

Dr. 6 Bk. 123

OFFICE OF COUNTY ENGINEER
RAMSEY COUNTY, MINN.

PLAN Survey

OWASSO BLVD. No.

From RICE ST. To ARBOGAST

Road Acc't. No. _____

Date Filed 1937

File _____

Line Revision 6-8-49
73+50.03 to 83+00

Sooline Tracks to & Rice St. 1950
New Alignment 1955
Plan Survey 1957

Owasso Bl. Lmp.

Preliminary X-sections from
Sta. 0+00 (Hole in Pavement 190'
South of East $\frac{1}{4}$ Cor. Sec. 36)
Rice St. to Sta. 13+00

Sta	+	T	-	Elev
BM.	3.95	929.08		925.13
0+00			±	P. of St 923.58

+50				24.0
-----	--	--	--	------

1+00				25.1
------	--	--	--	------

+50				26.2
-----	--	--	--	------

2+00				26.7
------	--	--	--	------

+50				26.9
-----	--	--	--	------

3+00				26.9
------	--	--	--	------

+50				26.7
-----	--	--	--	------

4+00				26.8
------	--	--	--	------

T.P.	2.75	931.08	0.75	928.33
------	------	--------	------	--------

+30				27.1
-----	--	--	--	------

+48				26.9
-----	--	--	--	------

+58				27.5
-----	--	--	--	------

L+ - # RT

Spk. in P.P. NW of Mossa Blk & Rice

$$\frac{6.0}{100} \frac{5.8}{50} \frac{5.5}{50} \frac{5.3}{50} \frac{5.1}{100}$$

$$\frac{5.5}{100} \frac{5.6}{50} \frac{5.7}{11} \frac{5.1}{50} \frac{4.6}{26} \frac{4.5}{50} \frac{4.6}{100}$$

$$\frac{3.9}{100} \frac{3.9}{50} \frac{4.0}{24} \frac{4.6}{18} \frac{4.6}{9} \frac{4.0}{21} \frac{2.6}{50} \frac{2.3}{100}$$

$$\frac{2.4}{100} \frac{2.4}{50} \frac{2.3}{21} \frac{3.3}{15} \frac{3.5}{8} \frac{2.9}{22} \frac{3.1}{22} \frac{1.9}{38} \frac{1.8}{50} \frac{2.5}{100}$$

$$\frac{2.2}{100} \frac{2.2}{50} \frac{2.3}{27} \frac{2.6}{16} \frac{2.6}{12} \frac{2.4}{24} \frac{2.6}{24} \frac{3.0}{28} \frac{2.2}{34} \frac{2.2}{50} \frac{2.3}{100}$$

$$\frac{2.4}{100} \frac{2.4}{50} \frac{2.5}{11} \frac{2.2}{12} \frac{2.1}{12} \frac{3.6}{26} \frac{3.6}{32} \frac{3.5}{34} \frac{2.6}{50} \frac{3.0}{100}$$

$$\frac{2.9}{100} \frac{3.2}{50} \frac{2.9}{20} \frac{2.2}{22} \frac{3.1}{11} \frac{2.8}{25} \frac{3.5}{30} \frac{3.2}{39} \frac{3.1}{50} \frac{3.4}{100}$$

$$\frac{3.3}{100} \frac{3.5}{42} \frac{2.8}{5} \frac{2.4}{15} \frac{2.2}{15} \frac{3.5}{26} \frac{4.2}{31} \frac{4.3}{33} \frac{3.7}{36} \frac{3.6}{50} \frac{3.9}{100}$$

$$\frac{3.5}{100} \frac{3.8}{50} \frac{3.1}{8} \frac{2.6}{5} \frac{2.3}{16} \frac{3.2}{16} \frac{2.2}{26} \frac{3.8}{32} \frac{3.9}{50} \frac{3.6}{100}$$

$$\frac{4.2}{100} \frac{4.2}{78} \frac{4.7}{64} \frac{4.7}{50} \frac{5.9}{34} \frac{5.8}{18} \frac{6.5}{10} \frac{3.9}{1} \frac{4.0}{16} \frac{3.5}{16} \frac{3.6}{27} \frac{5.5}{33} \frac{5.8}{50} \frac{5.8}{100}$$

$$\text{Top} \frac{2.90}{91} \frac{4.2}{50} \frac{4.2}{43} \frac{5.4}{29} \frac{4.2}{10} \frac{4.4}{2} \frac{4.2}{4.2} \frac{3.3}{17} \frac{3.7}{27} \frac{5.8}{35} \frac{5.9}{50} \frac{5.9}{100}$$

$$\frac{4.3}{100} \frac{4.5}{82} \frac{\text{Top}}{2.99} \frac{3.7}{69} \frac{3.6}{60} \frac{4.8}{50} \frac{4.8}{9} \frac{3.6}{3.6} \frac{3.1}{15} \frac{3.7}{21} \frac{8.1}{41} \frac{8.6}{50} \frac{6.5}{67} \frac{5.9}{100}$$

Sta	+	π	-	Elev
		991.08		
4+88				27.1
5				27.1
+50				26.6
6				25.4
+50				24.4
7				22.9
T.P.	1.98	925.27	7.79	923.21.
+50				20.9
8+00	Ent.	Lt.		19.4
+10				19.1
+50				17.5
9				15.3

LT Z RT

$$\frac{5.8}{100} \quad \frac{6.0}{40} \quad \frac{5.2}{24} \quad 4.0 \quad \frac{2.9}{7} \quad \frac{2.8}{17} \quad \frac{3.2}{30} \quad \frac{4.4}{45} \quad \frac{5.0}{50} \quad \frac{5.6}{70} \quad \frac{7.4}{94}$$

$$\frac{5.8}{100} \quad \frac{5.9}{50} \quad \frac{5.7}{13} \quad 4.0 \quad \frac{3.3}{8} \quad \frac{3.1}{17} \quad \frac{3.0}{26} \quad \frac{3.6}{39} \quad \frac{2.89}{44} \quad \frac{3.6}{70} \quad \frac{4.052}{79} \quad \frac{5.6}{100}$$

Top Rail
28.19

$$\frac{5.7}{100} \quad \frac{5.7}{50} \quad \frac{5.7}{37} \quad \frac{5.0}{8} \quad 4.5 \quad \frac{4.1}{7} \quad \frac{4.3}{24} \quad \frac{5.7}{35} \quad \frac{5.2}{49} \quad \frac{5.1}{100}$$

$$\frac{6.0}{100} \quad \frac{6.0}{50} \quad \frac{5.8}{37} \quad 5.7 \quad \frac{5.6}{14} \quad \frac{5.7}{25} \quad \frac{6.6}{32} \quad \frac{5.8}{38} \quad \frac{5.7}{50} \quad \frac{6.2}{100}$$

$$\frac{6.4}{100} \quad \frac{6.3}{50} \quad \frac{6.3}{40} \quad \frac{6.7}{11} \quad 6.7 \quad \frac{6.7}{14} \quad \frac{6.9}{24} \quad \frac{7.2}{29} \quad \frac{6.1}{42} \quad \frac{6.4}{50} \quad \frac{6.5}{100}$$

$$\frac{6.7}{100} \quad \frac{6.4}{38} \quad \frac{6.5}{38} \quad \frac{7.0}{9} \quad \frac{8.1}{1} \quad 8.2 \quad \frac{8.0}{12} \quad \frac{8.2}{23} \quad \frac{8.5}{26} \quad \frac{8.3}{29} \quad \frac{6.7}{37} \quad \frac{6.8}{50} \quad \frac{6.8}{100}$$

$$\frac{1.2}{100} \quad \frac{1.3}{50} \quad \frac{1.1}{25} \quad \frac{2.0}{10} \quad \frac{4.3}{1} \quad 4.4 \quad \frac{4.0}{1} \quad \frac{3.7}{13} \quad \frac{4.3}{31} \quad \frac{1.4}{40} \quad \frac{1.5}{50} \quad \frac{1.4}{100}$$

$$\frac{1.8}{100} \quad \frac{2.0}{50} \quad \frac{2.8}{37} \quad \frac{5.8}{7} \quad 5.9 \quad \frac{5.7}{14} \quad \frac{6.1}{23} \quad \frac{6.6}{25} \quad \frac{6.6}{29} \quad \frac{2.6}{38} \quad \frac{1.9}{50} \quad \frac{1.9}{100}$$

$$\frac{2.7}{100} \quad \frac{2.7}{50} \quad \frac{2.6}{21} \quad \frac{1.9}{13} \quad \frac{1.8}{10} \quad \frac{6.2}{9} \quad 6.2 \quad \frac{6.1}{12} \quad \frac{6.4}{22} \quad \frac{7.0}{26} \quad \frac{7.0}{28} \quad \frac{2.7}{38} \quad \frac{2.5}{50} \quad \frac{2.3}{100}$$

$$\frac{3.8}{100} \quad \frac{3.8}{50} \quad \frac{3.7}{23} \quad \frac{8.3}{11} \quad \frac{7.9}{8} \quad 7.8 \quad \frac{7.7}{11} \quad \frac{8.2}{21} \quad \frac{9.0}{41} \quad \frac{9.0}{27} \quad \frac{4.1}{20} \quad \frac{2.8}{50} \quad \frac{3.0}{100}$$

$$\frac{5.1}{100} \quad \frac{5.1}{50} \quad \frac{5.4}{24} \quad \frac{10.4}{18} \quad 10.0 \quad \frac{9.9}{8} \quad \frac{10.2}{20} \quad \frac{10.9}{33} \quad \frac{10.9}{26} \quad \frac{5.2}{36} \quad \frac{5.1}{50} \quad \frac{5.2}{100}$$

	+	π	-	Elev.
Sta.		925.27		
+50				13.4
10				11.5
10+00 Ent Lt				
T.P.	1.55	914.18	12.64	914.63
+50				09.2
11	Drive Lt.			07.5
+50				05.5
T.P.	5.84	907.75	12.27	901.91
12	Begin New Fill on Lt.			03.3
+50	Ent. Rt.			00.8
+75				899.5
T.P.	2.92	898.05	12.62	895.13
B.M.			5.65	898.40
				898.35

Lt.

E

RT

(9)

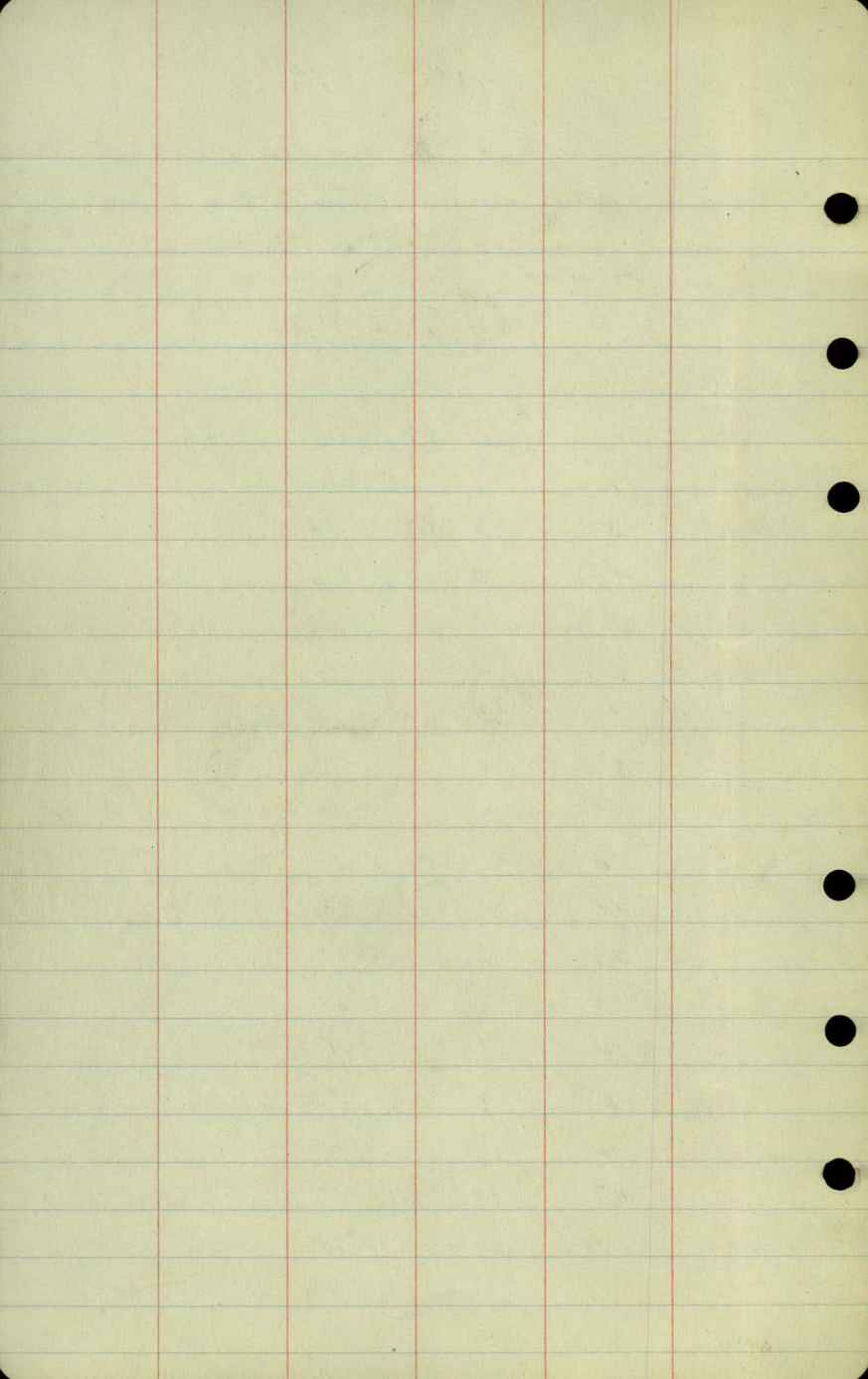
 $\frac{76}{100}$ $\frac{73}{50}$ $\frac{73}{24}$ $\frac{124}{18}$ $\frac{119}{1}$ $\frac{119}{7}$ $\frac{124}{19}$ $\frac{128}{22}$ $\frac{128}{25}$ $\frac{66}{37}$ $\frac{64}{50}$ $\frac{60}{100}$
 $\frac{109}{100}$ $\frac{104}{45}$ $\frac{109}{25}$ $\frac{138}{9}$ $\frac{138}{1}$ $\frac{142}{18}$ $\frac{146}{21}$ $\frac{142}{28}$ $\frac{90}{35}$ $\frac{58}{50}$ $\frac{76}{100}$
 $\frac{109}{100}$ $\frac{104}{45}$ $\frac{121}{25}$ $\frac{138}{9}$
 $\frac{39}{100}$ $\frac{33}{50}$ $\frac{30}{24}$ $\frac{58}{20}$ $\frac{58}{17}$ $\frac{52}{14}$ $\frac{50}{5}$ $\frac{52}{15}$ $\frac{61}{21}$ $\frac{61}{26}$ $\frac{11}{37}$ $\frac{07}{50}$ $\frac{103}{100}$
 $\frac{91}{100}$ $\frac{91}{50}$ $\frac{80}{28}$ $\frac{69}{13}$ $\frac{67}{1}$ $\frac{70}{13}$ $\frac{82}{25}$ $\frac{80}{31}$ $\frac{48}{42}$ $\frac{41}{50}$ $\frac{13}{100}$
 $\frac{139}{100}$ $\frac{137}{50}$ $\frac{132}{38}$ $\frac{121}{23}$ $\frac{97}{18}$ $\frac{90}{13}$ $\frac{87}{1}$ $\frac{91}{18}$ $\frac{109}{28}$ $\frac{110}{32}$ $\frac{85}{29}$ $\frac{81}{50}$ $\frac{52}{100}$
 $\frac{130}{100}$ $\frac{523}{71}$ $\frac{125}{50}$ $\frac{111}{33}$ $\frac{49}{18}$ $\frac{48}{13}$ $\frac{45}{1}$ $\frac{47}{11}$ $\frac{52}{14}$ $\frac{67}{19}$ $\frac{78}{26}$ $\frac{78}{32}$ $\frac{65}{36}$ $\frac{4823}{5080}$
 $\frac{163}{100}$ $\frac{165}{50}$ $\frac{73}{25}$ $\frac{70}{1}$ $\frac{71}{8}$ $\frac{77}{21}$ $\frac{73}{50}$ $\frac{578}{100}$
 $\frac{162}{100}$ $\frac{160}{13}$ $\frac{83}{28}$ $\frac{82}{7}$ $\frac{83}{1}$ $\frac{86}{7}$ $\frac{90}{11}$ $\frac{110}{20}$ $\frac{114}{37}$ $\frac{125}{41}$ $\frac{116}{50}$ $\frac{70}{100}$

Spikes in 24" Oak. S.W. Cor. Park Triangle

Onassso Blv Imp.

Distance to Ctr. of Traveled Roadway
 from Established Base Line.
 from Sta. 0+00 to 17+55⁷⁹

Sta.	Width of Traveled Road.	Dist. Base Line to Ctr. of Traveled Road.
1	24	8' Rt
2	21	10.5' Rt.
3	22	13' Rt
4	22	15' Rt
5	19	16.5' Rt
6	20	14.2' Rt
7	23	12.5' Rt
8	21	10.5' Rt
9	22	7.1' Rt
10	21	4' Rt
11	21	0.8' Rt
12	22	18' Lt
13	21	6' Lt
14	21	10.5' Lt
15	23	12.6' Lt
16	23'	16' Lt
17	24'	18.3' Lt
185 ⁷⁹ Hub.	22'	19.6' Lt



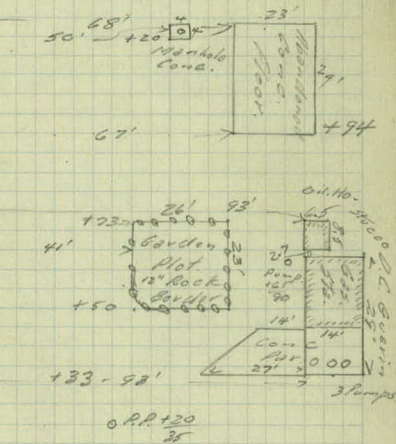
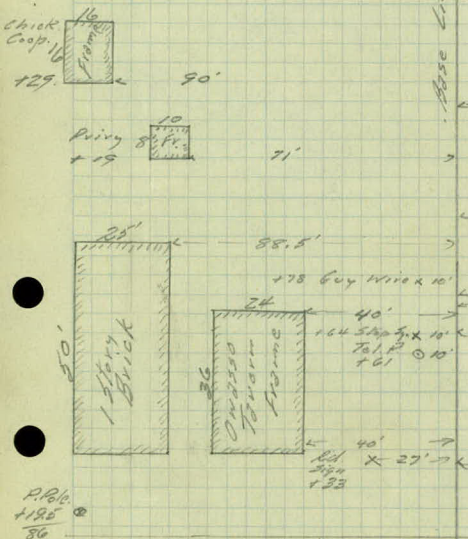
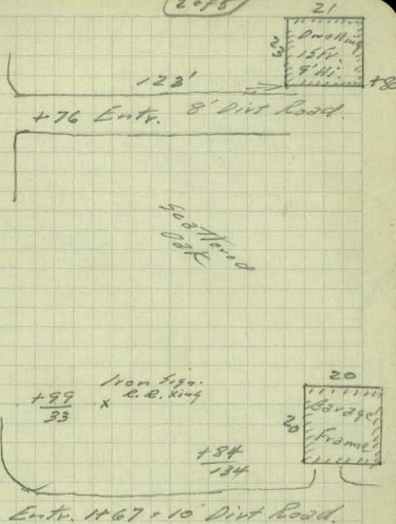
Topography
No. Owasso Blvd. Sta. 0+00
to Sta. 13+00.

6/4/37

P.P. = Power Pole.
T.P. = Telephone "

0134 - 1 Story Brick Bldg. 87' Lt. +
Onasso Tavern 40' Lt. (On Sacks.
New Edn. Pending)

0100



24' Concrete
Rice.

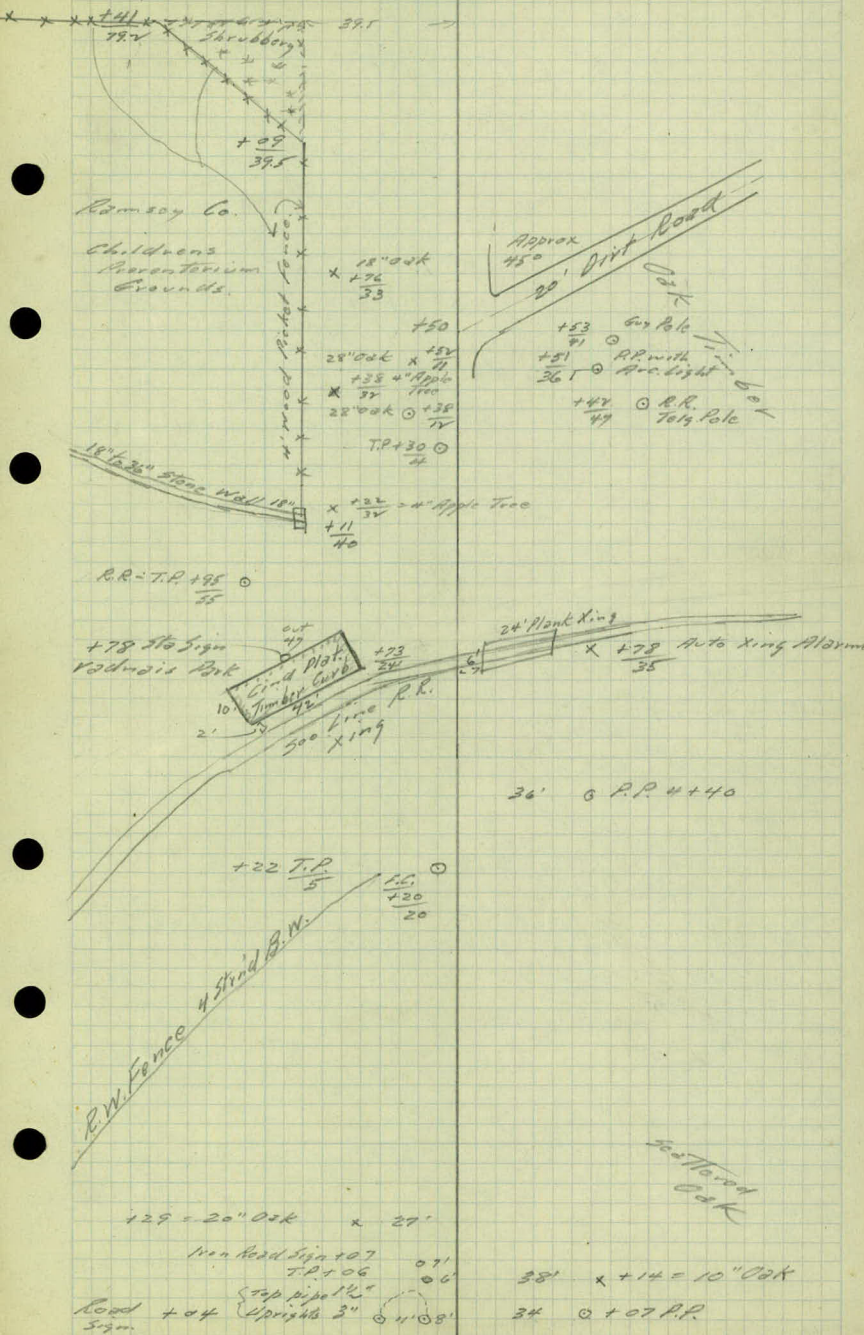
Pavement
St.

6

5

4

3



10

9

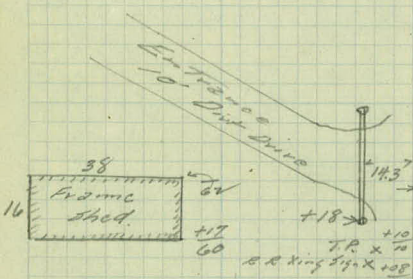
8

7

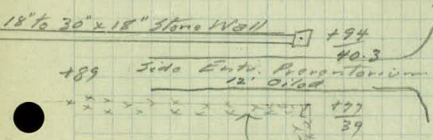
3 Rail Wood Fence
 $\frac{+64}{25}$

T.P. $\frac{+122}{14}$ ①

① P.P. $\frac{+10}{23}$



12" x 28' C.M.



x P.P. $\frac{+87}{29}$

Shrubbery

28' Oak x $\frac{+46}{17}$

Scattered

Oak

+88 x x x x x 38'

6+95 - 20' Oilad
 Main Entr. Perentarium

① P.P. $\frac{+69}{32}$

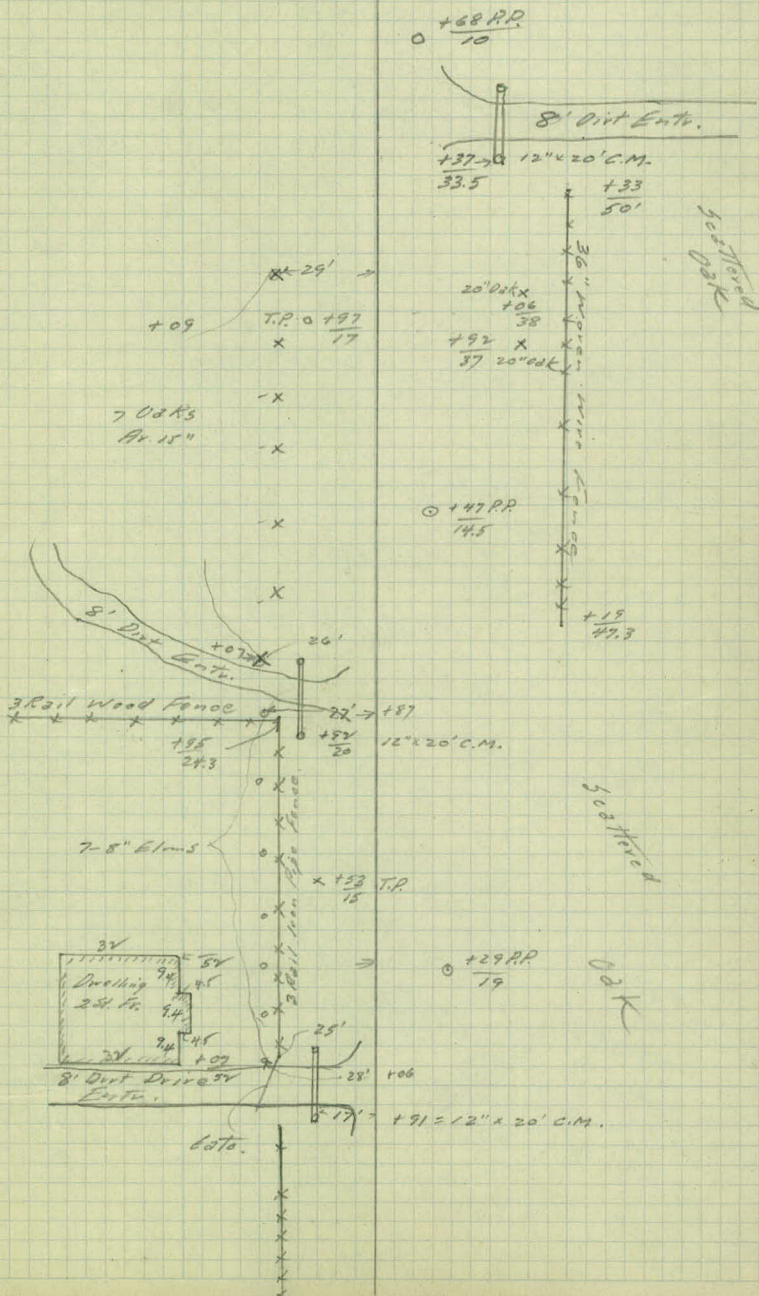
T.P. $\frac{+157}{6}$ ①

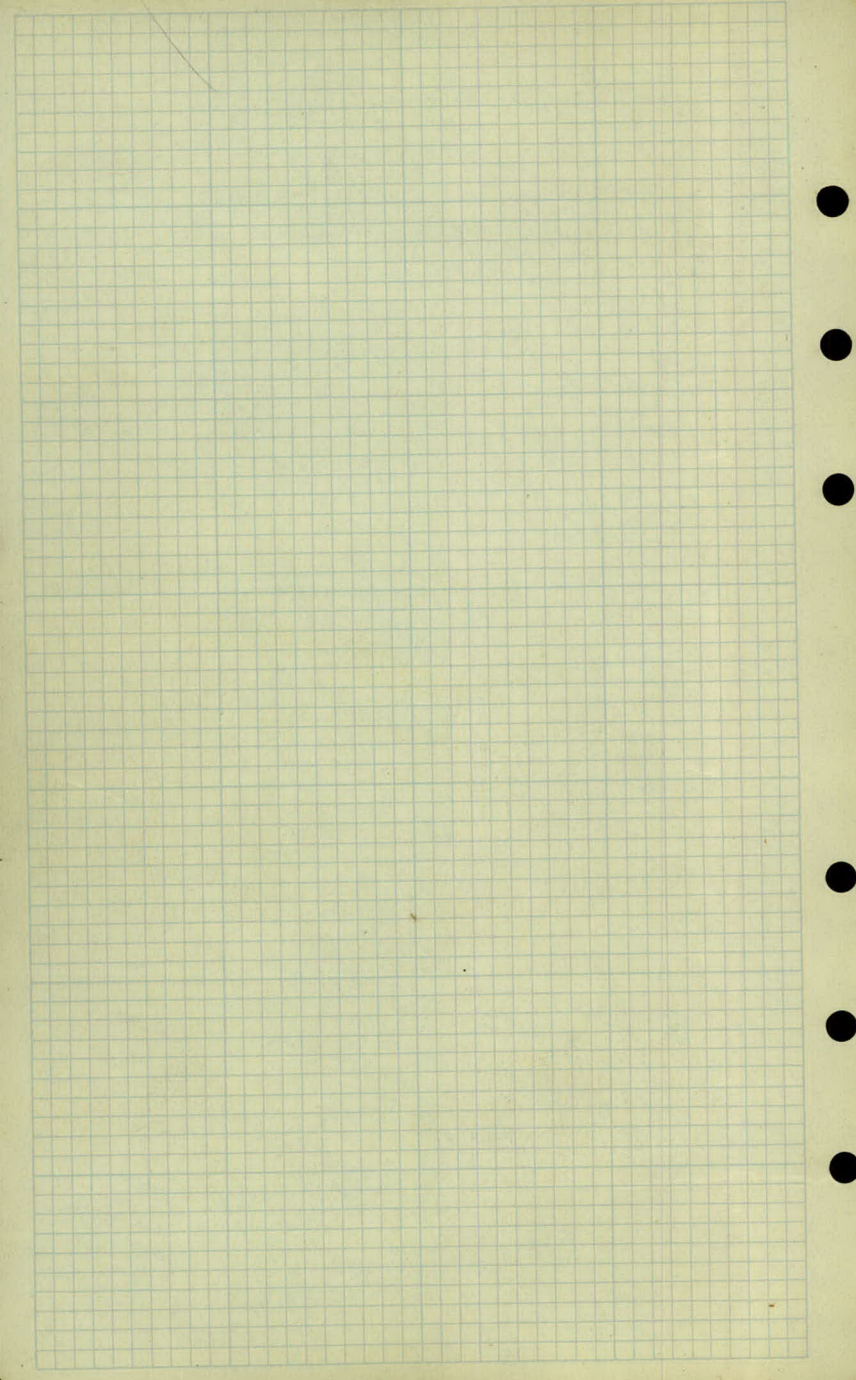
13

12

11

10





1-1

PLAN

Invasco Blvd. No.

Alignment From Sta.
634 to Sta. 944

6/1937

(Alignment follows center of
present traveled Road)

Sta.	Point	Angle Left	Angle Right
66+09.37	P.T.		

$$D = 25^{\circ}$$

$$T = 61.39$$

$$L = 119.07$$

65+51.69	P.I.		
----------	------	--	--

$$29^{\circ}46'$$

64+90.3	P.C.		
---------	------	--	--

64+60.54	P.T.		
----------	------	--	--

$$D = 27^{\circ}$$

$$T = 81.70$$

$$L = 154.69$$

63+87.55	P.I.		
----------	------	--	--

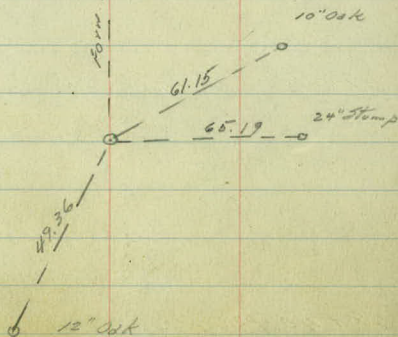
$$41^{\circ}46'$$

63+05.85	P.C.		
----------	------	--	--

PG. 64+90.3

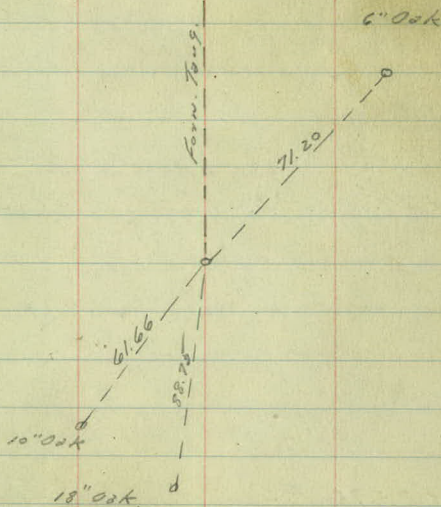
65	1°13'
+25	4°20 $\frac{1}{2}$ '
+50	7°28'
+75	10°35 $\frac{1}{2}$ '
66	13°43'

RT. 66+09.37 14°53'



63+05.85 PG.

63+25	2°35'
63+50	5°57 $\frac{1}{2}$ '
63+75	9°20'
64	12°47 $\frac{1}{2}$ '
64+25	16°05'
64+50	19°27 $\frac{1}{2}$ '
64+60.54 RT	20°53'



Sta.	Point	Angle Left	Angle Right
------	-------	---------------	----------------

70+06.57 P.T.

$D = 16^\circ$

$T = 84.87$

$L = 166.14$

69+25.3 P.I. $26^\circ 36'$

68+40.43 P.C.

57+24.47 P.T.

66+80.5 P.I.

$51^\circ 20'$

$D = 52^\circ$

$T = 54.75$

$L = 98.77$

66+25.75 P.C.

16.38

P.C. 68+40.43-

+50 - 0°46'

69 - 4°46'

+50 - 8°46'

70+00 - 12°46'

P.T. 70+06.57 - 13°17'1/2"

Form. Tang.

60.63 12" Oak

27.30 15" Oak

29.33

8" Oak

P.C. 66+35.75

+30 1°06'

+40 3°42'

+50 6°18'

+60 8°54'

+70 11°30'

+80 14°06'

+90 16°42'

67 19°18'

+10 21°54'

120 24°30'

+241.47 25°40'

12" Oak

8" Oak

39.86

73.47

12" Cottonwood

Form. Tang.

Sta. Point Angle
Left Right

↓
76+91.78 P.T.

$D = 8$

$T = 91.50$

$L = 181.88$

↓
76+00.9 P.I. $14^{\circ}33'$

76+09.4 P.C.

77+57.24 P.T.

$D = 4^{\circ}$

$T = 95.37$

$L = 190.44$

71+62.17 P.I. $7^{\circ}37'$

70+66.8 P.C.

PC 75+09.4

+50 1°27 1/2'

76 3°37 1/2'

+50 5°32 1/2'

PT 76+91.78 7°16 1/2'

15" Oak

Form. Tong.

8" Oak

38.51

97.49



PC 70+66.80

71 0°40'

71+50 1°40'

72 2°40'

72+50 3°40'

PT 72+87.22 3°48 1/2'

Form. Tong.

16" Oak

55.93

55.25

10" Oak

58.50

12" Oak

Angle

Sta. Point Left Right

86+89.74 P.T.

$$D = 5^\circ$$

$$T = 224.43$$

$$L = 439.67$$

84+72.7 P.I. $21^\circ 59'$

87+50.07 P.C.

80+40.95 P.T.

$$D = 15^\circ$$

$$T = 121.46$$

$$L = 234.56$$

79+27.85 P.I.

$35^\circ 11'$

78+06.39 P.C.

P.C. 87+50.07

+50 1°15'

83 2°30'

+50 3°45'

84 5°

+50 6°15'

85 7°30'

+50 8°45'

86 10°

+50 10°59 1/2'

P.T. +89.74

P.L. 78+06.39

+50 3°16'

79 7°01'

+50 10°46'

80 14°31'

P.T. +40.95 17°35 1/2'

Lower Tong.

34.26

34.40

48.41

Stone Entrance
Pillars (Mt. Bottom)Hawaiian
Night
Club

10°00k

9

45°04'

15°22'

Hub.

Lower Tong.

18" Ash.

23.25

100'

64.57

8" Ash.

X

Sta.	Point	Angle	Left	Right
------	-------	-------	------	-------

2+41.1	P.O.T. "B" Line.			
94+12.15	P.O.T.			

90+04.74	P.T.			
----------	------	--	--	--

$$D = 8^{\circ}$$

$$T = 137.49.$$

$$L = 271.46.$$

88+70.75	P.I.			
----------	------	--	--	--

$$21^{\circ}43'$$

87+32.26	P.C.			
----------	------	--	--	--

$$T = 137.49$$

$$57.2958$$

$$L = 271.46$$

$$271.46$$

$$\Delta = 19^{\circ}49'30''$$

$$50.00 \quad 137.4$$

$$PC = 87 + 33.26$$

$$0^{\circ}00'$$

$$+50. \quad 36'33'' \quad 0^{\circ}36'35'' \checkmark$$

$$+75 \quad 54'35'' \quad 1^{\circ}31'08'' \checkmark$$

$$88 \quad 54'35'' \quad 2^{\circ}25'43'' \checkmark$$

$$+25 \quad 54'35'' \quad 3^{\circ}20'18'' \checkmark$$

$$+50 \quad 54'35'' \quad 4^{\circ}14'53'' \checkmark$$

$$+75 \quad 54'35'' \quad 5^{\circ}09'28'' \checkmark$$

$$89 \quad 54'35'' \quad 6^{\circ}04'03'' \checkmark$$

$$+25 \quad 54'35'' \quad 6^{\circ}58'38'' \checkmark$$

$$+50 \quad 54'35'' \quad 7^{\circ}53'13'' \checkmark$$

$$+75 \quad 54'35'' \quad 8^{\circ}47'48''$$

$$90 \quad 54'35'' \quad 9^{\circ}42'23''$$

$$+04.72 \quad 12'22'' \quad 9^{\circ}54'45''$$

$$271.46 \quad \sqrt{9^{\circ}54'45''}$$

$$271.46 \sqrt{954.45''}$$

60
540

$$271.46 \quad 594.45''$$

$$\begin{array}{r} 594 \\ 60 \\ \hline 35640 \\ 45 \\ \hline \end{array}$$

$$271.46 \sqrt{35685.00}$$

131

271.46 x

85390

35685

$$131$$

$$131$$

$$\underline{25}$$

$$655$$

$$262$$

$$60 \sqrt{3275} \quad 54$$

$$54'' 35'''$$

$$\begin{array}{r} 5000 \\ 32.26 \\ \hline 16.74 \end{array}$$

$$\begin{array}{r} 30 \\ 275 \\ 240 \\ \hline 35 \end{array}$$

$$54' 35''$$

$$\begin{array}{r} 1 \\ \hline 61.832 \\ 60 \\ \hline 18.32 \end{array}$$

P.C. 87+33.26

+50 0°40'

88 2°40'

+50 4°40'

89 6°40'

+50 8°40'

90 10°40'

P.T. 90+04.71 10°51'2"

Nail in
18" O.S.K.

R.R.

103.62

83°17'

300 ±

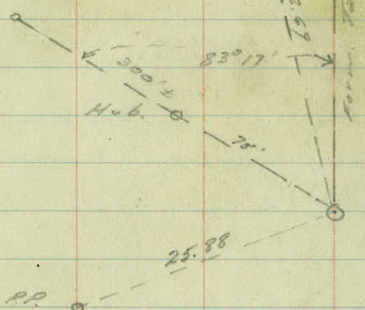
Hub.

75'

25.88

R.R.

Sewer Line



63105.85 P.C.

East $\frac{1}{4}$ Cor.
Sec. 35 T30N-R23W.

265.10

Back Tong.

91' 005'

54.99

18" 08 K

12" 08 K

41.69

Ct.
500.35

63187.55 P.I.

35.68

64+60.54 P.T.

Fore Tong.

P.I. Sta. 88+70.75

Stone Man

ctr.

Sec. 36

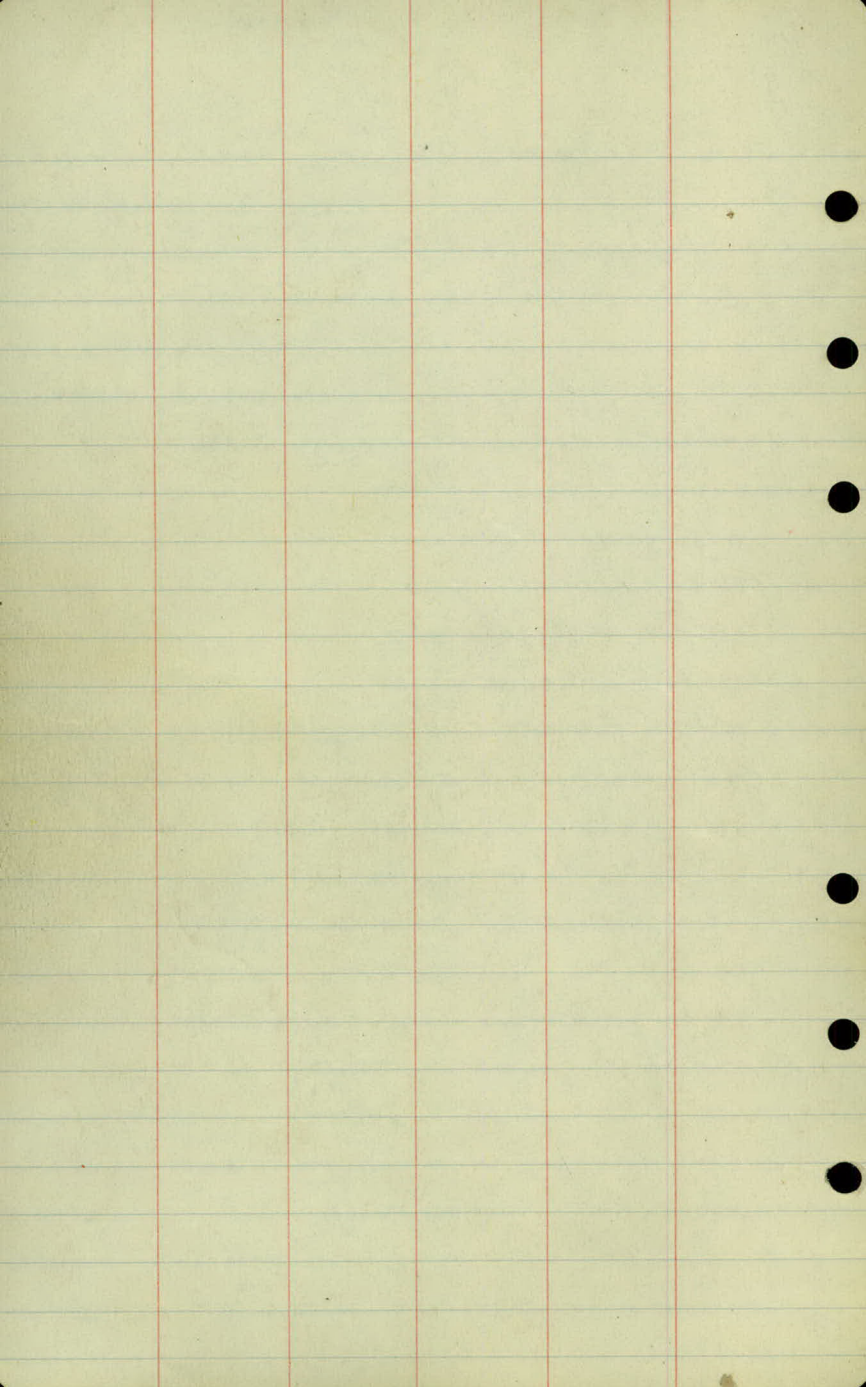
30-23

70° 10'

240.95

P.O.T. Sta. 94+13.15

Sta. 2+40.95 "B" Line



Line Revision

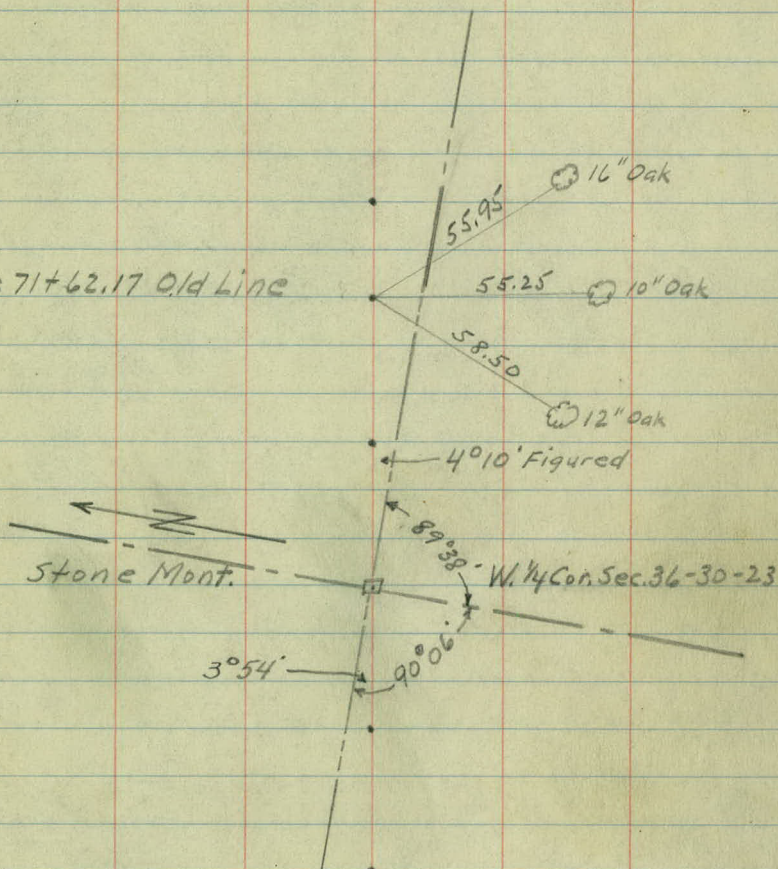
Owasso Blvd. No. & Arbogast St.

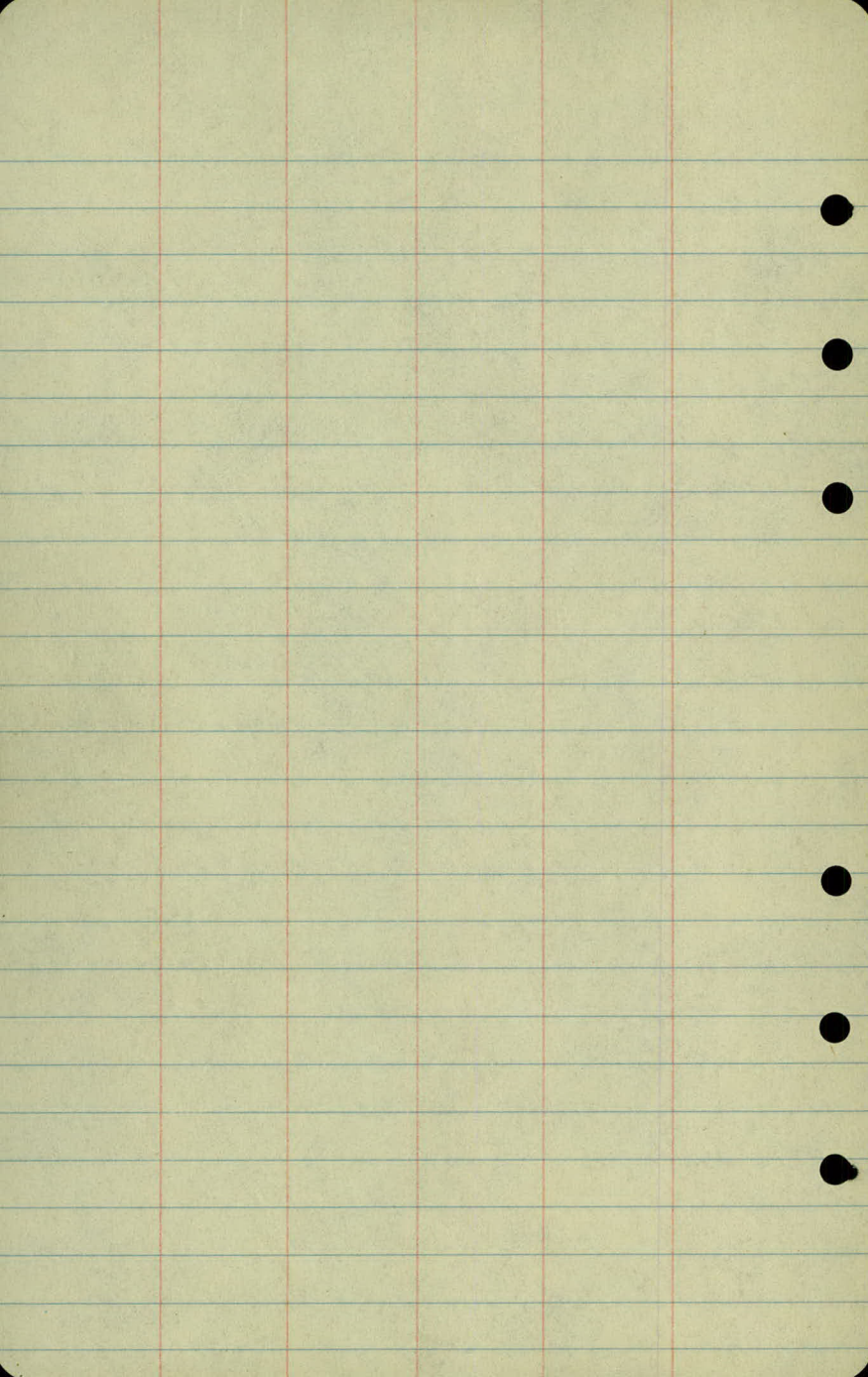
Sta.	Point	Δ -Lt.	Δ -Pt.
8+90.66	P.T.		$1^{\circ}46'5''$
+50			$1^{\circ}22'$
8+01.94	P.I.		$\Delta - 3^{\circ}33'$
8+00			$3^{\circ}33'$
+50			$0^{\circ}52'$
7+13.16	P.C.		$T - 88.78$
			$0^{\circ}22'$
			$L - 177.5$
			$R - 2864.93$

2+61.26	P.T.	43°06'	
+50		41°15'	Δ-86°13'
2+00		33°00'	D-33°R.
+64.79	P.I.	86°13'	T-164.79
+50		24°45'	L-261.26
1+00		16°30'	R-176.047
+50		8°15'	
0+00	P.C.	0°00'	

10-21-37

= 71+62.17 O/d Line





Topography Owasso Blvd. No.
Sta. 62± to Sta. 94±

$$+52 \text{ P.P.} \\ \underline{21'}$$

$$+50 \text{ Fe} \\ \underline{41'}$$

$$150 \text{ Rd} \\ \underline{16'-11'}$$

$$+70 \text{ End Sign} \\ \underline{17'}$$

$$+62 \text{ G.Pole} \\ \underline{24'}$$

69

$$\text{Fe} \\ \underline{44'}$$

$$\text{Rd} \\ \underline{16'-13'}$$

$$+44 \text{ Rd Sign} \\ \underline{24'}$$

$$+42 \text{ P.P.} \\ \underline{21'}$$

$$+50 \text{ Rd} \\ \underline{16'-13'}$$

$$+45 \text{ G.Pole} \\ \underline{23'}$$

68

$$\text{Fe} \\ \underline{42'}$$

$$\text{Rd} \\ \underline{12'-15'}$$

$$+23 \text{ P.P.} \\ \underline{21'}$$

$$+02 \text{ Fe Cor} \\ \underline{31'}$$

67

$$\text{Fe} \\ \underline{36'}$$

$$\text{Rd} \\ \underline{10'-16'}$$

$$+80 \text{ Fence Cor} \\ \underline{56'}$$

$$+40 \text{ Rd Sign} +50 \text{ Fe} \\ \underline{29' \quad 43'}$$

$$+50 \text{ Rd} \\ \underline{13'-15'}$$

$$+18 \text{ P.P. + Fence} \\ \underline{36.5'}$$

$$+10 \text{ End G.Rail + Fence Cor} \\ \underline{23.5'}$$

66

$$\text{G.Rail} \\ \underline{21'}$$

$$\text{Rd} \\ \underline{13'-12'}$$

$$+30 \text{ Rd} \\ \underline{9'-14'}$$

$$\text{G.Rail} \\ \underline{15'}$$

65

$$\text{G.Rail} \\ \underline{17'}$$

$$\text{Rd} \\ \underline{11'-13'}$$

$$+93 \text{ P.P.} \\ \underline{30'}$$

$$+50 \text{ Rd} \\ \underline{13'-11'}$$

$$\text{G.Rail} \\ \underline{20'}$$

64

$$+79 \text{ Beg G.Rail} \\ \underline{20'}$$

$$+44 \text{ Fe Cor} \\ \underline{43'}$$

$$+38 \text{ End G.Rail} \\ \underline{16'}$$

$$\text{G.Rail} / 19' \quad \text{Rd} \\ \underline{11'-13.5'}$$

+67
Arbogast Rd

+64 Fe Cor
30
Wayon Wire

$$63 \text{ Fe} \quad \underline{24' \text{ Cor}} \quad \text{G.Rail} \quad \text{Rd} \\ \underline{22' \quad 21' \quad 13' \quad 10'}$$

$$\text{X Drain} \\ \underline{24' \times 20' \text{ CM}} \quad \underline{24' \times 24' \text{ CM}} \\ \underline{12' \times 24' \text{ CM}} \quad \underline{17' \times 14'}$$

Heavy Timber

Timber & Brush

Tree Line
90'

Tree Line
75'

Tree Line
43'

5 Strand Barbed Wire

Timber
+ Brush

Autogast

Grave Rd

Timber + Brush

50'

Tree Line
75'
100'
200'

Timber & Brush

77 $\frac{N.d.}{8-12}$ $\frac{Fc}{34}$ Lake 80'

+56 Fc Cor Big Woven Wire Fe
 +50 Fc Cor Oak
 +64 Big Timber

+87 R.P.
 28'

+50 R Ent
 +21.8 Oak
 21'

+37 Fc Cor
 28'

76 $\frac{Fc}{18}$ $\frac{Rd}{8-9}$ $\frac{G.R.}{12}$ $\frac{Fc}{12}$ Lake 96'
 +90 End of Oaks
 +75 Big Clump of Oaks
 20'

+87 End G.R.
 10'

+104 E.G.R.
 12'

+104 Fc Cor
 19'

+97 Fc Cor
 12'

+104 Fc Cor
 24'

+104.10 Oak
 28'

+83 Oak
 45'

+31 19 Oak
 17'

+28 Fc Cor
 21'

+61 R.P.
 24'

75 $\frac{G.R.}{11}$ $\frac{Rd}{11-9}$ $\frac{G.R.}{9}$
 Cattle Pass
 +23.5

+41 R.P.
 18'

74 $\frac{Fc Cor}{10}$ $\frac{G.R.}{10}$ $\frac{Rd}{8-9}$ $\frac{G.R.}{11}$ 106 10 Poplar
 16'
 +94 Fc Cor
 18'

+82 6 Ash
 18'

+78 Big G. Rail
 10'

+58 Big G. Rail
 11'

+50 30 Maple
 35'

+42 24 Maple
 35'

+30 24 Maple
 28'

+19 R.P.
 19'

73 $\frac{Fc}{20}$ $\frac{Rd}{9-11}$ $\frac{Fc}{20}$
 +50 Fc
 24'

+10 10 Oak
 25'

+75 Fc Cor
 22'

+60 15 Oak
 25'

+81 10 Oak
 35'

72 P.P.
 20'

$\frac{Fc}{28}$ $\frac{Rd}{10-13}$ $\frac{Fc}{24}$ +92 R.P.
 22'

+95 12 Oak
 45'

+68 Field Elm 18'
 15' 12 Oak

+25 12 Oak
 30'

71 $\frac{Fc}{28}$ $\frac{Rd}{11-13}$
 +78 R.P.
 20'

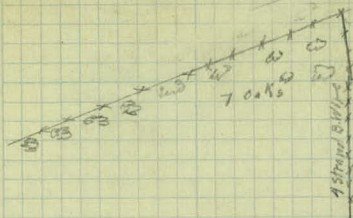
+50 End Timber
 108'

+78 Oak
 25'

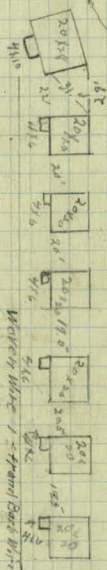
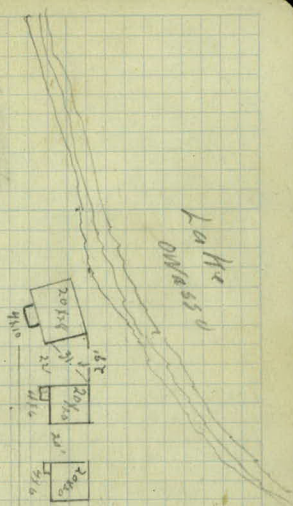
70 +29 Rd Sign
 22'

$\frac{Fc}{33.5}$ $\frac{Rd}{15-11}$ +20 6 Oak
 26'

Hay Field



4 strand
barbed wire
South of hills



5 strand barbed wire

4 strand barbed wire

Mesh

Hay Field

Mesh

80' mesh

Timber

10 oaks

$$\frac{+80 \text{ AMLTPP}}{43'}$$

Fc
47'

Rd
13-14

Fc

$$\frac{+23 \text{ P.P.}}{4'}$$

$$\frac{+34 \text{ Fc or}}{44.5}$$

83

Fc
45'

Rd
16-11'

Fc
38'

Lake
84'

$$\frac{+89 \text{ P.P.}}{42'}$$

82

Fc
40'

Rd
13-12'

Fc
29'

Lake
77'

$$\frac{+98-10" \text{ Pop}}{31'}$$

$$\frac{+25-10" \text{ Pop}}{28'}$$

$$\frac{+22-6" \times 12" \text{ Pop}}{30' \times 32'}$$

$$\frac{+65 \text{ P.P.}}{34'}$$

81

Fc
35'

Rd
13-12'

Fc
27'

Lake
78'

+69 Fc Ent

1874 Gate Beach
+84 3-11" Pop 1 Willow Ent
30' +63 Fc or
27'

$$\frac{+44 \text{ Fc or}}{30'}$$

$$\frac{+41 \text{ P.P.}}{25'}$$

80

Rd
8-17'

Fc
24'

Lake
83'

$$\frac{+36 \text{ P.P.}}{19'}$$

$$\frac{+50 \text{ Fc}}{30'}$$

$$\frac{+38-20" \text{ Oak}}{20'}$$

$$\frac{+06-6" \text{ Oak}}{25'}$$

79

Rd
8-16'

Fc
30'

Lake
78'

$$\frac{+74-6" \text{ Oak}}{21'}$$

$$\frac{+56-10" \text{ Oak}}{23'}$$

$$\frac{+16-10" \text{ Oak}}{22'}$$

$$\frac{+50 \text{ Fc}}{29'}$$

$$\frac{+12-6" \text{ Oak}}{24'}$$

$$\frac{+18 \text{ P.P.}}{20'}$$

78

Farm Ent

Rd
9-13'

Fc
30'

Lake
89'

+85 Fc or +91 X Drain
20' 12446 CM

77

Rd
8-12'

Fc
34'

Lake
80'

Scattered Pop. oaks & Brush

Beach

See details
on sheet

Field Ent

Wooden wire & 2 strand Barb wire

7' 6" Wire Iron Fence

Scattered Oaks &
Poplars

Hay Field

11' Wide Drainage
Ditch

50'

88 End Post Bog
40'

Rd
11-11'

+89 P.P.
25'

+80 No Pump 51977
69'

90

Rd
11-14

End Timber

+67 P.P.
28'

89

Rd
14-12'

+48 P.P.
29'

88

End Fe
32'

Rd
13-11'

Bog Post Bog
50'

+33 P.P.
33'

87

Fe
41'

Rd
15-13'

+10 End Timber

86

+94 P.P.
50'

Fe
50'

Rd
12-20'

85

RP
46'

Fe
51'

Rd
13-15'

+65 P.P.
46'

+88 Conc Pier
51'

+56 Conc Pier
53'

+150 RWC Horse Shed + Misc

84

Fe
47'

Rd
13-14'

Poplars, Oaks
& Brush

Peat Bog 50'

Brush Poplars & Oaks
Top of Slope 80'

3' 0" 1/2
3' 0" 1/2
3' 0" 1/2

3' 0" 1/2
3' 0" 1/2
3' 0" 1/2

94

$$\begin{array}{r} +106 \text{ Fe Cor} \\ 28' \end{array}$$

$$\begin{array}{r} \text{Rel} \\ 12' 10' \end{array}$$

$$\begin{array}{r} +161 \text{ Sign Post} \\ 26' \end{array}$$

$$\begin{array}{r} +194 \text{ Pop Corn Stand} \\ 27' 8 \times 8.5' \end{array}$$

$$\begin{array}{r} +130 \text{ Ent} \\ 20' - 12' 120' \text{ CM.} \end{array}$$

$$\begin{array}{r} +120 \text{ P.P.} \\ 21' \end{array}$$

93

$$\begin{array}{r} \text{Entl. Ec. 4 Strand} \\ 27' \text{ Barb Wire} \end{array}$$

$$\begin{array}{r} \text{Rel} \\ 11' - 13' \end{array}$$

$$\begin{array}{r} +187 \text{ F.P.} \\ 26' \end{array}$$

$$\begin{array}{r} +166 \text{ Conc Pier} \\ 24' \end{array}$$

$$\begin{array}{r} +38 \text{ * East} \\ \text{Horse Shoe Drive} \end{array}$$

$$\begin{array}{r} +135 \text{ Conc Pier} \\ 34' \end{array}$$

$$\begin{array}{r} +109 \text{ P.P.} \\ 22' \end{array}$$

$$\begin{array}{r} +109 \text{ Fe Cor} \\ 23' \end{array}$$

92

$$\begin{array}{r} +195 \text{ Field Ent} \end{array}$$

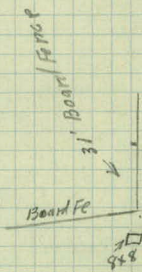
$$\begin{array}{r} \text{Rel} \\ 10' 12' \end{array}$$

91

$$\begin{array}{r} \text{Rel} \\ 11' - 11' \end{array}$$

Waste Land

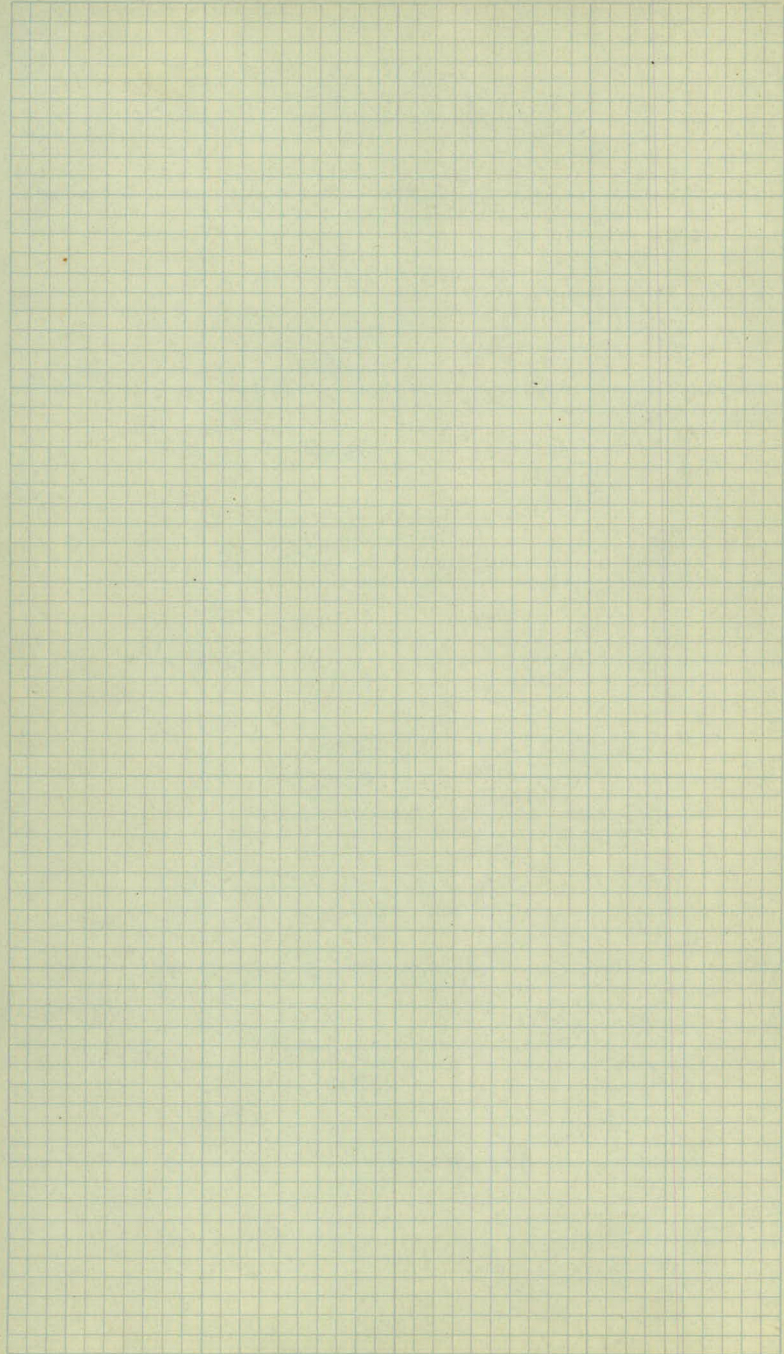
Picnic Grounds

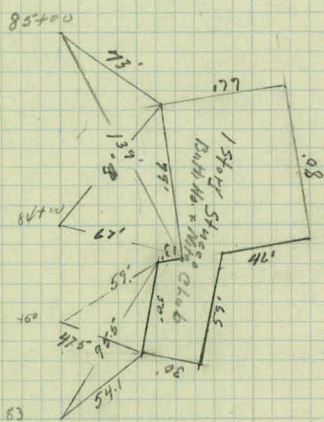


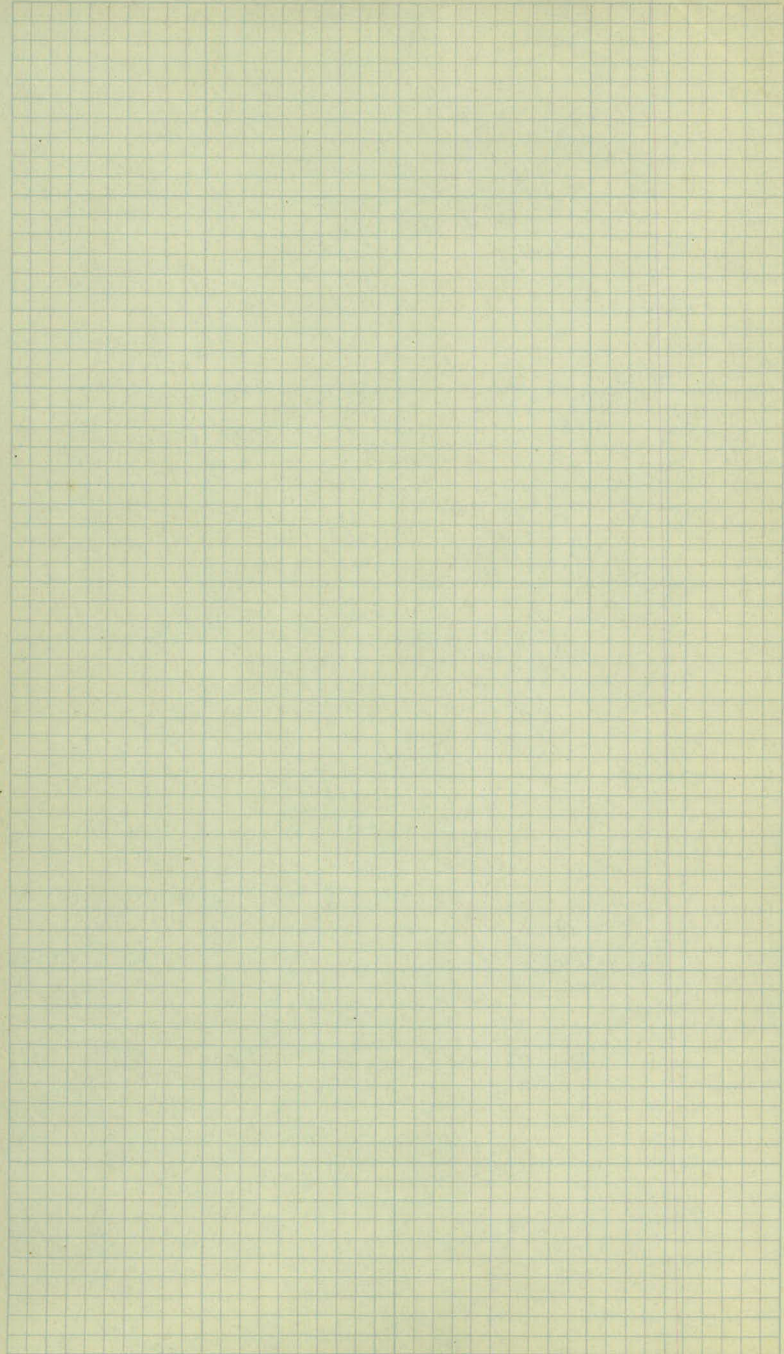
Wicholms Borrow Pit

Mr. Horseshoe Drive

Platted Property



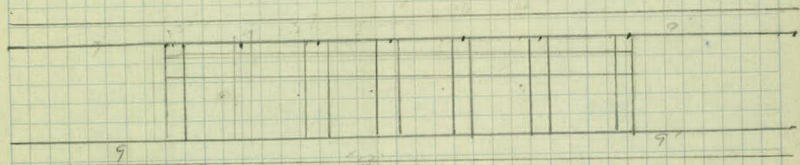


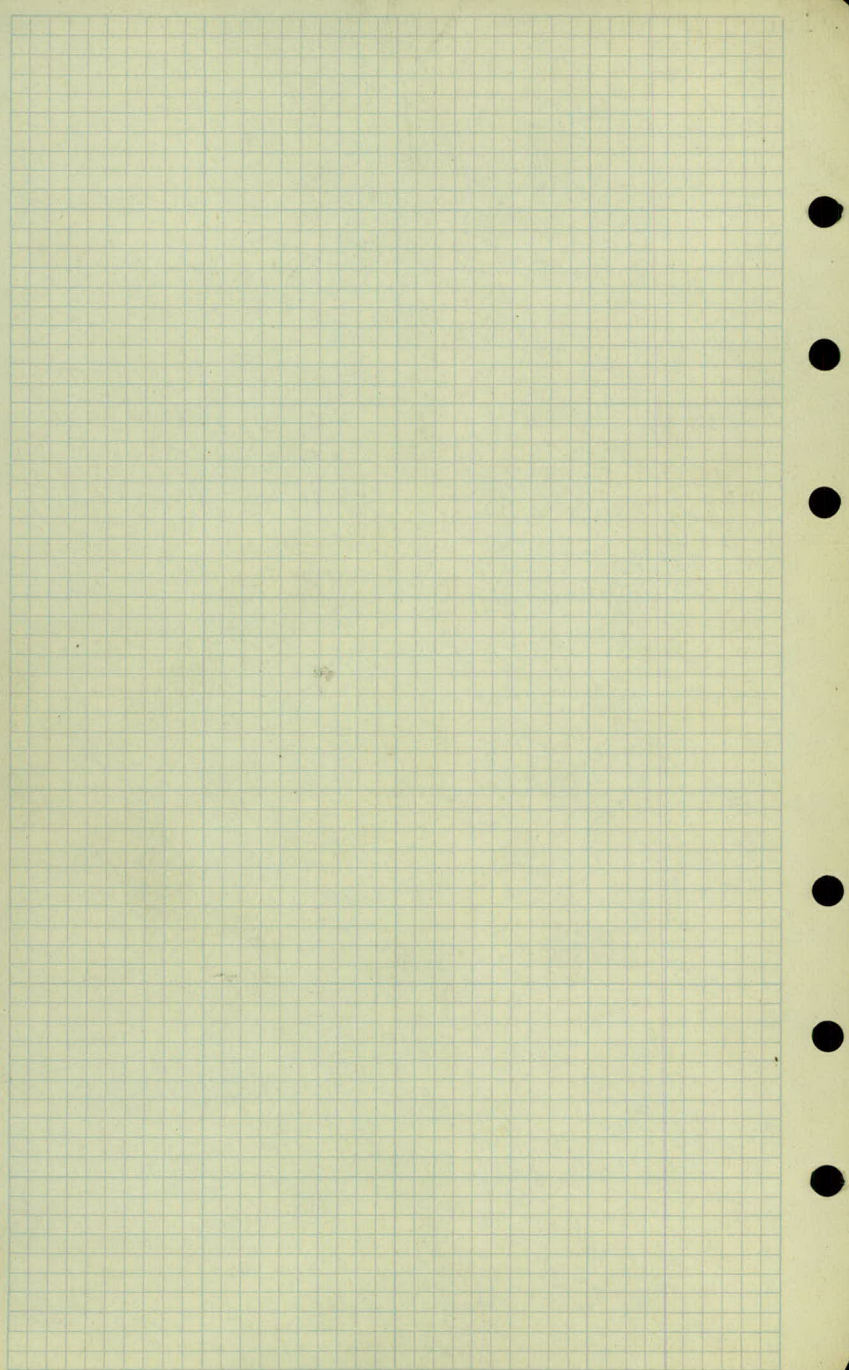


6 $1\frac{1}{2} \times 10 \times 25'$ } Deck Plank
 6 $3 \times 10 \times 25'$ }

12" x 7.5' Timber Stringers

1.3 # 41 Conc Abut.





Preliminary Cross Sections.

No. Overpass Blvd.

From Sta. 63+ Near Arbogast
Road to Sta. 94+13.15 near
New Bething Beach.

6/37

Sta.	+	x	-	Elev.
B.M.	10.41	942.71		933.30
63+05.85				39.1
63+19	Cutvert See Topog.			38.9
+40				38.9
+48	}	Rebagast Road		38.9
+45				38.9
+75				39.0
64				39.3
+50				41.2
65				43.9
T.P. #1	17.55	956.23	0.03	942.68
+50				46.6
66				49.1

Lt.

37

E

10

Rt.

Spike in 24" Oak 50' Lt. 113.63 + 10

$$\begin{array}{r} 11.8 \quad 11.6 \quad 97 \quad 5.2 \quad 39.1 \\ \hline 50 \quad 48 \quad 23 \quad 13 \quad 46 \quad 51 \quad 29 \quad 52 \\ \hline 16 \quad 24 \quad 60 \end{array}$$

$$\begin{array}{r} 16.8 \quad 14.8 \quad 13.2 \quad 14.5 \quad 6.1 \quad 38.9 \\ \hline 50 \quad 34 \quad 28 \quad 18 \quad 16 \quad 4.8 \quad 54 \quad 99 \quad 84 \quad 54 \quad 63 \\ \hline 17 \quad 26 \quad 30 \quad 37 \quad 50 \end{array}$$

$$\begin{array}{r} 20.0 \quad 15.5 \quad 11.8 \quad 8.1 \quad 6.1 \quad 38.9 \\ \hline 75 \quad 50 \quad 38 \quad 31 \quad 18 \quad 4.8 \quad 56 \quad 74 \quad 68 \quad 67 \quad 55 \\ \hline 18 \quad 23 \quad 35 \quad 46 \quad 80 \end{array}$$

$$\begin{array}{r} 15.3 \quad 10.5 \quad 8.0 \quad 4.7 \quad 38.9 \\ \hline 100 \quad 50 \quad 30 \quad 8 \quad 4.8 \quad 5.6 \quad 7.0 \quad 6.8 \quad 6.7 \quad 4.8 \\ \hline 17 \quad 24 \quad 35 \quad 42 \quad 50 \end{array}$$

$$\begin{array}{r} 22.5 \quad 21.3 \quad 18.7 \quad 17.1 \quad 11.0 \quad 8.9 \quad 7.7 \quad 4.8 \quad 38.9 \\ \hline 100 \quad 88 \quad 79 \quad 70 \quad 50 \quad 40 \quad 30 \quad 13 \quad 4.8 \quad 55 \quad 61 \quad 56 \quad 58 \quad 28 \\ \hline 18 \quad 23 \quad 26 \quad 39 \quad 50 \end{array}$$

$$\begin{array}{r} 22.0 \quad 21.0 \quad 18.6 \quad 15.2 \quad 12.0 \quad 8.7 \quad 4.8 \quad 39.0 \\ \hline 100 \quad 84 \quad 69 \quad 50 \quad 41 \quad 23 \quad 15 \quad 4.7 \quad 5.4 \quad 5.7 \quad 4.9 \quad 5.2 \quad 3.1 \\ \hline 17 \quad 24 \quad 27 \quad 38 \quad 50 \end{array}$$

$$\begin{array}{r} 21.0 \quad 18.5 \quad 17.3 \quad 11.2 \quad 9.6 \quad 4.7 \quad 4.0 \quad 39.3 \\ \hline 71 \quad 72 \quad 66 \quad 50 \quad 31 \quad 21 \quad 15 \quad 4.4 \quad 5.2 \quad 0.4 \quad +2.4 \quad +6.5 \\ \hline 22 \quad 33 \quad 50 \quad 75 \end{array}$$

$$\begin{array}{r} 21.0 \quad 20.9 \quad 16.4 \quad 13.0 \quad 10.5 \quad 6.5 \quad 2.8 \quad 2.2 \quad 41.2 \\ \hline 100 \quad 86 \quad 66 \quad 50 \quad 40 \quad 27 \quad 21 \quad 15 \quad 2.5 \quad 3.3 \quad 3.5 \quad 2.7 \quad +2.4 \quad +4.8 \quad +6.5 \\ \hline 11 \quad 18 \quad 24 \quad 33 \quad 50 \quad 75 \end{array}$$

$$\begin{array}{r} 21.5 \quad 21.5 \quad 19.6 \quad 16.4 \quad 11.1 \quad 0.4 \quad 0.0 \quad 43.9 \\ \hline 100 \quad 68 \quad 60 \quad 50 \quad 20 \quad 17 \quad 10 \quad 10.2 \quad -0.6 \quad 1.3 \quad 1.1 \quad +1.1 \quad +2.5 \quad +10.5 \quad +12.7 \\ \hline 12 \quad 13 \quad 23 \quad 30 \quad 38 \quad 50 \quad 75 \end{array}$$

$$\begin{array}{r} 24.5 \quad 23.7 \quad 20.5 \quad 28.0 \quad 21.8 \quad 14.0 \quad 10.2 \quad 4.6 \quad 46.6 \\ \hline 100 \quad 70 \quad 55 \quad 48 \quad 33 \quad 21 \quad 15 \quad 14 \quad 9.6 \quad 10.7 \quad 11.5 \quad 11.4 \quad 4.8 \quad 2.5 \quad +2.0 \\ \hline 16 \quad 21 \quad 24 \quad 33 \quad 50 \quad 75 \end{array}$$

$$\begin{array}{r} 24.5 \quad 23.7 \quad 21.5 \quad 25.0 \quad 23.1 \quad 13.8 \quad 8.2 \quad 6.9 \quad 49.1 \\ \hline 100 \quad 70 \quad 76 \quad 67 \quad 57 \quad 44 \quad 35 \quad 24 \quad 7.1 \quad 8.0 \quad 8.0 \quad 2.4 \quad 0.0 \quad +1.2 \quad +5.0 \\ \hline 12 \quad 15 \quad 26 \quad 43 \quad 50 \quad 75 \end{array}$$

Sta.	+	π	-	Elev.
		956.23		
66+50				51.7
+75				52.7
T.P. 42	10.61	965.06	1.78	954.45
67				53.1
+50				52.2
T.P.	7.19	961.64	10.61	954.45
68				50.1
B.M.	1.35	961.64	1.35	960.29
+50				48.0
T.P.	7.48	956.15	12.97	948.67
69				45.4
+50				42.2
T.P.	3.70	948.60	11.25	944.90
70				38.9
+50				35.9
T.P.	1.24	940.21	9.63	938.97

21.

2

21

$$\begin{array}{r} 80 \\ 100 \end{array} \quad \begin{array}{r} 57 \\ 70 \end{array} \quad \begin{array}{r} 27 \\ 64 \end{array} \quad \begin{array}{r} 19 \\ 50 \end{array} \quad \begin{array}{r} 33 \\ 30 \end{array} \quad \begin{array}{r} 41 \\ 24 \end{array} \quad \begin{array}{r} 38 \\ 10 \end{array} \quad \begin{array}{r} 51.7 \\ 45 \end{array} \quad \begin{array}{r} 56 \\ 14 \end{array} \quad \begin{array}{r} 57 \\ 19 \end{array} \quad \begin{array}{r} 48 \\ 20 \end{array} \quad \begin{array}{r} 43 \\ 30 \end{array} \quad \begin{array}{r} 40 \\ 50 \end{array} \quad \begin{array}{r} 64 \\ 75 \end{array}$$

$$\begin{array}{r} +34 \\ 75 \end{array} \quad \begin{array}{r} +24 \\ 50 \end{array} \quad \begin{array}{r} 42 \\ 21 \end{array} \quad \begin{array}{r} 11 \\ 27 \end{array} \quad \begin{array}{r} 28 \\ 34 \end{array} \quad \begin{array}{r} 30 \\ 10 \end{array} \quad \begin{array}{r} 52.7 \\ 35 \end{array} \quad \begin{array}{r} 48 \\ 15 \end{array} \quad \begin{array}{r} 48 \\ 19 \end{array} \quad \begin{array}{r} 10 \\ 24 \end{array} \quad \begin{array}{r} 39 \\ 30 \end{array} \quad \begin{array}{r} 45 \\ 50 \end{array} \quad \begin{array}{r} 58 \\ 75 \end{array}$$

$$\begin{array}{r} 51 \\ 75 \end{array} \quad \begin{array}{r} 62 \\ 50 \end{array} \quad \begin{array}{r} 58 \\ 41 \end{array} \quad \begin{array}{r} 49 \\ 28 \end{array} \quad \begin{array}{r} 127 \\ 16 \end{array} \quad \begin{array}{r} 121 \\ 14 \end{array} \quad \begin{array}{r} 117 \\ 8 \end{array} \quad \begin{array}{r} 53.1 \\ 140 \end{array} \quad \begin{array}{r} 132 \\ 16 \end{array} \quad \begin{array}{r} 135 \\ 20 \end{array} \quad \begin{array}{r} 48 \\ 32 \end{array} \quad \begin{array}{r} 34 \\ 50 \end{array} \quad \begin{array}{r} 24 \\ 75 \end{array}$$

$$\begin{array}{r} 22 \\ 75 \end{array} \quad \begin{array}{r} 37 \\ 50 \end{array} \quad \begin{array}{r} 57 \\ 21 \end{array} \quad \begin{array}{r} 135 \\ 18 \end{array} \quad \begin{array}{r} 130 \\ 15 \end{array} \quad \begin{array}{r} 128 \\ 9 \end{array} \quad \begin{array}{r} 53.2 \\ 129 \end{array} \quad \begin{array}{r} 136 \\ 14 \end{array} \quad \begin{array}{r} 140 \\ 24 \end{array} \quad \begin{array}{r} 69 \\ 31 \end{array} \quad \begin{array}{r} 48 \\ 50 \end{array} \quad \begin{array}{r} 44 \\ 75 \end{array}$$

$$\begin{array}{r} 14 \\ 75 \end{array} \quad \begin{array}{r} 30 \\ 50 \end{array} \quad \begin{array}{r} 38 \\ 38 \end{array} \quad \begin{array}{r} 111 \\ 27 \end{array} \quad \begin{array}{r} 124 \\ 20 \end{array} \quad \begin{array}{r} 117 \\ 16 \end{array} \quad \begin{array}{r} 114 \\ 6 \end{array} \quad \begin{array}{r} 50.1 \\ 115 \end{array} \quad \begin{array}{r} 121 \\ 14 \end{array} \quad \begin{array}{r} 124 \\ 19 \end{array} \quad \begin{array}{r} 130 \\ 23 \end{array} \quad \begin{array}{r} 63 \\ 32 \end{array} \quad \begin{array}{r} 57 \\ 45 \end{array} \quad \begin{array}{r} 65 \\ 50 \end{array} \quad \begin{array}{r} 32 \\ 75 \end{array}$$

Spike in 10" Oak 60' 21. 515. 68+12

$$\begin{array}{r} 25 \\ 75 \end{array} \quad \begin{array}{r} 37 \\ 50 \end{array} \quad \begin{array}{r} 45 \\ 44 \end{array} \quad \begin{array}{r} 134 \\ 28 \end{array} \quad \begin{array}{r} 146 \\ 24 \end{array} \quad \begin{array}{r} 143 \\ 19 \end{array} \quad \begin{array}{r} 48.0 \\ 136 \end{array} \quad \begin{array}{r} 138 \\ 11 \end{array} \quad \begin{array}{r} 144 \\ 17 \end{array} \quad \begin{array}{r} 151 \\ 20 \end{array} \quad \begin{array}{r} 50 \\ 34 \end{array} \quad \begin{array}{r} 58 \\ 50 \end{array} \quad \begin{array}{r} 74 \\ 75 \end{array}$$

$$\begin{array}{r} 34 \\ 75 \end{array} \quad \begin{array}{r} 33 \\ 50 \end{array} \quad \begin{array}{r} 21 \\ 41 \end{array} \quad \begin{array}{r} 115 \\ 26 \end{array} \quad \begin{array}{r} 115 \\ 18 \end{array} \quad \begin{array}{r} 45.4 \\ 108 \end{array} \quad \begin{array}{r} 115 \\ 13 \end{array} \quad \begin{array}{r} 119 \\ 19 \end{array} \quad \begin{array}{r} 125 \\ 25 \end{array} \quad \begin{array}{r} 115 \\ 29 \end{array} \quad \begin{array}{r} 75 \\ 37 \end{array} \quad \begin{array}{r} 74 \\ 50 \end{array} \quad \begin{array}{r} 73 \\ 75 \end{array}$$

$$\begin{array}{r} 75 \\ 75 \end{array} \quad \begin{array}{r} 72 \\ 50 \end{array} \quad \begin{array}{r} 72 \\ 35 \end{array} \quad \begin{array}{r} 153 \\ 24 \end{array} \quad \begin{array}{r} 147 \\ 17 \end{array} \quad \begin{array}{r} 42.2 \\ 140 \end{array} \quad \begin{array}{r} 139 \\ 9 \end{array} \quad \begin{array}{r} 148 \\ 20 \end{array} \quad \begin{array}{r} 143 \\ 29 \end{array} \quad \begin{array}{r} 108 \\ 50 \end{array} \quad \begin{array}{r} 86 \\ 75 \end{array}$$

$$\begin{array}{r} 41 \\ 75 \end{array} \quad \begin{array}{r} 41 \\ 50 \end{array} \quad \begin{array}{r} 57 \\ 31 \end{array} \quad \begin{array}{r} 108 \\ 23 \end{array} \quad \begin{array}{r} 100 \\ 14 \end{array} \quad \begin{array}{r} 38.9 \\ 97 \end{array} \quad \begin{array}{r} 98 \\ 9 \end{array} \quad \begin{array}{r} 114 \\ 17 \end{array} \quad \begin{array}{r} 111 \\ 21 \end{array} \quad \begin{array}{r} 88 \\ 24 \end{array} \quad \begin{array}{r} 48 \\ 50 \end{array} \quad \begin{array}{r} 34 \\ 75 \end{array}$$

$$\begin{array}{r} 84 \\ 75 \end{array} \quad \begin{array}{r} 105 \\ 50 \end{array} \quad \begin{array}{r} 110 \\ 29 \end{array} \quad \begin{array}{r} 135 \\ 24 \end{array} \quad \begin{array}{r} 131 \\ 14 \end{array} \quad \begin{array}{r} 35.9 \\ 127 \end{array} \quad \begin{array}{r} 130 \\ 14 \end{array} \quad \begin{array}{r} 145 \\ 18 \end{array} \quad \begin{array}{r} 102 \\ 23 \end{array} \quad \begin{array}{r} 97 \\ 50 \end{array} \quad \begin{array}{r} 98 \\ 75 \end{array}$$

Sta.	+	π	-	Elev.
		940.71		
71				33.4
+55	Ente Rt			29.3
+82				27.6
T.P.	3.10	929.86	13.45	926.76
B.M.	541	929.86	5.41	924.45
72				26.5
+50				23.4
73				20.4
T.P.	1.32	920.26	10.92	918.94
+50				17.1
74				14.3
+50				11.5
T.P.	1.97	914.38	9.85	910.41
75				08.6
+24	Sec. Thru Cattle Pass			07.4
+50				06.0

Lt.

2

Rt.

33.4

$\frac{26}{75}$	$\frac{32}{50}$	$\frac{38}{26}$	$\frac{82}{18}$	$\frac{72}{14}$	$\frac{68}{12}$	$\frac{20}{18}$	$\frac{81}{25}$	$\frac{23}{41}$	$\frac{24}{50}$	$\frac{37}{25}$	$\frac{65}{25}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------

$\frac{53}{75}$	$\frac{67}{50}$	$\frac{63}{27}$	$\frac{118}{19}$	$\frac{115}{16}$	$\frac{112}{11}$	$\frac{29.3}{10.9}$	$\frac{29.6}{10.4}$	$\frac{28.4}{11.8}$	$\frac{26.5}{15.7}$	$\frac{20.1}{19.5}$
-----------------	-----------------	-----------------	------------------	------------------	------------------	---------------------	---------------------	---------------------	---------------------	---------------------

27.6

$\frac{86}{75}$	$\frac{88}{50}$	$\frac{95}{29}$	$\frac{131}{24}$	$\frac{129}{14}$	$\frac{17.6}{16}$	$\frac{133}{21}$	$\frac{135}{23}$	$\frac{140}{50}$	$\frac{186}{25}$	$\frac{227}{75}$
-----------------	-----------------	-----------------	------------------	------------------	-------------------	------------------	------------------	------------------	------------------	------------------

Spike in 14" Oak 50' Rt. 71+70

26.5

$\frac{+08}{75}$	$\frac{00}{50}$	$\frac{11}{30}$	$\frac{25}{26}$	$\frac{39}{23}$	$\frac{42}{17}$	$\frac{36}{10}$	$\frac{34}{14}$	$\frac{40}{18}$	$\frac{60}{22}$	$\frac{66}{50}$	$\frac{132}{25}$	$\frac{161}{75}$
------------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	------------------	------------------

23.4

$\frac{28}{75}$	$\frac{36}{50}$	$\frac{51}{24}$	$\frac{83}{19}$	$\frac{23}{15}$	$\frac{66}{11}$	$\frac{65}{14}$	$\frac{21}{24}$	$\frac{113}{50}$	$\frac{125}{25}$	$\frac{182}{75}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	------------------	------------------	------------------

20.4

$\frac{81}{75}$	$\frac{88}{50}$	$\frac{99}{25}$	$\frac{103}{19}$	$\frac{97}{10}$	$\frac{95}{14}$	$\frac{102}{20}$	$\frac{121}{26}$	$\frac{127}{50}$	$\frac{139}{70}$	$\frac{140}{71}$
-----------------	-----------------	-----------------	------------------	-----------------	-----------------	------------------	------------------	------------------	------------------	------------------

17.1

$\frac{56}{75}$	$\frac{58}{50}$	$\frac{62}{31}$	$\frac{62}{19}$	$\frac{40}{13}$	$\frac{34}{10}$	$\frac{32}{10}$	$\frac{35}{18}$	$\frac{21}{50}$	$\frac{52}{25}$	$\frac{80}{75}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------

14.3

$\frac{111}{75}$	$\frac{113}{50}$	$\frac{110}{41}$	$\frac{92}{16}$	$\frac{63}{11}$	$\frac{60}{10}$	$\frac{63}{21}$	$\frac{110}{35}$	$\frac{121}{50}$	$\frac{11}{25}$	$\frac{115}{75}$
------------------	------------------	------------------	-----------------	-----------------	-----------------	-----------------	------------------	------------------	-----------------	------------------

11.5

$\frac{138}{75}$	$\frac{140}{50}$	$\frac{138}{19}$	$\frac{91}{10}$	$\frac{88}{11}$	$\frac{93}{23}$	$\frac{150}{50}$	$\frac{170}{25}$	$\frac{182}{75}$
------------------	------------------	------------------	-----------------	-----------------	-----------------	------------------	------------------	------------------

08.6

$\frac{56}{45}$	$\frac{74}{50}$	$\frac{93}{38}$	$\frac{100}{40}$	$\frac{96}{22}$	$\frac{39}{10}$	$\frac{38}{10}$	$\frac{43}{23}$	$\frac{119}{50}$	$\frac{136}{25}$	$\frac{146}{75}$
-----------------	-----------------	-----------------	------------------	-----------------	-----------------	-----------------	-----------------	------------------	------------------	------------------

07.4

$\frac{69}{75}$	$\frac{91}{50}$	$\frac{123}{21}$	$\frac{128}{13.7}$	$\frac{54}{13.7}$	$\frac{50}{11}$	$\frac{63}{11}$	$\frac{133}{29}$	$\frac{135}{50}$	$\frac{150}{25}$	$\frac{168}{75}$
-----------------	-----------------	------------------	--------------------	-------------------	-----------------	-----------------	------------------	------------------	------------------	------------------

06.0

$\frac{83}{75}$	$\frac{111}{50}$	$\frac{116}{20}$	$\frac{70}{12}$	$\frac{64}{9}$	$\frac{67}{24}$	$\frac{132}{50}$	$\frac{152}{25}$	$\frac{172}{75}$
-----------------	------------------	------------------	-----------------	----------------	-----------------	------------------	------------------	------------------

Sta.	+	π	-	Elev.
		917.38 [*]		
		05.43.		
T.P.	1.92	905.33	8.87	903.51 [*]
76			Ent Lt	03.7
+50				01.9
77				00.2
+50				98.4
+91				98.59.
T.P.	2.99	01.58" X DRAIN 12" CM (901.48)	6.84	(898.49)
78				97.1
+50				96.5
		99.27.		95.73.
T.P.	3.54	(899.17)	5.85	(895.63)
+83				95.7
79				95.2
+50				94.3
80				93.2
+50				92.4
+87				92.2
		Ent Lt		91.98.
T.P.	4.71	(896.59)	7.29	(891.88)
		96.69.		

$$\begin{array}{cccccccccccc} \underline{5.4} & \underline{5.6} & \underline{3.8} & \underline{2.0} & & \underline{2.1} & \underline{5.5} & \underline{6.7} & \underline{8.4} & \underline{11.1} & \underline{15.6} \\ 75 & 50 & 17 & 10 & 1.7 & 11 & 20 & 26 & 50 & 71 & 77 \end{array} \quad 03.7$$

$$\begin{array}{cccccccccccc} \underline{5.5} & \underline{6.7} & \underline{4.1} & \underline{4.3} & \underline{4.9} & \underline{4.0} & & \underline{4.1} & \underline{5.0} & \underline{4.3} & \underline{8.9} & \underline{19.0} \\ 100 & 75 & 50 & 21 & 20 & 10 & 35 & 16 & 19 & 24 & 49 & 75 \end{array} \quad 01.9 \quad \text{Lake}$$

$$\begin{array}{cccccccccccc} \underline{7.0} & \underline{5.6} & \underline{4.5} & \underline{7.4} & \underline{7.0} & \underline{5.6} & & \underline{6.1} & \underline{8.8} & \underline{8.7} & \underline{5.7} & \underline{12.0} & \underline{16.4} & \underline{19.3} \\ 75 & 50 & 25 & 19 & 16 & 11 & 52 & 76 & 23 & 27 & 33 & 47 & 58 & 70 \end{array} \quad 00.2$$

$$\begin{array}{cccccccccccc} \underline{6.2} & \underline{6.3} & \underline{7.2} & \underline{9.0} & \underline{7.3} & & \underline{8.2} & \underline{10.6} & \underline{10.5} & \underline{9.1} & \underline{10.9} & \underline{11.2} & \underline{16.0} & \underline{17.0} \\ 75 & 50 & 21 & 17 & 10 & 70 & 14 & 22 & 24 & 26 & 32 & 34 & 42 & 49 \end{array} \quad 898.4$$

$$\begin{array}{cccccccccccc} \underline{1.0} & \underline{2.6} & \underline{3.3} & \underline{4.5} & \underline{4.8} & \underline{4.3} & & \underline{5.4} & \underline{5.7} & \underline{7.0} & \underline{6.6} & \underline{7.3} & \underline{12.7} & \underline{15.7} \\ 75 & 50 & 43 & 28 & 19 & 9 & 45 & 12 & 16 & 23 & 29 & 34 & 41 & 73 \end{array} \quad 897.1$$

$$\begin{array}{cccccccccccc} \underline{7.43} & \underline{7.18} & \underline{2.1} & \underline{5.6} & \underline{5.3} & & \underline{5.4} & \underline{6.4} & \underline{5.9} & \underline{8.7} & \underline{11.4} & \underline{14.1} & \underline{14.4} \\ 75 & 50 & 22 & 15 & 11 & 5.1 & 9 & 19 & 27 & 31 & 36 & 51 & 66 \end{array} \quad 896.5$$

$$\begin{array}{cccccccccccc} \underline{+8.0} & \underline{+6.0} & \underline{+2.5} & \underline{3.8} & \underline{3.7} & & \underline{4.1} & \underline{5.0} & \underline{4.5} & \underline{6.5} & \underline{9.6} & \underline{12.4} & \underline{13.5} \\ 75 & 50 & 22 & 13 & 9 & 3.6 & 71 & 20 & 22 & 29 & 39 & 70 & 92 \end{array} \quad 895.7$$

$$\begin{array}{cccccccccccc} \underline{75.7} & \underline{13.7} & \underline{+1.0} & \underline{4.4} & \underline{4.2} & & \underline{4.7} & \underline{5.5} & \underline{6.0} & \underline{7.9} & \underline{10.0} & \underline{12.5} & \underline{13.0} \\ 75 & 50 & 21 & 14 & 9 & 41 & 11 & 16 & 22 & 30 & 40 & 80 & 91 \end{array} \quad 895.4$$

$$\begin{array}{cccccccccccc} \underline{0.8} & \underline{3.0} & \underline{5.0} & \underline{6.1} & \underline{6.1} & \underline{5.4} & \underline{5.2} & & \underline{6.4} & \underline{7.0} & \underline{8.6} & \underline{13.1} & \underline{13.5} \\ 75 & 50 & 24 & 18 & 16 & 12 & 8 & 5.0 & 16 & 23 & 31 & 81 & 99 \end{array} \quad 894.3 \quad \text{Lake}$$

$$\begin{array}{cccccccccccc} \underline{5.9} & \underline{6.9} & \underline{7.9} & \underline{8.2} & \underline{8.2} & \underline{6.8} & \underline{6.2} & & \underline{6.4} & \underline{7.2} & \underline{6.7} & \underline{7.2} & \underline{10.4} & \underline{12.6} & \underline{13.0} \\ 75 & 50 & 26 & 20 & 17 & 14 & 9 & 6.1 & 8 & 18 & 22 & 29 & 51 & 79 & 99 \end{array} \quad 893.5$$

$$\begin{array}{cccccccccccc} \underline{8.5} & \underline{9.5} & \underline{9.8} & \underline{9.4} & \underline{9.0} & \underline{9.5} & \underline{6.9} & & \underline{7.2} & \underline{7.5} & \underline{7.6} & \underline{8.1} & \underline{12.0} & \underline{13.5} \\ 75 & 50 & 44 & 30 & 17 & 15 & 9 & 6.9 & 9 & 15 & 21 & 28 & 77 & 98 \end{array} \quad 892.4$$

$$\begin{array}{ccccccc} \underline{8.0} & \underline{9.0} & \underline{8.5} & \underline{7.1} & & & \\ 100 & 50 & 35 & 15 & & & 7.1 \end{array} \quad 892.2$$

Sta	+	π	-	Elev
		96.69 896.59		

81				92.1
----	--	--	--	------

+50				92.1
-----	--	--	--	------

82				91.9
----	--	--	--	------

+50				91.9
-----	--	--	--	------

1 93	Note			91.4
	(Area in Front of Bathhouse is used as Parking Lot)		Sta 83 to 84 + 25	

+50				91.3
-----	--	--	--	------

84				91.0
----	--	--	--	------

B.M	477	96.96 896.86	4.50	92.19 892.09
-----	-----	-----------------	------	-----------------

+50				91.4
-----	--	--	--	------

+74	West Horsehoe Drive R7			91.6
-----	------------------------	--	--	------

85				92.0
----	--	--	--	------

+50				92.3
-----	--	--	--	------

86				92.7
----	--	--	--	------

LT * RT

7.2 7.2 6.4 5.4 4.8 892.1
75 43 28 22 13 46 48 5.1 6.3 9.7 11.1
15 18 22 77 93 40

7.7 7.7 7.3 5.6 5.2 4.7 892.1
75 60 37 31 23 13 46 49 5.3 6.8 11.1
12 19 28 94 240

7.7 7.4 8.1 8.1 5.6 5.1 891.9
75 50 40 34 24 13 48 5.0 5.5 7.0 11.1 200
12 19 29 89

8.2 8.7 10.2 9.6 7.2 6.0 5.3 891.9
50 44 40 34 31 24 17 48 4.9 5.2 6.8 7.6 11.1 200
8.7
75 9 18 32 34 72

9.9 9.9 10.2 7.9 6.7 6.1 891.4
75 44 38 34 27 14 5.3 5.1 5.3 6.0 7.2 8.2 11.1
9 22 33 38 44 99

10.5 10.3 10.1 7.0 6.0 891.3
75 50 40 31 13 5.4 5.6 5.6
47 Bldg 50'

11.2 11.5 9.8 6.8 6.3 891.0
75 50 38 28 13 5.7 5.5 5.5 5.5
14 50 61 Bldg

Base of West Conc Pier West Horseshoe Drive
12.2 11.2 12.7 12.4 7.1 6.5 4.1 891.4
75 55 50 42 32 29 13 5.6 5.2 5.2 5.4 5.0 3.8
11 22 34 50 75

891.6
5.4 4.9 4.4 3.7 10.9
18 32 50 100

12.4 11.5 12.5 11.8 6.5 5.8 5.5 892.0
75 58 50 43 32 26 14 5.0 4.7 4.9 5.3 5.0 1.8 6.3
16 38 42 45 56 100

11.8 10.7 7.3 6.0 5.0 892.3
75 42 37 31 12 4.7 4.3 4.3 2.6 9.6 14.0
12 41 57 72 100

10.4 9.2 8.8 5.6 5.0 4.6 892.9
75 44 41 34 20 12 4.1 3.9 4.2 1.8 15.0 16.5 15.5
21 35 50 55 89 100

Sta	+	T	-	Elev
		96.96		
		896.86		
86+50				93.6
87				94.2
+50		99.38		94.4
T.P.	4.94	899.28	2.52	94.44
				894.34
88				94.5
+50				94.6
89				94.8
+50				94.5
90				94.1
+50				93.4
91				93.0
+50				93.6
T.P.	5.07	99.03	6.45	93.93
		898.90		893.83

LA X PY

$$\begin{array}{cccccccccccc} 9.7 & 8.9 & 10.2 & 10.3 & 5.3 & 4.2 & 3.7 & 893.6 & 3.2 & 3.4 & 1.1 & +19.3 & +19.5 \\ 95 & 50 & 47 & 43 & 33 & 21 & 12 & 3.4 & 11 & 26 & 42 & 71 & 100 \end{array}$$

$$\begin{array}{cccccccccccccccc} 10.4 & 10.3 & 9.6 & 5.3 & 3.6 & 3.1 & 2.9 & 894.2 & 3.0 & 3.1 & 2.8 & 0.0 & +42 & +130 & +17.5 \\ 59 & 50 & 38 & 31 & 26 & 21 & 11 & 2.8 & 9 & 17 & 24 & 35 & 45 & 60 & 67 \\ 13.4 & & & & & & & & & & & & & & +18.7 \\ 76 & & & & & & & & & & & & & & 100 \end{array}$$

$$\begin{array}{cccccccccccccccc} 13.5 & 10.5 & 9.8 & 8.0 & 3.0 & 2.7 & 2.0 & 894.4 & 2.8 & 2.9 & 1.5 & 0.0 & +15.8 & +18.7 & +20.5 \\ 76 & 63 & 50 & 33 & 23 & 17 & 11 & 2.6 & 10 & 20 & 28 & 37 & 57 & 57 & 100 \end{array}$$

$$\begin{array}{cccccccccccccccc} 16.2 & 14.8 & 13.7 & 13.3 & 11.0 & 4.8 & 4.2 & 894.5 & 5.3 & 4.9 & 2.7 & 0.0 & +16.9 & +18.6 \\ 78 & 60 & 57 & 50 & 32 & 21 & 12 & 4.9 & 12 & 24 & 39 & 45 & 65 & 100 \end{array}$$

$$\begin{array}{cccccccccccccccc} 16.4 & 14.2 & 12.1 & 11.0 & 5.3 & 4.5 & 4.8 & 894.6 & 5.2 & 4.5 & 0.0 & +12.4 & +14.0 & +17.8 \\ 86 & 67 & 50 & 42 & 23 & 12 & 4.8 & 4.8 & 12 & 22 & 43 & 56 & 66 & 100 \end{array}$$

$$\begin{array}{cccccccccccccccc} 17.4 & 14.2 & 10.9 & 10.7 & 5.3 & 4.1 & 4.8 & 894.8 & 5.2 & 5.3 & 6.1 & 4.6 & 0.0 & +12.1 & +16.1 \\ 100 & 71 & 50 & 38 & 21 & 10 & 4.6 & 4.6 & 13 & 24 & 29 & 36 & 44 & 56 & 100 \end{array}$$

$$\begin{array}{cccccccccccccccc} 16.2 & 11.9 & 11.1 & 5.4 & 4.9 & 4.9 & 4.9 & 894.5 & 5.3 & 5.6 & 3.3 & 0.0 & +12.5 & +12.8 & +12.8 \\ 77 & 50 & 30 & 18 & 9 & 4.9 & 4.9 & 4.9 & 12 & 28 & 43 & 48 & 62 & 87 & 100 \end{array}$$

$$\begin{array}{cccccccccccccccc} 17.0 & 14.8 & 13.7 & 11.6 & 6.4 & 5.4 & 5.3 & 894.1 & 5.6 & 5.9 & 4.1 & 1.6 & +2.5 & +6.4 \\ 75 & 50 & 39 & 27 & 16 & 7 & 5.3 & 5.3 & 14 & 21 & 29 & 31 & 50 & 75 \end{array}$$

$$\begin{array}{cccccccc} 12.7 & 16.8 & 15.8 & 6.7 & 893.4 & 6.0 & 6.2 & 6.8 & 6.2 \\ 75 & 50 & 30 & 14 & 6.0 & 6.0 & 11 & 47 & 50 \end{array}$$

$$\begin{array}{cccccccc} 15.0 & 16.4 & 10.5 & 6.7 & 893.0 & 6.4 & 6.7 & 7.8 \\ 75 & 44 & 19 & 11 & 6.4 & 6.4 & 11 & 50 \end{array}$$

$$\begin{array}{cccccccc} 9.6 & 10.6 & 11.7 & 6.7 & 893.6 & 6.6 & 8.0 \\ 75 & 50 & 25 & 15 & 6.6 & 6.6 & 13 & 50 \end{array}$$

Sta. + K - Elev.

99.0.

898.90

92

944

+50 East Horseshoe Drive Rt.

948

93

953

+50

957

94

960

01.55.

97.05.

T.P.

4.50

901.45

1.95

896.95

B.M.

9.12

897.33

92.43.

892.35

Lt.

E

Rt.

$$\begin{array}{r} 62 \\ 50 \end{array} \quad \begin{array}{r} 25 \\ 28 \end{array} \quad \begin{array}{r} 81 \\ 24 \end{array} \quad \begin{array}{r} 49 \\ 10 \end{array} \quad \begin{array}{r} 46 \\ 46 \end{array} \quad \begin{array}{r} 48 \\ 11 \end{array} \quad \begin{array}{r} 53 \\ 17 \end{array} \quad \begin{array}{r} 65 \\ 50 \end{array}$$

894.4

$$\begin{array}{r} 1.4 \\ 50 \end{array} \quad \begin{array}{r} 30 \\ 21 \end{array} \quad \begin{array}{r} 56 \\ 20 \end{array} \quad \begin{array}{r} 51 \\ 17 \end{array} \quad \begin{array}{r} 46 \\ 10 \end{array} \quad \begin{array}{r} 42 \\ 12 \end{array} \quad \begin{array}{r} 49 \\ 27 \end{array} \quad \begin{array}{r} 53 \\ 50 \end{array} \quad \begin{array}{r} 68 \\ 100 \end{array}$$

894.8

$$\begin{array}{r} 2.6 \\ 50 \end{array} \quad \begin{array}{r} 22 \\ 26 \end{array} \quad \begin{array}{r} 48 \\ 20 \end{array} \quad \begin{array}{r} 44 \\ 17 \end{array} \quad \begin{array}{r} 40 \\ 10 \end{array} \quad \begin{array}{r} 37 \\ 10 \end{array}$$

895.3

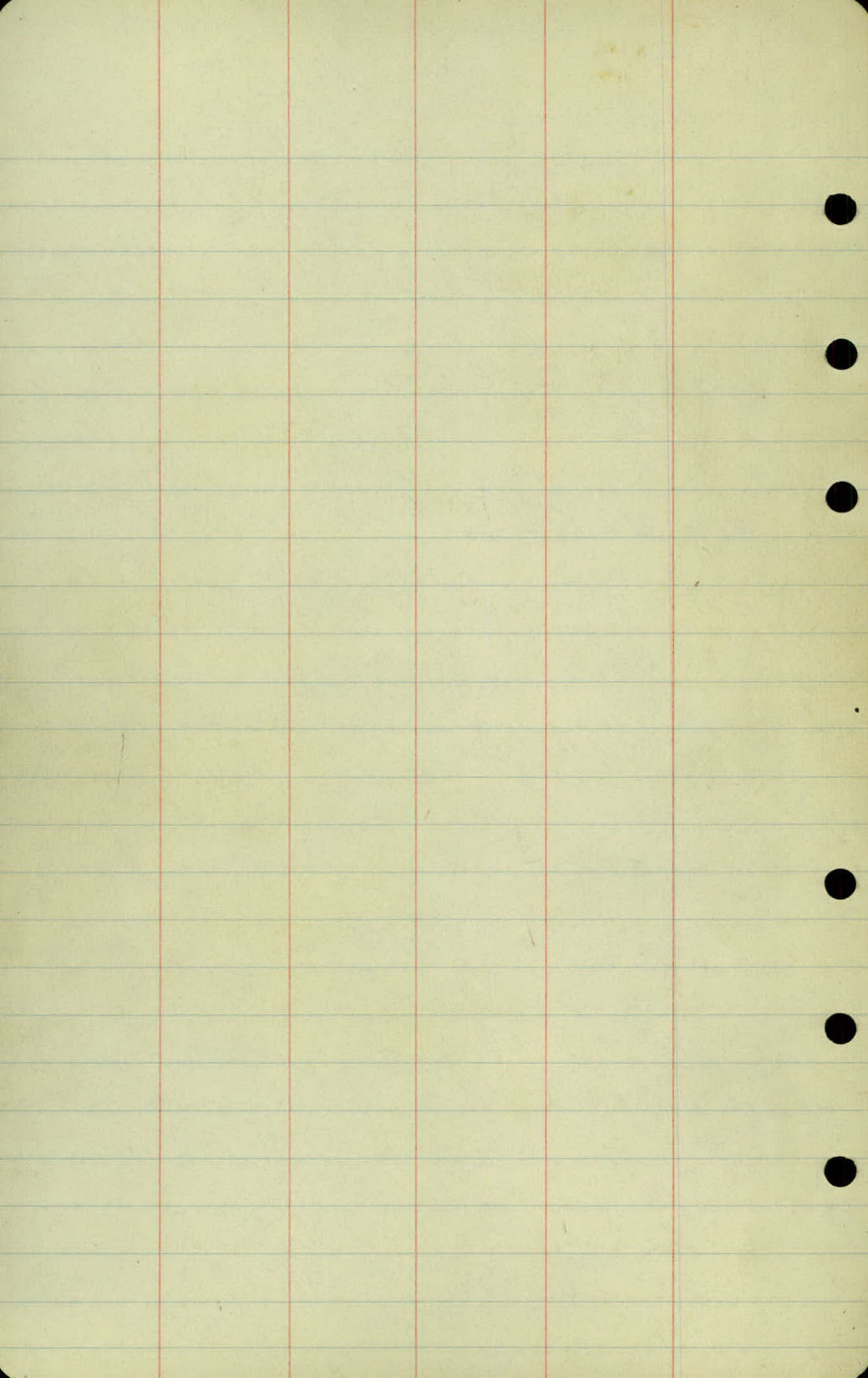
$$\begin{array}{r} 30 \\ 50 \end{array} \quad \begin{array}{r} 33 \\ 31 \end{array} \quad \begin{array}{r} 35 \\ 29 \end{array} \quad \begin{array}{r} 44 \\ 21 \end{array} \quad \begin{array}{r} 36 \\ 10 \end{array} \quad \begin{array}{r} 33 \\ 10 \end{array}$$

895.7

$$\begin{array}{r} 30 \\ 50 \end{array} \quad \begin{array}{r} 39 \\ 26 \end{array} \quad \begin{array}{r} 38 \\ 17 \end{array} \quad \begin{array}{r} 34 \\ 9 \end{array} \quad \begin{array}{r} 30 \\ 30 \end{array}$$

896.0

Spike in 24" Oak S.W. Cor Park Triangle



Clear

Bench Levels

No Owasso Blvd

June 4th 1937

Wilke X

Gillen ?

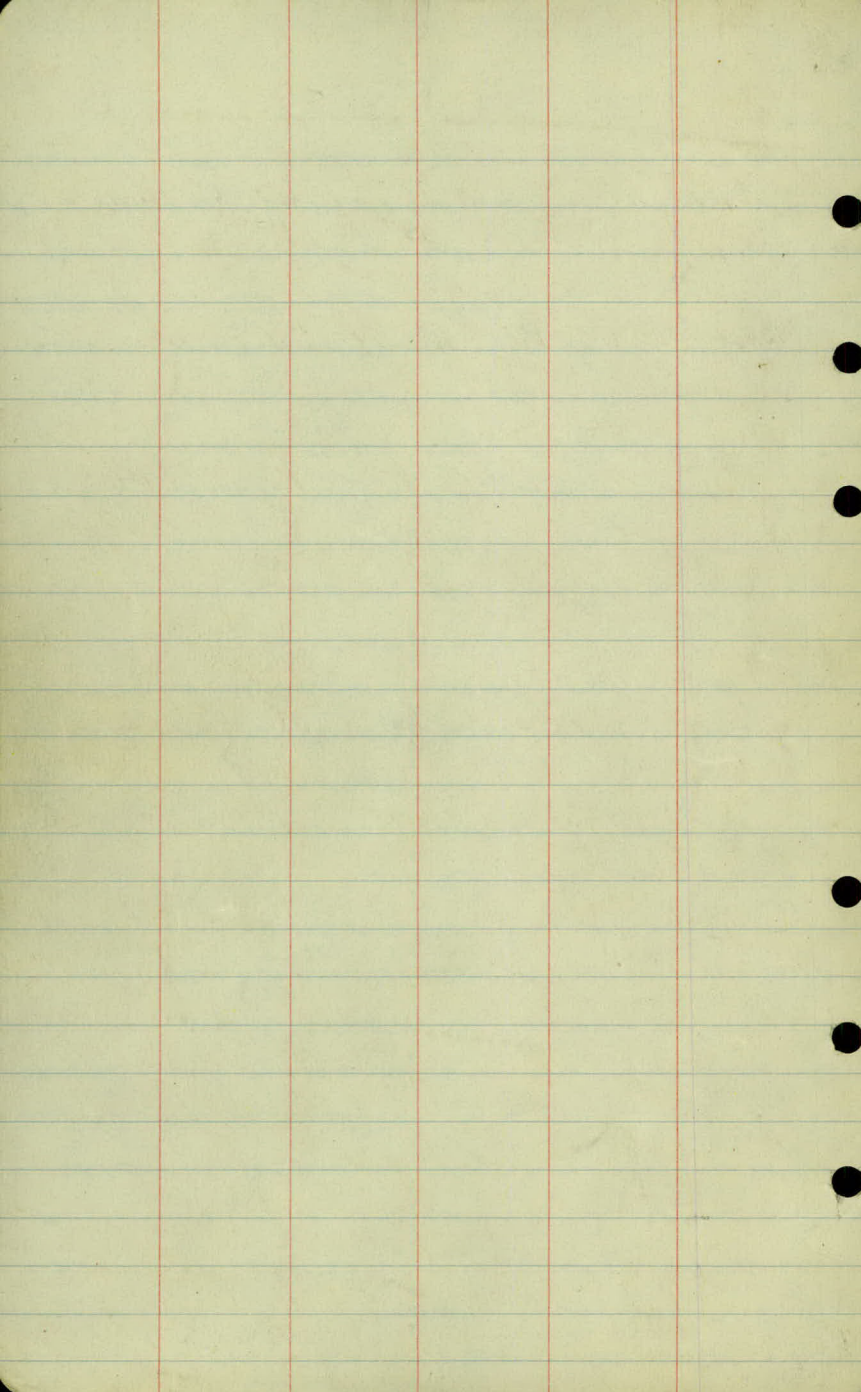
	$\uparrow$	$\downarrow$	$-$	Elev
B.M.	8.25	900.60		892.35
	3.28	898.98	4.90	895.70
	2.04	896.02	5.00	893.98
B.M.	3.93	896.02	3.93	892.09
	10.02	902.07	3.97	892.05
	13.72	915.61	0.18	901.89
	13.71	929.23	0.09	915.52
	12.78	941.72	0.29	928.94
	12.42	953.87	0.27	941.45
	0.04	950.66	3.25	950.62
T.P.	5.12	943.71	12.07	938.59
B.M.		10.41	10.41	933.30

Sprk in 18" Oak in So. West Cor. Pier Triangle

Base of So. We. Pier West End of Horseshoe Drive

Nail in G. Rail Post

Spike in 24" Oak 50' Lt. Sta. 63+10



Centre St.

13496.04

40'

29

40'

28

40'

27

40'

26

40'

25

40'

24

40'

23

40'

22

40'

21

40'

1st Pipe found in place

Base Line Crossed Blvd.

38.58

Buy Pole.

Carlsons
Hubs 4"x2"

4.5'

P.P.

58.03
50.31

6" Oak

6" Oak

17455.59 ?

17456.04
3460
17456.04

6" Oak

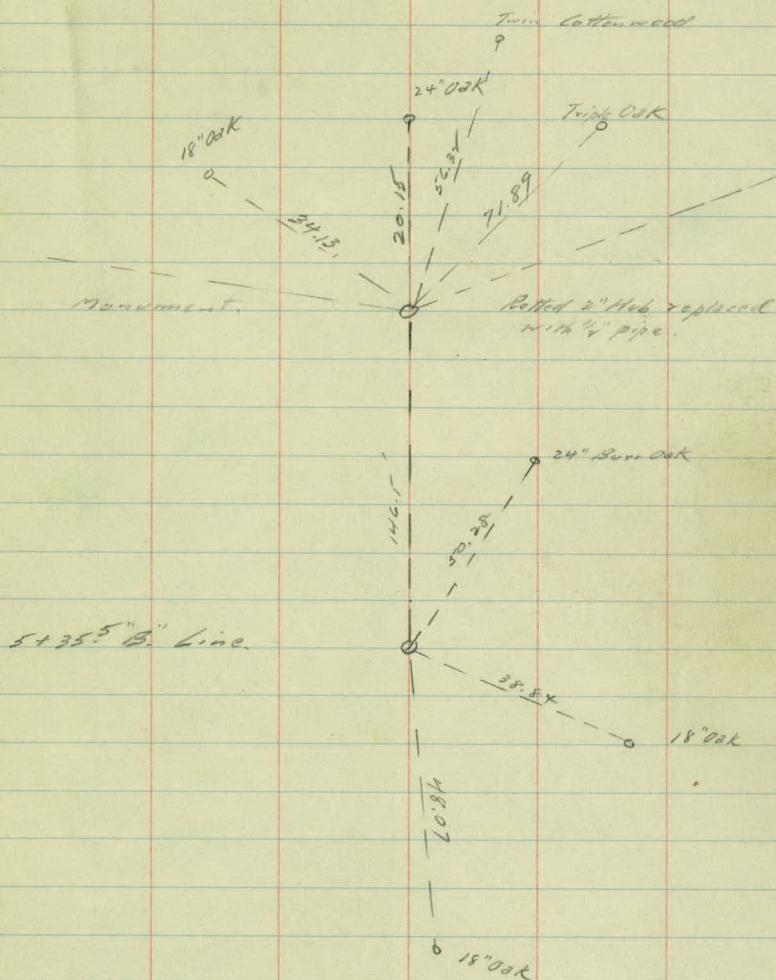
58.52

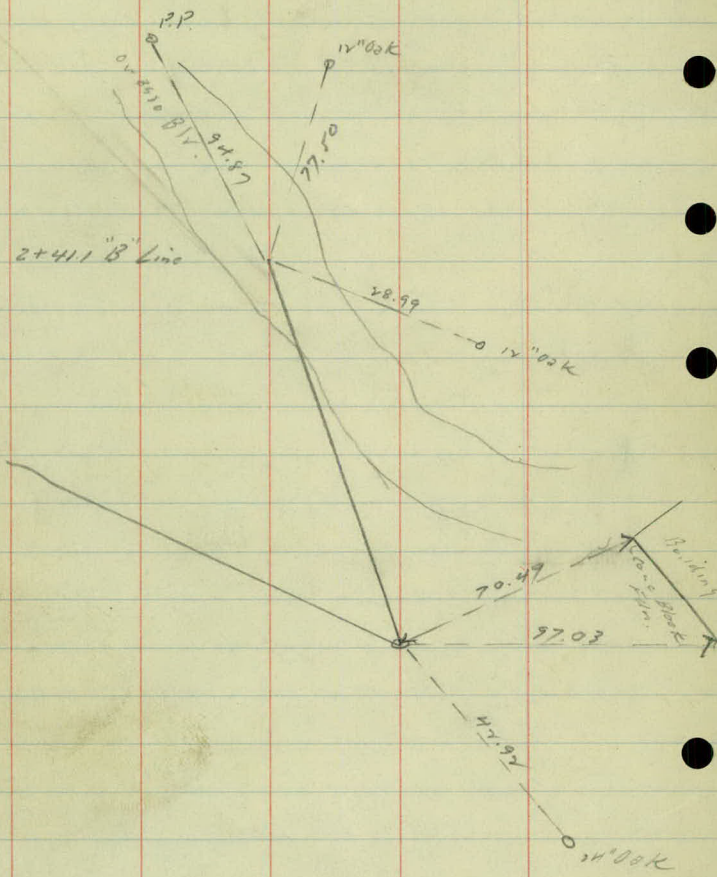
60.22

70.95

Reference Points.
(Inverness Blvd.)

Onassa Riv. Borrow Pit points





Reference Points - Onassso Bl. Imp.
Base Line.

21+48.16

26+27.70
A
B

22+78.00 P.O.T.

12" Drift Bolt.

W

17+53.59 P.O.T.

55° 25'

100'

12" Bolt Spike

34.0

10" Bolt

79+27.85
76+71.28

236.57
91.50

328.07

82+50.07

PLAN SURVEY

OWASSO BLVD. N.

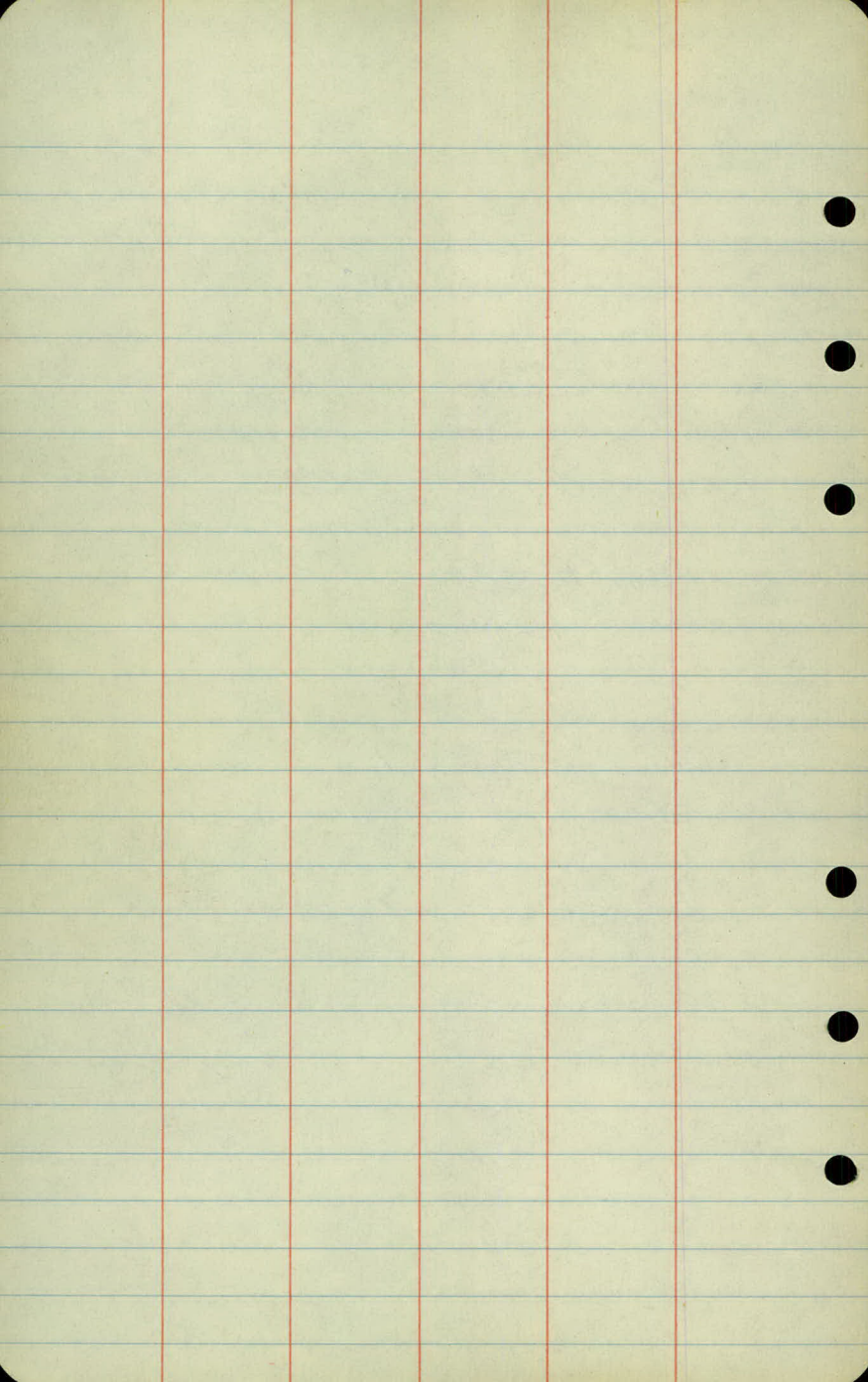
Line Revision

Sta 73+50.03 to Sta 83+00

Alignment Page 1-2

Topography " 3-7

6-8-49

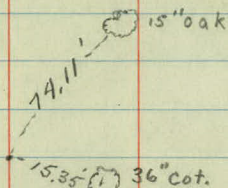
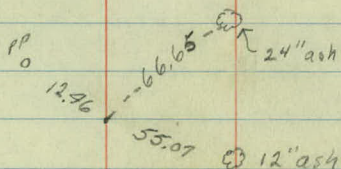
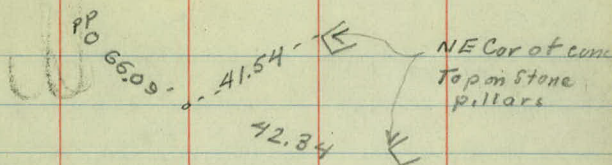


1

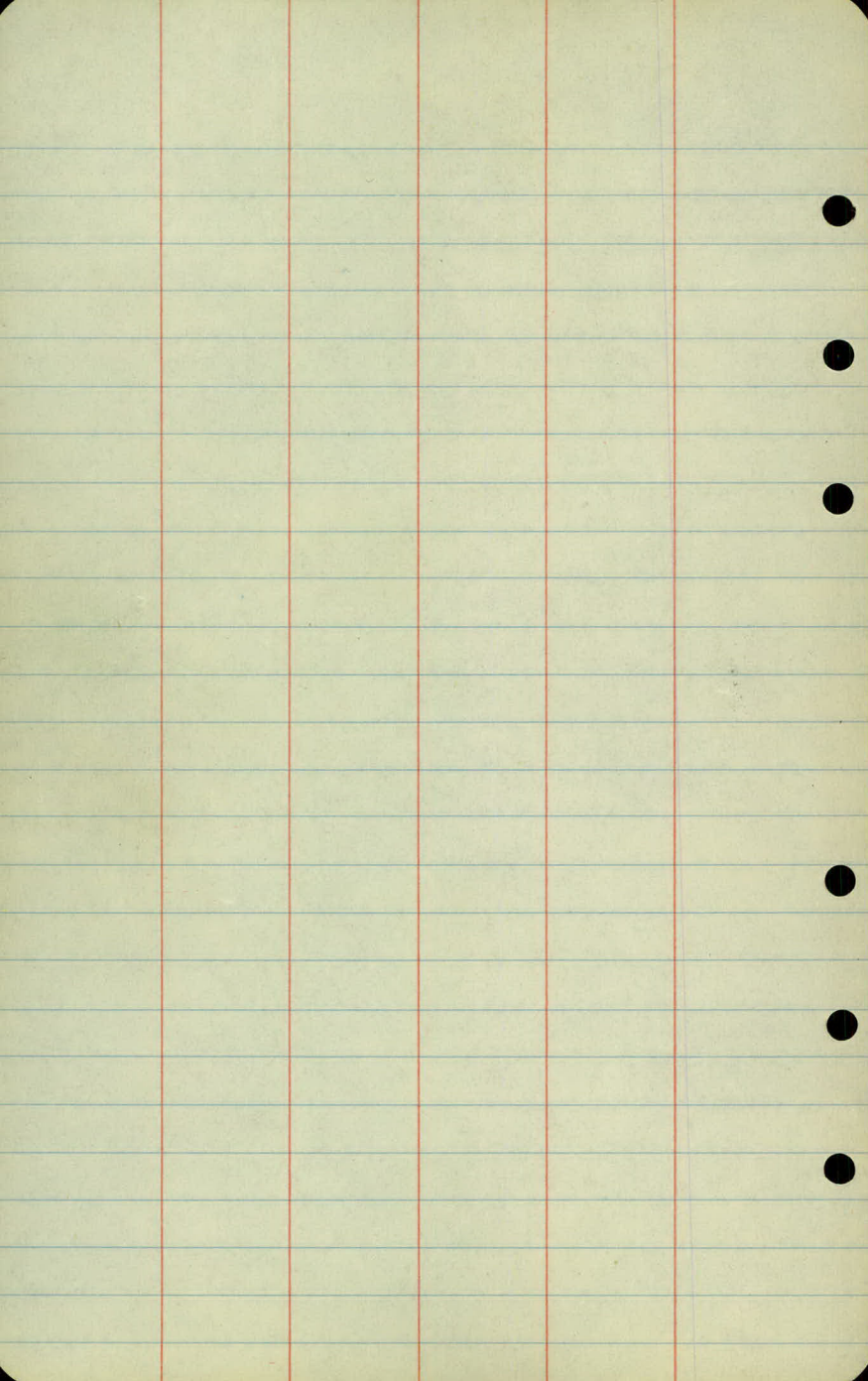
Alignment

Sta.	Point	ΔL	ΔR
84 + 67.6	P.I.		
+49.24	P.T.	15°09'	
80		12°11.7'	$\Delta - 30°18'$
+50		9°11.7'	$D - 12° -$
79 + 26.25	P.I.		$T - 129.51'$
79		6°11.7'	$L - 252.50'$
+50		3°11.7'	$R - 478.34'$
78		0°11.7'	
77 + 96.74	P.C.	0°00'	
+2059	P.T.	5°33.5'	
77		5°15'	
+50		4°30'	
76		3°45'	$\Delta - 11°07'$
+50		3°00'	$D - 3° -$
75 + 35.90	P.I.		$T - 185.87'$
75		2°15'	$L - 370.56'$
+50		1°30'	$R - 1910.08'$
74		0°45'	
73 + 50.03	P.C.	0°00'	

6-8-49
K.A.
G.B.
A.M.
M.B.
R.G.



Back tang. & sta }
is same as 1937 }
Plan survey } →



TOPOGRAPHY

Fe-8'

1 E 20 GR-23'

15-0-56'

+99 18" oak 44

+89 end GR-0.5
+89 14" oak-7
+83 15" oak 15
+74 18" oak-10
+60 PP-15

+59 PP-34'

Fe-10, GR-3

1 16

GR-19 E 10 Trail 18'

+44 12" ash-34

+29 36" cot. 24

+25.5-Top-18

+25.5-Top 26.5

+19.0 Top 27

+19.0 Top -18

cattle
Pass
abutments

+25.5- -24 } 7.5'
+25.5-Top 6 } conc
+19.0 Top -15 } cattle
+19.0 Top -7 } Pass
Abutments

75 Fe-15, GR-6,

4 14

GR-16

Fe-14, GR-8, 6 12 GR-15

+42 PP-16'

+05 30" cot -17

74 Fe-17, GR-9,

7 10

GR-12

+98 5" Lom. 39

+95 2-4" Lom 38 35

+86 4" Lom 29

+83 4" Lom 35

+80 4" Lom-28

+52 end Fe-19

9 9

+78 Beg G.R. -10'

+46 Beg G.R. -11

+49 40" WO-110'

+42 36" WO-34

+29 30" WO-29

+08 4" Twin Lom-28

+05 4" Lom-32

+4 8" W-43'

+20 PP-19

73

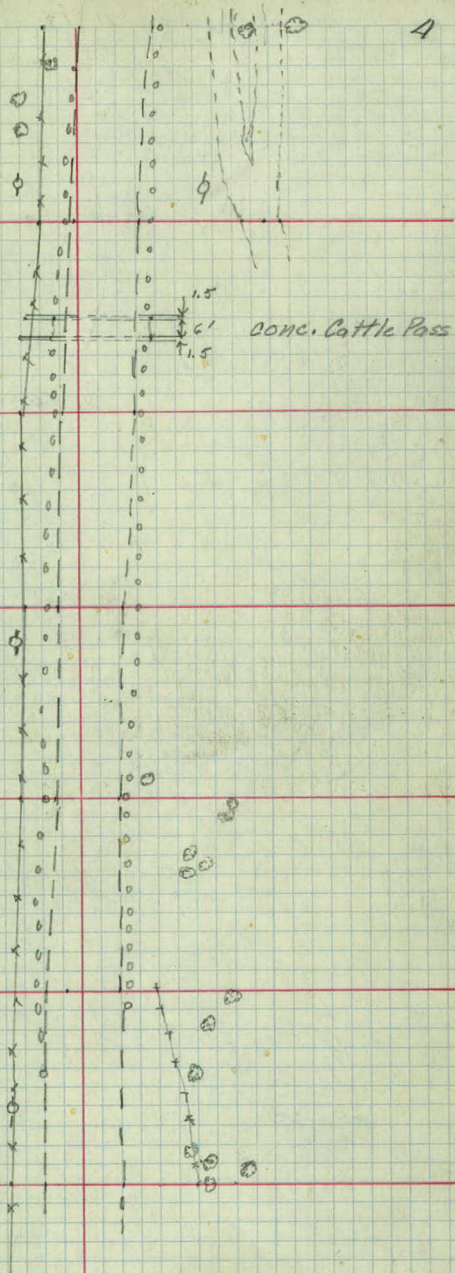
Fe-19

10

10

Broken Fe 30

6" Lom-32



11 13

Fe 25'

+54 Stump - 21
8' 13' Fe 26

+13 - PP - 22

+15 Stump - 24'
+11 Stump - 24'

+03 @ Trail ent.

+01 S End 12" cm 24' (<16' Long)

78

6 14

Fe - 30'

+94 - Fe Con - 25

+50 N End 12" cm - 18

Fe - 24,

5 15

Fe 34

+25 - Fe - 23

+25 Fe 38'

77 Fe - 23,

2 18

Fe - 41

+82 PP - 20

+54 Fe Beg - 47
+57 R Tie to Trail

+35 15" - 19
+35 10" oak - 26
+31 10" oak - 31
Fe 21' 0 21

+29 20" Turn O. - 28
+28 Stump - 21
+20 Stump 24
+22 18" O - 11

+48 15" Oak 33
+42 12" Turn O - 42
+34 @ Trail ent.
+23 @ Trail 13 - 29 f 46
+17 18" O - 39
+13 18" O - 43
+08 15" oak - 42
+03 end QR - 23

@ Trails - 38 @ 49'

76

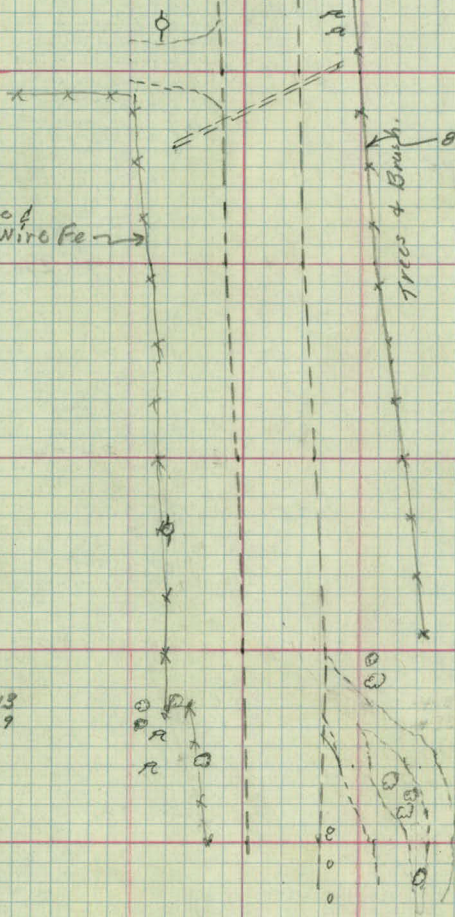
2 1/2 W. Wire &
Barb Wire Fe →

8' Woven Wire Fe

Trees & Brush

Lake Over 50

+36 Δ in Fe -13
+35 Δ in Fe 19



82

13 13

Fe-29'

+ 89 Quad Cot 56'

+ 62 PP-34

11 12

Fe-27'

+ 17 end Brush - 35'

81

10' 12

Fe 26'

+

+ 82^{14'} Beach ent

+ 70 Beg Brush - 25'

+ 67 $\frac{1}{2}$ Trail ent.

+ 57 Cross Fe - 25'

9 12'

Fe - 25'

+ 38-PP-29'

80

10 12

Fe-24'

11 12

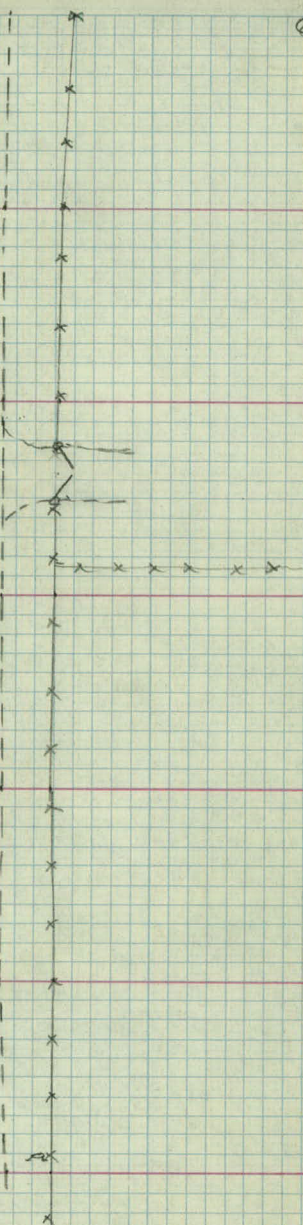
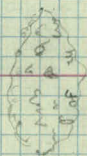
Fe-25'

+ 33 - PP - 25'

+ 27 - 4" B - 33"

+ 05 - Stump - 21

79



83

13-14

FC 41

+86 PA-40'

13 13

13-14

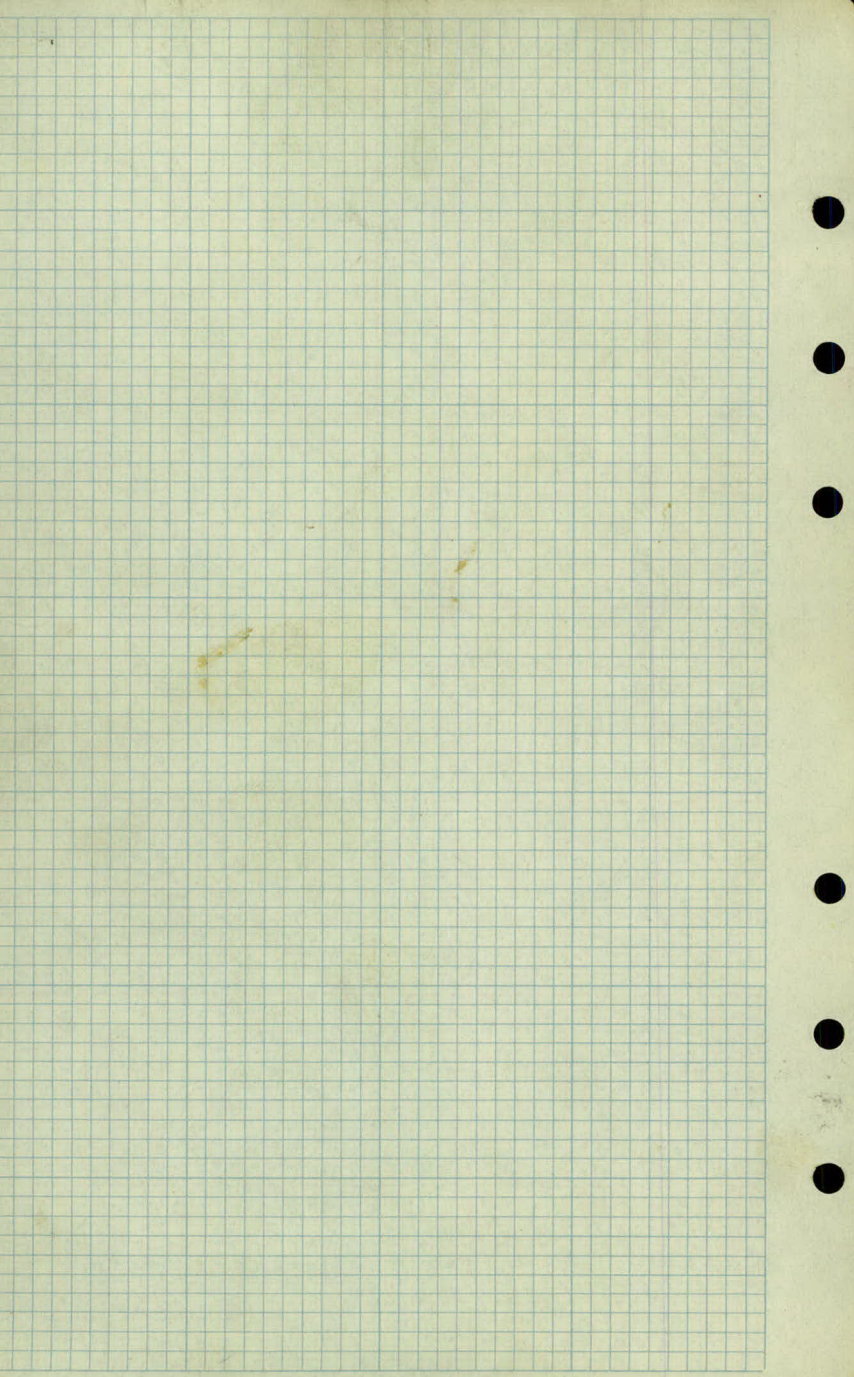
FL35

+33 12" Bass W.-54

82

ϕ

22



1

PLAN SURVEY

No. Owasso Blvd.

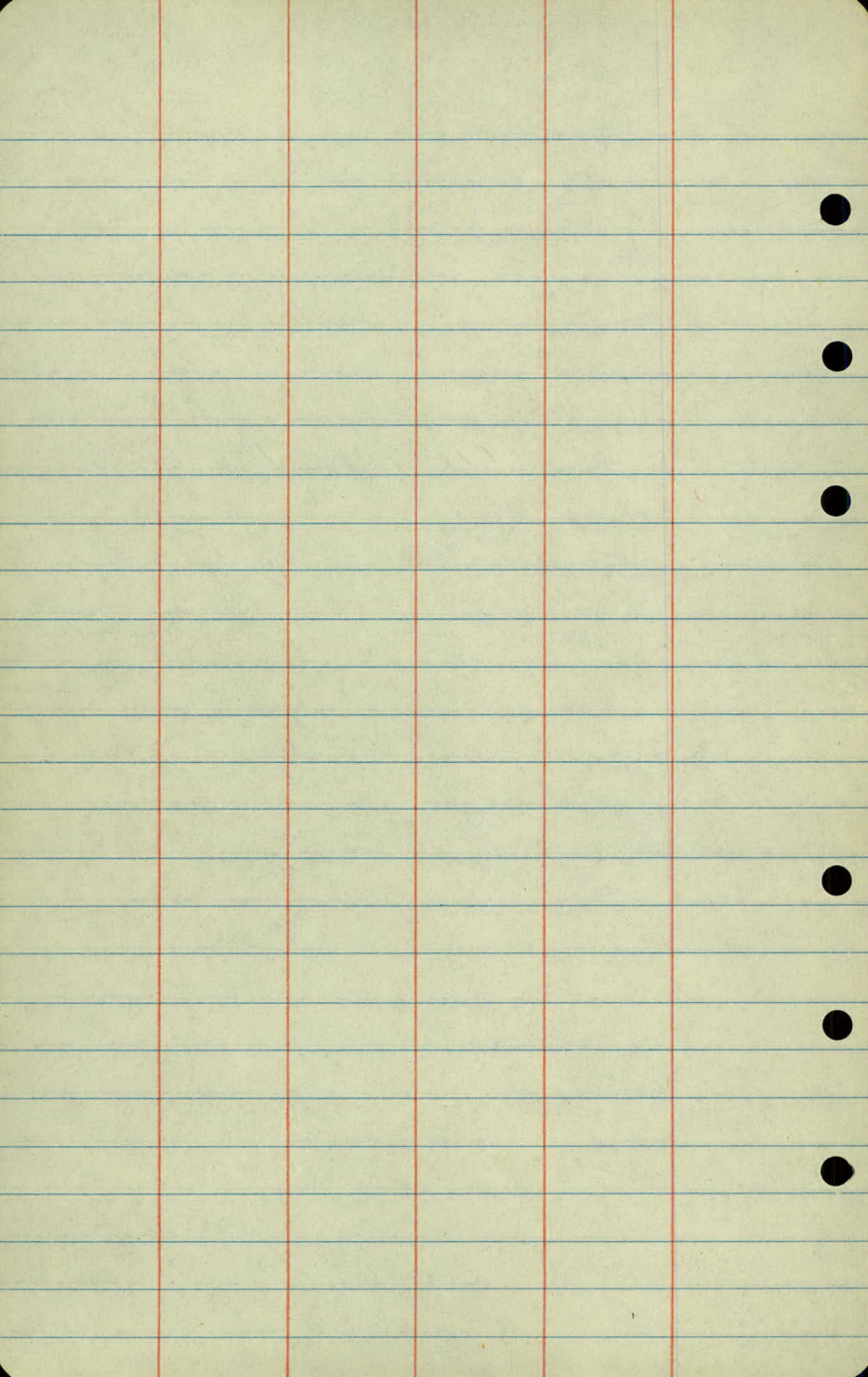
See line tracks to
Rice St.

Alignment - Page 1-2

Topography - " 3-4

X Sections " 5-8

Rec. 5-11-50



alignment

4+94.6

¢ Rice St.

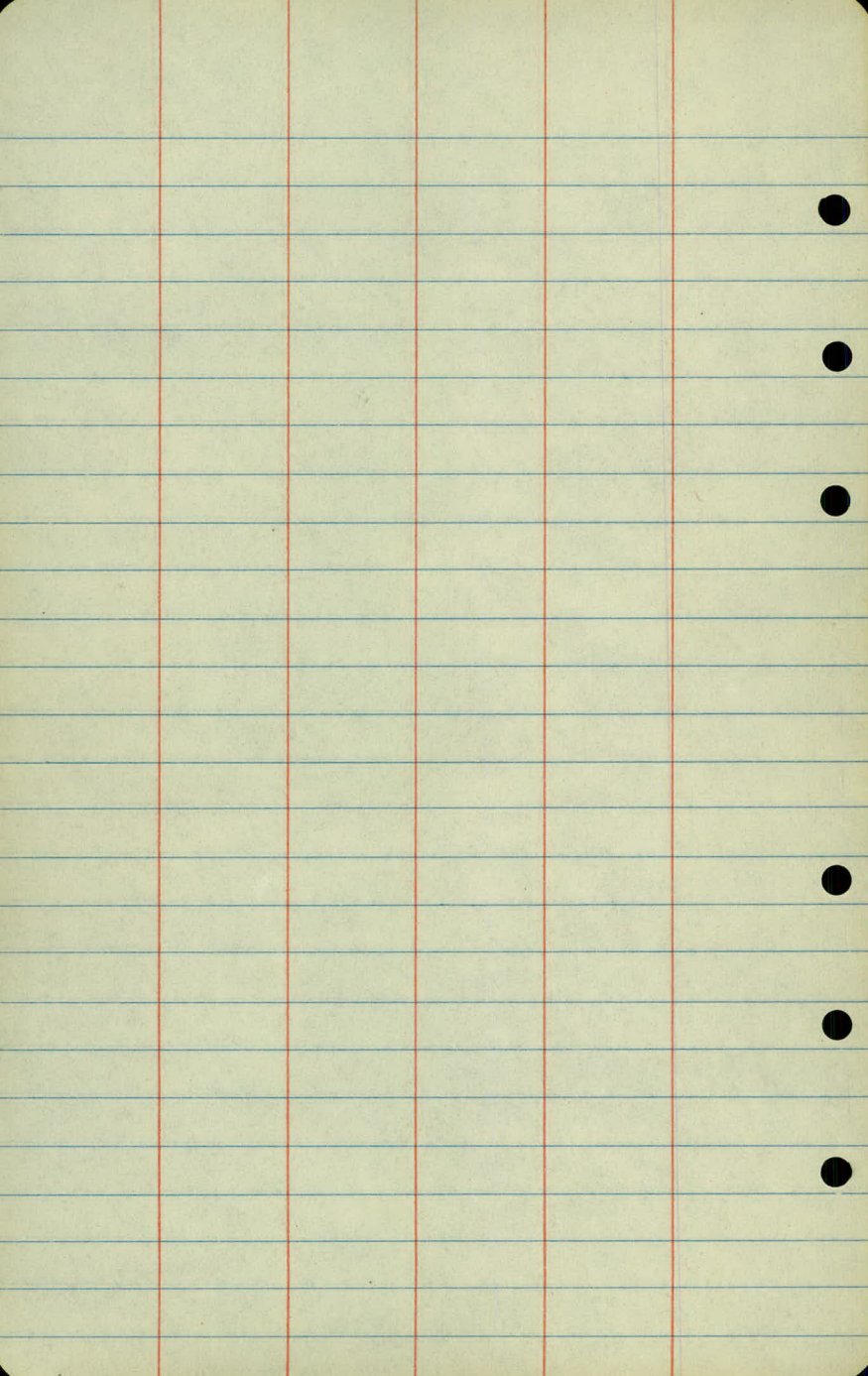
0+00

¢ Track

□

178.45

£ Rice St



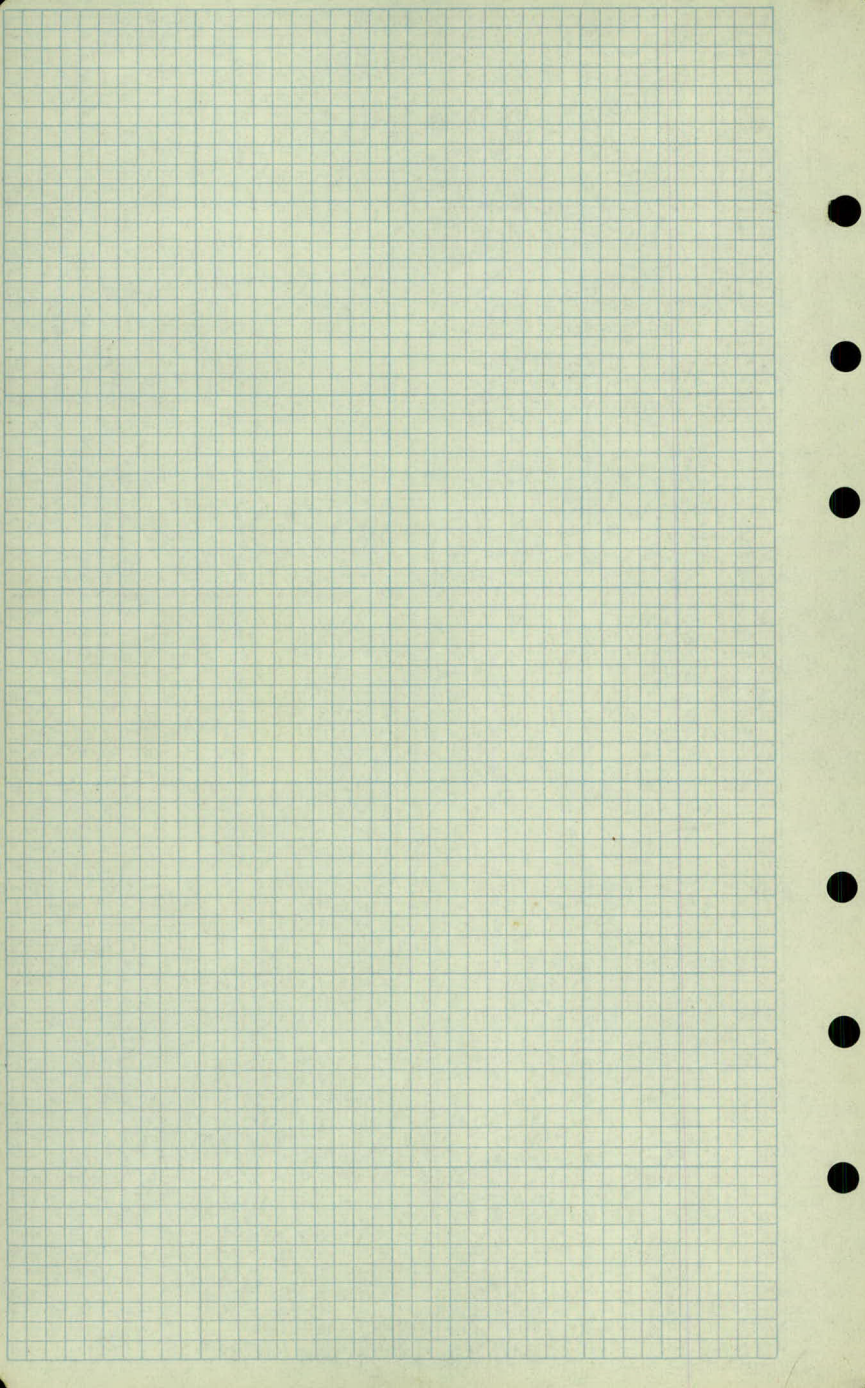
topography

+17 pton Rad - 24'			
+27 cor Bldg - 65			
+27 Cor. pump Found - 56			
+27 Cnc. L.R. Base - 33			
+24 Gas Tank Fill - 49'			+82 end Rad - 62'
+23 Gas Tank Fill - 53			+51 cor tax - 10.3
+18 Cor. Pump Found - 56			+50 pton Rad - 34
+12 Gas tank Fill - 58			+50 ctr Stone G. Pillar - 53 & 75'
+06 Gas Tank Fill - 50			+20 Big Rad - 1h
+99 Bag Rad - 9'	9		
+99 Cor. Fill Sta - 65			+96 cor Tavern - 10.3
+92 4" M - 29			
+72 8" M - 30			+35 end G.R.P. - 44
+66 Ctr. Septic Tank - 41			+28 PP - 21
+36 - 10" M - 29			1
+29 PP - 22			+09 1' picket + Fe Cor - 39
+21 Q Ent			+04 Big Fe - 39
+07 6" apple - 37	9	12	
+90 6" Apple - 38			
+54 Stump - 44'			
+29 - 30" oak - 46			
+23 - 34" oak - 34			
+21 24" oak - 40			
+09 Q old ent	12	10	
+82 PP - 23			
+71 20" O - 27			+61 Big Row Pop - 50
			+49 6" Elm - 35
+19 6" oak - 39			
1 end Rad - 15	15	9	
+75 R.Tic Shop ent			+64 X Fe - 32
+62 Q Shop Ent			+ R.Tic Fe 56
+43 end Rad - 55			
+22 PP - 27			
+16 Big Rad - 15			
+06 Sig. Control - 20'			
+06 Sig. Tower - 24.5'			
0+00 Q Thack			

+51 pt on Rad - 48'
+51 Cor. Conc Slab - 54'
+75 PP & Arch R. - 24'
+82 end Rad - 84'
+82 - edge Conc - 00

+12 Beg Rad

+73 beg R. - 41



X section

Sta	+	π	-	Elev
BM	7.28	931.68		924.40
0-50				27.5
0-21				28.0
0-2.5				28.23
0+00				28.2
+02.5				
+10				28.9
+22				28.2
+37				27.9
+52				27.6
+73				27.4

5-11-50

(6)

GB
AM
MB
KR.

L+

C

R+

Top Mount @ Rice St

4.2

3.7

3.45 W Rail

28.35
ERail

28.18
W Rail

9.1	6.1	6.2	4.6	4.1	3.4	3.33	3.6	3.50	4.2	4.7	6.4
60	50	39	33	21	16	5		9	19	30	50

3.34^{EP}
28.34

9.2	7.2	5.8	3.4	3.3	3.5	3.38	3.51	4.7
50	36	21	13	5	5	14.5	30	50

28.30
ERail

WR 28.17

5.1	7.1	8.2	4.3	3.6	3.5	3.7	3.8	4.7	4.8	4.1	3.39
60	50	41	27	13		5	10	16	30	42	50

28.20
ERail

4.4	4.3	3.9	3.8	4.0	4.2	4.7	7.9	6.3	4.9
50	31	12		4	8	12	23	34	50

4.3	4.1	4.1	4.1	4.3	4.5	5.2	7.6	8.0	9.1
50	25	11		6	10	15	22	38	50

6.3	4.2	4.1	4.5	4.4	4.3	4.7	4.9	5.5	5.9	6.0
50	46	34	25	12		7	13	20	29	50

Sta	+	π	-	Elev
		931.68		
1+00				27.1
+50				27.0
2				27.0
+50				27.1
3				26.8
+50				26.0
+65	Top			
+77				25.4

Lt

C

Rt

6.5 6.1 6.1 5.4 4.9 4.8 4.6 5.0 5.2 6.0 6.4 ✓
 50 38 24 22 15 11 9 15 26 50

6.2 6.2 7.2 5.8 5.1 4.7 ~~4.7~~ 5.0 5.2 5.6 5.9 ✓
 50 25 21 17 12 10 16 29 50

5.7 5.6 6.1 5.0 4.7 4.8 5.0 5.3 5.3 ✓
 50 30 20 11 10 18 34 50

5.1 5.1 5.5 5.2 5.1 4.6 4.9 5.0 5.0 5.0 ✓
 50 23 20 15 10 11 17 28 50

4.9 4.7 4.7 5.2 5.2 4.9 5.2 5.3 5.2 5.2 ✓
 50 31 21 14 9 12 19 39 50

4.7 5.0 5.7 6.0 6.0 5.7 5.8 6.3 6.1 6.5 ✓
 50 32 15 11 10 14 20 33 50

26.84
 4.84
 41

5.0 5.7 6.3 6.5 6.3 6.4 6.5 7.0 6.8 7.2
 50 28 12 9 11 15 20 33 50

Sta	+	π	-	Elev
		931.68		
4+00				24.9
+18				24.7
+27				24.6
+51				24.3
+82		edge Conc.		23.65
				23.61
BM			7.28	924.40
Rad. pt. on curb			5.03	26.65
So. end Drive				

L+

Q

R+

5.8 6.2 6.6 6.8 6.8
50 30 17 11

7.0 7.4 7.3 7.5
14 21 32 50

6.0 6.1 7.2 7.2 7.0 7.0 7.2 7.6 7.8 7.5 7.4 7.8
50 39 25 18 8 9 16 19 21 31 50

24.60
50 cor slab

7.08 7.1 7.1 7.3 7.1 7.1
55 50 36 25 11

7.2 8.1 7.8 7.7 7.9
16 21 24 29 50

24.24
50 cor slab

7.44 7.5 7.2 7.4 7.4 7.7 8.3 8.0
54 36 20 11 13 33 50

23.84
7.84
50

8.03

23.23
8.45
50

24.40
7.28
175

24.06
7.62
100

23.80
7.88
50

8.07

23.28
8.40
50

23.04
8.64
100

Sta

+

π

-

Elev

Sept 1955

1

OWASSO BOULEVARD. No.

New Alignment

Sta	Point	$\Delta Lt.$	$\Delta Rt.$
-----	-------	--------------	--------------

2+65.66	PC		
---------	----	--	--

10.66

+25	P.T.		
-----	------	--	--

27° 00'

2

$\Delta = 54^{\circ} 00'$

+75

$D = 24^{\circ}$

+50

$T = 122.53$

PC+91.75 = POST

NO P.I.

+25

$L = 225.00'$

$R = 240.49'$

1 ←

+75

+50

6° 00'

+25

3° 00'

0+00 = Sta 62+95.80
of W. Duess Blvd.

0° 00'

Arbogast

14"0

27.85

Arc Light ϕ 23.20

42.80 GP

35.68

265.10 R
264.87 R

Sta 0156.07 Post. ϕ Arbogast

263.10

E $\frac{1}{4}$ Cor

Sec 35-30-23

91°05'

Sta	Point	ΔL	ΔR
+67.66			
4+33.32	P.T.		33°32'
+60		32	$E=29'$
+50		30	
+40		28	$\Delta=67^{\circ}04'$
+30		26	$D=40'$
+20		24	$T=96.82$
+10		22	$L=167.66$
1		20	$R=146.19$

3+62.48	P1		67°04'
+90		18	
+80		16	
+70		14	
+60		12	
+50		10	
+40		8	
+30		6	
+20		4	
+10		2	
2+65.66	PC		0°00'

POST

Roofing Nail

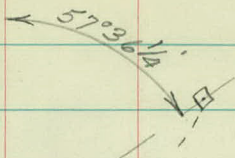
Arc
Light

21.58

Street
sign 12.83

10.86

P.P. 0



nail

Dale St

Sta	Point	Δ Lt.	Δ Rt.
-----	-------	--------------	--------------

31.17

6+69.19	P.T.	9° 50' 15"	
---------	------	------------	--

+25

9° 22' 1/2"

1

7° 30'

$\Delta = 19° 40' 1/2"$

+75

5° 37' 1/2"

$D = 15°$

6+04.44	P.I.	19° 40' 1/2"	
---------	------	--------------	--

$T = 66.42$

+50

3° 45'

$L = 131.17$

+25

1° 52' 1/2"

$R = 383.07$

5+38.02	P.C.	0° 00'	
---------	------	--------	--

P.P. 0

58.48

60.22 @ 10"0

P.P. 0

55.27

@ 12"0

Back

Sta	Point	ΔL	ΔR
-----	-------	------------	------------

+17.64			
7+90.30	P.T.	$6^{\circ}31\frac{3}{4}'$	

2		$6^{\circ}00'$	
---	--	----------------	--

+75		$5^{\circ}15'$	
-----	--	----------------	--

+50		$4^{\circ}30'$	
-----	--	----------------	--

$D = 13^{\circ}03\frac{1}{2}'$

+25		$3^{\circ}45'$	
-----	--	----------------	--

$D = 6^{\circ}$

7+82.00	PI		
---------	----	--	--

$T = 109.34$

1		$3^{\circ}00'$	
---	--	----------------	--

$L = 217.64$

+75		$2^{\circ}15'$	
-----	--	----------------	--

$R = 955.37$

+50		$1^{\circ}30'$	
-----	--	----------------	--

+25		$45'$	
-----	--	-------	--

6+72.66	PC	$0^{\circ}00'$	
---------	----	----------------	--

\$

5

Back +

PPO 31.42

66.00

12"0

Sta Point ΔL ΔR

+76.75 P.T.

$$\Delta = 11^\circ 25\frac{1}{2}'$$

13

$$D = 6^\circ$$

12+81.90 P.I. $11^\circ 25\frac{1}{2}'$

$$T = 95.57$$

$$L = 190.42$$

$$R = 955.37$$

11+86.33 P.C.

296.60
99.10
395.70 C.P.I.
890.30
1286.00

\$

6

X-Drain

P.P. 0 50.58 55.73 0 PP

Sta Point Δ Lt Δ Rt

7+49.06 P.T.

+57.33

$25^{\circ} 26' \frac{3}{4}$

+50

15°

+25

$13^{\circ} 30' \Delta = 30^{\circ} 52' \frac{3}{4}$

2

$12^{\circ} D = 12^{\circ}$

16+23.84 P.I.

$30^{\circ} 52' \frac{3}{4} T = 132.11$

+75

$10^{\circ} 30' L = 257.33$

+50

$9^{\circ} R = 478.34$

+25

$7^{\circ} 30'$

1

6

+75

$4^{\circ} 30'$

+50

3°

+25

$1^{\circ} 30'$

14+91.73 P.C.

$0^{\circ} 00'$

342.74

P.R.O

12.46

Chandler Ave

66.66

24" Ash

boat Spite

50.07

12" Ash

Sta Point ΔL ΔR

23+40.42 P.T. $9^{\circ}22\frac{1}{2}'$

+50 $8^{\circ}45'$

3 $7^{\circ}30'$

$\Delta = 18^{\circ}45'$

+50 $6^{\circ}15'$

$D = 5^{\circ}$

21+54.67 P.L. $18^{\circ}45'$

$T = 189.25'$

2 $5^{\circ}00'$

$L = 375.00$

+50 $3^{\circ}45'$

$R = 1146.28$

1 $2^{\circ}30'$

+50 $1^{\circ}15'$

19+65.42 P.C. $0^{\circ}00'$

17+49.06 P.T.

£

8

PP 64.76

58.93

0 PP

Pelikat Inn

45.25

Stucco

7

Sta Point ΔL ΔR

26+66.97 P.T.

$9^{\circ} 57'$

2+00

$9^{\circ} 30'$

+75

$8^{\circ} 18\frac{3}{4}' \Delta = 19^{\circ} 54'$

+50

$7^{\circ} 07\frac{1}{2}' D = 9^{\circ} 30'$

+25

$5^{\circ} 56\frac{1}{4}' T = 105.92$

25+63.42 P.I.

$19^{\circ} 54' L = 209.47$

1

$4^{\circ} 45' R = 603.81$

+75

$3^{\circ} 33\frac{3}{4}'$

+50

$2^{\circ} 22\frac{1}{2}'$

+25

$1^{\circ} 11\frac{1}{4}'$

24+57.50 P.C.

$0^{\circ} 00'$

25 6 3 4 2

63 0 2.6

88 + 66.0 2
1 05.9 2

82 69.1 9

84 57 27

21 54.6 7

63.0 2.6

189.23

85.10

5698

31.88

25

PPO

101.6

Lake Wabasso

52.84 B 8" Cotton Wood

27.59

PPO

Sta	Point	ΔL	ΔR
35+05.01		$16^{\circ}57\frac{1}{4}'$	
+75		$16^{\circ}30'$	
+50		$15^{\circ}00'$	
+25		$13^{\circ}30'$	
2		$12^{\circ}00'$	$\Delta = 33^{\circ}54\frac{1}{4}'$
+75		$10^{\circ}30'$	$D = 12^{\circ}$
			145.80
33+68.29	P.I.	$33^{\circ}54\frac{1}{4}'$	$T =$
+50		$9^{\circ}00'$	282.52
+25		$7^{\circ}30'$	$L =$
			478.34
+100		$6^{\circ}00'$	$R =$
+75		$4^{\circ}30'$	
+50		$3^{\circ}00'$	
+25		$1^{\circ}30'$	
32+22.49		$0^{\circ}00'$	
31+06.22	P.O.T.		

2

10

Breezy Point

26.57

38.63 @ 24" Oak

24.63

@ 14" Oak

26215

179 60
20 09 1/2
109 50 1/2

109° 50 1/2'

H

242.35

R.R. Spike

Sta	Point	ΔL	ΔR
-----	-------	------------	------------

40+42.15	PT		$6^{\circ} 12.375'$
----------	----	--	---------------------

	A		$6^{\circ} 00'$
--	---	--	-----------------

	+50		$5^{\circ} 15'$
--	-----	--	-----------------

	3		$4^{\circ} 30'$
--	---	--	-----------------

	+50		$3^{\circ} 45'$
--	-----	--	-----------------

$\Delta = 12^{\circ} 24\frac{3}{4}'$

$D = 3^{\circ}$

38+36.11	P.I.		$12^{\circ} 24\frac{3}{4}' T = 207.71$
----------	------	--	--

$L = 413.75$

	2		$3^{\circ} 00'$
--	---	--	-----------------

$R = 1910.08$

	+50		$2^{\circ} 15'$
--	-----	--	-----------------

	1		$1^{\circ} 30'$
--	---	--	-----------------

	+50		$0^{\circ} 45'$
--	-----	--	-----------------

36+28.40	PC		$0^{\circ} 00'$
----------	----	--	-----------------

PP.

54.80

Lake Owasso pump

38.00'

o spike

1' From Edge of B.T.

70.00

PP.

Sta Point ΔL ΔR

#1 P1

£

X2

at RR X-Ing

$$\begin{array}{r} 72.3 \\ 14.3 \\ \hline 58.0 \end{array}$$

Owasso Blvd. No.

E. Horseshoe Drive to Centre St

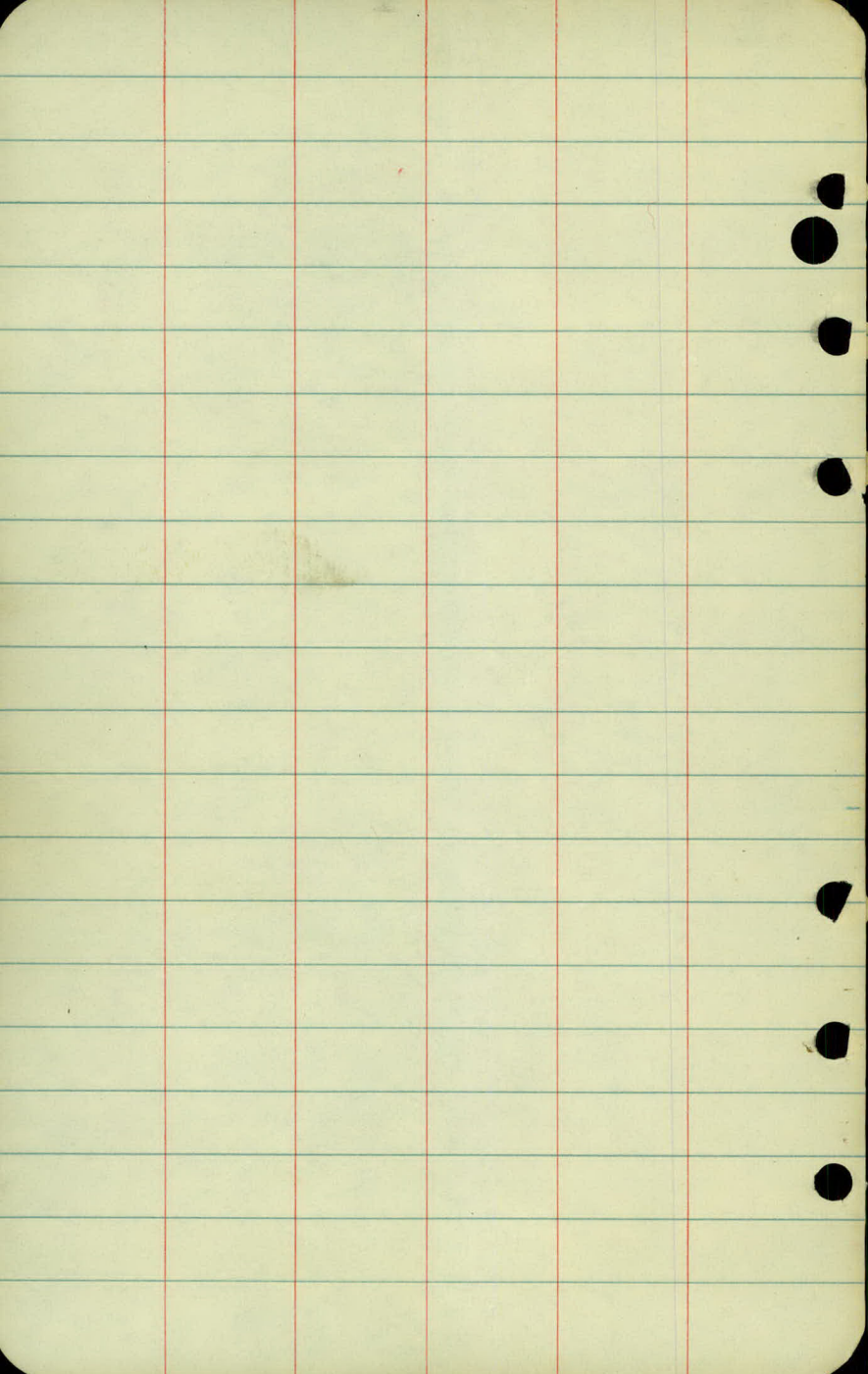
Plan Survey

INDEX

Alignment 2-4

Topography 5-8

X-Sections 9-20



FA
WH
RW

Oct. 9, 1951

2

Alignment

Sta Point ΔL ΔR

+58.59 PT $11^{\circ}27.2'$

+50 $11^{\circ}01.6'$

+25 $9^{\circ}46.6'$

95 $8^{\circ}31.6'$

+75 $7^{\circ}16.6'$

+50 $6^{\circ}01.6'$

$\Delta = 22^{\circ}54.4'$

$D = 10^{\circ}$

94+45.70 P.I. $22^{\circ}54.4'$

$T = 116.23$

+25 $4^{\circ}46.6'$

$L = 229.07$

$R = 573686$

94+13.15 P.O.S.T.

94 $3^{\circ}31.6'$

+75 $2^{\circ}16.6'$

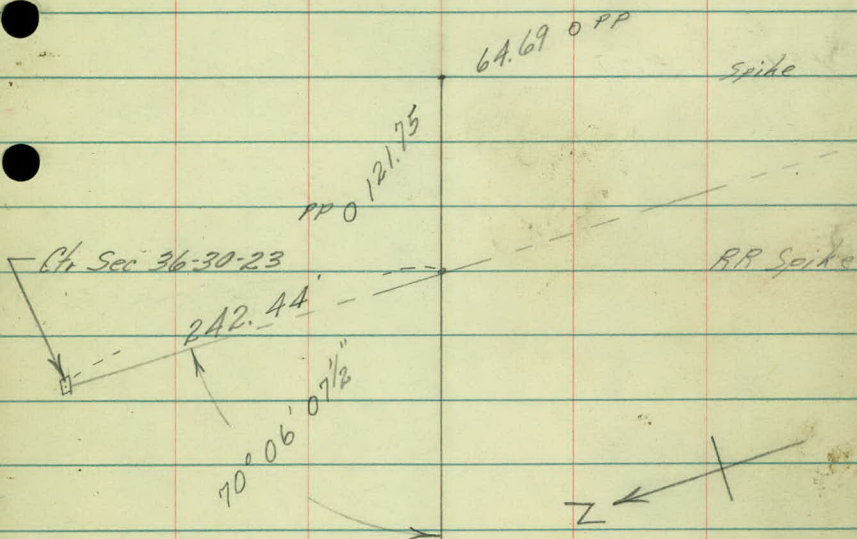
+50 $1^{\circ}01.6'$

+29.47 PC $0^{\circ}00'$

2053

Oct 9, 1957
£

3



Sta	Point	ΔL	ΔR
101	POT		

FR
WH
RW

Oct 10, 1957
£

4

PPO

174.38

PP 0
to
House

107.84

Spike

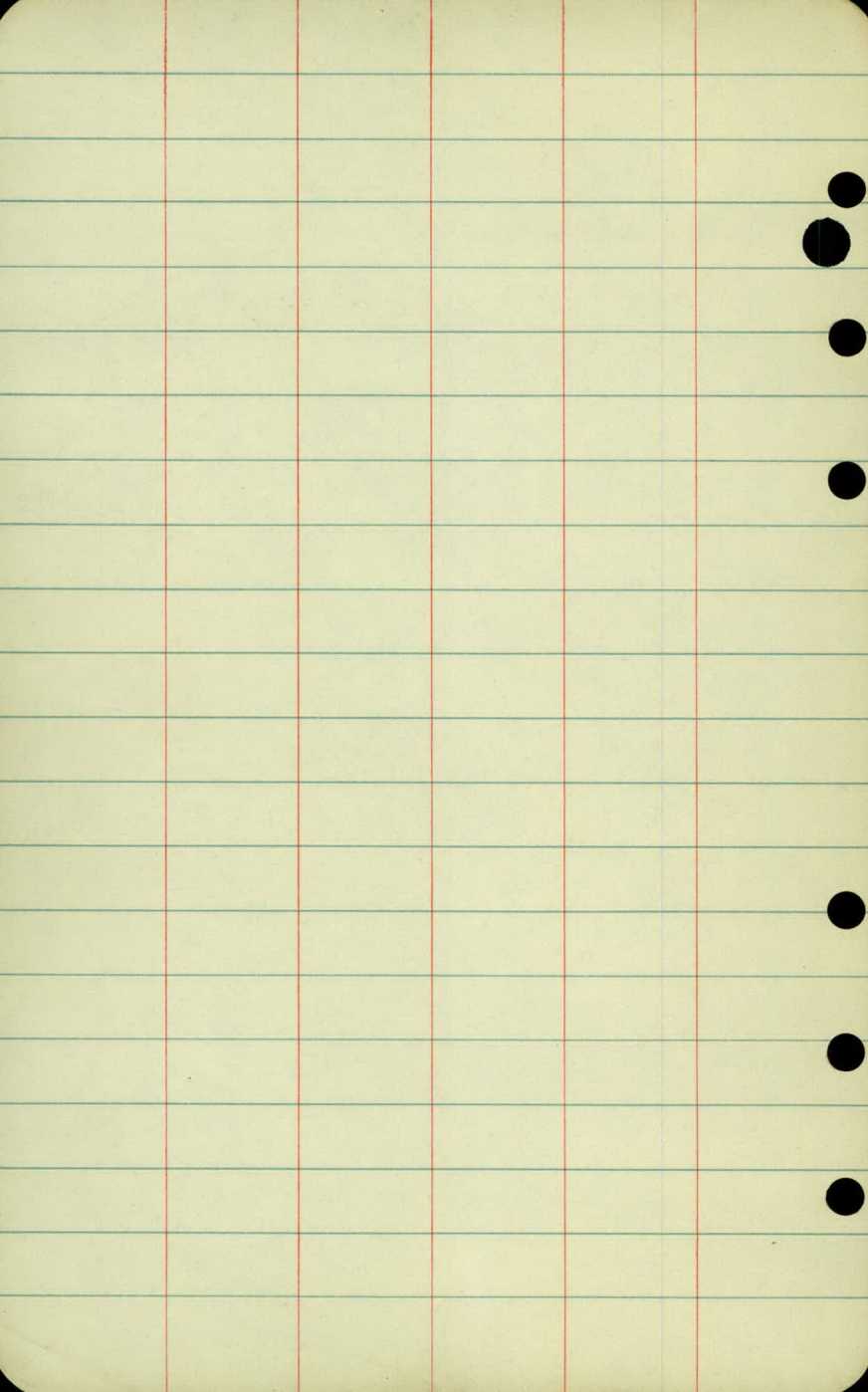
126.98

AB.08

NE Cor
Pump Ho



PP 0



Oct 10, 1957

5

Topography

Lt. Low Area

Rt

96 184' + 2 Road 43 + 69 ✓
 180 Low Area 80 197 Low Area 2
 +66 STP 16 +68 26"0 175 16" Locust +63 18" Locust 6
 140 Cor Low Area 150 +37 24"0 146 14" Locust +50 Road 28 + 54 ✓ +58 PP 21
 +16 32"0 12 +122 10" Locust 6 +48 10" 2
 95 +107 12" Locust 9.5 Road 12 + 38 ✓
 +19A 12" Locust 13 +52 PP 76
 +50 14"0 61 +69 27"0 23 +50 Road 1 + 25 ✓
 +45 18"0 29 +50 PP 8 +37 28"0 61
 +19 End Fe 22.5 +13.5 R. Tie Fe Lt. +34 2 Ent 12" x 20cm 37' ✓
 94 +108 Fe Cor 25 Road 7-16
 +97 Ent Hedge 32 +86 2 Ent 43 +95 R. Tie Ent Lt.
 +54 STP 33 +50 Road 11-13 ✓
 +29 Sign 22-28 +49 8" Ap 45
 +21 B. Spruce Hedge 30 +25 PP 22
 93 Road 12-12
 +80 E.R 13
 +15 Arc Lt. 23 +64 2.5' Sq. P. / or 32
 +38 R. Tie 31 Rt. 34 +62 B.R. 34
 +13 R. Tie Ent Lt. +35 2.5' Sq. Stone Pillar 33 +40 E.R 32
 92 +100 2 Ent (Field) 23 Road 12-11 +17 B. Rad. 72
 +15 24" x 54cm x-Drain 28'-26
 Road 11 12 ✓

Oct. 10, 1957

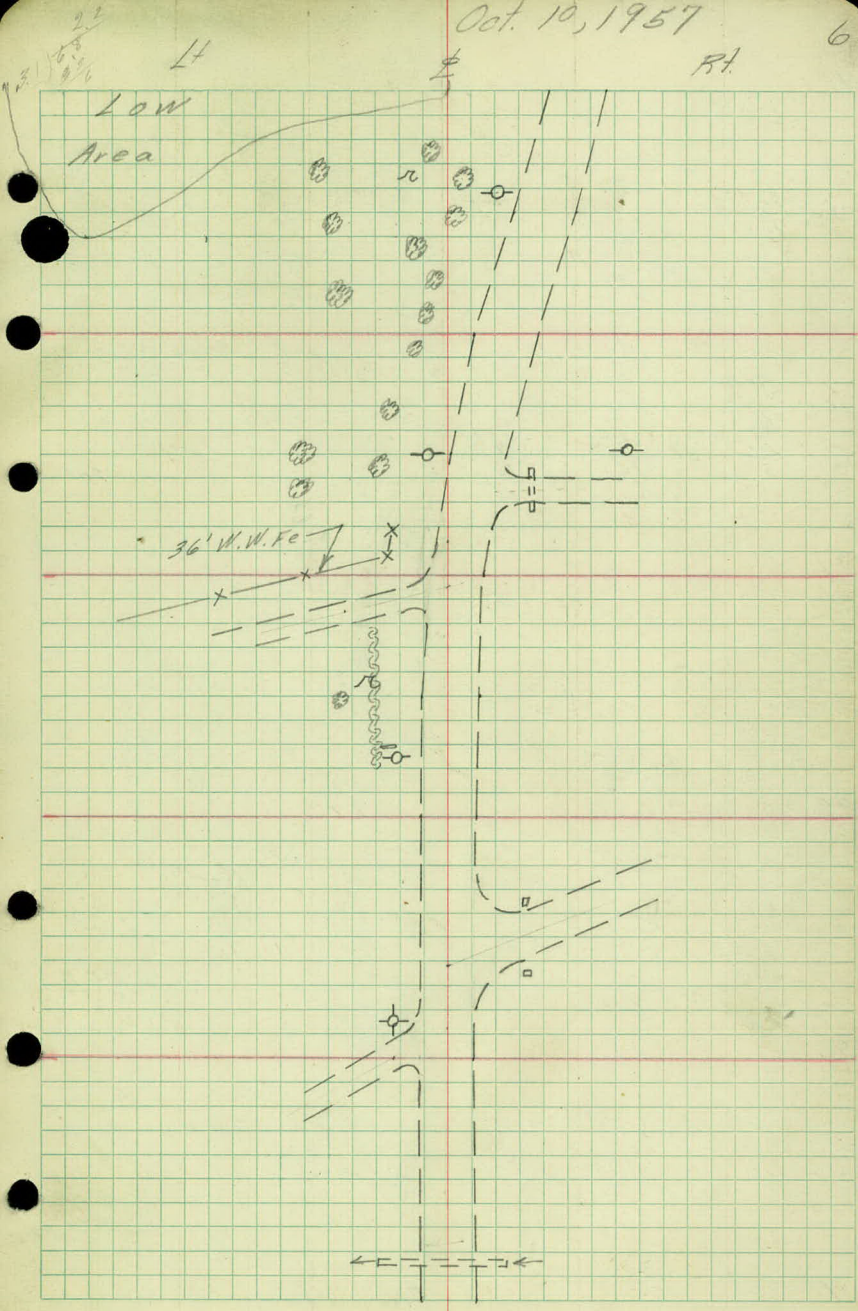
6

RT.

Lt

Low Area

36' W.W. Fe



Lt.

E

ft

101

Road
2-24+31 $\frac{\text{Fe Cor}}{104}$ +52 $\frac{\text{PP}}{5}$ +50 $\frac{\text{Road}}{3428}$ +24 $\frac{\text{Fe Cor}}{40}$ Road
11+38

100

+98 $\frac{\text{S.D.}}{97}$ +92 $\frac{\text{End Obs Wall}}{52.5}$ +83 $\frac{\text{S.W. Cor Pump Ho}}{60}$ +57 $\frac{\text{PP}}{87}$ +59 $\frac{\text{Fe Cor}}{107}$ +79 $\frac{\text{Pump Ho}}{107}$ +33 $\frac{\text{PP}}{16}$ +51 $\frac{\text{Ch Obs Wall}}{93.5}$ +52 $\frac{\text{Cor Fe}}{44}$

99

Road
26+53 +100 $\frac{\text{End Obs. Wall}}{70}$ +81 $\frac{\text{E Ent}}{\text{X-ing}}$ +50 $\frac{\text{Road}}{36464}$

98

Road
46+73 +117 $\frac{\text{PP}}{36}$ +103 $\frac{\text{E.E. 15'x40'}}{37}$ +63 $\frac{24" \text{BE}}{47}$ +72 $\frac{\text{Trip 16" Elm}}{9}$ +50 $\frac{\text{Road}}{56481}$ +46 $\frac{\text{Trail}}{\text{X-E}}$ +24 $\frac{\text{Well}}{18}$ +19 $\frac{16" \text{BE}}{44}$ +66 $\frac{\text{W.E. 15'x40'}}{48}$

97

Road
59+82+80 $\frac{19" \text{BE}}{56}$ +70 $\frac{\text{Low Area}}{100}$ +67 $\frac{57" \text{ Cottonwood}}{51}$ +65 $\frac{\text{Arc Lt.}}{50}$ +68 $\frac{\text{G.P.}}{93}$ +50 $\frac{\text{Low Area}}{200+20}$ +50 $\frac{\text{Road}}{53+77}$

96

Oct 10, 1957

54

3.

A diagram of a rectangle with a smaller square inscribed inside it. The rectangle's dimensions are labeled as 64' (width) and 72.3' (height). The inscribed square has side lengths of 14'.

Low Area

Lt.

L

Rt.

103

$$\begin{array}{r} \text{Road} \\ 12 \quad 13 \end{array}$$

$$+93 \frac{PP}{18}$$

$$+18 \frac{L \text{ Ent}}{30}$$

$$+13 \frac{R, tie}{\text{Ent} + Lt}$$

102

$$\begin{array}{r} \text{Road} \\ 9-18 \end{array}$$

$$+71 \frac{PP}{23}$$

$$+50 \frac{\text{Road}}{7-20}$$

101

2-21

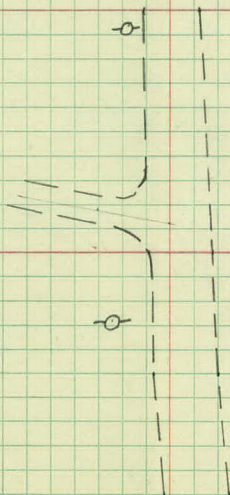
PK
MP
WH
RW

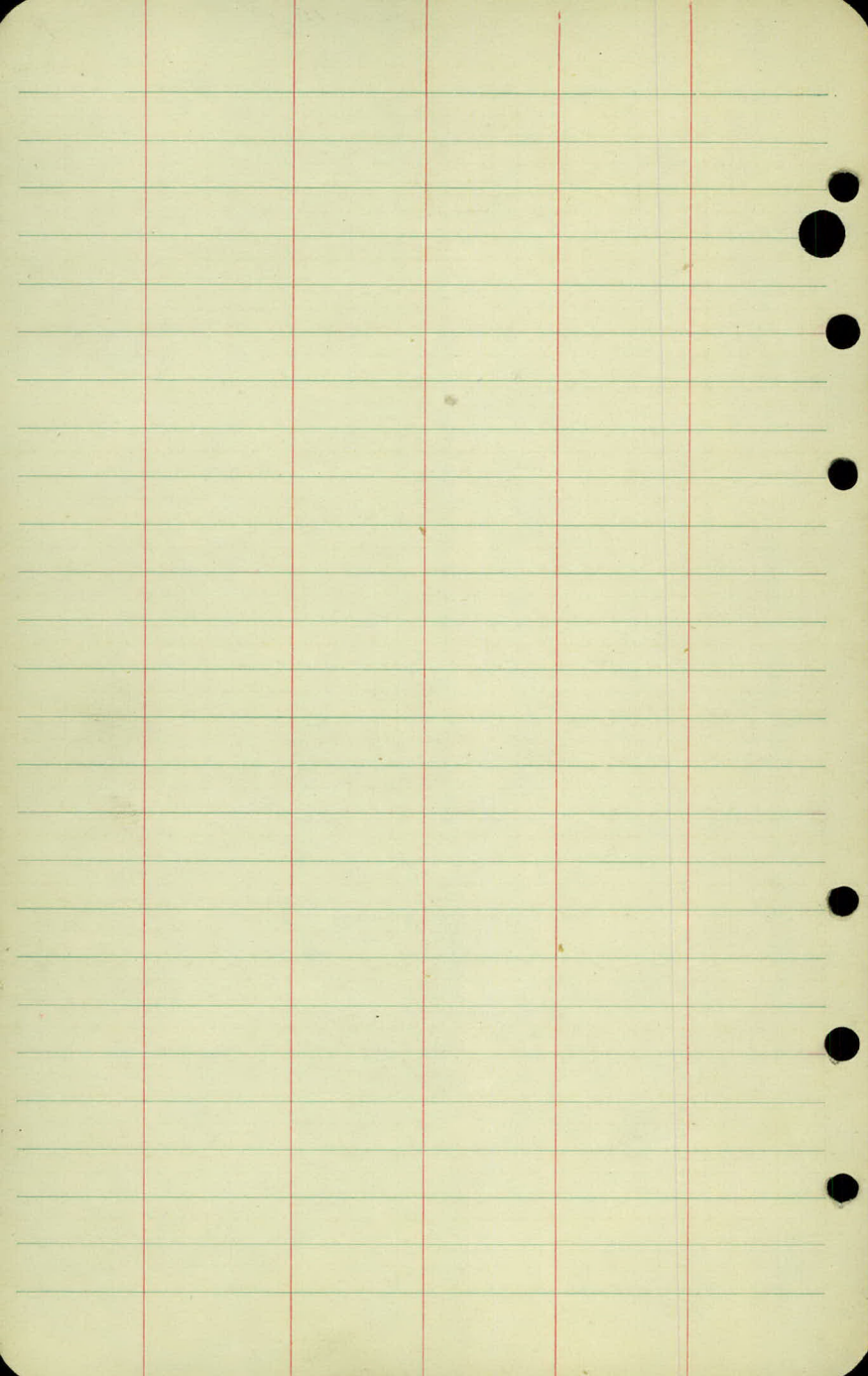
Oct 10, 1957
Oct 14, 1957

Lt

Rt

8





Oct 14, 1957

9

x-sections

Sta	+	π	-	Elev
BM	5.23	900.49		895.26

91			7.52	92.97
----	--	--	------	-------

+50			7.0	93.49
-----	--	--	-----	-------

92

✓

+ 50 $\angle$ Horseshoe Drive St.

93

£ Oct 14, 1957

24

BF

10

Spike in Arc H. Pole Lt sta

	91.6.	91.9.	93.2.	93.9.	94.22.	93.8.	89.5.	89.0.	91.3.
	8.9	8.6	7.3	6.6	6.27	6.7	11.0	11.5	9.2
	32	22	16	11		11	16	17	24
	92.0.	92.6.				92.6.	92.5.	90.5.	90.5.
→	8.5	7.9				7.9	8.0	10.0	10.0
	33	50				50	39	31	27
	97.4.	96.0.	93.6.	93.9.	94.5.	94.9.	94.8.	94.6.	94.2.
	3.1	4.5	6.9	6.6	6.0	5.7	5.6	5.7	5.9
	50	28	21	18	11	11	20	34	50
	96.8.	96.0.	94.4.	94.6.	95.0.	95.2.	94.6.	93.8.	93.6.
	3.7	4.5	6.1	5.9	5.5	5.09	5.9	6.7	6.9
	27	24	20	17	11	11	20	24	28
→	96.3.						96.5.	95.5.	94.1.
	4.2						4.0	5.0	6.4
	50						50	41	33

Sta + π - Elev

900.49

93+50

✓

TP 6.77 902.96 4.30 896.19

94

✓

+33

Oct 14, 1957

11

RT

96.0.	94.7.	95.0.	95.3.	95.72.	95.5.	94.9.	94.1.	94.3.
4.5	5.8	5.5	5.2	4.77	5.0	5.6	6.4	6.2
29	21	17	11		13	20	24	30

95.9.	95.8.		97.3.	97.2.	95.3.
4.6	4.7		3.2	3.3	5.2
37	50		50	47	35

Rock

95.7.	95.5.	95.3.	95.4.	95.7.	95.98.	96.1.	95.9.	95.2.	94.6.	94.5.
7.3	7.5	7.7	7.6	7.3	6.98	6.9	7.1	7.8	8.4	8.5
41	26	22	15	7		4	14	25	28	34

96.0.
7.0
50

97.9.
5.1
50

95.2.	95.4.	95.9.	96.0.	96.1.	96.4.	96.3.	96.2.	95.5.	95.4.
2.8	7.6	7.1	7.0	6.9	6.6	6.7	6.8	7.5	7.6
28	15	9	2		6	20	32	38	44

94.9.
8.1
42

95.5.
7.5
50

97.3.
5.7
50

Sta	+	π	-	Elev
-----	---	-------	---	------

Sta	+	π	-	Elev
		902.96		

Sta	+	π	-	Elev
94+75				

Sta	+	π	-	Elev
✓				

Sta	+	π	-	Elev
95				

Sta	+	π	-	Elev
✓				

Sta	+	π	-	Elev
+19				

Oct 14, 1957

12

11

Rt

98.2.	98.7.	99.2.	97.7.	96.6.	96.7.	97.1.	96.9.	96.2.
4.8	4.3	3.8	5.3	6.4	6.3	5.9	6.1	6.8
44	29	13	6		7	18	31	40

98.2.
4.8
50

95.3.
7.7
50

95.7.
7.3
45

98.4.	98.6.	99.3.	99.2.	97.5.	96.7.	96.8.	97.1.	96.8.
4.6	4.4	3.7	3.8	5.5	6.3	6.2	5.9	6.3
50	39	22	8		7	14	26	41

96.5.
6.5
64

95.7.
7.3
57

96.2.
6.8
50

98.3.	98.3.	98.2.	98.1.	97.9.	96.7.	96.4.	96.7.	97.0.
4.7	4.7	4.8	4.9	5.1	6.3	6.6	6.3	6.0
56	36	21	3		6	12	20	31

96.3.
6.7
66

96.3.
6.7
54

96.5.
6.5
44

96.9.
6.1
44

Sta	+	π	-	Elev.
-----	---	-------	---	-------

		902.96		
--	--	--------	--	--

95+50				
-------	--	--	--	--

96				
----	--	--	--	--

✓				
---	--	--	--	--

✓				
---	--	--	--	--

✓				
---	--	--	--	--

T. P.	0.10	898.46	4.60	898.36
-------	------	--------	------	--------

Oct 14, 1957

13

LT

RT

95.6.	96.1.	95.6.	95.8.	95.9.	96.1.	96.5.	96.5.
74	69	74	72	71	69	65	65
50	37	20		21	29	41	53

96.6.	96.4.
64	66
74	64

89.7.	90.3.	91.1.	91.5.	92.4.	93.7.	94.8.	95.1.	95.9.
133	127	119	115	106	93	82	79	71
100	73	38	11		13	32	42	55

89.7.	89.8.	90.3.	93.9.	94.4.	95.4.	95.9.	96.0.
133	132	127	91	86	76	71	70
156	197	200	127	111	100	83	67

92.4.	90.7.	89.0.
106	123	140
149	176	200

86.4.	96.4.	87.4.
166	156	
228	220	

Water Surface

Top Pump Cap

Sta + π - Elev

898.46

96+50

✓

✓

97+00

✓

✓

RG
KP
WH
RW

♀ OCT 15, 1957 - Rain 14

Lt

Rt

91.0.	91.6.	91.9.	93.3.	95.0.	95.7.	95.59.	95.76.
7.5	6.9	6.6	5.2	3.5	2.8	2.87	2.70
50	42	19		18	49	55	66

95.6.	96.2.	96.0.	95.84.
2.9	2.3	2.5	2.62
100	92	85	77

93.1.	90.5.	88.2.	86.3.
5.4	8.0	10.3	12.2
126	154	182	204
			W.S

94.4.	95.4.	95.7.	95.3.	94.0.	96.0.	95.6.	95.36.
4.1	3.1	2.8	3.2	2.5	2.5	2.9	3.10
50	33	21		24	45	52	60

95.8	95.8	95.74.	95.55.
2.7	2.7	2.72	2.91
100	91	81	70

91.6	89.2	87.5	86.3
6.9	9.3	11.0	12.2
133	153	169	180

Sta + π - Elev

898.46

97+50

✓

98+00

✓

✓

+50

OCT. 15, 1957

LT.

£

RT.

15

96.8.	96.6.	96.1.	95.1.	95.02.	95.20.	95.16.
1.7	1.9	2.4	3.4	3.44	3.26	3.30
50	29		48	57	68	80

86.3.	87.9.	90.8.	94.4.	95.0.
12.2	10.6	7.7	4.1	3.5
163	148	126	100	96

91.6.	92.7.	92.2.	92.6.	94.2.	94.9.	95.0.	95.06.
6.9	5.8	6.3	5.9	4.3	3.6	3.5	3.40
50	28	13		16	33	41	48

93.2.	94.8.	94.79.	94.95.
5.3	3.7	3.67	3.51
100	86	73	60

88.8.	86.3.
9.7	12.2
129	150

90.3.	90.3.	90.7.	91.3.	92.3.	94.0.	94.18.	94.37.
8.2	8.2	7.8	7.2	6.2	4.5	4.28	4.09
50	45	24		17	33	36	51

Sta

+

Δ

-

Elev

898.46

98 +50

✓

99 +00

✓

✓

✓

Oct 15, 1957

Lt.

E

Rt

16

94.20	94.4	91.8	91.1
4.26	4.1	6.7	7.4
53	76	96	100

86.3

12.2

138

90.9	90.9	91.4	92.0	93.3	93.70	93.94
7.6	7.6	7.1	6.5	5.2	4.76	4.52
50	34		13	23	27	41

93.95	93.71	94.09	93.81
Top of wall	Road	Road	Road
4.51	4.75	4.37	4.65
78	78	68	53

92.3	89.4	87.9	87.5
6.2	9.1	10.6	11.0
80	100	113	115

86.3	86.8
12.2	11.7
124	120

Sta + π - Elev

898.46

99+50

✓

✓

100+00

✓

✓

Oct 15, 1957

17

LT.					Rt.	
91.4	91.5	91.8	93.5	93.59	93.52	
7.1	7.0	6.7	5.0	4.87	4.94	
50	33		16	30	45	

89.2	92.96	93.11	93.8	
9.3	3.50	5.35	4.7	
92	90	90	58	

87.9	86.3	
10.6	12.2	
100	119	

91.6	91.6	91.5	92.1	93.26	93.41	93.64
6.9	6.9	7.0	6.4	5.20	5.05	4.82
50	39	8		8	11	23

90.0	93.4	93.51	93.40	
8.5	5.1	4.95	5.06	
77	54	48	35	

86.9	86.3	
11.6	12.2	
100	106	

Sta

+

π

-

Elev

898.46

100+50

✓

✓

101+00

✓

✓

OCT 15, 1957

18

Lt.

£

Rt.

91.4	91.4	93.5	93.7	93.52	93.80	93.50
7.1	7.1	5.0	4.8	4.94	4.66	4.96
33	15	5		4	15	27

91.3		90.2	92.5	93.32	93.44
7.2		8.3	6.0	5.14	5.02
50		68	54	43	34

87.7	86.5	86.3
10.8	12.0	12.2
83	93	96

91.4	93.2	93.5	93.65	93.80	93.56	93.54
7.1	5.3	5.0	4.81	4.66	4.90	4.92
22	7	2		10	22	37

90.7	90.7	88.9	90.5	92.6	93.2
7.8	7.8	9.6	8.0	5.9	5.3
44	50	70	63	51	38

86.3
12.2
90

Sta	+	π	-	Elev
-----	---	-------	---	------

		898.46		
--	--	--------	--	--

101+50				
--------	--	--	--	--

✓				
---	--	--	--	--

102+00				
--------	--	--	--	--

✓				
---	--	--	--	--

102+50				
--------	--	--	--	--

✓				
---	--	--	--	--

Oct. 15, 1957

19

LT.

♀

RT.

LT.	♀	RT.
91.7	93.1	93.34
6.8	5.4	4.83
21	10	6

LT.	♀	RT.
91.1	90.1	93.63
7.4	8.4	12.2
29	50	85

LT.	♀	RT.
91.2	92.8	93.12
7.3	5.7	4.87
27	15	9

LT.	♀	RT.
90.3	90.2	93.64
8.2	8.3	4.82
47	50	3

LT.	♀	RT.
92.5	92.6	93.14
6.0	5.9	4.81
16	12	10

LT.	♀	RT.
92.1	91.4	93.65
6.4	7.1	12.2
21	50	82

Sta + π - Elev

898.46

103+00

✓

BM

898.46

6.91

891.55

891.51

Oct 15, 1957

20

Lt.

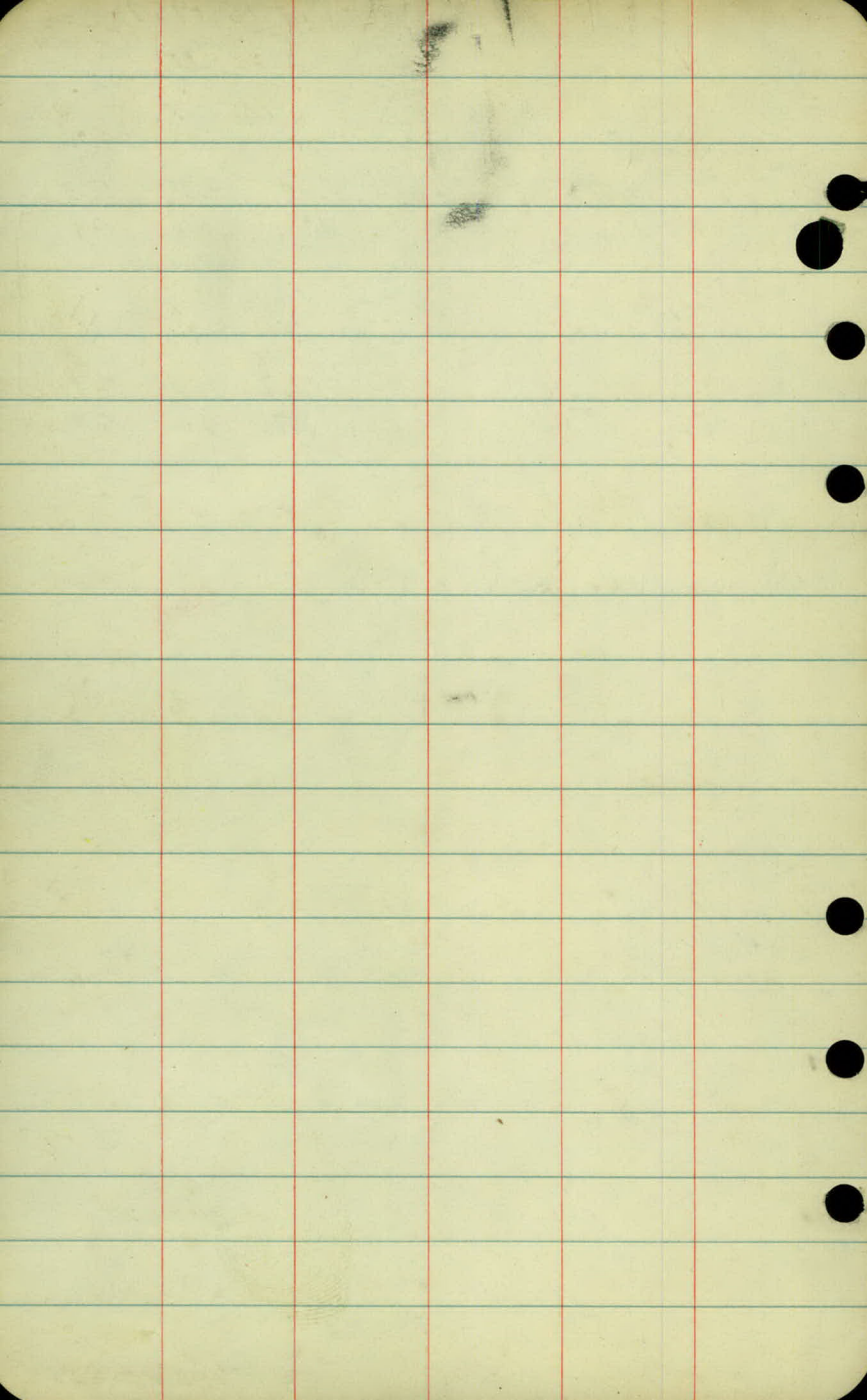
E

Rt.

Lt.	E	Rt.
91.7	92.6	93.10
6.8	5.9	5.36
25	16	12

Lt.	E	Rt.
91.2	91.1	96.3
7.3	7.4	12.2
42	50	82

Owasso Lake pump house



KP
LB
WM
WS
DS

23 APRIL 1962

1.

OWASSO BLVD.
CONCESSION STAND SURVEY

6 PAGES

Rec 4/23/62

STA	POINT	ΔLT	ΔRT
-----	-------	-------------	-------------

+58.54	PT		
--------	----	--	--

95

+50

$$\Delta = 22^{\circ} 54.4'$$

$$D = 10^{\circ}$$

+45.70 PI

$$T = 116.23$$

$$L = 229.07$$

+25

$$R = 573.686$$

+13.15 P.O.S.T.

94

+50

93+29.47 PC

23 APRIL 1962

2.

LT

£

RT

PK

PK

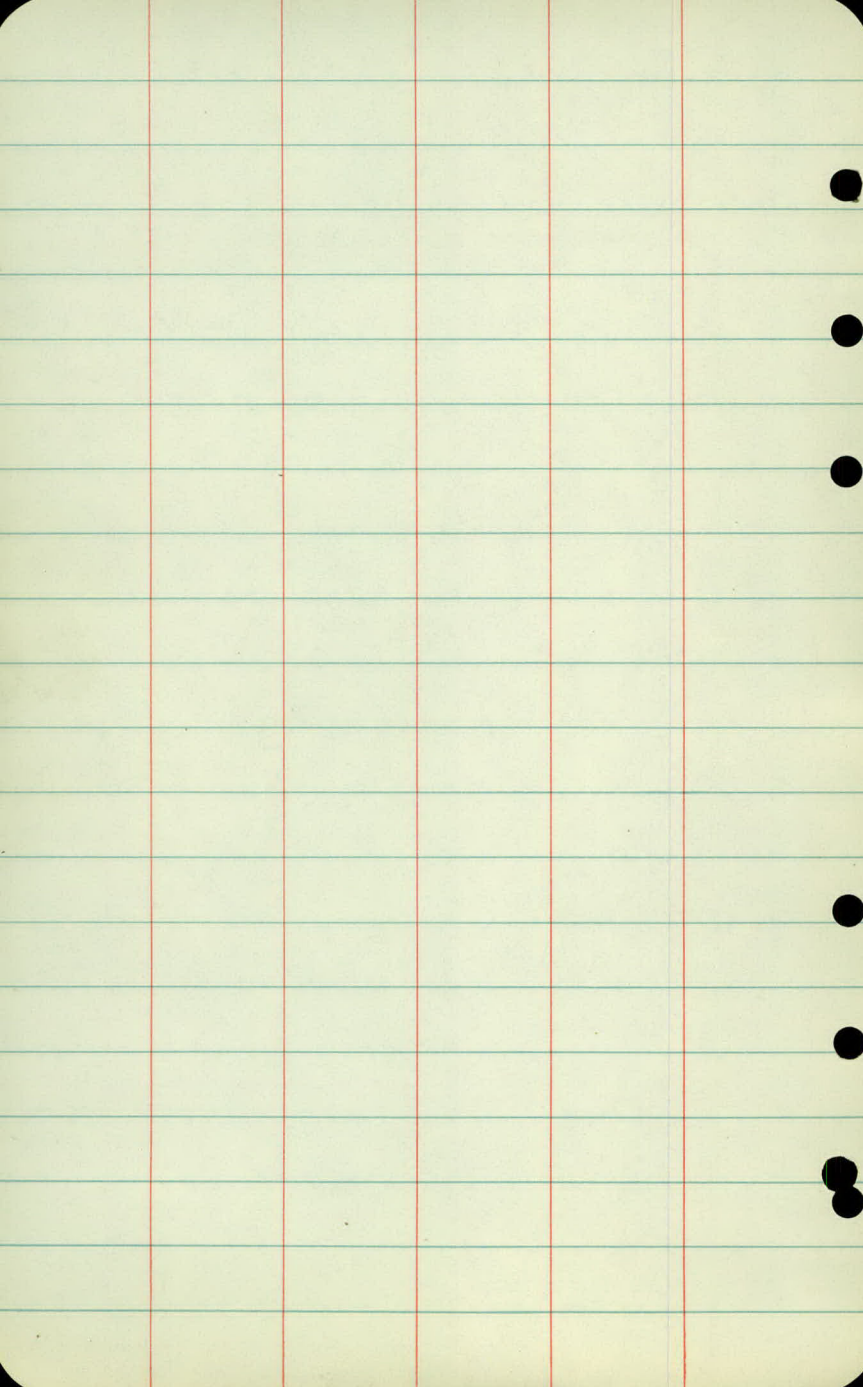


CTR
S 36-30-23

242.44

$70^{\circ}06'07\frac{1}{2}''$

PK



23 APRIL 1962

3.

X- SECTION

STA	+	π	-	ELEV
BM	8.57	900.08		(891.51)

95+75

96+00

✓

+05

5.3

894.7

+25

+50

BM

8.57

891.51

(891.51)

23 APRIL 1962

4.

E

RT

E Door Sill @ Pump House

95.6	96.0	96.1	96.2	96.0
4.5	4.1	4.0	3.9	4.1
	19	48	83	94
	curb			EDGE BT

95.4	95.6	95.8	95.9	95.7	95.6	95.3	95.4	95.3
4.7	4.5	4.3	4.2	4.4	4.5	4.8	4.7	4.8
	19	37	48	52	76	83	87	100
	curb		curb	EDGE BT				

93.5
6.6
140

NW CORNER STAND 105' RT

95.2	95.4	95.6	95.2	95.3	94.6	93.9	93.7
4.9	4.7	4.5	4.9	4.8	5.5	6.2	6.4
	19	48	52	78	100	107	121
	curb	curb	EDGE BT				

95.10	95.3	95.4	95.2	95.1	94.7	94.1	93.0
5.1	4.8	4.7	4.9	5.0	5.4	6.0	7.1
	19	48	52	69	90	100	121
	curb	curb	EDGE BT				

Pump Ho.

1363
200
1163

11.3
174

9.0
150

Sta	+	π	-	Elev
BM,	8.16	899.67		891.51

97+00

+50

98+00

BM,		8.16	891.51
-----	--	------	--------

RG
FS
LB
DS
WS

£

RT

April 27, 1962
PC, Cool

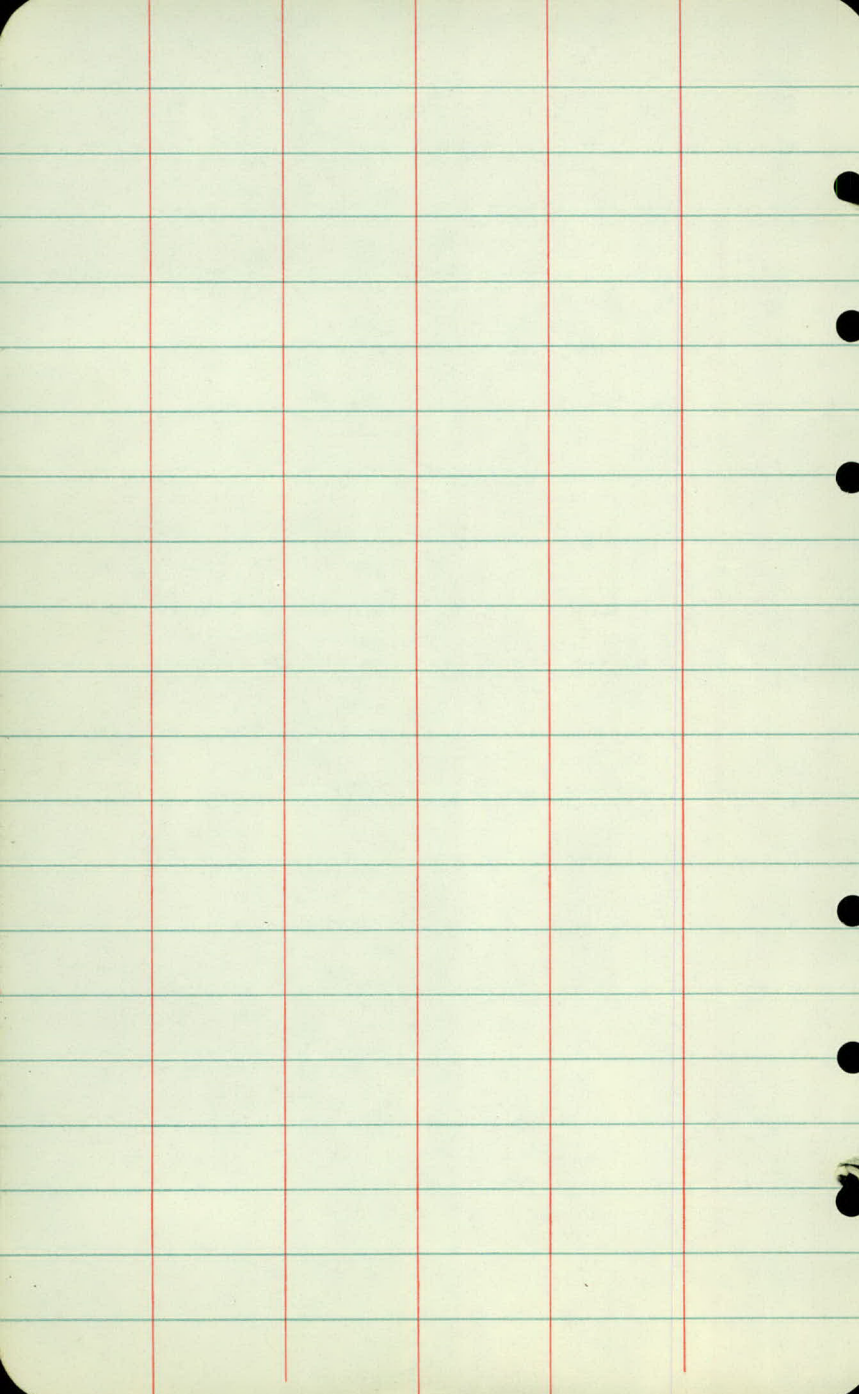
5

£ door sill & Pump House

	95.2	95.4	94.8	93.2	92.1	89.5	86.5
4.7	4.5	4.3	5.3	6.5	7.6	10.2	13.2
	20	50	76	100	120	152	191
	BT	BT					Lake

	94.9	95.0	93.9	92.3	89.7	86.4
4.8	4.8	4.7	5.8	7.4	10.0	13.3
	20	51	74	100	143	168
	BT	BT				Lake

5.0	4.8	5.2	6.0	7.4	8.0	10.8	13.3
	20	52	69	91	100	130	155
	BT	BT					Lake



23 APRIL 1962

6

OWASSO BLVD
CONCESSION STAND SURVEY

LT

S

RT

$$\begin{array}{r} 2'' \text{ Elm} \\ +45 \quad 65 \end{array}$$

97

$$\begin{array}{r} \text{BT} \\ +00 \quad 14 \end{array}$$

P.C. Bench

$$\begin{array}{r} \text{Sign} \\ +00 \quad 67 \end{array}$$

$$\begin{array}{r} \text{Lake} \\ +00 \quad 184 \end{array}$$

$$\begin{array}{r} 2'' \text{ Ash} \\ +12 \quad 65 \end{array}$$

$$\begin{array}{r} 2'' \text{ Elm} \\ +26 \quad 93 \end{array}$$

$$\begin{array}{r} \text{CURB} \\ +00 \quad 20 \end{array}$$

$$\begin{array}{r} \text{BT} \\ +00 \quad 51 \end{array}$$

$$\begin{array}{r} \text{TP} \\ +73 \quad 33 \end{array}$$

$$\begin{array}{r} 24'' \text{ Oak} \\ +85 \quad 110 \end{array}$$

$$\begin{array}{r} 2'' \text{ Ash} \\ +94 \quad 93 \end{array}$$

$$\begin{array}{r} 2'' \text{ Ash} \\ +44 \quad 66 \end{array}$$

$$\begin{array}{r} 2'' \text{ Ash} \\ +60 \quad 93 \end{array}$$

$$\begin{array}{r} 2'' \text{ Ash} \\ +80 \quad 66 \end{array}$$

+39 Ent. (20')

$$\begin{array}{r} 40'' \text{ COTT} \\ +04 \quad 36'' 0 \end{array}$$

$$\begin{array}{r} 157 \end{array}$$

148

$$\begin{array}{r} 12'' 0 \\ +25 \quad 89 \end{array}$$

$$\begin{array}{r} +03 \text{ NW COR STAND } (12.0 \times 12.0) \\ 105 \end{array}$$

RT = 95799

96

$$\begin{array}{r} \text{BT} \\ +00 \quad 14 \end{array}$$

$$\begin{array}{r} \text{CURB} \\ +00 \quad 20 \end{array}$$

$$\begin{array}{r} \text{LAKE} \\ +00 \quad 230 \end{array}$$

$$\begin{array}{r} \text{BT} \\ +92 \quad 50 \end{array}$$

$$\begin{array}{r} \text{RT STAND} \\ +99 \end{array}$$

$$\begin{array}{r} 14'' 0 \\ +80 \quad 128 \end{array}$$

$$\begin{array}{r} 16'' \text{ BS} \\ +74 \quad 174 \end{array}$$

$$\begin{array}{r} \text{BT} \\ +76 \quad 70 \end{array}$$

$$\begin{array}{r} 29'' 0 \\ +76 \quad 131 \end{array}$$

+89 Ent (20')

$$\begin{array}{r} \text{End Fr} \\ +96 \quad 238 \end{array}$$

$$\begin{array}{r} \text{BT} \\ +58 \quad 126 \end{array}$$

$$\begin{array}{r} \text{CURB} \\ +58 \quad 19.5 \end{array}$$

$$\begin{array}{r} \text{TP} \\ +61 \quad 31 \end{array}$$

$$\begin{array}{r} 30'' \text{ COTT} \\ +30 \quad 195 \end{array}$$

$$\begin{array}{r} \text{PKG Lot} \\ +51 \quad 138 \end{array}$$

$$\begin{array}{r} \text{PKG Lot} \\ +10 \quad 216 \end{array}$$

$$\begin{array}{r} \text{CURB} \\ +50 \quad 145 \end{array}$$

$$\begin{array}{r} \text{BT} \\ +76 \quad 90 \end{array}$$

$$\begin{array}{r} \text{PKG Lot} \\ +00 \quad 216 \end{array}$$

$$\begin{array}{r} \text{PP} \\ +35 \quad 81 \end{array}$$

$$\begin{array}{r} +51 \text{ Ent } (22') \end{array}$$

+16 Row Steel Sign Posts (9 posts)

95

$$\begin{array}{r} \text{BT} \\ +00 \quad 14 \end{array}$$

$$\begin{array}{r} \text{CURB-22'} \\ +00 \end{array}$$

$$\begin{array}{r} 28-100 \end{array}$$

$$\begin{array}{r} \text{FE} \\ +00 \quad 221 \end{array}$$

94+82 Ent (22')

23 APRIL 1962

April 27, 1962

7

LT

RT^{so}

Q

Q

Q

Q

Q

Q

Q

Q

Q

sign

PKB LOT

50

50

E

$\frac{TP}{+11 \quad 32}$

$\frac{Lake}{+00 \quad 155}$

98

$\frac{BT}{+00 \quad 14}$

$\frac{Curb}{+00 \quad 20}$

$\frac{BT}{+00 \quad 52}$

$\frac{2" EAM}{+00 \quad 64}$

+96 Ent(10') RT=+90

$\frac{2" Ash}{+86 \quad 93}$

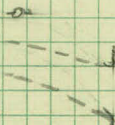
$\frac{2" Ash}{+58 \quad 94}$

$\frac{2" Ash}{+69 \quad 64}$

KG
FS
LB
DS
WS

April 27, 1962
Cool, P.C.

8



④

⑤

