

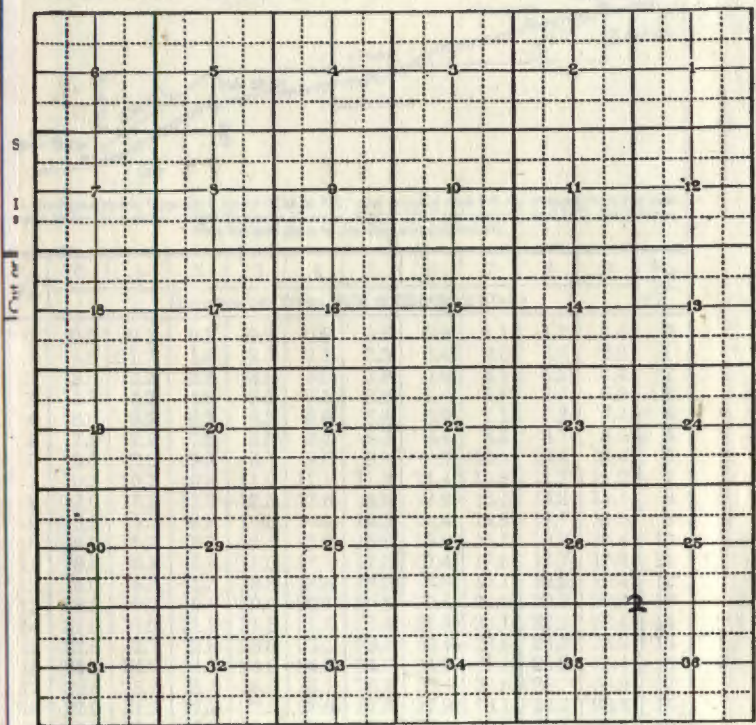
T146N R27W Sec 11M. 22

T 146 N
R 27 W

5³⁰ P.M.
No. 8400
Book # 2

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING

T. _____ R. _____ Sta. _____



21	31.5	31.7	31.8	32.0	32.1	32.3	32.4	32.6	32.7	32.9	21
22	33.0	33.2	33.3	33.5	33.6	33.8	33.9	34.1	34.2	34.4	22
23	34.5	34.7	34.8	35.0	35.1	35.3	35.4	35.6	35.7	35.9	23
24	36.0	36.2	36.3	36.5	36.6	36.8	36.9	37.1	37.2	37.4	24
25	37.5	37.7	37.8	38.0	38.1	38.3	38.4	38.6	38.7	38.9	25
26	39.0	39.2	39.3	39.5	39.6	39.8	39.9	40.1	40.2	40.4	26
27	40.5	40.7	40.8	41.0	41.1	41.3	41.4	41.6	41.7	41.9	27
28	42.0	42.2	42.3	42.5	42.6	42.8	42.9	43.1	43.2	43.4	28
29	43.5	43.7	43.8	44.0	44.1	44.3	44.4	44.6	44.7	44.9	29
30	45.0	45.2	45.3	45.5	45.6	45.8	45.9	46.1	46.2	46.4	30
31	46.5	46.7	46.8	47.0	47.1	47.3	47.4	47.6	47.7	47.9	31
32	48.0	48.2	48.3	48.5	48.6	48.8	48.9	49.1	49.2	49.4	32
33	49.5	49.7	49.8	50.0	50.1	50.3	50.4	50.6	50.7	50.9	33
34	51.0	51.2	51.3	51.5	51.6	51.8	51.9	52.1	52.2	52.4	34
35	52.5	52.7	52.8	53.0	53.1	53.3	53.4	53.6	53.7	53.9	35
36	54.0	54.2	54.3	54.5	54.6	54.8	54.9	55.1	55.2	55.4	36
37	55.5	55.7	55.8	56.0	56.1	56.3	56.4	56.6	56.7	56.9	37
38	57.0	57.2	57.3	57.5	57.6	57.8	57.9	58.1	58.2	58.4	38
39	58.5	58.7	58.8	59.0	59.1	59.3	59.4	59.6	59.7	59.9	39
40	60.0	60.2	60.3	60.5	60.6	60.8	60.9	61.1	61.2	61.4	40

USFS T146NR27W

Book #2

Property of DISTRICT RANGER
 U. S. Forest Service
 P. O. Box 308
 Deer River, MN 56636

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Made in U. S. A.

TUGNR 27W Book 2

①

INDEX USFS

Pg 2-7	SE Cor. Sec. 26
Pg 8-17	Traverse
Pg 18-	STRUCTURE TIES FS LEASE S25 SW $\frac{1}{4}$ SE $\frac{1}{4}$

(2)

V-21

Southeast Corner of Section 26

Jan 1874 P.H. Conger, U.S. Deputy Surveyor set a post for this corner and marked the following for reference:

Norway Pine	13	S 17° E	85 lks	56.10 ft
Norway Pine	14	S 7° W	87 lks	57.42 ft
Norway Pine	8	N 31° E	51 lks	33.66 ft
Jack Pine	8	N 54° W	74 lks	48.84 ft

Dec 5, 1917 Chas Murray, Surveyor, H.L. Burbank and Jos. M. Daniel, helpers, U.S. Army, Corps of Engineers, found 3 original BT's standing: Norway pine, N 31° E, 51 lks (33.66 ft); Norway Pine, S 7° W, 87 lks (57.42 ft) and Norway Pine, S 17° E, 85 lks (56.10 ft). They also "found post set 5' So and 2' West of correct point for cor. set cor." (Bk A1-472, pp 2) Notes indicate iron set for corner

Aug 8, 1929 Brownell, McGill, Malloy, Erskine, Hager and Otzel, U.S. Army Corps of Eng., traversed thru this corner and found a 1 in iron pin. Between Aug 20

(2)

and 26 they set a concrete monument for corner to Sec 25, 26, 35 E, 36 (BKA1-475, pp 50-55)

Jan 13, 1926 Balke, CCC, found U.S. Army monument and 24 in N. Pine, S 22° E 0.90 chs (52.80 ft) 24 in N. Pine, S 5° W, 0.81 chs (53.46 ft) and a 24 in N. Pine, N 32° E, 0.58 chs (38.28 ft). (CCC field Book, No 874)

Nov 1968 U.S. Army Corps of Engineers, found the concrete Mon with disc and tied it into a horizontal control loop from NGS Station "WINNIE 1934" (Book 14, pp 2, U.S. A Corps of Eng.).

Aug 13, 1982 Ken Whitehorn, RLS, and Glenn Kosenko, USES, found a U.S. Army Corps of ENGR 6 in x 6 in Concrete Monument with 3 in Brass cap stamped:

46^N R2^a
SEC COR.
26 | 25
35 | 36

(See page 3)

U.S. RESERVATION

(3)

V-21 (kont)

We also found a 1/4 in iron rod at NW cor of Mon & a 3in x 3in pyramidal concrete post with a rotted off wooden post beside pyramid (see pictures).

Cut into 25.2 in Red Pine with scar and found a 3in x 12 blaze with BT scribe visible and reverse image. cut another chunk out above first and found upper blaze with scribe visible and axe mark at base of upper blaze (see pictures) 9in between upper & lower scar. some fire damage evident on blazes. Set 60d spike vert at base of blaze and painted with red paint

From Corps Mon to R. Pine 25.2 in N33°E 33.73 ft to face of blaze

Cut into a 23.3 in R. Pine. Found 3in x 10" blaze rotting. No scribe visible but axe marks visible and small scribing visible on reverse image. 7in up to base of upper blaze with heavy axe mark at base (see pictures). Set 16d nail in E. face 56.10 ft from Monument and set 60d spike horizontal 8in up

Set 16d nail in NW face 33.66 ft from Mon

(3)

in bottom of base blaze.

From Corps Mon R. Pine 23.3 S 18°E 41 ft to face of blaze.

Cut into a 24.2 in R. Pine. found 3 1/2 in x 11 in fire damaged blaze, rotting and no scribe visible, axe marks visible and no reverse image visible (scribing). base of upper blaze 5in above base blaze (see pictures). Set 16d nail in E face 57.42 ft from Monument and 60d spike vertical at base of base blaze. Painted red. Scribe on upper blaze still visible.

From Corps Mon R. Pine 24.2 in S 6°W 57.54 ft to face of blaze.

Set 8' Steel Sign Post w/54-9 NORTH 3.0 ft

We double scribed "S25" and "BT" on White Oak 9.9 in N 49 1/2° E 20.00 ft to 16d nail in NW face. Also set 60d spike vert at base of base blaze.

Double scribed "S35" and "BT" on R. Pine 23.0 in S 83°W 54.72 ft to 16d nail in SE face. Also set 60d vert spike at base of base blaze.

(see page 4)

(4)

V-21 (Cont)

8-24-82 Ken Whitehorn, RLS and Glenn Kosenko, USFS, returned to this corner to continue search for evidence of original post mentioned in the U.S. Army Corps of Engr 1917 survey. Pulled 5 ft south and 2 ft west of Corps Conc. Mon and started digging at 0.2 ft down we found the top of 1 1/4 in x 42 in ^{with 2 1/2 in of threads on top} iron rod with broken bottle (elixir) at sw face of rod and a 3/4 in x 5 in diam iron ring around rod. At this depth we also found rotted wood remains lying in a northwesterly direction. To rotted to determine if it were ever a post. Continued to remove soil with shovel and at 0.8 ft deep a square patch of clearly discolored soil appears oriented in the diagonal direction that is characteristic of original section corner posts. (see pictures) continued scraping soil with small trowel. The discolored soil continued

(4)

to taper and at 2.2 ft the discoloration ended at a point. No solid pieces of wood were ever found. Bearings and distances from this found post are as follows to:

Corps Conc. Mon 6 in x 6 in N 25 1/2° E 4.98 ft

Orig R. Pine 25.2 in N 30° E 38.71 ft to face of blaze.

Orig R. Pine 23.3 in S 18 1/2° E 52.95 ft to face of blaze

Orig R. Pine 24.2 in S 5 1/2° W 52.94 ft to face of blaze.

8-25-82 Ken Whitehorn, RLS and Glenn Kosenko, USFS, returned to corner to tie all evidence together with T2 theodolite and chain. See sketch on page 5.

(See page 5)

5

V-21 (Cont)

8-25-82 Original blazes do not face either corner position very well.

Gyro Orientation (See page 6)

$S 83^{\circ} 51' 06'' W$

Reference BS.
1/4" nail in lower end of
BT Tag on 23" R. Pine



54.08 ft

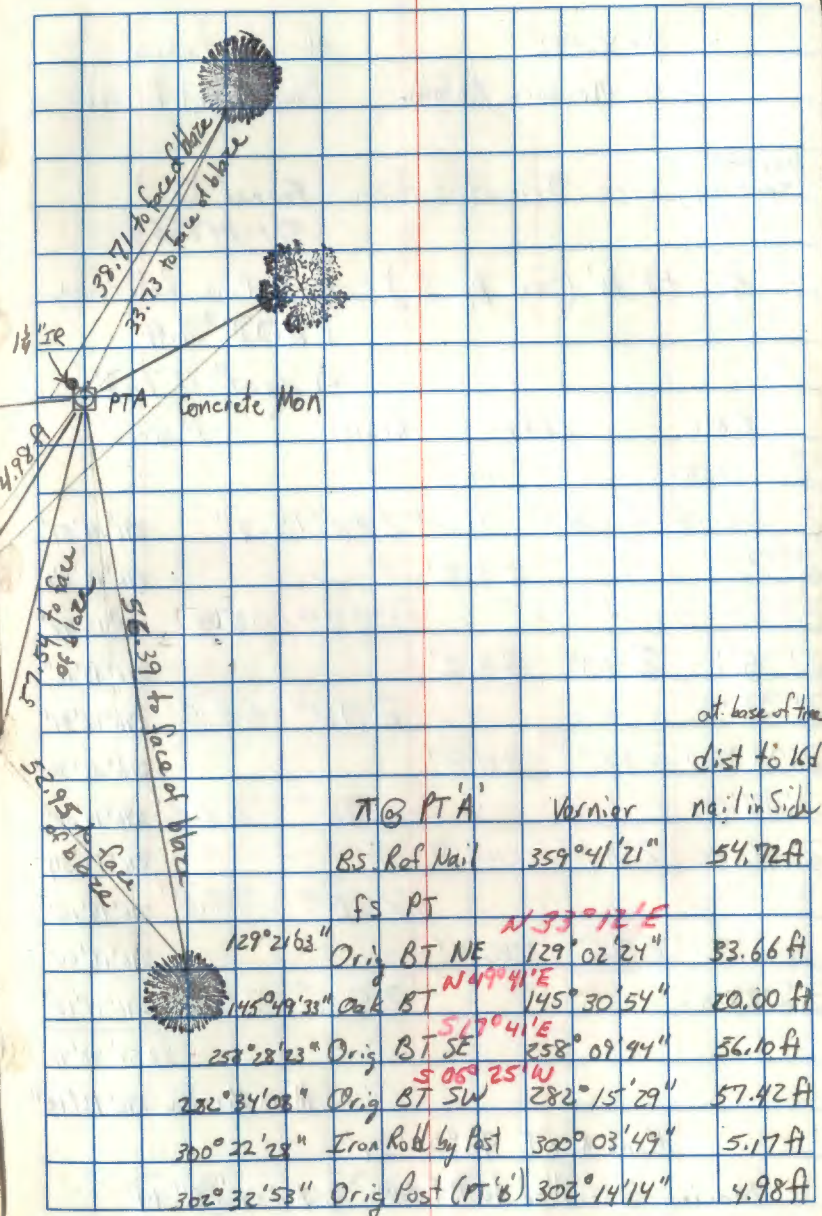
51.57 ft

PT B
Probable
original post

52.94 to
face of blaze

	Vernier	dist to 1/4" nail	
$\pi @ PT 'B'$		in side of tree at base	
BS Ref Nail	$0^{\circ} 19' 24''$	52.17 ft	
FS PT			
Conc. Mon (PT 'A')	$118^{\circ} 12' 49''$	4.98 ft	$\pm 117^{\circ} 53' 25''$
Orig BT NE	$124^{\circ} 08' 14''$	38.59 ft	$\pm 123^{\circ} 48' 50''$
Oak BT	$136^{\circ} 47' 20''$	24.64 ft	$\pm 136^{\circ} 27' 56''$
Orig BT SE	$250^{\circ} 23' 18''$	52.72 ft	$\pm 250^{\circ} 03' 54''$
Orig BT SW	$276^{\circ} 23' 12''$	52.89 ft	$\pm 276^{\circ} 03' 48''$

5



	$\pi @ PT 'A'$	Vernier	dist to 1/4" nail in side
BS Ref Nail		$359^{\circ} 41' 21''$	54.92 ft
FS PT			
Orig BT NE	$129^{\circ} 21' 62''$	$N 33^{\circ} 12' E$	33.66 ft
Oak BT	$145^{\circ} 49' 33''$	$N 47^{\circ} 41' E$	20.00 ft
Orig BT SE	$258^{\circ} 28' 23''$	$S 17^{\circ} 04' E$	56.10 ft
Orig BT SW	$282^{\circ} 34' 08''$	$S 06^{\circ} 25' W$	57.42 ft
Iron Rod by Post	$300^{\circ} 22' 28''$		5.17 ft
Orig Post (PT 'B')	$302^{\circ} 32' 58''$	$302^{\circ} 14' 14''$	4.98 ft

(See Page 6)

⑥

9-2-82

cloudy / rain

Ken Whitehorn, Rob Fallon

Cool / light breeze

North
seeking Gyro Orientation Fennel K.T. 3

SN 148534

16 PT 'A' (See pp 5) BS R Pine Reference

1) 200° 7.4'

2) 200° 07.3'

TIME	LEFT	RIGHT	Mean
2:20:30	293° 14.0'		
2:24:00	299° 15.7'	299° 15.7'	296° 14' 51"
2:28:00	293° 22.2'		296° 18' 57"
2:32:00		299° 05.4'	296° 13' 48"
2:35:30	293° 33.2'		296° 19' 18"
2:39:30		298° 52.5'	296° 12' 51"
2:43:00	293° 48.8'		296° 20' 39"
2:47:00		298° 37.2'	296° 13' 00"
2:51:00	299° 00.7'		296° 18' 57"
2:54:30		298° 27.8'	296° 14' 15"
2:58:30	294° 08.2'		296° 18' 00"
3:02:00		298° 20.2'	296° 14' 12"
			3258° 58' 48"
			Mean Vernier 296° 16' 15"

Mean X RT 96° 08' 54"

Bearing Conc. Mon to RT SW S 83° 51' 06" W

⑥

See Page 6 of Book #1

(9)

BS

BS 0-05-15

T1

VA2-1

VOID

(9)

d4

VOID

8

T146N R27W

Traverse in Sec. 25

FT.

M.

FS	160-53-46	340-53-50	160-53-40	180-00-19	340-53-48
BS	00-00-08	180-00-22	00-00-17	340-53-48	180-00-19
π 1	160-53-38	160-53-28	160-53-23		160-53-29
	160-53-30				

VA 1-2	92-02-33	92-09-42	267-50-26	203.940	62.161
VA 2-3	91-21-40	91-12-33	268-47-39	416.540	126.961

FS 4	194-57-08	14-57-12	194-57-16	14-57-19
BS 2	00-00-02	180-00-06	00-00-04	180-00-08
π 3	194-57-06	194-57-06	194-57-12	194-57-08
	194-57-08			

FS 5	177-10-09	357-10-10	177-10-13	357-10-21
BS 3	00-00-16	180-00-18	00-00-18	180-00-20
π 4	177-09-53	177-09-52	177-09-55	177-10-01
	177-09-55			

VA 3-4	92-05-05	267-55-14	366.350	111.663
VA 4-5	88-49-07	271-11-03	343.340	104.651

 RMAEN π T
 C. KRAUSE
 7/20/88

8

MEAN VA Sbp. Dist

BS $\frac{1}{4}$ Bet 25 & 36

92-09-38

91-12-27

19" R OAK \odot 39.91
 584' W

SPK South Shoulder FR

2021
 584' E

Power Pole 8"
 NAST on West Side
 of Pole

92-04-56

88-49-02

(9)

FT. M

FS6 179-46-27 359-46-28 179-46-30 359-46-00

BS4 00-00-07 180-00-08 00-00-05 ¹⁷⁹ 18-59-39

T5 179-46-20 179-46-20 179-46-25 179-46-21

179-46-21

FS7 172-52-21 352-52-23 172-52-24 352-52-25

BS5 00-00-25 180-00-23 00-00-20 180-00-18

T6 172-51-56 172-52-00 172-52-04 172-52-07

172-52-02

VD 6-5 89-36-11 270-29-43 279.655 85.239

VD 6-7 90-24-12 269-35-44 582.360 177.503

FS8 158-11-57 338-12-00 158-12-00 338-12-04

BS6 00-00-06 180-00-15 00-00-09 180-00-12

T7 158-11-51 158-11-45 158-11-51 158-11-52

158-11-50

(9)

MEAN VD Slope Dist

PT 5

T146 R27

SE25

+

1/6 COR

U.S. RESERVATION

89-30-14

90-24-14

(10)

FT. ... M

FS 9 230-11-40 50-11-47 230-11-54 50-12-08
 BS 7 00-00-09 180-00-22 00-00-21 180-00-19
 T 8 230-11-31 230-11-25 230-11-33 230-11-49

230-11-35

VA 8-7 90-09-34 269-50-16 178.210 54.319

VA 8-9 89-24-20 270-35-47 327.450 99.807

FS 10 246-19-37 66-19-41 246-19-⁵²~~34~~ 66-19-52BS 8 00-00-07 180 00 06 00-00-¹⁸~~03~~ 180-00-25T 9 246-19-30 246-19-³⁴~~36~~ 246-19-27246-19-32

FS 11 179-59-38 359-59-39 179-59-44 359-59-41

BS 9 00-00-06 180-00-11 00-00-04 180-00-08

T 10 179-59-32 179-59-~~28~~ 179-59-40 179-59-33179-59-33

VA 10-9 90-08-23 269-51-36 919.540 280.276

VA 10-11 90-46-20 269-13-35 657.475 200.399

(10)

MEAN VA Slope Dist

90-09-39

89-24-17

A = 9

T146NR27W

CEN

25/25

25/25

SEC

US RESERVATION

90-08-24

90-46-22

(11)

FT. M.

		00-00-12		
FS 12	180-00-04 180	180-00-12	00-00-14	
BS 10	00-00-35	180-00-37	00-00-40	180-00-36
PI 11	179-59-29	179-59-35	179-59-32	179-59-38

(179-59-34)

FS 13	180-01-49	00-01-45	180-01-46	00-02-00
BS 11	00-00-13	180-00-19	00-00-23	180-01-26
PI 12	180-01-36	180-01-26	180-01-23	180-01-34

(180-01-28)

VA 12-11	90-47-11	269-12-48	473.295	144.261
VA 12-13	90-09-14	269-50-50	402.365	122.641

FS 14 ¹⁰⁰	179-54-51	359-54-50	179-54-52	359-54-48
FS 14 ¹⁰⁰	180-22-35	00-22-29	180-22-32	00-22-31
BS 12	00-00-11	180-00-06	00-00-10	180-00-01
PI 13				

MEAN @ 14A

(179-54-43)

MEAN @ 14B

(180-22-22)

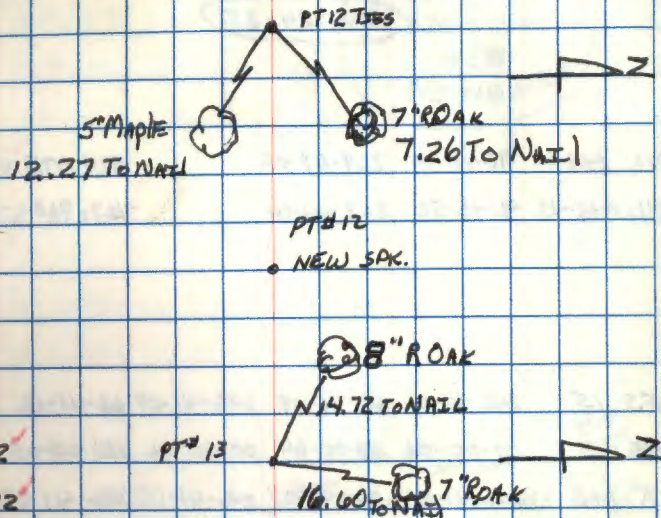
R MAIN T 211

C KRAUSE

7/21/88

MEAN VA

Slope Dist



PT 14 FS MONUMENT

T146

R27W R26W

S25 T530

R15 S3628

PT 14 B Gjehlhaug Ties

100

12

FT. M.

FS 15 246-24-41 66-24-41 246-24-43 66-24-41

BS 13 00-00-11 180-00-11 00-00-11 180-00-13

T 14A 246-24-30 246-24-30 246-24-32 246-24-28

246-24-30

VA 14A-13 90-10-44 269-49-05 324.075 98.779

VA 14A-15 91-15-50 268-44-06 167.960 51.195

FS 15 246-41-10 66-41-09 246-41-09 66-41-12

BS 13 00-00-06 180-00-04 00-00-04 180-00-05

T 14B 246-41-04 246-41-05 246-41-05 246-41-07

246-41-05

VA 14B-13 90-11-17 269-48-42 327.540 99.835

VA 14B-15 91-18-25 268-41-23 164.190 50.045

FS 17 92-33-26 272-33-25 92-33-14 272-33-14

FS 16 242-45-00 62-44-52

BS 14X 00-06-28 180-00-23 00-00-21 180-00-11

T 15

MEAN 16

MEAN 17

92-33-00242 44-3092-32-59

MEAN VA Slope Dist

14A K1 SEC 25 30

T146N

K1 R27W R26W

K1 S25 1 S30

1958

RCS NO 3628

90-10-49

91-15-52

100

14B

50' SPK.

4.4'

BAT.

J.A. GJELHANS TIES

90-11-18

91-18-31

OPT#16 PINE STUMP

(13)

			FT.	M.
VA 15-16	90-47-37	269-12-33	219,975	67.048
VA 15-17	89-52-10	270-07-50	583,435	177.831

FS 18 91-51-39 271-51-33 91-51-37 271-51-31

BS 15 00-00-08 180-00-14 00-00-16 180-00-07

TT 17 91-51-31 91-51-19 91-51-21 91-51-24

(91-51-24)

FS 19 159-08-49 339-08-54 159-08-50 339-08-48

BS 17 00-00-05 180-00-07 00-00-04 180-00-07

TT 18 159-08-44 159-08-47 159-08-46 159-08-41

(159-08-44)

VA 18-17 90-21-23 269-38-30 357.550 108.982

VA 18-19 89-48-45 270-11-04 260.720 79.467

FS 20 213-25-51 33-25-53 213-25-51 33-25-53

BS 18 00-00-12 180-00-14 00-00-13 180-00-14

TT 19 213-25-39 213-25-39 213-25-38 213-25-39

(213-25-39)

R MAIN T 22

C. KRAUSE

7/25/88

MEAN VA

Slope DEST

90-47-32

PINE STUMP

89-52-10

O IN DRIVEWAY TO ROAD NORTH

PT 18

O E SIDE OF TRAIL

90-21-27

89-48-51

PT 19

O W SIDE OF TRAIL

(14)

FT. M

FS 21 158-40-01 338-40-07 158-40-08 338-40-05

BS 19 00-00-17 180-00-17 00-00-18 180-00-19

T 20 158-39-54 158-39-50 158-39-58 158-39-46

158-39-52

VA 20-19 89-41-46 270-18-06 276.255 84.203

VA 20-21 90-25-50 269-34-07 324.930 99.039

FS 22 233-42-53 53-42-53 233-42-46 53-42-48

BS 20 00-00-04 180-00-05 00-00-12 180-00-08

T 21 233-42-49 233-42-48 233-42-34 233-42-40

233-42-43

FS 23 157-05-07 337-05-09 157-05-05 337-04-53

BS 21 00-00-07 180-00-00 00-00-06 180-00-00

T 22 157-05-00 157-05-09 157-04-59 157-04-53

157-05-00

VA 22-21 91-29-42 268-30-06 436.020 132.899

VA 22-23 90-00-28 269-59-27 220.985 67.357

MEAN VA Slope DIST

89-41-50

90-25-51

E SIDE OF TRAIL

PT#21
W SIDE OF TRAIL

PT#22

E SIDE OF TRAIL

91-29-48

90-00-30

(15)

FT. M.

FS 24 146-00-30 326-00-29 146-00-32 326-00-28

BS 22 00-00-02 180-00-01 00-00-00 180-00-00

TA 23 146-00-28 146-00-28 146-00-32 146-00-28

146-00-29

~~FS 25~~

~~BS 23~~

~~TA 24~~

~~VA 24-23~~

~~VA 24-23~~

PT#23 50^dSPK.
O E. SIDE OF ROAD

~~PT#24 50^dSPK.~~
~~P E. SIDE OF ROAD~~

FT. M.

¹⁰⁴ FS RM#2	98-40-06	278-40-05	98-40-02	278-40-00
	98-40-07	278-40-49	98-41-14	278-41-09
	28-05	28-09	28-03	28-00
¹⁰³ FS L.O.	132-31-11	312-31-06	132-31-36	312-31-30
	22-56	22-56	22-57	22-49
¹⁰¹ FS RM#3	198-23-37	18-23-15	198-23-25	18-23-26
	21	38-21	38-17	38-04
¹⁰² FS RM#1	334-38-51	154-39-48	334-39-12	154-39-47
		00-04	00-04	179-59-56
BS 23	00-00-11	180-01-25	00-01-06	180-01-53

PT 24
^{STA}
^{WENNEE}

VA 24-23	90-17-47	269-42-16	259.145	78.988
¹⁰⁴ VA 24 RM2	92-21-00	267-38-49	91.425	27.867
¹⁰³ VA 24 L.O.	93-06-35	266-53-31	37.135	11.319
¹⁰¹ VA 24 RM3	90-56-11	269-03-49	153.435	46.767
¹⁰² VA 24 RM1	92-59-14	267-00-45	72.550	22.113

FS-25 224-59-27 44-59-27 224-59-28 44-59-30

BS-24 00-00-04 180-00-07 00-00-02 180-00-04

¹⁰¹PT RM#3 224-59-23 224-59-20 224-59-26 224-59-26

224-59-24

RMAIN π
C KRAUSE \square
7/26/88

16

¹⁰⁴MEAN Δ @ RM#2 = 98-40-59

MEAN Δ @ WENNEE L.O. = ¹⁰³132-28-00

MEAN Δ @ RM#3 = ¹⁰¹198-22-51

MEAN Δ @ RM#1 = ¹⁰²334-38-12

PT #24

USGS STA WENNEE
1934

MEAN VA Slope DIST

90-17-45

92-21-06

93-06-32

90-56-11

92-59-15

FT. M

FS 26 134-51-53 134-51-58 134-51-54 134-51-53

BS RM¹⁰¹ 3 00-00-03 180-00-12 00-00-05 180-00-12

TTC 25 134-51-50 134-51-46 134-51-49 134-51-41

134-51-46

VA 25-¹⁰¹RM 3 89-28-11 270-31-45 357.475 108.959

VA 25-26 89-39-35 270-20-19 159.795 48.704

FS 27 111-30-00 291-30-00 111-30-00 291-30-06

BS 25 00-00-02 180-00-10 00-00-08 180-00-10

T 26 111-29-58 111-29-50 111-29-52 111-29-56

111-29-54

FS 28 173-11-28 353-11-34 173-11-27 353-11-33

BS 26 00-00-04 180-00-09 00-00-07 180-00-10

T 27 173-11-24 173-11-25 173-11-20 173-11-23

173-11-23

VA 27-26 89-31-48 270-28-15 272.780 83.143

VA 27-28 95-27-16 264-32-36 152.210 46.394

MEAN VA Slope Dist

17

PT# 25 50th SPK
O IN OLD TRAIL NORTH

89-28-13

89-39-38

PT# 26 50th SPK
O ON E SIDE OLD WOODS TRAIL

PT# 27 50th SPK
O IN WOODS ON RIDGE

89-31-47

95-27-20

PT# 28 N.E. SEC CORNER
OF 25 2" F5 BC PIPE

HAD H A R M V A H A FT M
V A R V A R

585CS16 00-00-00 180-00-15

Te4

200 70-21-03 250-21-10 70-21-04

VA 4-6200 89-42-28 270-18-02 89-42-73 31.93 ✓ 9.734

201 78-51-15 258-51-40 78-51-40

VA 4-701 90-22-05 269-38-29 90-21-50 115.425 ✓ 35.183

202 78-11-35 258-11-44 78-11-32

VA 4-202 90-24-50 269-35-50 90-28-40 226.540 ✓ 69.048

203 76-15-28 256-15-40 76-15-27

VA 4-203 90-31-10 269-29-30 90-30-50 334.095 ✓ 01.832

P. Cloudy 30°
W=1d T-2
TORCON EDM

R. MAZIN
C. KRAUSE
2/16/94 (18)

ROAD JCT FR 2191 LEASE ROAD

± 20 FT WIDE
FR 2191

± 20 FT WIDE
FR 2191

± 20 FT WIDE
FR 2191

B55 00-00-00 180-00-45

TC4

204 ONLINE BETWEEN PT 4 & 5

VA 4-~~204~~ 89-22-57 270-37-40 89-22-40 177.21 ✓ 54.014M 205 356-43-27 176-43-40 356-1320VA 4-~~205~~ 88-37-20 271-23-18 88-37-31 280.975 ✓ 85.642# 206 358-09-43 178-09-55 358-09-42VA 4-~~206~~ 88-42-55 271-17-48 88-42-34 343.550 ✓ 104.713B 207 00-13-30 180-13-35 00-13-25VA 4-~~207~~ 88-46-50 271-13-42 88-46-34 323.245 ✓ 18.524# 208 00-06-58 180-07-10 00-07-00VA 4-~~208~~ 88-21-50 271-38-43 88-21-29 342.685 ✓ 104.754

E LEASE ROAD

E LEASE ROAD

E LEASE ROAD WEST OF C 5 1/6

SW CORNER CHICKEN HOUSE

NW CORNER CHICKEN HOUSE

BS 00-00-00 180-00-15

№ 4

№ 209 001-36-31 181-36-40 01-36-28
VA 4-~~18~~²⁰⁹ 89-10-35 270-49-55 89-10-20 240.785 / 73.392

№ 210 001-53-30 181-53-47 01-53-28
VA 4-~~18~~²¹⁰ 89-23-02 270-37-37 89-23-22 220.510 / 67.211

№ 211 17-36-50 197-37-08 17-36-52
VA 4-~~18~~²¹¹ 90-11-12 263-49-22 90-10-55 127.35 / 38.815

FS ~~18~~²¹² 32-11-54 212-11-58 32-11-56 212-12-03

BS 5 00-00-00 180-00-03 00-00-00 180-00-05

№ 4 32-11-54 32-11-55 32-11-56 32-11-58

32-11-55

VA 4-~~18~~²¹² 88-59-11 271-01-20 88-58-56 373.78 / 113.928

20

NW CORNER SINGLE STALL GARAGE

SW CORNER SINGLE STALL GARAGE

SW CORNER HOUSE

B: BS 4 00-00-00 180-00-08

T TC 18

W

W ~~213~~ 19-26-42 199-26-55 17-26-45

VA 18-²¹³~~213~~ 90-08-40 269-51-50 90-08-25 56.035 ✓ 15.556

W

W ~~214~~ 42-09-34 222-09-47 42-09-34

VA 18-²¹⁴~~214~~ 89-22-57 270-37-35 89-22-46 42.23 ✓ 12.871

F

VA ~~215~~ 69-46-38 249-46-40 69-46-37

VA 18-²¹⁵~~215~~ 88-57-43 271-02-42 88-57-31 141.095 ✓ 43.006

F

B:

T

SE CORNER OF BARN

NE CORNER OF BARN

NE CORNER CHICKEN HOUSE

REMAINDER OF
BOOK IS BLANK