

NAME Causeway

Class _____ Course _____ Party _____

~~515~~

1462

FIELD NOTES

No. 403 P

ESPECIALLY ADAPTED

TO THE USE OF

ENGINEERING STUDENTS .

EUGENE DIETZGEN Co.

MANUFACTURERS

DRAWING MATERIALS

MATHEMATICAL AND SURVEYING INSTRUMENTS

MEASURING TAPES

CHICAGO SAN FRANCISCO NEW YORK
NEW ORLEANS PITTSBURGH

MICROFILMED

DEC 23 1964

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North Abut. of Brdg. #2 - - - - 1
Staking Plan - Bents - 110+80 - 111+15 - 2

Bridge #1 - May 27 - - 17

Long Curve at Dyke - - 19

Profile
Bottom of Bay Sta 70 to 73+30 8

Grade Stakes - 70+00 Back to 60+00 - 7

" " - 60+00 Back to 50+00 - 9

Extended Sections 58+50 Back to 55+00 31

Bridge #2 - Bent Elevations - 11

Stationing of Nails at Either End of Bents - 14

111481.83
41.17

111440.66

11181.83
41.17

11172.300

Elevations for Bldg #2
taken from

B.M. #9 - Elev. = 27.50

See Page # 27

111449.55

BOOK # 391

111481.83
111449.55

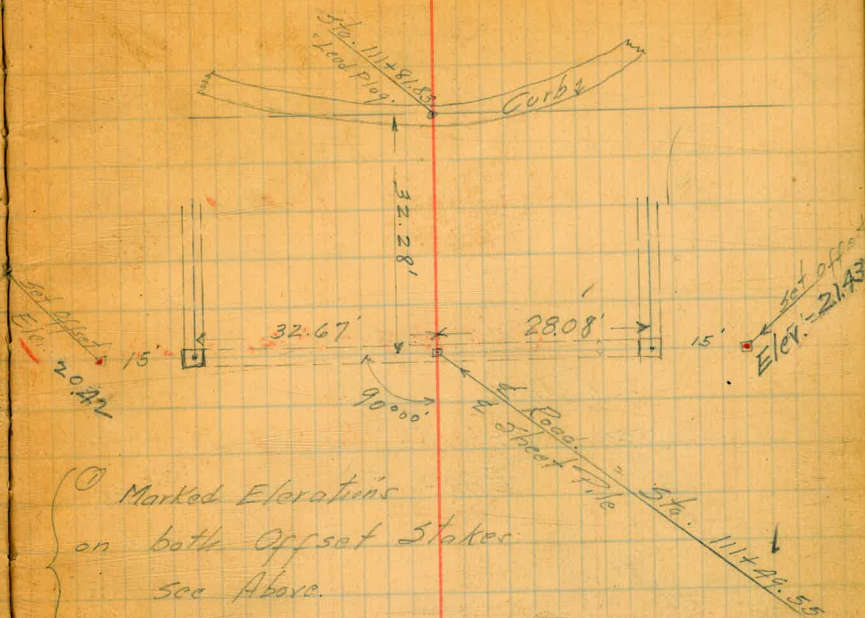
32.28

- Jan. 21-1930 -

Party { O.S.T.
ANDERSON
BOB Watson

{ Checked and restaked
Beet # 1 at Sta. 111449.55

Set B.M. Elev. = 28.34 = New Const. ①
Light. Std. Bore. ← B.M.



① Marked Elevations
on both Offset Stakes
see Above.

② Offset Stakes
are relative to intersection
of ϕ of Abut. Pile & Counter Pile
and 15' distance of Rt Ls.

Time = 3 hours
Dec. 26-28

{ 093
Andy
In De
delaware

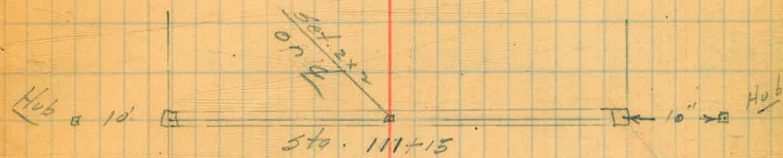
111449.09 = ϕ Hub.

Set R.P.s on
Bents - Sta. 110+80 - 111+15
at 100' distance
East & West
of Roadway

(2)

Note -

{ Set offset stakes 10'
from Center of End Piles
Marked station and showed no
Elevations, Cuts, or Fills



19.50
← 19.50x 19.50 →



Dec. 23, 1928.

- ① Set up Sight in Mud Flat
- ② Referenced Controls on Crown Point

Time = 8 hours

1928
Lindy
Wally
delaware

	+	-	H.I	Elev.
B.M				28.34
T.P.	1.34		29.68	
		10.99		18.69

0.36 19.05

T.P.	11.40			7.65
------	-------	--	--	------

0.57 8.22

B.M.	-8.14		0.14	Top. 4x4 Sta
------	-------	--	------	--------------------

Corrected - 093

Jan. 21-1930

West.

on Curb $111+84.8^3$ 21.75' Nail in pavement

Hub top
of bank
on line,

$111+15^0$ 21.75' Hub
B.M.
4x4
post.

Post opp. (East)
 $111+14^-$

$110+80$ 21.75' Hub.

21.75' Flag

Sta.	+	H.I.	Grade	Elev.
B.M.				010
	6.35	6.45		
102+75			2.9 ✓	
102			2.8 ✓	
101			2.7 ✓	
100			2.6 ✓	
99			2.5 ✓	
98			2.4 ✓	
97			2.3	503
96			2.2	513
95			2.1	523
94			2.0	533

B.M. = 4x4 at Crown Point.

$$\begin{array}{r}
 645 \\
 386 \\
 \hline
 259 \\
 474 \\
 \hline
 733
 \end{array}$$

Sta.	+	H.I.	Grade	Elev.
93			21	✓
92			22	✓
91			23	✓
90			24	464 ✓
89			25	454 ✓
88			242	462 ✓
87			234	470 ✓
86			226	478 ✓
85			218	486 ✓
84			210	494
83			202	502 ✓

{ B.M. - East End of North
 { Bent of Brdg #1 = Elev. = (-1.23)

704
 499
 - 2.05 = Elev.
 460
 665 = H.I.
 723
 - 1.08 = Elev.
 1.34
 + 0.26 = H.I.

733 = H.I.
 414
 - 3.21
 3.83
 - 7.04 = H.I.
 230
 4.74

665
 788
 72
 - 1.23

Sta.	+	H.I.	Grade	Elev.
70+00			2.17	168
+50			2.20	
69+00			2.13	174
+50			2.27	
68+00			2.30	181
67+50			2.33	
67+00			2.28	179
66+00			2.23	
66+00			2.18	169
65+50			2.13	
65+00			2.08	159
64+50			2.03	
64+00			1.98	
63+50			1.93	
62+85			1.87	

F 4.36 if marked 7-10

~~F 3.48~~

~~F 3.62~~

~~F 3.58~~

F 3.38

F 3.18

~~3.19
3.68~~

+ 0.49 = HI

1.38

- 0.89 =

B.M. → 0.K

East End of first
Bent on Brdg. #1

~~Grade~~ Void
B.M. 0.K.

See Next Page

	HI	Grade	
70 to 100		2.17	+2.07
69	(+0.10)	2.23	+2.13
68		2.30	+2.20
67		2.28	+2.18
66		2.18	+2.08
65		2.08	+1.98
64		1.98	+1.88
63		1.84	+1.74
62		1.9	+1.8
61		2.2	+2.1
60		2.3	+2.2

West

F-6.1
45F-6.3
45F-6.3
45F-6.4
45-6.3
45-6.2
45-6.0
45-5.9
45-6.1
45-6.2
45-6.2
45

F.50

F4.0

F4.0

F4.0

-4.0

-4.0

East 7

F-6.6
40F-6.5
40F-6.4
40F-6.4
40-6.4
40-5.1
40-5.2
40-6.1
40-6.1
40-6.2
40

Set in R.P. Comp. Mon. 2

Set in Comp. Mon. Sta 62+90±

Conn. Mon. Appx 3'

Set in R.P. Comp. Mon.

85' 100'

Profile 4
Sta. 70+00 to

Sta. + HI. - Elev.

B.M. -3.19

+5.41 +2.22

70+00

4.8

+2.6

-5.5

70+60 -

9.2

-7.0

71+00

9.6

-7.4

71+35

11.0

-8.8

71+50

10.1

-7.9

72+00

9.1

-6.9

72+50

9.0

-6.8

73+00

7.7

-5.5

73+30

7.4

-5.2

B.M. # 7- Spk. Top 4x4 - 75'-W- 70+00

See Page # 9 - Orig. B.M. Books

On Fill Not original surface

End of Bridge (Temporary)

Sta.	H.T.	Grade	N.E. Curb Grade	S. W. Curb Grade	West	East 9
59	+0.12	2.4	2.4		-6.1 50	-6.1 50
58		2.5	2.5		-6.1 45	-6.1 50
57+41.75↑ = Equation			2.5	3.0	-8.0 2.5	-6.1 50
56+63.80↓		0-00	—	—		
56		0-55 43	2.4	3.0	-8.9 35	-6.1 50
55+50	(+0.69)	1-38	2.3	2.9	-7.5 30	-5.1 50
55		2-21	2.3	2.9	-8.9 50	-5.8 50
54+50		3-04	2.1	2.8		
54		3-47	2.1	2.8	-6.4 50	-5.8 50
53+50		4-30	2.0	2.8	50	
53		5-13	1.9	2.7	-6.4 50	-6.1 50
52+50		5-56	1.9	2.7		

Bent Elevations			
Bent No	+	H.I.	- Elev.
B.M.			2.37 - 1.01 = IRON PIN
44		+1.31	
43			
42			
41			
40			
39			
38			
37			
36			
35			
34			
33			
32			
31			
30			
29			
28			
27			
26			
25			
24			
23		+1.31	

East Side		E of Bridge		West Side	
East Rod	East Elev.	E Rod	E Elev.	West Rod	West Elev.
8' East E Bent # 43					
			2.46 - 1.15	2.42 - 1.11	
	2.36 - 1.05		2.39 - 1.08		2.36 - 1.05
	2.37 - 1.06		2.41 - 1.10		2.37 - 1.06
	2.36 - 1.05		2.33 - 1.02		2.36 - 1.05
	2.39 - 1.08		2.34 - 1.03		2.37 - 1.06
	2.31 - 1.00		2.31 - 1.00		2.30 - 0.99
	2.31 - 1.00		2.36 - 1.05		2.30 - 0.99
	2.32 - 1.01		2.33 - 1.02		2.30 - 0.99
	2.34 - 1.03		2.27 - 0.96		2.33 - 1.02
	2.33 - 1.02		2.29 - 0.98		2.32 - 1.01
	2.35 - 1.04		2.26 - 0.95		2.35 - 1.04
	2.31 - 1.00		2.33 - 1.02		2.30 - 0.99
	2.28 - 0.97		2.27 - 0.96		2.33 - 1.02
	2.35 - 1.04		2.23 - 0.92		2.30 - 0.99
	2.30 - 0.99		2.32 - 1.01		2.32 - 1.01
	2.30 - 0.99		2.25 - 0.94		2.27 - 0.96
	2.30 - 0.99		2.28 - 0.97		2.32 - 1.01
	2.31 - 1.00		2.27 - 0.96		2.26 - 0.95
	2.27 - 0.96		2.24 - 0.93		2.25 - 0.94
	2.23 - 0.92		2.11 - 0.80		2.16 - 0.85
	2.24 - 0.93		2.10 - 0.79		2.11 - 0.80
	2.24 - 0.93		2.17 - 0.86		2.08 - 0.77

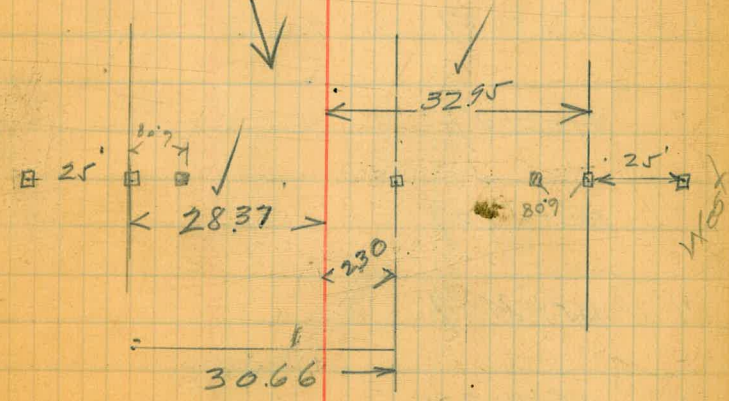
Sta.	H.I.	53.37' East of £	57.95' West of £
111433.10		<u>No stake</u>	<u>No stake</u>
111427.07	H.I.	Elev. +3.21	Elev. +1.01
	(3.17)	<u>No stake</u>	<u>No stake</u>
111417.61		<u>No stake</u>	<u>No stake</u>
111411.53		Elev. -1.89	Elev. -0.94

111433.10 = £ Underpass Piling

	+	H.I.	-	Elev.
13.14	3.03	+3.17		+0.14

Lat-out

EAST



North

Stationing along Bridge #2

Nails set 21.75 Easterly
 and
 Nails set 22.50 Westerly } of $\frac{1}{2}$

Station 110+71.07

110+80

" 110+06.07

110+45

110+10

1

109+75
 Feb. 17 - 1930

109+40

" 109+31.07

1093

" 108+61.07

108+87.67

108+52.67 ✓

" 107+91.07

108+17.67 ✓

107+82.67

" 107+21.07

107+47.67

107+17.67

" 106+51.07

106+77.67

106+42.67

" 105+81.07

106+07.67

105+72.67

" 105+11.32

105+37.67

105+02.67

" 104+41.07

104+67.67

104+32.67

Stationing along Bride #1
 Nails set 22.50 Easterly of $\frac{1}{2}$
 and
 Nails set 25.00 Westerly of $\frac{1}{2}$
 False work.
 Bent No H.I.

BM Nail in
 Top 6x6 90' West
 Sta. 82+50
 Elev. = -3.13

BM Nail in
 Top 6x6 90' West
 Sta. 82+50
 Elev. = -3.13

BM E. End - Bent #21
 Elev. = -0.82

-2.05
 +1.25
 -0.82
 +2.47
 +1.65

1	+1.65
2	"
3	"
4	"
5	"
6	+1.65
7	"
8	"
9	"
10	"
11	"
12	"
13	"
14	+1.65
15	"
16	"
17	"
18	"
19	"
20	+1.65
21	+1.23
22	"
23	"
24	+1.23

Sta. 82+50
 22.50 Easterly - Elev. =
 25.00 Westerly - Elev. =

2 x 2 Part with Nail - 30' Westerly
 Elev. = 0.0000

East.

$\frac{1}{2}$

West

15

E. Rod	E. Elev.	$\frac{1}{2}$ Rod	$\frac{1}{2}$ Elev.	W. Rod	W. Elev.
2.60	-95	2.46	81	2.51	86
2.67	-1.02	2.45	80	2.49	84
2.50	85	2.51	86	2.50	85
2.46	81	2.37	72	2.36	71
2.40	75	2.33	68	2.38	72
2.37	72	2.48	83	2.52	87
2.49	84	2.57	92	2.56	91
2.50	85	2.57	92	2.56	91
2.51	86	2.51	86	2.54	89
2.56	91	2.49	84	2.54	89
2.50	85	2.54	89	2.54	89
2.55	90	2.54	89	2.56	91
2.45	80	2.47	82	2.50	85
2.53	88	2.53	88	2.50	85
2.42	79	2.50	85	2.53	88
2.55	90	2.54	89	2.57	92
2.56	91	2.46	81	2.47	82
2.54	87	2.53	88	2.55	89
2.54	89	2.54	89	2.55	89
2.55	90	2.60	95	2.45	80
2.07	84	2.15	92	2.13	90
2.08	85	2.10	87	2.09	86
2.10	87	2.11	88	2.07	84
2.12	89	2.11	88	2.21	98

Bridge # 1 -
False Work Bents

False Work
Bent No H.I.

25 +1.23

26 "

27 "

28 "

29 "

30 "

31 "

32 "

33 "

34 "

35 +1.23

36 "

37 "

38 "

39 "

40 "

41 +1.23

42 "

43 "

44 "

45 +1.23

74+08.58
35
74+43.58 ✓

74+43.58 ✓
69.80
73+73.78

74+43.58 ✓
8.75

74+34.83 ✓
70

73+68.00 ✓
73+50.49
14.34
17.51

74+08.58 - Station

East

West 16

E. Rod E. Elev. Rod Elev. West Rod W. Elev.

2.14₂₃ - .91 2.05 - .87 2.17 - .94

2.03₂₃ - .80 2.05 - .87 2.01 - .78

2.11₂₃ - .88 2.07 - .84 2.14 - .91

2.10₂₃ - .87 2.10 - .87 2.14 - .91

2.16 - .93 2.17 - .89 2.00 - .77

2.08 - .85 2.13 - .90 2.19 - .96

2.11 - .88 2.10 - .87 2.11 - .88

2.08 - .85 2.10 - .87 2.08 - .85

2.03 - .80 2.10 - .87 2.05 - .87

2.07 - .85 2.07 - .84 2.05 - .87

2.05 - .87 2.13 - .90 2.15 - .97

2.07 - .84 2.08 - .85 2.11 - .88

2.10 - .87 2.05 - .87 2.17 - .89

2.08 - .85 2.04 - .81 2.06 - .83

2.09 - .86 2.03 - .80 2.01 - .78

2.10 - .87 2.06 - .83 2.01 - .78

2.10 - .87 2.08 - .85 2.06 - .83

2.07 - .84 1.99₂₃ - .77 2.12 - .89

2.07 - .84 2.13 - .90 2.07 - .84

2.12 - .89 2.07 - .84 2.08 - .85

2.07 - .85 2.04 - .81 2.02 - .79

Attention Mr Watson

This work done May 27th.

Set 2"x4" stakes - 15' at

Right Angles to \perp at
Station 73+65⁰⁰

Elev. of East Hub (Nail) = +3⁹⁵

Elev. of West Hub (Nail) = +4⁰⁸

\perp Dope

on


Bridge # 1

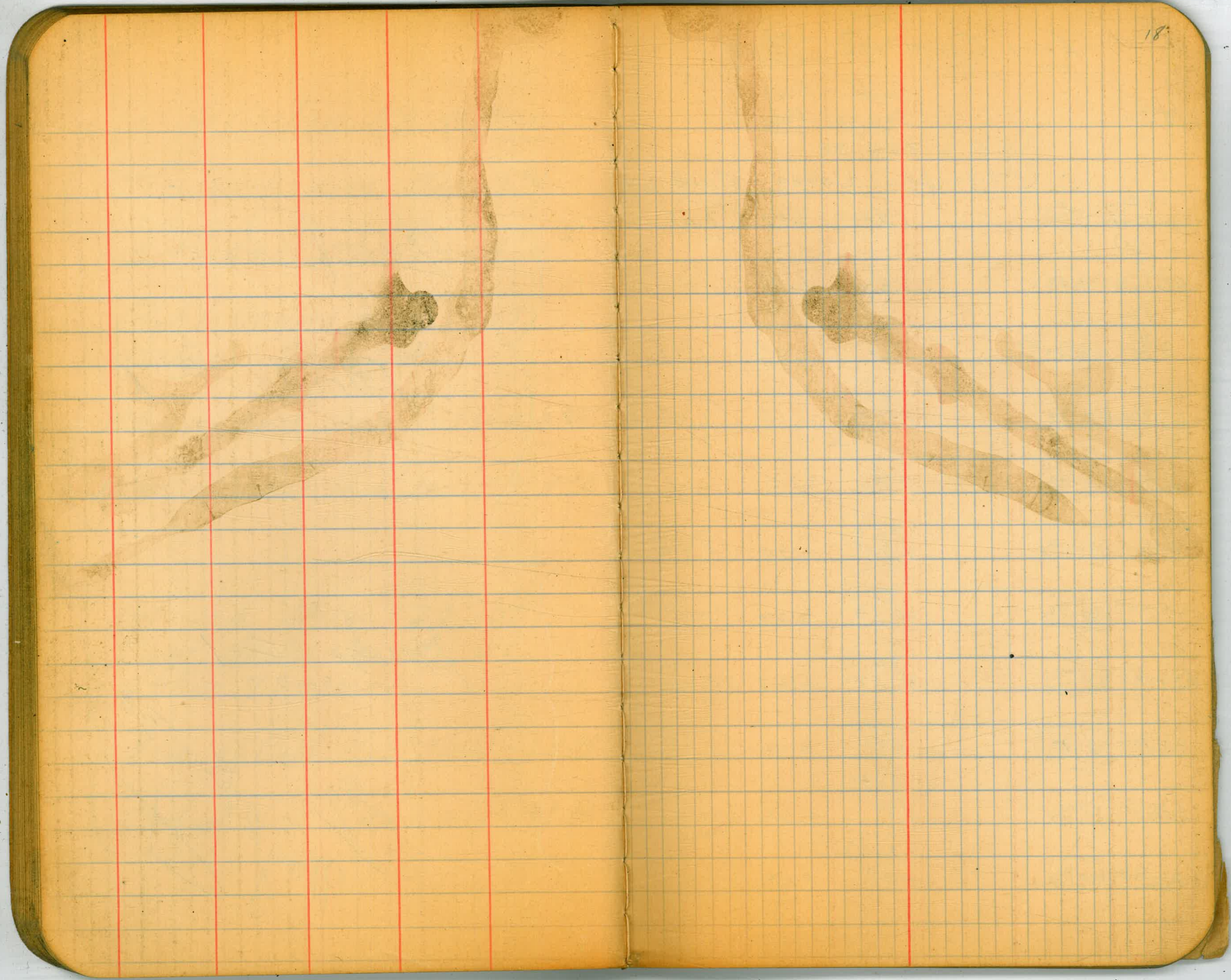
Set 2x4 Stakes - 20' at
Right Angles to \perp at
Station 73+00

Elev. of East Hub (Nail) = +0⁹⁰

Elev. of West Hub (Nail) = +1.73

Bridge # 1

~~Tom~~
May 27th - 30




Long Curve at Dyke

8.72 = HI

Sta.

Curb Edge
Grade Pav.

L.C. = 364.30
 Def. per. feet = 2.4969 - Curb Line Def.

Sta.	Grade	Curb	Edge	Pav.	Notes
66+26.08	0-00	1.90	1.07	7.65	C-107
66+50	1-00	2.22	1.39	7.33	C-115
66+75	2-02.5	2.60	1.77	6.95	C-086
67	3-05	2.98	2.15	6.57	C-040
67+25	4-07	3.36	2.53	6.19	C-058
67+50	5-09.5	3.75	2.92	5.80	C-051
67+75	6-12	4.13	3.30	5.42	C-052
68+00	7-14.5	4.52	3.69	5.03	C-041
68+25	8-17	4.90	4.07	4.65	C-064
68+50	9-19.4	5.20	4.37	4.35	C-108
68+75	10-21.8	5.47	4.64	4.08	C-043

15.232
 10.218

 5.014

Along Curve at Dyke

Sta.		Curve Grade	Else Pav.	
69+00	(11-24.4)	(3.47) 5.70	4.87	(3.85)
+25	(12-26.6)	(3.38) 5.78	4.95	(3.77)
+50	(13-29)	(3.31) 5.86	5.03	(3.69)
+75	(14-31.4)	(3.23) 5.94	5.11	(3.61)
End. 69+95.85 -	(15-23-175)	(3.17) 6.00	5.17	(3.55)

8.72 = H.I.

Cut or Fill 20
on 2'-offset

C-0.09
C-1.06
C-1.63
C-1.17
C-0.51

Between the 2 Bridges -

Sta.		Edge Pav.
End Avg 81+52.33	5.38	4.88
81+58.83	4.99	4.49
81+75	4.00	3.50
82+00	3.00	2.50
82+25	2.30	1.80

Between the 2 Bridges

Sta.	H.I	± Grade	Edge Pav. Sub-Grade	(Edge Top of Conc. Pav.)	
82+8.83	5.57	1.99	0.99	1.49	
83		2.00	1.00	1.50	4.87
+50		2.04	1.04	1.54	4.83
84		2.08	1.08	1.58	4.79
+50		2.12	1.12	1.62	4.75
85		2.16	1.16	1.66	4.71
+50		2.20	1.20	1.70	4.67
86		2.24	1.24	1.74	4.63
+50		2.28	1.28	1.78	4.59
87		2.33	1.33	1.83	4.54
+50		2.37	1.37	1.87	4.50
88		2.41	1.41	1.91	4.40
+50		2.45	1.45	1.95	4.36
89		2.50	1.50	2.00	4.31
+50	6.00	2.45	1.45	1.95	4.36
90		2.40	1.40	1.90	4.41
+50		2.35	1.35	1.85	4.46
91		2.30	1.30	1.80	4.51
+50		2.25	1.25	1.75	4.56
92		2.20	1.20	1.70	4.61
+50		2.15	1.15	1.65	4.66
93		2.10	1.10	1.60	4.71
+50		2.05	1.05	1.55	4.76

Left

9.47
- 3.10 = B.M.
+ 6.37 = H.I.
3.71
- 2.66
3.65
+ 6.31

Right 21

	Conc (Top of Edge at Gutter)		
+2°			0°
+1 1/2°	C-0.50	C-0.50	+2°
+1°	C-0.35	C-0.63	+1°
+1 1/2°	C-0.68	C-0.23	+1°
+1°	C-0.95	C-0.48	+1 1/2°
+1°	C-0.34	C-0.44	+1°
+1 1/2°	C-0.85	C-0.58	+1 1/2°
+1 1/2°	C-1.03	C-0.43	+1°
+1°	C-0.57	C-0.29	+1°
+1 1/2°	C-0.20	C-0.40	+1°
+0 1/2°	C-0.79	C-0.56	+1°
+1°	F-0.14	F-0.10	6.31 = H.S. 4.68 0°
+0 1/2°	F-0.16	F-0.28	0°
+1°	C-0.33	F-0.05	+1.63 4.72 6.35 0°
+1°	C-0.31	C-0.26	+0 1/2°
+1°	C-0.26	F-0.11	+0 1/2°
0°	C-0.02	F-0.32	0°
+0 1/2°	C-0.46	F-0.18	0°
+1°	C-0.25	F-0.25	+0 1/2°
+1°	F-0.02	C-0.50	+1 1/2°
+1°	C-0.21	C-0.23	0°
0°	F-0.29	C-0.20	+1°
0°	C-0.08	F-0.06	+1°

Between the 2 Bridges

463

635

385

250

250

986

736

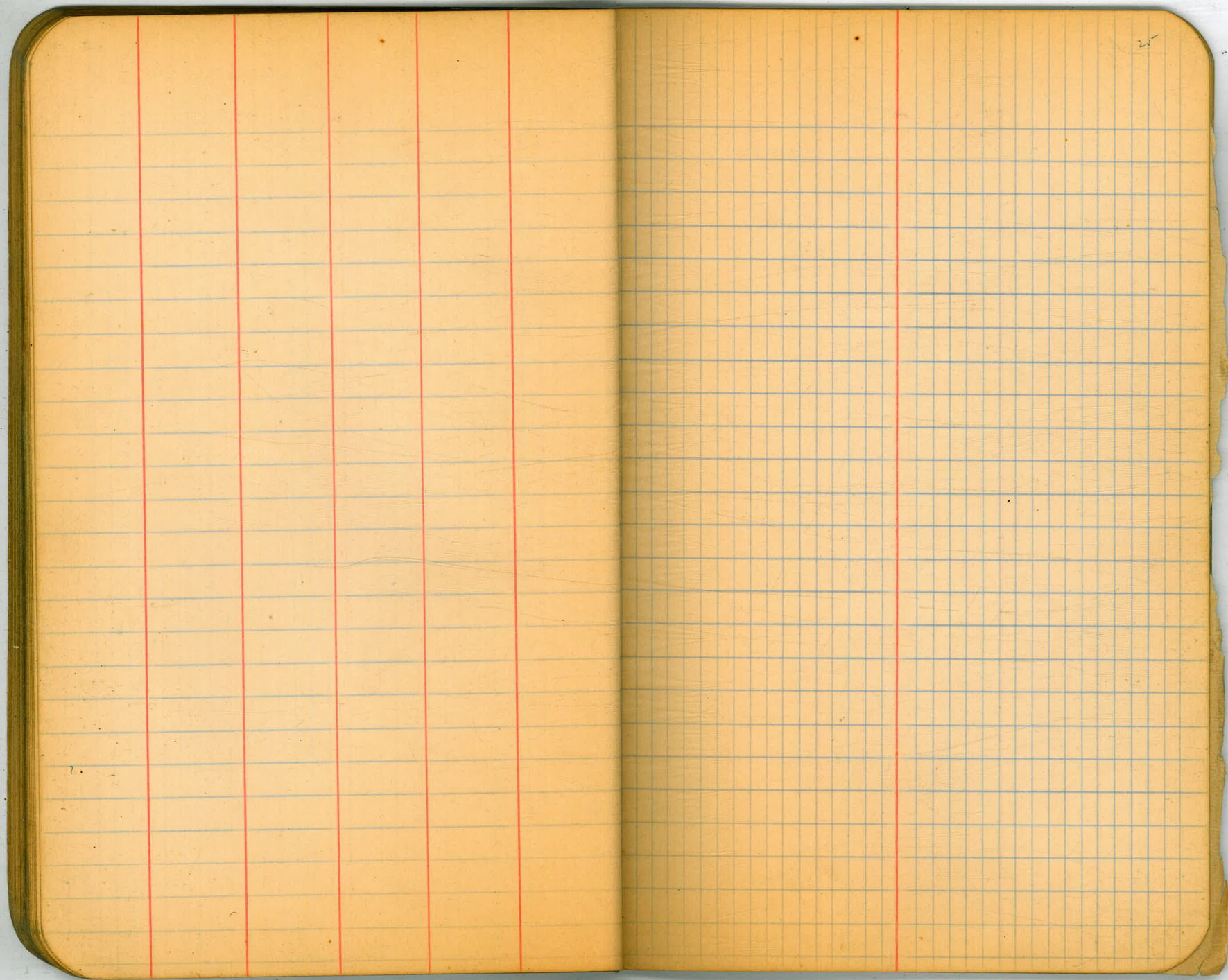
Sta.	H.I	Grade	Edge Pav. Sub Grade	Edge Top Conc. Pavement			(Gutter Cuts Top of Conc)		
94	6.00	2.00	1.00	1.50	4.85	+1 ⁰	C-0.38	C-0.73	+1 ⁰
+50		2.05	1.05	1.55	4.80	+1 ²	C-0.23	C-0.84	+1 ⁵
95		2.10	1.10	1.60	4.75	+1 ⁵	C-0.19	C-0.83	+1 ⁵
+50		2.15	1.15	1.65	4.70	+1 ⁰	C-0.30	C-0.70	+1 ⁰
96		2.20	1.20	1.70	4.65	+1 ⁰	C-0.43	C-0.35	+1 ⁰
+50		2.25	1.25	1.75	4.60	+1 ⁵	C-0.50	C-0.25	+1 ⁵
97		2.30	1.30	1.80	4.55	+1 ⁵	C-0.27	F-0.28	+0 ⁵
+50		2.35	1.35	1.85	4.50	+0 ⁵	C-0.59	C-0.37	+1 ⁵
98		2.40	1.40	1.90	4.45	+1 ⁰	C-0.45	F-0.20	0 ⁰
+50		2.45	1.45	1.95	4.40	+1 ⁰	C-0.66	C-0.75	+1 ⁰
99		2.50	1.50	2.00	4.35	+1 ⁰	C-0.70	C-0.67	+1 ⁵
+50		2.58	1.58	2.08	4.27	0 ⁰	C-0.45	C-0.57	+1 ⁵
100		2.65	1.65	2.15	5.21	0 ⁰	C-0.27	C-0.53	+1 ⁰
+50		2.73	1.73	2.23	5.13	0 ⁰	F-0.17	C-0.13	+0 ⁵
101	6.98	2.80	1.80	2.30	5.06	+1 ⁰	C-0.55	C-0.21	+1 ⁰
+50		2.88	1.88	2.38	4.98	+0 ⁵	C-0.18	F-0.08	+0 ⁵
102		2.96	1.96	2.46	4.90	+1 ⁵	C-0.43	C-0.55	+1 ⁵
+50		3.03	2.03	2.53	4.83	+0 ⁵	C-0.12	F-1.18	F0 ⁶ / ₅
103		3.11	2.11	2.61	4.75	F1 ⁰	C-0.17	C-0.81	+0 ⁵
+50		3.18	2.18	2.68	4.68	F1 ⁵	F-0.45	C-1.14	F0 ⁵
10.3+67.84		3.21	2.21	2.71	4.65		F-0.07	C-1.35	
104+00		3.40		2.90	4.46		F-0.42	C-1.36	

736

$$\begin{array}{r} 7.36 = H.I. \\ - 0.50 \\ \hline 6.86 \\ + 11.16 \\ \hline 18.02 \\ 0.08 \\ \hline 17.94 \\ 1.100 \\ \hline 18.94 \\ 1.21 \\ \hline 20.15 \\ 4.65 \\ \hline 24.80 \end{array}$$



24









* Sections for Estimate of Yardage
Dec 18 '29

	+	H.I.	-	Elev
B.M. #7	10.12	+6.93		-3.19

71+20

70

69

68

67

66+90

66+85

66

65

TP.	2.42	+3.15	6.20	+0.73
-----	------	-------	------	-------

64

Lt

±

Rt

29

2.7
9.7
30.0

0.5
7.2
30.0

0.4
7.4
30.0

0.4
7.4
30.0

0.4
7.4
30.0

0.6
7.5
30.0

2.0
9.0
30.0

2.0
9.0
30.0

2.0
9.0
30.0

2.4
5.5
30.0

5.7
12.7
25.0

0.3
7.3
25.0

0.4
7.4
25.0

0.6
7.5
25.0

0.4
7.4
25.0

0.6
7.5
25.0

2.0
9.0
25.0

2.0
8.9
25.0

2.0
9.0
25.0

1.4
4.6
25.0

5.7
12.1
25.0

6.9
25.0
25.0

0.4
7.4
25.0

0.4
7.4
25.0

0.4
7.4
25.0

0.6
7.5
25.0

2.0
9.0
25.0

2.0
9.0
25.0

2.0
9.0
25.0

2.3
5.5
25.0

3/4

63

62

61

60

$$\begin{array}{r} L+ \\ -1.9 \\ \hline 5.0 \\ \hline 30 \end{array}$$

$$\begin{array}{r} -2.6 \\ \hline 5.8 \\ \hline 30 \end{array}$$

$$\begin{array}{r} -3.4 \\ \hline 6.6 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} -4.0 \\ \hline 7.1 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} -1.7 \\ \hline 4.9 \end{array}$$

$$\begin{array}{r} -2.0 \\ \hline 5.2 \end{array}$$

$$\begin{array}{r} -3.6 \\ \hline 6.7 \end{array}$$

$$\begin{array}{r} -4.0 \\ \hline 7.1 \end{array}$$

$$\begin{array}{r} R+ \\ -2.0 \\ \hline 5.2 \\ \hline 27.0 \end{array}$$

$$\begin{array}{r} -2.4 \\ \hline 5.6 \\ \hline 25.0 \end{array}$$

$$\begin{array}{r} -3.4 \\ \hline 6.6 \\ \hline 25.0 \end{array}$$

$$\begin{array}{r} -4.0 \\ \hline 7.1 \\ \hline 25 \end{array}$$



July-26-29

(3-Hours) Party = {O.N. Thompson.
Stull.

Location	Footing Grade	Elev. Stake	Cuts.
A.	- 6.80	+ 2.16	4.64'
B.	- 6.80	- 2.55	4.25'
C.	- 6.80	- 0.48	6.32'
D.	- 6.80	- 0.88	5.92'
E.	No Elevations Taken		
F.	No Elevations Taken		

- Note -

① Used U.S. C&G.S. B.M. on R/W.
for B.M. - Elev. = 6.30 (City Datum)

② Set New (B.M. Elev. = 3.93) on R/W Post
30' Lt. Sta. 0+80 = 5th. 10 Fence Posts
1+60.83 = Outside Line of Barrel

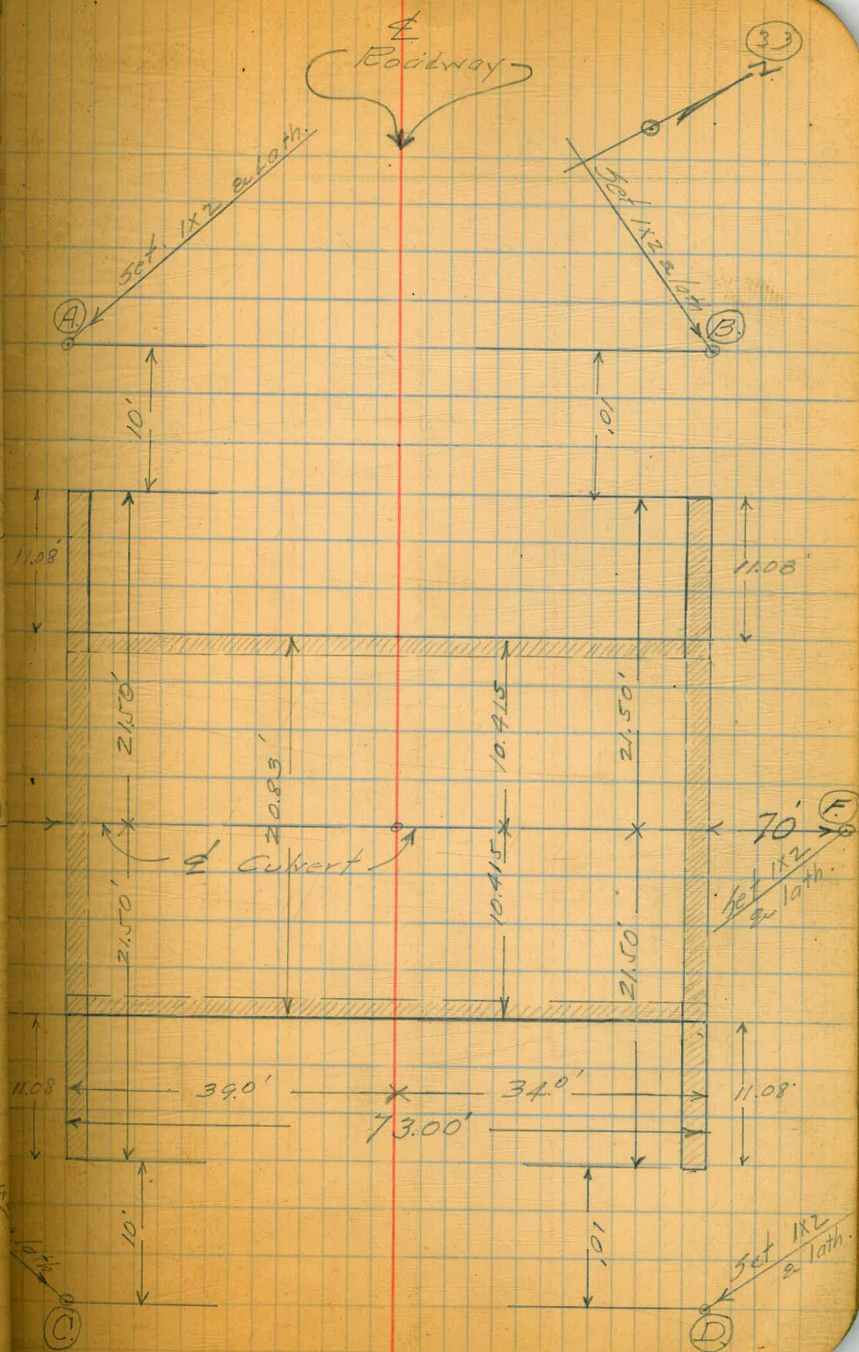
1+50.42 = $\frac{1}{2}$ Culvert.

1+40.0 = Outside Line of Barrel

- Note -

(Points - "E" & "F" are 70' Dist. & Rt. L's to $\frac{1}{2}$)

{ Top of Headwall = +2.00
Top Surface of Culvert = +1.00 }



Culvert # 4

Sta. 5+55 = Center Pipe

3 - 110' Lengths of 12" C.I.P.

Flow
Grade Elevation - Cor. F.

West End =

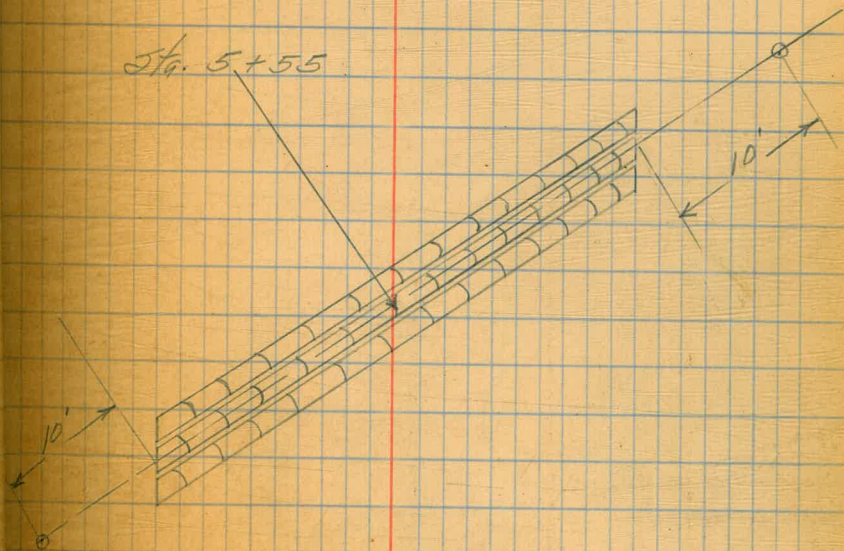
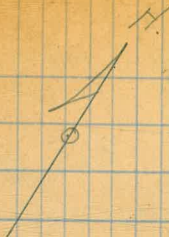
East End =

July 27-29

O.S. Thompson
Party 3 full

4

34



Sta. 111+14.98 is set on Bent #1

(This point is the edge of Metal expansion - and is marked with a Chisel mark on $\frac{1}{2}$ of Roadway)

B.M. 28.34 on light post
27.50 lead plug

22.03 Bottom exp. Abutment

11+81.83
6685

111+14.98

10.12

- 3.19

+ 6.93

2.3

4.63

5.2
- 3.19

2.03

27.99 = #1
28.25 = #2

6.73
6.20

0.73
2.42

3.15

3.1
1.2

4.3