

~~Handwritten scribble~~

WILMINGTON BOOK

350

4

KEUFFEL & ESSER CO.
DRAWING MATERIALS
 AND
SURVEYING INSTRUMENTS.
NEW YORK.
 CHICAGO. SAN FRANCISCO. ST. LOUIS.

TABLES FOR EXCAVATIONS AND EMBANKMENTS.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS SECTIONING.
 ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.
 FOR SINGLE TRACK EXCAVATION.

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	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

For Keith's Railroad Curve Tables see end of book.



3
 $11\frac{2}{3}$
 $11\frac{1}{3}$
 19
 $11\frac{1}{2}$
 $11\frac{1}{2}$

11
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25
 26
 27
 28
 29
 30
 31
 32
 33
 34
 35
 36

Borrow Pit

00
+08
+25
+40
+53
+58

Remeasure

No 2

B.M. 9.40 103.60 94.20
29+80
+90
30
+30
+45
+55 same as +45
+60

Hammonds^{No 3}

8-25-11

10.8 $\frac{10.8}{15}$ $\frac{6.5}{17}$ $\frac{4.7}{43}$
10.8 $\frac{10.8}{20}$ $\frac{9.2}{34}$ $\frac{4.8}{43}$
10.8 $\frac{10.8}{16}$ $\frac{9.5}{39}$ $\frac{4.4}{45}$
10.6 $\frac{11.0}{20}$ $\frac{9.6}{38}$ $\frac{5.1}{45}$
10.5 $\frac{10.2}{25}$ $\frac{10.2}{30}$ $\frac{5.7}{40}$
10.7 $\frac{10.2}{20}$ $\frac{9.5}{20}$ $\frac{6.4}{28}$

See P/4

Sta. 30

Or 9

94.6 $\frac{94.6}{20}$ $\frac{96.8}{29}$ $\frac{99.4}{65}$
94.6 $\frac{94.6}{20}$ $\frac{95.5}{11}$ $\frac{94.3}{21}$ $\frac{95.3}{41}$ $\frac{93.4}{60}$ $\frac{90.2}{69}$
94.7 $\frac{94.7}{20}$ $\frac{94.5}{21}$ $\frac{94.0}{26}$ $\frac{94.0}{26}$ $\frac{93.4}{20.2}$ $\frac{90.8}{0.8}$
94.6 $\frac{94.6}{20}$ $\frac{94.1}{20}$ $\frac{94.6}{20}$ $\frac{94.6}{20}$ $\frac{94.6}{20}$ $\frac{94.6}{20}$ $\frac{94.6}{20}$
94.3 $\frac{94.3}{20}$ $\frac{94.3}{20}$ $\frac{94.3}{20}$ $\frac{94.3}{20}$ $\frac{94.3}{20}$ $\frac{94.3}{20}$ $\frac{94.3}{20}$
94.5 $\frac{94.5}{20}$ $\frac{94.5}{20}$ $\frac{94.5}{20}$ $\frac{94.5}{20}$ $\frac{94.5}{20}$ $\frac{94.5}{20}$ $\frac{94.5}{20}$

Or 9

Lunde's Burrow Pt
Starts at 20' East of St 9105

B.M. 4.53 82.45 77.92

00

00

+50

C.D. Conzett
C.J. White

+85

See Plat

+90

+15

+46

+52

00

8/26-14

3

76.6 ✓
5.9
00
74.4 ✓
8.1
32

77.5 ✓
5.2
00
74.6 ✓
7.9

76.5 ✓
60
00
34
75.4 ✓
7.1
34

78.3 ✓
4.2
34.5

74.7 ✓
7.8
33

75.4 ✓
7.1

75.9 ✓
6.6
15

Elev 87.9
24

79.0 ✓
3.5
33.5

76.2 ✓
6.3
31

76.6 ✓
5.9

76.8 ✓
5.7
19

Elev 87.2
24

79.6 ✓
2.9
31

77.2 ✓
5.3
29.5

76.6 ✓
5.9

76.8 ✓
5.7
19

76.8 ✓
5.7
42

88.0
48

79.6 ✓
2.9
31

76.2 ✓
5.3
29.5

78.4 ✓
4.1

76.7 ✓
5.8
10

78.4 ✓
4.1
54

Elev 88.7
62

81.7 ✓
0.5
15

80.0 ✓
2.5
10

80.0 ✓
2.5

78.2 ✓
4.3
28

78.2 ✓
4.3
47

Elev 87.7
50

81.7 ✓
0.5
15

82.3 ✓

87.2 ✓
28

87.7 ✓
50

Lundes Barrow Pit

B.M. 1.83 74.03 72.70

T.P. 2.08 71.71 440 69.63

72+70

73

+50

+60

74

+50

+70

L 8-26-14

4

C.O.G.
C.N.W.

00
70.70 66.1 65.9 67.4 67.4 80
1.0 5.6 5.8 4.3 4.3
59 37 16 10

68.8 63.6 63.9 66.3 66.4 67.0 68.0
2.9 8.1 7.8 5.4 5.3 1.0 2.0
39 38 22 10 66.5 64.5 15

68.7 63.4 63.0 66.0 66.2 67.6 67.6
3.0 8.3 8.7 5.7 5.5 7.9 2.0
46 43 21 10 66.2 65.0 16

68.6 63.4 62.6 64.3 67.4 64.5 63.5 62.7 67.0
3.1 8.3 7.1 7.4 7.3 7.2 8.2 9.0 4.4
50 48 22 9.0 7.0 11 19 20

64.6 61.7 60.9 62.4 62.8 62.7 61.8 64.4
7.1 10.0 10.8 9.3 8.9 9.0 7.9 7.3
30 28 18 9.0 9.0 14 17

00

00

(See Plat)

Lundes Borrow Pit

8.26-14

B.M. 7.48 70.43 62.95
 T.P. 8.57 78.32 0.68 69.75

33+25

+40

T.P. 3.67 81.44 0.55 77.77

+50

+80

see plat

34

+50

+65

8/26-14

5

C.D.O

C.V.W

00

00

74.4 73.8 72.3 72.6 77.7
 3.9 4.5 6.0 5.7 0.6
 10 15 40 76

73.9 73.4 71.2 72.5 78.6
 7.5 8.0 10.2 8.9 28
 10 15 53 56

72.4 71.9 68.8 68.6 72.4 79.5
 9.0 9.5 12.6 12.8 9.0 1.9
 10 17 40 62 6.6

71.4 71.2 68.3 68.8 72.1 72.7 79.5
 11.3 10.3 13.1 12.6 9.3 8.7 1.9
 10 17 37 50 60 70

68.4 68.4 66.9 69.2 70.6 75.2
 13.0 13.0 14.5 12.2 10.8 6.2
 10 13 45 68 78

68.1 67.7 67.0 67.4 71.7
 13.3 13.7 14.4 14.0 9.7
 10 15 55 65

68.1 68.4 71.7
 13.3 13.0 9.7 0.19
 20 50

Lundes Borrow Pit

54

+50

55

+50

56

+50

57

+20

se.e. Plat

L

R

8-26-1916

C.D.C.

C.J.W.

00

91

00

Plat Rod Readings

→ 8.4 8.9 10.4 10.4 9.3
14 25 37 38

00

74 70 92 99 96 71
16 22 32 42 43

5.4 8.2 8.1 6.2 6.1 6.2 8.5 8.7 5.4
28.5 27 16 13 15 19 41 43.5

5.1 6.9 6.9 5.7 5.5 5.2 7.6 7.6 3.8
27 26 13 12.5 17 18 39.5 41

5.1 6.9 6.7 5.3 5.1 4.9 6.3 6.7 3.4
30 28 14 13 16 17 36 37

4.3 5.7 6.2 4.2 4.1 4.0 5.7 5.5 3.7
24.5 23.5 16.5 15.5 14 15 32 33

00

00

14

4

00

1

00

C. Road # 9
At Inguado Narrows.

4+60 Δ

1° 27' L

5

6

+20 Δ

23° 53' R

7

8

+11 Δ

31° 36' R

9

10

11

+97² Δ

18° 59' R

12

13

8-28-14

7

F.W.M.

C.D.C

C.J.W.

50'

50'

Lake

60'

Inguado

60'

15'

C. Road #9

14.

15

+41⁵

+59 Δ

76° 15' L

8-28-148

12" Pipe OK Take D. 55' W 25'

= Town Road 70' East of M.C. Cor. No

County Road #9

B.M.	168	96.58		94.90
Water Level			56	91.0
4			58	90.8
+60			46	92.0
5			53	91.3
6			36	93.0
T.P.	494	97.91	361	92.97
7			56	92.3
8			58	92.1
9			63	91.6
10			65	91.4
T.P.	440	95.93	638	91.53
11			44	91.5
12			43	91.6
13			39	92.0
14			39	92.0
15			34	92.5
+39			27	93.2
+41.5			48	91.1
+43			28	93.1
+59			69	94.1
			49	91.0

8-28-14 9

On end of Bridge.

A.W.M.

C.D.G.

C.D.W.

Swamp

Swamp

Ditch

W.L.

~~92.5
91.3
2~~

~~92.5
91.3
2~~

~~92.5
91.3
2~~

Ground Elev for Borrow Pit

B.M.	5.58	100.88		95.30
T.P.	9.05	107.86	2.07	98.81

0+50

+75

+100

+25

Base Line Stake marked 00 and
Small Poplar Tree 75 N.E of Staco.

Near Backus

7/2-14 1/2 day 10

C.D.O

C.V.V

96.3	03.2	44.4
11.6	4.7	3.5
	32	70

94.6	03.8	04.9
11.3	4.1	3.0
	34	70

94.3	02.8	05.2	05.7
11.6	5.1	2.7	2.2
	25	42	70

95.8	00.8	05.3	06.6
12.1	7.1	2.6	1.3
	25	50	100

Ground Elev for Borrow Pit

B.M. 0.72 97.47 96.75
 T.P. 10.38 104.10 3.75 93.72

29+50

30+00

+30

+45

+55

T.P. 10.21 104.11 10.20 93.90

+75

R.P. For Base Line 14' R of 30.

" " " " " " 31

Near Backus

7-2-14 2 day

11

C.D.C. 1
 C.W.

93.8 94.8 97.5 98.0 98.5
 10.3 2.3 6.8 6.1 5.6
 22 50 60 100

94.2 94.2 96.5 99.6 101.1
 9.9 9.8 7.6 4.5 1.4
 5.0 10 50 100

94.2 95.8 99.9 99.9 102.0 102.4 103.4
 9.9 10.3 4.2 5.2 2.1 1.5 0.7
 10 20 30 60 70 100

94.2 94.2 99.9 98.7 102.1 102.0
 9.9 9.8 4.2 5.4 2.0 2.1
 10 20 30 70 100

94.0 94.6 96.5 96.1 97.9 98.5
 10.1 9.5 7.6 8.0 6.4 5.6
 10 18 30 70 100

Offset Line

00

5+03⁵ 0

12+87 0

23+66 0

26+90 0

32+00 0

40+00 0

48+00 0

52+80 0

62+00 0

71+00 0

S.R #2

9-24-14 12

A. W. M.
C. D. C.
C. J. W.

Offset Line

80+00 ○

80+00 ○

87+50 ○

96+00 ○

105+98 ○

$$\begin{array}{r}
 10598 \overline{) 208.9880} \quad .01971 \\
 \underline{10598} \\
 102920 \\
 \underline{95382} \\
 75380 \\
 \underline{74186} \\
 11940
 \end{array}$$

S.R. #2

9-24-13

Road North & South

Offset 150' R

$$\begin{array}{r}
 5280 \\
 .01971 \\
 \hline
 5280 \\
 36960 \\
 47520 \\
 \hline
 52800 \\
 10406880
 \end{array}$$

" 150' R

$$\begin{array}{r}
 2366 \\
 .01971 \\
 \hline
 2366 \\
 16562 \\
 \hline
 21294 \\
 2366 \\
 \hline
 4663386
 \end{array}$$

Sec Cor. 58'9" N.

$$\begin{array}{r}
 10598 \overline{) 208.9880} \quad .19971 \\
 \underline{10598} \\
 102920 \\
 \underline{95382} \\
 75380 \\
 \underline{4186} \\
 75380 \\
 \underline{74186} \\
 11940
 \end{array}$$

$$\begin{array}{r}
 10598 \\
 74186 \\
 \underline{95382} \\
 10598 \\
 \hline
 208.8858
 \end{array}$$

$$\begin{array}{r}
 500 \\
 .02 \\
 \hline
 10.00
 \end{array}$$

$$\begin{array}{r}
 10598 \\
 1908 \\
 \hline
 84784 \\
 95382 \\
 \hline
 10598 \\
 \hline
 20220984
 \end{array}$$

True Line

23

22

21

20

19

18

17

16

15

14

13

12+00 0

11

10

9

8

7

6

5+00 0

4

3

2

1

00

Sec. Cor (Concrete)

S. R #2

9/25-14 14

A.W.M.
C.O.C.
C.S.W.

Swamp



18" Pipe

Swamp



Swamp

15" Pipe

Swamp

12" Pipe

S.E. Cor 36-138-32

True Line

47
46
45
44
43
42
41+00 ○
40
39
38
37
36
35
34
33
32 ○
31
30
29
28
27
26
25
24
23+65³ ○

S. R #2

9/25-14 15

← Heavy Clearing & Grubbing

True Line

- 72
- 71
- 70
- 69
- 68+00 ○
- 67
- 66
- 65
- 64
- 63
- 62
- 61
- 60
- 59+00 ○
- 58
- 57
- 56
- 55
- 54
- 53
- 52
- 51+00 ○
- 50
- 49
- 48

S. R # 2

S.W. Cor 36-138-32
 B.T.S. 49° 03' E
 7" J.P.
 36.9
 52+99 Sec. Cor TL.
 1-2-35-36
 138-32
 B.T.S. 39° 18' W.
 32.8 7" J.P.

True Line

97

96+00

○

95

94

93

92

91

90

89

88

87

86+00

○

85

84

83

82

81

80

79

78

77

76

75+00

○

74

73

S. R #2

clearing * No Clearing or Grubbing → Very Light

W

True Line

S. R #2

10

105+98+ Sec Cor. 26 North. S.W. 35 138-32

104

103

102

101

100

99

98

S. R. # 2

B.M.	3.73	103.73		100.00
00				3.2 100.5
1				4.4 99.3
2				9.5 94.2
+50				11.6 92.1
3				11.7 92.0
4				11.1 92.6
5				2.9 100.8
T.P.	9.20	106.79	6.14	97.59
+46				6.2 97.5
+60				12.5 94.3
6				16.0 90.8
+50				17.0 89.8
7				15.7 91.1
8				14.1 92.7
9				12.1 94.7
10				4.1 92.7
+50				2.8 104.0
11				4.8 102.0
12				5.9 100.9
13				6.3 100.5
+40				99.4
14				11.5 95.3
T.P.	1.16	97.30	10.65	96.14
+20				4.6 92.7
+46				9.0 88.3

9/26-14 19

Spike in J.P. Tree 50' N.E. of 00

S.E. Cor 36-138-32

A.W.M.
C.D.C.
C.J.W.

R

$\frac{104.5}{20}$	$\frac{101.8}{10}$	$\frac{99.9}{10}$	$\frac{99.0}{20}$
$\frac{98.8}{20}$	$\frac{97.8}{10}$		$\frac{95.2}{20}$
Swamp			
$\frac{93.9}{12}$		$\frac{95.6}{12}$	
Road			
$\frac{96.3}{13}$		$\frac{93.6}{20}$	
$\frac{91.4}{20}$		$\frac{87.7}{20}$	

S.R[#] 2
97.30

15				9.5	87.8
16				11.5	85.8
17				11.4	85.9
18				11.5	85.8
T.P.	12.73	99.22	10.81		86.49
19				13.3	85.9
20				13.5	85.7
21				13.5	85.7
22				12.3	86.9
+40				9.2	90.0
T.P.	12.32	111.02	0.52		98.70
23				9.1	101.9
+0.5				7.7	103.3
T.P.	12.98	123.57	0.43		110.59
+5.3				1.0	22.6
T.P.	4.53	127.38	0.72		122.85
B.M.				1.39	125.99
+6.5				3.5	23.9
24				4.4	23.0
25				8.5	18.9
26				11.5	15.9
T.P.	0.11	16.58	10.91		16.47
27				2.8	13.8
28				4.6	12.0
29				5.6	11.0

L.

R

9/26-1420

$\frac{89.0}{13}$

$\frac{86.3}{13}$

$\frac{85.3}{15}$

Spoke in Oak Tree 40' R 23+50

S.R. # 2
116.58

30				6.7	09.9
31				9.9	06.7
32				11.1	05.5
T.P.	1.83	107.65	10.76		105.82
33				1.5	106.2
34				2.1	05.6
35				3.1	04.6
36				4.6	03.1
37				5.9	01.8
+50				7.8	99.9
38				6.0	01.7
39				5.6	02.1
40				6.0	01.7
41				6.0	01.7
T.P.	0.42	102.50	5.57		102.08
42				3.1	99.4
43				3.8	98.7
44				5.4	97.1
45				5.4	97.1
46				4.9	97.6
47				2.5	100.0
48				4.0	98.5
49				2.6	99.9
T.P.	3.12	104.37	1.25		101.25
50				2.4	102.0

7/26-14 21

15" pipe

$$\begin{array}{r} 120 \\ 5.2 \\ \hline 120 \end{array}$$

S.R. # 2
104.37

51				3.1	101.3
52				6.2	98.2
53				7.3	97.1
B.M.				6.00	98.37
54				6.7	97.7
55				7.7	96.7
56				7.3	97.1
57				6.5	97.9
T.P.	4.96	102.85	648		97.89
58				3.5	99.4
59				4.0	98.9
60				4.1	98.8
61				5.0	97.9
62				4.6	98.3
63				5.1	97.8
64				5.9	97.0
65				6.3	96.6
66				7.2	95.7
67				8.1	94.8
T.P.	4.00	98.94	7.91		94.94
68				3.9	95.0
69				5.0	93.9
70				5.9	93.0
71				5.6	93.3
72				4.7	94.2

9/26-14 22

Spike 12' J.P. 50' ^{N.F.} R of 53

S.R. # 2
98.94

73				7.0	91.9
74				7.2	91.7
75				7.4	91.5
76				9.2	89.7
77				8.9	90.0
T.P.	5.31	95.38	8.87		90.07
78				5.5	89.9
79				5.1	90.3
80				4.9	90.5
81				5.3	90.1
B.M.				3.30	92.08
82				4.4	91.0
83				4.4	91.0
84				3.2	92.2
85				2.9	92.5
86				3.0	92.4
87				4.1	91.3
T.P.	3.39	95.02	3.75		91.63
88				3.6	91.4
89				4.7	90.3
90				3.9	91.1
91				4.1	90.9
92				5.3	89.7
93				4.9	90.1
94				4.6	90.4

9/26-14 23

80+15 Road N.E.S.

Spike U.P. Tree 81+75 40' L.

S.R. # 2

95.02

95			44	90.6
96			58	89.2
97			53	89.7
T.P.	B.00	91.74	5.28	89.74
98			2.7	89.0
99			3.47	88.2
100			3.71	88.0
101			4.6	87.1
102			5.65	86.0
103			6.82	84.9
104			6.45	85.2
105			8.4	83.3
105+98 ⁺			8.4	83.3
B.M.		516		86.58

4.6.2.7.8.7

926-14

Sec Cor. S.W. Cor 35 - 138 - 32
 Spike J.P. Tree 101+60 60' R

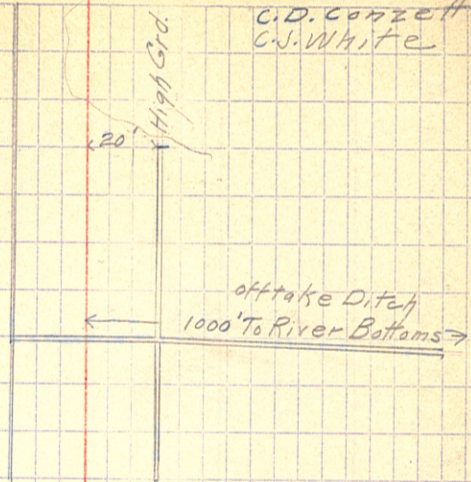
26.6
 26
 24.2
 20.5
 17.25
 16

S. R #2

17
16
+20 Ditches 10-16-14
15
14
13
+72
12
11
+78⁴ Δ 31°00'L
10
+62⁶ Δ 11°30'R
9
+65⁸ Δ 32°02'R
8
7
6
+73 ○
5
+45 Δ 12°32'L
4
3
2
1
00 = "4 Cor between Sec's 35 138-31 and Sec 2-137-31

10-16-14 25

C.D. Conzett
C.J. White



and Sec 2-137-31

S. R. 2

39
38
37
36
35
34
+50
33
+047
32
31
30
29
28
27
+795
26
25
24
23
22
21
20
19
18

⊙

Sec. Cor. bet 34-35 138-31
2+3-137-31

10-16-14 26

C.D.G.
C.J.W.

High Ground

offtake

S.R. #2

10-17-14

62

61

60

59

58

57

56

55

54

+16⁸

53

52

51

50

+50

49

48

47

46

45

44

43

42

41

40

1/4 Cor. bet 34-138-31
and 3-137-31.

10-17-14

10-16-14

27

C.D.C

C.W.W.

Turn Piking

←

S.R. 42

18-17-14

82
 81
 80
 +53⁶
 79
 78
 77
 +80
 76
 75
 +50
 74
 73
 +50
 72
 71
 70
 69
 68
 67
 66
 65
 64
 +50
 63

Sec. Cor. bet 33-34 138-31.
 3-4-137-31

28

C.D.C.
 C.V.W.

Turnpike

private Road



15" Cor I.P.

15" Cor I.P.

ditches

Turnpike

S.R # 2

10-17-14

+88

+62

102

101

+87#

+46#

100

99

98

97

96

95

+04

94

93

92

+25

91

90

+20

89

88

87

86

85

84

83

○

○

29

< 20' x 20' >

R.P.

50' 50'

R.R. • 25' 25' • R.P.

< 20' 20' >

14" x 18" Pipe in Place.

Ditches Complete from 89220 to 94504

offtake Ditch
1250' to Cr.

S.R # 2

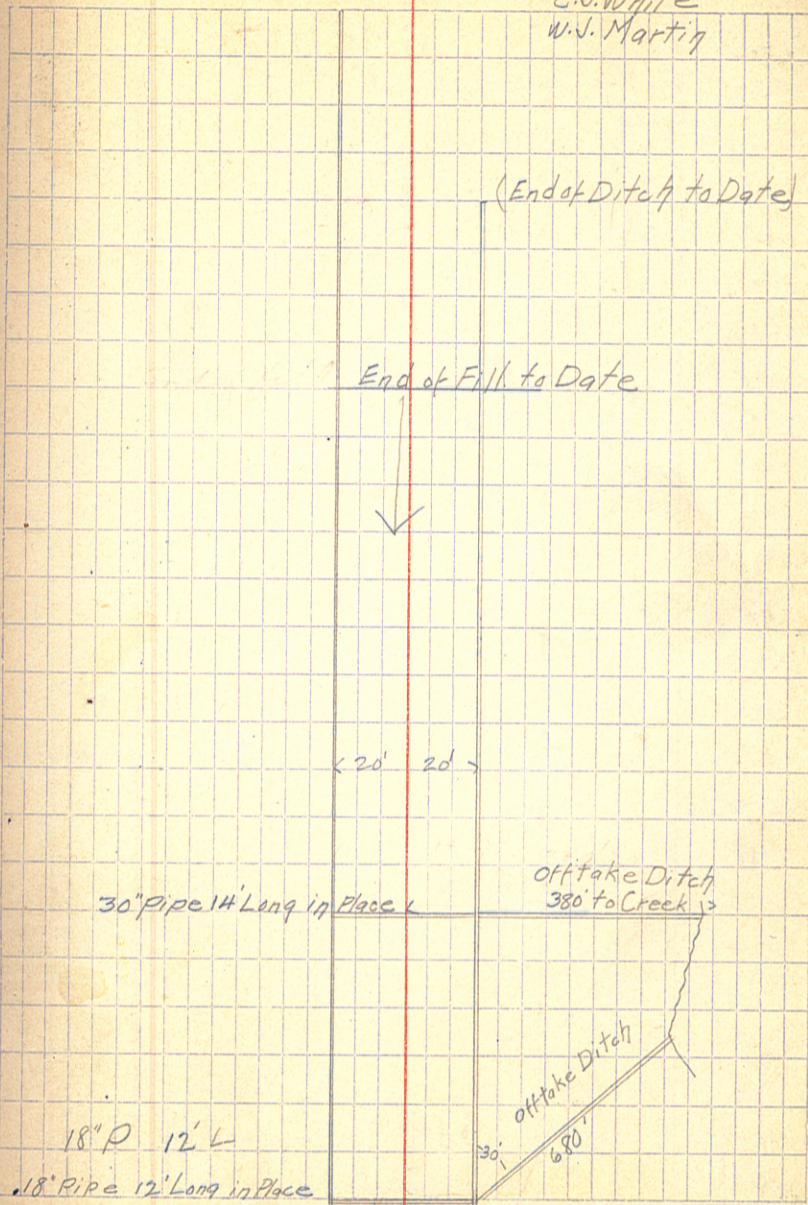
18-19-14

- 124
- 123
- 122
- +75
- 121
- 120
- 119
- 118
- 117
- 116
- 115
- 114
- 113
- 112
- 111
- 110
- 109
- 108
- +28
- 107
- 106
- 105
- 104
- 103
- +91

10-19-14

10-17-14

c.D. Conzett 30
 C.J. White
 W.V. Martig



S.R. # 2

144

143

+402 \triangle 41° 07' L.

142

141

140

139

138

+542 \triangle 27° 43' L.

137

136

135

134

+596 \triangle 38° 34' R.

133

+40 Sec. Cor between 32-33

132

131

130

129

128

127

126

+55

125

10-19-14

31

C.P.C.
C.V.W.
W.J.M.

138-31

(End of Ditch to Date)

S.R. # 2

+35

163

+90

162

161

+78² ○ (6' North of old Hub)

160

159

+18

158

157

156

155

+79² ○

154

153

152

151

150

+315 △ 29°49' R.

149

148

147

146

145

10-19 14 32

160+50 Beginning of Cut

163+00 End of Cut

12" Pipe 16' Long in place.

S.R #2

+74^z Δ 53°51' R.

183

182

+72^z Δ 39°16' L.

181

180

179

178

177

176

175

+43

12" Pipe 16' Long in place

174

173

172

+50

Old Bridge Rotten
(must be taken out is not needed)

171

170

169

168

+77

Small Bridge 8' Long 16' W.

167

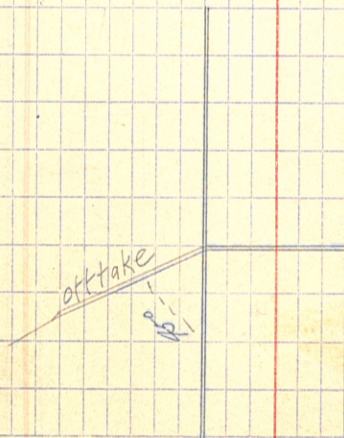
166

165

164

10-19-14 33

172 to 173 + 30 Borrow on R. Side.



S. R #2

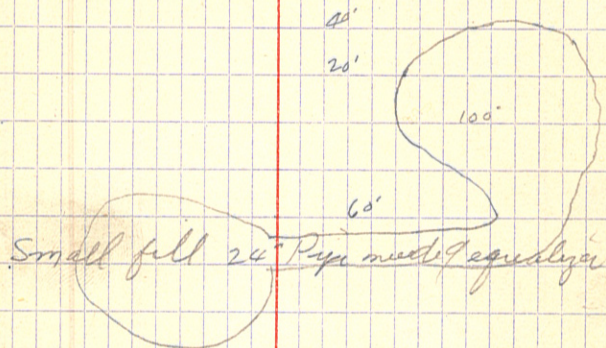
10/20-14

201
 200
 +939 Δ 9°25' L.
 199
 198
 +426 Δ 29°38' L.
 197
 +185 Δ 20°10' R.
 196
 195
 +962 Δ 52°20' R.
 +45
 194
 +121 Δ 13°56' L.
 193
 192
 191
 190
 189
 188
 +632 Δ 96°14' L.
 187
 186
 185
 184

10/20-14

10/19-14

197+50 to 199+55 Swamp



34

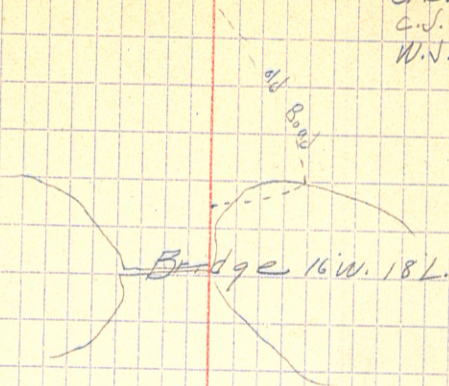
7/19-14

S.R. #2

+57 ³	○		
220			
219			
+08	△	5°24'	R
218			
+35			
217			
216			
+80	△	3°00'	R
215			
214			
213			
212			
211			
210			
209			
+147	△	2°00'	L
208			
207			
206			
205			
204			
+80 ²	△	24°58'	R
203			
202			

10-20-14 35

C. D. Conzett
C. J. White
W. J. Martin



207 to 210 Heavy Turnpike

S.R # 2

+38

Sec Cor (Concrete)

237

36

35

34

33

32

31

30

29

+38¹

△

2° 37' L

28

27

26

25

+22⁸

△

15° 48' L

224

223

222

221

10-20-14

36

S.E. Cor. 36-138-32

231+50 to Sec Cor. Old Turnpike
228+40 to 229+70 old Cut.

223+12 to 224+25 old Cut.