

Bridge No. 96-3.55

Road No. 96 - 60' Wide

Stakes set 30' Right of #.

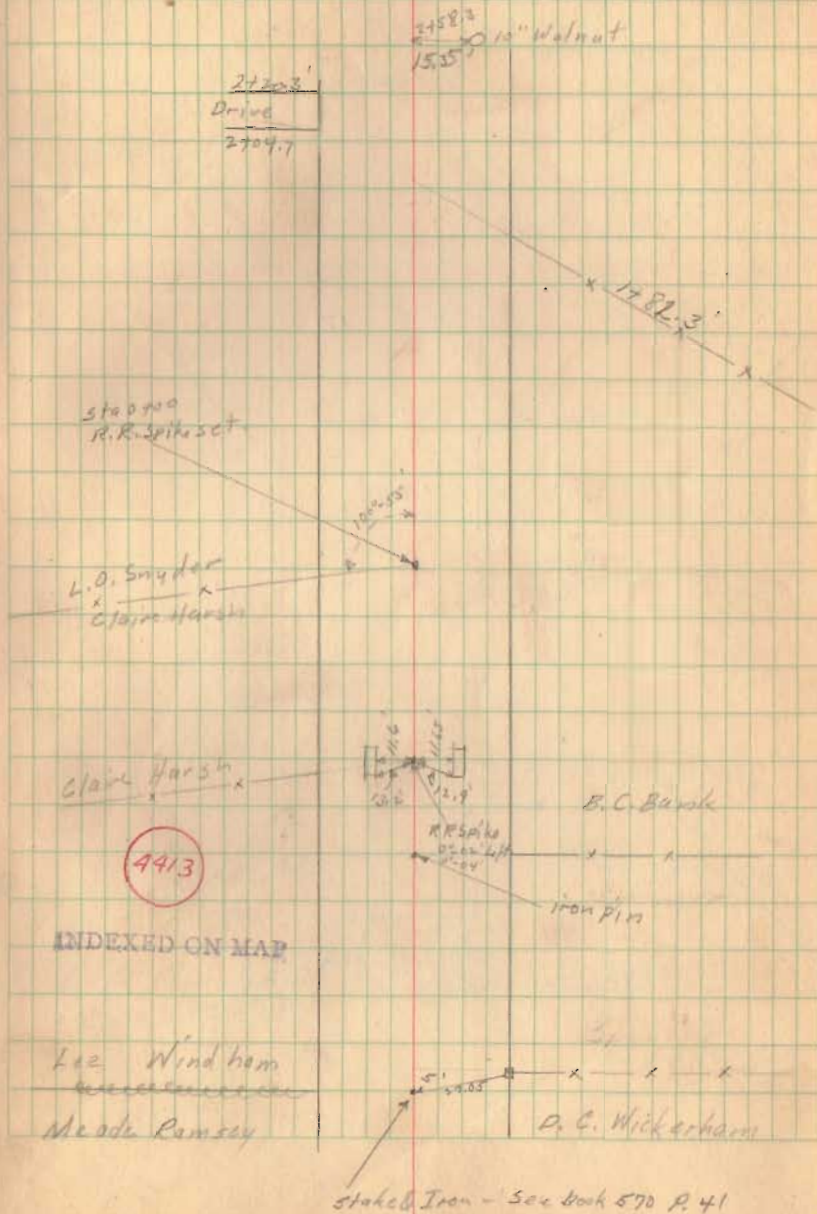
Hubs Set at Sta - 0+00

5+00

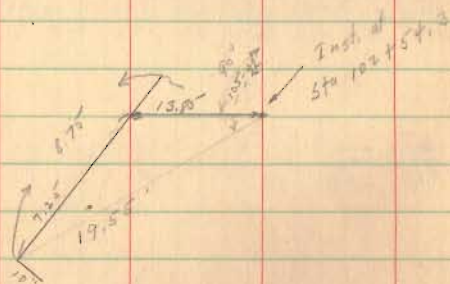
6+00

10+08.9

October 7, 1940
E. K. Core
G. W. Wilgus
M. E. Jones. 13



Bridge No 142-6.65



Oct. 11, 1940

E. K. Core

G. W. Wilgus

M. E. Jones

26

R/W Mon. spike Sta 107+00
↓
E/W Mon

slope sta. 103+00
103+00
Dart 102+75
102+75.2 End of Floor



INDEXED ON MAP

4914

102+54.3 - End of floor

slope Sta 102+00

101+09

Drive

100+90

R/W Mon. ↓ R/W Mon

Slope Sta 100+00

Road No. 56 M^e Arthur Township

Width - From S.H. 130 to C.H. 220 - No Record
From C.H. 220 to C.H. 37 - 60'

Record -

Comm. Journal Volume 5 Page 134

" " " 5 " 259

A - 4 Roads Sta. 207+59

B - RR spike

C - RR spike

D - 1/2" Iron

E - 1/2" Iron

F - 1/2" Iron

G - 4 Road

H - H. R/W

I - 1/2" Iron

DE-F-I to be enclosed in concrete

see plan L-27

Post

20'

20'

15' 7/8"

Sta. 208+00

226.25

257.78

21.00

38.20

72.06

217.23

196.23

5.72

20' E.

215.30

245.30

5.82

40' W.

21.00

147.90

9.70

20.00

97.00

150.00

26.00

41.00

22.00

90.00

138.00

30'

30'

N 7-20 W

INDEXED ON MAP

2039

Fullerton Survey

M^e Arthur Twp.

V.M.S. 9881

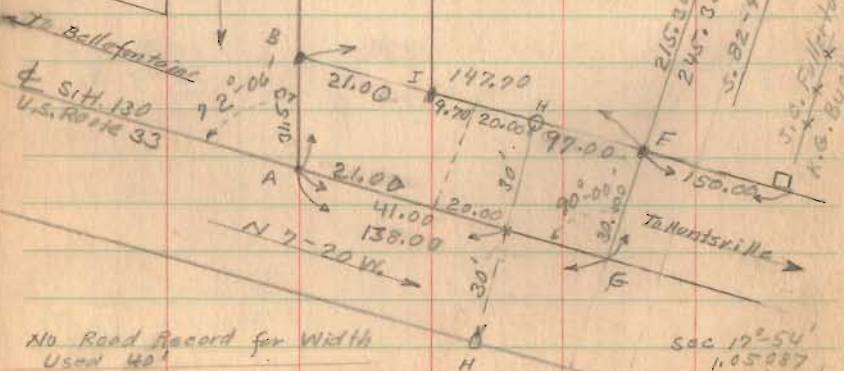
May 19-1951

F.F. Wright

Grover Wilgus

ACEC = 1.00 Acre

100 Acre To E of Roads



INDEXED ON MAP

Sec. 17-54
1,05,087
Twp. 17-54
R. 22-99

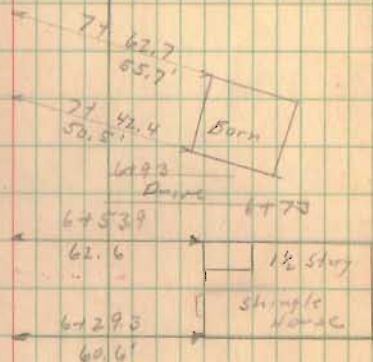
October 15, 1948

E.K. Carr

C.W. 4, 1948

M.E. Jones

30



M. Johnson

3705

Lois Geddes

3990

INDEXED ON MAP

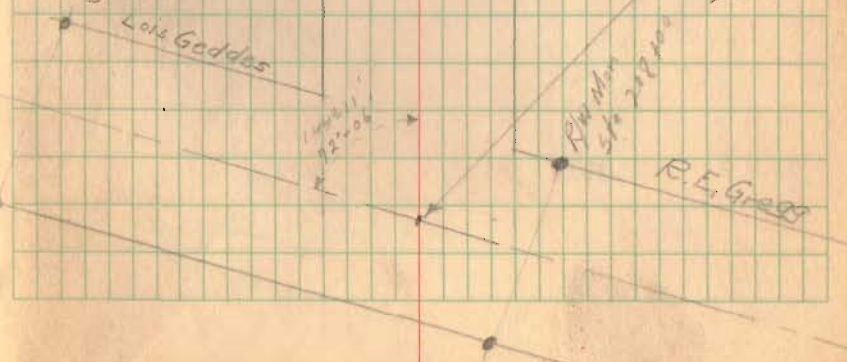
Fullerton Survey
1.00 Acre
see opposite page

R/W Main
Sta. 198+00

Lois Geddes

377
" 207+59 - H 150

R.E. Gregg



Road No. 56

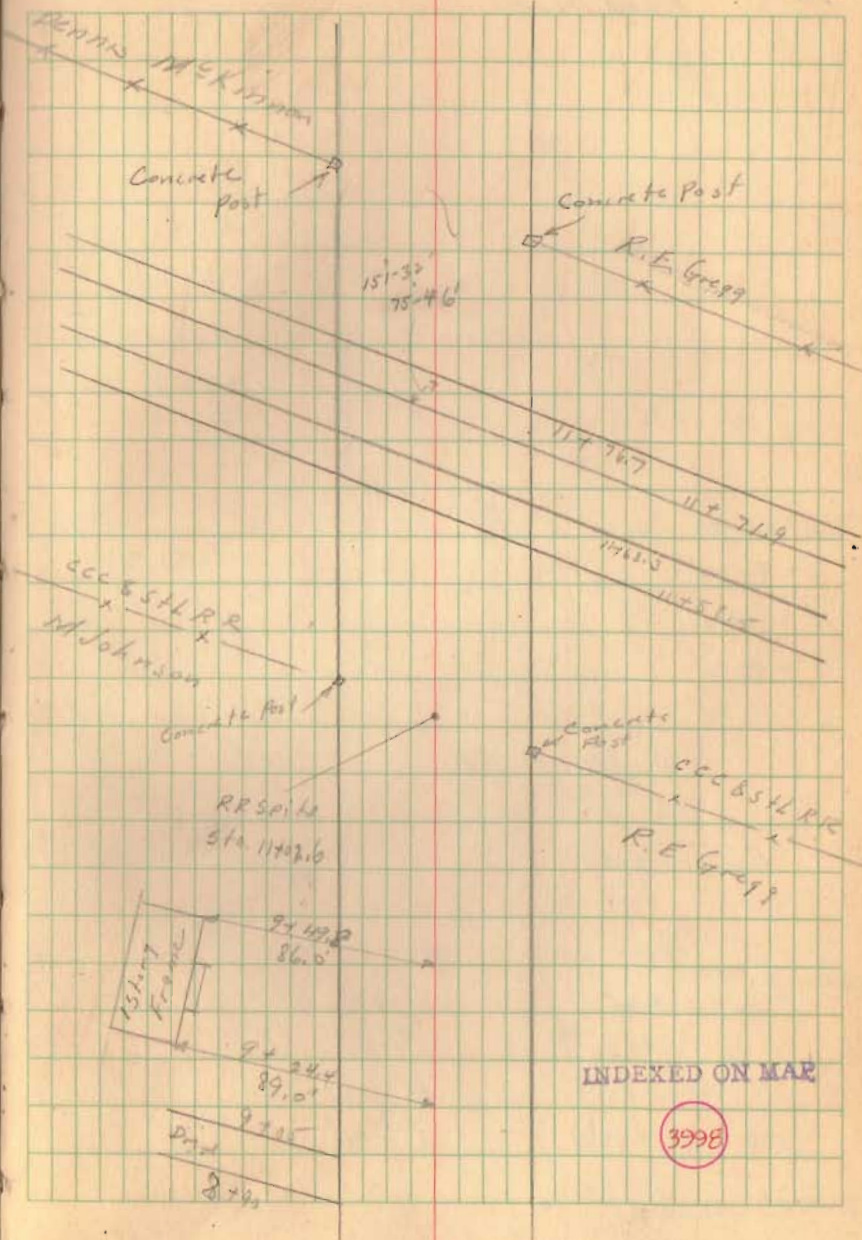
10/15/40

31

$$\begin{array}{r} 1.25 \\ 10 \\ \hline 125 \\ 10 \\ \hline 1250 \end{array}$$

$$\begin{array}{r} 11.024 \\ 9.500 \\ \hline 1.524 \end{array}$$

$$\begin{array}{r} 13257 \\ 11026 \\ \hline 2261 \end{array}$$



Road No. 56

1753
1328.7

4243

$A = 10^{\circ} - 02'$

$D = 8^{\circ} - 24'$

$R = 682.70'$

$T = 59.93'$

$L = 119.44'$

Deflections

P.C. 12+68.77

+75

$0^{\circ} - 16'$

13+00

$1^{\circ} - 19''$

+75

$2^{\circ} - 22'$

+50

$3^{\circ} - 25'$

+75

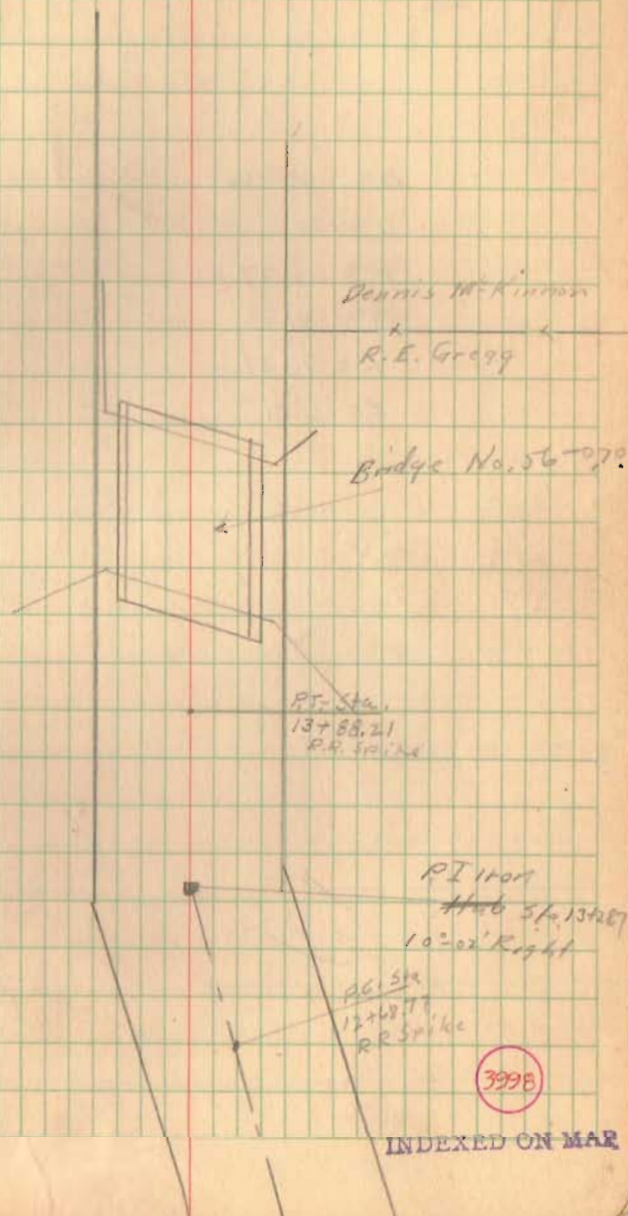
$4^{\circ} - 28'$

P.T. 13+88.21

$5^{\circ} - 01'$

10/15/40

32



Road No. 56

$\frac{124.45}{38.27}$
66.18

$$\Delta = 40^\circ$$

$$D = 47^\circ$$

$$R = 125.39$$

$$T = 45.64$$

$$L = 85.77$$

$$E = 8.05$$

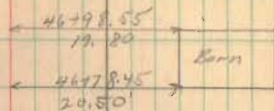
$$P.C. = 34 + 47.36$$

$$P.I. = 34 + 93.00$$

$$P.T. = 35 + 33.13$$

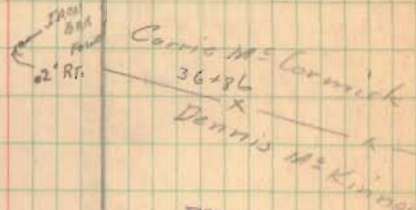
10/16/40

34



39+96
Drive
39+10

72.0



INDEXED ON MAP

3998

Geo Maxwell
Dennis McKinross
151'
761'
STA. 34+93.0
IRON BAR FD. BENT
REPLACED WITH $\frac{3}{8}$ "
 ϕ IRON BAR 11/8/69
D.E.G.

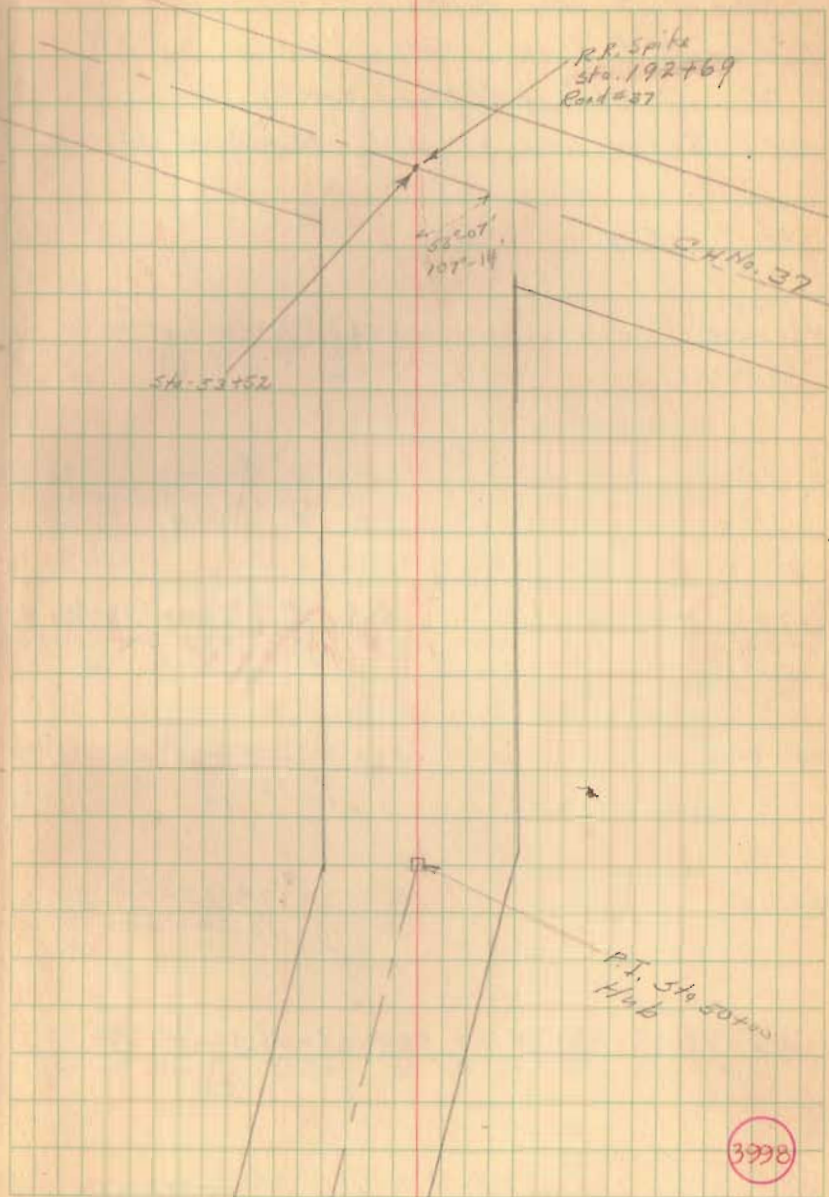
Road No. 56

$D = 7^\circ$ $PC = \text{Sta. } 48+24.78$
 $D = 2^\circ$ $PI = \text{ " } 50+00$
 $R = 2864.93'$ $PT = \text{ " } 51+74.78$
 $T = 175.22'$
 $L = 350.00'$
 $E = 5.35'$

P.C.	Sta.	48+24.78 -
+25	-	0° - 00' - 08"
+50	-	0° - 15' - 08"
+75	-	0° - 30' - 08"
49+10	-	0° - 45' - 08"
+25	-	1° - 00' - 08"
+50	-	1° - 15' - 08"
+75	-	1° - 30' - 08"
50+00	-	1° - 45' - 08"
+25	-	2° - 00' - 08"
+50	-	2° - 15' - 08"
+75	-	2° - 30' - 08"
51+00	-	2° - 45' - 08"
+25	-	3° - 00' - 08"
+50	-	3° - 15' - 08"
51+74.78	-	3° - 30' - 08"

10/17/40

35



INDEXED ON MAP

Road No. 182 - Jefferson Twp. - Proposed
Change at Thorp's Run Cemetery

stakes set 25' from & -
Hubs Right side only.

(see Pages 36-38 Book 607)

stakes set sta.	Deflections 8° Curve	
	sta.	Def.
10+00		
10+50		
11+00	P.C. 13+01.25	0°-00'
11+50		
12+00	13+25	0°-58'
12+50		
P.C. 13+01.25	13+50	1°-58'
13+25		
13+50	13+75	2°-58'
13+75		
	14+00	3°-58'
	14+25	4°-58'
	14+50	5°-58'
	14+75	6°-58'
	15+00	7°-58'
	15+25	8°-58'
	15+50	9°-58'
	15+75	10°-58'
	15+94.775	11°-45'

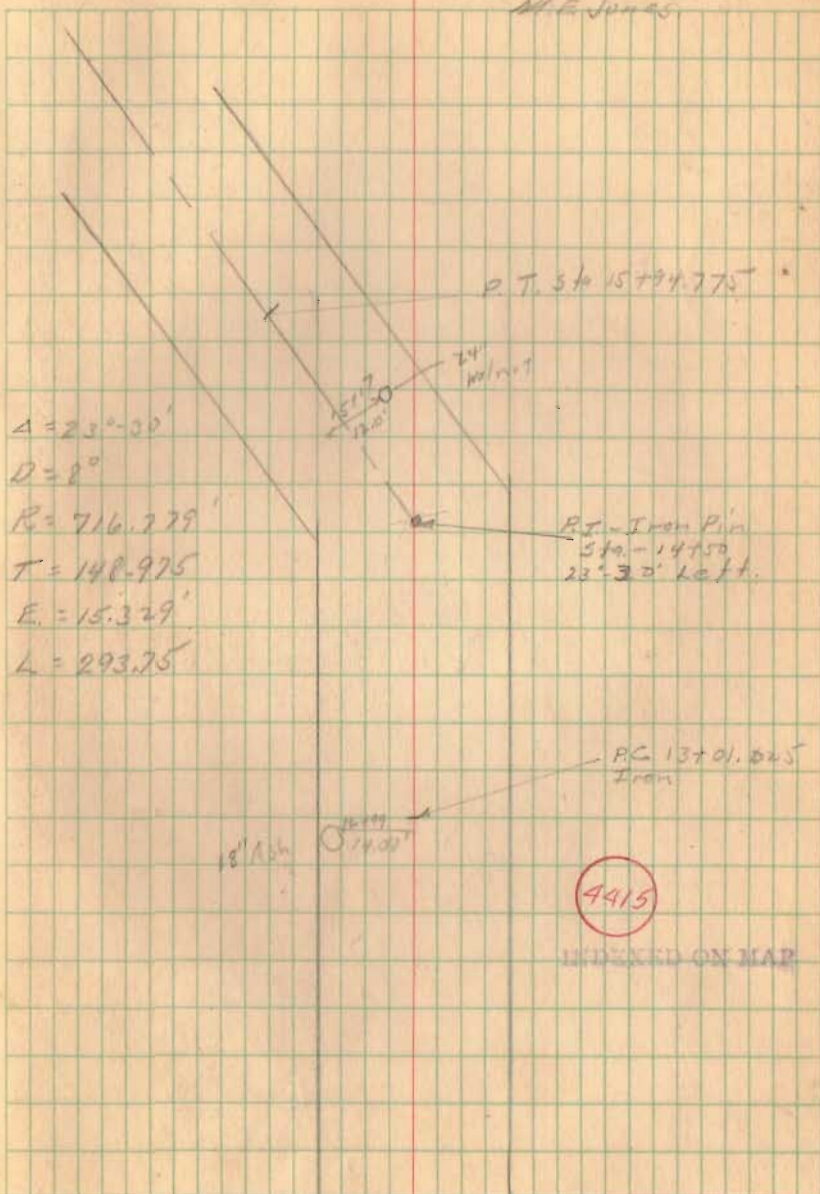
November 22, 1941

E. K. Cole

G. W. Wilgus

M. E. Jones

53

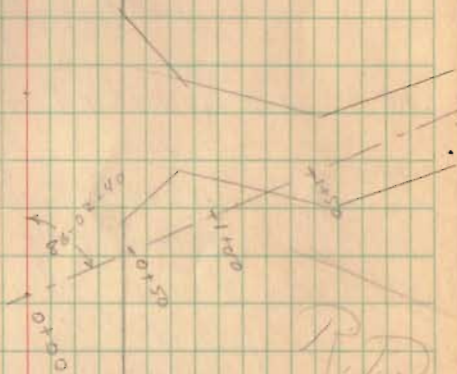


Road 182

172-05-20

86-02-40

Station 1648265



R.P.P.

Road 182

$$\Delta = 41^{\circ} - 25'$$

$$D = 16^{\circ}$$

$$R = 359.265'$$

$$T = 135.81$$

$$E = 24.81$$

$$L = 258.85$$

$$P.C. \text{ Sta } 17+31.11$$

$$P.I. \text{ " } 18+66.92$$

$$P.T. \text{ " } 19+89.96$$

P.C. Sta. 17+31.11 -

$$17+50 = 1^{\circ} - 31'$$

$$17+75 = 3^{\circ} - 31'$$

$$17+00 = 5^{\circ} - 31'$$

$$+25 = 7^{\circ} - 31'$$

$$+50 = 9^{\circ} - 31'$$

$$+75 = 11^{\circ} - 31'$$

$$17+00 = 13^{\circ} - 31'$$

$$+25 = 15^{\circ} - 31'$$

$$+50 = 17^{\circ} - 31'$$

$$+75 = 19^{\circ} - 31'$$

$$+89.96 = 20^{\circ} - 42' - 30''$$

Nov. 28, 1940

E. Cole

M. Jones

R. Reed

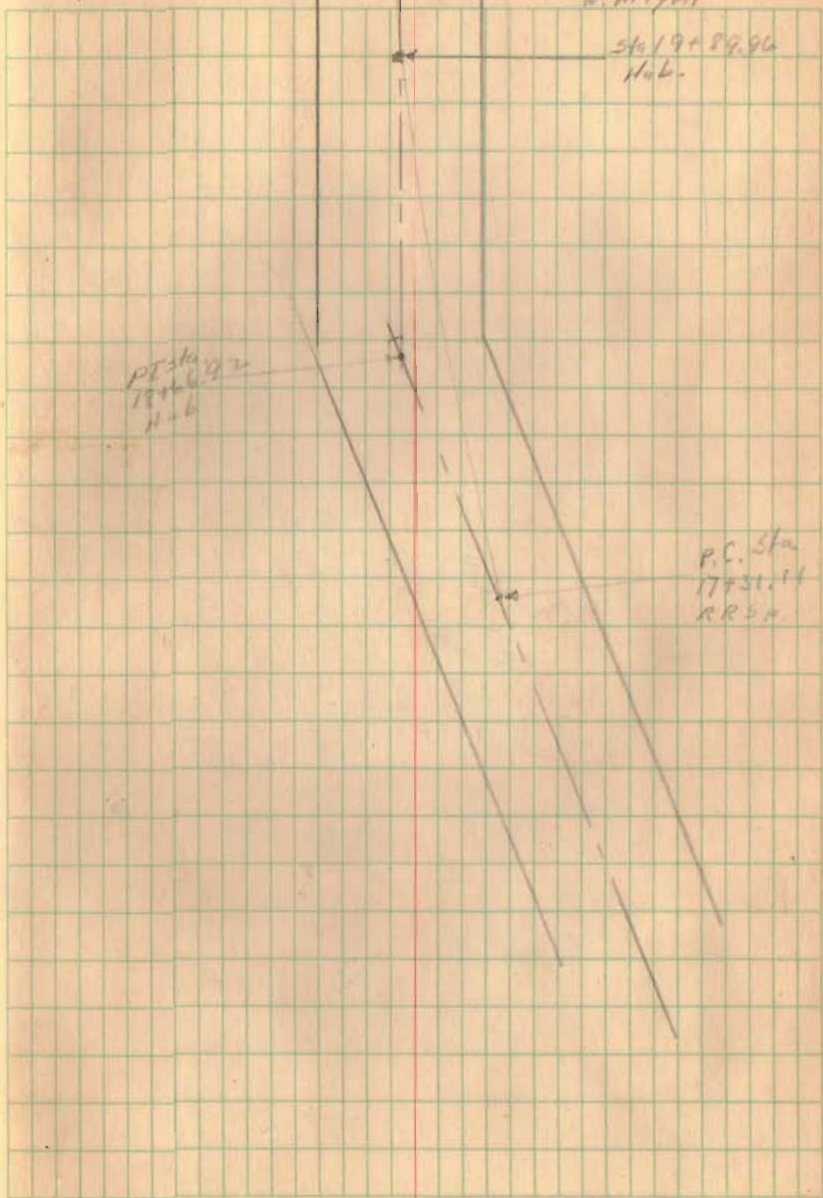
W. Wright

55

Sta. 19+89.96
Hub.

PT Sta
18+66.92
Hub

P.C. Sta
17+31.11
RR Sta.

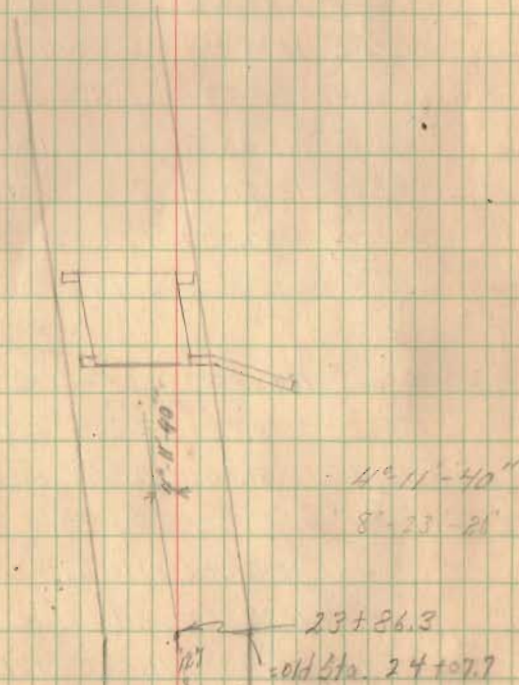


Road 182

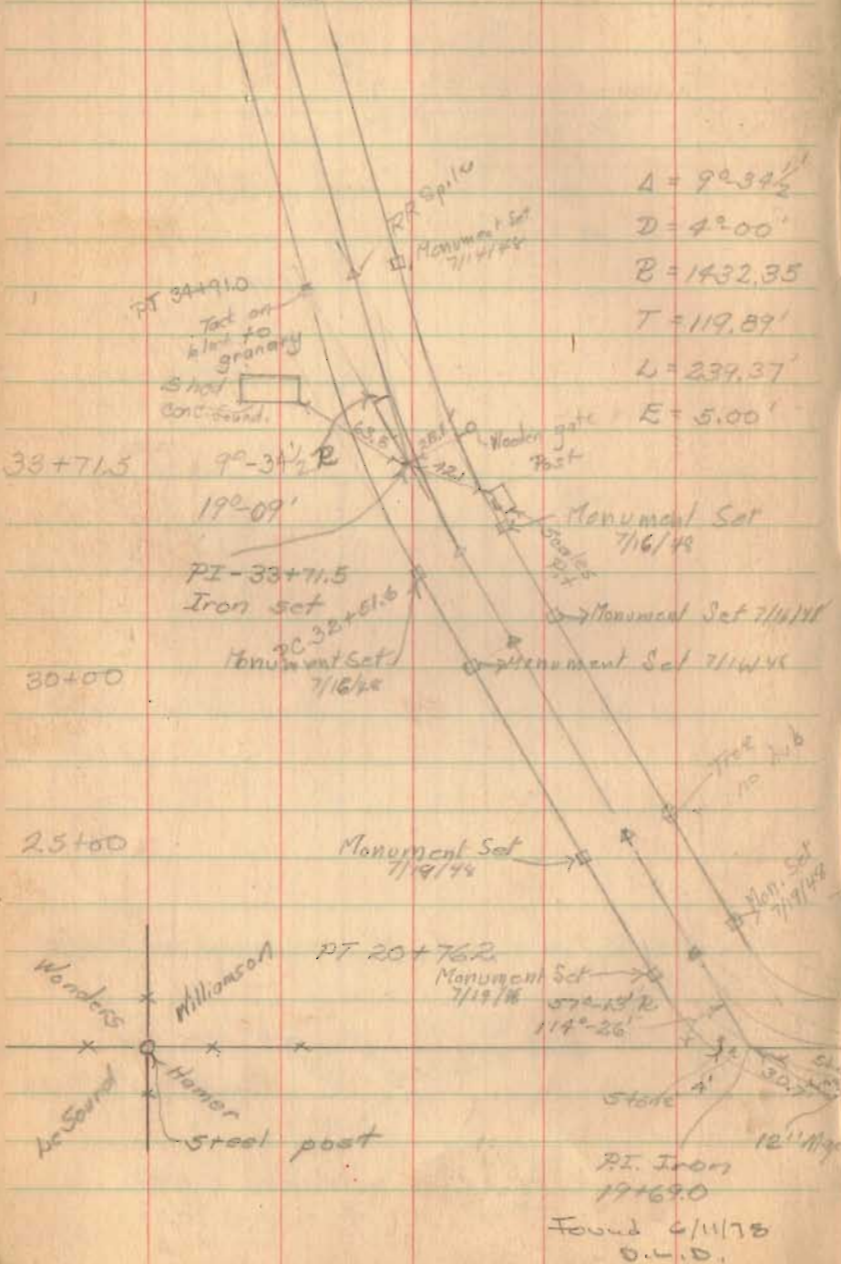
E. Core
W. Wright
R. Reed
M. Jones

Nov 28, 1940
Cold-Snow

56



Rd 206



$\Delta = 92^{\circ}39'2''$
 $D = 4^{\circ}00'$
 $B = 1432.35$
 $T = 119.89'$
 $L = 237.37'$
 $E = 5.00'$

Sta	Dist	Defl	Total Defl
PC 32+56			
33+00	44	$0^{\circ}58'$	$0^{\circ}58'$
35+00	50	$1^{\circ}00'$	$1^{\circ}58'$
37+00	100		$2^{\circ}58'$
40+00	50		$3^{\circ}58'$
PT 34+91.0	710	$0^{\circ}57'$	$4^{\circ}07'$

Iron post
 Q. sec. cor.

Williamson

Sta	Dist	Defl	Total Defl
PC 18+97.8			
150	18.2	$1^{\circ}18'$	$1^{\circ}18'$
175	37.2	$3^{\circ}00'$	$4^{\circ}18'$
191+00	42.2		$7^{\circ}18'$
205	25		$10^{\circ}18'$
150	50		$13^{\circ}18'$
175	75		$16^{\circ}18'$
20+00	100		$19^{\circ}18'$
125	25		$22^{\circ}18'$
150	50		$25^{\circ}18'$
PT 20+76.2	76.2	$3^{\circ}18'$	$28^{\circ}36'$

$\Delta = 57^{\circ}18'$
 $D = 24^{\circ}00'$
 $B = 240.45'$
 $T = 131.17'$
 $L = 238.40'$
 $E = 33.27'$

3604

Iron
 13+196.5

Bd 206

Mon. Set
7/14/48

Monument Set
7/14/48
48+00

2205'

Wooders
Lebard
Hammer
Steel
park
Williamson

77

