

BARNES 2

OXON HILL
SURVEY
NOTEBOOK
2

BARNES - 2 - OXON HILL

WELBY

416

FIELD / TRANSIT BOOK

S200 E 200 - 55.909 M ASL → (56m)

S200 E 300 - 58.061 M ASL → (58.152m)



This Book is manufactured of a High Grade 50% Rag Paper having a Water Resisting Surface, and is sewed with Nylon Waterproof Thread.

OXON HILL
1985

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JULIE A. BARNES
SURVEY TASK - 8

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28 MAY 1985

CONTINUING ELEVATIONS IN AREA VI-B

SHOOTING FROM S160 E360 - 3.679 ABOVE

S200 E200 -

$$H1 = 1.460$$

COORDINATE	RAW	-H1	ABSOLUTE
S140 E395	—		
S145 E395	.892	.568	4.247
S150 E395	.932	.528	4.207
S155 E395	.955	.505	4.184
S160 E395	1.062	.398	4.077
S165 E395	1.06	.4	4.079
S170 E395	1.351	.109	3.788
S175 E395	1.530	-.07	3.609
S180 E395	1.605	-.145	3.534
S185 E395	1.630	-.17	3.509
S190 E395	—	-	
S140 E400	.879	.581	4.26
S145 E400	.970	.49	4.169
S150 E400	1.075	.385	4.064
S155 E400	—		
S160 E400	1.041	.419	4.098
S165 E400	1.182	.278	3.957
S170 E400	1.39	.07	3.749

2

1.460

COORDINATE	RAW	-H1	ABSOLUTE
S175 E 400	1.632	-.172	3.507
S180 E 400	1.63	-.17	3.509
S185 E 400	1.735	-.275	3.404
S190 E 400	2.09	-.63	3.049
S140 E 405	—		
S145 E 405	.950	.51	4.189
S150 E 405	1.115	.345	4.024
S155 E 405	—		
S160 E 405	1.250	.21	3.889
S165 E 405	1.370	.09	3.769
S170 E 405	1.505	-.045	3.634
S175 E 405	1.650	-.19	3.489
S180 E 405	—		
S185 E 405	—		
S190 E 405	—		
		1.49	
S140 E 410	1.141	.349	3.878
S145 E 410	1.255	.235	3.764
S150 E 410	1.331	.159	3.688
S155 E 410	1.415	.075	3.604
S160 E 410	—	—	3.529
S165 E 410	1.552	-.062	3.467
S170 E 410	1.733	-.243	3.286
S175 E 410	1.949	-.459	3.07

COORDINATE	RAW	HI	ABSOLUTE
S180 E410	1.972	-.482	3.047
S185 E410	2.179	-.689	2.84
S190 E410	—		
S140 E415	.973	.489	3.828
S145 E415	1.061	.401	3.74
S150 E415	1.415	.675	3.604
S155 E415	1.450	.04	3.569
S160 E415	1.599	-.109	3.42
S165 E415	1.788	-.298	3.231
S170 E415	1.922	-.432	3.097
S175 E415	1.960	-.47	3.059
S180 E415	1.850	-.388	2.951
S185 E415	2.065	-.603	2.736
S190 E415	2.37	-.908	2.431
S140 E420	1.230	.26	3.789
S145 E420	1.350	.14	3.669
S150 E420	1.478	.012	3.541
S155 E420	1.595	-.105	3.424
S160 E420	1.680	-.19	3.339
S165 E420	1.860	-.37	3.159
S170 E420	1.895	-.405	3.124
S175 E420	1.97	-.48	3.049
S180 E420	1.885	-.423	2.916
S185 E420	2.182	-.72	2.619
S190 E420	2.380	-.918	2.421

4

COORDINATE	RAW	1.462 -H1	ABSOLUTE
S140 E 425	.995	.467	3.806
S145 E 425	1.175	.287	3.626
S150 E 425	1.273	.189	3.528
S155 E 425	1.462	0	3.339
S160 E 425	1.569	-.107	3.232
S165 E 425	1.718	-.256	3.083
S170 E 425	1.815	-.353	2.986
S175 E 425	1.838	-.376	2.963
S180 E 425	1.935	-.473	2.866
S185 E 425	2.279	-.817	2.522
S190 E 425	—		
S140 E 430	—		—
S145 E 430	1.275	.187	3.526
S150 E 430	1.407	.055	3.394
S155 E 430	1.560	-.098	3.241
S160 E 430	1.661	-.199	3.14
S165 E 430	1.719	-.257	3.082
S170 E 430	1.952	-.49	2.849
S175 E 430	1.995	-.533	2.806
S180 E 430 (rd)	2.068	-.606	2.733
S185 E 430	—		—
S190 E 430	—		—

COORDINATE	RAW	-HI	ABSOLUTE	
S140 E435	1.18	.282	3.621	
S145 E435	1.42	.042	3.381	
S150 E435	1.512	-.05	3.289	
S155 E435	1.731	-.269	3.07	
S160 E435	1.785	-.323	3.016	
S165 E435	1.875	-.413	2.926	
S170 E435	2.081	-.619	2.72	
S175 E435 (rd)	1.961	-.499	2.84	middle of Road
S180 E435	—			
S185 E435	—			
S190 E435	—			
S140 E440	1.220	.242	3.581	
S145 E440	1.493	-.031	3.308	
S150 E440	1.558	-.096	3.243	
S155 E440	1.821	-.359	2.980	
S160 E440	1.910	-.448	2.891	—
S165 E440	1.995	-.533	2.806	
S170 E440 (EDGE RD)	1.95	-.488	2.851	
S175 E440 (EDGE RD)	2.11	-.648	2.691	
S180 E440 SOUTH OF RD				
S185 E440	"			
S190 E440	"			

COORDINATE

RAW

- 141

ABSOLUTE

5140.E445

1. 278

. 184

3.523

5145 E 445

1.32

. 142

3.481

S 150 E 445

1.590

- 128

3.211

5155 E 445

1.90

- .438

2.901

5160 E/445

1.930

- , 468

2.871

S165 E445

(N Edge Rd)

1.92

- 458

2.881

5170 E 445

5175 E 445

Access to Road

5180 E445

5185 E 445

5190 E 445

S160	E450
------	------

N. Edge of Rd

S160 E455

MIDDLE
OF RD

5160 E 460

SOUTH EDGE
OF ROAD

5142 E 458

1.718

- .256

3.083

AREA VI-B MAIN DATUMS - SHOT FROM S170 E370

(3.824)

H1 = 1.471

MARIA'S AREA

S166 E391	1.406	.065	3.889
S164 E391	1.30	.171	3.995
S162 E392	1.192	.279	4.103 4.117
S162 E390	1.470 1.20	Bot .271	4.095
S160 E390	1.192	.279	4.103
S157 E388	1.249	.222	4.046
S170 E392	1.522 1.762	Bot Elev. .051	3.773
S170 E393	1.302 1.512	Bot Elev. .169	3.993
S168 E392	1.410	.061	3.885
S153 E390	1.180	.291	4.115
S157 E392	1.200	.271	4.095
S170 E390	1.50	-.029	3.793 Elev from top of stake 245
S168 E394	1.333	.138	2.962 above ground
<u>MARTIN</u>			
S150 E376	.895	.576	4.40
S154 E376	1.150	.321	4.145
S154 E378	1.198	.273	4.097
S150 E380	1.20	.271	4.095
S152 E384	1.250	.221	4.045
S152 E374	1.090	.381	4.205

(ADDITIONAL MAIN DATUMS - Pg 9)

29 MAY 1985

SET UP TRANSIT AT S160 E420 - 3.339 ABOVE
 5200 E200, CONTINUE ELEVATIONS ON
 PRECEEDING PGS.

H1 - 1.462

SHOOT PRECEEDING MAIN DATUMS FROM
 S170 E370

MAIN DATUMS - CONT - 6.6 - (SOUTH EAST 3X10 SEC.)

S170 E430	1.955	-.493	2.846
S170 E428	1.916	-.454	2.885
S168 E428	1.842	-.38	2.959
S168 E 431	1.890	-.428	2.911
S168 E 433	1.870	-.408	2.931
S166 E431	1.841	-.379	2.96
S166 E433	1.873	-.411	2.928

MOVED TRANSIT TO S142 E458 TO SHOOT
 AREA VI-C - S142 E458 = 3.083

HIS ARE WITH READINGS

ELEVATIONS FOR 6C & 6D ARE IN BOOK 1; PG 142-144

SEE ALSO: NOTE IN (1) 145

ADDITIONAL ELEVATIONS FOR THE CONTOUR MAP ARE
 ALSO IN BOOK 1, PG 145

30 MAY 1985

COMPLETED ELEVATIONS IN AREAS VI-C & D.
 BEFORE MOVING BACK TO VI-B TO SHOOT
 MAIN DATUMS- WILL MAP IN A FEW ADDITIONAL
 POINTS. - SHOOTING FROM 6131 E510 (2.389)
 H1 = 1.535

ROAD IS 7.2 m WIDE AS E510 (FROM 5138 TO
 OTHER EDGE) ↓

S145.2 E510	1.64	-.105	2.284
S150 E510	1.642	-.107	2.282
S155 E510	1.79	-.255	2.134
S160 E510	1.94	-.405	1.984
S165 E510	2.273	-.738	1.651
S170 E510	3.10	-1.565	.824
S175 E510	3.39	-1.855	.534

GULLEY APPEARS TO LEVEL OFF AT THIS POINT
 THEN RISES ONTO A FLAT AREA ABOUT 15 m IN
 DIAMETER BEFORE MOVING DOWN INTO A
 DEEPER GULLEY/RAVINE.

S125 E510	1.28	.255	2.644
S120 E510	1.026	.509	2.898
S115 E510	.928	.607	2.996
S110 E510 (Fence)	.830	.705	3.094

PACED (170 PACES) FROM ESTO TO THE DRAINAGE

ADJACENT TO THE PARKING AREA - 136 M

MOVED BACK TO 6-B - THERE ARE A COUPLE OF
MOUNDED PLACES WHICH NEED TO BE DETAILED.

1.471 - (3.824)

S180 E381 1.635 m -.164 3.66

S175 E380 1.697 m -.226 ~~3.598~~ 3.63

S175 E377 1.690 m -.219 3.605

S180 E374 1.635 m -.164 3.660

S180 E377.5 1.220 m .251 4.075

S180 E369 1.565 m -.094 3.730

S180 E368 1.670 m -.199 3.625

S187 E360 1.993 m -.522 3.302

S186 E360 1.755 m -.284 3.540

S185 E360 1.885 m -.414 ~~3.410~~ 3.464

S185 E370 1.630 m -.159 ~~3.665~~ 3.697

S185 E368 1.585 m -.114 3.71

DOUG'S MAIN DATUMS -			#1 = 1.471	FROM S170 E370 (3.824)
✓ S158 E376	1.271	.2		4.024
S169 E374	1.44	.031		3.844
S165 E372	1.421	.05		3.874
✓ S163 E374	1.552	-	Bottom elev. = 1.362 .109	3.983
S165 E374	1.611	-	Bot. elev.	3.869
S164 E376	1.59	-	Bottom fl. Elev.	3.870
✓ S161 E376	1.339	.132		3.956
S171 E376	1.505	-.034		3.790
S165 E376	1.605	-.134		3.690
S156.25 E376	1.275	.196		4.02
S169 E376	1.450	.021		3.845
S167 E376	1.438	.033		3.857
S155 E394	1.147	.324		4.148
S155 E396	1.170	.301		4.125

SHOT ALL MAIN DATUMS TO DATE. ALSO
DISCOVERED THAT MARIA'S CREW HAS BEEN
PULLING FROM ELEVATED DATUMS.
SHE ASSURED ME THAT THE HEIGHT OF
THE STAKE IS NOTED. TWO WERE NOTED:
S170 E392 — PULLED 13 cm ABOVE SURFACE
S170 E390 — PULLED 23.5 cm ABOVE SURFACE

TRANSIT WILL BE SET UP FRIDAY TO SHOOT
IN ANY ADDITIONAL DATUMS, FEATURES, ETC

S160 E360 - 3.679 S170 E370 - 3.824

ADDITIONAL MAIN DATUMS - H1 = 1.46

S163 E378 1.359 .101 3.925

S164 E374 1.575 (bottom) ^{1.365} _{-.095} 3.919

S165 E373

S160 E375 1.320 .14 3.964

S165 E377 1.56 (bottom) ^{1.355} _{-.105} 3.949

S161 E374 1.372 .088 3.912

S161 E376 1.320 .14 3.964

S159 E394 1.263 .197 4.021

S168 E394 1.341 .119 3.943

MAIN DATUMS - CREW COMPETITION UNITS

S155 E398	1.16	.35	4.124
S162 E392	1.167	.293	4.117
S160 E394	—	—	4.032
S160 E385	—	—	3.970
S164 E393	—	—	4.065
S167 E374	—	—	3.867
M1 = 1.45			
S157 E402	1.14	.31	4.134
S157 E404	1.185	.265	4.089
S159 E402	1.145	.305	4.129
S159 E400	—	—	4.118

14

3 JUNE 1985

WORKED ON FORMS ALL DAY.

4 JUNE 1985

WORKED ON FORMS ALL DAY.

MET WITH CREW CHIEFS - TOM, JEFF & I

{ MEETING THURSDAY NIGHT AT JIM'S

{ RE: ATLANTA

5 JUNE 1985

MET WITH CREW CHIEFS

WORKED ON FORMS.

NEED ADDITIONAL ELEVATIONS IN AREAS
2 & 5.AREA 2 NEEDS INTERMEDIATE ELEVATIONS
ALONG THE 10 M LINES.AREA 5 NEEDS POINTS CONNECTING IT
TO AREAS 6A AND 1.

AREA 2

AREA 2 SEEMS TO SLOPE DOWN EVENLY

NEED TO ALLOW FOR ROAD - LEVEL
TO FOLLOWING POINTS -

S196 E270

S197.6 E260

S197 E250

S197 E240

S197 E230

S197 E220

WEST OF E220 THE SLOPE IS LESS,
RADICAL.

ROAD IS BASICALLY 2.80 m WIDE.

16

AREA 5 - SHOOT FROM S200 E270

H1 = 1.527

S210 E280 .7497 1.03 2.768

S210 E270 .504 1.023 2.761

S210 E270

S210 E270

S204 E280 .898 .627 2.867

S204 E270 1.0 .527 2.265

S204 E270

S204 E270

S201.6 E280 1.455 .072 1.81

S201.2 E270 1.509 .018 1.756

S201.6 E280

S202 E270 1.169 .358 2.096

S204 E260 .940 .587 2.325

S206 E260 .710 .817 2.555

S202 E260 1.552 -.025 1.713

S214 E260 .325 1.202 2.940

S202 E255 1.601 -.074 1.664

S205 E255 .775 .752 2.490

S204 E255 1.130 .397 2.135

WILL SET UP AT S213 E276 TO SHOOT DEPRESSION
AND ADDITIONAL FEATURES SOUTH OF AREA 5.
WILL SHOOT ELEV., ANGLE & DISTANCE

I ALSO NEED TO START WORKING ON AN
OVERVIEW MAP SHOWING ROAD AND
CONTOURS. I'M THINKING OF A 1:200 cm
OR ON A SMALLER SCALE 1:500 cm

THIS MAP SHOULD ALSO INCLUDE THE MANOR
AND BEYOND (SOUTH), THE CEMETARY.

SITE IS 500 m LONG AND 300 m WIDE
INCLUDING AREAS SOUTH OF RIGHT OF WAY

6 JUNE 1985

WORKED ON FORMS

7 JUNE 1985

WORKED ON FORMS

18

10 JUNE 1985

SHOOTING IN ADDITIONAL ELEV. FOR AREA
5 - (PG 16)

S200 E270	1.738	}	.123
S200 E260	1.615		

HI = 1.527

SHOT IN ENOUGH TO TIE AREAS 1, 5 & 6A
TOGETHER. WILL NOW SHOOT ADDITIONAL
STUFF SOUTH OF AREA 5.

WILL SHOOT FROM S213 E276.

S213 E276 =	3.210	}	1.26
S200 E280 =	1.950		

HI = 1.491

WILL LINE UP TRANSIT ON GRID AND
SHOOT ANGLES & DISTANCES

DIFFERENCE OF TOP & BOTTOM CROSS HAIRS

X 100 = DISTANCE.

* →

JUST NE OF HOUSE

DEPRESSION - IN AREA 5 -

0° = S 213 LINE 0/0 = 5213 E 276

90° = SOUTH AT E 276

135° 3m → 1.218 .278 3.488 ✓

100° 2.3m → 1.156 .335 3.545 ✓

91° 40' 2.7m → 1.052 .439 3.649 ✓

94° 20' 5.1m → .995 .496 3.706 ✓

106° 40' 6.5m → .973 .518 3.728 ✓

118° 40' 6.7m → .941 .55 3.76 ✓

127° 40' 6.4m → 1.240 .251 3.461 ✓

135° 20' 5.9m → 1.280 .211 3.421 ✓

144° -' 4.7m → 1.193 .298 3.508

139° 40' 3.2m - 1.215 .278 3.488

BOTTOM OF DEPRESSION -

119° 20' 5m - 2.60 -1.109 2.101

MOUND AROUND DEPRESSION -

76° 50' 4.3m 1.137 (T) .354 3.564

67° 20' 6.8m 1.653 (B) -.162 3.048

100° 50' 7.3m .943 (T) .548 3.758

99° - 11.7m 1.043 (B) .448 3.658

* 138° 40' 14.9m 1.691 (B) .40 3.61

141° 20' 7.4m 1.215 (T) .276 3.486

127° 40' 6.5m 1.217 (T) .274 3.484

HIGH

LOW

HIGH

THE PRECEEDING ELEVATIONS CORRESPOND TO
THE AREA SOUTH OF AREA 5. THE
CONTOURS FOR 1, 5 AND 6A SHOULD
CONNECT. NEED TO WORK ON THE
CEMETERY NEXT - SHOOTING FROM THE
ROAD, DOWN THE PATH

STRAIGHT SHOT AT S200 E312 ALONG THE
E312 LINE THEN OVER APPROX 2M TO
THE PATH, OR, COULD SHOOT DOWN PATH
ALONG E314 LINE.

SHOULD BE ABLE TO CLEAR E/W
TRANSECTS TO SHOOT ELEVATIONS
CONNECTING 6A TO THE CEMETERY

PACING ALONG THE PATH TO THE EDGE OF
THE CEMETARY CLEARING TO S198E35 IS 96
PACES AT .8 OR 76.8 M

11 JUNE 1985

WORKED ON CLEARING LINE TO CEMETARY -
TOOK OVER FOR DICK AT ABOUT 9:30.

TALKED TO D.O.T. SURVEYER ABOUT ELEVATIONS
FROM THEIR KNOWN BENCH MARKS HE SHOT IN
58.061 M FOR S300 E300. IF SO, THEN

11 JUNE 85 cont-

S200 E200 CANNOT BE 48 m.

182.76 FT

(SQUARE CUT ON END OF CONCRETE

MEDIAN. 7' RT OF OXON HILL

TRAV. STATION A 0+20

ELEV. 182.76

(BK #20749 Pg 6 -

BK #18721 Pg 8

BM 'C' SRC SPIKE IN PEPCO POLE

#B21139 STA 19+00 E. 185.28'

USGS SHOWS A BM 191 NEAR OXON HILL RD.

IF —

S200 E300 = 58.061 m

190.49 FT

THEN —

S200 E200 WOULD = 55.909 m

183.39 FT

SHOOTING FROM S202 E314 = 2.343



SHOT AT A 93° ANGLE OFF OF THE S202
 LINE 36 M TOWARD CEMETARY FROM
 6202E314 (PT A) TO POINT B (93° 36m FROM
 PT A) - RESET TRANSIT AT HI OF
 #1 1.535 TO CONTINUE SHOOTING FROM POINT
 B TO POINT C - POINT C IS AT 12°
 W OF A-B LINE AT 32.2 M

① 12° 32.2m - 1.75 - .215 3.147



12 JUNE 1985

FIRST THING THIS AM - WENT TO LOOK
FOR BENCH MARK 191 - (191 - FT ASL)

60 PAGES ALONG OXON HILL ROAD FROM MAIN
ENTRANCE TO OXON HILL MANOR - DOT STAKE A 54
65 MORE PAGES TO SITE ENTRANCE.

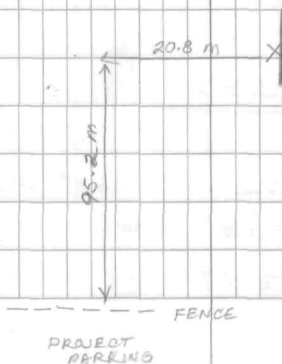
BM 191 APPEARS TO COINCIDE WITH BRICK
MAIN ENTRANCE TO MANOR - NO EASILY
VISIBLE MONUMENT WITH ELEVATION. -
FOUND MARKER IN BRICK WALL -

'PUBLIC BUILDINGS & PUBLIC PARKS'
BENCH MARK #405

MUST BE BM 191 - NO OTHER VISIBLE MONUMENT.

20.8 m
26 PAGES FROM BM TO ACCESS ROAD -
95.2 m
119 PAGES FROM POINT WHERE YOU TURN

WEST TO FENCE ADJACENT TO PROJECT
ENTRANCE.



24

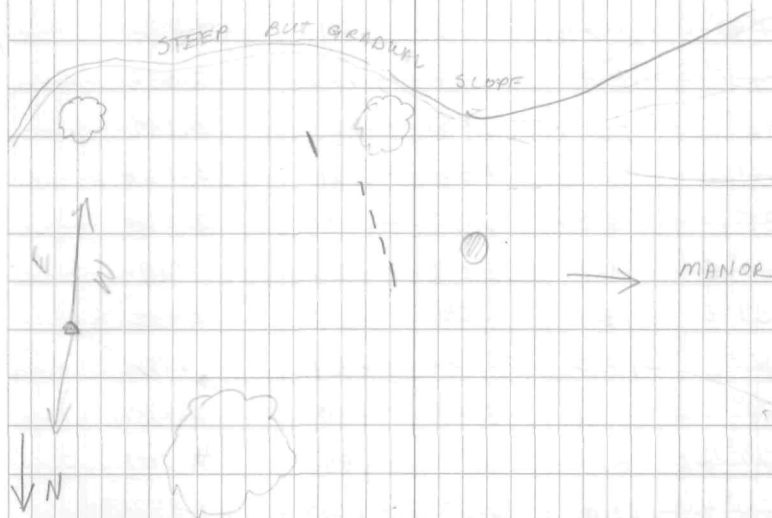
H1 = 1.47

				STONE WIDTH	GRAVE LENGTH
SURVEYING CEMETARY -					
GRAVES -					
WILLIAM MEADE ADDISON.				.610	2 m
55°20'	18.3 m	- 1.442	.028		
<u>3.175</u>					
ELIZA GERAULT ADDISON				.440	2.085 m
63°10'	18.4 m	- 1.351	.119		
<u>3.264</u>					
WILLIE ADDISON				.35	.90
67°20'	17.5 m	- 1.361	.109		
<u>3.254</u>					
FRANCIS KEY ADDISON				.30	SMALL CHILD
71°	17.6 m	- 1.338	.132		
<u>3.279</u>					
ELIZABETH B. ADDISON.				.94	1.90
65°40'	16.2 m	1.265	.205		
<u>3.352</u>					
JOHN ADDISONS				.633	1.3
34°20'	16.9	1.510	-.04		
<u>3.107</u>					

TREES IN CEMETARY

69°40'	18.3m	1.241	.229	3.376	
41°50'	19m	1.395	.075	3.222	W. SIDE
11°30'	13.4m	1.356	.114	3.261	
123°30'	8.9m	1.411	.059		HONEY LOCUST AT BASE
				3.206	

PERIMETER OF TERRACE



34°30'	32m	2.55	-1.08	2.067
36°50'	26.8m	2.005	-.535	2.612
33°50'	21.6m	1.419	-.149	2.998
23°-w	17m	1.589	-.119	3.028
22°20'	20m	2.16	-.69	2.457

[illegible]

28

13 JUNE 1985

WORKED ON PAPERWORK -

14 JUNE 1985

TOOK DAY OFF - SEVERE HEADACHE.

17 JUNE 1985

WORKED ON PAPERWORK -

BETSY GROVE WILL BE WORKING WITH
ME FOR MOST OF THIS WEEK.

18 JUNE 1985

PAPERWORK

19 JUNE 1985

WORKING ON PAPERWORK - TOM CALLED -
 WENT TO FIELD TO SHOOT ELEV. FOR DOUG.
 SHOOTING ADDITIONAL MAIN DATUMS - AREA 6-B
 NORTH OF WELL

S150 E370 = 4.209 $\searrow$.093 FROM S150 E370
 S150 E380 4.116 $\searrow$
 H1 = 1.522

S147 E374	1.655	-.133	4.076
S147 E376	1.497	.025	4.234
S147 E380	1.527	.005	4.214
S149 E380	1.596	.074	4.283
S147 E378	1.432	.09	4.299
S147 E382	1.523	.001	4.21
S148 E378	1.462	.06	4.269
S145 E378	1.501	.021	4.230
S145 E382	1.36	.194	4.31

20 JUNE 1985

PAPERWORK - WENT TO FIELD TO DETERMINE
 HOW MANY STAKES WOULD BE NECESSARY TO
 REGRID 6-B.

40 STAKES - WILL GRID TOMORROW

30

21 JUNE -

PUT IN TWO LINES, THEN STOPPED UNTIL
AREA WAS SCRAPED.

WASTED DAY

24 JUNE

COMPLETED 10 X 10 GRID IN G-B.

BASICALLY ANOTHER WASTED DAY

25 JUNE

TRYING TO SURVEY AREA AROUND HOUSE.

SET UP AT NE CORNER OF RUIN WILL

BACKSHOOT TO AREA 1, THEN SHOOT IN

ELEV. OF HOUSE FOUNDATION AND

SURROUNDING AREA - WANT TO TRY TO

CONNECT ALL AREAS ON THE 1:500

MAP.

(Δ , DIST)

RAW

-HI

#BS.

S200E200 -

0

NE HOUSE -

S220E230

0°-15.4m 2.970

1.475

~~4.222~~

NE HOUSE CORNER =

4.092

USED LINE BETWEEN NE HOUSE CORNER AND

S220E230 AS BASE LINE

ANG/DIST

RAW

- H₁ (1.495)

ABS

31

NW HOUSE

ANG/DIST	RAW	- H ₁ (1.495)	ABS
43°40' - 11.2m	1.825	- .33	3.762

SE HOUSE

128°10' - 20.1m	2.137	- .642	3.45
-----------------	-------	--------	------

SW HOUSE

90°10' - 19.4m	1.90	- .405	3.687
----------------	------	--------	-------

ELEVATION - INTERIOR - CENTER

103° - 12.1m	3.690	- 2.195	1.897
--------------	-------	---------	-------

ADDITIONAL POINTS - SOUTH

210°20' - 19m	1.807	- .312	3.780
---------------	-------	--------	-------

148°10' - 35.5m	2.810	- 1.315	2.777
-----------------	-------	---------	-------

RUBBLE PILE SOUTH -

290° - 3m	2.11	- .615	3.477
-----------	------	--------	-------

18°40' - 8m	2.420	- .925	3.167
-------------	-------	--------	-------

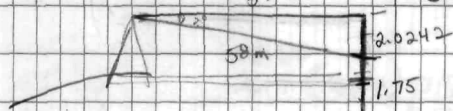
0°40' - 8.7m	1.499	- .004	4.088
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265°20' - 11.3m	1.196	.299	4.391
-----------------	-------	------	-------

20 m FROM EDGE OF RAVIDE -

121°40' - 58m (HYD)	1.75 (2°)		
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57.964	57.964	3.7742	(2.2792)	1.8128
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32

GULLEY NORTH OF AREA 6A - SCREEN AREA

18.5

S184 E302

.317

S184 E300

.19

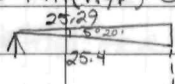
.127

SHOOTING FROM S184 E302 (.317)

E 302 LINE WILL BE 0°-0°

H1 = 1.473

128°10' - 25.4 m (HYP) 3m (5°20')



2.35

5.35 - 388

-3.563

169°10' - 8 m

3.07

-1.597

-1.28

171°30' - 12.4

3.682

-2.209

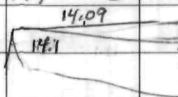
-1.892

160°

14.09

14.1 (HYP)

3.685 (1°)



2.248

3.933

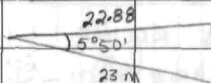
(-2.46) - 2.143

22.88

157°-50'

23 m (HYP)

3.0 (5°50')



2.336

5.886

-3.863

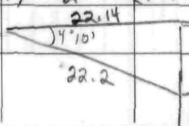
-3.546

189°40'

22.14

22.2 (HYP)

2.0 (4°10')



1.614

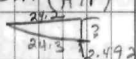
-2.141

-1.824

3.614

.14094

ABS -

200° 20'	24.2 m	24.3 m (HYP)	2.492 (0° 20')	- .843
			2.63294 - 1.16	
207° 30'	19.4 m	2.44	- .967	- .65
220° 50'	18.5 m	1.608	- .135	.182
221° 10'	13.6 m	2.351	- .878	- .561
240° 10'	12.3 m	2.222	- .749	- .432
252° 20'	15.7 m	1.845	- .372	- .055
248° 20'	20.7 m	1.270	.203	.52
268° 40'	24 m	.790	.483	1.00
268° 30'	17.5	1.192	.281	.598

25.69

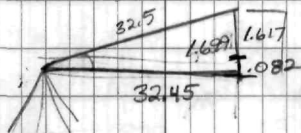
284° 30'

25.7 (HYP) (.825) (1° 10')



1.489

215° 40'	18.4 m	1.918	- .445	- .128
220° 40'	25 m	.485	.988	1.305
221°	32.45 m (HYP)	1.617 (3° 10')	1.555	1.872



232° 30'

26.68

26.7 (HYP)

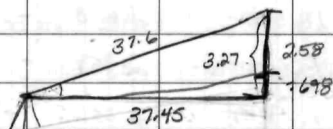
1.505 (3°)

.573

1.217



235° 20' / 21.2m	.735	.738	<u>1.055</u>
247° 40' / 17.5m	1.718	-.245	<u>.072</u>
251° 20' / 37.6m (H)	2.58 (5°)	.698	<u>2.488</u>



3.27

26 JUNE

AREA 4

5215 E172

X B

5230 E172

X A

POINT
X C

26 JUNE

NEED TO SURVEY RIDGE TO BOTTOM SURROUNDING
ENTIRE ESTATE / STUDY AREA - DUE TO
VEGETATION WILL PROBABLY NOT SEE TO
BOTTOM BUT WILL GET IDEA OF SLOPE -
ACCORDING TO USGS IS 30 m $\rightarrow$ 45 m
ABOVE SEA LEVEL WHICH IS 10 - 30 m
BELOW FLAT WHERE MITIGATION IS TAKING
PLACE.

AREA 4 - BASE LINE FOR POINT C

S280 E272 1.344

S215 E272 .039

$$HI = 1.465$$

(C) 45° 11.3 m 2.602 - 1.138 .206
← SEE FIGURE

$$HI = 1.515$$

BASE LINE = POINT B TO S215 E272

84° 30' - 33 m 1.790 - .275 - .069

87° 30' - 6.9 m 1.150 .365 .571

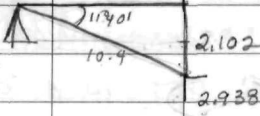
121° 20' - 5.3 m 1.972 - .457 - .251

125° 50' - 8.6 m 1.970 - .455 - .249

127° 10' - 12.2 m 1.793 - .278 - .072

135° 10' - 9.5 m 2.615 - 1.1 - .894

132° 50' - 6.9 m 2.282 - .767 - .561

		RAW	-H1	ABS.
161°50'	10.4 (H)	2.938 (11°40')	-3.526	-3.32
		5.041		
				
162°40'	14m (H)	2.98 (11°40')	-4.296	-4.09
		2.831 = 5.811		
163°	18.6m (H)	2.76 (11°40')	-5.006	-4.8
		3.761 = 6.521		
174°	22.5m (H)	2.385 (15°30')	-6.882	-6.676
		6.012 = 8.397		
227°20'	15m (H)	3.30 (19°)	-6.669	-6.463
		4.884 = 8.184		
225°20'	11.5m (H)	3.110 (19°10')	-5.370	-5.164
		3.775 = 6.885		
223°	7m (H)	3.260 (19°20')	-4.065	-3.859
		2.32 = 5.58		

MOVED TRANSIT TO PATH LEADING TO CRYPT

5242 E 182 -

2.213

5240 E 186 -

2.295

AREA 4

#1 - 1.544

N

E 182

5242 E 182

A

15° 10'

2.46 - .916

1.297

15° 10' - 52 m

H1 = 1.516 - A-B = BASELINE

: 916

18°-20' 4.5 m 1.988 - .472 .825

18°-30' 9.4 m 2.865 - 1.319 - .052

9°-50' 12.9 m 3.591 - 2.075 - .778

15°-20' 15 m(H) 3.450 (3°) - 2.719 - 1.422

4.235

15°-40' 18.4 m(H) 3.391 (5°-30') - 3.639 - 2.342

5.155

	$74^{\circ}30'$	12.3m	2.405	-.889	<u>.408</u>
	$73^{\circ}50'$	17.6m	2.975	-1.459	<u>-.162</u>
	$76^{\circ}20'$	24m(H)	1.72 ($4^{\circ}10'$)		
			3.465	-1.949	<u>-.652</u>
	76°	29.6m(H)	1.690 ($4^{\circ}10'$)		
			3.842	-2.326	<u>-1.029</u>
PC	$76^{\circ}40'$	35.90 36m(H)	1.970 ($4^{\circ}10'$)		
See Fig.			4.587	-3.071	<u>-1.774</u>
	$20^{\circ}30'$	8.2 m	2.913	-1.353	<u>-3.127</u>
	$20^{\circ}50'$	13.8m	3.740	-2.18	<u>-3.954</u>
	$22^{\circ}20'$	21m(H)	2.898 (5°)	-3.259	<u>-5.032</u>
			4.819		
	$23^{\circ}20'$	28m(H)	2.99 (5°)	-3.870	<u>-5.644</u>
			5.430		

AB50

23°30'	33m	3.085 (5°)	-4.351
		5.911	
32°50'	7.5m	2.171 -1.611	-2.385
326°30'	13.7	3.292 -1.733	-3.507
316°20'	17m	2.803 (2°)	
		3.396 -1.836	-3.61
316°10'	22.7	3.335 (2°)	
		4.127 -2.567	-4.341
315°40'	27m	2.39 (5°)	
		4.743 -3.183	-5.557
97°50'	12m	2.875 -1.315	-3.089
102°	15.1m	3.595 -2.035	-3.809
99°50'	17.7(H)	3.55 (2°30')	
		4.322 -2.762	-4.536
100°	19m(H)	3.085 (10°)	
		6.384 -4.824	-6.598

A 2.213

 $H1 =$
1.546

72°10' D 1.913
 1.297

67°20'	13.7 m	1.317	.229	<u>1.526</u>
67°40'	20.6 m	.74	.806	<u>2.103</u>
72°10'	25.8 m	.93	.616	<u>1.913</u>

PT D

SOL FIG

 $H1 = 1.544$ 

Lg TREE

53°	3.2 m	1.554	-.01	<u>1.903</u>
82°30'	5 m	2.355	-.811	<u>1.102</u>
76°30'	8 m	3.65	-2.106	<u>-1.93</u>
75°30'	11.3 m (H)	3.29(5°)		
		4.275	-2.731	<u>-.818</u>
69°40'	13.9 (H)	3.55(5°)		
		4.762	-3.218	<u>-1.305</u>
69°40'	19 m (H)	2.615(10°)		
		5.914	-4.37	<u>-2.457</u>
71°20'	23 m (H)	2.061(11.5°)		
		6.646	-5.102	<u>-3.189</u>
244°30'	6.8 m	1.042	.502	<u>2.415</u>
254°	11.3 m	.918	.626	<u>2.589</u>
258°	14.9	.830	.714	<u>2.621</u>

AB —

209°	6m	1.042	.502	2.415
201°40'	10.9m	.911	.633	2.546
155°50'	9.1m	1.40	.144	2.057
163°40'	14.2m	1.26	.284	2.197
166°50'	16.1m	1.118	.426	2.339
167°20'	19.7	1.015	.529	2.442
(E) 149°20'	21.8	1.320	.224	<u>2.137</u>

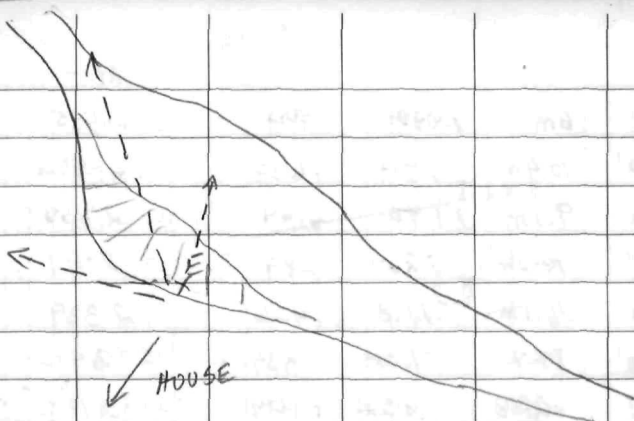


$$H_1 = 1.496$$

FLAT THEN RAVIDE - SEE FIG. 192

72°	4.4m	1.732	-.236	<u>1.901</u>
77°20'	6.9	3.269	-1.773	<u>.364</u>
79°30'	14.6m(H)	2.925 (5°)		
		4.197	-2.701	<u>-.564</u>
77°20'	21.5m(H)	2.543		
		4.417	-2.921	<u>-.784</u>
77°50'	28m(H)	2.45 (5°)		
		4.890	-3.394	<u>-1.257</u>
78°50'	31.5m(H)	2.419 (5°)		
		5.164	-3.668	<u>-1.531</u>

42



52°50'	25.6m	2.20	- .704	1.433
53°30'	19m	2.595	- 1.099	1.038
52°30'	7m	2.564	- 1.068	1.069
22°10'	6.8m	1.725	- .229	1.908
26°40'	13.2m	1.695	- .199	1.938
26°50'	17.7m	1.645	- .149	1.988

27 JUNE 1985

43

DAVID FANT IS WORKING WITH ME

WE DID AN ALONG THE ROAD SURVEY OF THE RIDGE AND I THINK THE POINTS I GOT IN 6D WILL SUFFICE TO TIE IT ALL IN.

POST BULLDOZER 10X10 ELEV.

NOW SHOOTING 10 X 10 ELEVATIONS AND FEATURE ELEVATIONS IN AREA 6B.

* FROM S150 E380 - 4.116
 (S150 E370 4.209)
 HI = 1.588 .092

S150 E350 (BACKDIRT) 1.964 -.376 3.740

S150 E360 2.015 -.427 3.689

S150 E370 ————— 4.209

S150 E380 ————— 4.116

S150 E390 (BACKDIRT) 1.615 -.027 4.089

S150 E400 1.710 -.122 3.994

S150 E410 1.835 -.247 3.869

S150 E420 1.895 -.307 3.809

S160 E350 2.31 -.722 3.394

S160 E360 2.06 -.472 3.644

S160 E370 —————

S160	E380	1.971	-.383	3.723
S160	E390	1.863	-.275	3.841
S160	E400	(BACKDIRT) 1.583	.005	4.121
S160	E410	2.029	-.441	3.675
S160	E420	2.065	-.477	3.639
S170	E350	2.397	-.809	3.307
S170	E360	2.185	-.597	3.519
S170	E370	2.069	-.481	3.635
S170	E380	2.055	-.467	3.649
S170	E390	2.171	-.583	3.523
S170	E400	2.220	-.632	3.484
S170	E410	2.285	-.697	3.419
S170	E420	2.335	-.747	3.369
S180	E350	—	—	—
S180	E360	2.24	-.652	3.464
S180	E370	NOT SHOELED SHAPED 2.08	-.492	3.624
S180	E380	(BACKDIRT) 1.985	-.397	3.719
S180	E390	2.320	-.732	3.384
S180	E400	2.301	-.713	3.403
S180	E410	2.425	-.837	3.279
S180	E420	2.515	-.927	3.189

ADDITIONAL FEATURES - POST BULLDOZER 45

AREA 6B -

ABSOLUTE

FEATURE	TOP	BOTTOM	BOTT- MOLD	TOP	BOTTOM	MOLD
7065	2.079 (-.491)	2.185 (-.597)	—	3.625	3.519	—
7067	2.118 (-.53)	2.243 (-.655)	2.405 (-.817)	3.586	3.461	3.299
7127	2.312 (-.724)	2.572 (-.984)	—	3.392	3.132	—
7128	2.32 (-.732)	2.595 (-1.007)	—	3.384	3.109	—
7139	2.26 (-.672)	2.779 2.734 (-1.142)	(-1.224) —	3.444	2.892 2.973	—
7144	2.275 (-.687)	2.50 (-.912)	—	3.429	3.204	—
7162	2.470 (-.882)	2.753 (-1.165)	—	3.234	2.951	—
7145	2.385 (-.797)	2.443 (-.856)	—	3.319	3.261	—
7151	2.04 (-.452)	2.101 (-.513)	2.16 (-.572)	3.664	3.603	3.544
7104	1.905 (-.317)	1.940 (-.352)	—	3.799	3.764	—
7097	1.758 (-.17)	1.936 (-.348)	—	3.946	3.748	—
7096	1.845 (-.257)	2.095 (-.507)	2.164 (-.576)	3.859	3.607	3.54

41 - 1.555

[illegible]

27 JUNE CONT

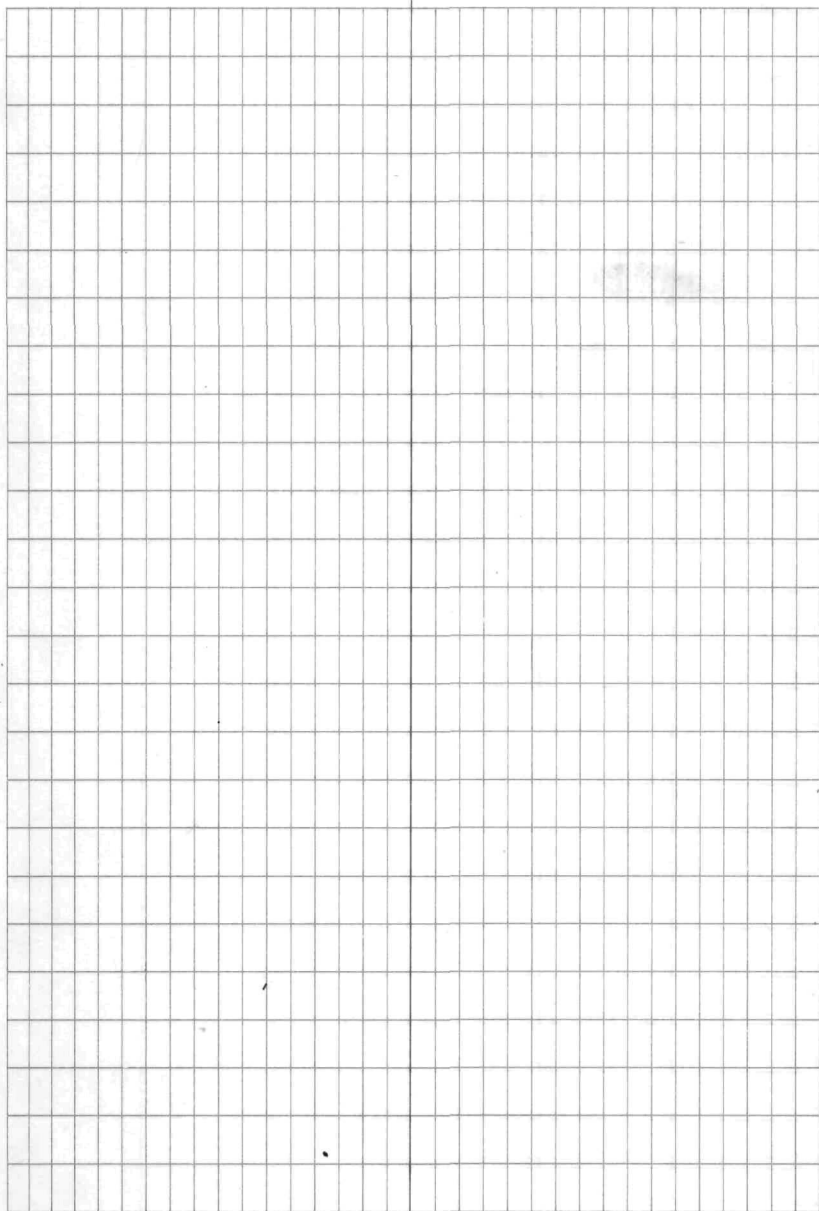
TOOK ELEVATION OF ANOTHER DATUM USED IN
K101001 - S204 E228 - IT WAS 35 cm
BELOW S204 E230.

28 JUNE 1985

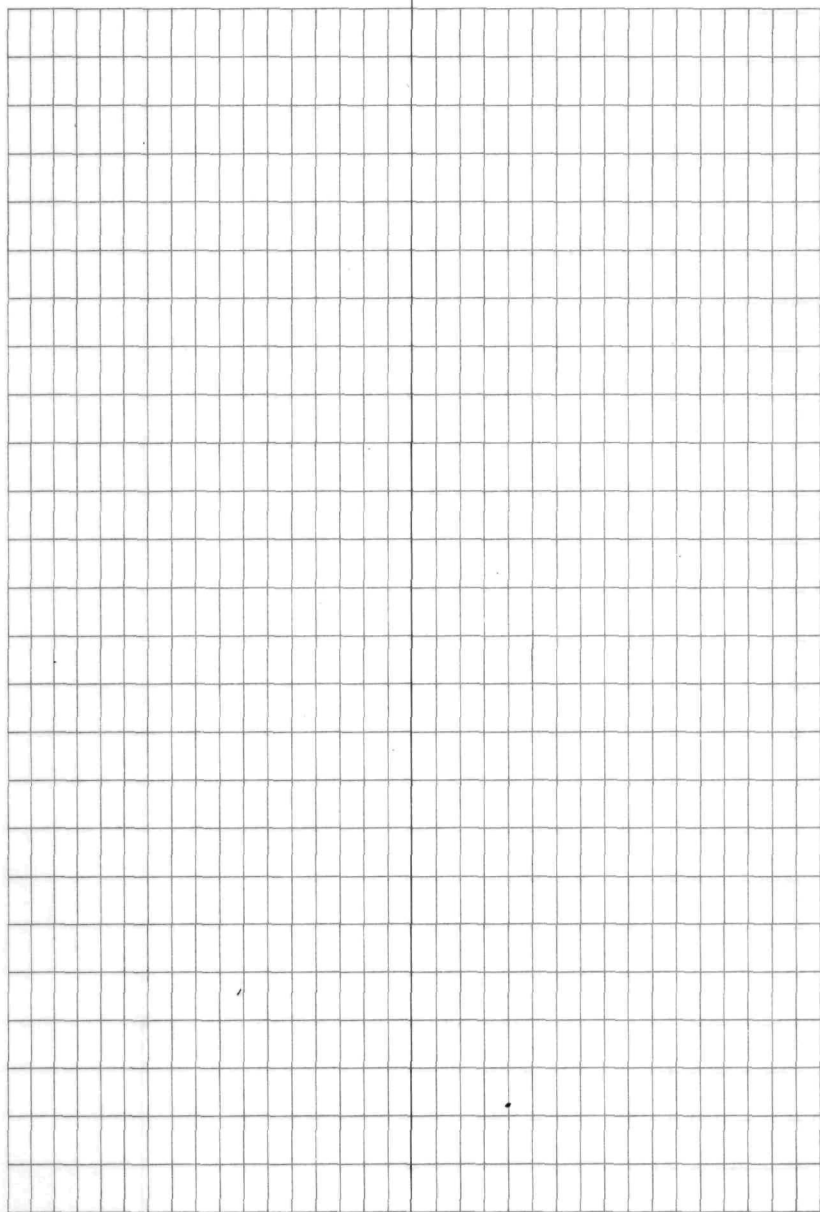
ORGANIZED MAPS AND GAVE INCOMPLETE
PAPERWORK TO AGGIE. I WAS UNABLE
TO FINISH AREAS 1, 6A & 6B -
I HOPE TO DO QUICK SUMMARIES -

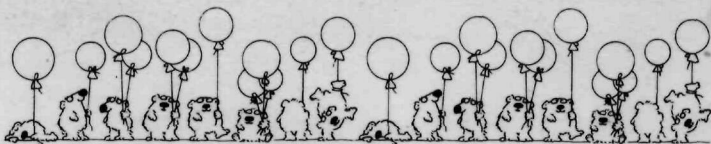
SHOT REMAINING ELEVATIONS IN 6B

[illegible]



[illegible]





004 ©RPP, Inc.

Bohnton

Julie
Main datums for 6B-
Marian

~~S150/E376~~

S150/E380

S152/E384

~~S154/E376~~

~~S154/E378~~