



DURA

WATERPROOF

Lite

4/15/1996 - 7/30/1996

TRANSIT

Spiral Notebook

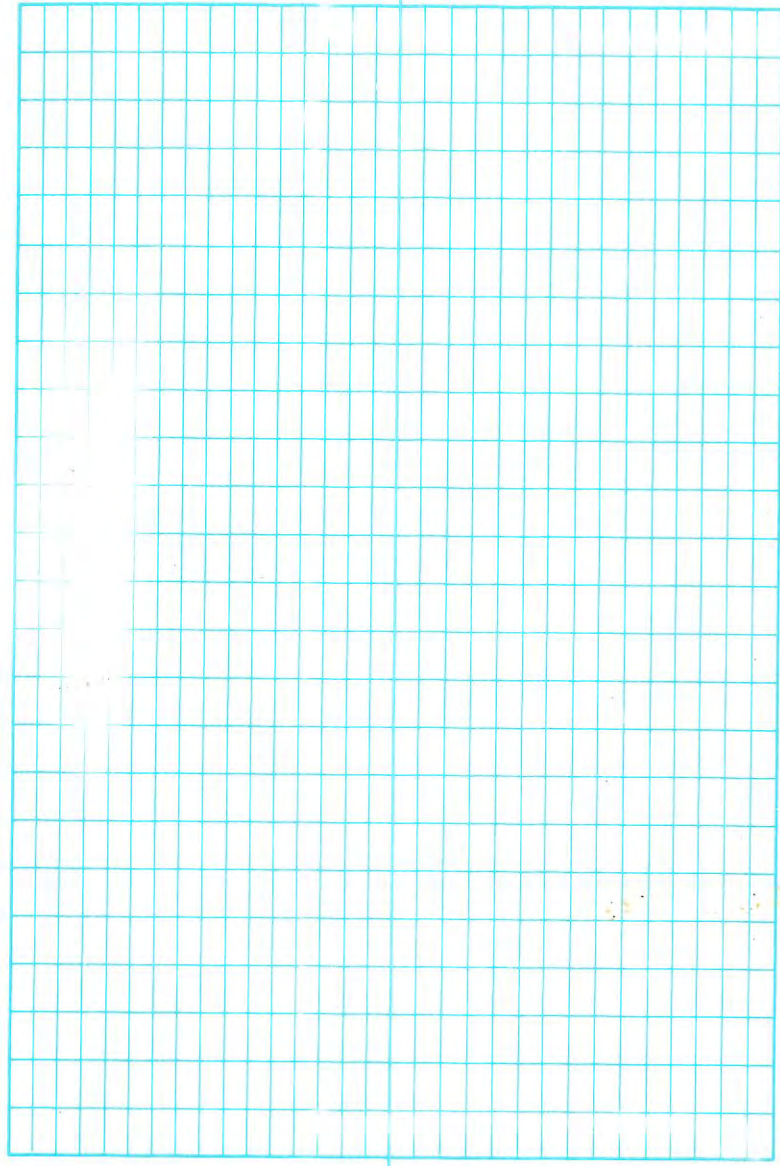
1034

No. 603

32 Sheets

4 5/8" x 7"

1034



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Page

1-4 Marion Co. Brass Caps in Section 36
T8S, R1W (Coon Hollow Rd.)

6-7 Reset Section Corner 3, 4, 9, 10
T9S, R1W

8 References For $\frac{1}{4}$ Section Corner
3-10, T9S, R1W

9 References For $\frac{1}{4}$ Section Corner
4-9, T9S, R1W

10-11 References C. $\frac{1}{4}$ Section 10 ~
 $\frac{1}{4}$ Corner 9-10, T9S, R1W

11-12 References Section Corner
4, 5, 8, 9, T9S, R1W

13-14 C. $\frac{1}{4}$ Section 9, T9S, R1W
References

15-16 Raised monument @
Quarter Corner 29-32
T8S, R2W C. $\frac{1}{4}$
Section 32, T8S, R1W
27?

19-22 References For P.1 Sec. 34,
T8S, R1W, C. $\frac{1}{4}$ Sec. 34, T8S, R1W

23-24 Additional Control ties @ Quarter
Corner 2-11, T9S, R1W

25 Quarter Corner 1-12, T9S, R1W

26 NE Corner DLC #55 & Station Earl P.I. in
NE $\frac{1}{4}$ of T8S R1W Sec 19

27 NW Cor. DLC 45 & NE Cor. of South $\frac{1}{2}$
of DLC 44 at P.I. of Bates Rd.
T8S R1W

4-15-96

Dennis Edwards
Rick Gibboney

Overcast 50°

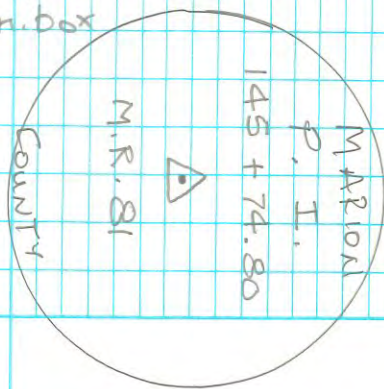
(#2)

Fd. 3" dia Brass Cap 12" below road
surface
E MR 81
D/W



(#3)

Fd. 3" dia Brass Cap 8" below road
surface in a man box
C/L MR 81



(#1)

Fd. 3" dia Brass Cap 12" Deep
in concrete. A 3/4" Iron Pipe
beats South 0.5' also in
concrete. Also Fd. a 3/4" Iron Pipe
NW'LY 7.8' $\pm$ 12" deep.



Ke 1	Bs 2
Hs	

1980.30

To Z	0°
------	----

1) 307-02-17

4) 127-02-15

7.96

To 10 n) 307-02-16

$\frac{3}{4}$ " Iron Pipe

1) 313-36-00

2) 133-36-00

71.83

To 11 m) 313-36-00

3/4" Iron Pipe

To 12 313-18-18

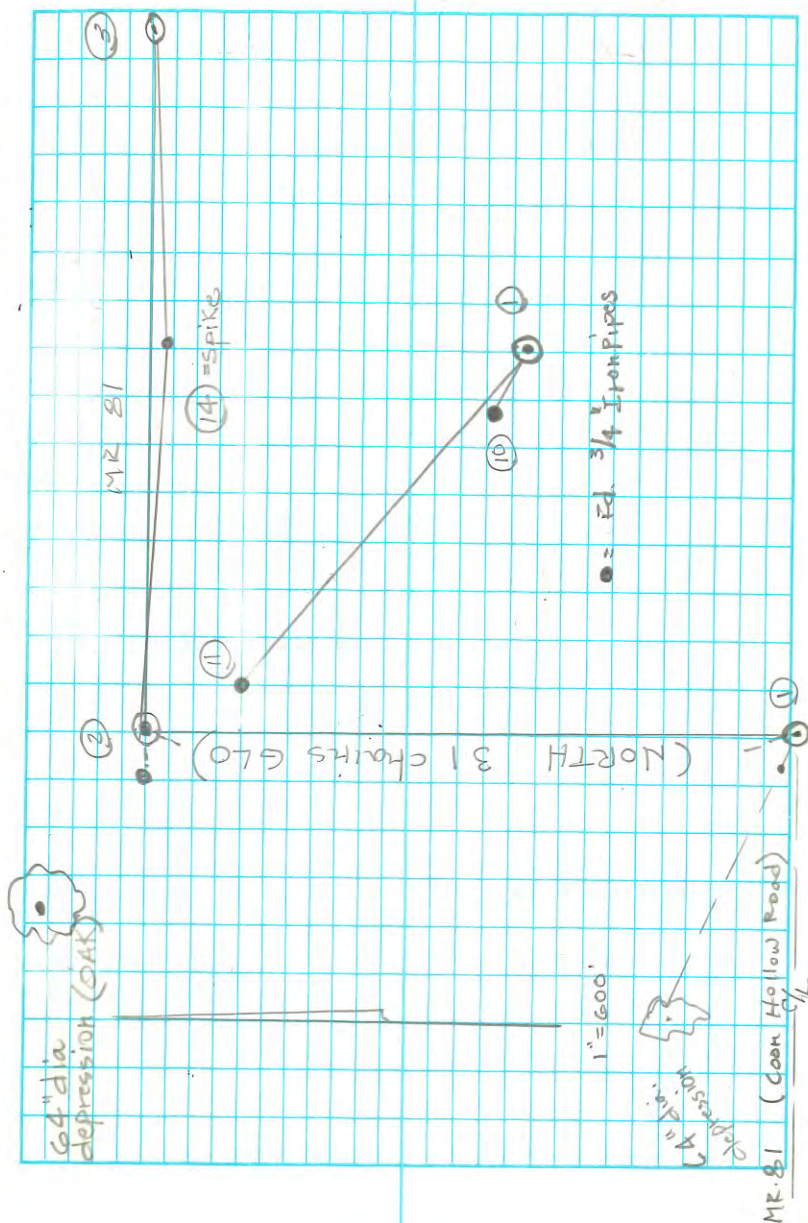
241.97

64" dia Depression Tied center

To	13	141-32	-00
----	----	--------	-----

30.05

PP # M430



Ac 2, BS 1

H~~S~~

HZD

1) 271-19-53

L) 91-19-53

To 14 W) 271-19-53

1193.77

Spike

Ac 14, BS 2

1) 178-32-37

L) 358-32-40

To 3 W) 178-32-39

977.38

MCBC

Ac 2, BS 1

1) 89-59-02

L) 269-59-00

To 15 W) 89-59-01

21.83'

Fd. 1/2" Iron Pipe bent & loose in ground

14 = spike 3.6' south of South EP

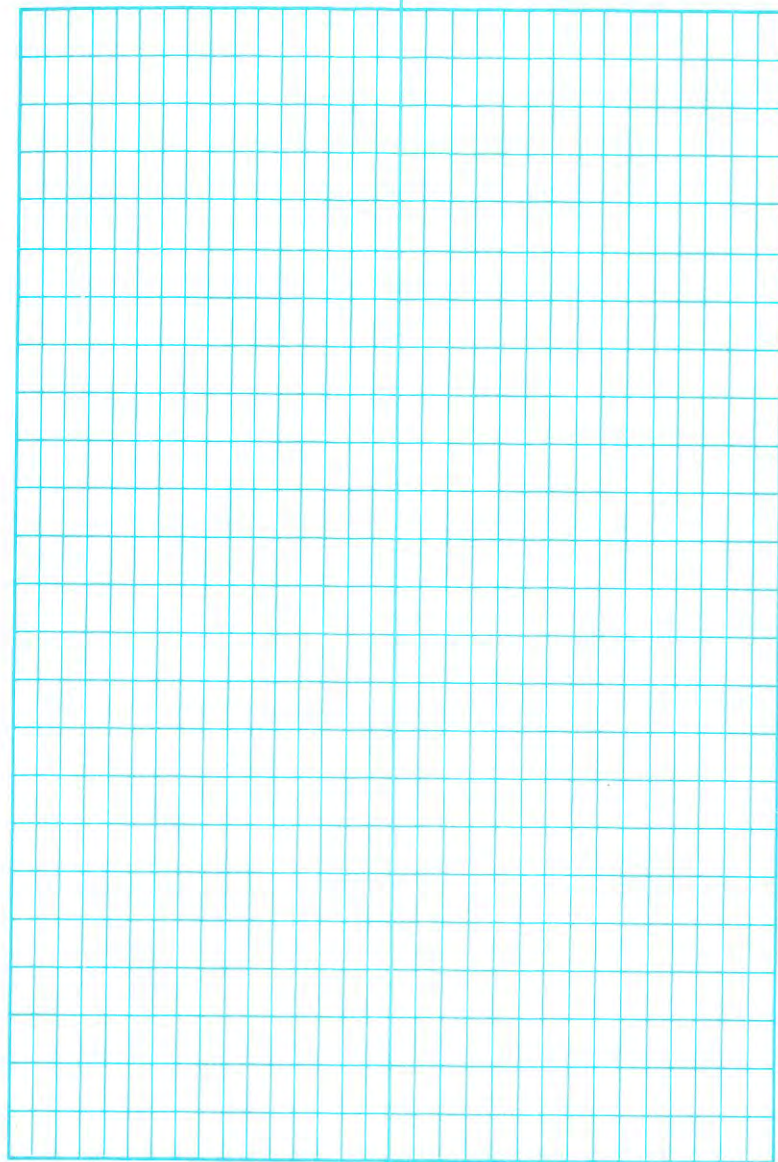
15 = Fd. Badly bent 1/2" Iron Pipe

12" deep - Spun & Tied hole
(CSR. 11956)

5



5



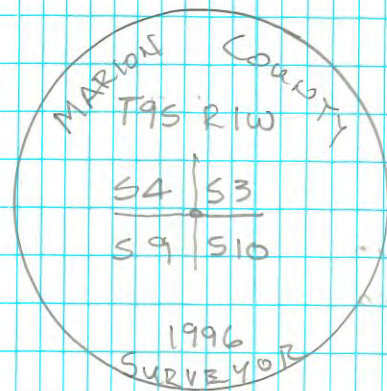
6-4-96

D. Edwards	S.T. II	
S. Shields	S.T. I	
J. Elwood	S.T. I	Flagger
R. Gibboey	S.T. I	Flagger

The purpose of this corner Restoration was to reset the Brass Cap in concrete at the section corner common to Sections 3, 4, 9, 10, T9S, R1W.

This corner was destroyed during school construction of a sewer line.

Set a $2\frac{1}{2}$ " dia x 3" long twisted stem cap in concrete flush with Shaff Rd. Set a Clear No. 5 magnet 8" below the road surface



7

Ac 1, Bs 2

To 2 (South)
0°

2639.00'

1) 347-43-40

L) 167-43-40

To 3 M) 347-43-40 $S 11^{\circ} 49' 46'' E$ 140.27'Fd. $\frac{5}{8}$ " IR East R/W Gardner Ave.
Flush

1) 8-48-03

L) 188-48-00

To 4 M) 8-48-02 $S 9^{\circ} 14' 36'' W$ 140.42'Set $\frac{5}{8}$ " x 30" IR w/AL CAP (RP-3) 12" Deep

1) 167-43-40

L) 347-43-40

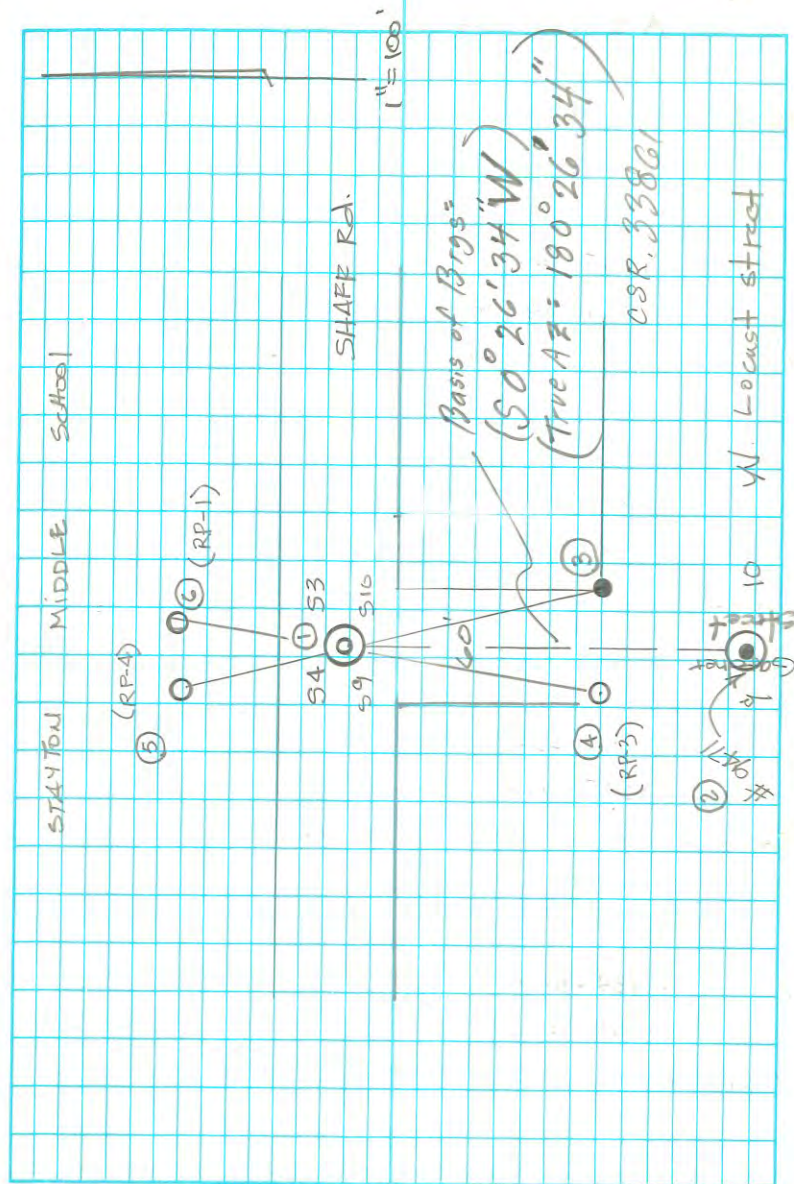
To 5 M) 167-43-40 $N 11^{\circ} 49' 46'' E$ 168.25'Set $\frac{5}{8}$ " x 30" IR w/AL Cap (RP-4) 12" Deep

1) 188-48-04

L) 08-48-00

To 6 M) 188-48-02 $N 9^{\circ} 14' 36'' E$ 165.47'Set $\frac{5}{8}$ " x 30" IR w/AL Cap (RP-1) 12" Deep

7



8

Ac 7, B5 1

To 1

2643.67'

1) 25-34-00

2) 205-34-00

To 8 1) 25-34-00 $N 64^{\circ} 05' 34'' W$ 74.34
(RP-4)

1) 133-35-12

2) 313-35-10

To 9 1) 133-35-11 $N 43^{\circ} 55' 37'' E$ 49.55'
(RP-1)

1) 227-32-18

2) 47-32-19

To 10 1) 227-32-19 $S 42^{\circ} 07' 15'' E$ 56.29'
(RP-2)

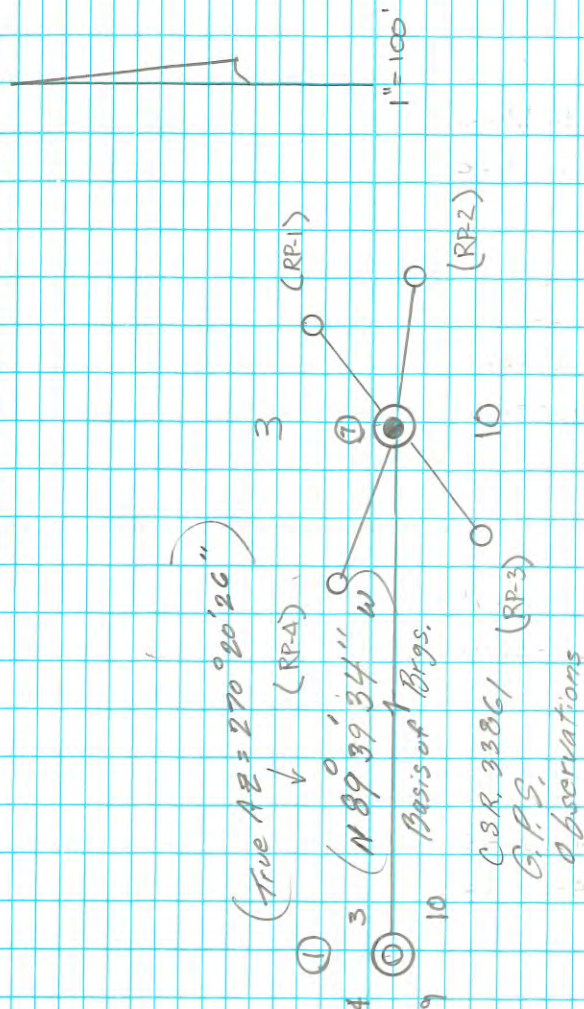
1) 314-10-55

2) 134-10-55

To 11 1) 314-10-55 $S 44^{\circ} 31' 21'' W$ 54.85
(RP-3)

6-4-96

8



9

Ac 12, Bs 1

To 1

2648.46'

1) 271-23-47

2) 91-23-47

To 13 $\rightarrow$ 271-23-47 N $0^{\circ}09'34''$ E 95.46'

(RP-1)

24" Deep

1) 90-25-34

2) 276-25-35

To 14 $\rightarrow$ 90-25-35 S $0^{\circ}11'22''$ W 39.98'Ed. 5/8" IR w/ YR "LULAY" Flush
(Set CSR 32027)

1) 150-53-41

2) 330-53-40

To 15 $\rightarrow$ 150-53-41 S $60^{\circ}39'28''$ W 104.53'

(RP-3)

24" Deep

1) 205-37-46

2) 25-37-45

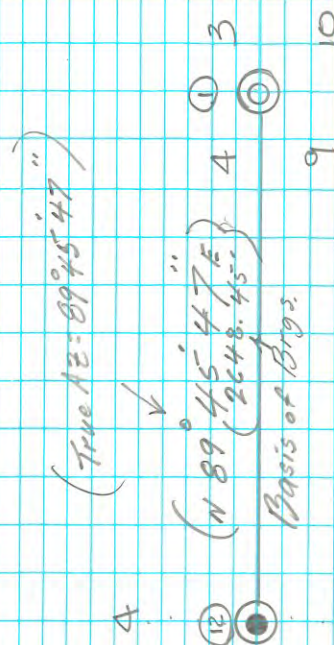
To 16 $\rightarrow$ 205-37-46 N $64^{\circ}36'27''$ W 81.06'

(RP-4)

24" Deep

6-4-96

9



Ke 17, BS 2
Hx

6-5-96

Dist

(CSR. 33861)

To	2	0° (S 89° 58' 43" W)	2647.66'
----	---	----------------------	----------

MCBC 3" dia in man box. Cap is 6" below road.
9/10

1) 77-21-39

2) 257-21-40

To 18 n) 77-21-40

111.38'

Fd. $3\frac{1}{4}$ " I.P. Flush (N $12^{\circ}39'37''$ W)
(Set CSR 11527)

1) 115-03-30

L) 295-03-27

To 19 n) 115-03-29

98.84'

(RP-1) 6" Deep (N 25° 02' 12" E)

1) 219-13-23

4139-13-25

To 20 m) 219-15-24

33.52'

Fd. 5/8" IR	1" deep	(550°47'53"E) (origin unknown)
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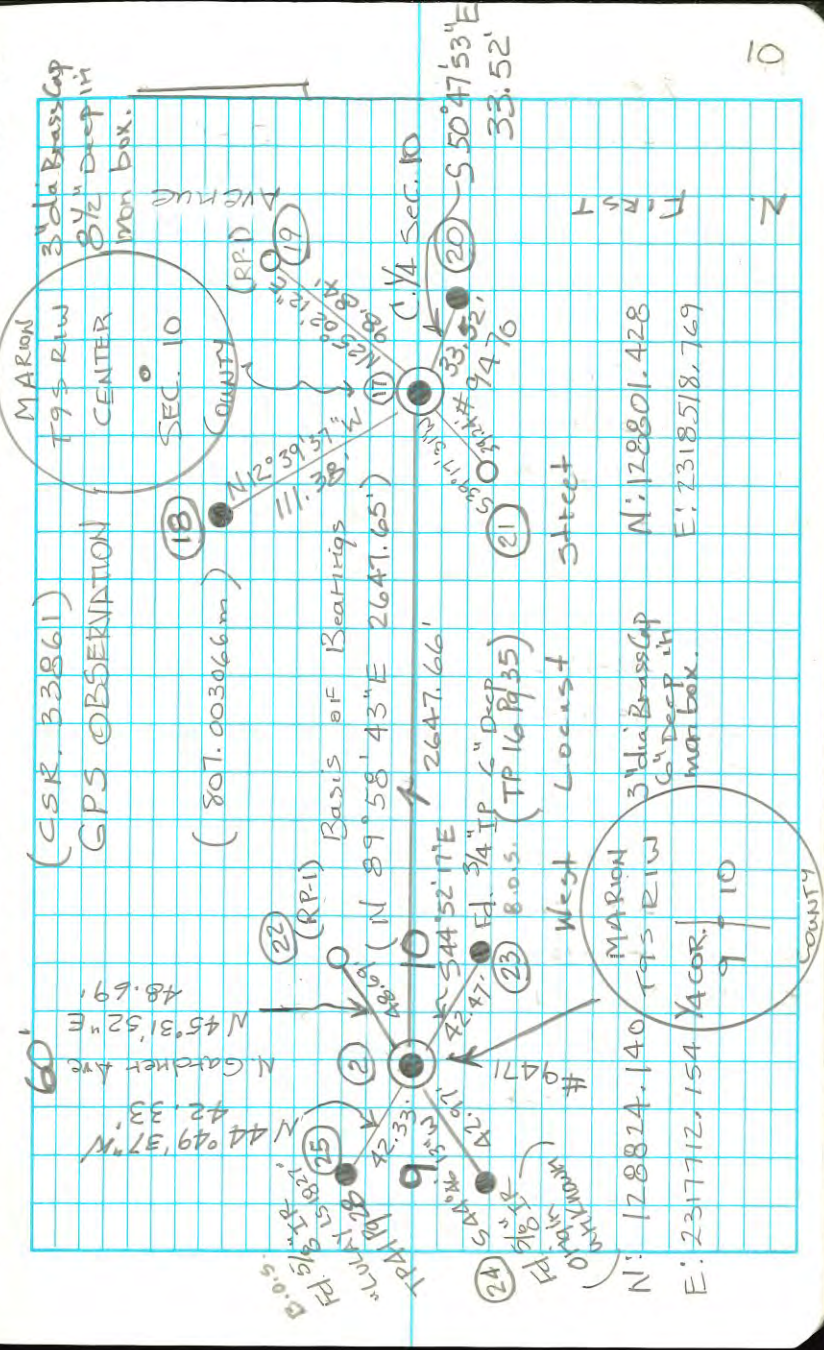
$$1) 309 - 18 - 48$$

2\ 129-18-47

To 21 m) 309-18-48

39.24'

(RP-3) (539°17'31"N)



6-5-96

H 4

DIST

1) 315-33-08

2) 135-33-10

To 22 n) 315-33-09

48.69

(RP-1) 3" Deep (N 45° 31' 52" E)

i) 45-09-00

2) 225-09-00

To 23 ~) 45-09-00

42. 47

Fd. $\frac{3}{4}$ " IP 6" Deep (S $44^{\circ}52'17''$ E) (TR 16 Pg 35)

v) $134 - 47 - 30$

4) 314-47-30

To 24 ~) 134-47-30

42.97

Fd. $5/8"$ IR 6" Deep ($S 44^{\circ} 46' 13" W$)

1) 225-11-40

2) 45-11-40

To 25 m) 225-11-40

42.33

Fcl. 5/8" IR "LULAY LS 1827" Flush

(N 44°49'37"W)

17

2025

2

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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N: 129562.854

E! 2320155.615

(801.904633 m)

$$\sum_{i=1}^n \sum_{j=1}^n$$

Fern Ridge Rd. SE

(N 89° 43' 40" E 2630.92)

4

1011

#9464

N: 129581.711

E: 2319354.001

6-5-96

H 4

DIST

To 26



2630.92

Basis of Brs = $N 89^{\circ} 43' 40'' E$

(see page 11)

1) 270-06-21

c) 90-06-20

To 28 270-06-21

$N 0^{\circ} 09' 59'' W$ 29.96'

Fd. 1/2" TP	w/ 4x4 white	Post 6" deep
		(CSR.24977)

(CSR.24977)

1) 9-34-42

L\189-34-41

To 29 m) 9-34-42

$S 80^{\circ} 41' 38'' E \quad 124.73'$

(RP-2)	12" Deep
--------	----------

1169-13-19

4349-13-19

To 30 m) 169-13-19

578°56'59"W 141.39'

Fd.	$\frac{3}{4}^u$	IP
-----	-----------------	----

9⁴ Deep

(CSR 16730)

1) 186-48-46

c) 6-48-46

To 31 ~) 186.48.46

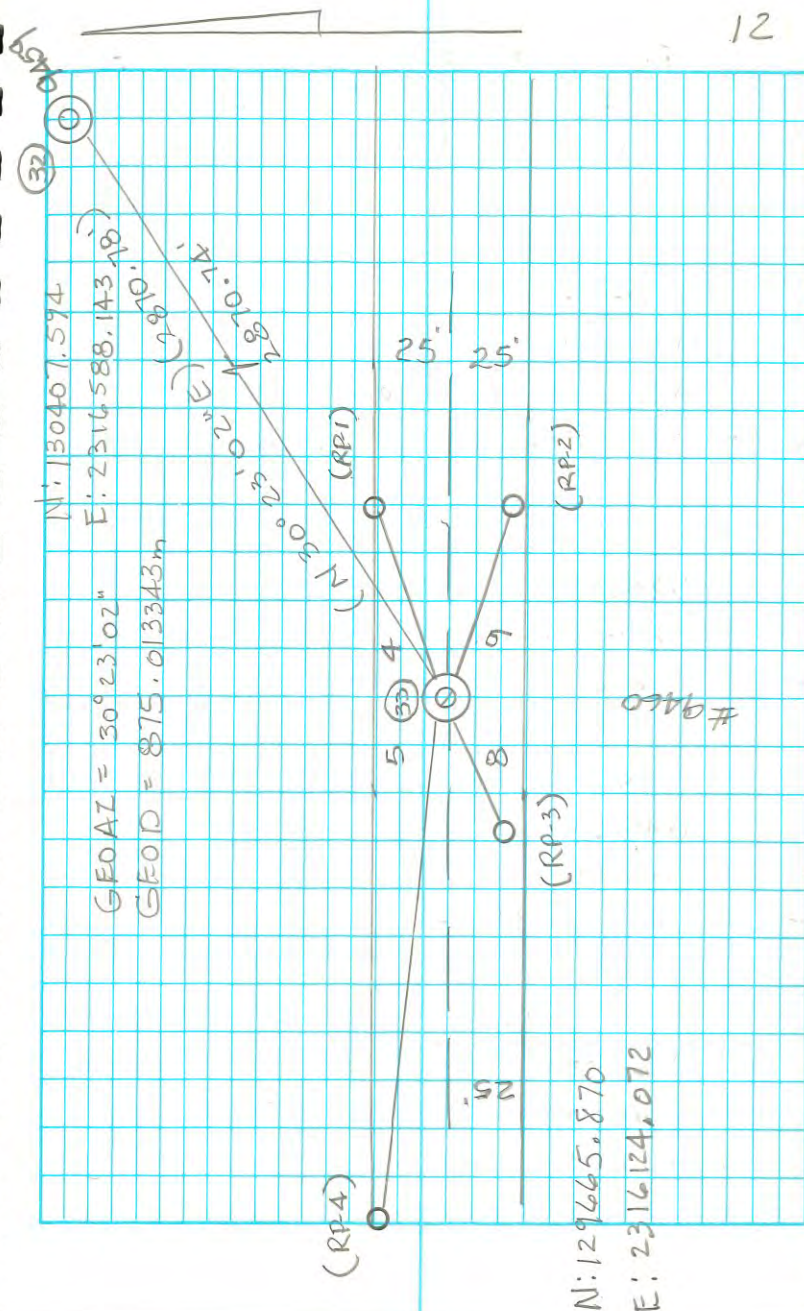
N 83° 27' 34" W 251.56'

Fd $\frac{5}{8}$ " IR @ SW cor. Church prop.

Flush

(CSR, 25149)

- 1 added no dots -



Ac 33, B5 32

143

DIST

(6-5-96)

To 32

0°

2870.74'

Basis of Br_gs = N 30° 23' 02" E
(see page 12)

1) 37-07-47

2) 217-07-48

To 34 n) 37-07-48 N67 30 50 E 65.92'

(RP-1) 30" Deep

1) 81-05-36

2) 261-05-36

To 3.5 m) 81-05-36 S 68° 31' 22" E 47.98'

(RP-2) 30" Deep

1) 191-03-30

2) 11-03-30

To 36 m) 191-03-30 S41°26'32"W 29.64'

(RP-3)	30" Deep
--------	----------

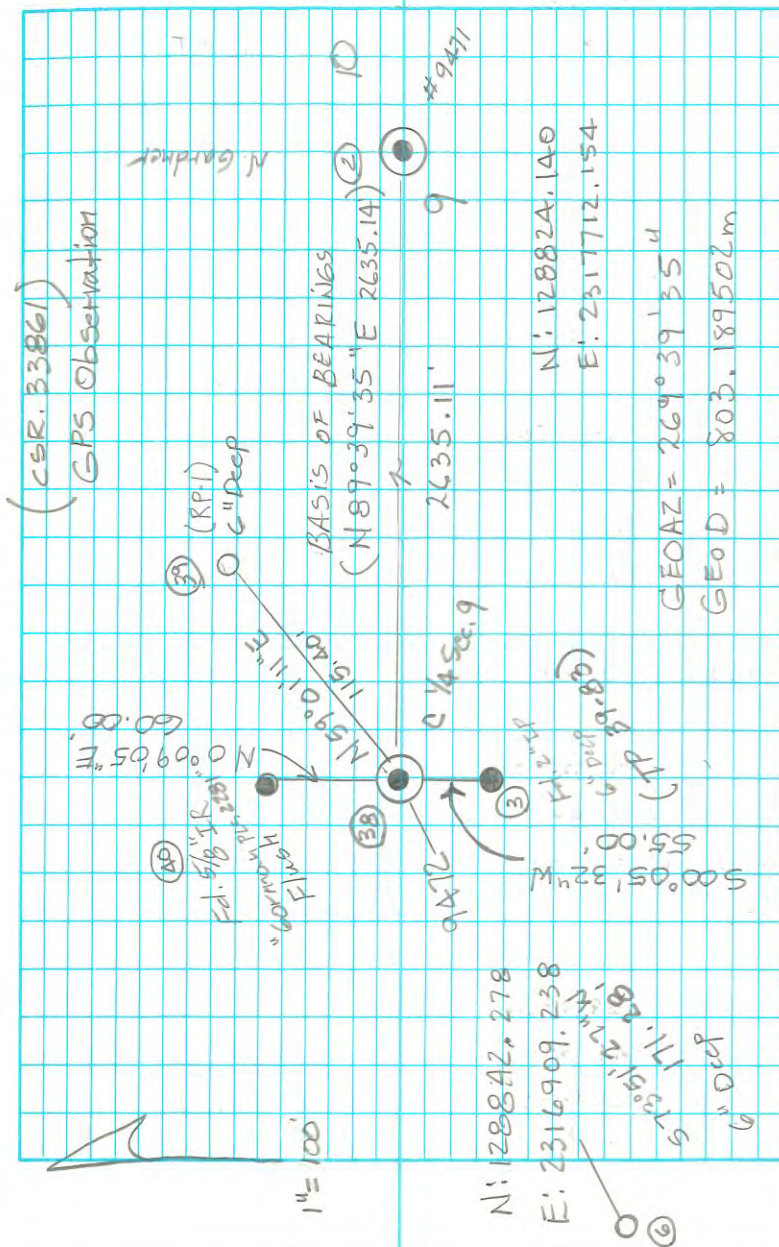
1) 248-24-17

2) 68-24-17

To 37 m) 248-24-17 N 81° 12' 41" W 161.35'

(RP-4)	30" Deep
--------	----------

- 213966 NO DATA -
- 213967 -



Ac 38, B3 2
H#

DIST
2635.11'

To 2

1) 329-21-36

2) 149-21-35

To 39 1) 329-21-36

115.40'

(RP-1) 6" Deep

1) 270-29-30

2) 90-29-30

To 40 1) 270-29-30

60.00

Fd. $\frac{5}{8}$ " IR "German Survey PLS 2281"

copied From Page 7 Field Book 1031

1) 90-25-53

2) 270-26-01

To 3 1) 90-25-57

55.00'

1) 164-11-52

2) 344-11-51

To 6 1) 164-11-52

171.28'

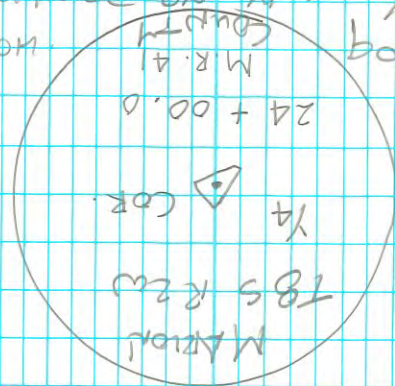
39 = Set $\frac{5}{8}$ " x 30" Iron Rod $\frac{1}{2}$ " dia AL-Cad
"Marion County Surveyor" "RP-1" "1996"

3 = Fd. 2" dia Iron Pipe 6" below ground
23.5' South of S'LY RR Track $\frac{1}{2}$ 28'
East of east edge of pavement Wilco Rd.

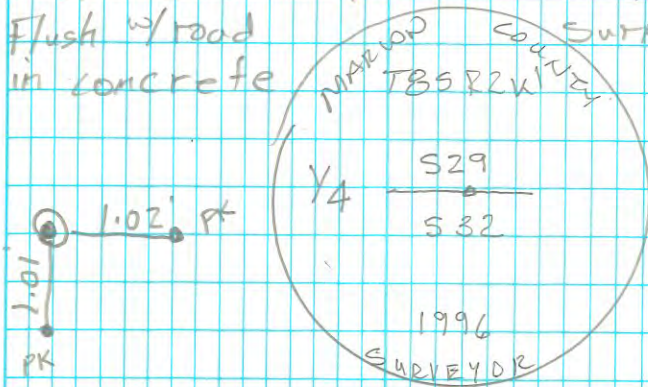
6 = Set $\frac{5}{8}$ " x 30" Iron Rod $\frac{1}{4}$ " YPG
"Marion County Surveyor" 12" Deep 1.3' North
of E-W Chain Link Fence 8' Tall

6-6-96

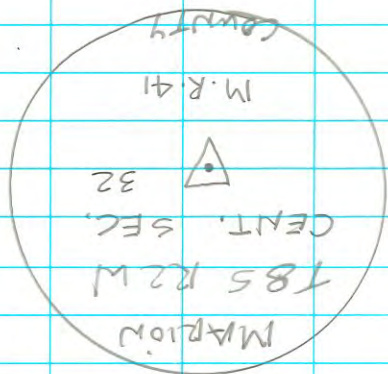
Ed. 3" dia Brass Cap 8" below the
road surface on N-S C/L stripe
in a MON box



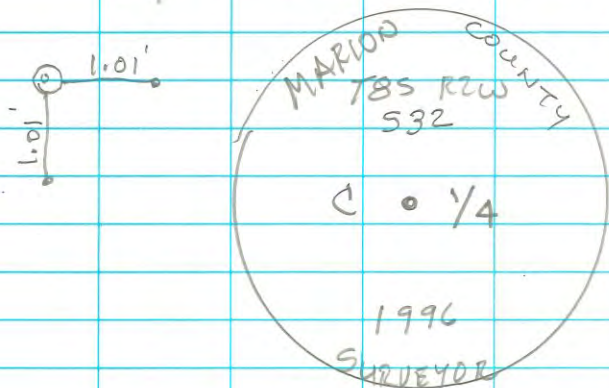
Set a 2 1/2" dia x 3" twisted steel cap
Flush w/ road
in concrete



Fd. 3" dia Brass Cap 9 1/2" Deep
 10' West of N-S C/L Strip
 in a man box



Set a 2 1/2" dia x 3" twisted stem
 Cap Flush with road surface



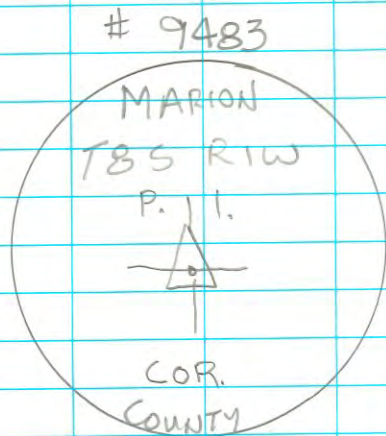
PAGES 17 TO 18 ARE BLANK

19

6-10-96

D. Edwards
S. Shields
Wild T-1600 Total Sta.
Sunny
65°

Fd. 3" dia Brass Cap 7" below
the road surface in a mon box.



19

(CSR. 33861)

GEO AZ = $-1^{\circ}28'10''$
GEO D = 401.989903m

N: 132386.180

E: 2319407.564

1" = 40'

NE cherry st.

#9483

Fd. 1/2" Iron Rod

3" deep

A/C

edge of pavement

12'

c/l stripe

NE Barty st.

edge of pavement

BASIS OF BEARINGS

(S $1^{\circ}28'10''$ E 1318.86')

1318.87'

Fd. 3/4" I.P.
3" deep

CR878

34

35

#9482

20

Ke 2, BS 1

H₂

HZD.

To 1

0°

1318.87'

1) 204-11-00

L) 24-11-00

To 3 M) 204-11-00 N 22° 42' 50" E 47.66'

1) 271-08-17

L) 91-08-18

To 4 M) 271-08-18 N 89° 40' 08" E 14.98'

1) 24-11-00

L) 204-11-00

To 5 M) 24-11-00 S 22° 42' 50" W 56.26'

1) 100-50-20

L) 280-50-20

To 6 M) 100-50-20 N 80° 37' 50" W 34.30'

20

1 = 3" dia Brass Cap Deep in
concrete E. 1/4 Sec. 34, T8S, R1W

2 = 3" dia Brass Cap 7" Deep in mon. box

3 = Set 5/8" x 30" Iron Rod w/ 1/2" AL. Cap
(RP-1) 3" Deep4 = Fd. 3/4" IR 3" Deep
CSR. 185895 = Set 5/8" x 30" Iron Rod w/ 1/2" AL. Cap
(RP-3) 3" Deep6 = Fd. 1/2" IR 3" Deep below A/C
CSR. 18589

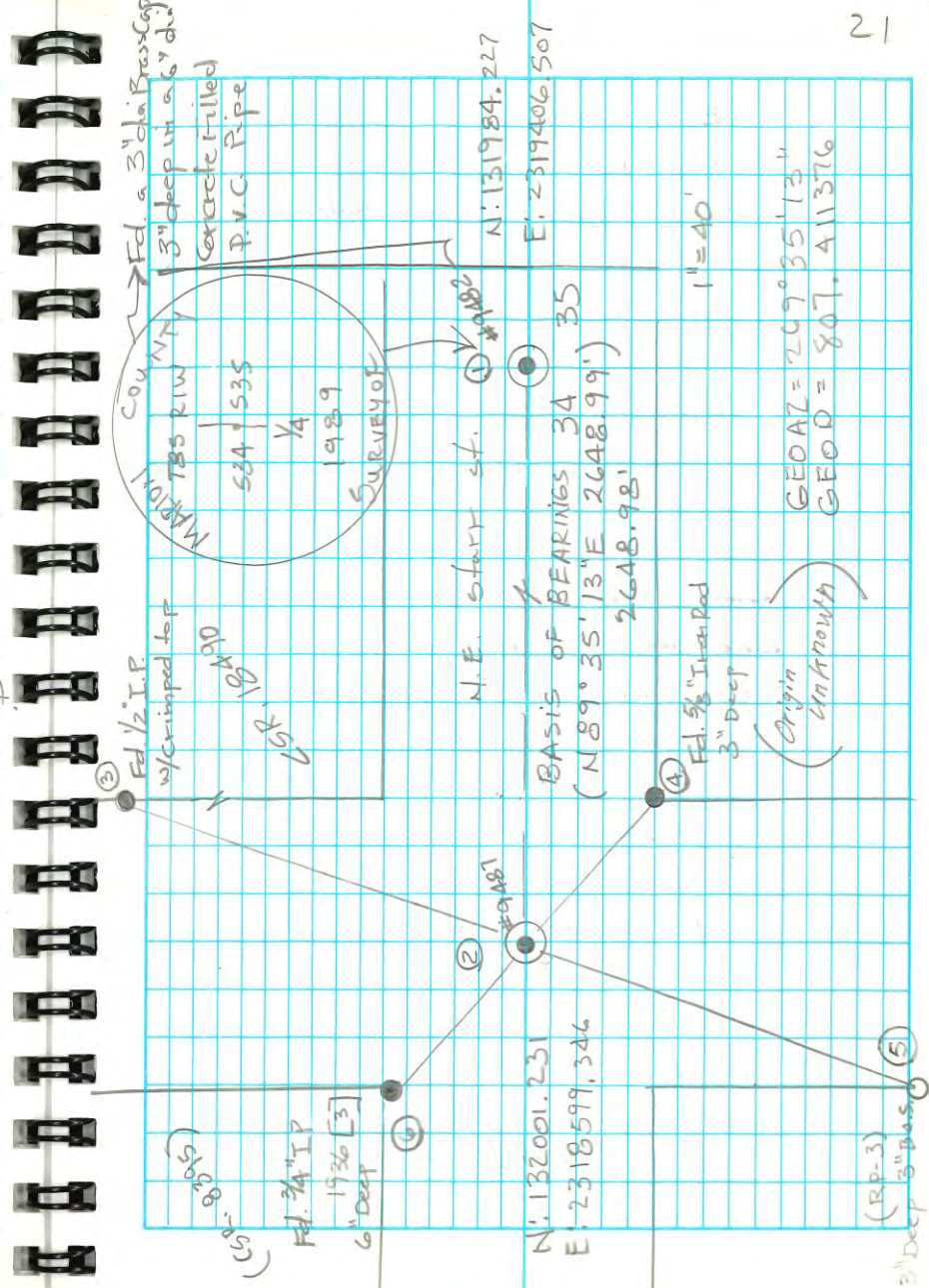
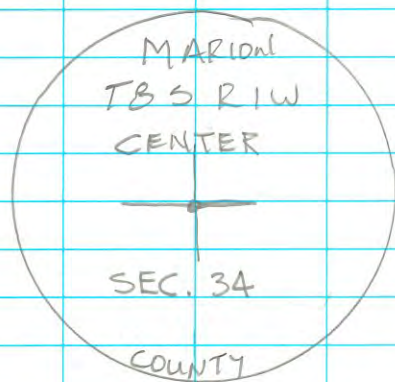
D. Edwards
S. Shields

Wild T-1600 Total sta.

Sunny
65°

6-10-96

Fd. 3" dia Brass Cap below
the road surface in a mon. box
C/L NE STARR ST & N. Center St.



AC 2 BS 1

H₃

HZD.

To 1

0°

2648.98'

1) 282-15-30

2) 102-15-30

To 3

1) 282-15-30 N 115° 43' E 143.38'

1) 44-57-15

2) 224-57-15

To 4

1) 44-57-15 S 45° 27' 32" E 42.45'

1) 100-42-54

2) 280-42-55

To 5

1) 100-42-55 S 10° 18' 08" W 161.45'

1) 239-04-00

2) 59-04-00

To 6

1) 239-04-00 N 31° 20' 47" W 61.09'

1 = MCRCL

34 + 35

2 = MCMRS

C. 1/4 Sec. 34, T8S, R1W

3 = Ed. 1/2" I.P. w/ crimped top 3" Deep
Set CSR. 18490

4 = Ed. 5/8" IR

Flush

Origin unknown

5 = Set 5/8" x 30" Iron Rod w/ 2" AL. Cap

6-11-96

D. Edwards

S. Shields

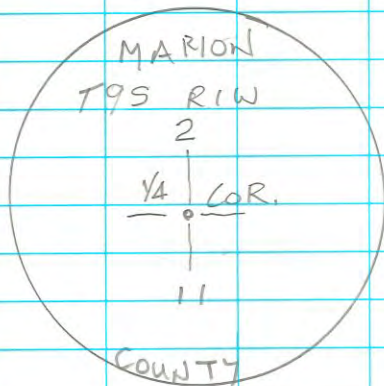
Wild T-1600 Total sta.

Sunny 60°

Note: See Field Book 1030
Pages 9-11

For additional information

Ed. 3" dia Brass Cap Flush in a
6" dia concrete core.



N: 129964.825

E: 2320162.255

NAD 83 (91)

Geo AZ = -0°39'59"

Geo D = 402.060457

1319.10'

(CSR. 33861)

Basis of Bearings

2-71

(N 00°29'59"W)
1319.13' (1319.10')

(CSR. 33861)

GPS OBSERVATION

NAD 83 (91)

N: 129562.854

E: 2320155.615

N 0°13'32"W
78.24'N 0°14'13"W
54.89'

1917 [8]

N 2°20'16"E 20.05'

11

9465

24

Ae 2, BS 1

HZ

HZD

To 1

0° (N 0° 39' 59" W) 1319.13'

1) 3-00-15

2) 6-00-30

To 3 3-00-15 (N 2° 20' 16" E) 20.05

Fd. 3/4" IP 7" Deep (Road Book 5 No. 434)

1) 0-25-46

2) 180-25-45

To 4 0-25-46 (N 0° 4' 13" W) 54.89' (54.92)

Fd. 3/4" IP 4" Deep (CSR. 2679)

1) 0-26-24

2) 180-26-22

To 5 0-26-23 (N 0° 13' 36" W) 98.24' (98.39)

Fd. 1" SQ Bolt @ C/L Flush w/A/C
(CSR. 2679)

24

1 = MCMB @ 9485

2 = MCBC @ 1/4 Corner $\frac{2}{11}$

3 = Fd. 3/4" Iron Pipe Road Book 5 No. 434

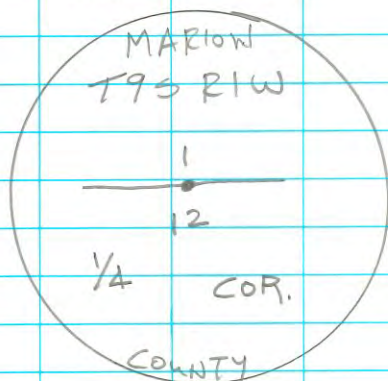
4 = Fd. 3/4" Iron Pipe CSR. 2679

5 = Fd. 1" SQ Bolt. Flush CSR. 2679

6-11-96

NOTE: Set H&T 500' West on
Top of Bank North side Fern Ridge Rd
For Back Sight

Ed. a 3" dia Brass Cap 6" above
ground in a 6" dia concrete
cone. Brass Cap is 0.6' East of
a North-South woven wire fence
3' Tall. A 13" dia x 5' Tall Fence
Post is North 7.0'

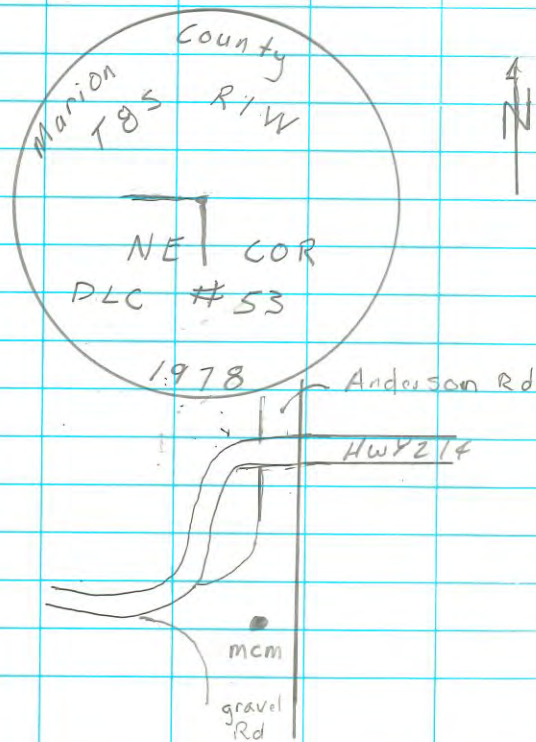


Date: 7-30-96

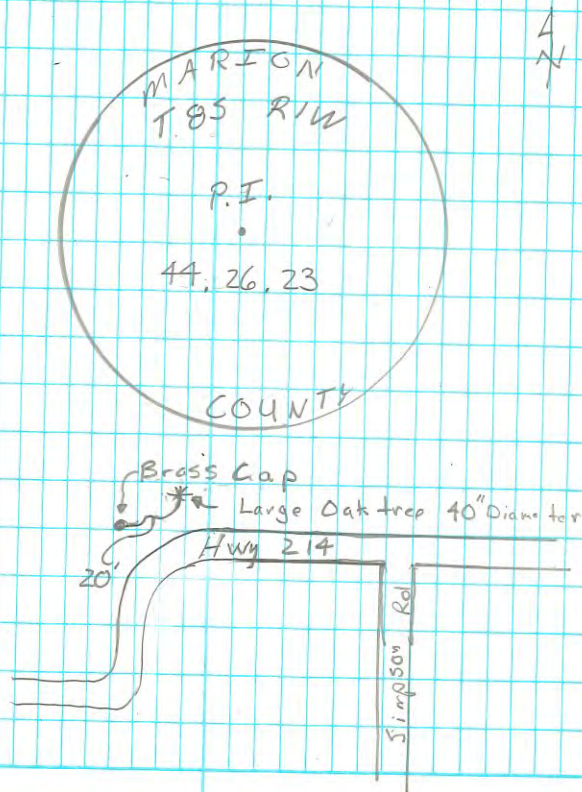
Crew: M. Reedy, R. Gibboney

Weather: Sunny 70°

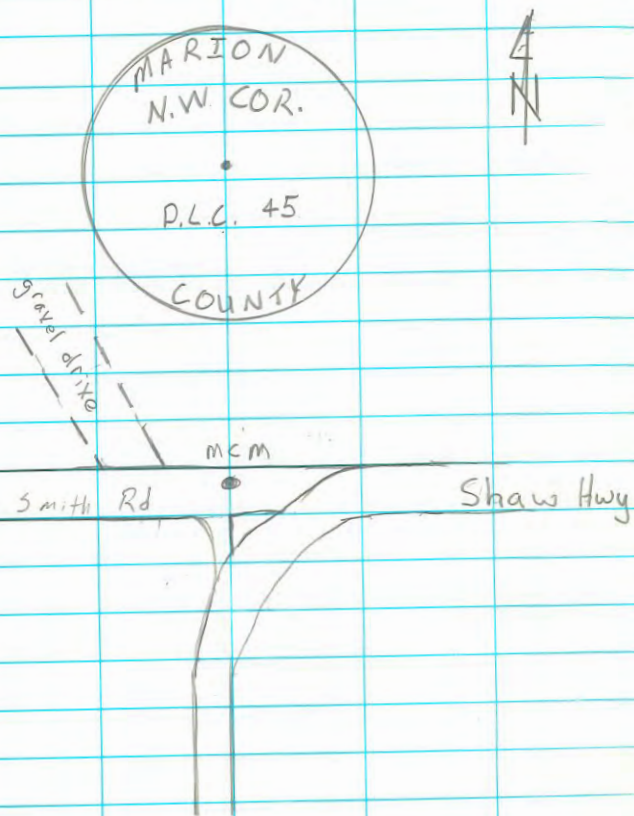
Found a Marion County Monument
box 0.76' deep in gravel road.
Found Brass cap stamped (see below)
0.25' deep. Good GPS point



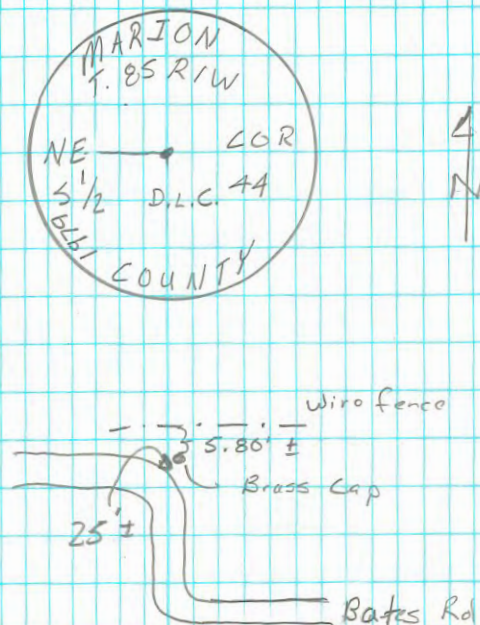
Found Brass Cap in concrete stamped
as shown below. Station Earl
at P.I. of Hwy 214, West of
Simpson Rd. Found 0.70' above
ground level. Not a good G.P.S.
point



Found Marion County Monument
0.40' deep at Intersection of
Shaw Hwy and Smith Road in
T8S R1W Sec. Found Brass
Cap stamped as shown below,
0.55' below monument



Found Brass Cap in 6 1/2" Diameter
PVC Pipe set 0.20' above ground
The cap is stamped as shown below
Not a good G.P.S. point. Difficult
to reference do to Trees & Brush
Marked by green T post



REMAINDER OF BOOK IS BLANK

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