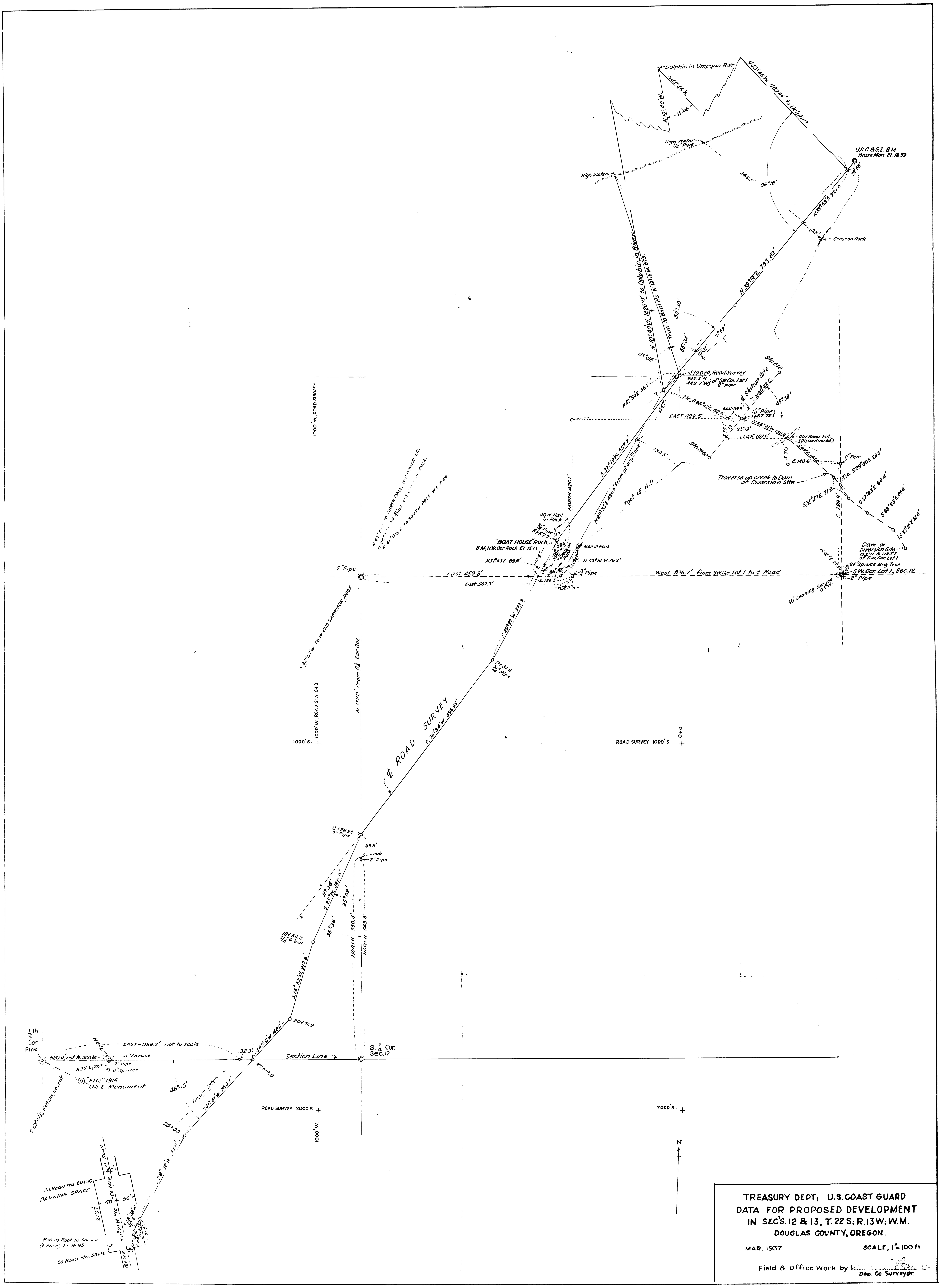


TREASURY DEPT; U.S. COAST GUARD
DATA FOR PROPOSED DEVELOPMENT
IN SEC'S. 12 & 13, T. 22 S; R. 13 W; W.M.
DOUGLAS COUNTY, OREGON.

MAR. 1937 SCALE, 1" = 100 ft

Field & Office Work by [signature]
Dep. Co. Surveyor.

N¼ ca

30" Sp N35E 5.2

60" S S65W 10.7'

23-80

N. on N Line E² Sec 4 East

Mar 22
Mar 23

5B23

E 122.5

Hub B = 459.8' E of ¼ Cor

Hub "B"

E. 459.8

¼ Cor Hub Δ = 90° R = 2" G.I. Pipe 37" long NW Cor SW¼SE¼ Sec 12

13+20

North

5+50.4 = Hub Note:- set Pipe 7" S. of Sta 5+50.4 2"x36"

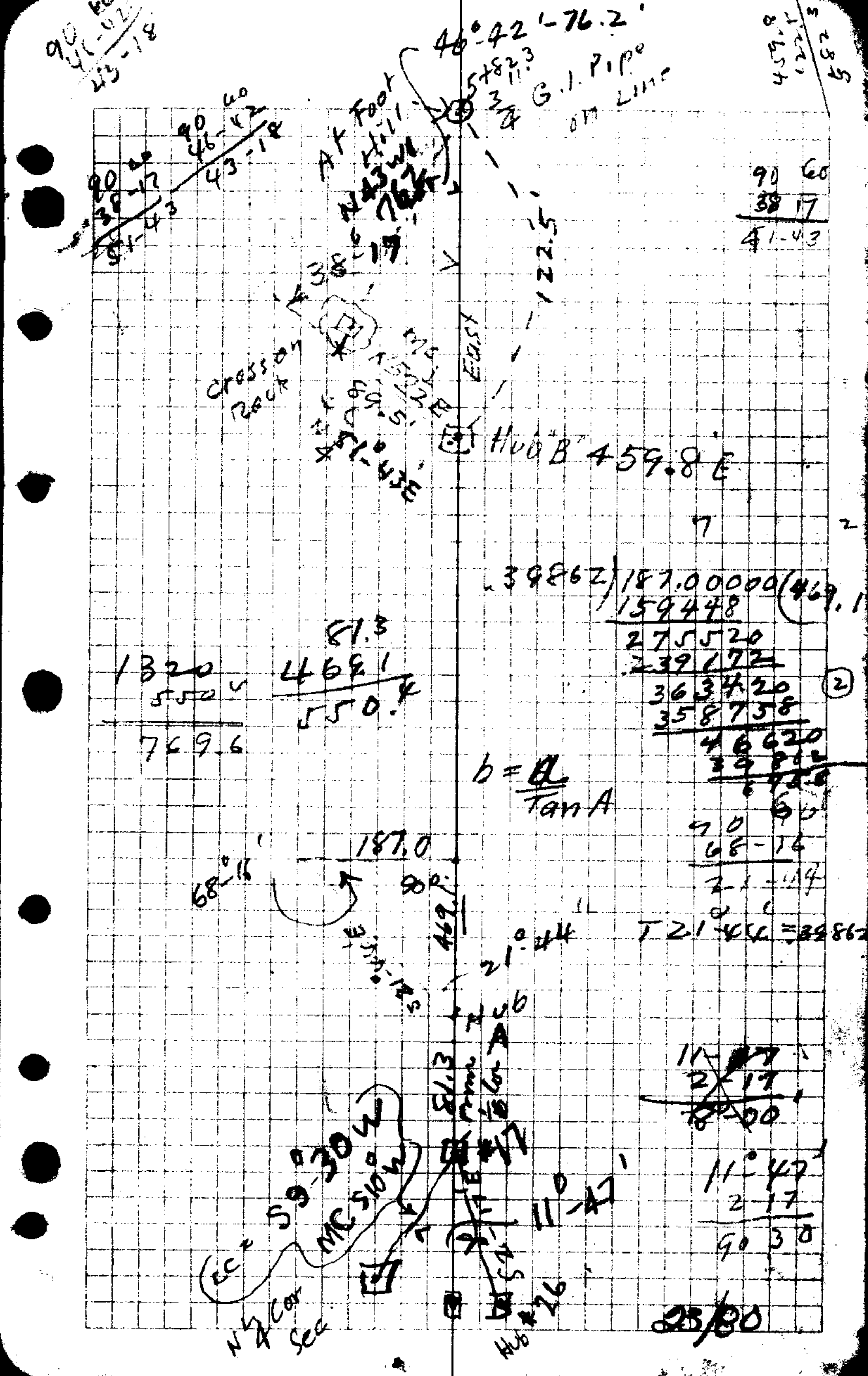
469.1

Hub A

N. 81.3'

HO = Cor N¼ Cor Sec 13

1320
550.4
769.6


46°-42'-76.2'
5+82.3
3/4 G.I. Pipe
on Line
At Foot Hill
N43W
38°-17
Crosson Rock
East
122.5
Hub "B" 459.8 E
51°-43E
90 60
38 17
51-43
90 60
46-42
43-18
.39862 | 187.00000 (469.1
159448
275520
239172
363420
358758
81.3
1320
550
769.6
466.1
550.4
b = a / Tan A
187.0
68°-16'
90°
469.1
21°-44
90
68-16
21-44
T 21°-44 = .39862
Hub A
81.3
11-47
2-17
S9-30W
MC S10W
EC
N 1/4 Cor Sec
11°-47'
Hub
2
23/80

Mar. 23-37

Hub = E Line of 40
E 140.6

Hub- Δ = 90° L
South 72.6 on 11°39' = 71.1
Δ = 90° R
Hub on W. Side Trail on Fill
E 74.7 on 10°10' = 73.5

1105.9 E + 371 N

East 97.8 + 15°55 = 94.1 } 167.6'

Δ = 90° L 371.0'
Hub 370.6 N of 1/16 Line
S 56.5
6" Spruce
Hub Δ = 90° R
E 170.6 Across Lake (Pond

Hub
41.2' E of W Line of Forty 426.1' N
E 258.9

Hub Δ = 90° R
North for offset 426.1

Hub B Δ = 90° L
5+823 East

Note: Set Hub 15' E of 1/16 th Line

426.1
55.1
371
71

170.6
258.9
429.5

735
94.1
167.6

962
97.8
7696
6734
8658
94.0836

984
74.7
6888
3936
6888
73.5048

6994
72.6
58764
13988
69558
71.10444

459.8
122.5
258.9
170.6
1011.8
94.1
1105.9
73.5
1179.4

426.1
55.1
370.6

582.3
258.9
841.2
170.6
1011.8
478.8
170.6
308.2

1320
1175
140.6

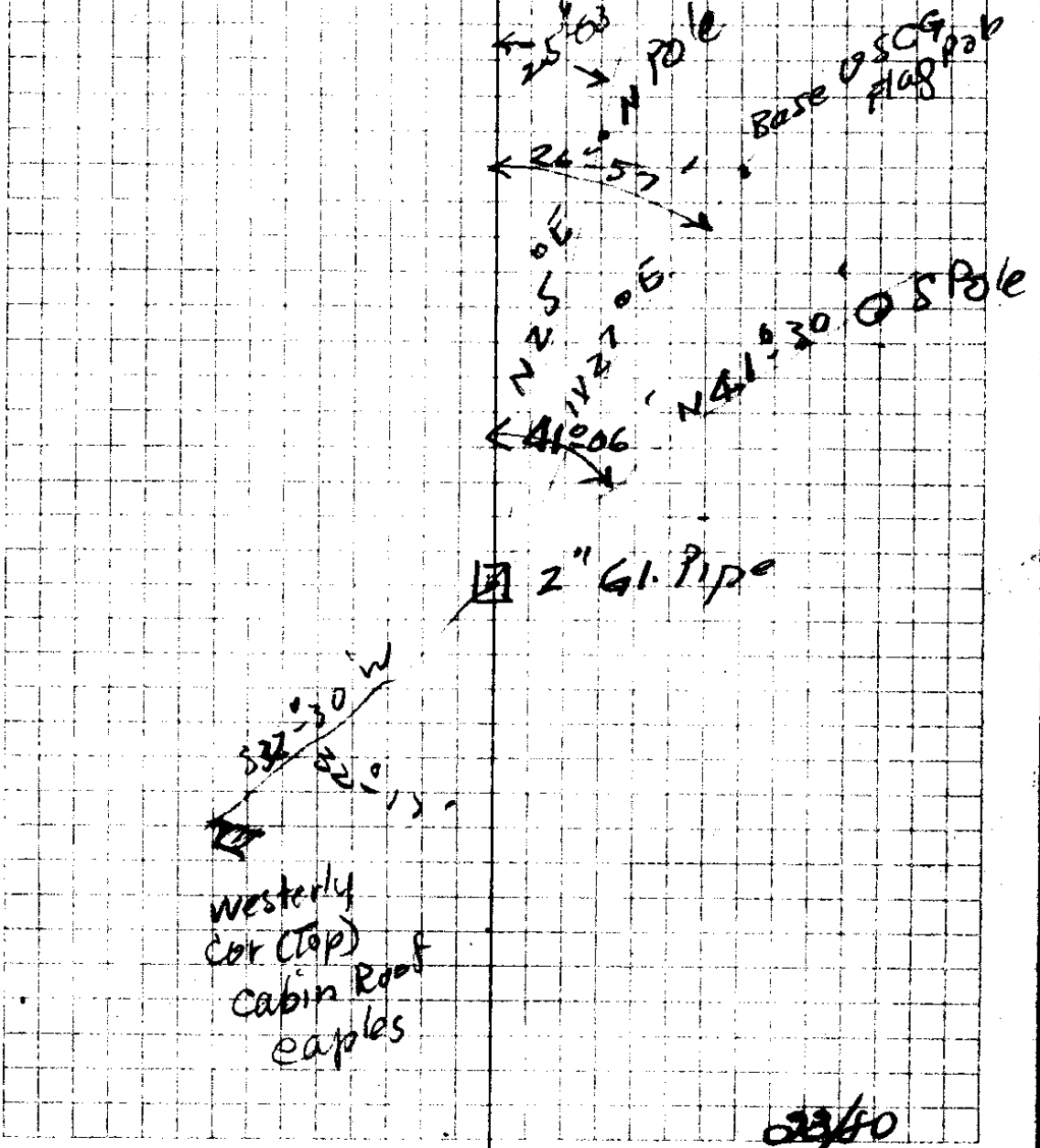
1536
1404
132

2380

Mar 24 1937

AB - NER

Ties to 1/16 Cor - 1320' N
of S¼ Cor Sec 12



106.09
3721
143.30

4.7
60.69
11.23
76.62

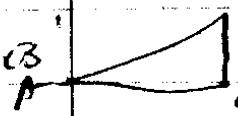
10.3
10.3
309
1030
106.09

6.1
61
61
366
3721

90
76
14

75.52
151.54

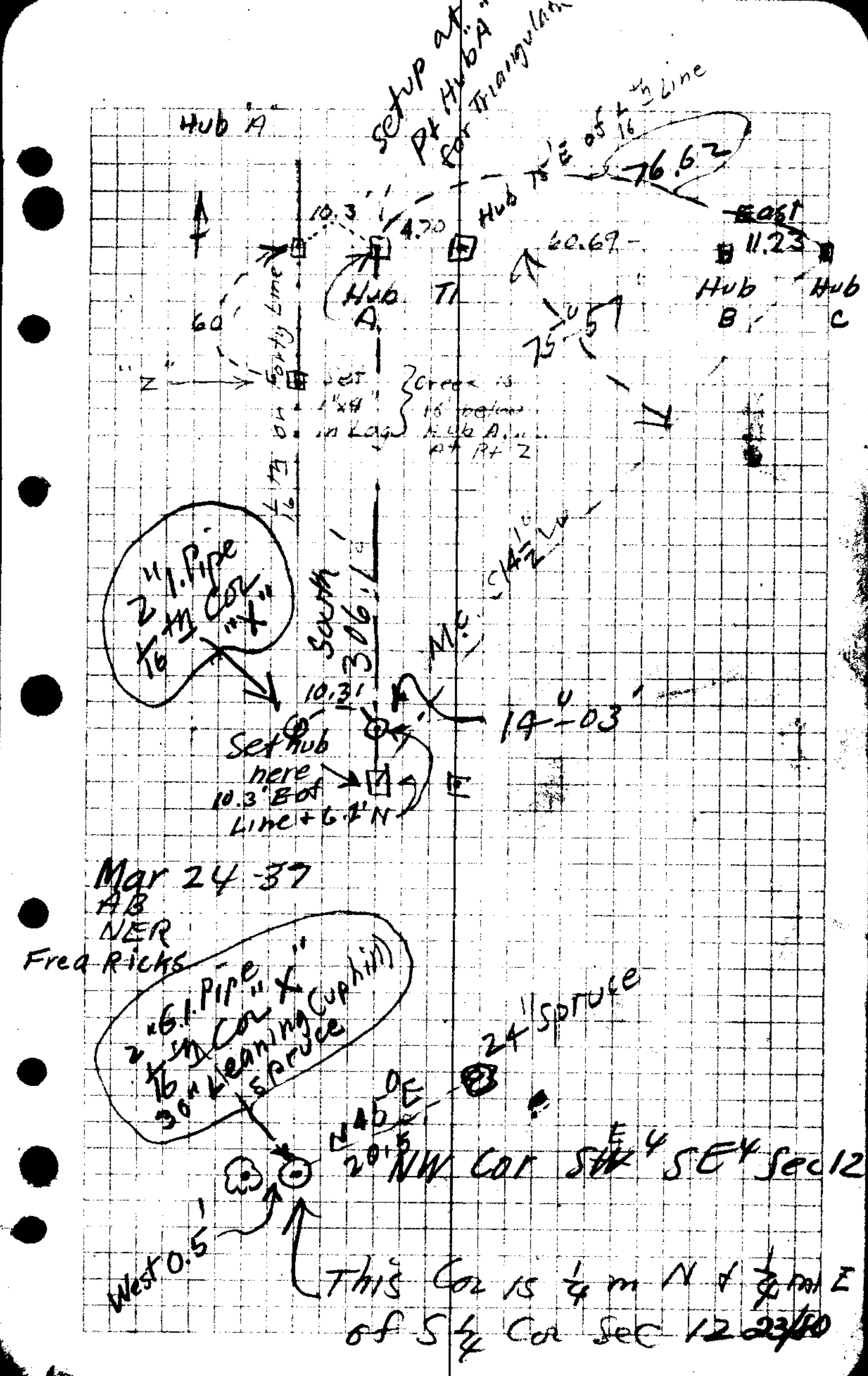
14°03'



$\tan A = \frac{a}{b}$

$b = \frac{a}{\tan A}$

.25026 | 76.620 | 306.1
75078
154200
150156
40440
25026
15414



setup at Pt Hub "A" for Triangulation
Hub "A"
10.3'
4.70
Hub TI
Hub to E of 1/16 th Line
76.62
East
60.69
11.23
Hub A
Hub B
Hub C
60
Forty Line
75°51'
"Z"
Creek is 16' below Hub A at Pt Z
1/16 th Line
2" I. Pipe 1/16 th Cor "X"
South 306.1'
10.3'
14°03'
Set hub here 10.3' E of Line + 6.2' N
Mar 24-37
AB
NER
Fred Ricks
2" G.I. Pipe "X" 1/16 th Cor leaning (uphill) 30" spruce
24" spruce
N 46° E 20.5'
NW Cor SE¼ SE¼ Sec 12
West 0.5'
This Cor is ¼ m N & 1/80 m E of S¼ Cor Sec 12
23/80

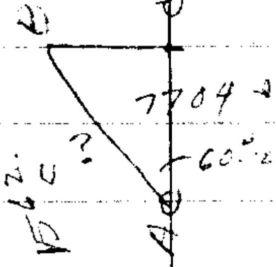
$a = \frac{\sin A \times C}{\sin C}$

180
112-10
47-50

90 60
60-27
29-33
10-25
39-58

1320
582.3
737.7
32.7
770.4

111-55
58-30
172-49

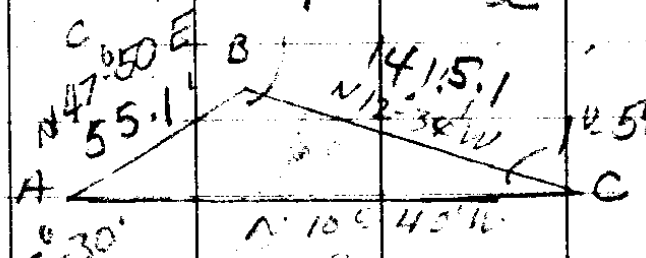


443) 737.70
493
2447

N 29°-33' E
18-17
N 47-50 E

269.4
547
816.4

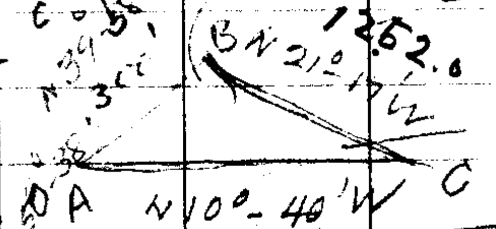
119°-36' a



300
186
114
300
414

$b = \frac{\sin B \times 300}{\sin C}$

414
67.5
346.5



90 60
60-27
29-33

50 38
111-10

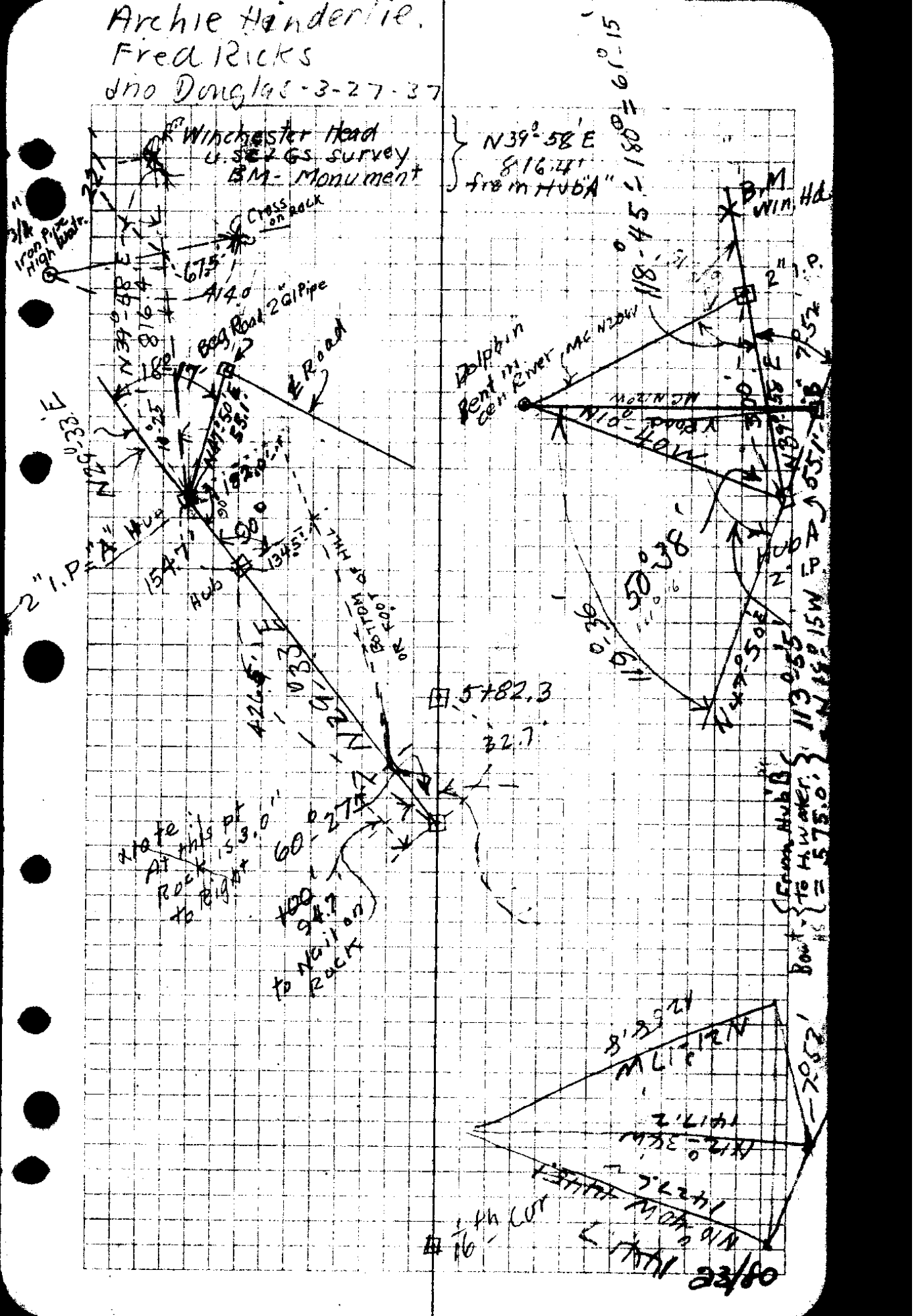
$a = \frac{\sin A \times 300}{\sin 18-37} = \frac{.7731 \times 300}{.1842} = 1252.0$

50 38
39 58
N 10-40 W

119-36
239-12

$a = \frac{\sin A \times 55.1}{\sin 1-54} = \frac{.85264 \times 55.1}{.0332} = 1415.1$

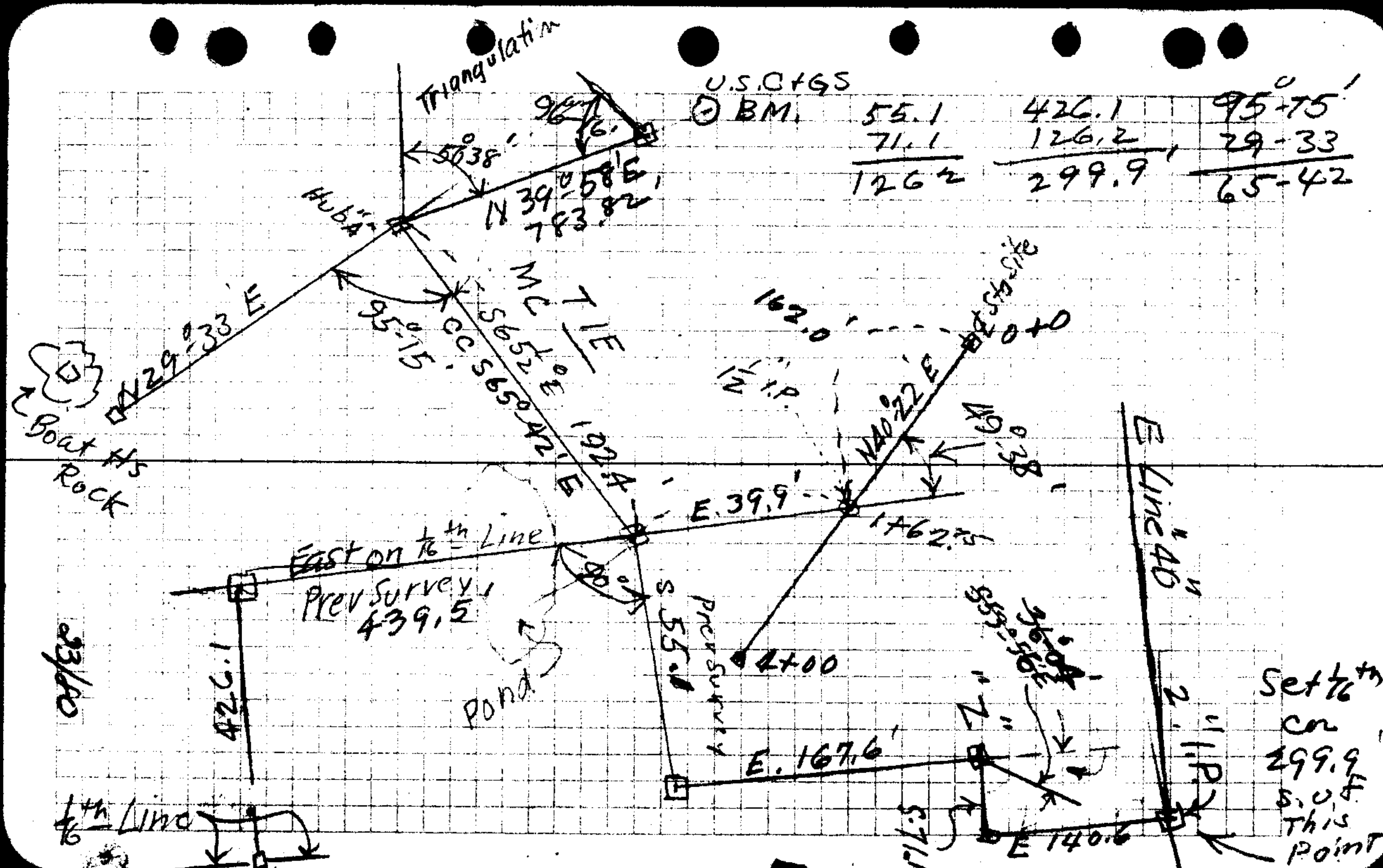
Archie Henderlie.
Fred Ricks
dno Douglas - 3-27-37



90 60
49 - 38
41 = 22

90 60
36 - 24
53 - 56

5° 00' Vert L to top tack
5.1' above ground at HL

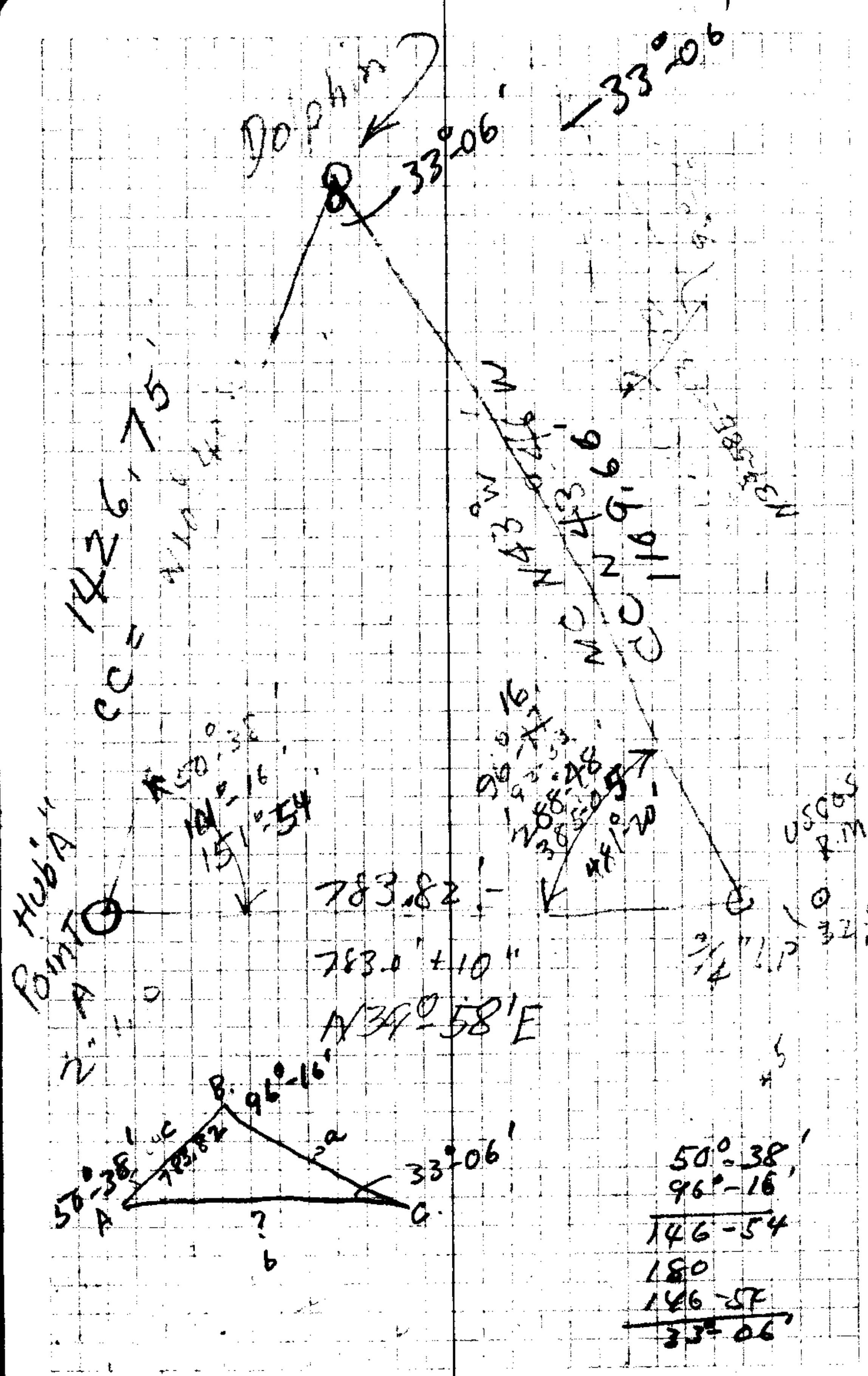


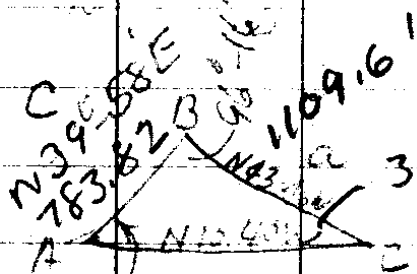
U.S.C+GS
BM.
55.1
71.1
126.2
426.1
126.2
299.9
95°75'
29-33
65-42
Triangulation
96°
6'
50°38'
Hub "A"
N 39°58' E
783.82'
N 29°33' E
Boat H's Rock
95°15'
MC TIE
S 65½° E
CC S 65°42' E 192.4'
162.0'
½" I.P.
0+0
N 40°22' E
49°38'
E 39.9'
1+62.75
E Line 40"
East on 1/16th Line
Prev Survey
439.5
90°
S 55.0
Prev Survey
Pond
4+00
"Z"
2" I.P.
Set 1/16th cor 299.9 S. of this point
E. 167.6'
E 140.6
S 71.1
426.1
1/16th Line
23/60

Check Levels - BM to Engrs Dock on Jetty 3/26/37

Sta	+S	HI	−S	Elev	
				16.59	USC&GS
	4.77			15.59	BM 8-1933 on Winchester Head
		21.36			
		−0.36			
Shot #1			11.1		Checking Data used by USE ngrs on Jetty - for
"			11.0	~~9.36~~	
AM " use this →			11.2	10.16	
PM					
		17.26		15.59	USC+GS Mon
	2.67	~~+8.26~~		~~15.59~~ 2.67	
BM, small Shelf cut in Rock - Nail set in Angle of cut in B.M is not on nail but on shelf Elev Shelf 14.13		use this →	~~4.20~~ 4.13	~~14.20~~ ~~14.13~~ 15.13	B.M. N W Cor Boat Hs Rock corrected Elev. "
	1.48	15.61		14.13	
Elk Bar-Rock W. Face Boat Hs Rock			2.90	12.71	BM 4-22

2360


33°-06'
33°-06'
HUB "A"
Point A
783.82'
783.0' + 10"
N34°58'E
USCGS R.M
B
A
C
96°-16'
33°-06'
50°-38'
?
b
50°-38'
96°-16'
146-54
180
33°-06



1426.7

$$b = \frac{\sin B \times 783.82}{\sin C}$$

.99402 (6)
783.82
198804
795216
298206
795216
695814
779132564

.5461 | 779,132564 (1426.7)
5461
23303
21844
14592
10922
36706
32766
3940 45

b →

$$a = \frac{\sin A \times 783.82}{\sin 33°06' = C}$$

783.82
77.31
783 82
235146
548674
548674
60597 242

6 ↓

(2)

5461) 60597124 (110
5461
5987
5461
52612
49149
34634
32766
1868

23/60

4,10 - 3

51

113 5
10 31

72 4 - 26

6.69
66

4014
4014

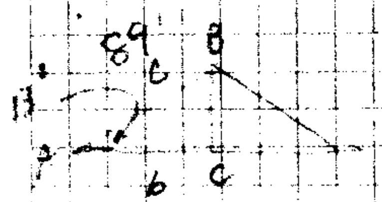
441.5

63-07
36

62 - 31

90.60
63-07

26-58



cos A = b/c

b = cos A x C

.77437
89

.76933
779496

86.71893
2

173.43786

620.0
67.8
127.1
173.4

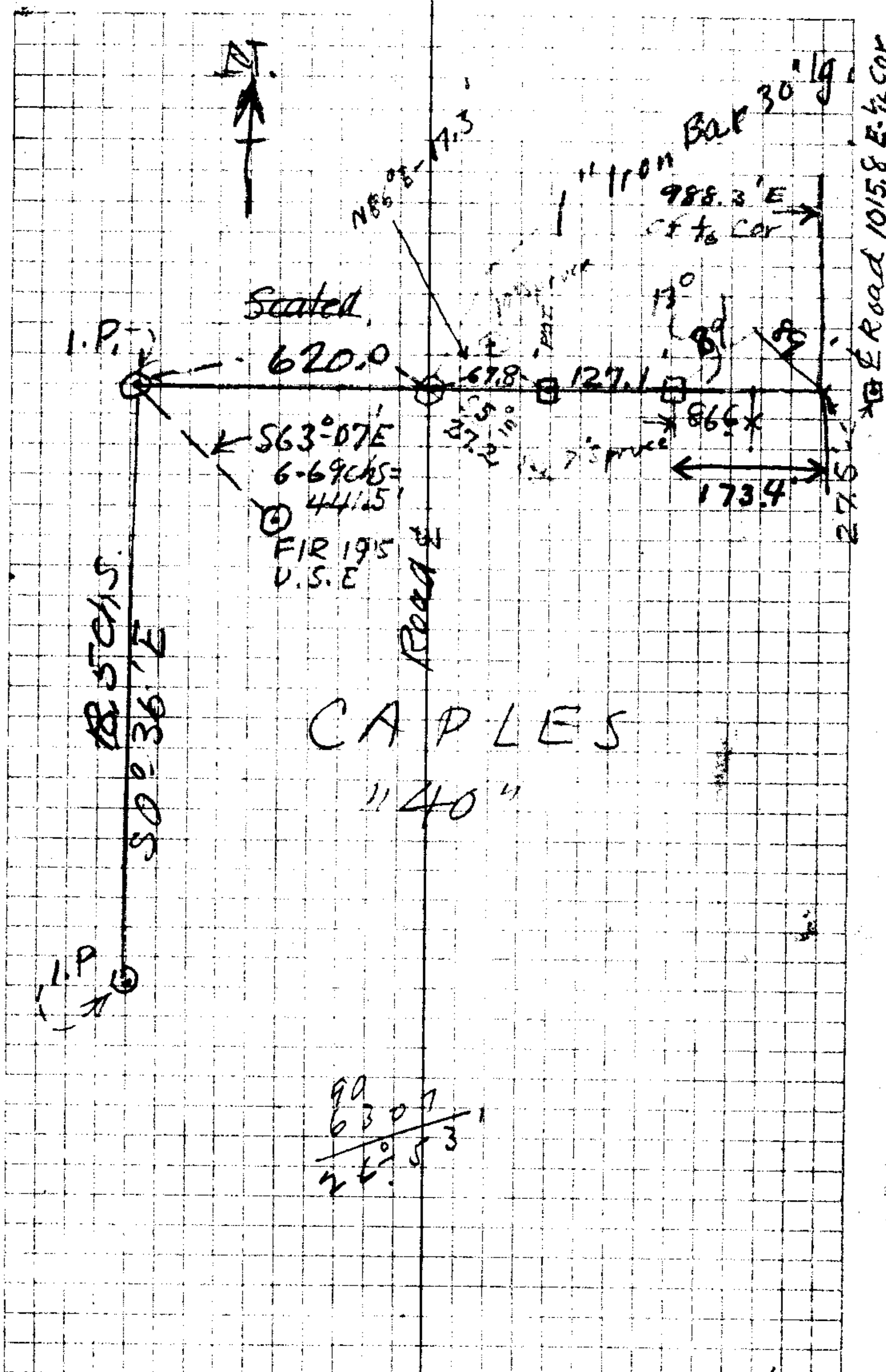
988.3
27.5

1015.8

988.3
32.3

1020.6

Mar 27-1937


N.
1" Iron Bar 30" lg.
N86°08' 47.3
988.3' E
Ct ¼ Cor
E Road 1015.8 E-1/16 Cor
Scaled
I.P.
620.0
67.8
127.1
866
173.4
S63°07'E
6-69chs=
441.5'
FIR 19.5
U.S.E
S0°36'E
Road
CAPLES
"40"
I.P.

Road Alignment

CC MC

27+61.8

S28°-38'W ✓

25+00 Δ=13°-13' L ∠S 41°-51'W 286.1

Sec Line Xings

22+19.9

S 41°-51'W ✓ 1480

20+71.9 Δ 24°-59 Rt

S 16°-52'W ✓ 217.6

18+54.3 Δ=8°-08' L

S 25°W 326.0 ✓

15+28.± - 2" I. Pipe on 1/16 Line Δ=11°-34' L

S 36°-34W ✓ 596.65

9+31.6 Δ=7°-07' R - 3/4" I. Pipe

S 29°-27'W ✓ 373.9'

5+57.7 Δ=7°-52' L 3/4" I.P.

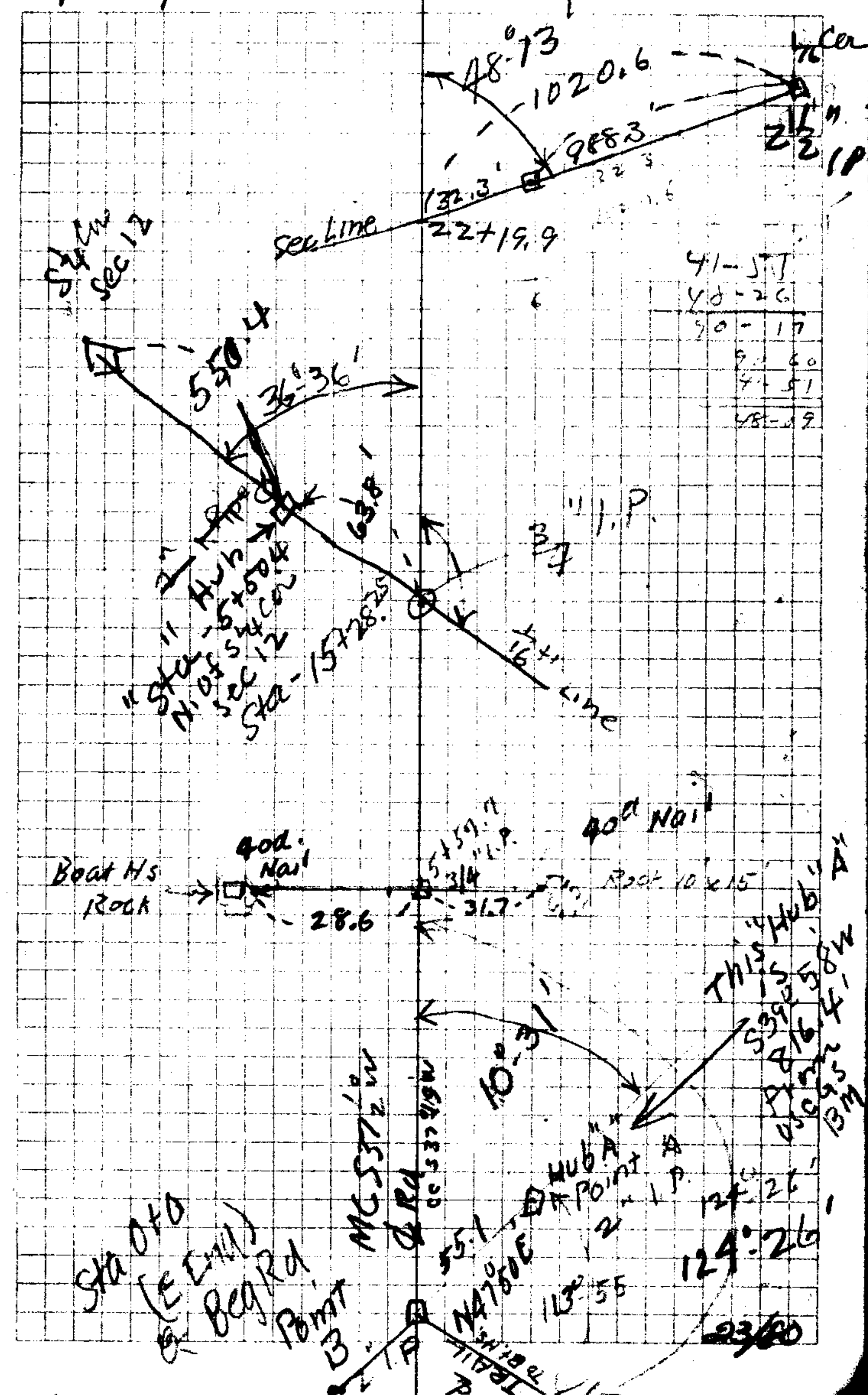
557.7 S37°-19W

0+0=2" I.P.

¾" I. Bar ϕ 30" lg.

37°-14'

3/26/1937


48°13'
1020.6
988.3
132.3
Sec Line
22+19.9
Z 1/2
I.P.
SW Cor Sec 12
550.4
36°36'
63.8'
Hub
Sta 5+50.4
N. of SW Cor Sec 12
Sta 15+28.25
I.P.
Line
41-57
48-26
90-17
Boat H/S Rock
40d Nail
40d Nail
28.6
31.7
This "Hub" is S58W
10°
S39 416.4'
Pt
USGS BM
Hub "A"
Point "A"
I.P.
124°26'
124°26'
113°55
NA7°60E
55.1
MC S37 1/2 W
Rd
Sta 0+0
(E End)
Beg Rd
Point
B
I.P.
2360

Road Survey.

27+61.4

40°-38'
28°-38'
12°-00'

60+30
58+16.3
2 | 13.7

28+52.8

28+024
27+618
406

28+024
504
520

28-88W
14934
≤14-62W

27+76.5
25.9
28+024
50.4
8

28+024
27+618
406

23/50

(1) Road Profile.

Mar 29 1937

Sta	+S	HI	−S	Elev	
	2.13	18.72		16.59	U.S.C. & G.S. BM Winchester Head
Top Pipe 0+0			3.09	15.63	Top 1½" Pipe 0+0
	2.63	18.26			
0+0			3.80	14.5	← Ground Surface G.S.
+45			3.0	15.3	
1+00			5.6	12.7	
2+00			5.6	12.7	
3+06			5.0	13.3	
4+00			5.5	12.8	
+50			5.6	12.7	
+70			6.4	11.7	
5+00			4.6	13.7	
5+57.7			6.0	12.3	
" Top Pipe			5.58	12.68	
	4.76		3.09		

Boyer ↑ Road Profile ①

Richardson Notes

L	℄	R	
$-\frac{4.3}{20}=14.0$		$-\frac{4.4}{20}=13.9$	0+0
$-\frac{1.8}{20}=16.5$		$-\frac{5.4}{20}=12.9$	0+45
$-\frac{4.2}{20}^{13.6}$		$-\frac{5.4}{20}^{12.9}$	1+00
$-\frac{4.2}{20}^{14.1}$ $-\frac{5.4}{12}^{12.9}$		$-\frac{6.6}{20}^{12.7}$	2+00
$-\frac{5.4}{20}=12.9$		$-\frac{6.0}{20}=12.3$	3+00
$-\frac{5.8}{20}=12.5$		$-\frac{6.1}{20}=12.2$	4+00
$-\frac{6.3}{20}^{=12.0}$ $-\frac{6.1}{15}=12.2$		$-\frac{6.6}{20}=11.7$	4+50
$-\frac{6.8}{20}=11.5$ $-\frac{6.3}{9.0}$ W.S. $=12.0$		$-\frac{6.9}{20}=11.4$	4+70
$-\frac{6.8}{20}=11.5$ $-\frac{6.3}{10}^{12.0}$ W.S.		$-\frac{5.5}{5.0}^{=12.8}$ $-\frac{6.3}{20}=12.0$	5+00
$-\frac{5.3}{20}=13.0$		$-\frac{5.1}{10}^{=13.2}$ $-\frac{5.6}{20}=12.7$	+57.7

Very Little Ditch

23/10

(2) Road Prof.

Sta	+ S (4.76)	H.I.	℄ − S (3.09)	Elev	
		18.26	3.55	14.71	
	5.20	19.91			
Not on Top Nail			4.78	15.13	B.M. Boat House Rock
6+00			8.1	11.8	
+60			7.0	12.9	
7+00			8.2	11.7	W.S.
+50			8.7	11.2	
8+00			7.7	12.2	
8+11			8.2	11.7	W.S.
+50			9.6	10.3	
+78			8.2	11.7	W.S
9+00	Heavier Drift Deposit starts Here		4.8	15.1	
9+31.6			4.4 GS	15.5	
"			3.1	16.8	Top 3/4" Pipe
	9.96		6.64		

3/29/37

(2)

L

R

Kerr Little Drift

Kerr Little Drift

El = 14.0 − 5.9 = 20

12.0 − 7.9 = 10

El = 12.5 − 7.4 = 20

13.9 − 6.0 = 10.

Elev = 12.1 − 7.8 = 20

El = 12.2 − 7.7 = 20

11.7 − 8.2 = 16

Elev = 12.9 − 7.0 = 20

El = 13.7 − 6.2 = 20

11.7 − 8.2 WS = 13

El. 12.3 − 7.6 = 20

11.7 − 8.2 = 17

10.8 − 9.1 = 12

Elev 14.2 − 5.7 = 20

12.6 − 7.3 = 15

11.7 − 8.2 WS = 5.0

14.9 − 5.0 = 20

15.3 − 4.6 = 20

12.1 − 7.8 = 15.

13.2 − 6.9 = 20

12.9 − 7.0 = 20

12.7 − 7.2 = 20

11.7 − 8.2 WS = 17

12.4 − 7.5 = 20

11.7 − 8.2 WS = 13.0

11.1 − 8.8 = 20

11.2 − 8.7 = 20

10.7 − 9.2 = 20

11.7 − 8.2 = 24

11.7 − 8.2 WS = 15.0

10.7 − 9.2 = 20

11.7 − 8.2 WS = 12

10.4 − 9.5 = 20

11.7 − 8.2 WS = 18

11.1 − 8.8 = 20

23/20

(3) Road Prof

Sta	+S (9.93)	H.I	-S (6.64)	Elev
10+00		19.91	5.3	14.6
+40			6.1	13.8
+60			7.9	12.0
11+00			7.7	12.2
+50	Very Heavy Drift Deposit Starts Here		5.1	14.8 ✓
			4.90	15.01 ✓
	4.43	19.44		
11+50			4.6	14.8 ✓
12+00			5.5	13.9
13+00			5.0	14.4
14+00			5.6	13.8
15+00			5.2	14.2
△ 15+28.25			4.6	14.8
	(14.39)		(11.54)	

3/29/37

(3)

L		℄	R	
Elev. 14.3			13.6	
- 5.6			- 6.3	
20			20	
Elev 16.5	16.4		13.2	14.6
- 3.4	- 3.5		- 6.7	- 5.3
20	13.		6.5	20
El. 15.7	12.1		12.1	14.8
- 4.2	- 7.8		- 7.8	- 5.1
20	5.0		7.0	20
Elev. 14.2	12.0		14.2	
- 5.7	- 7.9		- 5.7	
20	8.0		20	
Elev 15.4			14.4	13.1
- 4.5			- 5.6	- 6.8
20			14.	20
Elev 14.5			15.2	
- 4.9			- 4.2	
20			20	
El. 13.5			14.2	
- 5.9			- 5.2	
20			20	
El 14.5			14.3	
- 4.9			- 5.1	
20			20	
Elev 14.2			14.0	
- 5.2			- 5.4	
20			20	
El. 14.1			14.3	
- 5.3			- 5.1	23/80
20			20	

④ Road Prof

Sta	+S (14.39)	H I	−S (11.54)	Elev
16+00		19.44	5.2	14.2
17+00			6.6	12.8
17+30 & 17+39 See below				
17+50	End Heavy Drift (No Drift from here on)			
18+00			5.4	14.0
18+54.3 ⊙			4.32	15.12
	4.27	19.39		
17+30			6.9	12.5
17+39			4.80	14.6
	2.16	17.28		15.12
18+00			3.2	14.1
+54.3			2.9	14.4
19+00			4.1	13.2
20+00			5.0	12.3
20+71.9 ⊙	Top Stake		4.30	12.98
	3.49	16.47		
20+00			4.20	12.3
	20.04		20.16	

3/29/37

℄

L

Elev 14.9
4.5
20

El = 12.8
6.6
20

El. 14.1
5.3
20

Elev = 13.9
5.5
20

El = 14.6
4.8
20

El. 13.9
18+54.3 = 3.4
20

El 12.5
4.8
20

El. 12.2
5.1
20

R

14.5
4.9
20

12.8
6.6
20

14.1
5.13
20

12.9
6.5
20

14.6 12.4 12.8
4.8 7.0 6.6
5.0 14.0 20

14.6
2.7
20

13.5
3.8
20

11.7
5.6
20

W.S.

93/00

(5) Road Profile

Sta	+S (20.04)	HI	−S (20.16 w.s)	Elev.	
20+30		16.47	4.9	11.6	
+71.9			4.6	11.9	Ground Surf.
21+00			4.4	12.1	
22+00			4.8	11.7	
23+00			4.7	11.8	
24+00			4.6	11.9	
25+00			3.9	12.6	
			3.25	13.22	
	5.30	18.52			
24+00			6.7	11.8	
25+67			5.5	13.0	
26+00			4.7	13.8	
+45			4.4	14.1	Water
+45			5.9	12.6	0.3' Bottom of Ditch
+47			5.9	12.6	
+47	(25.34)		4.3	14.2	

3/29/37

L

Elev 11.7
4.8
20

El= 11.9
4.6
20

Elev 12.1
4.4
20

El= 11.7
4.8
20

El= 11.8
4.7
20

El= 11.9
4.6
20

El= 12.5
4.0
20

El. 13.3
25+57= 5.2
20

El. 14.3
4.2
20

℄

R. (5)

El = 11.6
4.9
20

11.9
4.6
20

12.5
4.0 Ditch Bank (East)
20

El 09.7
68 = Batt & Ditch
30

11.7
4.8
20

11.7
4.6
27 Ditch Bank

11.8
4.7
20

11.8
4.7 Ditch
30 Bank

11.9
4.6
20

12.4
4.1
20

13.4
5.1
20

Angle in Ditch
50.

13.2
5.7
20

∠ in Ditch
31.

23/80

(6) Road Profile

Sta	+S	HI	−S	Elev	
	25.34		25.41		
27+00		18.52	4.1	14.4	
27+61.8			2.24	16.28	on —
	4.10	20.38			
27+80			5.95	14.4	—
27+76.5			5.0	15.4	
B.M., Root 18" Spruce			3.43	16.95	14'N 4'E of SW Cor parking space
	29.44		29.08		
			Check → 16.95 − 16.59 = 0.36		29.44 − 29.08 = 0.36
	4.20	21.15		16.95	
28+02.4			4.8	16.4	
25+42			4.8	16.4	
+52.8			3.8	17.4	E Edge Co Road (cal)
+73			2.6	18.6	℄ Co Road

3/29/37

L	℄	R
Ditch El. 15.5		13.9
3.0		4.6
22		20
3.0 15.5		
20		
El = 15.8		15.4
27+76.5 4.6		5.0
20		20
El = 15.8		16.0
28+02.4 5.3		5.1
20		20
El = 16.6		16.9
4.6		4.2 & Co Rd.
20		13.
Elev. 18.6		18.6
2.6		2.6
20		20

23/80

(7)

3/29/37

Elev. over S. into Station Site					
Sta	+S	H.I.	-S	Elev.	
O+O Road Survey	2.61	18.24		15.63	Top 2" Pipe
			1.9	16.34	Top 1½" Pipe
	5.68	21.02			
Top Pipe	17+62.75		4.63	16.39	
" Ground	Sta Site		5.50	15.52	
Low End of Culvert under Old Road	3' N.		1.5	20.5	
		20.1			
	3.7	17.1		16.39	
			4.1	16.0	

Peg Levels from Road Survey to Sta Site Reservoir Site

Boyer & Richardson

3/30/37

Sta	+S	HI	−S	Elev	
					0+0 Top Pipe
B. M	2.14	17.77		15.63	Road Survey
⊕			1.43	16.34	2" Pipe
	5.98	22.32			
Top Pipe 1+62.75 Sta Site			4.92	17.40	
" Top Ground Low End Culvert under Old Road			5.80	16.52	
			1.80	20.5	
⊕			0.93	21.49	
	12.42	33.91			
⊕			0.50	33.41	
	12.42	45.83			
⊕			0.09	45.74	
	11.89	57.63			
on old Wagon Rd. Grade ⊕			0.00	57.63	
	2.42	60.05			
⊕			8.24	51.81	
	5.50	57.31	checked to here		
Bott. Ck. Lower Res. Site (Dam)			13.2	44.1	
BM 35' N. Lower ~~Dam~~ Res. Site			5.89	51.52	
⊕			2.27	55.04	✓
	12.88	67.92			
⊕			0.0	67.92	
	12.46	80.38			
⊕			0.42	79.96	
	2.34		2.9		

1263

5277
1159
6436

1.43
.83
0.57
.09
$.24
+1.09

47.1
12.5
27.4

5731
15.43
41.68

5731
589
51.42

5731
227
55.04

5504
1256
6792

2534
709
2265

5731
7996
735

7996
5731
2265

5504
1256
4248

23/80

Sta	+S	HI	-S	Elev.	
	25.34		2.69	79.96	
	1248	92.74			
W.S -72.1' above Elev Sta Sta			5.80	86.64	End Peg Levels
	52.82		8.49		

$$\begin{array}{r} 3784 \\ .85 \\ \hline \$9.33 \end{array}$$

$$\begin{array}{r} 8664 \\ 5731 \\ \hline 2933 \end{array}$$

$$\begin{array}{r} 16.5 \\ 75 \\ \hline \$1 \end{array}$$

$$\begin{array}{r} 7244 \\ 58 \\ \hline 86.6 \end{array}$$

$$\begin{array}{r} 8664 \\ 165 \\ \hline 70.1\% \end{array}$$

23/50

Tie to ~~Res~~ Dam Site for Diversion
Water Supply System

End = Dam Site,
S 33° 15' E 61.8 F.

Pt 1 Δ = 35° 10 R
∡ S 68° 25' E 86.° on 6° 40' Vert 85.4

Pt 3 Δ = 30° 42 L
S 37° 43' E 68.5 on 14° Vert = 66.4

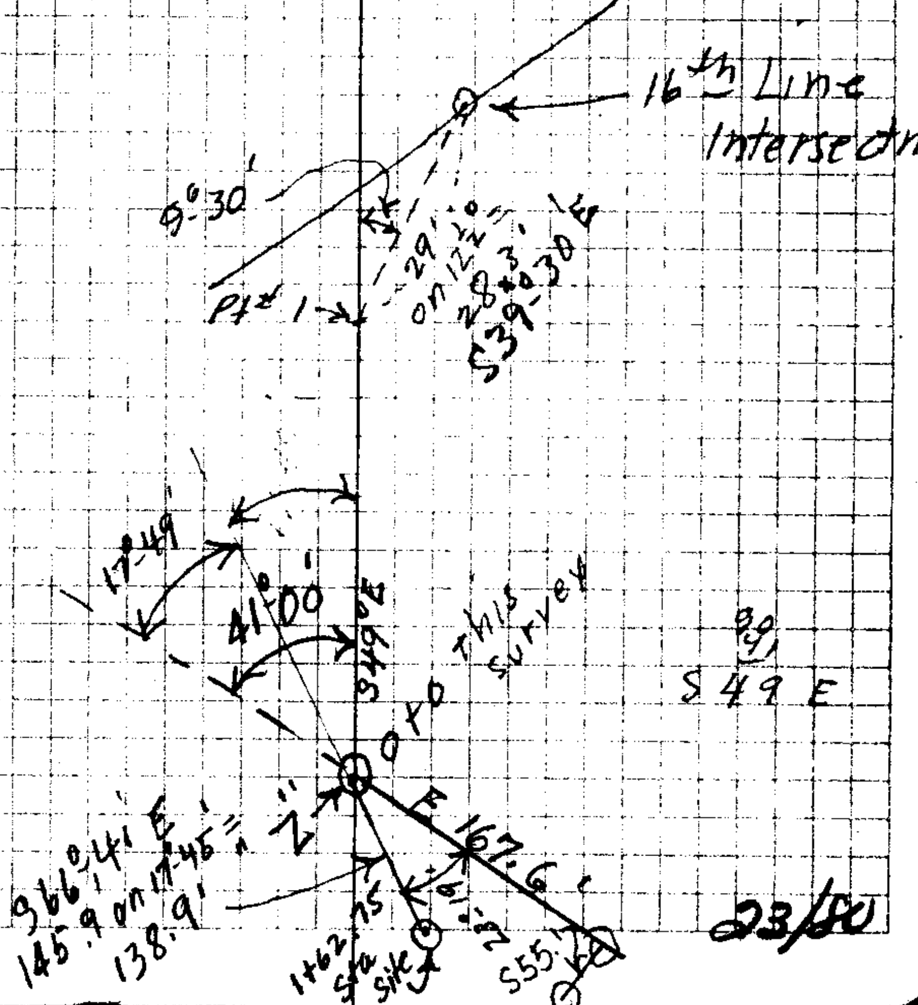
Pt # 2 Δ 1° 56' L
S 35° 47' E 71.8'

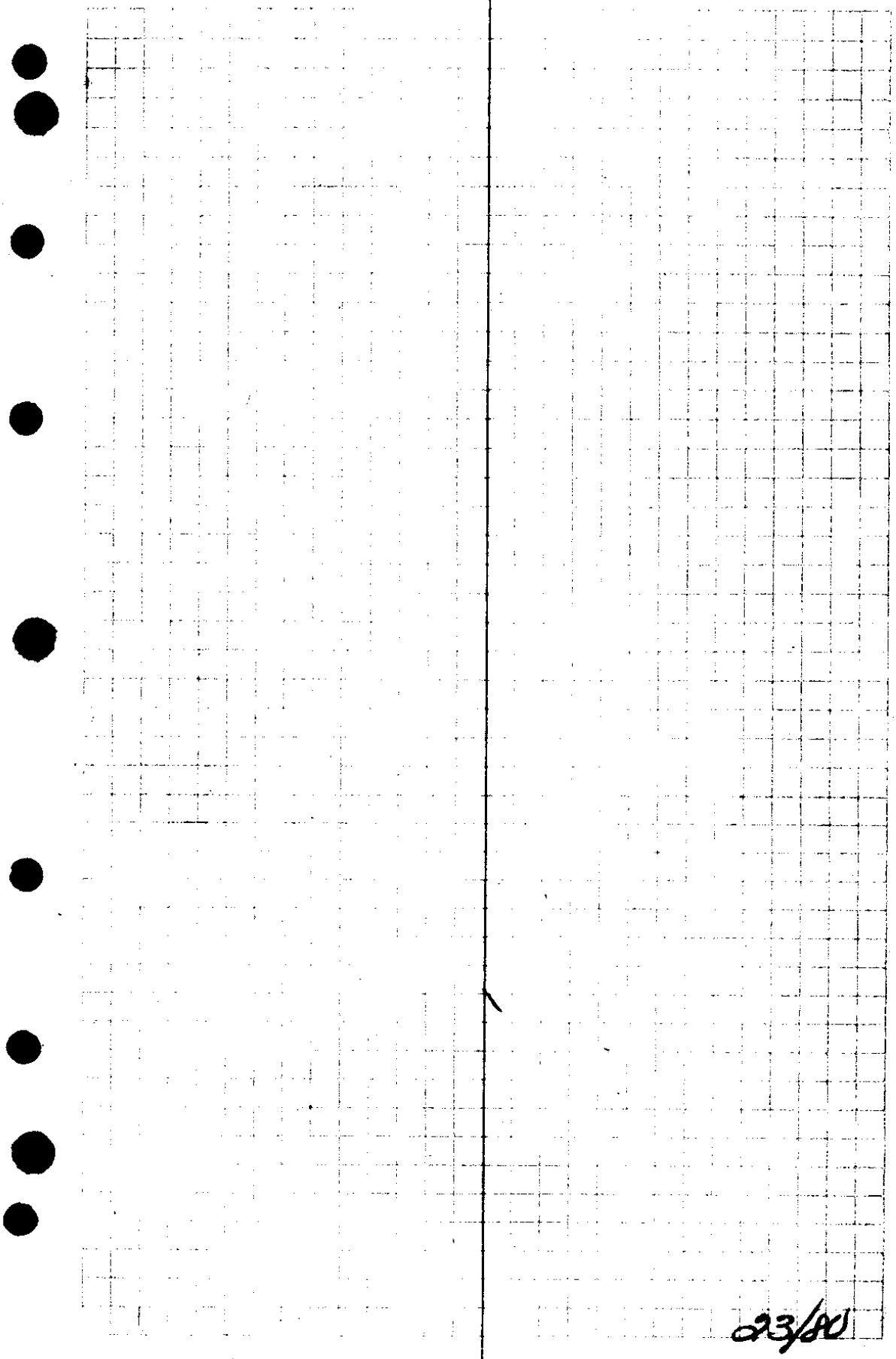
Pt. #1 Δ 13° 13' R

S 49° E 163.°

O to O Δ 41° 00' R
East

3/30/37


16th Line
Intersectn
9°30'
Pt# 1
S39°30'E
17°49'
41°00'
S49°00'E
0+0 this survey
S 49 E
167.6
138.9'
1+62.75
Sta site
S55



23/80

Sta. Site Topog for Grading

3/30/30

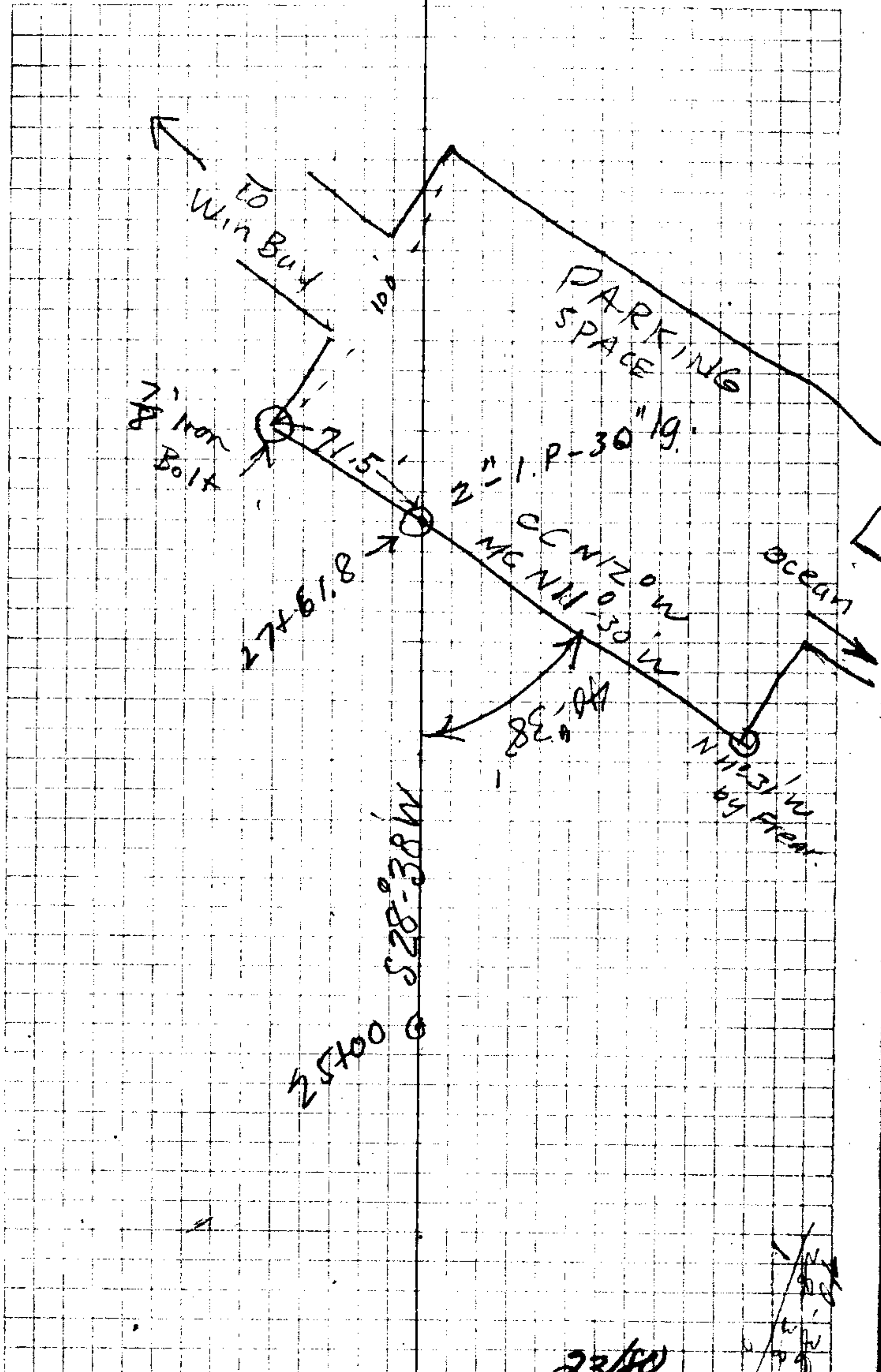
Sta.	+ S	HI	- S	Elev	
Top Pipe 1+62.7 Sta Site				17.40	*
	1.72	19.12			
0+0 = E End = ℄			4.7	14.4	
⊕			3.05	16.07	
1+00	4.40	20.47	4.5	16.0 ✓	
Top Pipe 1+62.7 Sta Site				17.40	*
2+00	4.23	21.63	5.3	16.3	
⊕			5.62	16.01 ✓	
	4.10	20.11			
3+00			4.4	16.7	
TRAIL OR WALK					
Prof. at Rt Angles (N) from Sta 2 (on ℄ Sta Site)					
Sta 2+00 on Sta Site				16.3 ~~17.4~~	
	3.4	19.7			
North 0+43 ~~42.5~~ N 2+00			7.1	12.6	N.S.
0+50			8.5	11.2	
0+95			76	12.1	
0+75			88	10.9	
1+10			7.1	12.6	N.S
1+40			71	12.6	
1+50			6.3	13.4	
2+00			3.8	15.9	
					COP

South: Left | ℄ | Right = North

0+00	1.1 = 18.0 / 21.5	14.4	6.1 = 13.0 / 68.9
1+00	2.0 = 18.5 / 12.0	16.0	2.3 = 13.2 / 40.7
2+00	4.2 = 17.4 / 31.5	16.3	8.9 = 12.7 / 43.5
3+00	3.9 = 16.7 / 15.5	~~16.7~~ 15.7	7.7 = 12.4 / 50.5

ied

23/60


To
Win Buy
100
PARKING
SPACE
Iron
Bolt
71.5'
2" I.P-30" lg.
27+61.8
Ocean
by Frear
S28°38'W
25+00

Road Survey

28+52.8 = END ROAD SURVEY at E Edge C Rd
as Traveled

S 14°-04 W. 50.4

28+02.4 Δ = 14°-34' L

S28°-38' W 25.9' Flat

Set to

27+76.5

29+03.4
27+61.8
41.6

S28°-38' W

27+61.8

CS FILE FOLDER

CONTAINS

MORE

INFORMATION