

Book - 35 - Dr. 6

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

C.W.A. FINAL Survey

DALE ST.

From Co. Rd. "A" To Co. Rd. "C"

Road Acc't. No. 47

Date Filed 1934

File _____

Re Survey of Dale Street
Larpenteur Ave to County Road "C"
Alignment.

Resurvey of Dale Street from Larpenieur Ave to County Road "C" - Alignment

Station Point AL Δ R

22
677

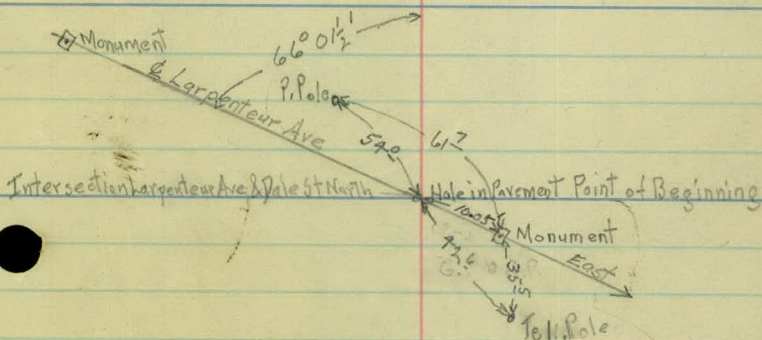
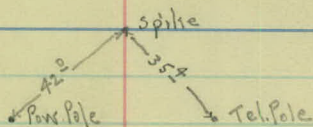
7+29 ⁴⁰ <u>42</u>	P.T.	1° 11 ³ / ₄ '	Δ 2° 23 ¹ / ₂ ' R
7		1° 03'	D 1° 00'
+ 50		0° 48'	T 119 ⁶² / ₁ .62
6+09 ⁸⁵ <u>85</u>	P.I.	"	L 239 ¹⁷ ✓
6		0° 33'	R 572 ⁵⁸ 65
+ 50		0° 18'	
5		0° 03'	
4+90 ²⁵ <u>25</u> 23	P.C.	0° 00'	

0+00 P.I.

Resurvey of Dale Street from Larpenteur Ave
to County Road "C" - Alignment

3/21/34

& 3/22/34



Station Point ΔL ΔR

$20 + 23.50 =$

$\boxed{20 + 24^{30}}$ P.T. $5^{\circ} 58' \frac{1}{2}$

20 $4^{\circ} 31'$

19 + 73⁹⁹ P.I.

+50 $1^{\circ} 31'$

$\boxed{19 + 24^{72}}$ P.C. $0^{\circ} 00'$
 $19 + 23.92$

$13 + 67.39 =$

$\boxed{13 + 68^{47}}$ P.T. $26^{\circ} 12'$

+50

13

12 + 87⁷⁸ P.I.

+50

12

$\boxed{11 + 93^{80}}$ P.C.

$11 + 92.72$

$\Delta 11^{\circ} 57' L$

D $12^{\circ} 00' 1$

T $\boxed{49^{27}}$ 50.07

L 99^{58} ✓

$\boxed{R 477^{46}}$

R-478.34

$\Delta 52^{\circ} 24' R$

D $30^{\circ} 00' R$

T $\boxed{93^{98'}}$ 95.06

L 174^{67} ✓

$\boxed{R 190^{99}}$

R-193.19

$23^{\circ} 26'$

$15^{\circ} 56'$

$8^{\circ} 26'$

$0^{\circ} 56'$

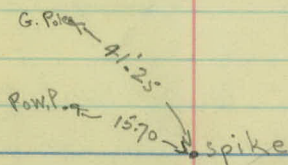
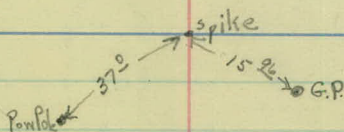
$0^{\circ} 00'$

699⁵⁰

Resurvey of Dale Street from Larpenteur
Ave to County Road "C" - Alignment

3/22/34

& 3/26/34



Station Point ΔL ΔR

39+06⁶ P.O.T.

35+36³⁷ P.O.T.

28+16⁶ P.I. $0^{\circ}35' L$

24+91.85 =

24+91⁹³ P.T. $9^{\circ}47'$

+50

$8^{\circ}19'$

24

$6^{\circ}34'$

23+53⁵⁵

P.I.

+50

$4^{\circ}49'$

23

$3^{\circ}04'$

+50

$1^{\circ}19'$

22+12⁴¹ P.C. $0^{\circ}00'$

22+12, 33

$\Delta = 19^{\circ}34' L$

$D = 7^{\circ}00$

$T = 141.14$ 141.22

$L = 279.52$ ✓

$R = 818.51$

$R - 819.02$

Resurvey of Dale Street from Larpenteur Ave
to County Road "C" - Alignment

Tel Pole 24.5' → spike 3/22/34
& 3/26/34

Bump Sign ← 23.0' → spike
Tel Pole ← 19.8'

Tel Pole ← 28.3' → [] 4.5' 7.0' Tel Pole
Monument

Tel Pole 24.5' → spike
9.5' → G.P.

Station Point ΔL ΔR

107+39²² P.I.

87+02⁴⁵ P.O.T.

80+74⁶ P.I. $0^{\circ}06'R$

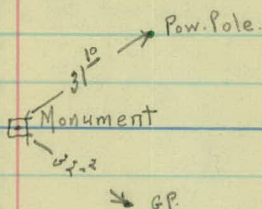
71+34⁴ P.O.T.

54+43²⁵ P.I. $0^{\circ}03'R$

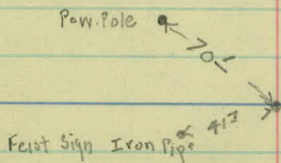
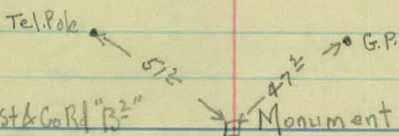
Resurvey of Dale Street from Harpentear Ave. to Co. Road "C" - Alignment

3/26/34

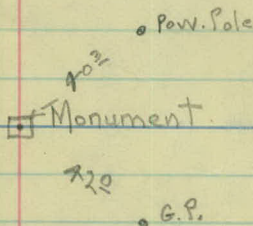
Intersection Dale St & Co Rd "C"

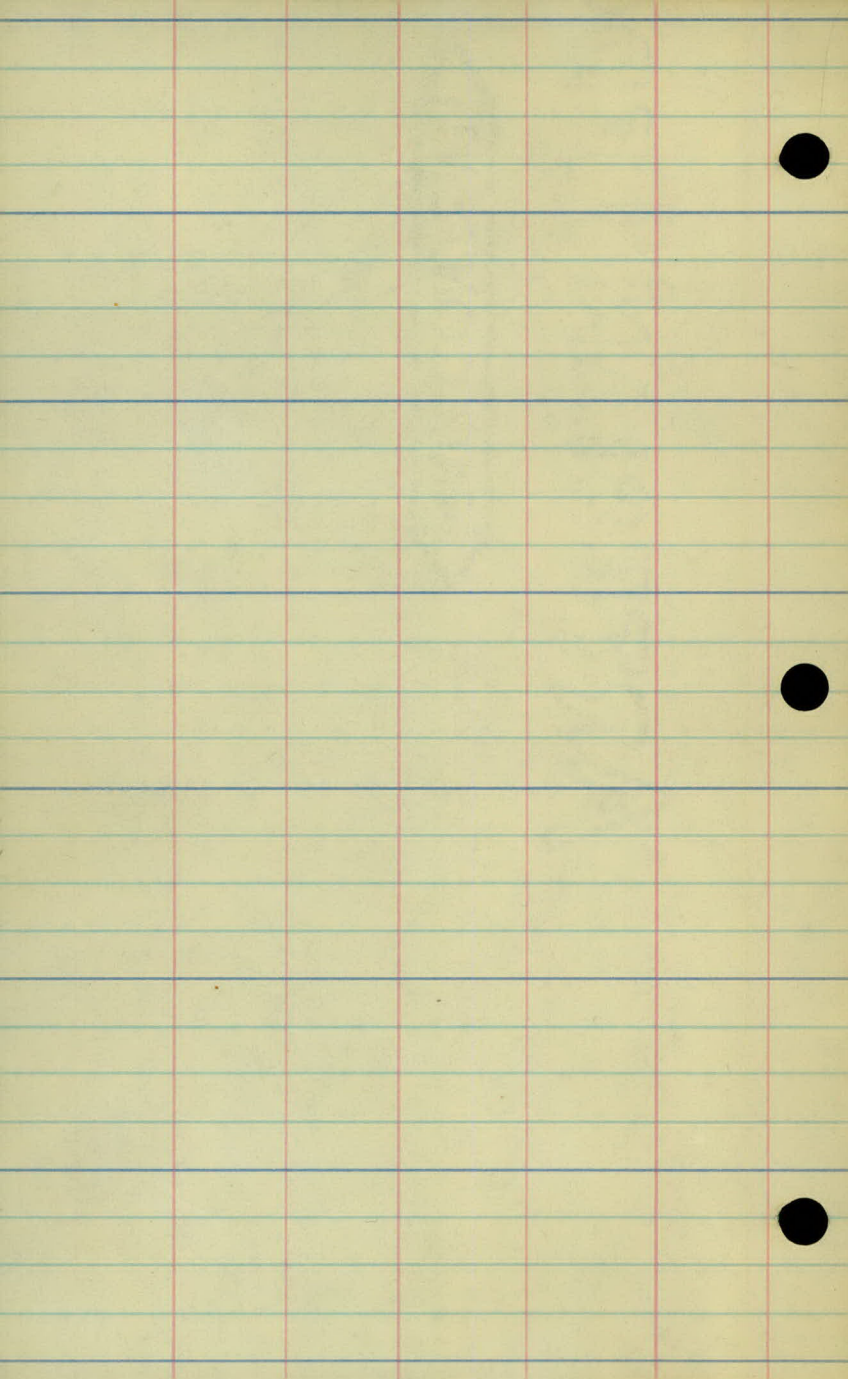


Intersection Dale St & Co Rd "B"



Intersection Dale & Co Rd "B"





Re Survey Dale St.
Larpenteur Ave to County Road "C"
Artificial Topography.

7
Re Survey Dale Street Larpenteur Ave
to Co. Rd "C" - Artificial Topography.

6

5

4

3

2

1+00

0+00

Vent • +02
Center Manhole • +90

Vent • +71
P.P. • +72

Waterline • +71
Valve

+05 • Vent

+12 • T.P.

Pow Pole • +37

Cross Road Sign • +79

Pow Pole • +02

center Manhole • +91

+21 • T.P.

Pow Pole • +70

+94 • T.P.

Stop Sign • +51
Pow Pole • +74

Tel Pole • +37

+76 • T.P.

+97 • Traction Power Sign

+19 ST. P. and Direction Sign

13

+57 End of C.M.P. Beginning at 10+39 on Rt. - Size Reduced to 15"

12

11

+39 End of 24" C.M.P. Abigside on Rt. Side

10

9

8

7

6

P.P. 39' • +77

Vent 34' • +68
Center Manhole
Manhole 30'

14' Center Manhole
+71

2' Return Rd

Vent 16' • +17

P.Pole • +93

Beginning 25' branch
watering wire fence
+55

12' Km Distance +43

P.P. • +95

+32 • 13' T.P.

+27 • 16' End G. Rail

+15 • 27' Begin G. R.

+57
End 15' G.M.P.

+72 • 10' Piv Entrance

+90 • T.P.

+39' End of 24' G.M.P.

P.P. • +51

+61 • T.P.

+10 • Rt Turn Sign

P.Pole • +43

+32 • T.P.

P.Pole • +08

+02 • T.P.

Vent • +02

+05 • Vent

20

19

18

17

16

15

14

13

T.P.14 • +69

+69 • 17' G.P.

P.P.14 • +42

T.P.14 • +59

+26 & 67' + 12" C.N.P.

P.P.14 • +08

T.P.15 • +09

+05 • 13' Lt Curve Signs

P.P.15 • +76

Lt Turn Sign 17' • +82
T.P.15 • +79

P.P.15' • +41

T.P.15' • +74

P.P.15' • +06

T.P.15 • +66

Center Markhole 22' • +02

27

26

25

24

23

22

21

20

1/2 mi Farm Entrance +110 T.P. 23' = +40

Rt Curve Sign 21' = +59

Fence Corner +88 T.P. 24' = +90

+11' Side Road Sign

T.P. 12' = +50

+47' 20' 0" P +93 End of 4 Strand Barbed Wire Fence

31'

36' Fence

T.P. 20' = +28

1/2 mi Port Entrance +30

T.P. 191' = +96

1/2 mi Port Entrance +30

34

33

32

31

30

29

28

27

T.P. 20' = +82

21' Side Roading +56
T.P. 20' = +51

End of Fence 24' +34

T.P. 21' = +25

24' End of 24" C.M.P. +81
T.P. 21' = +95

13' End of Gd. Rail. +31

E.P. 24' = +97
End of Gd. Rail 13' = +91
T.P. 25' = +66

+33 • Bump Sign 19'
+21 • End of 24" C.M.P. 24'
+15 • Culv. Marker 15'

+89 • 12' Pvt. Entrance
+84
+58
32' Fence

+52 • 32' Rd. Sign
+74 • 24" G.M. 300ft

41

40

39

38

37

36

35

34

50'

25'

C

T.P. 17 • +49

T.P. 18 • +22

T.P. 20 • +95

T.P. 20 • +67

Bump sign 27' • +41
T.P. 20 • +37

T.P. 20 • +10

48

47

46

45

44

43

42

41

T.P. 16-489

T.P. 16-462

T.P. 16-433

T.P. 16-408

T.P. 16-476

55

54

53

52

51

50

49

48

+67 • 38' P.P.

$$- + 43 \text{ } \underline{\text{C}} \text{ } \text{Rd}^{\text{B}} \text{ } \text{B}^{\text{B}}$$

$GdR133' = +24$
 $GdR12A = +17$
 $17 GdR1 = +07$
 $14 GdR1a = +96$

+19 Rd Sign 26
+07 = 21 G.P. 31 G.P.
+77 = End of Gd Rail 15'

T.P 25 + 32

66' End of 24" C.M.P. +03

+84 = G of C.M.P.
+72

+72 End of 24th M.P. 60'

End of Gd Rail 12' = +22

+07 • End of Gd Rail 10'

T.P. 18 • +96

T.S. 17' • 474

786 • Cross Rd Sign 19'

T.P. 170 + 45

T.P. 17 420

62

61

60

59

58

57

56

55

P.P. 280 + 35

P.P. 290 + 08

+ 21 30' Fence Changes
to 7 Strand Barbed
Wire.

P.P. 28' + 16

Cross Rd Sign 18' + 17

P.P. 28' + 17

+ 42 62-24 C.M.P. + 11.64 by Marker 2'

P.P. 280 + 16

+ 18 31' End of fence
2 Lines 2.4' Waver

+ 50 30' G.P.

69

68

67

66

65

64

63

62

P.P. 27' + 86

+ 29.26' Rd. Sign
+ 72.27' Tractor Prohi Sign

+ 53 $\frac{1}{2}$ Minnesota Ave. traveled Rd.

+ 31 $\frac{22'}{27'}$ End of 4 strand
Barbed Wire Fence

P.P. 28' + 57

P.P. 28' + 29

+ 53
12 C.M.P. 16' out under Private Entrance
+ 12

P.P. 29' + 47

End of 2 Rail Fence 28' + 41

End of 2 Rail Fence 28' + 41

End of 2 Rail Fence 29' + 74
P.P. 29' + 66
+ 88
15' C.M.P. 16' out under Av. Exit
+ 69

End of 2 Rail Fence 29' + 42

+ 02-32 Fence Changes
to 4 strand Barbed
Wire

76

75

74

73

72

71

70

69

T.P. 20' • +67

T.P. 20' • +38

T.P. 20' • +09

+64
12" C.M.P. 20' out under Private Entrance
+40

P.P. 20' • +98

+98 • G.P. 20'

End of Property Line

• +80

+12
12" C.M.P. 16' out under (D6) Pvt Entrance
+80

P.P. 20' • +57

P.P. 20' • +24

82

82

81

80

79

78

77

76

T.P. 21' @ +36

T.P. 21' @ +21

Rd Sign 20' @ +24

+02 @ 16' Tractor Prohi Sign

Tractor Prohi Sign @ +33

T.P. 20' @ +70

T.P. 20' @ +33

Q 12' Farm Entrance +06

+45 Q 12' Farm Entrance

T.P. 21' @ +96

+47 @ 17' Cross Rd Sign

90

89

88

87

86

85

84

83

T.P. 20' + 99

T.P. 20' + 69

+58
12' C.M.P. 16' out
Under Private
Entrance
+27

+55 - Private Entrance

T.P. 20' + 34

T.P. 20' + 04

Cross Rd sign 20' + 84
T.P. 20' + 71

97

96

95

94

93

92

91

90

T.P. 20' • +70

T.P. 20' • +91

+ 81 $\angle$ 12' Farm Entrance

T.P. 20' • +14

+06 $\angle$ 49' of 30" C.M.P. - Culvert Marker +11-23 out Rt

Oil Pipe Line Vert. Marker 23 • +97

T.P. 20' • +82

T.P. 20' • +54

T.P. 20' • +27

104

103

102

101

100

99

98

97

+42 • 20' Cross Road Sign

T.P. 17' • +14

T.P. 18' • +87

T.P. 19' • +52

T.P. 20' • +24

T.P. 21' • +97

+38 & 35' of 24" C.M.P.

+40 • 19' Culvert Marker
+24 • 18' No Dumping Sign

107

106

105

104

Culvert Marker 23'

• +18 - +19

T.P. 15' • +98

12" C.M.P. 15' out

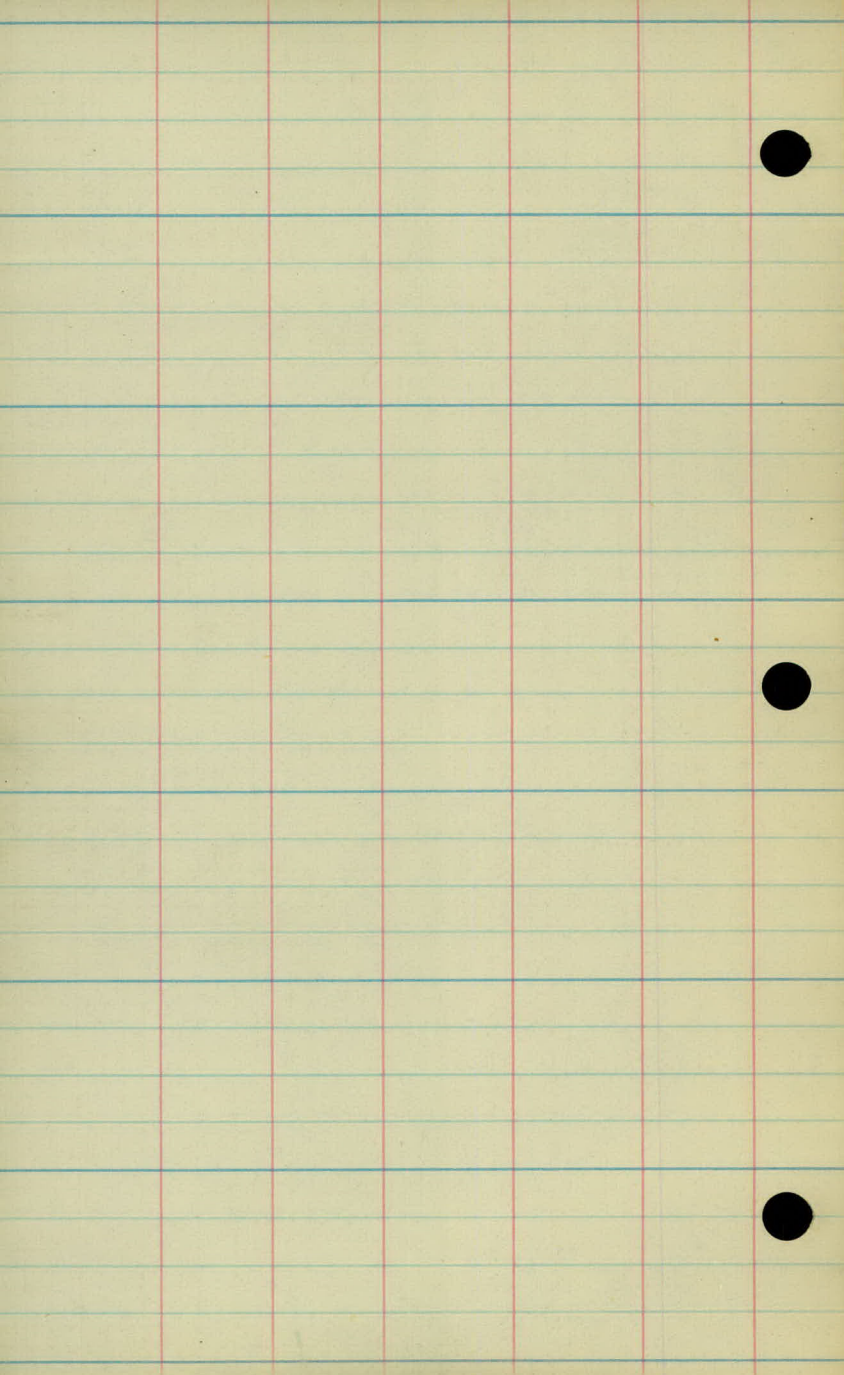
+18 - 29' Culvert Marker
+17 • 23 G.P.

16" C.M.P. 19' out

T.P. 16' • +75

T.P. 16' • +45

14" C.M.P. 16' out
+20
+24



Re Survey of Dale Street
Larpenteur Ave to County Rd "C"
Remeasurements Larpenteur Ave to Co Rd "B"

Resurvey Dale St from Larpentour Ave to

County Rd "C" - Remasurements. 0+00 to 54+25

B.M.

Assumed 1000.00

6.36 1006.36

0+00

+ 15

+ 35

+ 70

1+00

+ 20

+ 40

+ 50

2+00

+ 50

3+00

Resurvey Dale St from Harpenteur Ave to Co Rd "C"
 Remeasurements - Harpenteur Ave to Co Rd "B"
 Monument at Dale & Harpenteur.

3/28/34

$$6.4 \begin{array}{r} 6.4 \ 6.2 \ 6.1 \ 6.5 \ 6.8 \ 7.5 \\ 10 \ 20 \ 30 \ 36 \ 48 \ 56 \end{array}$$

$$6.2 \begin{array}{r} 6.2 \ 6.2 \ 6.3 \ 6.7 \ 7.5 \ 7.5 \ 7.5 \\ 10 \ 20 \ 28 \ 38 \ 40 \ 43 \ 45 \end{array}$$

$$6.0 \begin{array}{r} 6.3 \ 6.4 \ 6.6 \ 7.8 \ 7.9 \ 7.1 \\ 10 \ 20 \ 25 \ 28 \ 31 \ 33 \end{array}$$

$$5.9 \begin{array}{r} 6.3 \ 6.4 \ 7.8 \ 7.9 \ 7.4 \\ 11 \ 18 \ 21 \ 24 \ 25 \end{array}$$

$$5.8 \begin{array}{r} 6.2 \ 6.4 \ 7.7 \ 7.8 \ 7.5 \\ 10 \ 18 \ 21 \ 24 \ 24.5 \end{array}$$

$$5.7 \begin{array}{r} 6.2 \ 6.4 \ 7.7 \ 7.8 \ 7.4 \\ 10 \ 18 \ 21 \ 24 \ 25 \end{array}$$

$$\begin{array}{r} 6.3 \ 6.8 \ 6.7 \ 6.0 \ 5.9 \\ 26 \ 26 \ 21 \ 18 \ 13 \end{array} \quad \begin{array}{r} 6.0 \ 6.2 \ 7.6 \ 7.6 \ 7.0 \\ 9 \ 18 \ 21 \ 24 \ 25.2 \end{array}$$

$$\begin{array}{r} 6.0 \ 7.0 \ 6.9 \ 5.9 \ 5.8 \\ 26 \ 24 \ 21 \ 18 \ 12 \end{array} \quad \begin{array}{r} 5.8 \ 6.0 \ 7.4 \ 7.5 \ 6.7 \\ 9 \ 18 \ 21 \ 24 \ 26.2 \end{array}$$

$$\begin{array}{r} 5.3 \ 6.8 \ 6.9 \ 5.8 \ 5.3 \\ 27.5 \ 24 \ 21 \ 18 \ 12 \end{array} \quad \begin{array}{r} 5.3 \ 5.3 \ 6.7 \ 6.7 \ 5.3 \\ 9 \ 18 \ 21 \ 24 \ 27.2 \end{array}$$

$$\begin{array}{r} 4.4 \ 6.4 \ 6.4 \ 5.0 \ 5.0 \\ 28.5 \ 24 \ 21 \ 18 \ 13 \end{array} \quad \begin{array}{r} 5.0 \ 5.1 \ 6.4 \ 6.4 \ 4.6 \\ 9 \ 18 \ 21 \ 24 \ 28.2 \end{array}$$

$$\begin{array}{r} 4.5 \ 5.9 \ 5.9 \ 4.5 \ 4.6 \\ 28.5 \ 24 \ 21 \ 18 \ 12 \end{array} \quad \begin{array}{r} 4.7 \ 4.8 \ 6.1 \ 6.1 \ 4.6 \\ 9 \ 18 \ 21 \ 24 \ 28 \end{array}$$

1006.36

3+50

4

+50

5

+50

T.P.

4.76

1008.61

2.51

1003.85

6

+50

7

+50

High Turn

4.86

1012.98

0.49

1008.12

8

1000.60

+30

99.1

9

+50

98.5

+65

98.1

Dale Street

3/28/34

$\frac{3.7}{28.2} \frac{5.3}{24} \frac{5.3}{21} \frac{4.0}{18} \frac{4.2}{12} \frac{4.2}{9} \frac{4.4}{18} \frac{5.6}{21} \frac{5.6}{24} \frac{3.6}{28}$

$\frac{2.3}{28.2} \frac{5.0}{24} \frac{5.0}{21} \frac{3.6}{18} \frac{3.6}{12} \frac{3.6}{9} \frac{3.8}{18} \frac{5.1}{21} \frac{5.1}{24} \frac{2.7}{29}$

$\frac{1.5}{31.2} \frac{4.8}{24} \frac{4.9}{21} \frac{3.5}{18} \frac{3.3}{12} \frac{3.3}{9} \frac{3.4}{18} \frac{4.7}{21} \frac{4.8}{24} \frac{2.5}{29}$

$\frac{1.0}{32.0} \frac{4.3}{24} \frac{4.4}{21} \frac{2.1}{18} \frac{2.1}{12} \frac{2.1}{9} \frac{3.1}{10} \frac{2.1}{18} \frac{4.4}{21} \frac{2.1}{24} \frac{2.1}{29}$

$\frac{0.3}{31.8} \frac{4.0}{24} \frac{4.1}{21} \frac{2.8}{18} \frac{2.7}{12} \frac{2.7}{9} \frac{2.9}{10} \frac{2.9}{18} \frac{4.2}{21} \frac{4.4}{24} \frac{1.8}{29}$

On Water Valve Cover 2ft Lt 5+75

$\frac{2.2}{32.2} \frac{6.5}{24} \frac{6.5}{21} \frac{5.1}{18} \frac{5.1}{10} \frac{5.1}{5.0} \frac{5.2}{11} \frac{6.7}{18} \frac{6.7}{21} \frac{4.4}{24} \frac{2.4}{29}$

$\frac{2.3}{34} \frac{6.9}{24} \frac{7.0}{21} \frac{5.7}{18} \frac{5.4}{11} \frac{5.4}{5.8} \frac{5.6}{11} \frac{5.8}{18} \frac{7.0}{21} \frac{5.9}{24} \frac{5.9}{27}$

$\frac{2.4}{34.8} \frac{7.5}{24} \frac{7.6}{21} \frac{6.3}{18} \frac{6.3}{10} \frac{6.3}{6.1} \frac{6.4}{11} \frac{6.6}{18} \frac{7.7}{21} \frac{7.8}{24} \frac{5.8}{29}$

$\frac{3.7}{34.2} \frac{8.9}{24} \frac{9.0}{21} \frac{7.7}{18} \frac{7.5}{11} \frac{7.5}{7.3} \frac{7.8}{10} \frac{7.9}{18} \frac{9.1}{21} \frac{9.2}{24} \frac{3.1}{27.2}$

$\frac{6.4}{34.8} \frac{10.5}{25} \frac{10.5}{21} \frac{9.3}{18} \frac{9.0}{12} \frac{9.0}{8.6} \frac{9.1}{10} \frac{9.4}{18} \frac{10.6}{21} \frac{10.7}{24} \left\{ \begin{array}{l} \text{13.0} \\ 4.2 \\ 46.7 \end{array} \right.$

$\frac{8.8}{37.6} \frac{11.4}{32} \frac{11.2}{23} \frac{10.2}{19} \frac{9.8}{11} \frac{9.8}{9.5} \frac{10.0}{10} \frac{10.0}{18} \frac{11.4}{21} \frac{11.4}{24} \left\{ \begin{array}{l} \text{13.2} \\ 1.9 \\ 52.0 \end{array} \right.$

$\frac{11.4}{40} \frac{12.1}{37} \frac{11.7}{23} \frac{10.3}{18} \frac{10.3}{11} \frac{10.3}{10.1} \frac{10.3}{9} \frac{10.7}{18} \frac{11.0}{21} \frac{11.4}{24} \left\{ \begin{array}{l} \text{14.5} \\ 1.7 \\ 54.0 \end{array} \right.$

+0.18 $\left\{ \begin{array}{l} 3.6 \\ 45 \end{array} \right. \frac{1.6}{40} \frac{1.5}{32} \left\{ \begin{array}{l} 11.9 \\ 24 \end{array} \right. \frac{10.3}{14} \frac{10.9}{11} \frac{10.9}{10.5} \frac{10.9}{9} \frac{11.0}{18} \frac{11.3}{21} \frac{11.4}{24} \left\{ \begin{array}{l} \text{14.9} \\ 2.6 \\ 54.0 \end{array} \right.$

1008.61

8 + 80

97.6

+ 90

97.4

9

97.2

T.P.

0.35

997.09

11.87

996.74

+ 15

96.9

+ 50

95.6

10

94.3

+ 40

93.7

+ 50

93.3

11

92.5

Low T.P.

2.83

989.86

10.06

987.03

+ 35

92.0

+ 50

91.7

+ 70

91.3

12

90.8

+0.3 £

$$\begin{array}{r} 94 \\ 32 \end{array}$$

$$\begin{array}{r} 114 \\ 32 \end{array}$$

$$\begin{array}{r} 112 \\ 11 \end{array}$$

$$\begin{array}{r} 11.3 \\ 10 \end{array}$$

$$\begin{array}{r} 11.6 \\ 19 \end{array}$$

$$\begin{array}{r} 12.9 \\ 23 \end{array}$$

$$\begin{array}{r} 12.9 \\ 26 \end{array}$$

$$\begin{array}{r} 6.3 \\ 49 \end{array}$$

$$\begin{array}{r} 15.4 \\ 3/28/34 \end{array}$$

+0.3 £

$$\begin{array}{r} 57 \\ 28 \end{array}$$

$$\begin{array}{r} 11.7 \\ 19 \end{array}$$

$$\begin{array}{r} 11.3 \\ 10 \end{array}$$

$$\begin{array}{r} 11.6 \\ 19 \end{array}$$

$$\begin{array}{r} 12.0 \\ 23 \end{array}$$

$$\begin{array}{r} 12.1 \\ 26 \end{array}$$

$$\begin{array}{r} 13.0 \\ 28 \end{array}$$

$$\begin{array}{r} 0.6 \\ 28 \end{array}$$

$$\begin{array}{r} 10.3 \\ 28 \end{array}$$

+0.1 £

$$\begin{array}{r} 12.0 \\ 47 \end{array}$$

$$\begin{array}{r} 12.0 \\ 19 \end{array}$$

$$\begin{array}{r} 11.7 \\ 10 \end{array}$$

$$\begin{array}{r} 11.4 \\ 10 \end{array}$$

$$\begin{array}{r} 12.1 \\ 20 \end{array}$$

$$\begin{array}{r} 1.8 \\ 25 \end{array}$$

$$\begin{array}{r} 1.7 \\ 30 \end{array}$$

$$\begin{array}{r} 0.1 \\ 30 \end{array}$$

Top of Stake 25' ht 8+55

$$\begin{array}{r} 72 \\ 50 \end{array}$$

$$\begin{array}{r} 12 \\ 20 \end{array}$$

$$\begin{array}{r} 0.7 \\ 11 \end{array}$$

$$\begin{array}{r} 0.8 \\ 9 \end{array}$$

$$\begin{array}{r} 1.0 \\ 20 \end{array}$$

$$\begin{array}{r} 2.5 \\ 26 \end{array}$$

+7.0 £

+5.7 £

$$\begin{array}{r} 10.0 \\ 54 \end{array}$$

$$\begin{array}{r} 27 \\ 20 \end{array}$$

$$\begin{array}{r} 2.1 \\ 10 \end{array}$$

$$\begin{array}{r} 1.7 \\ 9 \end{array}$$

$$\begin{array}{r} 7.5 \\ 19 \end{array}$$

$$\begin{array}{r} 20.4 \\ 20 \end{array}$$

+4.4 £

$$\begin{array}{r} 10.8 \\ 54 \end{array}$$

$$\begin{array}{r} 4.2 \\ 20 \end{array}$$

$$\begin{array}{r} 3.4 \\ 9 \end{array}$$

$$\begin{array}{r} 3.8 \\ 30 \end{array}$$

$$\begin{array}{r} 3.7 \\ 10 \end{array}$$

$$\begin{array}{r} 10.0 \\ 19 \end{array}$$

$$\begin{array}{r} 32.8 \\ 26 \end{array}$$

+3.8 £

$$\begin{array}{r} 10.9 \\ 52 \end{array}$$

$$\begin{array}{r} 5.1 \\ 20 \end{array}$$

$$\begin{array}{r} 4.2 \\ 9 \end{array}$$

$$\begin{array}{r} 3.6 \\ 10 \end{array}$$

$$\begin{array}{r} 4.4 \\ 19 \end{array}$$

$$\begin{array}{r} 10.8 \\ 33 \end{array}$$

+3.4 £

$$\begin{array}{r} 11.0 \\ 51 \end{array}$$

$$\begin{array}{r} 5.2 \\ 20 \end{array}$$

$$\begin{array}{r} 4.3 \\ 9 \end{array}$$

$$\begin{array}{r} 4.5 \\ 11 \end{array}$$

$$\begin{array}{r} 4.7 \\ 19 \end{array}$$

$$\begin{array}{r} 5.5 \\ 22 \end{array}$$

+2.6 £

$$\begin{array}{r} 10.6 \\ 49 \end{array}$$

$$\begin{array}{r} 5.8 \\ 20 \end{array}$$

$$\begin{array}{r} 5.1 \\ 9 \end{array}$$

$$\begin{array}{r} 4.8 \\ 4.8 \end{array}$$

$$\begin{array}{r} 4.8 \\ 4.8 \end{array}$$

$$\begin{array}{r} 4.8 \\ 4.8 \end{array}$$

$$\begin{array}{r} 4.8 \\ 4.8 \end{array}$$

+1.0 £

$$\begin{array}{r} 10.8 \\ 34 \end{array}$$

$$\begin{array}{r} 5.9 \\ 20 \end{array}$$

$$\begin{array}{r} 5.5 \\ 10 \end{array}$$

$$\begin{array}{r} 5.3 \\ 5.3 \end{array}$$

$$\begin{array}{r} 5.3 \\ 5.3 \end{array}$$

$$\begin{array}{r} 5.3 \\ 5.3 \end{array}$$

$$\begin{array}{r} 5.3 \\ 5.3 \end{array}$$

$$\begin{array}{r} 8.7 \\ 27 \end{array}$$

$$\begin{array}{r} 6.1 \\ 20 \end{array}$$

$$\begin{array}{r} 5.8 \\ 9 \end{array}$$

$$\begin{array}{r} 5.6 \\ 5.6 \end{array}$$

$$\begin{array}{r} 5.6 \\ 5.6 \end{array}$$

$$\begin{array}{r} 5.6 \\ 5.6 \end{array}$$

$$\begin{array}{r} 5.6 \\ 5.6 \end{array}$$

$$\begin{array}{r} 10.8 \\ 28 \end{array}$$

$$\begin{array}{r} 6.8 \\ 19 \end{array}$$

$$\begin{array}{r} 6.2 \\ 9 \end{array}$$

$$\begin{array}{r} 6.0 \\ 6.0 \end{array}$$

$$\begin{array}{r} 6.0 \\ 6.0 \end{array}$$

$$\begin{array}{r} 6.0 \\ 6.0 \end{array}$$

$$\begin{array}{r} 6.0 \\ 6.0 \end{array}$$

+0.9 £

$$\begin{array}{r} 6.5 \\ 32 \end{array}$$

$$\begin{array}{r} 7.0 \\ 19 \end{array}$$

$$\begin{array}{r} 6.4 \\ 9 \end{array}$$

$$\begin{array}{r} 6.5 \\ 6.5 \end{array}$$

$$\begin{array}{r} 7.1 \\ 11 \end{array}$$

$$\begin{array}{r} 7.1 \\ 40 \end{array}$$

997.09

(989.86)

12 + 20

90.5

+ 40.

90.1

+ 50

89.9

+ 60

89.6

(986.86)

13

88.9

+ 50

87.5

B.M.

0.49

992.04

5.54

991.55

+ 70

86.7

+ 80

86.3

(1009.37)

+ 90

85.9

14

85.6

+ 35

84.5

+ 50

84.0

15

82.7

3/28/34

Dale Street

$$+0.6 \begin{array}{l} \frac{7.9}{36.2} \left\{ \begin{array}{l} \frac{7.1}{20} \frac{6.8}{12} \frac{7.6}{10} \frac{7.6}{25} \frac{7.5}{41} \end{array} \right. \end{array}$$

$$+0.2 \begin{array}{l} \frac{6.1}{39} \left\{ \begin{array}{l} \frac{7.0}{24} \frac{7.0}{10} \frac{8.0}{10} \frac{8.2}{22} \frac{7.2}{43} \end{array} \right. \end{array}$$

$$0.0 \begin{array}{l} \frac{5.5}{41.4} \left\{ \begin{array}{l} \frac{6.5}{26} \frac{7.1}{11} \frac{8.2}{10} \frac{8.3}{21} \frac{10.1}{43} \end{array} \right. \end{array}$$

$$\begin{array}{l} \frac{2.0}{33} \frac{6.7}{30} \frac{7.2}{11} \frac{8.6}{10} \frac{8.5}{20} \left\{ \begin{array}{l} \frac{12.4}{45} \end{array} \right. \end{array}$$

$$\begin{array}{l} \frac{9.5}{8.4} \frac{9.6}{12} \frac{9.6}{23} \left\{ \begin{array}{l} \frac{7.9}{54} \end{array} \right. \end{array}$$

$$\begin{array}{l} \frac{10.6}{9.8} \frac{10.6}{12} \frac{10.6}{21} \left\{ \begin{array}{l} \frac{7.8}{59} \end{array} \right. \end{array}$$

Spike in Pow Pole .35' Lt 13+85

$$\begin{array}{l} \frac{2.9}{52} \frac{3.9}{48} \frac{5.9}{22} \frac{5.6}{9} \frac{6.2}{12} \frac{6.2}{20} \left\{ \begin{array}{l} \frac{8.6}{57} \end{array} \right. \end{array}$$

$$\begin{array}{l} \frac{2.9}{61} \frac{9.2}{49} \frac{5.7}{34} \frac{6.8}{22} \frac{6.1}{18} \frac{4.0}{9} \frac{6.7}{11} \frac{6.7}{21} \left\{ \begin{array}{l} \frac{9.1}{56} \end{array} \right. \end{array}$$

$$\begin{array}{l} \frac{5.3}{69} \left\{ \begin{array}{l} \frac{5.8}{33} \frac{6.2}{27} \frac{8.0}{24} \frac{8.0}{21} \frac{6.6}{18} \frac{6.4}{10} \frac{6.9}{10} \frac{7.0}{20} \left\{ \begin{array}{l} \frac{9.1}{55} \end{array} \right. \end{array} \right. \end{array}$$

$$\begin{array}{l} \frac{3.8}{70} \left\{ \begin{array}{l} \frac{8.4}{24} \frac{8.4}{21} \frac{6.9}{18} \frac{6.8}{10} \frac{7.2}{10} \frac{7.3}{21} \left\{ \begin{array}{l} \frac{9.1}{56} \end{array} \right. \end{array} \right. \end{array}$$

$$\begin{array}{l} \frac{2.8}{72} \left\{ \begin{array}{l} \frac{9.5}{24} \frac{9.5}{21} \frac{8.1}{18} \frac{7.9}{10} \frac{8.2}{10} \frac{8.5}{21} \left\{ \begin{array}{l} \frac{10.3}{56} \end{array} \right. \end{array} \right. \end{array}$$

$$\begin{array}{l} \frac{2.5}{74} \left\{ \begin{array}{l} \frac{10.0}{24} \frac{10.0}{21} \frac{8.5}{18} \frac{8.3}{10} \frac{8.7}{10} \frac{8.8}{21} \left\{ \begin{array}{l} \frac{11.3}{56} \end{array} \right. \end{array} \right. \end{array}$$

$$\begin{array}{l} \frac{6.5}{70} \left\{ \begin{array}{l} \frac{11.2}{24} \frac{11.2}{21} \frac{10.0}{18} \frac{9.8}{11} \frac{10.0}{9.5} \frac{10.2}{11} \frac{10.2}{20} \left\{ \begin{array}{l} \frac{12.0}{56} \end{array} \right. \end{array} \right. \end{array}$$

15+25

992.04
1009.37

82.2

+50

81.2

+60

80.9

+80

80.4

T.P.

11.40

980.64

High Turn

9.97

1001.19

0.32

991.82

9.79

1009.37

1.61

999.58

0.22

980.86

16

+15

+50

+75

17

+35

+50

18

Dale Street
3/28/34

$$\begin{array}{r} 27.2 \\ \hline 7.8 \\ 69.2 \end{array} \left\{ \begin{array}{l} 12.0 \quad 12.0 \quad 10.7 \quad 10.5 \\ 24 \quad 21 \quad 18 \quad 10 \quad 10 \quad 2 \end{array} \right. \begin{array}{l} 10.6 \quad 10.6 \\ 11 \quad 20 \end{array} \left\{ \begin{array}{l} 2+13 \\ 13.1 \\ 56.7 \end{array} \right.$$

$$\begin{array}{r} 28.2 \\ \hline 6.2 \\ 74.2 \end{array} \left\{ \begin{array}{l} 12.8 \quad 12.8 \quad 11.3 \quad 11.1 \\ 24 \quad 21 \quad 18 \quad 10 \quad 11 \quad 0 \end{array} \right. \begin{array}{l} 11.4 \quad 11.1 \\ 11 \quad 20 \end{array} \left\{ \begin{array}{l} 2+0.3 \\ 13.8 \\ 56.0 \end{array} \right.$$

$$\begin{array}{r} 28.5 \\ \hline 5.3 \\ 75.8 \end{array} \left\{ \begin{array}{l} 13.0 \quad 13.0 \quad 11.5 \quad 11.4 \\ 24 \quad 21 \quad 18 \quad 11 \quad 11 \quad 3 \end{array} \right. \begin{array}{l} 11.7 \quad 11.5 \\ 11 \quad 20 \end{array} \left\{ \begin{array}{l} 2-0.0 \\ 14.1 \\ 56.2 \end{array} \right.$$

$$\begin{array}{r} 29.2 \\ \hline 14.7 \\ 59.2 \end{array} \left\{ \begin{array}{l} 13.4 \quad 13.5 \quad 12.0 \quad 12.0 \\ 24 \quad 21 \quad 18 \quad 10 \quad 11 \quad 8 \end{array} \right. \begin{array}{l} 12.2 \quad 12.0 \\ 11 \quad 20 \end{array} \left\{ \begin{array}{l} 2-0.5 \\ 14.7 \\ 56.8 \end{array} \right.$$

20ft Rt 15+75 Top of Stake.

$$\begin{array}{r} +9.9 \\ \hline 38.8 \end{array} \left\{ \begin{array}{l} 2.8 \quad 2.8 \quad 1.9 \quad 1.9 \\ 24 \quad 21 \quad 18 \quad 11 \quad 1.1 \end{array} \right. \begin{array}{l} 1.6 \quad 1.6 \\ 11 \quad 20 \end{array} \left\{ \begin{array}{l} 15.7 \\ 55.6 \end{array} \right.$$

$$\begin{array}{r} 1.7 \quad 3.0 \quad 3.0 \quad 1.8 \quad 1.7 \\ \hline 26.6 \quad 24 \quad 21 \quad 18 \quad 10 \end{array} \left\{ \begin{array}{l} 1.4 \quad 1.9 \quad 1.9 \quad 15.0 \\ 11 \quad 20 \end{array} \right. \left\{ \begin{array}{l} 55.6 \end{array} \right.$$

$$\begin{array}{r} 3.2 \quad 4.1 \quad 3.1 \quad 2.5 \quad 2.9 \\ \hline 26.4 \quad 24 \quad 21 \quad 18 \quad 11 \end{array} \left\{ \begin{array}{l} 2.0 \quad 2.6 \quad 2.8 \quad 12.4 \\ 11 \quad 19 \quad 44 \end{array} \right.$$

$$\begin{array}{r} 3.6 \quad 2.7 \quad 2.7 \\ \hline 2.3 \quad 19 \quad 11 \end{array} \left\{ \begin{array}{l} 2.8 \quad 2.9 \quad 8.7 \\ 10 \quad 20 \quad 36.8 \end{array} \right.$$

$$\begin{array}{r} 4.1 \quad 3.1 \quad 2.9 \\ \hline 2.6 \quad 20 \quad 11 \end{array} \left\{ \begin{array}{l} 3.0 \quad 3.1 \quad 6.1 \\ 11 \quad 20 \quad 30 \end{array} \right.$$

$$\begin{array}{r} 4.8 \quad 3.6 \quad 3.4 \\ \hline 3.6 \quad 21 \quad 11 \end{array} \left\{ \begin{array}{l} 3.4 \quad 3.3 \quad 5.0 \\ 10 \quad 20 \quad 26 \end{array} \right.$$

$$\begin{array}{r} 5.8 \quad 3.6 \quad 3.6 \\ \hline 30.4 \quad 21 \quad 11 \end{array} \left\{ \begin{array}{l} 3.5 \quad 3.5 \quad 5.4 \\ 10 \quad 20 \quad 26 \end{array} \right.$$

$$\begin{array}{r} 9.1 \quad 4.3 \quad 4.1 \\ \hline 3.6 \quad 21 \quad 11 \end{array} \left\{ \begin{array}{l} 4.0 \quad 4.0 \quad 10.2 \\ 10 \quad 20 \quad 34.8 \end{array} \right.$$

980.86

18+25

+50

+90

19

+25

+50

20

+20

+45

21

B.M.

3.44

979.86

4.44

976.42 ✓

+15

+50

+75

L C R

Date Street

3/28/34

$$\begin{array}{r} 9.2 \ 4.1 \ 4.3 \quad 4.2 \ 4.5 \ 11.1 \\ 35 \ 21 \ 10 \ 4 \ 1 \ 10 \ 20 \ 36 \end{array}$$

$$\begin{array}{r} 8.2 \ 4.3 \ 4.5 \quad 4.5 \ 4.5 \ 10.3 \\ 32 \ 21 \ 11 \ 4 \ 2 \ 10 \ 19 \ 34 \end{array}$$

$$\begin{array}{r} 4.6 \ 5.4 \ 4.8 \quad 4.6 \ 4.6 \ 7.5 \\ 18 \ 16 \ 11 \ 4 \ 4 \ 11 \ 19 \ 34 \end{array}$$

original on left $\begin{array}{r} 4.4 \ 4.7 \ 4.7 \ 6.4 \\ 11 \ 19 \ 31 \end{array}$

✓ ✓ ✓ $\begin{array}{r} 4.9 \ 5.1 \ 6.7 \\ 4.6 \ 10 \ 18 \ 21 \end{array}$

✓ ✓ ✓ $\begin{array}{r} 5.0 \ 5.2 \ 6.6 \\ 4.7 \ 10 \ 19 \ 22 \end{array}$

✓ ✓ ✓ $\begin{array}{r} 5.2 \ 5.4 \ 5.7 \\ 5.1 \ 10 \ 16 \ 18 \end{array}$

✓ ✓ ✓ $\begin{array}{r} 5.5 \ 5.5 \ 6.2 \\ 5.2 \ 11 \ 20 \ 22 \end{array}$

$$\begin{array}{r} 4.5 \ 5.4 \ 5.6 \quad 5.7 \ 5.6 \ 9.4 \\ 20 \ 13 \ 10 \ 5 \ 4 \ 11 \ 20 \ 28 \end{array}$$

$$\begin{array}{r} 5.5 \ 5.8 \ 5.8 \quad 6.2 \ 6.2 \ 12.2 \\ 20 \ 13 \ 9 \ 5 \ 7 \ 11 \ 20 \ 31 \end{array}$$

Spike in Tel. Pole 20 ft ht 21400

3/29/34

$$\begin{array}{r} 3.3 \ 4.3 \ 4.7 \ 4.5 \ 4.9 \quad 5.2 \ 5.5 \ 10.9 \\ 28 \ 24 \ 21 \ 15 \ 8 \ 4 \ 8 \ 11 \ 20 \ 32 \end{array}$$

$$\begin{array}{r} 0.1 \ 6.0 \ 6.0 \ 5.0 \ 5.1 \quad 5.5 \ 5.5 \ 9.5 \\ 36 \ 24 \ 21 \ 18 \ 7 \ 5 \ 0 \ 11 \ 20 \ 27 \end{array}$$

$$\begin{array}{r} 0.0 \ 6.6 \ 6.6 \ 5.6 \ 5.5 \quad 5.7 \ 5.8 \ 10 \\ 36 \ 24 \ 21 \ 17 \ 7 \ 5 \ 0 \ 11 \ 20 \ 24 \end{array}$$

979.86

22

+15

+40

+50

+75

23

+25

+50

Low Turn

8.97

976.75

12.68

967.78

+75

4.50

972.28

73.4

24

73.4

+25

73.5

+50

73.9

+65

74.2

L C R
Dale Street

3/29/34

$$\frac{1.0}{36.6} \frac{7.1}{24} \frac{7.0}{21} \frac{6.1}{18} \frac{5.9}{7} \frac{5.8}{5.8} \frac{6.2}{11} \frac{6.3}{20} \frac{7.1}{23}$$

$$\frac{1.8}{36.6} \frac{7.8}{24} \frac{7.8}{21} \frac{6.3}{18} \frac{6.2}{8} \frac{6.0}{6.0} \frac{6.5}{11} \frac{6.4}{20} \frac{7.6}{24}$$

$$\frac{2.3}{35.5} \frac{7.4}{24} \frac{7.4}{21} \frac{6.5}{18} \frac{6.5}{10} \frac{6.2}{6.2} \frac{6.8}{11} \frac{6.7}{20} \frac{10.8}{28}$$

$$\frac{2.4}{36.6} \frac{7.5}{24} \frac{7.4}{21} \frac{6.5}{18} \frac{6.6}{9} \frac{6.3}{6.3} \frac{6.9}{11} \frac{6.8}{20} \frac{10.8}{27.8}$$

$$\frac{2.1}{36.3} \frac{7.6}{24} \frac{7.7}{21} \frac{6.8}{18} \frac{6.8}{11} \frac{6.4}{6.4} \frac{6.9}{11} \frac{7.0}{20} \frac{9.9}{27.6}$$

$$\frac{1.4}{37.7} \frac{8.1}{24} \frac{8.0}{21} \frac{7.3}{18} \frac{7.0}{10} \frac{6.5}{6.5} \frac{6.9}{10} \frac{6.9}{22} \frac{9.3}{28.6}$$

$$\frac{1.1}{38.6} \frac{8.2}{24} \frac{8.1}{21} \frac{7.2}{18} \frac{7.0}{8} \frac{6.6}{6.6} \frac{6.9}{11} \frac{7.0}{23} \frac{10.2}{30}$$

$$\frac{0.6}{40} \frac{8.3}{24} \frac{8.2}{21} \frac{7.4}{18} \frac{7.1}{9} \frac{6.7}{6.7} \frac{7.0}{11} \frac{7.0}{24} \frac{12.8}{36.0}$$

$$\frac{1.6}{37.7} \frac{8.5}{24} \frac{8.5}{21} \frac{7.3}{18} \frac{7.0}{9} \frac{6.5}{6.5} \frac{6.7}{9} \frac{6.8}{2.5} \left(\frac{11.2}{40.6} \right)$$

$$\frac{2.3}{34.8} \frac{8.0}{24} \frac{8.0}{21} \frac{7.0}{18} \frac{6.7}{10} \frac{6.5}{6.5} \frac{6.5}{8} \frac{6.5}{16} \frac{7.4}{2.9} \left(\frac{10.1}{47.4} \right)$$

$$\frac{4.0}{34.6} \frac{8.1}{2.5} \frac{8.1}{22} \frac{6.9}{18} \frac{6.5}{11} \frac{6.3}{6.3} \frac{6.4}{7} \frac{6.7}{18} \frac{9.0}{22} \frac{9.9}{33} \left(\frac{12.2}{51.2} \right)$$

$$\frac{6.9}{29} \frac{7.5}{27} \frac{7.4}{24} \frac{6.3}{20} \frac{6.2}{12} \frac{6.0}{6.0} \frac{6.2}{8} \frac{6.4}{19} \frac{11.9}{27} \frac{12.0}{38} \left(\frac{13.1}{54.2} \right)$$

$$\frac{7.2}{27} \frac{6.0}{20} \frac{6.0}{12} \frac{5.7}{5.7} \frac{6.0}{8} \frac{6.1}{20} \left(\frac{6.2}{33} \frac{7.1}{46.2} \right)$$

979.86

(76.28)

25

75.0

+50

77.1

26

79.9

T.P.

11.66

991.49

0.03

979.83

+50

82.5

+85

84.6

27

+50

+75

+76

28

B.M.

11.99

1003.86

0.42

991.07

+50

29

+25

+50

Dale Street

3/29/34

$$\begin{array}{r} \frac{8.2}{30} \quad \frac{5.1}{20} \quad \frac{5.0}{12} \quad 4.9 \quad \frac{5.2}{8} \quad \frac{5.3}{19} \end{array} \left\{ \begin{array}{l} 4+2.7 \\ 8.6 \\ 43.8 \end{array} \right.$$

$$\begin{array}{r} \frac{6.2}{30} \quad \frac{3.2}{20} \quad \frac{3.0}{11} \quad 2.8 \quad \frac{3.1}{7} \quad \frac{3.2}{20} \end{array} \left\{ \begin{array}{l} 4+4.8 \\ 9.2 \\ 47.4 \end{array} \right.$$

$$\begin{array}{r} \frac{3.3}{31.5} \quad \frac{0.3}{20} \quad \frac{0.2}{11} \quad 0.0 \quad \frac{0.3}{8} \quad \frac{0.8}{20} \end{array} \left\{ \begin{array}{l} 4+7.6 \\ 6.4 \\ 48.4 \end{array} \right.$$

Top of Stake 20ft Rt 26+10

$$\begin{array}{r} \frac{15.0}{33} \quad \frac{9.2}{20} \quad \frac{9.2}{11} \quad 9.0 \quad \frac{9.5}{11} \quad \frac{10.5}{20} \end{array} \left\{ \begin{array}{l} 4+10.3 \\ 4.1 \\ 50 \end{array} \right.$$

$$\begin{array}{r} \frac{9.7}{28.4} \quad \frac{7.1}{20} \quad \frac{7.3}{10} \quad 6.9 \quad \frac{7.4}{12} \quad \frac{7.7}{20} \end{array} \left\{ \begin{array}{l} 4+12.2 \\ 1.8 \\ 50 \end{array} \right.$$

$$\begin{array}{r} \frac{8.6}{28.0} \quad \frac{6.2}{20} \quad \frac{6.4}{10} \quad 6.0 \quad \frac{6.6}{12} \quad \frac{7.0}{20} \quad \frac{18.5}{45} \end{array}$$

$$\begin{array}{r} \frac{5.7}{28} \quad \frac{3.4}{20} \quad \frac{3.5}{9} \quad 3.1 \quad \frac{3.6}{15} \quad \frac{4.3}{25} \quad \frac{6.3}{33} \end{array}$$

$$\begin{array}{r} \frac{3.7}{26.5} \quad \frac{4.9}{20} \quad \frac{1.9}{9} \quad 1.5 \quad \frac{2.4}{23} \quad \frac{2.4}{27} \quad \frac{4.7}{30} \end{array}$$

original on Rt.

$$\begin{array}{r} \frac{2.8}{26.5} \quad \frac{0.2}{18} \quad \frac{0.4}{9} \quad 0.0 \end{array} \text{ original on Rt}$$

Spike in light Pole 20' Lt 28+00

$$\begin{array}{r} \frac{11.4}{25} \quad \frac{7.4}{20} \quad \frac{9.2}{8} \quad 8.9 \end{array} \quad \begin{array}{l} 9.2 \\ \checkmark \\ \checkmark \end{array}$$

$$\begin{array}{r} \frac{9.1}{28} \quad \frac{6.7}{20} \quad \frac{6.0}{9} \quad 6.3 \quad \frac{6.3}{11} \quad \frac{6.6}{21} \end{array}$$

$$\begin{array}{r} \frac{8.8}{31} \quad \frac{5.9}{20} \quad \frac{5.1}{9} \quad 4.7 \quad \frac{4.9}{10} \quad \frac{4.7}{22} \quad \frac{5.3}{24} \quad \frac{5.3}{25} \quad \frac{2.5}{32.5} \end{array}$$

$$\begin{array}{r} \frac{5.2}{32} \quad \frac{4.1}{21} \quad \frac{3.6}{10} \quad 3.2 \quad \frac{3.5}{10} \quad \frac{3.6}{26} \quad \frac{0.6}{34.5} \end{array}$$

29+65

00.7

30

02.5

T.P.

11.58

1014.46

0.18

1002.88

+50

05.3

+80

07.0

31

08.2

+50

11.1

+85

12.1

32

14.0

T.P.

11.47

1025.39

0.54

1013.92

+40

16.3

+50

16.8

33

19.6

High Turn

11.08

1047.81

0.10

1036.73

+50

22.2

34

24.8

T.P.

11.46

1036.83

0.02

1025.37

Dale Street

3/29/34

$$\begin{array}{r} 33 \quad 30 \quad 2.4 \quad 2.8 \\ 27 \quad 11 \quad 11 \quad 2.5 \end{array} \left\{ \begin{array}{l} \angle 13.8 \\ 102 \\ 36 \end{array} \right.$$

$$\begin{array}{r} 12.0 \angle \\ 96 \\ 33 \end{array} \left\{ \begin{array}{l} 12 \quad 10 \quad 0.8 \quad 0.9 \\ 26 \quad 9 \quad 10 \quad 26 \end{array} \right\} \left\{ \begin{array}{l} \angle 12.0 \\ 54 \\ 42 \end{array} \right.$$

Top Stake 20ft Lt 30+00

$$\begin{array}{r} 3.4 \quad 9.5 \quad 9.6 \\ 26 \quad 26 \quad 11 \end{array} \left\{ \begin{array}{l} 9.6 \quad 9.3 \\ 13 \quad 26 \end{array} \right\} \left\{ \begin{array}{l} \angle 20.1 \\ 7.9 \\ 52.5 \end{array} \right.$$

$$\begin{array}{r} 2.9 \quad 8.0 \quad 8.0 \\ 25 \quad 26 \quad 11 \end{array} \left\{ \begin{array}{l} 7.7 \quad 7.6 \\ 11 \quad 26 \end{array} \right\} \left\{ \begin{array}{l} \angle 18.4 \\ 3.5 \\ 56 \end{array} \right.$$

$$\begin{array}{r} 2.9 \quad 6.5 \quad 6.8 \\ 24 \quad 26 \quad 11 \end{array} \left\{ \begin{array}{l} 6.5 \quad 6.3 \\ 11 \quad 26 \end{array} \right\} \left\{ \begin{array}{l} \angle 17.2 \\ 2.7 \\ 56 \end{array} \right.$$

$$\begin{array}{r} 14.2 \angle \\ 96 \\ 36 \end{array} \left\{ \begin{array}{l} 40 \quad 40 \quad 3.7 \quad 3.0 \\ 25 \quad 12 \quad 11 \quad 26 \end{array} \right\} \left\{ \begin{array}{l} \angle 14.2 \\ 9.4 \\ 56 \end{array} \right.$$

$$\begin{array}{r} 13.2 \angle \\ 8.7 \\ 36 \end{array} \left\{ \begin{array}{l} 1.7 \quad 1.8 \quad 1.7 \quad 0.9 \\ 26 \quad 12 \quad 11 \quad 25 \end{array} \right\} \left\{ \begin{array}{l} \angle 24.7 \\ 7.3 \\ 55 \end{array} \right.$$

$$\begin{array}{r} 11.4 \angle \\ 6.8 \\ 36 \end{array} \left\{ \begin{array}{l} 1.0 \quad 1.1 \quad 0.6 \quad 0.1 \\ 25 \quad 12 \quad 10 \quad 25 \end{array} \right\} \left\{ \begin{array}{l} \angle 22.8 \\ 9.0 \\ 55 \end{array} \right.$$

Top Stake 20ft Lt 32+00

$$\begin{array}{r} 2.1 \quad 9.3 \quad 9.5 \\ 41.2 \quad 26 \quad 12 \end{array} \left\{ \begin{array}{l} 9.3 \quad 8.8 \\ 10 \quad 26 \end{array} \right\} \left\{ \begin{array}{l} \angle 20.5 \\ 7.9 \\ 54.3 \end{array} \right.$$

$$\begin{array}{r} 1.2 \quad 8.7 \quad 8.9 \\ 41.8 \quad 27 \quad 12 \end{array} \left\{ \begin{array}{l} 8.8 \quad 7.9 \\ 10 \quad 26 \end{array} \right\} \left\{ \begin{array}{l} \angle 20.0 \\ 7.5 \\ 54 \end{array} \right.$$

$$\begin{array}{r} 17.2 \angle \\ 96 \\ 41.8 \end{array} \left\{ \begin{array}{l} 6.3 \quad 5.4 \quad 5.8 \quad 5.1 \\ 26 \quad 13 \quad 11 \quad 26 \end{array} \right\} \left\{ \begin{array}{l} \angle 17.2 \\ 2.0 \\ 59 \end{array} \right.$$

$$\begin{array}{r} 14.4 \angle \\ 76 \\ 40 \end{array} \left\{ \begin{array}{l} 3.3 \quad 3.5 \quad 3.4 \quad 3.0 \\ 25 \quad 12 \quad 10 \quad 26 \end{array} \right\} \left\{ \begin{array}{l} \angle 23.6 \\ 9.2 \\ 62 \end{array} \right.$$

$$\begin{array}{r} 12.0 \angle \\ 6.1 \\ 38 \end{array} \left\{ \begin{array}{l} 1.1 \quad 1.1 \quad 0.9 \quad 0.2 \\ 25 \quad 13 \quad 10 \quad 26 \end{array} \right\} \left\{ \begin{array}{l} \angle 23.0 \\ 5.7 \\ 64 \end{array} \right.$$

Top Stake 20ft Lt 34+00

1036.82
1047.80

34 +50

27.0

35

29.1

+25

29.9

5.48 1052.67 0.62 1092.19

+50

30.7

36

32.0

+50

32.8

37

33.5

+50

33.8

38

33.6

+50

33.2

39

32.5

B.M.

4.41 1037.19 4.11 1032.72

+50

+85

Dale Street

3/29/34

$$\begin{array}{r} 47 \quad 10.0 \quad 102 \\ 38.5 \quad 26 \quad 14 \quad 9.8 \quad 10 \quad 24 \end{array} \left(\begin{array}{r} 2.208 \\ 1.8 \\ 688 \end{array} \right)$$

$$\begin{array}{r} 18.7 \quad 4 \\ 8.8 \quad 7.8 \quad 8.0 \\ 46.2 \quad 25 \quad 14 \quad 7.7 \quad 10 \quad 26 \end{array} \left(\begin{array}{r} 2.187 \\ 1.8 \\ 640 \end{array} \right)$$

$$\begin{array}{r} 17.9 \quad 4 \\ 6.1 \quad 6.9 \quad 7.2 \\ 48.8 \quad 24 \quad 13 \quad 6.9 \quad 12 \quad 25 \end{array} \left(\begin{array}{r} 2.179 \\ 0.9 \\ 628 \end{array} \right)$$

$$\begin{array}{r} 17.1 \quad 4 \\ 9.7 \quad 6.2 \quad 6.5 \\ 44.1 \quad 25 \quad 13 \quad 6.1 \quad 11 \quad 26 \end{array} \left(\begin{array}{r} 2.220 \\ 4.0 \\ 624 \end{array} \right)$$

$$\begin{array}{r} 15.8 \quad 4 \\ 6.4 \quad 5.1 \quad 5.3 \\ 46.1 \quad 26 \quad 13 \quad 4.8 \quad 9 \quad 26 \end{array} \left(\begin{array}{r} 2.207 \\ 4.3 \\ 612 \end{array} \right)$$

$$\begin{array}{r} 15.0 \quad 4 \\ 6.7 \quad 4.0 \quad 4.3 \\ 44.8 \quad 26 \quad 14 \quad 4.0 \quad 11 \quad 26 \end{array} \left(\begin{array}{r} 2.192 \\ 4.2 \\ 592 \end{array} \right)$$

$$\begin{array}{r} 14.3 \quad 4 \\ 5.8 \quad 3.4 \quad 3.5 \\ 44.8 \quad 26 \quad 14 \quad 3.3 \quad 12 \quad 25 \end{array} \left(\begin{array}{r} 2.194 \\ 2.8 \\ 598 \end{array} \right)$$

$$\begin{array}{r} 14.0 \quad 4 \\ 5.2 \quad 3.0 \quad 3.4 \\ 45.2 \quad 25 \quad 14 \quad 3.0 \quad 13 \quad 25 \end{array} \left(\begin{array}{r} 2.189 \\ 4.1 \\ 562 \end{array} \right)$$

$$\begin{array}{r} 14.2 \quad 4 \\ 9.7 \quad 3.2 \quad 3.4 \\ 47.0 \quad 25 \quad 12 \quad 3.2 \quad 12 \quad 25 \end{array} \left(\begin{array}{r} 2.191 \\ 8.5 \\ 498 \end{array} \right)$$

$$\begin{array}{r} 14.6 \quad 4 \\ 6.1 \quad 3.3 \quad 3.5 \\ 44.6 \quad 26 \quad 14 \quad 3.6 \quad 13 \quad 25 \end{array} \left(\begin{array}{r} 2.195 \\ 11.2 \\ 442 \end{array} \right)$$

$$\begin{array}{r} 15.3 \quad 4 \\ 10.4 \quad 4.0 \quad 4.5 \\ 38.0 \quad 26 \quad 12 \quad 4.3 \quad 13 \quad 26 \end{array} \left(\begin{array}{r} 2.202 \\ 11.2 \\ 392 \end{array} \right)$$

Spike in Tel. Pole 20 ft Lt. 39 + 20

3/30/34

$$\begin{array}{r} 2.7 \quad 5.7 \quad 5.7 \\ 34 \quad 25 \quad 10 \quad 5.7 \quad 13 \quad 26 \end{array} \left(\begin{array}{r} 6.1 \quad 5.9 \quad 3.2 \\ 11.2 \\ 442 \end{array} \right)$$

$$\begin{array}{r} 5.0 \quad 6.6 \quad 6.6 \\ 32 \quad 26 \quad 8 \quad 6.7 \quad 12 \quad 27 \end{array} \left(\begin{array}{r} 4.6 \\ 33 \end{array} \right)$$

1037.19

40

+25

+50

+75

41

+25

T.P	2.50	1028.48	11.21	1025.98
-----	------	---------	-------	---------

+50

+85

42

+30

+50

+80

43

L C R
Dale Street

3/30/34

$$\begin{array}{r} 5.0 \quad 7.5 \quad 7.2 \\ 34 \quad 26 \quad 8 \end{array} \quad \begin{array}{r} 7.1 \quad 7.4 \quad 4.3 \\ 12 \quad 26 \quad 35 \end{array}$$

$$\begin{array}{r} 3.7 \quad 7.9 \quad 7.9 \\ 35 \quad 25 \quad 8 \end{array} \quad \begin{array}{r} 8.3 \quad 8.4 \quad 3.6 \\ 7.8 \quad 13 \quad 26 \quad 38 \end{array}$$

$$\begin{array}{r} 3.8 \quad 8.8 \quad 8.7 \\ 37 \quad 25 \quad 8 \end{array} \quad \begin{array}{r} 9.2 \quad 9.4 \quad 4.3 \\ 11 \quad 27 \quad 38 \end{array}$$

$$\begin{array}{r} 4.3 \quad 9.7 \quad 9.8 \\ 38 \quad 25 \quad 8 \end{array} \quad \begin{array}{r} 9.7 \quad 10.1 \quad 4.3 \\ 11 \quad 27 \quad 37 \end{array}$$

$$\begin{array}{r} 5.5 \quad 10.6 \quad 10.6 \\ 36 \quad 25 \quad 8 \end{array} \quad \begin{array}{r} 11.0 \quad 11.0 \quad 5.2 \\ 11 \quad 27 \quad 36 \end{array}$$

$$\begin{array}{r} 7.3 \quad 11.4 \quad 11.6 \\ 35 \quad 25 \quad 9 \end{array} \quad \begin{array}{r} 11.8 \quad 11.8 \quad 6.8 \\ 12 \quad 27 \quad 34 \end{array}$$

On Stake 25 ft + 38 ft 41 + 40

$$\begin{array}{r} 8.9 \quad 3.5 \quad 3.7 \\ 33 \quad 26 \quad 8 \end{array} \quad \begin{array}{r} 4.0 \quad 4.3 \quad 0.3 \\ 13 \quad 26 \quad 34 \end{array}$$

$$\begin{array}{r} 2.7 \quad 5.2 \quad 5.2 \\ 32 \quad 25 \quad 9 \end{array} \quad \begin{array}{r} 4.9 \quad 5.3 \quad 5.5 \\ 13 \quad 25 \quad 32 \end{array}$$

$$\begin{array}{r} 3.0 \quad 5.8 \quad 5.9 \\ 35 \quad 26 \quad 9 \end{array} \quad \begin{array}{r} 5.6 \quad 6.1 \quad 3.0 \\ 5.6 \quad 12 \quad 25 \quad 31 \end{array}$$

$$\begin{array}{r} 0.6 \quad 7.2 \quad 7.0 \\ 39 \quad 26 \quad 10 \end{array} \quad \begin{array}{r} 6.8 \quad 7.3 \quad 7.6 \\ 12 \quad 26 \quad 34 \end{array}$$

$$\begin{array}{r} 0.6 \quad 7.8 \quad 7.8 \\ 40 \quad 26 \quad 12 \end{array} \quad \begin{array}{r} 7.6 \quad 8.2 \quad 8.3 \\ 13 \quad 26 \quad 34 \end{array}$$

$$\begin{array}{r} 2.3 \quad 8.8 \quad 9.1 \\ 40 \quad 26 \quad 10 \end{array} \quad \begin{array}{r} 8.8 \quad 9.3 \quad 9.5 \\ 13 \quad 26 \quad 32 \end{array}$$

$$\begin{array}{r} 3.6 \quad 9.8 \quad 9.8 \\ 39 \quad 26 \quad 10 \end{array} \quad \begin{array}{r} 9.5 \quad 9.8 \quad 10.2 \\ 13 \quad 26 \quad 29 \end{array}$$

4-3+15

+50

T.P. 0.97 1017.39 11.56 1016.92

+75 15.9

44 14.8

+25

+50 12.5

45 10.4

+25 09.2

+50 08.1

+75 07.1

46 06.1

T.P. 0.17 1006.35 11.21 1006.18

+25 05.1

+50 04.0

L C R

Dyle Street

3/30/34

$$\begin{array}{r} 4.5 \quad 10.4 \quad 10.4 \\ 392 \quad 26 \quad 9 \quad 10.1 \quad 13 \quad 30 \end{array}$$

$$\begin{array}{r} 6.4 \quad 11.5 \quad 11.7 \\ 382 \quad 26 \quad 9 \quad 11.6 \quad 12 \quad 28 \end{array}$$

Top Rank 30f + R + 43 + 40

$$\begin{array}{r} 14.4 \quad 1.4 \quad 1.6 \\ 38 \quad 27 \quad 9 \quad 1.5 \quad 1.3 \quad 2.8 \end{array}$$

$$\begin{array}{r} 13.6 \quad 2.6 \quad 2.8 \\ 362 \quad 26 \quad 10 \quad 2.6 \quad 1.3 \quad 3.5 \end{array}$$

$$\begin{array}{r} 1.4 \quad 3.7 \quad 3.9 \\ 32 \quad 27 \quad 10 \quad 3.7 \quad 1.1 \quad 2.0 \quad 5.4 \quad 2.8 \end{array}$$

$$\begin{array}{r} 5.1 \quad 5.2 \quad 5.1 \quad 5.2 \\ 25 \quad 10 \quad 4.9 \quad 10 \quad 20 \end{array} \left(\begin{array}{l} \phi + 6.1 \\ 4.2 \\ 4.6 \end{array} \right)$$

$$\begin{array}{r} 7.5 \quad 7.5 \quad 7.2 \quad 7.7 \\ 22 \quad 11 \quad 7.0 \quad 10 \quad 20 \end{array} \left(\begin{array}{l} \phi + 12.0 \\ 9.7 \\ 6.9 \end{array} \right)$$

$$\begin{array}{r} 8.8 \quad 8.6 \quad 8.2 \quad 8.7 \\ 25 \quad 10 \quad 8.2 \quad 9 \quad 20 \end{array} \left(\begin{array}{l} \phi + 10.8 \\ 11.3 \\ 7.0 \end{array} \right)$$

$$\begin{array}{r} 9.9 \quad 9.6 \quad 9.5 \quad 9.7 \\ 24 \quad 10 \quad 9.3 \quad 9 \quad 20 \end{array} \left(\begin{array}{l} \phi + 9.7 \\ 10.7 \\ 6.2 \end{array} \right)$$

$$\begin{array}{r} 11.0 \quad 10.6 \quad 10.6 \quad 10.8 \\ 25 \quad 9 \quad 10.3 \quad 10 \quad 20 \end{array} \left(\begin{array}{l} \phi + 8.7 \\ 7.0 \\ 5.7 \end{array} \right)$$

$$\begin{array}{r} 12.3 \quad 11.5 \quad 11.5 \quad 11.9 \\ 25 \quad 10 \quad 11.3 \quad 9 \quad 20 \end{array} \left(\begin{array}{l} \phi + 7.7 \\ 4.8 \\ 5.8 \end{array} \right)$$

$$\begin{array}{r} 2.5 \quad 1.6 \quad 1.5 \quad 1.6 \\ 25 \quad 11 \quad 1.3 \quad 11 \quad 20 \end{array} \left(\begin{array}{l} \phi + 2.7 \\ 4.4 \\ 5.2 \end{array} \right)$$

$$\begin{array}{r} 3.5 \quad 2.7 \quad 2.6 \quad 2.7 \\ 26 \quad 10 \quad 2.4 \quad 10 \quad 20 \end{array} \left(\begin{array}{l} \phi + 5.6 \\ 4.9 \\ 5.1 \end{array} \right)$$

46+75

02.9

47

01.8

+25

00.9

Low

14.9

998.35

+50

99.8

Highturn

6.34

1009.04

48

3.65

97.7

1002.70

T.P.

0.79

997.65

9.49

996.86

+20

96.9

+50

95.5

+80

94.2

49

93.4

+15

92.8

+50

91.3

50

89.1

+50

87.2

11.72

985.98

Dale Street

3/30/34

$$\begin{array}{r} 4.3 \ 3.8 \quad 3.5 \ 3.9 \\ 23 \ 11 \ 2.5 \ 11 \ 20 \end{array} \left\{ \begin{array}{l} 4+4.5 \\ 6.7 \\ 54.2 \end{array} \right.$$

$$\begin{array}{r} 5.5 \ 5.0 \quad 4.7 \ 4.9 \\ 24 \ 11 \ 4.6 \ 9 \ 20 \end{array} \left\{ \begin{array}{l} 4+2.7 \\ 7.7 \\ 54.0 \end{array} \right.$$

$$\begin{array}{r} 6.2 \ 5.9 \quad 5.9 \ 6.2 \\ 24 \ 9 \ 5.5 \ 11 \ 20 \end{array} \left\{ \begin{array}{l} 4+2.5 \\ 9.7 \\ 55.2 \end{array} \right.$$

$$\begin{array}{r} 6.4 \ 6.2 \ 6.8 \quad 7.1 \ 7.9 \ 9.5 \\ 25 \ 17 \ 10 \ 6.6 \ 11 \ 20 \ 28 \end{array} \left\{ \begin{array}{l} 4+0.4 \\ 11.3 \\ 56.6 \end{array} \right.$$

Spike

$$\begin{array}{r} 2.0 \ 8.9 \ 9.0 \quad 9.1 \ 9.8 \ 10.9 \\ 41 \ 25 \ 11 \ 8.7 \ 12 \ 22 \ 29 \end{array} \left\{ \begin{array}{l} 4+0.7 \\ 8.1 \\ 43.8 \end{array} \right.$$

Top Stoke 20' Pt 98+20 12.2

$$\begin{array}{r} 3.9 \\ 46.2 \end{array} \left\{ \begin{array}{l} 0.6 \ 1.0 \quad 1.3 \ 1.6 \\ 26 \ 10 \ 0.8 \ 14 \ 20 \end{array} \right.$$

$$\begin{array}{r} 13.1 \ 4 \\ 1.3 \\ 59.0 \end{array} \left\{ \begin{array}{l} 2.2 \ 2.3 \quad 2.6 \ 3.0 \\ 25 \ 9 \ 21 \ 14 \ 26 \end{array} \right. \left\{ \begin{array}{l} 4+13.1 \\ 12.9 \\ 31.0 \end{array} \right.$$

$$\begin{array}{r} 14.9 \ 4 \\ 0.4 \\ 58.6 \end{array} \left\{ \begin{array}{l} 3.4 \ 3.7 \quad 3.9 \ 4.2 \\ 25 \ 10 \ 34 \ 14 \ 27 \end{array} \right. \left\{ \begin{array}{l} 4+14.9 \\ 11.2 \\ 36.0 \end{array} \right.$$

$$\begin{array}{r} 15.7 \ 4 \\ 0.5 \\ 60.2 \end{array} \left\{ \begin{array}{l} 4.0 \ 4.4 \quad 4.7 \ 4.8 \\ 26 \ 11 \ 42 \ 14 \ 27 \end{array} \right. \left\{ \begin{array}{l} 4+15.7 \\ 10.4 \\ 39.6 \end{array} \right.$$

$$\begin{array}{r} 16.3 \ 4 \\ 1.2 \\ 60.4 \end{array} \left\{ \begin{array}{l} 5.0 \ 5.2 \quad 5.2 \ 5.5 \\ 25 \ 9 \ 48 \ 14 \ 27 \end{array} \right. \left\{ \begin{array}{l} 4+16.3 \\ 10.2 \\ 41.0 \end{array} \right.$$

$$\begin{array}{r} 17.8 \ 4 \\ 4.7 \\ 56.6 \end{array} \left\{ \begin{array}{l} 6.7 \ 6.8 \quad 6.8 \ 6.7 \\ 25 \ 10 \ 6.3 \ 14 \ 26 \end{array} \right. \left\{ \begin{array}{l} 4+17.8 \\ 10.2 \\ 44.0 \end{array} \right.$$

$$\begin{array}{r} 20.0 \ 4 \\ 9.9 \\ 50.4 \end{array} \left\{ \begin{array}{l} 8.5 \ 8.9 \quad 8.9 \ 8.7 \\ 26 \ 11 \ 8.5 \ 12 \ 29 \end{array} \right. \left\{ \begin{array}{l} 4+20.0 \\ 11.9 \\ 45.6 \end{array} \right.$$

$$\begin{array}{r} 21.9 \ 4 \\ 14.7 \\ 44.2 \end{array} \left\{ \begin{array}{l} 11.1 \ 11.0 \quad 10.9 \ 10.5 \quad 0.9 \\ 26 \ 10 \ 10.4 \ 12 \ 26 \ 46.2 \end{array} \right.$$

997.65

0.09

986.01

985.92

50+90

85.5

51

85.0

+30

83.5

+50

82.6

+90

52

+35

78.6

+50

77.8

+75

76.4

53

75.4

T.P.

0.81

976.38

10.44

975.57

+35

74.3

+50

73.9

+75

73.3

LOW TURN

(970.52)

2.74

969.32

10.80

966.58

L C R

Date Street

$\begin{array}{r} 12^2 \\ 7.0 \\ \hline 37^8 \end{array}$
 $\left. \begin{array}{ccc} 0.9 & 0.9 & 1.0 \\ 26 & 10 & 27 \end{array} \right\} \begin{array}{r} \phi 12.2 \\ 2.6 \\ \hline 45.6 \end{array}$

$\begin{array}{r} 11 \\ 27 \end{array}$
 $\begin{array}{r} 1.5 \\ 10 \end{array}$
 $\begin{array}{r} 1.4 \\ 12 \end{array}$
 $\begin{array}{r} 1.2 \\ 27 \end{array}$
 $\left. \begin{array}{ccc} 1.0 & 1.2 & 1.0 \end{array} \right\} \begin{array}{r} \phi 12^2 \\ 3.3 \\ \hline 45^4 \end{array}$

$\begin{array}{r} 2.9 \\ 20 \end{array}$
 $\begin{array}{r} 2.7 \\ 11 \end{array}$
 $\begin{array}{r} 2.5 \\ 2.5 \end{array}$
 $\begin{array}{r} 2.9 \\ 11 \end{array}$
 $\begin{array}{r} 2.8 \\ 26 \end{array}$
 $\left. \begin{array}{ccc} 2.9 & 2.8 & 2.5 \end{array} \right\} \begin{array}{r} \phi 14^2 \\ 6.4 \\ \hline 42^0 \end{array}$

$\begin{array}{r} 4.0 \\ 2.0 \end{array}$
 $\begin{array}{r} 3.7 \\ 11 \end{array}$
 $\begin{array}{r} 3.4 \\ 3.4 \end{array}$
 $\begin{array}{r} 3.7 \\ 10 \end{array}$
 $\begin{array}{r} 3.6 \\ 26 \end{array}$
 $\left. \begin{array}{ccc} 3.7 & 3.6 & 3.4 \end{array} \right\} \begin{array}{r} \phi 15^1 \\ 9.3 \\ \hline 38 \end{array}$

$\begin{array}{r} 5.8 \\ 19 \end{array}$
 $\begin{array}{r} 5.4 \\ 11 \end{array}$
 $\begin{array}{r} 5.1 \\ 5.1 \end{array}$
 $\begin{array}{r} 5.3 \\ 10 \end{array}$
 $\begin{array}{r} 5.9 \\ 19 \end{array}$
 $\begin{array}{r} 6.4 \\ 27 \end{array}$

$\begin{array}{r} 7.9 \\ 24 \end{array}$
 $\begin{array}{r} 6.1 \\ 20 \end{array}$
 $\begin{array}{r} 5.9 \\ 11 \end{array}$
 $\begin{array}{r} 5.6 \\ 5.6 \end{array}$
 $\begin{array}{r} 5.7 \\ 8 \end{array}$
 $\begin{array}{r} 6.5 \\ 20 \end{array}$
 $\begin{array}{r} 8.3 \\ 30 \end{array}$

$\begin{array}{r} 18.1 \\ 43^8 \end{array}$
 $\left. \begin{array}{ccc} 8.1 & 7.6 & 7.4 \\ 20 & 11 & 8 \end{array} \right\} \begin{array}{r} \phi 19.3 \\ 7.5 \\ \hline 47^0 \end{array}$

$\begin{array}{r} 17.3 \\ 45^2 \end{array}$
 $\left. \begin{array}{ccc} 8.0 & 8.5 & 8.5 \\ 20 & 11 & 8 \end{array} \right\} \begin{array}{r} \phi 18.5 \\ 7.4 \\ \hline 50 \end{array}$

$\begin{array}{r} 16.1 \\ 44^2 \end{array}$
 $\left. \begin{array}{ccc} 10.6 & 9.9 & 9.8 \\ 22 & 11 & 9 \end{array} \right\} \begin{array}{r} \phi 17.1 \\ 11.0 \\ \hline 53^0 \end{array}$

$\begin{array}{r} 14.9 \\ 54 \end{array}$
 $\left. \begin{array}{ccc} 11.8 & 11.1 & 10.9 \\ 21 & 12 & 9 \end{array} \right\} \begin{array}{r} \phi 16.1 \\ 10.0 \\ \hline 53^0 \end{array}$

Top of Stake 20ft R + 5

$\begin{array}{r} 10.2 \\ 58 \end{array}$
 $\left. \begin{array}{ccc} 3.2 & 2.5 & 2.4 \\ 21 & 11 & 10 \end{array} \right\} \begin{array}{r} \phi 15.0 \\ 7.0 \\ \hline 51 \end{array}$

$\begin{array}{r} 9.7 \\ 53 \end{array}$
 $\left. \begin{array}{ccc} 3.5 & 2.9 & 2.7 \\ 22 & 11 & 9 \end{array} \right\} \begin{array}{r} \phi 14.6 \\ 6.3 \\ \hline 50 \end{array}$

$\begin{array}{r} 12.8 \\ 58 \end{array}$
 $\left. \begin{array}{ccc} 4.4 & 4.2 & 3.8 \\ 28 & 20 & 17 \end{array} \right\} \begin{array}{r} \phi 14.0 \\ 4.6 \\ \hline 50^8 \end{array}$

976.38

54

72.6

+15

72.3

+25

B.M.

72.2

Assumed ☒ Correct

U.S. G.A.

7.06

969.32

888.17

888.306

Low Turn.

1.20

970.52

L C R

3/30/34

Dale Street

+2.1	8.4	5.5	4.7	4.2	3.9	4.2	4.9	8.9
	76	25	24	11	3.8	13	27	42
								56

+1.8	8.8	6.9	5.7	5.4	4.2	4.5	4.6	7.0
	84	57	36	19	4.1	17	34	54
								61

7.7	6.3	5.9	4.3	4.3	4.5
76	50	30	4.2	25	42
					68

Spike in Pow. Pole 70' Lt 54+70

