

# **Professional Survey Project**

## **A Rural Municipality Road Survey**

Submitted by

**Robert Gordon King**

Partial fulfillment of the articling process towards  
obtaining a commission as a Saskatchewan Land Surveyor.

February, 2006

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## **Background**

The *Planning and Development Act, 1983* requires that “every lot or parcel of land has legal and physical primary access.”<sup>1</sup> By insuring that every parcel of land has legal and physical primary access, land lock and trespass issues are avoided. In creating legal access, roads are created to every parcel of a subdivision. To ensure trespass issues are avoided, all roads, streets, lanes or other public highways are vested in the Crown.

Primary subdivisions of the Dominion Land Survey System addressed legal access to each quarter section in a different manner. The First and Second Systems of survey consisted of road allowances, 1.5 chains in width, at every mile within the township. This ensured that every quarter of land could be accessed by two sides. To decrease the cost of surveying and increase the amount of land available for sale to the homesteaders, road allowances were slightly changed in the Third System. Road allowances were reduced from 1.5 chains to 1 chain in width, and three of the east-west road allowances in a township were eliminated. By eliminating three of the road allowances, some quarter sections could now only be accessed from one side of the quarter, but legal access to the quarter still remained.

As regulated by legislation, the *Highways and Transportation Act* states that “any lands taken for public improvement [are] to be surveyed and marked on the ground by a surveyor who shall prepare a proper plan of survey in accordance with the *Land Surveys Act*.”<sup>2</sup>

## **Introduction**

This report outlines the process involved in surveying a rural municipality road in the Province of Saskatchewan. The process involves numerous aspects including the initial contact from the client, the contract, field work, plan preparation, and invoicing.

To illustrate the process, a rural municipality road surveyed by Donald R. Hanson, S.L.S. was chosen. The rural municipality road was located within the N.E.  $\frac{1}{4}$  Section 36, Township 49, Range 28, West of the 3<sup>rd</sup> Meridian.

Unfortunately, the client cancelled the road plan prior to the approval of the plan by the Controller of Surveys office. The plan examination packet was retracted by McElhanney Land Surveys Ltd. and the monuments erected were removed from the ground. Although not a complete rural municipality road survey, the evaluation of evidence, the field survey, and the plan preparation still allowed for a valuable learning tool in the articling process.

## **Initial Contact**

Contact for this project was initiated by the Rural Municipality of Wilton, the client. On June 22, 2004 the first meeting between the client and McElhanney Land Surveys Ltd. took place. The first meeting discussed the widening of Registered Plan 88B01962 within two parcels in the N.E.  $\frac{1}{4}$  Section 36 (*Appendix A*). The client was currently in the process of selling the land adjacent to registered Plan 88B01962 to a third party. Prior to commencing the sale of the land, the client requested that an additional 23 metres on each side of the road be taken for future road widening considerations. After reviewing the information provided by the client, a cost analysis was performed, and the client was given an approximate cost for the survey. The client was pleased with the approximate cost and entered into a contract with McElhanney Land Surveys Ltd. for the survey and plan preparation of the new road widening.

## **Contract and Cost Analysis**

Although fees were discussed, no written contract was signed between the client and McElhanney Land Surveys Ltd. The contract in place was strictly a verbal contract with a small memo in the file indicating the meeting date and items discussed. Amongst the items noted was the approximate cost of the survey based on the scope of work provided by the client.

In determining an approximate cost for the survey, a cost analysis form was completed. This form ensures the project manager is aware of all the costs associated with the type of survey to be performed. By completing the required areas of the form, an approximate cost was produced based on the current chargeable rates of the company. Key points addressed in the cost analysis included:

- The location of the survey. This factor determines the travel costs and room and board expenses. Also by performing a background search, the surveyor can determine if any recent survey activity has occurred in the area. If recent surveys have been prepared in the area, the primary statutory monuments should be easily found, hence decreasing the amount of survey time required for re-establishments.
- The complexity of the project. An accurate estimation of the survey duration and personnel hours can be predicted based on the length of the road widening and the number of intersections required with existing registered legal plans.
- Variable costs. This includes expenses for materials, and survey and communication equipment. This is often a direct reflection of the number of field personnel hours required.
- Fixed costs. This includes fixed fees for information searches, plan registration, printing and delivery. These costs are often third party charges which must be included in the final invoice.

The meeting with the client addressed most of these key points required for an accurate cost analysis. Combining the information provided by the client with a background search of the location, the cost analysis performed should reflect all of the charges incurred over the length of the project.

## **Job Setup**

For this project, all of the setup information required was found at Information Services Corporation (ISC) of Saskatchewan. ISC allows registered users access to the Land Registry and Geomatic Products and Services within Saskatchewan. The following information obtained from ISC was compiled prior to commencing the field survey:

- Registered Legal plans for the immediate area of the survey.
- Title to the affected quarter sections and/or parcels (*Appendix B*)
- Township Plan (2nd Edition) (*Appendix C*)

Once the survey package was assembled, the field crew would have all of the information required to survey the subdivision successfully without altercations.

## **Field Work**

To survey the road widening, the field crew utilized a Real Time Kinematic (RTK) Global Positioning System (GPS). This allowed the survey evidence to be tied into the survey quickly and accurately without relying on line of sight traverses.

By reviewing the registered legal plans provided in the job setup package, the field crew quickly determined the statutory monuments required to survey the road widening accurately. Although the two boundaries of the road widening were to be parallel, the field crew decided to establish monuments on both boundary lines of the road survey. The new road widening was to be 92.00 metres in width, and the field crew believed posting both limits was good practice.

Since the road widening was to be paralleling an existing road survey. Registered Plan 88B01962 (*Appendix D*), the first task set out by the field crew was to survey in the existing road statutory iron pins. The field crew was able to find all of the statutory iron pins on Registered Plan 88B01962 without any altercations. In examining the errors between the field measurements and the distances as shown on the plan of survey, the following discrepancies were noted:

Monuments	Plan Distance (m)	Measured Distance (m)	Discrepancy (m)
R. 7A to E. ¼ 36	634.512	634.535	0.023
R.7A to R.8	27.172	27.176	0.004
R.8 to R. 9 tangent	162.729	162.704	-0.025
R. 9 to R. 8	74.027	74.040	0.013
R.7 to R. 6	120.750	120.741	-0.009
R.5 to R.4	114.705	114.73	0.025

Each of the statutory iron pins found matched the plan to an acceptable level of error and the position of each was accepted.

When addressing circular curves, the evidence found will not always match the information shown on the plan. Although the delta angle may vary slightly, it is important for the surveyor to maintain the radius of the curve. By holding the tangent evidence and the radius of the curve, R. 7 was found to be 0.059 metres from the position shown on the plan of survey. As a result the new plan of survey reflects a delta angle 50” greater than that of the original plan of survey.

The next task faced by the field crew was establishing the north and south limits of the road widening. The north boundary of the new road widening was to be bound by Registered Plan 90B00407 (*Appendix E*). After reviewing the registered legal plan, the crew determined that the new widening was to intersect two separate circular curves. When intersecting an existing curve, the *Manual of Instructions for the Guidance of Surveyors* states that “a minimum of two curve monuments and one tangent shall be found or re-established to verify the existing curve information.”<sup>4</sup> Therefore, the field crew required the beginning and end of each of the curves, as well as the monuments to establish the tangent of the curves. The field crew already had the evidence required to intersect the circular curve established by R.8 and R.9, yet still required the monuments R.1, R.2, and R.2A. To avoid lengthy field calculations, once the monuments were linked to the survey, the intersections were calculated at the end of the day using a computer at the office. In calculating the circular curve, the field crew established the centre of the curve by holding the tangent monuments and producing line from the beginning curve (B.C.) monument, perpendicular the radius distance shown on the plan of survey. Once the centre of the circle was established, a check was done on each of the end curve (E.C.)

monuments to ensure a closure. If the E.C. monument fits the curve data, then additional information, such as the next tangent is not required to be resurveyed. For these curves, R.9 fit the curve to 0.004 metres and R.1 fit the curve to 0.038 metres. Using the short tangent of the curves, the accuracy factor of R.1 was 10,779 and the accuracy factor of R.9 was 40,430. As outlined in Section 29 of the Land Survey Regulations, “for a survey performed between in 1976 or later, the [acceptable] accuracy factor is 5,000.”<sup>5</sup>, therefore the monuments were accepted not to be in error. With the circular curve established, Registered Plan 88B01962 was perpendicularly offset 23.00 metres and the intersection positions were calculated.

The only problem encountered in the field survey was establishing the south limit of the new road widening. Since the south limit was to terminate on a Metes and Bounds description, as described on Certificate of Title 98B02228 (*Appendix B*), the boundary of this parcel would require re-establishing. The Certificate of Title stated that the parcel boundary was “parallel with and perpendicularly distant Southerly 702 feet from the Northern boundary of the quarter section.” To establish this parcel boundary, the Northern boundary of the quarter section, as defined by the N.  $\frac{1}{4}$  36 and N.E. 36 statutory monuments, was required to be established.

Upon reviewing Registered Plan 90B00407, it appeared that the N.  $\frac{1}{4}$  36 and the N.E. 36 statutory monuments were lost and the position of these monuments would require re-establishing. In determining the position of the N.  $\frac{1}{4}$  36, additional statutory pins on Registered Plan 90B00407 were tied into the survey. The field crew was able to establish the position of the N.  $\frac{1}{4}$  36 from Registered Plan 90B00407. Upon navigating to the position of the N.  $\frac{1}{4}$  36, the re-established position of the monument fell within the paved section of the highway. Due to the location of the established position, the field crew did not dig for trace of the monument and accepted the re-established position as indicated on Registered Plan 90B00407.

In establishing the position of the N.E. 36, the field crew once again relied on Registered Plan 90B00407. The field crew produced the line from the found statutory pin at the E.  $\frac{1}{4}$  36 through the found statutory pin “R. 7A” at the plan distance of 169.476 metres. Upon navigating to the position of the monument, the field crew found a statutory iron post at the proposed position of the N.E. 36. To ensure this was the correct monument, which was



previously noted as lost, the field crew dug up the monument to read the markings on the pin, “XXXVI, XLXI, XXVIII”. This was indeed the monument marking the N.E. 36, but further research in the office was required to ensure the monument was established correctly. Since the monument matched the plan distances to within an acceptable closure of 0.019 metres, the statutory iron pin was accepted until further research could be performed of the area.

When establishing the boundaries of a Metes and Bounds parcel, it is important to realize that although the intention of the newly surveyed boundary is to coincide with the existing parcel, the description remains the boundary of the parcel. Future surveys of the area may reveal the statutory pins not to be on the boundary of the Metes and Bounds description. The intention of these statutory iron pins is not to mark the boundary of the Metes and Bounds description, but to define the termination boundary of the road survey. To coincide with the Metes and Bounds description, statutory iron pins were laid out at a perpendicular distance of 213.970 metres (702 feet) from the Northern boundary.

Upon returning to the office, the field crew was able to research into the re-established N.E. 36. The field crew found the plan re-establishing the N.E. 36 to be Registered Plan 91B09263 (*Appendix F*). This registered plan appeared to re-establish the N.E. 36 correctly as compared to registered Plan 90B00407, but more research was required to identify how this distance was derived. The last legal plan to find and have a direct tie to the original found statutory iron pin at the N.E. 36 was that of Registered Plan 65B07813 (*Appendix G*). This plan found both the N.E. 36 and the E. ¼ 36 statutory iron posts. Using the line between these two found pins, the plan established the original “R. 7A” statutory monument, which was found in the current survey being performed by the field crew. This registered plan has a distance of 169.484 metres between the N.E. 36 and “R. 7A”. Since the location of the N.E. 36 lies adjacent to a railway tie, digging for original trace of the monument probably had never occurred over the course of previous surveys. Each previous survey plan indicated a lost monument at the N.E. 36, yet this monument appears to be re-established correctly using the information provided on previous registered survey plans.

The field crew returned to the job site the next day and finished the road widening survey. Statutory iron pins, marked “S057” on one side, and marked with their appropriate “R.” number on the adjacent side, were planted in accordance with the *Land Surveys Act*. To have a clear and concise numbering system for the road pins, the field crew started on the south limit and numbered the pins increasingly to the north. The pins on the east side were marked with an “A” designator to identify them as being the opposite boundary of the same “R.” number located on the west boundary of the widening. Where the statutory iron posts would not interfere with farming practices, marker posts were placed 0.3 metres inside the right-of-way and noted on the field notes as such.

Upon completion of the field survey, the field crew returned to the office and submitted the original field notes (*Appendix H*) and a file containing the GPS observations of the survey data. Using Trimble Geomatics Office, a GPS software program, the GPS observations were post processed and a local coordinate file was generated (*Appendix I*). This file contained the Northing, Easting, Elevation, and Description of the survey data collected in the field. The data file along with the field notes were then submitted to the drafting department so a plan of survey could be prepared.

### **Plan Preparation and Returns**

The only plan required from a road right-of-way survey is that of a plan of survey showing Surface R.M Roadway. The plan is prepared based on the guidelines set out in the *General Requirements for the Preparation of Plans* document. This document is intended to outline some of the rules and regulations required of the *Land Survey Regulations*.

Once the plan of survey has been prepared by the drafting staff, the plan is then checked by the Saskatchewan Land Surveyor supervising the project. The Land Surveyor ensures the plan accurately reflects the field survey performed, and ensures all statutory monuments found and placed meet the current standards set forth in Legislation. Once the plan had been checked and all closures had been calculated, the plan was ready for submission to the Controller of Surveys Office for plan examination and approval.

In Saskatchewan, submitting a plan of survey to the Controller of Surveys is operated by Information Services Corporation (ISC) of Saskatchewan. ISC has set forth a procedure which must be followed in order to submit all legal survey plans for examination. The procedure involves a series of forms which must be filled out to create a packet. Each legal plan to be approved is identified by a unique bar code, which is displayed on the cover page of the packet. The completed packet (*Appendix J*) is then e-mailed to ISC for processing.

Once the plan has been reviewed by ISC and checked by a plan examiner, the lengthy process of approvals begins. Approvals must be received from Community Planning and Saskatchewan Highways, and all of the necessary support documents must be in place prior to the final creation of the *Transform Approval Certificate* (TAC). This process may take upwards of a year and the client must be made aware of these timelines at the beginning of the project. Prior to the completion of this process, the surveyor may receive the plan image along with an examination memorandum, requesting the plan be corrected for errors. Once the plan is approved by the Controller of Surveys, the surveyor will receive a TAC along with the approved plan.

## **Conclusion**

Two days after the packet was sent to ISC for examination, the client approached McElhanney Land Surveys Ltd. about adding a southern portion to the survey of the road right-of-way. On November 18, 2004 the second meeting between the client and McElhanney Land Surveys Ltd. occurred. In the meeting, the client presented the new engineering drawings of the proposed rural municipality road right-of-way. Upon examining the proposed road plans, it was determined that the southern portion of the road survey would conflict with the survey already performed by McElhanney Land Surveys Ltd. The client asked McElhanney Land Surveys Ltd. to retract the current plan being examined by the Controller of Surveys office. The southern road right-of-way was to be combined with the survey of the northern road widening and one plan was to be registered with the Land Registry. As a result of the new road survey revising the existing curve data, the statutory iron posts planted on the original road widening survey were all removed from the ground.





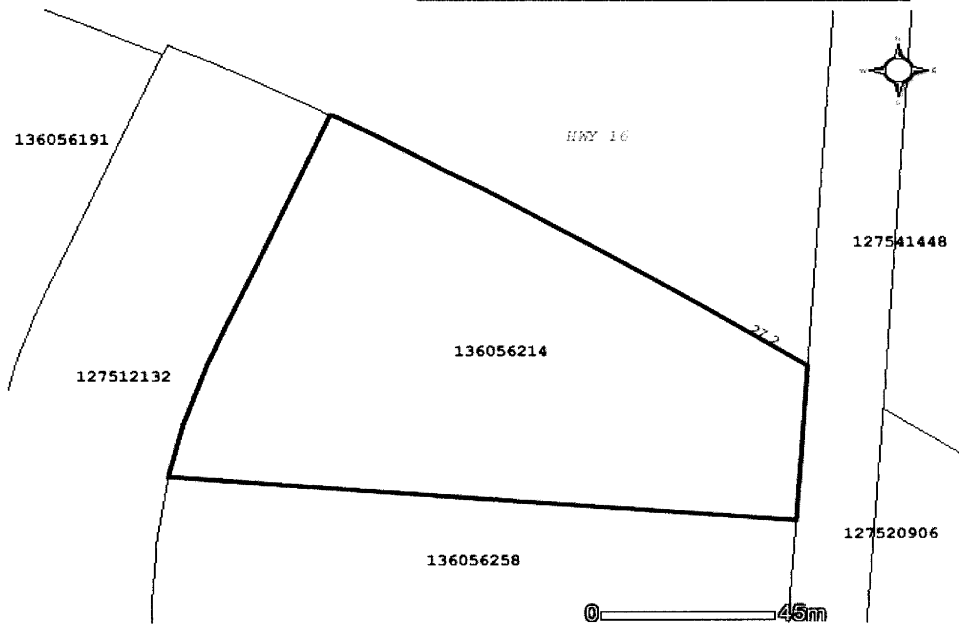
# Appendix B – Titles

Parcel Picture

Page 1 of 2



**Surface Parcel Number: 136056214**  
**LLD: (Parcel: B)Plan 101662411 Ext 24**  
**Parcel Class Code: Parcel (Generic)**  
**Area: 1.186 hectares (2.93 acres)**  
**Request Date: Jun 23, 2004 10:40:58 AM CST**



DISCLAIMER: THIS IS NOT A PLAN OF SURVEY. It is a consolidation of plans to assist in identifying the location, size and shape of a parcel in relation to other parcels. Parcel boundaries and area may have been adjusted to fit with adjacent parcels. To determine actual boundaries, dimensions, or area of any parcel, refer to the plan, or consult a surveyor.

## Related Information

Parcel	Land Description
127541448	NW 31-49-27-3Plan 90B00407 Ext 1
127520906	NW 31-49-27-3 Ext 1
136056191	(Parcel: A)Plan 101662411 Ext 4
136056214	(Parcel: B)Plan 101662411 Ext 24

<http://www.isc.ca/LAND/tps/scripts/TPSRtvCstmPrcIPtrView-ByPrcI.asp?prclSysKeyId=1...> 6/23/04

**Province of Saskatchewan  
Land Titles Registry  
Title**

**Title #:** 123737160                      **As of:** 23 Jun 2004 10:41:17.414  
**Status:** Active                              **Last Amendment Date:** 17 Mar 2003  
**Parcel Type:** Surface                      **Issued:** 17 Mar 2003 08:06:52.007  
**Parcel Value:** \$112,500.00 CAD  
**Title Value:** **\$112,500.00 CAD**              **Municipality:** RM OF WILTON NO. 472

611206 SASKATCHEWAN LTD. is the registered owner of Surface Parcel #136056214

Reference Land Description: Blk/Par BPlan No 101662411 Extension 24  
As described on Certificate of Title 98B02228, description 24.

This title is subject to any registered interests set out below and the exceptions, reservations and interests mentioned in section 14 of *The Land Titles Act, 2000*.

**Registered Interests:**

None

**Addresses for Service:**

<b>Name</b>	<b>Address</b>
<b>Owner:</b> 611206 SASKATCHEWAN LTD.	300 - 374 THIRD AVENUE S SASKATOON, SK, Canada S7K 1M5
Client #: 100016806	

**Notes:**

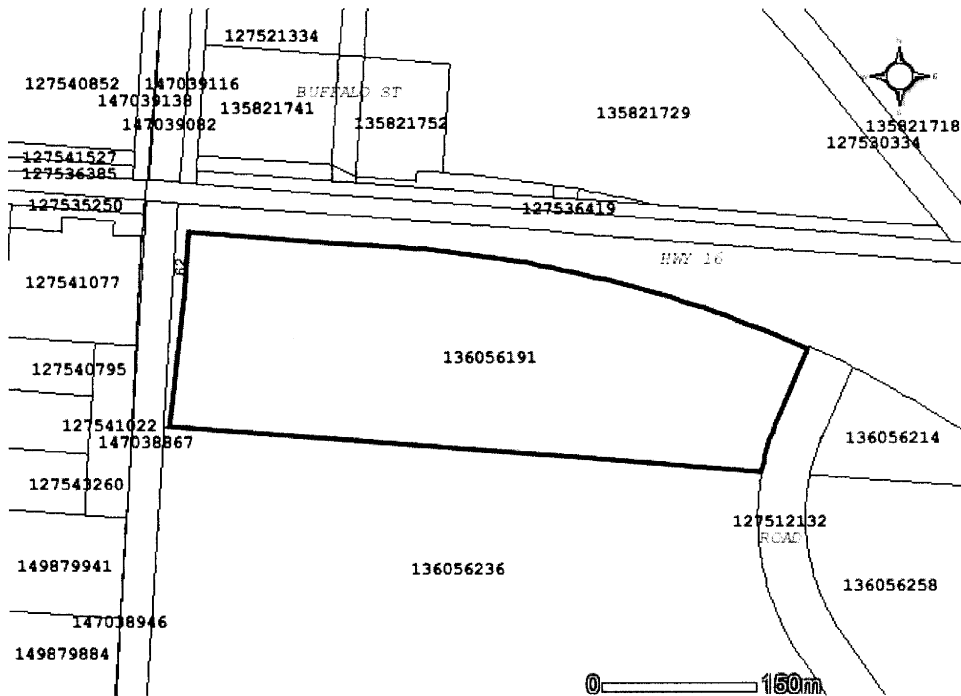
Under The Planning and Development Act, 1983, the title for this parcel and parcels 136056191 may not be transferred or, in certain circumstances, mortgaged or leased separately without the approval of the appropriate planning authority. If you believe this restriction does not apply to this parcel, please contact 1-866 ASK-ISC1 to have the restriction reviewed.

Parcel Class Code: Parcel (Generic)





**Surface Parcel Number: 136056191**  
**LLD: (Parcel: A)Plan 101662411 Ext 4**  
**Parcel Class Code: Parcel (Generic)**  
**Area: 10.287 hectares (25.42 acres)**  
**Request Date: Jun 23, 2004 10:40:22 AM CST**



DISCLAIMER: THIS IS NOT A PLAN OF SURVEY. It is a consolidation of plans to assist in identifying the location, size and shape of a parcel in relation to other parcels. Parcel boundaries and area may have been adjusted to fit with adjacent parcels. To determine actual boundaries, dimensions, or area of any parcel, refer to the plan, or consult a surveyor.

**Related Information**

Parcel	Land Description
135821718	(Parcel: A)Plan 101746425 Ext 40
127530334	SE 01-50-28-3Plan B4392 Ext 1
147039071	SW 01-50-28-3Plan AH1722 Ext 15
147039082	SE 01-50-28-3Plan AH1722 Ext 6



## **Province of Saskatchewan Land Titles Registry Title**

<b>Title #:</b> 123737137	<b>As of:</b> 23 Jun 2004 10:40:42.404
<b>Status:</b> Active	<b>Last Amendment Date:</b> 17 Mar 2003
<b>Parcel Type:</b> Surface	<b>Issued:</b> 17 Mar 2003 08:06:51.540
<b>Parcel Value:</b> \$112,500.00 CAD	
<b>Title Value: \$112,500.00 CAD</b>	<b>Municipality:</b> RM OF WILTON NO. 472

611206 SASKATCHEWAN LTD. is the registered owner of Surface Parcel #136056191

Reference Land Description: Blk/Par APlan No 101662411 Extension 4  
As described on Certificate of Title 98B02228, description 4.

This title is subject to any registered interests set out below and the exceptions, reservations and interests mentioned in section 14 of *The Land Titles Act, 2000*.

### **Registered Interests:**

None

### **Addresses for Service:**

<b>Name</b>	<b>Address</b>
<b>Owner:</b> 611206 SASKATCHEWAN LTD.	300 - 374 THIRD AVENUE S SASKATOON, SK, Canada S7K 1M5
Client #: 100016806	

### **Notes:**

Under The Planning and Development Act, 1983, the title for this parcel and parcels 136056214 may not be transferred or, in certain circumstances, mortgaged or leased separately without the approval of the appropriate planning authority. If you believe this restriction does not apply to this parcel, please contact 1-866 ASK-ISC1 to have the restriction reviewed.

Parcel Class Code: Parcel (Generic)

**Back**



Government of Saskatchewan

# CERTIFICATE OF TITLE

M.C. ....

CONSOLIDATION

98B02228

No. ....

Value \$ .....

Grant No. **D 416** .....

90B08336

Ref. **98B02227** .....

THIS IS TO CERTIFY that **SUZANNE MARIE JALBERT**

# M & B ~~Plan Ex~~



**is** now the owner of an estate in fee simple  
of and in

**All that portion of The North East Quarter of Section 36**

**Township 49**

**Range 28**

**West of the Third Meridian, Saskatchewan**

**lying East of the Eastern limit of the Right of Way of The Canadian Pacific  
Railway Company on Plan AH 1722 and North of a line drawn parallel with and  
perpendicularly distant Southerly 702 feet from the Northern boundary of  
the quarter section**

**Description 4 2nd**

**Description 24**

**Except Firstly:** The Right of Way of The Canadian National Railways on  
Plan B 4392

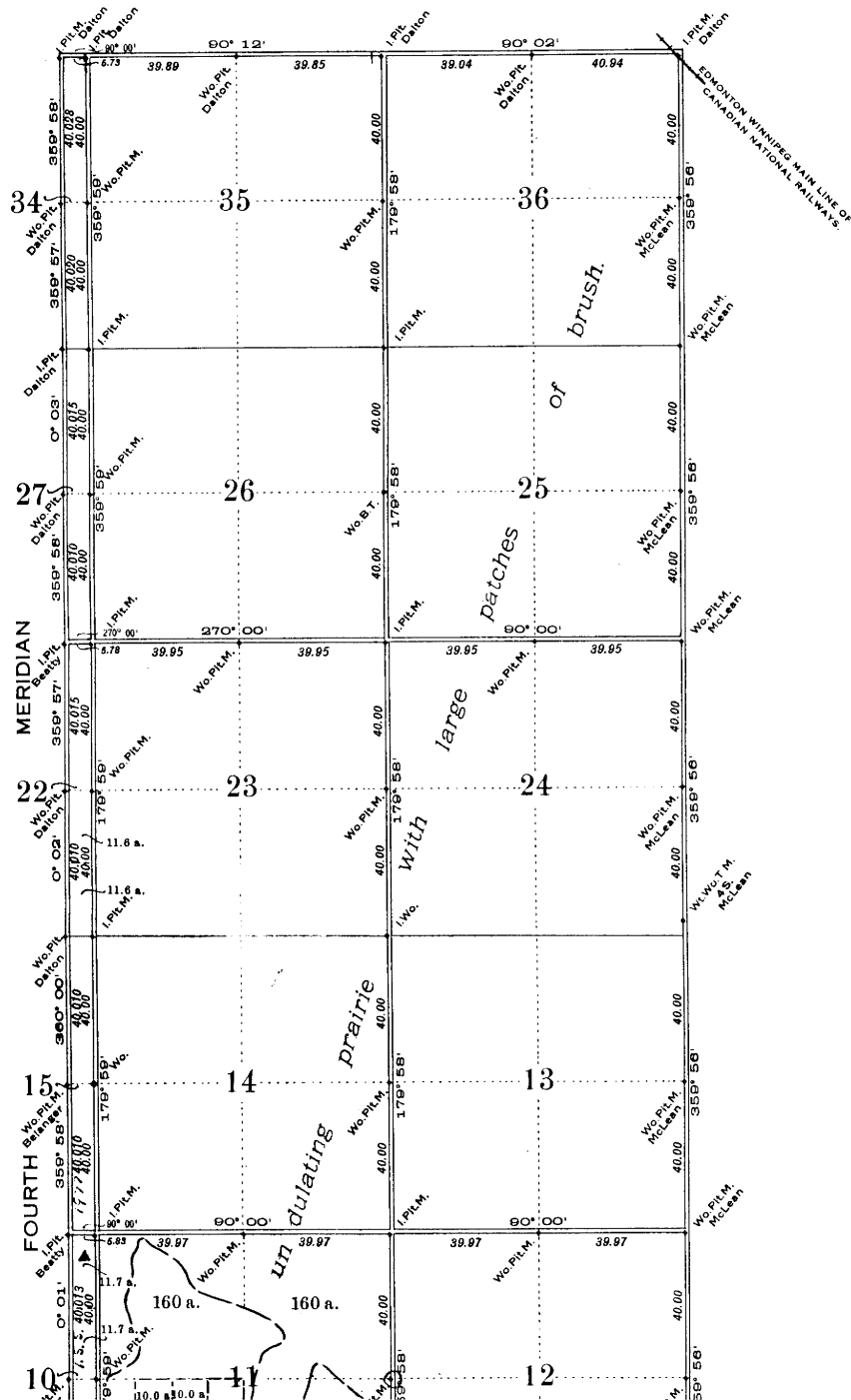
**Secondly:** 0.56 of a hectare as Parcel "Y" for Roadway on Plan 88B01962

**Thirdly:** 4.650 hectares as parcel "X" and 0.170 of a hectare as  
Parcel "Z" for Roadway on Plan 90B00407

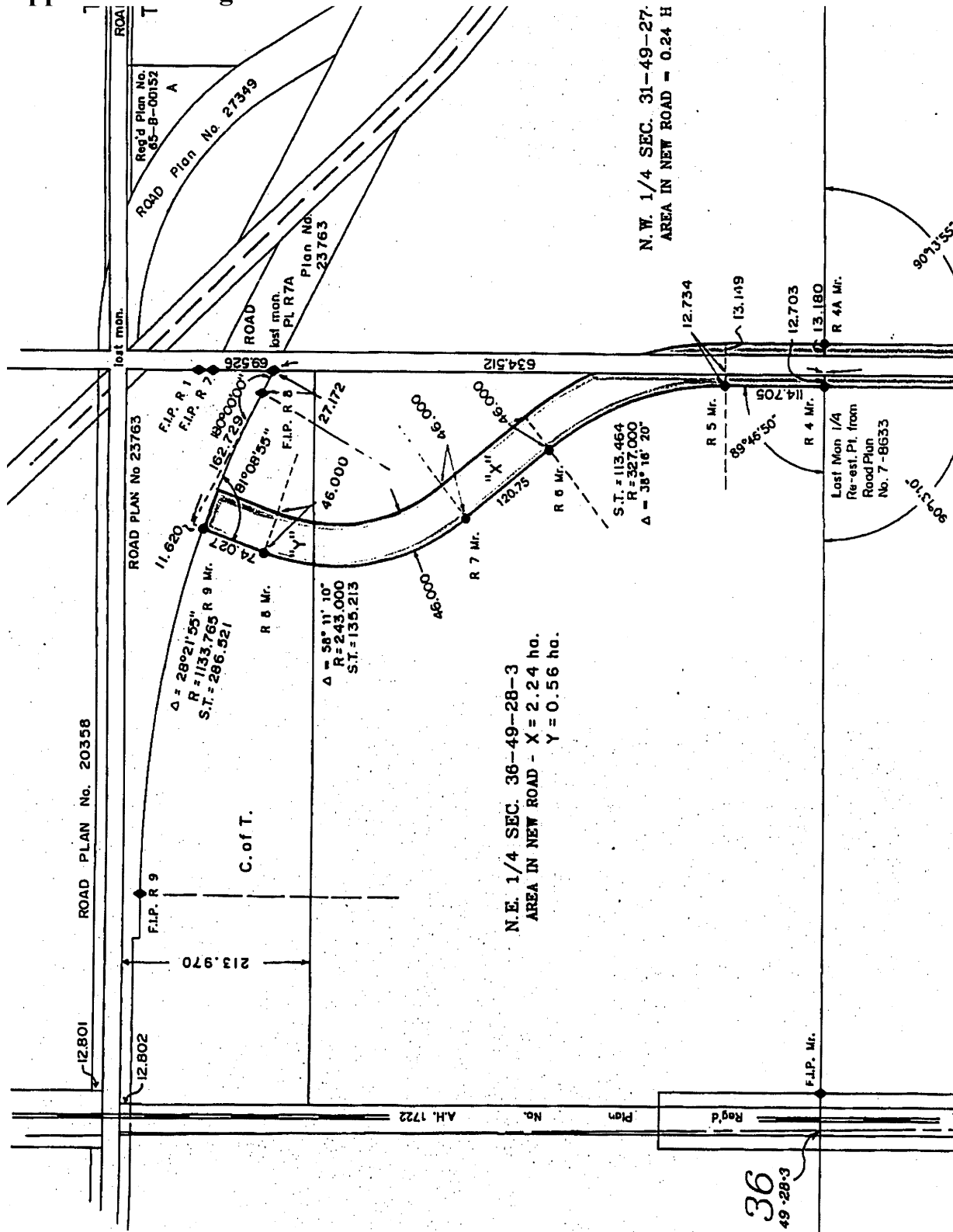
**MINERALS IN THE CROWN**

Appendix C – Township Plan

# of Township 49, Range 28, West of the 1



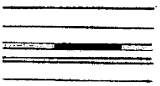
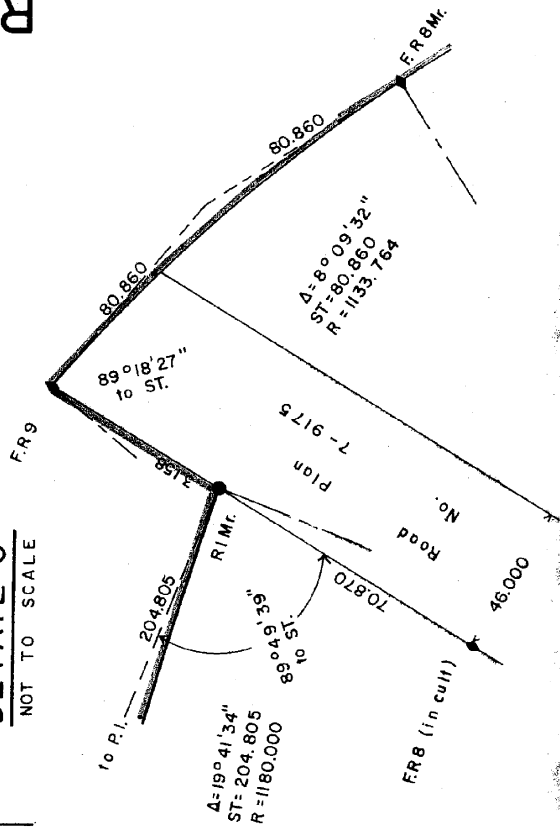
Appendix D - Registered Plan 88B01962

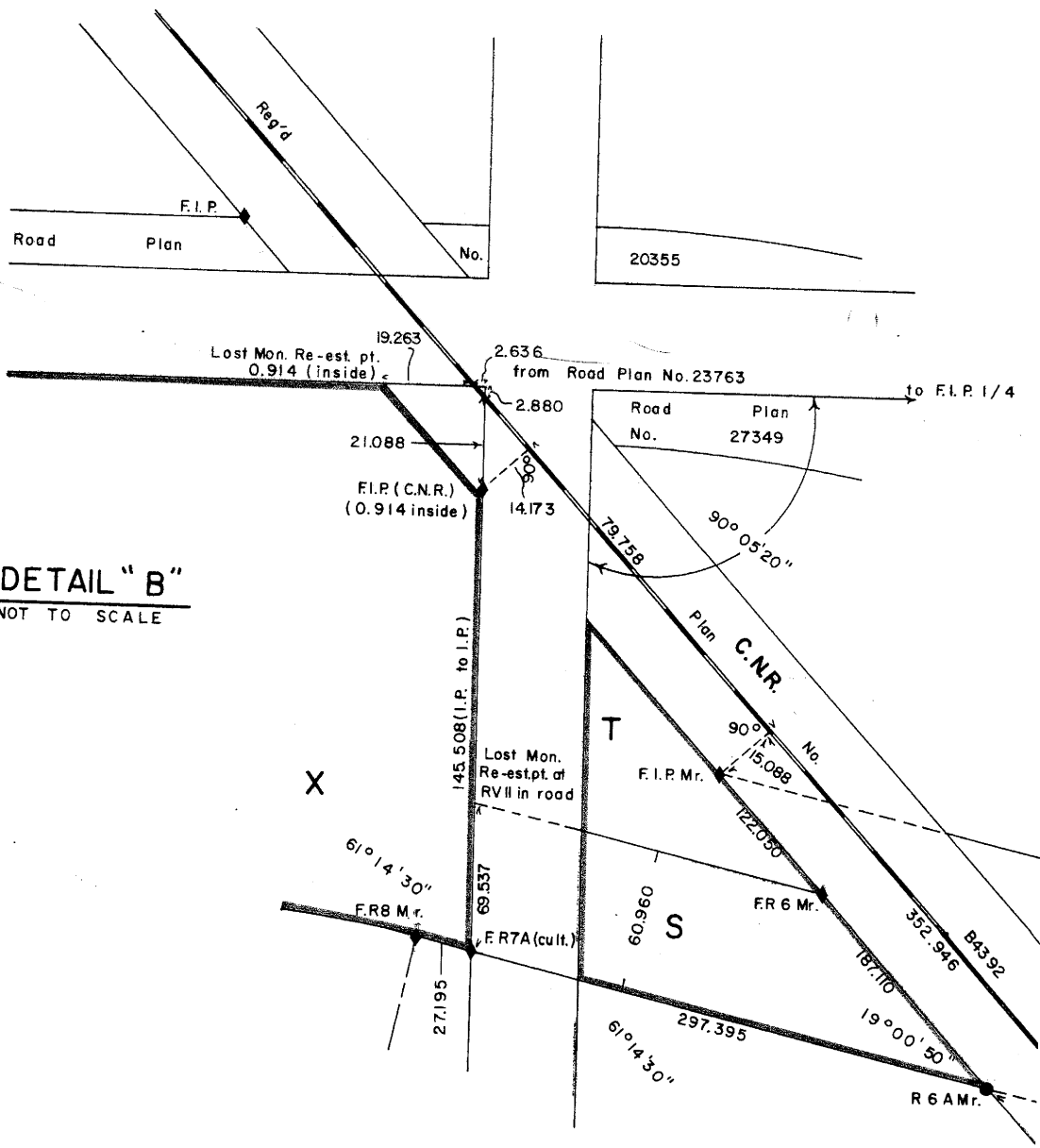




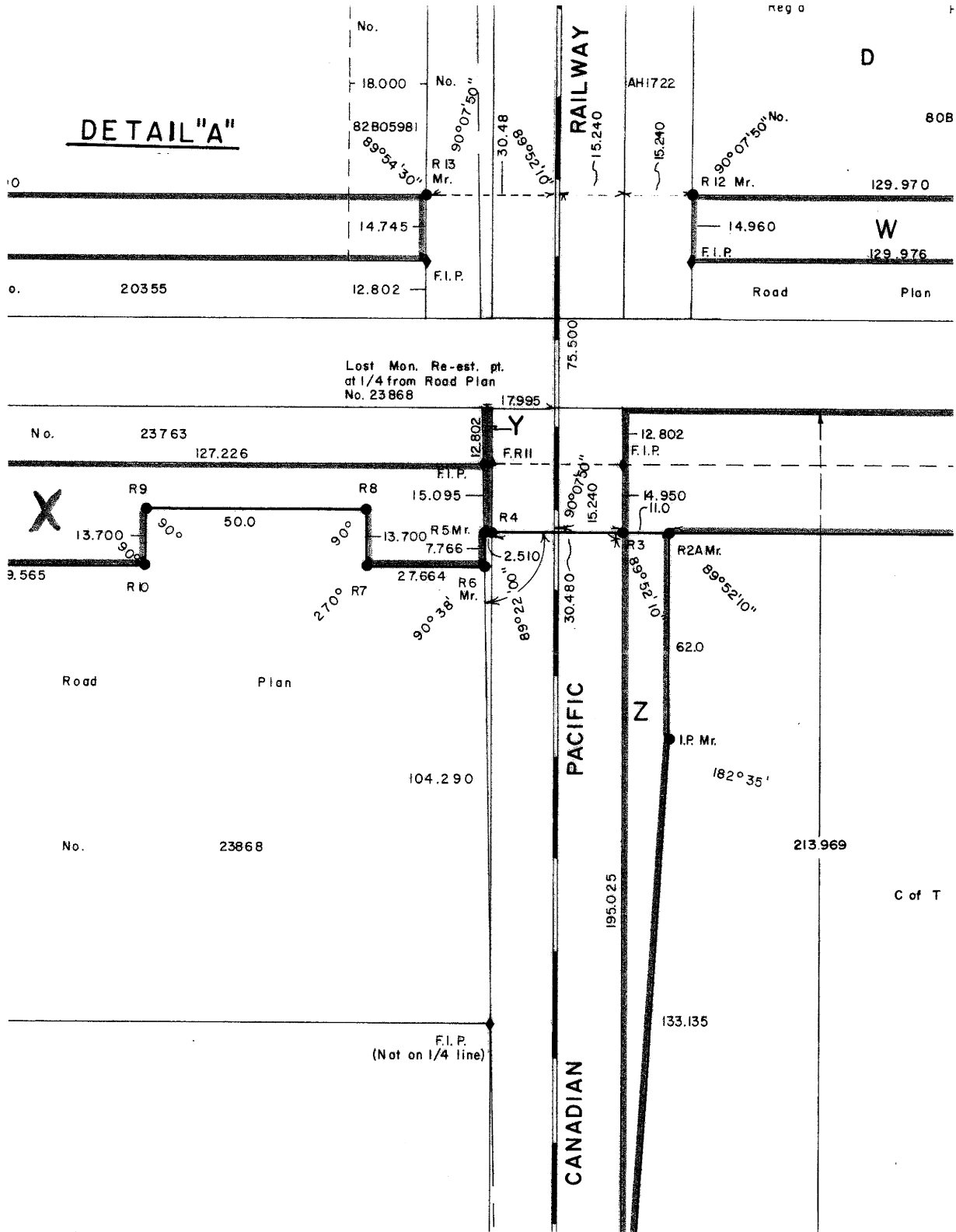
RGE. 2  
RGE. 1

DETAIL "C"  
NOT TO SCALE





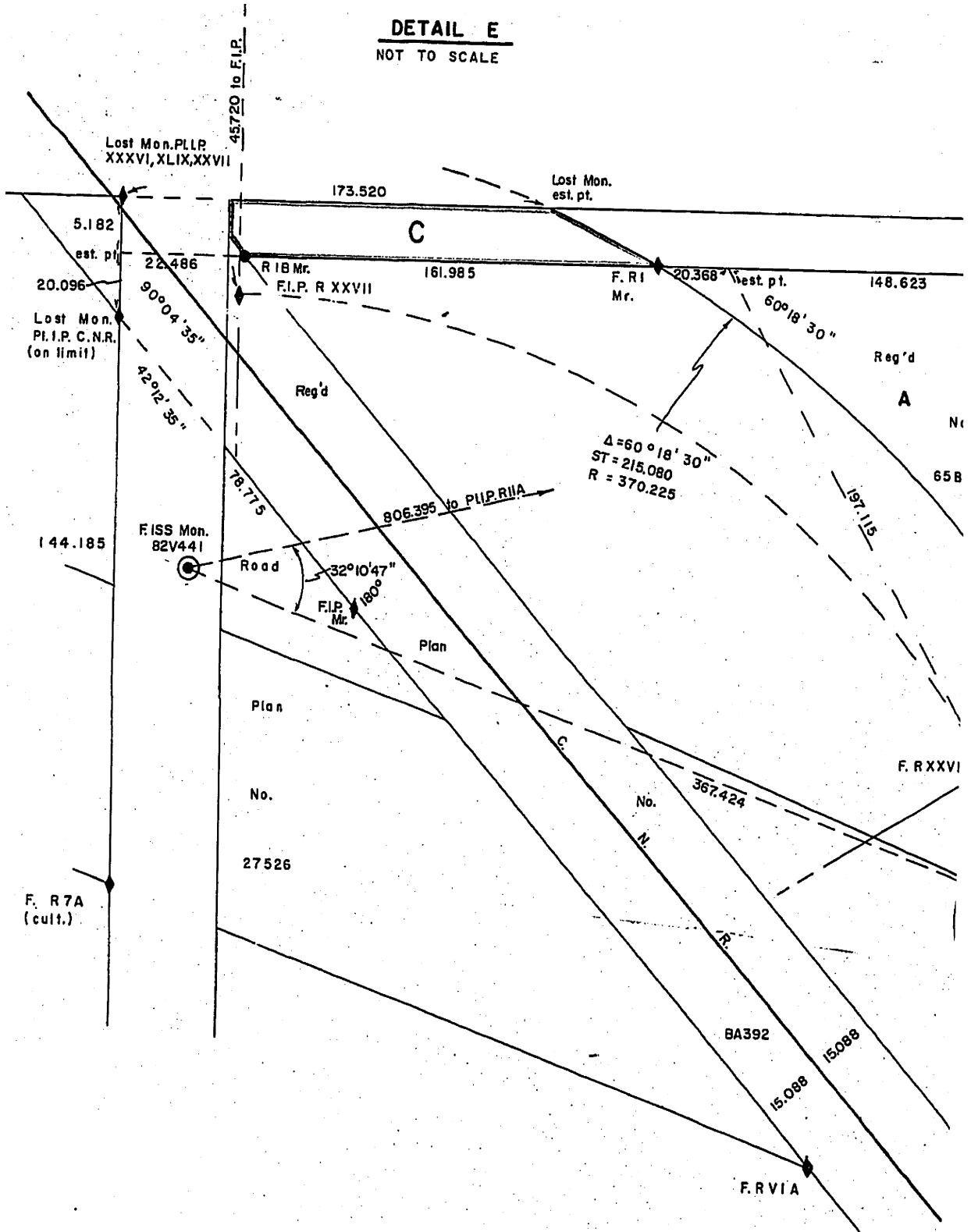
**DETAIL "B"**  
 NOT TO SCALE







**DETAIL E**  
NOT TO SCALE





# Appendix H – Field Notes

PAGE 1 OF 3



**McELHANNEY LAND SURVEYS**  
PROFESSIONAL LAND SURVEYORS

EDMONTON, ALBERTA      CALGARY, ALTA.  
PH: (403) 451-3420      PH: (403) 245-4711  
FAX: (403) 452-7033      FAX: (403) 229-9160

JOB NO.: 341107907

DATE COMMENCED: JUNE 27, 2004

DATE COMPLETED: JUNE 29, 2004

LOCATION: NE 1/4 36-49-28-3

SURVEY TYPE: ROAD WIDENING

CLIENT: R.M. OF WILTON #472

CLIENT REP: DELMER BOOIE

PARTY CHIEF: R. KING

ASSISTANT: J. GRANT

INSTRUMENTATION: RTK 5500

P.P.M. SETTING \_\_\_\_\_

DATE OF CALIBRATION: \_\_\_\_\_

SPECIAL EQUIP: \_\_\_\_\_

WEATHER: \_\_\_\_\_

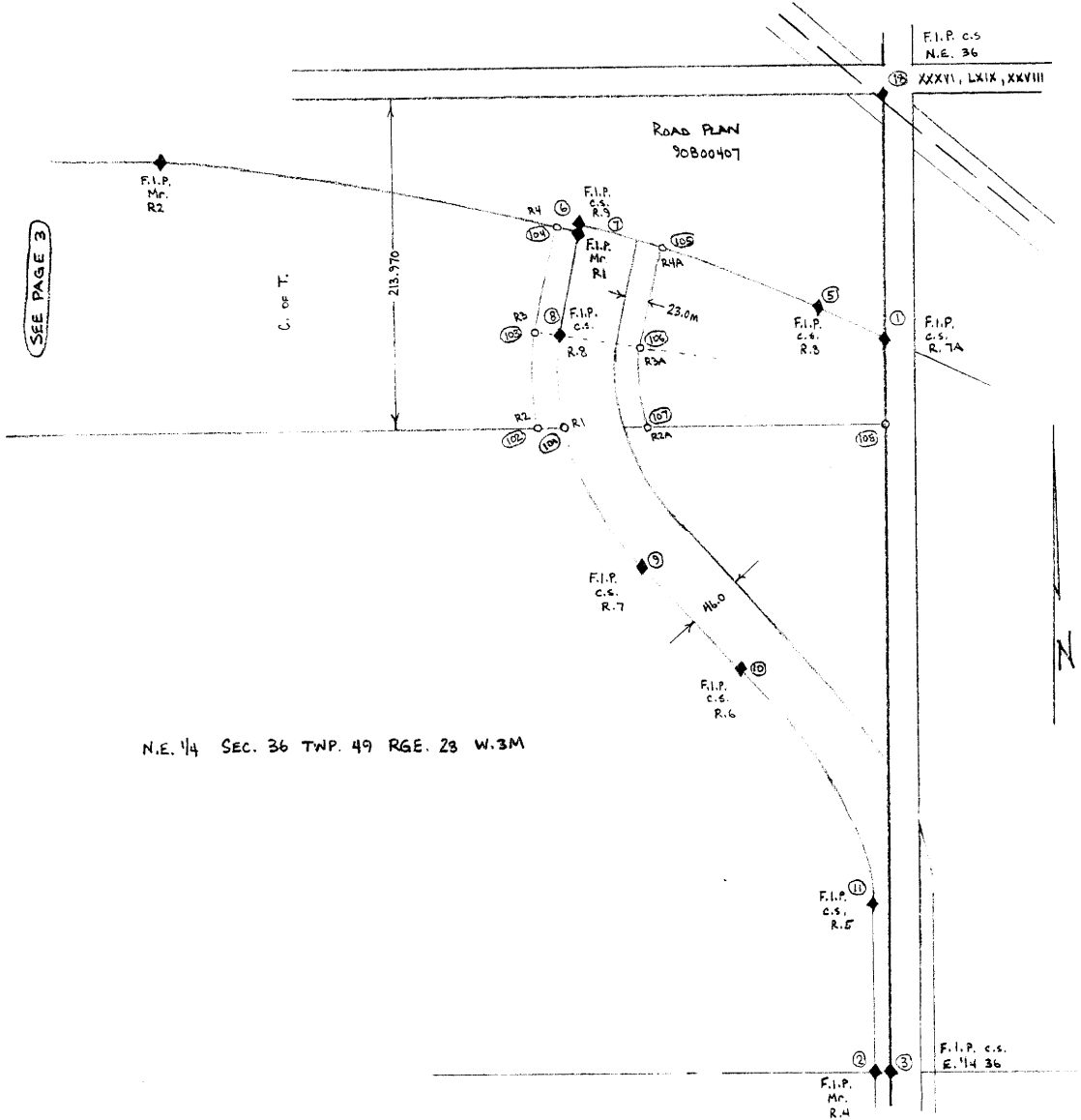
W/S COORDINATES: \_\_\_\_\_

W/S, A/R SIZE: \_\_\_\_\_

**SYMBOLS USED ARE IN ACCORDANCE WITH THE  
A.L.S.A. MANUAL OF STANDARD PRACTICE.**

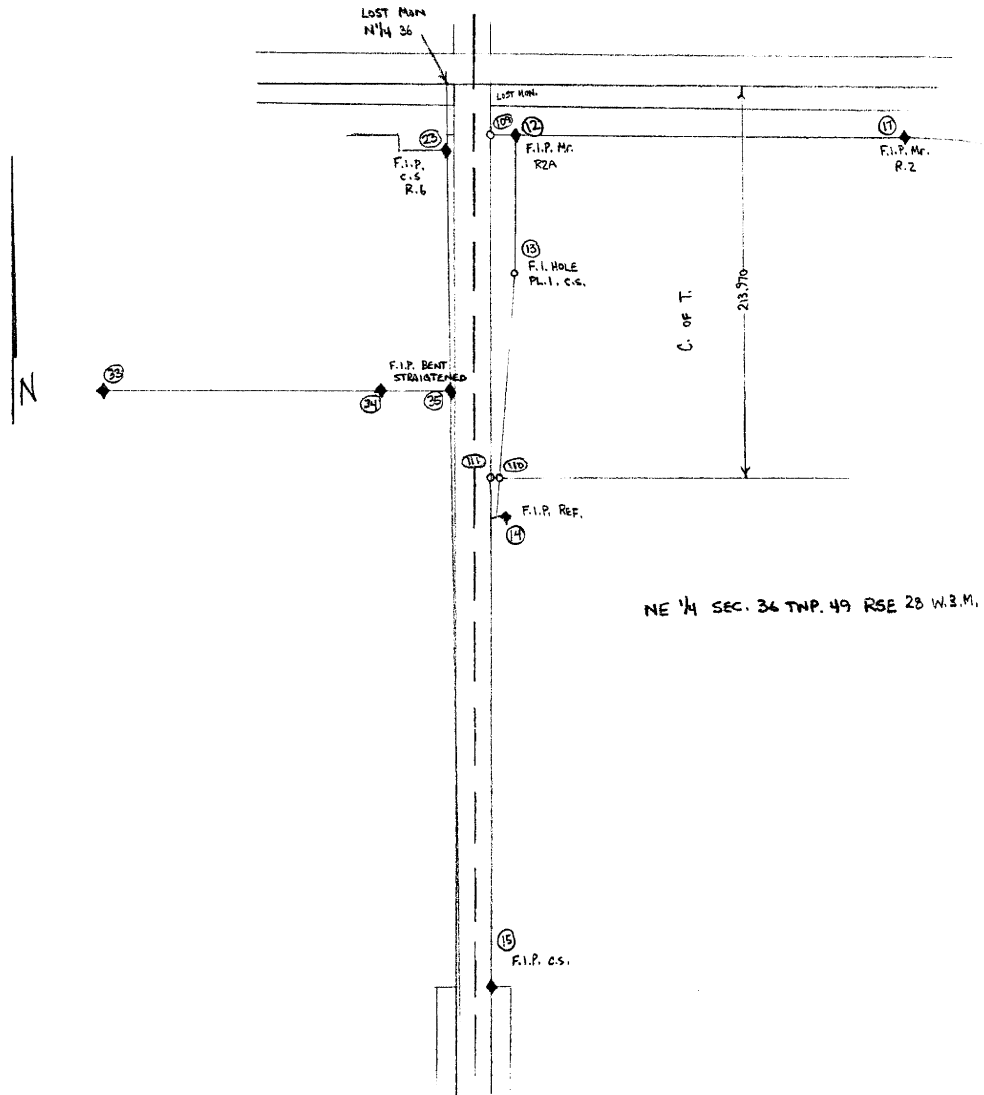


CLIENT: RM OF WILTON # 972	JOB No.: 341107807	LOCATION: NE 1/4 36-49-23-W.3M	PAGE: 2 OF 3
CREW: R. KING	DATE: JUNE 27, 2004	DATUM: CHECK:	PUB. PUB. MSD.
EQUIPMENT: RTK 5800	WEATHER:	PROPOSED CO-ORD:	SURVEYED CO-ORD:
FILE NAME: 7807.AC .DC .ASC	SURVEY TYPE: ROAD WIDENING	REASON FOR MOVE:	
LAND OWNER CONTACT: YES <input type="checkbox"/> NO <input type="checkbox"/> COMMENTS:			





CLIENT: <i>RM OF WILTON # 472</i>	JOB No.: <i>341107807</i>	LOCATION: <i>NE 1/4 36-49-28-W3M</i>	PAGE: <i>3 OF 3</i>
CREW: <i>R. KING / J. GRANT</i>	DATE: <i>JUNE 29, 2004</i>	DATUM: CHECK:	PUB. PUB. MSD.
EQUIPMENT: <i>RTK 5800</i>	WEATHER:	PROPOSED CO-ORD:	SURVEYED CO-ORD:
FILE NAME: <i>7807.DC .DC                   7807.DC .ASC</i>	SURVEY TYPE:	REASON FOR MOVE:	
LAND OWNER CONTACT: YES <input type="checkbox"/> NO <input type="checkbox"/> COMMENTS:			



# Appendix I – GPS Coordinate File

## Points

Project : 7807

<b>User name</b>	RKing	<b>Date &amp; Time</b>	2:12:49 PM 6/30/2003
<b>Coordinate System</b>	Projection from data collector(at ground)	<b>Zone</b>	Zone from data collector
<b>Project Datum</b>	(WGS 84)	<b>Geoid Model</b>	Not selected
<b>Vertical Datum</b>	NONE		
<b>Coordinate Units</b>	Meters		
<b>Distance Units</b>	Meters		
<b>Height Units</b>	Meters		

Point listing

Name	Northing	Easting	Elevation	Feature Code
1	20634.492	20012.465	624.277	FD-I-CS-R7A-36-49-28
2	20000.004	19999.764	630.000	FD-I-MR-R4-36-49-28
3	19999.957	20012.459	628.806	FD-I-CS-El/4-36-49-28
4	20778.620	20012.399	626.265	FD-I-CS-36-49-28
5	20647.544	19988.628	623.761	FD-I-CS-R8-36-49-28
6	20714.939	19842.057	626.128	FD-I-CS-R9-36-49-28
7	20711.969	19840.979	626.055	FD-I-MR-R1-36-49-28
8	20645.326	19816.838	626.152	FD-I-CS-R8-36-49-28
9	20412.036	19854.613	626.313	FD-I-CS-R7-36-49-28
10	20317.255	19929.414	626.692	FD-I-CS-R6-36-49-28
11	20114.734	19999.728	628.224	FD-I-CS-R5-36-49-28
12	20781.474	19234.578	628.796	FD-I-CS-R2A-36-49-28
13	20719.483	19234.689	629.498	FD-I-HOLE-PL-I-CS
14	20586.458	19231.799	628.089	FD-I-REF-3M
15	20189.531	19224.439	631.757	FD-I-CS
17	20781.281	19443.383	626.944	FD-I-MR-R2-36-49-28
18	20803.953	20012.459	626.437	FD-I-CS-NE-36-49-28
19	20669.469	19191.770	629.016	FD-I-CS
21	20796.837	18385.729	630.559	FD-I-CS-R45-35-49-28
22	20005.830	18383.874	634.469	FD-I-CS-El/4-35-49-28
23	20773.764	19190.706	629.896	FD-I-CS-R6
30	20503.442	19153.521	629.231	FD-I-CS
31	20503.479	18936.068	629.649	FD-I-CS
32	20503.484	18936.104	629.660	FD-I-CS
33	20669.407	18988.870	629.734	FD-I-CS
34	20669.384	19153.253	629.963	FD-I-CS
35	20669.374	19191.793	629.023	FD-I-BENT
100	19787.943	20048.462	629.552	BASE
101	20591.316	19804.030	626.398	PL-I-MR0.3N-R1
102	20591.481	19780.896	626.301	PL-I-MR0.3N-R2
103	20653.299	19795.260	626.163	PL-I-CS-R3
104	20719.523	19819.259	626.118	PL-I-CS-R4
105	20688.680	19905.935	624.838	PL-I-CS-R4A
106	20621.950	19881.755	625.924	PL-I-CS-R3A
107	20590.855	19873.630	626.388	PL-I-CS-R2A
108	20589.930	20012.456	624.659	PL-I-CS
109	20781.487	19223.573	632.227	LOST-MON-PL-I-CS-R3
110	20595.176	19229.190	628.848	PL-I-CS
111	20595.208	19223.849	627.787	PL-I-CS

[Back to top](#)

# Appendix J – ISC Packet



**Information Services Corporation**  
of Saskatchewan

USE THE BARCODE NUMBER FOR FUTURE INQUIRIES REGARDING THIS PACKET

Packet Sheet Count	Request Count
1	6

**Plan Processing Packet Cover Page**

**Complete either Section A or B**

**Section A - Existing Client Information**

Client Number	Client Reference Number	Account Number	Account Password
100004689	3411-07807	100003318	34311MLSL

**Section B - New Client Information**

Last Name		OR	Firm or Other Name	
First Name				
Second Name	Third Name			
Address				
City		Province/State		
Country (if outside Canada)	Postal/Zip Code	Phone Number (include Area Code)	Fax Number (include Area Code)	
E-mail Address				

ISC-EBS-PPP0001-2001 05 30



109946751

**Plan Processing Packet Cover Page**

**Section C - Credit Card Payment:**

Visa     MasterCard

Card Number	Expiry Date (MMYY)	_____

Amount (must be entered)	_____

*(Note: This amount will be credited to your account.)*

\_\_\_\_\_

Cardholder Signature





RPLANREG



Information Services Corporation of Saskatchewan

USE THE BARCODE NUMBER FOR FUTURE INQUIRIES REGARDING THIS PACKET

Request Sequence Number: 10f1, Request Sheet Count: 5

Plan Processing Request

Plan Information: Total Plans Submitted (1), Total Support Documents Submitted, Previous/Reference Plan Number, Previous Request Number

SLS Commission Number (248) OR Prepared By: Last Name, First Name, Second Name, Third Name

Attachment File Names table with 7807-RM Roadway

Address, City, Province/State, Country, Postal/Zip Code, Phone Number

Request Type (Examination checked), Examination Type (Plan checked)

Additional Distribution List (if applicable) table with columns for Client Number, Name, Address, Send Plan, Send Certificate, Delivery Method, Medium



## ***Begin Attachment Sheet***

---

### **Instructions**

Use the Begin Attachment Sheet to separate the bar-coded application/request sheets from documentation you would like to submit to support your request.

Use the Begin Attachment Sheet for submissions in both paper format and electronic format (e-mail, e-fax, CD-ROM).

Do not use this Begin Attachment Sheet to separate Application/Request Sheets that do not have supporting documentation.

### **Example 1:**

When submitting a Plan Processing Packet Cover Page with a Plan Processing Request Sheet and a Plan on paper with additional supporting documentation add this Begin Attachment Sheet between the Request Sheet and the Plan. This indicates the end of the request and the beginning of the plan that you have attached. The order for submitting this package would be the Packet Cover Page first, the Request Sheet, the Begin Attachment Sheet, followed by the Plan and other supporting documentation.

### **Example 2:**

When submitting a Land Registry Packet Cover Page, with a Land Registry Application Sheet and a mortgage for example on paper add this Begin Attachment Sheet between the Application Sheet and the mortgage. This indicates the end of the request and the beginning of the mortgage. The order for submitting this package would be the Packet Cover Page first, the Application Sheet, then the Begin Attachment Sheet followed by the mortgage.

**SURVEYORS CERTIFICATE**

PLAN OF SURVEY  
SHOWING

SURFACE RM ROADWAY  
in  
N.E ¼ Sec. 36  
Twp. 49 – Rge. 23 – W.3 M.  
SASKATCHEWAN

BY: DONALD R. HANSON, S.L.S.

June 2004

SCALE: 1 : 5000

I, Donald R. Hanson, Saskatchewan Land Surveyor do hereby certify that the survey represented by this plan has been made by me in accordance with the provisions of the Land Survey Act, that this survey was performed between the dates of June 27, 2004 and June 29, 2004 and that this plan is correct and true to the best of my knowledge and belief.

Dated at Lloydminster in the Province of Saskatchewan

This 9th day of JULY A.D. 2004.



  
Saskatchewan Land Surveyor

**MCELHANNEY LAND SURVEYS LTD.**

**FILE NO. 3411-07807**

Canada  
Province of Saskatchewan  
To Wit:

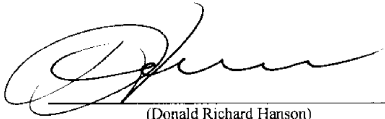
AFFIDAVIT  
Under Section 134 (15)(a)  
The Planning and Development Act, 1983

I, Donald Richard Hanson of 116-5704-44<sup>th</sup> Street, Lloydminster, Alberta, T9V 2A1  
(full legal names – no initials) (postal address)

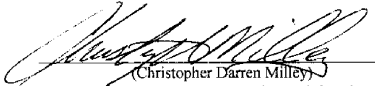
Saskatchewan Land Surveyor, make oath and say as follows:  
(occupation)

1. that I was personally responsible for surveying the Surface RM Roadway shown on the attached plan of survey dated between June 27, 2004 and June 29, 2004 and signed by Donald Richard Hanson.

Sworn before me at the City of Lloydminster,  
In the Province of Alberta, this 9<sup>th</sup> day of  
July, 2004.

  
(Donald Richard Hanson)



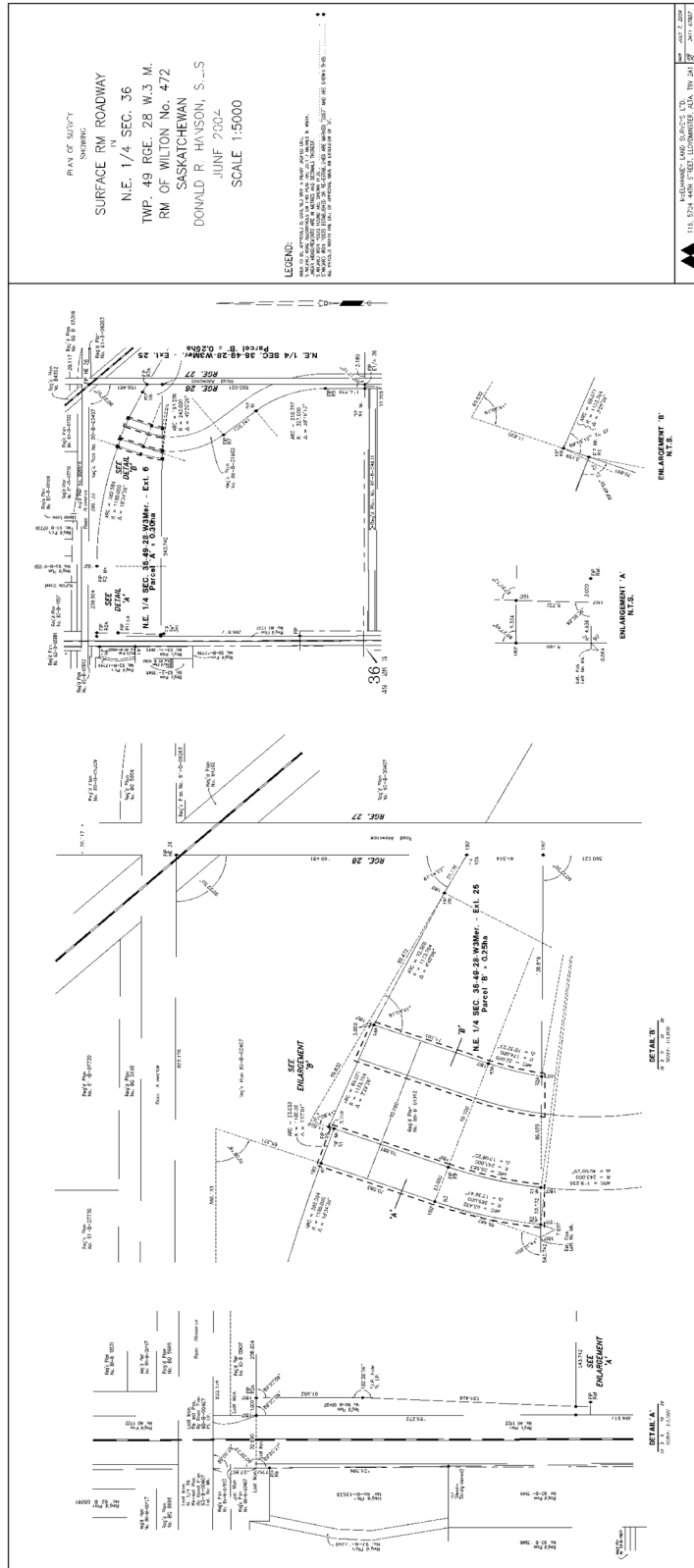
  
(Christopher Darren Milley)

A Commissioner for Oaths in and for the  
Province of Saskatchewan.

My commission expires March 31, 2008.

July 9, 2004

# Appendix K – Plan Sent to ISC



## References

1. Planning and Development Act, 1983. Chapter P13.1 of the Revised Statutes of Saskatchewan, 1983-84 (effective April 17, 1984) as amended by the Statutes of Saskatchewan, 1983-84, c.50 and 61; 1984-86, c.11; 1986, c.5 and 17; 1988-89, c.M-23.2 and 42; 1989-90, c.5 and 51; 1992, c.S-35.1; 1993, c.11 and 55; 1996, c.C-27.01 and 35; 1997, c.44; 2000, c.58; and 2001, c.28. Saskatchewan Land Surveyors Handbook. 2006.
2. Highways and Transportation Act, 1997. Chapter H-3.01 of the Statutes of Saskatchewan, 1997 (effective July 1, 1997, except section 13 and subsections 37(8) and (9)) as amended by the Statutes of Saskatchewan, 2000, c.L-5.1, c.47 and 50; 2001, c.C-15.1 and c.16; 2002, c.R-8.2; 2004, c.L-16.1 and 2005, c.M-36.1. Saskatchewan Land Surveyors Handbook. 2006.
3. Land Surveys Act, 2000. Chapter L.4.1 of The Statutes of Saskatchewan, 2000. Saskatchewan Land Surveyors Handbook. 2006.
4. Manual of Instructions for the Guidance of Surveyors, SaskGeomatics Division, Province of Saskatchewan. April 1999. Saskatchewan Land Surveyors Handbook. 2006.
5. Land Survey Regulations, 2000. Chapter L-4.1 Reg 1 (effective June 25, 2001) as amended by Saskatchewan Regulations 20/2002. Saskatchewan Land Surveyors Handbook. 2006.
6. Information Services Corporation of Saskatchewan.  
<http://www.isc-online.ca>

5

510-5  
STP-M

PLAN OF SURVEY SHOWING  
**NEW ROAD**  
IN TP. 49 - RGE. 27 - W. 3rd. M., AND  
TP. 49 - RGE. 28 - W. 3rd. M.  
1986  
BY PETER A. WALKER, S.L.S.

SCALE = 1 : 5000

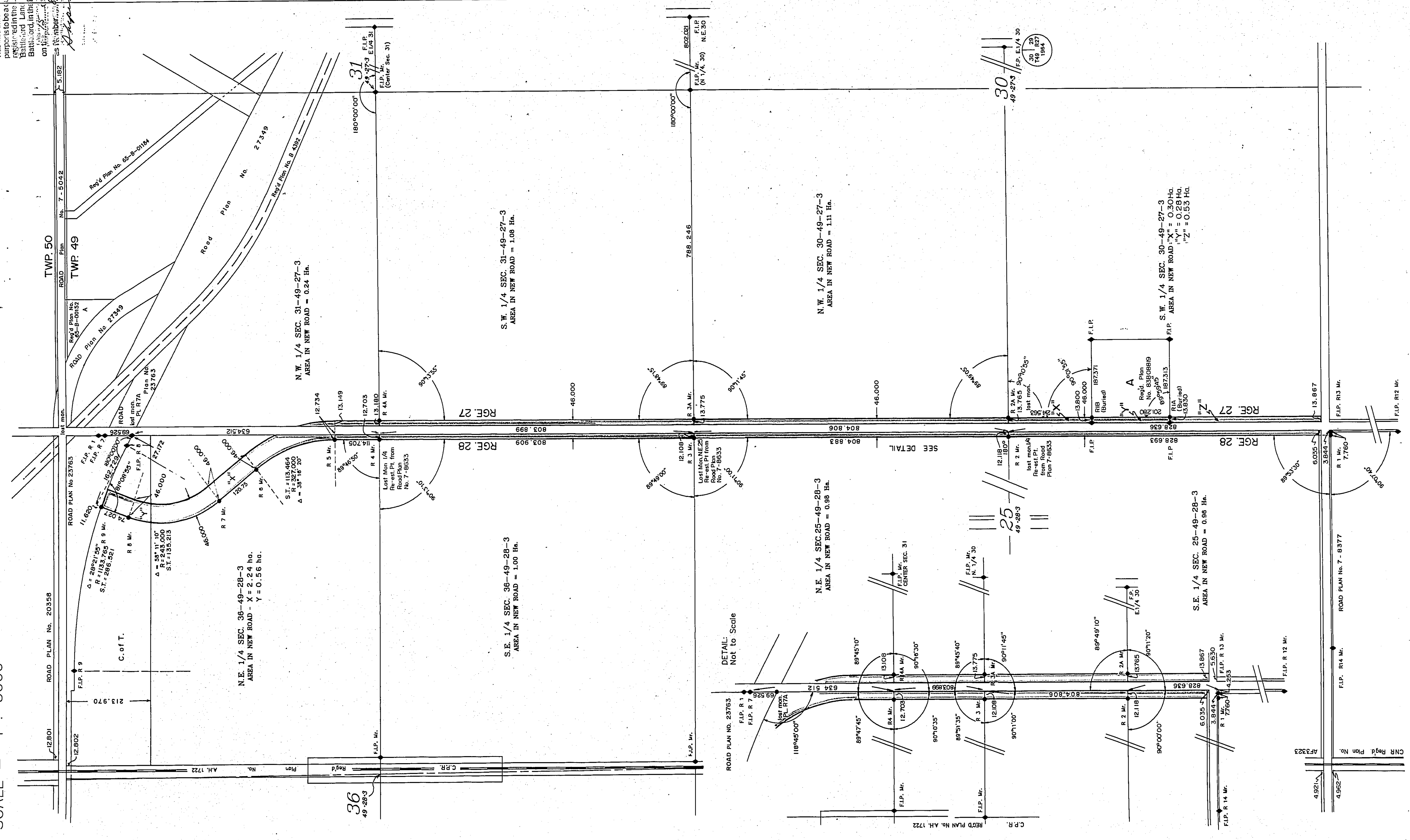
SASKATCHEWAN

**NPX13898**

I, PETER ALLEN WALKER, Saskatchewan Land Surveyor, do hereby certify that the survey represented by this plan is in accordance with the provisions of the Land Survey Act, that this survey was performed between the dates of May 18th and August 4th A.D. 1986, and that this plan is correct and true to the best of my knowledge and belief.  
Peter A. Walker  
SASKATCHEWAN LAND SURVEYOR  
this 15th day of August A.D. 1986

Jan 21 89  
177

STANDARD ROAD ALLOWANCES ON THIS PLAN ARE THIRD SYSTEM MEASUREMENTS ARE SHOWN IN METERS AND THREE DECIMALS THEREOF. This instrument is not to be construed as a plan of survey for the purpose of the Land Survey Act. It is intended for the purpose of showing the location of the proposed road and the boundaries of the land to be surveyed. It is not to be used for the purpose of determining the boundaries of the land to be surveyed. It is not to be used for the purpose of determining the boundaries of the land to be surveyed.



PLAN NO. 23763  
PLAN NO. 23764  
PLAN NO. 23765  
PLAN NO. 23766  
PLAN NO. 23767  
PLAN NO. 23768  
PLAN NO. 23769  
PLAN NO. 23770  
PLAN NO. 23771  
PLAN NO. 23772  
PLAN NO. 23773  
PLAN NO. 23774  
PLAN NO. 23775  
PLAN NO. 23776  
PLAN NO. 23777  
PLAN NO. 23778  
PLAN NO. 23779  
PLAN NO. 23780  
PLAN NO. 23781  
PLAN NO. 23782  
PLAN NO. 23783  
PLAN NO. 23784  
PLAN NO. 23785  
PLAN NO. 23786  
PLAN NO. 23787  
PLAN NO. 23788  
PLAN NO. 23789  
PLAN NO. 23790  
PLAN NO. 23791  
PLAN NO. 23792  
PLAN NO. 23793  
PLAN NO. 23794  
PLAN NO. 23795  
PLAN NO. 23796  
PLAN NO. 23797  
PLAN NO. 23798  
PLAN NO. 23799  
PLAN NO. 23800

13880

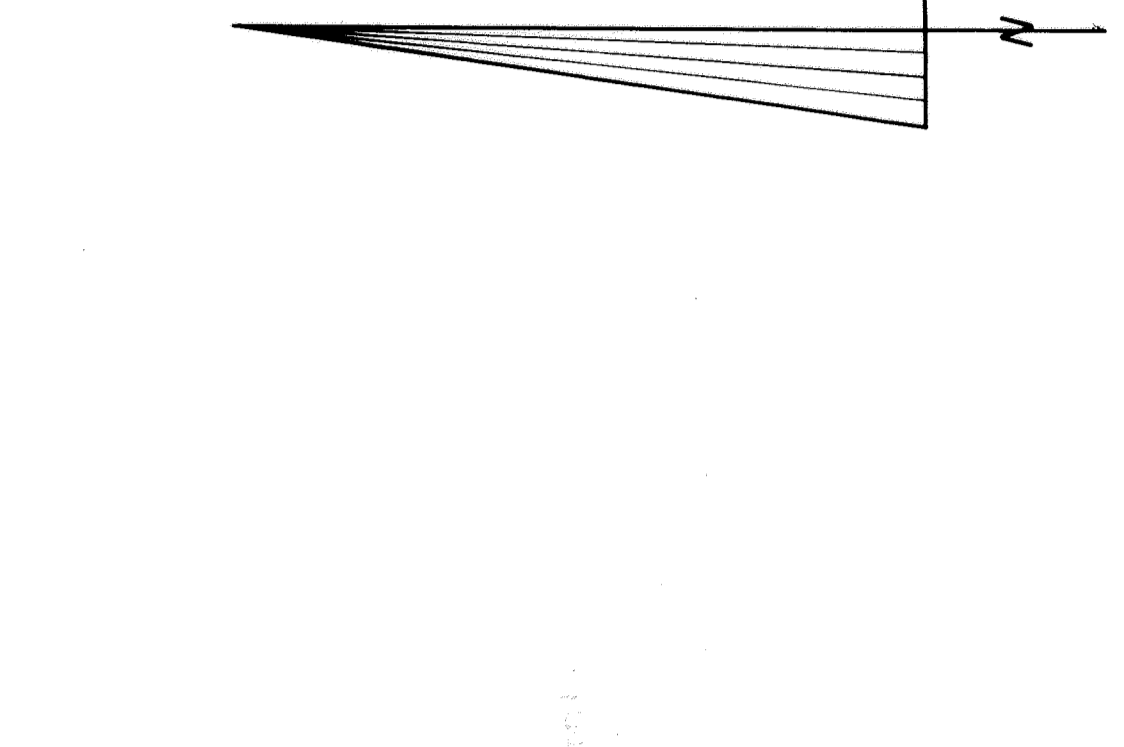
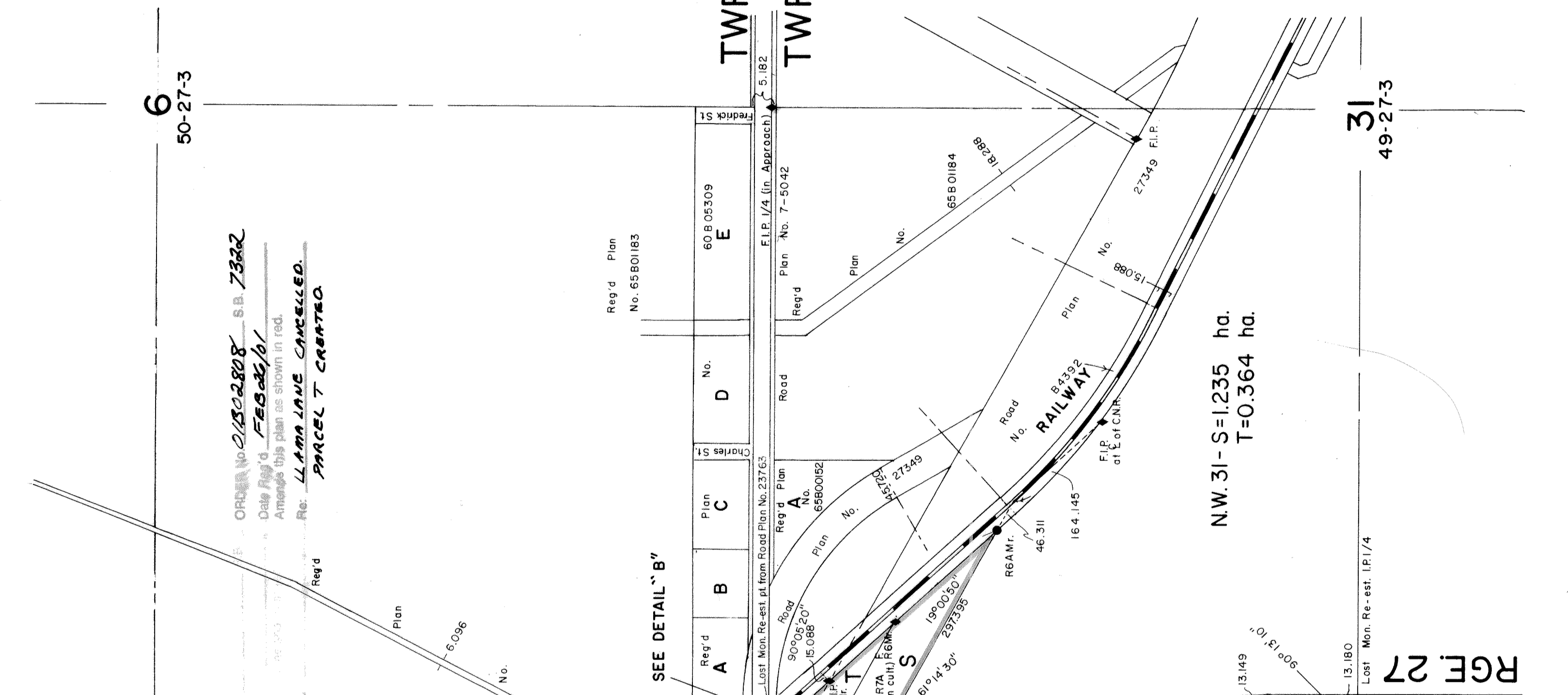
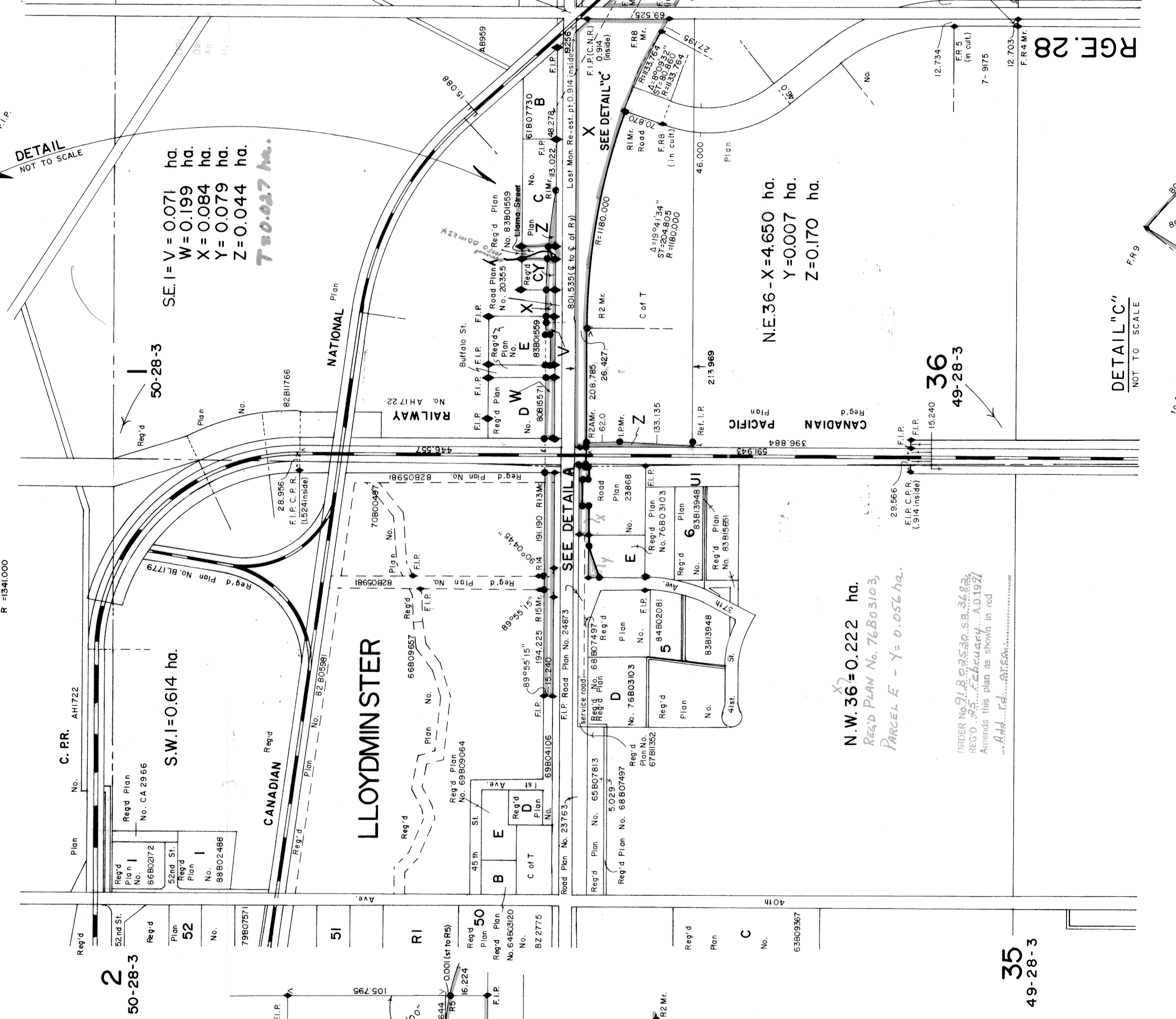
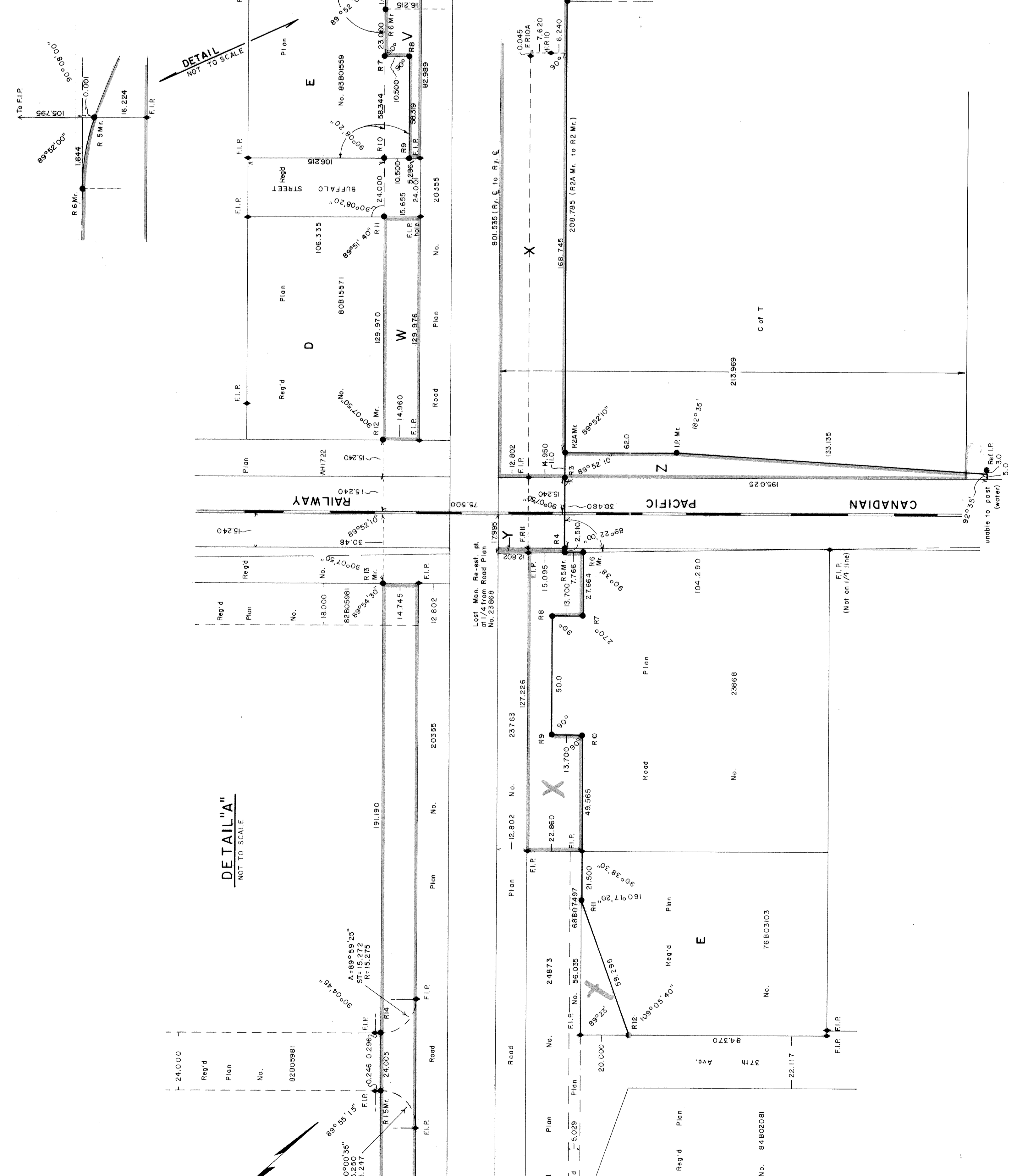
M-415

CAN-AM SURVEYS LTD.  
LLOYDMINSTER, ALBERTA FILE LA 145-86

8-0-2-4-3

02175

DETAIL 'A'  
NOT TO SCALE



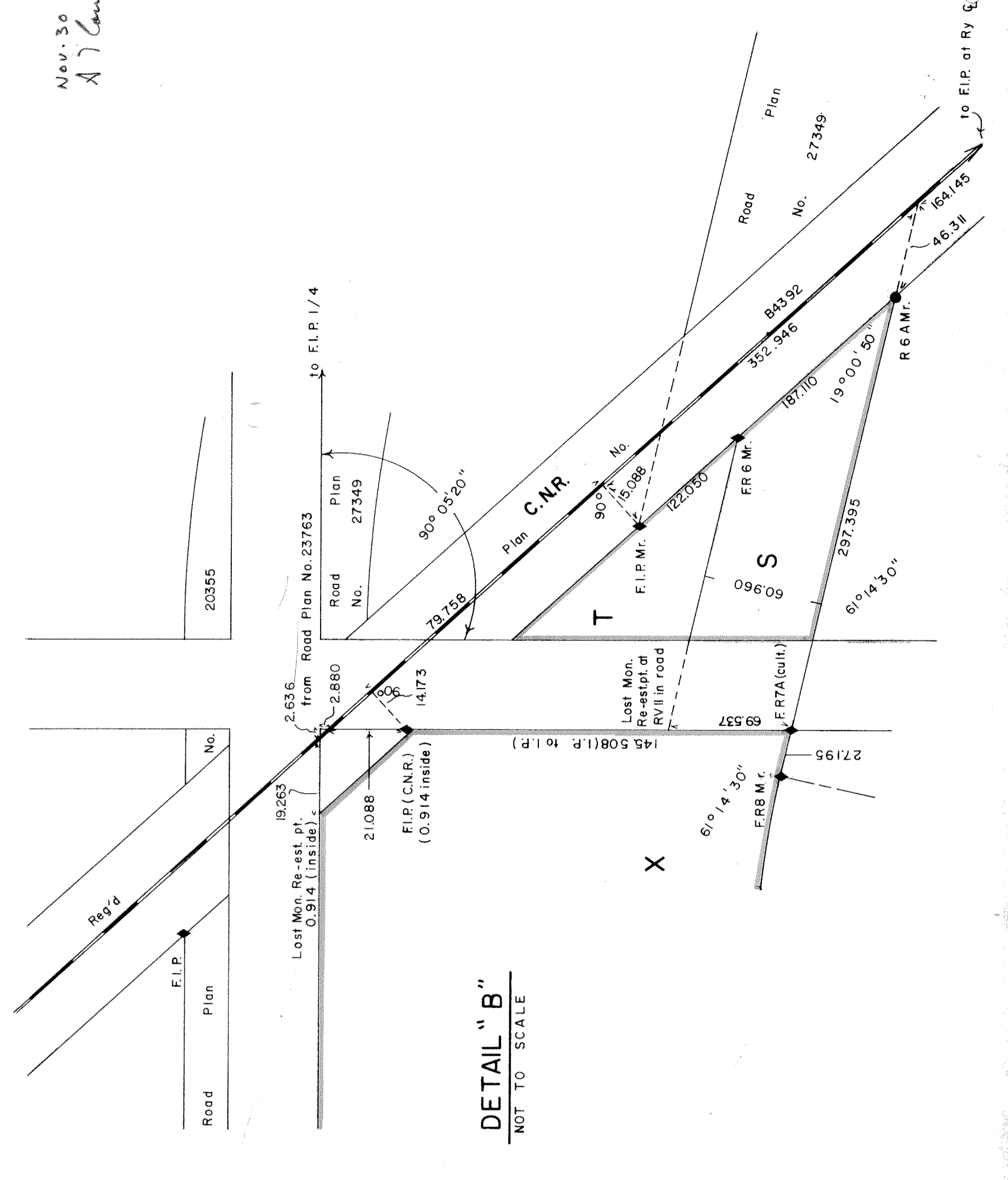
**PLAN OF SURVEY**  
SHOWING  
**NEW ROAD**  
IN  
**TWPS. 49 & 50, RGE'S. 27 & 28, W. 3 M.**  
BY  
**J. R. PILLING, S.L.S.**  
**1988-89**  
SCALE 1:5000 **NPX 16707**

All measurements are in metres and three decimals thereof.  
Standard road alignment on this plan are 20.00 metres in width.

I, Joseph Roy Pilling, Saskatchewan Land Surveyor, do hereby certify that the survey represented by this plan has been conducted in accordance with the provisions of the Survey Act, that this survey was performed between the dates of May 1988 and June 29, 1989, and that this plan is correct and true to the best of my knowledge and belief.

Dated at Regina, Saskatchewan  
this 5 day of September 1989. **SKETCHED LAND SURVEYOR**

THE REGISTRY OF DEEDS  
REGINA, SASKATCHEWAN  
FILED  
DATE 29/07/1989  
BY [Signature]



DETAIL 'B'  
NOT TO SCALE

DETAIL 'C'  
NOT TO SCALE

DETAIL 'A'  
NOT TO SCALE

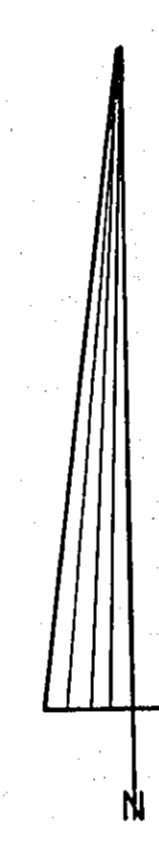
10781

891499



910304

This instrument is a true and correct copy of the original as registered in the Office for the Registrar of Land Surveyors at Regina, Saskatchewan on the 28th day of June A.D. 1991 as Number 910304. Registrar G.L.R.



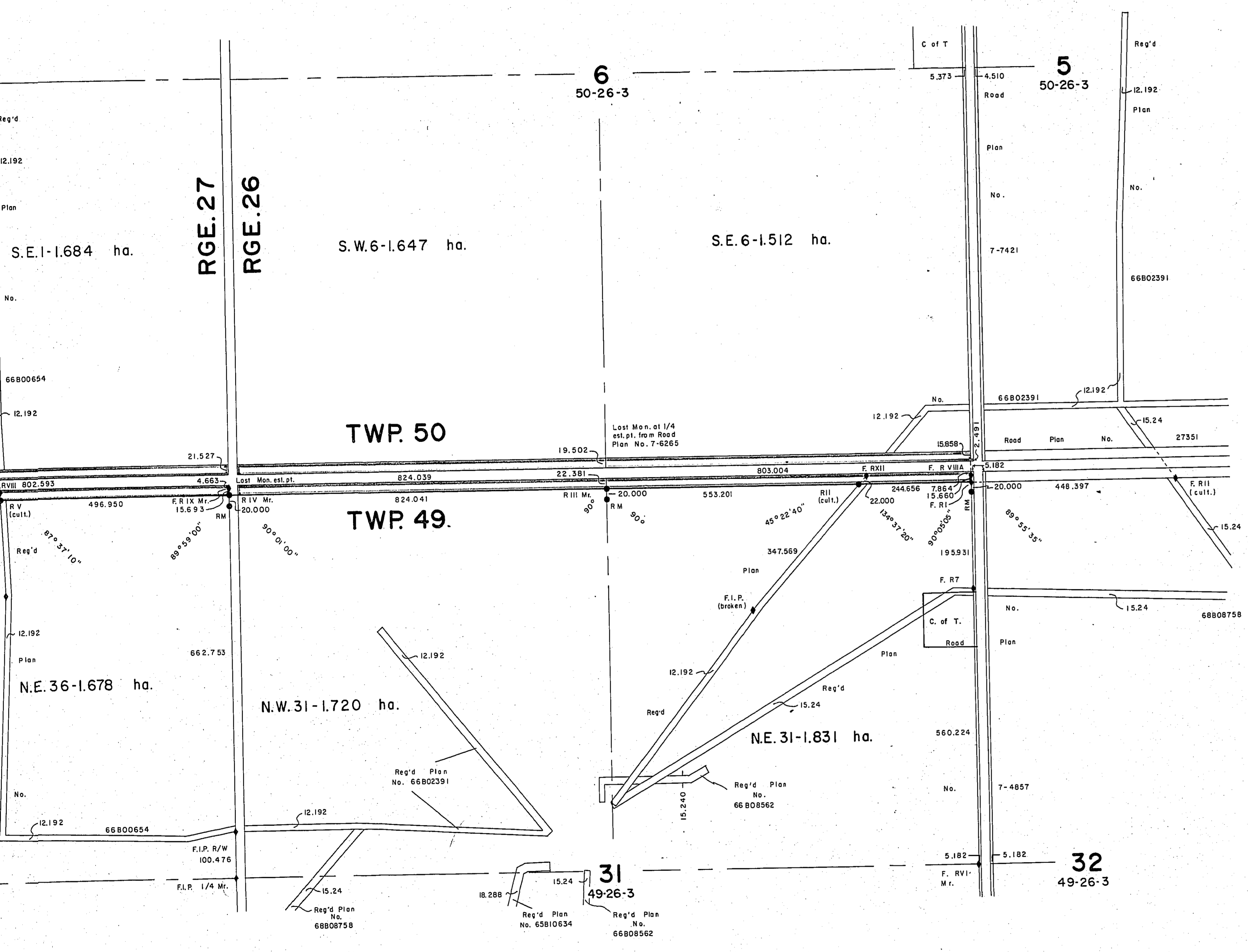
**PLAN OF SURVEY**  
SHOWING  
**NEW ROAD**  
IN  
**TWP'S. 49 & 50, RGE'S. 26 & 27, W. 3 M.**  
BY  
**W. J. M. ADAMS, S.L.S.**  
**1990-1991**  
SCALE 1:5000 **NPX18774**

All measurements are in metres and three decimals thereof.  
Standard road allowances on this plan are 20.117 metres in width.

I, Wayne Joseph Michael Adams, Saskatchewan Land Surveyor, do hereby certify that the survey represented by this plan has been made by me in accordance with the provisions of the Land Surveys Act, that this survey was performed between the dates of November 6, 1990 and May 16, 1991, and that this plan is correct and true to the best of my knowledge and belief.

Dated at Regina in the province of Saskatchewan this 20th day of May 1991. *Wayne Adams*  
SASKATCHEWAN LAND SURVEYOR

June 6 1991  
J. L. Long

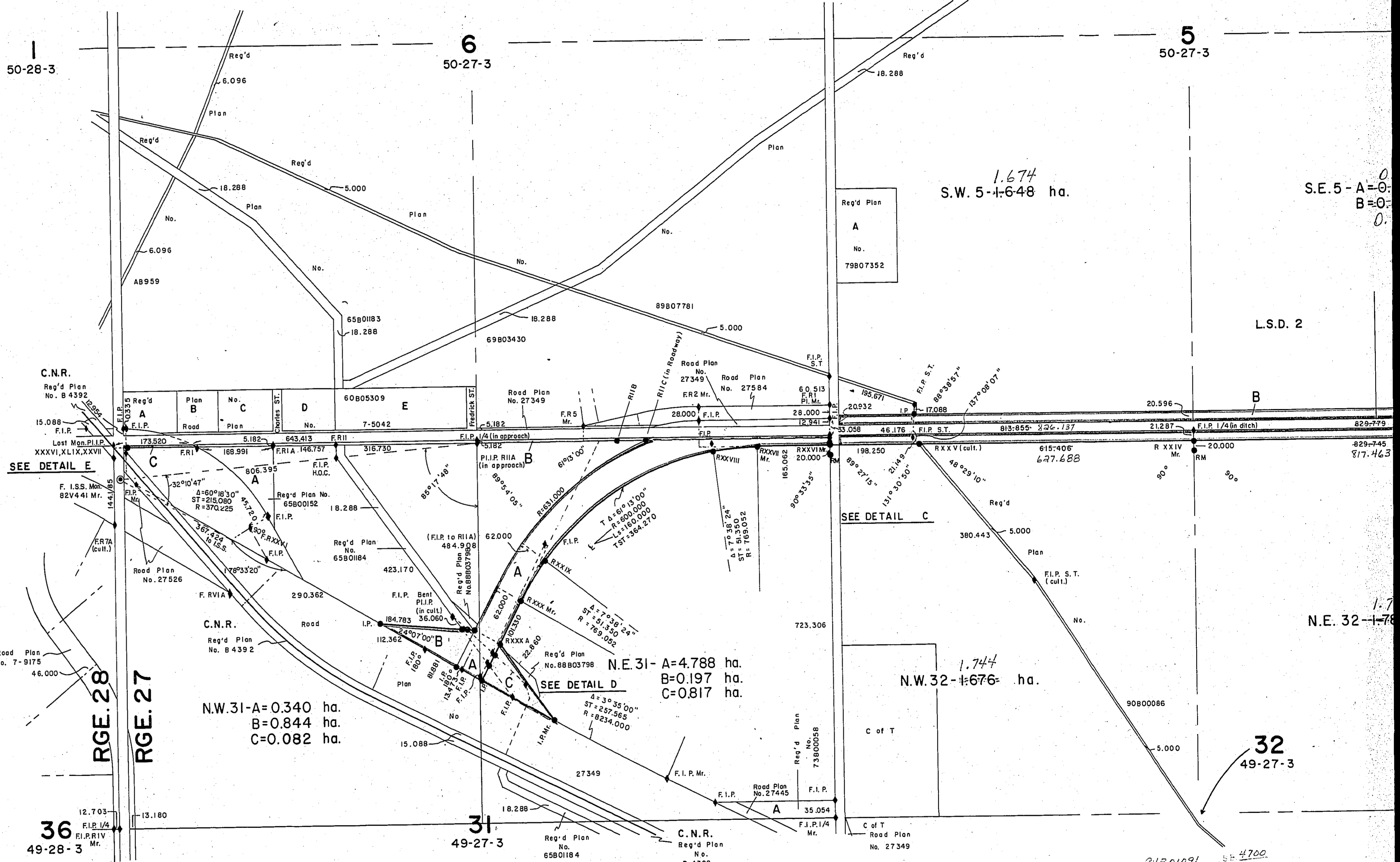
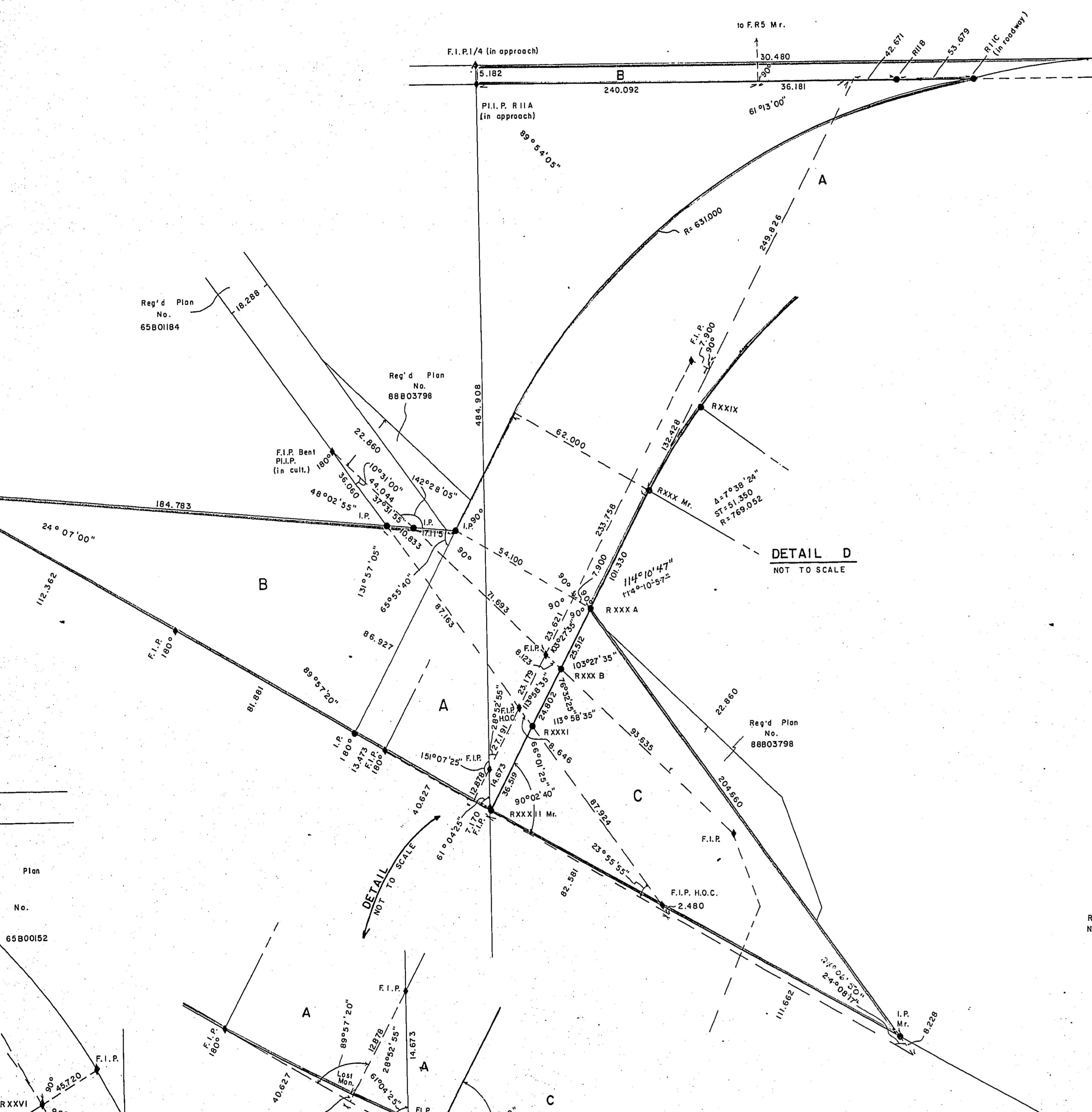


1881  
51881  
50-26-3

1881

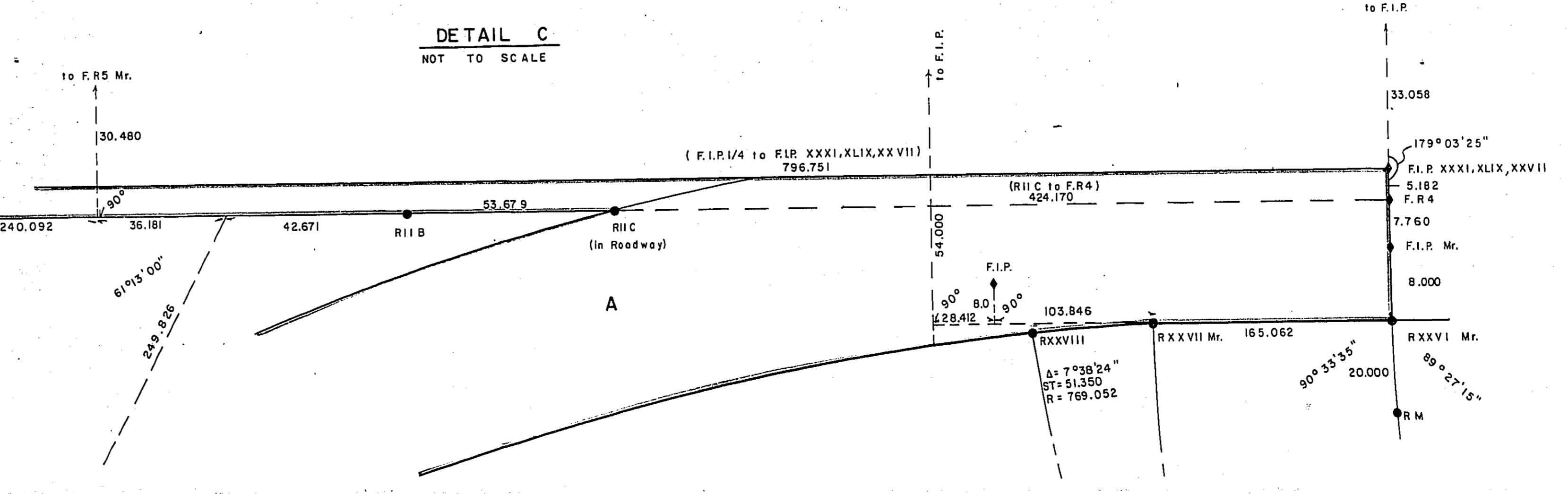




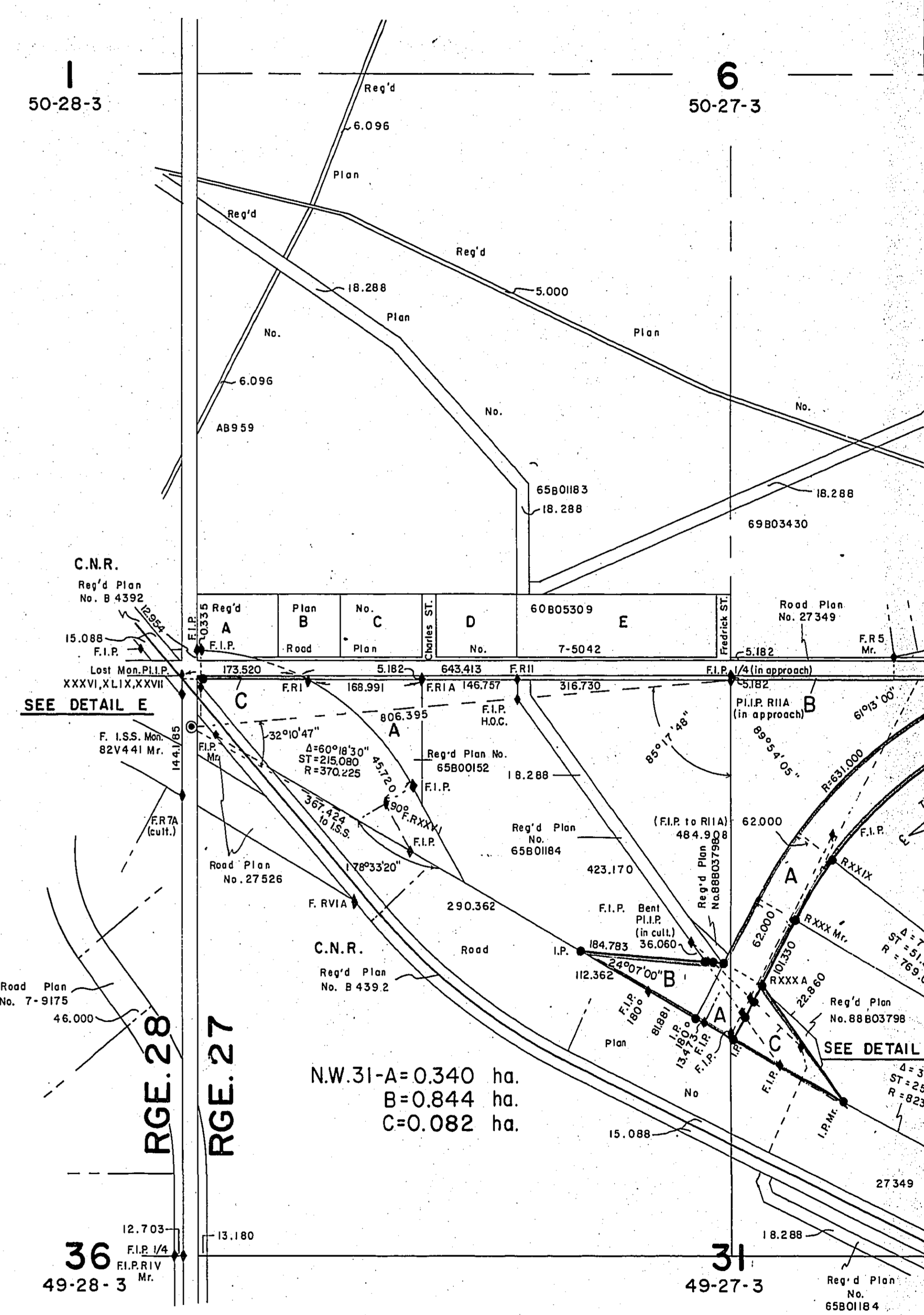
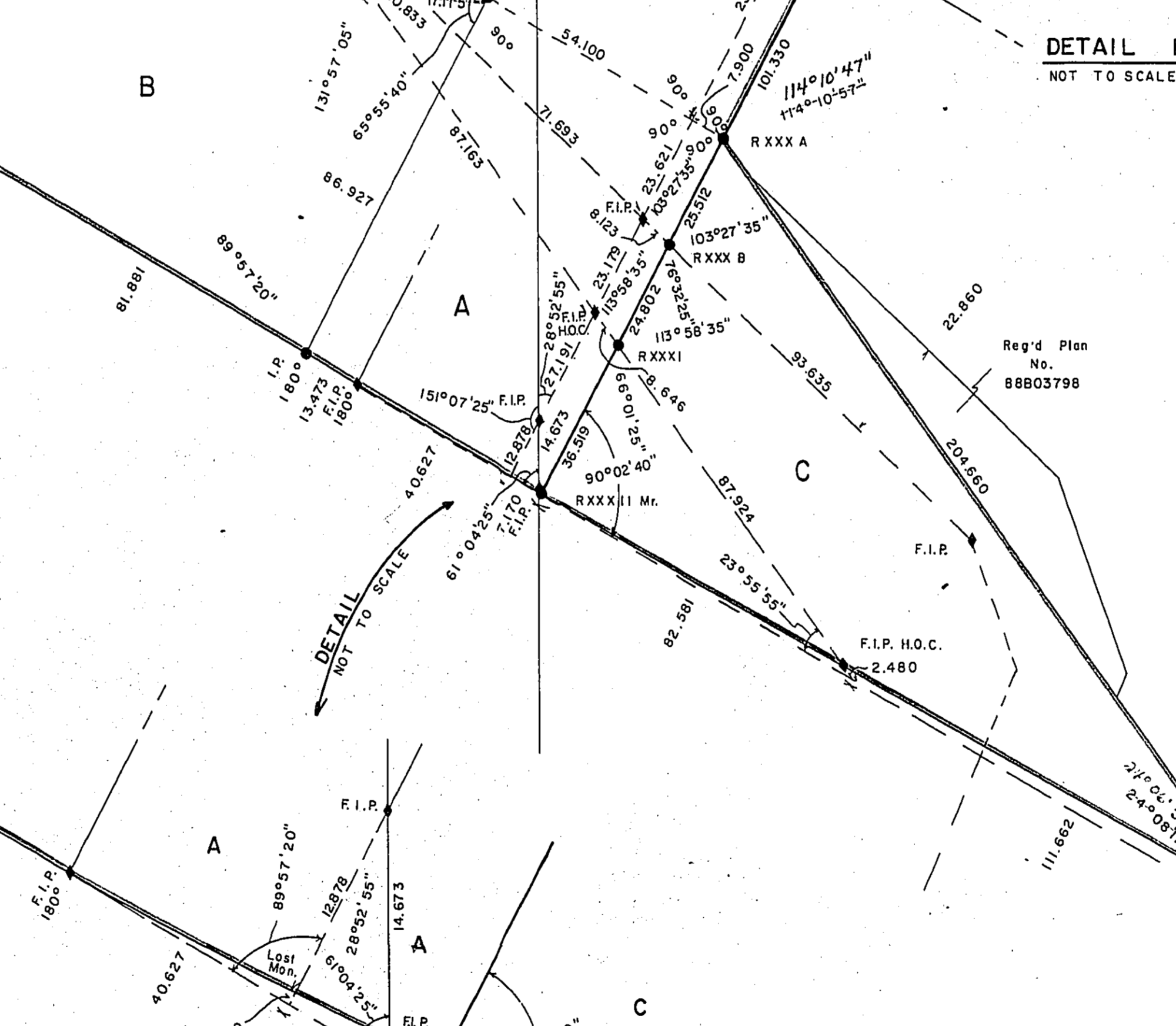
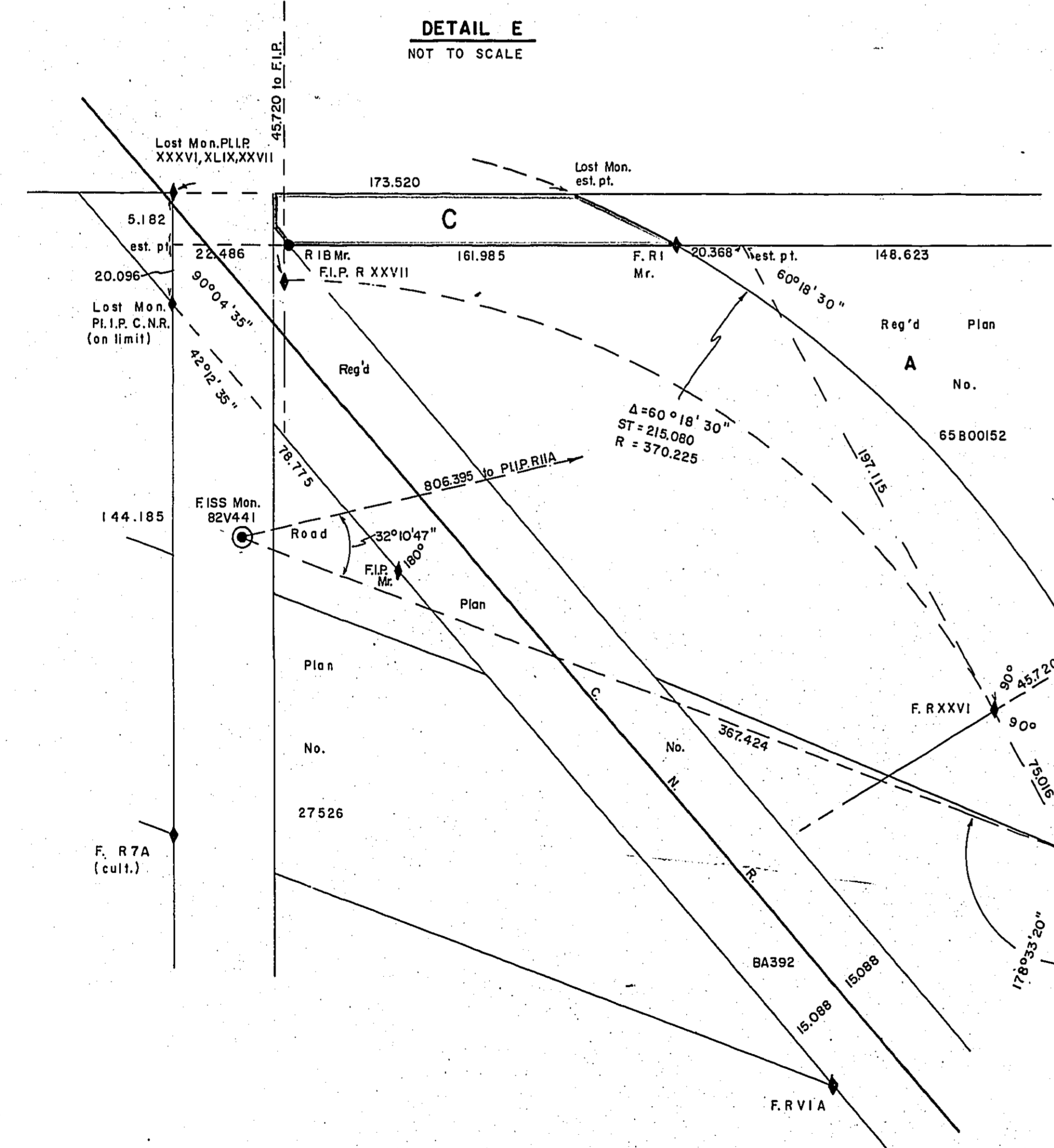
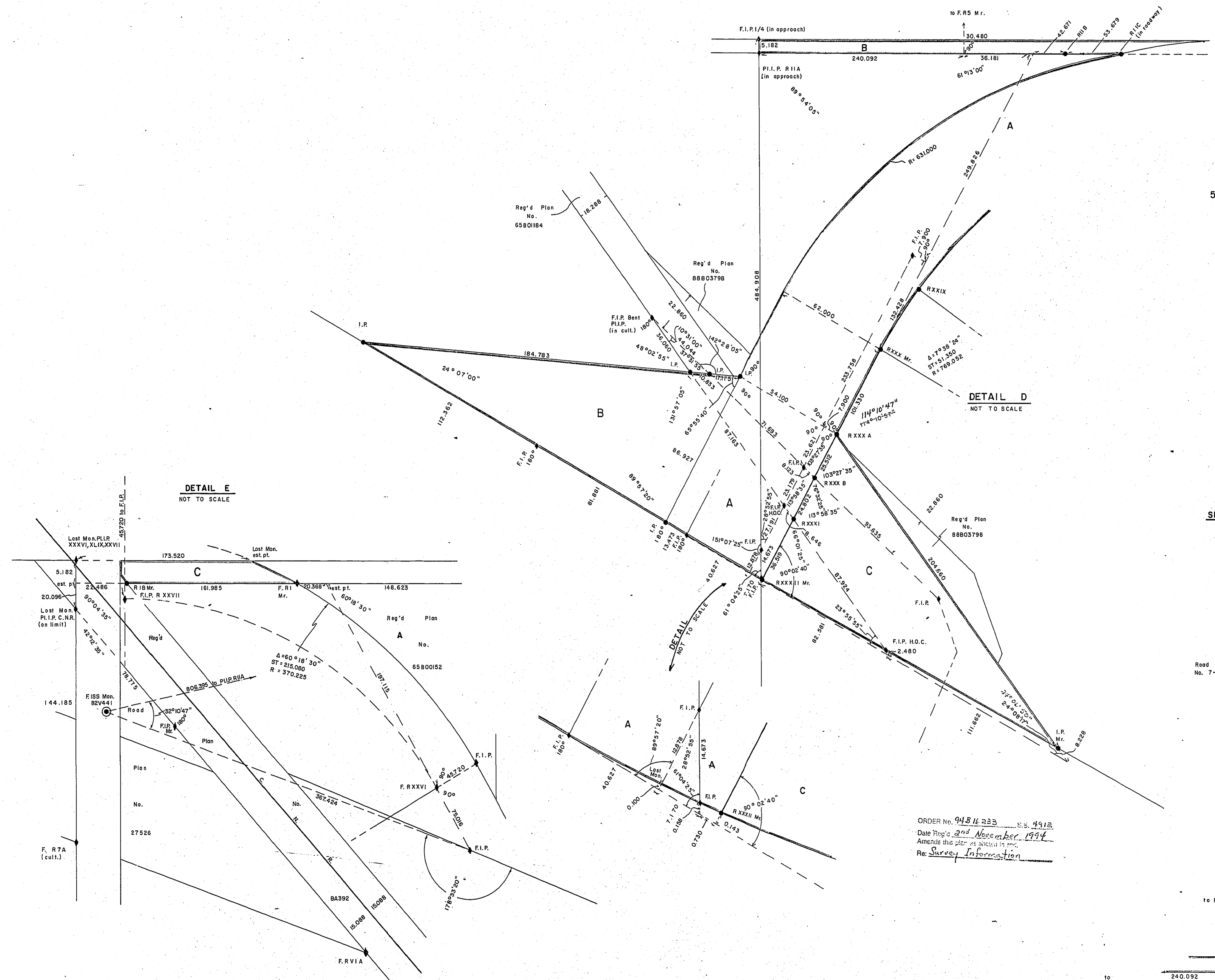


ORDER No. 94816233 S.E. 4918  
 Date Reg'd 2nd November 1994  
 Amend this plan as shown in red.  
 Re Survey Information

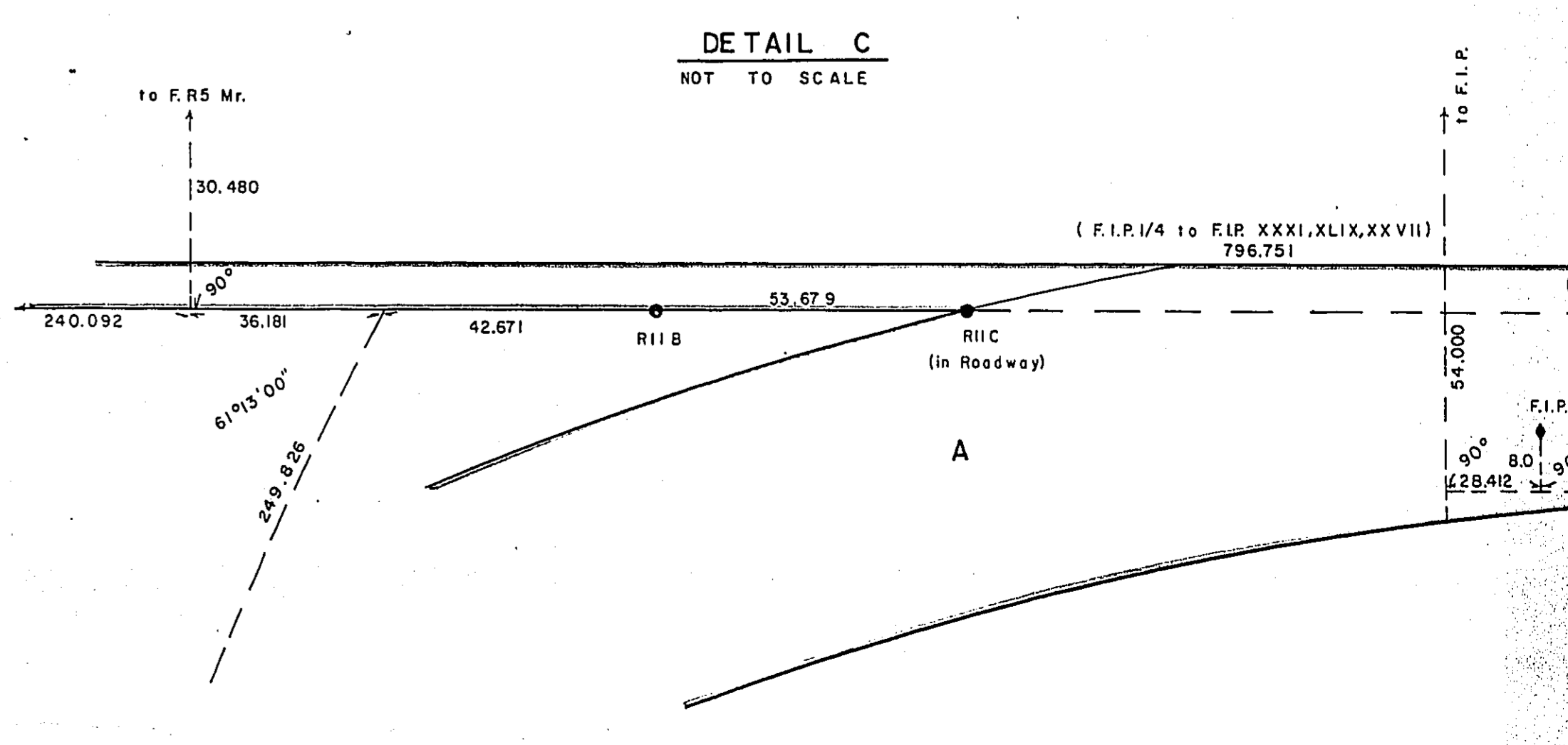
ORDER No. 24801691 S.E. 4700  
 Date Reg'd 25 January 1994  
 Amend this plan as shown in red.  
 Re Survey Information see 23-49-27-3  
 1 Sec 5-50-27-3



51881  
2-303-05



ORDER No. 94311 233 S.S. 441B  
Date Reg'd 2nd November 1934  
Amends this plan as shown in red.  
Re: Survey Information



1811

S3193

S2838

S3193

**PLAN**  
 Showing Survey Of  
**NEW ROAD**  
 in the  
 E. 1/4 Sec. 31, NW. 1/4 Sec. 31,  
 Tp. 49. R. 27. W. 3M.

N. 1/2 Sec's. 36, 35. Tp. 49. R. 28. W. 3M.  
 S.E. 1/4 Sec. 2,  
 Tp. 50. R. 28. W. 3M.  
 by  
**B. J. CHEETHAM S.L.S.**  
 1964  
 Scale: 1" = 300'  
 townsite 1" = 200'

**BA002904**

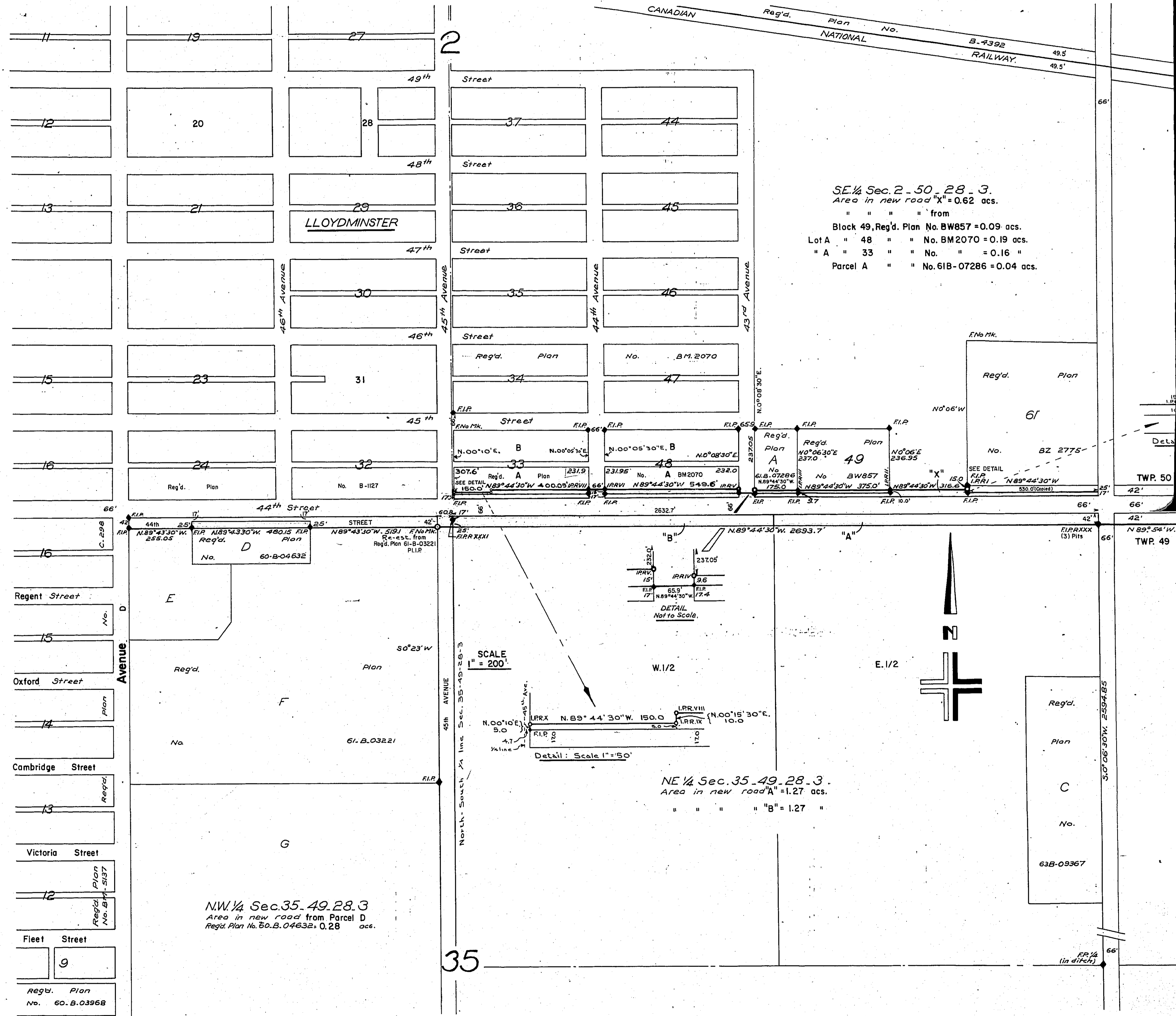
I, Beverley Jack Cheetham, Saskatchewan Land Surveyor, do hereby certify that the survey represented by this plan has been made by me in accordance with the provisions of the Land Surveys Act, that this survey was performed between the dates of November 6<sup>th</sup> and November 18<sup>th</sup> A.D. 1964, and that this plan is correct and true to the best of my knowledge and belief.

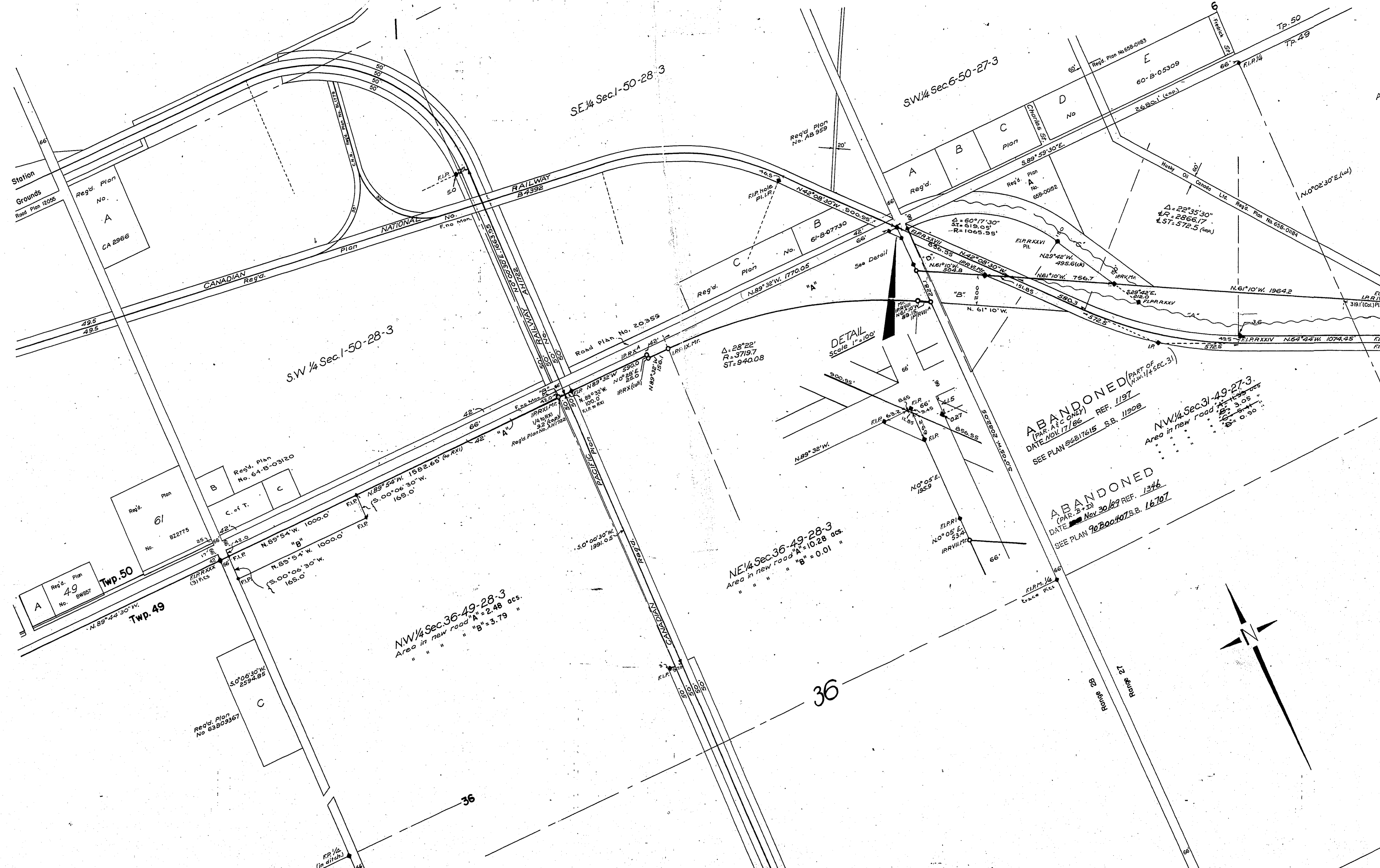
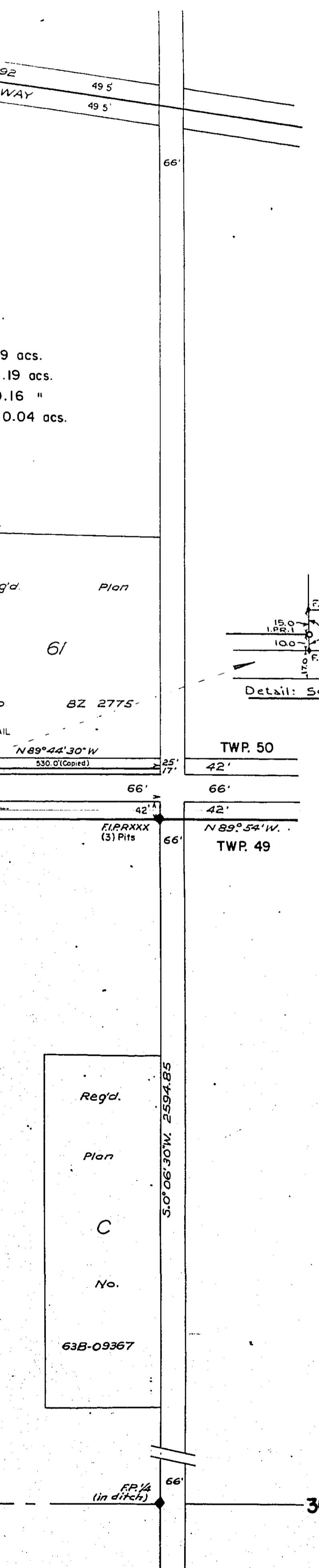
Dated at North Battleford in the Province of Saskatchewan this 18<sup>th</sup> day of **MARCH** 1965.

*B. J. Cheetham*  
 Saskatchewan Land Surveyor.

This instrument has not been examined but purports to be a duplicate of an instrument registered in the Land Titles Office for the Rural Land Registration District at Battleford, in the Province of Saskatchewan on this 17<sup>th</sup> day of April A.D. 1965.  
 as Number **65-01813**

**COPY FOR THE CHIEF SURVEYOR  
 LAND TITLES OFFICE, REGINA**





ABANDONED (PART OF NW 1/4 SEC. 3)

(PAR. 3) REF. 1187

DATE NOV 17/86

SEE PLAN 82E17615 S.B. 11908

ABANDONED

(PAR. 3) REF. 1376

DATE Nov 30/89

SEE PLAN 90B004075 S.B. 16707

NW 1/4 Sec 31-49-27-3

Area in new road "A" = 3.05 acs

"B" = 0.90 "

NE 1/4 Sec 36-49-28-3

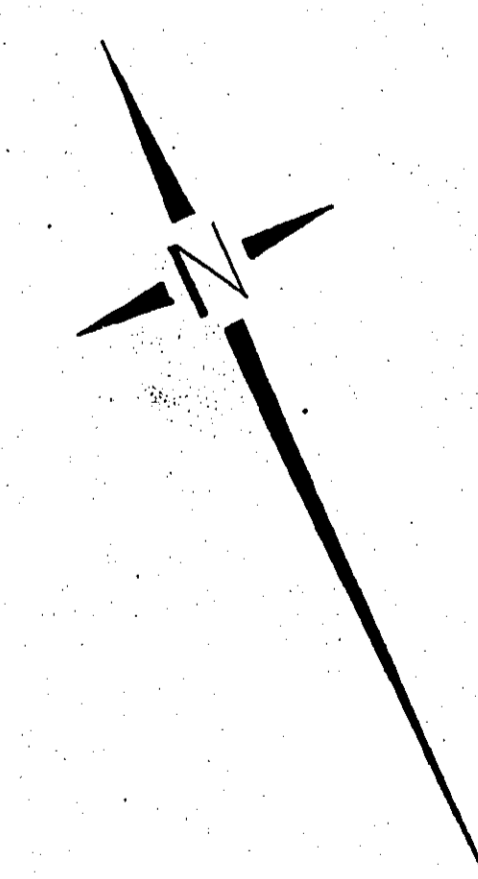
Area in new road "A" = 10.28 acs

"B" = 0.01 "

NW 1/4 Sec 36-49-28-3

Area in new road "A" = 2.48 acs

"B" = 3.79 "



9 acs.

19 acs.

1.16 "

0.04 acs.

Detail: Scale 1" = 50'

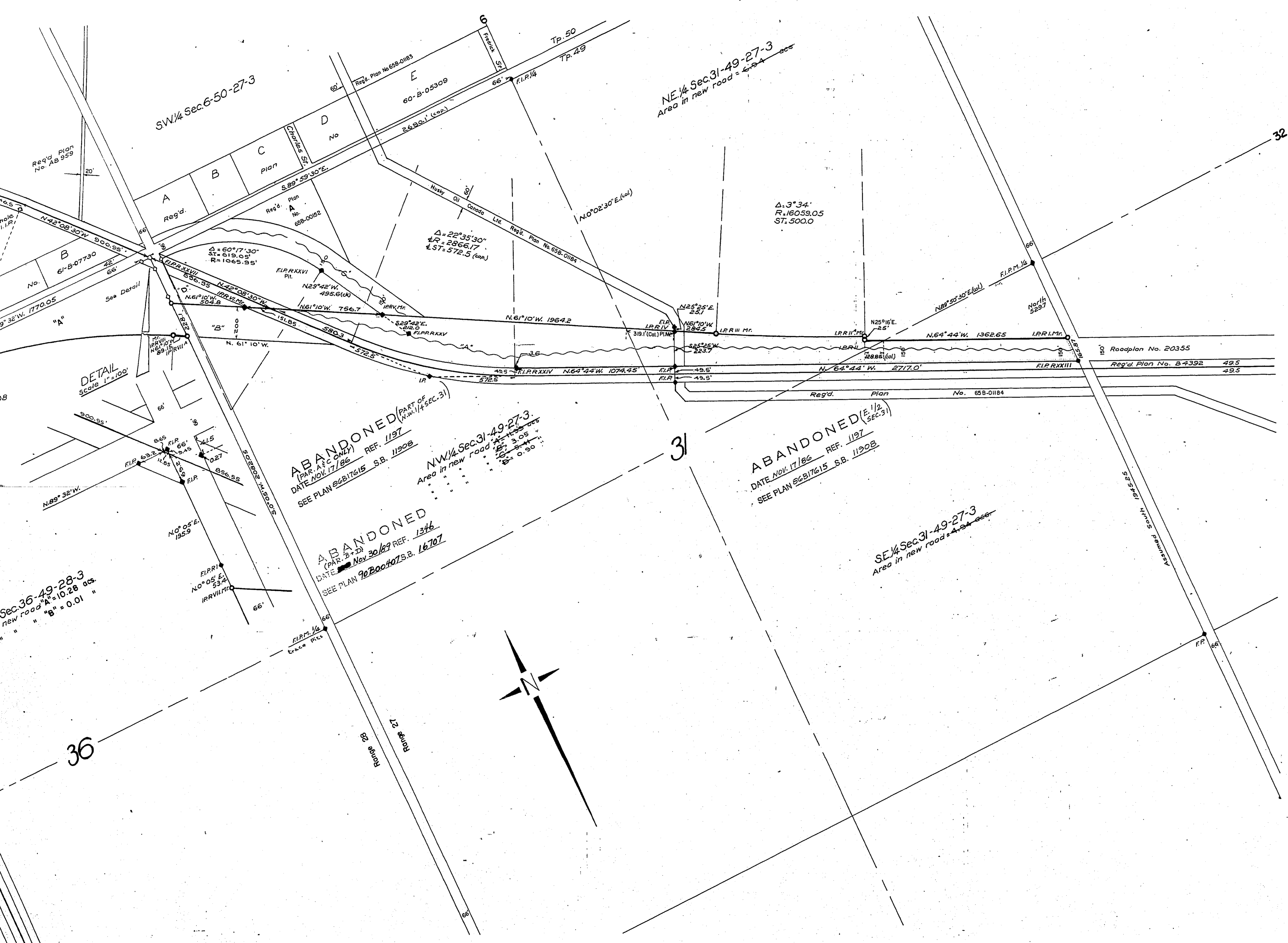
Reg'd. Plan No. 63B-09367

36

36

36

31



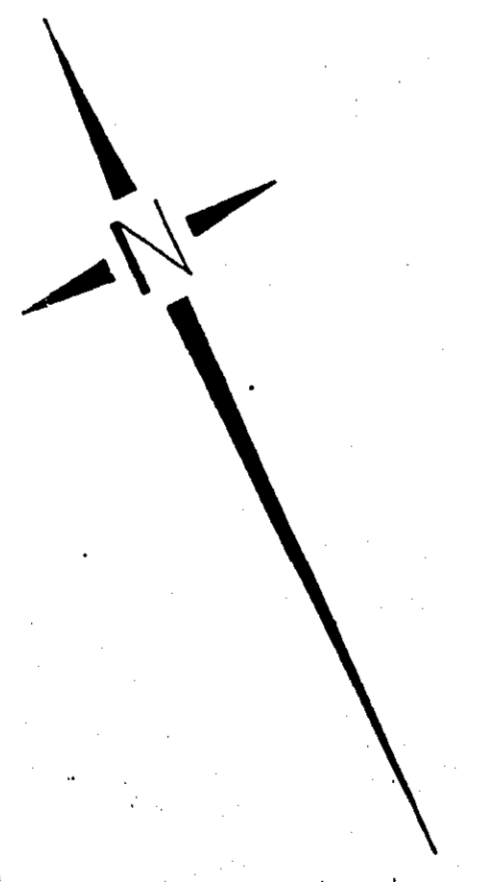
ABANDONED (PART OF)  
 (PAR. A, C, D)  
 DATE NOV. 17/86 REF. 1197  
 SEE PLAN 86B17615 S.B. 1190B

NW 1/4 Sec 31-49-27-3  
 Area in new road = 4.24 ac

ABANDONED (1/2)  
 (SEC. 31)  
 DATE NOV. 17/86 REF. 1197  
 SEE PLAN 86B17615 S.B. 1190B

ABANDONED  
 (PAR. B, D)  
 DATE NOV. 30/87 REF. 1346  
 SEE PLAN 90B0407 S.B. 16707

SE 1/4 Sec 31-49-27-3  
 Area in new road = 4.24 ac



53163

SI-C-2-A-1  
 49045 8742

53163