

ReXsection Notes

1st Residency

S.R.H #80

1916

FIELD BOOK

307

Ko

Carston Pit $200 \times 150 \times 1.7 = 1889$
Sand Pit $35 \times 50 \times 4 = 260$
Surfacing Carston Pit 1325

824. barbed rod swamp

Ole Lunds Surfacing

| | | | | |
|---------|-----------|-------------------------|---------|-----------|
| 673-678 | - 25 | ^{total} 125 | 0.H. | clay |
| 683-87 | 15 | 60 | 120 | gravel |
| 690-702 | 30 | <u>360</u> | 15 clay | 15 gravel |
| | | 545 | | |
| 702-704 | 15 clay | 30 | 0.H. | 30 |
| 705-735 | 17 gravel | 340 | 3740 | |
| | | 370 | | |
| | | <u>545</u> | | |
| | | | 915 | total |

Surfacing Mile 1 & 2
Parker

| | | | |
|--------------|---------------------------|---------------|--------------|
| 1120 x 41 = | ^{Pit 1} 00-32 | 45920 | 0.H. |
| 280 x 68 = | ^{Pit 2} 32-40 | 19040 | |
| 315 x 59.5 = | 40-49 | 18743 | |
| 529 x 65 = | 49-77+ | 34385 | |
| <u>1244</u> | | | |
| | | <u>118088</u> | - total 0.H. |
| | | <u>113526</u> | = Estimated |
| | | 4562 | to be given |

Remeasure

| | | | | |
|------------------|--------------|---------|----------|---------|
| 705 808 + 675 | Concrete Cul | | 4' x 10' | 6m |
| B.M. | 2.04 | 1145.50 | | 1143.46 |
| 820 | | | 0.5 | 45.0 |
| 819 | | | 2.7 | 42.8 |
| 818 | | | 5.6 | 39.9 |
| 817 | | | 8.7 | 36.8 |
| 816 | | | 11.5 | 34.0 |
| T.P. | 1.07 | 34.94 | 11.63 | 33.87 |
| 815 | | | 4.1 | 30.8 |
| 814 | | | 7.8 | 27.1 |
| 813 | | | 12.2 | 22.7 |
| T.P. | 0.34 | 22.21 | 13.07 | 21.87 |
| + 65 | | | 1.1 | 2.1 |
| 812 | | | 4.8 | 17.4 |
| + 75 | | | | |

L.

R.

C.D.C.
C.J.B.
A.S.

Nov. 8-16

Spike in Poplar Tree 40' L 820

| | | | | | | | | |
|----|---------------------|---------------------|---------------------|------------------|------|------|------|----|
| 00 | $\frac{2.2}{18.5}$ | $\frac{3.6}{17.5}$ | $\frac{2.5}{12.5}$ | $\frac{1.9}{10}$ | 1.8 | 3.0 | 0.9 | 00 |
| | | | | | 11 | 17 | 19.8 | |
| | $\frac{3.9}{17.2}$ | $\frac{4.7}{16.4}$ | $\frac{3.6}{10.8}$ | | 3.5 | 4.5 | 1.7 | |
| | | | | | 11.6 | 16.5 | 20.6 | |
| | $\frac{5.6}{18.9}$ | $\frac{7.4}{16.8}$ | $\frac{6.4}{10.2}$ | | 6.5 | 7.2 | 3.6 | |
| | | | | | 12 | 16.5 | 20.6 | |
| | $\frac{7.5}{20.6}$ | $\frac{10.5}{16.8}$ | $\frac{9.4}{10.4}$ | | 9.7 | 10.6 | 7.4 | |
| | | | | | 12 | 15.9 | 20 | |
| | $\frac{10.2}{21.8}$ | $\frac{13.5}{17.3}$ | $\frac{12.0}{8.8}$ | | 12.5 | 13.8 | 12.2 | |
| | | | | | 10.5 | 15.6 | 17.9 | |
| | $\frac{1.5}{2.5}$ | $\frac{5.9}{17.7}$ | $\frac{4.7}{10.2}$ | | 4.9 | 5.8 | 3.8 | |
| | | | | | 12.2 | 16.6 | 19.4 | |
| | $\frac{4.1}{23.8}$ | $\frac{9.4}{18.2}$ | $\frac{8.3}{10.7}$ | | 8.6 | 9.8 | 6.1 | |
| | | | | | 10.6 | 16 | 20.2 | |
| | $\frac{9.4}{23.3}$ | $\frac{14.0}{18.0}$ | $\frac{12.7}{10.6}$ | | 13.1 | 14.4 | 13.5 | |
| | | | | | 23.3 | 18.0 | 16.0 | |
| | (Elev 23.3) | $\frac{2.7}{18.2}$ | $\frac{1.6}{9.7}$ | | 2.0 | 3.0 | | |
| | | | | | 10.8 | 14.8 | | |
| | $\frac{4.7}{19.1}$ | $\frac{6.9}{16.2}$ | $\frac{5.7}{10.6}$ | | 5.7 | 8.4 | | |
| | | | | | 12.9 | 18.5 | | |

00

see Plat Roll #2

Remeasure

1122.21

811

8.3

13.9

810

10.6

11.6

809

10.9

11.3

Top of Concrete Cul 4'x10'

12.00

10.20

804+61

15" X 26'

B.M.

7.45

710+41

Center

B.M.

4.32

1069.58

1065.26

B.M.

8.75

75.82

1067.07

Pipe 278' from "4600 436+

B.M.

3.17

74.53

1071.06

L

R

Nov. 8-16

$$\begin{array}{r} 436 + 16 \\ 278 \\ \hline 38 + 94 \end{array}$$

Top of Concrete Culvert at 408+

4.05

T.
3.55

Conduit

Pipe at 459

8.28

Pipe at 455

5.60

8.42

5.40

Pipe at 440

10.10

Pipe at 445

10.15

65.72

64.4

10.20

65.62

10.15

64.3

35' L of 410

Pipe at 412

6.27

Pipe at 407

9.00

65.53

64.2

66.26

1.30

66.95

6.87

67.66

1.3

9.10

65.43

1.3

64.13

66.35

1.3

0

Remeasure

B.M. 10.52 1163.07 1152.55

Culvert at 860+25² W. Side of road.

| | | | | |
|------|------|-------|------|-------|
| 858 | | | 4.8 | 58.3 |
| +50 | | | 3.7 | 59.4 |
| 857 | | | 3.3 | 59.8 |
| T.P. | 6.48 | 66.99 | 2.56 | 60.51 |
| 856 | | | 6.1 | 60.9 |
| 855 | | | 6.0 | 61.0 |
| 854 | | | 6.9 | 60.1 |
| 853 | | | 8.2 | 58.8 |
| 852 | | | 9.6 | 57.4 |
| +25 | | | | |
| 851 | | | 11.8 | 55.2 |
| 850 | | | 13.8 | 53.2 |

L.

R

Nov. 8-16

SAKE in Poplar Tree 30' R 859+80

^{55.97}
11.70 15" PIPE 26' LONG N. 50.67
12.40

| | | | | |
|----------------------------|---------------------|---------------------|--------------------|--|
| $\frac{4.7}{16.8}$ | $\frac{6.3}{14.7}$ | $\frac{5.5}{10.0}$ | $\frac{5.7}{18.2}$ | $\frac{6.7}{16.2}$ |
| $\frac{2.0}{18.3}$ | $\frac{5.3}{15.3}$ | $\frac{4.2}{7.2}$ | $\frac{4.5}{13.5}$ | $\frac{5.7}{17.6}$ |
| (Elev) $\frac{64.1}{19.3}$ | $\frac{4.5}{14.9}$ | $\frac{3.6}{8.2}$ | $\frac{4.3}{13.7}$ | $\frac{4.8}{10.6}$ $\frac{3.6}{17.5}$ |
| $\frac{2.1}{20}$ | $\frac{7.2}{15.3}$ | $\frac{6.6}{9.5}$ | $\frac{6.8}{10.8}$ | $\frac{7.9}{15.7}$ $\frac{4.1}{19.7}$ |
| $\frac{2.3}{20.8}$ | $\frac{7.3}{15.9}$ | $\frac{6.6}{10.3}$ | $\frac{6.7}{9.5}$ | $\frac{7.8}{15.2}$ $\frac{4.2}{19.6}$ |
| $\frac{3.0}{20.8}$ | $\frac{8.4}{15.8}$ | $\frac{7.4}{9.8}$ | $\frac{7.6}{9.1}$ | $\frac{8.8}{14.6}$ $\frac{4.8}{18.4}$ |
| $\frac{3.8}{21.3}$ | $\frac{9.7}{16.2}$ | $\frac{8.6}{10.0}$ | $\frac{8.8}{8}$ | $\frac{10.1}{14.2}$ $\frac{6.4}{18.5}$ |
| $\frac{6.3}{22.1}$ | $\frac{11.3}{16.9}$ | $\frac{10.3}{10.4}$ | $\frac{10.4}{8.5}$ | $\frac{11.6}{15}$ $\frac{8.4}{19}$ |
| 00 | | | | 00 |

SEE T2 AT ROLL #2

Remeasure

849+59 15" C.I.P. 30' Long.
 850+06 Private Xing on L. Side
 B.M. 5.35 71.02 65.67
 396+85 12' x 29'

B.M. 8.43 73.63 1055.20

B.M. 3.95 42.02 38.07
 T.P. 2.03 32.10 11.95 30.07
 T.P. 2.03 21.06 13.07 19.03

B.M. 6.79 44.86 38.07
 T.P. 8.03 52.24 0.65 44.21

B.M. 3.35 1059.14 6.00 1055.79
 T.P. 5.77 58.91 6.00 53.14

B.M. 3.35 1059.14 55.79

L. R.

Nov. 8-16

12" PIPE 16' Long

at 401 -
 Pipe at 397
 6.70 64.30 6.40 64.6

at 383
 Pipe at 388
 8.40 45.23
 Pipe at 380
 7.10 62.9
 Pipe at 276
 8.15 65.1
 64.50
 1.5
 63.2

at 354

Pipe at 360
 11.80 10.55
 Pipe at 365
 14.25 12.70

354
 Pipe at 350 34.15
 10.70 13
 Pipe at 347 41.4 39.4
 10.80

at 299

11.75
 Pipe at 301 47.15
 11.75 47.25
 Pipe at 294
 12.20 46.94
 1.5
 45.76

7.40 66.3
 9.35 68.0
 7.85 64.25
 65.75
 1.5
 64.25

10.35 34.60
 12.05 40.20
 38.2

11.35
 47.55
 12.00
 47.15
 1.50
 45.85

Remeasure

1282+01 12" Pipe 24'L Public Xing on L.

1282+13 12" Pipe 18'L Private Xing on L.

B.M. 5.51 11 22.87 117.36

1282 4.2 18.7

1281 4.4 18.5

1280 4.6 18.3

1279 4.6 18.3

1278 4.2 18.7

1277 3.9 19.0

1276 3.7 19.2

+50 3.6 19.3

1275 4.6 18.3

+60 5.8 17.1

+35

L.

R.

Nov. 9-16

slope in Poplar Tree 25' R 1282

00

00

$\frac{3.7}{20.5}$ $\frac{5.2}{18.6}$ $\frac{5.0}{11}$

$\frac{4.2}{13}$ $\frac{5.8}{19.2}$ $\frac{4.0}{21}$

$\frac{2.6}{21.4}$ $\frac{5.6}{19}$ $\frac{4.6}{11.8}$

$\frac{4.6}{9.5}$ $\frac{5.6}{18.3}$ $\frac{2.8}{19.8}$

$\frac{1.9}{20}$ $\frac{5.4}{17.2}$ $\frac{4.2}{10.3}$

$\frac{4.3}{8.8}$ $\frac{4.9}{17.9}$ $\frac{1.7}{20}$

$\frac{1.5}{18.2}$ $\frac{5.3}{15.6}$ $\frac{4.3}{9.5}$

$\frac{4.3}{10.2}$ $\frac{5.2}{16.9}$ $\frac{1.7}{20}$

$\frac{1.9}{17.7}$ $\frac{5.9}{14.5}$ $\frac{5.1}{9}$

$\frac{5.0}{10}$ $\frac{5.9}{16.8}$ $\frac{3.0}{19.5}$

$\frac{3.2}{18.3}$ $\frac{6.7}{14.4}$ $\frac{6.4}{8.8}$

$\frac{6.5}{10.6}$ $\frac{7.2}{16.1}$ $\frac{4.5}{19.6}$

00

00

See Plat Roll #1

Remeasure

1272+35 Private Xing on R 12" Pipe 16' ✓

1269+115 Mayabrook Bridge

1269+395

1268+85 Private Xing on R. 10' x 12" Pipe ✓

1261+27 Private Xing on L. 12' x 12" Pipe ✓

1259+87 " " ON R 16' x 12" " ✓

1255+32 Private " ON L 16' x 12" Pipe ✓

1253+51 " " ON R 12' x 12" Pipe ✓

B.M. 00 92.48 92.48

T.P. 7.94 88.36 12.08 80.40

B.M. 13M, 0.23 64.89 64.66

B.M. 2.07 49.47 47.40

T.P. 3.09 43.24 9.32 40.15

L

R

Nov. 9-16

EN = 1100.53

cut 272
Pipe at 270

10.45 77.90
1.2
76.7

7+253

1380 51.10
1.2
49.9

218
Pipe at 212

9.50 33.74
1.3
32.40

78.10 77.1
1.3
76.8

12.70 52.20
1.3
50.9

7.70 35.54
1.3
34.20

Reneasure

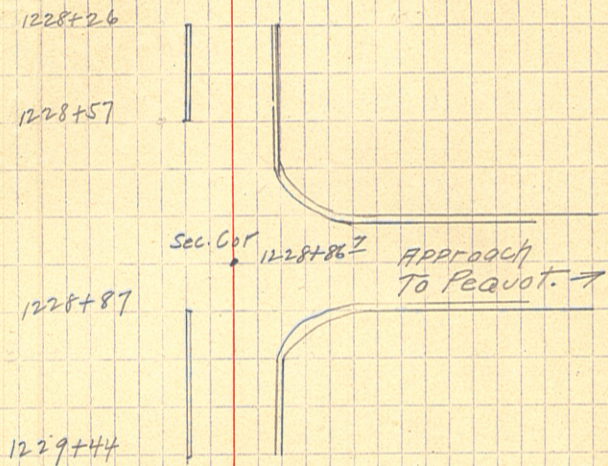
1229+00 Private Xing on L. 12" Pipe 24 L.

| | | | |
|------|-------|-------|-------|
| B.M. | 1.87 | 21.85 | 19.98 |
| B.M. | 5.35 | 16.85 | 11.50 |
| B.M. | 11.95 | 23.05 | 11.10 |
| B.M. | 6.50 | 20.80 | 13.80 |

L R

(9)

Guard Rail Total Length 472'



| | | | | |
|-------------|------|-------|-------|-------|
| B.M. at 168 | 8.30 | 13.55 | 5.10 | 12.45 |
| at 172 | 6.00 | 10.85 | 6.65 | 10.20 |
| at 158 | 9.70 | 13.35 | 10.65 | 12.40 |
| at 143 | 6.00 | 14.30 | 7.25 | 13.05 |

$$\begin{array}{r} 13.55 \\ - 12.25 \\ \hline 1.30 \end{array}$$

$$\begin{array}{r} 10.85 \\ - 9.85 \\ \hline 1.00 \end{array}$$

$$\begin{array}{r} 13.35 \\ - 12.25 \\ \hline 1.10 \end{array}$$

$$\begin{array}{r} 12.40 \\ - 1.10 \\ \hline 11.30 \end{array}$$

$$\begin{array}{r} 14.30 \\ - 1.50 \\ \hline 12.80 \end{array}$$

$$\begin{array}{r} 13.05 \\ - 1.50 \\ \hline 11.50 \end{array}$$