

SECTION CORNER RECORD

BOONE COUNTY SURVEYOR'S OFFICE

NW 500-700

State Plane grid coordinates NAD83 (2011):
 North: 1772068.94 East: 3087819.95 (U.S. survey feet)

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

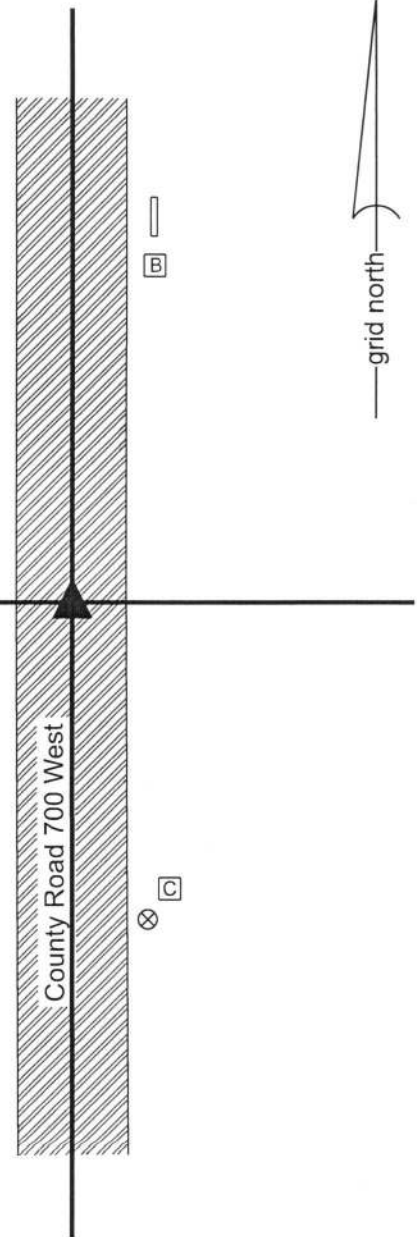
Indiana tie card references:
 IN02_T19NR2W02_80 IN02_T19NR2W01_72
 IN02_T19NR2W11_08 IN02_T19NR2W12_00

CORNER WITNESS DETAIL

SCALE 1" = 30'

- A - Mag nail set in E. side wood post, 3' a.g., 21.5'
- B - S.W. corner, base of conc. headwall, flush, 65.7'
- C - Boone County witness mark, flush, 50.8'

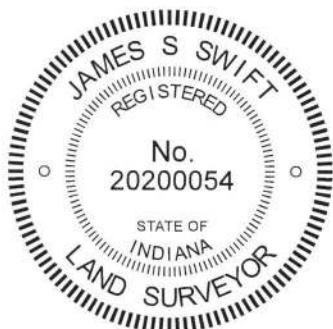
Boone County witness mark is a 3/8" diameter x 2' long rebar bearing a metal cap stamped "Boone County Witness Point."



The Harrison monument was set over a vertical section of railroad rail found. A BCS record dated September 12, 1939 states, with respect to this corner (E) and the corner one half mile west (F), "Located E and F by running line in Sec. 11. E - Set Iron Pin." A BCS tie card dated April 12, 1968 shows the corner as 'No stone.'

This corner falls in an area of substantial fill. Minor excavation was performed on July 17, 2018. Prior to excavation, a 5/8 inch rebar was found at 1 inch deep in the center of the N-S roadway, generally in-line with evidence of occupation to the east and west. Excavation revealed a section of 1/2 inch diameter rebar found at 12 inches deep and a vertical section of railroad rail found at 14 inches deep. The railroad rail is not mentioned on the 1968 tie card but it is considered most likely that the rail was set in association with the creation of that document, as it is known that BCS field crews of that era routinely set vertical sections of railroad rail to mark corners. The 1/2 inch rebar had been situated along the north edge of the rail and the 5/8 inch rebar had been situated slightly south of the rail, being 0.2 foot south of the top, center-of-mass point of the rail. The rail was held as marking the corner and a Harrison monument was set directly over the top of the rail. The 5/8 inch rebar was driven to approximately the same elevation as the top of the rail and left in place. The 1/2 inch rebar was left in place as found.

This corner was originally established as a wood post in 1829.



Kenneth E. Hedge
 Kenneth E. Hedge, County Surveyor

James S. Swift
 James S. Swift, IN LS 20200054
 August 15, 2018

Sugar Creek Township

Section 2 T19N, R2W	Section 1 T19N, R2W
Section 11 T19N, R2W	Section 12 T19N, R2W