

1-84-001-70

1984

MISC.

PROJ.

01-84-0001

BOUNDARY SURVEY ON NIBLEY  
GRAVEL PIT. FOR FURTHER INFO.  
SEE JOB # 1-74-009 (SEE 2-77-006)  
BOOK # 1-74 (INCLUDING 1-74-001 TO  
1-74-018). WE PORPORTIONED  
THE 1116 COR. LAYING IN  
STATE HIGHWAY 165 ON  
FEB 17 1984 AND THEN  
COMMENCED SAID BOUNDARY  
SURVEY USING THE SECTION  
LINE BETWEEN  $\frac{28}{33} \frac{27}{34}$  &  $\frac{33}{34}$   
AS THE BASIS OF BEARING  
& CONTROLL FOR THIS SURVEY

BASIS OF BEARING N.0°00'00"E

STA →	STA	HORIZ Δ	HORIZ D.	DIFF. EL
	$\frac{33}{34} \frac{27}{34}$ (1/4 COR)	→	0°00'00"	2645 <sup>05</sup> - 45.65
	B.S. $\frac{28}{33} \frac{27}{34}$			2645 <sup>02</sup> - 45.65
				2645. <sup>04</sup>

ROSS T  
SIM P

COOL 20°F.  
2-17-84

LIGHT SNOW & FOG

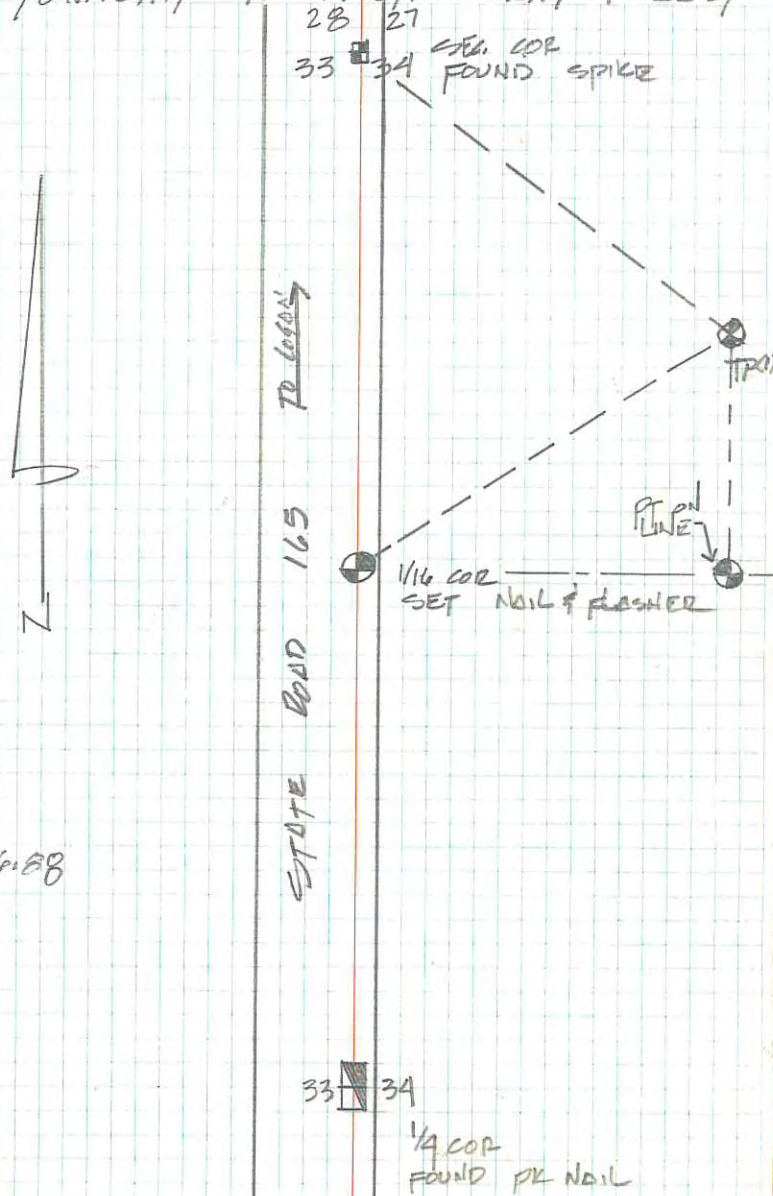
SEE NEXT PAGE FOR  
DRAWING

\* SEE PAGE 24  
FOR MORE INFO.

STA → STA	HORIZ &	HORIZ D.	DIFF EL.	
33+34 → 1/16 COR	0°00'00"	1322. <sup>52</sup>		
1/16 COR → TP (1) BS 33+34	241°59'38"	528. <sup>18</sup>	+36.64	
TP (1) → <sup>28/27</sup> 33/34	75°17'20"	1354. <sup>31</sup>	-34.81	VOID
TP (1) → E. REBAR	191°33'43"	1027. <sup>91</sup>	+62.49	VOID
	<u>HORIZ &amp;</u>	<u>S. DIST</u>	<u>VERT &amp;</u>	
TP (1) → 1/16 COR BACK SIGHT	0°00'00"	529. <sup>22</sup>	94°08'35"	
		529. <sup>21</sup>		
		529. <sup>23</sup>		
TP (1) → PT. ON LINE	82°21'25"	77.00'	92°56'	SET HORIZ D = 76.88

ALL VOID.  
GUN NOT  
CALIBRATED

TOWNSHIP 11 NORTH RANGE 1 EAST <sup>2</sup>



1-84-0002-3-7-84

1800 N MAIN INTERSECTION PROPOSED  
 LIGHT & ROAD WORK  
 CROSS T PRESTON SIM P

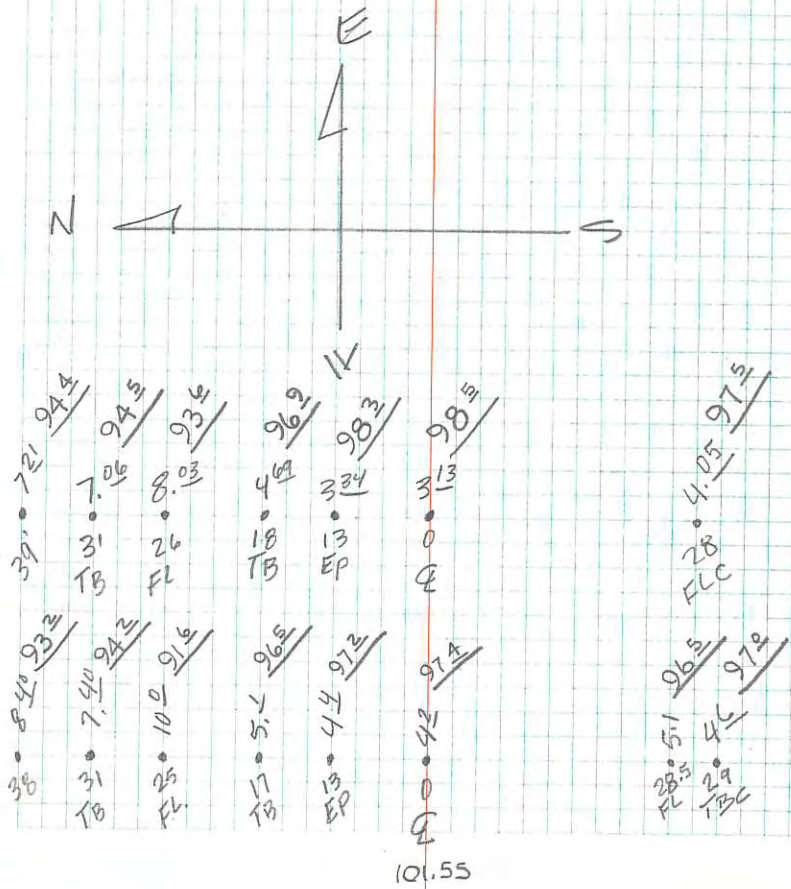
STA → STA	HORIZ & DIFF EL	HORIZ D
CP(1) → 1+00	0 <sup>00</sup> -5.61	515.25
CP(1) → 2+00	0 <sup>00</sup> -4.89	415.25
CP(1) → 3+00	0 <sup>00</sup> -3.66	315.25
CP(1) → 4+00	0 <sup>00</sup> -2.67	215.25
CP(1) → 5+00	0 <sup>00</sup> -1.70	115.25
CP(1) 6+00	0 <sup>00</sup> -0.69	15.25

3



X SECTIONS ON EAST SIDE OF  
 1800 N. MAIN SEE STATIONING  
 PAGE B.M. ELEV. ASSUMED 100.00  
 IN RP ON N. SIDE OF K MART BUILD.  
 NEAR 12000

STA	STA	+	#I	-	ELEV
		<u>1.47</u>			100.00
			101.47		
		<u>5.38</u>		5.30	96.17
			101.55		
			<u>1.55</u>		100.00
STA	6+00				
STA	5+00				



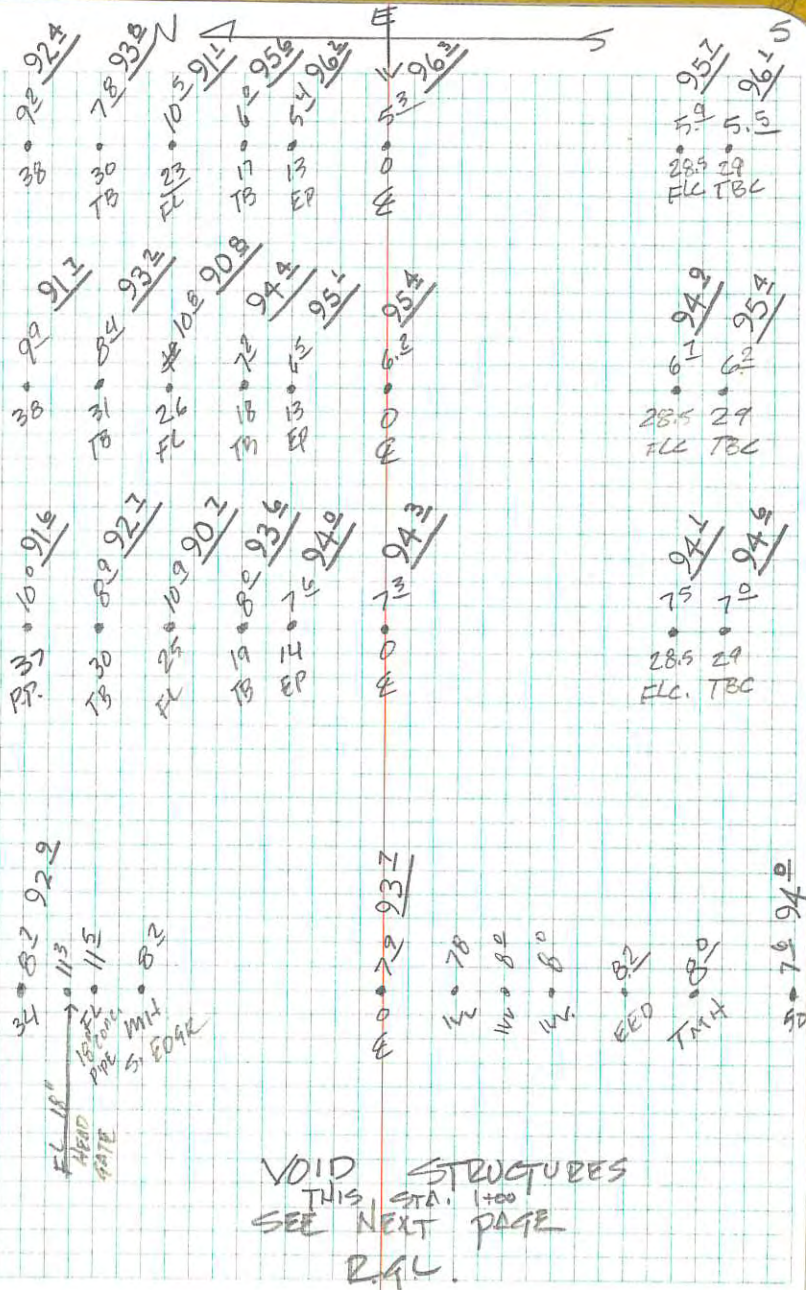
STA 4+00

MANHOLE COVER 5.21M 5.73 EL. 95.9  
INLET TO CMP 10 04 OUTLET 10 08 DRIVE WAY  
STA 3+00 91.6 91.5

STA 2+00

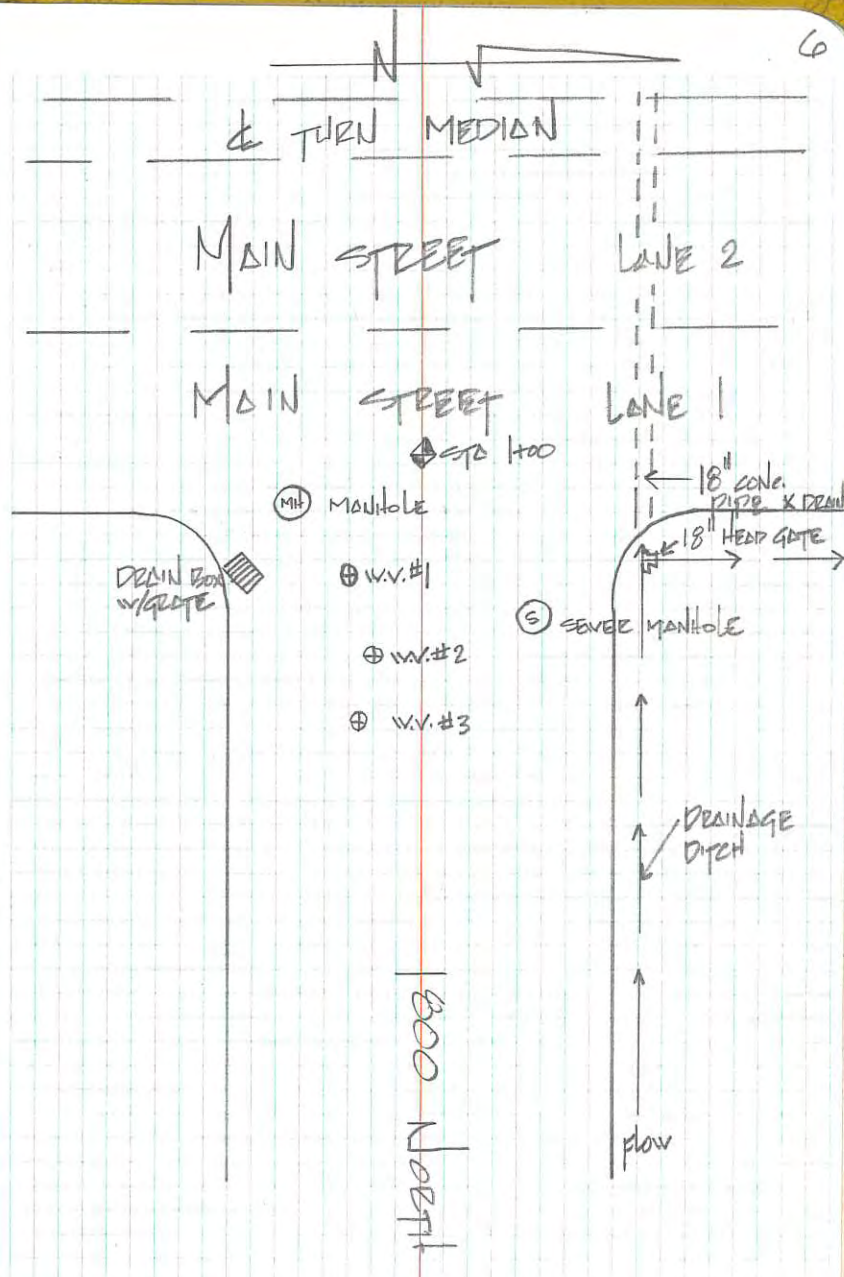
STA 1+00

28 91 92.5

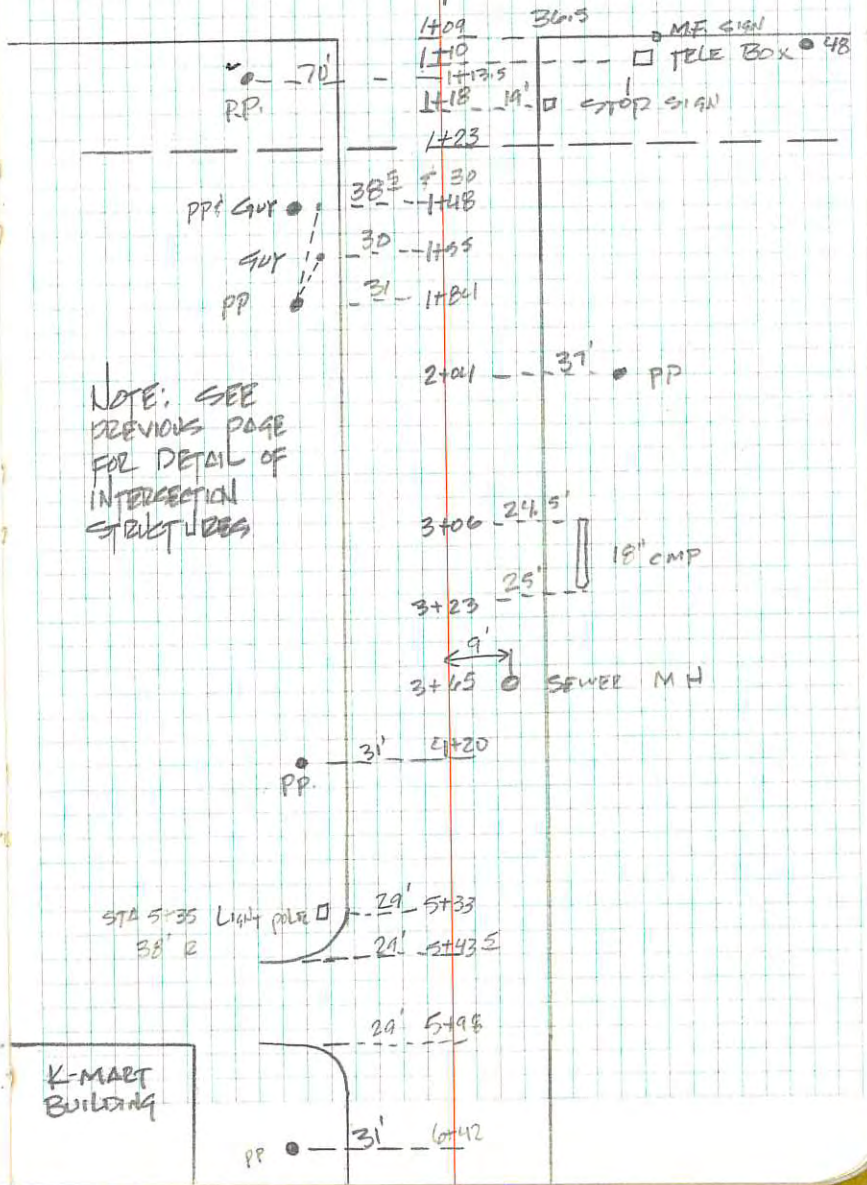


- STRUCTURES  
@ INTERSECTION -

FL. 18" HEAD GATE	STA	EL	$11 \frac{3}{4}$ <u>903</u>
FL 18" CONC. PIPE	STA	EL	$11 \frac{5}{8}$ <u>901</u>
MANHOLE <sup>SEWER</sup> SOUTH RIM	STA 149	EL	$8.2$ <u>934</u>
WATER VALVE #1	STA 144.5	EL	$7 \frac{8}{8}$ <u>938</u>
WATER VALVE #2	STA 147	EL	$8 \frac{0}{8}$ <u>936</u>
WATER VALVE #3	STA 132	EL	$8 \frac{0}{8}$ <u>936</u>
EAST EDGE DRAIN BOX	STA 116	EL	$8 \frac{2}{8}$ <u>934</u>
MANHOLE S. RIM	STA 108	EL	$8 \frac{0}{8}$ <u>936</u>



# MAIN STREET



NOTE: SEE PREVIOUS PAGE FOR DETAIL OF INTERSECTION STRUCTURES

K-MART Building



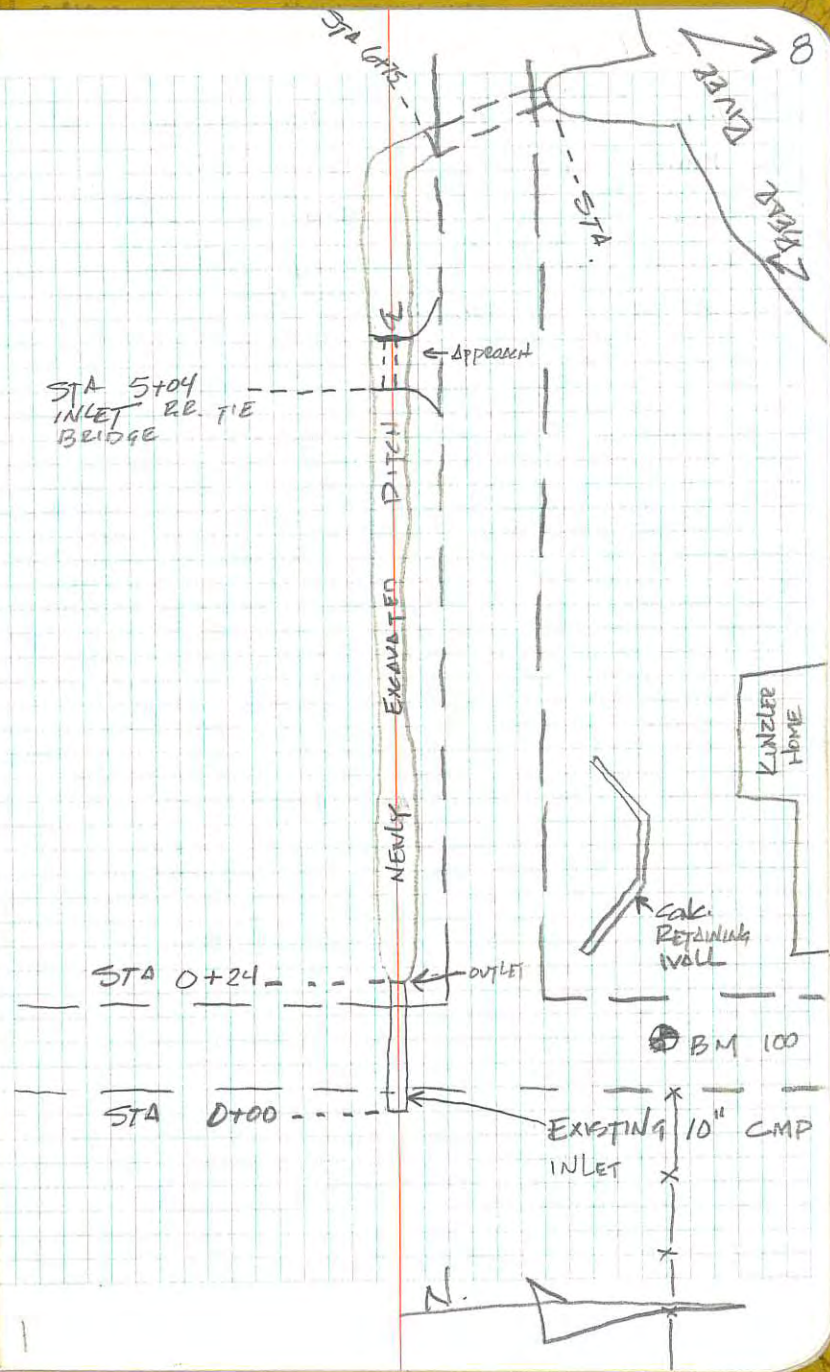
1-84-003

3-23-84

LEVELS TAKEN @ 3200 W & 3000 N.  
 TO DETERMIN % SLOPE ON NEWLY  
 EXCAVATED DITCH RUNNING WEST FROM  
 3200 W. ALONG THE SOUTH EDGE OF  
 3000 N. (COOL 40°F)

*Steve H. Hapner* P.C.

STA → STA	+	HI	-	ELEV
BM ASSUMED				100.00
		4.89		
		104.89		
0+00		10.95		93.94
				1.17%
0+24		11.23		93.66
				0.29%
5+04		12.62		92.22
				0.67%
6+75		13.77		91.12



1-84-004

3-23-84

9

LEVEL NET ALONG EAST SIDE OF  
RUNWAY 17-35 @ LOGAN-CACHE  
AIRPORT TO ESTABLISH BENCH  
MARKS FOR UPCOMING RESURFACING  
PROJECT OF MAIN RUNWAY

*Bob J. J. J.* P.S.

STA → STA + HI - ELEV

BM # 1

4.84

4

4.25

5.94

4.26

5.86

BM # 2

4.75

6.27

6.08

STA → STA    +    HI    -    ELEV

4 40

5. 44

5 10

5. 26

5. 11

B.M. #3

5. 28

5. 24

5. 24

5. 08

5 30

5. 18

STA → STA + HI - ELEV.

5.20

5.17

BM #4

6.73

6.68

5.09

5.04

4.90

5.10

BM #3

4.58

5.32

4.95

11

RETURN LEG OF LEVEL NET. ↓

NOT OLD MARK

STA → STA	+	HI	-	ELEV.
	5.30		4.84	
	5.94			
BM #2			3.90	
	6.35			
			4.05	
	5.82			
			4.21	
	5.80			
BM #1			5.11	

1-84-0005

4-2-84

LEVELS RAN AT MAUGHON'S CORNER (AIRPORT ROAD) TO DETERMINE THE FEASIBILITY OF DRAINING DRAINAGE WATER NORTH TO SLOUGH INSTEAD OF WEST TO RIVER. LEVELS WERE TAKEN BEG. @ THE INTERSECTION OF 3200 N. & 2400 W. & RUN ALONGSIDE THE WEST BORROW PIT OF 2400 WEST TO APPROX. THE DEWYNNE COWLEY PROPERTY

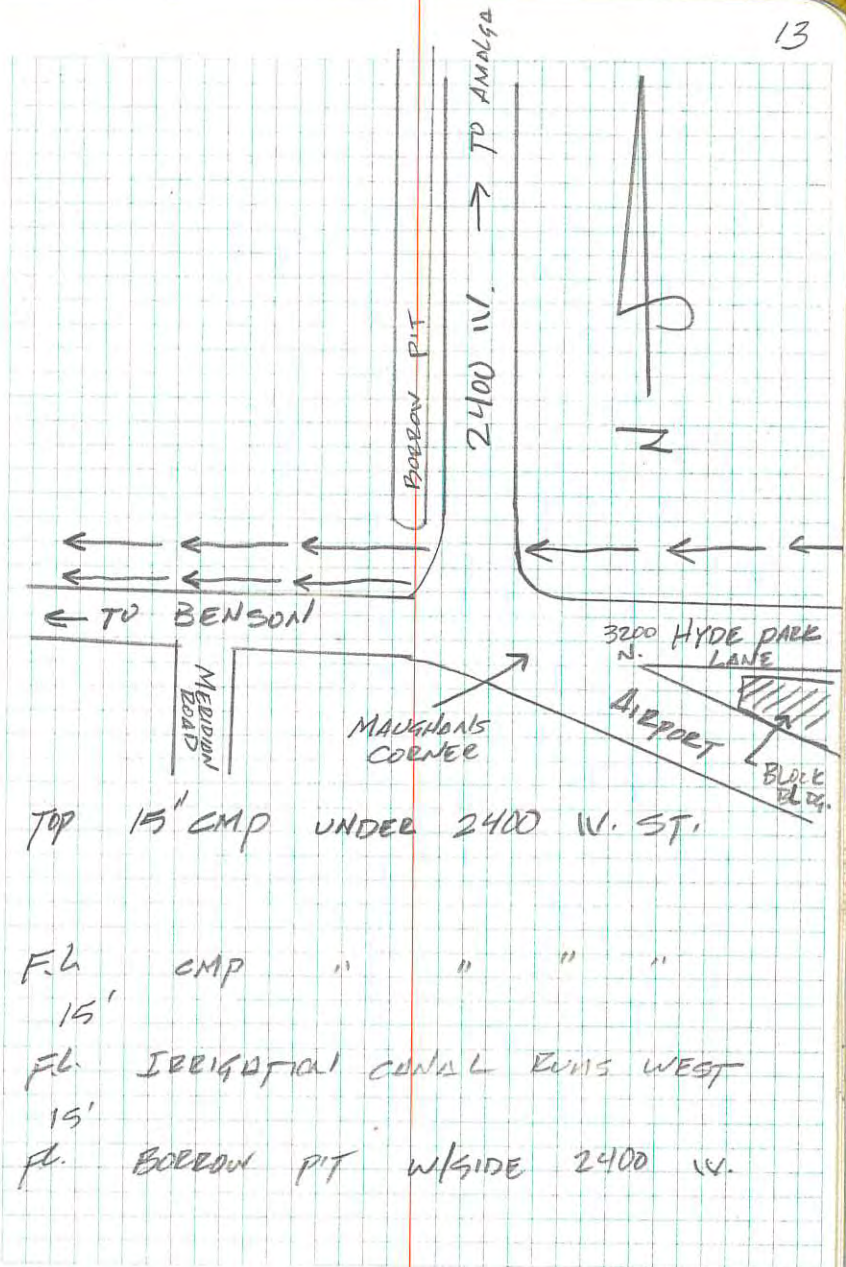
~~PI = POSS. P. JIM~~  
*[Signature]*

STA → STA	+	HI	-	ELEV.
				100
	5.96			
		105.96		
			7.45	98.51
			6.23	99.73
			7.71	98.25
		102.43		
			3.78	

0.08% slope

TR.

13



STA → STA	+	HI	-	ELEV.
				0.49 <sup>0</sup> / <sub>10</sub>
			8.69	93.74
				0.89 <sup>0</sup> / <sub>10</sub>
			9.87	92.56
				0.91 <sup>0</sup> / <sub>10</sub>
			12.90	89.53
			5.38	
T.P.	1.93			3.43 <sup>0</sup> / <sub>10</sub>
		98.98		
			16.24	82.74

14

924'

FL 12" CONC. PIPE (INLET)  
132'

FL 12" CONC. PIPE (OUTLET)  
332'

FL 12" CMP CONVEY INLET

198'

FL 36" CMP RUNNING E. & W. @ Slough  
12" CMP IS NOT VISIBLE

STA → STA

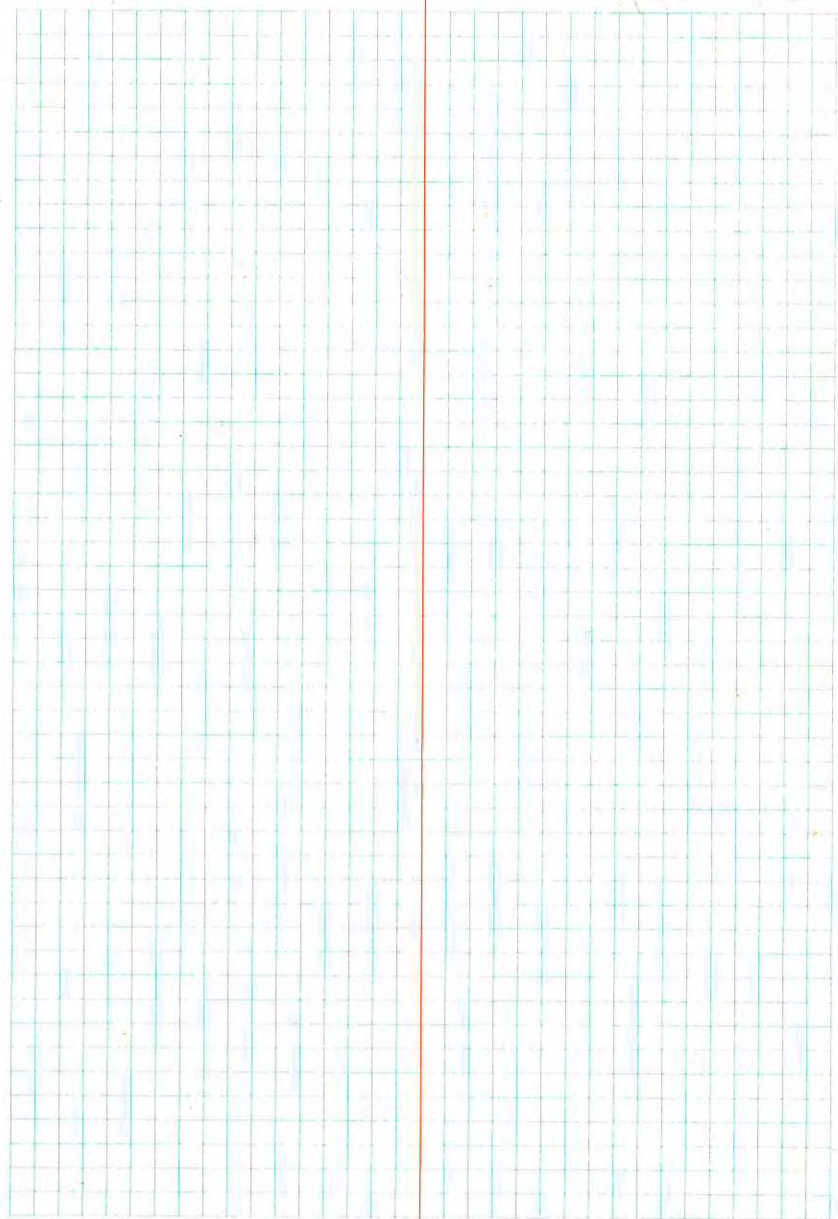
+

HI

-

ELEV.

WIND





TO PEG ZEISS Ni2 LEVEL  
 @ LOGAN CACHE AIRPORT STA.  
 ALONG CLK

1-84-006

STA	→ STA	+	#1	-	ELEV.
2+10	2+00				5. <u>105</u>
2+10	5+00				5. <u>34</u>
4+90	5+00				5. <u>09</u>
4+90	2+00				4. <u>31</u>
<hr/>					
4+90	2+00				4. <u>58</u>
6+90	5+00				5.0 <u>95</u>
2+10	5+00				5. <u>775</u>
2+10	2+00				5. <u>285</u>

5.340  
 5.105  
 -----  
 0.235

1.75

1.5

5.15  
 .49

4.31  
 27  
 1  
 -----  
 4.58

5.09  
 4.31  
 -----  
 .78

.780  
 .235  
 -----  
 27.2  
 2 | 595  
 14  
 -----  
 14  
 05

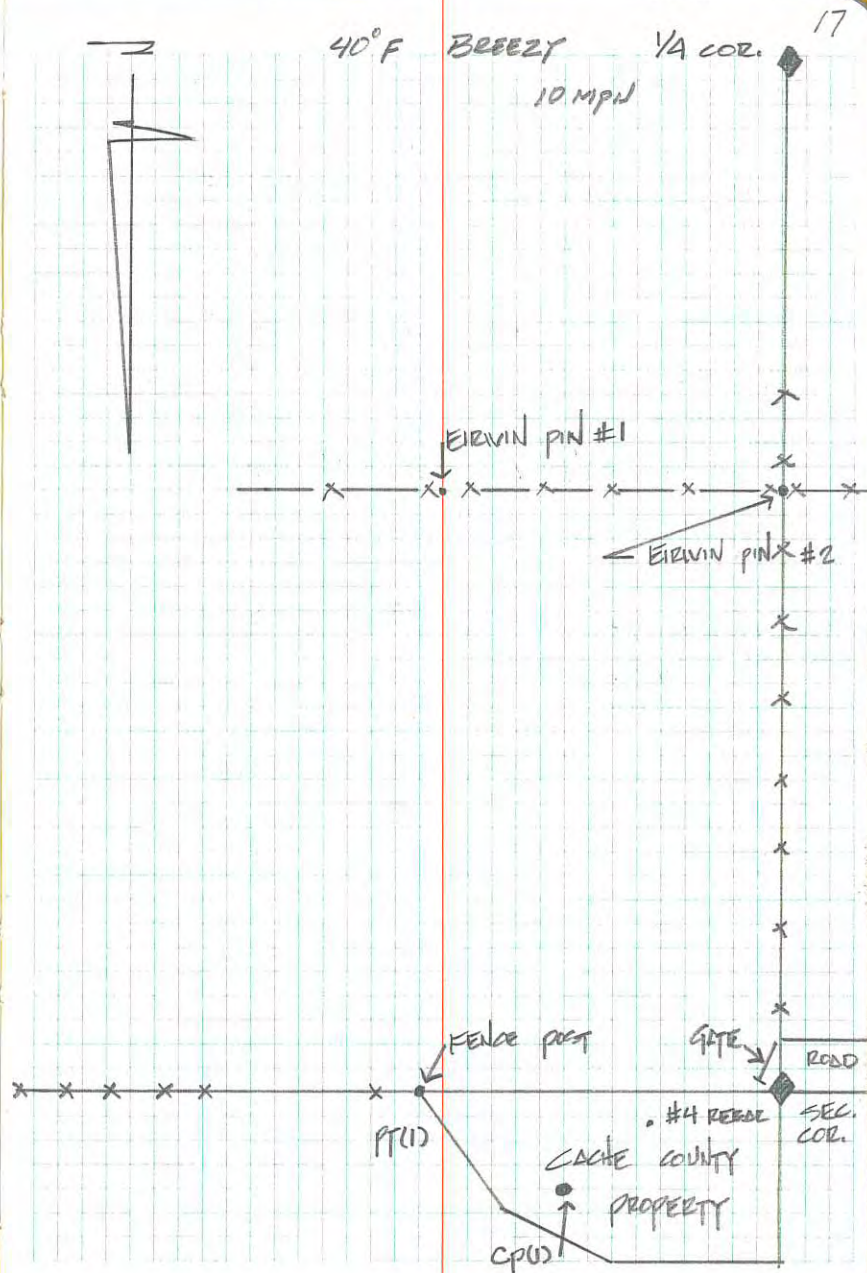
1-84-0007

4-12-84

AFTER BEING COMMISSIONED  
 BY LAVOR SMITH 101 LEVISTON  
 CITY MAYOR TO PERFORM A  
 BOUNDARY SURVEY OF THEIR CITY  
 GRAVEL PITS LOCATED IN SEC.  
 13 T. 14 N. R. 1 E. OF S. L. B. & M  
 I/WE FOUND THE FOLLOWING  
 & HAVE CONDENSED FIELD & ANGLES  
 & MEASUREMENTS INTO A BOUNDARY  
 SURVEY & MARKED SAID BOUNDARY  
 ON THE GROUND. SEE SURVEY  
 PLAT #

*[Signature]*  
 CHIEF DEPUTY SURVEYOR

STA →	STA	HORIZ &	HORIZ D.	DIFF. EL.
C.P. 1 TO	1/4 COR	0°00'00"	2840.10	-28.74
13/10 B.S.	1/4 COR			



STA →	STA	HORIZ A	H DIST	DIFF. EL.
-------	-----	---------	--------	-----------

CP(1) → 13	FENCE POST ON S.L. ↑ LPT.(1)	305°45'02"	216. <sup>69</sup>	-8. <sup>32</sup>
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CP(1) → B.S. 1/4	ERWIN PIN #1	01°40'11"	1173. <sup>41</sup>	-28. <sup>11</sup>
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CP(1) → B.S. 1/4	ERWIN PIN #2 COR	12°50'15"	1250. <sup>44</sup>	-32. <sup>89</sup>
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CP(1) → +	SEC COR RS. 1/4 COR	63°32'59"	506. <sup>45</sup>	-96. <sup>33</sup>
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CP(1) → B.S. 1/4	# 4 REBAR COR	74°43'37"	153. <sup>43</sup>	-26. <sup>22</sup>
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1-89-0008

STA → STA	+	HJ	-	ELEV.
BM.				100
	4 <sup>86</sup>	104 <sup>86</sup>		
NE COR			4 <sup>81</sup>	
SE COR			4 <sup>81</sup>	
CENTER			4 <sup>81</sup>	
SW COR			4 <sup>81</sup>	
NW COR			4 <sup>81</sup>	

19

4<sup>81</sup> PLACES SCOTT CROFT'S HANGER  
0.25' BELOW THE HANGER TO THE  
NORTH.

1-84-0009

4-16-84

AFTER SOME DISCUSSION &  
CALCULATIONS IN THE OFFICE  
IT WAS ORDERED TO SET THE  
DEED CALLS AS EXPLAINED  
ON THE SURVEY MADE BY  
ERWIN MOSER FOR LEWISTON  
CITY DATED JULY 20, 1966.

I SHOULD BE NOTED THAT  
THERE IS SOME DISAGREEMENT  
AS TO THE METHOD USED  
& THE LOCATION OF MONUMENTS  
SET. H&T W/LATH.

*[Signature]*  
CHIEF DEPUTY SURVEYOR

STA → STA	HORIZ &	HORIZ D.	DIFF EL.
-----------	---------	----------	----------

CP(1) → BS $\frac{11}{14} \frac{12}{13}$	253° 23' 19"		
REF AZ			

CP(1) → PT (1)	226° 50' 06"	665.37'	-91. <sup>63</sup>	✓
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CP(1) → PT (2)	202° 48' 15"	1252.16'	-31. <sup>72</sup>	✓
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CP(1) → PT (3)	191° 33' 38"	1,178.18'	-28. <sup>59</sup>	✓
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STA → STA	HORIZ &	HORIZ DIST	20
CP(1) → PT(4)	207° 25' 00"	512.78	✓
		DIFF. EL. = 81.22	

CP(1) TO  $\frac{11}{14} \frac{12}{13}$

REF AZ = 253° 23' 19"

1-84-0009

4-16-84

21

TRAVERSE TO TIE IN  
NORTH 1/4 COR. OF SEC. 13  
USED TO SET LEVISTONS  
2<sup>ND</sup> GRAVEL PIT.

*[Signature]*  
CHIEF / DEPUTY SURVEYOR

STA → STA    HORIZ & H DIST    DIFF EL

PT(3) → B.S.  
B.S. = CP1    0°00'00"

PT(3) TO PT(5)    85°22'56"    4567.57'    +117.12  
B.S. CP1

PT(3) TO PT(6)    87°26'20"    4381.01'    +102.54  
B.S. CP4

PT(5) TO PT(6)    320°16'44"  
B.S. PT 3

1-84-0009

4-16-84

22


STA → STA    Horiz &amp; H. DIST    DIFF. EL.

PT(5) TO  $\frac{12}{13}$     28° 09' 06"    2651.88    +157.45  
 B.S. PT. (3)

PT(6) TO PT(5)    138° 13' 33"    246.70    +14.04  
 B.S. PT(3)

PT(6) TO  $\frac{12}{13}$     31° 11' 50"    256A.06    +171.90  
 B.S. PT(3)

PT(6) TO PT(3)    221° 46' 25"  
 B.S. PT(5)

 CLOSURE  
 ERROR

1-84-0009

4-17-84

23

Δ TO SET LEVISTON'S 2<sup>ND</sup> PIT.

STA TO STA HORIZ & H. DIST DIFFER.

CP(1) → PT 5<sup>a</sup> 226°06'54" 215.54 ✓

CP(1) → PT 6<sup>a</sup> 136°43'43" 210.99 - 8<sup>03</sup> ✓

CP(1) → PT 7<sup>a</sup> 162°47'59" 474.83 - 13<sup>64</sup> ✓

CP(1) → PT 8<sup>a</sup> 199°32'52" 476.87 - 73<sup>99</sup> ✓

CP(1) TO  $\frac{11}{14} \frac{12}{13}$

REF. AZ = 253°23'19"



1-84-0001

4-18-84

24

BOUNDARY SURVEY FOR CACHE  
COUNTIES "NIBLEY" GRAVEL PIT  
CONTINUED FROM PAGE 1 OF  
THIS BOOK

ROSS  $\pi$   $\nabla$   
SIM  $\uparrow$

WARM 70°F  
BREEZY 10 mph

*Ross J. [Signature]*

CHIEF DEPUTY SURVEYOR

STA  $\rightarrow$  STA HORIZ & H. DIST DIFF EL.

$\frac{33}{4} \frac{34}{3}$

TO B.S.

0°00'00"

$\frac{28}{33} \frac{27}{34}$

$\Delta$  RT

$\frac{33}{40} \frac{34}{3}$

TO CP(1)

$\frac{28}{33} \frac{27}{34}$

B.S.  $\Delta$  RT

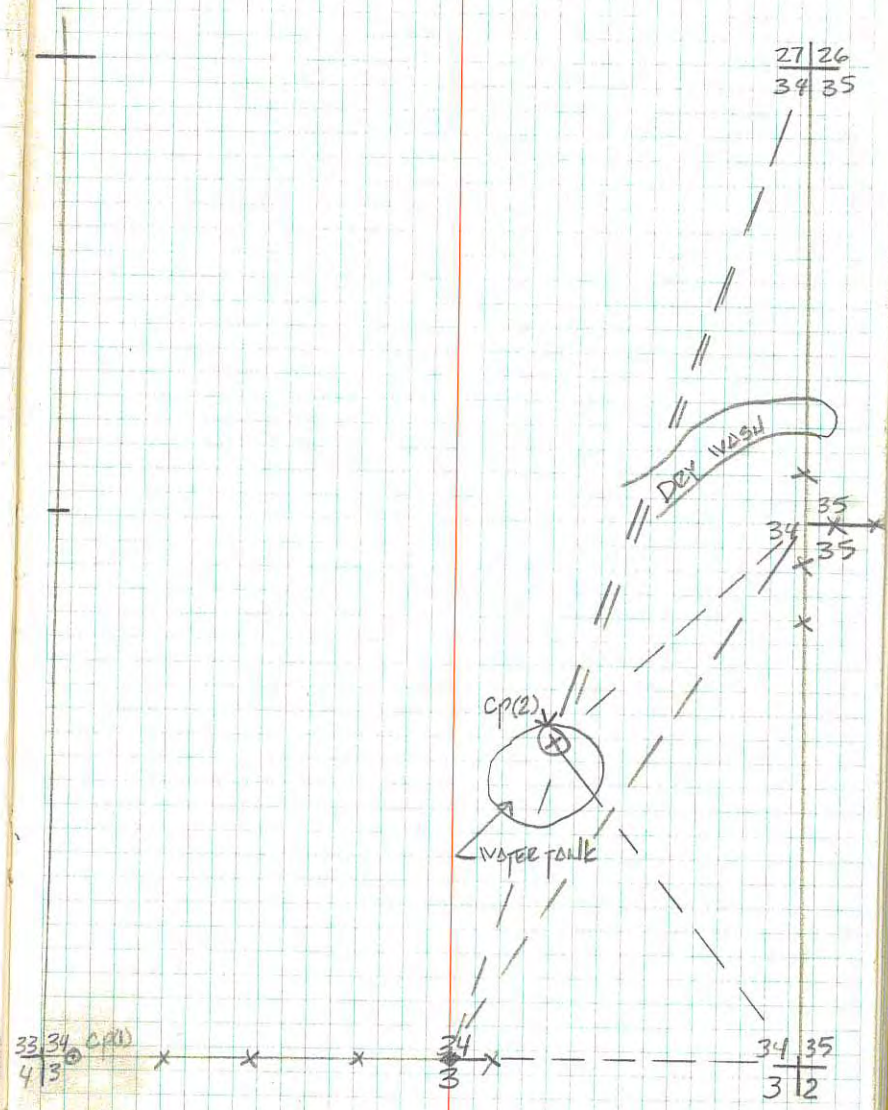
CP(1)  $\rightarrow$   $\frac{34}{3}$

0°00'00"

2012.  $\frac{64}{3}$  -11.42

B.S.  $\Delta$  RT

STA → STA	HORIZ & H. DIST.	DIFF EL.
$\frac{34}{3}$ TO CP(2) BS CP(1) & RT	<sup>21'</sup> 118°58' 467.27	-2.97
VOID		
$\frac{34}{3}$ TO $\frac{27 26}{34 35}$ BS. CP(1) & RT.		
$\frac{34}{3}$ TO 34   35 B.S. CP(1) & RT.	134°58'03" <sup>5</sup> 3137.87 <del>3373.</del>	-7.35
$\frac{34}{3}$ TO $\frac{34 35}{3 2}$ B.S. CP(1) & RT	179°08'03" <sup>5</sup> 2630.15 + 10.14	
CP(2) TO $\frac{34 35}{3 2}$ B.S. $\frac{34}{3}$ & RT.	<sup>50'24"</sup> 255°20'54" 2386.22	+9.27
CP(2) TO 34   35 B.S. $\frac{34}{3}$ & RT	200°07'12" 3104.50	-6.04
CP(2) TO $\frac{27 26}{34 35}$ B.S. $\frac{34}{3}$ & RT.	171°53'23" 5285.39	-86.94



STA → STA	HORIZ & H. DIST	DIFF EL.
CP(2) TO CP(3) BS $\frac{34}{3}$ & RT	129°15'22" 3672.42	-77.03
CP(3) TO $\frac{28}{27}$ BS. CP(2) & RT.		
CP(3) TO PT. ON LINE BS. CP(2) & RT.		
CP (3) TO $\frac{27}{26}$ BS. CP(2) & RT.		

NOTE CP(3) IS E. REBAR ON PG. 2  
OF THIS BOOK

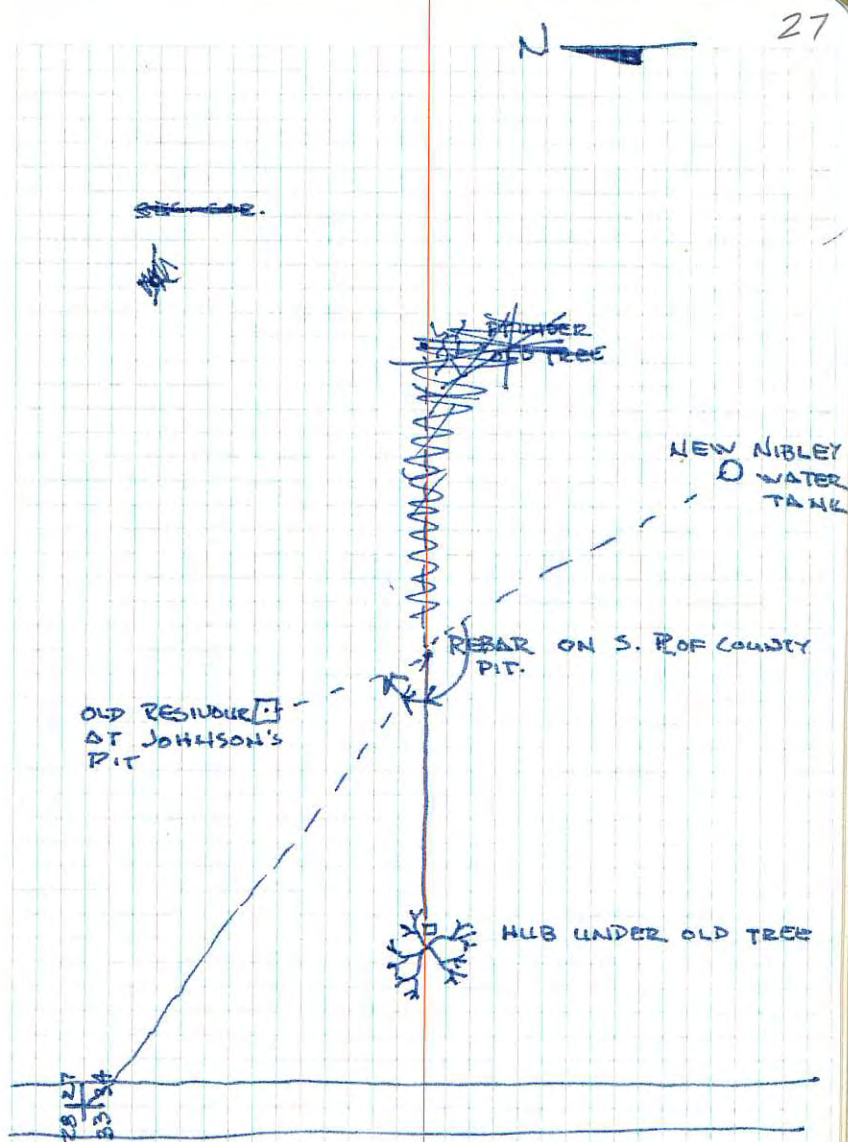
24 APRIL 1984

WINDY 60°

INST ON REBAR ALONG SOUTH LINE OF GRAVEL PIT.

ALL ANGLES ARE INT. TO THE RIGHT.

	HORIZ $\angle$	HORIZ DIST	DIFF. ELEV.
REBAR - OLD TANK	186°50'23"	1311.62	-19.46
INT $\angle$ RT			
BACKSITE NEW TANK			
REBAR TO OLD TREE	112°37'49"	1072.06	-63.03
INT $\angle$ RT			
BACKSITE NEW TANK			
REBAR - $\frac{28127}{3334}$ SEC COR	152°40'40"	2030.13	-97.57
INT $\angle$ RT			
BACKSITE NEW TANK			

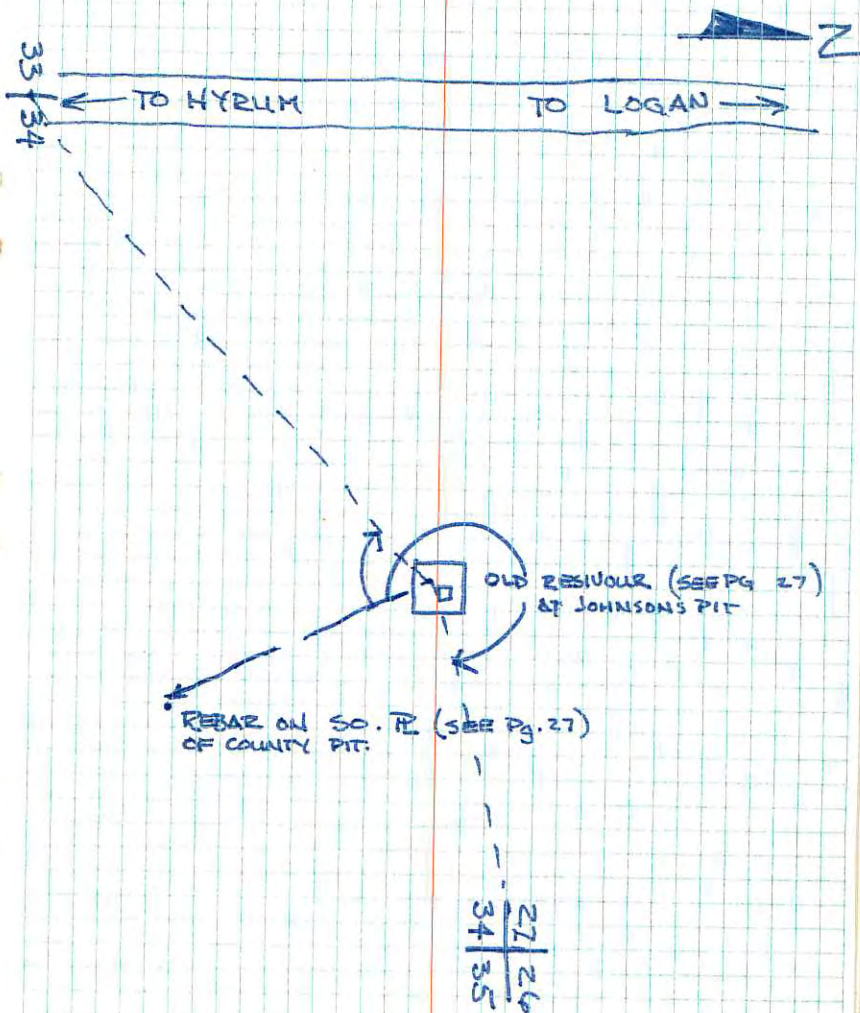


24 APRIL CONT.

28

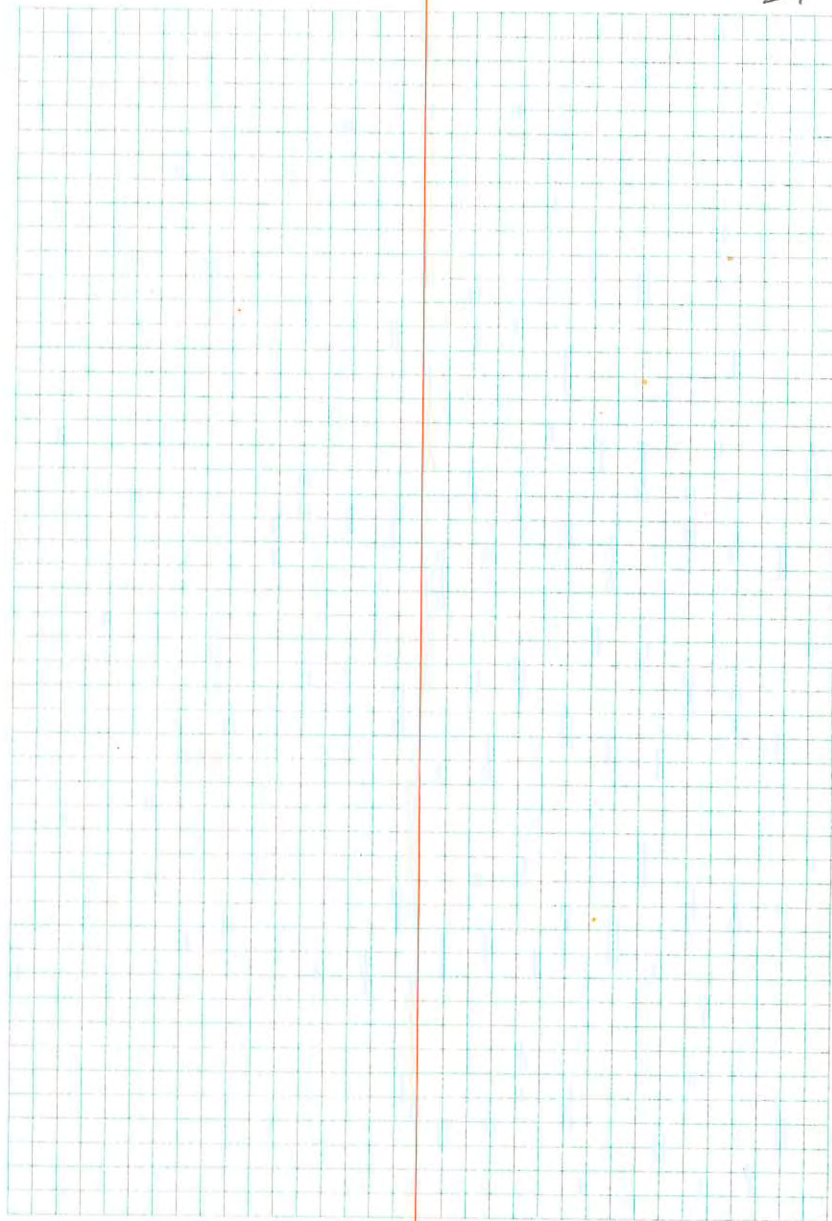
SET UP ON OLD WATER RESIVOOR BACKSITE  
TO THE REBAR ON THE SO. P. OF COUNTY  
PIT. ALL  $\angle$  ARE INT TO THE RIGHT

	HORZ $\angle$	HORZ DIST	DIFF. ELEV.
OLD WATER TANK - $\frac{27}{26}$ SEC $\frac{34}{35}$ COR.	$284^{\circ}23'50''$	4088.70	7.16
$\angle$ INT RT BACKSITE REBAR			
OLD WATER TANK - $\frac{33}{34}$ COR.	$40^{\circ}17'48''$	2858.10	-33.95
$\angle$ INT RT BACKSITE REBAR			



25 APRIL 1984 CONT.

29



1-34-0010

32

PROPOSE NEW DITCH BY THE  
TERRY LINDLEY FARM IN  
MOUNT STERLING DITCH RUNS  
PARALLEL TO THE EXISTING  
GRAVEL ROAD

*[Handwritten signature]*

STA → STA	HI	ELEV.
BM -2+08.00	7 <sup>50</sup>	5,000.08
	5,008.32	
	0 <sup>35</sup>	5,007.95
1+16.00	7 <sup>50</sup>	5,000.82
1+40.00	8 <sup>13</sup>	5,000.17
3+30.00	10 <sup>98</sup>	4997.32

SOUTH END OF GRAVEL DRIVE AS IT INTERSECTS  
THE GRAVEL ROAD RUNNING N.E.S. & THE E. OF THE  
PROPOSED DITCH

P.O.B. OF PROPOSED NEW DITCH.

INLET 1<sup>ST</sup> DRIVE

OUTLET 1<sup>ST</sup> DRIVE

INLET 2<sup>ND</sup> DRIVE

STA →	STA	+	HI	-	ELEV.
3+54.00				11.35	4996.95
4+00.00				11.35	4996.85
4+00.00				11.42	4996.88
4+00.00				12.78	4995.53

OUTLET 2<sup>ND</sup> DRIVEWAY

50'

EAST SIDE OF ROAD @ PROPOSED CULVERT CROSSING

21'

⊥ GRAVEL ROAD RUNNING N. & S.

21'

WEST SIDE OF ROAD @ <sup>PROPOSED</sup> CULVERT CROSSING



APPROACH RADIUS @  
GUN CLUB

~~REF AZ = 198° 01' 00"~~

~~AZ #1 = 166° 47' 54" 28.94'~~

~~AZ #2 = 171° 34' 46" 36.79'~~

~~AZ #3 = 171° 11' 17" 44.99'~~

~~AZ #4 = 168° 01' 06" 52.80'~~

~~AZ #5 = 163° 17' 19" 59.64'~~

67-84

1-84-0011

COOL / RAIN

35

PROPOSED WIDENING OF 2400 WEST  
FROM THE CORNER COMMON TO  
SECTIONS  $\perp$  FOR APPROX FT.  
AND TO ACCOMMODATE SPRING WATER  
DRAINAGE NOW RUNNING ALONG EAST  
SIDE OF 2400 WEST. (UNDER PROPOSED  
NEW ALIGNMENT). COUNTY COMMISSIONER  
OWEN YEATS HAS REQUESTED THE  
PROJECT BE UNDERTAKEN

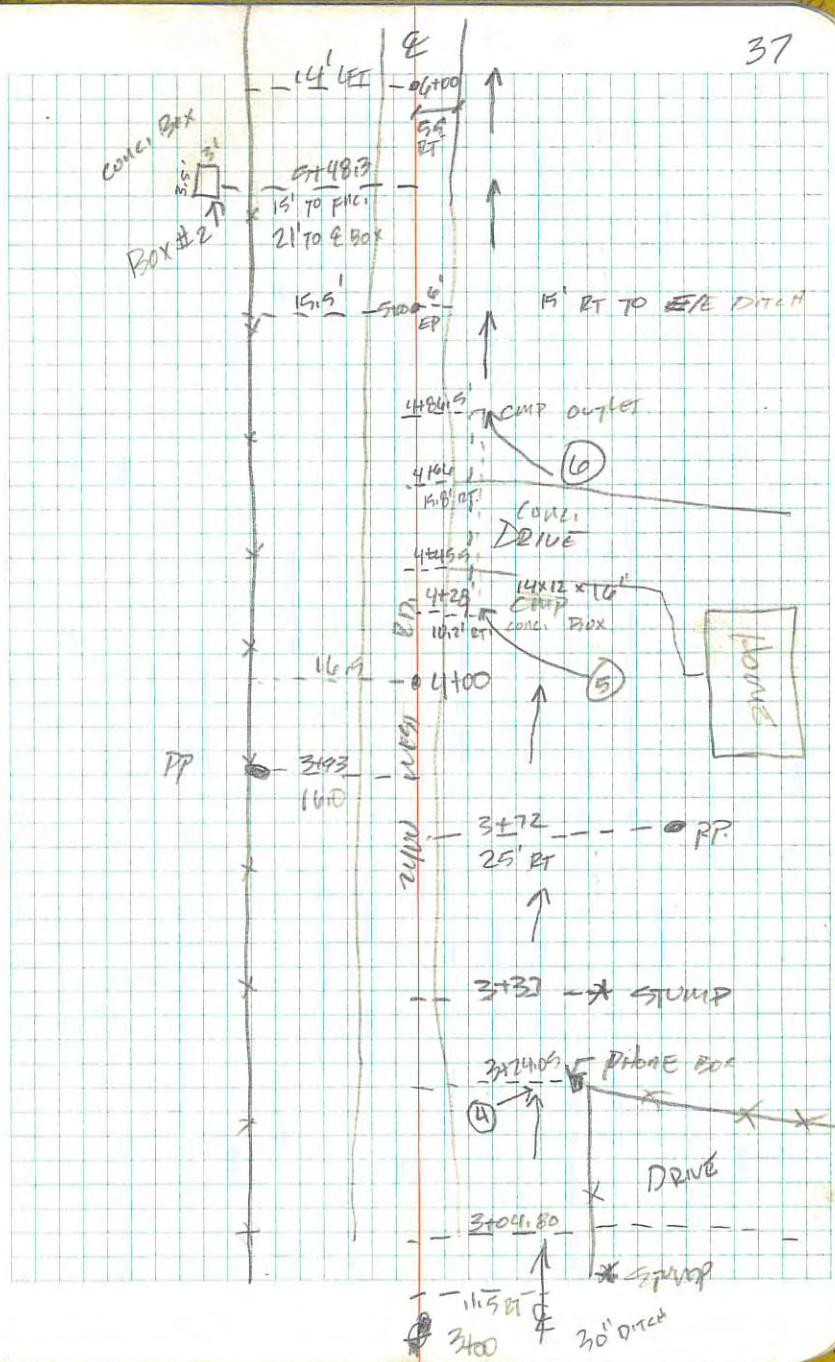
*W. J. [Signature]*  
CHIEF DEPUTY SURVEYOR

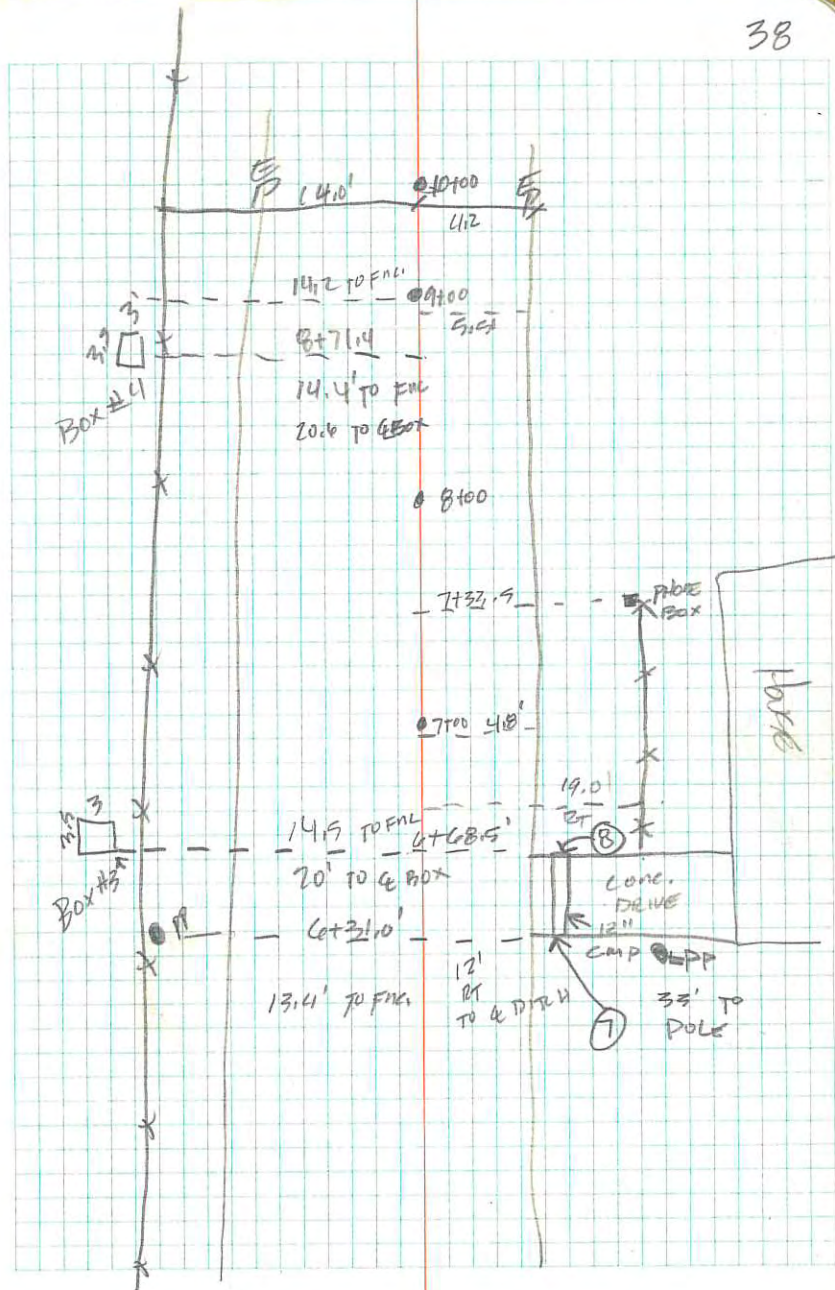
STA → STA	HORIZ &	H. DIST.	DIFFER	EL.	
0+00 → 13+69.57	0°00'00"	1369.57	-6.59	94.01	
0+00	13+00	"	1300'	-6.05	94.55
0+00	12+00	"	1200'	-5.85	94.75
0+00	11+00	"	1100'	-5.68	94.92

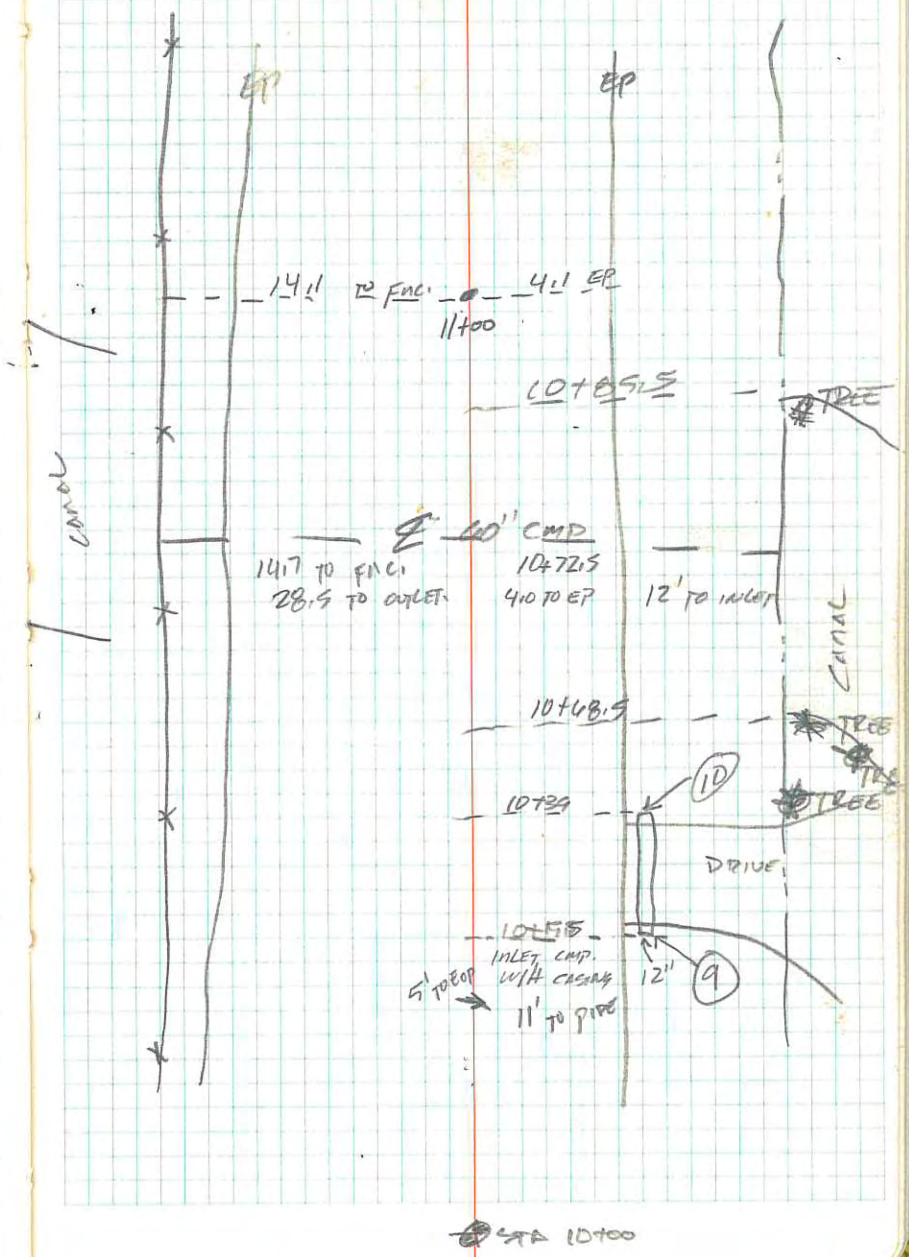
HI OF GUN = 5.40'

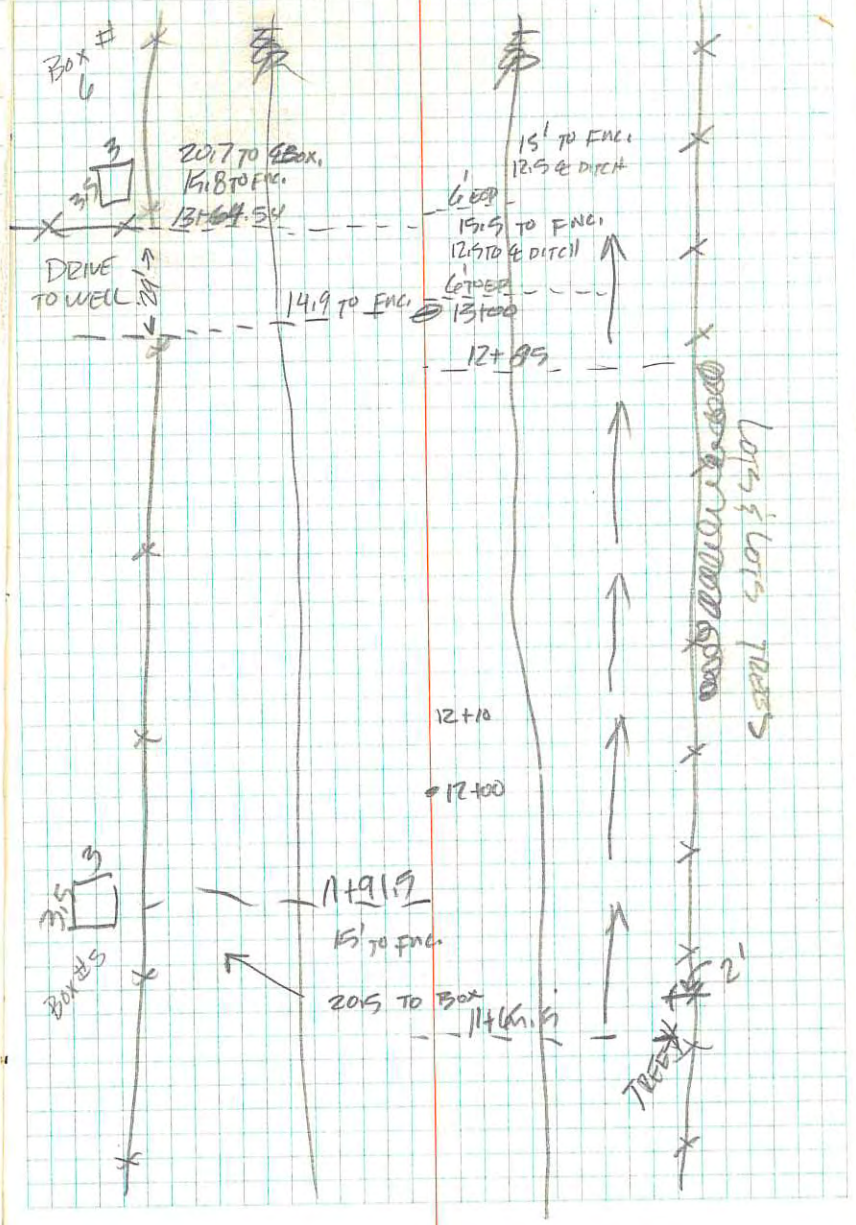
HI OF ROD = 4.80'











1-84-0011

STA → STA

+

HI

-

ELEV.

3.15

103.15

100

3.35

99.80

5.68

97.47

6.53

96.62

①

3.49

99.66

②

6.21

96.94

3.61

99.54

6.69

96.46

6.70

96.45

8.75

94.40

③

7.60

95.55

4.63

98.52

41

BM STA 0+00 E

EOP. RT.

FL DITCH RT.

FL CULVERT.

E DRIVE

FL OUTLET PIPE

SEA. CORNER

FL INLET STA 0+00 LEFT

FL OUTLET STA LEFT

FL BOX # 1

FL SPERM DITCH @ RT A TO BOX 1

1+00

ALL STA 0+00  
RIGHT



1-B4-0011

STA → STA

+

HI

-

ELEV

465 98.50

EOP STA 1+00 LEFT

483 98.32

2+00 E

475 98.40

EOP RIGHT 2+00

496 98.19

EOP LEFT 2+00

509 98.06

3+00 E

515 98.00

EOP STA 3+00 LEFT

506 98.09

EOP RT 3+00

TP

468

509 98.06

STA 3+00 E TURN PT

102.74

785 94.89

A OUTLET CULVERT FL

515 97.59

EOP 4+00 RT

498 97.76

EOP 4+00 LEFT

STA → STA	+	HI	-	ELEV.
-----------	---	----	---	-------

⑤

7<sup>63</sup> 95<sup>11</sup>

⑥

9<sup>10</sup> 93<sup>64</sup>5<sup>18</sup> 97<sup>56</sup>5<sup>25</sup> 97<sup>49</sup>~~⑦~~8<sup>31</sup> 94<sup>43</sup>10<sup>92</sup> 91<sup>77</sup>5<sup>35</sup> 97<sup>39</sup>5<sup>30</sup> 97<sup>44</sup>8<sup>63</sup> 94<sup>11</sup>

⑦

8<sup>11</sup> 94<sup>65</sup>

⑧

8<sup>91</sup> 93<sup>83</sup>11<sup>32</sup> 91<sup>42</sup>

FL CULVERT

FL CULVERT

SILT. UP 19

ST00 EOP RT.

ST00 EOP LFT.

FL DITCH @ ST00

FL BOX # 2

6+00 EOP RT.

6+00 EOP LFT.

FL DITCH STA 6+00

S INLET CULVERT FL.

N. OUTLET CULVERT FL.

BOX # 3

STA → STA

+

HI

-

ELEV.

TP

340

100.91

5<sup>23</sup> 97.51

7+00 E.

3<sup>50</sup> 97.41

EOP STA 7+00 RT.

7<sup>35</sup> 93.56

FL DITCH 7+00 RT.

3<sup>31</sup> 97.60

EOP 7+00 LFT.

3<sup>37</sup> 97.54

EOP 8+00 LEFT.

3<sup>54</sup> 97.37

EOP 8+00 RT.

7<sup>63</sup> 93.28

FL DITCH 8+00

9<sup>82</sup> 91.09

BOX #4

4<sup>41</sup> 96.50

9+00 E

4<sup>33</sup> 96.59

EOP 9+00 LFT.

4<sup>48</sup> 96.43

EOP 9+00 RT.

7<sup>95</sup> 92.96

FL DITCH 9+00 RT.

STA → STA	+	H <sub>3</sub>	-	ELEV.
				5 <sup>72</sup> 95.19
				8 <sup>51</sup> 92.40
				5 <sup>86</sup> 95.05
(9)				8 <sup>75</sup> 92.16
(10)				9 <sup>17</sup> 91.74
				6 <sup>19</sup> 94.72
				6 <sup>33</sup> 94.52
				11 <sup>03</sup> 89.86
				10 <sup>91</sup> 90.00
TP	5 <sup>08</sup>			6 <sup>18</sup> 94.73
		99.91		
			5 <sup>07</sup>	94.74

EOP 10+00 RT.

FL 10+00 RT DITCH

EOP 10+00 LFT.

FL HWY TYPE CULVERT INLET

FL HWY TYPE " " OUTLET

CL MAIN CANAL CULVERT @ ♀ OF ROAD

EOP MAIN " "

INLET " " " (TOP OF CULVERT)  
~~5.0'~~ 5.0' TO FL.

TOP HEAD WALL @ OUTLET.

← 11+00

EOP STA 11+00 RT.

STA → STA + HI - ELEV.

5<sup>04</sup> 94.77

10<sup>42</sup> 89<sup>39</sup>

5<sup>24</sup> 94<sup>52</sup>

5<sup>30</sup> 94<sup>51</sup>

8<sup>40</sup> 91<sup>41</sup>

5<sup>17</sup> 94<sup>64</sup>

5<sup>40</sup> 94<sup>41</sup>

5<sup>21</sup> 94<sup>30</sup>

8<sup>45</sup> 91<sup>36</sup>

11<sup>17</sup> 88<sup>64</sup>

6<sup>03</sup> 93<sup>28</sup>

6<sup>12</sup> 93<sup>69</sup>

11700 EOP LFT.

← BOX #5

12100 E.

12100 EOP RT.

FL DITCH 12100

EOP LEFT STA 12100

13100 EOP LFT.

13100 EOP RT.

13100 FL DITCH RT.

BOX #6

13+69.57 EOP LFT.

13+69 EOP RT.

STA → STA	+	HI	-	ELEV.
			10.41	89.40
TP.	6 <sup>00</sup>		<del>5.99</del> 6.00	93.82
		99.82		
			4.60	95.22
TP	756			
		102.80		
			5.22	97.58
TP.	624			
		103.62		
			3.60	100.02

STA 13+69.57 FL. DITCH RT.  
 " " " " " "  
 STA 10+00 " "  
 STA 4+00 " "  
 STA 0+00 " "

CLOSE WITHIN 0.02'

CLOSE ENOUGH

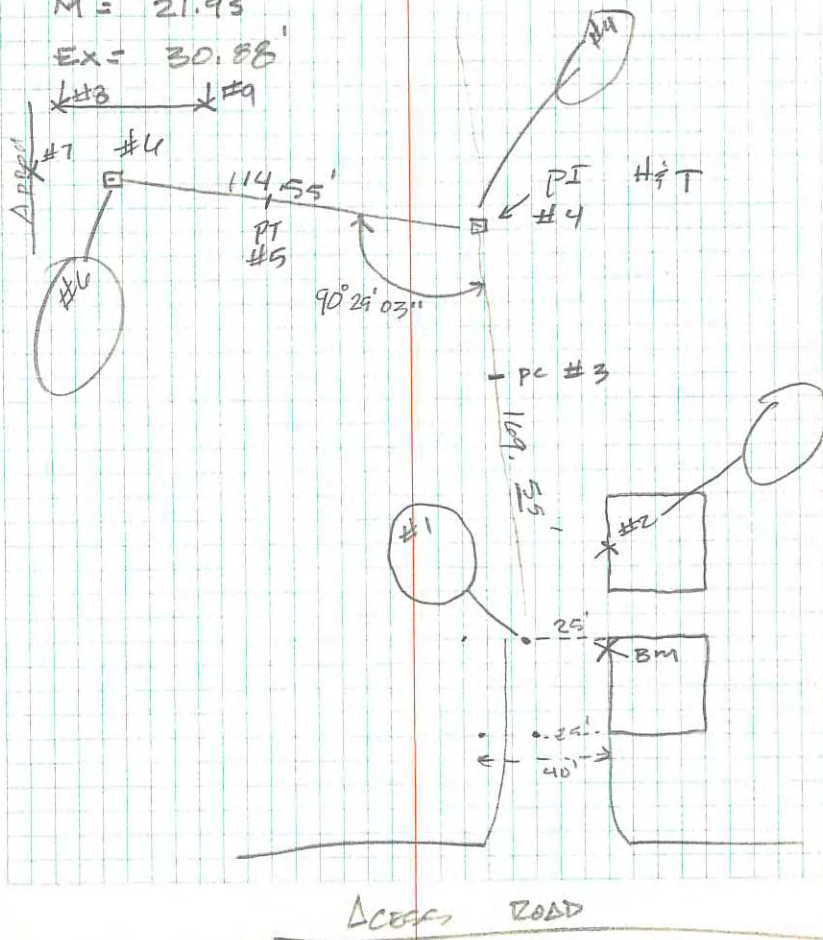
1-24-00 12

AIRPORT

48

CURVE DATA  
 $\Delta = 89^{\circ} 30' 57''$   
 $\frac{1}{2}\Delta = 44^{\circ} 45' 29''$   
 $R = 75.64'$   
 $L = 118.17'$   
 $C = 106.51'$   
 $M = 21.93'$   
 $Ex = 30.88'$

PI TO R. = 106.52'



STA	→ STA	+	HI	-	ELEV.
			216		100 <sup>00</sup> BM
			10216		
			248		99.68
			258		99.58
			389		98.21

ASPHALT #1

TOP GLOB #2

P.C. #3

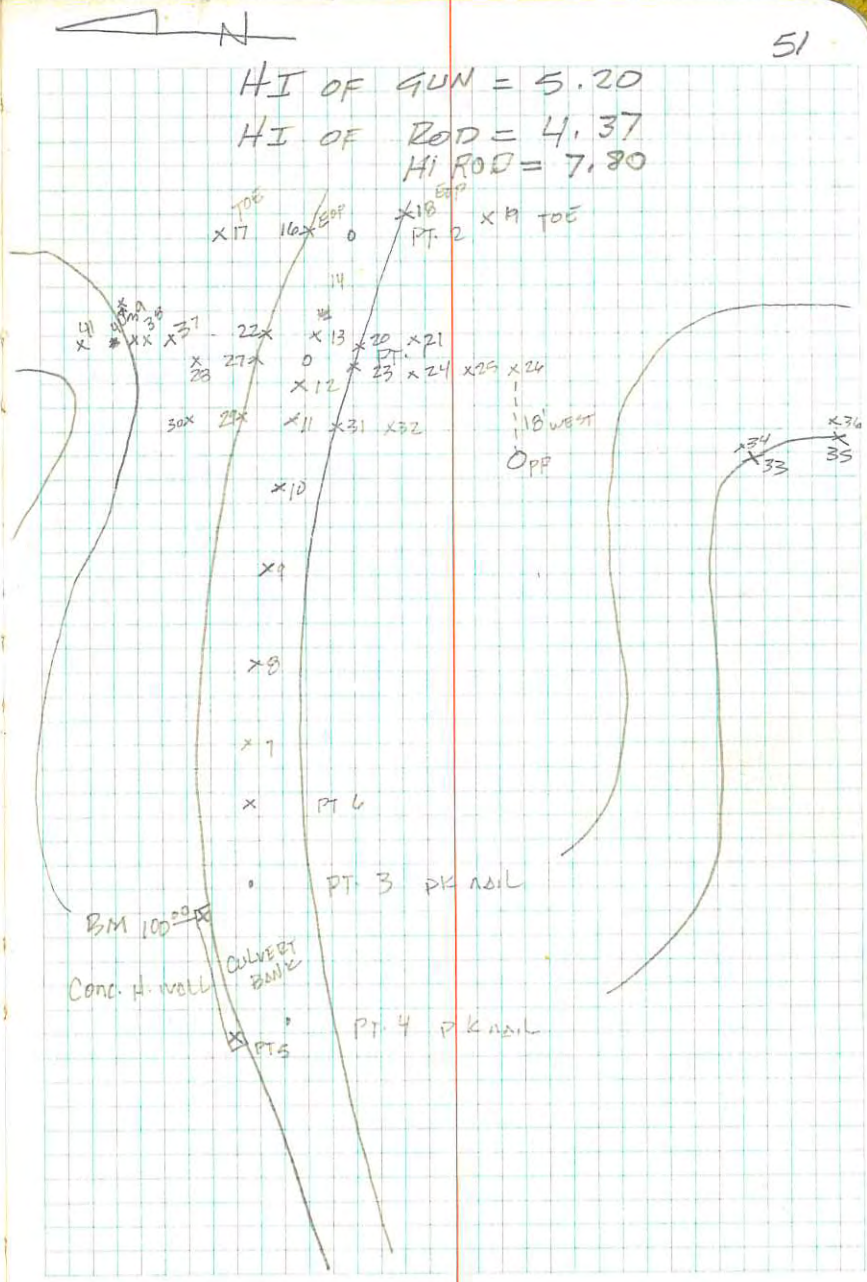
STA	STA	+	HI	-	ELEV
	PI # 4			4 <u>69</u>	97. <u>47</u>
	PT # 5			4 <u>67</u>	97. <u>49</u>
	END STA # 6			5. <u>34</u>	96. <u>82</u>
	EDGE OF APRON # 7			5 <u>10</u>	97. <u>06</u>
	NW COR WASH BACK # 8			4 <u>05</u>	98. <u>11</u>
	SW COR WASH R. # 9			4 <u>09</u>	98. <u>01</u>
	B.M.			2 <u>16</u>	100. <u>00</u>



1-84-0013

MENDON ROAD BRIDGE ALIGNMENT  
OF EXISTING CONDITIONS

STA → STA	HORIZ & H. DIST	DIFF EL	
PT. 1 → PT. 2	0°00'00"		
PT. 1 → BM	179°01'57" 362.47'	+0.75	conc. wall
" PT. 5	177°41'44" 407.25'	+0.85	conc. wall.
" PT. 4	175°39'52" 392.76'	-0.58	pk nail
" PT. 3	176°47'51" 342.43'	-0.50	pk nail
" PT. 6	178°02'55" 298.72'	-0.46	Q
" PT. 7	179°03'15" 252.40'	-0.44	Q
" PT. 8	179°46'32" 205.67'	-0.55	Q
" PT. 9	180°05'48" 158.05'	-0.62'	Q
" PT. 10	180°16'45" 110.41'	-0.53'	Q
" PT. 11	180°09'20" 63.05'	-0.68	Q



STA	STA	HORIZ A	HL. DIST	DIFF EL	
PT. 1	PT. 12	180° 11' 20"	15. <sup>49</sup> '	-0.80	Q
"	PT 13	0° 00' 00"	48. <sup>00</sup>	-0.78	Q
"	PT 14	"	96. <sup>75</sup>	-0.73	Q
"	PT 15	"	144. <sup>32</sup>	-0.79	Q
"	PT. 2	0° 00' 00"	199.94	-0.64	PK NAIL
"	16	357° 00' 26"	200. <sup>42</sup>	-1.03	EOP
"	17	353° 36' 15"	202. <sup>41</sup>	-5.86	TOE
"	18	3° 13' 35"	200. <sup>23</sup>	1.29	EOP
"	19	6° 42' <del>56</del> "	200. <sup>80</sup>	-2.38	TOE
"	20	12° 13' 44"	49. <sup>81</sup>	-1.04	EOP
"	21	26° 58' 40"	52. <sup>89</sup>	-3.76	<del>EOP</del> TOE
"	22	347° 17' 28"	48. <sup>01</sup>	-1.13	<del>TOE</del> EOP

SEE PAGE 51 FOR  
DRAWING

Height Rod

STA	STA	HORIZ A	H. DIST	DIFF EL	
PT 1	PT 22-23	334°43'53"	51.93	-5.98	TOE
"	23-24	88°51'55"	10.73	-1.12'	EOP
"	24-25	88°51'55"	22.28	-3.65'	TOE
"	25-26	98°41'11"	31.39'	-3.21	N. EDGE OF DIVER @ BRAD.
"	26-27	89°13'33"	34.46	-5.98	FL @ EDGE OF RIVER
"	27-28	270°06'45"	10.91	-1.25	EOP
"	28-29	270°06'45"	21.48'	-5.86	TOE
"	29-30	192°32'14"	51.14	-1.22	EOP
"	30-31	203°28'14"	55.04	-5.49	TOE
"	31-32	168°21'43"	50.18	-1.01	EOP
"	32-33	156°10'52"	53.93	-4.11	TOE
"	33-34	106°26'06"	97.84	-3.28	WEST BANK OF RIVER
"	34-35	106°45'48"	97.02	-5.22	FL @ BANK

SEE PAGE 51 FOR

DRAWING

STA	STA	HORIZ $\angle$	H. DIST	DIFF EL.	
PT 1 TO	PT 35 <b>36</b>	104°20'28"	225. <sup>48</sup>	- 3.37	RIVER W. BANK
11	36 <b>37</b>	103°32'50"	224. <sup>49</sup>	- 5.54	FL RIVER @ BANK
11	37 <b>38</b>	263°06'58"	77. <sup>00</sup>	- 4.39	GR. LEVEL
11	38 <b>39</b>	265°20'40"	128. <sup>04</sup>	- 4.34	GR LEVEL
11	39 <b>40</b>	265°31'40"	177. <sup>24</sup>	- 4.10	GR LEVEL
11	40 <b>41</b>	263°56'42"	281. <sup>53</sup>	- 4.03	SOUTH EDGE OF RIVER @ BANK
11	41 <b>42</b>	SAME	284. <sup>37</sup>	- 5.40	FL RIVER
	B.M. <b>43</b>	179°01'48"	362. <sup>44</sup>	+ 0.71	

SEE PAGE 51 FOR

DRAWING

- 1.0 TO ACTUAL FL. @ OF OLD &amp; NEW RIVER

## MENDON ROAD BRIDGE

## ELEVATION CRITERIA (SUB GRADES)

FLOW LINE OF CHANNEL = 92.27

TOP OF FOOTING = 91.27

BOTTOM OF FOOTING = 90.27

BOTTOM OF GRAVEL PAD = 89.27

## ELEVATION CRITERIA (GRADES)

BOTTOM OF KEYWAY = 90.94

TOP OF HAUNCH = 98.19

TOP OF CULVERT FILL = 100.02

TOP OF CRUSHED GRAVEL = 100.52

FINAL GRADE OF ASPHALT = 100.77

TOTAL ROAD ELEVATION DIFF =  
+ 2.35'

MENDON ROAD BRIDGE

SUB GRADES

STA →	STA	+	HI	-	ELEV
-------	-----	---	----	---	------

BM					100.00
----	--	--	--	--	--------

		3.43			
--	--	------	--	--	--

			103.43		
--	--	--	--------	--	--

				14.72	
--	--	--	--	-------	--

79

-	6	5	4	3	2	1
	7	8	9	10	11	12
	13	14	15	16	17	18
	19	20	21	22	23	24
	25	26	27	28	29	30
	31	32	33	34	35	36

STA →	STA	+	HI	-	ELEV.
					100
PT. 1	BM	3 <sup>44</sup>			
			103 <sup>44</sup>		
				3 <sup>47</sup>	Gravel
				3 <sup>72</sup>	Gravel
				3 <sup>47</sup>	Hanger filice
				3 <sup>43</sup>	Gravel
				3 <sup>45</sup>	EOP.
				3 <sup>50</sup>	Hanger stone
				3 <sup>34</sup>	Gravel.
				3 <sup>49</sup>	EOP.
				3 <sup>47</sup>	Hanger

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Table XI—LINKS IN FEET, 10THS AND 100THS OF FEET



49.27

Read (1395)

BM

3.27

103.22

100.00

255° 56' 18"

200 07 00

H 617.65

ELD -2469

TH + D 618.12

V 92.17 16"

$$\begin{array}{r}
 \text{at} \\
 103.15 \\
 \underline{4.63} \\
 98.52
 \end{array}$$

179° 52' 03"

179 51 26"

179 51 54



BS 01172

2644.58'

-45.06

FS 21-22

335 14 34

335 14 34

BS REBAR

FS 21-22

49 42 55"