

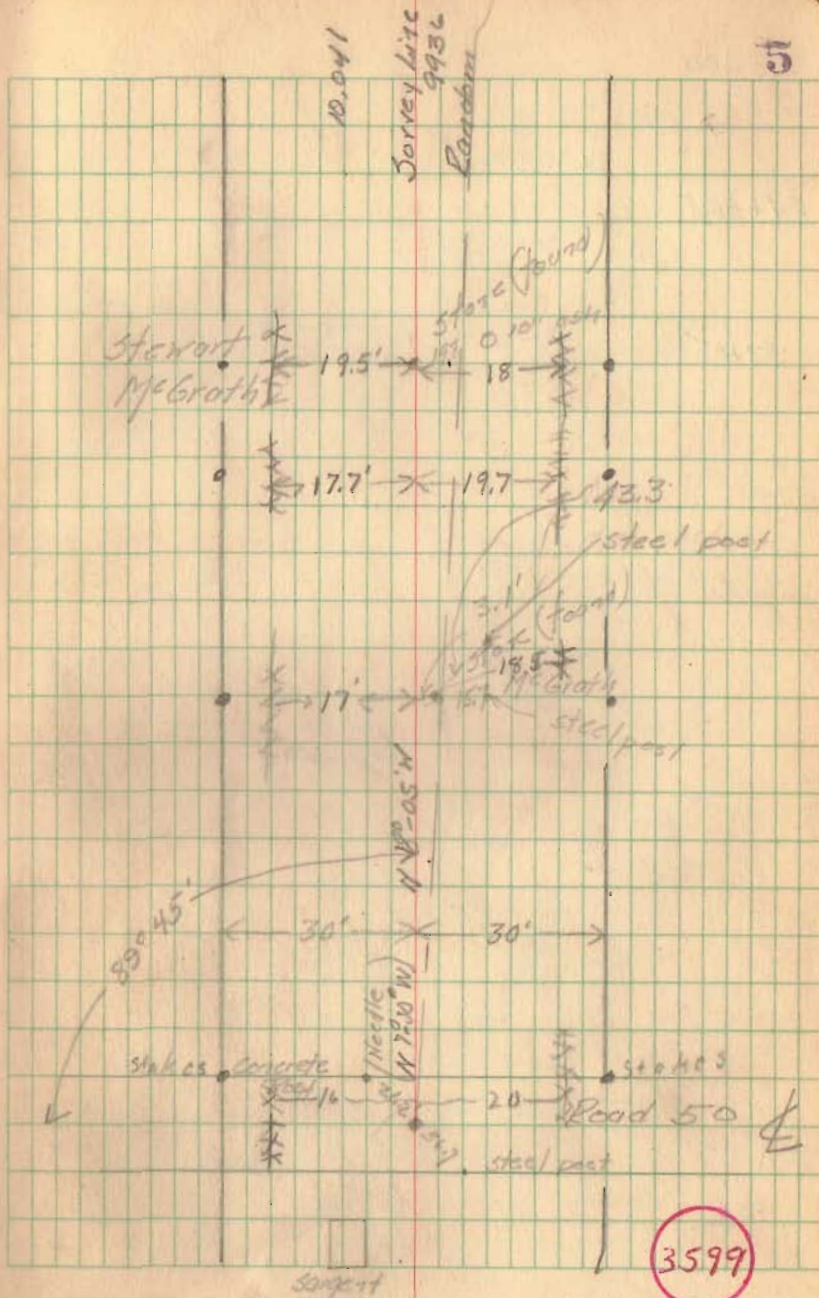
FB 633

SURVEY for  
ROAD 137  
RUSHCREEK TWP

22+4/5

6+61

0+00 state (found)  
corner to VMS 9936,  
10,041, 10631, 13199



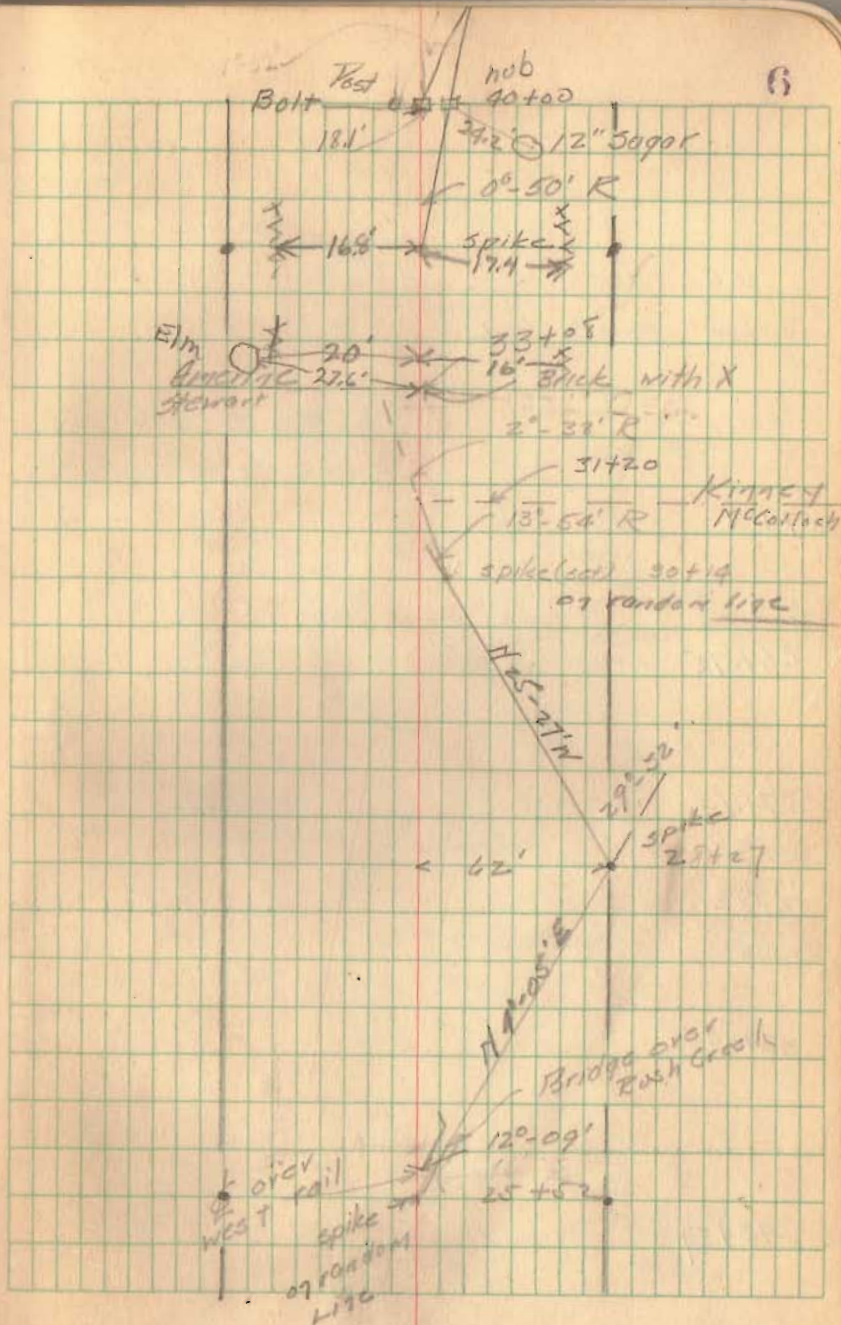
FB 633

40+00

34+55A

33+08

25+52



755  
80+00 0°-08'

67+18

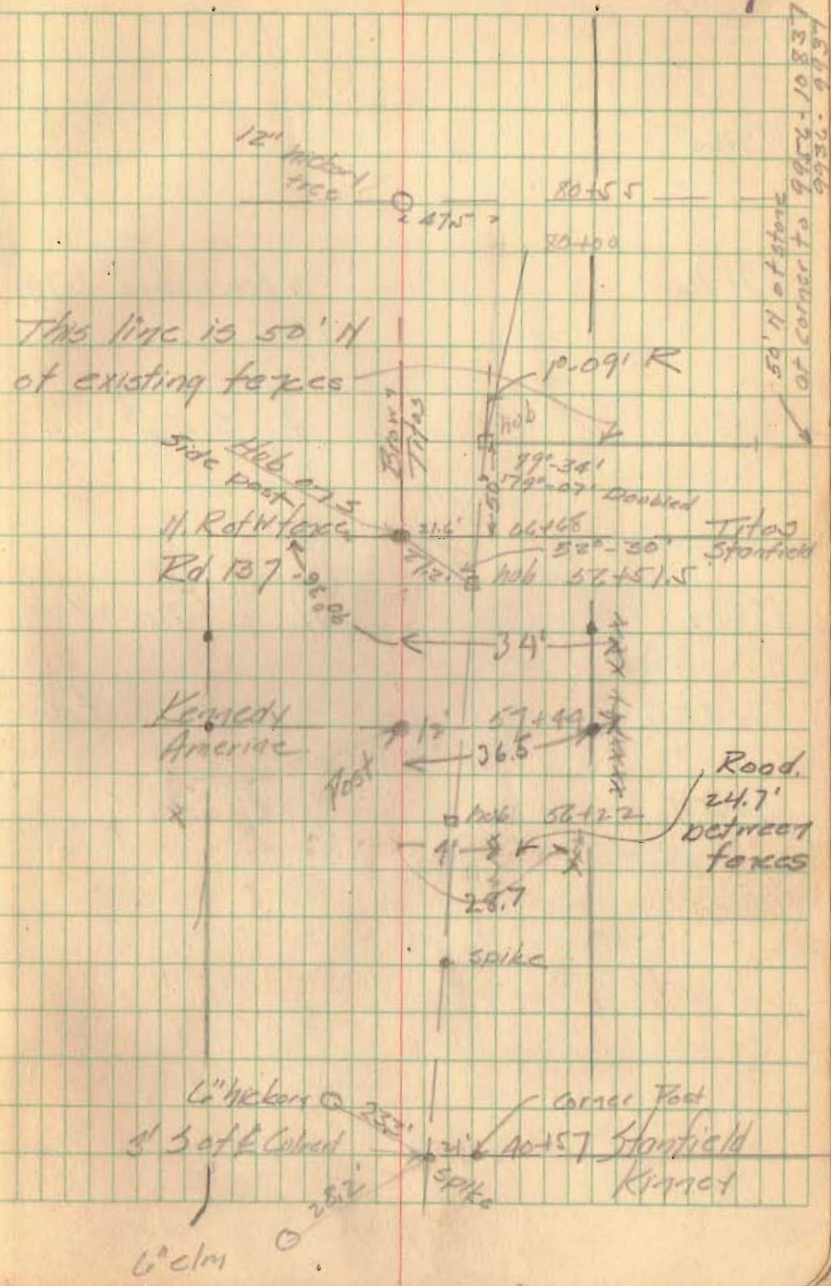
66+68  
66+51.5

57+44

56+22

50+00

40+57



FB 633

93+65

89+46

N. force line 274

89+8

E. S.H.D 274

88+01

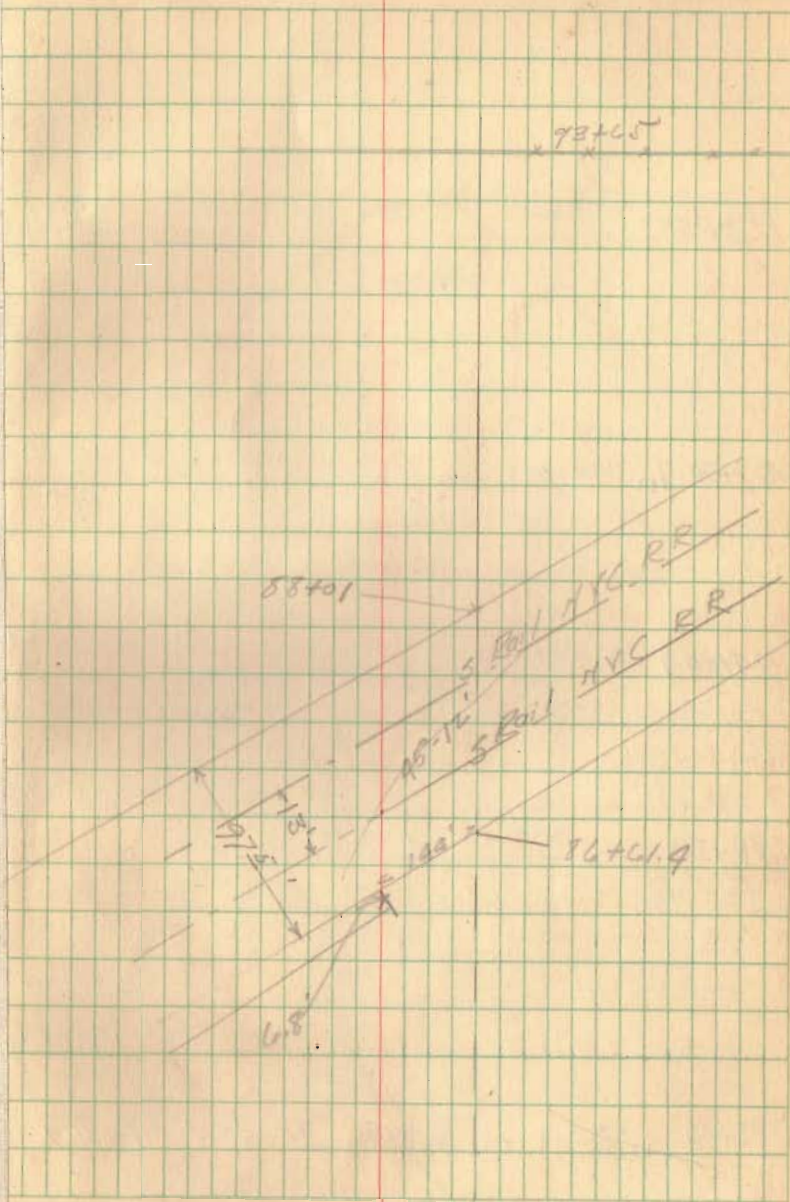
N. R of W

87+16.7

S. Rail S. track

86+61.9

S. R of W



FB 633

113+55<sup>s</sup>

107+70.7<sup>s</sup>

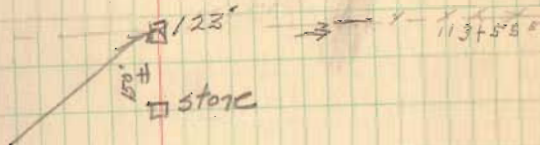
104+25.7

99+80

↳ Lone

98+10

16 angle N 5° W (Needle)



hub

100' fence

107

Fence of Survey Line

89.5' hub 98+10

FB 633

8/29/38  
 G Wilgus  
 J Insteep  
 M Jones  
 E Kinnard

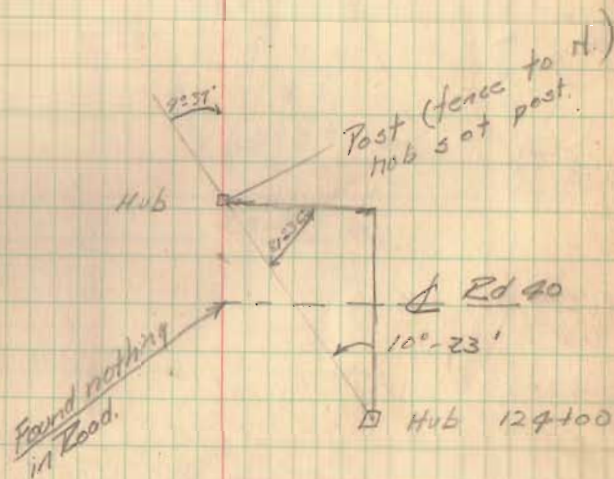
133+84 9°-39' R N # Road # 40

132+87.4 S # Road # 40

124+00 10°-23' L.

120+05.5

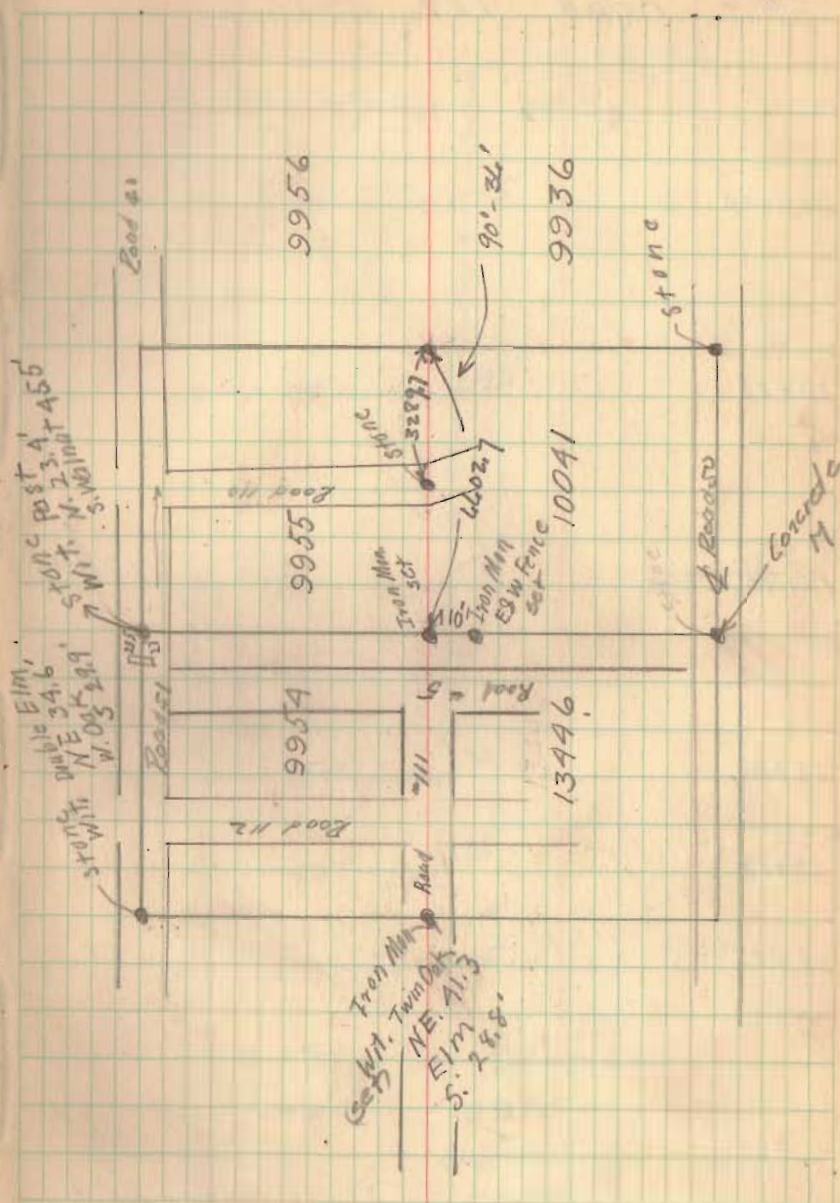
10



FB 633

3/15-39.

Survey Monuments Rusherock Tp.  
Part of which were relocated  
by Scott.



FB 633

Road #137. E+W.

20+10

17+10

14+95

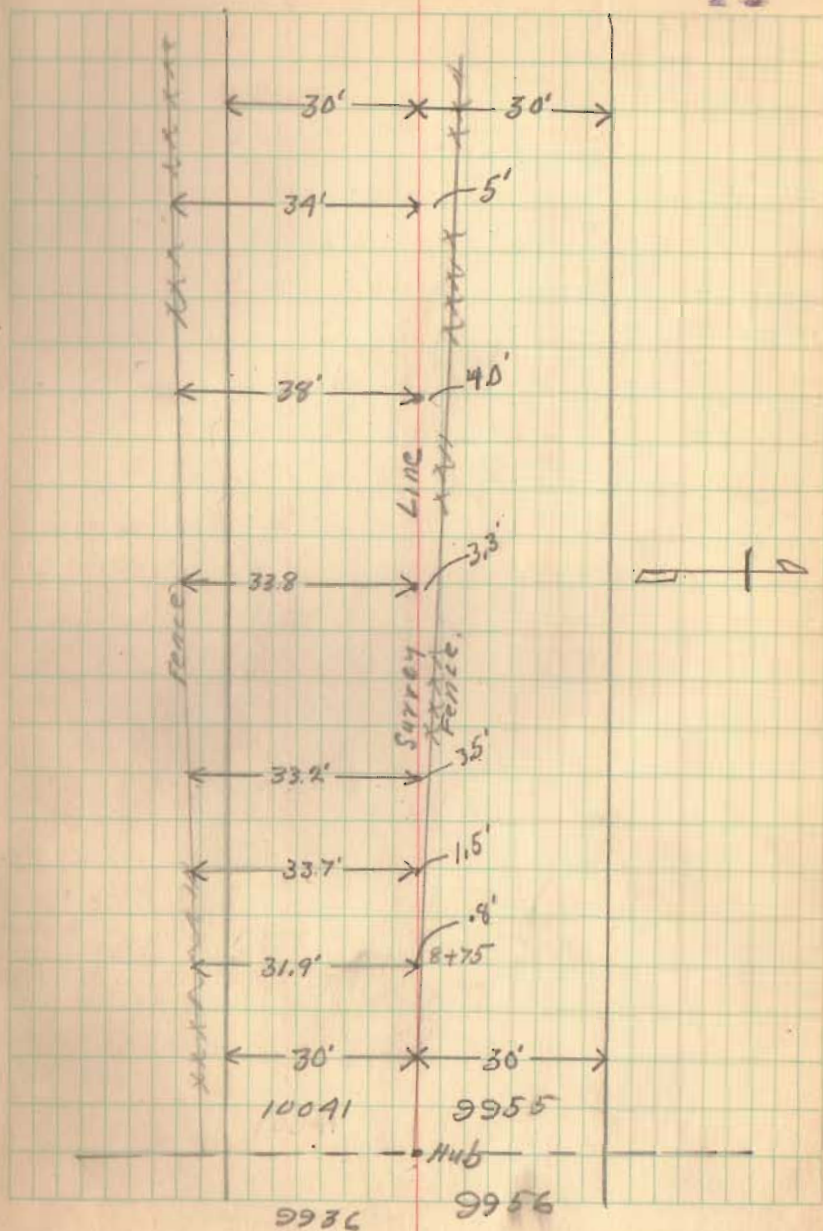
12+94

12+13

8+75

0

12





FB 633

Rd 137

14

13

12

11 + 92

7 + 64.25

7 + 06  
6 + 62

4 + 28 2 corr. Pipe <sup>24" - 16" Top</sup> <sup>26" - 16" Bot.</sup> one on top of other

1 + 00 Mons. Set.

0 + 00

Mons. are Set.  
8-2-39

Wiggins -  
Jaxon  
Incarap  
Iustoop

13

17'	○	Walnut
+56		
18'	○	Elm
+26		
24' - 24" Corr.		
+07		

18'	○	Elm
+49		
16'	○	
+53		

18' ○ Elm

M

Bolt

M

Drill

48'

X X X

← ← ← ← ← ← ← ← ← ←

Rd 137

20

19

18

17

16

15

Wal  
Elm

19  
+88

36' - 18" Corr

+69

18  
+72  
720  
+75  
+73  
161  
+69

Wal

Drive  
+73'

Hedge

M

15'  
+10  
20'  
+66  
20  
+37

Maple

M

20'  
+97  
18  
+98  
16  
+73  
17  
+60

x-x-x  
+78

+19  
17  
+88

Em

FB 633

Rd 137

26

25

24

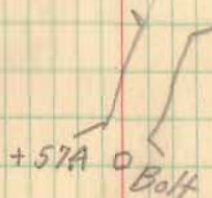
784

23

22

21

19



M +84 ~~FB~~ 200M

\* X X X \*  
+42

19	○
+48	○
+18	○
+17	○
+63	○
+17	○
+56	○

205	○
+10	○

241	○
+53	○

W.P.

FB 633

Rd 137

33

32

31

+44

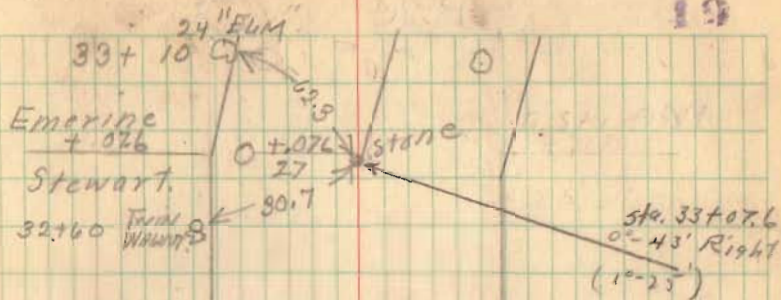
30

29

28

27-

19



7.19

Kinney  
McCollach

24

Drive

16

16

40

39

38

37

36

35

+62.4

34

(Continued Page 26) 20

○  $\frac{231}{23'}$ ○  $\frac{+76}{23'}$ ○  $\frac{+28}{24'}$ 

$$\begin{array}{r} 20' - 18'' \text{ Cor.} \\ - - - - - \\ \hline \text{○} \frac{+05}{16'} \end{array} \quad \frac{+18''}{-}$$

$$\frac{+57}{13'} \text{ ○}$$
○  $\frac{+63}{17'}$ 

$$\frac{+43}{16'} \text{ ○}$$
○  $\frac{+68}{16'}$ ○  $\frac{+29}{16'}$ 

+62.90 Bolt

$$\frac{+35}{20'} \text{ ○}$$
+31 Drive

Rd 137

47

46

45

44

43

(+08)

42

41

20

15'-2' long Box  
+60

Byrd  
Stanfield  
+60  
Kinney

O +86  
17'

O +51  
16'

M O +10  
16' Bolt M

FB 633

Pl 137

54

53

52

(+89.7)

51

50

49

48

27

Drive

$$\begin{array}{r} \text{O} +78 \\ 9' \quad -18'-12" \text{CTP} \\ \hline +72 \end{array}$$

Drive

M +89.7  $\square$  Hub. M

$$\text{O} \begin{array}{r} +35 \\ 29' \end{array}$$

Ord 137

61

60

59

58

57

56

55

Kennedy

+45

Emerine

18'-12" Cox

+25

Stanfield

+22

B. Stanfield

+92

51

+63

6'



FB 633

Rel 137

$\Delta$   $90^{\circ}-18'$

R.  $99.4'$

T.  $100.0$

D  $60^{\circ}-24'$

L  $149.5$

(67+06.4) P.T. 66+99.7

66

(+50.2) P.C.

65+75  $7^{\circ}-35'$

66+00  $15^{\circ}-9'$

65

66+25  $22^{\circ}-40'$

66+50  $30^{\circ}-15'$

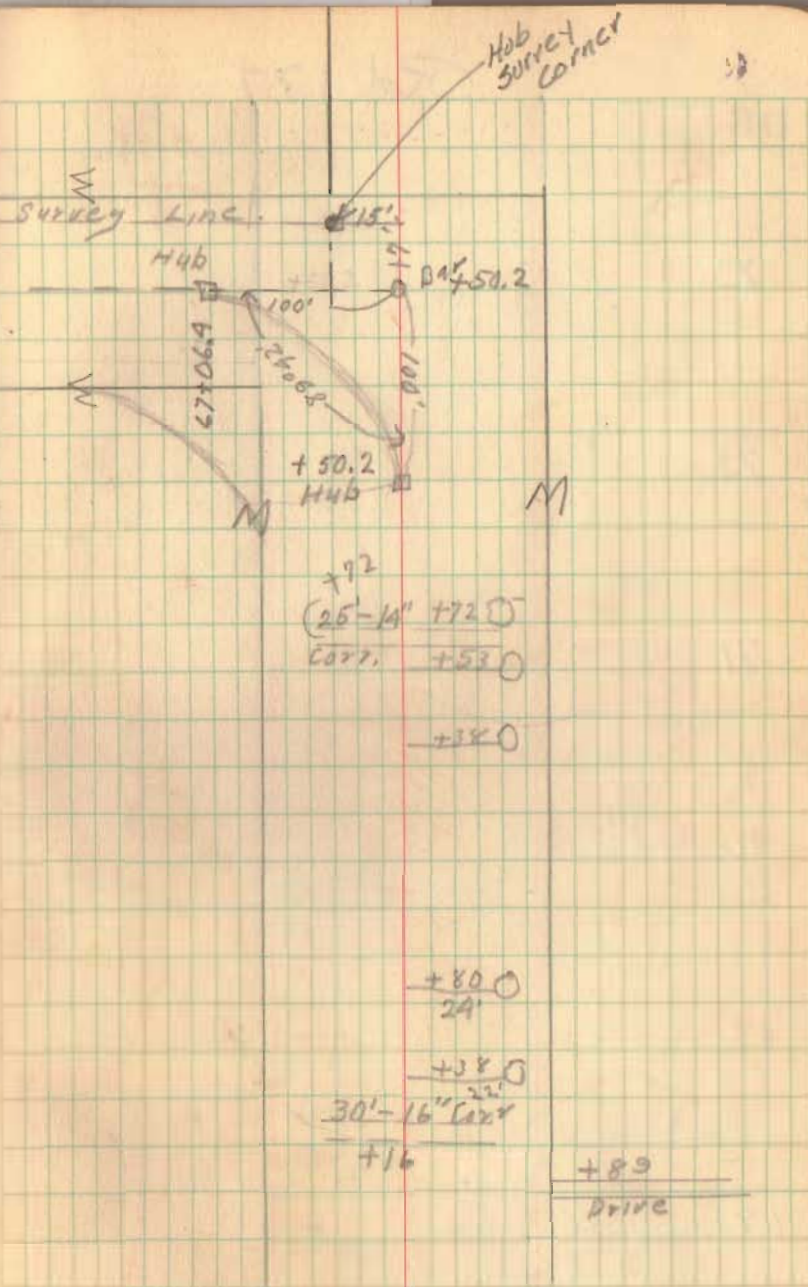
66+75  $37^{\circ}-49'$

66+99.7  $45^{\circ}-09'$

64

63

62



FB 633

Ord 137

73

72

71

70

69

68

30

$$\begin{array}{r} \text{O } +33' \\ \hline 16' \end{array} \quad \begin{array}{r} +50 \\ \hline 18' \end{array} \text{O}$$

$$\begin{array}{r} +98 \\ \hline 18 \end{array} \text{O}$$

$$\text{O } \begin{array}{r} +90 \\ \hline 70' \end{array}$$

$$\text{O } \begin{array}{r} +60 \\ \hline 16' \end{array}$$

$$\text{O } \begin{array}{r} 25 \\ \hline 16' \end{array}$$

$$\text{O } \begin{array}{r} 16' \\ \hline \end{array}$$

FB 633

Rd 137

80

79

78

77

76

75

+94.5

74

31

+66  
47'



+90  
Drive  
+68'

26'-24"-0.137

M +94.5 @ Iron M

FB 633

Ord-137

Continued on page 35.

84

83

82

81

32

21"  
18'-12" V.S.P.  
748  
+28  
14' 0

+20  
17' 0

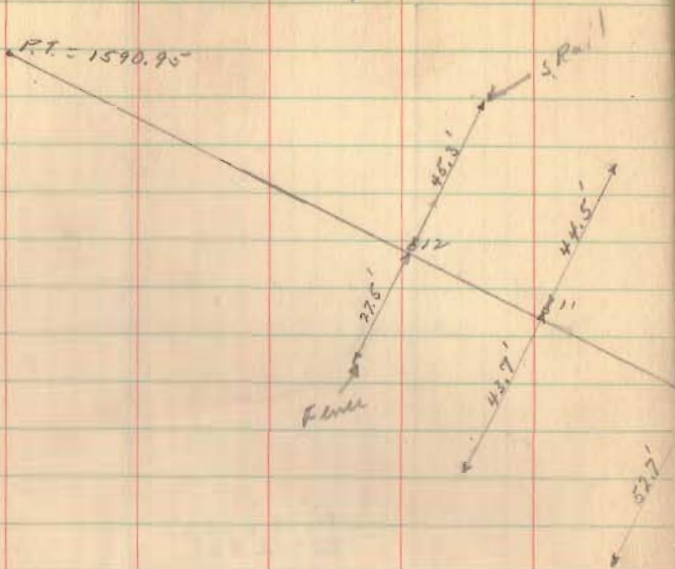
0 +26  
18'

+20  
15' 0

+14  
0.110

FB 633

Rd 137



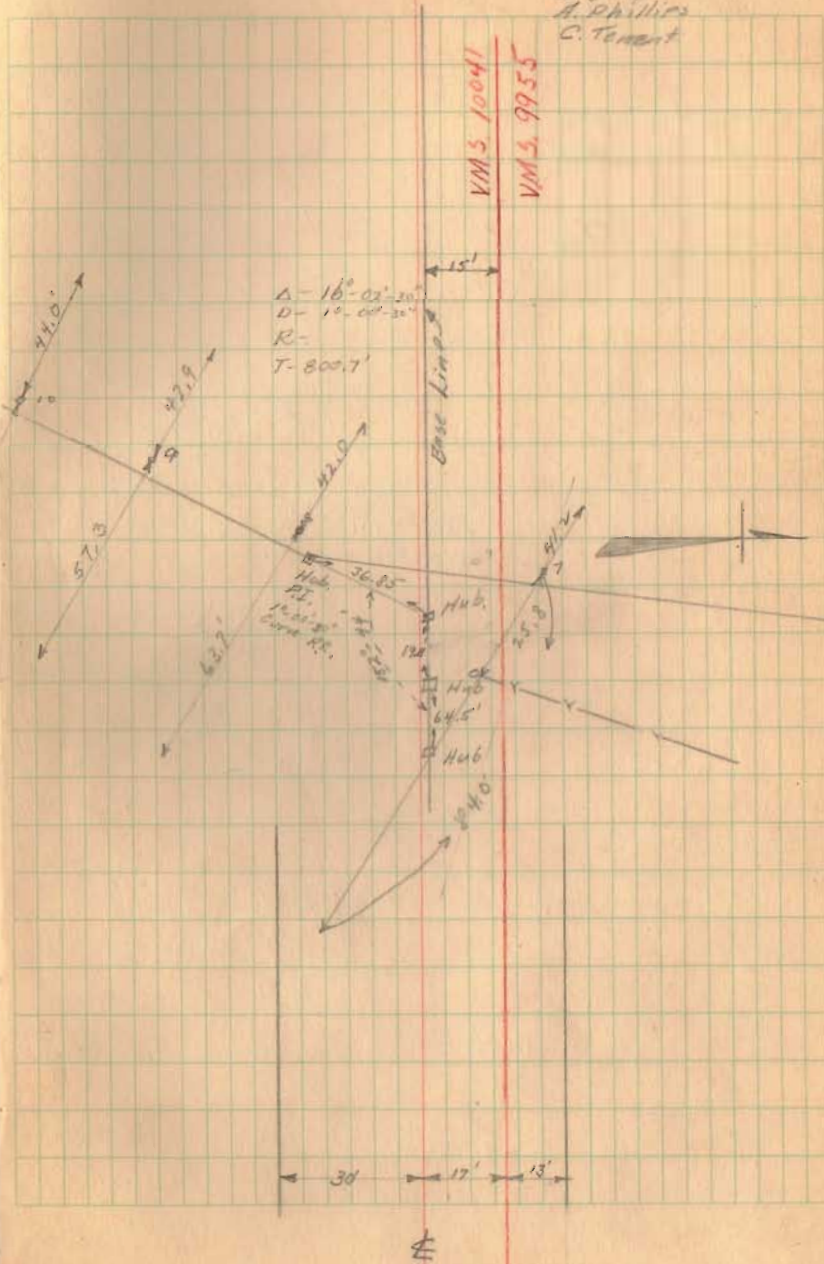
May 24, 1939

W.V. Scott

E. Gore

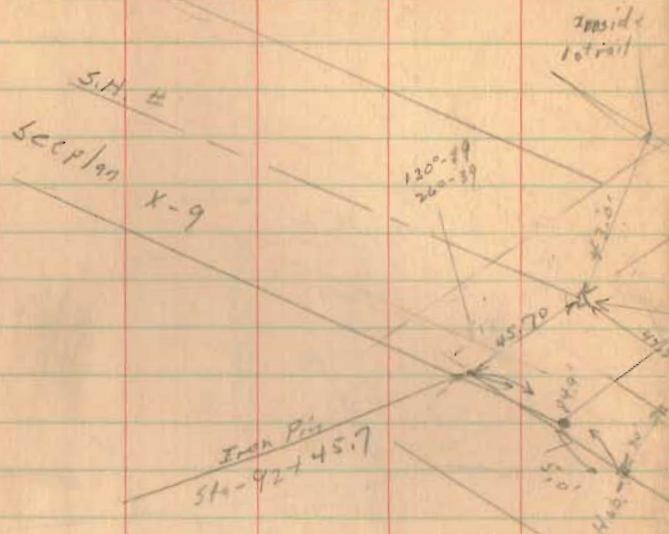
A. Phillips

C. Tenant



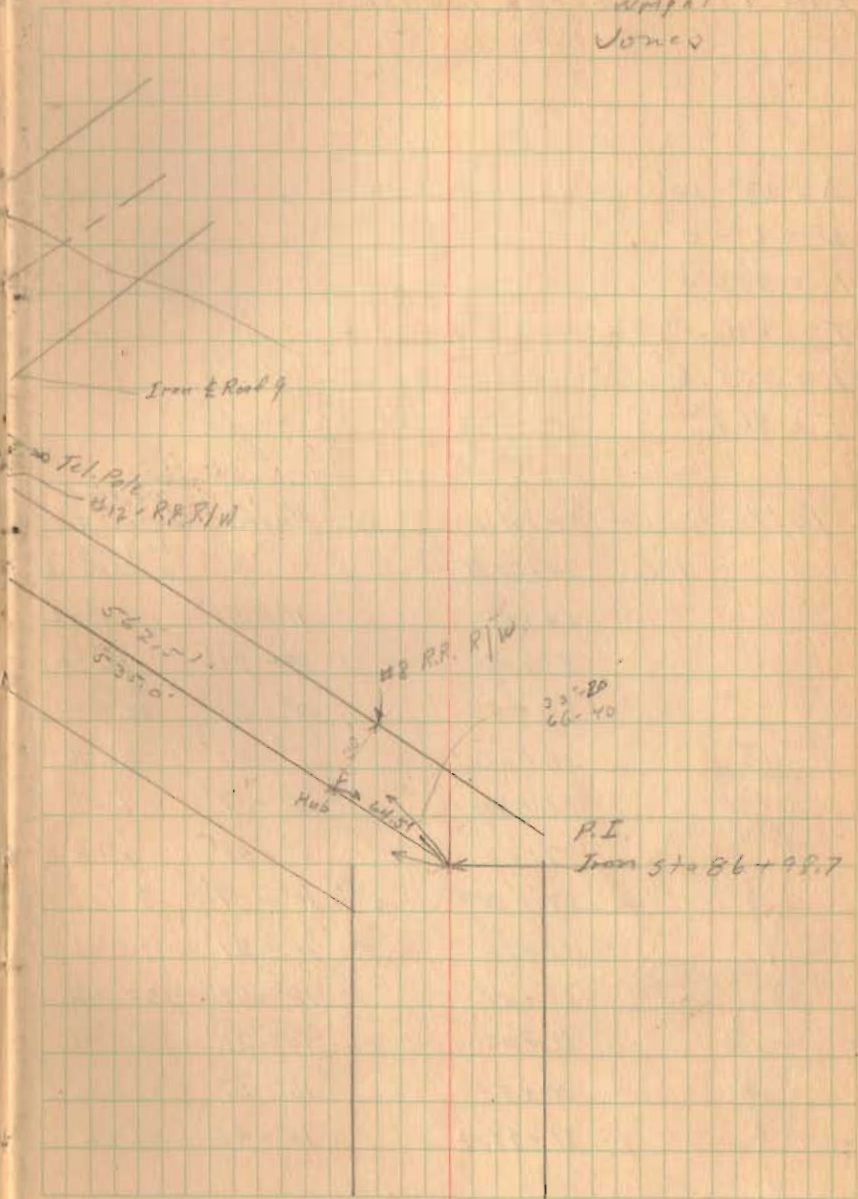
FB 633

Road 137 Rushcreek Twp



May 31, 1939 34

Core  
straight  
Jones



FB 633

Road 137- Rusherock Township

$$A = 33^{\circ}-20'$$

$$D = 6^{\circ}-0'$$

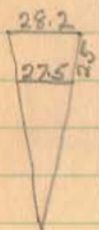
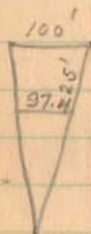
$$R = 955.4'$$

$$T = 286.0'$$

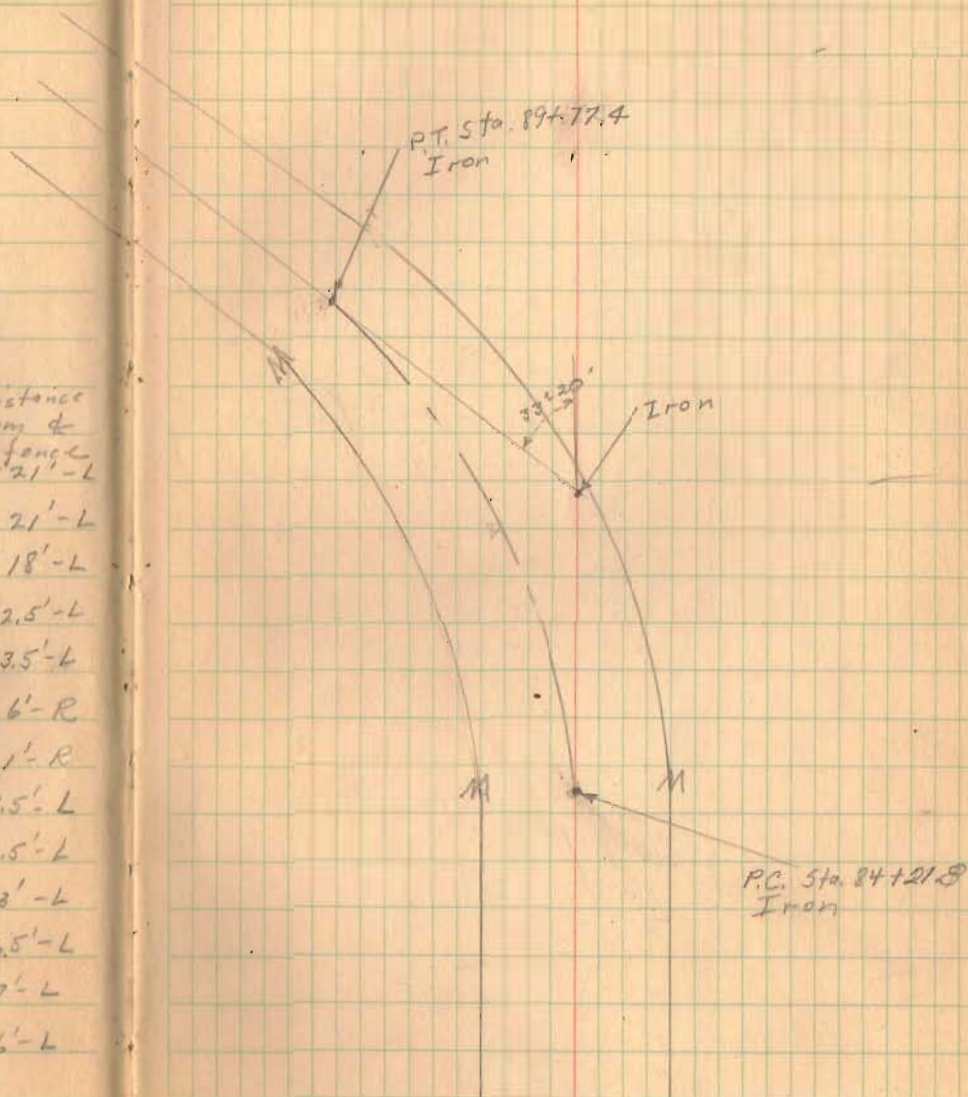
$$L = 555.6'$$

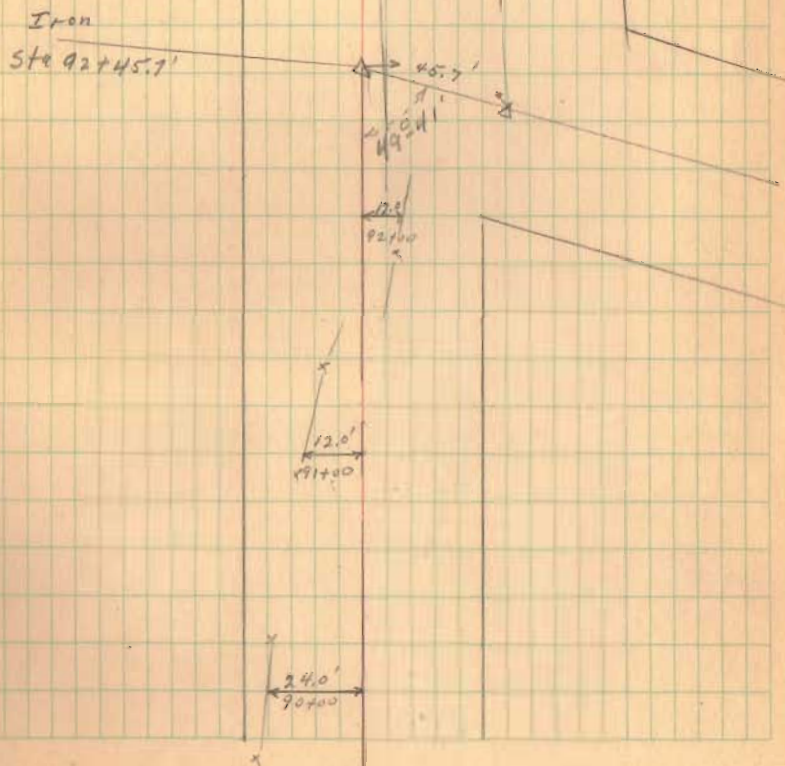
$$E = 41.9'$$

Deflections -	Station	Angle	distance from $\phi$ to fence
P.C.	84+21.8		21'-L
	84+50	$1^{\circ}-51'$	21'-L
	85+00	$2^{\circ}-21'$	18'-L
	85+50	$3^{\circ}-51'$	12.5'-L
	86+00	$5^{\circ}-21'$	3.5'-L
	86+50	$6^{\circ}-51'$	6'-R
	87+00	$8^{\circ}-21'$	1'-R
	87+50	$9^{\circ}-51'$	9.5'-L
	88+00	$11^{\circ}-21'$	17.5'-L
	88+50	$12^{\circ}-51'$	23'-L
	89+00	$14^{\circ}-21''$	26.5'-L
	89+50	$15^{\circ}-51''$	27'-L
	89+77.4	$16^{\circ}-40'$	26'-L



35







FB 710

Resurvey part of T.R. 137  
 Rushcreek Twp, Logan Co., Ohio

33+07.60 - P.I. - Dug for stone -  
 No luck - Set  $\frac{5}{8}$ " dia.  
 capped re-bar.  
 Pt. def.  $\angle = 0^\circ 43' 42.5''$

30+00 - R.R. Spk. (P.O.T.) set.

25+00 - R.R. Spk. (P.O.T.) set

20+00 - R.R. Spk. (P.O.T.) set

15+00 - R.R. Spk. (P.O.T.) set

10+00 - R.R. Spk. (P.O.T.) set

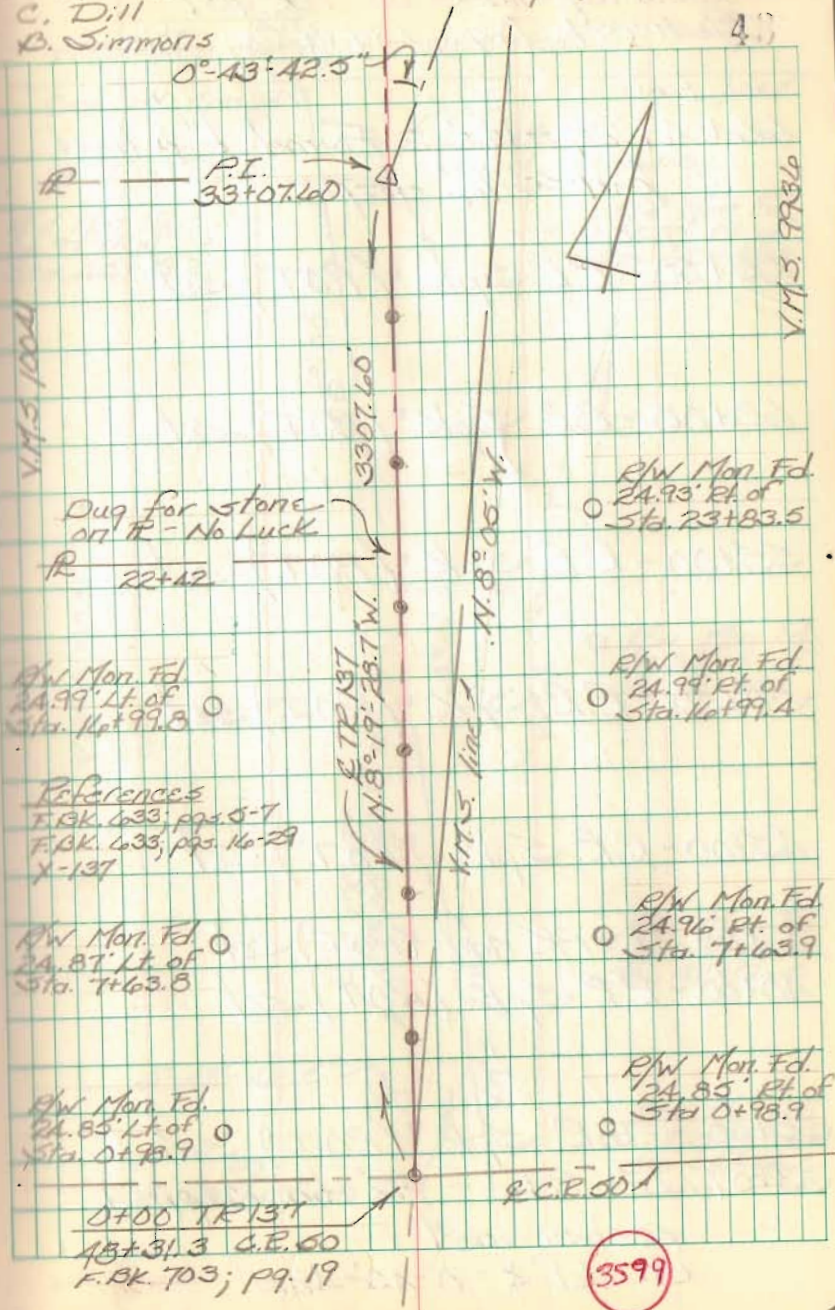
5+00 - R.R. Spk. (P.O.T.) set

0+00 - Fd stone w/ brick on top -  
 set 1" capped pipe over  
 stone to surface - also set  
 PK straddles

C. Nichols  
 C. Dill  
 B. Simmons

April 97

40



Resurvey Part of T.R. 137  
Rushcreek Twp., Logan Co., Ohio

FB 710

66+49.29 - P.I. - Found 1"  $\phi$  head  
bolt  $\approx$  14" deep

65+00 - R.R. Spk. (P.O.T.) set

60+00 - R.R. Spk. (P.O.T.) set

55+00 - R.R. Spk. (P.O.T.) set

50+00 - R.R. Spk. (P.O.T.) set

45+00 - R.R. Spk. (P.O.T.) set

42+08.37 - PK nail (P.O.T.) set

40+00 - R.R. Spk. (P.O.T.) set

35+00 - R.R. Spk. (P.O.T.) set

33+07.60 - P.I. -  $\frac{5}{8}$ " dia capped  
re-bar set

Rt. def.  $\angle = 0^{\circ}43'42.5''$

April 97

V.M.S. 9955

Concrete Mon. Fd.

E.T.R. 137

R/W Mon. Fd.  
24.97' E. of  
Sta. 65+49.2

V.M.S. 9956

44

V.M.S. line

P.I.  
66+49.29  
end of this survey

R/W Mon. Fd.  
24.97' E. of  
Sta. 65+49.3

N. 8°-05' W.

V.M.S. 1004

3341.69'

V.M.S. 9936

R/W Mon. Fd.  
25.38' E. of  
Sta. 51+89.1

E.T.R. 137  
N. 7°-35'-46.2" W.

R/W Mon. Fd.  
25.04' E. of  
Sta. 42+06.0

0°-43'-42.5"

P.I.  
33+07.60

R/W Mon. Fd.  
24.31' E. of  
Sta. 34+61.2

3599

Resurvey part of T.R. 137  
Rushcreek Twp., Logan Co., Ohio

Detail showing relationship  
between P.I. & concrete  
monument fd. at V.M.S.  
corner.

666+49.29 - Found 1"  $\phi$  head  
bolt  $\approx$  16" deep

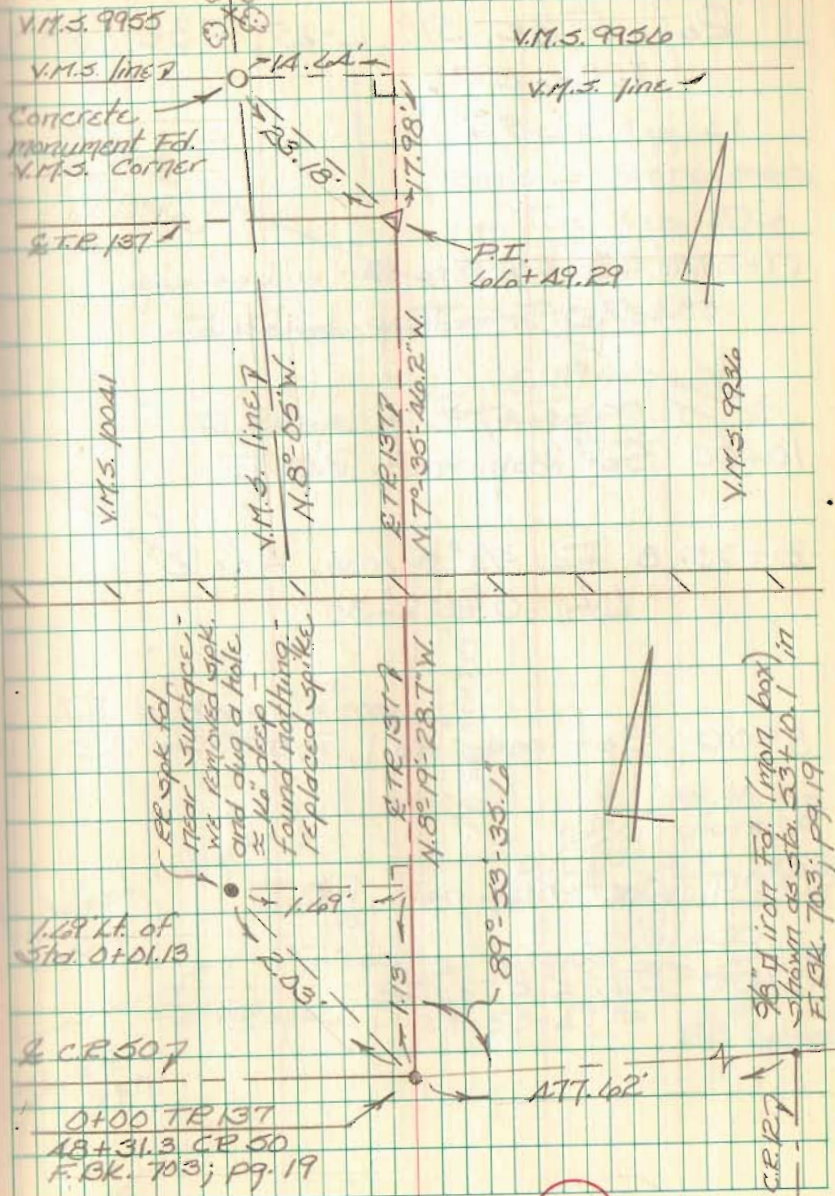
Detail intersection T.R. 137 w/  
C.R. 50

0+00 - Fd. stone w/ brick on top -  
set 1" capped pipe over  
stone to surface - also  
set pk straddles.

C. Nichols  
G. Dill  
B. Simmons

April 97

45



3599