

2

Blackwell Ditch

B.M.	100
0+00	95.39
	89.49
1+00	96.07
	89.15
2+00	95.18
	89.37
3+00	93.84
	89.10
4+00	91.18
	89.63
5+00	93.21
	88.85 X
6+00	92.78
	88.59
7+00	93.59
	88.87

3

Highest point of corner post N. side Rd.

4

8+00

93.22

88.39

9+00

92.90

88.26

10+00

92.62

88.22

11+00

91.55

88.15

12+00

93.24

87.95

13+00

93.09

87.75

14+00

92.83

87.51

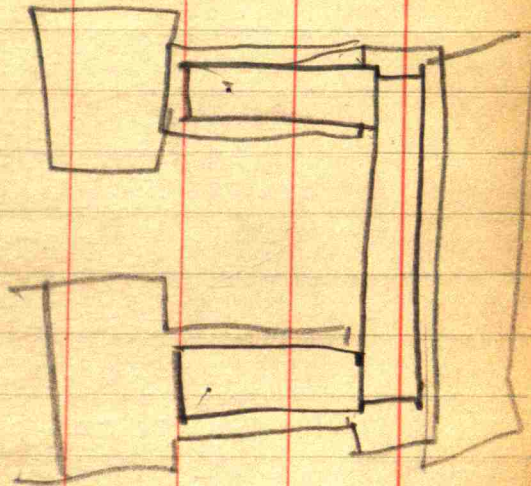
15+00

92.61

86.94

7

5



56

16+00

92.59

86.90

17+00

92.57

87.16

18+00

92.94

87.16

19+00

92.84

87.50

20+00

93.11

87.52

21+00

92.34

87.23

22+00

92.39

86.80

23+00

91.69

86.92

57

e8

e9

24+00

89.47

85.83

25+00

91.55

85.45

26+00

90.90

85.43

27+00

91.65

85.04

28+00

91.75

85.03

B.M.

90.71

86.05

29+00

90.94 90.97

85.87 85.87

30+00

91.93 91.98

85.85 85.85

End of SW wing of road bridge

31+00

90.82 9084

85.59 8558

32+00

89.71 8976

85.35 8538

33+00

90.25 9034

85.32 8538

34+00

90.66 9034

85.68 8525

35+00

90.52 9019

85.71 8530

36+00

90.44 9010

85.75 8541

37+00

90.11 8979

85.58 8520

38+00

89.20 8892

85.63 8530

39+00	8984	89.50	
	8538	85.03	
³⁹⁺⁴⁶ BM	9300	92.65	On N header of bridge at TH&E Line
	8491	84.60	On conc. floor
	8461	84.22	On ground
40+00	8963	89.30	
	8456	84.17	
41+00	8723	86.88	
	8446	84.15	
42+00	8803	87.70	
	8496	84.51	
⁴²⁺⁶⁰ BM	8591	85.57	Bottom step NE wing RR bridge
	8420	84.00	

Check on B.M.s.

B.M.	85.91	
B.M.	9300	
37	9014	
33	9073	
B.M.	9107	9077
24	9090	
20	9357	
15	9210	
9	9250	
4	9080	
0	95.07	
B.M.	99.64	100.

Lower step NE wing RR Bridge
On Cen N header TH&E Arch

Dist from SE

Richardson Ditch

0+20 B.M.	100.	Boulder in ditch
0+00	104.77	
	100.11	
1+00	104.25	
	99.38	
2+00	103.39	
	99.58	
3+00	102.60	
	98.25	
4+00	102.06	
	98.00	
5+00	102.33	
	97.62	
6+00	101.90	
	97.43	
7+00	101.48	
	97.12	

8+00

101.65

96.66

9+00

101.34

96.17

10+00

100.50

95.82

11+00

100.34

95.51

12+00

98.80

95.24

13+00

99.81

94.94

14+00

99.03

94.58

15+00

98.59

94.04

20

16+00

98.10

93.94

17+00

97.93

93.81

18+00

97.14

93.29

19+00

96.67

93.00

20+00

97.05

92.82

21+00

96.86

92.60

22+00

96.05

92.30

23+00

96.19

92.12

21

22

24+00

95.47

91.90

25+00

94.38

91.40

26+00

95.24

90.80

27+00

94.54

90.59

28+00

94.65

90.55

29+00

94.39

90.41

30+00

94.75

89.83

31+00

93.93

90.33

23

32+00	93.55
	90.08
33+00	91.83
	89.70
34+00	92.14
	89.57
35+00	92.84
	89.27
36+00	92.04
	89.15
37+00	92.87
	88.95
38+00	92.44
	88.52
³⁸⁺⁹⁰ B M	93.01
38+90	88.43

NE wing of bridge

In ditch at end of bridge

026

027

40+00

92.18

87.39

41+00

91.84

87.24

42+00

91.83

87.27

43+00

91.90

86.35

44+00

92+00

86.65

45+00

91.62 †

86.20

46+00

91.04

86.08

47+00

90.74

86.34

48+00	90.29
	86.75
49+00	90.07
	86.37
50+00	90.33
	86.15
51+00	89.40
	86.15
52+00	89.44
	85.92
53+00	89.20
	85.75
54+00	89.11
	85.56
55+00	88.92
	85.47

56+00

8848

85.30

57+00

88.31

85.12

58+00

8847

8490

59+00

8859

8479

60+00

8882

8450

61+00

8874

8430

62+00

88.53

8370

63+00

88.71

8381

64+00	88.27
	83.60
65+00	88.31
	83.41
66+00	88.00
	82.98
67+00	87.85
	83.39
⁶⁷⁺⁹⁰ BM	86.35
68+00	86.78
	83.00
69+00	87.74
	83.03
70+00	86.81
	82.98

On E. end of concrete header on N. side of road

71+00	86.65
	82.56
72+00	86.49
	82.32
73+00	86.12
	81.93
74+00	86.08
	81.98
75+00	86.04
	81.42
76+00	85.59
	81.41
77+00	84.75
	81.37
78+00	85.24
	81.58

79+00	85.55
	80.85
80+00	85.40
	80.75
81+00	85.00
	80.77
82+00	85.00
	80.63
83+00	84.97
	80.60
84+00	84.81
	80.79
85+00	83.33
	80.80
86+00	84.31
	80.61

838

87+00

85.14

80.58

88+00

85.51

80.20

89+00

84.23

80.18

90+00

85.21

80.00

91+00

85.00

79.99

92+00

84.80

79.83

93+00

84.81

80.41

94+00

84.54

79.58

839

95+00

84.57

79.37

96+00

83.82

79.60

97+00

83.45

79.05

98+00

83.60

79.31

99+00

84.11

79.35

100+00

84.67

78.80

101+00

84.29

78.64

102+00

83.90

78.57

142

103+00

83.47

78.58

104+00

82.94

77.93

105+00

82.64

78.65

106+00

82.55

78.13

107+00

82.71

78.07

108+00

82.38

77.68

109+00

82.28

77.75

110+00

82.07

77.58

143

111+00

82.05

77.69

112+00

81.51

77.00

113+00

81.36

76.95

114+00

81.28

76.86

115+00

81.86

76.77

116+00

81.71

76.93

117+00

81.72

76.70

118+00

81.83

76.55

119+00	81.52
	76.37
120+00	81.36
	76.19
121+00	81.25
	76.24
122+00	80.91
123	76.05
123+00	80.17
	75.95
124+00	80.12
	76.03
125+00	79.97
	76.24.
126+00	79.54
	75.66

7048

126+92

77.75

128+

75.46

128+00

79.23

75.16

129+00

80.23

75.07

130+00

79.50

75.25

131+00

79.53

75.20

132+00

79.90

74.75

133+00

79.65

74.75

134+00

78.74

74.81

8149

150

051

135+00

78.98

75.00

135+40
BM

82.13

S. end of E. parapet wall of bridge

74.67

136+00

78.53

74.55

137+00

78.03

74.46

138+00

77.78

74.38

139+00

77.79

74.28

140+00

77.85

73.77

141+00

77.19

73.35

142+00	77.53
	73.21
143+00	77.31
	72.41
144+00	77.31
	72.40
145+00	77.72
	72.19
146+00	77.82
	71.88
147+00	77.75
	71.64
148+00	77.90
	71.50
149+00	77.53
	71.35

Sta. 54

Sta. 55

150+00

77.57

71.45

151+00

77.86

70.79

152+00

80.51

70.68

152+60

79.95

70.50

BM

83.30

N. end W. abut. of Mud Creek bridge

5656

Check B.Ms.

ac57

B.M.

83.30

81.42

77.23

77.09

B.M.

82.21 8213

79.62

80.59

81.29

81.90

82.19

83.67

83.10

82.86

83.35

85.00

85.69

86.15

8740

8693

BM

8668 8635

8870

8760

8828

52400

8990 8944

8995

9151

9350

BM

9310 9301

9300

30+00

9487 9475

9410

9448

9588

E 1160

99.32

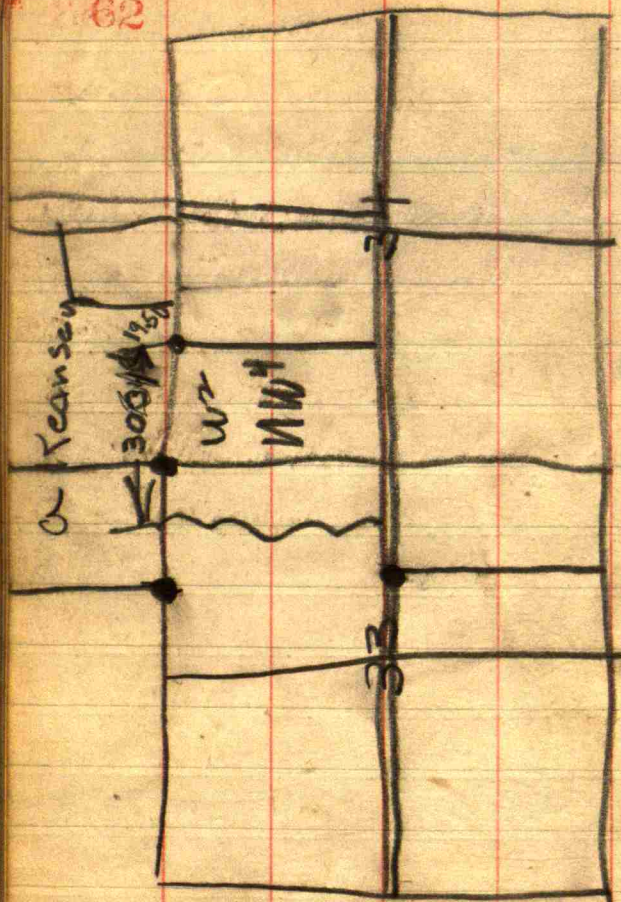
102.81

B.M.

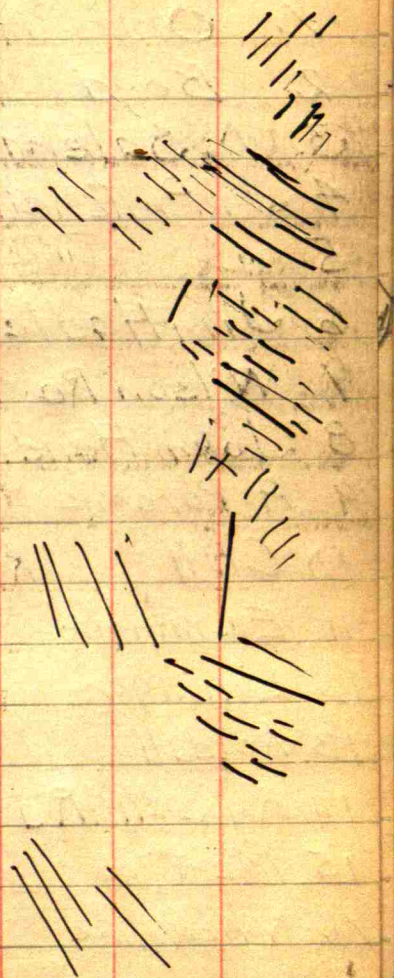
100.20 105.00

0261

62



63



Bridges

1. Orien Hadley
2. Boyd
3. N. Salem Br Floor
- 4 J. Pritchett No 1
- 5 " " No 2
- 6 Jim Hadley S. N. Salem
- 7 Wilson Rd. Bridge
- 8 John Hendricks
- 9 A. Parsons Repair
- 10 Call Repair
- 11 Ensminger " ✓
- 12 Lininger " ✓
- 13 Kendall " ✓
- 14 Russell Rd. New
- 15 Marting "
- 16 Wickwire ✓

(Henderson)

Abutments + Floor

3'x12'

3'x12'

Floor 9'-6" x 16' (No steel road)

Plan Faught ✓

Repair ✓

66

Miles Arm of Barnett Ditch

49+50	101.44
	97.53
49+0	102.12
	97.67
48+0	101.20
	97.33
47+0	101.40
	96.30
46+0	99.51
	96.20
45+0	99.42
	95.40
44+0	98.70
	94.74
43+0	99.01
	94.42
42+0	97.28
	93.85

Aug 12 '22. Clear & Hot

C.O. Gassett levelman
KT Sallust fodman

Jim Fleece } almen
Geo. Doughty }

8867

BM E. 1100 on end of tile

8768

42+90

95.90

41+0

95.15

97.55

40+0

93.67

97.97

40+0

92.77

39+0

96.80

91.68

38+0

95.75

90.57

37+0

94.28

90.34

36+0

93.22

89.67

35+0

92.11

89.43

34+0

91.52

88.04

94.00

8769

Top tile

Flow line

37+40 Ditch open FL. El. 92

35+90 90.00 FL. Tile 90.50 T. DITCH

E 170

071

8.8.30 FL. Tile 8875

Sta. 33+25

33+0

90.85

88.15

32+0

90.20

86.85

31+0

89.67

86.34

30+0

89.02

86.10

29+0

88.14

86.01

28+0

89.05

85.80

27+0

88.75

85.88

26+0

89.94

85.19

25+0

88.76

85.43

ST 72

24+0

88.35

84.81

23+00

87.77

84.47

22+0

86.90

84.71

21+0

85.64

82.85

20+0

86.51

82.91

19+0

85.61

82.60

18+0

85.20

82.39

17+0

84.65

82.85

16+0

84.99

82.74

ST 73

15+00	Tile ditch	F.L.	82.15
		Tile	82.64
15+0			84.43
			82.38
14+0			84.12
			82.20
13+0			84.64
			81.67
12+0			85.05
			81.31
11+0			85.61
			81.69
10+0			86.63
			80.79
9+0			85.19
			80.97
8+0			84.42
			80.78

Mouth open ditch

776

7+0

84.11

80.53

6+0

84.54

80.34

5+0

85.08

80.01

4+0

84.15

80.02

3+0

82.72

79.55

2+0

83.19

79.43

1+0

83.41

79.02

0+0

82.92

78.17

827

E 878

+ Sta D

$A1+8^V$ (2.82) $L5+2H$ 4.71 \checkmark $\rightarrow 4.93$
 $B1+5^V$ 2.95 $M6+0$ 2.81 \checkmark
 $H1+0$ 4.37^V $E3+8$ 3.54 \checkmark
 $I2+3$ 3.45^V $D2+3$ 3.12 \checkmark
 $J3+6$ 3.32^V $C1$ 2.95 \checkmark
 $K4+6$ 3.77^V

+ Sta W

$J3+5$ 3.70^V
 $K4+5$ 4.10^V
 $L5+2$ 4.11^V
 $M6+0$ $2.8P$ \checkmark
 $L7+5$ 2.02^V \checkmark
 $L8+0$ 1.96^V \checkmark
 $K9+9$ $2.2T$ \checkmark
 $J10+7$ 2.61^V \checkmark

+ Sta N

879

$K9+8$ 2.32^V $E10+5$ 3.55^V
 $J10+7$ 2.50^V $79+9$ 3.80^V
 $I11+0$ (2.88)
 $H11+5$ 3.11^V
 $A11+5$ 1.95^V
 $B11+5$ $1.8T^V$
 $C11+5$ 2.20^V
 $D11+5$ 2.21^V

+ Sta E

$D11+6^V$ (1.95) $74+5$ 4.13^V \checkmark $\rightarrow (3.78)$
 $E10+8$ 3.80^V $E3+9$ 3.90^V
 $79+7E$ 3.82^V $D2+6$ 3.47^V
 $G8+4$ 4.08^V $C1$ 2.95^V
 $G7+1$ 4.24^V $B1+5$ 2.84^V
 $G6$ 4.20^V
 $G5$ 4.19^V

		B8	4.25	D5	9.90	78	14.50	I4	1.45	K9	11.281
A1	11.60	B9	1.60	D6	8.20	79	15.50	I5	5.35	K7	4.40
A2	6.10	B10	7.60	D7	9.20	65	4.19	IL	0.60	K8	7.30
A3	8.50	B11	13.20	D8	3.24	66	4.20	I7	2.85	L5	3.15
A4	2.58	C1	2.95	D9	6.00	67	16.50	I8	9.38	L6	9.07
A5	2.70	C2	11.02	D10	10.60	68	15.70	I9	4.50	L7	11.06
A6	2.70	C3		D11	14.50	H1	4.37	I10	8.11	L8	1.96
A7	7.60	C3	5.10	E3	12.50	H2	7.18	I11	(2.88)	M6	2.81
A8	4.35	C4	8.95	E4	9.30	H3	10.00	J3	8.94		
A9	0.10	C5	3.90	E5	5.35	H4	5.00	J4	5.47		
A10	6.50	C6	1.00	E6	3.85	H5	0.00	J5	0.30		
A11	13.30	C7	4.30	E7	4.10	H6	2.37	J6	7.00		
B1	12.50	C8	8.11	E8	8.83	H7	6.76	J7	7.50		
B2	7.65	C9	1.40	E9	10.40	H8	4.97	J8	2.25		
B3	0.80	C10	7.60	E10	13.50	H9	2.35	J9	8.00		
B4	5.13	C11	13.20	F4	14.50	H10	7.91	J10	13.30		
B5	3.79	D2	13.50	F5	11.15	H11	14.30	K4	0.79		
B6	4.00	D3	7.50	F6	10.55	I2	(1.86)	K5	6.51		
B7	9.75	D4	3.20	F7	10.25	I3	5.49	K6	4.45		

HP. 1.20

HI 1 102.81 -1.95 +3.75
 HI 2 104.71 -2.82 +4.93
 HI 3 106.82 -1.86 +10.66
 HI 4 115.62 -4.84 +6.91
 HI 5 117.69 -10.55 +10.25
 HI 6 117.40 -3.85 +11.70
 HI 7 125.25 -5.29 +7.79
 HI 8 127.75 -5.03 +10.04
 HI 9 132.76 -2.89 +8.05
 HI 10 137.95

$\frac{1.20}{136.75}$

Base $\frac{136.75}{101.30}$

H.P. 35.45

84

Stevenson Ditch

BM	100.00
0+0	99.73
	97.17
1+0	100.65
	97.28
2+0	101.25
	97.24
3+0	101.26
	97.14
4+0	101.21
	96.99
5+0	101.15
	96.88
6+0	100.57
	96.77
7+0	99.81
	96.45

85

Middle of header at tile outlet
 0+00 DAVIS SOUTH
 LINE

5886

8+0

10025

9+0

9607

9970

10+0

9577

9997

9490

11+0

10023

9495

12+0

9975

9530

13+0

9897

9243

14+0

9958

9411

15+0

9955

9371

16+0

9934

9404

5887

OK CLARK-CLARK

7460 Fence N & S also lane

Box 88

17+0

9966

9287

18+0

9988

9331

19+0

9945

9282

20+0

9911

9297

21+0

9827

9293

22+0

9935

9216

23+0

10020

9110

24+0

9958

9115

25+0

9834

9079

20	93	945
4		185
17	07	760

Box 89

20+97 LIVESAY-CLARK
21+90 fence N&S

26+0

97.25

90.84

27+0

96.35

90.72

28+0

96.83

91.11

29+0

94.96

91.21

B.M.

95.76

30+0

95.97

90.17

31+0

96.21

89.34

32+0

92.95

89.60

33+0

94.53

89.42

29+10

Lowest point on NE wing of private bridge

29+25 fence N&S OK

892

34+0

94.96

89.13

35+0

94.10

89.22

36+0

93.95

89.65

37+0

93.86

36+60 fence N&S ^{o.k.} EMMERT-LIVESAY

89.56

38+0

93.74

89.15

39+0

93.92

88.95

40+0

93.60

88.85

41+0

97.68

88.73

42+0

92.70

42+70 fence E&W

88.65

3660	3630
2097	2925
15+63	9+05

893

1894

43+0

9044

8843

44+0

9271

8795

45+0

9220

8775

46+0

9263

8743

47+0

9210

8755

48+0

9195

8732

49+0

9183

8749

50+0

9114

8722

BM

9334

50+50 ^{OK} Road E&W
 End SE Wing of bridge

1895

96

97

51+0

90.94

87.02

52+0

91.60

86.61

53+0

91.27

85.81

54+0

91.21

85.32

55+0

90.27

85.00

B.M.

93.27

55+85 Road N&S *OK.* Jordan B.T.
E end S stone retaining abutment of bridge

56+0

90.07

85.08

57+0

89.85

84.30

58+0

89.75

83.73

8898

8899

59+0

8920

8427

BM

8915

End concrete retaining wall at H. Jordan Road.

60+0

8640

8465

61+0

8643

8419

62+0

8695

8422

63+0

8763

8394

64+0

8704

8284

65+0

8702

8338

66+0

8743

8258

1100

0001

67+0	88.11
	82.61
68+0	87.68
	82.12
69+0	87.48
+75 Huffman W. LINE	81.58
70+0	87.12
	81.77
71+0	86.67
	81.45
72+0	86.20
	81.29
B.M.	88.64
73+0	85.70
	81.50
74+0	85.85
	81.79

72+80 Road E&W Approy
 In crack in NE wing level with slab of bridge

8002

8003

75+0

8678

8134

76+0

8596

8150

77+0

8581

8128

78+0

8531

8130

79+0

8510

8148

80+0

8445

8159

81+0

8400

8114

82+0

8445

8080

83+0

8438

8064

7104

84+0

84.14

85+0

8046

8398

86+0

7995

8460

87+0 +20

7990

8287

Fence E&W Gordon? N. Line

79.51

88+0

8666

7905

89+0

8313

7885

90+0

8355

7797

91+0

8318

7800

92+0

8341

7810

M05

106

107

93+0	82.90
	77.64
94+0	81.40
	77.70
95+0	80.58
	77.84
96+0	81.85
	77.80
97+0	81.45
	76.86
98+0	80.90
	76.70
99+0	80.70
	76.48
100+0	80.44
	76.20
BM	82.69

OK
95+45 Fence E&W

100+40 Road E&W OK # 234
Low point of SE wing of bridge

108

101+0

8092

7595

102+0

8034

7540

103+0

8154

7595

104+0

8003

7535

105+0

8020

7517

106+0

7913

7486

107+0

7880

7547

108+0

7904

7523

109+0

7787

7540

109

1110

0111

110+0

7766

7555

111+0

7890

7470

112+0

7714

7467

113+0

7805

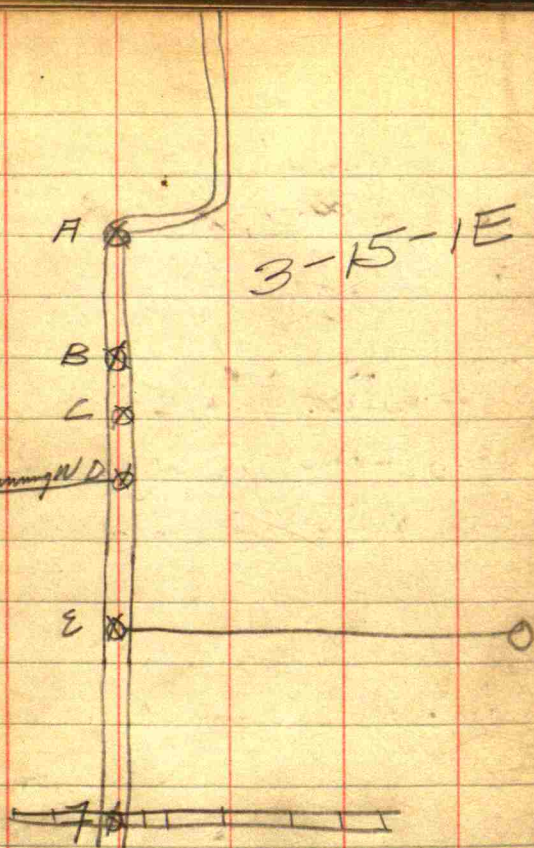
7455

113+50

7753

7457

8112



8113

$$AB = 10.10 \text{ ch.}$$

$$BC = 4.21 \text{ ch.}$$

$$OB = 5.30 \text{ ch.}$$

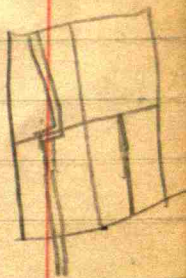
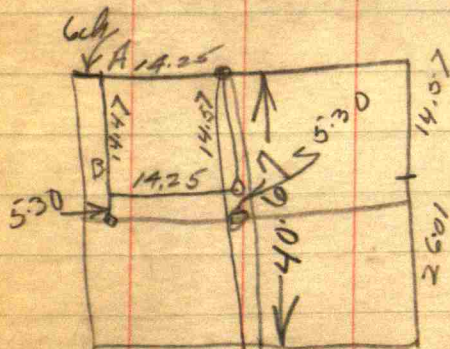
$$DE = 10.50$$

$$\hline 30.11$$

$$DF = 20.86$$

F = N. Rail T. H. I + E.

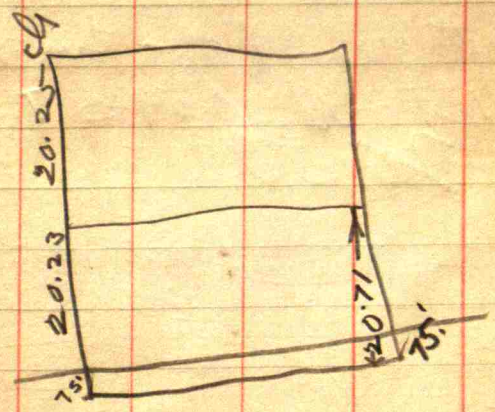
E = 20.50 ch to cor post - 20.54 ch to stone
 stone is 4 links E and 5 links S of
 cor post.



Hager a.o.
T.H.I.+E.

rt W²SW⁴

To pt. 20.71 No of SE cor
of said half 2 ac. Then
S on E line. To within
75 feet of said SE corner then
W on N line of right way of
T.H.I.+E.



Big Can S-SW⁴ Sec 3

N - 20.71 to stone. 20.71

Then N 5.30 to stone 5.30

~~Then N 4.21 to stone~~ ~~4.21~~
40.22

Then N 24.59 to stone -

E - 3.61 to stone - E 20.77
to stone - S 30.38 to stoneTract measured off - June 8th 1880

N 7.31 - W 20.54 - S 7.31

E - 20.50

26.01

4.21
10.34
14.5514.55
20.71
5.30

4/40.56

10.14

30.42
20.515210
60840

623610

40.58
30.38
22S. 6²

on W. line From Bridge
 N 8.62 + .31 = 8.93

1.
 2.

120

$$79+82 \quad D = 90^{\circ} 15'$$

$$\begin{array}{r} 9025 \overline{) 57300} \quad 62.3 = R \\ \underline{54150} \\ 21500 \\ \underline{18050} \\ 34500 \end{array} \quad L = 100'$$

$$T = \frac{5755.1}{90.25} = 63.7$$

$$Ext = \frac{2391.2}{90.25} = 26.5$$

$$Sta \ 92+58 \quad D = 88^{\circ} 45'$$

$$\begin{array}{r} 3^{\circ} 35' \\ \underline{1 \ 47 \ 30} \end{array}$$

$$4 \ 82 \ 30 = 5^{\circ} 22' 30''$$

$$7^{\circ} 10' = 6 \ 70$$

$$\underline{1 \ 47 \ 30}$$

$$8^{\circ} 57' 30''$$

$$\underline{1 \ 47 \ 30}$$

$$9 \ 10 \ 5$$

Sta 103-PI

121

$$\Delta = 28^{\circ} 40'$$

$$D = 14^{\circ} 20'$$

$$T = \frac{1464.1}{720.5}$$

$$R = 400'$$

$$14.33$$

$$L = 100 \times 28. = 2800'$$

$$184.1$$

$$Ext = \frac{451}{14.33}$$

$$14.33$$

$$= 10^{\circ} 45'$$

$$1 \ 47 \ 30$$

$$11 \ 92 \ 30$$

$$12^{\circ} 32' 30''$$

$$1 \ 47 \ 30$$

$$73 \ 80$$

$$= 14^{\circ} 20'$$

$$\begin{array}{r} 14.33 \overline{) 5730} \quad 4 \\ \underline{732} \end{array}$$

$$T = 102.17$$

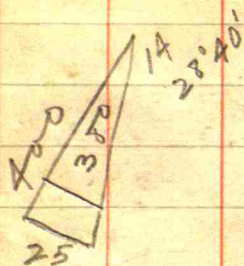
$$L = 200'$$

$$D = 1^{\circ} 47' 30''$$

$$1 \ 47' \ 30''$$

$$2^{\circ} 9' 4''$$

$$3^{\circ} 35'$$

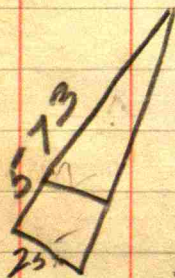


$$400 = 25 + 380 = X$$

$$400X = 9500$$

$$X = 2$$

$$23.75$$



$$\begin{array}{r}
 548 \\
 \underline{25} \\
 2740 \\
 \underline{1096} \\
 1644 \\
 \underline{13700} \\
 1144 \\
 \underline{22400} \\
 1784 \\
 \underline{5210}
 \end{array}$$

5/9 —

$$\Delta = 20^\circ R.$$

$$D = 10^\circ$$

$$d^1 = 1^\circ 15''$$

$$d^2 = 2^\circ 30''$$

$$d^3 = 3^\circ 45''$$

$$d^4 = 5^\circ 00''$$

$$d^5 = 6^\circ 15''$$

$$d^6 = 7^\circ 30''$$

$$d^7 = 8^\circ 45''$$

$$d^8 = 10^\circ$$

$$L = 100 \times \frac{20}{10} = 200'$$

$$Ext = \frac{88.4}{10} = 8.84$$

$$\tan 101.04$$

$$R = 573$$

$$573 = 25 = 548 : X$$

$$573X = 1370$$

$$X =$$

Sta $13^{\circ} 22' R$

$$D = 10^{\circ}$$

$$L = 100 \times \frac{13.3667}{10} = 133.6$$

$$T = \frac{671.4}{10} = 67.14$$

$$3 \times 33.4 = 100.2 =$$

$$\text{Chords} = 33.4' \cdot d = 1^{\circ} 40'$$

$$\begin{array}{r}
 1^{\circ} 40' \\
 \hline
 3^{\circ} 20' \\
 1\ 40 \\
 \hline
 5^{\circ} 00' \\
 1\ 40 \\
 \hline
 6^{\circ} 40'
 \end{array}$$



$$\begin{array}{r}
 573 \\
 \times 33.4 \\
 \hline
 21444 \\
 16944 \\
 \hline
 18303.2
 \end{array}$$

$$573:33.4 = 548.1X$$

$$573X =$$

$$\begin{array}{r}
 573 \overline{) 18303.2} \quad 32.1 \\
 \underline{1719} \\
 1113 \\
 \underline{1146} \\
 670
 \end{array}$$

$$\begin{array}{r}
 32.1 \\
 \times 33.4 \\
 \hline
 65.5
 \end{array}$$

$$\begin{array}{r}
 32.1 \\
 20.
 \end{array}$$

126

Sta =

$$\Delta 352^{\circ}$$

$$D = 3^{\circ}52'$$

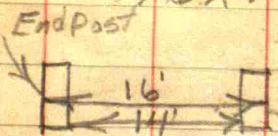
$$E = 100$$

$$\text{Ext.} = \frac{2.9}{3.67}$$

127

Boyer Bridge

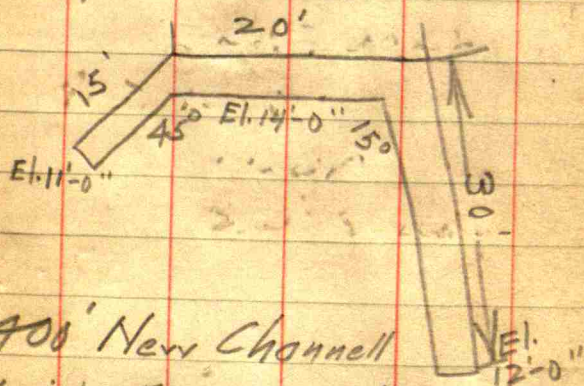
9'6" x 14' clear Rdwy



Bed Stream to Truss

Shoes 14'-0"

Footings 6'-0"



400' New Channel

N. side Ave Depth 6'-0"

Clean Willows out of SE channel

Stone Abut. to Rip Rap Bank

at end of S. wing

Clay Steel Br.

at end Pins 60'

O.L. 61'

OW 16'-10"

C Rdwy 14'-10"

5 x 12' ps = 60'

Pin Connected Truss

Top Chords 36'-0"

2-6" C's + 1-1/4" x 12" C.P.

4 x 12" F. Beams.

2 Lines 7" C's

5 Lines 7" I's

Owens Bridge

70' x 16' 6" C Rdwy. Bed Stead

130

SW cor. 8.

SE cor conc. foundation shed

N 1.8' and W 0.4'

SE cor

SE cor old conc. floor. N45°E

6.3'

NE. cor

NW cor. Dr. Thomas office
bldg. E 15'-0"

NW cor.

NE cor of Bunt Bldg.

W. 52'

Starting at NE cor
L at Number 1 in Blk 5
Orig Town

Survey for

Calbert
Plainfield Ind.

131

156

	per lin ft.	Contract Total
Side walks		
W. Poplar 311.7'	\$ 1.40	436.38
N. High 688.2'	.95	653.79
S. Walnut 898.0'	.95	853.10
S. Ind 143.5	.90	129.15

37 | 290.8
6

468.14

653.79
527.29
126.40

298.2
95
149.10
268.38
428.3290
708.223

21247
314.92
527.39

212466

Estimate	First Est.	
\$ Total	\$	Both sides
525.77	1224.49	
771.92		
981.00	1463.89	
1416.50	\$ 231.20	

8 | 10
8

370
25
1900
760
9500

102.88
1.95
100.93
3.78
104.91

314.92

240.
150
390.
1950
3510
37050

104.71 13
2.82

101.89
4.93
106.82

37050
85

185250
246400
3149250