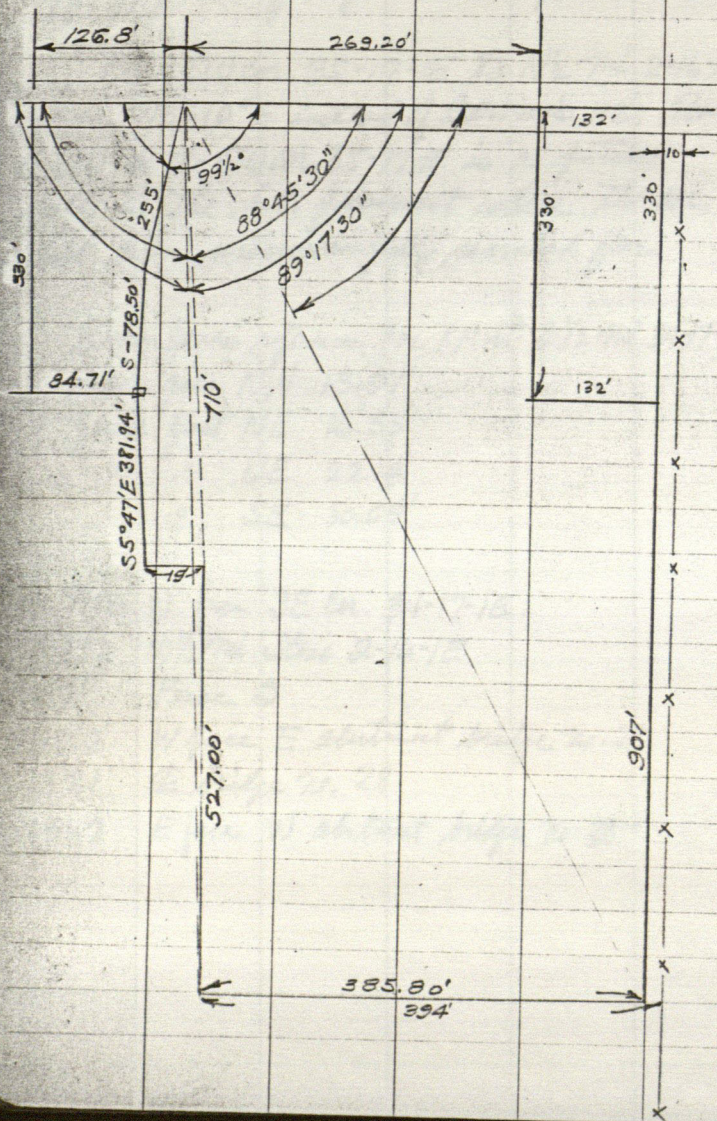
@ 1157.2 fence S.

@ 2643.40 stone 8x18x18 for SW cor 35-17-1E

SW cor ~~to marker~~ N50°E 26.05 ft.
NE " " " " S70°W 42.57 ft.
NE cor header N60°W 45.68 ft.

@ 2755.40* N 1/2 mile 2-16-1E

*See p. 61 (should be 2759.23)



Dec. 11, 1948

S. Shartle

J. Gossett

W. Luce

S. Shartle

R. Leak

Dec. 12, 1975

I did not search for the N $\frac{1}{2}$ Mi. Stone Sec. 2 on Sept. 23, 1948, but took Theo. Garrison's 112.00' distance. On Dec. 12, 1975, Bob Leak and I located the corner (without digging) from Karen Jones' reference of Aug. 3, 1967, on which day he found the stone 24" deep and put an I.P. over it:

Power pole North 53.30'

" " NW 65.45'

" " SW 42.51'

" " SW 91.32'

no PK nails mentioned in Jones' notes, but obviously he placed & used the nails.

NW cor. R/W marker SE 78.88'

On Nov. 6, 1973, Jim Vinton found Jones' 3/4" rebar over the stone and retied as follows:

PK nail in power pole North 53.30'

" " " " " NW 65.47'

" " " " " SW 42.52'

± S.R. 267 East 42'±

SW Cor. 35-17-1E located (without digging) from my references on p. 59.

From SW Cor. 35-17-1E to N $\frac{1}{2}$ M $\frac{1}{2}$ 2-16-1E meas. 115'-10" $\pm$ instead of Garrison's 112'. About 2 $\frac{1}{2}$ ' W. of the SW cor. 35-17-1E is a patched hole in the bit. pavement where the cor. had been unsuccessfully searched for.

Garrison's reference for I.P. at S $\frac{1}{2}$ M $\frac{1}{2}$ 34-17-1E:

Power pole NW 15.97'

fence post NE 16.53'

" " NE 22.14'

" " SE 30.09'

Meas. W. from SE Cor. 34-17-1E:

115.83' $\pm$ N $\frac{1}{2}$ M $\frac{1}{2}$ Stone 2-16-1E

357' Fence S

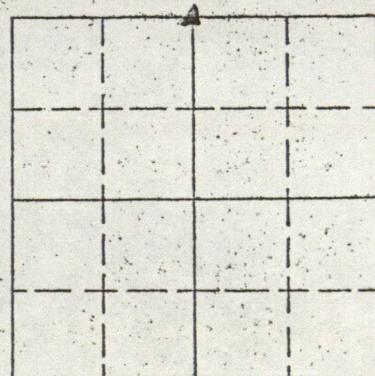
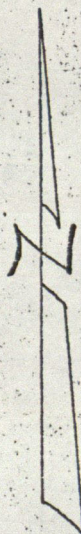
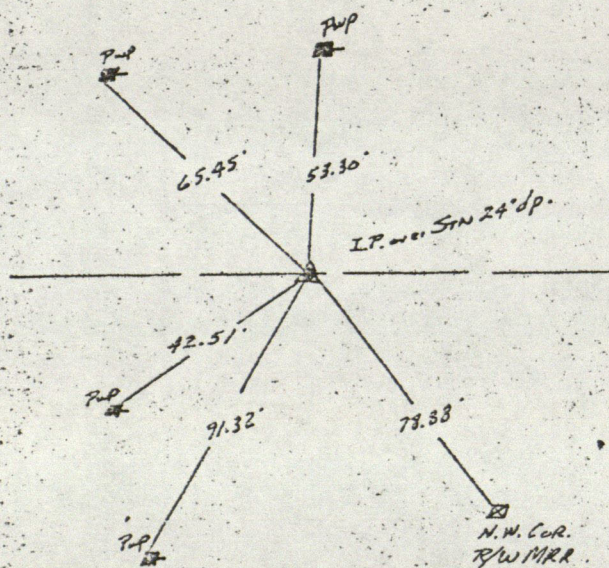
719.0' W face E abutment bridge no. 28

755.1' $\oplus$ bridge no. 28

791.2 E face W abutment bridge no. 28

HENDRICKS COUNTY

Designation of Marker N 1/2 Mile Sec. 2 Twp. 16 Range 1E



N 1/2 Mile Sec 2-16-1E

8-3-67 G.S.J.

ALTON J. HUNTSMAN

Surveyor of Hendricks County

P. O. Box 43

Danville, IN 46122

Office Phone 317-745-9237

Home Phone 317-852-2979

June 9, 1989

Mr. Mike Murphy
Indiana Department of Highways
P. O. Box 667
Crawfordsville, IN 47933

**RE: PROJECT ST-129-5(D) R/W
S. R. 267, Brownsburg, Indiana
Center of Section 2, T.16 N., R.1 E.**

Dear Mike:

This letter explains our decision to accept as the legal center of Section 2 the iron pin found at Point 629 described below after the unsuccessful search for a stone there on April 11, 1989. You will recall that the 9.3-foot deep search hole was probed to about 12 feet and that we concluded the stone had probably been removed during the installation of a nearby culvert pipe.

According to the ancient surveys recorded in the Surveyor's Office, the field notes fixing this corner first appeared in Book B, page 267, which means the corner was almost surely set by County Surveyor Eldred Huff in his first term of office between 1836 and 1845. Owing to the crudeness of instruments available at that time, his corner probably did not mark the intersection of straight lines connecting opposite quarter corners as provided by the present rules for original surveys for subdividing a section. Some surveyors (Bouman 1978 and 1979, Robillard 1979, McEntyre 1981 and 1984, Madson and Freeman 1983 and 1984) would disregard Huff's work in favor of restoration according to those rules. But until recent years Huff's section center seems not to have been disputed by either the affected landowners or surveyors working for them and we concur with the views of several (Young 1974, Shartle 1978 and 1979, Grimes 1979, Wambach 1979, Lampert 1979, 1980, 1983, and 1984, McCall 1980, Brinker 1982, Abrahamson 1984, and Brown 1985) who side with the belief that a court would uphold the originally surveyed position to preserve the status quo. The obliteration of Huff's corner does not justify us to disregard it where enough data remain to approximately locate the place it once occupied. Thus a resurvey's purpose is to find where his corner was and not where it ought to have been according to the rules. In recent years conflicting points have been chosen for the corner by surveyors with chaotic results. Since Huff's position should be restored from the preponderance of the evidence, all of those locations have been carefully considered.

DEFINITIONS

Stationing refers to Line "A" surveyed by C. E. Smith February 13, 1935 (Field Book 4611T) for I.D.O.H. Project 551"C" dated 1941, being the same Line "A" that appears on the plans for Project I-74-2(15)64 dated 1959 and on the plans for Project ST-5(D)R/W dated 1988.

Point 551: The north quarter corner of Section 2.

Point 553: Iron pin with cap set by American Consulting Engineers at Sta. 578+18.36, 0.4 foot right.

Point 554: Notch in old stone at the northwest corner of the SW1/4 SE1/4 of said Section 2.

Point 578: The south quarter corner of Section 2.

Point 586: Iron pin in an extremely old fence intersection for the northwest corner of the E1/2 SE1/4 of said Section 2.

Point 622: The west quarter corner of Section 2.

Point 629: Iron pin found 7.78 feet left of Sta. 578+20.30; origin unknown; set so long ago that rust has stratified and scaled severely and adhered to adjacent soil, yet surely does not predate I-74 so it was set not more than 30 years ago.

Point 653: The east quarter corner of Section 2.

Point 657: Iron pin found in an extremely old fence corner for the northeast corner of the W1/2 SE1/4 of said Section 2.

Case 1: The point of intersection of straight line connecting opposite quarter corners of Section 2, the legal center of the section for original survey according to the instructions for the survey of the public lands of the United States.

Case 2: The point where 578-554 prolonged intersects 586-657.

Case 3: The point where 653-657 prolonged intersects 551-554.

Case 4: The point where 622-586 prolonged intersects 551-554.

Case 5: The point where 578-554 prolonged intersects 653-657 prolonged.

Case 6: The point where 578-554 prolonged intersects 622-586 prolonged.

- Case 7:** The terminus of 653-657 reproduced westward from 657.
- Case 8:** The terminus of 622-586 reproduced eastward from 586.
- Case 9:** The terminus of 578-554 reproduced northward from 554.

DISCUSSION AND CONCLUSION

As already stated, we believe Case 1 is for original surveys and is inappropriate for resurveys such as this one. Anyway, Case 1 would place the center of the section so far southeast of where it always has been thought to exist that its implementation would radically disturb long-recognized property boundaries within the section. Case 2, according to your survey, would result in the corner being 8 to 10 feet south of the ancient fence that formerly ran east from S.R. 267 along what was thought to be the half section line. Case 3 would place Point 657 at an unlikely position away from the midpoint of the north line of the Southeast Quarter of Section 2. Case 4 is weakened by the knowledge that the stone at Point 622 is not necessarily at the place where Huff found the government corner. Apparently because it was lost, County Surveyor Job Hadley relocated the corner "by crossing" about 1870. Case 5 seems reasonable because it utilizes three out of four original corner monuments. Cases 6 and 8 are dubious because Point 622 may not be where Huff found the original corner. Cases 7 and 9 are reasonable.

The reasonable cases mentioned above all favor Point 629. Anderson and Associates of Lebanon, in surveying the mall on the east side of S.R. 267, did not know of Point 629 but used a nearby point. To test Point 629's nearness to the center of the road as it existed in 1935, Shartle used Smith's topography between stations 571+00 and 602+00 to form 38 equations which he solved simultaneously in a linear regression problem. The result confirmed that the road was not centered either on line 551-578 or 551-554; instead, Point 629 was more nearly in the center of the road.

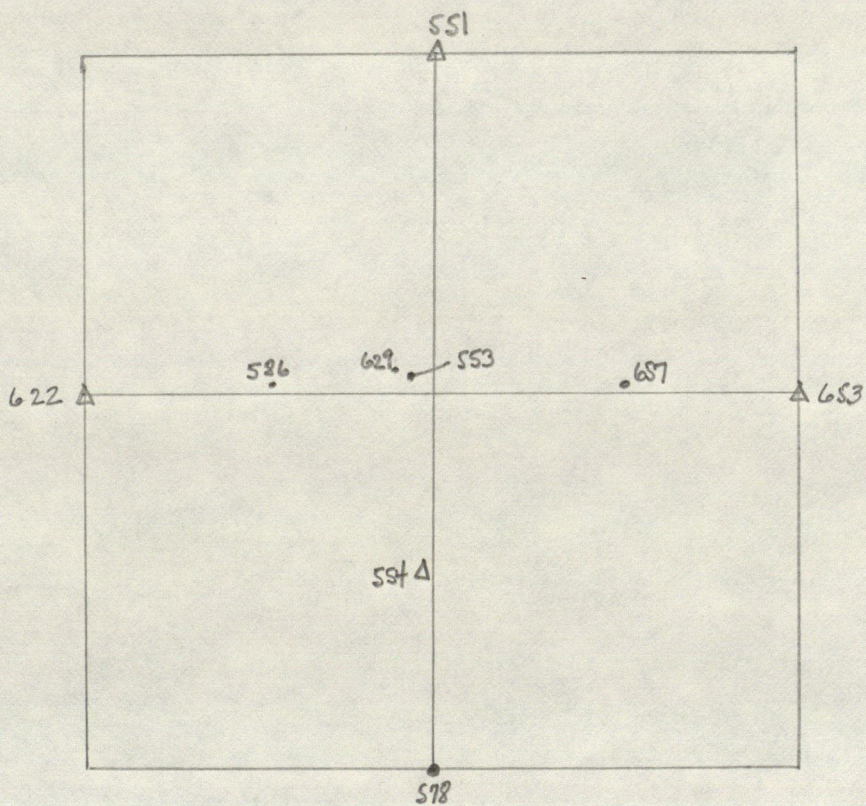
When Gannett Fleming's right of way department informed Shartle a couple of years ago that American Consulting Engineers did not use its own iron pin at Point 553 when it surveyed lands west of S.R. 267, but seemingly used 551-578 instead, Shartle went to American's office but nobody there could answer any questions about it. When preparing descriptions for the acquisition of right of way for I-74, Mr. Henry Dorman used the I-74 plans mentioned above. For want of better information he took Sta. 578+19 for the center of the section. Unfortunately, the best evidence indicates he began his descriptions about eight feet too far east. Gannett Fleming used Point 629 for writing descriptions of right of way on the current project. We believe the person who set the iron pin at Point 629 took the mean of the best available evidence of Huff's corner and that Point 629 should be monumented and used henceforth as the center of Section 2.

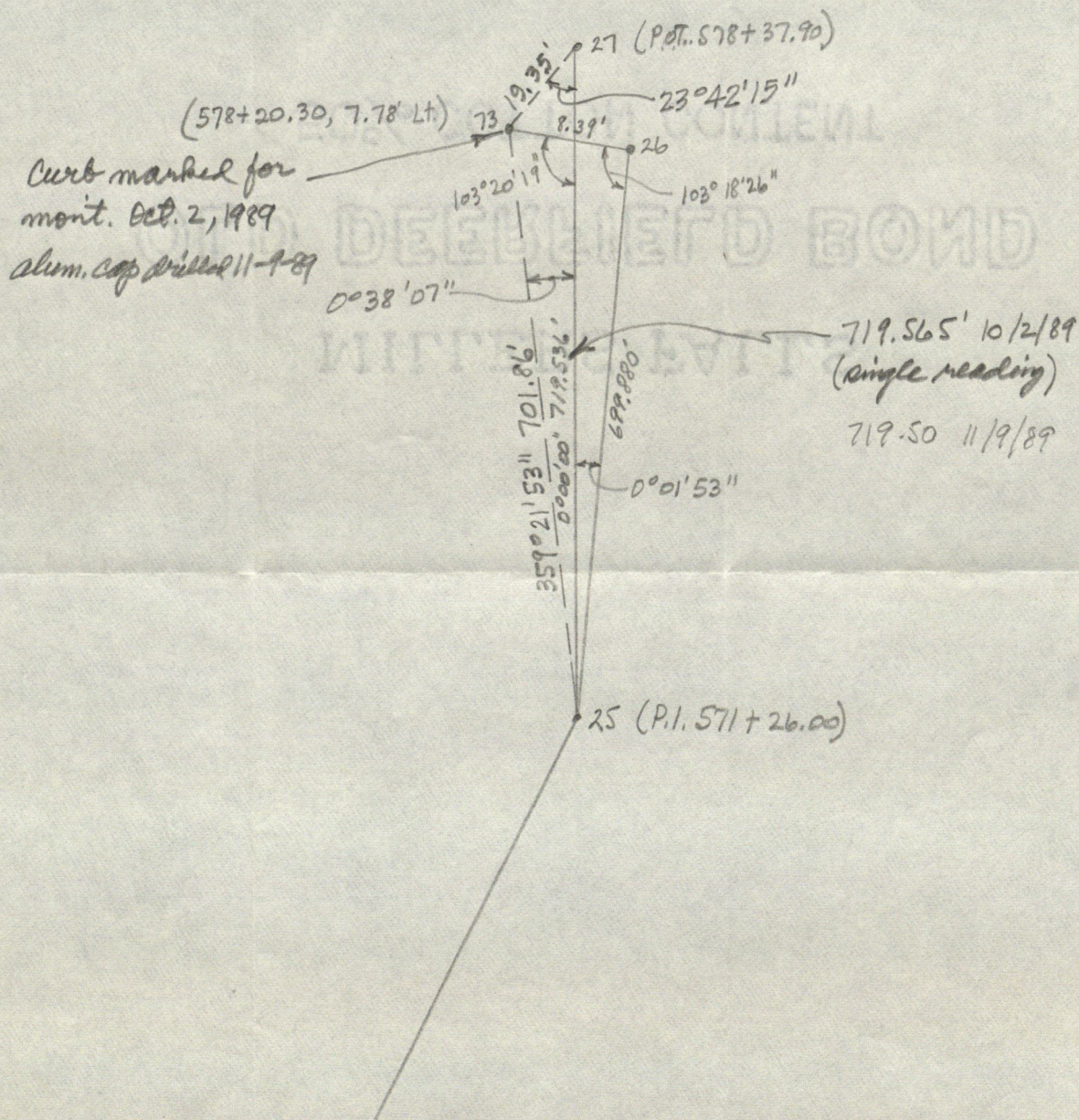
SELECT BIBLIOGRAPHY

J. L. Young, "The Changing Lines," *Proc. of the A.C.S.M.*, March 1947: 53-56.

Lane J. Bouman, "Subdivision of Sections of Rectangular Surveys of the United States,"

* not included in the original letter to Murphy.





This engineering plan view details the proposed and existing guard rail for S.R. 267. The drawing includes the following elements:

- Proposed Guard Rail:** Indicated by a dashed line with cross-ticks, showing a new alignment and a 20-foot offset in some areas.
- Existing Guard Rail:** Shown as a solid line with cross-ticks.
- Concrete Surface Milling:** A hatched rectangular area labeled "Concrete Surface Milling S.R. 267 (Northbound)".
- Survey Points and Elevations:** Numerous points are marked with letters (A, J, W, C) and numbers (13, 26, 27, 29). Elevations are provided for many points, such as +52.2, +50.2, +40.2, and +35.1.
- Property and Township Lines:** The plan shows the intersection of Lincoln Township and Brown Township, and the N.E. corner of Section 5, Township 16N, Range 2E.
- Other Features:** A "Gravel Drive" is shown at the top, and a "Clump Of 6" Trees In Fence" is noted near the township line. A "Gas" line is also indicated near the bottom left.

585

C. M. LINKMYER

NOTE - COMBINED POWER
AND TEL. LINES ON LT.

22' Roadway

Cross S. end Hdw.

16
79
2"

+52 End Row Maples 20'
PL. +52.19'
+52.30" Maple 35'

+154 Fruit Trees 43'
+21.26'

+52.6" Osage Orange 26'

+11.1' Cedar 33'
+39.21' +35.26.5' F.D.T.
PEN. DR. (cont.)

+59.21' +47.26.5'
+62. Osage Orange 26'
+73.3' Cedar 32'

+107.6' F.D.T. 32'
+21.26'

590

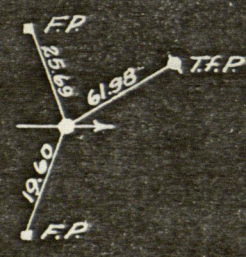
+67 Osage Orange 26'

+19 Hedge 26'

+47 Hedge 26'

+18 Osage Orange 25.5'
+30.25.5' Gate
+44.25.5' PL.

+31-143 12' C.G.M.P. 12.5'
+45-155 12' C.G.M.P. 12.5'



P.O.T. 589+98.4
Boat Spika Buried 2"

+48.18'

+43.20' Walnut 20'

+45.20' Gate
+64.19.5' Gate
+65 Bush 21'

Frame House 55±P

+40.20" Maple 35'
+48.20.5'

595

J. F. ROBINSON

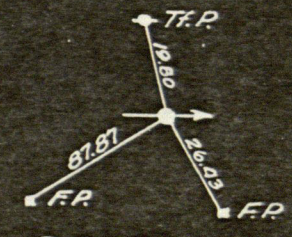


N. 1° 14' W.

F. B. HUFFORD

+107.21.5' +08-134 12' C.G.M.P. 15'
Gate
+19.21.5' PL.
+29
+51.14' Maple 29'

Frame House 55±L4.



P.C. 600+42.3
Boat Spika Buried 2"

+155.21' Gate
+48.21'

PL. +68.20.5'

600

LE RO

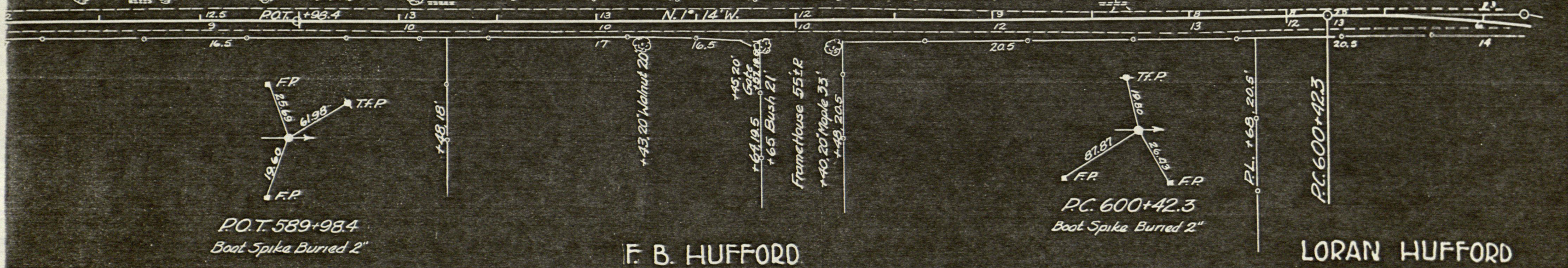
P.C. 600+42.3

LO

THIS SHEET 80'
OF C.L. EXCEPT AS SHOWN

MYER

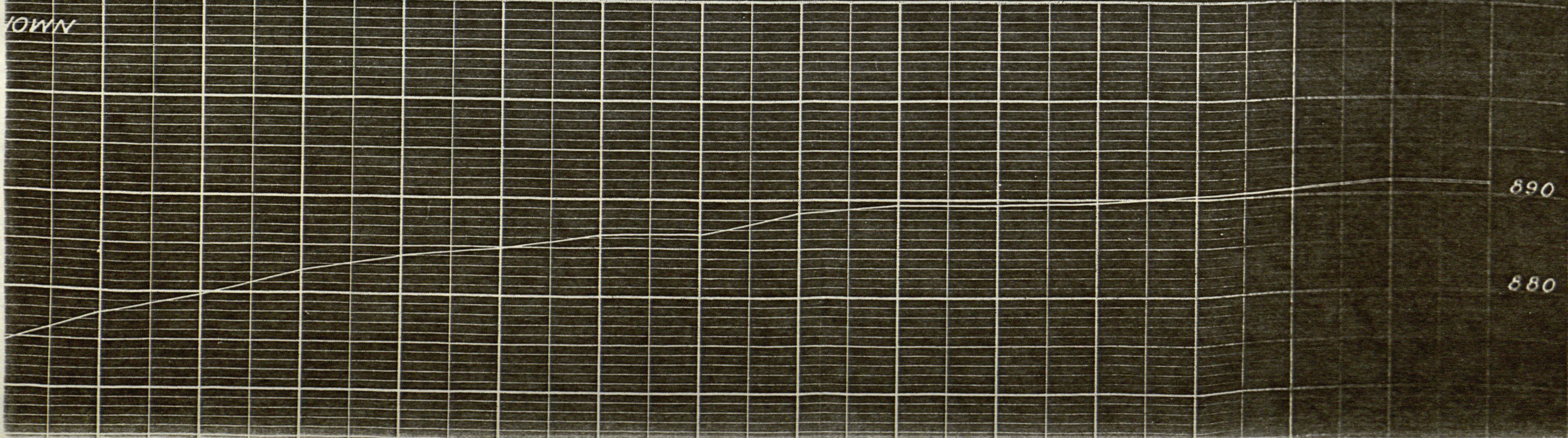
+154 Fruit Trees 43'
+21.26'
+182.6" Osage Orange 26'
+11.1" Cedar 33'
+139.21' +35.26.5' +30.8" F.D.T.
+59.21' +47.26.5'
+62. Osage Orange 26'
+73.3" Cedar 32'
+107.6" F.D.T. 32'
+21.26'
+67 Osage Orange 26'
+19 Hedge 26'
+47 Hedge 26'
+18 Osage Orange 25.5'
+30.25.5' Gate +44.25.5' P.L.
+31.143 12' C.G.M.P. 12.5'
+45.55 12' C.G.M.P. 12.5'



595
J. F. ROBINSON

600
LE ROY NASH

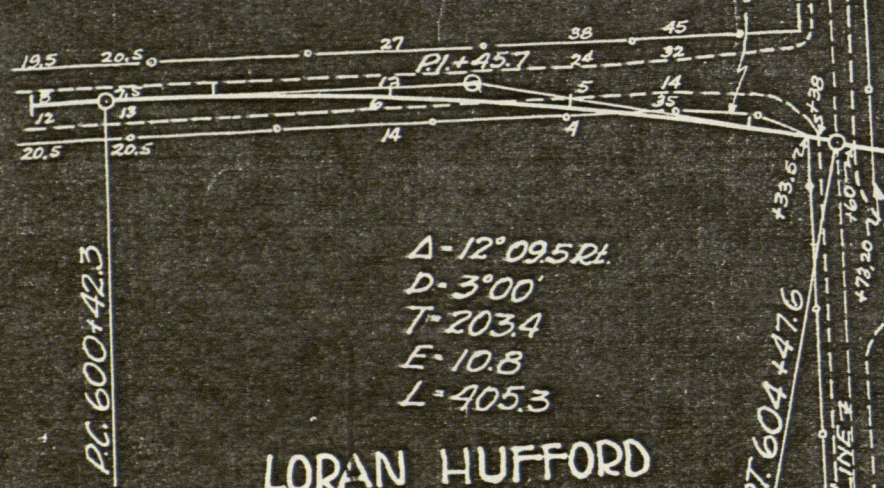
STATE	STATE PROJ. NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
IND	551			



600

SEC. 2 T.16N. R.1E.

LE ROY NASH



LORAN HUFFORD

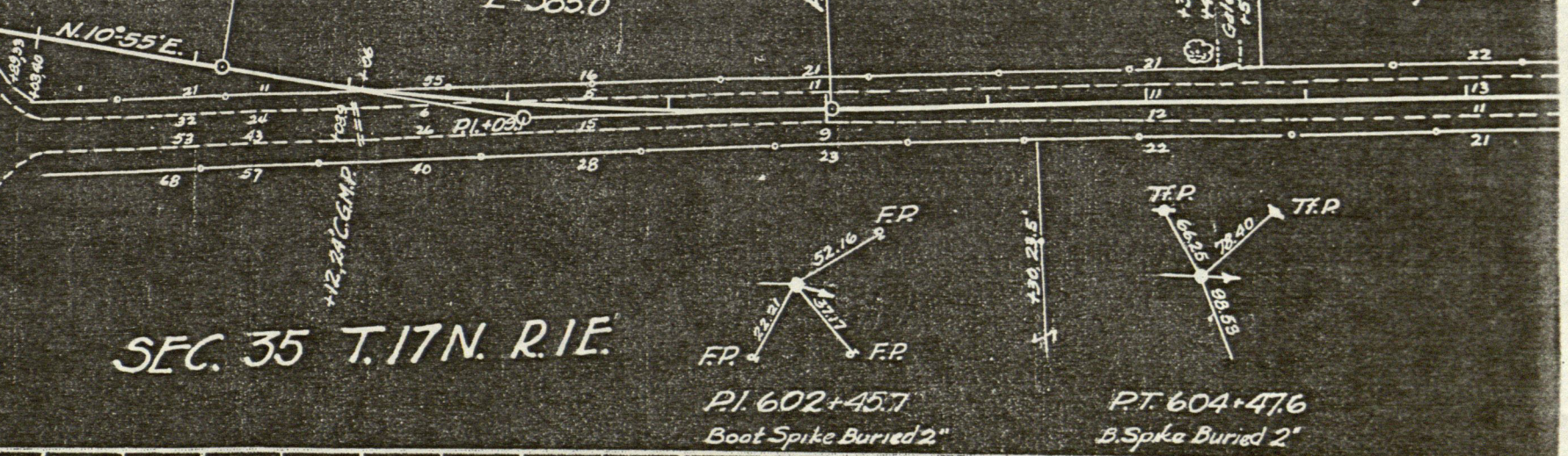
SEC. 2 T.16N. R.1E.

605

SEC. 34 T.17N. R.1E.

NOTE - COMBINED POWER & TEL. LINE
CROSSES L. TO R. SIDE OF OLD RD.
BETWEEN STA. 604 & 605.

$\Delta = 11^{\circ}33'$
 $D = 3^{\circ}00'$
 $T = 193.15$
 $E = 9.74$
 $L = 385.0$



SEC. 35 T.17N. R.1E.

B.M. #77	Elev.	879.24	B.S. in 18" Elm 56' Rt of Sta 606+22
B.M. #78	Elev.	891.90	B.S. in 30" Oak 63' Rt of Sta 617+18
B.M. #79	Elev.	897.12	B.S. in 20" Maple 60' Lt of Sta 627+30

890

880

63 883.6

D=40
CURVE

TANGENT

D=0°20'
CURVE

CURVE
D=3°00'

TOP POINT	STA./ OFFSET	DESC.	POINT no.	POINT LOCATION	ESTIMATED POSITION OF TOP POINT RELATIVE TO 1/2 SEC. LINE
1	571+00, 34.75R	betw. fences	46	305.6' from 40	9.43' too far W.
2	" , 37R	betw. fences	46	" " "	7.24 " " "
3	572+00, 11.5R	betw. fences	47	205.6 " "	11.93 " " "
4	" , 15R	betw. fences	47	" " "	8.48 " " "
5	573+00, 0.75R	betw. fences	48	105.6 " "	9.46 " " "
6	" , 2'R	betw. fences	48	" " "	8.22 " " "
7	574+00, 0.5'L.	betw. fences	49	5.6 " "	4.60 " " "
8	" , 1'R.	betw. fences	49	" " "	3.10 " " "
9	575+00, 2.25'R.	betw. fences	50	94.4 " "	0.40 " " E.
10	" , 1'R.	betw. fences	50	" " "	0.85 " " W.
11	576+00, 1'R.	" "	51	194.4 " "	1.39 " " E.
12	577+00, 1'R.	" "	52	294.4 " "	3.63 " " E.
13	578+00, 1'L.	" "	53	394.4 " "	3.87 " " E.
14	" , 1.25'L.	betw. fences	53	" " "	3.62 " " E.
15	579+00, 2.75'L.	" "	54	62.1 " 41	4.24 " " E.
16	" , 1.25'L.	betw. fences	54	" " "	5.74 " " E.
17	580+00, 2.5'L.	" "	55	162.1 " "	6.08 " " E.
18	" , 2.5'L.	betw. fences	55	" " "	6.08 " " E.
19	582+00, 4.5'L.	" "	56	362.1 " "	5.50 " " E.
20	" , 1.5'R.	betw. fences	56	" " "	11.50 " " E.
21	583+00, 4.25'L.	betw. fences	57	462.1 " "	5.59 " " E.
22	" , 2'R.	betw. fences	57	" " "	11.84 " " E.
23	585+00, 1'L.	" "	58	172.1 " 43	7.64 " " E.
24	" , 4'L.	betw. fences	58	" " "	4.64 " " E.
25	587+00, 4.5'L.	" "	59	372.1 " "	2.92 " " E.
26	" , 1.5'L.	betw. fences	59	" " "	5.91 " " E.
27	589+00, 1.75'L.	" "	60	572.1 " "	4.44 " " E.
28	" , 4.75'L.	betw. fences	60	" " "	1.44 " " E.
29	591+00, 1'L.	betw. fences	61	772.1 " "	3.96 " " E.
30	593+00, 1'L.	" "	62	972.1 " "	2.74 " " E.
31	" , 3'L.	betw. fences	62	" " "	0.74 " " E.
32	595+00, 1'L.	betw. fences	63	1172.1 " "	1.51 " " E.
33	597+00, 1.5'R.	" "	64	1372.1 " "	2.79 " " E.
34	" , 0.5'L.	betw. fences	64	" " "	0.79 " " E.
35	599+00, 2.5'R.	betw. fences	65	1572.1 " "	2.56 " " E.
36	600+00, 2'R.	" "	66	1672.1 " "	1.45 " " E.
37	600+42.3, 2.75'R.	" "	44	0 from 44	1.94 " " E.
38	602+00, 6.5'L.	betw. fences	67	57.7 " 44	6.79 " " W.

**** COORDINATE FILE SYSTEM ****

FILE CREATED:

COORDINATE FILE:0261EB LENGTH= 200 POINTS; TIME ON FILE: 0 00 00.00
COUNTY FOR S.R. 267 ***** JOB #1989

COORDINATE FILE:0261EB LENGTH = 200 POINTS; TIME ON FILE: 0 00 00.00
COUNTY FOR S.R. 267 ***** JOB #1989

***** COGO *****

FROM TYPE	BEARING	DISTANCE	TO	NORTHING	EASTING
START			39	1,000.00000	1,000.00000
39 TRAV NA 90 24 00.00		1432.39400	40	990.00008	2,432.35909
40 TRAV NA 0 24 00.00		432.30000	41	1,422.28955	2,435.37709
41 TRAV NA 270 24 00.00		17188.73400	42	1,542.28858	-14,752.93803
42 TRAV NA 88 46 00.00		17188.73400	43	1,912.26001	2,431.81386
43 TRAV NA 358 46 00.00		1714.40000	44	3,626.26283	2,394.91301
44 TRAV NA 88 46 00.00		1909.85900	45	3,667.37076	4,304.32955
START			40	990.00008	2,432.35909
RADIUS PT			39	1,000.00000	1,000.00000
DELTA 12 13 26.41 R=	1432.39400 A=	305.60000 C=	305.02074 T=	153.382	
P.O.C.			46	686.94731	2,397.76628
RADIUS PT			39	1,000.00000	1,000.00000
DELTA- 4 00 00.00 R=	1432.39400 A=	100.00000 C=	99.97969 T=	50.020	
P.O.C.			47	785.21317	2,416.19885
RADIUS PT			39	1,000.00000	1,000.00000
DELTA- 4 00 00.00 R=	1432.39400 A=	100.00000 C=	99.97969 T=	50.020	
P.O.C.			48	884.52545	2,427.73184
RADIUS PT			39	1,000.00000	1,000.00000
DELTA- 4 00 00.00 R=	1432.39400 A=	100.00000 C=	99.97969 T=	50.020	
P.O.C.			49	984.40031	2,432.30905
START			41	1,422.28955	2,435.37709
RADIUS PT			42	1,542.28858	-14,752.93803
DELTA- 0 12 25.20 R=	17188.73400 A=	62.10000 C=	62.09997 T=	31.050	
P.O.C.			54	1,484.38868	2,435.69845
RADIUS PT			42	1,542.28858	-14,752.93803
DELTA- 0 20 00.00 R=	17188.73400 A=	100.00000 C=	99.99986 T=	50.000	
P.O.C.			55	1,584.38853	2,435.74441
RADIUS PT			42	1,542.28858	-14,752.93803
DELTA- 0 40 00.00 R=	17188.73400 A=	200.00000 C=	199.99887 T=	100.001	
P.O.C.			56	1,784.38057	2,434.09103
RADIUS PT			42	1,542.28858	-14,752.93803

4

DELTA- 0 20 00.00 R= 17188.73400 A= 100.00000 C= 99.99986 T= 50.000

P.O.C.	57	1,884.36599	2,432.39175
START	44	3,626.26283	2,394.91301
RADIUS PT	45	3,667.37076	4,304.32955

DELTA 1 43 51.60 R= 1909.85900 A= 57.70000 C= 57.69781 T= 28.852

P.O.C.	67	3,683.95945	2,394.54260
ENTER & ASSIGN			

9	1,084.38207	2,435.26807
10	1,084.39080	2,434.01810
11	1,184.38836	2,434.71622
12	1,284.38592	2,435.41435
13	1,384.39745	2,434.11252
14	1,384.39920	2,433.86253
23	2,084.29862	2,427.10980
24	2,084.23404	2,424.11050
25	0.00000	0.00000
25	2,284.17695	2,419.30580
26	2,284.24152	2,422.30510
27	2,484.18981	2,417.75035
28	2,484.12523	2,414.75104
29	2,684.15961	2,414.19536
30	2,884.11328	2,409.89055
31	2,884.07023	2,407.89101
32	3,084.06695	2,405.58574
33	3,284.07442	2,403.78034
34	3,284.03137	2,401.78081
35	3,484.04961	2,400.47530
36	3,584.01568	2,397.82301
37	3,626.32203	2,397.66237

LIST

9	1,084.38207	2,435.26807
10	1,084.39080	2,434.01810
11	1,184.38836	2,434.71622
12	1,284.38592	2,435.41435
13	1,384.39745	2,434.11252
14	1,384.39920	2,433.86253
23	2,084.29862	2,427.10980
24	2,084.23404	2,424.11050
25	2,284.17695	2,419.30580
26	2,284.24152	2,422.30510
27	2,484.18981	2,417.75035
28	2,484.12523	2,414.75104
29	2,684.15961	2,414.19536
30	2,884.11328	2,409.89055
31	2,884.07023	2,407.89101
32	3,084.06695	2,405.58574
33	3,284.07442	2,403.78034
34	3,284.03137	2,401.78081
35	3,484.04961	2,400.47530
36	3,584.01568	2,397.82301
37	3,626.32203	2,397.66237
39	1,000.00000	1,000.00000
40	990.00008	2,432.35909
41	1,422.28955	2,435.37709
42	1,542.28858	-14,752.93803
43	1,912.26001	2,431.81386

	44	3,626.26283	2,394.91301
	45	3,667.37076	4,304.32955
	46	686.94731	2,397.76628
	47	785.21317	2,416.19885
	48	884.52545	2,427.73184
	49	984.40031	2,432.30905
	54	1,484.38868	2,435.69845
	55	1,584.38853	2,435.74441
	56	1,784.38057	2,434.09103
	57	1,884.36599	2,432.39175
	67	3,683.95945	2,394.54260
START	46	686.94731	2,397.76628
46 S.S. NA 102 37 26.41	1	679.35262	2,431.67621
46 TRAV NA 102 37 26.41	2	678.86088	2,433.87182
START	47	785.21317	2,416.19885
47 S.S. NA 98 37 26.41	3	783.48875	2,427.56883
47 TRAV NA 98 37 26.41	4	782.96392	2,431.02926
START	48	884.52545	2,427.73184
48 S.S. NA 94 37 26.41	5	884.46499	2,428.47940
48 TRAV NA 94 37 26.41	6	884.36422	2,429.72533
START	49	984.40031	2,432.30905
49 S.S. NA 270 37 26.40	7	984.40576	2,431.80908
49 TRAV NA 90 37 26.40	8	984.38942	2,433.30899
START	54	1,484.38868	2,435.69845
54 TRAV NA 270 11 34.80	15	1,484.39795	2,432.94847
START	54	1,484.38868	2,435.69845
54 TRAV NA 270 11 34.80	16	1,484.39290	2,434.44846
START	55	1,584.38853	2,435.74441
55 S.S. NA 269 51 34.80	17	1,584.38241	2,433.24442
55 TRAV NA 269 51 34.80	18	1,584.38241	2,433.24442
START	56	1,784.38057	2,434.09103
56 S.S. NA 269 11 34.80	19	1,784.31719	2,429.59148
56 TRAV NA 89 11 34.80	20	1,784.40170	2,435.59088
START	57	1,884.36599	2,432.39175
57 TRAV NA 268 51 34.80	21	1,884.28141	2,428.14259
START	57	1,884.36599	2,432.39175
57 TRAV NA 88 51 34.80	22	1,884.40579	2,434.39135
START	67	3,683.95945	2,394.54260
67 TRAV NA 270 29 51.60	38	3,684.01591	2,388.04284

OFFSETS FROM A LINE

	43	1,912.26001	2,431.81386
BASE BRG NA 358 46 00.00			
PT	BASE DIST	OFFSET	
1	-1232.61880	-26.67480	
2	-1233.15768	-24.49029	
3	-1128.41839	-28.53980	
4	-1129.01757	-25.09147	
5	-1027.48514	-25.45602	
6	-1027.61270	-24.21255	
7	-927.63919	-19.97598	
8	-927.68781	-18.47676	
9	-827.76049	-14.36589	
10	-827.72486	-15.61539	
11	-727.76549	-12.76507	
12	-627.80612	-9.91475	
13	-527.78974	-9.06362	
14	-527.78261	-9.31352	
15	-427.78736	-8.07499	
16	-427.82469	-6.57545	

*linear regression
estimate of y*

-18.74
-18.74
-17.88
-17.88
-17.05
-17.05
-16.22
-16.22
-15.40
-15.40
-14.57
-13.75
-12.93
-12.93
-12.10
-12.10

*not used
in first
solution*

*second
solution*

6

	x	y		
17	-327.83243	-5.62703	not used in first solution	-11.28
18	-327.83243	-5.62703		-11.28
19	-127.86534	-4.97572		-9.63
20	-127.90999	1.02411		-9.63
21	-27.89309	-4.27264	-2.76	-8.80
22	-27.90324	1.97735	-2.76	-8.80
23	172.10001	-1.00000	-2.43	-7.16
24	172.10000	-4.00000	-2.43	-7.16
25	372.10001	-4.50000	-2.10	-5.51
26	372.10000	-1.50001	-2.10	-5.51
27	572.10001	-1.75000	-1.77	-3.86
28	572.10000	-4.75001	-1.77	-3.86
29	772.10000	-1.00000	-1.44	-2.21
30	972.10000	-1.00000	-1.11	-0.56
31	972.10000	-3.00001	-1.11	-0.56
32	1172.10001	-1.00000	-0.78	1.09
33	1372.10000	1.49999	-0.45	2.74
34	1372.10000	-0.50000	-0.45	2.74
35	1572.10000	2.50000	-0.12	4.39
36	1672.10000	2.00000	0.05	5.21
37	1714.40001	2.75000	0.12	5.56
38	1772.28757	-5.62549	0.21	6.04

$y = mx + b$
first solution:
 $y = 0.001651588x - 2.71317$

second solution:
 $y = 0.008244077x - 8.57443$

TIME FOR THIS RUN:
COORDINATES STORED

0 55 20.01; TOTAL TIME ON FILE: 0 55 20.01

P 4

	1	***
	990.00000	***
40	[2432.35909	***
40-41	0.24000	***
	3	***
	94.40000	***
	2.25000	***
9	[1084.38207	***
	2435.26807	***
	94.40000	***
	1.00000	***
10	[1084.39080	***
	2434.01810	***
	194.40000	***
	1.00000	***
11	[1184.38836	***
	2434.71622	***
	294.40000	***
	1.00000	***
12	[1284.38592	***
	2435.41435	***
	394.40000	***
	-1.00000	***
13	[1384.39745	***
	2434.11252	***
	394.40000	***
	-1.25000	***
14	[1384.39920	***
	2433.86253	***
	1	***
43	[1912.26001	***
43-44	2431.81386	***
	358.46000	***
	3	***
	172.10000	***
	-1.00000	***
23	[2084.29862	***
	2427.10980	***
	172.10000	***
	-4.00000	***
24	[2084.23404	***
	2424.11050	***
	372.10000	***
	-4.50000	***
25	[2284.17695	***
	2419.30580	***

	572.10000	***
	-1.75000	***
27	[2484.18981	***
	2417.75035	***
	372.10000	***
	-1.50000	***
26	[2284.24152	***
	2422.30510	***
	572.10000	***
	-4.75000	***
28	[2484.12523	***
	2414.75104	***
	772.10000	***
	-1.00000	***
29	[2684.15961	***
	2414.19536	***
	972.10000	***
	-1.00000	***
30	[2884.11328	***
	2409.89055	***
	972.10000	***
	-3.00000	***
31	[2884.07023	***
	2407.89101	***
	1172.10000	***
	-1.00000	***
32	[3084.06695	***
	2405.58574	***
	1372.10000	***
	1.50000	***
33	[3284.07442	***
	2403.78034	***
	1372.10000	***
	-0.50000	***
34	[3284.03137	***
	2401.78081	***
	1572.10000	***
	2.50000	***
35	[3484.04961	***
	2400.47530	***
	1672.10000	***
	2.00000	***
36	[3584.01568	***
	2397.82301	***
	1714.40000	***
	2.75000	***
37	[3626.32203	***
	2397.66237	***

P 1

	1	***
43	[1912.26001	***
	2431.81386	***
	2	***
	4	***
	358.460000	***
	2115.85000	***
N Sec. 2	[4027.61983	***
	2386.27217	***
	89.003000	***
	3.27000	***
68	[4027.67643	***
	2389.54168	***

Since the regression line should pass thru 68, rotate the system and put 68 at the origin. Arbitrarily put 68-1 = 180°00'00" as. Then $m = \frac{\sum xy}{\sum y^2}$ for the best fit line.

COORDINATE FILE:0261EB LENGTH = 200 POINTS; TIME ON FILE: 0 55 20.01
COUNTY FOR S.R. 267 ***** JOB #1989

***** COGO *****

FROM TYPE BEARING DISTANCE TO NORTHING EASTING

ENTER & ASSIGN
68 4,027.67643 2,389.54168
TIME FOR THIS RUN: 0 01 12.18; TOTAL TIME ON FILE: 0 56 32.19
COORDINATES STORED

COORDINATE FILE:0261EB LENGTH = 200 POINTS; TIME ON FILE: 0 56 32.19
COUNTY FOR S.R. 267 ***** JOB #1989

***** ROTATION *****

ROTATE LINE 68TO 1 ABOUT 68 SE 0 43 15.45 3348.58890
TO ^5 180 00 00.00
A ROTATION OF 0 43 15.45

SCALE 1.0000000

TRANSLATE TO: 68 0.00000 0.00000

FROM	BEARING	DISTANCE	TO	NORTHING	EASTING
			1	-3,348.58890	0.00000
			2	-3,349.10823	2.18925
			3	-3,244.40934	-2.79674
			4	-3,244.97766	.65681
			5	-3,143.45255	-.61568
			6	-3,143.56899	.62888
			7	-3,043.56159	3.97127
			8	-3,043.59680	5.47086
			9	-2,943.63672	8.68797
			10	-2,943.61226	7.43821
			11	-2,843.63140	9.39452
			12	-2,743.65054	11.35084
			13	-2,643.63055	11.30753
			14	-2,643.62565	11.05759
			15	-2,543.62332	11.40186
			16	-2,543.64724	12.90167
			17	-2,443.65050	12.95587
			18	-2,443.65050	12.95587
			19	-2,243.68558	11.81895
			20	-2,243.67657	17.81894
			21	-2,143.71104	11.62800
			22	-2,143.66530	17.87783
			23	-1,943.69667	13.11207
			24	-1,943.72351	10.11219
			25	-1,743.73597	7.82371
			26	-1,743.70914	10.82358
			27	-1,543.71937	8.78510
			28	-1,543.74621	5.78521
			29	-1,343.72067	7.74656
			30	-1,143.72866	5.95806
			31	-1,143.74655	3.95814
			32	-943.73666	4.16957

y x (9)

33	-743.72230	4.88096
34	-743.74019	2.88104
35	-543.72136	4.09242
36	-443.72983	2.69819
37	-401.42481	3.06990
38	-343.61446	-5.82292
39	-3,009.95245	-1,427.52824
40	-3,037.97463	4.59163
41	-2,605.75736	13.04879
42	-2,269.49118	-17,172.39567
43	-2,115.78086	15.65103
44	-401.44941	.32001
45	-384.37048	1,910.10264
46	-3,340.56814	-33.81168
47	-3,242.54199	-14.14412
48	-3,143.38269	-1.36242
49	-3,043.57333	4.47114
54	-2,543.66718	14.15151
55	-2,443.67583	15.45574
56	-2,243.67882	16.31894
57	-2,143.67993	15.87789
67	-343.75270	.67561
68	0.00000	0.00000

TIME FOR THIS RUN: 0 05 33.11
 TOTAL TIME ON FILE: 1 02 05.30
 COORDINATES STORED

$$m = \frac{\sum xy}{\sum y^2} = \frac{-558,596.81}{198,432,871.5} = 0.002815042 = 0^{\circ}09'40".64$$

If 68-1 = 180°00'00" az., the best fit line from 68 has an
 az. of 180°00'00" - 0°09'40".64 or 179°50'19".36

```

1 ***
68 [ 0.00000 ***
    [ 0.00000 ***
    179.50194 ***
2 ***
41 [-2605.75736 ***
    [ 13.04879 ***
sta./offset [ 2605.78377 ***
              [-5.71348 ***
  
```

 COORDINATE FILE: 0261EB LENGTH = 200 POINTS; TIME ON FILE: 1 02 05.30
 COUNTY FOR S.R. 267 ***** JOB #1989

***** COGO *****

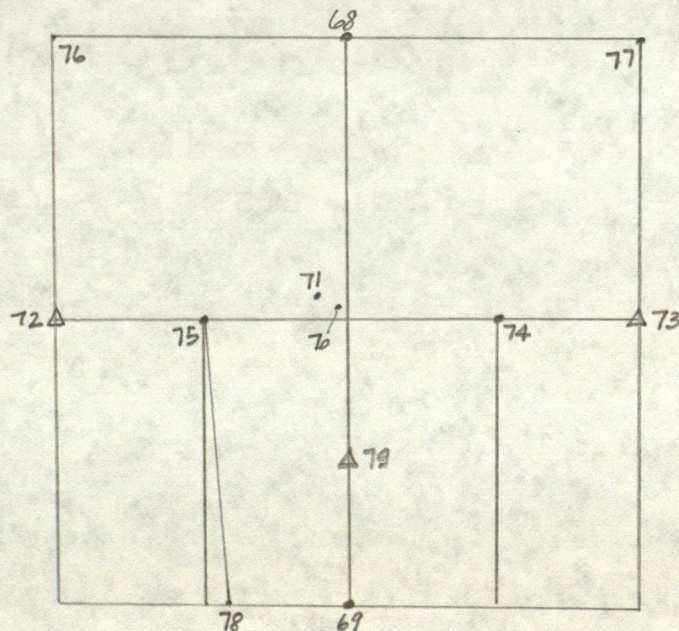
 FROM TYPE BEARING DISTANCE TO NORTHING EASTING

OFFSETS FROM A LINE

68 0.00000 0.00000

BASE BRG NA 179 50 19.36

PT	BASE DIST	OFFSET
1	3348.57564	9.42634
2	3349.10113	7.23856
3	3244.38861	11.92980
4	3244.96665	8.47786
5	3143.43836	9.46455
6	3143.55831	8.22032
7	3043.56071	4.59642
8	3043.60014	3.09694
9	2943.64951	-0.40154
10	2943.62153	0.84815
11	2843.64658	-1.38961
12	2743.67162	-3.62737
13	2643.65190	-3.86562
14	2643.64630	-3.61569
15	2543.64534	-4.24147
16	2543.67348	-5.74120
17	2443.67728	-6.07690
18	2443.67728	-6.07690
19	2243.70996	-5.50289
20	2243.71784	-11.50288
21	2143.73528	-5.59337
22	2143.70713	-11.84331
23	1943.72588	-7.64047
24	1943.74427	-4.64053
25	1743.75108	-2.91503
26	1743.73270	-5.91497
27	1543.73799	-4.43946
28	1543.75638	-1.43951
29	1343.73715	-3.96393
30	1143.74090	-2.73842
31	1143.75316	-0.73846
32	943.74465	-1.51291
33	743.73310	-2.78735
34	743.74535	-0.78739
35	543.73072	-2.56182
36	443.73567	-1.44907
37	401.43186	-1.93987
38	343.59670	6.79018
68	0.00000	0.00000



I.D.O.H. survey
 (My point numbers)

TIME FOR THIS RUN: 0 03 13.07; TOTAL TIME ON FILE: 1 05 18.37
 COORDINATES STORED

COORDINATE FILE:0261EB LENGTH = 200 POINTS; TIME ON FILE: 1 59 42.83
COUNTY FOR S.R. 267 ***** JOB #1989

***** COGO *****

FROM TYPE	BEARING	DISTANCE	TO	NORTHING	EASTING
START			69	1,000.00000	1,000.00000
69 TRAV NW	1 33 59.00	1352.02000	79	2,351.51478	963.04221
79 S.S. NW	1 11 03.32	1357.12063	70	3,708.34553	934.99367
79 TRAV NW	1 31 33.50	1359.30670	71	3,710.33941	926.84375
START			69	1,000.00000	1,000.00000
69 TRAV SW	88 23 14.00	1213.97000	78	965.83334	-213.48910
78 TRAV NW	3 33 40.00	2692.22000	75	3,652.85498	-380.71125
75 TRAV SW	87 30 08.00	1318.12000	72	3,595.41047	-1,697.57892
72 TRAV NW	1 51 03.00	2770.87000	76	6,364.83490	-1,787.07114
76 TRAV SE	89 24 55.00	2674.30000	68	6,337.54327	887.08960
68 INV SE	1 05 29.84	3986.75205	79	2,351.51478	963.04221
79 TRAV NE	89 31 33.00	2683.44000	77	2,373.72206	3,646.39032
77 TRAV SE	0 44 46.00	2569.10000	73	-195.16012	3,679.84444
START			68	6,337.54327	887.08960
68 TRAV NE	89 31 33.00	2683.44000	77	6,359.75055	3,570.43771
77 TRAV SE	0 44 46.00	2569.10000	73	3,790.86837	3,603.89183
START			73	3,790.86837	3,603.89183
73 TRAV SW	88 15 01.00	1339.85000	74	3,749.95784	2,264.66655

EXCEPT FOR POINTS 70 & 71 (BASED
ON I.D.O.H. BRGS. BUT ON MY
B'BURG CEMETERY FIELD WORK)
ALL OF ABOVE IS FROM I.D.O.H.

ROTATE TO CEMETERY BRG.SYSTEM

TIME FOR THIS RUN: 0 14 34.94; TOTAL TIME ON FILE: 2 14 17.77
COORDINATES STORED

COORDINATE FILE:0261EB LENGTH = 200 POINTS; TIME ON FILE: 2 14 17.77
COUNTY FOR S.R. 267 ***** JOB #1989

***** ROTATION *****

ROTATE LINE 69TO 79 ABOUT 69 NW 1 33 59.00 1352.02000
TO NE 0 00 00.00
A ROTATION OF-358 26 01.00

SCALE 1.0000000

TRANSLATE TO: 69 1,000.00000 1,000.00000

FROM	BEARING	DISTANCE	TO	NORTHING	EASTING
			68	6,338.63518	1,033.03481
			69	1,000.00000	1,000.00000
			70	3,709.11045	1,009.05123
			71	3,711.32636	1,000.95886
			72	3,668.17958	-1,625.62473
			73	3,718.64748	3,679.20786
			74	3,714.36028	2,339.36472

75	3,689.60574	-307.67888
76	6,439.01544	-1,639.38064
77	6,287.48420	3,715.98725
78	999.01712	-213.96960
79	2,352.02000	1,000.00000

TIME FOR THIS RUN: 0 05 26.74
TOTAL TIME ON FILE: 2 19 44.51
COORDINATES STORED

COORDINATE FILE: 0261EB LENGTH = 200 POINTS; TIME ON FILE: 2 19 44.51
COUNTY FOR S.R. 267 ***** JOB #1989

***** COGO *****

FROM TYPE	BEARING	DISTANCE	TO	NORTHING	EASTING
START			69	1,000.00000	1,000.00000
69 S.S. NE	0 00 00.00	1352.02000	79	2,352.02000	1,000.00000
69 INV SW	89 57 13.00	1213.97000	78	999.01712	-213.96960
78 INV NW	1 59 41.00	2692.22000	75	3,689.60574	-307.67888
75 INV SW	89 04 07.00	1318.12000	72	3,668.17958	-1,625.62473
72 INV NW	0 17 04.00	2770.87000	76	6,439.01544	-1,639.38064
76 INV SE	87 50 56.00	2674.30000	68	6,338.63518	1,033.03481
68 INV SE	88 54 28.00	2683.44000	77	6,287.48420	3,715.98725
77 INV SW	0 49 13.00	2569.10000	73	3,718.64748	3,679.20786
73 INV SW	89 49 00.00	1339.85000	74	3,714.36028	2,339.36472
74 S.S. SW	89 52 12.44	1338.40930	71	3,711.32636	1,000.95886
74 S.S. SW	89 46 26.02	1330.32385	70	3,709.11045	1,009.05123
74 INV SW	89 27 51.12	2647.15935	75	3,689.60574	-307.67888

OFFSETS FROM A LINE (72-73)

72	3,668.17958	-1,625.62473
----	-------------	--------------

BASE BRG NE 89 27 17.74

PT	BASE DIST	OFFSET
75	1318.09004	-8.88738
71	2626.87520	-18.15777
70	2634.94612	-15.86497
74	3965.24935	-8.45910
73	5305.07265	0.00000

OFFSETS FROM A LINE (69-68)

69	1,000.00000	1,000.00000
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BASE BRG NE 0 21 16.32

PT	BASE DIST	OFFSET
79	1351.99412	-8.36597
70	2709.11459	-7.71226
71	2711.28039	-15.81819
68	5338.73739	0.00000

OFFSETS FROM A LINE (73-74 prolonged W. from 74)

74	3,714.36028	2,339.36472
----	-------------	-------------

BASE BRG SW 89 49 00.00

PT	BASE DIST	OFFSET
70	1330.32348	-0.99311
71	1338.40872	1.24868
75	2647.10926	-16.28449
72	3965.11692	-33.49342

OFFSETS FROM A LINE (72-75 prolonged E. from 75)

75	3,689.60574	-307.67888
----	-------------	------------

BASE BRG NE 89 04 07.00

PT	BASE DIST	OFFSET
71	1308.81791	-0.44573
70	1316.87319	1.90143
74	2647.09626	18.27666
73	3986.83206	35.76928

OFFSETS FROM A LINE

79 2,352.02000 1,000.00000

BASE BRG NE 0 00 00.00

PT	BASE DIST	OFFSET
70	1357.09045	9.05123
71	1359.30636	0.95886
68	3986.61518	33.03481

TIME FOR THIS RUN: 0 15 07.61; TOTAL TIME ON FILE: 2 34 52.12
 COORDINATES STORED

COORDINATE FILE: 0261EB LENGTH = 200 POINTS; TIME ON FILE: 2 34 52.12
 COUNTY FOR S.R. 267 ***** JOB #1989

***** ROTATION *****

ROTATE LINE 43 TO 44 ABOUT 43 NW 0 30 44.55 1714.40000
 TO NE 1 58 34.00
 A ROTATION OF -357 30 41.45

SCALE 1.0000000

TRANSLATE TO: 43 4,218.56928 1,019.26051

FROM	BEARING	DISTANCE	TO	NORTHING	EASTING
------	---------	----------	----	----------	---------

1	2,987.60336	950.09742
2	2,986.98946	952.26205
3	3,091.80611	951.82665
4	3,091.08837	955.25227
5	3,192.57299	958.38905
6	3,192.40262	959.62739
7	3,292.17059	967.30881
8	3,292.07031	968.80545
9	3,391.79644	976.35965
10	3,391.87514	975.11213
11	3,491.67677	981.40763
12	3,591.47841	987.70314
13	3,691.40596	992.00260
14	3,691.42170	991.75310
15	3,791.31478	996.43901
16	3,791.22576	997.93637
17	3,891.12585	1,002.33224
18	3,891.12585	1,002.33224
19	4,090.95156	1,009.87859
20	4,090.70005	1,015.87332
21	4,190.84011	1,014.02858
22	4,190.61445	1,020.27451
23	4,390.60142	1,024.19559
24	4,390.70486	1,021.19738
25	4,590.60317	1,027.59424
26	4,590.49972	1,030.59245
27	4,790.38940	1,037.23916
28	4,790.49284	1,034.24094

19	2247.79882	-4.28469
20	2247.97712	-10.28204
21	2147.86705	-7.21496
22	2148.01644	-13.46317
23	1947.99650	-14.94257
24	1947.92967	-11.94332
25	1747.96817	-15.89939
26	1748.03501	-18.89864
27	1548.07908	-23.10466
28	1548.01225	-20.10540
29	1348.14545	-28.31042
30	1148.19509	-32.76637
31	1148.15053	-30.76686
32	948.24473	-37.22232
33	748.35008	-44.17764
34	748.30552	-42.17814
35	548.42200	-49.63334
36	448.43569	-51.36144
37	406.16289	-53.05369
38	348.10309	-45.96999

START			40	3,297.72535	968.17116
40 INV NE	3 36 34.00	432.30000	41	3,729.16783	995.38662
41 INV NW	86 23 26.00	17188.73400	42	4,811.28509	-16,159.25120
42 INV SE	88 01 26.00	17188.73400	43	4,218.56928	1,019.26051
43 INV NE	1 58 34.00	1714.40000	44	5,931.94971	1,078.37784
44 INV SE	88 01 26.00	1909.85900	45	5,866.09241	2,987.10103
45 TRAV SW	79 49 04.00	1909.85900	0	5,528.46877	1,107.32134
START			45	5,866.09241	2,987.10103
45 TRAV NW	75 51 56.00	1909.85900	200	6,332.47621	1,135.06227
200 B-B NE	14 08 04.00	4.32459	0	6,336.66987	1,136.11833
0 B-B NW	88 54 28.00	103.10225	68	6,338.63518	1,033.03481
PTS 200 THRU 200 CLEARED					

TIME FOR THIS RUN: 0 30 02.57; TOTAL TIME ON FILE: 3 28 00.69
COORDINATES STORED

COORDINATE FILE: 0261EB LENGTH = 200 POINTS; TIME ON FILE: 3 28 00.69
COUNTY FOR S.R. 267 ***** JOB #1989

***** ROTATION *****

ROTATE LINE 43 TO 44 ABOUT 43 NE 1 58 34.00 1714.40000
TO NE 0 20 34.00
A ROTATION OF- 1 38 00.00

SCALE 1.0000000

TRANSLATE TO: 43 4,218.56928 1,019.26051

FROM	BEARING	DISTANCE	TO	NORTHING	EASTING
			1	2,986.13213	985.21197
			2	2,985.58018	987.39322
			3	3,090.34183	983.97039
			4	3,089.72203	987.41507
			5	3,191.25482	987.65795
			6	3,191.11982	988.90064
			7	3,291.06620	993.73523
			8	3,291.00861	995.23412
			9	3,390.90955	999.94274
			10	3,390.95265	998.69349

11	3,490.89318	1,002.14176
12	3,590.83371	1,005.59005
13	3,690.84321	1,007.03951
14	3,690.85183	1,006.78966
15	3,790.83789	1,008.62640
16	3,790.79158	1,010.12568
17	3,890.77638	1,011.67230
18	3,890.77638	1,011.67230
19	4,090.73600	1,013.51992
20	4,090.65546	1,019.51938
21	4,190.70225	1,014.82108
22	4,190.65471	1,021.07090
23	4,390.67219	1,019.29012
24	4,390.69013	1,016.29018
25	4,590.68955	1,016.98670
26	4,590.67160	1,019.98664
27	4,790.66952	1,020.93317
28	4,790.68746	1,017.93321
29	4,990.66145	1,022.87966
30	5,190.65787	1,024.07618
31	5,190.66983	1,022.07621
32	5,390.65429	1,025.27269
33	5,590.63575	1,028.96915
34	5,590.64772	1,026.96920
35	5,790.62619	1,031.16565
36	5,890.62739	1,031.26392
37	5,932.92215	1,032.26697
38	5,990.85879	1,024.23794
39	3,346.03625	-437.10324
40	3,296.64328	994.43890
41	3,728.68619	1,009.34582
42	4,321.40200	-16,169.16589
43	4,218.56928	1,019.26051
44	5,932.93860	1,029.51702
45	5,921.51274	2,939.34184
46	2,994.65663	951.52376
47	3,092.37833	972.65214
48	3,191.33582	986.91233
49	3,291.04700	994.23486
54	3,790.75299	1,011.37509
55	3,890.71374	1,014.17151
56	4,090.67559	1,018.01951
57	4,190.66992	1,019.07095
67	5,990.62358	1,030.73369

TIME FOR THIS RUN: 0 02 58.42
TOTAL TIME ON FILE: 3 30 59.11
COORDINATES STORED

COORDINATE FILE:0261EB LENGTH = 200 POINTS; TIME ON FILE: 3 30 59.11
COUNTY FOR S.R. 267 ***** JOB #1989

***** COGO *****

FROM TYPE BEARING DISTANCE TO NORTHING EASTING

OFFSETS FROM A LINE

68 6,338.63518 1,033.03481

BASE BRG SW 0 41 58.09

PT BASE DIST OFFSET

1 3352.83704 6.89272 *to far W.*

2	3353.36232	4.70490	Too far W.
3	3248.65026	9.40638	"
4	3249.22797	5.95438	"
5	3147.69978	6.95101	"
6	3147.81960	5.70677	"
7	3047.82165	2.09266	"
8	3047.86093	0.59317	"
9	2947.90996	-2.89553	Too E
10	2947.88210	-1.64584	" " "
11	2847.90693	-3.87381	"
12	2747.93175	-6.10179	"
13	2647.91201	-6.33025	"
14	2647.90644	-6.08032	"
15	2547.90541	-6.69631	"
16	2547.93341	-8.19605	"
17	2447.93718	-8.52196	"
18	2447.93718	-8.52196	"
19	2247.96991	-7.92838	"
20	2247.97720	-13.92837	"
21	2147.99522	-8.00908	"
22	2147.96646	-14.25901	"
23	1947.98562	-10.03661	"
24	1948.00431	-7.03667	"
25	1748.01129	-5.29159	"
26	1747.99262	-8.29153	"
27	1547.99804	-6.79645	"
28	1548.01673	-3.79651	"
29	1347.99726	-6.30135	"
30	1148.00113	-5.05627	"
31	1148.01358	-3.05631	"
32	948.00500	-3.81119	"
33	747.99332	-5.06605	"
34	748.00577	-3.06609	"
35	547.99097	-4.82095	"
36	447.99602	-3.69842	"
37	405.69217	-4.18507	"
38	347.85787	4.55064	Too far W.
17	2447.93718	-8.52196	
71	2627.50461	0.00000	

START		45	5,921.51274	2,939.34184	
45 TRAV SW	78 11 04.00	1909.85900	199	5,530.44657	1,069.94925
START		45	5,921.51274	2,939.34184	
45 TRAV NW	77 29 56.00	1909.85900	199	6,334.91805	1,074.76214
199 TRAV NE	12 30 04.00	68.00000	200	6,401.30589	1,089.48132
START		199	6,334.91805	1,074.76214	
199 B-B NE	12 30 04.00	2.97995	200	6,337.82734	1,075.40718
200 B-B NW	88 54 28.00	42.38007	68	6,338.63518	1,033.03481

PTS 199 THRU 200 CLEARED

TIME FOR THIS RUN: 0 07 39.49; TOTAL TIME ON FILE: 3 38 38.61

COORDINATES STORED

68 [6338.63518 ***
 68-71 [1033.03481 ***
 180.41581 ***
 2 ***
 41 [3720.68619 ***
 1009.34582 ***
 sta./offset [2610.04369 ***
 -8.17436 *