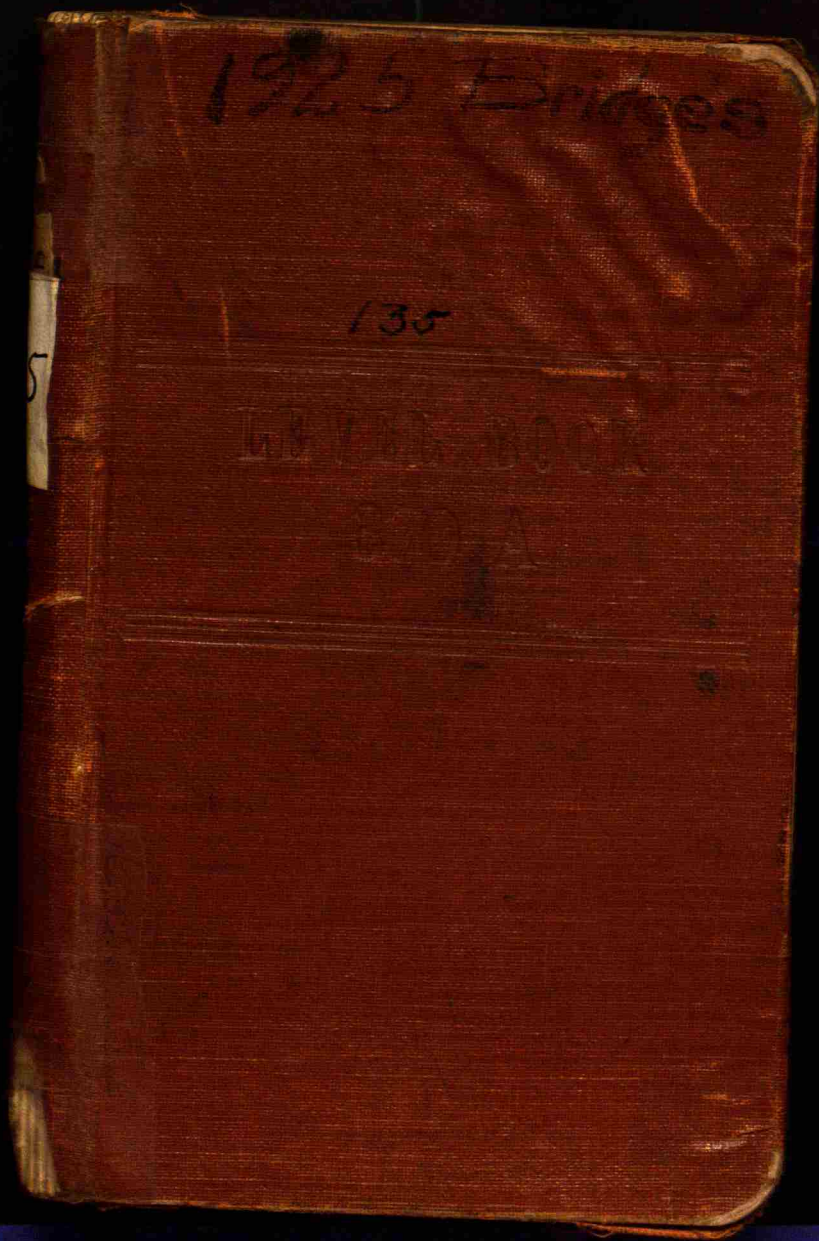


← A4 →

← LETTER →



1925 Bridges

135

NOTEBOOK

BY

5

41600

207
20
348
204

205
205
15025
41100
42520

204.5
204.5
10225
8160
40900
4182025

204.4 204
204.4 204
8176 816
8176 4080
40870
4177936 44616

204.3
204.3
6129
8172
40860
4173849

204.1
204.1
204.1
8164
40820

204.2
204.2
4084
68
40870
4169767

204
204
816
40820

ans 204.009

90' Russell Road - 40' 1

Sta 0+00 - Sec. cor. Sec 5 Twp 16 N R 2 W

Sta 4+34 - 32' of 12" Armeo road

Sta 18+57 - 26' of 12" Armeo road

Sta 20+17 - Cor. Stone 21' 5" of Cor. post

Sta 20+37 - 40' of 18" Armeo road

Sta 21+15 - 26' of 16" Armeo road

Sta 23+50 - 50' of 24" Armeo road

Sta 53+33 - Sec. cor. stone (53+81)

Sta 57+47 - 70' of Armeo

Sta 61+09.6 - Stone

Sta 66+51 - 32' of 12" Armeo road

Sta 68+31 - Stone

Sta 80+25 - Stone (80+17)

Sta 83+45 - No. Change (83+980 in place)

Sta 99+50 - 32' of 12" Armeo

Sta 133+27 - Stone - Post 545° 0' 23' (123)

Walnut 73° 0' W 31'

Stone - 106+61 (106+50.17)

2 Sta 13+69.2 32' of 18" Armo on C.I. & W. Right of way
Sta 123+26.5 32' of 18" Armo rep " " " " "
Sta 123+59 C.I. & W.P.R. (123+55)
Potnam Co. Stone - Sta 133+02

L

3

1

	Stake	N. Berm	Stout Elev	Ditch Berm	
0+00	112.50	111.45 ¹²	1015 ¹⁵	11300 ¹⁸	✓
1+00	111.96	111.90 ⁹	10850 ¹⁶	11190 ²⁰	✓
2+00	110.85	111.10 ¹⁰	10785 ¹⁵	11070 ²¹	✓
3+00	109.75	109.90 ⁹	10670 ¹⁴	11000 ¹⁸	✓
4+00	108.50	109.00 ⁹	10595 ¹⁵	10880 ¹⁸	✓
5+00	107.90	108.40 ⁹	10520 ¹⁴	10880 ¹⁹	✓
6+00	108.70	108.60 ⁶	10395 ¹⁴	10800 ¹⁹	✓
7+00	107.15	107.20 ⁶	10320 ¹⁴	10660 ¹⁷	✓
8+00	105.50	105.30 ⁶	10260 ¹³	10520 ¹⁷	✓
9+00	103.97	103.15 ¹⁰	10210 ¹²	10400 ¹⁶	✓
10+00	103.10	102.50 ¹⁰	10130 ¹²	10260 ¹⁶	✓
11+00	102.70	101.80 ¹²	10030 ¹⁴	10230 ¹⁷	
12+00	101.85	100.90 ¹²	9980 ¹⁴	10175 ¹⁷	✓
13+00	101.20	101.20 ⁹	9945 ¹³	10135 ^{17.5}	✓
13+24	101.20	101.20	9945	10135	
14+00	100.70	100.80 ⁷	9910 ¹³	10040 ¹⁷	✓

B

13

Stone at Rivett + Stout line

Stone 13+11-13+27 Bot

1	5th	4 Berm	6 Berm	5 Berm	
15+0	99.27	99.70 10	98.80 13	100.00 15	✓
16+00	98.72	99.40 10	98.25 13	99.60 15	✓
17+00	98.27	99.50 10	97.65 13	99.25 15	✓
18+00	97.75	99.00 9	97.50 13	99.00 15.5	✓
19+00	97.65	98.70 9	97.20 12.5	98.60 16	✓
20+00	97.30	98.40 9.5	96.80 12.5	98.30 16	✓
21+00	97.05	97.80 9.5	96.50 13	98.80 18	✓
22+00	96.85	97.60 8	95.80 12	98.00 16	✓
23+00	97.10	96.50 10	95.90 13	98.00 17	✓
24+00	96.54	96.70 16	94.85 12.5	97.10 16	✓
25+00	95.62	96.40 10.5	94.57 12	97.10 17	✓
26+00	95.76	96.05 10.5	94.20 13	95.80 16	✓
26+51					
27+00	95.85	96.30 9	93.80 12	95.70 16	✓
28+00	95.65	95.90 8	93.50 12	95.20 15	✓
29+00	95.20	95.60 8.5	93.10 12	94.70 14	✓
30+00	94.95	95.50 8	92.60 12	94.50 15	

Prop Line 15

13+24

13+24

W Hand Culvert 100.00
 E Hand Culvert 101.10
 Cen Rd over Culvert 101.65

Stone P.L. Culvert Road
 26+50-26+65

	stk	N Bum	E Bum	S Bum
31400	95.09	8.5 95.05	12.5 92.50	17 95.00 ✓
32400	94.40	9 94.00	13 92.50	16 94.35
33400	95.75	8 92.20	13 90.60	20 95.90

Prop.
Line

17

Bridge at intersection
Stout Ditch

BM 100.00 - E end
N. Rail

18

Russell Rd

Slope Stakes

Cuts

= 15' + $\frac{1}{2}$ Cut

19

20 Tinder Br Repair

Steel in place - 6x6" Is and 2x6" Cs

M.W - 15'-6" - OL - 50'-6"

pins 12'-6" cc - 4 panels

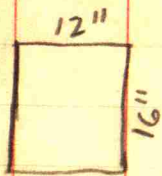
Rebolt steel - clean - one

coat red lead entire Br - 2

coats white above floor -

2 coats Graphite below floor

Curb at each end L 20'-0"



21

Hayworth Bridge

Same as Tinder

Should be moved 75' W

of pres. Str and new

channel cut on

new channel cut for

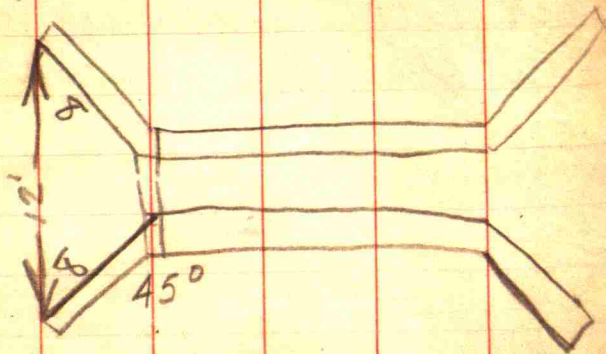
pres. Str.

22 Geo West Bridge
Bed to brown Rd 7'-0"
20' Span Road - Skew
15° R.W.F. - all wings at 45°
with E Roadway -
24' - clear roadway for Br.

23
McVey
25' Span - steel - 13'-7" Rdyg
6' Bed to brown Rd
New Br. 20' Span - 5' Rise
Skew 30° R.W.F. - all
wings straight back -
20' - clear roadway. Clear
channel 75' each side of
bridge and use dirt in
back fill to widen approaches
to width of New Roadway

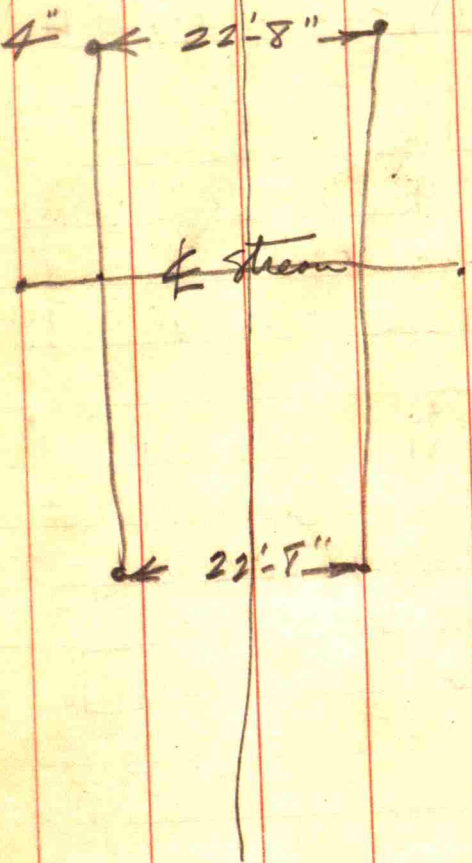
Dickey Bridges
 No 1 + 2 - Franklin Tp.

4x4 Box Culverts - Hd w/ls
 8' High - 24' Roadway -
 South Bridge at Rt 6
 and B. Bridge 51 Ke v L
 20° - Hd w/ls on 14
 Bridge same as South



17'-4"
 2'-8"
 2'-8"

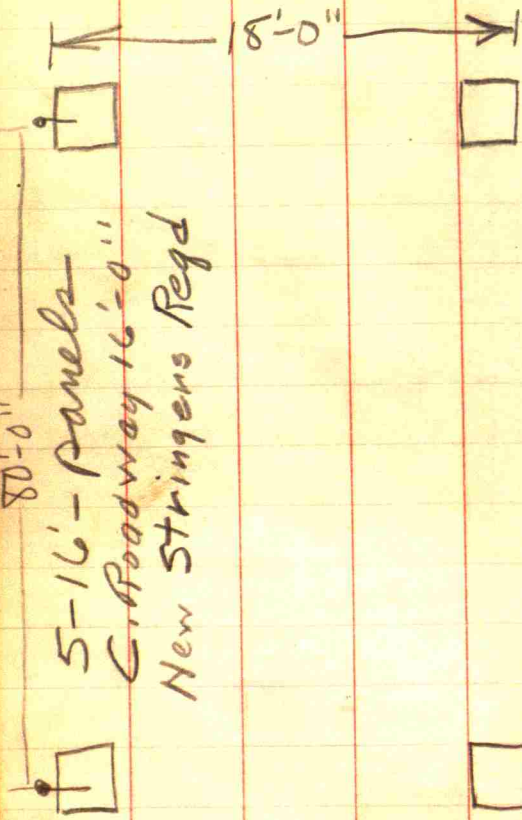
 22'-8"
 11'-4" ← 22'-8" →



11' 4"
 1 4" 25

 10'-0"

80'-0"
5-16'-Panels
C/Roadway 16'-0"
New Stringers Req'd

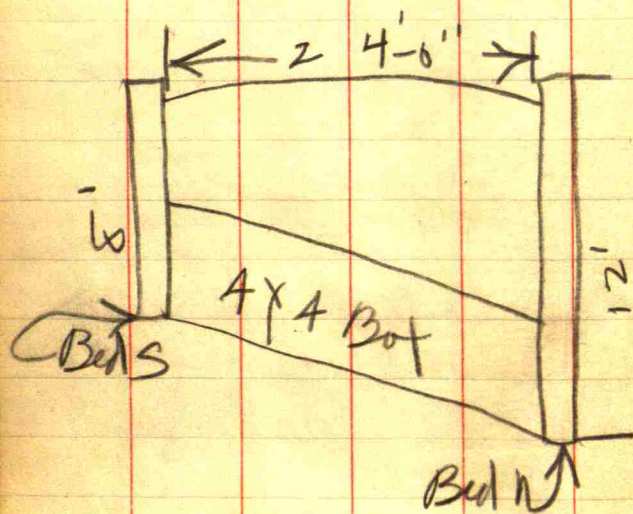


2 Hodson

27

28

Davis

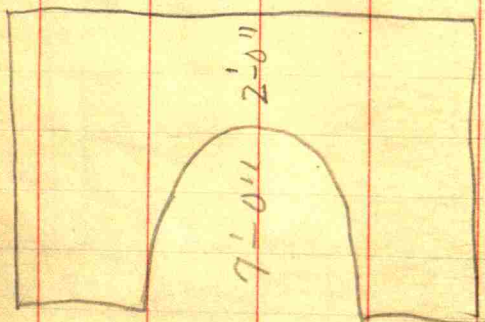


Set at 90° with ϕ
 all wings at 45°

89

30 Underwood Br

Bank arch



←4'→ ←6'-0"→ ←4'→

Bed to Crown Rd 8'-6"

Rdway 18'-0"

Fences 30'-0" apart.

New Bridge - Skewed

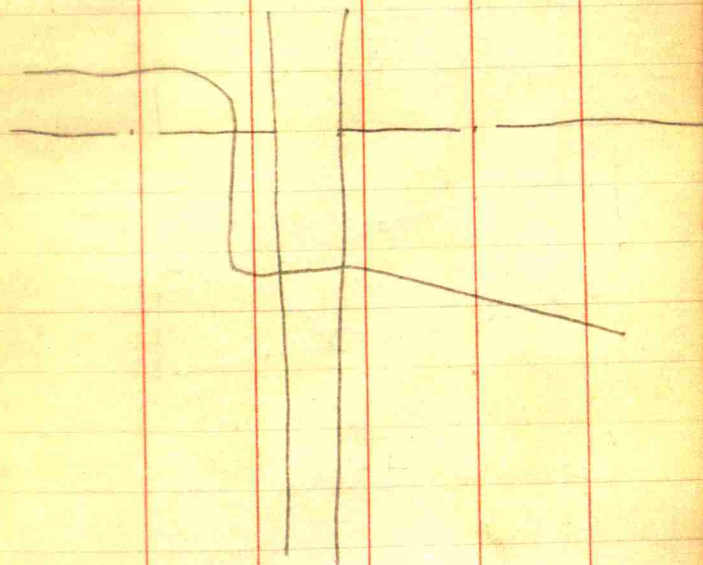
30° RW 7 12'-0" Span

All wings at 45° with \perp Road

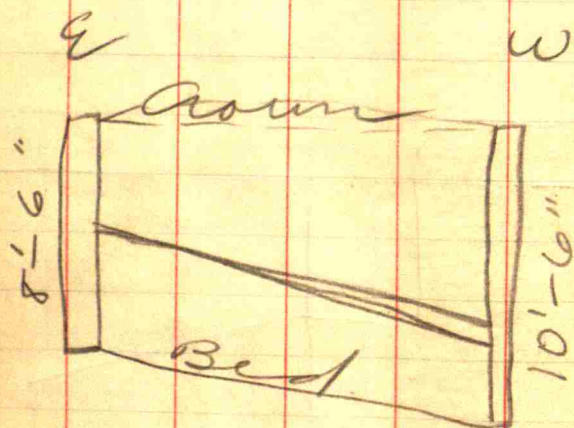
SE wing 10'-0" Long

SW wing at 30° with \perp Road

31



32

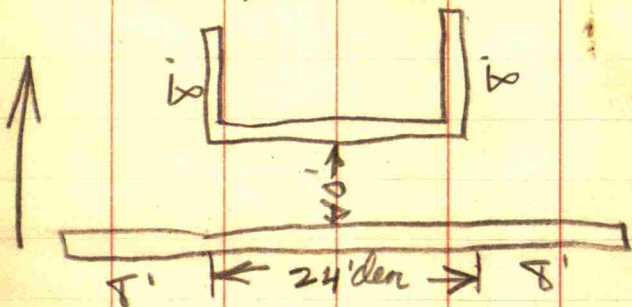
Smith
48" X 30' Amco

7
 Junes 44'-0"

33

34

Thompson



5' Bed to Crown Road

35

No 3 Foster
Bridge

- ① Bed Stream to Crown
present Roadway 7'-0"
② Span. pres. Bridge 14'-0"
New B₁ 16' Span - N $\frac{1}{2}$ -NW
and SW wings at 45° - SE wing
St Back 20'

No 5

Hays. Bridge
Bed to Crown Rd 7'-0"
New B₁ span 14' - all wings
at 45° - ~~Raise~~ Rise 6'-0"
Cut hill 300 W of B₁ and
raise and widen full 100'
N and 150' S of Bridge

No 6
English old B₁
28' span - 9' Bed to crown
New str.

2-14' spans - all wings
at 45° - New 15° L.W.F.
Clear channel 50' each way

44 Martin Hart

32' Span 10'-0" Bed to Crown

New B₁ - 35' Span - all
wings at 45° - NW + NW
wings regular length - BW
+ SE - 5' Extra length

Marvel

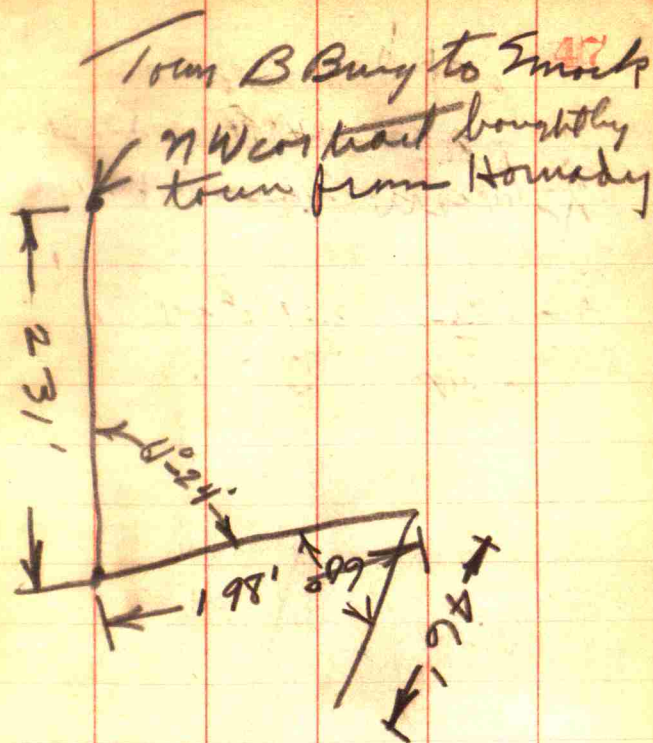
45

B₁ - old str
14' Span 8.5' Bed to crown

New B₁. Center 8' E of
E end pier str. skew L
45° - Raise Road 1.5' and
cut channel 50' SE of
B₁ and use all dirt to raise
and under fill.

46 Bank
10' Span half circle
Bed to crown — 7'-0"

New B₁ — Left skew 30°
All wings 45°



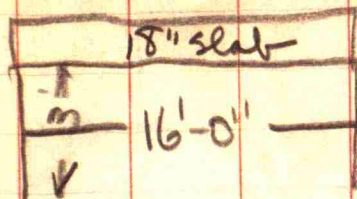
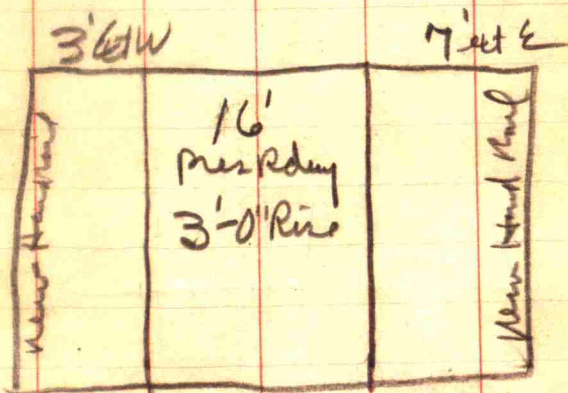
48

Henning B1

A New wing Road

Repair

49



50

Atkinson - Guilford

21' span - 14' R W - Bedstead

4' Bed to Crown

allways at 45°

5-7" Is 2-7" Cs

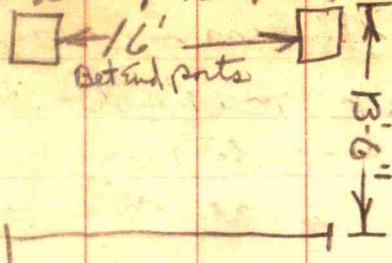


Abuts 18' long allways
at 45°

Bottom of Is to Top rail
4'-2"

Hadley Bt. Guilford

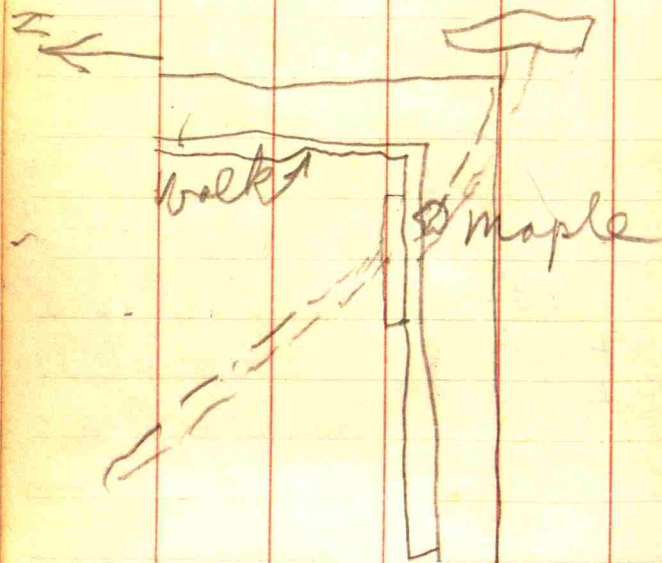
51



1st	13'-6"	
2nd	13'-6"	OL - 149'-6"
3rd	13'-8"	Max W 16'-0"
4th	13'-8"	C O comb
5th	13'-8"	Required each
6th	13'-8"	end 24' long
7th	13'-8"	7 lines Is 2 Cs
8th	13'-8"	in place
9th	13'-8"	
10th	13'-6"	raised 3" above
11th	13'-6"	top about
	149	8"

52

Controlly B.
 5' x 2' Box 80'-0" Post.



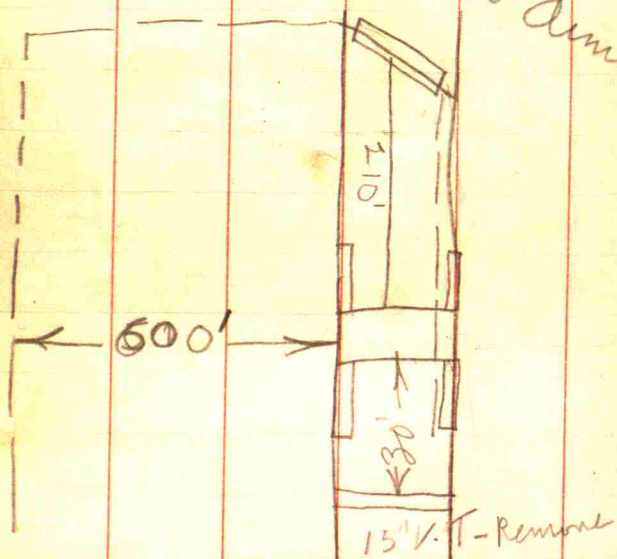
Post flow line Box to
 front end to top walk 8'-4"

53

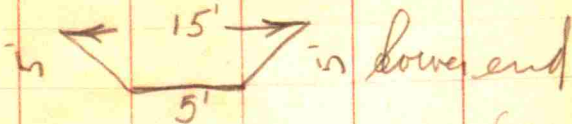
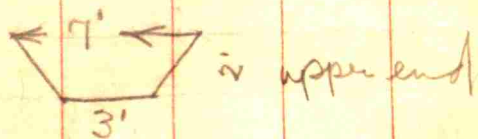
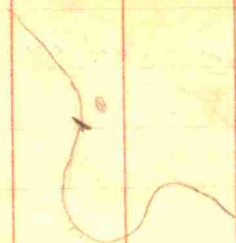
54 Master Bridge

Get to Crown at New location
 5'-6" - 10' span by 4'-0" Riv
 reqd. All wings 5" Back -

18' x 30" dimes

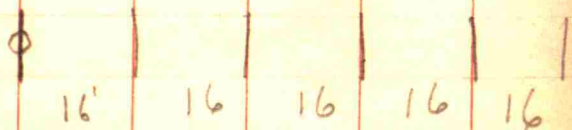


New channel from N fence
 north to open drain -



600
 30
 18000
 102
 18
 1667 Cords Sec

56 B. W. of Master
Clear Rdway 14'-0"

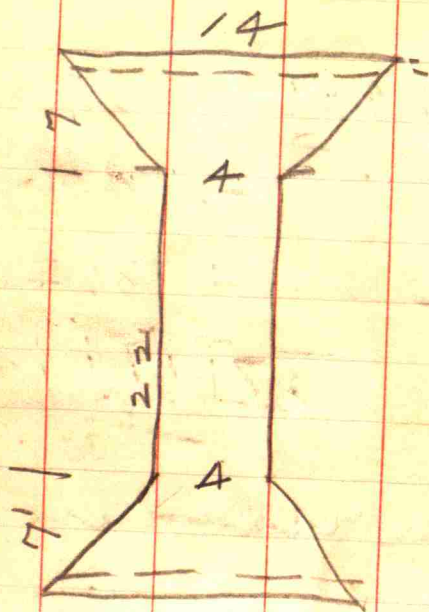


5-6" Is and 2-6" Cs in place
Cutoff wall each end
81'-0" apart 18'-0" long

57

58 Under Middle
18 x 30" Amies
Replace with 8' x 3' Aclot
Skew at 30° —

60



61

$$\text{W. Pan } 8 \times 9 \times 7 \times \frac{1}{2} = 63 \text{ Cu Ft}$$

$$\text{Floor } 4 \times 22 \times \frac{1}{2} = 44 \text{ Cu Ft}$$

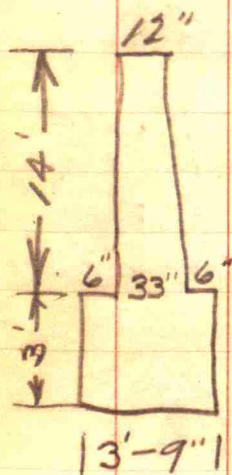
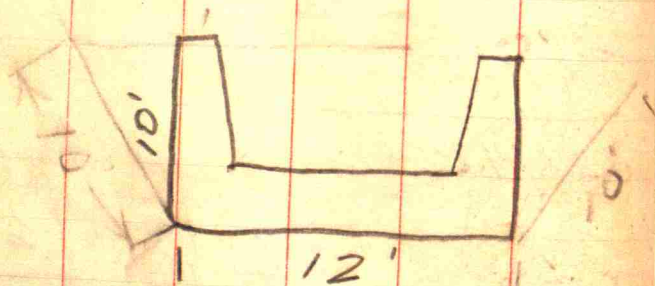
$$\text{Total } 2 \times 14 \times 2 \times 1 = 64 \text{ Cu Ft}$$

$$\begin{array}{r|l} 27 & 171 \\ \hline & 162 \\ \hline & 90 \end{array} \quad 6.3$$

$6\frac{1}{2}$ Cu Yds in
Ed Chimney Repair

Moran Hadley

63



64 Cox Bn.

Block Floor 54' x 14'
New abutments and wings

12'-6" Bed to top of New
Floor on West and 10'-6"
Bed to top new floor on East

No new steel reqd

Abutts 20'-0"

Wings at 45° -

Burlford

65

66

Atkinson Br.

20' Span by 16' Rdwy

7' Bed to crown road

on W end 5' on E end

6-7" Is 20' long

2-7" Cs 20' long

Incon Str in Conc.

Bottom Is to Top 2m
railing 4'-2"

on E+W road

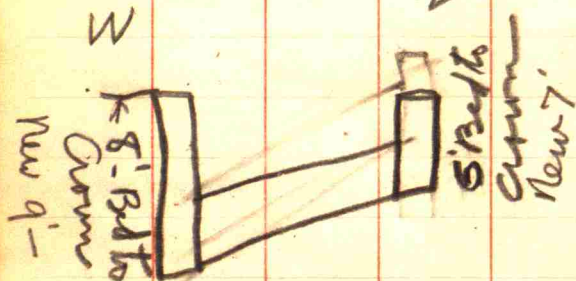
67

68

The Atkinson. Bot
 Culvert road

4x4' —

W



20' Rdway

69

70

Cot B₁ - $\frac{1}{2}$ mi
S of Iko Atkinson
3x10' x 20' roadway road

71

Walnut Garden B1.

26' x 16' —

5' - Bot of I's to Top rail

24' Clear Span

7' - Bed to Crown road

5-6 Bed to Bot I's

5-10" I's

2-10" C's

2 New 10" I's 26' long

New rdwy 20'-0"

Cut 6-Brace Base I's to
end posts.

Hadley

16' X 16' X 6' Bed to Curve

8-7" I's 16' Long

4'-6" Bot I's. to Top rail

NE + SE wings St Back

SW at 45° sloped

NW at 45° - 15' long 2'

lower stem

Osnee C. Hornaday to
The Board of Trustees of town of Brown

A part of the NW⁴ of the SW⁴
of Sec. 11-16-1E described as
follows - From an iron pin at
the SW corner of the original
plot of the town of Brownburg, run

South $21^{\circ}-38'$ W a dist. of 6.5'

Thence run North $68^{\circ}-47'$
W a dist. of 257.6' - Thence

run S. $21^{\circ} 13'$ W a dist.
of 806' and to the beg.
point of this description.

From said beg. point
run thence S $21^{\circ} 13'$ W
a dist. of 416' and to
the north line of W. Wash.
St. Thence running South

70⁰-34' E along the
north line of said street
a dist. of 169.33' and to a
point 58' distant from the
SW corner of Lot number
6 in block number 2
of Thompson & Hunt's add.
to the town of Brownburg.

Thence running N. 21°
 $13'$ E parallel to the West
line of said tract a dist. of
226'. Thence running N.

57° E a dist. of 130'.
Thence running N. $64^{\circ} 55'$
E a dist. of 38' and to
the SW corner of lot
number 1 in block No.
2. of the above named

80
addition. Thence
running N. $30^{\circ}55'$
E along the west
line of said lot. a
dist. $72.5'$ and to
to SE corner thereof
thence running
N. $72^{\circ}52'40''$ a dist
of $286'$ to the place
of beg
Containing 2.03 a

81

158

$$2 \times 10 \times 10^{\frac{2}{3}} \times \frac{1}{27} = \frac{80}{9} = 9$$

159