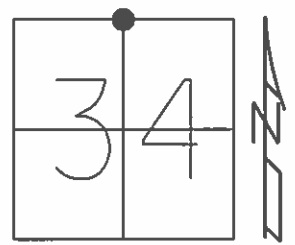


O.D.O.T. DISTRICT 2 SURVEY OFFICE (USE ONLY)

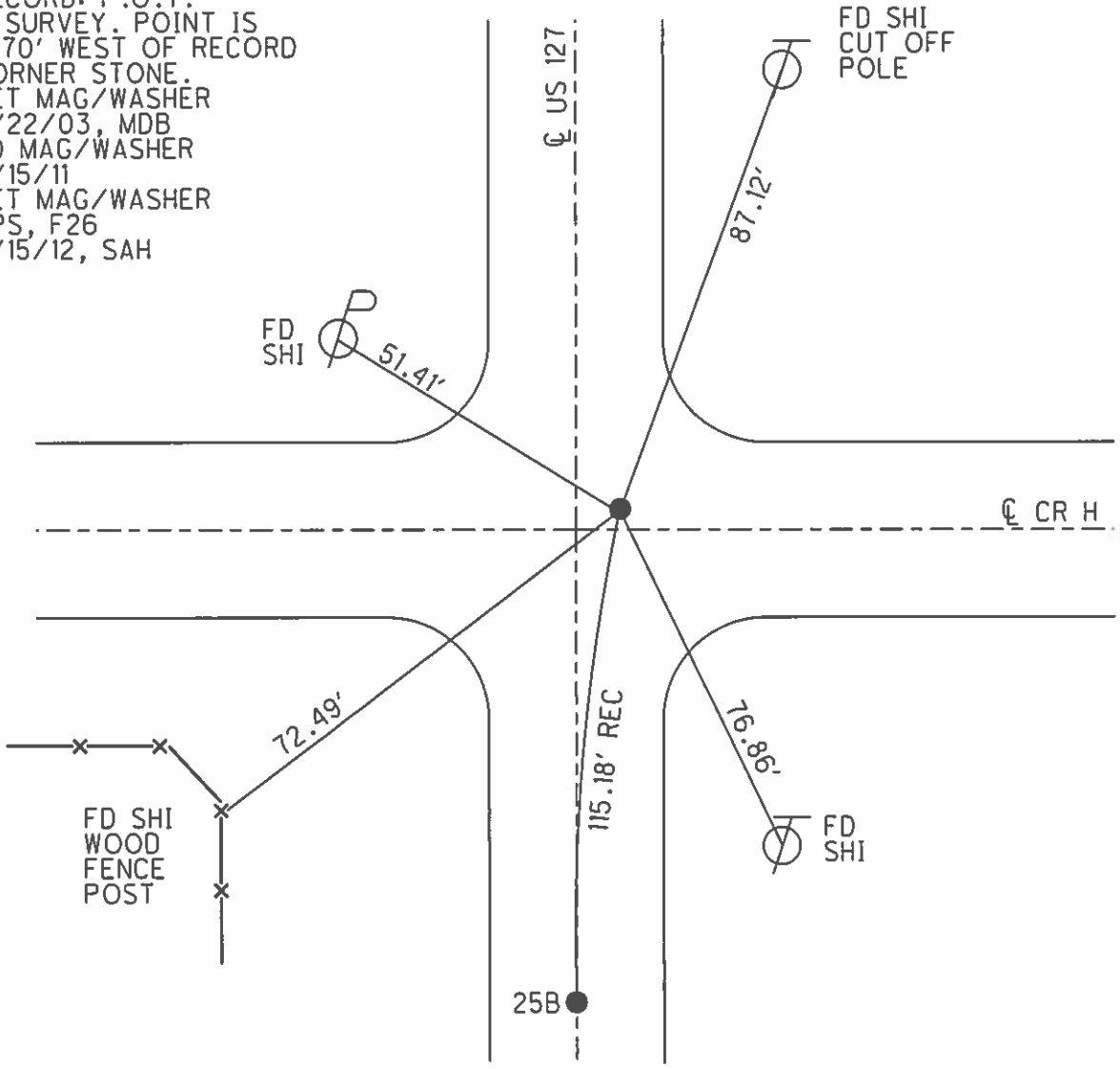
PERSONNEL \_\_\_\_\_ REFERENCE NO. 26 SHEET 26 OF 56  
 NOTES CHELBECK DATE 6/6/02 ROUTE US 127  
 H.C. BARNHISEL WEATHER CLOUDY COUNTY WILLIAMS  
 R.C. SIEFRING TEMP. 65° TOWNSHIP JEFFERSON  
 \_\_\_\_\_ SECTION 34  
 \_\_\_\_\_ T 7 N R 3 E

TYPE MONUMENT P.K.NAIL  
 ON SURFACE - ~~BELOW~~ ON \_\_\_\_\_  
~~LEFT~~ - Q PAV'T - RIGHT 6.1', 2' N.Q EAST  
 \_\_\_\_\_ TO \_\_\_\_\_ EDGE PAVEMENT  
 S.L.M. 450+78



Grid: Northing: 684708.389 Easting: 1418948.273

RECORD: P.O.T.  
 Q SURVEY POINT IS  
 6.70' WEST OF RECORD  
 CORNER STONE.  
 SET MAG/WASHER  
 8/22/03, MDB  
 FD MAG/WASHER  
 6/15/11  
 SET MAG/WASHER  
 GPS, F26  
 2/15/12, SAH



PERSONNEL TITLE PERSONNEL TITLE

Beach

COUNTY Williams

DATE Dec. 1955

Pessefall

S. R. # 127

WEATHER

Wise

SEC. (8.55) Jefferson Twp. TEMP. 20°-32°

Clapp

DESCRIPTION SHIFFLER CEMETERY CURVE RELOCATION

JOB NO. 02190

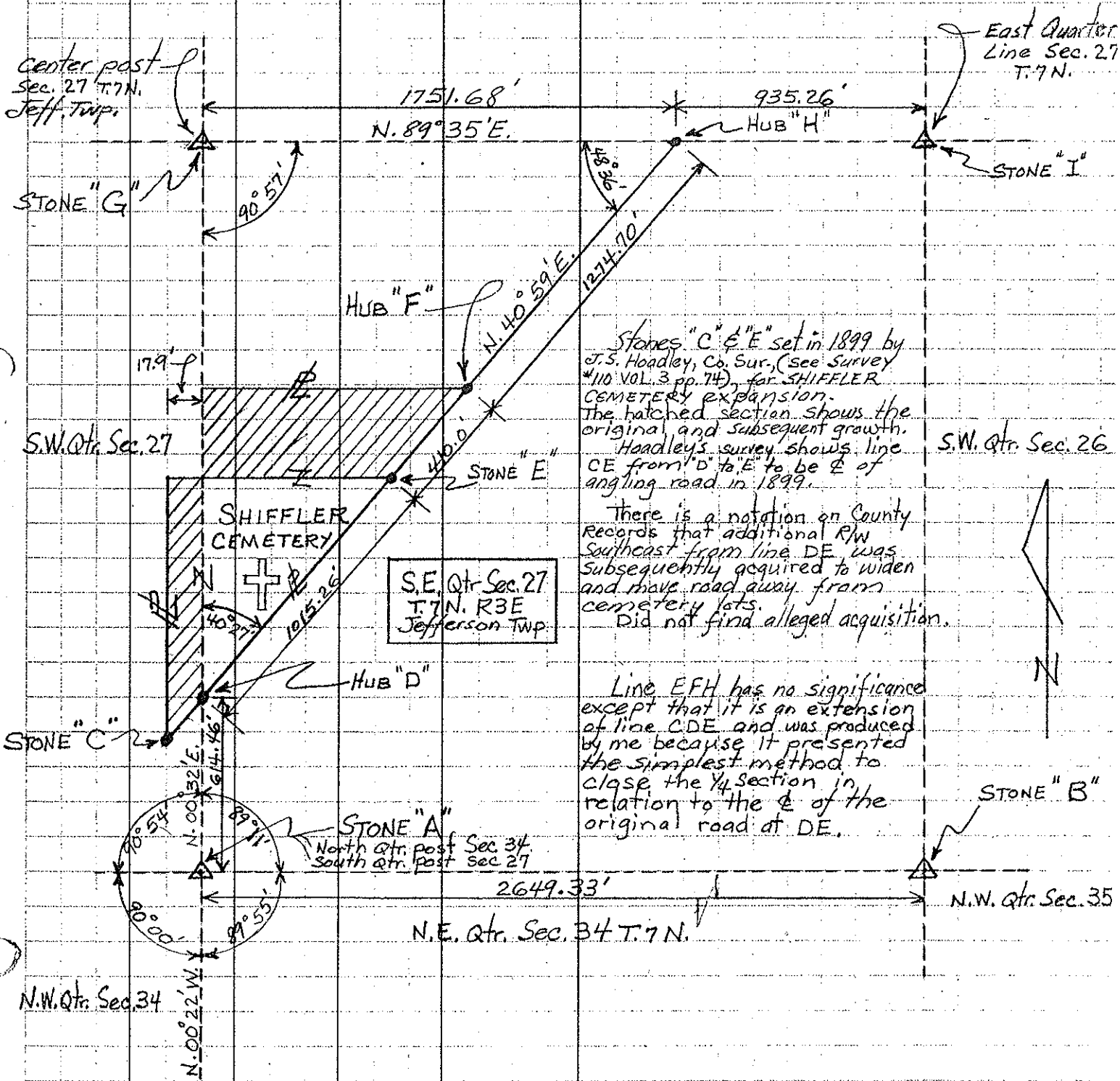
LEFT

~~RIGHT~~

RIGHT

ALIGNMENT

See File: WIL # 18



Stones "C" & "E" set in 1899 by J.S. Hoadley, Co. Sur. (see Survey #110 VOL. 3 pp. 74), for SHIFFLER CEMETERY expansion. The hatched section shows the original and subsequent growth. Hoadley's survey shows line CE from "D" to "E" to be E of angling road in 1899.

There is a notation on County Records that additional R/W Southeast from line DE was subsequently acquired to widen and move road away from cemetery lots. Did not find alleged acquisition.

Line EFH has no significance except that it is an extension of line CDE and was produced by me because it presented the simplest method to close the 1/4 section in relation to the E of the original road at DE.

PERSONNEL	TITLE	PERSONNEL	TITLE
Beach			
Passefall			
Wise			
Clapp			

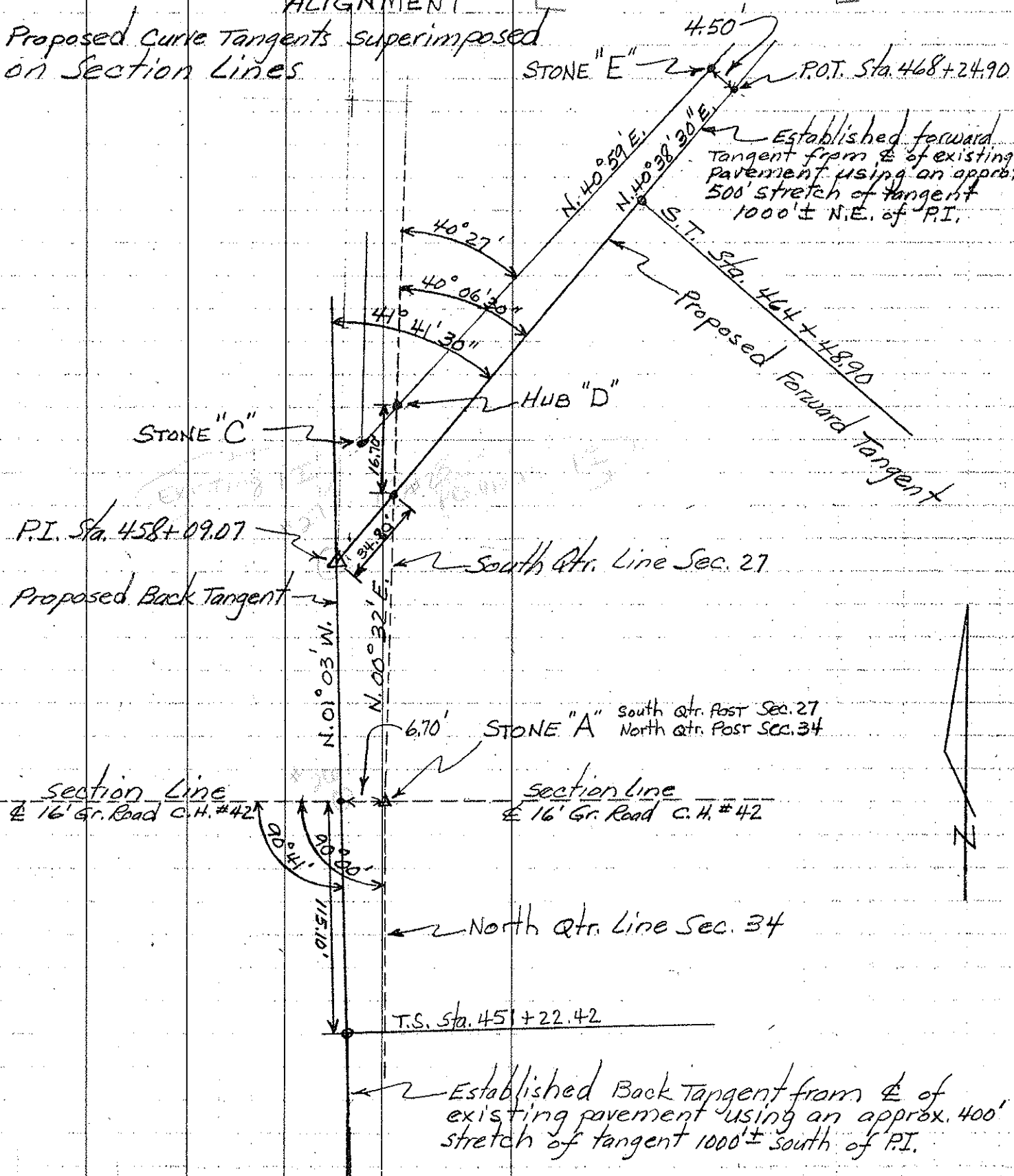
COUNTY Williams DATE Dec. 1955  
 S. R. # U.S. 127 WEATHER \_\_\_\_\_  
 SEC. (8.55) Jefferson Twp. TEMP. 20°-32°

DESCRIPTION SHIFFLER CEMETERY CURVE RELOCATION JOB NO. 02190

ALIGNMENT

[See FILE: WIL #19]

Proposed curve tangents superimposed on section lines.



STONE "E" P.O.T. Sta. 468+24.90

Established forward tangent from  $\Delta$  of existing pavement using an approx. 500' stretch of tangent 1000'  $\pm$  N.E. of P.I.

STONE "C"

HUB "D"

P.I. Sta. 458+09.07

South Qtr. Line Sec. 27

Proposed Back Tangent

STONE "A" South Qtr. Post Sec. 27 North Qtr. Post Sec. 34

section line  $\Delta$  16' Gr. Road C.H. #42

section line  $\Delta$  16' Gr. Road C.H. #42

North Qtr. Line Sec. 34

T.S. Sta. 451+22.42

Established Back Tangent from  $\Delta$  of existing pavement using an approx. 400' stretch of tangent 1000'  $\pm$  south of P.I.

