SECTION CORNER RECORD NW 200-750

BOONE COUNTY SURVEYOR'S OFFICE

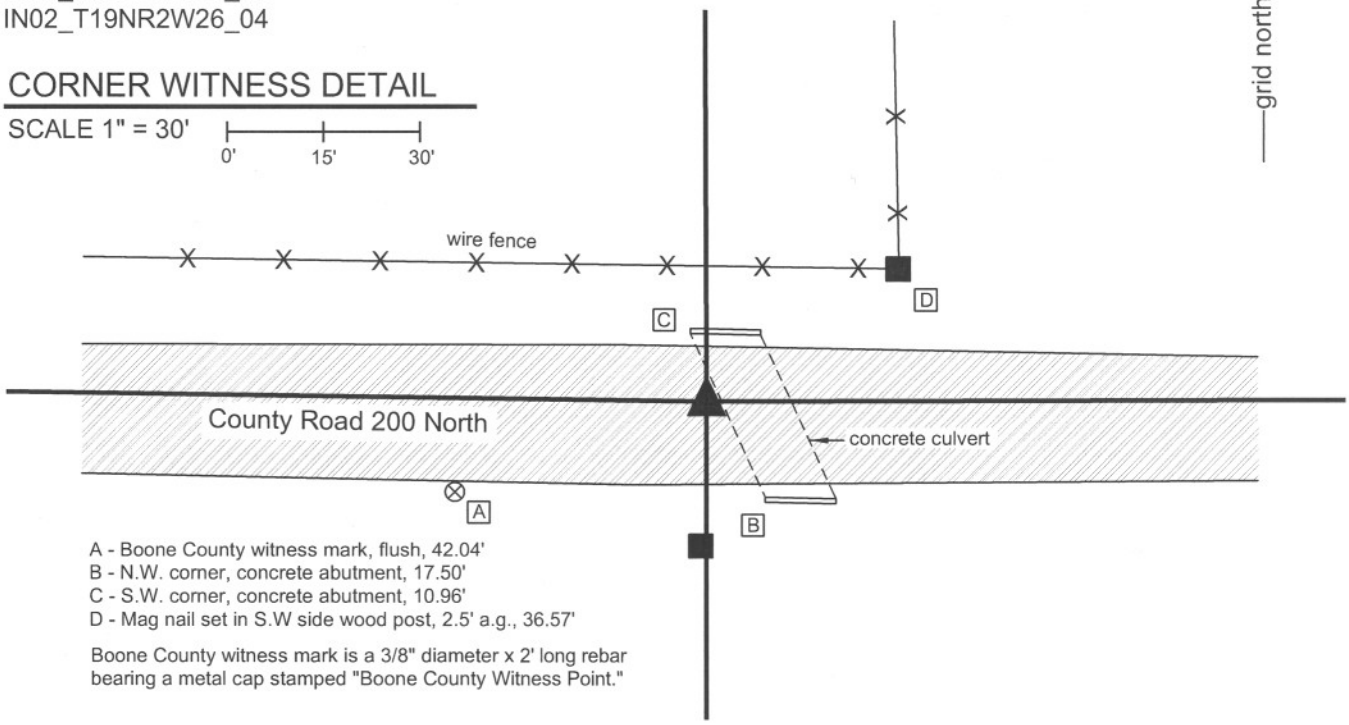
State Plane grid coordinates NAD83 (CORS96):
North: 1756115.38 East: 3085144.43 (U.S. survey feet)

Type of monument: Harrison, 4" disk 'Section Corner'
Depth: flush with adjacent road surface

Indiana tie card references:
IN02_T19NR2W23_76
IN02_T19NR2W26_04

CORNER WITNESS DETAIL

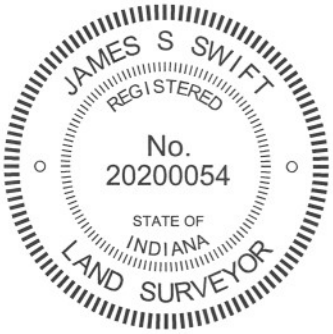
SCALE 1" = 30'



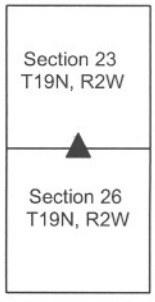
A - Boone County witness mark, flush, 42.04'
B - N.W. corner, concrete abutment, 17.50'
C - S.W. corner, concrete abutment, 10.96'
D - Mag nail set in S.W side wood post, 2.5' a.g., 36.57'

Boone County witness mark is a 3/8" diameter x 2' long rebar bearing a metal cap stamped "Boone County Witness Point."

The harrison monument was set in place of a railroad spike found.
This corner is not specifically described in the BCS Surveyor's Record beyond the original establishment of the corner as a wood post in 1829. However, the north line of section 26 is addressed in BCS records of May 1, 1841. That record demonstrates corners "a" and "b", being the corners 1/4 mile west and east, respectively, of the subject corner, as established along with other corners to the south. A subsequent record of February 25-26, 1873 shows corner "f" of section 23 (being the same as corner "a" of section 26) as being established with the statement "The corner "f" ("a" of Sec. 26, page 236) is 38 links too far west and 27 too far south."
The original notes from the federal survey in 1829 show the subject corner as being set on a "corrected" straight line between the section corners to the east and west, per standard procedures. However, the physical roadway of County Road 200 North deflects from the straight line and contains a significant bend in the vicinity of the subject corner. The generally accepted position of the corner, being in the center of the east-west roadway opposite an old wood end post on the south side of the road, is approximately 22 feet south of the straight line between the section corners to the east and west. The bend in the roadway is clearly visible on the 1939 aerial photos and is believed to be original to the construction of the road. The road is not shown as a wagon road on the 1876 map of the county. It is believed most likely that the 1841 survey created the bend, as the monumented corner 1/4 mile west was discovered to be too far south in 1873. It does not appear that the 1873 correction held, though, as the bend clearly still exists in the roadway. Surveys and deed descriptions to the east hold the corner in the roadway and do not attempt to straighten the line.
This corner was exavated on September 20, 2011. A mag nail was found slightly north of the center of C.R. 200 North opposite a wood end post on the south side of the road. Excavation revealed a railroad spike found at 3 inches deep, 0.1 foot north of the mag nail. A concrete culvert exists adjacent to the corner on the east side and excavation was limited to a 14x14 inch area. Fabric material associated with the construction of the bridge was found at 10 inches deep and hard marterial which appeared to be part of the footer of the bridge was found at the southeast corner of this area of excavation. Clearly, ground disturbance associated with the bridge construction extended beyond the probable corner. Hence, no evidence of the corner in the form of a stone or old stake was expected to be found. The railroad spike found at 3 inches deep was held as the accepted position of the corner. This position is most likely not the original position of the corner as established by the federal government in 1829, being 20 - 25 feet south of the most likely original corner. This position is likely to conform with the layout of the north line of section 26 as established in 1841. The railroad spike was replaced with a harrison monument and is considered to be marking the accepted, if not original, corner.



Kenneth E. Hedge, County Surveyor

James S. Swift, IN LS 20200054
March 30, 2012

Jefferson Township