

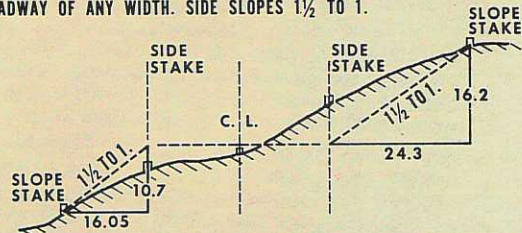
MENDON ROAD

MENDON ROAD



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING

ROADWAY OF ANY WIDTH. SIDE SLOPES 1/2 TO 1.



| Cut or Fill | Distance out from Side or Shoulder Stake. | | | | | | | | | Cut or Fill | |
|-------------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------------|----|
| | 0 | .1 | .2 | .3 | .4 | .5 | .6 | .7 | .8 | | .9 |
| 0 | 0 00 | 0 15 | 0 30 | 0 45 | 0 60 | 0 75 | 0 90 | 1 05 | 1 20 | 1 35 | 0 |
| 1 | 1 50 | 1 65 | 1 80 | 1 95 | 2 10 | 2 25 | 2 40 | 2 55 | 2 70 | 2 85 | 1 |
| 2 | 3 00 | 3 15 | 3 30 | 3 45 | 3 60 | 3 75 | 3 90 | 4 05 | 4 20 | 4 35 | 2 |
| 3 | 4 50 | 4 65 | 4 80 | 4 95 | 5 10 | 5 25 | 5 40 | 5 55 | 5 70 | 5 85 | 3 |
| 4 | 6 00 | 6 15 | 6 30 | 6 45 | 6 60 | 6 75 | 6 90 | 7 05 | 7 20 | 7 35 | 4 |
| 5 | 7 50 | 7 65 | 7 80 | 7 95 | 8 10 | 8 25 | 8 40 | 8 55 | 8 70 | 8 85 | 5 |
| 6 | 9 00 | 9 15 | 9 30 | 9 45 | 9 60 | 9 75 | 9 90 | 10 05 | 10 20 | 10 35 | 6 |
| 7 | 10 50 | 10 65 | 10 80 | 10 95 | 11 10 | 11 25 | 11 40 | 11 55 | 11 70 | 11 85 | 7 |
| 8 | 12 00 | 12 15 | 12 30 | 12 45 | 12 60 | 12 75 | 12 90 | 13 05 | 13 20 | 13 35 | 8 |
| 9 | 13 50 | 13 65 | 13 80 | 13 95 | 14 10 | 14 25 | 14 40 | 14 55 | 14 70 | 14 85 | 9 |
| 10 | 15 00 | 15 15 | 15 30 | 15 45 | 15 60 | 15 75 | 15 90 | 16 05 | 16 20 | 16 35 | 10 |
| 11 | 16 50 | 16 65 | 16 80 | 16 95 | 17 10 | 17 25 | 17 40 | 17 55 | 17 70 | 17 85 | 11 |
| 12 | 18 00 | 18 15 | 18 30 | 18 45 | 18 60 | 18 75 | 18 90 | 19 05 | 19 20 | 19 35 | 12 |
| 13 | 19 50 | 19 65 | 19 80 | 19 95 | 20 10 | 20 25 | 20 40 | 20 55 | 20 70 | 20 85 | 13 |
| 14 | 21 00 | 21 15 | 21 30 | 21 45 | 21 60 | 21 75 | 21 90 | 22 05 | 22 20 | 22 35 | 14 |
| 15 | 22 50 | 22 65 | 22 80 | 22 95 | 23 10 | 23 25 | 23 40 | 23 55 | 23 70 | 23 85 | 15 |
| 16 | 24 00 | 24 15 | 24 30 | 24 45 | 24 60 | 24 75 | 24 90 | 25 05 | 25 20 | 25 35 | 16 |
| 17 | 25 50 | 25 65 | 25 80 | 25 95 | 26 10 | 26 25 | 26 40 | 26 55 | 26 70 | 26 85 | 17 |
| 18 | 27 00 | 27 15 | 27 30 | 27 45 | 27 60 | 27 75 | 27 90 | 28 05 | 28 20 | 28 35 | 18 |
| 19 | 28 50 | 28 65 | 28 80 | 28 95 | 29 10 | 29 25 | 29 40 | 29 55 | 29 70 | 29 85 | 19 |
| 20 | 30 00 | 30 15 | 30 30 | 30 45 | 30 60 | 30 75 | 30 90 | 31 05 | 31 20 | 31 35 | 20 |
| 21 | 31 50 | 31 65 | 31 80 | 31 95 | 32 10 | 32 25 | 32 40 | 32 55 | 32 70 | 32 85 | 21 |
| 22 | 33 00 | 33 15 | 33 30 | 33 45 | 33 60 | 33 75 | 33 90 | 34 05 | 34 20 | 34 35 | 22 |
| 23 | 34 50 | 34 65 | 34 80 | 34 95 | 35 10 | 35 25 | 35 40 | 35 55 | 35 70 | 35 85 | 23 |
| 24 | 36 00 | 36 15 | 36 30 | 36 45 | 36 60 | 36 75 | 36 90 | 37 05 | 37 20 | 37 35 | 24 |
| 25 | 37 50 | 37 65 | 37 80 | 37 95 | 38 10 | 38 25 | 38 40 | 38 55 | 38 70 | 38 85 | 25 |
| 26 | 39 00 | 39 15 | 39 30 | 39 45 | 39 60 | 39 75 | 39 90 | 40 05 | 40 20 | 40 35 | 26 |
| 27 | 40 50 | 40 65 | 40 80 | 40 95 | 41 10 | 41 25 | 41 40 | 41 55 | 41 70 | 41 85 | 27 |
| 28 | 42 00 | 42 15 | 42 30 | 42 45 | 42 60 | 42 75 | 42 90 | 43 05 | 43 20 | 43 35 | 28 |
| 29 | 43 50 | 43 65 | 43 80 | 43 95 | 44 10 | 44 25 | 44 40 | 44 55 | 44 70 | 44 85 | 29 |
| 30 | 45 00 | 45 15 | 45 30 | 45 45 | 45 60 | 45 75 | 45 90 | 46 05 | 46 20 | 46 35 | 30 |
| 31 | 46 50 | 46 65 | 46 80 | 46 95 | 47 10 | 47 25 | 47 40 | 47 55 | 47 70 | 47 85 | 31 |
| 32 | 48 00 | 48 15 | 48 30 | 48 45 | 48 60 | 48 75 | 48 90 | 49 05 | 49 20 | 49 35 | 32 |
| 33 | 49 50 | 49 65 | 49 80 | 49 95 | 50 10 | 50 25 | 50 40 | 50 55 | 50 70 | 50 85 | 33 |
| 34 | 51 00 | 51 15 | 51 30 | 51 45 | 51 60 | 51 75 | 51 90 | 52 05 | 52 20 | 52 35 | 34 |
| 35 | 52 50 | 52 65 | 52 80 | 52 95 | 53 10 | 53 25 | 53 40 | 53 55 | 53 70 | 53 85 | 35 |
| 36 | 54 00 | 54 15 | 54 30 | 54 45 | 54 60 | 54 75 | 54 90 | 55 05 | 55 20 | 55 35 | 36 |
| 37 | 55 50 | 55 65 | 55 80 | 55 95 | 56 10 | 56 25 | 56 40 | 56 55 | 56 70 | 56 85 | 37 |
| 38 | 57 00 | 57 15 | 57 30 | 57 45 | 57 60 | 57 75 | 57 90 | 58 05 | 58 20 | 58 35 | 38 |
| 39 | 58 50 | 58 65 | 58 80 | 58 95 | 59 10 | 59 25 | 59 40 | 59 55 | 59 70 | 59 85 | 39 |
| 40 | 60 00 | 60 15 | 60 30 | 60 45 | 60 60 | 60 75 | 60 90 | 61 05 | 61 20 | 61 35 | 40 |

Property of CACHE COUNTY

Address _____

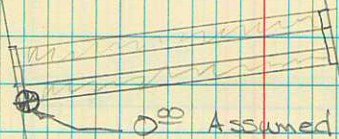
Telephone _____

This Book is manufactured of a High Grade 50% Rag Paper having a Water Resisting Surface, and is sewed with Nylon Water-proof Thread.

Index

| | Page |
|--------------------|------|
| Culvert Survey | 2 |
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| Cross sections | 17 |
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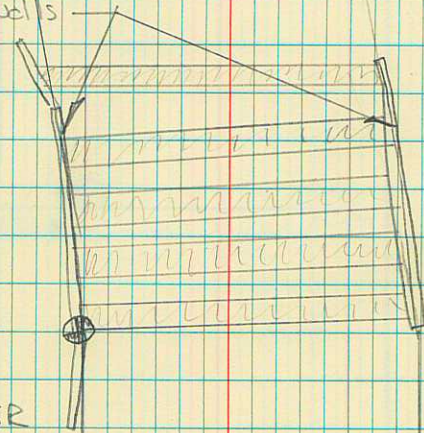
- (15) 36" CMP
- (14) 36" CMP



0.340.100

Concrete Headwall s

- (13) 48" CMP
- (12) 48" CMP
- (11) 60" CMP
- (10) 60" CMP
- (9) 60" CMP



BM SE CORNER
OF CONC. HEADWALL
EL 100.00

A

(17) 30" CMP

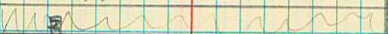
HST



92 0-100

(16) 36" CMP

HST



| PIPE No. | BM EL | + RD | HI | - ROD Inlet | Inlet H ELEV |
|----------|-------|------|------|----------------|-----------------|
| 17 | 00 | 54 | 54 | 98 | -44 |
| 16 | 00 | 56 | 56 | 108 | -52 |
| 15 | 00 | 55 | 55 | 103 | -48 |
| 14 | 00 | 55 | 55 | 105 | -50 |
| 13 | 1000 | 34 | 1034 | 124 | 910 |
| 12 | 1000 | 34 | 1034 | 124 | 910 |
| 11 | 1000 | 34 | 1034 | 122 | 905 |
| 10 | 1000 | 34 | 1034 | 132 | 902 |
| 9 | 1000 | 34 | 1034 | 132 | 902 |
| 8 | 970 | 55 | 1025 | 102 | 923 |
| 7 | 972 | 52 | 1024 | 107 | 917 |
| 6 | 962 | 57 | 1019 | 117 | 902 |
| 5 | 965 | 54 | 1019 | 111 | 908 |
| 4 | 965 | 54 | 1019 | 114 | 905 |
| 3 | 967 | 55 | 1022 | 130 | 892 |
| 2 | 967 | 55 | 1022 | 132 | 890 |
| 1 | 967 | 55 | 1022 | 124 | 898 |

| - ROD Outlet | Outlet H ELEV |
|-----------------|------------------|
|-----------------|------------------|

| | |
|-----|-------|
| 103 | -49 |
| 114 | -55 |
| 112 | -57 |
| 112 | -57 |
| 120 | 914 |
| 132 | 902 |
| 134 | 900 |
| 136 | 898 |
| 114 | 920 ? |
| 103 | 922 |
| 112 | 912 |
| 117 | 902 |
| 112 | 907 |
| 115 | 904 |
| 135 | 887 |
| 134 | 888 |
| 124 | 898 |

6

Observations made

3-19-76

T-WARD

Φ-HOANA

NOTES - WILLIAMS

| PIPE NO. | BM EL | + Rod / | - RD In | W.S. | W.S. |
|----------|-------|---------|----------|-------|--------|
| | | HI | - RD Out | EL In | EL Out |

OBSERVATIONS MADE: 3-19-76

T - WARD 9:00 AM

Φ - HOANH COLD, WINDY

NOTES - WILLIAMS SNOWING

| | | | | | |
|----|------|---------|-------|-----|-----|
| 17 | 00 | 54 | 81/81 | -27 | -27 |
| 16 | 00 | 56 | 79/81 | -23 | -25 |
| 15 | 00 | 55 | 87/87 | -32 | -32 |
| 14 | 00 | 55 | 87/87 | -32 | -32 |
| 13 | 1000 | 34/1034 | 80/83 | 954 | 951 |
| 12 | 1000 | 34/1034 | 80/83 | 954 | 951 |
| 11 | 1000 | 34/1034 | 80/83 | 954 | 951 |
| 10 | 1000 | 34/1034 | 80/83 | 954 | 951 |
| 9 | 1000 | 34/1034 | 80/83 | 954 | 951 |
| 8 | 970 | 53/1025 | 87/88 | 938 | 937 |
| 7 | 972 | 52/1024 | 87/88 | 937 | 936 |
| 6 | 962 | 57/1019 | 81/82 | 938 | 937 |
| 5 | 965 | 54/1019 | 82/83 | 937 | 936 |
| 4 | 965 | 54/1019 | 82/83 | 937 | 936 |
| 3 | 967 | 55/1022 | 84/85 | 938 | 936 |
| 2 | 967 | 55/1022 | 84/85 | 938 | 937 |
| 1 | 967 | 55/1022 | 84/85 | 938 | 936 |

NOTES & COMMENTS

7

| PIPE NO. | BM EL | + Rod / HI | - Rod In / - Rod Out | WAT. SUR. ELEV. INLET | WAT. SUR. ELEV. OUTLET |
|----------|-------|------------|----------------------|-----------------------|------------------------|
|----------|-------|------------|----------------------|-----------------------|------------------------|

OBSERVATIONS MADE : 3/26/76

↑ - WARD

COLD - WINDY

Φ - HOANH

SNOWING

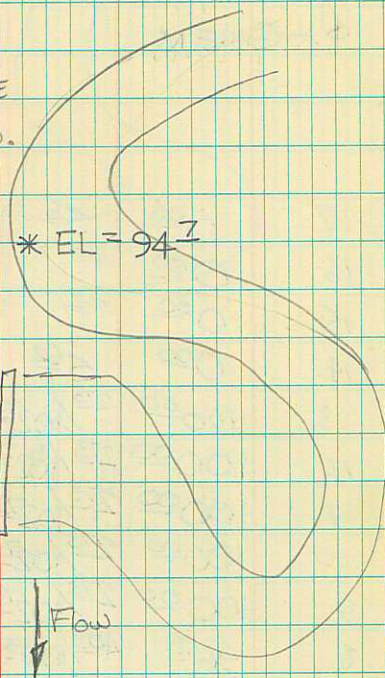
NOTES - WILLIAMS

3:00 PM

| | | | | | |
|----|------|---------|-------|-----|-----|
| 17 | 00 | 56 | 82/82 | -26 | -26 |
| 16 | 00 | 55 | 78/79 | -23 | -24 |
| 15 | 00 | 55 | 86/87 | -31 | -32 |
| 14 | 00 | 55 | 86/87 | -31 | -32 |
| 13 | 1000 | 34/1034 | 79/82 | 955 | 952 |
| 12 | 1000 | 34/1034 | 79/82 | 955 | 952 |
| 11 | 1000 | 34/1034 | 79/82 | 955 | 952 |
| 10 | 1000 | 34/1034 | 79/82 | 955 | 952 |
| 9 | 1000 | 34/1034 | 79/82 | 955 | 952 |
| 8 | 970 | 54/1024 | 84/85 | 940 | 939 |
| 7 | 972 | 52/1024 | 84/85 | 940 | 939 |
| 6 | 962 | 53/1015 | 75/76 | 940 | 939 |
| 5 | 965 | 57/1022 | 82/83 | 940 | 939 |
| 4 | 965 | 57/1022 | 83/84 | 939 | 938 |
| 3 | 967 | 55/1022 | 83/84 | 939 | 938 |
| 2 | 967 | 55/1022 | 83/84 | 939 | 938 |
| 1 | 967 | 55/1022 | 83/84 | 939 | 938 |

NOTES AND COMMENTS

NOTE: THE FLOW OF THE WATER NORTH AND EAST OF THE BRIDGE IS EAST, ALONG THE ROAD.



* +34 1034 -87 947 ELEV. AT BENT.
1000 Bm EL

PII

PIPE NO BM EL

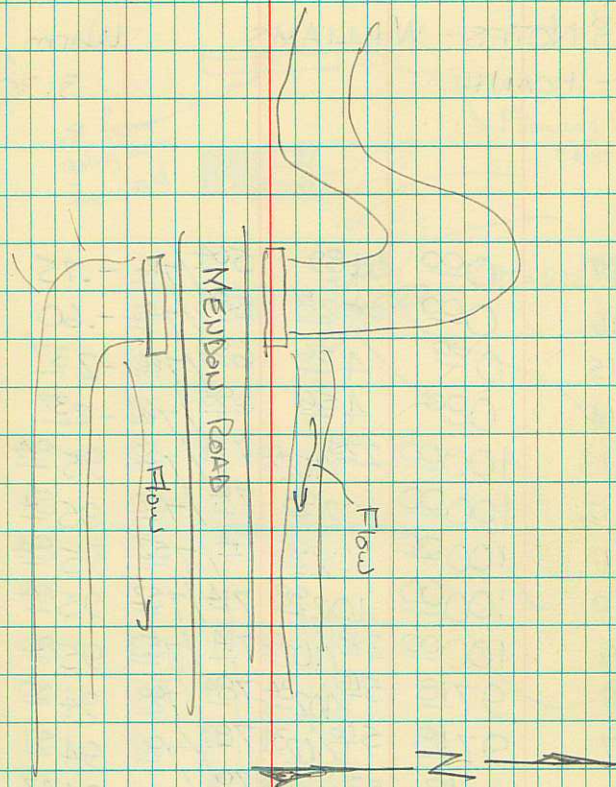
+RD/
HI-ROD In
-ROD OutWS
ELEV.
IN.WS
ELEV.
OUT

OBSERVATIONS MADE: 4/1/76

T F NOTES - WILLIAMS COLD - WINDY

Φ - GNEM 3:30 PM

| | | | | | |
|----|-------------------|---|----------------------------------|------------------|------------------|
| 17 | 0 ⁰⁰ | 5 ⁶ | 8 ² / ₈₂ | -2.6 | -2.6 |
| 16 | 0 ⁰⁰ | 4 ⁶⁵ | 6 ² / ₇₀₅ | -2.14 | -2.40 |
| 15 | 0 ⁰⁰ | 5 ⁶² | 8 ⁰⁰ / ₈₉₅ | -3.28 | -3.33 |
| 14 | 0 ⁰⁰ | 5 ⁶² | 8 ²⁰ / ₈₂₅ | -3.28 | -3.33 |
| 13 | 100 ⁰⁰ | 2 ⁷³ / _{102⁷³} | 7 ¹³ / ₇₄₅ | 95 ⁶⁰ | 95 ²⁸ |
| 12 | 100 ⁰⁰ | 2 ⁷³ / _{102⁷³} | 7 ¹³ / ₇₄₅ | 95 ⁶⁰ | 95 ²⁸ |
| 11 | 100 ⁰⁰ | 2 ⁷³ / _{102⁷³} | 7 ¹³ / ₇₄₅ | 95 ⁶⁰ | 95 ²⁸ |
| 10 | 100 ⁰⁰ | 2 ⁷³ / _{102⁷³} | 7 ¹³ / ₇₄₅ | 95 ⁶⁰ | 95 ²⁸ |
| 9 | 100 ⁰⁰ | 2 ⁷³ / _{102⁷³} | 7 ¹³ / ₇₄₅ | 95 ⁶⁰ | 95 ²⁸ |
| 8 | 96 ¹⁸ | 4 ⁸⁰ / _{100²⁸} | 6 ⁸⁷ / ₆₉₄ | 94 ¹¹ | 94 ⁰⁴ |
| 7 | 96 ¹⁸ | 4 ⁸⁰ / _{100²⁸} | 6 ⁸⁷ / ₆₉₄ | 94 ¹¹ | 94 ⁰⁴ |
| 6 | 96 ¹⁸ | 4 ⁸⁰ / _{100²⁸} | 6 ⁹⁰ / ₆₉₄ | 94 ⁰⁸ | 94 ⁰⁴ |
| 5 | 96 ¹⁸ | 4 ⁸⁰ / _{100²⁸} | 6 ⁹⁰ / ₆₉₄ | 94 ⁰⁸ | 94 ⁰⁴ |
| 4 | 96 ¹⁸ | 4 ⁸⁰ / _{100²⁸} | 6 ⁹⁰ / ₆₉₄ | 94 ⁰⁸ | 94 ⁰⁴ |
| 3 | 96 ¹⁸ | 4 ⁸⁰ / _{100²⁸} | 6 ⁹⁰ / ₆₉₄ | 94 ⁰⁸ | 94 ⁰⁴ |
| 2 | 96 ¹⁸ | 4 ⁸⁰ / _{100²⁸} | 6 ⁹⁰ / ₆₉₄ | 94 ⁰⁸ | 94 ⁰⁴ |
| 1 | 96 ¹⁸ | 4 ⁸⁰ / _{100²⁸} | 6 ⁹⁰ / ₆₉₄ | 94 ⁰⁸ | 94 ⁰² |

JUST BREAKING OVER
THE BANK.

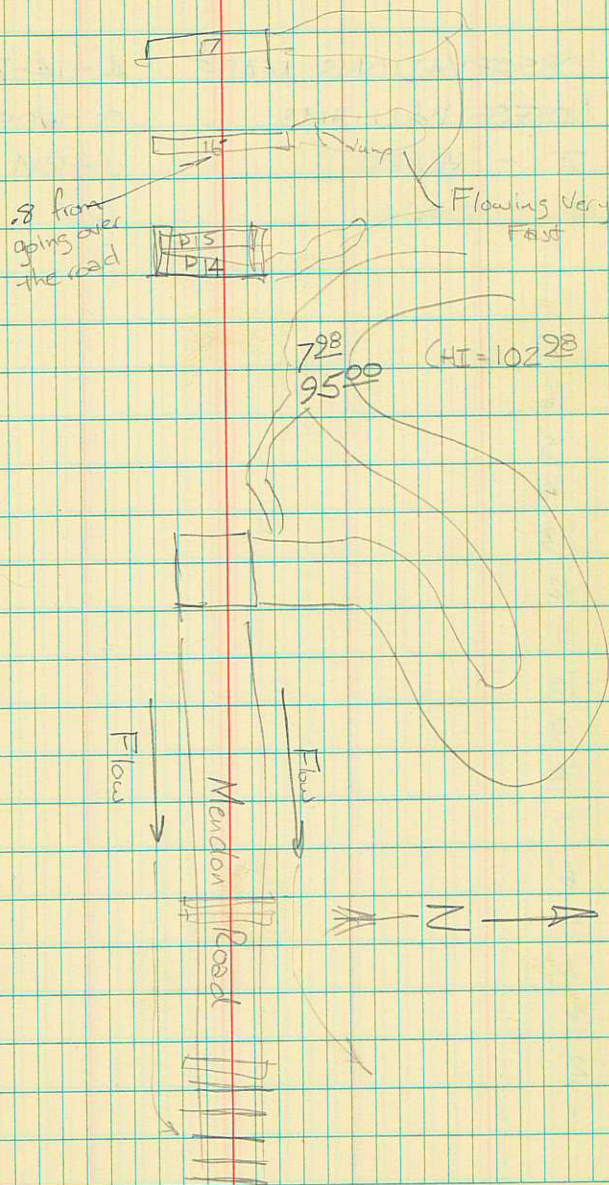
PI

| PIPE No. | BM. EL. | +RD / HI | -ROD IN + ROD OUT | WS EL. IN. | WS EL. OUT |
|----------|---------|----------|----------------------|---------------|---------------|
|----------|---------|----------|----------------------|---------------|---------------|

OBSERVATIONS MADE 4-7-76
 T&S NOTES - WILLIAMS Warm, Sunny
 Φ - HOANH 3:30 PM

| | | | | | |
|----|-------|-----------|---------|------|-------|
| 17 | 000 | 489 | 564/716 | -75 | -2.27 |
| 16 | 000 | 528 | 588/742 | -60 | -2.14 |
| 15 | 000 | 456 | 693/760 | -237 | -304 |
| 14 | 000 | 456 | 693/760 | -237 | -304 |
| 13 | 10000 | 298/10298 | 714/752 | 9584 | 9546 |
| 12 | 10000 | 10298 | 714/752 | 9584 | 9546 |
| 11 | 10000 | 10298 | 714/752 | 9584 | 9546 |
| 10 | 10000 | 10298 | 714/752 | 9584 | 9546 |
| 9 | 10000 | 298/10298 | 714/752 | 9584 | 9546 |
| 8 | 9718 | 516/10234 | 784/798 | 9480 | 9436 |
| 7 | 9718 | 516/10234 | 783/796 | 9451 | 9438 |
| 6 | 9618 | 530/10148 | 706/710 | 9442 | 9438 |
| 5 | 9618 | 530/10148 | 709/715 | 9439 | 9433 |
| 4 | 9618 | 530/10148 | 709/716 | 9439 | 9432 |
| 3 | 9618 | 530/10148 | 716/731 | 9432 | 9417 |
| 2 | 9618 | 530/10148 | 706/731 | 9442 | 9417 |
| 1 | 9618 | 530/10148 | 717/729 | 9431 | 9419 |

10



PIPE NO BM. EL.

+RD/
#I

-ROD IN
-RODOT

WS EL
IN

WS EL
OUT

- 17
- 16
- 15
- 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1

12

10-10-10

| PIPE NO. | BM EL | -RD / HI | -RD IN -ROD OT | WS EL IN | WS EL OUT |
|----------|-------|-------------|-------------------|-------------|--------------|
|----------|-------|-------------|-------------------|-------------|--------------|

13

- 17
- 16
- 15
- 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1

9390-100

MENDON ROAD BRIDGE PLAN

8-19-1980

J. PARRISH COOL, CLOUDY,

P. WARD

9+79.80 END

9+50

9+13.00 EC

SEE NEXT PAGE FOR CURVE INFO

7+43.70 PC

7+00

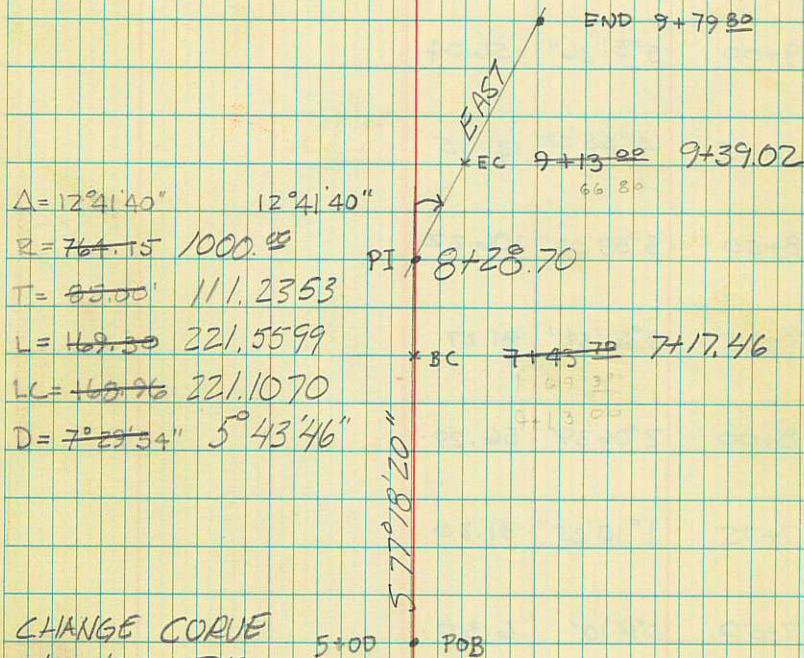
6+50

6+00

5+50

5+00 POB

15



$$\Delta = 12^{\circ}41'40'' \quad 12^{\circ}41'40''$$

$$R = \frac{764.15}{1000.00}$$

$$T = 85.00' \quad 111.2353$$

$$L = 489.30 \quad 221.5599$$

$$LC = 489.96 \quad 221.1070$$

$$D = 7^{\circ}29'54'' \quad 5^{\circ}43'46''$$

CHANGE CURVE

4/20/81 SJR

DOES NOT MATCH

X-SECTIONS

| STA. | DEF $\frac{3}{4}$ | CHORD |
|-------|-------------------|--------|
| 9+13 | 6°26'50" | 168.96 |
| *9+00 | 5°51'36" | 156.04 |
| 8+75 | 4°55'22" | 131.15 |
| *8+50 | 3°59'08" | 106.22 |
| 8+25 | 3°02'53" | 81.27 |
| *8+00 | 2°06'39" | 56.29 |
| 7+75 | 1°10'25" | 31.30 |
| *7+50 | 0°14'10" | 6.30 |
| 7+43 | BC | |

STA.

+

HI

-

ELEV

4445.45

6+00

5+50

5+00

5 45 4445.45

BM P.P STA 4+50 20' RT

ASSUMED ELEV 4400.00

NOTE TELE. LINE RUNS PARA. TO NORTH SIDE OF ROAD 1 FT. - 2 FT. NORTH

17

| | | | | | | |
|------|------|------|------|------|------|------|
| 37.1 | 36.8 | 40.4 | 40.2 | 40.1 | 39.6 | 35.7 |
| 39 | 22 | 13 | X | 11 | 22 | 27 |
| 84 | 87 | 51 | 47 | 53 | 82 | 93 |
| FEL | ER | | | ER | | FEL |

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 36.2 | 36.9 | 39.8 | 40.0 | 40.2 | 40.4 | 36.5 | 36.1 |
| 39 | 21 | 11 | X | 12 | 21 | 29 | 29 |
| 93 | 86 | 42 | 46 | 51 | 90 | 92 | 92 |
| FEL | | ER | | ER | | | FEL |

| | | | | | | |
|------|------|------|------|------|------|------|
| 37.1 | 36.4 | 40.5 | 41.2 | 40.4 | 35.7 | 35.2 |
| 38 | 22 | 12 | X | 12 | 22 | 30 |
| 80 | 91 | 50 | 45 | 51 | 98 | 95 |
| FEL | | ER | | ER | | FEL |

4445.45

STA + HI - ELEV

7+00

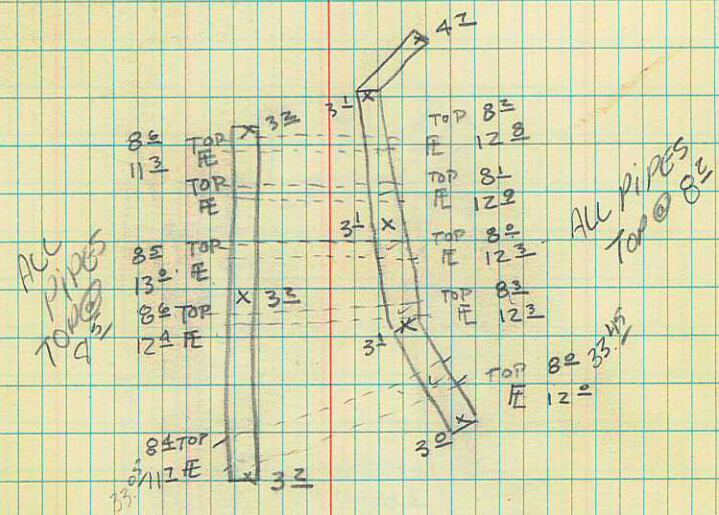
6+71 4 FT LT DRIVEWAY EAST SIDE

6+53 41 FT LT DRIVEWAY WEST SIDE

6+50

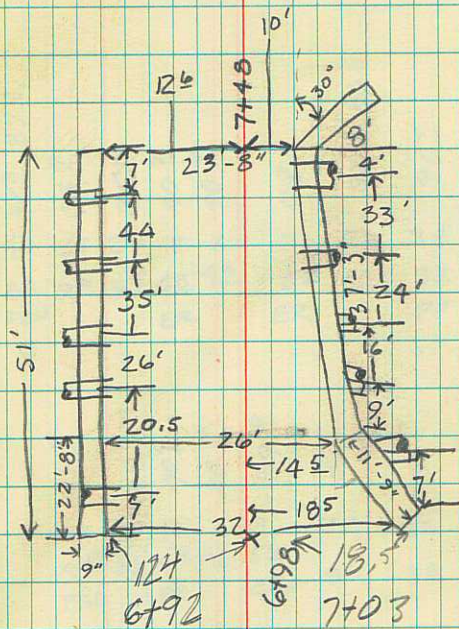
4445.45

| | | | |
|-----|-----|-----|-----|
| 40' | 40' | 40' | 40' |
| 12° | x | 11 | 18E |
| 42 | 42 | 51 | 5E |
| BED | | | |



| | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|
| 87E | 87E | 89E | 40E | 40E | 40E | 96E | 97E |
| 41 | 34 | 25 | 10 | x | 11 | 23 | 27 |
| 8E | 7E | 6E | 5E | 5E | 5E | 8E | 8E |
| FEN | | | ER | | ER | | FEN |

4445.45



4445.95

4445.95

9+00

| | | | | | | |
|-----|----|----|----|----|----|----|
| 368 | | | | | | |
| 41 | 25 | 13 | x | 11 | 25 | 35 |
| 8Z | 9Z | 52 | 48 | 55 | 93 | 9L |
| FEN | | ER | | ER | | |

8+50

| | | | | | | |
|-----|-----|----|----|----|----|----|
| 372 | 372 | | | | | |
| 37 | 36 | 9 | | | | |
| 43 | 35 | 29 | 12 | x | 11 | 22 |
| 82 | 96 | 9Z | 48 | 48 | 52 | 93 |
| FEN | | | ER | | ER | PP |

8+00

| | | | | | | |
|-----|----|----|----|----|----|----|
| 365 | | | | | | |
| 44 | 27 | 11 | x | 9 | 24 | 32 |
| 92 | 89 | 46 | 42 | 56 | 9L | 88 |
| FEN | | ER | | ER | | |

7+50

| | | | | | | |
|-----|----|----|----|-----|--|--|
| 373 | | | | | | |
| 42 | 24 | 11 | x | 95 | | |
| 82 | 8L | 48 | 47 | 5L | | |
| FEN | | | | BRG | | |

4445.45

4445.45

9+50

4445.45

9550-100

| | | | | | | | | |
|-----|----|----|----|----|----|----|----|------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 25 | 35 | 23 | 11 | x | 11 | 25 | 35 | 0645 |
| 92 | 97 | 10 | 5 | 48 | 52 | 93 | 91 | |
| FEN | | | | | | | | |

4445.45

SLOPE STAKING

| STA | GRADE ELEV | GROUND ELEV |
|-----------------|------------|-------------|
| | + HI | - BM |
| 6+00 | | |
| 5+50 | | |
| 5+00 | | |
| | 5.82 | 4445.82 |
| BM ² | | 4440.00 |

PP. 33' RT Sta. 5+00

CROSS SECTION

| 15' L | SUP | C | SUP | 15' R |
|-------|-----|---------|-----|-------|
| 41.73 | +23 | 4441.50 | -30 | 41.20 |
| 41.37 | -05 | 4441.50 | -30 | 41.20 |
| 40.70 | -30 | 4441.0 | -30 | 40.70 |

Note:- Elevations are for finished grade,
 Subtract 0.25' for top of base.
 Subtract 0.75' for top of subgrade.

Sto + Elev - BM

8+00

Level

7+50 530 45.76 5.30 40.46

Level

7+00

Level

6+50

45.80

15' LA 4.21 41.61 +.11 41.50 -.30 41.20
15' B 4.21

41.41 -.09 41.50 -.30 41.20

4.23 41.59 +.09 41.50 -.30 41.20
4.21

4.02 41.80 +.30 41.50 -.30 41.20
4.62 4.62

4441.50

Sta + Elev - BM

8
10+00

15' L4 4
40.80 +.05 40.75 -.30 40.45

7
9+50

4.73 3.01
41.03 +.28 40.75 -.30 40.45

-1.5% grade

7
9+00

2.95 4.26 4.52
41.80 +.30 41.5 -.30 41.20

Level

6
8+50

3.95 4.26 4.52
41.80 +.30 41.5 -.30 41.20

AAA1.50

8

7

7

6 10 150

40.45 -30 40.75 -30 40.45