

160

FIELD BOOK

S 1133

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

Sheet 160 TROY - PARRMAN DITCH
Pg's 2-12

TROY TWP COMMUNITY HALL LOT
Pg 13 ✓

TROY TOWN HALL LOT Pg 14 ✓

NASH R.D. #207-A Pg's 16 & 17 ✓

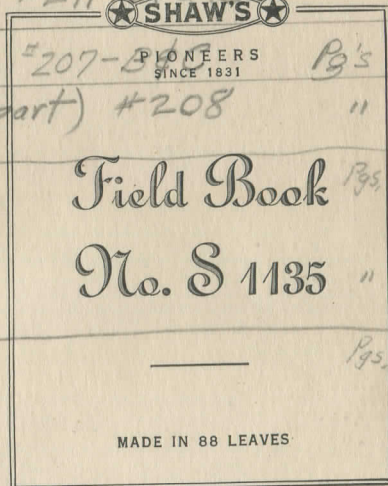
Grove Rd #211-~~ADP~~ " 18 ✓

Nash Rd #207-~~ADP~~ Pg's 24 to 27 ✓

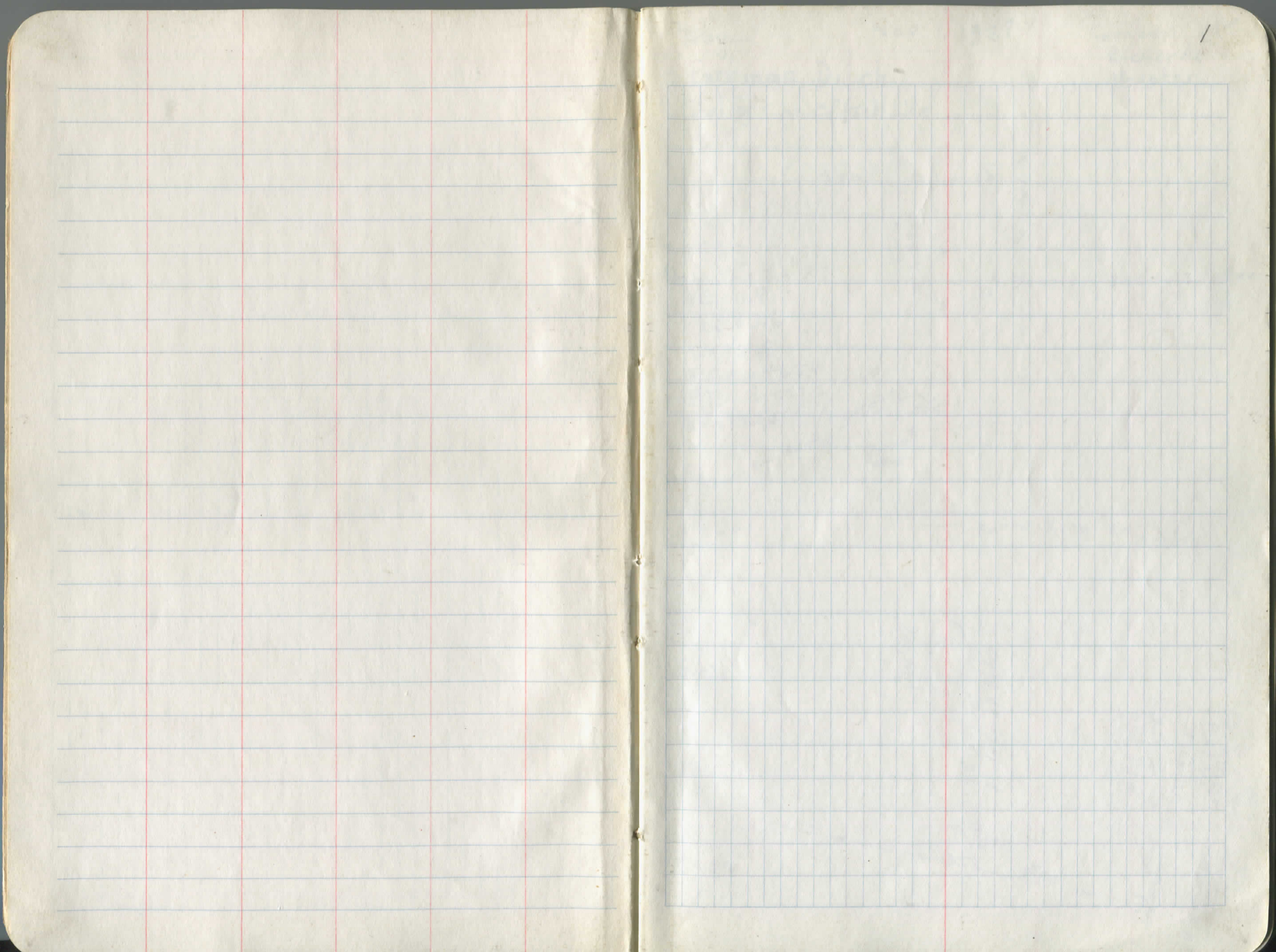
Tilden Rd (part) #208 " 18 ✓

Hoover Rd
Align
Cross sec. Field Book Pg's 29 to ✓
No. S 1135 " 33 to ✓

Patch Rd _____ Pg's 36 ✓

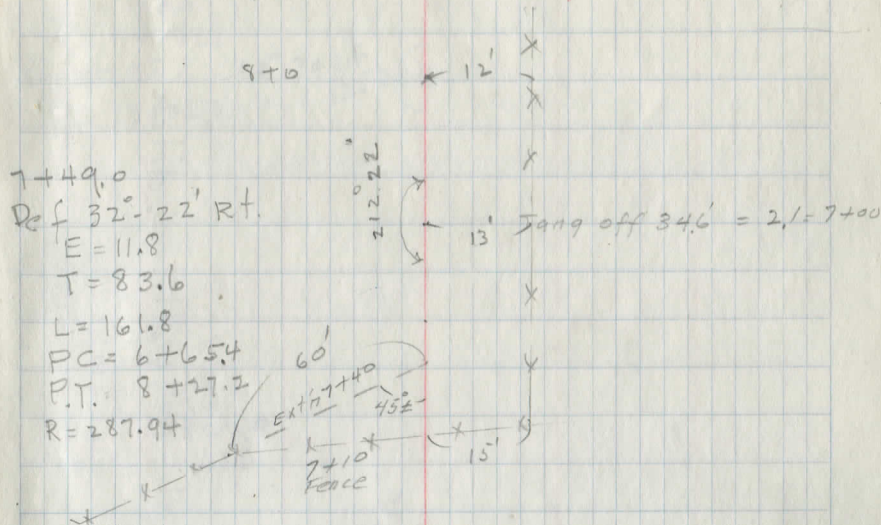


A Product of Wilson-Jones Co.
Made in U. S. A.

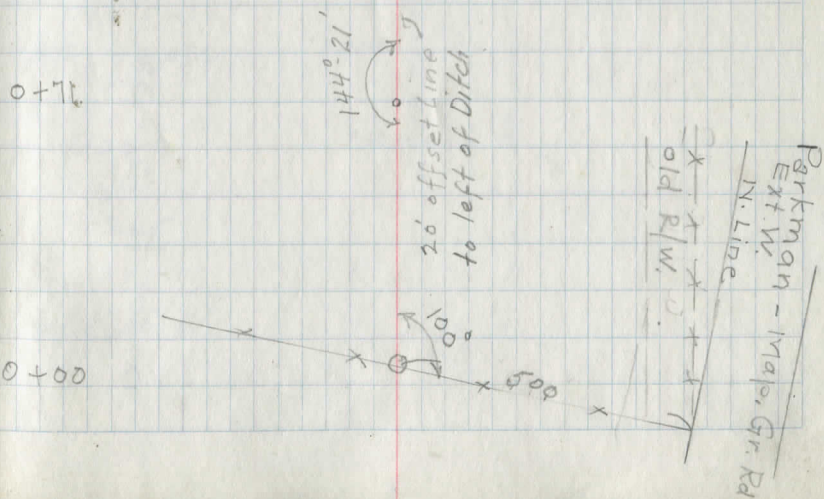


Troy - Nov 1, 1938
 - Parkman Ditch
 Stations on Offset Line

Graber. ✓
 Richards
 Haueter,



3+60 = Farm Xing Earth Fill in ditch.



0+00 to 21+38 Swamp brush in bottom ditch

$$D = 23^\circ$$

$$A = 44^\circ 30'$$

$$E = 20$$

$$T = 101.9$$

$$L = 193.5$$

$$P.I. = 14+97.1$$

$$P.L. = 14+05.5 \quad 44^\circ 30' \text{ Lt. } 135^\circ 30' \odot$$

$$P.C. = 13+06.3$$

$$D = 25^\circ$$

$$E = 11.1$$

$$T = 72.6$$

$$L = 139.65$$

$$P.C. = 10+22.0$$

$$P.T. = 11+61.6$$

$$10+94 \text{ L}^{\text{P.I.}} \text{ Def } 34^\circ 54' \text{ Rt}$$

$$214^\circ 54' \odot$$

$$P.C. = 8+37.1$$

$$P.T. = 8+80$$

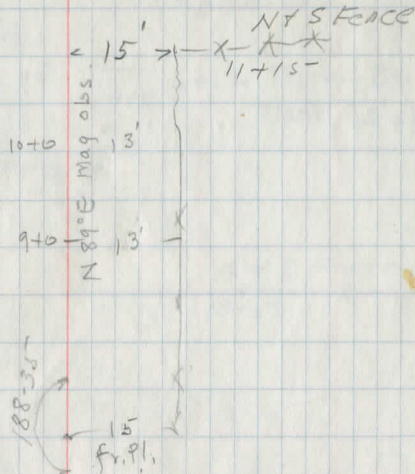
$$D = 25^\circ$$

$$E = 7.0$$

$$T = 21.5$$

$$8+35.86 \text{ P.L.}$$

$$\text{Def } 8^\circ 35' \text{ Rt}$$



21+70

5' RT

6" W. Ch.

30' RT

8" But. Not.

21+60

21+50 6' RT

3-5" W. Cher.

21+38 to 21+77 bottom fairly clear of Brush but about 15 2"-4" trees to be removed.

Woods.

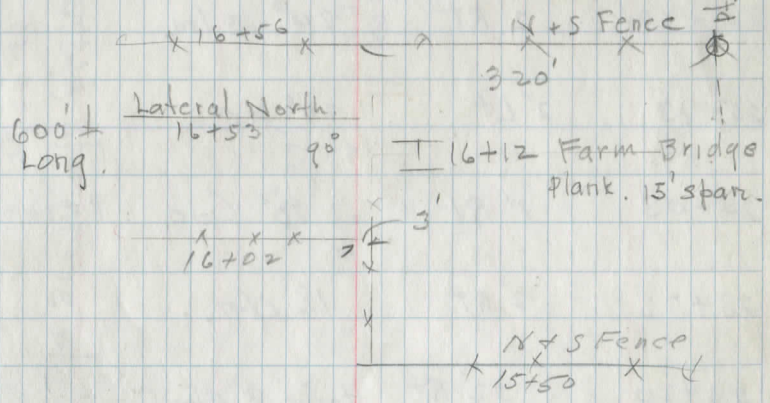
21+38

Line Woods

90°

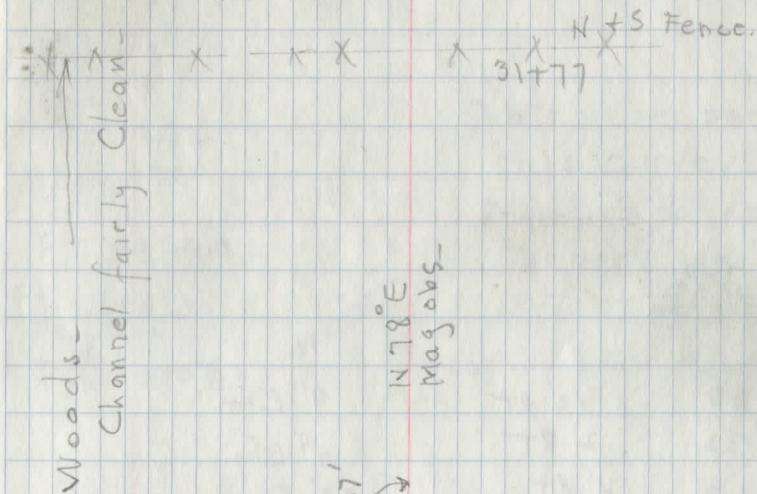
10-50
175-07

21+28.1
Def 4°-53 Lt.

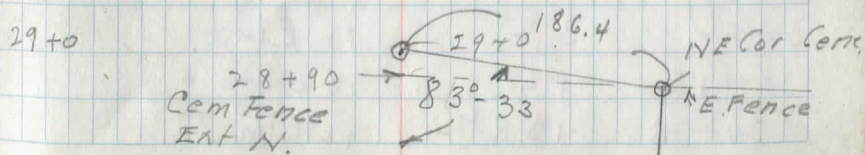
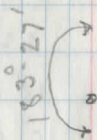


30+0	30' RT	18" Elm.
29+65	2' RT	15" Elm.
27+10	30' RT	10" Bass
27+03	3' RT	10" Elm.
26+92	2' RT	11" Elm.
26+85	on base	8 Map
26+65	on Base L.	8" Elm.
26+45	18' RT	8" Birch
26+29	30' RT	twin 8" Gum.
26+22	9' RT	Quad 8" Hicks
26+0	7' RT	12" Beech
25+92	4' RT	8" Hick
25+80	2' RT	24" Elm.
25+73	2' LT	24" WC
24+03	1' RT	10" Cuc.
23+72	2' RT	18" Elm.
23+20	32' RT	twin 8" Elms.
22+12	30' RT	10" But. Nut
21+95	10' RT	10" Elm.

Sta 31+77 to 46+0 Bottom brushy.



30+13.8



Nov 3 1938

Graber
Richards
R. Haueter

6

31+77	10' RT	9" Elm
31+32	2' RT	12" Elm
31+27	4' RT	22" Elm
31+20	2' RT 10"	10" Elm
31+0	33' RT	10" Elm
30+90	8' RT	12" Elm
30+63	30' RT	tw 10" Elm
30+60	1' RT	12" Elm
30+58	3' RT	10" Elm
30+46	3' LT	12" Elm
30+45	1' LT	8" Elm
30+36	13' RT	12" Elm

35+50.2
Def 10°-16 Lt.

169°44' (⊙ 20' to E Culv.)

35+12.70
Def 5°-08 RT

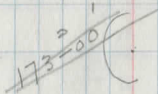
185°-08'

~~E = 5.3
D = 2°
T = 175.2
L = 175.0~~

~~P.T. 38+08.2~~

~~P.I. 36+33.40
Def 7°-00' Lt.~~

~~P.C. 34+58.2~~



~~Note: Use part of
this curve E. of
Mumford E. only.
Tangent used
West of Road.~~

~~Mumford Cross Rd.
35+33~~

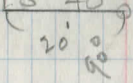
angle to
Tang. West.

106°-00'

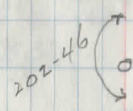


Conc Slab Culv.
Op. 6' x 4'
45' long
Good.

PC.
53+0 change to 40' offset.

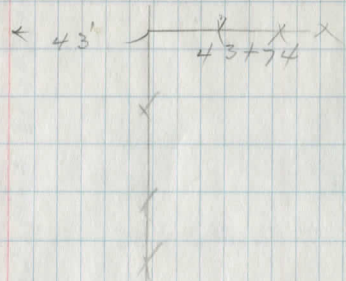
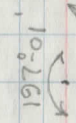


45+29.7



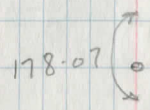
20' offset Lt. of Ditch

44+18.4
Def 17°-01' RT



40+08 Fence N+S
41'

37+48
1°-53' LT



P.L 70+00 + Lateral, So

69+90 Wood pole Farm Xing

73+0 to 87+0
Medium brush
in Creek

53+0 to 73+0
Heavy Brush
in Creek + Sides

705) 18203 258.4

$$\begin{array}{r} 1410 \\ \hline 4103 \\ 3525 \\ \hline 5780 \\ 5643 \\ \hline 1400 \end{array}$$

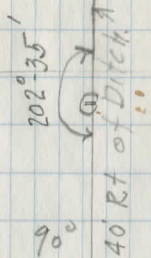
11-10-38
Graber
Richard
Haveter.

PL. 70+00
PT = 69+96.6
Pl. 69+27 Def 22-35 Rt.
T = 71.5 E = 71
D = 16° L = 141.1
PC = 68+555

66+50

90° 80'

Mag. obs.
N 71-45° E



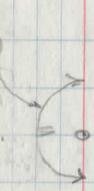
59+84.5
Def 3°-40 Lt. 176-20'

40' offset Lt. of Ditch

Def Sta 58 to 1737.6 Lt

{ Calc
P.L. 55+584

PT = 58+0
L = 500
Def 35°-15' Lt.
D = 7-03
T = 258.4
PC = 53+0



P.L. not set

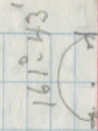
Def Sta 53+0 = 17-37.5 Lt

$PT = 87 + 82.5'$
 $Pl. = 86 + 71.7$
 $PC = 85 + 58.9$
 $\Delta = 18^\circ - 17'$
 $D = 8 - 10$
 $E = 9.1$
 $L = 223.4$
 $T = 112.8$

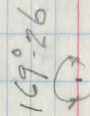
87 to 9640 Medium brush
 in ditch sides clear.
 Sta 73+00 begin 25' offset Pt.
 (Base line 25' Pt)

$933.7) 25' - 10967 = 0^\circ - 9'$
 $\begin{array}{r} 18674 \\ 63260 \\ 56022 \\ \hline 7438 \end{array}$

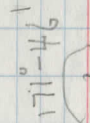
$Pl. 86 + 71.7$
 $Def 18^\circ - 17' Lt$



$85 + 00 Pl.$
 $Def 10^\circ - 34' Lt.$



$Pl.$
 $83 + 50$
 $Def 8^\circ - 14' Lt$

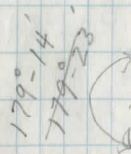


82 + 33]

o Hub.

7579v Lateral. So.

73+00



PT = 100 + 21.7

E = 5.0

D = 8° 30'

L = 163.5

T = 82.1

R = 674.69

Pc = 98 + 58.2

96+0 to 105
Light brush in ditch

5) 42.5
85 Day 8:30

85) 139 (163.5)	
85	
540	99+40.2
510	82.1
300	98+58.2
255	163.5
450	100+21.7

85) 698.4 (82.1)

680	
184	
170	
140	

42 = 1764 / 1350 = 1.3

21.7 = 470.9 / 1350 = .3

18.5
55.5
111.0
122.0 = 2° 02'

17) 318.1 (18.7)	185) 1934.7 (104.6)
17	185
148	847
136	740
120	1070

185) 318.1 (17.2)	185) 37.316 (201.7)
185	370
331	316
298	185
360	1310
90+268	1275
1404.6	
89+22.2	
2+01.7	
91+239	

PT = 91 + 23.9

R = 311.06

D = 18° 30'

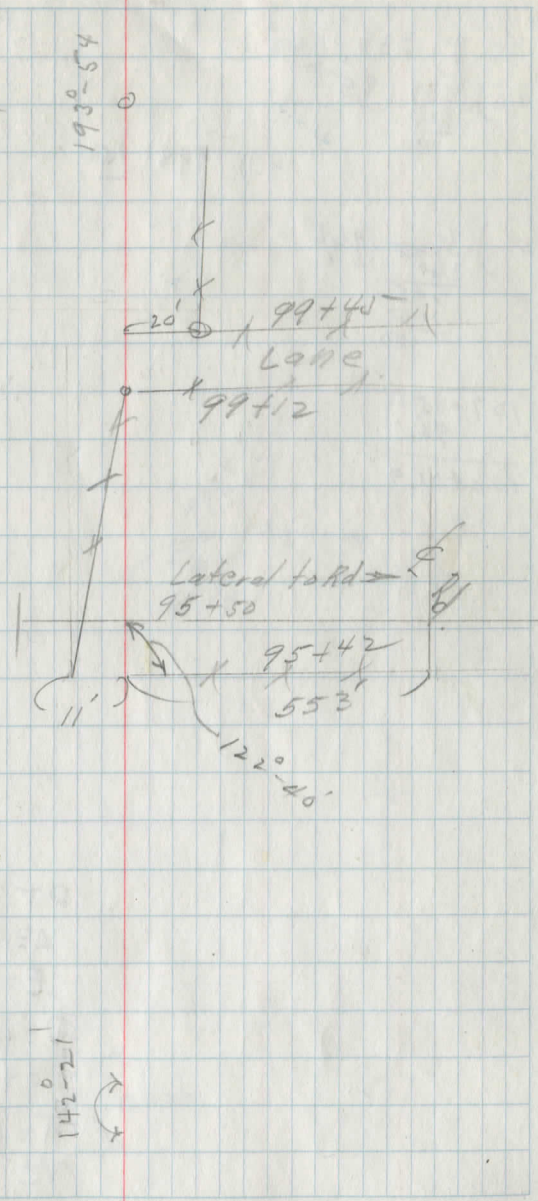
E = 17.2

T = 104.6

L = 201.7

Pc = 89 + 22.2

Pl. 99+40.35,
Def 13°-54' RT



Pl. 90+268
R = 37-19' Lt

$$9) 339, \underline{40}$$

$$46) \begin{array}{r} 339 \\ 320 \\ \hline 190 \end{array} \underline{8,5}$$

$$40) 1998, \underline{50}$$

$$40) \begin{array}{r} 38,45 \\ 360 \\ \hline 245 \\ 240 \\ \hline 50 \end{array} \underline{96,1}$$

$$107+05,8 \\ 96,1$$

$$\hline 108+01,9$$

$$PT \ 108+01,9$$

$$A = 38-27$$

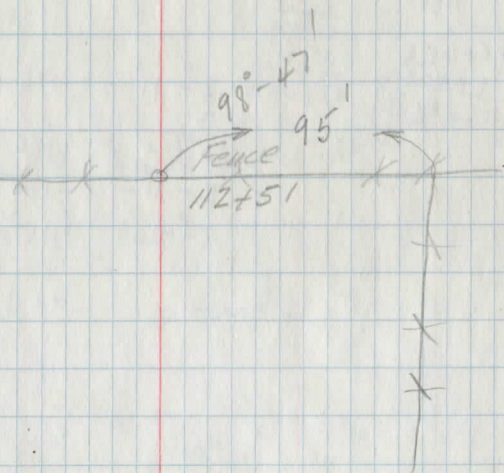
$$E = 8,5$$

$$D = 40^\circ$$

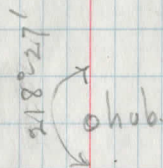
$$L = 96,1$$

$$T = 50'$$

$$PC, 107+05,8$$



$$107+55,8 = P.I. \\ Def \ 38^\circ-27' Lt.$$



Staking Completed Nov. 14 1938.

$$\begin{array}{r} 5 \overline{) 624} \\ 120 \\ \hline \end{array} \quad \begin{array}{r} 12 \overline{) 849.5} \quad 70.8 \\ 84 \\ \hline 95 \end{array}$$

$$\begin{array}{r} 12 \overline{) 62.7} \\ 52 \\ \hline \end{array} \quad \begin{array}{r} 12 \overline{) 16867} \quad 140.6 \\ 12 \\ \hline 48 \\ 48 \\ \hline 67 \end{array}$$

$$\begin{array}{r} 116 + 15 \\ \hline 70.8 \end{array}$$

$$\begin{array}{r} 364 \\ 36 \\ \hline 2184 \end{array}$$

$$\begin{array}{r} 115 + 45.8 \\ 1 + 40.6 \\ \hline 116 + 86.4 \end{array}$$

$$\begin{array}{r} 1092 \\ \hline 13104 \end{array}$$

$$2^{\circ} 11' = 116 + 50$$

$$\begin{array}{r} 3 \\ \hline 5^{\circ} - 11' \quad 116 + 0 \end{array}$$

$$8 - 11 - 115 + 50$$

$$8 - 26' \quad 116 + 45.8$$

$$\begin{array}{r} 36 \\ \hline 18^{\circ} \end{array}$$

Sta 112 to Sta 121 to Ditch clean & in good condition
Good Fall.

$$PT = 116 + 86.4$$

$$D = 12^{\circ}$$

$$A = 16^{\circ} - 52'$$

$$E = 5.2$$

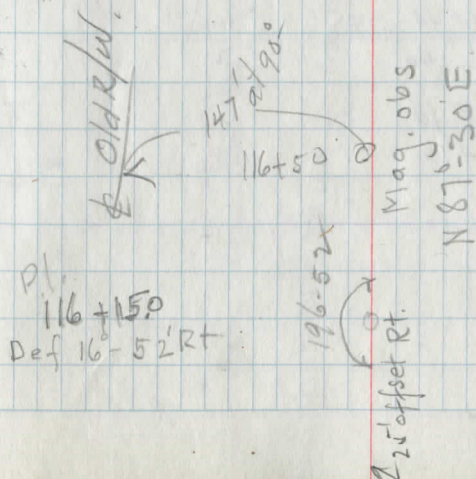
$$T = 70.8$$

$$L = 140.6$$

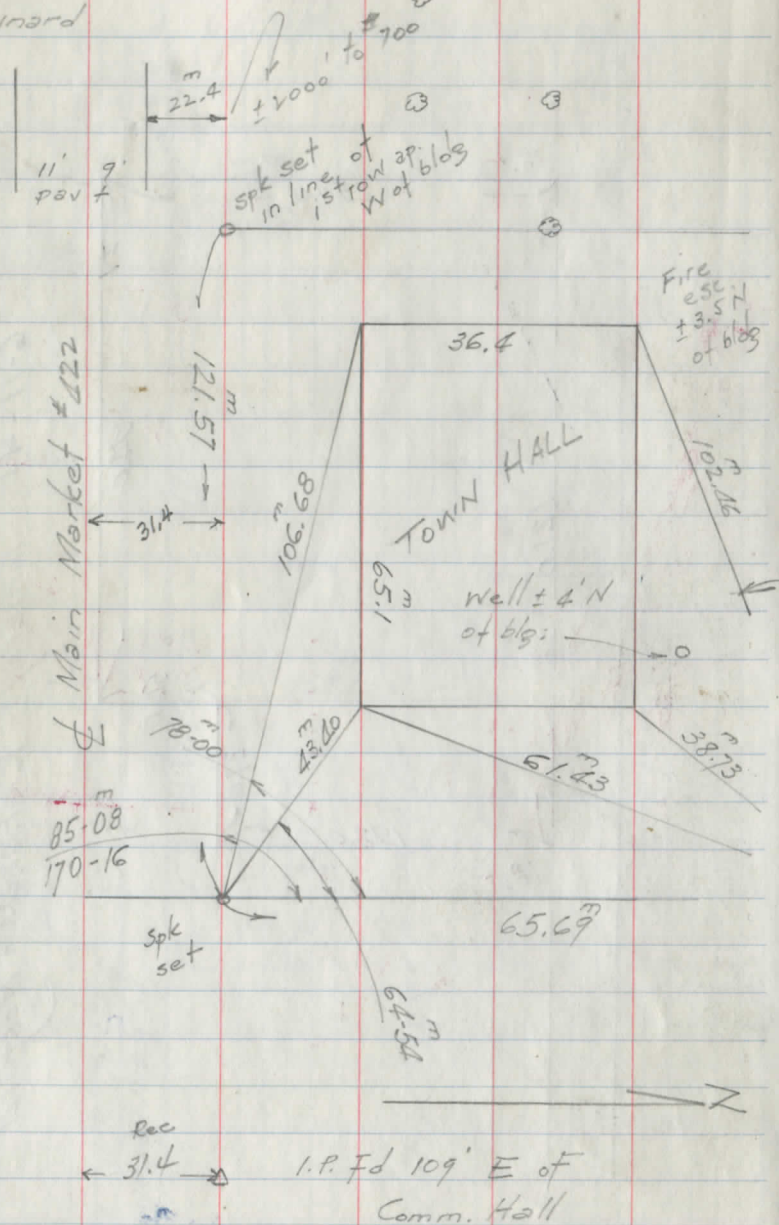
$$PC = 115 + 45.8$$

12140 Last stake set

12040 @ end

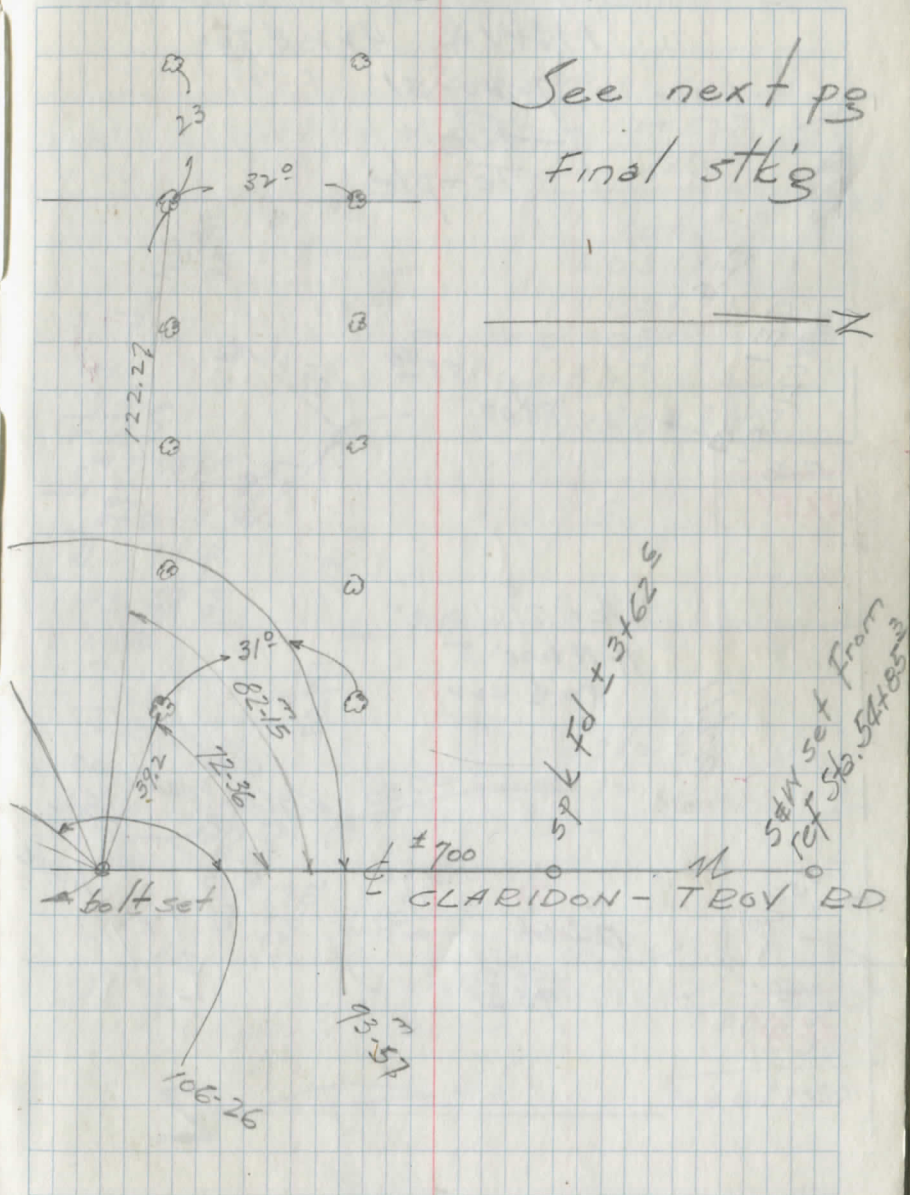


1-20-51
Pom
Maynard



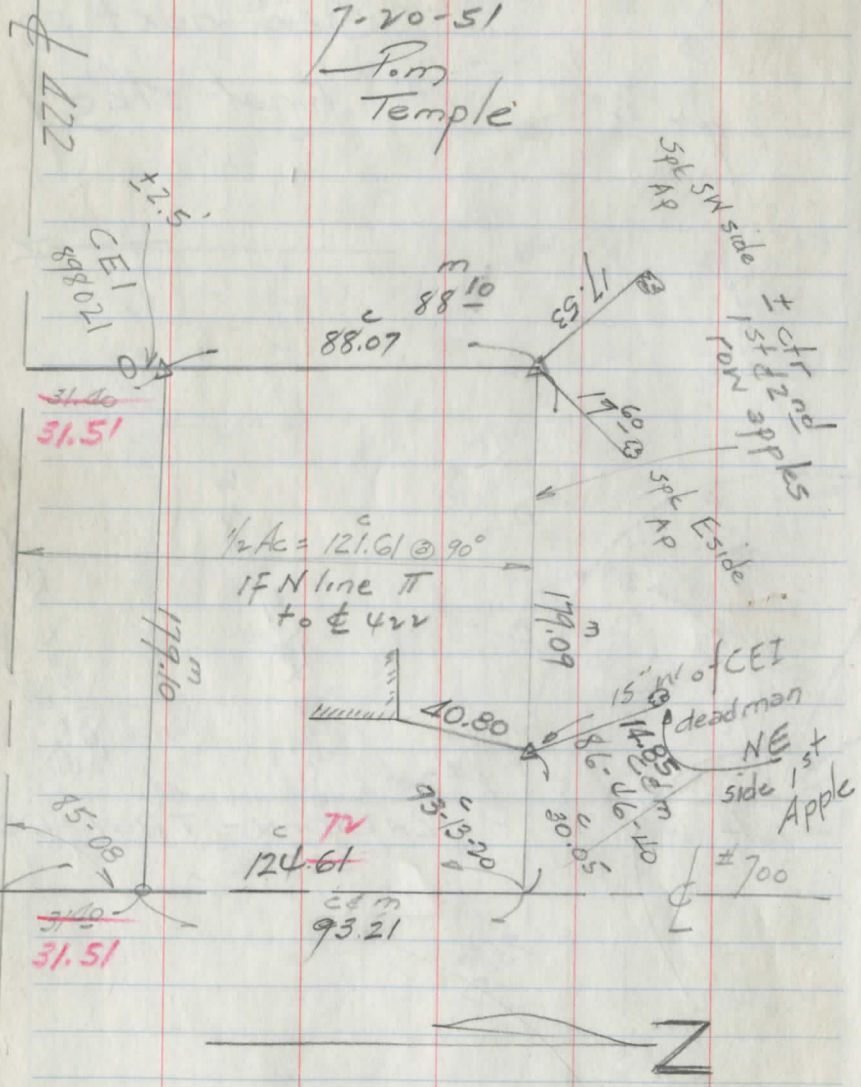
TOWN HALL Lot 14
CTR TROY

See next pg
Final st'g



FINAL
 Twp of TWP HALL LOT
 NWX 422 @ 700

7-20-51
 P.M.
 Temple



121.61
 179.1 | 21780.0
 73.21
 5.14
 88.07
 15

1791	86-46-40		
3870			
3582	173-33-20		
2880	160-70-00	1.00527	0
1791		121.61	2
10890		1.00527	12:3
10746		603162	
1440		100527	
		201054	
		100527	
179.1		X 22.2508847	
.02869		31.40	
16119		90.85	
10746			
143.28			
3582		1.00362	3
5.138377		121.61	2
1 1 1		100362	6
2.56		602172	
		100362	
		200724	
		100362	
90.65		X 22.0502282	
2.56		31.40	100158
93.21		4065	30
			300740

6-22-53

NASH RD (#422 to Log St.)
TAVED 16' WIDE 1953

NOTE

7-21-53 Const. & used = 4' N of
Iron at 1413.73

Spk S side CEI
396132

Make Const. & 3' N?

S&W in N side
12" Catalpa

36.27

103.92

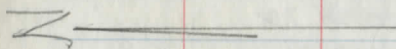
71.98

1413.73

45.29

Reinf.
rod set

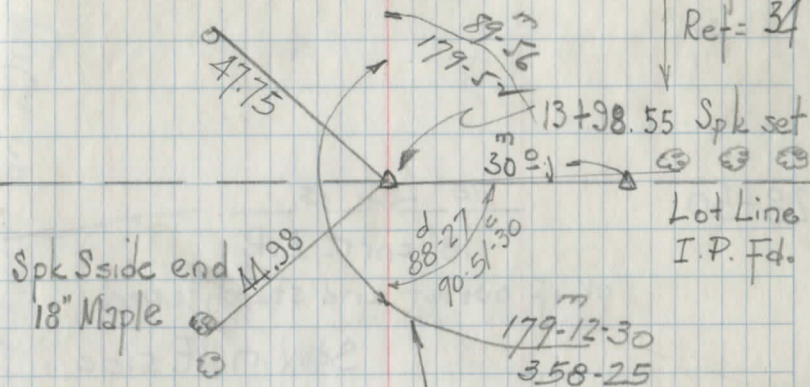
10" Nail & V in E
side 30" Maple



US #422

oto Spk Nly edge
#422 part.

S&W in SE side C.E.I #395971
S&W in W side 15"
Maple
Ref = 34⁰⁹



Spk S side end
18" Maple

Spk SE side CEI
395970

NOTE: Lot line is 0.13
east of spike

DRIVE

S&W in SE side
24" Maple

9+36.90

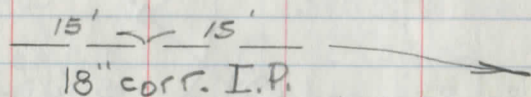
Spk set

36.90

Spk SW side
10" Walnut

DRIVE Kaser
I.P. Fd
Patch

28+50



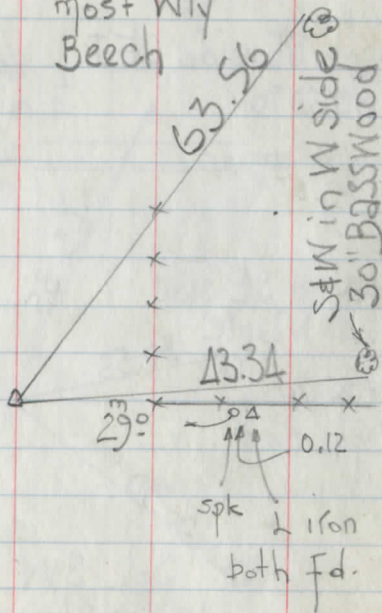
OK if outlet end staightened

S&W in NE side
most Wly
Beech

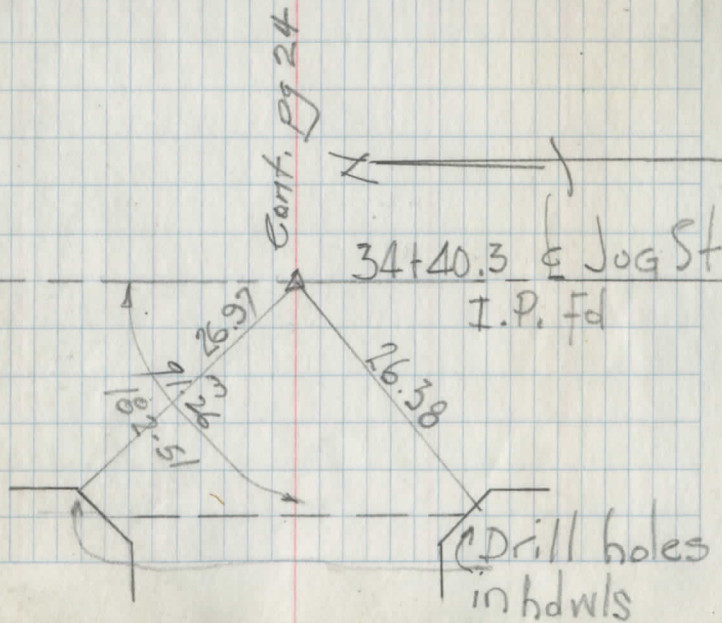
63.56
S&W in W side
30" Basswood

156.23

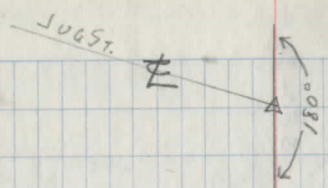
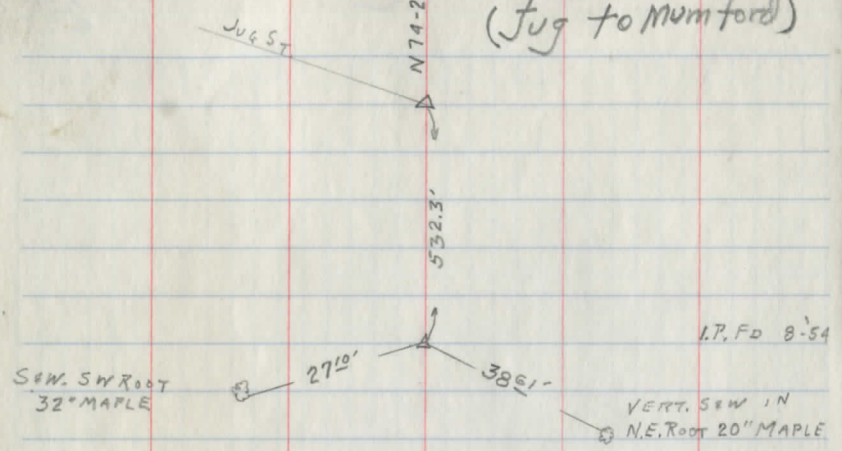
24+43.77 P.O.T.
I.P. set



I.P. Fd Sta. 144+41' on Jug St.



Grove Rd
(Jug to Mumford)



COIL MAT CONTINUOUS FROM 3/100 EAST

15193.31 DEF. RT 20°-36'

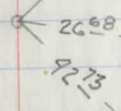
S80-39E

I.P. PIPE SET

11443.00 P675 PR

N78-56E

4771.18 DEF. RT 4-31'



SEW. NE. SIDE
30" MAPLE

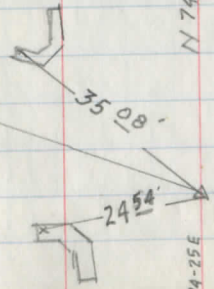
I.P. Fd

SEW. NW. SIDE
30" MAPLE

N74-25E

JUG ST. N4-30E

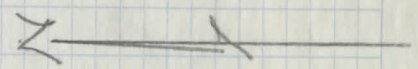
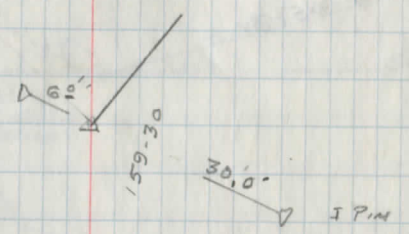
DRILL HOLES 4" IN
EACH N. H. H. WALL



I.P. Fd.

N74-25E

I.P. IN
REF. TINS ON DISSECTOR



S.P. SET

175-29

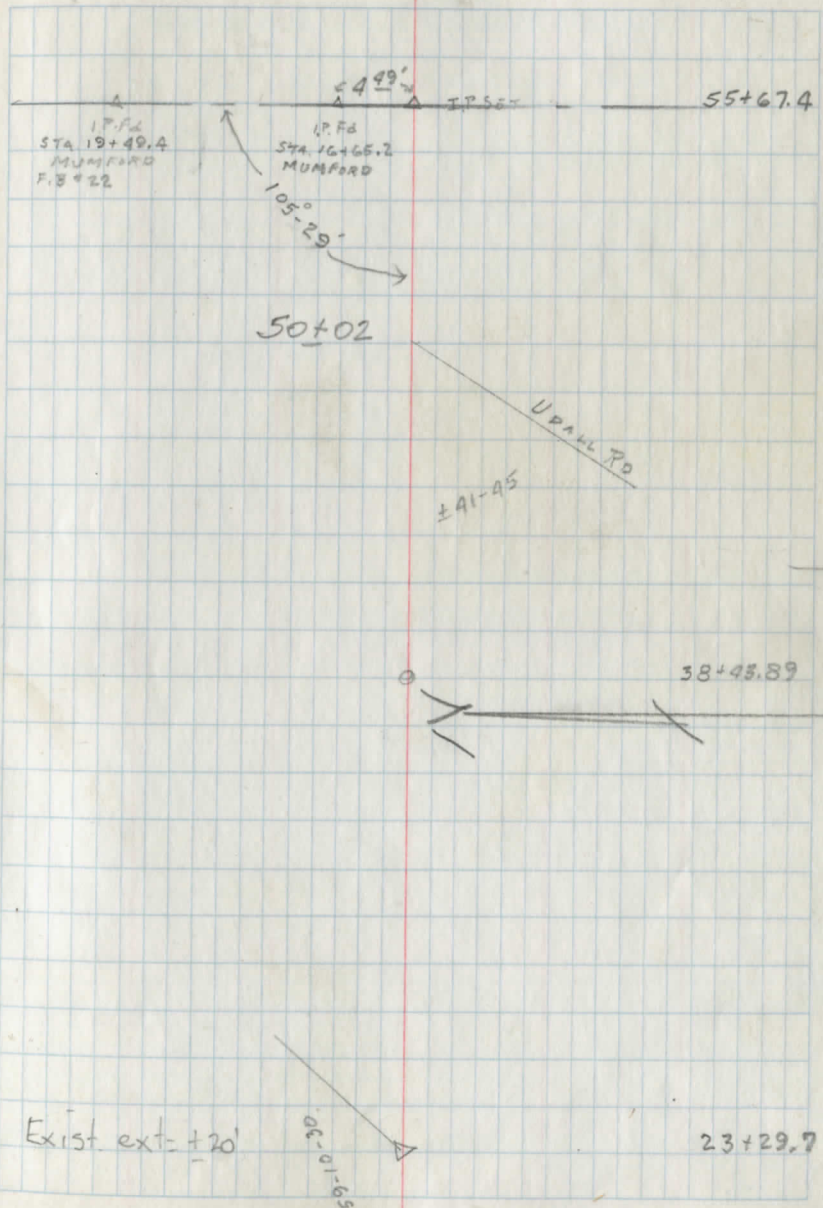
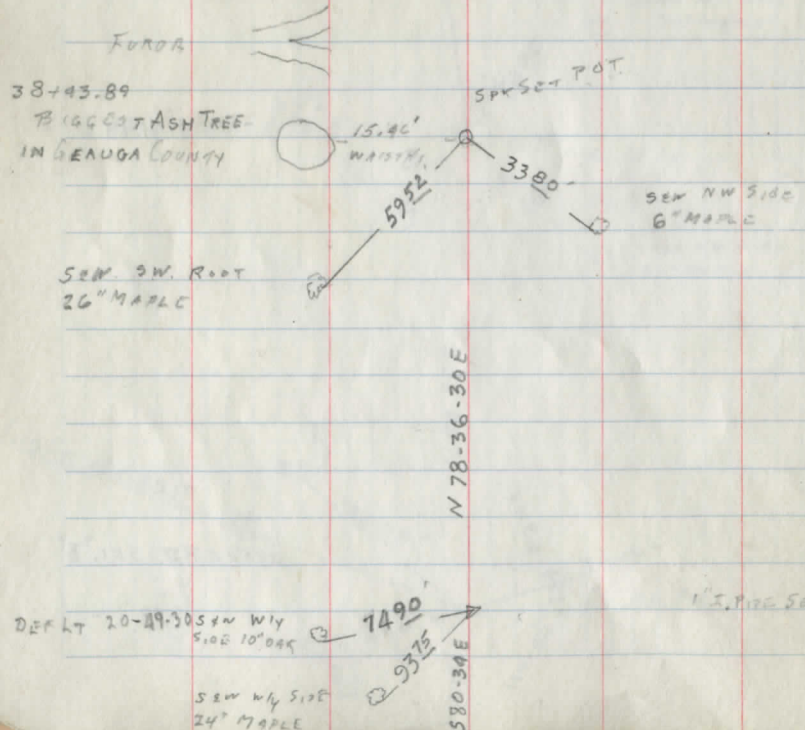
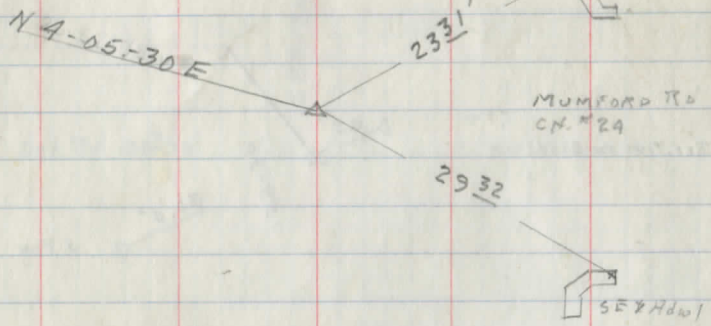
4771.18

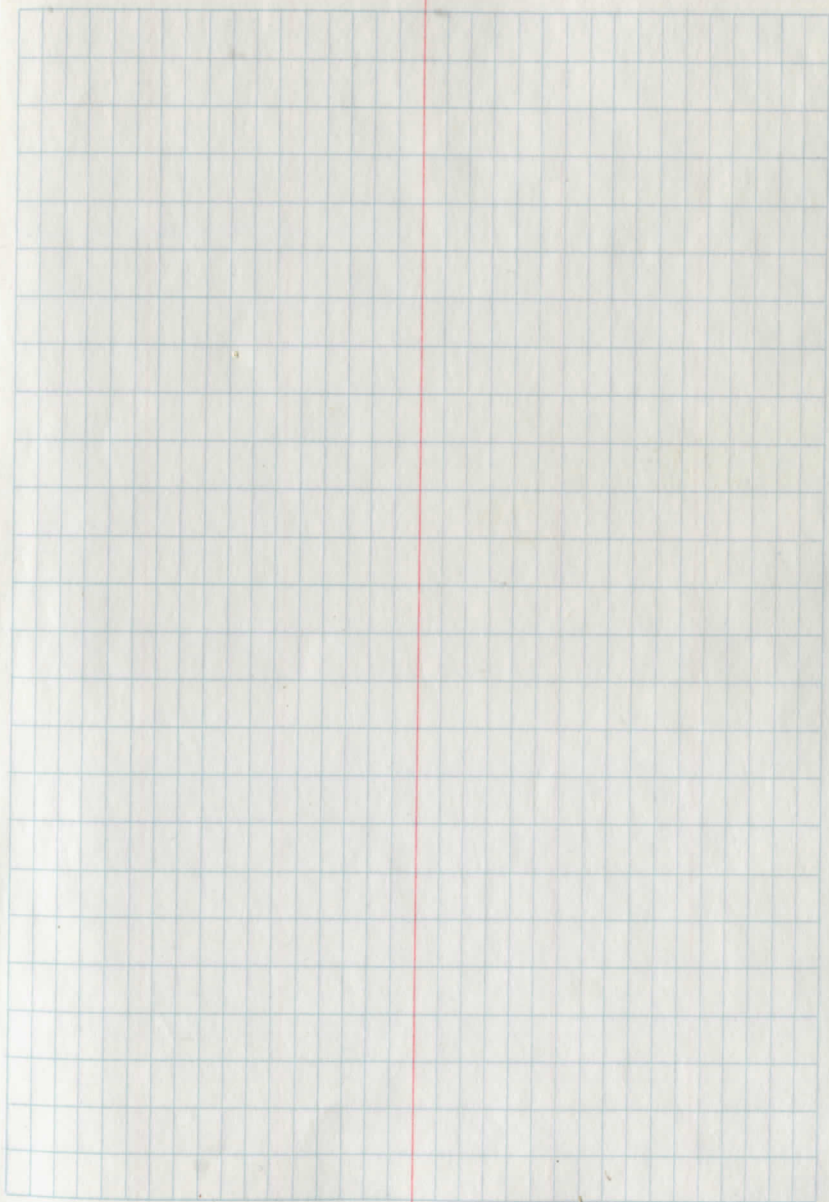
JUG ST

59.50
50.011

GROVE RD. SEC. 'B'

0+0





Blank lined page with three vertical red margin lines.

Blank grid page with a vertical red margin line on the left side.

Nash Rd. (roy) #207 sec. B & C

4/14/55

Chained by eye line

37+54

28+89^{7B}

spk set in center traveled highway,
25' from spk. fd., in 30" maple, marked X

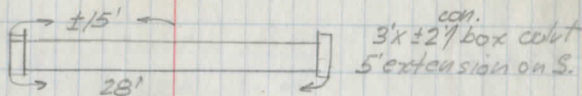
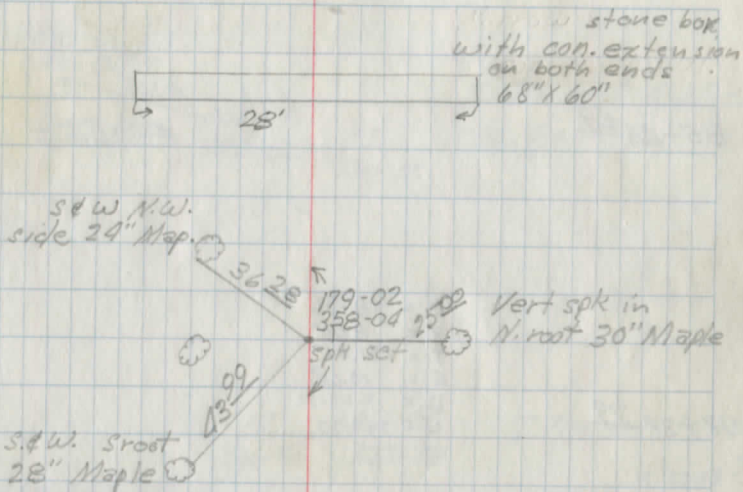
15+00

soft spot

7+00

0+0

24



IP fd.
Ref. pg. 17

Jug St

85+44⁶⁹

$E = 10.5 \pm$

$\Delta = 18^{\circ}36'$
 $R = 800'$
 $T = 131.01'$
 $E = 10.66'$
 $D = 7-09-36$
 $L = 259.70$

78+38⁷⁹

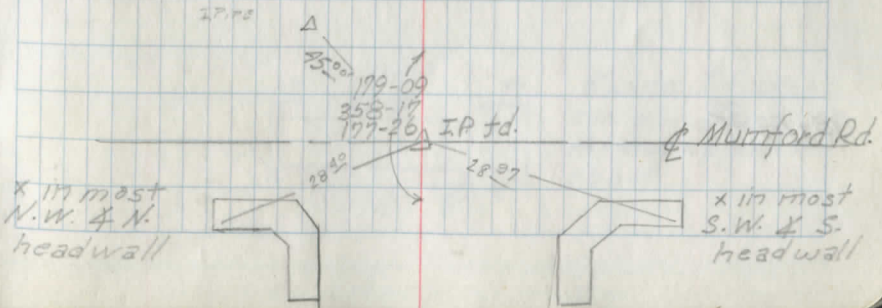
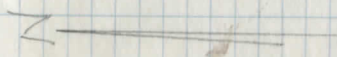
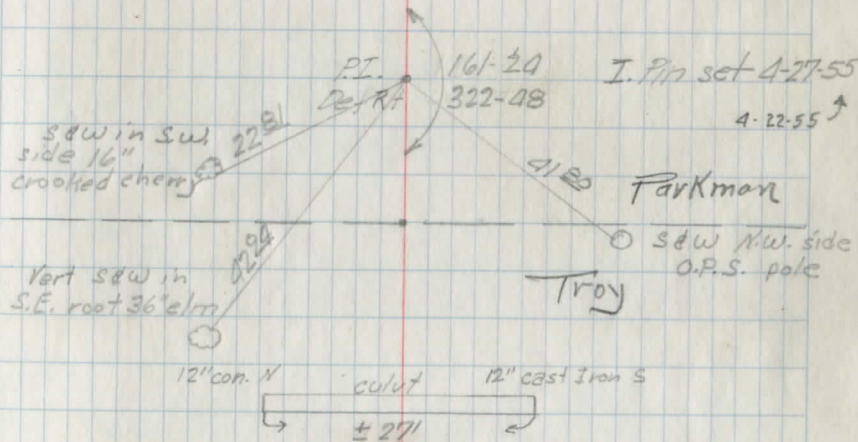
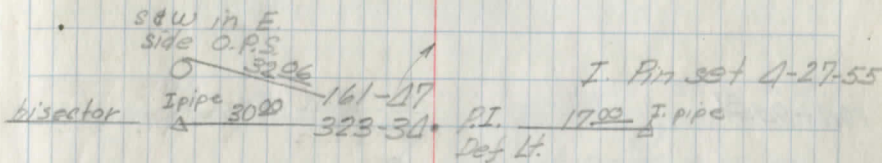
78+16⁵²

Two line as near as can be determined
by occupation

$\pm 62+65$

53+20²⁴

179-08-40



100+94 ~~81~~

95+53 ~~32~~

Vert saw
W. side 8' elm

2/24

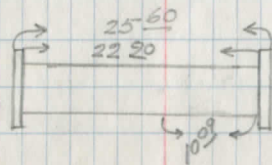
35 73

S&W in E.
side 12' elm

spk set P.O.T 4-27-55

S&W in S.W.
root 24" Maple

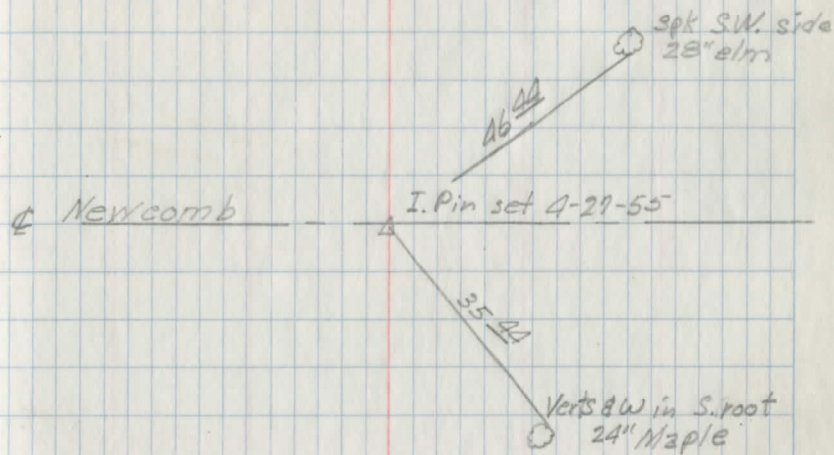
38 89



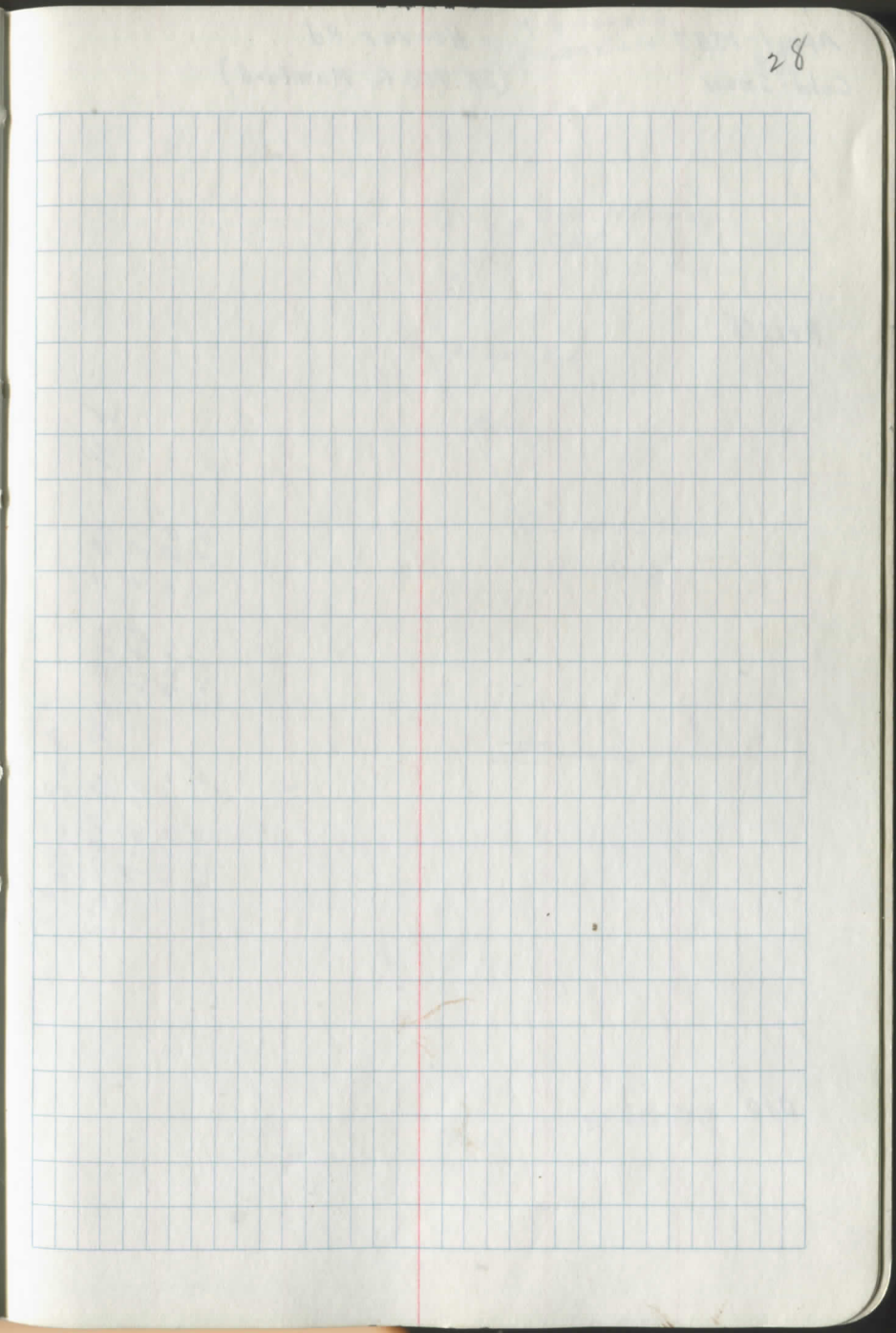
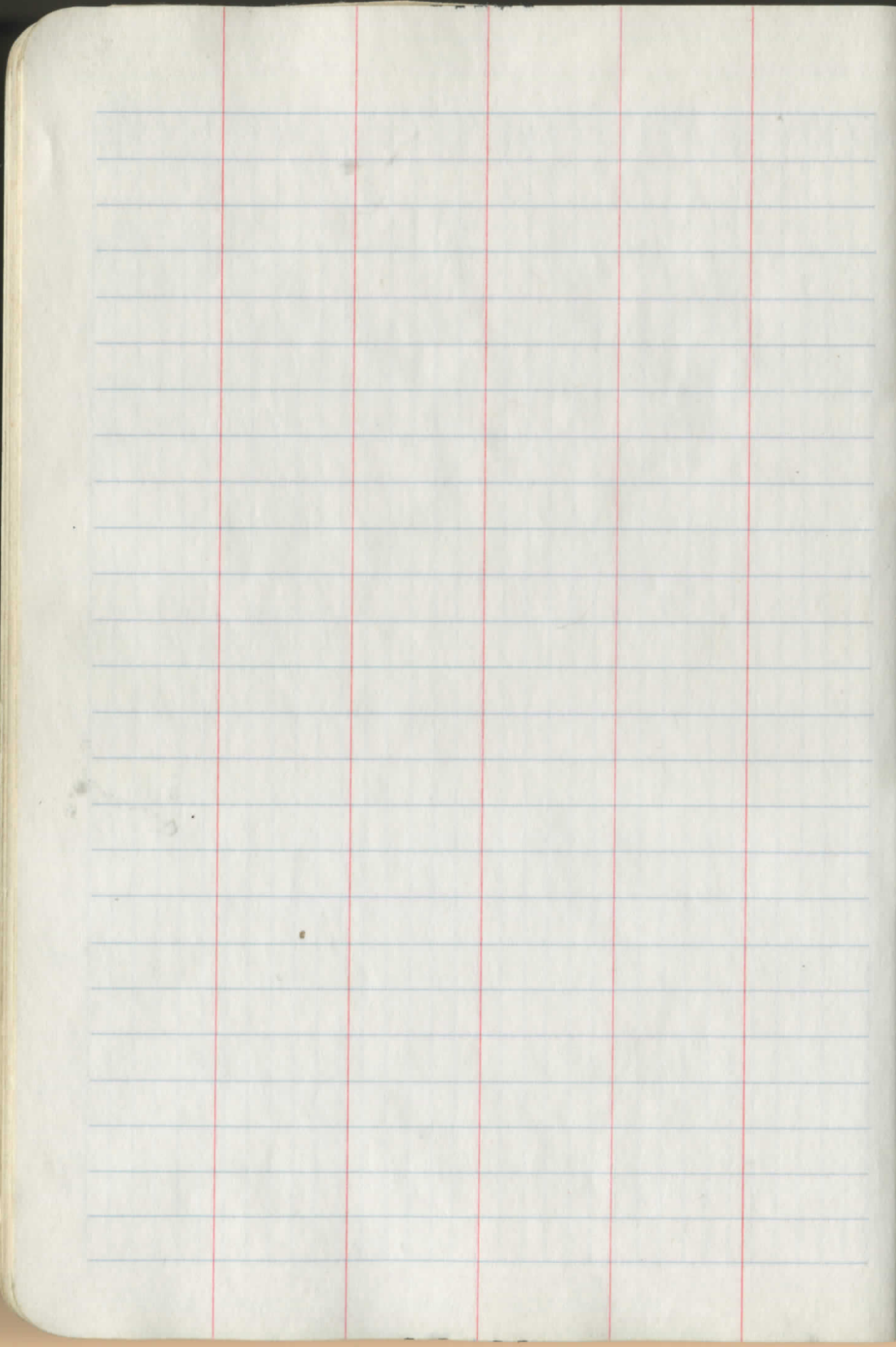
8' wide ± 6 deep
con. structure with
patched up brick
abutt.

130+9982

± 127+7680



S.P. 168



April-1957
Cold-Snow

Hoover Rd
(SR. 700 to Mumford)

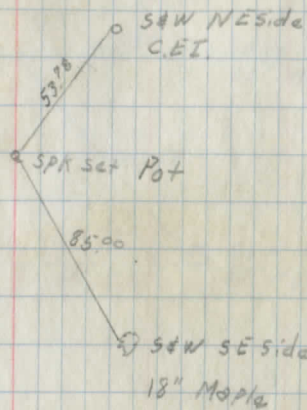
8+18.25

0+0

H. P. Hanson
D. Confield

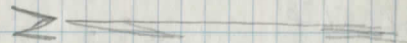
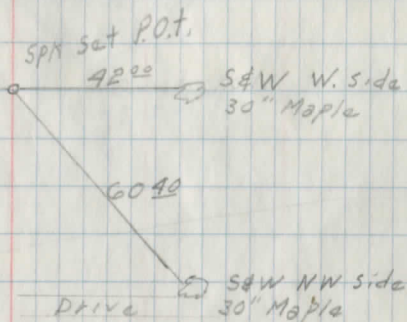
29

Stake Set
Sta 0+0 to Sta 4+0 = 20' off E
" 4+0 to " 13+0 = 30' " " "
" 13+0 to " 42+0 = 20' " " "
" 42+0 to End = 30' " " "



SPK rd ⊥ SR. 700

26+35 28

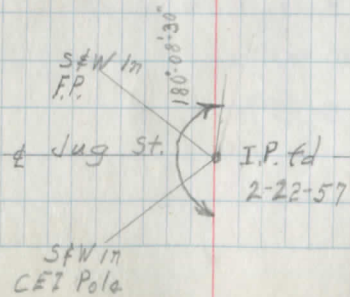
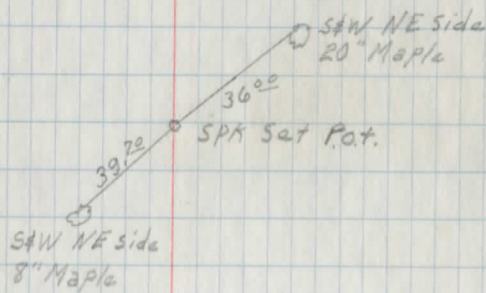
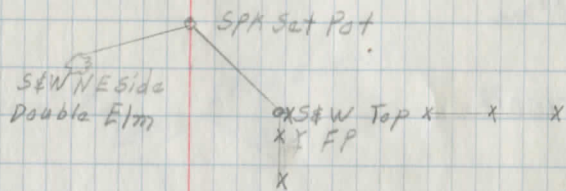


83427.53

62451.78

42439.82

31

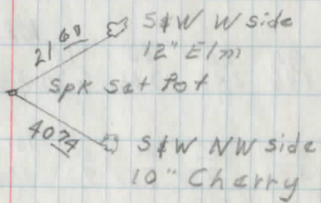
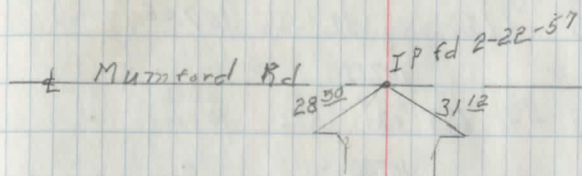


1.8/mi

95+60.20

90+43.12

32



4-13-57

Hoover Rd

33

	+	N		-		116	
BM ^d 1	8.61	108.61		1.06		100. ⁰⁰	
TP	5.78	113.33		11.13		107.58	
		107.89		S			
0+20	$\frac{30}{5.29}$	$\frac{20}{4.45}$	$\frac{15}{6.20}$	$\frac{5.44}{6.71}$	$\frac{15}{5.82}$	$\frac{20.430}{10 \text{ Bank}}$	E Ditch SR 700
		107.20					
1+0	$\frac{30}{4.38}$	$\frac{20}{4.25}$	$\frac{15}{7.05}$	$\frac{5.13}{6.13}$	$\frac{15}{7.12}$	$\frac{20.430}{10 \text{ Bank}}$	
		102.52					
2+0	$\frac{30}{9.22}$	$\frac{20}{8.80}$	$\frac{15}{11.00}$	$\frac{15}{10.81}$	$\frac{15}{11.59}$	$\frac{20 \text{ foot}}{5.80}$	
TP	0.23	102.43		2.93		102.20	
3+0	$\frac{30}{3.70}$	$\frac{20}{4.05}$	$\frac{15}{6.23}$	$\frac{98.19}{4.24}$	$\frac{15}{6.35}$	$\frac{20 \text{ foot}}{7.40}$	
		96.45					
4+0	$\frac{30}{5.70}$	$\frac{20}{5.92}$	$\frac{15}{7.50}$	$\frac{15}{5.98}$	$\frac{15}{8.48}$	$\frac{20}{7.90}$	$\frac{30}{10.10}$
		96.03					
5+0	$\frac{30}{5.12}$	$\frac{20}{5.91}$	$\frac{15}{7.70}$	$\frac{15}{6.40}$	$\frac{15}{7.60}$	$\frac{20}{8.68}$	$\frac{30}{9.62}$
		96.53					
6+0	$\frac{30}{3.97}$	$\frac{15}{4.64}$	$\frac{10}{6.39}$	$\frac{15}{5.90}$	$\frac{20}{7.65}$	$\frac{25}{8.40}$	$\frac{35}{9.30}$
TP	9.90	109.40		11.27		99.50	
		98.35					
7+0	$\frac{30}{9.05}$	$\frac{15}{9.92}$	$\frac{10}{11.85}$	$\frac{10}{11.05}$	$\frac{10}{11.95}$	$\frac{25}{11.52}$	$\frac{35}{11.99}$
		102.96					
8+0	$\frac{40}{1.46}$	$\frac{30}{2.47}$	$\frac{15}{3.36}$	$\frac{10}{6.74}$	$\frac{10}{6.44}$	$\frac{20}{7.22}$	$\frac{25}{5.66}$
		101.00					
9+0	$\frac{40}{4.20}$	$\frac{30}{4.70}$	$\frac{20}{5.60}$	$\frac{15}{9.07}$	$\frac{15}{8.46}$	$\frac{15}{9.15}$	$\frac{20}{6.72}$
		98.13					
T.P.	1.18	99.31				98.13	

Vart SPK. S. side 30" Maple ^{25' L_{1/2}} Sta 2+90⁰⁰

$\frac{49}{0.00}$ $\frac{30}{0.28}$ $\frac{20}{0.78}$ $\frac{15}{9.18}$ $\frac{96.06}{2.25}$ $\frac{15}{4.10}$ $\frac{20}{1.26}$ $\frac{30}{2.16}$
 99.31
 N 107.40 E 0.53 S

11+0 $\frac{30}{4.93}$ $\frac{20}{5.80}$ $\frac{15}{8.0}$ $\frac{92.19}{7.12}$ $\frac{15}{8.25}$ $\frac{20}{5.50}$ $\frac{30}{6.57}$

BM#2 5.13 94.28

T.P. 8.30 107.08 11.15 99.78

T.P. 6.14 102.07 2.24 95.93

BM#1 99.83

BM#2 0.44 94.72 94.28

12+0 $\frac{30}{3.50}$ $\frac{20}{3.78}$ $\frac{6' \text{ Drain}}{6.00}$ $\frac{89.99}{4.75}$ $\frac{6' \text{ Drain}}{6.61}$ $\frac{20}{6.19}$ $\frac{30}{7.13}$
 12+ 7.84 6.70

13+0 $\frac{30}{7.83}$ $\frac{20}{7.45}$ $\frac{15}{7.05}$ $\frac{88.33}{6.39}$ $\frac{15}{8.59}$ $\frac{20}{9.28}$ Swamp

14+0 Swamp $\frac{30}{9.47}$ $\frac{15}{9.30}$ $\frac{87.46}{7.26}$ $\frac{15}{8.53}$ $\frac{20}{8.63}$ Swamp


14+30 Inlet 85.85 outlet $\frac{30}{9.27}$ $\frac{75}{8.07}$ $\frac{30}{9.25}$ $\frac{75}{9.15}$ $\frac{75}{9.65}$

BM#2 0.44 94.28
 " " 0.55 94.83 " 5/25/57
 T.P. 7.23 94.63 7.43 87.40

Vent Spk N side S. Maple 20R+L Sta 10+80

Drive culvert
6" X 54'

Drive culvert
6" X 18'


 20" X 18' Cast Iron culvert No apparent channel south
 in swamp

94.63

15

16

17

18

19

20

+66 channel into rd ditch from NE

BMI

2.03

N ditch

E

35

8.70

7.25

7.58

6.1

7.30

5.55

3.90 6.35

4.9

20
groundC.2
ditch4.5 = old cul/OT &
ditch? SW

5.6

4.2

6.0

4.9

3.2

5.0
ditch

1940

7.1

120

7.2

220

Light pole 15' E of
ditch from NE
N side road

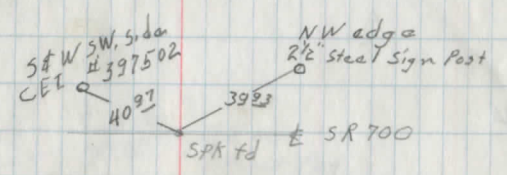
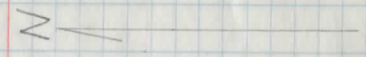
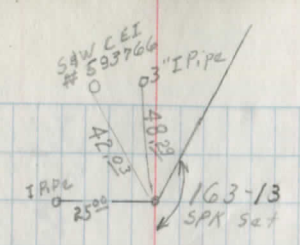
June-1957
H. Patterson
D. Cantfield

Patch Rd
(SR 700 to Mumford Rd)

10+89.0 P.I.

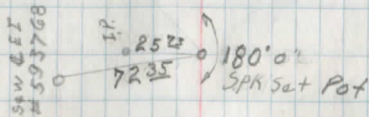
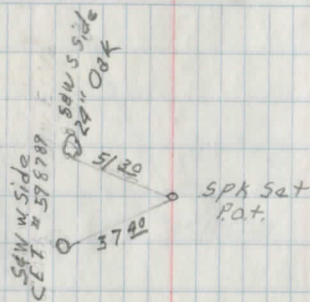
Side stakes set 0+0 to 10+0 every 200' at 30'
off &
11+0 to end every 100' at 30' off & unless otherwise
marked

0+0



21496⁸³

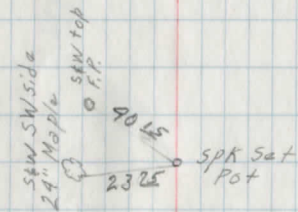
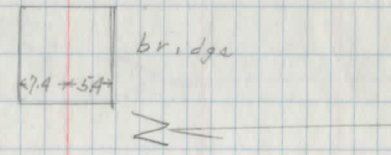
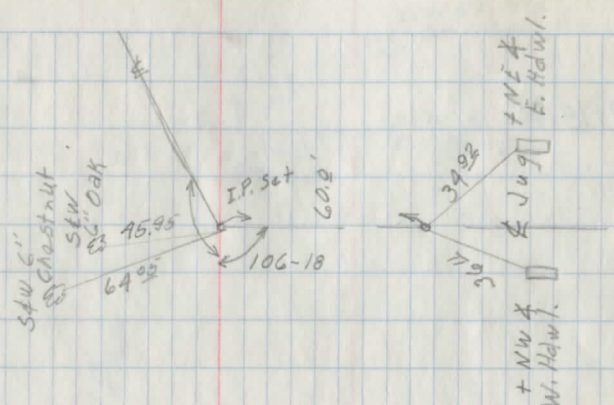
15487³⁵



49118.05

± 40+00

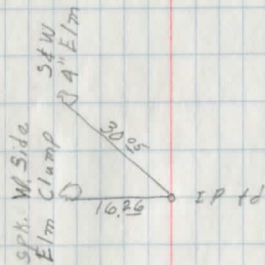
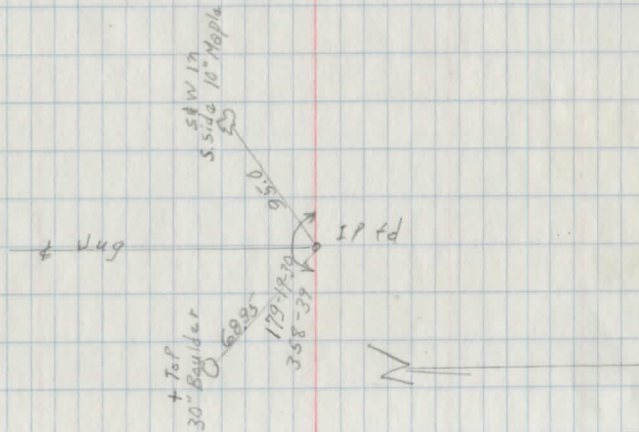
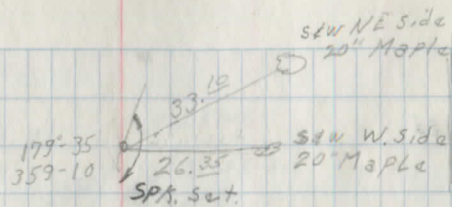
38+58.63



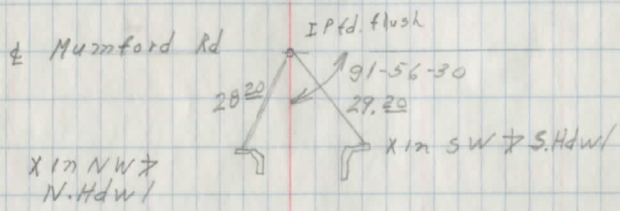
74+18.05

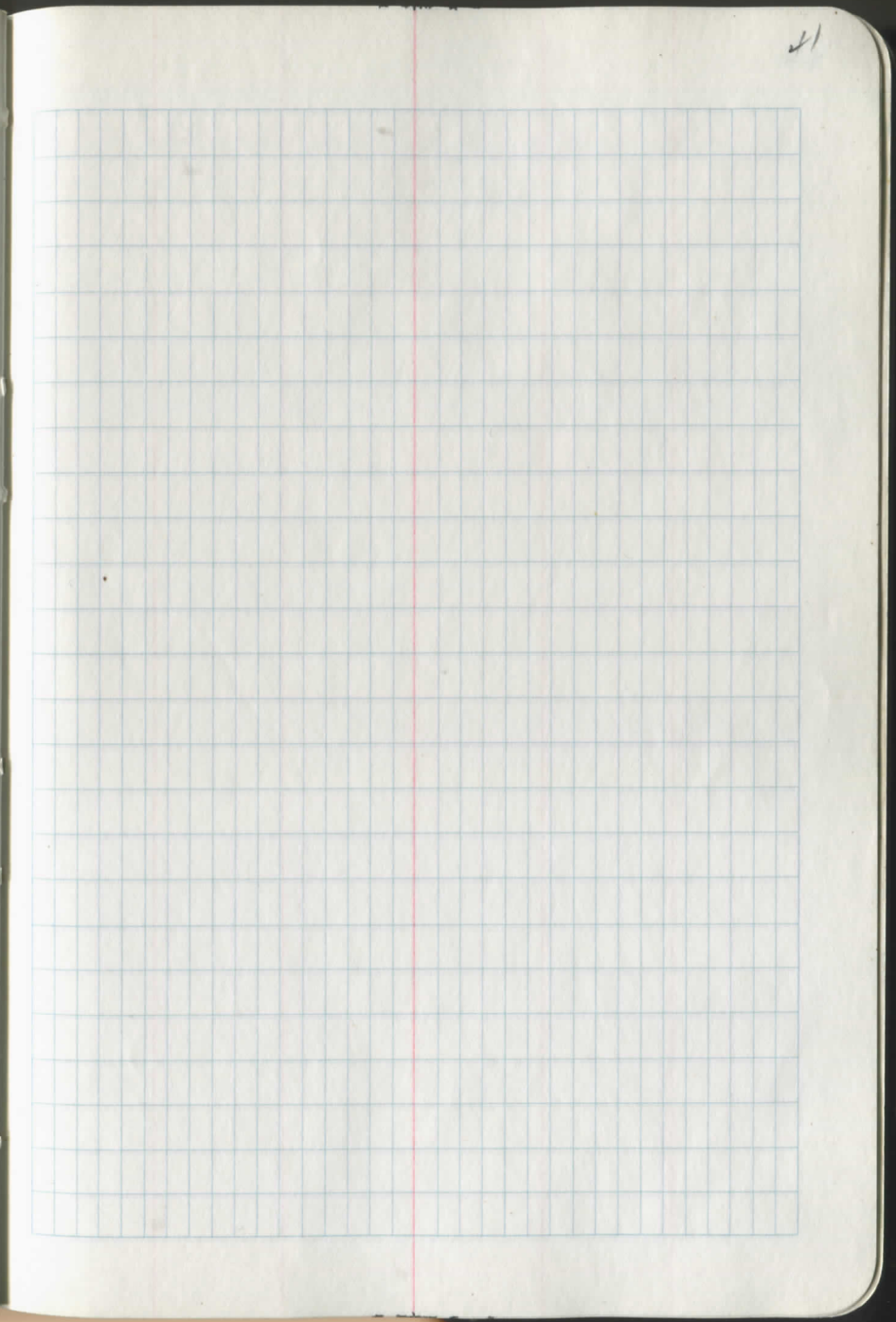
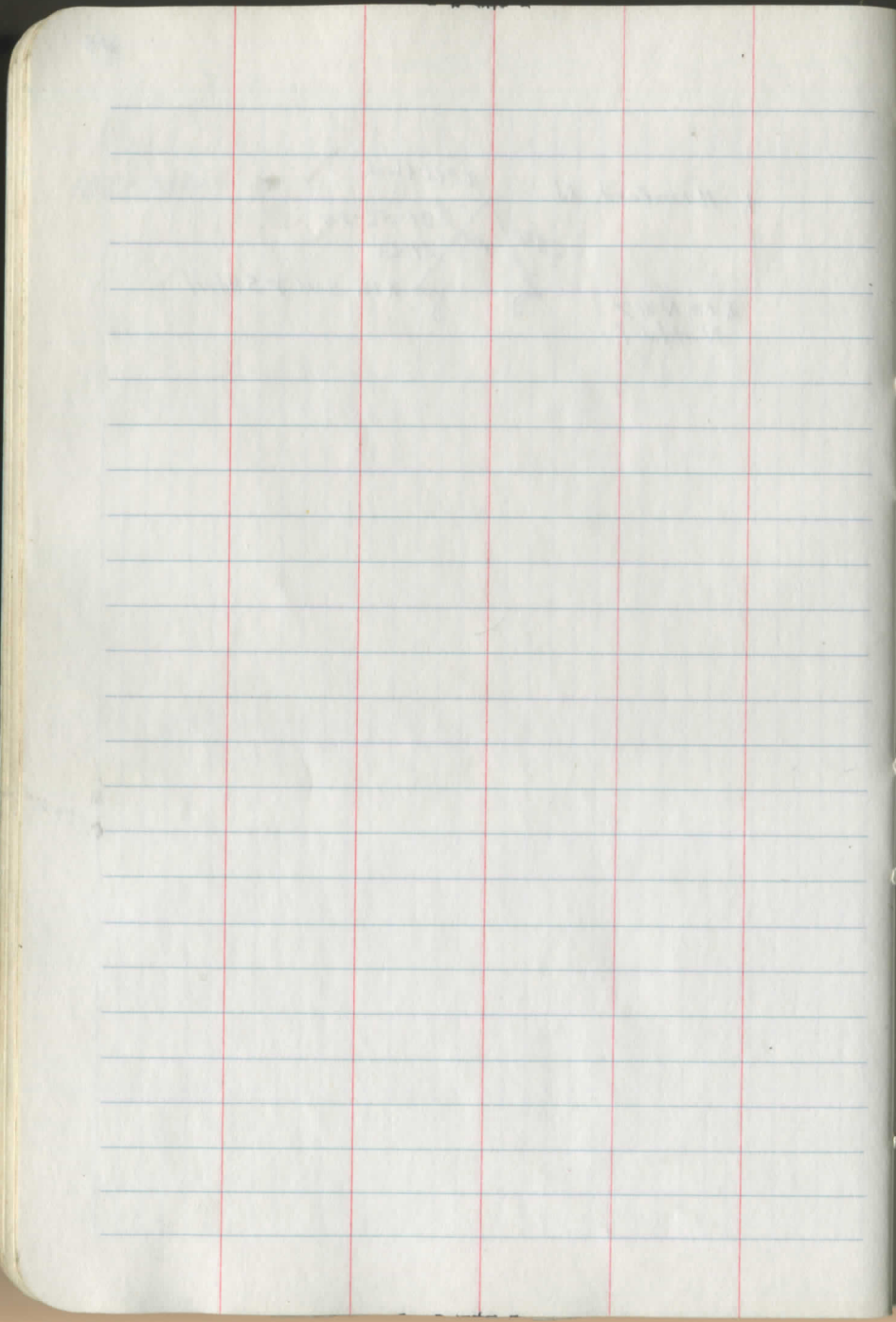
55+19.60

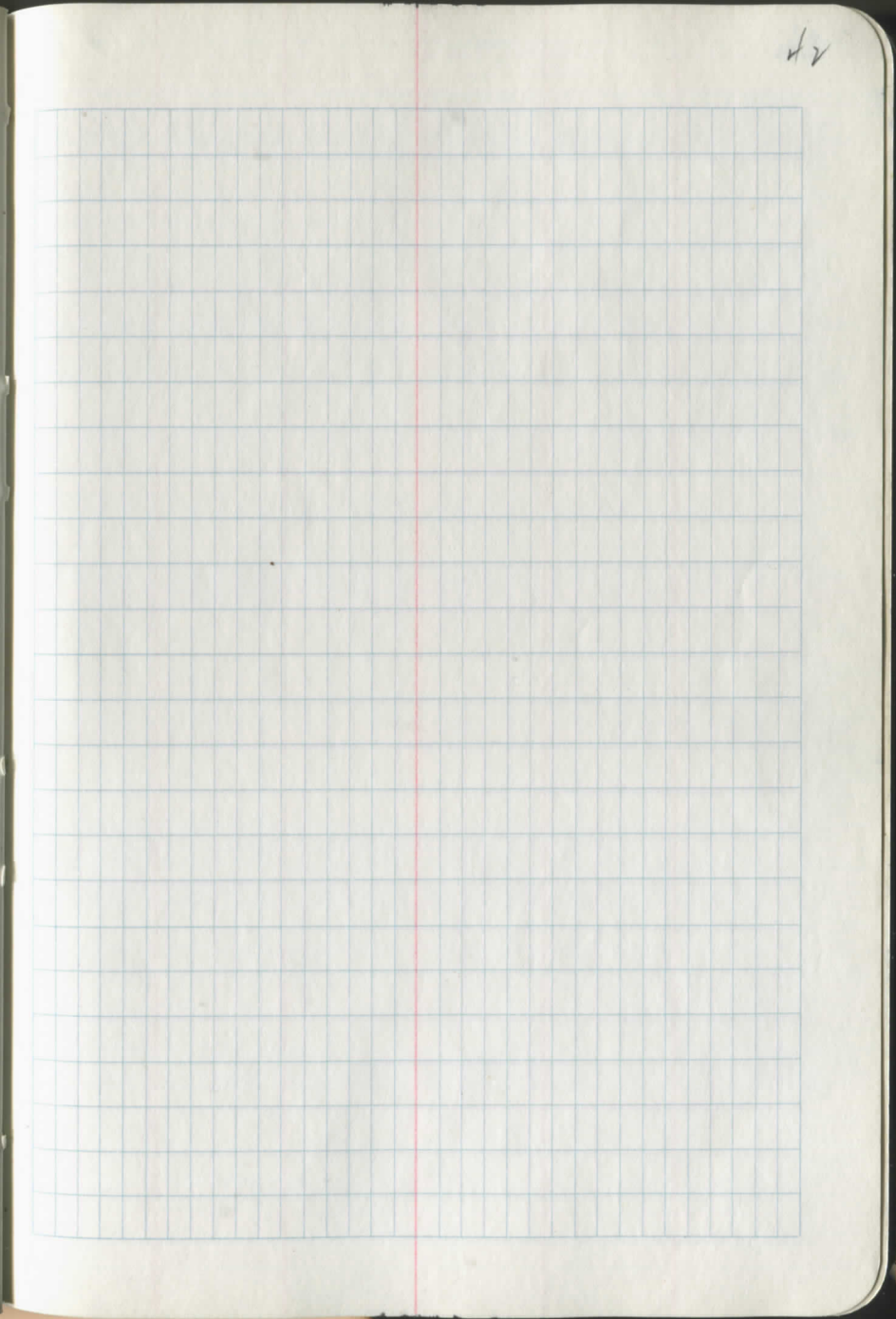
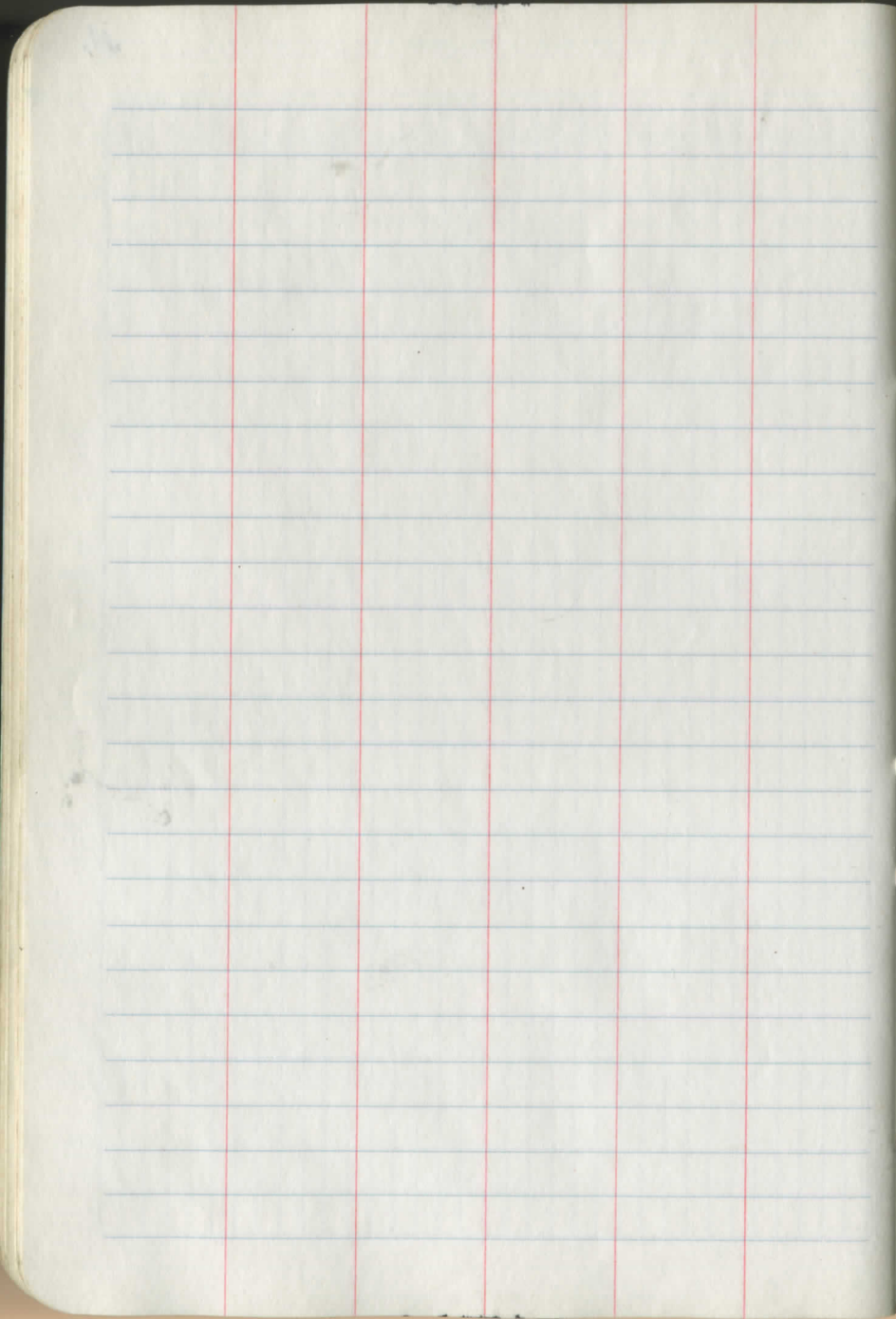
50+97.19

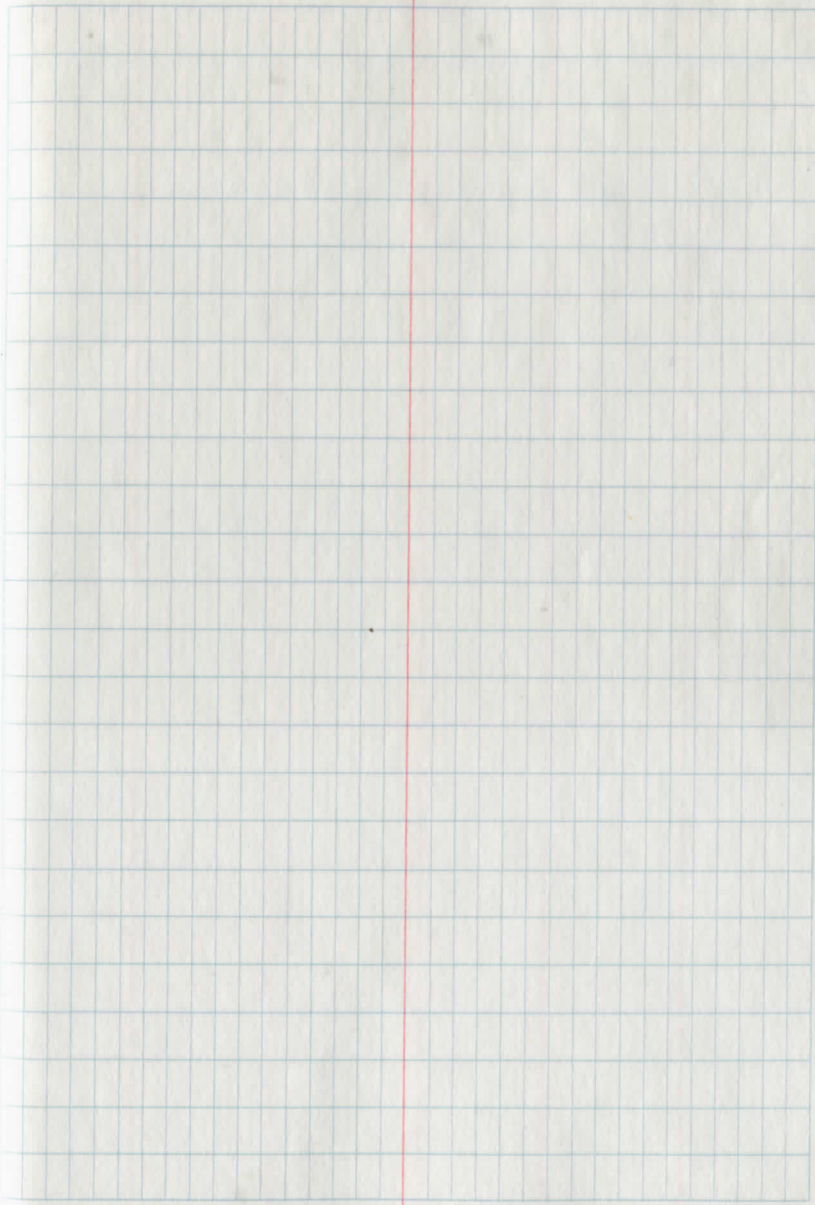
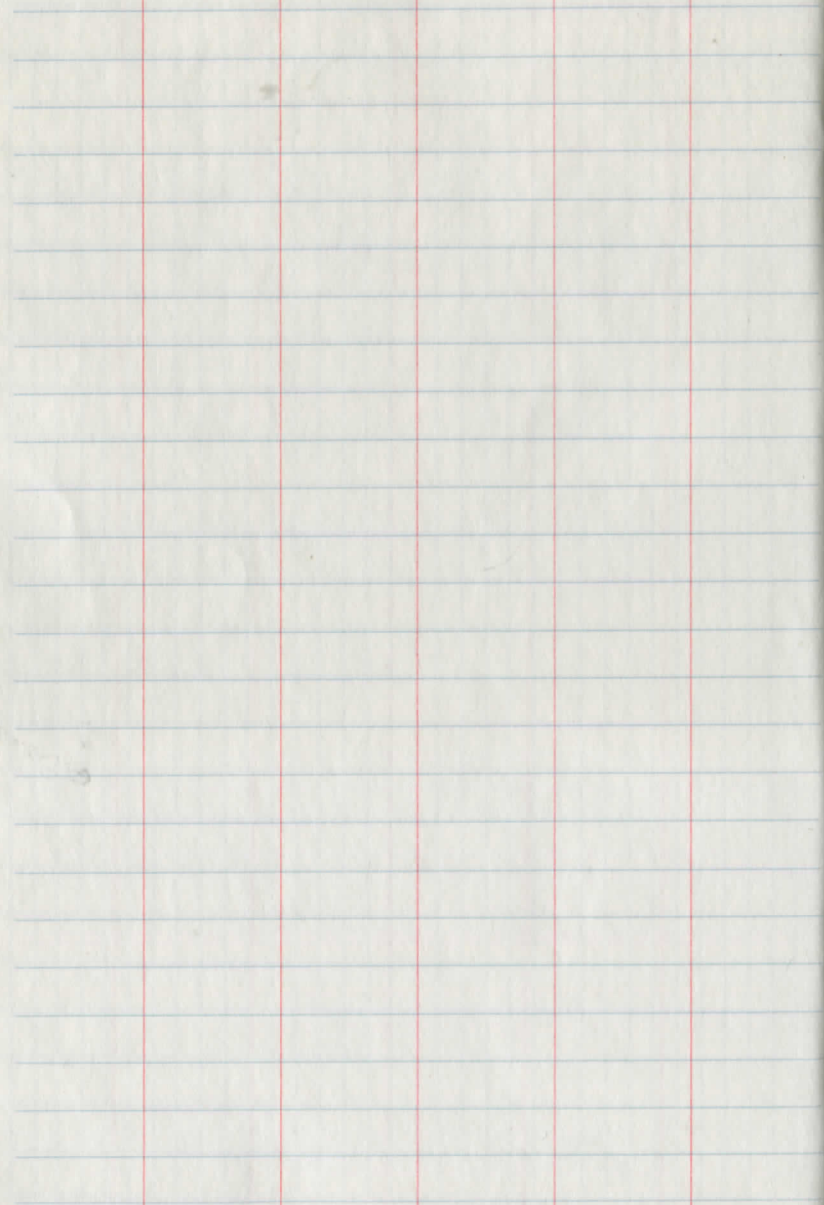


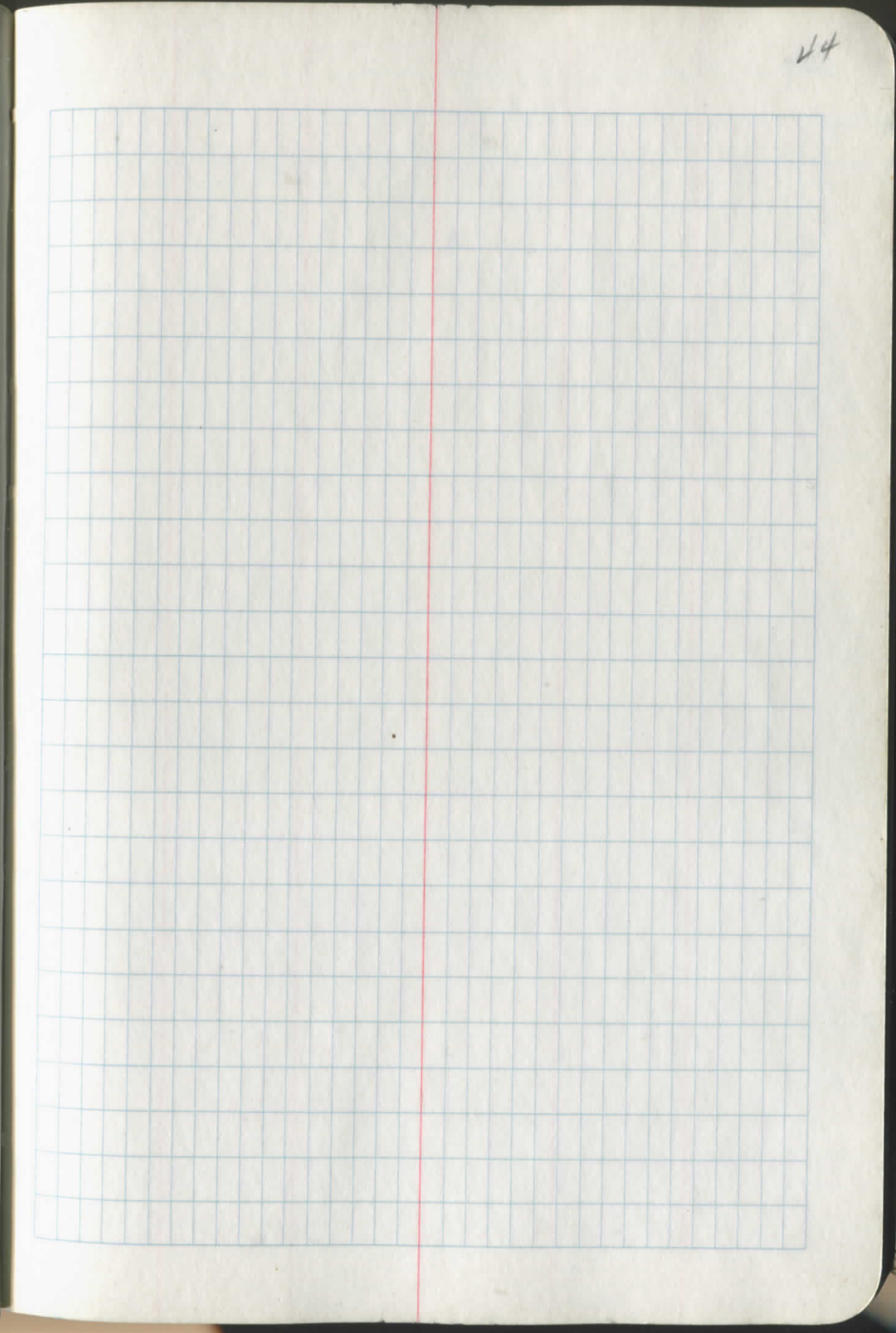
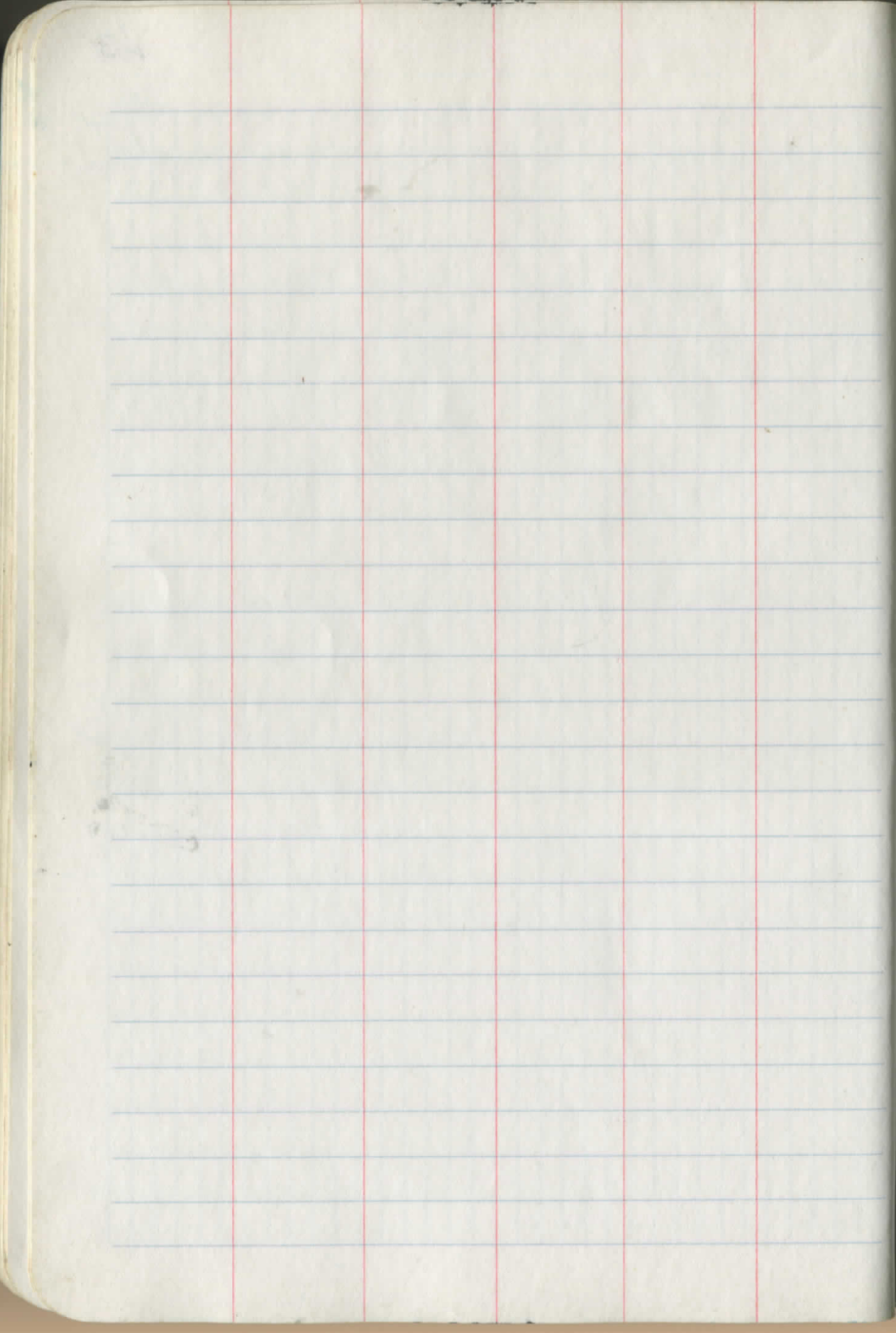
102+8855





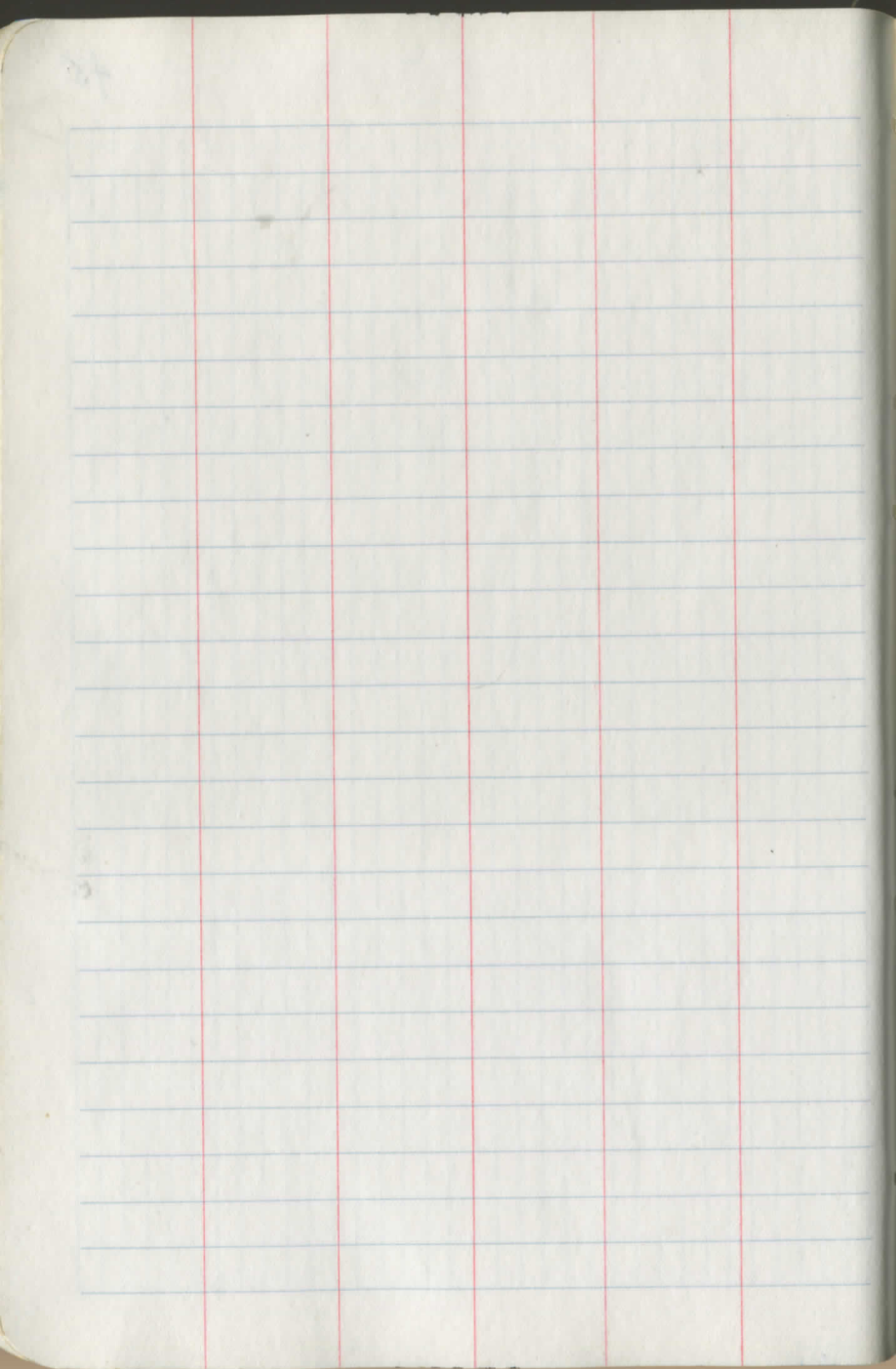




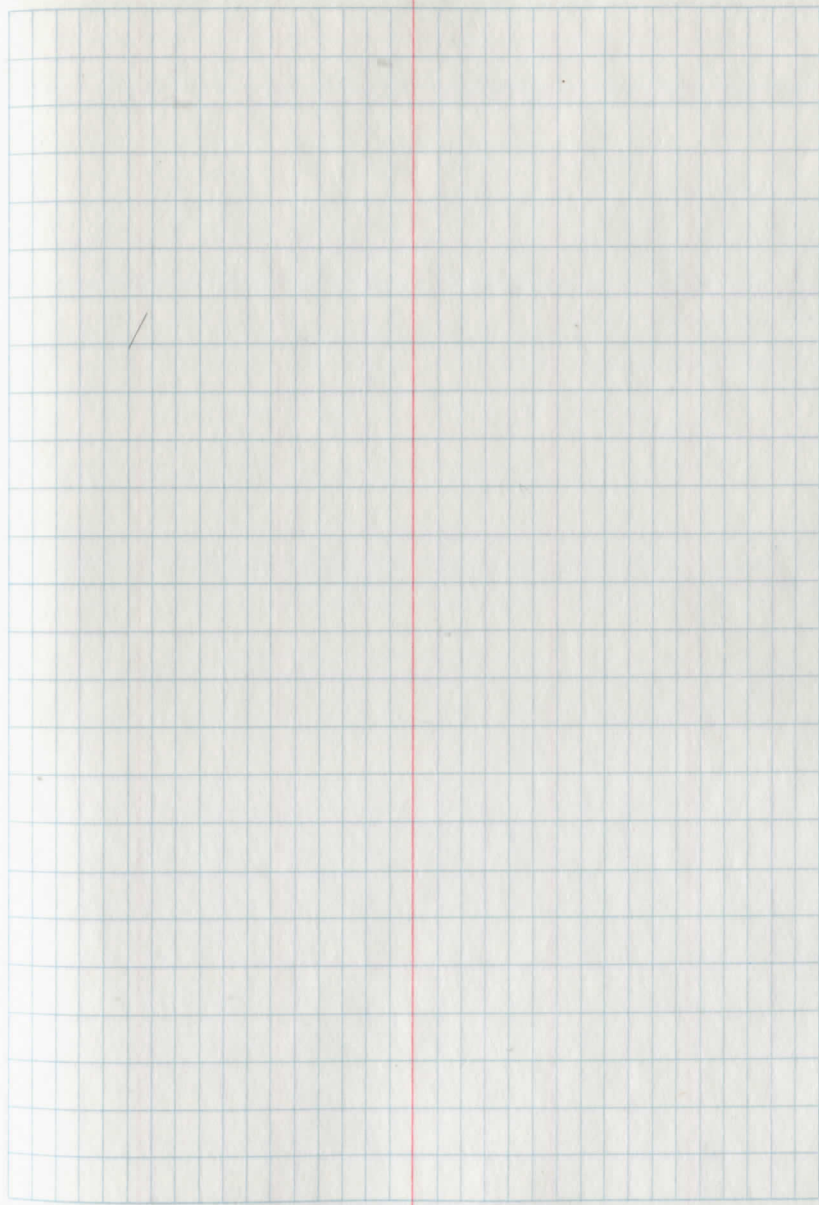


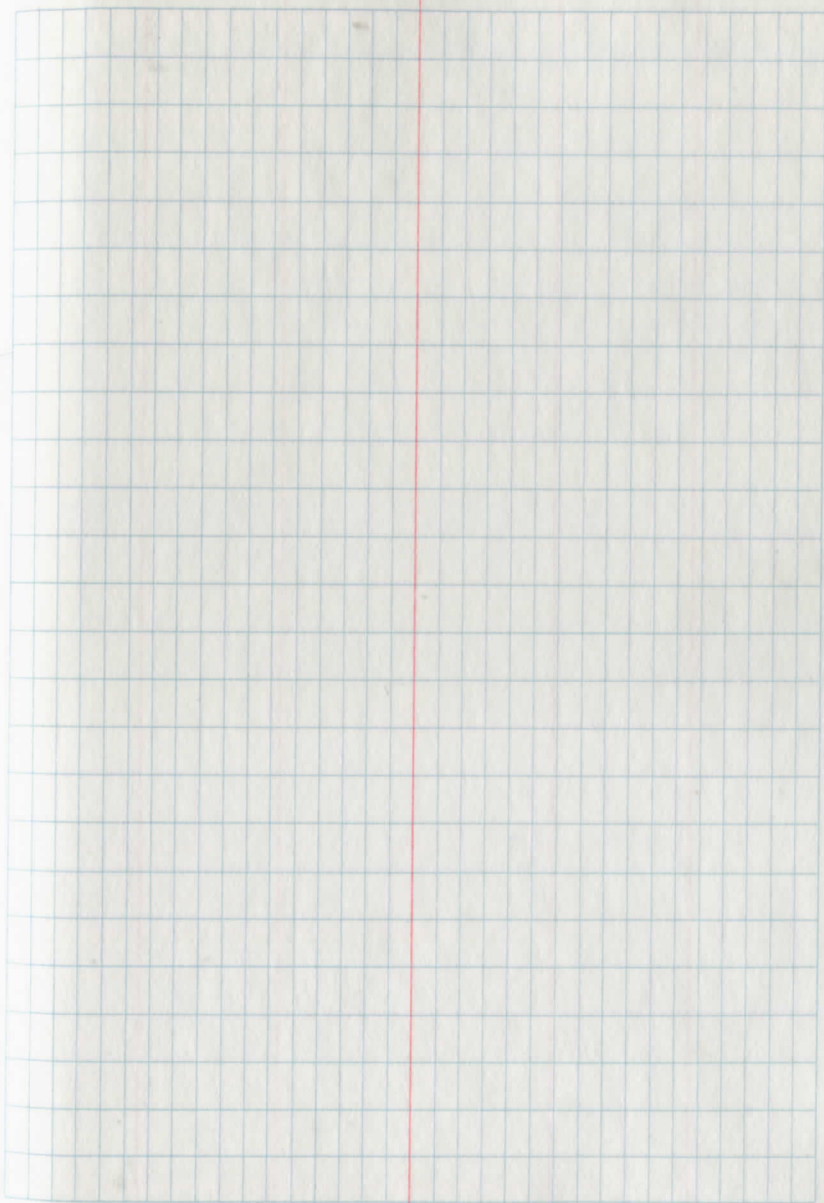
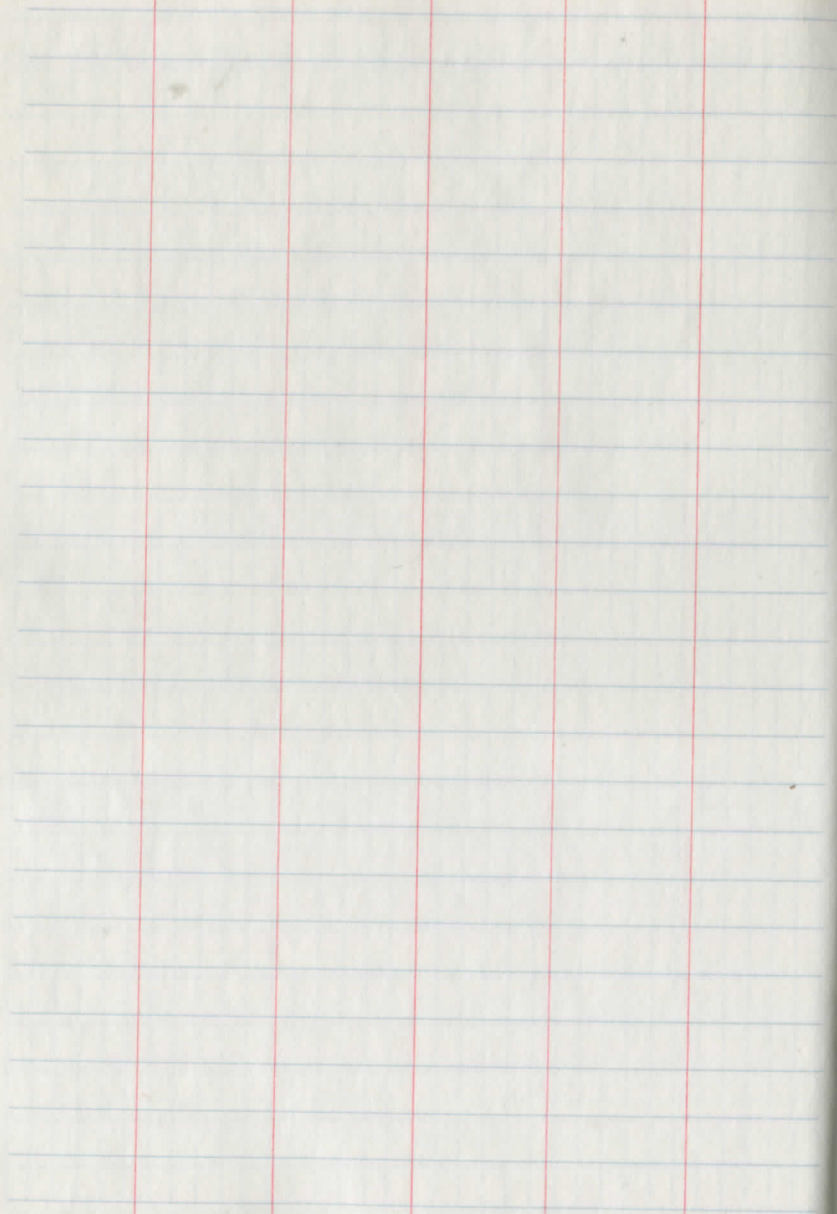
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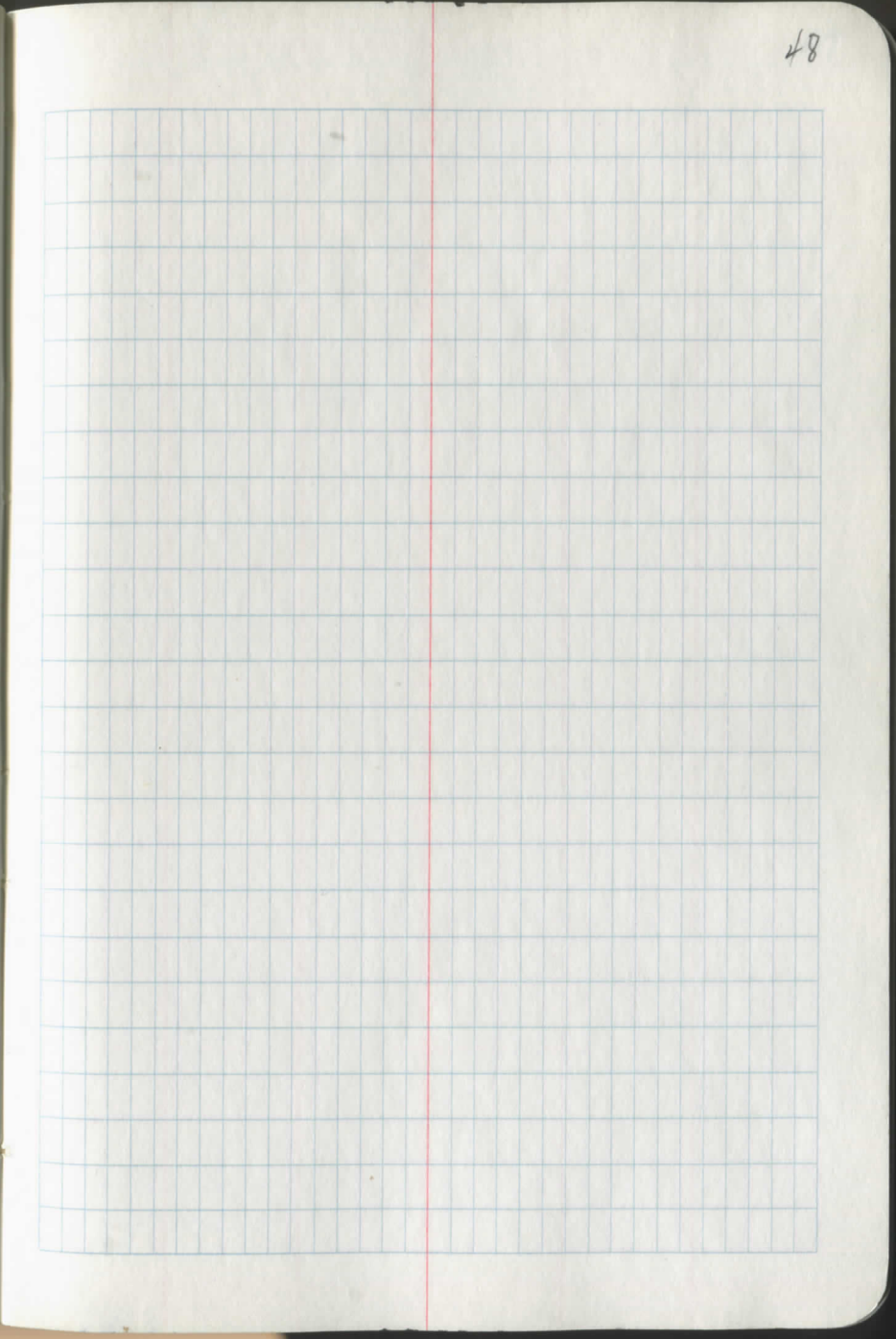
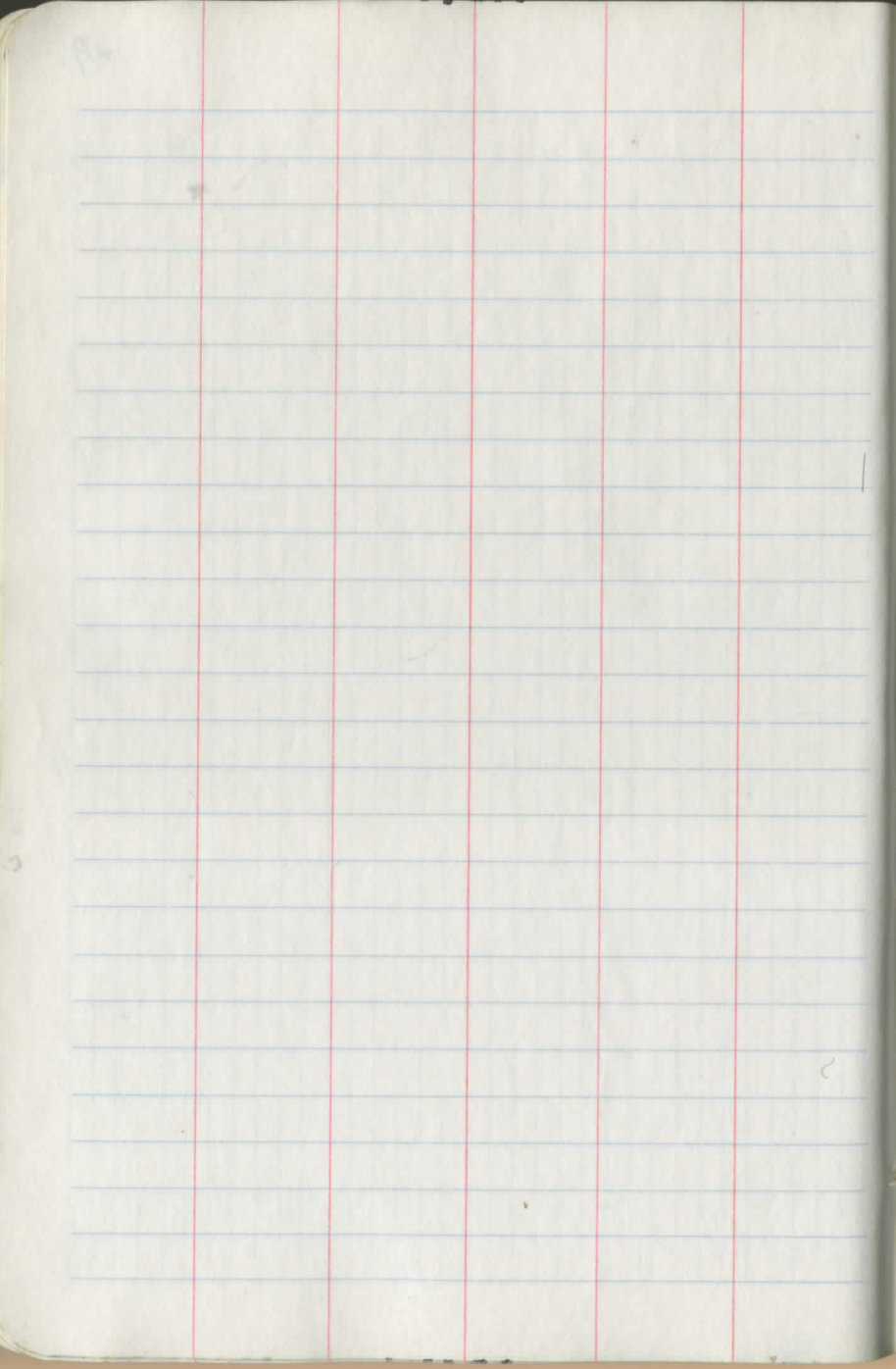
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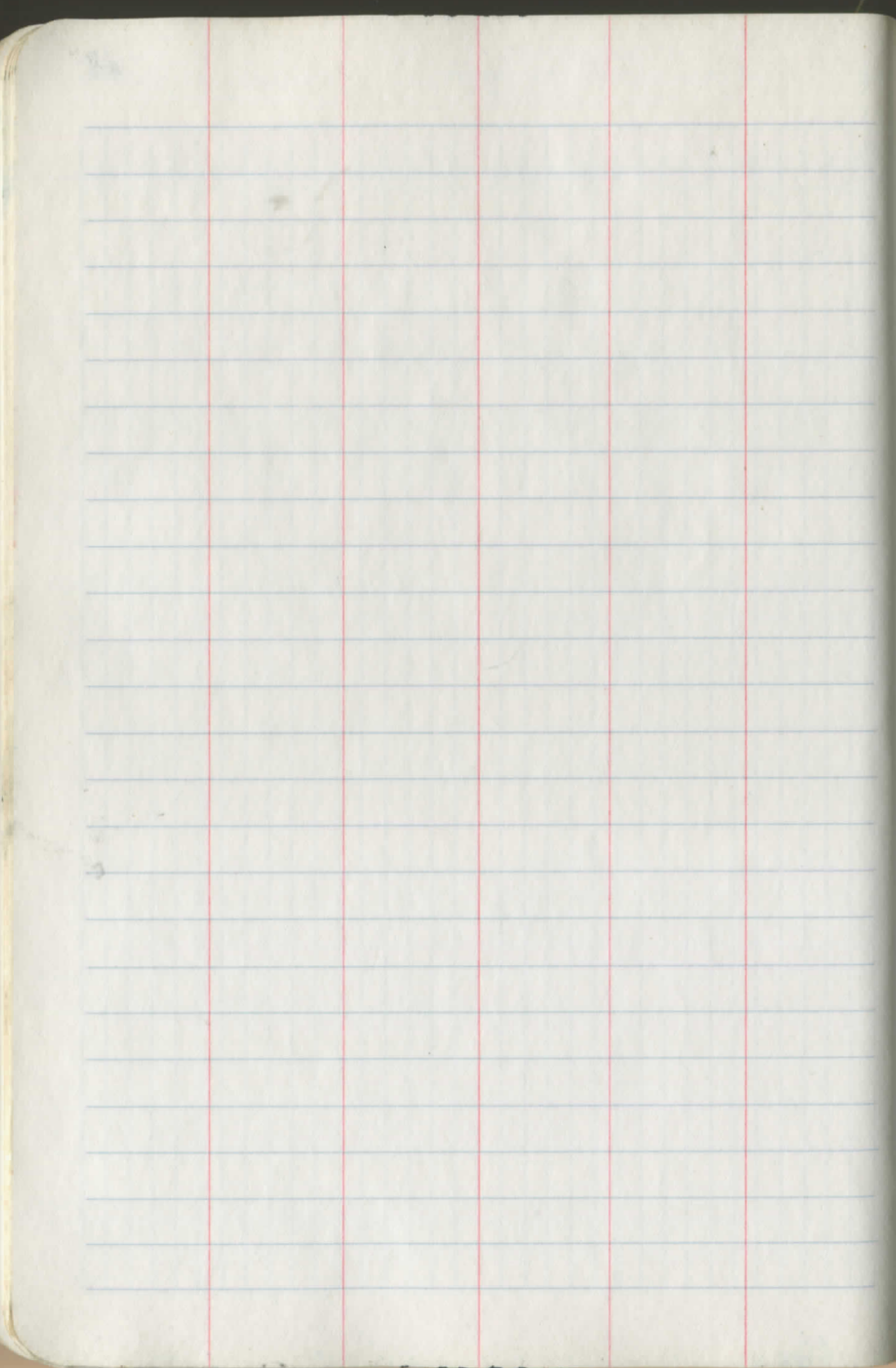


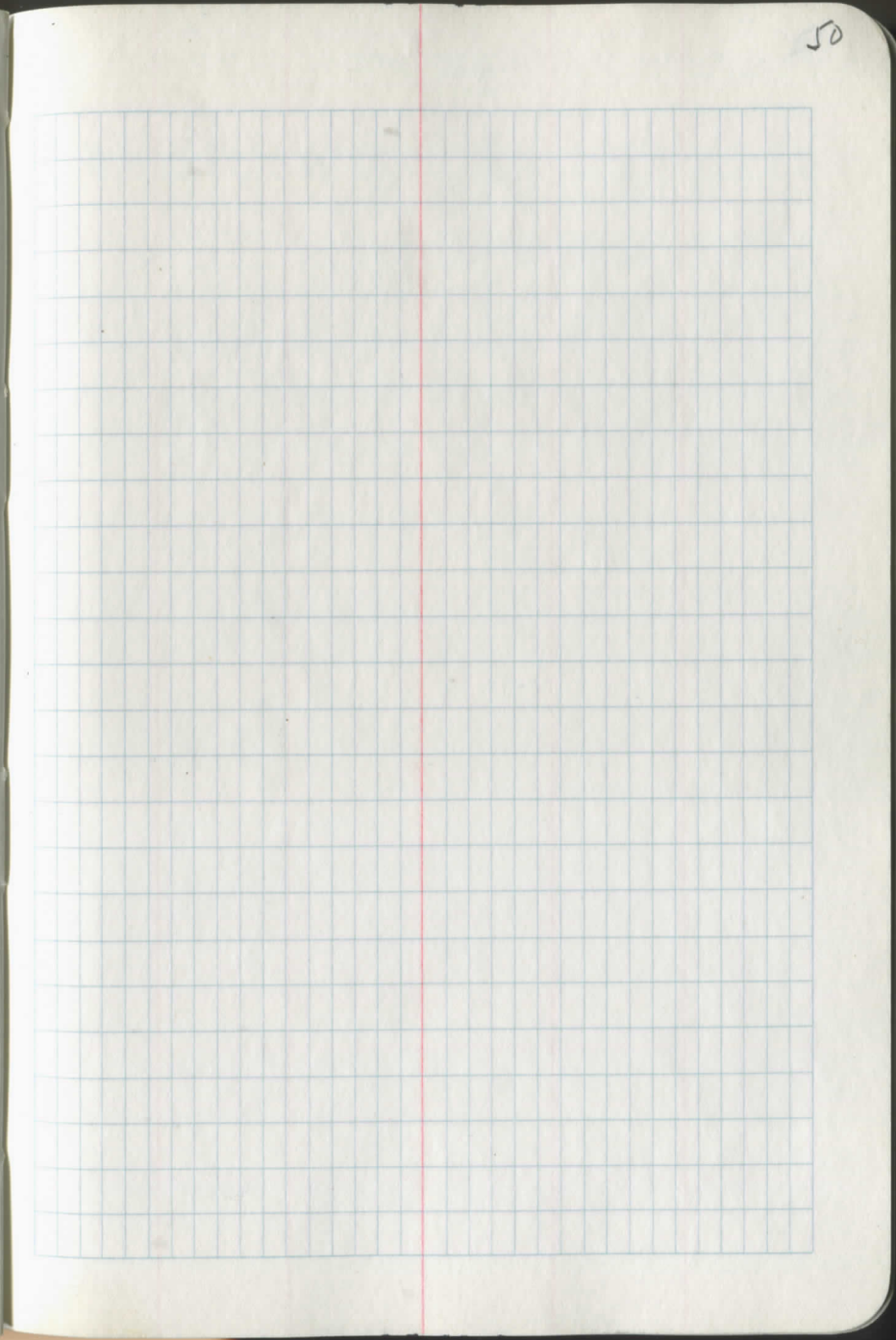
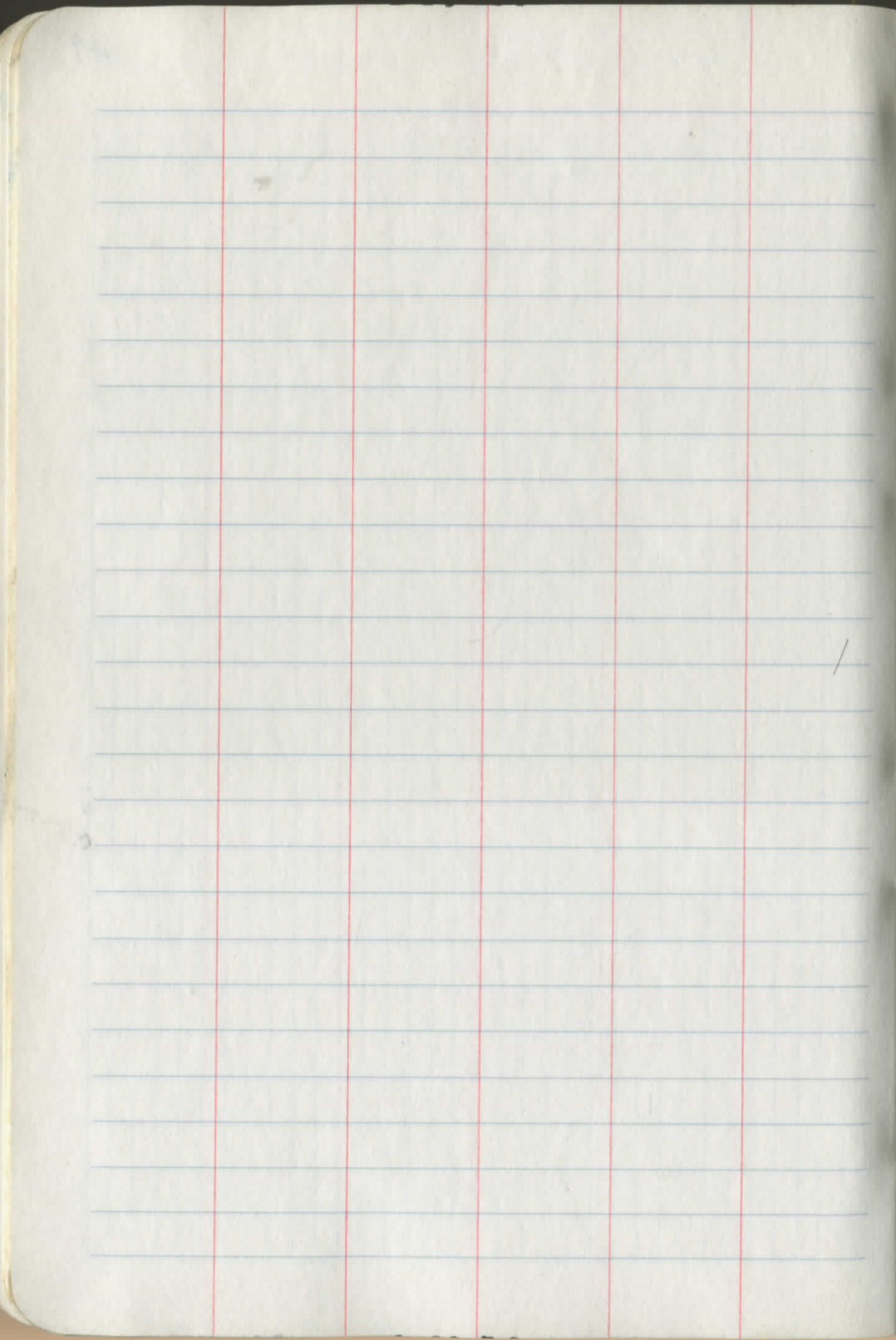
46

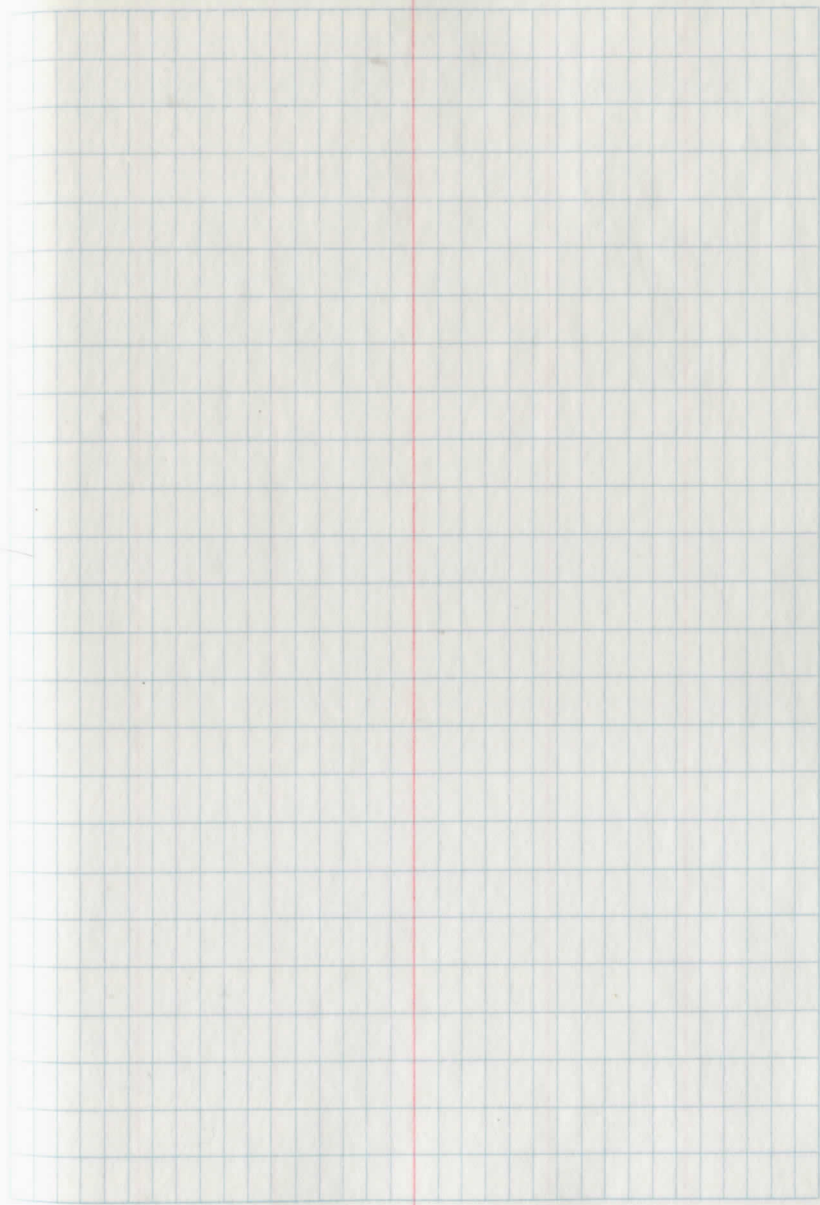
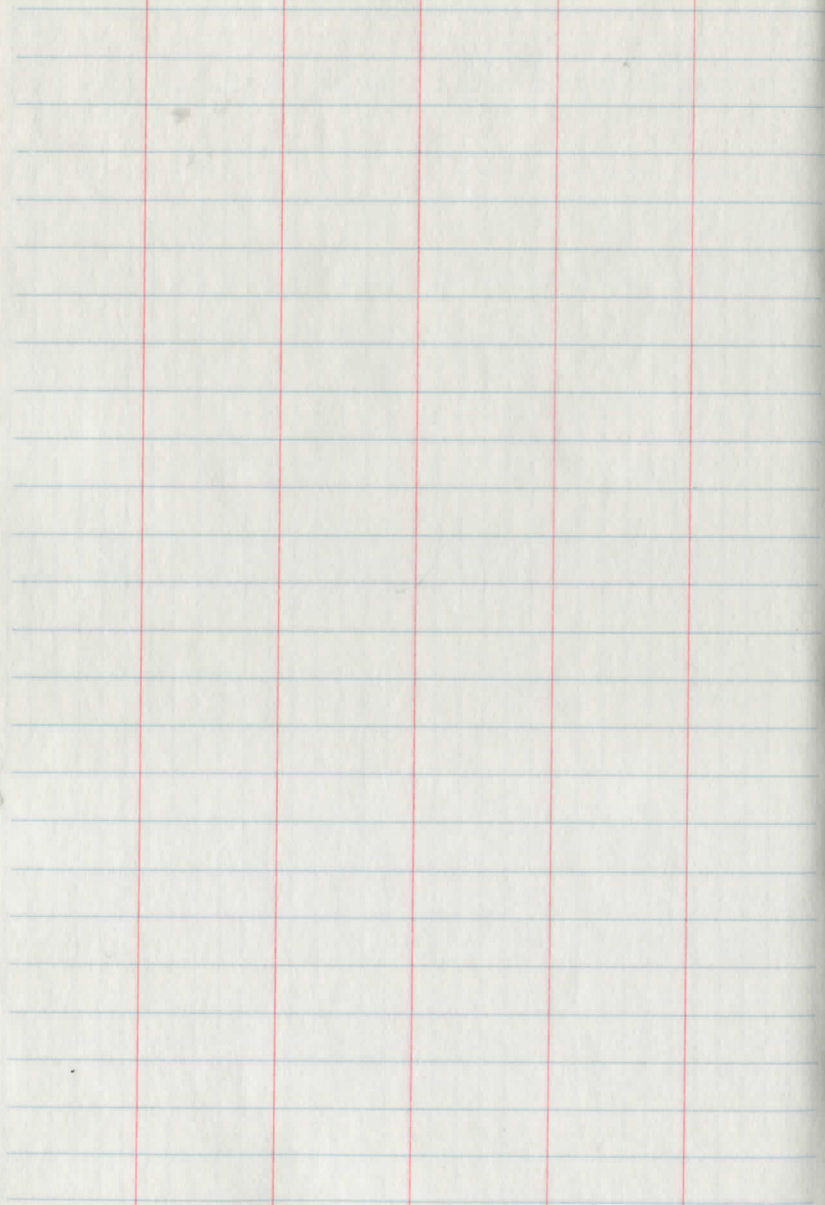


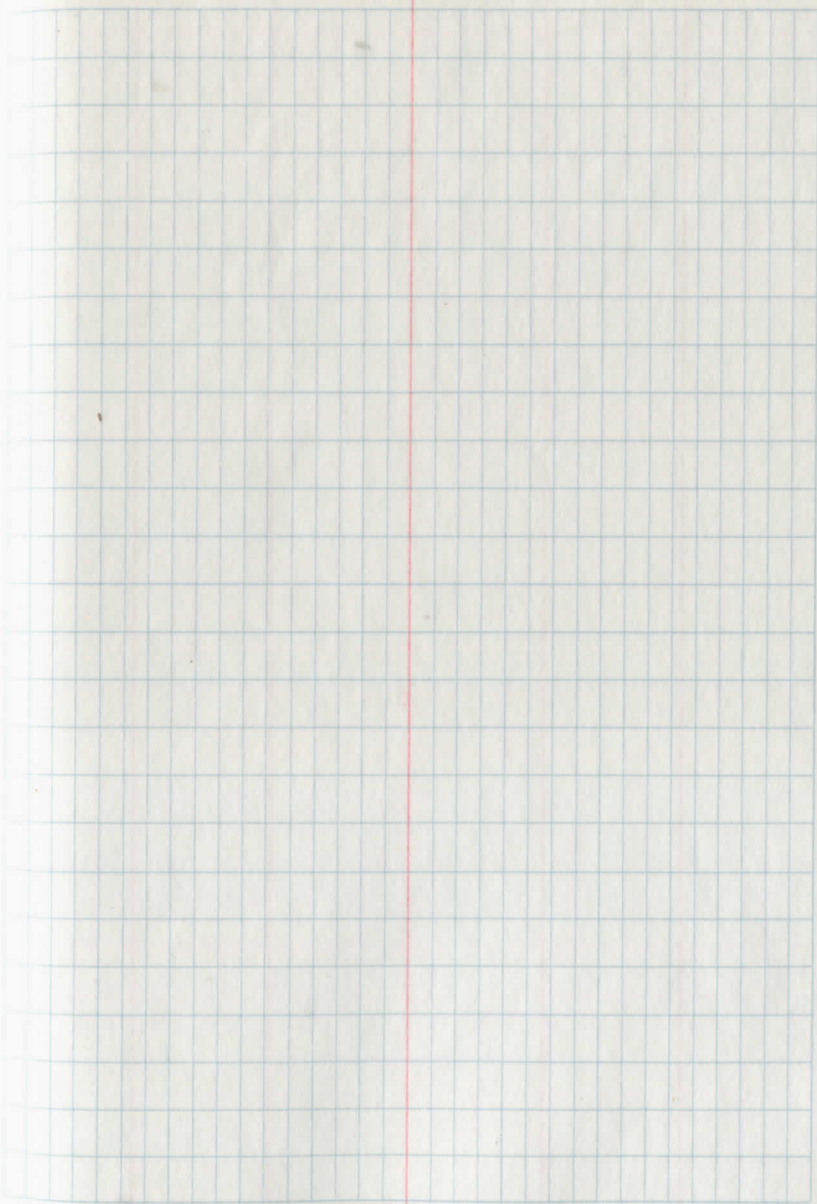
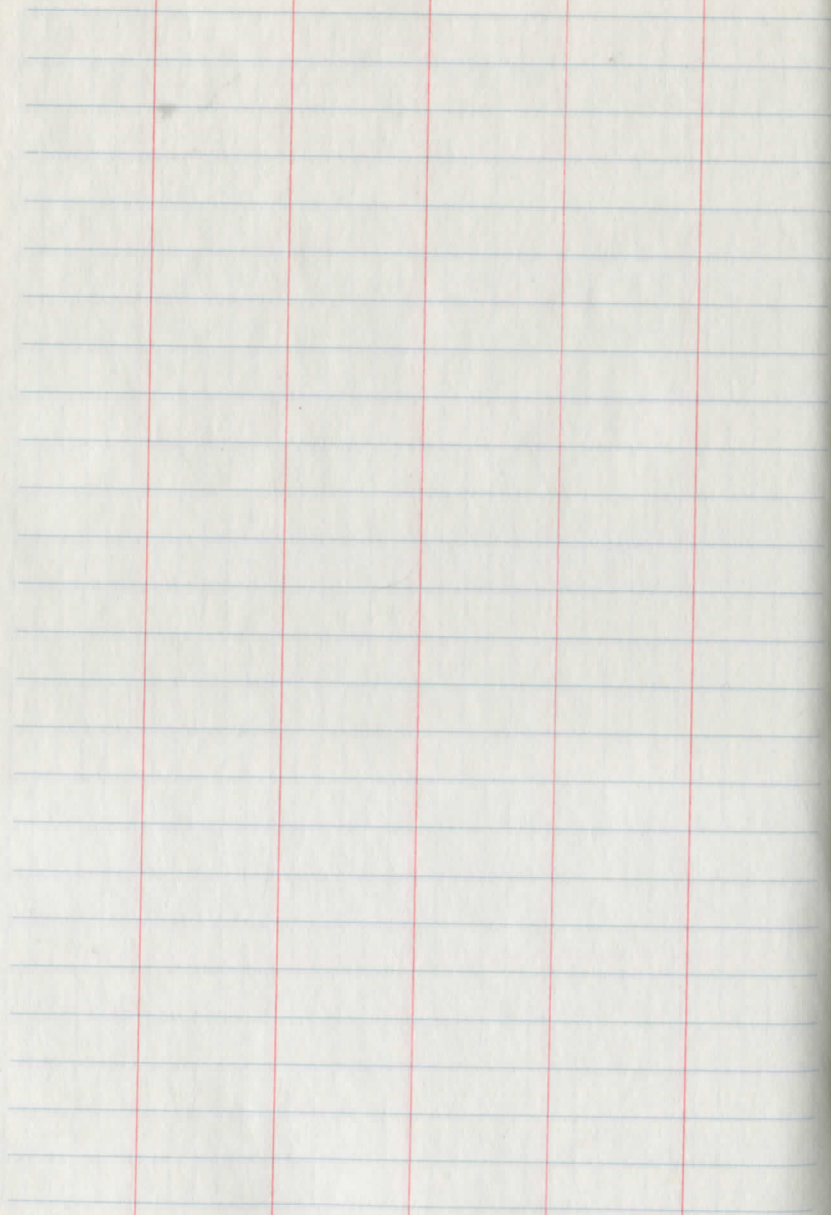


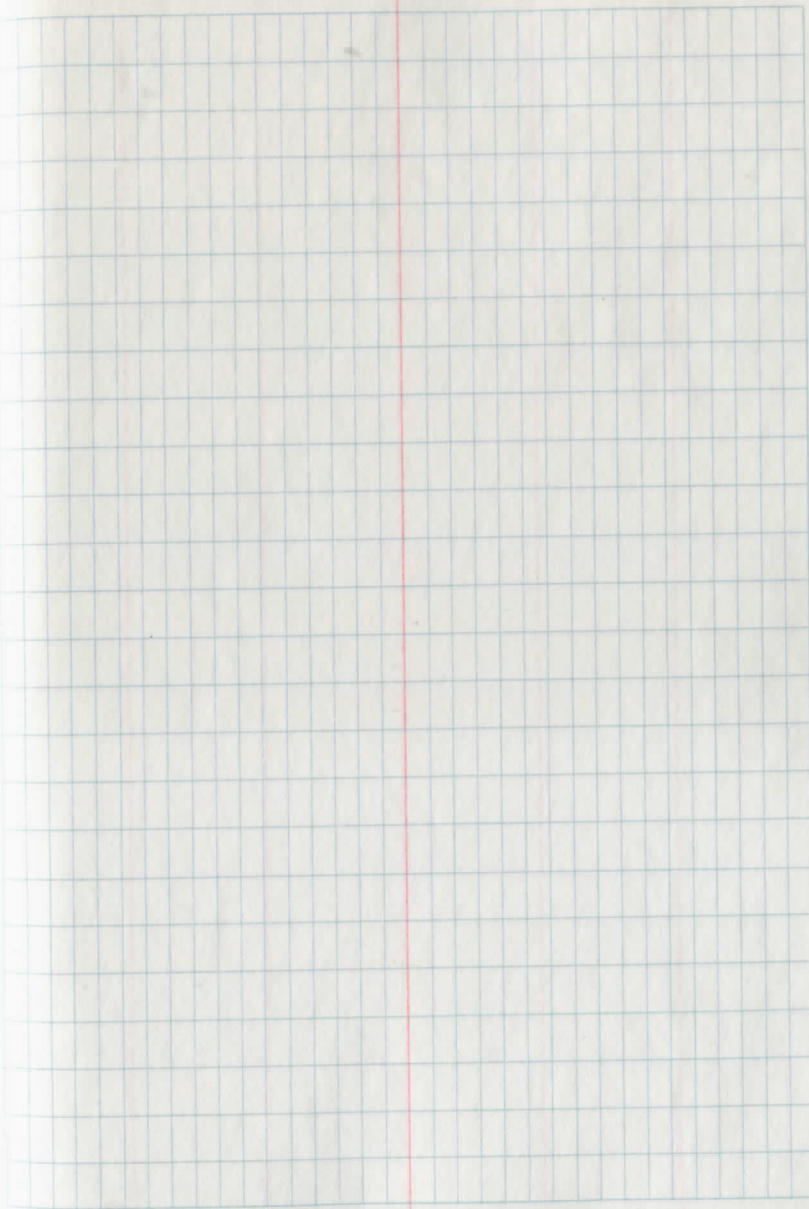
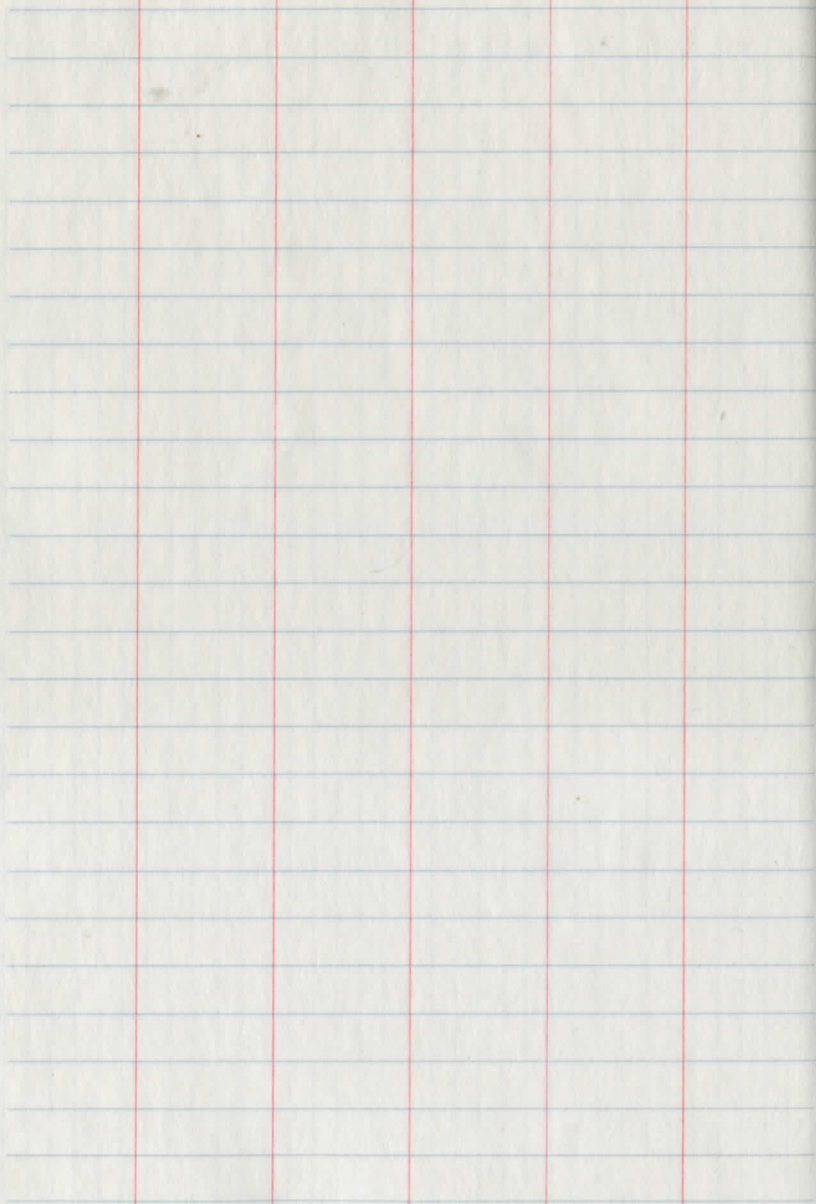






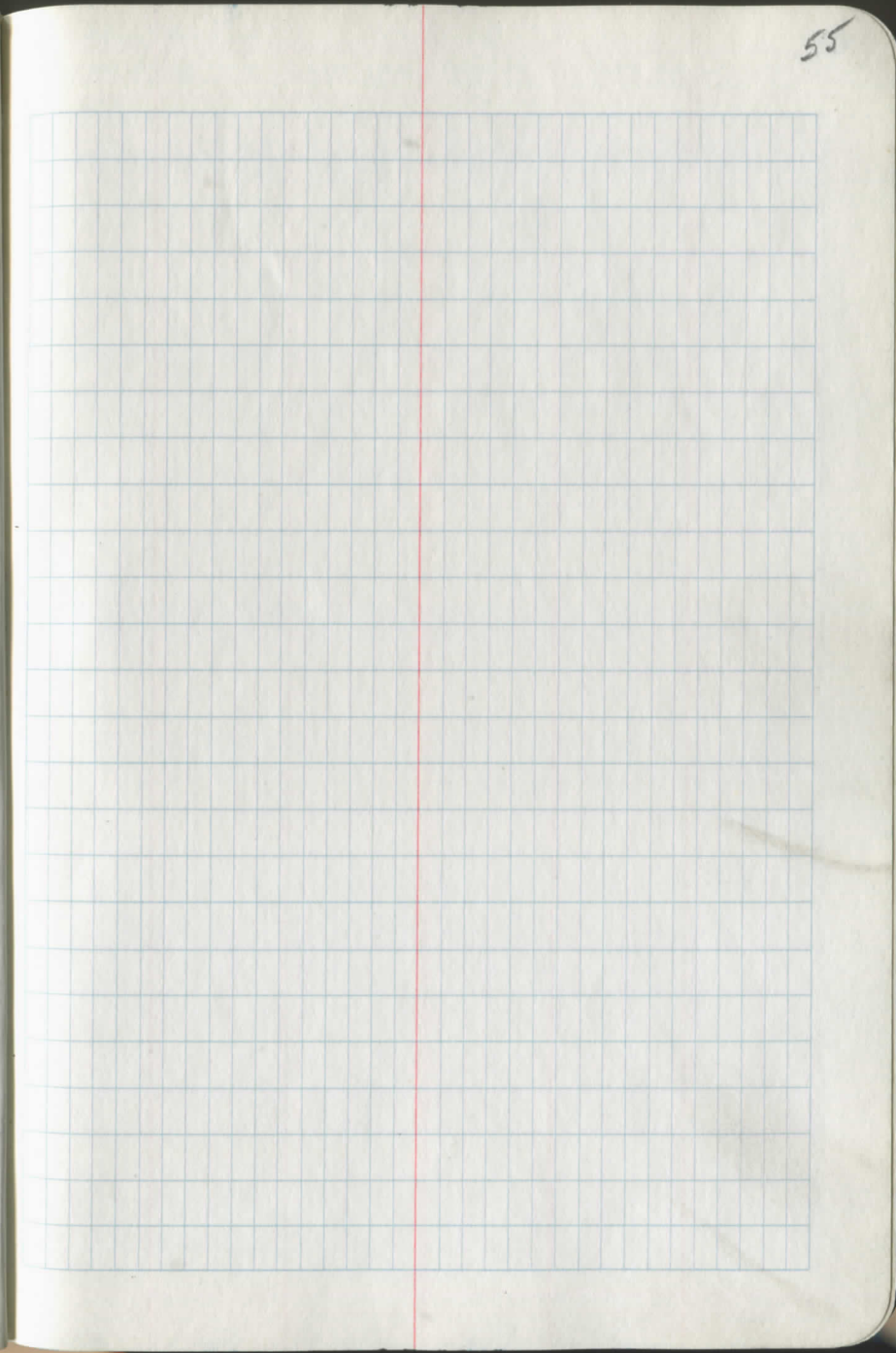
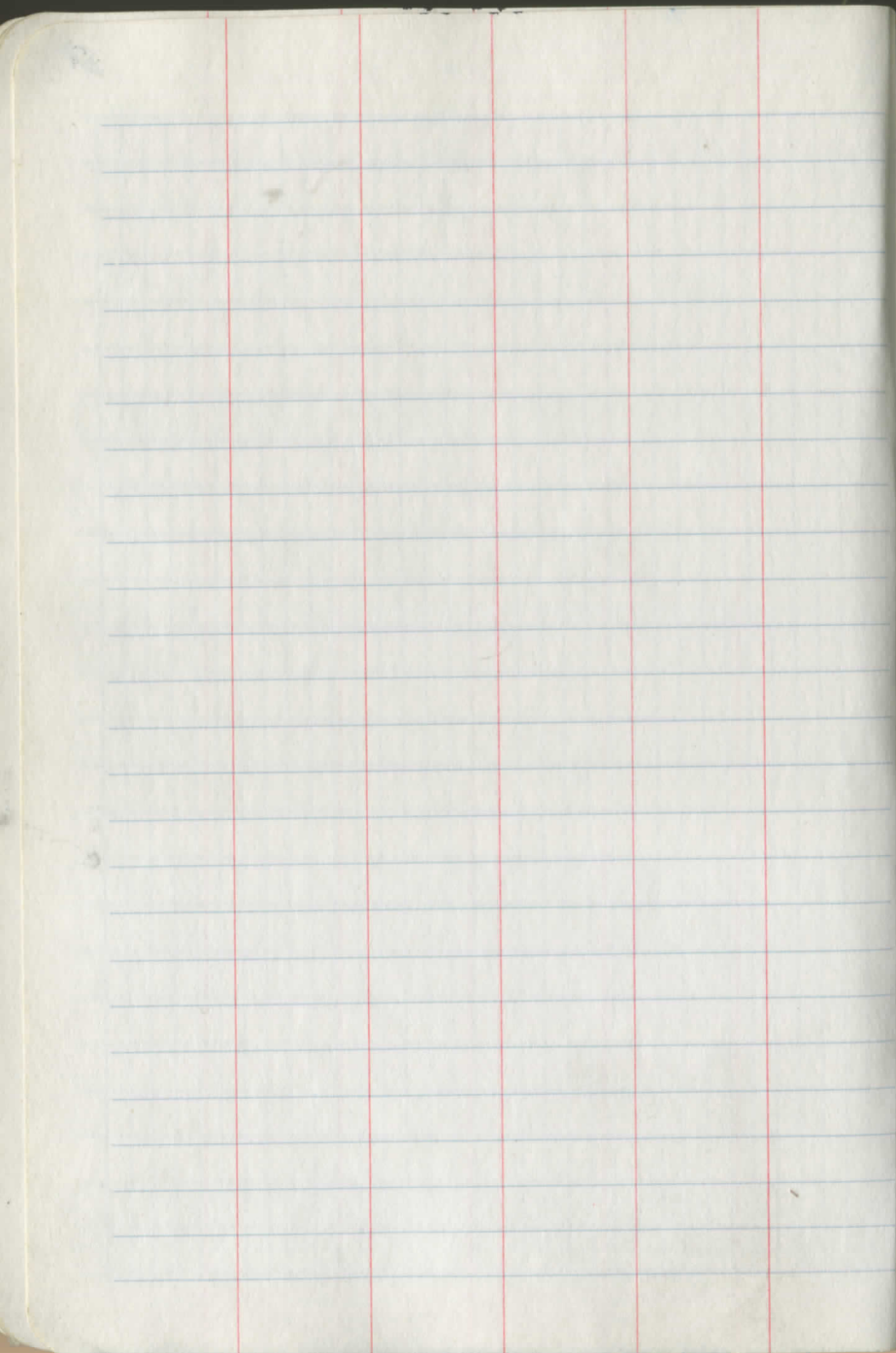






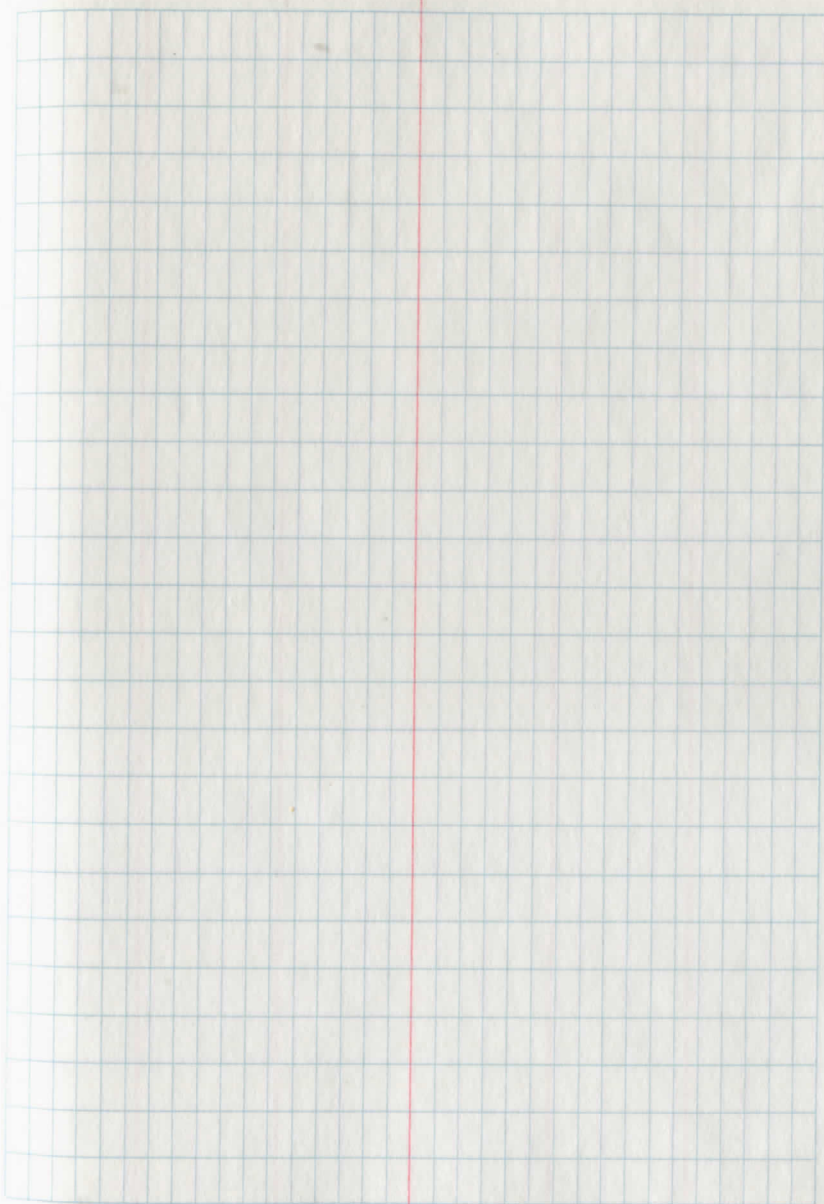
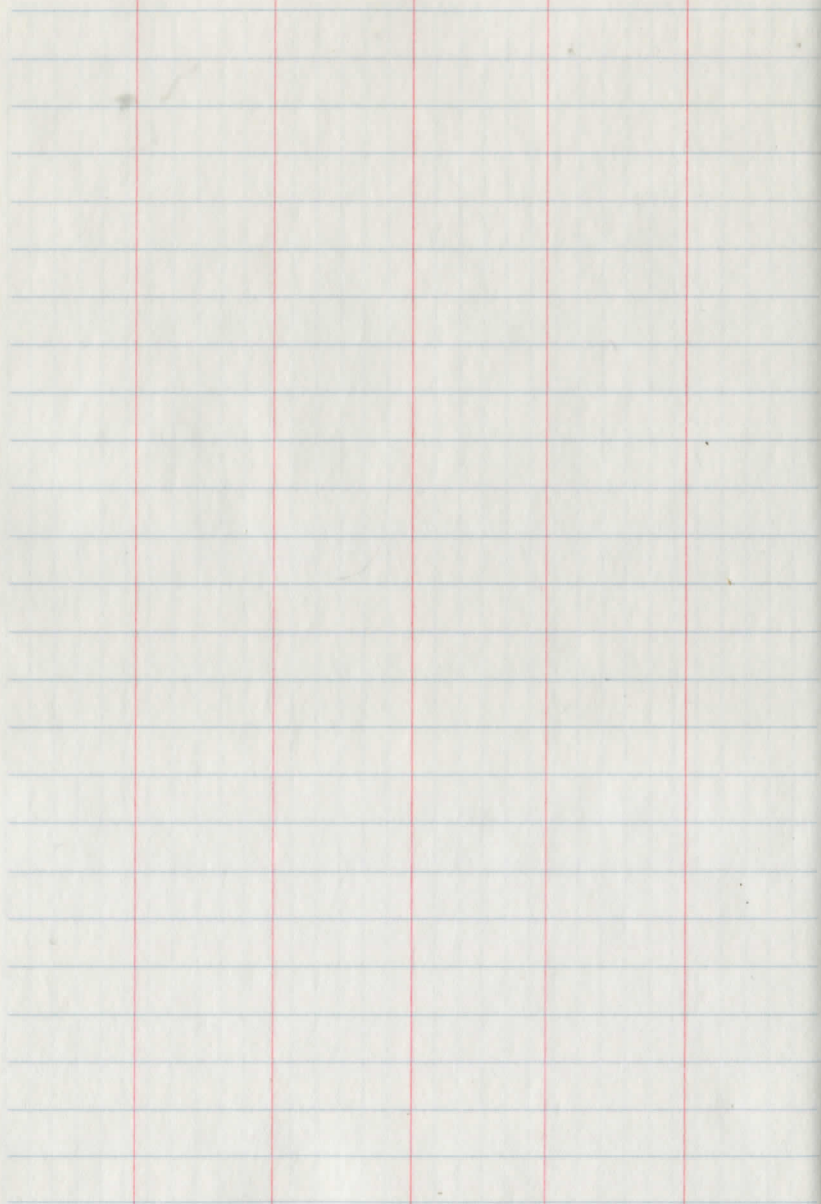
This page is a blank ledger sheet. It features a series of horizontal blue lines spaced evenly down the page. Four vertical red lines are drawn to create margins: one on the left side, one on the right side, and two in the center. The page is otherwise empty of any text or markings.

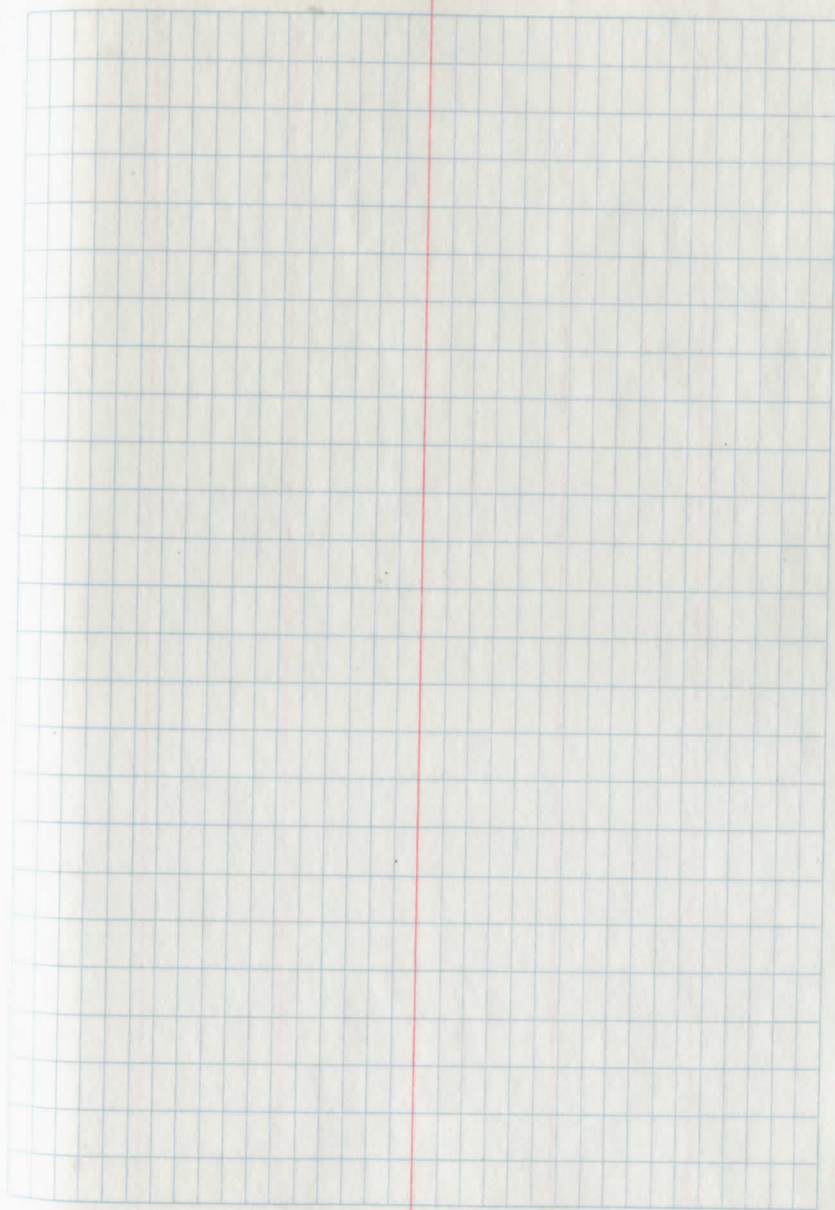
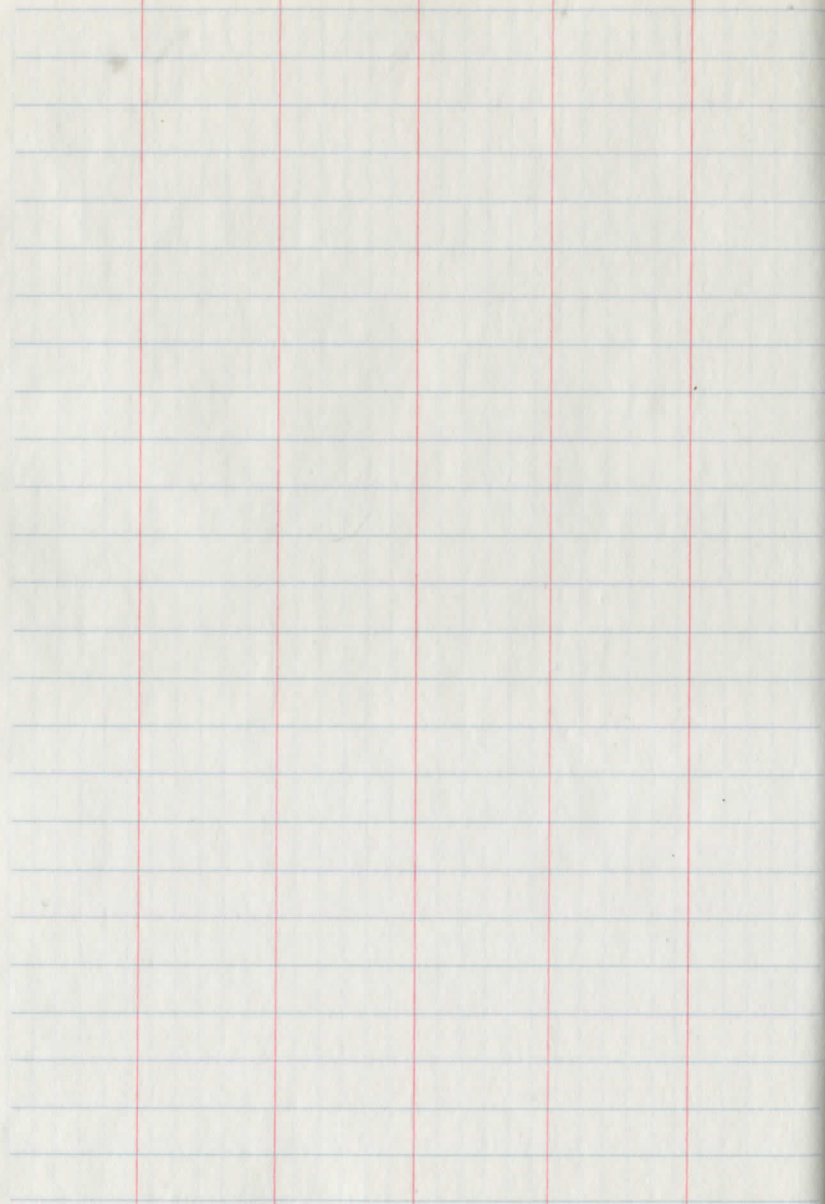
This page is a blank ledger sheet with a grid layout. It has a vertical red margin line on the left side. The rest of the page is filled with a grid of horizontal and vertical blue lines, creating a series of small rectangular cells. The page is otherwise empty of any text or markings.



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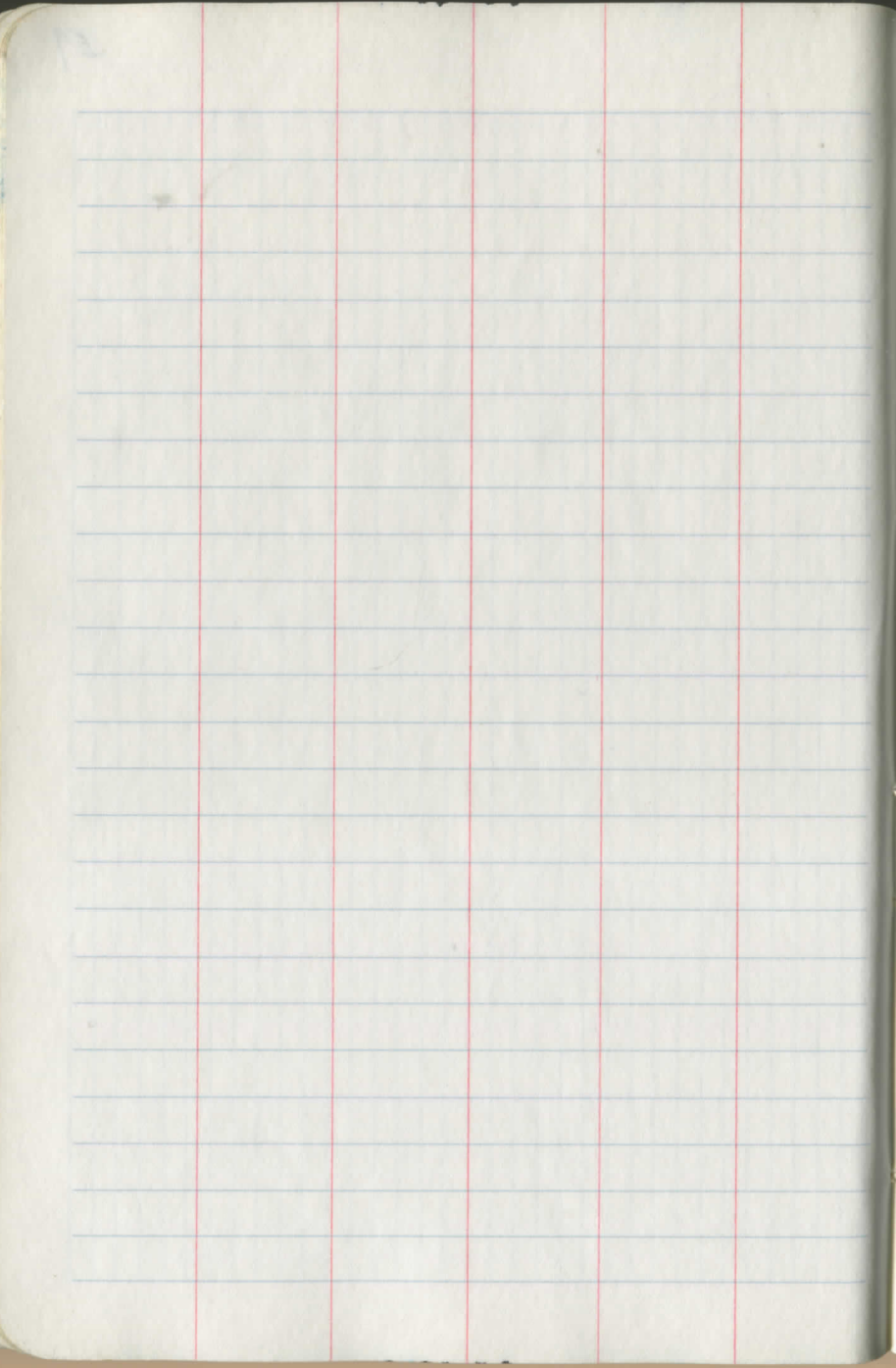
This page is a blank ledger with a grid of blue lines and one vertical red margin line. The grid consists of 20 columns and 25 rows. The red margin line is located at approximately 10% from the left edge of the page.



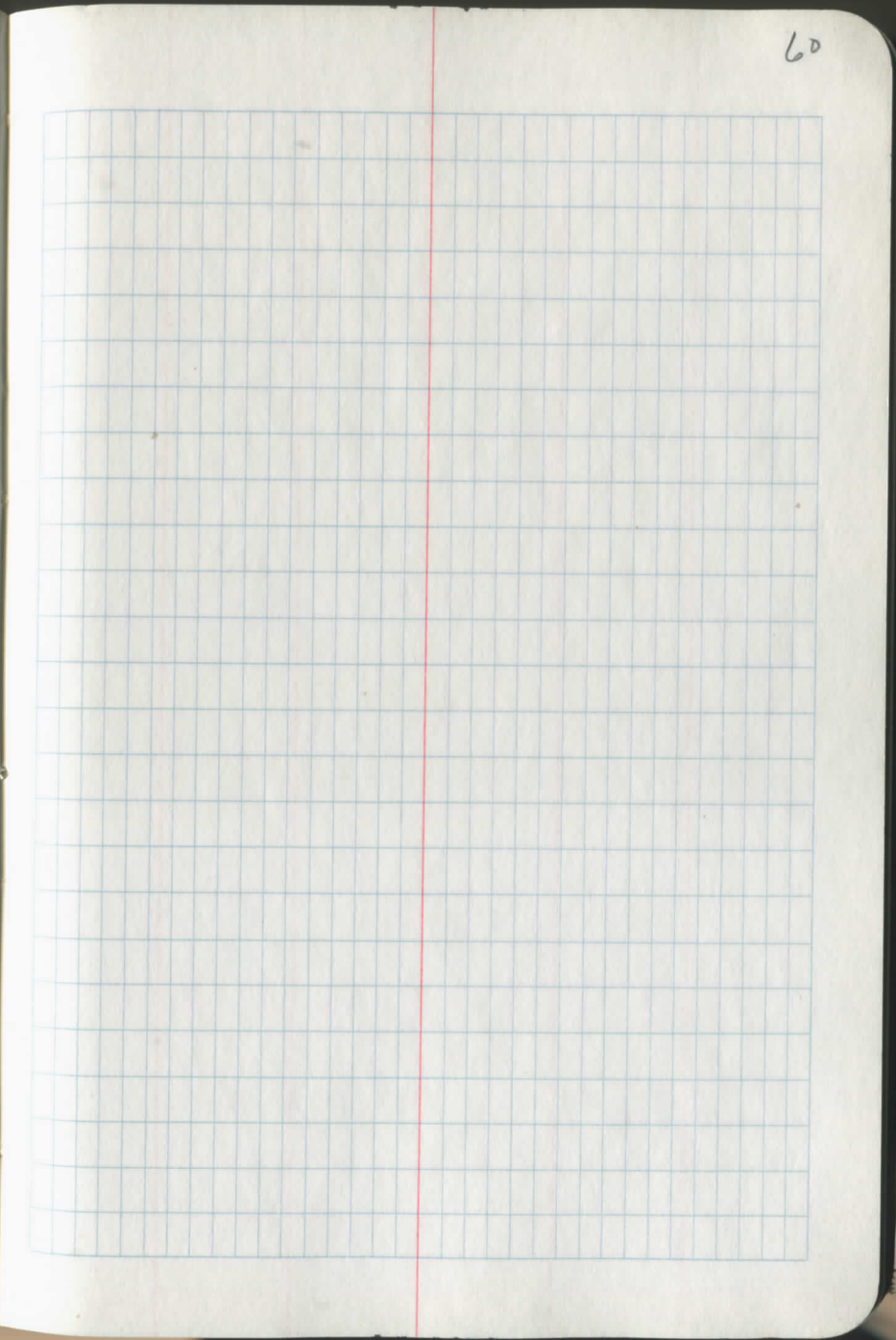


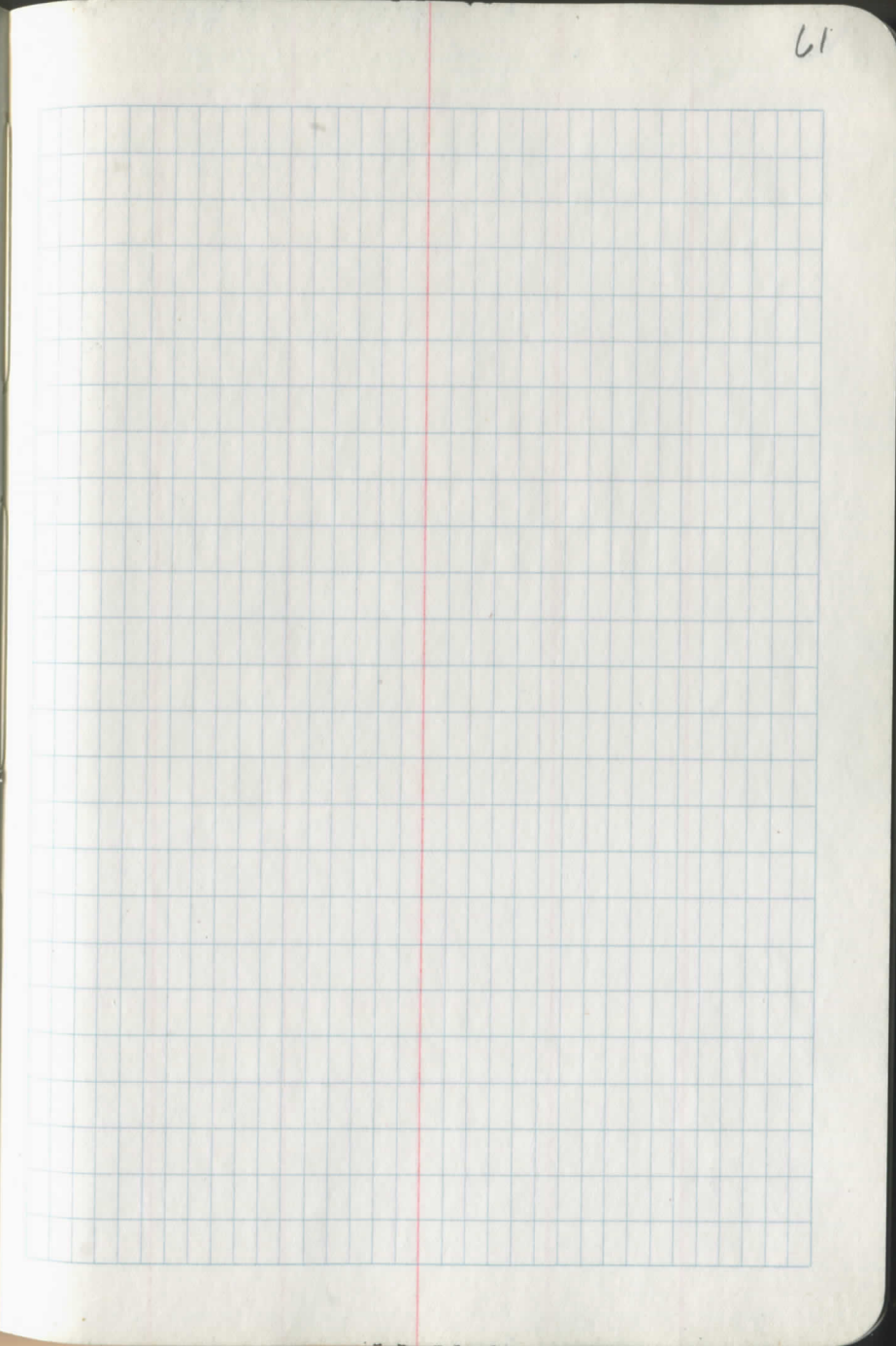
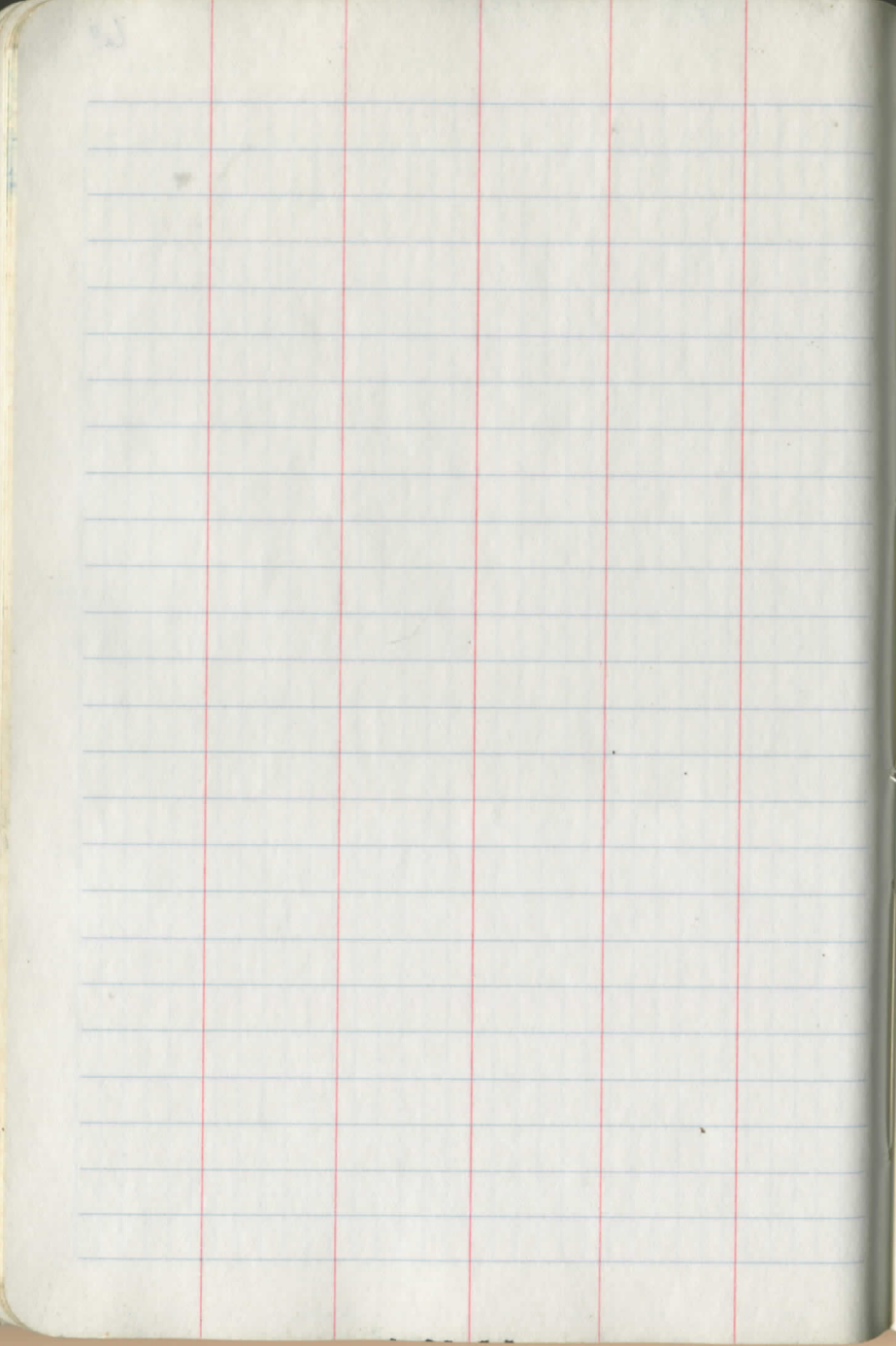
This page is a blank ledger with horizontal blue lines and three vertical red margin lines. The margins are located approximately at the 10%, 20%, and 30% marks from the left edge of the page.

This page is a blank ledger with a grid of blue lines and one vertical red margin line. The grid consists of 20 columns and 25 rows. The red margin line is located approximately at the 10% mark from the left edge of the page.



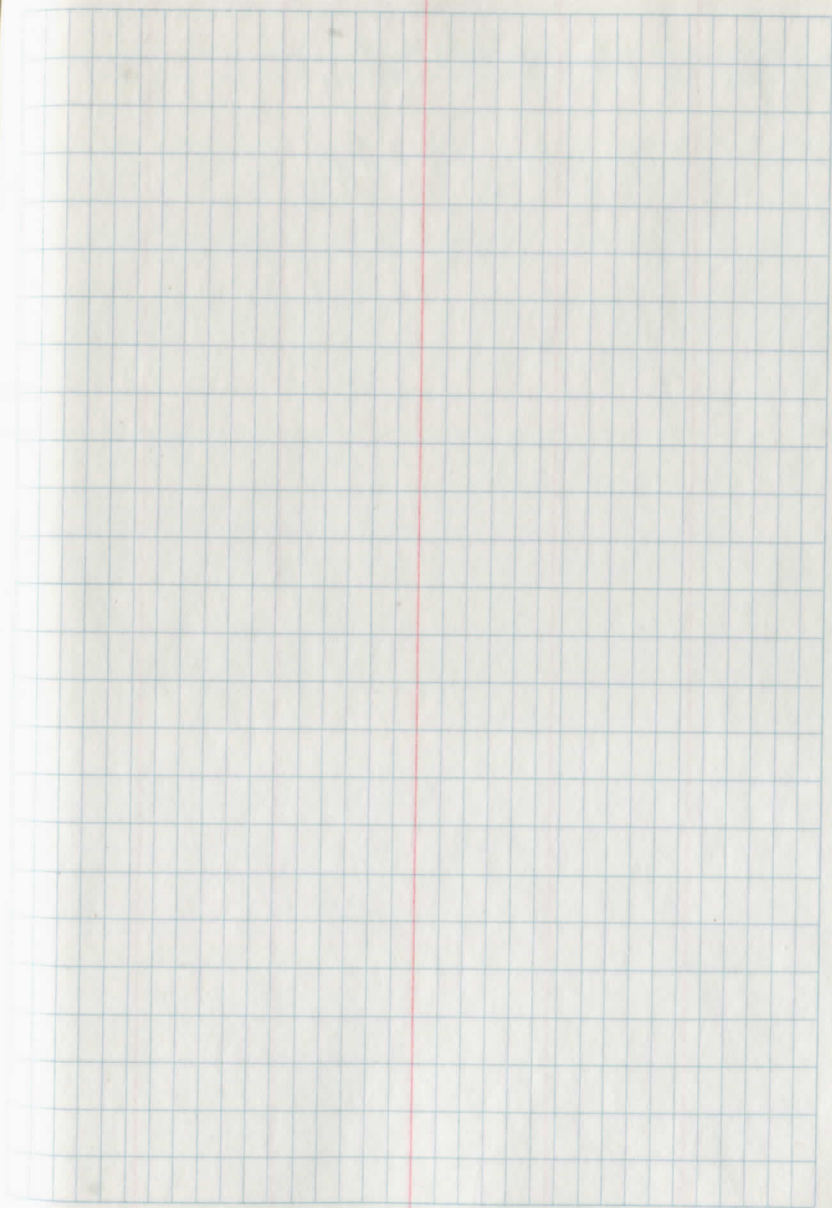
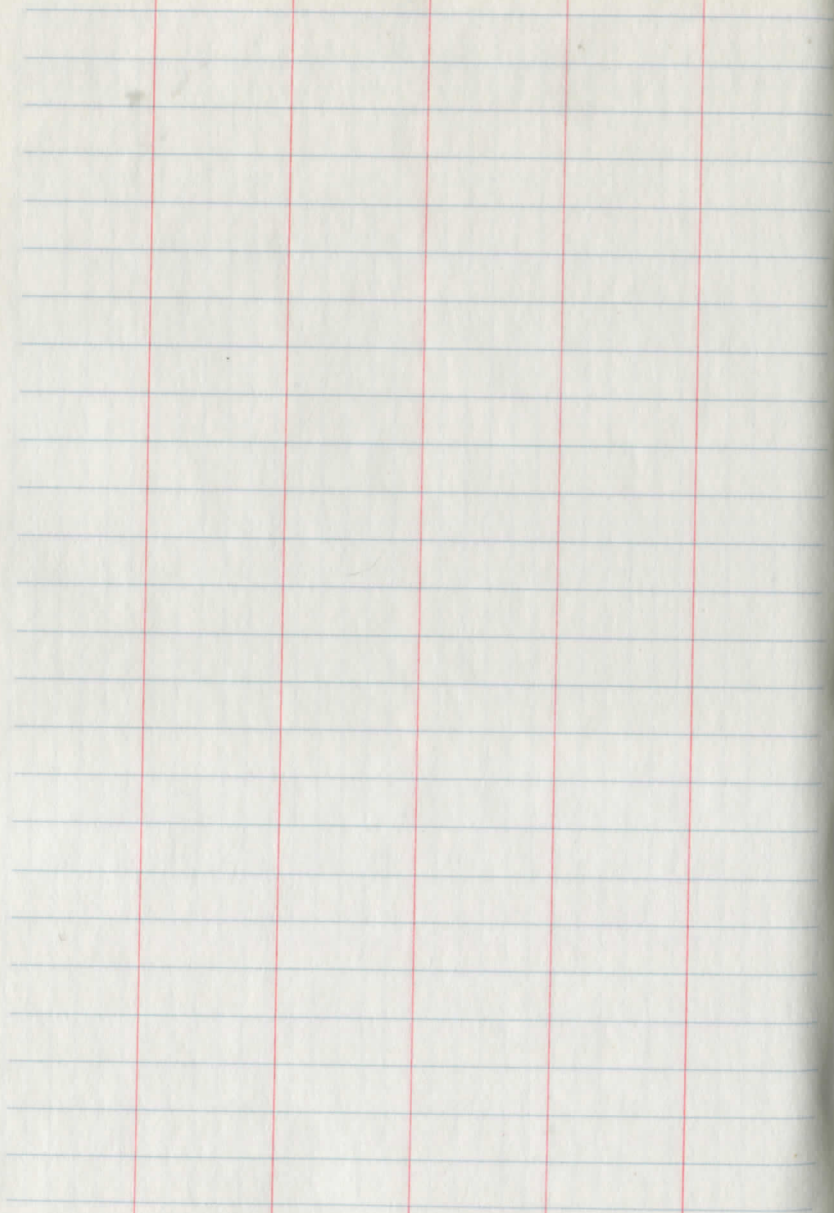
60

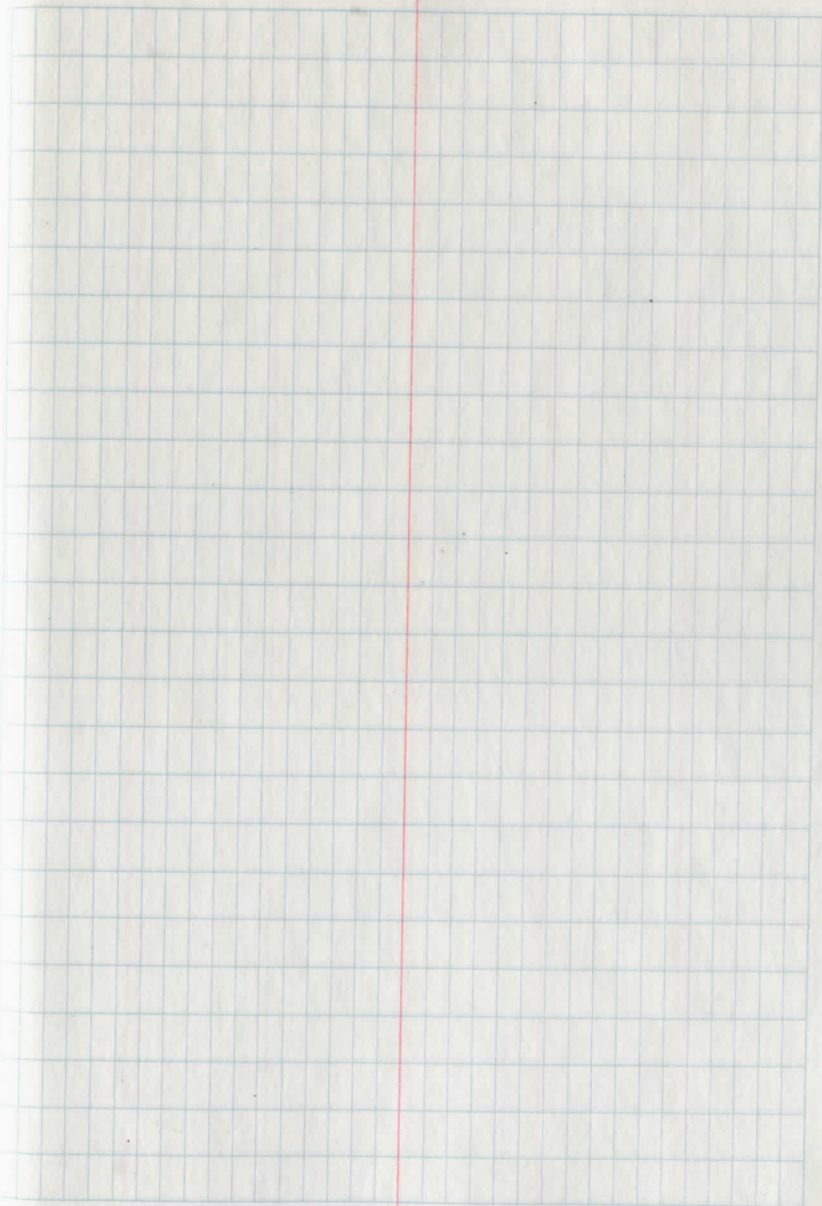
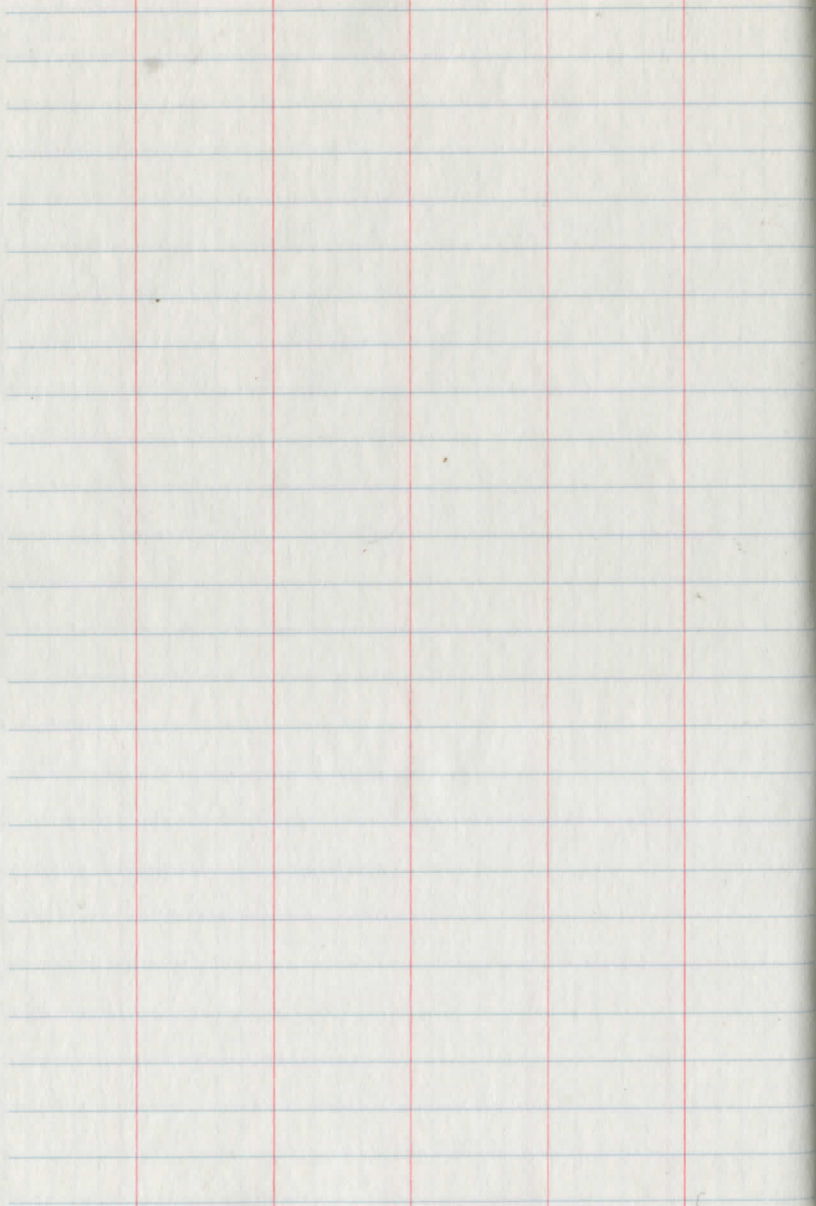




Blank lined page with three vertical red margin lines.

Blank grid page with one vertical red margin line.



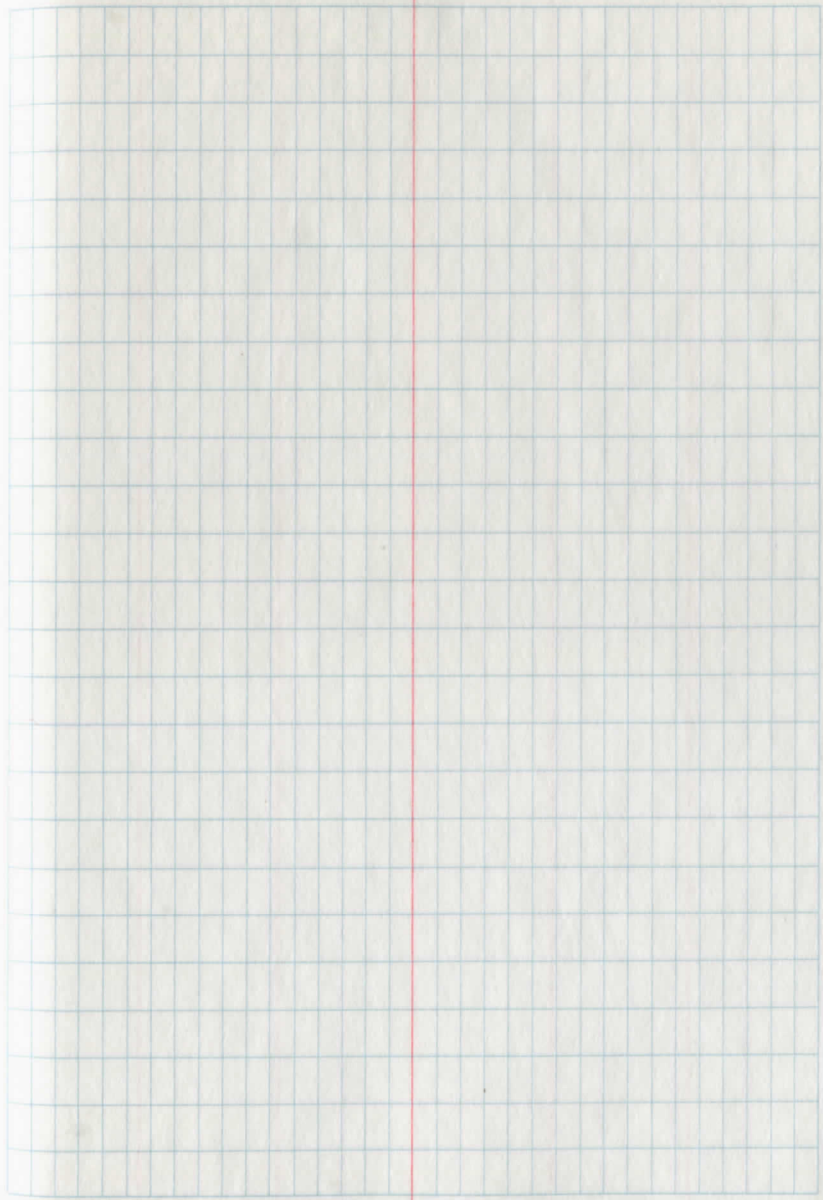
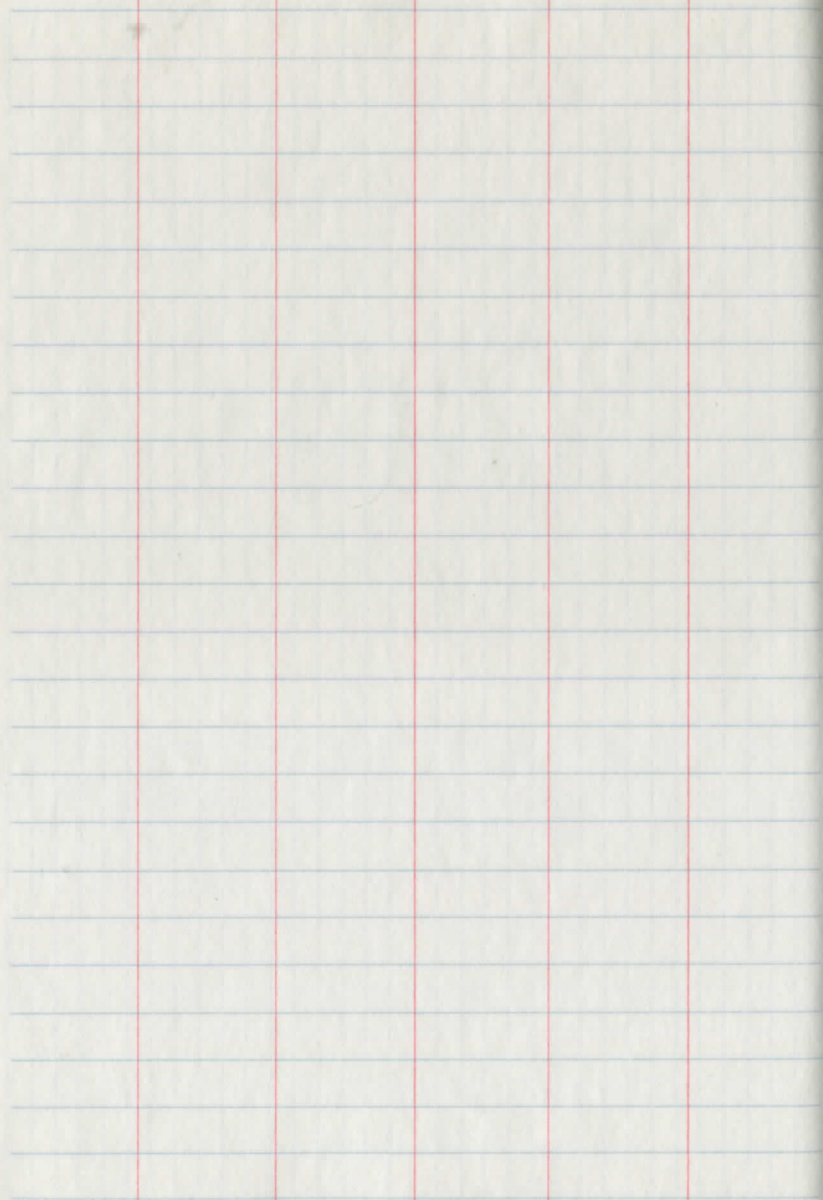


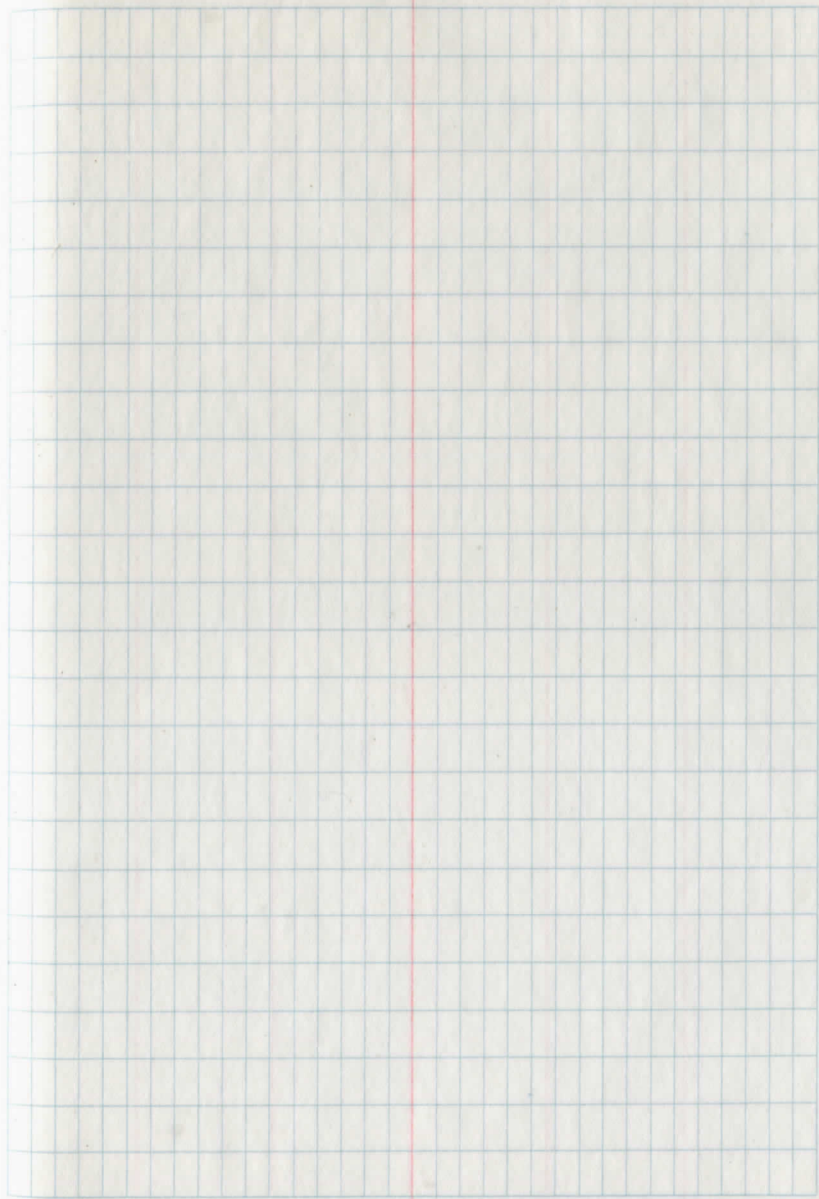
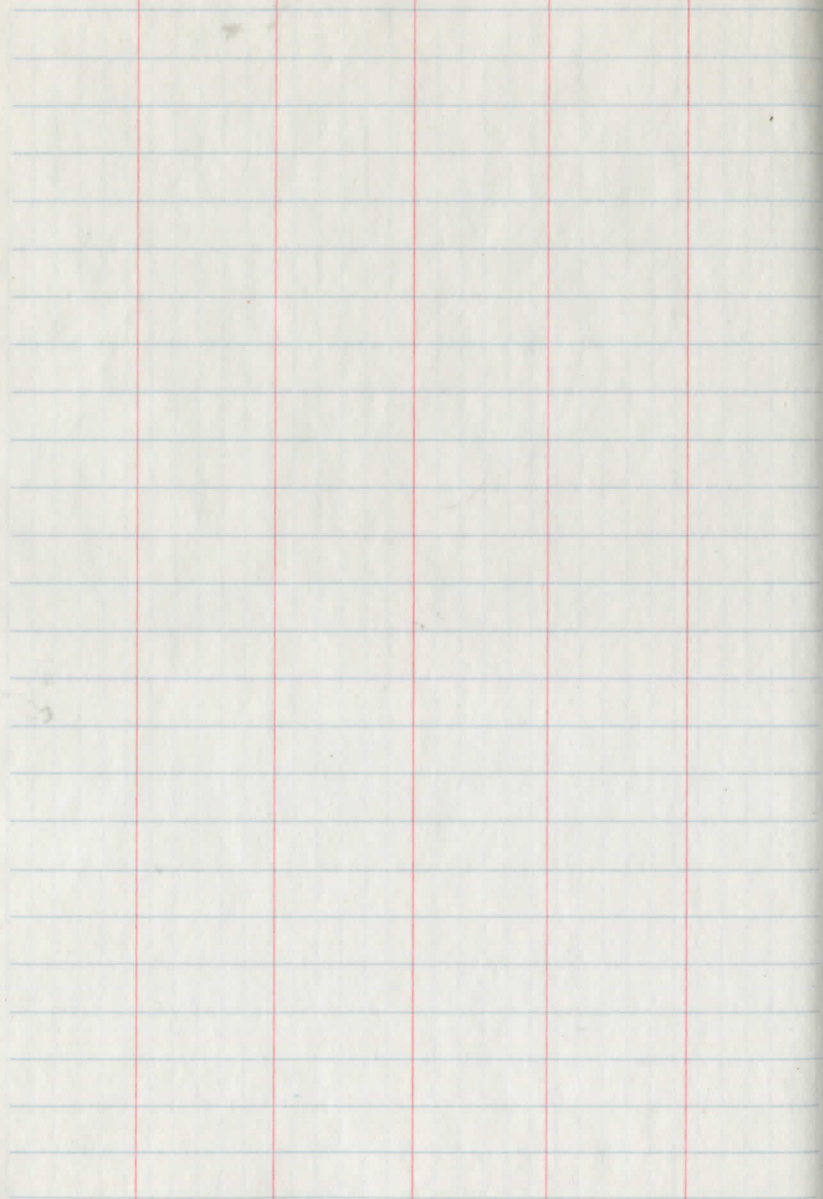
This page features four vertical red margin lines that divide the page into five columns. The entire page is ruled with horizontal blue lines, creating a series of rows for writing.

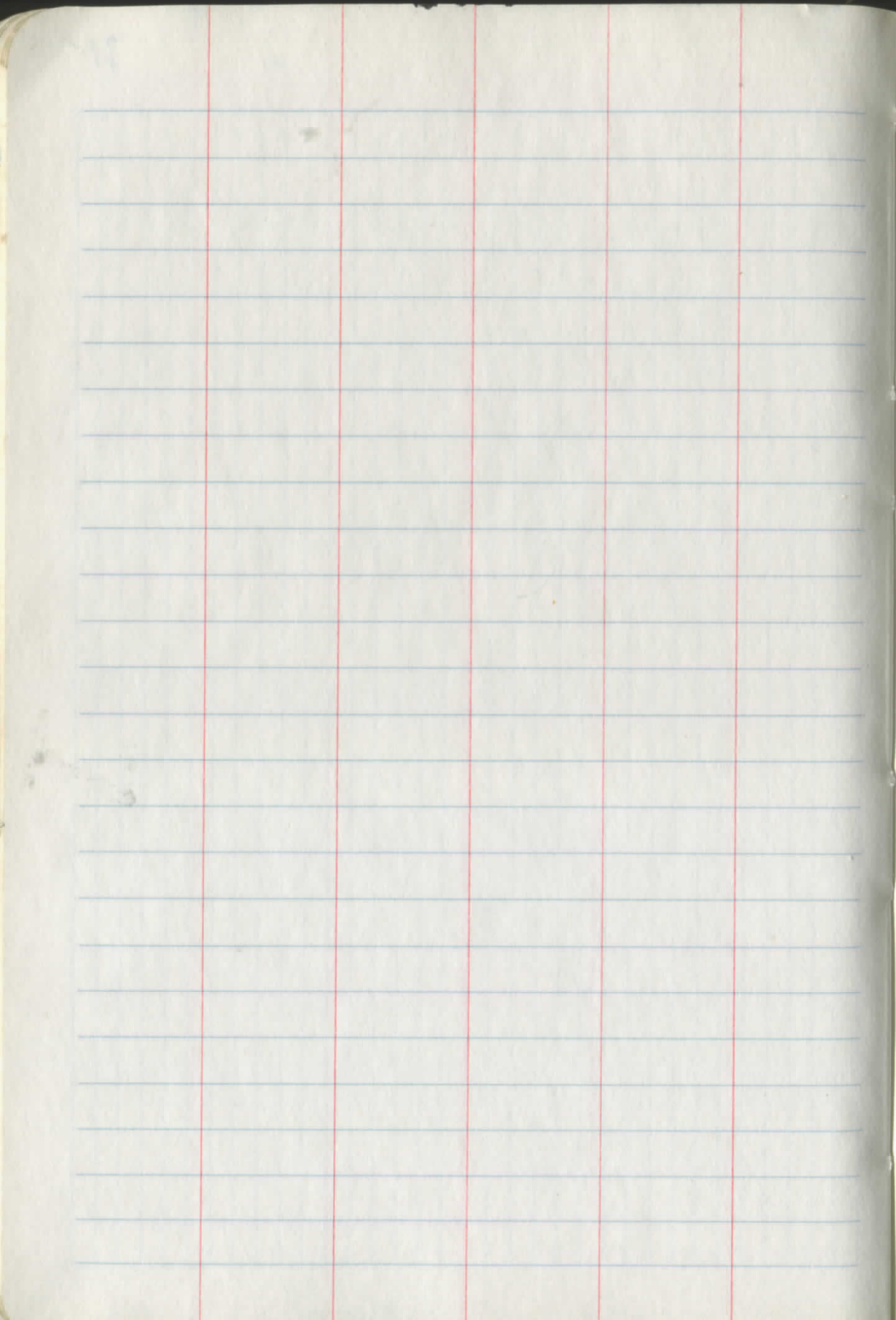
This page features a vertical red margin line on the left side. The rest of the page is covered by a grid of blue lines, forming a series of small squares suitable for graphing or technical drawing.

This page features horizontal blue ruling lines. It is divided into five vertical columns by four vertical red lines. The columns are of varying widths, with the two innermost columns being the narrowest and the two outermost columns being the widest.

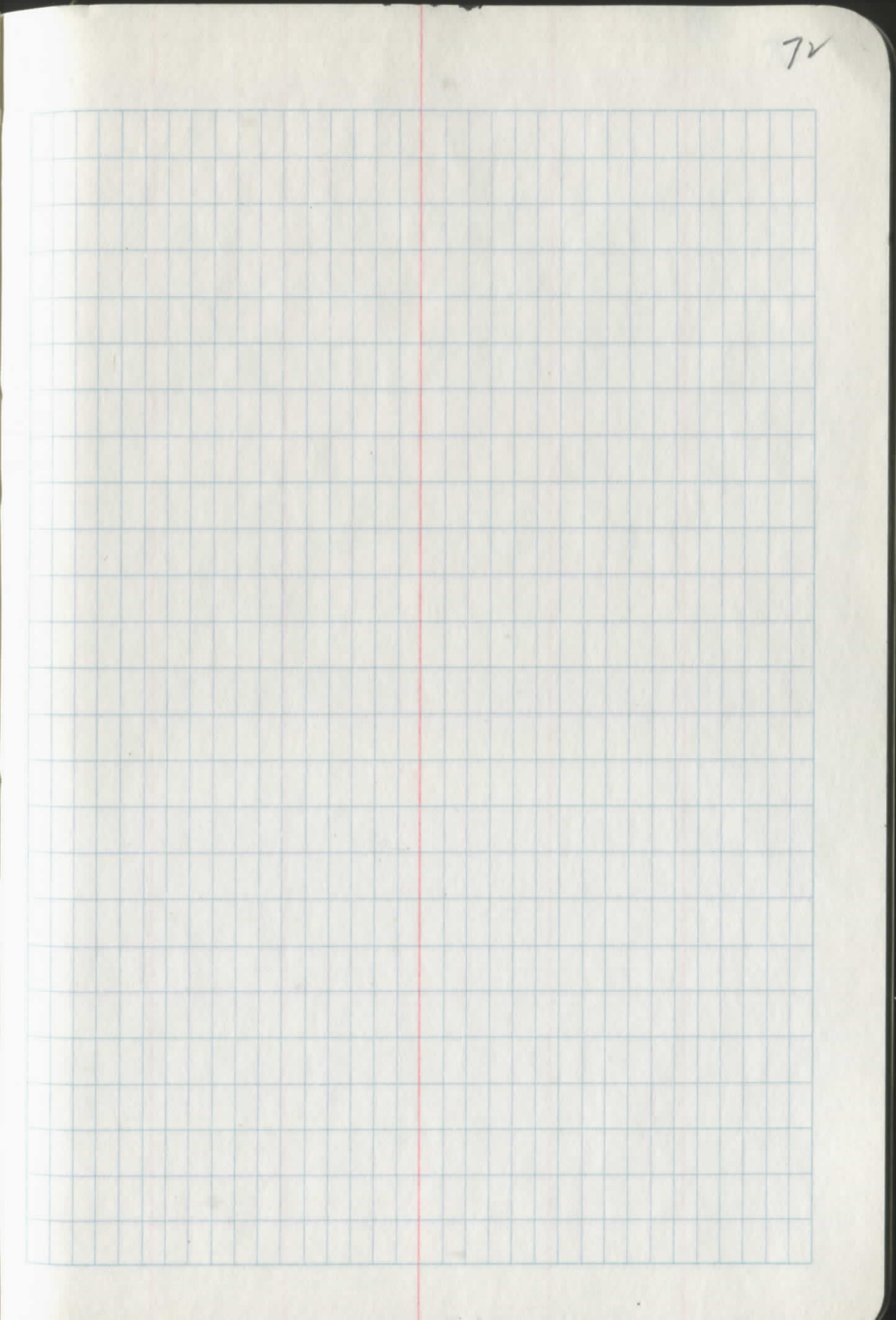
This page features a grid of small squares formed by horizontal and vertical blue lines. A single vertical red line is positioned on the left side of the page, creating a narrow margin column. The grid covers the majority of the page area.







72



B.M.S. Troy-Parkman Ditch. E1.

1109.62

1107.37

1096.26

75

Spike Root 30" Maple NE Cor. Maple Grove X'n.

Roofing Nail E Root 12" Maple 30' West
of $\pm 54+25 =$ X'n of #88 + Grove Rd.

Spike N Root 14" Maple 27' RT

Sta 63+82 on #88 (Culvert is at 64+98)

$$20 \overline{) 152}$$

E. $.75$ $D = 20^\circ$

$$T = 21.5$$

$$L = 42.9$$

$$\begin{array}{r} 425.8 \\ 4.2 \\ 20 \overline{) 4300} \\ \underline{215} \end{array}$$

$$20 \overline{) 8.5883}$$

$$42.9$$

$$8 + 31.4$$

$$\begin{array}{r} 8 + 27.2 \\ \underline{31.4} \end{array}$$

$$\begin{array}{r} 8 + 58.6 \\ \underline{21.5} \end{array}$$

$$\begin{array}{r} 8 + 37.1 \\ \underline{42.9} \end{array}$$

$$8 + 80.0$$

1350) 1764
 1350) 14
 13

163-13-30

326-26

2,24
 207
 19

Jug Rd 4239.90
 2635.78
 1604.02

10288.55
 55+19.60
 47168.95

1609 30 42' oAA tree
 2004 73 K point
 79 45 tree line
 from K

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

2004 73
 140930
 39543

1949.4
 1666.2
 284.8
 4.5
 288.7

55 + 67.4
 38 + 43.9
 17 23.5

38+439
 23+29.7
 15 14.2

23 297
 15 93.3
 7 36.4

