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December Term, 1915.

Monday Morning December 6th, 1915.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, Indiana it being the first Monday in said month.

Present; Henry S. Cox, John P. Moran, and Harry E. Sanders all members of said Board.

The following proceedings were then had to-wit:-

In the matter of the petition of
L.F. Sparks et al, for the
Improvement of a public highway in
Liberty Township.

Come now L.F. Sparks and other, petitioners for the improvement of a public highway in Liberty Township, Hendricks County, Indiana, and their said petition coming on for hearing before the board said petitioners now produce and file the affidavits of Julian D. Hogate and Alvin Hall, editors respectively of the Republican and the Danville Gazette, two weekly newspapers of general circulation throughout the county of Hendricks, printed and published in the town of Danville, Hendricks County, Indiana, the county in which is located the public highway ^{Proposed} to be improved under these proceedings, and of opposite politics, said affidavits being in words and figures as follows, to-wit :- (H.I.).

And from which said affidavits it appears to the satisfaction of the board that due notice of the filing, and the time and the place of the hearing of said petition was given in said newspapers by two consecutive publications therein, the first of which publications was on the 11th day of November, 1915, and the last on the 18th day of November, 1915.

Said petitioners also produce and file the affidavit of L.F. Sparks, as follows to-wit:- (H.I.), and from which said affidavit it appears to the satisfaction of the board that the due notice of the filing of said petition, and the time and place of the hearing of the same was duly given by the posting of duly certified copies of said petition, which said copies had endorsed thereon the time and place of the hearing of said petition, in the towns of Center Valley, Belleville, and Clayton, and all being public places in Liberty Township, and on the line of the proposed improvement; that said notices were posted by the direction of the Auditor of Hendricks County, Indiana,

December Term, 1915.

L.F. Sparks et al, Road.

and for more than fifteen days prior to the 6th day of December, 1915, the day upon which the said auditor designated by endorsement upon said petition as the time for presenting the same to the board.

Said petitioners now also produce and file the affidavit of Lewis W. Borders, the auditor of said Hendricks County, Indiana, as follows to-wit: (H.I.), and from which affidavit it appears to the satisfaction of the board that a duly certified copy of said petition was by him posted at the door of the Court House in the town of Danville, Hendricks County, Indiana on the 12th day of November, 1915, and more than fifteen days before the 6th day of December, 1915, the day fixed by an endorsement upon said petition by said auditor as the day for the hearing of said petition by this board.

And now it appearing to the satisfaction of the board that no tax payer of said Liberty Township, Hendricks County, Indiana, or any person or corporation whose lands or property will be affected by the proposed improvement prayed for in said petition, have filed and objections to the form or sufficiency of said petition, and the board having examined said petition does now find the same in due form and sufficient; that the same was filed in the office of the Auditor of Hendricks County, Indiana, on the 6th day of November, 1915, and by an endorsement in writing upon said petition the county auditor did fix as the date for presenting the same to this board the 6th day of December, 1915, the same being the 1st day of the regular December Term, 1915, of the Commissioners court of Hendricks County, Indiana, and not more than thirty days from the date of the filing of said petition in said office.

The board further finds that said petition is signed by more than fifty freeholders and legal voters of Liberty Township, Hendricks County Indiana; that the same is sufficient in all respects, and orders the same spread of record upon the records of this court kept for that purpose, which is now done, the same being in words and figures as follows to-wit:-

STATE OF INDIANA, HENDRICKS COUNTY, SS :

In the Commissioners court of Hendricks County, Indiana:

In the matter of the improvement of a public highway in Liberty Township, County and State aforesaid.

Gentlemen:

We the undersigned, petitioners, represent to your Honorable Board that we constitute more than fifty freeholders and legal voters of Liberty Township, Hendricks County, Indiana,

December Term

and no request
public highway
described line

near the center
and running the

the west half of
13, and from the

south east corner
East half of section

and from thence
by what is known

along said North
and Clayton public

of section 2 and
line of the corner

in Township 14
stone, gravel

bridges, culverts
Your

be found sufficient
competent engineer

all as provided
than thirty days

issued and sold
connected therewith

L.F. Sparks
Rushton E.L. Wilson

C.A. Edmondson, George
Cunningham, George

E.W. Milhon, W.R.
Lane, E.R. Frank

L.S. Jones, Morley
Dickerson, T.L. A.

Albert E. Wardwell
Glover Sylvester

E.F. Duncan, Earl
J.F. Canary, Alex

W.P. Cox, Guy C. H.
D.S. Hazelwood, J.

December Term, 1915.

L.F. Sparks et al, Road.

and we respectfully petition your Honorable Board that the following duly established public highway situated wholly within said Liberty Township, and upon the following described line, to-wit:-

Beginning at the boundary line between the counties of Morgan and Hendricks near the center south of the west half of section 36, Township 14 North, Range 1 West and running thence north through the west half of said section 36, and also through the west half of section 25 and 24 and 13, to or near the center west of said section 13, and from thence north on section line between sections 13 and 14 to or near the south east corner of section 11, and from thence north through the east half of the East half of said section 11 to the south end of Morgan Street in the town of Belleville, and from thence north over and along said Morgan Street to where the same is intersected by what is commonly known as the National, or Cumberland road; from thence west over and along said National, or Cumberland road, to where the same is entered by the Belleville and Clayton public highway; from thence in a north westerly direction through the west half of section 2 and the north half of section 3 and terminating at the south corporation line of the corporation of the town of Clayton, Hendricks County, Indiana, and all being in Township 14 north, Range 1 west, be improved by grading, draining, and paving with stone, gravel or other road paving material, and by the building of all necessary bridges, culverts and sewers thereon.

Your petitioners further ask that, if upon a hearing of this petition the same be found sufficient by your Honorable board, the same be referred to viewers and a competent engineer for their report upon said proposed improvement herein prayed for, all as provided by statute in such cases, and that said improvement be made not less than thirty feet in width, and that bonds in series covering a period of ten years be issued and sold to pay the cost of said improvement and all the expenses incident and connected therewith.

L.F. Sparks, Lee Willard, Alfred Hadley, M.G. Rushton, Enoch Rushton, C.M. Rushton H.L. Rhoades, Jesse Barnes, W.R. Craven, Frank House, J.T. Busby, D.M. Richardson, C.A. Edmonson, G.J. Rushton, D.B. Willis, Chas. P. Clawson, John B. Alexander, Sylvester Cunningham, George W. Herring, A.B. Scotten, C.O. Scotten, O.H. Johnson, Mathew Bray, E.W. Milhon, W.R. Mynatt, G.W. Reitzel, Raymond Stout, D.C. Hiatt, Clavin Stout, W.P. Lane, B.H. Franklin, Phin Pursell, E.A. Megimes, T.H. Peck, J.P. Stout, L.O. Johnson, L.S. Jones, Morton Foster, William Weesner, Amos Mitchell, D.M. Reynolds, John P. Dickerson, T.H. Mitchell, Frank Stanley, Carl Mitchell, J.W. Noel, Thomas E. Hamrick, Albert H. Worrell, George R. Short, James Winsted, D.A. Anderson, C.H. Little, Joe Glover Sylvester York, W.R. Terrell, R.L. Ader, W.D. Barnes, George M. McClebban, E.P. Duncan, Earl Duncan, R.H. Bayless, D.M. Sawyer, Ed Warmoth, J.R. Underwood, P.A. Bray, J.P. Canary, Alex Franklin, W.H. Cook, A.W. Cook, C.G. Brown, B.P. Svotten, W.M. Craven, W.P. Cox, Guy C. Boyd, Leslie Beadle, Frank Beadle, Nelson Johnson, W.A. McClure, D.S. Hazelwood, J.S. Patterson, Leslie Stone, W.A. McCormick, W.O. Lee, C.E. Shields,

Leroy Rhoades, J.E. McDade, Chas. Burton, J.L. Edmonson, Finley Franklin, George E. Routh, Clarence Worrell, S.S. Blunk, Thomas Blunk, Fred Franklin, A.C. Stout, C.E. Ellis, J.C. Bayliss, Harrison McGans, T.F. White, G.W. Miller, G.A. Mason, Mark M. Stout, R.E. Hubbard, Alvin Woodward, W.H. Pritchard, J.B. Carr, Grant Stone, Henry York, A.B. Rushton, John H. Hall, H.F. Weesner, George G. reyniersen, H.B. Reyniersen, Fred Howard, W.A. Coble, J.E. Busby, S.R. Holderman, E.S. Miller, A.B. Davis, Lon Little, H.M. Ward, Elwood Lamb, Clarence Cox, Frank G. Martin, E.H. Rushton, H.F. Lekker, Chas. P. Johnson, E.P. Thompson, William O. Hoadley, John W. Pitz, S.A. Reeves, S. Scotten, George H. Johnson, Walter E. Rushton, C.L. Shuler, John T. Albertson, E.S. Thompson, Arthur M. davis, W.R. Bowman, Alva Tumey J.N. Richardson, R.D. Mynatt, F.M. Wright M.D., J. Thomas Craven, John A. Crow,

It is now ordered by the board that the matters of said petition be referred to Theodore W. garrison, the duly elected, qualified and acting surveyor of Hendricks County, Indiana a competent civil engineer; and isaac W. foster and William H. Stevenson, two freeholders and legal voters of Hendricks County, Indiana, and who do not reside in said Liberty Township or own any taxable property therein as viewers to act with said civil engineer.

It is further orered by the board that said engineer and viewers shall meet at the auditors office in the town of Danville, hendricks County, Indiana, on Saturday the 11th day of December, 1915, at the hour of two 1'clock P.M. of said day and then and there take and subscribe an oath to faithfully and impartially discharge their duties as such engineer and viewers.

It is further ordered by the board that said engineer and viewers report to this board the determination of their findings and recommendations in a written report on the first day of the regular January term, 1916, of this board unless for good reasons shown the time therefor be extended by an order of this board.

And further proceedings herein are continued.

December Term, 1915.

In the matter of the petition of
Frank Beadle et al, for the
improvement of a public highway in
Liberty Township, Hendricks County.

Come now the petitioners by Counsel, and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board that it is impossible for
said engineer and viewers to, at this time make a report of thier doings in the foregoing
entitled cause.

Therefore, it is ordered by the board that said engineer and viewers be given until
the regular February Term 1916 of said board, to make and file in the office of the
Auditor of Hendricks County, Indiana their certain report in writing, setting forth
their determination in regard to said proposed improvement.

In the matter of the petition of
James A. Hadley et al, for the
improvement of a public highway in
Eel River Township.

Come now the petitioners by Counsel, and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board that it is impossible for
said engineer and viewers to, at this time make a report of their doings in the foregoing
entitled cause.

Therefore, it is ordered by said board that said engineer and viewers be given
until the regular February Term, 1916, of said board, to make and file in the office of
the auditor of Hendricks County, Indiana, their certain report in writing, setting forth
their determination in regard to said proposed improvement.

In the matter of the petition of
D.A. Surber et al, for the
improvement of a public highway in
Middle Township.

Come now the petitioners by Counsel, and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board that it is impossible for said
engineer and viewers to, at this time make a report of their doings in the fore-
going entitled cause.

Therefore it is ordered by said board that said engineer and viewers be given
until the regular february Term, 1916 of said board to make and file in the office of
the auditor of Hendricks County, Indiana their certain report in writing, setting
forth their determination in regard to said proposed improvement.

December Term, 1915.

Arthur M. Davis et al, Road.

In the matter of the petition of
Arthur M. Davis and others for
the improvement of a public
Highway by taxation in Liberty Township.

Come now the petitioners in the above entitled cause and it
appearing to the satisfaction of the board of Commissioners that a petition
containing the names of more than fifty free-holders and legal voters
of Liberty Township in Hendricks County, State of Indiana, was filed
in the office of the County Auditor on the 2nd day of November, 1915.

And it is further appearing to the board of Commissioners that at
the time of filing said petition the same was set for hearing on the 6th
day of December, 1915, as shown by the endorsement thereon of Lewis W.
Borders, Auditor of Hendricks County, said State, which endorsement is in
words and figures as follows to-wit: (H.I.)

And said petition now coming on for hearing before the board,
said petitioners now produce and file the affidavits of Julian D. Hogate
editor and publisher of "The Republican, and of Alvin Hall, editor and
publisher of "The Danville Gazette", two public weekly newspapers of
general circulation, printed in Danville, Hendricks County, Indiana,
the county in which said highway proposed to be improved is located, said
affidavits and notices being in words and figures as follows to-wit:-

(H.I.) .

And now it appears to the satisfaction of said board of Commission-
ers by said affidavits that due notice of the filing and the time and place
of hearing of said petition was given in said ^{news} papers by two consecutive
publications therein, the first of which publications was on the 4th day of
November, 1915, and the last of the 11th day of November, 1915.

Said petitioners now also produce and file the affidavit of
Arthur M. Davis, of said County and State, which affidavits and notices
are in words and figures as follows to-wit:- (H.I.), from which affidavit
it appears that due notice of the filing of said petition and the time
and place of the hearing of the same was duly given by said affiant under
the order and direction of the Auditor of said hendricks County, Indiana,
by posting copies of said petition with the time and place of the hearing
of the same endorsed thereon, in three public places in Liberty Township,
said County and State aforesaid, for more than fifteen days before the 6th
day of December, 1915.

And said petitioners now also produce and file the certificate
of Lewis W. Borders, Auditor of said Hendricks County, which said
certificate and notice are in words and figures as follows to-wit:- (H.I.),

December Term, 1915.

Arthur M. Davis, et al, Road.

and from which said certificate it appears that a duly certified copy of said petition with the time and place of hearing of the same endorsed thereon was duly posted by said auditor at the door of the Court House for more the fifteen days before the 6th day of December, 1915.

And it further appearing to said board that no tax payer of Liberty Township aforesaid having filed any objection to the form or sufficiency of such petition and the board having examined said petition does now find the same sufficient, and in due form according to law; that the same was duly filed in the office of the Auditor of Hendricks County, Indiana, on the 2nd day of November, 1915, and by endorsement upon said petition said Auditor did fix for the hearing of the same on the 6th day of December, 1915, the same being the first day of the regular December Term, 1915, of the Commissioners Court of Hendricks County, Indiana.

The Board further finds that said highway asked to be improved is less than three miles in length; that a United States rural mail route passes over a portion of it and that said highway connects at one terminus with a free gravel road and at the other terminus with a Township Line.

It is therefore ordered and adjudged by the board that said petition is sufficient in form and substance and in all respects.

And now time is given for remonstrance and this cause is continued.

September 27th, 1915.

SUPPLEMENTAL CONTRACT.

In the matter of the construction of the E.F. Nash et al Road in Brown Township, Hendricks County, Indiana.

This Supplemental contract and agreement made and entered into this 27th day of September 1915, by and between A.M. Lisby of Coatesville, Indiana, the party of the first part, and the Board of Commissioners of Hendricks County, Indiana, party of the second part hereby witnesseth:

That whereas, it has become necessary, for the benefit of the above named highway, that certain changes and alternations be made in the construction thereof according to the following specifications, to-wit: that whereas the amount of stone specified for said road is not sufficient to properly construct the same, the Contractor on said road is to supply a sufficient amount of additional stone to properly construct said road at the rate of \$1.55 per ton placed on said road, and is to receive for properly spreading the same an additional amount of 10% or 15½ cents per ton, as shown by the weight bills for said stone, now therefore, it is hereby ordered by said Board of Commissioners that the change above specified, be made in the construction of said highway, by the party of the first part, as herein specified and as directed by the engineer in charge of such construction that the party of the first part shall receive the sum of \$1.70½ per ton for such change or shall agree that the construction price of said highway

December Term, 1915.

C.F. Smith et al, Deed.

be returned to the sum of _____ by virtue of such change as herein specified.

It is hereby agreed by and between the parties hereto that this order and supplemental contract shall be deemed full authority to the party of the first to execute the work herein specified and shall constitute an agreement on the part of the party of the second part to pay for said work when same shall have been completed and approved as answering to the specifications embodied herein.

Such payment to be made upon the verified claim of the party of the first part filed with the party of the second part.

IN WITNESS whereof the said parties hereto have hereunto set their hands and seals this 27th day of September, 1915.

A.M. Lister party of the first part.

Henry E. Des.

John F. Morris.

Harry E. Sanders.

Board of Commissioners of Hendricks Co.,

ATTEST: Levi E. Sanders.

Notary.

December Term, 1915.

December Morning Dec

The Board of

advisement in the road
day of December, 1915.

Present; John

The following

In the matter of the

Walter C. Larimore et

Improvement of a public

Franklin Township.

Comes now Evan

construction of the Wal

Commissioners of Hendr

a valuable consideration

he relinquishes, and assign

in title to and interest

interest whatsoever in

December, 1915.

Comes now Oliver

assignment of Evan Bray

contract for the constru

he will carry out said

to the fullest extent.

originally awarded to hi

The said Oliver

assignment by the board

bond for the faithful pe

December 20th, 1915.

Comes now the un

Hendricks County, Indiana

contract for the construct

to Evan Bray to whom the

awarded. December 20th, 19

December Term, 1915.

Walter C. Larimore et al, Road.

Tuesday Morning December 21st, 1915.

The Board of Commissioners of Hendricks County, Indiana are met pursuant to adjournment in the room of the Commissioners in the town of Danville, it being the 21st day of December, 1915.

Present ; John P. Moran, and Harry E. Sanders two members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of the
Walter C. Larimore et al, for the
Improvement of a public highway in
Franklin Township.

ASSIGNMENT OF CONTRACT.

Comes now Evan Bray of Noblesville, Indiana to whom the contract for the construction of the Walter C. Larimore et al, Road was awarded, by the board of Commissioners of Hendricks County, Indiana on the 3rd day of March, 1913, and hereby for a valuable consideration, the receipt of which is hereby acknowledged; sells, transfers, relinquishes, and assigns to Oliver J. Larkin of Coatesville, Indiana all of the rights in title to and interest in said contract and hereby transfers and assigns all of his interest whatsoever in said contract to said Oliver J. Larkin, this 20th day of December, 1915.

Evan Bray.

Comes now Oliver J. Larkin of Coatesville, Indiana, and hereby accepts the assignment of Evan Bray of Noblesville, Indiana, of his said Evans Brays Interest in the contract for the construction of the Walter C. Larimore et al, Road, and hereby agrees that he will carry out said contract and all of the terms and conditions therein specified to the fullest extent. And with the same conditions as if said contract had been originally awarded to him by the said board of Commissioners.

The said Oliver J. Larkin hereby further agrees that upon the acceptance of this assignment by the board of commissioners of Hendricks County, that he will execute his bond for the faithful performance of said contract and subject to the approval of said board December 20th, 1915.

O.J. Larkin.

Comes now the undersigned, constituting the board of Commissioners of Hendricks County, Indiana and hereby accept the above and foregoing assignment of the Contract for the construction of the Walter C. Larimore et al Road to Oliver J. Larkin by Evan Bray to whom the contract for the construction of said road was originally awarded. December 20th, 1915.

December term, 1915.

Walter C. Larimore et al, Road.

John P. Moran.Harry E. Sanders.

Board of Commissioners of Hendricks County

ATTEST: Lewis W. Borders.

Auditor.

And now comes the said Ollie J. Larkin and files his bond to the approval of the board, which bond and the approval are in words and figures as follows to-wit:-

BOND.

KNOW ALL MEN BY THESE PRESENTS, that, we the undersigned, O.J. Larkin of Hendricks County, Indiana, B.F. Vaughn, R.E. Larkin and W.R. Larkin, of Putnam County, Indiana are firmly bound unto the State of Indiana in the penal sum of Twenty Thousand (\$20,000.00) Dollars, for the payment of which well and truly to be made, we bind ourselves, jointly and severally, and our joint and several heirs, executors and administrators and assigns, firmly by these presents, this 7th day of December, 1915.

THE CONDITIONS OF THE ABOVE OBLIGATION are such that whereas, the Board of Commissioners of Hendricks County, Indiana is about to let a contract for the construction of the Walter C. Larimore et al Road in Franklin Township, and whereas, the above named O.J. Larkin has filed his bid for said work with the Auditor of the County: Now, therefore, if the said Board of Commissioners shall award him the contract for said work, and the said O.J. Larkin shall properly enter into a contract with said board of Commissioners for said work, and shall well and faithfully do and perform the same in all respects according to the profile, reports, plans and specifications adopted by the Board of Commissioners and according to the time, terms and conditions specified in said contract to be entered into, and shall promptly pay all debts incurred by him said Contractor, Sub-contractor, Agent or Superintendent in the prosecution of said work, including labor, materials furnished, and for boarding the laborers thereon and shall pay all damages to any firm or corporation who shall suffer loss or damage by reason of any failure or neglect of any bidder to enter into proper contract to perform such work or to carry out the same in any particular then this obligation shall be void otherwise to remain in full force .

O.J. Larkin. (SEAL)B.F. Vaughn.R.E. Larkin. (SEAL)W.A. Larkin.

STATE OF INDIANA

HENDRICKS COUNTY.

Before me, a Notary Public in and for the State of Indiana, on this 7th day of December, 1915, personally appeared

Ollie J. Larkin, B.F. Vaughn, R.E. Larkin and W.A. Larkin, all of whom are known to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they executed the same for the purposes and consideration therein expressed.

My Commission expires on the 1st day of January, 1916.

My Commission expires on the 1st day of January, 1916.

Accepted and

ATTEST Lewis

STATE OF INDIANA

PUTNAM COUNTY.

I, C.L. A

that the surties

than the within

Witness

December Term, 1915

Walter C. Larrimore et al, Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

Before me, a notary public, in and for said County and State, personally appeared O.J. Larkin, B.P. Vaughn, F.E. Larkin, and W.R. Larkin and acknowledged the execution of the foregoing instrument for the uses and purposes therein mentioned.

WITNESS my hand and Notarial Seal this 17th day of December, 1915.

(SEAL)

John Masten.

NOTARY PUBLIC.

My Commission expires April 15th, 1917.

Accepted and approved December 21st, 1915.

John P. Moran.Harry E. Sanders.

Board of Commissioners of Hendricks County.

ATTEST Lewis W. Borders.

Auditor Hendricks County.

STATE OF INDIANA

SS:

PUTNAM COUNTY.

I, C.L. Airhart, Auditor in and for said County and State, do hereby certify that the surties on the within bond are the owners of real estate valued at more than the within bond, as shown by the tax Duplicate of said County for the year of 1916.

Witness my hand and officail seal, the 17th day of December, 1915.

(SEAL)

C.L. Airhart.

Auditor Putnam County.

January Term, 1916.

Monday January 3rd, 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, it being the first Monday in said Month.

Present; John P. Moran, Harry E. Sanders, and John G. Shelton, all members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of Arthur M. Davis et al for the improvement of a highway in Liberty Township.

Come now again the petitioners in the above entitled cause and it appearing to the Board of Commissioners that said petition was set for hearing on the 6th day of December, 1915 and more than twenty days having elapsed since the day set for the hearing of said petition as indorsed thereon by the Auditor of Hendricks County, Indiana; and it further appearing to the board that no remonstrance to said petition has been filed by any voter or freeholder of Liberty Township, Hendricks County, Indiana, and the board being fully advised in the premises finds that the petition should be spread of record and an engineer and viewers be appointed to view said proposed improvement.

It is therefore ordered and adjudged that the prayer of the petitioners be and the same is hereby granted, and the petition is hereby ordered spread of record upon the records kept for such purpose in the Auditors office in Hendricks County, Indiana, which petition is in the words and figures as follows to-wit:-

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

In the Commissioners' Court,
November term, 1915.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA.

Come now the undersigned petitioners and respectfully show that they constitute more than fifty free holders and voters of Liberty Township in said County and State, and they respectfully petition your Honorable Board to construct a free gravel or macadamized road in said Liberty Township, by improving, grading, ditching, draining, building bridges, approaches to said bridges, and all necessary culverts thereon,

January Term, 1916.

Arthur M. Davis et al, Read.

and to construct said highway in Liberty Township out of gravel, stone, or other macadamized, or road building material; said highway so petitioned for beginning on the Township line between Guilford and Liberty Townships, ⁱⁿ Hendricks County, Indiana at the southeast corner of section 8, Township 14 north of Range 1 East, and running thence West on the section line dividing said section 8 on the North and Section 17, Township and range aforesaid, on the south for a distance for one mile; thence North on the section line dividing section 8 and section 5 in said township and range, on the East from section 7 and 6 in said Township and Range on the West to a point on the section line between said sections 5 and 6 where it intersects an improved gravel road, known as the National Road, a distance of one and three-quarter miles, the entire length of said highway petitioned to be improved being two and three-quarter miles, and extending over and along a public highway now established, all of said highway proposed to be improved being located and situated in said Liberty Township, Hendricks County, and State of Indiana.

And said petitioners say that said highway be improved, as proposed and petitioned for herein, is 30 feet in width and less than three miles in length, with one terminus on the township line dividing Liberty and Guilford Townships, and the other terminus at an improved free gravel road.

Your petitioners further respectfully show that a portion of said highway sought to be improved is transversed by a United States Mail Route.

Wherefore your petitioners pray that the above described highway be improved by grading, draining and constructing the same out of gravel, stone, or other macadamized or road building material, and by building bridges and the approaches thereto, and all necessary culverts thereon, pursuant to the Statutes of the State of Indiana.

Your petitioners further ask that said improvement be made without an election of the voters of said Liberty Township, and they ask that bonds be sold to pay for the costs of said improvement, and that they be issued in a series payable in 10 years from the issuance thereof, and that the board of Commissioners take necessary steps to provide the improvements herein sought to be improved for, and the costs thereof.

Arthur M. Davis, A. Lowder, Allen Kellum, Sylvester Cunningham, Lee Williard, Frank Sparks, Christian Roab, Wesley Richardson, Solomon Scotten, George H. Johnson, C.G. Brown, A.W. Cook, F.C. Mitchell, William H. Cook, Grant G. Martin, W.M. Craven, Joshua Hadley, W.F. Martin, E.T. Cox, F.O. Keley, A.B. Davis, J.F. Canary, G.W. Hering, Chas. Johnson, W.R. Bowman, H.F. Keller, Alfred Hadley, Finley Franklin, George E. Routh, John A. Miles, Lee Parks, E.S. Miller, G.W. Miller, T.F. White, C.R. Thompson, E.H. Little, B.H. Franklin, Ervin Woodward, F.M. Craven, W.H. Pritchard, A.B. Rushton, G.J. Rushton, Sylvester York, D.M. Richardson, E.J. Stanley, Alvin Woodward, G.W. Stone, W.F. Stone, Leroy Rhoades, L.F. Mabe, C.E. Shields, L.A. Johnson, J.W. Joel, Ullen Rogers, Ames Mitchell, C.F. Edmons, J.P. Stout, F.C. Jackson, B.B. Winsted, George W. Hufford, W.W. Stewart, W.G. Douglas,

January Term, 1916.

Arthur M. Davis et al, Road.

It is further ordered that said petition be referred to viewers and Theodore W. Garrison the County Surveyor who is a competent engineer and who has qualified by filing his bond in the penal sum of \$10,000.00 payable to the State of Indiana and approved by the Board of Commissioners of said Hendricks County, and the board now appoints as viewers J.W. Williams, and Fred Soper, two responsible free holders and voters of Hendricks County, Indiana, neither of whom is a resident of said Liberty Township or the owner of taxable property in said Township and in which said highway proposed to be improved is located.

It is further ordered that said viewers, and engineer meet at the Auditor's office of Hendricks County, Indiana on the 11th day of January, 1916, at the hour of 10 o'clock A.M. and there take an oath and subscribe to the same to faithfully and impartially discharge such duties as the law imposes in such cases made and provided. And said viewers and engineer are ordered to make a report of their doings in the premises herein at the regular February Term, 1916 of the Commissioners court of said County and this cause is continued.

In the matter of the petition of
L.F. Sparks et al, for the
Improvement of a public highway in
Liberty Township.

Come now the petitioners by Counsel and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers, to at this time make a report of their doings in the foregoing entitled cause.

Therefore it is ordered by said board that said engineer and viewers be given until the regular March Term, 1916, of said board to make and file in the office of the Auditor of Hendricks County, Indiana their certain report in writing, setting forth their determination in regard to said proposed improvement.

January Term, 1916.

In the matter of the petition of
Chas. A. Mackey et al, for the
Improvement of a public highway in
Center Township.

Come now the petitioners by Counsel, and come also the viewers and engineer i
herein, and it appearing to the satisfaction of the board that it is impossible for
said engineer and viewers to, at this time make a report of their doings in the foregoing
entitled cause.

Wherefore, it is ordered by said board that said engineer and viewers be given
until the regular March Term, 1916 of said board to make and file in the office of the
Auditor of Hendricks County, Indiana their certain report in writing setting forth their
determination in regard to said proposed improvement.

In the matter of the petition of
S.L. McCurdy et al, for the
Improvement of a public highway in
Center Township.

Come now the petitioners by Counsel and come also the viewers and engineer,
herein, and it appearing to the satisfaction of the board that it is impossible for said
engineer and viewers to, at this time make a report of their doings in the foregoing
entitled cause.

Wherefore, it is ordered by said board that said viewers and engineer be
given until the regular March Term, 1916 of said board, to make and file in the office
of the Auditor of Hendricks County, Indiana their certain report in writing, setting
forth their determination in regard to said proposed improvement.

In the matter of the improvement of
H.W. Howell et al, for the
Improvement of a public highway in
Center Township.

Come now the petitioners by Counsel and come also the viewers and engineer
and it appearing to the satisfaction of the board that it is impossible for said
engineer and viewers to, at this time make a report of their doings in the foregoing
entitled cause.

Wherefore, it is ordered by said Board that said engineer and viewers be given
until the regular March Term, 1916, of said board to make and file in the office of the
Auditor of Hendricks County, Indiana, their certain report in writing, setting forth their
determination in regard to said proposed improvement.

January Term, 1916.

In the matter of the petition of
G.H. Henning et al, for the
Improvement of a public highway in
Brown Township.

Come now the petitioners by Counsel and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board that it
is impossible for said engineer and viewers to at this time make a report
of their doings in the foregoing entitled cause.

Therefore, it is ordered by said board that said viewers and
engineer be given until the regular May Term, 1916, of said Board to make
and file in the office of the Auditor of Hendricks County, Indiana, their
certain report in writing setting forth their determination in regard to said
proposed improvement.

In the matter of the petition of
J.H. Airhart et al, for the
improvement of a public highway in
Brown Township.

Come now the petitioners by Counsel, and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board that it
is impossible for said engineer and viewers to, at this time make a report
of their doings in the foregoing entitled cause.

Therefore, it is ordered by said board that said engineer and
viewers be given until the regular April Term, 1916 of said board to make
and file in the office of the Auditor of Hendricks County, Indiana, their
certain report in writing setting forth their determination in regard to
said proposed improvement.

In the matter of the petition of
J.W. Haynes et al, for the
Improvement of a public highway in
Center Township.

Come now the petitioners by Counsel and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board that it is
impossible for said engineer and viewers to, at this time make a report of
their doings in the foregoing entitled cause.

Therefore, it is ordered by said board that said engineer and
viewers be given until the regular May Term, 1916, of said Board to make
and file in the office of the Auditor of Hendricks County, Indiana, their
certain report in writing, setting forth their determination in regard to
said proposed improvement.

February Term, 1916.

Monday, February 7th, 1916.

The Board of Commissioners of Hendricks County, Indiana, are met in regular session in the room of the Commissioners in the town of Danville, it being the first Monday in said Month

Present: John P. Moran, Harry E. Sanders, and John G. Shelton, all members of said Board.

The following proceedings were then had to-wit:

In the Matter of the Petition of
James A. Hadley, et, al, for the
improvement of a highway in Eel
River, Township, by taxation.

Comes now again the petitioners in the above entitled cause, by Thad S. Adams, their attorney, and respectfully shows to the Board of Commissioners of Hendricks County, Indiana, that heretofore, to-wit, on the 15th day of October, 1915, the Board of Trustees of the incorporated town of North Salem, in the aforesaid county and state, upon the petition of the petitioners herein, by a proper resolution duly presented and passed by said Board of Trustees for said incorporated town gave the consent of said Board of trustees to said Board of Commissioners to order the improvement prayed for in said petition, and to fully execute any and all orders heretofore made by them for said improvement within the limit of the incorporated town of North Salem in said county and state, and gave the consent of the Board of Trustees and of the said town of North Salem to said Board of Commissioners to construct said improvement according to the plans and specifications that had heretofore or may hereafter, be adopted and approved by said Board of Commissioners, a copy of which resolution of said Board of Trustees of the town of North Salem is in words and figures as follows, to-wit:

In Re-Petition of
James A. Hadley, and others for the
Improvement of a public highway in
Eel River Township Hendricks County.

To the Honorable Board of Trustees of the incorporated town of North Salem,
Hendricks County, Indiana.

The undersigned would respectfully show to your Honorable Board that he and more than fifty other freeholders and legal voters of Eel River Township

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James A. Hadley et al Road.

Hendricks County, and State of Indiana, on the 8th day of June 1915, filed in the office of the Auditor of Hendricks County, Indiana, their certain petition addressed to the Board of Commissioners of said County, asking for the improvement of the following described public highway in said El River Township, to-wit: Beginning at and in the North Salem and New Winchester Free Gravel Road at the North end of the iron bridge across the creek, the said point being about 1700 feet South of the trestle constituting the overhead crossing of the C.I. & W. Railroad over said Free Gravel Road and said point of beginning being in the South West Quarter of Section Four, Township Sixteen North, Range Two West; and running thence North upon and along the said North Salem and New Winchester free Gravel Road for the distance of about 1700 feet, and to where said road is intersected by a certain public highway and Street in the Town of North Salem, known as Broadway Street. Thence North along and upon said Broadway Street for the distance of about 900 feet, and to where said Broadway Street is crossed by another public street and highway in said Town of North Salem, known as Vine Street, Thence West along and upon said Vine Street for the distance of about 1700 feet and to a certain public highway and street in Hypes Second Addition to said Town, known as West Street, Thence North along and upon said West Street for the distance of about 360 feet and there intersecting and terminating in the North Salem and Beachdale Free Gravel Road.

The said petitioners ask in said petition that said improvement be made by grading, draining, ditching, and paving with stone, gravel or other road paving material, and by building the necessary bridges, culverts and sewers thereon, and that the same be made not less than 30 feet in width, except at such points in the Town of North Salem where the present walks and lawns are already constructed along the street, at which points said petitioners ask that said improvement extend from curb to curb. Said petitioners further say that said highway to be improved is less than 3 miles in length, and connects at each end with an already constructed Free Gravel Road, and that a part of said highway is located within the incorporated Town of North Salem, Hendricks County, Indiana.

Wherefore it is prayed that your Honorable Board give your consent by a resolution duly attached hereto, for the improvement of that part of said described highway that lies within the incorporated Town of North Salem, by the Board of Commissioners of Hendricks County, Indiana, by taxation, and that you order and direct the Clerk of said Town to transmit and caused to be filed a ~~certification~~ certified copy of said resolution with the Auditor of Hendricks County, Indiana.

James A. Hadley
et al.

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James A. Hadley et al Road.

BE IT REMEMBERED, That the Board of Trustees of the incorporated town of North Salem, Hendricks County and State of Indiana, met in special session on this the 15th day of October 1915, when James A. Hadley et al, presented to said Board the attached and foregoing petition.

And said Board of Trustees for said Town having duly considered said petition, then and there resolved, and by these resolutions the Board of Commissioners of Hendricks County, Indiana, are given to know that the consent of the Board of Trustees of the Town of North Salem, Indiana, is hereby given to said Board of Commissioners to order the improvement prayed for in said petition, and to fully execute any and all orders heretofore made by them for said improvement within the incorporated limits of said Town of North Salem, Indiana, as in said petition prayed for; and said Board are authorized to enter into all necessary contracts for the making and constructing of said improvement as prayed for upon and along all that part of the said highway described in the petition which lies within the incorporated limits of said Town of North Salem, Indiana, and full and complete consent is hereby given to said Board of Commissioners to construct said improvement according to the plans and specifications that have heretofore been or may hereafter be adopted and approved by said Board, Provided, however, that in the making of said improvement, as determined upon by said Board of Commissioners, the rights of all property owners situated upon and along said portion of the public highway within the corporate limits of said town, shall at all times be respected, as well as the rights of the general public to the use of said parts of said highway, and such rights and use of the public shall be interfered with as little as possible in the making of said improvements.

And provided further that said Board of Commissioners shall require of the contractor for such improvement to give a good and sufficient bond to be approved by said Board of Commissioners to protect and save the said Town of North Salem from any loss or damage of every kind and character growing out of any injury or damage to the person or property of any person on account of the fault or negligence of said contractor or any employe in the execution of said improvement or, that in any manner whatsoever grows out of the making of said improvement, and that said contractor will pay any judgement and costs that may be obtained against said Town of North Salem in any manner growing out of any injury or damage, by reason of said improvement while in the course of construction, or through negligence of said contractor and his employes.

And be it further resolved, that a duly certified copy of these resolutions, under the hand of the Clerk of said Town and the seal of said Town shall be forthwith transmitted by said Clerk to the Auditor of Hendricks County, Indiana, to be filed in

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said proceedings.

IN WITNESS WHEREOF, the Board of Trustees for the incorporated Town of North Salem, in the aforesaid county and State, hereunto affix their signatures this 15th day of October 1915.

J. H. Page

Harry Seaton.

Harry Dean.

TRUSTEES OF THE TOWN OF
NORTH SALEM, INDIANA.

ATTEST:

S. P. Kent.

CLERK OF THE TOWN OF
NORTH SALEM, INDIANA.

State of Indiana,
SS:
Hendricks County.

Town of North Salem.

I, S. P. Kent Clerk of the town of North Salem, Hendricks County, Indiana, hereby certify the above and foregoing to be a full, true and complete copy of the petition filed by James A. Hadley, et al, and of a resolution this day duly adopted and passed by the Board of Trustees of the Town of North Salem, Indiana.

WITNESS my hand and official seal.

S. P. Kent.

SEAL

Clerk OF THE TOWN OF NORTH SALEM,
INDIANA.

The petitioners would further show that pursuant to an order heretofore made by the Board of Commissioners and a notice issued by the Auditor of Hendricks County, which notice is in words and figures as follows, to-wit (Here insert): the viewers and engineer appointed in this cause met on the 7th day of August, 1915, which date was within ten days after the appointment of said viewers and engineer, and took the oath as provided by law for the faithful discharge of their duties as viewers and engineer in this cause.

And they would further show that the engineer, Theodore W. Garrison,

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appointed herein, has heretofore filed his bond in the penal sum of Ten Thousand Dollars as such engineer, which bond has been duly approved by the Board of Commissioners and is in words and figures as follow, to-wit (Here insert);

And said petitioners further show to the Board that the time for filing the report of the viewers and engineer in this cause, extended from time to time, and from term to term, of this Court until the 25th day of November 1915, when the viewers and engineer herein produced and filed in the office of the Auditor of Hendricks County their report as such engineer and viewers together with the plans, specifications and profile of said proposed improvement, which report, plans, specifications and profile are in words and figures following, to-wit;

ORDER TO VIEW ROAD.

THE STATE OF INDIANA,

Commissioners' Court,

SS:
HENDRICKS COUNTY,

August

Term, 1915.

To Theodore W. Garrison, Carman Branson and Joseph Wheeler

You are hereby notified that you were appointed by the Board of Commissioners of said County, at their August Term, 1915, to view a proposed highway, as follows, to-wit: Beginning at and in the North Salem and New Winchester Free Gravel Road, at the North end of the iron bridge across the creek, the said point being about 1700 feet South of the trestle constituting the overhead crossing of the C.I. & W. railroad over said Free Gravel Road, and said point of beginning being in the South West Quarter of Section Four, Township Sixteen, North Range Two West, and running thence North upon and along the said North Salem and New Winchester road for the distance of about 1700 feet, and to where said road is intersected by a certain public highway and street in the Town of North Salem, known as Broadway Street; thence North along and upon said Broadway Street for the distance of about 980 feet, and to where said Broadway Street is crossed by another public street and highway in said Town of North Salem, known as Vine Street; thence West upon and along said Vine Street for the distance of about 1700 feet and to a certain public highway and street in Hypes Second Addition to said Town, known as West Street; thence North along and upon said West Street for the distance of about 360 feet, and there intersecting and terminating in the North Salem and Reachdale Free Gravel Road, and, if said proposed highway will be of public utility, mark and lay out the same, in the manner prescribed by law, to the width of 30 feet.

You will meet at the office of the Auditor of Hendricks County, Indiana, on Saturday the 7th day of August 1915, at 9 o'clock A. M., and after being duly qualified, proceed to make said view, and report at the next regular term of said Board.

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James A. Hadley et al., Road.

I certify the foregoing to be a true copy of the order of the Board in relation to said proposed highway. Witness my hand and official seal, this 2nd day of August 1915.

Lewis W. Borders, Auditor.

SEAL.

OATH OF VIEWERS.

State of Indiana, Hendricks County, SS:

We Joseph A. Wheeler, Carman C. Branson and T. W. Garrison do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed highway to the best of our skill and ability, so help us God.

T. W. Garrison.

Joseph A. Wheeler

Carman C. Branson.

Subscribed and sworn to before me, this 7 day of Aug. 1915.

Lewis W. Borders

Aud.

ROAD VIEWERS' REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA:

We, the undersigned Viewers, who were appointed by your honorable body at your regular August Term, 1915, to view a proposed highway, as petitioned for by James A. Hadley et al., have discharged the duty assigned us, and submit to you the following report, to wit:

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows, to wit: The said proposed highway to be 40 feet in width, and commences at a point at the north end of the steel bridge on the North Salem and Roundtown County Road and over the Middle Fork of Eel River and near the center of the east half of the southwest quarter of Section four in Township sixteen North of Range Two West and runs thence north 29 degrees 1 minute east 62 feet, thence north 63 degrees 1 minute east 117 feet, thence north 39 degrees 55 minutes east 186 feet, (Up to this point deviating slightly from the road as heretofore established for the sake of a better approach to the bridge) thence along

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said road north 12 degrees 30 minutes east 661 feet, thence north 21 degrees and 45 minutes east 720 feet, thence north 39 degrees 22 minute west 134 feet to the south end of Broadway St., thence north along said Street 1046 feet to Vine St., thence west along Vine St., 1583 feet to West St., thence north along West St., 391 feet terminating at a point in the North Salem and Roachdale County Road, the total length being 4900 feet, of which length the first 1700 feet is outside of, and the remaining 3200 is within the incorporated Town of North Salem.

We submit herewith as a part of this report specifications for the improvement petitioned for, and we estimate that the cost thereof should not exceed the sum of \$7000.00

In our opinion it is in importance equal to the construction of this road that steps be taken to secure from the C.H. & D. Ry. Co. a safe and convenient crossing. At present their track is supported by posts that are a dangerous obstruction to travel for the reason that the passway between them is narrow and out of line with the roadway.

The change of route at the beginning of the road takes a small strip of the land of R. F. Hunt and necessitates the resetting of his fence for which damage we have agreed with him that the sum of \$40.00 shall be paid. Otherwise the improvement will cause no damage to any one. And we are of the opinion that said highway would be of public utility.

Respectfully submitted,

Joseph A. Wheeler.

Viewers.

Carman C. Branson

J. H. Garrison.

General Specifications.

These specifications include all drawing, notes and figures that accompany them, all of which should be carefully examined by the prospective bidders, who should also view the road, making their own calculations and relying on their own judgment as to the amount of work to be done, and making inquiry of the Engineer about matters not understood or not clearly expressed.

Matters not covered by these specifications shall be determined by the Engineer in harmony with the spirit and intention. Quantities given are approximations for the purpose of the Viewers estimate of cost and are to be considered only as they may show their intention.

It is the intention of the Viewers that the materials used be the best of their respective kinds and that the workmanship be first class. Both material and workmanship shall be satisfactory to the Engineer.

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Material rejected shall be removed immediately and work condemned shall be at once rebuilt. No part of the work shall be considered as finally accepted until the completion and acceptance of the whole.

If for proper completion the necessity appears for work not provided for at all and the same shall be authorized by the Board, the Contractor shall enter into a supplemental contract with him ~~do~~ do such extra work for cost plus 10% as estimated or ascertained by the Engineer. If it shall appear that work specified is of little utility it may be omitted by like supplemental contract with the Board, the original contract price being reduced by the cost of the same.

The Contractor shall be paid each month 80 % of the Engineer's estimate of the value of the work done and material furnished during the month.

The Contractor shall give timely notice to all parties whose property may be affected by his work. He shall remove all obstructions that hinders the performance of the work according to these specifications. He shall carefully remove all old material and what is not used in rebuilding the road shall be left to the disposal of the County Highway Superintendent.

The Contractor shall save Hendricks County harmless from all suits or claims that might arise from his work. He shall close the road to travel to the extent that may be necessary to protect his work and shall display lights and signs and erect barriers as is necessary to such protection.

The Contractor~~x~~ shall secure copies of these specifications and make himself or foreman familiar with them, and shall make an earnest effort to conform to them, and shall be responsible aside from all supervision for the proper execution of the work.

The Contractor shall furnish the Engineer with any information required in the way of invoices and freight bills as to the quantity and quality of materials used.

The Superintendent will check all bills of materials used and will inspect all work which does not show on its face the manner in which it was done, and no such work shall be done without notifying him.

The Contractor shall provide suitable machinery and competent workmen. The Engineer may prohibit the use of unsuitable equipment, and may dismiss from the Contractor's employ any person that is incompetent or that attempts to violate these specifications.

Any deviation from these specifications without the expressed assent of the Engineer will justify his rejection of such work.

Detail Specifications.

Stakes will be set by the Engineer from which the position and elevation of the culverts and head-walls may be determined. The excavation of the trench shall be smooth, straight and of uniform slope. The trench shall be filled to the depth shown with concrete. Upon this bed the vitrified pipe shall be laid straight and close. The forms for the head-wall shall then be built and the reinforcement all wired in place. With this preparation made the concreting of the pipe and head-walls shall be monolithic, beginning at one end and proceeding rapidly and uninterruptedly toward the other avoiding seams and initial set between batches. As soon as initial set has taken place the pipe shall be covered with dirt, and the pipe shall be protected from loads for at least three days by a temporary crossing.

The vitrified pipe shall be a good grade of number one standard sewer pipe.

For the larger culverts at stations 16 plus 50 and 22 plus 30, when the reinforced concrete floors have hardened sufficiently to work over wooden forms shall be built true to shape and dimensions shown on the plans, and when the reinforcement is wired into place concreting shall proceed as set forth above.

The forms shall be constructed of dressed and matched lumber that will grade at least number two, free from knot-holes, wane, and such defects, so that the concrete will show no irregularity other than the grain of the lumber.

The reinforcement shall be deformed rod of medium steel, free from dirt, paint, or scales of rust.

The concrete shall be a mixture in the proportion of one bag of cement, two cubic feet of sand, and four cubic feet of gravel, the sand being that part of the bank run material that will pass, and the gravel that part that will be retained upon a one-eighth inch ~~xxx~~ screen, the gravel containing no pieces larger than one and one-half inches. Bank-run material may be used if it shall be tested and found to screen out approximately in these proportions. The Contractor and the Superintendent shall make such tests by screening and measuring materials as will remove uncertainty as to the proportion of the mixture.

The cement shall be a standard brand of American Portland which by previous use has been found to be satisfactory, and it shall be fresh and in good condition at the time of using.

The mixture shall be thoroughly turned, first dry, then wet, the amount of water being such as will make a quaking plastic mass. If a machine is used it shall be a batch mixer. If mixing is done by hand it shall be done on a water-tight platform, turning the dry material until the color becomes uniform, then adding water and turning

again until the mass is equally wet throughout.

The placing of concrete in water is to be avoided. If in wet foundations the water can not be kept entirely down the mixing shall be done ^{wet} as usual and the concrete shall be deposited in the water with the least possible amount of splashing.

Exposed faces, or faces that might become exposed, shall be spaded or tamped in such a way as to force the coarse aggregate back and bring the mortar to the surface, making a smooth finish. Exposed edges shall be chamfered by nailing to the forms triangular strips sawed from inch boards.

The outside forms may be removed within three days from the time of placing the concrete, but the centers shall remain at least three weeks.

If concreting is attempted in freezing weather the Contractor shall devise means of protecting his work. and if any damage occurs the part affected shall be rebuilt.

In grading the dirt shall be piled around ~~and~~ the ends of the headers as shown in the elevations to prevent future settling and formation of ruts.

The subgrade shall be raised or lowered by cutting or filling as shown on the profile and cross-section and graded nearly flat. The fills shall be allowed to settle before placing stone, immediately before which work the center of the road to a width greater than that of the stone shall be gone over with the grader, making the surface smooth by scraping off the elevations down to the lowest depressions and raking the dirt to the outside for subsequent use in banking up the stone.

Upon the bed thus prepared and thoroughly rolled the lower course of screened stone shall be dumped and spread evenly between boards that have been carefully lined up at the required distance apart and from the center line of the roadway. Before the boards are removed the dirt shall be shoveled against them from the outside to a depth sufficient to form when rolled down a berm as high as the stone. Beginning on these berms and proceeding from each side toward the center both berms and stone shall be thoroughly rolled to settle and match the pieces together and reduce the voids. While this rolling is going on stone dust shall be dumped upon the berms in amount sufficient as shall be found by trial to fill the voids. when the stone has been rolled sufficiently and the dust is at hand workmen not more than three or four in number shall begin spreading the dust thinly and evenly over the surface of the stone with a sweeping motion of the

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shovel, the roller moving back and forth all the while. After each passage of the roller the application of dust shall be repeated as long as crevices appear and until the voids are entirely filled and only the form of the pieces of stone can be seen.

When the voids have been filled the mass shall be drenched with water and re-rolled until the wet dust becomes a mortar and enough is forced up from between the stone to form a wave of grout before the roller wheels.

After the stone has been rolled wet it shall be allowed to dry at least thirty-six hours before travel is permitted over it.

The work may be so managed that the operations of rolling, dusting sprinkling, etc., may all be carried on at the same time, beginning at the far end and working back toward the unloading point to avoid hauling over finished work. The amount of stone put down per day shall not exceed 125 tons for each steam roller in use, the roller being run steadily and continuously. As soon as one operation is finished the next shall begin and the work proceed in quick succession until completed.

After the first course has been completed the second shall be put down, the application and treatment of the two courses being exactly the same.

As the banking proceeds the berms and side-ditches, where the elevation of the roadway does not make side ditches unnecessary, shall be completed and made to conform to the drawing of cross-section.

The stone shall be the best grade of Mitchell limestone, hard, tough, and free from clay. The screened stone shall be that part of the product of the crusher that will pass a 3 1/2 inch screen and be retained on a 1 1/2 inch screen. The dust shall be all that part that will pass a 1 1/4 inch screen.

The rolling shall be in amount satisfactory to the Engineer, and shall be done with a steam roller weighing at least ten tons, and equipped with scrapers and ~~scraping~~ a carrying attachment.

The sprinkler shall have a platform gear that will allow turning around without digging up the grade. The sprinkling radius shall not be greater than the width of the stone and the flow of water shall be under control of the driver so that the surface may be wet uniformly.

The Superintendent will keep a list of the cars unloaded, showing initial and number and the date of unloading, and will see that the material is put upon the road uniformly. The Contractor shall file with the Engineer duplicate freight bills that will be checked with this list.

And said petitioners would further show that said engineer and viewers on the 7th day of February 1916, at the regular session of said Board of Commissioners, and more than ten days after the filing of their original report herein, and filed their

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supplemental report herein, which report is in words and figures as follows, to-wit:

Supplemental Report of Viewers.

TO THE HONORABLE BOARD OF COMMISSIONERS:

In the matter of the petition of Jas A. Hadley et al, for the improvement of highway.

We, the undersigned, Viewers, heretofore appointed in the above cause, and who as such viewers, on the 25th day of November, 1915, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same, now file this ~~xxx~~ as our supplemental report, to-wit;

We would respectfully report, that the improvement of said highway in the manner set forth in our former report, will not occasion any damages to the lands of any Infant, Idiot or person of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement, except to Robt. F. Hunt as therein noted.

Respectfully submitted,

Carman C. Branson.

Joseph A. Wheeler.

T. W. Garrison.

Viewers.

Subscribed and sworn to before me this the 7th day of Feb. 1916.

C. M. Havens.

Auditor Hendricks County.

And now said Board having duly examined said report and being fully advised in the premises, finds that the viewers and engineer appointed herein, met on the 7th day of August, 1915, and were duly qualified as provided by law for the faithful discharge of their duties herein.

And the Board further finds that pursuant to orders heretofore made by said Board, the time for filing the report of the viewers and engineer herein was extended from term to term and time to time until the 25th day of November, 1915, at which date the report of the viewers and engineer was filed in the office of the Auditor of Hendricks County, Indiana, and

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that said report, plans, specifications, and profile for said proposed improvement, have remained on file in said Auditor's office continuously to this date, open to the inspection of any person, and that said report has been so on file for more than ten days before ~~the~~ the February term, 1916, of said Board, and before the filing of the supplemental report herein.

And the Board now finds that said report of engineer and viewers herein conforms to the law in all respects and that the same should be accepted and approved.

And said Board further finds that the highway described therein is not more than three miles in length, and that the improvement as reported, will be of public utility and that the Board of Trustees for the incorporated town of North Salem, in said county and state, have by a proper resolution given their consent for said Board of Commissioners to make the improvement as in said petition^{passed}, for, over and upon that part of the public highway described in said petition that was located within the incorporated limits of said town of North Salem.

And the Board now finds that said improvement should be ordered and established as provided in said report without submitting the matter of said improvement to the legal voters of Del River township, Hendricks County, Indiana.

IT IS THEREFORE, ordered and adjudged by the aforesaid Board of Commissioners for Hendricks County, Indiana, that the report of the engineer and viewers together with the plans, specifications and profiles, filed in said cause, be, and the same is now hereby in all things fully approved and confirmed.

And the Board further finds that the viewers and engineer filed their supplemental report on the 7th day of February 1916, the same being the first day of the of the February term, 1916, of said Board of Commissioners, and said supplemental report having been duly examined the Board now finds that no injury will result to the property of any individual or any person of unsound mind, and that no infant will sustain any damages whatever by reason of the construction of the improvement prayed for by the petitioners herein, and that no person or corporation has made written claims to said viewers and engineer because of the injury to property by reason of said improvement, except that the original report filed herein shows that one Robert F. Hunt will be damaged in the sum of Forty Dollars for lands taken by reason of said improvement, and that said supplemental report is in due form and regular and that the same ought to be approved in all things.

IT IS THEREFORE HEREBY ORDERED by the Board that the supplemental report of the viewers and engineer herein be, and the same is hereby fully approved.

And the Board further finds from the examination of the report of said

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James A. Hadley et al, Road.

viewers and engineer that said improvement prayed for by the petitioners herein should be established.

IT IS THEREFORE ORDERED, that said improvement, as prayed for in said petition, and as reported by the engineer and viewers, herein, be made in all respects as provided by said report, and that the same be done by taxation levied on all the taxable property within Eel River township in said county and state without an election by the voters of said township.

IT IS FURTHER ORDERED by this Board that the Auditor of Hendricks County, Indiana, give notice by one publication in *The Indianapolis Times*, a daily newspaper of general circulation throughout the State of Indiana, printed and published at the city of Indianapolis, Indiana, and by three consecutive weekly publications in *The Republican*, and the *Danville Gazette*, two weekly newspapers of opposite politics, and of general circulation throughout the county of Hendricks and State of Indiana, in which County said road to be improved is located; that until the hour of ten thirty o'clock A.M. on the 6th day of March, 1916, sealed proposals will be received by the Board of Commissioners of Hendricks County, Indiana, at their usual place of meeting in the Court House, in the town of Danville, in the aforesaid county and State for the furnishing of all material and the performance of all work and labor in the making of said improvement in accordance with the report, profiles, plans and specifications, as made by the viewers and engineer herein, and set forth in this decree.

All of which is now ordered, adjudged and decreed by the Board, and this cause is now continued.

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W. H. Arbuckle, et al Road.

In the matter of the petition of
W. H. Arbuckle, et al, for the
improvement of a public highway in
Lincoln Township.

Comes now the Auditor of Hendricks County, Indiana, and shows
to the Board of Commissioners of said County that the following indebtedness of
Lincoln Township in said County, the township in which the highway proposed to be
improved by this proceeding is located, including all the costs and expenses of this
improvement and bonds heretofore issued for the building of free gravel and macadam
roads will not exceed four per centum of the total assessed taxable valuation of the
property of said Township.

And the Board being duly advised in the premises and having heard the above
report from the Auditor find that Lincoln Township is in such financial condition
according to law that the above said improvement should be made and established. It is
therefore ordered by the Board of Commissioners of Hendricks County that the Auditor
of said County give notice by one publication in the Indiana Daily Times, a daily news
paper of general circulation throughout the state of Indiana, printed and published
in the City of Indianapolis, and by three weekly publications in the Republican and
Gazette, two weekly newspapers of general circulation throughout the County of
Hendricks, the county in which said road to be improved is located. That until the
hour of 10:30 A.M. on the 6th day of March, 1916 sealed proposals will be received by
the Board of Commissioners of Hendricks County, Indiana, at their usual place of
meeting for the work of said improvement according to the profile and the report and
the plans and specifications in the said report set forth in the above entitled cause
and this cause is continued.

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In the Matter of the petition of
David A. Surber et al, for the
Improvement of a public highway in
Middle Township.

Come now the petitioners by Council, and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board that
it is impossible for said engineer and viewers to, at this time make a report
of their doings in the fore-going entitled cause.

Therefore it is ordered by the board that said engineer and Viewers
be given until the regular July Term, 1916 of said board, to make and file
in the office of the Auditor of Hendricks County, Indiana, their certain
report in writing, setting forth their determination in regard to said
proposed improvement.

In the Matter of the petition of
Arthur M. Davis et al, for the
Improvement of a public highway in
Liberty Township.

Come now the petitioners by Council, and come also the viewers
and engineer herein, and it appearing to the satisfaction of the board
that it is impossible for said engineer and viewers to, at this time make
a report of their doings in the fore-going entitled cause.

Therefore it is ordered by the Board that said engineer and Viewers
be given until the regular April Term, 1916 of said Board, to make and file
in the office of the Auditor of Hendricks County, Indiana, their certain
report in writing, setting forth their determination in regard to said
improvement.

February Term 1916.

In the Matter of the petition of
Melvin O. Stuart et al, for the
Improvement of a public highway in
Marion Township.

Come now the petitioners by Counsel, and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board that it is impossible for said
engineer and viewers to, at this time make a report of their doings in the foregoing
entitled cause.

Therefore it is ordered by the board that said engineer and Viewers be given
until the regular July Term, 1916 of said board, to make and file in the office of the
Auditor of Hendricks County, Indiana, their certain report in writing, setting forth
their determination in regard to said proposed improvement.

In the Matter of the petition of
C. I. West et al, for Improvement of
a Public Highway on Township line
between the Townships of Clay and
Marion.

Come now the petitioners by Counsel, and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board that it is impossible for
said engineer and viewers to, at this time make a report of their doings in the
fore-going entitled cause.

Therefore it is ordered by the board that said engineer and Viewers be given
until the regular July Term, 1916 of said Board, to make and file in the office of the
Auditor of Hendricks County, Indiana, their certain report in writing, setting forth
their determination in regard to said proposed improvement.

February Term 1916.

In the Matter of the petition of
Orien Hadley et al for Improvement of a
Public Highway on Township line
between the Townships of Clay and
Marion.

Come now the petitioners by Counsel, and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board that
it is impossible for said engineer and viewers to, at this time make a report
of their doings in the fore-going entitled cause.

Therefore it is ordered by the board that said engineer and Viewers be
given until the regular July Term, 1916 of said board, to make and file in the
office of the Auditor of Hendricks County, Indiana, their certain report in
writing, setting forth their determination in regard to said proposed
improvement.

In the Matter of the petition of
Alva Stanley et al for improvement of
a Public Highway on Township line
between the Townships of Clay and Marion.

Come now the petitioners by Counsel, and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board that it is
impossible for said engineer and viewers to, at this time make a report of
their doings in the fore-going entitled cause.

Therefore it is ordered by the board that said engineer and Viewers be
given until the regular July Term, 1916 of said board to make and file in the
office of the Auditor of Hendricks County, Indiana their certain report in
writing, setting forth their determination in regard to said proposed
improvement.

March Term 1916.

Lewis M. Leathers et al, Road.

Monday March 6th 1916.

of Hendricks Co.,

The Board of Commissioners/are met in Regular Session in the Commissioners Room in the town of Danville, Indiana, on this the 6th day of March 1916, it being the first Monday in said Month.

Present: John P. Moran, Harry E. Sanders, and John G. Shelton, all members of said Board.

The Following proceedings were then had to-wit;

In the Matter of the Petition of
Lewis M. Leathers, et al, for
the Improvement of a Public Highway
in Center & Union Townships.

Comes now the Auditor and shows to the Board that the total indebtedness of Center and Union Townships, in Hendricks County, Indiana, the Townships where the Highway proposed to be improved by these proceedings is located, including all the costs and expenses of this improvement, and bonds heretofore issued for the building of Free Gravel and Macadamized roads in said Townships will not exceed four per centum of the total assessed taxable valuation of the property of said Townships.

It is therefore ordered by this Board that the Auditor of Hendricks County give notice by one publication in The Indiana Daily Times, a daily newspaper of general circulation throughout the State of Indiana, printed and published at the City of Indianapolis, and by three weekly publications in The Republican and in the Gazette, two public weekly newspapers of general circulation throughout the County of Hendricks the County in which said road to be improved is located, that until the hour of 10:30 A.M. on the 15th day of April 1916, sealed proposals will be received by the Board of Commissioners of Hendricks County, Indiana, at their usual place of meeting, for the work of said improvement, in accordance with the profile, report, plans, and ~~specifications~~ specifications in said report set forth, and this cause is continued.

March 6" 1916.

V.R.Stevenson et al, Road.

In the Matter of the Petition of
V.R. Stevenson and others for the
Improvement of a Public Highway
by taxation in Clay Township.

Comes now the petitioners in the above entitled matter and it appearing to the satisfaction of the Board of Commissioners that a petition containing the names of more than fifty free-holders and voters of Clay Township in Hendricks County, State of Indiana, was filed in the office of the County Auditor on the 11th day of February, 1916.

And it further appearing to the Board of Commissioners that at the time of filing said petition the same was set for hearing on the 6th day of March 1916, as shown by the endorsement thereon of Charles M. Havens, Auditor of Hendricks County, said state, which endorsement is in words and figures as follows, to-wit: (Here Insert), and said petition now coming on for hearing before the Board, said petitioners now produce and file the affidavits of Julian D. Hogate, editor and publisher of "The Republican", and of Alvin Hall, editor and publisher of "The Danville Gazette", two public weekly newspapers of general circulation, printed and published in the English Language in the town of danville, Hendricks County, Indiana, the County in which said highway proposed to be improved is located, said affidavits and notices being in the words and figures as follows, to-wit: (here Insert)

And it appearing to the satisfaction of the said Board of Commissioners by said affidavits that due notice of the filing and the time and place of hearing of said petition was given in said newspapers by two consecutive weekly publications therein, the first of which publications was on the 17th day of February, 1916, and the last on the 24th day of February, 1916.

And said petitioners now also produce and file the affidavit of V.R. Stevenson of said County and State, which affidavit and notice are in the words and figures as follows, to-wit: Here insert), from which affidavit it appears that due notice of the filing of said petition and the time and place of hearing of the same was duly given by said affiant under the order and direction of the Auditor of said Hendricks County, Indiana, by posting copies of said petition with the time and place of hearing of the same endorsed thereon in three public places in Clay township, said County and state aforesaid, for more than fifteen days before the 6th day of March 1916, and said petitioners now also produce and file the certificate of Charles M. Havens, Auditor of said Hendricks County, which said certificate and notice are in the words and figures as follows, to-wit: (Here insert), and from which said certificate it appears that a duly certified copy of said petition with the time and place of hearing of the same endorsed thereon

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V.R. Stevenson, et al, Road.

was duly posted by said Auditor at the door of the Court House for more than fifteen days before the 6th day of March 1916.

And it further appearing to said Board that no tax payer of Clay township aforesaid having filed any objection to the form or sufficiency of such petition and the Board having examined said petition does now find the same sufficient, and in due form according to law; that the same was duly filed in the office of the Auditor of Hendricks County, Indiana, on the 11th day of February, 1916, and by endoresement upon said petition said Auditor did fix for the hearing of the same the 6th day of March, 1916, the same being the first day of the regular March Term, 1916, of the Commissioners Court of Hendricks County, Indiana.

The Board further finds that said highway asked to be improved is less than three miles in length; that a United States rural mail route passes over a portion of it and that said highway connects at one terminus with a free gravel road and at the other terminus with a township line.

It is therefore ordered and adjudged by the Board that said petition is sufficient in form and substance in all respects, and now time is given for remonstrance and this cause is continued.

In the Matter of the Petition of
Frank Beadle, et al, for the
Improvement of a Public Highway
In Liberty Township, by Taxation.

Comes now the petitioners in the above entitled cause and respectfully show to the Board of Commissioners of Hendricks County, Indiana, that pursuant to an order heretofore made by said Board and a notice issued by the Auditor of said County, which notice is in words and figures as follows, to-wit; (H.I.), that the viewers and engineer, appointed in this cause, met on the 10th day of November, 1915, which date was within ten days after the appointment of said viewers and engineer, and took an oath, as provided by law, for the faithful discharge of their duties as viewers and engineer in said cause.

And said petitioners respectfully show to said Board that the time for the filing of the report of the viewers and engineer in this cause was continued and extended from time to time and term to term, and said viewers and engineer were given until March Term 1916, of said Board in which to file their report in this cause.

And now come the viewers and engineer herein and file their said report on the 11th day of February, 1916, which report is in words and figures as follows, to-wit;

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Frank Beadle et al Road.

O R D E R T O V I E W R O A D.

State of Indiana, Commissioners' Court
 Hendricks County, SS: November Term 1915.
 To T. W. Garrison, Jasper Fisher and Wm. Swain.

You are hereby notified that you were appointed by the Board of Commissioners of said County, at their November Term, 1915, to view a proposed Improvement of highway, as follows, to-wit: Commencing at a point on the Orren A Stout et al, Free Gravel Road, in Liberty Township, Hendricks County, Indiana, at the Southwest corner of section 21, township 14 North, Range 1 west and running thence North on and along the West line of said section 21 and on and along the West line of sections 16 and 9 in said Township and Range to a point where said highway intersects with the National Road, an improved free gravel road in said Liberty Township, a distance of about two and one-fourth miles. and, if said proposed improvement of highway will be of public utility, mark and lay out the same, in the manner prescribed by law, to the width of 30 feet.

You will meet at the office of the County Auditor who resides in danville, Ind., on Wednesday the 10th day of November 1915, at 9 o'clock A.M., and after being duly qualified, proceed to make and view, and report at the next regular term of said Board.

I certify the foregoing to be a true copy of the order of the Board in relation to said proposed highway. Witness my hand and official seal, this 1st. day of November 1915.

Seal. Lewis W. Borders Auditor

O A T H O F V I E W E R S.

State of Indiana, Hendricks county, SS:

We, T. W. Garrison, Jasper Fisher, Wm Swain do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed highway to the best of our skill and ability, so help us God.

William E. Swain.

Jasper Fisher.

T. W. Garrison.

Subscribed and sworn to before me this 10th day of November, 1915.

Lewis W. Borders.

Aud.

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Frank Beadle et al, Road.

ROAD VIEWERS' REPORT.

To the Honorable Board of Commissioners of Hendricks County, Indiana;

We, the undersigned Viewers, who were appointed by your honorable body at your regular November Term, 1915, to view a proposed highway, as petitioned for by Frank Beadle et al, have discharged the duty assigned us, and submit to you the following report, to-wit:

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, preceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows, to-wit; The said proposed highway to be 30 feet in width, and commences at the Southwest corner of Section 21, Township 14 North, Range 1 West, which is a point in the Orren A Stout et al Free Gravel Road, and runs thence north along the west lines of Sections 21, 16, and 9 of Township and Range aforesaid to a point near the Center of the West Line of the Southwest Quarter of Section 9 in the National Road, which road is also a County Road.

This course is marked by stones which were found and used in the survey, and extends in successive straight lines from one to the other as follows: The Southwest Corner of Section 21, the Center of the West Line of the Southwest Quarter of Section 21, a stone 1996 feet north of the above corner, the Northwest Corner of Section 21, the Center of the West Line of the Southwest Quarter of Section 16, the West Half-mile of Section 16, the Southwest Corner of Section 9, and a stone at the West Half-mile of Section 9 towards which the course runs as far as its terminus in the National Road.

The length of the Road is less than three miles, to-wit; 12000 feet, as noted above it connects two county roads, and is a rural mail route.

We submit herewith as a part of this Report Plans and Specifications for an improvement which we consider suitable to the conditions and ^{the} cost of which we estimate should not exceed the sum of \$13000.00.

And we are of the opinion that said highway would be of public utility.

Respectfully submitted,

Jasper Fisher

William E. Swain

T. W. Garrison

VIEWERS.

Specifications for the Improvement of Highway petitioned for by Frank Beadle et al, in Liberty township, Hendricks County, Indiana.

GENERAL SPECIFICATIONS.

These Specifications include all drawings, notes and figures that accompany them, all of which should be carefully examined by the Prospective Bidders, who should also view the road, making their own calculations and relying on their own judgement as to the amount of work to be done, and making enquiry of the Engineer about matters not understood or ^{not} clearly expressed.

Matters not covered by these Specifications shall be determined by the Engineer in harmony with the spirit and intention. Quantities given are approximations for the purpose of the Viewers estimate of cost and are to be considered only as they may show their intention.

It is the intention that the materials used be the best of their respective kinds and the workmanship be first class. At the time of letting the Contract the Bidder shall make a statement to the Commissioners as to his equipment for such work and also as to the sources from which he means to supply the different materials, which statement will be taken ⁿto account along with his price in awarding the contract. Matters not covered by this agreement between the Contractor and Commissioners as to materials shall be determined by the engineer, and the workmanship shall also be satisfactory to the Engineer.

Material rejected shall be removed immediately and work condemned shall be at once rebuilt. No part of the work shall be considered as finally accepted until the completion and acceptance of the whole.

If for proper completion the necessity appears for work not provided for at all, and the same shall be authorized by the Board, the Contractor shall enter into a contract with them to do such extra work for cost plus 10% as estimated or ascertained by the Engineer. If it shall appear that work specified is of little utility it may be omitted by like supplemental contract with the Board, the original contract price being reduced by the cost of the same.

The contractor will be expected to file a claim with the Auditor each month not less than five days before the first Monday of the next month, which claim shall be for the value of the work done and material furnished during that month. This claim shall be examined by the Engineer and approved by him for 80% of the amount, which he estimates is of permanent value. The amount will be ~~xxxxxx~~ available early in the next month.

The Contractor shall give timely notice to all parties whose property may be affected by his work. If on receipt of such a notice the owner neglects to remove obstructions that hinder the performance of the work according to the profile, cross section and specifications, the Contractor shall remove the same at the time when it becomes necessary to do so to avoid

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delaying his work.

The Contractor shall carefully remove all old material. Any old sewers that are needed shall be placed according to the directions of the Engineer. The remainder shall be left to the disposal of the trustee of Liberty Township.

The Contractor shall save Hendricks County harmless from all suits or claims that may arise from his work. He shall close the road to travel to the extent that may be necessary to protect his work and shall display lights and signs and erect barricades as is necessary to such protection.

The Contractor shall secure copies of these specifications and make himself or foreman familiar with them, and shall make an earnest effort to conform to them, and shall be responsible aside from all supervision for the proper execution of the work.

The Contractor shall furnish the Engineer with any information required in the way of invoices and freight bills as to the quantity and quality of materials used. The Superintendent will visit the switch on arrival of shipments of stone and inspect the same, reporting to the Engineer any cars that do not appear to be up to grade, and the Engineer will pass on their reception. The Superintendent will also keep a list of the initials and number of every car used on the road in the order in which they are received and on completion of the road will file this list with the Engineer, and the Contractor shall also submit duplicate freight bills which will be checked with this list and thereby the amount ascertained of stone put upon the road. The Contractor and Superintendent shall co-operate in an effort to secure the even distribution of the stone. The amount put upon the road shall not fall short of the amount specified more than 25 tons and no claim for extra stone will be allowed unless authorized by the Commissioners in a supplemental contract.

The Superintendent will make a note of all material used and will inspect all work which does not show on its face the manner in which it is done, and no such work shall be done without notifying him.

The Contractor shall provide suitable machinery and competent workman. The Engineer may prohibit the use of unsuitable machinery and may dismiss from the Contractor's employ any person that is incompetent or that attempts to violate these specifications.

Any deviation from these specifications without the expressed assent of the Engineer will justify his rejection of such work. Where detail specifications are incomplete because of necessary brevity it is to be understood that the methods used in the best work and set forth in the best texts may be enforced by the Engineer.

DETAIL SPECIFICATIONS.

The stakes will be set by the Engineer from which the position and elevation of the bridges culverts and head walls may be determined.

The bridges shall be true to the lines and dimensions shown on the figure, and where dimensions are not given the same shall be taken from the scale of the drawing.

Up to the water line the concrete of the footings may be laid in trenches, but above the water line, where the surfaces are or might become exposed, the concrete must be laid in wooden forms.

If excavating to the depth shown does not give a good foundation the difficulty shall be met by going deeper or laying piles as the Engineer shall direct, this work being arranged for and paid for as extra work.

After the footings have hardened sufficiently the forms shall be constructed, using dressed and matched lumber against exposed faces, rough lumber being admissible against faces not exposed, and making the supports unyielding. All exposed edges shall be chamfered by using triangular strips sawed from $7/8$ inch boards. The molding and panels on the parapets shall be carefully placed and painted with linseed oil to prevent adhesion of concrete. The dressed lumber shall be free from knot holes, wane or other defect so that the concrete will show no irregularity other than the grain of the lumber.

The reinforcing rods shall be wired into position shown in the drawing and the concrete shall be placed about them, driving rods into partially set concrete will not be allowed. Rods shall be of the exact length specified except where the length is too great for shipment. Where a splice is necessary the rods shall lapp at least 24 inches and the splice shall occur near the center.

The rods shall have the net section of which the diameter is shown, and shall have some corrugation or deformation for a bond. They shall be of medium steel and free from paint, dirt, grease or scales of rust.

The concrete shall be placed rapidly and uninterruptedly and initial set between batches shall be avoided. When work has begun it shall proceed without stop to completion to avoid seams.

The concrete shall be a mixture in the proportion of one bag of cement, two cubic feet of sand, and four cubic feet of gravel, the sand being that part of the bank run material that will pass, and the gravel that part that will be retained upon a one-eighth inch screen. Bank run material may be used if it shall be tested and found to screen out approximately in these proportions. The Contractor and Superintendent shall make such tests by measuring and screening materials as will remove uncertainty as to the proportion of the mixture.

The cement shall be a standard brand of American Portland which by

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Frank Beadle, et al., Road.

previous use has been found to be satisfactory, and it shall be fresh and in good condition at the time of using.

The mixture shall be thoroughly turned, first dry, then wet, the amount of water being ~~xx~~ such as will make a quaking plastic mass. If a machine is used it shall be a batch mixer. If mixing is done by hand it shall be done on a water tight platform turning the dry material until the color becomes uniform, then adding water and turning again until the mass is equally wet throughout.

The placing of concrete in water is to be avoided. If in wet foundations the water cannot be kept entirely down the mixing shall be done wet as usual and the concrete shall be deposited in the water with the least possible amount of splashing.

If concreting is attempted in freezing weather the Contractor shall devise means of protecting the work, and if any damage occurs the part affected shall be rebuilt.

The outside forms may be removed within three days from the time of placing the concrete, but the centers shall remain at least three weeks.

To the culverts and headers and extensions to ~~xxx~~ iron pipes the same methods of work, mixture of concrete, etc., are to be applied. In relaying the old pipe at station 79 plus 77 and in laying the new pipe at station 119 plus 35, the trench shall be shaped to give the pipe equal support all along and shall have uniform fall in the direction the water flows. The back filling shall be well tamped. Each pipe shall be perpendicular to the center line of the road with its ends equally distant therefrom and the concrete headers parallel thereto. For the old pipe the concrete extensions at each end shall be of equal length.

The headers shall have the elevation of the subgrade at that point, and shall be eight inches thick at the top, battering one inch per foot downward with the outside face vertical. In grading the dirt shall be piled around the end of the headers as shown in the elevation to prevent further settling and formation of ruts.

The eight inch drain tile from station 10 plus 50 to 26 plus 70 shall be laid with the best grade of clay tile, the head and mouth having the elevation indicated on the profile and the fall being uniform. The Engineer will set grade stakes for the work. The inlet at the head shall be constructed as directions are given at the time, also the drain at the mouth will be located and the circular shape described.

The subgrade shall be raised or lowered by cutting or filling as shown on the profile and cross section and graded nearly flat. The fills shall be allowed to settle before placing stone, immediately before which work the center of the road to a width greater than that of the stone shall be gone over with the grader, making the surface smooth by scraping off the elevations down to the lowest depressions and raking the dirt to the outside for subsequent use in banking up the stone.

Upon the bed thus prepared and thoroughly rolled the lower course of screened stone shall be dumped and spread evenly between boards that have been carefully lined

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up at the required distance apart and from the center line of the roadway, Before the boards are removed the dirt shall be shoveled against them from the outside to a depth sufficient to form when rolled down a berm as high as the stone. Beginning on these berms and proceeding from each side toward the center both berms and stone shall be thoroughly rolled to settle and match the pieces together and reduce the voids.. While this rolling is going on stone dust shall be dumped upon the berms in amount sufficient as shall be found by trial to fill the voids. When the stone has been rolled sufficiently and the dust is at hand workmen not more than three or four in number shall begin spreading the dust thinly and evenly over the surface of the stone with a sweeping motion of the shovel, the roller moving back and forth all the while. After each passage of the roller the application of dust shall be repeated as long as crevices appear and until the voids are entirely filled and only the forms of the pieces can be seen.

When the voids have been filled the mass shall be drenched with water and rerolled until the wet dust becomes a mortar and enough is forced up from between the stone to form a wave of grout before the roller wheels.

After the stone has been rolled wet it shall be allowed to dry at least thirty-six hours before travel is permitted over it.

The work must be so managed that the operations of rolling, dusting, sprinkling etc. may all be carried on at the same time, beginning at the far end and working back toward the unloading point to avoid hauling over finished work. The amount of stone put down per day shall not exceed 125 tons for each steam roller in use, the roller being run steadily and continuously. As soon as one operation is finished the next shall begin and the work proceed in quick succession until completed.

After the first course has been completed the second course shall be put down, the application and treatment of the two courses being exactly the same.

As the banking ~~xx~~ proceeds the berms and side ditches, where the elevation of the roadway does not make side ditches unnecessary, shall be completed and made to conform to the drawing of the cross section.

The stone shall be the best grade of Mitchell limestone, hard, tough and free from clay. The screen stone shall be that part of the product of the crusher that will pass a $3\frac{1}{2}$ inch screen and be retained on a $1\frac{1}{2}$ inch screen. The dust shall be that part that will pass a $\frac{1}{4}$ inch screen.

The rolling shall be in amount satisfactory to the Engineer, and shall be done with a steam roller weighing at least ten tons, and equipped with scrapers and scarrifying attachment.

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The sprinkler shall have a platform gear that will allow turning around without ~~digging~~ digging up the grade. The sprinkling radius shall not be greater than the width of the stone and the flow of the water shall be under control of the driver so that the surface may be wet uniformly.

And ~~now~~ now come the viewers and engineer herein after the expiration of ten days from the filing of their report herein and on the 21st day of February, 1916, file their supplemental report herein, which report is in words and figures as follows, to-wit:

S U P P L E M E N T A L R E P O R T O F V I E W E R S .

To The Honorable Board of Commissioners:

In the matter of the petition of Frank Beadle et al, for the improvement of highway.

We, the undersigned, Viewers, heretofore appointed in the above cause, and who as such viewers, on the 11 day of February 1916, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same, now file this as our supplemental report, to-wit;

We would respectfully report that the improvement ^{of said highway} in the manner set forth in our former report, will not occasion any damages to the lands of any Infant, Idiot or person of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement.

Respectfully submitted,

Jasper Fisher

William E. Swain

T. W. Garrison

V I E W E R S .

Subscribed and sworn to before me this the 21st day of February 1916.

C. M. Havens.

Auditor Hendricks County.

And now said Board being fully advised in the premises finds that the viewers and engineer appointed herein, met on the 10th day of November, 1915, and were qualified as provided by law, and that said engineer filed his bond in the sum of \$10000.00 and that the same was approved by the Auditor of said Hendricks County.

And the Board further finds that pursuant to an order heretofore made by them, the time for the filing of the report of the viewers and engineer herein was extended and they were given until the March Term, 1916, in which to file their said report.

And the Board further finds that the report of the viewers and engineer was filed in the office of the Auditor of said hendricks County on the 11th day of February, 1916, and that it remained on file in said office, open to the inspection of any and all persons since said date and for more than ten days before the 1st day of the March Term, 1916, of

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Frank Beadle et al Road.

said Board, and before the filing of the supplemental report herein, and the said Board having examined said report find that it ~~xxxxxx~~ conforms to the law in all respects and should be approved; that the highway described therein is less than three miles in length and that the improvement as reported will be of public utility, and that said report, without submitting the matter of said improvement to the legal voters of said Liberty Township.

It is therefore ordered by said Board that the report of the viewers and engineer be, and the same now is, hereby in all things fully approved.

And the Board further finds that the viewers and engineer filed their supplemental report on the 21st day of February 1916, which was after the expiration of ten days from the filing of their first report, and that said supplemental report being now fully examined said Board finds that no injury will result to the property of any idiot or any person of unsound mind, nor will any person sustain any damage whatever by reason of the construction of the improvement prayed for by the petitioners herein; that no person or corporation has made written claim to said viewers and engineer because of injury to property by reason of said improvement and that said supplemental report is in due form and regular and that the same ought to be approved in all things.

It is therefore ordered by the Board that the supplemental report of the viewers and engineer be, and the same is, hereby fully approved.

And the said Board further finds from an examination of said report of said viewers and engineer that said improvement prayed for by the petitioners herein should be established.

It is therefore ordered that said improvement as prayed for be made, and that the same be made in all respects as provided in said report of said viewers and engineer.

It is further ordered by the Board that the Auditor of said Hendricks County give notice by one publication in the Indiana Daily Times, a daily newspaper of general circulation throughout the State of Indiana, printed and published at the City of Indianapolis, Indiana, and by three weekly publications in The Republican and in the Danville Gazette, ^{public} two/weekly newspapers of general circulation throughout the County of Hendricks, State of Indiana, the County in which said road to be improved is located, that until the hour of 10:30 A.M. on the 15 day of April, 1916, sealed proposals will be received by the Board of Commissioners of Hendricks County, Indiana, at their usual place of meeting in the Court House in Danville, Indiana, for the work of a said improvement, in accordance with the profile, report and plans and ~~xxxxxxx~~ specifications set forth in the report of said viewers and engineer.

And this cause is continued.

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James A. Hadley et al, vs. Road

In the Matter of the Petition of
James A. Hadley et al for the
Improvement of a Public Highway in
Bel River Township, by taxation.

Come again the petitioners in the above entitled cause, by their attorney, and present and file herein the affidavits of Julian D. Hegate, editor and publisher of the Hendricks County Republican, and Alvin Bell, editor and publisher of The Danville Gazette, both weekly newspapers of general circulation, printed and published in Hendricks County, and State of Indiana, which affidavits with the notices published, attached thereto are in words and figures as follows, to-wit: (N.I.) and from which proofs of publication it satisfactorily appears to the Board that notice of the time, place and conditions of receiving bids for the construction of the improvement proposed in the above entitled cause of action, and in the report of the engineer and viewers therein, was duly published in each of said newspapers for three consecutive weeks before the 6th day of March 1916, the first of which publications was made in each of said newspapers on the 10th, and the last on the 24th, day of February 1916.

Said petitioners now also produce and file herein the affidavit ^{of} Anna M. Keller, Clerk of The Indiana Daily Times, a public Daily newspaper of general circulation, printed and published in the City of Indianapolis, Indiana, from which affidavit, which is in words and figures as follows, (N.I.) it appears to the satisfaction of the Board that notice of the time, place and conditions of receiving bids for the construction of the improvement proposed in said cause, was duly published in said newspaper on the 12th day of February 1916, and more than two weeks before the said 6th day of March 1916, the day fixed for the receiving of bids for said improvement. And now the hour of 10:30 O'clock A.M. on the 6th day of March 1916, having arrived, up to which time it was provided in said notices that bids would be received by the Board of Commissioners of Hendricks County, Indiana, for the construction of said improvement, and the Board upon examination finds that the following bids have been submitted.

A. W. Lisch,	\$6,310.00
D. E. Patout	6,335.00
Disney & Ergenbright,	6,345.00
Wyle & King,	6,487.00

And said sealed proposals being now opened in the presence of the bidders and the general public, the Board examines said bids and finds that each of them is in due form and sufficient, and accompanied by an affidavit of non-collusion, and a bond as the law requires.

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James A. Hadley et al Road.

And the Board further finds that the entire cost of said improvement including the lowest valid bid as aforesaid received, together with the expenses incurred, and to be incurred, including the per diem of the engineer and superintendent in the making of said improvement is the sum of \$7200.00 and that the total indebtedness of said Eel River Township, the same being the township in which said proposed highway to be improved is located, including all costs and expenses of this improvement, and all bonds heretofore issued for the building of free gravel or macadamized roads in said township will not exceed four per centum of the total assessed taxable valuation of the property of said Eel River Township.

The Board now further finds that the contract for said improvement should be awarded, and that the bid of A.M. Lisby, being the lowest responsible bidder, which was less than the estimated cost of said improvement, and was accompanied by a good and sufficient bond as the law required, should be accepted, and that bonds of the County should be issued and sold for the purpose of raising money necessary to pay the costs and expenses of said improvement.

It is therefore hereby ordered that the bid of said A.M. Lisby, be, and the same is now duly accepted by the Board, and the contract for said improvement be, and the same now is awarded to the said A.M. Lisby.

And the bond of the said A.M. Lisby, with M. E. Masten, and W.N. Lakin, is sureties, in the penal sum of Fourteen Thousand Dollars, conditioned for the faithful performance of said work in accordance with the report, plans, specifications and profiles herein filed and made a part of this proceedings, and the contract hereinafter set out, being more than double the amount of his said bid is now duly accepted and approved by the Board, which acceptance and approval of said Board is indorsed on said bond and is in words as follows:

BOND FOR CONSTRUCTION.

Know All Men By These Presents, That we, the undersigned, A.M. Lisby, M.E. Masten, and W. N. Lakin of Hendricks County, Indiana, are firmly bound unto the State of Indiana in the penal sum of Fourteen thousand Dollars, for the payment of which, well and truly to be made, we bind ourselves, jointly and severally, and our joint and several heirs, executors, ~~administrators~~ administrators and assigns, firmly by these presents, this 4th day of March 1916.

THE CONDITIONS OF THE ABOVE OBLIGATION are such, that, whereas, the Board of Commissioners of Hendricks County, Indiana, is about to let a contract

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James A. Hadley et al Road.

for The James A. Hadley et al Road in Eagle River Township, Hendricks County, Indiana.

And whereas, the above named A.M. Lisby has filed a bid for said work with the Auditor of the County:, Now, therefore, if the said Board of Commissioners shall award him the contract for said work, and the said A. M. Lisby shall promptly enter into a contract with said Board of Commissioners for said work, and shall well and faithfully do and perform the same in all respects according to the profile, reports, plans and specifications adopted by the Board of Commissioners and according to the time, terms and conditions specified in said contract to be entered into, and shall promptly pay all debts incurred by him said contractor, Sub-contractor, Agent or Superintendent in the prosecution of said work, including labor, materials furnished, and for boarding laborers thereon, and shall pay all damages to any firm or corporation who shall suffer loss or damage by reason of any failure or neglect of said bidder to enter into a proper contract to perform such work or to carry out the same in any particular; then this obligation shall be void, otherwise to remain in full force.

A. M. Lisby (SEAL)

M. E. Masten (SEAL)

W. N. Lakin (SEAL)

State of Indiana, Hendricks County, SS:

Before me, a Notary Public, in and for said County, personally appeared A.M. Lisby, M. E. Masten, and W. N. Lakin, and acknowledged the execution of the foregoing instrument for the uses and purposes therein mentioned.

Witness my hand and official seal, this 4th day of March A.D. 1916.

Seal

John Masten

Notary Public.

My Commission expires April 15th 1917.

Accepted and approved March 6th 1916.

John P. Moran

Board of Commissioners

Harry E. Sanders.

of Hendricks County.

Jno G. Shelton.

Attest: C.M. Havens, Auditor Hendricks County.

And the bid of the said A. M. Lisby having been accepted by the Board, and said bond duly approved, said Board now enter into a contract with the said A.M. Lisby, for the construction of said improvement, which contract duly signed by the said A.M. Lisby and the Board members, as the Board of Commissioners for Hendricks County, and State of Indiana, is in words and figures as follows to-wit:

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James A. Hadley et al Road.

C O N T R A C T.

For the Construction of the James A. Hadley et al Road in East River Township.

This agreement made and entered into by and between A.M. Lisby of Hendricks County, Indiana, party of the first part, and the Board of Commissioners of Hendricks County in the State of Indiana, party of the second part.

WITNESSETH: That on the 6th day of March A.D. 1916, the said Board of Commissioners received bids for the construction of the James A. Hadley et al Road in East River Township, the same being located in Hendricks County, and the said A.M. Lisby being declared to be the lowest and best/bidder responsible the contract was awarded to the said A.M. Lisby for the amount of his bid, viz: \$6310.00 and the said party of the first part now covenants and agrees to build and construct said road in all respects in accordance with ~~the~~ and conformable to the specifications, reports, plans, and profile contained in the report of the viewers and engineer for said road, now on file in the office of the Auditor of said County which said reports, specifications, and profile are hereby referred to and made a part of this contract the same as if herein fully set out and written.

And the party of the first part further undertakes and agrees that in the prosecution of said work he will use all proper skill and care and will pay all claims for work and labor performed and material furnished in and for the construction of said work, whether the said work and labor is performed or material is furnished to said contractor or agent or superintendent in charge of said work. It is further understood and agreed that said party of the first part will not and cannot sell or assign this contract or sublet the work to any person or persons, except by the consent of the said Board of Commissioners.

The party of the first part further agrees to construct and build said improvement and have the same completed on or before the 1st day of November A.D. 1916, and in the event said improvement of said road shall not be completed, finished and ready for acceptance by the party of the second part on or before said 1st. day of November A.D. 1916, then the said party of the first part agrees and promises to pay to the said party of the second part as liquidated damages for the non-completion of said work and for the deprivation on the part of the public of said Hendricks County of the use of said road from and after said 1st day of November A.D. 1916, the sum of twenty-five dollars (\$25.00) per day for each and every day thereafter that said improvement shall remain uncompleted, unfinished and not ready for

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acceptance by said party of the second part, and said party of the first part agrees that said sum of twenty-five dollars (\$25.00) per day shall be deducted from the contract price for said improvement for the use of the public of said Hendricks County, provided, that said failure to complete said improvement within the said time specified for such completion is not caused by strikes or any other cause or causes beyond the control of said party of the first part or that said time has not been extended by said Board of Commissioners. In the event the party of the second part does grant an extension of time for the completion of said improvement, the above and foregoing agreement in relation to liquidated damages shall apply after the expiration of such extension.

It is also understood and agreed by and between the parties hereto, that said party of the second part shall withhold full payment to the party of the first part as required by Sec. 1 of an Act approved March 4, 1911, Acts of 1911, Page 437, for a period of thirty days or until proof be made of the payment for all labor, material, and sub-contractors' claims.

The party of the second part hereby agrees that the party of the first part shall be paid the said contract price as above set out upon the warrant of the Auditor of Hendricks County, Indiana, as directed by the Board of Commissioners of said Hendricks County and shall be paid on monthly estimates of the engineer in charge of said work, but not to exceed 80% of the said engineer's said estimate; 20% of the said contract price shall be retained by the said County until the said work is fully completed and finally accepted by the said Board of County Commissioners.

And said party of the first part agrees to do and perform all matters and things required of and imposed upon him, according to the terms of this contract or pursuant to the provisions of the Act of the General Assembly of the State of Indiana authorizing said improvement.

To all of the covenants, conditions and stipulations of this contract the said parties severally bind themselves, their successors, heirs and assigns.

IN WITNESS WHEREOF, the said party of the first part has hereunto set his hand ^{and} seal, the day and year hereinafter mentioned, and in WITNESS WHEREOF, the said Board of Commissioners of Hendricks County have also signed and approved this contract, this 6th day of March A.D. 1916.

A. M. Lisby.
Party of the first part.

John P. Moran

Harry E. Sanders

Jno G. Shelton
Board of Commissioners of Hendricks
County.

Attest: C. M. Havens, Auditor of Hendricks County.

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James A. Hadley et al Road.

And is now hereby ordered by the Board of Commissioners that Bonds of Hendricks County, Indiana, be issued and sold for the purpose of raising money to pay the costs and expenses of said improvement: that bonds be issued in the total sum of \$7200.00 and in series of \$360.00 each, and bearing interest at the rate of four and one-half ~~(4 1/2)~~ ^(4 1/2) per cent per annum, and payable over a period of Ten years from the 15th day of May 1917, and the Treasurer of Hendricks County, Indiana, is hereby charged with the sale and delivery of said bonds, after giving notice thereof, as the law directs.

And now the Board appoints Harry Dean, a resident of said Eel River Township, Hendricks County, Indiana, as superintendent of construction of said improvement, and orders that said Dean qualify as such superintendent by filing his bond for the sum of \$5,000.00 with sureties to be approved by the Auditor of Hendricks County, conditioned for the faithful performance of his duties as such superintendent.

And the said Board now appoints Theodore Garrison, Surveyor of Hendricks County, Indiana, who has heretofore filed in the office of the Auditor of said County, his bond in the sum of \$10,000.00 conditioned for the faithful performance of his duties as such Surveyor and as Civil Engineer in the work of the County, which said bond has heretofore been duly approved by the Board of Commissioners for Hendricks County, Indiana, and is in words as follows, (H.I.) as Civil Engineer of construction upon said improvement.

And this cause is now continued.

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M.H. Arbuckle et al Road.

In the Matter of the Petition of
M. H. Arbuckle et al for the
Improvement of a highway in
Lincoln Township.

Comes now the Board of Commissioners at its regular March Session 1916, and being duly advised in the premises finds that the above entitled road was advertised to be let on competitive bids on the 6th day of March 1916, and now said Board orders the Auditor to produce and open the bids; And now the Auditor reports to said Board that there are no bids, and after inquiry and being fully advised in the premises the Board finds that no bids were submitted for the reason that the estimate of the cost of the construction and improvement of said road as made by the viewers and Engineer is less than the cost of procuring the same to be improved and constructed.

And now said Board appoints Wilbur Hadley and David W. Carter viewers and Theodore Garrison, County Surveyor of Hendricks County, Indiana, each of whom having the qualifications as provided by statute, to review the cost of the construction of said road and to prepare an estimate of the cost of the construction of said road;

It is further ordered that the Auditor notify said viewers and engineer to meet in Auditors office of Hendricks County, Indiana on the ___ day of March 1916 and qualify as provided by law and said viewers and engineer are hereby ordered to make report of their doings herein at the regular April Session 1916 of this Board.

And this cause is continued.

In the Matter of the Petition of
Lilbourn Stanley et al, for change
of Highway in Guilford Township.

Comes now Lilbourn Stanley and eighteen others who present their certain petition for the change of location and for vacation of certain highway in Guilford Township, Hendricks County, Indiana, which petition is in words and figures as follows, to-wit: (H.I) and it appearing to the Board that notices have been posted in three public places in the neighborhood of the highway sought to be vacated as the same is evidenced by the affidavit of Lilbourn Stanley, one of the petitioners in said matter for more than twenty days before the 6th day of March 1916, the same being the day fixed by the Auditor in said notices when the said petition would be heard by the Board which affidavit, with notice attached, is in words and figures as follows, to-wit; (H1)

And the Board, being fully advised, finds that notices have been given as required by

March Term 1916.

Lilborn Stanley et al Road.

law; that viewers should be appointed to make a view of the proposed change and vacation of highway as prayed for in said petition; that said petition has been signed by more than twelve persons who are free holders of the County and that six of said signers live in the immediate vicinity of said road, that all the persons whose lands will be affected by said change are signers of said petition.

It is therefore ordered by the Board that Baxter Vestal, Brinton Stout and Alva Harvey be and they are hereby appointed as viewers to view the proposed change and vacation of highway; Said viewers are ordered to meet at the office of Horace L. Hanna, Notary Public, at Plainfield, Indiana, on Saturday March ~~22~~ 18th 1916 at 9 o'clock A.M. to qualify for their duties herein, proceed to make said view and report their determination in said matter at the next regular meeting of this Board.

And now this cause is continued.

In the Matter of the petition of
L. F. Sparks et al, for the
Improvement of Public Highway in
Liberty Township.

Come now the petitioners by Council, and come also the viewers and engineer herein, and it appearing to the satisfaction of the Board that it is impossible for said engineer and viewers to, at this time make a report of their doings in the foregoing entitled improvement.

Therefore, it is ordered by said Board that said engineer and viewers be given until March 23rd 1916 to make and file in the office of the Auditor of Hendricks County, Indiana their certain reports in writing, setting forth their determination in regard to said proposed improvement.

March Term 1916.

In the Matter of the petition of
Chas. A. Mackey et al for the
Improvement of Public Highway in
Center Township.

Come now the petitioners by Council, and come also the viewers and engineer herein, and it appearing to the satisfaction of the Board that it is impossible for said engineer and viewers to, at this time make a report of their doings in the foregoing entitled improvement.

Therefore it is ordered by said Board that said engineer and viewers be given until the regular May Term 1916, of said Board, and to make and file in the office of the Auditor of Hendricks County, Indiana, their certain reports in writing, setting forth their determination in regard to said proposed improvement.

In the Matter of the petition of
S. L. McCurdy et al, for the
Improvement of Public Highway in
Center Township.

Come now the petitioners by Council, and come also the viewers and engineer herein, and it appearing to the satisfaction of the Board that it is impossible for said engineer and viewers to, at this time make a report of their doings in the foregoing entitled improvement.

Therefore, it is ordered by said Board that said engineer and viewers be given until the regular May 1916, Term, of said Board, and to make and file in the office of the Auditor of hendricks County, Indiana, their certain reports in writing, setting forth their determination in regard to said proposed improvement.

March /Term 1916.

In the Matter of the petition of
H. W. Howell, et al, for the
Improvement of Public Highway in
Center Township.

Come now the petitioners by Council, and come also the viewers and
engineer herein, and it appearing to the satisfaction of the Board that it is
impossible for said engineer and viewers to, at this time, make a report of
their doings in the foregoing entitled improvement.

Therefore, it is ordered by said Board that said engineer and viewers
be given until the regular May 1916, Term, of said Board, and to make and
file in the office of the Auditor of Hendricks County, Indiana, their certain
reports in writing, setting forth their determination in regard to said
proposed improvement.

April Term 1916.

April 3rd 1916.

State of Indiana

SS:

Hendricks County

Commissioners Court.

April Term 1916.

The Board of Commissioners of Hendricks County, Indiana, are met in regular session in the Commissioners Room in the town of Danville, Indiana, on this the 3rd. day of April 1916, it being the first Monday in said Month.

Present: John P. Moran, Harry E. Sanders, and John G. Shelton, all members of said Board.

The following proceedings were then had to-wit:

In the Matter of the Petition of
Arthur M. Davis for the Improve-
ment of a Public Highway
Liberty Township.

Come now the Petitioners by Council, and come also the viewers and engineer herein, and it appearing to the satisfaction of the Board that it is impossible for said engineer and viewers to, at this time, make a report of their doings in above entitled improvement.

Therefore, it is hereby ordered by said Board that said engineer and viewers be given until the regular May Term 1916., of said Board, make and file in the office of the Auditor of Hendricks County, Indiana, their certain report in writing, setting forth their determination in regard to said proposed improvement.

April Term, 1916.

V.R. Stevenson et al, Road.

In the matter of the petition of
V.R. Stevenson et al, for the
Improvement of a public highway in
Clay Township.

Come now again the petitioners in the above entitled cause and it appearing to the board of Commissioners that said petition was set for hearing on the 6th day of March, 1916, and more than twenty days having elapsed since the day set for hearing of said petition as endorsed thereon by the Auditor of Hendricks County, Indiana; and it further appearing to the board that no remonstrance to said petition having been filed by any voter or freeholder of Clay Township, in Hendricks County, Indiana, and the board being fully advised in the premises finds that said petition should be spread of record and an engineer and viewers be appointed to view the proposed improvement of highway. And the board further finds that said petition has been signed by more than fifty freeholders and voters of Clay Township, in said County and State.

It is therefore ordered and adjudged that the prayer of said petitioners be and the same is hereby granted, and the petition is now ordered spread of record upon the record kept for such purposes in the Auditor's office of Hendricks County, Indiana, which petition is in words and figures as follows as follows to-wit:-

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

IN THE COMMISSIONERS COURT,

MARCH TERM, 1916.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, STATE OF INDIANA:-

Come now the undersigned petitioners and represent to the Board of Commissioners of said county and State that they constitute more than fifty freeholders and legal voters of Clay Township, in said County and State and petition the said board that the following described highway in Clay Township, in said County and State, be improved by grading, draining, ditching, bridging, and graveling or rocking the same, to-wit:-

Beginning at a point in the Springtown Free Gravel Road at the south east corner of the Southwest quarter of Section 25, Township 15 North, Range 2 west, in Hendricks County, Indiana,

April Term, 1916.

V.R., Stevenson et al, Road.

thence north through the center of sections 25 and 24 in said Township and Range, and following the line of said public highway to the north line of said section 24 and ending and terminating at the Township line of Clay Township, in said County and State.

Petitioners say that there is now a public highway established over the entire route of the above described proposed improvement and said petitioners ask that the improvement herein asked for be made on the line of said public highway.

That said proposed improvement will be less than three miles in length and that one of its termini is in a County Free Gravel Road and that the other terminus is in the Township Line, and your petitioners recommend that said proposed improvement be made 30 feet in width, and ever that said proposed improvement is wholly within Clay Township, in said County and State.

Wherefore your petitioners pray your honorable body that said described highway be improved as herein prayed for and ask that you take such steps as by law provided for such improvement, and that the bonds to be sold to provide for its payment shall be payable in ten years from the time of their issue, and we ask that no election be held to determine whether said road shall be improved, and we ask for all general and proper relief.

V.R. Stevenson, Ennis W. Rhea, Orian Mitchell, John Booty, A.F. Bartholomew, W.R. Benbow, Frank McCormick, Oscar E. Benbow, C.F. Benbow, W.O. Brown, B.R. Lineberry, Luther Hadley, Wm. Lambert, Fred G. Shirley, E.B. Carter, H.M. Hodson, Orian Hadley, Allen Kendall, Ell Parker, E.N. Loyd, George Whitecotton, J.B. Hodson, M.B. Rogers, Thomas Branson, E.C. record, E.B. Owen, Elijah Price, Grant Scott, Milber E. Kendall, J.R. Wright, J.B. Justice, Elmer Masten, Simon Whicker, R.L. Edwards, Don Garrison, Sam Atkins, Doris Hurst, J.N. Phillip, Carl Kendall, George W. Christie, W.H. White, A.L. Carter, D.L. Kersey, G.G. Hunter, Wm. Hunt, Ele Pritchie, W.E. Christie, John Gray, George Orf, D.E. Stuart, R.E. Burgess, Morris A. hadley, W.J. McCormick, S.W. Campbell, L.O. Stanley, T.W. Wood, E.O. Bales, J.W. Figg.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

The undersigned having first been duly sworn upon his oath says that he is one of the petitioners in the above entitled and foregoing petition for the improvement of a public highway in Clay Township, Hendricks County, Indiana; that the foregoing petition is signed by more than fifty freeholders of Clay Township, in said County and State; that a United States Rural Mail Route passes over the south mile and one half of said described highway.

V.R. Stevenson.

Subscribed and sworn to this 11th day of february, 1916.
My Com., expires Sept. 28, 1919. (SEAL) Carey W. Gaston. Notary Public.

April Term, 1916.

V.R. Stevens on et al, Road.

It is further ordered that said petition be referred to viewers and the County Surveyor, who is ^acompetent engineer and who has qualified by filing his bond with the Auditor of hendricks County in the penal sum of (\$10,000.00) payable to the State of Indiana and approved by the board of Commissioners of said County of Hendricks.

And now the board appoints Chas. Smith and Charles Kennedy, two responsible freeholders and voters of Marion Township, Hendricks County, Indiana, neither of whom is a resident of Clay Township or the owner of taxable property in said Township of Clay, in which the highway proposed to be improved is located.

It is further ordered by the board that said County Surveyor and engineer and said named viewers, shall meet at the Auditor's office of Hendricks County, Indiana, on the 8th day of April, 1916, at the hour of 10 o'clock A.M. and there take an oath and subscribe to the same to faithfully and impartially discharge the duties as the law imposes in such cases made and provided, and said engineer and viewers are ordered to make a report of their doings herein at the May Term, 1916, of the Commissioners Court of said County, and this Cause is continued.

In the matter of the petition of Dayton E. Stuart, et al for change of Highway in Clay Township.

Comes now George T. Pattison, attorney for petitioners and produces and files the affidavit of Chas. M. havens, Auditor of hendricks County, Indiana, which Affidavit is in words and figures as follows to-wit:- (H.I.), from which it appears that he as such Auditor mailed a copy of attached notice to Luther Hadley on March 14th, 1916, notifying said Luther Hadley that said petition would be acted on by the board of Commissioners on the first Monday of the April Term of said Court. Also the affidavit of Dayton E. Stuart together with a notice to which said affidavit is attached, which affidavit and notice are in words and figures following to-wit: (H.I.) from which it appears that, copies of notice were duly posted in three public places in Clay Township, hendricks County and near to said proposed highway, which notices were posted on the 14th day of March, 1914.

~~same~~ And now the Commissioners inspect said petition and find the same in due form of law. And no remonstrance having been filed said petition was duly granted and Grant Sellers, C.C. Clay and John H. Buntan all of North Salem, Eel River Township, Hendricks County, viewers of said proposed highway and change that said viewers are not related to any of the parties interested in said highway or the owner of any lands likely to

April Term, 1916.

be effected by said proposed highway and change.

And now Chas. M. Havens Auditor prepares his order for said view and directs J.W. Gentry, sheriff to notify said viewers, to proceed to qualify, view and report their proceedings to the next regular Term of said Board of Commissioners.

In the matter of the Petition of
L.F. Sparks et al; for the
improvement of a public highway in
Liberty Township, Hendricks County, Indiana.

Come now again the petitioners by their attorney, and the auditor lays before the board the report of the engineer and viewers heretofore filed. And the board having inspected the same finds that said report was filed in the Auditor's office on the 23rd day of March, 1916, being the date fixed by the board for the said engineer and viewers to file said report at their regular meeting in the month of March, 1916, and that the same has been on file in the auditor's office open to the inspection of all persons continuously since the said 23rd day of March, 1916, and more than ten days prior to the first day of the present term of said Court.

And now the engineer and viewers file their supplemental reports herein showing that the allowed damages to Albert H. Worrell in the sum of \$15.00, for damages to his real estate lying and being between the stream known as Mud Creek and the corporate limits of the town of Clayton and on the south side of the highway herein to be improved under these proceedings; that they allowed the sum of \$30.00 to Nettie S. Walker guardian of Raymond Walker, a minor, for damages to the real estate of said minor lying and being situate on the south side of the public highway herein to be improved between the said Mud Creek and the corporate limits of the town of Clayton, and that no other person or corporation has filed any claim for damages growing out of said proposed improvement, or will the lands or property of any other minor, or idiot or person of unsound mind, be damaged by said proposed improvement if made as provided in the report of the engineer and viewers.

And the board, being fully advised in the premises approves said supplemental report, and the damages therein allowed, and it is ordered by the Board that the several sums allowed be charged in favor of persons named against the funds arising from the sale of the bonds to make the improvement. And no person allowed damages as aforesaid having made any written exceptions to the amount allowed him, the board orders said supplemental report spread of record upon the records kept in the Auditor's office for such purpose, which is now as follows, to-wit:-

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L.F. Sparks et al Road.

SUPPLEMENTAL REPORT OF VIEWERS

TO THE HONORABLE BOARD OF COMMISSIONERS :

In the matter of the petition of L.F. Sparks et al, for the improvement of a highway.

We, the undersigned viewers, heretofore appointed in the above cause, and who as such viewers, on the 23rd day of March, 1916, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same, now file this as our supplemental report, to-wit:-

We would respectfully report that the improvement of said highway in the manner set forth in our former report, will occasion damages to the lands of Albert H. Worrell, lying and being south of said highway between Mud Creek and the town of Clayton, and that he has made written claims for damages on account of said proposed improvement. That we allow him damages in the sum of \$15.00.

Respectfully submitted,

W.H. Stevenson.Isaac W. Foster.T.W. Garrison.

Viewers.

Subscribed and sworn to before me this the 3rd day of April, 1916.

C.M. Havens.

Auditor Hendricks County.

TO THE HONORABLE BOARD OF COMMISSIONERS:-

In the matter of the petition of L.F. Sparks et al, for the improvement of a highway.

We, the undersigned Viewers, heretofore appointed in the above cause, and who as such viewers, on the 23rd day of March, 1916, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same, now file this as our supplemental report, to-wit:-

We would respectfully report that the improvement of said highway in the manner set forth in our former report, will occasion damages to the lands of Raymond Walker, lying and being south of said highway between Mud Creek and the town of Clayton, and that Nettie S. Batz Walker, his guardian has made written claims for damages on account of said proposed improvement.

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L.F. Sparks et al, Road.

That we allow him damages in the sum of \$30.00.

Respectfully submitted,

W.H. Stevenson.

Isaac W. Foster.

T.W. Garrison.

Viewers.

Subscribed and sworn to before me this this 3rd day of April, 1916.

C.M. Havens.

Auditor Hendricks County.

Board And now the report of the engineer and viewers coming on for examination, and the having inspected the same, together with the plans and specifications and profile, and being informed in the premises does now in all things approve said report as to all of said proposed improvement except that portion of ^{said} highway lying and between the town of Belleville and the town of Clayton and as to that portion, a distance of about 8,652 feet, the board does amend said report upon information duly obtained so as to provide for a road service, and said amendment having been duly adopted by the board and made a part of said original report, the board does now in all things approve said report and orders the same spread of record, which is done as follows:-

ORDER TO VIEW ROAD.

THE STATE OF INDIANA

SS:

HENDRICKS COUNTY.

COMMISSIONERS' COURT,

DECEMBER TERM, 1915.

To Theodore W. Garrison Engineer, Isaac W. Foster, and William H. Stevenson

Viewers:

You are hereby notified that you were appointed by the board of Commissioners of said County, at their regular December Term, 1915, to view a proposed highway to be improved as follows to-wit:-Commencing at the boundary line between the counties of Morgan and Hendricks near the center south of the west half of section 36, Township 14 North, Range 1 west and from thence north through the west half of said section 36, and also through the west half of sections 25 and 24 ^{and 13} to or near the center west of said section 13, and from thence north on section line between sections 13 and 14 to or near the south east corner of section 11, and from thence north through the east half of the east half of said section 11 to the South end of Morgan Street in the town of Belleville, and

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L.F. Sparks et al, Road.

from thence north over and along said Morgan Street to where the same is intersected by what is commonly known as the National or Cumberland Road, from thence west over and along said National, or Cumberland, road to where the same is entered by the Belleville and Clayton public highway; from thence in a north westerly direction through the West half of Section 2 and the north half of section 3 and terminating at the south corporation line of the corporation of the town of Clayton, Hendricks County, Indiana, and all being in Township 14 North, Range one West.

You are further notified that you were appointed such engineer and viewers upon the petition of L.F. Sparks et al, for the improvement of said described highway, their said petition being now on file in the auditors office of Hendricks County, Indiana.

And if said proposed highway ^{improvement} will be of public utility, mark and layout the same, in the manner prescribed by law, to the width of not less than 30 feet.

You will meet at the office of the auditor of Hendricks County, in the town of Danville on Saturday the 11th day of December, 1915 at two o'clock P.M., and after being duly qualified, proceed to make said view, and report at the next regular term of said board.

I certify the foregoing to be a true copy of the order of the Board in relation to said proposed highway. Witness my hand and official seal this 7th day of December, 1915.

(SEAL)

Lewis W. Borders.

Auditor.

OATH OF VIEWERS.

STATE OF INDIANA, HENDRICKS COUNTY SS:

We, W.H. Stevenson, Isaac W. Foster and T.W. Garrison, do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed highway to the best of our skill and ability, so help us God.

W.H. Stevenson.Isaac W. Foster.T.W. Garrison.

Subscribed and sworn to before me this 11th day of December, 1915.

Lewis W. Borders.

AUDITOR.

April Term, 1916.

L.F. Sparks et al, Road.

ROAD VIEWERS REPORT.

To the Honorable Board of Commissioners of Hendricks County, Indiana:-

We, the undersigned viewers, who were appointed by your Honorable body at your regular meetin December Term, 1915, to view a proposed highway, as petitioned for by Frank Sparks et al; have discharged the duty assigned us, and submit to you the following report to-wit:-

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows to-wit:- The said proposed highway to be 36 feet in width, and commences at the south line of Liberty Township on an established public highway known as Monrovia and Belleville road and runs thence along the same northward to the town of Belleville, intersecting the National Road on Morgan Street, thence westward along the National Road to Washington Street, thence northward upon Washington street and upon the Clayton and Belleville Road north westward to the south Corporation line of the Town of Clayton.

This road, the improvement of which is proposed lies wholly within Liberty Township and the total length of it is 37,652 feet.

We submit herewith as a part of this report Specifications providing for an improvement which we estimate would cost \$47,000.00.

And we are of the opinion that said highway would be of public utility.

Respectfully submitted,

T.W. Garrison.

Isaac W. Foster.

W.H. Stevenson.

VIEWERS.

Specifications for the improvement of highway petitioned for by Frank Sparks et al in Liberty Township, Hendricks County, Indiana.

GENERAL SPECIFICATIONS.

These specifications include all drawings, notes and figures that accompany them, all of which should be carefully examined by the Prospective Bidders, who should also view the road and satisfy them-selves as to all conditions affecting the contract, making their own calculations and relying on their own judgement as to the amount of work to be done, and making inquiry of the engineer about matters not understood or not clearly expressed.

Matters not covered by these Specifications shall be determined by the Engineer in harmony with their spirit and intention. Quantities given are approximations for the purpose of the Viewers' estimate of cost, and are to be considered only as they show their intention.

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L.F. Sparks et al, Road.

It is the intention that the material used be the best of their respective kinds and that the workmanship be first class. At the time of letting the contract the Bidder shall make a statement to the Commissioners as to his equipment for such work and also as to the source from which he means to supply the different materials, which statement will be taken into account along with his price in awarding the contract. Matters not covered by this agreement between the Contractor and Commissioners as to materials, shall be determined by the engineer, and the workmanship shall be also satisfactory to him.

Material rejected shall be removed immediately, and work condemned shall be at once rebuilt. No part of the work shall be considered as finally accepted until the completion and acceptance of the whole. If for proper completion the necessity appears for work not provided for at all, and the same shall be authorized by the board, the Contractor shall enter into a contract with them to do such extra work for cost plus 10% as estimated or ascertained by the engineer. If it shall appear that work specified is of little utility it may be omitted by like supplemental contract by the board, the original contract price being reduced by the same.

The Contractor may file a claim with the Auditor each month, not less than five days before the first Monday of next month, which claim shall be for the value of the work done and material furnished during the month. This claim will be examined by the engineer and approved by him for 80% of the amount which he estimates is of permanent value.

The amount will be available early in the next month.

The Contractor shall give timely notice to all parties whose property may be effected by his work. If on receipt of such a notice the owner neglects to remove obstructions that hinder the performance of the work according to the profile, cross section and specifications, the Contractor shall remove the same at the time when it becomes necessary to do so, to avoid delaying his work.

The Contractor shall carefully remove all old material. Any old sewers that are needed shall be placed according to the directions of the engineer without extra cost. The remainder shall be left to the disposal of the trustee of Liberty Township.

The Contractor shall save Hendricks County harmless from all suits or claims that may arise from his work. He shall close the road to travel to the extent that may be necessary to protect his work, and shall display lights and signs and erect barricades as is necessary to such protection.

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The Contractor shall secure copies of these specifications and make himself or foreman familiar with them, and shall make an earnest effort to conform to them, and shall be responsible aside from all supervision to the proper execution of the work.

The Contractor shall furnish the engineer with any information required in the way of invoices and freight bills as to the quantity and quality of materials furnished.

The Superintendent will visit the switch on arrival of shipments of stone and inspect the same, reporting to the Engineer any cars that do not appear to be up to grade, and the Engineer will pass on their reception. The Superintendent will also keep a list of the initials and numbers of every car used on the road in the order in which they are received, and on completion of the road will file this list with the engineer, and the Contractor shall also submit duplicate freight bills which may be checked with this list and thereby the amount ascertained of stone put on the road. The Contractor and Superintendent shall co-operate in an effort to secure the even distribution of the stone. The amount put upon the road shall not fall short of the amount specified more than 25 tons and no claim for extra stone will be allowed unless authorized by the Commissioners in a supplemental contract.

The Superintendent will make a note of all materials used and will inspect all work which does not show on its face the manner in which it is done, and no such work shall be done without notifying him.

The Contractor shall provide suitable machinery and competent workman.

The engineer may prohibit the use of unsuitable machinery and may dismiss from the Contractor's employ any person that is incompetent or that may attempt to violate these specifications.

Any deviation from these specifications without the expressed assent of the engineer will justify his rejection of such work. Where detail specifications are incomplete because of necessary brevity, it is to be understood that the methods used in the best work may be enforced by the engineer.

DETAIL SPECIFICATIONS.

The bridge sites shall be cleared by careful removal of old structures, saving any material that might be of use to the Township at station 4 plus 65 the old lumber shall be stacked on the road side. At station 65 plus 85 the iron shall be taken apart only to the extent that is necessary to remove it, and without bending or distortion, and shall be placed on the roadside. The flooring shall also be stacked in a convenient place. At station 181 plus 30 only that part of the ^{old} arch which is in the way of the new shall be blown out. The remainder which owing to the change of position is not in the way, may be left and along with the fragments, be buried in the fill.

The engineer will set stakes to mark the lines on the drawing called the center line of the road and of the stream, and will also give a bench mark to show the elevation of the bridge.

The Contractor will be responsible for all further alignment and dimensions of parts. Where dimensions are not shown, the scale of the drawing will govern, and especially so in the placing and spacing of reinforcing rods.

Up to the spring line the concrete of the footings may be laid in trenches, but above the water line where the surfaces are or might become exposed, the concrete must be laid in forms. The trenches are to be full size and carefully dug.

Not until the footings have thoroughly set shall the forms be constructed.

At station 65 plus 85 a bill of materials and directions for sawing is given for the centers. The short segments at the footings or spring line shall be tangent to the vertical, which will place their upper points four feet and three inches above the spring line. The larger segments shall be adjusted to make the center curves exactly circular, which may be accomplished by making the lower edge of the central segment level. At station 4 plus 65 and 181 plus 30 the forms above the spring line shall be exactly semi-circular. The centers shall be well braced and unyielding. Dressed and matched lumber of No. 1 common grade shall be used for lagging and against all exposed faces; rough lumber or lumber of a lower grade being admissible against faces not exposed. All exposed edges shall be chamfered by using triangular strips sawed from $\frac{7}{8}$ inch boards in the corner of the forms. The mouldings and panels shall be carefully placed and painted with linseed oil to prevent the adhesion of the concrete. All panel forms shall be $\frac{7}{8}$ inches thick and beveled one inch around the edges.

The reinforcing rods shall be wired into position shown in the drawing before concrete is placed around them. Driving rods into partially set concrete will not be allowed. The rods shall be of the exact length specified except where the length is too great for shipment. where a splice is necessary the rods shall lap at least 24 inches and the splices shall occur near the centers.

The rods shall have the net section of which the diameter is shown, and shall have some corrugation or deformation for a bond. They shall be of medium steel and free from dirt, grease, paint or scales of rust.

The concrete shall be placed rapidly and uninterruptedly and initial set between batches shall be avoided. When work had begun in the arch ring it shall proceed without stop until completion.

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The concrete shall be a mixture in the proportion of one bag of cement, two cubic feet of sand, and four cubic feet of gravel, the sand being that part of the bank run material that will pass, and the gravel being that part that will be retained on a one-eighth inch screen, the gravel containing no pieces larger than one and one-half inches. Bank run material may be used if it be tested and found to screen approximately these proportions. The Contractor and Inspector shall make such tests by measuring materials as will remove all uncertainty as to the proportions of the mixture. If an excess of fine material is used the engineer may increase the amount of cement correspondingly.

The cement shall be a standard brand of American Portland which by previous use has been found to be satisfactory, and it shall be sound and in good condition at the time of use.

The mixture shall be thoroughly turned, first dry then wet, the amount of water used being such as will make a quaking plastic mass. A batch mixer shall be used.

The placing of cement in water is to be avoided. If in wet foundations the water cannot be kept entirely out, the mixing shall be done wet as usual, and the concrete shall be placed in the water with the least possible amount of splashing.

If concreting is attempted in freezing weather the contractor shall devise means of protecting his work, and if any damage occurs he shall rebuild the part affected.

By tamping forms or by spading next to them the coarser material shall be forced back and the mortar brought to the surface leaving no irregularity other than the grain of the lumber.

The forms shall not be removed from the sides within less than three days, and then with care, watching results. The centers shall not be removed within less than three weeks. The work of striking centers shall begin by removing braces so that the supports may buckle and the arches take their settlement gradually. When the centers have been removed, the waterway shall be cleared from one abutment to the other down to the water line, and all rubbish shall be removed.

At stations 60 plus 35 and 80 plus 70 the wooden tops shall be removed and replaced by concrete slabs with parapets. The old concrete abutments shall be thoroughly cleaned and slushed with neat cement mortar where the new concrete is expected to adhere. The abutments shall be raised if necessary to make the upper surface of the slab of given thickness coincide with the grade line.

The culverts shall be placed perpendicular to the center line of the road except in the case of that at station 104 plus 70, which shall have a skew in the direction about North 65 degrees East. The ends shall be equally distant from the center line of the road and the head walls shall be parallel thereto. The mouth of the culverts shall have the elevation of the lowest surface outlet at the foot of the grade, and the culvert shall be located at that point, the distance beyond the station having been stepped off is only approximate.

The pipe shall have fall in the direction of the flow of the water, the ends having as nearly as possible the elevations shown. The Top of the head wall shall have the elevation of the subgrade at the point. The head walls having a length three times the depth of the bottom of the pipe below the grade, and a depth extending about one and one-half feet deeper will have approximately the dimensions shown in the table of the culverts. The outer face of the head walls will be vertical, the inner battering 1 to 12. The grade instead of its usual crown shall extend level between them and pile around the ends to the mouth of the pipe.

The concrete culverts shall be built upon wooden forms which shall not be removed until the concrete has set and seasoned sufficiently, and the fill above and around the pipe has thoroughly settled.

All concrete work on the road shall be done as directed for the bridges.

The iron culverts shall be made of the purest ingot iron sheets, corrugated and galvanized. Culverts under 24 inch shall be ¹⁶ gauge sheets, over 24 inch 14 gauge. Each sheet shall bear the stamp of the rolling mill and the number of the heat, and all the culverts shall preferably be from the same heat. The pipe shall be rigid and well riveted and shall be furnished in lengths ordered. The diameter shall be the clear diameter and the weight of the pipe per lineal foot shall be what that diameter and gauge would produce.

The metal pipe shall be carefully bedded so as to have equal bearing along the bottom and sides, and shall have the ends securely imbedded in the head walls.

The concrete pipe shall have as longitudinal reinforcement two one-half inch rods near the springing with ends bent into and extending to the ends of each headwall.

In addition to this reinforcement every headwall shall have two horizontal rods near the faces, one above and one below the pipe, and four vertical rods near the back, two on each side of the pipe. The spacing and length of rods depends on the size of the header, each rod having a length not more than six inches less than the corresponding dimension of the header.

The subgrade shall be raised or lowered by cutting or filling as shown on the profile and graded nearly flat in cross-section, the subsequent placing of the stone and banking producing all the crown required. In case the cuts and fills do not balance, the grade must be made continuous, showing only the number of different slopes shown on the profile.

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L.F. Sparks et al, Road.

The cut may be made deeper to complete the fill, or left shallower when the fill is complete, as will most nearly conform to the profile, in no case showing a higher per cent of grade than is shown for that section of the road.

The part of the National Road covered by this route which is about 1000 feet will not be changed either in grade or cross-section.

The fill shall be 28 feet wide from shoulder to shoulder, with sides sloping downward 8 inches per foot outward. The cuts shall be 30 feet wide across the bottom, with sides sloping upward 12 inches per foot outward. The right of way shall be 36 feet wide except at such points as cuts or fills constructed as described above, and bridges with their projecting wings require a greater width, at which points the right of way shall be widened on one side or both sides of the center line as may be necessary to include the same. On completion of the road, fences may be set within 18 feet of the center line.

The center line of the road is marked by stakes driven 100 feet apart at an off set of 18 feet and numbered consecutively from the south end of the road. Elevations were taken opposite these stakes and the cuts and fills at these points are shown on the Profile. In the absence of corner stones that were set to mark the center of the road, the center line is taken with a view to utilizing the old grade and gravel as a foundation for the new roadway.

Immediately before placing the stone the center of the flat subgrade to a width greater than that of the stone shall be gone over with a grader, making the surface smooth by scraping off the elevations down to the lowest depression and raking the dirt to the outside for subsequent use in banking up the stone.

Upon the bed thus prepared and thoroughly rolled the lower course of screened stone shall be dumped and spread evenly between boards that have been carefully lined up 14 feet apart and each side 7 feet from the center line of the road. Before the boards are removed the dirt shall be shoveled up against them from the outside to a depth sufficient to form when rolled down, a berm as high as the stone. Beginning on these berms and proceeding from each side toward the center both berms and stone shall be thoroughly rolled to settle and match the pieces together and reduce the voids to a minimum. This first rolling shall be continued as long as any breaking or crushing of stone is perceptible.

While this rolling is going on stone dust shall be dumped on the berms in amount sufficient as shall be found by trial to fill the voids. When the stone has been rolled sufficiently and the dust is at hand, workmen, not more than three or four in number, shall begin spreading the dust thinly and evenly over the surface of the stone, with a sweeping motion of the shovel. After each passage of the roller back or forth, the application of dust shall be repeated as long as crevices appear behind it, until the voids are entirely filled and the surface is covered so lightly that only the forms of the pieces of stone can be seen lying flat side upon and presenting a kind of dapple gray appearance.

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When the voids have been filled the mass shall be drenched with water and rerolled until the wet dust becomes a mortar and enough of it is forced up between the stone to form a wave of grout before the roller wheels.

After the stone has been rolled wet it shall be allowed to dry at least 36 hours before travel is permitted over it. The work must be so managed that the operations of rolling, dusting, sprinkling, etc. may all be carried on at the same time, beginning at the far end and working back toward the unloading point to avoid hauling over finished work. The amount of stone put down per day shall not exceed 150 tons for each steam roller in use, the roller being run steadily and continuously. As soon as one operation is finished the next shall begin and the work proceed in quick succession until completed.

After the first course has been completed, the second course shall be put down, the application and treatment of the two courses being exactly the same. The amount of screened stone in each course shall be about the same, if any difference the first being the heavier.

As the banking proceeds the berms and side ditches, where side ditches are necessary, shall be completed and made to conform to the drawing of the cross section of the road way. The surface of the stone shall have the form of two planes intersecting at the center line and having a slope of three-fourths inch per foot. The bottom of the stone shall be more nearly flat, making the depth greater at the center than at the edges. The berms shall extend for a distance of four feet on each side with a slope of one and one-half inches per foot, and three feet further with a slope of four inches per foot to the edge of the grade. If this edge is as high or higher than the adjacent land, no side ditch is needed. If not higher, the cut shall continue level 12 inches further, then sloping upward as specified for a cut, thus forming a depression which serves as a ditch and at the same time is safe for travel and easy for the mowing of weeds to the limit of 30 feet.

In front of gateways, where the water can be run both ways from them no side ditches shall be constructed, and where the distance or elevation is considerable, the road instead of its usual slope downward to the side, shall slope upward from the center towards the gateways.

Any irregularity in ditch or berm that is sufficiently evident to the eye that it can be pointed out, shall be corrected.

55 tons of stone (including dust) shall be used upon each 100 feet of road and invoices or bills for that amount will satisfy these specifications without regard to the finished depth or manner of spreading.

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L.F. Sparks et al, Road.

The stone shall be the best grade of Mitchell Lime stone, hard, tough, and free from clay. The screened stone shall be that part of the product^{of the crusher} that will pass a 3 1/2 inch screen and be retained on a 1 1/2 inch screen. The dust shall be that part that will pass a 1/4 inch screen.

The rolling shall be in amount satisfactory to the engineer, and shall be done with a steam roller weighing at least ten tons and equipped¹ with scrapers and scarrifying attachment.

The sprinkler shall have a plat form gear that will allow turning around with out digging up the grade. The sprinkling radius shall not be greater than the width of the stone, and the flow of water shall be under control of the driver so that the surface may be wet uniformly.

That part of the course that lies upon the National Road will not be changed in grade or cross section, and will be surfaced with 55 tons of stone per 100 feet spread as the engineer directs and without rolling or other work. This stone will be that part of the product of the crusher that will pass a 3/4 inch ring and be retained on a 1/4 inch screen. The Contractor shall make easy approaches to all intersecting roads and use five tons of No. 4 stone at each intersection.

AMENDMENT TO SPECIFICATIONS.

L.F. Sparks et al Road,

Liberty Township, Hendricks County, Indiana.

By order of the board of Commissioners that part of the Sparks road that lies upon the Belleville and Clayton Road from its intersection with the National Road to the South corporation line of Clayton, a distance of 8652 feet, shall have a rooman surface instead of the upper course of waterbound macadam, the construction of the road otherwise remaining the same as set forth in the Viewer's report.

On this part of the road the lower course of waterbound macadam shall be spread to a depth that will require 30 tons of stone and dust per hundred feet, and its surface shall be as true as possible, so that the roomac surface may be true to the cross-section and still be about of a uniform depth of three inches.

When the lower course has dried out and hardened, any loose binder material must be swept off preparatory to depositing the roomac mixture, so that a good bond may be obtained between the foundation and the surface courses.

The fine aggregate shall be all of that part of the product of the crusher that will pass a quarter inch screen, and must be free from loam, clay, or other foreign material.

The course aggregate shall be clean, sound, and sharp angled stone, as nearly cubical as possible, and such as will pass a two inch ring and be retained on a one inch ring.

April Term, 1916.

L.F. Sparks et al, Road.

The mixture shall be in proportion of 36 gallons of binder solution and one cubic yard of fine aggregate to two and one half yards of course aggregate, and shall be spread to a depth that will require not less than 230 gallons of solution, 8 tons of fine aggregate, and 20 tons of course aggregate per hundred feet.

Mixing shall be done in a batch mixer, the solution and fine aggregate first being thoroughly mixed, and then the course aggregate added and the whole mass thoroughly mixed.

The mixture thus obtained shall be evenly spread and raked to produce an even and uniform surface and then rolled as directed for the water bound surfaces.

The surface may be lightly sprinkled with water to facilitate puddling under the roller, or the roller wheels may be sprinkled to prevent them picking up the material, but in any case a minimum amount of water should be used.

As soon as the matrix appears on the surface it shall be swept from places where it is thick to places where it is thin, and generally in a forward direction from the sides to the center, the brooming to proceed with the rolling, and the rolling shall continue until the mass is thoroughly consolidated and the excess matrix has been brought to the surface and swept away.

The road shall be kept free from traffic until the surface has properly set, and immediately before throwing it open the surface shall be covered lightly with quarter inch screening.

It is estimated that the charge would increase the cost of the road not ~~more~~ to ~~exceed~~ \$6000.00

And now the board does order that the auditor of Hendricks County, Indiana, give notice of publication for three consecutive weeks, in a weekly newspaper of general circulation, printed and published in said county as provided by statute, that on Friday the 28th day of April, 1916, the polls will be open at the several voting places in Liberty Township, Hendricks County, Indiana, for the taking of the votes of the legal voters of said Township on the question of whether the highway named and described in the petition and the report shall be improved as provided in the report of the engineer and viewers, and said petition and report and all records and matters pertaining to said matters may be found in the office of the said Auditor, and the publication shall contain the report of the engineer and viewers, excepting the plate and profiles.

It is further ordered that said election be held in said matter shall be governed in all respects by the general election laws of the state of Indiana so far as the same are applicable,

April Term, 1916.

L.F. Sparks et al, Road.

and the board now appoints Thomas E. Hamrick and M.G. Rushton as election Commissioners to act with the Auditor of Hendricks County, Indiana, in the preparation and distribution of the ballots and election supplies to be used in said election.

And the board now appoints Samuel R. Holderman inspector of the East Precinct; E.H. Rushton inspector of the Center Precinct, D.M. Sawyer inspector of the South Precinct, and R.L. Ader of the West Precinct, all of whom shall be governed in their conduct of said election by the provisions of the general elections Laws of the State of Indiana so far as applicable.

All of which is now duly ordered, and this cause is continued.

In the Matter of the Petition of
M. H. Arbuckle et al, for the
Improvement of Highway in
Lincoln Township.

Comes now the Board of Commissioners in regular Session for the April Term 1916 of said Board; and comes also the Auditor of Hendricks County and respectfully shows to the Board that the Engineer and viewers heretofore appointed by this Board to prepare an estimate of the cost of the construction of the above road, met in the Auditor's office on the 11th day of ~~April~~ March 1916, and qualified as provided by law, and that said Engineer and viewers filed their report in the Auditor's office on March 28th 1916, a copy of which report is in the words and figures as follows to-wit:

O R D E R T O R E V I E W R O A D.

The State of Indiana,

Commissioners' Court.

SS:

Hendricks County,

March Term 1916.

To Wilbur Hadley, David W. Carter and Theodore Garrison.

You are hereby notified that you were appointed by the Board of Commissioners of said County, at their March Term 1916, to review the estimate of cost of a proposed highway, known as the M. H. Arbuckle et al road in Lincoln Township, Hendricks County, Indiana, the plans and specifications and profile of which you will find on file in the Auditor's office, of Hendricks County.

You will meet at the office of the Auditor of Hendricks County, Indiana on Sat. the 11th day of March 1916, at 9 o'clock A.M., and after being duly qualified, proceed

to make said review, and report at the next regular term of said Board.

I certify the foregoing to be a true copy of the order of the Board in relation to said proposed highway. Witness my hand and official seal, this, 6th day of March 1916.

Seal. C. M. Havens. Auditor.

O A T H O F V I E W E R S .

State of Indiana, Hendricks County, SS:

We, T. W. Garrison, D. W. Carter and Wilbur Hadley, do solemnly swear that we will faithfully and impartially discharge the duties assigned us as reviewers on the within described proposed highway to the best of our skill and ability, so help us God.

D. W. Carter.

Wilbur Hadley

T. W. Garrison

Subscribed and sworn to before me, this 11th day of March 1916

C. M. Havens
Auditor.

R O A D V I E W E R S ' R E P O R T .

To the Honorable Board of Commissioners of Hendricks County, Indiana:

We, the undersigned Viewers, who were appointed by your honorable body at your regular March Term 1916, to review the estimate of a proposed highway as petitioned for by M.H. ~~Arnk~~ Arbuckle et al, have discharged the duty assigned us, and submit to you the following report, to-wit:

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to review the cost of the construction of the said M.H. Arbuckle et al road according to the plans and specifications and profile, heretofore adopted by your Honorable Board, and now on file in the Auditor's office, and after being duly advised in the premises we estimate the cost of said construction in the sum of \$25000.00.

In making this estimate we include the cost of dirt which the contractor must buy to make certain fills and for the benefit of bidders we have secured the contracts of Roy Hornaday and William E. Patterson to furnish the dirt for the fill across the Whitelick bottoms, at and for the total price of \$350.00.

Respectfully submitted,

D.W. Carter.

Wilbur Hadley

T. W. Garrison.

Viewers.

And now said Board inspects and examines said viewer's report, and being fully advised in the premises now adopts, approves and confirm the said report and the estimate of the cost of the construction of said road and orders the Auditor to give notice as required by law of the new estimate and the amount thereof and time is now given for remonstrances.

In the Matter of the Petition of
Dayton E. Stuart et al, for change of
Highway in Clay Township.

Comes now, Geo. T. Pattison, attorney for petitioners and produces and files the affidavit of Charles M. Havens, Auditor of Hendricks County, Indiana, which affidavit is in words and figures following, to-wit: (Here insert) from which it appears that he as such Auditor mailed a copy of attached notice to Luther Hadley on March 14th 1916, notifying said Luther Hadley that said petition would be acted on by the Board of Commissioners on the first Monday of the April Term of said court. Also the affidavit of Dayton E. Stuart, together with a notice to which said affidavit is attached, which affidavit and notice are in words and figures following, to-wit: (Here Insert) from which it appears that, that copies of notice were duly posted in three public places in Clay Township, Hendricks County and near to said proposed highway, which notices were posted on the 14th day of March 1914.

And now the Commissioners inspect said petition and find the same in due form of law. And no remonstrances having been filed said petition was duly granted and Grant Sellers, C. C. Clay and John H. Bunten all of North Salem, Eel River Township, Hendricks County, viewers of said proposed highway and change. That said viewers are not related to any of the parties interested in said highway or the owners of any lands likely to be affected by said proposed Highway and change.

And now Charles M. Havens Auditor, prepares his order for said view and directs J.W. Gentry, Sheriff to notify said viewers, to proceed to qualify, view and report their proceedings to the next regular term of said Board of Commissioners.

April Term 1916.

Stanley Carter Road.

In Re-Petition to change Stanley
Carter, Road in Guilford Township.

Come now the Viewers heretofore appointed by the Board and file their
written report which is in words and figures as follows, to-wit: (H.I.)

And the Board being fully advised in the premises and having duly
examined said report now finds that the change petitioned for would not
be of public utility.

And now said cause is dismissed at the cost of the petitioners.

In the Matter of the Petition of
E. R. Ellis et al, for the
Improvement of a Public Highway in
Clay Township.

Comes now Henry West and 104 others free-holders and voters of Clay
Clay Township and presents to the Board a remonstrance against the improve-
ment of the said Highway, which remonstrance is in the words and figures as
follows, to-wit: (H.I.)

And the Board having examined said remonstrance and being fully advised
in the premises finds that said road should not be improved.

And now said cause is dismissed at the cost of the original Petitioners.

In the Matter of the Petition of
L. C. Moore et al, for the improve-
ment of a Public Highway in Eel
River Township.

Comes now Nathan A. Tucker, and 104 other free-holders and voters of
Eel River Township and presents to the Board a remonstrance against the
improvement of the said highway, which remonstrance is in the words and
figures as follows, to-wit: (H.I.)

And the Board having examined said remonstrance and being fully advised
in the premises finds that said Road should not be improved.

And now said cause is dismissed at the cost of the original Petitioners.

April Term 1916.

J. H. Airhart, Road.

In the Matter of the Petition of
J. H. Airhart for the Improvement
of a Public Highway in Brown
Township.

Come now the petitioners by counsel, and come also the viewers and engineer herein, and it appearing to the satisfaction of the Board that it is impossible for said engineer and viewers to, at this time, make a report of their doings in above entitled improvement.

Therefore, it is hereby ordered by said Board that said engineer and viewers be given until the regular May 1916 Term, of said Board, make and file in the office of the Auditor of Hendricks County, Indiana, their certain report in writing, setting forth their determination in regard to said proposed improvement.

In the Matter of the Petition of Lewis M.
Leathers et al, for Improvement of a
Public Highway in Center and Union
Townships.

Comes now the Auditor and presents the proofs of publication on file, and the Board being fully advised in the premises finds that no notice was given in an Indianapolis daily news paper, and that the contract cannot be let.

It is therefore ordered and adjudged by the Board that all bids be returned to the respective bidders unopened and that the Auditor be, and he is, hereby directed to readvertise said receiving of bids up to the hour of 10:30 A.M. on the 29 day of May 1916.

In the Matter of the Petition of Frank
Beadle et al, for Improvement of a
Public Highway in Liberty Township.

Comes now the Auditor and presents the proofs of publication on file, and the Board being fully advised in the premises finds that no notice was given in an Indianapolis daily news paper, and that the contract cannot be let.

It is therefore ordered and adjudged by the Board that all bids be returned to the respective bidders unopened and that the Auditor be, and he is, hereby directed to readvertise said receiving of bids up to the hour of 10:30 A.M. on the 29 Day of May 1916.

May Term, 1916.

Dayton E. Stewart et al Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY

IN The Commissioners Court,

Monday May 1st, 1916.

May Term, 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, Indiana it being the first Monday in said session.

Present; John P. Moran, Harry E. Sanders, and John G. Shelton
all members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of
Dayton E. Stewart, et al for the opening
and change of highway in Clay Township,
Hendricks County, Indiana.

Come now Grant Sellers, J.J.C. Clay and J.H. Bunten, viewers
heretofore appointed to view said proposed highway and change prayed for
in said petition and file their report, which report is in words and
figures following, to-wit :

ORDER TO VIEW ROAD.

THE STATE OF INDIANA

SS:

HENDRICKS COUNTY.

Commissioners Court,

April Term, 1916.

To Grant Sellers, J.J. C. Clay and John G. Bunten of
North Salem, Indiana.

1
You are hereby notified that you were appointed by the board
of Commissioners of said County, at their April Term, 1916, to view a
proposed highway, as follows, to-wit:- Commencing at a point where the
center line running East and West through sections 23 and 24 Township 15
North range 2 West, intersects the section line dividing said sections 23
and 24; thence north on said section line one-half mile and terminating
in a public highway running east and west along and upon the north side
of said sections 23 and 24, also a public highway beginning at same point
as above proposed highway; thence east upon and along the center line
running east and west through the center of said Sections 23 and 24

Original copy mailed to John G. Bunten May 24, 1916

May Term, 1916.

Dayton E. Stewart et al, Road.

to the center of section 24 and terminating a public highway running north and south through the center of section 24. The first described line, petitioners request to be opened and established on said line and the last described line (now a public highway) they ask to be vacated. The Highway proposed to be established passes over, along and between the lands of Luther Hadley and W.A. Walker said line being a section line between sections 23 and 24. The highway asked to be vacated runs over, along and between the lands of W.A. Walker, Ennis W. Rhea, V.S. Stevenson and Dayton E. Stewart, and if said proposed highway and change will be of public utility, mark and lay out the same, in the manner prescribed by law, to the width of 30 feet.

You will meet at the office of John D. Adair Notary Public who resides in North Salem, Indiana, on Saturday the 8th day of March, 1916, at 9 o'clock A.M., and after being duly qualified, proceed to make said view, and report at the next regular term of said board.

I certify the foregoing to be a true copy of the order of the board in relation to said proposed highway. Witness my hand and official Seal, this 3rd day of April, 1916.

(SEAL)

C.M. Havens.

Auditor Hendricks County, Indiana.

ROAD VIEWERS REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA:

We, the undersigned viewers, who were appointed by your Honorable body at your regular April Term, 1916, to view a proposed highway as petitioned for by Dayton E. Stewart and W.A. Walker et al., have discharged the duty assigned us, and submit to you the following report to-wit:-

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, by metes and bounds and course and distance is as follows, to-wit:- The said proposed highway to be 30 feet in width, and commences at a point where the center line running East and west through sections 23 and 24 in Township 15 North Range 2 west, intersects the section line dividing said sections 23 and 24; thence, north on said section line one-half mile and terminating a public highway running east and west along and upon the north side of said sections 23 and 24, we recommend that the above described and proposed highway be opened as prayed for.

Also a Public highway, beginning at the same point as above proposed highway, thence east upon and along the center line running east and west through the center of said sections 23 and 24 to the center of section 24 and terminating in a Public Highway running north and south through section 24. We recommend that the said highway be vacated.

May Term, 1916.

Dayton E. Stewart et al , Road.

And we are of the opinion that said highway would be of public utility.

Respectfully submitted,

Grant Sellers.

J.J. C. Clay.

J.H. Bunten.

Viewers.

OATH OF VIEWERS.

STATE OF INDIANA, HENDRICKS COUNTY SS:

We, Grant Sellers, J.J. C. Clay and J.H. Bunten do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed highway to the best of our skill and ability, so help us God.

Grant Sellers.

J.J. C. Clay.

J.H. Bunten.

Subscribed and sworn to before me this 8th day of April, 1916.

(SEAL)

John D. Adair.

Notary Public Hendricks Co.,

My Commission expires,

April 15th, 1917.

from which it appears that said petition should in all things be granted and change of highway will be of public utility.

And the board of Commissioners having examined said report and being fully advised and informed in the premises, finds that said report should be in all things approved and the change in said highway made as recommended in said report.

It is therefore ordered, adjudged and decreed by the court that said proposed highway, to be 30 feet in width and to commence at a point where the center line running East and West through sections 23 and 24, in Township 15 North Range 2 west, intersects the Section line dividing said sections 23 and 24, thence North, on said section line one-half mile and terminating in a public highway running east and west along and upon the north side of said sections 23 and 24 be and the same is hereby established and the same is hereby ordered to be opened and kept in repair and Chas. M. Havens Auditor of Hendricks County, Indiana is hereby directed to transmit this order to said John W. Figg, Trustee of said Clay Township,

May Term, 1916.

Dayton E. Stuart et al, Road.

Hendricks County, Indiana.

All of which is finally ordered, adjudged and decreed by the Court.

In the matter of the petition of
L.F. Sparks et al, to improve a
Public highway in Liberty Township¹
Hendricks County, Indiana.

Come now again the petitioners and produce the affidavits of Julian D. Hogate and Alvin Hall, editors respectively of The Republican and Danville Gazette, two weekly newspapers of opposite politics, published in the town of Danville, Hendricks County, Indiana, and having a general circulation throughout Hendricks County, as follows to-wit: (H.I.). From which said affidavits the board finds that due notice of the election to be held in the several precincts of Liberty Township, Hendricks County, Indiana, for the purpose of taking of the votes of the legal voters of said Township upon the question of the improvement of the highway petitioned to be improved in that township by L.F. Sparks and others was published in each of said newspapers for three consecutive weeks, the first of which was so published on the 6th day of April 1916, and the last on the 20th day of April, 1916.

And now comes Chas. M. Havens, Auditor of Hendricks County, Indiana and produces the Certificate of the several inspectors of the precincts of Liberty Township Hendricks County, Indiana, of the votes cast at the election held therein on the 28th day of April, 1916 for the purpose of taking the votes of the legal voters of said township upon the question of the improvement of the highway asked to be improved under these proceedings as follows, to-wit:

STATE OF INDIANA

§§:

HENDRICKS COUNTY.

In the Commissioners Court,

May Term, 1916.

In the matter of the petition of
L.F. Sparks et al, for the improvement of a public
highway in Liberty Township, Hendricks County, Indiana.

Samuel R. Holderman, E.H. Rushton, D.M. Sawyer, R.L. Ader, inspectors respectively of East Precinct, Center Precinct, South Precinct, and West Precinct of the voting precincts of Liberty Township, Hendricks County, Indiana, hereby certify as follows:

That on the 28th day of April, A.D., 1916, the polls were duly opened in each of said several precincts for the purpose of taking the votes of the legal voters of Liberty Township, Hendricks County, Indiana, upon the question of the improvement of the highway petitioned to be improved under the foregoing entitled proceedings;

May Term, 1916.

L.F. Sparks et al, Road.

that in the said several precincts legal votes were cast as follows:-

For said improvement 323 votes;

Against said improvement 161 votes;

We further certify that we met at the Auditors office in the town of Danville, Hendricks County, Indiana, on Thursday May, 4th, 1916, and after canvassing the votes of the several precincts of said Liberty Township found the foregoing to be the true and correct result of the election held as aforesaid.

All of which is done and certified to on this the 4th day of May A.D., 1916.

Samuel R. Holderman.

E.H. Rashton.

D.M. Sawyer.

R.L. Ader.

Inspectors.

ATTEST: C.M. Havens.

Auditor.

And from which said certificate the board finds that there were cast at said election 323 votes for the improvement of said highway and 161 votes against said improvement. The Board further finds that a majority of the legal votes cast at said election are in favor of the improvement as provided in the report of the viewers and the amendment thereto.

It is therefore ordered by the board that said improvement of said highway be and the same is established and ordered made in all respects as provided in the report of the viewers and engineer and the amendment thereto as heretofore made by this board.

It is further ordered by the board that the Auditor give notice by one publication in a daily newspaper of general circulation throughout the State of Indiana, printed and published at the city of Indianapolis, and by three weekly publications in The Republican and Danville Gazette, two public weekly newspapers of general circulation throughout the County of Hendricks, the county in which said road to be improved is located, that on Monday the 29th day of May, 1916, at the hour of 10:30 A.M. of said day, sealed proposals will be received and opened by the board of Commissioners of hendricks County, Indiana, at their usual place of meeting, and a contract let, for the work of said improvement in accordance with the profile and report and plans and specifications in said report set forth.

And further proceedings herein are continued.

May Term, 1916.

In the matter of the petition of
V.R. Stevenson et al, for the
Improvement of a public highway in
Clay Township.

Come now the petitioners by Counsel, and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board that it is impossible
for said engineer and viewers, to, at this time make a report of their doings in the
above entitled cause.

Therefore, it is hereby ordered by said board that said engineer and viewers
be given until the regular June Term, 1916 of said board, to make and file in the
office of the Auditor of Hendricks County, Indiana, their certain report in writing
setting forth their determination in regard to said proposed improvement.

In the matter of the petition of
Chas. A. Mackey et al for the
Improvement of a public highway in
Center Township.

Come now the petitioners by Counsel and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board that it is impossible
for said engineer and viewers to, at this time, make a report of their doings in the
above entitled cause.

Therefore, it is hereby ordered by said board that said engineer and viewers
be given until the regular November Term, 1916, of said board to make and file in the
office of the Auditor of Hendricks County, Indiana, their certain report in writing
setting forth their determination in regard to said proposed improvement.

In the matter of the petition of
S.L. McCurdy et al, for the
Improvement of a public highway in
Center Township.

Come now the petitioners by Counsel, and come also the viewers and engineer
herein, and it appearing to the board that it is impossible for said engineer and viewers
to, at this time, make a report of their doings in the above entitled cause.

Therefore it is hereby ordered by said board that said engineer and viewers be
given until the regular November Term, 1916 of said board, to make and file in the office
of the Auditor of Hendricks County, Indiana, their certain report in writing,
setting forth their determination in regard to said proposed improvement.

May Term, 1916.

In the matter of the petition of
H.W. Howell, et al, for the
Improvement of a public highway in
Center Township.

Come now the petitioners by Counsel, and come also the viewers
and engineer herein, and it appearing to the satisfaction of the board that
it is impossible for said engineer and viewers, to at this time, make
a report of their doings in the above entitled cause.
Therefore, it is hereby ordered by the board that said engineer and viewers
be given until the regular November Term, 1916, of said board to make and
file in the office of the Auditor of Hendricks County, Indiana, their certain
report in writing, setting forth their determination in regard to said
proposed improvement.

In the matter of the petition of
G.H. Henning et al for the improvement
of a public highway in Brown Township.

Come now the petitioners by Counsel, and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board that it
is impossible for said engineer and viewers, to, at this time make a
report of their doings in the above entitled cause.

Therefore, it is hereby ordered by the board that said engineer
and viewers be given until the regular June Term, 1916, of said board, to
make and file in the office of the Auditor of Hendricks County, Indiana
their certain report in writing, setting forth their determination in regard
to said proposed improvement.

In the matter of the petition of
J.W. Haynes et al, for the
improvement of a public highway in
Center Township.

Come now the petitioners by Counsel, and come also the viewers
and engineer herein and it appearing to the satisfaction of the board that it
is impossible for said engineer and viewers to, at this time make a report
of their doings in the above entitled cause.

Therefore it is hereby ordered by said Board that said engineer
and viewers be given until the regular June Term, 1916, of said board to
make and file in the office of the Auditor of Hendricks County, Indiana
their certain report in writing, setting forth their determination in
regard to said proposed improvement.

May Term, 1916.

In the matter of the petition of
Arthur M. Davis et al, for the
Improvement of a public highway in
Liberty Township,

Come now the petitioners by Counsel, and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board that it is impossible for
said engineer and viewers to, at this time, make a report of their doings in the above
entitled cause.

Therefore, it is hereby ordered by said board that said engineer and viewers
be given until the regular June Term, 1916, of said board, to make and file in the
office of the Auditor of Hendricks County, Indiana, their certain report in writing setting
forth their determination in regard to said proposed improvement.

In the matter of the petition of
J.H. Airhart et al, for the
improvement of a public highway in
Brown Township.

Come now the petitioners by Counsel, and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board that it is impossible for
said engineer and viewers, to at this time, make a report of their doings in the above
entitled cause.

Therefore, it is hereby ordered by said board that said engineer and viewers
be given until the regular June Term, 1916, of said board to make and file in the office
of the Auditor of Hendricks County, Indiana their certain report in writing, setting
forth their determination in regard to said proposed improvement.

(Ordered that the board do now adjourn until May 17th, 1916.)

Board of Commissioners of Hendricks
County, Indiana.

May Term, 1916.

M.H. Arbuckle et al, Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY,

IN THE COMMISSIONERS COURT

Wednesday the 17th, 1916.

MAY TERM, 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session, pursuant to adjournment in the room of the Commissioners in the town of Danville, Indiana, it being the 17th day of May, 1916.

Present; John P. Moran, Harry E. Sanders, and John G. Shelton all members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of
M.H. Arbuckle et al for the improvement of
a Public highway in Lincoln, Township.

Comes now the Auditor, and presents to the board the affidavits with notices attached of Alvin Hall and Julian D. Hogate, editor and publisher of the Danville Gazette and The Hendricks County Republican, respectively, which affidavits and notices attached are in words and figures as follows to-wit:- (H.I.)

From which affidavits it appears to the board that due notice of the filing of amendment of the viewers report was given as required by law by publication for two weeks successively in the Danville Gazette and the Hendricks County Republican, two newspapers of general circulation throughout the County.

And the board further finds that no remonstrance has been filed against said report.

It is therefore ordered by the board that the amended report of said viewers be, and the same is hereby approved and adopted.

It is therefore ordered by the board that the auditor give notice by one publication in The Indiana Daily Times, a daily newspaper of general circulation throughout the State of Indiana, printed and published in the City of Indianapolis, and by three weekly publications in the Danville Gazette and The Hendricks County Republican, two weekly newspapers of general circulation throughout the county of Hendricks, the county in which said road to be improved is located, that until the hour of 10:30 A.M. on the 10th day of June, 1916, sealed proposals will be received by the Board of Commissioners of Hendricks County, Indiana at their usual place of meeting for the work of said improvement.

May Term, 1916.

M.H. Arbuckle et al, Road.

according to the profile and the amended report, plans and specifications in the said report set forth in the above entitled cause.

And this cause is continued

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

IN THE COMMISSIONERS COURT,

MAY TERM, 1916.

In the matter of the petition of
L.F. Sparks et al, to improve a public highway
in Liberty Township, Hendricks County, Indiana.

Be it known that on the 29th day of May, 1916, the board of Commissioners of Hendricks County, Indiana, are met in special session, pursuant to their adjournment at their last usual place of meeting.

And now comes Charles M. havens, the auditor of Hendricks County, Indiana and produces the affidavits of Julian D. Hogate and Alvin Hall, editors and publishers of The Republican and Danville Gazette, two weekly newspapers of general circulation throughout Hendricks County, Indiana, of opposite politics and representing the two political^{Parties} that cast the highest number of votes in said county at the last general election. Said Affidavits being in words and figures following, to-wit:- (H.I.).

And from which said affidavits it appears that notice of the time and place of receiving bids for the construction of the improvement proposed in the foregoing entitled cause was duly published in said two papers for three consecutive weeks. The first of which publications was on the 4th day of May, 1916, and the last on the 13th day of May, 1916 a copy of which notice so published being attached to said two affidavits and made a part thereof.

Said auditor also produces the affidavit of Anna M. Keller, clerk of the Indiana Daily Times, a daily public newspaper of general circulation throughout the State of Indiana, published at the city of Indianapolis as follows, to-wit:- (H.I.), and from which said affidavit it appears that notice of the time and place of receiving bids for the construction of the improvement prayed for in the foregoing entitled cause was duly published in said newspaper on the 10th day of May, 1916 and more than two weeks prior to the date fixed in said notice for receiving said bids. A copy of said notice so published being filed with said affidavit and made a part thereof.

And from all of which affidavits and copies of notice it appears, and the Board so finds, that due notice of the time and place for receiving sealed proposals for the making of said improvement had been given by said Auditor as provided by the former order of this board and as provided by law.

May Term, 1916.

L.F. Sparks et al, Road.

And the hour of 10:30 o'clock A.M. having arrived, the hour of said day up to which it was provided in said notices that sealed bids would be received by this board for said work, the Board now, in the presence of all bidders, opens all bids submitted, and having duly considered all of said proposals and being sufficiently advised in regard thereto finds that all the bids submitted are in due form, accompanied by the bond and affidavit provided for by said notice and as provided by law in such cases.

And the board further finds that the entire cost of said improvement, including the bid of Fred Cunningham which the board finds to be the lowest and best bid submitted, and the expenses incurred, and those to be incurred in the per diem of the engineer and Superintendent, is the sum of \$54,800.00; that the total indebtedness of Liberty Township, the township in which said road to be improved under these proceedings is located, including all the costs and expenses of this improvement and all bonds heretofore issued for the building of free gravel or macadamized and taking into consideration all exemptions and deductions allowed mortgagors of said township, will not exceed 4 per centum of the total assessed taxable valuation of the property of said township.

The Board further finds that the contract for said improvement should be awarded; that the bid of the said Fred Cunningham is the lowest and best bid received, and less than the estimated cost of said proposed improvement, and that the same should be accepted; and that the bonds of the County should be issued and sold for the purpose of raising the money necessary to pay the costs and expenses of said improvement.

It is therefore ordered by the board that the bid of the said Fred Cunningham be, and the same is now duly accepted by this board, and that the contract for said improvement be, and the same is now awarded to the said Fred Cunningham for the sum of his bid, to-wit \$52,970.00.

And the bond of the said Fred Cunningham, with good and sufficient surety and conditioned for the faithful performance of the work in accordance with the profile and report, and the plans and specifications therein set forth and the contract hereinafter set out, and in the sum of \$105,940.00 which sum is at least double his said bid, is now duly approved by this board. Said bond and the approval written thereon is in words and figures following, to-wit:-

May Term, 1916.

L.F. Sparks et al, Road.

BOND.

KNOW ALL MEN BY THESE PRESENTS, that we the undersigned Fred Cunningham, Principal, and the United States Fidelity & Guaranty Company of Baltimore, Md., Surety are firmly bound unto the State of Indiana in the penal sum of One Hundred Five thousand nine hundred forty Dollars \$105,940.00 for the payment of which, well and truly to be made, we bind ourselves jointly and severally, and our joint and several heirs, executors, administrators, and assigns, firmly by these presents, this 29th day of May, 1916.

The condition of the above obligation are such that whereas, the Board of Commissioners of Hendricks County, Indiana, are about to let a contract for the construction of the L.F. Sparks et al, Road in Hendricks County, Indiana.

And whereas the above named Fred Cunningham has filed a bid for said work with the Auditor of the County: Now, therefore, if the said Board of Commissioners shall award him the contract for said work and the said Fred Cunningham shall promptly enter into a contract with said Board of Commissioners for said work, and shall well and faithfully do and perform the same in all respects according to the plans and specifications adopted by the Board of Commissioners, and according to the time, terms, and conditions specified in said contract to be entered into and shall promptly pay all debts incurred by him in the prosecution of said work, including labor, materials furnished, and for boarding the laborers thereon, then this obligation shall be void, otherwise to remain in full force virtue and effect.

Fred Cunningham. SEAL.

United States Fidelity & Guaranty Co.,

SEAL

By John E. Messick.

Attorney-in-fact.

STATE OF INDIANA, COUNTY OF HENDRICKS, SS:

Before me, the subscriber a Notary Public in and for said County personally appeared Fred Cunningham and acknowledged the execution of the foregoing instrument for the uses and purposes therein mentioned.

WITNESS my hand and notarial seal, this 29th day of May A.D., 1916.

My Com., expires Sept., 28 1919.

Carey W. Gaston.
Notary Public.

Accepted and approved May 29th, 1916.

John P. Moran.

Harry E. Sanders.

John G. Shelton.

Board of Commissioners of Hendricks County, Indiana.

ATTEST:- C.M. Havens.

Auditor Hendricks County.

May Term, 1916.

L.F. Sparks et al, Road.

STATE OF INDIANA

SS:

MARION COUNTY.

Before me a Notary public in and for said County and State, personally appeared John E. Messick, who being by me duly sworn upon his oath did depose and say that he is the Attorney-in-fact of the said United States Fidelity & Guaranty Co., of Baltimore, Maryland; that he knows the corporate seal thereof; and that the seal affixed to the within bond is such seal;

That the said John E. Messick signed the bond as Attorney-in-fact of said Company in accordance with a resolution passed at a meeting called and held by the Board of Directors of the said United States Fidelity & Guaranty Co., at its home Office in Baltimore, Maryland, under date of February 29th, 1904.

Witness my hand and notarial seal this 29th day of May, 1916.

SEAL

Martin B. Hall.

Notary Public.

My Commission expires November 28th, 1916.

The bid of the said Fred Cunningham having been accepted and his bond duly approved by this Board, said board does now enter into a Contract with the said Fred Cunningham for said improvement, and which contract duly signed by the said Fred Cunningham and the members of this Board as the Board of Commissioners of Hendricks County, is in words and figures following to-wit:-

CONTRACT.

For the Construction of the L.F. Sparks et al, Road and Frank Beadle et al, Road, both in Liberty Township, Hendricks County, Indiana.

This agreement made and entered into by and between Fred Cunningham of Morgan County, Indiana, party of the first part, and the Board of Commissioners of Hendricks County, in the State of Indiana, party of the second part,

WITNESSETH:

That on the 29th day of May, 1916 the said board of Commissioners received bids for the construction of the L.F. Sparks et al and Frank Beadle et al, Roads the same being located in Hendricks County and the said Fred Cunningham being declared to be the lowest and best responsible bidder, the contract was awarded to the said Fred Cunningham for the amount of his bid, viz.: (\$52,970.00) for Sparks Road, (\$12,965.00) for Beadle Road,

~~May~~
June Term 1916.

L.F. Sparks et al., Road.

and the said party of the first part now covenants and agrees to build and construct said road in all respects in accordance with and conformable to the specifications, reports, plans and profile contained in the report of the viewers and engineer for said road, now on file in the office of the Auditor of said County which said reports, specifications, and profile are hereby referred to and made a part of this contract the same as if herein fully set out and written.

And the party of the first part further undertakes and agrees that in the prosecution of the work he will use all proper skill and care and will pay all claims for work and labor performed and material furnished in and for the construction of said work, whether the said work and labor is performed or material is furnished to said contractor or agent or superintendent in charge of said work. It is further understood and agreed that said party of the first part will not and cannot sell or assign this contract or sub-let the work to any person or persons except by the consent of the said board of Commissioners.

The party of the first part further agrees to construct and build said improvement and have the same completed on or before the 1st day of December, A.D., 1916, and in the event said improvement of said road shall not be completed, finished and ready for acceptance by the party of the second part on or before said 1st day of December A.D., 1916 then the said party of the first part agrees and promises to pay to said party of the second part as liquidated damages for the non-completion of said work and for the deprivation on the part of the public of said Hendricks County of the use of said road from and after said 1st day of December A.D., 1916, the sum of Twenty-five (\$25.00) Dollars per day for each and every day thereafter that said improvement shall remain uncompleted, unfinished and not ready for acceptance by said party of the second part, and that said party of the first part agrees that said sum of twenty-five (\$25.00) Dollars per day shall be deducted from the contract price of said improvements and shall be retained by said party of the second part out of the contract price for said improvement for the use of the public of said Hendricks County, provided, that said failure to complete said improvement within the said time specified for such completion is not caused by strikes or any other cause or causes beyond the control of said party of the first part or that said time has not been extended by said Board of Commissioners. In the event the party of the second part does grant an extension of time for the completion of said improvement, the (above and foregoing agreement in relation to liquidated damages shall apply after the expiration of such extension.

It is also understood and agreed by and between the parties hereto that said party of the second part shall withhold full payment to the party of the first part as required by Sec. 1 of an Act approved March 4, 1911, ^{Acts of 1911} Page 437, for a period of thirty days or until proof be made of the payment for all labor, material, and sub-contractors' claims.

May Term, 1916.

L.F. Sparks et al, Road.

The party of the second part hereby agrees that the party of the first part shall be paid the said contract price as above set out upon the warrant of the Auditor of Hendricks County, Indiana as directed by the Board of Commissioners of said Hendricks County and shall be paid on monthly estimates of the engineer in charge of said work, but not to exceed 80% of the said engineers said estimate; 20% of the said contract price shall be retained by the said County until the said work is fully completed and finally accepted by the said Board of Commissioners.
County

The said party of the first part agrees to do and perform all matters and things required of and imposed upon him, according to the terms of this contract or pursuant to the provisions of the Act of the General Assembly of the State of Indiana authorizing said improvement.

To all of the covenants, conditions and stipulations of this contract the said parties severally bind themselves, their successors, heirs and assigns.

In Witness whereof, the said party of the first part has hereunto set his hand and seal, the day and year hereinafter mentioned and in Witness whereof, the said board of Commissioners of Hendricks County have also signed and approved this contract, this 29th day of May A.D., 1916.

Fred Cunningham.

Party of the first part.

John P. Moran.

(SEAL)

Harry E. Sanders.

John G. Shelton.

Board of Commissioners of Hendricks County.

ATTEST: C.M. Havens.

Auditor Hendricks County, Indiana.

And now it is further ordered by the board that the bonds of Hendricks County, Indiana, be issued and sold for the purpose of raising money to pay the costs, and expenses of said improvement; that said bonds be issued in a total sum of (\$54,800.00) and in series of \$2740.00 each, and bearing interest at the rate of four and one half per centum per annum, and payable over a period of ten years, as prayed for in the petition, and from the 15th day of May, 1916. and the Treasurer of this county is charged with the sale of said bonds upon their issue.

Whereupon the board does now appoint Guy M. Rushton, a resident of Liberty Township, superintendent to supervise the construction of said road according to the plans, profile and specifications filed by the

May Term, 1916

L.F. Sparks et al., Road.

engineer and viewers, and he is ordered and directed by this board to file his bond as such superintendent in the sum of \$5000.00, conditioned for the faithful discharge of his duties as such superintendent and with sufficient surety thereon before entering upon his duties as such superintendent.

The appointed engineer herein, Theodore W. Garrison, being the duly elected, qualified and acting Surveyor of this County the giving of bond in this matter is not required.

And further proceedings herein are continued.

STATE OF INDIANA

SS:

HENDRICKS COUNTY

IN THE COMMISSIONERS COURT,

MAY TERM, 1916.

In the matter of the petition
of Frank Beadle et al, for the
improvement of a public highway
in Liberty Township, by taxation.

Comes now the Board of Commissioners of Hendricks County, Indiana, pursuant to adjournment, on this the 29th day of May, 1916, Harry E. Sanders, John P. Moran, and John G. Shelton, all members of said Board present.

And comes now again the petitioners in the above entitled cause and present and file the affidavits of Alvin Hall, editor, and publisher of the Danville Gazette, and Julian D. Hogate, editor and publisher of The Republican, weekly newspapers of general circulation printed and published in Hendricks County, Indiana, which affidavits with notices attached thereto are in words and figures as follows, to-wit:- (H.I.)
and from which affidavits it appears that notice of the time and place of receiving bids for the construction of the improvement proposed in the above entitled cause was duly published in said papers for three consecutive weeks before the said 29th day of May, 1916, the first of which publications was on the 4th day of May, 1916 and the last on the 18th day of May, 1916.

Said petitioners also present and file the affidavit of Anna M. Keller of the Indiana Daily Times, a daily newspaper of general circulation throughout the State of Indiana, printed and published in Indianapolis, Indiana, which affidavit with notice attached is in words and figures as follows to-wit:- (H.I.)
from which affidavit it appears that notice of the time and place of receiving bids for the construction of the improvement proposed in the above entitled cause was duly published in said Indiana Daily Times on the 10th day of May, 1916, and more than two weeks before the said 29th day of May, 1916, the day fixed for receiving bids for said improvement.

May Term, 1916.

Frank Beadle et al, Road.

And now the hour of 10 o'clock A.M. on the said 29th day of May, 1916, having arrived, up to which time it was provided in the said notices that sealed bids would be received by said Board of Commissioners for the construction of said improvement, said Board now causes all bids submitted to be opened in the presence of said bidders and the general public and upon examining said bids finds that they are all in proper form and that each of said bids is accompanied by a sufficient non-collusion affidavit and by a good and sufficient bond as required by law, and said board finds said bids to be as follows, to-wit:-

Thomas H. New.	\$12399.00
Shields & Allen.	12874.00
D.H. Fatout.	12942.00
Fred Cunningham.	12965.00

And said Board further finds that said bid of Fred Cunningham is the lowest and best bid; that the same is below the estimate as shown by the report of the viewers herein and that the contract for the construction of said improvement should be awarded to the said Fred Cunningham.

It is therefore ordered and adjudged by said board that the bid of Fred Cunningham be and the same is hereby accepted and that the contract for the said improvement be and the same is hereby awarded to the said Fred Cunningham; and the bond of the said Fred Cunningham in the sum of \$25930.00 with the United States Fidelity & Guaranty Co., as surety is now accepted and approved, which bond and the approval thereof is in words and figures as follows, to-wit:-

BOND.

KNOW ALL MEN BY THESE PRESENTS, That we the undersigned Fred Cunningham, Principal, and The United States Fidelity & Guaranty Company of Baltimore Maryland, Surety, are firmly bound unto the State of Indiana in the penal sum of Twenty Five Thousand nine hundred thirty (\$25,930.00) Dollars, for the payment of which well and truly to be made, we bind ourselves jointly and severally, and our joint and several heirs, executors administrators and assigns firmly by these presents, this 29th day of May, 1916.

THE CONDITIONS OF THE ABOVE OBLIGATION ARE SUCH, that whereas, the Board of Commissioners of Hendricks County, Indiana, are about to let a contract for the construction of the Frank Beadle et al, Road in Hendricks County, Indiana, and whereas the above named Fred Cunningham has filed a bid for said work with the Auditor of the County: Now, therefore if the said Board of Commissioners shall award him the contract for said

May Term, 1916.

Frank Beadle et al, Road.

work and the said Fred Cunningham shall promptly enter into a contract with said board of Commissioners for said work and shall well and faithfully do and perform the same in all respects according to the plans and specifications adopted by the board of Commissioners and according to the time, terms, and conditions specified in said contract to be entered into and shall promptly pay all debts incurred by him in the prosecution of said work, including labor, materials furnished, and for boarding the laborers thereon then this obligation shall be void otherwise to remain in full force virtue, and effect.

Fred Cunningham. SEAL

SEAL United States Fidelity & Guaranty Co.,

By John E. Messick atty-in-fact.

STATE OF INDIANA, COUNTY OF HENDRICKS, SS:

Before me the subscriber, a Notary public in and for said County personally appeared Fred Cunningham and acknowledged the execution of the foregoing instrument for the uses and purposes therein mentioned.

Witness my hand and Notarial Seal, this 29th day of May A.D., 1916.

(SEAL)

Carey W. Gaston.

My Commission expires September 28th, 1919.

Notary Public.

Accepted and Approved May 29th 1916.

John P. Moran.

Harry E. Sanders.

John G. Shelton.

Board of Commissioners of Hendricks County.

ATTEST: C.M. Havens.

Auditor Hendricks County.

STATE OF INDIANA, MARION COUNTY, SS:

Before me a Notary public in and for said County and State, personally appeared John E. Messick, who being by me duly sworn upon his oath did depose and say that he is the Attorney-in-fact of the said United States Fidelity & Guaranty Company, of Baltimore Maryland; that he knows the corporate seal thereof; and that the seal affixed to the within bond is such seal; That the said John E. Messick signed the bond as Attorney-in-fact of said Company in accordance with a resolution passed at a meeting called and held by the board of Directors of the said United States Fidelity & Guaranty Company, at its Home Office in Baltimore, Maryland under date of February the 29th, 1904.

Witness my hand and Notarial Seal this 29th day of May, 1916.

Lewis W. Witt.

SEAL

Notary Public.

My Commission expires August 7th, 1918.

May Term, 1916.

Frank Beadle et al, Road.

And now said bond having been approved said board enters into a contract with the said Fred Cunningham for said improvement which contract is in words and figures as follows, to-wit :-

CONTRACT.

For the Construction of the L.F. Sparks et al, Road and Frank Beadle et al Road both in Liberty Township, Hendricks County, Indiana.

This agreement made and entered into by and between Fred Cunningham of Morgan County, Indiana party of the first part, and the Board of Commissioners of Hendricks County in the State of Indiana party of the second part,

WITNESSETH:

That on the 29th day of May A.D., 1916 the said board of Commissioners received bids for the construction of the L.F. Sparks et al, and Frank Beadle et al, Roads the same being located in Hendricks County, and the said Fred Cunningham being declared to be the lowest and best responsible bidder, the contract was awarded to the said Fred Cunningham for the amount of his bid, viz.: \$12965.00 for Beadle Road, \$52970.00 for Sparks Road, and the said party of the first part now covenants and agrees to build and construct said road in all respects in accordance with and conformable to the specifications, reports, plans, and profile contained in the report of the viewers and engineer for said road, now on file in the office of the Auditor of said County which said reports specifications, and profile are hereby referred to and made a part of this contract the same as if herein fully set out and written.

And the party of the first part further undertakes and agrees that in the prosecution of said work he will use all proper skill and care and will pay all claims for work and labor performed and material furnished in and for the construction of said work, whether the said work and labor is performed or material is furnished to said contract, or agent or superintendent in charge of said work. It is further understood and agreed that said party of the first part will not and cannot sell or assign this contract or sub-let the work to any person or persons, except by the consent of the said Board of Commissioners.

The party of the first part further agrees to construct and build said improvement and have the same completed on or before the 1st day of December, A.D., 1916, and in the event said improvements of said roads should not be completed, finished and ready for acceptance by the party of the second part on or before said 1st day of December, A.D., 1916, then the said party of the first part agrees and promises to pay to the said party of the second part as liquidated damages for the

ATTEST:

May Term, 1916.

Frank Beadle et al., Road.

non-completion of said work^{and} for the deprivation on the part of the public of said Hendricks County of the use of said road from and after said 1st day of December, 1916. the sum of Twenty-five (\$25.00) Dollars, per day^{for each} and every day thereafter that said improvement shall remain uncompleted, unfinished and not ready for acceptance by said party of the second part, and said party of the first part agrees that said sum of twenty-five dollars per day shall be deducted from the contract price of said improvements and shall be retained by said party of the second part out of the contract price for said improvement for the use of the public of said Hendricks County, provided, that said failure to complete said improvement within the said time specified for such completion is not caused by strikes or any other cause or causes beyond the control of said party of the first part or that said time has not been extended by said board of Commissioners.

In the event the party of the second part does grant an extension of time for the completion of said improvement, the above and foregoing agreement in relation to liquidated damages shall apply after the expiration of such extension.

It is also understood and agreed by and between the parties hereto that said party of the second part shall withhold full payment to the party of the first part as required by Sec. 1 of an Act approved March 4, 1911, Acts of 1911, Page 437, for a period of thirty days or until proof be made of the payment for all labor, material, and sub-contractors' claims.

The party of the second part hereby agrees that the party of the first part shall be paid the said contract price as above set out upon the warrant of the Auditor of Hendricks County, Indiana, as directed by the board of Commissioners of said Hendricks County and shall be paid on monthly estimates of the engineer in charge of said work, but not to exceed 80% of the said engineer's said estimate; 20% of the said contract price shall be retained by the said county until the work is fully completed and finally accepted by the said Board of County Commissioners.

And said party of the first part agrees to do and perform all matters and things required of and imposed upon him., according to the terms of this contract or pursuant to the provisions of the Act of the General Assembly of the State of Indiana authorizing said improvement.

To all of the covenants, conditions, and stipulations of this contract the said parties severally bind themselves, their successors, heirs and assigns.

In Witness Whereof, the said party of the first part has hereunto set his hand and seal, the day and year hereinafter mentioned, and in Witness Whereof, the said Board of Commissioners of Hendricks County have also signed and approved this contract, this 29th day of May A.D., 1916.

Fred Cunningham, Party of the first part.

John P. Moran.

Harry E. Sanders.

John G. Shelton.

Board of Commissioners of Hendricks County.

ATTEST: C.M. Havens.

Auditor Hendricks County.

May Term, 1916.

Frank Beadle et al, Road.

And the said board further finds that the entire cost of the said improvement including contract price, expenses of viewers, engineer, superintendent of construction, advertising, transcript, attorney's fees and all other expenses incurred and to be incurred as provided by law is the sum of (\$14,000.00).

The Board further finds that the total indebtedness of Liberty Township, Hendricks County, Indiana the township where in the highway proposed to be improved is located, including all the costs and expenses of this improvement and the bonds heretofore issued for the building of Free Gravel and macadamized roads in said township will exceed 4% per centum of the total assessed taxable valuation of the property of said township.

It is therefore ordered and adjudged by said Board that this cause be continued.

In the matter of the petition of Lewis M. Leathers et al, for the improvement of a public highway in Center and Union Townships, by taxation.

And come now again the petitioners in the above entitled cause and present and file the affidavits of Alvin Hall, editor and publisher of The Danville Gazette, and Julian D. Hogate, editor and publisher of The Republican, weekly newspapers of general circulation printed and published in Hendricks County in the State of Indiana, which affidavits with notices attached are in the words and figures as follows, to-wit:-

(H.I.), and from which affidavits it appears that notice of the time and place of receiving bids for the construction of the improvement proposed in the above entitled cause, was duly published in said papers for three consecutive weeks before the 29th day of May, 1916, the first of which publications was on the 4th day of May, 1916, and the last on the 18th day of May, 1916.

Said petitioners also present and file the affidavit of Anna M. Keller, clerk of The Indiana Daily Times, a daily newspaper of general circulation printed and published in Indianapolis, Indiana, from which affidavit it appears that notice of the time and place of receiving bids for the construction of the improvement proposed in the above entitled cause was duly published in said Indiana Daily Times on the 10th day of May, 1916, and more than two weeks before the 29th day of May, 1916, the day fixed for receiving bids for said improvement, a copy of which notice so published as aforesaid being attached to said affidavit and being in words and figures as follows to-wit:-

(H.I.).

May Term, 1916.

Lewis M. Leathers et al, Road.

And now the hour of 10³⁰ o'clock A.M. on the 29th day of May, 1916, having arrived up to which time it was provided in said notice that sealed bids would be received by the Board of Commissioners of Hendricks County, Indiana for the construction of said improvement, said board now finds upon examination bids submitted as follows:

Robert H. King.	\$ 9740.00
Erganbright & Disney	\$10,000.00 (Meyers Gravel.)
" " "	10,440.00 (Shipped Gravel.)
Masten & Bowen	11,211.00
Myers & Sears	10,647.00
Lisby & Masten	9,850.00
D.H. Fatout	9,890.00
J.G.B. Short	9,975.00
F.M. Stroube.	10,465.75

And now sealed proposals having been opened in the presence of the bidders and the general public the board finds all the bids to be in due form accompanied by a sufficient non-collusion affidavit and good and sufficient bonds as required by law.

And said board further finds that the bid of Robert H. King is the lowest and Best bid, that the same is below the estimate as shown by the report of the viewers herein and that the contract for the construction of said improvement should be awarded to the said Robert H. King.

It is therefore ordered and adjudged by said board that the bid of Robert H. King be and the same is hereby accepted and that the contract for said improvement be and the same is hereby awarded to the said Robert H. King and the bond of the said Robert H. King in the sum of (\$19,480.00) with United States Fidelity & Guaranty Co., as surety is now accepted and approved, which bond and the approval thereof is in words and figures as follows to-wit:-

BOND.

KNOW ALL MEN BY THESE PRESENTS, that we the undersigned Robert H. King, as Principal, and The United States Fidelity & Guaranty Co., of Baltimore, Maryland, as surety are firmly bound unto the State of Indiana in the peal sum of Nineteen Thousand Four Hundred eighty \$19,480.00 Dollars, for the payment of which, well and truly to be made we bind ourselves, jointly and severally, and our joint and several heirs, executors administrators and assigns, firmly by these presents, this 29th day of May, 1916.

The Conditions of the Above Obligation are such that whereas, the Board of Commissioners of Hendricks County, Indiana, is about to let a contract for Lewis M. Leathers et al, Road, and whereas the above named Robert H. King, has filed a bid for said work with the auditor of the County: Now, therefore, if the said board of Commissioners shall award him the contract for said work, and the said Robert H. King shall promptly enter into a contract with said board of Commissioners for said work, and shall well and faithfully do and perform the same in all respects according to the profile, reports,

May Term, 1916.

Lewis M. Leathers et al., Road.

plans and specifications adopted by the Board of Commissioners and according to the time, terms and conditions specified in said contract to be entered into, and shall promptly pay all debts incurred by him said Contractor, Agent or Superintendent in the prosecution of said work including labor, material furnished, and for boarding the laborers thereon and shall pay all damages to any firm or corporation who shall suffer loss or damage by reason of any failure or neglect of said bidder to enter into a proper contract to perform such work or to carry out the same in any particular; then this obligation shall be void otherwise to remain in full force.

Robert H. King. SEAL

United States Fidelity & Guaranty Co.,

BY John E. Messick.

SEAL.

Attorney-in-fact.

STATE OF INDIANA, HENDRICKS COUNTY, SS:

Before me, the undersigned Notary public, in and for said County personally appeared Robert H. King and acknowledged the execution of the foregoing instrument for the uses and purposes therein mentioned.

WITNESS my hand and Notarial seal, this 29th day of May, 1916.

Carey W. Gaston.

SEAL

My Commission expires September 28, 1919.

Notary Public.

Accepted and approved May 29, 1916.

John P. Moran.

Harry E. Sanders.

John G. Shelton.

Board of Commissioners of,
Hendricks County.

ATTEST: C.M. Havens.

Auditor.

STATE OF INDIANA

SS:

MARION COUNTY.

Before me, a Notary public in and for said County and State, personally appeared John E. messick, who being by me duly sworn upon his oath did depose and say that he is the Attorney-in-fact of the said United States Fidelity & Guaranty Co., of Baltimore, Maryland; that he knows the corporate seal thereof; and that the seal affixed to the within bond is such seal.

May Term, 1916.

Lewis M. leathers et al, Road.

That the said John E. Messick signed the bond as Attorney-in-fact of said Company in accordance with a resolution passed at a meeting called and held by the Board of Directors of the said United States Fidelity & Guaranty Co., at its home Office in Baltimore Maryland, under date of February 29th, 1904.

Witness my hand and Notarial seal, this 29th day of May, 1916.

SEAL

Lewis W. Witte.

Notary Public.

My Commission expires August 7th, 1918.

And now said bond having been approved said Board enters into a contract with the said Robert H. King for said improvement, which contract is in words and figures as follows to-wit:-

CONTRACT.

For the Construction of the Lewis M. leathers et al, Road.

This agreement made and entered into by and between Robert King of Hendricks County, Indiana, party of the first part, and the Board of Commissioners of Hendricks County in the State of Indiana, *Party of the second part.*

WITNESSETH:

That on the 29th day of May, A.D., 1916 the said board of Commissioners received bids for the construction of the Lewis M. Leathers et al, Road the same being located in Hendricks County and the said Robert H. King being declared to be the lowest and best responsible bidder, the contract was awarded to the said Robert King for the amount of his bid, viz.: \$9,740.00 and the said party of the first part now covenants and agrees to build and construct said road in all respects in accordance with and conformable to the specifications, reports, plans and profile contained in the report of the viewers and engineer for said road, now on file in the office of the Auditor of said County which said reports., specifications, and profile are hereby referred to and made a part of this contract the same as if herein fully set out and written.

And the party of the first part further undertakes and agrees that in the prosecution of said work he will use all proper skill and care and will pay all claims for work and labor performed and the material furnished in and for the construction of said work, whether the said work and labor is performed or material is furnished to said contractor or agent or superintendent in charge of said work. It is further understood and agreed that said party of the first part will not and cannot sell or assign this contract or sub-let the work to any person or persons, except by the consent of the said board of Commissioners. The Party of the first part further agrees to construct and build said improvement and have the same completed on or before the 1st day of December A.D., 1916 and in the event said improvement of said road shall not be completed, finished and ready for acceptance by the party of the second part

. May Term, 1916.

Lewis M. Leathers et al, Road.

on or before said 1st day of December, A.D., 1916, then the said party of the first part agrees and promises to pay to the said party of the second part as liquidated damages for the non-completion of said work and for the deprivation on the part of the public of said Hendricks County of the use of said road from and after said 1st day of December, A.D. 1916. the sum of twenty-five dollars per day^{for each} and every day thereafter that said improvement shall remain uncompleted, unfinished and not ready for acceptance by said party of the second part, and said party of the first part agrees that said sum of twenty-five dollars per day^{shall} be deducted from the contract price of said improvement and shall be retained by said party of the second part out of the contract price for said improvement for the use of the public of said Hendricks County, provided, that said failure to complete said improvement within the said time specified for such completion is not caused by strikes or any other cause or causes beyond the control of said party of the first part or that said time has not been extended by said Board of Commissioners. In the event the party of the second part does grant an extension of time for the completion of such improvement, in the above and foregoing agreement in relation to liquidated damages shall apply after the expiration of such extension.

It is also understood and agreed by and between the parties hereto that said party of the second part shall withhold full payment to the party of the first part as required by Sec. 1 of an Act approved March, 4 1911, Acts of 1911, Page 437, for a period of thirty days or until proof be made of the payment for all labor, material, and sub-contractors' claims.

The party of the second part hereby agrees that the party of the first part shall be paid the said contract price as above set out upon the warrant of the Auditor of Hendricks County, Indiana, as directed by the Board of Commissioners of Hendricks County and shall be paid on monthly estimates of the engineer in charge of said work, but not to exceed 80% of the said engineer's said estimate; 20% of the said contract price shall be retained by the said County until the said work is fully completed and finally accepted by the said Board of County, Commissioners.

And said party of the first part agrees to do and perform all matters and things required of and imposed upon him, according to the terms of this contract or pursuant to the provisions of the Act of the general Assembly of the State of Indiana authorizing said improvement.

May Term, 1916.

Lewis M. Leathers et al, Road.

To all of the covenants, conditions and stipulations of this contract the said parties severally bind themselves, their successors, heirs and assigns.

In Witness whereof, the said party of the first part has hereunto set his hand and seal, the day and year hereinafter mentioned, and in Witness Whereof, the said Board of Commissioners of Hendricks County have also signed and approved this contract, this 29th day of May, A.D., 1916.

Robert H. King.

Party of the first Part.

Harry E. Sanders.

John P. Moran.

John G. Shelton.

Board of Commissioners of Hendricks County

ATTEST: C.M. Havens.

Auditor Hendricks County.

And the Board further finds that the entire cost of said improvement including contract price, expenses of viewers, engineer, superintendent of construction, advertising transcript, attorneys fees, and all other expenses incurred and to be incurred as provided by law is the sum of \$10,800.00.

The Board further finds that the total indebtedness of Center & Union Townships in Hendricks County, Indiana, the townships where the highway proposed to be improved by this proceeding is located including all the costs and expenses of this improvement and bonds heretofore issued for the building of Free Gravel and macadamized roads in said Township, will not exceed 4 per centum of the total assessed taxable valuation of the property of said townships.

It is therefore ordered and adjudged by said board that the bonds of Hendricks County, Indiana, be issued and sold as provided by law in such cases, to provide funds for the payment of costs and expenses and contract price of the improvement here in for the total sum of \$10,800.00 and that said bonds be issued in twenty equal series and to bear interest at the rate of four and one-half per cent per annum, payable semi-annually, and payable over a period of ten years, as prayed for in the petition filed herein, that the first of said bonds be payable on the 15th day of May, 1917, and one every six months thereafter until all are paid, said bonds to bear the date of June 15th, 1916, and the County Treasurer of Hendricks County, Indiana is hereby charged with the sale of said Bonds upon their issuance.

And now said board appoints Lewis M. Leathers a resident of Union Township, Hendricks County, Indiana as superintendent of construction upon said improvement and orders that he qualify by filing his bond for the sum of \$5000.00 conditioned for the faithful discharge of his duties herein. And said board now appoints Theodore Garrison engineer of Construction upon said improvement.

And now this cause is continued.

May Term, 1916.

(Monday May 1st, 1916.)

In the matter of the petition of
James W. Haynes et al, for the
improvement of a public highway in
Center Township, Hendricks County, Indiana.

And now the board being fully advised in the financial ability
of Center Township, Hendricks County, Indiana, to build Free Gravel Roads,
the said board of its own motion now orders the engineer and viewers to
place on file their report of their determination of the improvement
prayed for under the foregoing proceedings on or before the 25th day
of May, 1916.

And further proceedings herein are continued.

In the matter of the petition of
V.R. Stevenson et al, for the
improvement of a public highway in
Clay Township.

Come now the petitioners by Counsel, and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board, that it
is impossible for said engineer and viewers, to at this time make a report
of their doings in the above entitled cause.

Therefore, it is hereby ordered by the board that the viewers
and engineer be given until the regular June Ter, 1916, of said board to
make and file in the office of the Auditor of Hendricks County, Indiana, the
their certain report in writing, setting forth their determination in
regard to said proposed improvement.

June Term , 1916.

Lilborn Stanley et al, Road.

Monday June 5th, 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, it being the first Monday in said Month.

Present; John P. Moran, Harry E. Sanders and John G. Shelton all members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of
Lilborn Stanley et al for change
of Highway in Guilford Township.

Comes now Lilborn Stanley and twenty-two others who present their certain petition for the certain change of location and for vacation of a certain highway in Guilford Township, Hendricks County, Indiana, which petition is in words and figures as follows to-wit:- (H.I.) and it appearing to the board that notices has been posted in three public places in the neighborhood of the highway sought to be vacated as the same is evidenced by the affidavit of Lilborn Stanley, one of the petitioners in said matter for more than twenty days before the 5th day of June, 1916, the same being the day fixed by the auditor in said notices when the said petition would be heard by the Board, which affidavit, with notice attached, is in words and figures as follows to-wit:

(H.I.) And, the board being fully advised, finds that said notice has been given as required by law; that viewers should be appointed to make a view of the proposed change and vacation of highway as parayed for in said petition; that said petition has been signed by more than twenty persons who are free holders of the County and that six of said signers live in the immediate vicinity of said road, that all the persons whose lands will be effected by said change are signers of said petition.

It is therefore ordered by the board that Arthur Maxwell, Chas. Barker and Elmer Stanley be and they are hereby appointed as viewers to view the proposed change and location of highway Said Viewers are ordered to meet at the office of the Horace L. Hanna, Notary Public, at Plainfield, Indiana on Thursday June 8th, 1916 at 9 o'clock A.M. to qualify for their duties therein, proceed to make said view and report their determination in said matter at the next regular meeting of this board.

And this cause is continued.

June Term, 1916.

V.R. Stevenson et al, Road.

In the matter of the petition of
V.R. Stevenson et al, for the
improvement of a public highway in
Clay Township, by taxation.

Come now the petitioners in the above entitled cause and respectfully show to the Board of Commissioners of Hendricks County Indiana, that pursuant to an order heretofore made by said board and notice issued by the Auditor of said County, which notice is in words and figures as follows to-wit:- (H.I.) that the viewers and engineer, appointed in this cause, met on the 8th day of April, 1916, which date was within ten days after the appointment of said viewers and engineer and took an oath, as provided by law, for the faithful discharge of their duties as viewers and engineer in said cause.

And said petitioners respectfully shew to said board that the time for filing of the report of the viewers and engineer in this cause was continued and extended from time to time and from term to term, and said viewers and engineer were given until the June Term, 1916, of said Board in which to file their report in this cause.

And now come the viewers and engineer herein and file their report on the 25th day of May, 1916, with the Auditor of said County, which report is in words and figures as follows to-wit:-

ORDER TO VIEW ROAD.

THE STATE OF INDIANA

SS:

HENDRICKS COUNTY,

COMMISSIONERS COURT,

APRIL TERM, 1916.

TO Chas. Smith, Chas. Kennedy and T.W. Garrison.

You are hereby notified that you were appointed by the Board of Commissioners of said County, at their regular April Term, 1916, to view a proposed improvement of highway, as follows to-wit: Beginning at a point in the Springtown Free Gravel Road at the south east corner of the South west quarter of Section 25, Township 15 North, Range 2 West, in Hendricks County, Indiana, thence north through the center of section 25, and 24 in said Township and Range, and following the line of said public highway to the north line of said section 24 and ending and terminating at the Township line of Clay Township, in said County and State, said highway being located wholly within Clay Township, and if said proposed improvement of highway will be of public utility, mark and lay out the same, in the manner prescribed by law, to the width of not less than 30 feet.

June Term, 1916.

V.R. Stevenson et al., Road.

You will meet at the office of the County Auditor at the Court House at Danville Indiana, on Saturday the 8th day of April, 1916, at 10 o'clock A.M. and after being duly qualified, proceed to make said view, and report at the next regular term of said Board.

I certify the foregoing to be a true ^{copy} of the order of the board in relation to said proposed highway. Witness my hand and official seal, this 3rd day of April, 1916.

C.M. Havens.

Auditor.

OATH OF VIEWERS.

STATE OF INDIANA

SS:

HENDRICKS COUNTY¹/₂

We, Chas. Smith, Chas. Kennedy and T.W. Garrison do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed improvement of highway to the best of our skill and ability, and we swear that we are freeholders and voters of Marion Township in Hendricks County, Indiana, so help us God.

T.W. Garrison.

Chas. F. Smith.

C.H. Kennedy.

Subscribed and sworn to before me this 8th day of April, 1916.

C.M. Havens.

Auditor Hendricks County.

ROAD VIEWERS REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA :

We, the undersigned Viewers, who were appointed by your Honorable body at your regular April, Term, 1916, to view a proposed highway as petitioned for by V.R. Stevenson et al., have discharged the duty assigned us, and submit to you the following report to-wit:-

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows to-wit: The said proposed highway to be 30 feet in width, and commences at the south half mile stone of section 25, Township 15 North, Range 2 west and runs thence north along the center of said section and the center of said section 24 of Township and Range aforesaid to the north half mile stone of said section 24, the course being marked by stones at the centers of the said sections and at the half mile point between them, and running in a straight line from each stone to the next stone beyond it.

The beginning is a point in the Danville and Springtown free gravel Road, and the termination is a point in the north boundary of Clay Township, the road lying wholly within said township.

The road is less than three miles in length, to-wit:-
10612 feet is a ^rual mail route.

We submit as a part of this report plans and specifications for the improvement of said highway, the cost of which we estimate should not exceed \$10000.00. And we are of the opinion that said highway would be of public utility.

Respectfully submitted,

Chas. F. Smith.

Chas. H. Kennedy.

T.W. Garrison.

Viewers.

Specifications for the improvement of Highway petitioned for by V.R. Stevenson et al in Clay Township, Hendricks County, Indiana.

GENERAL SPECIFICATIONS.

These Specifications include all drawings, notes and figures that accompany them, and all shall be taken together, each part as explanatory to the other, to show what is intended. Quantities noted are approximations for the purpose of estimating cost, and for the guidance of the Inspector as to the amount of materials that will be required to satisfy these specifications.

Prospective bidders should view the road and make their own calculations, relying on their own judgement and satisfy themselves as to conditions that would effect the contract. Inquiry should be made of the engineer about matters not clearly understood or not clearly expressed. Matters not covered by these Specifications shall be determined by the Engineer in harmony with their spirit and intention.

The intention is that the material be the best of their respective kind, that the workmanship be first class, and that when received the road be complete in every detail.

At the letting of the work the bidder who is under consideration should make a statement to the Board as to his experience and equipment and should indicate from what source he means to supply the different materials, which statement will be taken into account along with his price in awarding the contract, and the agreement thus reached will determine in advance matters which otherwise will be left to the engineer.

If the proper completion of the road demands work not provided for at all, or if it becomes apparent that work specified would be of little utility,

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V.R. Stevenson et al, Road.

The Contractor shall enter into Supplemental Contract with the board for the performance of the extra work needed, or for the omission of the unnecessary work. The cost of the work omitted shall be deducted from the contract price. Extra work, if its costs exceed that of the work omitted, shall be paid for at such difference plus 15%.

The cost in each case shall be estimated or ascertained by the Engineer.

The Inspector cannot authorize any departure from these specifications, his function being to enforce them. He will notify the engineer promptly as soon as he can see any occasion for change or as soon as any change is proposed. He will suspend work when conformity cannot be secured. He will check up and report to the engineer on the amount and quality of the material used, and will hold back material of doubtful quality for acceptance or rejection by the engineer. He will inspect all work where final inspection does not disclose its quality, and no work should be done without notifying him.

Materials rejected should be removed immediately, and work condemned shall be at once rebuilt. No part of the work should be considered as finally accepted until the completion and acceptance of the whole road, by the board.

The Contractor shall furnish the engineer with any information required in the way of invoices and freight bills as to the quantity and quality of materials used.

The Contractor shall secure copies of these specifications, which are a County record, and make himself and foreman familiar with them, and shall make an honest effort to conform to them, and shall be responsible aside from all supervision for the proper execution of the contract.

The Contractor shall provide suitable machinery and competent workmen. The engineer may prohibit the use of unsuitable machinery and may dismiss from the contractor's employ any workman that is incompetent or that attempts to violate these specifications.

The Contractor shall give reasonable notice to all parties whose property may be effected by his work. If owners neglect to remove property which is an obstruction to the performance of the contract, he shall remove the same with only reasonable care, and only so far as is necessary. He shall carefully remove all old material and that which is not used in the work by direction of the engineer shall be left to the disposal of the Trustee of Clay Township. He shall close the road to travel to the extent that is necessary to protect his work and shall display lights and signs and erect barricades as is necessary to protect the public. He shall save Hendricks County harmless from all suits and claims arising from his work.

The Contractor may file a claim with the Auditor each month, not less than four days before the first Monday of the next month for the value of the work done during the month. The claim will be examined by the engineer and approved by him for 80% of the amount which he estimates is of permanent value. The amount allowed will be available early in the next month.

Where detail specifications are incomplete because of necessary brevity, it is to be understood that the methods generally used in the best work may be inferred by the engineer.

DETAIL SPECIFICATIONS.

The center line of the road is marked by stakes driven at intervals of 100 feet and on an offset to the right of 15 feet. Comparative elevations are shown at points opposite these stakes of the center of the present roadway, and of the proposed roadway with the cut or fill that will be required to produce the change, also of gateways and drains at each fence line with their distance beyond each stake. Corner stones are witnessed and their plus distance given and also frequent bench marks. Should stake numbers become obliterated, the number should be ascertained by referring to the position given for the nearest corner, gate or drain. The stakes should be restored by running a straight line from each stone to the next.

The right of way should be 30 feet wide, fifteen feet on each side of the center line.

The grade and gravel should extend for an equal distance on each side from the center line. New culverts should be so placed and old culverts so extended that their headwalls ^{to} be equally distant from the center line and parallel thereto.

The trench shall be excavated straight and smooth and of a depth such that when the concrete floor is deposited of the proper thickness the elevation of the outlet will be as described below. The floor slab shall be reinforced with half inch rods spaced three feet apart near the upper surface, and of length equal to the width of the slab.

At Station 31 plus 80 the old tile shall be carefully removed. The lower end of the new culvert shall have the elevation of the lowest surface outlet, the upper end three inches higher and the bottom shall have uniform fall.

Not until the slab has thoroughly hardened shall the forms be set. The cross sections of the form shall be, the upper half semi-circular the lower half rectangular, the semi-circle having the diameter shown, the rectangle a base equal to the diameter and an altitude equal to the radius.

The reinforcement shall be arranged in the forms before the concrete is placed. A 1/2 inch rod near each corner shall extend the whole length and each end shall be bent back to the end of the header,

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thus forming an additional reinforcement to the headers of the concrete culverts. Over these rods and wired to them shall be bent a covering of lengths of mesh reinforcement equivalent to style No. 4 of American Steel and Wire Co's., triangular mesh reinforcement. The concrete of the barrel shall be protected by a temporary bridge from every weight until the forms have been removed, which may be done in about three days, when the back filling may be tamped around it, and the culvert used for ordinary traffic. As much care will be used with culverts as with the other bridges.

At station 39 plus 90 and 63 plus 30 iron pipes already in place are to be extended by such addition of concrete to each end as will make the outer face of the headwalls 12 feet from the center line of the road. The extension shall be constructed as directed for pipe at station 31 plus 80.

It is intended that the headers extend up to the level of the subgrade and down about one and one-half feet below the outlet of the pipe and that the length be three times the distance from the top down to the bottom of the pipe. The headers if completed first will serve as a bench mark for the grade. The grade if completed first will determine the dimensions of the headers.

The headers shall be 8 inches thick at the top, battering one inch per foot of depth, with the outside walls vertical. Below the waterline the concrete may be deposited in a trench, but above the water line forms of dressed lumber shall be used and the upper outer edges chamfered. The outer surface shall be spaded and the top floated to produce a smooth finish.

Each header shall be reinforced with one-half inch rods, two horizontally near the face, one above and one below the pipe, and four vertically near the back, two on each side of the pipe.

The grade between the headers shall be completely filled and dirt piled around the ends as shown in the elevations.

At station 14 plus 90 the wooden top of the old bridge shall be removed and the lumber stacked on the roadside. The new bridge will be located between the old abutments, which will be buried in the grade. The center line will be obtained from the road stakes. The old abutment serves as a bench mark.

The contractor will be responsible for all alignment and dimensions of parts. Where dimensions are not shown in figures the scale of the drawings will govern, and especially so in the placing and spacing of reinforcing rods.

Up to the water line the concrete of the footings shall be laid in trenches, but above the water line and where the surfaces are or might become exposed, the concrete must be laid in forms. The trenches are to be full sized and carefully dug.

The centers shall be well braced and unyielding. Dressed and matched lumber of No. 1 common grade shall be used for lagging and against all exposed faces. Rough lumber or lumber of a lower grade being admissible against faces not exposed. All exposed edges shall be chamfered by using triangular strips sawed from 7/8 inch boards in the corners of the forms.

The reinforcing rods shall be wired into the position shown in the drawing before concrete is placed around them. Driving rods into partially set concrete will not be allowed. The rods shall be of the exact length specified.

The rods shall have the net section of which the diameter is shown and have some corrugation or deformation for a bond. They shall be of medium steel and free from dirt, grease, paint or scales of rust.

The concrete shall be placed rapidly and uninterruptedly and initial set between batches shall be avoided. When work has been begun on the slab it shall proceed without stop until completion.

The concrete shall be a mixture in the proportion of one bag of cement, two cubic feet of sand, and four cubic feet of gravel, the sand being that part of the bank run material that will pass, and the gravel being that part that will ~~pass~~ be retained on a one-eighth inch screen. The gravel containing no pieces larger than one and one-half inches. Bank run material may be used if it be tested and found to screen approximately these proportions. The Contractor and Inspector shall make such tests by measuring the materials as will remove all uncertainty as to the proportion of the mixture. If an excess of fine material is used the engineer may increase the amount of cement correspondingly.

The cement shall be a standard brand of American Portland, which by previous use has been found to be satisfactory, and it shall be sound and in good condition at the time of use.

The mixture shall be thoroughly turned, first dry then wet, the amount of water ^{used} being such as will make a quaking, plastic mass. A batch mixer shall be used.

The placing of concrete in water is to be avoided, if in wet foundations the water cannot be kept entirely out, the mixing shall be done wet as usual, and the concrete shall be placed in the water, with the least possible amount of splashing.

If concreting is attempted in freezing weather the Contractor shall devise means of protecting his work, and if any damage occurs he shall rebuild the part affected.

By tamping forms or by spading next to them the coarse material shall be forced back and the mortar brought to the surface leaving no irregularity other than the grain of the lumber.

The forms shall not be removed from the sides within less than three days, and then with care watching results. The centers shall not be removed within less than three weeks.

The directions above apply to all concrete work on the road.

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The fills shall be 24 feet wide from shoulder to shoulder, with sides sloping downward 8 inches per foot outward. The outs shall be 26 feet wide across the bottom with sides sloping upward 12 inches per foot outward. The excess of width of out over that of fill allows for a slight side ditch along the out.

In front of the gateways where the water drains easily both ways no side ditch shall be cut, and if the difference of elevation be considerable, instead of its usual crown the road shall slope upward from the center to the gateway, making the approaches as easy as possible while at the same time maintaining the grade shown on the profile.

2 Immediately before placing the gravel the center of the subgrade to a width greater than that to which the gravel is to be spread shall be scraped smooth down to the lowest depressions, raking the elevations off and to the side and leaving the surface smooth and hard. The material raked aside will serve as a part of the berm.

Upon the surface thus prepared gravel shall be ^{spread} prepared to the width of 12 feet, 6 feet on either side of the road.

Following the spreading of the gravel closely the stone dust shall be spread evenly over its surface.

The amount required will be 50 tons of gravel and 10 tons of stone for each hundred feet of the road.

Freight bills for 5306 tons of gravel and 1061 tons of stone dust will satisfy these specifications without regard to depth or manner of spreading. However care will be required for the even distribution of the material.

While stone and gravel are being hauled the superintendent will visit the switch on the arrival of each shipment and make a list of cars received, showing the initials and number and date of arrival of each. The contractor shall file with the engineer duplicate freight bills which will be checked with this list.

If any car seems to the superintendent to be short in weight or off in quality he shall notify the engineer, who will examine and accept or reject the same.

The gravel shall be Wabash River gravel of the best quality for road building purposes, and shall be washed and remixed in the proportion of one part which will pass to two parts that will be retained on a one-eighth inch screen, with no pieces that will not pass a one and one-half inch ring, and with every variety of size and a small percentage of voids.

The stone shall be clean Mitchell Limestone, and shall be all that part of the product of the crusher that will pass a quarter inch screen.

When the gravel and stone is all upon the road the side ditches shall be plowed out at points where the crown is not as much as 24 inches above the general level, *of the adjacent land, and the dirt from the furrows and the Bank under.* It shall be raked toward the gravel with a grader, the blade being set with the inner point high on the first round, more nearly level and nearer the center of the road, on the *When all has been accomplished that can be done with the grader.* second round, the road shall be smoothed up with a three-way drag on the gravel.

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When the ditch yields more dirt than is needed there for the
berms it shall be slipped to a place where it is needed.

This work of grading and dragging and shoveling if neccessary shall be managed so as to give at every point on the road the ultimate result showing in the cross section.

And now come the viewers and engineer after the expiration of ten days from the filing of their report herein on the 5th day of June, 1916, file their supplemental report herein, which report is in words and figures as follows, to-wit:-

SUPPLEMENTAL REPORT OF VIEWERS.

TO THE HONORABLE BOARD OF COMMISSIONERS:

In the matter of the petition of V.R. Stevenson et al, for the improvement of highway.

We, the undersigned viewers, heretofore appointed in the above cause, and who as such viewers, on the 25th dy of May 1916, filed our report in the above cause as ordered by you in your order appointing us and ten days having expired since the filing of the same, now file this as our supplemental report, to-wit:

We would respectfully report that the improvement of said highway in the manner set forth in our former report, will not occasion any damages to the lands of any infant, idiot or person of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement.

Respectfully submitted,

T. W. Garrison.

Chas. F. Smith.

Chas. H. Kennedy.

Viewers.

Subscribed and sworn to before me this 5th day of June, 1916.

C.M. Havens.

Auditor Hendricks County.

And now said board being fully advised in the premises finds that the viewers and engineer, appointed herein, met on the 8th day of April, 1916., and were qualified as provided by law, and that said engineer filed his bond in the sum of \$10,000.00 and that the same was approved by the Auditor of said Hendricks County.

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And the board further finds that pursuant to an order heretofore made by them the time for the filing of the report of the viewers and engineer herein was extended and they were given until the June Term, 1916, in which to file their said report.

And the board further finds that the report of the viewers and engineer was filed in the office of the Auditor of said Hendricks County on the 25th day of May, 1916, and that it remained on file in that office, open to the inspection of any and all persons since said date and for more than ten days before the first day of the June Term, 1916, of said board and before the filing of the supplemental report therein, and the said board having examined said report finds that it conforms to the law in all respects and should be approved; that the highway described herein is less than three miles in length and that the improvement as reported will be of public utility, and that said improvement should be ^{ordered and} established as provided in said report without submitting the matter of said improvement to the legal voters of said Clay Township.

It is therefore ordered by said Board that the report of the viewers and engineer be, and the same is hereby in all things fully approved.

And the board further finds that the viewers and engineer ^{supplemental} filed their report on the 5th day of June, 1916, which was after the expiration of ten days from the filing of their first report, and that said supplemental report being fully examined said board finds that no injury will result to the property of any idiot or any person of unsound mind, nor will any person sustain any damage whatever by reason of the construction of the improvement prayed for by the petitioners herein and as provided for by the report of the viewers and engineer as approved by the board herein; that no person, firm or corporation has made written claim to said viewers and engineer because of injury to property by reason of said improvement and that said supplemental report is in due form and regular and that the same ought to be approved in all things.

And it is therefore ordered by the board that the supplemental report of the viewers and engineer be, and the same is hereby fully approved.

And the board further finds from an examination of said reports of said viewers and engineer that said improvement prayed for by the petitioners herein should be established.

It is therefore ordered that said improvement as prayed for be made and that the same be made in all respects as provided in said report of said engineer and viewers.

It is further ordered by the Board that the auditor of said Hendricks County give notice by one publication in the Indiana Daily Times a daily newspaper of general circulation throughout the State of Indiana, printed and published at the city of Indianapolis, Indiana, and by three weekly publications in the Republican and the Danville Gazette, two weekly newspapers of general circulation throughout the County of Hendricks, State of Indiana, the county in which said road to be improved is located, that until the hour of 10:30 A.M. on the 3rd day of July, 1916, sealed proposals will be received by the Board of Commissioners of Hendricks County, Indiana,

at their usual place of meeting in the Court House in Danville, Indiana, for the work of said improvement in accordance with the profile, report, plans and specifications and details set forth in the report of said viewers and engineer.

And this cause is continued.

In the matter of the petition of
Wilbur Hadley et al, for the
improvement of a public highway in
Washington Township, by taxation.

Come now the petitioners in the above entitled matter and it appearing to the satisfaction of the board of Commissioners that a petition containing the names of more than fifty free-holders and voters of Washington Township in Hendricks County, State of Indiana, was filed in the office of the County Auditor on the 3rd day of May, 1916.

And it further appearing to the board of Commissioners that at the time of filing said petition the same was set for hearing on the 5th day of June, 1916, as shown by the endorsement thereon of C.M. Havens Auditor of Hendricks County, said State, which endorsement is in words and figures as follows to-wit:-, (H.I.), and said petition now coming on for hearing before the board, said petitioners produce and file the affidavits of Julian D. Hogate, editor and publisher of "The Republican", and of Alvin Hall, editor and publisher of "The Danville Gazette," two public weekly newspapers of general circulation, printed and published in the English Language in the town of Danville, Hendricks County, Indiana the county in which said highway proposed to be improved is located, said affidavits and notices being in words and figures as follows, to-wit:

(H.I.)

And it appearing to the satisfaction of the said board of Commissioners by said affidavits that due notice of the filing and the time and place of the hearing of said petition was given in said newspapers by two consecutive weekly publications therein, the first of which publications was on the 4th day of May, 1916, and the last on the 11th day of May, 1916.

June Term, 1916.

Wilbur Hadley et al, Road.

And said petitioners also produce and file the affidavit of Walter G. Hadley, of said County and State, which affidavit and notice are in words and figures as follows to-wit: (H.I.), from which affidavit it appears that due notice of the filing of said petition and the time and place of the hearing of the same was duly given by said affiant under the order and direction of the auditor of Hendricks County, Indiana, by posting copies of said petition with the time and place of the hearing of the same endorsed thereon, in three public places in Washington Township, said County and State, aforesaid, for more than fifteen days before the 5th day of June, 1916. And said petitioners now also produce and file the certificate of C.M. Havens, Auditor of said Hendricks County, which said certificate and notice are in words and figures as follows, to-wit:- (H.I.), and from which said certificate it appears that a duly certified copy of said petition with the time and place of hearing of the same endorsed thereon was duly posted by said Auditor at the door of the Court House for more than fifteen days before the 5th day of June, 1916.

And it further appearing to said board that no tax payer of Washington Township aforesaid having filed any objection to the form or sufficiency of such petition and the Board having examined said petition does now find the same sufficient, and in due form according to law; that the same was duly filed in the office of the Auditor of Hendricks County, Indiana, on the 3rd day of May, 1916, and by endorsement upon said petition said auditor did fix for the hearing of the same on the 5th day of June, 1916, the same being the first day of the regular June, Term, 1916 of the Commissioners Court of Hendricks County, Indiana.

The Board further finds that said highway asked to be improved is less than three miles in length; and that said highway connects at one terminus with a free gravel road and at the other terminus with a Township Boundary line.

It is therefore ordered and adjudged by the board that said petition is sufficient in form and substance and in all respects. And now time is given for remonstrance and this cause is continued.

June Term, 1916.

Arthur M. Davis et al, Road.

In the matter of the petition of
Arthur M. Davis et al, for the
Improvement of a public highway in
Liberty Township, by taxation.

Comes now the petitioners in the above entitled cause and respectfully shows to the board of Commissioners of Hendricks County that pursuant to an order heretofore made by said board and a notice issued by the Auditor, which notice is in words and figures as follows to-wit:- (H.I.), that the viewers and engineer, appointed in this cause met on the 11th day of June, 1916, which date was within ten days after the appointment of said viewers and engineer, and took the oath as provided by law, for the faithful discharge of their duties as viewers and engineer in this cause.

And said petitioners respectfully show to the board that the time for filing the report of the viewers and engineer in this cause was extended to the 1st day of June Term, 1916 of said board, the same being June 5th, 1916.

And now comes the viewers and engineer herein and produce and file their report on the 5th day of June, 1916, which report is in words and figures as follows to-wit:-

ORDER TO VIEW ROAD.

THE STATE OF INDIANA

SS:

HENDRICKS COUNTY.

COMMISSIONERS' COURT,

JANUARY TERM, 1916.

To Fred B. Soper and J.W. Williams, and T.W. Garrison

You are hereby notified that you were appointed by the board of Commissioners of said County, at their regular January Term, 1916, to view a proposed highway, as follows, to-wit: Commencing at the Township line between Guilford and Liberty Townships in Hendricks County, Indiana at the Southeast corner of section 8, Township 14 North of Range 1 East, and running thence West on the section line dividing said section 8 on the North and Section 17, Township and Range aforesaid, on the south for a distance of one mile; thence north on the section line dividing said section 8 and section 5, in said township and range on the East from section 7 and 6 in said township and range on the West to a point on the section line between said sections 5 and 6 where it intersects an improved gravel road, known as the National Road, a distance of one and three-quarter miles; the entire length of said highway petitioned to be improved, being two and three quarter miles,

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Arthur M. Davis et al, Road.

and extending over, upon and along a public highway now established, all of said highway proposed to be improved being located and situated in said Liberty Township, Hendricks County, and State of Indiana.

And if said proposed highway will be of public utility, mark and lay out the same, in the manner prescribed by law, to the width of 30 feet.

You will meet at the office of the Auditor ~~of~~ who resides in Danville, Indiana on Tuesday the 11th day of January, 1916, at 9 o'clock A.M., and after being duly qualified proceed to make said view, and report at the next regular term of said Board.

I certify the foregoing to be a true copy of the order of the board in relation to said proposed highway. Witness my hand and official seal, this 11th day of January, 1916.

C.M. Havens.

Auditor.

OATH OF VIEWERS.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

We, J.W. Williams, Fred B. Soper and T.W. Garrison do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed improvement of highway to the best of our skill and ability, so help us God.

J.W. Williams.

Fred B. Soper.

T.W. Garrison.

Subscribed and sworn to before me this 11th day of June, 1916.

C.M. Havens.

Auditor.

ROAD VIEWERS' REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA:

We, the undersigned who were appointed by your Honorable body at your regular January Term, 1916, to view a proposed highway, as petitioned for by Arthur M. Davis et al., have discharged the duty assigned us, and submit to you the following report, to-wit:

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows, to-wit:-

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The said proposed highway to be 30 feet in width, and commences on the Township line between Guilford and Liberty Townships in Hendricks County, Indiana, at the Southeast corner of section 8, Township 14 North of Range 1 East, and running thence West on the section line dividing said section 8 on the North and section 17, Township and range aforesaid, on the south for a distance of one mile; thence north on the section line dividing said sections 8 and section 5, in said township and range, on the East from sections 7 and 6 in said township and range on the west to a point on the section line between sections 5 and 6 where it intersects an improved gravel road, known as the National Road, a distance of one and three quarter miles; the entire length of said highway petitioned to be improved being two and three -quarter miles, and extending over, upon and along a public highway now established, all of said highway proposed to be improved being located and situated in said Liberty Township, Hendricks County, and State of Indiana.

We submit as a part of this report a plat and profile and specifications. On the plat the corner stones and points marking the above described line are witnessed and the exact length is shown to be 15056 feet, or less than three miles, connecting a County Free Gravel Road with the boundary line of the township, and being for most of the distance a rural mail route. Our specifications provide for grading, draining and surfacing with gravel. We estimate the cost of the work should not exceed \$10,000.00, and we are of the opinion that said highway would be of public utility.

Respectfully submitted,

J.W. Williams.

Fred B. Soper.

T.W. Garrison.

Viewers.

Specifications for the improvement of Highway petitioned for by A.W. Davis et al, in Liberty Township, Hendricks County, Indiana.

GENERAL SPECIFICATIONS.

These Specifications include all drawings, notes and figures that accompany them, and all shall be taken together, each part as explanatory to the other, to show what is intended. Quantities noted are approximations for the purpose of estimating cost, and for the guidance of the inspector as to the amount of materials that will be required to satisfy these Specifications.

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Arthur M. Davis et al, Road.

Prospective bidders should view the road and make their own calculations relying on their own judgement and satisfying themselves as to the conditions that would effect the contract. Inquiry should be made of the engineer about matters not clearly understood or not clearly expressed. Matters not covered by these Specifications shall be determined by the engineer in harmony with their spirit and intention.

The intention is that the materials be the best of their respective kinds, that the workmanship be first class, and that when received the road be complete in every detail.

At the letting of the work the bidder who is under consideration should make a statement to the board as to his experience and equipment and should indicate from what source he means to supply the different materials, which statement will be taken into account along with his price in awarding the contract, and the agreement thus reached will determine in advance matters which otherwise will be left to the engineer.

If the proper completion of the road demands work not provided for at all, or if it becomes apparent that work specified would be of little utility, the Contractor shall enter into a Supplemental contract with the board for the performance of the extra work needed for the omission of the un-necessary work. The cost of work omitted shall be deducted from the contract price. Extra work, if its cost exceed that of the work omitted, shall be paid for at such difference plus 15%. The cost in each case shall be estimated or ascertained by the engineer.

The Inspector cannot authorize and departure from these specifications, his function being to enforce them. He will notify the engineer promptly as soon as he can for see any occasion for change or as soon as any change is proposed. He will suspend work when conformity cannot be secured. He will check up and report to the engineer on the amount and quality of all materials used, and will hold back material of doubtful quality for acceptance or rejection by the engineer. He will inspect all work where final inspection does not disclose its quality, and no such work as concreting or placing gravel shall be done without notifying him.

Material rejected shall be removed immediately, and work condemned shall be at once rebuilt. No part of the work shall be considered as finally accepted until the completion and acceptance of the whole by the board.

The Contractor shall furnish the engineer with any information required in the way of invoices and freight bills as to the quantity and quality of materials used.

The Contractor shall secure copies of these Specifications, which are a County record, and make himself and foreman familiar with them, and shall make an honest effort to conform to them, and shall be responsible aside from all supervision for the proper execution of the contract.

The Contractor shall provide suitable machinery and competent workmen. The engineer may prohibit the use of unsuitable machinery and dismiss from the Contractor's employ any workman that is incompetent or that attempts to violate these Specifications.

The contractor shall give reasonable notice to all parties whose property may be effected by his work. If owners neglect to remove property which is an obstruction to the performance of the contract he shall remove the same with only reasonable care, and only so far as is necessary. He shall carefully remove all old material, and that which is not used in the work by direction of the engineer shall be left to the disposal of the Trustee of Liberty Township. He shall close the road to travel to the extent that is necessary to protect his work and shall display lights and sign and erect barricades as is necessary to protect the public. He shall save Hendricks County harmless from all suits or claims that may arise from his work.

The Contractor may file a claim with the Auditor each month, not less than five days before the first Monday of the next month for the value of the work done during the month. The claim will be examined by the Engineer and approved by him for 80% of the amount which he estimates is of permanent value. The amount allowed will be available early in the next month.

Where detail specifications are incomplete because of necessary brevity, it is to be understood that the methods generally used in high class work may be enforced by the engineer.

DETAIL SPECIFICATIONS

The center line of the road is marked by stakes driven at intervals of 100 feet and on an offset to the left of 15 feet. Comparative elevations are shown at points opposite these stakes of the center of the present roadway, and of the proposed roadway with the cut or fill that will be required to produce the change, also of gateways and drains at each fence line with their distance beyond each stake. Corner stones are witnessed and their plus distance given and also frequent bench marks.

Should stake numbers become obliterated, the number could be ascertained by referring to the position given for the nearest corner, gate or drain. The stakes could be restored by running a straight line from each stone to the next except that between the stones at 133 plus 65 and 146 plus 99 the course deviates to the right to a point witnessed at station 139 plus 52, coming back to the lines between the stones at station 141 plus 24 and continuing thence in the same direction beyond the last stone to the National Road.

The Contractor shall save the stones that he removes in excavating and also the witnesses. On completion of the grade the Engineer will reset them.

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The stakes were set near the fence line for convenience and safety. If they are in the way of cutting or filling the contractor and Inspector shall set them back, marking the distance of the set back so as always to preserve the center line.

The grade and gravel will extend for an equal distance on each side from this center line. New culverts shall be so placed and old culverts and bridges so extended that their headwalls will be equally distant from the center line and parallel thereto.

The right of way shall be thirty feet, fifteen feet on each side of the center line except where a greater width is required to include cuts or fills constructed according to these specifications, in which case it is widened on one side or both sides as may be necessary. The wings of the bridge will always come within the right of way as thus defined. On completion of the grade the fences may be put in fifteen feet of the center line.

Where new culverts are indicated the old tile shall be carefully removed. The lower end of the new culvert shall have the elevation of the lowest surface outlet, the upper end a greater elevation as indicated in the table, and the bottom shall have uniform fall. In the case of iron culverts the trench shall be shaped to give equal bearing all along and the back filling shall be tamped for lateral support. The headers are designed to extend down about one and one-half feet below the pipe and up to the new grade except in the cases of those at station 77 plus 80 and 121 plus 65, where the pipe is lengthened to thirty feet making a smaller header possible, the top having an elevation two feet below the grade. The length is intended to be about three times the distance from the top of the header to the bottom of the pipe. The header if completed first will serve as a bench mark for the grade. The grade if completed first will determine the dimensions of the headers.

The headers shall be 8 inches thick at the top, battering one inch per foot of depth, with the outside face vertical, but above the water line forms of dressed lumber shall be used and the upper outer edge chamfered. The outer surface shall be spaded and the top floated to produce a smooth finish.

Each header shall be reinforced with one-half inch rods, two horizontally near the face, one above and one below the pipe, and four vertically near the back, two on each side of the pipe.

The grade between the headers shall be completely filled and dirt piled around the ends as shown in the elevations.

In the case of concrete culverts the trench shall be excavated straight and smooth, and of a depth such that when the concrete floor is deposited of the proper thickness the elevation of the outlet will be as described above. The floor slab shall be reinforced with half inch rods spaced three feet apart near the upper surface and of a length equal to the width of the slab.

Not until the slab has thoroughly hardened shall the forms be set.

The cross section of the forms shall be the upper half semi-circular, the lower half rectangular, the semi-circle having the diameter shown, the rectangle a base equal to the diameter and an altitude equal to the radius.

The reinforcement shall be arranged in the forms before the concrete is placed. A 1/2 inch rod near each corner shall extend the whole length and each end shall be bent back to the end of the header, thus forming an additional reinforcement to the headers of the concrete culverts. Over these rods and wired to them shall be bent a covering of lengths mesh reinforcement equivalent to style No. 4 of American Steel and Wire Co's triangle mesh reinforcement. The concrete of the barrel shall be protected by a temporary bridge from every weight until the forms have been removed, which may be done in about three days, when the back filling may be tamped around it, and the culvert used for ordinary traffic. As much care shall be used with the culverts as with the other bridges.

The iron culverts shall be made of corrugated galvanized ingot iron that will show at least 99.84% iron on analysis for all foreign substances. The 24 inch culvert shall be made of 14 gauge ~~iron~~ sheets, the smaller ones of 16 gauge. Each sheet shall bear the stamp of the rolling mill making them and the number of the heat. The pipe shall be rigid and well riveted and must be furnished each one in not more than two lengths with a satisfactory overlapping coupling device. The diameter shall be the clear diameter and the weight of the pipe per lineal foot shall be what that full diameter and gauge would produce.

The old arches at stations 112 plus 90 and 141 plus 75 are to be extended as per plans, the old wings and parapets being left undisturbed buried in the grade. At station 134 plus 90 the woodentop shall be removed and the south abutment blown out to make room for the arch in the proper position as to the stream. The north abutment may be left and buried in the grade. At station 30 plus 20 a new arch is to be constructed in connection with the retaining wall along the north side of the road from station 30 plus 20 to station 32 plus 50, the wall forming the north header.

Extensions shall ^{con}form in direction and elevation to the old work. For the new arches the engineer will set stakes to mark the line on the drawing called the center line of the road and of the stream and will also give a bench mark to show the elevation of the bridge.

The Contractor will be responsible for all further alignment and dimensions of parts.

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Where dimensions are not shown in the figures the scale of the drawing will govern, and especially so in the placing and spacing of reinforcing rods.

Up to the water line the concrete of the footings shall be laid in trenches, but above the water line and where the surfaces are or might become exposed, the concrete must be laid in forms. The trenches are to be full size and carefully dug.

The forms of the arches above the spring line shall be semi-circular. The centers shall be well braced and unyielding. Dressed and matched lumber of No. 1 common grade shall be used for lagging and against all exposed faces. Rough lumber or lumber of lower grade being admissable against faces not exposed. All exposed edges shall be chamfered by using triangular strips sawed from $7/8$ inch boards in the corners of the forms.

The reinforcing rods shall be wired into position shown in the drawing before concrete is placed around them. Driving rods into partially set concrete will not be allowed. The rods shall be of the exact length specified except where the length is too great for shipment. When a splice is necessary the rods shall lap at least 24 inches, and the splices shall occur near the center.

The rods shall have the net section of which the diameter is shown and have some corrugation or deformation for bond. They shall be of medium steel and free from dirt, grease, paint or scales of rust.

The concrete shall be placed rapidly and uninterruptedly and the initial set between batches shall be avoided. When work had begun in the arch ring it shall proceed without stop until completion.

The concrete shall be a mixture in the proportion of one bag of cement, two cubic feet of sand, and four cubic feet of gravel, the same being that part of the bank run material that will pass, and the gravel being that part that will be retained on a one-eighth screen, the gravel containing no pieces larger than one and one-half inches. Bank run material may be used if it be tested and found to screen approximately these proportions. The Contractor and Inspector shall make such tests by measuring materials as will remove all uncertainty as to the proportion of the mixture. If an excess of fine material is used the Engineer may increase the amount of cement correspondingly.

The cement shall be a Standard Brand of American Portland, which by previous has been found to be satisfactory, and it shall be sound and in good condition at the time of use.

The mixture shall be thoroughly turned, first dry then wet, the amount of water used being such as will make a quaking, plastic mass. A batch mixer shall be used.

The placing of concrete in water is to be avoided. If in wet foundations the water cannot be kept entirely out, the mixing shall be done wet as usual, and the concrete shall be placed in the water with the least possible amount of splashing.

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If concreting is attempted in freezing weather the Contractor shall devise means of protecting his work, and if any damage occurs he shall rebuild the part affected.

By tamping forms or by spading next to them the coarser material shall be forced back and the mortar brought to the surface leaving no irregularity other than the grain of the ~~xxx~~ lumber.

The forms shall not be removed from the sides within less than three days, and then with care watching results. The centers shall not be removed within less than three weeks. The work of striking centers shall begin by removing the braces so that the supports may buckle and the arches take their settlement gradually. When the centers have been removed, the waterway shall be cleared from one abutment to the other down to the water line, and all rubbish shall be removed.

The above directions apply to all concrete work on the road.

The retaining wall shall be constructed in 40 foot sections: Each section shall end in counterforts formed by doubling the thickness of the wall and giving it the same batter and projection at the back that it has on the front and reinforcing the rear faces with three vertical rods. Each counterfort shall extend twelve inches longitudinally. Between adjacent counterforts shall be contraction joints through which the horizontal rods do not pass. Just above the footing small tile shall be placed every twenty feet for drainage.

In making the fill behind the retaining wall, the edge next to the wall shall be kept higher and well tamped, so that surfaces of cleavage will not develop in settlement that will result in extra pressure against it.

For the greater part of the distance between stations 29 and 33 the road is at present occupied by a small creek. The intention is to shift the creek north of the road and make a grade in the old channel well above highwater mark. The retaining wall is ^{to} protect this grade. The new channel is to extend north of the wall with a bottom at least 15 feet wide and the north bank sloping back at an angle of 45 degrees. The excavation of this channel and of the cuts to the East and West will furnish only part of the dirt required for the grade. Arthur M. Davis the owner of the land at this point, has signed an agreement for the benefit of the contractor in which he consents to change proposed and agrees to furnish all extra dirt needed for this fill from a hill about 100 feet North of station 28, from which hill the average haul would be about 300 feet. The consideration for this agreement is that the Contractor pay said Davis the sum of \$75.00 out of the first allowance made to him.

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Arthur M. Davis et al, Road.

Bidders are referred to this agreement which is on file with the other papers relating to this road.

Except as stated above the contractor will not be required to borrow dirt. The subgrade shall be raised or lowered by cutting or filling as shown on the profile and graded nearly flat in the cross section. The subsequent placing of the gravel and banking in producing all the crown required. In case the cuts and fills do not balance the grade must be continuous, showing only the number of different slopes shown on the profile. The cut may be made deeper to complete the fill, or left shallower when the fill is complete, as will most nearly conform to the profile, in no case showing a higher percent of grade than is shown for that section of the road.

The fills shall be 24 feet wide from shoulder to shoulder, with sides sloping downward 8 inches per foot outward. The cuts shall be 26 feet wide across the bottom with sides sloping upward 12 inches per foot outward. The excess of width of cut over that of fill allows for a slight side ditch along the cut.

In front of gate ways where the water drains easily both ways no side ditch shall be cut, and if the difference of elevation be considerable, instead of its usual crown the road shall slope upward from the center to the gateway, making the approach as easy as possible while at the same time maintaining the grade shown on the profile.

The fills shall be allowed to settle 60 days before placing the gravel, unless in the judgement of the engineer work should proceed sooner.

Immediately before placing the gravel the center of the subgrade to a width greater than that to which the gravel is to be spread shall be scraped smooth with the grader and kept in good condition.

Upon the flat subgrade 12 inch boards shall be carefully lined up at a distance of 12 feet apart, 6 feet on each side of the center line, and filled level full of gravel, which will require at least 45 yards per 100 feet. The boards being for the purpose of measurement and even distribution, as soon as the superintendent is satisfied as to the amount they may be removed and carried forward and reset.

When the gravel is all upon the road, the side ditches shall be plowed out at points where the crown is not as much as 24 inches above the general level of the adjacent land and the dirt from the furrows and the bank under it shall be raked toward the gravel with a grader, the blade being set with the inner point high on the first round, more nearly level and nearer the center of the road on the second round. When all has been accomplished that can be done with the grader, the road shall be smoothed up with a three way drag on the gravel. Where the ditch yields more dirt than is needed there for the berms it shall be slipped to a place where it is needed. This work of grading and dragging, and shoveling if necessary, shall be managed so as to give at every point on the road the ultimate result shown in the cross section.

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It is intended that the gravel for the work be taken from the bars of White Lick Creek, and that it be the usual high quality generally found there. If the quality is at all doubtful it shall be satisfactory to the engineer.

And now come the viewers and engineer after the expiration of ten days from the filing of their report herein, on the 5th day of July, 1916, and at the next regular session of said Board of Commissioners after said date, and file their supplemental report herein, which report is in words and figures as follows to-wit:-

SUPPLEMENTAL REPORT OF VIEWERS.

TO THE HONORABLE BOARD OF COMMISSIONERS:

In the matter of the petition of Arthur M. Davis et al, for the improvement of highway.

We, the undersigned Viewers, heretofore appointed in the above cause, and who as such viewers, on the 26th day of April, 1916, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same, now file this as our supplemental report, to-wit:-

We would respectfully report that the improvement of said highway in the manner set forth in our former report, will not occasion any damages to the lands of any infant, idiot or person of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement.

respectfully submitted,

6 Fred B. Soper.

J.W. Williams.

T.W. Garrison.

Viewers.

Subscribed and sworn to before me this 5th day of June, 1916.

C.M. Havens.

Auditor Hendricks County.

And now said board being fully advised in the premises finds that the viewers and engineer appointed herein, met on the 11th day of June, 1916, and were qualified as provided by law, and that said engineer filed his bond in the sum of \$10,000.00 and that the same was approved by the Auditor of Hendricks County.

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Arthur M. Davis et al, Road.

And the board further finds that pursuant to an order heretofore made by them that the time for filing the report of the viewers and engineer was extended to the 5th day of June, 1916.

And the board further finds that the report of the viewers and engineer was filed in the office of the Auditor of Hendricks County, Indiana, on the 5th day of June, 1916, and that it remained on file in that office, open to the inspection of any person since said date and for more than ten days before the June Term of said Board, 1916, and before the filing of the supplemental report herein, and the board having examined said report finds that it conforms to the law in all respects, and should be approved; that the ^{described} highway herein is less than three miles in length and that the improvement as reported in said report will be of public utility, and that said improvement should be ordered and established as provided in said report, without submitting the matter of said improvement to the legal voters of Liberty Township.

It is therefore ordered by the board that the report of the viewers and engineer be, and the same is now hereby in all things fully approved.

And the board further finds that the viewers and engineer filed their supplemental report on the 5th day of June, 1916, that the same was filed at the next regular session of the Board of Commissioners after the expiration of ten days from the filing of the first report, and that said report being fully examined, said board finds that no injury will result to the property of any idiot or any person of unsound mind, or will any person sustain any damages whatever by reason of the construction of the improvement prayed for by the petitioners herein; that no person or corporation has made written claims to said viewers and engineer because of injury to property by the reason of said improvement and that said supplemental report is in due form and regular, and that the same ought to be approved in all things.

It is therefore ordered by the board that the supplemental report of the viewers and engineer be, and the same is hereby fully approved.

And the board further finds that from the examination of the report of said viewers and engineer that said improvement prayed for by the petitioners herein, should be established.

It is therefore ordered that said improvement as prayed for be made, and that the same be made in all respects as provided in said report of said viewers and engineer.

The Board further finds that the total indebtedness of Liberty Township, in Hendricks County, Indiana, the township where the highway proposed to be improved by this proceeding is located, including all the costs and expenses of this improvement and bonds heretofore issued for the building of free gravel and macadam roads in said Township will exceed 4% of the total assessed taxable valuation of the property of said township and this cause is ordered continued from time to time and from term to term until the Auditor shall make it appear to said board that the bonds may be lawfully issued to pay for the improvement herein prayed for.

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In the matter of the petition of
J.H. Airhart et al, for the
Improvement of a public highway in
Brown Township.

Come now the petitioners by Counsel, and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board, that
it is impossible for said engineer and viewers, to at this time make
a report of their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by the board that the viewers and
engineer be given until June 10th, 1916, of said board to make and file
in the office of the auditor of Hendricks County, Indiana, their certain
report in writing, setting forth their determination in regard to said
proposed improvement.

In the matter of the petition of
G.H. Henning et al, for the
improvement of a public highway
in Brown Township.

Come now the petitioners by Counsel, and come also the viewers
and engineer herein, and it appearing to the satisfaction of the board
that it is impossible for said viewers and engineer to at this time,
make a report of their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by the board that the said
viewers and engineer be given until the regular July Term, 1916, of
said board to make and file in the office of the auditor, of Hendricks
County, Indiana their certain report in writing, setting forth their
determination in regard to said proposed improvement.

In the matter of the petition of
J.W. Haynes et al, for the
improvement of a public highway in
Center, Township.

Come now the viewers herein and file their Supplemental report,
which is in words and figures as follows, to-wit:- (H.I.).

And now on its own motion the board continues said motion until
the 10th day of June, 1916.

June Term, 1916.

J.W. Haynes et al, Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

Saturday June 10th, 1916.

IN THE COMMISSIONERS COURT,

JUNE TERM, 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session pursuant to adjournment, in the room of the Commissioners in the town of Danville, it being the 10th day of June, 1916.

Present; John P. Moran, Harry E. Sanders and John G. Shelton all members of said Board.

The following proceedings were then had, to-wit:-

In the matter of the petition of
James W. Haynes et al, for the
Improvement of a public highway in
center Township, Hendricks County, Indiana.

Come now the petitioners herein, and come also the Auditor of this county and present to the board the report of the engineer and viewers in the foregoing entitled proceedings, which report is as follows:

ORDER TO VIEW ROAD.

THE STATE OF INDIANA

SS:

HENDRICKS COUNTY,

COMMISSIONERS' COURT,

SEPTEMBER TERM, 1914.

To Isaac Foster, William Stevenson and Theodore W. Garrison.

You are hereby notified that you were appointed by the board of Commissioners of said County, at their regular September Term, 1914, to view a proposed highway, as follows to-wit:- Commencing at the northern terminus of the Frank Guthrie and others Free Gravel Road at the south line of Lincoln Street in the town of Danville, Hendricks County, Indiana, and from thence north over and along Kentucky Street in the said town of Danville, Indiana, to where the same is intersected by Broadway Street in said town of Danville.

That you have been appointed such viewers and engineer upon the petition of James W. Haynes et al for the improvement of said described highway; that in said petition it is asked that the improvement be made of stone, gravel or other road paving material of the same kind and contracted as that provided for in the Frank Guthrie et al, Free Gravel Road now under process of construction.

June Term, 1916.

J.W. Haynes et al., Road.

You are further notified that Isaac Foster and Wm. Stevenson were appointed viewers and Theodore W. Garrison engineer, and if said proposed highway improvement will be of public utility, mark and lay out the same in the manner prescribed by law, to the width of not less than 30 feet.

You will meet at the office of the Auditor of Hendricks County, Indiana, in the town of Danville, Indiana on Saturday the 12th day of September 1914, at 2 o'clock P.M., and after being duly qualified, proceed to make said View and report at the next regular term of said Board.

I certify the foregoing to be a true copy of the order of the Board in relation to said proposed highway. WITNESS my hand and official seal, this 9th day of September, 1914.

Lewis W. Borders.

Auditor.

OATH OF VIEWERS.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

We, Isaac Foster, William Stevenson and T.W. Garrison do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described ^{part of} highway to the best of our skill and ability, so help us God.

T.W. Garrison.

W.H. Stevenson.

Isaac H. Foster.

Subscribed and sworn to before me this 12th day of September, 1914.

Lewis W. Borders-

Auditor.

ROAD VIEWERS REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA

We, the undersigned viewers, who were appointed by your Honorable Body at your regular ^{Sept} Term, 1914, to view a proposed highway, as petitioned for by J.W. Haynes et al., have discharged the duty assigned us, and submit to you the following report, to-wit:-

June Term, 1916

James W. Haynes et al, Road.

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows to-wit:- The said proposed highway to be 40 feet in width, and commences at a point on the south line of the east half of the north east quarter of section 9, in Township 15 north of Range 1 West, which point is 312.2 feet East of the South- West corner of the said half quarter, and runs thence north along the center of Kentucky Street in the town of Danville, 2107 feet to the south curb line of South Street. The beginning is the termination of the F.E. Guthrie et al Road, and South Street was improved as the John Redpath and others road.

In accordance with the petition the road is to be made a continuation of the Guthrie Road, and is to be constructed in connection with it and under the same specifications. *We submit as a part of this Report a profile and cross-section and a plan for the extension of an old bridge at station 9 plus 20.*
Along the sidewalk the subgrade shall have the same elevation and slope, and, where there is no walk, shall have the elevation and slopes shown on the Profile, with the same Cross-section at all points.

Material excavated from the south end shall be used on the north end of the Guthrie road. Other excavated material shall be used about the bridge at station 9 plus 20. Any material not required by the County Engineer at either place shall be disposed of as the town Board directs, not increasing the length of haul.

We estimate that the cost of this improvement should not exceed \$2500.00 which is not more per mile than the cost of the Guthrie Road, and we are of the opinion that said highway would be of public utility.

Respectfully submitted,

Isaac Foster.

W.H. Stevenson.

T.W. Garrison.

Viewers.

Said Auditor also produces the Supplemental Report of the said Viewers and engineer.

And the Board, having duly examined said report finds that the same was filed in the office of the Auditor of this county on the 25th day of May, 1916, and that the same has been ["]filed therein ["]said office open to the inspection of all persons, their agents and attorneys, for more than ten days before the first day of the regular June, Term, 1916, of this board, the said 25th day of May being the date upon which said Report was ordered filed, by the order of this board heretofore made.

And the board having examined the Supplemental report of the engineer and Viewers, finds:

That no injury will result to the property of any infant, idiot or person of unsound mind; or will any such person sustain any damage whatever by reason of the construction of the improvement prayed for by the petitioners herein; that no person or corporation has made written claims for damages to said viewers and engineer because of injury to property by reason of said improvement, and that said Supplemental Report is in due form and regular and that the same should be approved.

And now all matters in respect to damages sustained by any person or corporation having been fully determined by this board, the report and profile made by the engineer and viewers are now taken up and finally considered by the board. And the board having examined the same and been duly advised in the premises, finds: That the highway described and proposed to be improved under these proceedings is less than ~~three~~ miles in length; that it connects at its south terminus with an established free gravel road now under process of construction under and pursuant to the provisions of an Act of the General Assembly of the State of Indiana approved March 11, 1901, and amendments thereto for the improvement of public highways, and at its north terminus with an improved free gravel road known as Broadway Street in the town of Danville, Center Township, Hendricks County, Indiana; that the town of Danville has a population of about two thousand, and that said Center Township has no Town or city within its limits of a population of thirty-thousand or over.

The Board further finds that the improvement as provided ^{for} in said report will be of public utility and that said improvement should be allowed and established as provided in said report.

The Board further finds that the consent of the town Board of the town of Danville, Indiana, is now on file in the Auditor's office; that said consent is in writing and is in due form and ~~regular~~ sufficient, that the town board has in all things given its consent for the improvement of the highway in these proceedings fully described within the corporate limits of the said town of Danville Indiana; that said written consent is in the following words and figures to-wit:-

State of Indiana, Hendricks County, SS:

In the matter of the petition of
James W. Haynes et al, for the
improvement of a public highway in
Center Township, Hendricks County, Indiana.

June Term, 1916.

J.W. Haynes et al, Road.

Comes now James W. Haynes and shows to your honorable board that he and more than fifty others, free-holders and legal voters of Center Township, Hendricks County, Indiana, did on the 7th day of July, 1914, file in the Auditor's office of Hendricks County, Indiana, their certain ~~request~~ petition for the improvement of a public highway in said petition fully described, a copy of which said petition is filed herewith, marked exhibit "A" and made a part of this petition to your honorable board; that a portion of said public highway described in said petition and therein asked to be improved is within the corporate limits of the town of Danville, Hendricks County, Indiana.

Your petitioners further show to your honorable board that upon the filing of said petition as aforesaid alleged herein the said auditor did fix ~~by~~ endorsement thereon as the time for the hearing of the same by the Board of Commissioners of Hendricks County, Indiana, the 3rd day of August, 1914; that upon said date the petitioners made proof of notice, as provided by law, of the filing of said petition and of the time and place^{at} which it would be heard; and, thereupon, the board, having duly examined said petition, found the same in due form and sufficient; and, by an order duly made, continued the further proceedings in the matter until the first day of the regular September, Term, 1914, of said board; that upon said date, there having been no remonstrance against said proposed improvement filed, as allowed by law in such cases, the board did appoint as viewers Isaac Foster and William Stevenson, and as civil engineer thereupon, Theodore W. Garrison, the duly elected, qualified and acting surveyor of Hendricks County, Indiana, and said cause was thereupon continued for the report of said viewers and engineer upon said proposed improvement.

said petitioners who are signers to said petition, ask that you give your
Wherefore, your petitioners, in behalf of himself and all the others, consent, in resolution duly adopted, to the improvement of so much of said described highway as lies within the corporate limits of the town of Danville, Indiana, should the report of said viewers and engineer be favorable to said proposed improvement, and that you order and direct the clerk of said town to transmit to the Auditor of Hendricks County, Indiana a duly certified copy of said resolution.

James W. Haynes.

And the Board being fully advised in the premises, finds that said improvement should be made as prayed for in said petition.

Therefore; be it resolved by the board of trustees of the town of Danville, Indiana, in regular session, that the board of Commissioners of Hendricks County, Indiana be and it is hereby authorized and empowered, and by this resolution is given the required jurisdiction over and upon the streets of the town of Danville Indiana, over and upon which said proposed improvement will pass, to make said improvement as prayed for in said petition, and as may be provided in the report of the viewers and engineer should they deem said improvement of public utility:

June Term, 1916.

J.W. Haynes et al, Road.

Provided, however, that said Board of Commissioners shall require of the contractor awarded the contract for such improvement a good and sufficient bond, with surety to the approval of the said board, conditioned so as to protect and save said town of Danville, Indiana, from any and all loss or damage of every kind and character growing out of any injury to any person or property on account of the defaults or negligence of said contractor, his agents or employees in the execution of said work of improvement, and that said contractor will pay any judgment and costs that may be obtained against said Town of Danville, Indiana, by reason of any such injury or damage.

And, be it further resolved, that a duly certified copy of these resolutions, under the hand of the clerk of this town and the seal thereof, shall be forthwith transmitted by said clerk to the auditor of Hendricks County, in the State of Indiana.

Simon Hadley.

Wilmer L. Holman.

Wm. H. Nichols.

C.C. Allred.

S.A. McCurdy.

Town Board of Danville, Indiana.

ATTEST: Chas. T. Clerk, The clerk thereof.

State of Indiana, Hendricks County, SS:

I, Chas. T. Clark, Clerk of the Town of Danville, Indiana, do hereby certify that the foregoing is a full, true and complete copy of a petition filed by James W. Haynes, in behalf of himself and others, asking for the consent of the board of trustees of the town of Danville, Indiana, to improve that portion of the highway described in said petition which is within the incorporated limits of the town of Danville, Indiana, by the board of Commissioners, of Hendricks County, Indiana, and the resolution of said board duly adopted in reference thereto on the 5th day of June, 1916.

In Witness whereof, I have hereunto set my hand and the seal of said town of Danville, Indiana, this 5th day of June, 1916.

Chas. T. Clark.

Clerk.

June Term, 1916.

J.W. Haynes et al, Road.

The Board further finds that the improvement provided for in said report is of the same general character as to materials and manner of construction as that of the highway now in process of construction and of which this highway herein asked to be improved is a continuation; that the estimated rate of cost of the highway herein proposed to be improved is less than the rate for the improvement of the highway with which it connects and now under process of improvement as heretofore found; that upon investigation the board finds that it can procure the work of improvement as set out and provided for in said report of the viewers and engineer to be constructed at a less rate of expenses than the contract price for the original work of improvement, to which this is supplemental, and a continuation thereof.

The Board further finds that said report and profile are in due form and sufficient and should in all things be approved.

It is therefore ordered by the board that the Supplemental report of the engineer and viewers be , and the same is now in all things approved, and the Auditor is hereby ordered and directed to spread the same of record, which is now done as follows to-wit:

SUPPLEMENTAL REPORT OF VIEWERS.

TO THE HONORABLE BOARD OF COMMISSIONERS.

In the matter of the petition of J.W. Haynes et al, for the improvement of highway.

We, the undersigned viewers, heretofore appointed in the above cause, and who as such viewers, on the 25th day of May, 1916, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same, now file this as our supplemental report, to-wit:

We would respectfully report that the improvement of said highway in the manner set forth in our former report, will not occasion any damages to the lands of any infant, idiot or person of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement.

Respectfully submitted,

Isaac Foster.

W.H. Stevenson.

T.W. Garrison.

Viewers.

Subscribed and sworn to before me this 5th day of June, 1916.

C.M. Havens.

Auditor Hendricks County.

June Term, 1916.

J.W. Haynes et al, Road.

It is also ordered by the board that the report of the engineer and viewers be and the same is hereby in all things approved and that said improvement be and the same is now hereby established by order of this board and that the same be made in all respects as provided in said report of the viewers and engineer.

And the board now finds that the estimated cost of said improvement is the sum of \$2500.00 and that it can produce the work to be done for that sum; that the total cost of said improvement including the contract price and expenses incurred, and to be incurred in the per-diem of the engineer and superintendent, is the sum of \$2340.00; that the total indebtedness of Center Township, including all the costs and expenses of this improvement and all bonds heretofore issued for the building of free gravel or macadamized roads, taking into account all mortgage exemptions allowed, will not exceed four per centum of the total assessed valuation of the property of said township.

And now comes Daniel H. Fatout and offers to do the work of improvement as provided in said report of the engineer and viewers for the sum of \$2340.00, and said offer being less than the estimated cost of said work and a rate less than the contract price of the original work and the board being fully advised in the premises now ~~finds~~ lets the contract for said improvement to the said Daniel H. Fatout for the sum of \$2340.00 without advertising for bids.

And now the said Daniel H. Fatout files ^{his} bond conditioned for the faithful doing of the said improvement in all respects as provided in said report of the engineer and viewers in the sum of \$5000.00, which is double the amount of his offer. Said bond being found sufficient by the board as to its conditions and surety the same is now approved by the Board and reads as follows, to-wit:-

BOND.

Know all men by these presents, that we the undersigned Daniel H. Fatout of Marion County, Indiana, Principal, and the United States Fidelity and Guaranty Company of Baltimore, Md., Surety, are firmly bound unto the State of Indiana in the Penal sum of (\$5000.00) dollars, for the payment of which, well and truly to be made, we bind ourselves jointly and severally, and our joint and several heirs, executors, administrators and assigns, firmly by these presents, this 10th day of June, 1916.

The Conditions of the above obligation are such that whereas,

June Term, 1916.

J.W. Haynes et al, Road.

the board of Commissioners of Hendricks County, Indiana, are about to let a contract for the Construction of the James W. Haynes et al, Road in Center Township, Hendricks County, Indiana And whereas the above named Daniel H. Fatout has filed a bid for said work with the Auditor of the County: Now, therefore, if the said board of Commissioners shall award him ~~for~~ the contract for said work and the said Daniel H. Fatout shall properly enter into a contract with said board of Commissioners for said work, and shall well and faithfully do and perform the same in all respects according to the plans and specifications adopted by the board of Commissioners, and according to the time, terms and conditions specified in said contract to be entered into and shall promptly pay all debts incurred by him in the prosecution of said work, including labor, materials furnished, and for boarding the laborers thereon, then this obligation shall be void otherwise to remain in full force, virtue and effect.

United States Fidelity & Guaranty Co., SEAL.

Daniel H. Fatout.

SEAL

BY John E. Messick.

Attorney-in-fact.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

Before me, the subscriber, a Notary Public in and for said County personally appeared Daniel H. Fatout and John E. Messick, attorney-in-fact for the United States Fidelity and Guaranty Co., for and in behalf of said Company and acknowledged the execution of the foregoing instrument for the uses and purposes therein mentioned.

WITNESS, my hand and Notarial seal, this 10th day of June, 1916.

SEAL

Carey W. Gaston.

Notary Public.

My Commission expires September 28, 1919.

Accepted and approved June 10th, 1916.

John P. Moran.

Harry E. Sanders.

John G. Shelton.

Board of Commissioners of Hendricks County.

ATTEST: C.M. Havens.

Auditor Hendricks County.

June Term, 1916.

J.W. Haynes et al, Road.

And now the board does enter into a written contract with the said Daniel H. Fatout for the doing of the work of said improvement, which contract duly signed by the said Daniel H. Fatout and the members of this Board as the board of Commissioners of Hendricks County, Indiana, is in words and figures as follows to-wit:-

CONTRACT.

For the construction of the James W. Haynes et al, Road in Center Township, Hendricks County, Indiana.

This agreement made and entered into by and between Daniel H. Fatout of Marion County, Indiana, party of the first part, and the Board of Commissioners of Hendricks County in the State of Indiana, party of the second part,

WITNESSETH:

That on the 10th day of June, A.D., 1916 the said Board of Commissioners received bids for the construction of the James W. Haynes et al, Road the same being located in Hendricks County and the said Daniel H. Fatout being declared to be the lowest and best responsible bidder, the contract was awarded to the said Daniel H. Fatout for the amount of his bid, viz.: \$2340.00 and the said party of the first part now covenants and agrees to build and construct said road in all respects in accordance with and conformable to the specifications, reports, plans, and profile contained in the report of the viewers and engineer for said road, now *which said reports, specifications, and profile are hereby referred to and made a part of this contract* on file in the office of the Auditor of said County, the same as if herein fully set out and written.

And the party of the first part further undertakes and agrees that in the prosecution of said work he will use all proper skill and care and will pay all claims for work and labor performed and material furnished in and for the construction of said work, whether the said work, and labor is performed or material is furnished to said contractor or agent or superintendent in charge of said work, and that he will pay any and all judgements which may be rendered against the town of Danville Hendricks County, Indiana, by reason of any negligence on the part of either himself, or his agents, servants or employees in the execution of said work.

It is further understood and agreed that said party of the first part will not and cannot sell or assign this contract or sublet the work to any person or persons, except by the consent of the said Board of Commissioners.

The party of the first part further agrees to construct and build said improvement and have the same completed on or before the 1st day of December, A.D., 1916.

June Term, 1916.

J.W. Haynes et al, Road.

and in the event said improvement of said road shall be completed, finished and ready for acceptance by the party of the second part on or before the said 1st day of December, A.D. 1916, then the said party of the first part agrees and promises to pay to said party of the second part as liquidated damages for the non-completion of said work and for the deprivation on the part of the public of said Hendricks County of the use of said road, ^{from} and after said 1st day of December, A.D., 1916, the sum of Twenty-five dollars per day for each and every day thereafter that said improvement shall remain uncompleted, unfinished and not ready for acceptance by said party of the second part, and said party of the first part agrees that said sum of twenty-five dollars per day shall be deducted from the contract price of said improvement and shall be retained by said party of the second part out of the contract price for said improvement for the use of the public of said Hendricks County, provided, that said failure to complete said improvement within said time specified for such completion is not caused by strikes or any other cause or causes beyond the control of said party of the first part or that said time has not been extended by said board of Commissioners. In the event the party of the second part does grant an extension of time for the completion of said improvement, the above and foregoing agreement in relation to liquidated damages shall apply after the expiration of such extension.

It is also understood and agreed by and between the parties hereto that said party of the second part shall withhold full payment to the party of the first part as required by Sec. 1 of an Act approved March 4, 1911, Acts of 1911, Page 437, for a period of thirty days or until proof be made of the payment for all labor, material, and sub-contractors' claims.

The party of the second part hereby agrees that the party of the first part shall be paid the said contract price as above set out upon the warrant of the Auditor of Hendricks County, Indiana as directed by the Board of Commissioners of said Hendricks County and shall be paid on monthly estimates of the said contract price shall be retained by the said county until the said work is fully completed and finally accepted by the said Board of County Commissioners.

And said party of the first part agrees to do and perform all matters and things required of and imposed upon him, according to the terms of this contract or pursuant to the provisions of the Act of the general Assembly of the State of Indiana authorizing said improvement.

To all of the covenants, conditions and stipulations of this contract the said parties severally bind themselves, their successors, heirs and assigns.

In Witness, whereof the said party of the first part has hereunto set his hand seal, the day and year hereinafter mentioned, and in witness whereof, the said Board of Commissioners of Hendricks County have also signed and approved this contract this 10th day of June, 1916.

Daniel H. Fatout.

Party of the first part.

June Term, 1916.

J.W. Haynes et al, Road.

John P. Moran.Harry E. Sanders.John G. Shelton.

Board of Commissioners of Hendricks County.

ATTEST: C.M. Havens.

Auditor Hendricks County.

And now it is further ordered by the board that the bonds of Hendricks County, Indiana, be issued and sold for the purpose of raising money to pay the costs, and expenses, of said improvement; that said bonds be issued in a total sum of \$2340.00, and in a series of \$117.00 each and bearing interest at the rate of four and one-half per cent per annum, payable over a period of ten years from the 15th day of May, 1917, And the Treasurer of this County is charged with the sale of said bonds upon their issue.

Whereupon the board does appoint Chas. E. McLane, a resident of said Senter Township, superintendent to supervise the construction of said improvement according to the plans, profile and specifications filed by the engineer and viewers, and he is ordered to give bond in the sum of \$5000.00 with sufficient surety thereon and conditioned for the faithful discharge of his duties. And the Board finds that the engineer heretofore appointed as the civil engineer on said proposed improvement is the duly elected, qualified and acting surveyor of this county and the giving of bond by him is dispensed with as provided by law.

And further proceedings herein are continued.

June Term, 1916.

M.H. Arbuckle et al, Road.

In the matter of the petition of
M.H. Arbuckle et al, for the
Improvement of a public highway in
Lincoln Township, by taxation.

And now again the petitioners in the above entitled cause and present and file the affidavits of Alvin Hall, editor and publisher of the Danville Gazette, and Julian D. Hogate, editor and publisher of the Republican, weekly newspapers of general circulation printed and published in Hendricks County in the State of Indiana, which affidavits with notices attached are in words and figures as follows to-wit:- (H.I.) and from which affidavits it appears that notice of the time and place of receiving bids for the construction of the improvement proposed in the above entitled cause, was duly published in said papers for three consecutive weeks before the 10th day of June, 1916, the first of which publications was on the 18th day of May, 1916, and the last on the 1st day of June, 1916.

Said petitioners also present and file the affidavit of Anna M. Keller Clerk of the Indiana Daily Times, a daily newspaper of general circulation printed and published in Indianapolis, Indiana, from which affidavit it appears that notice of the time and place of receiving bids for the construction of the improvement proposed in the above entitled cause was duly published in said Indiana Daily Times on the 20th day of May, 1916, and more than two weeks before the 10th day of June, 1916, the day fixed for receiving bids for said improvement, a copy of which notice so published as aforesaid being attached to said affidavit and being in words and figures as follows, to-wit:

(H.I.). And now the hour of 10 o'clock A.M. on the 10th day of June, 1916 having arrived up to which time it was provided in said notice that sealed bids would be received by the Board of Commissioners of Hendricks County, Indiana for the construction of said improvement, said board now finds upon examination bids submitted as follows:

D.H. Fatout	\$23490.00
Fred Cunningham	23700.00
Hurst & Sweet.	24250.00

And now said sealed proposal having been opened in the presence of the bidders and the general public the board finds all the bids to be in due form accompanied by a sufficient non-collusion affidavit and good and sufficient bond as required by law.

And said board further finds that the said bid of D.H. Fatout is the lowest and best bid, that the same is below the estimate as shown by the report of the viewers herein and that the contract for the construction of said improvement should be awarded to the said D.H. Fatout.

It is therefore ordered and adjudged by said board that said bid of D.H. Fatout be and the same is hereby accepted and that the contract for said improvement be and the same is hereby awarded to the said D.H. Fatout, the bond of the said D.H. Fatout in the sum of \$53000.00 with Chicago Bonding & Surety Co., as Surety is now accepted and approved,

June Term, 1916.

M.H. Arbuckle et al, Road.

which bond and the approval thereof is in words and figures as follows
to-wit:-

BOND.

Know All Men by these presents, that we the undersigned Daniel H. Fatout of Marion County, Indiana and Chicago Bonding and Surety Co., of Chicago, Illinois are firmly bound unto the State of Indiana in the penal sum of Fifty Three Thousand (\$53000.00) dollars, for the payment of which, well and truly to be made, we bind ourselves jointly and severally and our joint and several heirs, executors, administrators and assigns, firmly by these presents, this 1st day of June, 1916.

The Conditions of the above obligation are such that whereas, the Board of Commissioners of Hendricks County, Indiana are about to let a contract for the construction of a road, known as the Arbuckle Road in Lincoln Township, Hendricks County, Indiana.

And whereas, the above named Daniel H. Fatout have filed a bid for said work with the Auditor of the County: Now, therefore, if the said Board of Commissioners shall award him the contract for said work, and the said Daniel H. Fatout shall promptly enter into a contract with the said Board of Commissioners for said work, and shall well and faithfully do and perform the same in all respects according to the plans and specifications adopted by the board of Commissioners, and according to the time terms and conditions specified in said contract to be entered into and shall promptly pay all debts incurred by him in the prosecution of said work, including labor, materials furnished, and for boarding the laborers thereon, then this obligation shall be void, otherwise to remain in full force virtue and effect.

Daniel H. Fatout.

SEAL

Chicago Bonding and Surety Co.,

By E.W. Lewis.

SEAL Attorney-in-fact.

STATE OF INDIANA

SS:

COUNTY OF SHELBY.

Before me, the subscriber a Notary public in and for said County personally appeared Daniel H. Fatout and E.W. Lewis, Atty-in-fact for the Chicago Bonding and Surety Co., and acknowledged the execution of the foregoing instrument for the uses and purposes therein mentioned.

Witness my hand and Notarial Seal, this 1st day of June, 1916.

SEAL.

Com, Expires February 21, 1917.

A.E. Weer.

NOTARY Public.

June Term, 1916.

M.H. Arbuckle et al, Road.

Accepted and approved June 10, 1916.

John P. Moran.Harry E. Sanders.John G. Shelton.

Board of Commissioners of Hendricks County.

ATTEST C.M. Havens.

Auditor Hendricks County.

And now said bond having been approved said Board enters into a contract with the said D.H. Fatout for said Improvement, which contract is in words and figures as follows to-wit:-

CONTRACT.

For the Construction of the M.H. Arbuckle et al Road in Lincoln Township, Hendricks County, Indiana.

This agreement made and entered into by and between Daniel H. Fatout of Marion County, Indiana, party of the first part, and the Board of Commissioners of Hendricks County in the State of Indiana, party of the second part,

WITNESSETH:

That on the 10th day of June, A.D., 1916, the said board of Commissioners received bids for the construction of the M.H. Arbuckle et al, Road the same being located in Hendricks County and the said Daniel H. Fatout being declared to be the lowest and best responsible bidder, the contract was awarded to the said Daniel H. fatout for the amount of his bid, viz.: \$23490.00, and the said party of the firstpart now covenants and agrees to build and construct said road in all respects in accordance with and conformable to the specifications, reports, plans and profile contained in the report of the viewers and engineer for said road, now on file in the office of the Auditor of said County which said reports, specifications, and profile are hereby referred to and made a part of this contract the same as if herein fully set out and written.

And the party of the first part further undertakes and agrees that in the prosecution of said work he will use all proper skill and care and will pay all claims for work and labor performed and material furnished in and for the construction of said work, whether the said work and labor is performed or material is furnished to said contractor, agent or superintendent in charge of said work. It is further understood and agreed that said party of the first part will not and cannot sell or assign this contract or sub-let the work to any person or persons, except by the consent of the said Board of Commissioners.

The party of the first part further agrees to construct and build said improvement and have the same completed on or before the 1st day of December, A.D., 1916.

June Term, 1916.

M.H. Arbuckle et al., Road.

and in the event said improvement of said road shall not be completed, finished and ready for acceptance by the party of the second part on or before said 1st day of December, A.D., 1916, then the said party of the first part agrees and promises to pay to said party of the second part as liquidated damages for the non-completion of said work and for the deprivation on the part of the public of said Hendricks County of the use of said road from and after said 1st day of December, A.D., 1916, the sum of twenty five dollars per day and every day thereafter that said improvement shall remain uncompleted, unfinished and not ready for acceptance by said party of the second part, and said party of the first part agrees that said sum of twenty-five dollars per day ~~xxxxxxx~~ shall be deducted from the contract price of said improvement and shall be retained by said party of the second part out of the contract price for said improvement for the use of the public of said Hendricks County, provided, that said failure to complete said improvement within the said time specified for such completion is not caused by strikes or any other cause or causes beyond the control of said party of the second part ~~or that said time has not been extended to said board of Commissioners.~~ In the event the party of the second part does grant an extension of time for the completion of said improvement the above and foregoing agreement in relation to liquidated damages shall apply after the expiration of such extension.

It is also understood and agreed by and between the parties hereto that said party of the second part shall withhold full payment to the party of the first part as required by Sec. 1 of an Act approved March 4, 1911, Acts of 1911, Page 439, for a period of thirty days or until proof be made of the payment for all labor, material, and sub-contractors' claims.

The party of the second part hereby agrees that the party of the first part shall be paid the said contract price as above set out upon the warrant of the auditor of Hendricks County, Indiana, as directed by the Board of Commissioners of said Hendricks County and shall be paid on monthly estimates of the engineer in charge of said work, but not to exceed 80% of the said engineer's said estimate; 20% of the said Contract price shall be retained by the said County until the work is fully completed and finally accepted by the said board of County, Commissioners.

And said party of the first part agrees to do and perform all matters and things required of and imposed upon him, according to the terms of this contract or pursuant to the provisions of the Act of the General Assembly of the State of Indiana, authorizing said improvement.

June Term, 1916.

M.H. Arbuckle et al, Road.

To all of the covenants, conditions and stipulations of this contract the said parties severally bind themselves, their successors, heirs and assigns.

In Witness Whereof, the said party of the first part has hereunto set his hand and seal, the day and year hereinafter mentioned, and in witness whereof, the said Board of Commissioners of Hendricks County have also signed and approved this contract, this 10 day of June, 1916.

Daniel H. Fatout.

Party of the first part.

John P. Moran.

Harry E. Sanders.

John G. Shelton.

Board of Commissioners of Hendricks County.

ATTEST: C.M. Havens.

Auditor Hendricks County.

And the board further finds that the entire cost of said improvement including contract price, expenses of viewers, engineer, superintendent of construction, advertising, transcript, attorneys fees, and all other expenses incurred and to be incurred as provided by law is in the sum of \$24800.00.

The Board further finds that the total indebtedness of Lincoln Township in Hendricks County, Indiana, the township where the highway proposed to be improved by this proceeding is located including all the costs and expenses of this improvement and bonds heretofore issued for the building of free gravel and macadamized roads in said Township, will not exceed 4 per centum of the total assessed taxable valuation of the property of said township.

It is therefore ordered and adjudged by said board that the bonds of Hendricks County, Indiana, be issued and sold as provided by law in such cases, to provide funds for the payment of costs and expenses and contract price of the improvement herein for the total sum of \$24800.00 and that said bonds be issued in twenty equal series and to bear interest at the rate of four and one-half per cent per annum, payable semi-annually, and payable over a period of ten years, as prayed for in the petition filed herein; that the first of said bonds be payable on the 15th day of May, 1917 and one every six months thereafter until all are paid said bonds to bear the date of July 1st, 1916. and the County Treasurer of hendricks ^OCounty, Indiana is hereby charged with the sale of said bonds upon their issuance.

And now said board appoints _____ a resident of Lincoln Township, Hendricks County, Indiana as superintendent of construction upon said improvement and orders that he qualify by filing his bond in the sum of \$5000.00 conditioned for the faithful discharge of his duties herein.

And said board now appoints Theodore Garrison Engineer of construction upon said improvement.

And now this case is continued.

June Term, 1916.

J.G. Airhart et al, Road.

In the matter of the petition of J.H. Airhart et al
for the improvement of a public highway in
Brown Township, by taxation.

Comes now the petitioners in the above entitled cause and respectfully shows to the Board of Commissioners of Hendricks County that pursuant to an order heretofore made by the board and a notice issued by the Auditor, which notice is in words and figures as follows, to-wit:- (H.I.), that the viewers and engineer, appointed in this cause, met on the 10th day of October, 1914, which date was within ten days after the appointment of said viewers and engineer, and took the oath, as provided by law, for the faithful discharge of their duties as viewers and engineer in this cause,.

And said petitioners respectfully shows to the board that the time for filing the report of the viewers and engineer was extended to the 10th day of June Term, 1916 of said board.

And now come the viewers and engineer herein and produce and file their report on the 12 day of May, 1916, which report is in words and figures as follows to-wit:-

ORDER TO VIEW ROAD.

THE STATE OF INDIANA

SS:

HENDRICKS COUNTY .

COMMISSIONERS' COURT,

OCTOBER TERM, 1914.

To Theodore Walton, Alva Huren and Theodore W. Garrison.

You are hereby notified that you were appointed by the board of Commissioners of said County, at their October Term, 1914, to view a proposed highway, as follows, to-wit:- Commencing at the Township boundary line of Brown Township, Hendricks County, Indiana, where said boundary line is intersected by section line between sections 15 and 16, Township 17 North, Range 1 east and from thence south over and upon said section line between said sections 15 and 16, township and range aforesaid, and on section line between sections 21 and 22, 23 and 27 the last four sections being in Township 17 North, Range 1 East, and terminating in the E.F. Nash Free Gravel Road at the south east corner of said section 23, township and range aforesaid. You are further notified that Theodore Walton and Alva Huren are the viewers upon said highway and Theodore W. Garrison the civil engineer by order of the board of Commissioners of Hendricks, County, Indiana, in the petition of J.H. Airhart et al.,

June Term, 1916.

J.H. Airhart et al, Road.

for the improvement of said highway by grading, draining, and paving with stone, gravel or other road paving materials and the building thereof all necessary bridges and culverts.

You are further notified that you are required to view said proposed improvement and make a report thereon at the first day of the regular November Term, 1914 of said Board, and if said proposed highway of Improvement will be of public utility mark and lay out the same, in the manner prescribed by law, to the width of not less than 30 feet. You will meet at the office of the Auditor of Hendricks County, Indiana in the town of Danville on Saturday the 10th day of ~~xxxx~~ October, 1914 at 10 o'clock A.M. and after being duly qualified, proceed to make said view, and report at the next regular Term, of said board.

I certify the foregoing to be a true copy of the order of the board in relation to said proposed highway. Witness my hand and official seal, this 6th day of October, 1914.

Lewis W. Borders.

Auditor.

OATH OF VIEWERS.

STATE OF INDIANA

SS :

HENDRICKS COUNTY.

We, A.W. Huron, Theodore Walton and Theodore W. Garrison do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed highway to the best of our skill and ability, so help us God.

T.W. Garrison.

A.W. Hurin.

Theodore Walton.

Subscribed and sworn to before me this 10th day of October, 1914.

Lewis W. Borders.

Auditor.

ROAD VIEWERS' REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA :

We, the undersigned petitioners, who were appointed by your honorable body at your regular October Term, 1914, to view a proposed highway, as petitioned for by J.H. Airhart et al., have discharged the duty assigned us, and submit to you the following report, to-wit:-

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows, to-wit:-

The said proposed highway to be 30 feet in width, and commences at the township boundary line of Brown Township, Hendricks County, at a stone at the north east corner of section 16, thence south 2657' to a stone at the East half of section 16, thence south to a stone at the south east corner of section 16 thence south to a stone at center east line of the North East quarter section 21, thence south to the East half stone section 21, thence south to a stone at center East line southeast quarter section 21, thence south to south east ^{corner} quarter section 21, thence south to the east half stone section 28, thence south to a stone at the south east corner of section 28 all in Township 17 north, Range 1 east, being 3 miles long according to the U.S. Government Survey. We estimate the cost to be \$18500.00, and we are of the opinion that said highway would be of public utility.

Respectfully submitted,

A.W. Hurin.

Wm. T. Walton.

T.W. Garrison. Viewers.

Specifications for the improvement of a highway petitioned for by J.H. Airhart et al, in Brown Township, Hendricks County, Indiana.

GENERAL SPECIFICATIONS.

These specifications include all drawings, notes figures and plans that accompany them and all shall be taken together each part explaining another where necessary, all to show what work intended. All quantities given are fairly approximate but bidders should check them up. They are given for the purpose of making an estimate and to aid inspectors to more intelligently check up amount of materials being used.

Prospective bidders should view the road and make their own calculations and satisfy themselves as to the condition effecting the contract. When in doubt about any matter not clear inquiry should be made of the engineer who will determine the same according to his best judgement and in harmony with intentions originally expressed.

At the letting the bidders should make a statement to the Board of Commissioners as to his previous experience, ability to carry through the work to completion, source of supplies, and attitude towards any change that might have to be made. These facts will be taken into account along with his submitted price awarding the contract. Matters which should be brought up at this time and are not, will be determined by the engineer at some later time.

June Term, 1916.

J.H. Airhart et al, Road.

If the proper completion of the work demands a change in the original plans, either by additions or omissions, a supplemental contract shall be entered with the Commissioners. Any such omissions shall be deducted from the contract price, and any additions shall be paid for at such difference plus 15%, in each case the difference being estimated or determined by the engineer.

All material shall be first class and the best obtainable, the workmanship first class, and when the road is complete in every detail it shall be received and only at such time.

The inspector cannot authorize any change in these specifications his duties to enforce them. As soon as he sees or foresees any changes or reasons for changes,

or changes are proposed, he shall inform the engineer. When conformity cannot be secured he shall suspend the work. He will check up and report to the Engineer all quantities and materials used, and will hold back all materials of doubtful quality, their acceptance being determined by the engineer. The inspector shall inspect all work where final inspection does not disclose its quality, and no such work as concreting and placing stone shall be done without notifying him.

Materials condemned shall be immediately and completely removed, and work condemned shall be immediately rebuilt. No part of the work shall be considered as finally accepted until completed and accepted by the board.

The contractor shall furnish the engineer with any information in the way of invoices or freight bills as to the quantity or quality of materials used.

The contractor shall provide suitable machinery and competent workmen. The engineer shall have the right to condemn the use of any unsuitable machinery of any work in the construction of this road, and also to discharge any incompetent workmen, or employees of the contractor, or any one in his employ who in any way tries to violate these specifications.

The Contractor shall give ample notice to property owners whose property in any way interferes in any with the discharging of this contract. If these property holders do not remove their property the Contractor shall remove the same with reasonable care and not only that part which in any way effects the discharge of the contract. Any other property shall be removed under the direction of the engineer and shall be turned over to the trustee of Brown Township. The contractor shall close the road to travel in so far as is necessary to protect his work and shall erect barricades and hang out red lights to safeguard traffic. He shall save Hendricks County harmless from any and all claims or suits that may arise from his work and its performance.

The Contractor may file a claim with the auditor each month not less than four days before the first Monday in the next month for the value of the work done during the month. The claims will be examined by the engineer and the bill allowed to the amount of 80% of that which the engineer estimates to be of permanent value. The amount will be available early in the next month.

The contractor shall secure copies of these Specifications and shall acquaint himself and his foreman with their contents. He shall make an honest effort to conform to them and shall be responsible, aside from all supervision, for the proper execution of the contract.

DETAIL SPECIFICATIONS.

The right of way of the road is 30', the east line being marked by stakes driven 100 feet apart and 15 feet from the center line. The profile shows elevations, grades, cuts or fills opposite each of these stakes at the center line of the road. If the stakes are obliterated they may be restored by reference to the corner stones, their positions being noted on the Profile. The course of the road does not deviate from one stone to the next mentioned.

The Contractor shall note these stones and preserve them if removed, and on completion of the road the engineer will reset them.

The grade and stonr shall extend for an equal distance on each side of the center line. New bridges and culverts shall have their center lines coincide with the center line of the road.

In cut or fills where it is necessary to widen out the right of way such shall be done. On completion of the grade the fences may be set back to within 15' of the center line.

Where new culverts are indicated the old tile shall be carefully removed. The upper end of the pipe shall have the same elevation as the bottom of the stream which it carries, and have a slope of 3" to the lower end. When the trench is dug it shall have the same radius of curvature as the pipe intended for that location. When the pipe is put in place the dirt shall be carefully tamped around and under it to give it constant and uniform support.

The headers shall be 8" on top and have a batter of 1" to 1' on roadway side, the side \times next to the fence being vertical. The top of the pipe shall be 2' below the top of the header, and the bottom of the header extending approximately 3' below the bottom of the pipe. The table given will determine this point or the engineer may be consulted. The forms for the headers shall be carried down to the line, and ^{there} from down a carefully dug trench shall serve. The forms shall be made of dressed lumber with the upper edges and corners chamfered. The sides shall be spaded and the top floated smooth. Position of reinforcement of headers is shown on the profile.

The iron culverts shall be made of corrugated galvanized ingot iron that will show at least 99.84% on analysis of all foreign substances.

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The 24 " culverts shall be made of 14 gauge sheets, the smaller ones of 16 gauge. Each stamp shall bear the stamp of the rolling mill making them and the number of the heat. The pipe shall be rigid and well riveted and must be furnished each one in not less than two lengths with a satisfactory overlapping coupling device. The diameter shall be a clear diameter and the weight per lineal foot shall be what that diameter and gauge would produce.

The forms of the arches above the sprinkling line shall be semi-circular. The centers shall be well braced and unyielding. Dressed and matched lumber of No. 1 stuff common grade shall be used for lagging and against all exposed faces. Rough timber or lumber of a lower grade being admissible against faces not exposed. All exposed shall be chamfered with 3/4" strips.

Up to the water line the concrete shall be laid in trenches but above the water line and where surfaces are or might be exposed, the concrete must be laid in forms. The trenches are to be full sized and carefully dug.

The reinforcing rods shall be wired in the position shown in the drawings before the concrete is placed around them. The rods shall be of the exact length specified except where the length is too great for shipment. When a splice is necessary the rods shall lap at least 24" and the splices shall occur near the center.

The rods shall have the net section of which the diameter is shown and have some deformation or corrugation for a bond. They shall be of medium steel and be free from dirt, grease, paint or scales of rust.

The concrete shall be placed rapidly and uninterruptedly and the initial set between batches shall be avoided. When work is begun on the arch ring it shall proceed until completed without stop.

The concrete shall be in the proportion of one bag cement, two cubic feet of sand, and four cubic of gravel, the sand being that part of bank run material that will pass, and the gravel being that part that will be retained on a 1/8" screen. The gravel containing no pieces that are larger than 1 and 1/2", the contractor shall make tests with the inspector as will remove all uncertainty as to the mixture. If an excess of fine material is used the engineer may increase the amount of cement correspondingly.

The cement shall be a standard brand of Portland which by previous experience has been found to be satisfactory, and it shall be in sound and good condition at the time of use.

The mixture shall be thoroughly turned, first dry then wet, the amount of water being used that will make a quaking plastic mass. A batch mixer shall be used.

The placing of concrete is to be avoided. If in wet foundations the water cannot be kept entirely out, the mixing shall be done wet as usual, and the concrete shall be placed in the water with the least possible amount of splashing.

If concreting is attempted in freezing weather the contractor shall devise means of protecting his work, and if any damage results he shall rebuild the part affected.

By tamping forms or by spading next to them the courser material shall be forced back and the mortar brought to the surface leaving no irregularities other than the grain of the lumber.

The forms shall not be removed from the sides within less than three days, and then with care watching the results. The centers shall not be removed in less than three weeks. The work of striking the centers shall begin by removing the braced so that the supports may buckle and the arches their settlement gradually. When the centers have been removed, the roadway shall be cleared from one abutment to the other, down to the water line, and all rubbish shall be removed.

The above directions shall be applied to all concrete work on this road. The retaining wall shall be constructed in 40' sections. Each section shall end in counterforts formed by doubling the thickness of the wall and giving it the same batter and projection at the back that it has on the front and enforcing the rear faces with three vertical rods. Each counterfort shall extend 12" longitudinally. Between adjacent counterforts are to be expansion joints through which the horizontal rods do now pass. Every 24 inch drain tile shall be placed 6" above the water line for drainage. Wall to extend from 126 plus 35 to 129 plus 72 or 347' long.

In making the fill behind the retaining wall, the edge next the wall shall be kept higher and well tamped so that surfaces of cleavage will not develop in settlement that will result in extra pressure against.

The sub-grade shall be raised or lowered by cutting or filling as shown in the profile and graded nearly flat in cross section. The subsequent placing of the stone and banking in produce all the crown required. In case the cuts and fills do not balance the grade must be continuous, showing only the number of different slopes as down on the profile. The cut may be made deeper to complete the fills, or left shallower when the fill is complete, as will most ~~not~~ nearly conform to the profile. In no case to show a greater per ^{grade} Cent_A than that shown for that section of road.

The fills shall be 248 from shoulder to shoulder with sides sloping 8" to 1' outward. The cuts shall be 26' wide across the bottom with sides sloping 12" per 1' outward. The excess width of cut over fill allows for a slight side ditch on both sides along the cuts.

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In front of the gateways where the water easily drains both ways no side ditch is to be cut, and if the difference of elevation be considerable, instead of its usual crown the road shall slope upward from the center to the gateway, making the approach as easy as possible, while at the same time maintaining the grade shown on the profile.

The fills shall be allowed to settle 60 days before placed in the stone, unless in the judgement of the engineer the work could proceed sooner.

Immediately before placing the stone the subgrade to a width greater than that to which the stone is to be spread shall be scraped smooth with the grader and kept in good condition.

When the stone is all in place, the side ditches shall be ^{lowered} out at points where the crown is not as much as 24" above the general level of the adjacent land and the dirt from the furrows and the bank under it shall be raked towards the stone with a grader, the blade being set with the inner point high on the first round, more nearly and nearer the center of the road on the second round. When all has been accomplished that can be done with the grader, the road shall be smoothed up with a three-way drag or parts of it if necessary. When the ditch yields more dirt than is necessary for the berms it shall be slipped to a place where it is needed. This work of grading and shoveling if necessary shall be managed so as to give every point on the road the ultimate result shown in the cross section.

The screened stone shall be laid in two ^{courses} trenches of equal depth the depth of the loose stone being such as is found by trial to give the proper depth of finished macadam. Each course shall be thoroughly rolled until settled and the pieces are matched and fitted together. When the superintendent or engineer has approved the amount of rolling, workmen not more than four or five in number shall begin spreading the dust which has been previously provided, the roller moving back and forth continually, and as crevices appear behind the roller more dust shall be applied until all the voids are filled and the stone does not creep before the roller.

Water shall then be applied until the stone does not ~~xxx~~ stick to the roller, and the roller shall move back and forth until a wave of grout shall travel before it. If the amount of dust is not sufficient to produce the grout more dust shall be added. The result being that the larger pieces of stone shall be embeded in a matrix of smaller pieces and dust with the flat sides up. The application and treatment of the two courses of stone shall be the same. The loose stone of each course shall be banked with earth, and rolling shall begin on these berms, proceeding gradually towards the center from both sides. The depth of the stone when finished shall be approximately 8 1/2" at the center and 5 1/2" on the sides, the base being level and having a slope towards the edges. The Contractor shall not use less than 45 tons of stone to 100' taking care that is uniformly distributed.

The dust shall be dumped on either side in piles immediately after the berms have been rolled in such amounts as has been found by trial to fill all voids.

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J.H. Airhart et al, Road.

The shovelers shall spread the dust with a sweeping motion of the shovel, and if neccessary for even distribution a rattan broom shall be used.

If the water is applied from a tank, the tank shall be one with a platform gear that can be turned squarely around without tearing up the grade and the stone. It shall be regulated to apply the right amount of water at one trip over the stone, and the water shall be so controlled that when the tank stops the water can be shut off.

All rolling shall be done with a ten ton steam roller which is fully equipped with scrapers and scarrifying attachments. The amount of water, rolling, and dust shall be satisfactory to the engineer.

The stone shall be equal to the best grade of Mitchell lime-stone hard, tough and free from all foreign material. The screened of the product of the crusher stone shall be that part that will pass a 3 1/2" screen and be retained on a 1 1/2" screen.

An amount of stone not to exceed 150 tons per 10 hour day per each ten ton roller used shall be put down.

When the top course is finished the contractor shall keep all travel off for at least three days or until the stone has dried and set.

When the road has been opened to travel he shall smooth up both grade and ditches till all conform to the cross section. The Road shall be in the best possible condition at the time of its reception.

And now come the viewers and engineer after the expiration of ten days from the filing of their report herein, on the 10th day of June, 1916, and at the next regular session of said board of Commissioners after said date, and file their supplemental report herein, which report is in words and figures as follows to-wit:-

SUPPLEMENTAL REPORT OF VIEWERS.

To the Honorable Board of Commissioners:

In the matter of the petition of J.H. Airhart et al, for the improvement of highway.

We, the undersigned Viewers, heretofore appointed in the above cause, and who as such viewers, on the 12th day of May, 1916, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same, now file this as our supplemental report, to-wit:-

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J.H. Airhart et al, Road.

We would respectfully report that the improvement of said highway in the manner set forth in our former report, will not occasion any damages to the lands of any infant idiot or person of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement.

Respectfully submitted,

A.W. Hurin.

/W.T. Walton.

T.W. Garrison.

Viewers.

Subscribed and sworn to before me this 10th day of June, 1916.

C.M. Havens.

Auditor Hendricks County.

And now said board being fully advised in the premises finds that the viewers and engineer appointed herein, met on the 10th day of October, 1914, and were qualified as provided by law, and that said engineer filed his bond in the sum of \$10,000.00 and that the same was approved by the Auditor of Hendricks County.

And the board further finds that pursuant to an order heretofore made by them, that the time for filing the report of the viewers and engineer was extended to the 10th day of June, 1916.

And the board further finds that the report of the viewers and engineer was filed in the office of the Auditor of Hendricks County, Indiana, on the 12th day of May, 1916, and that it remained on file in that office, open to the inspection of any and person since said date and for more than ten days before the filing of the supplemental report herein, and the board having examined said report finds that it conforms to the law in all respects, and should be approved, that the highway described herein, is less than three miles in length and that the improvement as reported in said report will be of public utility, and that said improvement should be ordered and established as provided in said report, without submitting the matter of said improvement to the legal voters of Brown Township.

It is therefore ordered by the board that the report of the viewers and engineer be, and the same is now hereby in all things fully approved.

And the board further finds that the viewers and engineer filed their supplemental report on the 10th day of June, 1916, that the same was filed at the next regular session of the Board of Commissioners after the expiration of ten days from the filing of the first report, and that said report being fully examined, said board finds that no injury will result to the property of any idiot or any person of unsound mind, or will any person sustain any damage whatever by reason of the construction of the improvement

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J.H. Airhart et al, Road.

prayed for by the petitioners herein; that no person or corporation has made written claims to said viewers and engineer because of injury to property by the reason of said improvement and that said Supplemental report is in due form and regular, and that the same ought to be approved in all things.

It is therefore ordered by the board that the supplemental report of the viewers and engineer be, and the the same is hereby fully approved.

And the board further finds from the examination of the report of the viewers and engineer that said improvement prayed for by the petitioners herein, should be established.

It is therefore ordered that said improvement as paryed for be made, and that the same be made in all respects as provided in said report of said viewers and engineer.

The Board further finds that the total indebtedness of Brown Township in Hendricks County, Indiana, the township where the highway proposed to be improved by this proceeding is located, including all the costs and expenses of this improvement and bonds heretofore issued for the building of free gravel and macadamized roads in said Township will exceed 4% of the total assessed taxable valuation of the property of said township and this cause is ordered continued from time to time and from term to term and until the auditor shall make it appear to said board that the bonds may be lawfully issued to pay for the improvement herein prayed for.

Geo H. Sheehan

July Term

STATE OF IN

HENDRICKS

Monday July

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Pr

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In the matter

V.R. Stevens

Improvement of

Clay Township

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file the article

Julian D. Hoge

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July published

1916, the first

the 22nd day of

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Clerk of the T

published in

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above entitled

June, 1916, and

receiving bids

being attached

(R.I.).

July Term, 1916.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

IN THE COMMISSIONERS COURT,

Monday July 3rd, 1916.

JULY TERM, 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, it being the first Monday in said month.

Present; John P. Moran, Harry E. Sanders and John G. Shelton all members of said board.

The following proceedings were then had, to-wit:-

In the matter of the petition of
V.R. Stevenson et al, for the
Improvement of a public highway in
Clay Township, by taxation.

Come now again the petitioners in the above entitled cause and present and file the affidavits of Alvin Hall, editor and publisher of the Danville Gazette, and Julian D. Hogate, editor and publisher of the Republican, weekly newspapers of general circulation printed and published in Hendricks County in the State of Indiana, which affidavits with notices attached are in the words and figures as follows, to-wit: (H.I.) and from which affidavits it appears that the notice of the time and place of receiving bids for the construction of the improvement, proposed in the above entitled cause, was duly published in said papers for three consecutive weeks before the 3rd day of July, 1916, the first of which publications was on the 8th day of June, 1916, and the last on the 22nd day of June, 1916.

Said petitioners also present and file the affidavit of Anna M. Keller, Clerk of The Indiana Daily Times, a daily newspaper of general circulation printed and published in Indianapolis, Indiana, from which affidavit it appears that notice of the time and place of receiving bids for the construction of the improvement proposed in the above entitled cause was duly published in said Indiana Daily Times on the 10th day of June, 1916, and more than two weeks before the 3rd day of July, 1916, the day fixed for receiving bids for said improvement, a copy of which notice so published as aforesaid being attached to said affidavit and being in words and figures as follows, to-wit:-
(H.I.).

July Term, 1916.

V.R. Stevenson et al, Road.

And now the hour of 10 o'clock A.M. of the 3rd day of July, 1916, having arrived up to which time it was provided in said notice that sealed bids would be received by the board of Commissioners of Hendricks County, Indiana, for the construction of said ~~xxx~~ improvement, said board now finds, upon examination, bids submitted as follows:-

	D.H. Fatout	\$9492.00
	Masten and Bowen.	9650.00
2	F.M. Stroube.	8495.00
	Harry Seaton.	8439.99
	Allen, Hurst & sweet.	9494.00
	Robert H. King.	9725.00
	James F. McGrath.	8711.00
	Erganbright & Disney.	8241.25

And now said sealed proposals having been opened in the presence of the bidders and the general public the board finds all the bids to be in due form and accompanied by a sufficient non-collusion affidavits and good and sufficient bonds as required by law. And said board further finds that the bid of Erganbright & Disney is the lowest and best bid; that the same is below the estimate as shown by the report of the viewers herein and that the contract for the construction of said improvement should be awarded to the said Erganbright & Disney.

It is therefore ordered and adjudged by said board that the bid of Erganbright & Disney be and the same is hereby accepted and that the contract for said improvement be and the same is hereby awarded to the said Erganbright & Disney for the amount named in their bid, and the bond of the said Erganbright & Disney in the sum of twenty Thousand \$20,000.00 Dollars, with J.E. Davenport, S.P. Kent and J.B. Fleece as sureties is now accepted and approved, which bond and the approval thereof is in words and figures as follows, to-wit:-

BOND.

Know all men by these presents, that we the undersigned W.A. Erganbright, C.A. Disney, G.E. Davenport, S.P. Kent and J.B. Fleece, of North Salem, Indiana, are firmly bound unto the State of Indiana in the penal sum of Twenty Thousand dollars, for the payment of which, well and truly to be made, we bind ourselves jointly and severally, and our joint and several heirs, executors, administrators and assigns, firmly by these presents, this 3rd day of July, 1916.

The Conditions of the above obligation are such, that whereas, the board of Commissioners of Hendricks County, Indiana, are about to let

July Term, 1916.

V.R. Stevenson et al, Road.

a contract for construction, grading and graveling, V.R. Stevensons Road.

And whereas the above named W.A. Ergenbright & C.A. Disney have filed a bid for said work with the auditor of the county; now therefore, if the said board of Commissioners shall award them the contract for said work and the said W.A. Ergenbright & C.A. Disney shall properly enter into a contract with said board of Commissioners for said work, and shall well and faithfully do and perform the same in all respects according to the plans and specifications adopted by the board of Commissioners, and according to the time, terms, and conditions specified in said contract to be entered into and shall promptly pay all debts incurred by them in the prosecution of said work, including labor, materials furnished, and for boarding the laborers thereon, then this obligation shall be void, otherwise to remain in full force virtue and effect.

G.E. Davenport.

W.A. Ergenbright & C.A. Disney. SEAL

S.P. Kent. (SEAL)

J.B. Fleece.

STATE OF INDIANA:

SS:

HENDRICKS COUNTY.

before me the subscriber, a Notary Public in and for said county personally appeared W.A. Ergenbright, C.A. Disney, G.E. davenport, S.P. Kent and J.B. Fleece and acknowledged the execution of the foregoing instrument for the uses and purposes therein mentioned.

Witness my hand and official seal this 3rd day of July, 1916.

John D. Adair.

Notary Public.

My Commission expires April 15, 1917.

Accepted and approved July 3rd, 1916.

John P. Moran.

Harry E. Sanders.

John G. Shelton.

Board of Commissioners of Hendricks county.

ATTEST: C.M. Havens.

Auditor Hendricks County.

July Term, 1916.

V.R. Stevenson et al, Road.

And now said bond having been approved said board enters into a contract with the said Ergenbright & Disney for said improvement, which contract is in words and figures as follows to-wit:-

CONTRACT.

For the construction of the V.R. Stevenson et al, Road in Clay Township, Hendricks County, Indiana.

This agreement made and entered into by and between Ergenbright & Disney of Hendricks County, Indiana, party of the first part, and the Board of Commissioners of Hendricks County, State of Indiana, party of the first part,

WITNESSETH;

That on the 3rd day of July A.D., 1916 the said board of Commissioners received bids for the construction of the V.R. Stevenson Road the same being located in Hendricks County and the said Ergenbright & Disney being declared to be the lowest and best responsible bidder, the contract was awarded to the said Ergenbright & Disney for the amount of his bid viz.: \$8241.25 and the said party of the first part now covenants and agrees to build and construct said road in all respects in accordance with and conformable to the specifications, reports, plans, and profile contained in the report of the viewers and engineer for said road, now on file in the office of the auditor of said county, which said reports, specifications, and profile are hereby referred to and made a part of this contract the same as herein fully set out and written.

And the party of the first part further undertakes and agrees that in the prosecution & of said work he will use all proper skill and care and will pay all claims for work and labor performed and material furnished in and for the construction of said work, whether the said work and labor is performed or material is furnished to said contractor or agent or superintendent in charge of said work. It is further understood and agreed that said party of the first part will not and cannot sell or assign this contract or sub-let the work to any person or persons, except by the consent of the said board of Commissioners.

The party of the first part further agrees to construct and build said improvement and have the same completed on or before the 1st day of November, A.D., 1916, and in the event said improvement of said road shall not be completed, finished and ready for acceptance by the party of the second part on or before the said 1st day of November A.D., 1916, then the said party of the first part agrees and promises to pay to the said party of the second part as liquidated damages for the non-completion

July Term, 1916.

V.R. Stevensdn et al, Road.

of said work and for the deprivation on the part of the public of said Hendricks County of the use of said road from and after said 1st day of November, 1916, the sum of twenty five dollars per day for each and every day thereafter that said ~~work~~ improvement shall remain uncompleted, unfinished and not ready for acceptance by said party of the second part, and said party of the first part agrees that said sum of twenty five dollars per day shall be deducted from the contract price of said improvement and shall be retained by said party of the second part out of the contract price for said improvement for the use of the public of hendricks County, provided, that said failure to complete said improvement within the said time specified for such completion is not caused by strikes or any other cause ~~on causes~~ beyond the control of said party of the first part or that said time has not been extended by said board of Commissioners. In the event the party of the second part does grant an extension of time for the completion of said improvement, the above and foregoing agreement in relation to liquidated damages shall apply after the expiration of such extension.

It is also understood and agreed by and between the parties hereto that said party of the second part shall withhold full payment to the party of the first part as required by Sec.1 of an Act approved March 4, 1911, Acts of 1911, page 437, for a period of thirty days or until proof be made of the payment for all labor, material, and sub-contractors' claims.

The party of the second part hereby agrees that the party of the first part shall be paid the said contract price as above set out upon the warrant of the Auditor of Hendricks County, Indiana, as directed by the board of Commissioners of said Hendricks County, and shall be paid on monthly estimates of the engineer in charge of said work, but not to exceed 80% of the said engineer's said estimate; 20% of the said contract price shall be retained by the said county until the said work is fully completed and finally accepted by the said board of County Commissioners.

And said party of the first part agrees to do and perform all matters and things required of and imposed upon him, according to the terms of this contract or pursuant to the provisions of the Act of the general Assembly of the State of Indiana authorizing said improvement.

To all of the covenants, conditions and stipulations of this contract the said parties severally bind themselves, their successors, heirs and assigns.

In Witness Whereof, the said party of the first part has hereunto set his and seal, the day and year hereinafter mentioned, and in witness whereof, the said board of Commissioners of Hendricks County have also signed and approved this contract, this 3rd day of July, A.D., 1916.

Erganbright & Disney.

Party of the first part.

July Term, 1916

V.R. Stevenson et al, Road.

John P. Moran.Harry E. Sanders.John G. Shelton.

Board of Commissioners Hendricks County.

ATTEST: C.M. Havens.

Auditor Hendricks County.

And now the board further finds that the entire cost of said improvement, including the contract price, expenses of viewers, engineer, superintendent of construction, advertising, transcript, attorneys fees, and all other expenses incurred and to be incurred as provided by law is the sum of \$9280.00.

The Board further finds that the total indebtedness of Clay Township, Hendricks County, Indiana, the township where the highway proposed to be improved by this proceeding is located including all the costs and expenses of this improvement and bonds heretofore issued for the building of free gravel and macadamized roads in said township, will not exceed 4 per centum of the total assessed taxable valuation of the property of said township.

It is therefore ordered and adjudged by said board that the bonds of Hendricks County, Indiana be issued and sold as provided by law in such cases, to provide funds for the payment of costs and expenses and contract price of the improvement herein for the total sum of \$9280.00 and that said bonds be issued in twenty equal series and to bear interest at the rate of four and one-half per cent per annum, payable semi-annually, and payable over a period of ten years, as prayed for in the petition filed herein; that the first of said bonds be payable on the 15th day of May, 1917, and one every six month thereafter until all are paid; that said bonds are to bear date of July, 15, 1916, and the County Treasurer of Hendricks County, Indiana, is hereby charged with the sale of said bonds upon their issuance.

And now said board appoints _____ a resident of Clay Township, Hendricks County, Indiana, as Superintendent of construction upon said improvement and orders that he qualify by filing his bond for the sum of \$5000.00, conditioned for the faithful discharge of his duties herein. And said board now appoints Theodore W. Garrison engineer of Construction upon said improvement.

And now this cause is continued.

July Term, 1916.

A.W. Hurin et al, Road.

In the matter of the petition of
A.W. Hurin et al, for the
Improvement of a public highway in
Washington, Township, Hendricks County,
Indiana.

Come now A.W. Hurin and others, petitioners for the improvement of a public highway in Washington Township, Hendricks County, Indiana and their said petition coming on for hearing before the board said petitioners now produce and file the several affidavits of Julian D. HOGate and Alvin Hall, editors respectively of the Republican, and Danville Gazette, two weekly newspapers of general circulation throughout the county of Hendricks, printed and published in the town of Danville, Hendricks County, Indiana, of opposite politics, each representing the political party that cast the largest number of votes at the last ^{general} proceeding election in Hendricks County, Indiana, the county in which the highway herein proposed to be improved is located. Said affidavits being in words and figures following, to-wit:- (H.I.).

And from which said affidavits it appears to the satisfaction of the board that due notice of the filing, and the time and place of the hearing of said petition was given in said newspapers by two consecutive weekly publications, the first of which said publications was on the 8th day of June, 1916, and the last on the 15th day of June, 1916, in each of said newspapers respectively.

Said petitioners also produce and file the affidavit of A.W. Hurin as follows to-wit:- (H.I.), and from which said affidavit it appears to the satisfaction of the Board that due notice of the filing of said petition, and the time and place of the hearing of the same, was duly given by the posting of duly certified copies of said petition, which said copies has endorsed thereon the time and place of the hearing of said petition, in three public places in said Washington Township, Hendricks County, Indiana, and for more than fifteen days ~~before~~ prior to the 3rd day of July, 1916, the day upon which the auditor designated as the time for presenting said petition to this Board.

Said petitioners also present and file the affidavit of Chas. M. Havens, auditor of said Hendricks County, Indiana, as follows, to-wit:- (H.I.), and from which said affidavit it appears to the satisfaction of the board that a duly certified copy of said petition was by him posted at the door of the Court House in the town of Danville, Hendricks County, Indiana, on the 10th day of June, 1916, and more than fifteen days prior to the 3rd day of July, 1916. the day fixed by an endorsement upon said petition by said Auditor as the day for the hearing of said petition by this board.

And now it appearing that no taxpayer of said Washington Township, Hendricks, County Indiana, or any person or corporation whose lands will be effected by the proposed improvement prayed for in said petition, have filed any remonstrance or objections to the form or sufficiency of said petition,

and the board having examined the same, does now find that said petition is in due form and sufficient; that the same was filed in the office of the Auditor of Hendricks County, Indiana, on the 5th day of June, 1916, and by an endorsement in writing upon said petition the said auditor did fix as the date for presenting the same to this board the 3rd day of July, 1916 the same being the first day of the regular July, Term, 1916 of said Board.

The board further finds that said petition is signed by more than fifty free-holders and legal voters of Washington, Township, Hendricks County, Indiana, that said highway proposed to be improved under said petition is not over three miles in length, and that it connects at one end with a Township Boundary line and at the other end with an improved free gravel road and that the same lies wholly within Washington Township, Hendricks county, Indiana.

And further proceedings herein are continued until the first day of the regular August Term, 1916, of said board.

In the matter of the petition of
Wilbur Hadley et al, for the
Improvement of a public highway in
Washington, Township.

Come now again the petitioners in the above entitled cause and it appearing to the board of Commissioners that said petition was set for hearing on the 5th day of June, 1916, and more than 20 days having elapsed since the day set for the hearing of said petition as endorsed thereon by the auditor of Hendricks County, Indiana; and it further appearing to the board that no remonstrance to said petition having been filed by any voter or free holder of Washington Township, in Hendricks County, Indiana, and the board being fully advised in the premises finds that said petition should be spread of record and an engineer and viewers be appointed to view the proposed improvement of highway. And the board further finds that said petition has been signed by more than fifty free-holders and voters of Washington Township, in said county and State.

It is therefore ordered and adjudged that the prayer of said petitioners be and the same is hereby granted, and the petition is now ordered spread of record upon the record kept for such purpose in the Auditor's office of hendricks County, Indiana, which petition is in words and figures as follows to-wit:-

July Term, 1916.

Wilbur Hadley et al, Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY

COMMISSIONERS COURT,

JUNE TERM, 1916.

To the Honorable Board of Commissioners of Hendricks County, Indiana:

we the undersigned petitioners represent to your honorable body that we constitute more than fifty free holders and voters of Washington Township, Hendricks County, Indiana, and we respectfully petition your honorable board that the following described unimproved public highway situated wholly within Washington Township said County and State and described as follows:-

beginning on the township line dividing Lincoln and Washington Townships in said County and State at the center of the West line of section 28 Township 16 North of range 1 east and running thence south upon and along the public highway about one-half mile; ~~thence East upon and along the public highway about one mile;~~ thence north upon and along the public highway about one fourth of a mile and to a point where a public highway runs East; thence East upon and along the public highway and following said public highway with its courses and angles to the south east corner of section 27 said Township and Range; be improved by grading, draining and paving with gravel, stone or other road paving material, and by building the necessary bridges, culverts and sewers thereon.

Your petitioners further say that said highway proposed to be improved is less than three miles in length and connects with a free gravel road at one end and that the other terminus is a Township line.

Your petitioners further ask that if upon hearing this petition be found sufficient that the same be referred to viewers and a competent engineer for their report, and that said improvement be made thirty feet in width without an election of the voters of said Washington Township, and that bonds in ten years series be sold to pay the costs of said improvement and all the expenses connected therewith, and your petitioners will ever pray.

Wilbur Hadley, J. Hardin Wheeler, Armsted Merritt, Clarence W. Gibbs, Jesse Worrell, G.W. Brady, James R. madison, George N. Reno, Roy Merritt, A.A. Ross, B.M. McClain, A.G. Blair, C.M. Roark, W.M. Denney, T.W. Garrison, A.D. Northcutt, C.H. patterson, Robert Euliss, R.F. Ramsey, H.F. Burcham, John Robinson, Wm. Walls, edgar E. Foudrey, R.A. Merritt, Chas, merritt, Thomas Feeney, Thomas S. merritt, Walter Hadley, Harry F. Hadley, Wm. Merritt, James Baldum, Carl B. Euliss, Thomas J. Dougan, Oliver W. Merritt, E.T. Graham, Chas. N. Larsh, Martin J. Dougan, Sam Perkins, Alva Rice, J.H. ferree, Earl Free, S.N. Merritt, Orian S. Merritt, H.C. Hadley, W.E. Carter, J.B. Wood, George A. Lanham, E.E. Blair, Chas. Quillen, High C. Brown, J.W. Barrett, Edward Mills.

July Term, 1916.

Wilbur Hadley et al, Road.

It is further ordered that said petitioner be referred to viewers and the County Surveyor, who is a competent engineer and who has qualified by filing his bond with the auditor of Hendricks County in the penal sum of \$10,000.00 payable to the State of Indiana and approved by the Board of Commissioners of said county of Hendricks.

And now the Board appoints John E. Vestal and Chas. Mattern, two responsible freeholders and voters of Guilford Township, Hendricks County, Indiana, neither of whom is a resident of Washington Township, or the owner of taxable property in said township of Washington, in which the highway proposed to be improved is located.

It is further ordered by the board that said County Surveyor and engineer and said named viewers shall meet at the Auditor's office of Hendricks County, Indiana, on the 8th day of July, 1916, at the hour of 10 o'clock A.M. and there take an oath and subscribe to the same to faithfully and impartially discharge the duties as the law imposes in such cases made and provided, and said engineer and viewers are ordered to make a report of thier doings herein at the Aug. Term, 1916 of the Commissioners Court of said County, and This cause is continued.

July Term, 1916.

Lilborn Stanley et al, Road.

In the matter of the petition of
Lilborn Stanley et al, for change of
highway in Guilford Township.

Come now the Viewers herein and file their report, which is in words and fig.
as follows to-wit:-

ROAD VIEWERS REPORT.

To the Honorable Board of Commissioners of Hendricks County, Indiana:-

we the undersigned viewers, who were appointed by your honorable body at your
regular June Term, 1916, to view a proposed highway, as petitioned for by Lilborn
Stanley et al., have discharged the duties assigned us and submit to you the following
report to-wit:- we metes directed in the order hereunto attached and made a part hereof,
and, after being duly qualified as appears therein, proceeded to view such proposed highway
in the manner as by law prescribed, which by metes and bounds and course and distance
is as follows to-wit:- The said proposed highway to be _____ feet in width, and commences
at a point on the north line of said Stanley-Carter road 20 rods south of the south east
corner of section 35, Township 14, North range 1 East, running thence west 40 feet on the
North line of said Stanley-Carter road; thence north 20 rods to a point 40 feet west of the
South east corner of section 35, Township 14, north range 1 east; thence east 24 rods and 7
feet to the north line of said Stanley-Carter; thence south 30 feet to the south line
of said Stanley-Carter road; thence west 22 rods on a line parallel with the north line
of the proposed highway; thence south 18 rods and three feet to the place of beginning, and
the proposed vacation of said Stanley-Carter road to be as follows to-wit:-

beginning at a point 20 rods south of the south east corner of Section 35,
Township 14, north range 1 east, Hendricks County, Indiana, running thence south 30 feet
to the south line of said Stanley - Carter road; thence north easterly on the south line
of said road to a point where said road intersects the south line of section 36., Township,
14, North range 1 East, thence North 30 feet to the north line of said road; thence south-
westerly on the north line of said road to the place of beginning.

That the public will not be materially injured by said proposed change, and we
recommend the change, and we are of the opinion that said highway would be of public utility

Respectfully submitted,

Arthur M. Maxwell.

Chas. E. Barker.

Elmer Stanley.

Viewers.

July 7th 1916 Certified copy of this order mailed to Justice Guilford of this date attested by W. M. Hargrove, Clerk.

July Term, 1916.

Lilborn Stanley, et al, Road.

And now the board being fully advised in the premises and having carefully examined said report, now approves the same and finds that that the change of highway as petitioned for will be of public utility and that said change should be made in accordance with said viewers report

It is therefore ordered by the board that the following described highway viz.: beginning at a point 20 rods south of the south east corner of section 35, Township 14, north of range 1 East, Hendricks County, Indiana, running thence south 30 feet to the south line of said Stanley- Carter road; thence north easterly on the south line of said road to a point where said road intersects the south line of section 36, Township 14, north range 1 east; thence north 30 feet to the north line of said road; thence south westerly on the north line of said road to the place of beginning, be and the same is hereby vacated.

It is further ordered by the board that the highway petitioned for in said petition as follows to-wit:- Beginning at a point on the north line of said Stanley- Carter road 20 rods south of the south east corner of section 35, Township 14, north of range 1 east, running thence west 40 feet on the north line of said Stanley- carter road; thence north 20 rods to a point 40 feet west of the south east corner of section 35, Township 14, north range 1 east; thence east 24 rods and 7 feet to the north line of said Stanley- Carter road; Thence south 30 feet to the south line of said Stanley- Carter road, thence west 22 rods on a line parallel with the north line of the proposed highway; thence south 18 rods and three feet to the place of beginning, be and the same is hereby established.

And now said auditor is ordered to transmit a certified copy of this order to the trustee of Guilford Township, for his instruction and guidance in said matter.

July Term, 1916.

G.H. Henning et al, Road.

In the matter of the petition of
G.H. Henning et al, for the
Improvement of a public highway in
Brown Township, Hendricks County, Indiana.

Come now M.T. Hunter and Chas. B. Davidson, the duly appointed, qualified and acting viewers in the foregoing entitled cause; and comes also Theodore W. Garrison, the duly appointed, qualified and acting surveyor in said cause, and all being present in court, they produce the original order issued to them by the auditor of this county notifying them severally of thier appointments as such viewers and engineer in said proceedings and requiring them to appear at the auditor's office of this county one day fixed in said order for the purpose of qualifgng as to the law provides in such cases. And the board having duly examined said order so produced and being fully advised finds that said viewers and engineer did meet at the office of the Auditor of Hendricks County, Indiana on Saturday the 14th day of November, 1914, and did then and there take and subscribe an oath for the faithful discharge of their respective duties as such viewers and engineer which said order with their several oaths subscribed thereto is as follows, to-wit:-

(H.I.).

And now the auditor produces the duly verified report of said viewers and engineer. And the board having examined the same finds that it was filed in the office of the auritor of this county on the 3rd day of June, 1916, as heretofore ordered by this board, and that the same has been on file thereto in said office open to the inspection of all persons , their agents and attorneys, for more than ten days prior to the 3rd day of July, 1916, the day on which these proceedings are now being conducted.

And now the supplemental report of the viewers is exhibited to the board. And the board, having examined said Supplemental report, and heard all matters connected therewith finds: That no injury will result to the property of any infant, idiot or any person of unsound mind; or will any such person sustain any damages whatever by reason of the construction of the improvement prayed for by the petitioners herein; that no person or corporation has made any written claims for damages to said viewers because of injury to property owned or controlled by them by reason of said improvement, and that said Supplemental report is in die form and regular and that the same should in a ll things be approved.

And now all matters in respect to damages sustained by and person or corporation having been fully determined by this board, the report and profile made by the engineer and viewers are now taken up and fully considered by this board , and the board having examined the same and being duly advised in the premises, finds; That the highway proposed to be improved under these proceedings is less than three miles in length and that it connects at one end with an improded free gravel road and at the other end with a Township Boundary line and that the same lies wholly within Brown Township, Hendricks County, Indiana.; that the improvement prayed for in the petition , and as provided for in said report, is of public utility .

July Term, 1916.

G.H. Henning et al, Road.

And the board further finds that said improvement should be allowed and established as provided in said report and without submitting the matter thereof to a vote of the legal voters of said brown Township.

And the board further finds that said report and profile are in due form and sufficient and should in all things be approved, and that said improvement, as in said p said report provided, be ordered.

It is therefore ordered by the board that the Supplemental Report of the viewers be, and the same is now hereby in all things fully approved.

It is further ordered by the board that the report of the engineer and viewers be, and the same is hereby in all things, approved, and that said improvement be and the same is now hereby established by order of this board and that the same be in all respects as provided in said report of said viewers and engineer.

It is further ordered by the board that said Report and Supplement Report, be spread of record upon the records of the Auditor's office, kept for such purpose which is now done as follows, to-wit:-

ORDER TO VIEW ROAD.

THE STATE OF INDIANA

SS:

HENDRICKS COUNTY.

COMMISSIONERS COURT,

NOVEMBER TERM, 1914.

To M. Tyra Hunter and Chas. Davidson and Theodore W. Garrison.

You are hereby notified that you were appointed by the board of Commissioners of said county, at their November, Term, 1914, to view a proposed highway, petitioned to be improved as follows, to-wit:- Commencing at the section line between the sections 21 and 28, Township 17 north, Range 1 East at the township line between the Townships of Brown and Middle, hendricks County, Indiana, and from thence East along said section line to and over and upon section line between sections 22 and 27, Township 17 North, Range 1 East to the public highway running north and south along the east side of said section 22 and section 27, Township and Range afore-said.

You are further notified that M. Tyra Hunter and Chas. Davidson are appointed as viewers and that Theodore W. Garrison the civil engineer thereon by order of the board of Commissioners of Hendricks County, Indiana in the petition of G.H. Henning et al for the improvement of said described highway by grading, draining and paving with stone, gravel or other road

July Term, 1916.

G.H. Henning et al, Road.

paving materials and the building of all necessary bridges and culverts thereon.

You are further notified that you are required to view said proposed improvement and make report thereon at the first day of the regular December Term, 1916, of said board. And if said proposed improvement will be of public utility, mark and lay out the same in the manner prescribed by law, to the width of not less than thirty feet

You will meet at the office of the Auditor of Hendricks County, Indiana, in the town of Danville, Indiana, on Saturday the 14th day of November, 1914, at 10 o'clock A.M. and after being duly qualified, proceed to make said view, and report at the first day of the next regular Term of said board.

I Certify the foregoing to be a true copy of the order in relation to said proposed highway improvement. Witness my hand and official seal, this 6th day of November, 1914.

Lewis W. Borders. Auditor.

OATH OF VIEWERS.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

We, M. Tyra Hunter, Chas. Davidson and Theodore W. Garrison do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed highway to the best of our skill and ability, so help us God.

M. T. Hunter

C. B. Davidson.

T. W. Garrison.

Viewers.

Subscribed and sworn to before me this 14th day of November, 1914.

Lewis W. Borders.

Auditor.

ROAD VIEWERS' REPORT.

To The Honorable Board of Commissioners of Hendricks County, Indiana:

We, The undersigned viewers, who were appointed by your Honorable body at your regular November Term, 1914, to view a proposed highway, as petitioned for by G.H. Henning et al., have discharged the duty assigned us, and submit to you the following report, to-wit:

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as

July Term, 1916.

G.H. Henning et al, Road.

follows, to-wit: The said proposed highway to be 30 feet in width, and commences at the section line between the sections 21 and 26, Township 17 North, Range 1 East, at the township line between the Townships of Brown and Middle, Hendricks County, Indiana, and from thence east along said section line between sections 22 and 27, Township 17, Range 1 east to the public highway running North and South along the east side of said section 22 and section 27, township and range aforesaid. We estimate the cost of said improvement to be _____.

And we are of the opinion that said highway would be of public utility.

Respectfully submitted,

T.W. Garrison.

M.T. Hunter.

Chas. B. Davidson.

Viewers.

Specifications for the improvement of the highway petitioned for by G.H. Henning et al in Brown Township, Hendricks County, Indiana.

GENERAL SPECIFICATIONS.

These specifications include all drawings, notes, figures, and plans that accompany them and all shall be taken together each part explaining another where necessary, all to show what work is intended. are fairly approximate but bidders should check them up. They are All quantities given for the purpose of making an estimate and to aid inspectors more intelligently to check up amount of materials being used.

Prospective bidders should make their own calculations after viewing the road and ~~making their~~ satisfying themselves as to the conditions effecting the contract. When in doubt about any matter not clear inquiry should be made of the engineer who will determine the same according to his best judgement and in harmony with the intentions originally expressed.

At the letting the bidders should make a statement to the board of Commissioners as to his previous experience, ability to carry through the work to completion, source of supplies, and attitude toward any change that might have to be made. These facts will be taken into account along with his submitted price in awarding the contract. Matters should not be brought up at this time and are not to be determined by the engineer at some later time.

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If the proper completion of the work demands a change in the original plans, either by addition or omissions, a supplemental contract shall be entered into with the Commissioners. Any such omissions shall be deducted from the contract price, and any additions shall be paid for at such difference plus 15%, in each case the difference being estimated or determined by the engineer.

All materials shall be first class and the best obtainable and the workmanship first class. The road will be received only when in proper condition and complete in every detail.

The inspector cannot authorize any change in these specifications his duty being to enforce them. As soon as he sees or foresees any changes or reasons for changes, or changes are proposed, he shall inform the engineer. When conformity cannot be secured he shall suspend the work. He will check up and report to the engineer all materials and quantities used, and will hold back all materials of doubtful quality, their acceptance being determined by the engineer. The Inspector shall inspect all work where final inspection does not disclose its quality, and no such work such as concreting and placing stone shall be done without notifying him.

Materials condemned shall be immediately and completely removed, and work condemned shall be immediately rebuilt. No part of the work shall be ^{considered} as finally accepted until completed and accepted by the Commissioners.

The Contractor shall furnish the engineer with any information in the way of invoices or freight bills as to the quantity and quality of materials used.

The contractor shall provide suitable machinery and competent workmen.

The engineer shall have the right to condemn the use of any unsuitable machinery or any work in the construction of this road, and also to disclose any incompetent workmen, or employees of the contractor, or any one in his employ who in any way tries to violate these specifications.

The contractor shall give ample notice to the property holders whose property in any way interferes with the discharging of this contract.

If these property holders do not remove their property the contractor shall remove the same with reasonable care and only that part which in any way interferes with the discharge of his contract. Any other property shall be removed under the direction of the engineer and shall be turned over to the Trustee of Brown Township. The Contractor shall close the road in so far as is necessary to protect his work, and shall erect barricades and hang out red lights to safeguard traffic. He shall save Hendricks County harmless from any and all claims or suites that may arise from his work and performance.

The contractor may file a claim with the auditor each month, not less than four days before the first Monday in the next month for the value of the work done during the Month. The Claim will be examined by the engineer and the bill allowed to the amount of 80% of that which he estimates to be of permanent value. The amount will be available early in the next month.

The contractor shall secure copies of these specifications and shall acquaint himself and his foreman with their contents. He shall make an honest effort to conform to them and shall be responsible aside from all supervision, for the proper execution of the contract.

DETAIL SPECIFICATIONS.

The right of way of the road is 30 feet the south line being marked by stakes 100 Feet apart and 15 feet from the center line. The profile shows elevations, grades, cuts or fills opposite each of these stakes at the center line of the road. If stakes are obtainable they may be restored by reference to the corner stones, their positions being noted on the profile. The course of the road does not deviate from one stone to the next mentioned.

The contractor shall note these stones and preserve them if necessary, and on completion of the road the engineer shall reset them.

The grade and the stone shall extend for an equal distance on each side of the center line of the road. New bridges and culverts shall have their center lines coincide with the center line of the road.

In cuts or fills where it is necessary to widen out the right of way such shall be done. On completion of the subgrade the fence may be set back to within 15 feet of the center line.

Where new culverts are indicated the old tile shall be carefully removed. The ends of the pipe shall have the same elevations as the bottom of the streams which they carry, which elevations are shown in the table on the profile. When the trench is dug it shall have the same radius of curvature as the pipe intended for that place. When the pipe is put in the dirt shall be carefully tamped around and under it to give it constant and uniform support.

The headers shall be 8" inches wide on top and have a batter of 1-1 on the roadway side, the side next to the fence being vertical. The forms for the headers shall be carried down to the water line, and from there down a carefully dug trench shall serve. The forms shall be made of dressed lumber with the upper edges and corners chamfered. The sides shall be spaded and the top floated smooth. Position of reinforcement of the headers is shown on the profile.

The iron culverts shall be made of galvanized corrugated ingot iron that will show an analysis of 99.84% of all foreign substances.

The pipes shall be made of 16 gauge sheets. Each sheet shall bear the stamp of the rolling mill making it and the number of the heat. The pipe shall be rigid and well riveted and must be furnished each one in not less than two lengths with a satisfactory coupling device.

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The diameter shall be a clear diameter and the weight per lineal foot shall be what that diameter and gauge would produce.

In bridges and culverts the concrete shall be laid in trenches up to the water line, but above the water line and where the surface is or might be exposed, the concrete shall be laid in forms. The trenches are to be full sized and carefully dug.

Reinforcing rods are not to be driven into partially set concrete. The rods shall be of the exact length specified except where too long for shipment. When a splice is necessary the rods shall lap at least 24".

The rods shall have the net section of which the diameter is shown and have same deformation or corrugation for a bond. They shall be of medium steel and be free from dirt, grease, paint, or scales of rust.

The concrete shall be placed rapidly and uninterruptedly and initial set between batches shall be avoided.

The concrete shall be in the proportion of one bag of cement, two cubic feet of sand, and four cubic of gravel, the sand being that part of the bank run material that will pass, and the gravel being that part that will be retained on a $1/8$ " screen, the gravel containing no pieces that are larger than 1 and $1/2$ inches. The contractor shall make tests with the inspector as will remove all uncertainty as to the mixture. If an excess of fine material is used the engineer may increase the amount of cement correspondingly.

The cement shall be a standard of Portland which by previous experience has been found to be satisfactory, and it shall be in sound and good condition at the time of its use.

The mixture shall be turned first dry then wet, the amount of water being used that will make a quaking, plastic mass. A batch mixer shall be used.

The placing of concrete in water is to be avoided. If in wet foundations the water cannot be kept entirely out, the mixing shall be done wet as usual, and the concrete shall be placed in the water with the least possible amount of splashing.

If concreting is attempted in freezing weather the contractor shall devise means of protecting his work, and if any damage results he shall rebuild the part affected.

By tamping the forms or by spading next to them the courser materials shall be forced back and the mortar brought to the surface leaving no irregularities other than that caused by the grain of the timber.

The figures indicating the date of the construction of the bridges shall be 10" high and sunk into the parapets 2". The date is to be placed on the outside of each parapet at the center line of the same.

The forms shall not be removed from the sides in less than three days, and then with care watching the results. The waterway shall be cleared from one abutment to the other, down to the water line and all rubbish shall be removed.

The above directions apply to all concrete work done on the road.

The sub-grade shall be raised or lowered by cutting or filling as shown on the profile and graded nearly flat in cross section. The subsequent placing of the stone and banking in produce all the crown neccs neccessary. In case the cuts and fills do not balance the grade must be made continuous, showing only the number of different slopes as shown on the profile. The cuts may be made deeper to complete the fills, or left shallower when the grade is complete, as will most nearly conform to the profile, in no case showing a greater per cent of grade than that shown for that section of the road.

The fills shall be 24" from shoulder to shoulder with sides sloping .8" to 1 foot outward. The cuts shall be 26' wide across the bottom with sides sloping 12" to 1' outward. The excess width of cuts over fills allows for a slight side ditch along both sides of the road.

In front of gateways where the water flows easily both ways no side ditch is to be cut, and if the difference of elevation be considerable, instead of its usual crown the road shall slope upward from the center to the gateway, making the approach as easy as possible, while at the same time maintaining the grade as nearly as possible, as shown on the profile.

The fills shall be allowed to settle 60 days before placing the stone, unless in the judgement of the engineer the work could proceed sooner.

Immediately before placing the stone the subgrade to a width greater than that to which the stone is to be spread shall be scraped smooth with the grader and kept in good condition.

When the stone is all in place the side ditches shall be plowed out at points where the crown is not as much as 24" above the general level of the adjacent land and the dirt from the furrows and the bank under it shall be raked towards the stone with a grader, the blade being set with inner point high on the first round, more nearly and near the center of the second round. When all has been accomplished that can be with the grader the road shall be smoothed with a drag if neccessary. When the ditch yields more dirt than is neccessary for the berms it shall be slipped to a point where it is needed. This work of grading and shoveling if neccessary shall be managed so as to give every point on the road the ultimate result shown in the cross section.

The screened stone shall be laid in two courses of equal depth, the depth or loose stone being such as is found by actual trial to give the proper depth of finished macadam.

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Each course shall be thoroughly rolled until settled and the pieces are matched and fitted together. When the Superintendent or engineer has approved the amount of rolling workmen not more than four or five in number shall begin spreading the dust which has previously been provided, the roller moving back and forth continually, and as crevices appear behind the roller more dust shall be applied until all the voids are filled and the stone does not creep before the roller.

Water shall be applied until the stone does not stick to the roller and the roller shall move back and forth until a wave of grout shall travel before it. If the amount of dust is not sufficient to produce the grout more dust shall be added, the result being that the larger pieces of stone are embedded in a matrix of smaller pieces and dust with the flat sides up. The application and treatment of the two courses shall be the same. The loose stone of each course shall be banked with earth, and rolling shall begin on these berms, proceeding gradually towards the center from both sides. The depth of the stone at the center shall be approximately $8\frac{1}{2}$ " at the center and $5\frac{1}{2}$ " at the sides, the base being level. The Contractor shall use not less than 45 tons to 100 feet being careful that it is evenly distributed.

The dust shall be dumped on each side immediately after the berms have been rolled in such amounts as has been found sufficient to fill all voids. The shovelers shall spread the dust with a sweeping motion of the shovel, and if necessary for even distribution a rattan broom shall be used.

If the water is applied from a tank, the tank shall be one with a platform gear that can be turned squarely around without tearing up the grade and the stone. It shall be regulated so as to apply the proper amount of stone at one trip over the stone, and the water shall be so controlled so that when the tank stops the water can be shut off.

All rolling shall be done with a ten ton steam roller which is fully equipped with a scraper and scarifying attachment. The amount of water rolling and dust shall be satisfactory to the engineer.

The stone shall be equal to the best grade of Mitchell limestone, hard, tough and free from all foreign material. The screened stone shall be that part of the product of the crusher that will pass a $3\frac{1}{2}$ " screen and be retained on a $1\frac{1}{2}$ " screen,

An amount of stone not to exceed 150 tons per 10 hour per each ten ton roller used shall be put down.

When the top course is finished the contractor shall keep off all travel for at least three days or until the stone is dried and set.

When the road is opened to travel he shall smooth up both grade and ditches until all conform to the cross section. The road shall be in best possible condition at the time of its reception.

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G.H. Henning et al, Road.

SUPPLEMENTAL REPORT OF VIEWERS.

To The Honorable Board of Commissioners:

In the matter of the petition of G.H. Henning et al, for the improvement of highway.

We, the undersigned viewers appointed in the above cause, and who as such viewers, on the 3rd day of June, 1916, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same now file this as our Supplemental report to-wit:-

We would respectfully report that the improvement of said highway in the manner set forth in our former report, will not occasion any damages to the lands of any infant, idiot or per of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement.

Respectfully submitted.

M.T. Hunter.C.B. Davison.T.W. Garrison.

VIEWERS.

Subscribed and sworn to before me this 1st day of July, 1916.

C.M. Havens. Auditor.

And now it appearing to the satisfaction of the board from an inspection of the financial condition of said Brown Township, that said Improvement cannot be made at this time the further proceedings herein are continued until such time as it shall appear to the satisfaction of the board that said township shall be able to make such improvement.

And further proceedings are accordingly continued.

July Term, 1916.

In the matter of the petition of
D.A. Surber et al, for the
Improvement of a public highway in
Middle Township.

Come now the petitioners by Counsel and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to, at this time make a report of their doings in the above entitled cause.

Therefore it is hereby ordered by the board that the said engineer and viewers be given until the regular August Term, 1916 of said board, to make and file in the office of the auditor of Hendricks County, Indiana, their certain report in writing, setting forth their determination in regard to said proposed improvement.

In the matter of the petition of
Melvin O. Stuart et al, for the
improvement of a public highway in
Marion Township.

Come now the petitioners by Counsel and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to, at this time make a report of their doings in the above entitled cause.

Therefore, it is hereby ordered by the board that the said engineer and viewers be given until the regular December Term, 1916 of said board, to make and file in the office of the auditor of Hendricks County, Indiana, their certain report in writing setting forth their determination in regard to said proposed improvement.

In the matter of the petition of
C.I. West et al, for the
improvement of a public highway in
Clay & Marion Townships.

Come now the petitioners by Council and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to, at this time make a report of thier doings in the above entitled cause.

Therefore, it is hereby ordered that said engineer and viewers be given until the regular December 1916, of said board to make and file in the office of the auditor of Hendricks County, Indiana, their certain report in writing setting forth their determination in regard to said proposed improvement.

July Term, 1916.

In the matter of the petition of
Orien Hadley et al, for the
Improve,ment of a public highway
in Clay & Marion Townships.

Come now the petitioners by Council and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board, that it
is impossible for said viewers and engineer to, at this time, make a report
of their doings in the above entitled cause.

Therefore, it is hereby ordered by the board that said viewers
given until the regular December Term, 1916 of said
and engineer be said board to make and file in the office of the auditor
of Hendricks County, Indiana, their certain report in writing setting
forth their determination in regard to said proposed improvement.

In the matter of the petition of
Alva Stanley et al, for the
Improvement of a public highway in
Clay & Marion Townships.

Come now the petitioners by Counsel and come also the viewers
and engineer herein, and it appearing to the satisfaction of the board that
it is impossible for said engineer and viewers, to, at this time make a
report of their doings in the above entitled cause.

Therefore, it is hereby ordered by the board that said engineer
and viewers be given until the regular December, Term, 1916 of said board
to make and file in the office of the audutot of Hendricks County, Indiana
their certain report in writing setting forth their determination in regard
to said proposed improvement.

Geo H Stullow

August Term, 1916.

A.W. Hurin et al, Read.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

COMMISSIONERS COURT,

AUGUST TERM, 1916.

Monday August 7th, 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, Indiana it being the first Monday in said month.

Present; John P. Moran, Harry E. Sanders and John G. Shelton all members of said Board.

The following proceedings were then had, to-wit:-

In the matter of the petition of
A.W. Hurin et al, to improve a public
Highway, in Washington Township,
Hendricks County, Indiana.

Come now again the petitioners herein, and more than twenty days having elapsed since the day set for the hearing of the petition herein, and no remonstrance having been filed by any of the freeholders and legal voters of Washington Township, Hendricks County, Indiana, it is now ordered by the board that the petition in this proceeding be spread of record upon the records in the Auditor's office kept for such purpose, which is now done, the same being in words and figures following, to-wit:-

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

In the Commissioner's Court of

Hendricks County, Indiana.

In the matter of the improvement of a public
Highway in Washington, Township, Hendricks
County, Indiana.

To The Honorable Board of Commissioners of Hendricks County, In the State of
Indiana.

Gentlemen :

We the undersigned petitioners, Freeholders and legal voters of
Washington Township, Hendricks County, Indiana, hereby petition your Honorable Board
that the following described public highway wholly within Washington Township, Hendricks
County, Indiana, to-wit:-

Beginning on the boundary line between the townships of Guilford and Washington, Hendricks County, Indiana, at the south terminus of section line between sections 22 and 23, Township 15 north, Range 1 East, and from thence north on section line between said sections 22 and 23 and section 14 and 15, and 10 and 11, all in Township 15 North, Range 1 east, and terminating in what is known as the Rockville Road at the town of Avon, Hendricks County, Indiana, be improved by grading, draining, and paving with stone, gravel or other road paving material, and by the building of all necessary bridges, culverts and sewers thereon. Your petitioners further show to your Honorable Board that said described highway connects at its southern terminus with a Township Boundary line and at its northern terminus with an improved free gravel road and that said highway herein described and asked to be improved is not over three miles in length.

Your petitioners further ask that if upon hearing of this petition the same being found sufficient by your Honorable board, the same be referred to viewers and a competent engineer for their report upon said proposed improvement, that said improvement be made not less than thirty feet in width and without submitting the matter thereof to a vote of the legal voters of said township, and that bonds in series covering a period of ten years be issued to pay the costs and expenses of said Improvement.

A.W. Hurin, D.S. Burke, M.M. Hollingsworth, C.W. Kocher, D.W. Carter, O.L. Davis, H.C. Hadley, W.E. Carter, Douglas Swain, William Shipman, E.E. Blair, C.M. Roark, O.D. Razee, E.F. Oglesbee, John Wear, Theodore Walton, Everett Weer, Harvey Hurin, Frank Jessup, M.S. Glidewell, B.N. Cox, Fredrick Marshal, E.H. Ross, J.M. Ross, James Baldwin, Chas. E. hawkins, George M. jenkins, grover C. price, R.F. Wiatt, E.H. Davis, Herman, Barker, bert DeLong, Sam jenkins, J.E. Dalton, Thomas Lond, Arthur Parsons, James B. Corris, J.W. Frazee, J.H. ferree, Alva Rice, george Casey, James P. Flanagan, Carl B. Euliss, McKendree Smith, Wilbur Hadley, Isaac Hodson, E.M. jenkins, Isaac Parsons, George Clodfelter, A.G. Blair, Everett E. parnell, George W. jessup, James Williams, High C. brown, H.D. Barlowe, A.R. McClain, Elmer Crews, Melvin Gibbs, Chas Fellerger, J.D. Francis, J.W. Sams, Urban S. Money, B.W. McClain, Chas. W. Larsh, S.N. Merritt, A.A. Parson.

And now the board appoints as viewers, Benj. W. Anderson and Daniel W. gossett, two responsible freeholders and legal voters of Hendricks County, Indiana,

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A. W. Hurin et al, Road.

neither of whom is a resident of said Washington Township or the owner of any taxable property therein. Said Board also appoints Theodore W. Garrison, the duly elected, qualified and acting Surveyor of Hendricks County, Indiana, civil engineer to act with said viewers in the doing of the matters and things required of them by law in said proceeding.

And now it is ordered by the board that said viewers and engineer shall meet at the auditor's office in the Town of Danville, Hendricks County, Indiana on Saturday the 12th day of August, 1916, at the hour of Ten o'clock A.M. of said day and then and there take an oath to faithfully and impartially discharge such duties as the law imposes in such cases.

It is further ordered by the board that said engineer and viewers file in the Auditor's office of this county a report of their determination in regard to said proposed improvement on the 24th day of August, 1916.

And further proceedings herein are continued.

In the matter of the petition of
Wilbur Hadley et al, for the
Improvement of a public highway in
Washington Township, by taxation.

Come now the petitioners in the above entitled cause and respectfully show to the board of Commissioners of Hendricks County, Indiana, that pursuant to an order heretofore made by said board and notice issued by the auditor of said county, which notice is in words and figures as follows, to-wit:-, (O.H.I.), that the viewers and engineer, appointed in this cause met on the 8th day of July, 1916, which date was within ten days after the appointment of said viewers and engineer, and took the oath, as provided by law, for the faithful discharge of their duties as viewers and engineer in this cause.

And now come the viewers and engineer herein and file their report on the 28th day of July, 1916, with the auditor of said County, which report is in words and figures as follows, to-wit:

ORDER TO VIEW ROAD.

THE STATE OF INDIANA

SS:

HENDRICKS COUNTY.

COMMISSIONERS' COURT,

JULY TERM, 1916.

To John E. Vestal, Chas. Mattern and T.W. Garrison.

You are hereby notified that you were appointed by the board of Commissioners of said county, at their July Term, 1916, to view a proposed highway, as follows to-wit:-

Beginning on the Township Line dividing Lincoln and Washington Townships in said County and State at the center of the West line of Section 28, Township 16 North, Range 1 east, and running thence south upon and along the public highway about one-half mile;

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Wilbur Hadley et al., Road.

thence East upon and along the public highway about one mile, thence North upon and along the public highway about one fourth of a mile and to a point where a public highway runs East; thence east upon and along the public highway and following said public highway with its courses and angles to the South-east corner of Section 27, said Township and Range.

And if said proposed highway will be of public utility, mark and lay out the same in the manner prescribed by law to the width of 30 feet.

You will meet at the office of the County Auditor who resides in Danville, Indiana on Tuesday the 8th day of July, 1916, at the hour of 10 o'clock A.M., and after being duly qualified, proceed to make said view, and report at the next regular term of said board.

I certify the foregoing to be a true copy of the order of the board in relation to said proposed highway. Witness my hand and official this 3rd day of July, 1916.

C.M. Havens.

Auditor.

OATH OF VIEWERS.

STATE OF INDIANA, HENDRICKS COUNTY, "SS: 1916"

We, John E. Vestal, Chas. Mattern and Theodore W. Garrison do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed highway to the best of our skill and ability, so help us God.

John E. Vestal.

Chas. Mattern.

T.W. Garrison.

Subscribed and sworn to before me this 8th day of July, 1916.

C.M. Havens.

Auditor.

ROAD VIEWERS' REPORT.

To the Honorable Board of Commissioners of Hendricks County, Indiana:

We, the undersigned viewers, who were appointed by your Honorable body at your regular July Term, 1916., to view a proposed highway, as petitioned for by Wilbur Hadley et al., have discharged the duty assigned us, and submit to you the following report, to-wit:-

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Wilbur Hadley et al, Road.

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows to-wit:- The said proposed highway to be 30 feet in width, and commences at the west half mile stone of section 28 in Township 16 north of Range 1 East and runs thence south 2685 feet to the south west corner of the said section 28, thence East 5293 feet to a point 12.6 feet west of the South east corner of the said section 28, thence northward in the direction of the east half mile stone of the said section 28 for a distance of 1328 feet, thence south 76 degrees east through the south half of section 27 in Township and range aforesaid for a distance of 814 feet, thence ~~thence~~ deflecting to the right in a 6 1/2 degree curve for a distance of 60 feet, thence south 69 1/2 degrees east for a distance of 1725 feet, thence deflecting to the left in a 20 1/2 degree curve of a radius of 522 feet for a distance of 188 feet to the west end of a steel bridge over White Lick Creek.

Of the course described above the beginning is a point in the north boundary of Washington Township, Hendricks County, Indiana, the end is the terminus of a County Free Gravel Road in the said Washington Township, and the whole course lies upon an already established township road which is a rural mail route. The length of the said road is less than three miles, to-wit 12088 feet.

as a part of this report we submit plans and specifications for the improvement of the road described above, the cost of which improvement we estimate should not exceed \$13,000.00. And we are of the opinion that said highway would be of public utility.

Respectfully submitted.

John E. vestal.

Chas. Mattern.

T.W. Garrison.

Viewers.

Specifications for the improvement of highway petitioned for by Wilbur Hadley et al, in Washington Township, Hendricks County, Indiana.

GENERAL SPECIFICATIONS.

These Specifications include all drawings, notes, figures, and explanations on the sheet that accompanies them, all of which should be carefully examined by the prospective bidders, who should also view the road and satisfy themselves as to all conditions affecting the contract, making their own calculations and relying upon their own judgement as to the amount of work to be done, and making inquiry of the engineer about matters not understood or not clearly expressed and calling his attention to anything evidently a mistake. Matters not covered by these specifications will be determined by the engineer according to their spirit and intention.

It is the intention that the materials used be the best of their respective kinds, and that the workmanship be first class. At the time of letting the contract the bidder who is under consideration should make a statement to the Commissioners as to his equipment for such work and also as to the source from which he intends to supply the different materials, which statement they will take into account along with his price in making the award. Matters not covered by this agreement between the contractor and the Commissioners as to the materials will be determined by the engineer, and the workmanship shall also be satisfactory to him.

Material rejected shall be removed immediately, and work condemned shall be at once rebuilt. No part of the work shall be ^{considered} as finally accepted until the whole work is completed and accepted.

If for the proper completion of the road the necessity appears for some work not provided for at all, and the same should be authorized by the board, the Contractor shall enter into a contract with them to do such extra work for cost plus ten per cent as estimated or ascertained by the engineer. Conversely if it shall appear that some part of the work specified would be of little utility, it may be omitted by a like supplemental contract with the board, the original contract price being reduced correspondingly.

The Contractor may file a claim with the Auditor each month, not less than five days before the first monday of the next month, which claim should be for the value of the materials actually built into the road and of the work done upon it during the proceeding month. This claim will be examined by the engineer and approved by him for 80% of the amount which he estimates is the permanent value of such work and materials, and the amount allowed will ^{be} available early in the next month.

The Contractor shall give timely notice of his intention to begin any work to all parties whose property may be effected thereby. If after receiving such a notice the owner has neglected to remove fences, poles, or other obstructions that hinder or prevent the performance of the work according to the profile, cross-section, and specifications, and when immediate removal is necessary to avoid delaying the work, the contractor shall remove such obstructions, doing only what is necessary to get them out of his way, but such work of removal will not be considered extra work, and will not be paid for.

The Contractor shall carefully remove all old material, and any of it not needed in this improvement shall be left to the trustee of Washington Township.

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The Contractor shall save Hendricks County harmless from all suits or claims that may arise from his work. He shall close the road to travel to the extent that may be necessary to protect his work, and shall display lights and signs and erect barricades as is necessary to such protection and to the safety to the public. Provision for by passes will be made by the superintendent, and claims therefor, if any payment is due, shall be made with the county Auditor against the appropriation for this road.

The contractor shall secure copies of these Specifications and shall make himself familiar with them, and shall make an honest effort to conform to them, and he will be held responsible aside from all supervision for the proper execution of this work.

The Contractor shall furnish the Engineer any required information as to the quantity and quality of materials used in the way of invoices and freight bills. The Superintendent will visit the track on the arrival of shipments of gravel and inspect each car, reporting to the engineer any that does not appear to be up to ~~the~~ grade, and the engineer will pass upon its inspection. The Superintendent will keep a list of the initials and numbers and date of arrival of all cars used, and on completion of the road will file this list with the engineer, and the Contractor shall also submit his duplicate freight bills. The bills will be checked with the list, and thereby will be ascertained the amount of gravel which has been put upon the road. The Contractor and Superintendent shall cooperate to secure the proper distribution of the gravel. The road must be complete and no claim will be allowed for extra gravel which is due to uneven distribution.

Work which does not show on its face the manner in which it was done shall not be done in the absence of the Superintendent unless he has had sufficient notification. Departure from these specifications on any authority other than that of the board will be at the contractors risk. Where the detail specifications are incomplete because of their necessary brevity the methods used in the best work may be enforced by the engineer.

The Contractor shall provide suitable machinery and competent workmen. The engineer may prohibit the use of unsuitable machinery, and may dismiss from the contractor's employ and workmen that is incompetent, or that attempts to violate these specifications.

DETAIL SPECIFICATIONS.

The center line of the road is fixed by the corner stones and points from which witnesses are given on the plat. Stakes were driven 100 feet apart and on an offset of 12 feet to the right of the center line. The plat shows the approximate location of farm lines and buildings and of culverts, which information will help in finding the stake number. Before grading begins the stakes should be set back out of the way and marked to preserve the center line for guidance in grading, locating culverts, spreading gravel, and building fences.

The elevations given on the profile were taken on the center line at points opposite each stake, and the grade is fixed by bench marks. In grading the contractor will not be required to waste or borrow dirt.

When fills are made to the required depth and the cuts show smooth continuous slopes as indicated on the profile, and both cuts and fills conform to the cross section, the grading will be considered complete without regard to the depth of cut or to the actual yardage of dirt moved. The amount of excavation from stake 62 to stake 80 will greatly exceed that indicated by the cuts or fills, as the present roadway is already in a deep narrow cut and on a narrow fill. Elsewhere there will be no considerable difference.

About stations 101 plus 45 and 120 the alignment is to follow the curves indicated, and about stations 71, 79, 101, and 117 the grade is to follow the vertical curves indicated.

The corner stones are to be preserved in their original position being lowered to the new grade where necessary. The lowering of a corner should be attended to by the Superintendent, if possible in the presence of the interested land owners.

The fills should be of sufficient width to support a subgrade 24 feet wide, and shall be constructed with banks sloping 8 inches downward per foot outward. The cuts shall be of sufficient width to contain a similar grade with side ditches two foot wide on either side, making a total bottom width of 28 feet, and shall be constructed with banks sloping 12 inches upward per foot outward. The right of way shall be 30 feet in width, 15 feet on each side of the center line except at such points as cuts or fills constructed as described above require a greater width, at which points the right of way is widened on one side or both sides to the extent necessary to include the cut or fill. On completion of the road the minimum distance of the fences from the center line shall be 15 feet.

The bridge and culvert work shall precede the grading, and the filling done in accordance with their elevations.

At station 71 the old boiler shell now in the road shall be taken up and removed to station 9 plus 30, and the old shell at 9 plus 30 taken up and removed to station 49 plus 60. The bridges at stations 71 and 2 plus 80, and the culvert at station 9 plus 30 are to be skewed as shown on the plan and located to conform as nearly as possible to the general direction of the stream. The engineer will mark by stakes the lines on the drawings called the center line of the road and of the stream and will fix a bench mark for the elevation of each. The Contractor will be responsible for all further alignment and dimensions of parts.

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Wilbur Hadley et al., Road.

The other culverts are to be located perpendicular to the center line with ends equally distant therefrom and enclosed in head-walls parallel thereto. The lower end is to have the position and elevation of the lowest surface outlet, the upper end being higher, to give fall in the direction of the flow of the water. The trench is to be shaped to fit the pipe and to give equal bearing all around, and the back-filling is to be well tamped. The tops of the headers shall both have the elevation shown for them, which is also the elevation of the subgrade at that point. Instead of its usual crown the roadway shall be flat and full between them to protect the pipe, and the grade shall slope around the ends of the headers to protect them, as shown in the cross section and elevation of the culvert at station 42 plus 40.

Each header shall be 8 inches thick at the top, battering downward one inch per foot next to the roadway, the face being vertical. Each header is to be reinforced by two $5/8$ inch rods placed horizontally near the face, one above and one below the pipe, and by four $1/2$ inch rods vertically near the back, two on each side of the pipe.

The concrete below the pipe may be deposited in a trench, but above the pipe it is to be deposited in forms of dressed lumber. The face is to be spaded or tamped to make a smooth finish, and the upper outer edge is to be chamfered.

The iron culverts shall be made of 16 gauge sheets of ingot iron that will analyse at least 99.84 per cent iron when tested for all impurities. The sheets shall be well galvanized and corrugated, and each one shall bear the stamp of the rolling mill and the number of the heat, and all the culverts shall preferably be of the same heat. The pipe shall be rigid and well riveted, and shall be furnished in the lengths ordered. The diameter shall be the clear diameter, and the weight of the pipe per lineal foot shall be such as indicates full diameter and gauge.

In preparation for building the bridges at stations 2 plus 80 and 71 the sites should be excavated down to the bed of the stream, making ample room for working about the trenches and forms. The trenches should be dug true to the dimensions and forms shown, cribbing them if the sides are not firm. If excavation to the depth shown does not give a good foundation the trouble shall be met by going deeper or by using piles as may be arranged under the provisions in the general specifications for extra work. Flowing water shall be kept out of the trenches and confined to an artificial channel between them. Seepage shall be removed by pumping and the foundation kept as dry as possible. In any case the concrete shall be mixed as wet as usual and deposited without splashing.

All rods shown in the footing shall be in their proper places as the concreting proceeds. All vertical rods which penetrate the footings shall be spaced with a view to their proper position in the forms.

When the footings have set sufficiently to work over the forms shall be built, the projections of the footings serving as a foundation. The forms shall be true to the lines and dimensions shown, and shall be well braced and unyielding.

the sides separated by struts of the proper length and firmly wired together. The struts shall be removed just ahead of the concrete, the wires shall be cut off smoothly when the forms are removed. On exposed faces, or faces that might become exposed the forms shall be built of dressed and matched lumber of number one common grade. On faces not exposed rough lumber or lumber of a lower grade is admissible. All exposed edges shall be chamfered by using triangular strips sawed from $7/8$ inch boards in the corners of the forms. The panels and moulding shall be beveled all around and diled to prevent the adhesion of the concrete. The forms shall be drenched with water to prevent swelling and cracking of the concrete after the initial set has taken place.

The reinforcing rods shall be wired into the position shown in the drawing before concrete is placed around them. The rods shall be of the exact length specified. Long rods may be bent double for convenience in shipping. The rods shall have the net section of which the diameter is shown, and shall have some corrugation or deformation for a bond. They shall be of medium steel and free from dirt, grease, paint or scales of rust.

The concrete shall be placed rapidly and uninterruptedly and initial set between batches shall be avoided. When the work has begun in the arch ring or slab, it shall proceed without stop until completion.

The concrete shall be a mixture in the proportion of one bag cement, two cubic feet of sand, and four cubic feet of gravel, the sand being that part of the bank run material that will pass, and the gravel that part that will be retained on a $1/8$ inch screen, the gravel containing no pieces larger than one and one-half inches. Bank run material may be used if it be tested and found to screen approximately these proportions. The contractor and inspector shall make such tests by measuring materials as will remove all uncertainty as to the proportion of the mixture. If an excess of fine material is used the engineer may increase the amount of cement correspondingly.

The cement shall be a standard brand of American Portland which by previous ^{tests} has been found to be satisfactory, and it shall be sound and in good condition at the time of use.

Hand mixing shall be done on a tight platform, turning the mixture thoroughly, first dry till the color becomes uniform, then wet until the consistency becomes the same.

If a mixer is used it shall be a batch mixer with a loader in which each batch may be proportioned and thrown in the drum after the water has been put in and turned until the color and consistency are uniform.

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The amount of water used shall be such as will make a quaking plastic mass without slop.

If concreting is attempted in freezing weather the contractor shall devise means of protecting his work, and if any damage occurs he shall rebuild the part affected.

By tamping the forms or by spading next to them, the coarser material shall be forced back and mortar brought to the surface leaving no irregularity other than the grain of the lumber.

The forms shall be removed from the sides as soon as possible using care watching results. The centers shall not be removed with in less than three weeks. When the centers have been removed, the roadway shall be cleared from one abutment to the other down to the water line and all rubbish shall be removed.

The subgrade shall be raised or lowered by cutting or filling and made flat on the fills, with a slight crown in the cuts, the side ditches being made to a depth of one foot below the subgrade when it is less than one foot ~~below~~ above the adjacent ground, but when the subgrade is not less one foot above the adjacent ground no ditch is required. The placing of the gravel in the middle of the subgrade which is level transversely and of uniform width and the subsequent banking in of the gravel will give the proper crown and make it symmetrical and the same at all points of the road.

Immediately before placing the gravel the center of the subgrade to a width greater than that to which the gravel is to be spread shall be scraped smooth and kept smooth and in good condition, the dirt raked aside being used later for banking.

The amount of gravel shall be 50 tons on each hundred feet, and receipted freight bills for not less than six thousand forty four (6044) tons will satisfy these specifications without regard to the finished depth if the gravel is spread with reasonable uniformity and the road is complete. The gravel shall be spread to a width of twelve feet, six feet on each side of the center line, with straight and even edges.

When the gravel is all upon the road the road shall be graded, raking the dirt from the shoulders toward the gravel, the blade of the grader being set with the inside point high on the first round, more nearly level and nearer the center of the road on the second round and throwing the dirt against the edge of the gravel. After the grading the whole surface shall be smoothed up with a three way drag. The spreading, grading and dragging shall be managed so as to give the ultimate result shown in the cross section.

The road gravel shall be the best of Wabash River gravel and shall be such a mixture of sand and different sized pebbles as is specified for the concrete, a small amount of bonding clay being admissable.

And now come the viewers and engineer herein after the expiration of ten days from the filing of their report herein and on the 7th day of August, 1916, file their supplemental report herein, which report is in words and figures as follows, to-wit:-

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Wilbur Hadley et al, Road.

SUPPLEMENTAL REPORT OF VIEWERS.

To The Honorable Board of Commissioners.:

In the matter of the petition of Wilbur Hadley et al, for the improvement of highway.

We, the undersigned, Viewers, heretofore appointed in the above cause, and who as such viewers, on the 28th day of July, 1916, filed our report in the above cause as ordered by you in your order appointing us, and ten days ¹having expired since the filing of the same, now file this as our supplemental report, to-wit:-

We would respectfully report that the improvement of said highway in the manner set forth in our former report, will not occasion any damages to the lands of any infant, idiot or person of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement.

Respectfully submitted,

T.W. Garrison.John E. Vestal.Chas. Mattern.

Subscribed and sworn to before me this 7th day of August, 1916.

C.M. Havens.

Auditor hendricks County.

And now said board being fully advised in the premises finds that the viewers and engineer, appointed herein, met on the 8th day of July 1916, and were qualified as provided by law, and that said engineer filed his bond in the sum of \$10,000, and that the same was approved by the Auditor of said Hendricks County.

And the board further finds that the report of the viewers and engineer was filed in the office of the auditor of said hendricks County on the 28th day of July, 1916, and that it remained on file in said office, open to the inspection of any and all persons since said date and for more than ten days before the first day of the August Term, 1916, of said board and before the filing of the supplemental report herein, and the said board having examined said report finds that it conforms to the law in all respects and should be approved; that the highway described therein is less than three miles in length and that the improvement as reported will be of public utility, and that the said improvement should be ordered

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Wilbur Hadley et al, Road.

and established as provided in said report without submitting the matter of said improvement to the legal voters of said Washington Township.

It is therefore ordered by said board that the report of the viewers and engineer be, and the same is hereby in all things fully approved.

And the board further finds that the viewers and engineer filed their supplemental report on the 7th day of August, 1916, which was after the expiration of ten days from the filing of their first report, and that said supplemental report being now fully examined said board finds that no injury will result to the property of any idiot or any person of unsound mind, nor will any person sustain any damage whatever by reason of the construction of the improvement prayed for by the petitioners herein and as provided for by the report of the viewers and engineer as approved by the board herein; that no person, firm or corporation has made written claim to said viewers and engineer because of injury to property by reason of said improvement and that said supplemental report is in due form and regular and that the same ought to be approved in all things.

It is therefore ordered by the board that the supplemental report of the viewers and engineer be, and the same is hereby fully approved.

And the board further finds from an examination of said reports of said viewers and engineer that said improvement prayed for by the petitioners herein should be established.

It is therefore ordered that said improvement as prayed for be made and that the same be made in all respects as provided in said report of said viewers and engineer.

And this cause is continued until further orders of the board.

Geo G. Stebbins

August Term, 1916.

Walter Larrimore et al, Road.

*It is further ordered by the Board that leaders be placed upon the
sewers, to be constructed upon said improvement, and that one additional
sewer, with leaders, be constructed at an estimated amount of fifty yards
of concrete. And the Contractor now accepts said additions and agrees to
construct the same for the sum of \$350.00. All of which the Board now orders.*

In the matter of the petition of
Walter C. Larrimore et al, Road
for the improvement of a public
highway in Franklin, Township.

Come now the Commissioners and come also O.J. Larkin Contractor,
and enters into the following agreement, to-wit:-

It is hereby agreed that the following shall be at the place of
Specifications "Macadam," a depth of 7 inches instead of 9 inches as above
said 7 inches of stone to be covered with 3 inch of rock chips instead of
sand or gravel as herein provided.

This change ordered this 7th day of August, 1916 by the board and
accepted by the contractor and he agrees to mke said change for a price
of \$176.00 less than the original contract price.

O.J. Larkin.

Contractor.

John P. Moran.

Harry E. Sanders.

John G. Shelton.

Board of Commissioners of Hendricks Co.

In the matter of the petition of
D.A. Surber et al, for the
Improvement of a public highway in
Middle Township.

Comes now again the petitioners in the above entitled
cause and respectfully show to the board of County Commissioners of
Hendricks County, Indiana, that pursuant to an order heretofore made by the
Board and notices issued by the auditor, which notices are in words and
figures as follows to-wit:- (H.I.O, that the viewers and engineer
appointed in this cause, met on the 17th day of June, 1915, which date was
within ten days after the appointment of the said viewers and engineer in
this cause; and that the engineer has filed his bond in the sum of ten
thousand dollars (\$10,000.00) as required by the Acts of 1913, which bond
is in words and figures as follows to-wit:- (H.I.) .

And now comes the said viewers and engineer and produce and file
their report on the 24th day of July, 1916, which report is in words and
figures as follows to-wit:-

August Term, 1916.

D.A. Surber et al, Road.

ORDER TO VIEW ROAD.

THE STATE OF INDIANA

SS:

HENDRICKS COUNTY.

COMMISSIONERS COURT,

JUNE TERM, 1915.

To T.W. Garrison, John F. Underwood and J.O. Tinder.

You are hereby notified that you were appointed by the Board of Commissioners of said county, at their June Term, 1915, to view a proposed highway, as follows to-wit:-

Commencing at the point on the township line between Middle and brown Townships, Hendricks County, Indiana where said line is intersected by the line running east and west between sections 17 and 20, Township 17 North Range 1 East and extending thence west along a certain highway to a point on a line between sections 18 and 19 Township 17 North Range 1 East, which point is at the intersection of the lines running North and South, the center of said section 18, and the south line thereof, and extending thence North, over and along a public highway, and along the line running North and South, through the center of said section 18, intersects a public highway running east and west along the North side of Middle Township, Hendricks County, Indiana, and said proposed highway being two and one-half miles in length and, if said proposed highway will be of public utility mark and lay out the same, in the manner prescribed by law to the width of 30 feet.

You will meet at the office of the county auditor who resides in Danville, Indiana on Thursday the 17th day of June, 1915, at 9 o'clock a.m., and after being duly qualified, proceed to make said view, and report at the next regular Term, of said board.

I certify the foregoing to be a true copy of the order of the board in relation to said proposed highway. Witness my hand and official seal, this 7th day of June, 1915.

Lewis W. Borders.

Auditor.

OATH OF VIEWERS.

STATE OF INDIANA, HENDRICKS COUNTY, SS:

We, T.W. Garrison, John F. Underwood and J.O. Tinder, do solemnly swear that we will faithfully and impartially discharge the duty assigned us as viewers on the within described proposed highway to the best of our skill and ability, so help us God.

T.W. Garrison.J.O. Tinder.

VIEWERS.

J.F. Underwood.

Subscribed and sworn to before me this 17th day of June, 1915.

Lewis W. Borders.

AUDITOR.

August Term, 1916.

D.A. Surber et al, Road.

ROAD VIEWERS REPORT.

To The Honorable Board of Commissioners of Hendricks County Indiana:

We, the undersigned Viewers, who were appointed by your Honorable body at your regular June Term, 1915, to view a proposed highway as petitioned for by D.A. Surber et al., have discharged the duty assigned us, and submit to you the following report, to-wit:-

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed which by metes and bounds and course and distance is as follows, to-wit:-

The said proposed high way to be 30 feet in width, and commences at a stone at station 0 at the south east corner of section 17, Township 17 north, Range 1 East, thence west to a stone at station 13 plus 29 which is at the 1/2 South east quarter of section 17, thence west to a stone at station, 26 plus 58 at S, 1/2 section 17, thence west to station 39 plus 93 at a stone at the south 1/2 south west quarter section 17, thence west to a stone at station 53 plus 29 at the south west corner section 17, thence west to a stone at the south 1/2 south east quarter at station 66 plus 62 section 18, thence west to a stone at the south 1/2 section 18 at station 79 plus 94, thence north to a stone at the north 1/2 of section 18 at station 133 plus 32 all in Township 17, north, Range 1 east

We estimate the cost of said improvement to be \$15060.00. And we are of the opinion that said highway would be of public utility.

Respectfully submitted,

T.W. Garrison.

J.O. Tinder.

J.F. Underwood.

VIEWERS.

Specifications for the improvement of a Highway Petitioned for by D.A. Surber et al in Middle Township, Hendricks County, Indiana.

GENERAL SPECIFICATIONS.

These Specifications include all drawings, notes, figures, and plans that accompany them and all are to be taken together each part explaining another where necessary, all to show what work is intended.

All quantities given are fairly approximate, but bidders should check them up. They are given for the purpose of making an estimate and to aid inspectors to more intelligently check up the amount of materials being used.

August at term. 1916.

D.A. Surber et al, Road.

Prospective bidders should make their own estimates after viewing the road and satisfy themselves as to the conditions affecting the Contract. When in doubt about any matter not clear inquiry should be made of the engineer who will determine the same according to his best judgment and in harmony with the intentions originally expressed.

At the letting the bidders should make a statement to the Board of Commissioners as to his previous experience, ability to carry through the work to completion, source of supplies, and attitude toward any change that might have to be made. These facts will be taken into account along with the submitted price in awarding the contract. Matters which should be brought up at this time and are not will be determined by the Engineer at some later time.

2 If the proper completion of the work demands a change in the original plans, either by additions or omissions, a supplemental contract shall be entered into with the Commissioners. Any such omissions shall be deducted from the contract price, and any additions shall be paid for at such difference plus 15%, in each case the difference being determined or estimated by the engineer.

All materials shall be first class and the best obtainable, and the workmanship first class. The road will be received only when in proper condition and complete in every detail.

The Inspector cannot authorize changes in these Specifications, his duty being to enforce them. As soon as he sees any changes or reasons for changes, or changes are proposed, he shall inform the engineer. When conformity cannot be secured he shall suspend the work. He will check up and report to the engineer all materials used and their quality, and will hold back all materials of doubtful quality their acceptance being determined by the engineer.

All materials should be inspected along with any work where final inspection does not disclose its quality, and no such work such as concreting and placing of stone shall not proceed without informing the inspector.

Materials condemned shall be immediately and completely removed and work condemned shall be immediately rebuilt. No part of the work shall be considered as finally accepted until completed and accepted by the board.

The Contractor shall furnish the engineer with any information in the way of invoices or freight bills as to the quantity and quality of materials used.

The Contractor shall provide suitable machinery and workmen, who are competent. The engineer shall have the right to condemn and unsuitable machinery or any work in the construction of this road, also to discharge any incompetent workmen, or employees of the contractor or any one in his employ who in any way tries to violate these Specifications.

The contractor shall give ample notice to the property holders whose property in any interferes with the discharge of this contract. If these property holders do not remove their property the contractor shall remove the same with reasonable care and only that part which in any way interferes with the discharge of his contract.

Any other property shall be removed under the direction of the engineer and shall be turned over to the Trustee of Middle Township. The Contractor shall close the road in so far as is necessary to protect his work, and shall erect barricades and hang out red lights to safe guard traffic. He shall save Hendricks County harmless from all claims or suits that may arise from his work and its performance.

The Contractor may file a claim with the auditor each month not less than four days before the first Monday in the next month for the value of the work done during the month. The claims will be examined by the Engineer and the bill allowed to the amount of 80% of that part of the work which he estimates to be of permanent value. The amount of allowance will be allowed early in the next month.

The Contractor shall secure copies of these Specifications and shall acquaint himself and his foreman with their contents. He shall make an effort to conform to them and shall be responsible aside from all supervision, for the proper execution of the contract.

DETAIL SPECIFICATIONS.

The right of way is to be 30 feet wide from fence to fence, the north and east lines being marked by stakes ~~driven~~ 100 feet apart and 15 feet from the center line. The profile shows elevations, grades, cuts or fills opposite each of these stakes at the center line of the road. If the stakes are obliterated they may be restored by reference to corner stones, their location being noted on the profile. The course of the road does not deviate from one stone to the other next mentioned.

The Contractor shall preserve these stones and on completion of the road the engineer shall reset them.

The grade and the stone shall extend for an equal distance on each side of the center line of the road. New bridges and culverts shall have their center lines coincide with the center line of the road.

In cuts or fills where it is necessary to widen out the right of way such shall be done. On completion of the subgrade the fences may be set back to within 15 feet of the center line.

Where new culverts are to be located the old tile shall be removed with care. The ends of the pipe shall have the same elevation as the bottom of the stream which they carry, which elevations are shown in the table on the profile. When the trench is dug it shall have the same radius of curvature as the pipe intended for that place.

When the pipe is put in the dirt shall be tamped around and under it to give it constant and uniform support.

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D.A. Surber et al, Road.

The headers shall be 8 inches wide on the top and have a batter of 2" to 1' on the road way side, the side next to the fence being vertical. The forms for the headers shall be carried down to the water line, from there on down a carefully dug trench may serve. The forms shall be made of dressed lumber with the upper edges and corners chamfered. The sides shall be spaded and the top floated smooth. Position of the reinforcement of the headers is shown on the profile.

The iron culverts shall be made of corrugated galvanized ingot iron that will show an analysis of 99.84% of all foreign material. Each sheet shall bear the stamp of the rolling mill making it and the number of the heat. The pipe shall be rigid and well rivited and must be furnished each one in not more than two lengths with a satisfactory coupling device. The diameter shall be a clear diameter and the weight per lineal foot shall be what that diameter would produce.

In Bridges the concrete all be laid in forms down to the water line or as far below as it is liable to show, but below this a carefully dug trench may serve.

Reinforcing rods are not to be driven into partially set concrete. The rods shall be of the exact length specified. When a splice is necessary they shall lap at least 24".

The rods shall have the net section of which the diameter is shown and shall have some corrugation or deformation for a bond. They shall be of medium steel and free from dirt, grease, paint, or scales of rust.

The concrete shall be placed rapidly and uninterruptedly and initial set between batches shall be avoided.

The concrete shall be in the proportion of one bag of cement, two cubic feet of sand, and four cubic feet of gravel, the sand being that part of bank run material that will pass, and the gravel being that part that will be retained on a 1/8" screen, the gravel containing no pieces greater than 1 1/2 inches. The Contractor shall ^{tests} make with the Inspector that will remove all uncertainty as to the mixture. If an excess of fine material is used the engineer may increase the amount of cement correspondingly.

The cement shall be standard brand of cement that from previous experience has been found to be satisfactory, and it shall be in sound and good condition at the time of its use.

The mixture shall be turned first dry then wet, the amount of water being used that will make a plastic ^{quaking} mass. A batch mixer shall be used.

The placing of concrete in water is to be avoided. If, in wet foundations the water cannot be kept entirely out, the mixing shall be done wet as usual, and the concrete shall be placed in the trench with the least possible amount of splashing.

If concreting is attempted in freezing weather the contractor shall devise means of protecting his work, and if any damage occurs he shall rebuild the part affected.

By tamping the forms or by spading next to them the courser materials shall be forced back and the mortar brought to the surface showing no irregularities other than that caused by the grain of the wood.

The forms shall not be removed from the sides in less than three days, and then with care, watching the results. The water way shall be cleared from one abutment to the other, down to the water line and all rubbish removed.

The above directions apply to all concrete on the road.

The sub-grade shall be cut or filled as shown on the profile and graded nearly flat in cross-section. The subsequent placing of the stone and the banking in of the dirt produce all the crown necessary.

In case the cuts and fills do not balance the grade must be made continuous, showing only the different slopes that are shown on the profile. The cuts may be made deeper to complete the fills, or left shallower when the grade is complete, as will most nearly conform to the profile, in no case showing a greater per cent of grade than that shown for that section of the road.

The fills shall be 24' from shoulder to shoulder with sides sloping 8" to 1' outward. The cuts shall be 26' wide across the bottom with sides sloping 12" to 1' outward. The excess of cut over fills allows for a slight side ditch on each side of the road.

I In front of the gateways where the water flows easily both ways no side ditch is to be cut, and if the difference of elevation be considerable instead of its usual crown it shall slope upward from the center to the gateway, making the approach as easy as possible, while at the same time making the grade conform to the profile as nearly as possible.

The fills shall be allowed to settle 60 days before placing the stone, unless in the opinion of the engineer the work could begin sooner.

When the stone is in place the side ditches shall be plowed out at points where the crown is not as much as 24" above the general level of the adjacent land, and the dirt from the furrows and bank shall be raked towards the stone with the grader, the blade being set with the inner blade high on the first round, more nearly level and nearer the center on the second round. When all has been accomplished that can be with the grader the road shall be smoothed up with a drag if necessary.

When the ditch yields more dirt than is necessary for the berms it shall be slipped to a point where it is needed. This work of grading and shoveling, if necessary, shall be so managed to give every point on the road the ultimate result shown on the cross section.

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D.A. Surber et al, Road.

The screened stone shall be laid in two courses of equal depth, the depth of loose stone being such as is found by actual trial to give the proper depth of finished macadam. Each course shall be rolled and fitted until the pieces are matched. When the Superintendent or Engineer has approved the amount of rolling workmen not more than four or five in number shall begin spreading the dust which has been previously provided, the roller moving back and forth continually and as crevices appear behind the roller more dust shall be applied until all the crevices are filled and the stone does not creep before the roller.

Water shall be applied until the stone does not stick to the roller and the roller shall move back and forth until a wave of grout shall travel before it. If the amount of dust is not sufficient to produce the grout more dust shall be added, the result being that the larger pieces of stone are embedded in a matrix of finer stone and dust with the flat sides up. The application and treatment of the two courses shall be the same. The loose stone of each course shall be banked with earth, and rolling shall begin on these berms, proceeding gradually towards the center from both sides. The depth of the stone shall be approximately 8 1/2 inches at the center and 5 1/2" at the edges, the base being level.

The Contractor shall use not less than 45 tons of stone to 100' being careful that it is evenly distributed.

The dust shall be dumped on both sides immediately after the berms have been rolled in such amounts as has been found sufficient to fill all voids. The shovelers shall spread the dust with a sweeping motion of the shovel, and if necessary for even distribution a rattan broom shall be used.

If the water is applied from a tank, the tank shall be one with a platform gear that can be turned squarely around without tearing up the grade and the stone. It shall be regulated to apply the proper amount of water at one trip over the stone, and the water shall be so controlled that when the tank stops the water can be shut off.

All rolling shall be done with a ten ton steam roller which is fully equipped with a scraper and scarrifying attachment. The amount of water, rolling and dust shall be satisfactory to the engineer.

The stone shall be equal to the best grade of Mitchell limestone hard, tough, and free from all foreign material. The screened stone shall be that part of the product of the crusher that will pass a 3 1/2" screen and be retained on a 1 1/2" screen.

An amount of stone not to exceed 150 tons per ten hour day per each 10 ton roller shall be used or put down.

When the top course is finished the Contractor shall keep off all travel for at least three days until the stone is dry and set. When the road is open to travel he shall smooth up the grade and ditches until all conform to the cross section. The road shall be in the best possible condition at the time of its reception.

August Term, 1916.

D.A. Surber et al, Road.

And now again come the said viewers and engineer after the expiration of ten days from the time of filing their report herein, on the 8th day of August, 1916, and at the next regular session of the said Board of County Commissioners after said date, and file their supplemental report herein, which said supplemental report is in words and figures as follows, to-wit:-

SUPPLEMENTAL REPORT OF VIEWERS.

To The Honorable Board of Commissioners:.

In the matter of the petition of D.A. Surber et al, for the improvement of highway.

We, the undersigned, Viewers, heretofore appointed in the above cause, and who as such viewers, on the 24th day of July, 1916, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same, now file this as our supplemental, report, to-wit:-

We would respectfully report that the improvement of said highway in the manner set forth in our former report will not occasion any damages to the lands of any infant, idiot or person of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement.

Respectfully submitted,

666T.W.6666666666666666
T.W. Garrison.

J.O. Tinder.

J.F. Underwood Sr.

VIEWERS.

Subscribed and sworn to before me this 8th day of August, 1916.

C.M. Havens.

Auditor Hendricks County.

And now the said board being fully advised in the premises finds that the viewers and engineer appointed herein, met on the 17th day of June, 1915, and were qualified as provided by law, and that the engineer filed his bond in the penal sum of \$10,000.00 and that the same was approved by the auditor of Hendricks County.

And the board further finds that the time for filing said viewers report was extended from time to time and from term to term until the August term, of said board.

August Term, 1916.

D.A. Surber et al, Road.

And the board further finds that the report of the said viewers and engineer was filed in the office of the County Auditor on the 24th day of July, 1916, and it remained on file in said office open to the inspection of any person since said date and for more than ten days before the August Term, 1916, of said board, and before the filing of the supplemental report herein, and the board having examined said report finds that it conforms to the law in all respects, and should be approved; and the highway herein described is less than three miles in length and that the improvement as reported in said report will be of public utility, and that the said proposed improvement should be ordered and established as provided in the said report without submitting the matter of said improvement to the legal voters of Middle Township.

It is therefore ordered by the board that the report of the viewers and engineer be, and the same is now hereby in all things fully approved.

And the board further finds that the viewers and engineer filed their supplemental on the 8th day of August, 1916, that the same was filed at the next regular session of the board of Commissioners after the expiration of ten days from the filing of the first report, and that said report being fully examined, the said board finds that no injury will result to the property of any idiot or any person of unsound mind or will any person sustain any damage whatever by reason of the construction of the improvement herein prayed for; that no person or corporation has made written claim to said viewers and engineer because of injury to property by reason of said improvement and that said supplemental is in due form and regular, and that the same ought to be and is approved in all things whatsoever.

It is therefore ordered by the board that the supplemental report of the viewers and engineer herein, be and the same is hereby fully approved in all things.

And the board further finds that, from an examination of the reports of said viewers and engineer, said improvement prayed for by the petitioners herein should be established.

It is therefore ordered that said improvement as prayed for herein be made and established and that the same is made and established in all respects as provided for in said improvement of said viewers and engineer.

The board further finds that the total indebtedness of Middle Township, Hendricks County, Indiana, the township where the highway proposed to be improved is located including all costs and expenses of this improvement and bonds heretofore issued for the building of free gravel and macadam roads in said township will exceed 4% of the total assessed taxable valuation of the property of the said township and this cause is ordered continued from time to time and from term to term until the auditor shall make it appear to the said board that bonds may be lawfully issued to pay for the improvement herein prayed for.

August Term, 1916. . .

In the matter of the petition of
M.H. Arbuckle et al, for the
improvement of a public highway in
Lincoln Township.

The Board now again appoints Henry A. Smith, a resident of said
Township as Superintendent of construction on said road, and it is hereby
ordered and instructed to file his bond in the office of the auditor of
in the penal sum of Five thousand dollars conditioned for the faithful
performance of his duties as such, and thus cause is continued.

August Term, 1916.

Wilbur Hadley et al, Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY .

COMMISSIONERS COURT,

Saturday August 26th, 1916.

AUGUST TERM , 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session pursuant to adjournment in the room of the Commissioners in the town of Danville, it being the 26th day of August, 1916.

Present; John P. Moran, Harry E. Sanders and John G. Shelton all members of said board.

The following proceedings were then had, to-wit:-

In the matter of the petition of
Wilbur G. Hadley et al, for the
Improvement of a public highway in
Guilford Township.

It is further ordered by the board that the auditor of said Hendricks County give notice by one publication in The Indiana Daily Times a daily newspaper of general circulation throughout the State of Indiana, printed and published at the city of Indianapolis, Indiana, and by three weekly publications in the Republican and the Danville Gazette, two weekly newspapers of general circulation throughout the county of Hendricks, State of Indiana, the county in which said road to be improved is located, that until the hour of 10:30 A.M. on the 23rd day of September, 1916, sealed proposals will be received by the board of Commissioners of Hendricks County, Indiana, at their usual place of meeting in the court house in Danville, Indiana, for the work of said improvement in accordance with the profile, report, plans and specifications and detail set forth in the report of said viewers and engineer.

And this cause is continued.

John G. Shelton

September Term, 1916.

A.W. Hurin et al, Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

IN THE COMMISSIONERS COURT

Tuesday September 5th, 1916.

SEPTEMBER TERM, 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session pursuant to adjournment in the room of the Commissioners in the town of Danville, it being the second day of said session.

Present; John P. Moran, Harry E. Sanders and John G. Shelton all members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of
A.W. Hurin et al, for the
Improvement of a public highway in
Washington Township.

Comes now the petitioners by Counsel, and come also the Viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to at this time make a report of their doings in the foregoing entitled cause on the 24th day of August, 1916.

Therefore, it is hereby ordered that said board give said viewers and engineer until the 21st day of September, 1916, to make and file in the office of the auditor of Hendricks County, Indiana, their certain report in writing, setting forth their determination in regard to said proposed improvement.

In the matter of the petition of
John M. Smith et al, for the
Improvement of a public highway in
Eel River Township.

Comes now John M. Smith et al, and presents to the board a petition signed by a certain free holders and voters of Eel River Township, which petition is in words and figures as follows to-wit:- (H.I.).

Comes also N.A. Tucker and files a remonstrance signed by certain free-holders and voters of said Township, which said remonstrance is in words and figures as follows, to-wit:- (H.I.)

September Term, 1916.

A.W. Hurin et al, Road.

And the board having examined said petition and remonstrance and being fully advised in the premises, finds that said petition should be dismissed at the cost of the petitioners.

It is therefore ordered by the board that said petition be, and the same is hereby dismissed at the cost of the petitioners.

In the matter of the petition of
Frank Beadle et al, for the
Improvement of a public highway in
Liberty Township.

Comes now the Auditor and shows to the board that said Liberty Township is now financially able to construct said road.

And the board having investigated said matter and being fully advised in the premises, now orders said auditor to issue bonds for the construction of said road in the sum of \$14,000.00, and extending over a period of ten years.

And now this cause is continued.

September Term, 1916.

Wilbur Hadley et al, Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

IN THE COMMISSIONERS COURT,

Saturday September 23rd, 1916.

SEPTEMBER TERM, 1916.

The Board of Commissioners of Hendricks County, Indiana are met pursuant to adjournment in regular session in the room of the Commissioners in the town of Danville, Indiana it being the 23rd day of September, 1916.

Present; John P. Moran, Harry E. Sanders and John G. Shelton all members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of
Wilbur Hadley et al, for the
improvement of a public highway in
Washington Township, by taxation.

And come now again the petitioners in the above entitled cause and present and file the affidavits of Alvin Hall, editor and publisher of the "Danville Gazette", and Julian D. Hogate, editor and publisher of the "Republican", weekly newspapers of general circulation printed and published in Hendricks County in the State of Indiana, which affidavits with notices attached are in the words and figures as follows to-wit:-

(H.I.), and from which affidavits it appears that notice of the time and place of receiving bids for the construction of the improvement proposed in the above entitled cause, was duly published in said papers for three consecutive weeks before the 23rd day of September, 1916, the first of which publications was on the 31st day of August, 1916, and the last on the 14th day of September, 1916.

Said petitioners also present and file the affidavit of Anna M. Keller Clerk of The Indiana Daily Times, a daily newspaper of general circulation printed and published in Indianapolis, Indiana, from which affidavit it appears that notice of the time and place of receiving bids for the construction of the improvement proposed in the above entitled cause was duly published in said Indiana Daily Times on the 28th day of August, 1916, and more than two weeks before the 23rd day of September, 1916, the day fixed for receiving bids for the said improvement, a copy of which notice so published as aforesaid being attached to said affidavit and being in words and figures as follows, to-wit:- (H.I.).

September Term, 1916.

Wilber Hadley et al, Road.

And now the hour of 10:30 o'clock A.M. on the 23rd day of September, 1916, having arrived up to which time it was provided in said notice that sealed bids would be received by the Board of Commissioners of Hendricks County, Indiana for the construction of said improvement, said board now finds upon examination bids submitted as follows:-

Erganbright & Disney	\$11,400.00
Fred Cunningham.	11,900.00
D.H. Fatout.	12,700.00
Lisby & Masten.	12,150.00
Lindsey & McGrath.	12,500.00
C.M. Dole & Co.,	12,850.00
Bowen & Masten.	11,400.00
Robert King.	12,665.00

And now said sealed proposals having been opened in the presence of the bidders and the general public the board finds all the bids to be in due form accompanied by a sufficient non-collusion affidavit and good and sufficient bonds as required by law.

And said board further finds that the bid of Erganbright & Disney is the lowest and best bid, that the same is below the estimate as shown by the report of the viewers herein and that the contract for the construction of said improvement should be awarded to the said Erganbright & Disney.

It is therefore ordered and adjudged by said board that the bid of Erganbright and Disney be and the same is hereby accepted and that the contract for said improvement be and the same is hereby awarded to the said Erganbright & Disney and the bond of the said Erganbright & Disney in the sum of \$20,000.00 with J.B. Fleece, G.E. Davenport, George B. Davis and Samuel P. Kent as surety is now accepted and approved, which bonds and the approval there of is in words and figures as follows, to-wit:-

BOND.

Know ALL Men By these Presents, That we the undersigned W.A. Erganbright, C.A. Disney, J.B. Fleece, G.E. Davenport, George B. Davis and Samuel P. Kent of Hendricks County, State of Indiana are firmly bound unto the State of Indiana in the penal sum of Twenty Thousand \$20,000.00 Dollars, for the payment of which, well and truly to be made, we bind ourselves jointly and severally, and our joint and several heirs, executors, administrators and assigns, firmly by these presents, this 23rd day of September, 1916.

The Conditions of the above obligation are such, that whereas, the board of Commissioners of Hendricks County, Indiana, are about to let a contract for grading and graveling and completing the Wilber Hadley Road, and whereas, the above named W.A. Erganbright and C.A. Disney have filed a bid for said work with the auditor of the County: Now, therefore, if the said board of Commissioners shall award them the contract for said work and the said W.A. Erganbright and C.A. Disney shall promptly enter into

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Wilber Hadley et al., Road.

a contract with said board of Commissioners for said work, and shall well and faithfully do and perform the same in all respects according to the plans and specifications adopted by the Board of Commissioners, and according to the time, terms, and conditions specified in said contract to be entered into and shall promptly pay all debts incurred by them in the prosecution of said work, including labor, material furnished, and for boarding the laborers thereon, then this obligation shall be void, otherwise to remain in full force, virtue and effect.

G.E. Davenport.W.A. ErgenbrightGeorge B. Davis. (SEAL)C.A. Disney. (SEAL)Samuel P. Kent.J.B. Fleece.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

Before me, the subscriber, a Notary Public in and for said County personally appeared W.A. Ergenbright, C.A. Disney, J.B. Fleece, G.E. Davenport, George B. Davis, and Samuel P. Kent and acknowledged the execution of the foregoing instrument for the uses and purposes therein mentioned.

WITNESS my hand and Notarial seal, this 23rd day of September, A.D., 1916.

John D. Adair.

Notary Public Hendricks County, Indiana

My Commission expires April 15th, 1917.

Accepted and approved, September, 23rd 1916.

John P. Moran.Harry E. Sanders.John G. Shelton.

Board of Commissioners of Hendricks Co.

ATTEST: C.M. Havens.

Auditor Hendricks County.

And now said bond having been approved said board enters into a contract with the said Ergenbright & Disney for said improvement, which contract is in words and figures ~~xxxxxxx~~, as follows, to-wit:-

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Wilber Hadley et al, Road.

CONTRACT.

For the Construction of the Wilber Hadley et al, Road.

This agreement made and entered into by and between Erganbright & Disney of Hendricks County, Indiana, party of the first part, and the board of Commissioners of Hendricks County in the State of Indiana, party of the second part,

WITNESSETH:

That on the 23rd day of September, A.D., 1916, the said board of Commissioners received bids for the construction of the Wilber Hadley et al, Road in Washington Township, the same being located in Hendricks County and the said Erganbright and Disney being declared to be the lowest and best responsible bidder, the contract was awarded to the said Erganbright & Disney For the amount of his bid, viz.: \$11,400.00 and the said party of the first part now covenants and agrees to build and construct said road in all respects in accordance with and conformable to the specifications, reports, plans and profile contained in the report of the viewers and engineer for said road, now on file in the office of the Auditor of said County which said reports, specifications, and profile are hereby referred to and made a part of this contract the same as if herein fully set out and written.

And the party of the first part further undertakes and agrees that in the prosecution of said work he will use all proper skill and care and will pay all claims for work and labor performed and material furnished in and for the construction of said work, whether the said work and labor is performed or material is furnished to said contractor or agent or superintendent in charge of said work. It is further understood and agreed that said party of the first part will not and cannot sell or assign this contract or sub-let the work to any person or persons, except by the consent of the said Board of Commissioners.

The party of the first part further agrees to construct and build said improvement and have the same completed on or before the 1st day of October, A.D. 1917, and in the event said improvement of said road shall not be completed and ready for acceptance by the party of the second part on or before said 1st day of October, A.D. 1917, then the said party of the first part agrees and promises to pay to said party of the second part as liquidated damages for the non-completion of said work and for the deprivation on the part of the public of Hendricks County of the use of said road from and after said 1st day of October A.D. 1917, the sum of twenty five dollars per day for each and every day thereafter that said improvement shall remain uncompleted, unfinished and not ready for acceptance by said party of the second part, and said party of the first part agrees that said sum of twenty five dollars per day shall be deducted from the contract price of said improvement and shall be retained by said party of the second part out of the contract price for said improvement for the use of the public of said Hendricks County, provided, that said failure to complete said improvement within the said time specified for such completion is not caused by strikes or any other cause or causes beyond the control of said party of the first part or that said time has not been extended by said Board of Commissioners.

September Term, 1916.

Wilber Hadley et al., Road.

In the event the party of the second part does grant an extension of time for the completion of said improvement, the above and foregoing agreement in relation to liquidated damages shall apply after the expiration of such extension.

It is also understood and agreed by and between the parties ^{hereby} that said party of the second part shall withhold fully payment to the party of the first part as required by Sec 1 of an Act approved March 4, 1911, Acts of 1911, Page 437, for a period of thirty days or until proof be made of the payment for all labor, material, and sub-contractors' claims.

The party of the second part hereby agrees that the party of the first part be paid the said contract price as above set out upon the warrant of the Auditor of Hendricks County, Indiana, as directed by the Board of Commissioners of said Hendricks County and shall be paid on monthly estimates of the engineer in charge of said work, but not to exceed 80% of the said engineer's said estimate; 20% of the said contract price shall be retained by the said County until the said work is fully completed and finally accepted by the said Board of ^{County} Commissioners.

And said party of the first part agrees to do and perform all matters and things required of and imposed upon him, according to the terms of this contract or pursuant to the provisions of the Act of the General Assembly of the State of Indiana authorizing said improvement.

To all of the covenants, conditions and stipulations of this contract the said parties severally bind themselves, their successors, heirs and assigns.

IN WITNESS whereof, the said party of the first part has hereunto set his hand and seal, the day and year hereinafter mentioned, and in Witness Whereof, the said Board of Commissioners of Hendricks County have also signed and approved this contract, this 23rd day of September, A.D. 1916.

Erganbright & Disney.

Party of the first part.

John P. Moran.

Harry E. Sanders.

John G. Shelton.

Board of Commissioners of Hendricks Co.

ATTEST: C.M. Havens.

Auditor of Hendricks County.

September Term, 1916.

Wilber Hadley et al, Road.

And the board further finds that the entire cost of said improvement including contract price, expenses of viewers, engineer, superintendent of construction, advertising, transcript, attorneys fees, and all other expenses incurred and to be incurred as provided by law is the sum of \$12,400.00.

The Board further finds that the total indebtedness of Washington Township in Hendricks County, Indiana, the township where the highway proposed to be improved by this proceeding is located including all all the costs and expenses of this improvement and bonds heretofore issued for the building of free gravel and macadamized roads in said township, will not exceed 4 per centum of the total assessed taxable valuation of the property of said Township.

It is therefore ordered and adjudged by said board that the bonds of Hendricks County, Indiana, be issued and sold as provided by law in such cases, to provide funds for the payment of costs and expenses and contract price of the improvement herein for the total sum of \$12,400.00 and that said bonds be issued in twenty equal series and to bear interest at the rate of $4\frac{1}{2}\%$ per cent per annum, payable semi-annually, and payable over a period of ten years, as prayed for in the petition filed herein; that the first of said bonds be payable on the 15th day of May, 1917 and one every six months thereafter until all are paid; said bonds to bear the date of November 1st, 1916, and the County Treasurer of Hendricks County, Indiana is hereby charged with the sale of said bonds upon their issuance.

And now said board appoints _____ a resident of Washington Township Hendricks County, Indiana, as superintendent of construction upon said improvement and orders that he qualify by filing his bond for the sum of \$5000.00 conditioned for the faithful discharge of his duties herein. And said board now appoints Theodore Garrison Engineer of construction upon said improvement.

And now this cause is continued.

Geo H. Shuler

October Term, 1916.

L.F. Sparks et al, Road.

Monday October 2nd, 1916.

The Board of Commissioners of Hendricks County, Indiana met in regular session in the room of the Commissioners in the town of Danville, it being the 2nd day and first monday in said month.

Present; John P. Moran, Harry E. Sanders and John G. Shelton all members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of
L.F. Sparks et al, Road to improve a
public Highway in Liberty Township.

Comes now L.F. Sparks et al, taxapyers of Liberty Township, for themselves and behalf of others and file their petition for the removal of the superintendent on said improvement as follows to-wit:-

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

In the Commissioner's Court of Hendricks County, Indiana.

In the matter of the petition of
L.F. Sparks et al, for the improvement of
a public highway in Liberty Township.

To The Honorable Board of Commissioners of Hendricks County,
Indiana:

Gentlemen: We the undersigned, original petitioners for said improvement, and legal voters and taxpayers of Liberty, Township, Hendricks County, Indiana, for oueselves and in behalf of all the other taxpayers of said Township, do now give your honorable board to know that said improvement is not being done according to the plans and specifications; ths that your superintendent upon said improvement is wholly failing to do and perform his duties and by reason thereof the improvement is being done contrary to the plans and specifications and to the lasting detriment of said improvement. In support of our charge we cite the following instances viz:

First the said superintendent is not giving his time and attention to the work as it progresses but is absent and away much of the time;

October Term, 1916.

L.F. Sparks et al, Road.

Second. That the said superintendent is not requiring the contractor to make the improvement according to the plans and specifications but has been and is, allowing the said contractor to build and make the improvement in such a manner as he likes in this:

That in the construction of the abutments of one of the largest concrete culverts to be built upon said improvement and where it is provided in the plans and specifications "That the mixture shall be thoroughly turned, first dry and then wet, and "The placing of concrete in water is to be avoided. If in wet foundations the water cannot be kept entirely out, the mixing shall be done wet as usual, and the concrete shall be placed in the water with the least possible amount of splashing." We charge that the mixing was done dry and put into the water without any attempt at dipping the water out, and when it was possible to dip it out entirely so that the mixture could have been put in as provided.

Third. Your superintendent has allowed and is allowing the contractor to place the stone upon the grade that was made from two to three weeks prior thereto and which has been run over by the traveling public with all kinds of vehicles and upon which grades are large cuts, elevations and depressions, and huge beds of dust, and without the rolling the same or running the grader over it although it is provided in said plans and specifications; "Immediately before placing the stone the center of the flat grade to a width greater than that of the stone shall be gone over with a grader, making the surface smooth by scraping off the elevations down to the lowest depressions and raking the dirt to the outside for subsequent use in banking up the stone."

Wherefore, to the end that the taxpayers who are to bear the burden of said improvement may have for what they have voted to receive we ask your honorable to remove the said superintendent and to appoint some competent person in his place and stead. And we ask for all proper relief to which we are entitled.

Frank Sparks, Clarence Worrell, Morton Foster, Finley Franklin, Wm. Gibson, B.H. Franklin, Aden Evans, E.W. Kenworthy, George E. Routh, Roy Franklin, and Fred Franklin.

And the board having heard the evidence, upon motion now continues the matter for further consideration.

And said matter is now continued until the next regular meeting of the board.

October Term, 1916.

A.W. Hurin et al, Road.

In the matter of the petition of
A.W. Hurin et al, for the
Improvement of a public highway in
Washington Township.

Come now the petitioners by Counsel, and come also the
viewers and engineer herein, and it appearing to the satisfaction of the
Board, that it was impossible for said engineer and viewers, to make
a report of their doings in the foregoing entitled cause on the 21st
day of September, 1916.

Therefore, it is hereby ordered that said board give
said viewers and engineer until the 25th day of October, 1916, to make
and file in the office of the auditor of Hendricks County, Indiana, their
certain report in writing setting forth their determination in regard to
said proposed improvement.

September Term, 1916.

Frank Beadle et al, Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

COMMISSIONERS COURT,

SEPTEMBER TERM, 1916.

Monday September 5th, 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, it being the first Monday in said month.

Present; John P. Moran, Harry E. Sanders and John G. Shelton all members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of
Frank Beadle et al, for the
Improvement of a public highway in
Liberty Township.

The Board further finds that the entire cost of said improvement including contract price, expenses of viewers, engineer, superintendent of construction, advertising, attorney fees, and all other expenses incurred and to be incurred as provided by law is the sum of \$14,000.00. The Board further finds that the total indebtedness of Liberty Township in Hendricks County, Indiana, the township where the highway proposed to be improved by this proceeding is located including all costs and expenses of this improvement and bonds heretofore issued for the building of free gravel and macadamized roads in said Township, will not exceed 4 per centum of the total assessed taxable valuation of the property of said Township.

It is therefore ordered and adjudged by said board that the bonds of Hendricks County, Indiana, be issued and sold as provided by law in such cases, to provide funds for the payment of costs and expenses and contract price of the improvement herein for the total sum of \$14,000.00 and that said bonds be issued in twenty equal series and to bear interest at the rate of four and one-half ($4\frac{1}{2}\%$) per cent per annum, payable semi-annually, and payable over a period of ten years, as prayed for in the petition filed herein, that the first of said bonds be payable on the 15th day of May, 1918, and one every six month thereafter until all are paid; said bonds to bear the date of November, 1st, 1916, and the County Treasurer of Hendricks County, Indiana is hereby charged with the sale of said bonds upon their issuance.

And now said board appoints _____ a resident of Liberty Township, Hendricks County, Indiana as superintendent of construction upon said improvement and orders that he qualify by filing his bond in the sum of \$5000.00 conditioned for the faithful discharge of his duties herein. And said board now appoints Theodore Garrison Engineer of construction upon said improvement. And this cause is continued.

November Term, 1916.

Monday November 6th, 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, Indiana it being the first Monday in said month.

Present; John P. Moran, Harry E. Sanders and John G. Shelton all members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of
Chas. A. Mackey et al, for the
Improvement of a public highway in
Center Township.

Come now the petitioners by Counsel and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to at this time make a report of their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by said board that said viewers and engineer be given until the regular December Term, 1916 of said Board to make and file in the office of the Auditor of Hendricks County, their certain report in writing setting forth their determination in regard to said proposed improvement.

In the matter of the petition of
S.L. McCurdy et al for the
improvement of a public highway in
Center Township.

Come now the petitioners by Counsel and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to at this time make a report of their doings in the foregoing entitled improvement.

Therefore, it is hereby ordered by said board that said engineer and viewers be given until the December, 1916 Term of said Board, to make and file in the office of the Auditor of Hendricks County, Indiana their certain report in writing, setting forth their determination in regard to said proposed improvement.

November Term, 1916.

November Term, 1916.

In the matter of the petition of
H.W. Howell et al, for the
improvement of a public highway in
Center Township.

Come now the petitioners by Counsel and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board, that it is impossible for
said engineer and viewers to at this time make a report of their doings in the fore-
going entitled cause.

Therefore, it is hereby ordered by said board that said engineer and viewers
be given until the regular December, 1916 Term of said board to make and file in the
office of the Auditor of Hendricks County, Indiana their certain report in writing,
setting forth their determination in regard to said proposed improvement.

(Ordered that the board do now adjourn.)

Jno H. Shelton

December Term, 1916.

A.H. Ashton et al, Road.

Monday December 4th, 1916.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, Indiana it being the first Monday in said month.

Present; John P. Meran, Harry E. Sanders and John G. Shelton all members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of A.H. Ashton et al, to make and accept a public highway in Guilford Township, Hendricks County, Indiana, as a County Free Gravel Road.

Comes now the petitioners herein and present to the Board their certain petition asking that the following described public highway in Guilford Township Hendricks County, Indiana, be accepted as a County Free Gravel Road, to-wit:-

Beginning at a point in the National or Cumberland Free Gravel Road in Guilford Township, said County and State, where said National road is intersected by the line dividing section 25 from section 26, in Township 15 North, Range 1 East, thence north on said line and along the established route of the present public highway to the line dividing Guilford and Washington Townships, in said county and state, and ending at said Township line. We say and allege that said highway is about three fourths of a mile in length and connects with a free gravel road at both termini thereof; that said highway has a substantially graded roadbed not less than 20 feet in width, with suitable side drains, culverts and bridges, and with grades not exceeding the maximum of free Gravel Roads of the County and has placed thereon not less than one yard of suitable gravel for every three feet in length in such a manner as to make a suitable road for public travel. And said petition being in words and figures as follows to-wit:- (H.I.).

And the board having inspected said petition and being advised and informed in the premises, and having inspected the above described public highway, does now find that the paryer of the petitioners should be granted. It is therefore ordered by the board that the above and foregoing described public highway be and the same is hereby accepted and constituted a County Free Gravel Road. All of which is hereby ordered by the board.

December Term, 1916.

In the matter of the petition of
Chas. A. Mackey et al, for the
Improvement of a public highway in
Center Township.

Come now the petitioners by Counsel and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to, at this time make a report of their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by said board that said engineer and viewers be given until the regular February Term, 1917 of said board, to make and file in the office of the auditor of Hendricks County, Indiana their certain report in writing setting forth their determination in regard to said proposed improvement.

In the matter of the petition of
L.S. McCurdy et al, for the
Improvement of a public highway in
center Township.

Come now the petitioners by Counsel, and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to at, this time make a report of their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by said board that said engineer and viewers be given until the regular February, 1917 Term, of said board, to make and file in the office of the Auditor of Hendricks County, Indiana their certain report in writing setting forth their determination in regard to said proposed improvement.

In the matter of the petition of
H.W. Howell et al, for the
Improvement of a public highway in
Center Township.

Come now the petitioners by Counsel and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to at this time make a report of their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by said board that said engineer and viewers be given until the regular February 1917, Term of said board, to make and file in the office of the auditor their certain report in writing setting forth their determination in regard to said proposed improvement.

December Term, 1916.

In the matter of the petition of
Melvin O. Stuart et al, for the
Improvement of a public highway in
Marion Township.

Come now the petitioners by Counsel and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board that it is
impossible for said engineer and viewers to at this time make a report of
their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by said board that said engineer
and viewers be given until the regular March, 1917 Term of said board,
to make and file in the office of the Auditor of Hendricks County, Indiana
their certain report in writing, setting forth their determination in
regard to said proposed improvement.

In the matter of the petition of
C.I. West et al, for the
Improvement of a public highway in
Clay and Marion Townships.

Come now the petitioners by Counsel and come also the viewers
and engineer herein, and it appearing to the satisfaction of the board
that it is impossible for said viewers and engineer to at this time make
a report of their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by said board that said engineer
and viewers be given until the regular March 1917, Term of said board to
make and file in the office of the Auditor of Hendricks County, Indiana
their certain report in writing setting forth their determination in
regard to said proposed improvement.

In the matter of the petition of
Orien Hadley et al, for the
Improvement of a public highway in
Marion & Clay Townships.

Come now the petitioners by Counsel and come also the engineer
and viewers herein, and it appearing to the satisfaction of the board that
it is impossible for said engineer and viewers to at this time make a
report of their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by said board that said engineer
and viewers be given until the regular March, 1917 Term of said board, to
make and file in the office of the auditor of He dricks County, Indiana
their certain report in writing, setting forth their determination in
regard to said proposed improvement.

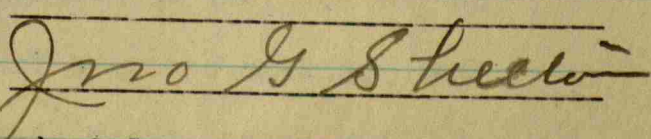
December Term , 1916.

In the matter of the petition of
Alva Stanley et al, for the
improvement of a public highway in
Marion and Clay Townships.

Come now the petitioners by Counsel and come also the viewers and engineer
herein, and it appearing to the satisfaction of the board that it is impossible for
said engineer and viewers to at this time make a report of thier doings in the foregoing
entitled cause.

Therefore, it is hereby ordered by said board that said engineer and viewers
be given until the regular March, 1917 Term of said board, to make and file in the office
of the auditor of Hendricks County, Indiana their certain report in writing, setting
forth their determination in regard to said proposed improvement.

Ordered that the board do now adjourn.)


Board of Commissioners Hendricks County.

February Term, 1917.

A.W. Hurin et al, Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

IN THE COMMISSIONERS COURT,

Monday February 5th, 1917.

FEBRUARY TERM, 1917.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, Indiana, it being the first Monday in said month.

Present; Harry E. Sanders, John G. Shelton and John D. Brickert all members of said board.

The following proceedings were then had to-wit:-

In the matter of the petition of
Alva W. Hurin and others, for the improvement of a
public highway in Washington, Township,
Hendricks County, Indiana.

Come now Daniel W. Gossett and Benjamin W. Anderson, the duly appointed and acting viewers in the foregoing entitled cause; and comes also Theodore W. Garrison, the duly appointed and acting engineer in said cause, and all being present in court, the original order issued to them by the Auditor of this county notifying them severally of their appointments as such viewers and engineer is now produced and from said order it appears to the satisfaction of the board that said viewers and engineer did appear at the Auditor's office of Hendricks County Indiana, on the 12th day of August, A.D., 1916, at the hour of ten o'clock A.M. of said day and then and there did take and subscribe an oath to faithfully and impartially discharge their duties according to law in such cases made and provided. Said order and oath being in words and figures as follows, to-wit: (H.I.).

And now the auditor of this county produces the duly verified report of said engineer and viewers. And the board having examined the same finds that it was filed in the office of the auditor of this county on the 25th day of October, 1916, as heretofore ordered by this board, and that the same has been filed therein said office open to the inspection of all persons, their agents and attorneys, for more than ten days before the 6th day of February, 1917, the day on which these proceedings are now being conducted.

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A.W. Hurin et al., Road.

And said viewers do now file their duly verified Supplemental Report herein.

And the board having examined said Supplemental Report, and heard all matters connected therewith, finds: That no injury will result to the property of any infant, idiot or person of unsound mind; or will any such person sustain any damage whatever by reason of the construction of the improvement prayed for by the petitioners herein as provided in said report; that no person or corporation has made written claim for damages to said viewers and engineer because of injury to property by reason of said improvement, and that said Supplemental Report is in due form and regular and that the same should be approved and spread of record upon the records in the Auditor's office kept for that purpose.

And now all matters in respect to damages sustained by any person or corporation having been fully determined by the board, the report, profile and specifications made by the engineer and viewers are now taken up and fully considered by the Board. And the board having examined the same and been duly advised in the premises finds: That the highway proposed to be improved under and pursuant to these proceedings is three miles in length and connects at one end with an improved free gravel road and at the other end with the township boundary line of Washington Township, Hendricks County, Indiana; that the improvement prayed for in said petition, and as provided for in said report, plans and specifications, is of public utility.

The board further finds that said improvement should be allowed and established as provided in said report, plans and specifications without modification, and without submitting the matter thereof to a vote of the legal voters of said Washington Township.

The Board further finds that said report and profile are in due form and sufficient and should in all things be approved, and that said improvement, as reported and provided for in said report and plans and specifications, be ordered.

It is therefore ordered by the board that the Supplemental Report of the viewers be and the same is now hereby in all things fully approved.

It is also ordered by the board that the report of the engineer and viewers be and the same is hereby in all things approved and that said improvement be and the same is now hereby established by order of this board and that the same be made in all respects as provided in said report, plans and specifications of the engineer and viewers.

It is further ordered by the board that said Supplemental Report and the report of the engineer and viewers be spread of record on the record's in the Auditor's Office kept for that purpose. Which is now done and are in the words and figures following to-wit:-

ORDER TO VIEW ROAD.

THE STATE OF INDIANA

SS:

HENDRICKS COUNTY.

COMMISSIONERS' COURT,

AUGUST TERM, 1916.

J. W. Bricker

February Term, 1917.

A.W. Hurin et al, Road.

To Theodore W. Garrison, Benj. W. Anderson and Daniel W. Gossett.

You are hereby notified¹ that you were appointed by the Board of Commissioners of said county, at their August Term, 1916, to view a proposed highway petitioned to be improved as follows, to-wit: Commencing at the boundary line between the townships of Guilford and Washington, Hendricks County, Indiana at the south terminus of the section line between sections 22 and 23, Township 15 North, Range 1 East, and from thence north on section line between said sections 22 and 23 and sections 14 and 15, and 10 and 11, all in Township 15 north, Range 1 East, and terminating in what is known as the Rockville Road at the town of Avon, Hendricks County, Indiana.

You are further notified that Benj. W. Anderson and Daniel W. Gossett were appointed as viewers, and Theo. W. Garrison was appointed as Civil Engineer in the proceedings of A.W. Hurin et al, to improve said described highway.

You are further notified that the petitioners in their said petition have asked that said highway be improved by grading, draining and paving with stone, gravel or other road paving material and by the building of all necessary bridges, culverts and sewers thereon.

You are further notified that you are to make a report of your determination of the matters intrusted to you under this appointment on the 24th day of August, 1916. And if said proposed improvement will be of public utility mark and lay out the same, in the manner prescribed by law, to the width of not less than thirty feet.

You will meet at the office of the Auditor of Hendricks County Indiana, in the Court House in the Town of Danville, Indiana, on Saturday the 12th day of August, 1916, at 10 o'clock A.M., and after being duly qualified, proceed to make said view, and report as above ordered.

I certify the foregoing to be a true copy of the order of the Board in relation to said proposed highway improvement.

Witness my Hand and official seal, this 7th day of August, 1916.

(SEAL)

C.M. Havens.

Auditor.

Road Viewers REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA:

We, the undersigned viewers who were appointed by your Honorable body at your regular August Term, 1916 to view a proposed highway, as petitioned for by A.W. Hurin et al., have discharged the duty

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assigned us, and submit to you the following report, to-wit:-

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows, to-wit: The said proposed highway to be 30 feet in width, and commences at the north west corner of section 11 in Township 15 north, Range 1 East, and runs thence south along the line between sections 10 and 11, between sections 14 and 15, and between sections 22 and 23, all in Township and Range aforesaid, to the southwest corner of the said section 23.

The beginning is a point in the Danville and Indianapolis free gravel road, and the termination is a point in the south boundary of Washington Township. The length is three miles, and lies wholly within the said township. The road is a rural mail route as that described.

The route described in this report is the same in the petition.

We submit as a part of this report a plat and profile and specifications providing for what we consider would be a suitable improvement, and we estimate that the cost thereof should not exceed the sum of twenty thousand \$20,000.00 Dollars.

And we are of the opinion that said highway would be of public utility.

Respectfully submitted,

Benj. W. Anderson.

D.W. Gossett.

T.W. Garrison.

Viewers.

OATH OF VIEWERS.

State of Indiana, Hendricks County, SS;

We, Benj. W. Anderson, Daniel W. Gossett and T.W. Garrison do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed highway to the best of our skill and ability, so help us God.

Daniel W. Gossett-

Benj. W. Anderson.

T.W. Garrison.

Subscribed and sworn to before me, this 12th day of August, 1916.

C.M. Havens.

Auditor.

Specifications for the improvement of highway petitioned for by A.W. Hurin et al, in Washington Township, Hendricks County, Indiana.

GENERAL SPECIFICATIONS.

These Specifications include all drawings, ~~notes~~, figures, and explanations on the sheet that accompanies them, all of which should be carefully examined by prospective bidders, who should also view the road and satisfy themselves as to all conditions affecting the contract, making their own calculations and relying upon their own judgement as to the amount of work to be done, and making inquiry of the Engineer about matters not understood or not clearly expressed and calling his attention to any inconsistency or to any thing evidently a mistake. Matters not covered by these specifications will be determined by the engineer according to their spirit and intention, and statements that are contradictory or inconsistent will be interpreted in favor of the public.

It is the intention that the materials used be the best of their respective kinds, and that the workmanship be first class. At the time of letting the contracts the bidder who is under consideration should make a statement to the Commissioners as to his ^uequipment for such work and also as to the source from which he intends to supply the different materials, which statement will be taken into account along with his price in making the award. Matters not covered by this agreement between the Contractor and the Commissioners as to materials will be determined by the engineer, and the workmanship shall also be satisfactory to him.

Materials rejected shall be moved immediately, and work condemned shall be at once rebuilt. No part of the work shall be considered as finally accepted until the whole work is completed and accepted.

If for the proper construction of the road the necessity appears for some work not provided for at all, and the same shall be authorized by the board, the Contractor shall enter into a contract with them to do such extra work for cost plus ten per cent as estimated or ascertained by the engineer. Conversely if it shall appear that some part of the work specified would be of little utility, it may be omitted by a like supplemental contract with the board, the original contract price being reduced correspondingly.

The Contractor may file a claim with the auditor each month, not less than five days before the first Monday of the next month, which claim should be for the value of the materials actually built into the road and of the work done upon it during the proceeding month.

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This claim will be examined by the engineer and approved by him for eighty per-cent of the amount which he estimates is the permanent value of such work and materials, and the amount allowed will be available early in the next month.

The contractor shall give timely notice of his intention to begin any work to all parties whose property may be affected thereby. If after receiving such a notice the owner has neglected to remove fences, poles, or other obstructions that hinder or prevent the performance of the work according to the profile, cross-section, and specifications, and when immediate removal is necessary to avoid delaying the work, the contractor shall remove such obstructions, doing only what is necessary to get them out of his way, but such work of removal will not be considered extra work, and will not be paid for. The contractor shall carefully remove all old material, and any of it not needed in this improvement shall be left to the trustee of Washington Township. When so directed by the engineer the Contractor shall relay old sewer pipe where new drains are needed or old ones need extension, without cost.

The Contractor shall save Hendricks County harmless from all suits or claims that may arise from his work. He shall close the road to travel to the extent that may be necessary to protect his work, and shall display lights and signs and erect barricades as is necessary to such protection and to the safety of the public. Provision for by-passes will be made by the superintendent, and claims therefor, if any payment is due, shall be filed with the county Auditor against the appropriation for this road.

The Contractor shall secure copies of these Specifications and shall make himself familiar with them, and shall make an honest effort to conform^{to} them, and he will be responsible aside from all supervision for the proper execution of this work.

The Contractor shall furnish the engineer any required information as to the quantity of materials used in the way of invoices and freight bills. The Superintendent will visit the track on the arrival of shipments of stone and inspect each car, reporting to the engineer any that does not appear to be up to grade, and the engineer will pass upon its reception. The Superintendent will keep¹ a list of the initials and numbers and date of arrival of all cars used, and on completion of the road will file this list with the Engineer, and the contractor shall also submit duplicate freight bills. The bills will be checked with the list, and thereby will be ascertained the amount of stone which has been put upon the road. The Contractor and the Superintendent shall co-operate to secure the proper distribution of the material, the road must be complete, and no claim will be allowed for extra material which is due to uneven distribution.

Work which does not show on its face the manner in which it was done shall not be done in the absence of the Superintendent unless he has had sufficient notification.

Departure from these Specifications or any authority other than that of the Board will be at the Contractor's risk, except that the engineer may adapt them to the requirements of the weather and equipment and other unforeseen circumstances that may arise, where detail specifications are incomplete because of their necessary brevity

the method used in the best of work may be enforced by the engineer.

The Contractor shall provide suitable machinery and competent workman. The engineer may prohibit the use of unsuitable machinery, and may dismiss from the contractor's employ any workman that is incompetent, or that attempts to violate these specifications.

The judgement of the engineer upon workmanship and material shall be final.

DETAIL SPECIFICATIONS.

In the survey all section corners and half mile stones along the route were found and witnessed as shown on the plat, which also shows the approximate location of property lines and culverts for assistance in inspecting the ground. In like manner bench marks were taken at intervals from which to determine the elevations shown on the profile.

The center line of the road is a straight line from each of the corner stones found to the next stone beyond it.

Stakes are driven at intervals of one hundred feet and at an offset of fifteen feet from the center line to the west side of the road.

Three elevations were taken opposite each stake, one on the center line, and one on each side twelve feet from the center line, and from these three elevations the "mean elevation" was calculated, which would be the elevation at that point after the crown had been spread sidewise and the roadway made flat for a width of twenty four feet, as is required to make the subgrade ready for placing the stone.

The difference between the mean elevations and the elevation of the subgrade at the several stations more correctly indicate the amount of excavation and length of haul. When little cut or fill is shown the difference between the mean elevation and the elevation at the center indicates the amount of side filling and grading that will be necessary to make the subgrade flat.

The fills shall be of sufficient width to support a roadway 24 feet wide, extending twelve feet on either side of the center line and the banks shall slope 8 inches downward per foot outward. The cuts shall be of sufficient width to contain a similar grade with side ditches 18 inches wide on either side making a total bottom width of 27 feet, and shall be constructed with banks sloping 12 inches upward per foot outward. The right of way shall be 30 feet in width, 15 feet on each side of the center line except at such points as cuts or fills constructed as described above require a greater width, at which point the right of way is widened on one side or both sides to the extent necessary to include the cut or fill.

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On completion of the road the minimum distance of the fences from the center line shall be fifteen feet.

The culvert work shall precede the grading, and the filling be done in accordance with the elevations of the head-walls.

The engineer will mark by stakes the line of the center of the road and the center of the drain, and will fix a bench mark for the grade at that point. The Contractor will be responsible for all further alignment and dimensions of parts.

The culverts are to be located perpendicular to the center line, with ends equally distant therefrom, and inclosed in head walls parallel thereto. The down stream end is to have the position and the elevation of the lowest outlet, the up stream end being higher in order that the water may have sufficient velocity to clean the culvert, especially in the case of iron pipe. The top of the headers shall have the same elevation which is also that of the subgrade between them.

For the iron pipe the trench is to be shaped to fit them and give equal bearing all around, and the back filling is to be well tamped to give natural support. Instead of having its usual crown the roadway shall be flat and full between the headers to protect the pipe and the grade shall slope around the ends of the headers to protect them, as shown in the cross section and elevation of the header in the standard drawing.

Each header shall be 8 inches thick at the top, battering downward one inch per foot next to the roadway, the face being vertical. The horizontal reinforcing rods shall be placed within two inches of the face, the vertical rods within two inches of the back, and each rod shall be within twelve inches of the greatest possible length for that position.

The concrete below the pipe may be deposited in a trench, but above the pipe it is to be deposited in forms of dressed lumber. The face is to be spaded or tamped to make a smooth finish, and the upper outer edge is to be chamfered.

The iron culverts shall be made of 16 gauge sheets of ingot iron that will analyze at least 99.84% iron when tested for all impurities. The sheets shall be well galvanized and corrugated, and each one shall bear the stamp of the rolling mill and the number of the heat, and all the culverts shall preferably be of the same heat. The pipe shall be rigid and well riveted, and shall be furnished in the lengths ordered. The diameter shall be the clear diameter, and the weight of the pipe per lineal foot shall be such as indicates full diameter and gauge.

The concrete pipe shall be built over collapsible forms, and shall be covered with moist dirt when finished and protected by a temporary crossing for at least ten days.

The concrete shall be a mixture in the proportion of one bag cement, two cubic feet of sand, and four cubic feet of gravel, the sand being that part of the bank run material that will pass, and the gravel that part that will be retained on a one quarter inch screen, the gravel containing no pieces larger than one and one half inches.

Bank run material may be used if it be tested and found to screen approximately these proportions. The Contractor and Inspector shall make such tests by measuring materials as will remove all uncertainty as to the proportion of the mixture. If an excess of fine material is used the engineer may increase the amount of cement correspondingly.

The cement shall be a standard brand of American Portland which by previous use has been found to be satisfactory, and it shall be sound and in good condition at the time of use.

Hand mixing shall be done on a tight platform, turning the mixture thoroughly, first dry until the color becomes uniform, then wet until the consistency becomes the same.

If a mixer is used it shall be a batch mixer with a loader in which each batch may be proportioned and thrown in the drum after the water has been put in and turned until the color and consistency are uniform.

The amount of water used shall be such as will make a quaking plastic mass without slop.

If concreting is attempted in freezing weather the Contractor shall devise means of protecting his work, and if any damage occurs he shall rebuild the part affected.

The subgrade shall be raised or lowered by cutting or filling and graded nearly flat in cross section, side ditches being made to the depth shown, when adjacent ground is not below that depth, no ditch being necessary when it is below that depth. In front of gateways where the drainage is in both directions no side ditch should be cut. In case the cuts and fills do not balance, the grade must be made continuous, making the cut deeper to complete the fill, or leaving it shallower when the fill is complete as will most nearly conform to the profile, showing slopes as they are shown on the profile and in no case showing a materially higher per cent of grade than is shown for that section of the road.

The subgrade shall be kept smooth and hard by grading and rolling when in the opinion of the engineer or Superintendent it would be expedient.

Upon the subgrade thus prepared the lower course of screened stone shall be dumped and spread evenly between boards that have been carefully lined up 12 feet apart, each side 6 feet from the center line of the road. Before the boards are removed the dirt shall be shoveled against them from the outside to a depth sufficient when rolled to form a berm as high as the stone. Beginning on these berms and proceeding from each side to the center both berms and stone shall be thoroughly rolled to settle and key the pieces together and reduce the voids to a minimum.

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This first rolling shall be continued as long as any breaking or crushing of stone is perceptible.

When the stone has been rolled sufficiently and chips have been dumped at the roadside in amount sufficient as shall be found by trial to fill the voids, usually about 25% by weight of the screened stone, shovelers not more than three or four in number shall begin spreading the chips thinly and evenly over the entire surface of the stone, with a sweeping motion of the shovel. After each passage of the roller the application of chips shall be repeated wherever crevices appear until the voids are entirely filled and only the outline of the fragments of stone can be seen.

When the voids have been filled the mass shall be watered and rerolled using only so much water, applied at one trip of the tank, as will prevent the stone from picking up on the wheels of the roller when it is following the tank closely.

The application of the second course differs from that of the first only in the use of finer binding material and of more water and rolling until a grout flows before the wheels.

The first course shall contain about 30 tons, and the second about twenty tons, in all fifty (50) tons of stone and chips per one hundred feet. The screened stone shall consist of fragments that would pass a $3\frac{1}{2}$ inch screen and be retained on a $1\frac{1}{2}$ inch screen. The chips for the lower course should be that part of the product of the crusher that will pass a $\frac{3}{4}$ inch screen, for the upper course, that part that will pass a $\frac{1}{2}$ inch screen.

The stone shall be the best grade of Mitchell limestone, clean and well prepared. The work must be so managed that the operation of rolling and sprinkling and dusting etc., may all be carried on in close succession, beginning at the far end and working back toward the unloading point to avoid hauling over finished work.

The amount of stone put down per day shall not exceed 150 tons per each steam roller in use, and run steadily and continually. The roller shall weigh at least ten tons. The road shall be closed to travel until thoroughly dry and hard.

When the water bound macadam has been completed as directed above and has been subjected to some travel it shall be given a flush coat of tar and chips. When the surface has been swept of loose material not less than $\frac{3}{4}$ gallon of hot bituminous binder, such as Lewis Road Tar or Tarvia X, or a similar material of equal value shall be applied to each square yard of surface, with pouring cans or other suitable apparatus.

Immediately after the application of hot tar, screened chips $\frac{1}{4}$ inch in size shall be spread evenly over the surface in amount sufficient to take up the tar and permit of thorough rolling. No bituminous work shall be done when the temperature is below 45 degrees Fahrenheit and the chip and road are bone dry.

During the construction of the macadam stone drains shall be made from the subgrade to the side ditch through the berms at low points at least every 300 feet to drain away the excess water from the stone.

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A.W. Hurin et al, Road.

In addition to the amount of stone specified for the length of the road five yards shall be used at each of the eight intersecting roads to form approaches. All operations of grading, spreading stone, banking and rolling shall be conducted so as to give a smooth even surface, symmetrical and true to the drawing of cross section.

SUPPLEMENTAL REPORT OF VIEWERS.

TO THE HONORABLE BOARD OF COMMISSIONERS.

In the matter of the petition of A.W. Hurin et al, for the improvement of highway.

We, the undersigned viewers, heretofore appointed in the above cause, and who as such viewers, on the 25th day of October, 1916, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same, now file this as our supplemental report, to-wit:-

We would respectfully report that the improvement of said highway, in the manner set forth in our former report, will not occasion any damages to the lands of any infant, idiot or person of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement.

Respectfully submitted,

D.W. Gossett.

B.W. Anderson.

T.W. Garrison. Viewers.

Subscribed and sworn to before me this 5th day of February, 1917.

(SEAL)

C.G. Pike.

Notary Public.

My Commission expires May 31st, 1920.

And further proceedings are now continued until further order of the board.

February Term, 1917.

J.R. Brill et al, Road.

In the matter of the petition of
J.R. Brill et al, to improve a highway
in Guilford Township.

Comes now John Tucker and others and files a remonstrance against this proposed improvement as follows, to-wit:- (H.I.), and the Board having examined the same and being fully advised in the premises finds that said remonstrance is sufficient to defeat the petition. Whereupon motion the cause is dismissed at cost of the petitioners.

It is therefore ordered by the board that the petitioners pay the costs of this action of _____ dollars and _____ Cents.

In the matter of the petition of
Chas. A. Mackey et al, for the
improvement of a public highway in
Center Township.

Come now the petitioners by Counsel, and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to at, this time make a report of their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by said board that said viewers and engineer be given until the regular *March* Term, 1917, to make and file in the office of the Auditor of Hendricks County, Indiana, their certain report in writing, setting forth their determination in regard to said proposed improvement.

In the matter of the petition of
S.L. McCurdy et al, for the
improvement of a public highway in
Center Township.

Come now the petitioners by Counsel, and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said viewers and engineer to, at this time, make a report of their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by said Board, that said engineer and viewers be given until the regular *March* 1917, Term, of said board to make and file in the office of the Auditor of Hendricks County, Indiana, their certain report in writing setting forth their determination in regard to said proposed improvement.

February Term, 1917.

In the matter of the petition of
H.W. Howell et al, for the
improvement of a public highway in
Center Township.

Come now the petitioners by Counsel, and come also the viewers
and engineer herein, and it appearing to the satisfaction of the board
that it is impossible for said viewers and engineer to at this time
make a report of their doings in the foregoing entitled cause.

Therefore, it is hereby ordered by said board, that said
engineer and viewers be given until the regular *March* 1917, Term of said
Board to make and file in the office of the Auditor of Hendricks County,
Indiana their certain report in writing, setting forth their determination
in regard to said proposed improvement.

(Ordered that the Board do now adjourn until Saturday the 10th.)

Board Commissioners Hendricks County.

February Term, 1917.

Wm. Tout et al, Road.

Saturday February 10th. 1917.

In the matter of the Acceptance of the William Tout
et al, road.

The Board met pursuant to adjournment to take up the matter of the
acceptance of the Wm. Tout et al, Road but finding that no report had been filed upon
which action could be taken, continued the matter until the March, Term, 1917.

(Ordered that the Board do now adjourn.)

J. H. Brackett
J. G. Sheelton
Board Commissioners of Hendricks County.

March Term, 1917.

Chas. A. Mackey et al, Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

IN THE COMMISSIONERS COURT,

Monday March 5th, 1917.

MARCH TERM, 1917.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, it being the first Monday in said month.

Present; Harry E. Sanders, John G. Shelton and John D. Brickert
all members of said board.

The following proceedings were then had, to-wit:-

In the matter of the petition of
Chas. A. Mackey et al, for the
Improvement of a public highway in
Center Township.

Come now the petitioners by Counsel, and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to, at this time, make a report of their doings in the above entitled cause.

Therefore, it is hereby ordered by the board that the said engineer and viewers be given until the regular April Term, 1917 of said Board, to make and file in the office of the Auditor of Hendricks County, Indiana, their certain report in writing, setting forth their determination in regard to said proposed improvement.

In the matter of the Petition of
Henry W. Howell et al, to improve a
Highway in Center Township.

Come now the engineer and viewers and show to the Board that they have filed their report in this proceedings. Whereupon said cause is now continued to the April, 1917, term of said Board, for further action.

March Term, 1917.

S.L. McCurdy et al, Road.

In the matter of the petition of
S.L. McCurdy et al, to improve a
Highway in Center Township.

Come now the engineer and viewers and show the the board that they have filed their report in this proceedings. And now said cause and all matters connected therewith is continued to the April Term, 1917, Term of this board for further action.

In the matter of the petition of
Melvin O. Stuart et al, for the
Improvement of a public highway in
Marion Township.

Come now the petitioners by Counsel, and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to, at this time, make a report of their doings in the above entitled cause.

Therefore, it is hereby ordered that said engineer and viewers to be given until the regular June Term, 1917, of said board to make and file in the office of the Auditor of Hendricks County, Indiana, their certain report in writing setting forth their determination in regard to said proposed improvement.

In the matter of the petition of
C.I. West et al, for the
Improvement of a public highway in Clay & Marion
Townships.

Come now the petitioners by Counsel, and come also the viewers and engineer herein, and it appearing to the satisfaction of the board that it is impossible for said engineer and viewers to, at this time, make a report of their doings in the above entitled cause.

Therefore, it is hereby ordered that said engineer and viewers be given until the regular June 1917, term of said board, to make and file in the office of the Auditor of Hendricks County, Indiana, their certain report in writing setting forth their determination in regard to said proposed improvement.

March Term, 1917.

Orien Hadley et al, Road.

In the matter of the petition of
Orien Hadley et al, for the
Improvement of a public highway in
Marion & Clay Townships.

Come now the petitioners by Counsel, and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board that
it is impossible for said engineer and viewers to, at this time, make a
report of their doings in the above entitled cause.

Therefore, it is hereby ordered by the board that said engineer
and viewers be given until the regular *June* 1917, term of said board,
to make and file in the office of the Auditor of Hendricks County, Indiana
their certain report in writing, setting forth their determination in
regard to said proposed improvement.

In the matter of the petition of
Alva Stanley et al, for the
Improvement of a public highway
in Marion & Clay Townships.

Come now the petitioners by Counsel, and come also the viewers and
engineer herein, and it appearing to the satisfaction of the board, that it
is impossible for said engineer and viewers to, at this time, make a
report of their doings in the above entitled cause.

Therefore, it is hereby ordered by the board that said engineer
and viewers be given until the regular *June* 1917, term of said board,
to make and file in the office of the Auditor of Hendricks County, Indiana
their certain report in writing, setting forth their determination in regard
to said proposed improvement.

In the matter of the petition of
O.M. Fordyce et al., for the location
of Highway.

Come the petitioners and show to the board that their said petition,
which is in words and figures following, to-wit: (.H.I.), was filed in the
office of the Auditor of Hendricks County, Indiana, on the 9th day of
February, 1917; that the notices of the filing of such petition, and the
time and place of the hearing of the same, were duly mailed by the Auditor
of said county to the persons named in said petition as being affected in
their lands by said proposed highway on the 9th day of february, 1917, the
same being more than twenty days prior to the 5th day of March, 1917.

March Term, 1917.

O.M. Fordyce et al.

Said petitioners also made proof by the affidavit of O.M. Fordyce, which is filed herewith and attached to said petition, that three notices of the filing and the time and place of the hearing of said petition were posted on the 10th day of February, 1917, in three of the most public places in the neighborhood of the proposed highway, the same being more than twenty days prior to the 5th day of March, 1917.

And now no objection made to the form or sufficiency of said petition the board finds the same in due form and sufficient in all respects and does appoint John E. Vestal, George Jessup and Chas. Kocher as viewers to view said proposed highway.

And now, by the order of the board, said viewers are required to meet at the Auditor's office in the town of Danville, Hendricks County, Indiana, on Wednesday the 14th day of March, 1917, at the hour of 10 o'clock A.M. of said day, and then and there take and subscribe an oath to faithfully discharge their duties as such viewers, and to proceed with such viewers and make their report, as provided by law, at the next regular April Term, 1917, of this board.

And time is given.

HENDRICKS COUNTY'S FREE GRAVEL ROADS UNDER THE SUPERVISION
OF
THE COUNTY SUPERINTENDENT OF FREE GRAVEL ROADS.

TOWNSHIP.	NAME OF ROAD	LENGTH.
Eel River.	1. Hicks Road.	2.32 miles
	2. Brooks "	2.76 "
	3. Clay "	2.46 "
	4. Page "	3.00 "
	5. Danville; North Salem and Ladoga Road.	8.50 "
	6. North Salem and Roachdale Road.	3.00 "
	7. North Salem and Round Town Road.	2.50 "
	8. North Salem and Rock Branch Road.	2.75 "
	9. Danville and Round Town Road.	2.25 "
	10. Jamestown and North Salem Road.	5.00 "
	11. Murphy Road.	1.00 "
	12. Boone County Road.	3.50 "
	13. Round Town and New Winchester Road.	1.00 "
	14. State Road.	2.50 "
	TOTAL.	42.58 "
Union.	1. Dave Foster Road.	2.25 "
	2. Lewis Leathers Road.	2.29 "
	3. John P. Street Road.	1.49 "
	4. Enos Scott. "	1.82 "
	5. John Lowe Road.	1.66 "
	6. J.J. Dugan Road.	2.95 "
	7. Wm. McDaniel Road.	2.79 "
	8. George Blessing Road.	1.55 "
	9. State Road.	5.00 "
	10. Danville, & Lebanon Road.	6.75 "
	TOTAL.	28.55 "
Middle.	1. J.F. Keeney Road.	4.00 "
	2. Wm. Tout Road.	2.28 "
	3. Robert Pierson Road.	1.74 "
	4. Nicholas Koebrick Road.	2.95 "
	5. Sam Jaynes Road.	.90 "
	6. State Road.	4.00 "
	7. Pottsboro and Lebanon Road	4.00 "
	8. Danville and Pittsboro Road.	2.25 "

March Term, 1917.

	9. Plainfield and Pittsboro Road.	3.00 Miles.
	10. Ezra Good Road.	2.27 "
	11. John Dugan Road.	2.29 "
	12. Wesley Hendrickson Road.	2.87 "
	13. Thomas B. Jones Road.	2.00 "
	14. I.D. Rhynierson Road.	1.79 "
	15. William Hart Road.	1.75 "
	TOTAL	38.09 "
Brown.	1. E.F. Nash Road.	3.00 "
	2. John Hull Road.	2.75 "
	3. Leslie Good Road.	2.55 "
	4. Mart Lawler Road.	2.25 "
	5. Brownsburg & Fayette Road.	5.00 "
	TOTAL.	15.55 "
Lincoln.	1. Marion County Line Road.	.50 "
	2. Alfred Cox County Line Road.	2.90 "
	3. Alfred Cox Road.	4.90 "
	4. M.H. Arbuckle Road.	2.53 "
	5. State Road.	7.50 "
	6. Brownsburg & Fayette Road.	1.50 "
	TOTAL.	19.83 "
Washington.	1. W.S. Jones Road.	1.75 "
	2. George Mercer Road.	3.00 "
	3. Chas. Yoke Road.	2.25 "
	4. Wm. C. Frazee Road.	2.10 "
	5. Albert McCalment Road.	2.00 "
	6. A.A. Ross Road.	2.10 "
	7. Wall Street Road.	4.75 "
	8. Tenth Street Road.	5.25 "
	9. Rockville Road.	7.00 "
	10. National Road.	1.75 "
	11. Wilbur Hadley Road.	2.30 "
	Total.	34.25 "
Guilford.	1. Morgan County Line Road.	2.75 "
	2. National Road.	5.00 "
	3. Dan Jones Road.	.75 "
	4. Plainfield and Mooresville.	5.75 "
	5. John Mattern Road.	4.00 "
	6. Six Points	2.00 "
	7. Black Rock Road.	2.75 "
	8. Friendwood Road.	3.25 "
	9. Walter Moon Road.	2.50 "
	TOTAL.	28.75 "
Liberty.	1. National Road.	7.25 "
	2. Sparks Road.	7.30 "
	3. Beadle Road.	2.30 "
	4. Hazelwood & Clayton.	5.25 "
	5. Hazelwood & Lakeclair. Road.	1.50 "
	6. Patterson Road.	1.00 "
	7. Cartersburg & Danville Road.	3.50 "
	8. George W. Reitzel Road.	2.00 "
	9. George F. McClelland Road.	1.00 "
	10. F.A. Reeves Road.	3.00 "
	11. Oran Stout Road.	2.00 "
	12. George Farquer Road.	1.10 "
	13. T.H. Mitchell Road.	2.12 "
	14. A.K. Gilbert Road.	.40 "
	15. Ullen Rogers Road.	2.00 "
	16. Owen Kendall Road.	1.00 "
	TOTAL.	42.72 "

March Term, 1917.

Franklin.	1. John Masten Road.	1.28 Miles.
	2. National. Road.	3.75 "
	3. Amo & Stilesville Road.	2.75 "
	4. Stilesville & Monrovia Road.	4.75 "
	5. Eminence Road.	2.10 "
	6. Pinhook Road.	4.50 "
	7. Larrimore Road.	2.20 "
	8. Burdett Swope Road.	2.40 "
	9. Willis Jackson Road.	3.00 "
	10. Jesse Masten Road.	1.05 "
	11. John Leitzman Road.	1.75 "
	12. Morton Foster.	1.00 "
	TO TAL.	30.53 "
Clay.	1. Coatesville & Reno Road.	2.00 "
	2. Coatesville and Stilesville Road.	1.25 "
	3. Coatesville & Amo. Road.	3.50 "
	4. Amo and Springtown Road.	3.25 "
	5. Amo & Stilesville Road.	1.25 "
	6. Pecksburg Road.	4.00 "
	7. J.W. Figg Road.	2.22 "
	8. V.R. Stevenson Road.	2.01 "
	9. Amos Kersey Road.	2.62 "
	10. C.M. Ewing Road.	1.50 "
	11. Henry Cornett Road.	2.50 "
	TO TAL.	26.10 "
Marion.	1. Rockville Road.	6.25 "
	2. New Maysville. Road.	6.00 "
	3. New Maysville & North Salem.	2.25 "
	4. Danville & North Salem. Road.	1.25 "
	5. New Winchester & North Salem Road.	2.10 "
	6. New Winchester & Coatesville Road.	3.80 "
	7. New Winchester & Reno. Road.	3.25 "
	8. John Stevenson Road.	2.06 "
	9. Dave Taylor Road.	2.00 "
	10. Wm. S. Harris Road.	2.10 "
	11. H.S. Ragan Road.	2.40 "
	12. Robert Underwood Road.	2.06 "
	13. C.E. Higgins Road.	2.35 "
	14. Henry Beckley Road.	2.81 "
	TO TAL.	40.68 "
Center.	1. Danville & North Salem Road.	4.50 "
	2. Danville & Lebanon Road.	5.50 "
	3. Danville & Cartersburg Road.	4.50 "
	4. Rockville Road.	7.00 "
	5. Danville & Pittsboro.	4.50 "
	6. Danville & Maplewood Road.	3.25 "
	7. New Maysville Road.	1.25 "
	8. Josephus Mitchell Road.	2.21 "
	9. Jake Higgins Road.	2.53 "
	10. Samuel Jordan Road.	2.54 "
	11. John Randolph Road.	2.64 "
	12. Oliver Harris Road.	2.84 "
	13. Henry Rutledge Road.	2.50 "
	14. James Todd Road.	2.54 "
	15. Joshua Blanton Road.	2.75 "
	16. Hunt Perry . Road.	2.93 "
	17. Frank Guthrie Road.	2.72 "
	18. J.W. Haynes Road.	.40 "
	TO TAL.	57.19 "
	GRAND TO TAL.	404.78 "

This list of Mileage was computed Janusry 1st, 1917 from records filed with the County Auditor and scaled from County Map, where no records were available.

Approved:

Respectfully submitted,

Ray Whyte.

Surveyor Hendricks County.

Commissioners

April Term, 1917.

John R. Russell et al., Road.

Monday, April 2nd, 1917.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, it being the first Monday in said month.

Present; Harry E. Sanders, John G. Shelton and John D. Brickert all members of said board.

The following proceedings were then had, to-wit:-

In the matter of the petition of
John N. Russell, and others to improve
a public highway on County line between Putnam and
Hendricks Counties.

Comes now John N. Russell, and more than seventy five other persons and file their petition for the laying out and improving of a public highway on the county line between the counties of Putnam and Hendricks, together with proof of the signing of said petition and the qualifications of the signers of said petition, which said public highway proposed therein to be laid out and improved is described as follows, to-wit: Beginning on the said County line at the North West corner of Marion Township, Hendricks County, Indiana, and running thence due north on said county line to a point where a public highway runs East in the North West quarter of the North West quarter of Section 6, Township 16 North, Range 2 West, which public highway is known as the North Salem and Roachdale free gravel road. Which said petition, proof of signing thereof and the qualifications of the petitioners to sign the same are in the words and figures following, to-wit:-

STATE OF INDIANA,

SS:

HENDRICKS COUNTY,

IN THE COMMISSIONER'S COURT,

FEBRUARY TERM, 1917.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS AND PUTNAM COUNTIES,

STATE OF INDIANA, GREETINGS:-

We the undersigned would represent that we constitute more than seventy-five resident freeholders and voters of Jackson Township, Putnam County, Indiana, and Eel River Township, Hendricks County, Indiana and that there are at least ten signers from each of said Townships and we respectfully petition your Honorable Boards to take the necessary action to lay out and improve by grading, draining, bridging, culverting and

Copy mailed to Auditor of Putnam County, April 6, 1917. L. M. Harniss, Aud. Hendricks Co.

April Term, 1917.

John N. Russell et al, Road.

macadamizing the highway hereinafter described, and we ask that the improvement be made in all respects in accordance with the provisions of an act entitled, "An Act, Concerning the construction of free gravel or other macadamized roads", on the boundary line between Counties approved March 9th 1907, and all acts amendatory thereto.

We recommend that said road be laid out and improved to the width of 40 feet and that the same be macadamized with gravel equal to Montezuma Gravel and that the costs and expense of said improvement be provided by the issue and sale of Bonds as provided by law in such cases.

The highway herein asked to be laid out and improved is on the County line between the Counties of Putnam and Hendricks, State of Indiana and described as follows, to-wit: Beginning on the said County line at the North West corner of Marion Township, Hendricks County, Indiana and running thence due North on said County line to a point where a public highway runs East in the North West Quarter of the North West Quarter of section 6, Township 16 North of Range 2 West, which public highway is known as the North Salem and Roachdale free gravel road.

Petitioners further say that said highway asked to be laid out and improved divides Jackson Township and Eel River Township in Putnam and Hendricks Counties respectively and that said road asked to be laid out and improved is 2 3/4 miles in length.

Wherefore petitioners ask and pray for the improvement herein described.

John N. Russell, James A. Russell, G.B. Davis, J.B. Fleece, W.F. Nichols, Frank Gordon, B.H. Gill, J.M. Smith, W.G. Duckworth, O.W. Trotter, H.T. Lamb, Chas. B. Owen, A.J. Sheets, G.W. Monniger, J.A. Bovard, O.H. Jeffries, T.H. Miller, H. Kfoover, E.G. Thomson, S.P. Kent, H.V. Robbins, R.F. Dean, J.W. Keating, Harry C. Durham, Grant Sellers, F.C. Sellers, Fred L. Haynes, E.D. Thixtun, W.C. Dickey, Howard Sheets, R.F. Sommerville, E.C. Williams, E.T. Ratliff, W.H. Robbins, Cecil Page, John Elder, J.S. Miller, W.K. Smith, Gray Wilson, Ben Neff, C.E. Rigger, W.F. Robbins, Jacob Page, G.E. Davenport, R.F. Hunt, J.H. Page, A.C. Plunkett, J.E. Hadley, Walter Mitchell, George Russell, V.C. Osborne, Fred Radford, J. Henry Clay, Andy Anderson, Marion Soots, Sam Elder, Oscar Wood, Jacob Zimmerman, W.J. Wynn, J.W. Long, F.M. Petty, T.A. Gill, Brewer Kersey, E.M. Wright, Thomas G. Durham, O.M. Thompson, W.T. Dean, G.W. Zimmerman, Henry Wiles, J.M. Kersey, G. Clements, Emory Hunt, Schuyler Miller, J.C. Thompson, Chas. Fiscus, S.H. Sheets, John B. Irwin, W.H. Hackley, A.M. Williams, L.I. Davis, R.J. McCoun, J.M. Owen, O.E. Souder, G.G. Souder, C.H. Steward, J.B. Bowen, J.M. Temple, E. Ray Royer, G.F. Hadley, Emmett Crow, L. Hicks, Fred L. Clark, Bert Ragan, Chas. C. Clay, Asa Page, John P. Gordon, Isaac Huffman, C.W. Davis, W.A. Ergenbright, J.W. Lackey, J.A. Hadley, Frank Thompson, Elza Page, Elmer Morphew, Amos Thomson, W.F. Page, S.R. Page, A.C. Farrow, Margaret Eggers, Sam Roe, Della Booker, C.H. Brown, O.C. McDonald, Ned Mahoney, Martin Mahoney, Jesse J. Plunkett, Bert Poe, Frank Gordon, J.W. Morphew, N.C. Morphew, C.A. Russell,

April Term, 1916.

John N. Russell et al, Road.

Dan Mahoney, Henry Lafoe, Henry Allen, Chas. T. Miller, S.W. Dodds, G.A. Wilson, L.S. Worrell, H.M. Wilson, George A. McCloud, W.B. Moreland, T.J. Moreland, L.C. Rogers, Elmer Newby, Martha Newby, J.S. Booker, Mate Blaydes, Jesse Britton, Ray Britton, Robert Hooser, Ann Hooser, James Surber, John W. Pritchett, Elmer Soots, B.H. Eggers, Susan C. Dickerson, George Moody, James S. Dodds, J.C. Clay, O.H. Wisheart, H.E. Burton, Robert T. Mattix, Frank Blaydes, James Wilson, C.A. Disney,

STATE OF INDIANA,

SS :

HENDRICKS COUNTY,

In the matter of the petition of

John N.
Charnell Russell et al for the improvement of

a highway on the county line between Putnam
and Hendricks counties.

Comes now Wallace Erganbright, who being duly sworn upon his oath, says that he is one of the petitioners in the above entitled cause. That said petition is signed by more than seventy-five adult resident freeholders of Jackson Township, Putnam County, Indiana and Eel River Township Hendricks County, Indiana and that not less than ten of such petitioners reside in said Jackson Township and not less than ten of such petitioners reside in said Eel River Township.

Wallace Erganbright.

Affiant.

Subscribed and sworn to be fore me this 23rd day of January, 1917.

(SEAL)

E.M. Blessing.

My Commission expires

Notary Public.

January 15th, 1919.

And the Board, having examined the said petition and being fully advised in all matters connected therewith finds for the petitioners; that said petition is in due form and regular; that the same is signed by more than seventy-five resident adult freeholders of the Township of Jackson, in Putnam County, Indiana, and the Township of Eel River, In Hendricks County, Indiana and that more than ten of said petitioners are resident adult freeholders of each of said Jackson and Eel River Townships, the only Townships abutting the proposed highway asked to be laid out and improved under this their said petition. The Board further finds that said petition was duly and legally filed in the office of the auditor of Hendricks County, Indiana, on the 3rd day of April, 1917, the same being the 2nd day of the regular April Term, 1917,

April Term, 1917.

John N. Russell et al, Road.

of the Commissioner's Court of Hendricks County, Indiana, and that said petition was duly and regularly presented to the board on said date.

It is therefore considered and ordered by the board of Commissioners of Hendricks County, Indiana, in regular session assembled, that the board of Commissioners of Putnam County, Indiana, meet in joint session with the board of Commissioners of Hendricks County, Indiana, on the 28th day of April, 1917, at the hour of 10 o'clock a.m. of said day, which joint meeting of said boards of Commissioners shall be held at the Commissioner's Room in the Court House in the town of Danville, Hendricks County, Indiana, on the day heretofore set out, for the purpose of considering said petition, the appointment of viewers and an engineer for the purpose of viewing said proposed public highway.

It is further considered, and ordered by the board that the auditor of Hendricks County, Indiana, give the Board of Commissioners of Putnam County, Indiana, fifteen days notice of the time and place of said joint session of said boards of Commissioners by transmitting to the Auditor of Putnam County, Indiana, a duly certified copy of the said petition herein together with the proof of the signing of said petition and the qualifications of the petitioners who have signed said petition, and of this order.

And further proceedings herein are continued.

In the matter of the petition of
Alva W. Hurin, et al, for the
Improvement of a public highway in
Washington Township, Hendricks County, Indiana.

Come now again the petitioners herein and the Board being advised in the premises finds that the proposed improvement herein can now be made.

It is therefore ordered by the board that the auditor give notice by one publication in a daily newspaper of general circulation throughout the State of Indiana, printed and published at the city of Indianapolis, and also by three weekly publications in The Republican and Danville Gazette, two weekly news-papers of general circulation throughout the County of Hendricks, the county in which said road to be improved under these proceedings is located, that on Tuesday the 8th day of May, 1917, at the hour of 10:15 o'clock A.M. of said day sealed proposals will be received and opened by the board of Commissioners of Hendricks County, Indiana, at their usual place of meeting and a contract let for the work of said improvement in accordance with the profile, report, plans and specifications in said report set forth and provided.

And further proceedings herein are continued.

April Term, 1917.

Glen Neaville et al.

In the matter of the petition of
Glen Neaville, et al., for the location
of New Highway in Center Township,
Hendricks County, Indiana.

Come now the petitioners in the foregoing entitled proceedings
and present to the board their petition asking for the location of a new
public highway in Center Township, in Hendricks County, Indiana, upon the
following described route, to-wit:- Beginning at a point on Section line
bounding sections 29 and 32, Township 16 North, Range 1 West, on the East
where said section line is intersected by section line extending east and
west between said sections 29 and 32, Township and Range aforesaid, and from
thence west on said section line for a distance of about 5/8 miles to the
Danville and North Salem Road.

Said petitioners also present the affidavit of Milo Brady, one of
the petitioners herein, that notice of the filing and presentation of said
petition to the board was given by posting notices thereof in three of the
most public places in the neighborhood of the highway proposed to be
located more than twenty days before the first day of the present term
of this board. Said petitioners also present the certificates of Chas.
M. Havens, the auditor of this county that on the 10th day of March, 1917,
he mailed notice of the filing, and the time and place of the presentation
of said petition to the board to Samuel C. McCoun and Mary J. Ridpath, the
two persons named in said petition whose lands will be effected by the
proposed location of said highway who did not sign said petition.

And the board having heard the evidence, and being sufficiently
advised in the premises, finds that said petition is signed by at least
twelve freeholders of Center Township, Hendricks County, Indiana, and that
six of said petitioners are resident freeholders of said county who reside
in the immediate neighborhood of said ^{highway} proposed to be located; that notice of
the filing of said petition and the time and place of the presenting of the
same to the board was given by posting notices thereof in three of the most
public places in the neighborhood of the said proposed new highway, and the
mailing of notices thereof to the persons named in said petition whose
lands will be effected by the said proposed new highway, who did not sign
said petition, for more than twenty days prior to the first day of the
present term of this board, and that the prayer of said petition ought to
be granted.

It is therefore ordered by the board that John Jones Jr.; George
Jordan and Henry Rodney be and they are hereby appointed viewers to view,
make and lay out said proposed new highway in said petition fully described
and hereafter in this

April Term, 1917.

Glen Neaville et al.

and heretofore in this proceedings described if they find the same to be of public utility, and that they establish the same of the width of 30 feet, with the said section line as the center thereof.

It is further ordered by the board that the said viewers meet at the Auditor's office, in the town of Danville, County of Hendricks, and State of Indiana at the hour of ten o'clock a.m. of April 7th, 1917, and then and there take and subscribe an oath to faithfully discharge their duties as provided by law in such cases and that they report their doings to this board at the next regular May Term, 1917, of this Board. And time is given.

In the matter of the petition of
O.M. Fordyce and others to locate a
Highway in Washington Township
Hendricks County, Indiana.

Come now Helena M. Patterson and Cora Darnell, Orin L. Patterson, Carl G. Patterson, and Alvah W. Patterson; and Alva B. Smith, and each files and presents his remonstrance against the location of said proposed new highway for the reasons that the location of the same will result in damages to the lands owned, and affected, by each of said remonstrants, which said remonstrances are in the words and figures, to-wit:-

To the Honorable Board of County Commissioners, Hendricks County, Indiana.

March Term, 1917.

In the matter of a petition for the construction of a highway in Township 16 North, Range 1 East on and across the lands of Alva B. Smith, Otis Patterson, et al and the vacation of a highway in Township and Range aforesaid passing through the lands of Otis Patterson et al. The undersigned remonstrators respectfully represent to your Honorable Board that a portion has been filed for the location of a highway not less than 30 feet in width, in Hendricks County as follows: Commencing at the East terminus of a certain public highway running East and west on half section line of Section 33, Township 16 north, Range 1 East, at a point about 25 rods from section line between Sections 33 and 34, Township and Range aforesaid, and from thence East on said half section line passing through the center of said section 33 to the section line between said sections 33 and 34; thence north on said section line for a distance of about 80 rods and terminating in the public highway running north and south on the said section line between said sections 33 and 34.

That said petition also asks that the highway now established and used and beginning at the north terminus of the above described proposed highway and running from thence southeast, south and southwest and west through the west half of section 34,

April Term, 1917.

O.M. Fordyce et al.

Township 16 North, Range 1 East, and passing through the lands of Otis Patterson, Carl Patterson, Orin Patterson, Helena Patterson, Cora Darnell and James Darnell, her husband, and Alvah W. Patterson, be vacated and closed. The locating and establishing of such a proposed highway will damage your remonstrators, owners of the land through which such proposed road will pass, as follows:

1st. It proposes to take a strip of ground not less than 15 feet wide and 105 rods long from the best cultivated ground, which ground taking the farm as a whole, is reasonably worth \$125.00 per acre.

2nd. It would require the establishment of not less than 105 rods of road line fence at a cost of not less than \$75.00. Further it would require the use of three corner posts and not less than 105 fence posts at a reasonable cost of \$45.00. The erection of such fence should be taken into consideration and a reasonable cost added for construction.

The vacation of the present highway will damage your remonstrators in the following manner.

1st. It will remove the house located on the lands of your remonstrators and situated near the south terminus of the highway proposed to be closed, some several hundred feet from any established highway or any proposed highway, thereby damageing the sale ability of the farm to the extent of \$1,000.00.

2nd. That owing to the way the land of your remonstrators lays, even tho the road is vacated as to the public, it will be neccessary for your remonstrators to maintain such highway in order to have ingress and egress to the northern part of their lands and that part of the farm situated east of the creek.

3rd. It will require the maintaining of all fences along the highway proposed to be closed and the erection of not less than 200 rods of new fencing along and near the road proposed to be vacated in order that your remonstrators may gain any value from the creek banks as pasture land.

Your remonstrators wish to assure your Honorable Board, that they do not oppose the establishment of a new road through their lands or the vacating of the present road as alleged in the afore mentioned petition, from a public utility standpoint, provided the viewers appointed by your Honorable Board decide said proposed highway is of public utility, but the damage to your remonstrators will not be less than \$1,000.00.

Wherefore your petitioners ask your Honorable Board to appoint viewers to decide on the public utility of the road and at the same time have said viewers to assess such damages as are reasonable and adequate.

April Term, 1917.

O.M. Fordyce et al.

Carl Patterson.

STATE OF OREGON,

SS:

COUNTY OF BAKER,

Subscribed and sworn to before me a notary public, in and for the above
County and State this 27th day of February, 1917.

(SEAL)

O.T. Goodwin.

Notary Public.

My Com., Expires Nov. 7th, 1920.

Helena M. Patterson.Cora Darnell.

STATE OF INDIANA,

SS:

COUNTY OF MARION.

Subscribed and sworn to before me a notary public, in and for the above
County and State this 28th day of February, 1917.

MY Com. Expires Oct. 23rd, 1917.

Martha Martindale.

(SEAL).

Notary Public.

Alvah W. Patterson.

DISTRICT OF COLUMBIA, SS:

Subscribed and sworn to before me a notary public, in and for the above
County and State this 26th day of February, 1917.

(SEAL)

W.B. Acker.

MY Com. expires Jan 3rd, 1921.

Notary Public, in and for D.C.

Orin L. Patterson.

STATE OF OREGON,

SS:

COUNTY OF GRANT.

Subscribed and sworn to before me a notary public in and for the above County
and State this 28th day of February, 1917.

(SEAL)

Otis Patterson.

MY Com. expires Nov. 27th, 1919.

Notary Public for Oregon.

April Term, 1917.

O.M. Fordyce et al.

To The Honorable board of County Commissioners, Hendricks County,
Indiana, March Term, 1917.

In the matter of a petition for the location of a highway in
Hendricks County, not less than 30 feet in width and passing through the
lands of Alva B. Smith, Otis Patterson, et al.

Comes now the undersigned remonstrater and respectfully represents
that a petition has been filed with your honorable Board, for the location
of a public highway on and across the lands of Alva B. Smith, Otis
Patterson, Carl Patterson, Orin Patterson, Helena Patterson, Cora Darnell
and James Darnell, her husband, and Alvah W. Patterson as follows, to-wit:

Commencing at the East terminus of a certain public highway
running East and West on half section line of sections 33, Township 16
North, Range 1 East, at a point about 25 rods from section line between
Sections 33 and 34, Township and Range aforesaid, and from thence East
on said half section passing through the center of said section 33 to
Section line between said Sections 33 and 34, Thence North on said section
line for a distance of about 80 rods and terminating in the public
highway running North and south on the said Section line between said
Sections 33 and 34.

The said petition also asks that the highway now established and
used and beginning at the north terminus of the above described proposed
highway and running from thence southeast, south and southwest, and west
through the west half of Section 34, Township 16 North, Range 1 East,
and passing through the lands of Otis Patterson, Carl Patterson, Orin
Patterson, Helena Patterson, Cora Darnell and James Darnell, her husband,
and Alvah W. Patterson, be vacated and closed.

Your remonstrater respectfully shows that the establishment of such
a proposed highway would take a strip of land 15 feet wide and not less than
105 rods long, from the best bottom land of your remonstrater's
farm, which land is reasonably worth \$150.00 per acre.

Your remonstrater further shows that this proposed highway will
damage your remonstrater to the extent of erecting a fence along such
highway, which fence is reasonably worth \$75.00. That further it will
require fence posts not less than \$50.00 in value. The cost of the erection
of such fence should also be taken into consideration and placed at a
reasonable value.

Your remonstrater wishes to assure your Honorable Board that he
does not oppose the establishment of such highway from a public utility
standpoint, provided the viewers appointed by your board agree that such

April Term, 1917.

O.M. Fordyce et al.

road is of public utility, but your remonstrater wishes to show that the establishment of said proposed highway will make a public highway on three sides of the land owned by your remonstrater, all of which, damages your remonstrater in the sum and to the extent of \$500.00.

Wherefore, your remonstrater respectfully asks that your Honorable Board appoint viewers to view said proposed road from a public utility standpoint and at the same time assess such damages as are just and adequate.

A.B. Smith.

STATE OF INDIANA

SS:

COUNTY OF HENDRICKS.

Subscribed and sworn to before me a notary public in and for the above County and State this 5th day of March, 1917.

Zimri E. Dougan.

My Com. expires July 8th, 1917.

Notary Public.

And the board having heard the evidence and being fully advised in the premises, finds that each of said remonstrants own lands that will be effected by the location of said proposed new highway, and that the prayer of said remonstrance, and each of them should be granted as to the appointment of reviewers to assess the damages, if any there be, to the lands of the said remonstrants affected by the said new highway.

It is therefore ordered by the board that David Hadley, Henry A. Record and Alfred Lineinger be and they are hereby appointed as reviewers to view that portion of said highway which passes over the lands of each of said remonstrants and that they meet at the auditor's office in the court house in the town of Danville, Hendricks County, Indiana, on Saturday the 7th day of April, 1917, at the hour of ten o'clock a.m. of said day and then and there take and subscribe an oath to faithfully discharge their duties as reviewers in said matter, and that they proceed at that time, or upon a day to be by them fixed, to review such portion of such highway as passes over the lands of each of said remonstrants, and ascertain and assess, if any, the damages sustained by the said remonstrants, or any one of them, by reason of the location of said proposed highway over said lands; that they report their doings herein at the next regular session of this board, and this matter is continued.

April Term, 1917.

S.L. McCurdy et al, Road.

In the matter of the petition of
S.L. McCurdy et al, for the
Improvement of a public highway in
Center Township.

Come now Riley Schenck and Howard Stanley, the duly appointed qualified and acting viewers in the foregoing entitled cause; and comes also Theodore W. Garrison, the duly appointed and acting civil engineer in said cause, and all being present before the board, they now produce the original order issued to them by the auditor of this county notifying them severally of their appointments as such viewers and engineer in said proceedings and requiring them to appear at the auditor's office of this county on a day fixed in said order for the purpose of qualifying as the law provides in such cases. Said order being in words and figures following, to-wit: (H.I.). And the board having duly examined said order so produced by the said viewers and engineer, finds that said viewers and said engineer did appear at the auditor's office of this county on the 14th day of November, 1914, and there subscribed an oath as follows, to-wit: (H.I.), for the faithful discharge of their duties as such viewers and engineer.

And now the auditor of this county produces the duly signed report of the said engineer and viewers heretofore filed in his office. And the board, having examined the same finds that said report was filed in the office of the auditor of this county on the 28th day of February, 1917; that the same has been on file therein open to the inspection of all persons, their agents and attorneys, for more than ten days before the 2nd day of April, 1917, the day on which these proceedings are now being conducted.

And now said viewers announce and file a Supplemental Report herein. And the board, having examined said Supplemental Report, and heard all matters connected therewith, find that no injury will result to the property of any infant, idiot or person of unsound mind; or will any such person sustain any damage whatever by reason of the construction of the improvement prayed for by the petitioners herein; that no person or corporation has made written claim for damages to said viewers because of injury to property by reason of said improvement, and that said Supplemental report is in due form and regular and that the same should, in all things be approved.

And now the Auditor produces a Resolution of the Town Board of the town of Danville, Indiana, duly executed, and which was filed in his office on the 6th day of June, 1916, as follows, to-wit:

April Term, 1917.

S.L. McCurdy et al, Road.

State of Indiana, Hendricks County, SS:

In the matter of the petition of
Scott L. McCurdy, et al, for the improvement
of a public highway in Center Township,
Hendricks County, Indiana.

Comes now Charles Z. Cook and shows to honorable board that he and more than fifty others, freeholders and legal voters of center Township, Hendricks County, Indiana, did on the 3rd day of September, 1914, file in the auditor's office of Hendricks County, Indiana, their certain petition for the improvement of a public highway in said petition fully described, a copy of which said petition is filed herewith, marked exhibit "A", and made a part of this petition to your honorable board; that a portion of said public highway described in said petition and therein asked to be improved is within the corporate limits of the town of Danville, Hendricks County, Indiana.

Your petitioner further shows to your honorable board that upon the filing of said petition as aforesaid alleged herein the said auditor did fix by endorsement thereon as the time for the hearing of the same by the board of Commissioners of Hendricks County, Indiana, the 5th day of October, 1914; that upon said date the petitioners made proof of due notice, as provided by law, of the filing of said petition and of the time and place at which it would be heard; and, thereupon, the board, having duly examined said petition, found the same in due form and sufficient; and, by an order duly made, continued the further proceedings in the matter until the next regular November Term, 1914, of said board, that upon said term, there have been no remonstrance against said proposed improvement filed, as allowed by law in such cases, the board did appoint, as viewers, Howard Stanley and Riley Schenck, and, as the civil engineer thereupon, Theodore W. Garrison, the duly elected qualified and acting surveyor of Hendricks County, Indiana, and said cause was thereupon continued for the report of said viewers and engineer upon said proposed improvement.

Whereupon, your petitioners, in behalf of himself and all the others, said petitioners, who are signers to said petition, ask that you give your consent, in resolution duly adopted, to the improvement of so much of said described highway as lies within the corporate limits of the town of Danville, Indiana, should the report of said viewers and engineer be favorable to said proposed improvement, and that you order and direct the clerk of this town to transmit to the auditor of Hendricks County, Indiana a duly certified copy of said resolutions.

Chas. Z. Cook.

And the board, being fully advised in the premises, finds that said improvement should be made as parayed for in said petition.

THEREFORE: Be it resolved by the board of Trustees of the town of Danville, Indiana, in regular session, that the board of Commissioners of Hendricks County, Indiana,

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S.L. McCurdy et al. Road.

be and is hereby authorized and empowered, and by this resolution is given the required jurisdiction over and upon the streets of the town of Danville, Indiana, over and upon which said proposed improvement will pass, to make said improvement as prayed for in said petition, and as may be provided in the report of the viewers and engineer should they deem said improvement of public utility:

Provided, however, that said board of Commissioners shall require of the contractor awarded the contract for such improvement a good and sufficient bond, with surety to the approval of the said board, conditioned so as to protect and save said town of Danville, Indiana, from any and all losses or damage of every kind and character growing out of any injury to any person or property on account of the defaults or negligence of said contractor, his agents or employees in the execution of said work of improvement, and that said contractor will pay any judgement and costs that may be obtained against said town of Danville, Indiana, by reason of any such injury or damage.

And, be it further resolved, that a duly certified copy of these resolutions, under the hand of the clerk of this town and the seal thereof, shall forthwith be transmitted by said clerk to the auditor of Hendricks County, in the State of Indiana.

Simon Hadley.

Wilmer L. Holman.

Wm. H. Nichols.

C.C. Allred.

S.L. McCurdy.

Town Board of Danville, Indiana.

ATTEST: Chas. T. Clark, The Clerk thereof.

State of Indiana, Hendricks County, SS:

I, Chas. T. Clark, clerk of the town of Danville, Indiana, do hereby certify that the foregoing is a full, true and complete copy of a petition filed by Chas. Z. Cook, in the behalf of himself and others, asking for the consent of the board of trustees of the town of Danville, Indiana, to improve that portion of the highway described in said petition which is within the corporate limits of the town of Danville, Indiana, by the board of Commissioners of Hendricks County, Indiana, and the resolution of said board duly adopted in reference thereto on the 5th day of June, 1916.

In Witness whereof, I have hereunto set my hand and the seal of said town of Danville, Indiana, this 5th day of June, 1916.

(SEAL

Chas. T. Clark.

Clerk.

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S.L. McCurdy et al, Road.

Authorizing and empowering the board of Commissioners to make that portion of said improvement within the corporate limits of the said town of Danville, Indiana, and giving the consent of said board thereto such improvement.

And now all matters in respect to damages sustained by any person, or corporation having been fully determined by this board, the report and profile made by the engineer and viewers are now taken up and fully considered by this board. And the Board having examined the same and been duly advised in the premises, finds:

That the highway proposed to be improved under, and pursuant to, these proceedings is less than three miles in length and that it connects at each end with an improved free gravel road; that the improvement prayed for in said petition, and as reported in said report, is of public utility, and should be allowed and made as provided in said report without submitting the matter thereof to a vote of the legal voters of said Center Township. The Board further finds that said report, profile and plans and specifications are all in due form and sufficient and should, in all things, be approved, and that said improvement, as in said report provided, be ordered.

It is therefore ordered and adjudged by the Board that the Supplemental Report of the viewers be, and the same is now hereby in all things fully approved.

It is also ordered by the board that the report of the engineer and Viewers be, and the same is hereby in all things, approved, and that said improvement be and the same is now hereby established by order of this board and the same be made in all respects as provided in said report of said viewers and engineer.

It is further ordered by the board that said Supplemental Report, and the said report of the Viewers and engineer be spread of record on the records in the Auditor's Office kept for such purpose, which is now done and are in the words and figures following to-wit:

ORDER TO VIEW ROAD.

THE STATE OF INDIANA,

SS:

HENDRICKS COUNTY,

COMMISSIONERS' COURT,

NOVEMBER TERM, 1914.

To Howard Stanley, Riley Schenck and Theodore W. Garrison.

You are hereby notified that you were appointed by the board of Commissioners of said County, at their November Term, 1914, to view a proposed highway, petitioned to be improved, as follows, to-wit:- Commencing at the Perry Hunt and others free gravel Road in Center Township, Hendricks County, Indiana, upon or near half section line about 80 rods west of the Center of Section 9, Township 15 North, Range 1 West, and from thence North through the West half of said section 9 for a distance of about 80 rods; thence East and North-east about 81 rods to the west end of Mill Street in the town of Danville, Indiana; thence East over and along said Mill Street to Jefferson Street in the town of Danville, Indiana; thence North over and along said Jefferson Street to where the

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same is intersected by the John G. Ridpath, and others, free gravel Road.

You are further notified that Howard Stanley and Riley Schenck are the viewers upon said highway improvement and that Theodore W. Garrison is civil engineer thereon pursuant to the order of the board of Commissioners of Hendricks County, Indiana, in the petition of S.L. McCurdy and others to improve said described highway by grading, draining and paving with stone gravel or other road paving materials, and by the building thereon of all necessary bridges and culverts.

You are further notified that you are required to view said proposed improvement and make report thereon at the first day of the regular December Term, 1914, of said board, and if said proposed improvement will be of public utility, mark and lay out the same, in the manner prescribed by law, to the width of not less than 30 feet.

You will meet at the office of the auditor of Hendricks County, Indiana, in the town of Danville, Indiana on Saturday the 14th day of November, 1914, at 10 o'clock a.m., and after being duly qualified, proceed to make said view, and report at the first day of the regular term of said Board.

I certify the foregoing to be a true copy of the order of the Board in relation to said proposed highway. Witness my hand and official seal, this 6th day of November, 1914.

Lewis W. Borders.

Auditor.

OATH OF VIEWERS.

State of Indiana, Hendricks County, SS:

We, Riley Schenck, Howard Stanley and Theodore W. Garrison, do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed highway to the best of our skill and ability, so help us God.

Theo. W. Garrison.

Riley Schenck.

Howard Stanley.

Subscribed and sworn to be fore me, this 14th day of November, 1914.

Lewis W. Borders.

Auditor.

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S.L. McCurdy et al, Road.

ROAD VIEWERS' REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA:

We, the undersigned Viewers, who were appointed by your honorable body at your regular November Term, 1914, to view a proposed highway, as petitioned for by S.L. McCurdy et al., have discharged the duty assigned us, and submit to you the following report, to-wit:

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceed to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows, to-wit:- The said proposed highway to be 30 feet in width, and commences at the South West corner of the East half of the North West quarter of section 9, in Township fifteen, North of Range 1 West, which is a point in the Perry Hunt et al Free Gravel Road, and runs thence North along the West line of said half quarter Thirteen Hundred Sixty feet; thence North 83 degrees East through the said half quarter, 1328 feet to a point on the East line thereof, which is the corporation line of the town of Danville; thence through the town of Danville, North, 79 degrees East, 188 feet thence East on Mill Street, 2164 feet, thence north 100 feet to Jefferson Street, which Street was improved as the John G. Ridpath et al Free Gravel Road. The route described above is identical with that described in the petition. It connects two Free Gravel Roads and is less than three Miles Long, to-wit: 5100 feet, of which 2412 feet is within the town of Danville and all within Center Township. The road is a rural mail route.

We submit as a part of this report a plat, profile and specifications providing for a suitable improvement, the cost of which we estimate should not exceed Five Thousand eight hundred Fifteen \$5815.00 Dollars. According to these specifications the cost per lineal foot within the town of Danville will not exceed the cost per lineal foot outside.

And we are of the opinion that said highway would be of public utility.

Respectfully submitted,

Riley Schenck.

Howard Stanley.

T.W. Garrison.

Viewers.

Specifications for the construction of S.L. McCurdy et al, road in Center Township, Hendricks County, Indiana.

GENERAL SPECIFICATIONS.

These Specifications include the plat and profile of the road that is filed with them, and all drawings, notes, figures and explanations thereon. Both text and drawings should be carefully read and examined, each part in connection with and in explanation of the other.

It is the purpose of these Specifications to describe accurately the improvement desired and to prescribe certain methods of work that are essential to the desired result and to show how abutting property will be effected thereby, and to define the parties concerned and their respective relations and duties in the conduct of the work according to the custom that has prevailed in the County heretofore.

It is the intention of these Specifications to provide for a high-class improvement wherein all materials shall be the best of their respective kinds and workmanship shall be first class. Matters not specially mentioned shall be determined in harmony with this intention.

For the sake of brevity the Commissioners of Hendricks County will be referred to as the board. The surveyor of Hendricks County as the engineer, the party that has undertaken to do the work the Contractor, and the person appointed by the board to watch the progress of the work and report thereon as the Superintendent.

Bidders should view the road and determine for themselves conditions that effect the contract, and should make their own calculations and rely upon their own judgement as to the amount of work to be done and materials to be furnished, applying to the engineer for information about matters not understood nor clearly shown. Before entering into contract they should make a statement to the board as to their experience and equipment, and should also mention the source from which they mean to supply the several materials, which statement will be considered along with their price in awarding the contract, and interpretation of those specifications and acceptance of materials not agreed upon at this time shall be left to the decision of the Engineer.

To simplify inspection the minimum amount of materials to be used is set out, and the Contractor will not receive his final estimate until he has submitted to the engineer and board invoices and freight bills for the correct amount, which bills shall be signed by the Superintendent as evidence that the shipment was used upon the road.

The Contractor will be required to finish within the time agreed upon the contract or extended by the board the work complete in every detail and conforming to the spirit and intention of these specifications for the contract price. Failure to complete the road within the required time may void the contract at the option of the board. If for the proper completion of the work the need appears for labor and materials not specified the Contractor shall furnish the same for an increase of the contract price equal to cost plus fifteen per cent as estimated or ascertained by the Engineer, and shall enter into a supplemental contract to that effect.

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If it becomes evident that work or materials specified are of little utility the same may be omitted by a like supplemental contract with a reduction of the contract price equal only to the cost similarly determined.

The engineer may authorize changes in the plans which neither materially increase or decrease the cost if the same are clearly beneficial, and he may also permit departures from the specifications which are not detrimental if the object be to adapt the work to weather, equipment, or either conditions that were not foreseen, and to hasten completion.

Any deviation from the plans or lack of conformity to the specifications other than what have been duly authorized will justify any reduction in the contract price which the board may think proper in case the contractor does not choose to, or cannot correct the same.

The contractor may file a claim at the end of each month for work done and materials furnished during that month. This claim will be examined by the engineer and approved for what he estimates is the value of the work and materials permanently built in the next month.

The engineer will furnish both the superintendent and the contractor with copies of these specifications and will set all necessary grade and line stakes, but the contractor aside from all supervision will be held responsible for the proper execution of the work.

The Contractor shall give reasonable notice to all owners whose property may be effected by work. In the event an owner fails to remove a fence or any thing that hinders the performance of the work according to these specifications the contractor shall remove the same without extra compensation.

The Contractor shall erect barricades and display lights as may be necessary to protect his work and prevent accidents to the traveling public. With the approval of the engineer he may close any part of the road that would be injured by travel. If the contractor is unwilling to provide a temporary by-pass he shall give the township Trustees opportunity to provide the same by notifying him of the need of it. The Contractor shall save Hendricks County harmless from all suits or claims for damages arising from his work.

The Contractor shall assume all risks of freezing, thawing, and washouts up to the time of the acceptance of the work, at which time every part of it must be in first class condition, and no part will be removed until completion and acceptance of the whole.

DETAIL SPECIFICATIONS.

In the survey if the road corner stones were found as shown on the plat and witnessed for convenience in finding them again if it should be necessary to restake the road, or in reselecting them if they should be disturbed in grading. The contractor shall be careful to preserve these corners and witnesses, and in case a stone is moved he shall notify the engineer to reset it.

Beginning at the south and the center line of the road was run straight from each of these stones to the next and marked by stakes which were numbered consecutively and set at intervals of 100 feet on an ~~offset~~ ^{offset} of fifteen feet to the left. The right of way shall be 30 feet wide, extending 15 feet on each side of the center line except where cuts or fills constructed according to these specifications require a greater width, at which points it shall be widened on one side or both sides as the case may require to include the cut or fill. At such points the stakes must be set back to a distance which shall be marked upon them in order that the station points may be kept. Wings of culverts that extend more than 15 feet from the center of the road are still upon the right of way because of the fill over them.

On the present road way the cuts and fills are very narrow and irregular. For the reason that the difference of elevation between the center of the road and the new grade would not show correctly the amount of dirt to be hauled, six elevations were taken at each station, beginning at the stake and at intervals of six feet to the right for thirty feet, from which was computed the elevation in the center and the average elevation which would be the elevation if the present cross section were made flat by spreading sidewise. The road is to be brought to the required elevation and cross section partly by side filling and cutting and partly by hauling dirt to or from the point according as a cut or fill may be required. A comparison of the three elevations at each station will indicate the nature and amount of work to be done. The cuts and fills balance and shall be made as they are shown.

The plus stations are culverts and gateways whose elevation were considered in establishing the grade and where cutting might become the subject of controversy or claim for damage. These pluses may be used in finding stakes or restoring numbers.

In the case of culverts the elevation of the ditch bottom is given at each fence for the purpose of designing head walls. A bench mark was taken near each culvert for use in determining the elevation of the top of the headwalls, which is also the elevation of the grade at that point unless the culvert have extra length.

The culvert pipe shall be laid perpendicular to the center line of the road, except where otherwise directed, with ends equally distant therefrom and the head-walls shall be parallel thereto. The pipe shall have the elevation of the lowest surface outlet and a fall of about three inches.

The length and depth assigned to the headers is intended to be such that the length will be three times the distance from the invert of the pipe to the top, and that the bottom will be about $1\frac{1}{2}$ feet below the

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ditch bottom. Below the invert of the pipe the concrete may be deposited in trenches, but about that line it shall be deposited in forms of dressed lumber. The face of the header shall be vertical, the back shall have a better of one inch per foot, the top being eight inches thick, extensions of old culverts shall be made in connection with the construction of their headers.

The Contractor shall remove all verified pipe from the road. The Superintendent may direct the laying of old pipe across gateways or in places where they will be useful to the road in keeping open side ditches. All old pipe not so used shall be accounted for to the trustee of Center Township.

Iron culverts, indicated on profile at certain plus stations, shall be extended and headers built on either end to conform with width at grade. The extensions and headers shall be built of reinforced concrete.

Each header shall be reinforced with two half inch rods placed horizontally near the face, one above and one below the pipe, and by four inch rods placed vertically near the back, two on each side of the pipe spaced equally. These rods shall not fall short more than one foot in length of the corresponding dimension of the header, and shall not be more than two inches from the nearest face.

All reinforcing rods shall have the diameter shown and shall be of medium steel, free from paint grease or scales of rust, and shall have some slight corrugation or deformation to make a bond with the concrete.

All concrete on this road shall be a mixture of one part cement, two parts sand, and four parts gravel, by sand being understood that part of the bank run material that will pass, and by gravel that part that will be retained on a quarter inch screen no piece exceeding in any dimensions one and one half inches. Bank or bar-run material may be used if it be tested and found to approximate these proportions, and is free from dirt, clay or other foreign material. Each yard of concrete shall contain not less than five bags of cement, and the engineer may increase that amount if the fine aggregate be in excess.

The cement shall be a standard brand of American Portland that by previous use has proved satisfactory, and shall be sound and free from lumps and in good condition at the time of use. If mixing is done by hand it shall be done upon a water tight platform, turning the materials dry until the color becomes uniform, then adding water and turning again until the mass is equally wet throughout. The amount of water shall be such as to make a quaking plastic mass and not to flush to the surface in any considerable amount. If mixing is done by machine a batch mixer shall be used.

The contractor shall devise means to avoid placing concrete in water. Concreting shall not be done in freezing weather, and any work injured by an unexpected freeze shall be wholly replaced. All exposed faces shall be spaded or tamped to produce a smooth surface showing no irregularity other than the grain of the timber in the forms.

The grade shall be raised or lowered as shown on the profile and made nearly flat in cross section, the cuts twenty seven feet across the bottom with sides sloping twelve inches upward per foot outward, and the fills twenty four feet across the top with the sides sloping eight inches downward per foot outward. When in the judgement of the engineer the fills have settled sufficiently the subgrade may be prepared for the stone by raking it smooth with a grader, drawing the dirt to the sides for subsequent use in banking, and rolling it thoroughly in places where the roller will produce any compaction. The small ridges of dirt shall be made straight and equally distant from the center line, and between them the screened stone of the lower course shall be spread of even depth, the dust being dumped in piles at the sides. The amount of screened stone in the lower course shall be about 22.5 tons per hundred feet and the dust about 7.5 tons, the exact proportion and amounts of each required to fill the voids and make 30 tons per 100 feet being found by trial. Beginning on the dirt berm and proceeding toward the center the screened stone shall be thoroughly rolled until the voids are reduced to the minimum and the pieces matched and fitted together, the while the rolling continues the dust shall be shoveled thinly and evenly over the surface of the screened stone, making successive applications where crevices open up after each passage of the roller until the voids are completely filled and only the outlines of the stone is visible. When the voids have been filled the course shall be watered to wash the dust further down into the voids and left a day or two to set before putting on the top course. The treatment of the top course shall be the same as that of the bottom except that it shall be spread to correct the unevenness of the first and give the desired crown and shall be drenched with water and rolled wet until a wave of grout flows before the wheels. Before the rolling ceases any slight depression shall be remedied by throwing in a little extra stone. The road shall dry at least two days before being thrown open to travel. The operations of spreading stone, rolling, dusting, and watering shall follow in quick succession and the top course shall be put on soon after the bottom, avoiding as much as possible hauling over finished work. After the stone is down it shall be banked in by drawing dirt from the berms and side ditches in such a way as to give the result shown in the drawing of the cross section of roadway. The screened stone shall be that part of the product of the crusher that will pass a three and one half inch screen and be retained upon a one and one half inch screen. The dust shall be all that part that will pass a one half inch screen. All stone shall be the best grade of Mitchell limestone and shall be entirely free from clay.

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All rolling shall be done with a steam roller weighing not less than ten tons. The sprinkling¹ tank shall have a plat form gear that will make it possible to turn without tearing up the stone and grade.

In the two courses of macadam the road shall receive fifty tons of stone and dust per hundred feet of length, distributed as evenly as possible and spread twelve feet wide, and freight bills for this amount will satisfy these specifications without regard to finished depth. The amount of rolling and watering shall be satisfactory to the engineer, and in any case shall be such that more would not be of any perceptible benefit. After the road is otherwise completed and has had some use it shall be given a flush of tar and chips. The stone shall be swept clean of dust and covered with hot tar at the rate of three fourths gallon per square yard, heated to a temperature of about 250 degrees Farenheit. The tar shall be immediatly covered with stone chips and rolled. The chips shall be one half inch insize and must be free from dust and dry, and shall be applied thick enough, whatever the amount required may be, that the roller will not pick up the tar. The tar shall be a bituminous product similar to Tarvia X, The contractor submitting a sample of what he proposes to furnish.

SUPPLEMENTAL REPORT OF VIEWERS.

To the Honorable Board of Commissioners:

In the matter of the petition of S.L. McCurdy et al, for the improvement of highway.

We, the undersigned, Viewers, heretofore appointed in the above cause, and who as such viewers, on the 28th day of February, 1917, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same, now file this as our supplemental report, to-wit:

We would respectfully report that the improvement of said highway in the manner set forth on our former report, will not occasion any damages to the lands of any infant, idiot or person of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement.

Respectfully submitted,

Riley Schenck.

Howard Stanley.

Theodore Garrison

Viewers.

Subscribed and sworn to before me this 26th day of March, 1917.

C.M. Havens.

Auditor Hendricks County.

And now it is further ordered by the board that the auditor give notice by one publication in a daily news-paper of general circulation throughout the State of Indiana, printed and published at the city of Indianapolis, and also by three weekly publications in The Republican and Danville Gazette, two weekly newspapers of general circulation throughout the county of Hendricks, the county in which said road to be improved under these proceedings is located, that on Tuesday the 8th day of May, 1917, at the hour of 10 o'clock a.m. of said day sealed proposals will be received and opened by the board of Commissioners of Hendricks County, Indiana, at their usual place of meeting and a contract let for the work of said improvement in accordance with the profile, report, plans and specifications in said report set forth and provided.

And further proceedings herein are continued.

In the matter of the petition of
H.W. Howell et al, for the
Improvement of a public highway in
Center Township.

Come now Riley Schenck and Howard Stanley, the duly appointed, qualified and acting viewers in the foregoing entitled cause; and comes also Theodore W. Garrison, the duly appointed and acting civil engineer in said cause, and all being present before the board, they now produce the original order issued to them by the auditor of this county notifying them severally of their appointments as such viewers and engineer in said proceedings and requiring them to appear at the auditor's office of this county on a day fixed in said order for the purpose of qualifying as the law provides in such cases. Said order being in words and figures following, to-wit: (H.I.). And the board having duly examined said order so produced by the said viewers and engineer, finds that said viewers and said engineer did appear at the auditor's office of this county on the 14th day of November, 1914, and there subscribed an oath as follows, to-wit: (H.I.), for the faithful discharge of their duties as such viewers and engineer.

And now the auditor of this county produces the duly signed report of the said engineer and viewers heretofore filed in this office. And the board, having examined the same finds that said report was filed in the office of the auditor of this county on the 28th day of February, 1917, that the same has been on file therein open to the inspection of all persons, their agents and attorneys, for more than ten days before the 2nd day of April, 1917, the day on which these proceedings are now being conducted.

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And now said viewers announce and file a Supplemental Report herein.

And the board, having examined said Supplemental Report, and heard all matters connected therewith, finds that no injury will result to the property of any infant, idiot or person of unsound mind; or will any such person sustain any damage whatever by reason of the construction of the improvement ~~payed~~ for by the petitioners herein; that no person or corporation has made written claim for damages to said viewers because of injury to property by reason of said improvement, and that said Supplemental Report is in due form and regular and the same should in all things be approved.

And now the Auditor produces a Resolution of the Town Board of the town of Danville, Indiana, duly executed, and which was filed in his office on the 6th day of June, 1916, as follows, to-wit:

State of Indiana, Hendricks County, SS:

In the matter of the petition of
H.W. Howell et al, for the improvement of
a public highway in Center Township,
Hendricks County, Indiana.

Comes now H.W. Howell and shows to your honorable board that he and more than fifty others, freeholders and legal voters of Center Township, Hendricks County, Indiana, did on the 3rd day of September, 1914, file in the Auditor's Office of Hendricks County, Indiana, their certain petition for the improvement of a public highway in said petition fully described, a copy of which said petition is filed herewith, marked exhibit "A" and made a part of this petition to your honorable board; that a portion of said public highway described in said petition and therein asked to be improved is within the corporate limits of the town of Danville, Hendricks County, Indiana.

Your petitioner further shows to your Honorable board that upon the filing of said petition as aforesaid alleged herein the said auditor did fix by endorsement thereon as the time for the hearing of the same by the board of Commissioners of Hendricks County, Indiana, the 5th day of October, 1914; that upon said date the petitioners made proof of due notice, as provided by law, of the filing of said petition and of the time and place at which it would be heard; and, thereupon, the board, having duly examined said petition found the same in due form and sufficient; and, by an order duly made, continued the further proceedings in the matter until the first day of the regular November Term, 1914, of said board; that upon said date, there having been no remonstrance against said proposed improvement filed, as allowed by law in such cases, the board did appoint, as viewers Howard Stanley and Riley Schenck, and as civil engineer thereupon Theodore W. Garrison, the duly elected, qualified and acting surveyor of Hendricks County, Indiana, and said cause was thereupon continued for the report of the said viewers and engineer upon said proposed improvement.

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Wherefore, your petitioners, in behalf of himself and all the others, said petitioners, who are signers to said petition, ask that you give your consent, in resolution duly adopted, to the improvement of so much of said described highway as lies within the corporate limits of the town of Danville, Indiana, should the report of said viewers and engineer be favorable to said proposed improvement, and that you order and direct the clerk of this town to transmit to the Auditor of Hendricks County, Indiana, a duly certified copy of said resolution.

H.W. Howell.

And the board being advised in the premises, finds that said improvement should be made as prayed for in said petition.

THEREFORE: Be it resolved by the board of trustees of the town of Danville, Indiana, in regular session, that the board of Commissioners of Hendricks County, Indiana, be and it is hereby authorized and empowered, and by this resolution is given the required jurisdiction over and upon the streets of the town of Danville, Indiana, over and upon which said proposed improvement will pass, to make said improvement as prayed for in said petition, and as may be provided in the report of the viewers and engineer should they deem said improvement of public utility.

Provided, however, that said board of Commissioners shall require of the contractor awarded the contract for such improvement a good and sufficient bond, with surety to the approval of the said board, conditioned so as to protect and save said town of Danville, Indiana, from any and all loss or damage of every kind and character growing out of any injury to any person or property on account of the defaults or negligence of said contractor, his agents or employees in the execution of said work of improvement, and that said contractor will pay any judgement and costs that may be obtained against said town of Danville, Indiana, by reason of any such injury or damage.

And, be it further resolved, that a duly certified copy of these resolutions, under the hand of the clerk of this town and the seal thereof, shall be forthwith transmitted by said clerk to the auditor of Hendricks County, in the State of Indiana.

Simon Hadley.

Wilmer L. Holman.

W.H. Nichols.

C.C. Allred.

S.L. McCurdy.

Town Board of Danville, Indiana.

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H.W. Howell et al, Road.

ATTEST: Chas. T. Clark, The Clerk thereof.

State of Indiana, Hendricks County, SS:

I, Chas. T. Clark, Clerk of the town of Danville, Indiana, do hereby certify that the foregoing is a full, true and complete copy of a petition filed by H.W. Howell, in behalf of himself and others, asking for the consent of the Board of trustees of the town of Danville, Indiana, to improve that portion of the highway described in said petition which is within the corporate limits of the town of Danville, Indiana, by the Board of Commissioners of Hendricks County, Indiana, and the Resolution of said Board duly adopted in reference thereto on the 5th day of June, A.D., 1916.

In WITNESS Whereof, I have hereunto set my hand and the seal of this ^{said} town of Danville, Indiana, this the 5th day of June, A.D., 1916.

(SEAL) Chas. T. Clark, Clerk.

Authorizing and empowering the board of commissioners to make that portion of said improvement within the corporate limits of the said town of Danville, Indiana, and giving the consent of said board thereto such improvement.

And now, all matters in respect to damages sustained by any ~~person~~, or corporation having been fully determined by this board, the report and profile made by the engineer and viewers are now taken up and fully considered by this board. And the Board having examined the same and been duly advised in the premises finds:

That the highway proposed to be improved under, and pursuant to, these proceedings is less than three miles in length and that it connects at each end with an improved free gravel road; that the improvement prayed for in said petition, and as reported in said report, is of public utility, and should be allowed and made as provided in said report without submitting the matter thereof to a vote of the legal voters of said Center Township. The Board further finds that said report, profile and plans and specifications are all in due form and sufficient and should, in all things, be approved, and that said improvement, as in said report provided, be ordered.

It is therefore ordered and adjudged by the board that the Supplemental Report of the viewers be, and the same is now hereby in all things fully approved.

It is also ordered by the board that the report of the engineer and viewers be, and the same is hereby in all things, approved, and that said improvement be and the same is now hereby established by order of this board and the same be made in respects as provided in said report of said viewers and engineer.

It is further ordered by the board that the Supplemental report, and the said report of the viewers and engineer be spread of record on the records in the Auditor's Office kept for that purpose, which is now done and are in words and figures following, to-wit:-

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ORDER TO VIEW ROAD.

THE STATE OF INDIANA,

SS:

HENDRICKS COUNTY,

COMMISSIONERS' COURT,

NOVEMBER TERM, 1914.

To Howard Stanley, Riley Schenck and Theodore W. Garrison.

You are hereby notified that you were appointed by the Board of Commissioners of said County, at their November Term, 1914, to view a proposed highway, petitioned to be improved as follows, to-wit: Commencing at the Perry Hunt and others' free gravel road in Center Township, Hendricks County, Indiana, upon or near half section line about 80 rods west of the center of Section 9, Township 15 North, Range 1 West and from thence north through the North West quarter of said section 9 for a distance of about 80 rods; thence East to or near the East line of Todd's Addition to the town of Danville, Indiana; thence North, and north East to the West end of Marion Street in the town of Danville, Indiana; thence East over and upon said Marion Street to where the same is intersected by Kentucky Street in said town of Danville, Indiana.

You are further notified that Howard Stanley and Riley Schenck are the viewers upon said highway improvement and that Theodore W. Garrison is civil engineer thereon pursuant to the order of the board of Commissioners of Hendricks County in the petition of H.W. Howell and others for the improvement of said described highway by grading, draining and paving with stone, gravel or other road paving materials and building thereon of all neccessary bridges and culverts.

You are further notified that you are required to view said proposed improvement and make report thereon at the first day of the regular December Term, 1914, of said board, and if said proposed improvement will be of public utility, mark and lay out the same, in the manner prescribed by law, to the width of not less than 30 feet.

You will meet at the office of the Auditor of Hendricks County, Indiana, in the town of Danville, Indiana on Saturday the 14th day of November, 1914, at 10 o'clock a.m. and after being duly qualified, proceed to make said view, and report at the first day of the next regular term of said board.

I certify the foregoing to be a true copy of the order of the Board in relation to said proposed highway. WITNESS my hand and official seal this, 6th day of November, 1914.

(SEAL)

Lewis W. Borders.

Auditor.

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H.W. Howell et al, Road.

OATH OF VIEWERS.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

We, Riley Schenck, Howard Stanley and Theodore W. Garrison do solemnly swear that we will faithfully and impartially discharge the duties assigned us as viewers on the within described proposed highway to the best of our skill and ability, so help us God.

Theodore W. Garrison.Riley Schenck.Howard Stanley.

Subscribed and sworn to before me this 14th day of November, 1914.

Lewis W. Borders. Auditor.ROAD VIEWERS' REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA:

We, the undersigned Viewers, who were appointed by your honorable body at your regular November Term, 1914, to view a proposed highway, as petitioned for by H.W. Howell et al., have discharged the duty assigned us, and submit to you the following report, to-wit:

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows, to-wit;- The said proposed highway to be 30 feet in width, and commences at station 191 plus 75 on the S.L. McCurdy et al Free Gravel Road the petitions of S.L. McCurdy et al and H.W. Howell and et al describing routes with the same beginning and course up to this point and the improvement of that course having been provided for under the petition of the S.L. McCurdy et al Road, and running thence North one degree East 290 feet, thence North 40 degrees East 610 feet, thence north 50 degrees East 347 feet to the West end of Marion Street, thence East along Marion street to Kentucky Street, which route is the same as that described in the petition, the whole route being less than three miles, to-wit: 4863 feet, and connecting two free gravel roads, and the part not covered by the S.L. McCurdy petition and remaining to be improved under the Howell petition being 1588 feet long, all of which 1588 feet lies within the town of Danville and for the improvement of which we submit as a part of this report specifications and estimate that the cost thereof should not exceed Twenty one Hundred Sixty five Dollars, (\$2165.00) which is not more than the average cost per lineal foot outside the corporation, and we are of the opinion that said highway would be of public utility.

Respectfully submitted,

Riley Schenck, Howard Stanley and Theodore W. Garrison, VIEWERS.

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H.W. Howell et al, Road.

Specifications for the construction of the H.W. Howell et al Road
in Center Township, Hendricks County, Indiana.

GENERAL SPECIFICATIONS.

These Specifications include the plat and profile of the road that is filed with them, and all drawings, notes, figures and explanations thereon, both text and drawings should be carefully read and examined, each part in connection with and in explanation of the other.

It is the purpose of these Specifications to describe accurately the improvement desired and to prescribe certain methods of work that are essential to the desired result and to show how abutting property will be affected thereby, and to define the parties concerned and their respective relations and duties in the conduct of the work according to the custom that has prevailed in the County heretofore.

It is the intention of these specifications to provide for a high-class improvement wherein all materials shall be the best of their respective kinds and the workmanship shall be first class. Matters not specially mentioned shall be determined in harmony with this intention.

For the sake of brevity the Commissioners of Hendricks County will be referred to as the Board. The Surveyor of Hendricks County as the engineer, the party that has undertaken to do the work as the Contractor, and the person appointed by the board to watch the progress of the work and report thereon as the superintendent.

Bidders should view the road and determine for themselves conditions that effect the contract, and should make their own calculations and rely upon their own judgement as to the amount of work to be done and material to be furnished, applying to the Engineer for information about matters not understood nor clearly shown. Before entering into contract they should make a statement to the board as to their experience and equipment, and should also mention the source from which they mean to supply the several materials, which statement will be considered along with their price in awarding the contract, and interpretation of these specifications and acceptance of materials not agreed upon at this time shall be left to the decision of the engineer. To simplify inspection on the minimum amount of material to be used is set out, and the contractor will not receive his final estimate until he has submitted to the Engineer and Board invoices and freight bills for the correct amount, which bills shall be signed by the Superintendent as evidence that the shipment was used upon the road.

The Contractor will be required to finish within the time agreed upon in the contract or extended by the board the work complete in every

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detail and conforming to the spirit and intention of these specifications for the contract price. Failure to complete the road within the required time may void the contract at the option of the Board. If for the proper completion of the work the need appears for labor and materials not specified the Contractor shall furnish the same for an increase of the contract price equal to cost plus 15 per cent as estimated or ascertained by the Engineer, and shall enter into a Supplemental contract to that effect. If it becomes evident that work or materials are of little utility the same may be omitted by a like supplemental contract with a reduction of the contract price equal only to the cost similarly determined.

The engineer may authorize changes in the plans which neither materially increase or decrease the cost of the same ^{and} are clearly beneficial, and he may also permit departures from the specifications which are not detrimental if the object be to adopt the work to weather, equipment, or other conditions that were not foreseen, and to hasten completion.

Any deviation from the plans or lack of conformity to the specifications other than what have been duly authorized will justify any reduction in the contract price which the board may think proper in case the contractor does not choose to, or cannot correct the same.

The contractor may file a claim at the end of each month for work done and materials furnished during that month. This claim will be examined by the engineer and approved for what he estimates is the value of the work and materials permanently built into the road. The amount allowed will be available early in the next month.

The engineer will furnish both the Superintendent and the Contractor with copies of these Specifications and will set all necessary grade and line stakes, but the contractor aside from all supervision will be held responsible for the proper execution of the work. The Contractor shall give reasonable notice to all owners whose property may be affected by his work. In the event an owner fails to remove a fence or anything that hinders the performance of the work according to these specifications the contractor shall remove the same without extra compensation. The contractor shall erect barricades and display lights as may be necessary to protect this work and prevent accidents to the traveling public. With the approval of the engineer he may close any part of the road that would be injured by travel. If the contractor is unwilling to provide a temporary by-pass he shall give the township trustee opportunity to provide the same by notifying him of the need of it. The Contractor shall save Hendricks County harmless from all suits or claims for damages arising from his work. The Contractor shall assume all risks of freezing, thawing, and washouts up to the time of the acceptance of the work, at which time every part of it must be in first class condition, and no part will be received until the completion and acceptance of the whole.

DETAIL SPECIFICATIONS.

In the survey of the road corner stones were found as shown on plat and witnessed for convenience in finding them again if it should be necessary to restake the road, or in relocating them if they should be disturbed in grading. The contractor shall be careful to preserve these corners and witnesses, and in case a stone is moved in grading he shall notify the engineer to reset it. Beginning at the south end the center line of the road was run straight from each of these stones to the next and marked by stakes which were numbered consecutively and set at intervals of 100 feet on an offset of 15 feet to the left. The right of way shall be 30 feet wide, extending 15 feet on each side of the center line except where cuts or fills constructed according to these specifications require a greater width, at which points it shall be widened on one side or both sides as the case may require to include the cut or fill. At such points the stakes must be set back a distance which shall be marked upon them in order that the station points may be kept. Wings of culverts that extend more than 15 feet from the center of the road are still upon the right of way because of the fill over them.

On the present roadway the cuts and fills are very narrow and irregular. For the reason that the difference of elevation between the center of the road and the new grade would not show correctly the amount of dirt to be hauled six elevations were taken at each station, beginning at the stake and at intervals of six feet to the right for thirty feet, from which was computed the elevation in the center and the average elevation, which would be the elevation if the present cross section were made flat by spreading sidewise. The road is to be brought to the required elevation and cross section partly by side filling and cutting and partly by hauling dirt to or from the point according as a cut or fill may be required. A comparison of the three elevations at each station will indicate the nature and amount of work to be done. The cuts and fills balance and shall be made as they are shown.

The plus stations are culverts and gateways whose elevation were considered in establishing the grade and where cutting might become the subject of controversy or claim for damage. These pluses may be used in finding stakes or restoring numbers. The Contractor shall remove all old vitrified pipe from the road. The Superintendent may direct the laying of old pipe across gateways or in places where they will be useful to the road in keeping open side ditches. All old pipe not so used shall be accounted for to the Trustee of Center Township.

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The arch culvert at station 9 plus 30 shall be built true to the form and the dimensions shown in the drawings, going by the scale where no dimensions are ~~shown~~ given and in the spacing of the reinforcing. The centers shall be rigid and unyielding and the iron shall be wired in place before the concrete is poured. The iron shall be bought full length and bent if necessary for shipment. All reinforcing rods shall have the diameter shown and shall be of medium steel, free from paint grease or scales of rust, and shall have some slight corrugation or deformation to make a bond with the concrete. All concrete on this road shall be a mixture of one part cement, two parts sand, and four parts, gravel, by sand being understood that part of the bank run material that will pass, and by gravel that part that will be retained in a quarter inch screen, no piece exceeding in any dimensions $1\frac{1}{2}$ inches. Bank or bar-run material may be used if it be tested and found to approximate these proportions, and is free from dirt, clay or other foreign material. Each yard of concrete shall contain not less than five bags of cement, and the engineer may increase that amount if the fine aggregate be in excess. The cement shall be a standard brand of American Portland that by previous use has proved satisfactory, and shall be sound and free from lumps and in good condition at the time of use. If mixing is done by hand it shall be done upon a water tight platform, turning the materials dry until the color becomes uniform then adding water and turning again until the mass is equally wet throughout. The amount of water shall be such as to make a quaking plastic mass and not a flush to the surface in any considerable amount. If mixing is done by machine a batch mixer shall be used. The Contractor shall devise means to avoid placing concrete in water. Concreting shall not be done in freezing weather, and any work injured by and unexpected freeze shall be wholly replaced. All exposed faces shall be spaded or tamped to produce a smooth surface showing no irregularity other than the grain of the lumber in the forms.

The grade shall be raised or lowered as shown on the profile and made nearly flat in cross section, the cuts twenty seven feet across the bottom with sides sloping twelve inches upward per foot outward, and the fills twenty four feet across the top with the sides sloping eight inches downward per foot outward. When in the judgement of the engineer the fills have settled sufficiently the subgrade may be prepared for the stone by raking it smooth with a grader, drawing the dirt to the sides for subsequent use in banking, and rolling it thoroughly in places where the roller will produce any compaction. The small ridges of dirt shall be made straight and equally distant from the center line, and between them the screened stone of the lower course shall be spread of even depth, the dust being dumped in piles at the sides. The amount of screened stone in the lower course should be about 22.5 tons per hundred feet and the dust about 7.5 tons, the exact proportion and amounts of each required to fill the voids and make 30 tons per hundred feet being found by trial. Beginning on the dirt berm and proceeding ~~outward~~ ^{to} toward the center the screened stone shall be thoroughly

rolled until the voids are reduced to the minimum and the pieces matched and fitted together, then while the rolling continues the dust shall be shoveled thinly and evenly over the surface of the screened stone, making successive applications where crevices open up after each passage of the roller until the voids are completely filled and only the out lines of the stone is visible. When the voids have been filled the course shall be watered to wash the dust further down into the voids and left a day or two to set before putting on the top course. The treatment of the top course shall be the same as that of the bottom except that it shall be spread to correct the unevenness of the first and give the desired crown and shall be drenched with water and rolled wet until a wave of grout flows before the wheels. Before the rolling ceases any slight depression shall be remedied by throwing in a little extra stone. The road shall dry at least two days before being thrown open to travel. The operations of spreading stone, rolling, dusting, and watering shall follow in quick succession and the top course shall be put on soon after the bottom, avoiding as much as possible hauling over finished work. After the stone is down it shall be banked in by drawing dirt from the berms and side ditches in such a way as to give the result shown in the drawing of the cross section of roadway. The screened stone shall be that part of the product of the crusher that will pass a three and one half inch screen and be retained upon a one and one half inch screen. The dust shall be all that part that will pass a one half inch screen. All stone shall be the best grade of Mitchell Limestone and shall be entirely free from clay.

All rolling shall be done with a steam roller weighing not less than ten tons. The sprinkling tank shall have a platform gear that will make it possible to turn without tearing up the stone and grade.

In the two courses of macadam the road shall receive fifty tons of stone and dust per hundred feet of length, distributed as evenly as possible and spread twelve feet wide, and freight bills for this amount will satisfy these specifications without regard to finished depth. The amount of rolling and watering shall be satisfactory to the engineer, and in any case shall be such that more would not be of any perceptible benefit. After the road is otherwise completed and has had some use it shall be given a flush coat of tar and chips. The stone shall be swept clean of dust and covered with hot tar at the rate of three fourths gallon per square yard heated to a temperature of about 250 degrees Fahrenheit. The tar shall be immediately covered with stone chips and rolled. The chips shall be one half in size and must be free from dust and dry, and shall be applied thick enough,

April Term, 1917.

H.W. Howell et al, Road.

whatever the amount required, may be that the roller will not pick up the tar.

The tar shall be bituminous products similar to Tarvia X the contractor submitting a sample of what he proposed to furnish.

SUPPLEMENTAL REPORT OF VIEWERS.

TO THE HONORABLE BOARD OF COMMISSIONERS:

In the matter of the petition of H.W. Howell et al, for the improvement of highway.

We, the undersigned, Viewers, heretofore appointed in the above cause, and who as such viewers, on the 28th day of February, 1917, filed our report in the above cause as ordered by you in your order appointing us, and ten days having expired since the filing of the same, now file this as our supplemental report, to-wit:-

We would respectfully report that the improvement of said highway in the manner set forth in our former report, will not occasion any damages to the lands of any infant, idiot or person of unsound mind, and that no person, firm or corporation has made any written claims for damages on account of said proposed improvement.

Respectfully submitted,

Riley Schenck

Howard Stanley.

Theodore Garrison

Viewers.

Subscribed and sworn to before me this 26th day of March, 1917.

C.M. Havens.

Auditor Hendricks County.

And now it is further ordered by the board that the Auditor give notice by one publication in a daily news-paper of general circulation throughout the State of Indiana, printed and published at the city of Indianapolis, and also by three weekly publications in The Republican and Danville Gazette, two weekly newspapers of general circulation throughout the county of Hendricks, the county in which said road^{to} be improved under these proceedings is located, that on Tuesday the 8th day of May, 1917, at the hour of 10 o'clock a.m. of said day sealed proposals will be received and opened by the Board of Commissioners of Hendricks County, Indiana, at their usual place of meeting and a contract let for the work of said improvement in accordance with the profile, report, plans and specifications in said report set forth and provided.

And further proceedings herein are continued.

April Term, 1917.

Chas A. Mackey et al, Road.

In the matter of the petition of
Chas. A. Mackey et al, for the
Improvement of a public highway in
Center Township.

Come now the petitioners by counsel, and come also the
viewers and engineer herein, and it appearing to the satisfaction of the
board that it is impossible for said engineer and viewers to, at this
time, make a report of their doings in the above entitled cause.

Therefore, it is hereby ordered by the board that said
engineer and viewers be given until the regular May Term, 1917, of said
board to make and file in the office of the auditor of Hendricks County,
Indiana, their certain report in writing, setting forth their determin-
ation in regard to said proposed improvement.

(Ordered that the board do now adjourn.)

J. H. Bricker
Geo H. Shuler
Board of Commissioners of Hendricks County.

April Term, 1917.

April 28th, 1917

(Special Session).

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

IN THE COMMISSIONERS COURT,

SPECIAL SESSION, APRIL TERM, 1917.

Saturday April 28th, 1917.

The Board of Commissioners of Hendricks County, Indiana and the Board of Commissioners of Putnam County, Indiana met in Special Session in the Commissioners Room in the town of Danville, Indiana it being the 28th day of April, 1917.

Present: Harry E. Sanders, John G. Shelton and John D. Brickert all members of said Board of Hendricks County, and H. Witt Sutherlin, R.E. Larkin and Charles W. Daggy, all members of said board of Putnam County.

The following proceedings were then had, to-wit:-

In the matter of the petition of John N.

Russel for the improvement of a public

highway on the county line between

Putnam and Hendricks Counties.

And on the 28th day of April, 1917 pursuant to the order of the board of Commissioners of Hendricks County Indiana made and entered on, to-wit: April 2nd, 1917, in the foregoing entitled cause, and pursuant to a notice issued by the Auditor of Hendricks County, Indiana to the members of the board of Commissioners of Hendricks County, Indiana to meet in special session at the Commissioner's room at the court House in the town of Danville, Hendricks County, Indiana on the 28th day of April, 1917 at the hour of 10 o'clock a.m. of said day which notice and acknowledgement of service thereon by the members of said board of Commissioners of Hendricks County, Indiana is in words and figures as follows: to-wit: (H.I.)

And pursuant to the order aforesaid and notice of the Auditor of Putnam County, Indiana after having duly called the board of Commissioners of said Putnam County, together and delivering to said board a duly certified copy of the petition filed in the Auditor's office of Hendricks County, Indiana, by John N. Russell, et al for the improvement of certain public highway on the county line between the counties of Hendricks and Putnam, together, with the names attached to said petition, and the proof required by law in such cases and the order of the board of Commissioners of Hendricks County, Indiana fixing the time and place of meeting of the boards of Commissioners of said Hendricks and Putnam counties in joint session for the purpose of considering the petition of the said John N. Russell et al as aforesaid, and the appointment of viewers and a competent engineer, which said duly certified copy of said petition and the order of the said board of the Commissioners of Hendricks County,

Certified copy mailed to Auditor of Putnam Co. May 5th 1917, C. W. W. Harris, Auditor Hend. Co.

April Term, 1917.

(Special Session) John N. Russell et al, Road.

Indiana were duly made by the Auditor of Hendricks County, Indiana and sent to the Auditor of Putnam County, Indiana and by said Auditor of said Putnam County, Indiana delivered to the board of Commissioners of said Putnam County, Indiana delivered to the board of Commissioners of said Putnam County more than fifteen days before the 28th day of April, 1917; and pursuant further to a summons issued by the Auditor of Putnam County to the Sheriff of said Putnam County directing him to summons the members of the Board of Commissioners of Hendricks County, Indiana to meet in special session at the Commissioners room at the court house in the town of Danville, Hendricks County, Indiana on the 28th day of April 1917 at the hour of 10 o'clock A.M., which summons and the return of the Sheriff of Putnam County endorsed thereon is in the words and figures as follows, to-wit: (H.I.) .

And now said boards are met in joint session at the room of the Commissioners of Hendricks County, Indiana for the purpose of hearing said petition and acting thereon.

And now comes John N. Russell et al petitioners herein and present to the joint Boards of Commissioners their petition and asks that the same be examined and if found sufficient that said joint boards appoint viewers and a competent Engineer to view said proposed improvement, and make a report as provided by law in such cases.

And the said boards jointly find after having duly examined said petition and being sufficiently advised in the premises find said petition is in due form and sufficient; that the same is signed by more than seventy-five adult freehold residents of the said Jackson Township, Putnam County, Indiana, and of Eel River Township, Hendricks County, Indiana, the Townships affected and the only townships affected by said proposed improvement, and that not fewer than ten of the said petitioners are from each of said Townships aforesaid; that said petition has attached thereto an affidavit of Wallace Erganbright a resident freeholder and legal voter of Eel River Township, Hendricks County, Indiana; that the contents of said petition are in all respects in conformity to law and that said petitioners are entitled to have viewers and a competent Engineer appointed to view said proposed improvement.

It is therefore ordered and adjudged by the Board of Commissioners of Hendricks County, Indiana and the board of Commissioners of Putnam County, Indiana, in joint session, and by their joint order, that viewers be appointed to view said proposed improvement and for that purpose Frank Davis a resident and disinterested freeholder of Putnam County, Indiana, and John Figg a resident and disinterested freeholder of Hendricks County, Indiana are appointed as viewers and Ray Whyte the

April Term, 1917 (Special Session.)

John N. Russell et al, Road.

duly elected, qualified and acting Surveyor of Hendricks County, Indiana, is appointed as the Civil Engineer to act with said viewers; neither of said viewers nor the said engineer being the owner of any taxable property in either of said townships affected by said proposed improvements.

It is further ordered by said boards in joint session and their joint order that said viewers and engineer shall meet at the Auditor's office of Hendricks County, Indiana on the 5th day of May, 1917 and there be wualified as provided by law for the faithful discharge of their duties, and the Auditor of said County of Hendricks is hereby directed and ordered to give to said viewers and said engineer notice of their appointment and the time and place of their meeting to qualify.

It is further ordered by said boards in joint session and by their joint order herein that said viewers and engineer, after being duly qualified shall take such persons and assistants as are neccessary to view and locate such proposed improvement and determine the public utility thereof the width of the same and make a profile of the grade determine the material, the quality and depth of the same to be used, and make an estimate of the costs of the construction of said improvement, including bridges, culverts, and all other things neccessary for its completion and they are hereby further ordered and directed to file a report of their doings at the June Term, 1917 of the Board of Commissioners of Hendricks County, Indiana and a duplicate of said report they shall file with the Auditor of Putnam County, Indiana, and further proceedings herein are continued.

(Ordered that the board do now adjourn.)

J. W. Bryck
Geo. H. Steelton
Board of Commissioners of Hendricks County.

May Term, 1917.

O.M. Fordyce et al.

Monday May 7th, 1917.

The Board of Commissioners of Hendricks County, Indiana are met in regular session in the room of the Commissioners in the town of Danville, Indiana it being the first Monday in said month.

Present; Harry E. Sanders, John G. Shelton and John D. Brickert all members of said board.

The following proceedings were then had, to-wit:-

In the matter of the petition of
O.M. Fordyce et al, to open, and close,
Highways in Washington Township,
Hendricks County, Indiana.

Come now again the petitioners herein, and come also David Hadley, Henry A. Record and Alfred S. Lineinger, heretofore appointed as reviewers to review a certain highway hereinafter particularly described asked in these proceedings to be located and opened, and also a certain highway asked in said proceedings to be vacated, and to assess the damages, if any therebe, to the lands of certain remonstrators, and file their report, which said report is as follows, to-wit:-

ROAD REVIEWERS' REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA:

We, the undersigned reviewers, who were appointed by your honorable body at your regular April Term, 1917, to review a proposed highway, as petitioned for by O.M. Fordyce et al., for the purpose of assessing the damage, if any, that would be sustained by opening the same through the lands of Carl G. Patterson, Alvah W. Patterson, Orin L. Patterson Helena Patterson and Cora Darnall, have discharged the duty assigned us, and submit to you the following report, to-wit:-

Five days notice having been given by Carl G. Patterson, Orin L. Patterson, Alvah W. Patterson, Cora Darnall and Helena M. Patterson the remonstrator's herein, we met as directed in the order hereunto attached and made a part hereof, and, after being duly qualified as appears therein, proceeded to make such review, and find that no damages will result to any of the remonstrators by either the opening up of the new road described in the order hereunto attached, or the closing of the old road described in

May Term, 1917.

O.M. Fordyce et al, Road.

the order hereunto attached,

Respectfully submitted.

David Hadley.

Henry A. Record.

Alfred S. Lineinger.

Reviewers.

And the board being fully advised in the premises now in all things approves said report. It is therefore ordered by the Board that all costs occasioned by the review herein and taxed at eighteen \$18.00 Dollars, be paid by the remonstrators herein: Alva B. Smith, Helena M. Patterson, Cora Darnall, Orin L. Patterson, Carl G. Patterson and Alvah W. Patterson. And now the report of the viewers heretofore filed as ordered by the board, is duly examined by the board and found to be in due form and regular. And the Board, being fully advised in regard to the matters therein set out, now in all things approves said report and orders the same spread of record, which is now done in the following words and figures, viz:

ROAD VIEWERS' REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA;

We, the undersigned viewers, who were appointed by your honorable body at your regular March Term, 1917, to view a proposed highway as petitioned for by O.M. Fordyce et al., have discharged the duty assigned us, and submit to you the following report, to-wit:

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows, to-wit:- The said proposed highway to be 30 feet in width, and commences at the East terminus of a certain public highway running East and West on half section line of Section 33, Township 16 North, Range 1 East, at a point about 25 rods from Section line between sections 33 and 34, Township and Range aforesaid, and from thence East on half section line passing through the center of said section 33 to section line between said sections 33 and 34; thence north on said section line for a distance of about 80 rods and terminating in the public highway running north and south on the said section line between said sections 33 & 34. The said highway to have at its center the line herein described, that is the half section line and section line above described; that the said highway be laid out to a width of not less than thirty feet with the section lines aforesaid as the center thereof.

We also recommend the closing up of the following described highway, viz., The Public highway now established and used and beginning at the north terminus of the above proposed highway and running from thence southeast, south and southwest and west through the west half section 34, Township 16 North, Range 1 East, through the lands of Carl G. Patterson, Alvah W. Patterson, Orin L. Patterson Cora Darnall and Helena M. Patterson.

May Term, 1917.

O.M. Fordyce et al, Road.

And we are of the opinion that said highway would be of public utility.

Respectfully submitted,

George W. Jessup.

C.W. Kooser.

John E. Vestal.

Viewers.

It is further ordered by the board that the highway described in the petition as follows, viz: Commencing at the East terminus of a certain public highway running east and west on Half section line of section 33, Township 16 North, Range 1 East, at a point about 25 rods from section line between sections 33 and 34, Township and Range aforesaid, and from thence East on said half section line passing through the center of said section 33 to section line between said section 33 and section 34; thence North on ~~xxx~~ section line between said sections 33 and 34 for a distance of about 80 rods and terminating in a public highway running north and South on said section line between said sections 33 and 34, be located, recorded and established, and opened to a width of thirty feet with the line herein described as the center line thereof, and kept in repair as provided by law.

It is further ordered by the board that the highway described in the petition as follows, to-wit: The public highway now established and used and beginning at the north terminus of the foregoing established highway and running from thence south-east, south and south west and West through the west half of section 34, Township 16 north, Range 1 East through the lands of Carl G. Patterson, Alvah W. Patterson, Orin L. Patterson, Cora Darnall, and Helena M. Patterson be vacated and closed.

It is further ordered by the board that the auditor of this county transmit to the trustee of Washington Township, Hendricks County, Indiana, a duly certified copy of this order and judgement.

All of which is now finally ordered by the board.

May Term, 1917.

Glen Neaville et al, Road.

In the matter of the petition of
Glen Neaville, et al, for the
Location of a highway in Center
Township, Hendricks County, Indiana.

Come now again the petitioners herein, and come also John Jones, Jr., George Jordan and Henry Rodney, Viewers heretofore appointed by this board to view the proposed highway asked to be located in these proceedings and present their report of their determination in the matter, as follows, to-wit:

ROAD VIEWERS' REPORT.

TO THE HONORABLE BOARD OF COMMISSIONERS OF HENDRICKS COUNTY, INDIANA.

We, the undersigned Viewers, who were appointed by your Honorable body at your regular April Term, 1917, to view a proposed highway, as petitioned for by Glen Neaville et al., have discharged the duty assigned us, and submit to you the following report, to-wit:

We met as directed in the order hereunto attached and made a part hereof, and after being duly qualified as appears therein, proceeded to view such proposed highway in the manner as by law prescribed, which by metes and bounds and course and distance is as follows, to-wit: The said proposed highway to be 30 feet in width, and ^mcommences at a point on section line bounding sections 29 and 32 Township 16 North, Range 1 West, on the East where said section line is intersected by section line extending East and West between said sections 29 and 32, Township and Range aforesaid, and from thence West on said section line for a distance of about five eighths of a mile to the Danville and North Salem Road. And we are of the opinion that said highway would be of public utility.

Respectfully submitted,

John Jones Jr.

George W. Jordan.

Henry C. Rodney.

Board of Commissioners of Hendricks County.

And now come also Samuel C. McCoun and Mary I. Ridpath, resident freeholders of Hendricks County, Indiana, and file their remonstrances against the location of said highway on the ground that the opening up of the same will not be of public utility and praying that reviewers be appointed to pass upon the matter set forth in said remonstrances.

Said remonstrances being in words and figures as follows, viz:

STATE OF INDIANA,

SS:

HENDRICKS COUNTY,

Before the Board of Commissioners of

Hendricks County, Indiana May Term, 1917.

May Term, 1917.

Glen Neaville et al, Road.

In the matter of the petition of
Glen Neaville to locate a highway in
Center Township.

Samuel McCoun would respectfully represent to the board that he is a resident freeholder in the County of Hendricks, State of Indiana and that he resides near the highway herein proposed to be located, which said highway is described as follows, to-wit: Commencing at a point on the Section line bounding Sections 29 and 32, Township 16 North, Range 1 West, on the East where said section line is intersected by section line extending East and West between said sections 29 and 32 Township and Range aforesaid and from thence West on said section line for a distance of about $\frac{5}{8}$ of a mile to the Danville and North Salem road; that said proposed highway will accomodate but a few persons; that the expense of opening and keeping said highway in repair will far exceed the benefits to be derived by such by the public; that said highway will not be used by the general public as a highway and that the same will not be of public utility.

Wherefore this remonstrant asks that other viewers be appointed by the board to examine such highway and to determine whether or not the same will be of public utility.

Samuel McCoun

Remonstrant.

Subscribed and sworn to before me this 4th day of May, 1917.

(SEAL)

Edgar M. Blessing.

My Com. Ex. Jan. 15th, 1919.

Notary Public.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

Before the Board of Commissioners of
Hendricks County, Indiana.

In the matter of the petition of Glen Neaville for
the location of a highway in Center Township,
said County and State.

Mary I. Ridpath would respectfully represent to the board that she is a resident freeholder of the County of Hendricks in the State of Indiana, and that her land lies along the highway herein proposed to be located which said highway is described as follows, beginning on the section line at the East end thereof dividing sections 29 and 32 Township 16 North of Range 1 West and running thence West on the Section line to the Danville and North Salem free gravel road; thence said proposed highway will accomodate

May Term, 1917.

Glen Neaville et al, Road.

but a few persons; that the expense of opening and keeping said highway in repair will far exceed the benefits to be derived from said highway by the public; that said highway will not be used by the general public as a highway, and that the same will not be of public utility.

Wherefore this remonstrant asks that other viewers be appointed by the board to examine such proposed highway and determine whether or not the same will be of public utility.

Mary I. Ridpath.

Remonstrant.

Subscribed and sworn to before me this 7th day of May, 1917.

(SEAL)

Edgar M. Blessing.

My Com. Ex. Jan. 15th, 1919.

Notary Public.

The said Samuel C. McCoun and Mary I. Ridpath also file remonstrants against the location and opening up of said highway because the same will damage their lands over and upon which the said proposed new highway will pass, and asking that reviewers be appointed to assess the damages which they and each of them will sustain by the location of said proposed new highway. Said remonstrances being as follows, to-wit:

STATE OF INDIANA,

SS:

HENDRICKS COUNTY.

Before the Board of Commissioners of
Hendricks County, Indiana, May Term, 1917.

In the matter of the petition of
Glen Neaville to locate a highway in
Center Township.

The undersigned would respectfully represent to the board that he is a freeholder of the County of Hendricks and that he is the owner of 120 acres of land in the North half of section 32, Township 16 North of Range 1 West, which real estate abuts the center line of said proposed highway on the south side thereof throughout the entire length of said proposed highway; and also 128 acres of land in section 29 township and Range aforesaid which said real estate abuts the center line of said proposed highway on the North side thereof for a distance of $\frac{3}{8}$ of a mile; that said proposed highway as petitioned for and laid out by the viewers appointed by this board, to-wit: Commencing at a point on the section line bounding sections 29 and 32 Township 16 North of Range 1 West, on the East where said section line is intersected by section line extending East and West between said sections 29 and 32 Township and Range aforesaid and from thence West on said section line for a distance of about $\frac{5}{8}$ of a mile to the Danville and North Salem Road, will pass through and divide the above described lands of this remonstrant for a distance of $\frac{3}{8}$ of a mile and will continue along North side of the first above described tract

May Term, 1917.

Glen Neaville et al, Road.

for a distance of 80 rods; that by reason thereof this remonstrant's real estate will be cut into, making it impractical for him to use the real estate located in said section 29 for pasturing and grazing and cutting the same off from his barns and buildings, that said highway so proposed if constructed will take two acres of this remonstrant's real estate and will require this remonstrant to build and construct 320 rods of fencing including at least two gates and said proposed highway will diminish the value of all the aforesaid described real estate of this remonstrant all to the damage of this remonstrant in the sum of Three Thousand Dollars.

Wherefore this remonstrant asks that the board appoint three disinterested freeholders as viewers to review said highway and assess the damages occasioned to this remonstrant by reason of the location thereof.

Samuel McCoun.

Remonstrant.

Subscribed and sworn to before me this 4th day of May, 1917.

Edgar M. Blessing.

Notary Public.

My Com. Ex. Jan. 15th, 1919.

STATE OF INDIANA

SS:

HENDRICKS COUNTY.

County
Before the Board of Commissioners
of hendricks County, Indiana.

In the matter of the petition of Glen
Neaville for the location of a highway in
Center Township, said County and State.

The undersigned would respectfully represent to the board that she is a freeholder of Hendricks County, State of Indiana and that she is the owner of the South East quarter of the South East quarter of Section 29, Township 16 North, Range 1 West; that said proposed highway as petitioned for and as laid out by the viewers appointed by this board beginning on the section line between sections 29 and 32 Township 16, North of Range 1 West at the East end thereof and running thence West to the Danville and North Salem free gravel road will pass along the south side of the land above described belonging to this remonstrant and by reason thereof 15 feet of this remonstrant's land for a distance of 80 rods will be taken by this proposed highway; that said remonstrant will also be compelled to build 80 rods of new fence and that by reason of the premises herein set forth such location of said highway as set forth; report of viewers this

May Term, 1917.

Glen Neaville et al, Road.

remonstrant will be damaged in the sum of \$175.00 Dollars.

Wherefore this remonstrant asks that the board appoint three disinterested freeholders as viewers to review said highway and assess the damages occasioned to this remonstrant by reason of the location thereof.

Mary I. Ridpath.

Subscribed and sworn to before me, this 7th day of May, 1917.

(SEAL)

Edgar M. Blessing.

Notary Public.

My Com. Ex. January 15th, 1919.

And the board having heard the evidence and being fully advised in the premises finds that said remonstrators, Samuel C. McCoun and Mary I. Ridpath are resident freeholders of Hendricks County, Indiana, and that upon their remonstrances for the public utility of said proposed new highway they are entitled to have reviewers appointed to pass upon and determine that question.

The Board further finds that the said Samuel C. McCoun and Mary I. Ridpath remonstrators herein for damages to certain real estate alleged to be owned by them severally are the owners thereof and that said lands will be effected by the location of said proposed new highway, and that prayer for the appointment of the reviewers to assess any damages that they will sustain to their said real estate by the location of said highway, id any, should be granted.

It is therefore ordered by the board that Chas. E. McLane, Richard D. Plummer, and H. Bailey Gentrybe, and they are hereby appointed as reviewers to view the proposed new highway and that they meet at the auditor's office in the Court house in the town of Danville, Hendricks County, Indiana, on Saturday the 12th day of May, 1917, at the hour of ten o'clock a.m. of said day and then and there take and subscribe an oath to faithfully discharge their duties as reviewers in said matter, and that they proceed at that time, or upon a day to be by them fixed, to review the proposed new highway and ascertain if the same if located and opened on the line proposed, will be of public utility. It is further ordered if said viewers should determine that said proposed new highway will be of public utility that they then proceed to ascertain and assess, if any, damages sustained by the said remonstrant, or any one of them, by reason of the location of said proposed highway over and upon the lands owned by any of such remonstrators; that they report their doing at the next regular session of this board, and this matter is now continued.

May Term, 1917.

Alva W. Hurin et al., Road.

STATE OF INDIANA

SS:

HENDRICKS COUNTY,

Tuesday May 8th, 1917.

IN THE COMMISSIONERS COURT,

MAY TERM, 1917.

The Board of Commissioners of Hendricks County, Indiana are met in regular session pursuant to adjournment, in the room of the Commissioners of Hendricks County, it being the second day of said session.

Present; Harry E. Sanders, John G. Shelton and John D. Brickert all members of said board.

The following proceedings were then had, to-wit:-

In the matter of the petition of
Alva W. Hurin, et al, for the
Improvement of a public highway in
Washington Township, Hendricks County, Indiana.

Be it known that on the 8th day of May, 1917, the Board of Commissioners of Hendricks County, Indiana, are met in regular session at their usual place of meeting in the Court House in the town of Danville, said County and State aforesaid for the purpose of receiving bids for the construction of the foregoing entitled improvement.

And now comes Chas. M. Havens the Auditor of said County, and produces the several affidavits of Julian D. Hogate and Alvin Hall, editors respectively of The Republican and The Danville Gazette, two weekly newspapers of general circulation, of opposite politics, printed and published in the town of Danville, Hendricks County, Indiana, as follows, to-wit:- (H.I.). And from which said affidavits it appears that notice of the time and place of receiving bids for the construction of the improvement proposed in the foregoing entitled cause was duly published in said newspaper for three consecutive weeks.

The first of which publications was on the 5th day of April, 1917 and the last on the 19th day of April, 1917, a copy of which said notice so published being attached to the affidavits of said two editors and made a part thereof.

Said Auditor also produces the affidavit of Edith G. France, clerk for Star Publishing Company, publisher of The Indianapolis Star, a daily newspaper of general circulation throughout the State of Indiana, printed and published in the city of Indianapolis, as follows, to-wit: (H.I.). And from which said affidavit it appears that notice of the time and place of receiving bids for the construction of the improvement prayed for in the foregoing entitled cause was duly published in said newspaper on the 16th day of April, 1917, and more than two weeks prior to the date fixed in said notice for receiving said bids. A copy of which said notice so published as aforesaid being attached to said affidavit and made a part thereof.

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And from all of which said affidavits and copies of notice it appears, and the board so finds, that due notice of the time and place for receiving sealed proposals for the making of said proposed improvement herein prayed for has been given by said Auditor as provided by law in such cases.

And now the hour of 10 o'clock a.m. having arrived, the hour of said date up to which time it was provided in said notice that sealed bids would be received by this Board for said proposed improvement, the Board now finds upon an examination of all proposals submitted, which said proposals were all opened in the presence of the several bidders, that the following named persons did submit sealed proposals, to-wit:-

Hurst, Sweet and Company, for \$20,000.00

The Board further finds that said bid so submitted as aforesaid is in due form and accompanied by bond and affidavit as provided by law and as required in the notice of the receiving of bids for said proposed improvement.

And the Board further finds that the entire cost of said improvement, including the bid of Hurst, Sweet & Co., which is the lowest and only bid submitted, and the expenses incurred and to be incurred in the per diem of the Engineer and Superintendent, is the sum of \$22,000.00; that the total indebtedness of Washington Township, the township in which said road to be improved under these proceedings is located, including all the costs and expenses of this improvement, as heretofore found, and all bonds heretofore issued for the building of free gravel and macadamized roads, taking into account the amount of tax collectible during the current year, and all mortgage exemptions, will not exceed four per centum of the total assessed taxable valuation of the property of said township.

The Board further finds that the contract for said improvement should be awarded; that the bid of Hurst, Sweet & Co., being ^{and only} the lowest bid submitted, and the said Hurst, Sweet and Company being the lowest responsible bidder and his said bid being less than the estimated cost of said improvement should be accepted and the contract for said improvement awarded to him; and that the bonds of the county should be issued and sold for the purpose of raising the money necessary to pay the costs and expenses of said improvement.

It is therefore ordered by the board that the bid of the said Hurst, Sweet and Company be, and the same is now duly accepted by this Board, and that the contract for said improvement be, and the same is now awarded to the said Hurst, Sweet & Co.

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Whereupon the bond of the said Hurst, Sweet and Company with good and sufficient surety and conditioned for the faithful performance of the work in accordance with the profile and report and the plans and specifications therein set forth, and the contract hereinafter set out, and in the sum of Forty Thousand, (\$40,000.00) Dollars, is now duly approved by the Board. Said bond and the said approval written thereon being in the words and figures, viz:

BOND.

KNOW ALL MEN BY THESE PRESENTS, That we, the undersigned Earl Hurst, Dora Sweet and O.J. Larkin, doing business as Hurst, Sweet and Co., of Greencastle, Indiana, as principals, and United States Fidelity & Guaranty Company of Baltimore, Maryland, as Surety, are firmly bound unto the State of Indiana, in the penal sum of Forty Thousand and No/100 (\$40,000.00) Dollars, for the payment of which, well and truly to be made, we bind ourselves, jointly and severally, and our joint and several heirs, executors, administrators and assigns, firmly by these presents, this 7th day of May, 1917.

THE CONDITIONS OF THE ABOVE OBLIGATION are such that, whereas, the board of Commissioners of Hendricks County, Indiana, is about to let a contract for the construction of the A.W. Hurin, et al, macadam road in said county. And whereas, the above named Hurst, Sweet & Company have filed a bid for said work with the Auditor of the County Now, therefore, if the said Board of Commissioners shall award them the contract for said work, and the said Hurst, Sweet & Co., shall promptly enter into a contract with said Board of Commissioners for said work, and shall well and faithfully do and perform the same in all respects according to the profile, reports, plans and specifications adopted by the Board of Commissioners and according to the time, terms and conditions specified in said contract to be entered into, and shall promptly pay all debts incurred by them said Contractor, Agent or Superintendent in the prosecution of said work, including labor, material furnished, and for boarding the laboreers thereon, and shall pay all damages to any firm or corporation who shall suffer loss or damage by reason of any failure or neglect of said bidder to enter into a proper contract to perform such work or to carry out the same in any particular; then this obligation shall be void otherwise to remain in full force.

Hurst, Sweet & Co.

United States Fidelity & Guaranty Co. (SEAL)

By Earl Hurst. (SEAL)

By Ronald A. Foster.

Attorney-in-fact.

STATE OF INDIANA, MARION COUNTY, SS:

Before me, a notary public, and for said county, personally appeared Earl Hurst, of Hurst, Sweet & Co., and Ronald A. Foster, Attorney-in-fact for United States Fidelity & Guaranty Company, and acknowledged the execution of the foregoing instrument for the uses and purposes therein mentioned.

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WITNESS my hand and Notarial seal, this 7th day of May, a.d.

1917.

(SEAL)

Louis W. Witte.

My Com. Ex. August 7th, 1918.

Notary Public.

Accepted and approved May 8th, 1917.

Harry E. Sanders.John G. Shelton.John D. Brickert.

Board of Commissioners of Hendricks County.

ATTEST: C.M. Havens.

Auditor.

The bid of the said Hurst, Sweet & Co., having been accepted and the bond of the said bidder duly approved by the Board, said Board does now enter into a contract with the said Hurst, Sweet and Co., and the members of this board as the Board of Commissioners of Hendricks County, is in words and figures following, to-wit:

CONTRACT.

FOR THE CONSTRUCTION OF THE Alva W. Hurin et al, Road .

This agreement made and entered into by and between Hurst, Sweet & Co., of Hendricks County, Indiana, party of the first part, and the Board of Commissioners of Hendricks County in the State of Indiana, party of the second part,

WITNESSETH:

That on the 8th day of May, A.D., 1917, the said Board of Commissioners received bids for the construction of the Alva W. Hurin et al, Road, in Washington Township, the same being located in Hendricks County and the said Hurst, Sweet & Co., being declared to be the lowest and best responsible bidder, the contract was awarded to the said Hurst, Sweet & Co., for the amount of his bid, viz.: \$20,000.00 and the said party of the first part now covenants and agrees to build and construct said road in all respects in accordance with and conformable to the specifications, reports, plans and profile contained in the report of the viewers and engineer for said road, now on file in the office of the Auditor of said County which said reports, specifications, and profile are hereby referred to and made a part of this contract the same as if herein fully set out and written.

And the party of the first part further undertakes and agrees that in the prosecution of said work he will use all proper skill and care and will pay all claims for work and labor performed and material

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furnished in and for the construction of said work, whether the said work and labor is performed or material is furnished to said contractor or agent or superintendent in charge of said work. It is further understood and agreed that said party of the first part will not and cannot sell or assign this contract or sublet the work to any person or persons, except by the consent of the said board of Commissioners.

The party of the first part further agrees to construct and build said improvement and have the same completed on or before the 1st day of November, A.D., 1917, and in the event said improvement of said road shall not be completed, finished and ready for acceptance by the party of the second part on or before said 1st day of November, A.D., 1917, then the said party of the first part agrees and promises to pay to the said party of the second part as liquidated damages for the non-completion of said work and for the deprivation on the part of the public of said Hendricks County of the use of said road from and after said 1st day of November A.D., 1917 the sum of Twenty-five dollars (\$25.00) per day for each and every day thereafter that said improvement shall remain uncompleted and not ready for acceptance by said party of the second part, and said party of the first part agrees that said sum of twenty-five dollars per day shall be deducted from the contract price of said improvement and shall be retained by said party of the second part out of the contract price for said improvement for the use of the public of said Hendricks County, provided, that said failure to complete said improvement within the said time specified for such completion is not caused by strikes or any other cause or causes beyond the control of said party of the first part or that said time has not been extended by said Board of Commissioners. In the event the party of the second part does grant an extension of time for the completion of said improvement, the above and foregoing agreement in relation to liquidated damages shall apply after the expiration of such extension.

It is also understood and agreed by and between the parties hereto that said party of the second part shall withhold full payment to the party of the first part as required by Section 1 of an Act Approved March 4, 1911, Acts of 1911, Page 437, for a period of thirty days or until proof be made of the payment for all labor, material, and sub-contractor's claims.

The Party of the second part hereby agrees that the party of the first part shall be paid the said contract price as above set out upon the warrant of the Auditor of Hendricks County, Indiana, as directed by the Board of Commissioners of said Hendricks County and shall be paid on monthly estimates of the engineer in charge of said work, but not to exceed 80% of the said engineer's said estimate; 20% of the said contract price shall be retained by said county until the said work is fully completed and finally accepted by the said Board of County Commissioners.

And said party of the first part agrees to do and perform all matters and things required of and imposed upon him, according to the terms of this contract or pursuant to the provisions of the Act of the General Assembly of the State of Indiana

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authorizing said improvement.

To all of the covenants, conditions, and stipulations of this contract the said parties severally bind themselves, their successors, heirs and assigns.

In Witness Whereof, the said party of the first part has hereunto set his hand and seal, the day and year hereinafter mentioned, and in WITNESS WHEREOF, the said Board of Commissioners of Hendricks County have also signed and approved this contract, this 8th day of May, A.D. 1917,

Earl Hurst, Dora Sweet and O.J. Larkin.

doing business as,

Hurst, Sweet and Company.

Party of the first part.

Harry E. Sanders.

John G. Shelton.

John D. Brickert.

Board of Commissioners of Hendricks County.

ATTEST: C.M. Havens.

Auditor of Hendricks County.

And now it is further ordered by the board that the Bonds of Hendricks County, Indiana, be issued and sold for the purpose of raising money to pay the costs, and expenses, of said improvement; that said bonds be issued in a total sum of Twenty Two Thousand dollars, and in series of Eleven Hundred dollars each and bearing interest at the rate of four and one half per centum per annum, and payable over a period of ten years from the 15th day of May, 1917. And the treasurer of said county is now hereby charged with the sale of such bonds upon their issue.

Whereupon the Board does appoint George Jessup, a resident of said Washington Township, superintendent to supervise the construction of said improvement according to the plans, profile and specifications and the contract this day entered into for the said improvement, and he is ordered and directed by this board to file his bond as such superintendent in the sum of \$_____, conditioned for the faithful discharge of his duties as provided by law. And now comes the said _____ and accepts said appointment and files his said bond conditioned as required and with _____ as sureties thereon as follows, to-wit: (H.I.), and further proceedings herein are continued.