

7-18-00

FILED JUL 21 2000

T 325 RW 5/4 SEC 33 ONLY

NEW BRIDGE CONSTRUCTION OVER  
COW CREEK DESTROYED CORNER

AND ACCESSORIES NEAR BRIDGE

FD EAST WITH CORNER A BENT

5/8" I.R. CREC. 3/4" I.R.) 4"

BELOW GROUND IN AN E-W

FENCE LINE (1953)

DCSO BRASS CAP IN CONCRETE  
CURB " C-103 1973"

BOTH MONUMENTS AND OLD CURB TIED TO  
STATE PLANE COORD. CALCULATIONS  
BY DCSO IN 1986.

POSITION OF CORNER COMPUTED  
AND A 8" LONG BOAT SPIKE  
STAMPED "DCSO 533 2000"  
IS SET FLUSH WITH  
PAVEMENT ALONG EAST  
EDGE OF ROAD,

USING THETA  $\times$   $1^{\circ}59'42''$

WE ROTATE CORNER ACCESSORIES  
GRID BRG'S TO TRUE BEARINGS

C.S. File No. 66/16-23A

TRUE BRGS

ACCESSORIES

WC 33 BENT  $5/8$ " I.R. BEARS  
EAST 90.0 FT (1953)

C-103 DCSO BC/CORB  
BEARS,  $56^{\circ}27'31''$  W, 666.34 FT

DCPW BRASS CAP IN SW CONC.  
BRIDGE ABUTMENT, WE STAMP  
"DCSO B01 2000", BEARS  
 $N4^{\circ}51'14''$  E, 84.60 FT

CHISELED "+" IN SE CORNER  
OF CONCRETE BRIDGE RAIL  
BEAR,  $N43^{\circ}51'24''$  E, 75.77 FT

RECALCULATED  
7/2/01

7-18-00

T 33S R 6W SEC 4  
WEST W.C. TO NYA COR.  
AND ASH BT  
NOW GONE

CS 66/16-23 A

7-18-00

T325 R6W 5/4 SEC 33

C-103 N 404075.280

E 1216831.85

WC 33 N 404733.20

E 1216968.92

1/4 S 33 N 404734.52

1216928.85

INV C-103 — 1/4 S 33

N 8° 22' 13" E 666.34 FT

INV C-103 — WC 33

N 11° 46' 07" E 672.05 FT

INV 1/4 S 33 — WC 33

S 88° 06' 48" E 40.09 FT

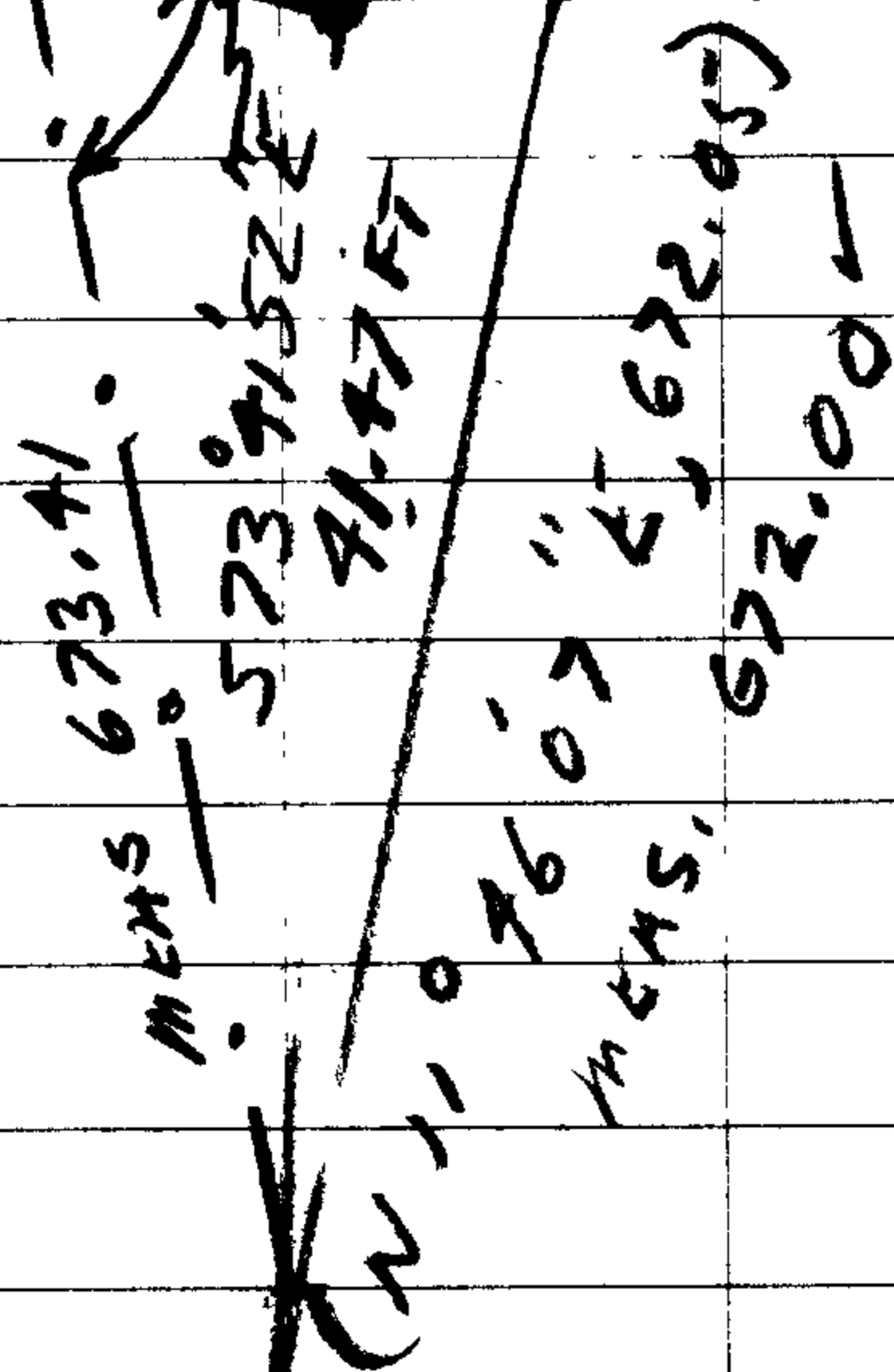
PK/AC COR. MEAS. 80.92

WC 33 BENT  
5/8" I.R.

MEAS.  
85° 33' 22"

$$\frac{673.41}{\sin 85^{\circ} 33' 22''} \times \frac{80.92}{x} = 87^{\circ} 27' 07''$$

$$\frac{80.92}{x} = 6^{\circ} 53' 41''$$



$$\frac{672.05}{\sin 85^{\circ} 33' 22''}$$

C 103 BC/CONC

PK/AC N 404746.16  
E 1216889.05

66/16-23B

C.S. File No. ~~66/23B~~

RANDALL W SMITH  
STEPHEN J FLAUSE

(CALCULATIONS IN GRID)

CORNER AND TIES TO BRIDGE

GENE. (NEW BRIDGE CONSTRUCTION)

INV PK/A C — 1/4 S 33  
573 41 52" E 41.47 FT

S 80° 46' 46" E

73 41 52

RT ~~+~~ 7° 04' 54" 41.47 FT

BS WC 33

SET A 8" BOAT SPIKE IN AC AT  
CALCULATED CORNER STAMPED

"DCSO 533 2000"

DISTANCE CHECK FROM BOAT SPIKE

TO 5/8" I.R. (40.09) MEAS. 40.08 ✓

C-103 (666.38) MEAS. 666.36 ✓

BS WC 00

08

TPK 260 32 48 MEAN ~~+~~ 260° 32' 48"

FS BC/BL. 80 32 55 84.60 FT

(N 6° 50' 56" E 84.60 FT)

BS W 00  
16

TPK 299° 32' 59" MEAN ~~+~~ 299° 32' 58"

FS "T" 119° 33' 14" 75.77 FT

(N 45° 51' 06" E 75.77 FT)

CS66/16-23 B

J.L. Darling Corp  
ALL-WEATHER WRITING PAPER

J.L. DARLING CORP  
TACOMA, WA 98421

No 312

7-2-01

RANDALL W SMITH

ERROR MADE IN CALC OF  
ACCESSORIES 7-18-00 BEARINGS  
AND DIST. TO ACCESSORIES TAKEN  
FROM TRAVERSE POINT (PK/AC)  
NOT 1/4 S33

WC 33 BENT 5/8" I.R. BEARS  
EAST 40.09 FT (1953)

C-103 DCSD BC/CURB  
BEARS S 6° 22' 31" E 666.34 FT

C-103 RM 2 DCSD BC/CURB  
BEARS S 11° 34' 40" W, 674.25 FT

DCPW BRASS CAP IN SW CONC.  
BRIDGE ABUTMENT, WE START  
"DCSD BO 12000" BEARS  
N 27° 39' 25" W, 109.28 FT

CHISELED "+" IN SE CORNER  
OF CONCRETE BRIDGE RAIL  
BEARS N 4° 10' 15" E, 71.13 FT

CS 66/16-23C

~~CS 66/23C~~