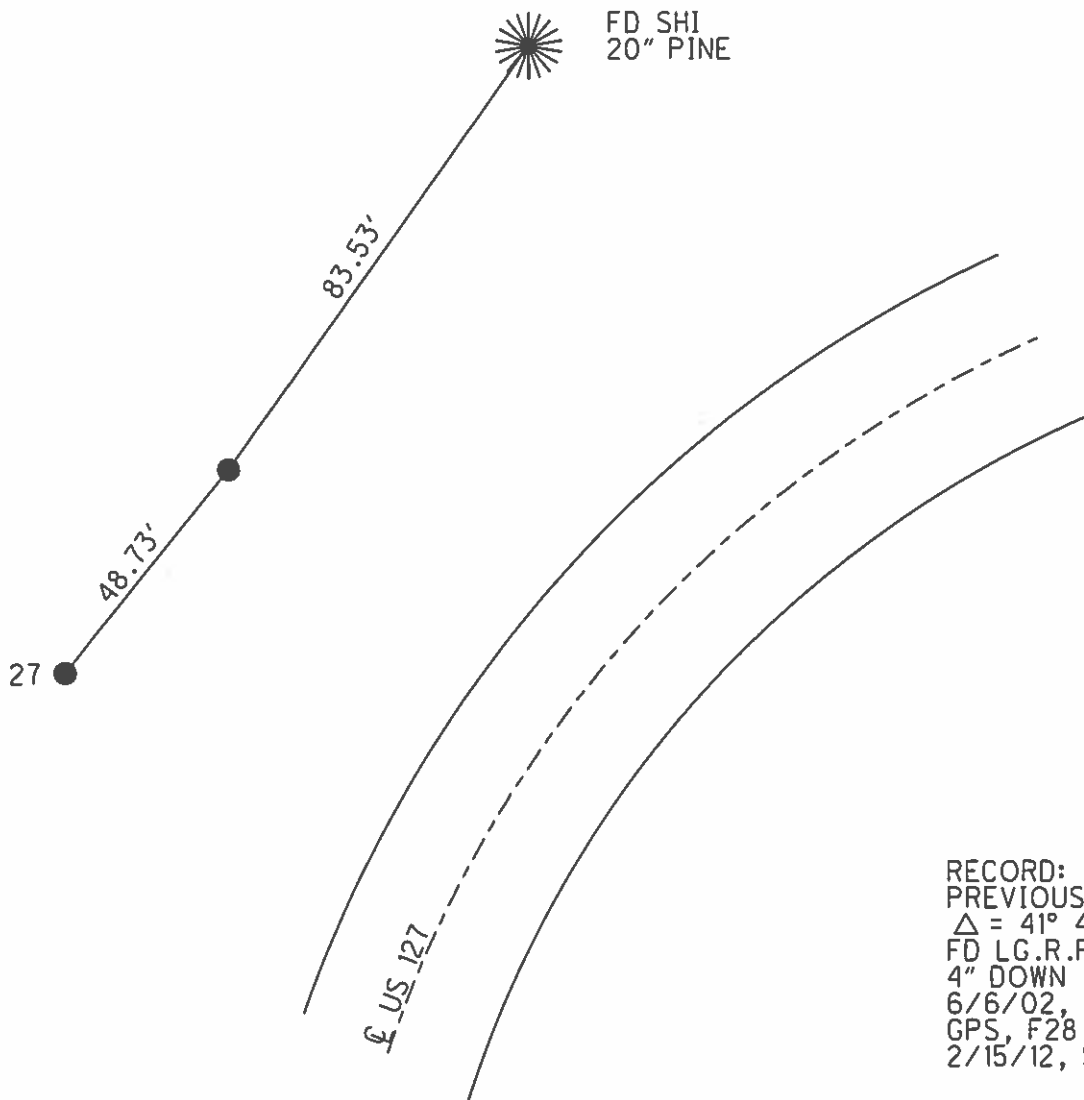
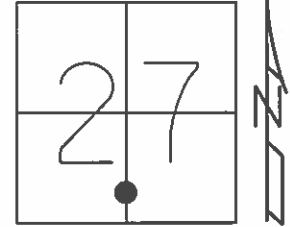


O.D.O.T. DISTRICT 2 SURVEY OFFICE (USE ONLY)

PERSONNEL _____ REFERENCE NO. 28 SHEET 28 OF 56
 NOTES HUSS DATE 2/15/12 ROUTE US 127
 H.C. HUSS WEATHER CLOUDY COUNTY WILLIAMS
 R.C. CANTERBURY TEMP. 29° TOWNSHIP JEFFERSON
 _____ SECTION 27
 _____ T 7 N R 3 E

TYPE MONUMENT LG.R.R.SPIKE
~~ON SURFACE~~ - BELOW 4"
 LEFT - ☉ PAV'T - ~~RIGHT~~ - _____
 ±70' LT TO LT EDGE PAVEMENT
 S.L.M. 456+98.73 ±
 Grid: Northing: 685279.837 Easting: 1418945.634



RECORD:
 PREVIOUS P.I.
 $\Delta = 41^{\circ} 41' 30''$
 FD LG.R.R.SPIKE
 4" DOWN
 6/6/02, MDB
 GPS, F28
 2/15/12, SAH

PERSONNEL TITLE PERSONNEL TITLE

Beach
Pessefall
Wise
Clapp

COUNTY Williams DATE Dec. 1955

S. R. # 127 WEATHER

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

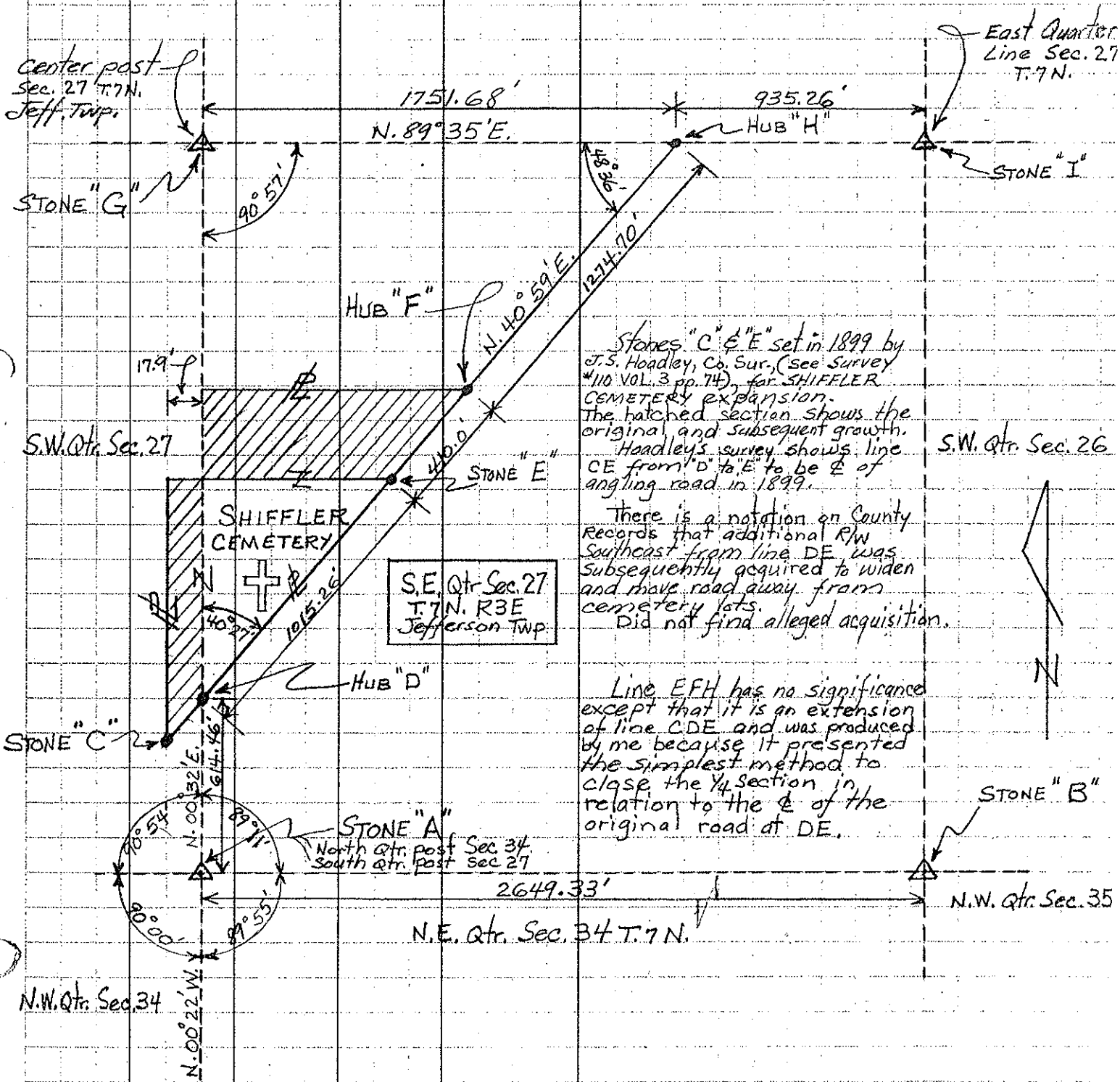
DESCRIPTION SHIFFLER CEMETERY CURVE RELOCATION JOB NO. 02190

LEFT

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.

S.E. Qtr. Sec. 27
T.7N. R3E
Jefferson Twp.

PERSONNEL	TITLE	PERSONNEL	TITLE
Beach			
Passefall			
Wise			
Clapp			

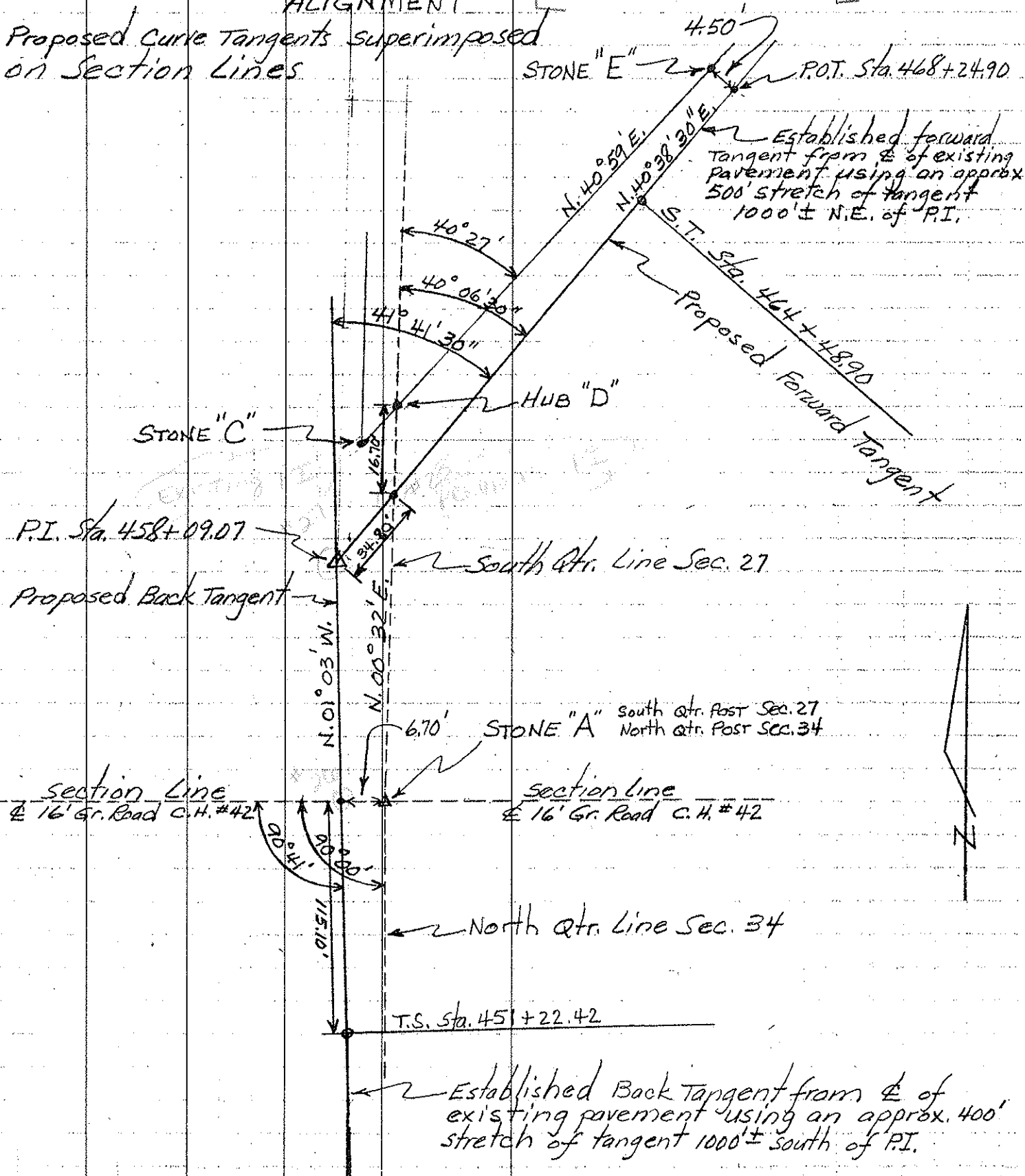
COUNTY Williams DATE Dec. 1955
 S. R. # U.S. 127 WEATHER _____
 SEC. (8.55) Jefferson Twp. TEMP. 20°-32°

DESCRIPTION SHIFFLER CEMETERY CURVE RELOCATION JOB NO. 02190

ALIGNMENT

[See FILE: WIL #19]

Proposed curve tangents superimposed on section lines



Established forward tangent from center of existing pavement using an approx. 500' stretch of tangent 1000' ± N.E. of P.I.

Established Back Tangent from center of existing pavement using an approx. 400' stretch of tangent 1000' ± south of P.I.

