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DIN 59678-1

MIS 265

SE 26 2N 2E

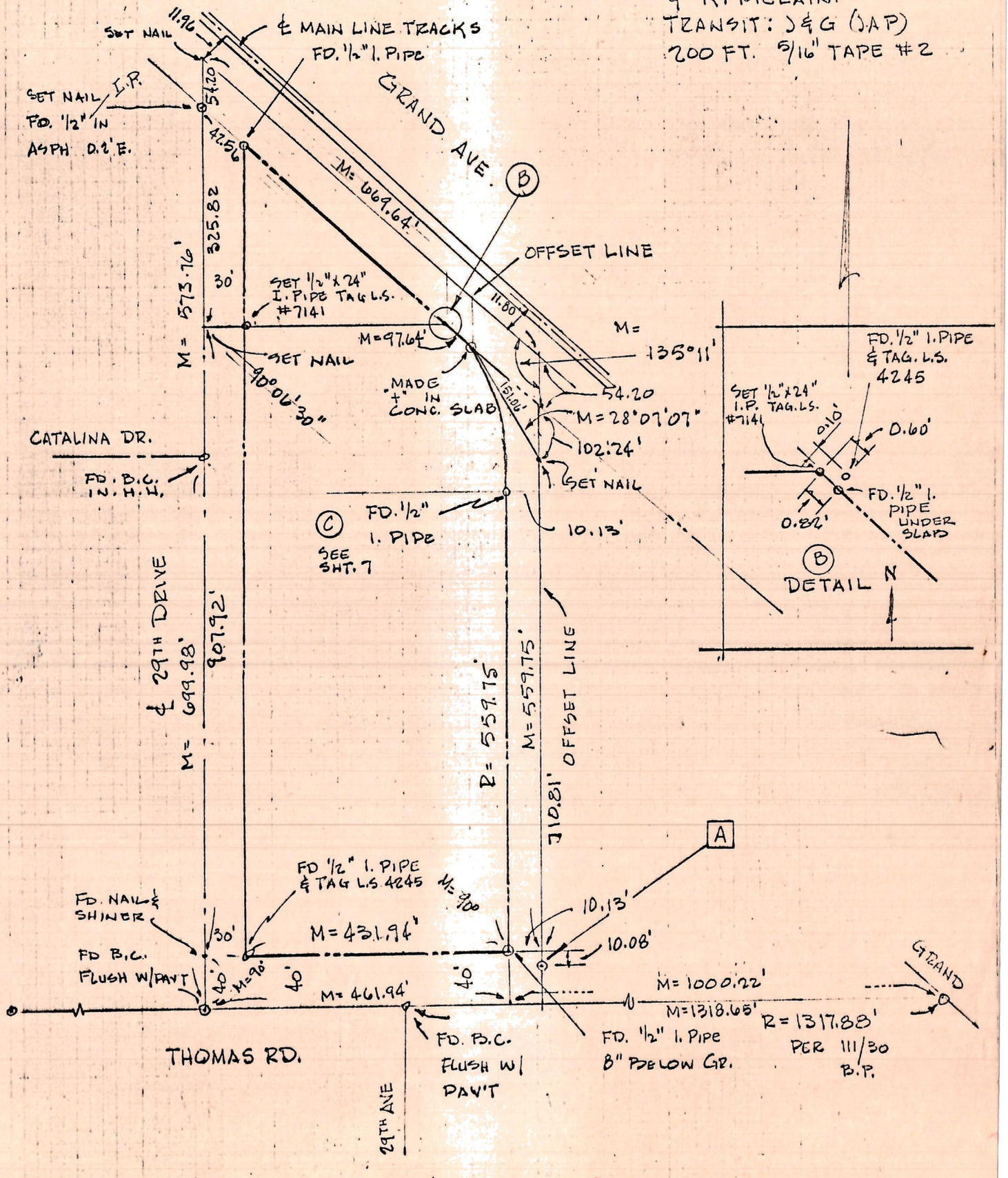
GRANT, HUNT & McLAIN
75 E. WELDON
PHOENIX, ARIZONA 85012

FIELD NOTES

SURVEY OF N.E. COR. 29TH DR. & THOMAS

FOR: J&G. BY: GRANT, HUNT & McLAIN

CLEAR - HOT
7-18-72
CREW: G. McLAIN, UTTER & K. McLAIN.
TRANSIT: J&G (JAP)
200 FT. 5/16" TAPE #2

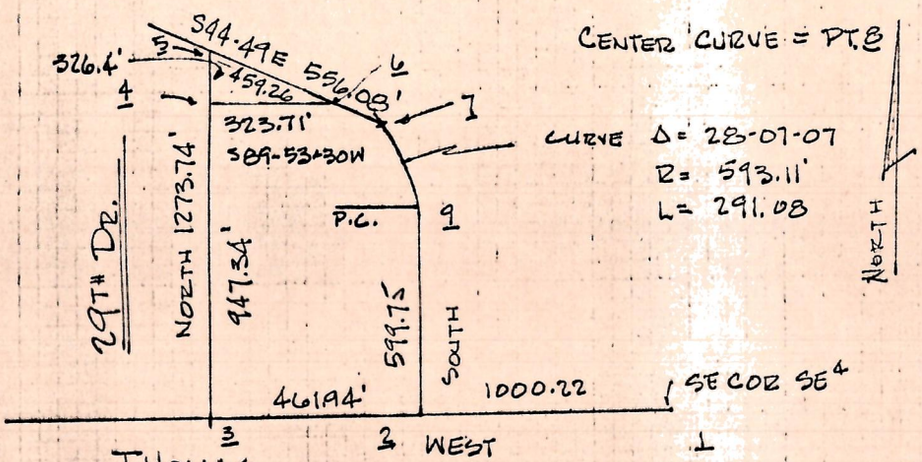


1137.35
85
1131.20

DIN 59678-2

CHECK CLOSURE (DEED)

USING HP-35



THOMAS

BRG 7 to 8
= 90° - 28-07-07
= S61-52-53W

1		10,000.00	10,000.00
WEST	1000.22'		
2		10,000.00	8999.78
WEST	461.94		
3		10,000.00	8537.84
NORTH	947.34		
4		10947.34	8537.84
NORTH	326.40		
5		11273.74	8537.84
S44·49E	459.26		
6		10947.957	8861.545
S44·49E	96.82		
7		10879.276	8929.788 ✓
S61-52-53W	593.11		
8		10599.744	8406.680
EAST	593.11		
9		10599.744	8999.790
SOUTH	599.75'		
2		9999.994	8999.790
		-0.006	+0.01

$\Sigma = \sqrt{-0.006^2 + 0.01^2}$

$\Sigma = 0.011$ OK

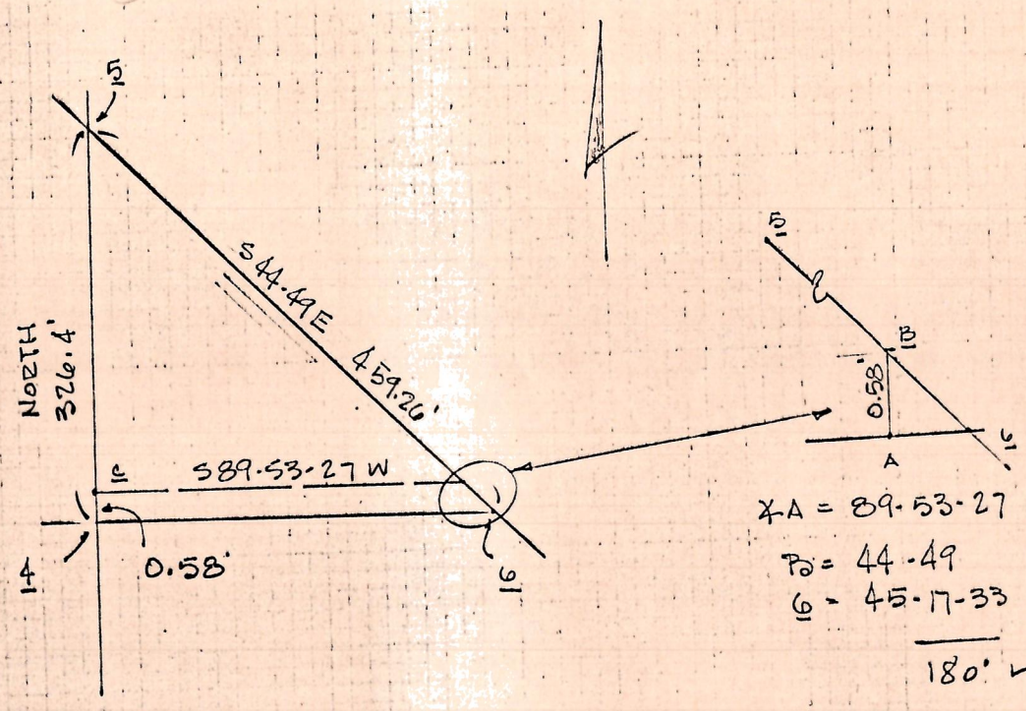
BRG DIST 4 TO 6

	N	E
4	10947.34	8537.84
6	10947.957	8861.545
	0.617	323.705

$\tan \phi = \frac{323.705}{0.617} = N\,89\text{-}53\text{-}26.8\,E$ OK

$\text{DIST} = \frac{323.705}{\sin 89\text{-}53\text{-}26.8} = 323.706$ OK

DIN 59678-3



$$A,6 = \frac{0.58}{\sin 45\text{-}17\text{-}33} = \frac{A\text{-}6}{\sin 44\text{-}49} = 0.58'$$

$$B,6 = \frac{0.58}{\sin 45\text{-}17\text{-}33} \quad \frac{B.6}{\sin 89\text{-}53\text{-}27} = 0.82$$

DIST B-C = 323.71 - 0.58 = 323.13

DIST 5-B = 459.26 - 0.82 = 458.44

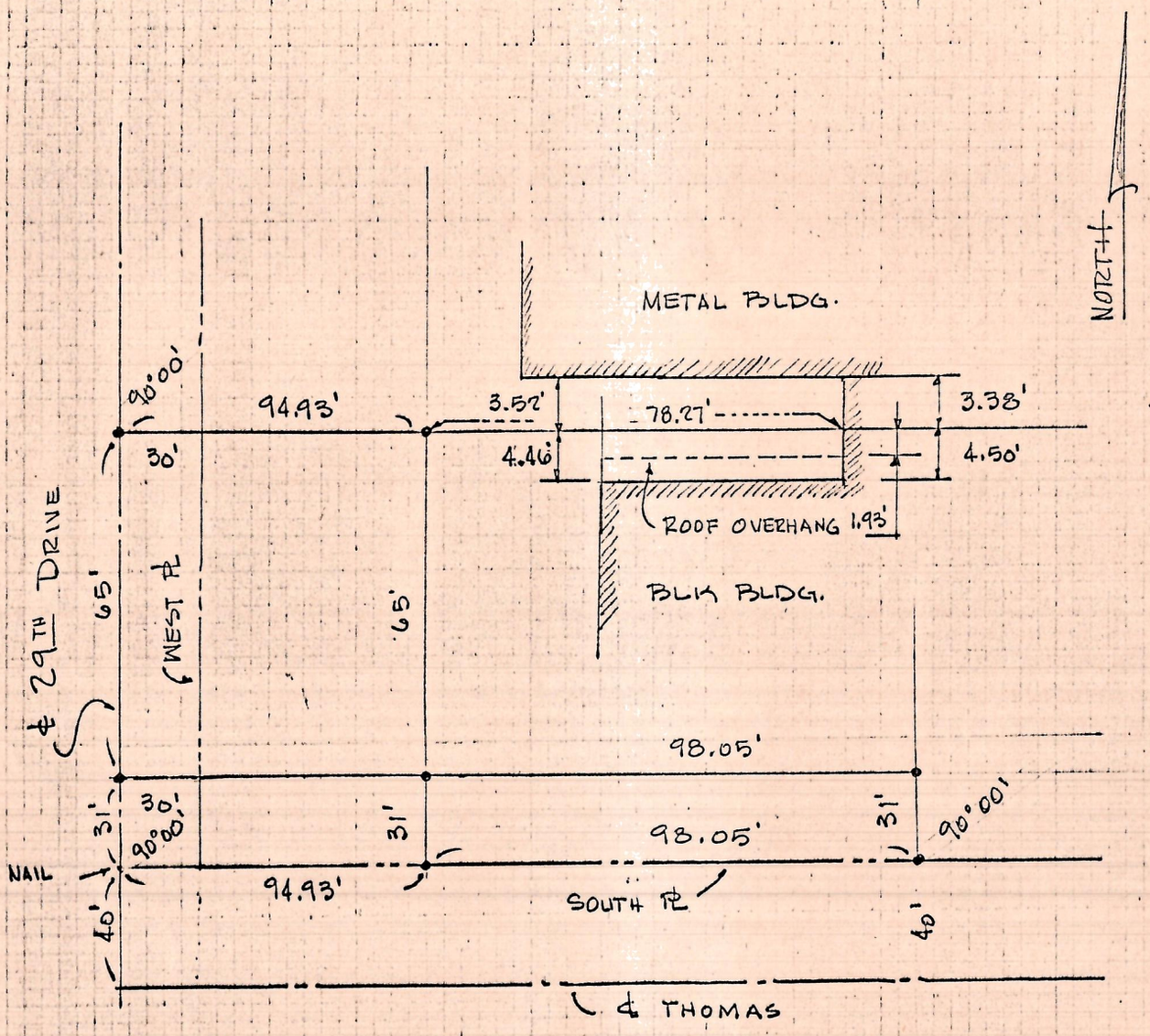
DIST. 5-℄ 326.4' - 0.58' = 325.82'

PT. 9 = 0+00 NORTH AROUND CURVE TO NORTH

STA.	DELF.	STA.	DELF.
0+00	0° 00' 00"	1+75	8° 27.2'
+25	1° 12.45'	2+00	9° 36.6'
+50	2° 24.9'	2+25	10° 52.1'
+75	3° 37.3'	2+50	12° 04.5'
1+00	4°. 49.8'	2+75	13° 17.0'
+25	6° 02.3'	2+91.08	14° 03.6'
+50	7° 14.7'		

3.37
2.25
1.12

DIN 59678-4

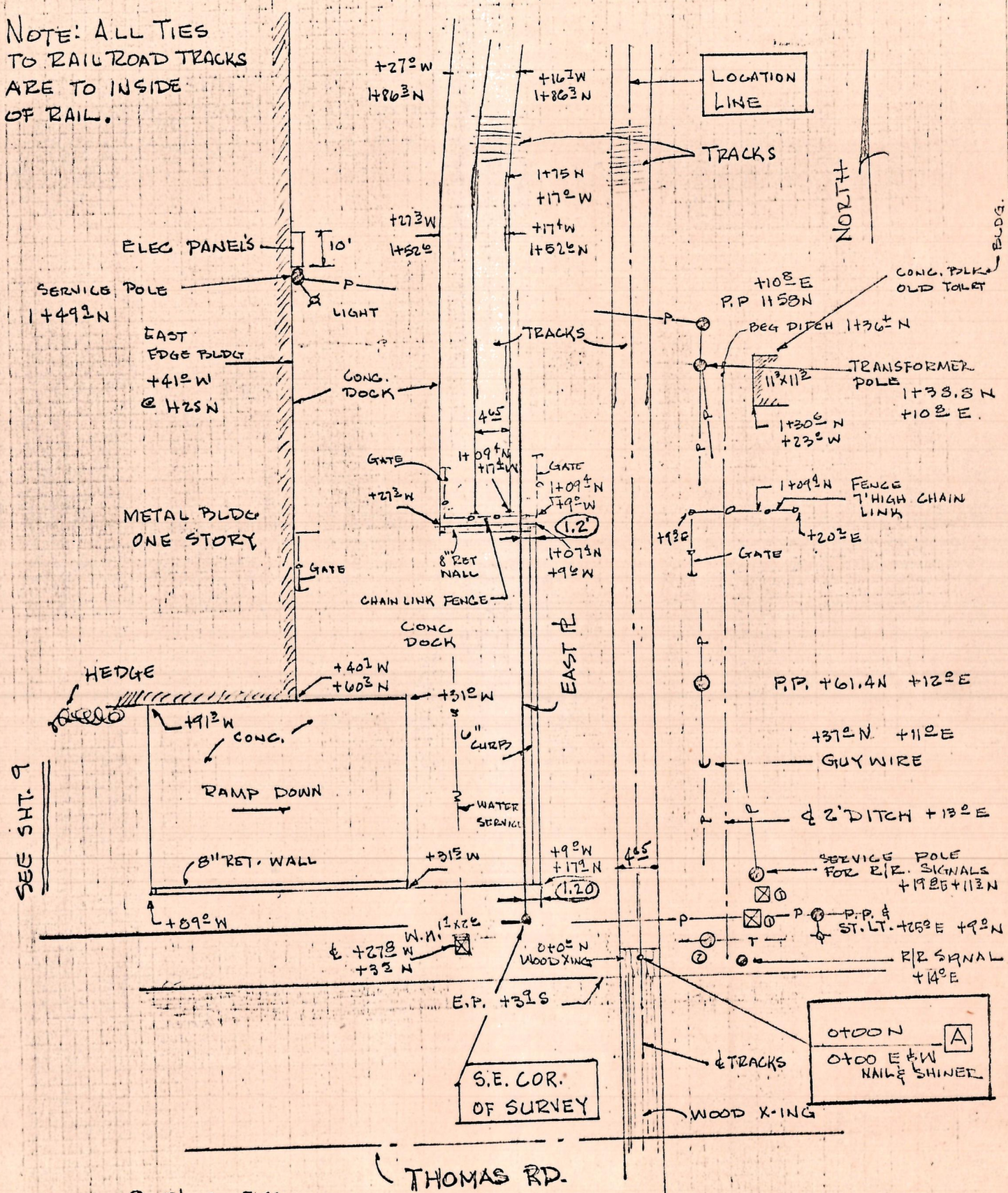


• DENOTES SET NAIL & SHINER

SEE SHT 9 FOR LOCATION

DIN 59678-5

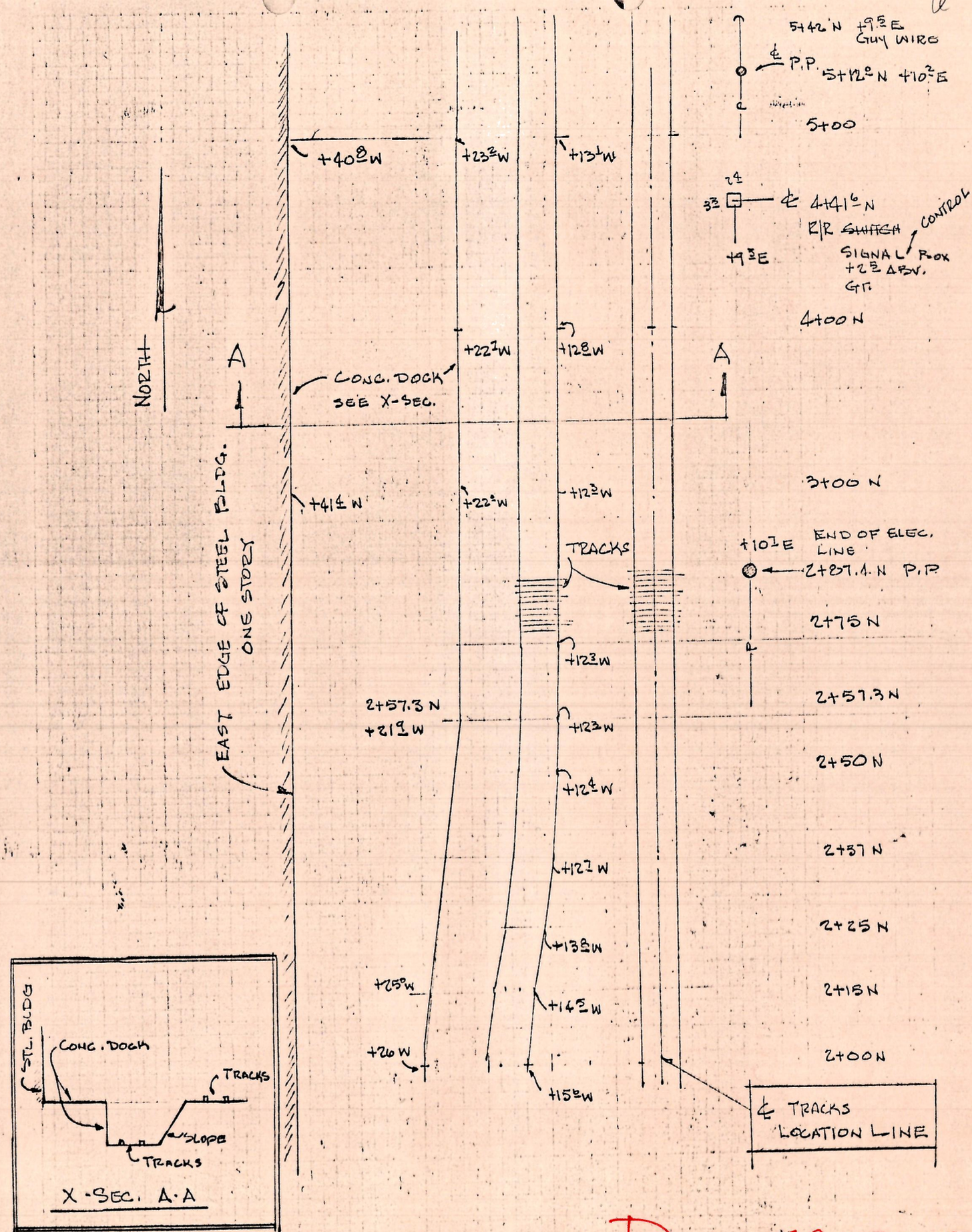
NOTE: ALL TIES TO RAILROAD TRACKS ARE TO INSIDE OF RAIL.



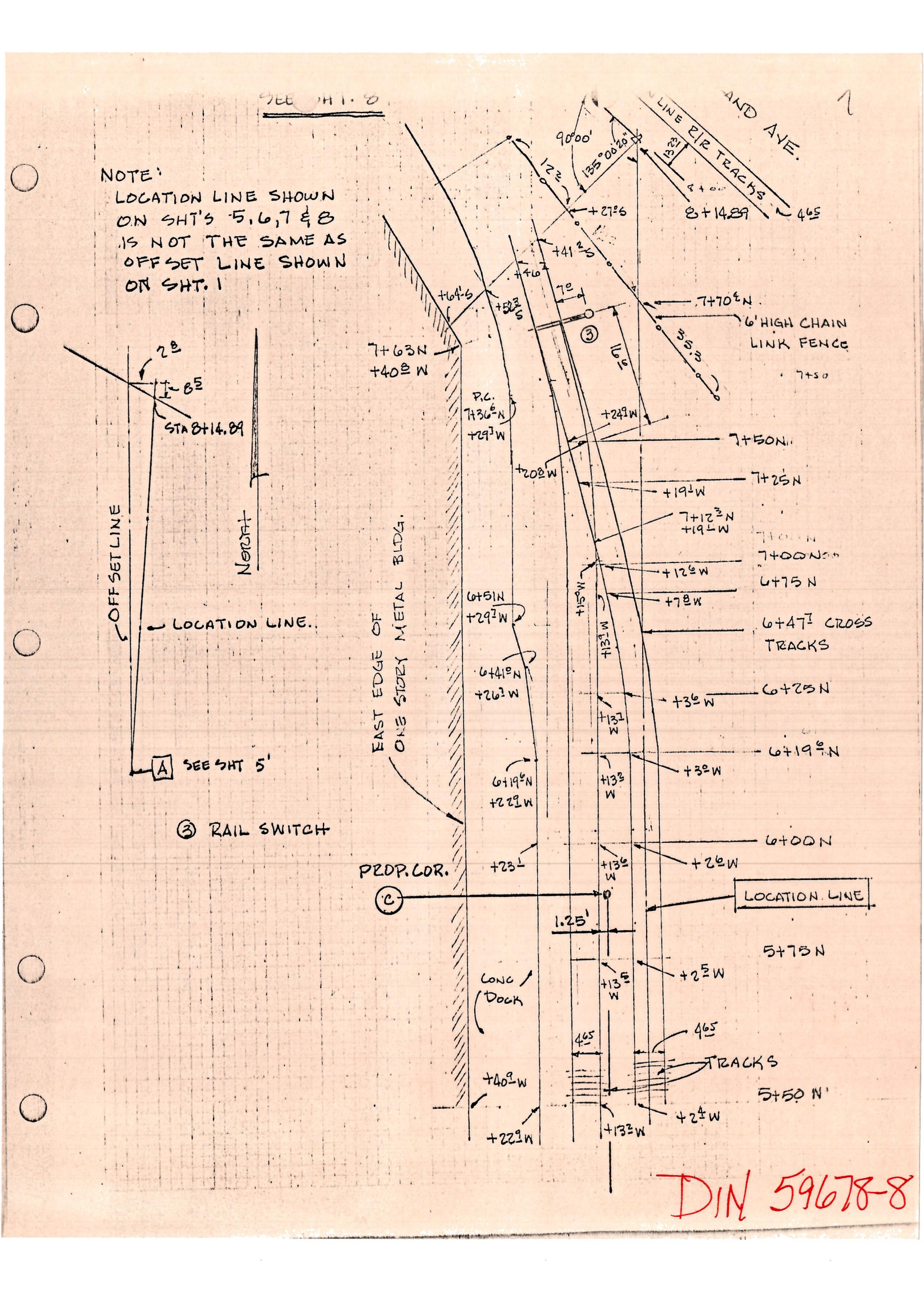
① R/R Co. ELEC. PANEL BOXES +18⁵ E +5° N TO ℄ OF 2°x2⁹
+20³ E +9¹ N TO ℄ 2³x3³

② TEL. POLE
+11⁶ E +3³ N

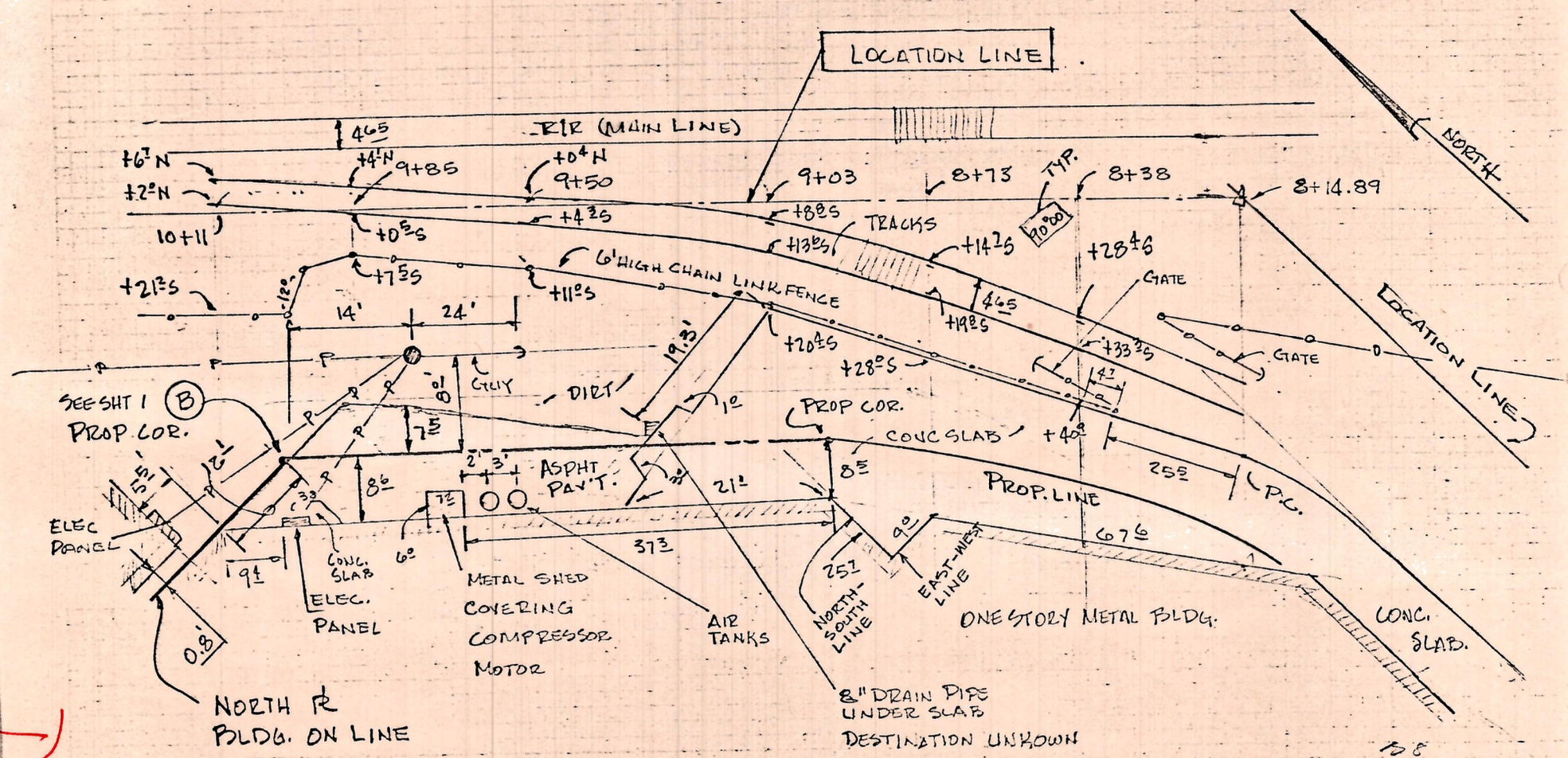
DIN 59678-6


5+42 N +9.5 E
GUY WIRE
℄ P.P. 5+12.0 N +10.2 E
5+00
+40.8 W
+23.2 W
+13.1 W
℄ 4+41.6 N
R/R ~~SWITCH~~ CONTROL
SIGNAL BOX
+2.3 ABV. GT.
+9.3 E
4+00 N
NORTH
A
A
+22.7 W
+12.8 W
CONC. DOCK
SEE X-SEC.
3+00 N
+41.4 W
+22.2 W
+12.3 W
TRACKS
+10.1 E
END OF ELEC. LINE
2+87.1 N P.P.
2+75 N
+12.3 W
2+57.3 N
2+57.3 N
+21.9 W
+12.3 W
2+50 N
+12.4 W
2+37 N
+12.7 W
2+25 N
+13.8 W
+25.0 W
2+15 N
+14.5 W
+26 W
2+00 N
+15.2 W
EAST EDGE OF STEEL BLDG.
ONE STORY
℄ TRACKS
LOCATION LINE
STL. BLDG.
CONC. DOCK
TRACKS
SLOPE
TRACKS
X-SEC. A-A

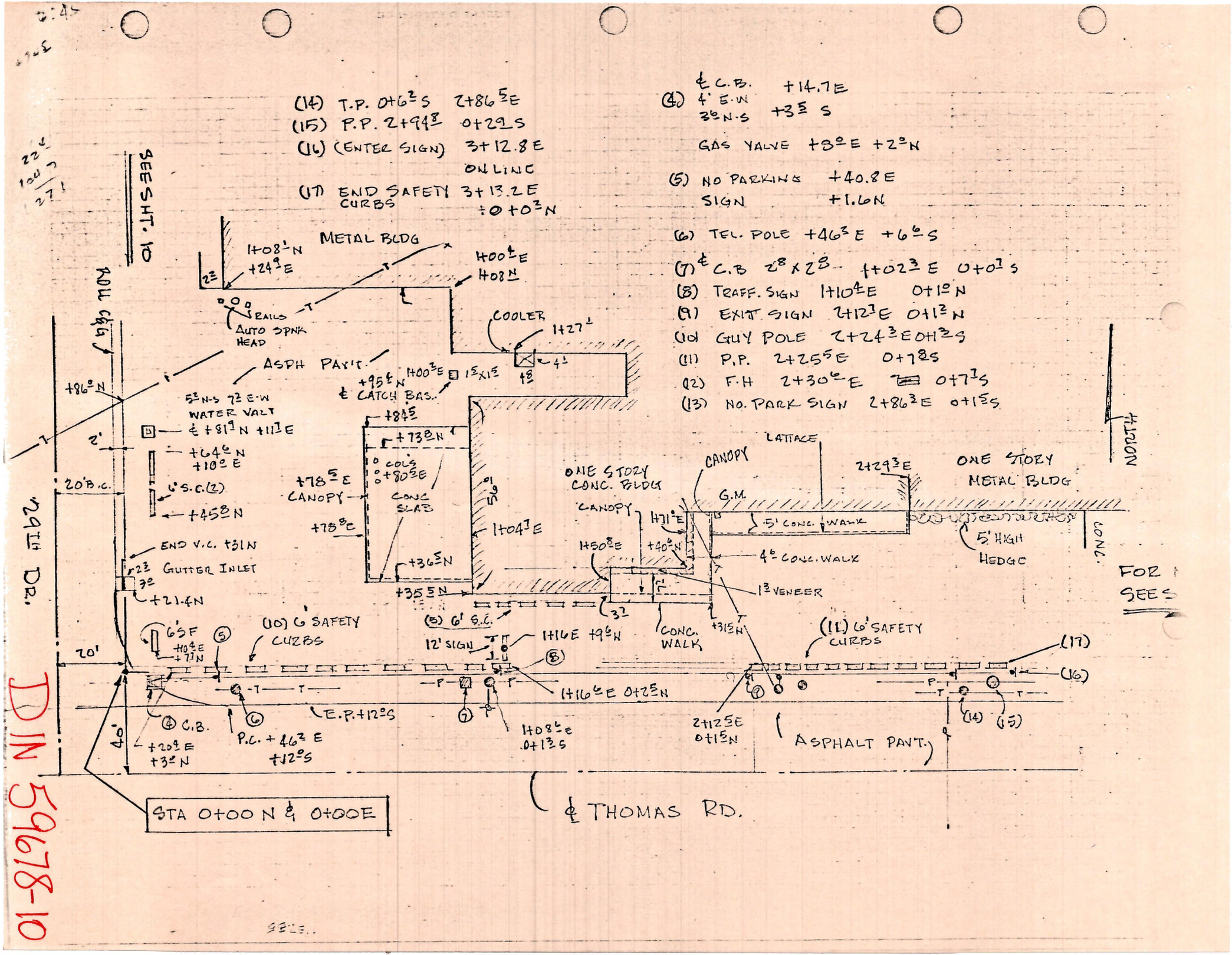
DIN 59678-7



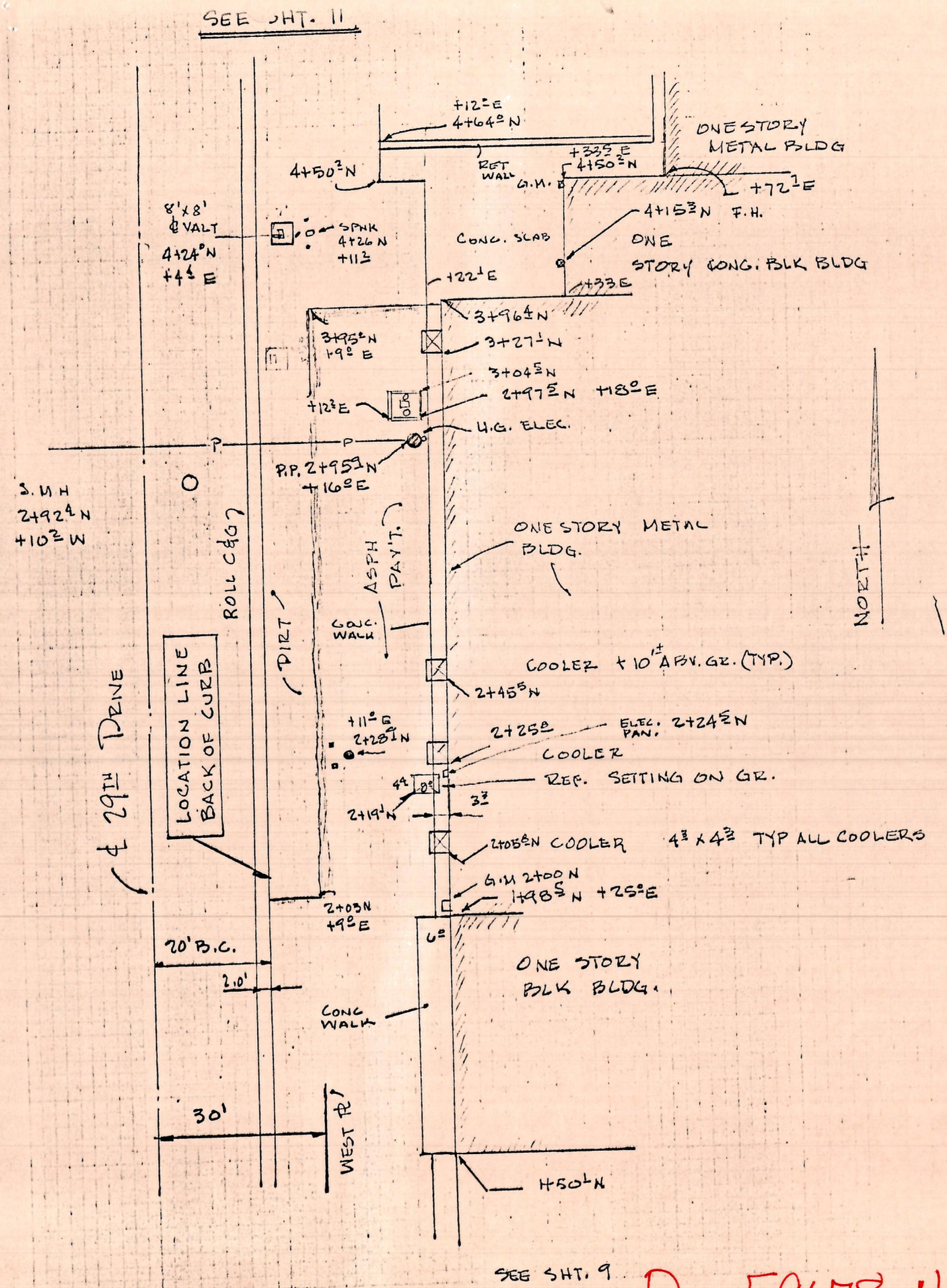
SEE SHT. 8
NOTE:
LOCATION LINE SHOWN ON SHT'S 5, 6, 7 & 8 IS NOT THE SAME AS OFFSET LINE SHOWN ON SHT. 1
2.8
8.5
STA 8+14.89
OFFSET LINE
NORTH
LOCATION LINE.
A SEE SHT 5'
③ RAIL SWITCH
LINE R/R TRACKS
AND AVE.
90°00'
135°00'20"
8+14.89
4.65
+27.0 S
+41.2 S
+46
7.0
+64.1 S
+52.3 S
7+70.4 N
6' HIGH CHAIN LINK FENCE
35.3
16.6
7+63 N
+40.8 W
P.C.
7+36.6 N
+29.7 W
+24.9 W
7+50 N
+20.8 W
7+25 N
+19.1 W
7+12.3 N
+19.1 W
7+00 N
+12.6 W
6+75 N
+7.8 W
6+51 N
+29.7 W
6+47.7 CROSS TRACKS
+15.0 W
+13.9 W
6+41.0 N
+26.7 W
6+25 N
+3.6 W
+13.7 W
6+19.6 N
+3.0 W
+13.3 W
6+19.6 N
+22.9 W
EAST EDGE OF ONE STORY METAL BLDG.
6+00 N
+2.6 W
+23.1
+13.6 W
PROP. COR.
C
LOCATION LINE
1.25'
5+75 N
+2.5 W
+13.5 W
CONC DOCK
4.65
4.65
TRACKS
+40.9 W
5+50 N
+2.4 W
+22.9 W
+13.3 W
DIN 59678-8


LOCATION LINE
R/R (MAIN LINE)
NORTH
LOCATION LINE
TRACKS
6' HIGH CHAIN LINK FENCE
GATE
GATE
SEE SHT 1 (B)
PROP. COR.
GUY
DIRT
PROP COR.
CONC SLAB
ASPHT PAV'T.
PROP. LINE
P.C.
ELEC PANEL
CONC. SLAB
ELEC. PANEL
METAL SHED COVERING COMPRESSOR MOTOR
AIR TANKS
NORTH-SOUTH LINE
EAST-WEST LINE
ONE STORY METAL BLDG.
CONC. SLAB.
NORTH ℞ BLDG. ON LINE
8" DRAIN PIPE UNDER SLAB DESTINATION UNKOWN
14'
24'
19.3'
37.3
21.1
25.5
67.6
0.8'
9+85
9+50
9+03
8+73
8+38
8+14.89
10+11
90°00'

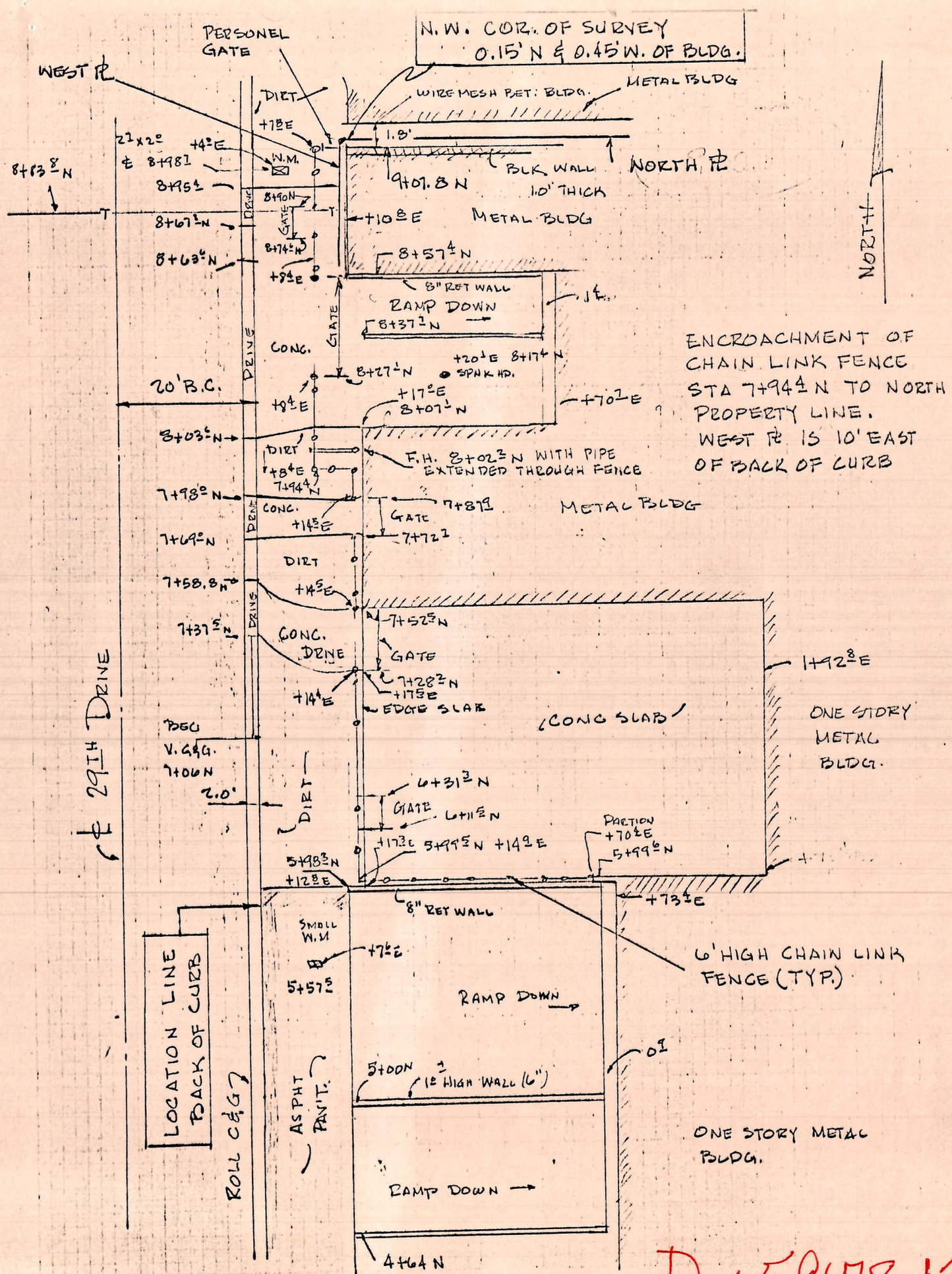
DIN 59678-9


(14) T.P. 0+6.2 S 2+86.5 E
(15) P.P. 2+94.8 0+2.9 S
(16) (ENTER SIGN) 3+12.8 E ON LINE
(17) END SAFETY CURBS 3+13.2 E +0+0.3 N
(4) ℄ C.B. +14.7 E
4' E.W
3.6 N.S +3.5 S
GAS VALVE +8.0 E +2.0 N
(5) NO PARKING SIGN +40.8 E +1.6 N
(6) TEL. POLE +46.3 E +6.6 S
(7) ℄ C.B 2.8 x 2.8 1+02.3 E 0+0.7 S
(8) TRAFF. SIGN 1+10.4 E 0+1.0 N
(9) EXIT SIGN 2+12.7 E 0+1.2 N
(10) GUY POLE 2+24.3 E 0+1.3 S
(11) P.P. 2+25.5 E 0+7.8 S
(12) F.H 2+30.6 E 0+7.7 S
(13) NO. PARK SIGN 2+86.3 E 0+1.5 S
SEE SHT. 10
METAL BLDG
1+08.1 N +24.9 E
1+00.4 E 1+08 N
RAILS
AUTO SPNK HEAD
COOLER
1+27.1
ASPH PAV'T.
+95.4 N 1+00.3 E 1.5 x 1.5
℄ CATCH BAS.
+86.0 N
5.3 N-S 7.2 E-W WATER VALT
℄ +81.9 N +11.7 E
+64.6 N +10.0 E
6' S.C. (2)
+45.8 N
20' B.C.
+84.5
+73.8 N
COLS +80.5 E
CONC SLAB
+78.5 E CANOPY
+78.8 E
1+04.7 E
+36.5 N
+35.5 N
END V.C. +31 N
GUTTER INLET
+21.4 N
29TH DR.
ONE STORY CONC. BLDG
CANOPY
LATTACE
G.M.
2+29.3 E
ONE STORY METAL BLDG
5' CONC. WALK
5' HIGH HEDGE
CONC.
NORTH
1+71.0 E
1+50.8 E
+40.6 N
4.6 CONC. WALK
1.3 VENEER
FOR SEES
(5) 6' S.C.
CONC. WALK
+31.5 N
(10) 6' SAFETY CURBS
(11) 6' SAFETY CURBS
6' S.F
+10.4 E +7.7 N
12' SIGN
1+16 E +9.6 N
1+16.6 E 0+2.5 N
20'
40'
(17)
(16)
(14)
(15)
E.P. +12.0 S
1+08.6 E 0+1.3 S
2+12.5 E 0+1.5 N
ASPHALT PAV'T.
C.B.
+20.4 E +3.0 N
P.C. +46.2 E +12.0 S
STA 0+00 N & 0+00 E
℄ THOMAS RD.

DIN 59678-10


SEE SHT. 11
+12.2 E
4+64.0 N
ONE STORY METAL BLDG
RET WALL
+33.5 E
4+50.2 N
G.M.
+72.1 E
4+50.2 N
8'x8' VALT
SPNK 4+26 N +11.3
4+24.0 N +4.1 E
CONC. SLAB
4+15.3 N F.H.
ONE STORY CONG. BLK BLDG
+22.1 E
+33 E
3+96.4 N
3+95.2 N +9.0 E
3+27.1 N
3+04.5 N
2+97.5 N +18.0 E
+12.3 E
U.G. ELEC.
P.P. 2+95.9 N +16.0 E
S.M.H 2+92.4 N +10.2 W
ROLL CURB
ASPH PAV'T.
ONE STORY METAL BLDG.
NORTH
CONC. WALK
PIRT
COOLER + 10" ABV. GR. (TYP.)
2+45.5 N
LOCATION LINE BACK OF CURB
+11.0 E 2+28.1 N
2+25.0
ELEC. PAN. 2+24.5 N
COOLER
REF. SETTING ON GR.
4.4 8.0
2+19.1 N
3.3
2+05.5 N COOLER
4.3 x 4.3 TYP ALL COOLERS
G.M. 2+00 N
1+98.5 N +25.0 E
2+03 N +9.0 E
6.0
20' B.C.
2.0'
ONE STORY BLK BLDG.
CONC WALK
30'
WEST ℄
1+50.1 N
SEE SHT. 9

DIN 59678-11



SEE SHT 10

DIN 59678-12

PHOENIX, ARIZ.
JULY 21, 1972

RE: 29TH DR. & THOMAS RD.

RON:

THE PROPERTY CORNER MARKED (B) ON SHT. 1 OF THE SURVEY NOTES, SHOWS 2 CORNERS WE FOUND & THE ONE WE SET. THE CORNER 0.82' SOUTHEASTERLY OF OUR POINT WILL PROBABLY SUBSTANTIATE OUR CORNER DUE TO THE FACT THAT IT IS ON THE SOUTH LINE OF THE EXCEPTION OF THE PROPERTY SURVEYED. THIS PUTS OUR CORNER 0.58' NORTH OF SOUTH LINE OF THE EXCEPTED PARCEL, WHICH IS THE NORTH LINE OF THE PROPERTY. THIS CORNER WAS FOUND UNDER THE EDGE OF A CONC. SLAB, SO IT MUST HAVE EXISTED FOR SOME TIME. THE CORNER MARKED L.S. # 4245 APPEARS TO A RECENT CORNER, ? SHOULD THE 4245 CORNER BE USED, THE NORTH LINE OF THE BLDG WOULD BE ENCROACHING 0.20 FT.

ALSO FOUND ENCROACHMENTS ALONG THE WEST PROPERTY LINE NEAR THE NORTH PROPERTY LINE, THE SOUTHEAST PORTION OF THE PROPERTY AND THE NORTHEAST PORTION OF THE PROPERY

SHOULD YOU HAVE ANY QUESTIONS PLEASE CALL.

BEST WISHES

Nelson Sylvain
L.S. # 7141

DIN 59678-13