BRIDGES
1926

133

WILLING
TRANSIT BOOK
363 A

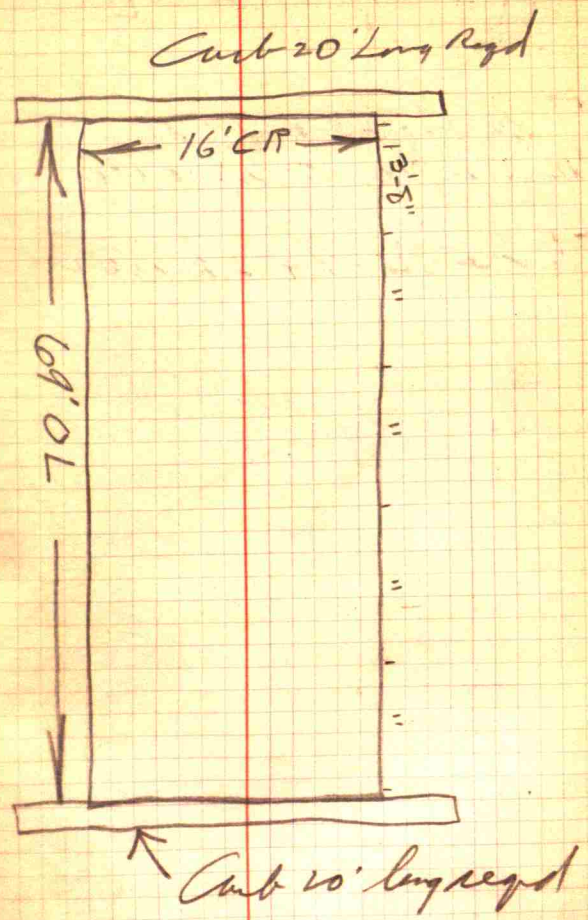
(2)

Robbins Bridge
Eel River Tp

7 lines 6" Is and 2 lines 6" C's in place - No change Reqd.

3 coats Paint required.

(3)



④ Phillips Brown

5-16'-Panels

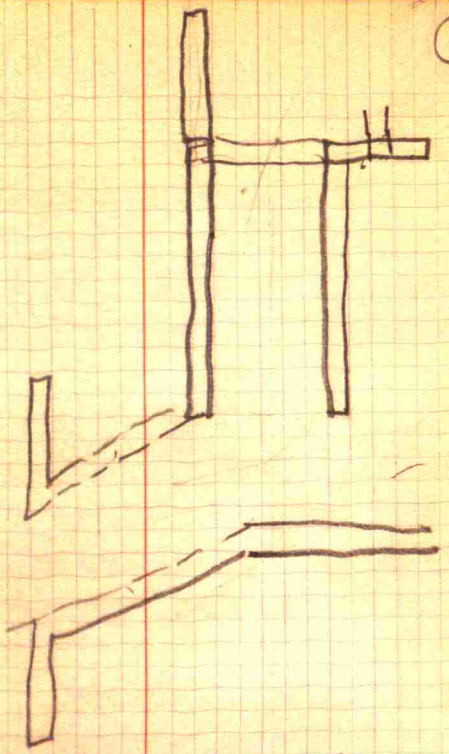
New Floor - 81'x14'

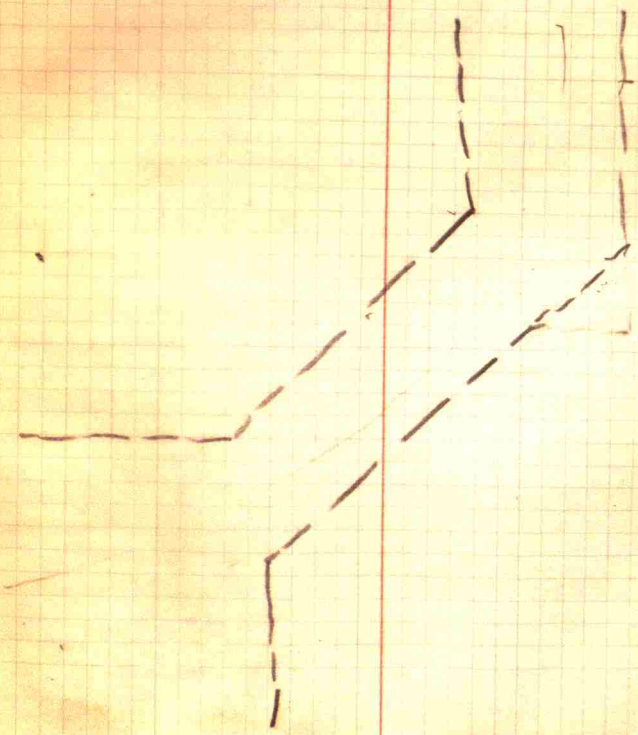
5 Lines 6" I's + 2 Lines 6" Cs in place No change

Cut off wall each end 20' long -

3 Coats Paint.

⑤





John J. Dugan

SW¼ NE¼ - 5 - 16 - 1 E

NW S E¼ - 5 - 16 - 1 E

Ⓐ I. P. 20' North on E line of NE corner post of this tract in center of road

Wit. N. 55° E 49' Telegraph pole

Ⓐ to Ⓑ 749½' East Line

Ⓑ to Ⓒ 1296½' South Line

South line of Com. is 845' from Ⓒ Ⓒ to Ⓓ 845'

SE corner of Com. 5' West of West line.

Ⓒ to Ⓔ 1164' to ℄ of road

Ⓔ to Ⓕ 111.5'

Ⓐ - Def. Left 89° 14' - 200'

thence Def. Right 11° 31' - 247.6'

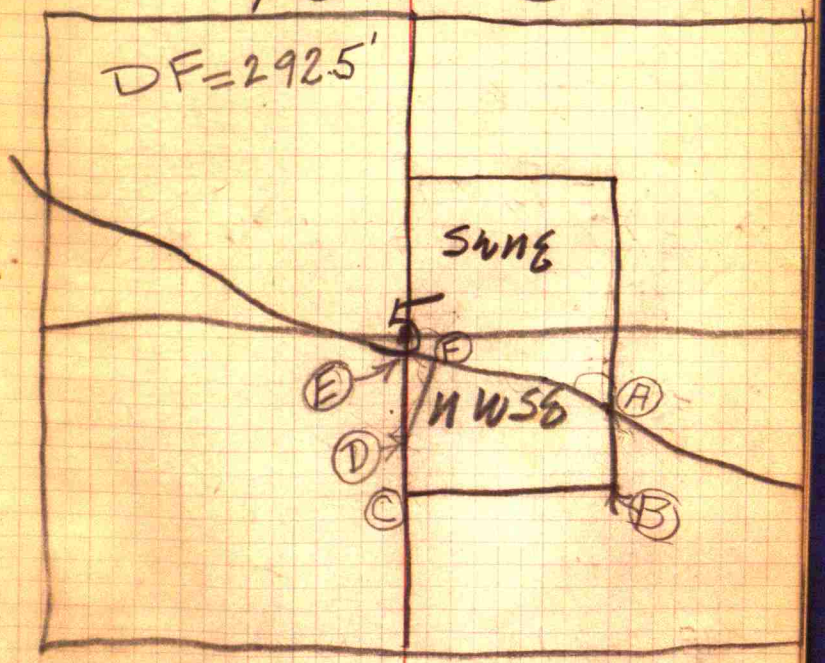
thence Def Right 8° 30' - 408.2'

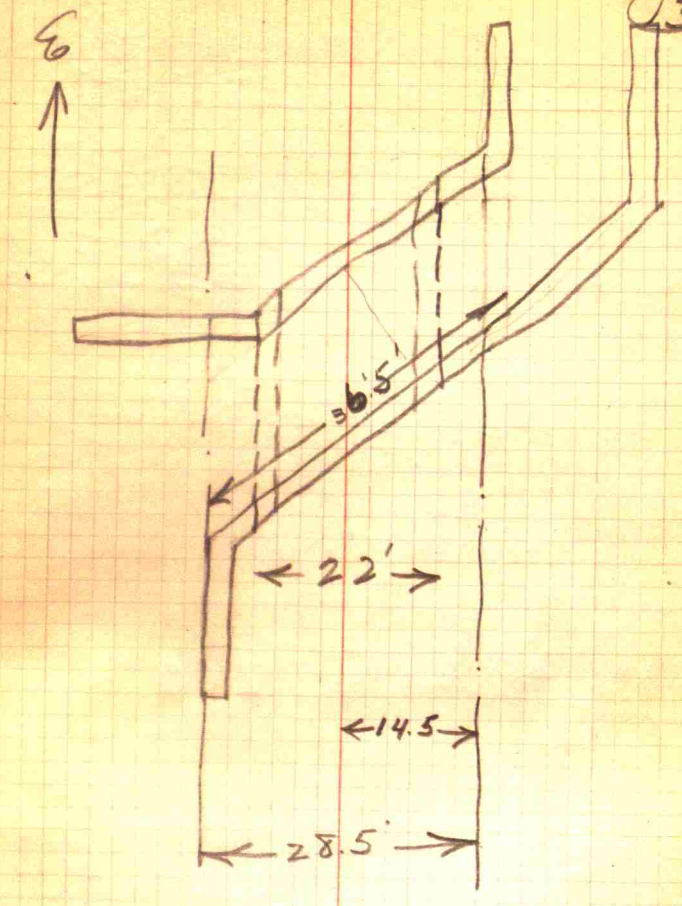
thence Def. Right 4° 24' - 409.7'

I. Pin. 20' north of N. E. corner post of Com. Fence 91° 42' Def. Left

Wit N. 45° E. 39' - Telegraph pole

16 1 E




E
36.5'
22'
14.5
28.5'

Thompson Bl.
SW. Wing Extention

Footings

L H Ave T.

$\frac{67}{27} \times \frac{5}{2} \times \frac{5.25}{2} = 16.30$ Cu Yds

Wall

3.5 H Ave T

$\frac{67}{27} \times \frac{10.5}{2} \times \frac{63}{48} = 17.10$ Cu yds

Counterforts

Footings

No H L T

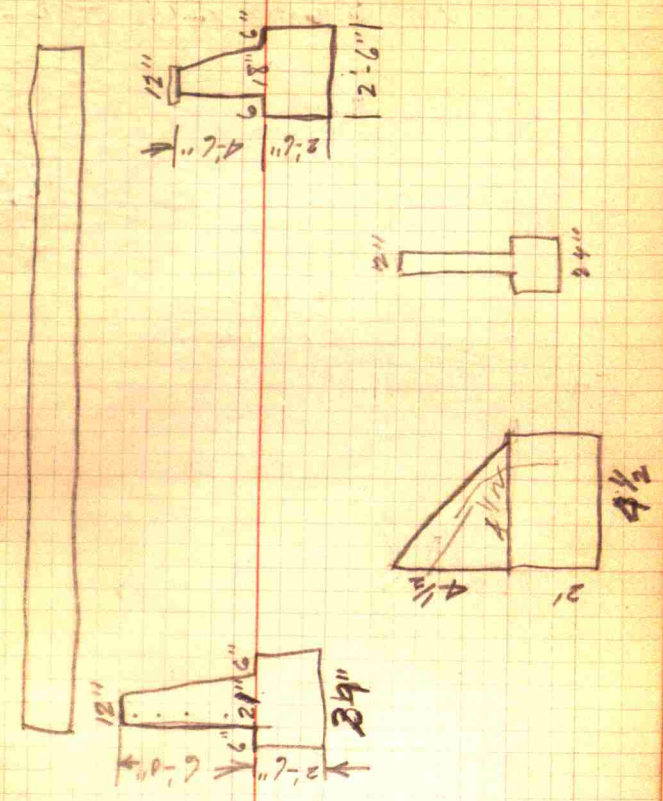
$\frac{3 \times 2 \times 4.5 \times 2}{27} = 2.00$ Cu yds

No H L

$3 \times \frac{4.5}{2} \times \frac{4.5 \times 1}{27} = 1.10$ Cu yds

36.5 Cu yds

12 Bars	30'-	Space 2'-0"
15 Bars	7.5'	" 18"
15 Bars	6.5'	" 18"
15 "	6.0	" 18"
9 Bars	5.0	" 18"



(18) Eli Martin Bridge

El. Bed of Stream S of 0+00 -25' - 94.08

	Stk	℄ of Ditch 10' W	20' W
0+00	99.45	99.06	99.19
1+00	102.59	102.33	102.57
2+00	101.70	101.61	101.65
3+00	102.44	102.21	102.41
4+00	102.37	102.09	102.37
5+00	103.49	103.20	103.31
5+26	103.21	102.97	103.10

101.38 El. of stream at sta 5+26

B.M. on Base of Hickory tree on nail driven in. Hickory S.E. of bridge 75'

El. 100.00

101.70 ⊙

No	Current		Check	
	Width Top	Width Bottom	Top	Bottom
0+0	13'0"	5'0"	13'6"	5'0"
1+0	17'0	4'8"	17'0'	4'0"
2+0	13'0	4'4"	8'9"	3'6"
3+0	12'0"	4'0"	10'0	3'0"
4+0	9'6"	3'8"	7'0"	3'0"
5+0	9'0"	3'4"	8'0	2'6"
5+26	8'0"	3'3"	5'0	3'0"
6+0	4'0"	3'0"		

	Cond Gd.	Bed of Stream So. of Bridge
		94.83
		94.70
0+0	95.30	95.65
1+0	96.30	96.85
		97.52
2+0	97.30	98.25
		98.35
3+0	98.30	98.93
		99.63
4+0	99.30	99.80
		99.75
5+0	100.30	100.44
5+26	100.54	101.45
6+0	101.30	101.95

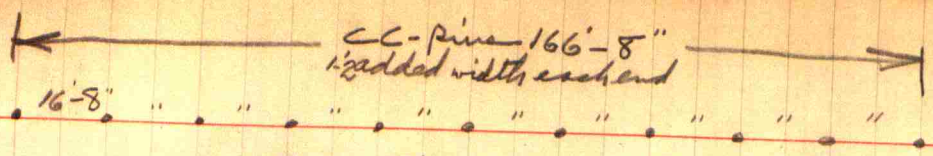
Bridges - 1926

1. Campbell - Clay - $750.00 ✓
2. Gibbs - Center - $1700.00
3. Lawton Ave - Center - $8000.00
4. Baum - Eel River - $1000.00
5. Hodson - Franklin - $900.00 ✓
6. Slagle - Middle - $1500.00 ✓
7. Lowder - Middle - $1200.00 ✓
8. Parker - Middle - $1500.00 ✓

Bridge Repair -

9. Stanley - Guilford - $1600.00 ✓
   Block Floor
10. Robbins - Eel River - $900.00 ✓
11. Boone - Eel River - $900.00
12. Phillips - Brown - $900.00 ✓

13. Carter - Clay - ✓ $900.00



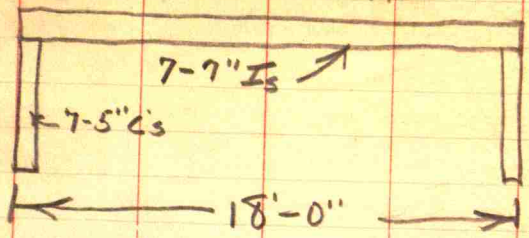
O.L - Floor - 169'-0"

O.W " = 16'-0"

6 lines 6"-I's in place
2 lines 6"-C's in place

John T. Hillingsworth
Bridge Report

Baum Eel River



6'-0" Bed stream to Crown Road
Flow SW — at Rt ∠ to
Roadway — Pres Rdway 14'-0"
New Br 18'-0" Span 20' Rdway
all wings at 45° —

Est Cost 1068.80

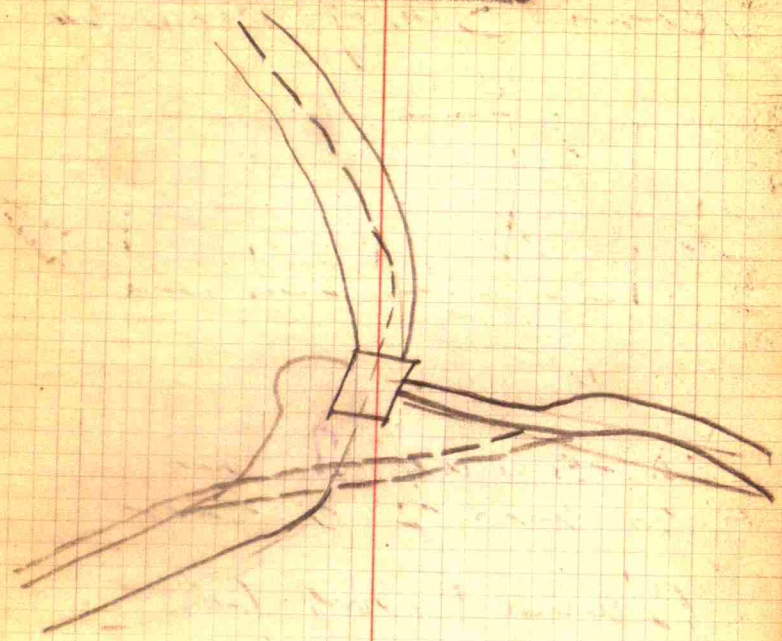
Old Br 16'+16' — 6' Bed to Com Road. Bed is 1' lower 50' S of Bridge opening 7' Bed to Com Road for New Bridge

Centy New Br 16' S of S edge old Str and Skew R 45°

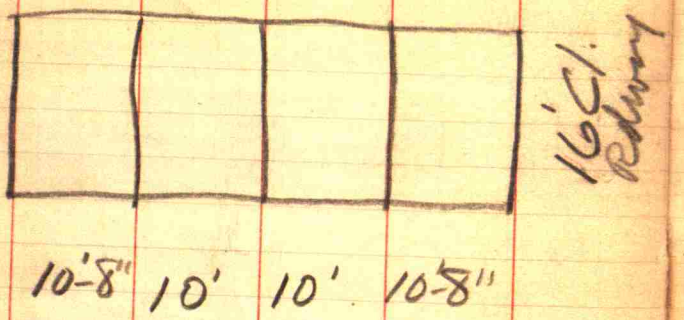
NW-NE and SE wings at 45° with ℄ Roadway

SW wing 75' long - Cut New channel N side W of Br in behind Beech tree - also New channel for W Driveway 30' N of Br. Backfill old channel and Bridge

Gibbs Bridge



Br on Sugar Grove Road SW of Plainfield



2 Cs and 1 Is
Spacing 2'-0" cc
Paint and floor

Loren Ross.

Sta			
0+0	19"	25"	0
1+0	19"	27"	1
2+0	19"	30"	2
2+80		26"	2+50
3+0	30"	31"	3
4+0		29"	4
5+0	25"	28"	5
6+0	22½"	22"	6
7+0	21"	23"	7
8+0	23½"	26"	8
9+0	21"	27"	8+50
9+25	19"	28"	9+0
10+0	22½"	20"	9+50
11+0	17½"	25"	10+0
12+0	21"	28"	10+50
13+0	19"	24"	11+0
14+0	23"	25"	11+50
15+0	22½"	24"	12+0
16+0	19½"	28"	12+50
17+0	23"	26"	13+0
18+0	24"	26"	13+50
19+0	24"	25"	14+0
20+0	24½"	29"	14+50
20+60	16½"	27"	15+0
21+0	13"	26"	15+50
21+50	23"		
22+0	25"		
23+0			
24+0			

~~25+0~~ 16+0 = 23"
16+50 = 25"
17+0 = 26"
17+50 = 28"
18+0 = 24"
18+50 = 27"
19+0 = 29"
19+50 = 26
20+0 = 27"
20+50 = 24"
21+0 = 21"
21+50 = 25"
22+0 = 22"

B.S. Shirley
Robert Wright
Oil Cil
Lebanon Route 1

Measurements made
by John Weily
Lebanon Ind.
Route 2

1 day and ½ work
with two teams and
one plow and four
men.

50
19
8
22
109
1
108 inches = 9'-3"

Crosstree
call Widow
through Brunswick

Pardue Girl
through Lebanon

Lower Rock Ditch

	Gd.	Water Level	Depth Water	Bottom
615+50	46.45	48.82	3'-5½"	45.37
615+0	46.50			
614+0	46.60			
613+0	46.70			
612+0	46.80	49.00	2'-9"	46.25
611+0	46.90			
610+0	47.00			
609+0	47.10	49.10	2'-5"	46.60
608+0	47.20			
607+0	47.30	49.00	2'-1"	46.92
606+0	47.40			
605+0	47.50			
604+0	47.60	49.12	2'-0	47.12
603+0	47.70			
602+0	47.80			
601+0	47.90	49.15	2'-2"	47.00
600+0	48.00			
599+0	48.20			
598+0	48.40	49.21	1'-9"	47.46
597+0	48.60			
596+0	48.80			
595+0	49.00	49.02		47.80
594+0	49.20			
593+0	49.40	49.83		49.02

B.M. – ~~0+0~~ 615+50. NE wing
El. 55.18.

B.M. Sta. 608+70
on B. Walnut Stump
El. 55.92

48.82
3.50
45.32

46.45

55.93

33

⊙ 53.51

⊙ 55.91

⊙ 56.35

		Top water	Depth	Bottom
592+0	4960			
591+0	4980			
590+0	5000			
589+0	5020	52.00		49.90
588+0	5040			
587+0	5060	52.15		50.20
586+0	5080			
585+0	5100			
584+0	5120	52.12		50.85
583+0	5140			
582+0	5160			
581+0	5190	52.13		50.90
580+0	5200			
579+0	5220			
578+0	5240	62.15		51.52
577+0	5260			
576+0	5280			
575+0	5300	53.15		52.53
574+0	5320			
573+0	5340			
572+0	5360	54.12		53.70
571+0	5380			
570+0	5400			
569+0				
568+0				

B. M. - 572+50
SE wing Bridge El. 62.80

57.28

62.65

59.71

59.85

567+0
566
565
564
563
562
561
560
559
558
557
556
555
554
553
552
551
550

Bottom

566+0 to 615+50 - 20'
486+0 to 566+0 - 10'

TILE STARTS 66' SO. OF NORTH HOWLL.

0+0 to -0+36 - 36' of 20" TILE.

-0+36 to -13+46 - 1310' - 15" TILE

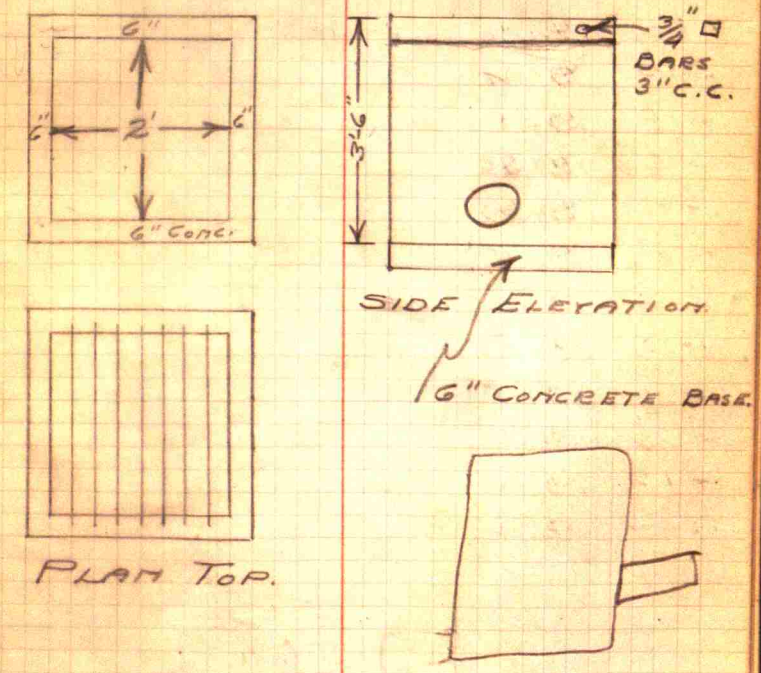
TILE - GRADE.

	GD.	~~Sta.~~	~~EL. Sth.~~
0	91.00	0+0	
-1	91.05	0+36	
-2	91.10	0+65	
-3	91.15	1+0	
-4	91.20	1+50	
-5	91.25	2+0	
-6	91.30	2+50	
-7	91.35	3+0	
-8	91.40	3+50	
-9	91.45	4+0	
-10	91.50	4+50	
-11	91.55	5+0	
-12	91.60	5+50	
-13	91.65	6+0	
-13+46	91.67	6+50	
		7+0	
		7+50	
		8+0	
		8+50	
		9+0	

B.M. ON NORTH HOWLL.
STA. 0-66' - EL. 97.60

CATCH BASIN REQ'D.
AT STA. -0+36.
RETAINING WALL REQ'D.
AT STA 0.

PLAN OF CATCH BASIN



TRIB. Nº 1. —

STA. 0+00 = STA. 68+50 MAIN DR.

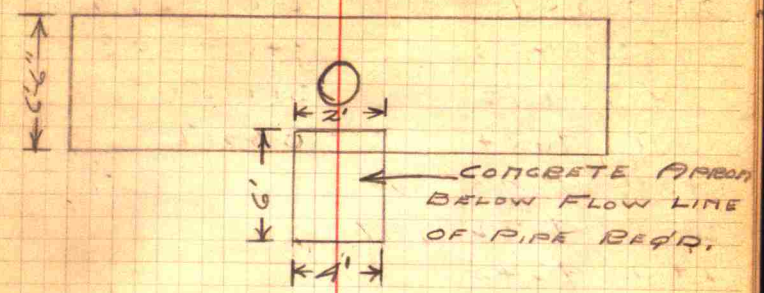
STA. 0+0 — Sta. 8+0 — 18" TILE
STA. 8+0 — STA. 21+25 — 16" TILE
STA. 21+25 — STA. 22+50 — 15" TILE

0+0	87.80
1+0	87.90
2+0	88.00
3+0	88.10
4+0	88.20
5+0	88.30
6+0	88.40
7+0	88.50
8+0	88.60
9+0	88.70
10+0	88.80
11+0	88.90
12+0	89.00
13+0	89.10
14+0	89.20
15+0	89.30
16+0	89.40
17+0	89.50
18+0	89.60
19+0	89.70
20+0	89.80
21+0	89.90
22+0	90.00
22+50	90.05

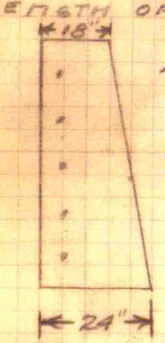
90.05
87.80
2.25

See Page 68

PLAN RETAINING WALL



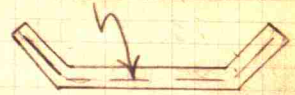
LENGTH OF WALL - MAIN STA 0 — 10'-0"
LENGTH OF WALL - TRIB. Nº 1 — 20'-0"



½" RODS 12" C.C.
½" RODS 12" C.C.
EXCEPT FACE OF PIPE.

CROSS SECTION OF WALL.

½" RODS 12" C.C.



CROSS SECTION OF APRON.

B.M. - STA. 79+10 (MAIN DRAIN)
NE WING BRIDGE. - EL. 96.10

B.M - STA 21+10 (TRIB Nº 1)
HEART OF STUMP.
EL. 99.15.

[illegible] DRAIN

Sta.	EL Stk.	Sta	EL. Stk
0+0	95.95	12+0	96.23
0+36	94.80	12+50	96.53
0+65	96.73	13+0	96.81
1+0	96.34	13+46	96.75
1+50	96.43		
2+0	96.32		
2+50	96.43		
3+0	96.38		
3+50	96.43		
4+0	96.49		
4+50	96.28		
5+0	96.27		
5+50	96.10		
6+0	96.18		
6+50	96.12		
7+0	96.23		
7+50	96.41		
8+0	96.15		
8+50	96.07		
9+0	96.31		
9+50	96.38		
10+0	96.33		
10+50	9645		
11+0	96.13		
11+50	96.14		

EL. in Open Ditch
20' South of 0+0 — EL. 88.80

Low spot in Pond at the West of the head of tile — EL. 95.10

Sta	El. ~~Sth~~ tile		~~Bk~~ El.	Cut.
63+0	127.70			
64+0	128.35			
65+0	129.00			
66+0	129.65			
~~66+75~~	~~129.81~~	~~130.25~~	~~136.24~~	
67+0	130.80		136.70	
68+0	131.55		136.89	
69+0	132.30	132.50		
70+0	133.80		139.89	70+71 134.78 140.75 Sup.
71+0	135.10		140.76	
72+0	136.40		142.00	
73+0	137.70		143.43	
74+0	139.00		143.77	
74+75	139.98			

BM 136.23

Manhole Sta 66+25

129.65
16.24 — 143.69

130.25 129.81
129.81
.44

134.40
130.80
129.65
4)1.15 .28

132.50
132.30
.20

16.24
5.0
25
24
10
8
20

66 Sidewalk — Alva Hawley Plainfield

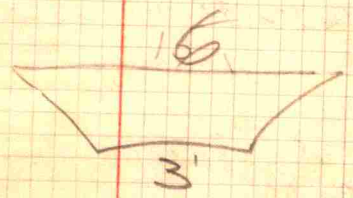
Stk. Ground

0+0			99.71 Top of old sidewalk
0+05	99.79	99.77	
1+00	99.68	99.39	
2+00	100.72	100.75	
2+37	100.46	100.90	

Cl. → Curb

0+0	99.98
2+37	101.00

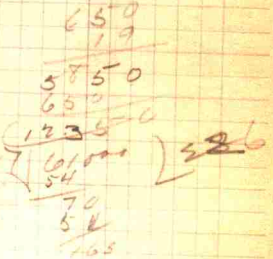
B.M. on "S" on top of Catch Basin Right side center St.
El. 100.00



9X6

5400

$\frac{19}{2} \times 6.5 \times 100$



Sta	Stk EL.	Ditch Bottom	Sta	EL. Stk	Ditch Bottom
0+0 ✓	98.10	89.80	12+50	99.12	91.30
0+50 ✓	97.51	90.10	13+0	99.07	91.38
1+0 ✓	97.35	90.15	13+50	98.49	91.55
1+50 ✓	97.45	90.61	14+0	98.48	91.50
2+0 ✓	96.72	91.04	14+50	98.54	91.54
2+50 ✓	93.61	91.56	15+0	98.39	91.40
3+0 ✓	97.94	91.48	15+50	98.36	91.92
3+50 ✓	97.85	90.79	16+0	98.14	92.00
4+0 ✓	98.03	91.15	16+50	—	
4+50	98.57	90.70	17+0	98.62	91.80
5+0	98.82	90.95	17+50	—	
5+50	97.59	91.32	18+0	98.47	91.82
6+0 ✓	98.88	91.59	18+50	—	
6+50	98.31	91.38	19+0	98.49	92.40
7+0	97.88	91.45	19+50	—	
7+50	97.77	91.55	20+0	98.83	92.44
8+0	97.54	91.16	20+50	—	
8+50	97.80	92.00	21+0	99.08	92.55
9+0	97.00	91.74	21+50	—	
9+50	97.08	91.48	22+0	98.36	93.20
10+0	97.44	91.58	22+18	96.85	
10+50	97.59	91.61			
11+0	97.80	91.94			
11+50	98.67	91.30			
12+0	98.65	91.35			

FL. line tile
92.33

92.40

98.10

EL. Bottom Main Ditch
EL. — 89.80

Bottom Main — 88.20 —
Water Level — 88.70

Stk 93.71 - 2+50
— 98.03
97.98
98.18 —
98.70
98.91
97.66

98.89

88.20
87.80
.40

22.18

89.20
2.22
91.42

⊙ 97.40
⊙ 97.65
⊙ 97.11

92.40
91.40
89.25
2.15

	New Grade	Stk	Cut		N Fd.
0	8925	98.10	8.85	13+0	9055
0+50	8930	97.51	8.21	13+50	9060
1+0	8935	9735	8.00	14+0	9065
1+50	8940	9745	8.05	14+50	9070
2+0	8945	9672	7.27	15+0	9075
2+50	8950	93.71	4.21	15+50	9080
3+0	8955	9803	8.48	16+0	9085
3+50	8960	9798	8.38	17+0	9095
4+0	8965	98.18	8.53	18+0	91.05
4+50	8970	9870	9.00	19+0	91.15
5+0	8975	9891	9.16	20+0	91.25
5+50	8980	9766	7.86	21+0	9135
6+0	8985	9888	9.03	22+0	9145
6+50	8990	9831	8.41	22+18	91.47
7+0	8995	9788	7.93		
7+50	9000	9777	7.77		
8+0	9005	9754	7.49		
8+50	9010	9780	7.70		
9+0	9015	9700	6.85		
9+50	9020	9708	6.88		
10+0	9025	9744	7.19		
10+50	9030	9759	7.29		
11+0	9035	9780	7.45		
11+50	9040	9867	8.27		
12+0	9045	9865	8.20		
12+50	9050	9912	8.62		

9807
9055
852

9744
9025
719

9912
9050
862

Stk	Cut
9907	8.52
9849	7.87
9848	783
9854	784
9839	7.64
9836	7.56
9814	7.29
9862	7.67
9847	7.42
9849	7.32
9883	7.58
9908	7.73
9826	6.81
9685	5.38

9850
9070
780

9888
8985
903

9831
8990
841

9759
9030

9883
9125
758

9788
8995
7.93

9777
40

9865
9040
825

9836
9080
756

9780
9035
7.45

9847
9105
742

9862
9095
767

9814
9085
729

9672
8945
727

18
10
0.80

9818
8965
853

9810
8925
8.85

9700
9015
645

9751
8930
821

9803
8955
848

9745
8940
805

9798
8960
838

9371
8950
421

9891
8975
916

9870
9135
773

9766
8980
786

9900

9780
9010
749

9754
9005

9708
9020
688

9867
9040
827

9847
9060
787

9847
9115
732

9848
9065
783

Main Offset 25' South — 90.20

FL. 90.22

0+0	92.05	6+75	92.28	13+25	
0+36	92.16	7+0	92.35	13+46	93.18
0+38	91.65	7+25	92.38		
1+0	91.80	7+50	92.37		
1+25	91.97	7+75	~~92.42~~		
1+50	92.02	8+0	92.38		
1+75	91.72	8+25	92.41		
2+0	91.92	8+50	92.43		
2+25		8+75	92.45		
2+50	91.94	9+0	92.50		
2+75	91.88	9+25	92.55		
3+0	92.08	9+50	92.55		
3+25	92.07	9+75	92.60		
3+50	92.05	10+0	92.65		
3+75		10+25	92.70		
4+0	92.08	10+50	92.75		
4+25	92.10	10+75	92.77		
4+50	92.18	11+0	92.83		
4+75		11+25	~~92.83~~		
5+0	~~92.28~~	11+50	92.83		
5+25	92.30	11+75	92.85		
5+50	4	12+0	92.90		
5+75	92.35	12+25	92.92		
6+0	92.40	12+50	92.94		
6+25	92.25	12+75	92.95		
6+50	92.26	13+0	92.96		

92.32

1.67
25
1.9

92.05
1.42
90.13

	Top Tile	~~FL.~~ ~~Line~~	BED.
0+0	~~90.75~~	~~89.00~~	88.50
2nd Tile	90.89	sick	
0+50	90.94	97.50	
1+0	91.04	97.35	
1+50	91.14	97.45	
2+0	91.23	96.71	
2+50			
3+0	91.27	97.94	
3+50		97.82	
4+0	91.28	98.03	
4+50	91.32	98.59	0
5+0	91.26	98.84	
5+50		97.62	
6+0	91.32	98.87	
6+50	91.39	98.31	
7+0	91.52	97.86	
7+50		97.72	
8+0	91.64	97.51	
8+50	8+70 91.60	97.80	
9+0	91.59	96.98	
9+50	91.62	97.04	
10+0	91.64	97.36	
10+50	91.72	97.51	
11+0	91.76	97.74	
11+50	91.90	98.62	
12+0	91.90	98.59	

check on Bd.

90.75
.99
1.75

90.89
1.8
89.09

98.10
89.09
9.01

	Top.	Sth.
12+50		99.08
13+0	91.92	99.02
13+50	91.94	98.43
14+0	92+0	98.40
14+50	92.12	98.46
15+0	92.13	98.32
15+50	92.22	98.31
16+0	92.16	98.09
17+0	92.33	98.56
18+0	92.46	98.42
19+0	92.66	98.41
20+0	92.73	98.82
	92.81	
21+0	92.65	99.05
22+0	92.82	98.22
END.	92.79	

FL. S. Tile — 92.95 — 10" — 21+50
Tile E - 93.30 Top at End

Lorin Ross Drain

	New Gd	St	Cut	Bot	Top
0+00	90.00	95.67	5.67		12.96
5+00	89.78	95.96	6.18		13.20
10+00	89.55	96.24	6.69		14.92
15+00	89.33	95.39	6.06	89.05	13.64
20+00	89.10	95.40	6.30	89.16	13.62
25+00	88.87	95.44	6.57	88.70	14.26
30+00	88.65	95.39	6.53	87.75	16.22
35+00	88.43	95.96	7.53	87.50	17.54
40+00	88.20	95.97	7.77	87.50	17.80
45+00	87.98	95.50	7.10	87.40	17.20
50+00	87.75	95.91	8.16	87.40	19.48
55+00	87.53	96.55	9.02	87.02	20.36
60+00	87.30	96.68	9.38	87.85	21.10
65+00	87.28	96.35	9.07	88.90	20.46
70+00	86.85	97.17	10.32	88.00	23.40
75+00	86.62	95.77	9.15	88.50	21.00
84+00	86.22	96.32	10.10	87.40	23.00
89+00	86.00	95.77	9.77	88.05	22.50
94+00	85.77	94.90	9.13	87.60	20.50
100+00	85.50	94.92	9.42	87.37	21.00
105+00	85.28	94.92	9.64	87.56	21.50
110+00	85.05	94.81	9.75	87.05	21.50
115+00	84.82	95.34	10.52	86.82	23.32
120+00	84.60	94.52	9.92	86.20	22.00
125+00	84.38				

BM. 97.60
N. Hdwl Culvt
Sta 0 – 66

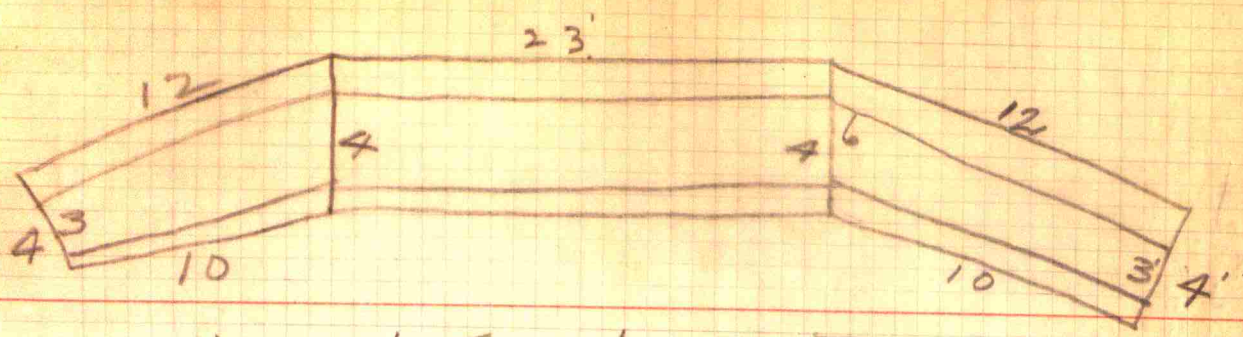
Chlp 97.78
BM 97.40
NW end N Coping
Br Sta 5B+5

BM NE wing
Culvt 97.10
El 96.10
Chlp – 96.37

BM at 95.55
NW wing Br 123+50
94.90

Grimes 13

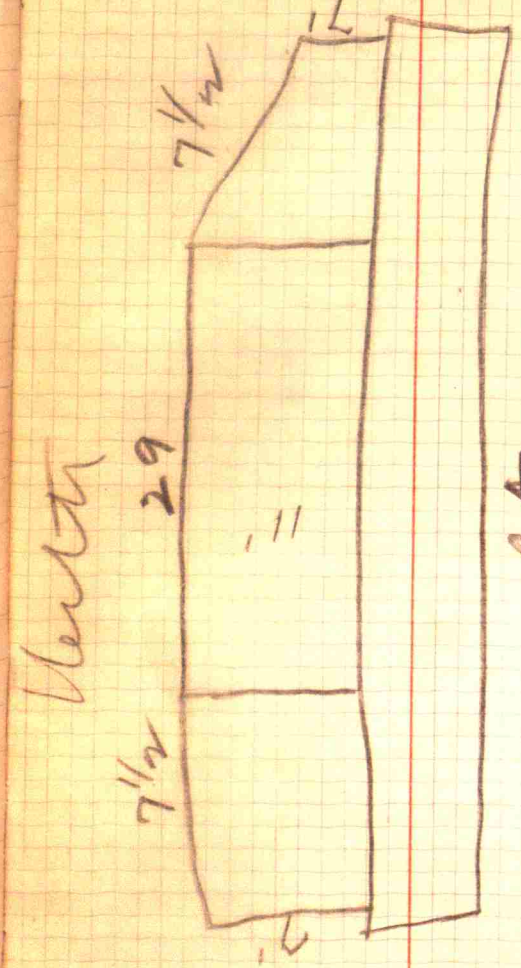
Sunken



wings 2' Top and 3' Bottom
About 4' Bot and 30" Top
Cut out 20" x 17" x 21'
Footing 5½"
About – 11'
wings 7' on end –

Grimes Br

N. abut



Footing 3' x 3' x 44' —

Abut 29' x 2' x 11' —

Wing 7½' x 2' x 9' —

Tile on Plainfield
Mooresville Road

650' X 10" Dr Tile @ 13¢ = 84.50
2200' X 8" Dr Tile @ 9¢ = 198.00

Wt = 29 1/2 Tons @ 1.00 delivered = 29.50
on job

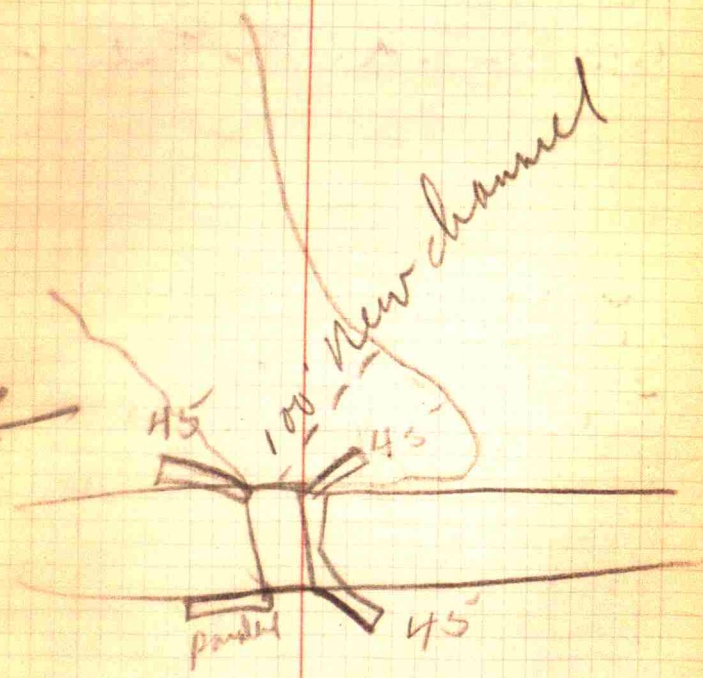
$312.00

Anderson Bx — 1

4'-6" Bed to Crown
Pres Bx 3' half circle
with headed
replace with 8' x 3' Culvt
headwls parallel to ℄ road

Anderson 2

6'-0" Bed to Crown
10' x 4.5' at 90° with ℄ road



Morgan
5' half buds Cancle
6' bed to Crown Roof
12' x 5' flat top — all
wings at 45° with
℄ road. Skew
left 15°

Dobz'
Send — 8' bed to Crown
Nend — 6' bed to Crown
about 5" Sq waterproof
all wings at 45°
Bn at 90° to ℄ road

① Benbow – 26'x24"x No 5 – a
② Branson – 6'x2.5 x 22' long
21 yds Conc @ 18.00 plus
1600# steel @ .05

③ Wright 24'x24"x No 6 a Hdwls
Wheeler reland 24'x15" and 2 h Hackers

④ Coopider – same as Benbow

⑤ Bundy – 28'x24" – 28'x15" –
1 – a 6 Hdwl – 1 a 5 Hdwl and
2 Hdwl 8'x6'x1' – 4'

⑥ Kersey No 1 – add 4' to Bend Hdwls
add 2' to Bend a 6

⑦ Perry No 2 – No pipe – 2 a 1 Hdwls

⑧ Summers 1 a 4 and 1 a 5 1 Hdwl
no pipe

⑨ 28'x24" and 1 B 1 1 Hdwl
and 1 a 6 1 Hdwl (Osborne)

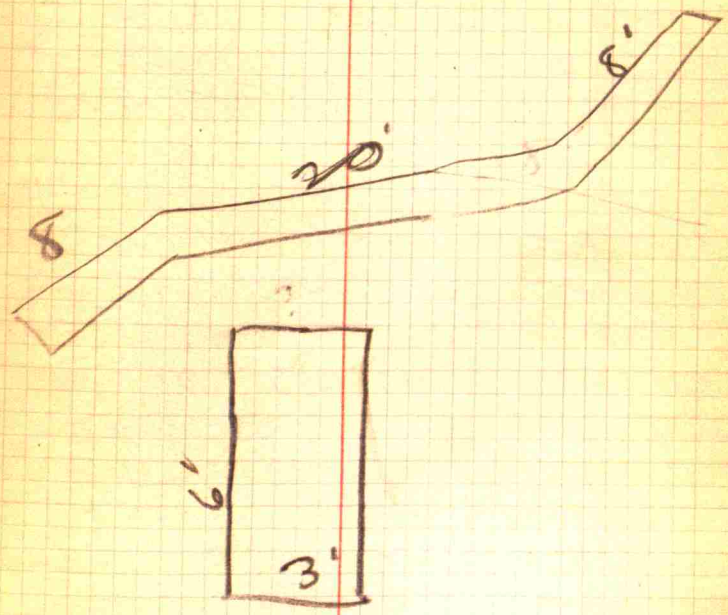
Hdwls

24" { 1.60 pipe
1.00 Handling

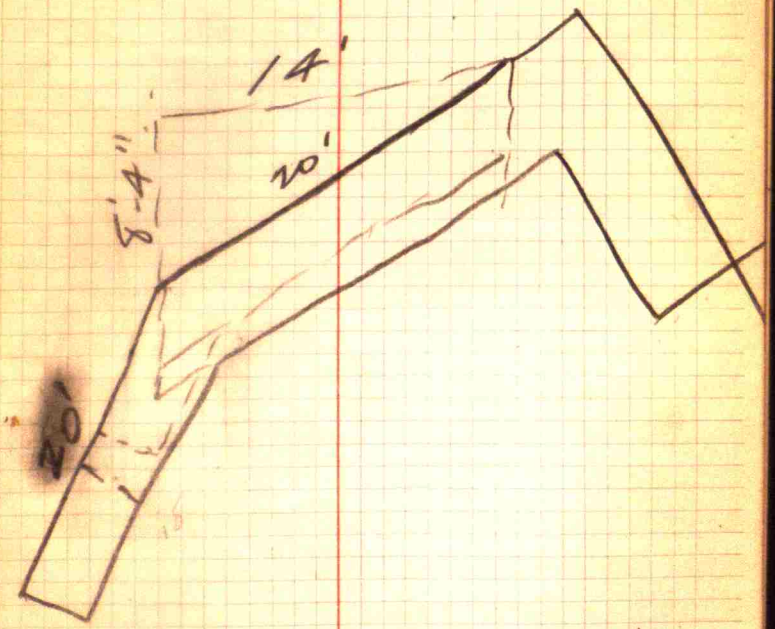
15" { .90
.90 Handling

Haul on Pipe
45.00 Cost
6.75 15%
$51.75

14' @ 5.00 haul



$$\frac{6 \times 3 \times \overset{4}{\cancel{36}}}{\underset{8}{\cancel{27}}} = 24 \text{ yds}$$


14'
20'
5'-4"
20'

Grade for Lorin

	Gd.	Stk	Cut	Ch. 88.82	Pass Dtl 88.55
0+0	8875	98.10	9.35	90.50	
0+50	8879	97.50	8.71	90.54	
1+0	8883	97.35	8.52	90.49	
1+50	8887	97.45	8.58	90.56	
2+0	8891	96.71	7.80	90.59	
2+50	8895	93.71	4.76		
3+0	8899	97.94	8.95	90.81	
3+50	8903	97.82	8.79	90.90	
4+0	8907	98.03	8.96	90.91	
4+50	8911	98.59	9.48		
5+0	8915	98.84	9.69		
5+50	8919	97.62	8.43		
6+0	8923	98.87	9.64		
6+50	8927	98.31	9.04		
7+0	8931	97.86	8.55		
7+50	8935	97.72	8.37		
8+0	8939	97.51	8.12		
8+50	8943	97.80	8.37		
9+0	8947	96.98	7.51		
9+50	8951	97.04	7.53		
10+0	8955	97.36	7.81		
10+50	8959	97.51	7.92		
11+0	8961	97.74	8.13		
11+50	8965	98.62	8.97		
12+0	8969	98.59	8.90		

Lowering Trib. #1

9810
8875
9.35

9745
8887
8.58

9735
8883
8.52

~~See Pg~~

9048
8875
73 July 29

Bot Main
88.12

Top of water
88.55

18" tile inside 18½"
outside 21¼"

18" tile inside 18¾
outside 21¾

	Gd.	Stk	Cut.
12+50	8973	99.08	7.35
13+0	8977	99.02	9.25
13+50	8981	98.43	8.62
14+0	8985	98.40	8.55
14+50	8989	98.46	8.57
15+0	8991	98.32	8.41
15+50	8995	98.31	8.36
16+0	8999	98.09	8.10
17+0	9007	98.56	8.49
18+0	9015	98.42	8.27
19+0	9023	98.41	8.18
20+0	9031	98.82	8.51
21+0	9039	99.05	8.66
22+0	9047	98.22	7.75
22+18	9048	96.85	6.37

~~9.9~~

9147
9048
11

Check on Drib #1, 1.77 for 800'

Sta.	Gd.	Top.	
0+0	88.75	90.46	31"
0+25	88.77	90.48	
0+50	88.79	90.54	23"
0+75	8881	90.54	
1+0	88.83	90.49	27"
1+25	8885	90.55	
1+50	88.87	90.52	29½"
1+75	88.89	90.57	
2+0	8891	90.54	31"
2+25	8893	—	
2+50	8895	—	32"
2+75	88.97	90.70	
3+0	8899	90.71	32"
3+25	89.01	90.78	
3+50	89.03	90.80	32½
3+75	89.05	90.75	
4+0	89.07	90.76	32
4+25	89.09	90.81	
4+50	89.11	90.88	30
4+75	8913	90.91	
5+0	89.15	90.95	28½"
5+25	8917	—	
5+50	8919	—	30
5+75	8921	—	
6+0	8923	91.00	26

FL of tile 15' West of 0+0
EL. 88.55

90.46
88.75
1.71

⊙ 98.80

Sta	Gd.	Top	
6+25	89.25	91.00	
6+50	89.27	90.99	31"
6+75	89.29	90.94	
7+0	89.31	91.00	24"
7+25	8933	91.02	
7+50	89.35	91.02	29"
7+75	8937	91.12	
8+0	8939	91.20	25"
8+25	8941	90.95	
8+50	89.43	91.05	27"
8+75	89.45	—	
9+0	89.47	91.08	27½"
9+25	89.49	—	
9+50	89.51	91.11	30½"
9+75	8953	—	
10+0	89.55	91.09	30"
10+25	8957	91.12	
10+50	89.59	91.14	30"
10+75	8961	—	
11+0	89.63	91.28	31"
11+25	8965	—	
11+50	89.67	91.33	33"
11+75	8969	91.28	
12+0	89.71	91.20	30"
12+25	89.73	91.28	

⊙ 98.65

Sta	Gd.	Top.		
12+50	89.75	—		28"
12+75	8977	—		
13+0	8979	91.33		32"
13+25	89.81	91.34		
13+50	89.83	91.40		34"
13+75	8985	91.38		
14+0	89.87	91.40		34"
14+25	8989			
14+50	8991	91.42		30"
14+75	8993	91.43		
15+0	89.95	91.39		30"
15+25	8997	91.40		
15+50	89.99	91.42		29½"
15+75	9001	—		
16+0	90.03	91.50		32"
16+25	90.05	—		
16+50	9007	91.54		
16+75	90 09	91.55		
17+0	90.11	91.64		
17+25	90.13	91.63		
17+50	9015	—		31"
17+75	9017	—		
18+0	9019	91.63		32"
18+25	9021	—		
18+50	9023	—		31"

Sta.	Gd.	Top		
18+75	90.25	—		
19+0	90.27	91.85	35"	
19+25	90.29	91.84		
19+50	90.31	—	30½"	
19+75	90.33	—		
20+0	90.35	91.94	23"	
20+25	90.37			
20+50	90.39	91.98	27"	
20+75	90.41			
21+0	90.43	91.97	19"	
21+25	90.45			
21+50	90.47		31"	
21+75	90.49			
22+0	90.51	91.95	34"	
22+25	90.53	91.85	38"	
	FL.	92.35		91.85

91.85
92.27
1.54

⊙ 98.50

15" = 17½"

1.44

21½

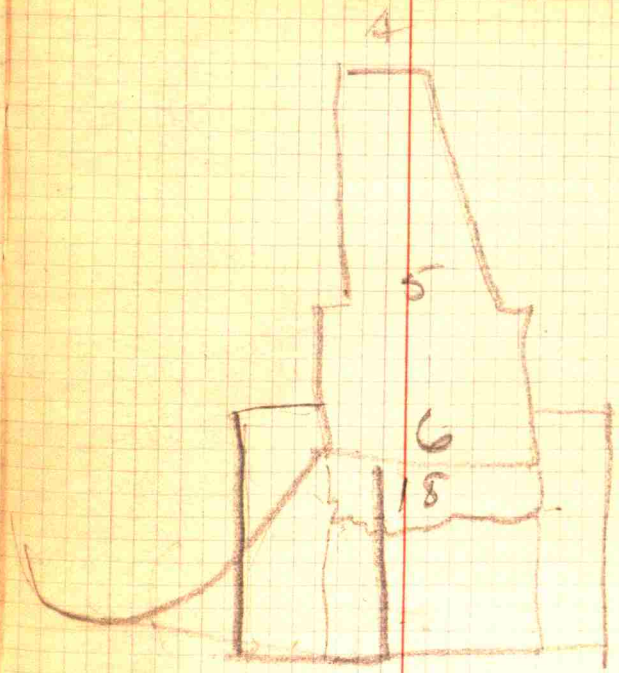
92.35
88.55
3.80

91.97
90.43
1.54

91.85
90.53
1.32

92.35
90.53
1.82

91.85
90.46
1.39
1.32
1.71
2.08
1.76


4
5
6
8