

C.S. # 1908

See notes in file

F.B.

C1.43-12-5  
+ Thomas Scott C1  
C.S. #124

For Ritchie & McKeen

6-1947

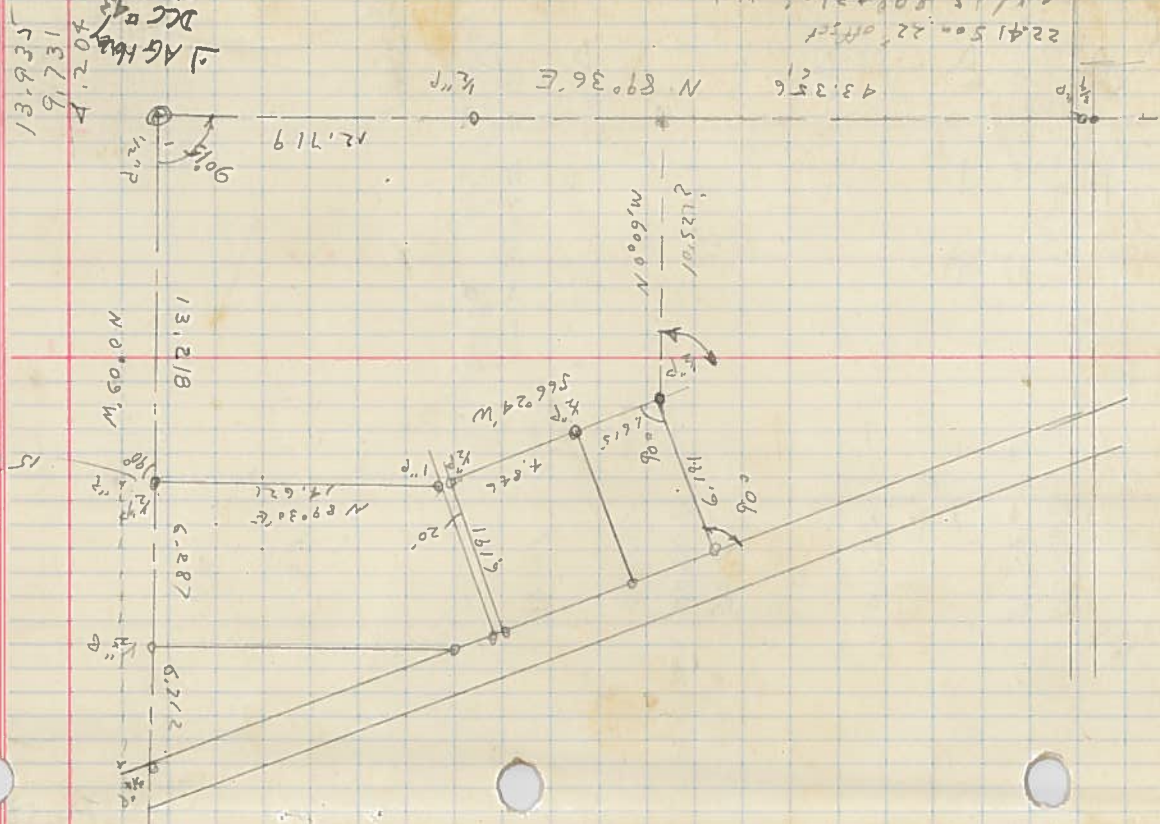
1908

LINE DATE \_\_\_\_\_ PARTY \_\_\_\_\_

PROJECT \_\_\_\_\_

MILMAN FORM P-172

$\Delta_7$	$\frac{1}{2}''$ P of Creek	-	12.48	
$\Delta_6$	Int $\angle$ RT 88°28'	-	168.02	
$\Delta_5$	-	-	87.03	
		-023'	300.00	
$\Delta_4$	Westerly	-	2.40	308.40
$\Delta_3$	Int $\angle$ LT 90°15'	$\Delta_2$ to $\Delta_5$ N 16° W		
	Parallel to Cl. Line	-	17.96	
	on line $\Delta_2$ to $\Delta_3$			
$\Delta_2$	AG. Hovey D.L.C. #43 ~12-5			
	32.3' south of 2.2' Maple (Int. $\Delta_1$ to $\Delta_2$ base of tree)			
$\Delta_1$	Int $\angle$ LT 70°22'	-	15.60	
		-	107.78	4-07.56
		-2011'	300.00	
		-	170.02	
		-	300.00	470.02
	Appx. 1.51			
	Parallel to line 5			



13.935  
9.731  
4.204  
AG. Hovey D.L.C. #43

12.719  
N 89°36' E  
43.356  
22.415  
15.89  
22' offset



2178 27  
8 43 1/4

Punch E lin. No. to  
7 0 ✓ 0 enroute

LINE DATE \_\_\_\_\_ PARTY \_\_\_\_\_

PROJECT \_\_\_\_\_

SCALE FOR 3472

15071

2576.91

E Road

+ E Road 1" R + 90° 18' 1/2  
12.20' N of 6.11

Δ<sub>10</sub>

Δ<sub>9</sub>

Δ<sub>8</sub>

Δ<sub>7</sub>

10.56

157.83

300.00

161.00

300.00

263.15

500.00

235.25

300.00

(Temp. Cor.)

6.191  
37146  
407500  
98334  
372756  
408151  
8.87  
399.74  
8.37  
409.11

3.870  
1.034  
3.521  
1.896  
11.3576



LINE DATE PARTY

PROJECT

KILMAN FORM 7-172

188-71

to set 3/4" P

Δ<sub>8</sub> Int' LRT 84°43' from Δ<sub>7</sub>

set 3/4" P 3.82 S of fnc.

⑤

④ 1/2" P <sup>set</sup> LRT 66°33'

③ 1/2" P Int' Lt 90°17'

② 3/4" P E of 20' Rd

① 1/2" P in place Int' Lt 90°05' O to O

① 1/2" P LRT 90° from 1/2" P 106.59' W along Hwy on S of Hwy

- 12.63

- 11.77

- 282.85

- 400.00

- 106.49

- 340.27

- 408.11

66) 2000. 133	389 <u>1.66</u>	.66 <u>3.66</u>	.042 <u>66</u>
	2334	376	252
	<u>25674</u>	256	257
1.33) 6000 45			106.87
<u>932</u>			339184
690			<u>446.43</u>

199575
<u>12.65</u>
497875
<u>597450</u>
199150
<u>99575</u>
12.5962375
<u>00229</u>
256.74 / 5900000
<u>51348</u>
76520
<u>51348</u>
251720
<u>231066</u>

340.27	
<u>00145</u>	1615
170135	<u>965</u>
<u>34027</u>	9690
4933915	<u>106590</u>
340.27	4846
<u>10644</u>	29076
446.76	<u>29076</u>
	319836
	<u>340.27</u>
	20.44
	<u>63162</u>
	63162
	<u>694782</u>
	68285
	<u>11.93</u>
	95330
	<u>9594</u>
	4264
	<u>12.73</u>
	1527670
	<u>.76</u>
	.46 E of EW nail
	<u>1.23</u>
	.77



LINE DATE \_\_\_\_\_ PARTY \_\_\_\_\_

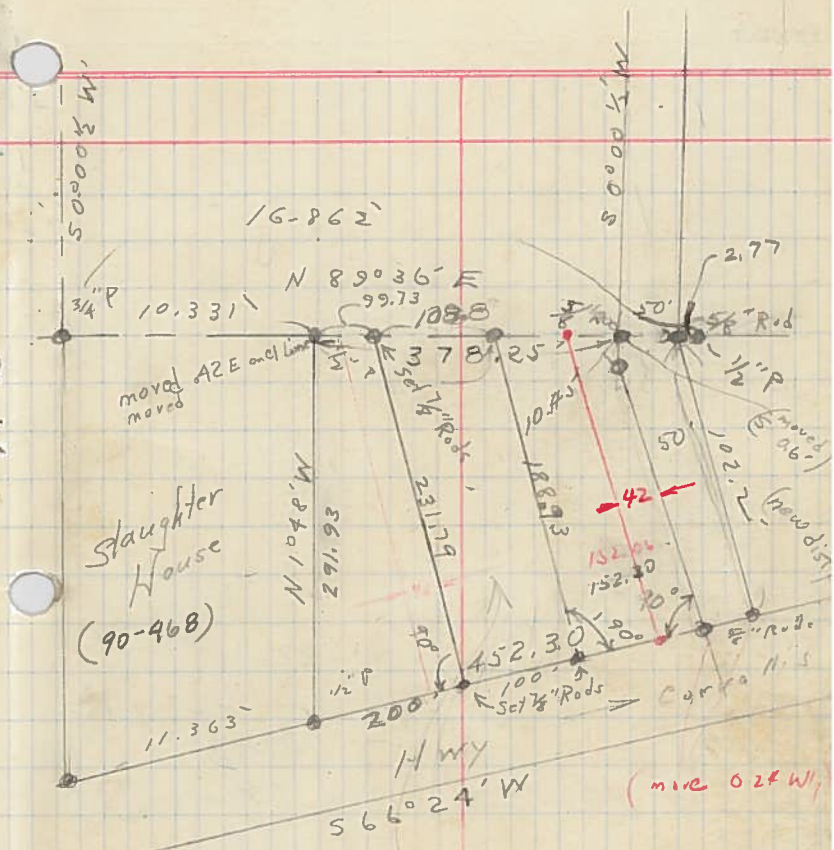
PROJECT \_\_\_\_\_

KILHAM FORM #172 125071

3/4" P	Ch. Cor	L.A. Co. Hwy. #43-12-5	13.80
Δ	∠LT	71°37'	W — 677.13
1/2" P	"	"	"
1/2" P	"	"	"
		E on Cl. Line (12' offset)	— 431.53
to 1/2" P on cl line		N	-2°15' 292.40 292.17
to 1/2" P on Hwy	1st ∠LT	68°17 1/2'	— 200.00
set 7/8" Rod	—	W along Hwy	— 100.00
set 7/8" Rod	—	W along Hwy	— 152.3
7/8" Rod		Sighted to Hwy SHRMV	
		SW. cor 50' Rod at Hwy	

2) 136°35'  
68°17 1/2'

89°31'  
104°E  
91°24'



115-690 Tot

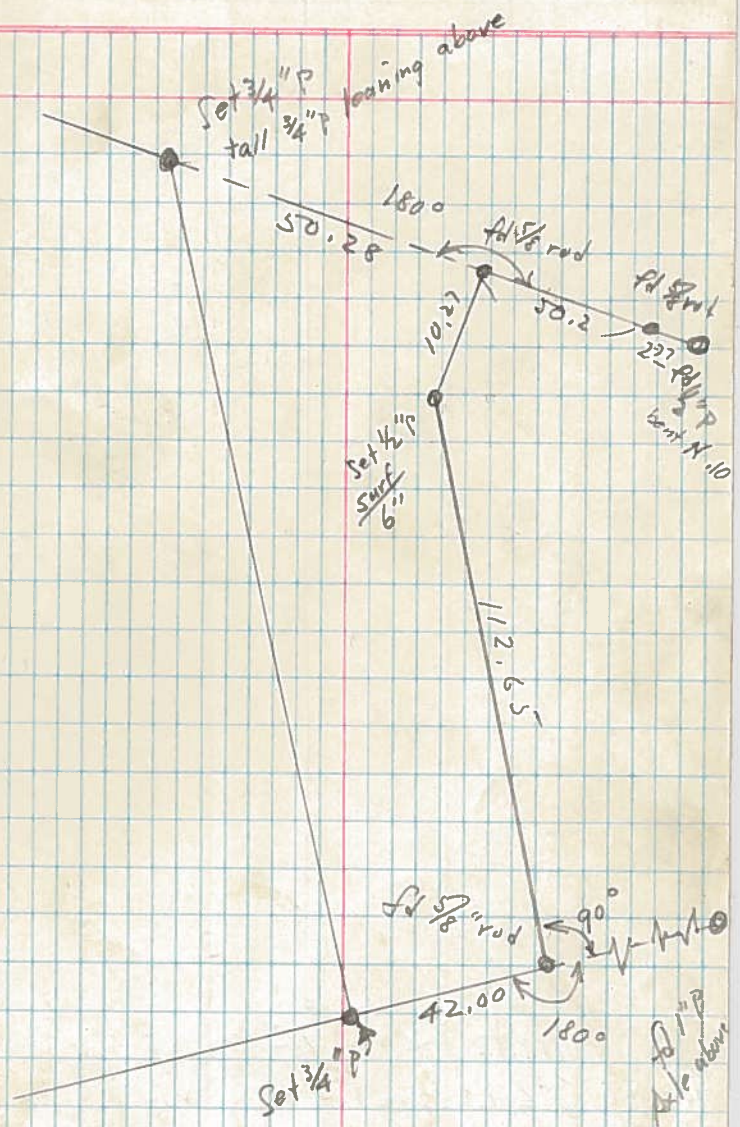


LINE DATE \_\_\_\_\_ PARTY \_\_\_\_\_  
 PROJECT \_\_\_\_\_

KILHAM FORM 2-17-22

- △ - 50
- 223.28
- △ - 107.93
- △ ~~RT~~  $\angle$  RT  $86^{\circ}29'$  (.77 E of True point)
- 100.5
- △  $\angle$  LT  $86^{\circ}29'$  from  $\frac{1}{2}$ " P 12.735 (NW Cor. SI. 1100)
- $\frac{1}{2}$ " P on N side Hwy moved west .92' along SHRW
- 1" Reset - straightened & replaced in old hole - 123.95
- $\frac{1}{2}$ " P d Apple tree (Reset - moved W along Hwy .66')

112.65  
 .27  
 112.92



LINE DATE..... PARTY.....

PROJECT *Ritchie*

KILHAM FORM P-172 - 19786

4.

112.92 -2°56' N2.77

98 Id *30* Lt from 1° P along Hwy E