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FLOOD STUDY
TECHNICAL DATA NOTEBOOK

for

WHITE TANKS/AGUA FRIA
AREA DRAINAGE MASTER STUDY

APPENDIX B
VOLUME 1 OF 15

FIELD SURVEY DATA

Prepared for:
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

Prepared by:
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May 28, 1992

APPENDIX B

Field Survey Data

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B9 Field Notes to Establish Elevation Reference Marks for Existing White Tanks Mapping (Book 4, Surv Net, Inc.)

B1 EXPLANATION OF FIELD SURVEY NOTES

Appendix B is a copy of all of the field survey data and notes used to provide mapping control for the White Tanks/Agua Fria ADMS. The attached Index of Stereo Photography shows the control point numbers used in the survey.

The enclosed field notes are separated into horizontal control and vertical control. They are also organized by surveying company. The survey effort was so large (200 square miles of mapping) that The WLB Group subcontracted some of the field surveying to two other companies. Namely, Surv Net, Inc. and MRT Surveying Company, Inc.

INDEX OF STEREO PHOTOGRAPHY
WHITE TANKS/AGUA FRIA
AREA DRAINAGE MASTER STUDY

WESTERN AIR MAPS, INC.

COOPER AERIAL SURVEY COMPANY

LEGEND

- DRAINAGE AREA BOUNDARY
- FLIGHT PATTERN NO. 2
- HORIZONTAL & VERTICAL CONTROL POINT
- VERTICAL CONTROL POINT

R3W R2W R1W

T4N T3N T2N T1N T1S

DEER VALLEY ROAD
BEARDSLEY ROAD
UNION HILLS DRIVE
BELL ROAD
GREENWAY ROAD
WADDELL ROAD
CACTUS ROAD
PEORIA AVENUE
OLIVE AVENUE
NORTHERN AVENUE
GLENDALE AVENUE
BETHANY HOME ROAD
CAMELBACK ROAD
INDIAN SCHOOL ROAD
THOMAS ROAD
McDOWELL ROAD
VAN BUREN STREET
YUMA ROAD
LOWER BUCKEYE ROAD
BROADWAY ROAD
SOUTHERN AVENUE
BASE LINE

GRAND AVENUE (U.S. 60 & U.S. 89)
ATCHISON TOPEKA & SANTA FE RAILROAD
DRAINAGE AREA BOUNDARY
SURPRISE
LUKE AUXILIARY FIELD NO. 3
EL MIRAGE
LUKE AIR FORCE BASE
LITCHFIELD PARK
GOODYEAR
AVONDALE
PHOENIX - LITCHFIELD MUNICIPAL AIRPORT
BUCKEYE
GILA
SIERRA ESTRELLA MOUNTAINS

WHITE TANK MOUNTAINS

WHITE TANKS MAPPING

MCMICKEN DAM
MCMICKEN CANAL
BEARDSLEY CANAL
CANAL
AIRLINE
RAILROAD
SANTA FE
ATCHISON
TOPEKA
&
SOUTHERN PACIFIC
ROUTE 85
STATE ROUTE 85
INTERSTATE 10
ROOSEVELT
BUCKEYE CANAL
AGUA FRIA RIVER
GILA RIVER
GILA AND SALT RIVER MERIDIAN
MONUMENT HILL

PHASE 1
PHASE 2

GEMETERY ROAD
WATSON ROAD
RAINBOW ROAD
BELOAT ROAD
DEAN ROAD
AIRPORT ROAD
TUTHILL ROAD
JACKRABBIT TRAIL
PERRYVILLE ROAD
CITRUS ROAD
COTTON LANE
SARIVAL AVENUE
REEMS ROAD
BULLARD AVENUE
LITCHFIELD ROAD
DYSART ROAD
EL MIRAGE ROAD
115TH AVENUE

0' 1000' 2000' 4000' 6000'

The WLB Group WLB

B2 ELEVATION REFERENCE MARKS

The following is a complete list of elevation reference marks for the White Tanks/Agua Fria ADMS.

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
109	1103.31	928,514.16	354,933.89	Brass Cap in Hand Hole, Reems Rd. and Nothern Ave.	Southeast Corner Section 31 Township 3 North, Range 1 West
110	1095.12	928,423.90	360,217.01	Brass Cap in Hand Hole, Bullard Ave. and Northern Ave.	Southeast Corner Section 32 Township 3 North, Range 1 West
112	1085.43	928,355.95	365,478.56	Maricopa County Highway Department Brass Cap in Hand Hole, Litchfield Rd. and Northern Ave.	Southeast Corner Section 33 Township 3 North, Range 1 West
113	1078.59	928,287.47	370,731.04	Maricopa County Highway Department Brass Cap in Hand Hole, Dysart Rd. and Northern Ave.	Southeast Corner Section 34 Township 3 North, Range 1 West
114	1078.58			Brass Cap in Hand Hole on Northern Av. 1/2 mile East of Dysart Rd.	South Quarter Corner Section 35 Township 3 North, Range 1 West
118	1182.66	923,356.14	334,242.59	1 1/2" Iron Pin in Pothole, Perryville Rd. and Glendale Ave.	Southeast Corner Section 4 Township 2 North, Range 2 West
119	1159.69	923,359.59	339,487.48	1/2" Iron Pipe in Pothole, Citrus Rd. and Glendale Ave.	Southeast Corner Section 3 Township 2 North, Range 2 West
120	1128.63	923,350.23	344,769.82	Maricopa County Highway Department Brass Cap in Hand Hole, Cotton Ln. and Glendale Ave.	Southeast Corner Section 2 Township 2 North, Range 2 West
121	1101.08	923,282.76	350,019.10	1/2" Iron Pin in Hand Hole, Sarival Ave. and Glendale Ave.	Southeast Corner Section 1 Township 2 North, Range 2 West
122	1083.96			Bolt on Top of Tee of Discharge Pipes 20'± North of Pump, at the Northeast corner of Intersection of Reems Rd. and Glendale Ave.	Near Southeast Corner Section 6 Township 2 North, Range 1 West
125	1076.94	923,110.98	365,377.64	Maricopa County Highway Department Brass Cap in Hand Hole, Litchfield Rd. and Glendale Ave.	Southeast Corner Section 4 Township 2 North, Range 1 West
127	1082.90	923,024.41	370,916.89	1/2" Iron Pin in Hand Hole, Dysart Rd. and Glendale Ave.	Southeast Corner Section 3 Township 2 North, Range 1 West
128	1064.23			Chiseled Square in Curb at Storm Drain inlet on North side of Glendale Ave. ±950 feet East of El Mirage Rd.	Near Southeast Corner Section 2 Township 2 North, Range 1 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
132	1153.06	918,084.09	334,206.12	1" Iron Pipe Flush with Pavement, Perryville Rd. and Bethany Home Rd.	Southeast Corner Section 9 Township 2 North, Range 2 West
133	1129.09	918,076.47	339,460.67	1 1/2" Open Pipe in Pothole, Citrus Rd. and Bethany Home Rd.	Southeast Corner Section 10 Township 2 North, Range 2 West
134	1104.82	918,052.60	344,737.32	Maricopa County Highway Department Brass Cap in Hand Hole, Cotton Ln. and Bethany Home Rd.	Southeast Corner Section 11 Township 2 North, Range 2 West
135	1080.11	918,006.80	350,002.27	1/2" Iron Pin in Hand Hole, Sarival Ave. and Bethany Home Rd.	Southeast Corner Section 12 Township 2 North, Range 2 West
140	1077.50	917,884.63	365,671.66	Maricopa County Highway Department Brass Cap in Hand Hole, Litchfield Rd. and Bethany Home Rd.	Southeast Corner Section 9 Township 2 North, Range 1 West
141	1086.73	917,774.16	370,902.02	Maricopa County Highway Department Brass Cap Flush with Pavement, Dysart Rd. and Bethany Home Rd.	Southeast Corner Section 10 Township 2 North, Range 1 West
143	1036.44	917,664.34	376,107.02	1/2" Iron Pipe in Pothole, El Mirage Rd. and Bethany Home Rd.	Southeast Corner Section 11 Township 2 North, Range 1 West
147	1185.68			40d Nail in West Face of Power Pole on East side of Jackrabbit Tr. Approx. 1000 feet South of Medlock Dr.	Near Southeast Corner Section 17 Township 2 North, Range 2 West
148	1132.41	912,795.59	334,205.96	Iron Rod Flush with Pavement, Perryville Rd. and Camelback Rd.	Southeast Corner Section 16 Township 2 North, Range 2 West
149	1108.90			Chiseled Square in Top Concrete Headwall Northeast Corner of Intersection of Citrus Rd. and Camelback Rd.	Near Southeast Corner Section 15 Township 2 North, Range 2 West
150	1083.57	912,754.02	344,706.04	Maricopa County Highway Department Brass Cap in Hand Hole, Cotton Ln. and Camelback Rd.	Southeast Corner Section 14 Township 2 North, Range 2 West
151	1061.00	912,721.58	349,985.73	City of Phoenix Brass Cap in Hand Hole, Sarival Ave. and Camelback Rd.	Southeast Corner Section 13 Township 2 North, Range 2 West
152	1052.84	912,718.18	355,222.04	City of Phoenix Brass Cap in Hand Hole, Reems Rd. and Camelback Rd.	Southeast Corner Section 18 Township 2 North, Range 1 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
154	1052.80	912,689.01	360,516.60	Brass Cap in Hand Hole, Bullard Ave. and Camelback Rd.	Southeast Corner Section 17 Township 2 North, Range 1 West
155	1063.89	912,699.07	365,663.68	Maricopa County Highway Department Brass Cap in Hand Hole, Litchfield Rd. and Camelback Rd.	Southeast Corner Section 16 Townsip 2 North, Range 1 West
157	1043.92	912,507.51	370,888.16	Maricopa County Highway Department Brass Cap Flush with Pavement, Dysart Rd. and Camelback Rd.	Southeast Corner Section 15 Township 2 North, Range 1 West
158	1023.89			"X" Chiseled in Gunite Headwall on West side of driveway entrance North of Camelback Rd. approx. 1320 feet East of El Mirage Rd.	Approximately 1320' East of Southeast Corner Section 14, Township 2 North, Range 1 West
160	1160.26	907,574.87	328,832.79	Brass Cap in Hand Hole, Jackrabbit Tr. and Indian School Rd.	Southeast Corner Section 20 Township 2 North, Range 2 West
161	1111.78			"X" Chiseled Top of Concrete Irrigation Box at Southeast Corner of Intersection of Perryville Rd. and Indian School Rd.	Near Southeast Corner Section 21 Township 2 North, Range 2 West
162	1083.97	907,511.25	339,406.50	Iron Rod in Pothole, Citrus Rd. and Indian School Rd.	Southeast Corner Section 22 Township 2 North, Range 2 West
163	1064.65	907,510.71	344,685.64	Iron Rod in Pothole, Cotton Ln. and Indian School Rd.	Southeast Corner Section 23 Township 2 North, Range 2 West
164	1044.52	907,451.35	349,964.54	Iron Pipe in Hand Hole, Sarival Ave. and Indian School Rd.	Southeast Corner Section 24 Township 2 North, Range 2 West
166	1031.75	907,390.45	355,172.27	Maricopa County Highway Department Brass Cap in Hand Hole, Reems Rd. and Indian School Rd.	Southeast Corner Section 19 Township 2 North, Range 1 West
167	1029.71	907,332.37	360,401.57	Maricopa County Highway Department Brass Cap in Hand Hole, Bullard Ave. and Indian School Rd.	Southeast Corner Section 20 Township 2 North, Range 1 West
168	1027.01			5/8" Iron Pipe in Pothole on Indian School Road 1/2 Mile East of Bullard Ave.	South Quarter Corner Section 21 Township 2 North, Range 1 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
170	1023.11	907,231.10	370,870.13	Maricopa County Highway Department Brass Cap in Hand Hole, Dysart Rd. and Indian School Rd.	Southeast Corner Section 22 Township 2 North, Range 1 West
172	1017.40	907,150.48	377,417.41	Maricopa County Highway Department Brass Cap Flush with Pavement 1/4 Mile East of Intersection of El Mirage Rd. and Indian School Rd.	Approx. 1/4 Mile East of Southeast Corner Section 23, Township 2 North Range 1 West
176	1125.07			40d Nail in Southwest Face of Power Pole (PS 177171) at Northeast Corner of Intersection of Jackrabbit Tr. and Thomas Rd.	Near Southeast Corner Section 29 Township 2 North, Range 2 West
177	1082.47	902,259.91	344,099.29	Iron Pipe in Pothole, Perryville Rd. and Thomas Rd.	Southeast Corner Section 28 Township 2 North, Range 2 West
178	1057.49			Chiseled Square in Top Centerline of Concrete Headwall on West Side of Citrus Rd. at Thomas Rd.	Near Southeast Corner Section 27 Township 2 North, Range 2 West
179	1042.14	902,229.73	344,660.29	Iron Pipe in Pothole, Cotton Ln. and Thomas Rd.	Southeast Corner Section 26 Township 2 North, Range 2 West
180	1028.98			Chiseled Square on Top Concrete Head-wall at Northwest Corner Intersection of Sarival Ave. and Thomas Rd.	Near Southeast Corner Section 25 Township 2 North, Range 2 West
181	1014.46	902,107.59	355,149.50	Maricopa County Highway Department Brass Cap in Hand Hole, Reems Rd. and Thomas Rd.	Southeast Corner Section 30 Township 2 North, Range 1 West
183	1015.69			Brass Cap in Southeast Corner of Bridge on Bullard Ave. over the R.I.D. Canal Stamped, 1983 LS 6450 (R.I.D.-2-33-14)	Near Southeast Corner Section 29 Township 2 North, Range 1 West
184	1003.37	902,001.36	365,613.82	1/2" Iron Pipe in Pothole, Lithchfield Rd. and Thomas Rd.	Southeast Corner Section 28 Township 2 North, Range 1 West
186	1011.83	901,951.29	370,850.67	Maricopa County Highway Department Brass Cap Flush with Pavement, Dysart Rd. and Thomas Rd.	Southeast Corner Section 27 Township 2 North, Range 1 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
189	1185.75	897,040.41	313,028.53	1/2" Rebar on McDowell Rd. 1/2 mile East of Rainbow Rd.	Southeast Corner, Section 35 Township 2 North, Range 3 West
190	1138.12	897,049.45	315,559.40	3/4" Open Pipe, Dean Rd. and McDowell Rd.	South Quarter Corner, Section 36 Township 2 North, Range 3 West
191	1051.34	896,982.65	334,058.98	Brass Cap in Hand Hole, Perryville Rd. and McDowell Rd.	Southeast Corner, Section 33 Township 2 North, Range 2 West
192	1028.06	896,945.20	339,351.93	Brass Cap in Hand Hole, Citrus Rd. and McDowell Rd.	Southeast Corner, Section 34 Township 2 North, Range 2 West
193	1016.79	896,914.63	344,643.13	Brass Cap in Hand Hole, Cotton Lane and McDowell Rd.	Southeast Corner, Section 35 Township 2 North, Range 2 West
194	1012.43			"X" Chiseled on Top of Concrete Headwall at Southeast Corner of Intersection of Sarival Ave. and McDowell Rd.	Near Southeast Corner Section 36 Township 2 North, Range 1 West
196	1002.53			Brass Cap in Hand Hole ± 45' South of Intersection of Reems Rd. and McDowell Rd.	Southeast Corner, Section 31 Township 2 North, Range 1 West
197	998.52			"X" Chiseled on Top Concrete Headwall wing Southeast corner of Intersection of Bullard Ave. and McDowell Rd.	Near Southeast Corner Section 32 Township 2 North, Range 1 West
199	990.74	896,721.18	365,590.64	Maricopa County Highway Department Brass Cap in Hand Hole, Litchfield Rd. and McDowell Rd.	Southeast Corner, Section 33 Township 2 North, Range 1 West
200	994.34	896,667.40	370,825.68	Maricopa County Highway Department Brass Cap in Hand Hole, Dysart Rd. and McDowell Rd.	Southeast Corner, Section 34 Township 2 North, Range 1 West
206	1098.20			Top of "T" Post Next to Section Corner ± 2' Above Ground, Dean Rd. and Van Buren St.	Near Southwest Corner Section 2 Township 1 North, Range 3 West
207	1055.81	891,798.51	320,980.69	Stone at the Southeast Corner of Section 1	Southeast Corner, Section 1 Township 1 North, Range 3 West
208	1044.61			Cotton Picker Spindle in Power Pole Southeast Corner of Intersection of Tuthill Rd. and Van Buren St.	Near Southeast Corner Section 6 Township 1 North, Range 2 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
209	1030.91	891,747.14	328,756.32	1/2" Open Pipe in Hand Hole, Jackrabbit Trail and Van Buren St.	Southeast Corner, Section 5 Township 1 North, Range 2 West
210	1012.47	891,716.68	334,039.12	Brass Cap in Hand Hole, Perryville Rd. and Van Buren St.	Southeast Corner, Section 4 Township 1 North, Range 2 West
211	999.47	891,685.23	339,325.77	Brass Cap in Hand Hole, Citrus Rd. and Van Buren St.	Southeast Corner, Section 3 Township 1 North, Range 2 West
212	989.45	891,658.26	344,613.21	Maricopa County Highway Department Brass Cap in Hand Hole, Cotton Ln. and Van Buren St.	Southeast Corner, Section 2 Township 1 North, Range 2 West
213	994.44	891,597.08	349,894.34	Maricopa County Highway Deparment Brass Cap in Hand Hole, Sarival Ave. and Van Buren St.	Southeast Corner, Section 1 Township 1 North, Range 1 West
214	989.49	891,546.69	355,076.72	Maricopa County Highway Department Brass Cap in Hand Hole, Estrella Parkway (Reems Rd.) and Van Buren St.	Southeast Corner, Section 6 Township 1 North, Range 1 West
216	987.78	891,495.88	360,285.81	1/2" Iron Pin in Hand Hole, Bullard Ave. and Van Buren St.	Southeast Corner, Section 5 Township 1 North, Range 1 West
217	979.88	891,428.90	365,539.90	Maricopa County Highway Department Brass Cap in Hand Hole, Litchfield Rd. and Van Buren St.	Southeast Corner, Section 4 Township 1 North, Range 1 West
218	979.99			Maricopa County Highway Department Brass Cap in Hand Hole, Central Ave. and Van Buren St.	South Quarter Corner, Section 3 Township 1 North, Range 1 West
219	992.37	891,351.79	373,391.67	Brass Cap Flush with Pavement at Van Buren St. ± 1/2 Mile East of Dysart Rd.	Near South Quarter Corner, Section 2 Township 1 North, Range 1 West
224	1037.75			Top of AT&T Warning Pole ±75' Southeast of Intersection of Dean Rd. and Yuma Rd.	Near Southeast Corner, Section 11 Township 1 North, Range 3 West
226	1006.24	886,484.05	323,444.39	3/8" Iron Pin in Pothole, Tuthill Rd. and Yuma Rd.	Southeast Corner, Section 7 Township 1 North, Range 2 West
227	989.03	886,459.30	328,724.13	3/4" Rod In Hand Hole, Jackrabbit Trail and Yuma Rd.	Southeast Corner, Section 8 Township 1 North, Range 2 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
228	977.97	886,444.61	334,014.08	Brass Cap in Hand Hole, Perryville Rd. and Yuma Rd.	Southeast Corner, Section 9 Township 1 North, Range 2 West
229	973.87	886,339.52	339,304.17	Brass Cap in Hand Hole, Citrus Rd. and Yuma Rd.	Southeast Corner, Section 10 Township 1 North, Range 2 West
230	965.16			Railroad Spike in Power Pole, Southeast Corner of Intersection, Cotton Ln. and Yuma Rd.	Near Southeast Corner Section 11 Township 1 North, Range 2 West
231	971.25	886,345.95	349,889.64	Maricopa County Highway Department Brass Cap in Hand Hole, Sarival Ave. and Yuma Rd.	Southeast Corner Section 12 Township 1 North, Range 2 West
233	971.85	886,270.43	355,035.97	Brass Cap in Hand Hole, Reems Rd. and Yuma Rd.	Southeast Corner Section 7 Township 1 North, Range 1 West
234	977.19	886,219.97	360,209.62	Rod in Concrete in Hand Hole, Bullard Ave. and Yuma Rd.	Southeast Corner Section 8 Township 1 North, Range 1 West
236	963.39	886,160.83	365,502.27	Brass Cap Flush with Pavement, Litchfield Rd. and Yuma Rd.	Southeast Corner Section 9 Township 1 North, Range 1 West
242	990.31	881,332.83	315,622.38	Brass Cap in Hand Hole, Dean Rd. and Lower Buckeye Rd.	Southwest Corner Section 13 Township 1 North, Range 3 West
243	974.19	881,223.95	320,939.76	Brass Cap in Hand Hole, Airport Rd. and Lower Buckeye Rd.	Southeast Corner Section 13 Township 1 North, Range 3 West
244	965.70	886,136.35	370,753.68	Nail in Concrete in Hand Hole, Dysart Rd. and Yuma Rd.	Southeast corner, Section 10 Township 1 North, Range 1 West
245	955.76	881,173.59	328,699.57	Rod in Concrete in Hand Hole, Jackrabbit Trail and Lower Buckeye Rd.	Southeast Corner, Section 17 Township 1 North, Range 2 West
246	942.68			Nail in Concrete Headwall at Southwest Corner, Intersection of Perryville Rd. and Lower Buckeye Rd.	Near Southeast Corner, Section 16 Township 1 North, Range 2 West
247	937.84			"X" Chiseled in Concrete Irrigation Junction Box at Southwest Corner, Intersection of Citrus Rd. and Lower Buckeye Rd.	Near Southeast Corner, Section 15 Township 1 North, Range 2 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
248	936.59	881,080.77	344,565.66	Maricopa County Highway Department Brass Cap in Hand Hole, Cotton Ln. and Lower Buckeye Rd.	Southeast Corner, Section 14 Township 1 North, Range 2 West
249	947.64	880,967.01	349,867.41	Maricopa County Highway Department Brass Cap in Hand Hole, Sarival Ave. and Lower Buckeye Rd.	Southeast Corner, Section 13 Township 1 North, Range 2 West
250	952.11	880,970.62	355,113.42	Maricopa County Highway Department Brass Cap in Hand Hole, Estrella Pkwy. and Lower Buckeye Rd.	Southeast Corner, Section 18 Township 1 North, Range 1 West
252	945.62			Rebar in Headwall 90'± Northwest of Intersection of Bullard Ave. and Lower Buckeye Rd.	Approx. 850' East of Southeast Corner, Section 17 Township 1 North, Range 1 West
253	964.31	880,878.61	365,618.48	Maricopa County Highway Department Brass Cap in Hand Hole, Litchfield Rd. and Lower Buckeye Rd.	Southeast Corner, Section 16 Township 1 North, Range 1 West
255	952.46	880,857.50	370,887.31	Maricopa County Highway Deparment Brass Cap Flush with Pavement, Dysart Rd. and Lower Buckeye Rd.	Southeast Corner, Section 15 Township 1 North, Range 1 West
260	940.96	876,030.56	315,634.00	Rod in Concrete in Hand Hole, Dean Rd. and Broadway Rd.	Southwest Corner, Section 24 Township 1 North, Range 3 West
261	930.65			1/2" Rebar in Hand Hole, Airport Rd. and Broadway Rd.	Southeast Corner, Section 24 Township 1 North, Range 3 West
262	925.51	875,911.76	323,388.92	Rod in Concrete in Hand Hole, Tuthill Rd. and Broadway Rd.	Southeast Corner, Section 19 Township 1 North, Range 2 West
263	916.67	875,881.18	328,676.01	Rod in Concrete in Hand Hole, Jackrabbit Trail and Broadway Rd.	Southeast Corner, Section 20 Township 1 North, Range 2 West
264	910.10			"X" Chiseled in Concrete Headwall at Southwest Corner, Intersection of Perryville Rd. and Broadway Rd.	Near Southeast Corner, Section 21 Township 1 North, Range 2 West
265	902.30	875,826.27	339,250.64	1/2" Iron Pin in Pothole, Citrus Rd. and Broadway Rd.	Southeast Corner, Section 22 Township 1 North, Range 2 West
266	912.90	875,792.22	344,548.06	1" Open Pipe in Pothole, Cotton Ln. and Broadway Rd.	Southeast Corner, Section 23 Township 1 North, Range 2 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
267	910.17			"X" Chiseled on Concrete Base Power Pole at Northeast Corner, Intersection of Sarival Ave. and Broadway Rd.	Near Southeast Corner, Section 24 Township 1 North, Range 2 West
269	913.18	875,698.03	355,085.15	Brass Cap in Hand Hole, Estrella Pkwy. (Reems Rd.) and Broadway Rd.	Southeast Corner, Section 19 Township 1 North, Range 1 West
270	922.00	875,694.41	360,308.50	Maricopa County Highway Department Brass Cap in Hand Hole, Bullard Ave. and Broadway Rd.	Southeast Corner, Section 20 Township 1 North, Range 1 West
272	931.73			Concrete Nail in Southwest Corner, Headwall at Northeast Corner, Intersection Litchfield Rd. and Broadway Rd.	Near Southeast Corner, Section 21 Township 1 North, Range 1 West
278	899.24			Chiseled Square in Northeast Corner of Well Pad East of Intersection of Dean Rd. and Southern Ave.	Near Southwest Corner Section 25 Township 1 North, Range 3 West
279	889.56	870,651.21	320,888.16	1/2" Iron Pin in Concrete in Hand Hole, Airport Rd. and Southern Ave. (Extended)	Southeast Corner, Section 25 Township 1 North, Range 3 West
281	883.99	870,596.34	328,802.16	1" Open Pipe Flush with Pavement, Jackrabbit Trail and Southern Ave.	Southeast Corner, Section 29 Township 1 North, Range 2 West
282	886.26	870,517.22	334,084.63	Maricopa County Highway Department Brass Cap Flush with Pavement, Perryville Rd. and Southern Ave.	Southeast Corner, Section 28 Township 1 North, Range 2 West
283	895.46			Railroad Spike in Power Pole 23'± South of Intersection of Citrus Rd. (Extended) and Southern Ave.	Near Southeast Corner, Section 27 Township 1 North, Range 2 West
284	891.25			"X" Chiseled in Headwall West side of Cotton Ln. at Southern Ave.	Near Southeast Corner, Section 26 Township 1 North, Range 2 West
285	890.64	870,434.06	349,846.67	Brass Cap #LS13554, Sarival Ave. and Southern Ave.	Southeast Corner, Section 25 Township 1 North, Range 2 West
287	927.70			"X" Chiseled on Concrete Bridge Rail West side of Estrella Pkwy. Approx. 1100' South of Buckeye Canal	Near Southeast Corner, Section 30 Township 1 North, Range 1 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
289	923.96	870,630.14	360,255.91	Maricopa County Highway Deparment Brass Cap in Hand Hole, Bullard Ave. and Southern Ave.	Southeast Corner, Section 29 Township 1 North, Range 1 West
296	911.99	867,327.29	349,714.03	1/2" Iron Pin, Sarival Ave. (Extended) South of Gila River	Near East Quarter Corner, Section 36 Township 1 North, Range 2 West
298	921.51	868,398.05	359,864.73	Brass Cap in Hand Hole, Bullard Ave. and Vineyard Ave.	Near East Quarter, Section 32 Township 1 North, Range 1 West
299	863.27			"X" Chiseled on Headwall at Northwest Corner of Intersection of S.R. 85 and Dean Rd.	Near Southwest Corner, Section 36 Township 1 North, Range 3 West
300	871.74			Nail in Power Pole Southeast corner of Intersection of S.R. 85 and 207th Ave.	Near Southeast Corner, Section 31 Township 1 North, Range 2 West
301	879.45			Southeast Bolt on Base of Signal Light Northwest Corner of Intersection of S.R. 85 and Jackrabbit Trail	Near Southeast Corner, Section 32 Township 1 North, Range 2 West
302	886.37	865,230.12	334,063.27	2" Open Iron Pipe Approx. 100' South of S.R. 85, S.R. 85 and Perryville Rd.	Southeast Corner, Section 33 Township 1 North, Range 2 West
308	882.36			Spike in Pothole, Jackrabbit Trail 1/2 mile South of Base Line Rd.	Center, Section 5 Township 1 South, Range 2 West
311	860.12	860,075.25	315,565.09	Brass Cap in Hand Hole, Dean Rd. and Beloat Rd.	Southwest Corner, Section 1 Township 1 South, Range 3 West
312	868.26	860,061.47	320,853.84	Brass Cap in Hand Hole, Airport Rd. And Beloat Rd.	Southeast Corner, Section 1 Township 1 South, Range 3 West
313	869.83			Brass Cap in Hand Hole, 207th Ave. and Beloat Rd.	South Quarter Corner, Section 6 Township 1 South, Range 2 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
500	1475.87			Chiseled "▪" at Northwest Corner of APS Trans Pad 33' Southerly & 33' Easterly from Centerline Intersection White Tanks Mountain Rd. and Ford Canyon Rd.	±1370' West of Southeast Corner, Section 18, Township 3 North, Range 2 West
501	1343.72			Chiseled "X" in Concrete Base of Fence Post on West Side of McMicken Dam, ±250' South of Section Line (Cactus Rd. Extended)	±1800' East and ±250' South of Northwest Corner, Section 21, Township 3 North, Range 2 West
503	1511.28			Chiseled "▪" at North End of Concrete Headwall at West side of White Tanks Mountain Road 0.55 miles Southerly from Intersection with Waterfall Canyon Rd.	±2150' West of Southeast Corner, Section 19, Township 3 North, Range 2 West
504	1344.93			Chiseled "X" on Concrete Base of Fence Post ±250' North of Peoria Ave. (Extended) at East Side of McMicken Dam, 0.33 miles North and East along the dam from Gate at South End of the Dam.	±750' West and ± 250' North of Southwest Corner Section 20, Township 3 North, Range 2 West
505	1404.33			Iron Pin in Hand Hole at Centerline Intersection of Tuthill Rd. and Olive Ave.	Northwest Corner, Section 32, Township 3 North, Range 2 West
506	1299.40			1" Pipe in Hand Hole at Centerline Intersection of Jackrabbit Tr. and Olive Ave.	Northwest Corner, Section 33, Township 3 North, Range 2 West
507	1474.15			National Geodetic Survey Bench Mark in Stone Stamped "N475 1981" 2.5 Miles West of Beardsley Canal along Northern Ave.	Near Northwest Corner, Section 6, Township 2 North, Range 2 West
508	1343.22			National Geodetic Survey Bench Mark - Stainless steel Rod Encased in Pipe and Stamped "M475 1981" 1.8 Miles West of Beardsley Canal along Northern Ave.	±1580 West of Northeast Corner, Section 6 Township 2 North, Range 2 West
509	1264.23			National Geodetic Survey Bench Mark - Stainless Steel Rod Encased in Pipe and Stamped "L475 1981" 0.7 Miles West of Beardsley Canal along Northern Ave.	±1050' West of Northeast Corner, Section 5 Township 2 North, Range 2 West
510	1304.52			3" Aluminum Cap at South Side of Dirt Road (Glendale Ave. Extended) 0.37 Miles West of Tuthill Rd. Extended	0.37 Miles West of Southwest Corner, Section 5, Township 2 North, Range 2 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
511	1213.89			Iron Pin at Centerline Intersection of Glendale Ave. and Jackrabbit Tr.	Southeast Corner, Section 5, Township 2 North, Range 2 West
512	1441.96			3" Aluminum Cap at North Edge of East-West Gravel Rd. ±50' South and ±15' East of Northwest Corner Section 18	Southeast of Northwest Corner, Section 18, Township 2 North, Range 2 West
513	1274.71			Chiseled "X" in Boulder at West End of Barricade at North Side of Bethany Home Rd. Extended and West Side of Tuthill Rd. Extended	Near Northwest Corner, Section 17, Township 2 North, Range 2 West
515	1396.55			Chiseled "X" in Highest Boulder ±130' South of and 30' East of Southwest Corner, Section 18 in the Top of a Small Hill	Near Southwest Corner, Section 18, Township 2 North, Range 2 West
516	1262.08			Inverted Aluminum Cap at Southwest Corner of Section 17	Southwest Corner, Section 17, Township 2 North, Range 2 West
518	1308.77			Brass Cap at Southwest Corner of Section 19	Southwest Corner, Section 19, Township 2 North, Range 2 West
519	1218.28			3" Aluminum Cap at Southeast Corner of Intersection of Tuthill Rd. and Indian School Rd.	Near Southwest Corner, Section 20, Township 2 North, Range 2 West
520	1184.64			3" Aluminum Cap at West Side of dirt Rd. along West line of Section 31, at Intersection with Dirt Rd. to Northeast ±1200' South of the Northwest corner of Section 31.	±1200' South of Northwest Corner, Section 31, Township 2 North, Range 2 West
521	1176.94			3" Aluminum Cap in Top of Berm on West side of Tuthill Rd. at Intersection of Road to Southwest ±200' South of Northwest Corner Section 32	±200' South of Northwest Corner, Section 32, Township 2 North, Range 2 West
522	1114.76			Steel Pin 0.8' Below Surface at Southwest Corner of Section 31	Southwest Corner, Section 31, Township 2 North, Range 2 West
523	1100.43			3" Iron Pipe at Center of Pavement on McDowell Rd. ±25' East of Barricade at Flood Control Channel	Southeast Corner, Section 31, Township 2 North, Range 2 West
524	1079.43			Brass Cap in Hand Hole at Centerline Intersection of McDowell Rd. and Jackrabbit Tr.	Southwest Corner, Section 33, Township 2 North, Range 2 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
92	1217.15			"X" Chiseled in Top Centerline Concrete Headwall at Southeast Corner of Intersection of Citrus Rd. and Olive Ave.	Near Southeast Corner Section 27 Township 3 North, Range 2 West
93	1182.40	933,882.57	344,800.13	Maricopa County Highway Department Brass Cap in Hand Hole, Cotton Ln. and Olive Ave.	Southeast Corner Section 26 Township 3 North, Range 2 West
94	1149.08	933,857.32	350,063.05	5/8" Iron Pipe in Pothole, Sarival Ave. and Olive Ave.	Southeast Corner Section 25 Township 3 North, Range 2 West
95	1124.83	933,775.76	354,938.20	Brass Cap in Hand Hole, Reems Rd. and Olive Ave.	Southeast Corner Section 30 Township 3 North, Range 1 West
97	1113.15			"X" Chiseled in Top Concrete Headwall Northeast Corner of Intersection of Bullard Ave. and Olive Ave.	Near Southeast Corner Section 29 Township 3 North, Range 1 West
98	1104.25	933,609.45	365,489.37	Iron Rod Flush with Pavement, Litchfield Rd. and Olive Ave.	Near Southeast Corner Section 28 Township 3 North, Range 1 West
100	1092.16	933,540.01	370,734.56	Maricopa County Highway Department Brass Cap in Hand Hole, Dysart Rd. and Olive Ave.	Southeast Corner Section 27 Township 3 North, Range 1 West
101	1096.46	933,466.18	375,996.90	Maricopa County Highway Department Brass Cap in Hand Hole, El Mirage Rd. and Olive Ave.	Southeast Corner Section 26 Townhip 3 North, Range 1 West
104	1218.83			Chiseled Square in Concrete Base Electrical Transformer W5C 363 at Southeast Corner of Intersection of Perryville Rd. and Northern Ave.	Near Southeast Corner Section 33 Township 3 North, Range 2 West
105	1189.26	928,606.43	339,473.04	1" Open Pipe in Pothole, Citrus Rd. and Northern Ave.	Southeast Corner Section 34 Township 3 North, Range 2 West
106	1149.86	928,587.20	344,774.01	Maricopa County Highway Department Brass Cap in Hand Hole, Cotton Ln. and Northern Ave.	Southeast Corner Section 35 Township 3 North, Range 2 West
107	1125.48	928,575.62	350,038.93	1/2" Iron Pipe in Pothole, Sarival Ave. and Northern Ave.	Southeast Corner Section 36 Township 3 North, Range 2 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
4	1337.39	976,955.47	350,373.34	Railroad Spike Flush, at the South corner of the Intersection of Grand Ave. and the McMicken Dam Outlet Channel	Approximately 500' North of the Southeast Corner Section 13, Township 4 North, Range 2 West
7	1335.47			Nail in Power Pole at the Northeast corner of Beardsley Rd. and the Beardsley Canal	Approx. 1400' West of the Northeast Corner, Section 26, Township 4 North, Range 2 West
8	1305.27	970,857.96	350,356.27	5/8" Rebar on fence line along North side of Beardsley Rd. on line with power line along Sarival Ave. extended	Near Southeast Corner Section 24, Township 4 North, Range 2 West
10	1288.86	970,761.42	354,926.09	Brass Cap in Hand Hole Centerline Intersection Reems Rd. and Beardsley Rd.	Southeast Corner Section 19, Township 4 North, Range 1 West
13	1260.32	968,057.96	359,856.14	Railroad Spike Flush with Pavement, at Intersection of Grand Ave. and Beardsley Rd.	Near East Quarter Corner Section 29, Township 4 North, Range 1 West
15	1360.98			Maricopa Flood Control District Brass Cap #340 on top of McMicken Dam at Union Hills Dr. extended	Near North Quarter Corner Section 34, Township 4 North, Range 2 West
17	1311.78			Centerline Headwall Top Concrete at Northeast Corner of Intersection of Cotton Ln. and Union Hills Dr.	Near Southeast Corner Section 26 Township 4 North, Range 2 West
18	1289.02			PK Nail in Top Concrete Headwall at Northeast Corner of Intersection of Sarival Ave. and Union Hills Dr.	Near Southeast Corner Section 25 Township 4 North, Range 2 West
19	1264.34	965,485.49	354,938.73	Brass Cap in Hand Hole Centerline Intersection Reems Rd. and Union Hills Dr.	Southeast Corner Section 30, Township 4 North, Range 1 West
26	1307.73	960,316.51	339,647.30	Maricopa County Highway Dept. Brass Cap Flush with Pavement Centerline Intersection Citrus Rd. and Bell Rd.	Southeast Corner Section 34 Township 4 North, Range 2 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
27	1286.92	960,313.78	344,981.61	Maricopa County Highway Dept. Brass Cap in Hand Hole Centerline Intersection Cotton Ln. and Bell Rd.	Southeast Corner Section 35 Township 4 North, Range 2 West
28	1263.58	960,258.72	350,255.44	Brass Cap in Hand Hole Centerline Intersection Sarival Ave. and Bell Rd.	Southeast Corner Section 36 Township 4 North, Range 2 West
30	1246.20	960,210.19	354,913.27	Brass Cap in Hand Hole Centerline Intersection Reems Rd. and Bell Rd.	Southeast Corner Section 31 Township 4 North, Range 1 West
31	1225.01	960,155.87	360,185.27	Brass Cap in Hand Hole Centerline Intersection Bullard Ave. and Bell Rd.	Southeast Corner Section 32 Township 4 North, Range 1 West
33	1202.73	960,136.66	365,462.11	Brass Cap in Hand Hole Centerline Intersection Litchfield Rd. and Bell Rd.	Southeast Corne Section 33 Township 4 North, Range 1 West
323	1190.22	960,122.03	370,731.94	Maricopa County Highway Department Brass Cap Flush with Pavement Centerline Intersection Dysart Rd. and Bell Rd.	Southeast Corner Section 34 Township 4 North, Range 1 West
325	1176.24	960,105.25	375,999.53	Maricopa County Highway Department Brass Cap in Hand Hole Centerline Intersection El Mirage Rd. and Bell Rd.	Southeast Corner Section 35 Township 4 North, Range 1 West
36	1291.75			PK Nail in Top Concrete Headwall at Northeast Corner of Intersection of Citrus Rd. and Greenway Rd.	Near Southeast Corner Section 3 Township 3 North, Range 2 West
37	1265.26			"X" Chiseled in Top Concrete Headwall at Southeast Corner of Intersection of Cotton Ln. and Greenway Rd.	Near Southeast Corner Section 2 Township 3 North, Range 2 West
38	1251.04	954,954.88	350,223.63	5/8" Rebar at Edge Concrete Ditch at Southeast Corner of Intersection of Sarival Ave. and Greenway Rd.	Near Southeast Corne Section 1 Township 3 North, Range 2 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
39	1226.08	954,891.23	354,944.99	Brass Cap in Hand Hole Centerline Intersection Reems Rd. and Greenway Rd.	Southeast Corner Section 6 Township 3 North, Range 1 West
41	1203.33	954,761.98	360,220.17	Railroad Spike Flush with Pavement at Intersection of Bullard Ave. and Greenway Rd.	Southwest Corner Section 5 Township 3 North, Range 1 West
42	1184.57	954,712.40	365,479.21	Maricopa County Highway Department Brass Cap Flush with Pavement at Intersection of Litchfield Rd. and Greenway Rd.	Southeast Corner Section 4 Township 3 North, Range 1 West
44	1164.59	954,624.97	370,724.85	Maricopa County Highway Department Brass Cap in Hand Hole Centerline Intersection Dysart Rd. and Greenway Rd.	Southeast Corner Section 3 Township 3 North, Range 1 West
45	1149.13	954,575.86	375,987.19	Iron Pipe Centerline Intersection El Mirage Rd. and Greenway Rd.	Southeast Corner Section 2 Township 3 North, Range 1 West
49	1330.38	949,721.23	334,294.15	1" Iron Pin with Plastic Cap #LEMME PE 8315 at Intersection of Perryville Rd. and Waddell Rd.	Near Southeast Corner Section 9 Township 3 North, Range 2 West
50	1279.00	949,717.17	339,610.20	Maricopa County Highway Department Brass Cap in Hand Hole Centerline Intersection Citrus Rd. and Waddell Rd.	Southeast Corner Section 10 Township 3 North, Range 2 West
51	1246.77	949,714.81	344,897.35	Maricopa County Highway Department Brass Cap in Hand Hole Centerline Intersection Cotton Ln. and Waddell Rd.	Southeast Corner Section 11 Township 3 North, Range 2 West
52	1219.57	949,688.60	350,155.52	Brass Cap in Hand Hole Centerline Intersection Sarival Ave. and Waddell Rd.	Southeast Corner Section 12 Township 3 North, Range 2 West
54	1206.38			"X" Chiseled in Top Concrete Headwall Southeast Corner of Intersection of Reems Rd. and Waddell Rd.	Near Southeast Corner Section 7 Township 3 North, Range 1 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
55	1181.98			1/2" Rebar in Top Concrete Headwall Northwest Corner of Intersection of Bullard Ave. and Waddell Rd.	Near Southeast Corner Section 8 Township 3 North, Range 1 West
57	1159.83	949,417.15	365,487.75	Maricopa County Highway Department Brass Cap Flush with Pavement Centerline Intersection Litchfield Rd. and Waddell Rd.	Southeast Corner Section 9 Township 3 North, Range 1 West
58	1148.19			Chiseled Square in Top Concrete Headwall Southeast Corner of Intersection of Dysart Rd. and Waddell Rd.	Near Southeast Corner Section 10 Township 3 North, Range 1 West
60	1135.50	949,295.95	375,983.48	City of El Mirage Brass Cap in Hand Hole at Intersection of El Mirage Rd. and Waddell Rd.	Southeast Corner Section 11 Township 3 North, Range 1 West
64	1259.91			Chiseled square in Concrete Base Electrical Transformer at Well 722 - Southwest Corner of Intersection of Citrus Rd. and Cactus Rd.	Near Southeast Corner Section 15 Township 3 North, Range 2 West
65	1220.43	944,435.69	344,862.43	Nail in Headwall at Northeast Corner of Intersection of Cotton Ln. and Cactus Rd.	Near Southeast Corner Section 14 Township 3 North, Range 2 West
66	1196.57	944,412.13	350,116.59	Brass Cap in Hand Hole Centerline Intersection Sarival Ave. and Cactus Rd.	Southeast Corner Section 13 Township 3 North, Range 2 West
67	1170.68			Chiseled square in Top Concrete Headwall Southwest Corner of Intersection of Reems Rd. and Cactus Rd.	Near Southeast Corner Section 18 Township 3 North, Range 1 West
69	1154.00	944,221.01	360,225.79	Iron Rod in Pot Hole Bullard Ave. and Cactus Rd.	Southeast Corner Section 17 Township 3 North, Range 1 West
70	1139.67	944,149.66	365,487.57	Maricopa County Highway Department Brass Cap Flush with Pavement Litchfield Rd. and Cactus Rd.	Southeast Corner Section 16 Township 3 North, Range 1 West

WHITE TANKS/AGUA FRIA AREA DRAINAGE MASTER STUDY
ELEVATION REFERENCE MARKS

Ref. Mark No.	Elev.	State Plane Coordinates Northing	Easting	Description	Location
72	1126.81			Chiseled Square in Top Concrete Headwall Northwest Corner of Intersection of Dysart Rd. and Cactus Rd.	Near Southeast Corner Section 15 Township 3 North, Range 1 West
73	1116.93	944,009.70	375,983.48	Maricopa County Highway Department Brass Cap in Hand Hole El Mirage Rd. and Cactus Rd.	Southeast Corner Section 14 Township 3 North, Range 1 West
76	1280.02			"X" on Top Concrete Ditch Southwest Corner of Intersection of Perryville Rd. and Peoria Ave.	Near Southeast Corner Section 21 Township 3 North, Range 2 West
77	1241.61			40d Nail in Southwest Face of Power Pole 60A/1 Northeast Corner of Intersection of Citrus Rd. and Peoria Ave.	Near Southeast Corner Section 22 Township 3 North, Range 2 West
78	1203.33	939,155.22	344,824.95	Maricopa County Highway Department Brass Cap in Hand Hole Cotton Ln. and Peoria Ave.	Southeast Corner Section 23 Township 3 North, Range 2 West
79	1165.82	939,133.90	350,087.83	Brass Cap in Hand Hole Sarival Ave. and Peoria Ave.	Southeast Corner Section 24 Township 3 North, Range 2 West
81	1143.93	939,045.77	354,937.50	Brass Cap in Hand Hole Reems Rd. and Peoria Ave.	Southeast Corner Section 19 Township 3 North, Range 1 West
82	1138.74	938,941.76	360,208.03	1 1/2" Open Pipe in Pot Hole Bullard Ave. and Peoria Ave.	Southeast Corner Section 20 Township 3 North, Range 1 West
84	1123.37	938,880.80	365,490.24	5/8" Iron Bar in Pot Hole Litchfield Rd. and Peoria Ave.	Southeast Corner Section 21 Township 3 North, Range 1 West
85	1108.95	938,807.04	370,744.16	Maricopa County Highway Department Brass Cap in Hand Hole Dysart Rd. and Peoria Ave.	Southeast Corner Section 22 Township 3 North, Range 1 West
87	1105.86	938,735.36	375,994.95	Brass Cap in Hand Hole, El Mirage Rd. and Peoria Ave.	Southeast Corner Section 23 Township 3 North, Range 1 West
91	1251.30	933,905.90	334,223.88	1" Open Pipe in Pothole on Olive Ave. ± 1/2 Mile East of Beardsley Canal	Near Northwest Corner Section 34 Township 3 North, Range 2 West

B3 HORIZONTAL CONTROL DATUM

The horizontal control is based on the NORTH AMERICAN 1927 DATUM. The following Coast and Geodetic Survey monuments were used to establish the horizontal control. See the attached USC&GS descriptions along with recovery notes by the Arizona Department of Transportation.

Name of Survey Monument	State Plane Coordinates X	Y
FRIA	323,802.12	962,668.81
LITCHFIELD	364,498.81	917,079.64
POK	325,284.48	909,915.67
BRADLEY	348,688.75	863,635.23

...HED AND PRINTED BY:
...DEPARTMENT OF COMMERCE
...AND GEODETIC SURVEY
WASHINGTON D.C.

HORIZONTAL CONTROL DATA

by the
Coast and Geodetic Survey
NORTH AMERICAN 1927 DATUM

ARIZ
LATITUDE 33°30' TO 34°00'
LONGITUDE 112°00' TO 112°30'
DIAGRAM NI 12-7 PHOENIX

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
PHOENIX, ARIZ.
NOV. 1947, 1952

DESCRIPTION OF TRIANGULATION STATION

NAME OF STATION: FRIA
CHIEF OF PARTY: D.H.Konichek
Surface-station mark, Note,* 2
Underground-station mark, Note,*
Reference mark, No. 1 Note,* 12a
Reference mark, No. 2 Note,* 12a
Azimuth mark, Note,* 12a
Witness mark, Note,*
Height of light above station mark meters
Height of telescope above station mark 1.6 meters
Detailed description

STATE: Arizona COUNTY: Maricopa
YEAR: 1947 LOCALITY: Marinette

DISTANCES AND DIRECTIONS TO REFERENCE MARKS AND PROMINENT OBJECTS WHICH CAN BE SEEN FROM THE GROUND

OBJECT	DIR.	DISTANCE	DIRECTION	ANGLE
H FOUR 1947		Meters	00 00 00.00	
R.M. No. 1	ESE	11.702	151 39 19.	
Luke Field Beacon (Atop Tank)	SE		169 06 00.2	
Az. Mk. approx. 0.6		[illegible]	227 32 01.5	
R.M. No. 2	SW	11.976	266 54 01.	

The station is located about 9.5 miles south-southeast of Wittman and 2.5 miles west of the Beardsley Aqua Fria Canal, on a low round knoll at the northeast end of the White Tank Mountains. The station mark is a bronze disk set on highest point of knoll, projects 8 inches and is stamped: "FRIA 1947".

Reference mark No. 1 is a bronze disk set flush 30 inches lower than the station mark and is stamped: "FRIA NO 1 1947".

Reference mark No. 2 is a bronze disk projecting 14 inches, is 12 inches higher than the station mark and is stamped: "FRIA NO 2 1947".

The azimuth mark is a bronze disk set on the east end of an east-west ridge, 24 paces west of center line of road. It projects 6 inches and is stamped: "FRIA 1947".

To reach the station from the post office in Marinette, go west on highway 1.7 mile to an oiled road left at the Aqua Fria Railroad Junction; turn left, go 4.7 miles to a road right; turn right, go 1.0 mile to a "T" road; turn left, go 1.9 mile to crossroad and a railroad crossing; continue straight ahead 1.85 mile to a crossroad at a canal; cross canal and continue straight ahead 1.1 mile to a fork; turn right, go 1.4 mile to a "T" road; turn right, go 0.7 mile to azimuth mark on left; continue 0.55 mile to a dim road right; turn right, go 0.25 mile to foot of knoll at the southeast side and end of truck travel. Walk northwesterly up steep ridge to highest point and station. A 5 minute back.

RECOVERED 1-86
A NEW DESCRIPTION ON FOLLOWING PAGES. ALSO RM 3 & 4 SET TO REPLACE RM'S 1 & 2 WHICH WERE DESTROYED H.H.Warren
Howard Whitley

ADJUSTED HORIZONTAL CONTROL DATA

NAME OF STATION: FRIA YEAR: 1947
STATE: Ariz LOCALITY: Phoenix to Parker to Vicinity of Kingman
Second ORDER Triangulation SOURCE: G-8348 FIELD SKETCH: ARIZ 26, 28

GRID DATA	COORDINATES (Feet)	PLANE AZIMUTH (Fourth order) ANGLE	MARK
STATE: Ariz ZONE: C CODE: 0202	x 323,803.32 y 962,663.31	10°36'01" + 0 19 15	AZIMUTH MARK
STATE: ZONE: CODE:	x y		

GEODETIC DATA	POSITION	SECONDS IN METERS	ELEVATION
	LATITUDE: 33°38'41".987 NORTH LONGITUDE: 112 [illegible] 44.274 WEST		437.1 METERS 1,[illegible] FEET

TO STATION	GEODETIC AZIMUTH (Fourth order)	DISTANCE LOGARITHM (Meters)	DISTANCE METERS
AZIMUTH MARK	THIRD-ORDER 10°16'45".9		

ADJUSTED HORIZONTAL CONTROL DATA

NAME OF STATION: TARGET USBH YEAR: 1947
STATE: Ariz. LOCALITY: Phoenix to Parker to Vicinity of Kingman
Third ORDER Traverse SOURCE: G-8348 FIELD SKETCH: ARIZ 26, 28
(No check on this position)

GRID DATA	COORDINATES (Feet)	PLANE AZIMUTH (Fourth order) ANGLE	MARK
STATE: Ariz ZONE: C CODE: 0202	x 323,760.57 y 962,660.55	+ 0 19 15	
STATE: ZONE: CODE:	x y		

GEODETIC DATA	POSITION	SECONDS IN METERS	ELEVATION
	LATITUDE: 33°38'41".903 NORTH LONGITUDE: 112 29 44.765 WEST		METERS FEET

TO STATION	GEODETIC AZIMUTH (Fourth order)	DISTANCE LOGARITHM (Meters)	DISTANCE METERS
Computed from station FRIA			

USCOMM—NOAA—ASHEVILLE

Page 1 of 4

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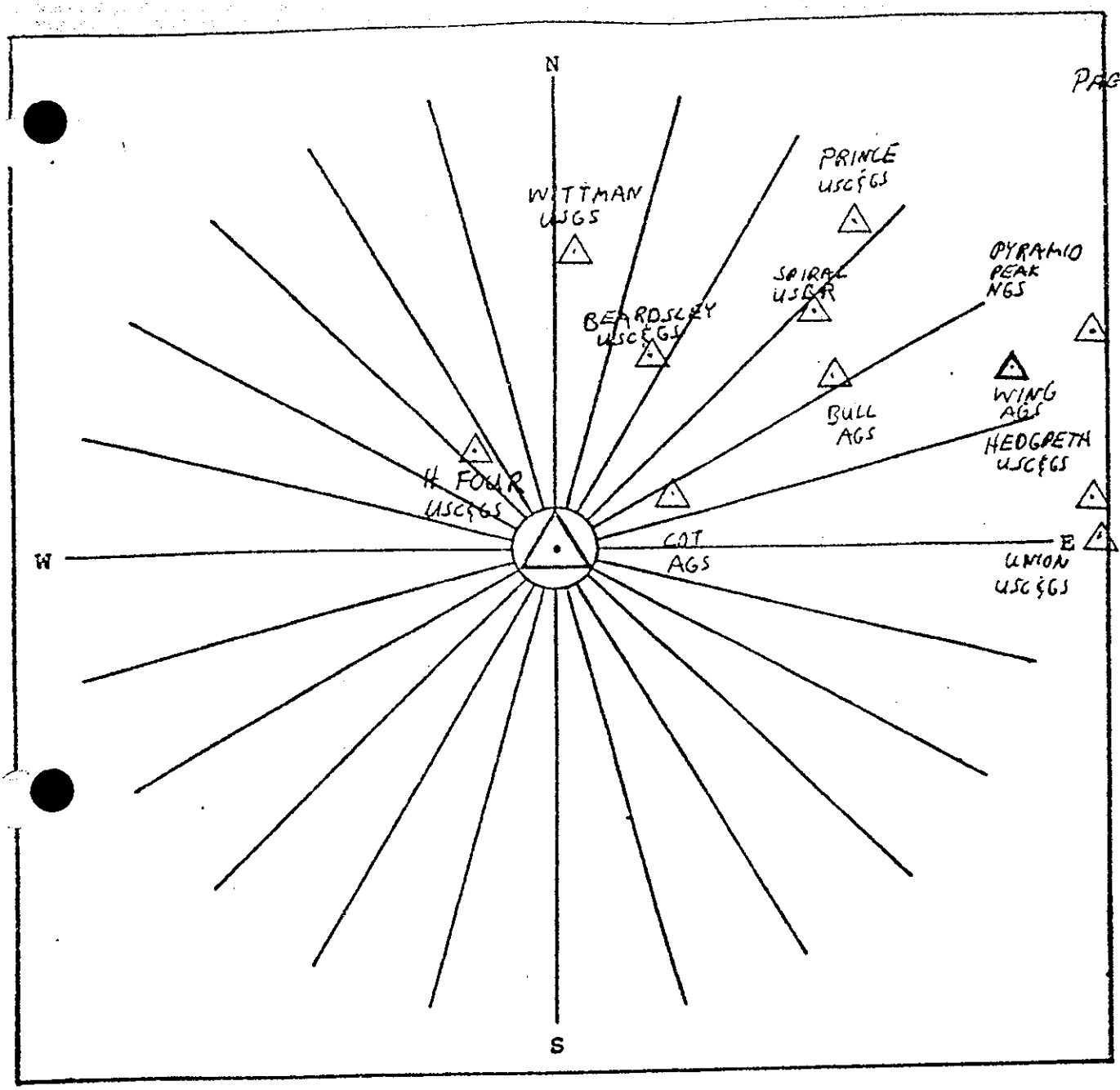


RECOVERY NOTE, TRIANGULATION STATION

Recovered Station FRIA H.I. 5.5 FT.

Comments RM'S 1 & 2 WERE DESTROYED RM'S 3 & 4 WERE SET 1/86

Howard Whitley

RECOVERY NOTE, TRIANGULATION STATION

Name of Station: FRIA

Established by: D.H. KOLLICHER, year 1947

Recovered by: H. WHITLEY, date 1-86, Job.No. 1900

Location by county: MARICOPA. Location 30' quad 33/112

General Location: ABOUT 9.5 MILES SOUTH-SOUTHEAST OF LITTMAN & 2.5 MILES WEST OF THE BEARDSLEY AQUA FRIA CANAL.

Condition & Description:

Station Mark STD. USC&GS BC CEMENTED IN A DRILL HOLE IN BEDROCK.

Reference Mark No. 3 STD. A&S AL EPOXIED IN BEDROCK PROJ. 4" STAMPED: FRIA RM3 1947-1986 COND. GOOD.

Reference Mark No. 4 STD. A&S AL EPOXIED IN BEDROCK FLUSH - STAMPED: FRIA RM4 1947-1986 COND. GOOD.

Azimuth Mark STD. USC&GS AZ BC CEMENTED IN BEDROCK PROJ. 3" COND. GOOD.

To Reach FROM INTERSECTION OF GRAND AVE & BELL RD. PROCEED WEST ON BELL RD. FOR 2.8 MILES TURN LEFT (SOUTH) ON REEMS RD. AND CONTINUE FOR 1.0 MILE TO GREENWAY RD. TURN RIGHT WEST ON GREENWAY RD. AND CONTINUE FOR 4.25 MILE TO TOP OF FLOOD CONTROL DAM. CONTINUE WEST AND THEN NORTH ON BLADED RD FOR 1.7 MILE TO A CATTLE GUARD, CONTINUE NORTH FOR 0.80 MILE, TURN LEFT (WEST) ONTO A DIRT ROAD AND CONTINUE FOR 0.50 MILE TO A FORK. TAKE RIGHT FORK AND CONTINUE FOR 0.35 MILE TO A FORK. TAKE LEFT FORK AND CONTINUE FOR 0.20 MILE TO A FORK. TAKE LEFT FORK

OVER

TO REACH CONT.

AND CONTINUE FOR 0.05 MILE TO A FORK, TAKE LEFT FORK THROUGH A WASH AND CONTINUE FOR 0.15 MILE TO STA. ON TOP OF HILL. A DRIVE STA. WITH A 4X4.

TO REACH AZ MARK:

PROCEED SOUTH-SOUTH-WEST FROM STA. ON A NORTH & SOUTH ROAD FOR 0.65 MILE TO A GATE, PASS THROUGH GATE AND CONTINUE SOUTH FOR 0.25 MILE TO AZ MARK ON RIGHT (WEST). THE EAST END OF AN EAST-WEST RIDGE. 65 FT. WEST OF ℄ OF NORTH & SOUTH ROADWAY.

RM 3

23.35 FT. NE OF STA.

RM 4

38.73 FT SW OF STA.

JULY 1966
PUBLISHED AND ISSUED BY:
U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
WASHINGTON D.C.

HOR[illegible]L CONTROL DATA

by the
Coast and Geodetic Survey
NORTH AMERICAN 1927 DATUM

QUAD 331121 STA[illegible]
ARIZ
LATITUDE 33°30' TO 34°00'
LONGITUDE 112°00' TO 112°30'
DIAGRAM NI 12-7 PHOENIX

Litchfield (Maricopa County, E. B. Latham, 1935; 1938).—About 0.1 mile southeast of the highest point of a low ridge just north of the Litchfield residence, near the north line of sec. 10, T. 2 N., R. 1 W. Marked by standard bronze disks as described in notes 1a and 7a. Reference mark No. 1, a standard bronze reference disk, note 11a, is 14.157 meters (46.45 feet) from station in azimuth 31°10'. Reference mark No. 2, a standard bronze reference disk, note 11a, is 18.207 meters (59.73 feet) from station in azimuth 126°23'. The azimuth mark, a standard bronze disk, note 11a, is reference mark No. 3, and is 0.3 mile from station in azimuth 329°51'02".

U.S. DEPARTMENT OF COMMERCE — COAST AND GEODETIC SURVEY
RECOVERY NOTE, TRIANGULATION STATION

R

Name of Station: LITCHFIELD 1935 State: Arizona County: Maricopa
Established by: E.B.L. Year: 1935 Location: Litchfield Park
Recovered by: D.H.Konichek Year: 1947

Detailed statement as to the items of the original description. The station and reference marks No. 1 and No. 2 were found in good condition as described with the exception of slight differences in direction and difference in distance to reference mark No. 2; the azimuth mark was not located; BM 1258 was used as azimuth; the correct distances and direction listed below.

OBJECT	NEW DISTANCE	DIRECTION
	Meters	
HELEN 1924		[illegible]
R.M. No. 1 1935 SW	14.160	215 [illegible]
R.M. No. 2 1935 NW	18.197	307 11 [illegible]
Az. Mk.(USC&GS BM 1258 1945) SE Approx. 0.3 mile airline.		141 13 14.0
Beacon Light(Top of Lake Pleasant water tank) N Approx. 0.7 mile airline		05 42 47.3

The station is located about 0.1 mile southeast of the highest point of a low ridge just north of the Litchfield residence, 10 feet north of and about the same elevation as center line of road, 18 feet northeast of the intersection of a road south, 8 feet south-southeast of a 4x4 white witness post, marked by a bronze disk as described in notes 1a and 7a, projects 6 inches and is stamped "LITCHFIELD 1934".

Reference mark No. 1 is approximately 40 inches lower than station, 10 feet east of the center line of road; a bronze disk as described in note 11a, projects ½ inches and is stamped "LITCHFIELD NO 1 1934".

Reference mark No. 2 is approximately 18 inches higher than the station, 8 feet north of center line of road, set in a concrete block which projects 4 inches. The mark is a bronze disk stamped: "LITCHFIELD NO 2 1934".

The azimuth mark is a cast iron U.S. C. & G. Survey Bench Mark, 33 feet east of the center line of road, 2 feet west of a north-south fence line, 1 foot north of a 4x4 white witness post, set in top of a concrete post which projects 3 inches and is stamped: "X 258 1945".

To reach from the flag pole at Litchfield Park which is located in center of street in central part of town; go north on the only highway for 1.6 miles to the azimuth mark on right as described above; continue straight ahead for 0.2 mile to a locked gate on left and sign: "Permission for entrance at Southwest Cotton Office, Litchfield Park, Arizona"; turn left (W) for 0.3 mile to intersection of a road south and station site as described above. A drive station.

Observations made from a 1.4 m tripod.

U.S. DEPARTMENT OF COMMERCE — COAST AND GEODETIC SURVEY
RECOVERY NOTE, TRIANGULATION STATION

R

Name of Station: LITCHFIELD State: Arizona County: Maricopa
Established by: E.B.Latham Year: 1935 Location: Phoenix
Recovered by: O. B. Grant Year: 1948

Detailed statement as to the items of the original description:

1947

Amend the last paragraph of the recovery card to read as follows..

To reach from - - - - - to a locked gate on the left and sign: "Private Property. Permission for use must be obtained from Goodyear Farms Litchfield Park, Ariz."; turn left (W) for 0.3 mile towards a stone picnic fireplace on a low ridge. Station is 330 feet SE of fireplace and 11 feet NE of center line of main trail. A standard Coast Survey disk set in a one foot square concrete post and projecting 6 inches above the surface of the ground.

Reference Marks 1 & 2 and the azimuth mark are as described by Mr. Konichek.

ADJUSTED HORIZONTAL CONTROL DATA

Name of Station: LITCHFIELD Year: 1935
State: Ariz Locality: Luna to Stewart Dam
First-order Triangulation Source: G-3022 Field Sheet: ARIZ 8-11.9

Basic Data	Coordinates (Feet)	Plane Azimuth from Grid Angle	Name
State: Ariz Zone: C Code: 0202	x 364,498.81 y 917,079.64	330°05'46" - 0 14 44	AZIMUTH MARK (RM NO 3)
State: Zone: Code:	x y		

Geodetic Data	Position	Reconcile in Meters	Elevation	
	Latitude: 33°31'12.929" North Longitude: 112 21 45.566 West		341.3 1,120	Meters Feet

To Station	Geodetic Azimuth (From South)	Distance: Logarithm (Meters)	Distance: Meters
AZIMUTH MARK (RM NO 3)	THIRD-ORDER 329°51'01"8		

U.S. DEPARTMENT OF COMMERCE - COAST AND GEODETIC SURVEY
RECOVERY NOTE, TRIANGULATION STATION

R

Name of Station: LITCHFIELD
Established by: E.B.L. Year: 1934 State: Arizona
Recovered by: A.H.S. Year: 1960 County: Maricopa

Detailed statement as to the items of the original description, including marks found, stampings, changes made, and other pertinent facts:

The station mark, reference marks, and azimuth mark were recovered as described in good condition.

STA RECOVERED AS PER 1982
AGS. DESCRIPTION.
STA RM 1 & 2 IN & GOOD 1/86

Page 1 of 3

(40)

(40A)

RECOVERY NOTE, TRIANGULATION STATION

Name of Station: LITCHFIELD

Established by: E.B. LATHAM USC&GS, year 1935

Recovered by: PEMBERTON PBM, date 10/62, Job.No. 1400

Location by county: MARICOPA. Location 30' quad 33112/

General Location: ABOUT 17 MILES NORTH WEST OF PHOENIX - 2 MILES NORTH OF LITCHFIELD PARK - 0.30 MILE WEST OF LITCHFIELD ROAD ON A PROMINENT LOW HILL.

Condition & Description:

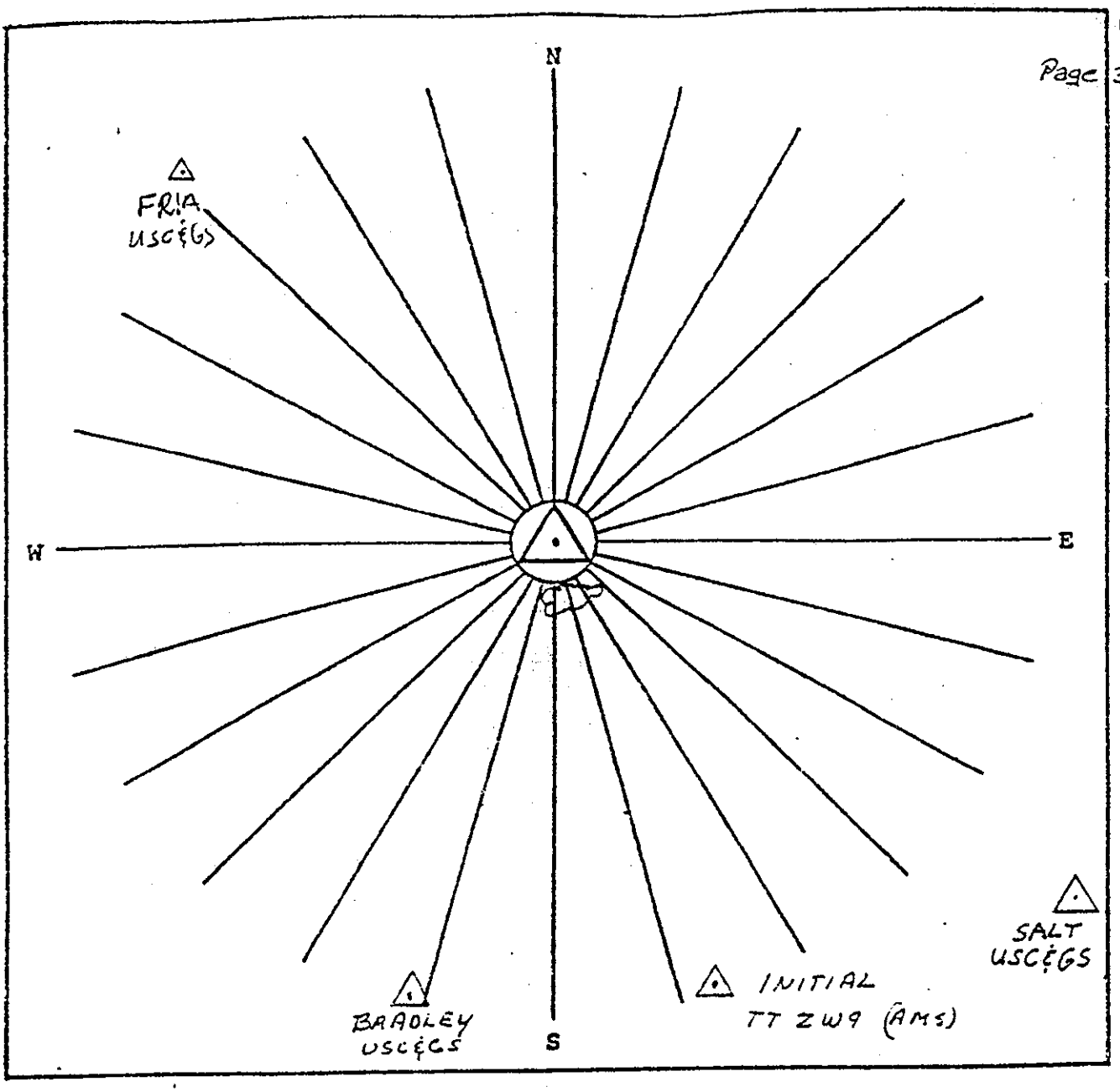
Station Mark STD. USC&GS BC SET IN A CONC. POST STAMPED LITCHFIELD 1934 COND. GOOD

Reference Mark No. 1 STD. USC&GS RM BC SET IN A CONC. POST STAMPED LITCHFIELD NO. 1 1934 46.5 FT SSE COND. GOOD

Reference Mark No. 2 STD. USC&GS RM BC SET IN A CONC. POST STAMPED LITCHFIELD NO 2 1934 59.7 FT. NW COND GOOD

Azimuth Mark DESTROYED

To Reach FROM THE INTERSECTION OF LITCHFIELD ROAD & CAMEL BACK ROAD IN LITCHFIELD PARK AZ. ABOUT 16½ MILES WNW OF PHOENIX TRAVEL NORTH LITCHFIELD RD. FOR 0.75 MILE TO A BLADED ROAD LEFT & LOCKED GATE - TURN LEFT & CONTINUE WEST & WESTERLY ON BLADED ROAD UP THE RIDGE FOR 0.30 MILE & THE STA. ON YOUR RIGHT - OBTAIN KEY FROM CLARK CORBETT. WIGWAM HOTEL IN LITCHFIELD PARK PHONE NO. 935-3811 EXT. 133.



RECOVERY NOTE, TRIANGULATION STATION

Recovered Station LITCHFIELD H.I. 5.5 FT. / 25 FT.

Comments 5.5 FT. HI HAS UNOBSTRUCTED VISIBILITY TO BRADLEY

25 FT. HI WOULD HAVE UNOBSTRUCTED VISIBILITY TO INITIAL

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COAST AND GEODETIC SURVEY
WASHINGTON D.C.

HORIZONTAL CONTROL DATA

by the
Coast and Geodetic Survey
NORTH AMERICAN 1927 DATUM

QUAD 331121 STATION 1054
ARIZ
LATITUDE 33°30' TO 34°00'
LONGITUDE 112°00' TO 112°30'
DIAGRAM NI 12-7 PHOENIX

Pok (Maricopa County, J. Bowie, Jr., 1936).—On the desert plains, 8 miles west and one half mile north of Litchfield. It is on the highest point of a small gravel ridge, 0.5 mile north and 1.0 mile west of the point where the main road running straight west from the Goodyear flag pole in Litchfield intersects the main north-south canal of the Maricopa County Municipal Water Conservation District No. 1; and about 0.1 mile southwest of a well-traveled desert road. Station and reference marks are standard disks welded to 3-foot pipes set in concrete. Reference mark No. 1 is 9.100 meters (29.86 feet) from station in azimuth 197°49'. Reference mark No. 2, is 8.833 meters (28.98 feet) from station in azimuth 94°02'. The azimuth mark, a standard bronze disk, note 11a, is 25 feet south of center line of desert road leading to station and 0.15 mile from station in azimuth 295°00'05".

U. S. DEPARTMENT OF COMMERCE - COAST AND GEODETIC SURVEY

RECOVERY NOTE, TRIANGULATION STATION

R

Name of Station: POK
Established by: J.B., Jr.
Recovered by: [illegible]
Year: 1936 Mean: Arizona
Year: 1960 County: Maricopa

Detailed statement as to the figures of the original description, including marks found, stampings, changes made, and other pertinent facts:

The station mark, reference mark No. 2, and the azimuth mark were recovered in good condition.
Reference mark No. 1 has been destroyed.

SFNF 2/19/86
ASSUME DESTROYED
BY TRENCHING

[illegible]

ADJUSTED HORIZONTAL CONTROL DATA

NAME OF STATION: POK
YEAR: 1930
STATE: Ariz
LOCALITY: Lapago Indian Reservation
Second-order Triangulation
SOURCE: G-3083
FIELD SKETCH: ARIZ 14

GRID DATA	COORDINATES (Feet)	PLANE AZIMUTH (Fwd Sec Angle)	MARK
STATE: Ariz ZONE: C CODE: 0202	325,284.48 [illegible]9,915.67	295°19'04" - 6 18 [illegible]	AZIMUTH MARK
STATE: ZONE: CODE:			

GEODETIC DATA	POSITION	SECONDS IN METERS	ELEVATION
	LATITUDE 33° [illegible] NORTH LONGITUDE 112 [illegible] WEST		370.12 METERS 1,214.3 FEET

TO STATION	GEODETIC AZIMUTH (Fwd Sec Angle)	DISTANCE: LOGARITHM (Meters)	DISTANCE: METERS
AZIMUTH MARK	THIRD-ORDER 295°00'04"9		

45

JULY 1966
PUBLISHED AND PRINTED BY
U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
WASHINGTON D.C.

HORIZONTAL CONTROL DATA

By the
Coast and Geodetic Survey
NORTH AMERICAN 1927 DATUM

QUAD 33112c STATION 1958
AREA
LATITUDE 33°00' TO 33°30'
LONGITUDE 112°00' TO 112°30'
DIAGRAM NI 12-7 PHOENIX

Bradley (Maricopa County, E. H. Latham, 1954; 1930).—About 10½ miles east of the village of Buckeye, in sec. 1, T. 1 S., R. 2 W., on the highest and most northerly one of a group of low hills lying just south of the Gila River and about 1 mile southeast of the J. L. Bradley ranch, near the south end of the summit, on ridge line, about 50 feet south-southeast of the high point. Marked by a standard bronze disk as described in note 2. Reference mark No. 1, a standard bronze reference disk, note 12a, is on high point of summit, in sharp rock outcrop, 12.2d2 meters (40.23 feet) from station in azimuth 171°19'. Reference mark No. 2, a standard bronze reference disk, note 12a, is down the west slope of the summit, in ledge, 9.758 meters (32.01 feet) from station in azimuth 60°38'. Station *Cotton* may be used as the azimuth mark.

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

R

RECOVERY NOTE, TRIANGULATION STATION

NAME OF STATION BRADLEY
ESTABLISHED BY E. H. L. YEAR 1954 STATE Arizona
RECOVERED BY* C. A. Annis YEAR 1962 COUNTY Maricopa

HEIGHT OF TELESCOPE ABOVE STATION MARK 1 METERS HEIGHT OF LIGHT ABOVE STATION MARK 1 METERS

DISTANCES AND DIRECTIONS TO AZIMUTH MARK, REFERENCE MARKS AND PROMINENT OBJECTS WHICH CAN BE SEEN From THE GROUND AT THE STATION

OBJECT	BEARING	DISTANCE FEET	DISTANCE METERS	DIRECTION
LINO				
R.M. No. 1	N	40.21	12.25	05 00 00.00
Goodyear, Goodyear Aircraft Corp.,				46 10 [illegible]
Water Tank				
R.M. No. 2	NE	approx. 6 miles		84 57 27.6
Azimuth Mark	SW	32.03	9.762	269 24 31
	E	approx. 0.5 mile		323 15 46.7

The station mark, reference mark number 1 and reference mark number 2 were recovered and found to be in good condition. The distance and directions to the reference marks checked. An azimuth mark was established at this time.

A new and complete description follows.

The station is located about 10 miles west of Buckeye, 6 miles southeast of Avondale and just south of the Gila River near the south end of a summit, about 50 feet south-southeast of the highest point of summit.

To reach the station from the Avondale City Hall, go west on Western Avenue for 0.05 mile to traffic light and crossroad in Goodyear, turn left and go south for 0.1 mile to U.S. Highway 80, turn right and go west-southwest on U.S. Highway 80 for 5.4 miles to Cotton Lane, turn left on Cotton Lane for 1.0 mile to house on right, continue south for 0.2 mile to fork, keep left fork for 0.1 mile to fork, keep right fork for 0.6 mile to a track crossroad, continue south between fences for 0.3 mile to three small yellow houses and fork, turn left and go east passing between the first and second house and continue east and northeast following track road to a reverse fork for 0.5 mile, keep right for 0.1 mile to a white iron gate on right, turn right through gate and go southerly on gas line road for 0.65 mile to a track road left, turn left off gas line road and go 0.1 mile to a dim fork, keep left fork and go east-northeast for 0.35 mile to the Azimuth Mark on the left end end of truck travel. From here pack easterly up trail to top of hill and station. This is about 20 minute pack.

Station mark, a standard triangulation station disk set in a drill hole in outcropping bedrock and is stamped BRADLEY 1954. The mark is 50 feet south-southeast of the highest part of hill.

Reference mark 1, a standard reference disk set in a drill hole in outcropping bedrock and is stamped BRADLEY NO 1 1954. The mark is on the highest point of hill and projects about 18 inches.

Reference mark 2, a standard reference disk set in a drill hole in outcropping bedrock which is about 12 feet lower in elevation than the station and is stamped BRADLEY NO 2 1954. The mark is on a ledge on the west side of hill.

Azimuth mark, a standard azimuth disk set in a drill hole in outcropping bedrock and is stamped BRADLEY 1954. The mark is 54 feet north of a track road, 10 feet northwest of a cairn and 5 feet northeast of a witness post.

B. P. Brunetti

*Name of chief of party should be inserted here. The officer who actually scanned the stations should sign his name in place of the secretary once.

NOTE - One of these forms must be used for every station recovered.

ADJUSTED HORIZONTAL CONTROL DATA

NAME OF STATION BRADLEY YEAR 1934, 1950, 1962
STATE Arizona LOCALITY Yuma to Stewart Dam
First ORDER Triangulation SOURCE 0-3022, 0-3031 RECOMMENDATION Ariz. 8-II, 18, 49-II, [illegible]
0-12917
0-13120

GRID DATA	COORDINATES (Feet)	PLANE AZIMUTH FROM 3rd ANGLE	MARK
STATE Ariz	x 348,688.75	94° 41' 20"	AZIMUTH MARK 1962
ZONE C	y 863,635.23	- 0 16 21	
CODE 0202			
STATE	x		
ZONE	y		
CODE			

GEODETIC DATA	POSITION	SECONDS IN METERS	ELEVATION
	LATITUDE 33° 22' 23".4268 NORTH		370.6 METERS
	LONGITUDE 112 24 44.3019 WEST		1281 FEET

TO STATION	GEODETIC AZIMUTH (From south)	DISTANCE (Meters)
AZIMUTH MARK 1962	THIRD-ORDER 94° 24' 50".9	

RECOVERED AS PER A.G.S. DESCRIPTION 1982
STA, RM'S 1 & 2 AND AZ MARK RECOVERED AS DESCRIBED
COND GOOD 2/13/86

PAGE 1 of 6

...Y 1966
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W...INGTON D.C.

HORIZONTAL CONTROL DATA

by the
Coast and Geodetic Survey
NORTH AMERICAN 1927 DATUM

BRADLEY (Continued)

RECOVERY NOTE, TRIANGULATION STATION

NAME OF STATION: BRADLEY
ESTABLISHED BY: E.B.L. YEAR 1934 STATE Arizona BENCH MARK ALSO [illegible]
RECOVERED BY: D.J. Florwick YEAR 1965 COUNTY Maricopa
AIRLINE DISTANCE AND DIRECTION FROM NEAREST TOWN
HEIGHT OF TELESCOPE ABOVE STATION MARK 5 FEET. HEIGHT OF LIGHT ABOVE STATION MARK 4 FEET

DISTANCES AND DIRECTIONS TO AZIMUTH MARK, REFERENCE MARKS AND PROMINENT OBJECTS WHICH CAN BE SEEN FROM THE GROUND AT THE STATION

OBJECT	BEARING	DISTANCE FEET	DISTANCE METERS	DIRECTION ° ′ ″
WHITE 1934				00 00 00.00
Reference Mark No. 1	N	40.179	12.247	46 18 21
Reference Mark No. 2	SW	32.040	9.767	295 33 38
Azimuth Mark	W	(approx.	0.3) mi.	329 31 57.5

The station mark, reference mark No. 1, reference mark No. 2 and the azimuth mark were recovered and found to be in good condition. The directions to both reference marks and the azimuth mark were checked, but a slight discrepancy was noted in the distances to the reference marks. The measurement to reference mark No. 1 is 10 mm shorter than the 1962 measurement, and that to reference mark No. 2 [illegible] longer. A new and complete description follows:

The station is located on the summit of a [illegible] rocky hill about [illegible] miles east of Buckeye, [illegible] miles southwest of Avondale and just south of the Gila River.

To reach the station from the City Hall in Avondale, go west on Western Avenue for 0.85 mile to Litchfield Road. Turn left and go south on Litchfield Road for 0.75 mile to U.S. Highway 80. Turn right and go westerly on U.S. Highway 80 for 4.4 miles to Cotton Lane. Turn left and go southerly on Cotton Lane for 1.2 miles to a fork. Take the left fork and continue south along a bladed road for 0.45 mile to an intersection of 5 bladed roads. Take the extreme left road and go northeast for 0.35 mile to the north end of a concrete irrigation ditch. Turn right and follow bladed road south for 0.25 mile to a "Y" intersection. Turn left and go east for 0.15 mile to another "Y" intersection and a white-painted metal pole on the right. Turn right, through gate, and go southerly for 0.05 mile to a truck road on the left. Turn left and follow truck road for 0.1 mile to a fork. Take the left fork and follow the truck road for 0.25 mile to the azimuth mark on the left and the end of truck travel. Pack easterly up steep hill for about 0.3 mile to the summit and the station mark. Packing time is about 20 minutes.

The station mark is a standard disk, stamped BRADLEY 1934, cemented in a drill hole in outcropping bedrock. It is about 5[illegible] feet south of the highest point of the hill.

Reference mark No. 1 is a standard disk, stamped BRADLEY NO 1 1934, cemented in a drill hole in outcropping bedrock that projects 1[illegible] inches. It is on the highest point of the hill.

Reference mark No. 2 is a standard disk, stamped BRADLEY NO 2 1934, cemented in a drill hole in outcropping bedrock about 12 feet below the elevation of the station mark.

The azimuth mark is a standard disk, stamped BRADLEY 1934, cemented in a drill hole in outcropping bedrock. It is 54 feet north of the center of a truck road, 10 feet northwest of a cairn and 5 feet northeast of a metal witness post.

PAGE 2[illegible]

7A

STATION DESCRIPTION
ARIZONA DEPARTMENT OF TRANSPORTATION
PHOTOGRAMMETRY AND MAPPING SERVICES
GEODETIC CONTROL SURVEY

STATION NAME--BRADLEY

204R *11*33112243001 *12*005
BRADLEY *15*AZ/MARICOPA
1/CGS *21*1934EBL *22*SX0020 *23*1.6
5/AZDT *25*1983GH *26*G
$
THE DRILL HOLE FOR THE STATION MARK WAS RECOVERED WITH THE DISK MISSING. A NEW STATION MARK STAMPED---BRADLEY 1934 1983---WAS SET ON THE ORIGINAL POSITION. THE REFERENCE MARKS AND THE AZIMUTH MARK WERE RECOVERED AS DESCRIBED. A NEW ROUTE TO THE STATION FOLLOWS.
$
TO REACH THE STATION FROM THE INTERSECTION OF U. S. HIGHWAY 80 AND LITCHFIELD ROAD IN AVONDALE TRAVEL WEST ALONG U. S. 80 FOR 1.2 MILES TO BULLARD ROAD. TURN LEFT AND TRAVEL SOUTH FOR 2.5 MILES TO VINEYARD AVENUE. TURN RIGHT AND TRAVEL WEST FOR 1.1 MILES TO REEMS ROAD. CONTINUE SOUTH ALONG THE WEST SIDE OF THE GOLF COURSE FOR 0.4 MILE TO A GATE. PASS THROUGH GATE AND TRAVEL WEST 0.25 MILE TO A BLADED ROAD ON THE LEFT. TURN LEFT AND TRAVEL SOUTH FOR 0.1 MILE TO A BLADED ROAD RIGHT. TURN RIGHT AND CONTINUE WEST FOR 0.7 MILE TO A BLADED ROAD. TURN LEFT FOR 0.25 MILE TO A FORK AT A POWER LINE. TAKE RIGHT FORK FOR 0.6 MILE TO A GAS LINE. TURN LEFT ALONG GAS LINE FOR 0.6 MILE TO A TRAIL LEFT. TURN LEFT FOR 0.1 MILE TO A FORK. TURN LEFT FOR 0.25 MILE TO THE AZIMUTH MARK. PACK TO THE LOW SADDLE TO THE NORTH AND THEN SOUTH TO THE STATION.

RECOVERED AS PER ABOVE DESCRIPTION
STA, RM's 1 & 2 AND AZ MARK RECOVERED
AS DESCRIBED COND GOOD 2/13/86

(7C)

Page 4 of 14

RECOVERY NOTE, TRIANGULATION STATION

Name of Station: BRADLEY

Established by: E.B.L. USC&GS, year 1934

Recovered by: PEMBERTON P&M, date 10/82, Job.No. 1400

Location by county: MARICOPA. Location 30' quad 331122

General Location: ABOUT 10 MILES EAST OF BUCKEYE, 8 MILES SOUTH-WEST OF AVONDALE & JUST SOUTH OF THE GILA RIVER NEAR THE SOUTH END OF A SUMMIT, ABOUT 50FT. SSE OF THE HIGHEST POINT

Condition & Description:

Station Mark SEE COMMENTS PAGE 2

Reference Mark No. 1 STD. USC&GS RM BC SET IN A ROCK OUTCROP - STAMPED BRADLEY NO1 1934 40.2FT. N, COND GOOD

Reference Mark No. 2 STD. USC&GS RM BC SET IN A ROCK OUTCROP STAMPED BRADLEY NO2 1934 32.0 FT. SW COND. GOOD

Azimuth Mark FOUND & IN GOOD COND. MARKED WITH WITNESS POST & SIGN.

To Reach FROM THE INTERSECTION OF SR85 & LITCHFIELD RD. 0.50 MILE SOUTH OF THE MAIN GATE OF THE GOODYEAR PLANT TRAVEL WEST ON SR 85 FOR 1.20 MILE TO BULLARD RD. - TURN LEFT & TRAVEL SOUTH ON BULLARD FOR 2.50 MILES (CROSSING THE GILA RIVER) TO VINEYARD AVE - TURN RIGHT ON VINEYARD & TRAVEL WEST FOR 1.10 TO REEMS RD. TURN LEFT ON REEMS RD. & CONTINUE SOUTH ON WEST SIDE OF GOLF COURSE FOR 0.40 MILE TO GATE AFTER MAKING RIGHT TURN - PASS THROUGH GATE & TRAVEL WEST FOR 0.25 MILE TO A BLADED ROAD ON LEFT - TURN LEFT (SOUTH) FOR 0.10 MILE TO BLADED RD. RIGHT

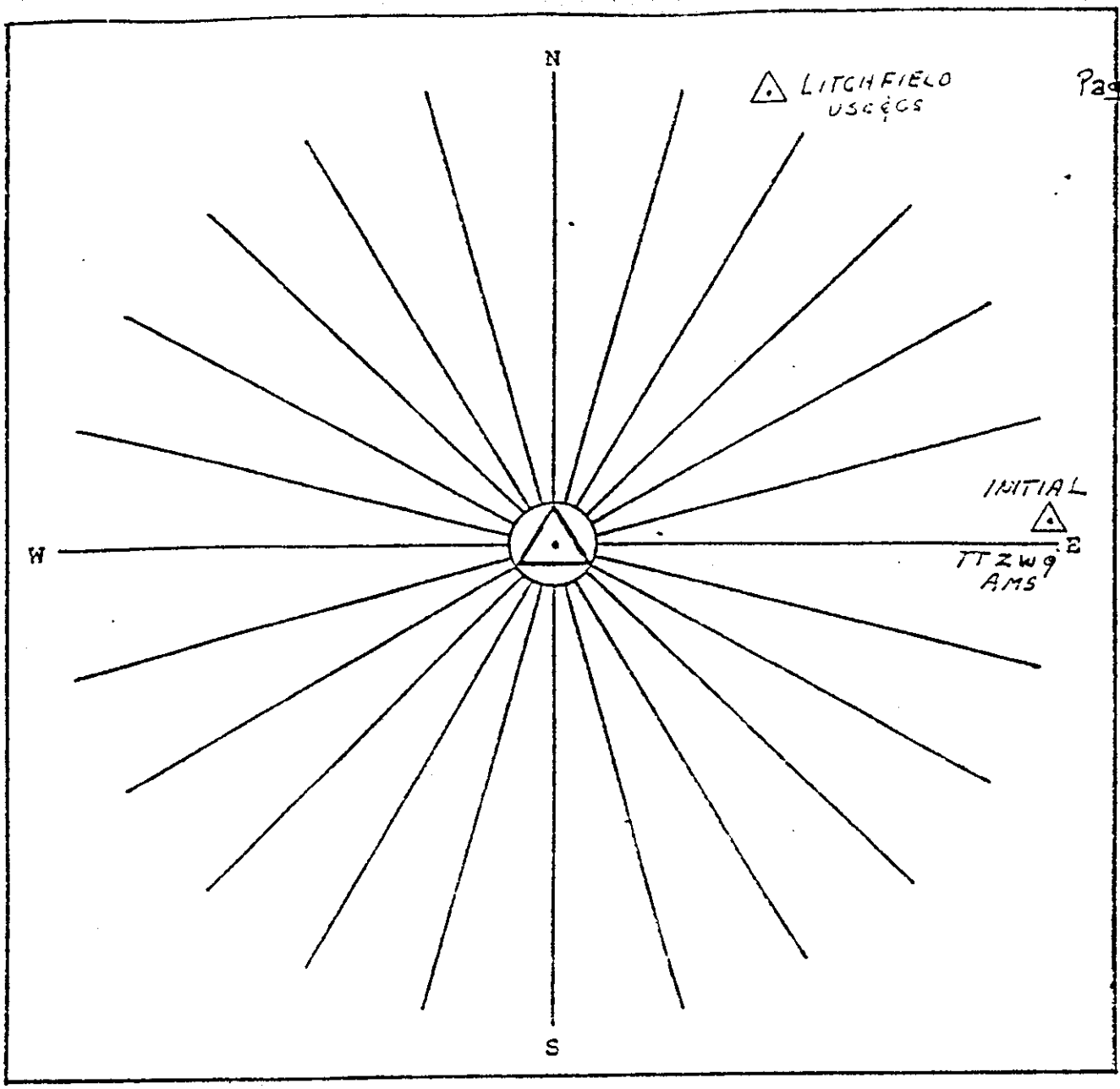
(ON BACK)

TURN RIGHT & CONTINUE WESTERLY FOR 0.70 MILE TO A BLADED RD. TURN LEET & CONTINUE FOR 0.25 MILE TO A FORK AT POWER LINE - TAKE RIGHT FORK FOR 0.60 MILE AROUND NORTH & WEST SIDE OF HILLS TO A GAS LINE - TURN LEFT ON GAS LINE & TRAVEL SOUTH FOR 0.60 MILE TO A TRAIL LEFT. TURN LEFT & CONTINUE EAST FOR 0.10 MILE TO A FORK - TURN LEFT & CONTINUE FOR 0.25 MILE & THE AZ. MARK FROM HERE YOU CAN CONTINUE UP THE HILL ABOUT 350 FT. TOWARD THE STA.; BUT MAY BE EASIER TO PACK TO THE LOW SADDLE TO THE NORTH THEN SOUTH EAST TO STA.

4X4 REQUIRED

7E

Page 6 of 6



RECOVERY NOTE, TRIANGULATION STATION

Recovered Station BRADLEY H.I. 5.5 FT.

Comments CAP HAD BEEN REMOVED, BUT DRILL HOLE OK - STA. LOCATION ESTABLISHED BY INSTRUMENTATION - USING AZ. MARK, RM1 & RM2 A NEW NGS BC STAMPED BRADLEY 1934-1982 SET, HOLD DRILL HOL. BY INSTRUMENT & THOROUGHLY EPOXIED IN POSITION.

L. WAKEFIELD - M. PEMBERTON. 11/1/0-

B4 VERTICAL CONTROL DATUM

The vertical control is based on the NATIONAL GEODETIC VERTICAL DATUM. The following National Geodetic Survey monuments were used to establish vertical control. See the following recovery notes by the Arizona Department of Transportation.

Name of Survey Monument	Location	Elevation
BEDROCK-1	Northern Avenue, 2.5 Miles West of Beardsley Canal	1514.92
N-475	Northern Avenue, 2.5 Miles West of Beardsley Canal	1474.15
M-475	Northern Avenue, 1.8 Miles West of Beardsley Canal	1343.22
L-475	Northern Avenue, 0.7 Miles West of Beardsley Canal	1264.23
P-475	Northern Avenue, 2.5 Miles West of Beardsley Canal	1443.02

Mark	Location	Elevations (Ft.)					Remarks
		Adjusted 1981	Published 1967	Published 1948	Diff. 67-81	Diff. 48-81	
K475	Beardsley Canal & Waddell Rd	1327.602					Set 1981
M265	Beardsley Canal & Cactus Rd	1326.204	1327.802	1329.508	-1.598	-3.304	Subsidence
L265	Beardsley Canal & Peoria Ave	1302.589	1305.102	1306.680	-2.513	-4.091	Subsidence
K265	Beardsley Canal & Olive Ave	1275.439	1276.520	1277.727	-1.081	-2.288	Subsidence
J265	Beardsley Canal & Northern Ave	1228.992	1230.296	1231.540	-1.304	-2.548	Subsidence
L475	Beardsley Canal & Northern Ave 0.7 mi W	1264.233					Set 1981
M475	Beardsley Canal & Northern Ave 1.8 mi W	1343.218					Set 1981
N475	Beardsley Canal & Northern Ave 2.5 mi W	1474.154					Rock-set 1981
BEDROCK 1 USGS	Beardsley Canal & Northern Ave 2.5 mi W	1514.916					Rock
P475 1976 77	Beardsley Canal & Northern Ave 2.5 mi W	1443.019					Rock-set 1981
Q475	Beardsley Canal & Northern Ave 2.5 mi W	1434.646					" " "
M366	Beardsley Canal & Northern 0.25 mi S	1212.557	1213.826		-1.269		Subsidence
H265	Beardsley Canal & Glendale Ave	1196.135	1197.324	1199.391	-1.189	-3.256	Subsidence
G265	Beardsley Canal & Bethany Home Rd	1166.550	1167.019	1168.452	-0.469	-1.902	Subsidence
F265	Beardsley Canal & Camelback Rd	1146.399	1147.032	1149.184	-0.633	-2.785	Subsidence
R475	Beardsley Canal & Camelback Rd	1149.617					Set 1981
E265	Beardsley Canal & Indian School Rd	1131.963	1132.544	1134.410	-0.581	-2.447	Subsidence
D265	Perryville Rd & Indian School Rd	1110.325	1110.644	1112.107	-0.319	-1.782	Subsidence
AZIMUTH MARK	Perryville Rd & Thomas Rd	1084.519	1084.752		-0.233		
E366	Perryville Rd & McDowell Rd	1050.662	1050.623		+0.039		

```
ACRN=          ********** BENCH MARK DESCRIPTION **********
DESIGNATION--BEDROCK 1 USGS                STATE--AZ  COUNTY--MARICOPA
QUAD--          QSN--          LINE--          AREA--
LOCATED FROM THE CITY OR TOWN OF--GOODYEAR
MONUMENT BY--USGS                YR--UNK   CP--      MARK TYPE--BM DISK
RECOVERY BY--NGS                 YR--1981  CP--BWM   CONDITION--GOOD
SPECIFIC SETTING--ROCK OUTCROP                          MONUMENTATION CODE--
STAMPING--BEDROCK 1 USGS                                OTHER CONTROL--X
LATITUDE = 333300N     LONGITUDE = 1123050W
          ********** RECOVERY DESCRIPTION **********
     9.6 KM (6.0 MI) WEST ALONG YUMA ROAD FROM THE POST OFFICE AT GOODYEAR,
     THENCE 6.5 KM (4.0 MI) NORTH ALONG PERRYVILLE ROAD, THENCE 0.8 KM
     (0.5 MI) WEST ALONG INDIAN SCHOOL ROAD, THENCE 6.5 KM (4.0 MI) NORTH
     ALONG CANAL ROAD, THENCE 1.1 KM (0.7 MI) WEST ALONG A DIRT ROAD
     PARALLELING A POWER LINE, THENCE 2.8 KM (1.75 MI) WEST ALONG THE SOUTH
     ONE OF TWO DIRT ROADS, THENCE 0.1 KM (0.05 MI) SOUTH ALONG A DIRT
     ROAD, ON THE NORTHEAST SLOPE OF A RIDGE TO THE NORTH, A 1-INCH SURVEY
     DISK CEMENTED IN TOP OF A ROCK OUTCROP, 66 METERS (216.7 FT) WEST OF
     THE CENTERLINE OF THE ROAD, 54.5 METERS (179 FT) WEST OF BENCH MARK
     N 475, 10.4 METERS (34 FT) SOUTH-SOUTHEAST OF THE NORTH END OF THE
     OUTCROP, 1 METER (3.5 FT) WEST OF THE EAST EDGE OF THE OUTCROP.
     10 METERS ABOVE THE ROAD.


ACRN=          ********** BENCH MARK DESCRIPTION **********
DESIGNATION--P 475.                        STATE--AZ  COUNTY--MARICOPA
QUAD--          QSN--          LINE--          AREA--
LOCATED FROM THE CITY OR TOWN OF--GOODYEAR
MONUMENT BY--NGS                 YR--1981  CP--BWM   MARK TYPE--BM DISK
SPECIFIC SETTING--ROCK OUTCROP                          MONUMENTATION CODE--
STAMPING--P 475 1981                                    OTHER CONTROL--
LATITUDE = 333254N     LONGITUDE = 1123048W
          ********** ORIGINAL DESCRIPTION **********
     9.6 KM (6.0 MI) WEST ALONG YUMA ROAD FROM THE POST OFFICE AT GOODYEAR,
     THENCE 6.5 KM (4.0 MI) NORTH ALONG PERRYVILLE ROAD, THENCE 0.8 KM
     (0.5 MI) WEST ALONG INDIAN SCHOOL ROAD, THENCE 6.5 KM (4.0 MI) NORTH
     ALONG CANAL ROAD, THENCE 1.1 KM (0.7 MI) WEST ALONG A DIRT ROAD
     PARALLELING A POWER LINE, THENCE 2.8 KM (1.75 MI) WEST ALONG THE SOUTH
     ONE OF TWO DIRT ROADS, THENCE 0.25 KM (0.15 MI) SOUTH ALONG A DIRT
     ROAD, AT THE BASE OF THE EAST SLOPE OF A RIDGE TO THE NORTH, IN TOP OF
     A GRANITE OUTCROP, 37.2 METERS (122 FT) WEST OF THE CENTERLINE OF THE
     ROAD, 32.9 METERS (108 FT) SOUTHWEST OF A 20 FOOT TALL SAGUARO CACTUS
     WITH 4 ARMS ON ITS SOUTH SIDE, 12.2 METERS (40 FT ) EAST OF A 6-INCH
     PALO VERDE TREE.
     ABOUT LEVEL WITH THE ROAD.
     3.5 METERS SOUTHEAST FROM A WITNESS POST.
```

```
ACRN=          ********** BENCH MARK DESCRIPTION **********
DESIGNATION--M 475                          STATE--AZ  COUNTY--MARICOPA
QUAD--          QSN--          LINE--          AREA--
LOCATED FROM THE CITY OR TOWN OF--GOODYEAR
MONUMENT BY--NGS                YR--1981  CP--BWM  MARK TYPE--FLANGE-ENCASED ROI
SPECIFIC SETTING--STAINLESS STEEL ROD                    MONUMENTATION CODE--(
STAMPING--M 475 1981                                      OTHER CONTROL--
LATITUDE = 333303N     LONGITUDE = 1123001W
          ********** ORIGINAL DESCRIPTION **********
     9.6 KM (6.0 MI) WEST ALONG YUMA ROAD FROM THE POST OFFICE AT GOODYEAR,
     THENCE 6.5 KM (4.0 MI) NORTH ALONG PERRYVILLE ROAD, THENCE 0.8 KM
     (0.5 MI) WEST ALONG INDIAN SCHOOL ROAD, THENCE 6.5 KM (4.0 MI) NORTH
     ALONG CANAL ROAD, THENCE 1.1 KM (0.7 MI) WEST ALONG A DIRT ROAD
     PARALLELING A POWER LINE, THENCE 1.8 KM (1.1 MI) WEST ALONG THE SOUTH
     ONE OF TWO DIRT ROADS, AT THE SOUTHWEST CORNER OF THE T JUNCTION OF A
     DIRT ROAD LEADING SOUTH, 20.7 METERS (68 FT) SOUTH OF THE CENTERLINE
     OF A DIRT ROAD, 14 METERS (46 FT) WEST OF THE CENTERLINE OF A DIRT
     ROAD, 1.5 METERS (5 FT) NORTH OF A SAGUARO CACTUS WITH ONE ARM ON
     ITS SOUTH SIDE, THE ROD WAS DRIVEN TO REFUSAL AT A DEPTH OF 4 FEET.
     A STAINLESS STEEL ROD SET TO THE DEPTH OF 1.2  METERS ENCASED IN A PIPE
     FLUSH WITH THE GROUND.
     ABOUT LEVEL WITH THE DIRT ROADS.
     0.55 METERS EAST FROM A WITNESS POST.

ACRN=          ********** BENCH MARK DESCRIPTION **********
DESIGNATION--N 475                          STATE--AZ  COUNTY--MARICOPA
QUAD--          QSN--          LINE--          AREA--
LOCATED FROM THE CITY OR TOWN OF--GOODYEAR
MONUMENT BY--NGS                YR--1981  CP--BWM  MARK TYPE--BM DISK
SPECIFIC SETTING--ROCK OUTCROP                           MONUMENTATION CODE--
STAMPING--N 475 1981                                      OTHER CONTROL--
LATITUDE = 333300N     LONGITUDE = 1123048W
          ********** ORIGINAL DESCRIPTION **********
     9.6 KM (6.0 MI) WEST ALONG YUMA ROAD FROM THE POST OFFICE AT GOODYEAR,
     THENCE 6.5 KM (4.0 MI) NORTH ALONG PERRYVILLE ROAD, THENCE 0.8 KM
     (0.5 MI) WEST ALONG INDIAN SCHOOL ROAD, THENCE 6.5 KM (4.0 MI) NORTH
     ALONG CANAL ROAD, THENCE 1.1 KM (0.7 MI) WEST ALONG A DIRT ROAD
     PARALLELING A POWER LINE, THENCE 2.8 KM (1.75 MI) WEST ALONG THE SOUTH
     ONE OF TWO DIRT ROADS, THENCE 0.1 KM (0.05 MI) SOUTH ALONG A DIRT
     ROAD, ON THE EAST SLOPE OF A RIDGE TO THE NORTH, IN TOP OF A QUARTZITE
     VEIN, 11.5 METERS (37.7 FT) WEST OF THE CENTERLINE OF THE ROAD, 28.6
     METERS (94 FT) SOUTH OF THE CENTER OF A DRY WASH.
     1.8 METERS ABOVE THE ROAD.
     0.3 METERS NORTH FROM A WITNESS POST.
```

ACRN= ********** BENCH MARK DESCRIPTION **********
DESIGNATION--L 475 STATE--AZ COUNTY--MARICOPA
QUAD-- QSN-- LINE-- AREA--
LOCATED FROM THE CITY OR TOWN OF--GOODYEAR
MONUMENT BY--NGS YR--1981 CP--BWP MARK TYPE--FLANGE-ENCASED RO
SPECIFIC SETTING--STAINLESS STEEL ROD MONUMENTATION CODE--
STAMPING--L 475 1981 OTHER CONTROL--
LATITUDE = 333306N LONGITUDE = 1122854W
********** ORIGINAL DESCRIPTION **********

9.6 KM (6.0 MI) WEST ALONG YUMA ROAD FROM THE POST OFFICE AT GOODYEAR, THENCE 6.5 KM (4.0 MI) NORTH ALONG PERRYVILE ROAD, THENCE 0.8 KM (0.5 MI) WEST ALONG INDIAN SCHOOL ROAD, THENCE 6.5 KM (4.0 MI) NORTH ALONG CANAL ROAD, THENCE 1.1 KM (0.7 MI) WEST ALONG A DIRT ROAD PARALLELING A POWER LINE, 0.3 KM (0.2 MI) WEST OF THE Y JUNCTION OF A DIRT ROAD LEADING TO THE CASE EQUIPMENT TESTING LAB, 4 METERS (13 FT) NORTH OF THE CENTERLINE OF THE DIRT ROAD, 33.2 METERS (109 FT) EAST OF THE CENTER OF THE CROSSING OF A DRY WASH, 3.4 METERS (11.2 FT) WEST OF THE FIRST POWER LINE POLE WEST OF THE JUNCTION POLE FOR A SPUR LINE TO THE CASE LAB, 3.7 METERS (12 FT) EAST OF THE ANCHOR FOR A POWER LINE POLE GUY WIRE, THE ROD WAS DRIVEN TO REFUSAL AT A DEPTH OF 13 FEET.
A STAINLESS STEEL ROD SET TO THE DEPTH OF 4.0 METERS ENCASED IN A PIPE FLUSH WITH THE GROUND.
0.3 METERS ABOVE THE ROAD.
0.3 METERS SOUTH FROM A WITNESS POST.

WHITE #1 Book

TANKS

PHASE 1

LIETZ
SINCE 1882

CROSS SECTION BOOK

No. 8152-75

289036

Book #1

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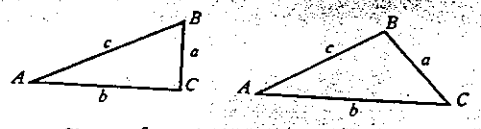
INDEX PAGE

JOB NO.	PROJECT	PAGE NUMBER
289036-	WHITE TANKS. AGC	1-

FORMULAE FOR SOLVING RIGHT TRIANGLES



$\text{Sin } A = \frac{a}{c} = \text{Cos } B \qquad \text{Cot } A = \frac{b}{a} = \text{Tan } B$

$\text{Cos } A = \frac{b}{c} = \text{Sin } B \qquad \text{Sec } A = \frac{c}{b} = \text{Cosec } B$

$\text{Tan } A = \frac{a}{b} = \text{Cot } B \qquad \text{Cosec } A = \frac{c}{a} = \text{Sec } B$

Given	Required	Solution
A, c	B, a, b	$B = 90° - A, a = C \sin A, b = C \cos A.$
A, b	B, a, c	$B = 90° - A, a = b \tan A, C = \frac{b}{\cos A}.$
A, a	B, b, c	$B = 90° - A, b = a \cot A, C = \frac{a}{\sin A}.$
a, c	A, B, b	$\sin A = \frac{a}{c}, \cos B = \frac{a}{c}, b = \sqrt{(c+a)(c-a)}$
a, b	A, B, c	$\tan A = \frac{a}{b}, \cot B = \frac{a}{b}, c = \sqrt{a^2 + b^2}$

FORMULAE FOR SOLVING OBLIQUE TRIANGLES

Given	Required	Solution
A, a, b	B, c	$\sin B = \frac{b \sin A}{a}, c = \frac{a \sin C}{\sin A}$
A, B, a	b	$b = \frac{a \sin B}{\sin A}$
a, b, C	A, c	$A + B = 180° - C, C = \frac{a \sin C}{\sin A}$
a, b, c	Area	side $\frac{a+b+c}{2}$, area $= \sqrt{s(s-a)(s-b)(s-c)}$
A, b, c	Area	area $= \frac{bc \sin A}{2}$
A, B, C, a	Area	area $= \frac{a^2 \sin B \sin C}{2 \sin A}$

289036 -110-01

1

D SCHWALENSTOCKER

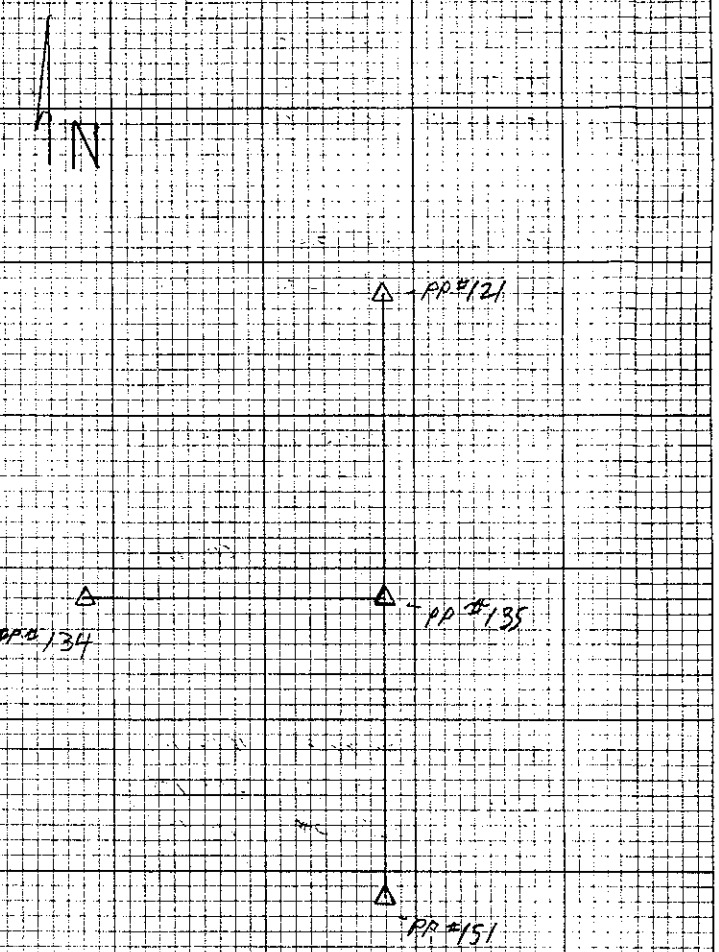
L MITCHELL

WILD T2

LIETZ REP 2A EOM

HORIZONTAL CONTROL PHASE 1

⊼ @ PANEL PT 135			HI = 6.13	EPM = 6.80	
	D	R			
1) PANEL PT 151	0-00-58	180-00-53	55.5		
PANEL PT 134	90-20-05	270-20-08	06.5	90-19-11	
PANEL PT 121	180-01-08	0-01-13	10.5	180-00-15	
2)	90-00-38	270-00-43	40.5	~~10.5~~	
	180-19-50	00-19-52	51	10.5	11
	270-00-49	90-00-52	50.56	10	12.5
	TEMP 52°F		PPM 0		
PP# 151	90-14-14	5285.79	1611.101		HT=
		5285.79	1611.112		4.36
	269-45-41	5285.78	161.110		
			1611.111		
PP# 134	89-45-35	5265.82	1605.018		HT=
	270-14-37	5265.78	1605.014		4.59
		5265.78	1605.012		
		5265.79	1605.015		
PP# 121	89-48-10	5276.62	1608.300		HT=
	270-12-03	5276.62	1608.313		4.23
		5276.62	1608.304		
			1608.306		



PP# 135 BOLT IN CONCRET IN HAND HOLE 12/13 | 7/18 T2N R1W/2W

PP# 151 (PHASE 2) BCSM IN HH CITY OF PHOENIX 13/24 | 18/19

PP# 134 BCSM IN HH M.C.H.D. 11/14 | 12/13

PP# 121 BOLT IN CONCRETE IN HH 1/12 | 6/7

π @ PANEL PT 120 HT = 5.67 EDM = 6.34

	D	R				
1) PP 121	0-00-13	180-00-07	10			
PP 134	89-36-52	269-36-52	52	89-36-42		
PP 119	179-22-01	359-22-03	02	179-21-52		
2)	~~90-08-11~~	~~270-07-52~~				
	~~179-44-28~~	~~359-44-34~~	~~31~~			
	~~269-29-51~~	~~89-29-52~~	~~57.5~~			
	90-02-23	~~89-24-15~~	270-02-26	24.5	~~33~~	
	179-38-52	359-39-03		38-57.5	33	37.5
	269-24-16	~~270-02-26~~	89-24-15	15.5	51	51.5

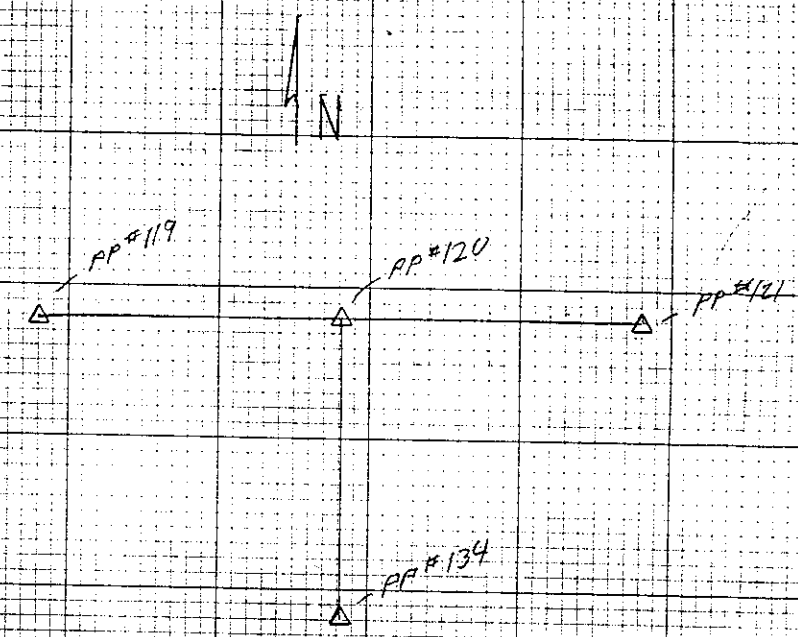
PP 121

62°F PPM 2

90-19-41	5250.74	1600.423	HT =
269-40-19	5250.73	1600.428	4.23
	5250.73	1600.416	
		1600.422	

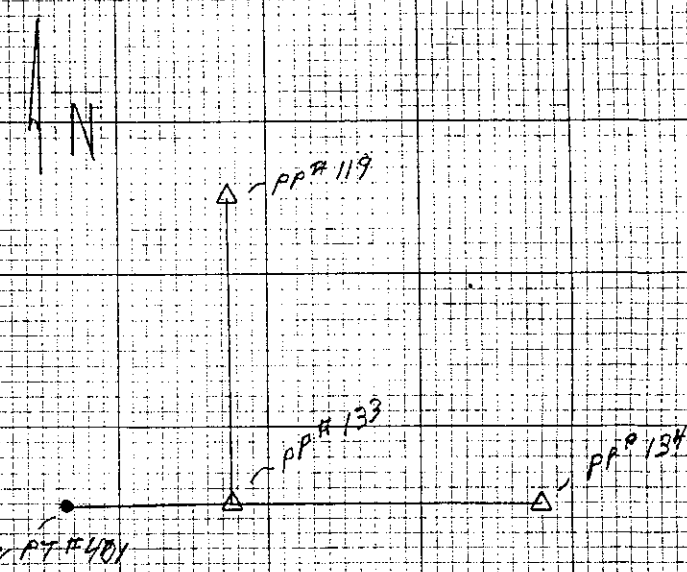
PP 134	90-16-52	5298.35	1614.942	HT =
	269-43-15	5298.34	1614.936	4.59
		5298.34	1614.947	
			1614.942	

PP 119	89-38-57	5283.05	1610.267	HT =
	270-20-36	5283.03	1610.242	8.36
		5283.01	1610.253	



PP # 120	BCSM IN HH M.C.H.D.	2/11	1/12 T2N R2W
PP # 121	BOLT IN CONCRETE IN HH	1/12	6/7
PP # 134	BCSM IN HH M.C.H.D.	11/14	12/13
PP # 119	1/2" I.P. BELOW PVMT	3/10	2/11

T@ PANEL PT 133				HI = 6.42	EDM = 7.09
	D	R			
1) RANDOM PT 401	00-02-02	180-02-08	0.5		
PP 119	91-32-51	271-33-00	55.5	91-30-50.5	
PP 134	181-31-03	01-31-05	04	181-28-59	
2) 401	90-04-08	270-04-09	08.5		
119	181-35-01	01-34-53	56.5	-48	49
134	271-33-03	91-33-06	04.5	-56	57.5
RANDOM PT 401	89-46-42	2626.74	800.629		HT =
	270-13-31	2626.74	800.628		4.72
		2626.73	800.629		
PP 119	89-42-28	5283.91	1610.550		HT =
	270-17-24	5283.91	1610.541		4.36
		5283.90	1610.537		
			1610.543		
PP 134	90-15-15	5277.34	1608.541		HT =
	269-44-47	5277.31	1608.545		8.59
		5277.35	1608.540		
		5277.33	1608.542		



PP # 133 1 1/2" O.I.P. BELOW PVMT. 10|11 / 15|14 T2N R2W

401 HUB & TACK RANDOM PT

PP # 119 1/2" I.P. BELOW PVMT 3|2 / 10|11

PP # 134 BCSM IN HH M.C.H.D. 11|12 / 14|13

T @ PANEL PT 118 HT = 5.48 EDM = 6.15

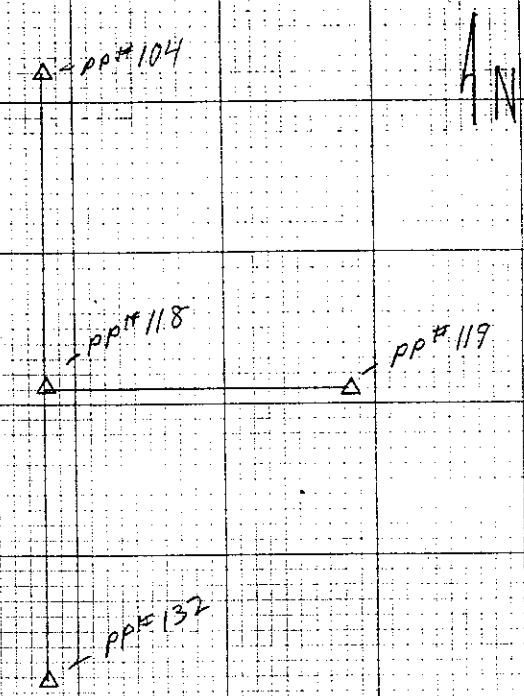
	D	R			
1) PP 104	0-03-08	180-03-07	07.5		
PP 119	90-35-00	270-34-55	34-57.5	90-31-50	
PP 132	181-01-04	01-01-01	02.5	180-57-55	
2) 104	90-02-06	270-02-08	07		
119	180-34-00	0-33-53	33-56.5	49.5	50
132	271-00-02	91-00-02	02	55	55

68°F PPM = 4

PP 104	89-38-13	5270.69	1606.521	HT =
	270-21-56	5270.71	1606.516	4.36
		5270.71	1606.523	
		5270.70	1606.520	

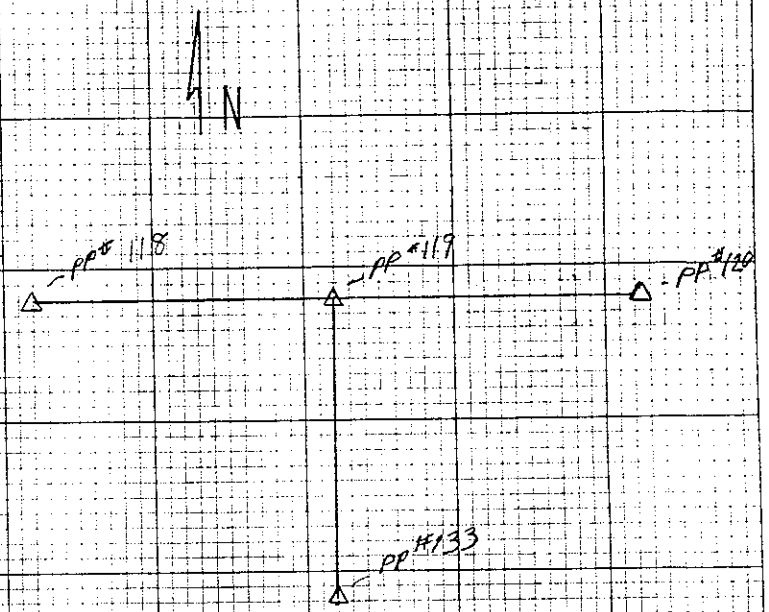
		SD/F	SD/M	
PP 119	90-16-42	5245.53	1598.817	HT =
	269-43-14	5245.49	1598.820	8.36
		5245.50	1598.822	
		5245.51	1598.820	

PP 132	90-20-48	5273.00	1607.209	HT =
	269-39-15	5273.00	1607.203	4.23
		5273.00	1607.209	
			1607.207	



PP# 118	1½" I.C.P. BELOW PUMT	4 | 3 / 9 | 10	T2N R2W
PP# 104	CROSSED OUT NAIL BELOW PUMT	33 | 34 / 4 | 3	
PP# 119	½" I.P. BELOW PUMT	3 | 2 / 10 | 11	
PP# 132	1" I.P. (BENT)	9 | 10 / 16 | 15	

	⊼ @ PANEL PT 119		H1 =		
	D	B			
1) PP 120	00-02-01	180-02-00	00.5		
PP 133	90-13-14	270-13-20	17	90-11-16.5	
PP 118	179-53-36	359-53-39	37.5	179-51-37	
2) PP 120	90-01-16	270-01-19	17.5		
PP 133	180-12-33	00-12-38	35.5	-18	-17
PP 118	269-52-36	89-52-52	54	-36.5	-37

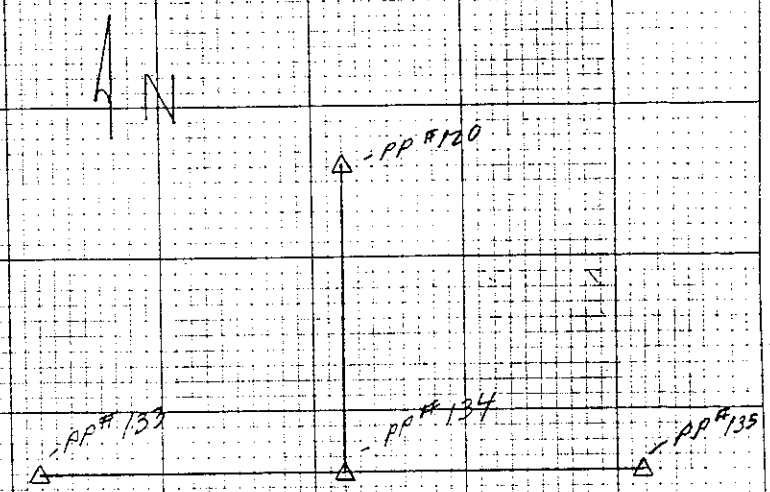


PP# 119	1/2" I.P. BELOW PVMT.	3/10 | 2/11	T.R.W. R2W
PP# 120	BCSM 10 HH MC. HD.	2/11 | 1/12	
PP# 133	1 1/2" O.I.P. BELOW PVMT.	10/15 | 11/14	
PP# 118	1 1/2" I.C.P. BELOW PVMT.	4/9 | 3/10	

T@ PANEL PT 134

	D	R			
1) PP 133	0-13-16	180-13-15	15.5		
PP 120	90-18-44	270-18-41	42.5	90-05-27	
PP 135	180-27-39	0-27-36	37.5	180-14-22	
2) PP 133	90-08-49	270-08-50	49.5		
PP 120	180-14-28	0-14-17	22.5	05-33	-30
PP 135	270-23-07	90-23-11	.09	19.5	-21

(7)



PP #134	BCSM IN HH M.C.H.D.	11/14 12/13	T2N R2W
PP #133	1½" O.I.P. BELOW PUNT	10/15 11/14	
PP #120	BCSM IN HH M.C.H.R.	2/11 1/12	
PP #135	BOLT IN CONCRETE IN HH	12/13 7/18	

A @ PANEL PT 121 HI = 5.88 EDM = 6.55

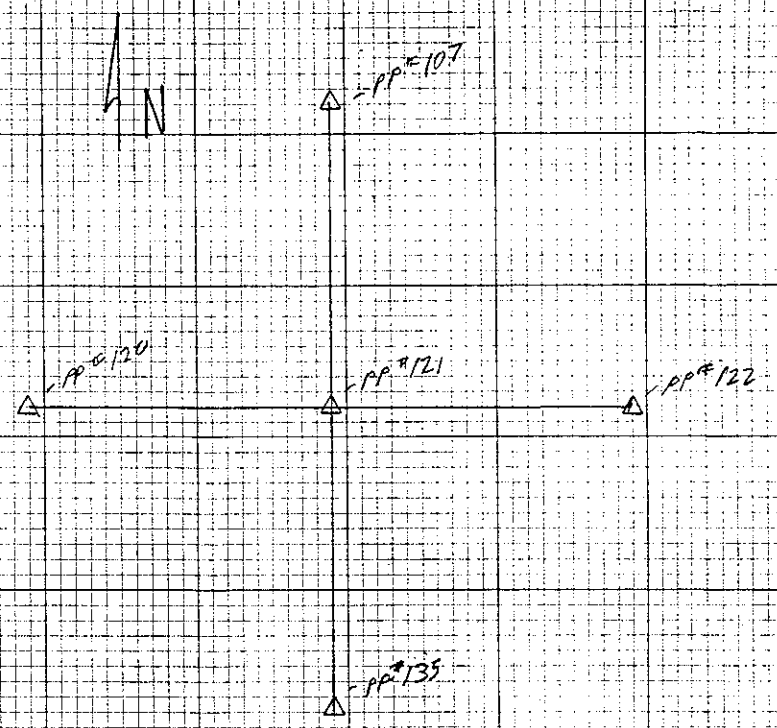
	D	R			
1) PP 135	0-03-01	180-03-09	05		
PP 120	90-36-11	270-36-11	11	90-33-06	
PP 107	180-05-04	0-05-02	03	180-01-58	
PP 122	269-38-03	89-38-06	04.5	269-34-59.5	
2) PP 135	90-08-36	270-08-28	32		
PP 120	180-41-41	0-41-33	37	-05	05.5
PP 107	270-10-28	90-10-20	24	-52	55
PP 122	359-43-35	179-43-33	34	35-02	35-01

60°F PPM = 2

		SD/F	SD/M	
PP 107	89-46-10	5293.50	1613.458	HT =
	270-14-10	5293.50	1613.467	
		5293.52	1613.464	4.18
		.51	.463	
PP 122	90-08-57	5242.51	1597.944	HT =
	269-51-12	5242.57	1597.931	
		5242.52	1597.927	8.25
		.53	.934	

12/22/89

(8)



PP#121	BOLT IN CONC IN HH	1 | 6 / 12 | 7	72N R2W/R1W
PP#135	BOLT IN CONC IN HH	12 | 7 / 13 | 18	
PP#120	BCSM IN HH MC HH	2 | 1 / 11 | 12	
PP#107	BOLT IN CONC IN HH	36 | 31 / 1 | 6	
PP#122	SET NAIL		

π @ 132 BS 118

402 SET NAIL ON LINE @ 100.00'

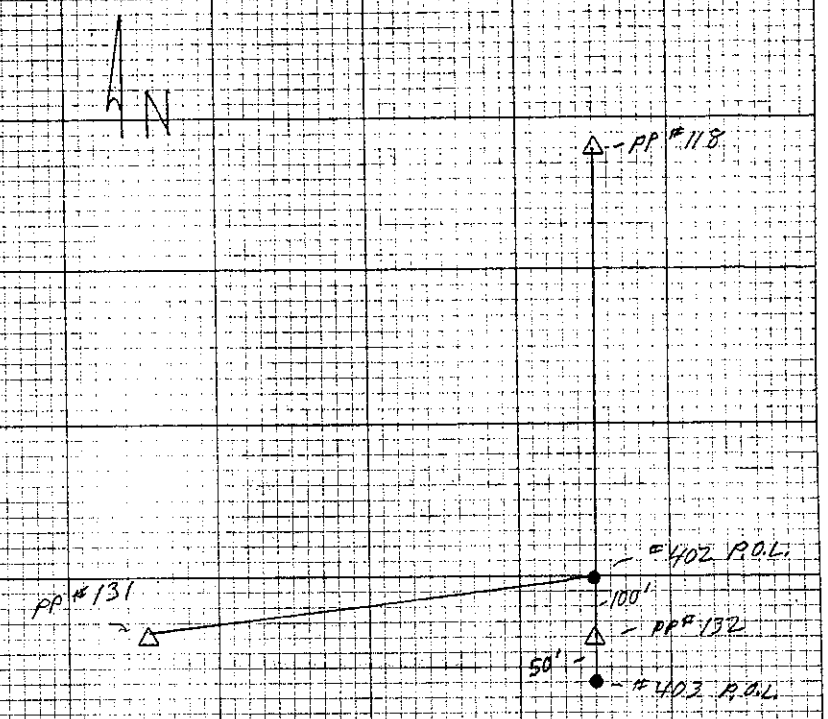
403 DOUBLE CENTERED TO SET NAIL ON LINE @ 50.00'

π @ 402 HI = 5.31 EDM = 5.98

	D	R			
1) PP 131	00-02-59	180-02-53	36		
PP 118	91-48-31	271-48-27	29	91-45-33	
2) PP 131	90-33-22	270-33-28	25	-37.5	-3.5
PP 118	182-19-01	02-19-04	02.5		

		JD/F	
PP 131	89-25-53	5237.46	HT =
	270-34-06	5237.45	20.35
		5237.55	
		.149	

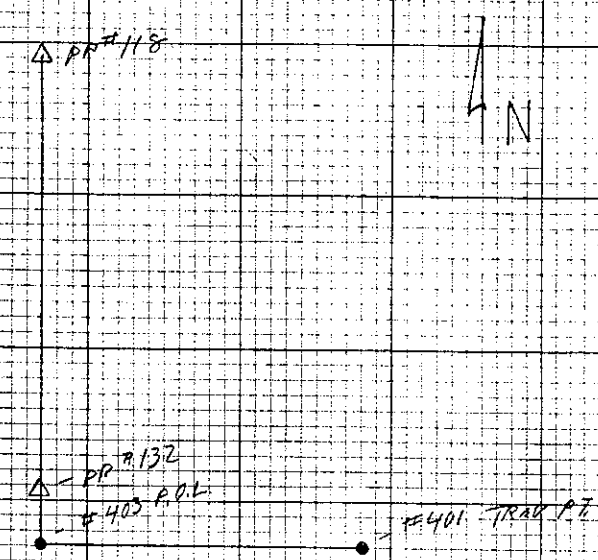
JD/M
1596.407
1596.403
1596.425
.412



PP #118	1 1/2" I.C.P. BELOW PVMT.	4 | 3 / 9 | 10	T2N A2W
PP #132	1" I.P. (BENT)	9 | 10 / 16 | 15	
#402	SET NAIL P.O.L.		
#401	SET NAIL P.O.L.		
PP #131	SET NAIL		

T@ 403		HI = 5.24			
	D	R			
1) PP# 118	00-07-40	180-07-38	39		
401	90-01-51	270-01-48	49.5	89-54-10.5	
2) 118	90-08-58	270-08-58	58	-06	-08
401	180-03-04	00-03-04	04		
RANDOM PT 401	90-14-05	2629.42	801.446		
	269-45-38	2629.42	801.450		HT =
		2629.41	801.448		4.50

T@ 401	D	R			
1) 403	00-06-18	180-06-25	-21.5		
133	178-35-02	358-34-57	34-59.5	178-28-38	
2) 403	90-09-06	270-08-56	-01		
133	268-37-41	88-37-41	-41	-40	-39

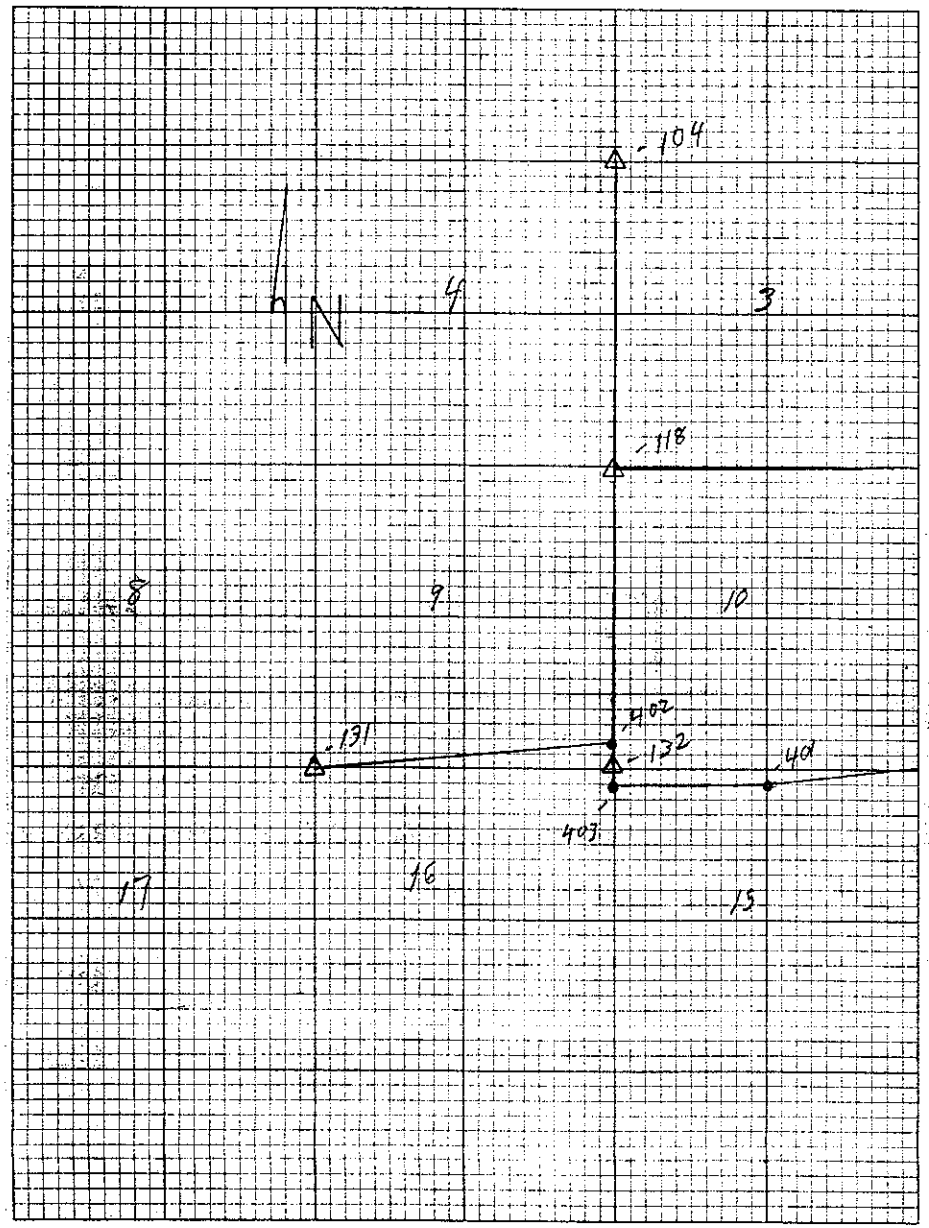


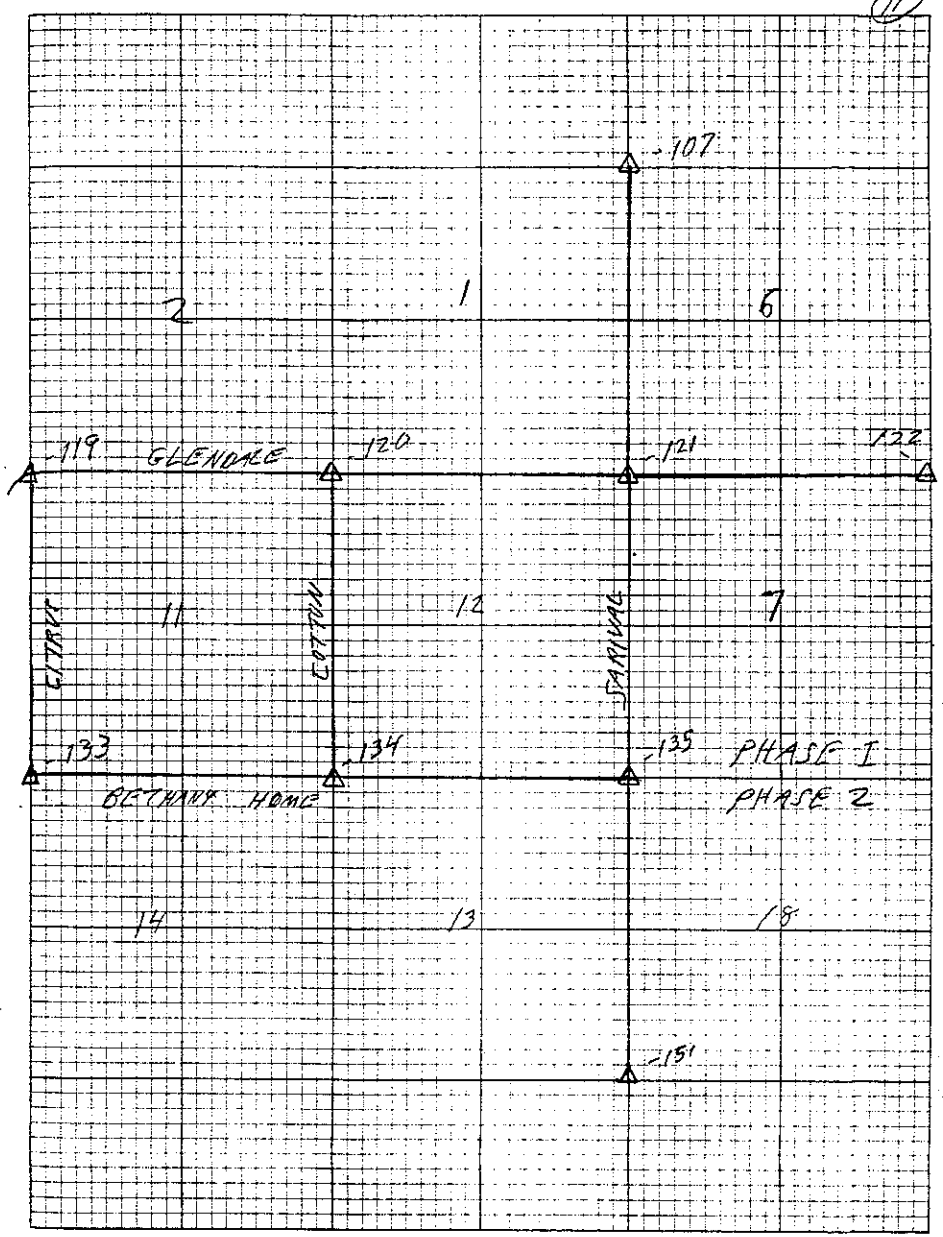
PP# 118 1½" I.C.P. 4|3 / 9|10 T2N R2W

PP# 132 1" I.P. 9|10 / 16|5

403 SET NAIL P.O.L

401 SET HUB & TACK TRAV PT

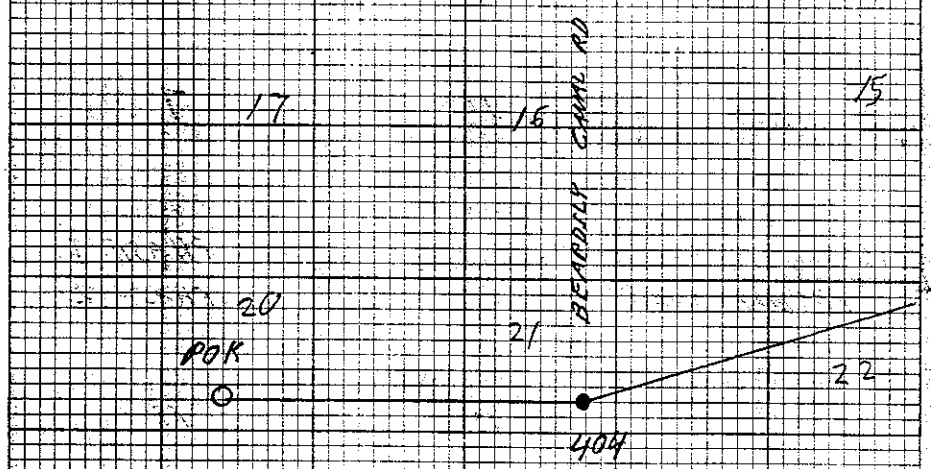

104
N
4
3
118
8
9
10
131
402
132
40d
403
17
16
15


107
2
1
6
119
GLENOAKE
120
121
122
11
12
7
CITRUS
SANTIVAG
133
134
135
PHASE I
PHASE 2
BETHANY HOME
14
13
18
151

D SCHWALENSTOCKER
L MITCHELL

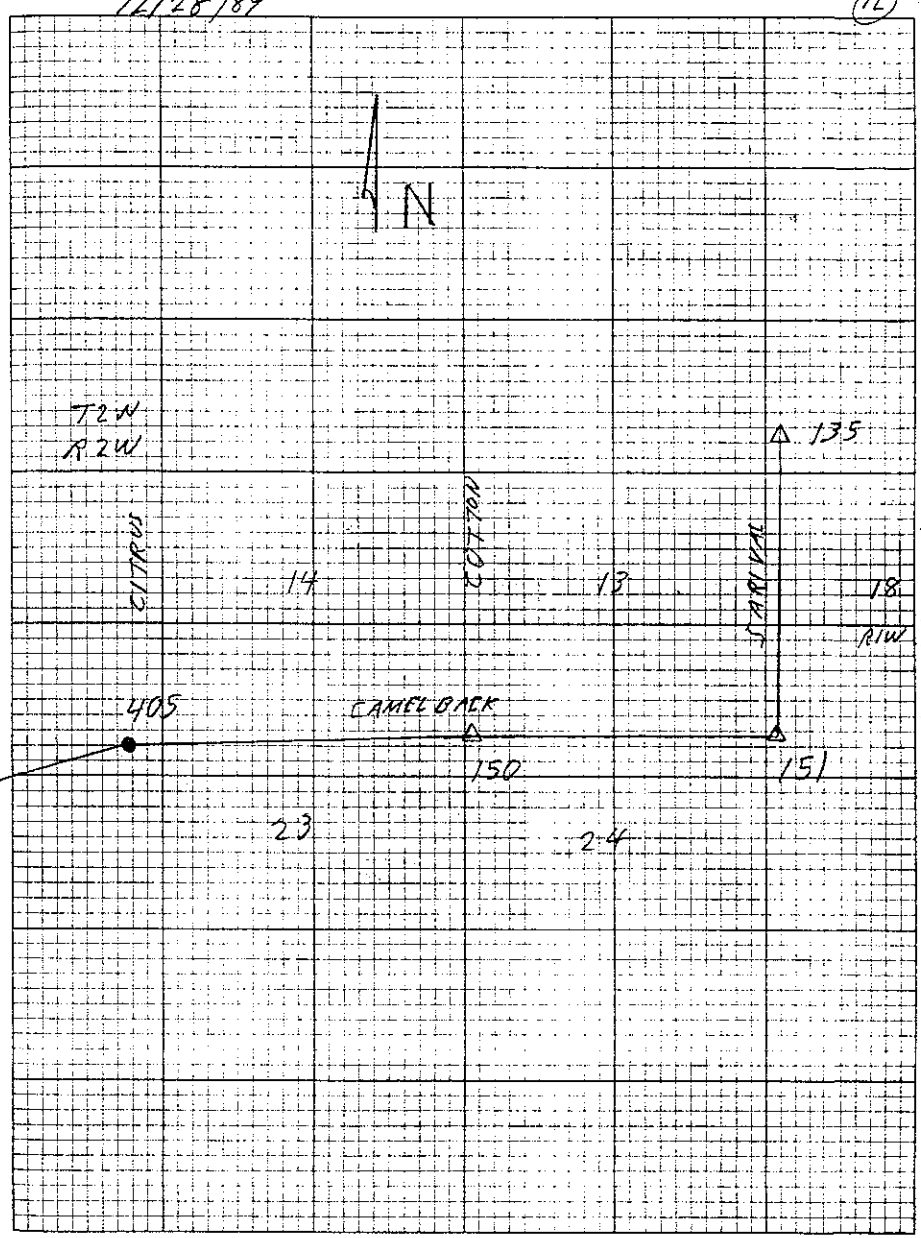
WILD T2
LIETZ REDZA

TIE IN USC&GS POINT POK



12/28/89

(12)



⊼ @	404		HI = 5.23	EDM = 5.90	
	D	R			
1) POK	00-00-04	180-00-02	-03		
405	157-54-21	337-54-21	-21	157-54-18	
2) POK	90-07-28	270-07-24	26		
405	248-01-38	68-01-37	37.5	-12	-15

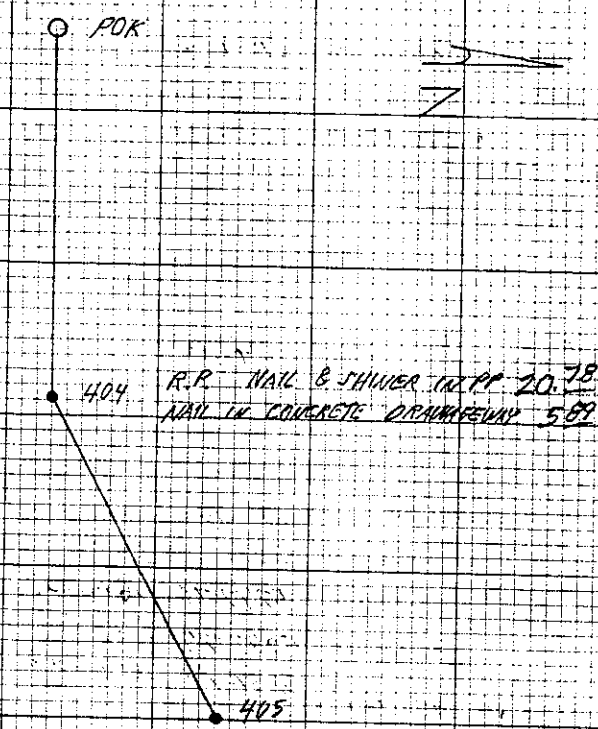
68°F 28.7" HG 14 PPM

	ZN	SD/F	SD/M	
	89-18-33	6234.88	1900.392	HT = 8.61
POK	270-41-33	6234.88	1900.392	
		6234.87	1900.391	
"	89-18-30	.88		

		8441.49	2572.963	HT = 4.51
405	90-13-47	8441.51	2572.970	
	269-46-18	8441.49	2572.966	
		.50		
"	90-13-45			

12/28/89

(73)



R.R. NAIL & SHINER IN PP 20.78
NAIL IN CONCRETE DRAINAGEWAY 5.89

P.O.K USC&GS 3½" BRASS CAP (1936) IN CONCRETE 1' ABOVE GROUND

404 SET HUB & TACK TRAVERSE PT.

405 SET HUB & TACK TRAVERSE PT.

TO 405 D HI R = 5.16 EDM = 5.83

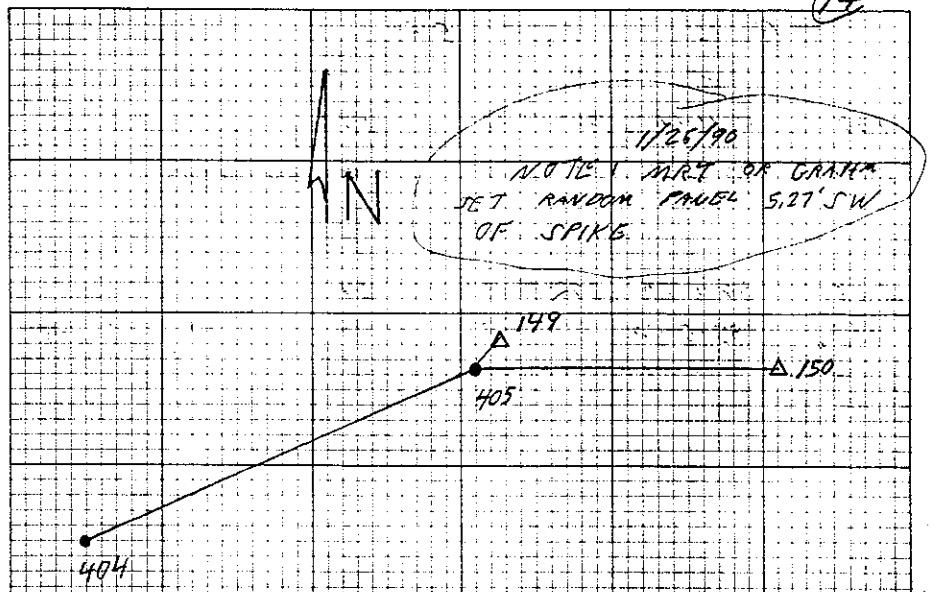
1) 404	0-04-39	180-04-35	37		
149	149-29-19	329-29-22	205	149-24-44	
150	200-55-35	20-55-35	35	200-50-58	
2) 404	90-06-44	270-06-40	42		
149	239-31-19	59-31-27	23	-41	425
150	270-57-34	110-57-37	35.5	-53.6	56

PP #149 CH. 41.00'

64° 28.7" HG PPM = 14

	~	30/F	50/M	
PP #150	90-17-22	5297.76	1614.759	
	269-42-40	5297.75	1614.758	HT=
		5297.76	1614.759	4.49
	M 90-17-21			

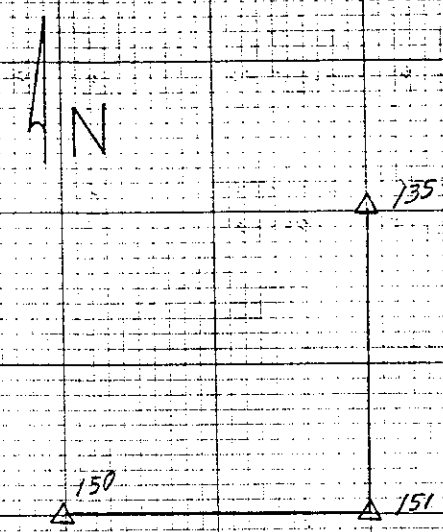
R.P. ON AW @ SW COR INT. 15.10'



405	SET HUB & TACK	TRAV. PC
404	SET HUB & TACK	TRAV. RT.
149	RR SPIKE IN PVMT.	15/22 | 14/23 T2NR2W
150	BCSM IN HH MC HR	14/23 | 13/24 T2N R2W

	T @ 151	HI =	5.68		
	D	R			
1) 150	0-11-12	180-11-07	09.5		
135	90-00-50	270-00-50	50	89-49-40.5	
2) 150	90-10-25	270-10-23	24		
135	180-00-05	0-00-05	05	-41	-41

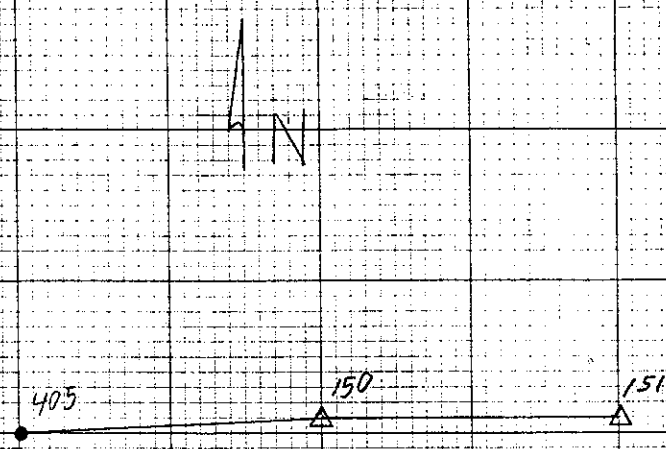
	BN	SD/F	SD/M	
#150	89-46-04	5280.45	1609.482	
		5280.44	1609.481	HT=4.49
	270-14-01	5280.45	1609.482	
M	89-46-02			



#151	BCSM IN HH CITY OF PHOENIX	R2W R1W 13 18 / 24 19	T2N
#150	BCSM IN HH M.C.H.D.	14 13 / 23 24	T2N R2W
#135	BOLT IN CONCRETE IN HH	12 7 / 13 18	T2N
		R2W R1W	

$\bar{\pi}$ @ 150

		D	R			
1)	405	0-09-18	180-09-22	20		
	151	180-25-37	0-25-37	37	180-16-17	
2)	405	90-06-47	270-06-47	47		
	151	270-22-59	90-22-59	59	12	14.5



150	BCSM IN HH	MC.H.D.	14 | 13 / 23 | 24	T2N R2W	
151	BC.SM IN HH	C.O.P.	R2W R1W 13 | 18 / 24 | 19	T2N	
405	SET HUB & TACK	TRAV PT.			

12/29/89

(17)

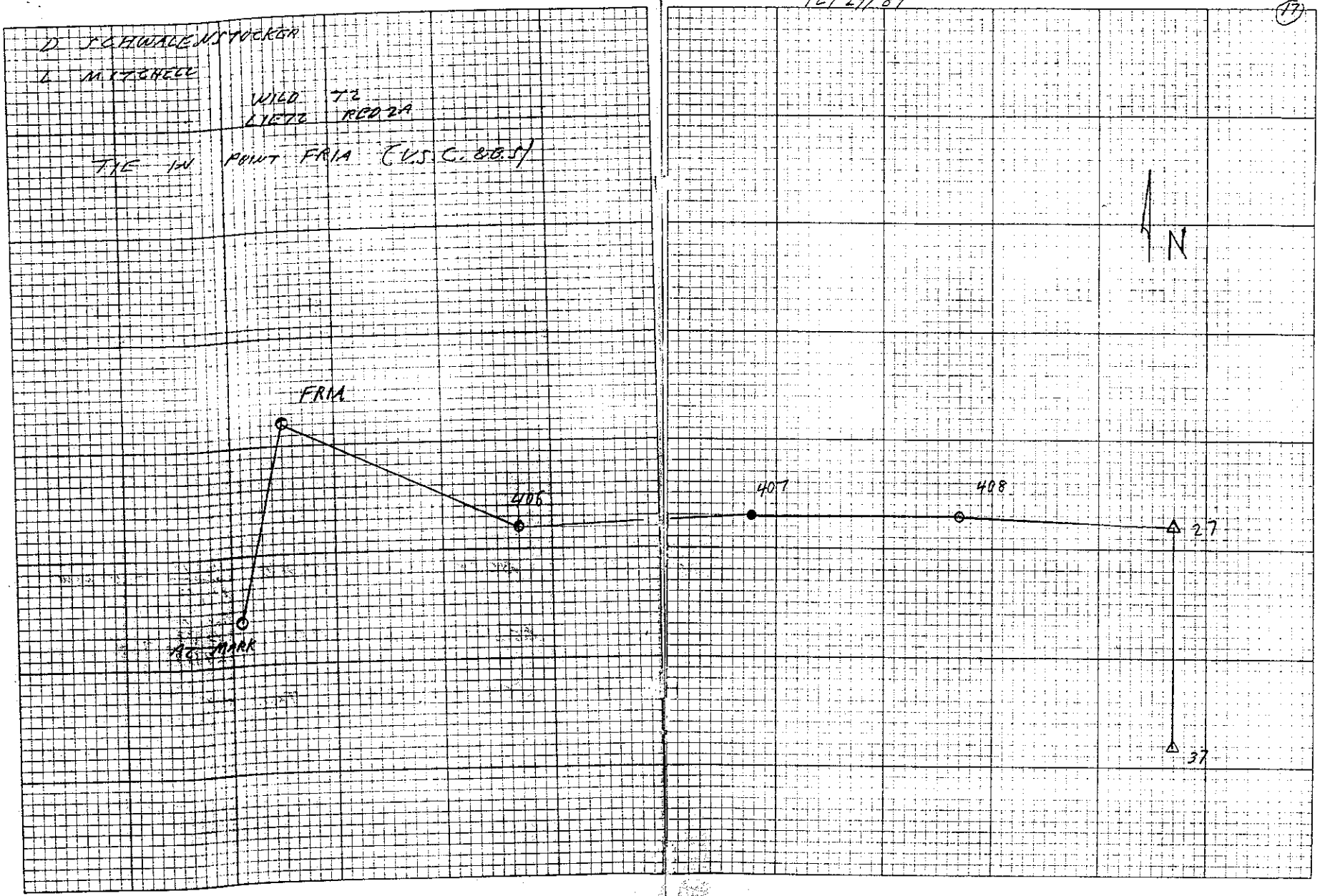
D SCHWALENSTOCKER

L MITCHELL

WILD T2

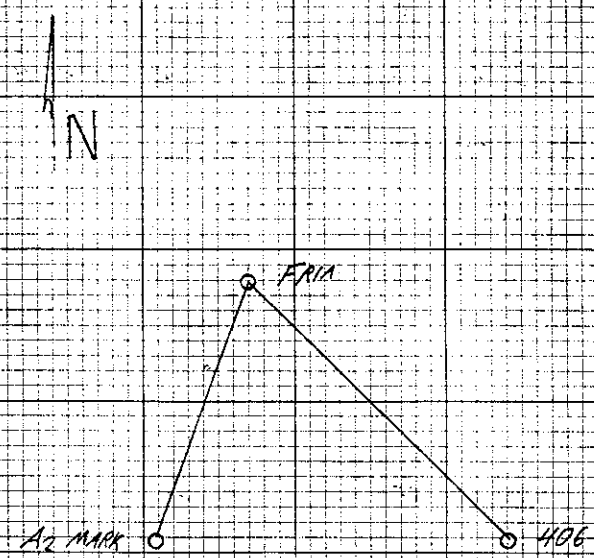
LIET2 RED 2A

TIE IN POINT FRIA (U.S.C. & G.S.)



7@	FRIA	HI = 4.89			
	D	R			
1) x 406	0-01-29	180-01-27	28		
AZ MARK	76-00-36	256-00-36	36	75-59-08	
2) 406	90-11-50	270-01-46	48		
AZ MARK	166-10-59	346-10-54	56.5	-0.85	0.8

	60°F	283" HG	PPM = 14	
	zx	SD/F	SD/M	
A2 MARK	90-54-38	4052.20	1235.109	HT =
	269-05-26	4052.19	1235.108	4.51
		4052.19	1235.109	
M	90-54-36			
406	91-56-51	5899.93	1798.312	HT = 4.60
	268-03-10	5899.92	1798.309	
		5899.94	1798.304	
M	91-56-51			



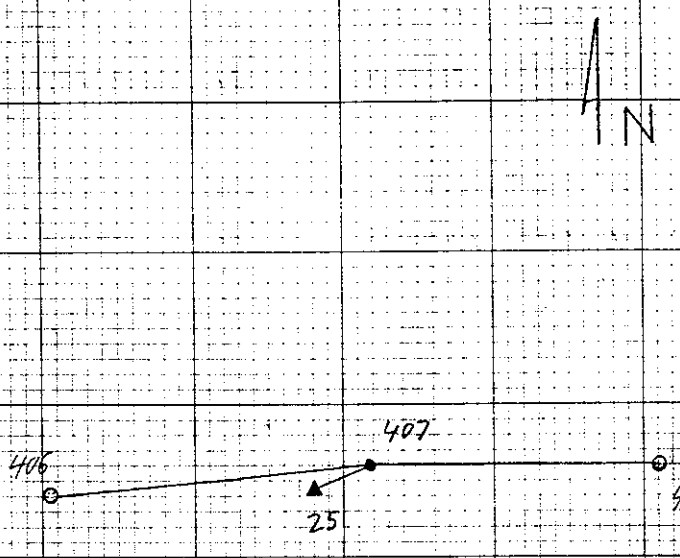
FRIA USC&GS BRASS DISC IN ROCK

406 BCSM & BELL M.C.H.D.

A2 MARK USC&GS BRONZE DISC FLUSH W/ ROCK

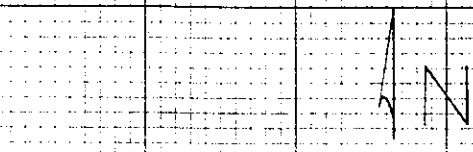
	407	HI = 5.35				
	D	A				
1) 408	00-09-12	180-04-03		07.5		
PP 25	173-16-33	353-16-39		-36	173-12-28.5	
406	181-07-25	181-07-21		-23	181-03-15.5	
2) 408	90-09-33	270-09-32		32.5		
25	263-21-49	83-22-09		-58	25.5	-27
406	271-12-36	91-12-41		-38.5	-06	-11
	65 °F	28.5 "HG		15 PPM		
	2 m	SD/F		SD/m		
408	90-36-01	5004.51		1525.381		HT=8.53
	269-24-03	5004.51		1525.381		
M	90-35-59	5004.51		1525.379		
		442.18		134.776		
	90-26-04	442.18		134.776	HI 4.43	
25	269-34-06	442.18		134.775		
M	90-25-59					
406	89-42-21	5482.96		1671.208		HT=4.47
	270-17-43	5482.95		1671.210		
M	89-42-19	5482.96		1671.09		

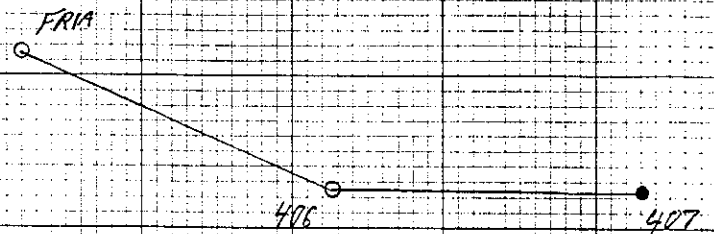
(19)



407	TRAV PT	SET NAIL & SHINER N. SHOULDER of BELL RD @ PIKE	
408	TRAV PT	FND P.K. & SHINER	
PP 25	RANDOM	PANEL	
406	TRAV PT	BCSM	M.C.H.D.

	AZ@ 406				
1)	FRIA	0-04-26	180-04-17	-21.5	
	407	155-08-21	335-08-21	-21	155-03-59.5
2)	FRIA	90-11-30	270-11-27	-28.5	
	407	245-15-32	65-15-32	-32	04-03.5 04-01.5





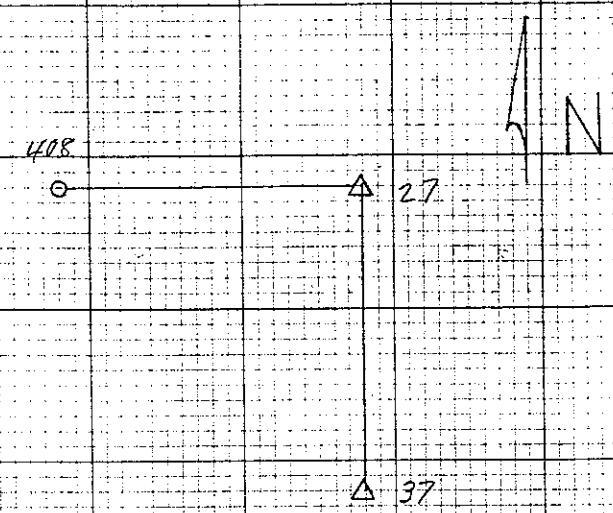
406 TRAV PT FND BCSM & BELL RD M.C.H.D.

FRIA USC&GS BRASS DISC IN ROCK

407 TRAV PT JCT NAIL & SHINER
N. SHOULDER BELL RD & DIKE

	⊼ @ 27	D	HI = 5.67 R			
1)	37	0-06-24	180-06-24	-24		
	408	90-12-37	270-12-37	-37	90-06-13	
2)	37	90-10-21	270-10-21	-21		
	408	180-16-36	0-16-34	-35	-14	13.5

	65°F	28.6" HG	PPM = 15	
	ZN	SD/F	SD/M	
PP # 37	90-15-22	5347.24	1629.843	HT = 4.47
	269-44-23	5347.26	1629.842	
	M 90-15-30	5347.25	1629.843	
408	89-46-04	5336.72	1626.633	HT = 8.53
	270-14-01	5336.72	1626.634	
	M 89-46-02	5336.73	1626.631	



PP 27 B.C.S.M. IN HH M.C.H.D. 35 36 / 2 1 T4N R2W T3N

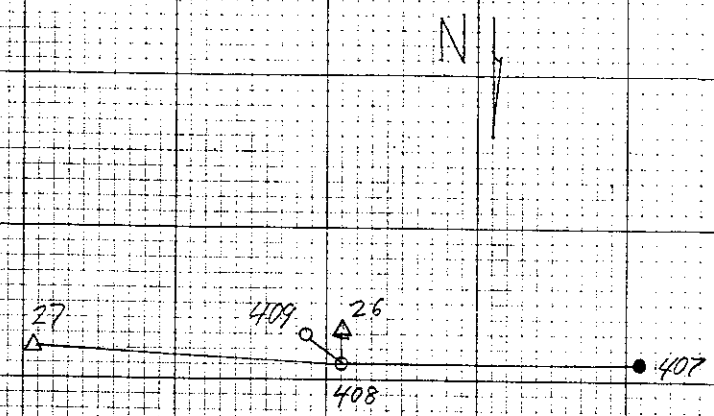
PP 37 FND P.K. & SHINER

408 TRAV PT FND P.K. & SHINER

⊼ @ 408	D	R			
1) 27	0-05-22	180-05-19	20.5		
409	44-05-42	224-05-44	41	44-00-20.5	
26	87-55-32	267-55-35	33.5	87-50-13	
407	178-11-44	358-11-41	42.5	178-06-22	
2) 27	90-09-20	270-09-18	19		
409	134-09-41	314-09-39	40	-21	-21
26	177-59-31	357-59-32	31.5	12.5	-13
407	268-15-38	88-15-37	37.5	178-06-18.5	-20

409 CH 66.35'

PP #26 CH 46.27'



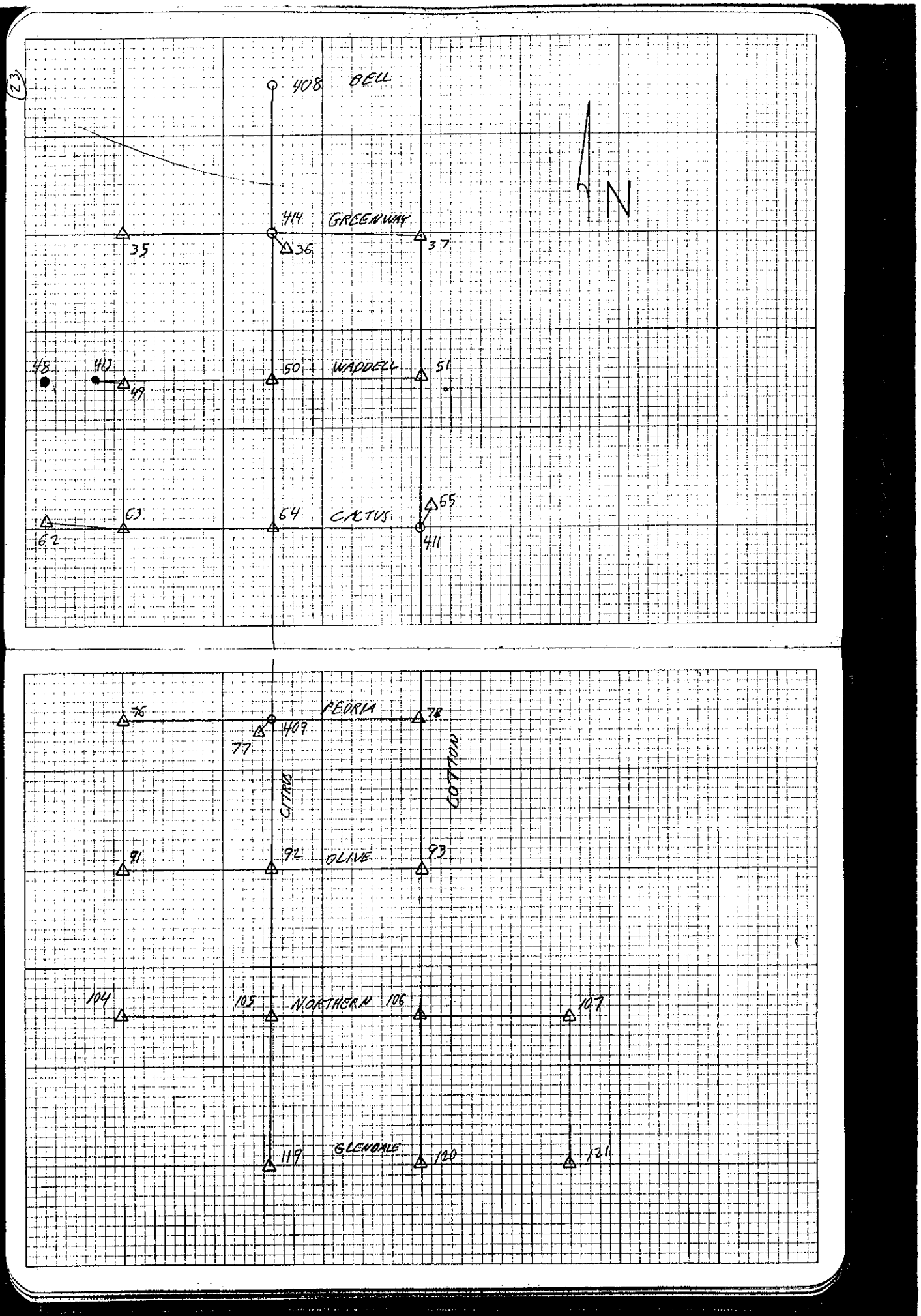
408 P.K. & SHINER

27 BCSM IN HH M.C.H.D.

409 BCSM IN HH M.C.H.D.

26 BCSM (PANEL) M.C.H.D.

407 SET NAIL & SHINER


(23)
408
BELL
N
414
GREENWAY
35
36
37
48
410
50
WADDELL
51
49
63
64
CACTUS
65
62
411
76
PEORIA
78
407
77
CITRUS
COTTON
91
92
OLIVE
93
104
105
NORTHERN
106
107
119
GLENDALE
120
121

$\bar{x}$ @ 107 HI = 6.06

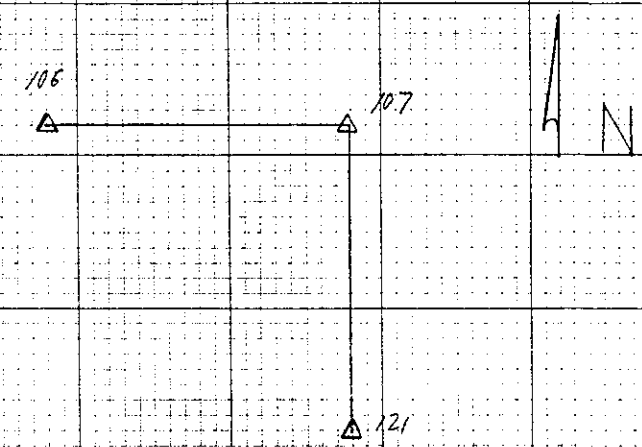
		D	R			
1)	121	0-04-58	0-05-02	05-00		
	106	89-59-39	269-59-41	-40	89-54-40	
2)	121	90-11-33	270-11-36	-34.5		
	106	180-06-18	0-06-18	-18	-43.5	-42

42 °F 29.10" HG -2 PPM

		5265.74	1604.997	HT = 4.68
PP #106	270-14-38	5265.73	1604.999	
	89-44-52	5265.73	1604.997	
m	89-45-07		.998	

1/3/90

(24)

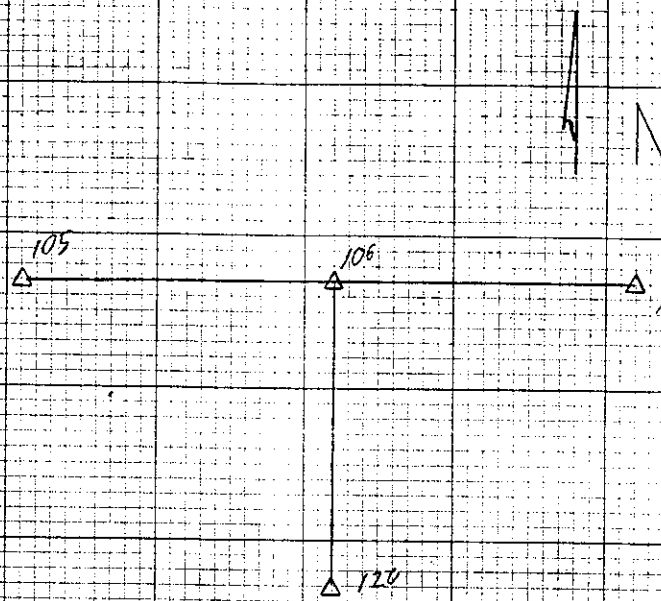


		R2W	R1W	
PP 107	BOLT IN CONCRETE IN HH	36	31	T3N
		1	6	T2N
PP 121	BOLT IN CONCRETE IN HH	1	6	
		12	7	
PP 106	BCSM IN HH M.C.H.D.	35	36	
		2	1	

π @ 106 HI = 5.65

	D	R			
1) 107	0-00-41	180-00-54	-47.5		
120	89-56-08	269-56-10	-09	89-55-21.5	
105	180-05-45	0-05-43	-44	180-04-56.5	
2) 107	90-06-25	270-06-32	28.5		
120	180-01-45	0-01-45	45	16.5	19
105	270-11-22	90-11-23	22.5	54	55

	54°F	29" HG	7 PPM	
	2W	JD/F	JD/M	
PP #120	90-15-21	5237.63	1596.432	HT=4.68
	269-44-55	5237.63	1596.437	
M	90-15-13	5237.61	1596.432	
		.62	.434	



PP 106 BCSM IN HH M.C.H.D. R2W 35 | 36 T3N 2 | 1 T2N

PP 107 BOLT IN CONCRETE IN HH R2W R1W 36 | 31 T3N 1 | 6 T2N

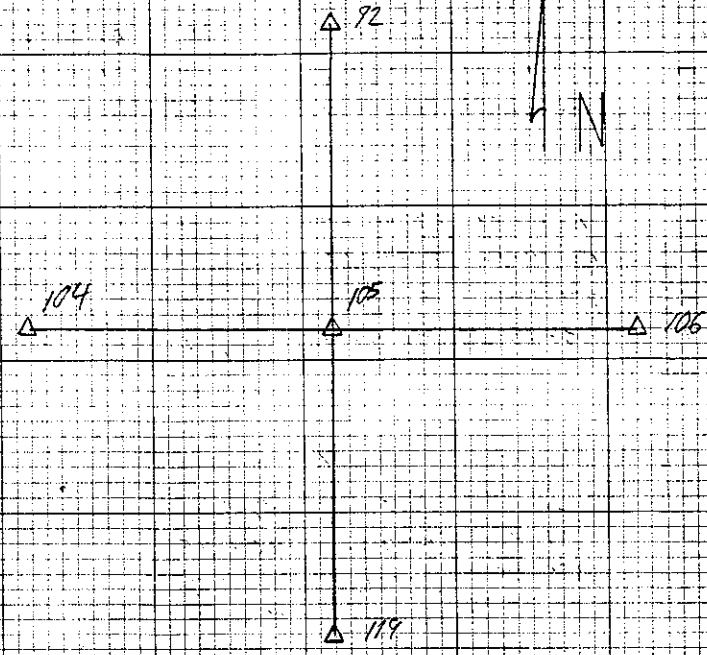
PP 120 BCSM IN HH M.C.H.D. R2W 2 | 1 11 | 12 T2N

PP 105 1" O.I.P. BELOW PVMT R2W 34 | 35 T3N 3 | 2 T2N

$\bar{\pi}$ @ PP105 HT = 6.33

		D	R			
1)	106	0-08-17	180-08-24	20.5		
	119	89-46-37	269-46-35	-36	89-38-15.5	
	104	180-08-33	0-08-31	-32	180-00-11.5	
	92	270-14-21	90-14-23	-22	270-06-01.5	
2)	106	90-01-40	270-01-47	43.5		
	119	179-39-51	359-39-51	51	-07.5	-11.5
	104	270-01-44	90-01-49	46.5	-03	-07
	92	0-07-37	180-07-34	35.5	05-52	05-57

		56°F Zw	28.9" HG JD/F	8 PPM JD/M	
PP 106		90-27-28	5301.93	1616.029	HT = 4.48
		269-32-42	5301.93	1616.029	
	M	90-27-23	5301.93	1616.029	
PP 119		90-21-29	5247.65	1599.487	HT = 4.20
		269-38-50	5247.65	1599.488	
	M	90-21-20	5247.66	1599.489	
PP 104		89-43-20	5283.63	1610.453	HT = 4.48
		270-16-41	5283.63	1610.453	
	M	89-43-20	5283.63	1610.453	
PP 92		89-44-21	5280.35	1609.451	HT = 4.43
		270-15-56	5280.36	1609.452	
	M	89-44-13	5280.35	1609.455	
				.453	



PP 105 1" O.I.P. BELOW PVMT. 34|35 / 3|2 T3N R2W

PP 106 BCSM IN HH M.C.H.D. 35|36 / 2|1

PP 119 ½" I.P. BELOW PVMT. 3|2 / 10|11

PP 104 CROSSED OUT NAIL BELOW PVMT 33|34 / 4|3

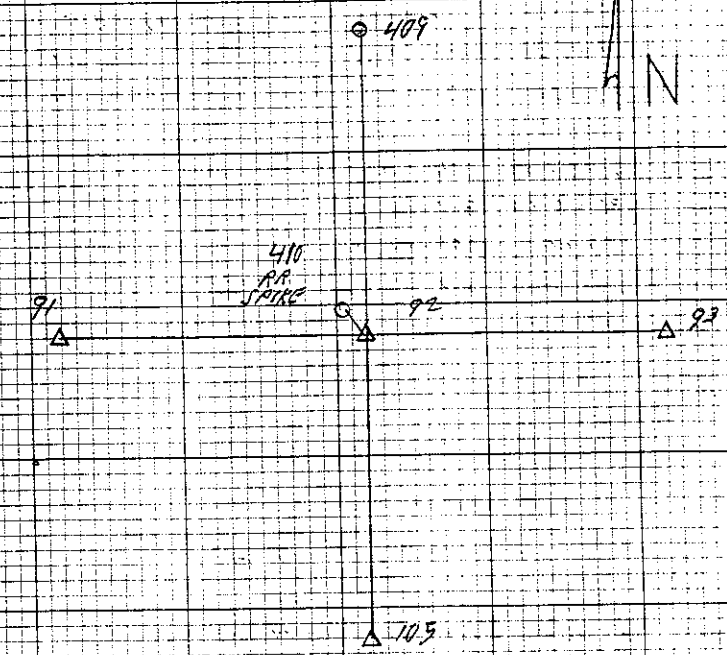
PP 92 CROSSED OUT P.K. W/SHINER PVMT. EL 27|26 / 34|35

$\bar{x}$ @ PP 92 HI = 5.21

	D	R			
1) 105	00-02-54	180-02-58	56		
91	89-57-29	269-57-27	28	89-54-32	
410	133-17-43	313-18-05	54	133-14-58	
409	180-08-06	00-07-59	08-03.5	180-05-07.5	
93	269-46-45	89-46-39	43	269-43-47	
2) 105	90-05-58	270-05-46	52		
91	180-00-16	00-00-19	17.5	89-54-25.5	-29
409	270-10-57	90-10-56	56.5	180-05-04.5	-06
93	359-49-40	179-49-42	41	269-43-49	48

	58°F	29.00" HG	6 PPM	
	Zr	SD/F	SD/M	
PP 91	89-35-44	5278.42	1608.858	
	270-24-35	5278.40	1608.855	HT = 8.49
m	89-35-35	5278.40	1608.857	
		.41	.857	
	89-42-09	5270.40	1606.428	
TRAVERSE	270-18-03	5270.38	1606.417	HT = 8.51
m	89-42-03	5270.38	1606.417	
		.39	.421	
		5299.77	1615.371	
PP 93	90-22-55	5299.76	1615.369	HT = 4.68
	269-37-17	5299.77	1615.368	
m	90-22-49		.369	

410 RR SPIKE CH 4.65'



PP 92 CROSSED OUT P.K. W/SHINER 27|26 / 34|35 T3N R2W

PP 105 1" O.I.P. BELOW PVMT. 34|35 / 3|2

PP 91 1" O.I.P. BELOW PVMT. 28|27 / 33|34

410 RR SPIKE IN PVMT.

409 FND 1" STEEL ROD IN INTERSECTION (DIRT) 22|23 / 27|26

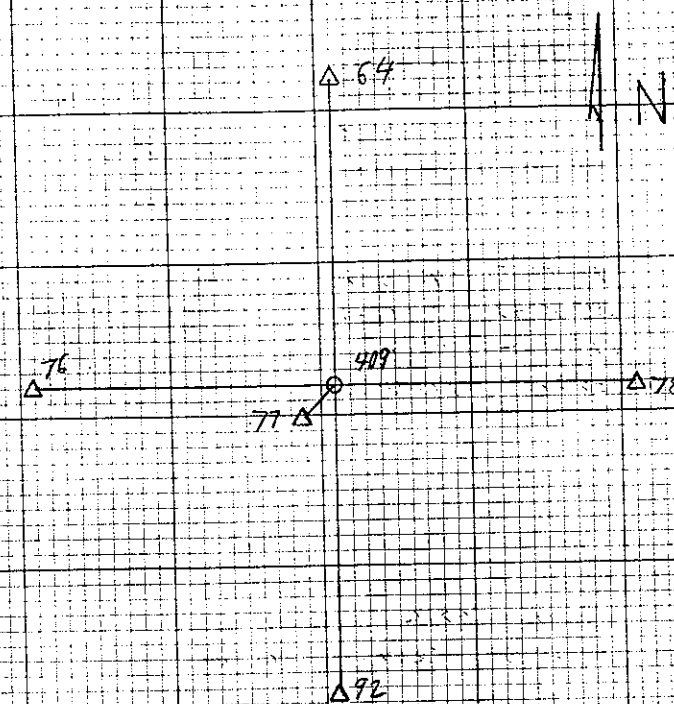
PP 93 BCSM IN HH M.C.H.D. 26|25 / 35|36

	409	HI = 5.47				
1) PP 92	0-05-20	180-05-24	-22			
PP 77	46-47-29	226-47-41	-35	46-42-13		
PP 76	89-53-50	269-53-45	-47.5	89-48-25.5		
PP 64	179-45-35	359-45-39	-37	179-40-15		
PP 78	269-42-04	89-42-12	-08	269-36-46		
2) 92	90-07-35	270-07-40	-37.5			
77	136-49-39	316-49-45	-42	04.5	-09	
76	179-56-02	359-56-05	-03.5	26	-26	
64	269-47-49	89-47-50	-49.5	12	-13.5	
78	359-44-19	179-44-15	-17	39.5	-4.3	

PP 77 CH. 25.92'

59 °F 28.9" HG 10 PPM

	Zn	SD/F	SD/M	
PP 76	89-32-48	5265.69	1604.983	
	270-27-12	5265.69	1604.986	HT = 8.51
		5265.70	1604.983	
M	89-32-48		.984	
PP 64	89-48-49	5250.10	1600.228	HT = 4.48
	270-11-28	5250.12	1600.220	
		5250.08	1600.226	
M	89-48-40	.10	.225	
PP 78	90-25-44	5288.35	1611.893	HT = 4.68
	269-34-19	5288.36	1611.894	
		5288.35	1611.892	
M	90-25-43			



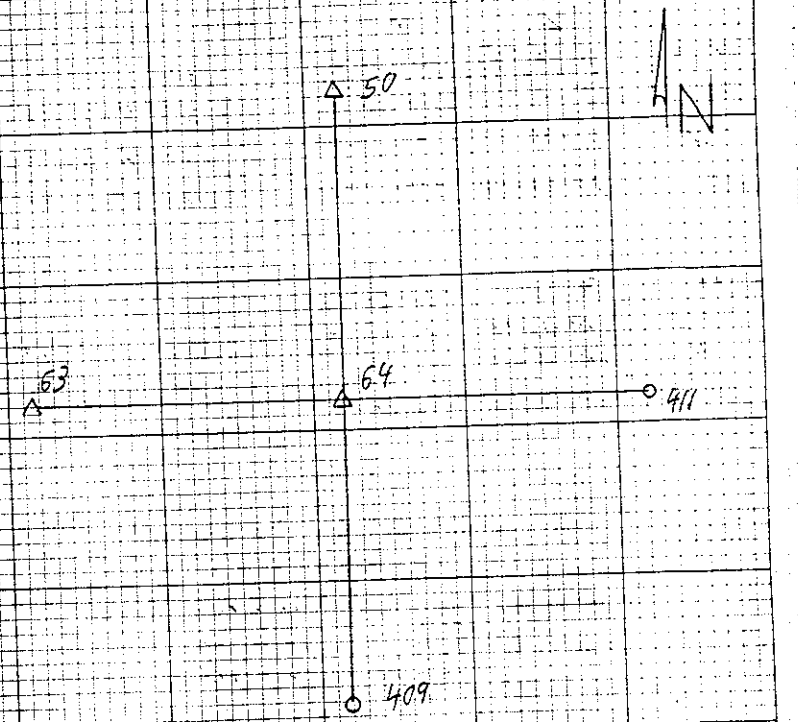
409	1" STEEL ROD	22 | 23 / 27 | 26 73N R2W
PP 92	CROSSED OUT PK. W/ SHINER	27 | 26 / 34 | 35
PP 77	NAIL & SHINER (RANDOM PANEL)	
PP 76	SET NAIL W/ SHINER RANDOM PANEL	
PP 64	1/2" I.P. RANDOM PANEL	
PP 78	BCSM IN HH M.C.H.D.	23 | 24 / 26 | 25

Sta 64 HT = 5.17

	D	R			
1) 409	00-02-34	180-02-36	-35		
PP 63	90-06-28	270-06-32	-30	90-03-55	
AA 50	180-41-58	0-41-56	-57	180-39-22	
411	269-54-04	89-54-04	-04	269-51-29	
2) 409	90-02-53	270-02-51	52		
63	180-06-43	0-06-42	47.5	-50.5	-53
50	270-42-12	90-42-11	11.5	-19.5	-21
411	359-54-17	179-54-17	17	-25	-27

55°F 28.9" HG 10 PPM

	89-27-49	5258.48	1602.786	
PP 63	270-32-18	5258.47	1602.786	HT = 8.51
n	89-27-46	5258.47	1602.786	
	89-48-24	5313.38	1619.525	
	270-11-28	5313.38	1619.521	HT = 4.48
PP 50 n	89-48-28	5313.38	1619.522	
			.527	
	90-25-24	5316.68	1620.537	
		5316.69	1620.536	
TRAV PT	269-34-33	5316.71	1620.536	HT = 4.68
411 n	90-25-26		.70	



PP 64 1/2" I.P. RANDOM PANEL

TRAV PT 409 1" STEEL ROD 22|23 / 27|26 T3N A2W

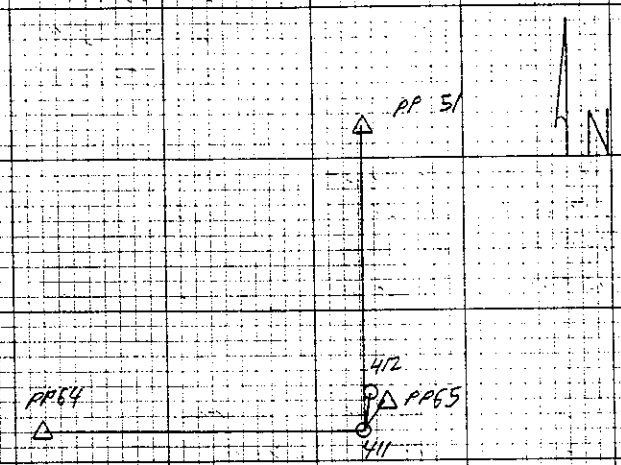
PP 63 SET NAIL & SHINER RANDOM PANEL 10|11

PP 50 M.C. H.D. BOSM LR H.C. 15|14

TRAV PT 411 GRAHM PK & SHINER MARKED #63

	⊼@ 411	H1 = 5.30			
	D	R			
1) PP 64	0-06-16	180-06-11	-13.5		
PP 51	90-35-34	270-35-31	-32.5	90-29-19	
412	91-39-23	271-39-24	-23.5	91-33-10	
PP 65	97-58-09	277-58-12	-10.5	97-51-57	
2) PP 64	90-08-42	270-08-38	-40		
PP 51	180-37-56	0-37-55	-55.5	-15.5	-17
412	181-41-43	01-41-45	-44	-04	-07
PP 65	188-00-31	08-00-43	-37	-57	-57
	45 °F	29.05" HG	0 PPM		
	ZN	SD/F	SD/M		
	89-44-54	5303.17	1616.410		
PP 51	270-15-34	5303.17	1616.409		HT = 4.68
M	89-44-40	5303.16	1616.410		
412	CH.	28.04			
PP 65	CH.	23.51			

1/4/90

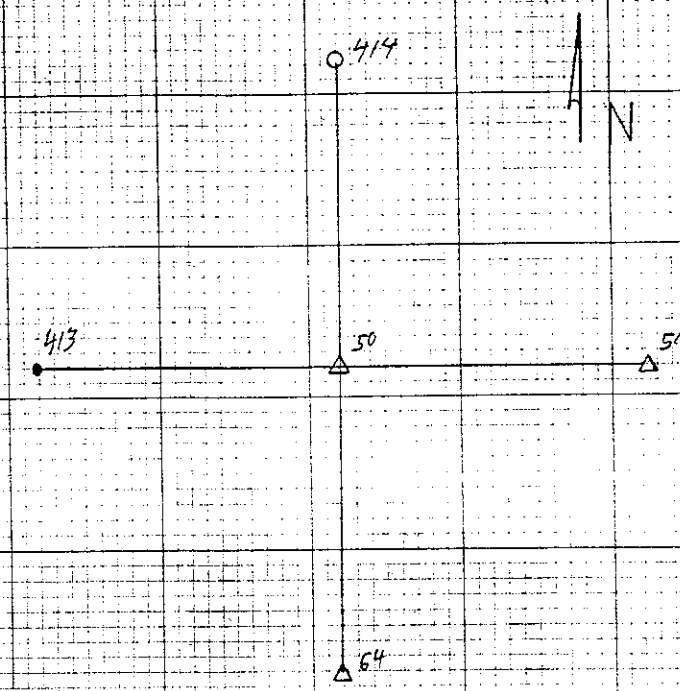


411	GRAHAM TRAV PT P.K. & SHINER MARKED #65	
PP 64	1/2" I.P. RANDOM PANEL	
PP 51	BCSM IN HH M.C.H.D.	11 | 12 / 14 | 13 T3N R2W
412	RR SPIKE IN INTERSECTION	14 | 13 / 23 | 24
PP 65	PANEL LOCATION SET CONCRETE NAIL	

$\bar{x}$ @ PP 50 HI = 5.72

	D	R			
1) PP 64	0-01-17	180-01-28	-22.5		
413	89-20-47	269-20-56	-51.5	89-19-29	
414	179-44-38	359-44-35	-36.5	179-43-14	
PP 51	269-19-44	89-19-47	-45.5	269-18-23	
2) PP 64	90-07-41	270-07-39	-40		
413	179-27-16	359-27-13	-14.5	-34.5	-32
414	269-50-52	89-50-53	-52.5	-12.5	-13
PP 51	359-26-06	179-26-04	-05	-25	-24

	52 °F	29 "HG	6 PPM	
	ZD	SD/F	SD/M	
TRAV PT 413	89-16-06	6134.11	1869.685	
	270-43-55	6134.09	1869.681	HT = 4.44
		6134.15		
	M 89-16-06	.12	1869.680	
			.682	
TRAV PT. 414	89-51-51	5300.56	1615.615	
	270-08-30	5300.56	1615.617	HT = 8.51
		5300.56	1615.618	
	M 89-51-41		.617	
PP 51	90-22-02	5287.75	1611.711	
	269-37-55	5287.74	1611.710	HT = 4.68
		5287.75	1611.712	
	M 90-22-04		7.11	

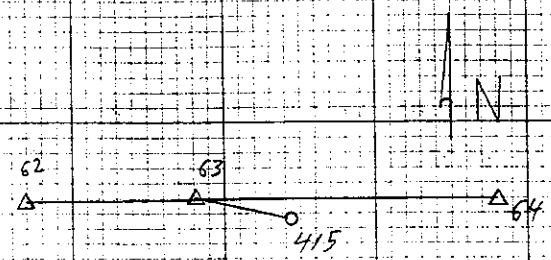


PP 50	M.C.H.D. BCSM IN HH	10/15 | 11/14 T3N R2W
PP 64	½" I.P. RANDOM PANEL	
413	SET NAIL TRAV PT. ON DIKE	
414	FND 1" O.I.P. IN INTERSECTION (DIRT)	3/10 | 2/11
PP 51	M.C.H.D. BCSM IN HH	11/14 | 12/13

π @	63	HT = 5.23			
1)	D	R			
PP 64	00-09-47	180-09-47	47		
415	11-12-50	191-12-46	48	11-03-01	
PP 62	181-35-00	01-35-04	02	181-25-15	
2) PP 64	90-06-06	270-06-02	-04		
415	101-08-57	281-08-58	-57.5	02-53.5	02-57
PP 63	271-31-14	91-31-17	-15.5	-11.5	-13

	59 °F	29.06 HG	8 PPM	
	ZN	SD/F	SD/M	
	89-00-00	3273.66	997.809	
PP 62	271-00-02	3273.65	997.808	HT = 8.48
	89-00-01	3273.65	997.810	

GRAHM TRAV. PT
415 CH. 108.80



PP 63 NAIL & SHINER RANDOM PANEL

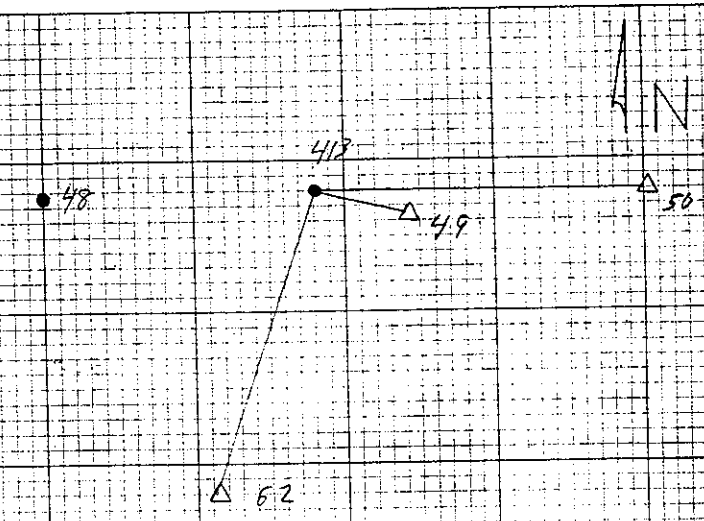
PP 64 1/2" I.P. RANDOM PANEL

415 GRAHM TRAV. PT (HUB)

PP 62 RANDOM PANEL ON DIKE, NAIL & SHINER

⊼ @ 413	HT = 5.05				
	D	R			
1) PP 50	00-05-02	180-04-55	04-58.5		
PP 49	00-06-14	180-06-16	15	0-01-16.5	
PP 62	115-18-25	295-18-29	27	115-13-28.5	
2) PP 50	90-07-57	270-07-57	-57		
PP 49	90-09-10	270-09-16	-13	-16	-16
PP 62	205-21-25	25-21-24	-24.5	-27.5	-28

	68 °F	28.90" HG	14 PPM	
	ZN	SD/F	SD/M	
PP 49	92-11-44	817.45	249.161	HT = 4.41
	267-48-18	817.45	249.161	
M	92-11-43	817.45	249.161	
		5770.22	1758.763	
	89-58-30	5770.22	1758.766	HT 8.48
PP 62	270-01-30	5770.22	1758.769	
M	89-58-30			
	89-51-56	1831.86	558.353	HT 8.44
VERTICAL	270-08-02	1831.86	558.353	
PP 48	89-51-57	1831.86	558.353	



413 TRAV PT ON DIKE SET NAIL

PP 50 M.C.H.D. BCSM IN HH 10 11 / 15 14

PP 49 END 1" I.P. PLASTIC CAP LEMME PE 8315 9 10 / 16 15

PP 62 RANDOM PANEL ON DIKE, NAIL & SHINER

VERT. PP48 RANDOM PANEL NAIL & SHINER

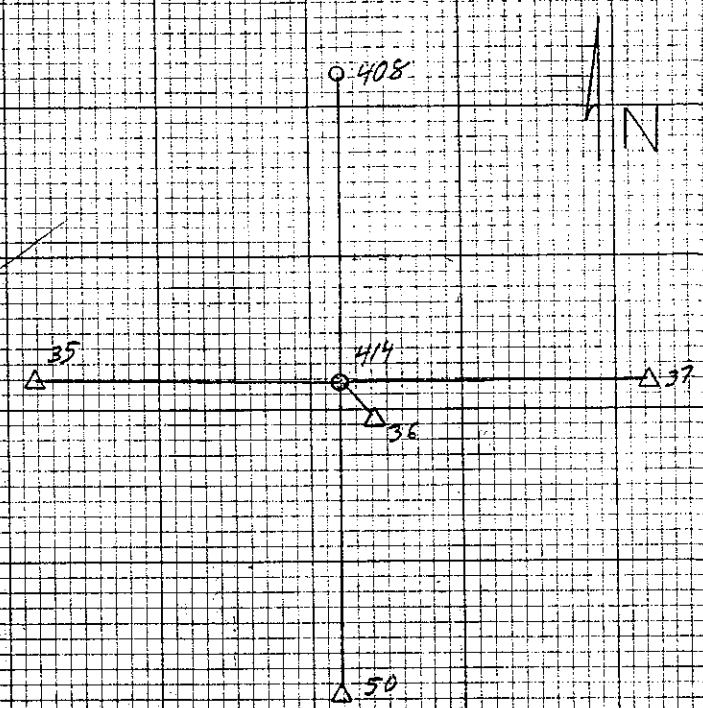
T @ 414 HT = 5.78

	D	R			
1) PP 50	00-03-30	180-03-35	32.5		
PP 35	89-09-31	269-09-31	31	89-05-58.5	
408	179-33-12	359-33-13	12.5	179-29-40	
PP 37	270-09-26	90-09-26	26	270-05-53.5	
PP 36	320-22-13	140-22-21	16.5	320-18-44	
2) PP 50	90-03-52	270-03-51	51.5		
PP 35	179-09-43	359-09-45	44	-52.5	-55.5
408	269-33-20	89-33-24	22	-30.5	-35
PP 37	00-09-43	180-09-43	43	-51.5	-52.5
PP 36	50-22-30	230-22-37	33.5	-42	-43

65° 28.90 HG 13 PPM

PP 35	89-29-35	5301.18	1615.804	
	270-30-24	5301.20	1615.804	HT = 8.18
M	89-29-36	5301.18	1615.807	
408	89-47-45	5345.75	1629.388	
	270-12-14	5345.75	1629.387	HT = 8.51
M	89-47-46	5345.75	1629.389	
PP 37	90-12-03	5291.53	1612.870	
	269-47-55	5291.56	1612.872	HT = 12.43
M	90-12-04	5291.55	1612.82	

PP 36 CH. 57.16'



414 1" O.I.P. IN DIRT INTERSECTION 3 | 2 / 10 | 11 T3N R2W

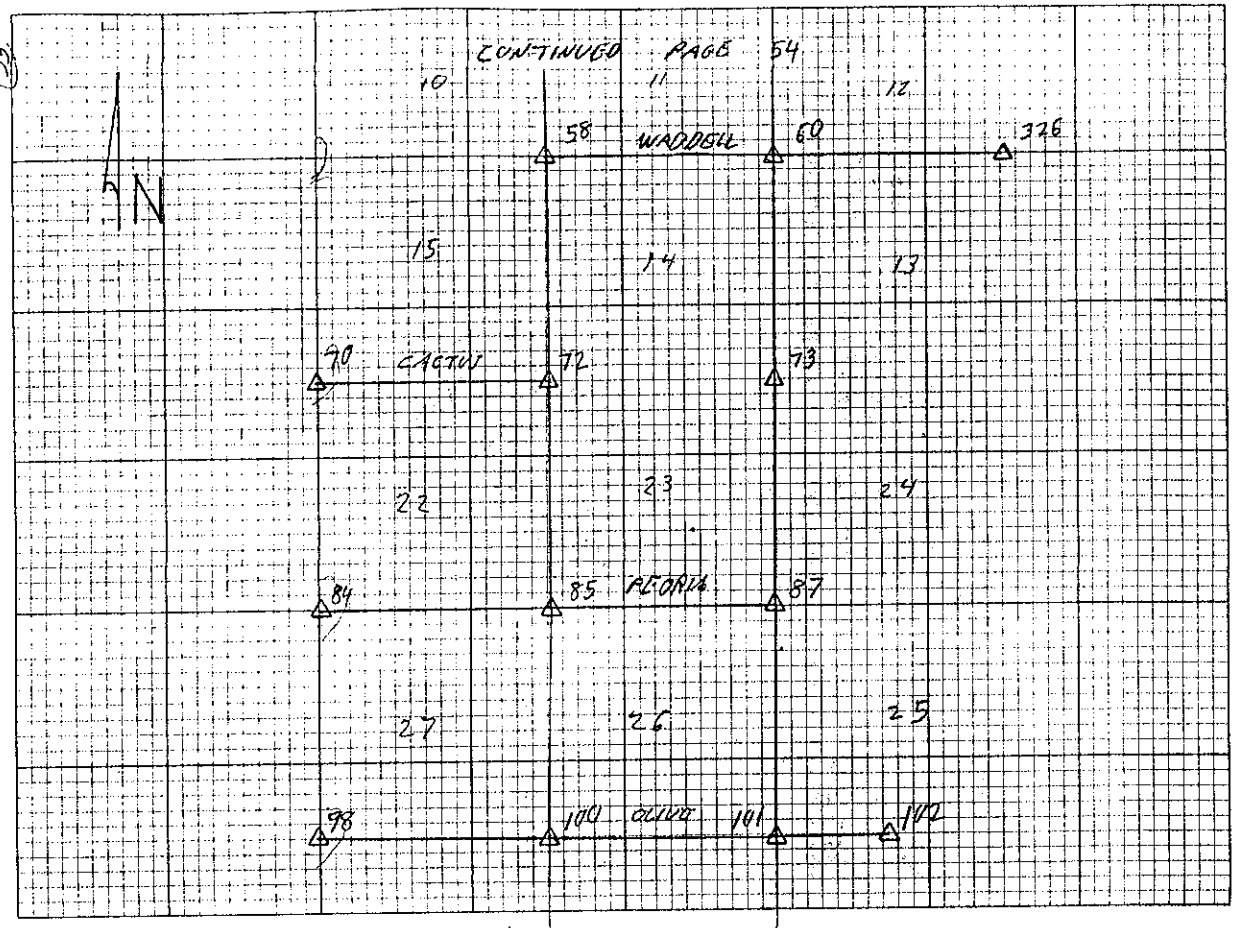
PP 50 M.C.H.D. BCSM IN HH 10 | 11 / 15 | 14

PP 35 NAIL & SHINER RANDOM PANEL

408 TRAV PT. P.K. & SHINER

PP 37 P.K. & SHINER RANDOM PANEL

PP 36 RANDOM PANEL NAIL & SHINER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WADDELL
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PEORIA
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OLIVE
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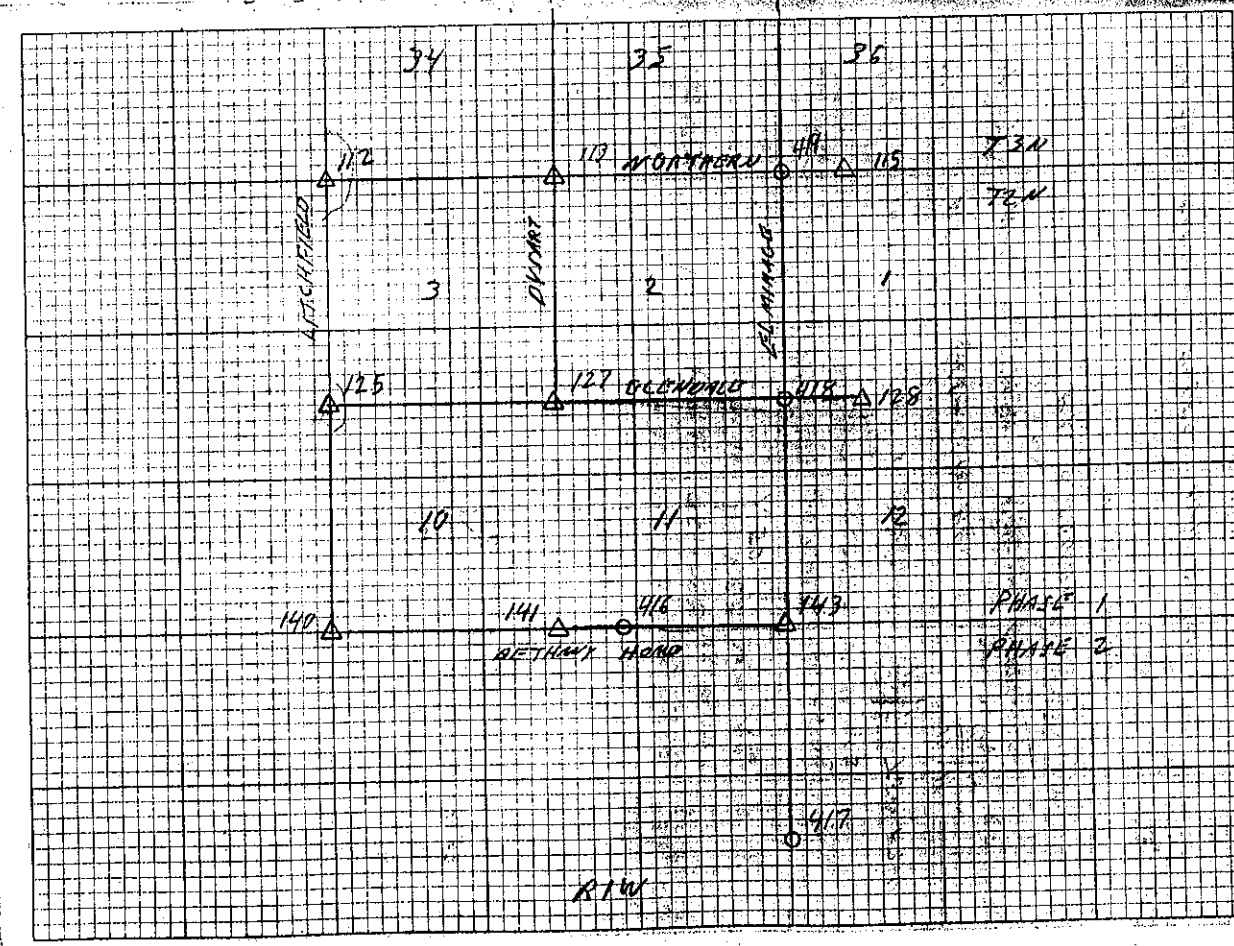
34
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NORTHERN
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T3N
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LITCHFIELD
DYSART
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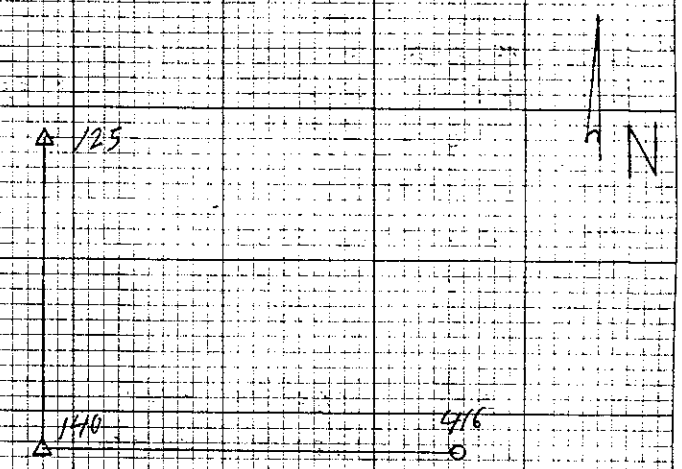
125
127
GLENDALE
418
128
10
11
12
140
141
416
143
PHASE 1
PHASE 2
BETHANY HOME
417
R1W

1/5/90 (36)

	π @ 140	HI = 6.09				
	D	R				
1) PP 125	00-04-16	180-04-23	19.5			
416	91-13-00	271-13-05	02.5	91-08-43		
2) 125	90-07-08	270-07-03	05.5			
416	181-15-51	01-15-49	50		44.5	44

	50°F	29.20" HG	2 PPM	
	Z_v	SD/F	SD/M	
PP 125	89-56-40	5227.14	1593.229	HT = 12.48
		5227.13	1593.232	
	270-03-37	5227.15	1593.234	
	M 89-56-32	.14	.232	
TRAV PT 416	89-43-49	5883.50	1793.291	HT = 4.50
	270-16-19	5883.45	1793.274	
	M 89-43-45	5883.46	1793.268	
		.47	.278	



PP 140 M.C.H.D. BCSM IN HH 9/16 | 10/15 T2N R1W

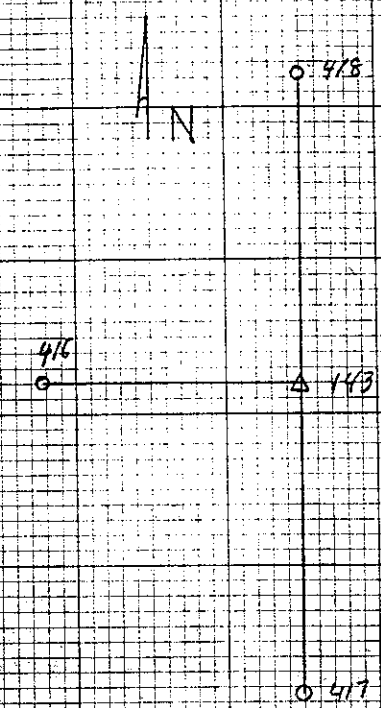
PP 125 M.C.H.D. BCSM IN HH 4/9 | 3/10

TRAV PT 416 FND P.K. ℄ BETHANY HOME RD

TA @ 143 HI = 5.45

		D	R			
1)	417	0-05-58	180-06-00	59		
	416	91-00-00	270-59-55	57.5	89-53-58.5	
	418	180-02-13	0-02-07	10	179-56-11	
2)	417	90-03-25	270-03-18	21.5		
	416	180-57-27	0-57-22	24.5	54.03	01
	418	269-59-40	89-59-34	37	15.5	13

		53°F ZN	29.20" HG JD11	4 PPM JD1M	
417		90-04-56	5287.92	1611.754	
		269-55-16	5287.92	1611.762	HT = 8.40
			5287.92	1611.760	
	m	90-04-50	.92	.759	
416		89-07-31	4556.20	1388.736	HT = 4.50
		270-52-41	4556.20	1388.734	
	m	89-07-25	4556.19	1388.733	
			.20	.734	
418		89-43-01	5264.16	1604.517	
		270-17-09	5264.16	1604.518	HT = 4.68
			5264.15	1604.515	
	m	89-42-56	.16	.517	



PA 143 2" I.C.P. BELOW PVMT 11 | 12 / 14 | 13 T2N R1W

TRAV PT 417 CITY OF PHOENIX BCSM IN HH 14 | 13 / 23 | 24

TRAV PT 416 P.K. ℄ ROAD

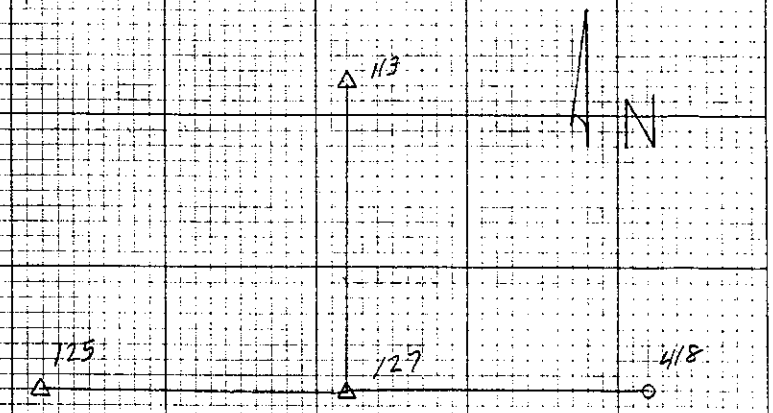
TRAV PT 418 P.K. @ INTERSECTION EL MIRAGE & GLENDALE

AT PP 127 HI = 5.75

		D	R			
1) PP	125	00-10-18	180-10-04	H		
PP	113	87-12-18	267-11-55	06.5	87-01-55.5	
	418	180-17-11	0-17-07	07	180-06-56	
2)	125	90-02-06	270-01-51	58.5		
	113	177-03-50	357-03-37	43.5	87-01-45	-50
	418	270-08-44	90-08-46	45	46.5	-51

50°F 29.15" HG 8 PPM

	ZA	SDIF	SDIM	
	90-01-06	5240.51	1597.312	
PP 125	269-57-11	5240.53	1597.313	HT = 8.48
M	90-02-57	5240.51 (.02)	1597.315 (.313)	
	90-01-51	5267.01	1605.371	
PP 113	269-58-09	5266.93	1605.379	HT = 8.47
M	90-01-51	5266.89 (.98)	1605.373 (.374)	
	90-09-13	5214.25	1589.322	HT = 8.45
TRAV PT	269-51-13	5214.27	1589.317	
418 M	90-09-00	5214.28 (.127)	1589.308 (.316)	HT = 12.51
	90-12-56			
	269-47-12			
M	90-12-52			



RP 127 BOLT IN CONCRETE IN HH 3/2 10/11

RP 125 M.C.H.D. BCSM IN HH 4/3 9/10

RP 113 BCSM IN HH 34/35 3/2

TRAV PT 418 P.K. @ INTERSECTION

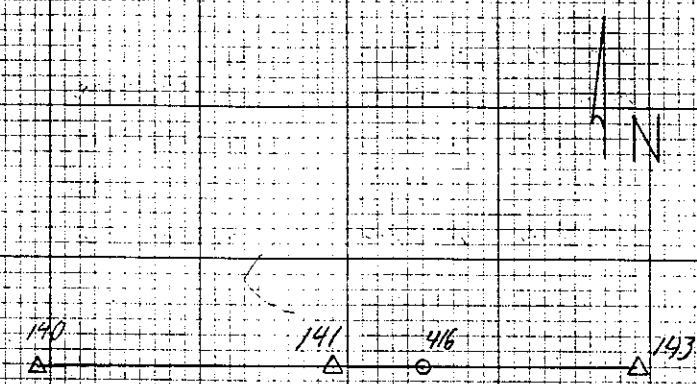
	π @ 416	HI = 5.29			
	D	R			
1) 140	0-01-17	180-01-09	-13		
143	180-01-23	0-01-19	-21	180-00-08	
141	0-00-49	180-00-49	-49	359-59-36	
2)	90-05-32	270-05-24	-28		
	270-05-26	90-05-20	-23	179-59-55	180-00-01.5
	90-05-08	270-05-01	-04.5	-36.5	36

	61 °F	29.1" HG	8 PPM
	TN	SD/F	SD/M
	91-53-39	651.53	198.588
PP 141	268-06-46	651.53	198.587
m	91-53-27	651.53	198.588

HT = 4.81

1/8/90

39



TRAV PT 416 FND P.K. ℄ RD.

PP 140 M.C.H.D. BCSM IN HH 9/16 | 10/15 T2N R1W

PP 143 2" I.C.P. BELOW PUMT 11/14 | 12/13

PP 141 M.C.H.D. BCSM 10/15 | 11/14

π @ 418 HI = 5.31

	D	R			
1) 143	0-01-04	180-00-55	00-59.5		
127	90-50-14	270-50-02	08	90-49-08.5	
419	178-24-02	358-23-59	24-00.5	178-23-01	
420	180-21-52	0-19-51	20-51.5	180-19-52	
128	270-09-42	90-09-42	42	270-08-42.5	
2) 143	90-05-08	270-05-13	10.5		
127	180-54-17	0-54-14	15.5	90-49-05	-07
419	268-28-08	88-28-04	-06	178-22-55.5	22-58
128	0-13-51	180-13-57	-54	-43.5	-43

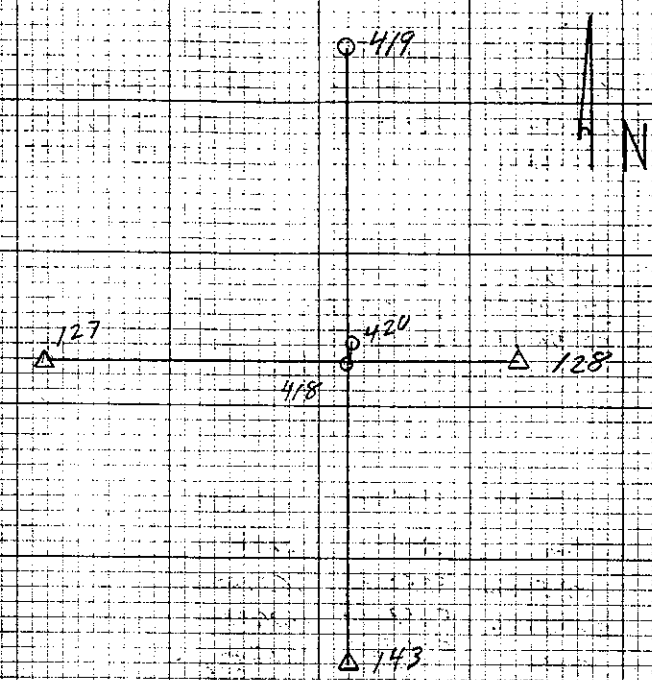
	70°F	29.1" HG	14 PPM
	ZW	SD/F	SD/M
	89-43-09	5284.19	1610.620
419	270-16-57	5284.19	1610.616
	89-43-06	5284.17	1610.622
m		.18	.619

HT = 8.39

420 CH 10.03

	90-05-10	936.12	285.329
PP 128	269-55-01	936.12	285.329
m	90-05-05	936.12	285.329

HT = 4.89



TRAV PT 418 P.K. @ INTERSECTION EL MIRAGE & GLENDALE

PP 143 2" I.C.P. 11/14 | 12/13 T2N R1W

PP 127 BOLT IN CONCRETE IN HH 3/10 | 2/11

TRAV PT 419 M.C.H.D. BCSM IN HH 35/2 | 36/1

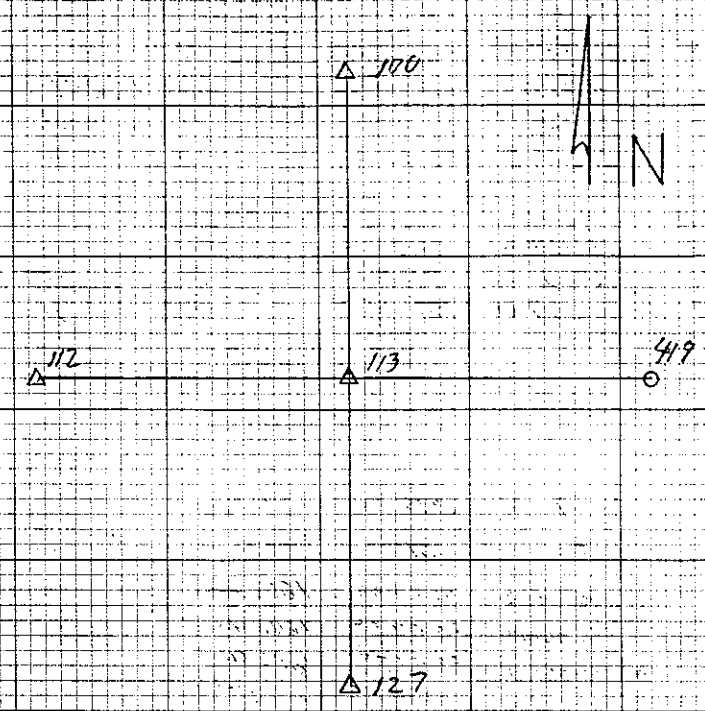
TRAV PT 420 M.C.H.D. BCSM IN HH 2/11 | 1/12

PP 128 P.K. ℄ GLENDALE

T @ 113 HI = 5.67

		D	R			
1)	127	0-00-47	180-00-43	-45		
	112	92-47-06	272-46-54	47-00	92-46-15	
	100	182-04-25	02-04-16	-20.5	182-03-35.5	
	419	272-53-02	92-52-57	52-59.5	272-52-14.5	
2)	127	90-04-24	270-04-26	25		
	112	182-50-40	02-50-41	40.5	15.5	15
	100	272-07-55	92-07-59	57	32	34
	419	02-56-37	182-56-36	36.5	15	15

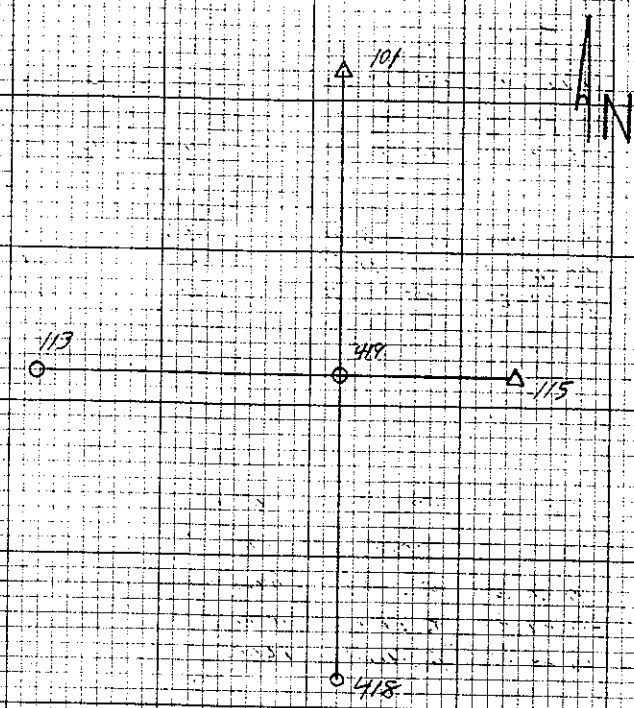
		72 °F	29.05 HHG	14 PPM	
		ZN	SD/F	SD/M	
PP 112		89-56-56	5253.60	1601.294	HT = 4.89
		270-03-04	5253.58	1601.296	
	M	89-56-56	5253.58 (.59)	1601.294 (.295)	
PP 100		89-52-29	5253.27	1601.207	HT = 4.47
		270-07-06	5253.29	1601.206	
	M	89-52-42	5253.27 (.28)	1601.206 (.206)	
TRAV PT 419		89-52-32	5273.10	1607.253	HT = 8.37
		270-07-31	5273.10	1607.243	
	M	89-52-31	5273.11 (.10)	1607.245 (.247)	



PP 113	M.C.H.D	BCSM IN HH	34 | 35 / 3 | 2	T3N T2N R1W
PP 127	BOLT IN	CONCRETE IN HH	3 | 2 / 10 | 11	
PP 112	M.C.HD	BCSM IN HH	33 | 34 / 4 | 3	
PP 100	M.C.H.D.	BCSM IN HH	27 | 26 / 34 | 35	
TRAV PT 419	M.C.H.D.	BCSM IN HH	35 | 36 / 2 | 1	

	T @ 419	HI = 5.75				
	D	R				
1) 418	0-05-42	180-05-52	47			
113	92-19-07	272-19-08	-07.5	92-13-20.5		
101	181-24-19	01-24-19	-19	181-18-32		
115	272-25-33	92-25-29	-31	272-19-44		
2) 418	90-15-31	270-15-28	29.5			
113	182-28-41	02-28-42	41.5		12	16
101	271-33-57	91-33-55	56		26.5	29
115	02-35-06	182-35-11	08.5		39	41.5

	67 °F	29.05 "HG	12 PPM	
	ZN	SD/F	SD/M	
	89-55-09	5257.36	1602.449	
PP 101	270-04-47	5257.35	1602.448	HT = 8.39
M	89-55-13	5257.35	1602.446	
			.448	
	90-46-44	1159.97	353.560	
PP 115	269-12-57	1159.97	353.559	HT = 4.89
M	90-46-54	1159.97	353.559	



TRAV PT 419 M.C.H.D. BCSM IN HH 35 | 36 / 2 | 1 T3N T2N R1W

TRAV PT 418 P.K. @ INTERSECTION GLENDALE & EL MIRAGE

PP 113 M.C.H.D. BCSM IN HH 34 | 35 / 3 | 2

PP 101 M.C.H.D. BCSM IN HH 26 | 25 / 35 | 36

PP 115 P.K. ℄ GLENDALE (3½' LEGS ON PANEL)

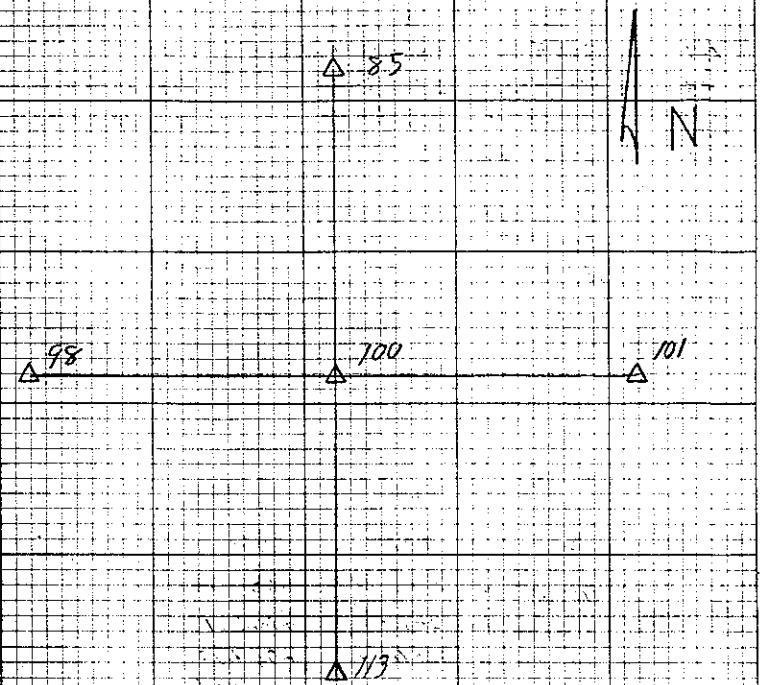
At @ 100 HI = 5.58

		093-42	A			
1)	113	0-54-31	180-03-40	41		
	98	90-47-09	270-47-13	11	90-43-30	
	85	180-08-02	0-07-58	08-00	180-04-19	
	101	270-49-49	90-49-54	51.5	270-46-10.5	
2)	113	90-03-04	270-03-07	03.5		
	98	180-46-35	0-46-39	34.5	31	30.5
	85	270-07-24	90-07-28	21	21.5	18
	101	0-49-08	180-49-14	11	07.5	09

44 °F 29.20 "HG 0 PPM

Z = 50/F 50/M

	89-50-57	5246.44	1599.120	
PP 98	270-09-05	5246.44	1599.118	HT=8.40
M	89-50-54	5246.44	1599.120	
			.119	
	89-50-27	5267.79	1605.633	
PP 85	270-09-42	5267.79	1605.625	HT=4.68
M	89-50-23	5267.79	1605.625	
			.628	
	89-55-28	5263.65	1604.359	
PP 101	270-04-38	5263.64	1604.362	HT=8.39
M	89-55-25	5263.64	1604.359	
			.360	



PP 100 M.C. H.D. BCSM IN HH 27|26 / 34|35 T3N R1W

PP 113 M.C. H.D. BCSM IN HH 34|35 / 3|2

PP 98 CROSSED OUT 1½" O.H.P. IN PVMT 28|27 / 33|34

PP 85 M.C. H.D BCSM IN HH 22|23 / 27|26

PP 101 M.C. H.D. BCSM IN HH 26|25 / 35|36

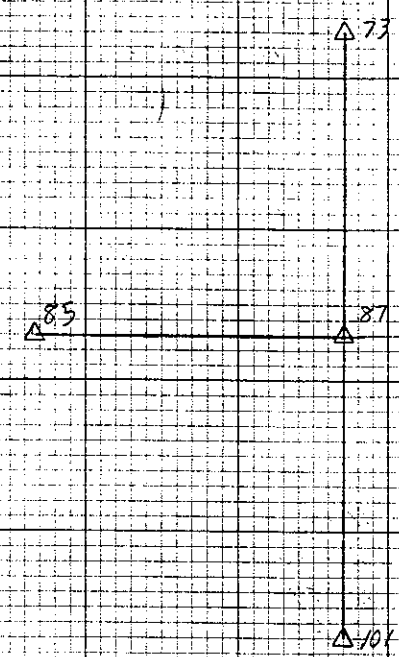
T@ 87 HI = 5.77

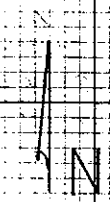
	D	R			
1) 101	0-05-21	180-05-14	17.5		
85	90-53-31	270-53-30	30.5	90-48-13	
73	179-59-14	359-59-08	11	179-53-53.5	
~~88~~	NO PANEL				
2) 101	90-03-49	270-03-54	51.5		
85	180-52-06	0-52-08	07	15.5	14
73	269-57-41	89-57-44	42.5	51	52
~~88~~					

46°F 29.26" HG 0 PPM

		Zn	SD/F	SD/M	
PP 101		90-05-09	5269.90	1606.265	
		269-55-41	5269.89	1606.267	HT = 8.39
	M	90-04-59	5269.90	1606.268	
				.267	
PP 85			5252.06	1600.830	
		89-54-32	5252.06	1600.830	12.48
		270-05-46	5252.07	1600.833	HT = ~~4.68~~
	M	89-54-23	.06	.831	
PP 73		89-51-52	5275.02	1607.828	
			5275.03	1607.829	HT = 8.42
		270-08-22	5275.02	1607.832	
	M	89-51-45		.830	

~~PP 88~~





PP 87 BCSM IN HH 23|24 / 26|25 T3N R1W

PP 101 M.C.H.D. BCSM IN HH 26|25 / 35|36

PP 85 M.C.H.D. BCSM IN HH 22|23 / 27|26

PP 73 M.C.H.D. BCSM IN HH 14|13 / 23|24

~~PP 88~~ NO PANEL

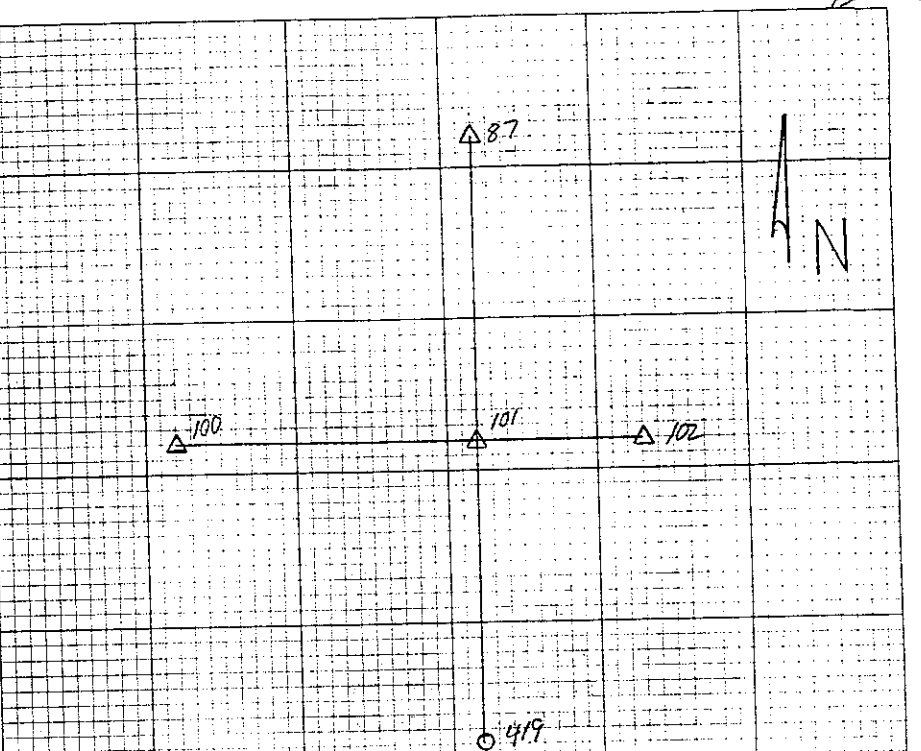
At @ 101 HI = 5.62

		D	A			
1)	419	0-03-56	180-04-05	04-00.5		
	100	90-56-22	270-56-12	17	90-52-16.5	
	87	180-06-42	0-06-34	38	180-02-37.5	
	102	270-45-56	90-45-53	54.5	270-41-54	
2)	419	90-02-59	270-02-55	57		
	100	180-55-14	0-55-06	10	13	15
	87	270-05-40	90-05-36	38	41	39
	100	0-44-53	180-44-51	52	55	545

70° °F 29.2 "HG 12 PPM

2" .50/FT .50/FT

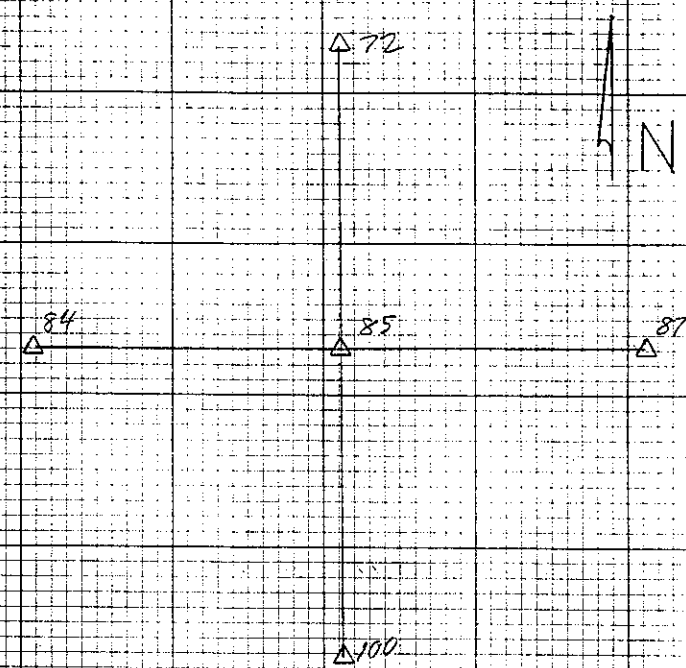
	90-01-32	2645.13	806.238	
PP 102	269-58-38	2645.13	806.238	HI = 4.39
		2645.14	806.238	



PP 101	M.C. H.D.	BCSM	in	HH	26|25 / 35|36	T3N R1W
TRAV PT 419	M.C. H.D.	BCSM	in	HH	35|36 / 2|1	
PP 100	M.C. H.D.	BCSM	in	HH	27|26 / 34|33	
PP 87		BCSM	in	HH	23|24 / 26|25	
PP 102	NAIL & OLIVE AVE @ BRIDGE					

π @	85 HI = 5.73				
	D	R			
1) 100	0-04-31	180-04-38	34.5		
84	90-46-34	270-46-36	35	90-42-00.5	
72	179-44-01	359-44-06	03.5	179-39-29	
87	270-45-22	90-45-08	15	270-40-40.5	
2) 100	90-01-24	270-01-28	26		
84	180-43-27	0-43-25	26	00	00
72	269-40-54	89-40-57	55.5	29.5	29
87	0-42-07	180-42-04	05.5	39.5	40

	73°F	29.20" Hg	15 PPM	
	ZW	SD/F	SD/M	
	89-49-32	5255.22	1601.794	
	270-10-45	5255.23	1601.796	
PP 84	89-49-24	5255.22	1601.797	HT = 8.38
	89-46-58	5267.38	1605.501	
PP 72	270-13-13	5267.38	1605.502	HT = 8.39
m	89-46-54	5267.39	1605.501	



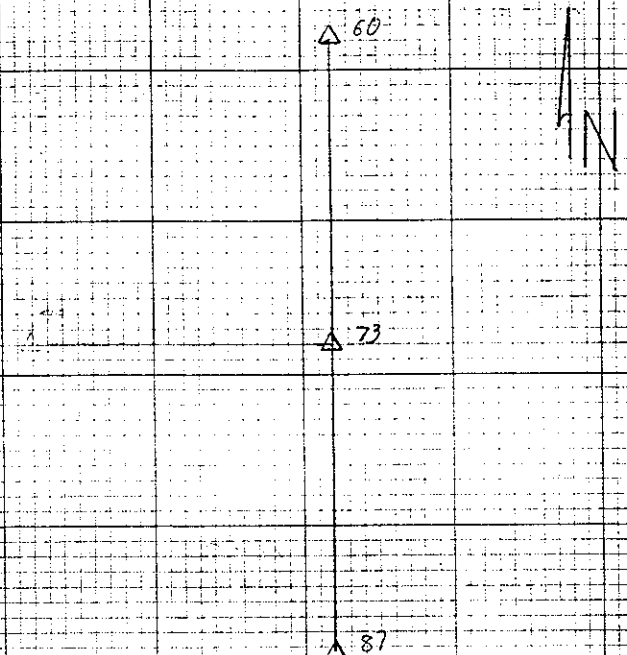
PP 85	M.C.H.D.	BCSM IN HH	22 | 23 / 27 | 26 T3N R1W
PP 100	M.C.H.D.	BCSM IN HH	27 | 26 / 34 | 35
PP 84	5/8" I.P.	BELOW PVMT	21 | 22 / 28 | 27
PP 72	NAIL	IN PVMT (PATCH)	
PP 87		BCSM IN HH	23 | 24 / 26 | 25

X@	73	HI = 5.76				
	D	R				
1) 87	0-03-49	180-03-49		49		
~~72~~	NOT VISIBLE					
60	180-11-14	0-11-09		11.5	180-07-22.5	
2) 87	90-05-15	270-05-12		13.5		
~~72~~						
60	270-12-28	90-12-26		27	13.5	18.

~~PP 72~~

	76°F	29.05" HG	16 RPM
	ZN	SD/F	SD/M
PP 60	89-46-52	5286.96	1611.463
	270-13-16	5286.98	1611.460
	M 89-46-48	5286.96	1611.456
		.97	.460

HT = 8.39

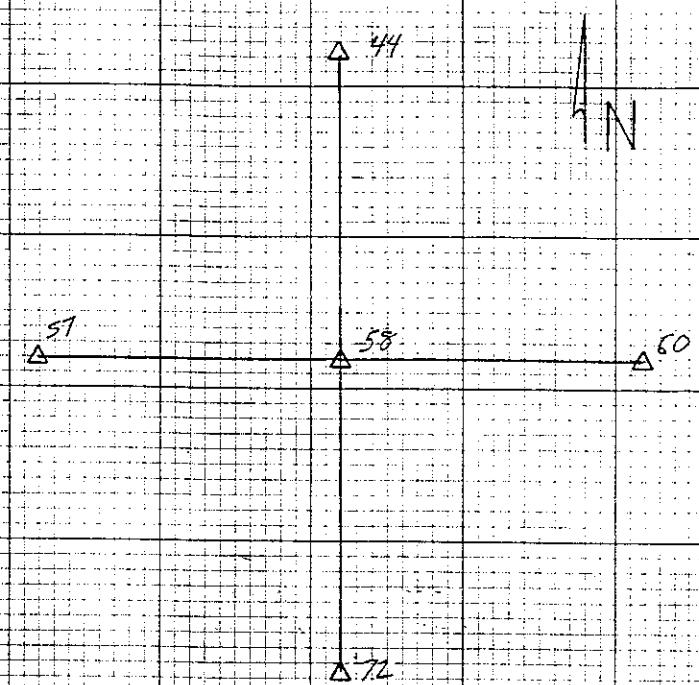


PP 73	M.C.H.D.	BCSM IN HH	14 | 13 / 23 | 24	73N RIW
PP 87		BCSM IN HH	23 | 24 / 26 | 25	
~~PP 72~~	~~NAIL IN PAMT.~~			
PP 60	EL MIRAGE	BCSM IN HH	11 | 12 / 14 | 13	

$\bar{x}$ @ 58 HI = 5.42

		D	R			
1)	72	0-10-34	180-10-29	31.5		
	57	90-47-03	270-47-01	02	90-36-30.5	
	44	179-57-57	359-57-54	55.5	179-47-24	
	60	270-39-02	90-39-01	01.5	270-28-30	
2)	72	90-08-04	270-08-06	05		
	57	180-44-32	0-44-28	30	25	28
	44	269-55-26	89-55-22	24	19	21.5
	60	0-36-38	180-36-38	38	33	31.5

		78°F	29" HG	1.8 PPM	
		2N	SD/F	SD/m	
PP 72		90-12-26	5277.68	1608.635	
		269-47-39	5277.68	1608.636	
	m	90-12-24	5277.67	1608.637	HT = 8.39
PP 57		89-53-53	5246.60	1599.171	
		270-06-10	5246.60	1599.171	
	m	89-53-52	5246.61	1599.170	HT = 4.68
PP 44		89-47-59	5275.25	1607.897	
		270-11-52	5275.24	1607.904	
	m	89-48-04	5275.23	1607.900	HT = 8.48
PP 60		90-07-18	5250.~~83~~ 94	1600.~~458~~ 485	
		269-52-50	5250.91	1600.497	
	m	90-07-14	5250.92	1600.483	HT = 8.39
				.488	



PP 58 CROSSED OUT P.K. IN INTERSECTION WADDELL & DYSART 10|11 / 13|14

PP 72 NAIL IN PVMT

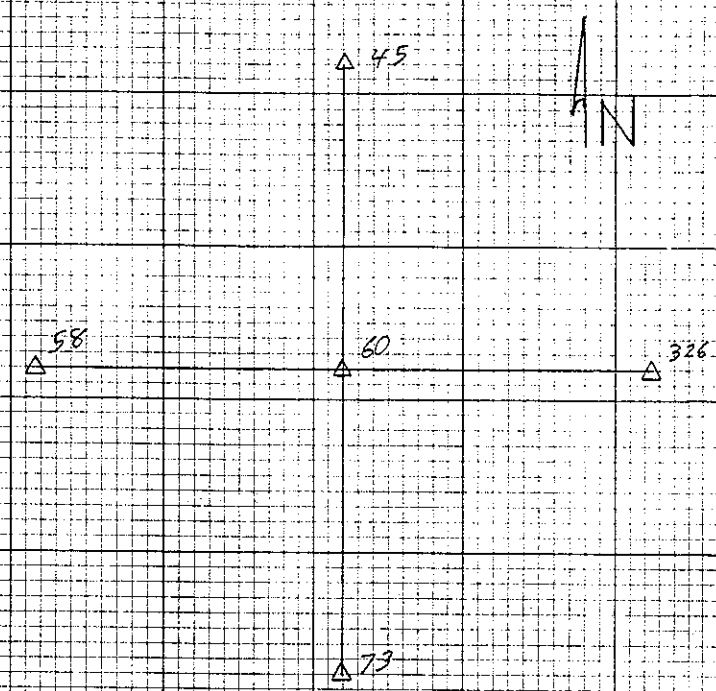
PP 57 M.C.H.D. BCSM 9|10 / 16|15

PP 44 M.C.H.D. BCSM IN AH 3|2 / 10|11

PP 60 EC MIRAGE BCSM IN H.H. 11|12 / 14|13

	⊼@	60	HI = 5.77			
		D	R			
1)	73	0-03-44	180-03-41	42.5		
	58	90-39-45	270-39-41	43	90-36-00.5	
	45	180-06-34	0-06-36	35	180-02-52.5	
	326	270-35-44	90-35-44	44	270-32-01.5	
2)	73	90-06-58	270-06-55	56.5		
	58	180-42-54	0-42-51	52.5	35-56	35-58
	45	270-09-55	90-09-46	50.5	54	53
	326	0-38-54	180-38-55	54.5	31-58	32-00

	58°F	29.10" HG	8 PPM	
	ZN	SD/F	SD/M	
	89-47-15	5280.75	1609.568	
PP 45	270-13-00	5280.70	1609.565	HT = 12.39
m	89-47-08	5280.74	1609.564	
		.73	.566	
		5263.95	1604.459	
PP 326	90-05-49	5263.99	1604.460	
	269-54-39	5263.96	1604.456	HT = 12.40
m	90-05-35	.97	.458	



PP 60 EL MIRAGE BCSM IN HH 11 | 12 / 14 | 13 T3N R1W

PP 73 M.C.H.D BCSM IN HH 14 | 13 / 23 | 24

PP 58 CROSSED OUT P.K. IN PVMT 10 | 11 / 15 | 14

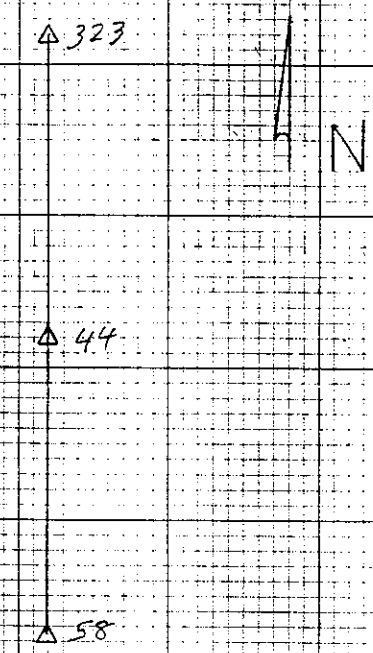
PP 45 1" O.I.P. BELOW PVMT 2 | 1 / 11 | 12

PP 326 'X' IN CONCRETE 12 | 7 / 13 | 18 T3N R1W R1E

X @ 44 HI = 5.75

		D	R			
1)	58	0-06-30	180-06-33	-31.5		
	323	180-16-28	0-16-18	-23	180-09-51.5	
2)	58	90-01-19	270-01-19	19		
	323	270-11-17	90-11-13	15	56	54

	68°F	29.10" HG	12 PPM	
	ZN	SD/F	SD/M	
PP 323	89-43-16	5497.92	1675.787	
	270-16-58	5498.00	1675.771	HTC 8.48
M	89-43-09	5497.97 .96	1675.788 .782	



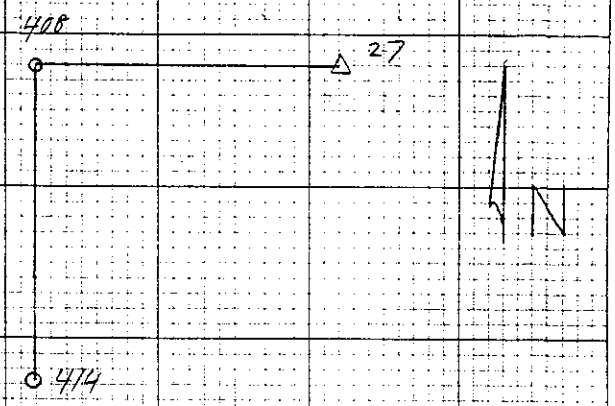
PP 44 M.C. H.D. BCSM IN H.H. 3 | 2 / 10 | 11 T3N R1W

PP 58 CROSSED OUT P.K. 10 | 11 / 15 | 14

PP 323 M.C. H.D. BCSM 34 | 35 / 3 | 2 T4N T3N R1W

ANGLES TO CLOSE PREVIOUS TRAVERSE

T@	408				
	D	R			
1) 27	0-04-50	180-04-47	48.5		
414	89-29-43	269-29-49	46	89-24-57.5	
2) 27	90-08-12	270-08-05	08.5		
414	179-32-54	359-32-56	55	46.5	52

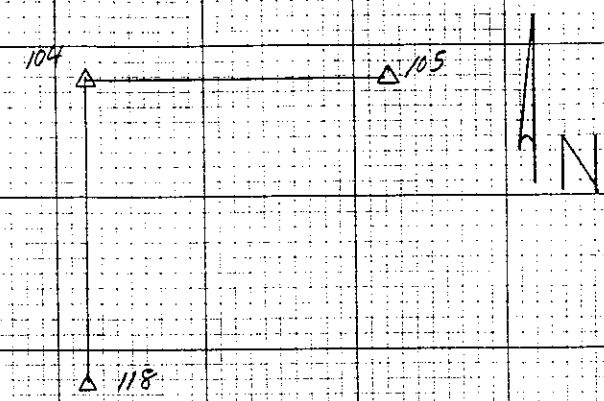


408 TRAV PT. FND P.K. & SHINER

PP 27 M.C.H.D. BCSM IN HH $\frac{35|36}{2|1}$ T4N T3N R2W

414 TRAV PT 1" O.I.P. $\frac{3|2}{10|11}$

	π @	104				
		D	R			
1)	105	0-09-42	180-09-44	43		
	118	89-23-04	269-23-01	02.5	89-13-19.5	
2)	105	90-12-25	270-12-20	22.5		
	118	179-25-45	359-25-44	44.5	22	21



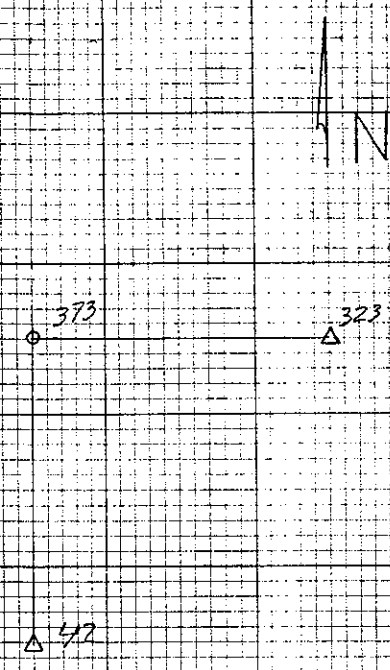
PP 104 CROSSED OUT NAIL BELOW PVMT $\frac{33}{4}\Big|\frac{34}{3}$ T3N R2W T2N

PP 105 1" O.H.P. BELOW PVMT $\frac{34}{3}\Big|\frac{35}{2}$

PP 118 1½" I.C.P. BELOW PVMT $\frac{4}{9}\Big|\frac{3}{10}$

	T@ 373	HI = 5.26			
	D	R			
1) 323	0-02-31	180-02-26	28.5		
42	90-15-20	270-15-31	25.5	90-12-57	
2) 323	90-02-58	270-03-03	03-00.5		
42	180-16-02	0-16-04	03	13-02.5	90-13-00

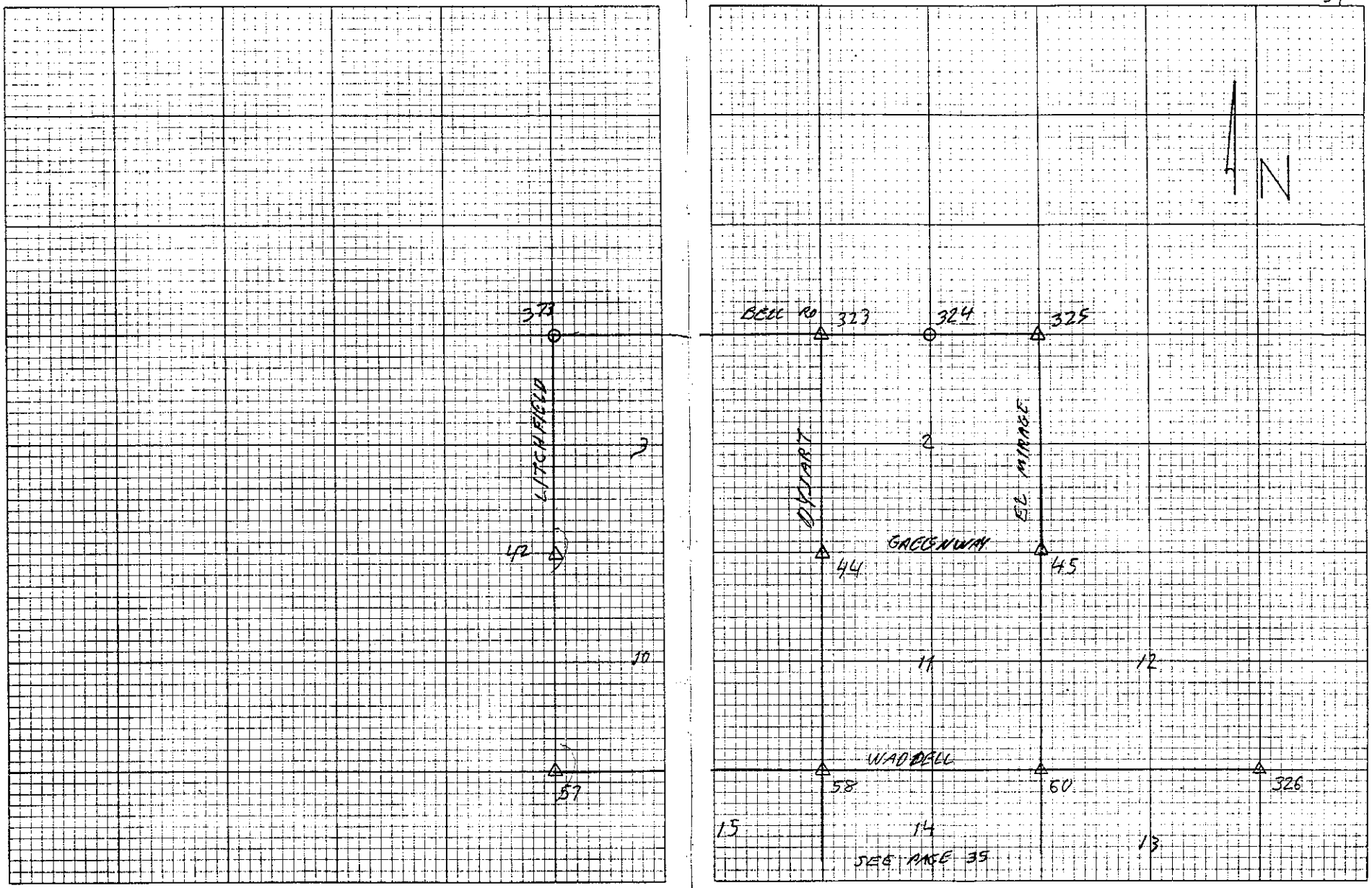
	72°F	29.00" HG	15 PPM	
	Zn	SD/F	SD/M	
		5377.88	1639.174	
42	90-13-28	5377.88	1639.179	HT = 4.89
	269-46-20	5377.91	1639.175	
M	90-13-34	.89	.176	



373 GRAHM TRAV. PT. P.K. & SHINER @ BELL & LITCHFIELD

323 M.C.H.D. BCSM 34 | 35 / 3 | 2 T4N T3N R1W

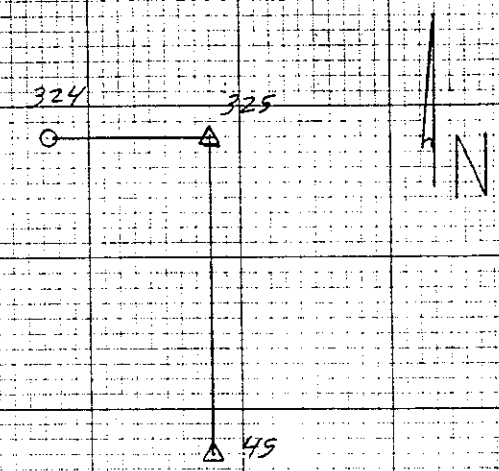
42 M.C.H.D BCSM 4 | 3 / 9 | 10


N
BELL RD
323
324
325
LITCHFIELD
DYSART
EL MIRAGE
GREENWAY
44
45
42
57
58
60
326
WADDELL
2
3
10
11
12
13
14
15
SEE PAGE 35

	π @ 325		HI = 5.82			
		D	R			
1)	45	0-12-24	180-12-25	245		
	324	89-11-40	269-11-44	42	88-59-17.5	
2)	45	90-07-30	270-07-28	29		
	324	179-06-45	359-06-49	47	-18	18
		51°	29.10"	2 PPM		
PP		90-15-20	5530.27	1685.630		
45		269-45-00	5530.27	1685.630		HT = 8.39
	m	90-15-20	5530.27	1685.628		
				.629		
PP 324		89-52-00	2963.76	903.355		
		270-08-08	2963.75	903.356		
	m	89-51-56	2963.76	903.357		HT = 7.50

1/11/90

55



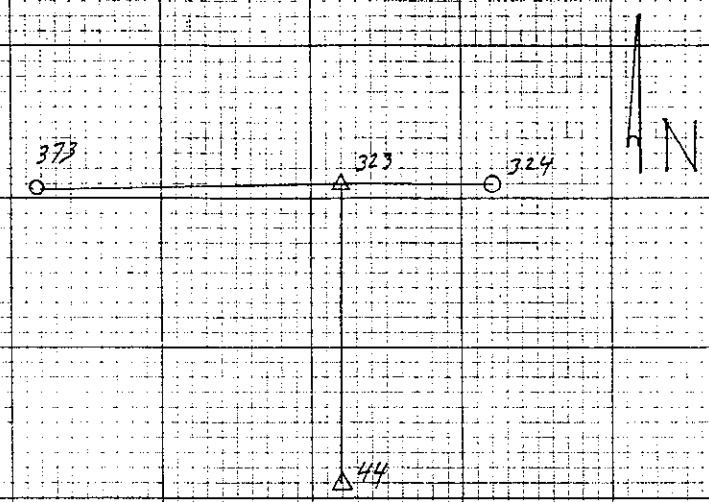
PP 325 M.C.H.D. BCSM IN HH 35 | 36 / 2 | 1 T4N T3N R1W

PP 45 1" O.I.P. BELOW PVMT 2 | 1 / 11 | 12

PP 324 P.K. & SHINER TRAV. PT / VERTICAL PANEL

	⊼ @ 323		HI = 5.31			
		D	R			
1)	44	0-08-32	180-08-38	35		
	373	89-42-51	269-42-46	48.5	89-34-13.5	
	324	271-37-21	91-37-19	20	271-28-45	
2)	44	90-03-43	270-03-45	44		
	373	179-38-08	359-37-58	38-03	20	17
	324	01-32-33	181-32-30	31.5	48.5	47

	60°F	29.05" HG	8 PPM	
	ZN	SD/F	SD/M	
	89-50-13	5266.44	1605.211	
~~[illegible]~~	270-09-54	5266.42	1605.211	HT = 8.39
373	M 89-50-10	5266.43	1605.212	
	90-09-37	2305.72	702.785	
PP 324	269-50-42	2305.69	702.787	HT = 7.50
		2305.73 (.71)	702.787 (.786)	



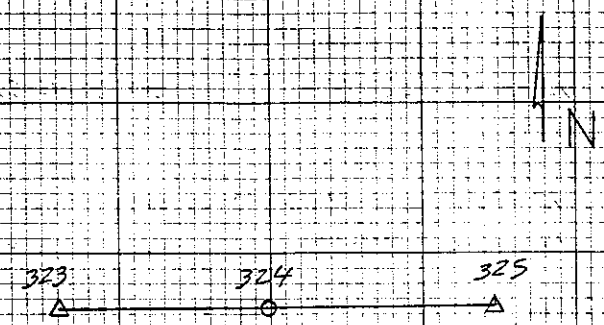
PP 323 M.C.H.D. BCSM 34 | 35 T4N / 3 | 2 T3N R1W

PP 44 M.C.H.D. BCSM IN HH 3 | 2 / 10 | 11

373 GRAHM TRAV PT P.R. & SHINER @ INTERSECTION BELL & LITCHFIELD

T @ 324

	D	R			
1) 325	0-14-05	180-14-14	09.5		
323	182-40-35	02-40-35	35	182-26-25.5	
2) 325	90-05-08	270-05-09	08.5		
323	272-31-26	92-31-24	25	16.5	21

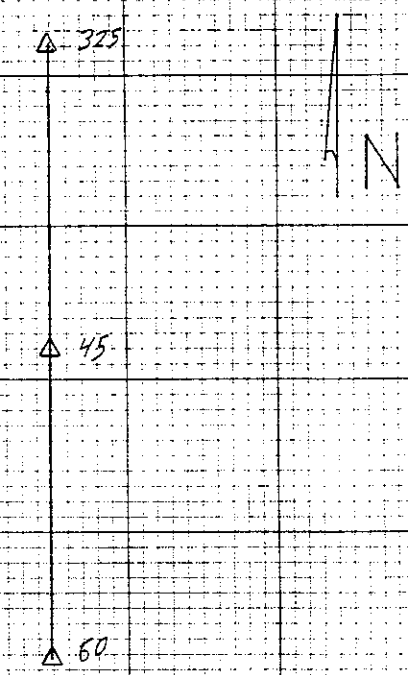


PP 324 VERTICAL PANEL / TRAV PT P.R.O. SHINER

PP 325 M.C.H.D. BCSM IN HH 35 | 36 / 2 | 1 T4N / T3N R1W

PP 323 M.C.H.D. BCSM 34 | 35 / 3 | 2

		π @ 45				
		D	R			
1)	60	0-02-08	180-02-06	07		
	325	180-07-15	0-07-10	12.5	180-05-05.5	
2)	60	90-09-01	270-09-04	02.5		
	325	270-14-07	90-14-08	07.5	05	05



PP 45 1" O.I.P. BELOW PVMT 2/11 | 1/12 T3N R1W

PP 60 EL MIRAGE BCSM IN HH 11/14 | 12/13

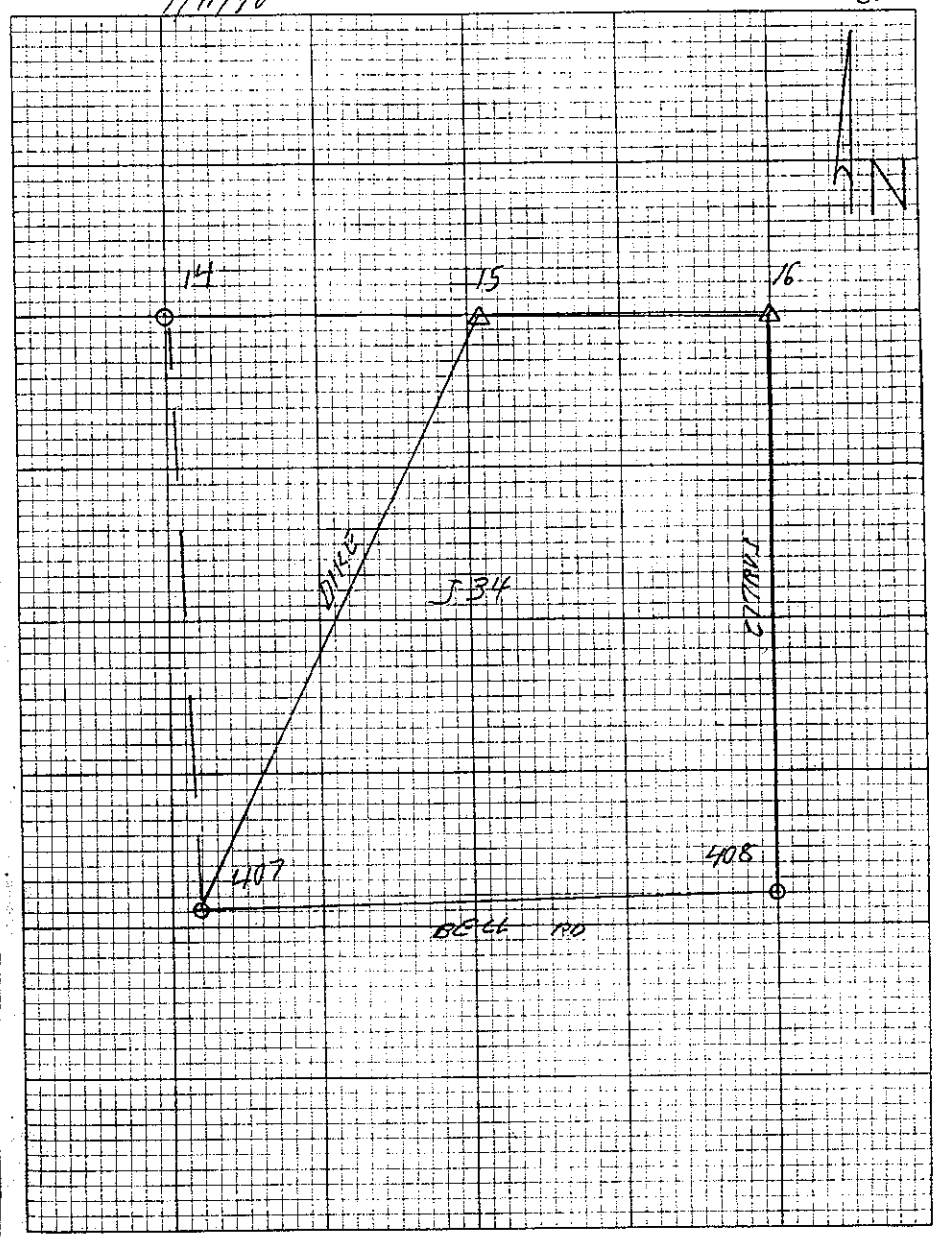
PP 325 M.C.H.D. BCSM IN HH 35/2 | 36/1

TRAVERSE AROUND SEC 34 T4N R2W

TRIG LEVEL TO AP 15 & AP 14

1/11/90

60

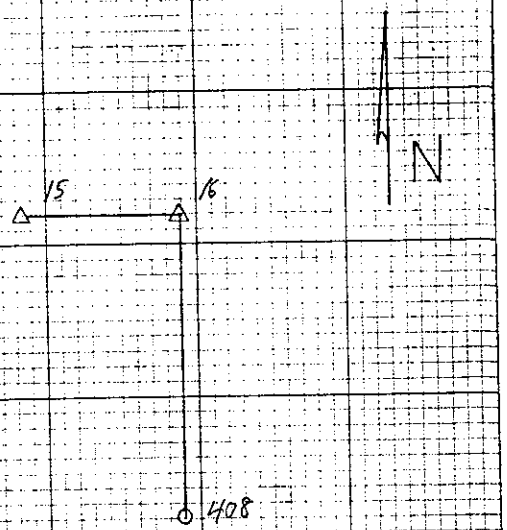


At @ 16 HT =

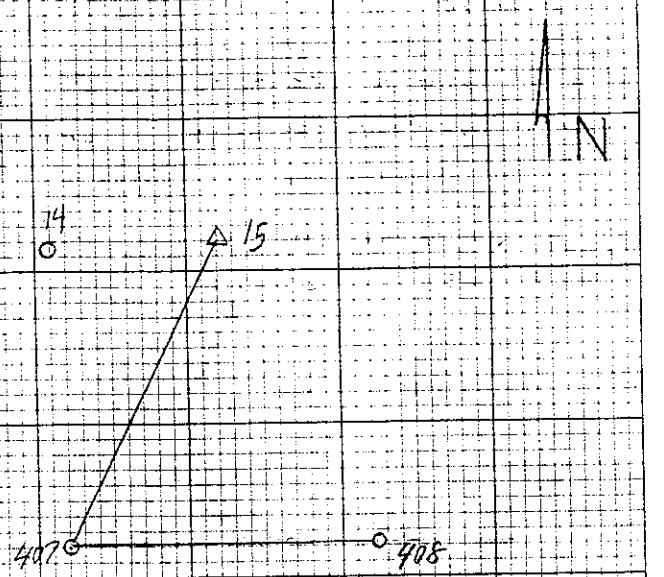
	D	R			
# 408	00-03-01	180-02-58	02-59.5		
15	89-19-10	269-19-11	10.5	89-16-11	
# 408	90-07-50	270-07-52	51		
15	179-24-03	359-24-54	03.5	12.5	12

85° 28.80 11 HR. 24 PPM

		2462.75	750.650	
PP 15	89-07-19	2462.76	750.648	HT = 8.38
	270-52-33	2462.75	750.649	
16	89-07-23			



π@ 407	HT = 5.44				
	D	R			
1) 15	00-01-59	180-02-02	02-00.5		
408	62-23-50	242-23-54	52	62-21-51.5	
2) 15	90-05-27	270-05-32	29.5		
408	152-27-19	332-27-22	20.5	51	51
	84°	28.80 11 HG	23 PPM		
PP 15	89-58-57	5975.95	1821.468		
	270-01-00	5975.94	1821.472		HT = 8.93
m	89-58-59	5975.94	1821.469 .470		
1/12/90	π@ 407	HT = 5.30			
	28.80 HG	65° F	14 PPM		
	Zn	JD/F	JD/m		
PP 14	90-03-20	5354.61	1632.088		12.48
	269-56-50	5354.64	1632.091		HT = 8.48
m	90-03-15	5354.61 .62	1632.090		



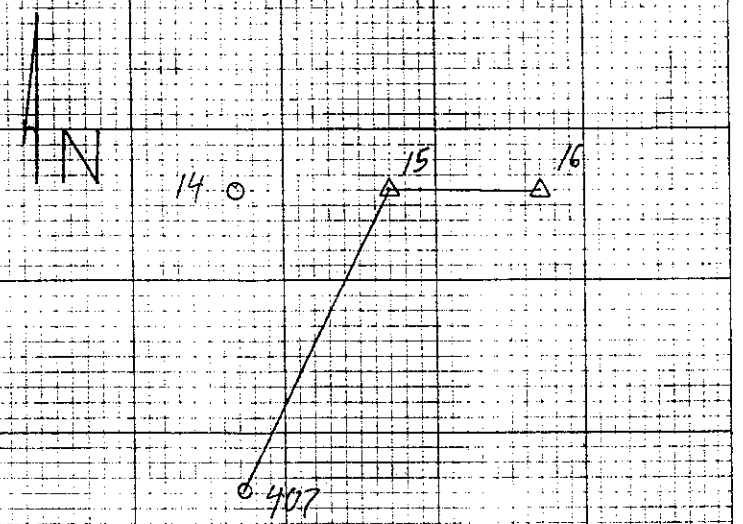
T @ 15 HI = 5.45

	D	R		
11 16	00-02-34	180-02-36	35	
407	115-53-45	295-53-44	44.5	115-57-09.5
21 16	90-05-51	270-05-50	50.5	
407	205-57-03	25-57-00	57-01.5	11 10.

79° 11 #6 28.80 21 PPM

	90-08-37	2788.56	849.957
		2788.56	849.955
90 14	269-51-24	2788.55	849.956
M	90-08-37		

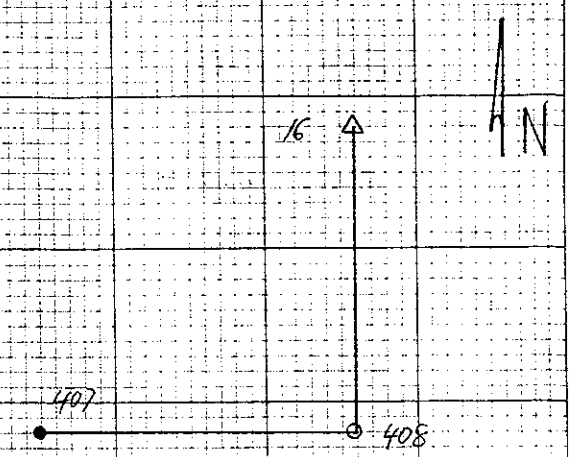
HT = 8.94



	⊼@ 408	HI = 5.38			
	D	R			
1) 407	00-03-47	180-03-44	45.5		
16	92-34-35	272-34-31	33	92-30-47.5	
2) 407	90-06-48	270-06-48	48		
16	182-37-32	02-37-30	31	43	45
	61°	28.85 " HG	9 PPM		
	ZN	ID/F	ID/M		
PP 16	89-46-07	5222.61	1591.847		HT = 8.45
	270-14-11	5222.61	1591.855		
M	89-45-58	5222.60	1591.856		
		.61	.853		

1/12/90

64



TRAVPT 408 P.K. & SHINER @ BELL & CITRUS

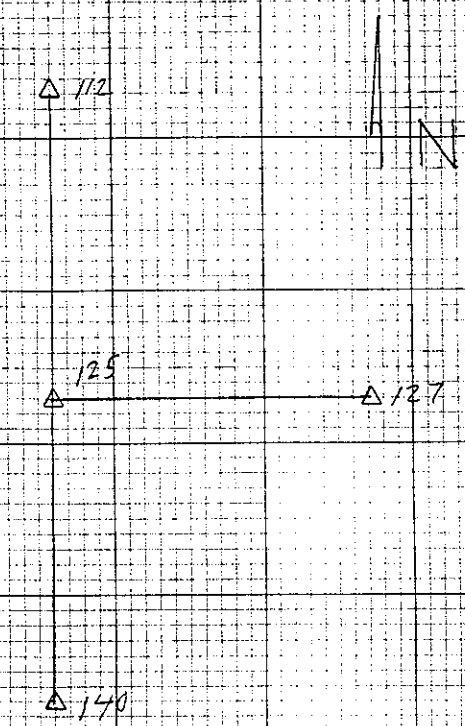
TRAV PT 407 SET NAIL & SHINER @ BELL & DIKE

PP 16 RANDOM PANEL NAIL & SHINER

STA	+	HI	—	ELEV	
PP 132				1153.06	1" I.R.
	5.44	1158.50			
TRAV PT 402			5.10	1153.40	400 MAR
	5.36	1158.76			
PP 132			5.70	1153.06	
PP 25					NAIL & SHINER
	2.48				
TRAV PT 407			5.05		NAIL & SHINER
	4.90				
PP 25			1.31		

	A @ PP 125 D	R			
1) PP 112	00-01-28	180-01-32	30		
PP 127	93-08-41	273-08-37	39	93-07-09	
PP 140	182-15-51	02-15-44	47.5	182-14-17.5	
2) 112	90-05-10	270-05-08	09		
127	183-12-17	03-12-18	17.5	08.5	09
140	272-19-26	92-19-26	26	17	17

1/17/90



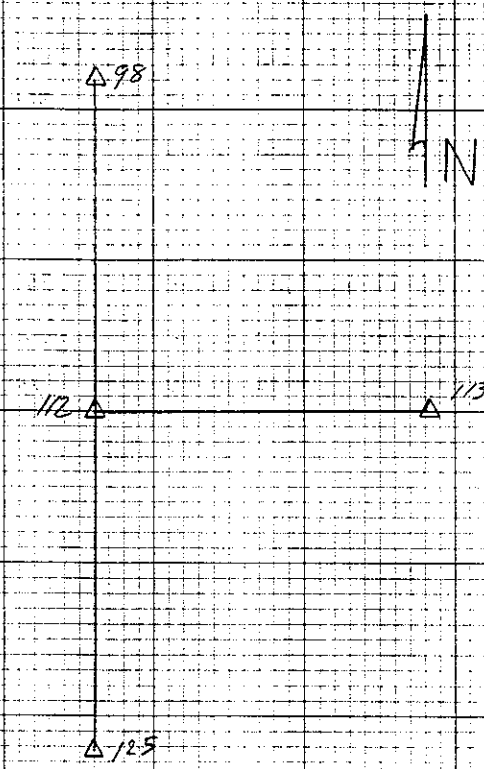
PP 125 M.C.H.D. BCSM IN HH $\frac{4|3}{9|10}$ T2N R1W

PP 112 M.C.H.D. BCSM IN HH $\frac{33|34}{4|3}$

PP 127 BOLT IN CONCRETE IN HH $\frac{3|2}{10|11}$

PP 140 M.C.H.D. BCSM IN HH $\frac{9|10}{16|15}$

	π @ PP 112				
	D	R			
1) PP 98	00-03-33	180-03-33	33		
PP 113	90-41-42	270-41-34	38	90-38-05	
PP 125	177-46-25	357-46-25	25	177-42-52	
2) 98	90-05-45	270-05-37	41		
113	180-43-34	00-43-26	30	37-49	37-57
125	267-48-31	87-48-29	30	49	50.5



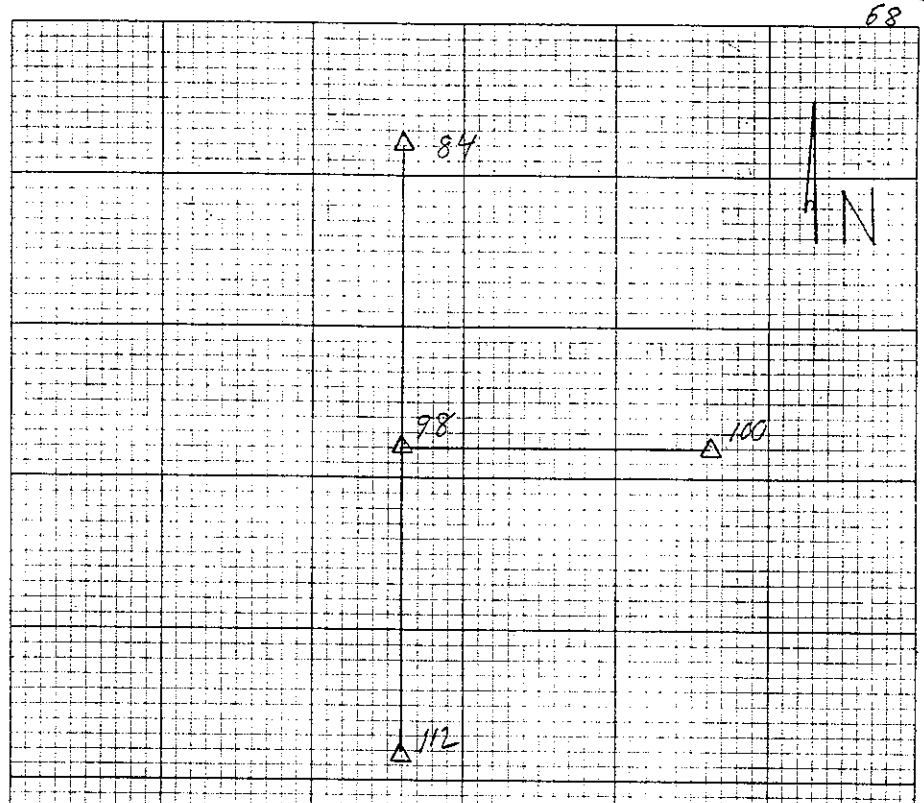
PP 112 M.C.H.D. BCSM IN HH 33|34 / 4|3 T3N T2N R1W

PP 98 CROSSED-OUT 1½" O.I.P. IN PVMT 28|27 / 33|34

PP 113 M.C.H.D. BCSM IN HH 34|35 / 3|2

PP 125 M.C.H.D. BCSM IN HH 4|3 / 9|10

	∠@ D	PP 98 A			
1) PP 84	00-04-54	180-04-00	02		
PP 100	90-48-59	270-48-56	57.5	90-44-55.5	
PP 112	180-10-24	00-10-18	21	180-06-19	
2) 84	90-06-42	270-06-39	38		
100	180-51-36	00-51-35	35.5	52.5	56.5
112	270-12-53	90-12-56	54.5	16.5	18



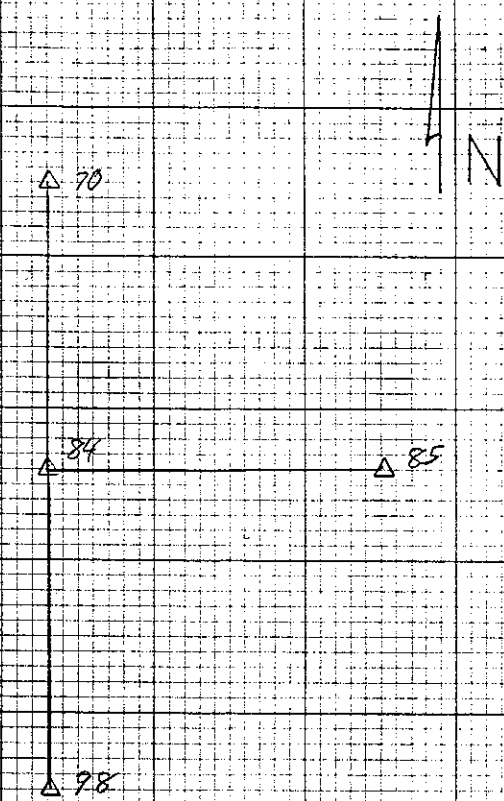
PP 98 CROSSED-OUT 1½" O.I.P. IN PVMT. 28|27 / 33|34 13M A.W.

PP 84 5/8" I.P. BELOW PVMT. 24|22 / 28|27

PP 100 M.C.H.D. BCSM IN H.H. 27|26 / 34|35

PP 112 M.C.H.D. BCSM IN H.H. 33|34 / 4|3

	π @ PP 84 D	R			
PP 70	00-02-10	180-02-09	09.5		
PP 85	90-52-10	270-52-07	08.5	90-49-59	
PP 98	180-04-22	00-04-25	23.5	180-02-14	
70	90-05-43	270-05-45	44		
85	180-55-45	00-55-45	45	90-50-01	50-00
98	270-08-02	90-08-02	02	18	16



PP 84 5/8" I.P. BELOW PVMT 21|22 / 28|27 T3N R1W

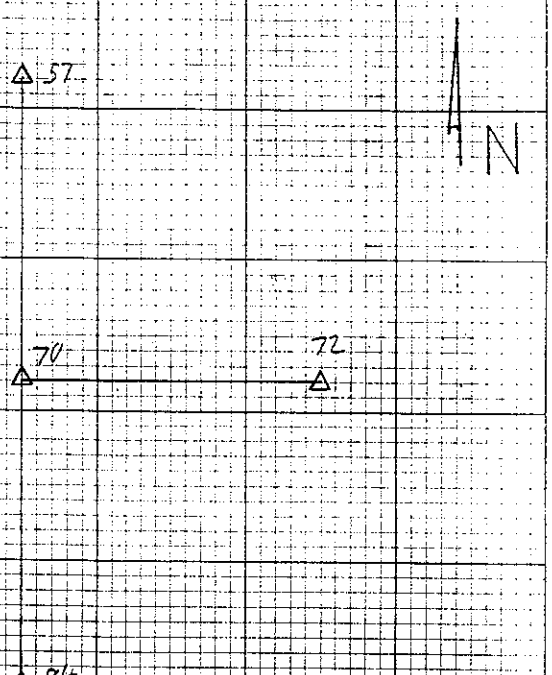
PP 70 M.C.H.D. BCSM 16|15 / 21|22

PP 85 M.C.H.D. BCSM IN H.H. 22|23 / 27|26

PP 98 CROSSED-OUT 1½" O.I.P. IN PVMT 28|27 / 33|34

	∡ @ PP 70 D	70 R			
PP 57	00-04-15	180-04-12	13.5		
PP 72	90-53-59	270-53-58	58.5	90-49-45	
PP 84	180-02-16	00-02-15	15.5	179-58-02	
57	90-06-36	270-06-30	33		
72	180-56-18	00-56-15	16.5	90-49-43.5	-44
84	270-04-33	90-04-34	33.5	179-58-00.5	-01

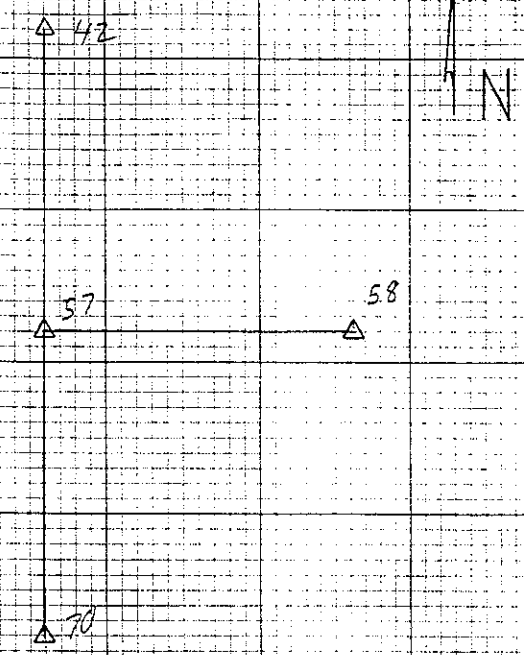
70



PP 70	M.C.H.O.	BCSM	16/15 / 21/22	T3N R4W
PP 57	M.C.H.O.	BCSM	9/10 / 16/15	
PP 72	NAIL	IN PVMT		
PP 84	5/8" I.R.	BELOW PVMT	21/22 / 28/27	

	⊼@ PP	57			
	D	R			
1) PP 42	00 01 20	180-01-24	22		
PP 58	90-50-35	270-50-30	32.5	90-49-10.5	
PP 70	180 07-02	00-07-07	04.5	180-05-42.5	
	90-03-23	270-03-29	23.5		
2) 42	~~90-02-19~~				
58	180-52-36	00-52-36	36	12.5	11.5
70	270-09-14	90-09-09	11.5	48	45

1/17



1/18

PP 57 M.C.H.D. BCSM 9/10 16/15 T3N R1W

PP 42 M.C.H.D. BCSM 4/3 9/10

PP 58 CROSSED OUT P.K. IN RD. 10/11 15/14

PP 70 M.C.H.D. BCSM 16/15 21/22

	T @ PP 42				
	D	R			
1) TRAV PT 373	00:04:42	180:04:38	40		
PP 57	180:07:32	00:07:32	32	180:02:52	
2) 373	90:06:41	270:06:35	38		
57	270:09:30	90:09:31	30.5	52.5	52

1/18

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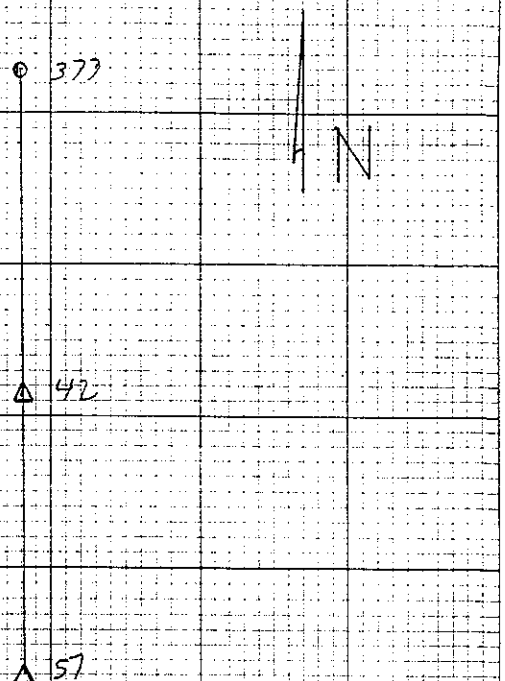


PP 42	M.C. H.D	BC/M	4/3 / 9/10	T3N	R1W
TRAV PT 373	GRANM	TRAV PT	A.K. & SPINNER		
PP 57	M.C. H.D	BC/M	9/10 / 16/15		

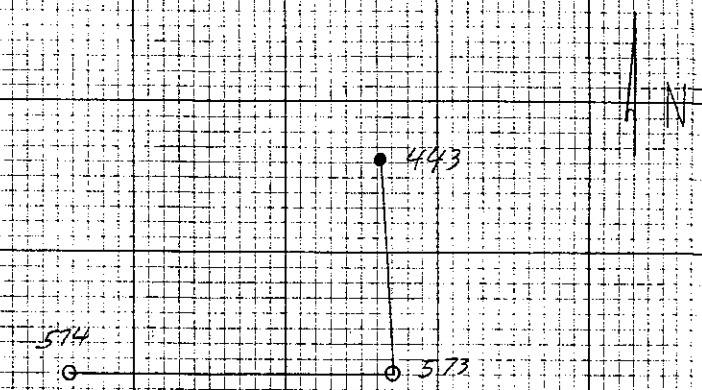
3/19/90 73

D. SCHWALEN TACKER

A. SMITH

PHOTO I.D. PT #444 @ LITCHFIELD & GRAND

~~T@~~	573	~~HT=~~				
	D	R				
1) 574	00-03-39	180-03-48		43.5		
TRAV PT 443	87-38-19	267-38-24		21.5	87-34-38	
2) 574	90-05-41	270-05-48		44.5		
443	177-40-25	357-40-28		26.5	42	40
	ZN	SD/F	SD/M			
TRAV PT					HD=2689.77	HT=8.32
443	89-39-04	2689.82	8198.59			
	270-21-05	2689.82	8198.59		2689.41	
		2689.83	8198.59			
M	89-39-06					
					HD=5281.96	
574	89-45-30	5282.01	1609.955			
	270-14-43	5282.01	1609.959		5281.25	
		5282.00	1609.959			
M	89-45-24					

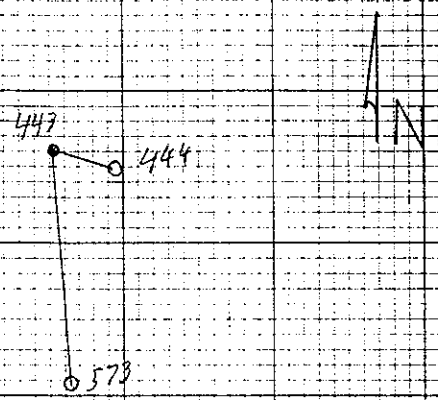


573	GRAHM TRAV. PT P.K. & SHINER IN ROAD
574	GRAHM TRAV. PT P.K. & SHINER IN ROAD
443	TRAV PT SET HUB & TACC

	D	A			
1) 573	00:01:26	180:01:31	28.5		
~~PHOTO I.D 444~~	303:55:17	123:55:26	2A5	303 53 57	
2) 573	90:04:20	270:04:24	22		
444	33:58:06	213:58:17	1115	49.5	51

PHOTO I.D. PT. 444	90:15:17	~~153.78~~ 153,51	46,785	
	269:44:39	153,51	46,780	HD=153,51
	90:15:17	153.51	46,788	153.49

PT	N	E
444	962,695.92	365,513.20



443 TRAV PT HUB & TACK

573 GRAHM TRAV PT R.R. & SAUER

444 PHOTO I.D PT END OF CURB STONE ON GRAND AVE. EAST OF LITCHFIELD

WHITE TANKS PHASE 2

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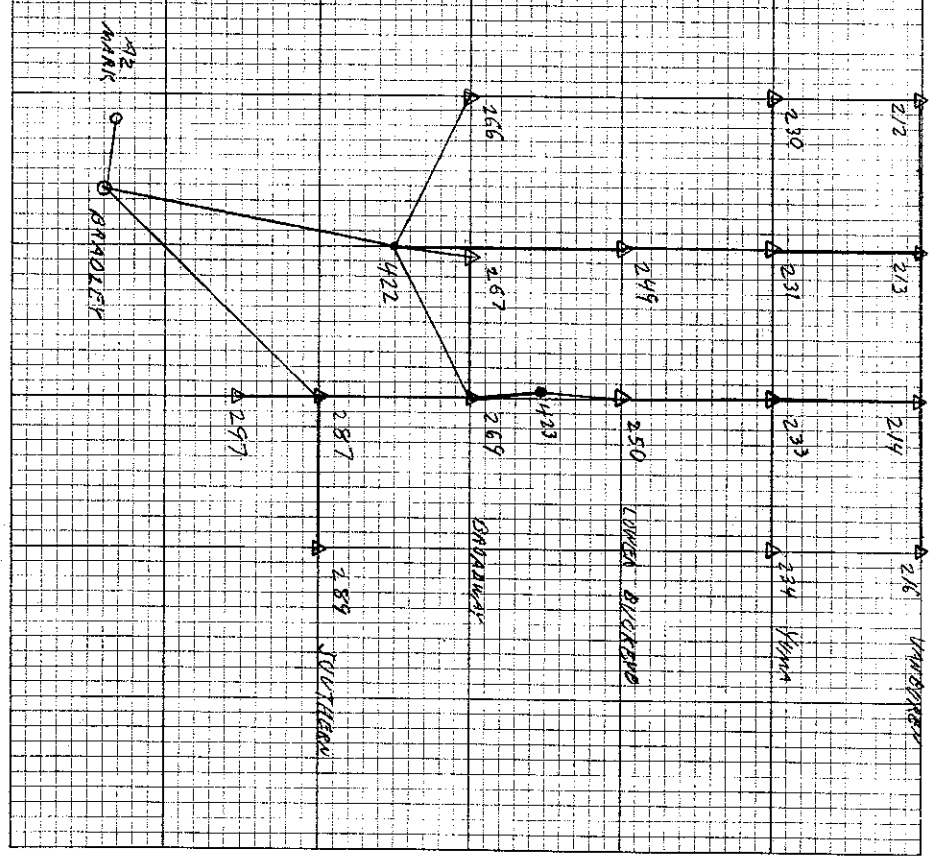
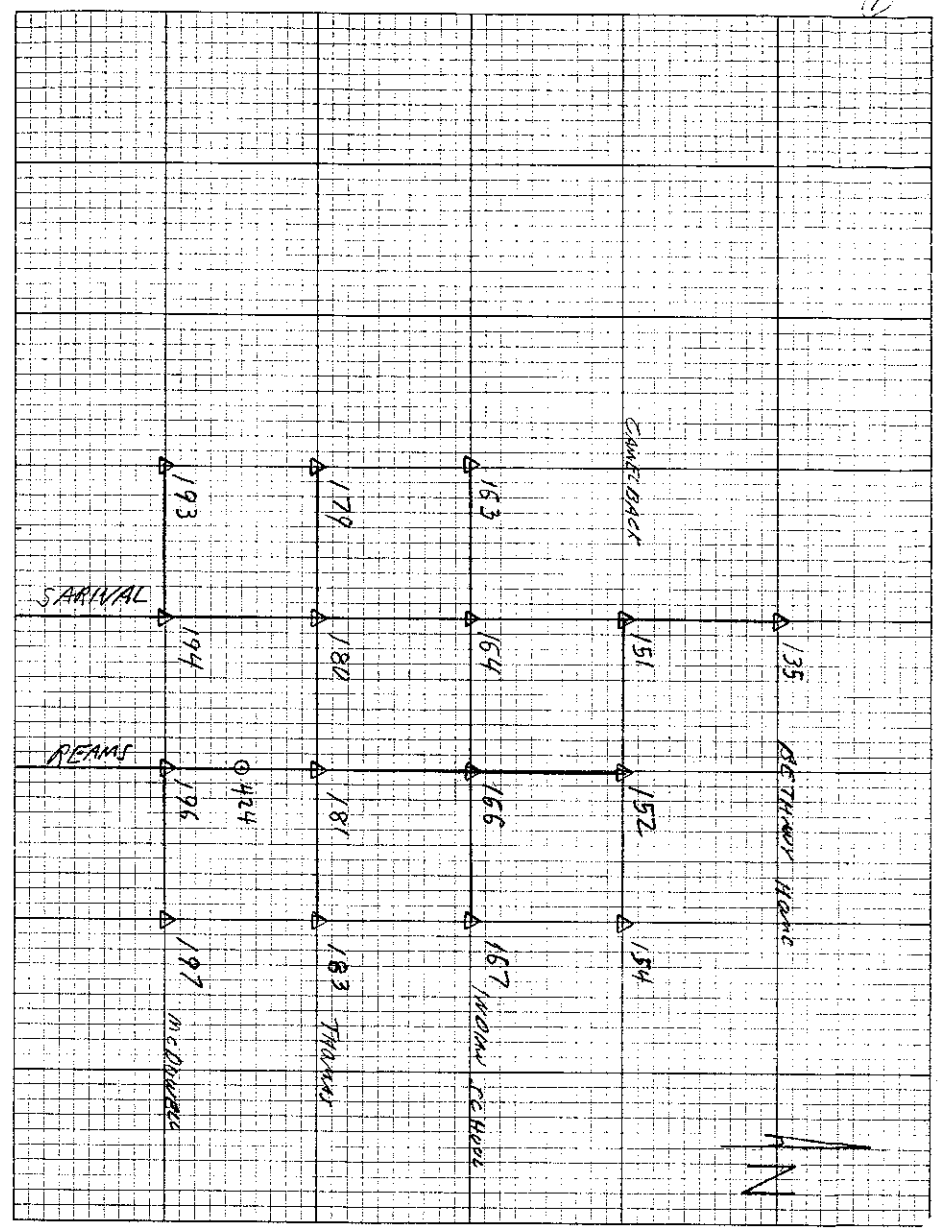
JOB NO.	PROJECT	PAGE NUMBER

TRAVERSE SOUTH ON SARIVAL RD FROM
PP #151 @ CAMELBACK TO TRIANGULATION PT BRADLEY

D SCHWALENSTOCKER PC ⊼
A SMITH ⊕ III 1/18 - 1/19
L MITCHEL III ⊼ 1/23 - 1/25

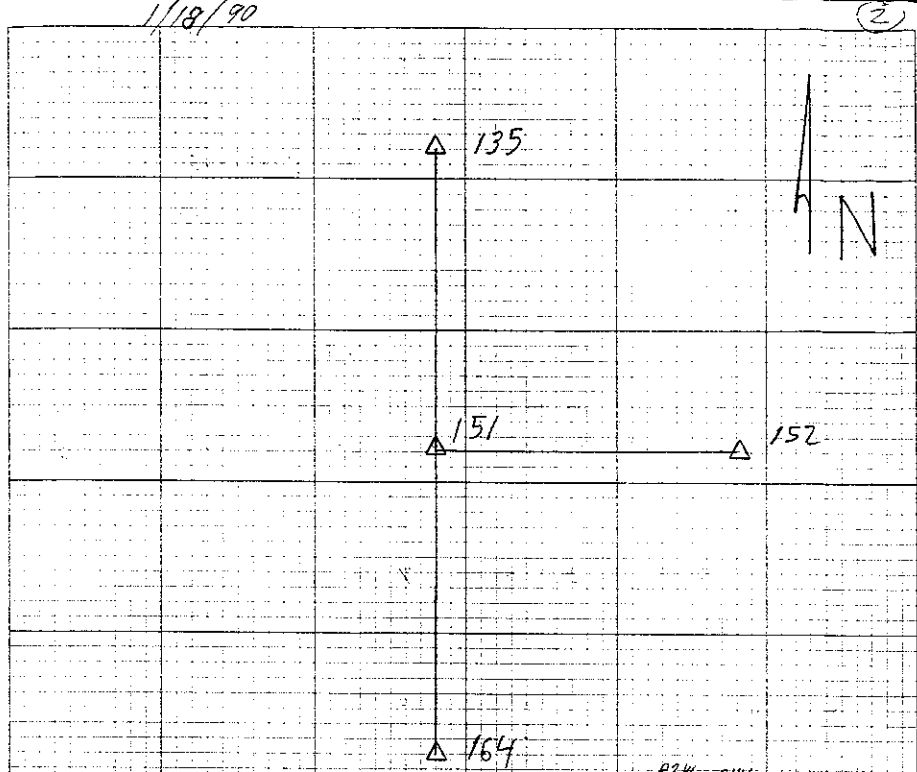
WILD T-2
LIETZ RED 2A





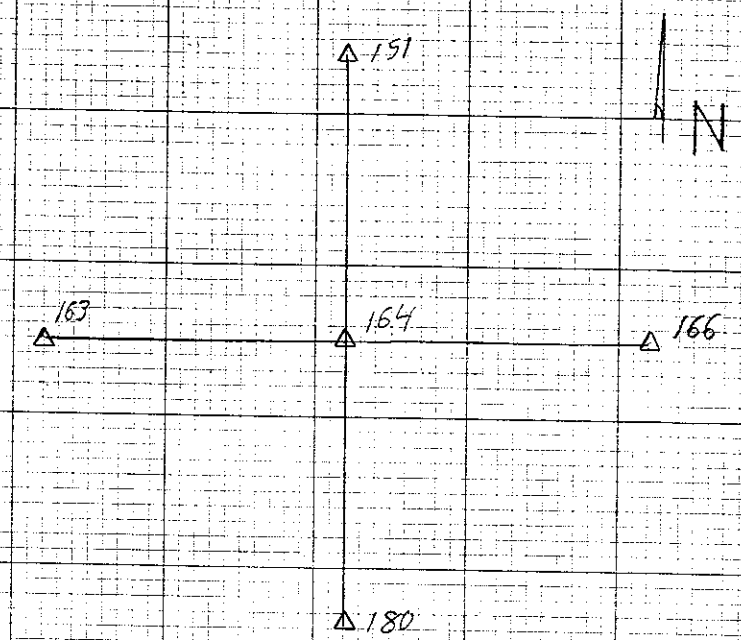
1/18/90 (2)

	A @ 151		HI = 5.72			
		D	R			
1)	PP 135	00-03-01	180-03-03	02		
	PP 152	89-54-41	269-54-43	42	89-51-40	
	PP 164	180-05-56	00-05-57	56.5	180-02-54.5	
2)	PP 135	90-05-20	270-05-20	20		
	PP 152	179-57-00	359-56-59	59.5	39.5	40
	PP 164	270-08-16	90-08-14	15	55	55
		55 °F	29 " HG	7 MPH		
		2w	SD/F	SD/m		
	PP 152	90-04-20	5237.13	1596.278		
		269-55-48	5231.12	1596.281		
			5237.13	1596.278		HT = 8.47
		M 90-04-16				
	PP 164	90-09-32	5271.00	1606.603		
		269-50-27	5271.01	1606.602		
			5270.99	1606.601		HT = 8.47
		M 90-09-33				



		R24 / R1W	
PP 151	CITY OF PHOENIX BCSM IN HH	13 / 18 / 24 / 19	T2N
PP 135	BOLT IN CONCRETE IN HH	12 / 7 / 13 / 18	
PP 152	CITY OF PHOENIX BCSM IN HH	18 / 17 / 19 / 20	
PP 164	2" O.I.P. IN HH	24 / 19 / 2.5 / 30	

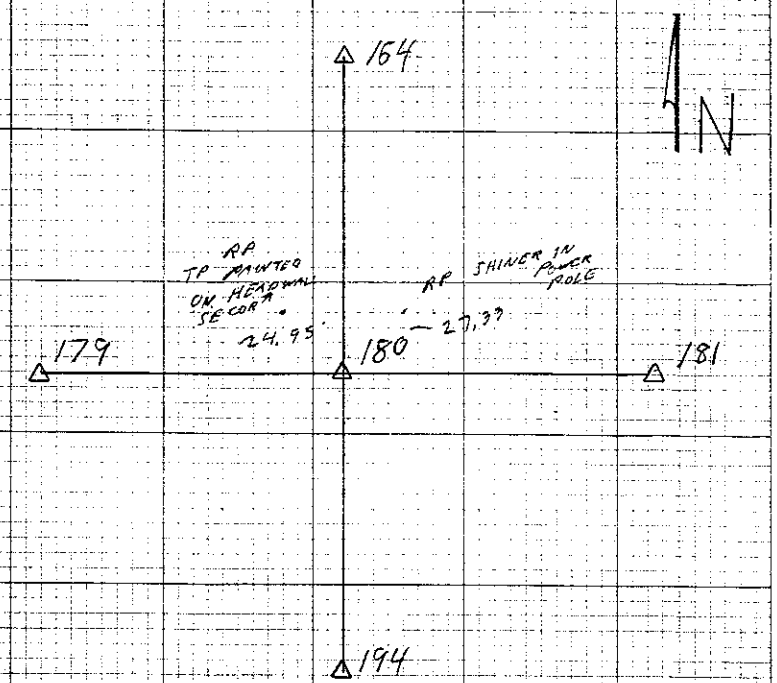
	X @ 164	HI =	6.03		
	D	R			
1) PP 151	00-01-31	180-01-34	32.5		
PP 166	90-28-01	270-28-10	05.5	90-26-33	
PP 180	179-52-46	359-52-37	41.5	179-51-09	
PP 163	270-26-31	90-26-23	27	270-24-54.5	
2) 151	90-03-03	270-03-00	01.5		
166	180-29-32	00-29-30	31	29.5	31
180	269-54-16	89-54-11	13.5	12	10.5
163	00-27-53	180-27-51	52	50.5	52.5
	56 °F	28.95" HG	7 PPM		
	ZN	SD/F	SD/M		
PP 166	90-07-34	5208.70	1587.64		HT = 8.43
	269-52-35	5208.69	1587.612		
m	90-07-30	5208.70	1587.615		
PP 180	90-09-52	5287.65	1611.679		HT = 8.47
	269-50-09	5287.66	1611.679		
m	90-09-52	5287.65	1611.679		
PP 163	89-46-12	5279.77	1609.281		HT = 8.38
	270-14-20	5279.76	1609.275		
m	89-45-56	5279.75	1609.284		



PP 164	2" O.I.P. IN HH	RZW RIW 24 | 19 / 25 | 30	TZN
PP 151	C.O.P. BCSM IN HH	13 | 18 / 24 | 19	
PP 166	M.C.H.D. BCSM IN HH	19 | 20 / 30 | 29	
PP 180	SET NAIL & SHINER IN HUB @ DIRT INTERSECTION SARNAL & THOMAS		
PP 163	1½" O.I.P. IN HH	23 | 24 / 26 | 25	

	A@ 180	HI = 5.33			
	D	R			
1) PP 164	00-03-15	180-03-10	12.5		
PP 181	90-36-03	270-35-56	59.5	90-32-47	
PP 194	180-24-27	00-24-34	30.5	180-21-18	
PP 179	270-40-39	90-40-39	39	270-37-26.5	
2) 164	90-06-12	270-06-11	11.5		
181	180-38-58	00-38-58	58	46.5	47
194	270-27-24	90-27-24	24	12.5	15
179	00-43-36	180-43-37	36.5	25	26
	56 °F	29.00" HG	7 PPM		
	ZN	SD/F	SD/M		
PP 181	90-07-59	5193.53	1582.988		
	269-52-17	5193.53	1582.988		HT = 8.43
M	90-07-51	5193.52	1582.992		
PP 194	90-10-47	5224.76	1592.508		HT = 8.47
	269-49-25	5224.76	1592.511		
M	90-10-41	5224.75	1592.509		
PP 179	89-49-22	5297.47	1614.669		HT = 8.38
	270-10-48	5297.45	1614.667		
M	89-49-17	5297.46	1614.667		

(4)



PP 180 SET NAIL & SHINER IN HUB (RANDOM PANEL)

PP 164 2" O.I.P IN HH R2W R1W 24|19 / 25|30 T2N

PP 181 M.C.H.D. BCSM IN HH 30|29 / 31|32

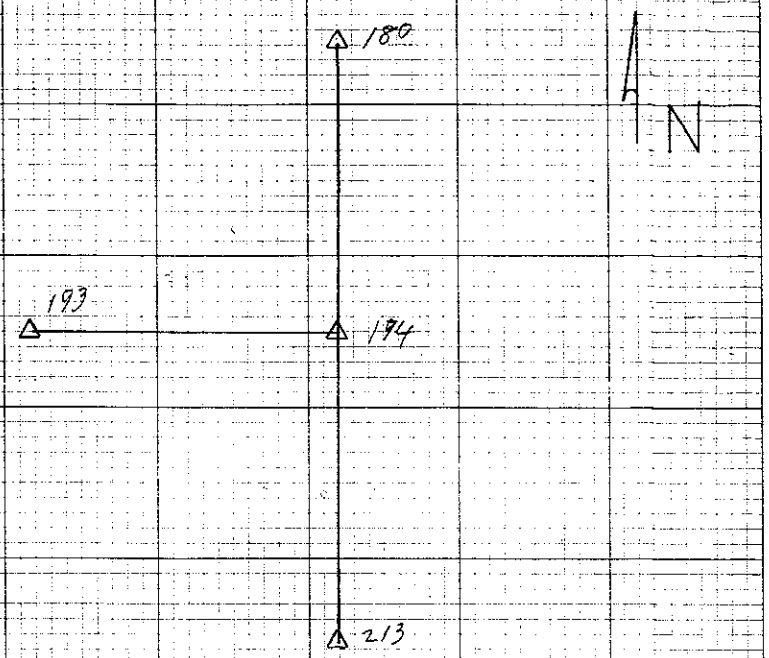
PP 194 SET CONCRETE NAIL @ INTERSECTION SARIVAL & McDOWELL

PP 179 1½" O.I.P IN HH 26|25 / 35|36

	AT @ 194	HI = 5.44				
	D	A				
1) PP 180	00-02-11	180-02-16		13.5		
PP 213	179-50-37	359-50-35		36	179-48-22.5	
PP 193	269-19-06	89-19-10		08	269-16-54.5	
2) 180	90-04-55	270-04-56		55.5		
213	269-53-20	89-53-20		20	24.5	23.5
193	359-21-51	179-21-55		51	57.5	56
	42 °F	29.10 HG	-1 PPM			
	ZA	SD/F	SD/M			
PP 213	90-08-06	5344.25	1628.933			
	269-51-54	5344.26	1628.929			HT = 8.47
	m 90-08-06	5344.24	1628.930			
PP 193	89-53-11	5274.42	1607.635			
	270-06-39	5274.43	1607.644			HT = 8.43
	m 89-53-16	5274.42	1607.641			

1/19/90

(5)



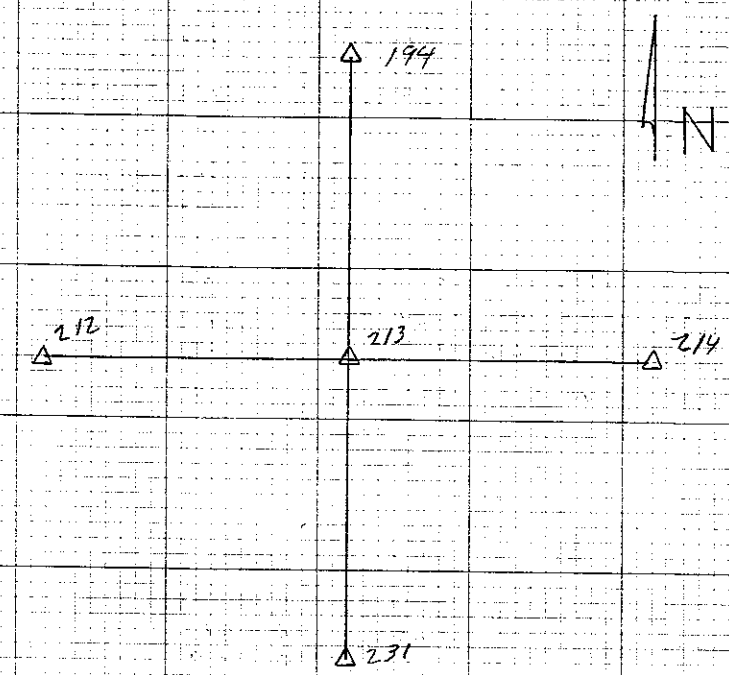
RA 194 RANDOM PANEL SET CONCRETE NAIL W. ROAD

PP 180 RANDOM PANEL SET NAIL & SHINER IN HUB RSW RIW

PP 213 BCSM IN HH 1/12 | 6/7 TIN

PP 193 BCSM IN HH 35/2 | 36/1

	π @ 213	HI =	6.01		
	D	R			
1) PP 194	00-03-24	180-03-21	22.5		
PP 214	90-22-04	270-22-05	04.5	90-18-42	
PP 231	179-51-38	359-51-40	39	179-48-16.5	
PP 212	270-28-42	90-28-39	40.5	270-25-18	
2) 194	90-06-10	270-06-07	08.5		
214	180-24-49	00-24-48	48.5	40	41
231	269-54-24	89-54-24	24	15.5	16
212	00-31-27	180-31-24	25.5	17	17.5
	54 °F	29.10 GH 6	PPM		
	Zw	SD/F	SD/M		
PP 214	90-00-06	5183.32	1579.880		
	270-00-05	5183.30	1579.880		HT = 12.38
M	90-00-01	5183.31	1579.873		
PP 231	90-14-20	5252.03	1600.820		HT = 8.47
	269-45-48	5252.06	1600.838		
M	90-14-16	5252.01	1600.831		
PP 212	90-02-28	5281.92	1609.928		HT = 8.43
	269-57-49	5281.90	1609.933		
M	90-02-20	5281.91	1609.931		



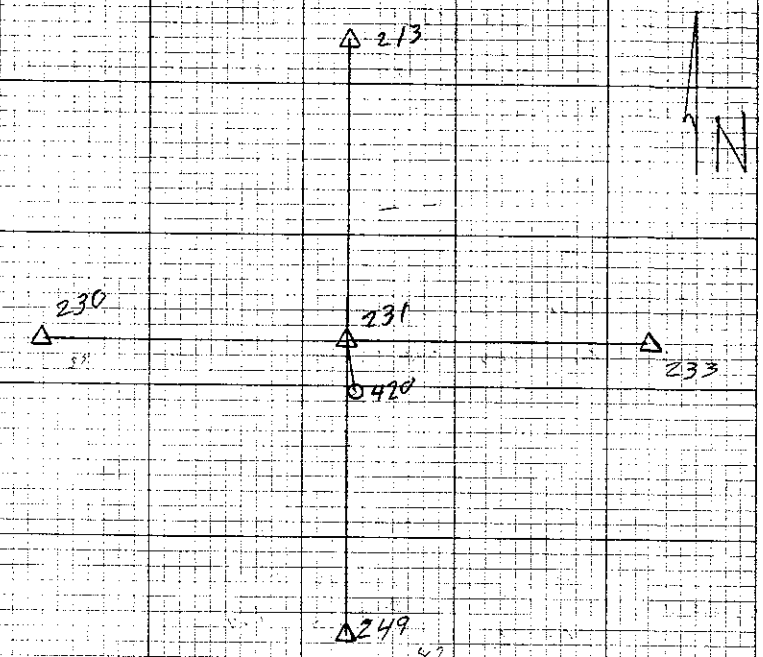
PP 213		BCSM IN HH	R2W R1W 1 | 6 / 12 | 7	TIN
PP 194	RANDOM	PANEL SET CONCRETE NAIL IN ROAD		
PP 214	M.C.H.D.	BCSM IN HH	6 | 5 / 7 | 8	
PP 231	M.C.H.D.	BCSM IN HH	12 | 7 / 13 | 18	
PP 212		BCSM IN HH	2 | 1 / 11 | 12	

	X@ PP	231	HI = 5.95		
	D	R			
1) PP 213	00-03-33	180-03-28	-30.5		
PP 233	90-50-59	270-50-50	-54.5	90-47-24	
420	180-12-10	00-12-09	09.5	180-08-39	
PP 249	180-14-36	00-14-33	-34.5	180-11-04	
PP 230	270-15-21	90-15-18	-19.5	270-11-49	
2) 213	90-06-44	270-06-40	42		
233	180-54-04	0-54-02	-03	21	22.5
249	270-17-46	90-17-43	-44.5	02.5	03
230	0-18-31	180-18-33	-32	50	49.5
	61°	29.20" HG	PPM 8		
	Zn	SD/F	SD/M		
PP 233	89-58-46	5147.56	1568.978		
	270-01-25	5147.56	1568.981		HT=8.43
M	89-58-40	5147.57	1568.984		
42 RR SPIKE		CH 33.58			
PP 249	90-14-25	5379.91	1639.802		
	269-45-48	5379.91	1639.804		HT=8.47
M	90-14-18	5379.92	1639.801		
PP 230	90-04-01	5306.47	1617.419		
	269-56-14	5306.47	1617.417		HT=8.38
M	90-03-53	5306.48	1617.414		

1/23/90

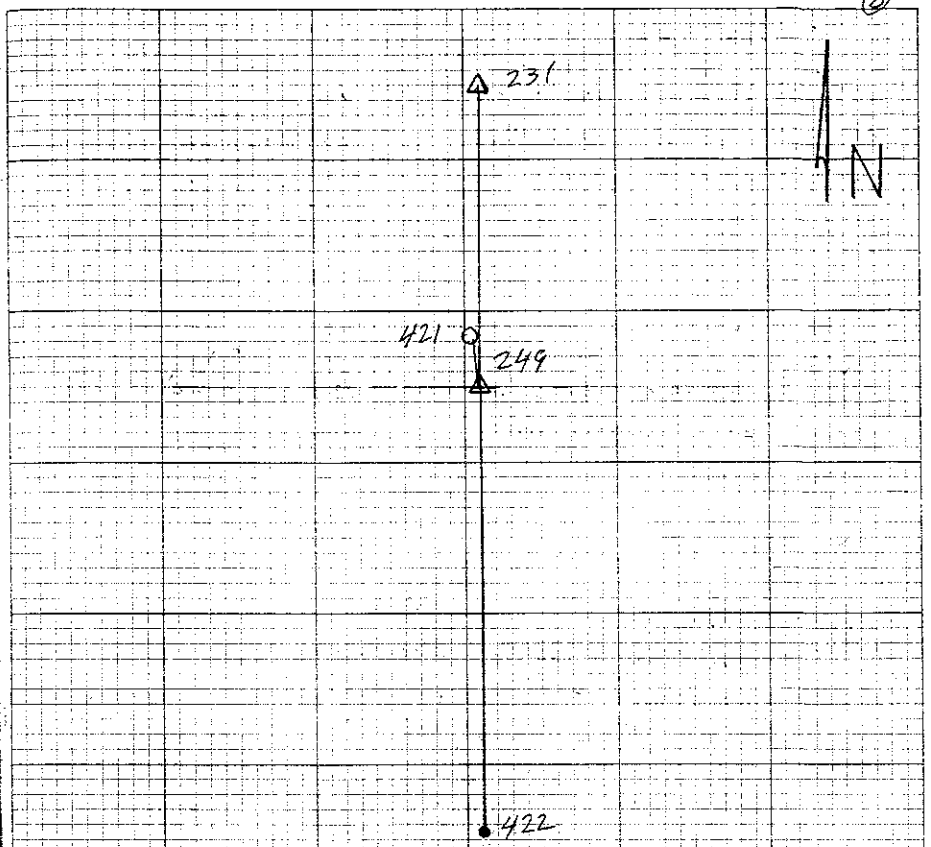
(7)

D SCHWAZENSTOCKER
C MITCHELL



PP 231	M.C.HD BCSM IN HH	12/13 TIN R2W
PP 233	CROSSED OUT HH (NO BRASS)	7/18 8/17 TIN R1W
PP 249	M.C.HD BCSM IN HH	18/19
420	RR SPIKE IN INTERSECTION SARIVAL & YUMA	7/18
PP 230	1" STEEL SPIKE IN PVMT. (COTTON & YUMA)	11/14 12/13
PR 213	BCSM IN HH	1/12 6/7

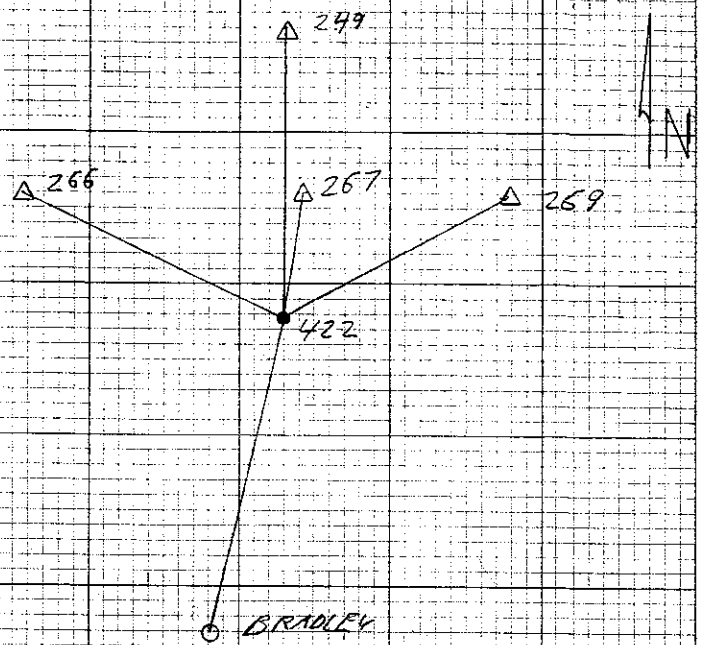
	@ 249	HI = 6.02				
	D	R				
1) PP 231	0-02-24	180-02-17		-20.5		
TRAV PT 422	179-33-50	359-33-48		49	179-31-28.5	
BCSM 421	359-54-17	179-54-17		17	359-51-56.5	
2) 231	90-04-51	270-04-51		51		
422	269-36-29	89-36-18		23.5	32.5	30.5
421	89-56-49	269-56-44		46.5	55.5	56
	75°	29.15" HG	16 PPM			
	CW	SC/F	SC/m			
	90-17-41	7922.24	2414.704			
TRAV PT		7922.23	2414.698			HT = 8.48
422	269-42-26					
M	90-17-37	7922.24	2414.700			
421	CH	93.20				



PP 231	MCHD	BCSM	IN	HH	12/13	T1N R2W
PP 249	M.C.HD.	BCSM	IN	HH	18/19	T1N R1W
TRAV PT 422	SET HUB W/ NAIL & SHINER (RADIAL PT)					
421	M.C.H.D	BCSM	IN	H.H	13/24	T1N R2W

	X@ 422	HI = 5.37			
	D	R			
1) PP 249	0-02-24	180-02-26	25		
PP 267	0-07-14	180-07-12	13	0-04-48	
PP 269	63-11-26	243-11-26	26	63-09-01	
BRADLEY	187-36-41	07-36-35	38	187-34-13	
PP 266	297-27-07	117-27-05	06	297-24-41	
2) 249	90-04-16	270-04-10	13		
267	90-09-00	270-08-58	59	46	47
269	153-13-16	333-13-09	12.5	08-59.5	09-00
BRADLEY	277-38-28	97-38-21	24.5	11.5	12
266	27-28-52	207-28-51	51.5	38.5	40
	75°	29.10 1/46	16 PPM		
	ZD	SD/F	SD/M		
	89-56-44	2798.03	852.839		
PP 267	270-03-26	2798.02	852.840		HT=8.38
M	89-56-39	2798.03	852.838		
	89-57-07	5824.43	1775.287		
PP 269	270-02-53	5824.44	1775.299		HT=4.47
M	89-57-07	5824.41	1775.292		
	87-43-47	9497.69	2894.902		
BRADLEY	272-16-07	9497.69	2894.898		HT=8.48
M	87-43-50	9497.68	2894.899		
	89-55-05	6016.73	1833.905		
PP 266	270-05-02	6016.73	1833.906		HT=8.43
M	89-55-01	6016.73	1833.905		

(9)



TRAV PT 422 SET HUB W/ NAIL & SHINER

PP 249 M.C.H.D BCSM IN HH 18/19 T1N R1W

PP 267 RANDOM PANEL SET NAIL & SHINER

PP 269 BCSM IN HH 19/30 20/29

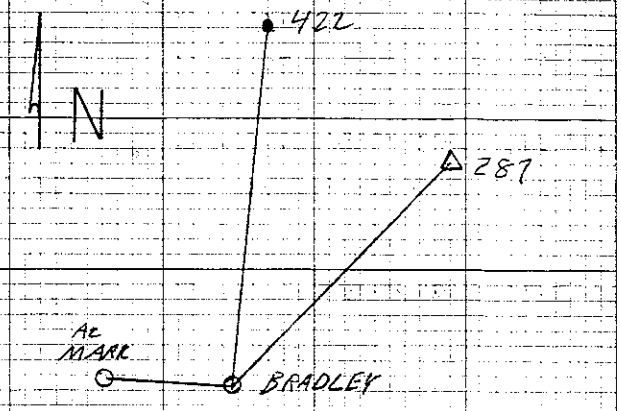
BRADLEY USC&GS BRONZE MON IN ROCK

PP 266 1" O.I.P BELOW PUMT 23/26 24/25 T1N R2W

1/24/90

(10)

	@ BRADLEY	HI = 5.45			
	D	R			
1) 422	0-03-26	180-03-25	25.5		
PP287	35-38-52	215-38-52	52	35-35-26.5	
Az MARK	267-24-43	87-24-44	43.5	267-21-18	
2) 422	90-05-44	270-05-40	42		
287	125-41-05	305-40-58	01.5	19.5	23
Az MARK	357-27-00	177-27-00	00	18	18
	58°F	28.95"HG	9 PPM		
	Dv	SD/E	SD/N		
		9327.02	2842.868		
	92-12-40	9326.98	2842.879		
PP 287	267-47-34	9327.00	2842.878		HT = 4.35
m	92-12-33				
	109-08-09	877.06	267.329		
Az MARK	230-52-08	877.06	267.327		
m	109-08-01	877.06	267.327		HT = 4.59



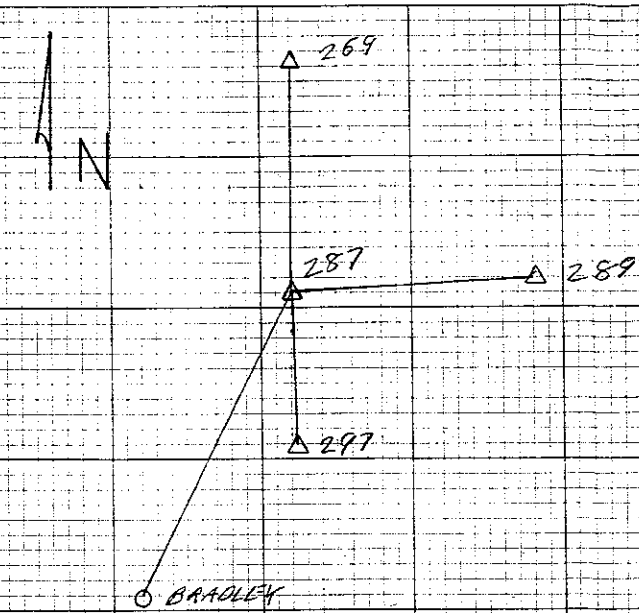
BRADLEY VSC&GS BRONZE MON IN ROCK

422 RANDOM TRAV PT SET NAIL & SHINER IN HUB

PP 287 SET RANDOM NAIL & SHINER ON BRIDGE

Az MARK VSC&GS BRONZE MON. IN ROCK

	⊼ @	PP 287	HI =	5.30		
		D	R			
1)	BRADLEY	0-07-30	180-07-26	28		
	PP 269	137-44-55	317-44-46	50.5	137-37-22.5	
	PP 289	225-19-31	45-19-24	27.5	225-11-59.5	
	PP 297	318-21-45	138-21-45	45	318-14-17	
2)	BRADLEY	90-10-18	270-10-16	17		
	269	227-47-46	47-47-40	43	26	24
	289	315-22-18	135-22-14	16	59	59
	297	48-24-42	228-24-37	39.5	22.5	20
		69°F	29.2" HG	13 PPM		
		2N	SD/F	SD/M		
		90-08-58	5240.00	1597.149		
			5239.98	1597.150		
	PP 269	269-51-25	5239.98	1597.146		HT = 4.43
	M	269-51-14				
		89-59-04	5224.14	1592.321		
	PP 289	270-01-14	5224.13	1592.321		HT = 8.47
	M	89-58-55	5224.14	1592.324		
		90-14-16	2598.28	791.959		
	PP 297	269-45-58	2598.29	791.958		HT = 8.38
	M	90-14-09	2598.28	791.958		



PP 287 RANDOM PANEL SET NAIL & SHINER ON BRIDGE

BRADLEY USC&GS BRONZE MON.

PP 269 BCSM IN HH 19/30 20/29 TIN RIW

PP 289 M.C.H.D. BCSM 29/32 28/33

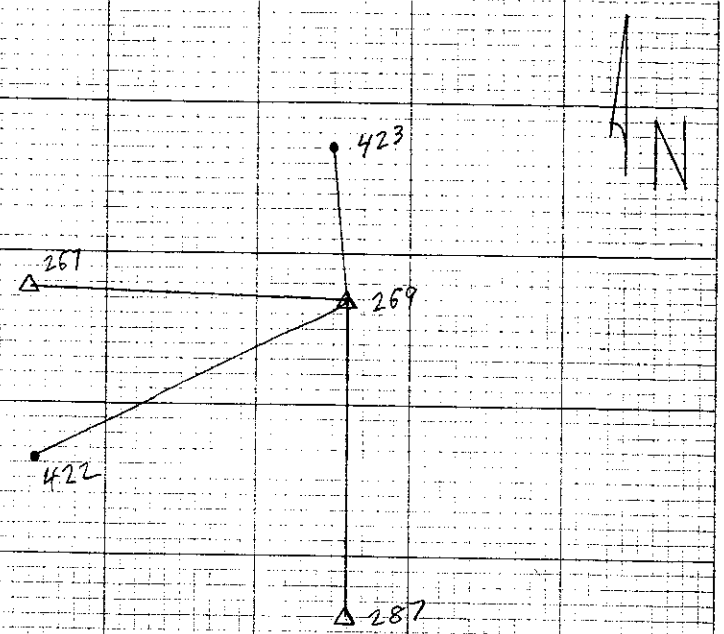
PP 297 RANDOM PANEL SET NAIL & SHINER IN ROAD

X @ PP 269 HI = 5.85

	D	R			
1) PP 287	0-01-42	180-01-44	43		
422	62-23-48	242-23-50	49	62-22-06	
PP 267	91-05-34	271-05-34	34	91-03-51	
423	179-16-39	359-16-44	41.5	179-14-58.5	
2) 287	90-04-56	270-04-58	57		
422	152-26-58	332-27-01	59.5	02.5	04
267	181-08-47	01-08-46	46.5	49.5	50
423	269-19-51	89-19-52	51.5	54.5	56.5

	78°F	29.25" HG	18 PPM	
	ZN	SD/F	SD/M	
	90-03-25	5195.36	1583.544	
PP 267	269 56 47	5195.36	1583.545	
M	90-03-19	5195.35	1583.546	HT = 8.20

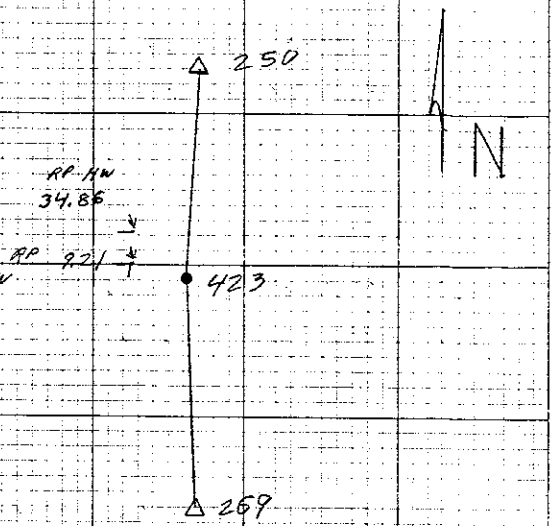
(12)



PP 269	BCSM IN HH	19 20 / 30 29
PP 287	SET NAIL & SHINER ON BRIDGE	RANDOM PANEL
TRAV PT 422	SET NAIL & SHINER IN HUB	
PP 267	SET NAIL & SHINER	RANDOM PANEL
TRAV PT 423	SET NAIL	

	∠ @ 423		HI = 5.35		
	D	R			
1) PP 269	0-07-42	180-07-47	44.5		
PP 250	181-08-25	01-08-16	20.5	181-00-36	
2) 269	90-10-18	270-10-20	19		
250	271-10-56	91-10-54	55	36	36
	76°F	29.20" Hg	16 PPM		
	2W	SD/F	SD/M		
	90-24-11	2587.99	788.821		
PP 269	269-35-49	2587.98	788.820		HT = 8.43
M	90-24-11	2587.99	788.820		
	89-33-53	2685.79	818.629		
PP	270-26-22	2685.79	818.630		HT = 8.18
M	89-33-46	2685.79	818.632		

(13)

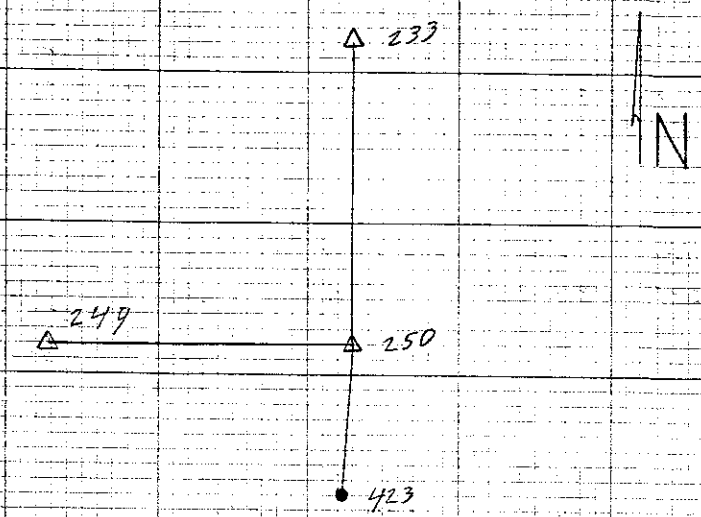


TRAV PT 423	SET	NAIL @ SIDE OF ROAD		
PP 269	BCSM	IN HH		19.20 / 20.29
PP 250	M.C.H.D.	BCSM IN HH		18.17 / 19.20

	π@ 250	HI =	5.75		
	D	R			
1) 423	0-09-15	180-09-18	16.5		
PP 249	89-18-49	269-18-49	49	89-09-32.5	
PP 233	178-30-57	358-30-59	58	178-21-41.5	
2) 423	90-02-12	270-02-09	10.5		
249	179-11-47	359-11-41	44	33.5	33
233	268-23-55	88-23-54	54.5	44	43
	38°F	29.40" HG	-6 PPM		
	Zn	SD/F	SD/M		
	89-58-20	5246.75	1599.212		
PP 249	270-01-51	5246.74	1599.213		
		5246.75	1599.211		HT = 12.38
M	89-58-15				
PP 233	89-43-56	5301.20	1615.809		
	270-15-50	5301.19	1615.811		
		5301.20	1615.804		HT = 8.43
M	89-44-03				

1/25/90

(14)



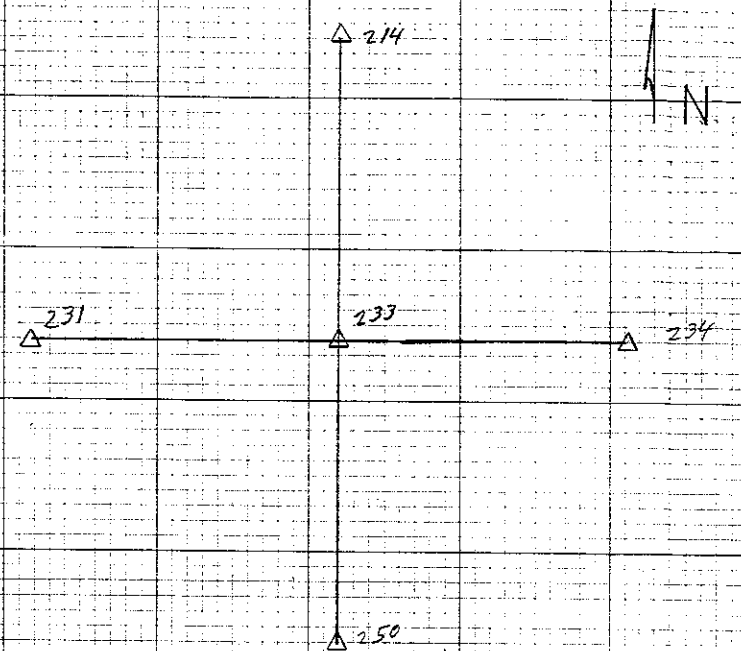
PP 250 M.C.H.D. BCSM IN HH 18/19 17/20 TIN RIM

423 TRAV PT SET NAIL

PP 249 BCSM IN HH 18/19

PP 233 CROSSED OUT HH (NO BRASS) 7/18 8/17

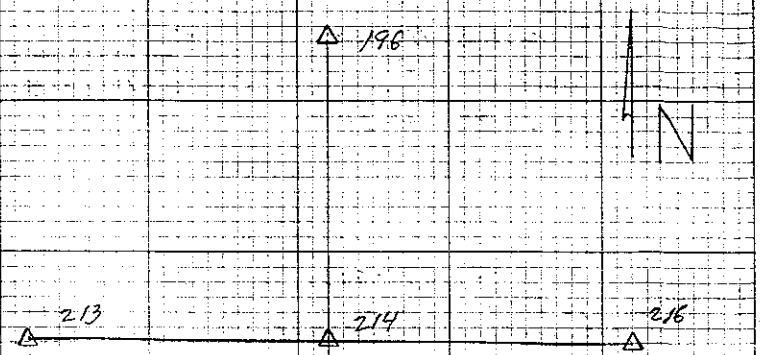
	⊼ @ 233	HI =	5.84		
	D	R			
1) PP 250	0-01-09	180-01-03	06		
PP 231	91-42-00	271-41-56	58	91-40-52	
PP 214	181-18-08	01-18-04	06	181-17-00	
PP 234	271-25-03	91-25-04	03.5	271-23-57.5	
2) 250	90-01-21	270-01-15	18		
231	181-42-11	01-42-04	07.5	49.5	51
214	271-18-17	91-18-13	15	16-57	58.5
234	01-25-13	181-25-14	13.5	55.5	56.5
	44°F	29.40" HG	-3 PPM		
	ZN	SD/F	SD/M		
	89-47-38	5277.15	1608.481		
PP 214	270-12-43	5277.15	1608.477		
		5277.14	1608.479		HT = 8.43
	M 89-47-28				
	89-57-57	5174.60	1577.214		
PP 234	270-02-17	5174.57	1577.216		
	M 89-57-50	5174.59	1577.211		HT = 4.38



PP 233	X-OUT	HH	7/18 | 8/17 TIN R1W
PP 250	M.C.H.O.	BCSM IN HH	18/19 | 17/20
PP 231	M.C.H.O.	BCSM IN HH	12/13 | R2W
PP 214	M.C.H.O.	BCSM IN HH	6/7 | 5/8
PP 234	CROSSED	OUT TACK IN CONCRETE IN HH	8/17 | 9/16

	At @ PP 214		HI = 5.89			
	D	R				
1) PP 233	0-02-38	180-02-34		36		
PP 213	90-10-01	270-09-49		55	90-07-19	
PP 196	180-03-22	0-03-21		21.5	180-00-45.5	
PP 216	270-10-01	90-10-03		02	270-07-26	
2) 233	90-05-08	270-05-03		05.5		
213	180-12-32	0-12-30		31	25.5	22
196	270-05-47	90-05-40		43.5	38	42
216	0-12-34	180-12-31		32.5	27	26.5

	62°F	24.35"Hg	6 PPM	
	2 M	SD/F	SD/M	
	89-50-43	5326.53	1623.535	
PP 196	270-09-20	5326.54	1623.523	HT = 8.43
		5326.55	1623.531	
M	89-50-42			
	90-02-49	5210.03	1588.020	
PP 216	269-57-24	5210.02	1588.023	HT = 4.35
M	90-02-43	5210.03	1588.019	



PP 214 M.C.H.D. BCSM in H.H. 6/5/8 TIN RIW

PP 233 X-OUT H.H. 2B 1817

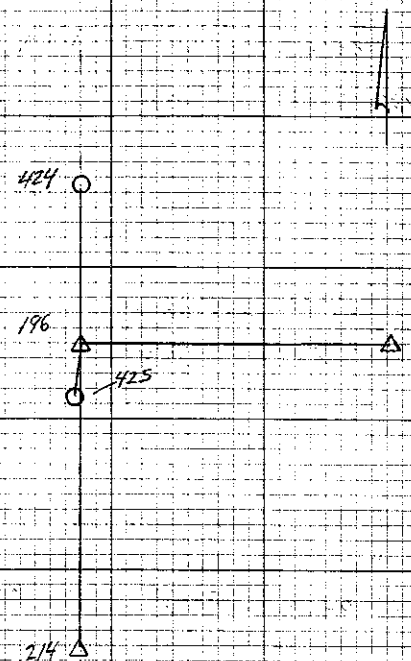
PP 213 BCSM 1.0 H.H. 1/12 6/7

PP 196 RANDOM RANGE P.K. & SHINER @ INT. REAMS & McDOUGAL

PP 216 CROSSED OUT 5/8" R.P. BELOW PVMT. 5/8 4/9

	At PP 196		HI = 5.21			
	D	R				
1) PP 214	0-06-47	180-06-48		47.5		
425	0-24-32	180-24-32		32	0-17-44.5	
TRAV PT 424	180-00-05	0-00-00		02.5	179-53-15	
PP 197	270-24-22	90-24-16		19	270-17-31.5	
2) 214	90-03-42	270-03-34		38		
425	90-21-17	270-21-19		18	40	42
424	269-56-51	89-56-48		49.5	11.5	13
197	0-21-09	180-21-06		02.5	29.5	30.5
	62°F	29.30	7 PPM			
	2M	IN/F	50/m			
	89-45-47	2594.86	790.914			
TRAV PT	270-14-18	2594.84	790.916			HT = 8.43
424		2594.85	790.916			
¼ COR M	89-45-45					
PP 197	90-02-01	5242.15	1597.808			
	269-58-14	5242.15	1597.810			HT = 8.38
M	90-01-56	5242.15	1597.810			
SEC COR 425	CH	46.43'				

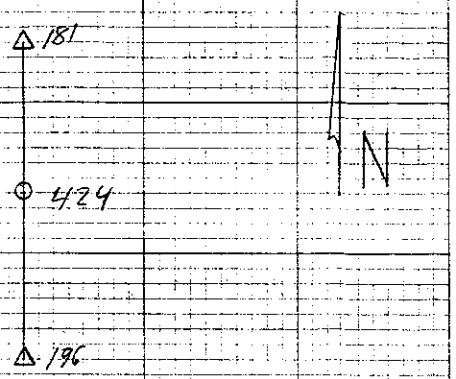
(1)



PP 196	RANDOM	PANEL	P.K. & SHINER		
PP 214	M.C.H.D.	BCSM	IN HH	6/5 / 7/8	TIN R/W
425	M.C.H.D.	BCSM	IN HH	31/32 / 6/5	T2N TIN R/W
424	TRAV PT	M.C.H.D.	BCSM	IN HH	¼ COR 31/32
PP 197	RANDOM	PANEL	P.K. & SHINER		

	∡ @ 424		HI = 5.65			
	D	R				
1) PP 196	0-06-47	180-06-46		46.5		
PP 181	180-07-25	0-07-24		245	180-00-38	
2) 196	90-08-05	270-08-03		04		
181	270-08-39	90-08-42		40.5	36.5	37
	67°F	29.25"HG	11 PPM			
	Hz	SD/F	SD/M			
	89-52-10	2641.31	805.067			
PP 181	270-07-58	2641.31	805.070			8.43
	M 89-52-06	2641.30	805.067			

(18)

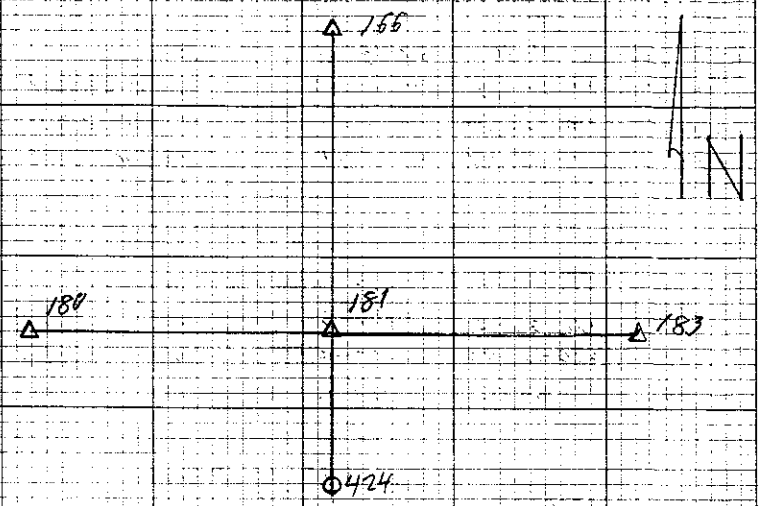


424 TRAV RT M.C.H.O. BCSM IN HH 1/4 COR 31/32

PP 196 RANDOM PANEL P.K. & SPIKER

PP 181 M.C.H.O. BCSM IN HH 30/31 29/32

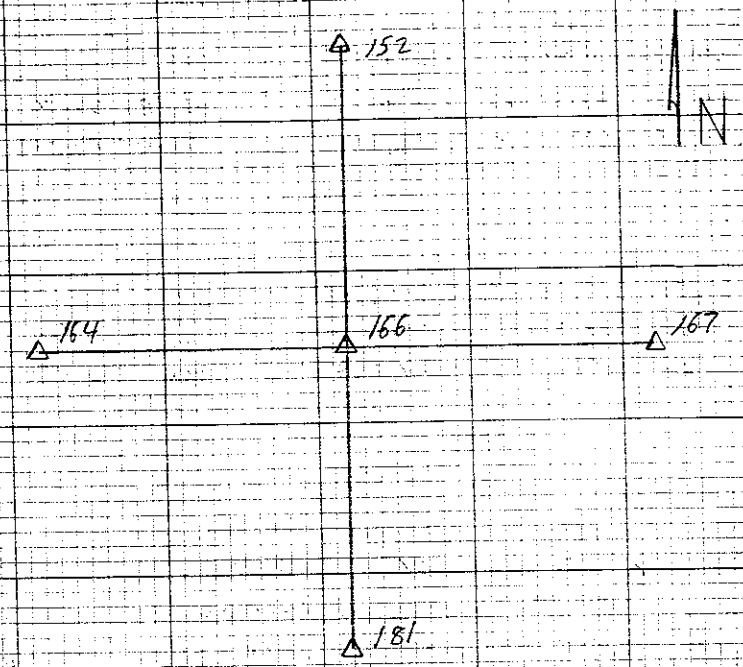
	X @ 181	41 = 5.68			
	A	R			
1) 424	0-02-46	180-02-46	46		
PP 180	90-19-51	270-19-48	49.5	90-17-03.5	
PP 166	179-56-57	359-56-57	57	179-54-11	
PP 183	270-30-46	90-30-43	44.5	270-27-58.5	
2) 424	90-06-22	270-06-22	22		
180	180-23-26	0-23-20	23	01	02
166	270-00-33	90-00-25	29	07	09
183	0-34-10	180-34-12	11	49	54
	77°F	29.15" Hg	16 PPM		
	Zn	SD/F	SD/M		
	89-47-42	5283.68	1610.452		
PP 166	270-11-23	5283.65	1610.452		HT = 8.43
M	89-47-40	5283.66	1610.462		
	89-58-28	5229.92	1594.096		
PP 183	270-01-48	5229.96	1594.091		HT 8.38
M	89-58-20	5229.94	1594.088		



PP 181	M.C.H.O.	BCSM	IN	HH		30|29 / 31|32	T2N R1W
424	TRAV. PT.	M.C.H.O.	BCSM	IN	H.H.	¼ COR	31|32
PP 180	RANDOM	POINT	NAIL &	SHINER			
PP 166	M.C.H.O.	BCSM	IN	HH		19|20 / 30|29	
183	RANDOM	POINT	NAIL &	SHINER	IN	BRIDGE	

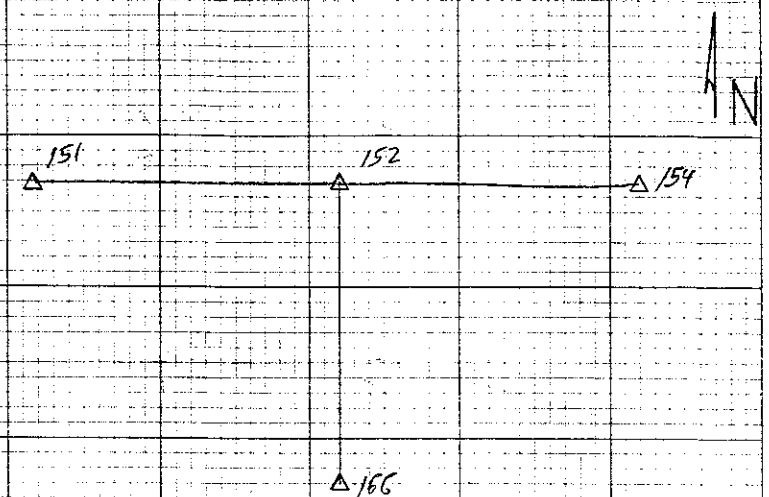
	$\bar{x}$ @ 166	HT = 5.68			
	D	R			
1) PP 181	0-05-16	180-05-10	13		
PP 164	90-30-45	270-30-39	42	90-25-29	
PP 152	180-22-38	0-22-34	36	180-17-23	
PP 167	270-28-49	90-28-47	48	270-23-35	
2) 181	90-10-39	270-10-39	39		
164	180-36-05	00-36-06	05.5	26.5	28
152	270-28-03	90-28-00	01.5	22.5	23
167	00-34-20	180-34-14	17	38	36.5

	78°	29.10" HG	18 PPM	
	ZN	SD/F	SD/M	
	89-45-06	5328.51	1624.133	
PP 152	270-14-58	5328.51	1624.136	HT = 8.43
	89-45-04	5328.50	1624.131	
	90-00-00	52-30-25	1594.173	
PP 167	270-00-00	5230.22	1594.167	HT = 8.38
	90-00-00	5230.24	1594.177	

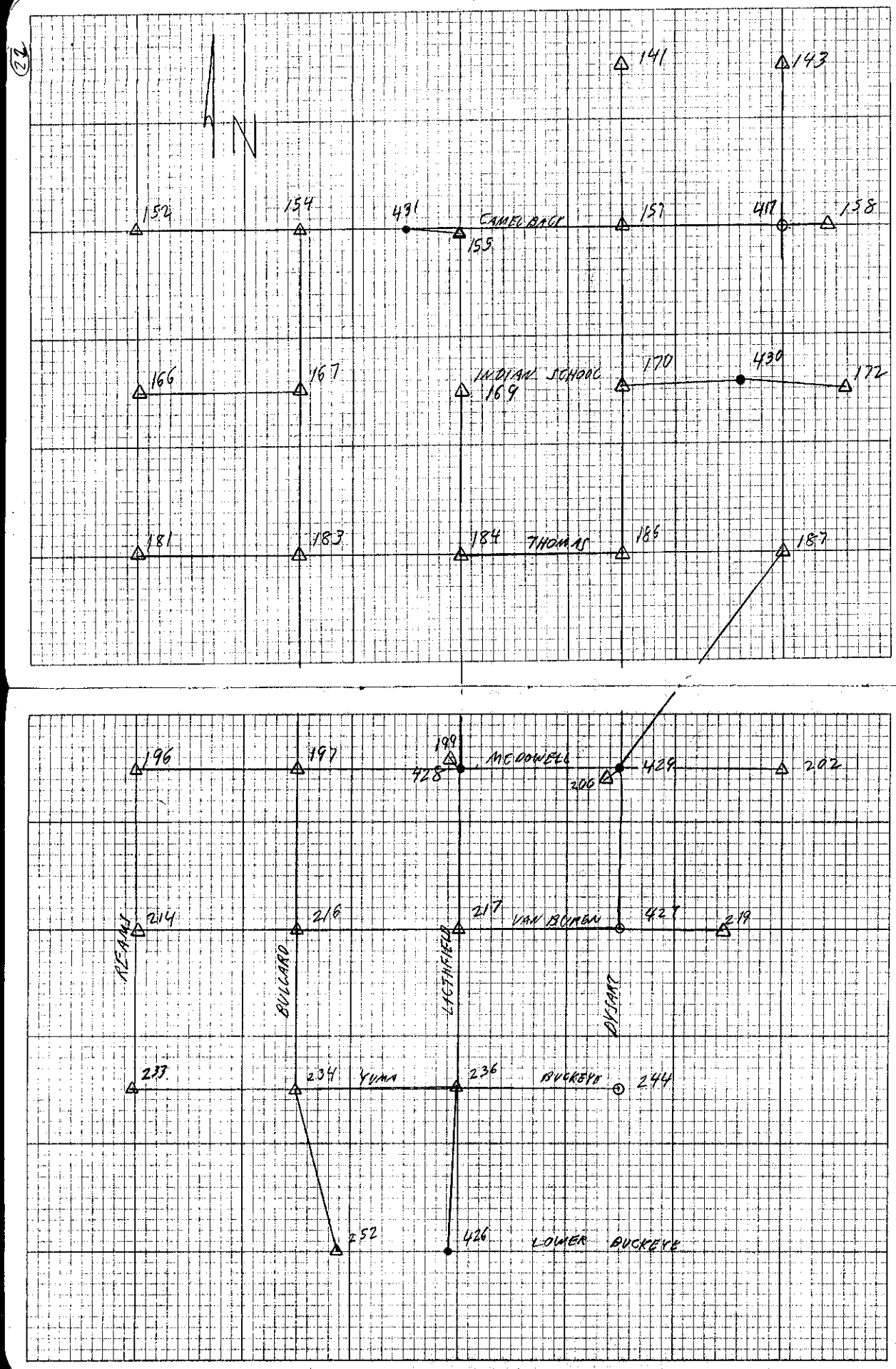


PP 166	M.C.H.D.	BCSM IN HH	19/20 30/29	T2N RIW
PP 181	M.C.H.D.	BCSM IN HH	30/29 31/32	
PP 164	2" O.I.P.	IN HH	24/19 25/30	
PP 152	C.O.P.	BCSM IN HH	18/17 19/20	
PP 167	M.C.H.D.	BCSM IN HH	20/21 29/28	

	⊼ @ PP 152		HI = 5.68		
	D	R			
1) PP 166	0-01-37	180-01-42	39.5		
PP 151	89-31-44	269-31-47	45.5	89-30-06	
PP 154	269-48-45	89-48-41	43	269-47-03.5	
2) 166	90-02-08	270-02-06	07		
151	179-32-16	359-32-12	14	07	06.5
154	359-49-06	179-49-05	05.5	46.58.5	47-01
	73°F	29.10" HG	15 PPM		
	ZN	SD/P	SD/M		
	89-58-09	5295.37	1614.030		
PP 154	270-01-44	5295.36	1614.031		HT = 8.38
M	89-58-13	5295.37	1614.029		



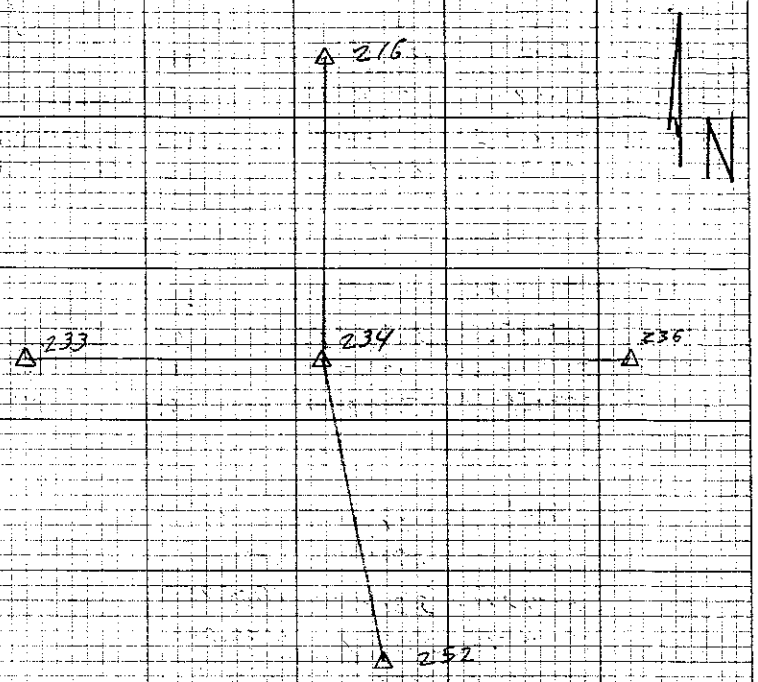
PP 152	C.O.P.	BCSM IN HH	18 | 17 / 19 | 20	T2N R1W
PP 166	M.C.H.D.	BCSM IN HH	19 | 20 / 30 | 29	
PP 151	C.O.P.	BCSM IN HH	13 | 18 / 24 | 19	
PP 154		BCSM IN HH	17 | 16 / 20 | 21	



N
141
143
152
154
431
CAMELBACK
155
157
417
158
166
167
INDIAN SCHOOL
169
170
430
172
181
183
184
THOMAS
186
187
196
197
199
MCDOWELL
428
200
429
202
REAMS
214
216
217
VAN BUREN
427
219
BULLARD
LATHFIELD
DYSART
233
234
YUMA
236
BUCKEYE
244
252
426
LOWER BUCKEYE

	⊼@ 234	HT = 5.60			
	D	R			
1) PP 233	0-02-15	180-02-13	14		
PP 216	90-18-15	270-18-18	16.5	90-16-02.5	
PP 236	180-07-03	0-07-04	03.5	180-04-49.5	
PP 252	259-07-37	79-07-36	36.5	259-05-22.5	
2) 233	90-01-46	270-01-46	46		
216	180-18-00	0-17-54	57	11	07
236	270-06-42	90-06-42	42	56	53
252	349-07-27	169-07-24	25.5	39.5	31
	60°F	29.10	9 PPM		
	2u	SD/F	SD/m		
	89-52-18	5276.96	1608.420		
PP 216	270-07-59	5276.98	1608.421		HT = 8.43
m	89-52-10	5276.95	1608.435		
			.425		
	90-05-02	5293.68	1613.519		
PP 236	269-54-43	5293.70	1613.514		HT = 12.47
m	90-05-10	5293.69	1613.514		
			.516		
	90-22-10	5320.46	1621.686		
PP 252	269-38-00	5320.44	1621.689		HT = 6.58
m	90-22-05	5320.44	1621.688		
		.45			

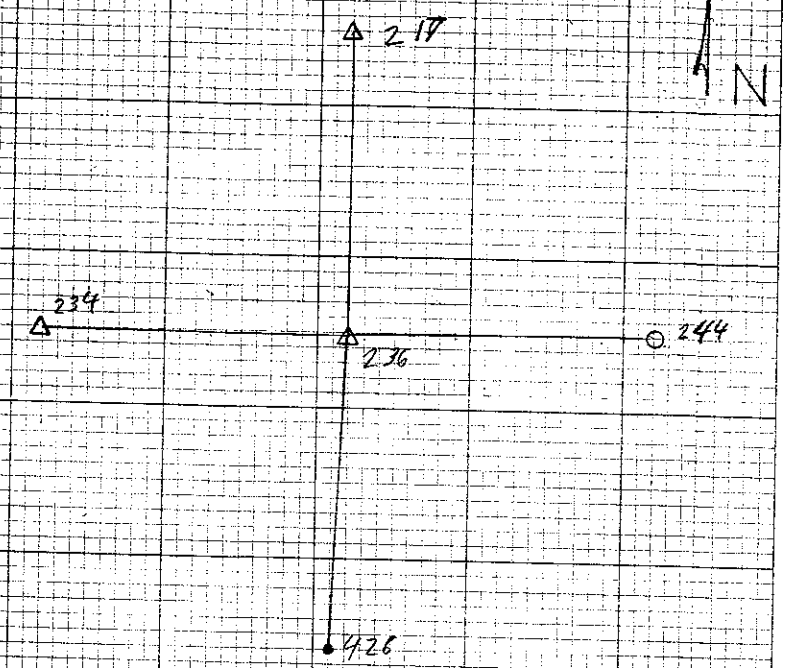
1/26/90



PP 234	X-OUT	TACK IN	CONCRETE	8/9 17/16	TIN RIW
PP 233	X-OUT	HH	7/8 18/17		
PP 216	X-OUT	5/8" I.P.	BELOW PVMT	5/4 8/9	
PP 236	M.C.H.D.	BCSM	9/10 16/15		
PP 252	RANDOM	PANEL	SET NAIL & SHINER		

		T@ 236	HI = 5.08			
		D	R			
1)	PP 234	0-06-45	180-06-32	38.5		
	PP 217	89-52-56	269-52-45	50.5	89-46-12	
	PP 244	179-44-11	359-44-08	09.5	179-37-31	
	426	268-31-26	88-31-23	24.5	268-24-46	
2)	234	90-00-52	270-00-56	54		
	217	179-47-12	359-46-57	04.5	10.5	11
	244	269-38-35	89-38-37	36	42	36.5
	426	358-25-37	178-25-34	35.5	41.5	44

	65°	29.10" HG	11 PPM	
	Zn	SD/F	SD/M	
	89-45-19	5268.96	1605.958	
PP 217	270-14-53	5268.91	1605.953	HT = 12.43
	89-45-13	5268.92	1605.955	
		.93		
	89-54-55	5252.11	1600.843	
PP 244	270-05-13	5252.08	1600.845	HT = 12.47
	M 89-54-51	5252.13	1600.844	
	89-57-55	5276.14	1608.170	
TRAV PT	270-02-01	5276.11	1608.165	HT = 8.38
426	M 89-57-57	5276.14	1608.167	
		.13		



PP 236	M.C.H.D. BCSM IN ROAD	9/10 16/15
PP 234	X-OUT TACK IN CONCRETE BELOW PVMT.	8/9 17/16
PP 217	M.C.H.D. BCSM IN HH	4/3 9/10
PP 244	FND NAIL BELOW PVMT. (VERTICAL PANEL	10/11 15/14
426	TRAV PT SET NAIL & SHINER	

T@ PP 244 141 =
D R

1) PP 236 ~~0 02 12~~
427

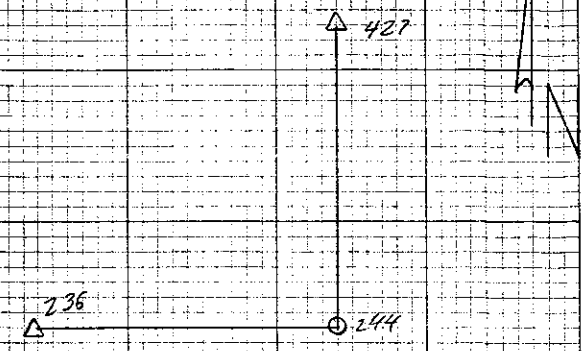
2) 236
427

PP 244 IS IN A DIP & TOO
DIFFICULT TO SEE SIGHTS IN
EITHER DIRECTION
I DECIDED NOT TO USE IT
FOR A TRAVERSE POINT

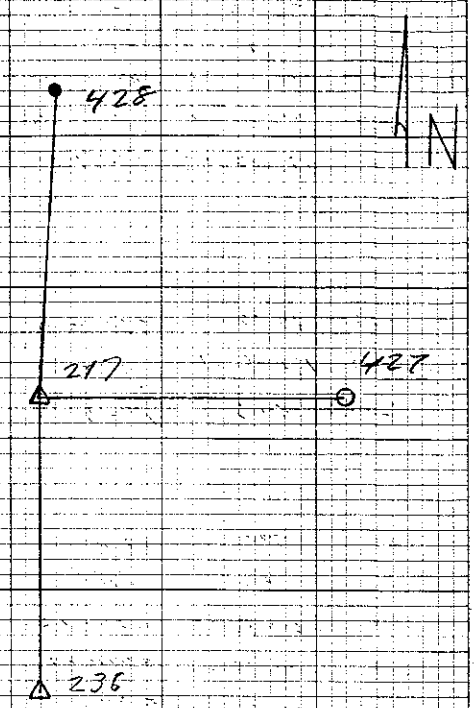
TRAV 7
427

1/29/90

(29)



	A@ 217	HI = 5.75				
	D	R				
1) PP 236	0-06-03	180-06-04	03.5			
428	180-44-47	0-44-41	44	180-38-40.5		
427	269-42-43	89-42-39	41	269-36-37.5		
2) 236	90-16-12	270-16-06	09			
428	270-54-58	90-54-56	57	48	44	
427	359-52-47	179-52-48	47.5	38.5	38	
	70°F	28.90" HG	15 PPM			
	ZN	SD/F	SD/M			
	89-52-02	5262.28	1603.966			
TRAV PT	270-07-50	5262.34	1603.962			
428	m 89-52-06	5262.35	1603.968			
		.32	.965			
TRAV PT	89-57-17	5215.12	1589.576			
	270-02-45	5215.14	1589.576			
427	m 89-57-16	5215.16	1589.574			
			.575			



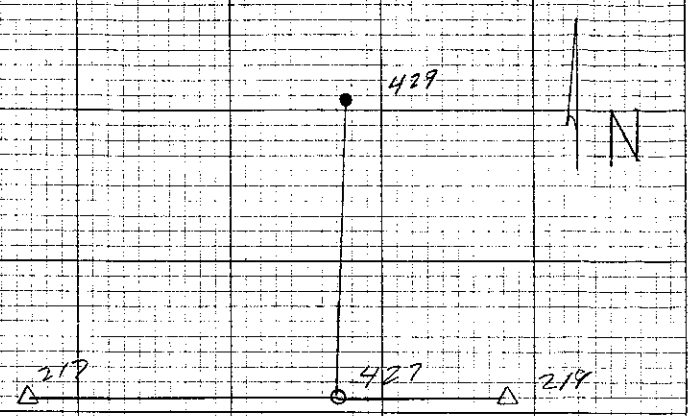
PP 217 BCSM IN HH 4|3 / 9|10 TIN RIW

PP 236 M.C.H.D BCSM 9|10 / 16|15

428 TRAV PT SET NAIL & SHINER

427 TRAV PT 1/2" I.P. IN HH 3|2 / 10|11

	TA@ 427	HI = 6.36				
	D	R				
1) PP 217	0-02-35	180-02-30		32.5		
429	91-10-38	271-10-38		38	91-08-05.5	
219	181-39-22	01-39-21		21.5	181-36-49	
2) 217	90-08-26	270-08-26		26		
429	181-16-37	01-16-32		34.5	08.5	07
219	271-45-16	91-45-17		16.5	50.5	50
	58°F	28.90" HG	9 PPM			
	Za	SO/F	SO/m			
	89-51-20	5246.03	1598.995			
429	270-08-40	5246.03	1598.992			HT=8.44
m	89-51-20	5246.03	1598.993			
	89-49-17	2638.72	804.285			
PP 219	270-10-48	2638.72	804.285			HT=4.84
	89-49-14	2638.72	804.285			



427 TRAV PT ½" RA IN HH 3/10 2/11 TIN RTW

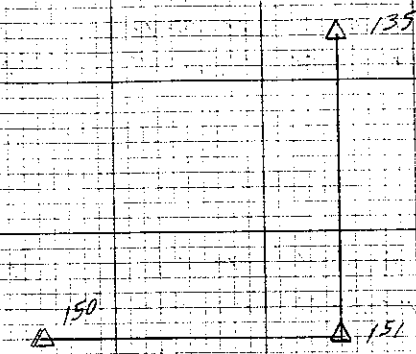
PP 217 BCSM IN HH 4/9 3/10

429 TRAV PT SET NAIL & SHINER

PP 219 M.C.A.D. BESM ON BRIDGE

	⊼ @ PP 151		HI = 5.54		
	D	R			
1) PP 150	0-03-21	180-03-17	19		
PP 135	89-52-58	269-52-55	56.5	89-49-37.5	
2) 150	90-06-31	270-06-25	28		
135	179-56-06	359-56-06	06	38	38
	50°F	28.80" HG	5 PPM		
	ZN	JD/F	JD/M		
	89-43-39	5280.44	1609.481		
PP 150	270-16-00	5280.44	1609.481		HT = 8.38
	M 89-43-50	5280.44	1609.480		

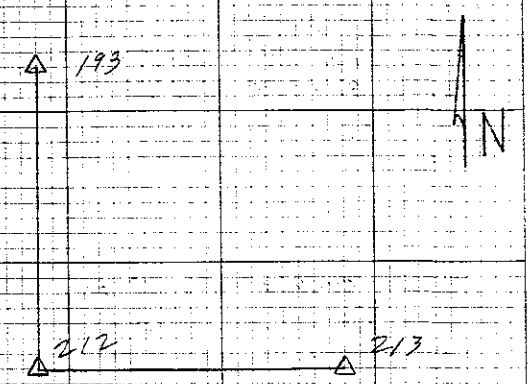
2/1/90



PP 151	C.O.P. BCSM IN HH	13 / 24	18 / 19
PP 150	M.C.H.D. BCSM IN HH	14 / 23	13 / 24
PP 135	BOLT IN CONCRETE IN HH	12 / 13	7 / 18

T@ PP 212

	D	R			
1) PP 193	0-07-10	180-07-08	09		
PP 213	90-27-33	270-27-35	34	90-20-25	
2) 193	90-01-01	270-00-58	59.5		
213	180-21-22	0-21-24	23	23.5	24

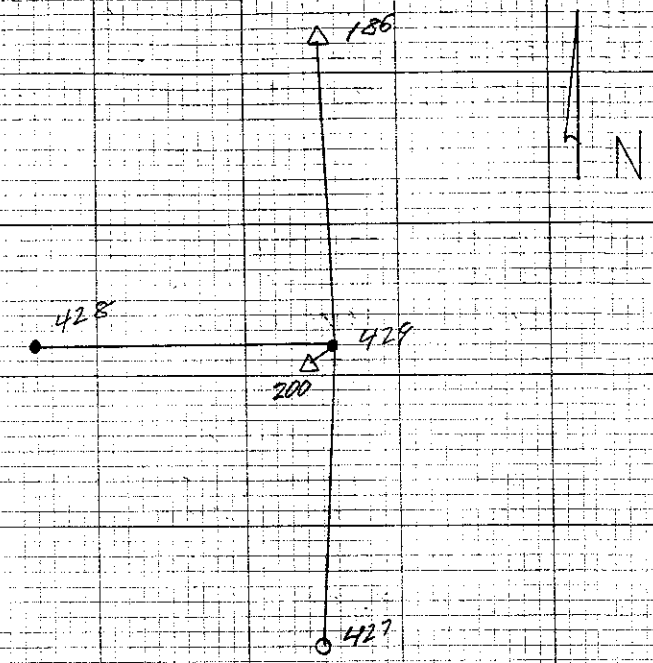


PP 212 M.C.H.D. BCSM IN HH $\frac{2}{11}\Big|\frac{1}{12}$ T1N R2W

PP 193 BCSM IN HH $\frac{35}{2}\Big|\frac{36}{1}$ T2N T1N R2W

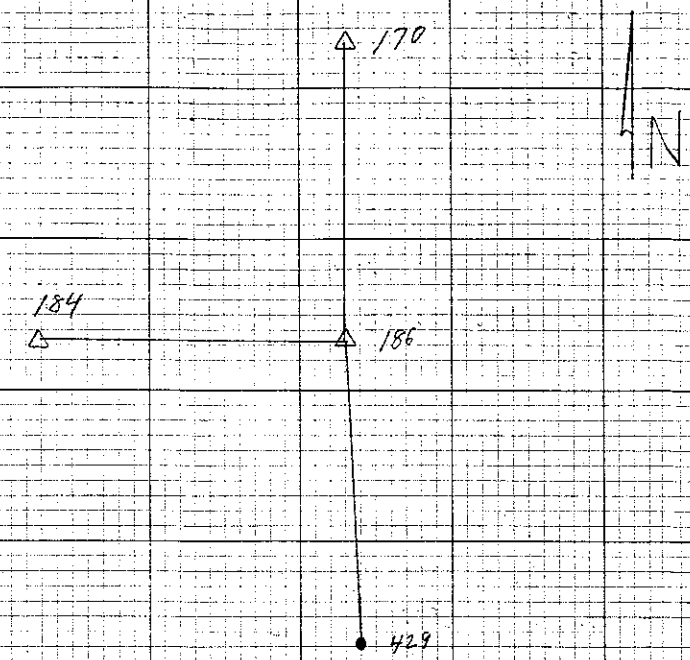
PP 213 M.C.H.D BCSM IN HH $\frac{1}{12}\Big|\frac{6}{7}$ T1N R2W R1W

		TR@ 429	HI = 5.15			
		D	R			
1)	427	0-01-44	180-01-48	46		
	PP 200	82-20-39	262-20-41	40	82-18-54	
	428	89-04-34	269-04-34	34	89-02-48	
	PP 186	178-46-16	358-46-18	17	178-44-31	
2)	427	90-09-52	270-09-50	51		
	200	172-28-51	352-28-55	53	19-02	18-58
	428	179-12-43	359-12-39	41	-50	49
	186	268-54-26	88-54-24	25	34	32,5
		58°F	28.90" HG	9 PPM		
		ZN	SD/F	SD/M		
PP 200		CH.	34.64			
		90-03-17	5224.01	1592.282		
TRAV PT		269-56-51	5224.02	1592.282		HT=4.44
428	m	90-03-13	5224.02	1592.281		
		89-49-51	5280.63	1609.539		
PP 186		270-10-24	5280.63	1609.537		HT=4.45
	m	89-49-44	5280.63	1609.538		



TRAV PT 429	SET NAIL & SHINER		
427	TRAV PT 1/2" I.P. IN HH	3 2 / 10 11	T1N R1W
PP 200	M.C.H.D. BCSM IN HH	34 35 / 3 2	T2N T1N R1W
428	TRAV PT SET NAIL & SHINER		
PP 186	M.C.H.D. BCSM	27 26 / 34 35	

		~~K~~ @ PP 186 HT = 5.21				
		D	R			
1)	429	0-02-29	180-02-23	26		
	PP 184	90-41-39	270-41-35	37	90-39-11	
	PP 170	180-21-17	0-21-13	15	180-18-49	
2)	429	90-07-12	270-07-06	09		
	184	180-46-20	0-46-18	19	10	10.5
	170	270-25-59	90-26-01	00	51	50
		58°F	28.90" HG	9 PPM		
		2N	SD/F	SD/M		
		90-06-51	5237.70	1596.456		
	PP 184	269-53-09	5237.71	1596.457		HT = 4.18
	M	90-06-51	5237.71	1596.451		
		89-51-28	5280.51	1609.502		
	PP 170	270-08-35	5280.51	1609.505		HT = 8.38
			5280.51	1609.503		



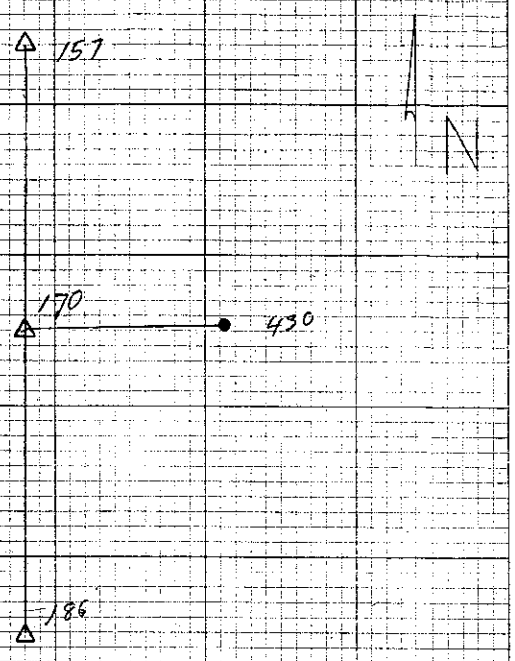
PP 186 M.C.H.D. BCSM 27/26 34/35 T 2N R1W

429 TRAV PT. SET NAIL & SHINER

PP 184 ½" I.P. IN H H 28/27 33/34

PP 170 M.C.H.D. BC SM IN H H 22/23 27/26

	T@ PP	170	HI = 5.59			
	D	R				
1) PP 186	0-01-42	180-01-38	40			
PP 157	180-00-41	0-00-43	42	179-59-02		
430	269-53-39	89-53-32	35.5	269-51-55.5		
2) 186	90-06-12	270-06-11	11.5			
157	270-05-19	90-05-17	18	06.5	04	
43	359-58-10	179-58-10	10	58.5	57	
	Zn	SD/F	SD/M			
	89-45-00	14	1608.474			
PP 157	270-14-55	5277.14	1608.478		HT=8.38	
		5277.14	1608.474			
			475			
	89-55-40	3780.13	1152.180			
TRAV P7	270-04-23	3780.12	1152.184		HT=4.20	
430		3780.11	1152.184			
			183			



PP 170 M.C.H.D. BCSM in HH 22/23 27/26 T2N R1W

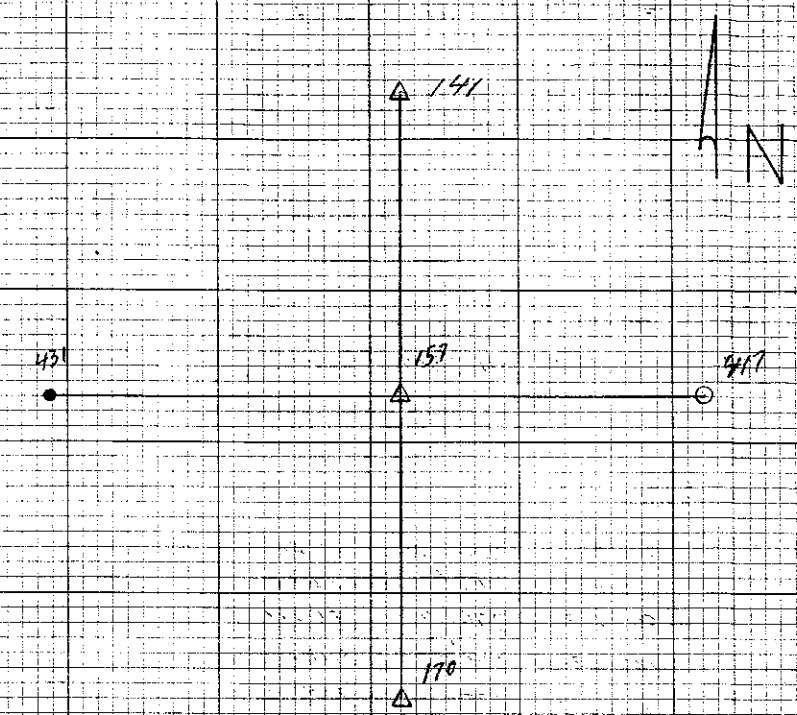
PP 186 M.C.H.D BCSM 27/26 34/35

PP 157 BCSM 15/14 22/23

430 TRAV P7 SET NAIL & SHINER

	A @ PP 157		HI = 5.21			
		D	R			
1) PP 170		0-05-27	180-05-21	24		
431		91-52-07	271-51-58	02.5	91-46-38.5	
PP 141		180-02-41	0-02-31	36	179-57-12	
417		271-19-53	91-19-56	54.5	271-14-30.5	
2) 170		90-01-48	270-01-38	43		
431		181-48-25	01-48-21	23	40	39
141		269-59-04	89-58-56	00	17	14.5
417		01-16-16	181-16-16	16	33	32
		63°F	29.05 "HG	9 PPM		
		ZN	SD/F	SD/M		
TRAV PT		89-42-37	5968.92	1819.320		
431		270-17-31	5968.89	1819.327		HT = 4.21
	M	89-42-33	5968.89	1819.321		
PP 141		89-33-27	5267.28	1605.476		
		270-26-40	5267.35	1605.484		
	M	89-33-24	5267.29	1605.483		HT = 4.43
		90-08-35	5193.08	1582.848		
TRAV PT		269-51-41	5193.06	1582.868		HT =
417	M	90-08-27	5193.10	1582.859		12.38

2/5/90



PP 157 M.C.H.D. BCSM 15 | 14 / 22 | 23 T2N R1W

PP 170 M.C.H.D. BCSM IN HH 22 | 23 / 27 | 26

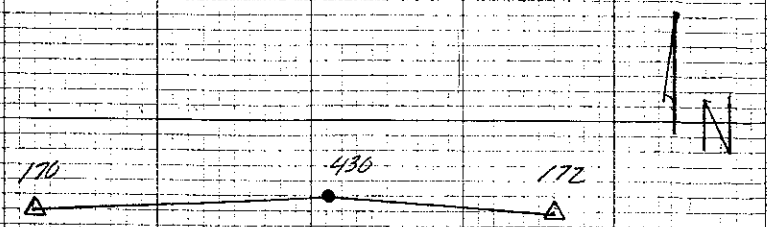
431 TRAV PT SET NAIL & SHINER

PP 141 M.C.H.D. BCSM 10 | 11 / 15 | 14

417 C.O.P. BCSM IN HH 14 | 13 / 23 | 24

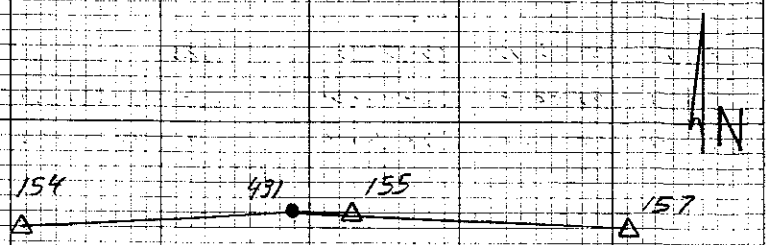
	X @ 430		HI = 5.25			
	D		R			
1) PP 170	0-01-33		180-01-30	31.5		
PP 172	181-30-42		01-30-42	42	181-29-10.5	
2) 170	90-09-47		270-09-41	44		
172	271-38-56		91-38-50	53	09	10
	68°F		29.10" HG	12 PPM		
	2M		SD/F	SD/m		
	90-16-36		2769.04	844.004		
PP 172	269-43-23		2769.03	844.004		HT = 4.38
M	90-16-37		2769.03	844.005		

(34)



430	TRAV PT	SET NAIL & SHINER		
PP 170	M.C.H.O.	BCSM IN HH	22/27 | 23/26	T2N R1W
PP 172	M.C.H.O.	BCSM		

	T @ 431	HT = 5.16				
	D	R				
1) PP 157	0-00-15	180-00-10	12.5			
PP 154	177-42-16	357-42-18	17	177-42-04.5		
PP 155	359-11-51	179-11-49	50	359-11-37.5		
2) 157	90-05-41	270-05-38	39.5			
154	267-47-54	87-47-41	47.5	08	06	
155	89-17-22	269-17-15	18.5	39	38	
	65°F	29.00" HG	12 PPM			
	2N	SD/F	SD/M			
	90-17-19	4407.40	1343.379			
PP 154	269-42-47	4407.39	1343.375		HT = 8.38	
m	90-17-16	4407.39	1343.375			
	91-04-26	740.83	225.803			
PP 155	268-55-38	740.81	225.803		HT = 4.44	
m	91-04-24	740.83	225.802			



431 TRAV PT SET NAIL & SHINER

PP 157 M.C.H.D. BCSM 15/14 22/23 T2N R1W

PP 154 BCSM IN H.H 17/16 20/21

PP 155 M.C.H.D. BCSM IN HH 16/15 21/22

		D	R			
	At @ 417		Hi = 5.73			
1)	PP 157	0-03-52	180-03-45	48.5		
	PP 143	88-55-53	268-55-51	52	88-52-03.5	
	PP 158	178-55-41	358-55-41	4	178-51-52.5	
2)	157	90-00-08	269-59-58	03		
	143	178-52-02	358-51-58	00	51-57	52-00
	158	268-52-02	88-51-51	56.5	53.5	53

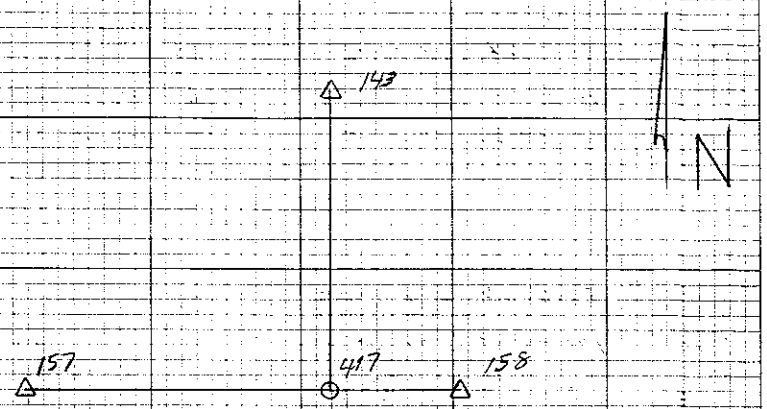
61°F
Za

29.05" Hg
50/F

12 PPM
50/m

	90-02-17	1622.93	494.674
PP 158	269-57-45	1622.93	494.675
m	90-02-16	1622.94	494.674

HI = 4.38



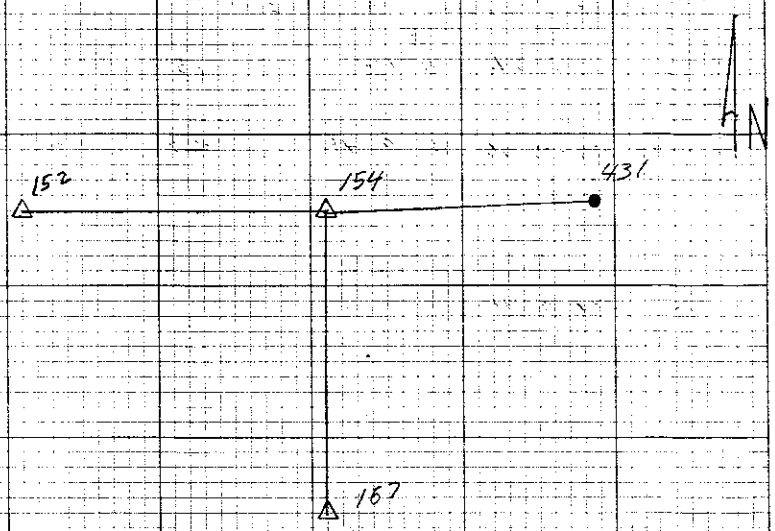
417 TRAV PT C.O.P. BCSM IN HH 14/13 23/24 TOK RIW

PP 157 M.C.-H.D. BCSM 15/14 22/23

PP 143 TRW SPIKE IN ROAD 4/12 14/13

PP 158 RANDOM PANEL NAIL & SHINER

A @ PP 154		HI = 5.83			
	G	R			
1) 431	0°01'26"	180°01'24"	25		
PP 167	91°34'41"	271°34'31"	36	91°33'11"	
PP 152	180°39'50"	0°39'43"	46.5	180°38'21.5	
2) 431	90°07'35"	270°07'37"	36		
167	181°46'49"	01°40'44"	46.5	10.5	11
152	270°46'01"	90°45'57"	59	23	22
	66°F	29.05" HG	12 PPM		
	2W	SO/C	SO/M		
	5358.41	1633.247			
	5358.41	1633.246			
PP 167	5358.41	1633.245			HT = 8.38



PP 154 BCSM IN HH $\frac{17|16}{20|21}$ T2W RIW

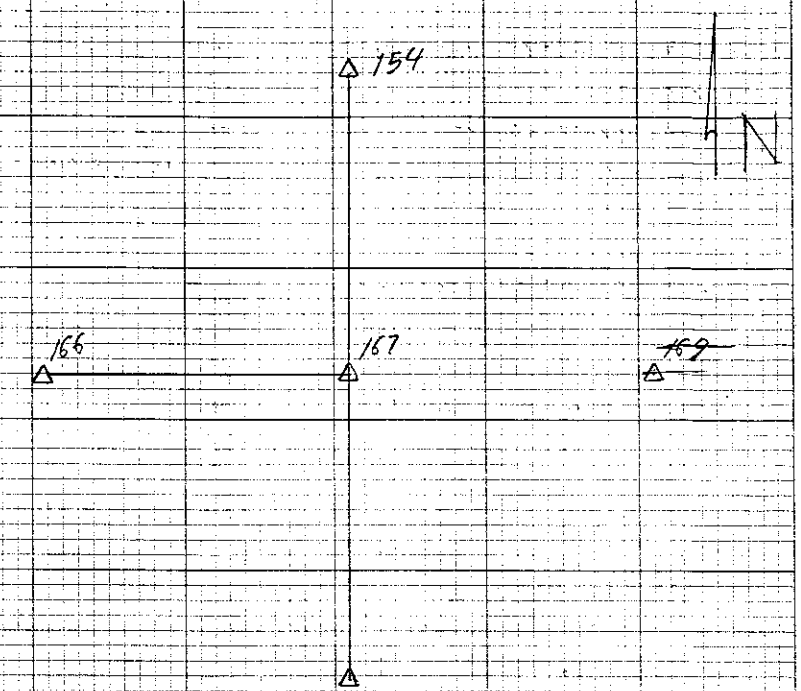
431 TRAV PT SET NAIL & SHINER

PP 167 M.C.H.D. BCSM IN HH $\frac{20|21}{29|28}$

PP 152 C.O.P. BCSM IN HH $\frac{18|17}{19|20}$

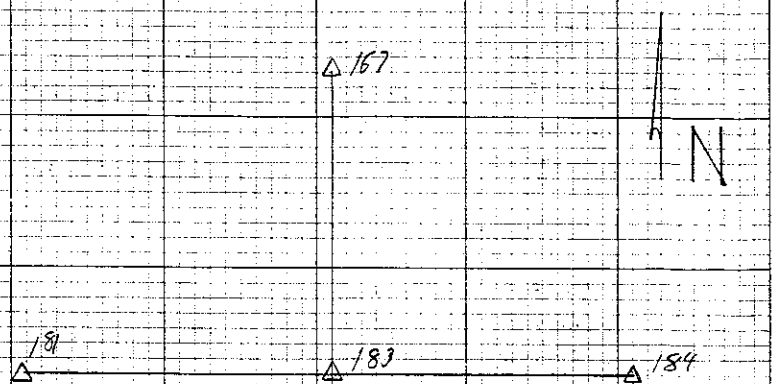
	⊼ @ PP 167	HI = 5.65			
	D	R			
1) PP 154	0-01-32	180-01-43	37.5		
~~PP 169~~					
PP 183	179-02-40	359-02-45	42.5	179-01-05	
PP 166	269-26-06	89-26-07	06.5	269-24-29	
2) 154	90-05-29	270-05-32	30.5		
183	269-06-30	89-06-30	30	00-59.5	02
166	359-29-52	179-29-51	51.5	21	25
	2a	SD/F	SD/M		
~~PP 169~~					~~HT = 12.38~~
	46°F	29.10"/16	1 PPM		
	90-08-19	5299.03	1615.148		
	269-52-14	5299.01	1615.144		
PP 183		5299.02	1615.146		HT = 8.21
M	90-08-03				

2/6/90



PP 167	M.C.H.D.	BCSM	IN HH	20 | 21 / 29 | 28	T2N RIW
PP 154		BCSM	IN HH	17 | 16 / 20 | 21	
~~PP 169~~	~~RANDOM~~	~~PANEL~~	~~NAIL & SHINER~~		
PP 183	RANDOM	PANEL	NAIL & SHINER		
PP 166	M.C.H.D.	BCSM	IN HH	19 | 20 / 30 | 29	

		D	R				
	X @ PP 183		HI = 5.21				
1)	PP 167	0-00-20	180-00-15		17.5		
	PP 184	90-06-40	270-06-43		41.5	90-06-24	
	PP 197	179-57-35	359-57-34		34.5	179-57-17	
	PP 181	270-33-53	90-33-51		52	270-33-34.5	
2)	167	90-09-21	270-09-18		19.5		
	184	180-15-43	0-15-39		41	21.5	23
	197	270-06-40	90-06-34		37	17.5	17
	181	0-43-00	180-42-57		58.5	39	37
		50°F	29.15" HG	3 PPM			
		Z =	SO/F	SO/M			
		90-06-28	5236.27	1596.011			
	PP 184	269-53-34	5236.23	1596.016			HT = 8.20
	m	90-06-27	5236.28	1595.999			
		90-10-24	5230.03	1594.131			
	PP 191	269-49-45	5230.07	1594.127			HT = 8.26
	m	90-10-20	5230.06	1594.124			



PP 183 RANDOM RANGE NAIL & SHINER

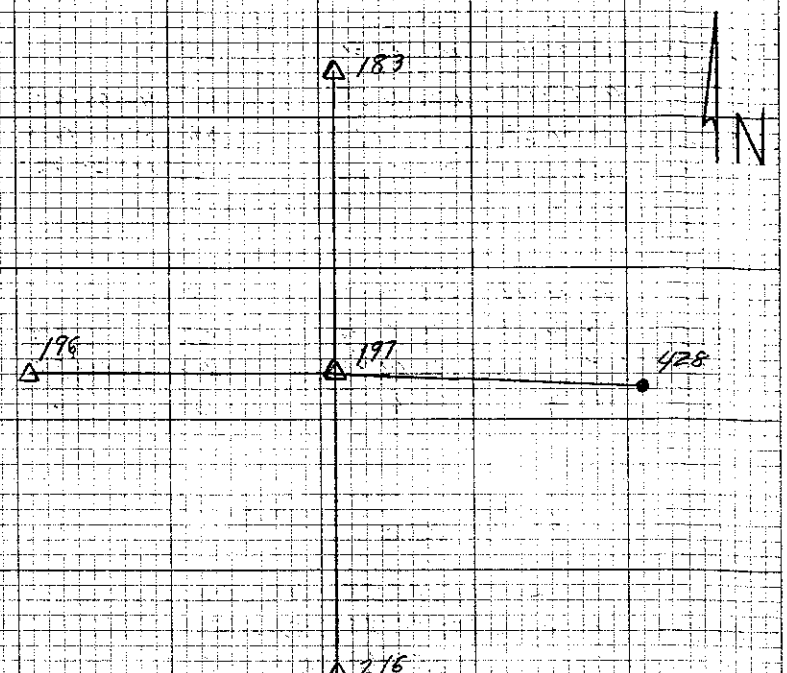
PP 167 M.C.H.O. BCSM IN HH $\frac{20|21}{29|28}$ T2M R1W

PP 184 ½" I.P IN HH $\frac{28|27}{33|34}$

PP 197 RANDOM RANGE RR & SHINER

PP 181 M.C.H.O. BCSM IN HH $\frac{30|29}{31|32}$

	T@ PP 197	HT = 5.25				
	D	R				
1) PP 183	0-03-00	180-03-01		00.5		
428	91-05-31	271-05-23		27	91-02-26.5	
PP 216	180-38-27	0-38-29		28	180-35-27.5	
PP 196	270-35-22	90-35-24		23	270-32-22.5	
2) 183	90-08-21	270-08-17		19		
428	181-10-39	01-10-46		42.5	23.5	25
216	270-43-49	90-43-36		42.5	23.5	25.5
196	0-40-33	180-40-31		32	13	18
	61°F	29.15" HG	8 PPM			
	2m	SD/F	SD/m			
	90-03-23	5279.15	1609.083			
TRAV PT	269-56-48	5279.13	1609.092			HT = 8.20
428 M	90-03-18	5279.19	1609.097			
	90-05-45	5310.18	1618.534			
PP 216	269-54-08	5310.19	1618.553			HT = 8.26
M	90-05-49	5310.20	1618.553			



PP 197 RANDOM PANEL P.K. & SHINER

PP 183 RANDOM PANE NAIL & SHINER

428 TRAV PT NAIL & SHINER

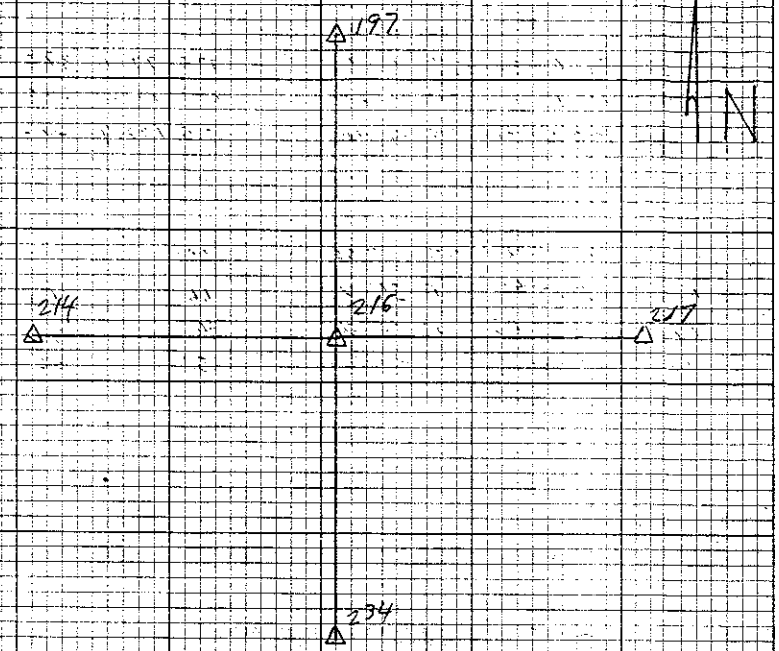
PP 216 5/8" I.P. BELOW PVMT 5/8 | 4/9 TIN RIW

PP 196 RANDOM PANEL P.K. & SHINER

	π@ PP 216		HT = 5.49		
	D	R			
1) PP 197	0-07-54	180-07-54	54		
PP 217	90-03-48	270-03-35	41.5	89-55-47.5	
PP 234	180-09-58	0-09-53	55.5	180-02-01.5	
PP 214	269-53-49	89-53-46	47.5	269-45-53.5	
2) 197	90-00-48	270-00-38	43		
217	179-56-35	359-56-17	26	43	45
234	270-02-42	90-02-38	40	01-57	01-59
214	359-46-31	179-46-31	31	48	51

66 °F 29.05 14 12 PPM

		5255.25	1601.813	
PP 217	90-02-44	5255.20	1601.802	HT = 8.26
	269-57-10	5255.23	1601.807	
M	90-02-47			



PP 216 5/8" I.P. BELOW PVMT. 5 4 / 8 9 TIN RIW

PP 197 RANDOM PANEL P.K. & SHINER

PP 217 BCSM IN HH 4 3 / 9 10

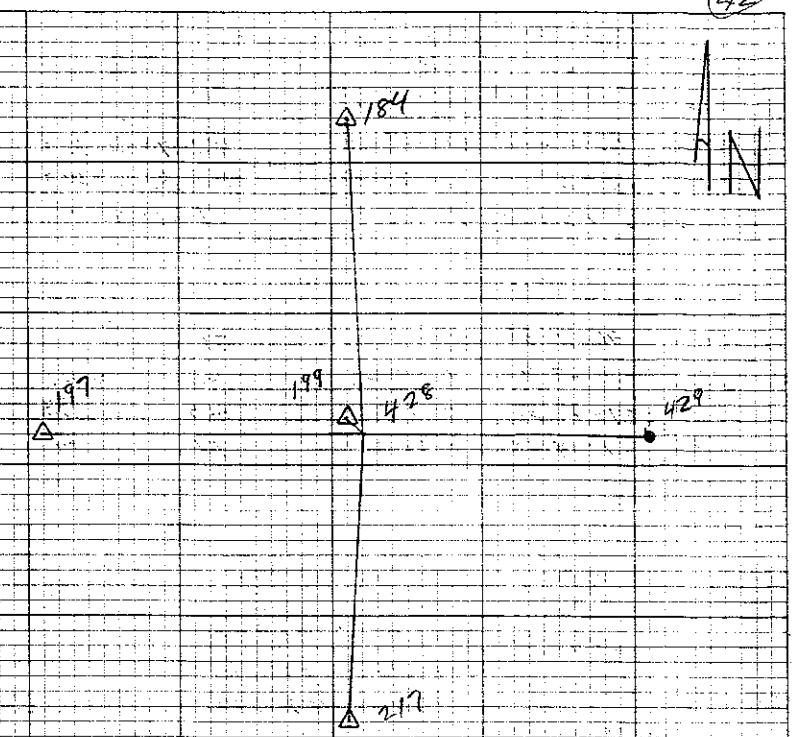
PP 234 X-OUT TACK IN CONCRETE IN HH

PP 214 M.C.H.D. BCSM IN HH 6 5 / 7 8

		T @ 428		HI = 5.16		
		D	R			
1)	PP 217	0-00-52	180-00-56	54		
	PP 197	90-12-32	270-12-35	33.5	90-11-39.5	
	PP 199	123-17-41	303-17-42	41.5	123-16-47.5	
	PP 184	178-42-43	358-42-44	43.5	178-41-49.5	
	429	269-09-44	89-09-47	45.5	269-08-51.5	
2)	217	90-13-13	270-13-06	09.5		
	197	180-24-46	0-24-46	46	36.5	38
	199	213-29-55	33-29-54	54.5	45	46
	184	268-54-57	88-54-54	55.5	46	48
	429	359-22-02	179-21-51	56.5	47	49

	72°F	29.05" HG	15 PPM	
	ZN	SD/F	SD/M	
	89-50-47	5312.45	1619.251	
PP 184	270-09-15	5312.49	1619.256	HT = 8.26
M	89-50-46	5312.49	1619.251	

PP 199 CH. 55.93'



428 TRAV PT NAIL & SHINER

PP 217 BCSM IN HH 4|3 / 9|10 TIN RIM

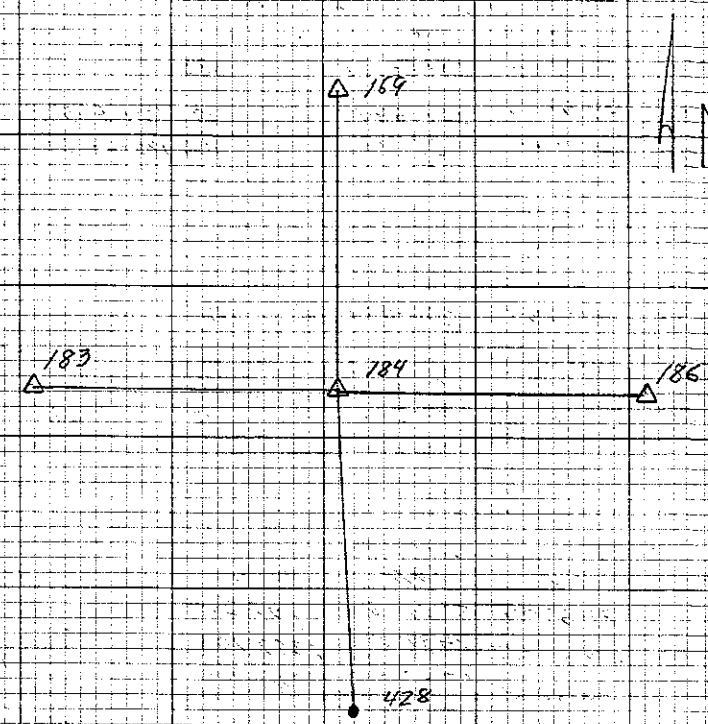
PP 197 RANDOM PANEL P.K. & SHINER

PP 199 M.C.H.D. BCSM IN HH 33|34 / 4|3

PP 184 1/2" I.P. BELOW PVMT 28|27 / 33|34

429 TRAV PT NAIL & SHINER

	$\bar{x}$ @ PP 184 HI = 5.61				
	D	R			
1) 428	0-07-50	180-07-48	49		
PP 183	90-44-06	270-44-05	05.5	90-36-16.5	
PP 169	180-29-19	0-29-20	19.5	180-21-30.5	
PP 186	270-55-38	90-55-36	37	270-47-48	
2) 428	90-11-35	270-11-31	33		
183	180-47-42	0-47-42	42	09	13
169	270-32-57	90-32-56	56.5	23.5	27
186	0-59-18	180-59-16	17	44	46
	74°F	29.00" HG	17 PPM		
	ZN	SD/F	SD/M		
	89-43-34	5233.06	1595.036		
PP 169	270-16-31	5233.05	1595.035		
		5233.04	1595.034		HT = 8.26
	M 89-43-32				



PP 184 ½" I.P. BELOW PVMT 28|27 / 33|34 T2N R1W

428 TRAV PT, NAIL & SHINER

PP 183 RANDOM PANEL, NAIL & SHINER

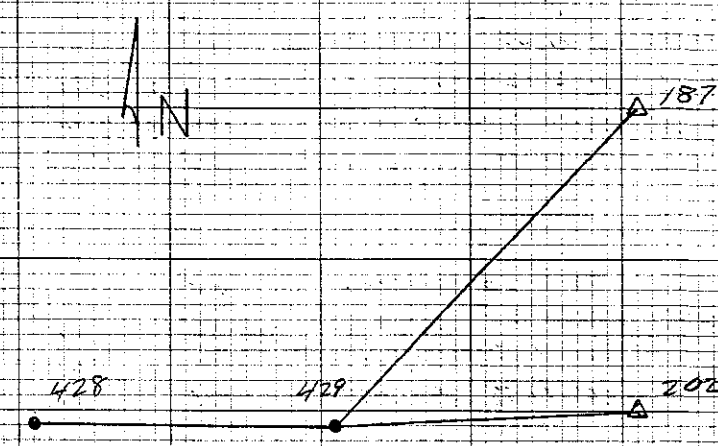
PP 169 RANDOM PANEL, NAIL & SHINER

PP 186 M.C.H.D. BCSM 27|26 / 34|35

T @ 429 HI = 5.34

	D	R			
1) 428	0-06-40	180-06-37	38.5		
PP 187	134-58-16	314-58-18	17	134-51-38.5	
PP 202	180-31-06	0-31-09	07.5	180-24-29	
2) 428	90-05-18	270-05-17	17.5		
187	224-56-59	44-57-02	00.5	43	41
202	270-29-45	90-29-45	45	27.5	28

	70°F TW	29.00" HG SD/F	SD/M	
	89-57-48	7438.32	2267.204	
PP 187	270-02-13	7438.32	2267.199	HT = 8.43
		7438.33	2267.200	
m	89-57-48			
	90-00-07	5203.90	1586.146	
PP 202	269-59-56	5203.88	1586.147	
m	90-00-06	5203.87	1586.144	HT = 20.26



429 TRAV PT, NAIL & SHINER

428 TRAV PT, NAIL & SHINER

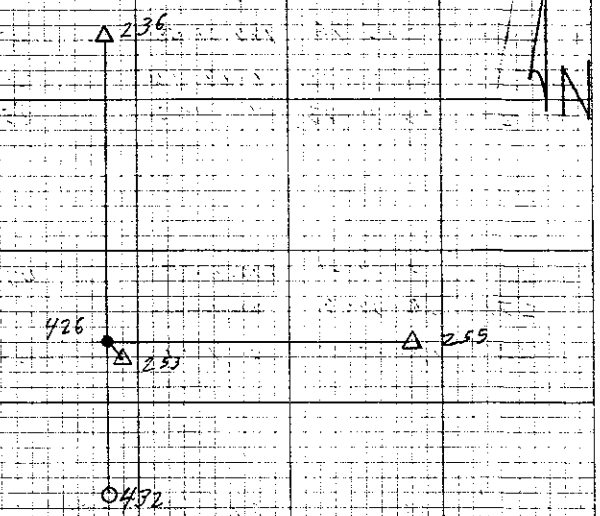
PP 187 RANDOM PANEL SET NAIL & SHINER

PP 202 FND 5/8" I.P. 35|36 / 2|1 T2N T1N R1W

		T@ 426 HI =				
		D	R			
1)	PP 236	0-05-05	180-05-00	02.5		
	PP 255	91-20-28	271-20-18	23	91-15-20.5	
	PP 253	105-20-48	25-20-50	49	105-15-46.5	
	432	179-22-31	359-22-30	30.5	179-17-28	
2)	236	90-01-35	270-01-26	30.5		
	255	181-16-55	01-16-45	50	19.5	20
	253	195-17-10	15-17-18	14	43.5	45
	432	269-18-58	89-18-57	57.5	27	27.5
		50°F	29.10" HG	3PPM		
		2n	SD/F	SD/M		
		90-09-00	5298.57	1615.014		
PP 255		269-51-16	5298.58	1615.007		HT=4.45
	m	90-08-52	5298.57	1615.008		
PP 253		CH.	29.92			
		90-09-47	2613.10	796.476		
TRAV PT		269-50-28	2613.10	796.475		HT=8.43
432	m	90-09-40	2613.10	796.475		

2/7/90

45



426 TRAV PT. , NAIL & SHINER

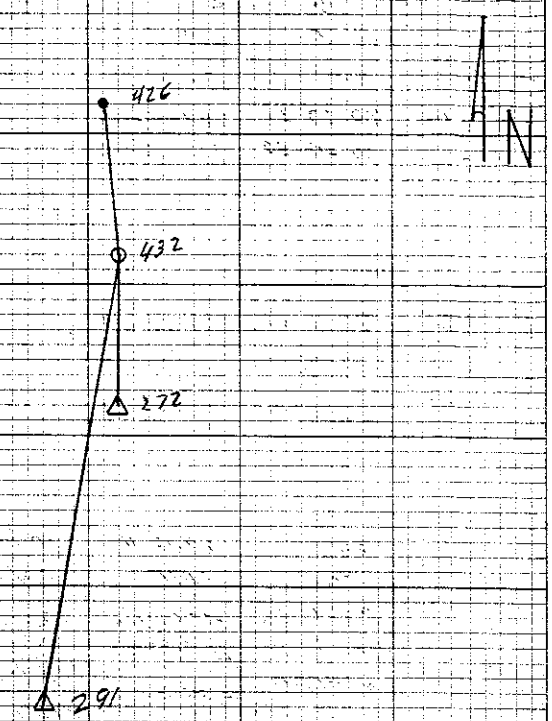
PP 236 M.C.H.D. BCSM 9/16 | 10/15 TIN RIW

PP 255 M.C.H.D. BCSM 15/22 | 14/23

PP 253 M.C.H.D. BCSM IN HH 16/21 | 15/22

432 TRAV PT. M.C.H.D. BCSM IN HH 21 | 22

		π @ 432 HT = 5.66				
		D	R			
1)	426	0-03-56	180-03-58	57		
	PP 272	180-23-24	0-23-24	24	180-19-27	
	PP 291	186-20-28	06-20-22	25	186-16-28	
2)	426	90-10-51	270-10-43	47		
	272	270-30-19	90-30-16	17.5	30.5	29
	291	276-27-22	96-27-22	22	35	31.5
		56°F	29.10" HG	6 PPM		
		Zn	SD/F	SD/m		
		90-27-02	2610.88	795.798		
	PP 272	269-33-12	2610.88	795.799		HT = 8.43
		m 90-26-55	2610.88	795.798		
		90-15-44	7541.60	2298.678		
	PP 291	269-44-30	7541.60	2298.669		
		m 90-15-37	754.54	2298.684		HT = 10.53



432	TRAV PT M.C.H.D. BCSM IN HH 21 | 22 TIN RIVS
426	TRAV PT NAIL & SHINER
PP 272	RANDOM PANEL, NAIL & SHINER
PP 291	RANDOM PANEL, NAIL & SHINER

T @ PP 255 HI = 5.22

	D	R			
1) 426	0-01-20	180-01-23	21.5		
PP 240	109-53-34	289-53 29	31.5	109-52-10	
PP 241	130-49-50	310-49-47	48.5	130-48-27	
2) 426	90-10-22	270-10-08	15		
240	200-02-34	20-02-19	26.5	11.5	11
241	220-58-46	40-58-40	43	28	27.5

	64°F	29.05" HG	10 PPM	
	ZN	SD/F	SD/M	
	89-49-12	5798.48	~~1767.516~~	HT = 8.26
PP 240	270-10-47	5798.53	~~1767.401~~	
M	89-49-13	5798.52	1767	
			1767.386	
			1767.378	
			1767.382	
	90-09-05	2638.27	804.145	HT = 8.43
PP 241	269-51-02	2638.26	804.147	
M	90-09-02	2638.28	804.147	

PP 255 M.C.H.D. BCJM 15|14 / 22|23 TIN RIW

426 TRAV PT , NAIL & SHINER

PP 240 RANDOM PANEL, P.K. & SHINER ON BANK PROTECTION

PP 241 RANDOM PANEL, NAIL & SHINER IN RIVER

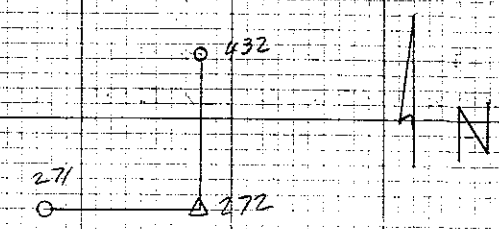
T @ PP 272 HI = 5.36

	D	R			
1) 432	0-01-22	180-01-23	22.5		
PP 271	271-36-34	91-36-37	35.5	271-35-13	
2) 432	90-11-23	270-11-22	22.5		
271	01-46-32	181-46-35	33.5	11	12

11 HG

74°F 29.00 16 PPM

	ZN	SD/F	SD/M	
	89-55-58	2716.67	828.037	
VERTICAL	270-04-06	2716.66	828.039	HT = 8.45
PP 271	M 89-55-56	2716.66	828.038	

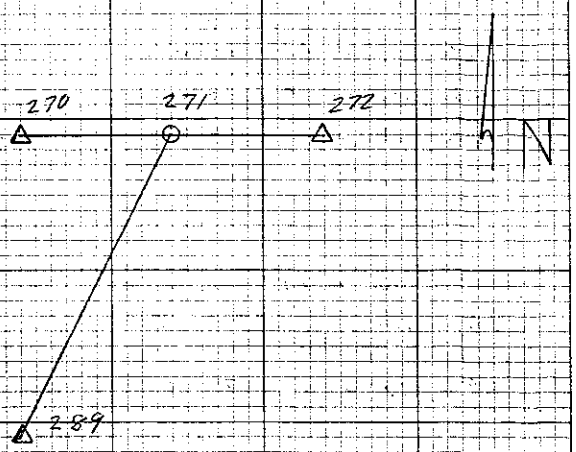


PP 272 RANDOM PANEL SET NAIL & SHINER

432 TRAV PT M.C.H.D BCSM IN HH 21 | 22 TIN RIV

PP 271 VERT PANEL BCSM LS 11890 $\frac{21}{28}$

	X @ 271	H.I = 5.27				
	D	R				
1) PP 272	0-00-41	180-00-41		41		
PP 289	118-22-15	298-22-14		14.5	118-21-33.5	
PP 270	180-07-53	0-07-51		52	180-07-11	
2) 272	90-11-45	270-11-45		45		
289	208-33-23	28-33-20		21.5	36.5	35
270	270-18-56	90-18-57		56.5	11.5	11
	74°F	29.00" Hg	16 PPM			
	Zw	SD/F	SD/M			
	90-03-02	5749.46	1752.437			
PP 289	269-56-51	5749.46	1752.438			H.T = 8.43
m	90-03-06	5749.45	1752.436			
	90-08-33	2701.20	823.327			
PP 270	269-51-14	2701.20	823.327			H.T = 8.38
m	90-08-40	2701.20	823.326			



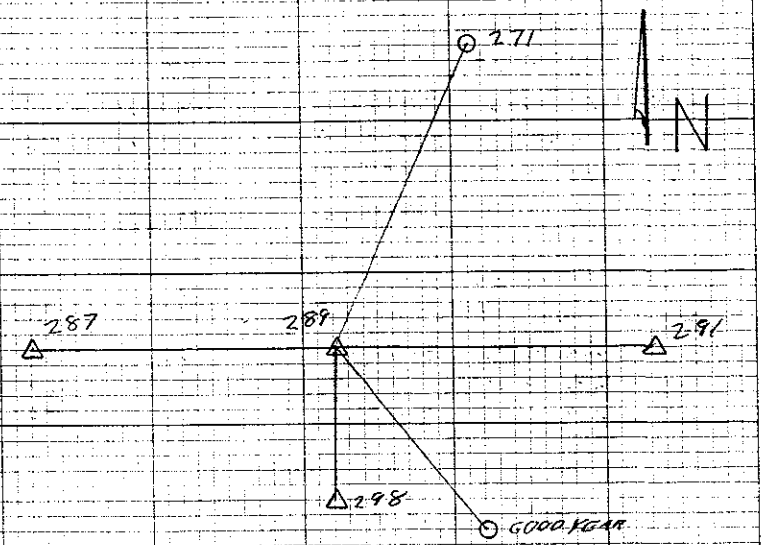
PP 271 VERT. PANEL BC5M CS11890 21/28 TIN RTW

PP 272 RANDOM PANEL, NAIL & SHINER

PP 289 M.C.H.D. BC5M 29|28 / 32|33

PP 270 M.C.H.D. BC5M " HH 20|21 / 29|28

	∠ @ PP	289	HT = 5.38			
	D	R				
1) 271	0-03-50	180-03-43		46.5		
PP 291	59-55-15	239-55-10		12.5	59-51-26	
GOODYEAR	114-08-01	294-06-00		00.5	114-02-14	
PP 298	161-23-12	341-23-09		10.5	161-19-24	
PP 287	239-34-08	59-34-05		06.5	239-30-20	
2) 271	90-12-85	270-12-05		05		
291	150-03-30	330-03-26		28	23	24.5
GOODYEAR	204-14-20	24-14-18		19	14	14
298	251-31-29	71-31-27		28	23	23.5
287	329-42-26	149-42-24		25	20	20
	70°F	29" HG	14 PPM			
	2W	50/F	50/M			
	90-05-28	4803.93	1464.242			
PP 291	269-54-24	4803.93	1464.243			HT = 4.
M	90-05-32	4803.93	1464.242			
	86-26-18	4406.51	1343.106			
GOODYEAR	273-33-35	4406.51	1343.106			HT = 4.25
M	86-26-22	4406.50	1343.106			
	89-53-07	2266.40	690.800			
PP 298	270-06-45	2266.40	690.799			HT = 12.45
M	89-53-14	2266.40	690.799			

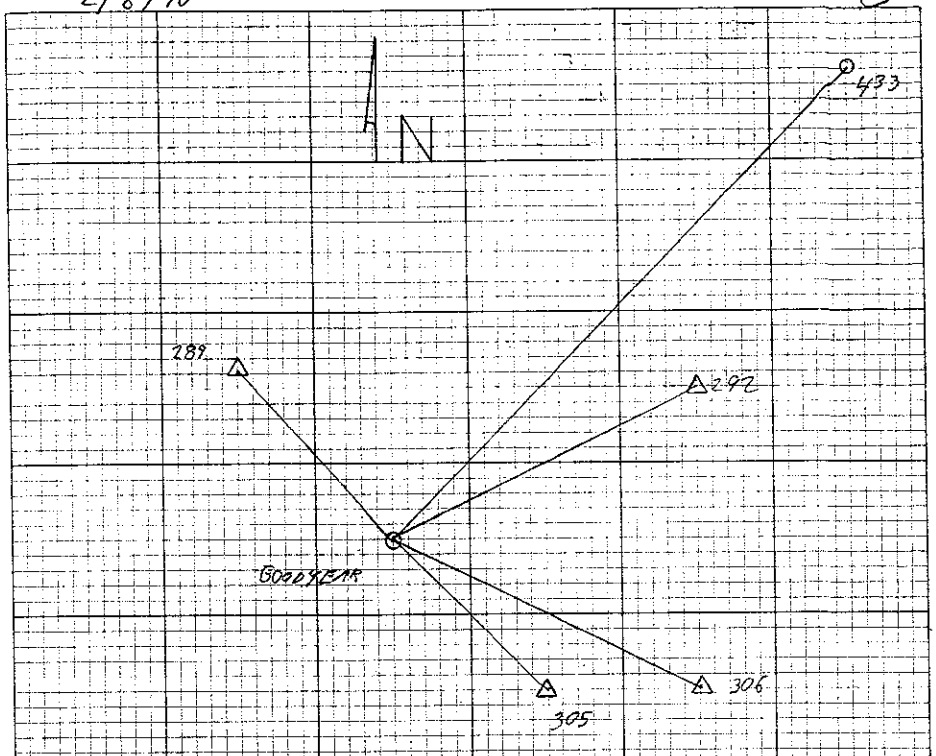


PP 289	M.C.HD	BCSM	29/32 28/33	T/N	R/W
PP 271	VERT. PANEL	BCSM	LS 11880	21/28	
PP 291	RANDOM PANEL, NAIL & SHINER				
GOODYEAR	FND DRILL HOLE IN ROCK @ HILLTOP				
PP 298	BCSM IN HH				
PP 287	RANDOM PANEL, NAIL & SHINER ON BRIDGE				

	A	@ GOODYEAR D	R				
1)	PP 289	00-02-58	180-02-53		55.5		
	TRAV PT 433	81-05-57	261-05-52		54.5	81-02-59	
	PP 292	95-49-08	275-49-07		07.5	95-46-12	
	PP 306	155-09-32	335-09-26		29	155-06-33.5	
	PP 305	174-15-35	354-15-33		34	174-12-38.5	
2)	289	90-03-34	270-03-32		33		
	433	171-06-38	351-06-33		35.5	03-02.5	03-01
	292	185-49-47	05-49-44		45.5	12.5	12
	306	245-10-10	65-10-06		08	35	34
	305	264-16-17	84-16-13		15	42	40
		54°	2880 11HB		10	1771	
		∠	SD/IP	SD/m			
	TRAV PT 433	91-19-45	11475.92	3497.862			
		268-40-14	11475.92	3497.866			
			11475.91	3497.866			HT=4.48
	PP 292	92-35-04	6174.86	1882.102			
		267-24-56	6174.86	1882.101			
			6174.86	1882.102			HT=4.26
	PP 306	92-36-01	5870.88	1789.446			
		267-23-52	5870.88	1789.449			
			5870.87	1789.447			HT=4.43
	PP 305	93-54-13	3781.17	1152.503			
		266-05-40	3781.17	1152.504			
			3781.17	1152.503			HT=4.38

2/8/90

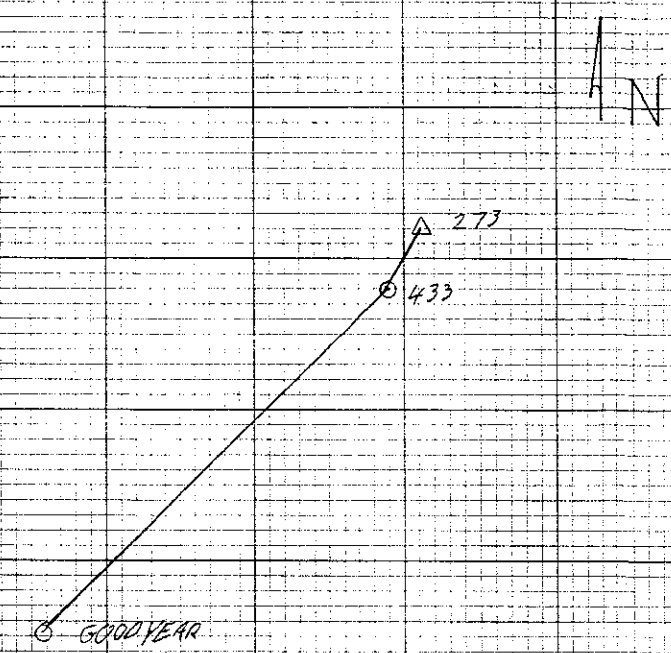
(51)



GOODYEAR	FND. DRILL HOLE IN ROCK @ HILL TOP		
PP 289	M.C.H.D. BCSM	29/28 / 32/33	TIN RING
433	TRAV. PT	A.D.O.T.	BCSM IN CONCRETE
PP 292	RANDOM PANEL	NAIL & SHINER	
PP 306	RANDOM PANEL	½" I.P. BELOW PUNT.	
PP 305	RANDOM PANEL	FND R.R. IN ROAD	

	X @ 433				
	D	R			
1) GOODYEAR	0-02-13	180-02-12	125		
PP 273	164-40-39	344-40-43	41	164-38-28.5	
2) GOODYEAR	90-10-09	270-10-09	09		
PP 273	254-48-41	74-48-45	43	34	31

PP 273 CH 71.28



433 TRAV PT. A.D.O.T. BCSM

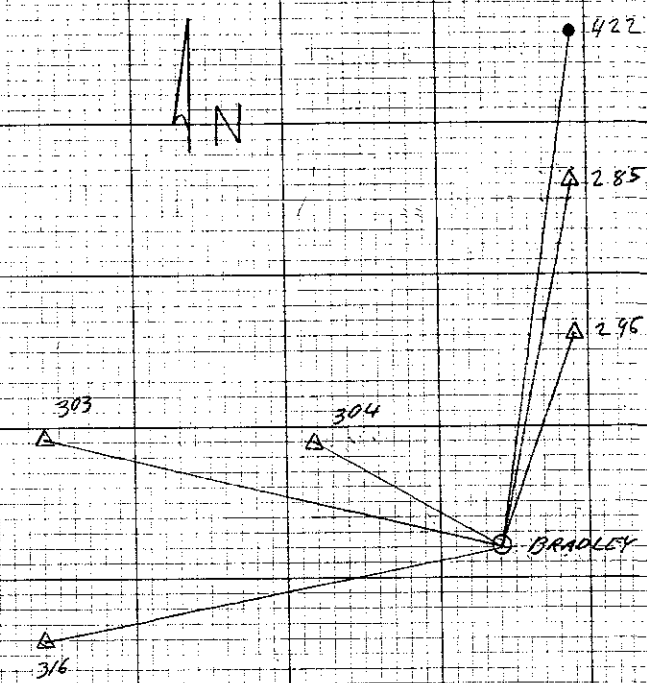
GOODYEAR 1" DRILLHOLE IN ROCK @ HILLTOP

PP 273 BRASS IN HH

		π @ BRADLEY		HI = 5.16		
		D	R			
1)	422	00-01-39	180-01-35	37		
	285	02-21-27	182-21-26	26.5	02-19-49.5	
	296	08-12-39	188-12-41	40	08-11-03	
	316	244-56-46	64-56-44	45	244-55-08	
	303	268-55-00	88-54-59	54-59.5	268-53-22.5	
	304	277-52-19	97-52-18	18.5	277-50-41.5	
2)	422	90-04-04	270-03-59	04-01.5		
	285	92-23-54	272-23-49	51.5	50	50
	296	98-15-11	278-15-10	10.5	09	06
	316	334-59-14	154-59-13	13.5	12	10
	303	358-57-26	178-57-23	24.5	23	23
	304	07-54-46	187-54-45	45.5	44	43

62° 28.75" HG 13 PPM

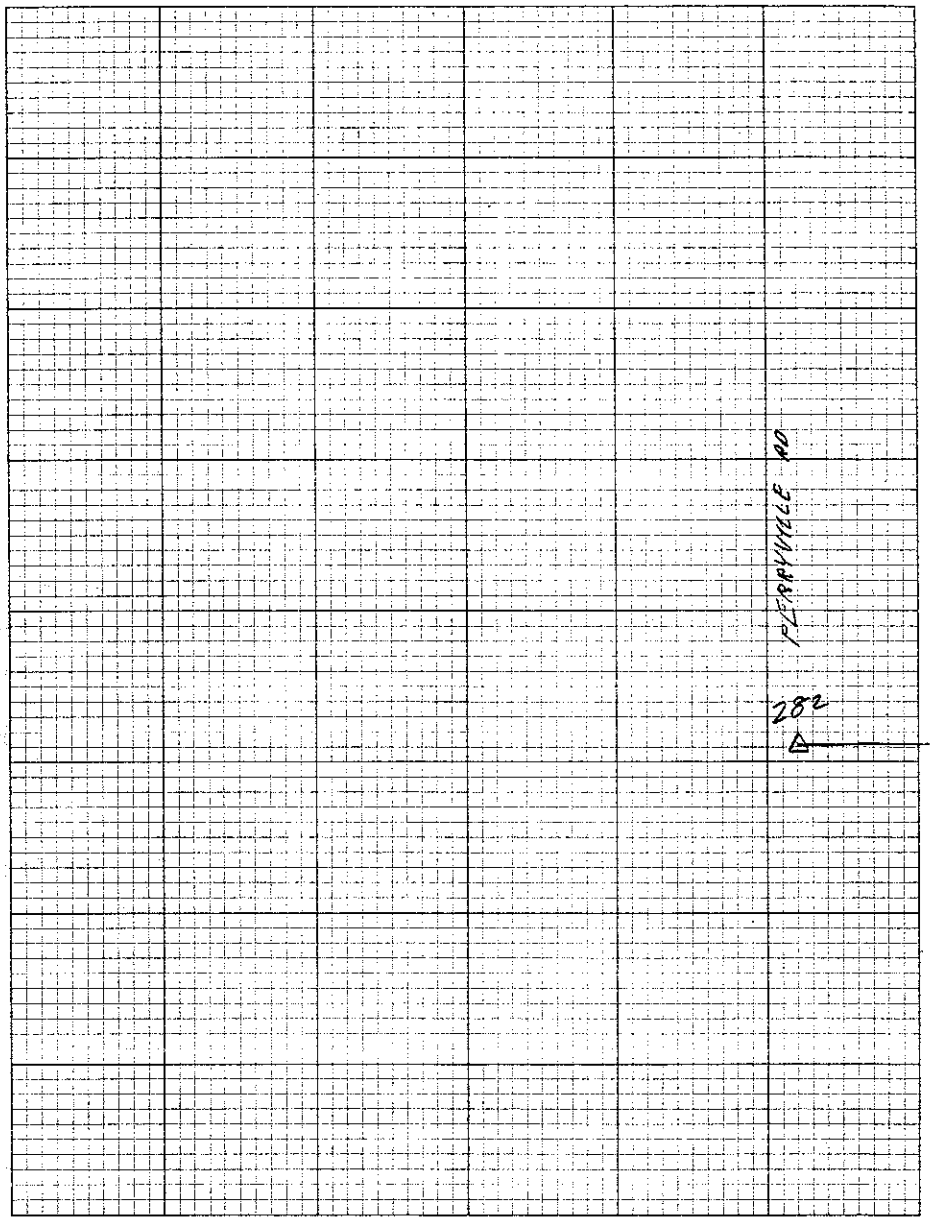
	ZN	SD/F	SD/M	
	93-13-48	6908.53	2105.727	
PP 285	266-46-26	6908.54	2105.724	HT = 8.38
	93-13-41	6908.52	2105.723	
			.725	

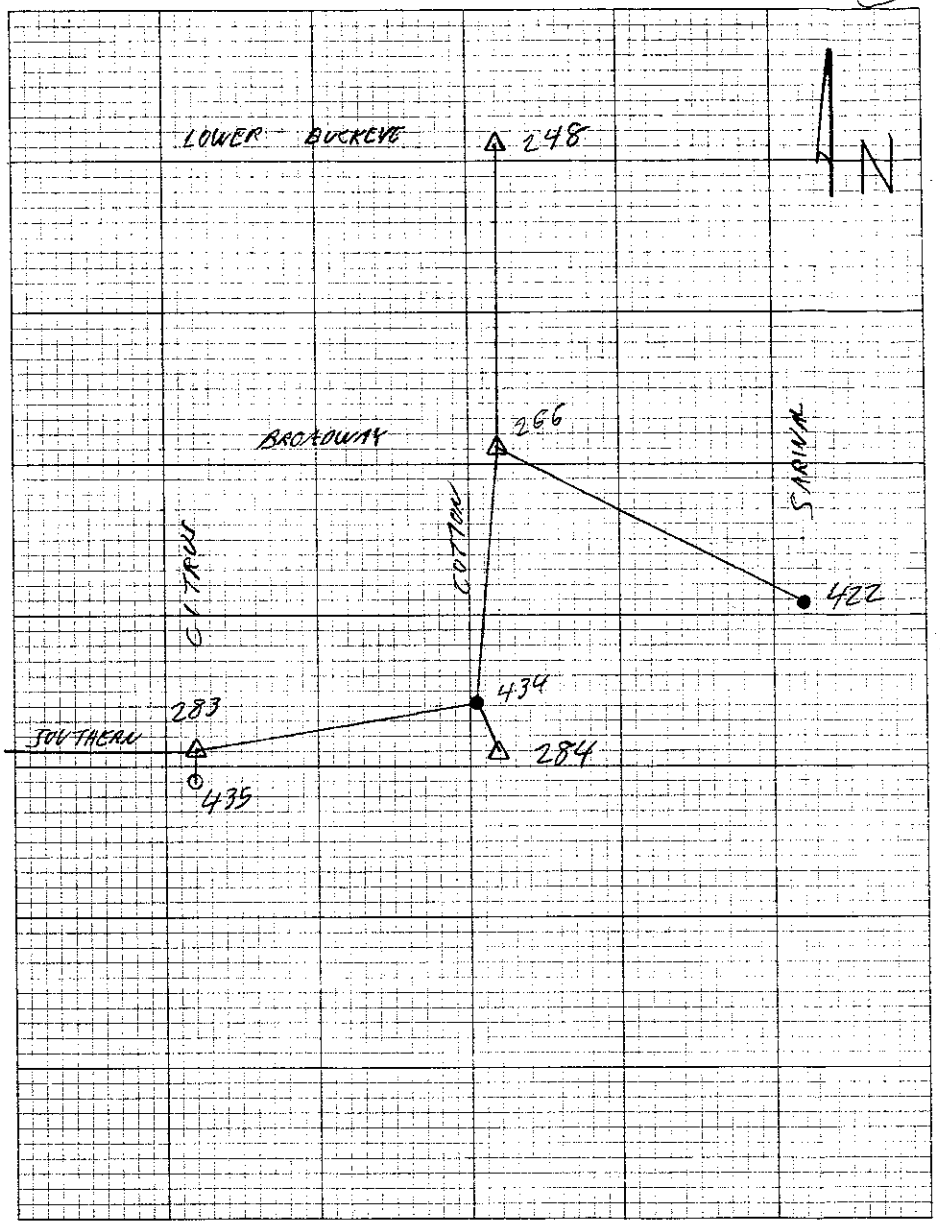


BRADLEY	NGS BRONZE DISC IN ROCK		
PP 285	BCSM IN CONCRETE	LS 13554	30/31 TIN RIW
PP 296	FND 1/2" I.P.		
PP 316	RANDOM PANEL	SET NAIL & SHINER	
PP 303	RANDOM PANEL	SET NAIL & SHINER	
PP 304	RANDOM PANEL	SET NAIL & SHINER	

T@ BRADLEY HT = 5.16

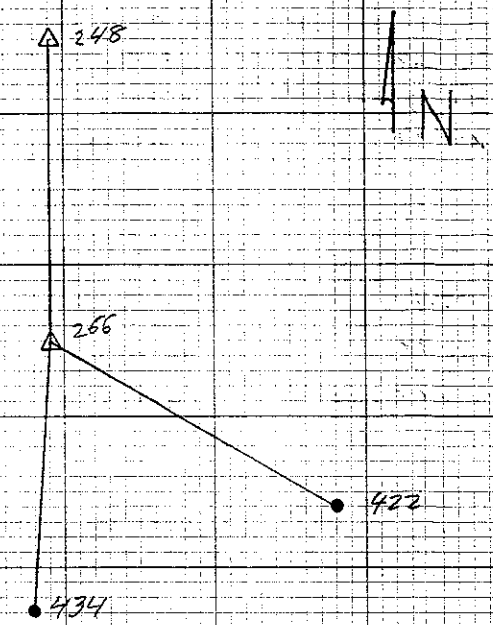
	62°	28.75" HG	13 PPM		
	IN	SD/F	SD/M		
PP 296	95-31-37	3850.14	1173.525		HT = 4.37
	264-28-29	3850.14	1173.526		
		3850.15	1173.525		
	M 95-31-34				
PP 316	92-01-03	10354.34	3155.999		HT = 8.45
	267-59-01	10354.33	3156.008		
		10354.32	3156.016		
	M 92-01-01				
PP 303	92-31-20	9059.93	2761.477		HT = 8.47
	267-28-43	9059.96	2761.482		
		9059.93	2761.471		
	M 92-31-18	.94			
PP 304	95-17-47	4189.24	1276.881		HT = 4.85
	264-42-22	4189.23	1276.882		
		4189.23	1276.881		
	M 95-17-42				


PERRYVILLE RD
282


N
LOWER BUCKEYE
248
BROADWAY
266
SARINA
422
COTTON
CITRUS
434
283
SOUTHERN
284
435

		⊼ @ PP 266				
		D	R			
1)	422	0-03-29	180-03-26	27.5		
	434	63-28-36	243-28-36	36	63-25-08.5	
	PP 248	243-04-13	63-04-12	12.5	243-00-45	
2)	422	90-10-50	270-10-46	48		
	434	153-35-56	333-35-58	57	09	09
	248	333-11-35	153-11-32	33.5	45.5	45

2/12/90



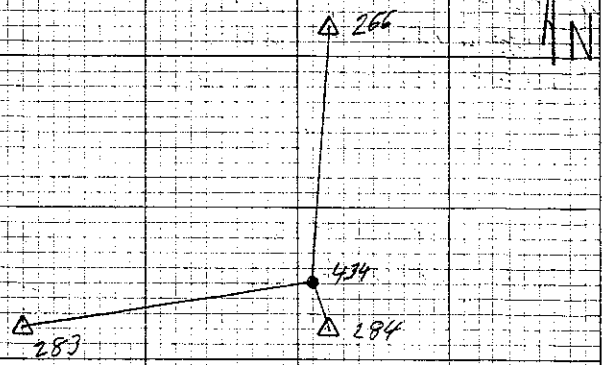
PP 266 1" O.I.P. BELOW PVMT. 23/24 / 26/25 T1N R2W

422 TRAV PT SET NAIL & SHINER IN HUB

434 TRAV PT SET NAIL & SHINER

PP 248 M.C.H.O. BCSM 14/13 / 23/24

	℄ @ 434		HI = 5.28			
	D		R			
1) PP 266	0-08-59	180-09-02		00.5		
PP 284	170-27-25	350-27-27		26	170-18-25.5	
PP 283	267-03-42	87-03-40		41	266-54-40.5	
2) 266	90-02-27	270-02-22		24.5		
284	260-20-54	80-20-45		48	23.5	24.5
283	356-57-01	176-57-01		01	36.5	38.5
	70°F	28.95" HG	15 PPM			
	2w	10 FT	50/M			
	89-43-23	5070.20	1545.399			
PP 266	270-16-53	5070.18	1545.398			HT = 8.45
M	89-43-15	5070.20	1545.398			
		(19)				
	90-02-54	216.53	65.999			
	269-57-20	216.53	65.999			
PP 284		(216.53)	(65.999)			HT = 4.38
M	90-02-50					
	89-55-58	5274.94	1607.787			
PP 283	270-04-18	5274.93	1607.781			HT = 8.47
M	89-55-50	(.92)	(1607.790)			
			(.786)			



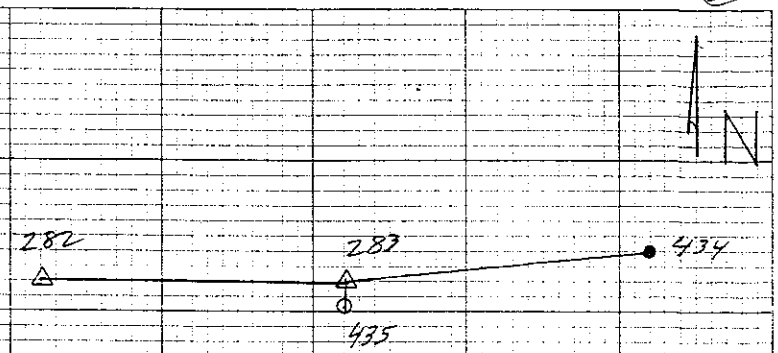
434 TRAV AZ SET NAIL & SHINER

PP 266 1" O.I.P. BELOW PVMT. 23/24 / 26/25 TIN RZW

PP 284 RANDOM PANEL SET NAIL & SHINER

PP 283 TIN NAIL IN DIRT ROAD

		T@ PP 283	HT = 5.27			
		D	R			
1)	434	0-01-33	180-01-32	32.5		
	435	100-30-49	280-31-01	55	100-29-22.5	
	PP 282	182-46-56	02-46-55	55.5	182-45-23	
2)	434	90-09-39	270-09-31	35		
	435	190-38-53	10-38-58	55.5	20.5	21.5
	282	272-54-57	92-54-57	57	22	22.5
		28.95" HG	74°F	17 PPM		
		Zw	SD/F	SD/M		
435		CH. 12.64				
		90-04-05	5142.24	1567.357		
PP 282		269-55-57	5142.24	1567.358		
	m	90-04-04	5142.23	1567.356		HT = 8.43

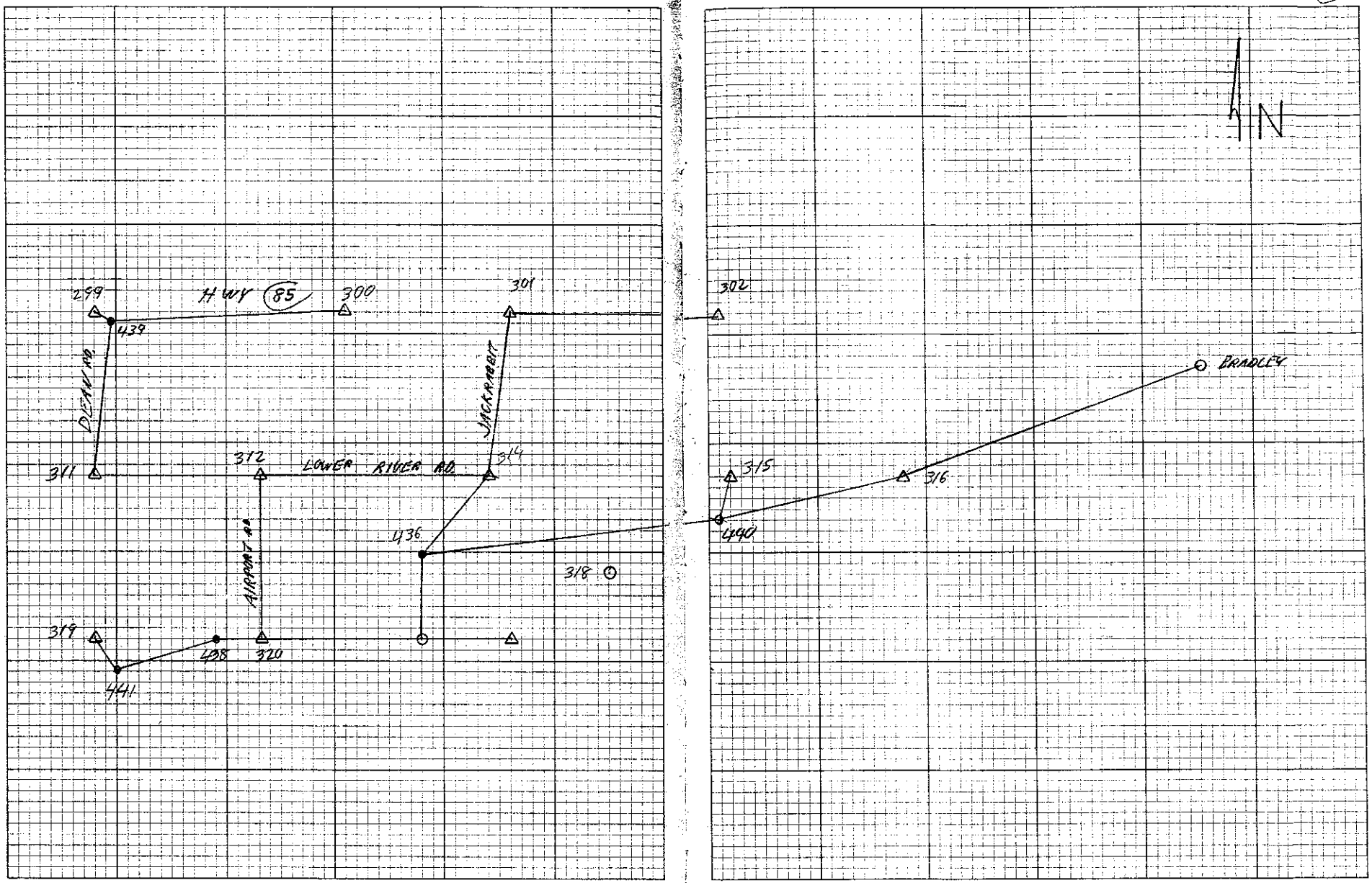


PP 283 END NAIL IN DIRT ROAD

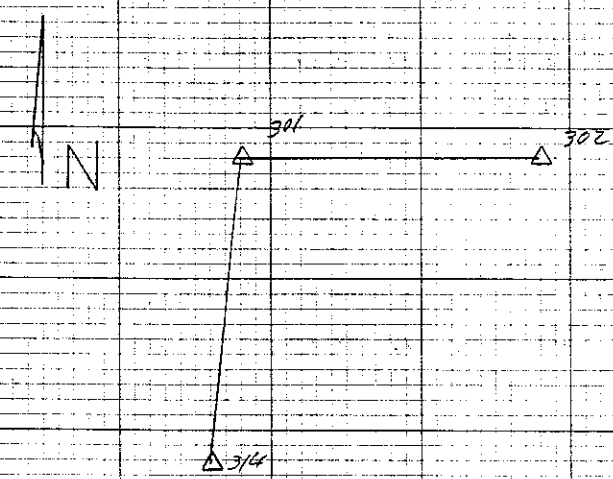
434 TRAV PT, NAIL & SHINER

435 U.S. ARMY BCSM IN CONCRETE

PP 282 M.C.H.D. BCSM 28/27 33/34 T1N R2W


N
299
HWY 85
300
301
302
439
DEAN RD.
JACKRABBIT
311
312
LOWER RIVER RD.
314
315
316
BRADLEY
436
440
318
AIRPORT RD.
319
438
320
441

	X @ PP 301		HI = 5.29			
		D	R			
1)	PP 302	0-05-18	180-05-15	16.5		
	PP 314	96-01-39	276-01-38	38.5	95-56-22	
2)	302	90-09-12	270-09-10	11		
	314	186-05-32	06-05-32	32	21	21.5
		72°F	29" HG	16 PPM		
		2W	SD/F	SD/M		
		89-57-49	5365.33	1635.357		
		270-02-07	5365.33	1635.356		HT = 8.38
PP 314	m	89-57-51	5365.33	1635.360		



PP 301 RANDOM PANEL, P.K. & SHINER

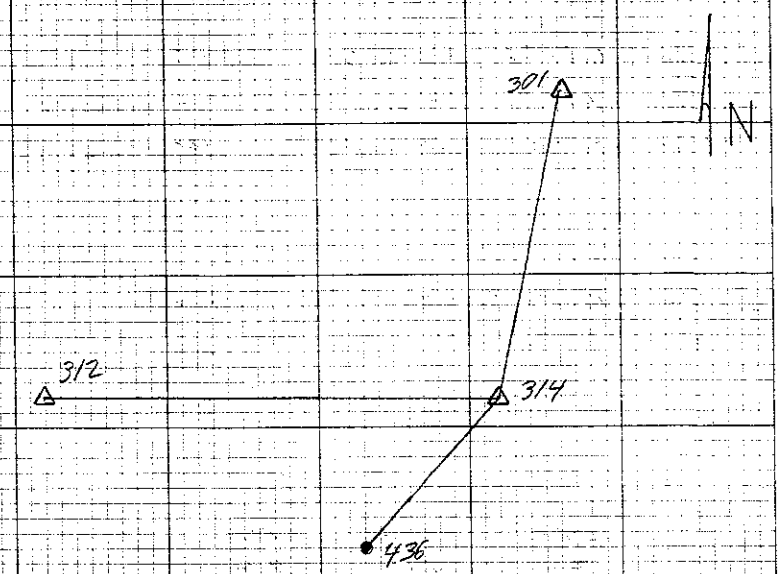
PP 302 2" O.I.P. 33 | 34 / 4 TIN / TIS R2W

PP 314 RANDOM PANEL, END NAIL & SHINER

	$\bar{X}$ @ PP 314		HI = 5.25		
	D	R			
1) PP 301	0-06-13	180-06-13	13		
436	216-06-17	36-06-16	16.5	216-00-03.5	
PP 312	263-24-17	83-24-10	13.5	263-18-00.5	
2) 301	90-00-15	270-00-14	14.5		
436	306-00-17	126-00-14	15.5	01	02
312	353-18-12	173-18-09	10.5	17-56	58
	54°F	29" HG	6 PPM		
	2W	SD/F	SD/M		
	89-45-12	3174.39	967.556		
TRAV PT.	270-14-39	3174.39	967.554		HT = 8.36
436 m	89-45-17	3174.39	967.554		
			.555		
	90-04-17	7417.69	2260.913		
PP 312	269-55-34	7417.68	2260.913		HT = 8.58
m	90-04-22	7417.68	2260.915		
			.914		

2/13/90

(61)



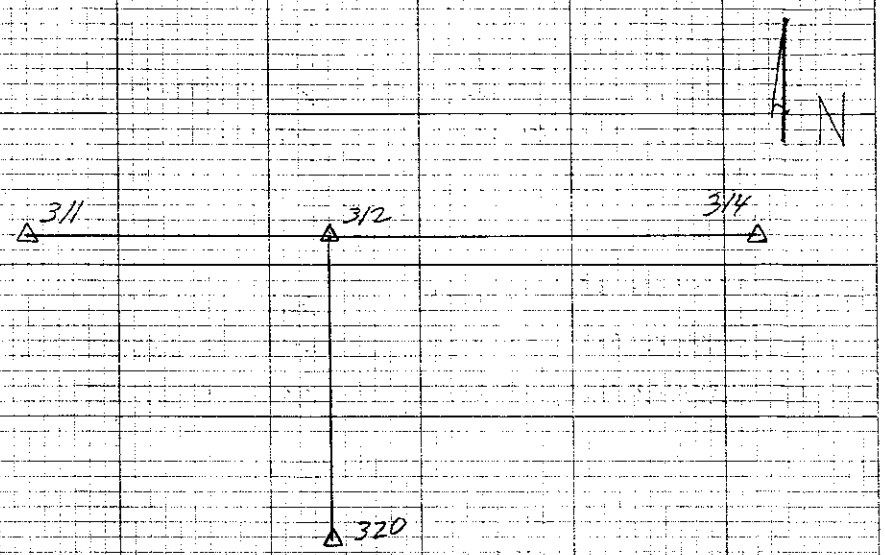
PP 314 RANDOM PANEL FND NAIL & SHINER

PP 301 RANDOM PANEL, P.K. & SHINER

436 TRAV PT. MARKED CONCRETE ON BRIDGE

PP 312 M.C. HD BCSM IN HH 1 | 6 / 12 | 7 T15 R3W R2W

	⊼ @ PP, 312		HI =	5.83	
	D	R			
1) PP 314	0-01-03	180-00-57	01-00		
PP 320	91-15-19	271-15-15	17	91-14-17	
PP 311	179-46-09	359-46-08	085	179-45-085	
2) 314	90-12-51	270-12-48	49.5		
320	181-27-06	01-27-05	05.5	16	16.5
311	269-57-59	89-57-54	56.5	07	08
	57°F	29" HG	8 PPM		
	CN	SD/F	SD/M		
	89-50-42	5303.60	1616.535		
PP 320	270-09-26	5303.60	1616.538		HT = 8.43
M	89-50-38	5303.59	1616.538		
			.537		
	90-04-10	5289.44	1612.221		
PP 311	269-55-49	5289.43	1612.222		HT = 8.38
M	90-04-11	5289.42	1612.222		



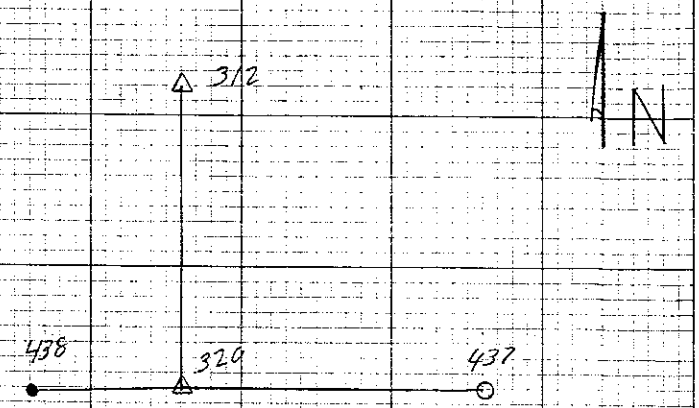
PP 312 M.C.H.D. BCSM IN HH 1/12 | 6/7 T1S R3W R2W

PP 314 RANDOM PANEL, FND NAIL & SHINER

PP 320 RANDOM PANEL, P.K.

PP 311 M.C.H.D. BCSM IN HH 2/11 | 1/12 T1S R3W

		T@ PP 320		HI = 5.24		
		D	R			
1)	PP 312	0-03-17	180-03-12	14.5		
	437	88-48-34	268-48-33	33.5	88-45-19	
	438	268-03-53	88-03-50	51.5	268-00-37	
2)	312	90-08-36	270-08-29	32.5		
	437	178-53-51	358-53-44	47.5	15	17
	438	358-09-10	178-09-09	09.5	37	37
		64°F	29" AG	11 PPM		
		ZN	SD/F	SD/M		
		89-54-26	5250.46	1600.349		
TRAV PT		270-05-41	5250.46	1600.343		HT = 8.38
437	M	89-54-23	5250.46	1600.347		
				.346		
		89-47-13	1384.54	422.005		
TRAV PT		270-13-02	1384.54	422.008		HT = 4.67
438	M	89-47-06	1384.53	422.007		



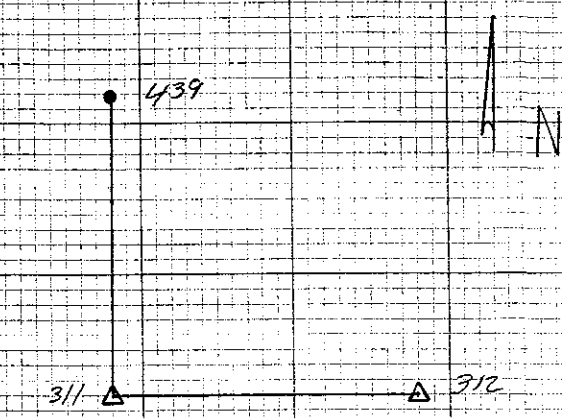
PP 320 RANDOM PANEL, P.K. IN ROAD

PP 312 M.C.H.D. BCSM IN HH R3W R2W 1 | 6 / 12 | 7 TVS

437 TRAV PT M.C.H.D. BCSM IN HH 7 | 8 / 18 | 17

438 TRAV PT SET NAIL & SHINER

		T@ PP 311				
		D	R			
1)	PP 312	0-04-51	180-04-52	51.5		
	439	272-11-31	92-11-26	28.5	272-06-37	
2)	312	90-06-15	270-06-14	14.5		
	439	02-12-53	182-12-52	52.5	38	37.5

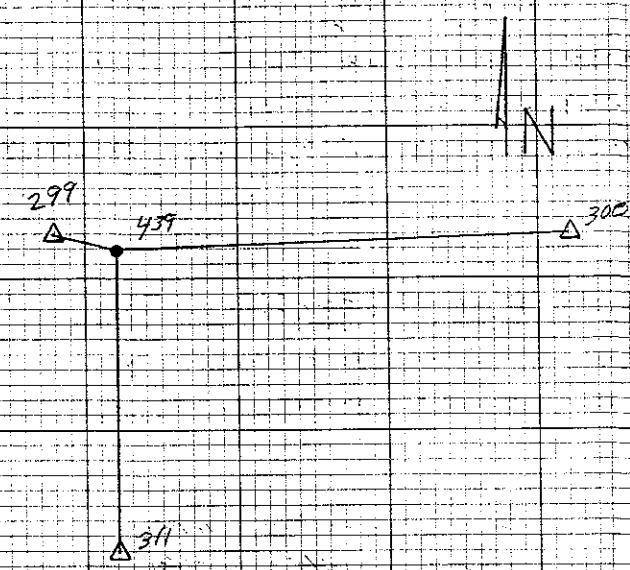


PP 311 M.C.H.D. BCSM IN HH $\frac{2}{11}\Big|\frac{1}{12}$ T1S R3W

PP 312 M.C.H.D. BCSM IN HH $\frac{1}{12}\Big|\frac{6}{7}$

439 TRAV PT, SET NAIL & SHINER

		⊼ @ 439	HT = 5.30			
		D	R			
1)	PP 311	0-00-12	180-00-02	07		
	PP 299	103-11-36	283-11-31	33.5	103-11-26.5	
	PP 300	268-27-36	88-27-25	30.5	268-27-23.5	
2)	311	90-10-29	270-10-27	28		
	299	193-21-54	13-21-48	51	23	25
	300	358-37-40	178-37-37	38.5	10.5	17
		67°F	29" HG	14 PPM		
		ZN	SD/F	SD/M		
		90-00-18	5339.80	1627.568		
	PP 311	269-59-57	5339.78	1627.566		
	m	90-00-11	5339.76	1627.564		HT = 8.38
		89-55-57	191.14	58.257		
	PP 299	270-04-16	191.13	58.259		
	m	89-55-51	191.13	58.258		HT = 4.85
		89-55-29	7883.65	2402.935		
		270-04-45	7883.68	2402.955		
	PP 300	m 89-55-22	7883.68	2402.951		HT = 8.58
			.67	.947		



439 TRAV PT., SET NAIL & SHINER

PP 311 M.C.H.B. BCSM IN HH 2/11 | 1/12 T1S R3W

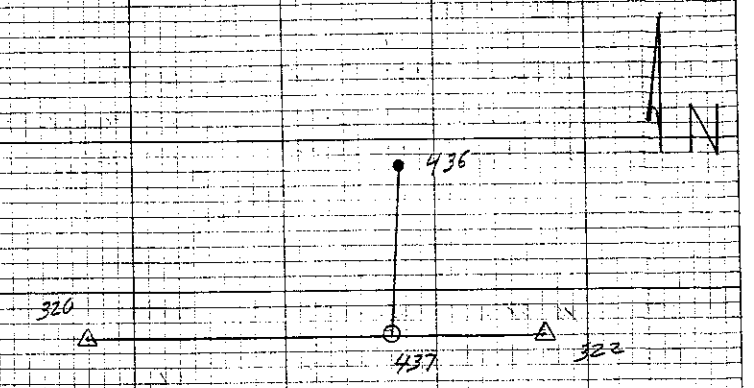
PP 299 RANDOM PANEL, P.K. & SHINER

PP 300 RANDOM PANEL, P.K. & SHINER

T @ 437 HI = 5.42

	D	R		
1) PP 320	0-01-41	180-01-39	40	
436	92-31-22	272-31-24	23	92-29-43
PP 322	179-42-39	359-42-38	38.5	179-40-58.5
2) 320	90-06-38	270-06-31	34.5	
436	182-36-21	02-36-22	21.5	
322	269-47-32	89-47-34	33	

	72°F	28.90" HG	16 PPM	
	ZN	SD/F	SD/M	
	89-52-35	2971.70	905.772	
TRAV PT	270-07-25	2971.69	905.774	HT = 8.38
436	M 89-52-35	2971.69	905.773	
	89-35-58	2666.30	812.688	
PP 322	270-23-57	2666.30	812.690	HT = 8.43
	M 89-36-01	2666.30	812.689	



437 TRAV PT, M.C.H.D. BCSM IN HH 7/18 | 8/17 TIS RZN

PP 320 RANDOM PANEL, P.K. ON ROAD

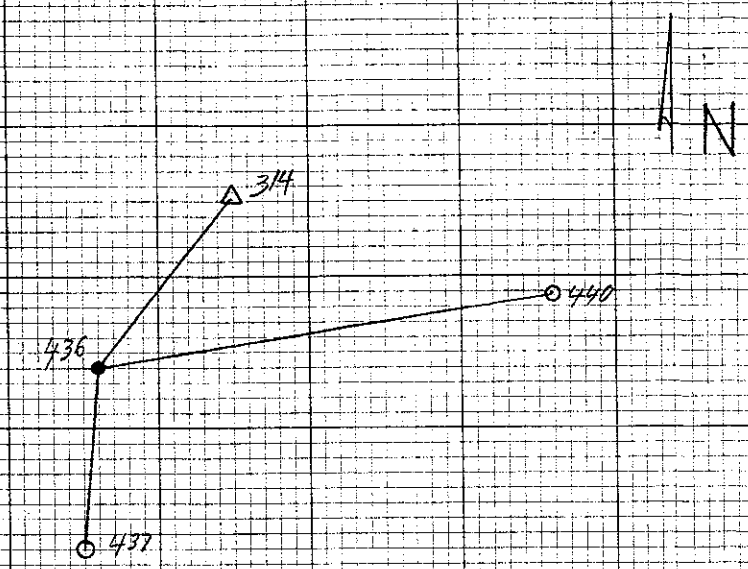
436 TRAV PT., MARK ON BRIDGE

PP 322 M.C.H.D. BCSM IN HH

		T @ 436				
		D	R			
1)	PP 314	0-02-53	180-02-54	54.5		
	440	38-03-57	218-03-53	55	38-01-00.5	
	437	139-50-19	319-50-18	18.5	139-47-24	
2)	314	90-09-11	270-09-08	09.5		
	440	128-10-09	308-10-09	09	00-59.5	01-00
	437	229-56-34	49-56-38	36	26.5	-25

2/14/90

(64)



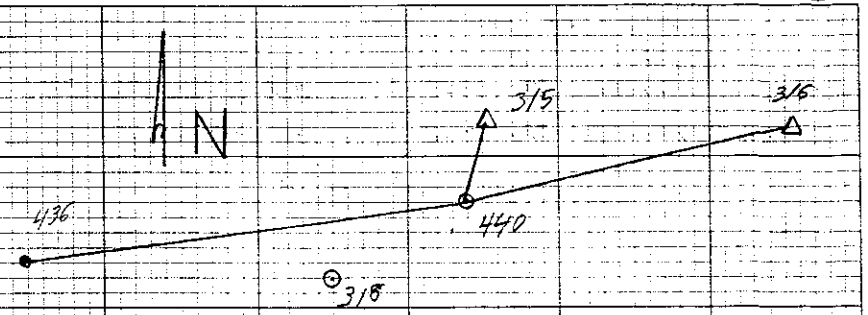
436 TRAV PT, MARK ON BRIDGE

PP 314 RANDOM PANEL, FND NAIL & SHINER

440 TRAV PT, ACP LS 7146 @ HILL TOP

437 M.C.H.D. BCSM IN HH $\frac{7|8}{18|17}$ T1S R2W

		A @ 440	HI = 4.52			
		∠	∠			
1) 436	0-02-03	180-02-06	04.5			
PP 315	99-09-10	279-09-13	11.5	99-07-07		
PP 316	171-26-23	351-26-19	21	171-24-16.5		
2) 436	90-11-43	270-11-45	44			
315	189-18-52	09-18-53	52.5	08.5		08
316	261-36-01	86-36-03	02	18		17
	70°F	28.75" HG				
	∠	SD/F	SD/m			
	90-55-27	7807.23	2379.651			
TRAV PT	269-04-31	7807.22	2379.647			
436	m 90-55-28	(7807.23)	2379.659		HT = 8.38	
			(.652)			
	95-05-57	1587.79	483.962			
	264-54-02	1587.81	483.965			
PP 315	m 95-05-58	(1587.80)	(483.964)		HT = 8.45	
	91-05-02	5265.40	1604.900			
	268-54-58	5265.37	1604.893			
PP 316	m 91-05-02	(5265.38)	1604.901		HT = 8.43	
			(.898)			
	92-43-53	3014.13	918.708			
VERTICAL	267-16-01	3014.20	918.703			
PP 318	m 92-43-56	(3014.16)	(918.705)		HT = 8.45	



440 TRAV PT FND ACP US 7146 @ HILLTOP

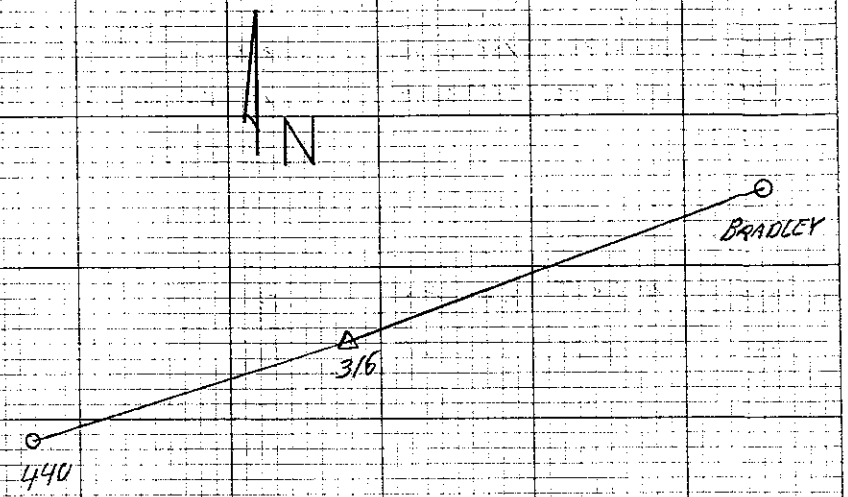
436 TRAV PT, MARK ON BRIDGE

PP 315 RANDOM PANEL, NAIL & SHINER

PP 316 RANDOM PANEL, NAIL & SHINER

VERT PP 318 RANDOM PANEL, NAIL & SHINER

	T @ PP 316					
	D	T				
1) 440	0-01-31	180-01-30	30.3			
BRADLEY	179-45-34	359-45-30	32	179-44-01.6		
2) 440	90-07-42	270-07-41	41.5			
BRADLEY	269-51-44	89-51-45	44.5	03	02	



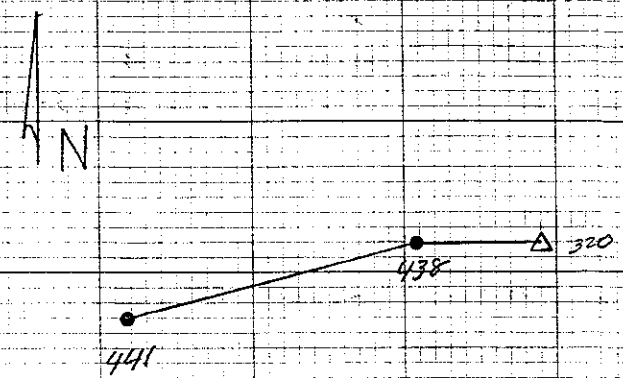
PP 316 RANDOM RANGE SET NAIL & SHINER

440 FND ACP @ HILLTOP LS 7146

BRADLEY NGS BRONZE DISC IN ROCK

	At 438				
	D	R			
1) PP320	0-02-31	180-02-30	30.5		
441	169-56-12	349-56-12	12	169-53-41.5	
2) 320	90-08-53	270-08-53	53		
441	260-02-35	80-02-36	35.5	42.5	42

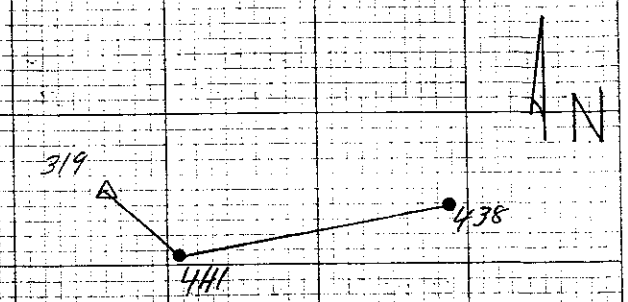
2/15/90



438	TRAV PT.	NAIL & SHINER
PP320	P.K. IN ROAD	
441	TRAV PT.	NAIL & SHINER

	A @ 441	HT =	5.78			
	D	R				
1) 438	0-00-16	180-00-21		18.5		
PP 319	238-16-21	58-16-27		24	238-16-05.5	
2) 438	90-08-16	270-08-26		18		
319	328-24-26	148-24-26		26	08	07
	37°F	29.20" HG	-4PPM			
	ZN	SD/F	SD/M			
	89-45-25	3082.65	939.590			
438	270-14-49	3082.64	939.590			HT=4.68
m	89-45-18	3082.64	939.590			
	90-24-58	679.47	207.100			
PP 319	269-35-07	679.46	207.100			HT=12.38
m	90-24-56	679.43	207.099			
		.45				

2/15/90



441 TRAV PT SET NAIL & SHINER

438 TRAV PT NAIL & SHINER

PP 319 RANDOM PANEL SET NAIL & SHINER

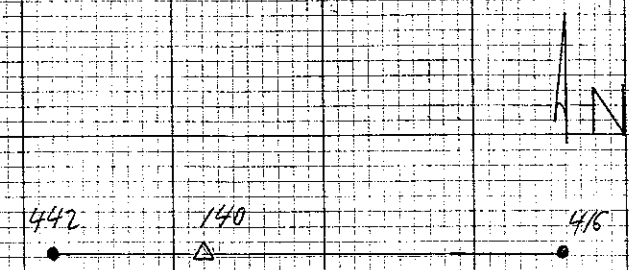
Λ @ PP 140 H1 = 6.17

	D	R			
1) 416	0-01-12	180-01-04	08		
442	180-18-34	0-18-31	32.5	180-17-24.5	
2) 416	90-03-18	270-03-12	15		
442	270-20-44	90-20-40	42	27	26

	62°F	29.10" HG	9 PPM		
	ZN	SD/F	SD/M	HD	
	89-37-59	1620.07	493.798		
TRAV PT	270-22-20	1620.07	493.799	1620.04	H7 = 4.48
442 M	89-37-50	1620.08	493.798		

2/20/90

72

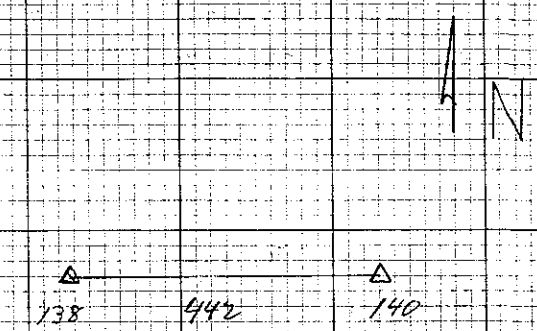


PP 140 M.C.H.D. BCSM IN HH 9/16 | 10/15 T2N R1W

416 TRAV PT END P.F. ℄ ROAD

442 TRAV PT, SET NAIL

		π @ 442	HI = 5.44			
		D	R			
1)	PP 140	0-02-17	180-02-19	18		
	PP 138	179-23-22	359-23-18	20	179-27-02	
2)	140	90-07-09	270-07-02	05.5		
	138	269-28-06	89-28-05	05.5	00	01
		65°F	29.05" HG	11 PPM		
		2W	SD/F	SD/M		
		90-20-41	2786.39	849,292		
	PP 138	269-39-33	2786.38	849,291	2786.33	HT = 8.48
		M 90-20-34	2786.38	849,291		



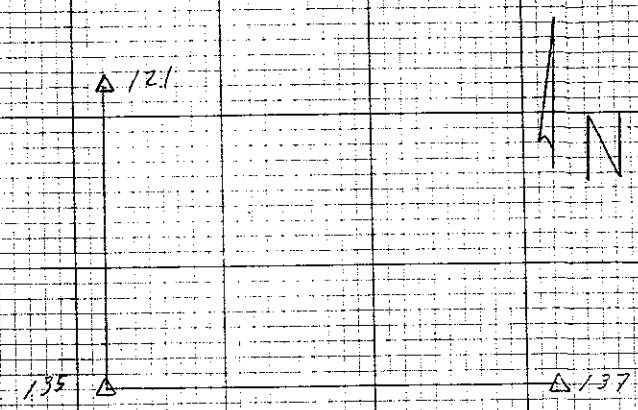
442 TRAV PT , SET NAIL

PP 140 M.C.H.D. BCSM IN HIL $\frac{9}{16}\frac{10}{15}$ T2N R1W

PP 138 RANDOM PANEL , NAIL & SHINER

	$\bar{x}$ @ PP 135		HI = 5.55		
	D	R			
1) PP 121	0-02-09	180-02-02	05.5		
PP 137	90-05-28	270-05-26	27	90-03-21.5	
2) 121	90-06-26	270-06-26	26		
137	180-09-47	0-09-46	46.5	20.5	21

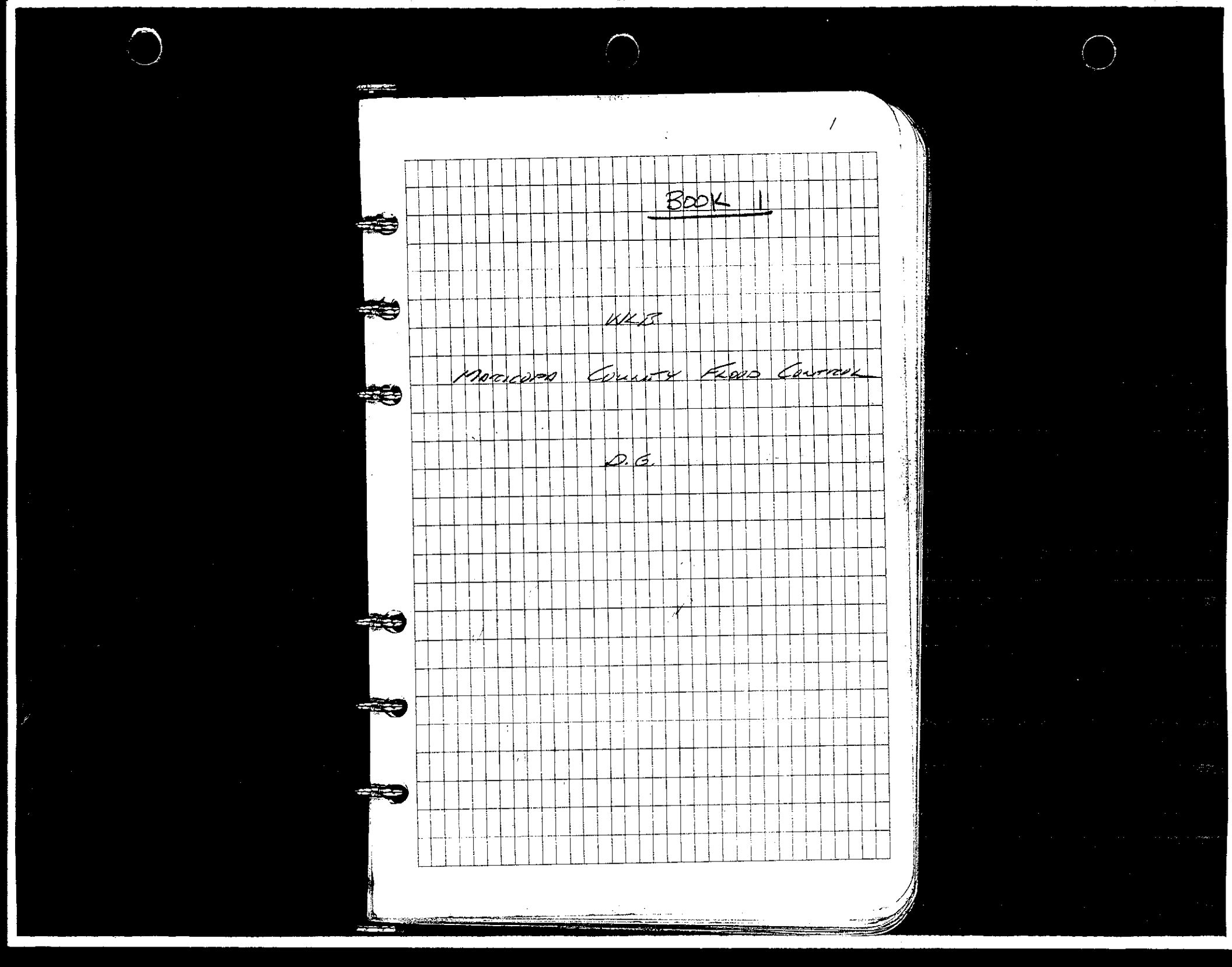
	59°F	2905" HG	7 PPM		
	ZN	SD/F	SD/M		
	90-06-17	6198.67	1889.360		
PP 137	269-53-46	6198.66	1889.354		HT = 12.21
	90-06-16	6198.66	1889.353	6198.65	



PP 121 BOLT IN CONCRETE IN HH 1 | 6 / 12 | 7

PP 135 BOLT IN CONCRETE IN HH 12 | 7 / 13 | 18

PP 137 RANDOM PANEL NAIL & SHINER



1

BOOK 1

WKB

MARICOPA COUNTY FLOOD CONTROL

D.G.

[illegible] SPITAL USBR (#350)

0-00-00

23-16-06 Az

TS@(#351) & RP-30 5.25

F.S. #2 4.35

39-05-44 45 90-04-58 2988.87

[illegible]-05-46 269-55-28

62-21-51 Az

F.S. #1 8.00

292-28-36 37 89-39-54 2470.01

112-28-39 270-21-21 2469.63

315-44-43

.999865 = COMB. FACTOR

993,766.61
[illegible]

RP#30 McMICHEN DAM 976,953.72
350,372.44

= #229 H&V

SET #5 [illegible]

FD USGS B.C. (BM NO ID)

#1351

+12.63 .78

135, #351		4.94	−12.94 .76
135-44-43	90-16-28		
	269-43-23		
TC #1		3.66 - 1.25	
F.S. #352		4.74	+17.22 .37
242-40-~~14~~ 16	89-48-03	5143.28	
62-40-19	270-11-47	5142.55	

B.S. #1		3.73	
62-40-16	90-13-14		-17.53 .37
142-40-16	269-46-43		
$\overline{\wedge}$ @ # 352		5.48	SET SPK.
F.S. #3		4.28	FD REBAR 14 | 13 / 23 | 24
104-01-26 30	91-06-46	1014.82	
284-01-33	268-53-03	1014.49	-18.51
F.S. # 353		4.36	-6.41 .42
164-01-05 06	90-07-39	3491.31	
344-01-08	269-52-16	3490.93	

B.S. #352		2.62	+ 6.44 (42)
344-01-06	89-56-24		
	270-03-40		
TP #353		5.13	
F.S. #3		3.80	-12.39
0-28-34	90-15-14	3100.85	
180-28-33	269-44-48	3100.40	
F.S. #7		4.57	FO REBAR (NOT AT ℄ INT)
179-32-18 (17)	90-54-36	2207.92	
359-32-16	269-05-24	2207.34	-34.39
F.S. #17		4.33	SET S&T E/S ROAD BY DITCH
180-23-32 (30)	90-23-57	918.59 (64) + 2000	
0-23-28	269-36-02	7480.39	-~~50.16~~ 49.88
		7479.20	

BS "353		2.65
0-23-30	89-37-00	
	270-21-00	
TP #17		5.26
FS & TP		4.79 + 0.46
180-05-26	90-16-47	5225.35
0-05-16	269-43-41	5224.58
FS # 7		4.57
0-44-50	89-51-15	5272.93
180-44-50	270-08-57	5272.20

+49.60

-24.49

+14.84

12/01/89
VISIBILITY POOR

B.S. #17		4.34	
0-05-21	89-45-04		
	270-14-17		
TR #27		+5.55 - 5.1	
F.S. #37		5.02	SET PK & TIN ± ℄ INT COTTON
180-25-~~29~~ 42	90-15-17	5347.31	LN & IRR. DITCH
0-25-46	269-44-19	5346.53	21.81 ~~-22.95~~
F.S. #354		4.91	SET PK & TIN ± INT OF ℄ OF
270-31-45	89-47-41	5336.66	CITRUS & N CURB LINE OF BELL
90-31-49	270-11-40	5335.91	
			+19.95

24.23
+ ~~23.98~~

26.25
35.36 FD BC. 14 H.H.

B.S. #27		4.80
0-25-42	99-47-11	
	270-12-29	
$\overline{AC}$ #37		5.20
F.S. #51		+5.27 - 4.92
180-29-40 43	90-12-36	5253.32
0-29-46	269-47-05	5252.58
F.S. #355		8.00
CAUT SEE		

21.81
+ ~~20.67~~

11.12
M.13 FD B.C. IN H.H.

.52
-18.99

SET #5 REBAR E/S CARUS ± 4 E/O
IRR BOX S.S GREENWAY

VIS. FAIR

BS #37		4.42
0-29-43	89-49-08	
	270-10-27	
TC #51		5.62 - 5.20
FS. #65		4.85
180-25-10	90-17-20	5303.19
0-24.57	269-42-15	5302.41
FS. #356		4.98 - 4.55
270-02-15	89-40-00	5287.74
90-02-06	270-19-37	5296.94

+18.06 52

SET PK & TIN ON I ℄ COTTON LN
& I ℄ IRRIGATION DITCH
-25.20 20

10 11 / 15 14 FD B.C. IN H.H.

+31.69

B.S. #51		4.84
0-25-04	89-44-16	
	270-15-12	
TC #65		5.17
F.S. #357		4.55
89-05-56 57	90-15-20	2521.79
269-06-02	269-44-09	2521.42

25.20
+ 24.70

#358
Δ Dell (Adit) 944,452.456
347,380.676
4.45
-10.68 57
42,212.46

2.07
357-356 67-45-10

B.S. #65			1.00
89-05-50	89-51-47		
	270-08-02		
T@ # 357			5.36

+10.45 75

Solar
12/04/89
± 14:30

1) 268-49-16
2) 268-49-16
3) 268-49-10
4) 268-49-06
M) 268-49-12
+ 0-16-38
269-05-50

Vis - Good

BS # 357			
89-05-50			
TC #65		5.20	
FS # 359		4.64	
270-03-56 (54)	89-34-21	1358.37+2000	+ 61.13 60.65
90-03-52	270-25-23	7920.12	
		7918.83	
FS # 64		4.75	+ 38.40
269-55-46 (43)	89-35-52	5316.56	
89-55-41	270-24-11	5315.71	

VIS-POINT	VIS POINT	
FS #65		4.48
90-02-54	90-22-01	
	269-32-15	
TO #359		5.02
FS #64		4.75
90-20-32 (31)	90-30-00	2603.56
270-20-30	269-29-21	2603.11
FS #360 = #501 WHITE TANKS		4.87
269-22-41 (39)	89-33-18	2548.28
89-27-35	270-26-01	2547.96

13
-61.61

+22.55

WHITE TANKS JOB

20.66
+ 19.87

		Vis Door		
B.S. #359		90-30-50		2.70
		269-24-50		
$\overline{\lambda}_c$ #501				5.24

VIS - FAIR					
BS. # 65					
262-05-42					
TC # 357				5.00	
FS. #66				5.35 - 4.85	
90-50-~~42~~ 40		90-18-02		2737.08	
270-50-38		269-41-50		2736.67	

FO BG 13/18 24/19

- 14.60 48

B.S. #357		4.34
270-50-40	89-43-37	
	270-16-12	
TC #66		5.58
FS #52		4.90-4.52
0-25-42	89-45-51	5277.27
180-25-42	270-13-52	5276.51

+14.37 .49

FD BC. 12 | 7 / 13 | 18

+22.76 .71

IS #66		5.32
180-25-42	90-15-15	
	269-44-30	
IC #52		5.68
ES. #39		4.33
0-44-45	82-40-30	5267.41
180-44-57	270-19-05	5266.62

-22.69

SET REBAR AT
SE COR OF LOT

+ 31.48

VIS. - GOOD
B.S. # 51
0-25-04

$\overline{\Delta}$ @ # 65 5.28

F.S. # 78 4.82 4.45
52
180-22-53 90-12-24 5257.93
0-22-51 210-46-57 5257.19

FD B.C. IN H.H. 23 | 24
26 | 25

07
-18.42

VIS. - FAIR			
B.S. #65			4.69
0-22-52	89-49-01		
	270-10-27		
$\overline{\Lambda}$ @ #78		5.81	5.45
F.S. #93		4.86	4.51
180-16-41 (42)	90-14-40		5273.36
0-16-43	269-45-02		5272.60

18.07
+ ~~17.73~~

FD. B/E IN N.W. 26 | 25
35 | 36

.08
-21.55

VIS. - FAIR			
BS. #79			5.19
0-16-42	89-46-53		
	270-12-33		
TC # 93		5.52	5.15
F.S. #92			4.42
270-02-46 (50)	89-38-58		5299.65
90-02-54	270-20-32		5298.84
269-46-08			

21.08
+20.60

FD PK + TM W/STRADDLERS 27 | 26
34 | 35

.92
+33.72

VIS. - POOR				
BS #93			5.08	
270-07-50	90-22-22			
	269-37-06			
TC #92			5.26	
FS #91 = #506	WHITE TANKS	5.42	4.58	
90-13-33 (31)	89-37-29		5228.35	
270-13-29	270-21-54		5277.53	

33.92
-34.12

FD. 1" I.P. IN H.H. 28 | 27 / 33 | 34

35.42
+34.51

VIS. - POOR

B.S. # 92 4.78

270-13-31 90-24-12

90-13-31 269-35-26

π @ #91 = #506 6.14 5.30

FS. #360 = #521 WHITE TANKS

90-15-13

270-15-09

270-15-11 Az

35.42
-36.33

THIS A CLOSING ANGLE ON WHITE TANKS JOB BETWEEN 506 & 521

VIS. - POOR		
B.S. # 52		5.19
190-44-51	90-20-54	
	269-38-40	
TC # 38		5.02
F.S. # 28 07		4.51
0-21-06	80-52-33	5311.92
190-21-08	270-07-01	5311.19

- 31.94 .71

FD B.G. ON SURFACE 36 | 31 / 1 | 6

13.39
+12.27

VIS. - Poor		
B.S. #38		4.90
180-21-07	90-09-56	
	269-49-51	
A.E. #28		5.31
F.S. #361		
181-07-55		7.35
F.S. #18		4.34
23-55		
0-24-01	89-46-08	5222.86
180-23-50	270-13-28	5222.11

13.39
-14.51

FD BC. 14 H.H.

180-20-48

23.42
+22.30

B.S. #28		4.87
180-23-55	90-16-01	
	269-43-06	
TP #18		5.08
F.S. #362		4.22
0-35-43 +2	89-45-25	3324.90
180-35-41	270-14-06	3324.48

23.22
-24.55

SET POINT AT SW CORNER OF INTERSECTION

15.14
+14.96

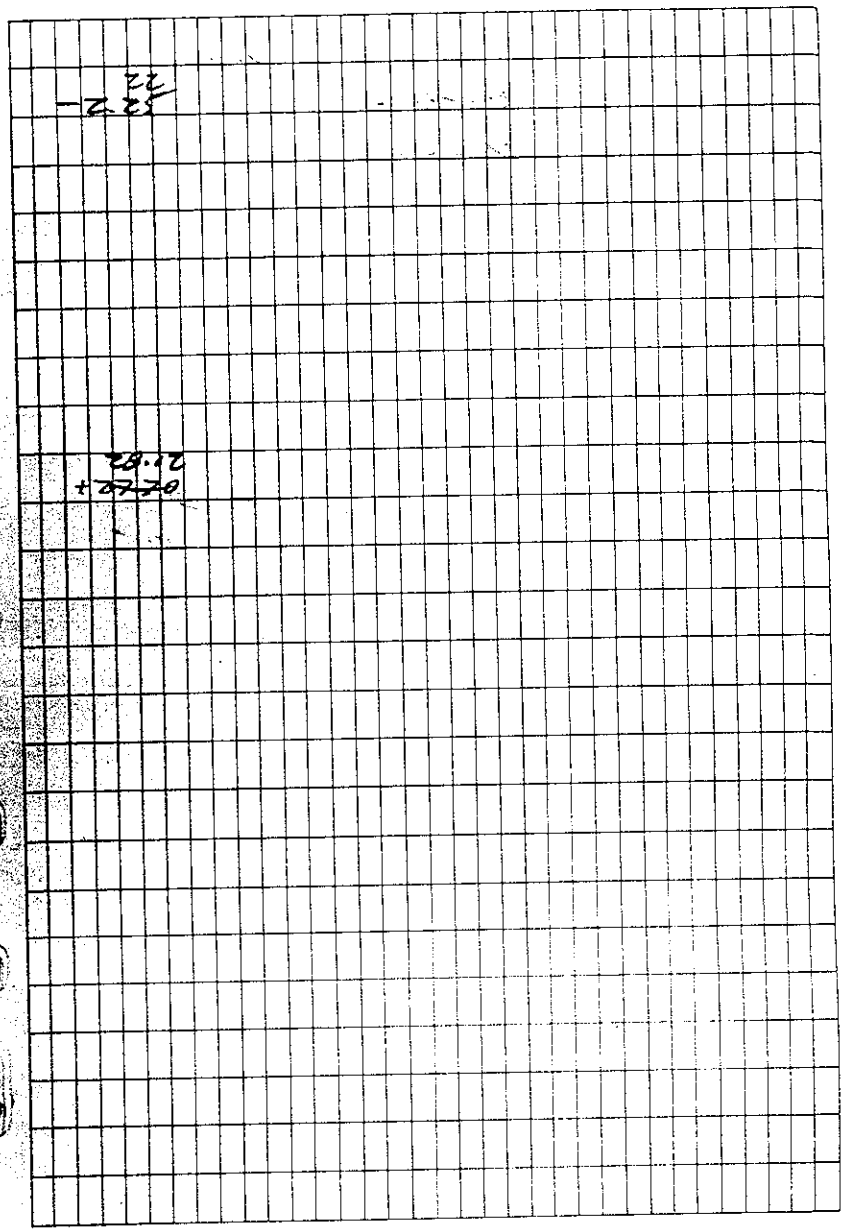
VID - GOOD		
BS #18		3.95
180-35-42	90-17-01	
	269-42-12	
$\overline{\Lambda}$ @ #362		5.23
FS #8		4.23
0-52-47 (50)	89-57-50	2045.91
180-52-52	270-01-34	2045.63

-15.32 (14)

FD REBAR UNDER E-W FENCE
N/S OF RD ON LINE WITH
N/S POLE LINE

+2.20 (22)

135 #362		5.00
180-52-50	90-03-34	
	270-55-53	
TA #8		4.95
ES #363		12.00
5-46-42	89-38-20	5490.05
185-46-42	270-21-04	54 89.20



B.J. #8		16.05
185-46-42	90-11-04	
	269-48-11	
TBM 363		5.15
FS #365 = BS 351		8.00
319-56-32	89-31-44	84.27
139-56-31	270-27-27	83.13

-28.54

+32

B.S. #363				8.00
139-56-32	90-04-14			
	269-55-23			
T@ #364				5.14
F.S. A SPIRAL				
23-16-50 (48)				
203-16-47				

92
-3.92

V.S. - Poor
B.S. #357
270-50-40

TB #66 5.76

F.S. # 79 4.78 4.48
180-18-58 (19 01) 90-21-12 5278.98
0-19-06 269-38-29 5278.17

F.D. B.C. W H.W. 24 | 19 / 25 | 30

30.77
-31.23

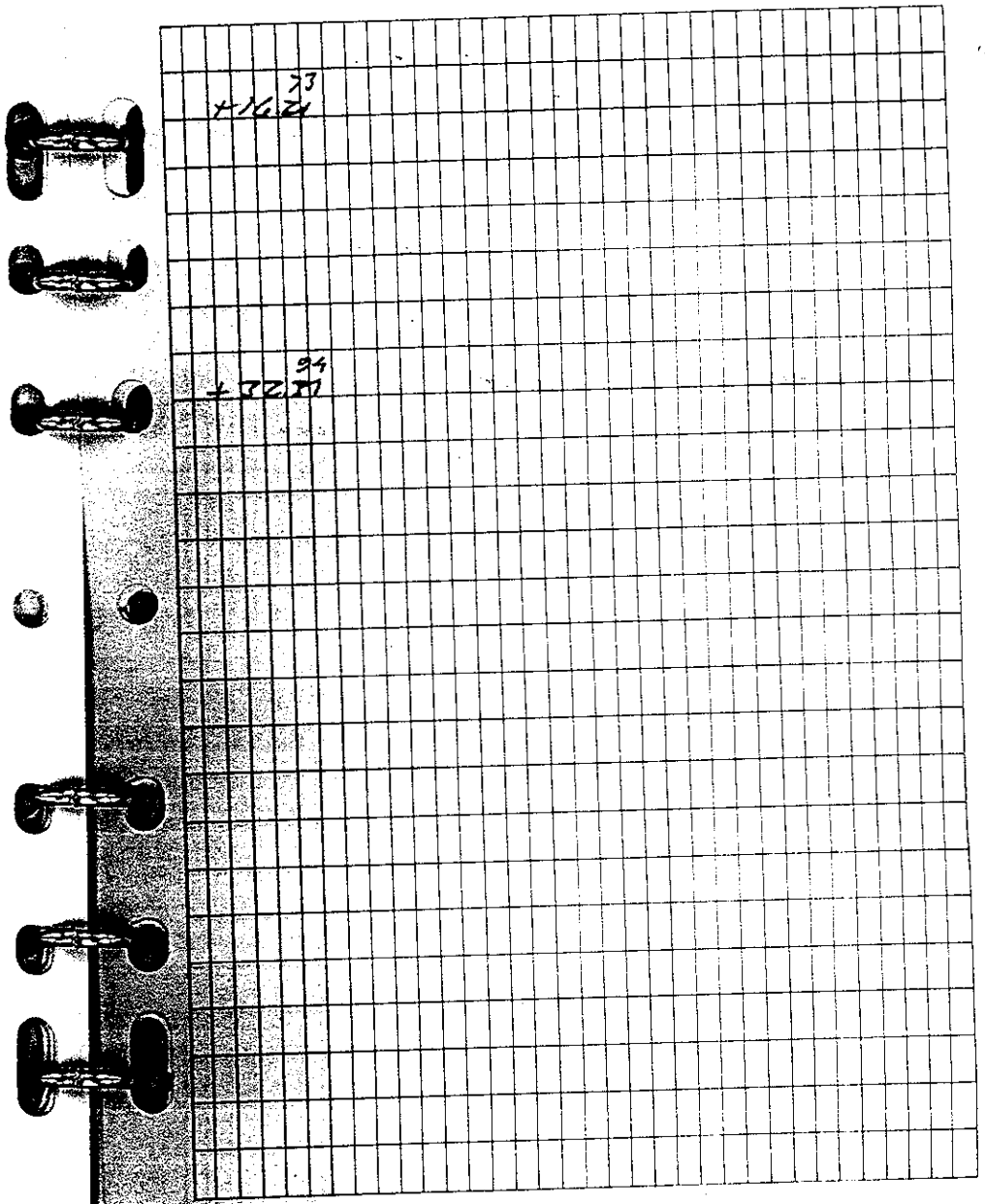
VIS - POOR			
BS. #66			5.14
0-19-01	89-40-45		
	270-18-54		
AC # 79			5.59
FS #94		4.73	4.46
180-16-26 (25)	90-12-05		5277.25
0-16-23	269-47-43		5276.50

+30.32 (.77)

16.73
-17.26

FD 1P-W STRADDLERS 25 | 30 / 36 | 31

V.S. - Roof			
B.S. #79			5.08
0-16-25	89-49-56		
	270-09-43		
I.S. #94			5.53
Es. #365 = #93		4.83	4.45
38			
270-16-33	89-39-30		5263.87
90-16-43	270-20-03		5263.07



BS #33 5.04
90-16-38 90-22-35
270-32-18

x@ #365 5.55

ES. #506
29
270-03-32
90-02-26

3294
-3859

351

315-44-43 (41) 2469.63

#1

242-40-16 (11) 5142.55

#352

165-01-06 (00-59) 3480.83

#353

180-23-30 (21) 7479.20

#17

180-05-21 (10) 5224.58

#27

180-25-42 (28) 5346.53

#37

180-29-43 (27) 5252.58

#51

180-25-04 (24-46) 5302.41

#65

180-22-52 (31) 5257.18

#78

180-16-42 (19) 5272.60

#93

270-02-50 (25) 5298.84

#92

270-13-34 (03) 5277.53

#91 = #506

270-15-11 (14-41)

60,804.46

1:33,046

1.84

#360 = 521

39-40 5-14-16

#65	89-05-40 (36)	2521.42
#357	90-50-38 (30)	2736.67
#66	0-25-40 (29)	5226.51
#52	0-44-49 (34)	5266.62
#38	0-21-05 (20-46)	5311.19
#20	0-23-53 (30)	5222.11
#18	0-35-40 (13)	3324.48
#362	0-52-48 (17)	2045.63
#8	5-46-40 (06)	5489.20
#363	319-56-32 (55-56)	831.13
#364 + #357	23-16-48 (06)	38,024.96
Δ Spinal	48-10	152-32-50 (.64)
		1:59,414

#66

180-18-~~54~~ 56 5278.17

#79

180-16-~~18~~ 23 5276.50

#94

270-16-~~31~~ 38 5263.07

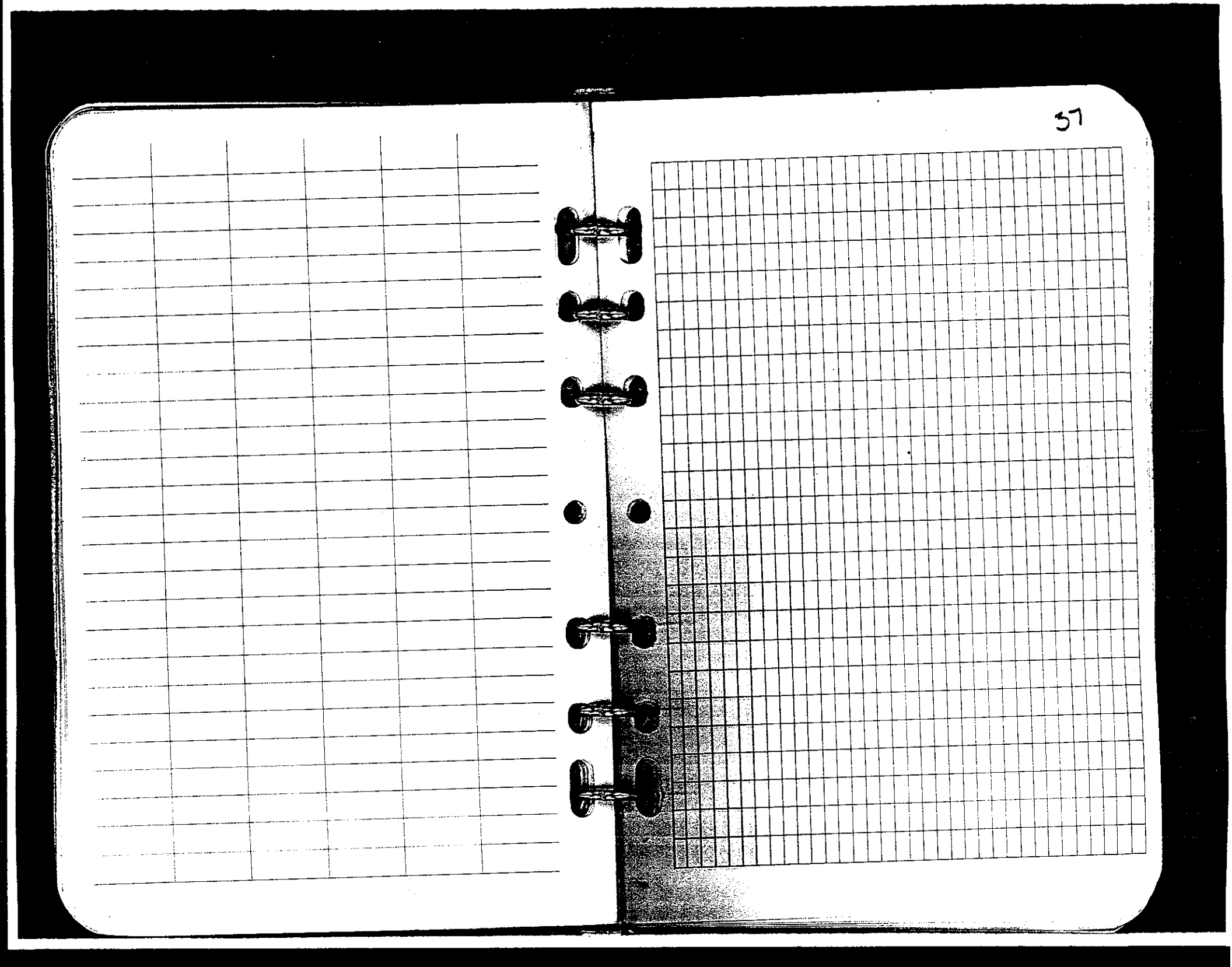
#365-#92

270-02-~~22~~ 31 15,817.74

#38

51-38 60-~~30~~ 32-03

1:49:430.44



VIS. - PEOT

B.S. #79

90-01-51 02 | 89-40-57

270-02-13 | 270-09-19

0-00-36

180-00-26 31

$\overline{\Lambda}$@ #94 | 5.57

FS. #107 | 5.06 - 4.30

270-01-25 | 90-16-15 | 5282.38

90-01-49 37 | 269-43-01 | 5281.62

180-00-02

359-59-58 00

179-59-32

FD LP. 14 HH 36 | 31 / 1 | 2

23.02

24.44

VIS. - POOR

B.S. #94 4.96

0-01-33 89-45-50

180-01-45 39 270-13-27

90-01-58 59

270-01-58

X@ #107 5.97

4.80-4.23

FS. #121

179-58-45 44 90-17-16 5293.54

359-58-43 269-42-00 5292.77

269-59-12 14

89-59-16

179-57-10 X 125

23.62
22.81

FO 1P 14 H.H. 1 | 6
12 | 7

24.51
-25.39

Poor		
B.S. #107		5.27
0-01-44	89-44-54	
180-01-44 44	270-14-15	
90-00-30		
270-00-30		
II @ #121		5.74
F.S. #135		4.85 - 4.32
179-59-50	90-14-50	5276.60
359-59-53 51	269-44-33	5275.85
269-58-23		
89-58-34 29		
179-58-03		

24.51
+ 23.65

F.D. I.P. 14 H.H. 12.7 / 13.18

20
-21.77

POOR

BS. #121		5.14
0-02-05 05	89-46-57	
180-02-05	270-12-23	
90-02-14		
270-01-58 06		
x @ #135		5.67
FS. # 151		4.55 - 4.25
180-01-49	90-13-59	5285.85
0-01-49 49	269-45-21	5285.11
270-01-58		
90-01-52 55		
179-59-47		

21.20
+ 20.63

FO BC 14 H.H. 13|18 / 24|19

19.59
- 20.31

BS. #135				5.15
0-00-46		89-47-57		
180-00-48 47		270-11-26		
90-00-33				
270-00-28 30				
TC #151				5.40
FS.	#152		4.62	4.24
89-52-05		90-06-11		5232.11
269-52-14 10		269-53-06		5236.47
179-52-04				
359-51-55 00				
89-51-26				

19.59
+18.87

FD BC 14 HH 19 17 / 19 20

16
-8.61

V.S. - FAIR

BS #151 4.95

0-00-28 38 89-55-20

180-00-47 270-03-55

90-00-24

270-00-42 33

TC #152 5.55

F.S. #154 4.90 - 4.37

180-17-12 90-00-33 5295.44

0-17-26 19 269-54-39 5294.75

270-17-09

90-17-19 14

180-16-41

0.16
+7.71

FD BC. IN H.H. 17/16 20/21

.15
-0.23

U.S. - Poor		
BS #152		4.92
0-00-36	90-00-30	
180-00-30 33	269-58-41	
90-00-22		
270-00-16 19		
TC #154		5.70
F.S. #366		3.98
179-55-06	89-43-50	4458.38
359-55-07 06	270-15-27	4457.75
269-54-54		
89-54-56 55		
179-54-34		

+0.15
-0.08

SET SPOT

23.05
+22.63

V.S. - Poor		
B.S. #154		5.22
0-00-20	90-18-00	
180-00-26 23	269-41-13	
90-00-27		
270-00-28 27		
K@ #366		5.18
F.S. #367		4.21
176-03-03	90-54-00	232.87
356-03-07 05	269-05-23	732.68
266-03-14		
86-03-05 09		
176-02-43		

— 23.67 05

— 10.70 67

V.S. - FAR		
B.S. #366		4.10
0-00-27	89-14-55	
180-00-18 32	270-44-28	
90-00-26		
270-00-31 28		
TR #367		5.10
F.S. #368		4.20
91-56-34	89-21-50	2275.71
271-56-34 34	270-37-18	2274.77
181-56-41		
1-56-51 46		
91-56-10		
F.S. #155		
340-52-04		52.80
160-52-18		
160-51-50		
340-52-00		

+10.65 67

+25.98 26.05

FD BC in H.H. 16 15 / 21 22

V.S. - Poor

B.S. 367 3.97

0-00-37 90-40-18

180-00-43 40 269-18-01

90-00-34

270-00-35 34

Σ@ 3.68 5.18

F.S. #369 A LITCHFIELD USC/GS 5.00

153-06-20 25 89-19-21 2378.70 SP.

333-06-29 270-39-52 2378.70

243-06-24 18

63-06-13

153-05-45

F.S. # 370 4.37

183-01-51 53 90-17-33 2902.60

3-01-55 269-41-49 2902.18

273-01-50

93-01-44 47

183-01-09

-26.12 .05

$\phi\alpha$ = -0-14-44 A_z = 331-19-13

SF = .999921

CF = .999868

-14.10

		5.37
BS. #368		
0-00-40	88-43-40	
180-00-54 50	270-16-44	
90-00-30 45		
270-00-54		
Δ@ #370		5.22
FS. #369 Δ KITCHFIELD		5.00
54-42-01	88-21-05	1454.14 SP
234-42-00 00	271-38-41	1454.14
144-41-39 49		
324-41-58		
54-41-11		
FS. #140		34.10
21-40-22		
251-40-27		
161-40-04		
341-40-15		

150 B.C. to H.H. 9.10 / 16.15

TC & Littlefield #369		5.75
F.S. #370	21-40-40	5.11
	269-19-39	1454.92
		1454.10

33-31-12.022
112-21-40.526

SOLAR
12/12/09
T 13:51

1) 55-41-00
2) 55-41-01
3) 55-40-29
4) 55-40-31
Mean) 55-40-46
+0-14-44
55-55-30

14:15
1) 55-40-01
2) 55-40-04
3) 55-40-04
4) 55-40-05
55-40-04
+0-14-44
55-54-48

POK 909,915.67
325,284.48

#94	52 51 180-15-54	5281.62
#107	03 01 180-13-04	5292.77
#121	07 04 180-11-07	5275.85
#135	55 51 190-10-54	5285.11
#151	22 17 90-02-20	5236.41
#152	19-04 18-58 90-19-01	5294.74
#154	39 32 90-13-35	4457.75
#366	23 15 86-16-18	739.68
#367	34 25 358-12-28	2274.77
#368	43 33 1-13-36	2902.18
#370	55 44 235-54-47	1454.10
#369 @ 500m		43,495.02
		31 2.67

500-369 97.28.35

2.26

B.S. #370

0-00-28 31

180-00-35

90-00-29 33

270-00-36

TC #369 Δ LITCHFIELD 4.73

F.S. #371 4.10

316-59-07 90-36-05 5452.21

136-59-20 13 269-33-10 5451.33

46-59-09

226-59-25 17

316-59-43

F.S. #94

263-22-39 35

93-22-33

-50 70 56

B.S. # 363		5.23
0-00-31	89-34-33	
180-00-38 34	270-24-50	
90-00-13		
270-00-26 19		
TQ # 371		5.15
F.S. #125		4.64 - 4.23
163-57-14	90-11-50	718.95
343-57-15	269-47-33	
253-56-56		
73-57-03		
F.S. #112		4.89 - 4.53
164-48-42	89-56-43	5968.36
344-48-46 44	270-02-43	5967.57
254-48-40		
74-48-37 39		
164-48-14	164-48-14	

+ 40 56/41

FO B.C. in H.H. 4|3 / 9|10

FO B.C. in H.H. 33|34 / 4|3

+ 6.21 69

POOR

B.S. #371 4.85

0-00-27 90-04-39

180-00-40 33 269-54-45

90-00-25

270-00-28 26

TC #112 5.56

F.S. #98 4.17

182-24-45 89-49-08 5254.27

2-24-50 47 270-10-09 5253.56

272-24-40

92-24-55 47

182-24-17 192-24-15

6.68
− 7.14

FD 1" I.P. 28 | 27
33 | 34

85
+18.02

Poor

B.S. #112 5.00

0-00-32 90-13-01

180-00-37 35 269-46-13

90-00-25

270-00-38 31

AC #98 5.22

F.S. #84 4.30 4.10

179-54-02 89-48-40 5272.10

359-54-07 04 270-10-48 5271.38

269-54-00

89-54-02 01

179-53-31 179-53-39

18.85
-19.68

FD. [illegible] 21 22 / 28 27

19.23
+18.47

	Poor			
B.S.	#98			4.65
01- 0-00-58		90-13-39		
180-01-22	10	269-45-50		
90-00-31				
270-00-31	31			
K@	#84			5.39
F.S.	#70			4.16
179-58-49		89-50-44		5269.60
359-58-49	49	270-08-33		5268.89
269-58-17				
89-58-14	15			
179-57-41		179-57-38		

19.23
− 20.00

FD. B/C

16 | 15
21 | 22

16.37
+ 15.46

Poor		
B.S. #84		4.76
0-00-30	90-11-40	
180-00-47 38	269-47-46	
90-00-38		
270-00-47 42		
Tc #70		5.21
F.S. #57		4.30
180-02-33	89-48-00	5268.25
0-02-41 37	270-11-33	5267.52
270-02-26		
90-02-28 27		
180-01-52	180-01-58	

16.37
-17.28

FD BG

9 | 10
16 | 15

20.37
+19.53

	Poor		
B.S. #70			4.58
0-00-37		90-14-29	
180-00-30 33		269-45-05	
90-00-30			
270-00-40 35			
K@ #57			5.27
F.S. #372			4.17
179-48-04		89-45-03	5294.51
359-48-10 07		270-14-17	5293.76
269-48-06			
89-48-16 11			
179-47-35		177-47-51	

20.37
− 24.22

25.17
+ 24.79

Vis. Poor

LS, #57		4.48
0-00-37	90-17-36	
180-00-14 (23)	260-41-55	
90-00-28		
270-00-42 (28)		
AQ #372		5.22
FS, #42		
261-41-07		10.51
81-41-24 (15)		
351-41-17		
171-41-50 (33)		
FS, #373		4.57
180-10-52	89-50-00	5379.34
0-10-55 (53)	270-09-28	5378.61
270-11-14 (21)		
90-11-29		
180-10-41	180-10-36	

05.17
-26.44

FD B.C.

4	7
9	10

17.86
+16.48

B.S. #372		4.06
0-00-49	90-13-15	
180-00-49 49	269-46-20	
90-00-21		
180.00-16 18		
AC #373		5.22
F.S. #33		47.43
174-58-42		
354-58-37		
264-58-15		
84-58-24		
F.S. #374		4.45
90-41-46	89-46-25	5282.01
270-41-25 35	270-13-01	5281.27
180-41-08		
0-41-04 06		
90-40-47		

17.88
-19.29

FD B.C. in H.H. 4 | 3

22.27
+21.78

B.S. #373		4.44
0-00-24	90-15-35	
180-00-49 36	269-43-53	
90-00-31		
270-01-00 45		
π #374		5.24
F.S. #31		
267-55-34		6.37
87-55-32		
357-55-44		
177-56-20		
F.S. #375		4.25
179-30-07	89-47-30	5271.83
359-30-09 08	270-11-47	5271.10
269-30-10		
89-30-10 10		
179-29-28		

37
-22.27

FD B.C. in H.H. 32/33 5/4

20.74
+24.12

BS # 374		4.19
0-00-30	90-14-29	
180-01-06 48	269-44-35	
90-00-19 29		
270.00.39		
K # 375		5.25
F.S. # 30		
268-30-20		47.55
88-30-53 26		
F.S. # 361		4.61
181-03-01	89-47-43	4660.65
1-03-17 09	270-11-28	4660.01
271-02-35		
91-02-55 45		
181-02-18		

20.74
-21.28

FD BC. 14 H.H.

+17.19 79

ROOT	VIS.		
B.S. #375			4.26
0-00-12	90-14-15		
180-00-20 16	269-45-09		
90-00-22			
270-00-39 30			
TC #361			5.16
F.S. #38			
89-09-51			
269-10-07 09-59			
179-09-54 10			
359-10-10 02			
89-09-42			

17.79
-18.38

BS. #12

0-00-20

180-00-20 23

90-00-40

270-00-40 41

TC #90 5.21

FS. #97 4.69

90-40-38 89-55-57 5254.77

270-40-44 41 270-03-36 5254.06

180-41-02

0-41-10 06

90-40-18

90-42-21 20

09-13-10 Δ RT TO #94

SET PK

185

B.S. #99				4.30	
0-00-30		90-06-37			
180-00-33	31	269-53-11			
90-00-52					
270-01-02	57				
TC #97				5.22	
F.S. #95				5.06 - 4.50	
180-14-06		89-52-20		5298.46	
0-14-04	05	270-07-00		5297.73	
270-14-37					
90-14-34	35				
180-13-34					
180-13-38	36				

7.85
- 8.77

FD BG 14 H.H. 30 | 29
31 | 32

.69
+12.06

POUR #45.

BS. #97		4.36
0-00-33	90-00-40	
180-00-43 (18)	269-59-50	
90-00-26		
270-00-44 (35)		
TP #95		5.25
F.S. #94		5.05
179-52-14	89-43-51	4876.22
359-57-10 (12)	270-15-35	4875.51
269-56-51		
89-57-07 (59)		
179-56-34 (33)		
179-56-33		

12.68
-13.30

24.21
+23.70

BS #95		4.89
000-35 40	90-18-04	
180-00-44	269-41-31	
90-00-15		
270-00-29 22		
TQ #94		5.57
ES #79		
269-17-06		
89-17-22 14		
359-18-43		
179-18-54 40		
269-18-24 30		
269-18-26		

-24.73 21

	Poor				
BS # 52					
0-00-24					
180-00-34 29					
90-00-27					
270-00-47 37					
TO #66				5.70	
FS. #67				4.70 - 4.62	
90-33-20		90-20-11		4820.06	
270-33-28 24		269-38-48		4819.32	
180-33-25					
0-33-39 32					
90-32-51					
90-32-55 53					

66, 67, 69, 70

FD BC IN HH. 17 | 16 / 20 | 21

- 27 52 03

	PROF		
B.S. #66			4.82
0-00-52	89-41-12		
180-00-56 54	270-17-55		
90-00-27			
220-00-40 33			
TP #67			5.15
FS #69		5.60	4.75
180-13-45	90-10-21		5291.28
0-13-58 51	270-17-07		5291.04
220-13-31			
90-13-43 37			
180-12-51			
180-13-04 57			

27.03
+26.55

SET SPIKE IN HOLE

15.07
-16.21

B.S. #67			4.55
0-00-22 JC	89-51-30		
180-00-42	270-07-08		
90-00-30 JC			
270-01-35			
T.P. #69			6.02
F.S. #70			4.65
179-36-00 JJ	90-11-11	5262.66	
359-36-18	269-48-19	5261.32	
269-36-41			
189-36-17 "			
179-35-37 JC			
179-35-39			

15.02
+13.85

14.67
-15.55

B.S. #69 5.22

0-00-260 89-51-09

180-00-43 35 270-08-21

90-00-37

270-00-47 39

XQ #70 5.18

E.S. #57

89-14-42 20

269-14-28

179-14-20

359-14-20 20

92-13-45

97-13-41 43

14.42
+13.70

BS #57			
0-00-22			
180-00-28 25			
90-00-36			
270-00-50 43			
IR #377		5.19	
FD. #41		4.19	
90-45-54	89-59-27	5292.61	
270-46-03 59	270-10-36	5248.07	
180-40-13			
0-46-22 17			
90-45-34			
90-45-34			

+10.50 46

FAIR

BS. #372 4.77

0-00-56 90-12-18

180-01-04 00 269-47-01

90-00-36

270-00-55 45

TC #41 5.08

FS #37 4.76 4.32

180-51-25 89-45-44 5277.49

0-51-44 35 270-13-29 5276.73

270-51-15

90-51-25 20

180-50-35

180-50-35

-18.42 46

FD. B/C in H/H

+22.20 70

	FAF		
B.D.	#4		3.92
0-00-20		90-46-28	
180-00-40	33	268-43-13	
90-00-34			
270-00-37	35		
XQ	#39		5.605
FD. # 38			4.42
179-22-20		93-43-16	4722.45
359-22-39	34	270-16-06	4721.76
269-22-28			
89-22-39	33		
179-22-01			
179-21-58			

22.70
- 23.21

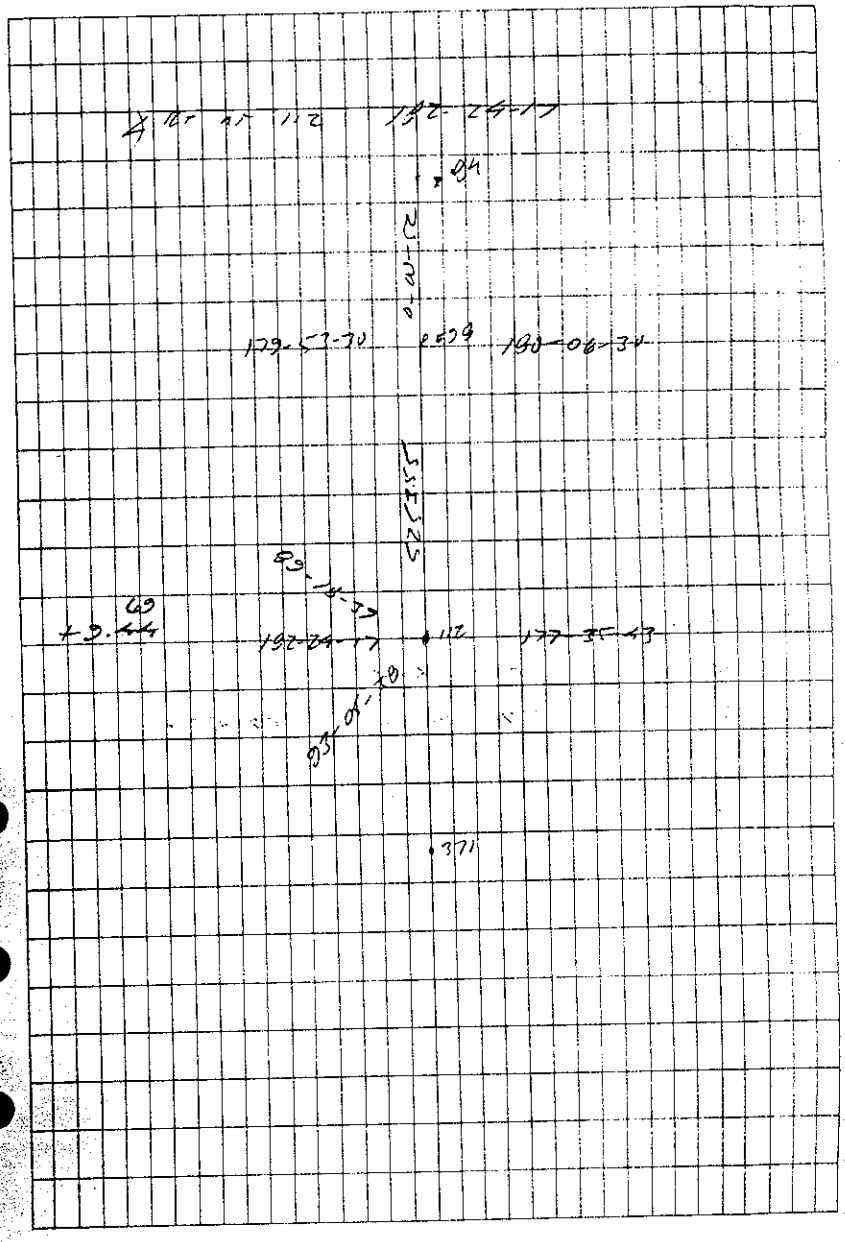
+ 24.27

Pool			
RS #39		5.76	
0-00-28	90-18-51		
180-00-32 30	270-40-44		
90-00-35			
270-01-40 37			
AC #30		4.00	
RS #57			
90-58-33			
269-58-35 34			
179-58-37			
359-58-43 41			
89-58-04			
89-58-04			

24.31
-25.57

VIS. POOR

B.S. # 371				
0-26-36				
180-26-35 36				
90-08-08				
270-08-02 05				
Te # 112				5.02
F.S. # 376				4.42
93-32-04		89-54-21		5262.93
273-32-18 11		270-05-09		5262.21
183-13-47				
3-13-47 47				
93-05-42				
93-05-35 38				



VIC. FAIR			
B.S. #112		5.90	
0-03-50	90-06-02		
180-03-52 51	269-53-35		
90-27-33			
270-27-48 39			
AC #376		4.90	
F.S. #109		5.21 - 4.33	
180-10-29	89-54-49	5284.13	
0-10-29 29	270-04-48	5283.41	
270-34-24			
90-34-27 25			
180-06-28			
~~180-06-46~~ 42			
F.S. #110			
86-47-01	LEVEL	5.95	
166-47-05			

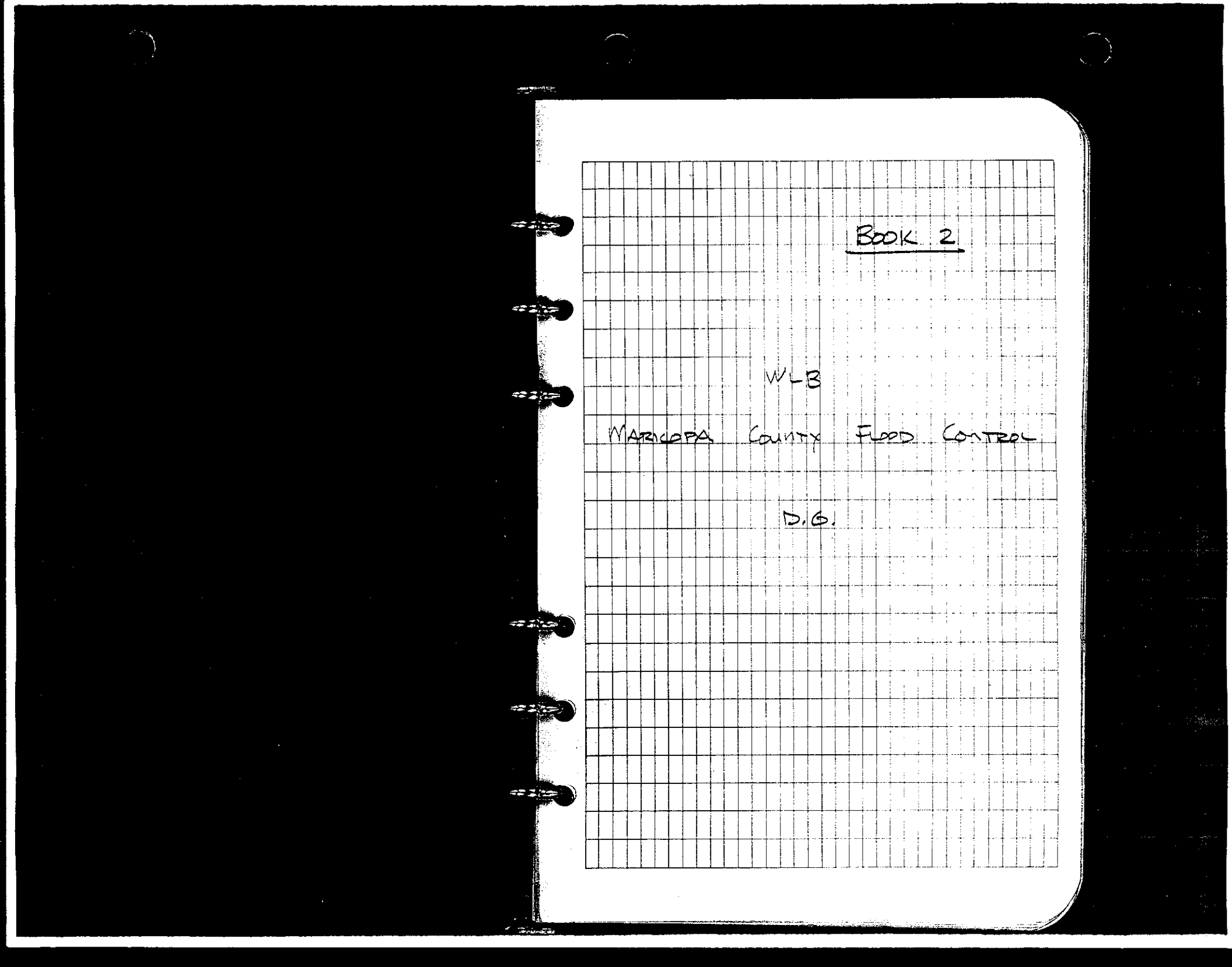
-9.~~25~~ 69

FO BC IN H.H.

+7.91 97

FO BC IN H.H.

VIS. GOOD			-	
RS #376			5.52	
0-03-02	90-05-42			-0.03 27
180-03-22 12	262-53-58			
90-30-59				
270-31-08 04				
AC #107			5.02	
RS #107			5.08	
179-51-42	90-45-04		4095.95	
359-51-38 40	270-14-31		4095.24	+.22 .21
270-17-15				
90-19-40 27				
179-40-20				
179-49-23 25				


BOOK 2
WLB
MARICOPA COUNTY FLOOD CONTROL
D.G.

B.S. #103		5,12	
0-06-27			
180-06-23 25	269-43-12		
90-06-33			
270-06-59 49			
Tie #107			
P.S. # 94			
269-39-00			
89-39-00 00			
359-39-19			
179-39-30 25			
269-32-35			
269-32-26			

LS #36

0-00-35

180-00-46

90-00-24

270-00-50

TC #52

5.33

FS #54

4.26

90-10-51 90-10-52 4720.44

270-11-04 260-18-30

180-10-44

0-11-05

ES. 24

POOR			
BS #52			4.97
0-00-21	89-50-40		
180-00-27	270-08-21		
90-00-30			
270-00-39			
TC #54			5.15
FS #55		4.85	4.19
180-33-57	90-17-17		5267.74
0-33-57	269-41-50		
270-34-07			
90-33-56			

SET SPIKE IN H/H
SPIKE + TIN 1' E

Vis. Point

B.S. #54		4.62
0-00-12	89-14-31	
180-00-50	270-14-28	
90-00-31		
270-00-52		
TP #55		5.81
F.S. #57		4.30
179-11-36	90-14-44	5278.52
359-11-32	269-44-13	
269-11-27		
89-11-32		

Vis. Point

B.S. #55

0-00-28

180-00-38

90-00-30

270-00-33

TP #57

F.S. #70

269-21-36

87-22-02

359-21-33

179-21-41

5.20

89-46-35

270-12-46

5.09

VIS. POOR

B.S. #70

0-00-27 32

180-00-37

90-00-39 46

270-00-54

N@ # 84 5.25

F.S. #82 5.33 4.70

270-41-48 56 89-50-13 5283.03

90-42-04 270-09-12

0-42-03 11

180-42-20

FD 1½" IP IN H.H.

B.J. # 81 4.37

0-00-35 90-11-05

180-00-40 262-48-05

90-00-33

270-00-35

K C # 82 5.25

F3 # 01 5.22 - 4.55

180-28-50 89-57-07 5272.00

0-28-51 270-02-03

270-28-28

90-28-46

FO BL. IN H.H.

B.S. #82			4.90
0-00-27	35	90-04-28	
180-00-43		269-54-55	
90-00-33	36		
270-00-39			
XC #91			5.84
F.S. #79			5.05
179-55-10	13	89-45-17	4950.32
359-55-10		270-13-57	
269-55-11			
89-55-15	13		

B.S. #81 5.06

0-00-27 90-15-55

180-00-44 270-43-07

90-00-38

270-00-49

I.R. #79 5.54

F.S. #94

80-14-19

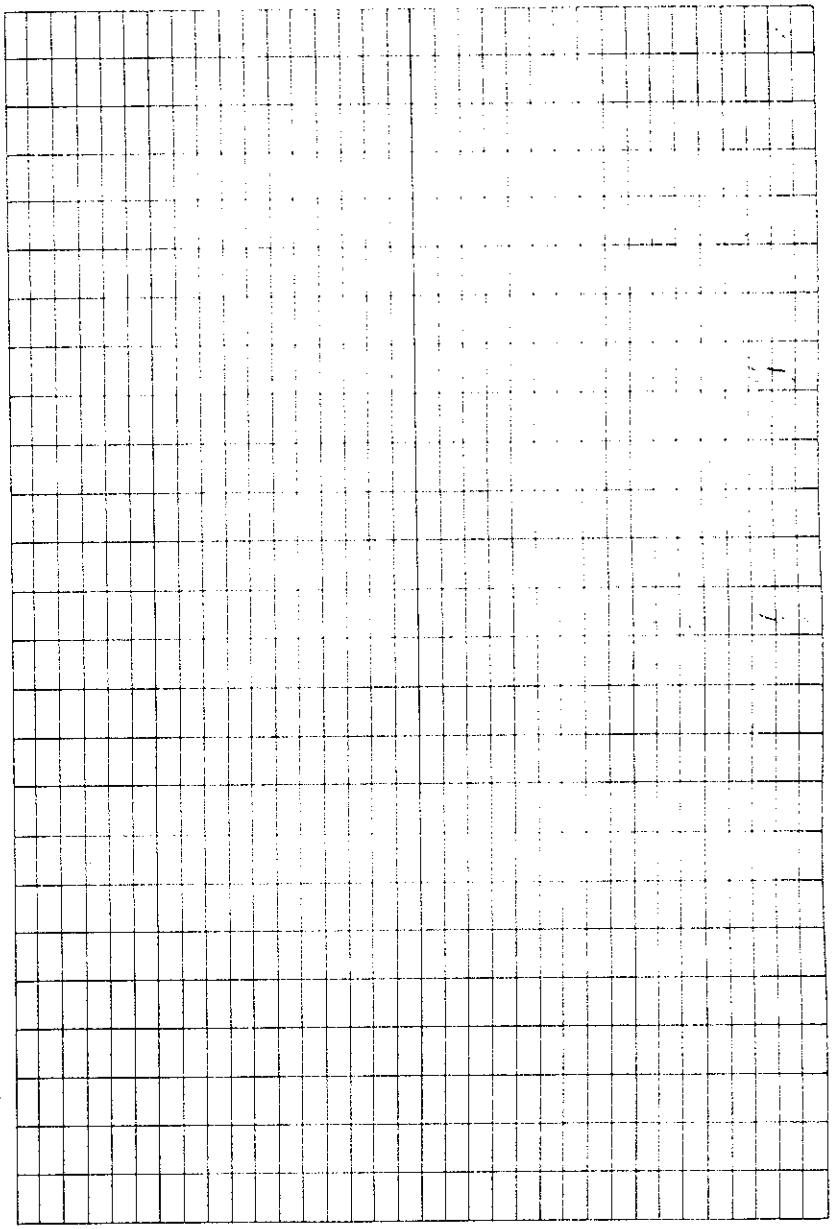
269-14-29

179-14-25

359-14-37

	Point		
BS. # 94			
0-00-33	40		
180-00-47			
90-00-30			
270-00-44	37		
TC # 93			5.40
FS. #106			5.64-5.25
90-01-07		90-22-03	5296.09
270-01-16	11	269-37-23	
180-01-06			
00-01-32	19		

B.S. #93		5.12
0-00-38	89-39-27	
180-00-38	270-19-48	
90-00-30		
270-00-20		
TP #106		5.54
F.S #120		4.602
179-46-41	90-14-51	
359-46-28	269-14-46	
269-46-29		
89-46-19		



BS #78
0-00-32
180-00-41

TP OLD #65

FS NEW #65
187-27-29 23.50
7-27-34

B.S. OLD #17		
0-00-40		
180-00-48		
90-00-23		
270-00-41		
T.C. OLD #2		503
F.D. NEW #2		4.32
91-02-42	89-46-42	132.82
271-02-44	270-12-34	
181-02-22		
1-02-34		

COPIED

BS. OLD #7

0-00-31

180-00-27

TC OLD #17 4.98

FS. NEW #17

242-27-14 39.71

62-27-21

#361 GOT PAINTED INSTEAD OF

#30 SO #361 IS NOW THE

PANEL POINT

BS #373

0-00-30

180-00-30

90-00-31

270-00-32

TC #374 5.14

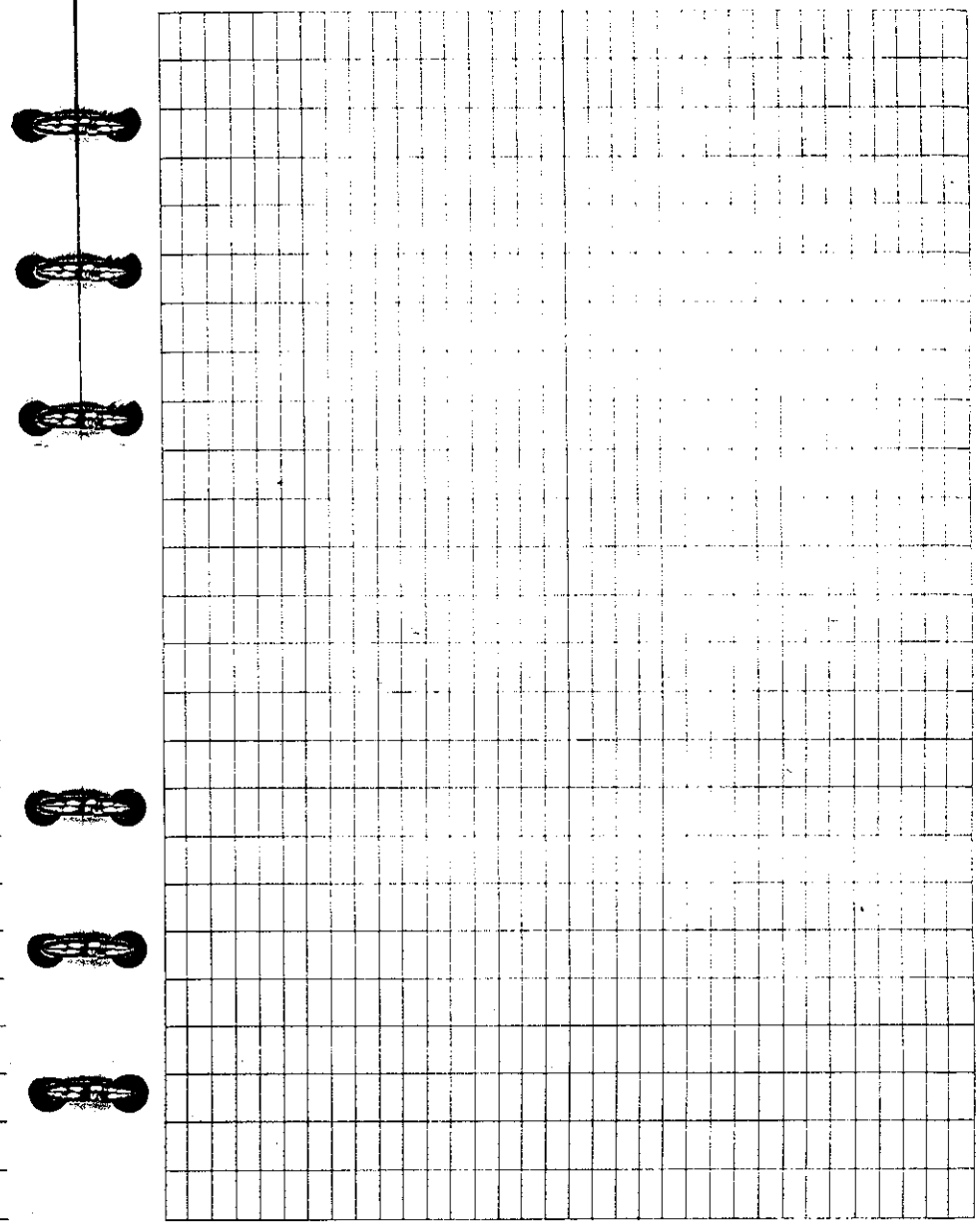
FS #21 4.44

209-08-32 89-47-42 5243.35

89-08-47 270-11-19

359-08-29

179-08-35



BS #374 5.86
C-00-23 90-12-36
180-00-38 270-46-28
90-00-56
270-01-14

TC #21 4.98

FS #377 (CC #13) 4.23
170-57-04 89-46-20 2424.66
359-59-19 270-12-40
269-59-43
90-00-02

FS #19 5.00 4.46
91-14-23 89-47-47 5228.84
271-14-42 270-11-28
181-14-58
1-15-10

FS BC. IN HH

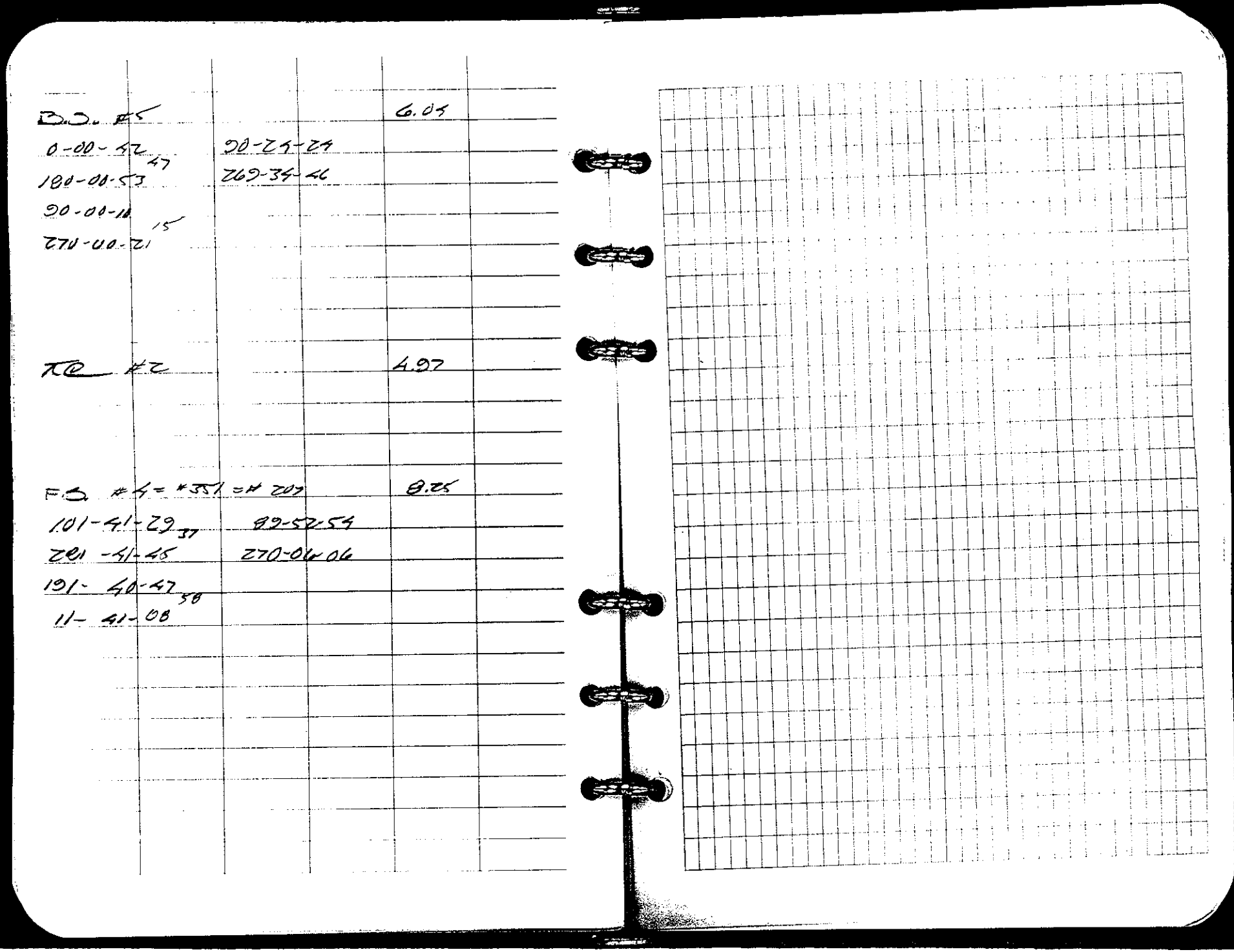
35. #21			5.00
0-00-31	90-14-07		
180-00-47	269-45-04		
90-00-28			
270-00-46			
TQ #19			5.82
FD. #10		4.83	4.47
268-51-05	89-14-53		5276.64
88-51-22	270-14-18		
358-52-51			
178-51-14			

B.S. #19		5.20	
0-00-15	90-16-26		
180-00-26	269-42-48		
90-00-41			
270-01-00			
TC #10		5.63	
FS. #378 (ECC #11)		8.00	(SET SPK)
270-49-13	89-58-50	1948.25	
90-49-52	270-00-17		
0-50-03			
180-50-21			
FS. #379		8.00	SET SPK
158-14-12	89-36-32	4018.53	
338-14-26	270-22-38		
248-14-40			
68-14-51			

D.J. #10		8.25
0-00-20	90-19-10	
180-00-36	269-39-49	
90-00-42		
270-01-01		
KC #379		5.07
F.S. #5		4.45
245-43-36	90-04-14	214.12
65-43-55	269-54-53	
335-44-06		
155-44-10		

FD 1"I.P.

BS. #379		269
0-00-34	90-00-52	
180-00-48	270-00-28	
90-00-33		
270-00-54		
TP #5		534
FS. #2		445
96-52-35	80-35-00	2982.29
276-52-49	270-24-04	
186-52-34		
6-52-51		



B.S. #5		6.05
0-00-42 47	90-24-24	
180-00-53	269-34-46	
90-00-10 15		
270-00-21		
TC #2		4.97
F.S. #4 = #351 = #209		8.25
101-41-29 37	89-52-54	
281-41-45	270-06-06	
191-40-47 58		
11-41-08		

IPS #10		8.25
0-00-24	89-51-02	
180-00-37	270-08-07	
90-00-38		
220-00-43		
TC #378 (Ecc #11)		5.13
FS #11		4.38
220-59-00	90-25-44	4394.82
40-59-12	260-33-30	
310-59-16		
130-59-29		
FS #377 (Ecc #13)		
357-52-54		12a.94
177-53-03		
87-53-12		
267-53-07		

FD 491

B.S. #378		3.98
0-00-41	89-36-36	
180-00-44	270-22-35	
90-00-29		
270-00-38		
TR #377		5.15
F.S. #13		0.00
357-09-54	90-01-35	385.08
177-09-45	269-57-32	
87-10-17		
267-09-40		
F.S. #21		5.13
228-06-27	90-16-00	
48-06-28	269-43-24	
318-06-14		
138-06-11		

F.S. # 379 (Ecc #22) 4.12

181-47-05 90-18-25 3443.73

1-47-10 269-40-49

271-46-53

91-46-50

REPLACES # 23

FD NOT

B.S. #377

0-00-45

180-00-46

90-00-77

270-00-51

2.60

89-45-40

270-13-25

TC #379

5.13

F.S. #21

315-35-25

135-35-34

45-35-20

225-35-33

1.38

89-51-25

270-07-48

2505.32

F.S. #22

256-49-40

76-49-58

346-49-39

166-49-56

26.40

BD. # 379

0-00-31

180-00-25

90-00-38

270-00-5

90-12-58

269-46-14

268

TC 471

5.19

FD # 377

270-45-24

90-45-25

0-45-35

180-45-44

BS. #372		
0-00-41		
180-00-51		
90-00-37		
270-00-51		
$\overline{\pi}$ @ #57		5.24
FS #58		4.85
90-56-36	90-07-27	5246.87
270-56-43	269-51-58	
180-56-32		
0-56-42		

FD STRADDLERS SET PK

B.S. #57			4.40	
0-00-41	89-54-49			
180-00-42	270-05-33			
90-00-24				
270-00-41				
I.@ #58			5.40	
F.S. #60		5.36	4.78	
179-52-38	90-09-13		5250.26	
359-52-44	269-50-10			
269-52-18				
89-52-24				

B.C. in H/H

B.S. #58		4.46
0-00-16	89-52-33	
180-00-08	270-07-05	
90-00-21		
270-00-21		
TC #60		5.87
F.I #326		4.81
179-52-25	90-09-53	3869.24
359-52-23	269-49-40	
269-52-25		
89-52-30		

ED RR SPIKE IN ISLAND

B.S. #60		4.92	
0-00-32	89-51-38		
180-00-48	270-07-52		
90-00-20			
270-00-46			
⊼@ #326		5.24	
F.S. #380		4.71	
43-33-31	89-47-24	5370.16	
223-33-42	270-12-07		
133-33-20			
313-33-41			

B.S. #326			4.40	
0-00-40	90-14-19			
180-00-46	269-45-13			
90-00-26				
270-00-43				
T.P. #380			5.06	
F.S. #45		5.20	4.68	
225-51-53	89-53-56		1580.59	
45-52-03	270-05-33			
315-51-40				
135-51-49				

FD. 1" I.P. IN H/H

B.C. #380		3.98
0-00-38	90-09-46	
180-00-51	269-49-40	
90-00-37		
270-00-37		
EC #45		5.83
F.S. #381		3.67
91-02-48	89-38-17	1710.20
271-03-03	270-21-21	
181-03-00		
1-02-57		
F.S. #382		1.38
180-12-18	89-38-07	1970.78
0-12-24	270-21-30	
270-12-14		
90-12-32		

B.J. #45			4.02
0-00-28	90-27-40		
180-00-12	269-32-05		
90-00-53			
270-00-47			
KC #381			4.68
FD. #44		5.24	4.82
179-27-30	89-57-22		3553.11
359-27-26	270-02-08		
269-27-36			
89-27-41			

FD. B.C. 44 #44

B.S. #381		2.62
0-00-30	90-05-20	
180-00-31	269-54-24	
90-00-31		
270-00-32		
XC #14		5.60
F.S. #383		4.31
269-59-45	89-40-31	3372.95
89-59-50	270-19-06	
359-59-43		
179-59-56		

Vis. - Good				
BS # 106			5.00	
0-00-21	89-46-35			
180-00-41	270-12-37			
90-00-34				
270-00-50				
TC # 120			5.59	
FS. # 134		4.68.	4.29	
180-18-22	90-16-14		5298.37	
0-18-32	269-43-10			
270-18-37				
90-18-47				

FD BG 14 H.H.

	GOOD			
BS #120			4.81	
0-00-36	89-45-16			
180-00-51	270-14-01			
90-00-25				
270-00-40				
KC #134			5.63	
ES #150		4.80	4.40	
180-00-06	90-14-25		5299.03	
0-00-19	269-44-47			
270-00-00				
90-00-13				

FD. B/C IN H/H

B.S. #134			4.95	
0-00-26	89-46-30			
180-00-36	270-12-31			
90-00-33				
270-00-46				
π @ #150			5.63	
F.S. #163		4.90	4.35	2" I.P. 1W H/H
179-53-22	90-12-50		5244.09	
359-53-30	269-46-18			
269-53-29				
89-53-41				

B.S. #150			5.03	
0-00-33	89-48-01			
180-00-47	270-11-08			
90-00-31				
270-00-45				
TC #163			5.83	
F.S. #179		5.06	4.45	
180-03-44	90-14-58		5281.61	
0-03-57	269-43-57			
270-03-42				
90-03-50				

ED. 2" HP 1N H/H

B.S. #163			5.23
0-00-38	89-45-30		
180-00-48	270-13-38		
90-00-30			
270-00-45			
TC #179			5.92
F.S. #193		4.70	4.29
179-55-19	90-17-05		5315.82
359-55-32	269-42-02		
269-55-12			
89-55-21			

FD. B.C. IN H/H

B.S. #109			5.22
0-00-31	89-43-57		
180-00-43	270-15-02		
90-00-39			
270-00-48			
AC #193			5.70
B.S. #212		8.00	2.50
180-09-09	90-16-35		5257.06
0-09-16	269-42-36		
270-09-21			
90-09-27			

FD. B.F. 14 H/H

BS. #193			8.25
0-00-30	89-41-00		
180-01-01	270-18-05		
90-00-35			
270-00-56			
TP #212			5.24
FS. #211		8.00	263
269-58-40	89-52-40		5287.96
89-58-58	270-06-30		
359-58-40			
179-58-55			

	BAD		
BD. #212			825
0-00-37		90-05-52	
180-00-54		269-53-46	
90-00-24			
270-00-47			
TC #211			563
FD. #210		8.00	242
180-03-28		69-50-23	5287.20
0-03-46		276-08-45	
270-03-24			
90-03-45			

FD. BC #4

B.S. #211 6.25
0-00-50 90-02-13
180-01-04 269-52-41
90-00-24
270-00-43

P.O. #210 5.80

F.S. #200 4.85 4.40
180-00-25 89-40-05 5283.35
0-00-22 270-10-33
269-59-45
89-59-59

3/4" I.D. IWL H/H

Pear				
B.S. #210			5.18	
0-00-31	90-12-34			
180-00-38	269-46-44			
90-00-28				
270-00-34				
TC @ #209			5.25	
F.S. #TP		4.75	4.25	
270-02-46	89-29-29		5279.82	
90-02-59	270-29-59			
0-02-31				
180-02-46				

FD. B.C. 1/4 1/4 @ N/W COR. SEC. A

D.D. #209		5.08
0-00-33	90-32-37	
180-00-44	269-26-58	
90-00-12		
270-00-08		
RC T.P.		5.25
F.D. #126		1.22
179-58-19	89-32-22	5282.34
359-58-28	270-27-17	
269-32-40		
89-57-54		

SET PK

	Peer		
B.S. TP.			5.62
0-00-28	90-20-38		
180-00-41	260-20-41		
90-00-28			
270-00-23			
TC #12			5.12
FS #100		4.57	4.07
120-40-24	80-37-30		5262.96
350-49-28	270-22-13		
260-49-16			
80-49-22			

FD BC. IN H/H

B.S. #76			4.58
0-00-28	90-24-48		
180-00-30	269-35-05		
90-00-31			
270-00-31			
TC #100			5.71
FS. #147			4.27
180-35-25	89-43-27	5362.98	
0-35-29	270-44-16		
270-35-30			
90-35-35			

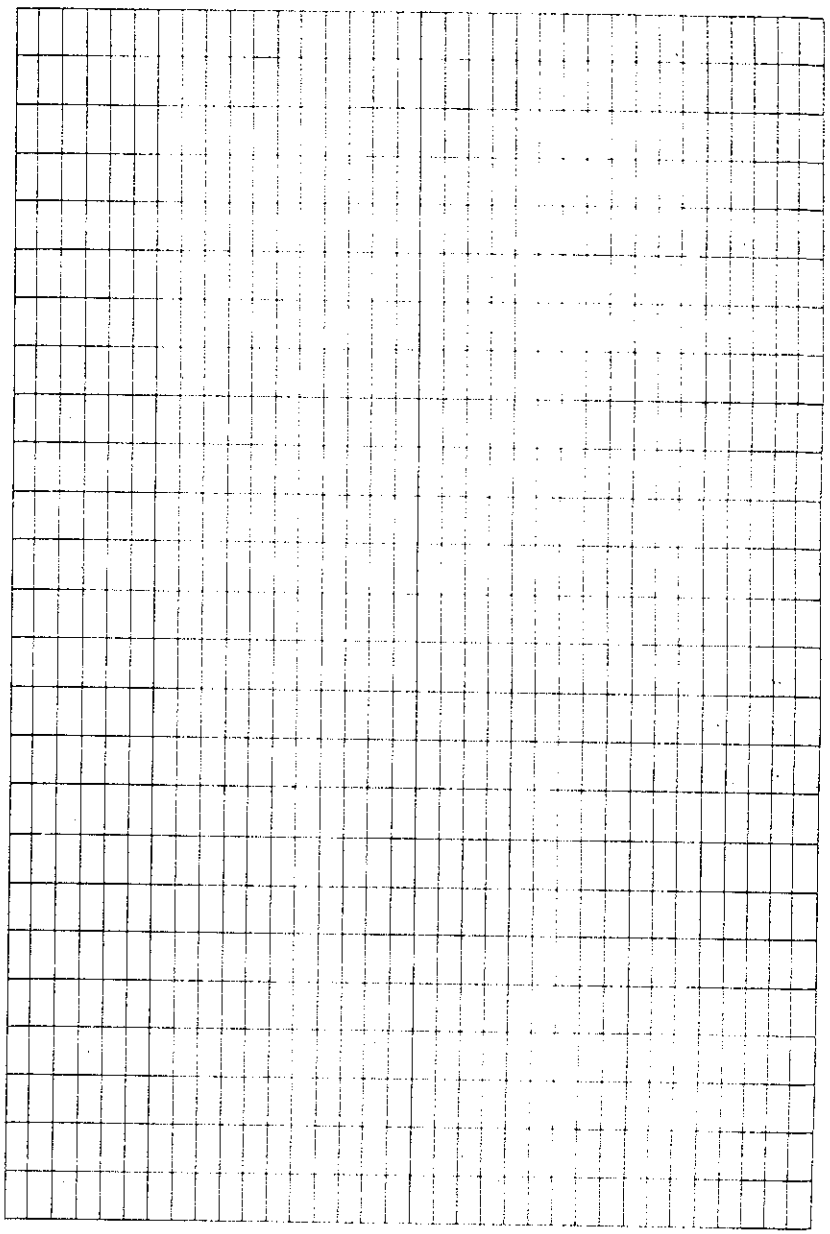
SET PK

3.5" 40		5.12
0-00-27	90-16-13	
180-00-18	260-43-33	
90-00-21		
270-00-10		
XC 7/47		5.10
F3. 7/48		4.07
270-51-31	90-35-04	5308.51
90-51-35	260-24-40	
0-51-32		
180-51-18		

B.D. #47		4.47
0-00-38	89-24-33	
180-00-37	270-33-15	
90-00-25		
270-00-16		
KC #48		4.01
FD, #32		4.40
88-26-01	89-47-35	5289.12
268-26-11	270-12-07	
178-25-50		
358-25-54		

LOT REAR

BS #148		2.35
0-00-35	90-16-27	
180-00-31	269-43-31	
90-00-28		
270-00-27		
XC #132		5.21
F.S. #118		
180-24-13		
0-24-11		
270-24-07		
90-24-06		



NEW TRAIL

B.S. #147		
0-00-35	89-26-25	
180-00-37	270-32-46	
90-00-50		
270-00-48		
TC #149		4.08
F.S. #161		4.38
269-13-02	90-14-49	2261.82
89-13-11	269-44-31	
359-13-02		
179-13-13		
F.S. #149		4.66
178-30-13	90-15-24	5228.42
358-30-20	269-44-00	
268-30-15		
88-30-22		

FD. COTTON S.

SET PK

B.S. #148			3.90
0-00-40	89-46-52		
180-00-44	270-12-24		
90-00-36			
270-00-40			
KC #161			5.28
F.S. #177		4.85	4.17
179-35-56	90-19-06		5275.66
359-35-57	269-40-24		
269-35-48			
89-35-48			

F.D. ZEBAR

B.S. #164

0-00-28 B0-43-11

180-00-30 270-16-06

90-00-32

270-00-46

4.74

XR #177

5.80

F.S. #191 4.78 4.35

180-04-08 90-22-18 5278.12

0-04-11 270-37-17

270-04-26

90-04-24

FD. B.C. Inst. H/H

B.J. #177			5.32
0-00-21	89-40-38		
180-00-37	270-18-42		
90-00-44			
270-01-07			
KC #101			5.54
F.J. #210			4.84
179-42-02	90-26-17		5266.70
359-42-12	269-33-09		
269-42-22			
89-42-41			
F.J. #102		5.58	5.80
89-58-37	90-15-33		5293.87
269-58-37	269-44-03		
179-58-52			
359-59-06			

FD. BC. IN H/4

BC #191		5.05
0-00-17	80-35-17	
180-00-18	220-24-08	
90-00-24		
220-00-35		
XC #240		5.00
EC #209		
220-07-02		
90-00-07		
0-07-27		
180-07-30		

3.5. #101			4.90
0-00-23	89-45-51		
180-00-10	270-13-42		
90-00-45			
270-00-53			
TC #102			5.75
FS. #178			4.32
89-54-02	89-42-48	5283.35	
269-54-01	270-16-37		
179-54-38			
359-54-38			

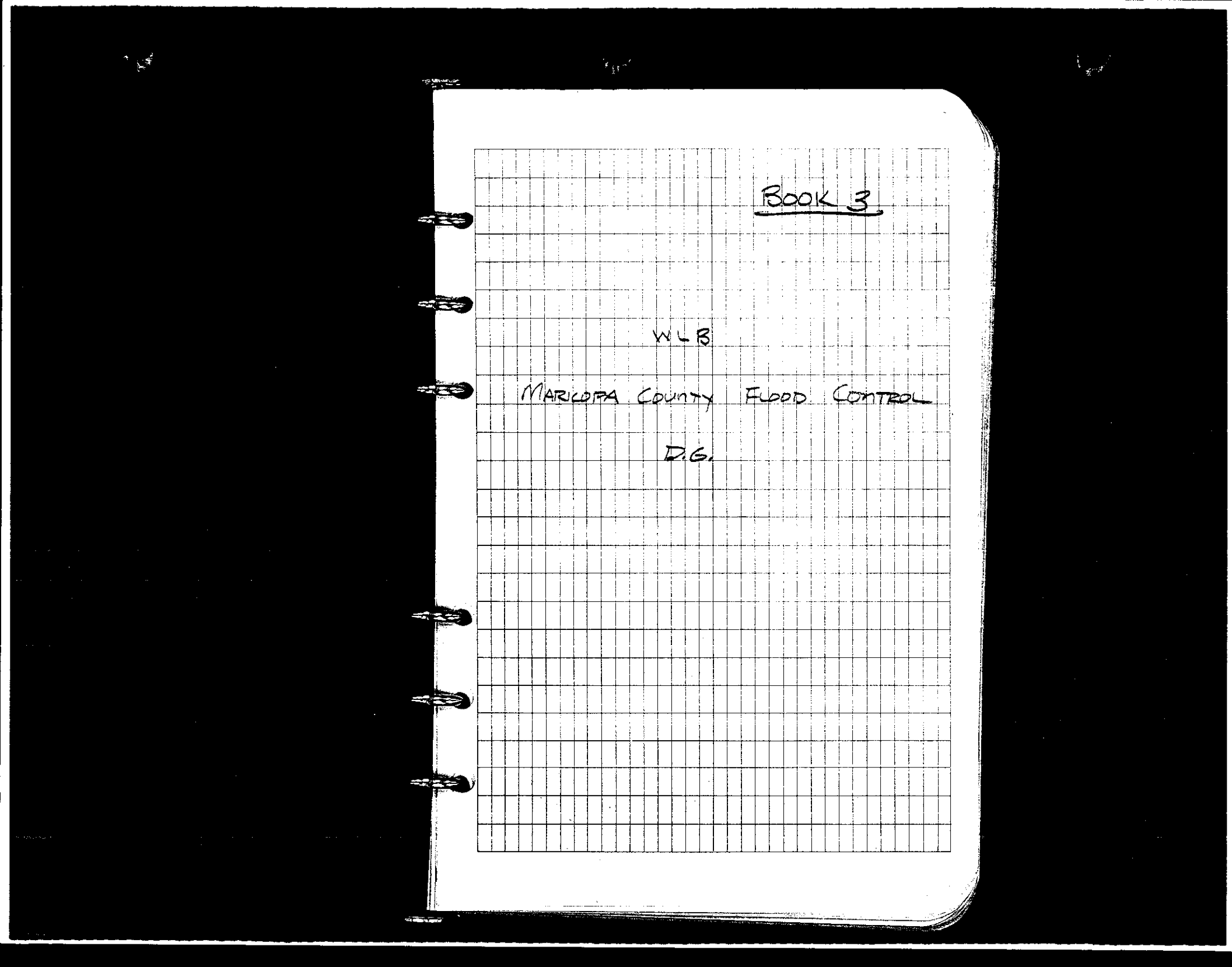
SET PK IN COLD PATCH.

B.S. #102			5.26
0-22-30	90-18-46		
180-00-23	270-40-46		
90-00-35			
270-00-50			
TC #108			5.17
F.S. #162		4.47	4.35
120-59-48	89-42-41		5284.10
300-09-35	270-16-47		
270-00-01			
90-00-13			

1" I.P. in hole

B.S. #178		4.23
0-00-25	90-18-36	
180-00-26	269-41-01	
90-00-25		
270-00-10		
TP #162		5.25
F.S. #140		4.28
180-00-46	89-44-14	5278.35
0-00-40	270-15-22	
270-00-40		
90-00-59		

COPIER					
B.S. #162				4.82	
0-00-36		90-17-35			
180-00-26		260-42-11			
90-00-33					
270-00-44					
x @ #149				5.18	
FS #148					
59-47-15					
269-47-02					
179-47-11					
359-47-04					


BOOK 3
W.L.B.
MARICOPA COUNTY FLOOD CONTROL
D.G.

	Foot			
BS.	103			
0-00-26				
180-00-39				
90-00-20				
270-00-37				
IE	#212		5.24	
FS	#213		5.21	
90-20-53		89-57-24		
270-21-00		270-01-41		
180-20-54				
0-21-01				
FS	#230		4.26	
180-00-02		90-18-37	5290.87	
0-00-00		269-40-36		
270-00-08				
90-00-21				

FD. Spike

	Feet		
BS #212			5.14
0-00-28	80-14-28		
180-00-35	270-14-42		
90-00-34			
270-00-52			
IC #230			5.20
FS. #248		5.00	4.26
170-52-53	90-19-48		5288.35
309-53-05	260-10-30		
269-53-13			
80-53-16			

FD. DC HI H/H

Proof			
B.S. #230			4.605
0-00-28	89-43-31		
180-00-38	270-15-50		
90-00-33			
270-00-40			
TL #248			6.03
ES #266		4.50	4.25
179-59-13	90-17-09		589.11
359-59-49	269-41-57		
269-59-46			
89-59-46			

1" I.P. in Hole

	Poor			
B.S. #248			5.16	
0-00-37	89-45-13			
180-00-55	270-14-16			
90-00-24				
270-00-36				
A @ #266			5.51	
F.S. T.P.			4.15	
297-56-44	90-00-43		1779.60	
117-56-44	269-58-39			
27-56-27				
207-56-34				

B.S. #266			4.80
0-00-27	90-02-23		
180-00-34	269-57-06		
90-00-22			
270-00-44			
TR TR			5.15
F.D. #265		4.72	4.32
130-42-24	90-11-44		3814.44
310-42-27	269-48-26		
229-42-26			
49-42-37			

1" I.P. IN HOLE

B.S. TP			2.71
0-00-30	89-52-25		
180-00-46	270-06-54		
90-00-34			
270-00-50			
IC #265			5.70
F.S. #264		12.25	11.93
192-25-01	89-51-45		5166.04
12-25-24	270-07-54		
282-25-14			
102-25-25			

FD. CHISEL X IN HOLE
W/STRADDLERS

3.3. #266		12.25
0-00-48	90-00-49	
180-00-43	269-58-50	
90-00-30		
270-00-23		
RC #264		5.58
FS. #282		4.22
89-47-13	90-16-02	5330.36
269-42-14	269-43-19	
179-46-51		
359-46-52		

B.L.

	Pack		
B.C. # 764			4.95
0-00-32		89-46-12	
180-00-45		270-13-04	
90-00-21			
270-00-34			
T.C. # 292			5.26
F.S. # 312			8.25
180-14-04		90-59-21	5287.62
0-14-10		270-59-46	
270-13-54			
90-14-00			

FD 1½" I.P. 96.5 S/O EP ON HWY @ ℄ 12.0 W/O DITCH BANK

B.S. #282		4.65
0-00-33	90-01-34	
180-00-40	269-57-41	
90-00-30		
270-00-37		
T.C. #302		5.50
F.S. #301		4.23
270-56-19	90-06-21	5131.65
90-56-25	269-52-58	
0-56-15		
180-56-12		

SET PK ± 25' N. OF ℄ OF
HWY. 85 + ± ℄ JACKRABBIT TR.

	Poor			
B.S. #302			5.10	
0-00-16	89-55-48			
180-00-18	270-03-32			
90-00-24				
270-00-37				
⊼ ℄ #301			5.30	
F.S. #300			4.65	
178-36-34	90-06-40		5276-32	
358-36-47	269-52-45			
268-36-25				
88-36-58				

SET PK ±22' S OF ℄
HWY 85 + ± ℄ OF TUTHILL RD.

B.S. #201		4.35
0-00-36	89-56-36	
180-00-36	270-03-08	
90-00-31		
270-00-40		
TE #300		5.27
F.S. #200		1.42
181-18-24	90-04-55	8068.56
1-18-28	269-54-21	
271-18-05		
91-18-24		

B.J. #300		4.22	
0-00-19	80-38-47		
180-00-18	200-00-47		
90-00-29			
200-00-47			
T C #200		5.24	
F.S. #225		4.61	
260-16-12	80-38-41	5260.45	FD C. WELL
80-16-23	200-20-52		
350-16-31			
170-16-47			

B.S. #200		4.37
0-00-37	90-23-10	
180-00-45	269-36-10	
90-00-32		
270-00-43		
TP #228		5.20
FD. #240	5.20	4.56
170-49-09	89-32-15	5311.18
359-49-12	270-27-20	
260-49-03		
80-49-08		

FD. I.P. IN HOLE

Vis. Good

B.S. # 270		4.56
0-00-35	90-29-08	
180-00-43	269-30-07	
90-00-39		
270-00-30		
TC 260		5.92
F.S. #242		491-482
120-44-50	89-29-44	5303.34
350-45-02	270-30-73	
269-45-04		
89-45-13		

FD. B.C. in H/H

B.S. #200		5.32
0-00-37	90-32-37	
180-00-44	269-26-33	
90-00-32		
270-00-41		
I.C. #247		6.12
F.S. #224		12.00
180-40-43	80-24-30	5202.30
0-40-53	220-34-42	
270-40-41		
90-40-40		

FD. SCREW

B.S. #242			12.00
0-00-41	90-22-55		
180-01-01	260-31-11		
90-00-19			
270-00-25			
TC #224			6.23
FS #226		4.52	4.26
269-50-24	90-15-00		7773.95
89-50-31	269-44-00		
359-40-43			
179-40-57			

FD. 226A2 IN HOLE

FAR		
B.O. #224		4.60
0-00-36	89-46-17	
180-00-36	270-12-48	
90-00-04		
270-00-12		
TR #226		5.61
FD. #208		4.23
89-46-48	89-36-03	5207.43
269-46-50	270-23-13	
179-46-22		
359-46-22		

SET REBAR
± 18' S. OF ARROW SIGNAL ±
± 9' W. " " "

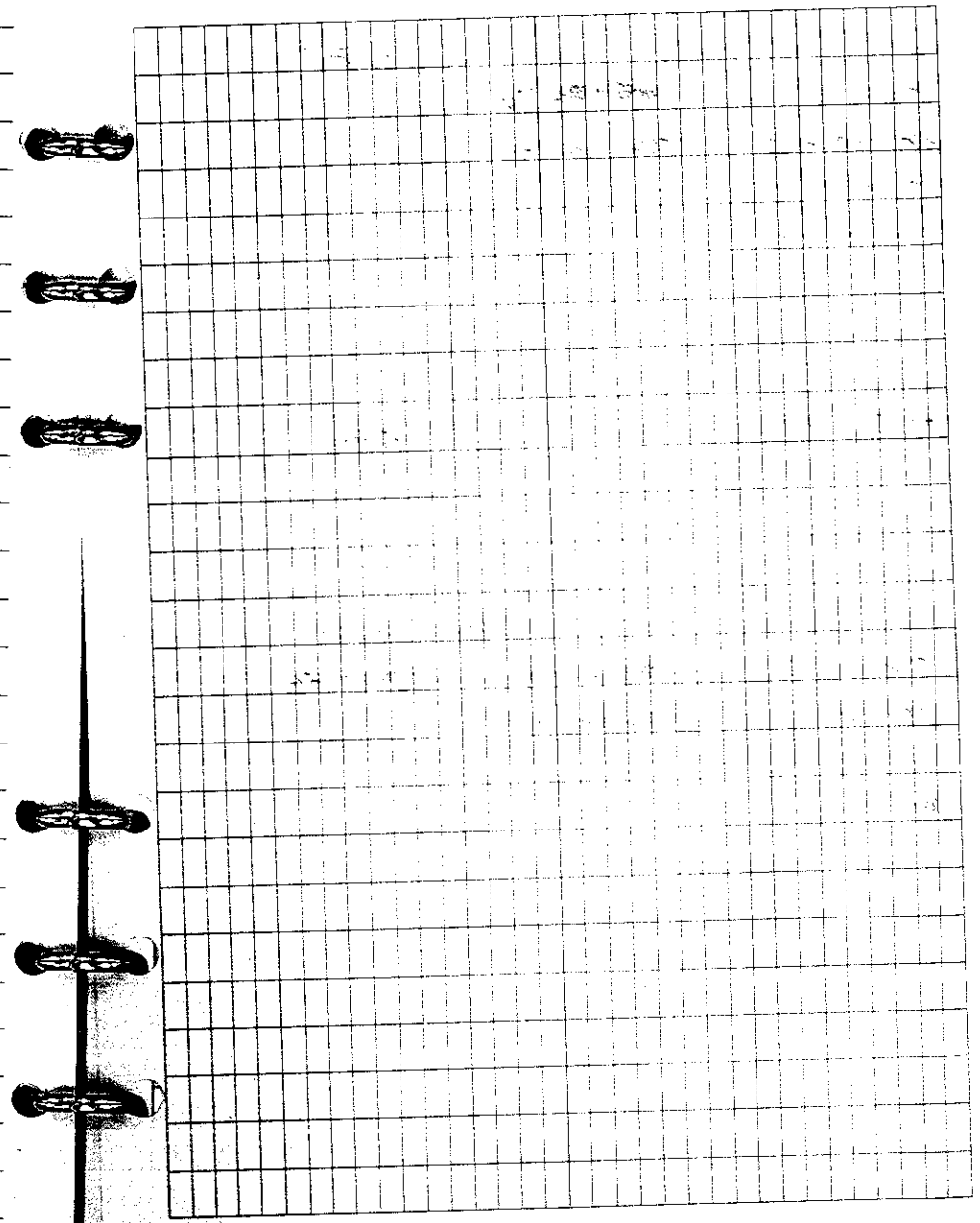
B.S. #226		5.01
0-00-17	90-25-07	
180-00-26	269-34-14	
90-00-30		
270-00-38		
TR #208		5.00
FD. #200		4.75
270-13-29	90-00-17	5000.00
90-13-34	269-50-10	
0-13-41		
180-13-46		

B.S. #208		3.09
0-00-40	80-52-36	
180-00-57	260-00-36	
90-00-34		
270-00-43		
T.C. #209		5.83
E.S. #210		
170-58-37		
350-58-50		
260-58-13		
80-58-28		

	Pool			
B.S. #212				
0-00-33				
180-00-49				
90-00-38				
270-00-35				
TC #211			5.56	
F.S. #209		12.00	11.52	
89-56-56	90-13-02		5286.54	
269-56-56	269-46-14			
179-56-59				
359-57-04				

B.C. IN H/H

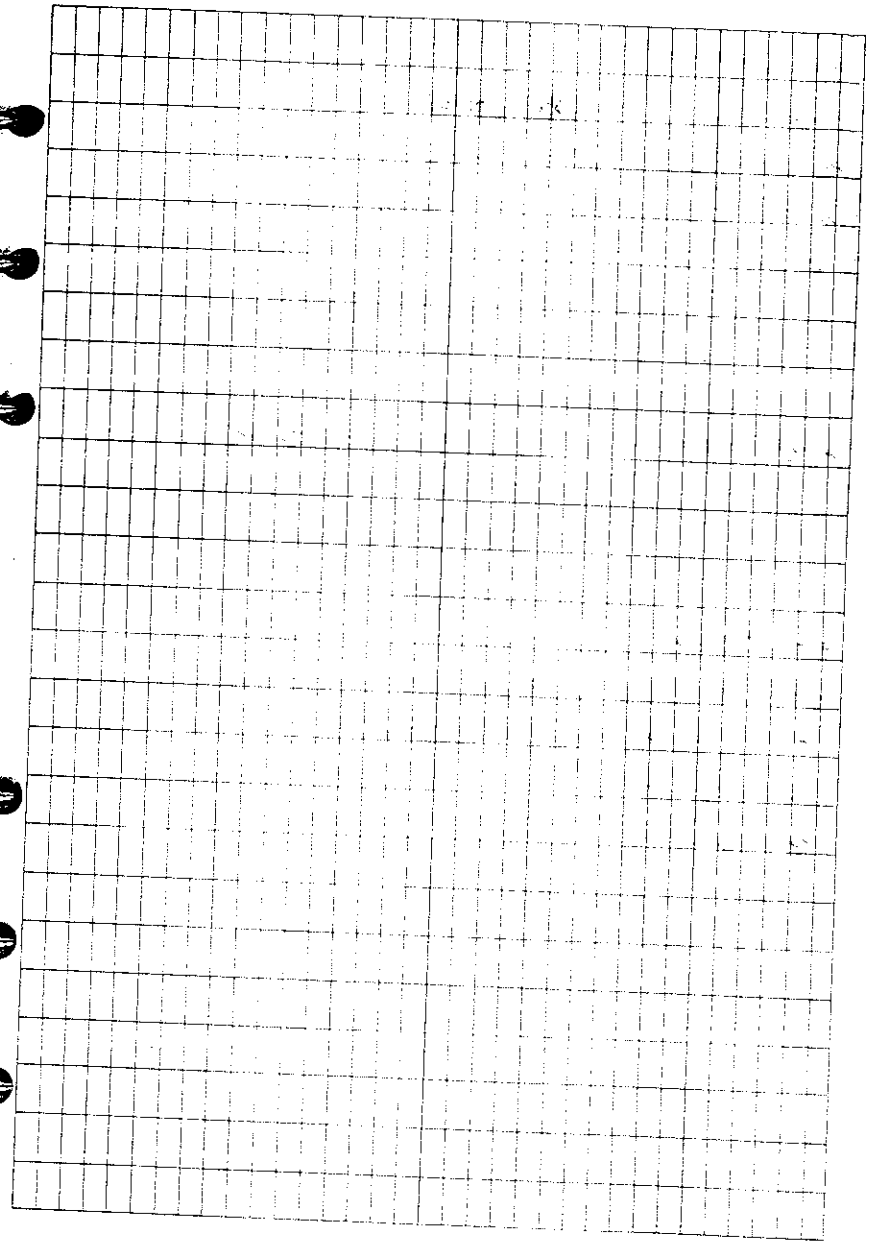
D.S. #21			4.85
0-00-21	89-44-25		
180-00-36	270-14-35		
90-00-24			
270-00-18			
XC #220			5.80
FD #228		4.76	4.30
270-15-32	80-58-27		5220.85
90-15-36	270-00-58		
0-15-24			
180-15-31			



	GOOD			
B.S. #229				5.10
0-00-23		90-03-01		
180-00-42		269-56-00		
90-00-33				
270-00-55				
K.C. #228				5.80
F.S. #227			4.90	4.42
179-40-32		89-53-37		5290.56
359-40-50		270-05-30		
269-40-43				
89-40-56				

FO 1" IP IN H.H.

D.S. #228		5.13
0-00-32	90-02-51	
180-00-45	270-57-13	
90-00-34		
270-00-40		
RR #227		5.80
E.S. #226		4.67
180-07-06	90-52-37	5280.39
0-07-06	270-07-06	
270-06-52		
90-07-06		



BS. #27		5.20
0-00-30	90-11-52	
180-00-33	270-47-13	
90-00-09		
270-00-13		
XC #26		5.62
FS #24		
180-06-39		
0-06-50		
270-06-18		
90-06-20		

B.S. #200

0-00-35

180-00-46

90-00-35

270-00-43

T.P. #202 5.84

F.S. #203 4.82 4.30

221-18-24 90-41-07 53/2.12

91-18-34 269-42-53

1-18-22

181-18-34

B.G. Lvl H/H

B.S. #247			5.18
0-00-30	80-40-50		
180-00-52	270-09-05		
90-00-14			
270-00-58			
FS #245			5.85
F.S. #244		4.85	4.30
179-23-33	90-18-40	2425.33	
359-23-45	269-18-10		
269-23-42			
89-23-40			

B.C. 1m HA

BS. #243			5.26
0-00-35	80-50-45		
180-00-46	270-08-00		
90-00-27			
270-00-45			
TC #244			5.78
FS. #245		4.87	4.25
170-44-20	90-08-00		5285.54
350-44-30	260-50-57		
260-44-21			
80-44-35			

REBAR in 24/41

B.S. #244		5.22
0-00-32	80-53-06	
180-00-44	270-05-57	
90-00-28		
270-00-32		
T.P. #245		5.90
F.S. #246		4.33
180-05-05	90-10-14	5280.97
0-05-14	269-48-30	
270-04-54		
90-05-03		

FD. PK

B.S. #245			5.20
0-00-32	90-5-00		
180-00-37	270-07-50		
90-00-33			
270-00-30			
T.C #246			5.30
E.S #247		12.25	11.72
180-02-58	90-58-28		5285.00
0-03-13	270-00-25		
270-03-04			
90-03-16			

I.D. IN HOLE

B.S. #246		12.00
0-00-31	89-53-49	
180-00-43	270-05-03	
90-00-38		
270-00-45		
TC #247		5.93
F.S. & T.P.		4.16
180-29-51	89-40-21	2213.63
0-30-10	270-18-34	
270-30-04		
90-30-15		

B.S. #247		5.15
0-00-25	90-22-59	
180-00-47	269-36-49	
90-00-52		
270-01-02		
TC TP		520
F.S. #428		5.01
178-53-11	90-17-01	3078.90
358-53-22	269-42-06	
268-53-33		
88-53-42		

D.S. TP. 2.20

0-00-16 89-46-48

180-00-30 270-12-21

90-00-45

270-01-02

T.P. #28 5.08

F.S. #29

90-25-43

270-25-55

180-26-02

0-26-27

B.S. #282				
0-00-24				
180-00-46				
90-00-17				
270-02-46				
TP #264			5462	
FS. #263		4.26	4.26	
90-21-43	89-56-12		5410.02	
270-21-56	270-02-56			
180-21-46				
0-22-03				

FD. #262 IN H/H

B.S. #264			4.86	
0-00-42	90-05-47			
180-00-59	269-53-23			
90-00-36				
270-00-45				
KC #263			5.80	
ES. #262		4.70	4.20	
179-58-52	89-56-18		5282.82	
359-59-13	270-02-46			
269-58-50				
89-58-54				

FD. REBAR IN H/H

BS. #263			5.08
0-00-31	20-06-53		
180-00-30	260-52-15		
90-00-45			
270-00-54			
XC #262			5.85
FS #270		8.00	7.20
115-06-03	90-20-05		5825.40
205-06-24	260-38-48		
205-06-15			
25-06-38			
FS #260			4.85
180-33-46	80-54-14		1194.68
0-33-53	270-04-45		
270-33-57			
90-34-02			

FD. REBAR IN LOCK

B.S. #202		5.16
0-00-39	90-08-04	
180-01-05	260-51-11	
20-00-38		
200-00-39		
TR #260		5.93
FS #278		
80-15-54		
260-16-15		
120-15-36		
350-16-00		

BS #264

0-00-43

180-00-45

90-00-17

270-00-27

TC #282 5.30

FS #281 4.26

270-51-42 90-02-23 5283.71

90-51-56 260-56-45

0-51-20

180-51-28

FD. 1" I.P.

B.S. #282		4.58
0-00-25	80-59-12	
180-00-34	260-59-00	
90-00-27		
270-00-30		
I.C. #281		5.32
F.S. T.P.		4.25
150-01-40	90-02-30	1809.45
330-01-51	260-51-31	
249-01-37		
69-01-48		

B.S. #281		4.66
0-00-34	80-55-46	
180-00-43	270-03-05	
90-00-26		
270-00-29		
TC T.P.		5.25
E3 279		5.03
200-42-25	89-37-55	2065.71
110-42-34	270-21-01	
20-42-11		
200-42-46		

BS T.P.		2.75
0-02-46	90-26-02	
180-01-04	269-33-06	
90-02-32		
270-00-38		
FS 279		6.02
FS. #262		5.08
204-57-58	89-33-51	
24-52-06	270-19-26	
294-51-32		
114-51-34		

B.S. #209

0-00-25

180-00-20

90-00-25

270-00-18

T.P. #208 5.12

F.S. T.P. 12.25

176-37-52 80-31-31 2501.90

356-38-02 270-22-18

266-37-50

86-38-12

USE B.M. (TR-20-4)

BS #208		12.05	
0-00-00	90-00-06		
180-00-16	270-00-20		
90-00-39			
270-00-58			
TC TP (USE OC)		4.00	
FS #206		12.25	SET IN OLD 2X2
185-13-27	80-30-27	5258.75	
5-13-34	270-28-44		
205-11-10			
95-14-15			
FS #207		7.50 - 4.75	FD SET STAKE
281-05-20	91-06-16	150.63	
101-05-41	268-53-11		
11-05-45			
191-05-40			

BS. TP (USCE BC)		12.05
0-00-23	90-21-04	
180-00-19	270-38-13	
90-00-19		
270-00-17		
TC # 216		5.08
FS. TP (ECC TO 205)		12.25
120-25-40	90-07-33	1322.22
350-25-33	270-51-48	
260-25-31		
80-25-36		

VISABILITY TO BS
VERY VERY POOR
DUE TO RUSH

SET SPIKE

B.S. #206		12.05
0-00-26	90-17-02	
180-00-25	269-42-32	
90-00-17		
270-01-24		
AC T.P. (ECC TO #205)		5.10
F.S. TP		4.93
265-16-18	88-45-55	6394.40
85-16-15	271-13-36	
355-16-04		
175-16-12		
F.S. #205		5.02
304-22-28	90-00-00	13.05 LEVEL
124-22-26	270-00-00	
35-22-17		
214-22-38		

SET SPIKE

GIVE

BS. TP (EQ TO #205)		2.60
0-00-32	91-16-06	
180-00-39	269-43-05	
90-00-23		
270-00-33		
AC TP (EQ TO #190)		5.33
FS. #190		1.40
301-03-39	92-22-11	270.34
121-03-42	267-37-00	
31-03-31		
211-03-36		
FS. #189		1.24
10-35-31	94-07-04	888.80
190-35-37	265-52-08	
100-35-27		
280-35-29		

FD. SPIKE

FD. REBAR

B.S. TP (CCC TO "199)		2.70
0-00-28	81-41-53	
180-00-38	272-17-25	
90-00-30		
270-00-40		
TC #190		5.30
F.S. TP		4.26
160-54-10	90-16-54	8070.21
340-54-13	269-42-10	
250-54-12		
70-54-14		

FD 2" IP AT END OF PUMP LINE
120

BS #190		2.78
0-00-38	80-45-40	
180-00-48	270-13-22	
90-00-13		
270-00-11		
TC T.P. (2" IP)		5.27
F.S. T.P. (PREVIOUS)		4.76
180-40-03	90-15-07	5162.05
0-40-12	269-44-08	
270-39-25		
90-39-31		

BC. IN M.H. AT ℄ INT OF MC DOWELL ℄ JACK RABBITT TC.
THIS TP APPEARS PREVIOUSLY BETWEEN # 209 AND #176

B.S. T.P. (2" I.P.) 1.00

0-00-09 89-51-03

180-00-08 270-08-13

90-00-34

270-00-41

TC T.P. (PREVIOUS) 5.85

F.S. #209

269-52-01

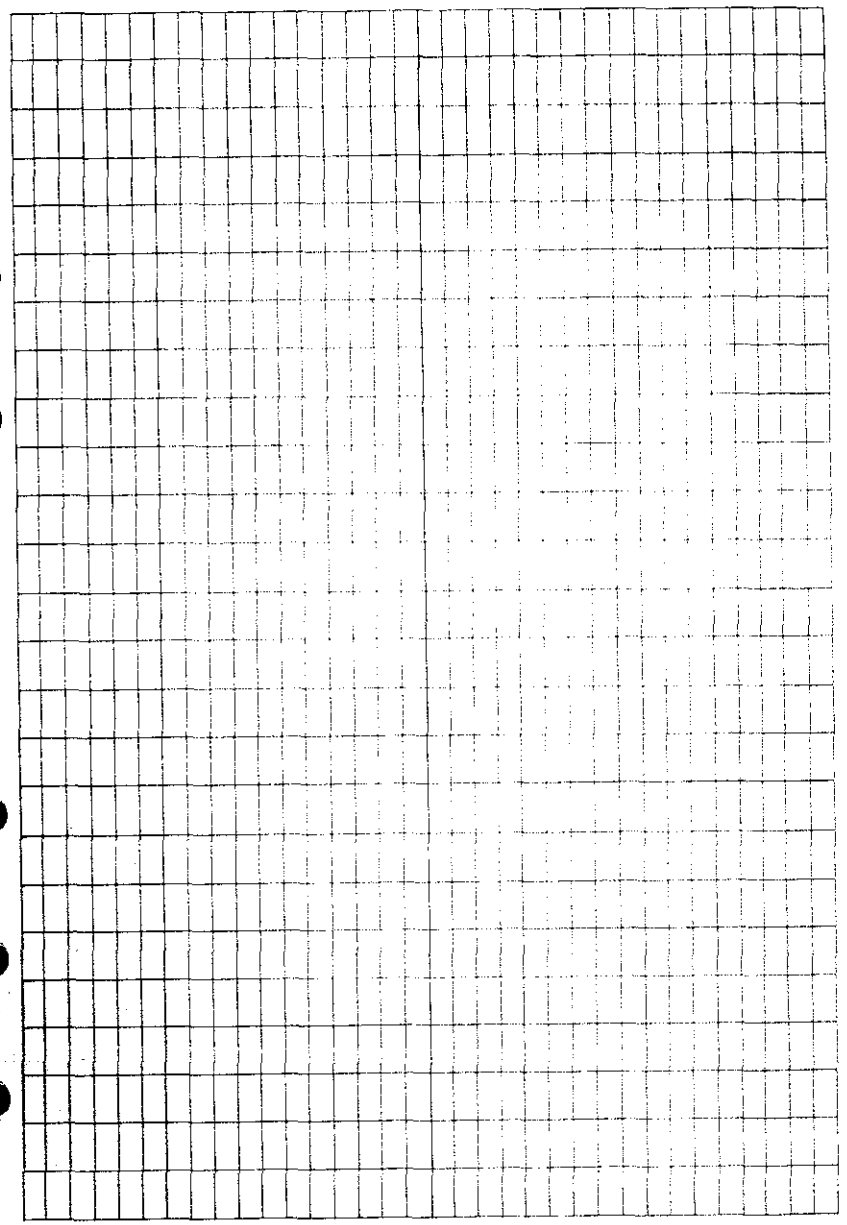
89-51-51

359-52-13

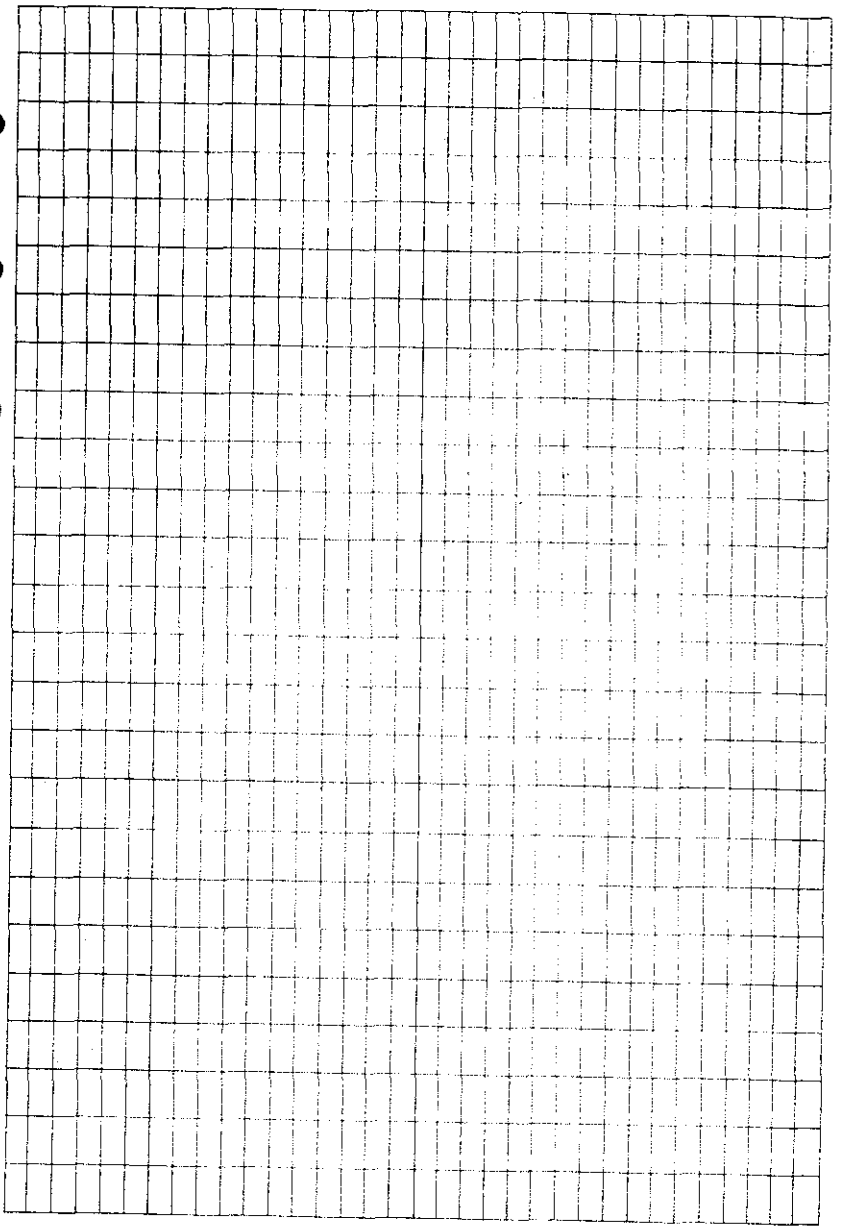
179-52-19

BC IN H.H. ℄ McDOWELL &
JACKRABBITT T.R.

B.S. #60		
0-00-30		
180-00-41		
90-00-43		
270-00-36		
T.C. #73		5.76
F.S. #TP (ECC. #74)		4.90
90-40-17	90-11-23	2693.33
270-40-20	260-47-53	
180-40-28		
0-40-36		



DD #33		4.67
0-00-16	89-30-22	
180-00-23	270-08-30	
90-00-46		
270-00-45		
TC TP. (ECL #24)		5.25
ED. #24		
30-13-14		51.35
210-13-23		
120-13-42		
300-14-04		
ED. #326		11.70
128-51-46	89-47-00	1897.93
358-55-02	270-12-18	
268-55-16		
88-55-22		



FS. TP (ETC. #88)		4.75
260-12-55	90-11-57	5000.20
89-13-01	260-47-18	
359-13-19		
179-13-32		

B.S. (Ecc. #274)		4.07
0-00-17	89-10-47	
180-00-13	270-09-38	
90-00-31		
270-00-33		
TC (Ecc. #88)		5.32
FS #102		4.80
180-19-41	89-57-13	5535.88
0-19-11	270-01-33	
270-19-26		
90-19-28		
FS #88		6.17
109-04-13	89-52-11	116.04
90-04-18	270-02-13	
289-04-25		
109-04-24		

- 0.60

E.S. EQC TO #99		2.60
0-00-24	90-04-45	
180-00-29	270-54-45	
90-00-57		
270-00-58		
EQC #102		5.47
E.S. #101		
270-17-56		
90-18-04		
0-18-35		
180-18-42		

STA	+	HI.	−	EL
TBM #74				
	3.63			
ECC TO #74			3.64	
	3.30			
TBM #74			3.31	
		//		
TBM #74				
	5.90			
PP. # 326			5.22	
	4.84			
TBM #74			5.49	
		//		
ECC TO #74				
	4.58			
PP#74			4.92	
	4.64			
ECC TO #74			4.20	

CUTTING	SHIMS	W/S	P.P.

TBM					
	3.17				
TP			6.25		
	4.02				
TP			6.70		
	3.85				
T.P.			6.92		
	2.77				
T.P.			5.67		
	3.05				
TP			6.75		
	3.55				
#88			5.09		
	6.00				
TP			3.15		
	5.75				
T.P.			2.95		
	6.30				
TP			3.45		
	5.95				
TP			3.17		
	6.02				
TP			2.95		
	5.85				
TBM			3.20		

CLOSES 0.05

EQC TO #74

EQC TO #74

BC. #140		5.00
0-00-45	91-40-32	1422.61
180-00-47	268-18-43	
90-00-25		
270-00-29		
TC Δ LITCHFIELD		4.75
FS #124		4.01
273-32-13	90-31-28	5155.19
93-32-18	269-27-45	
3-31-54		
183-32-00		

41.96

47.27

T@ #140		6.18
F.S. @ LITCHFIELD		4.44
	88. 22-33	
	271-36-48	
T@ #124		5.36
F.S. @ LITCHFIELD		4.44
	89. 29-15	
	270-30-05	

+ 44.97

+ 47.09

BM				
	4.02			
TP			4.66	
	6.82			
TP			3.56	
	7.05			
#96			4.58	
	4.45			
TP			6.97	
	3.40			
TP			6.67	
	4.52			
BM			3.09	

THIS RUN INTO #124

#140		
	+41.97	
Δ LITCHFIELD		
	-47.27	
#124		
	+ 47.09	
Δ LITCHFIELD		
#140	-41.96	
	CLOSES 0.17	

#85

USE OF LOCAL MEANS ON AVERAGE GROUND

#95

T3N R2W

1 / 10	DIRT	NOTHING
2 / 11 / 12	PVMT	NOTHING
2 / 10 / 11	DIRT	NOTHING
10 / 11 / 15 / 14	PVMT	B/C IN H/H
11 / 12 / 14 / 13	PVMT	H/H LID STICK
12 / 13	PVMT	HOLE FORK IN IT
13 / 24	PVMT	NOTHING
14 / 13 / 23 / 24	PVMT	NOTHING
15 / 14 / 22 / 23	DIRT	NOTHING
16 / 15 / 21 / 22	DIRT	"
21 / 22 / 28 / 27	DIRT	"
22 / 23 / 27 / 26	DIRT	NOTHING

23 24 / 26 25	PVMT.	H/H FILLED IN
24 / 25	PVMT.	FILLED IN HOLE OF ℄
25 / 36	PVMT.	FILLED IN HOLE W/3 STRADDLERS
26 25 / 35 36	PVMT.	B/C IN H/H.
27 26 / 34 35	PVMT.	PK + SHINER ON FILLED IN HOLE
28 27 / 33 34	PVMT.	1" I/P IN H/H
29 28 / 32 33	PVMT.	REBAR IN H/H
30 29 / 31 32	PVMT.	REBAR IN H/H
33 34	PVMT.	2 FILLED IN HOLES ONE W/STRADDLERS
34 35	PVMT.	FILLED IN HOLE
35 36	PVMT.	FILLED IN H/H
36	PVMT.	IRON PIN IN HOLE

T 3N R 1 W

6 / 5 / 7 / 8	PLANT	B/C IN H/H
5 / 4 / 8 / 9	DIRT	NOTHING
8 / 9 / 17	PLANT	FILLED IN HOLE
7 / 8 / 16 / 17	PLANT	FILLED IN HOLE
18 / 17 / 19 / 20	PLANT	FILLED IN HOLE
17 / 20	PLANT	3 HOLES ONE H/H CAMP + STRADDLER
20 / 29	PLANT	2" I/P IN HOLE
19 / 20 / 28 / 29	PLANT	H/H STAKE
29 / 32	PLANT	B/C IN H/H
29 / 32	PLANT	NOTHING
5 / 32	PLANT	B/C IN H/H

32	PVMT	B/E IN H/H

T2N. R1W.

6 | 5 / 7 | 8	DIRT	NOTHING

T2N. R2W.

1 / 12	PVMT.	IRON PIN
2 | 1 / 11 | 12	PVMT.	FILLED IN H/H
3 | 2 / 10 | 11	PVMT.	REBAR IN HOLE
4 | 3 / 9 | 10	PVMT.	CAP IN HOLE
9 | 10 / 16 | 15	DIRT	NOTHING ?
10 | 11 / 15 | 14	PVMT.	2" I/P IN HOLE
11 | 12 / 14 | 13	PVMT.	B/E IN H/H
12 / 13	PVMT.	IRON PIN IN H/H

T3N. R1W

3/12 / 10/11	PLANT	B/C IN H/H
4/5 / 9/10	PLANT	NOTHING
9/10 / 14/15	PLANT	FLUSH B/C
10/11 / 15/14	PLANT	FILLED IN HOLE W/ SPACERS
11/12 / 14/13	PLANT	B/C IN H/H
14/13 / 23/24	PLANT	B/C IN H/H
15/14 / 22/23	PLANT	B/C IN H/H
16/15 / 21/22	PLANT	REBAR IN HOLE
21/22 / 28/27	PLANT	REBAR IN HOLE
22/23 / 27/26	PLANT	B/C IN H/H
25/24 / 26/25	PLANT	B/C IN H/H
26/25 / 35/36	PLANT	B/C IN H/H