

246

Construction of Phila
Rd from
Ten Mile Stone

Phila Road

$\frac{34}{4}$

No 5

Baltimore

B No 1-2 abutment, 20
 length 5 ft thickness
 20 7 3 At Manmore
 4 wing walls - each 17 ft
 12 11- 2 span 15 ft

B No 2 East abutment
 21 7 3
 20 7 wing 3 to abutment
 1 wing wall
 17 10 2
 2 wing wall
 17 10 2-8
 3 wing wall
 17 10 2
 4 wing wall 17.6 ft
 17 10 1-10 span 15 ft 22 ft

3 Bridges
 2 abutments each
 20 7 3
 10 10 2 1 wing wall
 10 10 2 1 do do
 11 10 1-9 1 do do
 8 1/2 10 1-9 1 do do
 planting
 21 ft by 17 wide

No 4
 Depts length thro' } planting
 2 abutments } 13 1/2 by 23
 5 23 3

No 5 two abutments
~~8 1/2~~ 7 9/2 3
 8 1/2 11 2 2 wing walls each
 8 1/2 12 1/2 2 2 do do each
 22 by 13 1/2 planting

No 6
 2 abutment
 6 21 3
 9 1/2 15 2 3 wing walls each
 9 1/2 14 2 1 wing wall
 22 by 15 planting

No 7 B 2 abutments
 11 4 1/2
 15 20 2 2 wing walls
 15 18 2 2 do do
 planting 23 by 22 1/2

Depts length thro' } planting
 2 abutments }
 10 25 3
 center pier
 10 22 3 1/2
 10 30 3 2 abutments each
 10 30 3 2 do do

Planting 45 by 23
 2 abutments
 5 22 3
 planting 12 by 22

Phita delfica
Naad
Gruinland

20 ft to the wall
69 $\frac{1}{2}$ inches to the
20 ft to the Bridge
Bridge 140 feet
the floor 25 feet
above the water
89 ft to the Bridge
over Cow Branch
126 $\frac{1}{2}$ to T S Road—
across the Road 5 $\frac{1}{2}$
ft — then 142 ft
to the end of the
Graveling —

Commenced at Market Street
Bridge and run

N 87 1/4 E 98 feet = 6 p

N 71 E 89.5 ft = 5 1/2 p

N 82 1/2 E 30.9 ft = 3 p

N 81 1/2 E 26.2 ft = 16 p

N 73 1/2 E 30 ft = 3 p

N 73 1/2 E 166 1/2 ft = 10 p

N 70 1/2 E 81 ft = 5 p

run 426 1/2 ft = 5 p

run 800 ft = 4 p

run 1150 ft = 69 3/4 p

N 84 3/4 E 103 ft = 1 p

run 240 ft

run 430 ft

run 680 ft

run 999 ft

run 1289 1/2 ft

run 1310 ft

run } = 91 1/2 p

N 87 W 113 p to the mile stone 20 4 3/4

N 86 E 34 p 2 feet S of the creek
in Loudenslager's fence

N 81 E 117 p

N 81 1/2 E 2 p at 33 p about Pine
ends 5 feet S of E of boundary
stone of Maple lot

N 80 3/4 E 40 1/2 p at 21 p at 21 p a
bout Pine ends at the city
boundary and 45 feet North
of the N E corner of Mapletons
Parks and 44 feet from the
Pump stalks

N 81 1/4 E 70.1 p at 43 p about
line ends at the west end of
the gate House 10 feet North
of the S W corner thereof House
28 feet

N 80 E 90 p at 31 p about Pine
ends opposite the centre of street
Lane

N 74 E 42 p 68 feet North of Murray
Pump and 8 feet South of
Smiths fence

N 67 1/2 E 100 p

N 66 1/2 E 59 1/2 p 86 feet North of
the 3 mile stone

N 66 3/4 E 38 p at 17 p about Pine
ends 1 foot South of Kells fence
and 41 feet North of Smiths
fence

fence
N70° E 200 p at 177 p the centre
of the neck road
N63° E 4 p at a point 26 feet N 7/8 W
from the S corner of the S W
wing wall of the bridge over
the Herring Run and 5 1/4 to 11 feet
from the S E corner of the south
wing wall thereof

N65° E 2 p then across the
bridge and along the centre
thereof

N20° E 3 p to the centre between
the N E and S W wing walls
measuring 35 feet from out
to out then along the centre of
the road

N45° E 3 p to a point 29 feet
from the south post of the
picks of Mr. Allen's House
and in range with the S W
end thereof

N63° E 14 p to the centre of
the Pace Bridge 26 feet wide
by 20 feet, plank bearing 23° E
thence N60° E 12 p

N57° E 17 3/4 p to a point
opposite the 4th mile stone
and 9 feet therefrom the centre
of the road 29 feet from said
stone thence N50° E 4 1/2 to a culvert
(at the south corner of the East
wing wall) bearing N 7/6 W thence

N51° E 49 3/4 p at the south
end of the S E wing wall of the
bridge over Morris run line
ends at the north corner of the
N E wing wall thence

N52° E 3 1/2 p
N48° E 25 p
N50° E 51 p at a point
N 51 1/2 E 5 1/4 p from the Southernmost
corner of Mr. Charman's Egg House
thence N51° E 78 p 50 feet N 10 of
the 5 mile stone

N50° E 4 1/4 p at 150 p
the S corner of the S E wing
wall of the bridge over the
red House run at 231 p the S E
corner of the S E wing wall of
a bridge at 218 1/2 p the 6 mile
stone 8 feet to my right

line ends at a point N17° E to 31
feet from the northernmost cor-
ner of Mr. Johnson's House
thence N51° E 38 feet to a point
to a point 10 feet from the centre
of the frame part of said egg
stone N51° E 124 p at 104 1/2 p
the 7 mile stone 16 feet to my
right thence N56° E 16 p to the
middle of the bridge over north
run and 10 feet from the centre
thereof of the road thence

N50° E 35 p to the north
side of the road and 10 feet
from the centre line ends at
the bridge over Stearns Mill
Race thence N52° E 7 1/2 p

N52° E 15 p

N73° E 15 1/4 p

N88° E 5 p

S 73 1/2 E 53 1/4 p

N40° E 14 p

N47° E 151 p at 9 1/2 p

opposite the 8th mile stone

N49° E 188 p at 68 p

opposite the place where heaps
the mail drove was mounded
line ends opposite the 9th mile
stone and 33 feet therefrom

thence N50° E 94 p at 86 p oppo-
site Mr. Bucks' porch and 2 p
S E by therefrom thence

N47° E 114 1/2 p at 16 p oppo-
site N E end of Mr. Bucks' stone

barth thence N46° E 33 p at 10 p
bounded stone 7 feet to my left

thence N51° E 34 p

N52° E 43 1/2 p to opposite
the 10th mile stone and thirty
feet short of the Gate House

187

159-46110

187-1040 38 $\frac{3}{4}$ No City line

187 46109 $\frac{1}{4}$ to Juncos's Cam

16 $\frac{1}{2}$ 2457
765
260

1150
900
600

165 1150 29
900

366
42

408

Courses of the first ten m.

82
40 $\frac{1}{2}$
71.1
90
42

325.6
408

72.4

325.4

240
1

May 27 1826

from the 1 mile Stone

Set off N 50 feet and run

N 86 E 36 p 2 feet S of the

Creek in Canada at fence

N 61 E 117 p N 81 1/4 E 82 p at 33

^{Centre of} a Culvert line ends 5 feet S of

E from abandoned Stone of flag

at Set N 80 3/4 E 40 1/2 p at 21 p a

Culvert to the City boundary and

45 feet North of NE corner of stop

lot on south and 44 feet from

the pump. Mark N 81 1/4 E 71 p at

at 40 p a Culvert to the west

end of the Gate House 10 feet North

of the NW corner thereof. Run

28 feet N 80 E 90 p at 31 p a

Culvert line ends opposite the corner

of Henrichs Lane N 74 E 42 p 58 feet

North of Murrays Pump and 8 feet

South of millers fence N 67 1/4 E 80 p at

at ~~p a Culvert~~ N 66 1/2 E 59 1/2 p 46

feet North of the 3 mile Stone

N 66 3/4 E 58 p at 17 p a Culvert line

ends 1 foot South of Kells fence

and 41 feet North of Smiths fence

N70 1/2 E 205 1/2 ft at 177 ft the center
of the neck land N68 1/4 E 4 ft
at a point 26 feet S 37 1/2 W from the
S.W. corner of the S.W. wing wall
of the Bridge over the Kening run
and S 46 1/2 E 51 feet from the S.E. wing
corner of the South wing wall the
S 60 1/2 E 2 ft thence across and along
the center of said Bridge N20 1/2 E 6 ft
to the center between the N.E. and
N.W. wing walls measuring 25
feet from out to out thence along
the center of the road N45 E 5 ft
to a point 29 feet from the S. part
of the pick of Mr. Allen's house
and on a curve with the S.W.
end there S 57 1/2 E 14 ft to the
center of the race bridge 26 feet west
of planting bears S 57 E thence N60 1/2
E 12 ft N57 E 17 1/2 ft to a point opposite
the 7 mile stone and 9 feet thence
from the center of the road 29 feet
from said stone N50 E 4 1/2 ft to a cur-
vest at the S corner of the E.W. wing
wall bearing N76 W N51 E 1 1/2 ft
at 56 ft the S end of the S.E. wing
wall

of the Bridge over Moore run at
49 3/4 ft the N corner of the N.E.
wing wall N52 E 66 ft N48 1/2 E 38 ft
N50 1/2 E 24 ft at a point S 41 1/2 E 5 1/4 ft
from the Southernmost corner of
Mr. Tarmans Logg House N57 E
78 ft N50 1/2 E 17 1/4 ft at 132 ft the center
of the Bridge ^{Center}
N 41 1/2 E 15 ft over the red House run at 155
the S corner of the S.E. wing
wall of said Bridge at 231 ft the
S.E. corner of the S.E. wing wall
of a bridge at 318 1/2 ft which
stone 8 feet to middle of the
road at a point N17 1/2 E 31 feet
from the Northernmost corner
of Mr. Johnsons House N51 1/4 E
58 ft to a point 90 feet from the
center of the stone part of said road
S 107 1/2 E 24 ft at 104 1/2 ft the
the 7 mile stone 16 feet to my
right N56 E 16 ft to the middle
of the Bridge over the North
East run and 10 feet from
the center of the road thence
N50 E 35 ft to the N side of
the road and 10 feet from

$$\begin{array}{r} 43\frac{1}{2} \cdot 11112 \\ 34 \cdot 188 \\ 33 \cdot \\ 114\frac{1}{2} \\ 94 \\ \hline 319.0 \end{array}$$

1	First Hill Cutting ^{& filling} to the grade & filling including the Graveling - - - - -	45-75
2	Second Hill Cutting & filling to the grade - - - Graveling ditto - - - - -	400-00 132-00
3	Third Hill Cutting & filling - - - - - Graveling - - ditto - - - - -	300-00 138-00
	Fourth Hill Cutting & filling - - - - - Graveling Ditto - - - - -	125-00 105-00
	Fifth Hill Cutting & filling - - - - - Graveling - - - - -	80-00 75-00
	Sixth Hill Cutting & filling - - - - - Graveling Ditto - - - - -	400-00 138-00
	Seventh Hill - Cutting & filling & filling - - - Graveling ditto from the Bridge to end of line 57 1/2 - - - - -	150-00 171-00
		<u>\$2259.75</u>

The following Estimates of the ~~cost of~~ ^{the} ~~cost of~~
gentlemen I have made an estimate of
of the cost of cutting down ~~and filling~~ the
Hills on the Plate Baltimore & Havre de Grace Road
from ~~there~~ ^{the} at the 11-12-13-14-15 & 16 Miles
as graded by John Paulson on the 18th
1825 ~~as follows to wit~~ and of Graveling
the Parts so cut down and filled
as follows to wit

Explanations

Grade Philadelphia

- No 1 Beginning at the East wing wall of the Bridge over the Old Furnace and having an ascent of 16 ft to D
The cutting and filling as per profiles average cutting 165 by 18 foot & 8 inches 30 wide 152 yards
- No 2 Beginning at C and running 44 ft to D ~~average cutting~~ 146 yards
- No 3 Beginning at E and running 46 ft to F cutting 18.44 yards
- No 4 Beginning at G 4 ft E of the 13 mile stone and running 35 ft to H cutting 437 yards
- No 5 Beginning at I the East end of the first Bridge in fact, field and running 25 1/2 ft to J cutting 288 yards
- No 6 Beginning at K the West abutment of second Bridge in fact, field and running westerly 43 ft to L cutting 1540 yards
- No 7 Beginning at M opposite the 15 mile stone and running 135 ft to N cutting 533 yards

The

No 1

No 1 Begins

Table of courses of ^{the} Part of the Baltimore & Anne de Grace Turn-
pike Road ~~Between~~ the Little falls of Gunpowder and Pyramus
Run Beginning for the centre of said road at the centre of the Bridge
over the Little falls of Gunpowder and running

- 1 N 55 E 40 1/2 to attack by the fence at East side of Hollingsworths lot
the first 23 1/2 p ^{with} a grade of 4° Ascent. At 4 p felled 6 1/4 feet. At 9 1/2 p Beginning
of cutting. At 12 p cut 7 1/3 ft. At 18 p cut 8 inches. At 23 1/2 p top of
ground at attack at the mouth of Poplar Lane, the remainder of the line
to 17 p with an ascent of 3° South hill side
- 2 N 40 1/2 E 99 1/4 to attack in the old road. The first 80 p South hill side to be regu-
lated. At 55 p a culvert to be raised 3 1/2 feet thence with a grade of 4° Ascent.
At 59 1/2 p beginning of cutting. At 78 p out of ground (the deepest cutting)
at the edge of the woods, at 78 p out of ground. (the deepest cutting)
is 2 1/2 feet thence regulating to the end of the line. At 92 1/2 p a water
way in the old road
- 3 N 60 1/2 E 34 along the old road to attack 26 feet N.W. of a marked Pop oak to be this line to be regulated
- 4 N 57 1/2 E 72 along the old road to attack on the North side thereof this line to be regulated
- 5 N 70 1/2 E 15 along the old road to attack 27 feet N.W. of a triple Black oak
this line to be regulated
- 6 N 82 E 19 leaving the old road to attack in the woods 24 feet from
a marked white oak South hill side this line to be regulated
- 7 N 57 1/2 E 40 to attack in the cross road leading to Poplar this line to be regulated
- 8 N 82 1/2 E 26 to attack in the old road 36 feet South from the porch of Row 3
House this line to be regulated
- 9 N 82 1/2 E 10 along the old road this line to be regulated
- 10 N 68 E 34 along the old road to a small Pop oak standing 26 feet North of a
marked Black oak to be regulated with a water way
- 11 N 68 E 99 to a marked white oak standing in a water course, At 34 p a culvert to be
built. At 82 p a culvert to be raised 3 feet thence with an ascent of 4°
At 84 p cutting commences at a small white oak sapling marked
with 9 notches. At 86 p cut 5 1/3 feet. At 90 p cut 3 1/4 feet South Hill
side. At 96 p a marked sum and white oak cut 1 1/2 feet at the
end of line top of ground
- 12 N 72 1/2 E 21 1/4 at 4° Ascent woods South Hill side
- 13 N 72 1/2 E 12 at 4° Ascent woods South Hill side
- 14 N 72 E 6 at 4° Ascent woods South Hill side this line commences at top of
ground and ends at 3 feet cutting. At end of line cut 3 feet
- 15 N 70 1/2 E 14 at 4° Ascent this line commences at the feet cutting and ends at
top of ground in the old road at a point 33 feet North of the
North corner of the Porch of the House on Prospect Hill
- 16 N 70 1/2 E 21 at 1 1/2° descent along the old road this line to be cut to an even
grade
- 17 N 61 1/4 E 31 along the old road to attack 27 feet from a marked cherry on the
S.E. side of the present road. At 4 3/4 p cut 4 feet. At 8 p cut 7 feet
At 13 1/2 p out of ground opposite a small marked white oak at 20 p
hill 1 1/2 ft. at the end of line top of ground

18. M39E 71 ^{attacked in the old road} along the old road to ^{marked} 34 1/2 feet from a marked ^{North} Damna Tree in River channel at 46 1/2 m marked ^{South} 33 feet from as Double white oak, at the end of line per 2 feet
19. M83 1/4 E 104 along the old road to attack on the right side thereof 38 feet from a large marked dead Black oak at 29 1/2 m opposite Jones House at 94 m away way
20. M89 E 50 to attack in the old road 28 feet ^{from the porch of William} from the porch of William Turners House and opposite the front door
21. M79 1/2 E 141 to attack in the old road 30 feet south from the Porch of Ely House
22. M79 1/2 E 23 1/4 to attack in the old road this line be ^{regulated to} an even grade
23. M88 E 40 to attack in the old road 36 ft from a marked Black oak
24. M77 1/2 E 37 to attack ^{in the old road} 26 feet from James McComas' Gate post
25. M65 E 92 to attack in the old road 2 m North of a marked Chestnut Tree and 3 m from the S W end of the Bridge over winter Run and about 3 1/2 feet below the level of the planking of the west end of said Bridge
26. M48 1/2 E 3 to the said Bridge
27. M48 1/2 E 7 1/2 from said Bridge to the N E end thereof
28. M48 1/2 E 3 to attack 3 ft ^{below the level of the planking of the} below the level of the planking of the East end of said Bridge and at a point at equal distance between the E & W end of the wing walls of the said Bridge
29. M7 E 96 to attack in the old road North 2 1/2 m from a marked Sweet Gum tree this line is partly in the old road and part to the south of said road at 84 m set attack south 4 1/2 m from marked maple tree
30. M68 E 140 to attack 30 feet from ^{marked} Black oak tree this line to be regulated to a grade ^{not exceeding 3°} not exceeding 3° at any place
31. M66 1/4 E 60 to attack in the old road 18 feet from a marked in Mr Billings Lea. fence
32. M72 E 41 to attack in the old road 40 feet from the North E corner of Mr Billings Lea's House ^{this line to be regulated with a water way} to be regulated with a water way
33. M69 E 35 to attack in the old road 4 1/2 feet from a marked post in the fence
34. M61 1/2 E 25 along the old road at a descent 3°
35. M80 E 37 along the old road at a grade of 4°
36. M58 E 10 along the old road at a grade of 4° at the end of this line cut 2 feet ~~At the end of the 3 preceding lines~~
37. M43 E 20 along the old road to the South East side of the The The Branch at a point 5 feet above the level of the water as it now runs, ^{on this and the 3 preceding lines the cutting is equivalent to the filling} on this and the 3 preceding lines the cutting is equivalent to the filling at the grades above stated then a cross section
38. M43 E to the point 5 feet above the water of said run which will be of sufficient width for a Bridge at that place including the Abutments walls

$$\begin{array}{r} N41E 27 \\ \underline{6} \\ 33 \end{array}$$

$$\begin{array}{r} 67 \\ 27 \\ \underline{40} \\ 15 \\ \underline{25} \\ 18 \\ 7 \end{array}$$

$$\begin{array}{r} 67 \\ \underline{40} \end{array}$$

$$\begin{array}{r} 18 \\ \underline{18} \\ 10 \end{array}$$

$$N41\frac{1}{2}E 33$$

$$N10E 18$$

$$N41\frac{1}{2}E 15$$

$$N55E 10$$

$$N65E 24$$

$$N70E 8$$

$$N88E 60$$

$$N84E 14$$

$$N70E 62$$

$$N68\frac{1}{2}E 296\frac{3}{4} \text{ to the Bridge}$$

$$\begin{array}{r} 541.3\frac{3}{4} \\ \underline{67} \\ 474 \end{array}$$

$$\begin{array}{r} 120 \\ 320 \\ \underline{1920} \end{array}$$

$$\begin{array}{r} 320 \\ 562 \\ 448 \\ 42 \end{array}$$

$$\begin{array}{r} 18 \cdot 1920 \\ \underline{1920} \end{array}$$

$$\begin{array}{r} 297 \\ \underline{20} \end{array}$$

$$\begin{array}{r} 60 \\ 74 \\ 12 \\ \underline{146} \\ 112 \\ \underline{258} \end{array}$$

$$15 \text{ Miles } \times 20 = 300$$

$$\begin{array}{r} 439 \\ \underline{19} \\ 448 \\ 320 \\ 562 \\ 448 \\ 42 \\ \underline{1820} \\ 34 \\ \underline{1854} \end{array}$$

$$\begin{array}{r} 448 \\ 336 \\ \underline{112} \end{array}$$

from the W Side of the Bridge over Gimpawder

$$S36W 3\frac{1}{2}$$

$$S47\frac{1}{2}W 7$$

$$S47\frac{1}{2}W 20$$

$$S30W 28$$

$$S36W 33\frac{1}{2}$$

$$S36- 38\frac{1}{2}$$

$$\begin{array}{r} 234 \\ 58 \\ 30 \\ 9 \\ \underline{337} \end{array}$$

$$\begin{array}{r} 88 \\ 66 \\ 156 \\ \underline{310} \end{array}$$

	D	L	Width
2 alut	5-	23 1/2	3
1 d°	5-	23 1/2	"
		470	
		<u>5-</u>	
		235	
		<u>2</u>	
		705	705

2 wlo	5-	22	3
2 d° d°	5-	25	"
		47	
		<u>5-</u>	
		235	
		<u>2</u>	
		705	705

2 wlo	3.6	22	2
2 d°	" "	25	"
		47	
		<u>3</u>	
		141.6	
		<u>23.6</u>	
		164.4	
		<u>2</u>	
		229	329

3- Bridge
 Planking 22 by 13 1/2
 297 1739.2 100
 196.68 (66.1/4)
 1782
 1848
 1782
 66

2 alut	6	50	3
4 wlo	6	60	"
		180	
		<u>60</u>	
		1980	2980

4 wlo	3 1/2	60	2
		<u>180</u>	
		210	
		<u>2</u>	
		420	420

6 Bridge
 Planking 22 by 15
 297 2880.0 (96.95/100)
 2673
 2070
 1782
 2880

	D	L	Width
2 alut	11	48	4 1/2
2 wlo	"	40	"
		88	
		<u>11</u>	
		88	
		<u>88</u>	
		968	4 1/2
		3872	
		<u>484</u>	
		4356	4356

2 wlo	11	36	4 1/2
		<u>11</u>	
		36	
		<u>36</u>	
		396	4 1/2
		<u>1384</u>	
		198	
		1782	1782

4 wlo	4	76	2
		<u>4</u>	
		304	
		<u>2</u>	
		608	608

297 7975.2 (268.1/3)
 59.44
 2035
 1782
 2532
 2376
 1560

2475 1739.00 (68.72)
 1485.0
 284.00
 1732.5

74 50 2470 1739.00 (70.68)
 159 50
 1600
 1732.5
 6.900

14 Miles. 142 β
 to the beginning of the
 third contract in fact
 field - then

LN 55 E 10 β
 LN 65 E 24

LN 70 E 8 β
 LN 88 E 60 β
 M 84 E 14 β

184
 176
 152
 24

640
 079
 900
 046
 600

N 70 E 62 β to 15th Mile
 N 68 $\frac{1}{2}$ E 296 $\frac{3}{4}$ β to the
 Miller Falls Bridge

184
 7.4
 7.2
 0

296
 778
 474 $\frac{3}{4}$ 320
 258
 244

320
 142
 178

28
 46
 22

258
 72
 71
 48
 141
 176
 192

184
 60
 14
 10

441
 176
 320

721
 176
 47
 201
 27

74
 101
 176

960
 971
 1130

N 30 $\frac{3}{4}$ E 42 ft Bridge

N 33 $\frac{1}{2}$ E 60

N 35 $\frac{1}{2}$ E 74 ft

N 44 E 144 at 12 ft Bridge
320 the 11th mile 15 feet

N 44 $\frac{3}{4}$ E 100 ft

N 51 E 42 ft

N 37 E 34

N 10 E 14 ft

N 29 E 38 ft to junction

N 35 $\frac{1}{2}$ E 90 ft to the 12th mile

N 31 $\frac{1}{2}$ E 80 ft Hawks Bay
2 ft in advance of the
Barr

N 31 $\frac{1}{2}$ E 240 ft 13th mile

N 33 $\frac{1}{2}$ E 278 ft to the free

School Road — N 36 E 72 N 30 E 28
N 47 $\frac{1}{2}$ E 27 N 36 E 31 1/2 ft

320

278

42

86

123

14th Mile mark a

Ropec

14 miles 86 $\frac{1}{2}$ ft to the

West end of the bridge

Notes of the Grades of
the several Hills on the
Baltimore & Havre De
Grace Turnpike Road
East of the old Furnace
Run

Notes of the Grade of Section No 2 Commencing opposite a white oak East of Hawkins, and run 44 1/2 p with 4° ascent at 6 p fill 5 feet at 23 1/2 p end of filling and beginning of cutting at 30 p cut 4 feet at 37 p cut 7 feet at 42 p cut 3 feet at 44 1/2 p out of grounds ~

Notes of the Grade of Section No 3 commencing east of the first Bridge East of Hawkins and running with 4° degrees ascent at 6 p fill 3 feet at 18 p end of filling and beginning of cutting at 29 p cut 4 feet at 46 1/2 p out of grounds ~

Notes of the Grade of Section No 4 commencing 4 p east of the 13 Mile Stone and running 35 p at 5 p fill 2 feet at 16 p end of filling and beginning of cutting at 31 p cut 2 1/2 feet at 35 p out of grounds ~

Notes of the Grade of Section No 5 Beginning at the east end of the first Bridge in Hards field East of the Great Falls and running 25 1/2 p at 4 p fill 1 foot 9 inches at 14 p end of filling and commencement of cutting at 21 p cut 2 feet 9 inches at 25 1/2 p out of grounds ~

Notes of the Grade of Section No 6 Beginning ~~at the~~ the planking of 2nd Bridge in Hards field and running with 4° degrees ascent westerly 43 p at 14 1/2 p commencement of cutting at 17 3/4 cut 1 foot at 40 1/2 p cut 6 feet at 43 out of ground

Notes of the Grade of Section No 7 Beginning 6 feet above the present planking of the 2nd Bridge in Hards field and running 22 p to a point opposite the 13 Mile Stone then with an ascent of 4° degrees 35 1/2 p at 8 p fill 2 1/2 feet at 16 p end of filling and beginning of cutting at 30 p cut 3 feet at 35 1/2 p out of grounds ~

Graded the 1st Sept 1835

8 $\frac{1}{2}$ feet

North of
the Curve of
the Sugar
House

~~8 1/2 feet~~

4 2-4

4

2 3 2

2 11 7

29-1

2 4 14

4

3 7

2-1

331 10
765-11

7-1-1
7-2-1
7-3-1
7-4-1
7-5-1
7-6-1
7-7-1
7-8-1
7-9-1
7-10-1
7-11-1
7-12-1
7-13-1
7-14-1
7-15-1
7-16-1
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7-94-1
7-95-1
7-96-1
7-97-1
7-98-1
7-99-1
7-100-1

Hairkins Hill after the filling is completed The balance
of the digging to be carried to near the Bridge ~~and~~ on the hill
d Easterly

the Hill in good field to be cut at its Summit 6 feet and
Carried to the East Bridge which is to be Raised 5 feet
and when the filling on the West Side is completed the
surplus east to be Carried over the bridge to the hill
Ascending Easterly which surplus together with a
surplus that will be ~~an~~ in May will be
sufficient to bring the Hill east of the bridge ~~to a~~
~~near~~ nearly to a straight grade and under 4° degree

Johnsons Orchard

1000

300 $\frac{1}{2}$
123.9
470.3

26-9

N52 E 66 f

N48 E 28 f

~~N50 E 51 f~~

to point opposite the Corner of Tammans Tavern

31 ~~N47 E 78 1/2~~ to point North West ~~29~~ 29 feet from the 6 mile stone

51

N50 E ~~47~~ 320 f to point ~~28~~ 28 feet NW of the 6 mile stone

Sale N50 1/4 E 154 f to point opposite Johnsons Tavern

N57 3/4 E 166 f to point 26 feet NW from the 7 mile stone

~~N56 E 46 f to the~~

Sale N57 1/4 E 20 f

~~N56 E 16 f to the centre of the Bridge over North East Run~~

N51 E 35 f to the centre of the Bridge over Stearns Mill Race

N52 E 72 f

N62 E 13

N79 E 12 1/4

N88 E 5

N75 1/2 E 22 1/4

N60 E 14

N47 1/2 E 9 1/2 f to point opposite the 8 mile stone

Sale N47 E 131 1/2 f

N49 E ~~48~~ f to opposite the stone placed where Heeps the

Huge Driveway was murdered by Hutton & Bull Mail Robbers

Sale N49 1/4 E 120 1/2 f to opposite the nine mile stone and 25 feet therefrom

~~N50 E 86 f opposite Mr John Buckers place~~

Sale N50 E 86 f

N47 1/2 E 114 1/2 f

N45 E 33 f

N31 E 35 f

53 N3 2 E 43 1/2

to point opposite the 10 mile stone and

thirty 32 feet short of the corner of the Gato house

34 N30 3/4 E 42 f to the centre of a Bridge

N33 1/2 E 60 f

N35 1/2 E 74 f

N44 E 12 f to the Bridge over the white mark run

Sale N44 E 132 f

320 the 11 miles

N44 3/4 E 100 f

N51 E 42 f

N37 E 34

N10 E 16

N29 E 38 f to the Bridge over the furnace run

N31 1/2 E 90 f to the 12th mile

320

Sale N31 1/2 E ~~80~~ 320 f to the 13th mile stone

N 33 1/2 E 68 ft
 N 46 E 210 ft to the free School Road
 Side N 36 E 42 ft to the 14 mile stone

162
 86 1/2
 75 1/2
 6 1/2

48
 18
 66

Side N 36 E 28 ft

N 30 E 28 ft

N 47 1/2 E 27 ft

N 36 E 3 ft to the west end of the Bridge across Great Impawder River

across the River

N 36 E 12 ft

N 41 E 25 ft

N 14 E 11 ft

N 10 E 18 ft

N 45 E 9 1/2 ft to the

N 55 E 10 ft

N 65 E 24 ft

N 70 E 8 ft

N 88 E 60 ft

N 84 E 14 ft

N 70 E 4 ft

to the 15 mile mile 2 1/2 ft of the Bridge

N 68 1/2 E 316 ft to the West end of the Bridge across Little

Impawder River crossing the Bridge

then crossing the Bridge

N 60 E 76 ft to the East end here of the

Side N 55 E 40 1/2 ft

N 40 1/2 E 99 1/4 ft

N 60 1/2 E 54 ft

N 57 1/2 E 72 ft

N 70 1/2 E 15 ft

N 82 E 19 ft

N 67 1/2 E 40 ft

N 82 1/2 E 26 ft

N 82 1/2 E 10 ft

N 65 E 30 ft

N 52 1/2 E 62 ft to a stake in the centre of the old Road then along the

old Road N 71 1/2 E 57 ft then

N 77 E 95 ft

N 59 E 73 ft to a point 34 1/2 feet from a Damson tree

N 83 1/2 E 104 ft to a point 38 feet from a large Oak

N 29 E 50 ft opposite William Turner's

64
 45
 19
 62
 57
 119
 114

1	the first ^{Small} Bridge from the ten mile stone without ^{any wing walls} ----- Measure -----	25
2	The Bridge over White Marsh in its Present Situation ^{of the wing walls} not shown -----	107-
3 *	The Bridge over the furnace run -----	272-13
4	The Next Bridge Measure -----	96-24
5	The Next Bridge East of Hawthorn -----	70-60
6	The small bridge between the free school Road and Gunpowder -----	27-24
7	The first Bridge East of the Great falls -----	79-13
8	The 2 ^d Do Do Do -----	111-19
9	The 3 ^d and Last ditto -----	96-24
		890-0.75

* I had doubts in my mind as to the depth of the foundation of the bridge over the old furnace run and interrogated the man who dug ^{out} the foundation he being present with me ~~and made the report~~ and on whose report I made the estimate

Distances from the Little Falls to Winton
Run by the Old Roads 1194

7
48
36
200
106
18
36
250 to bridge
1913
118
88
102
37
520
2280
2240
40

By the observations I have made
on the survey I am of opinion that
to run from the Little Falls along the
red dotted line to the old Road at ~~A~~ ^A
thence along the Road to B - C thence
to D nearly with the red line thence to E thence
to F at Elys and thence along the Present Road
to the Bridge at G will be carrying the
Road across ~~the~~ the most advantageous ground
(and will not lengthen ~~the~~ ^{more than about} be 40 ft farther than
the straight line)

1818 June 22

Commenced running the
Road from Hart's Tavern
to the Bridge on the
Great Gully

Beginning at the
Centre of the Present
Road opposite Hart's
Camp and run

S 20 E 80 p Highest Ground

136 p 134 p to S 10 W

2 p E of a Spruce Wood
Bush which will require

the line will require one

to slope the Course so as to

be 3 p More Eastwardly than

S 12 1/4 E 38 1/2 p to a white

side 16 p feet from a white

oak thence S 11 1/2 W 34 p

S 92 W 7 p to Spruce

Wood (these two in one)

S 8 W 12 p ^{5 feet east of} a chestnut

5 feet East

S 13 W 8 p S 21 W 8 p

S 17 W 10 p 5 feet E of

a Chestnut and black

oak S 8 W 12 p

S 10 E 10 p S 15 E 22 p

to the line between stone

and gravel further than

along said line S 24 E 48 p

to a hickory 6 p E of End

Ground S 16 W 14 p along

black oak with a Bush

and a small Hickory

near it thence

S 20 E 50 p at 40 p

thence the line 3 p to

to 3 p more west past the

end of 50 p —

thence S 19 1/4 W 22 p end

3 p West of the run

thence same 6 p further

S 40 W 14 p thence 3 p west

of the run line ends at a

white oak sapling

S 7 1/2 W 14 1/2 p a black

3 p W of the run

S 43 W 8 p S 81 W 18 p 1 p

forward of a becomer

thence E of the run S 14 E 12 p

to 51 p to a stone 50 feet

E of Geo. Haworth's Spring

house

at 86 p crossed the

Town Road

at 120 p crossed to W

side of the run

at 146 p the

black oak sapling and

root on a rocky hill side

the run about 5 p East of

the trees

at 166 p a beech tree on

S side of the run

at stone heap at end of line

thence

S 87 1/2 E 30 p

N 85 1/2 E 29 1/2 p to open

20 feet North of the

white oak and stone

Memorandum from
Hart's Tavern of a Road

Mounts Road

1
 abutments - 48 by 7 - 3
 wing walls 48 by 7 - 3
 4 Setts 48 - 4 2

$$\begin{array}{r}
 100 \\
 27 \\
 \hline
 673 \\
 2016 \\
 \hline
 2689 \\
 2475 \\
 \hline
 240000 \\
 22275 \\
 \hline
 17250 \\
 17250 \\
 \hline
 14850 \\
 400 \\
 \hline
 \end{array}
 \quad
 \begin{array}{r}
 48 \\
 4 \\
 \hline
 89\frac{1}{2} \\
 384 \\
 \hline
 \end{array}
 \quad
 \begin{array}{r}
 96.24 \\
 \end{array}$$

abutments 47-6 by 7-3
 wing walls - 68 by 7-3
 Setts 68 - 3

$$\begin{array}{r}
 115 \\
 7 \\
 \hline
 803 \\
 22\frac{1}{2} \text{ Setts } 2415 \\
 261 \\
 2475 / 267600 \\
 2475 \\
 \hline
 20100 \\
 19800 \\
 \hline
 1900 \\
 111-19
 \end{array}$$

abutments 47-6 by 7-3
 wing walls - 39-6 - 7 3
 wing walls - 39-6 - 3 -

$$\begin{array}{r}
 395 \\
 3 \\
 \hline
 118.5 \\
 1942 \\
 \hline
 13.2 \\
 151.4
 \end{array}
 \quad
 \begin{array}{r}
 2475 / 196840 \\
 17325 \\
 \hline
 23590 \\
 22205 \\
 \hline
 1385
 \end{array}
 \quad
 \begin{array}{r}
 79.138 \\
 \end{array}$$

abutments 46-5-3

$$\begin{array}{r}
 46 \\
 230 \\
 \hline
 2475 / 64000 \\
 4950 \\
 \hline
 19500 \\
 1472 \\
 \hline
 317554
 \end{array}
 \quad
 \begin{array}{r}
 27.21 \text{ feet} \\
 \end{array}$$

abutments 47 5-3
 wing walls 47 5 3
 Setts oblong Grand 47 3 1/2 - 2

$$\begin{array}{r}
 47 \\
 5 \\
 \hline
 3.5 \\
 23.5 \\
 \hline
 141 \\
 164.5 \\
 \hline
 329
 \end{array}
 \quad
 \begin{array}{r}
 2475 / 173900 \\
 16820 \\
 \hline
 5700 \\
 4950 \\
 \hline
 750
 \end{array}$$

abutments - 50-6-3
 wing walls - 60-6-3
 Setts 60-3 1/2 2

$$\begin{array}{r}
 110 \\
 6 \\
 \hline
 663 \\
 1980 \\
 \hline
 420 \\
 2475 / 240000 \\
 22275 \\
 \hline
 17250 \\
 14850 \\
 \hline
 2400
 \end{array}
 \quad
 \begin{array}{r}
 96.24 \\
 \end{array}$$

abutments - 48-11 1/2
 wing walls - 76-11 1/2
 Setts 76-11 2

$$\begin{array}{r}
 304 \\
 4 \\
 \hline
 608
 \end{array}
 \quad
 \begin{array}{r}
 124 \\
 11 \\
 \hline
 124 \\
 124 \\
 \hline
 1364 \\
 5486 \\
 \hline
 6138 \\
 608 \\
 \hline
 674600 \\
 4950 \\
 \hline
 117965
 \end{array}
 \quad
 \begin{array}{r}
 2475 / 674600 \\
 4950 \\
 \hline
 117965
 \end{array}
 \quad
 \begin{array}{r}
 242.13 \\
 \end{array}$$

$$\begin{array}{r}
 2475 \\
 179600 \\
 14850 \\
 \hline
 31100 \\
 17325 \\
 \hline
 2275
 \end{array}$$

$$\begin{array}{r}
 350 \\
 4950 \\
 \hline
 1300
 \end{array}$$

	L	D	W	W		
1 abutment	24	7	3		96	48
1 do	24	"	"	"	87 2/3	19 2/3
4 to wall	48	"	"	"	201 6	38 4
4 D	48	4	2		384	
					2400	

First Bridge 96.95/100 (Span 17 1/2) 24 95

297 28800 (96.95)
 2673
 2010
 1782
 2880
 2673
 2070

1 abutment	23.8	7	3		113.5
1 D	23.10	"	"	"	808 5
1 wing wall	17	"	"	3	425 5
1 do do	17	"	"	"	12
1 "	17	"	"	"	291 06
1 "	17	"	"	"	3978
					33084

297 33084 (111)
 297
 338
 297
 414
 297
 1170

1 do do	17	3	2	1 1/2	51	102
1 do do	17	"	"	1.8	51	102
1 do do	17	"	"	2	34	42.8
1 do do	17	"	"	1.10	85	331 6
					3978	

2 Bridge 111 1/2 planking 17 1/2 by 22 1/2

14 3/4
 51
 346
 436

	L	D	W	W	
1 abutment	24	7	3		87
1 D	23.6	"	"	"	60 93
2 abutment	20	"	3		182 7 1/2
2 D	19.6	"	"		219 24
					112 22 1/2
					231 46 1/2

297 23146 1/2 (87)
 2079
 2356
 2079
 2770

2 Bridge 77 3/4

20
 19.6
 336
 12 1/2
 10 140 1/2
 12
 1222 1/2

14 7 1/2
 8 4 1/2

	L	D	W	W
abutments	23	5	3	
	5			
	11 5			
	3			
	345			

297 4140 (13.98)
 297
 1170
 898
 2790
 2673
 1170

2 Bridge 13 1/2 planking 13 1/2 by 3

44	22
26 4	6
79 2 1/2	132
2504 (32 2/3)	396
881	12
794	297 4752 (26)
594	297
2000	1782
	1782

4752
 297 9504 (2)
 594

248
 666
 396

$$\begin{array}{r} 86 \frac{1}{4} \\ 8 \frac{1}{2} \\ \hline 75 \end{array}$$

$$\begin{array}{r} 142- \\ 95 \\ \hline 47 \end{array}$$

27

20

33

$$\begin{array}{r} 10 \\ \hline 43 \end{array}$$

$$\begin{array}{r} 15 \quad 2963 \\ 14 \quad 95 \\ \hline 1 \quad 201 \quad \frac{3}{4} \\ 4 \\ \hline 1-15 \quad 3 \\ 32 \\ \hline 47-4 \end{array}$$

$$\begin{array}{r} 14 \quad 86 \quad 320 \\ 13 \quad 278 \quad 506 \\ \hline 128- \end{array}$$

$$\begin{array}{r} 320 \\ 202 \\ \hline 522 \\ 539 \\ \hline 18 \end{array}$$

$$\begin{array}{r} 3 \\ 7 \\ 20 \\ 28 \\ 33 \frac{1}{2} \\ 38 \frac{1}{2} \\ \hline 130 \\ \hline 128 \frac{1}{2} \\ \hline 1-\frac{1}{2} \end{array}$$

$$\begin{array}{r} 15 \quad 297 \\ 14 \quad 142 \\ \hline 155 \\ 320 \\ \hline 475 \\ 461 \\ \hline 14 \\ 12 \\ \hline 2 \end{array}$$

17-

$$\begin{array}{r} 56 \\ 48 \\ \hline 8 \end{array}$$

$$\begin{array}{r} 347 \\ 67 \\ 57 \\ \hline 461 \\ 12 \\ \hline 3 \end{array}$$

$$\begin{array}{r} 58 \\ 47 \\ \hline 105 \\ 539 \end{array}$$

from the Little fall to top of hill
by the old runway — — — 483
from Dello to Ditto by Lobsenz — $\frac{474}{9}$ Short 9-

from top of hill to Bridge 56
from ditto by Lost run $\frac{48}{9}$
Differ

$$\begin{array}{r} 8 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 248 \\ 130 \\ \hline 118 \\ 278 \\ 217 \\ \hline 61- \end{array}$$

$$\begin{array}{r} 278 \\ 190 \\ \hline 88 \end{array}$$

incl Survey 1194 ~~1136~~ B

1194

5-8

Have de Gap
Road from the Little Falls to
Binhams Run

Amos de Gap
15
Binhams Run
Amos de Gap