

SOKKIA

MADE IN U.S.A.

Projects

SOKKIA

**MINING
TRANSIT BOOK**

No. 8152-20

Rian & Brad

3-22-2011

P

A

T

2400 water

Base is AGRC Cnd. plus ✓ Airport

Point #

descrip.

1000

AIRPGPS

1182

SE S12 T12 N R1W

Start point

1000

End point

1333'

LP

Ken, Brady

3-23-2011

2400 Water

Base is AGRC Cur. Plus

✓ pnt # 1182

Start Ties @ 1334

1352

W 1/4 S18 T12N R1W

Ryan
Brady

4-25-2011

2400 Work of

Base is AGRC - CWR - Plus

Start Time @ 1583

1st Shot 1632

Ryan
Brady

5-11-2011

Job Name

2400 Water

Base is AGEL - cr2 - plus

Start Ties @

1633

RYAN

Brady 5-11-2011

Job NAME

Hiram 4800 S.

Busc 12 AGRC. CMR. plus

start ties @

1000 - 1040

PNT # 1000 $S \frac{31}{6}$ T11N
 $\frac{1}{4}$ corner R1E date set 4-26-83

PNT # 1040 $S \frac{32}{5}$ T11N
 $\frac{1}{4}$ corner R1E date set 4-26-83

Ryan
Brady
5/12/2011

Job NAME

Newton

Base is ACRC - ONE - PLUS

Start + 1000

Dist#	Desc.
1000	North $\frac{1}{4}$ section 16 T13N R1W Found Brass cap monument Next to marked Stone. Brass cap set 1971.
1001	North west corner section 16 T13N R1W Found Brass cap monument Next to marked Stone. Brass cap set 1971.

Ryan
Brady
5-18-2011

Hiram 4800 S.

Base AGRO-CMR. PLUS

Staked Row ON south side of Road

Line from point 1030 - 1041

RYAN

Brady

6-1-2011

Paradise

McMurdie Hollows

$\pi @ 1000$ H. = 4⁵⁸
Started 4:12 @ 1001-1123

RYAN
Brady
6-14-2011

-McMurdie Hollow
Paradise

π @wp/000 H₁ = 504

Start Time @

1124

RYAN
Bradley

6-14-2011

Newton
Row

Base is AGRC CMR plus

slat tips @

1049

staked line Between point #1's

1050 - 1049 0 FT offset staked every 100 FT

RIAN

Ready

G-121-0011

Millville
Bridge

Base is ALCC CMR. PWS

start ties @ 1001 -

1003 - Top bridge deck - N (-11.2 to top of water)

1004 - Top bridge deck - S (-11.7 to top of water)

1009 - ROW Marker elev = 4542.05

R/AW
Bundy

8-9-2011

Rock and water

Base is ALBC amp. plus

Start time

1000 1020

ByAW
Brady 9-15-2011

1015

Cold water

Base is ALRC. cmR. plus H_i 585

Set PWT# Desc.

1000 Set 2 w. alum. cap up Baxter
Saw mill Road 10 FT west of dirt
Four wheeler trail.

KC 1000 H_i 5.57

Shot Desc.

1004 West 1/4 Section 13 T10N R3E
Brass cap monument point has tire
sheet did 10m.w. obs.

Set PWT#

1001 Set 2 w. alum. cap on west side of
Ant Flats Road @ Fence Angle
15° west of west edge of Road

Continue here on
excel spreadsheet.

N
Boudy
10.12.2011

SOUTH. canyon

Hydro.

Base @ 1000

H1: 5¹⁸

WP 1000

PNT # 5 1001-1129

Lat 41° 34' 04.77219" N

Long 111° 50' 08.89781" W

Elev. 4933⁹⁹¹

Set WP #1126. Mag nail on North side
of E.O.

Set WP #1127. Mag nail on North side of E.O.

Set WP #1128. Mag nail on South side of E.O.

H1: 5' 3" ^{9/16} 5²⁶

R. Jaw

Brady

10-13-2011

South Canyon

Hydro.

TQ 1000 H. 4/89 ✓ wq 1128

Start times 1129-1215

RvAw

Brady

10-25-2011

Cold water

RYAN
Brady

11-10-2011

TQ 1001 H1 = 5⁰⁵

Start H102

SOUTH Canyon Road studies

T@ 1000 H₁ = 4⁶⁶

Start time@ 1001

Ended time@ 1028

PNT#

Desc.

Ryan
Brady

11-15-2011

South Canyon Road Station

To 1000

H. = 4/38

start ties @ 1029

END ties @ 1096

Benchmark = AC → PMT # 1029

RYAN
BRADY

11-16-11

South Canyon Road Study

π is #1029 Ht. = 4.74

Start ties at 1096

End ties at 1408

RYAN
BRADY 11-17-11

South Canyon Road Study

π is #1029 $H=4.88$

start ties @ 1409

end ties @

Set WP (AC) - benchmark

PMT# 1478-? $\rightarrow$ Only did 5 sec observation

RyAn

11-23-2011

Horse Track

Base is 2490 - cm R. plus

Start trees @

1001

RYAN
BRADY 11-28-11

Horse Track

Base is AGRC, CMP, Plus

start hrs @

RYAN
Study
11-28-2011

Horse Track

Base is AISC. Cw 2. plus

Start +.19@ 1159

End ties@ 1206

East 1/4 Sect —

Lat. $41^{\circ}34'32.10882''$ N.

Long $111^{\circ}48'47.3761''$ W.

5182.407

RYAN LARRY

5-8-2012

Coldwater Bridge

$\pi @ 1001$ $H_1 = 5^{10}$ ✓ 1004 $\frac{1}{4}$ sd in cor in

✓ # 1004 1039 - 1061

RYAN

7-11-2012

Hyrum 4800 S

Base is ALR 1m2 plus

Staked south Row of 4800s.

LINE From point #1030 to point #1041
33 FT offset south of line

RYAN

8-13-2012

Approx 4800s

Base is agc-cme-plis
start ties @ 1047-1066

RYAN

9-4-2012

4800 south

Base is 29rc - cmg - plus

Staked site row

Used points 1041 to 1030 33 FT Right

RYAN

9-19-2012

MILLVILLE PIT

Base is AGRC.CMR+

Start times @ 1001

END times @ 1017

~~1000~~

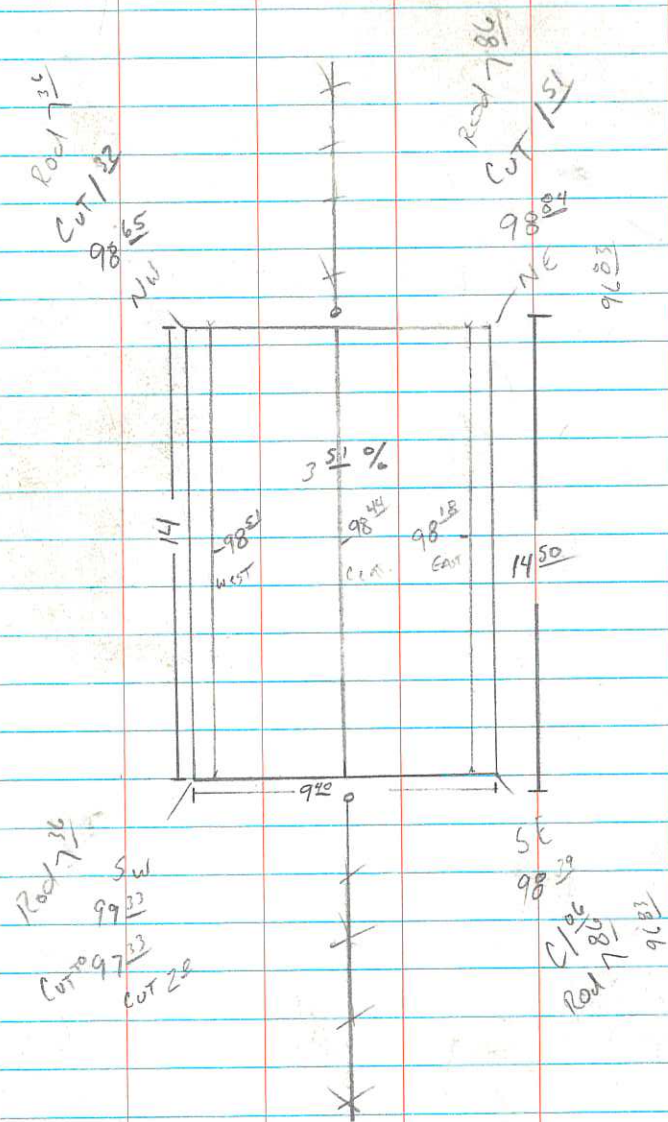
RYAN

10-2-2012

ELK Valley

Road

Cattle Guard



BM = 100

Dist	+	-	HI	ELEV
B.M.	2 78		102 78	
SE		4 39		98 39
SW		3 45		99 33
NW		4 13		98 65
NE		3 94		98 84
⊕ NE	3 70		102 54	98 84
B.M.		2 55		99 99 - .01
EAST		4 36		98 18
CENTER		4 14		98 44
WEST		4 03		98 51
SW		3 22		99 23
SE		4 16		98 29
NE		3 70		98 84
NW		3 85		98 65
B.M. ELEV (100)	4 64		104 64	
		6 26		97 93

RYAN

Brady

10-9-2012

4800500T
Hyrum

Desc.	+	-	H _i	elev
PNT# 1078	4 ²⁴		4577.91	4573 ⁶⁷
PP1		2 ⁷³		4575 ¹⁸
OPP1	2 ⁶⁹		4577 ⁸⁷	
1078		4 ⁰⁰		4573 ⁸⁵ +1.18

Desc.	+	-	H _i	elev.
1078	4 ⁰²⁵		4577 ⁶⁹⁹	4575 ⁶⁷⁴
PP1		2 ⁶⁹		4575 ⁰⁹ 11+28
OPP1	2 ⁹²		4577 ⁹²⁹	
1078		4 ²⁵		4573 ⁶⁷⁹ +0.05

Desc.	+	-	H _i	elev.
PP1	3 ¹⁶		4578 ¹⁷	4575 ⁰¹
PP2		2 ¹²		4576 ⁰⁵ 13+46
OPP2	2 ⁰⁰		4578 ⁰⁵	
PP1		3 ⁰³		4575 ⁰² +0.1

Desc.	+	-	H _i	elev.
PP2	3 ²⁶		4579 ³¹	4576 ⁰⁵
PP3		1 ⁶⁷		4577 ⁶⁴ 16+25.0
OPP3	1 ⁷⁷		4579 ⁴¹	
PP2		3 ²⁶		4576 ⁰⁵ 0

Desc.	+	-	H _i	elev.
PP3	3 ⁴⁹		4581 ¹³	4577 ⁶⁴
PP4		2 ⁰⁵		4579 ⁰⁸ 19+03.7
OPP4	1 ⁷⁴		4580 ⁸²	
PP3		3 ¹⁸		4577 ⁶⁴ +0.0

Desc	+	-	H _i	Elev.	
PP4	3 ²⁵		4582 ⁸²	4579 ⁰⁸	
PP5		1 ⁹⁰		4580 ⁹⁷	21+80
OPP5	1 ⁶⁷		4582 ⁶⁰		
PP4		3 ⁵²		4579 ⁰⁸	Q

Desc	+	-	H _i	Elev.	
PP5	3 ⁸²		4584 ⁷⁵	4580 ⁹³	
PP6		1 ⁷⁶		4582 ⁹⁹	23+42.6
OPP6	1 ⁴⁶		4584 ⁴⁵		
PP5		3 ⁵²		4580 ⁹³	0

Desc.	+	-	H _i	Elev.	
PP6	4 ⁰⁰		4586 ⁹⁹	4582 ⁹⁹	
PP7		1 ³⁸		4585 ⁶¹	25+40.15
OPP7	1 ⁴⁴		4587 ⁰⁵		
PP6		4 ⁰⁵		4583 ⁰⁰	+0.1

Desc.	+	-	H _i	Elev.	
PP7	4 ¹⁸		4589 ²⁹	4585 ⁶¹	
PP8		2 ⁶²		4587 ¹⁷	27+38.25
OPP8	2 ³⁵		4589 ⁵²		
PP7		3 ⁹⁰		4585 ⁶²	+0.1

RYAN

10-10-2012

48005.

Desc	+	-	H _i	ele _v	Des _{ina}
Bm 1	3 ⁰⁸		4578 ¹⁸	4575 ¹⁰	
(25) Right		5 ⁰⁶		4573 ¹²	CUT 4 ³² / _{FL}
(17) left		5 ⁶⁹		4572 ⁴⁹	CUT 3 ⁶⁹ / _{FL}

Box is 5⁵⁰ total
 .5 From FL to Bottom

FL Box 4568⁸⁰
 4568⁸⁰ Bottom of Box - Total MH Elev = 4573.8

Desc.	+	-	H _i	Elev	
Bm 2	3 ²⁹		4579 ³⁴	4576 ⁰⁵	CUT 3 ⁵⁶ / _{FL}
(25) RIGHT		5 ¹⁰		4574 ²⁴	
(6) left		7 ²²		4572 ¹²	CUT 1 ⁴⁴
MH#2 13498					
4570 ⁶⁸					
(36) RIGHT 6 ⁹⁴			4579 ⁰⁶		
Bm 2		3 ⁰¹			

Wallisville Rock

Desc	+	-	H _i	ele _v	
Bm 3	3 ⁷⁴			4577 ⁶⁴	
(5) Right					
(25)		5 ²²		4576 ¹⁶	CUT 3 ⁶⁰ / _{FL}
(35)					

MH3 st = 17409

FL Elev = 4572⁵⁶

line From 1005 to 1008 N $89^{\circ}19'29''$ W

line From 1001 to 1003 N $89^{\circ}52'54''$ W

Calc 1001 EAST $\frac{1}{4}$ 33 Calc 1003 Center Sec 33

1005 Fence 1006 EO 1007 EO

1008 Fence 1009 EO 1010 EO

1011 West Row point North side of road

2950

PNT # 1015 EAST $\frac{1}{4}$ 33 T11N R1W

HA1 Rebar

PNT # 1016 S/B rebar yellow cap Center of Sec 33

PNT # 1017 JSH Rebar

PNT # 1018 CRWIN mosaic pin

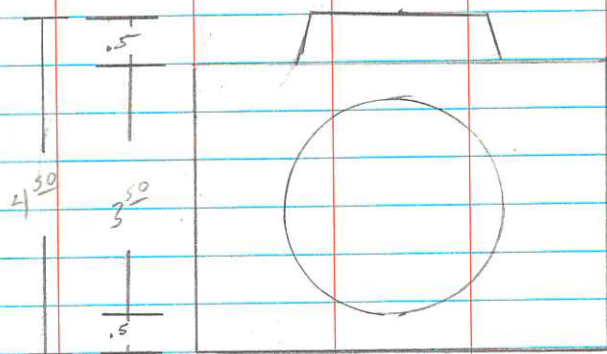
Staked line 33 FT Right Points 1015-1016 For
South side Row

Box 2	FL Elev.	Bottom	FL	Top Mt	Hub Elev.
(25) Right	4570 ⁶⁸	C4 ⁰⁶	C3 ⁵⁶	F0 ⁴⁴	4574 ²⁴

(6) Left	4570 ⁶⁸	C1 ⁷⁴	C1 ⁴⁴	F2 ⁵⁶	4572 ¹²
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Bottom of Box elev. = 4570¹⁸

Top of Box elev. = 4574⁶⁸



RYAN

10-29-2010

Horse track

Base is QGRC - Cmp - plus

start time 1207

PNT# 1207 is Fence East + west East of Rockwtr. VLV

Calc pnt# 1208 For prop line

1170 BW to 1167 $1^{\circ}25'05''$

Prop line points #1207-1208

0+677.5 proposed for line

Fence - ALIYON

AN
10-30-1012

4800 S. Hrvu

FL cross pipe

C4¹¹ From BM Elev.

4570⁹⁹ FL pipe

Desc.	+	H1	-	clv.
Bm1	2 ⁸⁸	4577 ⁹⁸		4575 ¹⁰
LL			7 ²⁹	4570 ⁵⁹ 50 ⁴⁰
Bm4	3.02	78 ¹²		
CI Sout			6 ⁷²	71 ³⁷
FL Box			8 ²²	69 ³³

FL Elev. of Box for south cross pipe 69³⁰ 1

-1.66

7³⁰

1.69 in 30 ft

8⁸⁵

-1.106 in 20 ft

9⁴⁰

.55 in 10 ft

Desc	+	H1	-	clv.
Bm	3 ⁰²	78 ¹²		75 ¹⁰
South FL			6 ⁷²	71 ²⁷
FL @ Box			8 ²²	69 ²²
Top Box			5 ²⁹	72 ⁸³ + 15 ^{To top of Box} 73 ¹⁸
FL Elev. @ Box			9 ²⁴	68 ⁷⁸

Cross FL

Top of mH 73¹⁸

RIAN

11-1-2012

4800 S. Hiram

Plat'd Box 4

Desc	Stadia	FL elev.	CL elev.	EO elev.	Bm #4
Box 4	20+19	74 ⁴³	78 ²⁷	78 ²²	4579 ⁰⁸

15' left of E of Road 15' E M H

(15) 0/s Right (25) 0/s Right (35) 0/s Right

Desc.	+	H ₁	-	elev.
Bm #4	3 ¹⁴	82 ²²		79 ⁰⁸

(35) 0/s		3 ¹³	79 ⁰⁹	64 ⁶⁶ FL
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(15) 0/s		4 ²⁶	77 ⁸⁶	63 ⁴³ FL
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Box 5

Over

Desc.	Station	FL elev.	CL Round	EO elev.	Bm#6
Box#5	23+39.85	76 ³²	81 ⁴⁰	81 ¹⁶	4582 ⁹⁹
15 ft left of E / 14		06 left	15	06 right	25 and 35 06 right
Cross pipe	23+31.72	77 ⁴⁵	81 ³³	81 ⁰⁹	

(15) Right To E m H	(25) to E	(35) E			
Desc.	+	H1	-	elev.	C/F FL.
Bm#6	2 ⁸⁴	85 ⁸³		82 ⁹⁹	
(15) 06 Right			4 ⁴⁸	81 ³⁵	C5 ⁰³ FL
(14) 06 Left			5 ⁸⁷	79 ⁹⁶	C3 ⁶⁴ FL

Box# 3
Cross pipe

Box FL elev. 72⁵⁶

Box is 15 ft left of Road

Cross pipe FL Elev. ON SOUTH side of Road is
73⁰⁶ slope = 1.78% Rise for 10 ft is .17 ft

Ryan 5-06-13
BRADY

4800 S

station

@ WP 1078 is 10+00

station 10+84 to wedge

of Manhole #1 s edge is 8.75'
left of center

10+86.6 21' Right of center

station Pt. # 1138 at 1st cross pipe

17+08.8 cross pipe 21' right of center
is bottom of ditch

Pt #

1139 centerline of box catch basin

station 24+53 → 23.75' left of center

CL elev is supposed to be 4582.65'

-52

Top of box is 82.13

5-5-13

Prop w .3 East / New manhole

in 100'

Every 50' - offset to south

Desc.	H.	+	-	elev.
1				4573 ⁶⁷
Bm WP 1078	4577 ⁶²	39 ⁵		
SW COR Box 1			4 ²⁶	73 ²⁶
South FL Pile 2			6 ⁷⁵	70 ⁸⁷
Bm PP 2			2 ⁶²	

Desc.	H.	+	-	elev.
Bm PP 1	77 ⁷²	2 ⁶²		75.1
FL Pile #13			6 ²⁵	70 ⁹⁷
SW COR Box 1			4 ²⁶	73 ⁴⁶
WP 1078			3 ²⁵	73 ²²
PP # 2			1 ⁵⁰	76 ²² 76.05

Desc.	H.	+	-	elev.
Bm PP # 6	86 ⁸⁹	3 ²⁰		4582 ⁹⁹
24+53 (16) R			4 ⁴⁰	82 ⁴⁹
23+53 (14) R			5 ³⁷	81 ⁵⁰
PP # 7			1 ²⁶	85 ⁶²

STa	Box Elev. DRAIN	CL Elev.
24+53	23.75 Wt + 4 C/F E	4582.13
140 E	FO ¹⁶ _{TA}	4582.65
23+53		4581.54
110 R E	FO ³⁰	31.81

Desc.	H _i	$\pm$		plus
Dmpt #8	4592.27	5 ¹⁰		87.12
31+00 L			0 ²³	89.45
31+00 (10) R			0 ⁶⁰	91.67
30+50 (10) R			1 ²⁵	90.52
30+00 (10) R			2 ²¹	89.56
29+50 (10) R			3 ⁶¹	88.66
30+00 L			2 ⁶²	89.64
28+00 (19) R			5 ⁸²	86.45
27+00 (19) R			7 ⁰⁵	85.22
② 27+00 (19) R	4588.42	3 ²⁰		85.22
26+50 (19) R			3 ⁴⁶	84.96
26+00 (10) R			3 ⁹⁸	84.44
26+00 (19) R			3 ⁸¹	84.61
25+50 (19) R			4 ²⁴	84.08
Bmpt #7			2 ⁸³	85.29
25+00 (16) R			5 ⁰⁵	83.37
25+00 (19) R			4 ⁹²	83.50
24+53 (10) R			5 ⁹⁰	82.52
24+53 (19) R			5 ⁶⁹	82.73
24+40 (19) R			5 ⁹⁴	82.48
24+30 (16) R			6 ²⁰	82.12
24+30 (19) R			6 ¹⁵	82.27
23+53			6 ⁹⁰	81.52
Bm Pt #6			5 ⁴²	83.00

Horizontal = New Centerline 4800 S.

Vertical ALI:

VPI 19+50 to 23+00 to 28+00 to 31+00

1.5%
1.31%
1.2%
PI 150 to 24+30 to 28+00

4582.47

82.71

② @ 24+30 VPI

4582.27

+2.20

82.47

+2.24

82.71

Sta	Design	C/F ₀ F ₀	Hub	New Design
19+00	4577.38			
19+50	4577.60			
20+00	4578.08			
20+50	4578.57			
21+00	4579.06			
21+50	4579.55			
22+00	4580.04			
22+50	4580.53			
23+00	4581.02			81.02
23+50	4581.77			81.67
24+00	4582.52	F ₀ ⁵⁵	81.97	-F ₀ ⁴⁵ 82.32
24+30	4582.97	F ₀ ⁸⁵	4582.12	F ₀ ⁵⁹ 82.21
24+40	4583.12			
24+50	4583.27			
24+53	4583.46	F ₀ ⁷⁴	4582.52	F ₀ ⁴⁵ 82.97
25+00	4584.02	F ₀ ⁶⁵	4583.37	F ₀ ³ 83.5
25+50	4584.77			84.06
26+00	4585.52	F ₁ ⁰⁸	4584.44	F ₀ ¹⁹ 84.63
26+50	4586.27	F ₁ ⁴⁵	84.87	F ₀ ³⁷ 85.19
27+00	4587.02	F ₁ ⁸²	85.20	F ₀ ⁵⁶ 85.76
27+50	4587.77	F ₁ ⁹⁸	85.79	F ₀ ⁵³ 86.32
28+00	4588.52	F ₂ ²⁶	86.26	F ₀ ⁶³ 86.89
28+50	4589.17	F ₂ ¹⁵	87.02	F ₀ ⁷⁹ 87.81
29+00	4589.82	F ₂ ²¹	87.61	F ₁ ¹³ 88.74
29+50	4590.48	F ₁ ⁸²	4588.66	F ₁ ⁰¹ 89.67

Design	C/F	Hub		
30+00	4591.13	F ₁ ⁵⁷	4589.56	F ₁ ²³ 90.59
30+50	4591.79	F ₁ ⁵⁷	4590.52	F ₁ ²⁰ 91.52
31+00	4592.45	F ₀ ³⁸	4591.67	F ₀ ¹⁸ 92.45
32+53	4581.81	F ₀ ²⁰	4581.52	F ₀ ¹⁶
32+40	4584.62	F ₀ ⁰⁹	84.53	83.95

Desc.	H ₁	+	-	elv.
Bm PP#8	90 ⁴³	3 ²⁶		4587.17
29400 (16) _r			28 ²	87.61
28450			3 ⁴¹	4587.02
28400			4 ¹²	86.26
27450			4 ⁶⁴	85.79
27400			5 ²³	85.20
26450			5 ⁶¹	84.82
Bm #7	88.62	3 ⁰¹	4 ⁷⁷	Bm PP#7 85.64
25440 ³⁷			4 ⁰⁹	4585.61
				84.53
24400			6 ²⁵	81.97
PP#6			5 ⁶²	4583.0
St. 1st of 1st Box			7 ⁹⁹	80.63
24400				
27400				

RS, B F
5-13-13

4800 5
Hyman

Design	C/F	HUB	New Design	C/F
10+50	4574.24 F0 ⁶⁴	73.21	✓	F0 ⁹³
10+86	4574.15 F2 ⁸⁹	71.26	4574.65	F3 ²⁹
11+00	74.21 F1 ¹³	72.98	74.72	F1 ²⁵
11+50	74.40	72.68	74.90	F2 ²²
12+00	74.60 F1 ³²	72.78	75.10	F2 ³²
12+50	74.80	72.87	75.30	F2 ⁴³
13+00	75.00 F1 ⁹⁰	73.10	75.50	F2 ⁴⁰
13+50	75.20	73.55	75.70	F2 ¹⁵
14+00	75.40 F1 ⁵⁷	73.83	75.90	F2 ¹²
14+50	75.60	74.05	76.10	F2 ⁰⁵
15+00	75.80 F1 ²⁹	74.51	76.30	F1 ⁷⁹
15+50	76.00	74.44	76.50	F2 ⁰⁶
16+00	76.20 F1 ²⁵	74.95	76.70	F1 ²⁵
16+24 ³⁰	76.30 F0 ⁶²	75.68	76.80	
16+50	76.40		76.90	
17+00	76.60 F0 ⁶⁴	75.96	77.10	F1 ¹⁴
17+50	76.80	75.80	77.30	F1 ⁵⁰
18+00	77.00 F0 ²¹	76.09	77.50	F1 ⁴¹
18+50	77.20	76.91	77.70	F0 ⁸⁰
19+00	77.40 F0 ⁴⁵	76.95	77.90	F0 ⁹⁵
19+50 ¹¹³	77.60	77.15	78.10	F0 ⁹⁵
20+00	78.08 F0 ⁵⁸	77.50	78.59	F1 ⁰⁹
20+50	78.57	77.51	79.07	F1 ⁵⁶
21+00	79.06 F1 ¹²	77.94	79.56	F1 ⁶²
21+50	79.55	78.15	80.05	F1 ⁹⁰
22+00	80.04 F1 ¹⁴	78.90	80.54	F1 ⁶⁴

Design	C/F	HUB	C/F	New Design
22+50	80.53 F1 ⁰⁶	79.47		81.03
23+00	81.02 F0 ⁴⁷	80.55	F0 ⁷⁷	81.52
23+50				81.98
24+00	82.00 F0 ⁴⁸	81.50		82.45
24+50	82.97 F0 ⁵⁷	82.12	F0 ⁵⁷	82.71
24+53	F0 ⁴⁵	82.52	F0 ⁴⁵	82.97
25+00				83.50
25+40 ²⁷⁴				83.96
26+00				84.65
26+50				85.17
27+00				85.76
27+50				86.32
28+00	VPT			86.89
28+50				87.82
29+00				88.74
29+50				89.67
30+00				90.60
30+50				91.52
31+00	VPT			92.45

Pace	H.I	+	-	elev.
Bm PP#1	4578.55	3 ⁵⁵		4575.00
10+50			5 ²⁴	73 ²¹
10+86			7 ²⁹	71 ²⁶
11+00			5 ⁵⁷	72 ⁹⁸
12+00			5 ²⁷	72.28
13+00			5 ⁴³	73.10
14+00			4 ¹⁰	73.85
Bm PP#2			2 ⁵⁰	4576.05

Bm PP#2	80.54	4 ⁴⁷		4576.05
14+00			6 ²¹	73.83
15+00			6 ⁰³	74.51
16+00			5 ⁵⁹	74.95
16+24 ²⁰ / ₂₁			4 ⁸⁶	75.68
Bm PP#3			2 ⁹⁵	77.59 4.05

Bm PP#3	4581.42	3 ²⁸		4577.64
17+00			5 ⁴⁶	75.96
18+00			5 ³²	76.09
19+00			4 ⁴⁷	76.95
Bm PP#4			2 ³⁶	79.06 4579.08
20+00			3 ⁴³	4577.50

Bm 20+00	4583.75	6 ²⁵		4577.50
21+00			5 ⁸¹	77.94
PP#5			2 ⁸²	80.93

H.I	+	-	elev.
22+00		4 ⁸⁵	78.90
23+00		3 ²⁰	80.55
PP Bm#6		0 ²¹	83.04

5-14-13 Raised Road .5 ft From Station
18+86 to 23+00

Desc.	HI	+	-	el. v.
Bm PP#1	4578 ¹⁹	3 ¹⁹		4575.00
11+50			5 ⁵¹	72 ⁶⁸
12+50			5 ³²	72 ⁸⁷
13+50			4 ⁶⁴	73 ⁵⁵
PP#2			2 ¹⁶	76.03
14+50			4 ¹⁴	4574.05
QDSC	HI	+	-	el. v.
^{BM} 14+50	80.95	6 ⁹⁰		4574.05
15+50			6 ⁵¹	74 ⁴⁴
PI#3			3 ³⁰	77 ⁵⁷
17+50			5 ¹⁵	75 ⁸⁰
18+50			4 ⁰⁴	76.71
Desc	HI	+	-	el. v.
^m PP#4	4582.85	3 ⁷⁷		4579.08
19+50			5 ²⁰	77 ¹⁵
20+50			5 ³⁴	77 ⁵¹
21+50			4 ⁷⁰	78 ¹⁵
PP#5			1 ⁹²	80 ⁹³
22+50			3 ³⁸	79 ⁴⁷
WG			4 ²⁸	

Desc	HI	+	-	el. v.
PP#6	85 ²²	2 ⁵²		4582.99
Lid of Int# 23+73			5 ¹⁶	80.16
Lid of Curve 25+00			2 ⁹⁹	82.33
E 25+00			2 ⁹⁰	82 ⁴²

77⁰²

2172
Gutter VPI 29+00 PNT#1153 / Total Gutter#1154
108.80 ft Station 30+08.8

FL Gutter @ Sta - PNT#1155 To Cone Bollard
PNT# 1156 15

Q FG Elev = 4590.59 $10 = 90.35$

Lip of curb elev. 89.56 PNT# 1158

13.25 ft from Q to 1P of gutter @ Sta 30+00
.265

30+00 89.83 -.52 of lower than old FG

29+00 to 30+00

88.26 89.56

+1.3 ft @ 1.2%

31+00 Q elev = 4590.90

deliv = 90.22

30+50 existing 60 shot @ Q PNT# 1159 elev = 4590.85

Station	H. & B. Elev.	Design
29+00	4587.61	88.22
29+50	88.66	88.88
30+00	89.56	89.55
30+50	90.52	90.22
31+00	91.67	

30+08.8 ^{110' of gutter} 89.72 89.67 Nil 89.98

Cr 15% & oil	Sta	PNT#	Elev.
	30+13	1160	90.07
	30+25	1161	90.36
	30+50	1162	90.90
	31+00	1163	92.04

$\begin{array}{l} 1.21 \\ 1.54 \\ 1.14 \end{array} \begin{array}{l} 87' \\ 1.97' \\ 2.22\% \end{array}$

From Station 30+13 to 31+00 & oil = 2.26% slope

extended & PNT 1069 to 1076 elev
 A2 144' 91° 41' 51" 4593.7
 PNT 5000

RS, BF
5-21-2013

18005

Station	d/s	Hub	C/F to G	Design
30+8.8	(25) L	4589.35	FO ¹²	4589.87
30+50	(25) L	4590.38	FO ³⁷	90.75
31+00	(25) L	4591.41	FO ⁴⁰	91.81
31+50	(25) L	4592.30	FO ⁵⁸	92.88
31+82	(25) L	4593.93	CO ³⁷	93.56

desc.	H1	+	-	elev.
Bm PP#8	4596.59	9 ⁴²		4587.17
LIP gutter			6 ⁹⁸	4589.61
② 3008.8			6 ⁸⁴	89.75
30+50			6 ²¹	90.38
31+00			5 ¹⁸	91.41
31+50			4 ²⁹	92.30
③ 31+82			2 ⁶⁶	4593.93
④ 31+82			1 ²⁹	95.50

31+82 ^③	4596.48	2 ⁵⁵		4593.93
Bm PP#8			9 ³⁰	4587.17

5.63 of fill from 31+82 to 3008.8

in 173.2 ft

	elev.	+	-	
Bm 31+81 ALB		5 ⁴⁸		4593.93
31+82 E			5 ⁸⁵	4593 ⁵⁶

7-1-13
RS. DE

Horse track

PNT# 1207 is Beginning of Fence on
South end east of Lake with VLV.

Align ment

shot points 1207 to 1209 to 1210 to 1215 to
1212 to 1213

END station 0+683.026

1207 - 1209 - 1210 - 1215 - 1213 - 1214

1214 - 1213 $181^{\circ} 22' 28''$

Fence Angles

1207 - 1209 - 1210 - 1217 - 1214

$181^{\circ} 05' 14''$ 397.5 Feet
35' 43"