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FIELD BOOK

740

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B. K. ELLIOTT COMPANY

TABLE FOR REDUCING PERCHES TO FEET AND INCHES.

PLEASE RETURN TO  
GEAUGA COUNTY ENGINEER

COURT HOUSE  
CHARDON, O.

PHONE 250-X

PERCH	FEET.	PERCH.	FEET.	PERCH.	FEET.	PERCH.	FEET.	PERCH.	FEET.	PERCH.	FEET.
1	16.6 in.	21	3.46 6 in.	41	6.76 6 in.	61	10.06 6 in.	81	13.36 6 in.		
2	33.0	22	3.63 0	42	6.93 0	62	10.23 0	82	13.53 0		
3	49.6	23	3.79 6	43	7.09 6	63	10.39 6	83	13.69 6		
4	66.0	24	3.96 0	44	7.26 0	64	10.56 0	84	13.86 0		
5	82.6	25	4.12 6	45	7.42 6	65	10.72 6	85	14.02 6		
6	99.0	26	4.29 0	46	7.59 0	66	10.89 0	86	14.19 0		
7	1.15 6	27	4.45 6	47	7.75 6	67	11.05 6	87	14.35 6		
8	1.32 0	28	4.62 0	48	7.92 0	68	11.22 0	88	14.52 0		
9	1.48 6	29	4.78 6	49	8.08 6	69	11.38 6	89	14.68 6		
10	1.65 0	30	4.95 0	50	8.25 0	70	11.55 0	90	14.85 0		
11	1.81 6	31	5.11 6	51	8.41 6	71	11.71 6	91	15.01 6		
12	1.98 0	32	5.28 0	52	8.58 0	72	11.88 0	92	15.18 0		
13	2.14 6	33	5.44 6	53	8.74 6	73	12.04 6	93	15.34 6		
14	2.31 0	34	5.61 0	54	8.91 0	74	12.21 0	94	15.51 0		
15	2.47 6	35	5.77 6	55	9.07 6	75	12.37 6	95	15.67 6		
16	2.64 0	36	5.94 0	56	9.24 0	76	12.54 0	96	15.84 0		
17	2.80 6	37	6.10 6	57	9.40 6	77	12.70 6	97	16.00 6		
18	2.97 0	38	6.27 0	58	9.57 0	78	12.87 0	98	16.17 0		
19	3.13 6	39	6.43 6	59	9.73 6	79	13.03 6	99	16.33 6		
20	3.30 0	40	6.60 0	60	9.90 0	80	13.20 0	100	16.50 0		

B. K. ELLIOTT COMPANY, PITTSBURG, PA.  
DRAWING MATERIALS AND SURVEYING INSTRUMENTS

Book 141

T.H. 311

Huntsburg-Windsor Town Line Rd.

Topography & Survey P. 1-11  
X-Sections P. 12-25  
Check-Levels P. 26-27

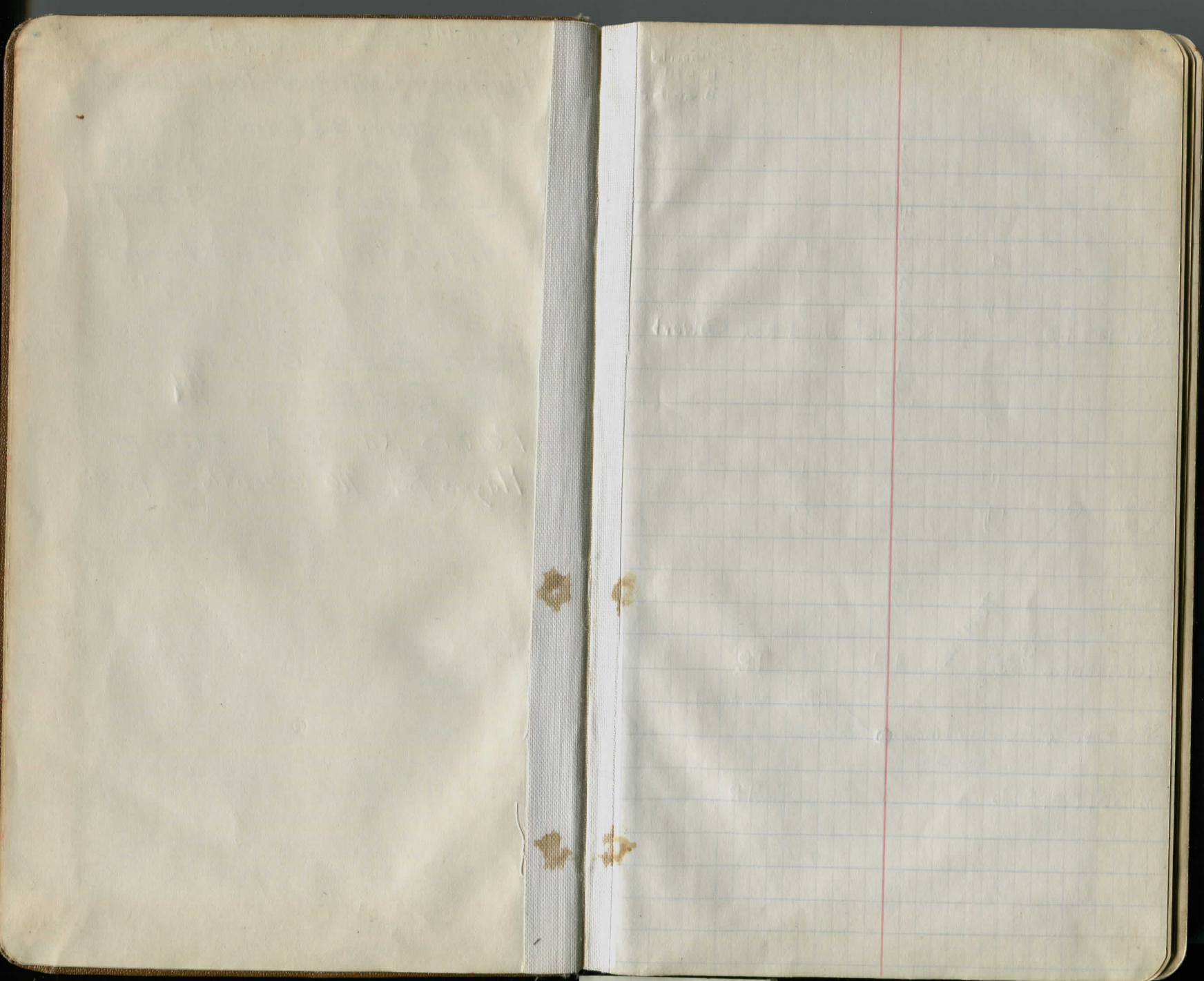
Middlefield-Mesopotamia  
Town Line Road. Pg 32-44

Peters Road Sec. "B" T.H. 122 P. 45-51

Hayes Road Sec. "D" T.H. <sup>121</sup>129 P. 48

Peters Rd Sec "A" # 122 pg. 51-53

Hayes Rd. #16 to South. pg. 53-56



TH 311 July 11, 1935  
Sec F. G. H

Fair & Hot

S. Gould Jr  
H. Hill  
J. Gruber

Sidestakes set 25'  $\pm$  unless otherwise noted

G E A U G A

A S H T A B U L A

Sta 1+24.5

1' x 16' Wood Box Culvert

County Line Rd -

S. & W.  
8" Oak

S. & W.  
12" White  
Oak

77.19' rec.

83.23' rec.

HUNTSBURG

1. Pipe Ed - 9 Used

Sta 0+0 Township Line  
fence

MIDDLEFIELD

Huntsburg - Windsor Town Line Rd.

(1)

4+0

3+0

2+0

1+24.5  $\pm$  Culvert

1+0

A

G

0+10 Beq. of Brush

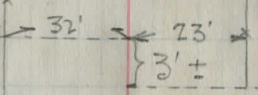
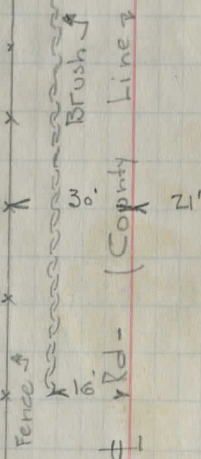
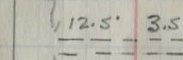
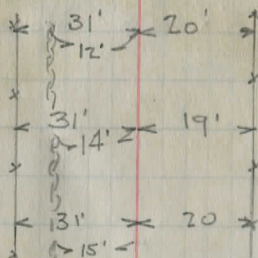
Huntsburg

0+0 Township Line

W

Middlefield

G

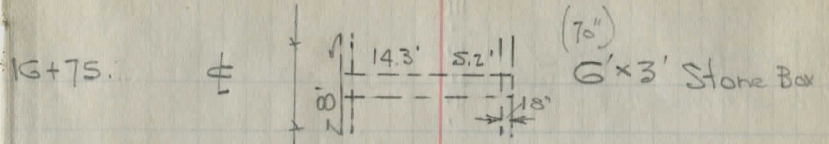


12' x 12" Wood Box

A S H T A B U L A  
T R U M B U L L

Ashtabula Co.  
County Line  
W. Fence  
Trombull Co.

Sta 16+75  $\pm$  6' x 3' x 19.5' Stone Box Culvert (Fair Cond.)

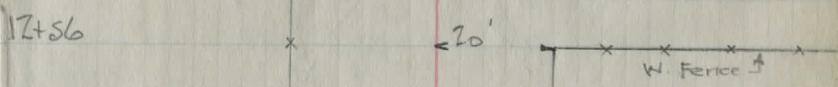


16+0 T.P.  $\oplus$  26'

15+0  $\leftarrow$  30'  $\rightarrow$

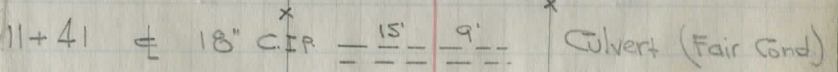
14+0 T.P.  $\oplus$  27'

Sta 8 to 18 Sidestakes 25' LT  $\pm$



11+67 T.P.  $\oplus$  29'

Sta 11+40  $\pm$  24' x 18" C.I.P. Culvert (Fair Cond.)



10+0  $\leftarrow$  31'  $\rightarrow$  19'

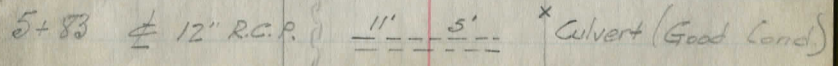
9+65 T.P.  $\oplus$  29'

+41  $\leftarrow$  18'  $\rightarrow$  15" W cherry

8+30 End of Brush  $\leftarrow$  15'  $\rightarrow$

7+45  $\leftarrow$  17'  $\rightarrow$  24" Maple

Sta 5+83  $\pm$  16' x 12" R.C.P. Culvert (Good Cond.)

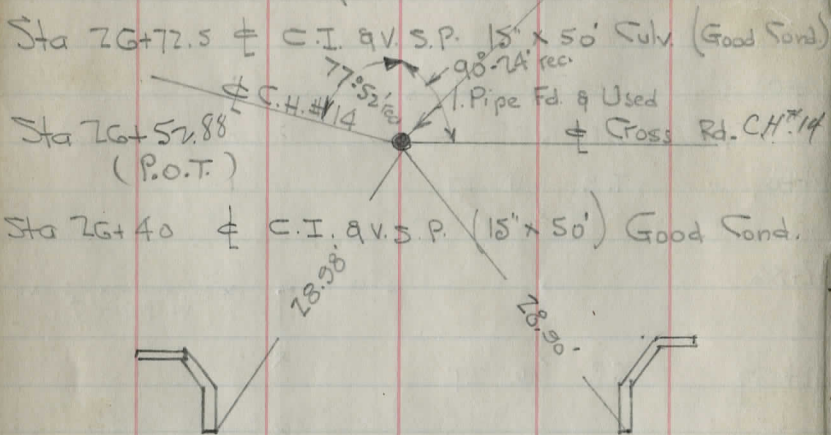


5+0  $\leftarrow$  32'  $\rightarrow$  20'

5-10-53 I.P. fd  
18" under & raised  
to 3" under (R.C.P.)

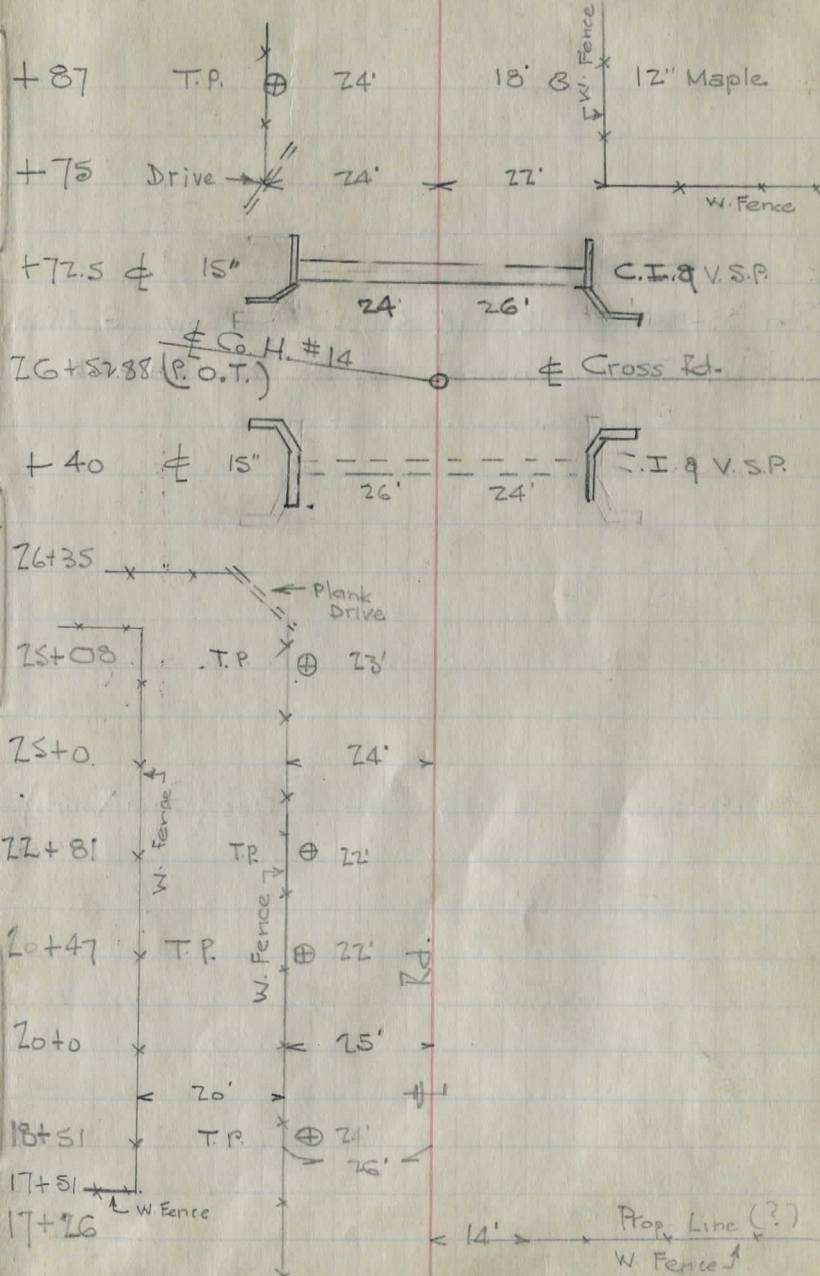
N-5-15'-E

25'  
Fr. Hse

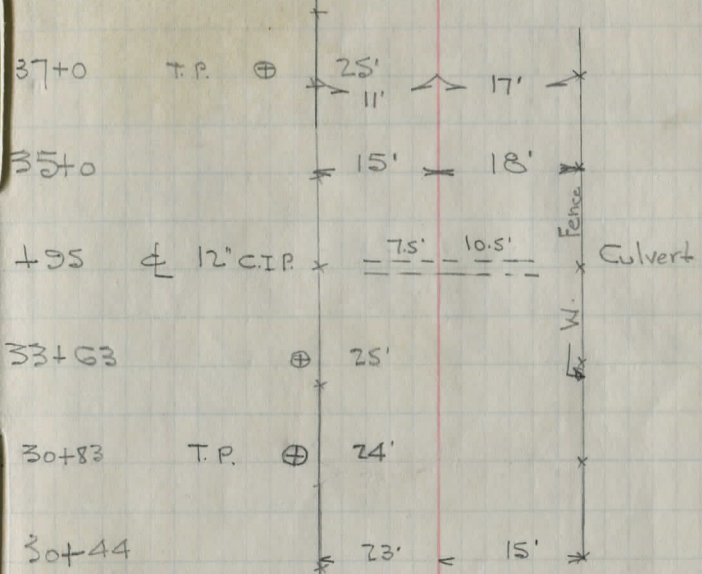


NOTE SEE PG 60 FOR 1983 WORK BY  
JAMES P. RUSSELL

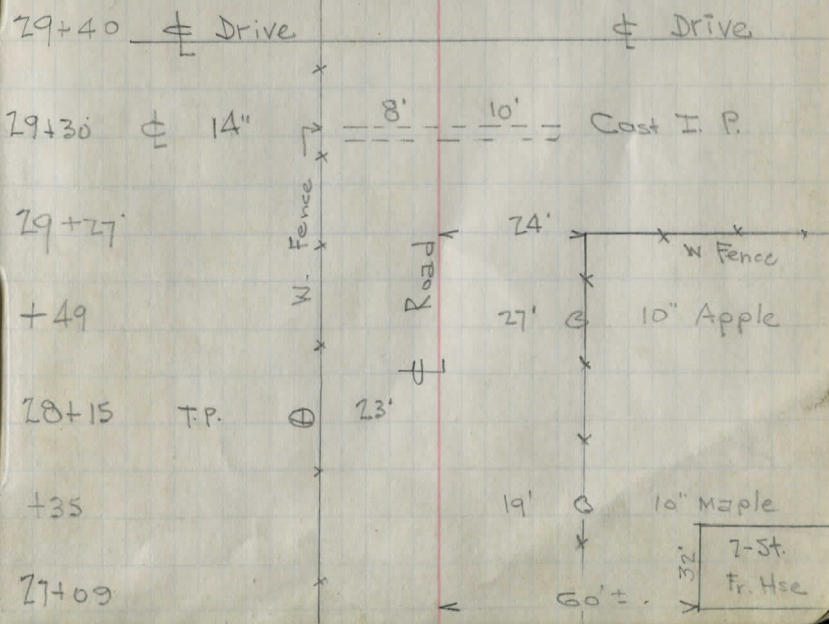
N-5-15'-E



Sta 33+55  $\phi$  12" x 18' Cast I. Pipe Culv. (Good Cond)  
Note: Outlet Channel opposite Sta 34+55



Sta 29+30  $\phi$  14" x 18' Cast I. Pipe (Good Cond)



29+30  $\phi$  14" Cast I. P.  
 29+27 24'  
 +49  
 29+15 T.P.  $\oplus$  23'  
 +35 19' 10" Maple  
 29+09 60'±. 32' 7-St. Fr. Hse

45+0

+28

44+09

44+0

43+85

43+62

43+04

42+68

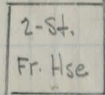
42+35

40+18

40+09

+17

39+13



Drive

100'

12"

Drain

285' x 6"

Gate

23'

15'

23'

Beq. of Brush

24" Maple @ 30'

⊕ 28'

⊕ 7' x 1' G.S. 10' Plank Culvert

W. Fence 22'

W. Fence 23'

W. Fence Prop. L. 18'

⊕ 30'

Road

⊕ Gate

24' W. x Fence Prop. Line

Sta 43+00 sidestakes set 25' Lt.

Sta 43+03 ⊕ 7' x 1' x 16.5' Plank Culvert (Poor Cond.)

Sta 56+53 }  $\phi$  12" x 16' Cast I. Pipe (Poor Cond.)  
 }  $\phi$  12" x 16' Corro. I. Pipe (Fair Cond.)

Sta 50+56.5  $\phi$  10" x 16' Corro. I. Pipe Culv. (Poor Cond.)

Sta 47+18 Outlet Channel East (Spot for a Culvert - 12")

+65

+46

59+22

56+53  $\phi$

55+24

52+69

52+17

50+62 15" Elm

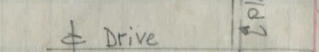
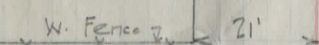
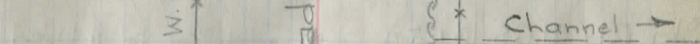
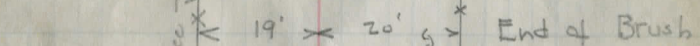
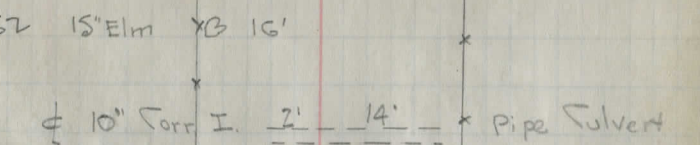
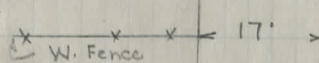
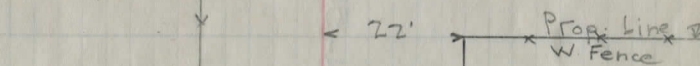
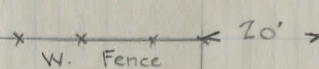
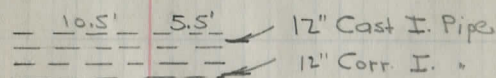
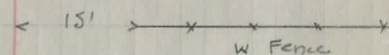
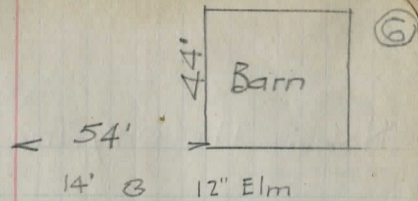
+56.5  $\phi$  10" Corro. I.

50+0

47+18

46+37

46+18



Plank  
 Road

Note: The Only Tree in the Front Yard. →

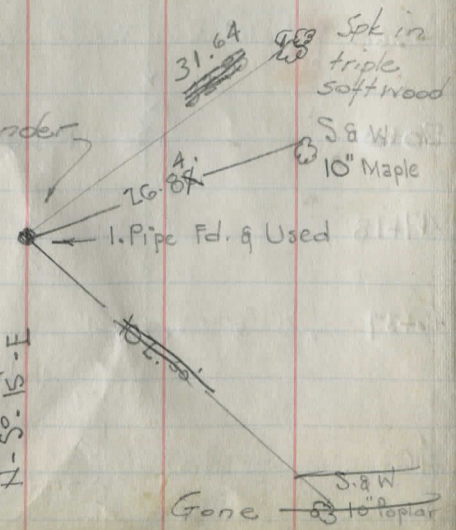
N-5°-S'-E

Sta 60 to 75 sidestakes set 25' RT

I.P. Fd 5-10-53 4" under  
7-21-69 FCP  
7/21

Sta 61+21.65 (P.O.T.)

N-5°-15'-E



68+30

68+20

+97

67+72

65+97

62+63

61+69

+27

61+22

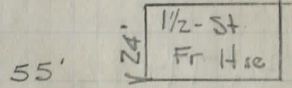
61+21.65 (P.O.T.)

60+91

60+82

60+64

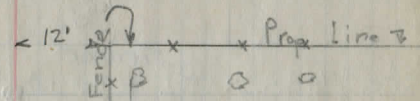
13' 3 30" Maple



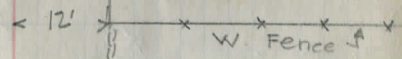
⊕ Drive

22' 3 20" Maple

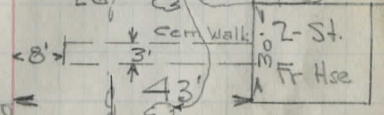
30' 3 15" Apple



Apple Orchard



trip. soft wood  
10" Maple

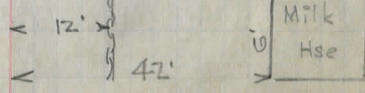


cem. Walk  
2-St Fr Hse

● Road

Hedges

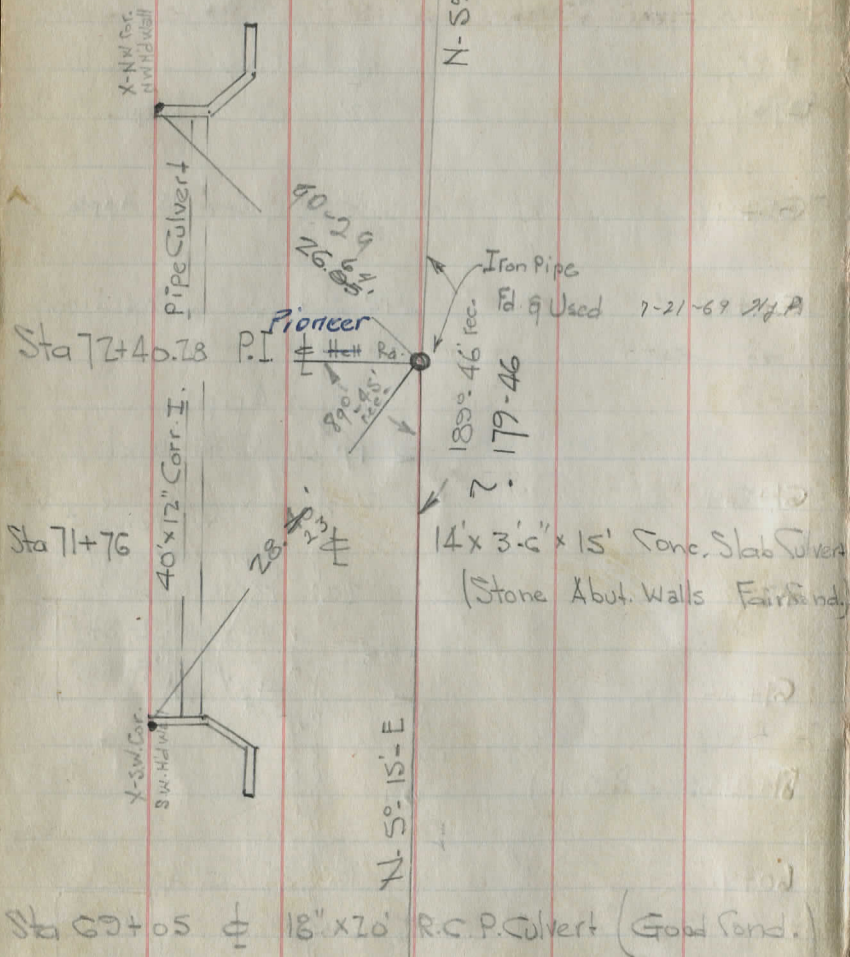
⊕ 16' 3 6" Apple



⊕ Drive

Sta 75 to end Sidestake set 25' Lt.

Sta 77+22 Channels on Both Sides of Rd.



79+23

Brush  
(Prop Line?)

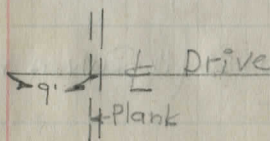
77+22 channel ↓ channel ↓

73+45

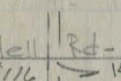
68'

23'  
1 1/2-St  
Fr. Hse

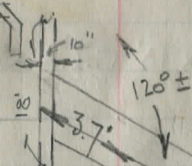
73+12



72+40.28 Hell Rd - 14'



71+76 14'x3'-6"



Conc. Slab Culvert  
(Fair Cond.)

71+36 10' Maple @ 12'

70+87

14'

W. Fence  
Prop. Line

+37

20'

18' Maple

69+05 18" 13.6' 6.4' R.C.P. Culvert

+34

15'

W. Fence

68+74

20'

18' Basswood

Sta 103+75.5  $\phi$  18" x 18' Corr. I. Pipe Culvert (Good Cond.)

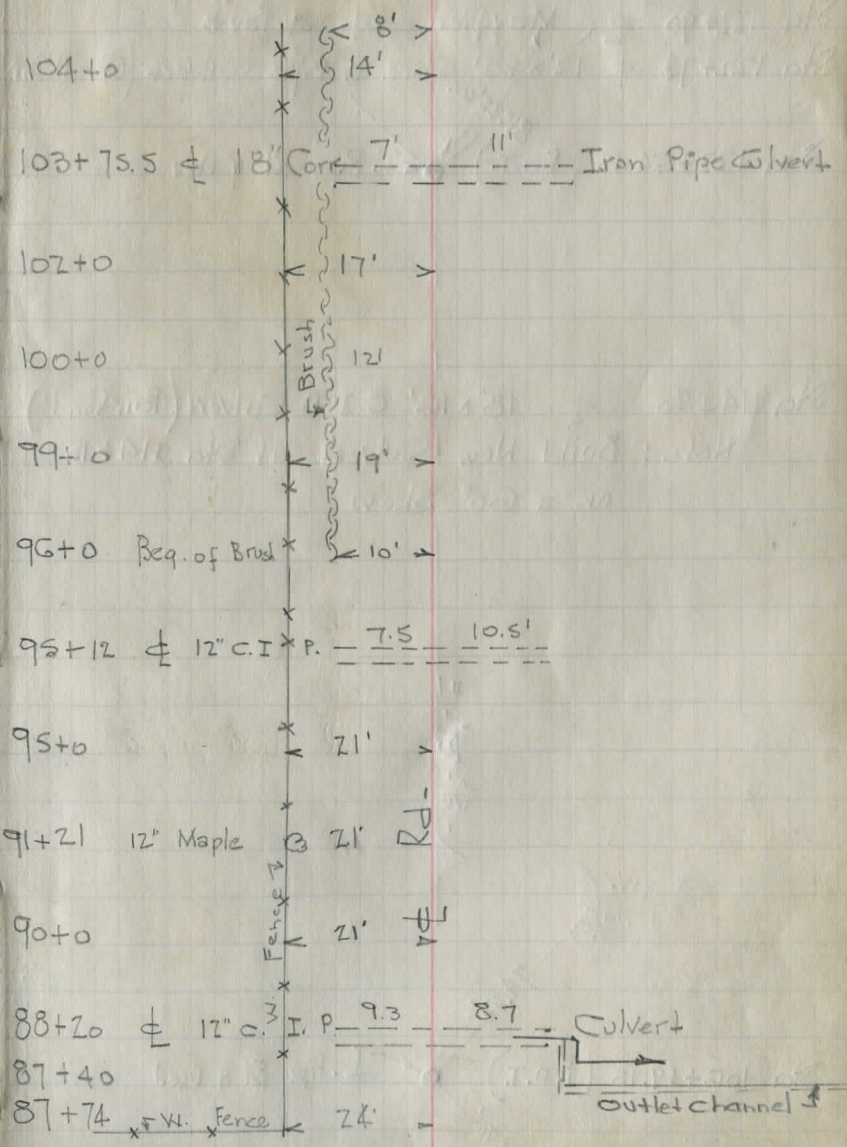
Sta 100+25 (12" Culvert may be Required)

Sta 95+12  $\phi$  12" x 18' C.I.P. Culvert (Fair Cond.)

Sta 88+20  $\phi$  12" x 18' C.I.P. Culvert (Good Cond.)

Sta 87+40 outlet channel (Build New Culvert at Sta 87+40)

Sta 81+50 (To be X-Sectioned.)



2.33 miles.

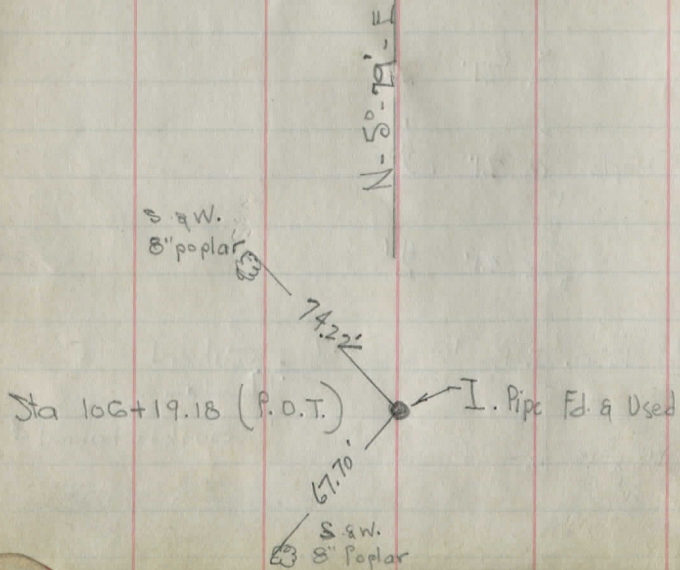
S & W  
C.E.I. Pole  
#43764

S & W.  
C.E.I. Pole  
#43765

Sta 122+90  $\perp$  Mayfield Rd. & Pav't.  
Sta 122+74  $\perp$  12" x 36' Corr. I. Pipe Culvert (Good Cond.)

Sta 122+64.15 (P.O.T.)  $\swarrow$  I. Pipe Ed. & Used

Sta 114+20  $\perp$  18" x 16' C.I.P. Culvert (Fair Cond.)  
Note: Build New Culvert at Sta 114+15  
on a 60° Skew



Sta 127+90  $\perp$  Mayfield Rd. & Pav't (18' B.M.)  
122+74  $\perp$  12" Corr. I. P. 23.5' 12.5'  
Pav't.

122+64.15

117+0 End of Brush  $\leftarrow$  10'  $\rightarrow$

115+77  $\leftarrow$  W. Fence  $\rightarrow$  14'  $\rightarrow$

114+20  $\perp$  18"  $\leftarrow$  9'  $\rightarrow$  7'  $\rightarrow$  C.I.P. Culvert

114+15

114+0  $\leftarrow$  14'  $\rightarrow$

111+32  $\leftarrow$  W. Fence  $\rightarrow$  13'  $\rightarrow$

111+38 Twin-10' Elm  $\leftarrow$  13'  $\rightarrow$

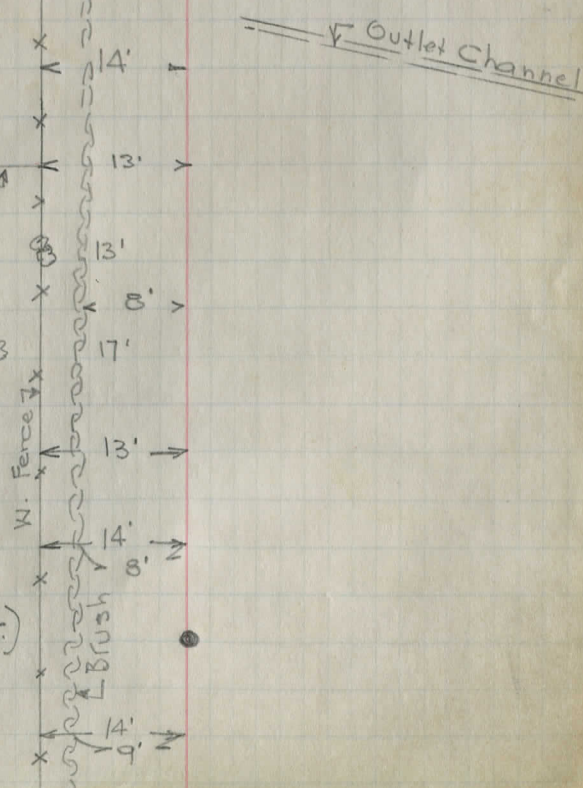
111+18 10' Ash  $\leftarrow$  8'  $\rightarrow$  17'  $\rightarrow$

110+0  $\leftarrow$  W. Fence  $\rightarrow$  13'  $\rightarrow$

108+0  $\leftarrow$  14'  $\rightarrow$  8'  $\rightarrow$

106+19.18 (P.O.T.)  $\leftarrow$  I. Pipe Ed. & Used  $\rightarrow$

106+0  $\leftarrow$  14'  $\rightarrow$  9'  $\rightarrow$





T.H. 311

July 13, 1935

(Fair &amp; Warm)

S. Gould Jr  
& Graber  
H. H. H.

(17)

Sta	+	H. I.	-	Elev.	Perris
B.M. #1	3.55	1116.65		1113.10	Spike in E Root
T.P.	4.45	1117.01	4.09	1117.56	Twin 12" - Mex. 28' Rt Sta 3+78 Elev. 1113.10

0-200

3.7

0-100

4.0

0+0

4.4	5.2	5.6	5.2	4.5	5.0	5.9	4.8	4.7
25'	13'	11'	9'		9'	11'	16'	25'

1+0

5.2	5.5	5.9	5.0	4.7	6.4	4.8	5.4
25'	14'	12'		4'	7'	9'	25'

1+245	±	Culvert	(Clean Outlet Channel - 350')
T.P.	4.87	1117.43	4.45. 1112.56

5.2	6.8	4.6	6.5	6.7	8.1	Plenty Fall from here
40'	F.L.		F.L.	150'	300'	

2+0

5.0	5.9	5.2	5.0	5.8	4.3	4.1
25'	10'	9'		9'	14'	25'

3+0

4.7	3.6	3.6	5.7	4.8	5.5	4.7	5.0	5.5
25'	18'	14'	11'		7'	9'	19'	25'

4+0

4.9	3.7	5.1	6.0	5.1	6.7	4.8	5.4
25'	20'	12'	9'		8'	10'	25'

5+0

6.0	5.0	6.1	6.8	5.7	6.5	6.2
25'	21'	13'	10'		11'	25'

T.P.

4.79 1116.54 5.68 1111.75

+83

± Culvert (Clean Outlet Channel - 200')

6.6	4.6	6.9	7.3	7.6
F.L.		F.L.	60'	200'

6+0

5.0	5.3	6.4	5.9	5.3	5.7	6.4	5.6	6.1
25'	20'	14'	12'		6'	8'	10'	25'

7+0

4.6	4.9	5.9	4.9	5.2	5.5	5.0	5.7	6.3
25'	18'	15'	6'		8'	5'	19'	25'

Sta	+	H.I.	-	Elev.	Rem's
B.M. #2		1116.54	3.56	1112.98	Spike in W Root
8+0					24" Maple
					17' R+
					Sta 7+45
					El 1112.98
8+70	(Change in Grade)				
T.P. 9 B.M. 5.47		1118.45		1112.98	
9+0					
10+0					
11+0					
T.P.	4.93	1111.18	12.20	1106.25	
+29	(Prop. Location of Culvert)				
+41	⊥	Culvert	(Open Outlet Channel - 300')		
12+0					
T.P.	5.20	1113.08	3.30	1107.88	
13+0					
+30	(Change in Grade)				
14+0					
15+0					

West	⊥	East
$\frac{3.8}{25'}$		$\frac{5.4}{25'}$
$\frac{4.2}{16'}$	4.4	$\frac{4.1}{4'}$
$\frac{4.9}{14'}$		
$\frac{3.8}{6'}$		
	2.8	
$\frac{3.5}{25'}$	6.3	$\frac{2.8}{24'}$
$\frac{6.4}{16'}$		$\frac{2.8}{16'}$
$\frac{5.1}{9'}$		
$\frac{9.0}{25'}$	10.4	$\frac{7.5}{25'}$
$\frac{10.5}{16'}$		$\frac{7.6}{18'}$
$\frac{9.6}{7'}$		
$\frac{12.0}{25'}$	11.7	$\frac{12.6}{25'}$
$\frac{12.1}{15'}$		$\frac{11.5}{9'}$
$\frac{12.5}{13'}$		
$\frac{11.6}{4'}$		
	4.8	
	05.3	05.3
	$\frac{5.9}{F.L.}$	$\frac{8.5}{300'}$
	4.7	
$\frac{1.5}{25'}$	4.1	$\frac{3.6}{25'}$
$\frac{4.5}{13'}$		$\frac{4.8}{8'}$
$\frac{5.0}{11'}$		$\frac{3.3}{18'}$
$\frac{3.5}{25'}$	4.6	$\frac{4.7}{25'}$
$\frac{3.8}{15'}$		$\frac{5.3}{7'}$
$\frac{5.6}{12'}$		$\frac{4.6}{4'}$
$\frac{4.5}{3'}$		
	4.4	
$\frac{4.6}{25'}$	6.0	$\frac{5.1}{25'}$
$\frac{4.8}{13'}$		$\frac{6.7}{4'}$
$\frac{6.8}{10'}$		$\frac{5.7}{8'}$
$\frac{5.8}{4'}$		
$\frac{7.0}{25'}$	8.4	$\frac{5.9}{25'}$
$\frac{7.0}{17'}$		$\frac{9.1}{4'}$
$\frac{9.1}{13'}$		$\frac{7.9}{7'}$
$\frac{8.0}{5'}$		$\frac{6.4}{14'}$

Sta	+	H.I.	-	Elev	Remis
16+0		1113.08			
T.P.	3.72	1107.41	9.39	1103.69	
+75	± Culvert (Clean Outlet Channel - 250')				
17+0					
18+0					
T.P.	4.58	1110.77	1.22	1106.19	
18+70	(Change in Grade)				
19+0					
B.M. #3			7.98	✓ 1107.79	Spike in SE Root 18' Elm 24' Lt. Sta 19+80 El. 1107.79
20+0					
T.P.	5.24	1111.67	4.34	1106.43	
21+0					
22+0					
23+0					
24+0					
T.P.	4.83	1110.91	5.59	1106.68	
25+0					

West	±	East
$\frac{9.8}{25'}$ $\frac{10.0}{14'}$ $\frac{10.3}{13'}$ $\frac{9.7}{4'}$	9.7	$\frac{10.3}{5'}$ $\frac{8.4}{25'}$
$\frac{6.3}{60'}$ $\frac{7.3}{FL}$ $\frac{2.4}{14.3'}$ $\frac{2.4}{13.3'}$ $\frac{3.6}{13.3'}$	3.8	$\frac{3.8}{4.2'}$ $\frac{2.6}{4.2'}$ $\frac{2.6}{5.2'}$ $\frac{6.7}{FL}$ $\frac{7.1}{100'}$ $\frac{8.0}{250'}$ $\frac{8.4}{400'}$
$\frac{5.3}{25'}$ $\frac{5.6}{13'}$ $\frac{4.6}{4'}$	4.9	$\frac{4.9}{4'}$ $\frac{6.0}{8'}$ $\frac{5.9}{25'}$
$\frac{1.2}{25'}$ $\frac{4.0}{14'}$ $\frac{4.9}{13'}$ $\frac{4.0}{10'}$ $\frac{3.3}{4'}$	3.5	$\frac{4.3}{5'}$ $\frac{2.9}{9'}$ $\frac{3.2}{25'}$
	4.8	
$\frac{3.6}{25'}$ $\frac{4.9}{15'}$ $\frac{5.9}{13'}$ $\frac{4.8}{10'}$	4.4	$\frac{5.2}{8'}$ $\frac{4.6}{10'}$ $\frac{4.1}{25'}$
$\frac{3.9}{25'}$ $\frac{4.8}{14'}$ $\frac{5.7}{11'}$ $\frac{4.7}{7'}$	4.4	$\frac{5.2}{9'}$ $\frac{4.8}{11'}$ $\frac{4.7}{25'}$
$\frac{4.1}{25'}$ $\frac{4.7}{13'}$ $\frac{5.7}{11'}$	4.4	$\frac{4.7}{6'}$ $\frac{5.4}{9'}$ $\frac{4.6}{11'}$ $\frac{3.4}{25'}$
$\frac{3.7}{25'}$ $\frac{4.8}{14'}$ $\frac{5.5}{12'}$	4.3	$\frac{5.2}{8'}$ $\frac{4.4}{10'}$ $\frac{4.0}{25'}$
$\frac{4.7}{25'}$ $\frac{4.9}{14'}$ $\frac{5.7}{12'}$ $\frac{4.8}{8'}$	4.6	$\frac{5.4}{8'}$ $\frac{4.6}{10'}$ $\frac{4.9}{25'}$
$\frac{4.4}{25'}$ $\frac{5.3}{15'}$ $\frac{6.0}{11'}$ $\frac{5.5}{7'}$	5.0	$\frac{5.7}{8'}$ $\frac{4.7}{11'}$ $\frac{4.3}{25'}$
$\frac{4.5}{25'}$ $\frac{5.0}{13'}$ $\frac{5.6}{11'}$ $\frac{5.1}{7'}$	4.8	$\frac{5.4}{10'}$ $\frac{4.8}{11'}$ $\frac{4.7}{25'}$

Sta	+	H.I.	-	Elev.	Rett's
26+0		1110.91			
B.M. #4			4.00	1106.91	X-SE. Cor. SW H'd Wall Sta 26+40 El. 1106.91
+40	⊥	Side Rd. Culvert			
+52.88	⊥	C.H. #14 also Cross Rd. Ashtabula Co.			
+72.5	⊥	Side Rd. Culvert			
27+0					
28+0					
T.P.	4.90	1109.08	6.73	1104.18	
29+0					
+30	⊥	Culvert			
30+0					
31+0					
32+0					
T.P.	4.07	1108.98	4.17	1104.91	
33+0					
+95	⊥	Culvert (Outlet Channel)			

West	⊥			East	
$\frac{4.2}{25'}$	$\frac{5.4}{12'}$	$\frac{5.9}{10'}$	5.1	$\frac{5.7}{14'}$ $\frac{4.3}{25'}$	
		$\frac{6.7}{F.L.}$	4.6	$\frac{6.9}{F.L.}$	
		$\frac{3.7}{100'}$	4.2	$\frac{5.6}{100'}$	
		$\frac{6.6}{F.L.}$	4.5	$\frac{6.6}{F.L.}$	
$\frac{3.7}{25'}$	$\frac{5.3}{11'}$	$\frac{5.6}{7'}$	4.7	$\frac{5.3}{12'}$ $\frac{4.9}{14'}$ $\frac{4.6}{25'}$	
$\frac{4.8}{25'}$	$\frac{6.1}{12'}$	$\frac{6.9}{10'}$	$\frac{6.3}{7'}$	5.6	$\frac{6.6}{11'}$ $\frac{5.9}{14'}$ $\frac{5.6}{25'}$
$\frac{5.7}{25'}$	$\frac{5.7}{13'}$	$\frac{6.1}{11'}$	$\frac{5.5}{7'}$	5.2	$\frac{6.0}{11'}$ $\frac{5.4}{12'}$ $\frac{5.3}{25'}$
		$\frac{6.1}{30'}$	$\frac{7.8}{F.L.}$	5.5	$\frac{7.9}{F.L.}$ $\frac{8.4}{150'}$ $\frac{8.9}{250'}$
$\frac{5.3}{25'}$	$\frac{5.2}{13'}$	$\frac{6.0}{11'}$	5.0	$\frac{5.8}{10'}$ $\frac{5.2}{12'}$ $\frac{5.2}{25'}$	
$\frac{4.4}{25'}$	$\frac{4.7}{13'}$	$\frac{4.9}{11'}$	$\frac{4.2}{6'}$	3.8	$\frac{4.2}{7'}$ $\frac{4.7}{11'}$ $\frac{4.1}{25'}$
$\frac{4.0}{25'}$	$\frac{4.0}{12'}$	$\frac{4.6}{10'}$	$\frac{4.0}{5'}$	3.7	$\frac{3.9}{7'}$ $\frac{4.6}{11'}$ $\frac{4.0}{13'}$ $\frac{3.7}{25'}$
$\frac{4.4}{25'}$	$\frac{4.5}{12'}$	$\frac{5.4}{10'}$	$\frac{4.9}{6'}$	4.3	$\frac{4.7}{8'}$ $\frac{5.2}{12'}$ $\frac{4.4}{14'}$ $\frac{4.1}{25'}$
		$\frac{6.2}{30'}$	$\frac{6.8}{F.L.}$	5.2	$\frac{7.2}{F.L.}$ $\frac{8.0}{150'}$ $\frac{9.8}{250'}$

Sta	+	H.I.	-	Elev.	Rem's
34+0		1108.98			
34+50	(Prop. Culvert Location)				
35+0					
36+0					
T.P.	G.15	1111.23	3.90	1105.08	
37+0					
38+0					
39+0					
40+0					
T.P.	4.80	1106.80	7.23	1104.00	
41+0					
42+0					
43+0					
+03	±	Culvert	4.77	1104.03	spike in
B.M. #5					W Root 24' Elm 90' Pt Sta 43+50

West	±	East
$\frac{6.0}{25'}$ $\frac{6.2}{12'}$ $\frac{6.8}{9'}$ $\frac{5.9}{4'}$ 5.5	$\frac{6.0}{12'}$ $\frac{7.0}{15'}$ $\frac{6.5}{25'}$	
	$\frac{5.4}{25'}$ G.1	$\frac{6.5}{25'}$ $\frac{7.3}{40'}$
$\frac{4.0}{25'}$ $\frac{5.3}{10'}$ $\frac{6.0}{6'}$ 5.4	$\frac{5.1}{5'}$ $\frac{5.4}{11'}$ $\frac{6.0}{15'}$ $\frac{5.4}{16'}$ $\frac{5.3}{25'}$	
$\frac{3.8}{25'}$ $\frac{4.4}{8'}$ $\frac{5.0}{6'}$ $\frac{4.0}{2'}$ 3.9	$\frac{3.7}{6'}$ $\frac{3.9}{10'}$ $\frac{4.5}{13'}$ $\frac{4.0}{25'}$	
$\frac{4.2}{25'}$ $\frac{4.6}{8'}$ $\frac{5.2}{6'}$ $\frac{4.4}{3'}$ 4.1	$\frac{3.9}{6'}$ $\frac{4.8}{14'}$ $\frac{3.6}{18'}$ $\frac{3.2}{25'}$	
$\frac{4.8}{25'}$ $\frac{5.3}{9'}$ $\frac{5.9}{6'}$ $\frac{5.4}{3'}$ 5.1	$\frac{4.9}{6'}$ $\frac{5.8}{15'}$ $\frac{4.5}{25'}$	
$\frac{6.0}{25'}$ $\frac{6.8}{10'}$ $\frac{7.3}{7'}$ 6.6	$\frac{6.4}{5'}$ $\frac{7.2}{15'}$ $\frac{6.0}{16'}$ $\frac{5.6}{25'}$	
$\frac{7.4}{25'}$ $\frac{7.6}{10'}$ $\frac{8.0}{8'}$ $\frac{7.6}{5'}$ 7.3	$\frac{7.6}{11'}$ $\frac{7.2}{13'}$ $\frac{7.4}{25'}$	
$\frac{4.8}{25'}$ $\frac{5.4}{13'}$ $\frac{5.9}{11'}$ $\frac{4.9}{5'}$ 4.6	$\frac{4.9}{11'}$ $\frac{6.1}{14'}$ $\frac{5.2}{16'}$ $\frac{5.4}{25'}$	
$\frac{4.0}{25'}$ $\frac{4.5}{14'}$ $\frac{5.9}{12'}$ $\frac{5.3}{8'}$ 4.7	$\frac{5.2}{11'}$ $\frac{6.0}{15'}$ $\frac{4.7}{17'}$ $\frac{4.8}{25'}$	
$\frac{5.3}{25'}$ $\frac{5.8}{14'}$ $\frac{6.4}{12'}$ $\frac{4.8}{6'}$ 4.6	$\frac{4.7}{10'}$ $\frac{6.1}{14'}$ $\frac{5.6}{18'}$ $\frac{4.8}{25'}$	
	$\frac{6.4}{30'}$ $\frac{6.1}{P.L.}$ 4.6	$\frac{6.0}{P.L.}$ $\frac{7.5}{125'}$

Sta	+	H.I.	-	Elev.	Rem's
44+0		1108.80			
T.P.	5.80	1111.57	3.03	1105.77	
45+0					
46+0					
47+0					
47+18	(Culvert May be Required ?)				
T.P.	4.56	1108.91	7.22	1104.25	
B.M. #6			6.21	1102.70	Spike in E. Root
48+0					24" Elm 22' Lt
49+0					Sta 51+17.2 Elev. 1102.70
50+0					
+56.5	±	Culvert			
51+0					
T.P. & B.M.	4.07	1106.77		1102.70	
52+0					
53+0					
54+0					
T.P.	1.59	1103.66	4.70	1102.07	
54+25		(Change in Grade)			

West	±	East
0.6 25'	3.3 14'	2.8
3.4 9'	4.3 13'	3.0 16'
3.2 25'		
5.4 25'	6.1 10'	5.9 7'
5.6	5.4 4'	6.1 12'
	6.6 14'	5.9 17'
	5.6 25'	
5.6 25'	5.7 11'	7.2 8'
6.7	6.6 6'	6.9 10'
	7.5 14'	7.0 15'
	6.5 25'	
2.8 25'	6.8 10'	8.1 5'
7.7 3'	7.5	7.3 5'
	7.7 11'	8.4 14'
	7.6 16'	7.9 25'
7.5 30'	7.4	8.6 30'
		8.7 60'
		9.7 200'
		10.9 300'
(Sta 48+0)	4.6 25'	4.9 12'
	5.7 10'	4.7 5'
4.6	4.9 10'	4.4 12'
	5.0 17'	4.8 25'
(Sta 49+0)	5.1 25'	5.1 8'
	6.0 7'	5.3 5'
4.9	4.6 5'	5.8 14'
	5.0 16'	5.2 25'
6.1 25'	6.3 9'	6.9 7'
7.2 5'	6.6 3'	6.6
6.2 7'	7.1 15'	6.6 17'
6.4 25'		
(Sta 50.5 ± Culvert)	7.2 50'	8.5 FL 50'
7.2	8.7 FL 7'	9.3 50'
	9.8 150'	
7.0 25'	7.0 6'	8.1 5'
7.5 11'	7.5	6.9 7'
	7.6 14'	8.5 17'
	6.7 19'	6.7 25'
4.6 25'	4.7 9'	6.3 6'
5.0	4.6 6'	5.3 15'
	5.1 16'	5.1 16'
	4.8 25'	
4.8 25'	5.0 10'	6.2 10'
5.6 8'	4.8	5.7 13'
	5.7 14'	5.3 25'
4.0 25'	4.3 14'	5.4 11'
4.7 8'	4.3	5.1 10'
	4.6 12'	4.6 25'
	1.1	

Sta	+	H.I.	-	Elev.	Rem's
55+0		1103.66			
V56+0					
+53	±	Culvert (Twin-12')			
57+0					
58+0					
59+0					
T.P.	G.21	1106.74	3.13	1100.53	
60+0					
61+0					
62+0					
63+0					
64+0					
T.P.	2.69	1100.59	8.84	1097.90	
65+0					

West	±	East
$\frac{21}{25'}$ $\frac{25}{12'}$ $\frac{37}{11'}$ $\frac{31}{9'}$ 2.8	$\frac{31}{6'}$ $\frac{27}{8'}$ $\frac{31}{10'}$ $\frac{28}{25'}$	
$\frac{3.5}{25'}$ $\frac{3.9}{14'}$ $\frac{5.2}{12'}$ $\frac{4.6}{9'}$ 4.3	$\frac{4.5}{6'}$ $\frac{5.1}{8'}$ $\frac{4.6}{10'}$ $\frac{4.6}{25'}$	
	$\frac{5.8}{25'}$ $\frac{6.4}{FL.}$ 4.8	$\frac{6.4}{FL.}$ $\frac{7.7}{150'}$ $\frac{8.7}{250'}$
$\frac{31}{25'}$ $\frac{36}{15'}$ $\frac{57}{12'}$ $\frac{48}{7'}$ 4.2	$\frac{46}{5'}$ $\frac{51}{7'}$ $\frac{44}{9'}$ $\frac{41}{25'}$	
$\frac{2.3}{25'}$ $\frac{2.9}{12'}$ $\frac{4.4}{11'}$ $\frac{2.5}{7'}$ 3.0	$\frac{3.3}{2'}$ $\frac{4.0}{9'}$ $\frac{3.2}{11'}$ $\frac{3.1}{25'}$	
$\frac{2.5}{25'}$ $\frac{3.0}{14'}$ $\frac{4.0}{12'}$ $\frac{3.3}{9'}$ 2.7	$\frac{3.0}{7'}$ $\frac{3.9}{9'}$ $\frac{3.2}{10'}$ $\frac{21}{25'}$	
$\frac{4.9}{40'}$ $\frac{5.5}{18'}$ $\frac{6.4}{14'}$ $\frac{5.6}{11'}$ 5.4	$\frac{5.9}{5'}$ $\frac{4.8}{10'}$ $\frac{4.9}{25'}$ $\frac{5.0}{Barns}$	
$\frac{3.2}{40'}$ $\frac{3.1}{28'}$ $\frac{3.8}{13'}$ $\frac{4.4}{14'}$ 3.8	$\frac{3.7}{25'}$ $\frac{3.5}{H}$	
$\frac{5.9}{40'}$ $\frac{5.9}{30'}$ $\frac{6.1}{19'}$ $\frac{7.1}{15'}$ $\frac{6.3}{5'}$ 6.5	$\frac{7.1}{4'}$ $\frac{5.8}{8'}$ $\frac{5.5}{25'}$	
$\frac{6.8}{26'}$ $\frac{7.0}{19'}$ $\frac{8.1}{14'}$ $\frac{7.1}{5'}$ 7.3	$\frac{8.1}{6'}$ $\frac{7.6}{8'}$ $\frac{7.1}{25'}$	
$\frac{8.2}{25'}$ $\frac{8.6}{16'}$ $\frac{9.2}{13'}$ $\frac{8.3}{4'}$ 8.3	$\frac{9.2}{7'}$ $\frac{8.4}{9'}$ $\frac{8.3}{25'}$	
$\frac{3.7}{25'}$ $\frac{2.5}{15'}$ $\frac{4.2}{13'}$ $\frac{3.4}{9'}$ 3.0	$\frac{3.5}{6'}$ $\frac{4.0}{9'}$ $\frac{3.3}{10'}$ $\frac{3.4}{25'}$	

Sta	+	H.I.	-	Elev	Remarks
66+0		1100.59			
67+0				1096.37 rec ✓	
B.M. #7			4.24	1096.35	Spike in N.W. Corner 25' Maple 22' Rt
68+0				1096.310	Sta 67+72
T.P. & B.M. 1.70		1098.07	4.24	1096.35	1096.37 ✓
69+0					
69+05	⊥	Culvert			
70+0					
71+0					
T.P.	2.07	1089.63	10.51	1087.56	
71+76	⊥	Culvert			
T.P. B.M. #8	2.38	1089.73	2.28	1087.35	X-N.E. Cor. East Hd Wall Culvert Sta 71+76 1087.35
72+0					
+ 20.0	S.L.	Side Rd Culvert			
+ 40.78	⊥	Hell Rd			
+ 60.					
73+0					
T.P.	3.48	1096.87	1.39	1088.34	
74+0					

West	⊥	East
3.7 25'	4.1 14'	5.2 12'
3.9	4.6 7'	5.1 9'
4.1 11'	4.1 11'	3.4 25'
6.5 25'	6.1 15'	6.6 13'
5.7 10'	5.1	6.3 7'
5.0 10'	4.2 25'	
7.2 25'	7.1 18'	8.4 14'
7.9 2'	7.5 6'	7.9
8.3 4'	7.3 11'	5.7 25'
6.8 25'	7.0 22'	8.0 19'
6.6 16'	6.4	6.5 6'
7.6 9'	7.1 12'	7.3 25'
6.5 25'	9.0 FL.	6.4
9.1 FL.	9.4 50'	10.2 100'
4.3 25'	4.6 15'	7.0 10'
6.6 8'	6.5	6.9 7'
6.0 9'	6.5 25'	
7.1 25'	8.8 12'	10.2 6'
9.9	10.3 8'	9.5 9'
8.1 15'	10.8 25'	
8.7 FL.	2.3 3.7	2.3 2.7
3.9 2.7	4.1	4.0 10.5
2.3 2.7	8.8 FL.	9.0 50'
9.5 100'		
6.6 25'	7.3 15'	4.5 5'
5.0	5.0 10'	6.6 16'
5.9 20'	6.3 25'	
8.1 5 FL.		
4.5 50'	4.9	
7.3 N.F.L.		
3.5 25'	3.7 10'	4.5 15'
4.4 10'	3.7 10'	3.6
3.3 10'	3.3 12'	0.8 25'
5.1 25'	5.3 19'	8.3 14'
6.5 10'	5.8	6.1 6'
7.7 10'	5.9 16'	4.6 25'

Sta + H.I. - Elev Remas

75+0 1096.82

76+0

77+0

T.P. 4.87 1097.19 4.50 1092.32

77+22 (± Channels E. & W.)

78+0

79+0

80+0

81+0

T.P. 5.80 1097.73 5.26 1091.93

+50

82+0

83+0

84+0

West

±

East

4.5/25' 5.3/18' 7.0/15' 4.6/10' 4.2 4.6/7' 6.5/11' 4.0/16' 4.1/25'

4.7/25' 4.7/19' 6.5/15' 4.3/11' 3.9 4.2/7' 6.1/11' 4.3/15' 4.1/25'

4.6/25' 5.1/18' 6.1/16' 4.6/11' 4.4 4.5/7' 6.2/10' 4.8/13' 4.9/25'

4.9/200' 5.3/100' 6.1/25' 4.9 5.7/30' 5.4/100'

4.8/25' 5.2/17' 6.5/16' 5.1/16' 4.7 4.9/4' 6.5/16' 4.8/12' 5.1/25'

4.8/25' 5.3/17' 6.3/14' 5.1/12' 4.6 4.9/5' 6.1/8' 4.9/12' 4.9/25'

4.8/25' 5.0/17' 6.2/13' 5.0/10' 4.7 5.0/6' 6.2/10' 5.5/11' 4.7/25'

4.8/25' 5.7/15' 6.5/13' 5.5/7' 5.1 5.5/6' 6.4/9' 5.6/11' 5.7/25'

5.8

6.2/25' 6.3/14' 6.8/12' 6.1/9' 5.8 6.1/7' 6.8/9' 6.1/11' 6.2/25'

4.8/25' 5.2/13' 5.9/11' 5.2/9' 4.8 5.3/7' 6.1/9' 5.4/10' 4.7/25'

7.9/25' 3.7/13' 4.3/11' 3.5/9' 2.7 3.7/5' 3.8/8' 7.3/14' 1.8/25'

Sta	+	H.L.	-	Elev.	Rem's
86+0		1097.73			
T.P.	4.79	1099.88	2.14	1095.09	
86+0					
+ 30		(Change in Grade)			
87+0					
87+40		(Outlet channel)			
88+0					
+ 20		± Culvert			
T.P.	5.35	1097.79	7.94	1091.94	
89+0					
90+0					
B.M. #9			2.46	1094.83	Spike in E Root 15" Napht 130' Lt Sta 90+80 1094.83
91+0					
92+0					
T.P.	4.20	1096.59	4.90	1091.39	
93+0					
94+0					

West	±				East
$\frac{2.9}{25'}$ $\frac{3.2}{13'}$ $\frac{3.6}{17'}$ $\frac{2.8}{10'}$	2.6	$\frac{2.9}{6'}$ $\frac{3.6}{8'}$ $\frac{3.2}{10'}$ $\frac{1.7}{25'}$			
$\frac{3.7}{25'}$ $\frac{4.3}{16'}$ $\frac{5.6}{13'}$ $\frac{4.6}{10'}$	4.4	$\frac{5.0}{7'}$ $\frac{6.0}{10'}$ $\frac{5.2}{12'}$ $\frac{4.9}{25'}$			
	4.1				
$\frac{4.4}{25'}$ $\frac{7.0}{11'}$ $\frac{7.5}{9'}$ $\frac{7.0}{7'}$ $\frac{6.7}{7'}$		$\frac{7.7}{8'}$ $\frac{7.9}{10'}$ $\frac{7.5}{12'}$ $\frac{7.5}{25'}$			
		(7.5)			
$\frac{8.5}{25'}$ $\frac{8.9}{14'}$ $\frac{9.5}{11'}$ $\frac{8.5}{7'}$ $\frac{8.0}{7'}$		$\frac{8.3}{5'}$ $\frac{7.8}{6'}$ $\frac{9.4}{13'}$ $\frac{9.0}{15'}$ $\frac{8.9}{25'}$			
					← Opposite Sta 87+40
$\frac{8.9}{30'}$ $\frac{9.9}{FL}$	8.4	$\frac{9.9}{FL}$ $\frac{9.6}{100'}$ $\frac{9.9}{100'}$		$\frac{10.6}{150'}$ $\frac{11.6}{300'}$	
$\frac{4.9}{25'}$ $\frac{5.9}{14'}$ $\frac{6.5}{17'}$ $\frac{5.9}{10'}$	5.7	$\frac{5.9}{8'}$ $\frac{6.9}{10'}$ $\frac{5.9}{12'}$ $\frac{5.1}{25'}$			
$\frac{4.3}{25'}$ $\frac{5.6}{14'}$ $\frac{5.9}{12'}$ $\frac{5.3}{9'}$	4.8	$\frac{5.2}{8'}$ $\frac{6.0}{10'}$ $\frac{5.6}{11'}$ $\frac{4.8}{25'}$			
$\frac{4.6}{25'}$ $\frac{5.4}{13'}$ $\frac{5.7}{11'}$ $\frac{5.3}{9'}$	4.8	$\frac{5.1}{7'}$ $\frac{6.3}{11'}$ $\frac{5.4}{13'}$ $\frac{5.3}{25'}$			
$\frac{5.0}{25'}$ $\frac{5.2}{13'}$ $\frac{6.2}{11'}$ $\frac{5.4}{9'}$	4.8	$\frac{5.2}{8'}$ $\frac{5.9}{10'}$ $\frac{5.4}{13'}$ $\frac{4.9}{25'}$			
$\frac{4.3}{25'}$ $\frac{4.7}{13'}$ $\frac{5.4}{12'}$ $\frac{4.8}{10'}$	4.7	$\frac{4.8}{9'}$ $\frac{5.6}{11'}$ $\frac{5.0}{13'}$ $\frac{4.4}{25'}$			
$\frac{4.3}{25'}$ $\frac{5.0}{14'}$ $\frac{6.9}{10'}$ $\frac{5.0}{7'}$	4.5	$\frac{5.0}{9'}$ $\frac{6.0}{12'}$ $\frac{5.2}{10'}$ $\frac{5.0}{25'}$			

Sta	+	H. I.	-	Elev.	Rems
95to		1096.59			
+12	±	Culvert (Clean outlet channel)			
96to					
T.P.	491	1097.97	3.53	1093.06	
97to					
B.M. #10			3.78	✓ 1094.19	Spike in NE Root 15" Maple
98to					37' Lt. Sta 96+35
T.P.	222	1093.08	2.11	1095.86	1094.19
99to					
100to					
100+25		(12" Pipe Culvert - Required)			
		Open Outlet Channel - 300			
101to					
102to					
T.P.	3.63	1097.97	3.76	1094.37	
103to					
+75.5	±	Culvert			
	↗	Outlet channel 10' South of Culvert			

West	±	East
$\frac{5.3}{25'}$		$\frac{5.6}{9'}$
$\frac{5.4}{12'}$		$\frac{6.3}{11'}$
$\frac{6.2}{9'}$		$\frac{5.7}{15'}$
$\frac{5.4}{7'}$		$\frac{5.8}{25'}$
5.3		
$\frac{5.8}{30'}$	FL.	$\frac{6.7}{100'}$
6.6	FL.	$\frac{6.8}{200'}$
5.3		$\frac{7.4}{200'}$
6.7	FL.	$\frac{7.8}{350'}$
6.8		
7.4		
7.8		
$\frac{4.3}{25'}$		$\frac{4.9}{9'}$
$\frac{4.4}{11'}$		$\frac{5.6}{11'}$
$\frac{5.2}{9'}$		$\frac{5.0}{15'}$
$\frac{4.7}{7'}$		$\frac{4.6}{25'}$
4.2		
$\frac{3.8}{25'}$		$\frac{4.8}{8'}$
$\frac{4.5}{12'}$		$\frac{5.6}{10'}$
$\frac{5.1}{10'}$		$\frac{4.9}{12'}$
$\frac{4.5}{7'}$		$\frac{4.8}{25'}$
4.4		
$\frac{2.4}{25'}$		$\frac{3.3}{7'}$
$\frac{3.1}{12'}$		$\frac{4.0}{9'}$
$\frac{3.9}{10'}$		$\frac{3.2}{11'}$
$\frac{3.3}{8'}$		$\frac{3.3}{25'}$
2.7		
$\frac{2.0}{25'}$		$\frac{2.7}{8'}$
$\frac{2.5}{10'}$		$\frac{3.4}{10'}$
$\frac{3.1}{9'}$		$\frac{2.9}{11'}$
$\frac{2.5}{7'}$		$\frac{2.9}{25'}$
2.1		
$\frac{3.9}{25'}$		$\frac{4.7}{8'}$
$\frac{4.0}{12'}$		$\frac{5.4}{11'}$
$\frac{4.7}{10'}$		$\frac{4.3}{12'}$
$\frac{4.7}{8'}$		$\frac{4.5}{25'}$
3.7		
$\frac{4.4}{25'}$		$\frac{5.4}{8'}$
$\frac{4.1}{12'}$		$\frac{5.2}{11'}$
$\frac{4.6}{11'}$		$\frac{4.2}{15'}$
$\frac{4.5}{9'}$		$\frac{4.5}{25'}$
4.1		
$\frac{4.5}{25'}$		$\frac{4.1}{9'}$
$\frac{4.3}{12'}$		$\frac{5.3}{12'}$
$\frac{5.0}{11'}$		$\frac{4.6}{15'}$
$\frac{4.3}{8'}$		$\frac{4.3}{25'}$
3.5		
$\frac{3.3}{25'}$		$\frac{2.8}{8'}$
$\frac{4.3}{15'}$		$\frac{4.7}{11'}$
$\frac{4.9}{12'}$		$\frac{4.0}{15'}$
$\frac{3.7}{8'}$		$\frac{3.6}{25'}$
3.3		
$\frac{3.1}{25'}$		$\frac{3.1}{16'}$
$\frac{4.6}{12'}$		$\frac{5.0}{11'}$
$\frac{5.0}{11'}$		$\frac{3.8}{7'}$
3.5		
$\frac{5.4}{30'}$	FL.	$\frac{6.0}{125'}$
5.9	FL.	$\frac{7.6}{200'}$
4.0		$\frac{7.5}{200'}$
6.0	FL.	$\frac{8.4}{300'}$
7.6		
7.5		
8.4		

Sta	+	H.I.	-	Elev.	Rem's
104+0		1097.97			
105+0					
T.P.	G. 21	1100.45	3.73	1094.74	
106+0					
+50	Change in Grade				
107+0					
108+0					
109+0					
T.P.	3.15	1097.08	6.57	1093.93	
110+0					
111+0					
B.M. #11			2.89	1094.19	Spike in S.E. Root 15' Elm
112+0					35' Lt.
T.P.	3.55	1096.01	4.62	1092.46	Sta 111+60
113+0					1094.70
114+0					

West	±										East
	$\frac{4.4}{25'}$	$\frac{4.8}{12'}$	$\frac{5.3}{8'}$	$\frac{4.8}{6'}$	4.5	$\frac{5.0}{11'}$	$\frac{5.4}{13'}$	$\frac{5.1}{14'}$	$\frac{5.3}{25'}$		
	$\frac{3.7}{25'}$	$\frac{4.5}{7'}$	$\frac{5.0}{6'}$	$\frac{4.2}{4'}$	3.9	$\frac{3.7}{3'}$	$\frac{4.2}{10'}$	$\frac{4.9}{12'}$	$\frac{4.4}{14'}$	$\frac{4.2}{25'}$	
	$\frac{4.4}{25'}$	$\frac{5.1}{6'}$	$\frac{5.9}{5'}$	$\frac{5.1}{3'}$	4.9	$\frac{4.7}{4'}$	$\frac{5.2}{10'}$	$\frac{5.9}{13'}$	$\frac{5.3}{14'}$	$\frac{5.0}{25'}$	
					4.4						
	$\frac{5.1}{25'}$	$\frac{5.5}{8'}$	$\frac{6.2}{6'}$	$\frac{5.3}{4'}$	5.1	$\frac{5.0}{4'}$	$\frac{5.5}{11'}$	$\frac{6.0}{13'}$	$\frac{5.3}{15'}$	$\frac{5.1}{25'}$	
	$\frac{6.1}{25'}$	$\frac{6.3}{7'}$	$\frac{7.1}{6'}$	$\frac{6.2}{3'}$	6.0	$\frac{5.8}{4'}$	$\frac{6.3}{12'}$	$\frac{7.0}{14'}$	$\frac{6.3}{15'}$	$\frac{5.9}{25'}$	
	$\frac{6.5}{25'}$	$\frac{6.6}{8'}$	$\frac{7.3}{6'}$	$\frac{6.7}{4'}$	6.4	$\frac{6.2}{4'}$	$\frac{6.7}{11'}$	$\frac{7.5}{13'}$	$\frac{6.4}{15'}$	$\frac{6.1}{25'}$	
	$\frac{3.9}{25'}$	$\frac{3.8}{7'}$	$\frac{4.4}{6'}$	$\frac{3.6}{4'}$	3.4	$\frac{3.2}{4'}$	$\frac{3.7}{12'}$	$\frac{4.3}{14'}$	$\frac{4.1}{16'}$	$\frac{4.0}{25'}$	
	$\frac{2.4}{25'}$	$\frac{4.3}{8'}$	$\frac{5.0}{7'}$	$\frac{4.0}{4'}$	3.9	$\frac{3.7}{4'}$	$\frac{4.2}{11'}$	$\frac{5.1}{14'}$	$\frac{4.3}{16'}$	$\frac{4.1}{25'}$	
	$\frac{3.6}{25'}$	$\frac{3.3}{12'}$	$\frac{5.5}{8'}$	$\frac{4.4}{5'}$	4.1	$\frac{4.0}{4'}$	$\frac{4.6}{11'}$	$\frac{5.6}{13'}$	$\frac{4.7}{15'}$	$\frac{4.1}{25'}$	
	$\frac{3.5}{25'}$	$\frac{4.6}{9'}$	$\frac{5.2}{8'}$	$\frac{4.3}{5'}$	4.1	$\frac{4.0}{3'}$	$\frac{4.4}{11'}$	$\frac{5.6}{13'}$	$\frac{4.6}{15'}$	$\frac{4.3}{25'}$	
	$\frac{4.6}{25'}$	$\frac{4.8}{11'}$	$\frac{5.3}{10'}$	$\frac{4.9}{8'}$	4.4	$\frac{4.7}{9'}$	$\frac{5.1}{11'}$	$\frac{5.3}{13'}$	$\frac{5.7}{25'}$		

Sta	+	H.I.	-	Elev	Rem's
114+20	⊥ Culvert	1096.01			
115+0					
T.P.	5.44	1098.21	3.24	1097.77	
116+0					
117+0					
118+0					
T.P.	4.70	1098.32	4.59	1093.62	
119+0					
120+0					
121+0					
122+0					
+74	⊥ Culvert				
+81	So. Edge of Pav't				
+90	⊥ Mayfield Rd. & Pav't				
T.P.	4.79	1099.44	3.67	1094.65	
B.M. & T.P.	4.15	1102.13	1.46	1097.98	So. Root

West	⊥	East
	4.1	5.4 30'
		5.6 FL.
		5.7 FL.
		6.4 100'
		7.4 200'
		8.1 300'
	3.7	3.1 25'
		4.1 12'
		5.1 10'
		4.4 8'
		4.9 11'
		4.2 12'
		3.9 25'
	4.6	4.5 25'
		6.4 11'
		6.9 10'
		5.1 7'
		5.1 8'
		6.7 12'
		5.0 12'
		5.2 25'
	4.1	4.0 25'
		5.3 13'
		6.3 11'
		4.8 8'
		4.5 10'
		5.6 12'
		4.8 14'
		4.5 25'
	4.5	4.5 25'
		5.5 15'
		6.5 11'
		5.0 8'
		4.7 8'
		5.6 12'
		4.9 13'
		4.8 25'
	4.5	4.6 25'
		5.1 13'
		6.2 11'
		5.7 8'
		5.0 13'
		4.3 25'
	4.6	4.9 25'
		5.2 14'
		6.4 12'
		5.1 9'
		5.0 8'
		5.2 14'
		5.3 13'
		5.0 25'
	4.6	4.7 25'
		5.3 13'
		6.3 12'
		5.5 10'
		4.8 8'
		5.2 11'
		6.4 13'
		5.3 25'
	5.1	5.1 25'
		5.4 16'
		6.4 14'
		5.7 12'
		5.5 8'
		6.6 11'
		5.1 13'
		5.3 25'
	4.6	6.0 FL.
		6.2 FL.
	4.08	
	5.8	4.06 100'
	3.35	6.5 Ditch (So.)
	3.94	
	So. Ditch	

(Continued Next Page)

St. 923+08  
1097.98

Sta	+	H.I.	-	Elev.	Rem's
		1102.13			
T.P.	5.57	1103.96	3.74	1098.39	
T.P.	4.21	1102.53	4.64	1099.34	
T.P.	5.02	1103.24	5.32	1098.20	
B.M.			3.28	1099.99 rec'd	
				1099.97	

So. Root  
 38 Maple  
 56910+68  
 Rt.  
 El: 1099.94

CHECK

LEVELS.

Sta	+	H.I.	-	Elev.	Remarks
B.M. #12	1.33	1099.31		1097.98	South Root 24" Maple Rt. Sta 923+08 (U.S. #372)
T.P.	3.41	1098.08	4.64	1094.67	
T.P.	4.20	1097.88	4.40	1093.68	
T.P.	5.55	1097.30	6.13	1091.75	
B.M. #11			3.10	1094.20	Spike in S.E. Root 15" Elm 35' Lt. Sta 111+60 El. 1094.20
T.P.	5.78	1099.67	3.41	1093.89	
T.P.	5.66	1099.41	5.92	1093.75	
T.P.	3.39	1098.54	4.26	1095.15	
B.M. #10			4.35	1094.19	Spike in N.E. Root 15" Maple 37' Lt. 96+35 El. 1094.19
T.P.	4.90	1096.52	6.92	1091.62	
T.P.	4.72	1097.04	4.20	1092.32	
B.M. #9			2.21	1094.83	Spike in E. Root 15" Maple 130' Lt. Sta 90+80 El. 1094.83
T.P.	7.19	1099.52	4.71	1092.33	
T.P.	2.38	1096.31	5.79	1093.73	
T.P.	4.11	1096.87	3.55	1092.76	
T.P.	1.06	1093.70	4.23	1092.64	
T.P. of B.M. #8	6.88	1094.23	6.35	1087.35	X - N.E. Cor. East Hd Wall Culvert Sta 71+76 El. 1087.35
T.P.	5.31	1097.16	2.38	1091.85	
B.M. #7			0.79	1096.37	Spike - N.W. Root 20" Maple 22' Rt Sta 67+72 El. 1096.37
T.P.	10.29	1106.76			
T.P.	3.13	1103.68	6.21	1100.55	
T.P.	4.70	1106.79	1.59	1102.09	
B.M. #6			4.09	1102.70	Spike in E. Root 24" Elm 22' Lt. Sta 51+12 Elev. 1102.70
T.P.	6.21	1108.91			
T.P.	7.22	1111.57	4.56	1104.35	
T.P.	3.03	1108.86	5.80	1105.77	

(Cont. Next Page)

## CHECK LEVELS (Cont'd)

27

Sta	+	H.I.	-	Elev.	Remarks
B.M.#5		1108.80	4.77	1104.03	Spike in W. Root 24" Elm 70' Rt. Sta 43+50
T.P.	7.23	1111.23	4.80	1104.00	
T.P.	3.90	1108.98	6.15	1105.08	
T.P.	4.17	1109.08	4.07	1104.91	
T.P.	6.73	1110.91	4.90	1104.18	
B.M.#4			4.00	1106.91	X-S.E. Cor. S.W. Hd Wall Culvert Sta 26+40 Elev. 1106.91
T.P.	5.59	1111.67	4.83	1106.08	
T.P.	4.34	1110.77	5.24	1106.43	
B.M.#3			2.98	1107.79	Spike in S.E. Root 18" Elm 24' Lt. Sta 19+80 Elev. 1107.79
T.P.	1.22	1107.41	4.58	1106.19	
T.P.	9.39	1113.08	3.72	1103.69	
T.P.	3.30	1111.18	5.20	1107.88	
T.P.	12.20	1118.45	4.93	1106.25	
B.M.#2					Spike in W. Root 24" Maple 17' Rt. Sta 7+45 El. 1112.98
T.P.	3.56	1116.54	5.47	1112.98	
T.P.	5.68	1117.43	4.79	1111.75	
B.M.#1			4.33	1113.10	Spike in E. Root Twin 12" Maple 28' Rt Sta 3+78 Elev. 1113.10 sw.

## Culverts

Sta	+	H.I.	-	Elev.	Remis	West	East
B.M.	0.93	1098.91		1097.98	So Root 24' Maple Rt		
122+74		Side Rd. Culvert (12" x 36')				$\frac{0.70}{25'}$ F.L. 1092.0	$\frac{0.70}{25'}$ F.L. 1091.80
B.M.	2.95	1097.15		1094.20	Spike S.E. Root 15" Elm 35' Lt Sta 111+60	$\frac{0.70}{25'}$ F.L. 1090.0	$\frac{0.70}{25'}$ F.L. 1089.50
B.M.	5.44	1099.63		1094.19	S. 16 NE Root 15" Maple 37' Lt Sta 96+35	$\frac{0.30}{25'}$ F.L. 1091.50	$\frac{0.70}{25'}$ F.L. 1091.00
T.P.	5.10	1099.68	5.05	1094.58			
103+73.5							
B.M.	3.02	1097.21		1094.19	Spike N.E. Root 15" Maple 37' Lt Sta 96+35	$\frac{0.10}{25'}$ F.L. 1090.30	$\frac{0.10}{25'}$ F.L. 1090.00
95+14							
B.M.	2.87	1097.70		1094.83	Spike in E Root 15" maple 130' Lt Sta 90+80	$\frac{0.10}{25'}$ F.L. 1090.30	$\frac{0.10}{25'}$ F.L. 1089.80
88+20		(New Location 87+40)					

Sta	+	H.I.	-	Elev.	Remarks	West	East
B.M.	4.65	1107.35		1102.70	Spike E. Root 24' Elm 22' H. Sta 54	$\frac{0.70}{25'}$ F.L. 1097.30	$\frac{0.15}{25'}$ F.L. 1096.80
56+53						$\frac{0.70}{25'}$ F.L. 1100.50	$\frac{0.20}{25'}$ F.L. 1100.00
Sta 50+56.5							
B.M.	5.53	1109.56		1104.03	Spike in W. Root 24' Elm 70' Rt Sta 43+0	$\frac{0.70}{25'}$ F.L. 1107.00	$\frac{0.35}{25'}$ F.L. 1101.50
43+03							

Culvert Sta 34+55

BM #4	100	1107.91		1106.91
	0.28	1107.06	113	1106.78
± Grade	34+50		3.7 ✓	1103.30
Fl. Rt.		6.26	1100.80	3.76
Fl. Lt.		5.76	1101.30	2.26
100		6.71		4.71
200		7.16	99.90	5.16

SE & SW Hdm, Sta 26+40

25  
 C 3.5  
 C 2.0  
 C 2.0

25  
 C 2.5

Culvert Sta 29+34

BM #4	1.00	1107.91		1106.91
	4.52	1107.07	5.36	1102.55
± Grade		2.94	1104.3	
Fl. Rt.		5.77	1101.30	3.77
Fl. Lt.		5.27	1101.80	2.27
old Fl.		5.4	1101.7	
100		6.37		4.37
200		6.97	08.10	5.47

25  
C 3.0

25  
C 2.0

Culvert Sta 1+00

BM #1	4.21	1117.31		1113.10
± Grade		5.38	1111.93	
Fl. Lt.		7.51	1109.80	4.01
Fl. Rt.		8.01	1109.30	4.51
100		8.24		5.24
135		8.32		5.32
200		8.47		5.97
240		8.56		7.06
300		8.70		7.70

C 3.5  
 C 3.5  
 C 3.5

25  
 C 3.5

C 3.0  
C 3.0  
C 2.5  
C 1.5  
C 1.0

culvert sta 11+40

old Flow	5.86			
new Flow	6.00	4.10	C.2.0	
1	6.53	4.53	C.2.0	
2	7.07	5.57	C.1.5	
3	7.60	6.6	C.1.0	

$$\frac{53}{37.6}$$

culvert sta 16+75

Flow	9.15	<sup>new flow</sup> 8.70	3.70	C.9.0
1		8.90	5.90	C.3.0
2		9.10	7.10	C.2.0
3		9.30	6.80	C.2.5
4		9.50	7.50	C.2.0

\*TH. 311 MIDDLEFIELD - MESOPOTAMIA.  
TOWN + COUNTY LINE ROAD,  
North of Route 87

155+51.8

130

110

90

65+50

30+00

0

✠ R87

May 10, 1938 Cloudy, 50°±

W.C. Marks 32  
G. Dietz,  
E. Richards.

o

o 25 ▽

o 25 ▽

o 25 ▽

o 25 ▽

o 25

o

May 11, 1938, Cloudy, 45°  
 Marks, Dietz, Richards

10

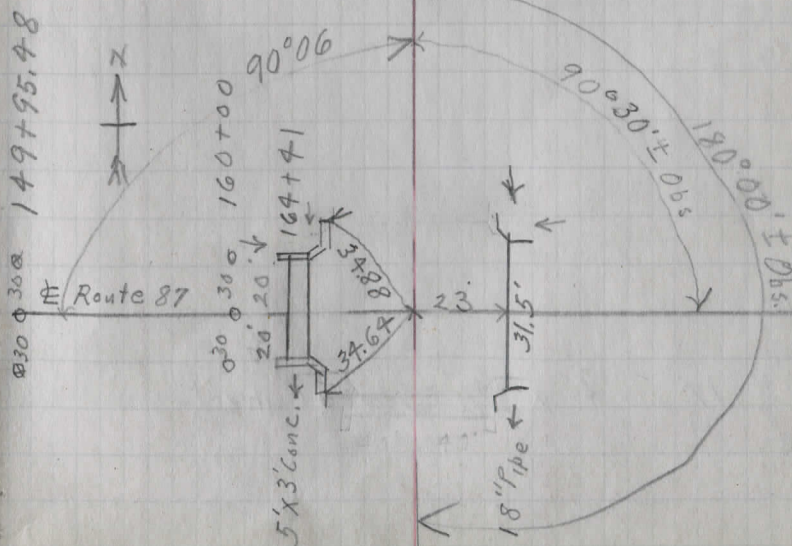
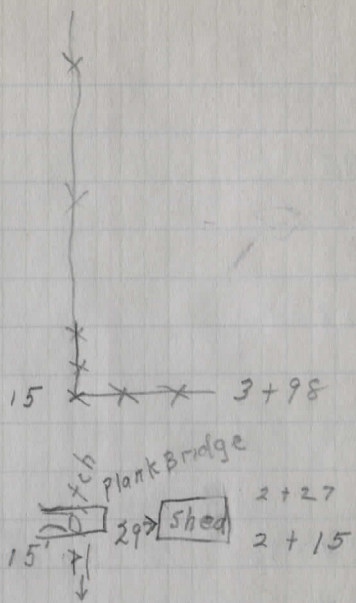
8

6

4

2

▽ 25 X  
 ▽ 25 X  
 ▽ 25 X  
 ▽ 25 X  
 ▽ 25 X  
 ▽ 14  
 ▽ 25'

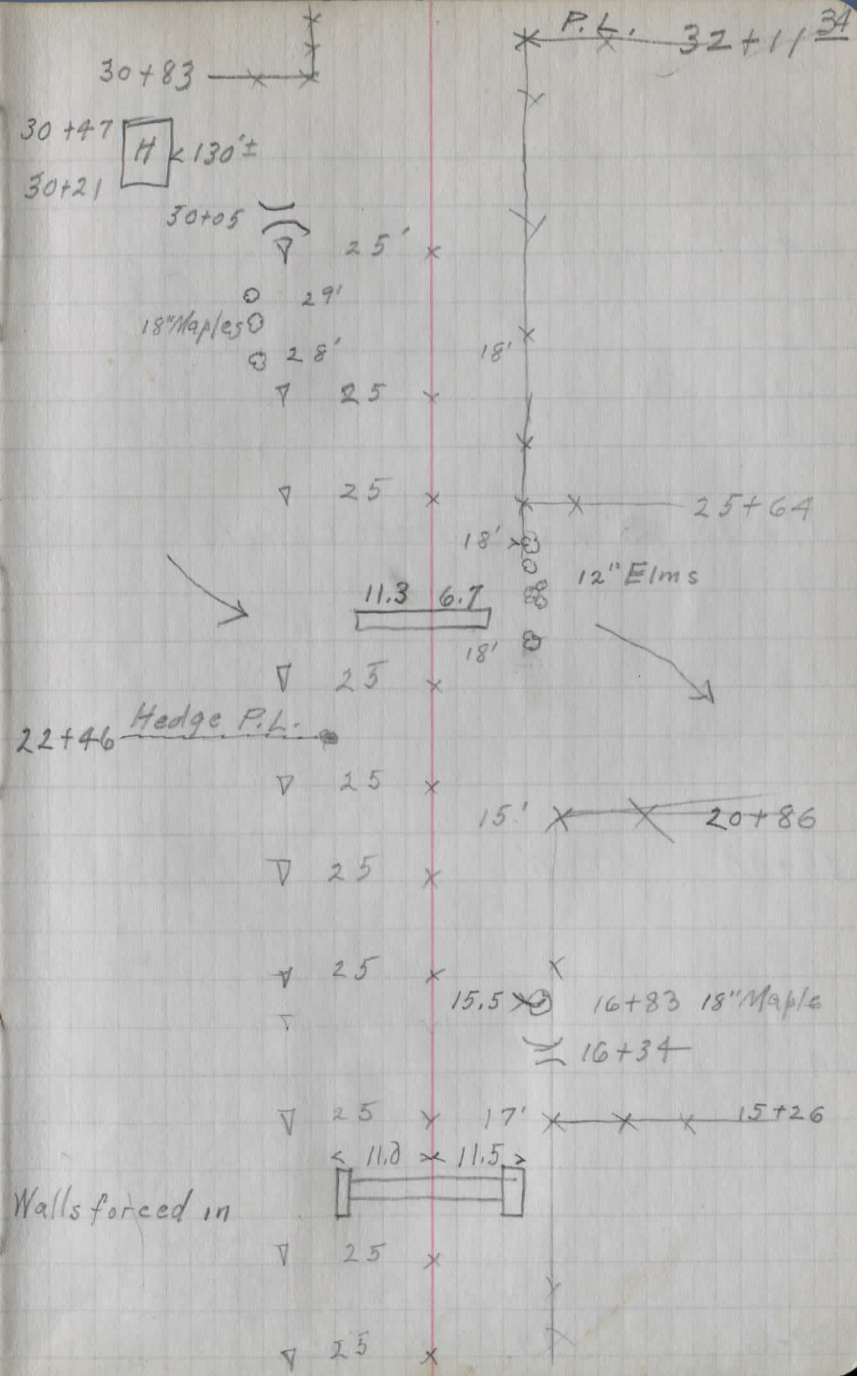


0+00 County Line Road, Lag Screw Set  
 At Sta. 164+68.79, S.H. 447 (Route 87)  
 Sec. I, Geauga Co.

30  
 30  
 28  
 26  
 24+36  
 24  
 22  
 20  
 18  
 18  
 16  
 16  
 15+17  
 14  
 12

12" Solid Cast Iron Pipe

4' x 2 1/2' Stone Culvert



46

44

42

40

39+83.5 3' x 2 1/2 Stone Culvert  
38

36

35+00 0°00'

34

32+16 10" Corr. Pipe

47+60.5 P.L. 23.5

46+78 23'

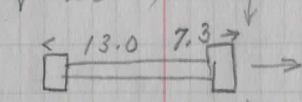
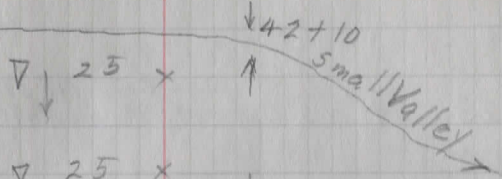
Maple 25 x

Maple 25 x

Maple 25 x

40+60 31 25 x

39+84 Walls Forced in 13.0 7.3



25 x

30'

25 x

34'

15" Maple 42.00

30" Maple 51.00 25'

18" Maple 47.00

spike

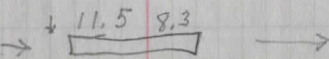
34+02 33.5 25 x

33+18 136± 31'

32+97

32+35

32+25



64+00

63+23

4' x 2' Culvert, Concrete slab, fair  
Stone Walls, good

63+00

62

60

58

58

56

54

53+72 4' x 2 1/2' Stone Culvert

52

50

48

47+73

65+56 36  
24 8 65+48  
28  
60.2

65+27  
64+85  
Shed 64+65  
64+55  
26.0  
27  
25

24  
8.7' 15.1'  
2' 2' 36' Elm 63+29  
63+00 Road East

63+00 P.L.  
Brush Line

25

60+23 X X

32  
25 36" Elm 60+00

12" Pipes  
21.5  
56+10

58+02  
250 36" 58+00 P.L.  
25

55+82 H<sub>1</sub> 58' 25 X

55+27 25 X

slabs Broken  
Walls Pushed in.

8.3 12.3  
25 X

25 X

25 X

25 X

14" Cast Iron Pipe, Solid  
7.5 13.0 12" Vit. Pipe

May 12, 1938, Cloudy, 45°  
 Marks, Dietz, Richards,

79+88 3 1/2' x 2 1/2' stone Culvert, Fair

78

76

74+36

74+15 12" Solid Cast Iron Pipe

74

72

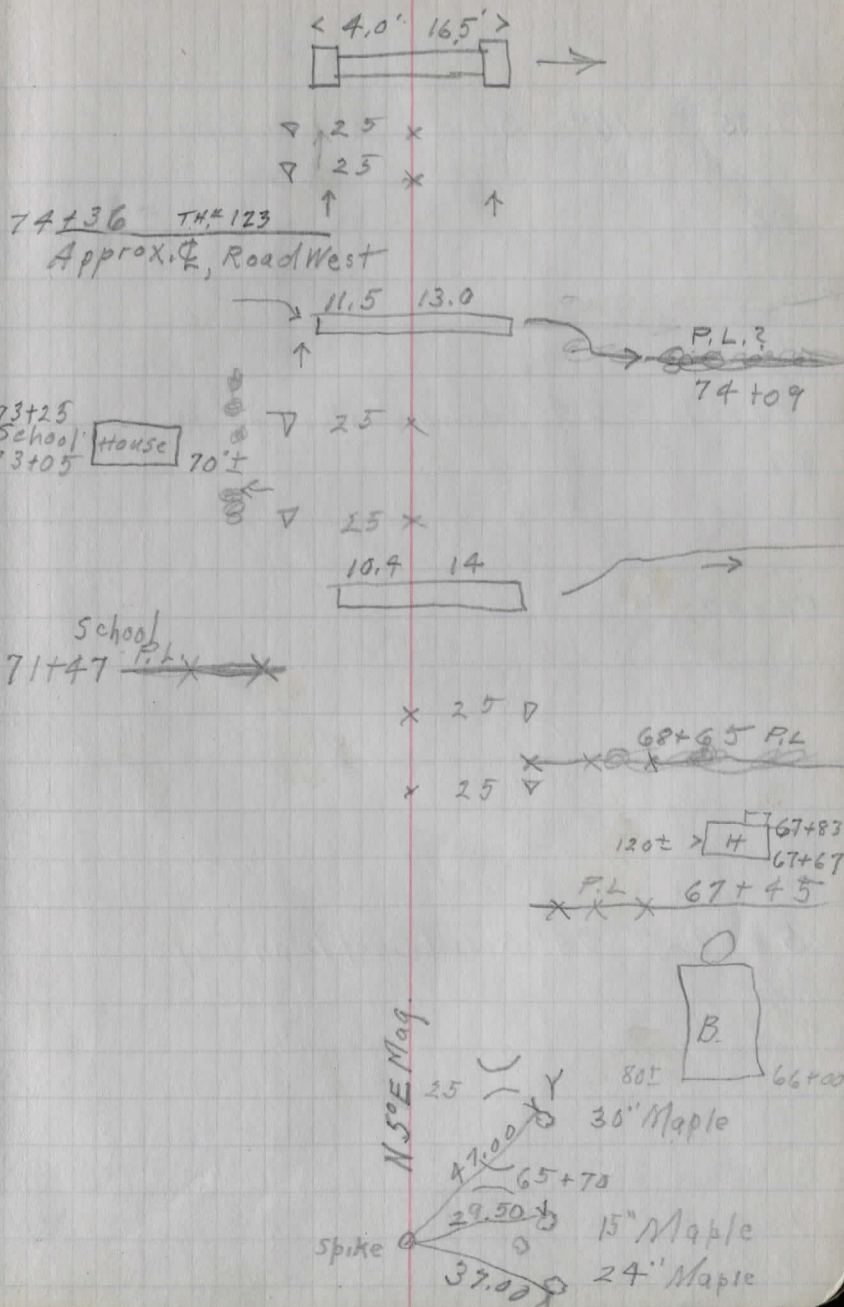
71+74 24" Corr. Pipe, Good

70

68

66

65+50





118

117+ 14" Solid Cast Iron Pipe  
 117+01 Abandoned 2'± X 2' Stone Sluice  
 116

~~116~~

114

112+57 14" Cast Iron Pipe, (Solid)

112+00 Δ = 0°00'

110

108

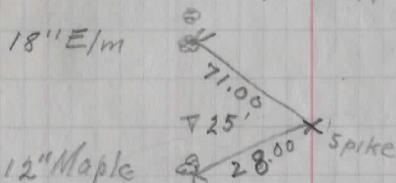
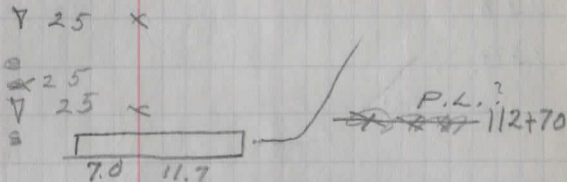
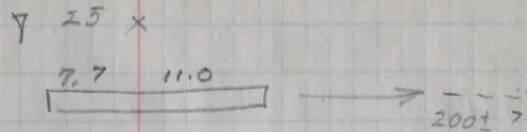
106+56 3' x 3' Stone Culvert, Fair Condition

106

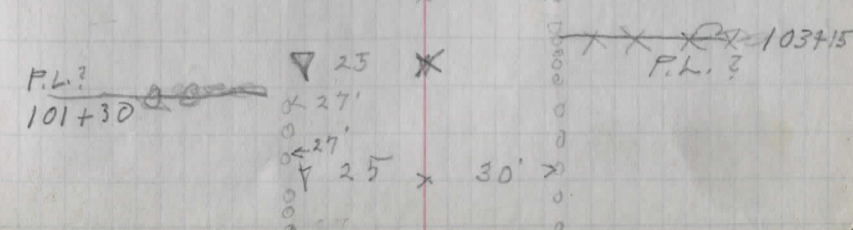
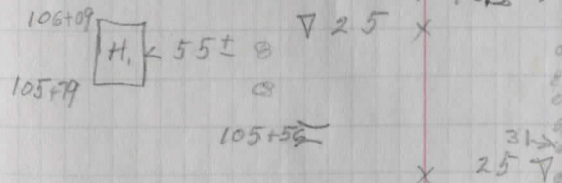
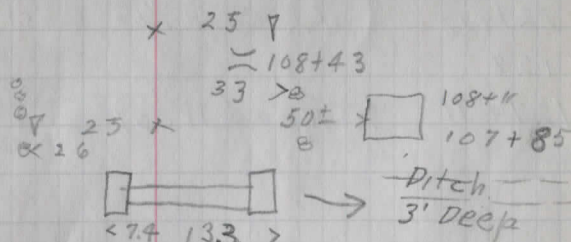
104

102

100



110+92 ~~at~~



140

6" Solid Cast Iron Pipe

139+80

138

136

134+00 A = 0°00'

132

130

129+25 12" Corr. Pipe, East End Pear

128

127+91 Road West

124

122

120

140+69  
140+23  
140+74  
H  
K 50±

140+23

x 25' ∇

33' → Shed 139+95  
139+85

3' 13.5

24" Maple 138+20 at 20'

∇ 25' x

x 25' ∇

S & W, N.W. root 16" Map.

39.00

79.40

Bolt set from ref  
7/3/40 F.C.P.

∇ 25' ∇ Set W, S.W. foot 15" W. Ch.

33.83

133+77

x 25' x Set W, S.W. side  
14" lap.

7.0 15.5

→ No Out let Ditch

128+08  
12" Corr. Pipe K 10' 7  
127+74  
TH #122

25' ∇

30.5 → Shed 127+88  
127+70

70± → H 127+51

127+23

126+85  
124+50± P.L.?

124+10

23' x 25' ∇ 70± H 123+69

122+95

41.0 → Barn 122+15  
121+84

121+09  
House K 70±  
120+65

25'

120+52

120+15 ∇ 25' x

40



Middlefield-Mesopotamia Twp. + Co. Line Rd.

4.76	1117.86		1113.10
5.33	1118.66	4.53	1113.33
157+52		5.0	1113.7
155+52		4.6	1114.1
154		4.4	1114.3
152		4.2	1114.5
150+50		3.0	1115.7
150		3.8	1114.9
149+25	1.32	4.58	1114.08
148		5.3	1110.1
148			
147+50		6.1	1109.3
146+34		7.6	1107.8
146		7.2	1108.2
145+55		4.9	1110.5
145+48.5			
145+42		4.9	1110.5
T.P.	8.68	4.30	1111.16
145		8.7	1111.1

May 13, 1938, Fair.

W.C. Marks  
G. Dietz  
E. Richards.

42

Spike, S.W. Root, Twin Maple 28'R., 3+28

±, 200' N. of Twp. Line  
±, Twp. Line.

West

East

<u>2.6</u>	<u>5.6</u>	<u>5.2</u>	<u>6.6</u>	<u>5.6</u>	<u>5.3</u>	<u>5.4</u>	<u>6.1</u>	<u>5.7</u>	<u>7.0</u>	<u>8.6</u>
30-24	20	13	10	7	0	10	12	49	52-60	

<u>9.6</u>	<u>8.2</u>
66	72-100

<u>4.0</u>	<u>4.8</u>	<u>6.0</u>	<u>7.2</u>	<u>6.3</u>	<u>6.1</u>	<u>6.4</u>	<u>7.5</u>	<u>9.3</u>	<u>9.8</u>	<u>9.2</u>	<u>8.2</u>
30	25	14	11	9	0	10	14	17	21	24	26-30

<u>8.0</u>	<u>7.7</u>	<u>7.3</u>	<u>7.2</u>	<u>7.0</u>	<u>6.6</u>	<u>8.5</u>	<u>8.6</u>	<u>8.8</u>	<u>6.9</u>
30	10	7	0	9	12	15	19	24	26-30
<u>9.0</u>	<u>8.9</u>	<u>5.77, 4.1</u>	<u>4.9</u>	<u>4.30</u>	<u>5.93</u>	<u>8.8</u>	<u>8.1</u>	<u>6.8</u>	<u>4.0</u>
30	5.3	4.3	11.2	19	27	50			

S.E. Corner, E. Headwall

<u>11.9</u>	<u>11.4</u>	<u>9.0</u>	<u>8.7</u>	<u>8.8</u>	<u>9.3</u>	<u>8.7</u>	<u>5.4</u>	<u>5.0</u>
30	20	11	0	11	13	15-20	30	35

144	1119.78 ✓	6.2	1113.6
142	6.66 1124.91 ✓	3.1	1116.7
		1.53	1118.25
140		5.8	1119.1
138		5.1	1119.8
136		4.3	1120.6
134	2.98 1126.23 ✓	3.3	1121.6
B.M.		1.66	1123.25
132		4.9	1121.3
130	5.59 1126.83 ✓ <del>4.26.83</del> <del>5.57</del>	5.1	1121.1
T.P.		4.99	1121.24
128	8.61 1132.65	5.6	1121.2
		2.79	1124.04
128			

West										East.								
9.4	8.7	6.2	7.2	6.3	6.2	6.2	7.2	5.5	2.5	2.2	1.3							
30	14	7	6	4	0	12	15	18-21	28	30	40							
Bar 1180										1118.8								
Top of Stake 142										110								
1.8	3.5					3.1	2.7	3.1	3.7	2.9	2.6	2.3	2.0					
7	7					142	3	8	15	17	25	42	100					
8.0										1119.9								
200	30	8	6	0	13	15	16	30	200									
6.9	7.3	4.7	5.4	4.5	5.2	5.9	5.1	5.7	4.8	5.3	6.7							
400	330	200	120	25	8	6	4-0-13	15	17	200	400							
4.3										1118.2								
200	7	5	3-0-14	16	18	200												
2.2										1119.0								
220	95	10	7	5	0	14	16	18	200									
R.P. Spike, N.W. Roof, Maple, Right 134+25										1119.9								
1.0	2.6	4.2	5.2	6.3	5.3	4.9	5.1	5.6	5.2	7.0								
800	200	16	10	9	7	0	15	16	17	200								
5.4										1119.2								
30	11	9	7	0	14	16	18	30										
E. Spike, 128+00										1120.5								
1124.0										1117.8								
2.8	4.2					5.6	5.8	6.7	8.4	9.0								
400	200					0	25	150	300	500								
1128.6										1126.6								
4.2	5.0	3.5	3.9	6.0														
10065	1000	860	800	600														

6.65 1127.89 ✓

1121.24 ✓

126

5.9 1122.0

124

4.8 1123.1 ✓

120

5.29 1127.68 ✓

5.50 1122.39 ✓

120

5.3 1122.4

Flow Line  
117+14

Ground Surface  
117+14

5.2 1122.5

116  
T.P. & spike  
114

4.24 1128.09 ✓

5.1 1123.6

3.83 1123.85 ✓

114

4.2 1123.9

112+57

4.5 1123.6

112  
T.P. & spike

4.5 1123.6 ✓

110

5.30 1129.89 ✓

3.50 1124.59

108+60

4.8 1125.1

108

5.6 1124.3

107+25

6.5 1123.4

± Spike, 128+00

± Spike

0.0  
350 ±  
1120.5  
7.2  
FL 7.7

5.3  
8

9.2  
200

11.5  
400

12.0  
450

115.7

culvert 117+14  
FL outlet to r

1120.3  
7.4  
11.0 F.L.

118.1

9.6

2.53

119.3

8.4

253

Angle  
in Ditch

5.2  
8

1118.5

4.2  
8

9.6  
250

1116.2

11.9  
350

1121.64 outlet to Culvert 112+57

1121.84  
6.25  
FL 7.0

6.45

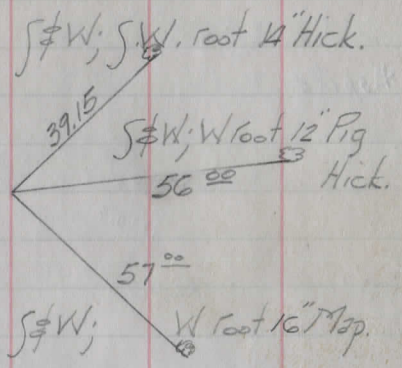
11.7 F.L.

SEC - B -

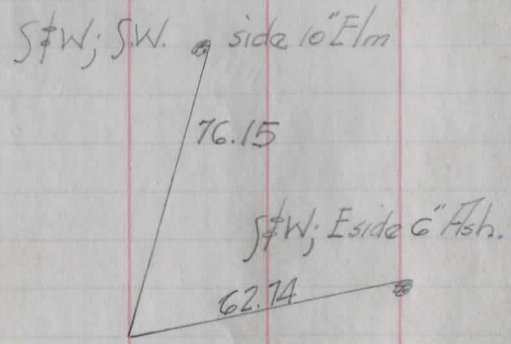
Approx P.L. 9460

7/3/40  
Fair - 75°  
Pomeroy  
Richards  
Hosford

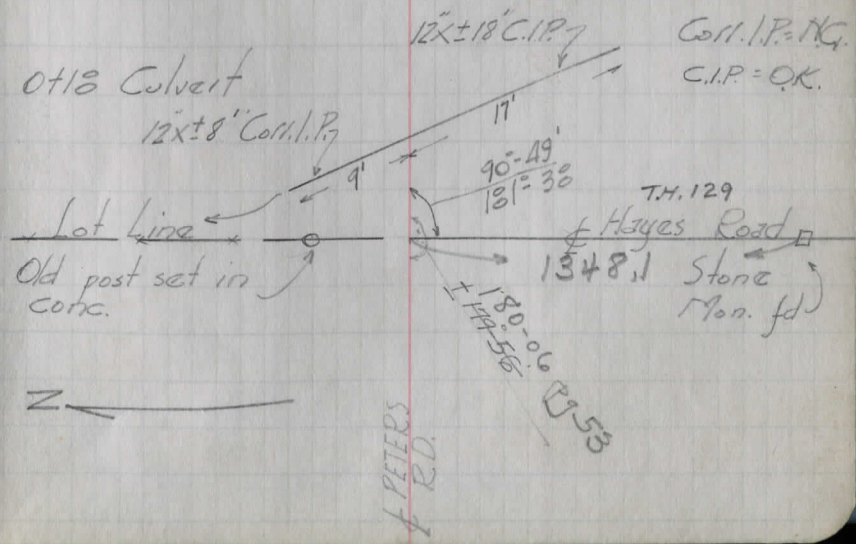
T.H. 122 PETERS ROAD



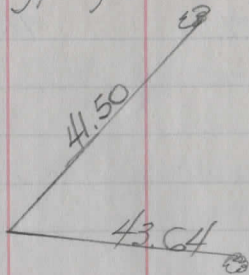
5400° P.O.T.  
Bolt set



0 to Bolt set



S&W; S.W. Foot 22" Elm



35+00<sup>00</sup> P.O.T. Bolt set

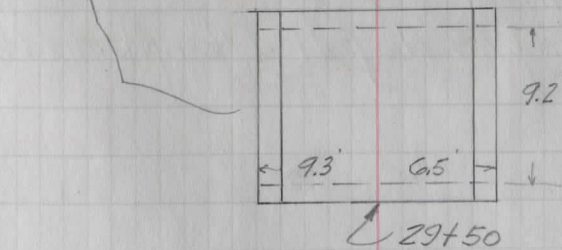
S&W; E side 22" Tap.

40+90 10" x 12" C.I.P. Culvert with 10' x ± 6" Corr. I.P. ext.  
 ← 12.5 5.5 ft. " N.G.  
 C.I.P. = O.K.

Approx. P.L. 32+06

---

29+50 9.2' x 3.0' x 15.0" Conc. Slab Top Culvert.  
 Rdway = 13.5' Stone abutts. Pipe railing.  
 Cond. = O.K.



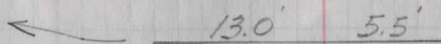
25±CA ± P.L.  
 Approx. P.L. ? 22+27

---

± P.L. ? 19+03

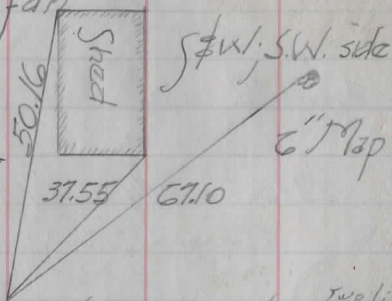
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11+22<sup>5</sup> 12" x 18.5" C.I.P. Culvert. O.K.



Cor. of Conc. f'd'n

Corner boards



S.W. side

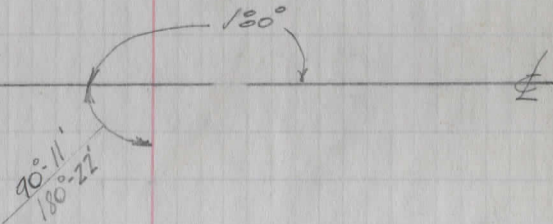
6" Map

51+57° Bolt set

= Sta. 127+92.55 of Middlefield-Mesopotamia Rd.

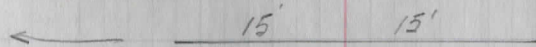
Two line

Attabula Co &  
Geauga Co.



51+42 12x30' new Corr. I.P. Culvert

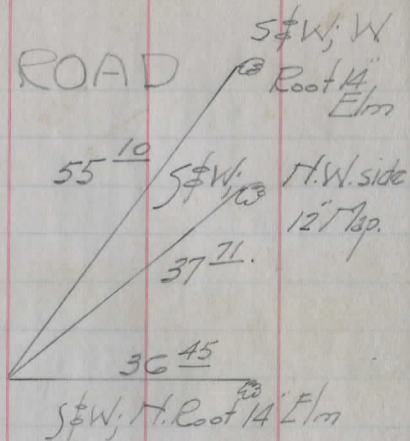
O.K.



7/20/40  
Fair  
Temp: 85°  
Ponneloy  
Richards  
Hosford

~~TH 122~~ HAYES  
121

ROAD

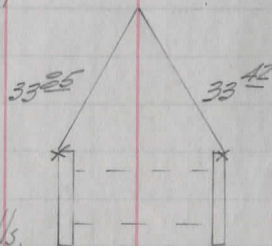


13 + 71 <sup>22</sup>

P.O.T.  
Bolt set

0 + 0

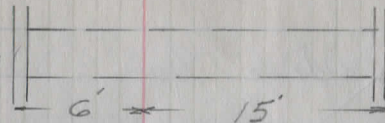
Bolt set



0-36  
X 3 N.E. & N.W.  
cores of headwalls.

40

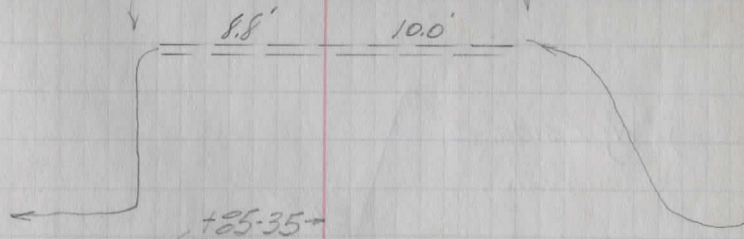
←  
25 + 01 4x3x21 Stone Box Culvit.  
Pool Cond  
Floor breaking  
+ 6' 0



+ 71 <sup>22</sup>

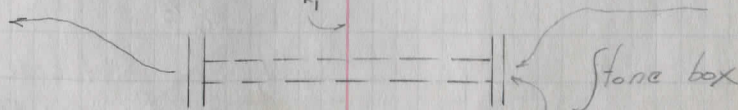
Approx. P.L.

0 + 38 16' x 18.8' C.I.P. Culvit. O.K.



TH 123  
Hauvoo

Road



S&W; N.E. side 10" Maple

53 <sup>76</sup>

40+37 <sup>40</sup>

26 <sup>50</sup>

S&W; N side 12" Oak

47 <sup>5</sup>

S&W; S.E. side 10" Basswood

X in stone Mon (fd)  
(2" Diam. 3" below surface)  
P.O.T.

42+64 8" x 16.5' Corr. I.P. Culut

11

5.5

Pipe O.K. but needs cleaning.  
Probably no culut necessary here.

P.L.

+37 <sup>40</sup>

S&W; E side 15" Walnut

51 <sup>44</sup>

27+19 <sup>10</sup>

Δ=1'-17"-30" Pt  
Bolt set

S&W; S side 13" Maple

39 <sup>23</sup>

S&W;

56 <sup>22</sup>

S.W. side  
14" Elm

P.L. Approx

Lot Line P.L.

5.5'

19'

12" C.I.P.

27+13

12" x 24.5' C.I.P. Culut.  
Needs cleaning

53+85 <sup>50</sup> Bolt (fd)

fd 9/24/24  
16" ± dm.

62 <sup>74</sup>

sfw; S.W. side  
76 E 23 10 Elm

sfw; E side  
6" Ash

T.H.#122  
Peters

10" S.I.P.

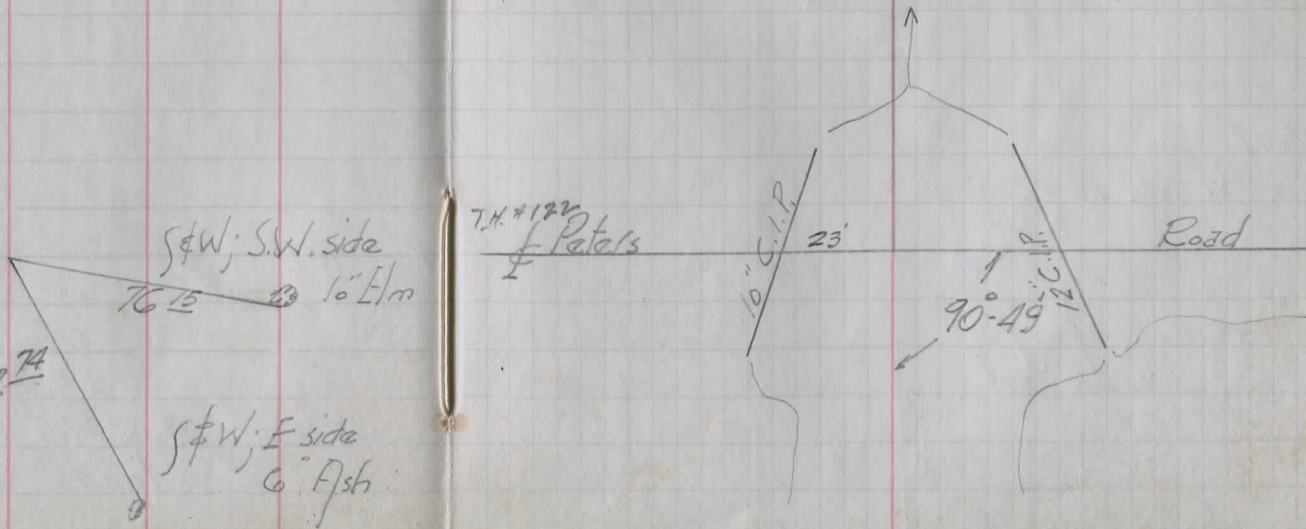
23'

90-49

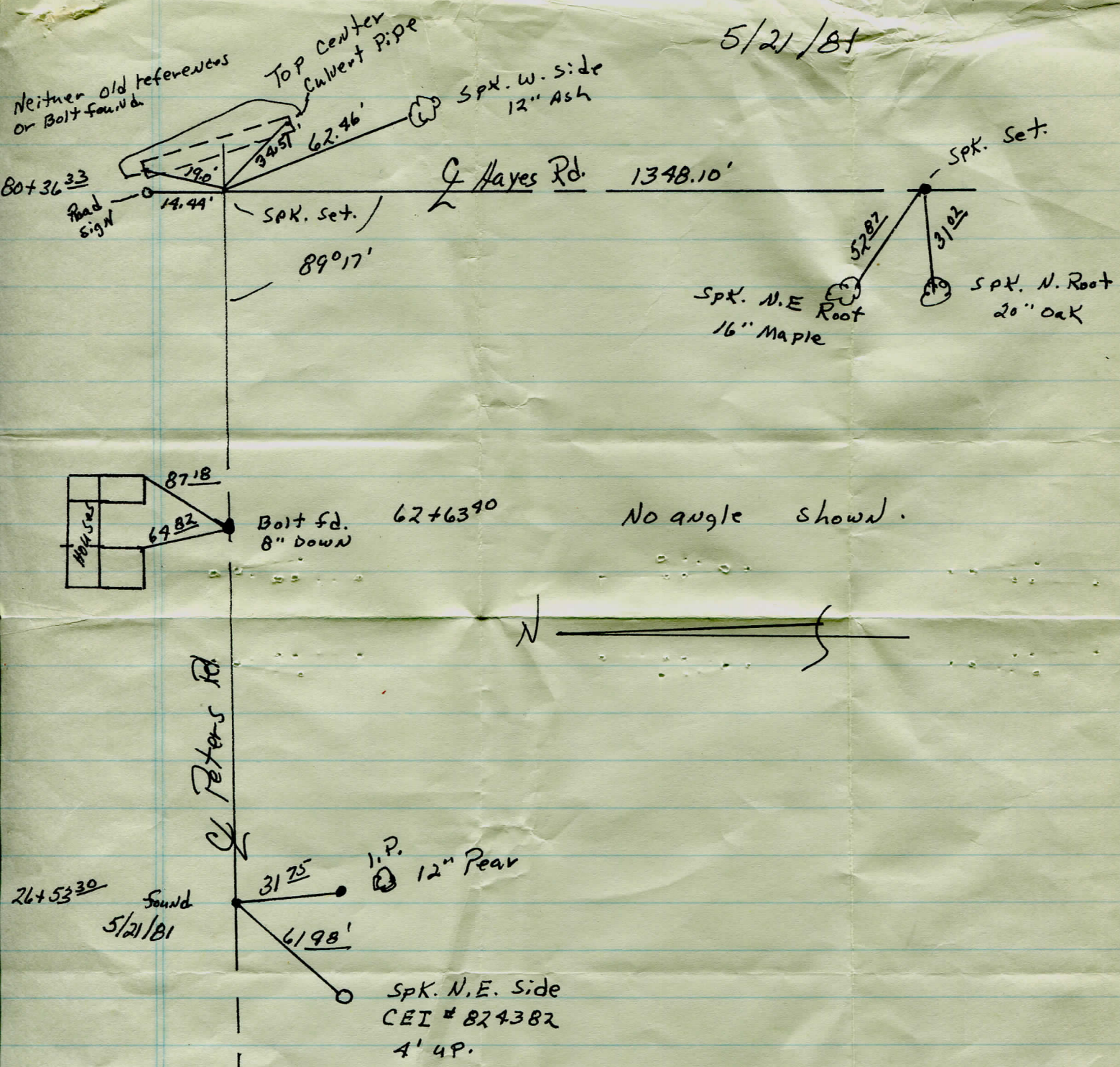
12" C.I.P.

Road

lot line



5/21/81



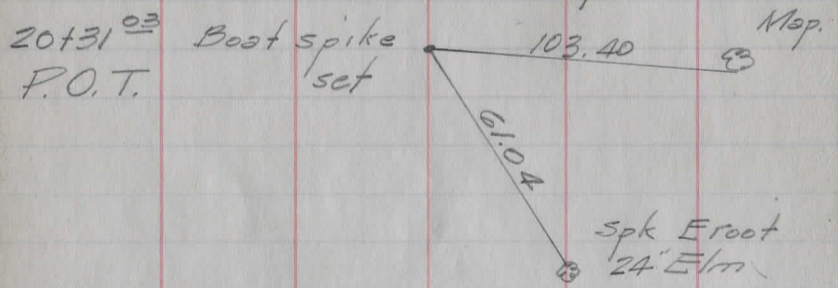
To set spike at  $\sphericalangle$  I Set over 62+63<sup>90</sup> and sighted 26+53<sup>30</sup> and prolonged to Hayes Rd. Measured distance with E.D.M. and set spike. I then turned 89°17' from West to South at intersection <sup>Hayes Rd.</sup> & searched for stone monument at this location, did not find it so set spike & referenced.

Spikes are 12" long and 3/8" in diameter.

J.P. Russell

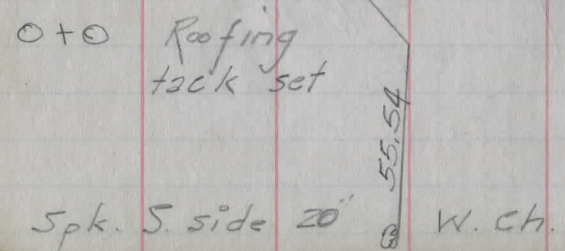
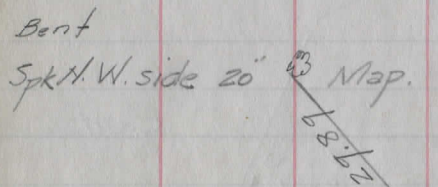
S-4-A2  
 Tomeroy  
 Hoss Gundersen

TH-122 PETERS ROAD

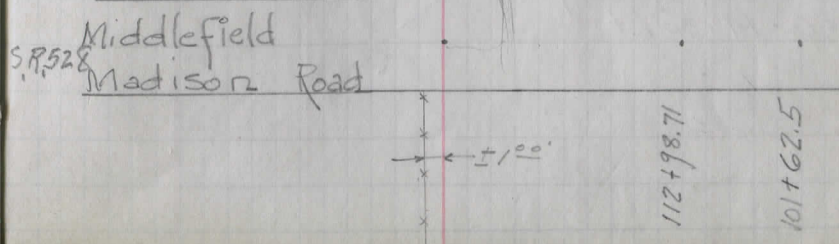
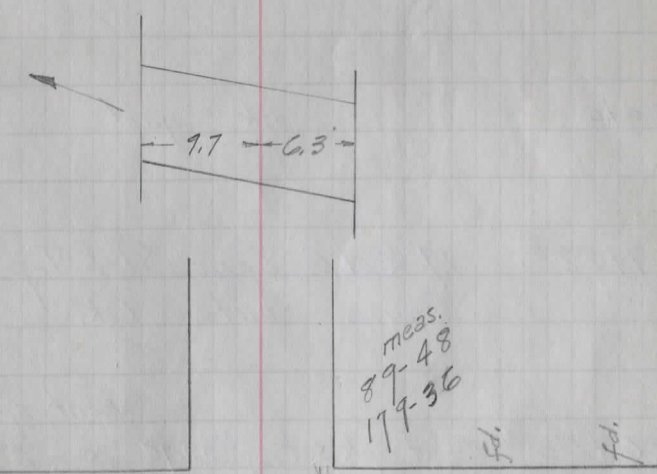
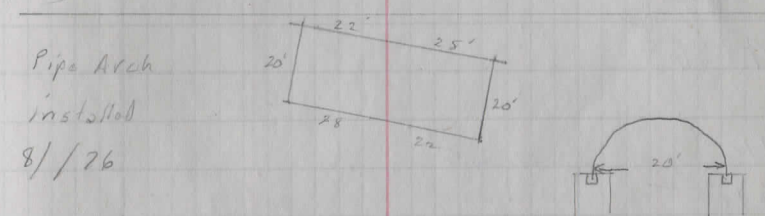


4+0 30  
 4+00 14' X 5' Conc. Slab Top Culvert  
 Cond. = O.K. Good

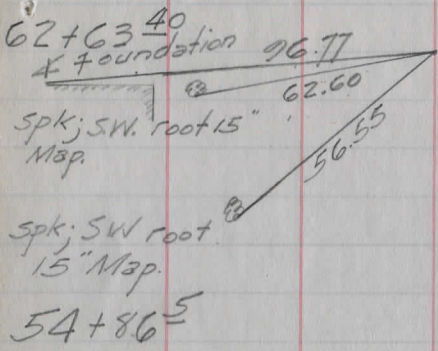
3+0 25



Sec - A -



3660

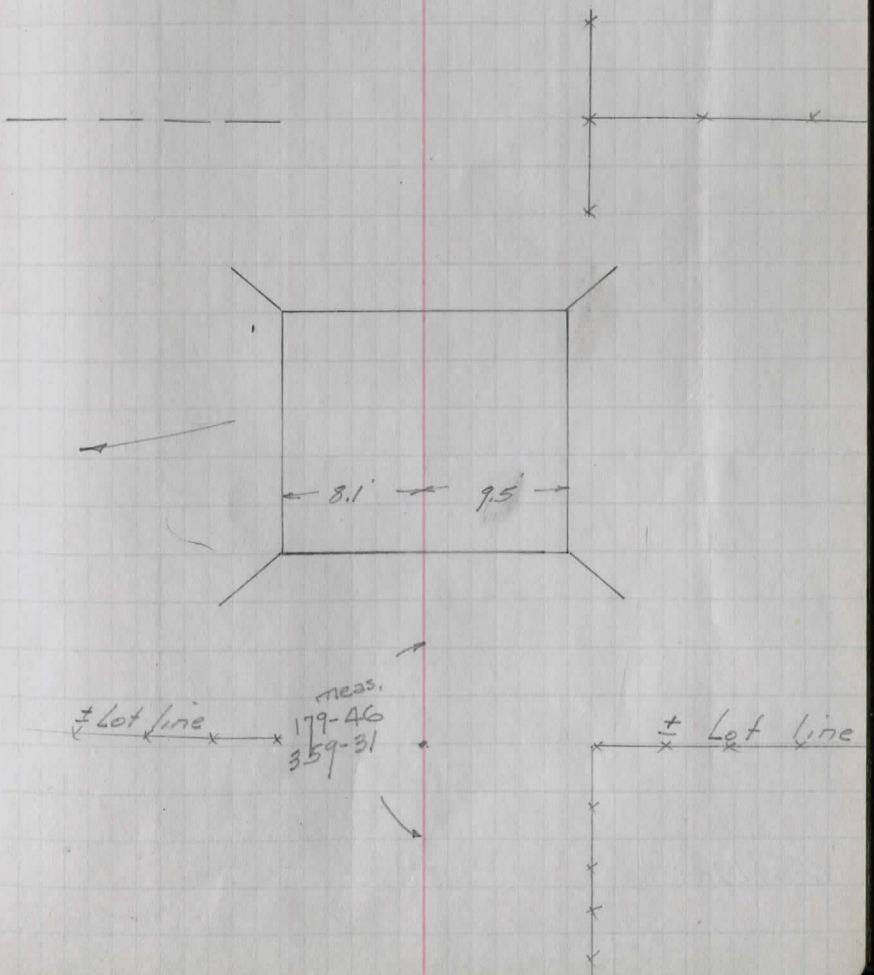
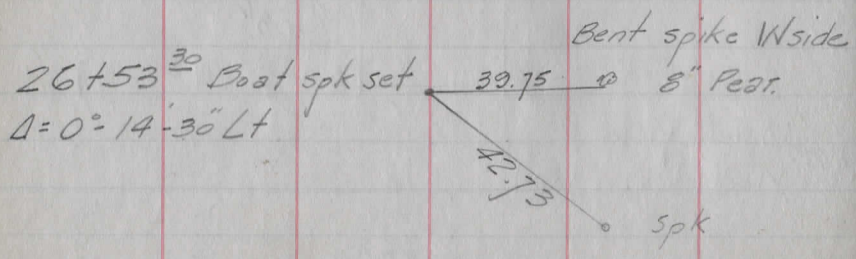


P.O.T. Boat spk set

37+0      □ 25'  
 36+0      30' □

30+0      spk quit

29+22<sup>3</sup>      17' x 4.5' Conc. Slab Top Culit.  
 Stone abuts. O.K.



80+36<sup>33</sup> Boat spike fd.

65+19<sup>8</sup>

See ref. pg  
45

Bolt fd 5+00 53

180-06 Hayes Road  
360-12 T.H. 129

obs.  
586-15 E

← 12' 9.5'  
12" C.I.P. 10" Corr.



0 + 0

spk set.

Hayes Rd

# 129  
1

Pioneer (#116)  
Sto Burton-  
Windsor  
(#14)

15 + 70<sup>E</sup>

spk set P.O.T.

38 + 53<sup>E</sup>

spk

Davidson  
Ranney  
Fough'd.

Pioneer

spk. N. side  
10" Locust

spk. N. side  
14" Locust

10/1/64

55

spk  
# 116

fd band  
5/66 2" dn

spk. S.W. side  
C.E.F. # 539862

spk N.E. side  
8" Ash

23 22

spk

fd 5/66  
2" dn

spk. S.E.  
side 6" W. Cherry

31 20

see next page  
for ref.

spk

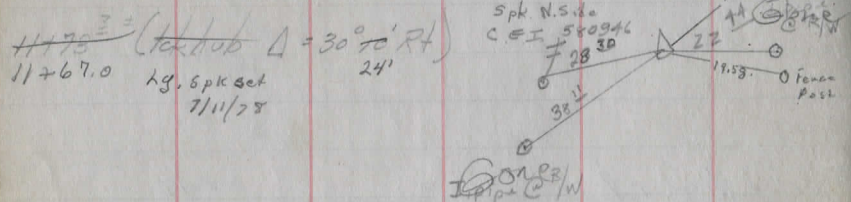
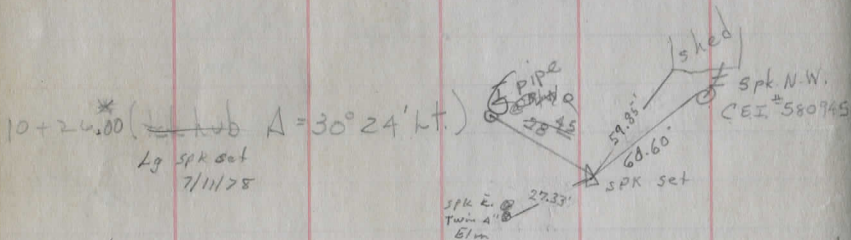
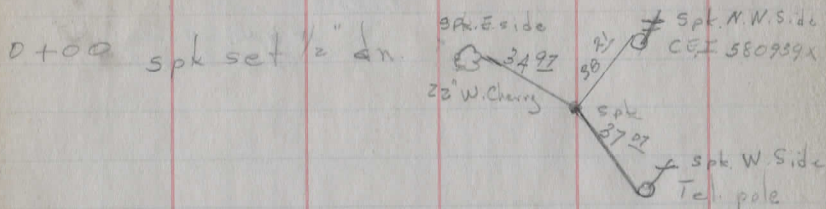
Burton-Windsor

# 14

R/W stks set W. side @ 22<sup>E</sup>  
Approx 100' sta. (45' R/W)

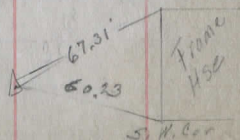
#14  
Hayes Rd. S. to 14+95

0+0 = 38+53<sup>b</sup> S. of & Pioneer (#116)



13+84.63 Marks & turn around 40' wide x 30' deep

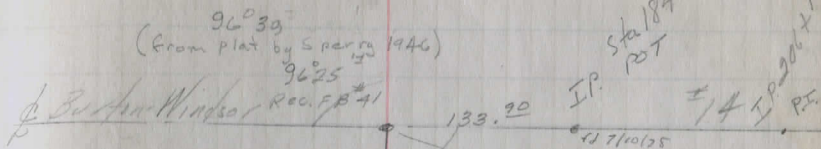
14+95<sup>3</sup> (Hub Pot. endf.)



Davidson  
Rooney  
Fought.

9/28-29/64  
10/1/64

56

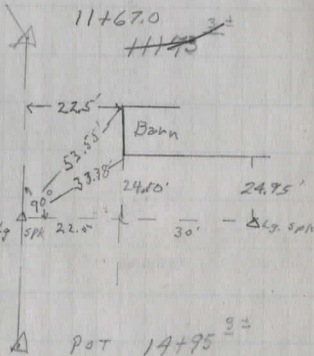


1/4 @ PI (10+26<sup>3</sup>) md. from  
Int. #14 & #29 to & traveled  
Rd & occupation

& from Sta. 10+26<sup>3</sup> to S.  
Use & occupation & existg  
Rdwy.

R/W strks for 45' R/W W. side only  
0+0 to 10+26<sup>3</sup> @ approx 100' &  
both sides @ 50' from 10+26<sup>3</sup> S. to  
22' N. POT 14+95<sup>3</sup> (except 13+73 lg  
W. Side only).

Recommend vacating Hayes  
Rd R/W from off #116 S. to Huntsburg Township line



$$\begin{array}{r} 1395.30 \\ 10.67 \\ \hline 64.63 \end{array}$$





