4-22 Drwg 4-22

Reset 1.4\2 and set .04 11/25/81

N. 2-3 c.i.m.

2639.42 Rec'd.

N 89° 20' 49" E
2639.47

N. 1/4 2 c.i.m.

N.E. 2 1389.24.785
373 127.2316
from prev. survey Drwg 4-140

2647.19
S 0° 45' 51" E

2643.53 Rec'd.

2642.91
N 89° 02' 11" E

2643.11
N 89° 02' 11" E

E. 1/4 2 136 884.893
373 169.277
from prev. survey Drwg 4-140

W 1/4 Sec 2 136 196.003
367 884.002

C.H.D. Alignment Mark in Bridge

E-W 1/4 Line
5284.022'
N 89° 02' 11" E

N 59° 16' 38" W
3195.42

Sta 1677 + 18.65
P.S. for T.H. #52
3/4" rod

℄ T.H. #52 Bound Line

135 127.696
373 244.070

N. Bound & Curve data
P.I.: 16 774 18.65
Δ: 12° 18' 15"
D: 10° 28' 04"
T: 495.66
R: 547.26
D: 1°01' 30"
Dc: 10° 23'
L: 951.25
Lc: 684.73'

Cr. Surv
PT 1604 + 69.01
PC 1531 + 94.46
PI 1604 + 11.75

D: 0° 19' 00"
Δ: 2° 15' 48" W
R: 18090.119'
T: 357.35'
Ch: 714.56
L: 714.61
E: 3.53

C.H.D.
PT 1604 + 69.01
PC 1531 + 94.46
PI 1604 + 11.754
D: 0° 19' 00"
Δ: 2° 15' 48"
T: 357.35
ch: 714.56
L: 714.61
E: 3.5?

2642.36 Rec'd.
N 0° 45' 42" W
2641.75

Cr. Surv
PT 1451 + 43.32
PC 1321 + 67.05
PI 1374 + 06.48
D: 0° 42' 00"
Δ: 8° 56' 02"
R: 8185.114'
T: 639.83'
ch: 1277.38
L: 1278.11
E: 24.94

Cr. Surv
PT 1451 + 43.32
PC 1321 + 67.05
PS 1391 + 06.48
D: 0° 42' 00"
Δ: 8° 56' 22"
R: 8185.114'
T: 639.83'
ch: 1275.769
L: 1277.064'

Used as inbound N&W (13)369.228 for Quad from E.

(13) 133 511.917
369 262.221

Comp. Mark

S 89° 00' 38" W
2646.43

1323.32

Intersection ∠ ± 70° 09' 20" 108.30

1323 511.09 Comp'd Mon.
371 898.965

S 89° 00' 38" W
2646.64

1/4 cor 2-11
c.i.m.

Lot 1
2
3
4
5
6

1328.40 - 456
373 211.437

N 2° 01' 52" E
2635.52

(14) 132 594.765
370 651.259

(15) 131 778.729
371 474.899

Kloke
#4

N 89° 31' 51" W

N 2° 01' 52" E
2635.52

(16) 131 364.176
371 053.530

2707.43
N 88° 58' 17" E

1/4 cor 11-12
c.i.m.

13 010.450
373 806.582

N 13° 25' 39" W
2707.43

E-W 1/4 Line
5381.75
N 88° 58' 17" E

(17) 130 937.868 Computed
369 262.449
Witness

Co. Surv
P.T. sta = 105+58.43
P.C. sta = 98+36.05
P.I. sta = 102+00.98
Δ = 10° 51' 35"
D = 2° 45' 00"
R = 2085.94'
T = 364.85'
ch = 718.77
L = 722.35'

Co. Surv
P.T. 1224 + 08.73
P.C. 1115 + 58.84
P.I. 1194 + 35.30
Δ: 13° 23' 32" W
R: 3133.100'
T: 374.463'
ch: 747.715'
L: 749.445'

C.H.D.
P.T. 1057 + 08.57
P.C. 998 + 94.35
P.I. 1011 + 03.11
D: 2° 45'
Δ: 13° 23'
T: 376.38
L: 749.03
E: 24.16

Note: Curve Changed 5-30-81

4042.06
S 88° 47' 28" W

2688.34
N 88° 45' 24" E

Reinhardt 129 691.369
367 341.979
1/4 rail Cap

C.H.D.
P.T. = 95+07.59
P.C. = 874+81.39
P.I. = 91+50
D = 3° 12'
Δ = 23° 12' 30"
T = 367.67
L = 725.26
E = 37.36

Co. Surv
P.T. 95+11.37
P.C. 874+86.53
P.I. 91+53.98
D: 3° 12'
Δ: 23° 11' 42"
R: 1790.49'
T: 367.42'
ch: 719.96
L: 724.84
E: 37.32

2702.29
N 88° 44' 07" E

Sec. Cor 10-11-14-15
Short

129 298.806
367 931.800

P.I. #1
91+50.00

1/4 cor 11-14
1/2 rod

Sec. 11

P.C. 97+68.20

127 909.052
370 648.047

2703.36
N 86° 43' 51" E

128 762.191
370 897.318

℄ is 3' East ⓔ 1/4 Cor

Reinhardt 129 691.369
367 341.979

81.34 ac

2695.31

S 3° 33' 39" W
998.83

S 11° 01' 18" W
2530.68

Schueck 124 387.354
1/2 rod 370 387.548

S 17° 14' 46" E
1357.56

1/4 cor 14-23
Short

13 309.142
370 788.134

Trailer pulled road

Kloke
#4 pipe
131 479.709
371 474.899

Lot 1
2
3
4
5
6

KLATKE'S SUBD.

1" = 100'

1/4 Line Sec 11

1/4 cor 2-11

Red = Pulled Road
Black = Proposed New Const.

Scale 1" = 500'
Sections 2-11 108-15
C.R. # 31
1978

4-22
Drwg No 4-22

S 69° 36' 52" W
1305.904

2936.53
S 67° 43' 56" E

418.402 - No 1981 Re-adj.

Mon'd Dot 10-1981 Re-adj.

131 305.250
377 542.457

131 307.088
377 545.057

Mon'd Dot 10-1981 Re-adj.

Cr. (mon'd)
131 321.196
374 446.302

1" = 100'

1" = 4119.671
724 445.264

Mon'd Dot 10-1981 Re-adj.

Det Comp

Ch. Surv
P.T. 1451 + 43.32
P.C. 1321 + 67.05
P.I. 1374 + 06.48
D: 0° 42' 00"
Δ: 8° 56' 22"
R: 8185.114'
T: 639.83'
ch: 1275.769
L: 1277.064'

Used as inbound N&W (13)369.228 for Quad from E.

(18) 131 138.351 Pk. 369 260.706 Witness

Co. Surv
P.T. 1224 + 08.73
P.C. 1115 + 58.84
P.I. 1194 + 35.30
Δ: 13° 23' 32" W
R: 3133.100'
T: 374.463'
ch: 747.715'
L: 749.445'

Co. Surv
P.T. 1604 + 69.01
P.C. 1531 + 94.46
P.I. 1604 + 11.75
D: 0° 19' 00"
Δ: 2° 15' 48" W
R: 18090.119'
T: 357.35'
ch: 714.56
L: 714.61
E: 3.53

Co. Surv
P.T. 1057 + 08.57
P.C. 998 + 94.35
P.I. 1011 + 03.11
D: 2° 45'
Δ: 13° 23'
T: 376.38
L: 749.03
E: 24.16

Co. Surv
P.T. sta = 105+58.43
P.C. sta = 98+36.05
P.I. sta = 102+00.98
Δ = 10° 51' 35"
D = 2° 45' 00"
R = 2085.94'
T = 364.85'
ch = 718.77
L = 722.35'

C.H.D.
P.T. = 95+07.59
P.C. = 874+81.39
P.I. = 91+50
D = 3° 12'
Δ = 23° 12' 30"
T = 367.67
L = 725.26
E = 37.36

Co. Surv
P.T. 95+11.37
P.C. 874+86.53
P.I. 91+53.98
D: 3° 12'
Δ: 23° 11' 42"
R: 1790.49'
T: 367.42'
ch: 719.96
L: 724.84
E: 37.32