

July, 1965

Survey of
Cottonwood Avenue (15')

Wise Allotment of Island View
Stokes Township
Logan County, Ohio

A = $\frac{3}{4}$ " Pipe Fd. Replaced w/ 1" ϕ bar

B = $\frac{3}{4}$ " Pipe Fd.

C = $\frac{3}{4}$ " Pipe Fd.

D = $1\frac{1}{2}$ " Pipe Fd.

E = $\frac{1}{2}$ " ϕ Bar Fd. (S. Side Oakwood Ave.)

F = $\frac{3}{4}$ " Pipe Fd.

G = $1\frac{1}{2}$ " Pipe Fd.

H = Evidence of old hub (Replaced w/ $\frac{5}{8}$ " ϕ Bar)

I = $1\frac{1}{2}$ " Pipe Fd.

J = Remains of old hub (Placed $\frac{5}{8}$ " ϕ Bar Over)

K = 1" Pipe Fd.

L = 1" ϕ Bar Set

M = 1" ϕ Bar Fd.

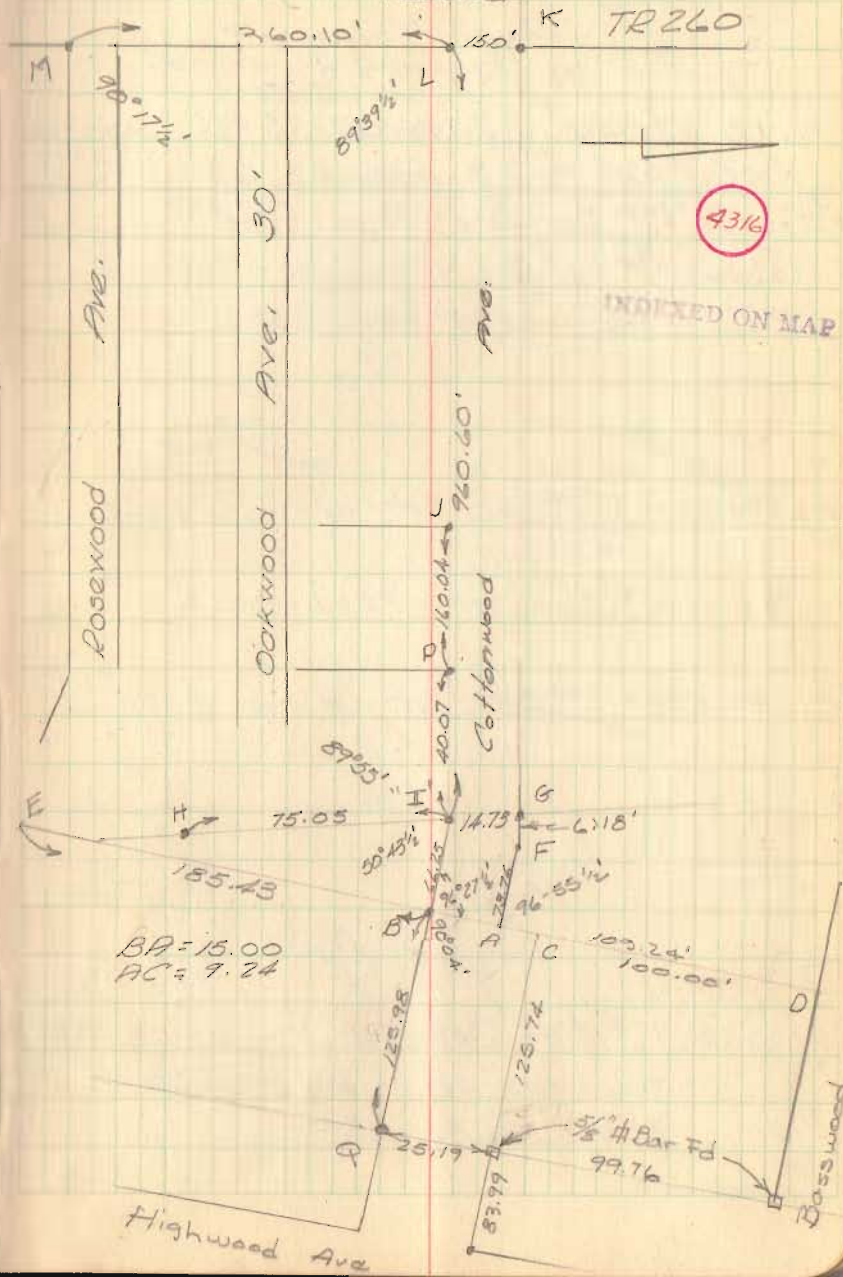
N = 1" ϕ Bar Fd.

D = 1" ϕ Bar Fd. (S. Edge on Line IJK)

Q = 1" Pipe Fd.

L. Gaeslin & J. Slater
J. Cox ✕
P. Kaucher

1



DELLEFONTAINE AIRPORT ROAD

LAKE TOWNSHIP

V.M.S. 3322

R/W Staked 50' Wide - 25' REL. wood Cor Post

See Plan W-3 for U.S. 68

12+04.09 1" ϕ Bar Set - Prop. Line

11+35.26 1" ϕ Bar Set - Prop. Line - No Angle

hd Hubs set on RL @ 35.31'

P.T. 7+33.51 - 1" ϕ Bar Set - hd Hubs @ 25'

6+96.0 1" ϕ Bar Set - P.I. $\Delta = 30^\circ 46'$

P.C. 6+56.59 - 1" ϕ Bar Set - hd. Hubs @ 25'

0+30.25 1" ϕ Bar Set @ E. R/W U.S. 68

hd. hubs set on R/W @ 25.23'

0+00 ϕ U.S. Route 68

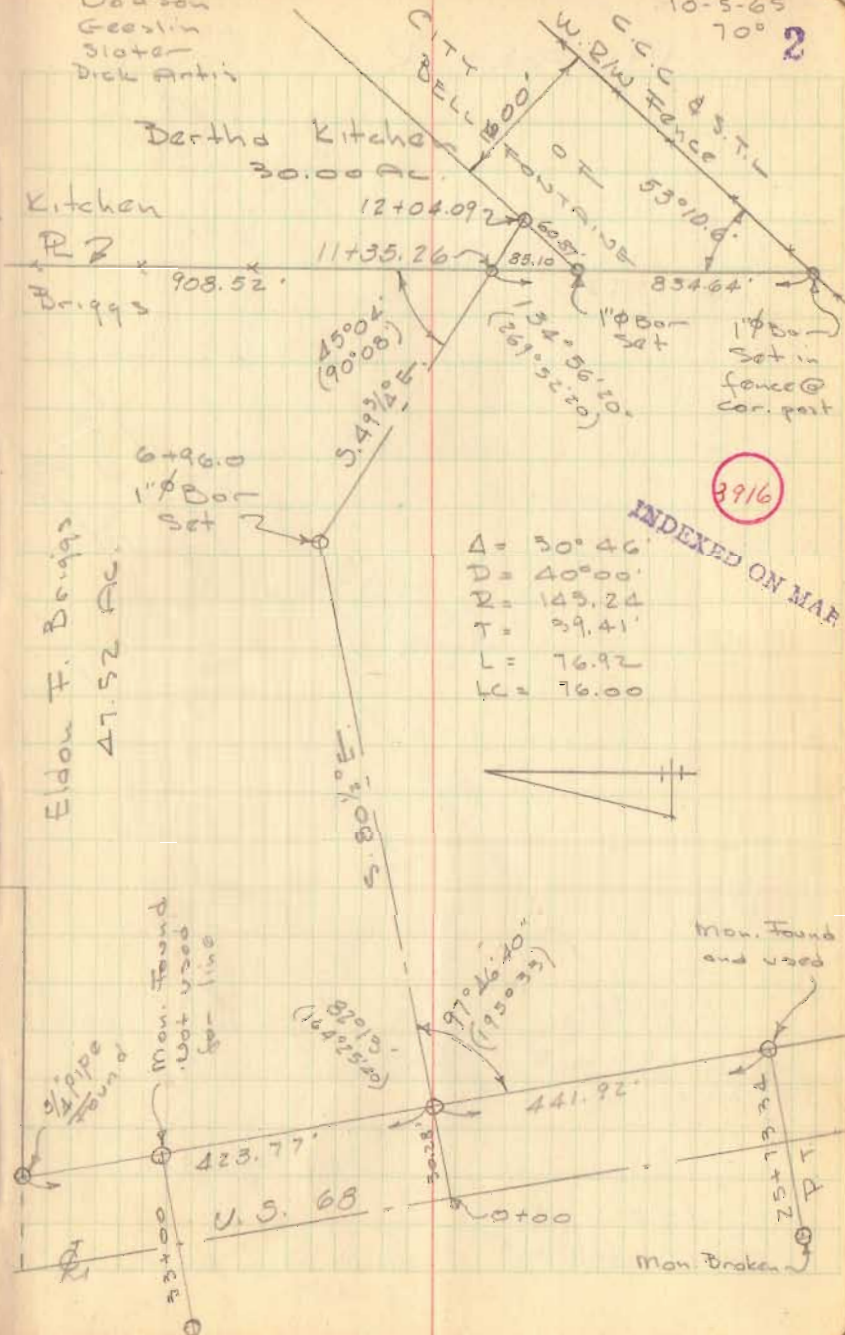
HOPKINSON
CITY

Dodson
Georlin
Slater
Dick Antis

10-5-65

70°

2

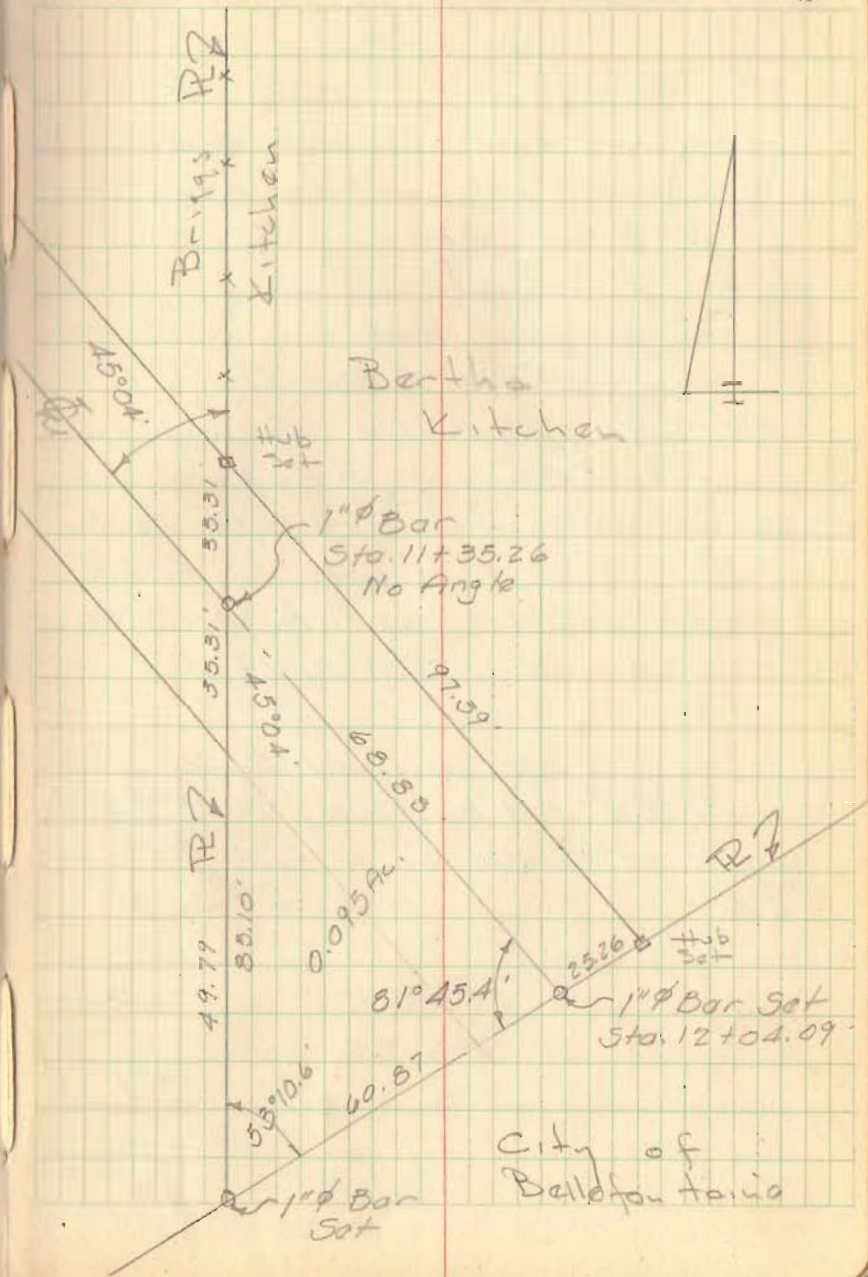


AIRPORT ROAD CONT'D.

Geoslin
Station

10-13-65

3



Survey of
Twp. Rd 181
Jefferson Township
Nov. 9, 1965

A = Stone Found ($\frac{1}{2}$ " ϕ Bar indication mark)

B = Stone Found w/chisled cross

C = 1" ϕ Bar Set

D = 1" ϕ Bar Set

E = $\frac{1}{2}$ " Rebar Found Bent

Replaced w/1" ϕ Bar

F = Corner Post S.W. Cor. to

Orville T. Sours 47.50 Ac. Tract

G = $\frac{3}{4}$ " Pipe Found 5. edge pipe on line

Points A, B, & G see F.B. 584 Pg 35, 36

Point E see F.B. 607 Pg 49

Line C-D set by using Points B and F

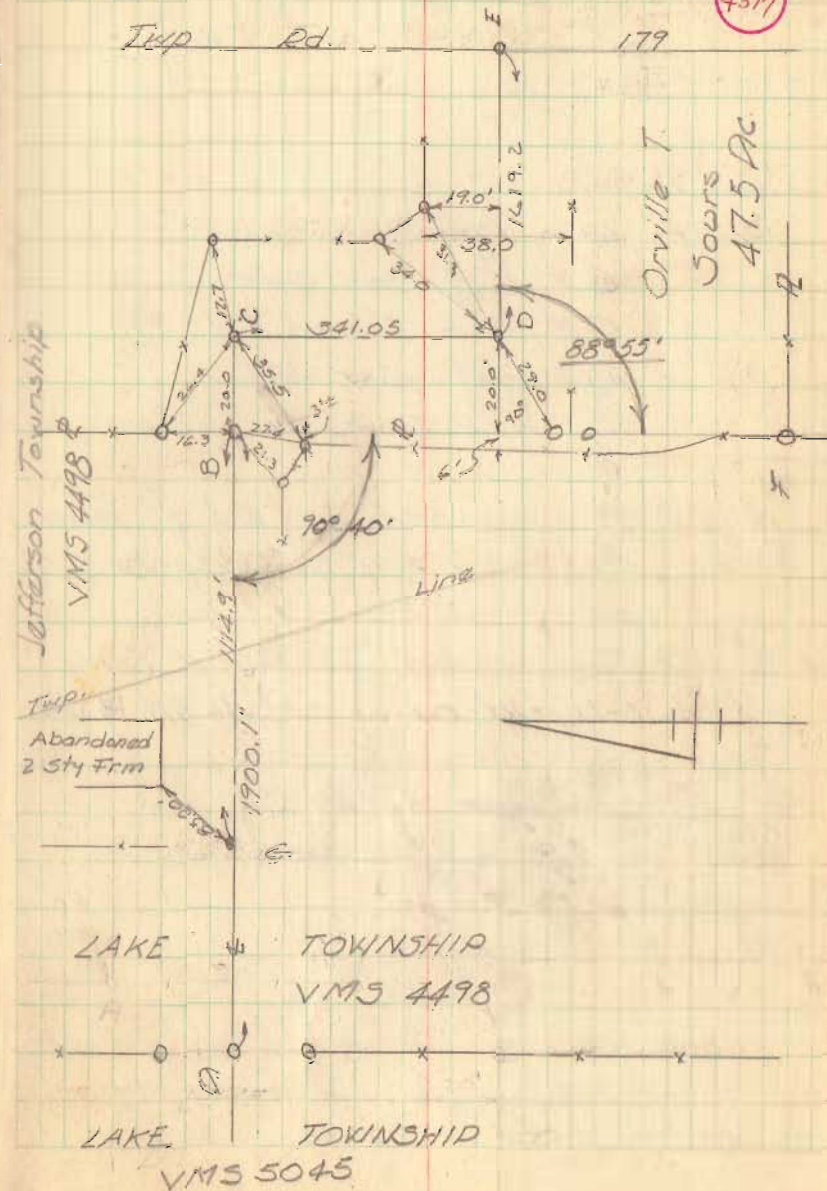
Line DE set by using Pt. E and
split of Fences at W. End of Line
DE

L. Casslin
Slater
Rickatto

11-9-65
50°

INDEXED ON MAP

4317



R/W LOCATION CR 37
LEWISTOWN.
WASHINGTON TWP.

Point A = 1" ϕ Bar Set
B = 1" ϕ Bar Set
C = 1/2" x 1" Iron Fd
D = R/R Spike Fd
E = R/R Spike Fd

± CR 61 Located by Pt "C" and
Sta 24 + 37.8 (1" x 1/2" Iron) See Bk 560/62

± CR 37 Located by Pt "C" and
Pt "E" (Sta 10 + 05.5) See Bk 577 P 9/11

± R/R Located by Pt "D" and
split of Main Line Rails 600' ±
South of CR 37

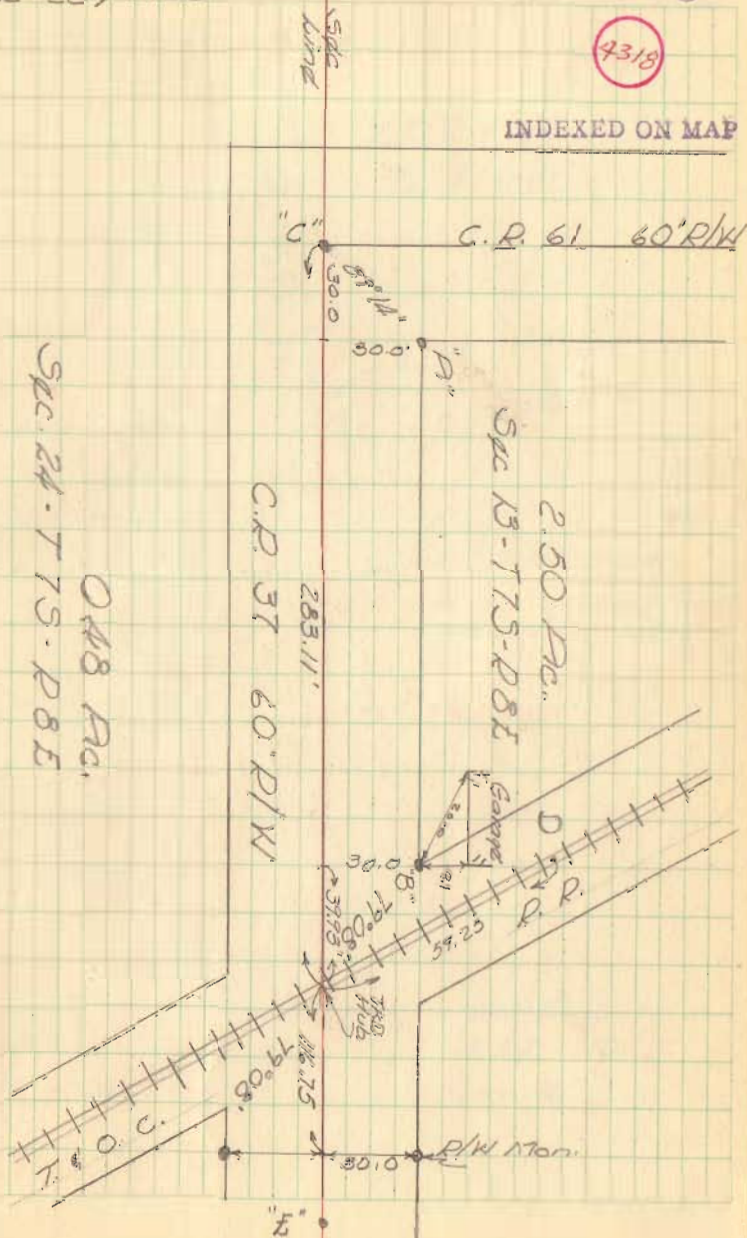
Dec 28, 1965

Edwin
Slater
Johnson.

5

4318

INDEXED ON MAP



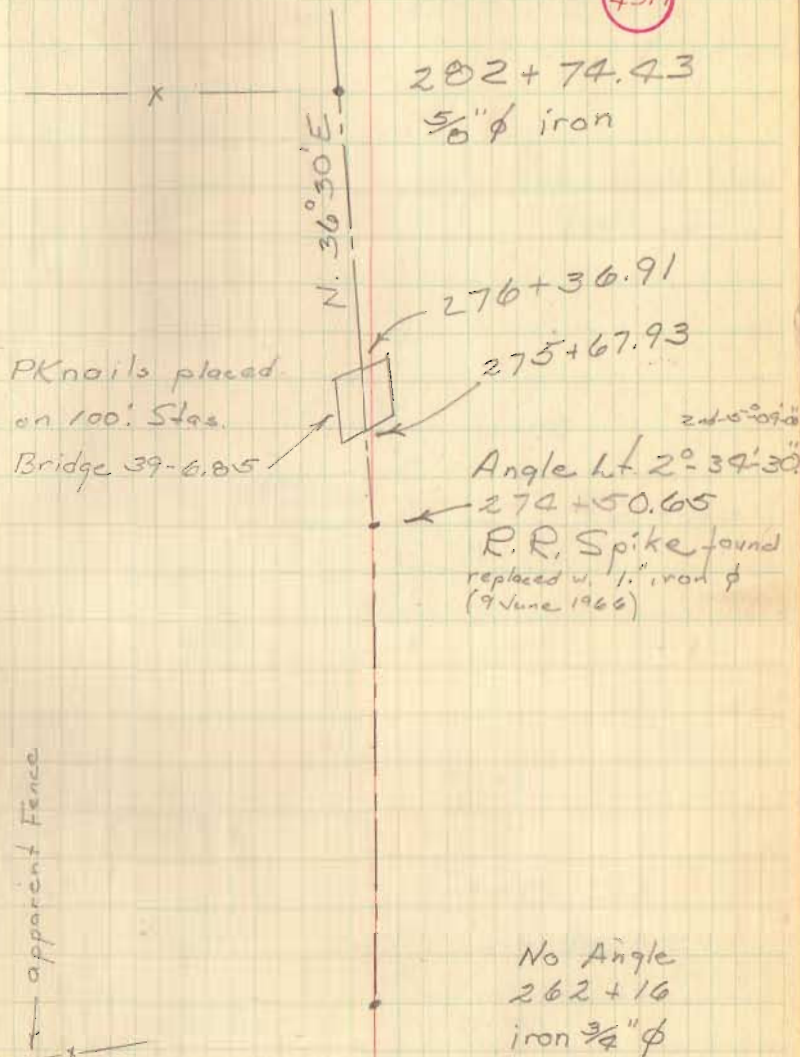
Bridge Location 39-6.85

Bridge marked 39-6.86

Nichols
Thompson
Buchenroth

8 June 1966
Overcast, 80% humid, light breeze
K&E = INDEXED ON MAP

4319



Bridge 39-5.00 (Brdg. marked 39-4.98)

Sl L

182+81.92 90°-45' Lt (181°-30')

179+15.42 22°-43' Rt (45°-26')

173+33.35 22°-08' Lt (44°-16')

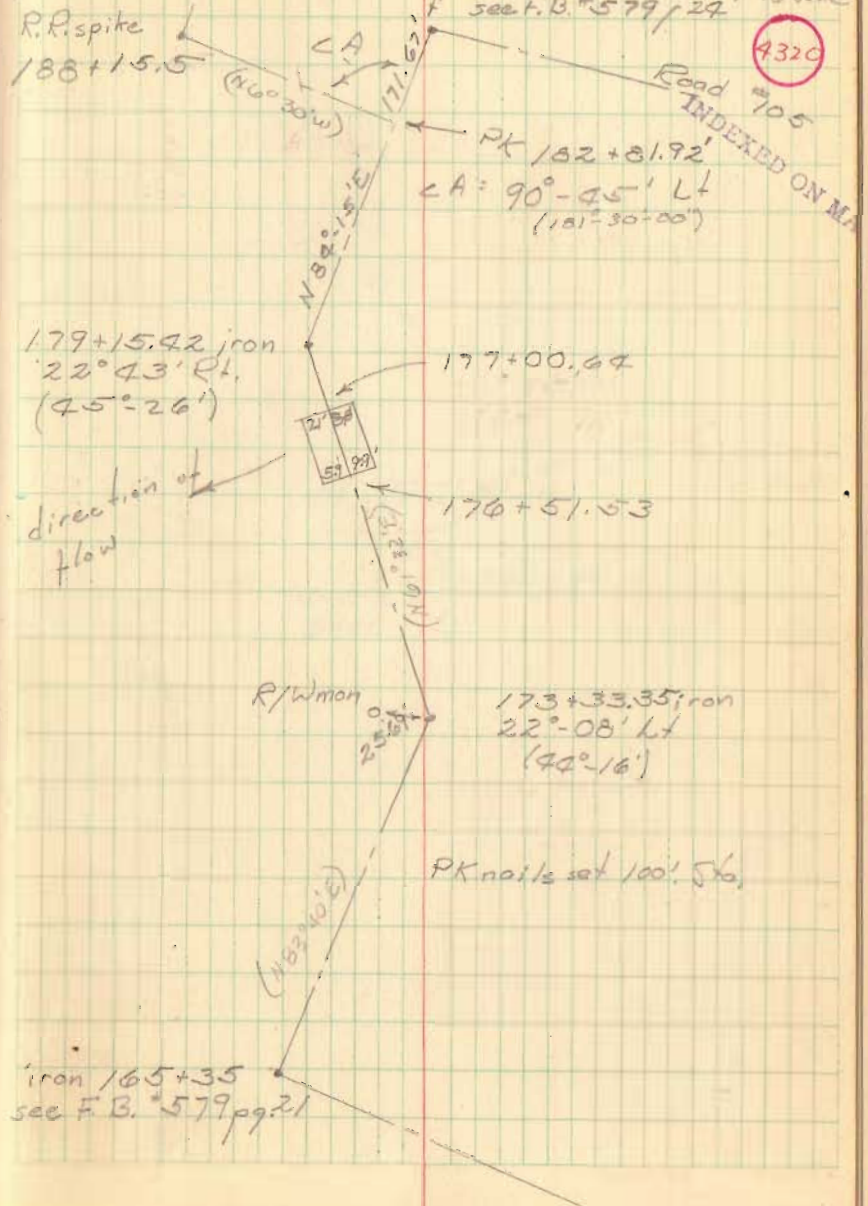
165+35

Nichols
Thompson
Buchenroth

15 June 1906
Sun, windy 70°
K + E rain @ 1:50
found 1" iron (bent) straighten
see F.B. #579/24 16 June

22

4320



R.R. spike
188+15.5

CA

(180°-30')

171.62

PK 182+81.92

∠A = 90°-45' Lt
(181°-30'-00')

Road #705
INDEXED ON MAP

179+15.42 iron
22°-43' Rt.
(45°-26')

177+00.64

27.58'
57.39'

direction of
flow

176+51.53

R/W Mon

25.58'

173+33.35 iron
22°-08' Lt
(44°-16')

PK nails set 100' S to

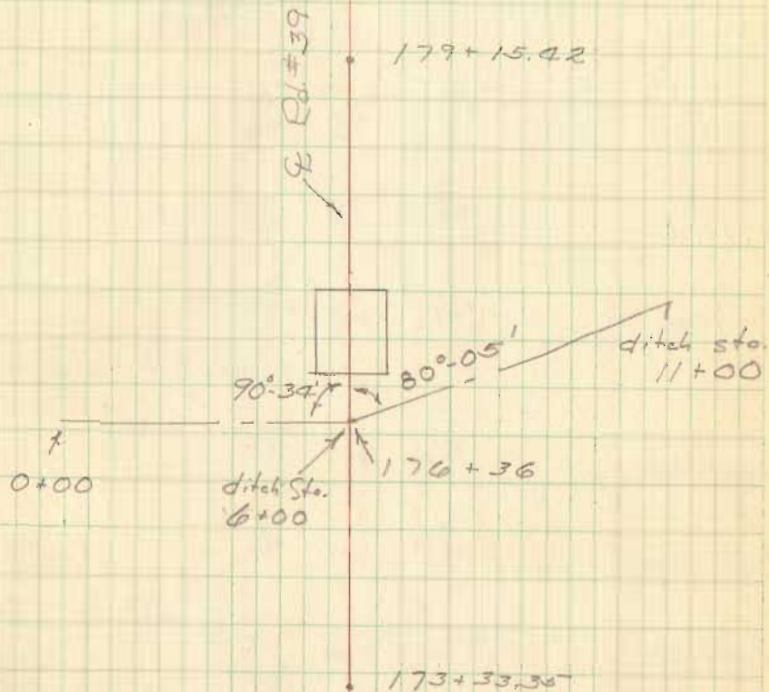
iron 165+35
see F.B. #579 pg. 21

Bridge 39-5.00

Base Line for X-Sections

Nichols
Bachenroth
Thompson

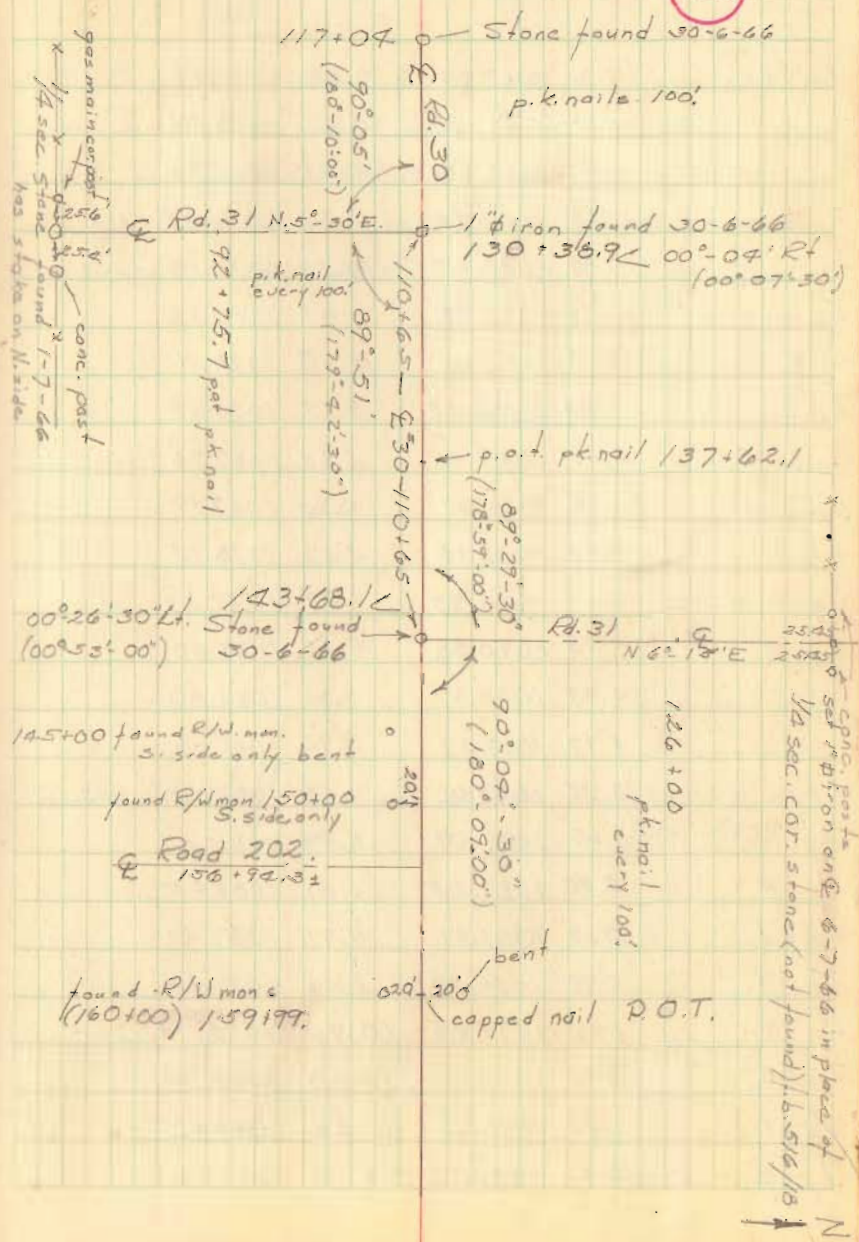
16 June 1966
Cloudy w. sun, breezy 70° 23
K + E



Intersection Rds. 30 + 31

Nichols
Thompson
Buchenroth

5/6 July 1966 INDEXED ON MAP
90°s humid, cloudy
K. + E. 4321 39



Brg. 31-7.17
(s. of S.P.#47)

133+50

