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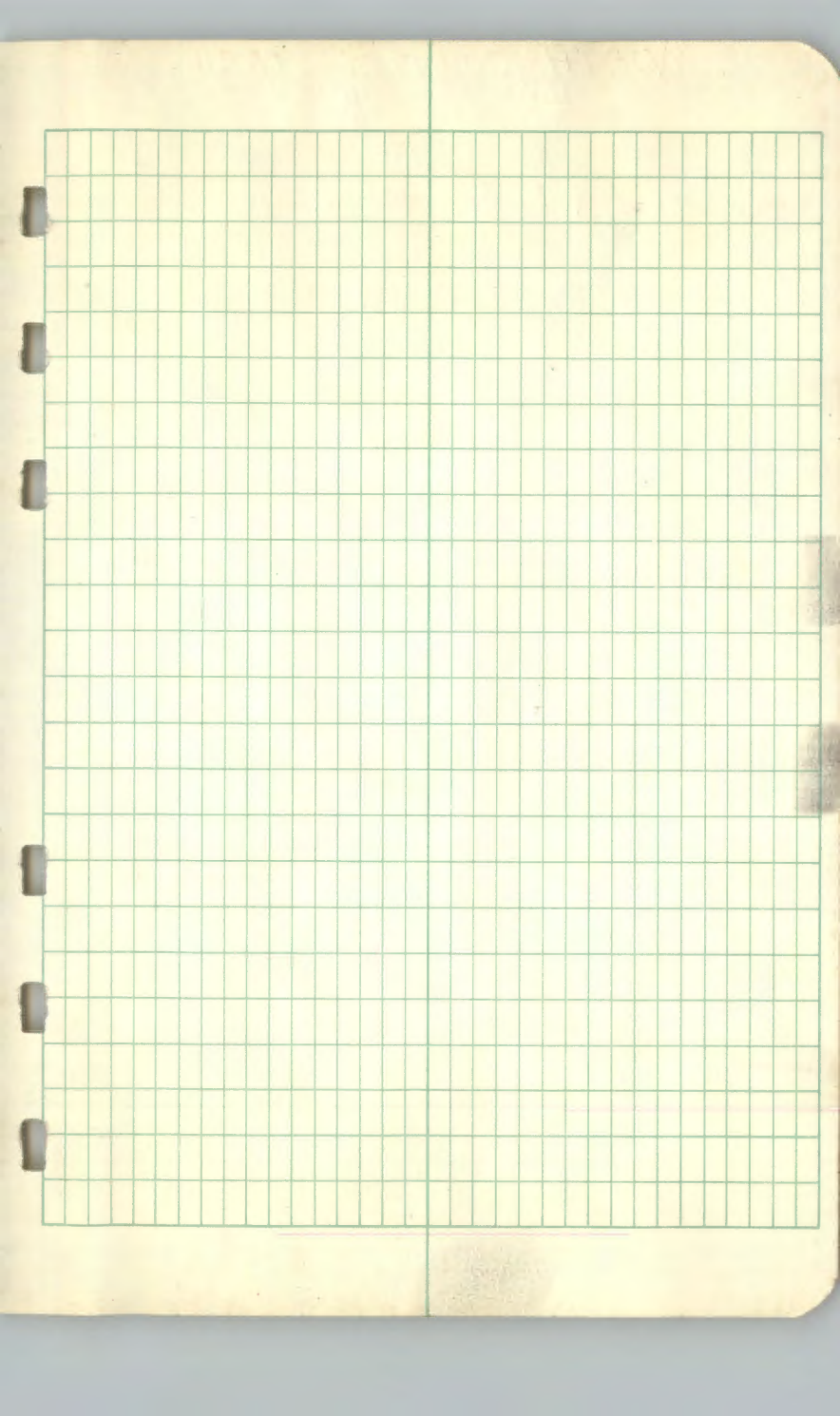
SEC.

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No. 302

Pat. in U.S. & Canada
WEATHERPROOF

J. L. DARLING CORP.
YACONIA, MARYLAND, U.S.A.



1. NORTH COUNTRY TRAIL
EASEMENT SURVEY
T142N R26W SEC 17

DOUBLED
DEFL. & COR. 1
AVG. 1

STA. DEFL. & DIST. DEFL. & DIST.

00+00 R 111° 17' 6" R 222° 35' 12" R 111° 17' 36"

182.40'

~~R 33° 53' 54" R 67° 41' 6" R 33° 51'~~

01+82.40 R 33° 52' 00" R 67° 43' 12" R 33° 51' 36"

35.15'

0 R 120° 22' 54" R 140° 46' 00" R 120° 23' 00"

190.75'

0 R 94° 28' 00" R 188° 55' 54" R 94° 27' 57"

109.91'

0+00

Σ 360° 00' 09"

~~0+00~~

No. 302

Weatherproof

J. L. DARLING CORP.
TACOMA, WASH. U.S.A.

5/20/80
Clear, Windy, Hot

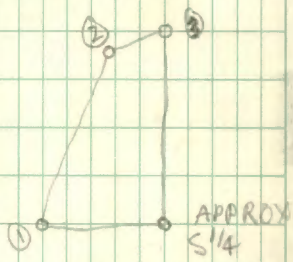
B. Olson X
D. Hanson H.C.
M. Geckstetter R.C.

J. Weaver Axeman
C. Arthur Axeman
D. Knowles Axeman

~~P. 1.~~ ⊕ P.O.T. ①

P. 1. ② 20' T
5' E

P.O.T. ③



APPROX. S 1/4 COR Sec 17
OLD DOWN FENCE CORNER

2

NORTH COUNTRY TRAIL
EASEMENT SURVEY
T14N R27W SEC9

Doubled Avg.

<u>STA</u>	<u>DEFL. &</u>	<u>DEFL. &</u>	<u>DEFL. &</u>	<u>DIST.</u>	<u>TAN. & EXT.</u>
0+00	^{Rt.} 30°08'06"	^{Rt.} 60°16'06"	^{Rt.} 30°08'03"	168.86'	—
01	^{Rt.} 53°55'24"	^{Rt.} 107°50'00"	^{Rt.} 53°55'00"	163.30'	T=25' E=85'
02	^{Rt.} 87°28'06"	^{Rt.} 174°56'48"	^{Rt.} 87°28'24"	164.97'	
03	0°00'00"	STRAIGHT LINE		100.90'	
04	^{Rt.} 98°26'48"	^{Rt.} 196°53'54"	^{Rt.} 98°26'57"	286.15'	
05	^{Rt.} 90°00'12" 90°00'00"	180°00'18"	90°00'09"	158.70'	
06			90°	100.00'	
				Σ 359°58'33"	Σ 984.18'

No. 302

WEATHERPROOF

J. L. DARLING CORP.
TAMPA, FLA. U.S.A.

5/22/80

Clear, Hot, Windy

B. Olson &
D. Hanson H.C.
M. Gackstetter R.C.

2

J. Werner } Axemen
C. Arthur }
O. Knowles }

P.O.T. ① (ON R.W.)



P. I. ②

P.O.T. ③ (ON R.W.)

④ PT. ON R.W. ON APPROX.
LINE thru center Sec 9

⑤ PT. ON C HWY#200
ON APPROX center line Sec 9

⑥ PT ON C HWY#200

P.O.T. ① (ON R.W.)

→ 17.4" per X

3

T14IN R27W Section 9

DOUBLED AUG.

<u>STA</u>	<u>DEFL. &</u>	<u>DEFL. &</u>	<u>DEFL. &</u>	<u>DIST.</u>
------------	--------------------	--------------------	--------------------	--------------

CONT. NEXT PAGE



+	35°23'00"	70°46'30"	^{Lt.} 35°23'15"	T=25' E=6'
---	-----------	-----------	--------------------------	---------------

174.62

+	30°52'36"	61°45'24"	^{Rt.} 30°52'42"	T=20' E=4'
---	-----------	-----------	--------------------------	---------------

97.58

+	8°28'36"	16°59'36"	^{Lt.} 8°28'48"	T=15' E=2'
---	----------	-----------	-------------------------	---------------

129.80

+	23°24'12"	46°47'54"	^{Rt.} 23°23'57"	T=30' E=4'
---	-----------	-----------	--------------------------	---------------

188.26

+	101°57'12" 101°50'22"	203°44'12"	4.101°57'12" 4.101°50'36"	—
---	--	-----------------------	--	---

	(GLO RECORD &)		^{Lt.} 86°58'45"	357.61
--	----------------	--	--------------------------	--------

+	(GLO Record &)		4.86°58'45"	—
---	----------------	--	-------------	---

0+00

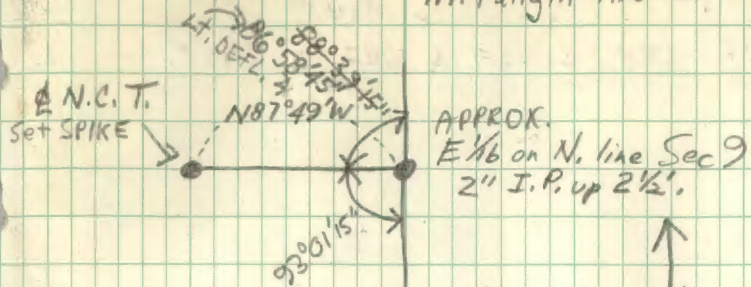
0+00

No. 302
 J. L. DARLING CORP.
 WEATHERPROOF
 TAOSMA, WASH. U.S.A.

5/23/80

Clear, Windy, Hot

B. Olson T
D. Hanson H.C.
M. Gackstetter R.C.
M. Fallgin Axeman



pt (5) P.I.

pt (4) P.I.

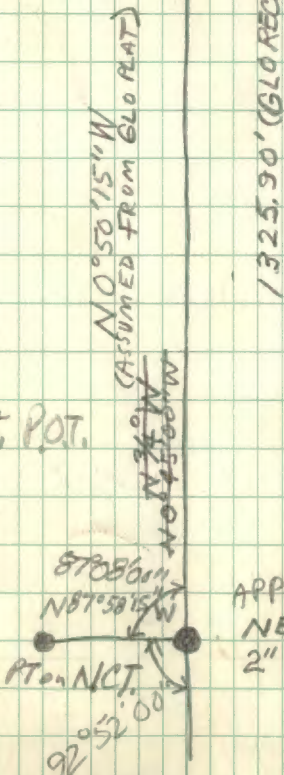
pt (3) P.I.

pt (2) P.I.

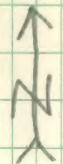
pt (1) N.C.T. POT.

APPROX E 1/6

APPROX. NE 1/6



APPROX. NE 1/6 COR SEC 9
2" I. P. up 2'.



4

T14/N R28W
Sec. 9

DOUBLED AVG.

STA DEFL. & DEFL. & DEFL. & DIST. TAN. & EXT.

+

1330.50

+

(GLO RECORD &)

Lt. 92°52'00"

638.30

+

138°01'54" 276°04'00" Lt. 138°02'00"

110.95

+

19°05'54" 38°10'48" Lt. 19°05'24"

T=25'
E=3'

121.48

+

38°17'48" 76°34'18" Rt. 38°17'09"

T=20'
E=4'

87.57

+

32°34'00" 65°07'00" Rt. 32°33'30"

T=30'
E=7'

219.48

+

17°40'24" 35°20'42" Rt. 17°40'21"

T=20'
E=4'

265.28

+

> 20°00'18" 40°01'12" Lt. 20°00'36"

T=25'
E=5'

112.18'

+

-359°55'21"
Σ -359°55'45"

ERROR PER & = 21"

No. 302

Weatherproof

J. L. DARLING CORP.
TAHOA, WASH. U.S.A.

5/28/80

Clear, Windy, WARM

B. Olson T
D. Hanson H.C.
M. Gackstetter R.C.

4

J. Weaver } Axemen
C. Arthur }
O. Knowles }

APPROX
E 1/6 Sec 9

APPROX
NE 1/6 Sec 9

pt (11) P.O.T. NCT

pt (10) P. I.

pt (9) P. I.

pt (8) P. I.

pt (7) P. I.

pt (6) P. I.

pt (5) P. I.

5

T141N R27W
Section 4

	DOUBLED ANG.				TAN.
<u>STA</u>	<u>DEFL. &</u>	<u>DEFL. &</u>	<u>DEFL. &</u>	<u>DIST.</u>	<u>& EXT.</u>
E'16	91°24'54"	182°50'36" 177°09'18"	Lt. 91°25'18"		
	91°24'54"		Lt.	416.98	
①	107°09'48"	214°19'48"	Lt. 107°09'54"		—
				359.65	
②	61°21'36"	122°44'12"	Lt. 61°22'06"		T=25' E=6'
				159.97	
③	18°26'54"	36°54'06"	Lt. 18°27'03"		T=25' E=3'
				146.40	
④	81°36'06"	163°13'00"	Lt. 81°36'30"		—
				357.61	
E'16					

CK. $\Sigma = 360^{\circ}00'51''$

ERROR PER $\Sigma = 10''$

~~10'' per Σ~~

No. 302

Weatherproof

J. L. DARLING CORP.
TACOMA, WASH. U.S.A.

6/2/80

Clear, Warm, Windy

B. Olson
D. Hanson H.C.
M. Gackstetter R.C.
J. Arthur, J. Weaver }
C. Arthur } Axemen
O. Knowles }

5

2" I.P. APPROX COR

P.O.T.

P.I.

not

181 3/4 45

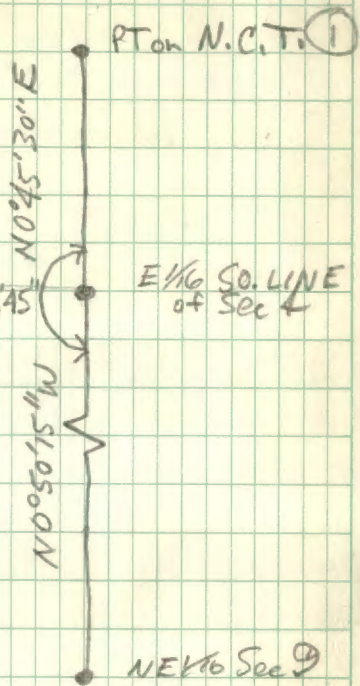
E 1/16 SO. LINE of Sec 4

P.I.

SAME AS PT ① SEC 9 - P.O.T.

2" I.P. APPROX COR

NE 1/16 Sec 9



6

T141N R29W
Section 22

<u>STA</u>	<u>Vert & COR</u> (if over 10)	<u>STA</u>	<u>offsets</u> to T.L.
------------	---------------------------------------	------------	---------------------------

13+75

12.69's ✓

10+05

9.33's ✓

~~10+05~~

8+75

8.12's ✓

6+15

~~3+00~~

5.71's ✓

3+15

2.92's ✓

0+00

0

6/10/80

Clear, Cool, Calm

M. Gackstetter T
B. Olson P.C.
D. Hanson
J. Weaver
C. Arthur

6

HIT 12.69' NORTH ON RANDOM

~~SW~~ ^E 1/16 Sec 22

E 1/16



PT ④

PT ③

PT ②

PT ①

S 89° 46' W
~~S 89° 46' W~~



20172 CM.
1367.5'

NW Cor

~~NW~~ NE

~~NW~~ Cor Sec 22

Brass Cap Mon.

~~HIT 12.69' North on Random.~~

7

T141N R29W
SEC. 22

STA	(if over 10°) Vert. %	COR STA	Offsets to T.L.	
13+45			0.895	-
12+20				
12+20			0.815	✓
10+45			0.695	
7+95			0.535	
6+10			0.405	
4+85			0.325	
4+85				
1+85			0.125 1.22	
0+00			0.00	

No. 302
K&T
WEATHERPROOF

J. L. DARLING CORP.
TACOMA, WASH. U.S.A.

6/11/80
Clear, Warm, Calm

B. Olson PC.
M. Backstetter T
D. Hanson Chain & Rod
J. Weaver } Axeman
C. Arthur }
O. Knowles }

N 1/4

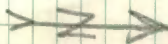
Hit 0.89 NORTH

Pt ⑥

N 1/4 Cor Sec 22

Pt ⑤

Pt ④



Pt ③

589096 W

20.7254
1367.544

Pt ②

Pt ①

E 1/16

E 1/16 Sec 22

8 T14IN, T140N R29W
SEC. 15

(if over 100) COR offsets

STA Vert # STA to T.L.

0+00

1+60

4+00

10+~~00~~⁴⁰

13+10

~~SW~~

No. 302
Weatherproof

J. L. DARLING CORP.
YACONA, WASH. U.S.A.

6/16/80
& 6/17/80

B. Olson &
M. Hayes
G. Brahma

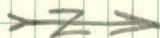
8

LASER RANGE POLE

S 1/4 Sec 15

S 1/4 Brass Cap

pt ① Set by Laser R.P.



pt ②

N 89° 32' W

20.09 ch.
1325.9 ft.

pt ③

SW 1/4 Brass Cap

SW 1/4 Sec 15

HIT 0.10' NORTH

9

T141N R29W
Section 22

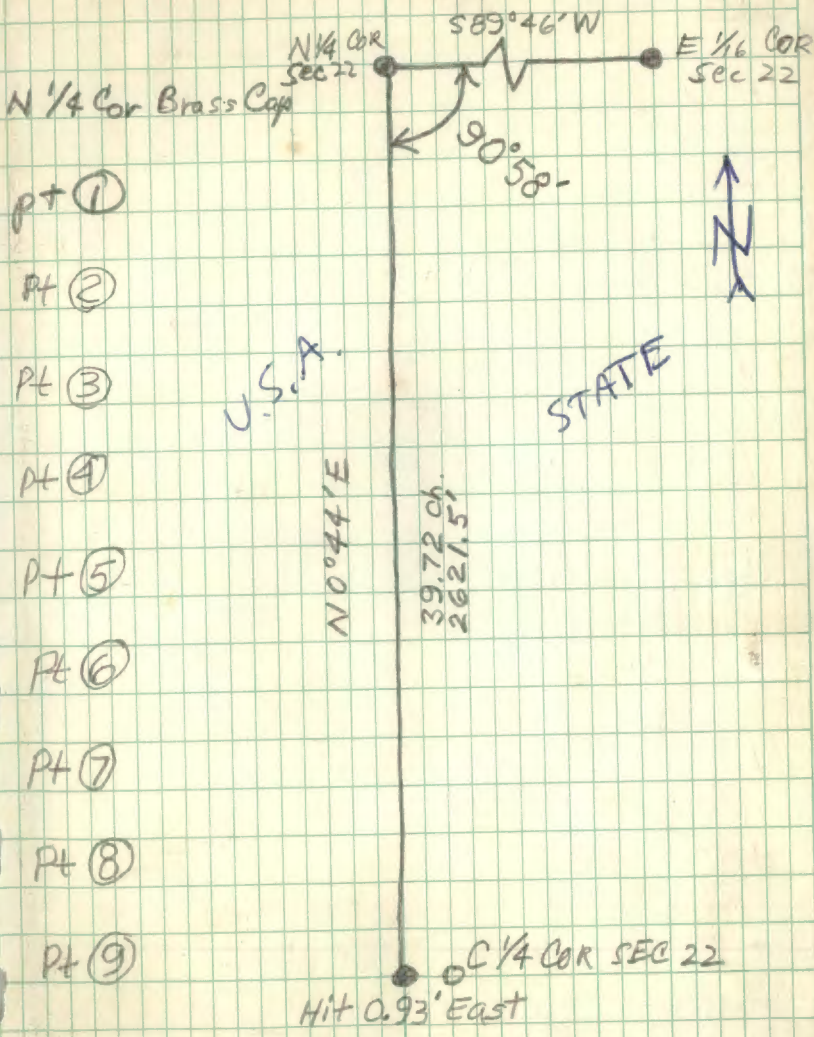
<u>STA</u>	(if over 10°) <u>Vert. %</u>	<u>COR</u> <u>STA</u>	<u>Offsets</u> <u>to T.L.</u>
0+00			0.00
1+60			0.06W ✓
1 +30			0.15W ✓
8+10			0.28W ✓
11+50			0.41W ✓
13+10			0.46W ✓
15+55			0.55W ✓
17+70			0.63W ✓
20+00			0.71W ✓
23+10			0.82W ✓
26+00			0.93W

6/18/80

Cloudy, Cool, Calm, Wet

B. Olson P.C.
L. Lemery
M. Gackstetter
D. Hanson
O. Knowles
C. Arthur

9



10

T141N R29W

Section 22

<u>STA.</u>	<u>Vert. &</u>	<u>Cor</u> <u>Sta</u>	<u>Offsets</u> <u>to TL</u>
0+00			0
3+30			0.10 S ✓
5+50			0.17 S ✓
7+95			0.29 S ✓
10+05			0.31 S ✓
11+30			0.35 S ✓
13+40			0.41 S ✓
15+80			0.48 S
16+55			0.51 S
16+40			
18+35			0.56 S
20+60			0.63 S
24+10			0.74 S
27+20			0.84 S

6/25/80

Hot, Humid, Clear

B. Olson P.C.
M. GACKSTETTER
O. KNOWLES
C. ARTHUR
D. HANSON
S. PETERSON

10

AXEMAN

N 0° 49' E

C 1/4 Cor. Sec. 22

N 1/4 Cor. Sec. 22

C 1/4 Cor

PT. ①

PT. ②

PT. ③

PT. ④

PT. ⑤

PT. ⑥

PT. ⑦ offset 0.53'S

PT. ⑧

PT. ⑨

PT. ⑩ on line

PT. ⑪

E 1/4 Cor. Sec. 22

5890.43' W

41.57 ch

2743.62'



E 1/4 Cor. Sec. 22
Hit 0.89' North



11

T141N R28W
Sec 18

STA

0+00

13+20

+

+

6/23/80

B. Olson

11

Clear, Hot, Calm

C¹/₄ Brass Cap

C¹/₄ Cor Sec 18

40.20 ch
2653.2

APPROX 1/6

11.00 leave marsh NE & SW

1.00 ch Fence E & W

S¹/₄ Cor Sec 18

N. PINE 6" S56¹/₄" E 151 M
93.07

N. PINE 8" N4¹/₂" W 306 M

202.05

12

T141N R28W
Sec 28

EDM
COR
MEAS. ~~offsets~~
DIST. ~~to T, L.~~

point
offsets

STA

Vert. \angle

MEAS.

to T, L.

0+00

270°58'

324.63

324.58

0

3+20

269°19'

310.04

310.02

6+30

269°12'

191.71

191.69

8+20

269°34'

202.54

202.53

10+20

267°1'

301.22

300.81

13+20

271°29'

648.50

648.28

19+85

271°26'

236.31

236.24

1.35 N

21+75

268°35'

468.61

468.47

1.52' N

26+35

1.84' N

EXTRA SHOT \leftarrow 2682.62'

PT 7

268°35'

303.87

303.18

19. PT 8

No. 302

Weatherproof

J. L. DARLING CORP.
TACOMA, WASH. U.S.A.

6/23/80

Clear, Hot, Calm

M. Backstetter T 12
B. OLSON P.C.
C. Arthur } Armen
H. Papenfus }

E.D.M. on 6/30/80
w/ M. Hayes

N 1/4 Cor Sec 28

N 1/4 Cor Brass Cap

Pt. ① EDM ①



Pt. ②

Pt. ③ EDM ①

Pt. ④

Set Temp Pt at 13+20
GO 11.68' EAST

Pt. ⑤ EDM ①
1320'
1329.63'

40.68 cl
2684.9'

1341.31

Pt. ⑥ 2"
IR.

Pt. ⑦ EDM ①

IR.

NE COR SEC. 28

NE COR SEC 28

Hit 1.84' South

82°47'

See p. 6 for affects from Cedar Lake West

13

T141N R28W
Sec 29

(by Stadia)

<u>STA</u>	<u>Vert</u>	<u>E.D.M.</u>	<u>HOK.</u>	<u>offset</u>
	<u>∠</u>	<u>MEAS.</u>	<u>DIST.</u>	<u>to T.L.</u>
27+55	89°42'			7.11' W
	92°10'	633.79'	633.78'	
21+30				5.52' W
21+30	92°10'	450.58'	450.58'	5.52' W
16+90				4.38' W
	270°01'	236.07'	236.07'	
14+60				3.78' W
	272°37'	473.83'	473.83'	
9+60				2.49' W
	90°51'	306.17'	306.14'	
6+60				1.71' W
	267°43'	356.90'	356.62'	
3+10				0.80' W
	91°36'	291.05'	290.94'	
0+00				0

7/1/80

B. Olson
M. Gackstetter
D. Hanson
O. Knowlton
C. Arthur
J. Weaver

13

Clear, Warm, Calm

W. EDM. EQUIP.

2747.96'

NW COR
Brass Cap

NW COR SEC 29

91097' HIT 7.11' EAST

(6)

(5)

(4) 1427.53' - 53.55'
1373.98'

N 7037' W

41.60' ok
2745.6'

(3) NW 1/4 COR
Set with EDM
Equipment

(2)

N 87045' W

(1)

W 1/4 COR
Sec 29

C 1/4
Sec 29

W 1/4 COR
Brass Cap

14

T141N R29W
Section 15

TRAVERSE WITH E.D.M.

STA	Vert X	EDM	HOR.	HOR.	MEAN
		Meas.	1 st X	3 rd X	X
NE COR					

~~X~~

90°31' 1014.41'

COR = 1014.37

~~①~~

65°45'30" 1979.612" 65°45'24"

90°32' 1355.45'

COR = 1355.39

E 1/6 COR

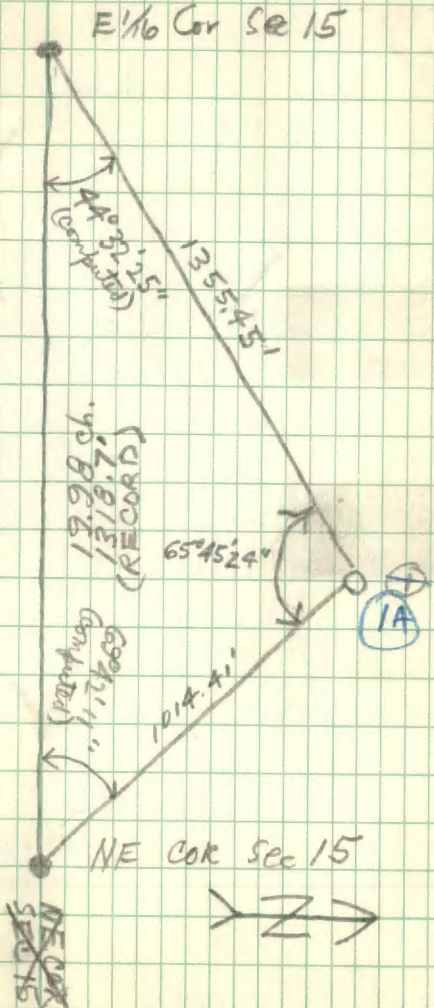
No. 302

K&S
WEATHERPROOFJ.L. BARLING CORP.
TACOMA, WASH. U.S.A.

7/2/80

B. Olson
M. Gackstetter
D. Hanson
O. Knudsen
C. Arthur
J. Weaver

14



15

TOPO NOTES

Trailer Site at Ranger Station

<u>ST A</u>	<u>Az</u>	<u>ROD</u>		<u>COORDINATES</u>	
		<u>INT.</u>	<u>Vert. χ</u>	<u>N-S</u>	<u>E-W</u>
Hub#(6)		H. 1.52'			
	286°47'	1.28	89°28'		
	287°45'	0.82	89°30'		
	318°53'	0.17	89°30'		
	88°44'	0.88	90°53'		
	289°18'	0.84	89°22'		
	281°31'	0.31	89°20'		
	92°57'	0.40	91°26'		
	275°25'	0.86	88°45'		
	273°18'	0.23	88°59'		
	96°31'	0.39	91°00'		
	220°04'	0.09	87°46'		
	203°34'	0.46	88°06'		
	242°10'	0.84	88°00'		
	275°58'	0.85	88°55'		
	251°52'	0.49	88°31'		
	186°25'	0.27	88°38'		
	189°26'	0.65	80°40'		
	213°25'	0.81	81°26'		
	236°49'	1.07	83°38'		
	252°19'	0.95	85°37'		

7/7/80

B. Olson &
J. Weaver
O. Knowles
C. Arthur

15

Clear, Warm, Calm

DIF.	ELEV.	DESCRIPTION
	100.0	ORIENT ON NORTH (SE CAR PORCH ROOF)
+1.2	101.2	⊙ DIRT DRIVE
+0.7	100.7	"
+0.1	100.1	"
-1.4	98.6 101.4	"
+0.9	100.9	⊙ SO. PITCH EDGE DIRT DRIVE
+0.4	100.4	"
-1.0	99.0 101.0	"
+1.9	101.9	TOP OF PITCH
+0.4	100.4	"
-0.7	99.3 100.7	"
+0.4	100.4	TOE OF Slope
+1.5	101.5	"
+2.9	102.9	"
+1.6	101.6	"
+1.3	101.3	MIDDLE OF Flat
+0.6	100.6	TOP OF Slope
+10.5	110.5	"
+12.1	112.1	"
+11.9	111.9	"
+7.3	107.3	"

16

 TOPO NOTES
 TRAILER SITE

<u>STA</u>	<u>Az</u>	ROD		COORDINATES	
		<u>INT.</u>	<u>Vert. &</u>	<u>N-S</u>	<u>E-W</u>
	227°35'	1.22	83°18'		
	208°53'	1.01	81°07'		
	156°03'	0.89	78°31'		
	127°07'	0.44	86°33'		
	107°51'	0.40	88°31'		
	268°10'	0.68	88°21'		
	57°22'	0.87	91°07'		
	78°00'	0.73	91°10'		
	86°03'	1.41	90°37'		
	82°07'	0.91	90°52'		
	70°24'	0.75	91°18'		
	6°51'	0.93	90°43'		
	12°07'	1.20	90°37'		
	7°52'	0.93	90°41'		
	349°41'	0.96	90°49'		
	327°17'	1.01	91°18'		
	352°45'	0.59	91°04'		
	278°49'	1.05	89°03'		
	—	—	—		

No. 302

 The
 WEATHERPROOF®

 J. L. DARLING CORP.
 TAHOON, WASH. U.S.A.

7/7/80

B. Olson *

16

<u>DIF</u>	<u>in ELEV</u>	<u>ELEV</u>	<u>DESCRIPTION</u>
+14.2		114.2	SO. BORY OF SURVEY HUB# 3
+15.6		115.6	"
+17.7		117.7	"
+ 2.6		102.6	EAST BORY SURVEY
+1.0		101.0	P.P. *
+2.0		102.0	P.P.
-1.7		98.3 101.7	NW COR SHOP
-1.5		98.5 101.5	SW " "
-1.5		98.5 101.5	SE " "
-1.4		98.6 101.4	Water Outlet from Shop
-1.7		98.3	" Inlet to Shop
-1.2		98.8	" Outlet from Station
-1.5		98.5	Water Pump
-1.1		98.9	SE COR STATION
-1.4		98.6	SW COR "
-2.3		97.7	IRON SEWER CAP - Start line
-1.3		98.7	Septic Tank - END SEWER LINE
+1.7		101.7	BURIED TEL. CABLE
-1.1		98.9	" " " enters Station at SE COR

TIES TO HUB NO. 6
73.2' SW COR SHOP
87.9' NW " "

17

Additional
Trailer Topo Notes
Site

<u>STA</u>	<u>AZ</u>	<u>ROD</u> <u>INT.</u>	<u>Vert</u> $\%$	<u>DIF</u> <u>in Elev.</u>	<u>ELEV.</u>
①					101.5 ✓
	92°46'	0.76	91°10'	-1.5	100.0 ✓
	14°45'	0.73	90°40'	-0.8	100.7 ✓
	130°53'	0.76	89°50'	+0.2	101.7
	133°44'	0.95	84°47'	+8.6	110.1
	112°42'	0.80	89°03'	+1.3	102.8
	106°16'	1.13	89°23'	+1.2	102.7
	221°18'	0.79	77°33'	+17.0	118.5
	310°27'	0.61	91°03'	-1.1	100.4
	342°42'	1.32	92°08'	-4.9	96.6
	136°	.10			

No. 302

Weatherproof

J. L. DARLING CORP.
TACOMA, WASH. U.S.A.

7/18/80

B. Olson &
O. Knudsen rod

17

Orient on North

HUB NO 6 100.00

Top of Slope

+

"

HUB# 6

6.84

⊗

+

BM

6.60

Top of Slope

"

EAST BDRY of Survey

PP

⊗ RD

⊗ RD

PP

BM ELEV. 100.24

for Trailer Site

18

 T141N R29W
 Section 15

STA	Vert &	EDM MEAS.	HOR ✗	Tripled HOR ✗	MEAN AUG. HOR &
0+00					

+	90°07'	775.21			
		COR = 775.21			

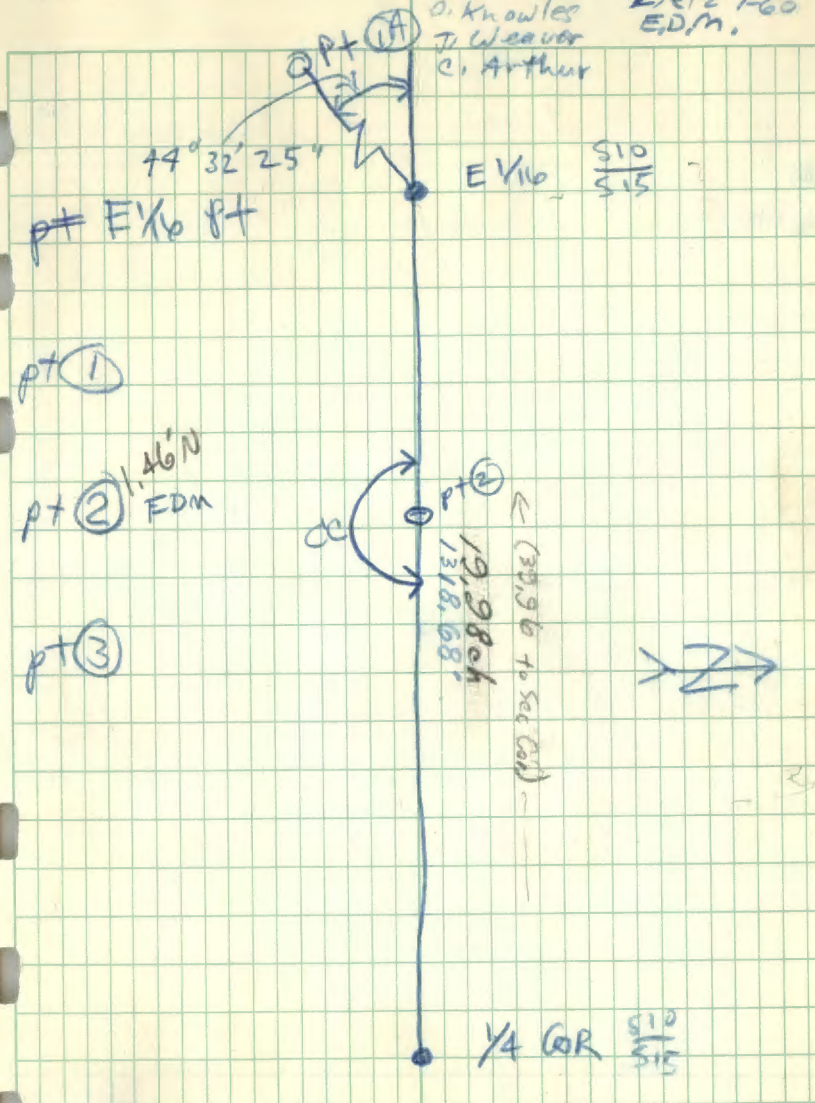
+			179°43'06"	179°09'24"	179°43'06"
---	--	--	------------	------------	------------

+	267°49'	244.89			
		244.71			

② - 1/4 Cor	90°25'	545.31			
		COR = 545.30			

7/8/80

B. Olson π 18
D. Knowles
J. Weaver
C. Arthur
Leitz T-60
EDM.



PT 1

PT 2 1.46' N EDM

PT 3

(307.96 to Sec Cor)



179

$$\begin{array}{r} 3 \\ 537 \\ \hline \end{array}$$

$$\begin{array}{r} 539 \\ 3 \overline{)129} \\ \hline \end{array}$$

$$\begin{array}{r} 775.21 \\ 545.31 \\ \hline 1320.52 \end{array}$$

$$\begin{array}{r} 775 \\ 45 \\ \hline 1020 \end{array}$$

19

EARTH WORK STAKING

Trailer Site

STA	+	#1	-	ELEV.	CUT TO DESC. <u>ELEV.</u>
HUB# 6	12.46	112.46		100.0	—
①		$\pi 112.5$	11.3	101.2	100.4
②			8.9	103.6	101.3
3 HUB# 6			4.7	107.8	102.0
HUB# 4			1.8	110.7	—
④			0.6	111.9	—
⑤			1.2	111.3	—
⑥			3.2	109.3	—
⑦			3.3	109.2	102.0
⑧			7.6	104.9	101.3
⑨			7.3	105.2	—
⑩			11.7	100.8	100.0
⑪			11.0	101.5	—
HUB# 5			—	99.3	—

No. 302

 King of the Road
 WEATHERPROOF

 J. L. BARRING CORP.
 TACOMA, WASH. U.S.A.

7/9/80

B. Olson & 19
O. Knowles Rodman

CUT

SKETCH



0.8

HUB #6

HUB #5

2.3



5.8



—

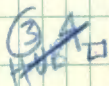


—

7.2

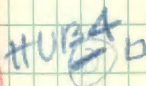


3.6



—

0.8



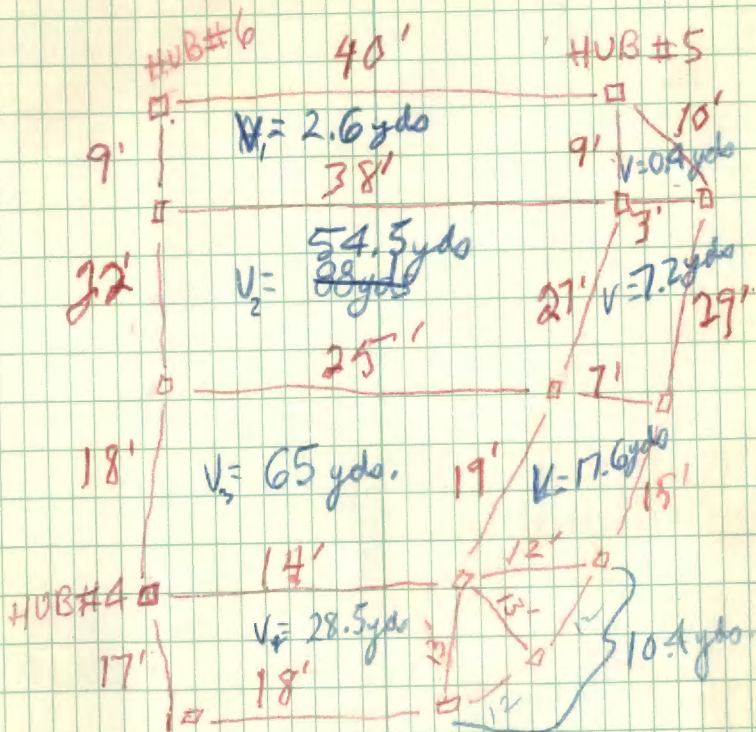
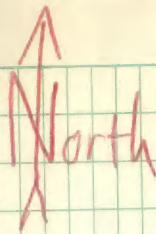
1864 DS.

20

No. 302

Big & the Big
WEATHERPROOF

J. L. DARLING CORP.
TACOMA, WASH. U.S.A.



$$\text{TOTAL} = \underline{\underline{186 \text{ yds.}}}$$

$V = 186 \text{ cu yds, Earthwork}$

TRAILER LEVELS

<u>STA</u>	<u>+</u>	<u>H.I.</u>	<u>-</u>	<u>DIF</u> ELEV	<u>ELEV.</u>
BM ^{100.24}	5.75	5.86 * <u>100.24</u>			<u>100.24</u> 100.00
SW PT			3.58		96.55
SE PT			5.57		94.56
SW PT ⁽¹⁾			3.58	0.45	96.55
(2)			3.61	0.48	96.52
3			3.81	0.68	96.32
4			3.95	0.82	96.18
5			4.24	1.11	95.89
6			4.38	1.25	95.75
7			4.59	1.46	95.54
8			4.70	1.67	95.33
SE 9			5.57	2.44	94.56

No. 302
 THE RAINING GEAR WEATHERPROOF
 TACOMA WASH. USA

SKETCH

J. Jekel



7+4
7

10

10

10

7

14

9

10

7

10

10

10

7

12

20

10

<



>

7

10

10

10

7

12

20

10

50'

10'

7'

12'

20'

10'

10'

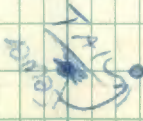
12'

12'

20'

10'

North



<



>

21

<u>STA</u>	<u>+</u>	<u>HI</u>	<u>-</u>	<u>DIF</u> <u>ELEV</u>	<u>ELEV</u>
NW ①			3.93	0.80 ✓	96.20
②			4.16	1.03 ✓	95.97
③			4.27	1.14 ✓	95.86
④			4.35	1.22 ✓	95.78
⑤			4.70	1.51 ✓	95.43
⑥			4.91	1.78 ✓	95.22
⑦			4.93	1.80 ✓	95.20
⑧			5.22	2.09 ✓	94.91
NE ⑨			5.25	2.12 ✓	94.88

The image shows a page of graph paper with a grid of small squares. A vertical line is drawn near the left edge, creating a margin. A horizontal line is drawn near the top edge, creating a header space. The page is numbered '26' in the top right corner. There are three binder holes on the left edge. The grid is mostly empty, with some faint markings.

22

 TRAIN R 29W
 Section 15

<u>STA</u>	<u>Vert. & (if over 10°)</u>	<u>Cor</u>	<u>OFFSETS</u>
		<u>STA</u>	<u>TO F.L.</u>

0+00

(CHAIN)
+

2+15

4+10

6+10

8+60

10+70
+49

11+19

NOTE: FIND BUST IN STADIA!

7/28/80

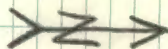
Clear, Warm, Breeze

B. Olson
O. Knowles
J. Weaver
C. Arthur

22

SW 1/4 Cor Sec 15

SW 1/4, Brass Cap



pt ①

pt ②

pt ③

pt ④

pt ⑤

pt ⑥

N 89° 32' W

20.0996
1325.9-

CS 1/4 Cor Sec 15

CS 1/4 Brass Cap

HIT 0.26' NORTH

23

T141N R29W

See 15

STA

0+00

3+15

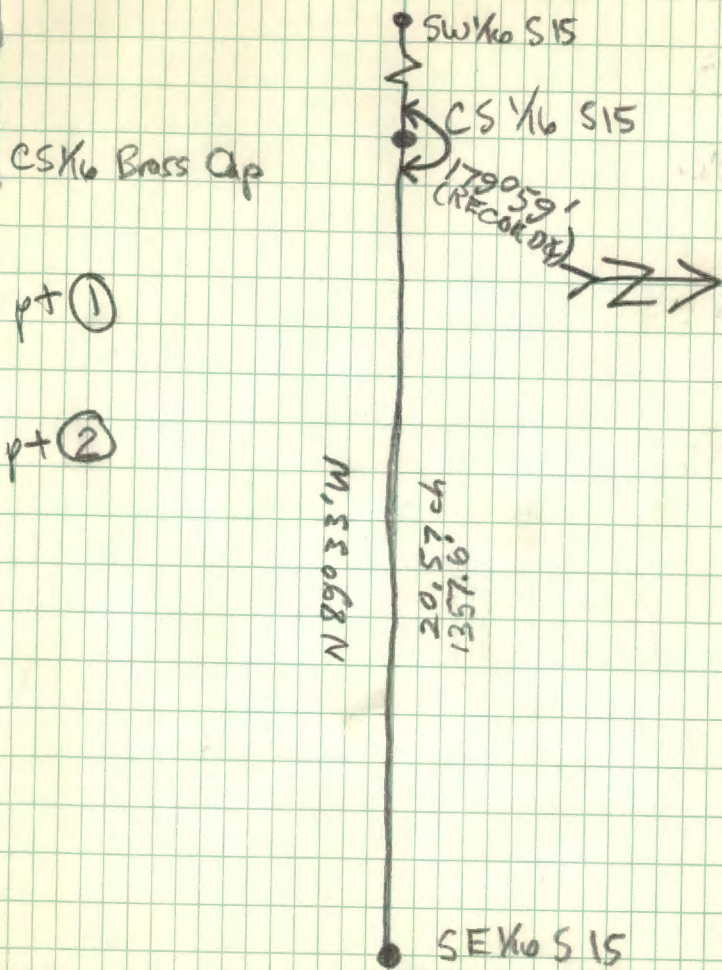
5+05

ENTER FLOATING BOG
(DO IN FALL)

7/29/80

23

B. Olson
S. Brooks
O. Knowles
C. Arthur
J. Weaver



CS 1/4 Brass Cap

pt ①

pt ②

N 89° 33' W

20.57 ch
1357.6

SW 1/4 S 15

CS 1/4 S 15

1790.59'
(RECORDED)

SE 1/4 S 15

24

T141N R29W
Sec 15STAOffsets
to T.C.

0+00

—

3+40

2.43'S

6+00

4.30'S

10+30

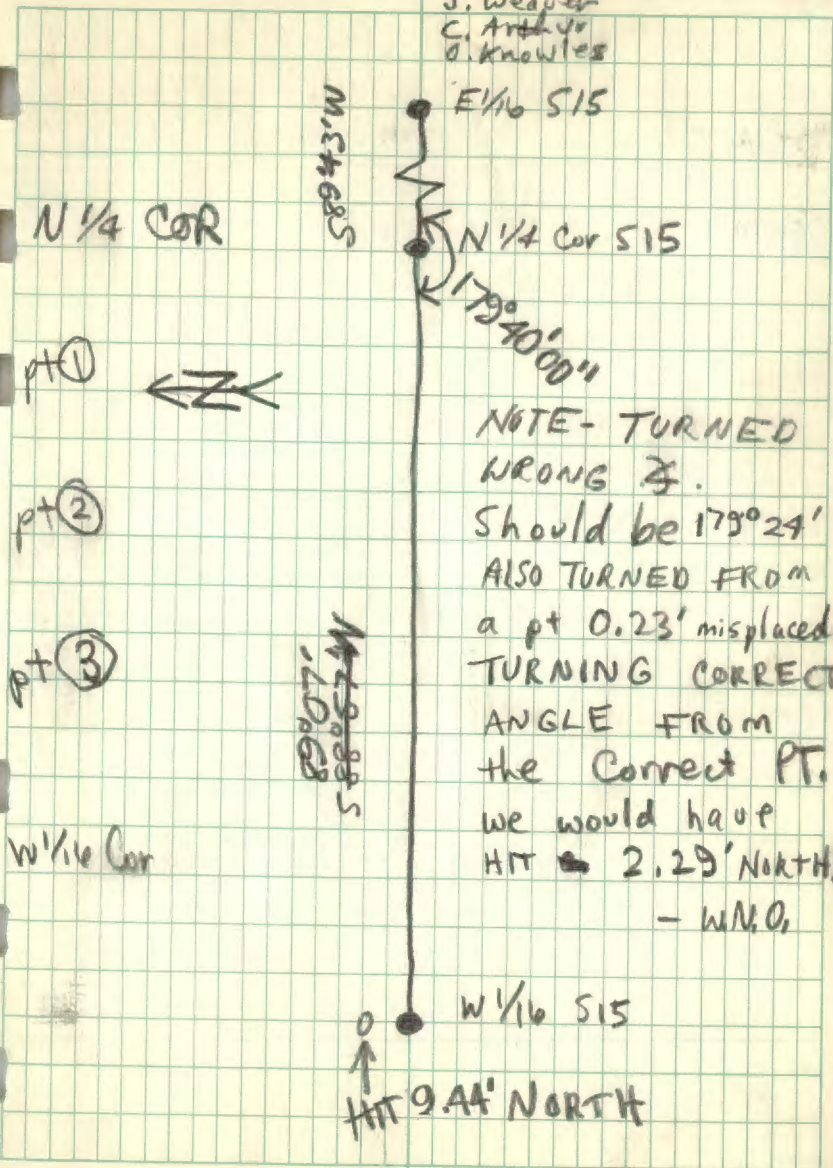
7.37'S

13+10

—

7/29/80

B. O'Sout
S. Brooks
J. Weaver
C. Arthur Jr
D. Knowles



25

T141N R29W
Sec 15

STA

offsets

0+00

—

✓

2+55

0.53'W

✓

6+20

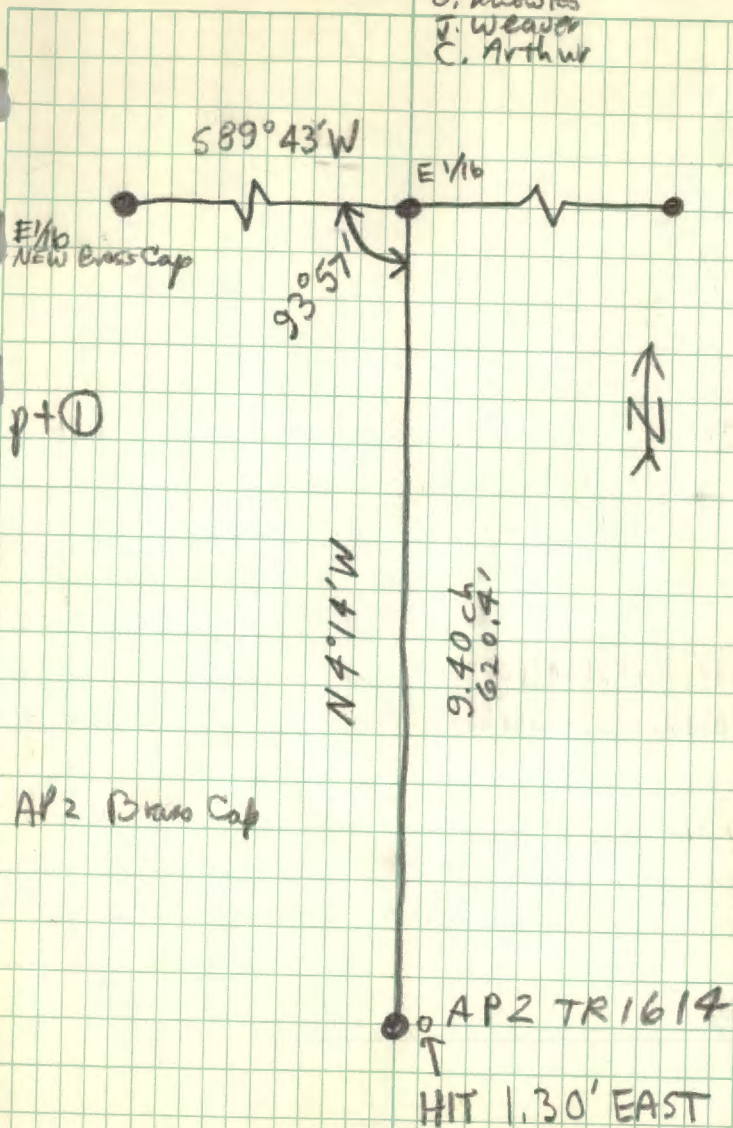
1.30'W

✓

7/29/80

B. Olson
S. Brook
O. Knowles
J. Weaver
C. Arthur

25



26

T141N R29W
Sec 15Vert ~~X~~ COR OFFSETSSTA (if over 100) STA To T.L. ~~1+60~~

0+00

—

✓

1+55

0.70'S

✓

0.52 S

4+50

2.03'S

1.52'S

7+70

3.47'S

2.60 S

10+00

4.50'S

3.38 S

13+30

5.96'S

—

4.50'

7/30/80

Clear, Hot, Calm

B. Olson x
S. Booth
J. Weaver
O. Knowles
C. Arthur

26

AP2

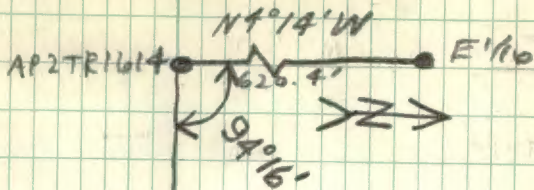
pt ①

pt ②

pt ③

pt ④

API



$N89^{\circ}58'W$

20.06 ch.

1324.0'

API TR1614

HIT 5.96' NORTH

27

T141N R23W
Sec 15

4.53W

STA

OFFSETS
to T.L.

0+00

✓

2+60

1.14W

✓

2.64W

4+00

1.76W

?

1.61W

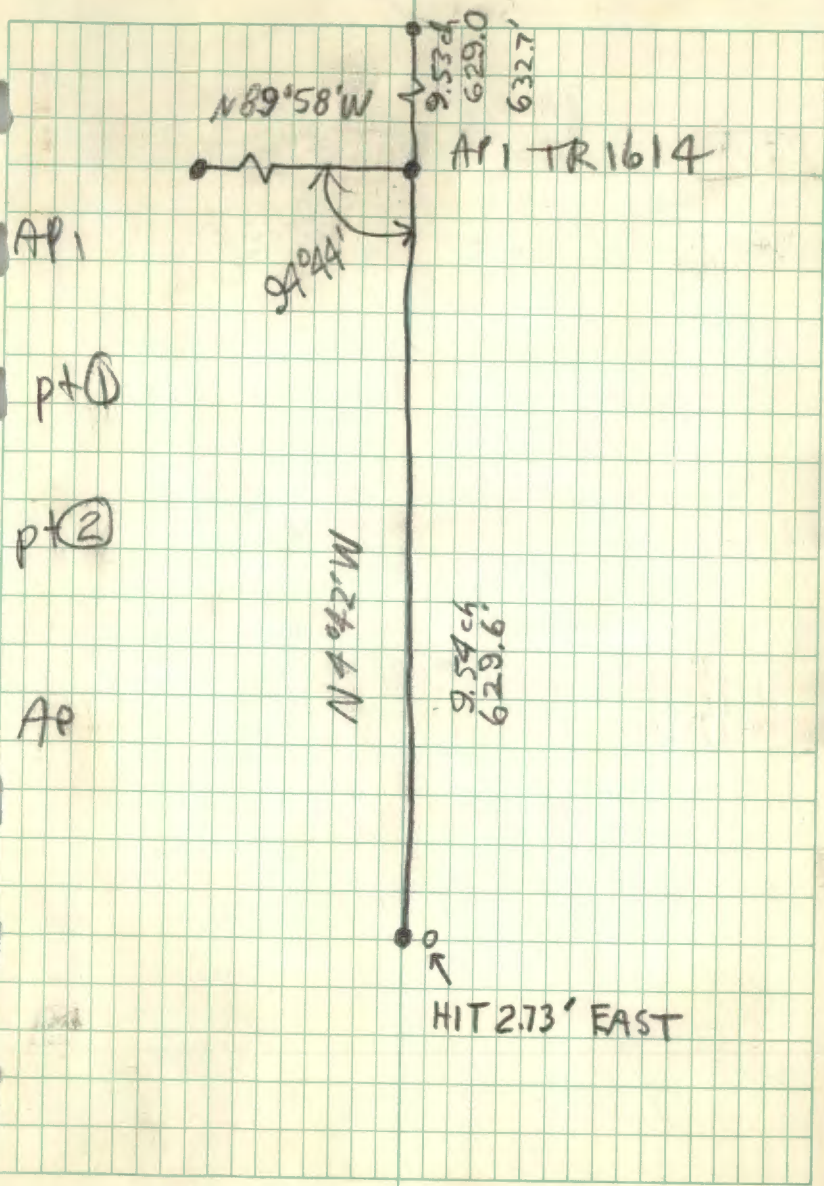
0+20

2.73W

7/30/80

B. OLSON

27



28

T141 N R29W
Sec 15

<u>STA</u>	<u>Vert & if over 10°</u>	<u>COR</u>	<u>OFFSETS</u>
		<u>STA</u>	<u>TO T.L.</u>

0+00

—

3+60

3.60' E

6+70

6.71' E

9+75

9.76' E

12+35

—

7/31/80

B. Olson

28

API TR 1614

~~API TR 1614~~ N 1/16 Cor

N 1/16 Brass Cap

pt ①

pt ②

pt ③

E 1/4 Cor

E 1/4 Cor Sec 15

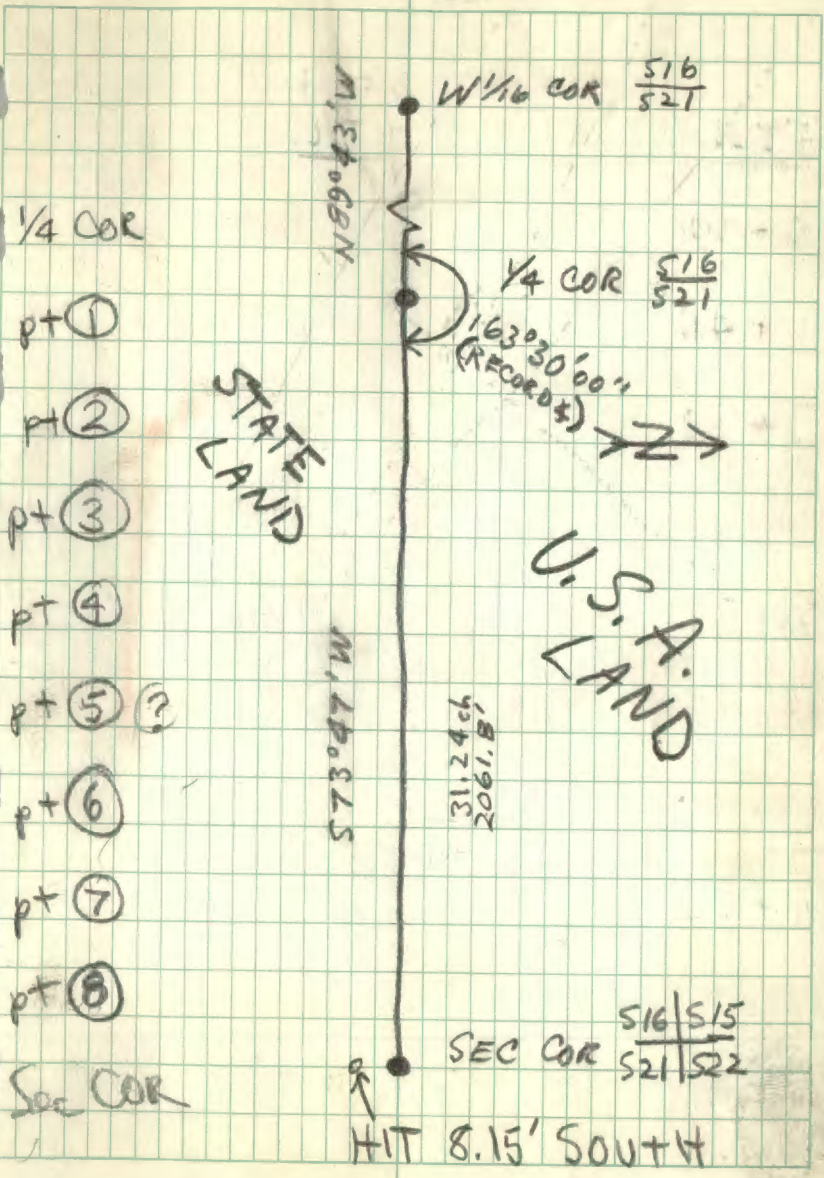
HIT 12.36' WEST OF CORNER



29

 T141N R29W
 Section 16

<u>STA</u>	<u>Vert. $\frac{1}{4}$</u> <u>(if over 10')</u>	<u>COR</u> <u>STA</u>	<u>offsets</u> <u>to T.L.</u>
0+00			— —
1+40			0.55' N (✓)
3+90			1.54' N (✓)
5+40			2.13' N (✓)
8+30			3.28' N (✓)
9+70			3.83' N (✓)
10+90			4.31' N (✓)
15+00			5.93' N (✓)
18+00			7.11' N (✓)
20+80			8.15' N —



1/4 COR

pt 1

pt 2

pt 3

pt 4

pt 5 (?)

pt 6

pt 7

pt 8

Sec COR

N 89°43' W

W 1/4 COR $\frac{516}{521}$

1/4 COR $\frac{516}{521}$

163°30'00" (RECORD 4)

STATE LAND

U.S.A. LAND

S 73°47' W

31.24 ch
2061.8'

SEC COR $\frac{516}{521} | \frac{515}{522}$

HIT 8.15' SOUTH


30

T141N R 29W
Section 22STAoffsets
to T.L.

0+00

— —

1+90


0.28'E 3+90
+2+60

0.57'E ✓

6+50
0+00

0.95'E — —

4+05

0.08'E 

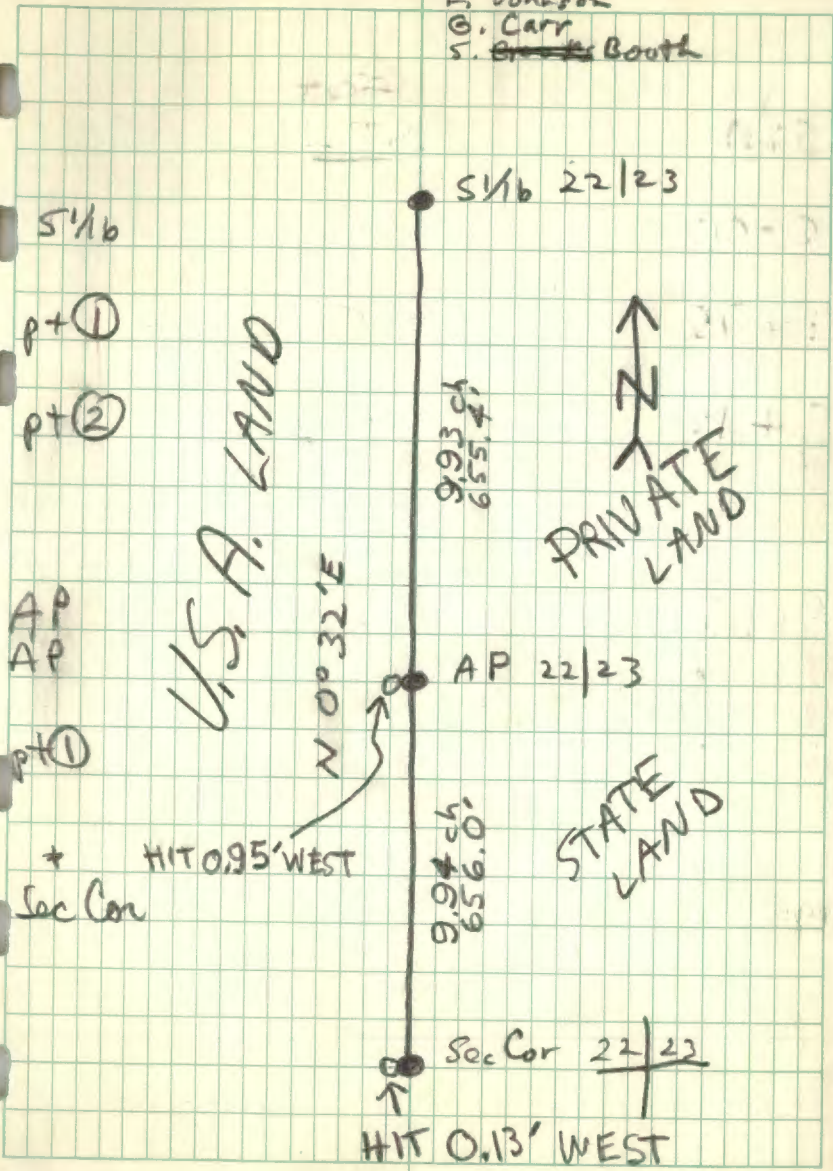
6+50

0.13'E —

8/6/80

B. Olson &
O. Knowles
E. Johnson
G. Carr
S. Booth

30



31

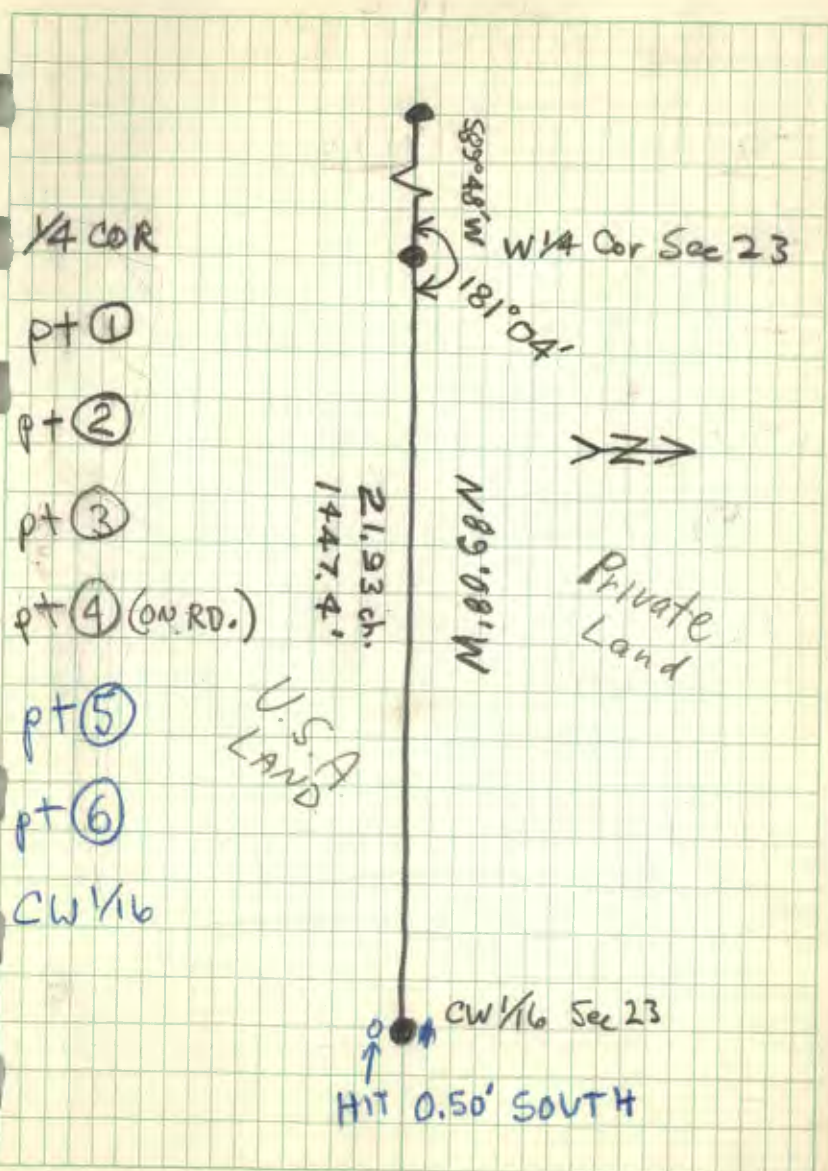
TRAIN ROW
Section 23

<u>STA</u>	<u>offsets</u> <u>to T.L.</u>
0+00	✓
2+75	✓
5+15	✓
7+95	✓
8+65	✓
10+95	✓
13+70	✓
14+	✓

8/6/80

B. Olson T

31



$\frac{1}{4}$ COR

pt 1

pt 2

pt 3

pt 4 (ON RD.)

pt 5

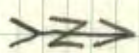
pt 6

CW $\frac{1}{16}$

$S89^{\circ}48'W$

$W\frac{1}{4}$ Cor Sec 23

$181^{\circ}04'$



$N89^{\circ}08'W$

Private Land

U.S. LAND

21.93 ch.
1447.4'

CW $\frac{1}{16}$ Sec 23

HIT 0.50' SOUTH

T141N R31W
 Sec. 10 & 11
 EDM TRAVERSE

STA	clockwise X	DBL. X	MEAN	Vert. X	EDM meas.
1/4 COR				98°05' 91°06'	333.78
PT ①	266°39'24"	173°18'54"	266°39'27"	91°06' 91°06' 98°05'	206.88
PT ②	133°30'06"	267°00'24"	133°30'12"	90°50'	149.00
PT ③	224°20'54"	88°41'12"	224°20'36"	91°08'	481.63
PT ④	263°07'12"	166°14'12"	263°07'06"	89°04'	780.63
PT ⑤	199°45'12"	39°30'12"	199°45'06"	95°22'	299.24
PT ⑥	215°23'12"	70°46'24"	215°23'12"	92°45'	512.40
PT ⑦	198°52'30"	37°45'12"	198°52'36"	87°20'	285.53
PT ⑧	165°09'54"	330°20'00"	165°10'00"	94°55'	228.30
PT ⑨	251°46'24"	143°32'30"	251°46'15"	90°20'	138.54
PT ⑩					

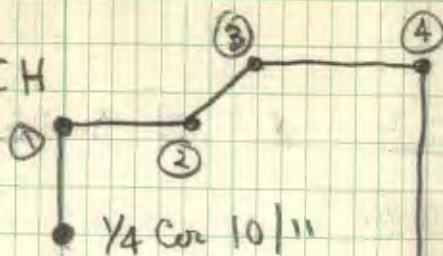
No. 303
 J. L. DARLING CORP.
 WEATHERPROOF
 TAHOEA, NEVADA U.S.A.

8/11/80

B. Olson π

COR
DIST.

SKETCH



~~330.46~~
~~332.71~~

~~206.84~~
~~204.82~~

148.98

481.54

780.53

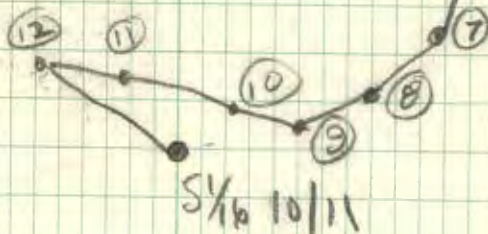
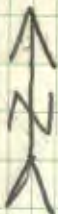
297.93

511.81

285.22

227.46

138.54



33

(CONT.)

Clockwise

E BM

<u>STA</u>	<u>∠</u>	<u>DBL. ∠</u>	<u>MEAN</u>	<u>Vert ∠</u>	<u>Meas.</u>
p + ⑩	164° 48' 54"	329° 38' 00"	164° 49' 00"	89° 08'	140.38
p + ⑪	171° 09' 48"	342° 19' 54"	171° 09' 57"	87° 19'	195.30
p + ⑫	34° 37' 48"	69° 15' 12"	34° 37' 36"	91° 43'	399.52

S 1/6

No. 302

 Buy the Best
 WEATHERPROOF

 J. L. DARLING CORP.
 WASHINGTON, WASH. U.S.A.

8/2/80

33

COR
DIST.

140.36

195.09

399.34

34

T141N R31W
Sec 10/11

<u>STA</u>	<u>Locat</u>	<u>EDM Meas.</u>	<u>COR DIST.</u>	<u>HOR</u>
			5.81'	
⑤		262°16'	407.63	403.92
				1360.79
④		261°54'	295.33	292.38
				956.87 754.53
				3.98 W
③		92°11'	247.59	247.41
				664.49 462.15
				2.77 W
②		273°55'	316.65	315.91
				417.08 214.74
				19.74 19.31 W
pt 0		99°48'	102.67	101.17
				0.42 W
0+00				

No. 302
 WEATHERPROOF
 L. DALLING CORP.
 T. OMAHA, NEBR. U.S.A.

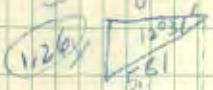
8/12/80

B. Olson & EDM

34

$\frac{x}{5.81} = 5m 4$
 $y = 5.67$

error = $0^{\circ}14'19''$



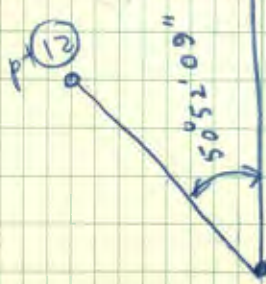
V4 10/11
5.8170



1.0543005
1.0543750
1.0543995

N5°48'12" E

1361.50'
1359.53'



S4/6

S4/6 10/11

35

T141W R31W
Sec 10/11

(Stadia)

STA

offset
to T.L.

0+00

1+20

2+65

4+45

7+65

11+95

12+55

8/13/80

B. Olson x

35

S 1/16

①

②

③

④

⑤

1/4 COR

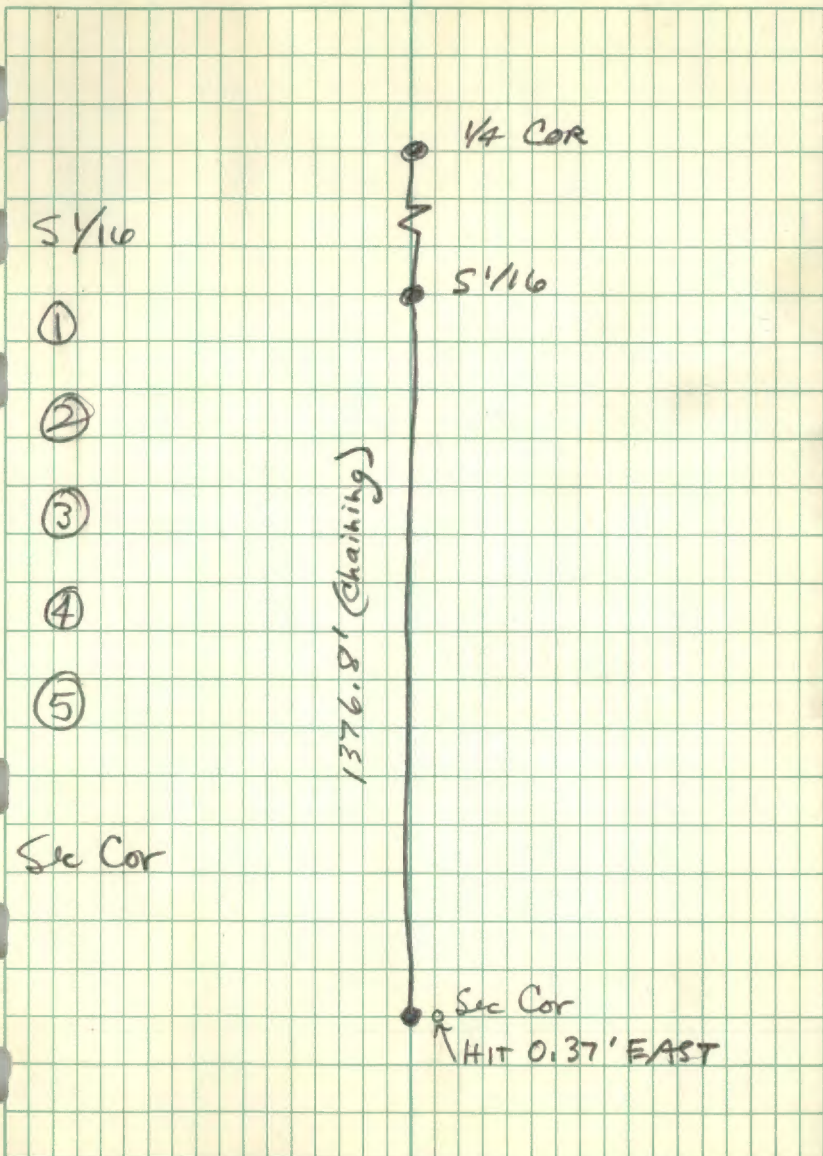
S 1/16

1376.8' (chaining)

Sec Cor

Sec Cor

HIT 0.37' EAST



36

T141N R27W
Sec. 1

R/W Survey

Trail Through Co. land
closure needed = 1:700

transit & tape survey

STA	Defl. &	Dist.	TAN.	EXT.
-----	---------	-------	------	------

CE 1/16

99.5'

POT ① Lt. 79°54'

250.2

P1 ② Rt. 26°44'

40' 15'

235.6

P1 ③ Lt. 78°02'

50' 20'

174.5

P1 ④ Rt. 35°18'

20' 5'

171.7

P1 ⑤ Lt. 34°52'

20' 3'

231.3

P1 ⑥ Rt. 71°40'

25' 10'

569.5

POT ⑦ Lt. 131°15'

258.0

⑧ Lt. 4°25'

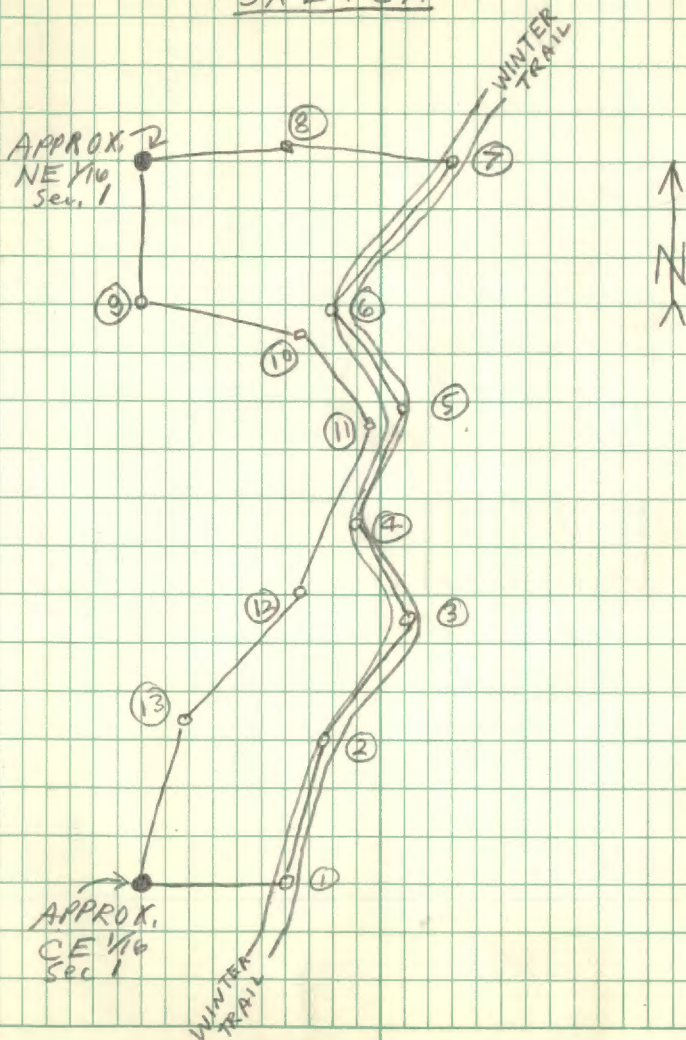
8/18/80

Warm, Windy, Clear

B. OLSON T
S. Booth H.C.
M. Marion R.C.
O. Knowles Rod
J. Fisher axeman

36

SKETCH



37

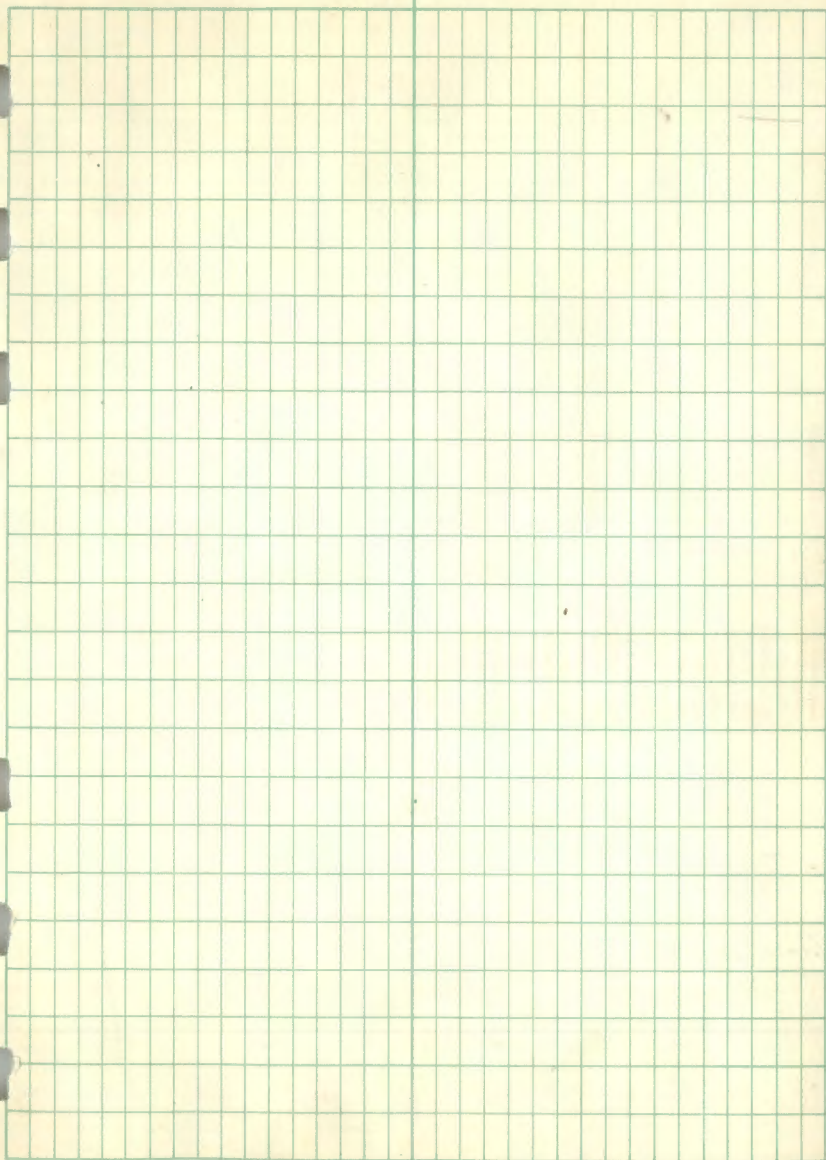
(CONT.)

<u>STA</u>	<u>Defl. &</u>	<u>Dist.</u>
(8)	Lt. 4°25'	173.8
NE 1/16	Lt. 85°27'	275.4
(9)	Lt. 22°58'	154.0
(10)	Lt. 8°39'	224.3
(11)	Rt. 35°13'	253.0
(12)	Rt. 37°47'	195.2
(13)	Lt. 18°33'	335.2
CE 1/16	Lt. 103°07'	
POT (1)		

8/18/80

B Okon

37



38

TIN R31W
Sec. 19

STA

~~2+00~~
~~0+00~~

0+00

2+25

4+80

6+95

8/21/80

B. Olson x

38

Windy, Cloudy, Cool

HOWARD

LAKE

2" IP up 3 1/2'

530' W

36' x 1'

M.C. on line

1" IP set by W. Snyder up 0.2'

Additional ties

1 1/4" Spruce w. spike N76°E 8.83'

5" Spruce w. spike N3°E 13.60'

Spike in tree on line (Snyder) 7" tape

2" French post

1" IP

1" IP up 0.6'

(GRAVEL)

pt 1

1 1/2" IP up 1 1/2'

Co. Rd.

Set Control Post 877' west of spike

pt 2 IP

pt 3 IP

pt 4 IP

162' 215' 51'

CS 1/16 Brass Cap Man. set by W. Okerman up 1'

39

T141N R29W
Section 22STAoffsets
to T.L.

0+00

—

2+15

0.32'W ✓

5+35

0.80'W ✓

9+75

1.46'W ✓

13+15

1.97'W ✓

15+10

2.26'W ✓

16+80

2.52'W ✓

~~21+00~~
19+30?

3.14'W ✓

22+50?

3.68'W ✓

1+60

—

8/20/80

B. Olson

39

1/4 $\frac{515}{522}$

1500

C/4 Sec 22

C/4

pt ①

pt ②

pt ③

pt ④ (APPROX 1/6)

pt ⑤

pt ⑥

pt ⑦

pt ⑧

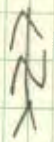
1/4 Cor

0 1/4 Cor $\frac{22}{27}$

HIT 3.92' EAST

NO 44 E
39.680A
2618.88A

U.S.A.



40

T141N R29W
Sec 22 427

STA

Offsets
to T.L.

0+00

—

2+00

0.06' N

4+80

0.15' N

8+00

0.25' N

10+00

0.31' N

14+00

—

No. 302

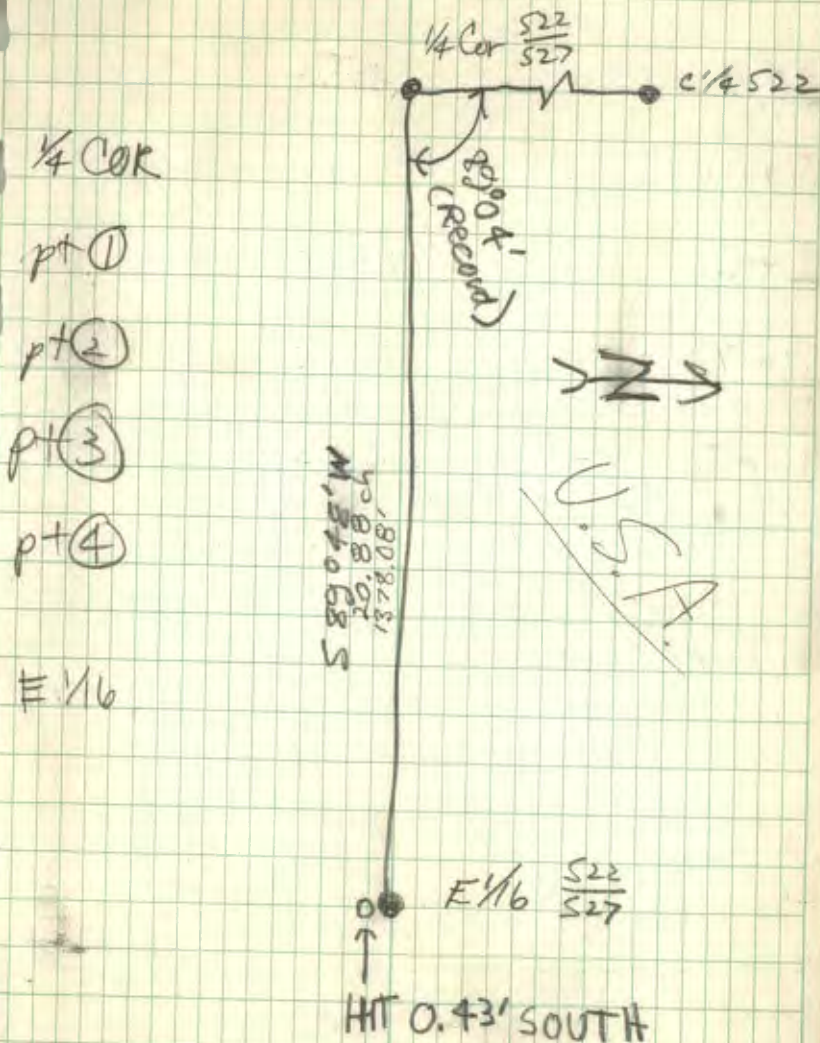
Get the Best
WEATHERPROOF

J. L. SARLINS CORP.
TACOMA, WASH., U.S.A.

8/26/80

B. Olson

40



41

T141 N R29W
Sec 21 & 22(if over 10') COR Offsets
STA Vert X STA to T.L.

0+00

2+25

0.09'E ✓

4+75

0.20'E ✓

7+55

0.32'E ✓

10+55

0.48'E ✓

12+20

0.52'E ✓

15+70

0.66'E ✓

18+70

0.79'E ✓

22+70

0.96'E ✓

24+70

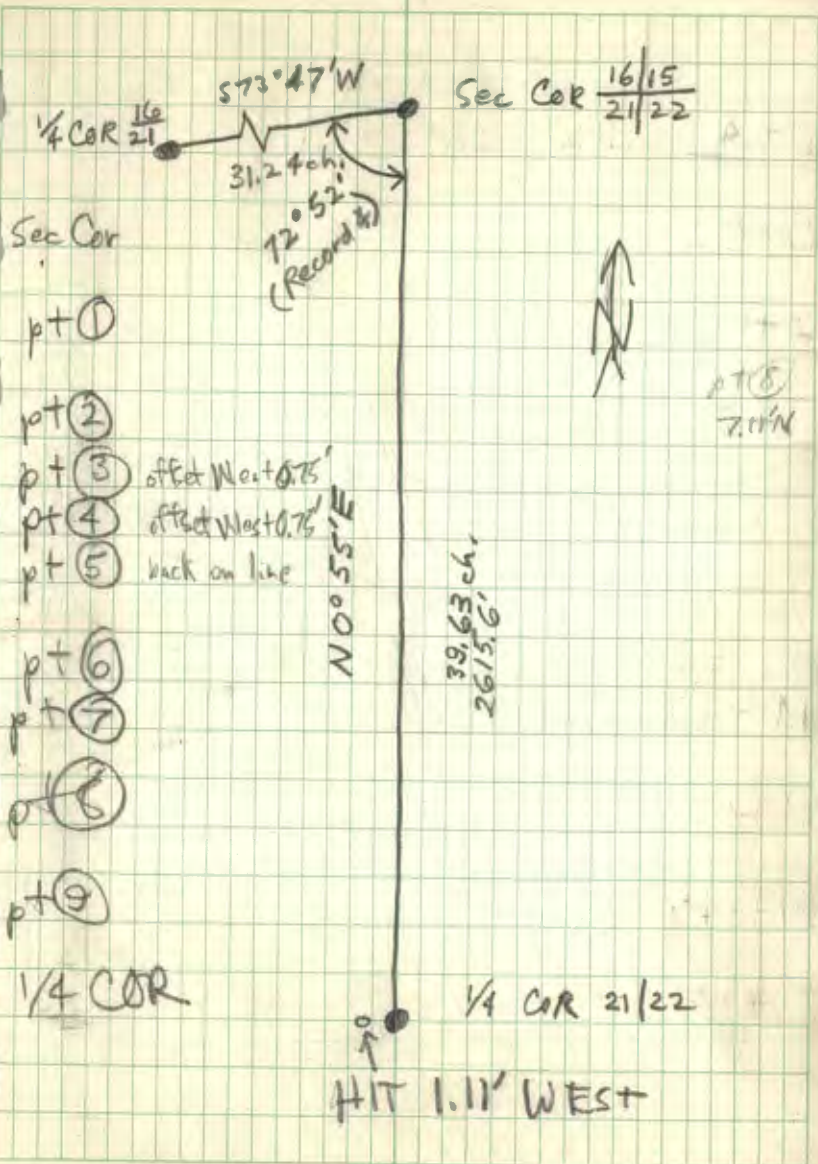
1.05'E ✓

25+75

8/27/80

B. Olson K

41



42

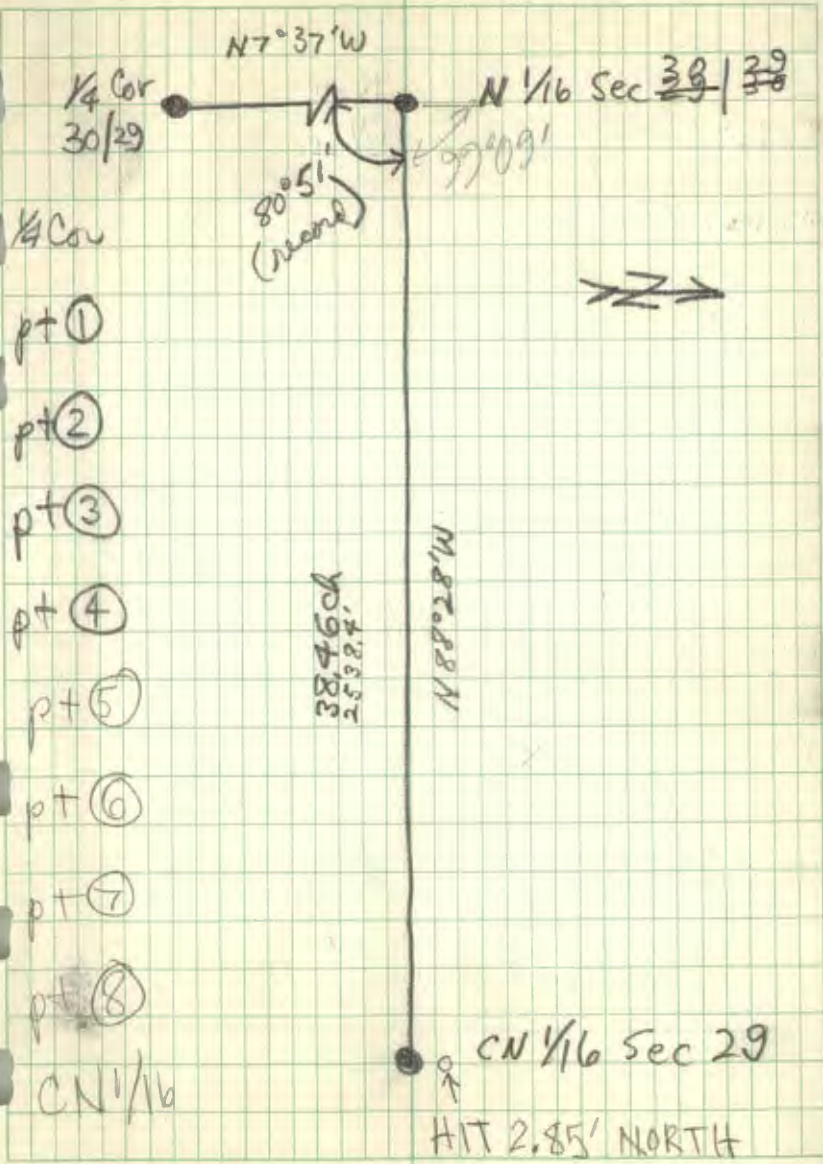
T141N R28W
Sec 29

<u>STA</u>	<u>Offsets to T.L.</u>
0+00	0.5
3+60	0.405
6+50	0.735
10+10	1.135
13+10	1.475
14+60	1.645
19+00	2.135
21+40	2.405
23+70	2.665
25+00	2.855

9/2/80

B. Olson

42



43A

Levels for City Sewer Line
Walker Ranger Dist.

(Wrong)

ST A.	AZ.	Vert. ^(from zenith) &	ROD INT.	Dif. in Elev.	ELEV.
⊙ HUB # 1			H.I. 5.2'		97.35
B.M.	73°00'	88°10'	0.83	+ 2.65	100.00
Clearout Pipe	93°33'	88°45'	0.46	+ 1.00	98.35
Hub # 2	186°36'	86°19'	0.81	+ 5.20	102.55
Hub # 3	186°36'	82°34'	1.44	+ 18.63	115.98
Hub # 4	126°36'	81°10'	2.41	+ 37.01	134.36
Hub # 5	186°36'	81°04'	2.96	+ 45.96	143.31
Hub # 6	186°36'	80°51'	3.24	+ 51.52	148.87
Hub # 7	186°36'	81°15'	3.50	+ 53.24	150.59
ManHole	186°36'	81°32'	3.53	+ 51.97	149.32
P.K.	333°42'	91°06'	0.43	- 0.83	96.52

⊙ P.K. rail			H.I. 5.5'		96.45
B.M.	96°58'	87°59'	1.01	+ 3.55	100.00
Clearout Pipe	181°31'	88°38'	0.77	+ 1.84	98.29
Hub # 1	152°30'	88°50'	0.43	+ 0.88	97.33
Manhole	181°54'	82°12'	3.86	+ 52.39	148.84

No. 302

WEATHERPROOF

J. L. GARLING CORP.
TACOMA, WASH. U.S.A.

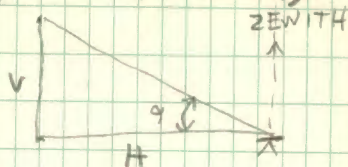
Supplemental Sheet
City Sewer Line

<u>HOR</u> <u>DIST.</u>	<u>COR</u> <u>ELEV.</u>	
	97.35	
83'	100.00	
46'	98.35	
81'	102.54	
142'	115.82	✓
235'	133.92	✓
289'	142.76	✓
316'	148.22	✓
342'	149.97	✓
345'	148.76	✓
43'	96.52	

$$H = \text{HOR DIST} = (100) (\text{ROD INT}) (\cos \theta)$$

$$V = \text{DIF IN ELEV} = (50) (\text{ROD INT}) (\sin 2\theta)$$

(Neglect H COR, under $3^\circ 09'$)



101'	100.00	
77'	98.29	
43'	97.33	
379'	149.25	✓

No. 302

Big as the Ocean
WEATHERPROOF

J. L. DARLING CORP.
TACOMA, WASH., U.S.A.

9/9/80

43A

B. Olson π
O. Knutes Kodachrome
T. Johnson color

43

CITY SEWER LINE (See page 43A)

DESCRIPTION

SKETCH

ORIENT ON NORTH

Bench mark (assume elev 100.0')

~~Top Manhole Cleanout Pipe~~

Top of Cleanout Pipe on septic tank

P.K. Mail
North

#1

#2

#3

#4

#5

#6

#7

Ground Elevation at Manhole

Manhole cover

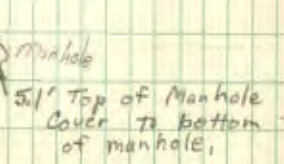
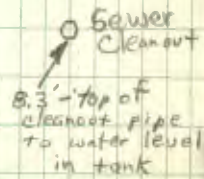
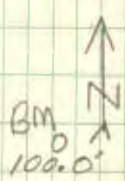
P.K. Mail in Road

Orient on North

~~Bench Mark~~ (assume elev 100.0')

Top of Cleanout Pipe

Manhole cover



44

T 141N R 29W

Section 15

TRAVERSE With E.D.M.

STA	HOR.	HOR.	MEAN	Vert.	E.D.M.
	<u>1st \angle</u>	<u>3rd \angle</u>	<u>HOR. \angle</u>	<u>\angle</u>	<u>MEAS.</u>
NECOR				88°02'	390.52
⊙ 1	138°50'06"	56°31'00"	138°50'20" 138°2'00"	92°11'	283.28
A.P.	155°29'12"	106°28'00"	155°29'20"	91°22'	402.49
⊙ 2	180°49'00"	182°27'00"	180°49'00"	94°12'	226.04
N 1/4	179°28'48"	178°26'24"	179°28'48"	90°22'	357.55
⊙ 3	179°59'18"	179°58'06"	179°59'22"	90°25'	798.36
⊙ 4	173°11'30"	159°34'12"	173°11'24"	(CHAINED DIST.) =	

1/4 COR

9/15/80

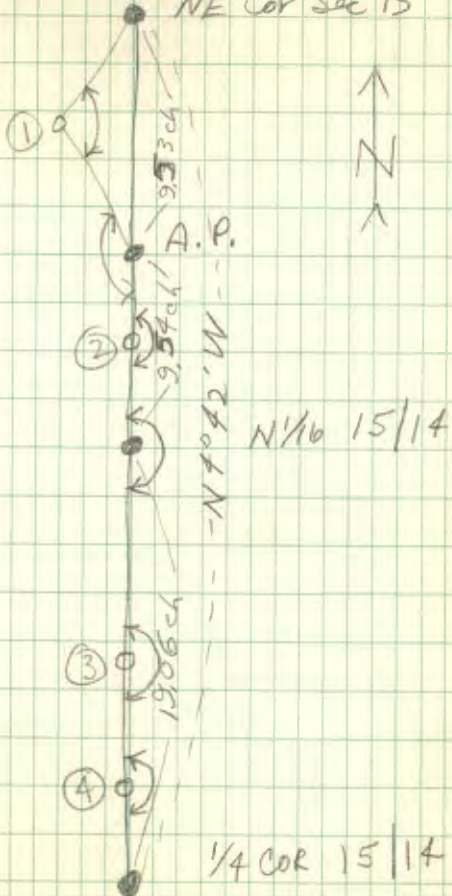
B. Olson
O. Knowles
T. Johnson
S. Peterson

44

COR
DIST.

SKETCH

NE Cor Sec 15



102.93

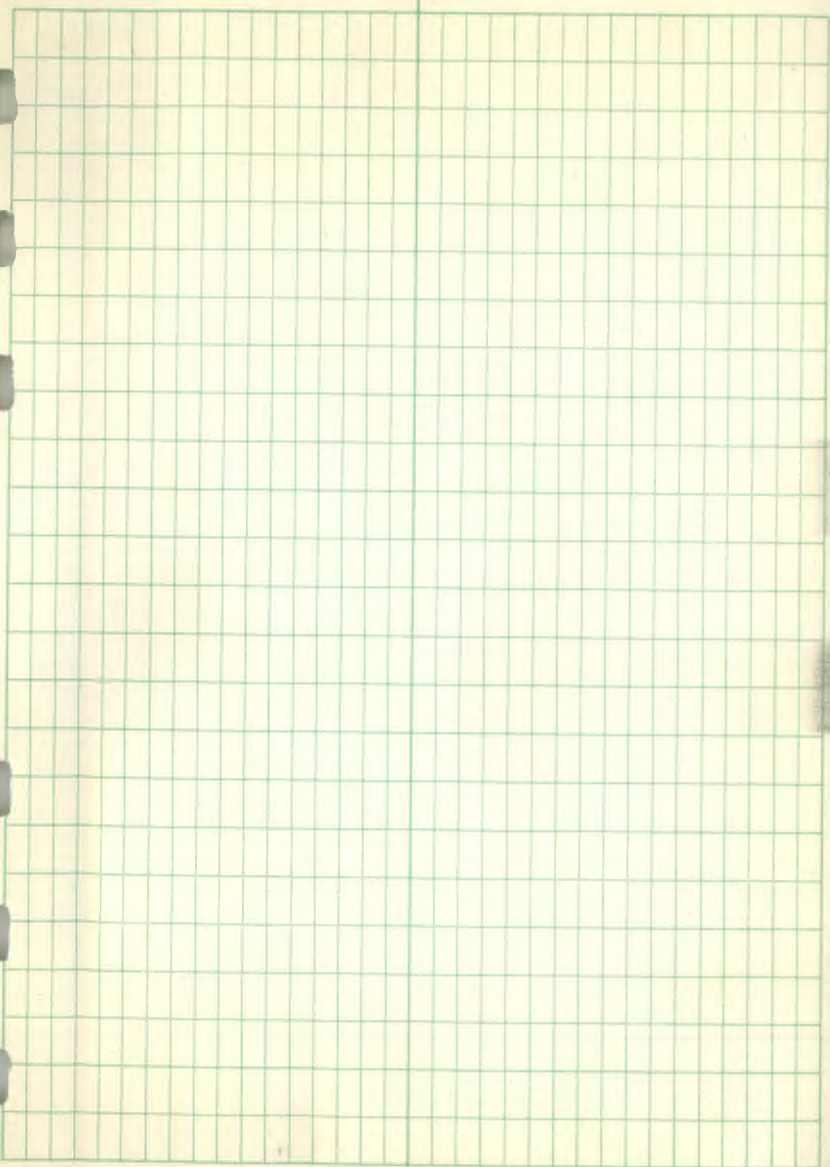
1/4 Cor 15/14

45

No. 302

Get the Best
WEATHERPROOF

A. L. BARKING CORP.
TACOMA WASH. U.S.A.

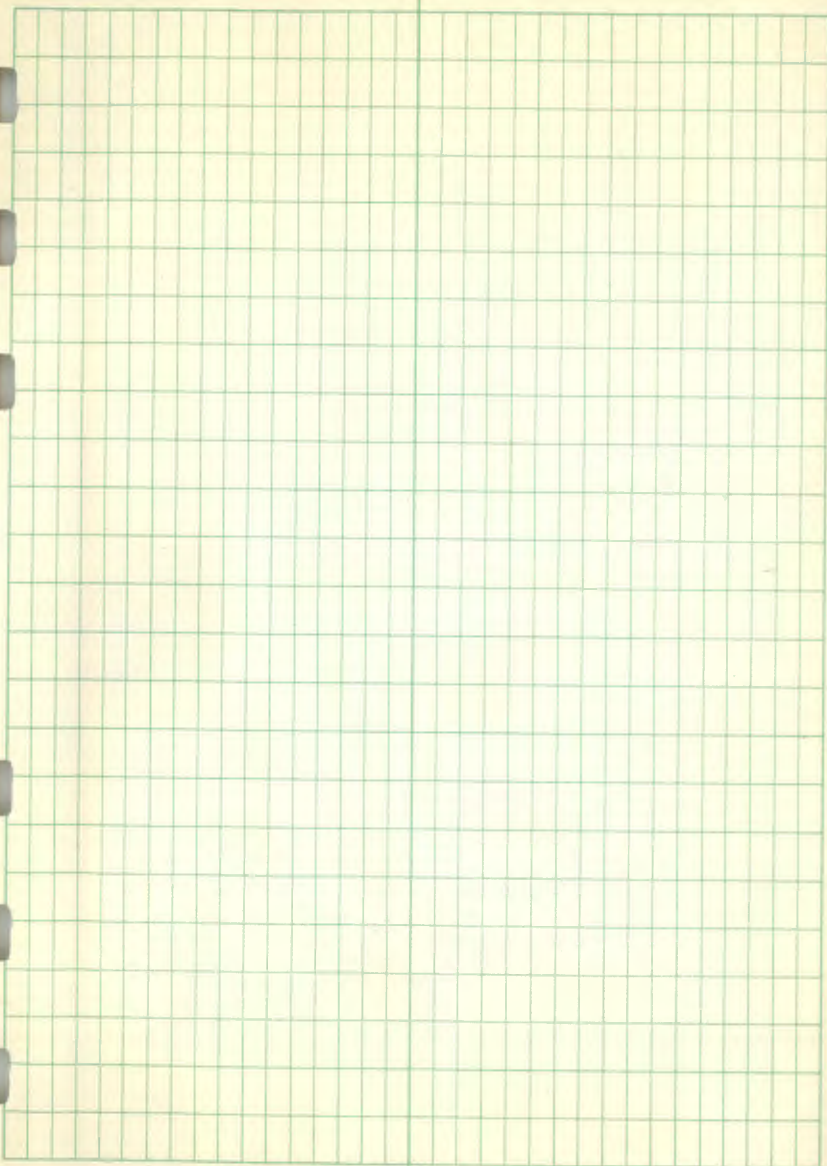


46

No. 302

Fit for the Rain
WEATHERPROOF

A. L. DARLING CORP.
YAKOMA, WASH. U.S.A.

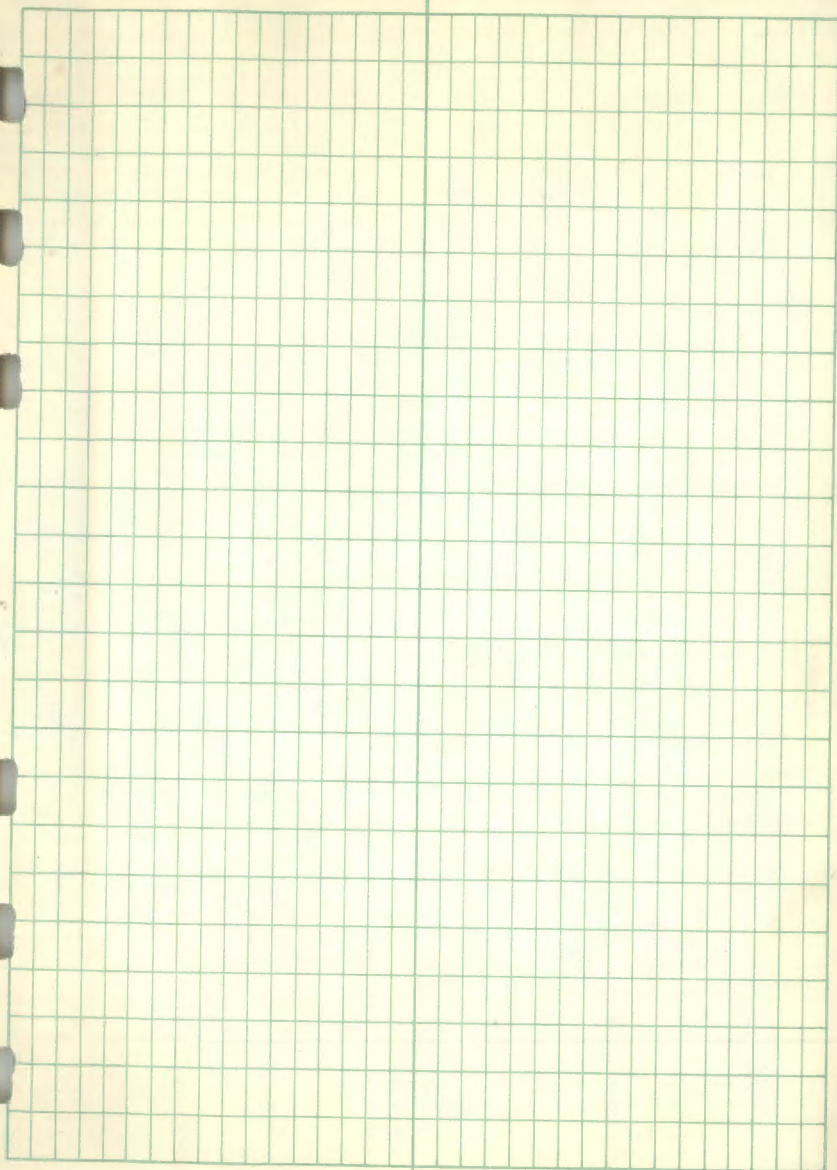


47

No. 302

Fit to the Rain
WEATHERPROOF

J. L. DARLING CORP.
TACOMA, WASH. U.S.A.



48

No. 302

Plastic
WEATHERPROOF

J. L. DARLING CORP.
TACOMA, WASH. U.S.A.

Mileage

~~40~~

9/4 35784
9/8 35812

mc in

NSEW

1234567890

1234567890

1234567 9

2 4567 9

2 4

2 4

1234567890

1234567890

1234567890

1234567890

1234567890

1234567890

1234567890

1234567890

1234567890

~~2~~

2

2

~~2~~

~~1~~

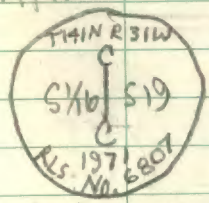
7

T 141 R 31
 1/4 Cor 10/11

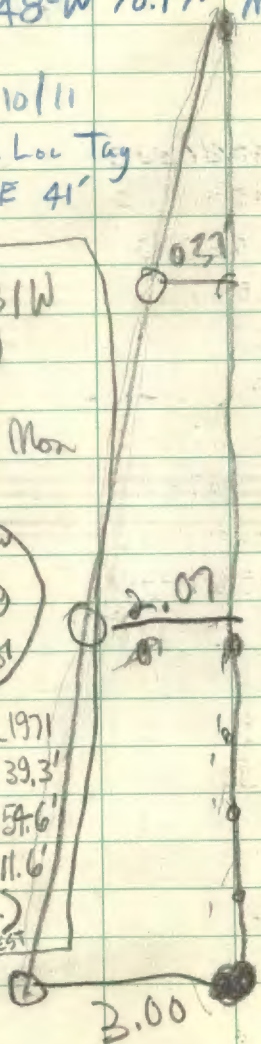
N PINE	561°E	59.96'	MKD	1/4 5 11	BT
B Cherry	58°W	45.56'	MKD	1/4 5 10	BT
N PINE	548°W	70.17'	MKD	1/4 5 10	BT

5 1/4 Cor 10/11
 10" Elm 6. Loc Tag
 S 57°E 41'

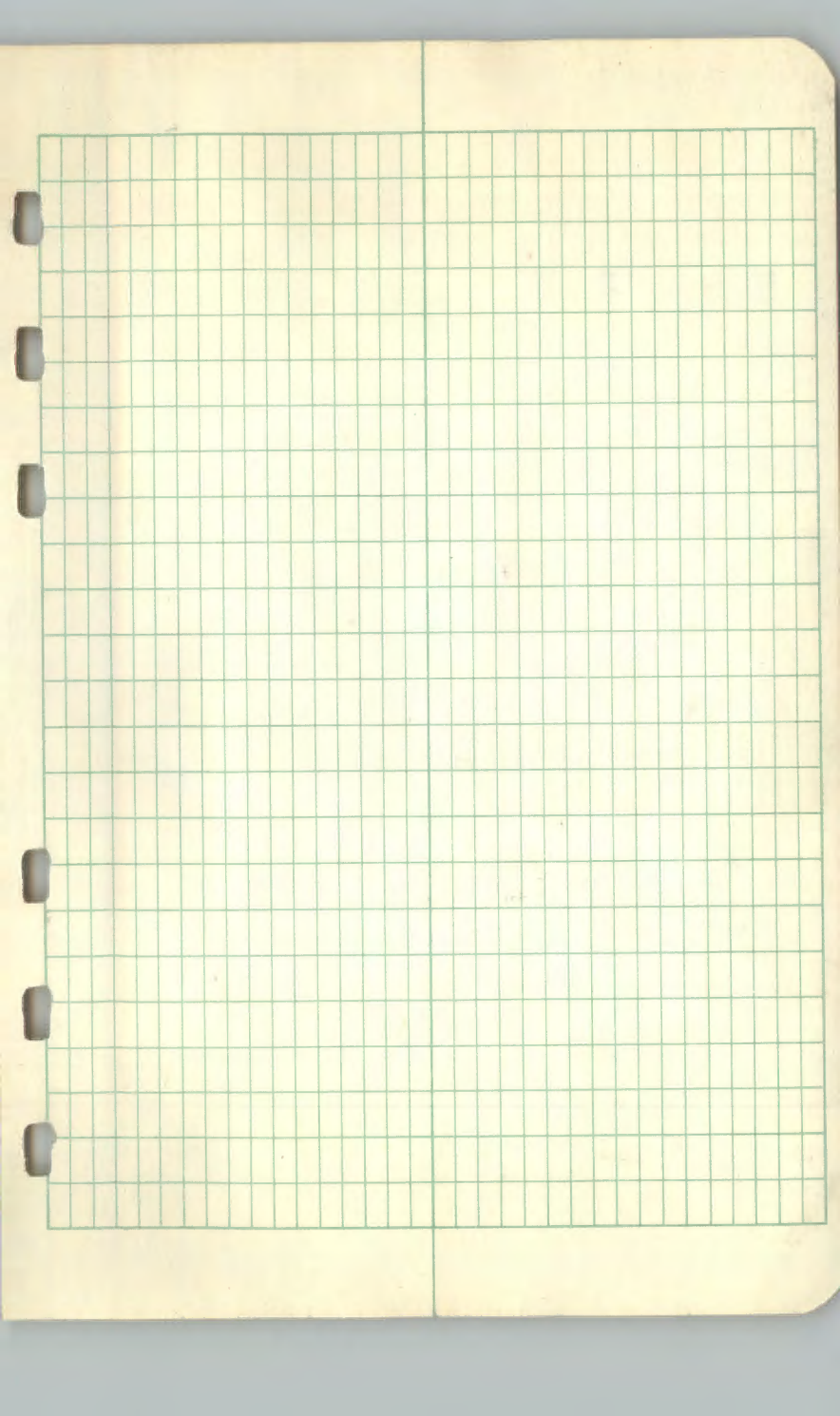
T 141 N R 31 W
 Sec 19
 CS 1/6
 Brass Cap Mon
 MKD:



3 BT's from 1971
 6" W. OAK N 21° E 39.3'
 9" W. OAK S 15° W 54.6'
 6" W. OAK S 86° W 11.6'
 (D.B. C.K.)
 Wood post 3.0' WEST



see p 36



TRAVERSE
COMPUTATIONS

TO SET F 1/6 Cor $\frac{510}{515}$

COORD.

N 15

<u>STA</u>	<u>BRG.</u>	<u>DIST.</u>	<u>LAT</u> N 15	<u>DEP</u> E & W	<u>E</u>
Sec Cor					5000.00
1A	N 20° 34' 49" W	14.37	+ 949.63	- 356.57	5949.63
E 1/6	S 45° 10' 35" W	1355.39	- 955.45	- 961.35	4994.18
1	(ASSUMED) S 89° 43' 00" W	775.21	- 3.83	- 775.20	4990.35
1/4 Cor	S 89° 59' 54" W	545.30	- 9.83	- 545.30	4990.33
Sec Cor	N 89° 47' 24" E	2638.49	9.74	+ 2638.42	4998.66

E 1/6 COR N 89° 47' 24" E 139.22 + 4.84 + 139.21 4995.17

1/4 COR 4990.33

N 89° 47' 24" E 775.21 + 2.84 + 775.20 4998.0

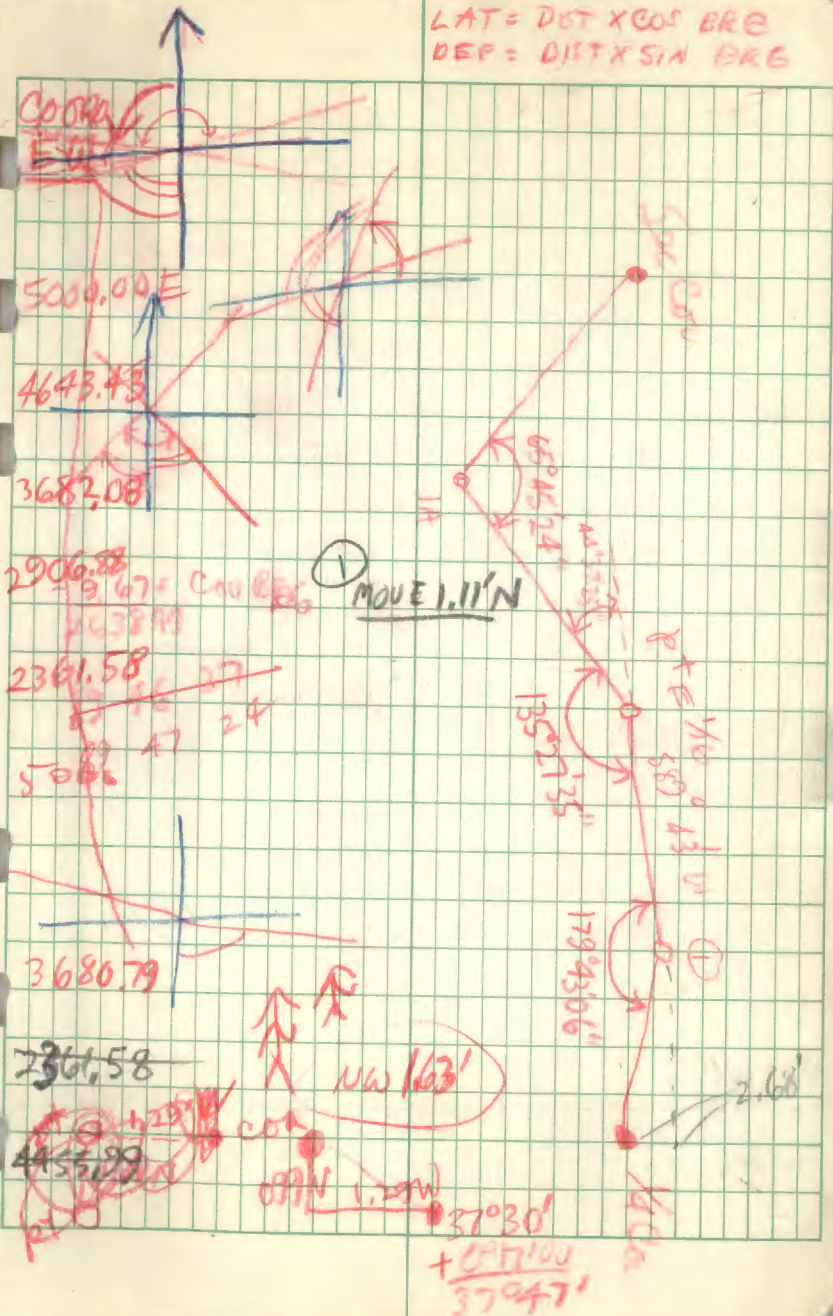
Don line 4998.01

No. 302

W. L. DARLING CORP.
WEATHER PROOF

TACOMA, WASH. U.S.A.

LAT = DIST X COS BRG
 DEP = DIST X SIN BRG



1500
1525 5/15
1835

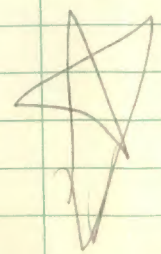
2	X	5	X	7	X
3	2	6	5	12	A
4	B	8	10	18	6
6	7	12	15	19	10
7	H	15	19		15
8	15	19	22		21
12	19	23	S-17		
15	21		N-8		

W-oak 12" N 9 1/2° E 63.36' 7 BT
 W-oak 10" S 83° E 75.90'

E to 58
 517

W-oak 16" N 10° E 63.34'
 W-oak 19" S 83° E 75.90'
 W oak 10" S 49° E 49.97'

2.3' 1/2" Cleanest fill to water level
 9 1/2'
 5.1' Top of mounds to bottom



SAFETY
6/11/80

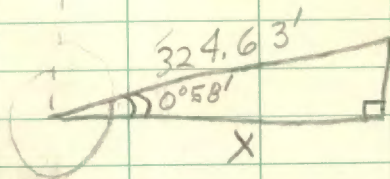
MEETING
Bill Olson - Party Chief

Survey Crew

Present: J. Weaver	OA	-
C. Arthur	OA	-
O. Knowles	OA	-
M. Cackstetter	YACC	-
D. Hanson	YACC	-

POINTS COVERED:

- (1) SPREAD OUT FOR BRUSHING
- (2) LOOK FOR WIDOW-MAKERS
- (3) WITH SHAW GUARDS ON - WATCH OUT FOR THE STRAPS GETTING CAUGHT ON CUT BRUSH
- (4) CARRY CHAIN SAWS CORRECTLY
- (5) WEAR LEATHER GLOVES
- (6)



$$X = \cos 0^{\circ}58' \times 324.63'$$

T141N R29W Secs 14 & 15

GLO Mon in good Cond. up 1.0'

GLO BT 1918 Cedar 20" S30°E 1281ks. = 84.48'

TOOK 3 New BT'S:

Cedar	8"	S 86° W	11.12'
Cedar	8"	N 58° W	18.11'
Cedar	10"	N 78° E	16.88'

SAFETY

MEETING

6/26/80 Present: Sue Peterson SP
Mal Goddettter MB
Dwille Knowles OK
Charlie Arthur A
Bill Alcorn BO
Dove Hanson D.H.

POINTS COVERED:

- 1) When using brush hook direct blow carefully
- 2) Spread out along line for brushing
- 3) watch chain-saw operator whenever chain-saw is running
- 4) watch for bees nests

N. AP S, 4 T141 R27

extra BT 29.47'
N80°E

BOXEL LAKE - BT check
9/10/80

7" W. Oak S24°E 53.6' - DB 4/19/71

7" W. Oak N70°E 20.8'

9" W. Oak N31°E 59.1'

16" R. Oak S48°E 22.3'

18" R. Oak N24°W 38.3' JH3 - 1918

11" R. Oak N8°E 44.7'

12" R. Oak S19°E 16.7'

8" R. Oak N85°E 31.0'

8" R. Oak N40°E 29.1' JHE

2/21/73

TR1635
S28 | AP3
S27

TR1635
AP4
S27
1918

C WY16 C
S27
1918

TIE TREES TO
S $\frac{1}{4}$ Cor Sec 17
T 142 R 26

10" Red Oak

Dist. 12.20

Bearing N48°E

6" Maple

Dist 12.00'

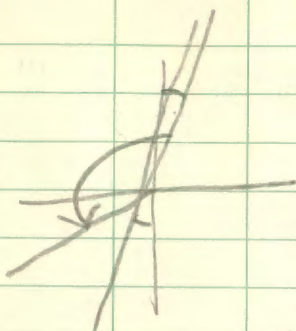
Bearing S41°W

7" Aspen

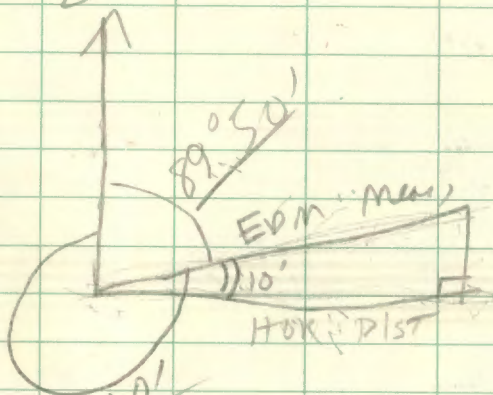
Dist. 21.20'

Bearing S40°W

FS Location Tag on 5" Red Oak
S40°W 3 FT to APPROX COR



ZENITH



T14N R27W
SEC. 4

COMPUTATIONS FOR CLOSURE

<u>STA</u>	<u>BRG.</u>	<u>DIST.</u>	<u>EAST.</u>	<u>DEP.</u>
E 1/4	(N0°44'39"E)			
1	N0°45'30"E	416.98	+ 416.94	+ 5.52
2	S73°35'36"W	359.65	- 101.58	- 345.01
3	S18°18'30"W	159.97	- 156.34	- 33.67
4	S6°13'33"E	146.40	- 145.54	+ 15.88
E 1/4	S87°50'02"E	357.61	- 13.51	+ 357.35

$$\sum 1440.61' \angle -0.03' \angle -0.13$$

$$e.c. = \frac{1}{10,798} \text{ or } \frac{1}{15,000}$$

TRUNK HIGHWAY RIGHT OF WAY
C.L. 100 FT. WAY
○
STA. 722+00.0
SP. 34-27 SEC.

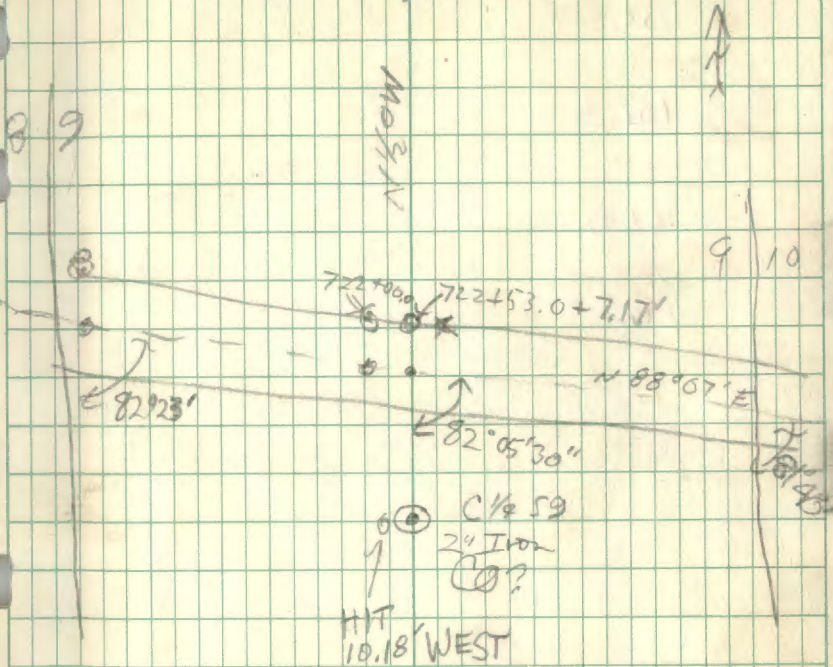
T.H.W. R.O.F.W.
CL 100 FT
○
STA 711+53.3
SP 34-27 SEC

NCT Sec 9 T141 R27

NOTE
Need 33' RW

o POT SPIKE

Iron Pin Nailin Replan 72.85



7.17'

N15T.

⑥ PK

100.00'

① SPK

168.86'

② SPK

163.30'

③ SPK

164.97'

④ SPK

100.30'

109.90'

199.90'

⑤ PK

158.70'

IRON

IP

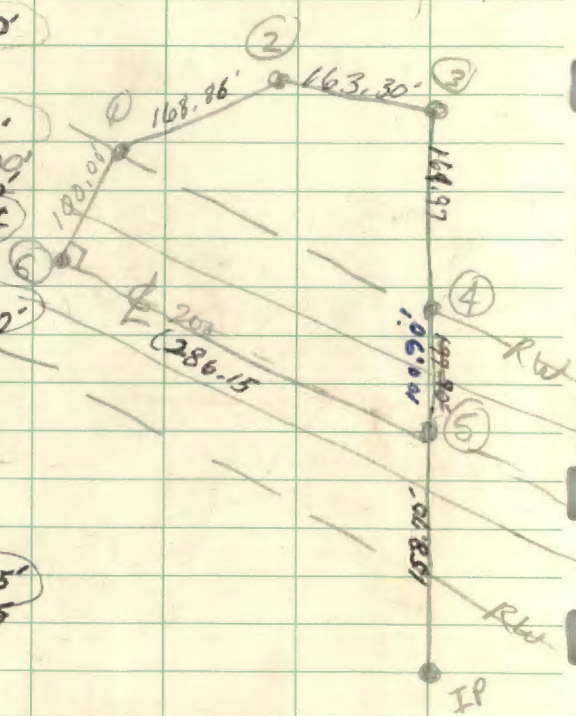
AND

⑤ PK

286.15'

~~286.15~~

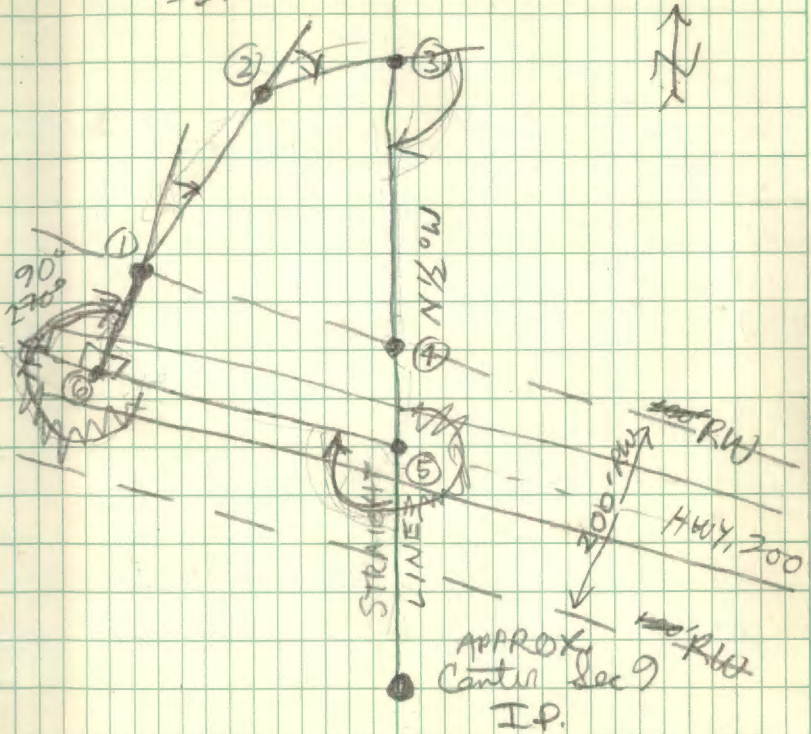
⑥ PK



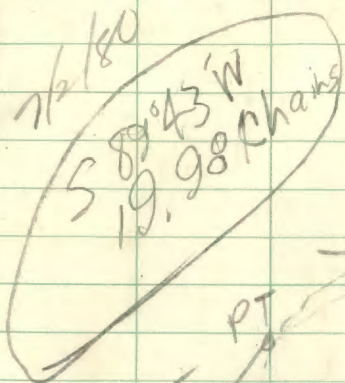
N.C.T. Survey
SKETCH

T141 R27 Sec 9

~~3.2' W FROM STICK~~



1 2 3 4 5 6 7 8 9 10



232° 15' Lt.

232° 11' Ct.

232° 14' Lt.

232° 14' Lt.

232° 12' 00" Ct

V = 20°

231° 45' Rt.

232° 00' Rt.

232° 15' Lt.

232° 07' Rt.

232° 10' Rt.

232° 12' 30" Ct. Ct.

11

No. 302

Keep in the Rain
WEATHERPROOF

J. L. DARLING CORP.
TACOMA, WASH. U.S.A.

Crew: B. OLSON

Date: 7/1/80

Temp.:

Location:

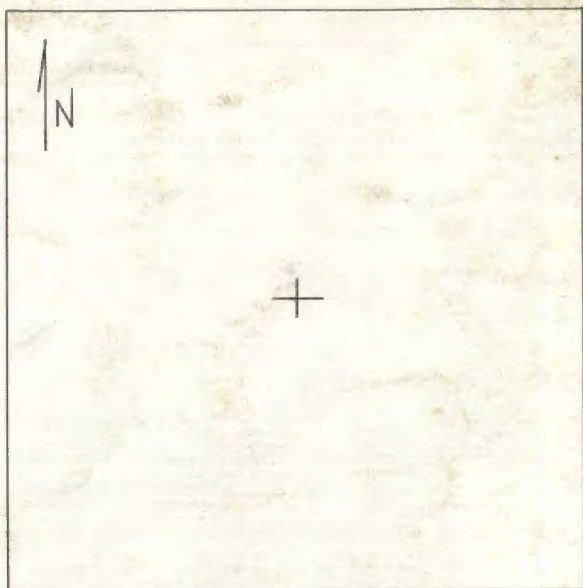
Index No.:

Found: (size, shape, distance above, below surface)

Monument left as found:

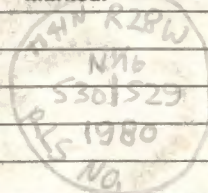
lowered:

Removed (explain):



Set: 2" DIA. I.P. 60" long
up 1.6" with brass cap

Marked:



Bearing Trees:

N. Pine

20" N. Pine - N 3° W - 20.28' - MKO - N 1/16 S 30 BT

18" N. Pine - S 17° W - 30.45' - MKO - N 1/16 S 30 BT

21" N. Pine - N 72° W - 30.45' - MKO - N 1/16 S 30 BT

Ref. Pt.'s: (size, distance above, below surface)

Crew: *B. Olson, M. Hayes*

Date: *6/30/80*

Temp.:

Location:

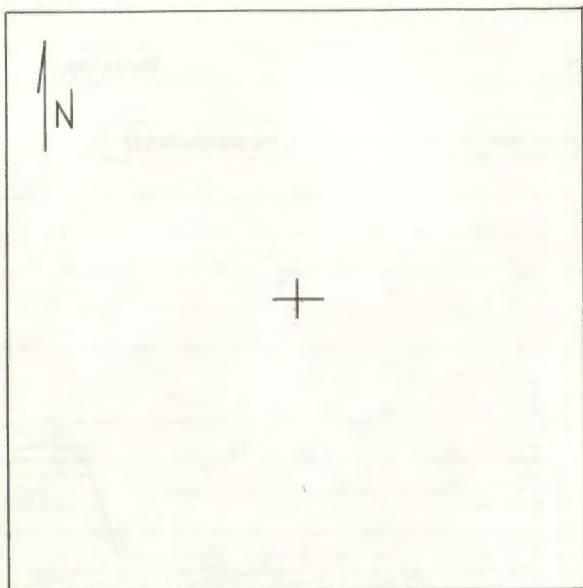
Index No.:

Found: (size, shape, distance above, below surface)

Monument left as found:

lowered:

Removed (explain):



Set: ~~36~~ 2" DIA. I.P. 36" long
up 1.1' with Brass Cap.

Marked:

741N R28W
E 1/6 521
E 1/6 528
PK 5 No.

Bearing Trees:

7" W-Oak - N46°E - 21.52' - MKD - E 1/6 521 BT
8" W-Oak - S47°W - 55.55' - MKD - E 1/6 528 BT
6" W-Oak S31°W - 52.16' - MKD - E 1/6 528 BT

Ref. Pt.'s: (size, distance above, below surface)