

2081.00



Rite in the Rain®

ALL-WEATHER

CROSS SECTION

FIELD BOOK

No 370-6F

1 : 2

DOT & PF CR

2012 FLOOD REPAIR
REPORTING

2081.00 (0102) DOT FALL FLOOD

No. 370-6F Cross Section - Fab



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FLOOD REPAIR

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SCHROCK ROAD FLOOD REPAIR

2081.01

GPS
STATIC

✓ (7)

RCVR# 0369 TRIMBLE R10

HI 1.883 m 6.18' ✓ Bottom of Quick Release

ON 10:40

OFF 17:17

HI 6.18' ✓

FILE 03691201.702

✓ (6)

RCVR# ⁵⁴⁴ ~~0364~~ JAVAD ~~TRIMBLE R10~~

HI 1.595 m 5.23' ✓ SHMP 1.538 m ✓ ARP 5.042' 5.045'

ON 10:54

OFF 11:31

HI 5.23' ✓

FILE 05440430a.jps

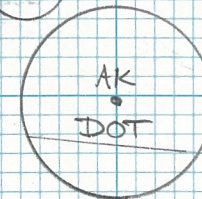
4/30/2014

CLEAR, CALM, 50°

(9)

B. Holmstrom
M. Griffin

(7)



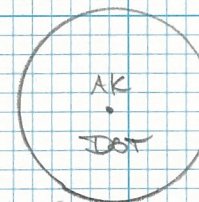
O.P.C.
FOUND 1" ~~RRC~~ ON REBAR
0.1" B.G., CAP MKD. AS SHOWN,
IN DECENT COND.

PHOTOS: 31 TYPE A

32 TYPE B

33 TYPE C N'LY

(6)



FOUND 1" O.P.C. ON REBAR
FLUSH W/GROUND, CAP MKD.
AS SHOWN, IN GOOD COND.

PHOTOS: 34 TYPE A

35 TYPE B

36 TYPE C W'LY

SCHROCK ROAD FLOOD REPAIR 2081.01

GPS
STATIC

✓ (5)

RCVR# 0364 TRIMBLE R10

HI 1.774 m 5.82' BOTTOM OF QUICK RELEASE

ON 11:07

OFF 17:20

HI 5.82' ✓

FILE 03641201.T02

✓ (8)

RCVR# 546 JAVAD

HI ^{1.618} 7.159 m 5.31' SHMP 1.561 m ✓ 5.12' ARP

ON 11:21

OFF 17:09

HI 5.31

FILE log0430a.jps

4/30/2014

CLEAR, CALM, 50°

(16)

B. Holmstrom
M. GRIFFIN

(5)



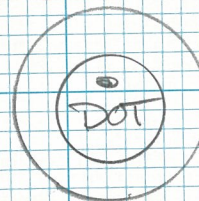
FOUND 1" O.P.C. ON REBAR,
FLUSH W/GROUND, CAP MKD.
AS SHOWN, IN DECENT COND

PHOTOS 38 TYPE A

39 TYPE B

40 TYPE C E'LY

(8)



FOUND 1" O.P.C. ON REBAR
FLUSH W/GROUND, CAP IS
BEAT UP, MKS. D.O.T.
VISIBLE, CAP MKD. AS SHOWN

PHOTOS: 41 TYPE A

42 TYPE B

43 TYPE C W'LY

SCHROCK ROAD FLOOD REPAIR

2081.01

GPS
STATIC

✓ (1)

RCVR# 544 JAVAD

HI 1.641 m 5.38' SHMP 1.584 m 5.19' ARP

ON 12:12

OFF 16:56

HI 5.38' ✓

FILE 054404306.jpg

✓ (2)

RCVR# 545 JAVAD

HI 1.693 m 5.55' SHMP 1.636 m 5.36' ARP

ON 12:40

OFF 16:55

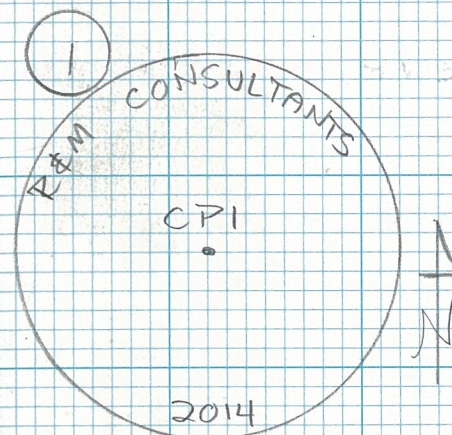
HI 5.55' ✓

FILE 054504302a.jpg

4/30/2014

CLEAR, CALM, 50°

(11)

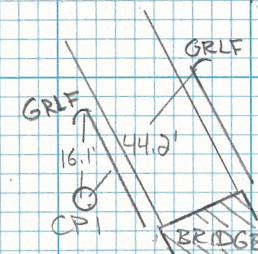


SET 2" ALCAP, MKD. AS
SHOWN ON 30" SECTION
OF 5/8" REBAR, 0.3' B.G.

PHOTOS: 45 TYPE A

46 TYPE B

47 TYPE C N'LY

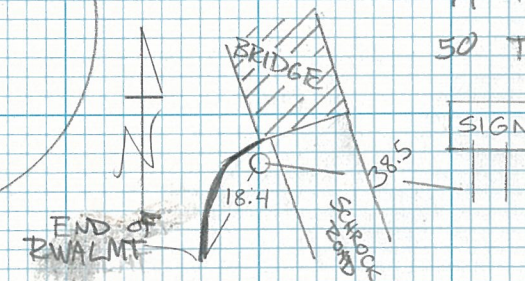


SET 2" ALCAP, MKD. AS
SHOWN ON 30" SECTION
OF 5/8" REBAR, 0.4' B.G.

PHOTOS: 48 TYPE A

49 TYPE B

50 TYPE C



SCHROCK ROAD FLOOD REPAIR
2081.01

GPS
STATIC

✓ (401)

RCVR# 0147 TRIMBLE R10
HI 1.570m 5.15' ✓ Bottom of Quick Release
ON 12:57
OFF 14:07
HI 5.15' ✓
FILE 01471200.T02

4/30/2014

CLEAR, CALM, 50°

(12)

(401)

SET 12" SPIKE, 0.136
ON W. OF SCHROCK RD.

PHOTOS: TYPE A
TYPE B
TYPE C N'LY

SCHROCK ROAD FLOOD REPAIR
2081.01

GPS
STATIC

(5)

RCVR# 544 JAVAD

HI 1.571m 5.15' ✓ SHMP 1.513m ✓ 4.96' ARP

ON 10:36

OFF 10:00

HI 5.15

FILE 05440501a.jps

RCVR# 546 JAVAD

HI 1.729m 5.67' ✓ SHMP 1.672m ✓ 5.48' ARP

ON 10:49

OFF 19:36

HI 5.67' ✓

FILE 05460501a.jps

5/1/2014

CLEAR, CALM, 64°

(13)

SEE P. 10 FOR DESC

SEE P. 9 FOR DESC

SCHROCK ROAD FLOOD REPAIR

2081.01

GPS
STATIC

8

RCVR# 545

HI 1.655m 5.43' / SHMP 1.598m / 5.24' ARP

ON 10:43

OFF 13:03

HI 5.42'

FILE 05450501a.jps

2

RCVR# 0364 TRIMBLE R10

HI 1.702m 5.58' / BOTTOM OF QUICK RELEASE

ON 11:08

OFF 17:05

HI 5.58'

FILE 03641211.T02

5/1/2014

14

B. HOLMSTROM
M. GRIFFIN

SEE P. 10 FOR DESC

SEE P. 11 FOR DESC

SCHROCK ROAD FLOOD REPAIR

2081.01

GPS
STATIC

(1)

RCVR# 0147 TRIMBLE R10

HI 1.899m 6.23' ✓ Bottom of Quick Release

ON 11:20

OFF 17:09

HI 6.23' ✓

FILE 01471211.T02

RCVR# 545

HI 1.401m 4.60' ✓ SHMP 1.343m ✓ 4.41' ARP

ON 13:20

OFF 13:41

HI 4.60' ✓

FILE 05450501b.jps

5/1/2014

(15)

B. Holmstrom
M. Griffin

SEE P. 11 FOR DESC

(402)

SET 3" MAG SPIKE, FLUSH
W/PAVEMENT ON W. SIDE
OF SCHROCK ROAD

SCHROCK ROAD FLOOD REPAIR

2081.01

GPS
STATIC

(403)

RCUR# 545 JAVAD

HI 1.578m 5.18' ✓ SHMP 1.521m / 4.99' ARP

ON 13:46

OFF 14:01

HI 5.17' ✓

FILE 05450501c.jpg

(701)

RCUR# 545 JAVAD

HI 1.722m 5.65' ✓ SHMP 1.665m / 5.46' ARP

ON 14:06

OFF 14:21

HI 5.65' ✓

FILE 05450501d.jpg

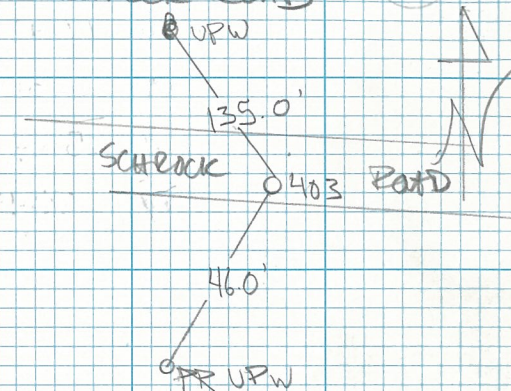
5/1/2014

16

B. HOLMSTROM
M. GRIFFIN

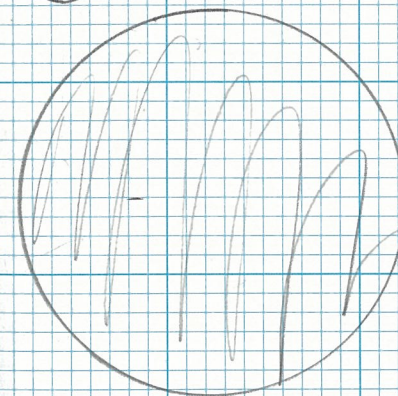
(403)

SET 2" MAG NAIL FLUSH
W/PAVEMENT ON S. SIDE
OF SCHROCK ROAD



(701)

FOUND 1 1/2" ALCAP, FLUSH
W/PAVEMENT, MARKED,
NO VISIBLE MKS,
PAINTED YELLOW



PHOTOS: 59 TYPE A

60 TYPE B

61 TYPE C N'LY

SCAROCK ROAD FLOOD REPAIR

2081.01

GPS
STATIC

702

PCUR# 545 SAVAD

HI 1.691m 5.55' ✓ SHMP 1.634m / 5.36' ARP

ON 14:23

OFF 14:38

HI 5.55' ✓

FILE 05450501e.jpg

703

PCUR# 545 SAVAD

HI 1.629m 5.34' ✓ SHMP 1.572m / 5.15' ARP

ON 14:40

OFF 15:54

HI 5.34' ✓

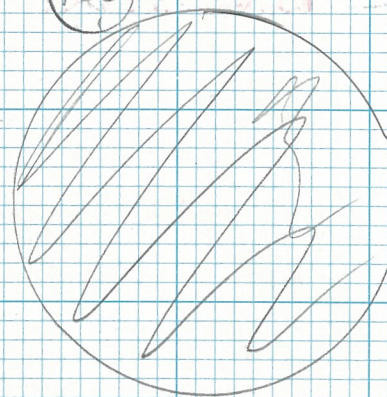
FILE 05450501f.jpg

5/1/2014

17

B. HOLMSTROM
M. GRIFFIN

702



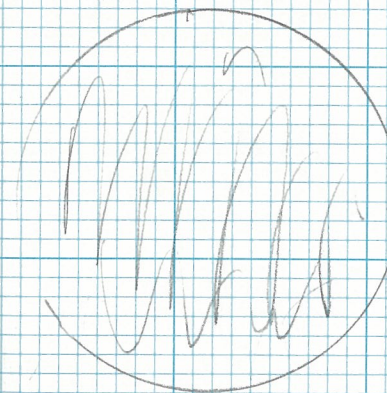
FOUND 1 1/2" ALCAP,
FLUSH W/PAVEMENT,
MARRED, NO VISIBLE
MKS.

PHOTOS: 63 TYPE A

64 TYPE B

65 TYPE C WLY

703



FOUND 1 1/2" ALCAP
FLUSH W/PAVEMENT,
MARRED, NO VISIBLE
MKS.

PHOTOS: 66 TYPE A

67 TYPE B

68 TYPE C N'LY

SCHROCK ROAD FLOOD REPAIR

2081.01

GPS
STATIC

704

RCUR# 545 JAVAD

HI 1.659m 5.44' ✓ SAMP 1.602m ✓ 5.25' ARP

ON 14:59

OFF 15:14

HI 5.44' ✓

File 05450501g.jps

705

RCUR# 545 JAVAD

HI 1.778m 5.83' ✓ SAMP 1.721m ✓ 5.64' ARP

ON 15:18

OFF 15:33

HI 5.83' ✓

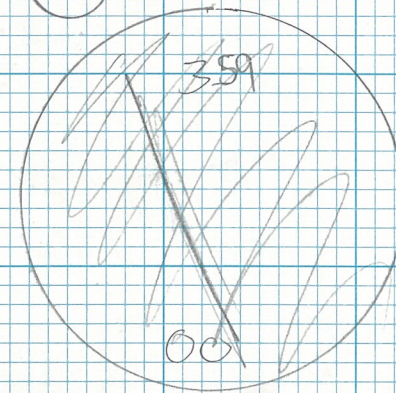
File 05450501h.jps

5/1/2014

18

B. Holmstrom
M. Griffin

704



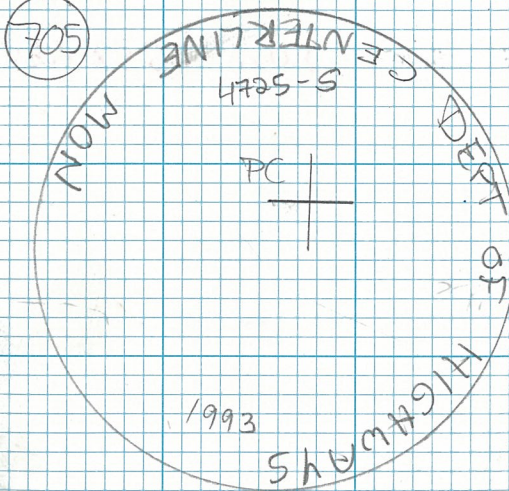
FOUND 15" ALCAD,
FLUSH W/PAVEMENT.
MARKED, SOME FAINT
MKS VISIBLE

PHOTOS: 71 TYPE A

72 TYPE B

73 TYPE C N'LY

705



FOUND 25" B.C., INSIDE
MON CASE, RIM FLUSH
W/PAVEMENT, MON IS
0.3' BELOW RIM. CAP IN
GOOD COND., MKD AS SHOWN

PHOTOS: 75 TYPE A

76 TYPE B

77 TYPE C N'LY

SCHROCK ROAD FLOOD REPAIR

2081.01

GPS
STATIC

706

RCVR# 545 JAVAD

HI 1.843m 6.04' SHMP 1.786m 5.85' ARP

ON 15:35

OFF 15:50

HI 6.04' ✓

FILE 05450501i.jpg

RCVR# 545 JAVAD

HI 2.065m 6.77' SHMP 2.008m 6.58' ARP

ON 16:10

OFF 16:25

HI 6.77' ✓

FILE 05450502a.jpg

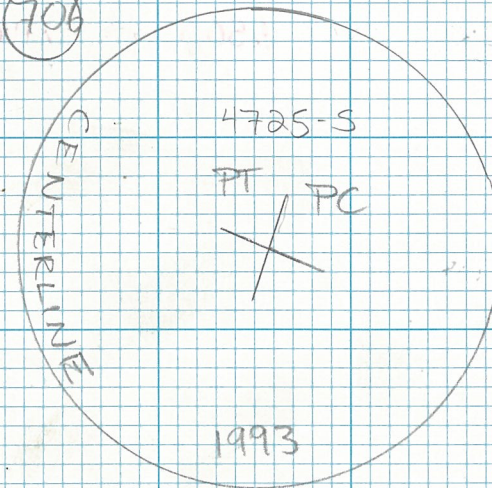
707

5/1/2014

19

B. HOLMSTROM
M. GRIFFIN

706



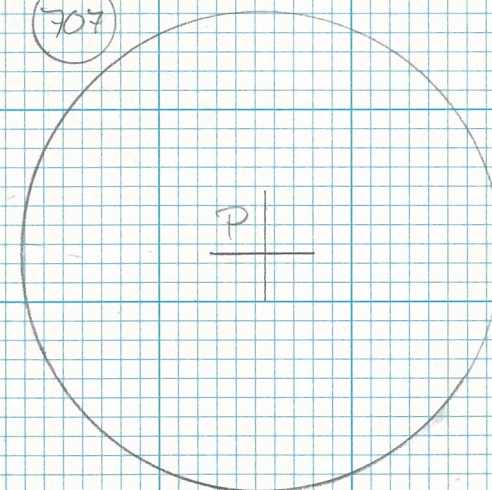
FOUND 2 1/2" B.C. IN MON
CASE, RIM FLUSH W/ PAVEMENT
MON IS 0.7' BELOW RIM,
CAP IN ~~GOOD~~ ^{DECENT} COND.,
MKD. AS SHOWN

PHOTOS: 80 TYPE A

81 TYPE B

82 TYPE C N'LY

707



FOUND 2 1/2" B.C. IN MON
CASE, RIM IS FLUSH W/ PAVEMENT
MON IS 1.4' BELOW RIM
CAP IN ~~GOOD~~ ^{DECENT} COND.,
MKD. AS SHOWN, FAINT CAP MKS

PHOTOS 83 TYPE A

84 TYPE B

85 TYPE C S'LY

SCHROCK ROAD FLOOD REPAIR

2081.01

GPS
STATIC

708

RCV# 545 JAVAD

HI 1.558 m ~~5.51'~~ 5.11' ✓ SHMP 1.500 m ✓ 4.92' ARP

ON 16:34

OFF 16:59

HI 5.11' ✓

FILE 054505026.JPS

5/1/2014

20

B. HOLMSTRA
M. GRIFFIN

708

DENALI NORTH
6925-S

FOUND 1" Y.P.C. ON REBAR,
FLUSH W/ GROUND, CAP IN
GOOD COND., MKD. AS SHOWN

PHOTOS: 86 TYPE A
87 TYPE B
88 TYPE C W/ LY

INST: LEICA TCR1105 SCHROCK ROAD FLOOD REPAIR

SN: 629262

2081.01

TEMP = 64°

PRESSURE: 30.4 in Hg

PPM = +1.3

1 @ 2 HI 6.01

BS 1 HR 5.79

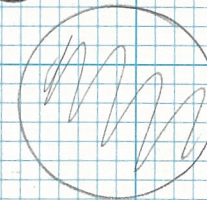
PT	HR	DESC	H=	V=
<u>4105</u> 5001	5.79	VERCHK		
(601)	5.50	TBM TOP OF NE MOST BOLT, 3/4" ϕ , OF NE MOST GUARD RAIL POST @ NE CORNER OF "MANVIL" "MANVIL H. OLSON" BRIDGE SAID BOLT IS A BASE PLATE SUPPORT BOLT, CHISELED X ON TOP		
(709)	5.57	2 SETS TDS XR = 356°36'23" AZ = 91°17'26" SD = 257.150' HORIZON CLOSURE XR = 3°23'36" LR = 356°36'23" 359°59'59"✓	M) 356-36-24 HD) 254.747 257.085'	

5/1/2014

(21)

B. HOLMSTROM
M. GRIFFIN

(709)



FOUND 5/8" REBAR,
PLUMB & FIRM, 0.3'
B.G.

PHOTOS: 89 TYPE A
90 TYPE B
91 TYPE C S/LY

SCHROCK ROAD FLOOD REPAIR
2081.01

XC 2 HI 6.01'
BS 1 HR 5.79'

PT	HR	DESC
(710)	5.12	2 SETS TDS $\angle \bar{R} = 92^{\circ} 35' 28''$ $\angle \bar{Z} = 90^{\circ} 33' 40''$ $\bar{SD} = 330.743'$ <i>M) 92-35-33</i> <i>SD) 330.727'</i> <u>HORIZON CLOSURE</u> $\angle \bar{R} 92^{\circ} 35' 28''$ $\angle \bar{R} 262^{\circ} 24' 23''$ $359^{\circ} 59' 51'' \checkmark$
(711)	5.48	2 SETS TDS $\angle \bar{R} = 65^{\circ} 51' 25''$ $\angle \bar{Z} = 90^{\circ} 33' 22''$ $\bar{SD} = 706.557$ <i>M) 65-51-28</i> <i>SD) 706.524'</i> <u>HORIZON CLOSURE</u> $\angle \bar{R} 65^{\circ} 51' 25''$ $\angle \bar{R} 294^{\circ} 08' 30''$ $359^{\circ} 59' 55'' \checkmark$

5002
6106

5.79

VERCHK 1

H-

$\frac{1}{2}$

5/1/2014

(22)

B. HOLMSTROM
M. GRIFFIN

(710)
DENALI NORTH
6925-S

FOUND 1" V.P.C., ON REBAR,
FLUSH W/ GROUND, CAP IN
GOOD COND., MKD AS SHOWN

PHOTOS 92 TYPE A
93 TYPE B
94 TYPE C W/LY

(711)
DENALI NORTH
6925-S

FOUND 1" V.P.C., ON REBAR
0.7" B.G., CAP IN DECENT
COND., MKD AS SHOWN

PHOTOS 95 TYPE A
96 TYPE B
97 TYPE C W/LY

SCHROCK ROAD FLOOD REPAIR 2081.01

T@ 402 H 5.59

BS 403 HR 5.09

PT	HR	DESC	H=	V=
5003 6107	5.09	VERCHK 403		

(712)

5.17

2 SETS TDS

$\angle R = 111^{\circ}35'59''$

$\angle Z = 91^{\circ}58'33''$

SD = 267.281'

M) 111-35-55

SD) 267.122'

HORIZON CLOSURE

$\angle R = 111^{\circ}35'59''$

$\angle R = 248^{\circ}24'08''$

360°00'07" ✓

(602)

5.50

TBM

6" SPIKE DRIVEN 5" INTO
BASE OF 12" Ø SPRUCE.
NAIL SPIKE IS ON S. SIDE
OF TREE ~ 0.5' A.G.

5009
6108

5.09

VERCHK 403

H=

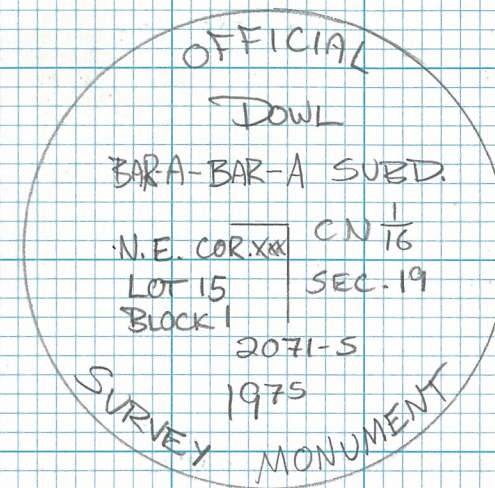
V=

5/1/2014

(23)

B. HOLMSTROM
M. GRIFFIN

(712)



FOUND 3/4" R.C. ON
SSP, LOOSELY SET, PROS.
0.4' A.C. & LEANING.
DRIVE ROCK ALONGSIDE,
PLUMB AND FIRM IN
PLACE, NOW FLUSH W/ GROUND.

PHOTOS: 98 TYPE A

99 TYPE B

100 TYPE C ELY

SCHROCK ROAD FLOOD REPAIR
2081.01

TR 403 HI 5.30
BS 402 HR 5.31

PT	HR	DESC	H=	V=
5005 6109	5.31	VERCHIC 402	H=	V=
(713)	4.98	<u>2 SETS TDS</u> $\angle R = 86^{\circ}45'35''$ $\angle E = 88^{\circ}33'27''$ $SD = 178.079'$ <u>HORIZON CLOSURE</u> $\angle R = 86^{\circ}45'35''$ $\angle E = 273^{\circ}14'27''$ $360^{\circ}00'02'' \checkmark$	M) 86-45-34 SD) 178.023'	
5006 6110	5.31	VERCHIC 402	H=	V=

5/1/2014

(24)

B. Holmstrom
M. Griffin

(713)

DENALI NORTH
6925-S

FOUND 1" Y.P.C. ON REBAR,
FLUSH W/GROUND, CAP IN
GOOD COND., MKD. AS SHOWN

PHOTOS: 101 TYPE A
102 TYPE B
103 TYPE C W/LY

SCHROCK ROAD FLOOD REPAIR

2081.01

INSTRUMENT: LEICA TNA10
SN: 343243

STA	+	HI	-	RAW ELEV	ADD. ELEV
611					<352.54>
	10.359				
		362.899			
7			5.200	357.699	357.697'
	5.119				
		362.818			
611			10.274	352.544	<352.54>
				EOC = +0.004'	

5/1/2014

25

B. HOLMSTROM
M. GRIFFIN

2 PEG TEST

A 4.993
B 5.551
B' 5.394
A' 4.836

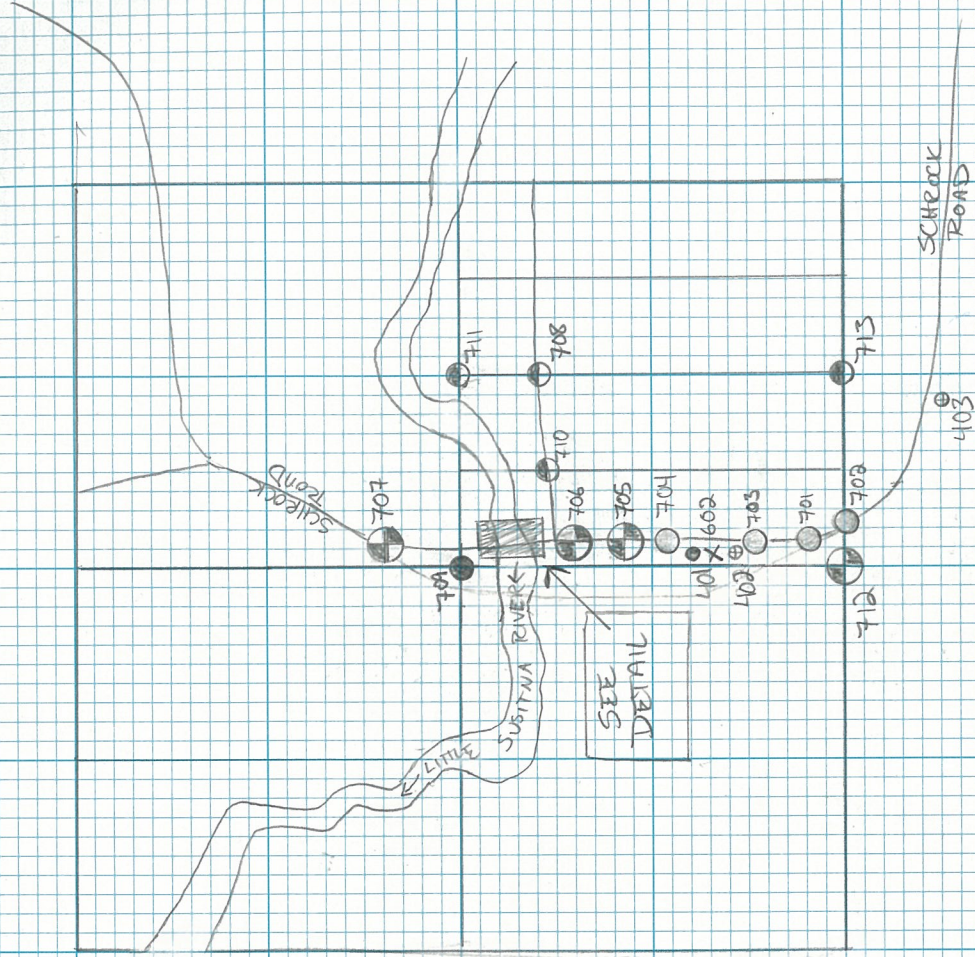
0.000

DESC

SEE P. 9 FOR DESC



CONTROL SKETCH

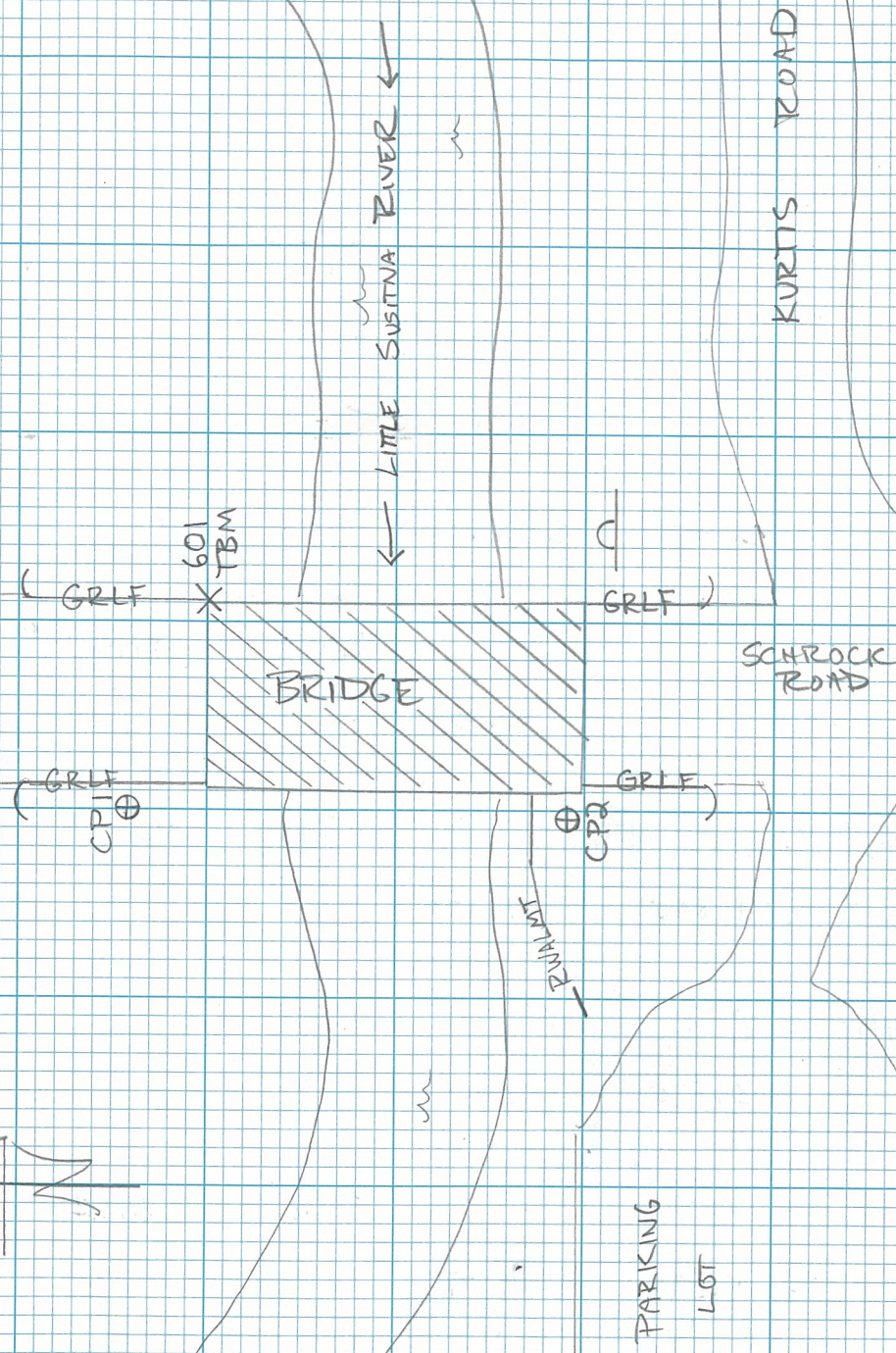


LEGEND

- FND. BC. NON
- FND. REBAR W/CAP
- FND. REBAR W/CAP (SET BY DOT)
- FND. REBAR
- FND. ALCAP
- ⊕ SET ALCAP ON 30" REBAR
- SET SPIKE
- SET MAGNAIL
- X TBM



DETAIL



SCHROCK ROAD FLOOD REPAIR

VERTICAL CONTROL

PEL7 TEST

AI = 5.350

AZ = 5.607

BI = 4.802

BZ = 5.057

0.548

0.550

NO ADJUSTMENT COLL = -9.12

STA	+	HI	-	ELEV	ADJ ELEV
(1)				371.487	371.49 ✓
	8.709	380.196			
(601)			5.793	374.403 ✓	374.40 ✓
	5.622	380.025			
(2)			7.448	372.577 ✓	372.58 ✓
	4.845	377.422			
TP1			6.732	370.690	
	2.930	373.620			
TP2			4.616	369.004	
	5.093	374.097			

5/6/2014

2081.01

LEICA DNA10 # 345087

52°F RAIN CALM

K. ROBAR

M. GRIFTON

27

DESC

SEE PL. 11 FOR SET INFO

ELEVATION = 371.49' FROM STATIC GPS USING
GEODIZA MODEL.

SEE PL. 21 FOR SET INFO

SEE PL. 42 FOR HORIZ. LOCATION

SEE PL. 11 FOR SET INFO

PK NAIL IN ASPHALT

PK NAIL IN ASPHALT

SCHROCK ROAD FLOOD REPAIR

VERTICAL CONTROL

STA	+	HI	-	ELEV	ADD. ELEV
(404)			6.936	367.161 ✓	367.16 ✓
	5.252	372.413			
(401)			7.069	365.344 ✓	365.34 ✓
	7.265	372.609			
(602)			6.615	365.994 ✓	365.99 ✓
	6.406	372.400			
(405)			5.109	367.291 ✓	367.29 ✓
	5.017	372.308			
TP3			4.257	368.051	
	4.990	373.041			
TP4			4.481	368.560	
	4.715	373.275			
TP5			5.661	367.614	
	3.975	371.589			

5/6/14

2081.01

28

52°F RAIN CALM

K. ROBAR
M. GRIFFON

DESC

SET 8" SPIKE IN GRAVEL ON E. SHOULDER OF SCHROCK RD,
31.5' E. OF E.P., 0.11' BELOW GRND, +/- 5' OF S.
EDGE OF BRIDGE OVER LITTLE JOSITUA RIVER.

SEE PG. 12 FOR SET INFO.

SEE PG. 23 FOR SET INFO.

SEE PG. 36 FOR HORIZ. LOCATION

SET 8" SPIKE IN GRAVEL ON E. SHOULDER OF SCHROCK RD,
31.0' E. OF E.P., 0.11' BELOW GRND, +/- 75' NW OF
SCHOOL BUS STOP SIGN ON E. SIDE OF SCHROCK RD.

PK NAIL IN ASPHALT

PK NAIL IN ASPHALT

8" SPIKE IN GRAVEL

SCHROCK ROAD FLOOD REPAIR

VERTICAL CONTROL

STA	+	HI	-	ELEV	ADJ. ELEV
(406)			4.406	367.183 ✓	367.18 ✓
	4.240	371.423			
(407)			6.104	365.319 ✓	365.32 ✓
	6.238	371.557			
TP5			3.943	367.614	
	9.124	376.939			
TP6			4.364	372.574	
	7.525	380.099			
(1)			8.613	371.486 ✓	371.487 ✓

$$EOC = -0.001 ✓$$

END LOOP

5/6/2014

2081.01

29

52°F RAIN CALM

K. ROBAR
M. GRIFFIN

DESC

SET 8" SPIKE ON E. EDGE OF PRIVATE DIRT DRIVEWAY 71-95'
S. OF S. EDGE OF KURTIS RD. 0.1' BELOW GRND.

SET 8" SPIKE IN GRAVEL ON N. SIDE OF GRAVEL BAR ON
N. SIDE OF LITTLE SKITWA RIVER. OPPOSITE PRIVATE DIRT
DRIVEWAY ON S. SIDE OF KURTIS RD. SET FLUSH W/ GRND

8" SPIKE IN GRAVEL

PK NAIL IN ASPHALT

SEE PG. 11 FOR SET INFO

SCHROCK ROAD FLOOD REPAIR

HORIZONTAL CONTROL

TRAVERSE 1

(404)

SSPIKE V

T = 2

HI = 5.94'

BS = 1

HR = 5.64'

BS DIST = 266.21'

FS = 404

HR = 5.54'

BD) 00-00-00

BR) 179-59-59

FD) 171-17-59

FR) 351-17-57

HD) 529.10

HD) 529.10

m) 171-17-59 ✓

HD) 529.10 ✓

CLOSE HORIZON

BD) 00-00-00

BR) 179-59-55

FD) 188-42-02

FR) 08-42-00

HD) 266.21

HD) 266.21

m) 188-42-04 ✓

HD) 266.21 ✓

AVG LR = 171-17-57 ✓

AVG HD = 529.10' ✓

SEE PG. 28 FOR SET DESC. & ELEV.

5/6/2014

LEICA TCRA 1105+

SN# 625346

PPM = -0.8

2081.01

52°F RAIN CALM

30

K. ROBAR
M. GRIFFON

(405)

T = 404

HI = 5.58'

BS = 2

HR = 5.67'

BS DIST = 529.08'

FS = 405

HR = 5.16'

BD) 00-00-00

BR) 180-00-00

FD) 165-13-08

FR) 345-13-07

HD) 227.62

HD) 227.62

m) 165-13-08 ✓

HD) 227.62 ✓

CLOSE HORIZON

BD) 00-00-00

BR) 179-59-59

FD) 194-46-53

FR) 14-46-54

HD) 529.08

HD) 529.08

m) 194-46-54 ✓

HD) 529.08 ✓

AVG LR = 165-13-07 ✓

AVG HD = 227.62' ✓

SEE PG. 28 FOR SET DESC. & ELEV.

SCHROCK ROAD FLOOD REPAIR

HORIZONTAL CONTROL

(401)

COORDINATE
CLOSURE

$\Sigma = 405$ $HI = 5.35'$

$BS = 404$ $HR = 5.37'$ $BS \text{ DIST} = 227.61'$

$FS = 401$ $HR = 5.17'$

$BD) 00-00-00$ $BR) 179-59-57$

$FD) 335-39-35$ $FR) 155-39-35$

$HD) 120.19'$ $HD) 120.18'$

$m) 335-39-37$ ✓ $HD) 120.19'$ ✓

CLOSE HORIZON

$BD) 00-00-00$ $BR) 179-59-53$

$FD) 24-20-20$ $FR) 204-20-20$

$HD) 227.61'$ $HD) 227.61'$

$m) 24-20-24$ ✓ $HD) 227.61'$ ✓

$AVG \angle R) 335-39-36$ ✓

$AVG HD) 120.19'$ ✓

SEE PH. 12 FOR SET INFO.
SEE PH. 12 FOR GPS STATIC OBSERVATION
SEE PH. 28 FOR ELEV.

END TRAVERSE 1

5/6/2014

2081.01

31

52° F RAIN CALM

K. ROBAR
M. BRIFTON

TRAVERSE 2

(406)

$\Sigma = 2$ $HI = 5.96'$

$BS = 1$ $HR = 5.76'$ $BS \text{ DIST} = 266.22'$

$FS = 406$ $HR = 5.24'$

$BD) 00-00-00$ $BR) 180-00-01$

$FD) 113-41-54$ $FR) 293-41-53$

$HD) 244.86'$ $HD) 244.86'$

$m) 113-41-53$ ✓ $HD) 244.86'$ ✓

CLOSE HORIZON

$BD) 00-00-00$ $BR) 179-59-56$

$FD) 43-246-18-04$ $FR) 66-18-03$

$HD) 266.22'$ $HD) 266.22'$

$m) 246-18-06$ ✓ $HD) 266.22'$ ✓

$AVG \angle R) 113-41-54$ ✓

$AVG HD) 244.86'$ ✓

SEE PH. 29 FOR SET DESC & ELEV.

SCHROCK ROAD FLOOD REPAIR

HORIZONTAL CONTROL

(407)

PI = 406 HI = 5.44'

BS = Z HR = 5.68' BS DIST = 244.85

FS = 407 HR = 5.34'

BD) 00-00-00 BR) 180-00-00

FD) 54-06-31 FR) 234-06-35

HD) 215.53' HD) 215.53'

m) 54-06-33 ✓ HD) 215.53' ✓

CLOSE HORIZON

BD) 00-00-00 BR) 179-59-51

FD) 305-53-22 FR) 125-53-20

HD) 244.85' HD) 244.85'

m) 305-53-26 ✓ HD) 244.85' ✓

AVG LR = 54-06-34 ✓

AVG HD = 215.53 ✓

SEE PL. 29 FOR SET DESC & ELEV.

5/6/2014

Z081.01

32

52°F RAIN CALM

K. ROBAR

M. GRIFFAN

(Z)

PI = 407 HI = 5.51'

BS = 406 HR = 5.23' BS DIST = 215.54'

FS = Z HR = 5.68'

BD) 00-00-00 BR) 179-59-57

FD) 70-03-19 FR) 250-03-13

HD) 211.00 HD) 211.00

m) 70-03-18 ✓ HD) 211.00 ✓

CLOSE HORIZON

BD) 00-00-00 BR) 179-59-56

FD) 289-56-36 FR) 109-56-36

HD) 215.54' HD) 215.54'

m) 289-56-38 ✓ HD) 215.54' ✓

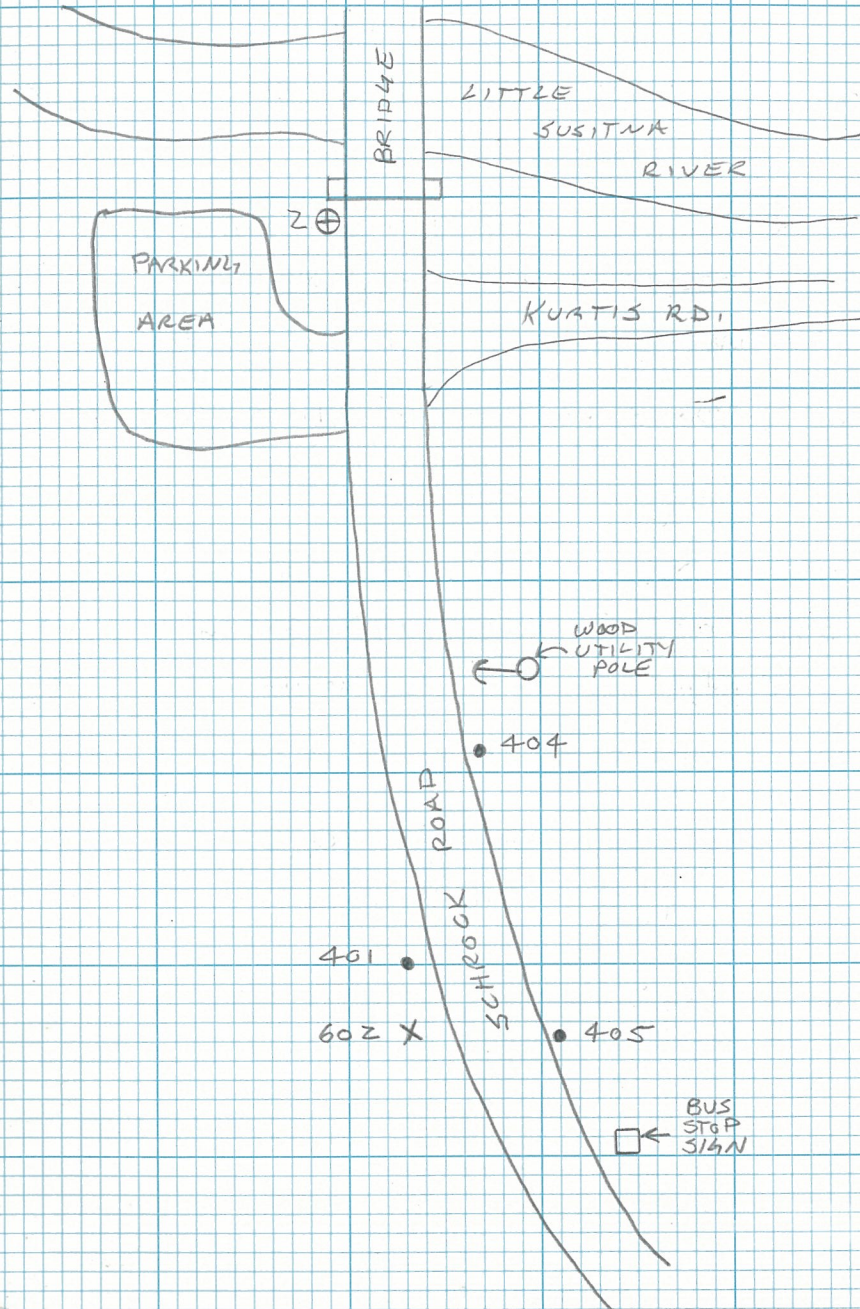
AVG LR = 70-03-20 ✓

AVG HD = 211.00' ✓

SEE PL. 11 FOR SET DESC. & GPS STATIC OBSERVATION
SEE PL. 27 FOR ELEV.

END TRAVERSE Z

SCHROCK ROAD FLOOD REPAIR

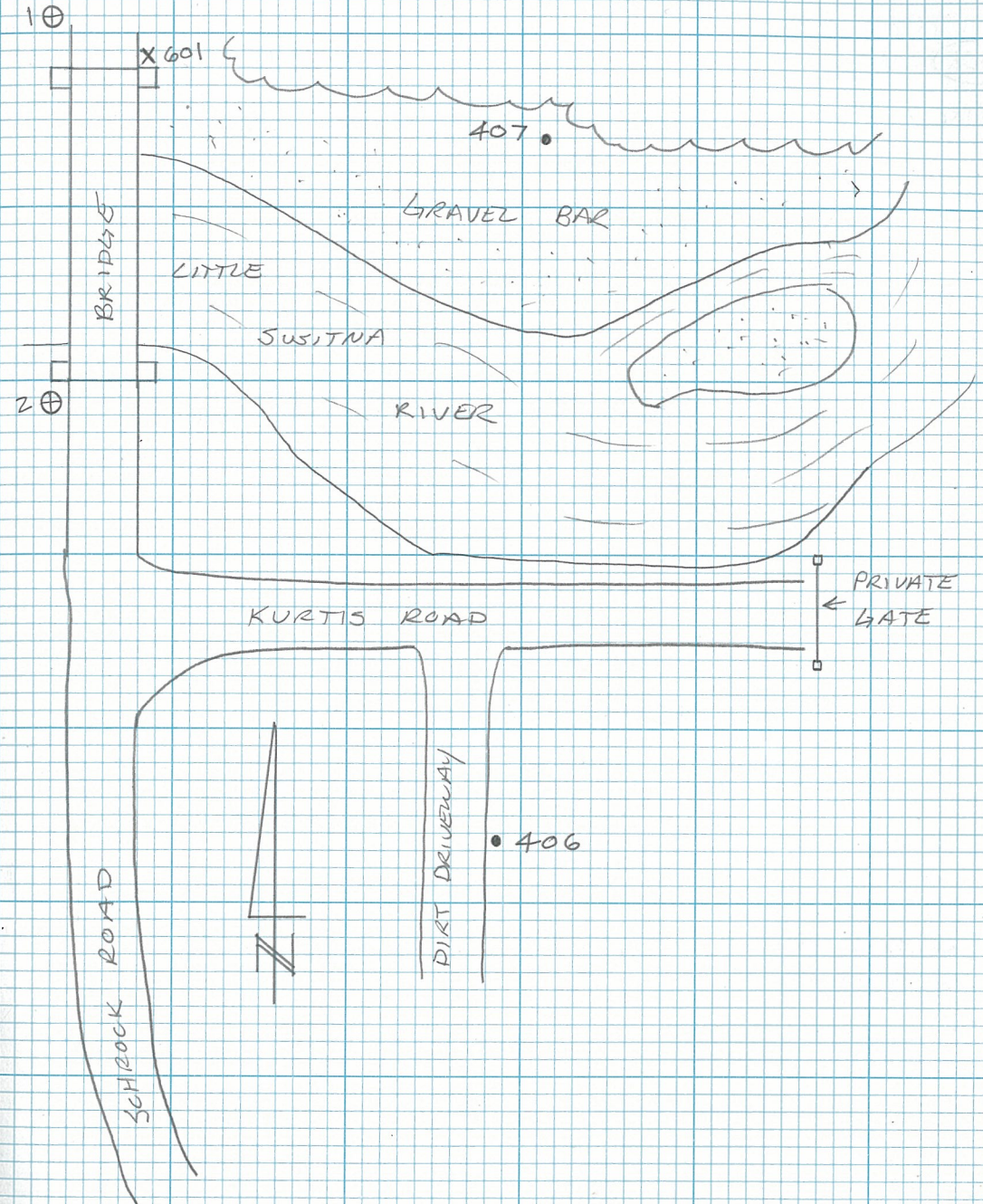


5/6/2014

2081.01

33

K. ROBAR
M. GRIFFON



SCHROCK ROAD FLOOD REPAIR

HORIZONTAL CONTROL

401

SSPIKEV

TI= 2

HI= 5.88

BS= 407

HR= 5.15

BS DIST= 211.01

FS= 401

HR= 5.05

BD) 00-00-00

BR) 180-00-00

FD) 114-59-21

FR) 294-59-26

HR) 656.16'

HD) 656.16'

m) 114-59-24 ✓

HD) 656.16' ✓

CLOSE HORIZON

BD) 00-00-00

BR) 180-00-00

FD) 245-00-39

FR) 65-00-35

HD) 211.01'

HD) 211.01'

m) 245-00-37 ✓

HD) 211.01' ✓

AVLZ LR= 114-59-23 ✓

AVLZ HD= 656.16' ✓

SEE PL. 12 FOR SET INFO & GTS STATIC OBSERVATION
SEE PL. 28 FOR ELEV.

5/7/2014

LEICA TCA 1105+

SN# 625346

PPM= -0.13

2081.01

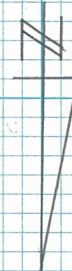
51°F PRTLY CLOUDY 5MPH WIND

34

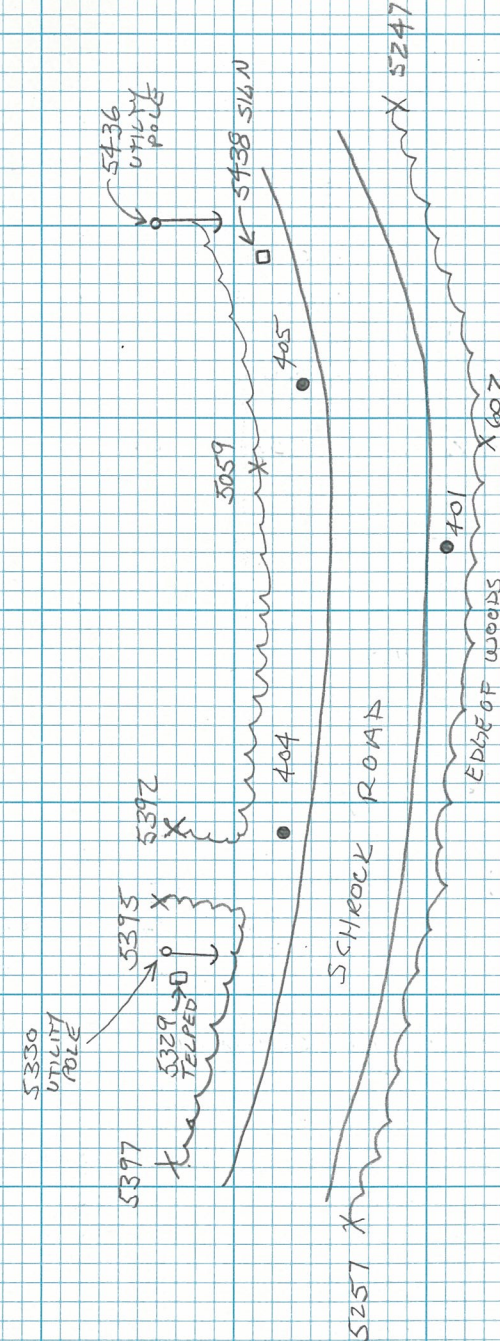
K. ROBAR

M. GRIFFON

SEE PL. 38 FOR NORTH
SECTION OF PROJECT



PLANIMETRIC LINES



TOPO DATA ON PL. 35, 35-36.

SCHROCK ROAD FLOOD REPAIR

DESIGN TOPO

$\pi = 404$

$H_1 = 5.47'$

$BSE = Z$

$HR = 5.69'$

PT	HR	DESC
5001	5.69	VERCHK Z $H = 0.06$ $V = 0.01$
5002	5.21	VERCHK 405 $H = 0.01$ $V = 0.01$
5003	6.00	VERCHK 401 $H = 0.03$ $V = -0.01$
5004-5041	}	CL OF SCHROCK RD.
5042-5078		W. EP OF SCHROCK RD.
5079-	5.69	VERCHK Z $H = 0.06$ $V = -0.03$
50		RE-LEVEL / RE-ZERO
5080	5.69	VERCHK Z $H = 0.06$ $V = -0.03$
5081-5118	6.00	W. SHOULDER SCHROCK RD. (GRAVEL)
5119-5156	}	GRADE BREAK IN DITCH, W. SCHROCK RD
5157-5158		GROUND SHOT
5159-5164		TOE OF DITCH W. SIDE SCHROCK RD
5165-5170	6.00	GROUND SHOT
5171	8.80	GROUND SHOT
5172	6.00	
5173	8.80	
5174-5175	6.00	
5176	5.69	VERCHK Z $H = 0.07$ $V = -0.03$
5177	6.00	TOE ON W. SIDE SCHROCK RD. (TOE1)
5181-5228	}	GROUND SHOT
5229		TOE ON W. SIDE SCHROCK RD (TOE2)
5230-5231		GROUND SHOT
5232-5245		TOE W. SIDE SCHROCK RD (TOE2)
5246	5.21	VERCHK 405 $H = 0.03$ $V = 0.00$
5247-5257	6.00	EDGE OF WOODS W. SIDE SCHROCK RD
5258-5284	}	E. EP OF SCHROCK RD
5285-5311		SHOULDER E. SIDE SCHROCK RD. (GRAVEL)

CONT ON PLT. 36

5/7/2014

PPM = -0.3

2081.01

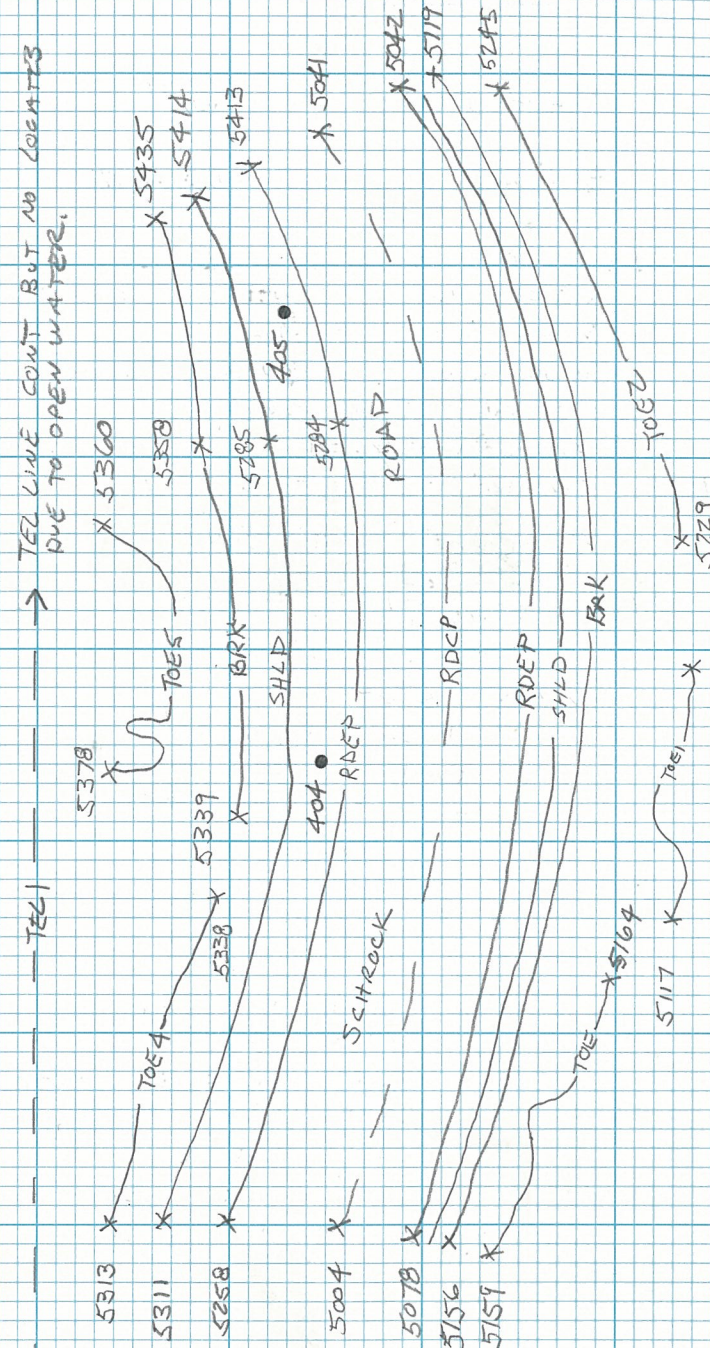
52°F PRTY CLOUDY CALM

35

K. ROBAR
M. GRIFFIN

BREAK LINES

TEL LINE CONT BUT NO LOCATIONS
DUE TO OPEN WATER.



TOPO DATA ON PLS 35-36.

SCHROCK ROAD FLOOD REPAIR

DESIGN TOPO

PT	HR	DESC
5312	5.21	VERCHK 405 H=0.02 V=0.00
5313-	6.00	TOE OF DITCH E. SIDE SCHROCK RD. (TOE 4)
5329		TELEPHONE PEDISTAL "US 4071"
5330		WOOD UTILITY POLE
5331		UTILITY POLE GUY WIRE
5332-5338		TOE OF DITCH E. SIDE ROAD (TOE 4)
5339-5350		GRADE BREAK E. SIDE ROAD
5359-		WOODS EDGE E. SIDE ROAD (WASED 1)
5360-5378		TOE ON E. SIDE ROAD (TOE 5)
5379		GROUND SHOT
5392		EDGE OF WOODS E. SIDE ROAD (WASED 1)
5394-5397		EDGE OF WOODS E. SIDE ROAD (WASED 2)
5398	6.00	VERCHK 401 H=0.03 V=0.00
5399	5.69	VERCHK 2 H=0.07 V=-0.03

END SETUP

5/7/2014

PPM = -0.3

2081.01

54°F PTLY CLOUDY CALM

36

K. ROBAR
M. GRIFFON

TI = 405

HI = 5.46'

BS = 404

HR = 5.22'

PT	HR	DESC
5400	5.22	VERCHK 404 H=0.00 V=-0.01
5401	6.00	VERCHK 401 H=0.02 V=0.00
5402	6.00	TBM 607
5403-5413		E. END OF SCHROCK RD.
5414-5424		E. SHOULDER OF SCHROCK RD. (GRAVEL)
5425-5435		GRADE BREAK IN DITCH E. SIDE ROAD
5436		WOOD UTILITY POLE
5437		GUY WIRE FOR WOOD UTILITY POLE
5438		TRAFFIC SIGN "SCHOOL BUS STOP AHEAD" FACE = SOUTH.
5439		EDGE OF WOODS E. SIDE ROAD (WASED 1)
5440		GROUND SHOT
5454	5.22	VERCHK 404 H=0.01 V=-0.01
		BATTERY CHANGE
5455	5.22	VERCHK 404 H=0.01 V=-0.01
5456	6.00	GROUND SHOT
5499		VERCHK 402 H=0.04
5500		VERCHK 401 H=0.02 V=0.01
5501	5.22	VERCHK 404 H=0.01 V=-0.01

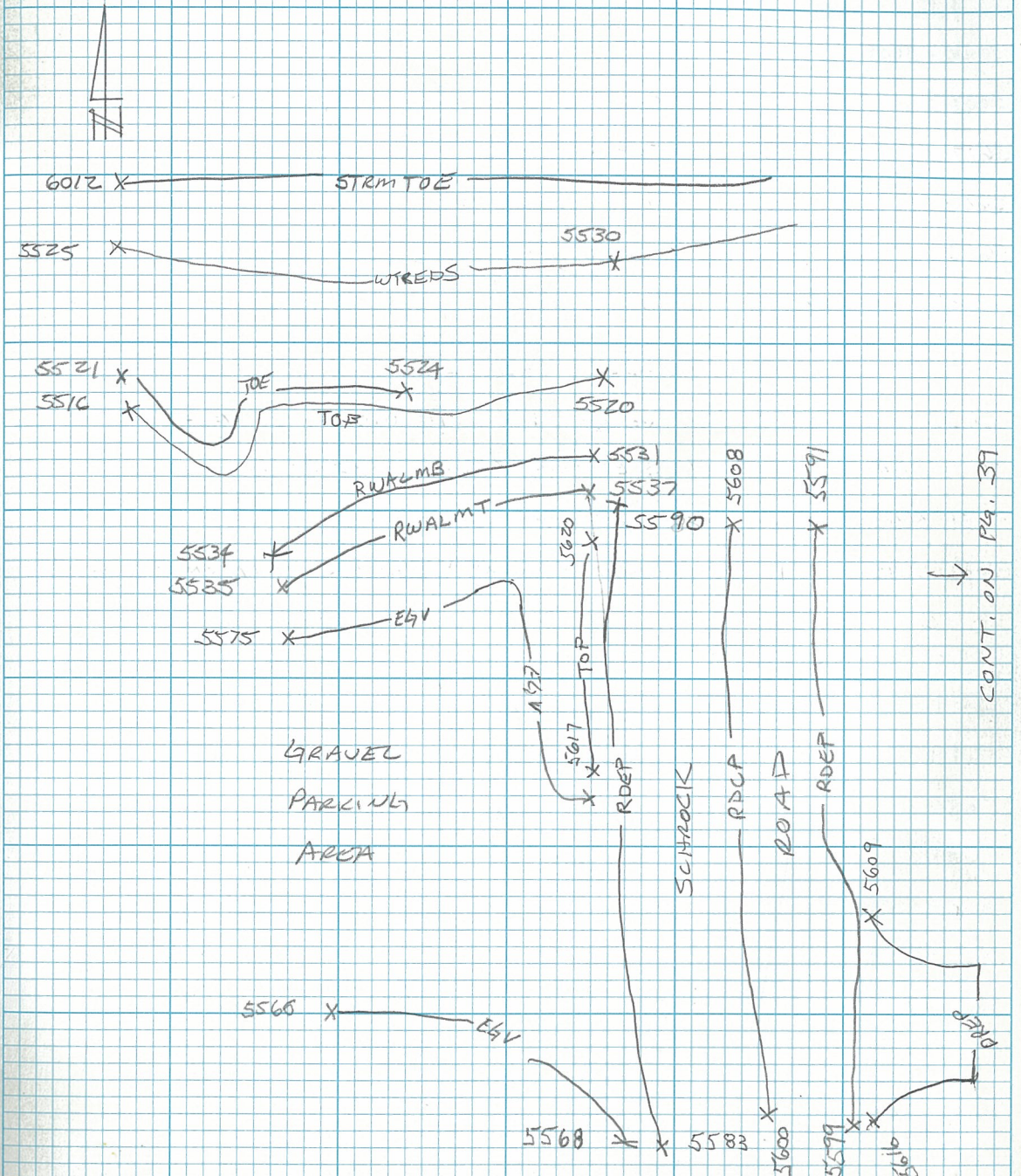
END SETUP

END OF DAY

SEE PL. 35 & 36 FOR SKETCH

$$HR = 5.48$$

37
K. ROBAR
M. GRIFFON



SCHROCK ROAD FLOOD REPAIR

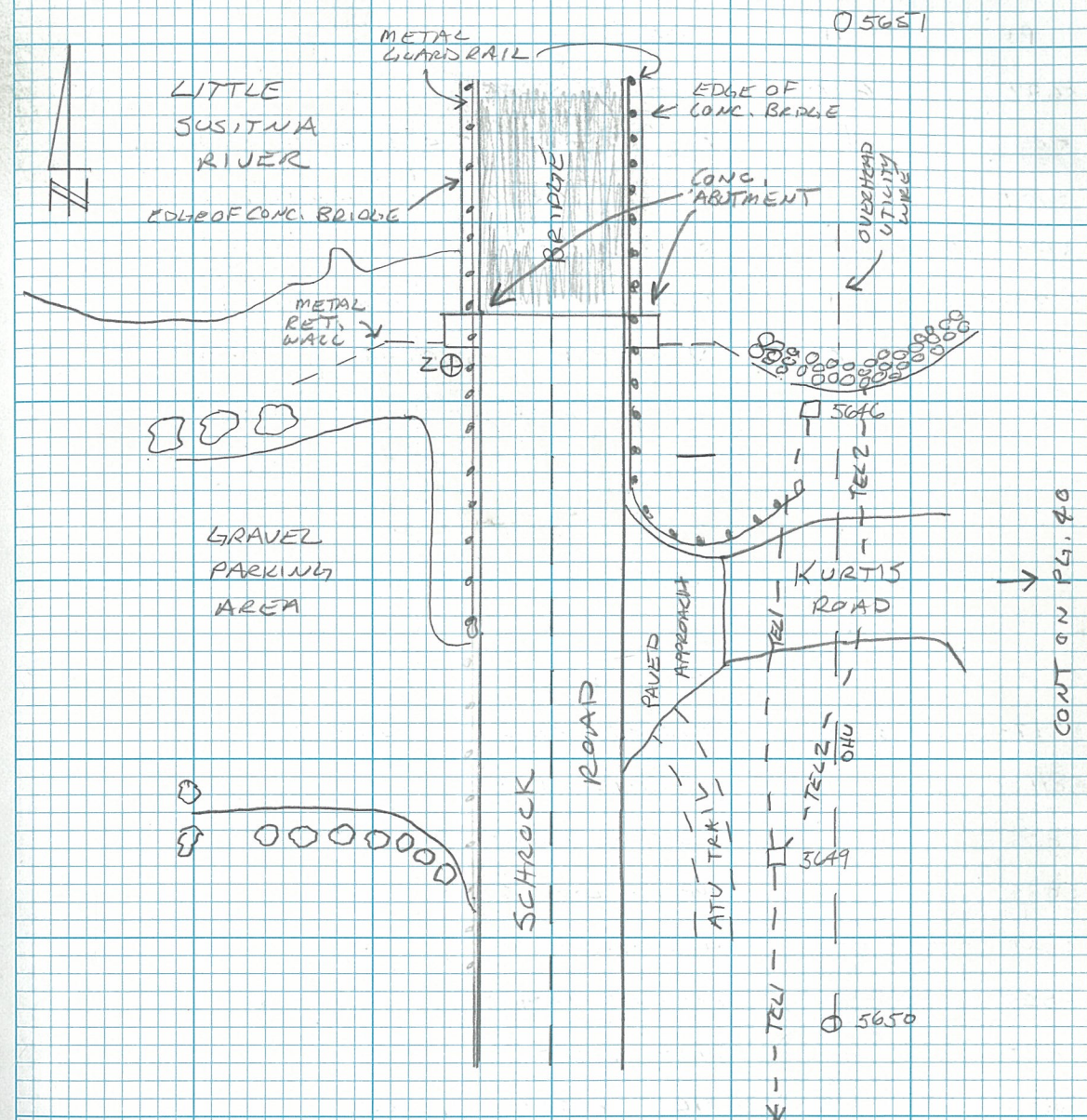
DESIGN TOPO

PT	HR	DESC
5600-5608	6.00	CL OF SCHROCK RD.
5609-5616		E.P. DRIVEWAY APPROACH TO KURTIS RD.
5617-5620		TOP OF EMBANKMENT E. SIDE PARKING AREA
5621-5624		TOP OF ASPHALT
5625-5636	0.00	ROCKS ON EDGE OF PARKING AREA
5637	6.00	VERCHK 406 H=0.07 V=-0.01
RE-LEVEL / RE-ZERO		
5638	5.48	VERCHK 1 H=0.04 V=-0.02
5639-5640	6.00	S.E. CONC. BRIDGE ABUTMENT
5641-5643		E. EDGE OF CONC BRIDGE
5644-5645		ENDS OF SIGN "MANVIL H. OLSON BRIDGE"
		FACE SOUTH,
5646	8.80	TELEPHONE PEDISTAL "UJ4075"
5647	0.00	OVERHEAD UTILITY WIRE LOW
5649	6.00	TELEPHONE PEDISTAL "UJ4073"
5650		WOOD UTILITY POLE
5651		WOOD UTILITY POLE N.E. SIDE OF BRIDGE.
5652-5658		TOP OF EMBANKMENT (PITCH)
5659-5668		TOE OF DITCH (TOE)
5669-5671		TOE OF DITCH (TOE1)
5672-5675		TOP OF HILL (TOP2)
5676-5686		EDGE OF APTS ATV TRAIL

5/8/2014
PPM=-0.3

2081.01
54°F SUNNY SMOH WIND

38
K. ROBAR
M. GRIFFIN



SEE PG. 34 FOR
SOUTH SECTION OF PROJECT.

SCHROCK ROAD FLOOD REPAIR

DESIGN TOPO

PT	HR	DESC
5687	6.00	GROUND SHOT
5689		EDGE OF WOODS S.E. SIDE OF BRIDGE
5709		EDGE OF GRAVEL DRIVEWAY
5737-5738		3" IP DRIVE GATE POSTS - PRIVATE GATE
5739-5758		EDGE OF GRAVEL DRIVEWAY
5759	5.48	VERCHK 1 H= 0.04 V= -0.02
5760-5764	8.80	TOP OF EMBANKMENT (TOP)
5765-5768		TOE OF EMBANKMENT (TOE)
5769-5771		TOP OF METAL RETAINING WALL
5772-5783		TOP OF BANK S. SIDE LITTLE SUSITNA RIVER
5784-5793	6.00 8.80	EDGE OF WATER S. SIDE LITTLE SUSITNA RIVER
5794-5796		GRAVEL
5797-5810	6.00	TOP OF HILL (TOP 3) / BOTTOM OF HILL
5811-5824		GROUND SHOT
5825		EDGE OF WOODS
5835	8.80	TOP OF BANK
5837		GROUND SHOT
5855		EDGE OF WATER
5858		WATER BOTTOM
5869	6.00	VERCHK 406 H= 0.07 V= -0.01
5870	5.48	VERCHK 1 H= 0.04 V= -0.01
END SETUP		

5/8/2014

PMH = -0.3

2081.01

54° F SUNNY 5 MPH WIND

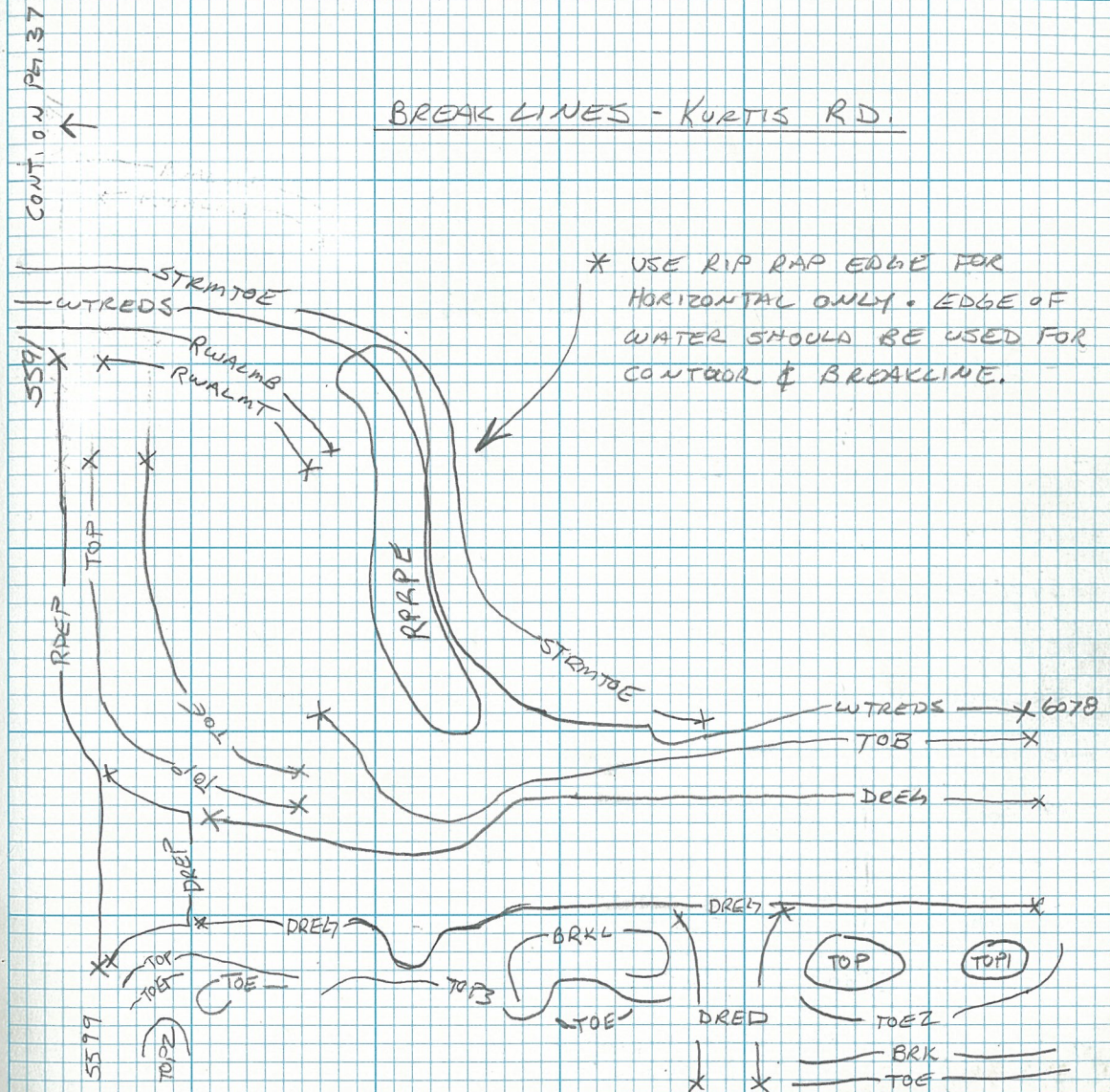
39

K. ROBAR
M. GRIFFON

UTILITY LOCATE

ENSTAR - FRANK : ON SITE @ 1:15 PM
NO GAS W/1 PROJECT AREA. (907) 244-8868

BREAK LINES - KURTIS RD.



SCHROCK ROAD FLOOD REPAIR

DESIGN TOPO

$$\bar{n} = 406$$
$$H_1 = 5.43$$
$$BS = 2$$
$$HR = 5,97'$$

PT	HR	DESC
5871	5.97	VERCHK Z H= 0.00 V= -0.01
5872-5882	6.00	GRADE BREAK TOP OF HILL
5883		GROUND SHOT
5892-5894		TOE OF HILL
5895-5902		GROUND SHOT
5903-5918		EDGE OF DIRT DRIVEWAY
5919-5928		TOP OF HILL (TOP)
5929-5939		GROUND SHOT
5940-5944		TOP OF HILL (TOP 1)
5945-5948		GROUND SHOT
5949-5961		TOE OF HILL (TOE 2)
5962		GROUND SHOT
5972-5980		GRADE BREAK
5981		GROUND SHOT
5989-6003		TOE OF BREAK (TOE)
6004		GROUND SHOT
6006-6009		EDGE OF WOODS
6010	6.00	VERCHK 407 H= 0.03 V= 0.01

END SETUP

5/8/2014

$$APM = -0,3$$

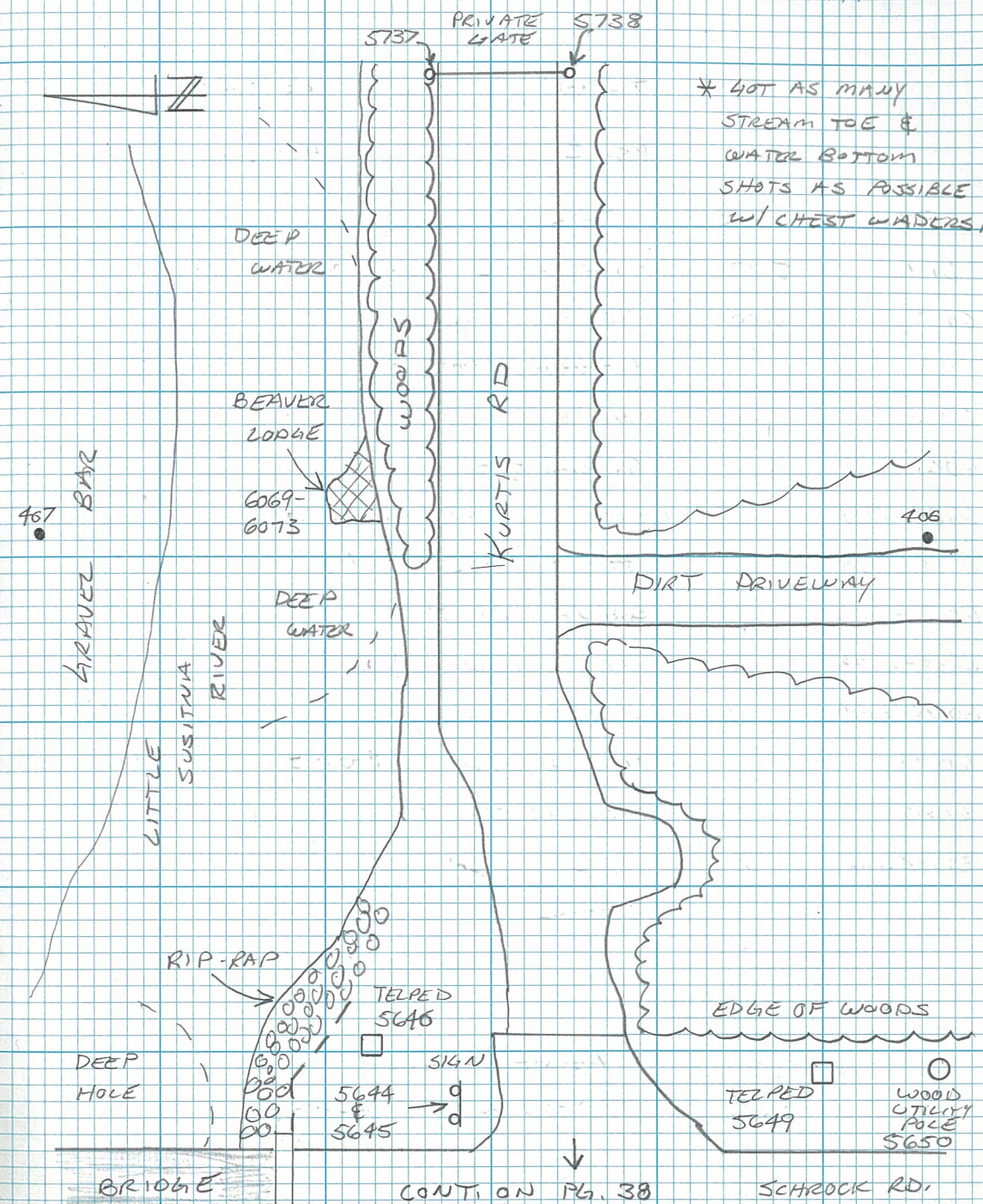
2081.01

55°F PRTLY CLOUDY CALM

40

K. ROBAR

M. L. GRIFFON



SCHROCK ROAD FLOOD REPAIR

DESIGN TOPO

$\bar{x} = 407$

$H = 5.41'$

$BS = Z$

$H = 5.97'$

PT	HR	DESC
6011	5.77	VERCHK Z $H = 0.01$ $V = +0.01$
6012	6.00	TOE OF STREAM
6013		STREAM TOP WATER BOTTOM
6014		WATER BOTTOM
6021		S. EDGE OF WATER
6025-6030		BOTTOM OF METAL RETAINING WALL
6031		STREAM TOE
6056-6068		EDGE ^{EDGE} OF RIP RAP (HORIZONTAL ONLY) ✓
6069-6073	0.00	BEAVER LODGE ON S. BANK OF RIVER
6074-6078	0.00	EDGE OF WATER
6079	6.00	VERCHK 406 $H = 0.08$ $V = -0.02$
6080	5.97	VERCHK Z $H = 0.07$ $V = 0.00$

END SETUP

END OF DAY

5/18/2014

PPM = -0.3

2081.01

55°F SUNNY 5 mph WIND

41

K. ROBAR
M. GRIFFON

SCHROCK ROAD FLOOD REPAIR

DESIGN TOPO

$\pi = 2$

$H_1 = 5.55'$

$BS = 1$

$HR = 5.41'$

PT	HR	DESC
6085	5.41'	VERCHK 1 $H = 0.04$ $V = +0.01$
6086	6.00	TBM 601
6087-6090	)	UNDERGRND TELEPHONE LINE (TEL 2)
6091-6103		UNDERGRND TELEPHONE LINE (TEL 1)
6104	6.00	VERCHK 401 $H = 0.05$ $V =$

* SEE PGS 35 & 38 FOR SKETCHES

END OF DAY

5/13/2014

2081.01

42

LEICA TOTAL105+

54°F PRILY CLOUDY

K. ROBAR

SN# 625346

J. RYAN

PPM = -3.0