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S. 0° 47' W. 251.38' 71.38' 10.30' 0001 177 119.14' N. 89° 33' 30" W. 90.00' 90.00' 90.00' 33' 33' 312.83' 312.83'

S. 85° 36' E. 70.99' 62.15' 5.19' 3.19' 9.90' 6.725' 6.11' N. 11° 00' 33.56' W. 119.14' 122.91' 123.45'

N. 57° 37' 18" E. 93.20' 93.20' 57.26' 122.91' 123.45'

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177 178 179

N. 89° 33' 30" W. 123.45'

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1	$\Delta = 19^{\circ}58'39''$ $R = 316.89'$	$L = 110.49'$ $LC = 09.93'$	$S.9^{\circ}32'50''E.$
2	$\Delta = 19^{\circ}58'39''$ $R = 283.89'$	$L = 98.99'$ $T = 50.00'$	
3	$\Delta = 1^{\circ}46'11''$ $R = 430.00'$	$L = 13.28'$	
4	$\Delta = 3^{\circ}29'44''$ $LC = 24.22'$	$L = 24.22'$	
5	$\Delta = 10^{\circ}45'53''$ $LC = 47.07'$	$L = 47.14'$	
6	$\Delta = 9^{\circ}12'46''$ $LC = 40.30'$	$L = 40.34'$	

Diagram illustrating a proposed center line and future right-of-way (R.O.W.) line. The diagram shows a horizontal line labeled "OLD CENTER LINE" and a dashed line labeled "PROPOSED NEW CENTER LINE" with a 35' offset. A vertical line segment is labeled "PROPOSED FUTURE R.O.W. LINE". The diagram includes bearings and distances: S 89° 33' 30" E, N 89° 33' 30" W, and 86.00'.

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