

Steeles Crossing  
to  
Gingerichs Corners

6

FIELD BOOK

1308

PLEASE RETURN TO  
GEAUGA COUNTY ENGINEER  
COURT HOUSE  
CHARDON, O.  
PHONE 250-X

S.R. 700  
CLARIDON - TROY RD  
§

COUNTY HIWAY #3  
BURTON-TROY TOWNships SR. 87

Alignment

1-38

Topo

44-114

(6)

V.P. Elwell

Preliminary Survey

4

3

2

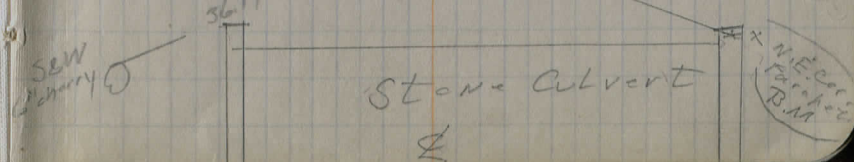
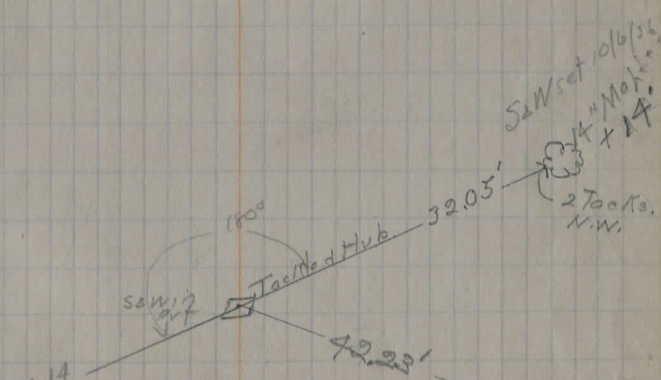
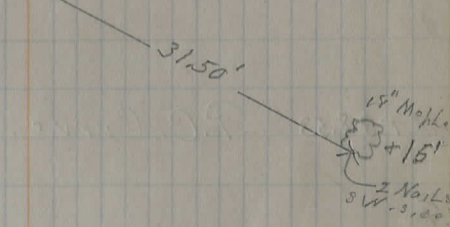
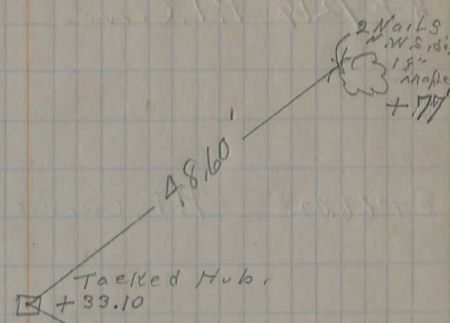
1 + 00

0 + 00

Note: 0 + 00 is 7' ± North of  
Troy Twp Line

2

2



3  
8+92.68 P.T. Curve ✓

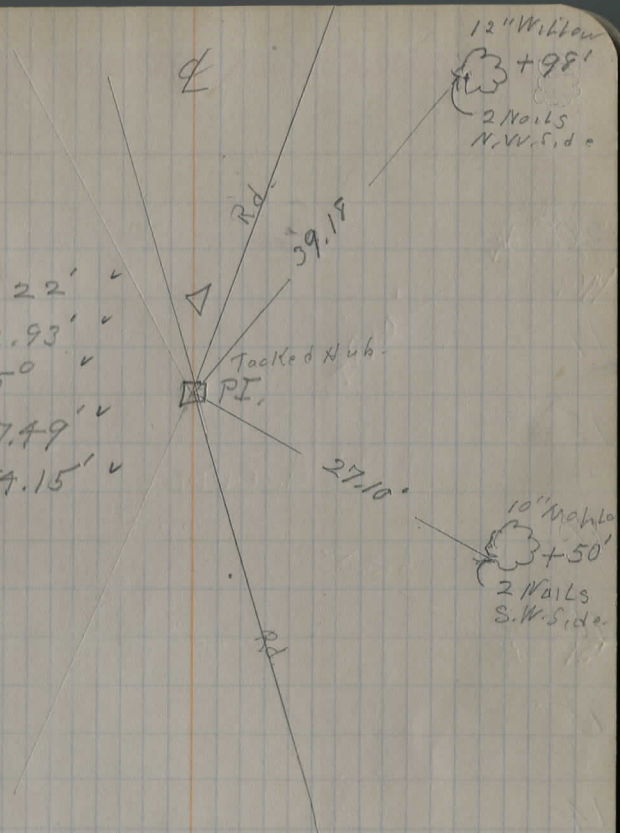
$\Delta = 24^{\circ} 22'$   
 $D = 45^{\circ} 00'$   
P.I. = 8 + 66.02  
T = 27.49  
P.C. = 8 + 38.53  
L = 54.15  
P.T. = 8 + 92.68

ckd  
L

8+66.02 P.I. Curve ✓

8  
7  
6  
5  
8+38.53 P.C. Curve ✓

$\Delta 24^{\circ} 22' \checkmark$   
Ext. - 2.93'  $\checkmark$   
D. - 45°  $\checkmark$   
Tan. - 27.49'  $\checkmark$   
L - 54.15'  $\checkmark$



5

20

19

18

17

16

15

14

13

12

11

10

9

£

6

7

25

34

26

35

24

23

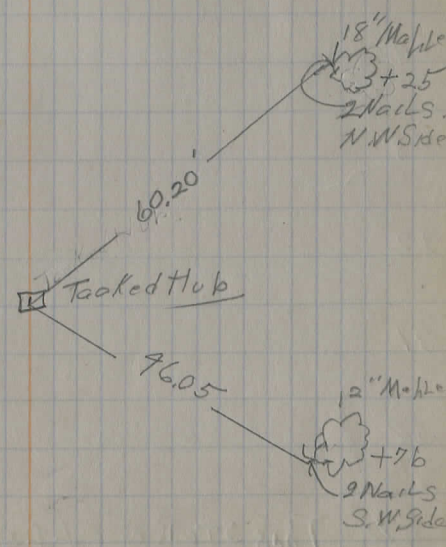
22

21

20

7

8



39

38

35

34

36

35

34

33

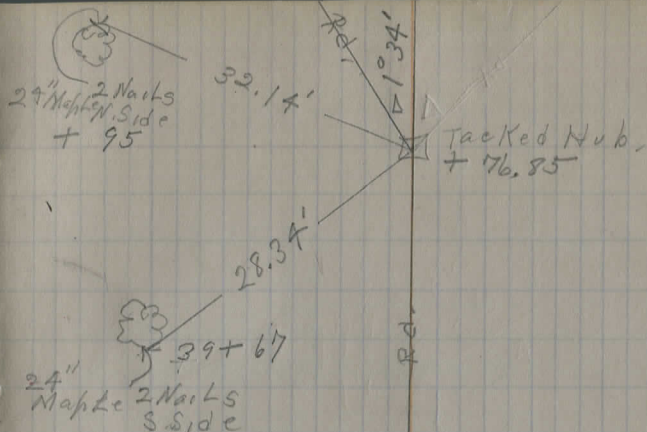
32

31

30

29 This stake offset 35' from  $\perp$

$$\begin{aligned} \Delta &= 10 - 34' \\ D &= 10 - 00' \\ P1 &= 39 + 76.85 \\ T &= 78.34 \\ P.C. &= 38 + 98.51 \\ L &= 1 - 56.67 \\ P.T. &= 40 + 55.18 \\ E &= 0.50 \end{aligned}$$



$\pm \perp$  Hubbard Rd  $\perp$

11

49

45

44

46

45

44

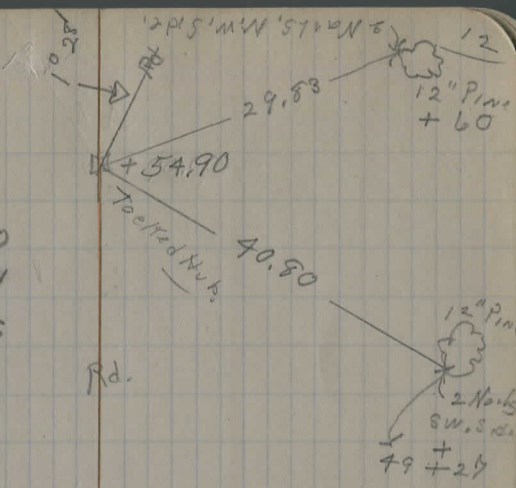
43

42

41

40

$\Delta = 10 - 28'$   
 $D = 10 - 00'$   
 $P.I. = 49 + 54.90$   
 $T = 73.34$   
 $P.C. = 48 + 81.56$   
 $L = 146.67$   
 $P.T. = 50 + 28.23$   
 $E = 0.49$



13

59

58

57

56

55

54

53

52

51

50

14

12" Make  
 N. E Side.  
 2 NAILS  
 + 16'



27.12'



Tacked Hub.

12" Make  
 + 8'



29.68'

2 NAILS  
 S. E Side

70

69

68

67

66

65

64

63

62

61

60

17

77

76

75

74

73

72

71 + 76.06 = P.T

± 74.1 76.0 ←

Actual

71 + 18.88 P.I

± 08.9 10.8

71

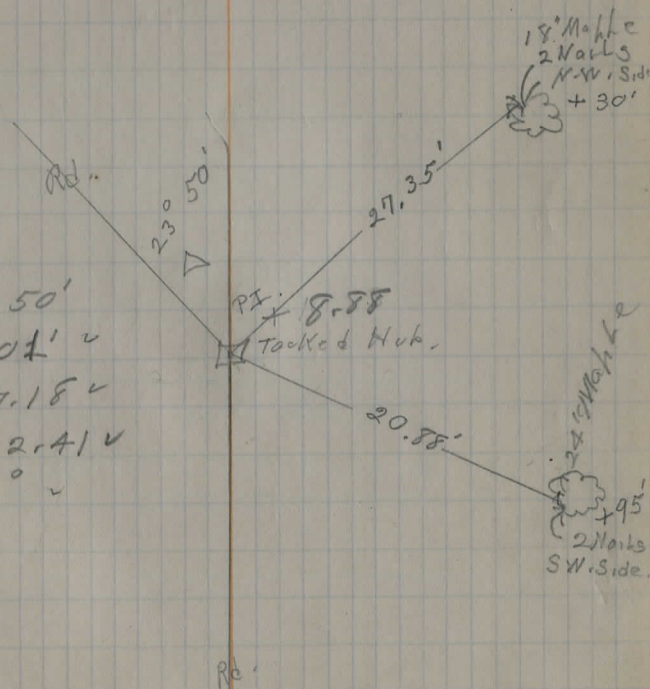
70 + 43.65 = P.C.

± 41.7 43.6

70

18

$$\begin{aligned} \Delta &= 23^\circ 50' \\ \text{Ext} &= 7.04' \checkmark \\ \text{Tan.} &= 67.18' \checkmark \\ L &= 132.41' \checkmark \\ D &= 18^\circ \checkmark \end{aligned}$$



86

85

84

83

82

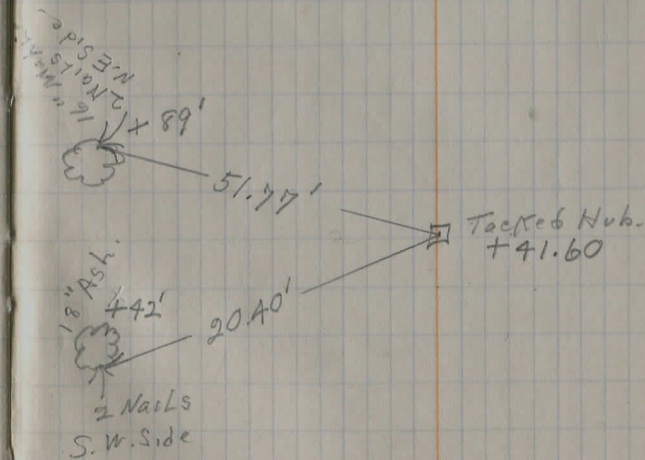
81

80

79

78

+ ad. mass. of 17.54



21

95

94

93

92

91

90

89


88

87

86


22

36" Chesnut, Stamb.  
 2 Nails N.E. Side.  
 + 34'




45.17'

Tacked Hub.  
 + 15.87'



48.78'

5" Chesnut  
 + 75'  
 2 Nails  
 S.W. Side



104

103

102

101

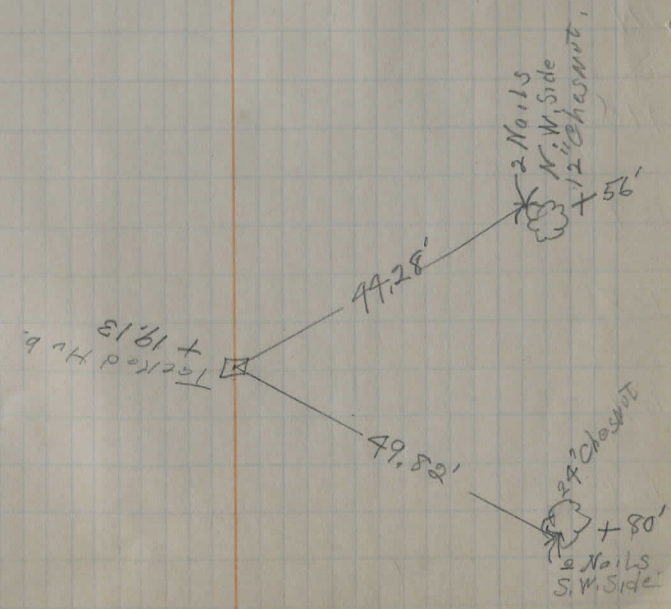
100

99

98

97

96



117

116

115

114

113

112

111

110

109

108

107

106

105



134

133

132

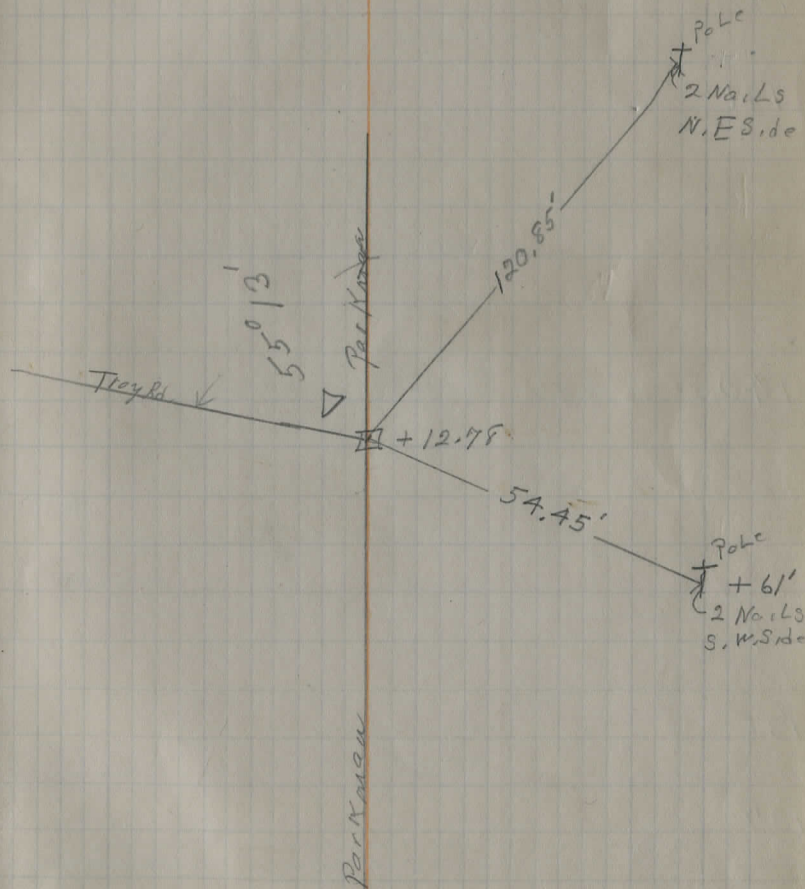
131

130

129

128

127



144

143

142

141

140

139

138

137

136

135

16" ELM Stumh.  
+ 40,

2 Nails  
S. Side.

43.15'

□ Tacked Hub.

16" ELM Stumh.,  
+ 77' 32.16

2 Nails  
W. Side

150+86.56 P.T.

150+53.67 P.I.

Measures 150+59.7  
 for construction  
 $T = \frac{32.9}{}$   
 $P.G. = \frac{150+26.8}{}$   
 $L = \frac{59.2}{}$   
 $P.T. = 150+86.0$

150+27.35 = P.C.

150

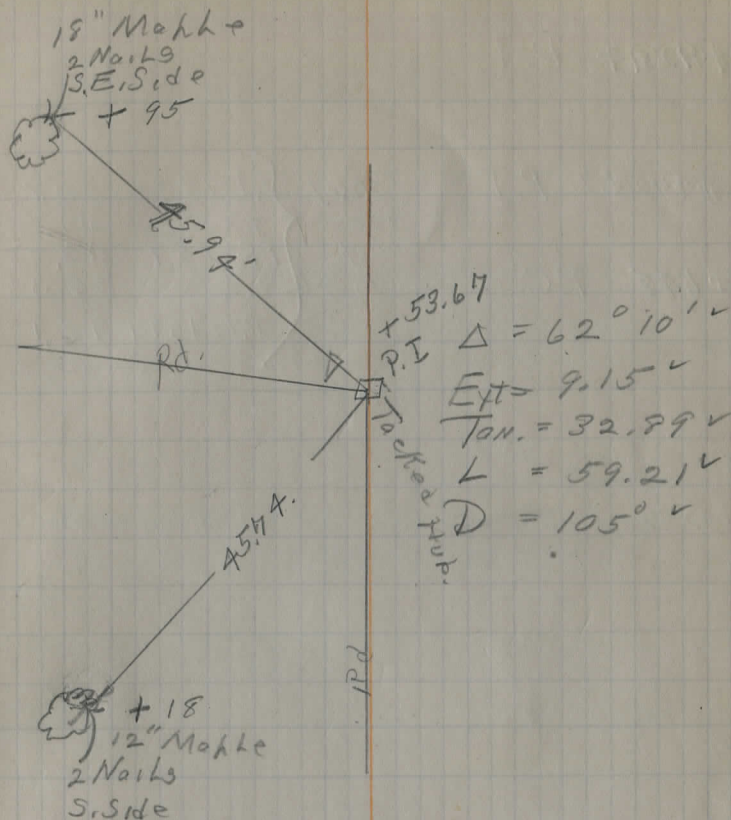
149

148

147

146

145



159+92.44 P.T.

159+47.56 P.I

159+6.88 = P.C.

159

158

157

156

155

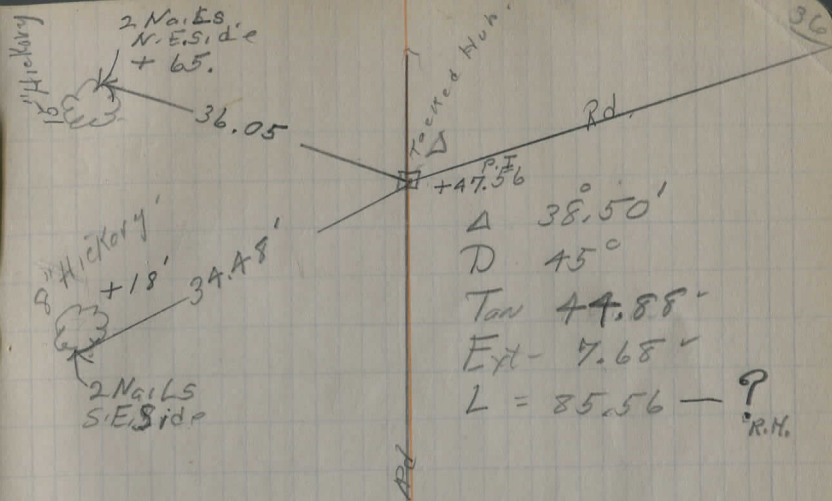
154

153

152

151

staked for construction	}	PI = 159 + 50.7
		T = 44.9
		PC = 159 05.8
		L = 86.3
		PT = 159 + 92.1



13.80
828
828
<hr/>
910.8

159+47.56
150+86.56
<hr/>
861.00
32.9
<hr/>
893.9

$$\Delta = 38^{\circ} - 50' \checkmark$$

$$D = 45^{\circ} - 00' \checkmark$$

$$P.I. = 159 + 47.56 \checkmark$$

$$T = 44.88 \checkmark$$

$$P.C. = 159 + 02.68 \checkmark$$

$$L = 86.30 \checkmark$$

$$P.T. = 159 + 88.98 \checkmark$$

$$E = 7.68 \checkmark$$

Sta. 159 + 92.44 P.T. on Tangent =

Sta. 159 + 88.98 P.T. on curve

3.46 ft.

Shorter around Curve

164 + 52.32

L Burton - Middlefield Rd.

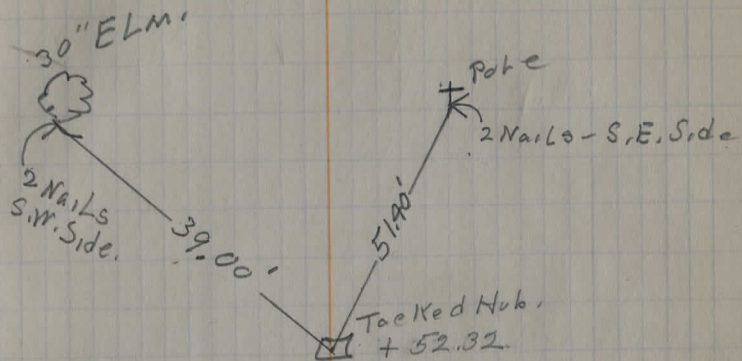
164

163

162

161

160



$$\begin{array}{r}
 1.36 \\
 \hline
 4416 \\
 \hline
 4416 \\
 \hline
 485.76
 \end{array}$$

$$\begin{array}{r}
 164 + 52.32 \\
 159 + 47.56 \\
 \hline
 504.74 \\
 44.9 \\
 \hline
 549.64
 \end{array}$$



41

42

Topo Tray Rd.

Elwell  
Grau.  
May 20th.

3

2

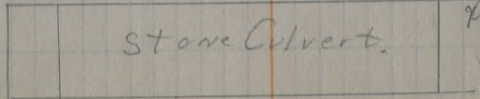
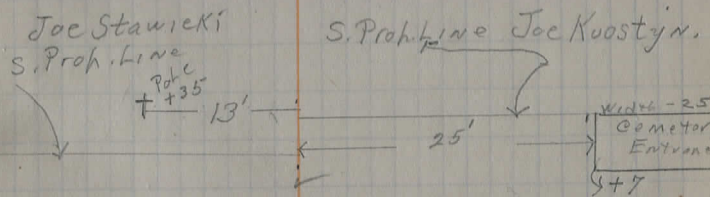
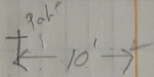
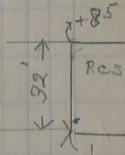
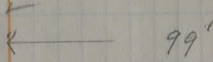
1

0+00

Steek's Crossing.

0-43'

⊘



BM. 1139.71  
N.E. Cor. E. Par.

⊘

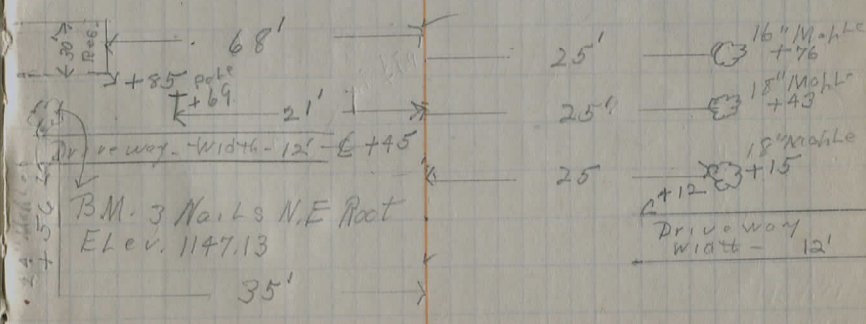
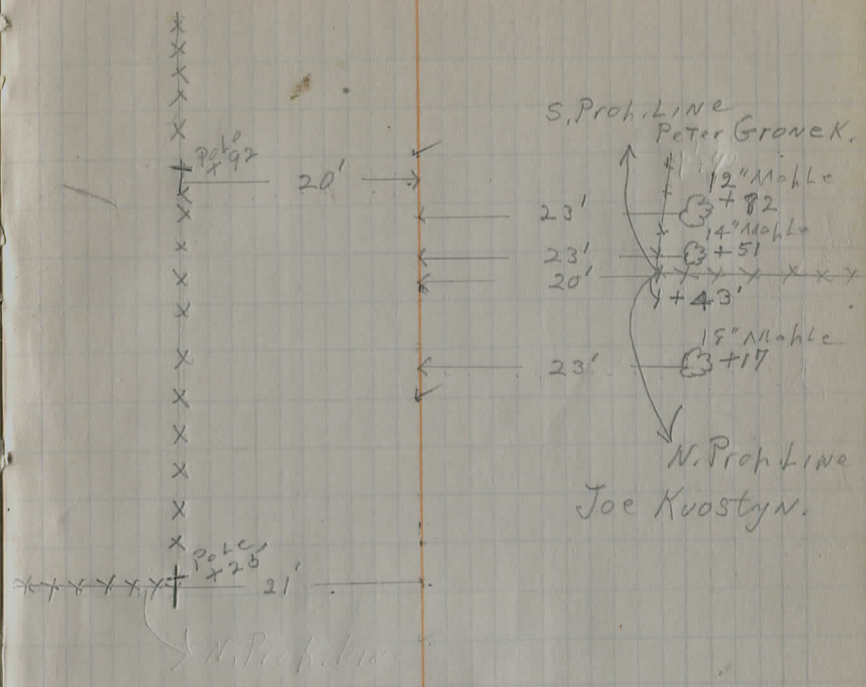
7

6

5

4

3



11

10

9

8

7

S. Prop. Line  
E.P. Gotham.

911 + 38

N. Prop. Line  
Peter Gronewick

Pole 35  
← 15' →

Deed Held by  
Urbanowitz

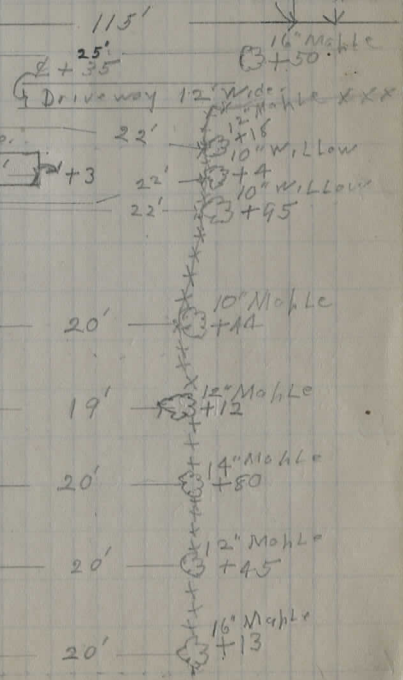
12" Iron Pipe  
S. Prop. Line  
S. Struzynski  
← 9' \* 7' → +3

Pole 36  
← 22' →

N. Prop. Line  
Joe Stawicki

Deed held by  
Chas. Bennett

← 24' →



16

15

14

13

12

Pole  
+94  
14' →

Driveway - 12' Wide  
9+80

Driveway 12' Wide  
21+50

6' x 10' Pole  
12" Pipe  
+94

Pole  
+18  
14' →

Pole  
+65  
15' →

12" Iron Pipe  
6' x 14' Pole  
21' Length - 16' → +75

Pole  
15' →

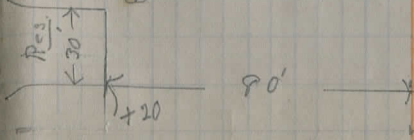
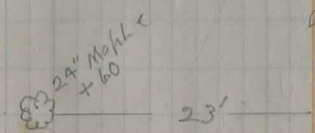
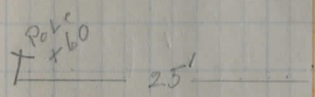
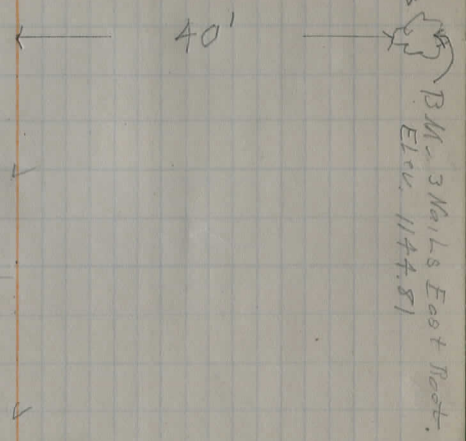
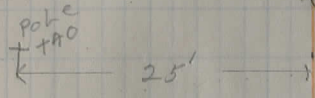
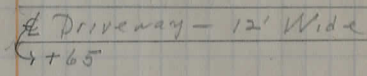
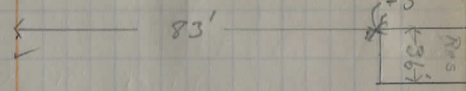
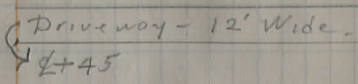
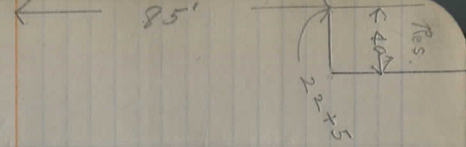
21

20

19

18

17



26

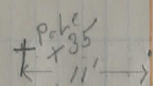
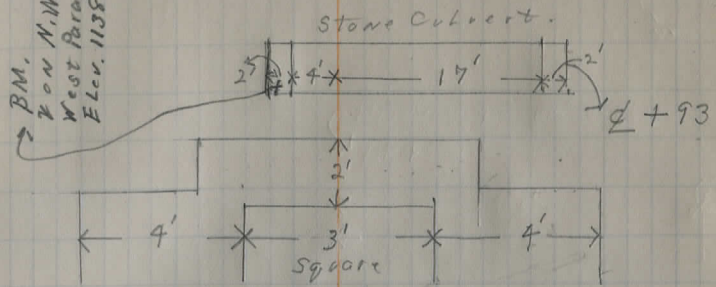
25

24

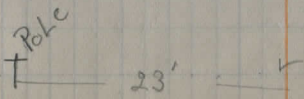
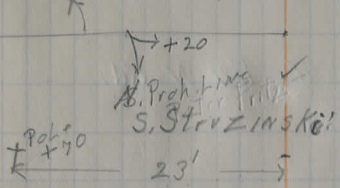
23

22

BM.  
Von N.W. cor.  
West Paraphet.  
Elev. 1138.51



S. Prof. Line Peter Frite.



31

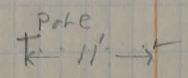
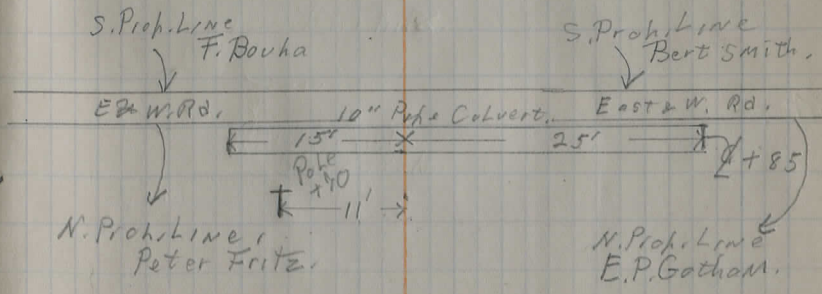
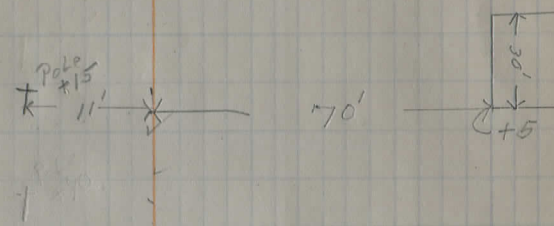
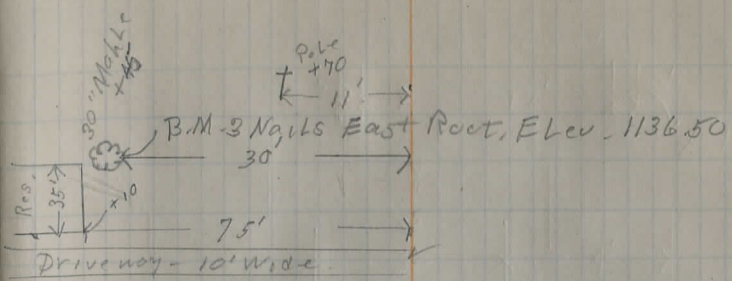
30

29

28

27

E & W Rd.



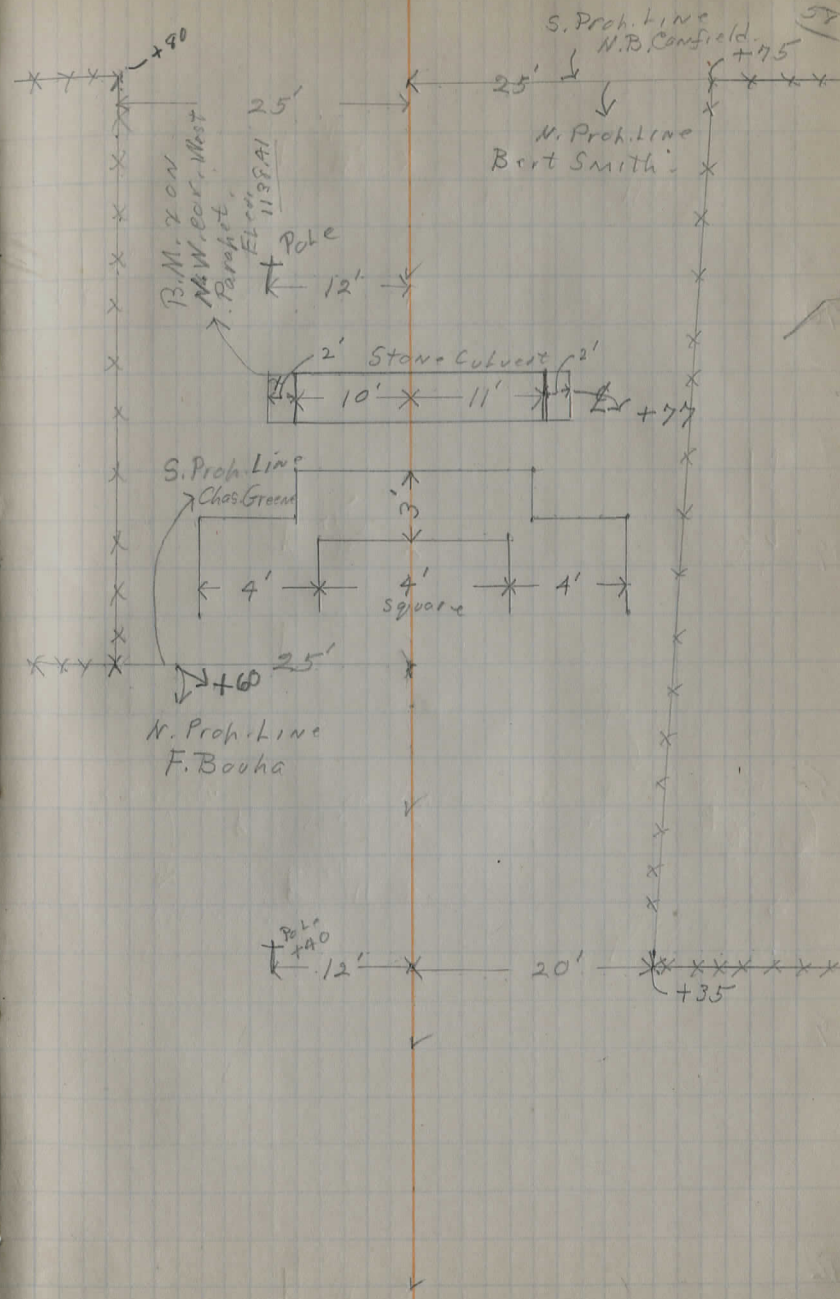
35

35

34

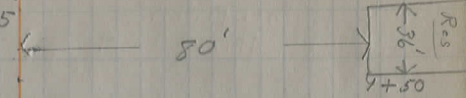
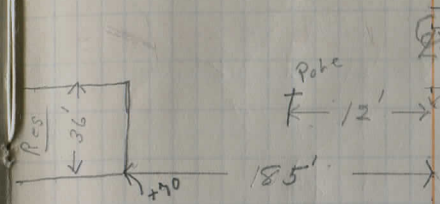
33

32



40

B. Proh Line  
Hugh Garne  
N. Proh Line  
N.B. Confield

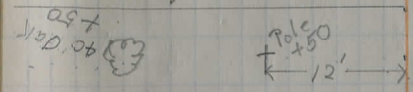


S. Proh Line  
Tolly Davis  
Board fence  
N. Proh Line  
N.B. Confield

39

Driveway - 10'  $\rightarrow$  30

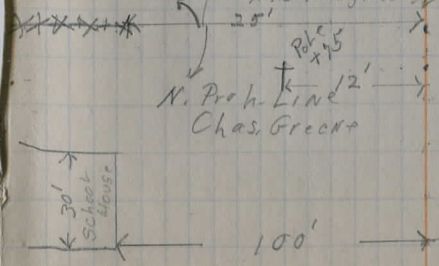
Driveway 12' wide  $\rightarrow$  70



38

37

S. Proh Line  
N.B. Confield  
N. Proh Line  
Chas. Greck



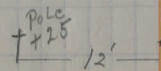
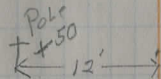
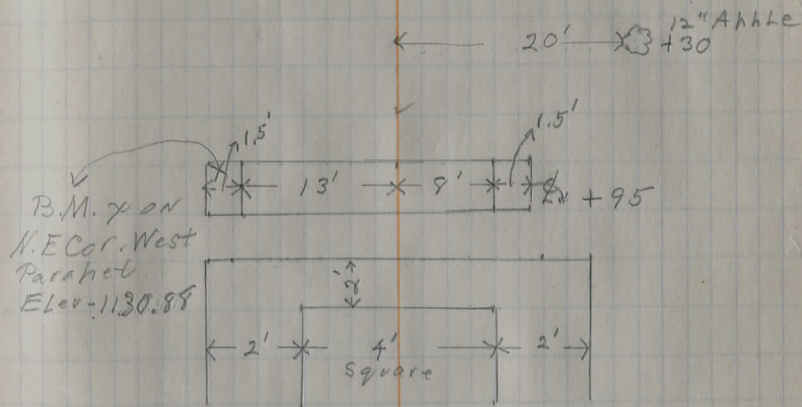
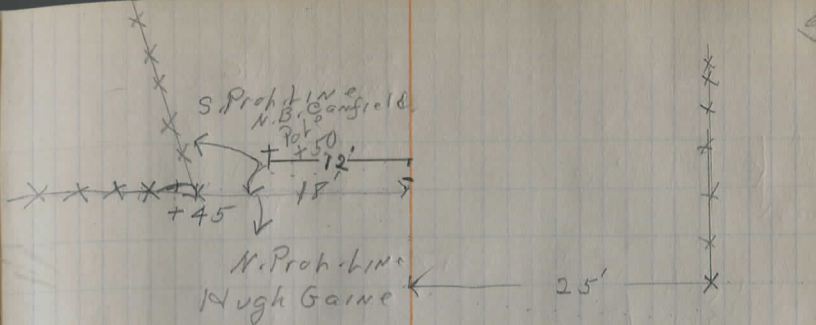
36

74

43

72

71





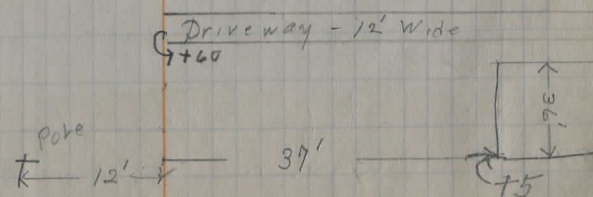
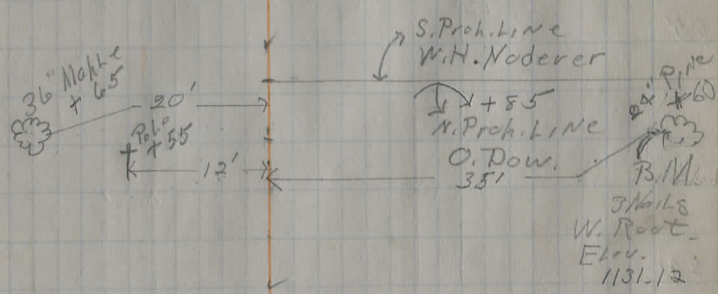
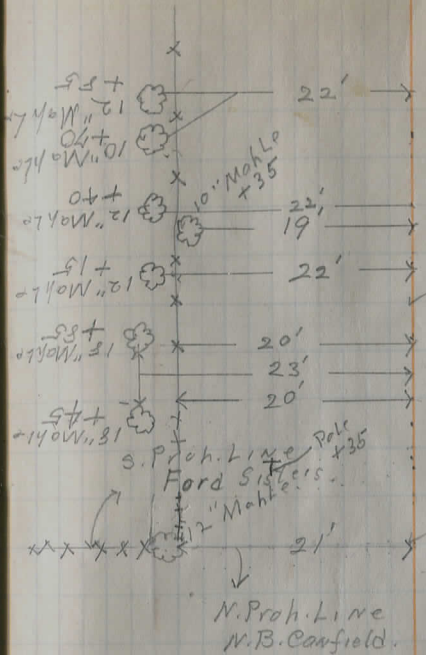
52

51

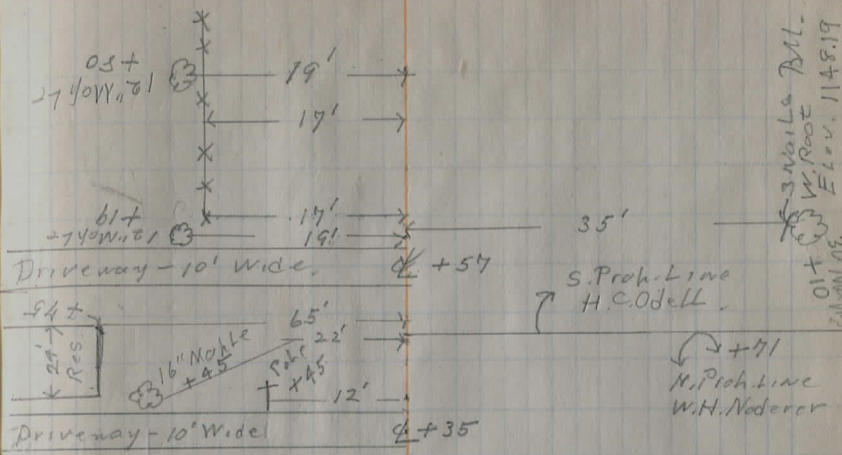
50

49

48



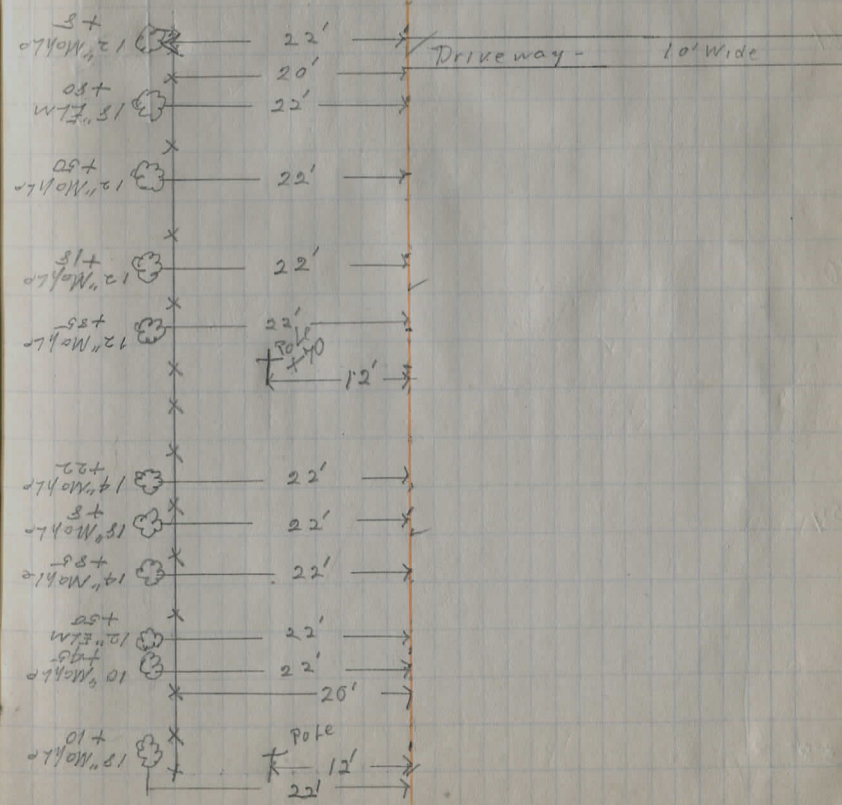
57



30' No. 16  
+10

3 Nails Bl.  
W. Root  
Elev. 1148.19

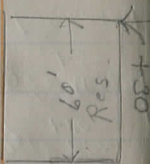
56



55

54

53



06+ 18" Mo. L. 19' →  
 ← 15' → Pole +75

05+ 18" Mo. L. 19' →

02+ 15" Mo. L. 19' →

06+ 18" Mo. L. 19' →

09+ 24" Mo. L. 19' →

+38  
 12" Mo. L. 19' →

59  
 ← 15' → Pole +15

30" Elm 19' →

08+ 14" Mo. L. 19' →

19" Mo. L. 19' →

56+ 16" Mo. L. 19' →

\* 17' →

\* 19' →

\* Pole +75 12' →

09+ 12" Mo. L. 19' →

07+ 16" Mo. L. 19' →

51+ 17" Mo. L. 19' →

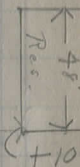
06+ 12" Mo. L. 19' →

\* 19' →

09+ 12" Mo. L. 19' →

\* 17' →

\* Pole 12' →



200'

Driveway - 12' wide

+65

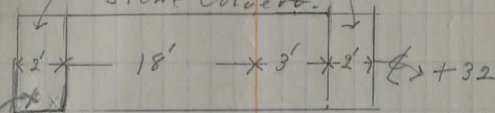
Driveway - 12' wide

Pole

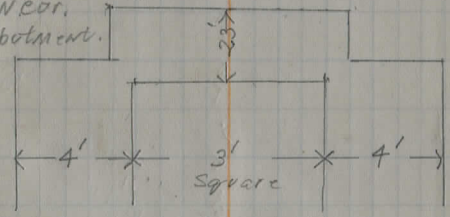
Pol<sup>50</sup>  
+ 12'

Stone Parapets.

Stone Culvert.



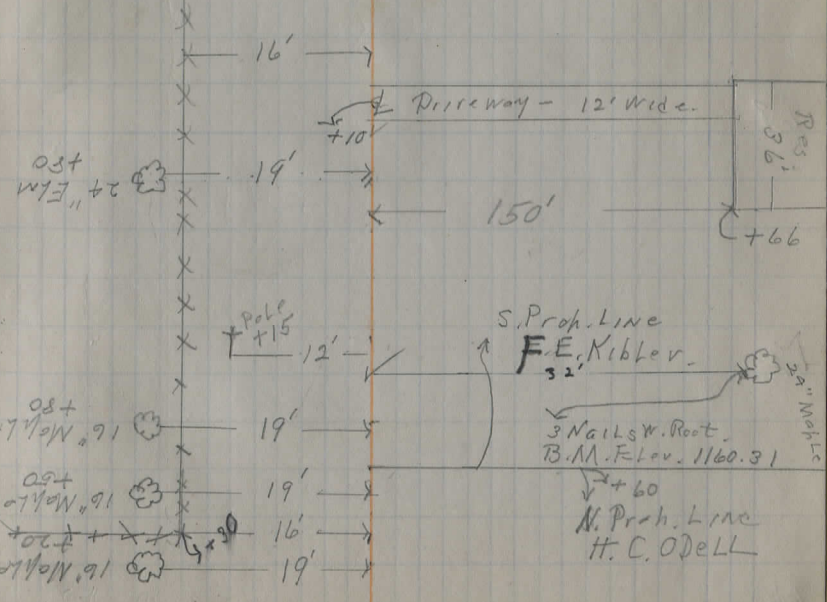
x 5. wear.  
West Abutment.  
B.M.  
Elev.  
1162.04



65

64

63





75

75

74

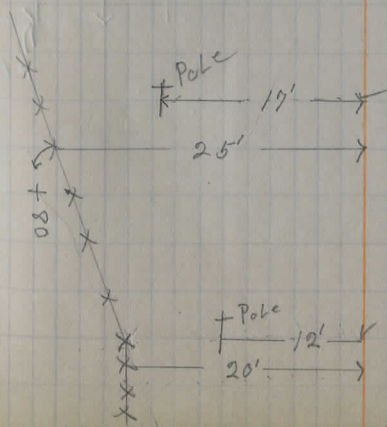
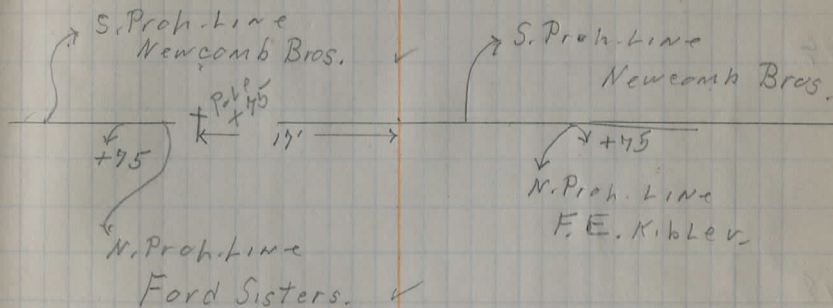
73

72

71

76

+ Pole  
+45  
15' →



77

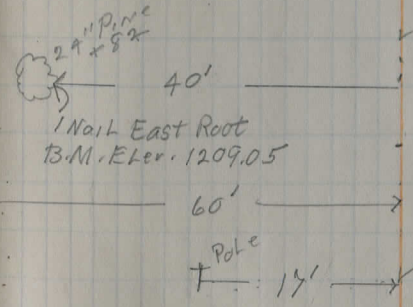
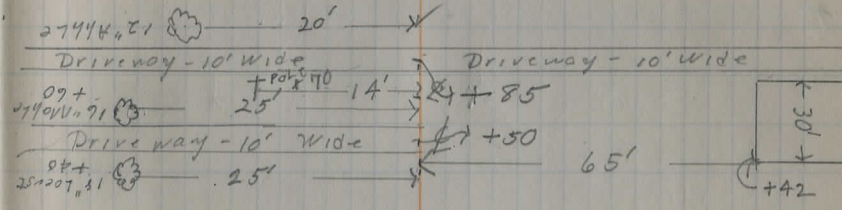
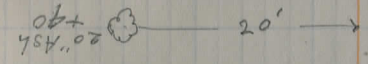
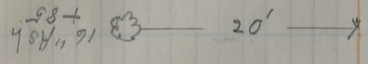
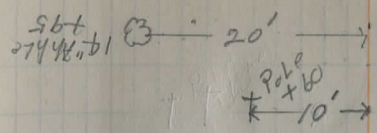
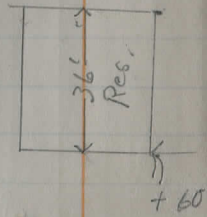
78

79

78

77

76



1 Nail East Root  
B.M. Elev. 1209.05

78

85

84

83

82

81

7

- 12" Apple +55 → 20' ✓
- 12" Apple +60 → Pole +160  
→ 9' ✓
- 12" Apple +30 → 20' ✓
- 12" Apple +5 → 20' ✓
- 12" Mohlo +80 → 20' ✓
- 10" Apple +55 → 20' ✓
- 12" Mohlo +30 → 20' ✓
- 8" Mohlo +85 → Pole +160  
→ 9' ✓
- 12" Apple +30 → 20' ✓
- 12" Apple +44 → 20' ✓
- 12" Apple +20 → 20' ✓
- 12" Apple +95 → 20' ✓
- 12" Apple +95 → 20' ✓
- 12" Apple +50 → 20' ✓
- 12" Apple +20 → Pole +20  
→ 9' ✓
- 10" Mohlo +80 → 20' ✓
- 12" Apple +60 → 20' ✓
- 14" Apple +15 → 20' ✓

134

133

132

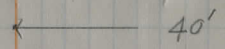
131

130

4

10

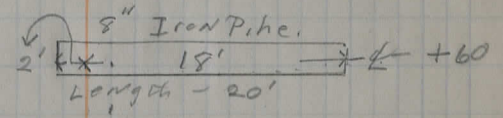
✓



24' Mobile  
+80  
3 Nails  
North Post  
B.M.  
Elev.  
1114.32

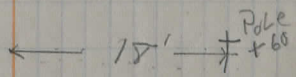
✓

✓



Pookman Rd.  $\pm$  +12.78

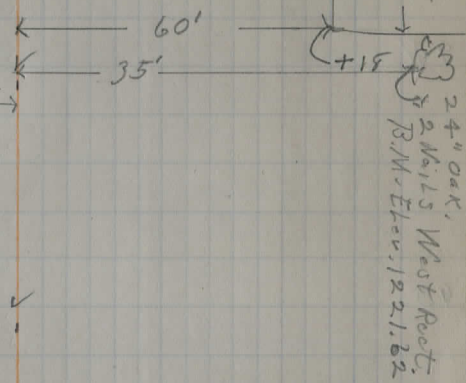
✓



✓

Pole  
+50  
← 9' →

Pole  
+90  
← 9' →



S. Proh. Line  
B.O. Hull.

Pole  
+20  
← 9' →

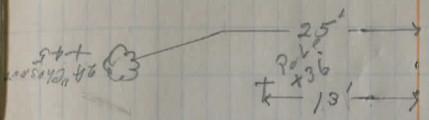
- 12" A.H.L. +95 ← 20' →
- 12" A.H.L. +45 ← 20' →
- 12" A.H.L. +55 ← 20' →
- 12" A.H.L. +85 ← 20' →
- 12" A.H.L. +5 ← 20' →

N. Proh. Line  
Newcomb Bros.

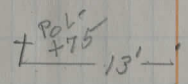
93

94

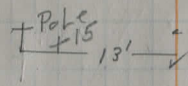
95



94



93



S. Prop. Line  
Mrs. Stearns.

N. Prop. Line  
Newcomb Bros.

92

91

100

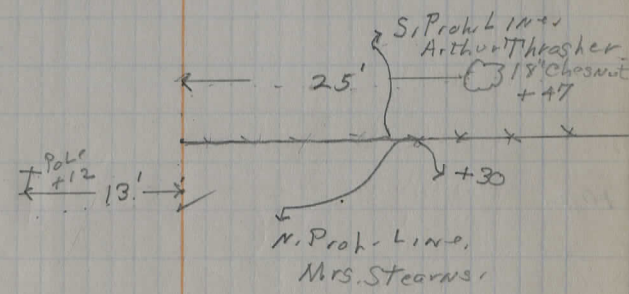
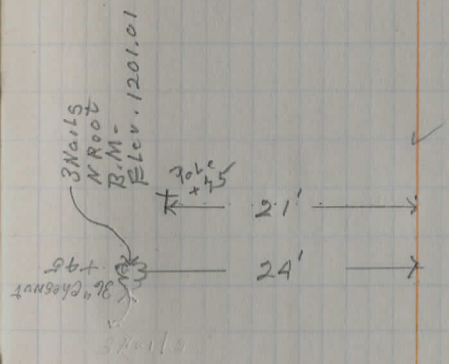
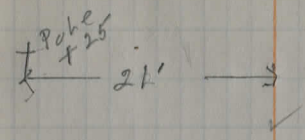
99

98

97

96

⊕



87

105

104

103

102

101

88

← 25' → \* 12" w. Cherry +95

+ Pole +20 22' → ✓

+ Pole +50 21' → ✓

+ Pole +75 21' → ✓

110

109

108

107

106

Pole +80

22'

25'

Pole +90

22'

Driveway - 10' Wide

25'

25'

15" Ash +75

Res. 44'

60'

+7

Pole +85

22'

25'

65'

Chesnut Stump (40") +10

3 Nails  
1 inch  
BM - 11 12 12

11 12 12

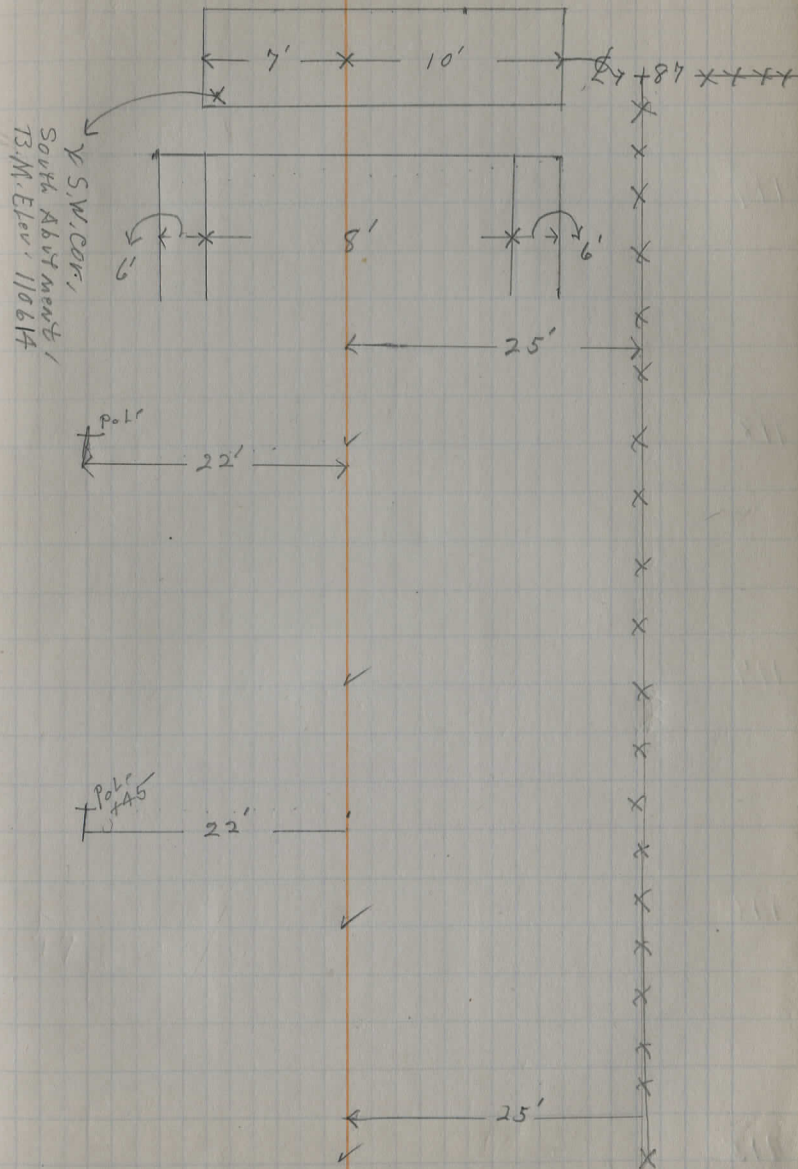
114

113

112

111

Stove Abutments, Wood Floor.



119

118

117

116

115

Pole  
 ← 25' → ✓

Pole  
 x33  
 ← 25' → ✓

Pole  
 x75  
 ← 25' → ✓

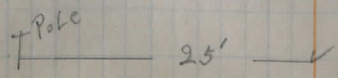
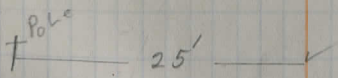
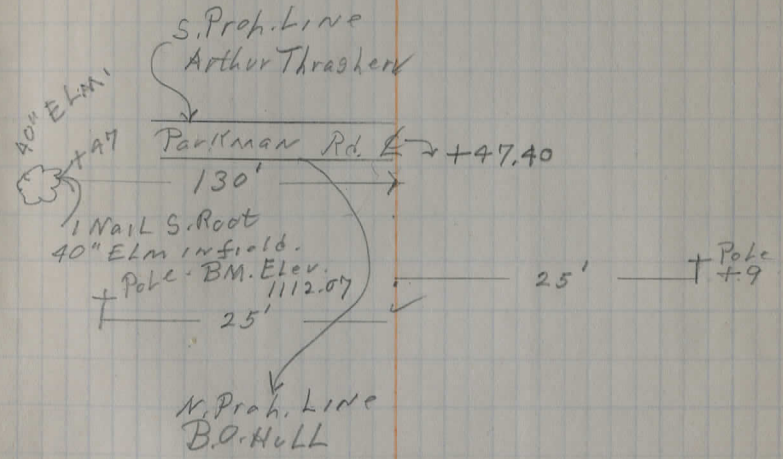
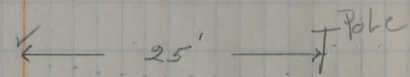
124

123

122

121

120



129

128

127

126

125

← 21' → + Pole +95

← 25' → + Pole +30

← 25' → + Pole +60

139

135

137

136

135

✓

✓

✓

✓

✓

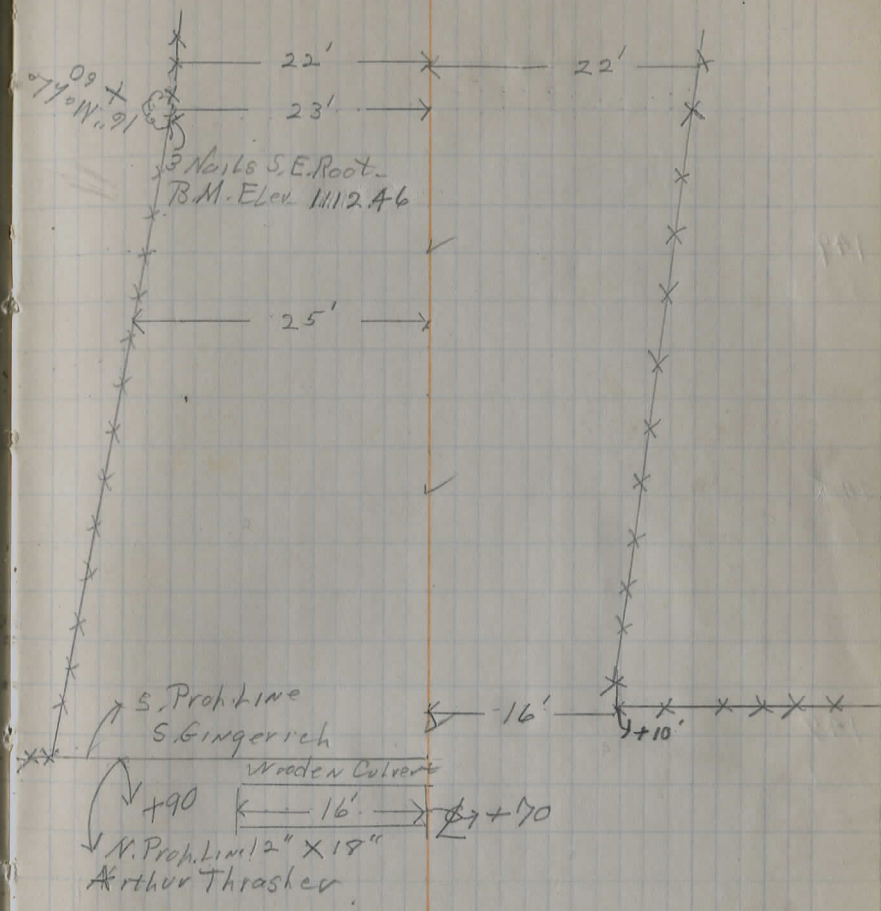
144

143

142

141

140



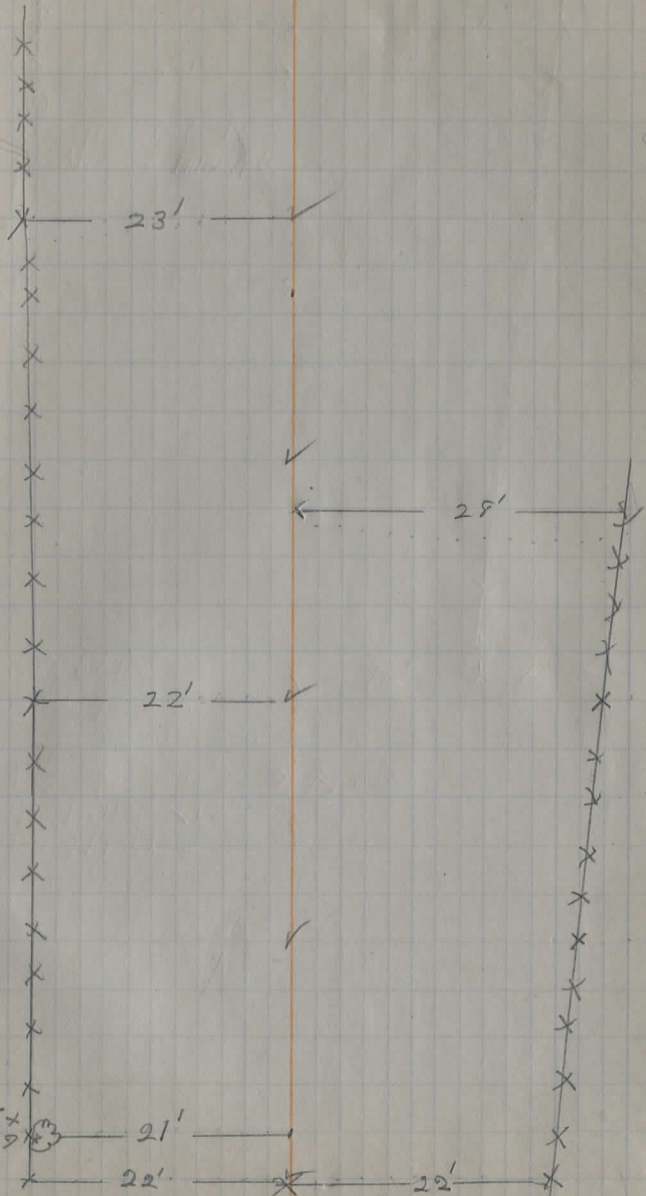
149

148

147

146

145



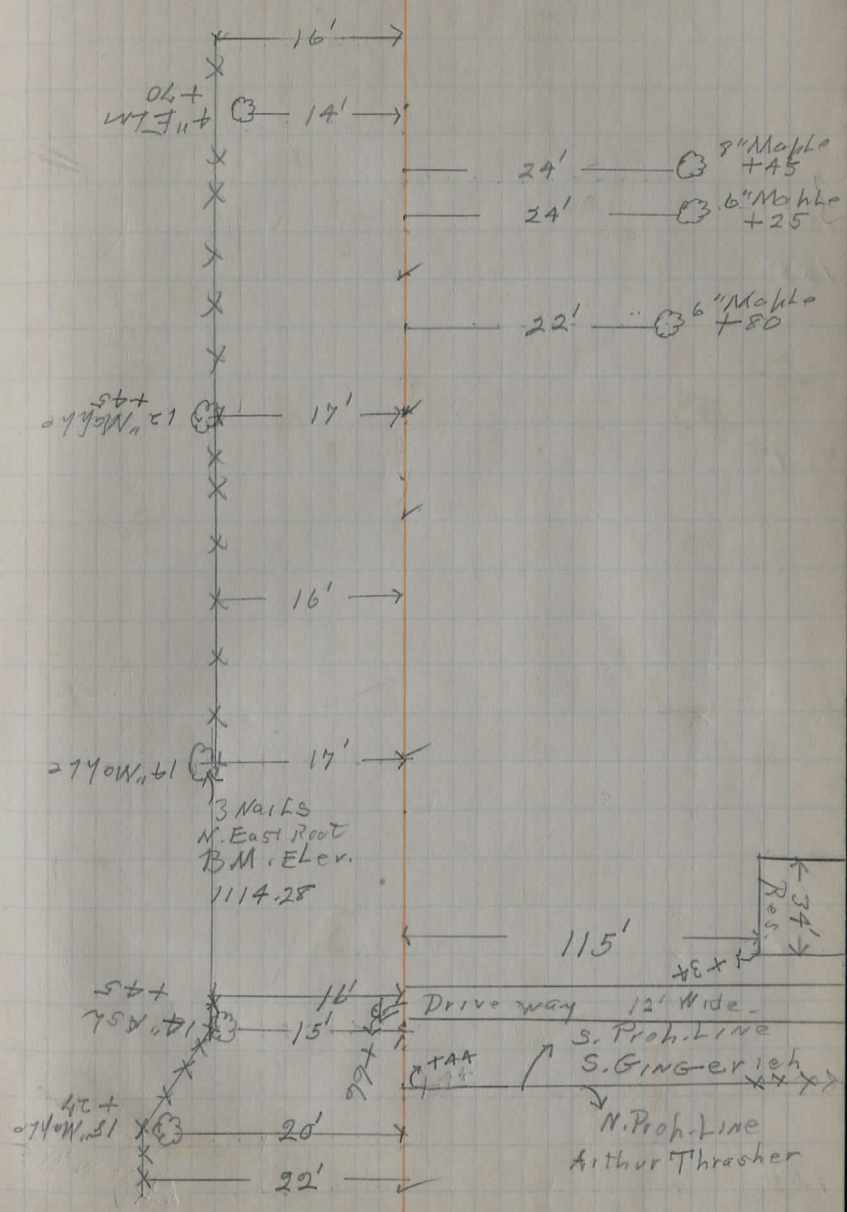
153

152

151

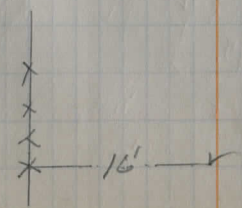
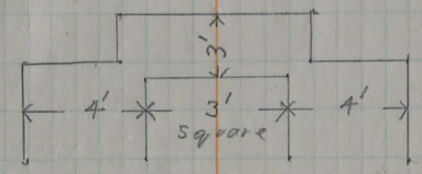
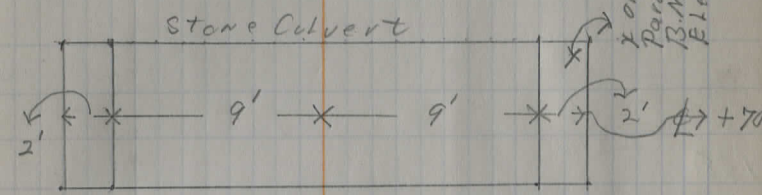
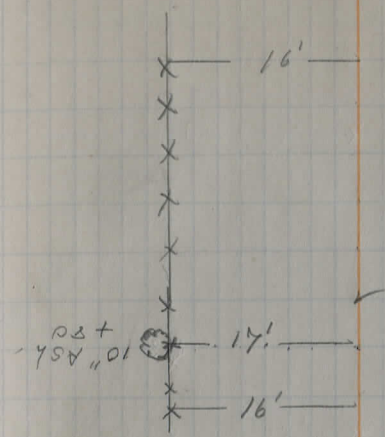
107

150



155

154



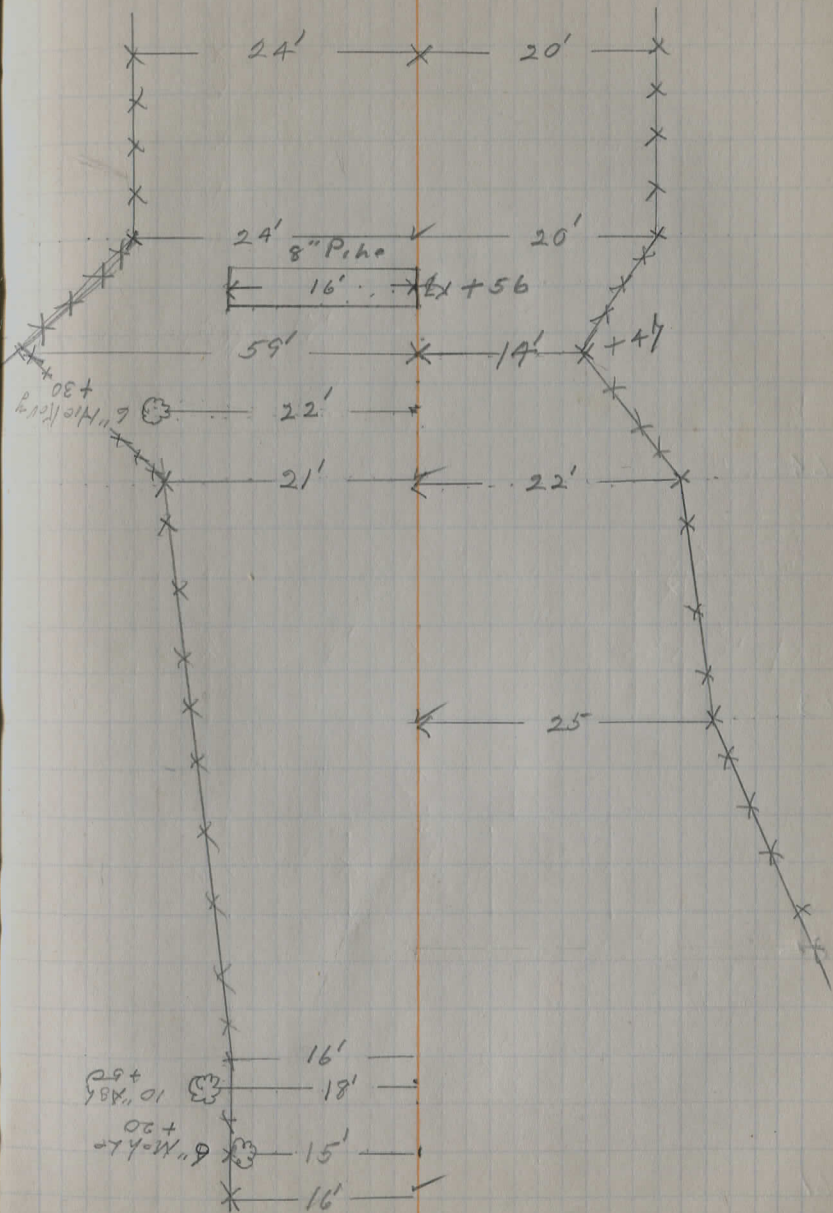
160

159

158

157

156



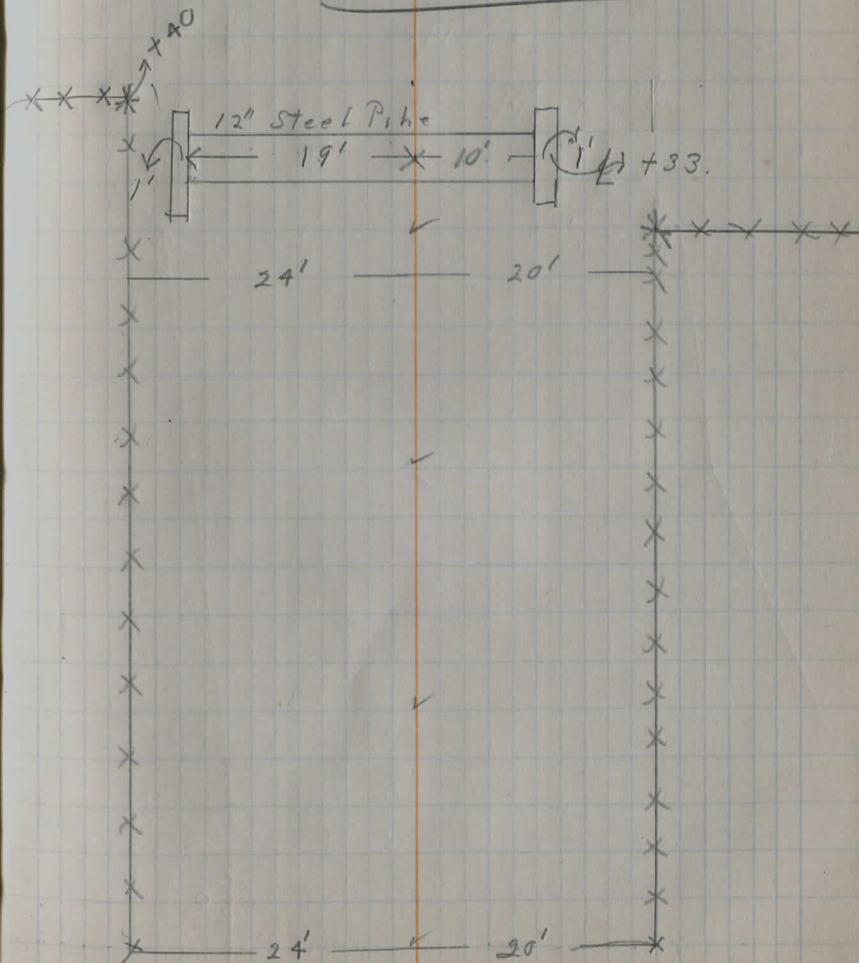
164

163

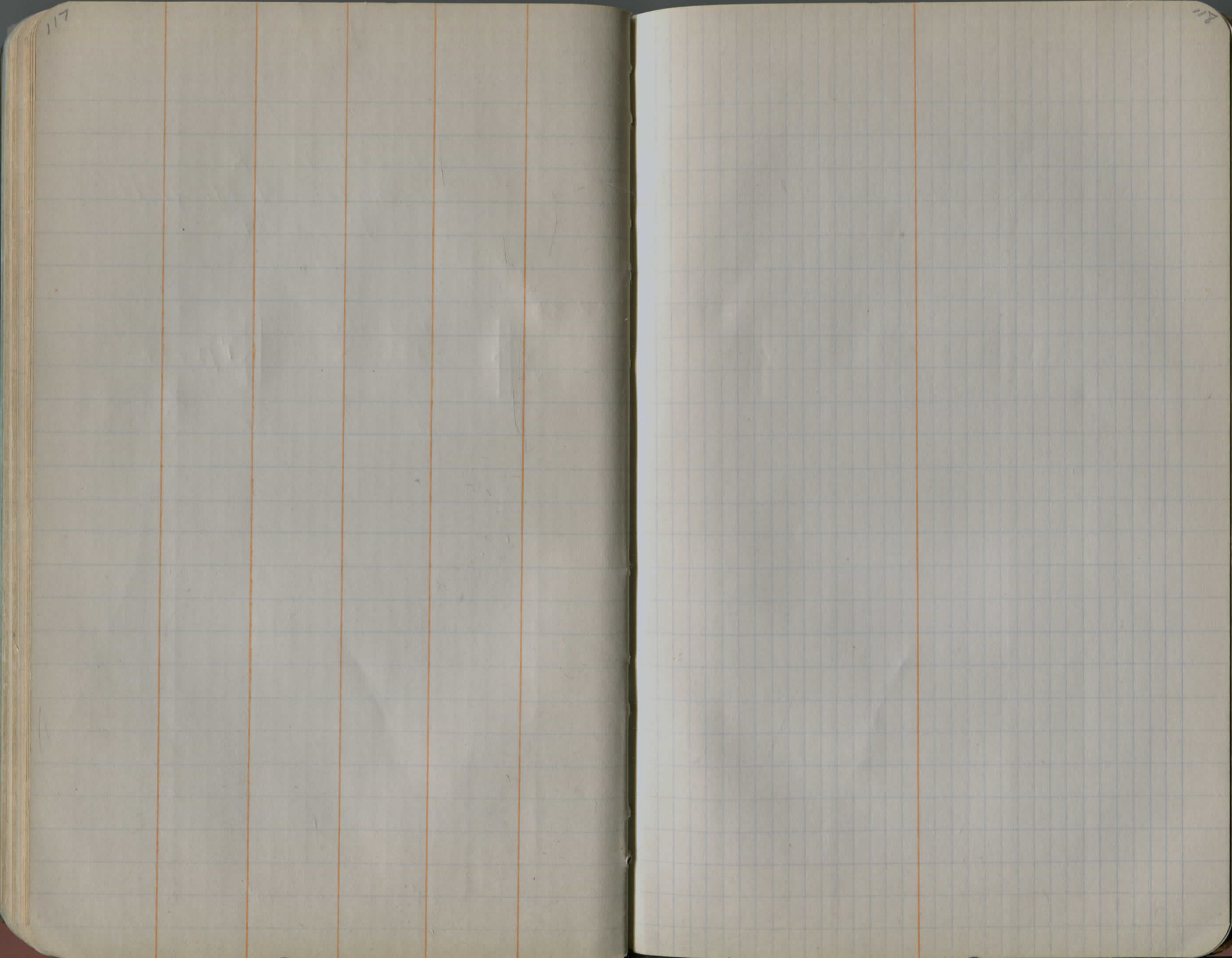
162

161

See Level Book  
for Burton-Middlefield  
Pavement.







117

119

120

121

122







129

130

$$\Delta = 23^{\circ} - 50'$$

$$D = 18^{\circ} - 00'$$

$$P.I. = 71 + 08.88 - 10.8$$

$$T = 67.18 \checkmark \neq$$

$$P.C. = 70 + 41.70 = +43.6$$

$$L = 1 \quad 32.41$$

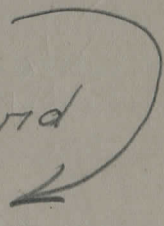
$$P.T. = 71 + 74.11 = +76.0$$

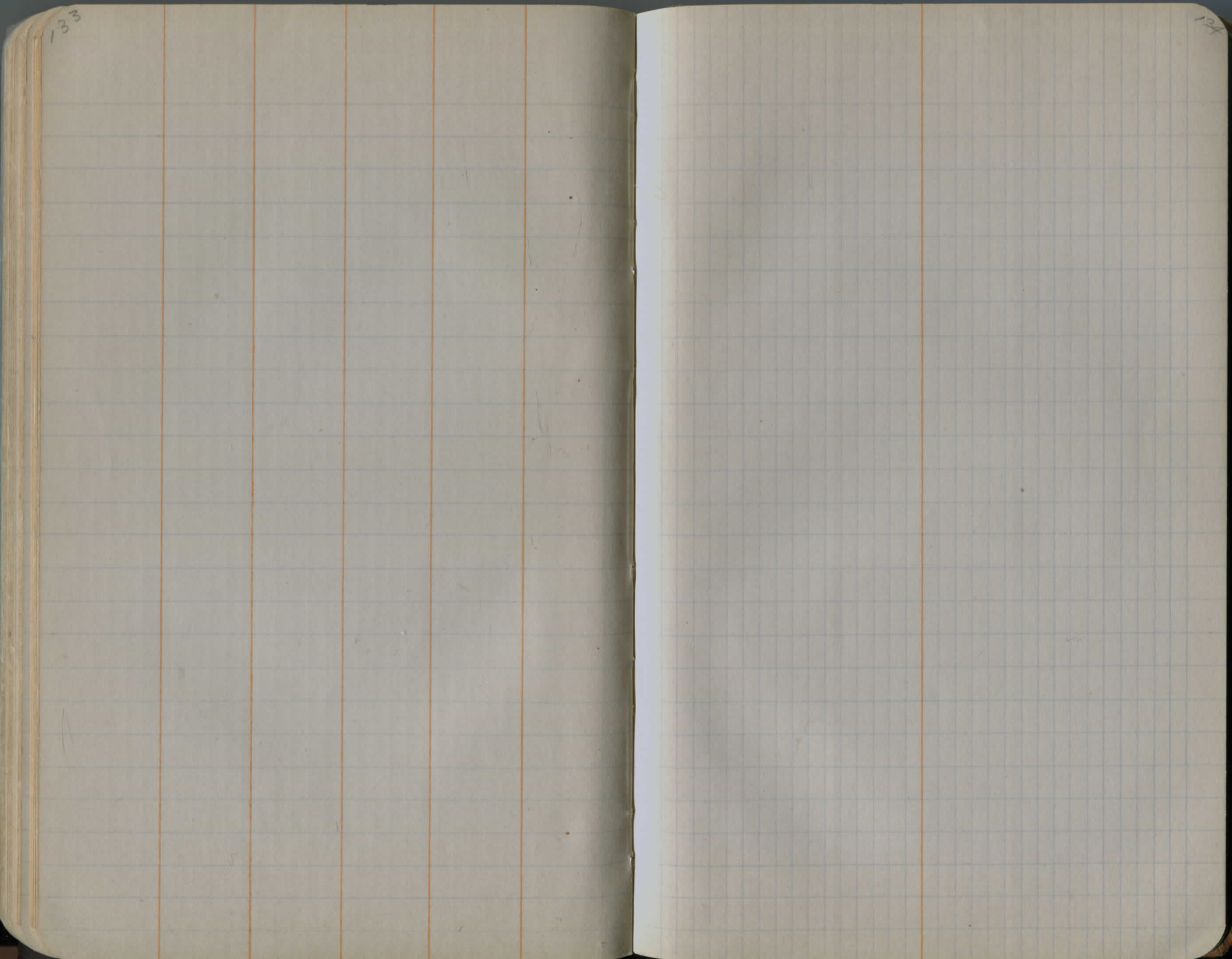
$$\text{Sta. } 71 + 76.06 \overset{P.T.}{\text{on}} \text{ Tang} =$$

$$\text{Sta. } 71 + 74.11 \text{ on Curve}$$

1.95 ft.

Shorter around

Curve 



133

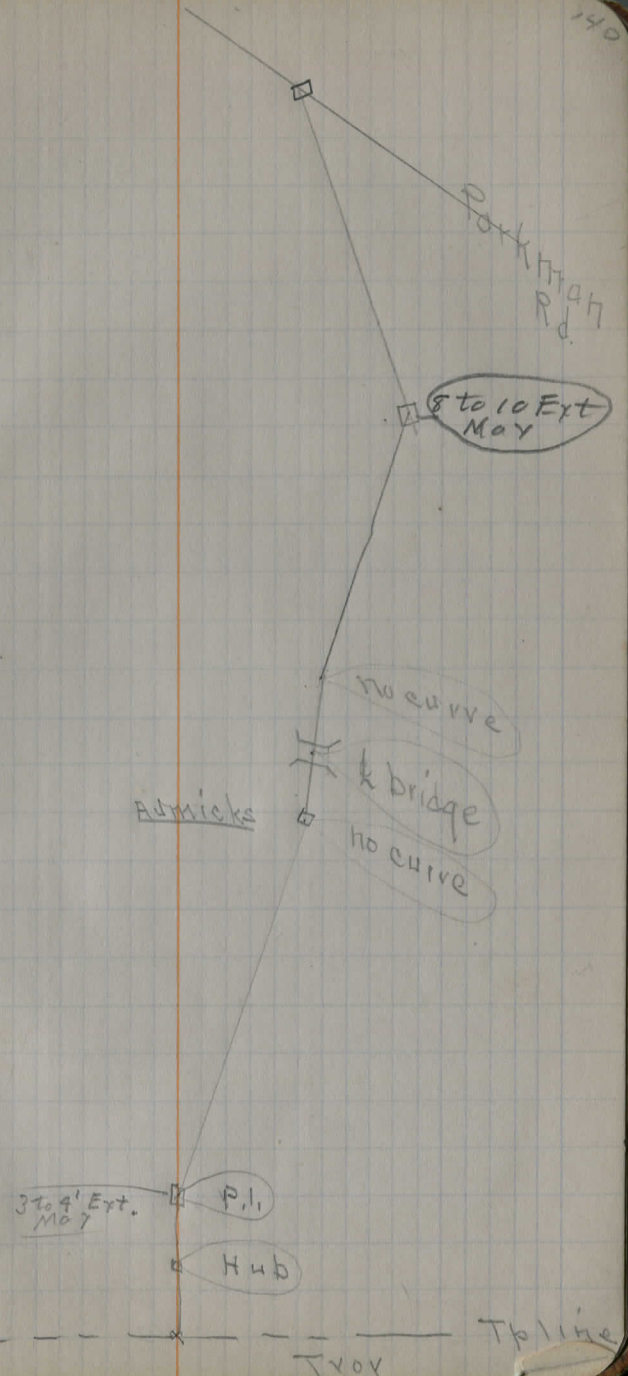
134

135

136

137

138



DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway slope 1/2 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in

the column and top row. The number in body of table in same row and column gives distance

level estimate the distance in elevation between the side stake and lower target by this

amount if cut, subtract; if fill, add this amount to cut or fill and find distance in table. Set up

rod at end and find distance in table. Set up rod at end and find distance in table. Set up rod at end and find distance in table. Set up rod at end and find distance in table.

target. If it does not make the slight adjustment

TABLE No. 2.

To find Tangent and External for curve of any other degree, divide by degree of curve and

add correction found in column of correction. Degree of curve with a given I may be found

by dividing tangent (or external), opposite I by given tangent (or external).

The distance from a point on the tangent to the curve is very nearly the square of the tangent

length divided by twice the radius.

PLEASE RETURN TO  
GEAUGA COUNTY ENGINEER  
COURT HOUSE  
CHARDON, O.  
PHONE 250-X

110 100 50 47  
2350 71408.9 132 128  
11-55 18-911 87.2  
90 10 109-25

PLEASE RETURN TO  
GEAUGA COUNTY ENGINEER  
COURT HOUSE  
CHARDON, O.  
PHONE 250-X

10.8  
2.0  
8.8

10' Ext. Max

