

← LETTER →
THOMPSON ROAD.

155

MINING
TRANSIT BOOK
368 A

← LETTER →
E² mile stone Sec 28-15-1W 1

W² mile stone Sec 27-15-1W

CONCRETE^{corner} Post - 17 50° E - 20 $\frac{1}{2}$ '

Telephone Pole - 17 35° W - 63 $\frac{1}{2}$ '

2

THOMPSON ROAD

NW COR. SEC 34-15-1W

WIT: -

SW COR. Frank Jackson

Porch. $N 50^{\circ} E - 82\frac{1}{2}'$ 30" MAPLE - $N 45^{\circ} E - 32\frac{1}{2}'$

CEN W CEN of NW 1-34-15-1W

WIT: -

Concrete Corner Post E - 20'

Large Rock - $N 89^{\circ} W - 23'$

W 1/2 MILE STONE - Sec 34-15-1W

WIT: -

NE CORNER ^{Dale} ANDERSON PORCHS $60^{\circ} W - 76'$

SE COR. of Dr. Coopers Porch

N $45^{\circ} W - 90'$

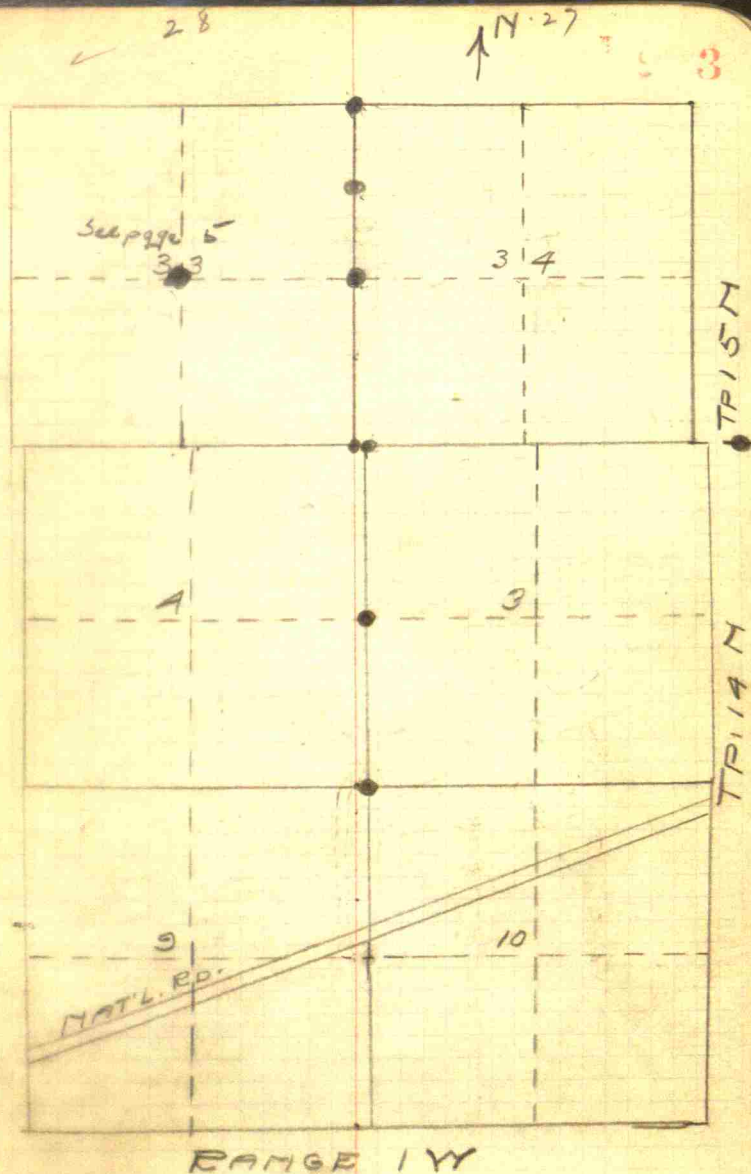
SW COR. Sec 34-15-1W -

WIT:

SW COR. Edmunds Garage

N $70^{\circ} E - 48'$

SE COR. Lumber Yard Bldg

N $50^{\circ} W - 30\frac{1}{2}'$ 

4

NW Cor of Sec 3-14-1W

WIT-S.W. Cor. Edmonson Garage.

N 45° E ——— 25.7'

SE corner Lumber Yard Bldg.

N 60° W ——— 59.3'W² MILE STONE - SEC 3-14-1W

WIT. —

Telephone Pole S 60° W - 47.4'

SW CORNER SEC 3-14-1W

WIT.

SW CORNER MITCHELL GRAVE STON

N 70° E - 25'

NW CORNER OF OSBORNE GRAVE Stone

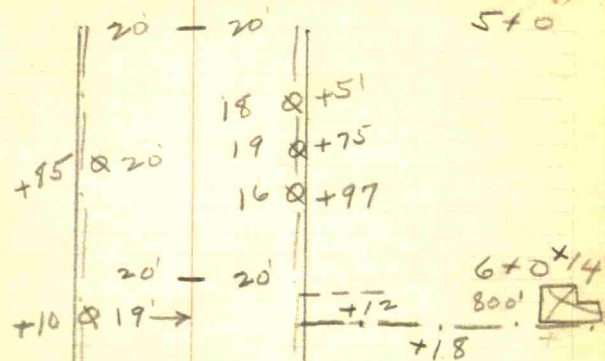
S 25° E - 54'W² MILE STONE - SEC 10-14-1W

WIT. —

Can Sec. 33

SW Edge of NE Corn Post = 22.75'

SE Footing Standard Oil Bldg = 46'



+98

orchard



20' - 20'

+29
Q ← 18

18' Q +107

19½ Q +38

16 Q +58

20½' - 20½'

Q 17½

18 Q +58

+16

20 - 20½'

19' Q +04

16' Q +20

+43

+AA

+59

42' →

← 18'

70' 

-44 →

7+0

8+0

9+0

10+0

10

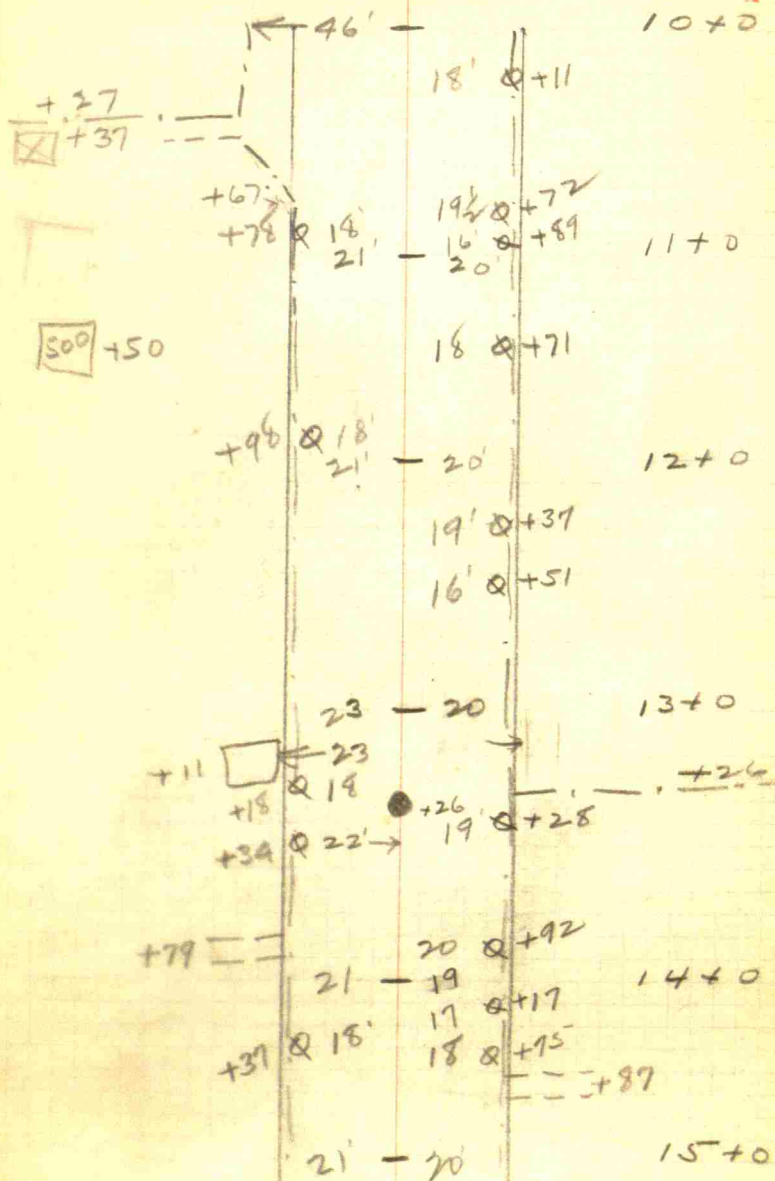
Sta - 13+26
 Stone Cen W of Cen Twp 4
 34-15-1 W

W

E

11

10+0



16+86 ^{arch} Concrete Bridge in Place

Roadway - 10' W of $\frac{1}{2}$
14' E of $\frac{1}{2}$

10' ARCH

8' Rise

Rails 11½ long.

21 - 20 15+0

+58 Q 18

18 Q 87

22 Q 89

20½ - 20½

16+0

19 Q +29

+61 Q 18

+86

17+0

+21 Q 20 - 22'

+46 Q 21½

+60 Q 20

17 Q +66

+72 Q 19

18½ Q +83

+98 Q 17

20½ - 20

18+0

+25

75'  +52 Q 23

+62

+92 Q 25

20 Q +92

+03

21 - 20

19+0

+11 Q 34

17 Q +21

+25

+34 Q 16

19 Q +36

20' - 20½

20+0

Sidewalk across Road
at Sta 26+20

Concrete projection into street
9 1/2' from E - 12' long.

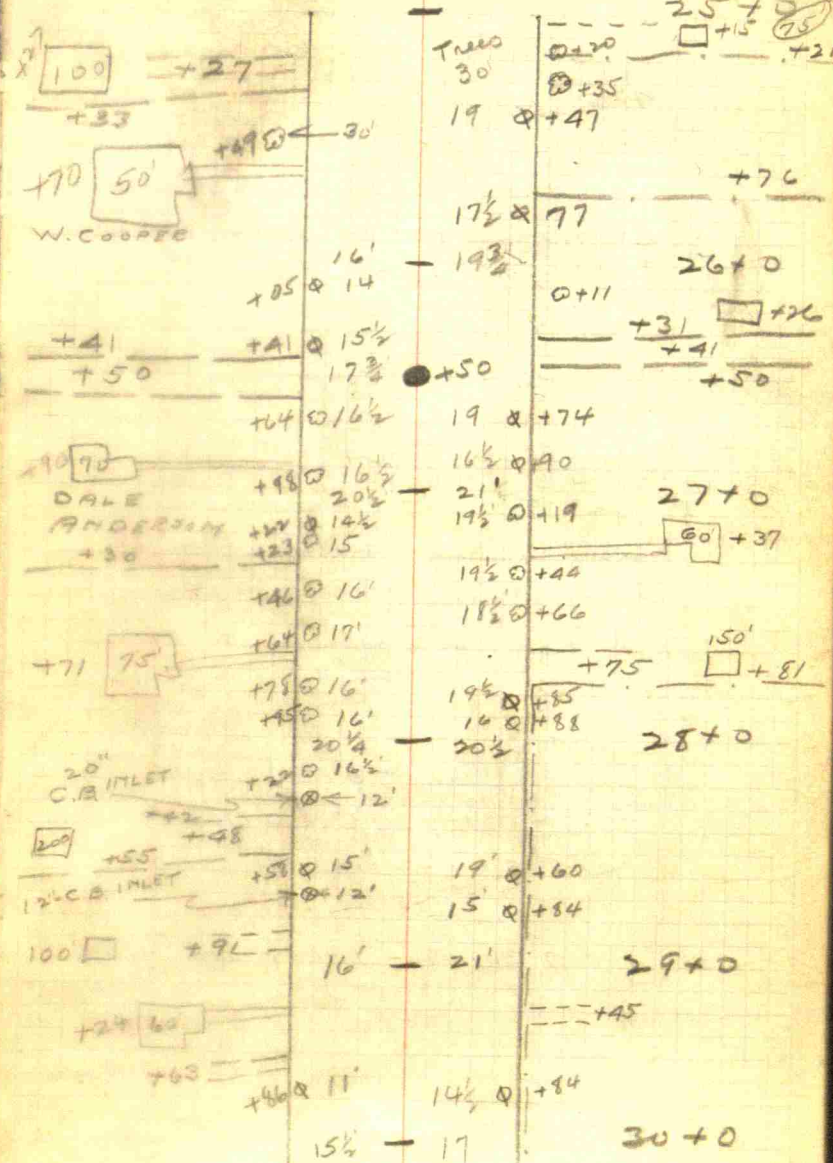
Sta 28+48 - CONCRETE PROJECTION
INTO STREET - 13' FROM E

Sta 28+58 Sidewalk on West
is 20 1/2' from E.

Sta 28+69 Sidewalk on West
is 16' from E

12" Tile in East Side Ditch
Runs INTO ABUT. OF BRIDGE
TILE STA. 29+99 - 14' FROM E

10
1 1/2
1 1/2
1 1/2



18

SIDEWALKS - STREET EDGE 31'
APART OVER BRIDGE.

SETS SQUARE WITH Σ
BRIDGE - STA. 30+36
4'-6" RISE
8'-0" - SPAN
RAILS 22' LONG - 10" WIDE
ROADWAY - 38' BETWEEN RAILS
19' WEST OF Σ
19' EAST OF Σ
4 TILES EMPTY IN ABUT.

Sta 30+02 24" Inlet - W
To 26" Tile. - 12 1/2' from E
Said Tile Runs along West
side of Road from 23+92 at
which point it starts as 12" and
empties in about 1/2 mi. of Bridge as 26"

Sta 30+61 - EAST SIDE
12" INLET IN SIDE DITCH
14' FROM E - EMPTIES SE ABOUT

STA 30+87 - 12" INLET IN WEST
SIDE DITCH, 12 1/2' FROM E - EMPTIES IN
SW ABUT.

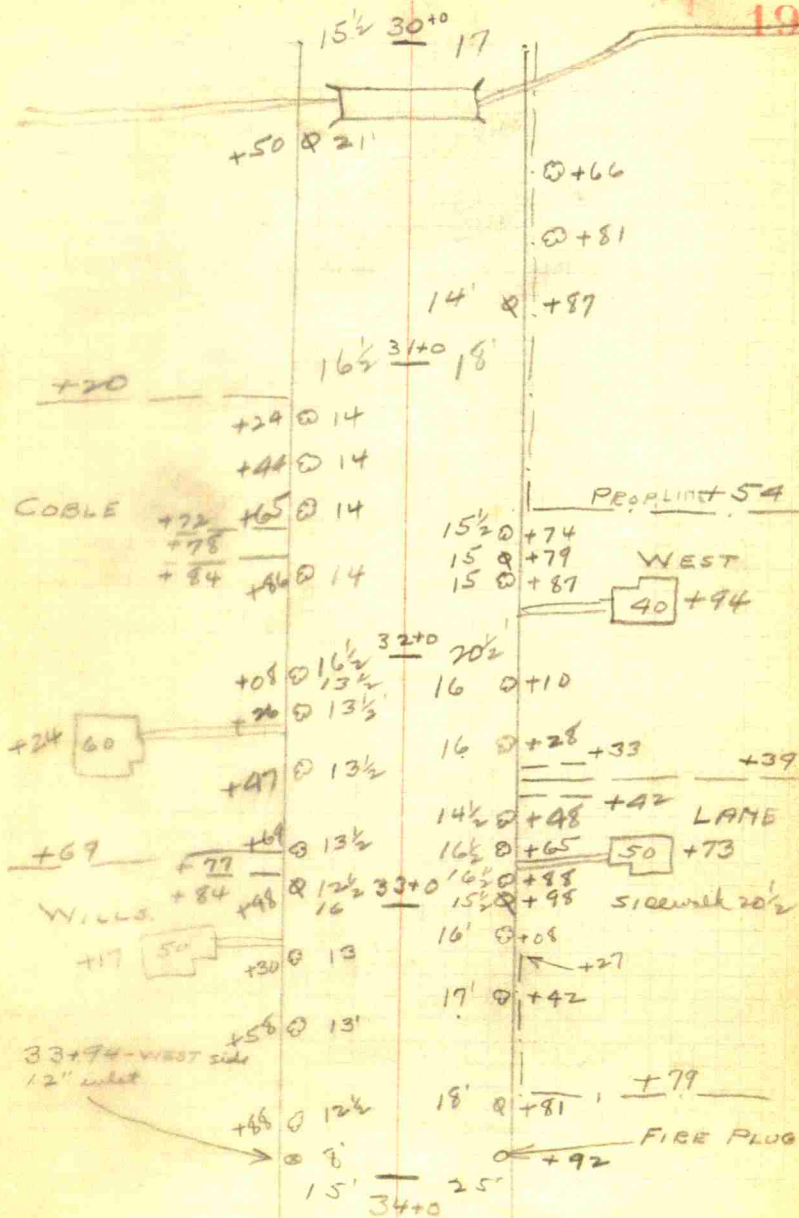
STA. 32+60 - 4' WALK ACROSS ST.

Sidewalk on East Sta - 33+81 from 2 - 20'
Sta 33+91 from 2 - 25'



三

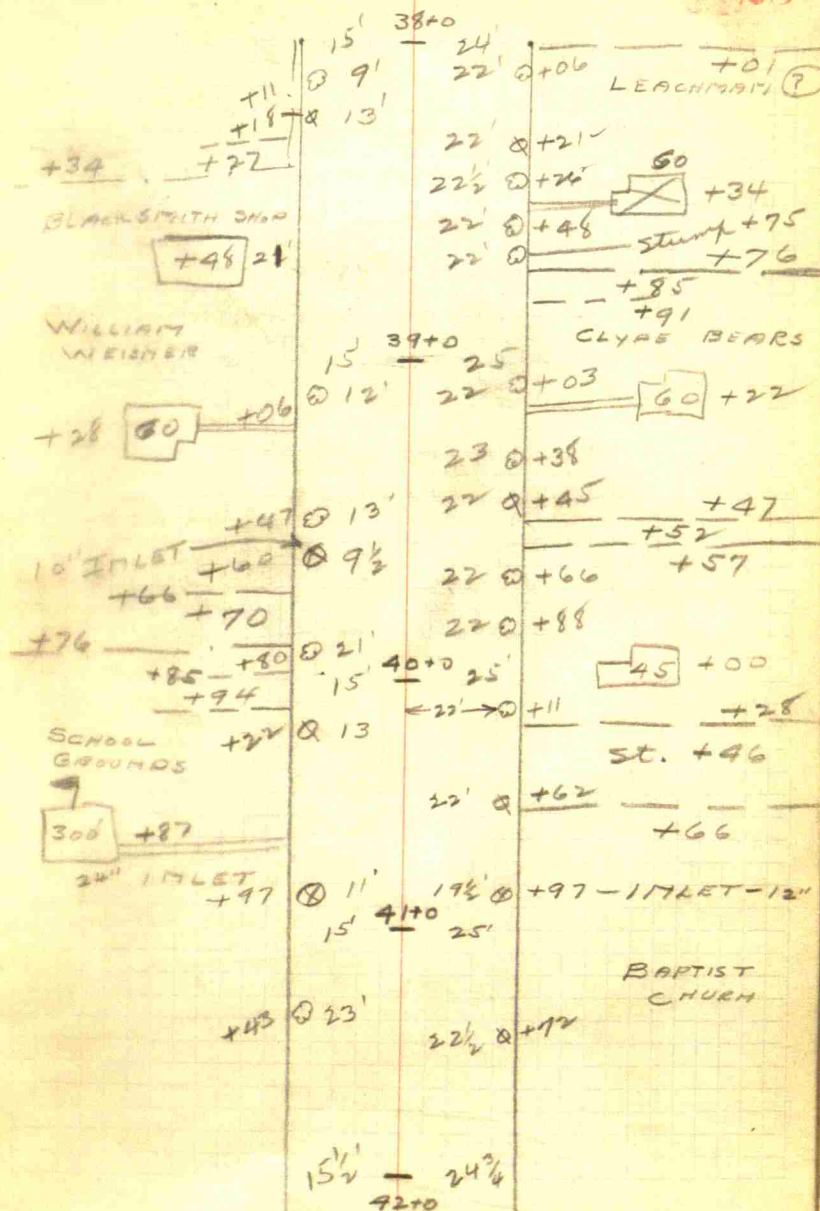
19



38+19 SQUARE INLET
 ABOUT 18" X 18" 7' FROM E
 BEG. OF 12" TILE RUNS
 SOUTH TO STA. 40+97 THEY
 CROSS ROAD AND RUNS
 EAST, -24" TILE
 24" TILE FROM WEST ALSO

STA 40+30 - 4 1/2' WALK
 ACROSS STREET.

STA. 40+63 - 4 1/2' WALK
 ACROSS STREET



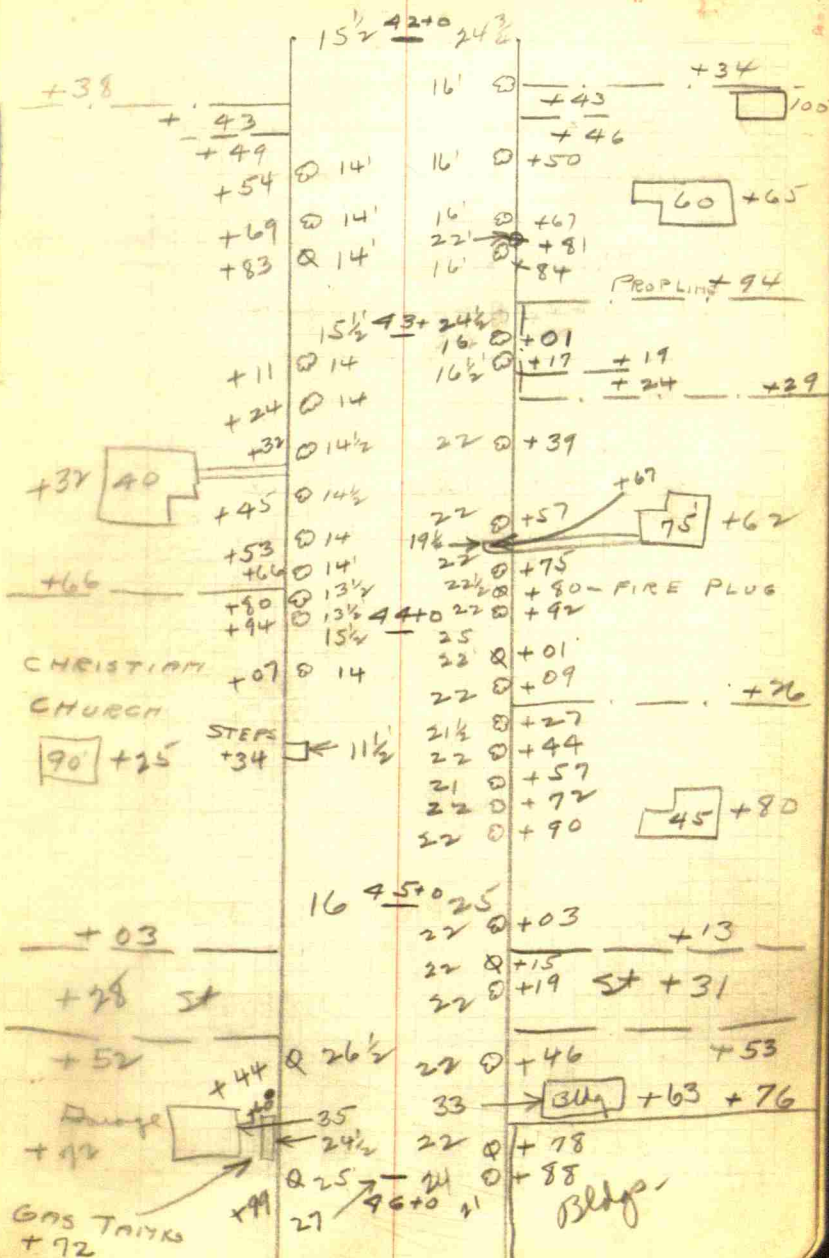
STA. 45+05

4½' SIDEWALK ACROSS STREET

STA. 45+51

4½' SIDEWALK ACROSS ST.

SIDEWALK ON WEST
AT STA. 45+10-16' from E
45+19-27' from E
45+44-27' from E

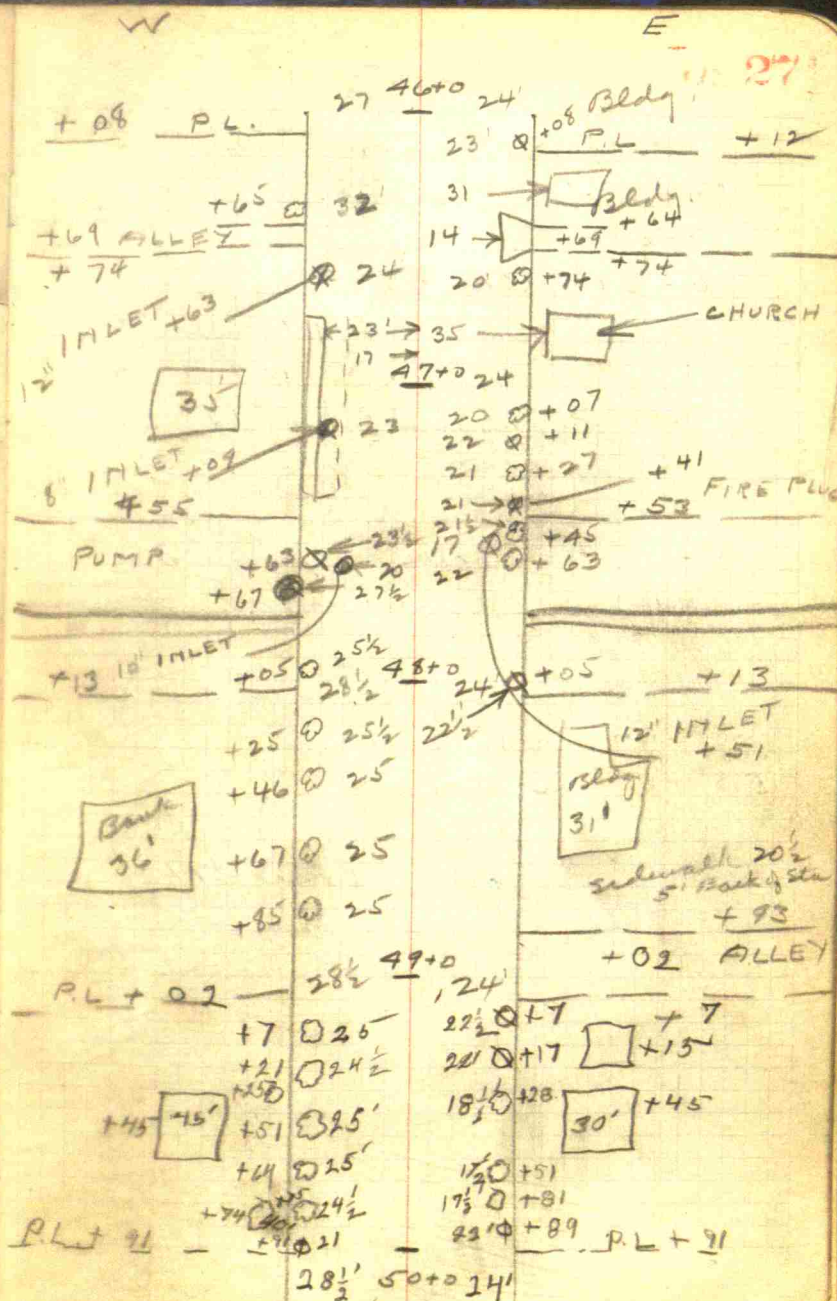


23' FROM E and GUTTER - 17' FROM E
CONCRETE PROJECTION INTO
ST. Sta-46+

4 1/2 SIDEWALK ACROSS ST
AT STA. 47+57

47+81 N RAIL OF THIE
47+86 S RAIL OF THIE

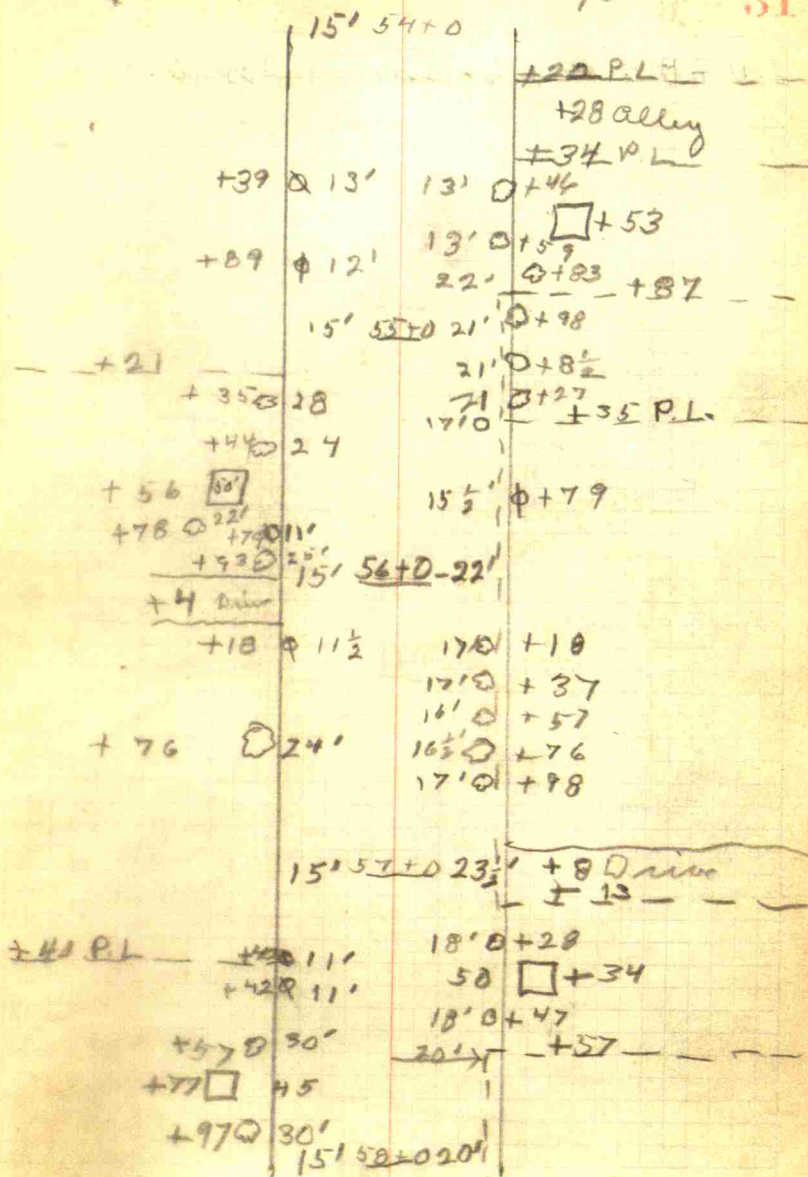
Sta 48+11 4 1/2' WALK ACROSS ST



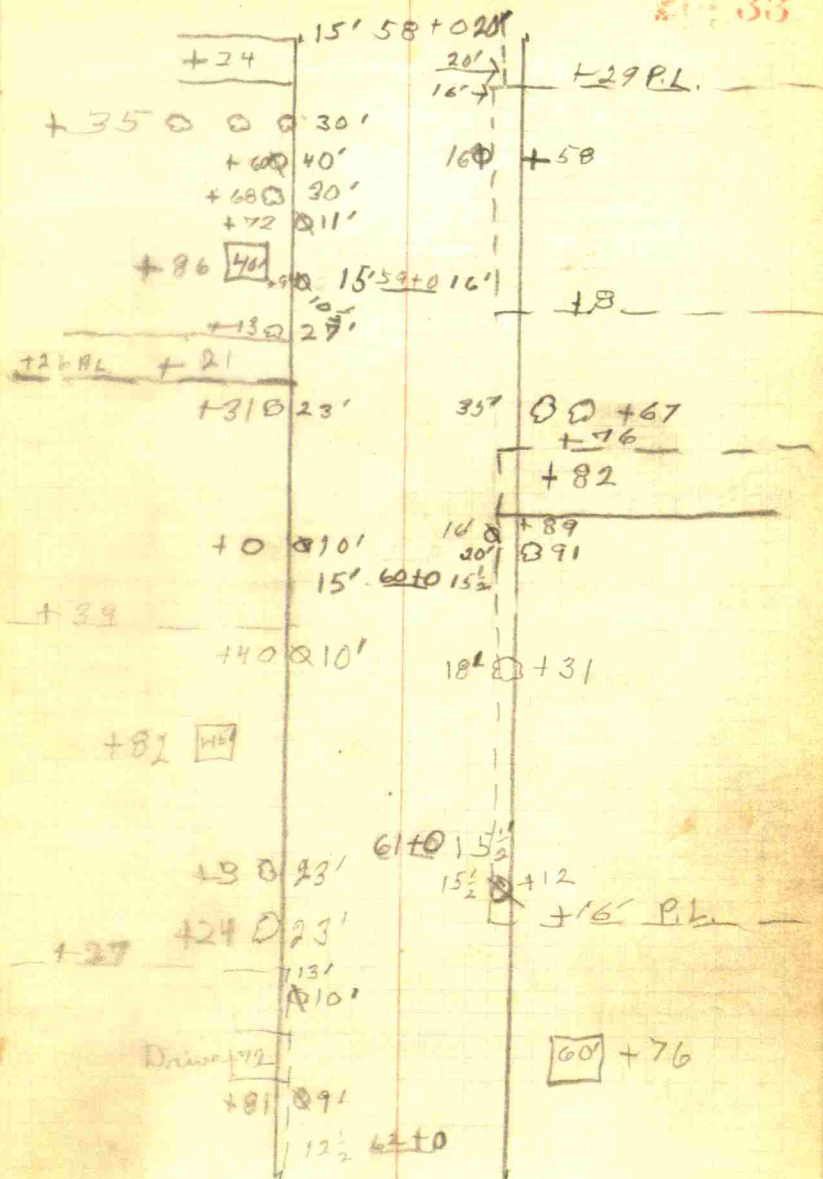
54 +83-18' V'd tile across street 23' W 15' E

W

K



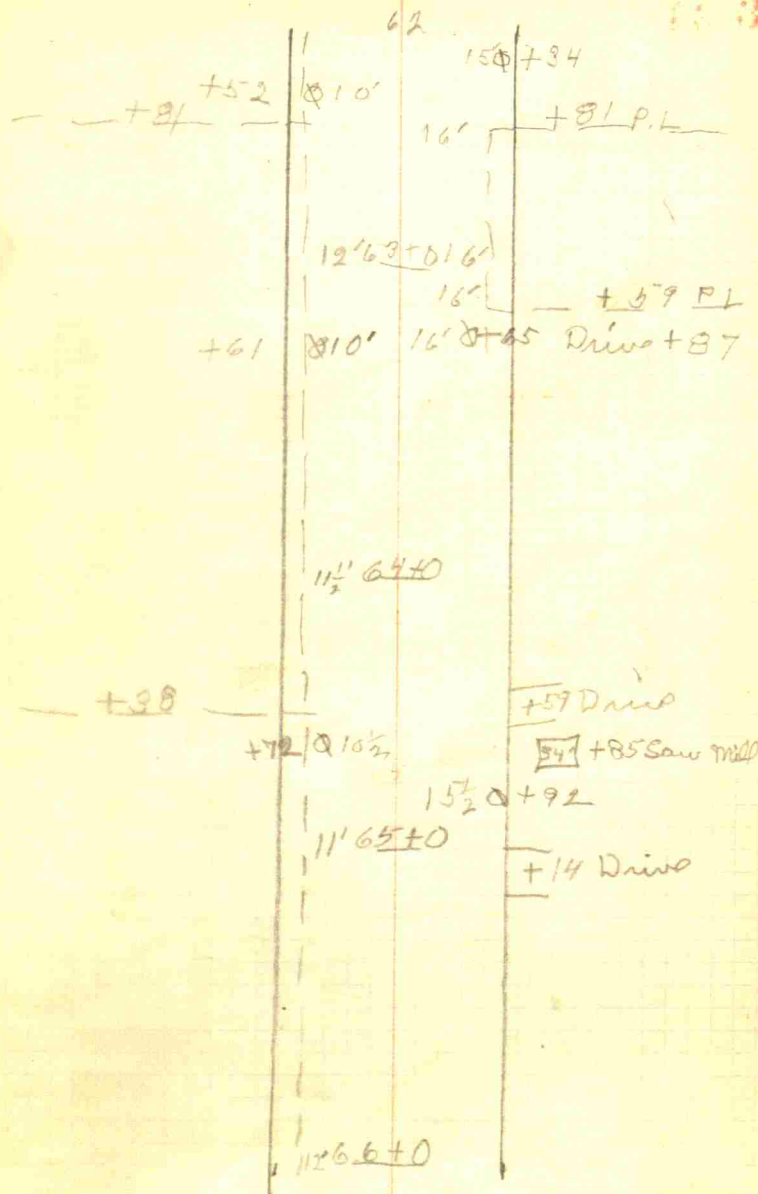
6 D + 82 End of sidewalk on W.



33

64+7 Round fence starts 16' from
 E on E.
 64+45 end of board fence on E.

35



12' 66
+3 Q10 $\frac{1}{2}$ 15' +42
16' Q +46

12' 67 +015
+32 Q12' 16' Q +79

12' 68 +015

+63 Q11'

12' 69 +013

+71 Q12' 16' Q +20

13' 70 +014

38

 $52 + 80$ $26 + 40$ $79 + 20$

75 + 96

3 2 4

39

$$113 \overline{) 7070} 16$$
 $16 \cdot 0 + 6 \cdot 5$

14' 71 + 0.5

 $+24 \text{ } \bigcirc 12\frac{1}{2}$

14' 22' 15"

 $16' \times 12$

+33

 $+52 \text{ } \textcircled{0} \cdot 13'$

357

14' 93 16'

$+62$ End of Fence

+63

 $\phi 13\frac{1}{2}$ $16 - \cancel{0} + 69$ $24' \oplus + 83$

15 74

$$\boxed{100} + 10$$

24' 5 + 17

+62D mm

+59

163

15' 75 16

412

14

150481

+ 21

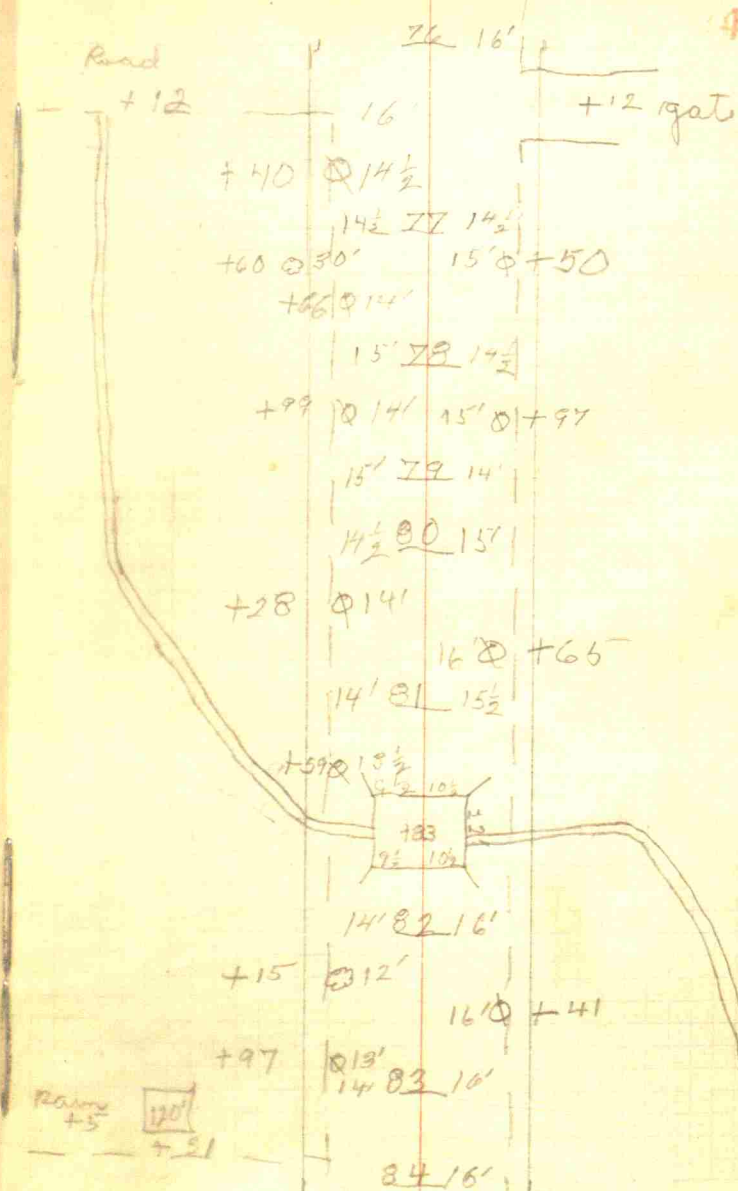
15½

496

+96

16

Bridge 81+83- 18'span 4' rise



$$\begin{array}{r}
 +30 \quad \phi 13\frac{1}{2} \quad 16 \quad \phi 4'5 \\
 +43 \\
 +62 \quad \phi 14\frac{1}{2} \\
 \hline
 22\frac{1}{2}
 \end{array}$$

$$+75 \quad \phi 50'$$

$$+93 \quad \phi 50'$$

$$85 \quad 16\frac{1}{2}'$$

$$+15 \quad \boxed{70}$$

$$+32 \quad \phi 33'$$

$$+42 \quad \phi 36'$$

$$+54 \quad \phi 22'$$

$$+63 \quad \phi 13'$$

$$+68 \rightarrow 14\frac{1}{2} \quad 16' \phi +97$$

$$15' \quad 86 \quad 16'$$

$$+30$$

$$+50 \quad \phi 28'$$

$$+85 \quad \phi 13'$$

$$+93$$

$$15' \quad 87 \quad 16\frac{1}{2}'$$

$$16' \quad +17$$

$$16\frac{1}{2} \quad +20$$

$$+29 \text{ Drive}$$

$$+77 \quad \phi 17'$$

$$15' \quad 88$$

$$\boxed{65} +10$$

$$+22 \quad \phi 13'$$

$$35 \quad \phi 41$$

$$22\frac{1}{2} \quad 138$$

$$+60$$

$$14\frac{1}{2} \quad 89 \quad 15\frac{1}{2} \quad +87$$

492

+57 013'

14' 90 16'

16. Q + 3

176 + 5

16' 0" + 0

432

162

$$\frac{1}{2} + 32$$

+39 14 "Crucis
Rotten Lupo A. Valerio

十 2

2'

$115' \quad 91 \quad 15'$

16' 0" + 78

20. 4 + 8 = 12

491

 $14\frac{1}{2} \quad 92 \quad 15\frac{1}{2}$

+14 | Q 14

15' 93 15'

$$16\frac{1}{2} \times 25 =$$
 $+42 \quad \textcircled{13\frac{1}{2}}$
$$14 \frac{94}{2} 15'$$

†74

14' 16' 17'

† 72

 $13\frac{1}{2}^{\circ} 95^{\circ} 14^{\circ}$

449

$$15' \quad 96 \quad 15 \frac{1}{2}$$

97+90 - cement block wall
starts on w. 15' from E.
99+45 end on cement wall
99+51 concrete drive 12' wide
projects into road 13½' from E.
99+57 wire fence starts on w.
19' from E.

E

102 1 1/2
 13'
 1K
 □ + 2
 □ + 9
 □ + 13

W

E

~~+25 80~~

101'

+27 $\phi 10\frac{1}{2}$

103'

+60 40'

103 $\frac{1}{2}$ '+85 $\phi 70$

106'

+30

106 $\frac{1}{2}$

105'

+60

+25 106'

106'

+57
 ϕ
 15
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 103 1' 15'

111
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 15

+154

+11

+15

+21

+37

+42

+7

+16

+28

104

105

106

107

713

108

109

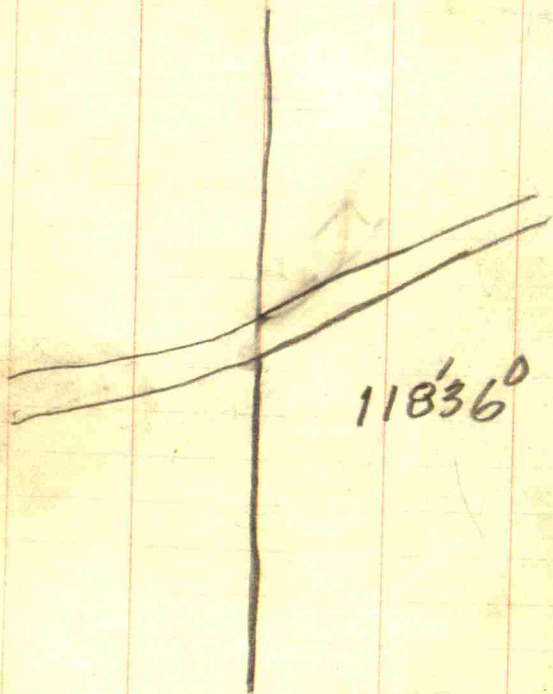
110

50

111 + 10 - 14' *Ames* - 107' from $\frac{1}{2}$

51

106'	110
106'	111
107'	
+58	
106	112
107	113
107	114
108	115
+29 46'	
108'	116
+99 30'	4'0 + 75
108'	117
108'	118
108'	119
108'	120



S

Culvert 102' w. of & under old
road way at U.R. Ints.
6-8' w. of bridge concrete
38' of 18' Armo L Headwalls.

108'	120	
+10		
085' 060'		
085' 010' 032'	01'	27' 0 + 33
085' 032'	01'	27' 0 + 63
	01'	40' 0 + 92
107'	121	
+5085'		
010' 032'		27' 0 + 20
060' 032'	01'	27' 0 40' 0 + 47
085' 032'	01'	27' 0 + 77
108'	122	
085' 060'	01 1/2'	27' 0 + 9
085' 010' 032'		27' 0 40' 0 + 37
062'	01 1/2'	+ 66
107'	123	
		04' 11' 0 + 21
+850	30'	124, 10' 0 + 0 - cigar sign
109'		+ 20'
+36 045'		+ 42 20' 0 + 32
		concrete
+72 080'		+ 74 80' 0 + 65'
103'		125 40' 0 + 90

130+67 - 6" vit^{1/2} culvert

Old Road.

Sta 127+70

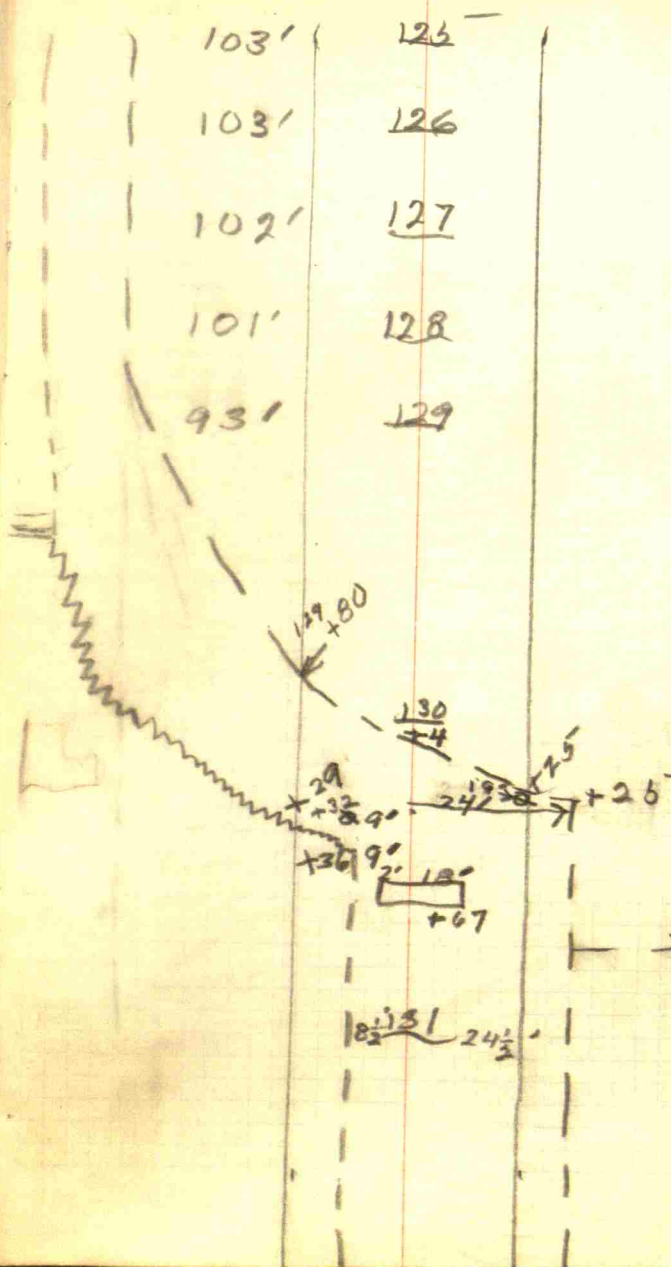
Culvert under old Rd.

128+50



129+50

129+75



	3rd Stk	Ditch	Burn	E
	100 ⁰ 50 ⁰ 11	100 ⁰ 50 ⁰ 11		
0+0	100.00	10005	9710	9891
0+36	10072	10054	9851	9882
1+0	9737	9742	9641	9786
1+65	9474	9394	9697	9730
2+0	9610	9620	9581	9762
3+0	10028	10064	9847	9985
3+60	10193	10244	10025	10160
4+0	10049	10092	10005	10148
5+0	10084	10093	10033	10152
6+0	10033	10058	10029	10129
7+0	10040	10080	10020	10141
8+0	10218	10213	10129	10234
9+0	10519	10524	10394	10435
9+45	10251	10496	10403	10466
10+0	10433	10451	10306	10362
11+0	10128	10140	9981	10075
12+0	9981	9927	9695	9783
13+0	9707	9675	9306	9365
14+0	8885	8894	8696	8835
15+0	8376	8381	8376	8534
16+0	8126	8224	8307	8510
16+86			8643	8679
17+0	7784	8143	8275	8654

Burn	Ditch	Stk	3rd
10033	10031		
10060	10048	10027	
9814	9837	10060	10144
9764	9717	9814	9833
9697	9675	9883	9463
9701	9566	9672	9603
9950	9823	10175	10204
10109	9984	10294	10312
10130	10013	10167	10165
10128	10024	10114	10118
10146	10032	10117	10134
10150	10038	10158	10165
10225	10108	10227	10221
10431	10370	10547	10514
10467	10468	10500	10536
10346	10361	10444	10436
10091	9827	10166	10169
9775	9650	9829	9813
9384	9316	9557	9540
8865	8747	8914	8936
8549	8444	8530	8492
8494	8218	8215	8169
8674	8634	8054	7998

591
B.M. #1
S.E. Cor. of
Baltimore
dep. Jackson
Hill.
El. 100.00

10191

09872

08903

B.M. #2
on S.W.
End of
Rail
El. 89.32
Sta. 16+86
08981

E	Bank of Walk	Sidewalk	Alkline	Ditch	Run
27+0	8723	8743	8687	8687 ⁴	8749
27+75	8594 ³	8638		8613 ³	
29+0	8551 ¹	8572	8567	8522 ²	8621 ⁶
29+22		top	8520		
29+49					
29+68		top	8474		
29+91					
29+0	8481 ⁶	8508 ¹	8499	8443 ³	8536 ⁸
29+45	8382 ¹⁰	8465		8437 ³	8506 ⁹
29+63					
30+0	8372 ⁵	8461		8369 ⁶	8498 ⁹
30+36			7896 ²⁰	8581 ¹⁸	
31+0	8369 ⁸	8285	8450	8513 ⁹	8595 ¹⁰
31+78					
32+0	8854 ⁵	8853	8852	8771 ⁷	8722 ¹
32+39	8904 ¹⁵	8930	8	8903 ⁸	
32+77					
33+0	9023 ⁶	9028		8982 ⁷	8989
33+97			WPC	B 9057	
34+0	9076 ¹⁰	9071 ⁵	9081	9072 ²	9103 ⁴
34+67	9051 ¹⁵	9110 ⁶		9119 ⁹	
35+0	9137 ¹⁰	9136 ⁵	9174	9175 ¹	9185 ⁴
35+10					
35+80					
36+0	9376	9360		9355	9362 ²
36+33	9378 ²⁵	9414 ^{7 1/2}		9455 ^{line}	

E	Run	Ditch	Alkline	Sidewalk	Bank	Walk
8771	8715 ³⁰	8686 ³³		8749	8749	Catch basin on West side 30+05 EL 8404
	8690					
	8663	8614 ²⁹	8603 ³³	8661	8669	8720 ⁴⁵
	8629	8630 ³⁰	8561 ³⁴		8588	8624 ⁵⁴
						29+97 W to bridge EL 8281.7L
8558	8531 ³⁰	8574 ³⁴		8525	8540 ³⁰	
8553	8517 ²⁹	8470 ³³	8497	8496	8522	30+46 W side W to 28+7L 8410
8535						
8633	8508 ³⁹	8418 ³⁴		8440	8441	30+46 W to inlet to bridge EL 84.00
8537	8528 ²⁷	8423 ³³	8427	8482	8388	
8622		8586 ¹⁹	7880 ²⁰			
8625	8590 ³⁰	8434 ³⁴	8512	8514	8395 ⁴⁴	08853
8700	87	8730 ³²		8790	8824 ³⁹	C.B. West side 32+88 EL 8910
8800	8786 ³⁷	8780 ³⁰	8880	8876	8985 ³⁰	
8921						
9004		9011 ²⁸		9051	9020 ²⁷	E.B. West side 34+98 9204
9010	8971 ²⁶	8987 ²⁸	9080	9075	9097 ⁴⁵	E.B. West side 34+98 9204
9137	9114 ³⁰	9072 ²⁷	9130	9137	9091 ³⁶	9407 #2
9190						
9221	9215 ³⁵	9205 ²⁵	9242	9236 ³⁶	9274 ³²	9403 #3
9321		9283 ³⁰		9385 ³⁶	9343 ³⁰	9380 #2
9377	9374 ³⁰	9336 ³⁶	9447	9248 ³⁶	9466 ⁴⁵	
9420						

B.M. 9 at top of Rock
at point of road
E. 9021

W. side across road
at
9000
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	Back Walk	Sidewalk	Altitude	Side	Burn
37+0	9497 ¹⁰	9496 ⁵	9469	9392 ³	9401 ⁵
37+96	9408 ¹⁵	9358 ⁶	9272		9317 ¹⁰
38+0	9353 ¹⁰	9347 ⁵	9262		9282 ³
38+27					
38+25	9148 ¹⁵	9176 ⁵	9168		9226 ⁵
39+0	9170 ¹⁰	9176 ⁵	9208	9174 ²	9238 ¹⁰
39+52	9105 ¹²	9165 ⁴		9135 ³	9254 ¹⁰
39+70					
39+80					
40+0	9126 ¹²	9127 ⁵	9104	→	9295 ¹⁰
40+46	9083 ²⁰	9122 ⁸	9176		9236 ⁴
41+0	9112 ¹⁰	9127 ⁶	9093	→	9241 ⁵
42+0	9305 ¹⁰	9356 ⁵	9327	→	9395 ⁵
42+43	9431 ¹⁰	9430 ⁵	9435	→	9501 ⁷
42+43					
43+0	9565 ¹⁰	9571 ⁵	9559	→	9616 ⁶
43+24	9614 ¹⁰	9662 ⁵	9627	→	9686 ⁷
44+0	9761 ¹⁰	9752 ⁵	9693	→	9721 ⁶
45+0	9651 ¹⁰	9645 ⁵	9637	→	9646 ⁴
45+28	9557	9577			9628 ⁵
45+31	9557 ²	9574 ⁵			
46+0	9530 ¹⁰	9544 ⁴	9495	→	9524 ⁵
46+04					
46+19	9516 ⁹	→	9510	9440	9525 ³
47+0	9470 ¹⁰	9496 ⁵	9474	9457 ⁴	9500 ⁹

	Back Walk	Sidewalk	Altitude	Burn	Side
414	9392 ²³	9383 ²⁶	9074 ³⁵	9565 ⁴⁵	9592 ⁴⁵
9322					
9375	9281 ²⁷	9268 ¹⁸	9395 ³⁵	9422 ³⁵	9386 ³⁵
9300	9278 ²⁷		9385 ³⁵	9346 ³⁵	
9257					
9256	9234 ²²	9212 ³²	9274 ³²	9278 ³²	9276 ³²
9273					
9280	9265 ³⁰	9257 ³⁰	9259 ³⁰	9324 ¹⁰	
9287	9280 ³⁰	9263 ³⁰	9256 ³⁰	9446 ³⁰	
9290	9280 ³⁰	9262 ³⁰	9256 ³⁰	9250 ³⁰	9300 ³⁰
9285					
9002	9273 ²⁶	9165 ³³	9255 ³⁶	9248 ⁴⁰	9210 ⁴⁰
9443	9407 ²⁷	9396 ³¹	9456 ³⁶	9432 ⁴⁵	9479 ⁴⁵
9533	9524 ³¹	9496 ³¹		9554 ⁵¹	9523 ⁵¹
9651	9626 ²⁷	9618 ²⁸	9718	9776 ⁵⁰	9721 ⁵⁰
9707					
9765	9747 ²⁶	9742 ²²	9744 ³³	9720 ³³	9775 ³³
9700	9685 ³⁰	9673 ³⁰	9744 ³⁶	9687 ³⁶	
9669	9683 ³⁰		9681 ³⁰	9633 ⁵⁰	9673 ⁶⁰
9583	9581 ³⁰	9584 ³⁷	9581 ³⁷	9587 ⁵³	9591 ⁵³
9583	9581 ³⁰	9584 ³⁷	9581 ³⁷	9587 ⁵³	9591 ⁵³
9564	9554 ³⁰	9548 ³⁷	9534 ⁴⁸	9574 ⁶⁰	9652 ⁶⁰
9536	9541 ³⁰	9538 ³⁷	9534 ⁴⁸		9773 ⁴⁶

B.M. 254
on SE cor of
front steps
of house - W-
36+40
el. 9643

B.M. 254
on SE cor of
front steps
of house - W-
36+40
el. 9643

C.B. 38+19
el. 9634
C.B. 39+60
el. 9152
C.B. 39+60
el. 9152

9188
9686
9537

C.B. 40+97
el. 9087
C.B. 40+97
el. 9087
C.B. 40+97
el. 9087

0746 B.M.
15+11 B.M.
C.B. 40+97
el. 9087

86 Back Sidwalk line Ditch Run

47+50		9484 ³		
47+50				
47+63	10 top on E. 9438			
47+10	9505	9526	9526	9526
47+63	9417 ³¹	9481		
48+0	9412 ³	9455	9449	9470
48+10	9410 ³³	9424		
49+0	9249	9250	9207	9128
49+02	9272			9113
49+30		9135	9035	8845
50+0	8772 ⁴⁰	8756 ⁴³	8748	8502
50+4	C.B. on W	8332	7L	
51+0		8469 ¹²		
51+23		8490 ¹⁰		
		8468 ¹¹		
		8497		
	C.B. on W	7L	8440	
51+50	8851 ²³	8743 ⁶⁰	8845	8595 ³
51+79				8590 ⁹
52+0				
52+15				
52+12				

86 Back Sidwalk line Ditch Run

9540		9561 ⁸³		
	top on W	9537		
9521		9548	9677 ⁷⁹	
9487	9512	9502	9502	9572 ³²
9451			9447 ²³	
9131	9177	9098	9166	9327
9131				9336
8859	8882 ²⁴	8826 ³⁴	9095	9236 ⁴⁴
8603	8618 ³⁰	8525 ³⁶	8644	8841 ⁴⁷
	tile on E	8440	7L	8830 ⁵¹
8478		8480 ²⁹		
8448		8500 ²⁹		
8479		8490 ³¹		
8307		8510 ³¹		
	C.B. on E	7L	8485	
8589	8572 ²⁶	8525 ²¹		
8648		8605 ³⁰		
8761				
8773				
8809	8790 ²⁵	8778 ²³		
8817		8789 ³⁷		
8417				

86 Back Sidwalk line Ditch Run

8685 B.M. no 5

on slip of

Walter Hagg. Stop

north end but

stop

Q. 9682

08783

B.M. no 6

on corner of

Walter Hagg. Stop

in front of

E. A. Edmonson

Garage

Sta. 52+25

el. 88.08

		line	Date	Bar	L	Bar	Date	king		
52+72					8880		8860	8872	8886	
52+92	^{13B} 8833		8818		8861					
53+0	^{4B} 8866	8874	8831		8847		8862	8878	8871	8876
54+0	^{3B} 8526	8541	8528	8547	8579	²⁹ 8566	³³ 8552	8617	8605	8635
54+28	²⁴⁵¹		8453	8512	8547					
54+83	^{4B} 9137	² 8240		8481	8499	8483		8444	8162	8196
55+0	^{2B} 8248	8311	8416	8487	8504	8487	³¹ 8447	8381	8455	8337
56+0	^{2B} 8442	8430	8431	8545	8665	8538	³² 8515	8560	8525	8576
56+04	^{4B}				8565	³³ 8538	³³ 8515	8560	8525	8576
57+0	8839	8791	8662	8680	8701	8673	8646	8707	8681	
57+07	8834	8791	8662	8680	8710					
58+0	^{3B} 8888	8854	8849	8900	8924	8877	³² 8830	8880	8875	8876
58+24					8934	8900	³² 8862		8883	8879
59+0	^{3B} 8809	8835	8913	8928	8953	8927	³¹ 8912	8957	8925	8933
59+21					8958	8935			8925	8942
59+82	^{2B} 8885	8941			8977					
60+0	^{4B} 8902	8925	8965	8977	8982	8969	²⁸ 8938	8988	8984	
60+65	^{3B} 9050	9050	9066	9070	9072	9067	²⁷ 9062	9188	9174	
61+0	^{3B} 8975	9015	9010	9018	9028	9015	²⁴ 9009	9180	9089	9197
61+22	^{3B} 8910	8895	8942		8990					
61+72					8920			8895	8862	8901
62+0	^{3B} 8784	8813	8866	8874	8871	8853	²⁸ 8839	8891	8891	8907
63+0	^{2B} 8706	8709	8762	8757	8762	8775	²⁹ 8689	8765		8753
63+70	^{10B} 8588	8591		8641	8682					
64+0	^{3B} 8627	8620	8631	8631	8674	8630	²⁴ 8621	8640		8628

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70

C

Sta

30nt

6459

8580

65+0

8535

65+14

66+0

8327

67+0

8163

68+0

7944

69+0

7858

70+0

7491

71+0

7375

72+0

7392

73+0

7562

7262

74+0

7191

74+52

6945

6915

75+0

6852

76+0

6549

76+12

6437

77+0

6249

78+0

5954

79+0

5851

80+0

5655

81+0

5486

81+83

5262

82+0

5520

83+0

5658

84+0

5671

Line

Ditch

Berm

8550

8495

8516

8315

8158

7944

7825

7500

7388

7385

7536

7177

6830

6558

6332

6227

5953

5863

5642

5503

5250

5264

5526

5671

8465

8260

8072

7868

7691

7508

7376

7297

7190

6877

6745

6536

6338

6116

5938

5748

5666

5565

5426

5328

5646

5646

5665

8535

8466

8450

8242

8084

7916

7722

7572

7493

7249

6900

6641

6388

6148

5952

5800

5710

5646

5617

5590

5591

5665

4

Berm

Ditch

Line

8562

8503

8487

8320

8144

7941

7757

7614

7512

7441

7289

6953

6800

6694

6435

6401

6201

5994

5857

5750

5667

5620

5614

5605

5682

8471

8293

8103

7893

7716

7580

7475

7372

7272

7231

6915

6647

6377

6153

5955

5800

5675

5602

5557

5527

5549

5518

5490

5438

5398

8568

8350

8184

7868

7744

7458

7298

7240

7280

7066

6831

6569

6336

6068

5876

5705

5532

5442

5385

5330

5211

5152

5111

5065

30nt

8540

8331

8109

7855

7744

7418

7254

7210

7271

7028

6708

6221

6179

5888

5762

5545

5442

5150

5613

5770

084.64

076.20

066.66

058.58

B.M. #8

on Sand

West Rail

of Bridge

Sta 81+83

Elev. 5773

0

[illegible]

Stem	Point
99+50	5971
100+0	6102
100+50	5935
101+0	5758
101+50	5690
102+0	5753
102+25	5755
102+50	5710
103+0	5408
103+50	4927
104+0	4824
104+50	4752
105+0	4662
105+50	4574
106+0	4312
106+50	4342
107+0	4393
107+50	4400
108+0	4355
108+50	4414
109+0	4609
109+50	4364
110+0	4410
110+50	4712

4200

36E
4890

line	Ditch	Berm
3995	3912	3972
6100	3925	5967
5940	3852	5896
5767	5755	5822
5712	5732	5730
	5758	5672
	5590	5570
	5190	
4989	4894	4887
4821	4790	
4745	4745	
4660	4648	
4537	4500	
4330	4335	
4355	4412	
4390	4420	
4407	4402	
4361	4378	
4436	4468	
4610	4600	
4491	4645	
4460	4460	
4657	4606	

4105

f	Berm	Ditch	line	Point
6002	5960	5943	5979	6045
6035	5967	5999	6005	6050
5952	5898	5891	5974	5935
5859	5777	5735	5896	
5760	5675	5609	5842	
5643	5662	5585		
5666	5495	5466	5405	
5530	5453		5490	5387
5101	5035	5034	5031	5057
4887	4863		4857	4853
4810	4803		4786	4745
4704	4701		4800	4815
4620	4618		4637	4638
4425	4425		4415	4390
4364	4375		4370	4408
4393	4376		4423	4448
4433	4431		4426	4235
4406	4405		4403	4403
4382	4385		4407	4461
4475	4537		4601	4615
4579	4637		4656	4680
4631	4695		4715	4725
4481	4527		4640	4716
4530	4670		4560	4650

80
4670

056.06
046.92

5381 5397

4210

Shelly covering
E. limit at 116.
Lat + 45.
EL 44.30
W. stake line

E

50.23 56.93

Sta.

28' 3' out

line

Ditch

Berm

111+0	49.28	48.62	48.70
111+50	50.65	50.35	50.28
112+0	51.40	51.41	51.51
112+50	52.24		52.30
113+0	52.85	52.74	52.80
113+50	53.90		53.90
114+0	54.97		55.07
114+50	55.91		55.87
115+0	56.18		56.32
115+50	56.60		56.65
116+0	57.10		57.30
116+50	57.38	56.59	
117+0	57.19	57.74	56.63
117+50	58.80	57.02	57.14
118+0	58.95	60.04	56.95
118+50	59.46	60.23	55.89
119+0	59.77	60.05	55.77
119+50	59.60	56.85	56.77
120+0	59.18	58.76	59.43
120+50	59.57	58.62	59.83
121+0	58.09	56.34	58.66
121+50	56.23	55.10	57.62
122+0	56.35	54.81	57.17
122+50	57.03	56.85	56.93
123+0	58.19	58.06	58.35

57.55

W

4

Berm Ditch line

48.60	48.20	48.05	48.05	48.00
49.76		49.91	49.96	50.00
51.30		50.90	51.38	
52.34		51.90	52.35	
53.06		53.29	53.13	
54.70		54.08	54.23	
55.37		55.80	55.95	
56.27		56.81	57.02	
56.85		57.30	57.34	
57.15		57.79	58.08	
57.10		57.90	58.14	
57.01		57.60	57.62	
57.18		57.70	57.90	59.72
57.57		58.00	58.13	60.12
57.48		57.81	58.00	53.78
56.69		57.40	58.05	53.76
56.45		57.23	58.20	54.13
57.16		57.72	58.62	61.72
59.37		59.29	59.36	61.15
60.42		60.42	61.10	61.90
59.65		60.28	61.18	61.33
58.71		59.50	60.06	61.37
57.66		58.40	59.63	60.55
57.65		58.75	59.69	60.41
58.42		58.90	59.45	60.37

Bottom Ditch

56' W of E.

Stk. 46.30

Ditch crosses
rd follows

W. LINE of road

from 110+45

to 111+0 and

thru.

from C. L.

70'

60.72

60.41

60.47

060.00

STA E 50' 25' LINE 2

LINE 25'

from. sth. line.
50' 75'

123+50	57.43	59.00	59.61	59.67	59.77	59.43	59.44	59.82	59.17
124+0	57.10	58.13	58.55	59.17	59.11	58.78	57.72	57.45	56.89
124+15	55.71	56.38	58.08	58.64	58.65	58.04	57.82	57.26	56.85
124+25	53.00	53.20	53.35	53.76	54.00	53.90	54.05	54.17	54.06
124+31	53.84	54.12	54.35	54.67	54.76	54.95	55.16	55.34	55.55
124+50	53.90	54.13	54.27	54.58	54.74	54.91	55.20	55.38	55.55
124+58	53.04	53.38	53.45	53.98	54.27	54.05	54.32	54.37	54.34
124+65	55.73	56.45	57.40	57.57	57.55	57.14	56.47	55.48	55.10
124+80	56.08	57.10	57.55	58.13	58.06	57.30	56.42	55.65	54.84
125+0	55.90	56.88	57.40	57.82	57.38	56.77	56.08	55.27	54.71
125+50	54.92	55.80	56.25	56.15	55.35	54.40	53.81	53.38	53.55
126+00	52.75	52.99	52.91	52.95	52.78	52.68	52.34	52.15	52.33
126+50	51.55	51.65	51.35	51.32	51.36	51.50	51.30	51.37	52.18
127+0	50.50	50.40	50.00	50.40	50.20	50.50	50.49	50.85	51.35
127+50	49.18	49.28	49.00	49.21	49.48	49.95	50.30	50.71	51.75
128+0	48.48	48.52	48.38	48.63	48.97	49.43	49.89	50.39	51.70
128+50	47.42	47.48	48.04	48.47	49.07	49.65	50.27	51.18	52.10
129+0	48.02	48.50	48.74	49.55	50.00	50.86	51.36	52.12	53.30
129+50	48.46	49.51	50.25	51.11	51.39	52.30	53.00	53.68	54.08
130+0	49.70	50.45	51.03	52.21	52.15	53.42	54.11		

130+50

130+61

B.M.
E. end of
L. Hedwall
N.E. corner
into of road
EL. 56.40

53.75

next page

80

E

Line Pitch Beam E Beam

Pitch

Line

25'

50'

130+50 49.70 51.20 ^{Some} 51.20 53.20 52.75 52.75

25' 52.50 52.38 53.40 54.35

130+67 50.70 52.74 ^{Some} 53.00 52.65 52.70

25' 51.62 52.48 53.07 53.95

East end of Culvert is about 3' West of East line stake

130+67

Line Tok 3' 5' ^{new} ~~old~~ 51.55 51.60 52.55 52.60 53.00

2' W Tok FL. 5' W 52.54 52.01 51.50 51.50

old E

100' South - 53.95

200' South - 53.08

81

CHECK B.M.

B.M. NAT. ROAD L. Hdwl. —

O 61.72 — O 50.98

O 55.64

B.M. GRAVE YARD - S. END WALL

O 60.16

B.M. WOBRELL HOUSE -
SW COR. WALK - Sta 88 to

O

B.M. - S. END W. RAIL OF BRIDGE
Sta 81 + 83

O 67.98

O 78.35

O 88.63

B.M. W. END FIRST STEP
OF PORCH - CLEARANCE EDMONSON

O 86.29

B.M. EDMONSON GARAGE -

CORRECT

CHECK.

EL. 56.40

56.40

EL. 62.75

62.73

EL. - 59.33

59.38

EL - 57.73

57.72

EL. 92.67

92.67

EL - 88.08

88.08

84 ① 91.25

B.M. Step of Hardwood Stone

① 97.86

B.M. House Front Step Sta 36+40

① 89.48

B.M. DALE ANDERSON House

① 91.45

B.M. SW End W. Rail Bridge
16+80

① 94.08

① 104.68

B.M. FRANK JACKSON Step.

CORRECT.
EL. 96.82

EL. 96.43

EL. 90.21

EL. 89.32

EL. 100.00

CHECK
96.86

96.35

90.22

89.29

100.02

85

ESTIMATE - C.W. THOMPSON Ed. C.U.

Exc. - 16803 Cu. Yds. @.

SPECIAL EXC. - 200 Cu. Yds. @.

PAVING - 25,122 Sq. Yds @.

Monuments 5

Int - 492 sq Yds @

Curb + Gutter 945.5 @

R. Con ILM - 70' x 24" @

" " " - 191' x 18" @

" " " - 64' x 12" @

Vit Tile - 100' x 10" @

" " - 217' x 12" @

Driv - CM - 60' x 10" @

" " " - 148' x 12" @

Pipe relaid - 50' x 12" + 15" @

Dr Tile - 4700' x 6" @

" " - 3900' x 7" @

" " - 4314' x 8" @

St Elz - 2-10" @

St Intals - 2 @

C/A Conc Hdwr 65 Yds @

" " " Ret Wall 52 Yds @

" A+B in Str 11+19 175.25 Yds @

Reinforcing Steel Str 11-18-19 - 3300# @

20 sq ft 1/2" Exp St Str 18 @

4-3" Bit Exp St in part @

170 sq ft 1" x 8" preformed Exp St Str 11 and 19 @

Special Slope Reinforcing Str 11+19 - 1968# @

454 = 7561.35

404 = 80.00

2.104 = 52756.20

7.00 = 35.00

2.00 = 984.00

1.30 = 1229.15

3.50 = 245.00

2.50 = 477.50

2.00 = 128.00

.604 = 60.00

.754 = 162.75

1.25 = 75.00

1.50 = 222.00

.304 = 15.00

.134 = 611.00

.154 = 585.00

.174 = 733.38

1.004 = 2.00

25.004 = 50.00

16.00 = 1040.00

15.00 = 780.00

15.00 = 2628.75

.05 = 165.00

.204 = 4.00

.204 = 36.00

.054 = 98.40

Unit Trusses 20' span 17 @
 " " 14' " 17 @

100 Tons W.B. McCodens
 Sta 51-53 @

14.00 = 238.00

8.00 = 136.00

2.25 = 225.00

Total 71363.48
 Damages 2636.52

74000.00

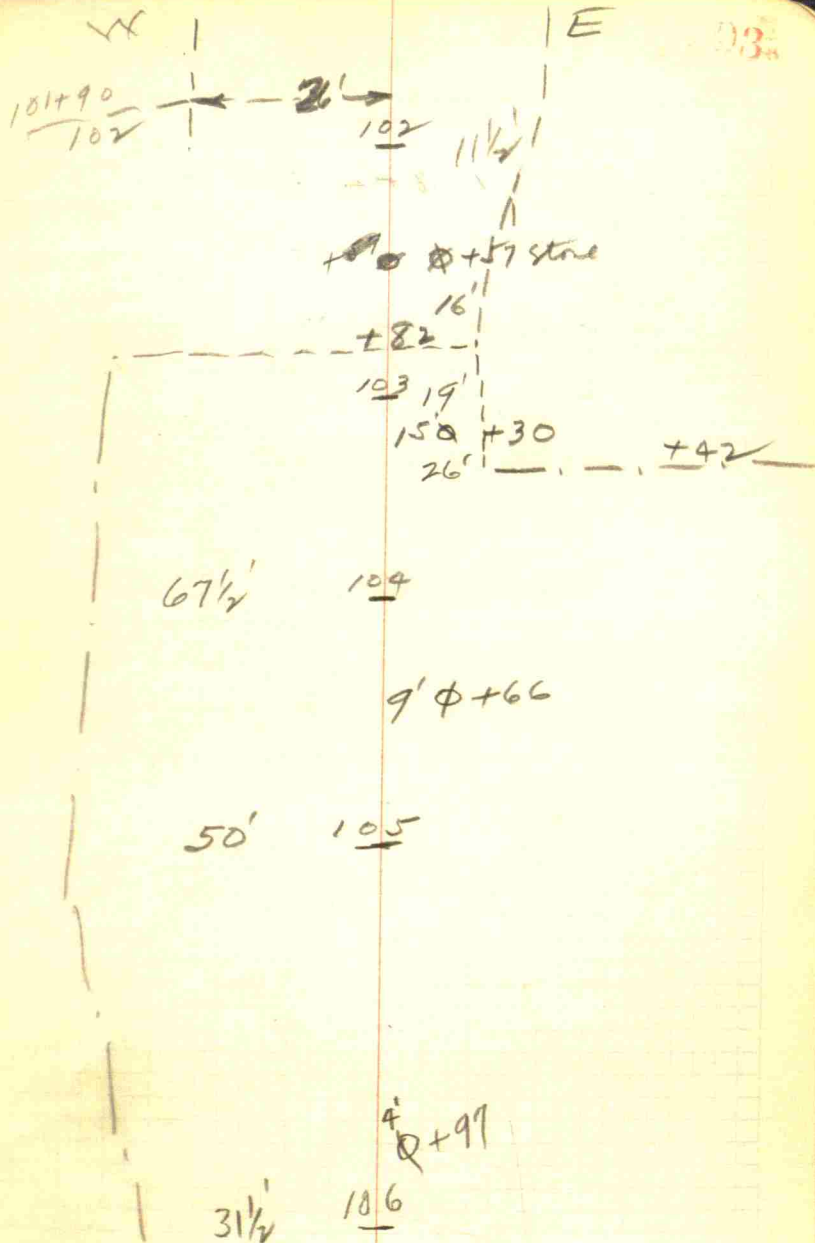
102+00 ~~Stake~~ Def R- $10^{\circ}11'$

WIT. Stake E-10'

" " W-27'

WIT.

WALNUT - $17^{\circ}25'E$ - 33.8'



W.T. Def. Point.

Sta. 108+48.5

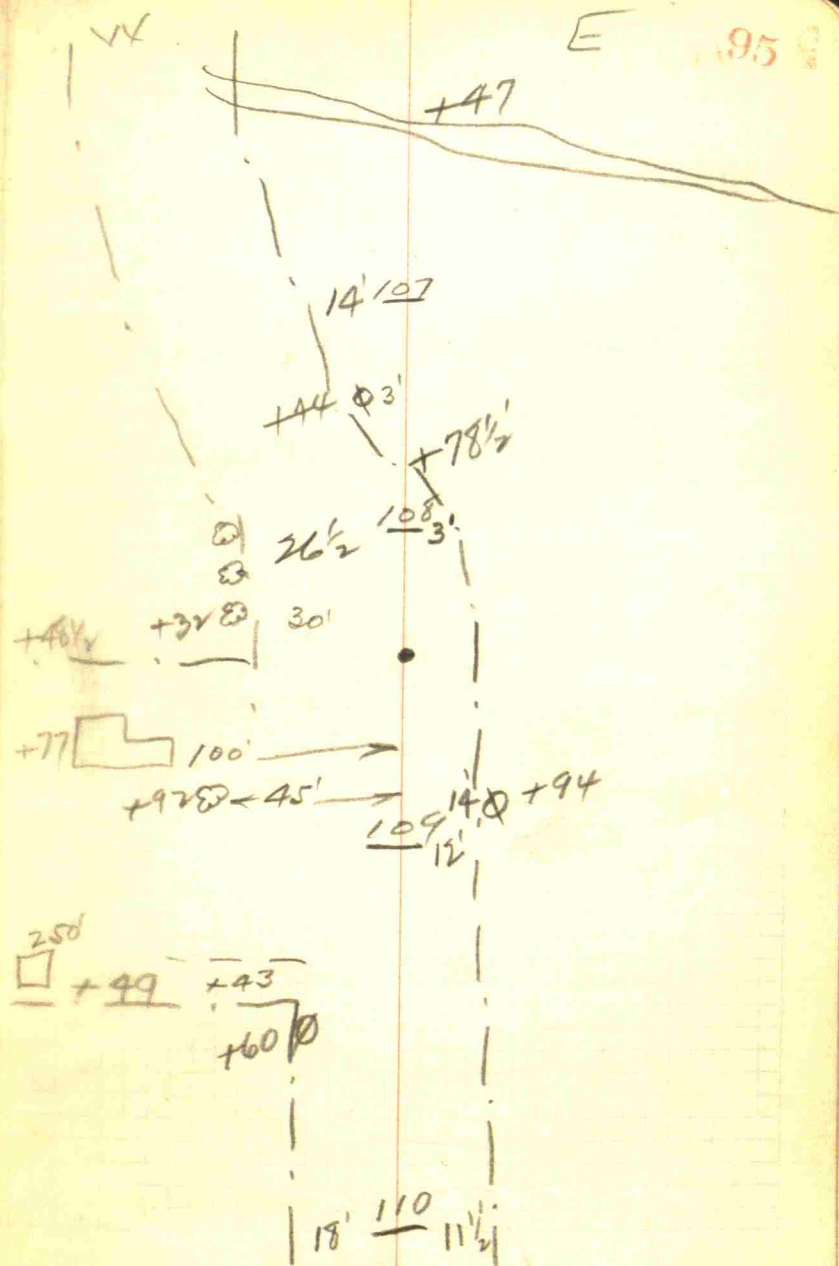
Sugar - S 45° W - 63.2'

APPLE - 17 60° W - 30.3'

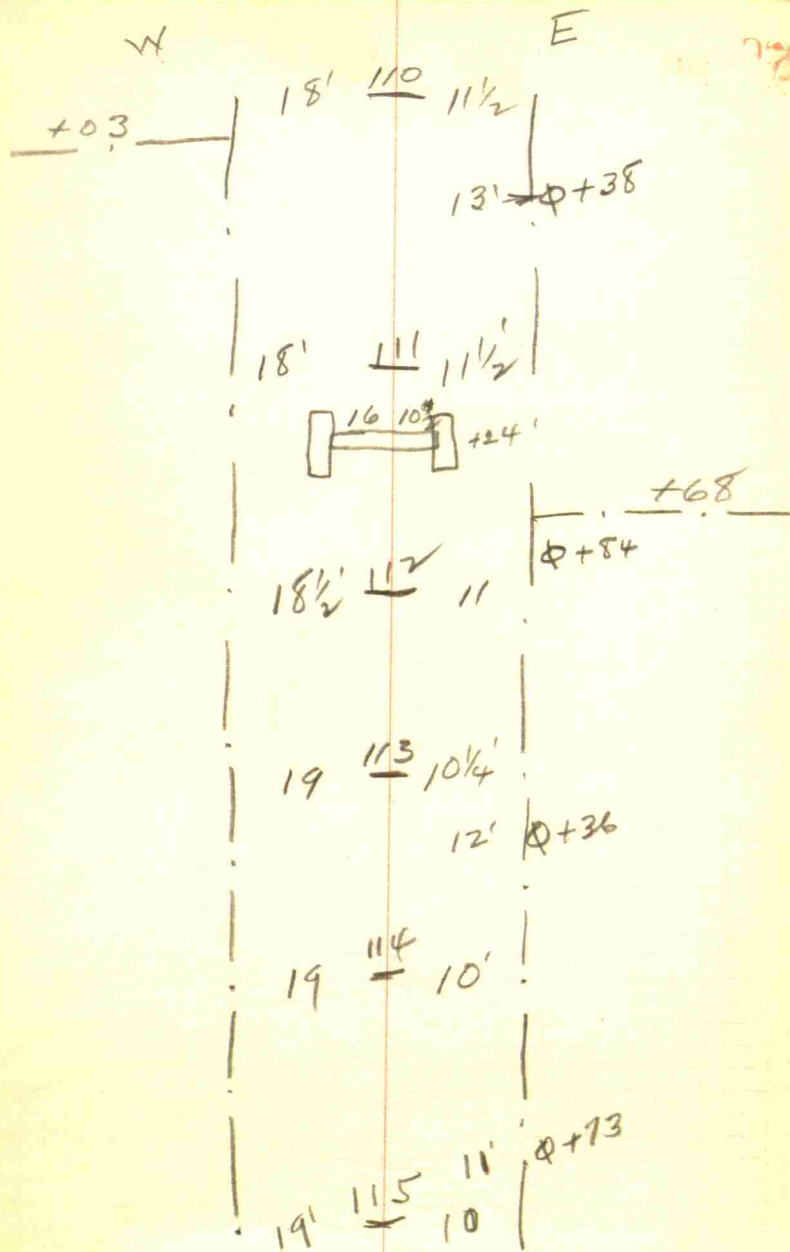
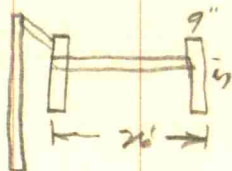
Def L - 10° 26'

W.T. stakes 20' each side

~~108+48.5 - Def~~



111+24 - 26" x 15"





W

E

$$\left| \begin{array}{ccc} 19' & \underline{115} & 10' \end{array} \right|$$

$$\left| \begin{array}{ccc} 19' & \underline{116} & 10' \\ & & 11 \end{array} \right| \begin{array}{l} \Phi + 10 \\ \end{array}$$

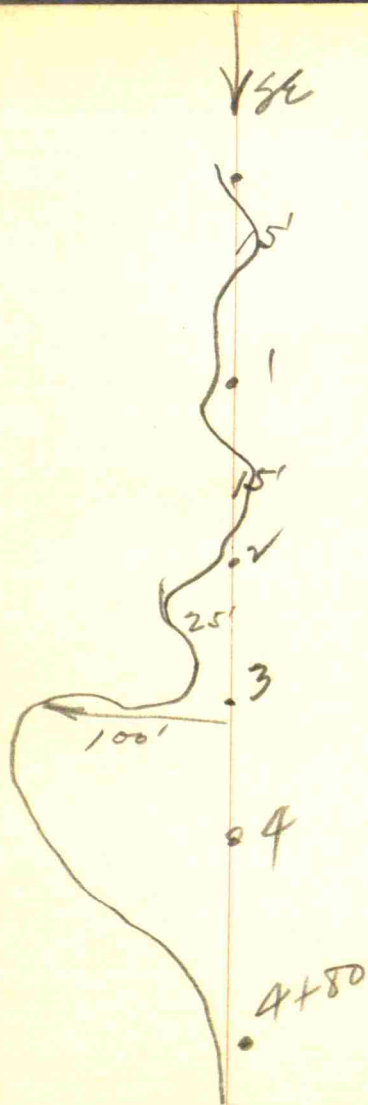
$$\left| \begin{array}{ccc} 19 & \underline{117} & 10' \end{array} \right|$$

$$\left| \begin{array}{ccc} 11' & & \Phi + 51 \\ & & 12 \end{array} \right| \begin{array}{l} \Phi + 53 \\ \end{array}$$

$$\left| \begin{array}{ccc} 18\frac{1}{2}' & \underline{118} & 12' \\ & & 10\frac{1}{2}' \end{array} \right| \begin{array}{l} \Phi + 94 \\ \end{array}$$

$$\left| \begin{array}{ccc} 18\frac{1}{2}' & \underline{119} & 10' \\ & & 11 \end{array} \right| \begin{array}{l} \Phi + 97 \\ \end{array}$$

$$\left| \begin{array}{ccc} 18\frac{1}{2}' & \underline{120} & 10' \end{array} \right|$$



North Side

500 ft.
Stk.

SPK

P

0+0

4492 4329⁷ 4278⁸

1+0

4497 4402 4164⁵ 4174⁶

2+0

4467 4372⁴ 4146⁸ 4132⁹

3+0

4384 4365³ 4380¹⁰ level.

4+0

4251 4210⁵ 4200¹⁵

5+0

4242 4190⁶ 3882⁸ 3901⁹

Ditch levels.

17 21

4306 4500

4173¹⁶ 4456¹⁶4142¹⁰ 4414³3980¹³ 4180¹⁷

Sta	E.	3' out	Stk	Ditch	Burn	E	Burn	Ditch	Stk	3' out.
102+0				5752	5741	5675	5671	5797	5487	
103+0			5110		5047	5090	5108	5124	5141	
104+0	4795				4770	4770	4761	4741	4744	
105+0	4592				4617	4606	4630	4628	4636	
106+0	4435		4441		4464	4443	4453	4471	4480	
106+47						4278				
107+0	4426		4428		4455	4464	4511	4671	4662	
108+0			4585		4665	4731	4721	4721	4715	
108+48	4670		4724	4745	4788	4808	4755	4776		
Now all readings from						East	Stk			
109+0	4754		4770	4805	4833	4844	4795	4750	4864	4883
110+0	4929		4936	4936		4945	4900	4934	4991	4980
111+0	4820		4834	4917	5044	5066	5031	4980	5059	5066
111+24			4760	4735	5009	5076	5005	4784	50	
112+0	5135		5155	5134	5197	5200	5167	5097	5150	5143
113+0	5360		5365	5315	5364	5383	5350	5275	5396	5378
114+0	5666		5670	5635	5647	5674	5640	5570	5770	5740
115+0	6020		6036	6020	6080	6091	6055	5966	6178	6127
116+0	6090		6049	6066	6138	6159	6128	6010	6025	5979
117+0	5957		5970	6075	6141	6169	6120	6042	6057	6065
118+0	6034		6057	6111	6169	6190	6107	6087	6134	6104
119+0	6172		6172	6180	6233	6240	6178	6147	6156	6109
120+0	6080		6100	6130	6200	6115	6170	6080	6110	6078
121+0	6170		6156	6113	6160	6150	6103	6024	6028	5989
122+0	6074		6072	5973	6015	6035	5980	5860	5857	5815

111

51.44

45.00

45.18

54.45

60.66

61.46

112

3' out 8+15 Ditch Berm

L

123+0 5890 5784 5830¹² 5858⁴ 5890
 124+0 6796 5795 5620¹² 5674¹⁴ 5692
 124+90 5415^{FL} 5571^{TOP} 5633
 124+90 5576²⁰ 5595

Berm Ditch 8+16 3' out

5840³³ 5812³⁶ 5768 5718
 5680³³ 5581³¹ 5590 5562
 5660^{TOP} 5422^{FL}
 5612²⁰

112

56.40
 check 56.44

top of tile running S.E. from corner 53.69^{TOP} and 5283^{FL}