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## **Preliminary Cost Estimate (Phase 52)**

No estimate information was found for this section.

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## **Post Design Services (Phase 62-08)**

No estimate information was found for this section.

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## **Gainesville Testing/Inspections (Phase 62-10)**

No estimate information was found for this section.

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## **CEI**

No estimate information was found for this section.

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## **Construction Letting**

No estimate information was found for this section.

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## **Construction Final Acceptance**

No estimate information was found for this section.

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[Home](#)

SOKKIA™

SOKKIA™

CROSS-SECTION  
BOOK

ROADWAY SECTION ID: 13130-000

FINANCIAL PROJECT ID: 420238-1

STATE ROAD NO.: 93 (I-275)

COUNTY: MANATEE

FIELD BOOK NO.: 501439

CONTENTS: BENCH RUN, GPS OBSERVATION NOTES

EFB DATA

PROJECT DESCRIPTION

FROM: U.S. 19 NORTH BOUND RAMP M.P. : 9.194

TO: HILLSBOROUGH COUNTY LINE M.P. : 11.982

BEGINNING STATION: 322+72.03

ENDING STATION: 460+00



**CERTIFICATION:**

I hereby certify that as of the date shown below, all data recorded in said Field Book Number 501439 is a true representation of the Field Survey made in my responsible charge and that to the best of my knowledge said Field Survey is in compliance with the Minimum Technical Standards adopted by the Florida State Board of Land Surveyors.

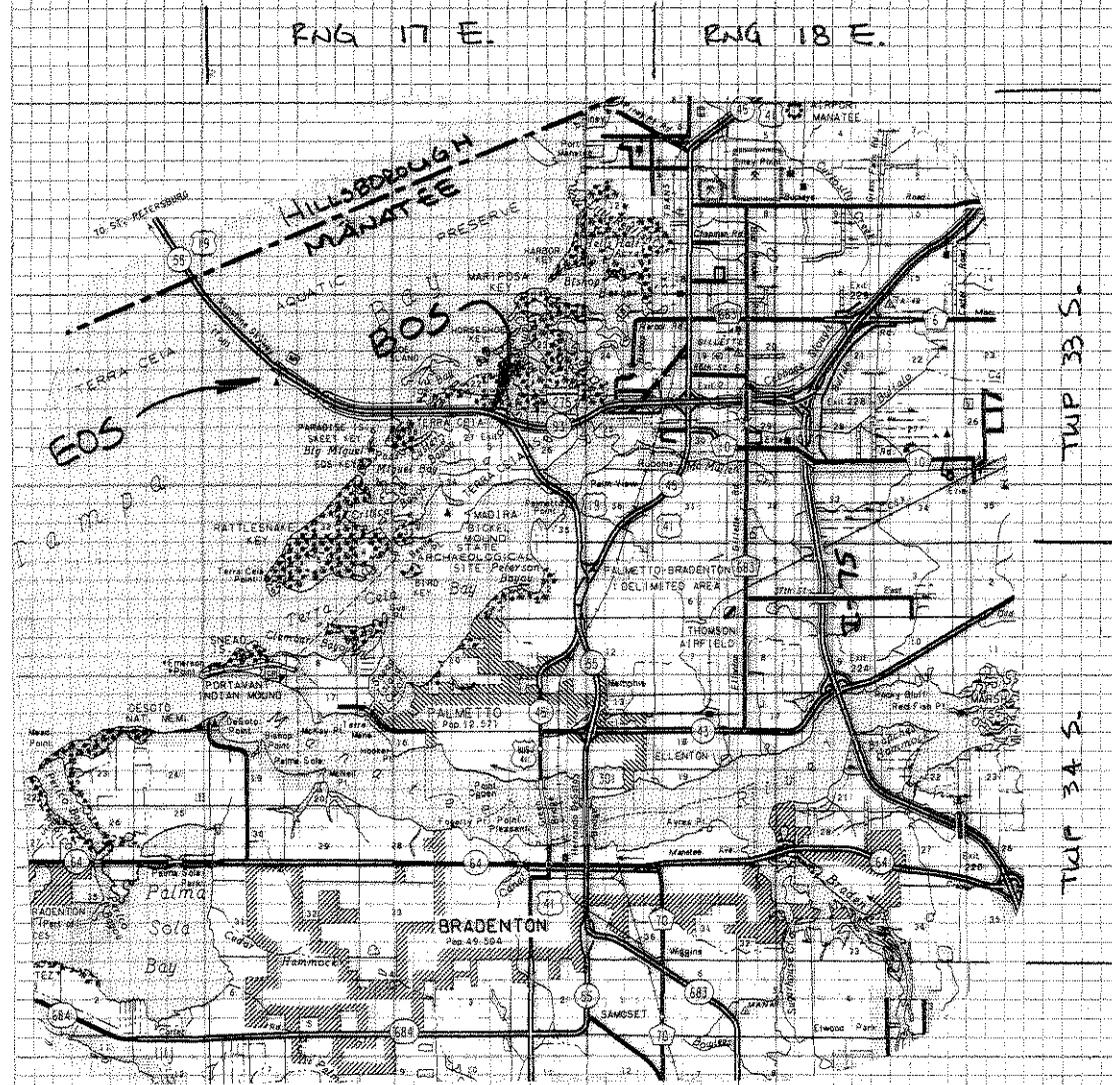
**CERTIFIED:**

(Sign) *J. K. Rickrode*  
(Print Name) JOHN K. RICKRODE  
Florida Regis. Prof. Land Surveyor No: LS4941  
Pages 1-80 Date 8/08/07

FOR: MCKIM + CREED, P.A.  
438 INTERSTATE COURT  
SARASOTA, FL 34240

FL LICENSED BUSINESS NO. 6566

# PROJECT LOCATION SKETCH



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80	MISC. FIELD NOTES

# SURVEY REPORT

1. THE HORIZONTAL DATUM FOR THIS SURVEY IS PURPORTED TO BE BASED ON THE NORTH AMERICAN DATUM OF 1983, 1990 ADJUSTMENT, FLORIDA WEST ZONE. MONUMENTATION USED WAS NGS MONUMENTS M1005 & GIS 006 HAVING A BEARING BETWEEN OF  $N 00^{\circ} 21' 46.72" E$ .
2. THE VERTICAL DATUM FOR THIS SURVEY IS PURPORTED TO BE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929. BENCHMARKS WERE PROVIDED BY FDOT DISTRICT 1.
3. THIS SURVEY WAS PERFORMED AND PREPARED IN ACCORDANCE WITH ITS SCOPE OF SERVICES.

1. THERE IS OTHER INFORMATION RECORDED IN FB# 501441, THAT PERTAINS TO THIS SURVEY, & FB# 501443

# LEGEND

FB	FIELD BOOK
BOS	BEGINNING OF SURVEY
EOS	END OF SURVEY
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
TWP	TOWNSHIP
RNG	RANGE
STA	STATION
FND	FOUND
CMON	CONCRETE MONUMENT
LP	LIGHT POLE
ELEV	ELEVATION
PK	PARKER-KALON
CM	CONCRETE MONUMENT
SIRC	SET 5/8" IRON ROD + CAP LB 6566
IRC	5/8" IRON ROD + CAP LB 6566
EP	EDGE OF PAVEMENT
TOB	TOP OF BANK
TOE	BOTTOM OF BANK
EOP	EDGE OF PAVEMENT
EFB	ELECTRONIC FIELD BOOK (SOFTWARE)

D. STAFFORD  
R. CRANKON  
N. PEARSON

I-275  
REG TEST  
501439  
040560031

SOKKIA C3 104 531356  
Hgt / Windy  
85° 1/2  
04-03-09

ROD READING FROM CENTER POINT "A"

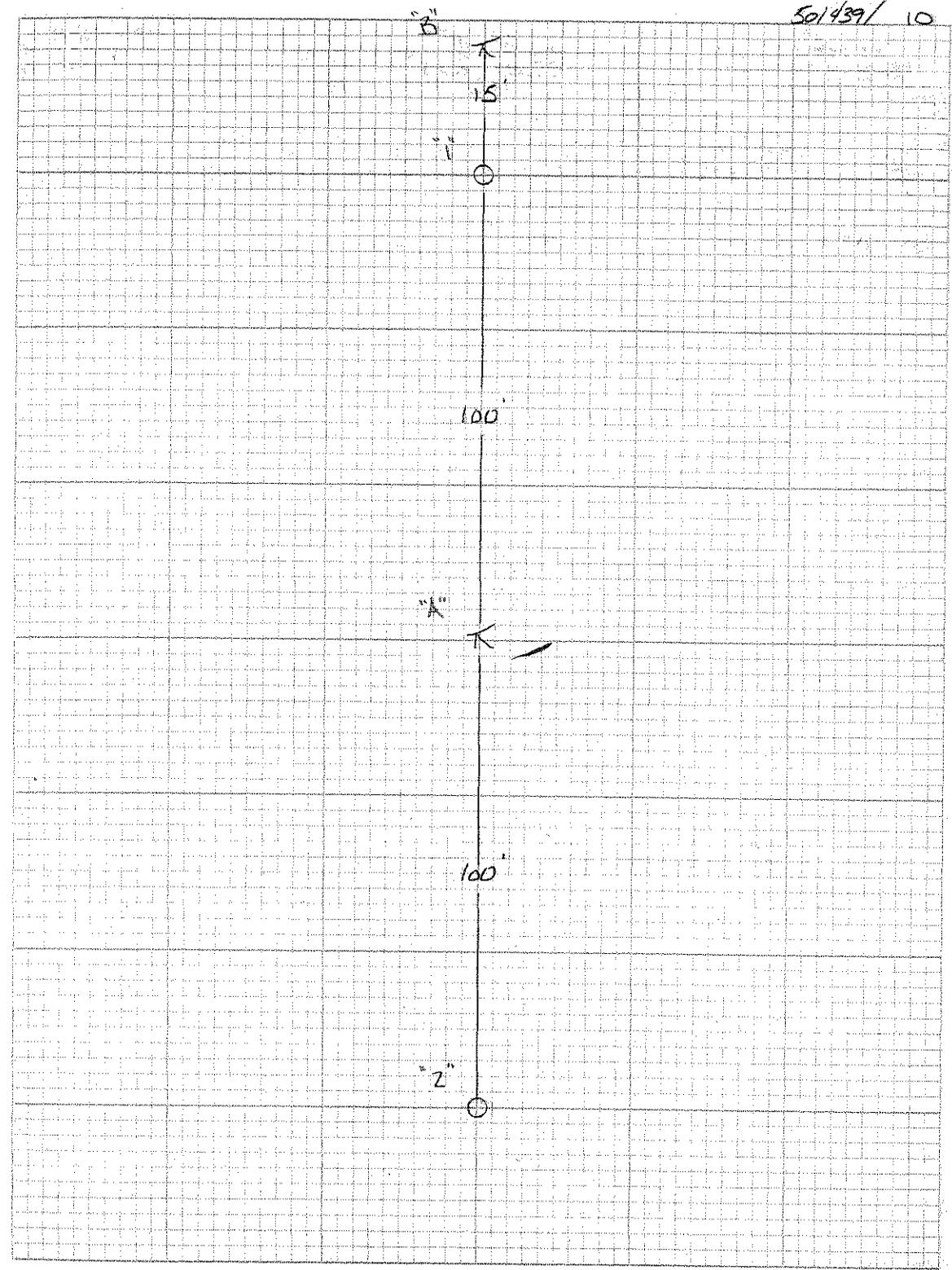
e POINT "2"      4.912  
e POINT "1"      4.917  
DIFF IN ELEV      0.005

ROD READING FROM END POINT "B"

e POINT "1"      4.014  
+ DIFF              0.005  
LEVEL LINE e "2"      4.019  
ROD READING e "2"      4.019

NOTE NO ADJ MADE FOR ERROR OF  
0.005"

DAVE STAFFORD  
"PARTY CHIEF"



SAME CREW

I-275  
BENCH RUN #1

STA	BS	3 WIRE	MEAN	HI	FS	3 WIRE	MEAN
BM 117	12.05	2.00	11.050	14.600			
	11.05						
	10.05						
	33.15						
TP 101	5.75	2.33	4.587	14.144		11	5.043
	4.59						
	3.42						
	13.76						
TP 102	1.19	.76	0.810	10.421		219	4.533
	0.81						
	0.43						
	2.43						
BM 118		.69	7.883				
	8.23						
	7.228						
	23.65						

SEE FB# 50144 PL# 60 FOR TABULATION & ADJ

501439/ 11

D STAFFORD  
R CRANTON  
A PEARSON

LEVEL = SOKKIA C310

S# = 331356

4.3.07

ELEV.	ADJ ELEV	DESC
	PUB 3.550	FIND 4x4 CMON 1/4 FOOT BRASS DISK STAMPED "BM 117" 44' N. OF N.E. COR. OF US 19 N. BOUND 251' E. OF L.P. STA: 332+62, 226' LT
9.551	9.551	SET RANDOM TURNING POINT
9.611	9.599	SET RANDOM TURNING POINT
2.533	PUB. 2.524	FIND 4x4 CMON 1/4 FOOT BRASS DISK STAMPED "BM 118" 75.4' N. OF E. COR. OF US 19 N. BOUND 95' N.E. OF A L.P. STA: 333+93, 163' LT
	DIFF = 0.014	

BENCH RUN = 1008' = 0.1909 MI

0.05 TIME = 0.05 / 0.1909 = 0.26218 ALLOWABLE

SAME CREW

I-275  
BENCH POINT #2

BM	+	MEAN	HI	-	MEAN
BM 118	12.85	12.090	14.614		
	12.09				
	11.33				
	36.27				
TP 103	3.50	3.240	11.304	7.29	6.490
	3.24			6.49	
	2.92			5.69	
	9.72			19.47	
BM 125				7.94	7.623
				7.62	
				7.31	
				22.87	

SEE FB# 501441 PG# 67 FOR TABULATION & ADJT.

ELEV.	ADJ. ELEV.	DESC.
	2.524	SEE DESC. ON PG# 11 THIS BOOK
8.124	8.147	SET RANDOM TOWNEVILLE POINT
3.741	3.773	FIND 4x4 CM DIA W/DOT BRASS DISK STAMPED "BM 123" 31.6' E. OF E. EP. OF US 19 W. BOUND. 139' S.E. OF SIGN. STA: 323+92, 114' RT
		DIFF = 0.032

BENCH RUN = 439' = 0.0031 MI

$0.05 \sqrt{MI} = 0.05 \sqrt{0.0031} = 0.0144"$  ALLOWABLE

SOKKIA C3.0  
S# 331356

PEG TEST

82°  
SUNNY

$\pi @ A$

READING 1 = 5.770

READING 2 = 5.321

DIFF = 0.449

$\pi @ B$

READING 1 = 5.292

READING 2 = 4.833

DIFF = 0.459

TOTAL DIFF = 0.01'

501439 / 13

D. STAFFORD  
R. CRANTON  
A. PEARSON  
S. SAXON

4-4-07

(B)

15'

[1]

100'

(A)

100'

[2]

SAME CREW

I-275  
BEACH RUN #3

BM	BS 3 WIRE	MEAN	HI	FS 3 WIRE	MEAN
BM 22-98	7.76 7.52 <u>7.29</u> 22.57	7.523'	11.386'		
TP 104	9.00 8.78 <u>8.57</u> 26.35	8.783'	19.042'	1.39 1.13 <u>0.84</u> 3.38	1.127'
TP 105	11.19 10.98 <u>10.77</u> 29.52	9.980'	25.712'	3.55 3.31 <u>3.07</u> 7.93	3.310'
TP 106	19.00 18.80 <u>18.59</u> 24.27	8.080'	31.209'	3.86 2.58 <u>1.31</u> 7.75	2.583'
BM 23-98				3.13 2.14 <u>1.15</u> 6.42	2.140'

SEE FB# 501439 R6\*603 FOR TABULATION CALC.

ELEV	ADJUSTED ELEV	DESC
3.863'	3.863'	FOUND CM W/ FDOT BRASS DISK STAMPED BM 22-98 STA 47B+72, 14' RT
10.259'	10.257'	SET NAIL 60D
15.732'	15.728'	SET PK NAIL
23.129'	23.124'	SET PK NAIL
29.069'	29.046'	FOUND FDOT BRASS DISK STAMPED BM 23-98 ON TOP OF SKYWAY BRDG RETAINING WALL N. BOUND LANES OF I-275 @ S.E. COR OF BRIDGE STA: 469+45, 15' LT

DIFF = -0.073'

BEACH RUN = 1076 = 0.2038 MI

0.05  $\sqrt{\text{MI}}$  = 0.05  $\sqrt{0.2038}$  = 0.0716 ALLOWABLE

SAME CREW I-215  
BENCH POINT

BM	BS 3 WIRE	MEAN	HT	FS 3 WIRE	MEAN
BM 21-98	201' 4.99 5.98 4.98 <u>17.95</u>	5.983	10.594'		
TP 107	201' 5.57 4.57 3.56 <u>13.70</u>	4.567	10.564'	193' 5.56 4.60 3.63 <u>13.79</u>	4.597
TP 108	187' 6.71 5.77 4.81 <u>17.32</u>	5.773	11.640'	201' 5.70 4.70 3.69 <u>14.09</u>	4.697
TP 109	185' 6.90 5.90 4.71 <u>17.51</u>	8.487	19.147'	180' 1.88 0.98 0.08 <u>2.94</u>	0.980
TP 110	157' 4.16 3.88 3.59 <u>11.63</u>	3.877	20.251'	181' 3.18 2.77 2.37 <u>8.32</u>	2.773
BM 20-98				158' 1.04 0.75 0.46 <u>2.25</u>	0.750

SEE FB 50141176-68 FOR TELLURIC ACT

ELEV	ADJUSTED ELEV.	DESC
	4.611'	FOUND CM W/FDOT BRASS DISK STAMPED BM 21-98 STA: 491+73, 161 RT
5.997'	5.997'	SET PK NAIL ON S EOP TO ACCESS ROAD FOR S. DAYVAY FISHING PIER
5.867'	5.867'	SET PK NAIL
10.660'	10.660'	SET PK NAIL
16.374'	16.375'	SET PK NAIL
19.501'	19.502'	FOUND FDOT BRASS DISK STAMPED BM 20-98 ON N.W. CORNER OF BRIDGE ACCESS STR. # D 130141. STA: 505+18, 161 RT
	DIFF = 0.001'	
BENCH POINT = 1442 = 0.2731 MI		
0.05 $\sqrt{MI}$ = 0.05 $\sqrt{0.2731}$ = 0.0261		

SAME CREW		I-275 DENCH RUN #5			
BM	BS 3 WIRE	MEAN	HI	FS 3 WIRE	MEAN
BM 23-98	7.83 2.48 2.13 7.44	2.486	31.526		
ACP 1	6.50 5.47 4.44 16.41	5.470	30.959	6.44 86.94 5.83 18.11	6.037
ACP 2	3.72 2.60 1.47 7.79	2.597	26.533	8.02 7.02 6.93 21.07	7.023
TP 111	4.49 4.19 3.89 12.57	4.190	21.063	10.88 9.66 8.44 28.98	9.660
ACP 3	5.31 4.97 3.64 14.92	4.973	19.506	6.86 6.53 6.20 19.59	6.530
TP 112	1.73 1.40 1.06 4.19	1.397	11.663	9.55 9.24 8.93 27.72	9.240
BM 22-98				8.14 7.83 7.23 23.50	7.833

SEE PAGES 501439-41 PAGES 70 FOR TABULATION & ADS

ELEV.	ADJUSTED ELEV.	DESC
	29.046'	FOUND FDOT BRASS DISK STAMPED BM 23-98 STA: 469+45 15' LT
25.489'	25.493'	SET PK & DISK NO ID
23.936'	23.949'	SET PK & DISK NO ID
16.873'	16.897'	SET PK NAIL
14.533'	14.560'	SET PK & DISK NO ID
10.266'	10.196'	SET NAIL 60 D
3.830'	3.863'	FOUND CM W/ FDOT BRASS DISK STAMPED BM 22-98 STA: 478+72, 149' RT DIFF = 0.033 BENCH RUN = 1408 = 0.7667 MG 0.057 MG + 0.057 MG = 0.0250' ALLOWABLE

SOKKIA B20

PEL TEST

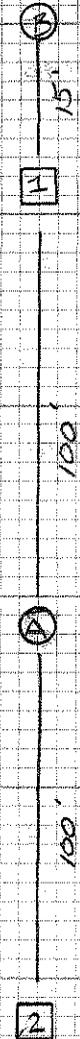
SH 417556

T @ A	T @ B
READING 1 = 5.95	READING 1 = 5.45
READING 2 = 5.45	READING 2 = 4.94
DIFF = 0.50	DIFF = 0.51
TOTAL DIFF = 0.01'	

D. STAFFORD  
R. CRANTON  
S. SAXON  
A. FERRESON

5014571 1 1

4-5-07



SAME CREW

I-275  
BENCH RUN #6

BM	BS 3 WIRE	MEAN	HI	FS 3 WIRE	MEAN
BM 22-98	227 8.71 7.58 <u>6.44</u> 22.73	7.577'	11.440'		
TP 113	229 7.13 5.88 <u>4.64</u> 17.65	5.883'	12.053'	230 6.42 5.27 <u>4.12</u> 15.81	5.270'
ACP 4	242 7.14 5.93 <u>4.72</u> 17.79	5.930'	12.246'	241 7.07 5.74 <u>4.40</u> 17.21	5.737'
TP 114	206 6.49 5.46 <u>4.43</u> 16.38	5.460'	12.483'	245 6.45 5.22 <u>4.00</u> 15.67	5.223'
ACP 5	58 7.79 5.50 <u>5.21</u> 16.50	5.500'	11.613'	204 7.39 5.37 <u>5.35</u> 19.11	6.370'
BM 300	212 8.50 7.44 <u>6.38</u> 22.32	7.440'	11.553'	56 7.78 7.50 <u>7.22</u> 22.50	7.500'
TP 115	108 9.88 9.34 <u>8.80</u> 28.02	9.340'	18.330'	231 3.72 2.56 <u>1.41</u> 7.69	2.563'

CONT ON PG #19 THIS BOOK

ELEV	ADJUSTED ELEV	DESC
	3.863'	FOUND FOOT BRASS DISK STAMPED BM 22-98 STA 470+76, 149' RT
6.170'	6.171'	SET PK NAIL ON S. END OF ACCESS ROAD
6.316'	6.318'	SET PK DISK ON S. END ON I-275 S. BOUND
7.023'	7.026'	SET Random TURNING POINT
6.113'	6.117'	SIRC 5/8" CONTROL LBW56 5' S. OF EOP TO I-275 S. BOUND
4.113'	4.117'	SET CM w/ FOOT DISK STAMPED BM 300 STA 498+55, 102' RT
8.990'	8.995'	SET Random TURNING POINT

SAME COEFF

COMI FROM 10' 10" THIS POINT

I-275

BENCH RUN #6

BM	BS 3 WIRE	MEAN	HI	FS 3 WIRE	MEAN
TP 116	$\begin{array}{r} 6.85 \\ 6.71 \\ 6.58 \\ \hline 20.14 \end{array}$	6.713	23.053	$\begin{array}{r} 2.50 \\ 1.99 \\ 1.48 \\ \hline 5.97 \end{array}$	1.990

BM 20-98

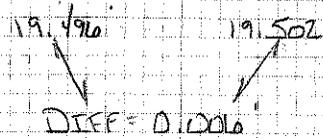
$\begin{array}{r} 3.67 \\ 3.56 \\ 3.44 \\ \hline 10.67 \end{array}$	3.557
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SEE FB# 501441 PG# 71 FOR TABULATION & ADJ

501439/19

4-5-07

ELEV	ADJUSTED ELEV	DESC
16.340	16.340	SET Random Turning Point



SEE DESC ON PG# 15 THIS BOOK

BENCH RUN = 2687' = 0.5089 MI

$0.05 \sqrt{MI} = 0.05 \sqrt{0.5089} = 0.0357'$  ALLOWABLE

4-5-67

I-275  
BENCH RUN #7

BM	BS 3 WIRE	MEAN	HI	FS 3 WIRE	MEAN
BM 20-98	231 6.75 5.59 4.44 16.78	5.593	25.095		
TP 117	73 3.73 3.36 3.00 10.09	3.363	15.938	220 13.62 12.52 11.42 37.56	12.520
ACP 10	107 1.61 1.07 1.54 3.22	1.073	11.491	74 5.89 5.52 5.15 16.56	5.520
BM 301	250 5.94 4.69 3.44 14.07	4.690	10.181	100 6.53 5.00 4.71 18.00	6.000
TP 118	127 6.05 5.42 4.78 16.25	5.417	10.308	248 6.53 5.29 4.05 15.87	5.290
BM 302	196 6.29 4.56 4.33 15.93	5.310	10.338	138 5.97 5.28 4.59 15.84	5.280
TP 119	230 6.32 5.17 4.02 15.51	5.170	10.431	211 6.13 5.08 4.82 15.23	5.077

CONT ON PG #21 THIS BOOK

ELEV	ADJUSTED ELEV.	DESC
	19.502	SEE DESC ON PG #15 THIS BOOK
12.575	12.578	SET PK NAIL ON N. SHOULDER OF ACCESS RD
10.418	10.423	SIRC 518 CONTROL LB 6506 S. S. OF EOP ON I-275
5.491	5.497	SET CM 4X4 W/ FDOT DISK STAMPED BM 301 STA. 512+69, 114' RT
4.891	4.901	SET PK NAIL ON N. EOP TO ACCESS RD
5.028	5.040	SET CM 4X4 W/ FDOT DISK STAMPED BM 302 STA. 500+12, 146' RT
5.210	5.220	SET PK NAIL ON S. SHOULDER OF ACCESS RD

SAME CREW

I-275  
RENEW RUN #7

BM	BS 3 WIRE	MEAN	HT	FS 3 WIRE	MEAN
TP 20	71' 5.41 5.05 4.70 15.16	5.053	10.231'	231' 6.41 5.25 4.10 15.76	5.253
BM 303	102' 7.09 6.58 6.07 19.74	6.580	10.151'	92' 6.97 6.66 6.35 19.98	6.660
ACP 7	239' 7.25 4.86 4.86 18.17	6.057	9.888'	111' 6.87 6.32 5.77 18.96	6.320
ACP 8	136' 6.65 5.97 5.29 17.91	5.970	10.310'	222' 6.62 5.51 4.40 16.53	5.510
BM 304	115' 7.71 7.14 6.54 21.41	7.137	10.115'	140' 8.07 7.37 6.67 22.11	7.370
ACP 9	238' 7.25 6.06 4.87 18.18	6.060	10.478'	109' 6.24 5.70 5.15 17.09	5.677
ACP 10	123' 5.35 4.74 4.12 14.21	4.737	11.005'	234' 5.47 4.79 2.91 12.57	4.790

ELEV	ADJ ELEV	DESC
5.118	5.197	SET RANDOM TURNING POINT
3.571	3.591	SET 4X4 CM W/ FDOT DISK STAMPED BM 303 2' SOUTH OF RHS FENCE ON ACCESS ROAD. STA: 529+83, 193' RT
3.831	3.853	SIRC 5/8" CONTROL LB 6566 @ NE COR OF ACCESS RD & I-275 OFFRAMP TO REST AREA (S. BOUND)
4.378	4.403	SIRC 5/8" CONTROL LB 6566 5' S OF EOP @ ONRAMP TO I-275 S BOUND FROM REST AREA
2.978	3.005	SET 4X4 CM W/ FDOT DISK STAMPED BM 304 STA: 538+86, 703 RT
4.418	4.447	SIRC 5/8" CONTROL LB 6566 3' S OF EOP TO ONRAMP FOR I- 275 S BOUND
10.288	6.521	SIRC 5/8" CONTROL LB 6566

SAME CREW

I-275

BENCH RUN #7

BM	BS 3 WIRE	MEAN	HI	FS 3 WIRE	MEAN
BM 305	28.7 8.98 7.81 <u>6.64</u> 23.43	7.810	11.685	12.0 7.75 7.15 <u>6.55</u> 21.45	7.150
TP 121	93.7 5.60 5.19 <u>4.73</u> 15.58	5.193	11.888	23.0 3.11 3.81 <u>3.14</u> 14.97	4.990
ACP 11	153 6.42 4.66 <u>4.81</u> 16.97	5.657	11.633	94 6.03 4.89 <u>4.22</u> 17.67	5.890
BM 306	242 9.00 7.79 <u>6.58</u> 23.37	7.790	11.762	145 8.41 7.68 <u>6.96</u> 23.05	7.683
TP 122	63 5.36 5.05 <u>4.73</u> 15.14	5.047	11.776	233 6.20 5.03 <u>4.87</u> 15.10	5.033
ACP 12	175 6.51 5.64 <u>4.76</u> 16.91	5.637	11.853	64 5.88 5.56 <u>5.24</u> 16.68	5.560
BM 307	240 6.65 5.47 <u>4.79</u> 16.20	5.420	11.400	175 6.75 5.87 <u>5.09</u> 17.62	5.873

4-5-07

ELEV	ADJ ELEV	DESC
3.875	3.910	SET 4x4 CM W/ FDOT DISK STAMPED BM 305 STA: 548+21, 127' RT
6.695	6.733	SET PK NAIL ON S. SHOULDER OF I-275'S BOUND
5.998	6.038	SIRC 5/8" CONTROL LB 6566 2.5' S. OF EOP TO I-275 S. BOUND
3.972	4.011	SET 4x4 CM W/ FDOT DISK STAMPED BM 306 STA: 557+57, 140' RT
6.729	6.775	SET PK NAIL
6.716	6.763	SIRC 5/8" CONTROL LB 6566 5' S. OF S. EOP TO I-275
5.980	6.030	SET 4x4 CM W/ FDOT DISK STAMPED BM 307 STA: 276+37, 70' RT

SAME CREW		I-275 BENCH RUN #7			
BM	BS 3 WIRE	MEAN	HI	FS 3 WIRE	MEAN
TP 123	33' 5.03 4.87 <u>4.70</u> 14.60	4.867	11.480	23' 5.95 4.79 <u>3.62</u> 14.36	4.787
ACP 13	207' 5.87 4.84 <u>3.80</u> 14.51	4.837	10.904	35' 5.59 5.41 <u>5.24</u> 16.24	5.413
BM 308	236' 9.23 8.05 <u>6.87</u> 24.15	8.050	10.924	198' 9.02 8.03 <u>7.04</u> 24.09	8.030
ACP 14	198' 6.16 5.17 <u>4.18</u> 15.51	5.170	13.241	255' 4.13 2.85 <u>1.58</u> 8.56	2.853
ACP 15	32' 5.37 5.21 <u>3.05</u> 15.63	5.210	12.454	203' 7.01 6.00 <u>4.98</u> 17.99	5.997
BM 309	32' 8.37 8.21 <u>8.05</u> 24.63	8.210	12.347	31' 8.47 8.32 <u>8.16</u> 24.95	8.317
TP 124	235' 5.70 4.58 <u>3.42</u> 13.73	4.577	11.914	34' 5.18 5.01 <u>4.84</u> 15.03	5.010

ELEV.	ADJ ELEV	DESC
6.615'	6.1660'	SET PK NAIL ON SHOULDER OF I-275 S. BOUND
6.0167'	6.121'	SIRC 5/8" CONTROL LB 6566 4' S OF S EOP TO S. I-275
2.874'	2.931'	SET 4x4 CM W/ FDOT DISK STAMPED 308 STA: 285+64, 83' RT
2.071'	2.132'	SET PK DISK NO ID ON SHOULDER OF S. I-275
7.244'	7.308'	SET PK DISK NO ID 20' S OF S. GUARDRAIL TO I-275 S. BOUND
4.137'	4.201'	SET 4x4 CM W/ FDOT DISK STAMPED BM 309 STA: 295+36, 84' RT
7.337'	7.402'	SET PK NAIL ON SHOULDER

SAME CREW

LONG FROM 115 TO 140 LOOK

I-275  
BENCH RUN # 7

BM	BS 3 WIRE	MEAN	HT	FS 3 WIRE	MEAN
ACP 14	240 6.13 3.93 3.73 <u>14.79</u>	4.930	12.064'	232' 5.94 4.78 3.62 <u>14.34</u>	4.780
BM 310	207' 10.15 3.11 8.08 <u>27.34</u>	9.113	12.100'	245' 10.30 9.08 7.85 <u>27.23</u>	9.079
ACP 17	246' 7.68 6.45 5.22 <u>19.35</u>	6.450	12.743'	201' 6.81 5.81 4.80 <u>17.42</u>	5.807
TP 125	231' 3.20 3.08 2.97 <u>9.25</u>	3.083	11.116'	268' 6.05 4.71 3.37 <u>14.13</u>	4.710
BM 311	175' 10.06 7.18 8.31 <u>27.55</u>	9.183	15.576'	191' 6.82 6.72 6.63 <u>20.17</u>	6.723
ACP 18	234' 7.37 6.20 5.03 <u>18.60</u>	6.200	13.873'	173' 6.77 5.90 5.04 <u>17.71</u>	5.903
TP 126	20' 3.29 2.44 2.59 <u>8.82</u>	2.940	11.326'	235' 6.68 5.49 4.31 <u>16.46</u>	5.487

ELEV	ADJ. ELEV	DESC
7.134'	7.202'	SET PK'S DISK NO ID
7.987	3.059'	SET 4X4 CM W/ FDOT DISK STAMPED BM 310 STA: 304+77, 72' RT
6.293	6.368	SIRC 5/8" CONTROL LB6566 S' S. OF S. EOP TO I-275 S.
8.033	8.112	SET PK NAIL ON SHOULDER OF S. I-275
4.393	4.473	SET 4X4 CM W/ FDOT DISK STAMPED BM 311 STA: 314+42, 126' RT
7.673	7.755	SIRC 5/8" CONTROL LB6566
8.386	8.472	SET PK NAIL ON SHOULDER OF S. BOUND I-275

SAME CREW

I-275  
BENCH RUN #7

BM	BS 3 WIRE	MEAN	HI	FS 3 WIRE	MEAN
BM 123				7.98 7.64 7.30 22.92	7.640

SEE FB# 501441 PG'S # 72 & 73 FOR TABULATION & ADJ.

4-5-07

ELEV	ADJ ELEV	DESC
3.1086'	3.773'	FOUND 4x4 CM W/ FDOT DISK STAMPED 123
DIFF = 0.087'		STA: 323+92 11' RT

BENCH RUN = 11270" = 2.1250 MI

0.05  $\sqrt{MI}$  = 0.05  $\sqrt{2.125}$  = 0.0729' ALLOWABLE

SOKKIA B20  
S.# 417556

PEG TEST

$\pi @ A$	$\pi @ B$
READING 1 = 5.61	READING 1 = 5.07
READING 2 = 5.13	READING 2 = 4.60
DIFF = 0.48'	DIFF = 0.47'
TOTAL DIFF = 0.01'	

D. STAFFORD  
B. CRANTON  
A. PEARSON

501454 / 00  
4-9-07  
CLOUDY 65°



SAME CELL

IF 275  
BENCH RUN TO

BM	3 BS 3 WIRE	MEAN	H I	3 FS 3 WIRE	MEAN
BM 123	136' 10.53 9.85 9.17 29.55	9.850	13.623		
ACP 19	239' 7.44 6.24 5.05 18.73	6.243	13.696	156' 6.95 5.17 5.39 18.51	6.170
ACP 20	257' 7.06 5.78 4.49 17.33	5.777	13.586	257' 7.17 5.89 5.60 17.66	5.887
TP 127	54' 3.97 3.70 3.43 11.10	3.700	13.233	211' 5.11 4.05 3.00 12.16	4.053
ACP 21	257' 6.55 5.26 3.98 15.79	5.263	15.153	59' 3.64 3.34 3.05 10.03	3.343
ACP 22	147' 3.92 3.19 2.45 9.56	3.187	12.450	238' 7.08 5.89 4.70 17.67	5.890
TP 128	97' 9.91 9.42 8.94 28.27	9.423	11.983	140' 10.59 9.89 9.19 29.67	9.890

CONT ON PG # 28 THIS BOOK

501439 / 27  
4-9-07

ELEY	ADJ ELEY	DESC
	3.773	FOUNDATION W/ FDOT DISK STAMPED BM 123
		STA: 323+92, 114' RT
7.453'	7.455	SIRC 5/8" CONTROL LB6566
7.809'	7.814	SIRC 5/8" CONTROL LB6566
9.533'	9.541	SET PR NAIL
9.890'	9.898	SIRC 5/8" CONTROL LB6566
9.263'	9.274	SIRC 5/8" CONTROL LB6566
2.560'	2.573	CM (AKA BM 118)

SAME CREW

I-275  
RENEW RUN #B

BM	BS 3 WIRE	MEAN	HI	FS 3 WIRE	MEAN
ACP 23	246' 6.12 4.89 <u>3.66</u> 14.67	4.890	13.543	96' 3.81 10.00 <u>9.99</u>	3.330
TP 129	702' 6.27 5.26 <u>4.25</u> 15.78	5.260	13.493	246' 5.54 10.00 <u>16.93</u>	5.310
ACP 24	257' 7.48 6.23 <u>4.97</u> 18.68	6.227	13.437	199' 7.28 6.28 <u>3.29</u> 18.85	6.283
TP 130	202' 5.82 4.81 <u>3.80</u> 14.43	4.810	12.394	257' 7.14 5.85 <u>4.81</u> 17.56	5.853
ACP 25	250' 7.52 6.27 <u>5.02</u> 18.81	6.270	11.317	183' 8.26 7.35 <u>6.43</u> 22.04	7.347
ACP 26	209' 7.70 6.65 <u>5.61</u> 19.96	6.653	13.500	277' 5.69 4.47 <u>3.25</u> 13.41	4.470
ACP 27	235' 5.43 4.26 <u>3.08</u> 12.77	4.257	13.474	219' 5.38 4.28 <u>3.19</u> 12.85	4.283

4-9-07

ELEV.	ADJ ELEV.	DESC
8.653	8.667	SIRC 5/8" CONTROL LB 6566
8.233	8.250	SET PK NAIL ON SHOULDER TO N. I-275
7.210	7.229	SIRC 5/8" LB 6566
7.584	7.606	SET PK NAIL ON SHOULDER
5.947	5.072	SIRC 5/8" CONTROL LB 6566
6.847	6.875	SET PK DISK NO ID
9.217	9.247	SET X CUT IN SIDEWALK ON N. SIDE OF TOLL BLDG

CONT. FROM PG 28 THIS BOOK

SAME CLEN

I-28  
BENCH RUN #8

BM	BS 3 WIRE	MEAN	HT	FS 3 WIRE	MEAN
ACP 28				20.5' 3.01 105.98 0.04 20.95	4.983

END OF DAY DUE TO RAIN !!  
CONTINUE ON PG 31.

CONT ON PG 31 THIS BOOK

501439/ 29

4-9-07

ELEV	ADJ ELEV	DESC
6.491	6.524	SET IRC 5/8" M&L "L30566"

SOKKIA B20  
S# 417556

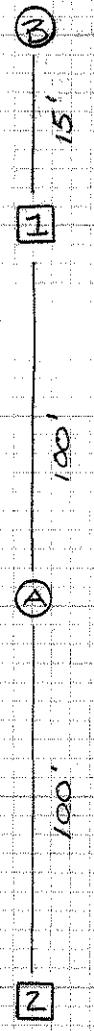
PEG TEST

$\tau @ A$	$\tau @ B$
READING 1 = 5.86	READING 1 = 5.34
READING 2 = 5.41	READING 2 = 4.88
DIFF = 0.45'	DIFF = 0.46'
TOTAL DIFF = 0.01'	

STAFFORD  
ZEHR  
CRANTON  
WHITE

Sold 39 / 30

4-10-07  
70°  
CLOUDY



SAME CREW

I-25  
BENCH RUN FB

BM	BS 3 WIRE	MEAN	HI	FS 3 WIRE	MEAN
ACP 28	221' 5.99 4.89 3.78 14.66	4.887	11.378	228' 6.61 5.47 4.33 16.41	5.470
ACP 29	253' 5.52 4.96 3.99 15.77	5.257	11.165	248' 5.81 4.96 3.32 13.69	4.563
TP 131	199' 6.23 5.24 4.24 15.71	5.237	11.839	197' 6.77 5.80 4.80 17.45	5.817
ACP 30	247' 6.80 5.57 4.33 16.70	5.567	11.589	245' 6.12 4.90 3.67 14.69	4.897
TP 132	205' 6.35 5.32 4.30 15.97	5.323	11.932	202' 7.04 6.01 4.98 18.03	6.010
ACP 31	248' 7.40 6.16 4.92 18.48	6.160	12.082	191' 5.94 4.98 3.03 14.95	4.983
TP 133	191' 5.94 4.98 3.03 14.95	4.983	12.168		

ELEV	ADJ ELEV	DESC
6.491	6.524"	SIRC 5/8" MEC LB6566
5.908	5.941"	SIRC 5/8" MEC LB6566
6.602	6.641"	SET PK NAIL ON <sup>S/E</sup> SHOULDER I-275 N. BOUND
6.022	6.063"	SIRC 5/8"
6.609	6.653"	SET PK NAIL ON SHOULDER
5.922	5.968"	SIRC 5/8" MEC LB6566
7.185	7.231"	SET PK NAIL

4-10-67

SAME CREW		I-775		BENCH RUN #2	
BIM	B5 3 WIRE	MEAN	HT	FS 3 WIRE	MEAN
ACP 32	2194 6.41 1.17 9.2 15.30	5.167	11.802	207 6.57 5.53 4.50 16.60	5.533
TP 134	199 6.51 4.51 2.22 16.54	5.513	11.855	206 6.69 5.46 4.23 16.38	5.460
ACP 33	186 5.54 1.6 6.6 13.83	4.610	15.222	199 2.24 1.24 0.25 3.73	1.243
TP 135	163 5.10 4.78 4.47 14.35	4.783	9.575	190 11.38 10.43 9.48 3.29	10.430
ACP 34	176 6.37 5.49 4.61 16.47	5.490	9.838	39 5.52 5.23 4.93 15.68	5.227
ACP 35	236 7.05 5.87 4.69 17.61	5.870	10.641	183 5.98 5.07 4.15 15.20	5.067
ACP 36				267 7.03 5.72 4.2 17.17	5.723

(END OF DAY CONT PG 34)  
THIS BOOK

ELEV	ADJ ELEV	DESC
6.635'	6.687'	SIRC 5/8" MEC LB6566
6.342'	6.397'	SET PK NAIL
10.612'	10.669'	SIRC 5/8" MEC LB6566
4.792'	4.851'	SET PK NAIL ON N.E SHOULDER OF OFF RAMP.
4.348'	4.408'	SIRC 5/8" MEC LB6566
4.771'	4.833'	SET PK DISK NO ED
4.918'	4.983'	SIRC 5/8" LB6566

LEICA NA2  
S# 5426898

PEG TEST

75° SUNNY

π @ A

READING 1 = 5.78

READING 2 = 5.32

DIFF = 0.46'

π @ B

READING 1 = 5.11

READING 2 = 4.66

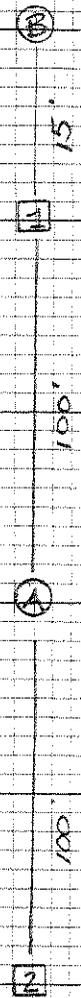
DIFF = 0.45'

TOTAL DIFF = 0.01'

STAFFORD  
ZEH  
CRANTON  
WHITE

5014371

4-11-07



BENCH RUN #8		I-275			
BM	3 <sup>83</sup> WIRE	MEAN	HT	3 <sup>83</sup> WIRE	MEAN
ACP 36	245 10.83 10.60 3.81	4.603	9.521	252 6.02 4.76 3.50	4.760
ACP 37	202 10.99 10.80 17.94	5.980	10.741	252 6.02 4.76 3.50	4.760
ACP 38	245 7.60 6.38 5.15 19.13	6.377	12.808	204 5.33 4.31 3.29	4.310
TP 136	57 10.55 10.25 15.73	6.243	17.641	236 7.39 5.41 5.23	6.410
ACP 39	222 16.98 16.87 8.76 29.61	9.870	17.338	63 4.49 4.17 3.86	4.173
TP 137	249 7.97 6.12 11.48 26.17	6.723	21.398	207 3.70 2.66 1.63	2.663
TP 138	112 4.03 3.47 2.91 10.41	3.470	16.278	234 4.76 8.59 4.42	8.590

4-15-07

ELEV	ADJ ELEV	DESC
4.978	4.983	SIRC 5/8" MEC LB 6566
4.761	4.879	SIRC 5/8" MEC LB 6566
6.431	6.501	SIRC 5/8" MEC LB 6566
6.398	6.471	SET HOB IN MEDIAN OF I-275
7.468	7.541	SIRC 5/8" MEC LB 6566
14.675	14.752	SET PK NAIL ON SHOULDER OF I-275 N BOUND
12.808	12.885	SET PK NAIL ON SHOULDER OF I-275 N BOUND

SAME CREW

I-275  
BENCH RUN #8

BM	3 55 WIRE	MEAN	H.I.	3 F5 WIRE	MEAN
ACP 40	222 3.10 1.99 9.88 5.97	1.990'	11.768'	106 7.0 10.0 11.0 19.90	4.580'
ACP 41	222 6.89 4.73 4.67 17.79	5.730'	11.371'	225 7.25 10.10 10.10 27.55	6.127'
ACP 42	253 4.20 4.43 3.67 14.80	4.933'	10.654'	214 6.72 10.5 10.5 27.75	5.650'
TP 139	205 5.93 4.90 3.88 14.71	4.903'	10.817'	246 5.97 4.74 3.87 14.22	4.740'
ACP 43	126 5.89 5.26 4.63 15.78	5.260'	12.084'	197 4.98 4.90 3.87 11.98	3.993'
TP 140	229 5.99 4.84 3.70 14.53	4.843'	11.017'	128 6.55 5.91 3.27 17.73	5.910'
BM 22-98				226 8.35 7.25 6.15 21.75	7.250'

SEE PG 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60 FOR TABULATION & ADJ.

4-11-59

ELEV	ADJ ELEV	DESC
9.778	9.859	SIRC 5/8" CONTROL LB 6566
5.641	5.725	SIRC 5/8" CONTROL LB 6566
5.721	5.867	SIRC 5/8" CONTROL LB 6566
5.914	6.005	SET PK NAIL ON N SHOULDER OF I-275 N. BOUND.
6.824	6.916	SET PK DISK NO ID ON N SHOULDER OF I-275 N. BOUND.
6.174	6.267	SET PK NAIL ON N SHOULDER OF ACCESS ROAD.
5.767	3.863	FOUND EDOT BRASS DISK STAMPED BM 22-98
		DIFF = 0.096
		BENCH RUN = 16010' = 3.0321 MI STA. 478+74, 149' RT
		0.05 1/2 MI = 0.05 1/2 3.0321 = 0.0801' ALLOWABLE

E. SCOTT  
P. ZAER  
A. WHITE

I-775  
PEG-TEST  
090560050  
501/139

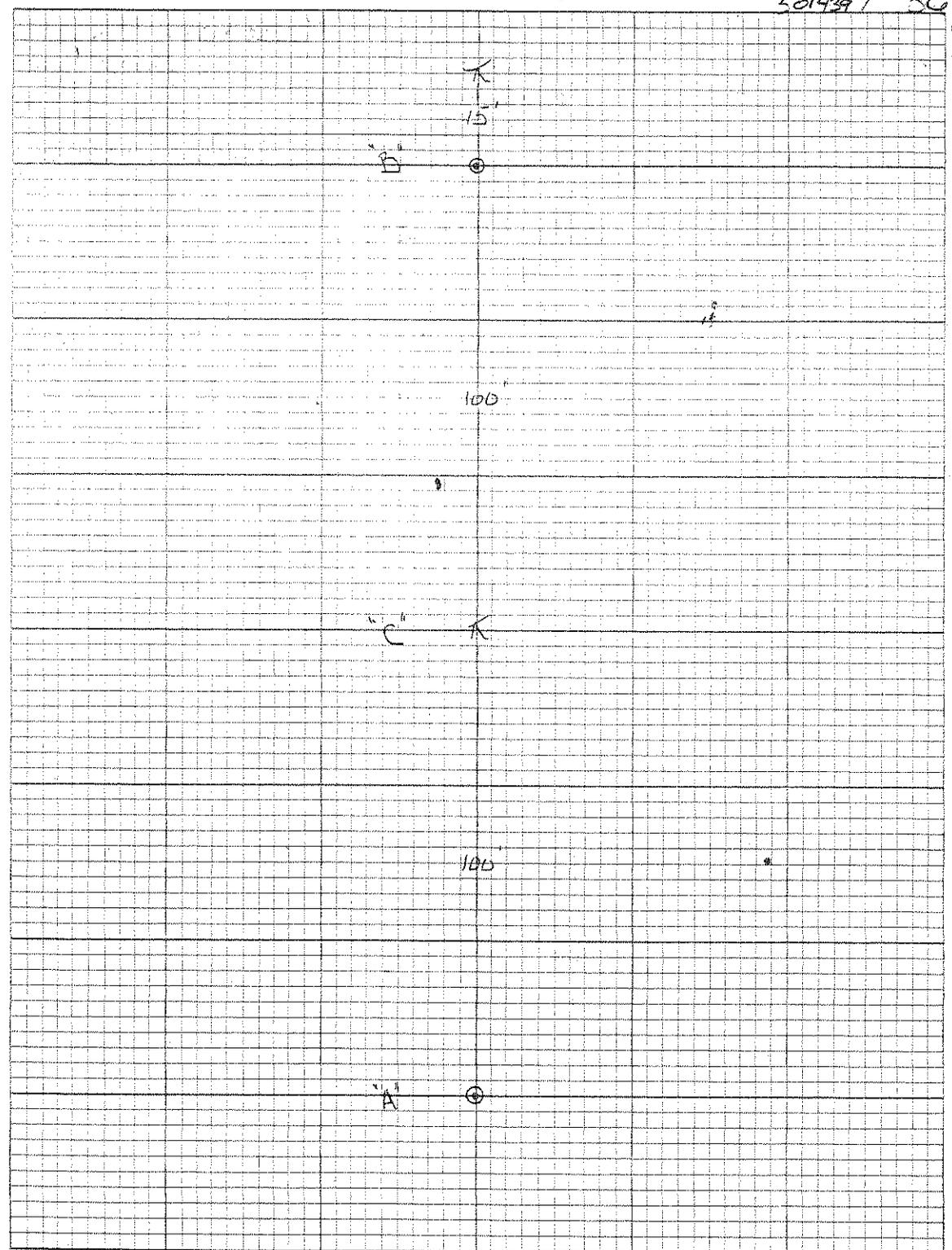
LEICA NAZ # 59162973  
Cloudy / Windy  
75° F  
01/09/07

ROD READINGS FROM CENTER POINT "C"  
@ POINT "A" 5.40'  
@ POINT "B" 5.85'  
DIFF IN ELEV. 0.45'

ROD READINGS FROM NEAR POINT "B"  
@ POINT "B" 5.14'  
- DIFF. 0.45'  
LEVEL LINE @ POINT "A" 4.69'  
ROD READINGS @ POINT "A" 4.69'

NOTE: NO ADJ MADE FOR ERROR OF  
0.00'

ERICK D. SCOTT  
"CREW CHIEF"



STA	BS	INSTR	MEAN	HI	TS	3RD	MEAN
E. SCOTT P. ZHER A. WAITE I-275 HENRI LOOP #7 0408.0050 501439 LEICA NA2 # 54118985 COUNTY/WINDY 75°4' 01/09/07							
BM 303	6.83	148"	6.090'	9.681'			
	6.09						
	5.35						
	18.27						
ACP 44	9.68	244"	8.443'	13.944'	4.93		
	8.44				4.18	150"	4.180'
	7.21				3.43		
	75.33				12.54		
MP 45	10.72	121"	10.117'	18.268'	7.04		
	10.12				5.79	249"	5.793'
	9.51				4.55		
	30.35				17.38		
TP 500	7.84	120"	7.190'	22.455'	3.61		
	7.19				3.00	121"	3.003'
	6.54				2.46		
	21.57				9.01		
ACP 46	8.14	135"	7.467'	26.469'	4.10		
	7.47				3.45	149"	3.453'
	6.79				2.81		
	22.40				10.36		
ACP 47	6.03	153"	5.263'	28.945'	3.47		
	5.26				2.79	137"	2.787'
	4.50				2.16		
	15.79				8.36		
CRAB 2000	5.00	120"	4.023'	28.378'	5.34		
GPS	4.02				4.59	150"	4.590'
	3.05				3.84		
	10.07				13.77		

Cont. on Plat # 20

LEV	NOV ELEV	PUB ELEV	DESC
			SEE DESC. ON PL # 21 THIS BOOK
	3.591		
			SET 5/8" IRON "CONTROL LB 6516" 5' N. OF S. SHOR. OF OFFRAMP TO ACCESS RD. TO S. FISHING RD. 7' N. OF 3' C.F.
	5.501	5.502	
			SET 5/8" IRON "CONTROL LB 6516" 5' N. OF N. SHOR. OF OFFRAMP TO ACCESS RD. TO S. FISHING RD. FROM I-275 S. BOUND 4'-250" E. OF CORK.
	8.151	8.153	
			SET PR. N. 1/2 S. OF N. SHOR. OF S. BOUND I-275
	15.265	15.267	
			SET 5/8" IRON "CONT. PT. LB 6516" 17' S. OF S. SHOR. OF N. BOUND I-275, 12' N. OF N. SHOR. OF S. BOUND I-275, 750' W. 1/2 MI. OF MILE MARKER 7
	19.002	19.005	
			SET 5/8" IRON "CONTROL LB 6516" 7' S. OF S. SHOR. OF N. BOUND I-275, 20' N. OF N. SHOR. OF S. BOUND I-275, 10' W. OF METAL GUARD RAIL.
	23.682	23.685	
			FIND SIMILAR NE COR. OF BRIDGE DECK ON N. BOUND I-275. "CRAB 2000 GPS" 11' S. OF CONT. GUARD RAIL.
	24.355	24.359	

CONT FROM PG #37

E. SCOTT  
P. ZIEB  
A. WHITE

I-275  
LEVEL 1600 #9  
0% 56 0050  
501439

METAL GUARD # 5426898  
C. J. OY / WINDY  
75076  
04/09/07

501439 / 38

STA	BS	SURFACE	MEAN	HC	FS	3 WIRE	MEAN
ACP 48	3.47 2.69 <u>1.90</u> 8.00	17	2.687	24.695'	7.35 6.37 <u>5.39</u> 19.11	190	6.370'
ACP 49	2.45 1.66 <u>0.87</u> 4.98	150	1.660	25.115'	2.02 1.24 <u>0.46</u> 3.72	150	1.240'
TP 501	2.04 1.15 <u>0.76</u> 3.45	170	1.150	19.065'	7.99 7.25 <u>6.41</u> 21.60	170	7.200'
TP 502	4.18 3.46 <u>2.75</u> 10.39	145	3.463	14.571'	9.05 8.16 <u>7.76</u> 24.47	145	8.157'
ACP 10					8.76 8.06 <u>7.35</u> 24.17	111	8.057'

SEE FB # 501441 PG # 76 FOR TABULATION & ADJ.

ELEV	ADJ ELEV	POB ELEV	DESC
22.008	22.012		SET 5/8" IRE "CONTROLLED" 6' S. OF S. SIDE OF N. BOUND I-275, 26' N. OF N. SIDING OF BOUND I-275, 120' W. E. OF METAL GUARD RAIL FROM BRIDGE.
23.455	23.460		SET PR IN W/CRACK "NO 10" IN CRACK OF E.P. CONC. GUL. 5' N. OF METAL GUARD RAIL ON S. SIDE OF S. BOUND I-275, 135' W. E. OF METAL GUARD RAIL IN MEDIAN.
17.915	17.921		SET PR IN 1.5' N. OF EDGE OF CONC. GUL. 29' N. W. OF S.S. "EMERGENCY PARKING ONLY" ON S. SIDE OF S. BOUND I-275 18' W. E. OF EDGE OF METAL GUARD RAIL.
10.908	10.914		SET PR IN 1.5' N. OF S. SIDING OF S. BOUND I-275.
6.314	6.321		SEE DESC. ON PG #21 THIS BOOK
	DIFF: 0.007		
			BEACH RAIL = 3531 = 0.16088 MI
			0.05 MI = 0.05 √ 0.16088 = 0.0909" ALLOWABLE

J. Date 1070

Crew: Erik Noyer Rob Cramton	Project Name: I 275
Date: 4-17-07	Project Number: 04056-0050
Temp: 80°	Work Description: Fast Static
Weather: Clear Windy	GPS Job Name: 40560050.E.N.
	Survey Style: Fast Static
	Coordinate System: 902
	Geoid Name: 03

BASE STATION #1 @ BLS 006			
Setup	Ant Ht: 2.0 Meters	Measured To: Bottom of Mount	
Start = 8:44	Antenna Type: Zephyr Geo.	Antenna #: 12469720	
Stop = 5:00	Receiver Type: Trimble 5700	Receiver #: 0964	
	Radio: n/a	Radio #: n/a	
	Frequency: n/a		
	# of Satellites: n/a	PDOP: n/a	

Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:		PDOP:	

BASE STATION #2 @ MS 005			
Setup	Ant Ht: 2.0 meters	Measured To: Bottom of Mount	
Start = 9:10	Antenna Type: Zephyr Geo.	Antenna #: 12560410	
Stop = 4:57	Receiver Type: Trimble 5700	Receiver #: 3620	
	Radio: n/a	Radio #: n/a	
	Frequency: n/a		
	# of Satellites: n/a	PDOP: n/a	

Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:		PDOP:	

ROVER			
	Ant Ht: Varies	Measured To: Top of Notch	
	Antenna Type: Zephyr	Antenna #: 12286191	
	Receiver Type: Trimble 5700	Receiver #: 0566	
	# of Satellites:	Quality:	

CHECK SHOTS				
Check Pt#	Checked to	Delta N	Delta E	Delta Elev.

Sc 14397 39

SHOT NAME	DESC	HT	START	STOP
ACP1	NL-MSC	5.08	10:22	10:29
BD1	EC NE Corner Skyway (N. Bound)	2M	10:35	10:43
BD2	EC SE Corner Skyway (N. Bound)	2M	10:47	10:55
BD3	EC NE Corner Skyway (S. Bound)	2M	10:58	11:06
BD4	EC SE Corner Skyway (S. Bound)	2M	11:08	11:17
ACP2	NL-MSC	5.29	11:25	11:38
ACP3	NL-MSC	5.52	11:42	11:51
ACP4	IRC-MSC LB6566	5.16	12:45	12:53
ACP42	IRC MSC LB6566	5.11	1:03	1:13
ACP41	IRC MSC LB6566	5.30	1:19	1:27
ACP5	IRC MSC LB6566	5.37	1:37	1:45
ACP40	IRC MSC LB6566	5.14	1:52	2:03
BD5	EC N.W. Corner N. Bound	2M	2:10	2:18
BD6	EC S.W. Corner N. Bound	2M	2:25	2:33
BD7	EC N.W. Corner S. Bound	2M	2:37	2:45
BD8	EC S.W. Corner S. Bound	2M	2:48	2:56
BD9	EC S.E. Corner S. Bound	2M	3:12	3:20
BD10	EC N.E. Corner S. Bound	2M	3:23	3:36
BD11	EC S.E. Corner N. Bound	2M	3:39	3:50
BD12	EC N.E. Corner N. Bound	2M	3:53	4:02



T. Date 1080

Crew: Erik Noyer Rob Cranion	Project Name: I 275
Date: 4-18-07	Project Number: 04056-0050
Temp: 82°F	Work Description: Fast Static
Weather: Partly Cloudy Windy	GPS Job Name: 40560050EN
	Survey Style: Fast Static
	Coordinate System: 902
	Geoid Name: 03

BASE STATION #1 @ GIS 006

Setup	Ant Ht: 2 M	Measured To: Bottom of Mount
Start=9:12 Stop=4:58	Antenna Type: Zephyr Geo.	Antenna #: 12469720
	Receiver Type: Trimble 5700	Receiver #: 0964
	Radio: n/a	Radio #: n/a
	Frequency: n/a	
	# of Satellites: n/a	PDOP: n/a

Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:			PDOP:

BASE STATION #2 @ MS 005

Setup	Ant Ht: 2 M	Measured To: Bottom of Mount
Start=9:28 Stop=5:05	Antenna Type: Zephyr Geo.	Antenna #: 12560410
	Receiver Type: Trimble 5700	Receiver #: 3620
	Radio: n/a	Radio #: n/a
	Frequency: n/a	
	# of Satellites: n/a	PDOP: n/a

Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:			PDOP:

ROVER

Ant Ht: Varies	Measured To: Top of Notch
Antenna Type: Zephyr	Antenna #: 12286191
Receiver Type: Trimble 5700	Receiver #: 0566
# of Satellites:	Quality:

CHECK SHOTS

Check Pt#	Checked to	Delta N	Delta E	Delta Elev.

501439/ 44

Name	Desc.	H.I.	Start	Stop
ACP 39	IRC-MEC LB6566	5.05	10:22	10:30
ACP 38	IRC-MEC LB6566	5.40	10:36	10:44
★ACP 46	IRC-MEC LB6566	5.23	10:52	11:00
ACP 47	IRC-MEC LB6566	5.24	11:06	11:14
BD 13 (Bridge)	EC N.W. Corner (N. Bound) 2M		11:22	11:32
BD 14 (Bridge)	EC S.W. Corner (N. Bound) 2M		11:34	11:43
BD 15	EC S.E. Corner (N. Bound) 2M		11:46	11:54
BD 16 ✓	EC N.E. Corner (N. Bound) 2M		11:58	12:06
BD 17 (Bridge)	EC N.E. Corner (S. Bound) 2M		12:14	12:22
BD 18	EC S.E. Corner (S. Bound) 2M		12:24	12:34
BD 19	EC S.W. Corner (S. Bound) 2M		12:37	12:47
BD 20	EC N.E. Corner (S. Bound) 2M		12:51	12:59
ACP 45	IRC-MEC LB6566	5.55	11:48	2:00
ACP 44	IRC-MEC LB6566	5.38	2:04	2:13
ACP 7	IRC-MEC LB6566	5.55	2:17	2:25
ACP 35	IRC-MEC	5.85	2:40	2:48
ACP 36	IRC-MEC LB6566	5.42	2:55	3:03
ACP 37	IRC-MEC LB6566	4.91	3:10	3:18
ACP 34	IRC-MEC LB6566	5.27	3:24	3:36
ACP 33	IRC-MEC LB6566	5.27	3:40	3:52
ACP 8	IRC-MEC LB6566	5.63	3:59	4:08
ACP 9	IRC-MEC LB6566	5.41	4:13	4:23
ACP 10	IRC-MEC LB6566	5.39	4:29	4:39
ACP 48	IRC-MEC LB6566	5.07	4:47	4:55
★ACP 46 stored as ACP 26★				

J. Date 1090

Crew: Erik Noyer	Project Name: I 275
Date: 4-19-07	Project Number: 04056-0050
Temp: 82°	Work Description: Fast Static
Weather: Partly Cloudy Sun	GPS Job Name: 40560050 EN
	Survey Style: Fast Static
	Coordinate System: 902
	Geoid Name: 03

BASE STATION #1 @ GIS 006

Setup Start=8:05 Stop=4:51	Ant Ht: 2 M	Measured To: Bottom of Mount
	Antenna Type: Zephyr Geo.	Antenna #: 12469720
	Receiver Type: Trimble 5700	Receiver #: 0964
	Radio: n/a	Radio #: n/a
	Frequency: n/a	PDOP: n/a
# of Satellites: n/a		

Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:		PDOP:	

BASE STATION #2 @ EMS 005

Setup Start=8:22 Stop=5:00	Ant Ht: 2 M	Measured To: Bottom of Mount
	Antenna Type: Zephyr Geo.	Antenna #: 12560410
	Receiver Type: Trimble 5700	Receiver #: 3620
	Radio: n/a	Radio #: n/a
	Frequency: n/a	PDOP: n/a
# of Satellites: n/a		

Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:		PDOP:	

ROVER

Ant Ht: Varies	Measured To: Top of Notch
Antenna Type: Zephyr	Antenna #: 12286191
Receiver Type: Trimble 5700	Receiver #: 0566
# of Satellites:	Quality:

CHECK SHOTS

Check Pt#	Checked to	Delta N	Delta E	Delta Elev.

501439

(J. Date 1080)

ACP 8, 9, 10, 33, 34, 35, 36, 37, 48 Deleted on 7-18-07 (page 41)  
Re-observed on 4-19-07 (J. Date 1090)

Name	Desc	H.I.	Start	Stop
ACP 35	NL-MEC	5.45	8:48	8:57
ACP 36	IRC-MEC LB6566	5.44	9:04	9:12
ACP 37	IRC-MEC LB6566	5.55	9:16	9:24
ACP 34	IRC-MEC LB6566	5.45	9:30	9:38
ACP 33	IRC-MEC LB6566	5.40	9:43	9:51
ACP 48	IRC-MEC LB6566	5.07	9:57	10:05
ACP 49	NL-MEC	5.53	10:10	10:18
ACP 8	IRC-MEC LB6566	5.17	10:22	10:30
ACP 9	IRC-MEC LB6566	5.32	10:35	10:43
ACP 10	IRC-MEC LB6566	5.30	10:48	10:56
ACP 11	IRC-MEC LB6566	5.41	11:02	11:10
ACP 12	IRC-MEC LB6566	5.33	11:15	11:28
ACP 13	IRC-MEC LB6566	5.31	11:33	11:45
ACP 14	NL-MEC	5.53	11:50	11:59
ACP 15	NL-MEC	5.77	12:10	12:18
ACP 16	NL-MEC	5.69	12:22	12:32
ACP 17	IRC-MEC LB6566	5.46	12:37	12:46
ACP 18	IRC-MEC LB6566	5.02	12:51	1:02
ACP 19	IRC-MEC LB6566	5.07	1:22	1:33
ACP 20	IRC-MEC LB6566	5.11	1:42	1:54
ACP 21	IRC-MEC LB6566	5.32	2:01	2:10
ACP 22	IRC-MEC LB6566	5.37	2:18	2:30
ACP 23	IRC-MEC LB6566	5.17	2:45	3:38

(Cont.)

1000 - IR $\frac{5}{8}$ " Alignment	5.43	3:46	3:56
ACP 24 IRC-MEC LB6566	5.09	4:17	4:26
ACP 25 IRC-MEC LB6566	5.17	4:33	4:41

5/21/89 / ds

J Date 1094

Crew: Erik Noyer	Project Name: I275
Date: 4-23-07	Project Number: 04056-0050
Temp: 82°	Work Description: Fast Static
Weather: Sun Clear	GPS Job Name: 40560050EN
	Survey Style: Fast Static
	Coordinate System: 902
	Geoid Name: 03

BASE STATION #1 @ GIS 006

Setup	Ant Ht: 2M	Measured To: Bottom of Mount
Start: 8:27	Antenna Type: Zephyr Geo.	Antenna #: 12469720
Stop: 4:09	Receiver Type: Trimble 5700	Receiver #: 0964
	Radio: n/a	Radio #: n/a
	Frequency: n/a	
	# of Satellites: n/a	PDOP: n/a

Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:		PDOP:	

BASE STATION #2 @ ME 005

Setup	Ant Ht: 2M	Measured To: Bottom of Mount
Start: 8:47	Antenna Type: Zephyr Geo.	Antenna #: 12560410
Stop: 4:10	Receiver Type: Trimble 5700	Receiver #: 3620
	Radio: n/a	Radio #: n/a
	Frequency: n/a	
	# of Satellites: n/a	PDOP: n/a

Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:		PDOP:	

ROVER

Ant Ht:	Measured To:
Antenna Type:	Antenna #:
Receiver Type:	Receiver #:
# of Satellites:	Quality:

CHECK SHOTS

Check Pt#	Checked to	Delta N	Delta E	Delta Elev.

501439 / 44

ACP 19, 20, 21, 22, 23, 1000 Deleted on 4-19-07 (J. Date 1094)  
 Re-observed on 4-23-07 (J. Date 1094)

Name	Desc.	H.I.	Start	Stop
1001	NL-Illegible	5.36	9:10	9:31
ACP 43	NL-MEC	5.55	9:42	9:52
ACP 19	IRC-MEC	5.10	10:13	10:22
ACP 20	IRC-MEC	5.31	10:26	10:34
ACP 21	IRC-MEC	5.27	10:42	10:50
ACP 22	IRC-MEC	5.36	10:55	11:04
ACP 23	IRC-MEC	5.11	11:11	11:52
1000	5/8" IR	5.22	12:12	12:28
ACP 26-26	NL-MEC	5.50	12:37	12:56
ACP 27	X-Cut	5.28	1:11	1:30
ACP 28	NL-MEC	5.31	1:36	2:00
ACP 29	IRC-MEC	5.28	2:06	2:30
ACP 30	IRC-MEC	5.25	2:36	3:00
ACP 31	IRC-MEC	4.89	3:06	3:33
ACP 32	IRC-MEC	5.18	3:43	4:00

J. Date 1075

Crew: Erik Noyer Pete Zehr	Project Name: I 275
Date: 4-24-07	Project Number: 04056-0050
Temp: 82°	Work Description: Fast Static
Weather: Sun Clear	GPS Job Name: 40560050 EN
	Survey Style: Fast Static
	Coordinate System: 902
	Geoid Name: 03

BASE STATION #1 @ GIS 006

Setup	Ant Ht: 2 M	Measured To: Bottom of Mount
Start: 8:15	Antenna Type: Zephyr 600	Antenna #: 12469720
Stop: 4:01	Receiver Type: Trimble 5700	Receiver #: 0964
	Radio: n/a	Radio #: n/a
	Frequency: n/a	
	# of Satellites: n/a	PDOP: n/a

Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:		PDOP:	

BASE STATION #2 @ M 005

Setup	Ant Ht: 2M	Measured To: Bottom of Mount
Start: 8:28	Antenna Type: Zephyr 600	Antenna #: 12560410
Stop: 4:24	Receiver Type: Trimble 5700	Receiver #: 3620
	Radio: n/a	Radio #: n/a
	Frequency: n/a	
	# of Satellites: n/a	PDOP: n/a

Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:		PDOP:	

ROVER

Ant Ht:	Measured To:
Antenna Type:	Antenna #:
Receiver Type:	Receiver #:
# of Satellites:	Quality:

CHECK SHOTS

Check Pt#	Checked to	Delta N	Delta E	Delta Elev.

501439/45

ACP 23, 27, 28 Deleted From 4-23-07 (J Date 1094)  
Re-Observed on 4-24-07 (J Date 1095)

Name	Desc.	H.I.	Start	Stop
ACP 23	IRC-M&C	5.17	8:53	9:10
ACP 27	X-Cut	5.01	9:16	9:38
ACP 28	ML-M&C	5.08	9:44	10:00





Z. SCOTT  
 D. STAFFORD  
 P. ZHER  
 E. NOYER

I-275  
 SET UP'S  
 Book # 5211439  
 Job # 040560050

LEICA TPS # 253051  
 WINDY 79°  
 87° 1/2  
 04/30/07

STA	FEAT CODE	REF	HT	X	H. DIST
X@ ACP 19	IRC-MEC	ACP 19	5.35	00-00-00	475.85
BSE ACP 23		ACP 23	5.30	64-26-15	207.60
FSE ACP 22	V	ACP 22	5.35	244-26-16	179-59-58

05/01/07

X@ ACP 18	IRC-MEC	ACP 18	5.20	00-00-00	470.96
BSE ACP 23		ACP 23	5.34	219-18-17	476.85
FSE ACP 24	V	ACP 24	4.99	39-18-15	179-59-52

X@ ACP 17	IRC-MEC	ACP 17	5.20	00-00-00	474.81
BSE ACP 24		ACP 24	4.99	216-51-48	466.20
FSE ACP 25	V	ACP 25	5.09	36-51-48	179-59-58

05/02/07

X@ ACP 26	NL-MEC	ACP 26	5.24	00-00-00	428.36
BSE ACP 27	DM-X CUT	ACP 27	5.45	248-05-35	145.57
FSE ACP 16	NL-MEC	ACP 16	5.45	628-05-33	179-59-59

05/03/07

X@ ACP 26	NL-MEC	ACP 26	5.64	00-00-00	428.36
BSE ACP 27	DM-X CUT	ACP 27	5.41	248-05-23	145.57
FSE ACP 16	NL-MEC	ACP 16	5.22	628-05-20	179-59-57

X@ ACP 16	NL-MEC	ACP 16	5.49	00-00-00	
BSE ACP 15		ACP 15	5.61	70-59-13	
FSE ACP 26	V	ACP 26	5.55	250-59-11	
				180-00-00	

FSC ACP 25	IRC-MEC	ACP 25	4.94	160-12-27	474.57
				340-12-17	

D. STAFFORD  
 E. NOYER  
 A. WHITE

I-275  
 SET UP'S  
 5-7-07

LEICA TPS # 253051  
 WINDY 79°  
 5-7-07

STA	FEAT CODE	REF	HT	X	H. DIST
X@ ACP 27	DM-X CUT	ACP 27	5.43	00-00-00	428.36
BSE ACP 26	NL-MEC	ACP 26	5.41	104-04-51	166.54
FSE ACP 15	NL-MEC	ACP 15	5.49	284-04-50	179-59-52

SEE PG 51, 52 & 53 FOR CHAINS

CURIA NAME	CURIA #	FEAT. CODE	CURIAL TEST
BEPA	1	AP	BEPA 1-30
BEPS	1		BEPS 11-32
BEPC	1		BEPC 1-33
BEPD	1		BEPD 1-5
	2		BEPD 6-10
	3		BEPE 4, BEPD 11-16
BEPE	1		BEPE 1-4
	2		BSHD 17, BEPE 5-9, BSHD 22
	3		BSHC 24, BEPE 10, BSHD 24, 25, BCBA 11, 8, BSAC 25
	4		BEPE 10, BCBA 7
	5		BECA 18, BEPE 11-12, BCBA 11, 10, BEPE 13-15, BSNC 31
BEPE F	1		BSHD 30, BEPE 1-6, BSHD 42
BACA	1	AC	BACA 1-10
BACA	2		BACA 11-16, BSHD 6
BAAB	1		DELETED
BSHA	1	SALDR	BSHA 1-30
BSHB	1		BSHB 1-24, 25-26, 28-33, BCBA 11, 22, BSHD 34-35
BSHC	1		BSHC 1-24, 25-35
BSHD	1		BSHD 1-8
	2		BSHD 9-12, 8
	3		BSHE 4, BSHD 13-17
BSHE	1		BSHE 1-4
BSHE	2		EMPTY
BTDA	1	BANK	BTDA 1-30
BTBB	1		BTBB 1-22, 24-28
BTBB	2		BTBB 29-33, 34-36, BTSC 34
BTBC	1		BTBC 1-25, BTBB 28
BTBC	2		BTBC 26-34
BTBD	1		BTBD 1-7, 8-11, 7
BTBD	2		BTBE 4, BTBD 12-31
BTBE	1		BTBE 1-4
	2		BTBE 5-6
	3		BTBE 7-12
	4		BTDD 44, BTBE 13-17

CONT on TOP of SIDE PG.

CONT FROM BOTTOM OF SIDE PG.

501439 / 50

CURIA NAME	CURIA #	FEAT. CODE	CURIAL TEST
BTBA	1	SLP	BTBA 1-30
BTBB	1		BTBB 1-14
	2		BTBB 15-23
	3		BTBB 24-28
	4		BTBB 29-31, 32-35
BTSC	1		BTSC 1-11, BTBB 12
	2		BTSC 12-20
	3		DELETED
	4		BTSC 21-25
BTSD	1		BTSD 1-4, 5-6
	2		BTSE 4, BTSD 7-20
	3		BTSD 21-37
BTSE	1		BTSE 1-4
	2		BTSE 5-9
	3		EMPTY
BCRA	1	GR	BCRA 1-6
	2		BCRA 7-11
	3		BCRA 12-19
BECA	1	CRVT	BECA 1-8, 1
	2		BECA 9-17, 9
	3		BSHB 26, BECA 19, 18, BSHD 29
BHWA	1	SEW	BHWA 1-4, 1
	2		BAWA 5-8, 5
	3		BHWA 9-12, 7
BGTA	1	MISC	BGTA 1-4, 1, 5-8, 5
	2		BGTA 9-14, 9
	3		BGTA 15-20, 15
	4		BGTA 21-26, 21
	5		BGTA 27-30, 27, 31-34, 31
BCBA	1	CB	BCBA 1-4, 1
	2		BCBA 5-10, 5
	3		BCBA 11-16, 11
	4		BCBA 17-23, 17
	5		BCBA 24-27, 24
BTDD	4	SLP	BTDD 30-40
	5		BTSD 41-43
	6		BTSD 44-45
BTDE	5	BANK	BTDD 45, BTDE 18-27, BTDD 46
	6		BTDD 47, BTDE 28-36, BTDD 49
	7		BTDD 50, BTDE 37-41

CONT on PG # 51

CONT FROM PG. 51

J. D. AM  
 D. STAFFORD  
 E. NAYER  
 P. ZHER  
 11-27-85  
 CHAIN LIST  
 501439  
 05/01/07  
 (LEICA TPS #255051)  
 H.T./L.E./D.Y.  
 2794  
 05/01/07

CHAIN NAME	CHAIN #	FEAT CODE	CHAIN LIST
BSTA	1	SGNF	BSTA 1-4, 1
BSTA	2	SGNF	BSTA 5-6
BMSA	1	MS	BMSA 1-2
BMSA	2	MS	BMSA 3-4
BPCA	1	PEULV-1	BPCA 1-2
	2		BPCA 3-4
	3		BPCA 5-6
	4		BPCA 7-8
	5		BPCA 9-10
	6		BPCA 11-12
	7		BPCA 13-14
	8		BPCA 15
BHWA	4	SEW	EMPTY

05/02/07

BEDA	1	AP	BEDA 1-3B
BSHA	1	SHDR	BSHA 1-4B
BDBA	1	BK	BDBA 1-42, 43-44
BDSA	1	SLP	BDSA 1-33, 34-40, BDBA 42
BDSA	2	SLP	BDSA 41-43, 44-46
BTSA	3	SLP	BTSA 38, BTSP 10-11, BDBA 42
BGRB	1	GR	BGRB 1-5
BGRB	2	GR	BGRB 6-7
BMSHA	1	MES	BMSHA 1-10, 11-14, 11
BPCA	8	PEULV	BPCA 15-16
	9		BPCA 17-18
	10		BPCA 19-20
	11		BPCA 21-22
	12		BPCA 23-24
	13		BPCA 25-26
BCBA	6	CB	BCBA 28-31
	7		BCBA 32-33
	8		BCBA 34-39, 36
	9		BCBA 40-43
	10		BCBA 44-47

501439 / 51

CHAIN NAME	CHAIN #	FEAT CODE	CHAIN LIST
BGRTA	6	MISC	BGRTA 55-38
	7		BGRTA 39-42
	8		BGRTA 43-46, 45
	9		BGRTA 47-50, 47
	10		BGRTA 51-54, 51
BEPE	5	AD	
	6		BSHAB, BEPE 16-21, BSHAB8
	7		EMPTY

CHAIN NAME	CHAIN #	FEAT CODE	CHAIN LIST
CEPD	1	AP	1-
CSHD	1	SHDR	1-6,,
CGRB ✓	1	GR	1-3,,
CSWRB ✓	1	SWRB	1-3,, (BACK)
CSWRB ✓	1	SWRB	1-6,, (FACE)
CEPA ✓	1	AP	1-10,,
CBCA ✓	1	CEB	1-2,,
CGUA ✓	1	MISC	1-12,, CUTTER-FLOW LINE
CECB ✓	1	CEB	1-9,, BACK OF CURB - TYPE F W/ CUTTER
CECA ✓	1	CSL	1-4,, 5-7, 5,, 8-13,, 12-15,, 16-19, 16,, 20-23, 20,,

CONNECT CEPD TO SHDR THEN CONTINUE CHAIN AS EPD NOT SHD

CONT ON PG. 52

D. STAFFORD  
E. NOYER  
A. WHITE

I-225  
CHAIN LIST

LETTA TPS # 253051  
NEEDY/WARM  
8:30 P/E  
05/07/07

CGRTA ✓ 1-4, 1,, 5-8, 5,,

CPTT ✓ 1-2,,

CBDDGA (1) CONNECT TO BBDDGA 3

CEEB ✓ 1-4,,

CTBA 1-

CGRD ✓ 1-4,,

CLL ✓ 1-4, 1,, 5-8, 5,,

CONT ON PG # 53 THIS BOOK

4202381 "C"

501439 / 59

5-7-07

MISC 1 STEEL GRATE FOR LIFT STATION

PST 1 POST .35' x .35' CONC

BLDG 1 BLDG CORNER - NO CHAIN

CSL 1 CSL - LOADING DOCK

BNK 1 TOB - STILL OPEN @ END OF DAY

GR 1 GUARD RAIL - 0.5' IN CONC BARRIER WALL  
SHOT @ FACE

LL 1 LANE LINE - PED CROSSING - SOLID WHITE

SAME CREW

I-275  
CHANGELIST

CHED ✓ 1-5, 7,, 6-11, 6,, 12-16, 12,, 17-23, 17,, 24-27, 24,,  
28-34, 28,, 35-38, 35,,

CEPF ✓ 1-10,,

CCG ✓ 1-9,,

CCGB ✓ 1-7,,

CEPB ✓ 1-22,,

CCGBA ✓ 1-20,,

CCGA ✓ 1-20,,

4202381 "C"

501439 / 53

5-7-07

HED 1 HEDGE - 2' TALL

AP 1 AP - EDGE OF PAVMT

CG 1 CURB & GUTTER - FLOWLINE

CCB 1 CURB & GUTTER BACK - TYPE F w/GUTTER

AP 1 EDGE OF PAVEMENT

CCB 1 CURB & GUTTER BACK

CG 1 CURB & GUTTER - FLOWLINE

D. STAFFORD  
E. MOYER  
A. WHITE  
A. PEARSON

(SEGMENT CONT.)

X @ ACP 27

OM - X CUT

5.30

ACP 28 00-00-00  
90-19-46  
441.09

179-59-58  
269-40-22

5.49

ACP 15 288-30-46  
90-37-42  
166.54

108-30-45  
269-22-34

5.41

X @ ACP 28

NL - MEC

5.15

ACP 27 00-00-00  
88-39-07  
441.10

179-59-58  
270-21-05

5.13

ACP 14 95-36-54  
89-17-28  
127.32

275-36-55  
270-42-40

5.11

SEE PG'S 55-60 FOR CHAINS

4202381 "C"

501439 / 54

LEILA TPS # 253281

I-275

SET-DPS

5:30 PM  
85° P CLOUDY

NL - MEC

NL - MEC

OM - X CUT

NL - MEC

SMALL CREW

I-275  
CHAIN LIST

CTSA 1-OPEN

CTB 1-OPEN

CSHA 1-OPEN

CGR 1-OPEN

CEP 1-OPEN

~~CTA~~ ~~CTB~~

CPCULV

1  
18" RCP  
(FES)

2  
18" RCP  
(FES)

3  
18" RCP

4  
18" RCP

5  
18" RCP

12  
18" RCP

13  
18" RCP

ALL SHOTS ARE INVERTS  
SHOT @ FLOWLINE OF PIPES

CONT ON PG # 56 THIS BOOK

4202381 "C"

501439/ 55

5-8-67

SLP 1 TOE (5) CHAIN OPEN @ END OF DAY

BNK 1 TOE (5) CHAIN OPEN

SHDR 1 SHOULDER (5) CHAIN OPEN

GR 1 GUARDRAIL (5) (OPEN)

AP 1 EP (5) OF S. BOUND I-275 (OPEN)

6	7	8	9	10	11
18" RCP	18" RCP	14X23 ERCP	18" RCP	14X23 ERCP	18" RCP

SAME QTY

I-275  
CHARL LIST

CEPB 7- OPEN

CSHB 1-2,, 3-6,, 8-24,,

CCRA ✓ 1-5,,

CCB ✓ 1-4,, 1,,

CGRT ✓ 1-4,, 1,,

CSHC 1-6,, 7-

CEPC 1- OPEN

CONT on PG # 57 THIS BOOK

4202081 C

501459 / 56

5-8-07

AP 1 EP = N. OF S. BOUND  
SIDE (OPEN)

SHLDR 1 SHOULDER - S. SIDE OF CONC GUARDRAIL IN  
MEDIAN

GR 1 GUARDRAIL - .8 W. CONC WALL SHOT @ S. FACE

CB 2 CATCH BASIN

MISC 2 GRATE STEEL

SHLDR 1 SHOULDER - N. SIDE OF CONC GUARDRAIL  
IN MEDIAN (OPEN)

AP 1 EP (OPEN)

SAME CREW

S-226  
CHAIN LIST

CCBA ✓ 1-4, 1, 3

CCRTB ✓ 1-4, 1, 3

CCGE ✓ 1-3, 4-6, 7-11, 12-24

CCGD ✓ 1-4, 5-7, 8-12, 13-25

CCNL ✓ 1-5, 1, 3

CCRC ✓ 1-4, 1, 3

CCNLV ✓ 1-3, 1, 3

4202581 C

501431 27

5-8-07

CB 2 CATCH BASIN

MISC 2 GRATE - STEEL

CG 1 CURB & GUTTER - FLOWLINE

CG 1 CURB & GUTTER - BACK

CINL 2 CURB INLET

MISC 2 STEEL GRATE

CINL 2 CURB INLET

SAVE (NEW)

I-775  
CIPRAL LIST

CBRTD ✓ 1-4, 1,,

CECV ✓ 1-2,,

CLLA ✓ 1-2,, 3-4,, 5-6,, 7-8,, 9-10,, 11-12,, 13-14,, 15-16,,  
17-18,, 19-20,, 21-22,, 23-24,, 25-26,, 27-28,, 29-30,,  
31-32,, 33-34,, 35-36,, 37-38,, 39-40,, 41-42,,

CLLB ✓ 1-2,, 3-4,,

CLLD ✓ 1-7,,

CLLE ✓ 1-2,, 3-4,, 5-6,, 7-8,, 9-10,, 11-12,, 13-14,, 15-16,,

CCINDB ✓ 1-5, 1,,

4202381 C

5014391 58

5-8-67

MISC 2 STEEL GRATE

CSL 1 EC

LL 1 LL - PARKING STRIPES - SOLID WHITE

LL 1 LL - SOLID BLUE - HANDICAP

LL 1 LL - SOLID WHITE

LL 1 LL - SOLID WHITE

CINL 2 CURB INLET

SAME CREW

I-225  
CHAIN LIST

CGRTE ✓ 1-4, 1<sub>33</sub>

CCGB ✓ 8-20<sub>11</sub>, 21-24<sub>31</sub>

CEPF 16-24<sub>31</sub>

CCG ✓ 10-31<sub>33</sub>

CCINL ✓ 1-5, 1<sub>33</sub>

CGRTE ✓ 1-4, 1<sub>33</sub>

CEPG ✓ 23-30<sub>33</sub>

CONT on PG# 60 THIS BOOK

4202381 "C"

50439 / 59

5-8-07

MISC 2 STEEL GRATE

CG 1 CURB & GUTTER BACK

AP 1 EP  
(OPEN)

CG 1 CURB & GUTTER-FLOWLINE

CINL 2 CURB INLET

MISC 2 STEEL GRATE

AP 1 EP

SAME CREW

J-205  
CHAIN LIST

CTBA

1-

CHAIN OPEN

CHED ✓ 39-44,, 45-48,, 49-53,, 54-57

4202381 "C"

501439/40

5-8-01

HED

1

HEDGE - 2' TALL

D STAFFORD E NOYER A WHITE A PEARSON (SEGMENT "C") (CONT)		X @ 28 NL - MEC		5.26
ACP 29	00-00-00 70-06-06 448.88	179-39-36 209-53-57		5.00
ACP 14	273-25-40 89-19-50 127.34	93-25-42 220-46-12		5.12
		X @ ACP 13 IRC 518" MEC LB 6566		5.49
ACP 29	00-00-00 90-05-00 465.08	179-39-36 209-55-09		5.00
ACP 30	209-36-35 90-02-09 457.20	79-36-33 209-38-13		5.25

4702381 C

501439/101

LEICA TPS 25305	I-IX SET UP'S			5-9-07 SUNNY 80°
	IRC 518" MEC LB 6566			
	NL - MEC			
	IRC 518" MEC LB 6566			
	IRC 518" MEC LB 6566			

SAME CREW

I-128  
CHAD LIST

CTBA ✓ 1-18, 19-34, CBE 14

LEC ✓ 3-7, 8-12,

CECC ✓ 1-4, 1,

CCSL ✓ 1-6, 7-12, 9-4, 3-10,

CTOB ✓ 1-9, 10-13,

CTOE ✓ 1-11,

PCOULV ✓ 14-15, 16-17, 18-19  
4" PVC SHST # 16 EDS  
100' UNDER MUD  
UNDER MUD R 1420  
18" RCP

CONT ON PG # 63 THIS BOOK

4202381 C

501439 / 42

5-9-07

BNK 1 TOB

CSL 2 DRAINAGE STRUCTURE

CSL 2 EDGE OF CONCRETE

CSL 1 CSL - BREAKLINE

BNK 1 TOB - RETENTION AREA

SLP 1 TOE - RETENTION AREA

PCOULV 2 PCOULV

SAME CREW

T. 215  
CHAIN LIST

CAP ✓ 3HX0.5 CAP 1-15,,

CSHE ✓ EPF 24 - CSHE - 16,,

CTSD ✓ 1-16,,

CTSE ✓ CTSD 3, 1-14,,

CFSE ✓ 1-14,,

CFNC ✓ 1-16,,  
4' CHAIN LINK

CTSE ✓ 1-15,,

4106501 C

201721 405

5-9-07

AP | EDGE OF PAVEMENT

SHDR | N. SHDR 215 M

BNK | NEXT TO SHE - TOB

BNK | TOB

SLP | 3RD CHAIN FROM SHE - TOE

FNC | 4' CHAIN LINK

SLP | NEXT TO FNC - TOE

SAME CREW

I-275  
CHAIN LIST

CAC ✓ 1-7, 10-8, 1

CSHC ✓ 1-28, 1

CEPC ✓ 1-23, 1

CGRE ✓ 1-13, 1

CEPB ✓ 1-21, 1

CARA ✓ 1-SHAR, CARA 1-12, CSHBT, 1

CEPB ✓ 1-22, 1

CONT. ON PG #65 THIS BOOK

5-9-07

AC 1 ASPHALT CROWN

SHDR 1 S. SHDR OF N. BOUND 275, SHOULDER

AP 1 S. ESP TO N. 275 - EDGE OF PAVEMENT

GR 1 GUARDRAIL - 23' WIDE STEEL  
♀

AP 1 EDGE OF PAVT'S EP OF 6 275

AP 1 AP @ MEDIAN'S STEEL GR

AP 1 EDGE OF PAVEMENT

SAME CREW

T. 275  
CHAIN LIST

CTOBA ✓ 1-2,,

CTOBB ✓ CTBBAL, TOBB 1-20,,

CTOEA ✓ 1-10,, 11-18,,

CTSA ✓ 4-12,,

CTB ✓ 1-13,,

CSHA ✓ 1-8,, 9-11  
MAKE FEAT CODE AP  
1-8

FEAT CODE SHLDR  
9-OPEN 25

CGR ✓ 1-7,,

4206501 C

5014391 605

5-9-07

BNK 1 S. OF SHO - TOB

BNK 1 N. OF GRE - TOB

SLP 1 N. SIDE OF GRE IN MEDIAN - TOE

SLP 1 S. OF S. 275 - TOE

BNK 1 S. OF S. 275 - TOB

SHLDR 1 SHOULDER

GR 1 GUARDRAIL - STEEL

SAME CREW

U-225  
CHAREN LIST

CEP ✓ 5-16,,

CEPE ✓ SHAB, 17,,

CTBE ✓ TB9, TBE1-10,,

CTSE ✓ 1-5,,

CSHRA ✓ 1-4,,

CPDA ✓ CPPT1, CPPT1  
FIELD CODE - PWR

CMEL ✓ 1-8,,

4202381 C

501439 / Lolo

5-9-07

AP 1 EDGE OF PAVEMENT

AP 1 EDGE OF PAVEMENT

BNK 1 TOB

SLP 1 TOE

SHDR 1 SHOULDER

PWR 5 OH W

MEDI 2 MEDIAN INLET

SAME CREW

I-275  
CHAIN LIFT

CGRTG ✓ 1-4, 1, 2

CECD ✓ MEI 2, CECD 1-6, MEI 3, CECD 7-8, MEI 2, MEI 7, CECD 9-10,  
MEI 6, CECD 13-14, MEI 7

CEW ✓ 1-12, 1, 2

CGETH ✓ 1-4, 1, 2

4202381 "C"

501439 / 67

5-9-07

MISC 2 GRATE STEEL

CSL 2 MEDIAN INLET - EOC

CEW 2 U-TYPE ENDGALL

MISC 2 STEEL GRATE



SAME CREW

I. 275  
CHARLIE

DTBA 1-44//45-51

DTBB 1-36

DTBC 1-36

DTBD 1-32//33-39

DTBE ✓ 1-5, DTBA 3// DTBA 3, DTBE 6-8, DTSE 1// 9-29, DTBA 15//  
DTBE 22, 25-33, DTSA 28// DTBB 1, DTBE 34-36, DTBC 1//  
DTBC 2, DTBE 37-39, DTBB 2//

DTBF ✓ DTBE 15, DTBA 1-3, DTBA 16// 4-12//

DTSA ✓ 1-3// 4-18// 19-29// 30-52// 53-64// 65-85//

4202381 "D"

501439 69

5-10-07

BNK 1 TOB "A"

BNK 1 TOB "B"

BNK 1 TOB "C"

BNK 1 TOB "D"

BNK 1 TOB "E" 5 OF 5 275

BNK 1 TOB "F"

SLP 1 TOE "A"

SAME CREW

I-275  
CHAIN LIST

DTSB ✓ ✓ ✓ ✓  
CTOEA 18, DTSB 2 // DTSB 3-10 // 11-20 // 21-32 //

DTSC

DTSD ✓ ✓  
1-11, DTSP 9 // DTSP 9, DTSD 12-35 //

DTSE ✓  
1-28, DTSA 29 //

DTSF ✓ ✓  
1-9 // DTSD 10, DTSP 10-23, DTSD 24 //

DEPA ✓ ✓ ✓  
1-19 // DEPA 19-28 // DEPA 28

DEPB 1-32

4202381 "D"

501439 / 70

5-10-87

SLP 1 TOE "B"

SLP 1 TOE "C"

SLP 1 TOE "D"

SLP 1 S. OF S. 275 - TOE

SLP 1 CHAIN #2 OPEN NEED SHOT 2L

AP 1 EOP "A"

AP 1 EOP "B"

SAME CELL

T-275  
CHAIN LIST

DEPC 1-

DEPD

1-22

DEPD 22-26

DEPD 26-32

DEPD 32

FEAT CODE  
AP-BL

AP-LL

FEAT CODE  
AP

DSHA

1-31  
OPEN

DSHB

1-  
OPEN

DSHC

1-

DSHD

1-30

ST

DENCB

1-31

AP

1

EDGE OF PAVT "C"

AP

1

EOP "D"

SHLDR

1

SHOULDER "A"

SHLDR

1

SHOULDER "B"

SHLDR

1

SHOULDER "C"

SHLDR

1

SHOULDER "D"

FNC

1

FENCE - CHAIN LINK - 4'

SAME CREW

I-275  
CHAIN LIST

DACA ✓  
1-27// 28-

DACB ✓  
1-10, 11-21, 10, 22-26, 11//  
DEPDZL 27-43//  
DACB 21, 27-30//

DWDL ✓  
1-10// 11-17//

DFNCA ✓  
1-40//

DHWA ✓  
1-4, 5// 5-8, 5//

DEPE ✓  
DEPA, DEPE 1-2// OSNO, OSNA//

DPOLVA ✓  
1-2// 3-4//  
18" RCD 18" RCP

4202381 0

501439 / 72

5-10-07

AC S. BOUND 275

AC N. BOUND 275

WDL 1 WDL - EDGE OF 8' PALMS  
TALL

FNC 1 FENCE - CHAIN LINK - 4'

SEW 2 STRAIGHT END WALL -  
POSSIBLE FLOW REDUCER

AP 1 EDGE OF PYMT "E"

PCULV 2 PCULV - INVERTS & DIRECTION

SAME CREW

I-215  
CHAIN LIST

DCBA

1-4, 13

DELTA

1-4, 5-8, 9-12, 13-16, 13

DFNCB

1-

DSHR

1-4, 5-11, 12-17, 12

DSHRB

1-5, 6-10, 11-14, 20-25, 20

DLLA

BEPA 28, DLLA 1-7, DEPA 1

DLL

NO CHAINS

420238 "D"

5/10/73

5-10-07

CB

2

CATCH BASIN

MISC

2

GRATE-STEEL

FNC

1

FENCE-CHAIN LINK 4'

HED

1

HEDGE/SHRUB

HED

1

HEDGE/SHRUB

LL

1

SOLID WHITE LINE

(CONT FROM PG. 68)

D. STAFFORD E. MAYER P. ZUER	5/11/07 K @ ACP 30 IRC 5/8" MEC LB6566		5.57
ACP 12	00-00-00 90-02-54 470.35	179-39-58 269-57-10	5.05
ACP 13	209-47-36 90-03-46 457.18	29-47-82 209-36-12	5.03
5-14-07	K @ ACP 12 IRC 5/8" MEC LB6566		5.15
ACP 30	00-00-00 90-03-01 470.37	180-00-01 269-56-49	4.93
ACP 31	209-48-15 90-02-21 460.33	29-48-19 269-57-21	5.12

\*NOTE: VERTICAL RESIDUALS DURING  
AXIS TEST STORED @ 10% - CONTINUED  
WITH TOPO

(CONT NEXT PAGE)  
\* 75 \* 11/2/07

4202381 "D"

501439 / 74

LEICA TPS #7153051	I-275 SET-UPS		5/10-07 5-14-07
		IRC 5/8" MEC LB6566	
		IRC 5/8" MEC LB6566	
		IRC 5/8" MEC LB6566	
		IRC 5/8" MEC LB6566	
		IRC 5/8" MEC LB6566	



SAME (RELI)

I-275  
CROWN LIST

DACC 1-7, DEPR 2///

DACC EPA28, DACC 1-10///

DMEDI 1-8, 1/// 9-16, 9/// 17-24, 17///

DECA DMEDI 2, DECA 1-4, MEDI 2, DMEDI 3, DECA 5-8, MEDI 4///  
DMEDI 4, DECA 9-12, DMEDI 6/// DMEDI 8, DECA 13-16,  
DMEDI 7///

DEPR DEPR 2, 1-13///

DEPH RSHF 2, DEPH 1, DSHA 38/// DEPR 26, DEPH 2-7/// DEPH 1-11///  
FEAT CDE AP-LL FEAT CDE AP

DEPR DEPH 1-5///

420281 U

5019591 710

5-14-67

AP 1 S. BOUND 275 1ST CROWN FROM  
SHOULDER ON ON RAMP

AP 1 ASPHALT CROWN

MEDI 2 MEDIAN INLET

SPL 2 SPILLWAY

AP 1 EDGE OF PVMT "G"

AP 1 EDGE OF PVMT "H"

AP 1 EDGE OF PVMT "F"

SAME (cont)	I-225 CHAIN LIST			
DSHE	DSHA 36, ✓ 1-6//			
DSHF	1-9// ✓			
DSHG	DSHD 30, ✓ DSHG 1-5//			
DSHH	1-5, ✓			
DRA	1-2// ✓ 18" RCP	3-4// ✓ 18" RMP	5-6// ✓ 18" RCP	7-8// ✓ 18" CMP
DSPLA	DMEDIA 4, DSPLA 4, DMEDIA 5, 15, DSPLA 5-8, DMEDIA 16// DMEDIA 10, DSPLA 9-12, DMEDIA 10, 11, DSPLA 13-16, DMEDIA 11// DMEDIA 18, DSPLA 17-20, DMEDIA 18, 19, DSPLA 21-24, DMEDIA 19// DMEDIA 22, DSPLA 25-28, DMEDIA 22, 23, DSPLA 29-32, DMEDIA 23//			
DSEW	1-12, 1, 33// ✓	12-14, 5// ✓	15-26, 5, 26-28, 19// ✓	29-31, 41-45, ✓

4202381 D"		501439/ 77
		B-1507
SHLDR	1	SHLDR "E"
SHLDR	1	SHLDR "F"
SHLDR	1	SHLDR "G"
SHLDR	1	SHLDR "H"
PCULV	2	PIPE CULVERTS
SPL	2	SPILLWAY
SPEW	2	SPIRE END WALL

(CONT FROM PG 75)

SHAW CREW

X @ ACP7

IRC 5/8" MEC LBG566

5.45

ACPB

182-49-19

02-49-22

5.08

89-58-55

270-01-15

462.06

ACPH4

00-00-00

179-39-39

5.19

89-58-21

20-09-42

494.92

END OF SET UP'S, CHAINS & SEG "D"  
THIS BOOK!

4202381 D

504391 78

LETTER TFS #253851

I-275

SET-UPS

5-15-07

85%

WALBY/MAGG

IRC 5/8" MEC LBG566

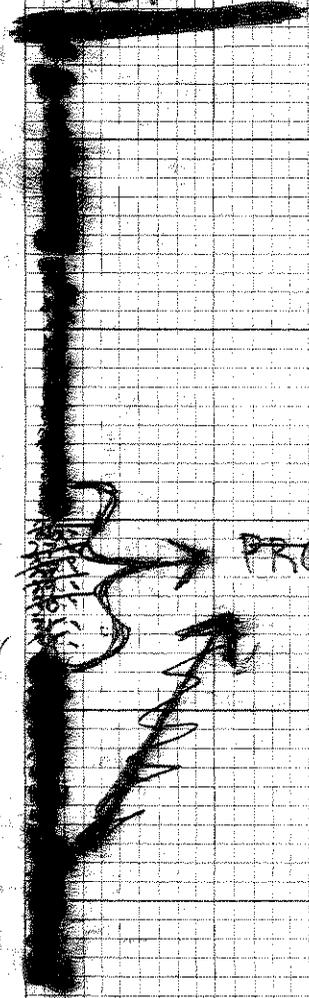
IRC 5/8" MEC LBG566

ACP 43	NL-MEC	5.55	9:42	9:52
ACP 19	IRC-MEC	5.10	10:13	10:22
ACP 20	IRC-MEC	5.31	10:26	10:39
ACP 21	IRC-MEC	5.27	10:42	10:50
ACP 22	IRC-MEC	<del>5.36</del> 5.36	10:55	11:04
ACP 23	IRC-MEC	5.11	11:11	11:52
<del>ACP 24</del>		<del>5.11</del>		
1000	IRS/8"	5.22	12:12	12:28
ACP 26	NL-MEC	5.50	12:37	12:56
ACP 27	X-Cut	5.28	*11	*30
ACP 28	NL-MEC	5.31	1:36	2:04
ACP 29	IRC-MEC	5.28	2:06	2:30
ACP 30	IRC-MEC	5.25	2:36	3:00
ACP 31	IRC-MEC	4.89	3:06	3:33
ACP 32	IRC-MEC	5.18	3:43	4:00

4:09

4:10  
Shut down

### ACP



4-19-07

14274 Start  
14339 END

4-23-07

144

14,380

14,952

Fri May 4th  
Sat May 5th

AC  
 AC  
 ACP  
 ACP  
 ACP  
~~ACP~~  
 10  
 ACP  
 ACP  
 ACP  
 ACP  
 ACP  
 ACP  
 ACP  
 ACP  
 ACP

	BS	FS
0	10.83	4.95
	8.17	5.89
	1.34	1.54

Sokkia Surveying Systems,  
Instruments, Equipment and Supplies

BS A. 198 <sup>179, 217</sup>

BS. 203

A. ~~29~~ 30

S. 39 ~~41~~

A. 225'

S. 231'

231.3

- Total Stations
- Electronic Field Book
- Mapping Software
- EDM Systems
- Theodolites
- Levels
- Transits
- Tripods
- Rods
- Hand Levels
- Tapes
- Planimeters
- Accessories

ALL PREVIOUS BLANK FIELD BOOK PAGES NOT SCANNED  
 REMAINDER OF FIELD BOOK PAGES ARE BLANK AND NOT SCANNED

The paper in this book is a fine quality thick 50% rag ledger  
 specially treated during the making to give "High Wet  
 Strength." It retains its strength and writing surfaces when dried  
 after having been subjected to extreme weather conditions.





**CERTIFICATION:**

I hereby certify that as of the date shown below, all data recorded in said Field Book Number 50144.1 is a true representation of the Field Survey made in my responsible charge and that to the best of my knowledge said Field Survey is in compliance with the Minimum Technical Standards adopted by the Florida State Board of Land Surveyors.

**CERTIFIED:**

(Sign)

J. K. Rice

(Print Name)

JOHN K. RICE

Florida Regis. Prof. Land Surveyor No.

LS4941

Pages

1-80

Date

8/08/07

FOR: MCKIM & CREED, P.A.

438 INTERSTATE COURT  
SARASOTA, FL 34240

FL LICENSED BUSINESS No. 6566

SAME CELL

I-275  
CHINA LIST

ESHRA 1-4// 5-9//

ECBA 1-8, 1// 9-16, 9//

ESPLA ECBAB, ESPLA 1-4, ECBAB, ECBAT, ESPLA 5-8, ECBAT // ECBAB, ESPLA 9-12, ECBAB, ECBAT, ESPLA 13-16, ESPLA 3 // ECBAT, ESPLA 17-20, ECBAT, ECBAT, ESPLA 21-24, ECBAT // ECBAT, ESPLA 25-28, ECBAT, ECBAT, ESPLA 29-32, ECBAT //

EGRTA 1-4, 1// 5-8, 1//

EPCA 1-2// 3-4// 5-6//  
18" RCP 18" CMP 18" RCP

EECA 6// ECBB1, EECA 7-13// 14-19// 20-23//

EECB ECBAC, ECBB1-5, ECBAC // 6-9//

4202381 "E"

501441/12

5-17-07

SHLDR 1 SHOULDER

CB 2 CATCH BASIN

SPL 2 SPILLWAY

SPD 2 STEEL GRATE

PCULV 2 PIPE CULVERT

CSL 1 EDGE OF CONCRETE

CSL 1 EDGE OF CONCRETE



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3	BLANK
4	PROJECT LOCATION SKETCH
5	INDEX
6	SURVEY REPORT
7	LEGEND
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15	SEGMENT "E" SET-UP RECORDS
16-17	SEGMENT "E" CHAIN LIST
18	SEGMENT "E" SET-UP RECORDS
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80	ALIGNMENT STAKE OUT NOTES

SURVEY REPORT

1. THE HORIZONTAL DATUM FOR THIS SURVEY IS REPORTED TO BE BASED ON THE NORTH AMERICAN DATUM OF 1983, 1990 ADJUSTMENT FLORIDA WEST ZONE. MONUMENTATION USED WAS NGS MONUMENTS MOOS & GIS 006 HAVING A BEARING BETWEEN OF  $N 00^{\circ} 21' 46.72'' E$ .
2. THE VERTICAL DATUM FOR THIS SURVEY IS REPORTED TO BE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 BENCHMARKS WERE PROVIDED BY FOOT DISTRICT 1.
3. THIS SURVEY WAS PERFORMED AND PREPARED IN ACCORDANCE WITH ITS SCOPE OF SERVICES.
4. THERE IS OTHER INFORMATION RECORDED IN FD# 501439 THAT PERTAINS TO THIS SURVEY, AND FIS# 501443.

LEGEND

FB	FIELD BOOKS
BOS	BEGINNING OF SURVEY
EOS	END OF SURVEY
FOOT	FLORIDA DEPARTMENT OF TRANSPORTATION
TWP	TOWNSHIP
RNG	RANGE
STA	STATION
FND	FOUND
NL	NAIL
PK & D	PK NAIL WITH DISK
IRC	IRON ROD WITH CAP
OM	OTHER MARKER
BM	BENCH MARK
TP	TURN POINT
TRAV	TRAVERSE
FT	FOOT
ADJ.	ADJUSTED
M&C	MAC KEM & CREEK
AP	ASPHALT PAVEMENT
CPVT	CONCRETE PAVEMENT
CSL	CONCRETE SLAB
SEW	SPECIAL END WALL
SEW	STRAIGHT END WALL
SPL	SPELLWAY
REP	REP RAP
GU	GUTTER
CG	CURB AND GUTTER
CGB	CURB AND GUTTER BACK
CB	CATCH BASIN
GI	GUTTER INLET
UW	"U" SHAPED END WALL
MEDI	MEDIAN INLET
PCULV	PIPE CULVERT
SPD	SPECIAL DRAINAGE
MISC	MISCELLANEOUS

2017717

TDE	TOE OF SLOPE
SLP	SLOPE TOP / BOTTOM
BANK	BANK TOP / BOTTOM
TDB	TOP OF BANK
SHDR	PAVED SHOULDER
FNC	FENCE
GR	GUARD RAIL
HED	HEDGE
LL	LANE LINE
PST	POST
ACP	"ALPHA" CONTROL POINT

		<p>π @ ACP 7 IRC 5/8" MEC LB6566</p>	<p>179-59-55 270-11-53</p>	<p>5.20</p>
ACP 44	<p>00-00-00 89-47-39 494.91</p>		<p>179-59-55 270-11-53</p>	<p>5.26</p>
ACP 8	<p>182-49-27 89-57-05 462.06</p>		<p>02-49-22 270-02-53</p>	<p>5.07</p>
		<p>π @ ACP 44 IRC 5/8" MEC LB6566</p>		<p>5.42</p>
ACP 45	<p>193-44-13 89-44-31 494.99</p>		<p>13-44-17 270-15-13</p>	<p>5.03</p>
ACP 7	<p>00-00-00 90-15-35 494.92</p>		<p>179-59-56 269-44-24</p>	<p>4.89</p>
		<p>π @ ACP 45 IRC 5/8" MEC LB6566</p>		<p>5.26</p>
ACP 44	<p>00-00-00 90-18-46 494.99</p>		<p>179-59-57 269-41-30</p>	<p>5.26</p>
ACP 38	<p>198-06-34 90-17-17 370.91</p>		<p>18-06-32 269-42-54</p>	<p>5.07</p>

<p>D STAFFORD P ZEHR E NOYER LEICA TVS # 252651</p>	<p>7202081 E I-275 SET-UPS</p>	<p>501411 II 5-17-07 88° SUNNY</p>
	IRC 5/8" MEC LB6566	
	IRC 5/8" TRAY LB6566	
	IRC 5/8" CONTROL LB6566	

NAME	QTY	1-276	CHAIN LIST
ESHRA	11-4 // 5-9 //		
ECBA	1-8, 1 // 9-16, 9 //		
ESPLA	ECBA8, ESPLA 1-4, ECBA8, ECBA7, ESPLA 5-8, ECBA7 // ECBA3, ESPLA 9-12, ECBA3, ECBA4, ESPLA 13-16, ESPLA 8 // ECBA16, ESPLA 17-20, ECBA16, ECBA15, ESPLA 21-24, ECBA15 // ECBA11, ESPLA 25-28, ECBA11, ECBA12, ESPLA 29-32, ECBA12 //		
EGRTA	1-4, 1 // 5-8, 1 //		
EPDA	1-2 // 3-4 // 5-6 //	18" RCP	18" CMP 18" RCP
EECA	1-6 // ECGB1, EECA 7-13 // 14-19 // 20-23 //		
EECB	EECA 6, EECB 1-5, EECB 6 // 6-9 //		

4202381 "E"		5014112	5-17-07
SHLDR	1	SHOULDER	
CB	2	CATCH BASIN	
SPL	2	SPILLWAY	
ISPD	2	STEEL GRATE	
PCULV	2	PIPE CULVERT	
CSL	1	EDGE OF CONCRETE	
CSL	1	EDGE OF CONCRETE	

SAME CREW

II-275  
CHAIN LIST

EGGA

1-6// 7-10//

EGGB

1-6, EGGA 13// 7-10//

ETSA

1-22//

ESEW

1-18, 5, 11//

S

EFNCA

1-4//

ETBA

1-9//

EAPA

1-4//

4202381 E

50141/ B

5-17-07

CG

2

FLOWLINE

CG

2

FLOWLINE

SLP

1

TOE

SPEW

2

SPECIAL END WALL

FNC

1

FENCE - 4' CHAIN LINK

BNK

1

TOB

AP

1

EDGE OF ASPHALT PAVEMENT

SAME CREW

5-175  
CREW LIST

EGRA

1-4/1

EEPB

1-4/1

ESHA

1-4/1

EEPB

1-4/1

EEPB

1-4/1

ESHB

1-4/1

EADA

1-4/1

4202381 E

5-17-07

5-17-07

GR

1

GUARD RAIL

AP

1

EDGE OF ASPHALT PAVEMENT

SHLDR

1

SHOULDER

AP

1

EDGE OF PAVEMENT

AP

1

EDGE OF PAVEMENT

SHLDR

1

SHOULDER

AP

1

ASPHALT CROWN

		X @ ACP 34 IRC 5/8" MEC LB6566	5.49
ACP 33	00-00-00 89-18-26 496.48	180-00-03 270-41-32	5.21
ACP 35	173-58-30 89-58-50 358.02	358-58-26 270-01-13	5.19
		X @ ACP 35 NL-PKED MEC LB6566	5.22
		POSSIBLE BAD HT ON ACP 36 TWO FS ELEV FOR SHOTS! = 81' error V.	
ACP 36	00-00-00 89-57-55 496.10	180-00-02 270-02-11	5.38
ACP 34	175-22-30 90-02-43 358.03	355-22-82 269-57-29	5.33
		X @ ACP 36 IRC 5/8" MEC LB6566	5.27
ACP 35	00-00-00 90-03-57 496.10	179-59-57 269-56-17	4.90
ACP 37	176-13-32 90-00-56 495.71	356-13-29 269-59-09	5.31

D STAFFORD P ZEHR E NOYER A WHITE	4202381 E. T-175 SET-UPS	5/21/15 5-21-07 88° SUNNY LEICA TS 753051
		IRC 5/8" MEC LB6566
		NL-PKED MEC LB6566
		IRC 5/8" MEC LB6566
		IRC 5/8" MEC LB6566
		NL-PKED MEC LB6566
		IRC 5/8" MEC LB6566

SAME CREW	D-275 CHAIN LIST				
ESHEA	✓ 10-24//	✓ 25-34//	35 - OPEN		
ETSA	✓ 23-32//	✓ 33-38//	✓ 39-42//		
ESPA	✓ 7-8// 18" CMP	9-11 18" CMP	✓ 10-11// 18" CMP	12-11 18" CMP	13-11 24" CMP
ESEW	✓ 19-31, 23// 82-95, 80//	✓ 32-45, 51//	✓ 46-43, 50//	✓ 64-81, 68//	
EECA	✓ 24-27//	✓ 28-32//	✓ 33-36//	✓ 37-40//	
ECGA	✓ 11-15//	✓ 16-19//			
EECB	✓ 10-12//	✓ 13-17//			

4202381 E		5-21-67
HED	1	EDGE OF SHRUBS/LA
SLP	1	TOE
POULY	2	PIPE CULVERT - INVERTS
SPEW	2	SPECIAL END WALL
CSL	1	EDGE OF CONCRETE
CG	1	CURB GUTTER - FLOWLINE
CSL	1	EDGE OF CONCRETE

SAME (DEL)

I-275  
CHAIN LIST

ECGS

✓  
11-13A, 14-16A

50141 / 17

5.21.07

CG

1

CURB & GUTTER FLOWLINE

		X @ ACP 37 IRC 5/8" MEC LB6506	5.43
ACP 36	00-00-00 90-00-15 495.72	179-59-56 269-59-38	5.23
ACP 38	184-59-31 89-47-04 405.86	07-59-28 276-12-57	5.29
		X @ ACP 49 NL - PKED. No ID	5.12 5.10 PM -MI
ACP 33	00-00-00 91-28-12 497.57	179-59-38 268-31-43	5.15
ACP 48	270-50-43 91-22-03 45.47	92-50-44 268-37-59	5.01

4202381 "E" 5/24/18

D STAFFORD P ZEHR E NOYER R CRANTON	I. 275 SET: UPS	5-22-07 90° SUNNY LEICA TS # 253051
	IRC 5/8" MEC LB6506	

SAME COEW

I-775  
CHAIN LIST

EUWJ  
5

1-14, 5//

EPCA

14

5

16-19//

DCRA7, EPCA 18//

24" CMP

18" CMP

18" RCP

18" CMP

19-20//

DPCAB, EPCA 21//

22-23//

18" RCP

18" CMP

18" RCP

ESHRA

35 - OPEN

ETSA

39-42//

ETBA

5-8// 9-22//

ESHA

5-9// 10-26//

EEPA

5-8// 9-11//

4202381 "E"

5/14/19

5-22-07

UEW

2

U TYPE END WALL

POOLV

2

PIPE CULVERT - INVERTS

HED

1

EDGE OF LANDSCAPED AREA

SLP

1

TOE

BNR

1

TOB

SHDR

1

SHOULDER

AP

1

EDGE OF PAVEMENT

SAME CELL

T-228  
CHAIN LIST

REPB

5-8// 9-20//

ESHBS

5-8// 9-OPEN 23//

ETBB

1-4// 5-14// 15-OPEN

BECOMES  
NATURAL SLOPE

ETSB

1-4//

EFACB

1- OPEN

EACA

5-17//

EDGE

1-8// 9-16// 17-24//

4202381 E

50141/20

5.22-07

AP

1

EDGE OF PAVT

SHLDR

1

SHOULDER

BNK

1

TOB

SLP

1

TOE

FNC

1

4' CHAIN LINK

AP

1

ASPHALT CROWN

CI

2

CUTTER INLET - TYPE "V"

SAME CREW

T-275  
CHAIN LIST

✓ ECRT

✓ 1-6, 11 // ✓ 7-12, 17 // ✓ 13-18, 1311

✓ ECGB

✓ 17-23 // ✓ 24-30 // ✓ 31-37 //

✓ ECGA

✓ 20-24 // ✓ 25-29 // ✓ 30-37 //

✓ ECEB

✓ 1-5 // ✓ 6-10 // ✓ 11-16 //

✓ EARA

✓ 5-11 //

✓ EGRA

✓ 5-16 //

SHOTS TIE  
INTO CONC GUARDRAIL  
OF BRIDGE

EEC

✓ ESHA 25, EEC1-2, ESHA 26 //

4262381 "E"

50141/21

5-22-07

MISC

2

STEEL GRATE

CSB

1

BACK OF CURB

CG

1

FLOWLINE

CG

1

FLOWLINE

AP

1

EDGE OF PAVT

GR

1

STEEL GUARDRAIL

CSL

1

EDGE OF CONC

SAME (2E11)

I-275  
CHAIN LIST

ETSC 1-2// 3-3// 8-12// 13-OPEN

ETBC 1-13//

ESHC 1-14//

EEPC 1-13

EMET 1-8, 11// 9-12, 9// 13-16, 13//

EGRTB 1-4, 11// 5-8, 5// 9-12, 9//

ECSL EMET 2, ECSL 1-4, EMET 2// EMET 3, ECSL 6-8, EMET 3//  
EMET 4, ECSL 9-12, EMET 14// EMET 7, ECSL 13-16, EMET 1//  
17-20, 17// 21-24, 21//

4202381 "E"

5/14/01

5-22-01

SLP 1 TOE

ENK 1 TOB

SHDR 1 SHOULDER

AP 1 EDGE OF PAVT

MEDI 2 MEDIAN INLET

MISC 2 STEEL GRADE

CSL 2 CONCRETE SLAB

X @ ACP 48  
IRC 5/8" MEC LB6566

5.51

ACP 33 00-00-00  
81-20-28  
498.61

179-39-33  
268-39-36

5.21

ACP 49 85-18-15  
89-11-54  
65.46

265-18-13  
270-48-11

4.99

X @ ACP 49  
NL - MEC

5.32

ACP 33 00-00-00  
91-29-12  
497.58

180-00-02  
268-30-49

ACP 48 272-56-39  
91-22-41  
65.47

92-56-36  
268-37-10

5.18

END OF SEGMENT "E"  
SET UPS!

4202381 E

5/14/73

D. STAFFORD  
P. ZEHAR  
E. NOYER  
N. WHITE

I. IJS  
SET-UPS

LETRA TS # 755051

5-23-07  
Nelson/Kelam  
8594

IRC 5/8" MEC LB6566

NL-PRCD NO TD

IRC 5/8" MEC LB6566

IRC 5/8" MEC LB6566

SAME CREW

I-275  
CHAI LIST

EGRB

✓  
1-4 1//

EECC

✓ ✓  
1-3 1// 4-6 1//

ESHA

✓  
EECC 3, ESHA 27 1//

ETBC

✓ ✓  
1-13 1// 14-19, ETB 22 1//  
BEGINS FROM NG

ESHBB

✓  
1-8 1//

EAPC

✓  
ESH 09, EAPC 1-3 1//

EGRC

✓  
1-5 1//

4202381 "E"

501441/24

5-23-67

GR

1  
GUARDRAIL

CSL

1  
EDGE OF CONC

SHLD

1  
SHOULDER

BNK

1  
TOB

HEO

1  
EDGE OF SHRUBS

AP

1  
ASPHALT PYMT

GR

1  
GUARDRAIL

DANE CREW

I-775  
CHINA TSI

ESHG

1-14//

EGRD

1-4, 11// 5-8, 51// EGRD 9-12, 91//

EEPC

1-13//

EEPD

1-12//

ESHG

1-14//

EGRE

1-11//

EAPD

EGGB4R, EAPD1-10//

420001 E

501441 / 25

5-23-07

SHDR

1

SHOULDER

GR

1

CONC GUARDRAIL

AP

1

EDGE OF PAVT

AP

1

EDGE OF PAVT

SHDR

1

SHOULDER

GR

1

STEEL GUARDRAIL

AP

1

EDGE OF ASPHALT

SAME CREW

I-775  
CIVIL LIST

ETBD

1-12//

EGT

ESH01, EGT25-28, ESH02// ESH04, EGT 35-44, ESH05//  
ESH08, EGT45-52, ESH09//

EGETC

1-6, 11// 7-12, 7// 13-18, 13//

EGGD

1-5// 6-16//

EDGE

1-5// 6-17//

ECGB

EG130, ECGB40-44, EG139, ECGB45, ~~EG140~~// ECGB46-47,  
EG148// ECGB 50, EG147// ECGB51-50//

EPCA

EPCA1, EPCA2//

4202381 E

5/14/20

5-25-07

BNK

1

TOB

GI

2

GUTTER INLET

MISC

2

STEEL GRATE

CG

1

CURB GUTTER FLOWLINE

CG

1

CURB GUTTER FLOWLINE

CG

1

CURB & GUTTER BACK

POU2V

2

PIPE CULVERT

SAME CREW

I-775  
CHAIN LIST

✓  
EEDD ~~ESBZ~~, EEDD 1-2, ESBZ //

4000001

2017911

5-23-07

COL

1

EDGE OF CONCRETE

		K @ ACP 46 IRC 518" MEC LB 51066		5.12
ACP 45	00-00-00		177-59-34	5.41
	91-11-31		208-48-24	
	498.18			
ACP 47	182-35-48		02-35-47	5.32
	38-57-24		271-02-34	
	271.18			

4102381 F

501441 / 28

SAME CREW		I-115 SET-UP'S		5.23-07
		IRC 518" MEC LB 51066		
		IRC 518" MEC LB 51066		

SAME GLEN

I-235  
CROWN LIST

FAPA ~~OPEN~~ 1-17//

FACA 1-16 OPEN 1-16// 17-24//

FSHA 1-9, FGE4, FGE5, FSHA 10-14, FGE12// FGE13, 15-12//

FESA FSHA3, FACA1-2, FSHA4// 3-6// 7-2, FGE14// FGE16, FCA13//  
FCA13-18//

FGR 1-4, //

PGRA 1-12//

FAPA 1-15// 16-17//

4202381 F

5014/1 29

5-23-07

AP 1 EP

HC 1 ASPHALT CROWN

SHDR 1 SHOULDER

CSL 1 EDGE OF CONC

GR 1 CONC GR @ BRIDGE DECK

GR 1 STEEL GUARDRAIL

AP 1 EDGE OF PAVT

SAME CELL

I-17X  
CIVIL LIST

FIBA ✓  
1-23//

FCGA ✓  
1-11//

11/2  
LAST SHOT

FCGB ✓  
1-14//

11/2  
LAST SHOT

FCGI ✓  
FECAL, FCI 1-8, FECA 7// ~~FECAT~~ FECA 2, FCI 9-16, FECA 13//  
17-24, 17//

FCGTA ✓  
1-6, 1// 7-12, 7// 13-18, 13//

FCGA ✓  
1-2// 3-4// 5-6//  
18" RCP 18" RCP 18" RCP  
4.96 4.98

4202381 "F"

501441/30

5-23-07

BNK 1 TOB

CG 1 CURB & GUTTER-FLOWLINE

CG 1 CURB & GUTTER-FLOWLINE

CGI 2 GUTTER INLET

MISC 2 STEEL GRATE

PCULY 2 PIPE CULVERT

1 @ ACP 416  
IRC 5/8" MEC LB6566

5.52

ACP 45 00-00-00  
91-17-05  
498.21

179-59-37  
208-42-47

5.19

ACP 47 182-36-12  
89-03-51  
271.20

02-36-12  
270-56-07

5.21

1 @ ACP 38  
IRC 5/8" MEC LB6566

5.48

ACP 45 28-33-50  
89-47-40  
370.97

208-33-49  
270-12-26

5.19

ACP 37 00-00-00  
90-14-13  
405.84

179-59-37  
269-45-45

5.47

ALL SHOTS AFTER 3:20 PM BACKSIGHT  
CHECK HAVE A ROD HT OF 5.05'

4202381 "F"

50141/3

D. STAFFORD  
D. ZEH  
S. SAXON  
A. WHITE

IVIS  
SET - UP'S

5-29-07

88° M. J. JUNNY

LESCA TR # 753051

IRC 5/8" MEC LB6566

IRC 5/8" MEC LB6566

IRC 5/8" MEC LB6566

IRC 5/8" MEC LB6566

SWR CREW

11-775  
CIVIL LIST

FGR 5-8, 5// 9-12, 9// 13-16, 13//

FGRB 1-5//

FEPB 1-29//

FSHB 1-33//

FAPB 1-3//

FSHR 1-9, 1//

FECB 1-4, 1// FSHC1, FECB-6, FSHC2//

4202381 "F"

50144/37

5-29-07

GR 1 CONC GUARDRAIL

GR 1 STEEL GUARDRAIL

AP 1 EDGE OF PYMT

SHDR 1 SHOULDER

AP 1 ASPHALT PYMT - EDGE

HED 1 EDGE OF SHRUBLINE

CSL 1 EDGE OF CONC

SAME CELL

I-775  
CHAIN LIST

✓  
FTBB 1-31//

✓  
FSHC 1-33//

✓  
FTBC 1-33//

✓  
FEPC 1-29//

✓ ✓ ✓ ✓  
FTBB 1-5// 16-18// 11-15// 16-35//

✓ ✓ ✓ ✓  
FMEI 1-4, 1// 5-12, 5// 13-20, 13// 21-28, 21// 29-32, 29//

✓ ✓ ✓ ✓  
FGRTS 1-4, 1// 5-8, 5// 9-12, 9// 13-16, 13// 17-20, 17//

4202381 "F"

5014417 38

5-29-67

BNK 1 TOB

SHLDR 1 SHOULDER

BNK 1 TOB

HP 1 EDGE OF PYMT

SLP 1 TOE

MEDI 2 MEDIAN INLET

MIBC 2 STEEL ORATE

SAME (2nd)

I-775  
LIMIT LIST

FCSL 3-6, 3-11, FSHD3, FCSL 7-8, FSHD4, FCSL9, FSHD2, FSHD3

FCSLA FMEI 12, FCSLA 1-4, FMEI 12, FMEI 7, FCSLA 5-8, FMEI 7  
FMEI 8, 9-12, FMEI 8, FMEI 11, FCSLA 13-14, FMEI 11  
FMEI 20, FCSLA 17-20, FMEI 20, FMEI 15, FCSLA 21-24, FMEI 15  
FMEI 16, FCSLA 25-28, FMEI 16, FMEI 19, FCSLA 29-32, FCSLA 19

FPCA 7-8, 9-10, 11-EPCA12, 12-EPCA13  
18" RCP 18" RCP 24" CMP 24" CMP  
FPCA 13-EPCA 14, 14-15, 16-17  
24" CMP 18" RCP 18" RCP

FEPD 1-29  
CHECK ACCESSORY  
p. 39

FSHD 1-6, 7-15, 16-20, 21-29

FAPD 1-10

FGRD 1-11

4202381 "F"

501441/34

6-29-07

CSL 1 CONCRETE SLAB

CSL 1 CONCRETE SLAB

PCULV 2 PIPE CULVERT

AP 1 EDGE OF PAVT

SHLDR 1 SHOULDER

AP 1 ASPHALT PAVT-EDGE

GR 1 STEEL GUARDRAIL

SAME CREW

V-705  
CROWN LIST

FCGD

✓  
1-6// 7-12// 13-17//

FCGE

✓  
1-5// 6-11// 12-16//

F7BD

1- p.39

FECD

✓  
1-7// 8-14// 15-21//

FGI

✓  
FECD7, FGI 25, FSHD6, FGE 28, FGI 29, FSHD7, FGE 30-32, FECD8//  
FGI 33-40// FGI 41-48, 41//

FBTC

✓  
1-6, 11// 7-12, 7// 13-18, 13//

F5BD

✓  
1-11//

4202381 "F"

50141/35

5-29-07

CG

1

CURB & GUTTER - FLOWLINE

CG

1

CURB & GUTTER - FLOWLINE

BNK

1

TOB

CSL

1

EDGE OF CONC

GI

2

GUTTER INLET

MISC

2

STEEL GRATE

HED

1

EDGE OF SHRUB LINE

SAME CREW

I-275  
CHAIN LIST

FEPA

1-17// 18-34//

FACA

17-22// 23-24//

FLUB

1-1, FULLAG//

FILA

1-6//

FSHA

23-37//  
CHECK ALLEGRO

FGRA

13-20// 21-22//

FAPA

18-24//

4202381 F

5-14/1/30

5-29-07

AP

1

EDGE OF PYMT

AC

1

ASPHALT CROWN

LL

1

LL - SOLID WHITE

LL

1

LL - SOLID WHITE

SHLDR

1

SHOULDER

GR

1

STEEL GUARDRAIL

AP

1

ASPHALT PYMT - EDGE

SAME CREW

I-725  
CHAIN LIST

FTBA 24-40//

FFCA 1-8//

FAPB 6-12//

FAPZ FAPA 26, FAPB 12//

FECZ 1-4, 1//

FCSLB FMEI 28, FCSLB 1-4, FMEI 28// FMEI 28, FCSLB 5-8, FMEI 23//  
FMEI 24, FCSLB 9-12, FMEI 24// FMEI 27, FCSLB 13-16, FMEI 27//  
FMEI 30, FCSLB 17-20, FMEI 30// FMEI 31, FCSLB 21-24, FMEI 31//  
FMEI 32, FCSLB 25-28, FMEI 32// FMEI 35, FCSLB 29-32, FMEI 35//

4202381 "F" (56854)

50144/137

5-29-07

BNK 1 TOB

FNC 1 4" CHAIN LINK

AP 1 ASPHALT PAVT - EDGE

AP 1 ASPHALT PAVT - EDGE

CSL 1 EDGE OF CONC

CSL 1 CONCRETE SLAB

T@ ACP 38  
 IRC 5/8" MEC LB6566 5.62

ACP 37 00-00-00 179-59-55 5.33  
 90-16-28 249-43-33  
 405.87

ACP 45 28-33-40 258-33-36 5.28  
 89-48-09 270-11-57  
 370.98

T@ ACP 39  
 IRC 5/8" MEC LB6566 5.45

ACP 58 00-00-00 180-05-06 5.30  
 90-07-00 209-53-01  
 597.63

ACPL 178-40-53 358-40-49 5.31  
 89-16-00 270-43-56  
 217.87

FOMI 105-56-22 285-56-22 5.51  
 91-54-18 208-05-40  
 159.80

CONT ON PAGE 47

D STAFF-SPD  
 D ZEHR  
 S SAXON  
 A WHITE

T-115  
 SET-UP'S 5-30-07

88°D CLOUDY  
 LETA TRS# 253051

IRC 5/8" MEC LB6566

IRC 5/8" MEC LB6566

IRC 5/8" MEC LB6566

IRC 5/8" MEC LB6566

MEC BM 301 - SET 4X4 CM W/ FDOT DISK

SAME CREW

I-275  
CROWN LIST

FEPD

1-16//17-29//

F3HD

21-29//30-43//

FTBD

1-16//17-30//  
CHECK ALL EPD

FLLC

FEPD 16, 1-5//

FWD

1-4, FLLC 5//

FAPE

1-4//

ESHRO

12-15//16-21//22-27//

4202381 "F"

501441/39

5-30-07

AP

1

EDGE OF PAVT

SHDR

1

SHOULDER

BKR

1

TSS

LL

1

LL - SOLID WHITE

LL

1

LL - SOLID WHITE

AP

1

ASPHALT PAVT

HED

1

EDGE OF SHRUB LINE

SAME CREW	II-2025 CHAIN LIST
FTSD	✓ 1-12//
FFNCB	✓ 1-31//
FGND	✓ 1-16//
FAPD	✓ FSD 40, FAPD 11-16// CHECK ALLEGES
FGRD	✓ 12-16//
FECE	✓ 5-8, 5//
"	
FCHR	✓ 17-20, 11// 21-24, 21// 25-28, 25// 29-32, 29//

4202381 "F" 50141/40

5-30-07

SLP	1	TOE
FNC	1	4' CHAIN LINK
BNR	1	GROUND BREAKLINE
AP	1	ASPHALT PVMT - EDGE
GR	1	STEEL GUARDRAIL
CSL	1	EDGE OF CONC
GR	1	CONC GUARDRAIL

SAME CREW

I-275  
CHAIN LIST

FNOC 1-3/1

FAPC ESHC 29, FAPC 1-4/1

FGRC 1-4/1

FSHRC 1-9, 1/1  
MEDIAN

FCSL FEDA 34, FCSL 10-13, FEDA 33/1 14-19, 1/1

FAPA 25-27, FCSL 12/1

ESHRA 1-5/1

4267381 +

501441 H1

5-30-07

FNC 1 3' CHAIN LINK

AP 1 ASPHALT PAVT

GR 1 STEEL GUARDRAIL - 2.5' WIDE SPOT @ Q

HED 1 EDGE OF SHRUB LINE

CSL 1 EDGE OF CONCRETE

AP 1 ASPHALT PAVT - EDGE

HED 1 EDGE OF SHRUB LINE

		A @ ACPL		
		IRC 5/8" CONTRAL LB 6566		5.37
ACP 39	00-00-00		179-59-54	5.17
	90-48-30		269-11-33	
	217.89			
ACP 38	00-58-03		180-58-04	5.30
	90-16-59		269-43-03	
	815.46			
FOM 11	15-55-20		195-55-19	5.51
	91-19-10		268-40-56	
	268.15			
CONT FROM PAGE 38				
END SEGMENT - F				

	4202381 F (83311)	5-14-1	42
SAME CREW	I-275		5-30-07
	SET-UP'S		
	IRC 5/8" MRC LB 6566		
	IRC 5/8" MRC LB 6566		
	BM 301 SET 4x4 CM W/ FDOT DISK		

		K @ ACP 40 IRC 5/8" CONTROL LB 6566	5.01
ACP 5	00-00-00 90-25-56 446.55	180-00-01 269-34-02	5.38
ACP 42	12-34-24 90-13-31 888.42	192-34-27 269-46-37	5.61
GOMI BM 300	353-38-17 90-50-55 342.95	173-38-19 269-09-16	5.66
		K @ ACP 40 IRC 5/8" CONTROL LB 6566	5.29
ACP 5	00-00-00 90-28-11 446.55	179-59-50 269-31-50	5.38
ACP 42	12-34-19 90-14-38 888.41	192-34-15 269-45-41	5.61
GOMI	353-38-18 90-53-44 342.94	173-38-15 269-09-15	5.66

4202381 G

50144143

D. STAFFORD P. ZEAR S. SAXON A. WHITE	I-175 SETUP'S	5-31-07 90° P. CLOUDY LEICA TR#75351
	IRC 5/8" CONTROL LB 6566	
	IRC 5/8" CONTROL LB 6566	
	DM - SET 4x4 CM W/ FOOT DISK MFC BM 300	
	IRC 5/8" CONTROL LB 6566	
	IRC 5/8" CONTROL LB 6566	
	DM - SET 4x4 CM W/ FOOT DISK MFC	

SAME CROWN

N-775  
CHAIN LIST

GTSA 1-26//

GTB 1-2, GTSA 3//

GTSB 1-7// 8-13//

GTSD 1-11// 12-21//

GFNCA 1-4//

GGR 1-4, 11// 5-8, 51// 9-12, 9// 13-16, 13//

GCSL 1-6, 11// 11// GAPB4, HAPC4, GAPB6, GAPB3// 12-13//

4202381 "G"

5014/1/44

5-31-07

SLP | TOE

BNK | TOB

SLP | TOE

SLP | TOE

FNC | 4' CHAIN LINK

GR | CONC GUARDRAIL

CSL | EDGE OF CONCRETE

SAME CREW

I-275  
CHAIN LIST

✓  
GECO

1-7/1

✓  
GAPA

1-9/1

✓  
GTBA

1-23/1

✓  
GSHRA

1-6/1

✓  
GSHA

1-21/1

✓  
GCPA

1-21/1

✓  
GCPA

1-11/1

4202381 "G"

5014/1 / 45

5-31-07

CSC

1

EDGE OF SAND BAGS

AP

1

EDGE OF ASPHALT PAVT

BNK

1

TOB

HED

1

EDGE OF SHRUB LINE

SHLDR

1

SHOULDER

AP

1

EDGE OF PAVT

GR

1

STEEL GUARDRAIL

SAME FIELD

I-975  
CHAIN LIST

GROA

1-21/1  
18' RCP

GURB

1-11/1

GAPC

1-4/1

GEPB

1-21/1

GSHB

1-21/1

GAPB

1-8/1

GSHRB

1-7, 1/1

4202381" G"

501441/46

5.31.07

PCOLN

2

PIPE CULVERT

GR

1

STEEL GUARDRAIL - 24" WIDE SHOT @ 4'

AP

1

EDGE OF ASPHALT PAVT

AP

1

EP

SHLDR

1

SHOULDER

AP

1

EDGE OF ASPHALT PAVT

HED

1

EDGE OF SHRUB LINE

SAME CREW

T-275  
CHAIN LIST

GAPD 1-3, GSHC 2, GCSLC 2, GAPD 4-10

GSHC 1-27

GERC 1-26

GTBC 1-22

GTBB 1-18

GMEI 1-8

GCSLA GMEI 8, GCSLA 1-4, GMEI 8, GMEI 3, GCSLA 5-8, GMEI 3, GMEI 4, GCSLA 9-12, GMEI 4, GMEI 7, GCSLA 13-16, GMEI 7

4202381 "G"

501441/47

5-31-67

AP 1 EDGE OF ASPHALT PYMT

SHLDR 1 SHOULDER

AP 1 EP

BNK 1 TOB

BNK 1 TOB

MEDI 2 MEDIAN INLET

CSL 1 CONCRETE SLAB

SAME CREW

I-75  
CHAIN LIST

GART

✓  
1-4, 11

GFNCB

✓  
1-3, 11

GSHD

✓  
1-25, 11

GOSLC

✓  
GSHD 3, GOSLC 1-2, GSHD 4, 11

GERD

✓  
1-22, 11

GERD

✓  
1-17, 11

GILD

✓  
1-19, 11

4202381 "G"

50144, 148

53407

MISC

2

STEEL GRATE

FNC

1

4' CHAIN LINK

SHLDR

1

SHOULDER

CSL

1

CONCRETE SLAB

AP

1

EP

IGR

1

STEEL GUARDRAIL

LL

1

BROKEN WHITE - BREAK LINE

SAME CELL

I-275  
CHADU TEST

GTBD

✓  
7-29/1

GSHRD

✓  
7-6/1

✓  
7-12/1

4202381 "G"

50141/49

5-31-07

BNK

|

TOB

HED

|

EDGE OF SHRUB LINE



SAME CELL

I-275  
CHAIN LIST

GTSD

✓  
12-21

GBRD

✓  
13-19 // 20-23 // 24-27 //

GAPE

✓  
1-6 //

GLLD

✓  
12-14 //

GEPD

✓  
12-22

GBHD

✓  
15-25 //

BTSD

✓  
15-24 //

4202381 "G"

501441 / 51

6-4-07

SLP

|

TOE

HED

|

EDGE OF SHRUB LINE

AP

|

ASPHALT PAVT

LL

|

LL-BROKEN WHITE

AP

|

EP

SHLDR

|

SHOULDER

BNK

|

TOB

SAME CREW

I-75  
CHECKLIST

GAFC 1-6//

GEPC 10-21//

GOHC 13-22//

GFBC 13-22//

GTSB 14-22// 23-25//

GTBB 9-18//

GSHB 12-21//

4202381 "G"

501441 / 52

6-4-07

AC 1 ASPHALT CROWN

AP 1 EP

SHDR 1 SHOULDER

BNK 1 TOB

SLP 1 TOE

BNK 1 TOB

SHDR 1 SHOULDER

SAME CREW

I-775  
CIPITAL LIST

GEPB 12-21//

GMEDI 1-8//

GCSL 19-22// 18-21// 22-25// 26-29//

GGRT 5-8//

GCP 1-2//  
18" RCP

GRT 2-23//

GEPA 12-21//

4202381 "G"

501441 / 53

6-4-07

AP 1 EP

MEDI 2 MEDIAN INLET

CSL 1 CONCRETE SLAB

SPD 2 STEEL GRATE

PCULV 2 PIPE CULVERT

PST 1 PST - REFLECTIVE - PLASTIC

AP 1 EP

		X @ ACP 43 NL-PKED NO ID	5.21
ACP 3	160-26-29 88-59-32 447.34	340-26-24 271-00-25	5.44
ACP 4	00-00-00 90-05-40 461.55	179-59-57 269-54-23	6.04
		X @ ACP 3 NL-PKED	
ACP 2	187-15-35 89-03-59 595.31	67-15-32 270-56-14	5.65
ACP 43	00-00-00 91-01-44 447.34	179-59-58 268-58-15	4.98
HOM 1	187-14-33 89-04-45 126.26	67-14-34 270-55-15	5.05
HOM 2	164-01-06 89-36-28 127.97	344-07-01 270-23-28	5.65

4202381 "H"

D. STAFFORD	I-225	501441/34 LETON TR #152051
P. BEAR	NET-1PS	6-5-07 25% WIND/WARM
D. SAVON		
H. WHITE		
	NL-PKED NO ID	
	TRC 5/B "CONTROL LB USG 10"	
	NL-PKED NO ID	
	NL-PKED NO ID	
	NL-TP III MEC	
	NL-TP 105	

SAME CELL

I-775  
CHARTER LIST

HPCA

1-2//  
SHOT 1 FOR DIRECTION ONLY  
18" RCP

3-4//  
18" RCP

5  
18" RCP

4-7//  
18" RCP

8-11//  
18" RCP

9-10//  
18" RCP

12-13//  
18" RCP

14-15//  
18" RCP

16-17//  
18" RCP

HCB

1-10, 11// 11-20, 11// 21-42, 27// 43-52, 43//

HCBT

1-4, 16// 5-8, 5// 9-12, 9// 13-16, 13//

HSHK

1-6// 7-13//

HEPA

1-11//

HSHA

1-15//

HAPA

1-5// HAP3, HAPAL-9//

4203381 "H"

501461 / 55

6-5-07

COLV

2

PIPE CULVERT

CB

2

CATCH BASIN

SPD

2

STEEL GRATE

HED

1

EDGE OF SHOULDER LINE

AP

1

EP

SHDR

1

SHOULDER

AP

1

ASPHALT PAVMT- E1

SAME CREW

I-275  
CHAIN LIST

HTSA

1-5/16-7/11

HGI

HSHA 5 HGI 1-4 HSHA 6 HSHA 7 HGI 5 HSHA 7 HGI 6-8  
HGR 13/1 HSHA 8, HGI 9-12, HSHA 9/11 HSHA 10, HGI 13-16, HSHA 11/11  
HSHA 16, HGI 17-20, HSHA 17/11

HGRTA

1-6, 11/11 7-12, 7/11 13-18, 13/11 19-24, 19/11 25-30, 29/11

HAP

HAPA 5, 1-4/11

HECA

1-2/11

HGRA

1-8/11

HECA

1-7/11 HGI 7, HECA 8-11/11

4202381 "H"

501441/50

6-5-07

SLP

1

TOE - ASPHALT PAVMT

GI

2

GUTTER INLET

SPD

2

STEEL GRATE

AP

1

AP-EDGE

FNC

1

4' CHAIN LINK

GR

1

STEEL GUARDRAIL

CSL

1

EDGE OF CONCRETE

SAME GRID

I-775  
CIVIL LIST

HCGA

✓  
1-6/11 7-10/11

HCGB

✓  
1-4/11 5-8/11

HBLA

✓  
1-5/11

HPT

✓  
11-12/11

HEPB

1- OPEN

HSHB

✓  
11-8/11 9-

HTBB

✓  
1-7, HTBCL/11

4202381 "H"

501461 / 57

6-5-07

CG

1

CURB & GUTTER - FLOWLINE

CG

1

CURB & GUTTER - FLOWLINE

SLP

1

SHOT ON SLOPE

PST

1

PLASTIC REFLECTOR EVERY 5'  
(TOTAL 57)

AP

1

ASPHALT PAVEMENT - EDGE

SHDR

1

SHOULDER

BK

1

T&B

SAME CREW

I-725  
CIVILIAN LIST

HTSB

1-5/11 6-7/11

HTBC

1-6/11

HSHR

1-8/11 9-

HEPC

1- OPEN

HARB

1-4, 1-11 5-7/11

HARF

HSHBG, HARF1, HSHC 10/11

HECB

HSHB9, 1-4, HSHC 9/11

4262381 "H"

501441 / 58

6-5-07

SLP

1

TOE

BNK

1

TOB

SHDR

1

SHOULDER

AP

1

ASPHALT PYMT - EDGE

AP

1

ASPHALT PYMT

AP

1

ASPHALT PYMT - EDGE

CSU

1

EDGE OF CONCRETE

SAME CREW

I-275  
CHAIN LIST

HGRB

1-2

HGRD

1- OPEN

HGRD

HGRD, HGRD 1- OPEN

HERD

1- OPEN

HSHD

1-7 HGR, USHDD8-16, 17- OPEN

HARE

1- OPEN

HENG

1-4

4202381 "H"

501441 / 59

6-5-07

GR

1 Q OF 2.5 WIDE GR

GR

1 CONC GUARDRAIL

GR

1 CONC GUARDRAIL

AP

1 ASPHALT PAVT - EDGE

SHDR

1 SHOULDER

AP

1 ASPHALT PAVT - SHOT ON SLOPE

ENC

1 4' CHAIN LINK

SAME CREW

I-275  
CIRCULAR LIST

H3ARB

I-5/1

HARD

H3HDDH, 14 RPD1-

HGRE

I-

HCGC

I-5/1

HCGD

I-5/1, 6-11/1, 12-

HECC

HGT10, HECC1-4, HGT14, HGT15, HECC5-10, HGT18/19, HGT19, HECC11-12/1

HRIP

I-2/1, 3-4/1

4202381 "H"

50141/60

6-5-07

HED

I

EDGE OF SHRUB LINE

AP

I

ASPHALT PAVT - EDGE

CR

I

STEEL GUARDRAIL

CG

I

CURB & GUTTER - FLOW LINE

CG

I

CURB & GUTTER - FLOWLINE

CSL

I

EDGE OF CONCRETE

RIP

I

RIP RAP - EDGE

K @ ACP2  
NL-PRED NO ID

5.40

ACP 1

00-00-00  
89-44-23  
407.85

179-59-39  
270-15-33

5.69

ACP 3

173-25-25  
70-54-43  
595.31

353-25-24  
269-05-19

5.86

HOM 3

284-55-36  
91-18-34  
51.46

104-55-37  
28-41-29

5.05

4202381 "H"

STAFFORD  
YEAR  
SAXON  
WHITE

I-705  
SET-UPS

50144/60  
LETICIA TFS # 253051  
6-6-07  
BLOOM  
WINDY / HOT

NL

NL

NL - TP 206

SAME CROWD

I-725  
CHANNEL LIST

HGR C 1-20/11 ✓

HGR D 1-17, HGR C 20/11 ✓

HGR B 1-20/11 ✓

HSH B 9-22/11 ✓

HSH C 9-24/11 ✓

HGR C 1-19/11 ✓

HGR 1-4, 11 ✓ 5-8, 511 ✓ 9-12, 911 ✓

4202381 "H"

521-41/62

6-6-07

GR 1 CONC GUARDRAIL ✓

GR 1 CONC GUARDRAIL ✓

AP 1 EP ✓

SHLDR 1 SHOULDER ✓

SHLDR 1 SHOULDER ✓

AP 1 EP ✓

GR 1 CONC GUARDRAIL ✓

SAME CREW

I-275  
CHAIN TEST

HAPE

2-7, 21

HECE

1-21, 3-4

HEPD

1-18

ASHD

11-31

HCGD

12-17, 18-23

HGRE

1-19

HAPP

1-18

4202381 "H"

5/14/1 / L3

6-6-07

AP

ASPHALT PAVT

CSL

EDGE OF CONCRETE

AP

EP

SHDR

SHOULDER

CG

CURB & GUTTER - FLOWLINE

GR

GUARDRAIL

AP

ASPHALT PAVT

SAME CRED

I-225  
CURREN LIST

HARE ✓  
1-20/1

HECC ✓  
13-16, HGI 22/1, HGI 23, HECC 17-21, HSHD 28, HECC 22, HSHD 29/1

LAND ✓  
1/1

HGI ✓  
HSHD 16, HGI 21-24, HSHD 23/1

HGRTA ✓  
31-36, 31/1

HPCA ✓  
18 18" RCP  
19-20/1 18" RCP  
SHOT 26 FDO

4202381 "H"

501441 / 64

6-6-07

AP 1 ASPHALT PYMT

OSL 1 EDGE OF CONCRETE

GI 2 GUTTER INLET

SFD 2 STEE GRATE

POULV F-2 PIPE CULVERT

C. Scott I-275 LETCA TFS # 627797  
 J. SWIZES SET UP 2 Chain LIST WINDY/CLOUDY  
 P. ZHEK 75%  
 B. CRAWFORD 05/08/27

STA	FEAT CODE	REF	HT	X	H DIST
ACR2	NL-MAC	ACR2	5.32	00-00-00	595.246
BSE ACP3		ACP3	5.09	180-34-31	402.845
BSE ACP1		ACP1	5.12	00-34-25	
				180-00-08	
PS2 IBM11	NL-No ID	TP11	5.00	00-00-23	400.981
				180-00-26	

CHAIN LIST

CHAIN NAME	CHAIN #	FEAT CODE	CHAIN LIST
NEPA	1	AP	NEPA 1-4
NEPA	2		NEPA 3, 5-15
NEPE	1		NSHA 1, NEPE 1, NREPA 1
NEPE	2		NEPE 1-14
NSHA	1	SHDR	NEPA 4, NSHA 1-16
NGRA	1	GR	NGRA 1-5, 1
NGRA	2	GR	NGRA 5-15
NGIA	1	GE	NSHA 6, NGIA 4, NSHA 7
NGIA	2	GE	NSHA 14, NGIA 5-8, NSHA 13
NGRTA	1	MISE	NGRTA 1-6, 1
NGRTA	2	MISE	NGRTA 7-12
NGUA	1	GU	NECA, NGUA 1-4 ? Dgs to GIA
	2		NGUA 4, NGUA 4-9, NGIA 8
	3		NGIA 5, NGUA 10-11
NECA	1	CPVT	NSHA 2, NECA 1-6, NGUA 2
	2		NGUA 5, NECA 7-11, NGUA 7
	3		NGUA 6, NECA 12-13
NREPA	1	REP	NREPA 1-4
	2		NREPA 4-5, 1
	3		NEPE 3, NREPA 7-10
NHWA	1	SEVI	NHWA 1-6, 11, 10, 1
NEPE	1	AP	NHWA 7, NEPE 1-6, NEPE 14

I. 275  
TABULATION & ADJ.

BENCH LINE TABULATION AND ADJUSTMENT

BENCH RUN 1

BM No.	Unadjusted Elevation (ft)	Distance (ft)	Amount of Correction (ft)	Adjusted Elevation (ft)	Published Elevation (ft)
BM 117					3.550
TP 101	9.557	411	-0.008	9.551	
TP 102	9.611	853	-0.012	9.599	
BM 118	2.538	1808	-0.014	2.524	2.524

From BM 117 To BM 118

Line Length = 1808 ft = 1.909 mi

BM 118 Published Elevation 2.524

BM 118 Actual Elevation 2.538

Actual Difference = -0.014 ft

Allowable Difference:  $0.05 \sqrt{1.909} = 0.0216$  ft

Adjustment per Foot: -0.0000138889 ft/ft

5014/41/40

I-275  
TABULATION & ADJ

**BENCH LINE TABULATION AND ADJUSTMENT  
BENCH RUN 2**

BM No.	Unadjusted Elevation (ft)	Distance (ft)	Amount of Correction (ft)	Adjusted Elevation (ft)	Published Elevation (ft)
BM 118					2.524
TP 103	8.124	312	0.023	8.147	
BM 123	3.741	439	0.032	3.773	3.773

From BM 118 To BM 123

Line Length = 439 ft = 0.831 mi

BM 123 Published Elevation 3.773

BM 123 Actual Elevation 3.741

Actual Difference = 0.032

Allowable Difference:  $0.05 \sqrt{0.831} = 0.10144$  ft

Adjustment per Foot 0.000728929 ft/ft

I 275  
TABULATION & ADJ.

BENCH LINE TABULATION AND ADJUSTMENT  
BENCH RUN 3

BM No.	Unadjusted Elevation (ft)	Distance (ft)	Amount of Correction (ft)	Adjusted Elevation (ft)	Published Elevation (ft)
BM 22-98					3.863
TP 104	10.250	100	-0.002	10.257	
TP 105	15.732	191	-0.004	15.728	
TP 106	23.129	686	-0.019	23.114	
BM 23-98	29.069	1076	-0.023	29.046	29.046
From BM 22-98 To BM 23-98					
Line Length =	1076 ft =	2036 mi			
BM 23-98 Published Elevation	29.046				
BM 23-98 Actual Elevation	29.069				
Actual Difference =	-0.023	ft			
Allowable Difference:	$0.05 \sqrt{\text{sq}(2036)}$	= 0.0226 ft			
Adjustment per Foot:	-0.0000213755	ft/ft			

I-275  
TABULATION & ADJ.

50144/09

**BENCH LINE TABULATION AND ADJUSTMENT**

**BENCH RUN #**

B.M. No.	Unadjusted Elevation (ft)	Distance (ft)	Amount of Correction (ft)	Adjusted Elevation (ft)	Published Elevation (ft)
BM 21-98					4.611
TP 107	5.997	394	0.000	5.997	
TP 108	5.867	796	0.001	5.868	
TP 109	10.660	1168	0.001	10.661	
TP 110	16.374	1327	0.001	16.375	
BM 20-98	19.501	1442	0.001	19.502	19.502

From ~~BM 21-98~~ To ~~BM 20-98~~

Line Length = 1442 ft = .2731 mi

BM 20-98 Published Elevation 19.502

BM 20-98 Actual Elevation 19.501

Actual Difference = 0.001 ft

Allowable Difference:  $0.05 \sqrt{.2731} = 0.0261$  ft

Adjustment per Foot: 0.000006935 ft/ft

I-275  
TABULATION & ADJ.

BENCH LINE TABULATION AND ADJUSTMENT

BENCH RUN 6

BM No.	Unadjusted Elevation (ft)	Distance (ft)	Amount of Correction (ft)	Adjusted Elevation (ft)	Published Elevation (ft)
BM 23-96					29.046
ACP 1	25.489	151	0.004	25.483	
ACP 2	23.936	556	0.013	23.949	
TP 111	16.673	1025	0.024	16.697	
ACP 3	14.533	1151	0.027	14.560	
TP 112	10.296	1280	0.030	10.296	
BM 22-96	3.830	1408	0.033	3.863	3.863

From BM 23-96 To BM 22-96

Line Length = 1408 ft = .2667 mi

BM 22-96 - Published Elevation

3.863

BM 22-96 - Actual Elevation

3.83

Actual Difference =

0.033 ft

Allowable Difference:

$0.05' \times (2667) = 0.13335 \text{ ft}$

~~Actual Difference = 0.033 ft~~

ADJUSTMENT PER FOOT:  $0.000234275 \text{ ft/ft}$

I-275  
TABULATION & ADJ

BENCH LINE TABULATION AND ADJUSTMENT

BENCH RUN 6

BM No.	Unadjusted Elevation (ft)	Distance (ft)	Amount of Correction (ft)	Adjusted Elevation (ft)	Published Elevation (ft)
BM 22-98					3.863
TP 113	6.170	457	0.001	6.171	
ACP 4	6.316	973	0.002	6.318	
TP 114	7.023	1460	0.003	7.026	
ACP 5	6.113	1870	0.004	6.117	
BM 300	4.113	1884	0.004	4.117	
TP 115	8.990	2427	0.005	8.995	
TP 116	16.340	2637	0.006	16.346	
BM 20-96	19.496	2687	0.006	19.502	19.502

From BM 22-98 to BM 20-96

Line Length = 2687 ft = 818.9 m

BM 20-96 - Published Elevation

19.502

BM 20-96 - Actual Elevation

19.496

Actual Difference =

0.006

ft

ALLOWABLE DIFFERENCE:  $0.003 \sqrt{2687} = 0.0357'$

Adjustment per Foot:

0.0000022330

ft/ft



Cont From Pg # 72 This Book

TI-275  
TABULATION & ADJ.

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**BENCH LINE TABULATION AND ADJUSTMENT**  
**BENCH RUN 7**

BM No.	Unadjusted Elevation (ft)	Distance (ft)	Amount of Correction (ft)	Adjusted Elevation (ft)	Published Elevation (ft)
ACP 15	7.244	8230	0.064	7.308	
BM 309	4.137	8293	0.064	4.201	
TP 124	7.337	8359	0.063	7.402	
ACP 16	7.134	8815	0.066	7.202	
BM 310	2.997	9301	0.072	3.059	
ACP 17	6.299	9709	0.075	6.368	
TP 125	8.033	10223	0.078	8.112	
BM 311	4.393	10266	0.080	4.473	
ACP 18	7.673	10813	0.082	7.755	
TP 126	8.386	11082	0.086	8.472	
BM 123	3.686	11220	0.087	3.773	3.773

From BM 20-88 To BM 123

Line Length = 11220 ft = 2.1250 mi

~~BM 123 Published Elevation~~ 3.773

BM 123 Actual Elevation 3.686

Actual Difference = 0.087 ft

Allowable Difference:  $0.05 \cdot \sqrt{2.1250} = 0.0729$  ft

Adjustment per Foot:  $0.0000077540$  ft/ft

I-775  
TABULATION & ADJ

BENCH LINE TABULATION AND ADJUSTMENT  
BENCH: PLIN 3

BM No.	Unadjusted Elevation (ft)	Distance (ft)	Amount of Correction (ft)	Adjusted Elevation (ft)	Published Elevation (ft)
BM 123					8.773
ACP 19	7.453	292	0.002	7.455	
ACP 20	7.809	786	0.005	7.814	
TP 127	9.533	1256	0.008	9.541	
ACP 21	9.890	1369	0.008	9.898	
ACP 22	9.263	1864	0.011	9.274	
TP 128	2.560	2151	0.013	2.573	
ACP 23	8.653	2344	0.014	8.667	
TP 129	8.233	2836	0.017	8.250	
ACP 24	7.210	3237	0.019	7.229	
TP 130	7.584	3745	0.022	7.606	
ACP 25	5.047	4130	0.025	5.072	
ACP 26	6.847	4624	0.028	6.875	
ACP 27	9.217	5052	0.030	9.247	
ACP 28	6.491	5492	0.033	6.524	
ACP 29	5.908	5941	0.036	5.944	
TP 131	6.102	6443	0.039	6.141	
ACP 30	6.022	6833	0.041	6.063	
TP 132	6.689	7324	0.044	6.653	
ACP 31	5.922	7735	0.046	5.968	
TP 133	7.185	8228	0.049	7.234	
ACP 32	6.636	8626	0.052	6.687	
TP 134	6.343	9121	0.055	6.387	
ACP 33	10.812	9619	0.057	10.669	
TP 135	4.792	9995	0.059	4.851	

CONT FROM PG 74 THIS BOOK

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TABULATION & ADJ.

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**BENCH LINE TABULATION AND ADJUSTMENT**

**BENCH LINES**

Bench No.	Unadjusted Elevation (ft)	Distance (ft)	Amount of Correction (ft)	Adjusted Elevation (ft)	Published Elevation (ft)
ACP 34	4.348	10017	0.060	4.408	
ACP 35	4.771	10376	0.062	4.833	
ACP 36	4.918	10673	0.064	4.982	
ACP 37	4.761	11370	0.066	4.827	
ACP 38	6.431	11776	0.071	6.502	
TP 136	6.388	12257	0.073	6.461	
ACP 39	7.468	12377	0.074	7.542	
TP 137	14.875	12808	0.077	14.952	
TP 138	12.808	13289	0.080	12.888	
ACP 40	9.778	13507	0.081	9.859	
ACP 41	5.641	13954	0.084	5.725	
ACP 42	5.721	14400	0.086	5.807	
TP 139	5.914	14889	0.089	6.003	
ACP 43	6.824	15301	0.092	6.916	
TP 140	6.174	15555	0.093	6.267	
BM 22-98	3.767	16010	0.096	3.863	3.863

From BM 123 To BM 22-98

Line Length =	16010 ft =	3.0322 mi
BM 22-98 Published Elevation	3.863	
BM 22-98 Actual Elevation	3.767	
Actual Difference =	0.096	ft
Allowable Difference:	$0.06 \times \sqrt{3.0322}$	= 0.0971 ft
Adjustment per Foot:	0.000056963	ft/ft

5:25  
TABULATION & ADJ

**BENCH LINE TABULATION AND ADJUSTMENT  
BENCH RUN 9**

BM No.	Unadjusted Elevation	Distance	Amount of Correction	Adjusted Elevation	Published Elevation
	(ft)	(ft)	(ft)	(ft)	(ft)
BM 303					3.591
ACP 44	5.501	298	0.001	5.502	
ACP 45	8.151	794	0.002	8.153	
TP 500	15.285	1036	0.002	15.287	
ACP 46	19.002	1295	0.003	19.005	
ACP 47	23.682	1587	0.003	23.685	
CRAB 2000 GPS	24.355	1870	0.004	24.359	
ACP 48	22.008	2261	0.004	22.012	
ACP 49	23.455	2574	0.005	23.460	
TP 501	17.915	2890	0.006	17.921	
TP 502	10.908	3247	0.006	10.914	
ACP 10	8.314	3531	0.007	8.321	8.321

**From BM 303 To ACP 10**

Line Length =	3531 ft =	6688 m
ACP 10 PUBLISHED ELEVATION	8.321	
ACP 10 Actual Elevation	8.314	
Actual Difference =	0.007	ft
Allowable Difference:	$0.05 \sqrt{\text{sq}(6688)}$	= 0.8409 ft
Adjustment per Foot:	0.000013824	1/x

D STAFFORD  
S GAXON

I-275 US 19 TO JAYWAY BRIDGE

LEICA TR 803  
S.# - 760712

BASELINE 310

FILE # 07200705

CARLSON

90° P CLOUDY

T @ ACP3 BS ACP43

PT #	H. X	DIST	DESC
700	00-00-00	447.28 (C) 447.28 (M)	BSCHK
701	10-49-05	49.37 (C) 49.37 (M)	SIRC 5/8" LB 6526 #418 - 480+00

T @ ACP41 BS ACP40

702	00-00-00	444.39 (C) 444.41 (M)	BSCHK
703	07-37-50 07-37-48	267.28 (C) 267.28 (M)	SIRC 5/8" LB 6526 #419 - 500+00

T @ ACP35 BS ACP37

704	00-00-00	405.85 (C) CM	BSCHK
705	34-10-55	138.12 (C) 138.11 (M)	SIRC 5/8" LB 6526 #420 - 520+00

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7-20-07

D: STAFFORD  
 S: SAXON  
 E: NOYER

I-275 US 19 TO SKIWAY BRIDGE  
 LEICA-TR 83  
 SL# 7607R  
 86° CLOUDY

BASELINE S/O  
 FILE # 072007DS  
 CARLSON

X @ ACP 23 BS ACP 24

PT #	H. S.	DIST	DESC
706	00-00-00	892.63 (C) LM	BSCHK
707	244-03-27 244-03-37	98.06 (C) 98.06 (LM)	SIRC 5/8" LB 6566 #25 - 322+72.03
708	351-48-20	587.32 (C) 587.32 (LM)	SIRC 5/8" LB 6526 #14 - 316+47.79

421-540+00 X @ ACP 33 BS ACP 10

709	00-00-00	454.58 (C) 454.59 (LM)	BSCHK
710	144-29-31	143.97 (C) 143.98 (LM)	SIRC 5/8" LB 6566 #421 - 540+00

422-555+00 X @ ACP 11 BS ACP 10

711	00-00-00	891.32 (C) 891.31 (LM)	BSCHK
712	106-26-38	711.52 (C) 71.51 (LM)	SIRC 5/8" LB 6526 #422 - 555+00

X @ ACP 30 BS ACP 13

713	00-00-00	457.18 (C) 457.20 (LM)	BSCHK
714	146-52-09	193.68 (C) 193.68 (LM)	SIRC 5/8" LB 6526 #11 - 275+56.29

X @ ACP 29 BS ACP 13

715	00-00-00	465.07 (C) LM	BSCHK
716	350-25-25	144.63 (C) 144.63 (LM)	SIRC 5/8" LB 6566 #423 - 285+00

Crew: DS, SS, PZ, AW	Project Name: I-275
Date: 7-24-07	Project Number: 040560050
Temp: 82°	Work Description: CONTROL POINTS
Weather: P CLOUDY	GPS Job Name: 072407DS
WIND CALM	Survey Style: FAST STATIC
	Coordinate System: FL WEST
	Geoid Name: GEOID 03

BASE STATION #1 @ GPSM005			
Setup START=7:53 STOP=9:16	Ant Ht: 5.85'	Measured To: BOTM OF NOTCH	
	Antenna Type: ZEPHYR GEODETIC	Antenna #: 9720	
	Receiver Type: TRIMBLE 5700	Receiver #: 0964	
	Radio: N/A	Radio #: N/A	
	Frequency: N/A		
	# of Satellites: 9	PDOP: 1.8	

Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:	PDOP:		

BASE STATION #2 @ GIS 006			
Setup START=8:14 STOP=9:24	Ant Ht: 5.66'	Measured To: BOTM OF NOTCH	
	Antenna Type: ZEPHYR GEODETIC	Antenna #: 0410	
	Receiver Type: TRIMBLE 5700	Receiver #: 3620	
	Radio: N/A	Radio #: N/A	
	Frequency: N/A		
	# of Satellites: 10	PDOP: 1.9	

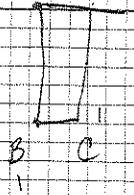
Shutdown	Ant Ht:	Level: Y/N	On Point: Y/N	Collecting: Y/N
	# of Satellites:	PDOP:		

ROVER			
	Ant Ht: VARIES	Measured To: TOP OF NOTCH	
	Antenna Type: ZEPHYR	Antenna #: 4806	
	Receiver Type: TRIMBLE 5700	Receiver #: 3901	
	# of Satellites:	Quality: FAIR	

CHECK SHOTS				
Check Pt#	Checked to	Delta N	Delta E	Delta Elev.

FAST STATIC POINTS	
GPS1	- SET PREDISK - NO ID
	- START TIME = 8:38 AM
	- STOP TIME = 8:50
	- HI = 4.89' - TO TOP OF NOTCH
	- ANTENNA - ZEPHYR
	- RECEIVER - TRIMBLE 5700
GPS2	- SET PREDISK - NO ID
	- START TIME = 8:54 AM
	- STOP TIME = 9:14 AM
	- HI = 5.14' - TO TOP OF NOTCH
	- ANTENNA - ZEPHYR
	- RECEIVER - TRIMBLE 5700





## Sokkia Surveying Systems, Instruments, Equipment and Supplies

- *Total Stations*
- *Electronic Field Book*
- *Mapping Software*
- *EDM Systems*
- *Theodolites*
- *Levels*
- *Transits*
- *Tripods*
- *Rods*
- *Hand Levels*
- *Tapes*
- *Planimeters*
- *Accessories*

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CROSS-SECTION  
BOOK

ROADWAY SECTION ID: 13130-000

FINANCIAL PROJECT ID: 420238-1

STATE ROAD NO.: 93 (I-275)

COUNTY: MANATEE

FIELD BOOK NO.: 501443

CONTENTS: ALIGNMENT SKETCH

PROJECT DESCRIPTION

FROM: U.S. 19 NORTH BOUND RAMP M.P. : 9.194

TO: HILLSBOROUGH COUNTY LINE M.P. : 11.982

BEGINNING STATION: 322+72.03

ENDING STATION: 460+00



**CERTIFICATION:**  
I hereby certify that as of the date shown below, all data recorded in said Field Book Number 501443 is a true representation of the Field Survey made in my responsible charge and that to the best of my knowledge said Field Survey is in compliance with the Minimum Technical Standards adopted by the Florida State Board of Land Surveyors.

**CERTIFIED:**  
(Sign) J. K. Rickerode  
(Print Name) JOHN K. RICKEODE  
Florida Regis. Prof. Land Surveyor No. LS 4941  
Pages 1-12 Date 8/08/07

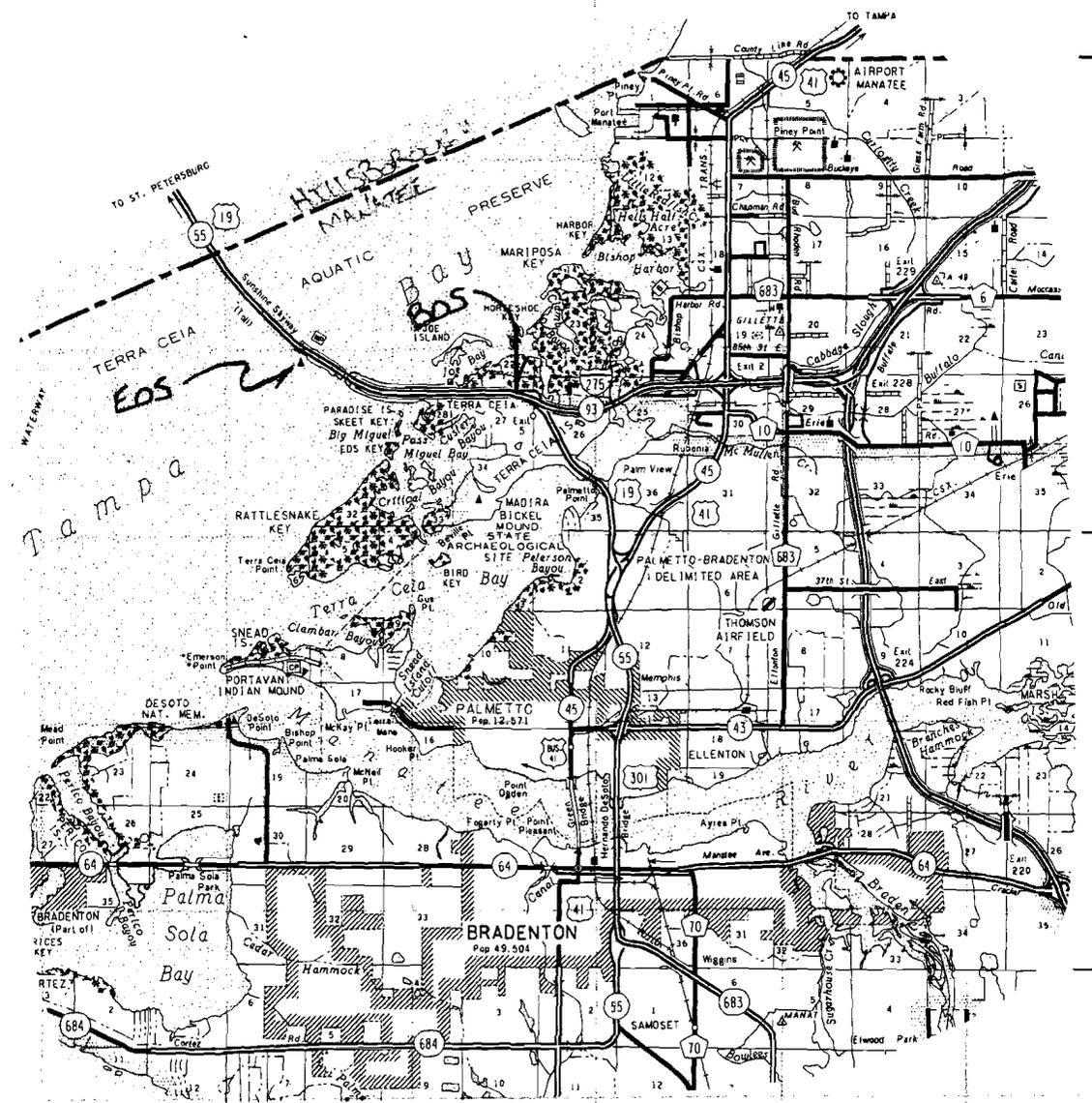
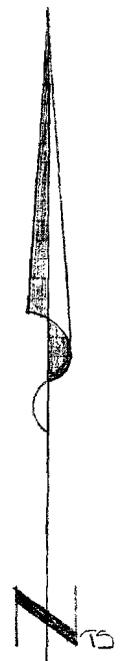
FOR: MCKEN SCREED, P.A.  
138 INTERSTATE COURT  
SARASOTA, FL 34240

FLORIDA LICENSED BUSINESS NO. 6566

PROJECT LOCATION SKETCH

R16 17 E.

R16 18 E.



TWP 33 S.

TWP 34 S.

# INDEX

PAGE	DESCRIPTION
1	BLANK
2	SURVEY CERTIFICATION
3	BLANK
4	PROJECT LOCATION SKETCH
5	INDEX
6	SURVEY REPORT
7	LEGEND
8	BLANK
9	BLANK
10	BLANK
11	ALIGNMENT SKETCH
12	ALIGNMENT SKETCH (CONT.)

## SURVEY REPORT

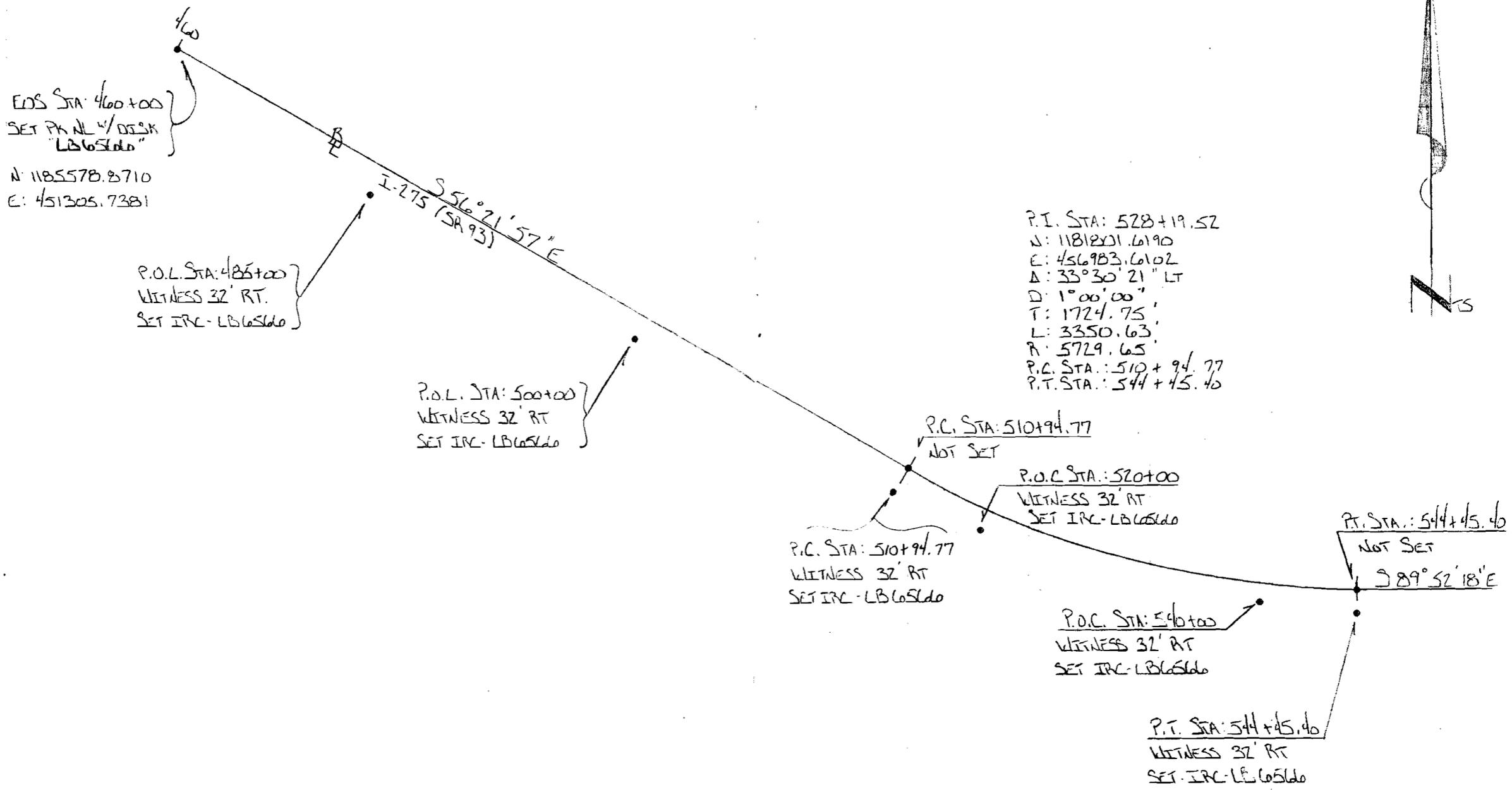
1. THE HORIZONTAL DATUM FOR THIS SURVEY IS PURPORTED TO BE BASED ON THE NORTH AMERICAN DATUM OF 1983, 1990 ADJUSTMENT, FLORIDA WEST ZONE. MONUMENTATION USED WAS NGS MONUMENTS M005 & 615 0000 HAVING A BEARING BETWEEN OF  $N 00^{\circ} 21' 46.72'' E$
2. THE VERTICAL DATUM FOR THIS SURVEY IS PURPORTED TO BE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929. BENCHMARKS WERE PROVIDED BY FIRST DISTRICT 2.
3. THIS SURVEY WAS PERFORMED AND PREPARED IN ACCORDANCE WITH ITS SCOPE OF SERVICES.
4. THERE IS OTHER INFORMATION RECORDED IN FE\*50144 & 501439 THAT PERTAINS TO THIS SURVEY

LEGEND

FB	FIELD BOOK
BOS	BEGINNING OF SURVEY
EOS	END OF SURVEY
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
TWP	TOWNSHIP
RNG	RANGE
STA.	STATION
NL	NAIL
IRC	5/8" IRON ROD AND CAP
FND	FOUND
P.O.L	POINT ON LINE
P.O.C	POINT ON CURVE
P.R.C	POINT OF REVERSE CURVE
P.T	POINT OF TANGENT
P.C	POINT OF CURVE
RT.	RIGHT
BR	BACK
AHD	AHEAD
Δ	DELTA
N.	NORTHING
E.	EASTING
D	DEGREE
T	TANGENT
L	LENGTH
R	RADIUS

E. SCOTT

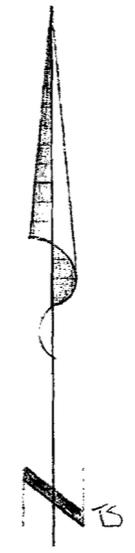
I-275  
ALIGNMENT SKETCH



E. SCOTT

I-275  
ALIGNMENT SKETCH

12/50143



P.I. STA: 311+72.47  
 N: 1181816.8379  
 E: 464476.6336  
 Δ: 03° 29' 48" RT-  
 D: 00° 19' 58"  
 T: 525.64'  
 L: 1050.96'  
 R: 17220.73'  
 P.R.C. STA: 305+96.83  
 P.T. STA: 316+47.79

BOS  
 P.C. STA: 322+72.03  
 SET IRC-LB6566  
 N: 1181814.2626  
 E: 465626.5166

Cont. From Pg # 11

P.T. STA: 544+45.46  
 NOT SET  
 I-275 (SR 93)

P.O.T. STA: 566+49.07  
 N: 1181792.8210  
 E: 460912.0183  
 NOT SET

P.O.T. STA: 285+00  
 SET IRC-LB6566

P.T. STA: 544+45.46  
 WITNESS 32' RT  
 SET IRC-LB6566

P.O.T. STA: 555+00  
 WITNESS 32' RT  
 SET IRC-LB6566

STATION EQUATION  
 P.O.T. STA: 566+49.07 32' WITNESS RT (BK)  
 P.O.T. STA: 275+56.29 (AHD)  
 N: 1181760.8211  
 E: 460911.9466  
 SET IRC-LB6566

P.C. STA: 295+49.77  
 NOT SET / HAZARDOUS AREA  
 I-275 (SR 93)

P.I. STA: 300+73.46  
 N: 1181755.1837  
 E: 463429.1114  
 Δ: 03° 29' 48" LT  
 D: 00° 20' 02"  
 T: 523.69'  
 L: 1047.06'  
 R: 17156.73'  
 P.C. STA: 295+49.77  
 P.R.C. STA: 305+96.83

P.R.C. STA: 305+96.83  
 FIELD ALL WITNESS UNREADABLE

S 89° 52' 18" E  
 P.T. STA: 316+47.79  
 SET IRC-LB6566

NOTE: SEE PROJECT FINANCIAL ID #  
 420211-1, FB# 501432  
 FOR ALIGNMENT EAST OF  
 STA: 322+72.03