

OFFICE OF COL
RAMSEY

PLAN

OWASSO BLVD.

From Dale St. To 4400' East

Road Acc't. No. 49

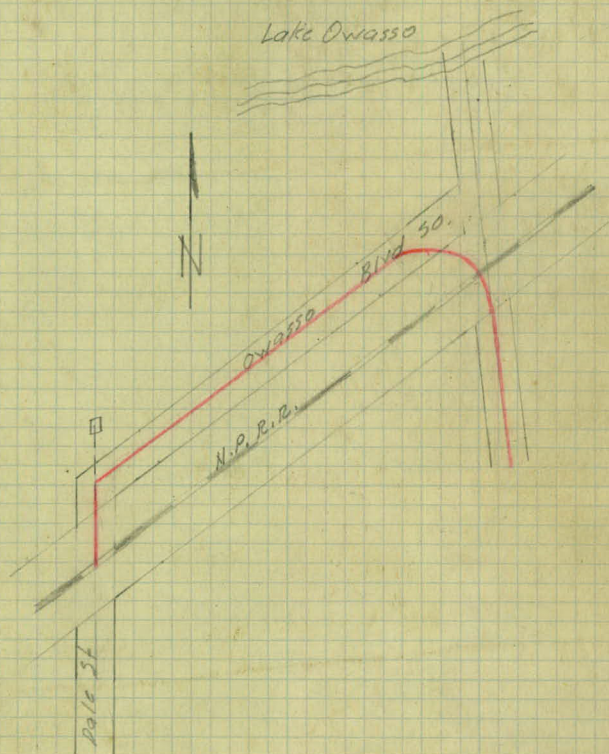
Filed 12-29-38

File

§ Sta. 41 to Western
(R/R to So. Owasso)

Bk. 162
Dr. 8

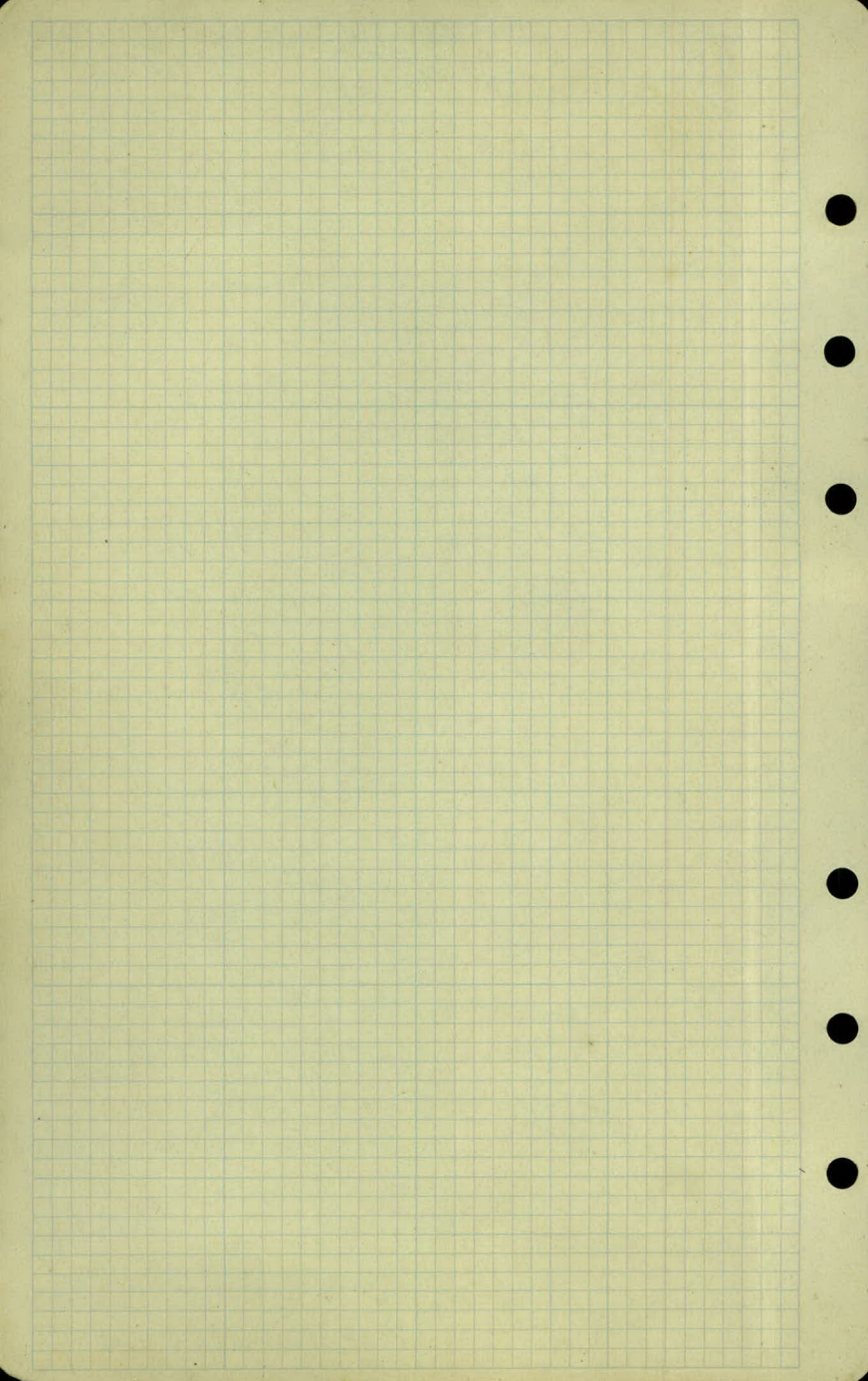
PLAN SURVEY
OWASSO BLVD. 50.
Sta D100 to 44+00



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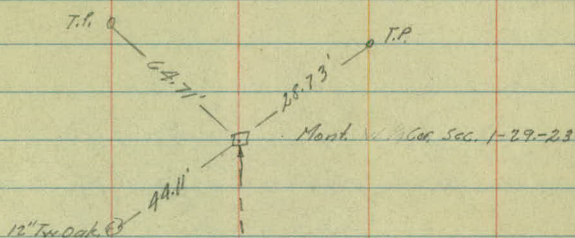
10-11-38



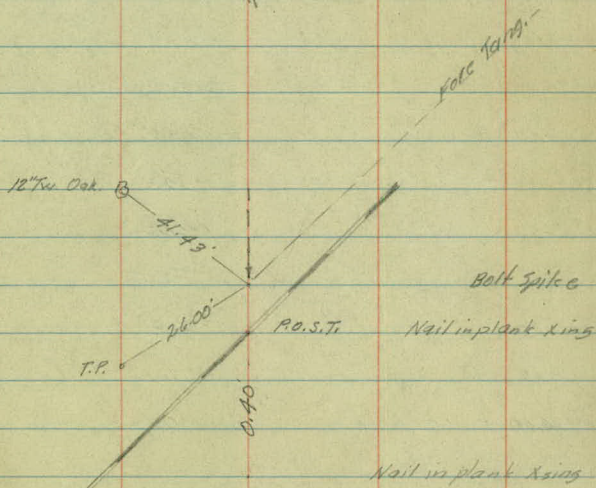
Alignment

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

+87.15	P.T.	22°27.5'	
+50		18°00'	
+25		15°00'	Δ -49°55'
		12°00'	D-24°00'
+99.41	P.L.		T-99.41'
+75		9°00'	L-187.15'
+50		6°00'	R-240.49'
+25		3°00'	
0	+00 P.C.	0°00'	



98.69'



Sta.	Point	ΔLt	ΔRt
	+73.15 P.C.C.		7°08.7'
39			8°25.9'
	+50		7°56.6'
38			7°27.3'
	+50		6°58.0' $\Delta 18°17.4'$
37			6°28.7' D-1°57.10"
	+50		5°59.4' T 472.47'
36			5°30.1' L 936.51'
	+50		5°00.8' R-2934.93
35			4°31.5'
	+50		4°02.2'
34			3°32.9'
	+50		3°03.6'
33			2°34.3'
	+50		2°05.0'
32			1°35.7'
	+50		1°06.4'
31			0°37.1'
30	+36.64 P.C.		0°00'
26	+00 P.O.T.		

K.F.
L.B.H.
L.C.
M.J.G.

3

R.R. Curyc.

$\Delta - 38^{\circ}49'$

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

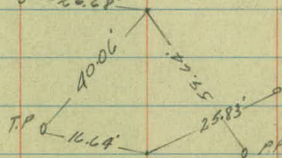
$T - 1039.03'$

L.

$R - 2864.93'$

15° 09' 1. 0 - 26.68'

Bolt Spike



Bolt Spike

Sta. Point $\Delta L.$ $\Delta R.$

Sta.	Point	$\Delta L.$	$\Delta R.$
19497	P.T.	59°38.9'	
125		48°37.2'	26.32'
91		40°17.2'	$\Delta 109°58'$
175		32°17.2'	D-64°00' ?
150		29°27.2'	T-134.95'
125		16°27.2'	L-171.82'
40		8°37.2'	R-94.55'
37	123.15 P.C.C.	0°00'	

25.94
1.9
27.30

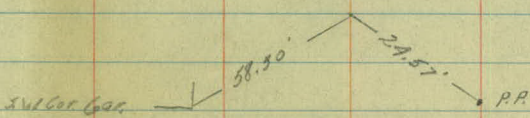
1.18
1.29

13.8
13.4



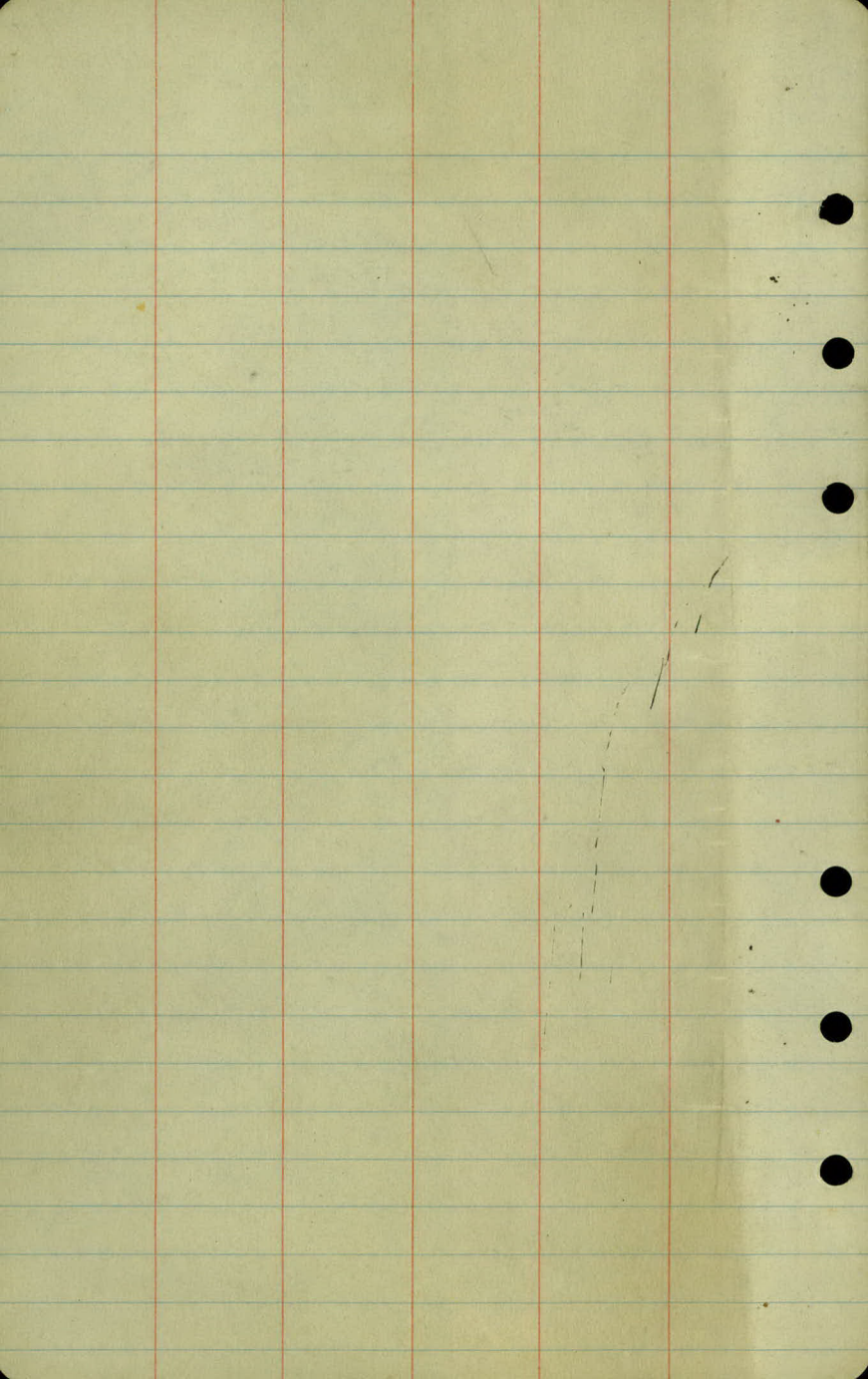
Bolt Spike

Tower S.W. Cor. Frame Above Plate



Bolt Spike

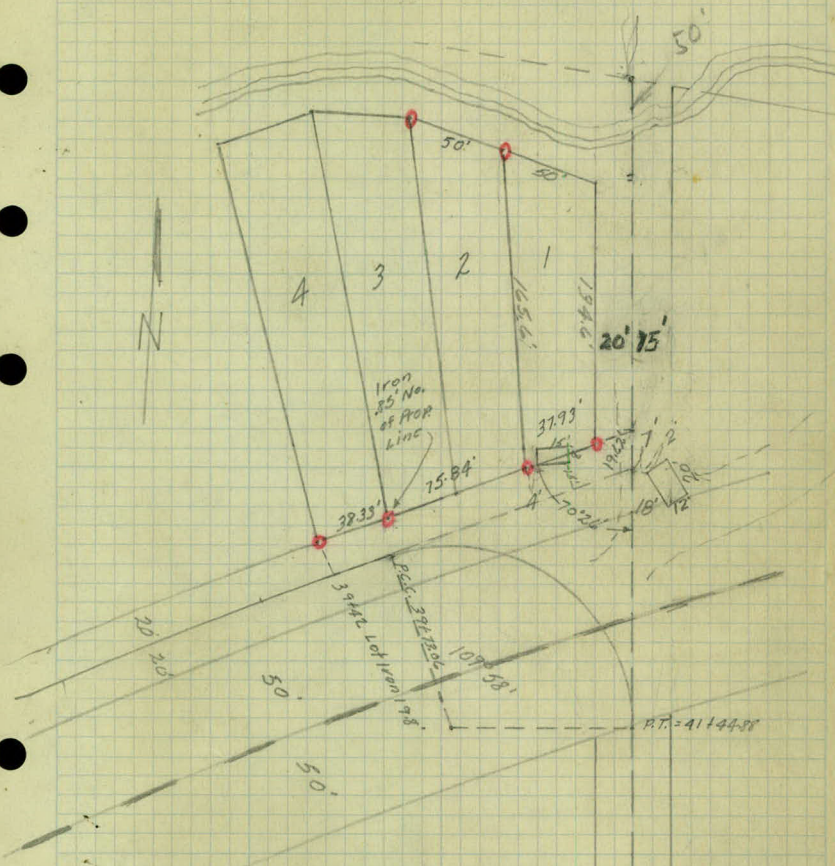
S.W. Cor. Cor.



1^v 37.91 37.93

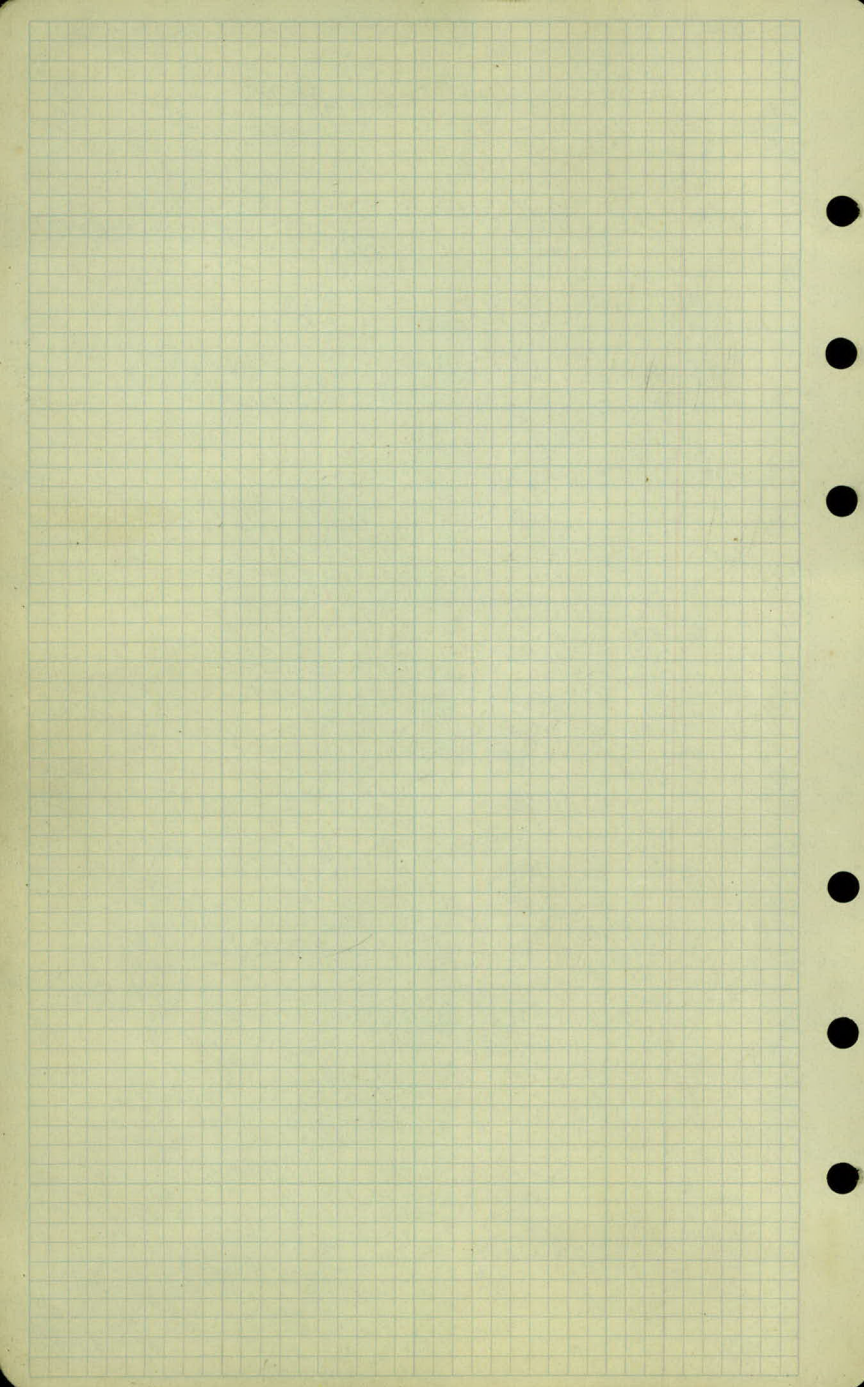
5

Lake Owasso McCarrons Lake



Note: Found lot lines indicated in red and est. E. side of lot 1 and produced S. 20' parallel to lot 1 for 2. of road.

All figures are actual measurements.



6

Topography

+70-Swamp-20.

+29-PP-14.

5 +11-PP-23.
Swamp-19.

11.

9.

+50-Swamp-25.

+99-PP-16.

4 +15-Swamp-30.
5" Nu. Pap-17.

12.

8.

+82-T.P.-22.

+30-PP-16.

3 11. 8.

+78-Ent.

+53-W. End 18" X 8" Conc. Cudd-24.

+58-End G.R.-20.

+49-T.P.-22.

+43-Di-G.R.-12.

+35-End G.R.-12.

2 10. 8.

+09-PP-16.

+59-G.P.-24.

14.

4.

+97-T.P.-26.

18.

1.

+10-PP-1.

22.

0.

+84-Long. Ho. Fa.

+72-T.P.-28.

16.

2.

+62-G.P.-19.

11.

6.

+11-Fa. Co.-11.

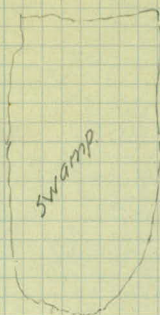
8.

8.

+31-Bog. G.R.-11.

+06-Bog. G.R.-10.

0 +00



Swamp

B

2

G.R. 14'

G.R. 12'

17'

9'

23'

3'

F.G.R. 25'

G.R. 1'

G.R. 19'

4'

G.R. 13'

9'

G.R. 11'

Meadow

+71-T.P.-18'

+94-P.P.-17'

+77-12" Oak-20'

+50-F.G.-29'

+17-F.G.Cor-39-28'

+14-6" Oak-39'

+12-6" Oak-27'

+08-6" Oak-29'

+09-6" Kw Oak-26'

12

+79-6" Oak-26'

10'

9'

+72-P.P.-17'

+60-F.G.-23'

+56-T.P.-19'

+09-12" X 40' Conc.

10'

185 20.5'

9'

11

+85-Range Tie

+80-F.G.Cor-22'

Lot Iron-21.4

+50-P.P.-17'

+28-T.P.-21'

+18-Range Tie

+14-Ent-15' x 20' C.M.-20'

10'

10'

10

+92-Ent-15' x 30' C.M.-18'

+29-P.P.-16'

7

+98-T.P.-22'

11'

8'

+64-Range Tie

+60-Ent-15' x 20' C.M.-18'

+96-Ent-15'

+90-Range Tie

+60-5" Oak-18'

8

+06-10" Oak-22'

12'

8'

+10-P.P.-16'

+88-10" Oak-22'

+83-10" Oak-22'

+70-T.P.-22'

+32-12" Oak-25'

7

11'

9'

+90-P.P.-16'

+88-8" Oak-24'

+47-12" Oak-28'

+38-T.P.-22'

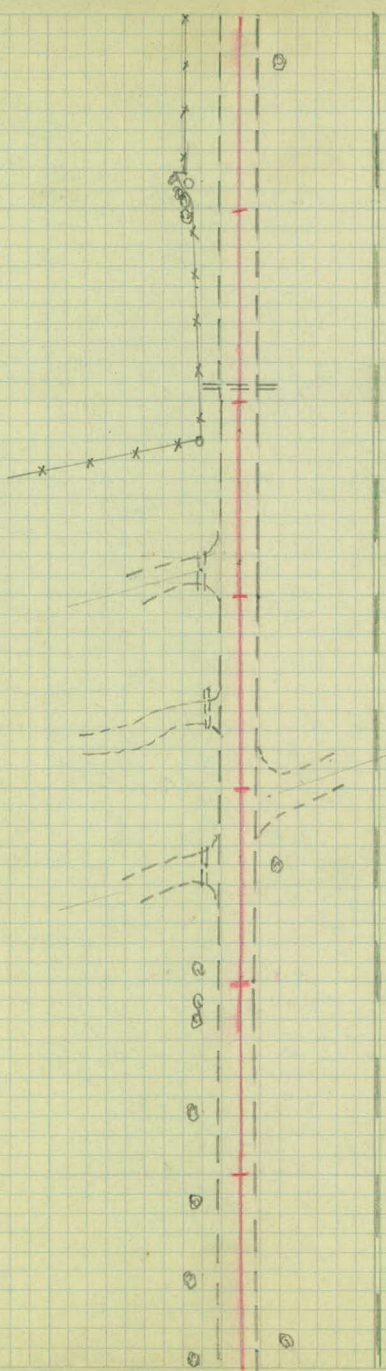
6

+04-15" Oak-23'

11'

9'

+14-15" Oak-22'



A.L.R. Tracks - 70'

E.L.R. Track - 70'

+82-T.P.-18'.

19

12'.

8'.

+79-PP-16'.

+62-18" Oak-26'.

+99-T.P.-19'.

18

11'.

7'.

+72-PP-16'.

17

12'.

8'.

+94-T.P.-20'.

+55-PP-16'.

16

11'.

8'.

+63-T.P.-19'.

+83-PP-17'.

15

11'.

8'.

+20-18" Oak-31'.

+19-T.P.-18'.

+09 Oak.

+13-PP-17'.

14

10'.

9'.

+90-Δ in Fe-50'.

+65-Δ in Fe-27'.

13

10'.

9'.

R.R. Tracks - 67.8'

Uncult.

FC-28'

+55-Reg Oak-36'.

+65-T.P.-17'.

+60-RR-17'.

+66-RR Oak-18'.

26

10'.

9'.

25

10'.

8'.

+77-PP-17'.

+66-T.P.-16'.

+17-6" Oak-22' End Fe.

+12-6" Oak-21'.

+54" Oak-20'.

24

10'.

9'.

+77-8" Oak-20'.

+70-8" Oak-21'.

+77-RR-17'.

+26-T.P.-17'.

23

11'.

8'.

+64-Beg Fe-20'.

+59-End-20'.

+30-Range Tie.

+59-PP-17'.

+30-End Water.

22 Swamp-26'.

+90-End Row Trs.-26'.

10'.

8'.

+70-End Row Trs.-22'.

+48-12" X 50' Conc.

26' - 24'.

+55-Swamp-35-26'.

+35-RR-17'.

+31-Beg Row Willow 22'.

+37-T.P.-17'.

+29-Beg Row Willow-25'.

21 Swamp-50'.

10'.

9'.

+89-6-4" Willows-24'.

+75-Beg Pit hole-Water.

+45-10" Oak-16'.

+79-Group-6" X 8' Elders-17'.

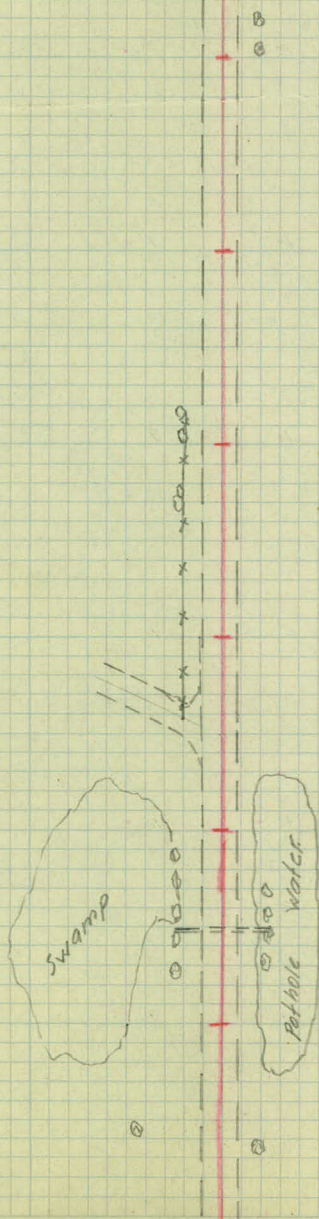
+3-P.P.-16'.

20

11'.

8'.

scattered
oaks.
p



2 Tracks - 69.7'

	+45-End Row Trs-35			+47-RP-19'
	+14-12" X 22" Oak	16'	16'	
	+14-Bes Row 15" Oak-35			
	+105-6" R L Oak-21'			
33		10'	9'	
	+75-12" B Elder-23'			
	+77-4" Elm-20'			+86-Ent.
	+69-T.P-16'			
	+32-Bangz Trs			+60-Ent Swamp
	+51-Fg-26'			
	+96-4" Tip, B Elder-21'			
	+33-Ent.			+93-RP-16'
32		10'	9'	
	+65-90" Oak-22'			
	+30-T.P-15'			
31		10'	9'	T.P-18'
	+82-Ent.			
	+96-15" Oak-27'			+50-Bes Swamp
	+40-18" Oak-27'			
30		8'	11'	
	+99-T.P-15'			
	+92-15" Oak-24'			+80-RP-19'
29		9'	10'	+19-24" Oak-20'
	+90-15" Oak-23'			34" Oak-21'
	+61-T.P-16'			
	+56-20" Oak-35'			+89-RP-18'
	+90-Ent.			
28		11'	9'	
	+77-2nd Row-1955			
	+56-Cherry Trs-26'			
	+71-Double Ent.			
	+57-20" Oak-21'			
	+122-2nd Row-20'			
	+91-T.P-16'			+91-RP-18'
	+25-18" Oak-21'			
	+26-Ent.			
27		11'	8'	

+95' Pos. Row Tr. 24.

X X X D

Swamp water

6 Tracks - 68.8'

6 Tracks - 69.2'

197-20°04'-31'.

Scattered
Trees

Tr. Line - 28'

192-Track X 8.

	32'-6'	12" X 50' Conc.	
+71-End GR-36'			
+72-End 12" C.M.-46'	30'-4'		+50-End 12" Conc.-9'
+58-RR-28'			
+25-T.P.-23'			
+17-Beg GR-30'	20'	2'	
+10-Ent.			
40	11'	10'	
+78.2 Lot Iron-20.7'			
+69-18" Oak-22'	+73-Rd. 9'	13'	
+54-S.E. Cor. Cor.-47'	15" X 20' C.M.		
+42-Lot Iron-19.8'			
+37-S.W. Cor. Cor.-48'	10'	11'	+81-End Culch.-18'
+36-End-15" C.M.-14'			+57-RR-20'
+37-T.P.-12'			
+26-Fc. Cor.-21'			
+19-6" Locust Tr.-25'			
39	9'	11'	
+71-End 15" C.M.-15'			
+87-End Conc. Ent.-16'			
+55-Rubble Wall-20'			
+65-End Fc.-19'			
+65-End 15" C.M.-14' Cor. Conc. Ent. 15'			
+62-S.E. Cor. Cor.-27'			
+45-S.W. Cor. Cor.-26'			+35-RR-20'
+11-End 12" C.M.-12'			
+67-Hedge-21'			
38	10'	10'	
+92-T.P.-15'	+98-Ent.		
+71-Lot Iron-17.5'			
+88-S.E. Cor. Cor.-37'			
+71-V-End-12" C.M.-12'			
+62-S.W. Cor. Cor.-28'			
+67-4" Elm-18'	18'	9'	
+48-6" Elm-15'			
+32-6" Elm-18'			+23-18" Oak-22'
+14-Beg. Fc.-16'			+12-RR-18'
37	10'	10'	
+39-End Fc. 21'	+61-15" Oak-23'		
+57-Fc. Cor. 24'	+60-T.P.-14'		
+33-S.E. Cor. Ho.-19'			
+32-15" Oak-27'			
+16-15" Oak-30'	10'	10'	
+46-S.W. Cor. Ho.-39'			
+67-Δ 10 Fc.-24'			
+25-15" Oak-8 Sep. Pilot Fc. 28'			
+22-Ent.			
36	10'	10'	
+75-12" Oak-23'			+92-RR-18'
	9'	11'	
+57-Ent.			+57-12" Oak-21'
			+54-RR-12-22'
+30-N-End 15" C.M.-12'	15" X 40' C.M.		
+28-T.P.-15'			
35	8'	12'	+67-S-End 15" Ent-22'
+66-Cor. Conc. Ent. 10'			
+54-15" Oak-17.5'			
+78-Cor. Conc. Ent. 8'			
+77-End G.R.-9'			+72-RR-19'
+49-S.E. Cor. Barkn-21'			
+32-S.W. Cor. Barkn-20'	7'	10'	
+29-Beg. G.R.-10'			
+18-10" Plm.-20'			
+14-S.E. Cor. Shred-22'			
+22-S.W. Cor. Shred 21.9'			
34	7'	11'	
T.P.-13'			

G.R. - 32'

177-Bes. Fe. - 21'

173-Track - 70.6'

Shrubs.
Conc. Retains Wall

24'

Shrubbery

20'

20'

20'

18'

178-12" Oak - 26'

177-Ent.

20'

15'

18'

18'

18'

18'

18'

18'

18'

18'

18'

18'

18'

18'

18'

123-3.6' Cor. Gar - 17'

105-3.6' Cor. Gar - 13.7'

176-Rampetig.

110-D in Ent 24'



End Low 15' Oak 3-30'

47

46

45

44 Fc.-20'

8'

9'

43 102-5" Cherry Fr.-17'
Fc.-17'

7'

10'

+85-P.R.-21'

+95-Ent 15" K20' C19-21'

42 Fc.-15'

5'

12'

+88-High Line X5E

+50-Fc.-12'

+90-Rd- 4'

14'

+98-P.R.-23'

+38-Fc.Cer.-12'

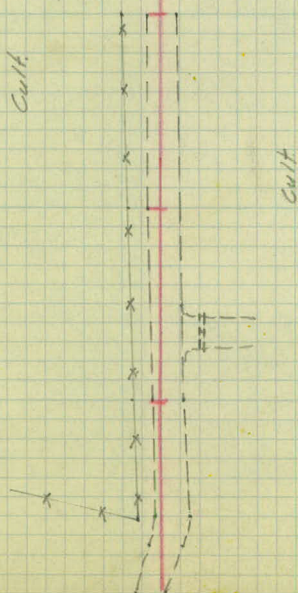
7'

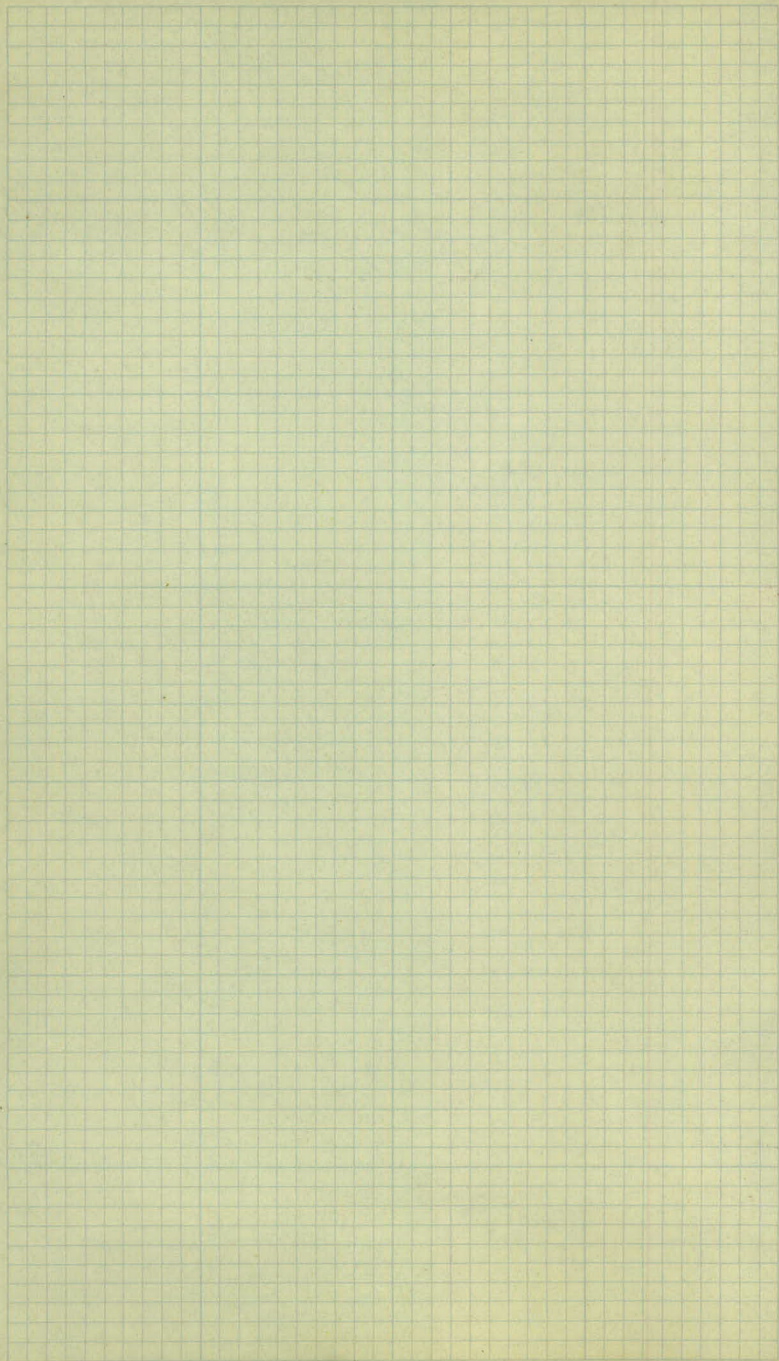
11'

41

14'

3'





Bench Levels.

Sta.	+	Σ	-	Elev.
B.M.	6.65	892.27		892.62
T.P.	4.71	899.55	4.49	894.84
T.P.	8.05	903.92	3.68	895.87
B.M.	1.76	903.35	2.33	901.59
T.P.	13.36	912.21	2.50	899.88
T.P.	1.17	909.12	3.26	907.95
B.M.	7.21	906.79	9.54	899.58
T.P.	6.94	913.17	0.56	906.23
B.M.			7.39	905.78

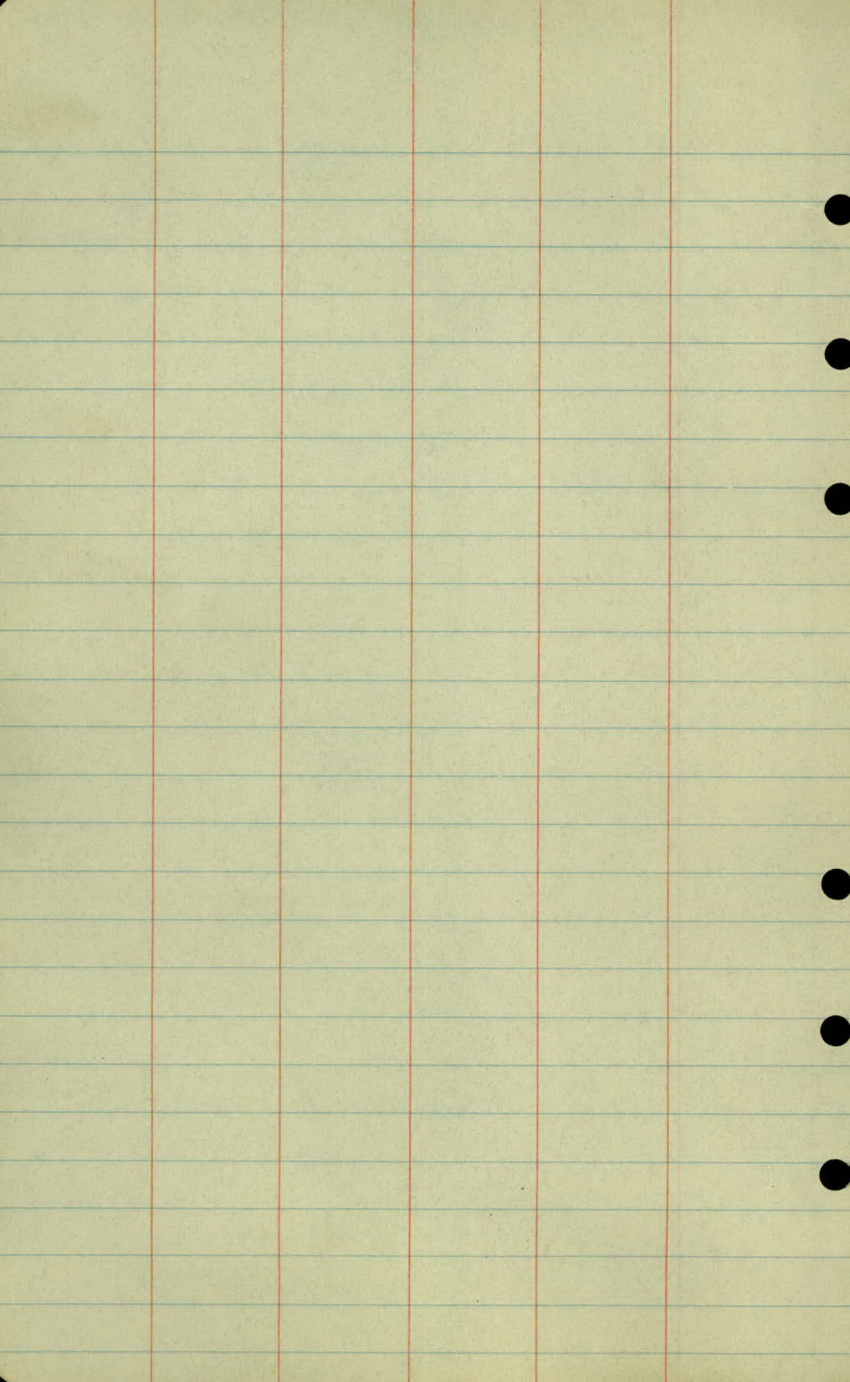
Description

Spk. in G.P. 19' Lt 0+62

Spk. in T.P. 17' Lt sta 18+39

R.R. Spk. in se'cott. 22' Lt 31+68

R.R. Spk. in P.P. 38' Lt 40+58



Xsections

Sta.	+	Σ	-	Elev.
B.M.	4.26	896.88		892.62

0	100			93.3
---	-----	--	--	------

	131			92.8
--	-----	--	--	------

	147			92.5
--	-----	--	--	------

	175			91.9
--	-----	--	--	------

1				91.5
---	--	--	--	------

	125			91.3
--	-----	--	--	------

	150			91.7
--	-----	--	--	------

I.P.	6.21	899.59	150	893.38
------	------	--------	-----	--------

2				92.3
---	--	--	--	------

	150			93.2
--	-----	--	--	------

	149			93.4
--	-----	--	--	------

	184			93.6
--	-----	--	--	------

I.P.	11.08	905.02	5.65	899.74
------	-------	--------	------	--------

14

K

21.

206.10 G.A. 19' 21" 0162.

$$\begin{array}{r} \text{R.R.} \quad \text{R.R.} \\ 12.3 \quad 111 \quad 38 \quad 359 \quad 26 \quad 354 \quad 35 \quad 84 \quad 91 \quad 91 \\ 50 \quad 22 \quad 11 \quad 35 \quad 3.8 \quad 12 \quad 22 \quad 36 \quad 50 \end{array}$$

$$\begin{array}{r} \text{Tot. R.R.} \\ 12.2 \quad 113 \quad 109 \quad 47 \quad 41 \quad 42 \quad 47 \quad 44 \quad 319 \\ 50 \quad 26 \quad 20 \quad 11 \quad 6 \quad 16 \quad 22 \quad 237 \end{array}$$

93.1

$$\begin{array}{r} \text{Tot. R.R.} \\ 11.0 \quad 102 \quad 47 \quad 44 \quad 44 \quad 46 \quad 49 \quad 85 \quad 46 \quad 372 \\ 50 \quad 24 \quad 13 \quad 6 \quad 5 \quad 11 \quad 17 \quad 28 \quad 32 \end{array}$$

93.1

$$\begin{array}{r} 7.7 \quad 8.0 \quad 8.1 \quad 48 \quad 47 \quad 50 \quad 53 \quad 92 \quad 92 \quad 50 \\ 50 \quad 36 \quad 28 \quad 20 \quad 10 \quad 5 \quad 12 \quad 27 \quad 38 \end{array}$$

$$\begin{array}{r} \text{Tot. R.R.} \\ 94 \quad 82 \quad 48 \quad 48 \quad 54 \quad 55 \quad 83 \quad 96 \quad 82 \quad 50 \quad 45 \quad 383 \\ 50 \quad 36 \quad 26 \quad 12 \quad 1 \quad 7 \quad 18 \quad 35 \quad 47 \quad 51 \quad 54 \end{array}$$

93.1

$$\begin{array}{r} 11.1 \quad 99 \quad 50 \quad 48 \quad 56 \quad 58 \quad 77 \quad 97 \quad 89 \quad 75 \quad 50 \\ 50 \quad 34 \quad 24 \quad 11 \quad 4 \quad 10 \quad 22 \quad 27 \quad 43 \quad 50 \end{array}$$

93.1

$$\begin{array}{r} 11.7 \quad 105 \quad 51 \quad 52 \quad 55 \quad 92 \quad 102 \quad 94 \quad 84 \quad 50 \quad 381 \\ 50 \quad 27 \quad 19 \quad 9 \quad 16 \quad 24 \quad 32 \quad 50 \quad 57 \quad 652 \end{array}$$

93.1

$$\begin{array}{r} 15.2 \quad 138 \quad 78 \quad 73 \quad 78 \quad 126 \quad 126 \quad 97 \quad 85 \quad 74 \quad 649 \\ 50 \quad 25 \quad 14 \quad 11 \quad 19 \quad 33 \quad 51 \quad 60 \quad 65 \quad \text{Rail} \end{array}$$

93.1

$$\begin{array}{r} 12.5 \quad 114 \quad 97 \quad 70 \quad 64 \quad 71 \quad 84 \quad 85 \quad 70 \quad 44 \quad 80 \quad 71 \\ 50 \quad 32 \quad 23 \quad 16 \quad 11 \quad 14 \quad 17 \quad 21 \quad 50 \quad 58 \quad 65 \end{array}$$

93.2

$$\begin{array}{r} 10 \quad 69 \quad 63 \quad 62 \quad 68 \quad 76 \quad 76 \quad 40 \quad 27 \quad 85 \quad 71 \\ 50 \quad 37 \quad 15 \quad 11 \quad 14 \quad 17 \quad 21 \quad 50 \quad 60 \quad 65 \end{array}$$

93.3

$$\begin{array}{r} 6.9 \quad 68 \quad 63 \quad 40 \quad 66 \quad 66 \quad 1.7 \quad 2.0 \quad 84 \quad 71 \quad 620 \\ 50 \quad 30 \quad 14 \quad 10 \quad 15 \quad 22 \quad 50 \quad 61 \quad 65 \quad \text{Rail} \end{array}$$

93.4

Sta	+	π	-	E/cv
		905.02 ✓		
2	+91			93.7
3	+2.9			94.1
	+60			94.4
4				94.7
	+30			94.7 ✓
I.P.	899	902.74 ✓	10.27	894.75
	+65			94.7
5				94.8
	+62			94.8
	+85			94.8
6				94.9
	+50			94.8
I.P.	5.67	899.15 ✓	10.26	893.48 ✓

Lt.

E.

Rt.

$$\frac{62}{50} \frac{36}{44} \frac{119}{34} \frac{115}{12} \frac{113}{15} \frac{122}{22} \frac{61}{50} \frac{68}{60} \frac{138}{66} \frac{122}{66}$$

93.4

$$\frac{31}{50} \frac{21}{26} \frac{58}{24} \frac{114}{14}$$

$$\frac{109}{15} \frac{117}{22} \frac{54}{50} \frac{68}{62} \frac{135}{67} \frac{123}{67}$$

93.5

$$\frac{52}{50} \frac{40}{25} \frac{106}{18} \frac{112}{13} \frac{106}{13} \frac{110}{21} \frac{55}{49} \frac{55}{62} \frac{133}{62} \frac{122}{66}$$

93.5

$$\frac{98}{50} \frac{89}{33} \frac{73}{24} \frac{116}{18} \frac{103}{12} \frac{109}{23} \frac{40}{50} \frac{94}{63} \frac{126}{64} \frac{122}{64} \frac{1142}{Rail}$$

93.6

$$\frac{138}{50} \frac{110}{22} \frac{119}{19} \frac{109}{13} \frac{103}{14} \frac{108}{22} \frac{54}{48} \frac{27}{65} \frac{119}{67} \frac{122}{67}$$

93.6

$$\frac{135}{50} \frac{134}{37} \frac{125}{20} \frac{25}{12} \frac{90}{14} \frac{96}{21} \frac{46}{48} \frac{11}{61} \frac{107}{67} \frac{109}{67}$$

93.7

$$\frac{136}{50} \frac{136}{26} \frac{128}{19} \frac{97}{13} \frac{89}{12} \frac{92}{16} \frac{100}{22} \frac{59}{33} \frac{37}{48} \frac{15}{22} \frac{113}{66} \frac{1098}{Rail}$$

93.7

$$\frac{127}{50} \frac{125}{33} \frac{125}{20} \frac{93}{12} \frac{89}{10} \frac{96}{16} \frac{104}{20} \frac{93}{32} \frac{72}{51} \frac{98}{61} \frac{118}{66} \frac{107}{66}$$

93.7

$$\frac{95}{50} \frac{102}{28} \frac{113}{20} \frac{92}{13} \frac{89}{10} \frac{93}{17} \frac{110}{20} \frac{105}{58} \frac{86}{59} \frac{123}{65} \frac{109}{65}$$

93.7

$$\frac{95}{50} \frac{86}{36} \frac{89}{24} \frac{102}{20} \frac{102}{17} \frac{92}{13} \frac{98}{15} \frac{92}{15} \frac{117}{24} \frac{112}{51} \frac{107}{50} \frac{133}{53} \frac{123}{60} \frac{109}{65} \frac{1201}{Rail}$$

93.7

$$\frac{80}{50} \frac{62}{30} \frac{76}{24} \frac{100}{20} \frac{100}{18} \frac{93}{14} \frac{89}{9} \frac{93}{18} \frac{108}{28} \frac{126}{46} \frac{158}{46} \frac{114}{56} \frac{112}{63} \frac{108}{65}$$

93.8

5/9

+

π

-

E/cv

299.15

7

94.6

+50

94.4

8

94.4

+32

94.5

T.P.

4.62

878.89

488

894.27

+85

94.4

9

94.4

+21

94.3

+61

94.2

10

94.1

+50

94.1

11

94.3

Lt

R

Rt

$$\frac{21}{50} \frac{16}{44} \frac{10}{29} \frac{53}{19} \frac{53}{17} \frac{51}{13} \frac{46}{11} \frac{53}{11} \frac{73}{17} \frac{100}{28} \frac{121}{44} \frac{68}{54} \frac{66}{62} \frac{60}{66} \frac{5.34}{\text{Rail}}$$

93.8

$$\frac{02}{50} \frac{113}{27} \frac{36}{17} \frac{47}{13} \frac{48}{10} \frac{59}{22} \frac{121}{35} \frac{148}{43} \frac{143}{56} \frac{70}{63} \frac{69}{65} \frac{6.2}{\text{Rail}}$$

93.9

$$\frac{46}{50} \frac{16}{36} \frac{06}{27} \frac{59}{17} \frac{59}{13} \frac{52}{13} \frac{48}{11} \frac{55}{11} \frac{192}{29} \frac{143}{42} \frac{68}{57} \frac{66}{63} \frac{60}{66} \frac{520}{\text{Rail}}$$

94.0

$$\frac{45}{50} \frac{42}{37} \frac{32}{25} \frac{61}{18} \frac{61}{16} \frac{52}{13} \frac{47}{12} \frac{52}{21} \frac{27}{43} \frac{131}{57} \frac{65}{63} \frac{66}{65} \frac{59}{65}$$

94.1

$$\frac{50}{50} \frac{48}{25} \frac{77}{20} \frac{77}{18} \frac{51}{13} \frac{45}{10} \frac{47}{17} \frac{46}{36} \frac{47}{62} \frac{62}{66} \frac{58}{66}$$

94.3

$$\frac{51}{50} \frac{56}{39} \frac{51}{24} \frac{75}{21} \frac{75}{17} \frac{51}{13} \frac{45}{11} \frac{47}{11} \frac{45}{70} \frac{46}{58} \frac{57}{62} \frac{51}{65} \frac{250}{\text{Rail}}$$

94.4

$$\frac{59}{50} \frac{59}{34} \frac{55}{22} \frac{70}{19} \frac{70}{16} \frac{49}{12} \frac{46}{12} \frac{51}{12} \frac{56}{14} \frac{59}{19} \frac{47}{21} \frac{33}{34} \frac{59}{56} \frac{59}{63} \frac{50}{65}$$

94.6

$$\frac{63}{50} \frac{69}{36} \frac{67}{23} \frac{74}{20} \frac{74}{16} \frac{50}{12} \frac{47}{12} \frac{54}{12} \frac{12}{17} \frac{68}{36} \frac{90}{53} \frac{56}{59} \frac{56}{62} \frac{78}{66}$$

94.8

$$\frac{67}{50} \frac{75}{32} \frac{75}{23} \frac{82}{22} \frac{82}{18} \frac{51}{14} \frac{48}{12} \frac{54}{12} \frac{76}{18} \frac{70}{34} \frac{44}{33} \frac{59}{36} \frac{54}{63} \frac{45}{66} \frac{373}{\text{Rail}}$$

95.3

$$\rightarrow 15 \frac{91}{50} \frac{20}{30} \frac{90}{20} \frac{51}{12} \frac{48}{11} \frac{57}{11} \frac{94}{19} \frac{85}{47} \frac{51}{57} \frac{50}{64} \frac{42}{66} \frac{96.5}{\text{Rail}}$$

$$\frac{77}{50} \frac{87}{33} \frac{87}{21} \frac{51}{16} \frac{46}{11} \frac{55}{20} \frac{100}{43} \frac{98}{55} \frac{48}{64} \frac{47}{66} \frac{23}{66} \frac{307}{\text{Rail}}$$

95.8

5/9

+

π

-

E/cv

898.89

11 +50

94.7

12

95.2

T.P.

10.97

907.27

2.57

896.30

+25

95.5

+55

95.7

13

95.9

+60

96.1

+84

96.2

+95

96.3

T.P.

5.04

901.49

10.82

896.15

14 +17

96.5

+34

96.6

+50

96.6

Lt

E

Rt

 $\frac{78}{50} \frac{85}{53} \frac{81}{21} \frac{46}{13} \frac{42}{11} \frac{47}{11} \frac{82}{18} \frac{88}{47} \frac{43}{52} \frac{45}{63} \frac{25}{66} 96.2$
 $\frac{14}{50} \frac{85}{24} \frac{45}{17} \frac{45}{17} \frac{40}{13} \frac{37}{12} \frac{42}{12} \frac{50}{12} \frac{11}{20} \frac{23}{54} \frac{43}{59} \frac{93}{62} \frac{2.0}{65} \frac{2.25}{99.1} 96.6$
 $\frac{38}{30} \frac{44}{28} \frac{122}{14} \frac{11.8}{11.8} \frac{125}{19} \frac{58}{21} \frac{77}{52} \frac{122}{60} \frac{122}{63} \frac{11.2}{66} 96.8$
 $\frac{10.8}{50} \frac{06}{30} \frac{11.8}{15} \frac{116}{12} \frac{121}{22} \frac{48}{52} \frac{67}{60} \frac{12.2}{65} \frac{111}{65} 97.0$
 $\frac{13}{50} \frac{43}{28} \frac{11.8}{17} \frac{11.8}{11} \frac{114}{114} \frac{117}{14} \frac{78}{21} \frac{68}{51} \frac{116}{60} \frac{106}{65} 97.4$
 $\frac{21}{50} \frac{27}{29} \frac{97}{20} \frac{116}{14} \frac{112}{11} \frac{119}{15} \frac{129}{20} \frac{81}{39} \frac{79}{51} \frac{62}{60} \frac{111}{65} \frac{120}{65} 98.0$
 $\frac{68}{50} \frac{52}{27} \frac{109}{23} \frac{112}{11} \frac{111}{10} \frac{119}{74} \frac{127}{30} \frac{85}{40} \frac{83}{32} \frac{70}{60} \frac{110}{65} \frac{98}{65} 98.2$
 $\frac{103}{50} \frac{11.1}{27} \frac{11.1}{13} \frac{110}{11} \frac{117}{15} \frac{128}{21} \frac{89}{43} \frac{25}{53} \frac{25}{52} \frac{108}{66} \frac{9.7}{66} \frac{9.00}{99.1} 98.3$
 $\frac{51}{50} \frac{53}{15} \frac{50}{10} \frac{55}{16} \frac{72}{20} \frac{72}{32} \frac{62}{49} \frac{49}{59} \frac{24}{60} \frac{48}{65} \frac{38}{65} 98.5$
 $\frac{13.7}{50} \frac{95}{25} \frac{56}{14} \frac{4.9}{4.9} \frac{55}{10} \frac{198}{21} \frac{58}{48} \frac{44}{36} \frac{45}{62} \frac{3.8}{65} 98.6$
 $\frac{141}{50} \frac{14.2}{32} \frac{130}{24} \frac{5.8}{15} \frac{47}{9} \frac{5.5}{22} \frac{131}{41} \frac{151}{57} \frac{44}{63} \frac{45}{65} \frac{3.5}{65} 98.7$

Sta.	+	X	-	Elev.
		901.49		
14	+90			96.9
15	+24			97.7
	+19			98.5
	+76			99.3
I.P.	13.82	913.25	2.06	899.43
16				900.0
	+20			00.5
	+80			01.6
17				01.7
	+21			01.9
	+45			01.9
B.M.	8.73	910.29	11.69	901.56
	+73			01.8
				(901.59)

Lt

K

Rt

$$\begin{array}{cccccccccccccccc} 119 & 121 & 134 & 53 & 46 & 53 & 156 & 167 & 165 & 44 & 44 & 33 & 245 & \\ \hline 50 & 43 & 26 & 14 & & 10 & 27 & 53 & 39 & 57 & 62 & 65 & & 99.0 \end{array}$$

$$\begin{array}{cccccccccccc} 70 & 105 & & 43 & & 38 & 46 & 147 & 158 & 40 & 26 & 27 & & 99.4 \\ \hline 50 & 28 & & 13 & & 10 & 29 & 38 & 36 & 63 & 65 & & & \end{array}$$

$$\begin{array}{cccccccccccc} 60 & 74 & 75 & 35 & 30 & 37 & 127 & 140 & 40 & 38 & 26 & & 99.7 \\ \hline 50 & 33 & 22 & 14 & & 11 & 25 & 39 & 30 & 62 & 66 & & \end{array}$$

$$\begin{array}{cccccccccccc} 34 & 28 & 34 & & 2.7 & 22 & 26 & 64 & 87 & 72 & 32 & 25 & 99.9 \\ \hline 50 & 33 & 23 & & 16 & 15 & 24 & 47 & 58 & 63 & 65 & & \end{array}$$

$$\begin{array}{cccccccccccc} 118 & 115 & 140 & 188 & 133 & 138 & 124 & 135 & 139 & 150 & 139 & 1303 & 2 \\ \hline 50 & 25 & 20 & 13 & & 17 & 26 & 42 & 55 & 61 & 66 & & 900.2 \end{array}$$

$$\begin{array}{cccccccccccc} 89 & 82 & 136 & 133 & & 138 & 134 & 87 & 110 & 111 & 149 & 136 & 900.4 \\ \hline 50 & 28 & 19 & 13 & & 15 & 22 & 43 & 52 & 61 & 66 & & \end{array}$$

$$\begin{array}{cccccccccccc} 106 & 112 & 106 & 122 & 117 & 121 & 114 & 113 & 148 & 137 & & & 900.8 \\ \hline 50 & 32 & 21 & 15 & & 12 & 27 & 41 & 62 & 66 & & & \end{array}$$

$$\begin{array}{cccccccccccc} 120 & 126 & 120 & & 116 & 119 & 97 & 14 & 109 & & & & 1230 \\ \hline 50 & 39 & 16 & & & 13 & 36 & 48 & 62 & & & & 901.0 \end{array}$$

$$\begin{array}{cccccccccccc} 08 & 00 & 119 & 114 & 120 & 103 & 85 & 50 & 137 & 127 & & & 01.2 \\ \hline 50 & 32 & 19 & & 15 & 20 & 35 & 48 & 61 & 65 & & & \end{array}$$

$$\begin{array}{cccccccccccc} 30 & 30 & 117 & 114 & & 116 & 117 & 120 & 138 & 125 & & & 01.4 \\ \hline 50 & 28 & 16 & & & 14 & 28 & 38 & 62 & 65 & & & \end{array}$$

Spl. in T.P. 1964, 18429

$$\begin{array}{cccccccccccc} 50 & 55 & 46 & 90 & 85 & 87 & 37 & 14 & 108 & 96 & & & 01.6 \\ \hline 50 & 26 & 20 & 15 & & 14 & 21 & 41 & 62 & 65 & & & \end{array}$$

Sta	+	π	-	Elev
		910.29 ✓		
18				01.6
+41				01.1
+72				00.6
19				00.0
+22				99.5
+56				98.6
T.P.	4.31	902.74 ✓	11.86	898.43
20				97.8
+50				97.1
T.P.	4.38	901.04 ✓	6.08	896.66
21				96.5
+50				96.0
22				96.7

Lt.

d.

Rt.

$$\frac{58}{50} \frac{66}{25} \frac{78}{19} \frac{9.2}{15} \quad \frac{87}{10} \frac{90}{14} \frac{97}{19} \frac{74}{50} \frac{62}{62} \frac{107}{66} \frac{8.51}{01.8}$$

$$\frac{37}{50} \frac{34}{27} \frac{102}{18} \frac{98}{19} \frac{92}{8} \frac{95}{16} \frac{106}{19} \frac{91}{57} \frac{109}{35} \frac{109}{62} \frac{99}{65} \frac{9.0}{02.0}$$

$$\frac{40}{50} \frac{53}{27} \frac{111}{17} \frac{105}{15} \quad \frac{97}{10} \frac{100}{15} \frac{112}{19} \frac{101}{35} \frac{117}{59} \frac{127}{58} \frac{97}{63} \frac{100}{68} \frac{9.1}{02.1}$$

$$\frac{30}{50} \frac{59}{26} \frac{120}{18} \frac{111}{14} \frac{103}{10} \frac{107}{10} \frac{122}{14} \frac{118}{18} \frac{133}{52} \frac{101}{59} \frac{99}{62} \frac{89}{65} \frac{8.05}{02.2}$$

$$\frac{58}{50} \frac{61}{34} \frac{63}{25} \frac{127}{17} \frac{114}{14} \frac{108}{11} \frac{114}{16} \frac{123}{19} \frac{127}{49} \frac{141}{58} \frac{94}{62} \frac{96}{65} \frac{8.7}{02.3}$$

$$\frac{8.5}{50} \frac{100}{35} \frac{100}{27} \frac{146}{18} \frac{121}{13} \frac{117}{10} \frac{121}{15} \frac{146}{23} \frac{156}{45} \frac{156}{57} \frac{93}{63} \frac{97}{65} \frac{8.6}{02.4}$$

$$\frac{73}{50} \frac{83}{31} \frac{78}{26} \frac{82}{19} \frac{86}{13} \frac{49}{11} \frac{53}{17} \frac{80}{39} \frac{84}{34} \frac{88}{54} \frac{17}{63} \frac{20}{65} \frac{13}{0.21} \frac{0.21}{02.5}$$

$$\frac{10.3}{50} \frac{113}{36} \frac{106}{22} \frac{61}{13} \quad \frac{56}{11} \frac{60}{18} \frac{99}{32} \frac{108}{47} \frac{103}{57} \frac{20}{63} \frac{17}{65} \frac{09}{02.7}$$

$$\frac{129}{50} \frac{122}{27} \frac{52}{12} \frac{45}{11} \frac{42}{25} \frac{12.5}{37}$$

$$\frac{141}{50} \frac{134}{26} \quad \frac{56}{13} \quad \frac{50}{10} \frac{56}{23} \frac{126}{37}$$

$$\frac{137}{50} \frac{131}{25} \frac{50}{12} \frac{43}{10} \frac{50}{22} \frac{12.4}{37}$$

Sta	+	π	-	Elck
		901.04		
22	+37			97.7
T.P.	13.67	911.24	2.77	898.27
21				96.5
	+50			96.0
22				96.7
	+37			97.7
	+55			98.3
	+85			99.4
23				900.0
	+45			901.7
24				03.8
T.P.	14.00	918.55	7.37	904.55
	+50			05.8
				0

Lt

C

Rt

$$\frac{12.2}{50} \quad \frac{11.6}{29} \quad \frac{38}{12}$$

$$\frac{33}{70} \quad \frac{38}{23} \quad \frac{11.2}{36} \quad \frac{11.4}{36}$$

$$\frac{15.4}{12}$$

$$\frac{11.2}{57} \quad \frac{10.8}{63} \quad \frac{10.1}{65} \quad \frac{9.2}{10.11}$$

02.9

$$\frac{15.9}{12}$$

$$\frac{10.9}{56} \quad \frac{10.2}{63} \quad \frac{9.6}{66}$$

03.3

$$\frac{15.2}{12}$$

$$\frac{10.5}{56} \quad \frac{9.9}{62} \quad \frac{9.1}{65} \quad \frac{8.21}{10.11}$$

03.7

$$\frac{14.2}{12}$$

$$\frac{9.9}{36} \quad \frac{9.2}{7} \quad \frac{8.7}{65}$$

04.1

$$\frac{16.0}{50} \quad \frac{15.8}{33} \quad \frac{14.0}{13} \quad \frac{13.6}{7} \quad \frac{14.1}{22} \quad \frac{12.6}{36} \quad \frac{12.8}{55} \quad \frac{9.0}{63} \quad \frac{8.8}{65}$$

04.4

$$\frac{19.1}{50} \quad \frac{18.4}{34} \quad \frac{15.6}{19} \quad \frac{13.2}{13} \quad \frac{12.5}{11} \quad \frac{13.0}{17} \quad \frac{14.1}{32} \quad \frac{13.8}{78} \quad \frac{12.9}{57} \quad \frac{9.0}{62} \quad \frac{8.6}{65} \quad \frac{8.1}{65}$$

04.7

$$\frac{19.8}{50} \quad \frac{17.2}{31} \quad \frac{15.0}{20} \quad \frac{12.7}{13} \quad \frac{11.9}{74} \quad \frac{12.7}{17} \quad \frac{13.9}{22} \quad \frac{13.4}{26} \quad \frac{11.2}{76} \quad \frac{10.3}{58} \quad \frac{8.5}{63} \quad \frac{8.5}{65} \quad \frac{7.8}{65} \quad \frac{7.0}{10.11}$$

04.9

$$\frac{18.3}{50} \quad \frac{16.4}{26} \quad \frac{14.0}{22} \quad \frac{10.8}{13} \quad \frac{10.2}{16} \quad \frac{10.5}{23} \quad \frac{5.5}{34} \quad \frac{3.8}{48} \quad \frac{2.1}{67} \quad \frac{8.8}{65} \quad \frac{7.7}{65}$$

05.4

$$\frac{13.8}{50} \quad \frac{10.6}{24} \quad \frac{8.3}{19} \quad \frac{5.5}{11} \quad \frac{8.1}{11} \quad \frac{8.5}{16} \quad \frac{2.8}{23} \quad \frac{10.3}{49} \quad \frac{8.0}{61} \quad \frac{6.9}{65} \quad \frac{5.94}{65}$$

06.0

$$\frac{15.5}{50} \quad \frac{10.5}{27} \quad \frac{8.8}{20} \quad \frac{12.4}{11} \quad \frac{12.8}{13} \quad \frac{13.2}{26} \quad \frac{2.0}{40} \quad \frac{10}{61} \quad \frac{12.3}{61}$$

06.5

Sta.	+	π	-	Elev.
		918.55 ✓		
24	+75			06.6
25				07.4
T.P.	9.14	918.21 ✓	7.48	909.07 ✓
	+50			08.4
26				09.1
	+50			09.4 ✓
T.P.	3.67	913.12 ✓	8.76	909.45
27				09.4
	+37			08.9
	+69			08.5
28				08.3
	+50			08.0
29				07.3

Lt

L

Rt

$$\frac{115}{50} \quad \frac{71}{23} \quad \frac{46}{22} \quad \frac{124}{14} \quad \frac{120}{12} \quad \frac{123}{12}$$

$$\frac{120}{28} \quad \frac{130}{41} \quad \frac{120}{62}$$

06.8

$$\frac{74}{50} \quad \frac{46}{29} \quad \frac{29}{23}$$

$$\frac{11.7}{14}$$

$$\frac{11.2}{13} \quad \frac{11.6}{13}$$

$$\frac{102}{29} \quad \frac{111}{42} \quad \frac{126}{62} \quad \frac{123}{65} \quad \frac{11.58}{Roll}$$

07.0

Top Bolt Spike

$$\frac{4.3}{50} \quad \frac{19}{27} \quad \frac{8.9}{17} \quad \frac{10.2}{12} \quad \frac{9.8}{13} \quad \frac{10.3}{22} \quad \frac{3.3}{32} \quad \frac{4.8}{52} \quad \frac{6.4}{62} \quad \frac{12.8}{62} \quad \frac{11.4}{65}$$

07.4

$$\frac{0.7}{50} \quad \frac{10}{24} \quad \frac{8.6}{17} \quad \frac{9.5}{12} \quad \frac{9.1}{15} \quad \frac{9.6}{20} \quad \frac{6.5}{34} \quad \frac{8.7}{51} \quad \frac{11}{60} \quad \frac{12.3}{65} \quad \frac{11.3}{65} \quad \frac{10.50}{Roll} \quad 07.7$$

$$\frac{5.5}{50} \quad \frac{5.7}{23} \quad \frac{9.4}{18} \quad \frac{9.2}{20} \quad \frac{5.5}{12} \quad \frac{9.1}{20} \quad \frac{9.6}{33} \quad \frac{9.4}{50} \quad \frac{6.1}{62} \quad \frac{12.3}{65} \quad \frac{11.2}{65}$$

07.7

13

$$\frac{6.6}{50} \quad \frac{5.0}{21} \quad \frac{5.7}{19} \quad \frac{5.7}{16} \quad \frac{4.3}{13} \quad \frac{3.7}{9} \quad \frac{4.0}{17} \quad \frac{6.8}{33} \quad \frac{6.0}{32} \quad \frac{4.4}{61} \quad \frac{7.2}{65} \quad \frac{6.2}{65} \quad \frac{5.31}{Roll} \quad 07.8$$

$$\frac{10.0}{50} \quad \frac{8.3}{22} \quad \frac{4.9}{13} \quad \frac{4.2}{11} \quad \frac{5.7}{11} \quad \frac{5.9}{17} \quad \frac{6.4}{31} \quad \frac{6.9}{53} \quad \frac{7.1}{61} \quad \frac{6.2}{65}$$

07.8

$$\frac{6.9}{50} \quad \frac{6.6}{28} \quad \frac{4.9}{13} \quad \frac{4.6}{11} \quad \frac{5.3}{16} \quad \frac{7.4}{33} \quad \frac{9.3}{54} \quad \frac{9.5}{63}$$

07.7

$$\frac{6.5}{50} \quad \frac{1.4}{44} \quad \frac{7.6}{20} \quad \frac{5.1}{13} \quad \frac{4.8}{11} \quad \frac{5.5}{11} \quad \frac{8.2}{21} \quad \frac{8.2}{46} \quad \frac{7.7}{60} \quad \frac{6.6}{65} \quad \frac{5.56}{Roll}$$

07.6

$$\frac{2.2}{50} \quad \frac{3.8}{31} \quad \frac{4.0}{19} \quad \frac{5.9}{16}$$

$$\frac{5.1}{12} \quad \frac{5.5}{16} \quad \frac{6.9}{19} \quad \frac{4.5}{37} \quad \frac{5.0}{52} \quad \frac{4.4}{60} \quad \frac{7.6}{65} \quad \frac{6.4}{65}$$

07.5

$$\frac{4.0}{75} \quad \frac{4.73}{50} \quad \frac{4.70}{31} \quad \frac{4.25}{25} \quad \frac{5.0}{12} \quad \frac{6.2}{9} \quad \frac{5.8}{13} \quad \frac{6.2}{17} \quad \frac{6.9}{20} \quad \frac{5.0}{34} \quad \frac{6.7}{49} \quad \frac{9.3}{55} \quad \frac{7.4}{65} \quad \frac{6.5}{65} \quad \frac{5.80}{Roll} \quad 07.3$$

Sta.	+	π ✓	-	Elev.
		918.12		
29	+29			06.7
	+59			06.0
30				04.9
T.P.	3.18	907.58 ✓	8.72	909.90 ✓
	+50			03.5
31				02.3
	+50			01.0
B.M.	8.02	907.60 ✓	8.02	899.56 ✓ (899.58)
32				00.3
	+50			00.4
33				00.6
T.P.	8.23	909.08 ✓	6.75	900.85 ✓
	+50			01.0
34				01.7.

Lt

L

Rt

$\frac{16.0}{75}$	$\frac{18.4}{74}$	$\frac{16.7}{26}$	$\frac{6.7}{72}$	$\frac{6.4}{71}$	$\frac{6.8}{15}$	$\frac{5.7}{18}$	$\frac{9.2}{33}$	$\frac{8.9}{53}$	$\frac{7.6}{37}$	$\frac{7.6}{27}$	$\frac{6.7}{24}$	07.2
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$\frac{14.0}{75}$	$\frac{15.8}{52}$	$\frac{15.9}{26}$	$\frac{7.5}{11}$	$\frac{7.1}{71}$	$\frac{7.9}{13}$	$\frac{7.4}{18}$	$\frac{11.0}{32}$	$\frac{11.6}{44}$	$\frac{8.9}{37}$	$\frac{7.8}{27}$	$\frac{6.7}{24}$	07.0
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$\frac{1.0}{75}$	$\frac{4.04}{74}$	$\frac{0.7}{21}$	$\frac{7.4}{19}$	$\frac{8.5}{10}$	$\frac{8.2}{17}$	$\frac{9.2}{30}$	$\frac{12.4}{45}$	$\frac{13.7}{54}$	$\frac{9.1}{60}$	$\frac{7.9}{29}$	$\frac{6.9}{20.1}$	$\frac{6.29}{20.1}$	06.8
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$\frac{4.4}{30}$	$\frac{0.5}{38}$	$\frac{3.2}{20}$	$\frac{4.5}{17}$	$\frac{4.5}{10}$	$\frac{4.1}{71}$	$\frac{4.8}{13}$	$\frac{9.0}{23}$	$\frac{9.7}{46}$	$\frac{3.2}{37}$	$\frac{2.6}{27}$	$\frac{1.7}{24}$	06.7
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$\frac{2.1}{30}$	$\frac{4.1}{39}$	$\frac{4.6}{20}$	$\frac{5.7}{18}$	$\frac{5.5}{19}$	$\frac{5.3}{71}$	$\frac{5.9}{13}$	$\frac{10.3}{25}$	$\frac{10.9}{47}$	$\frac{2.8}{57}$	$\frac{1.7}{25}$	$\frac{11.0}{14.1}$	06.5
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$\frac{5.8}{30}$	$\frac{7.0}{42}$	$\frac{7.8}{26}$	$\frac{9.4}{20}$	$\frac{9.1}{16}$	$\frac{7.1}{12}$	$\frac{6.6}{71}$	$\frac{7.1}{10}$	$\frac{11.9}{19}$	$\frac{10.7}{47}$	$\frac{3.6}{37}$	$\frac{2.6}{22}$	$\frac{1.9}{25}$	06.4
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R.R. split in 30' with 22' Lt 31/65

$\frac{7.6}{30}$	$\frac{9.2}{28}$	$\frac{10.5}{21}$	$\frac{10.4}{16}$	$\frac{7.7}{12}$	$\frac{7.3}{71}$	$\frac{7.8}{10}$	$\frac{16.3}{17}$	$\frac{11.0}{45}$	$\frac{3.4}{36}$	$\frac{3.0}{60}$	$\frac{1.9}{25}$	$\frac{12.8}{69.5}$	06.3
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$\frac{10.8}{30}$	$\frac{10.8}{32}$	$\frac{10.0}{19}$	$\frac{7.4}{11}$	$\frac{7.2}{71}$	$\frac{7.7}{10}$	$\frac{10.6}{18}$	$\frac{11.0}{44}$	$\frac{3.3}{35}$	$\frac{2.9}{27}$	$\frac{1.8}{25}$	06.1
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$\frac{12.8}{30}$	$\frac{12.0}{23}$	$\frac{8.5}{17}$	$\frac{7.1}{8}$	$\frac{7.0}{71}$	$\frac{7.6}{11}$	$\frac{9.7}{16}$	$\frac{9.4}{20}$	$\frac{7.9}{43}$	$\frac{3.0}{34}$	$\frac{2.3}{60}$	$\frac{1.9}{25}$	$\frac{0.92}{69.3}$	06.0
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$\frac{15.3}{30}$	$\frac{14.8}{37}$	$\frac{13.3}{20}$	$\frac{8.3}{9}$	$\frac{8.1}{71}$	$\frac{8.6}{13}$	$\frac{10.9}{17}$	$\frac{11.6}{32}$	$\frac{11.3}{42}$	$\frac{9.1}{26}$	$\frac{3.7}{27}$	$\frac{2.7}{25}$	06.9
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$\frac{17.7}{30}$	$\frac{17.0}{40}$	$\frac{14.1}{21}$	$\frac{7.7}{7}$	$\frac{7.4}{71}$	$\frac{8.0}{13}$	$\frac{18}{20}$	$\frac{12.2}{32}$	$\frac{11.7}{45}$	$\frac{4.2}{38}$	$\frac{3.8}{25}$	$\frac{1.96}{70}$	07.1
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Sta.	+	$\bar{x}$	-	Elev
		902.08		
84	+25			02.1
	+77			03.6
	+87			04.0
35				04.4
	+07	Flow Line to End Culv.		
	+30	No End Culv.		
	+23			05.1
T.P.	12.83	918.61	230	905.78
	+58			06.0
	+66			06.0
36				06.8
	+50			07.7

Lt

L

Lt

$$\frac{198}{50} \quad \frac{148}{21} \quad \frac{74}{9} \quad \frac{70}{13} \quad \frac{7.5}{20} \quad \frac{114}{34} \quad \frac{117}{46} \quad \frac{112}{57} \quad \frac{41}{62} \quad \frac{35}{65} \quad \frac{24}{65}$$

07.3

$$\frac{146}{50} \quad \frac{123}{33} \quad \frac{109}{19} \quad \frac{58}{8} \quad \frac{55}{15} \quad \frac{61}{15} \quad \frac{58}{21} \quad \frac{87}{37} \quad \frac{70}{52} \quad \frac{35}{61} \quad \frac{24}{65}$$

07.6

$$\frac{1273}{50} \quad \frac{750}{21.7} \quad \frac{104}{21} \quad \frac{6.91}{199} \quad \frac{5.55}{9.6} \quad \frac{31}{15} \quad \frac{58}{21} \quad \frac{77}{39} \quad \frac{80}{53} \quad \frac{6.5}{68} \quad \frac{24}{68}$$

07.6

$$\frac{104}{50} \quad \frac{97}{36} \quad \frac{102}{34} \quad \frac{68}{17} \quad \frac{6.28}{14.5} \quad \frac{40.5}{7.8} \quad \frac{47}{13} \quad \frac{54}{13} \quad \frac{71}{21} \quad \frac{35}{52} \quad \frac{67}{43} \quad \frac{43}{58} \quad \frac{24}{65} \quad \frac{1.58}{70.4}$$

66

02.5

5.75

03.33

$$\frac{91}{50} \quad \frac{71}{28.2} \quad \frac{39}{28.2} \quad \frac{40}{13} \quad \frac{4.4}{70} \quad \frac{90}{19} \quad \frac{50}{20} \quad \frac{46}{34} \quad \frac{49}{52} \quad \frac{28}{59} \quad \frac{3.3}{66} \quad \frac{20}{66}$$

07.8

$$\frac{134}{50} \quad \frac{132}{26} \quad \frac{133}{11} \quad \frac{126}{17} \quad \frac{130}{22} \quad \frac{103}{38} \quad \frac{96}{52} \quad \frac{85}{61} \quad \frac{126}{66} \quad \frac{11.5}{66}$$

07.9

$$\frac{126}{50} \quad \frac{11.2}{24} \quad \frac{109}{21} \quad \frac{13.2}{12} \quad \frac{12.6}{12} \quad \frac{130}{16} \quad \frac{140}{21} \quad \frac{92}{36} \quad \frac{77}{51} \quad \frac{126}{61} \quad \frac{114}{66}$$

08.0

$$\frac{85}{50} \quad \frac{78}{37} \quad \frac{20}{22} \quad \frac{122}{12} \quad \frac{118}{14} \quad \frac{12.2}{21} \quad \frac{65}{50} \quad \frac{46}{62} \quad \frac{12.2}{60} \quad \frac{114}{60} \quad \frac{10.54}{60}$$

08.1

$$\frac{5.3}{50} \quad \frac{39}{21} \quad \frac{111}{14} \quad \frac{109}{12} \quad \frac{11.2}{21} \quad \frac{21}{45} \quad \frac{12}{61} \quad \frac{124}{66} \quad \frac{11.3}{66}$$

08.0

5th	+	X	-	Elev
		918.61 ✓		
36	+79	End Lt		08.1
T.P.	12.52	920.76 ✓	1221	908.24 ✓
37				08.3
	+11			08.3
	+20			08.3
	+63			08.2
38				07.9
T.P.	576	919.17 ✓	1123	909.43 ✓
	+30			07.5
	+61			07.1
	+66			06.9
	+83			06.6
39				06.4

14

2

24

$$\frac{64}{50} \quad \frac{83}{52} \quad \frac{106}{12} \quad \frac{105}{12}$$

$$\frac{83}{50} \quad \frac{52}{23} \quad \frac{127}{14} \quad \frac{125}{12} \quad \frac{127}{24} \quad \frac{22}{41} \quad \frac{17}{60} \quad \frac{150}{66} \quad \frac{137}{66} \quad \frac{12.97}{07.8}$$

$$\frac{8.0}{50} \quad \frac{66}{40} \quad \frac{56}{23} \quad \frac{12.6}{15} \quad \frac{125}{13} \quad \frac{127}{23} \quad \frac{24}{40} \quad \frac{25}{60} \quad \frac{150}{62} \quad \frac{13.8}{66} \quad 07.7$$

$$\frac{128}{50} \quad \frac{127}{23} \quad \frac{127}{14} \quad \frac{125}{10} \quad \frac{127}{14} \quad \frac{11.9}{23} \quad \frac{2.9}{47} \quad \frac{3.0}{61} \quad \frac{15.1}{66} \quad \frac{13.8}{07.6}$$

$$\frac{128}{50} \quad \frac{125}{17} \quad \frac{129}{13} \quad \frac{126}{14} \quad \frac{130}{14} \quad \frac{127}{14} \quad \frac{6.0}{22} \quad \frac{5.9}{48} \quad \frac{150}{61} \quad \frac{14.1}{66} \quad 07.3$$

$$\frac{11.8}{50} \quad \frac{11.9}{18} \quad \frac{12.9}{10} \quad \frac{12.9}{13} \quad \frac{13.6}{13} \quad \frac{13.1}{17} \quad \frac{9.2}{21} \quad \frac{8.2}{50} \quad \frac{15.5}{62} \quad \frac{14.5}{26} \quad \frac{13.73}{07.0}$$

$$\frac{6.0}{50} \quad \frac{6.5}{19} \quad \frac{8.7}{13} \quad \frac{8.0}{11} \quad \frac{7.7}{17} \quad \frac{8.5}{20} \quad \frac{6.2}{52} \quad \frac{6.5}{62} \quad \frac{10.2}{62} \quad \frac{9.2}{66} \quad 06.8$$

$$\frac{5.6}{27} \quad \frac{6.2}{19} \quad \frac{9.6}{13} \quad \frac{8.5}{11} \quad \frac{8.1}{16} \quad \frac{8.7}{16} \quad \frac{4.8}{21} \quad \frac{5.6}{51} \quad \frac{10.4}{61} \quad \frac{9.5}{65} \quad 06.8$$

$$\frac{7.02}{50} \quad \frac{8.05}{16.0} \quad \frac{8.5}{11} \quad \frac{8.2}{11}$$

$$\frac{7.25}{50} \quad \frac{8.19}{16} \quad \frac{8.9}{10} \quad \frac{8.6}{10}$$

$$\frac{6.8}{50} \quad \frac{7.0}{40} \quad \frac{6.1}{19} \quad \frac{10.2}{14} \quad \frac{9.6}{13} \quad \frac{8.8}{16} \quad \frac{9.4}{22} \quad \frac{5.4}{51} \quad \frac{5.6}{61} \quad \frac{10.8}{66} \quad \frac{9.7}{66} \quad \frac{9.00}{12.11} \quad 06.2$$

Sta

+

A

-

Elev.

915.19

37 +29

05.8

+59

05.3

T.R. 2.32 907.40 10.11 905.08

+73

05.1

40

04.7

+25

04.0

+50

02.0

+ 56 Calc.

+75

02.4

+89.6

04.58

+94.6

04.48

41

04.4

Lt

2.

21

$$\frac{94}{50} \frac{89}{18} \frac{110}{14} \frac{99}{11} \frac{94}{16} \frac{101}{21} \frac{68}{52} \frac{67}{62} \frac{111}{66} \frac{100}{66}$$

04.0

$$\frac{97}{46} \frac{101}{20} \frac{101}{11} \frac{97}{17} \frac{105}{17} \frac{101}{19} \frac{105}{36} \frac{91}{53} \frac{114}{61} \frac{102}{66}$$

05.8

$$\frac{50}{50} \frac{53}{23} \frac{61}{20} \frac{26}{11} \frac{23}{14} \frac{26}{20} \frac{43}{43} \frac{42}{55} \frac{32}{60} \frac{35}{25} \frac{27}{25}$$

05.7

$$\frac{91}{50} \frac{77}{25} \frac{31}{15} \frac{27}{12} \frac{10}{18} \frac{63}{35} \frac{49}{56} \frac{31}{61} \frac{33}{65} \frac{24}{65} \frac{19.3}{65}$$

05.5

$$\frac{135}{50} \frac{114}{36} \frac{28}{22} \frac{29}{11} \frac{34}{5} \frac{3.7}{5} \frac{76}{16} \frac{52}{40} \frac{41}{52} \frac{28}{60}$$

05.3

$$\frac{135}{60} \frac{133}{52} \frac{27}{35} \frac{31}{16} \frac{43}{2} \frac{54}{8} \frac{7.5}{43} \frac{39}{50}$$

05.2

$$142 \frac{110}{\text{Calc.}} \quad \text{896.4}$$

$$156 \frac{9.0}{\text{Calc.}} \quad \text{898.4}$$

$$\frac{71}{30} \frac{58}{43} \frac{30}{38} \frac{31}{15} \frac{40}{7} \frac{50}{50} \frac{56}{4} \frac{58}{13} \frac{42}{20} \frac{32}{21} \frac{2.92}{34}$$

05.0

04.6

282

Type Rail

04.5

292

Type Rail

$$\frac{216}{27} \frac{30}{4} \frac{33}{8} \frac{41}{27} \frac{4.7}{27} \frac{46}{50}$$

Sta.	+	π	-	Elev.
		907.40		
41	+25			04.5
T.P.	4.23	908.52	211	909.29
	+42			04.3
	+50			04.2
42				03.7
	+50			03.2
43				02.9
	+50			02.1
44				00.80
B.M.		2.74		905.78
				905.78

Lt.

2

Rt.

$$\frac{44}{50} \quad \frac{50}{33} \quad \frac{50}{15} \quad \frac{8.3}{8} \quad \frac{29}{14} \quad \frac{36}{17} \quad \frac{43}{50} \quad \frac{48}{50}$$

$$\frac{52}{50} \quad \frac{57}{34} \quad \frac{60}{11} \quad \frac{46}{6} \quad \frac{42}{3} \quad \frac{41}{17} \quad \frac{48}{20} \quad \frac{52}{33} \quad \frac{49}{50} \quad \frac{55}{50}$$

$$\frac{52}{16} \quad \frac{57}{40} \quad \frac{59}{11} \quad \frac{45}{6} \quad \frac{43}{4} \quad \frac{42}{15} \quad \frac{47}{19} \quad \frac{52}{24} \quad \frac{26}{50} \quad \frac{0.4}{50}$$

$$\frac{43}{50} \quad \frac{47}{42} \quad \frac{46}{12} \quad \frac{63}{12} \quad \frac{52}{8} \quad \frac{48}{3} \quad \frac{47}{17} \quad \frac{50}{19} \quad \frac{54}{25} \quad \frac{26}{40} \quad \frac{13}{50} \quad \frac{4.7}{50}$$

$$\frac{4.9}{50} \quad \frac{54}{25} \quad \frac{54}{15} \quad \frac{65}{12} \quad \frac{57}{7} \quad \frac{53}{4} \quad \frac{51}{15} \quad \frac{52}{19} \quad \frac{62}{22} \quad \frac{43}{35} \quad \frac{4.2}{50} \quad \frac{25}{50}$$

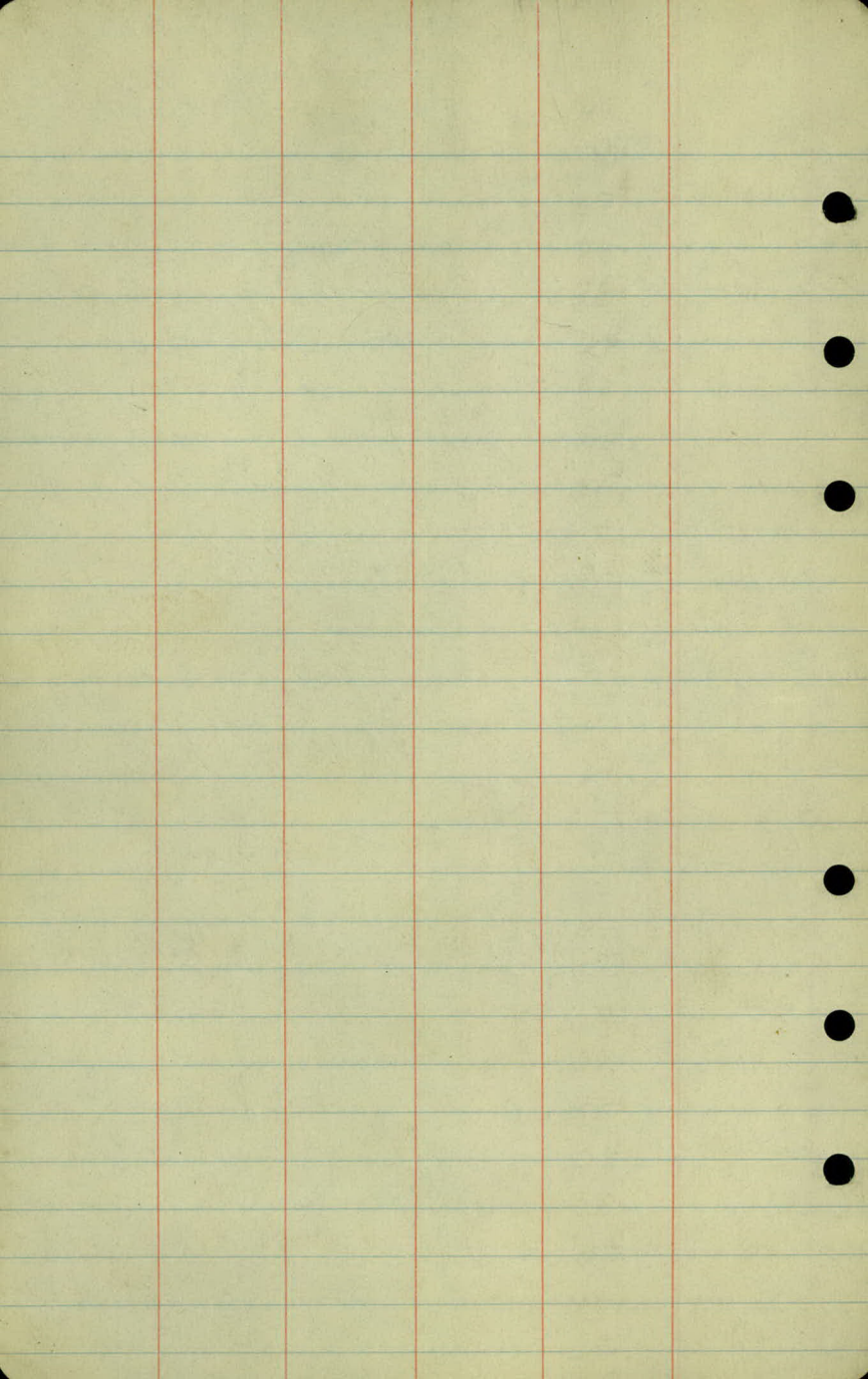
$$\frac{60}{50} \quad \frac{60}{27} \quad \frac{53}{12} \quad \frac{7.1}{13} \quad \frac{6.1}{9} \quad \frac{56}{4} \quad \frac{56}{4} \quad \frac{60}{14} \quad \frac{6.7}{16} \quad \frac{41}{27} \quad \frac{48}{27} \quad \frac{41}{50}$$

$$\frac{52}{50} \quad \frac{4.9}{40} \quad \frac{38}{22} \quad \frac{7.4}{14} \quad \frac{6.9}{9} \quad \frac{64}{13} \quad \frac{69}{16} \quad \frac{75}{19} \quad \frac{53}{27} \quad \frac{72}{50} \quad \frac{80}{50}$$

$$\frac{39}{50} \quad \frac{37}{23} \quad \frac{8.8}{14} \quad \frac{8.2}{8} \quad \frac{7.7}{5}$$

$$\frac{79}{14} \quad \frac{7.4}{17} \quad \frac{118}{28} \quad \frac{123}{50}$$

R.R. 2pt. in RR 38' Lt 40158



①
Slope Stakes

So O Wasso Blvd

staked
9/12/39
Part 4
RDP
AM
LG
CF

Sta	+	$\bar{A}$	-	Elev
B.M	4.15	896.77		892.62
0+00				93.1

+31				93.2
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+47				93.2
-----	--	--	--	------

+75				93.3
-----	--	--	--	------

1+00				93.4
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+25				93.5
-----	--	--	--	------

+50				93.6
-----	--	--	--	------

2				93.7
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+50				93.9
-----	--	--	--	------

T.P.	8.88	902.19	3.45	893.31
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+69				93.9
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+84				94.0
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-3100				94.0
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T.P.	8.17	906.34	4.02	898.17
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LT E RX

Grade Rod

Spike 17 Guy Pole 19' LT 0' 62'

3.7

$\begin{array}{r} 123 \\ F8L \\ \hline 398 \end{array}$

3.4

$\begin{array}{r} 8.7 \\ F5.0 \\ \hline 29.0 \end{array}$

3.6

$\begin{array}{r} 118 \\ F8.2 \\ \hline 386 \end{array}$

$\begin{array}{r} 4.0 \\ F0.4 \\ \hline \end{array}$

$\begin{array}{r} 46 \\ F1.0 \\ \hline 12.0 \end{array}$

Top Rail
 $\begin{array}{r} 3.5 \\ 4.5 \end{array}$

3.6

$\begin{array}{r} 10.9 \\ F7.3 \\ \hline 309 \end{array}$

$\begin{array}{r} 4.3 \\ F0.7 \\ \hline \end{array}$

$\begin{array}{r} 5.1 \\ BT \\ \hline 18.5 \end{array}$

$\begin{array}{r} 4.6 \\ F0.9 \\ \hline 29.3 \end{array}$

$\begin{array}{r} 3.6 \\ 4.6 \end{array}$

$\begin{array}{r} 3.5 \\ 5.0 \end{array}$

$\begin{array}{r} 4.7 \\ F1.2 \\ \hline 17.6 \end{array}$

$\begin{array}{r} 4.9 \\ F1.4 \\ \hline \end{array}$

$\begin{array}{r} 5.0 \\ BT \\ \hline 18.5 \end{array}$

$\begin{array}{r} 4.7 \\ F0.9 \\ \hline 44.8 \end{array}$

$\begin{array}{r} 3.7 \\ 4.7 \end{array}$

$\begin{array}{r} 3.4 \\ 4.9 \end{array}$

$\begin{array}{r} 4.8 \\ F1.4 \\ \hline 18.2 \end{array}$

$\begin{array}{r} 5.5 \\ F2.1 \\ \hline \end{array}$

$\begin{array}{r} 6.9 \\ BT, F2.0 \\ \hline 18.5 \end{array}$

$\begin{array}{r} 4.7 \\ F0.9 \\ \hline 48.8 \end{array}$

$\begin{array}{r} 3.7 \\ 4.7 \end{array}$

$\begin{array}{r} 3.3 \\ 4.9 \end{array}$

$\begin{array}{r} 4.7 \\ F1.6 \\ \hline 18.8 \end{array}$

$\begin{array}{r} 5.5 \\ F2.1 \\ \hline \end{array}$

$\begin{array}{r} 6.8 \\ F2.0 BT \\ \hline 18.5 \end{array}$

$\begin{array}{r} 4.7 \\ F0.9 \\ \hline 55.7 \end{array}$

$\begin{array}{r} 3.7 \\ 4.7 \end{array}$

$\begin{array}{r} 3.2 \\ 4.9 \end{array}$

$\begin{array}{r} 5.1 \\ F1.2 \\ \hline 17.3 \end{array}$

$\begin{array}{r} 5.1 \\ F1.9 \\ \hline \end{array}$

$\begin{array}{r} 6.7 \\ F2.0 BT \\ \hline 18.5 \end{array}$

$\begin{array}{r} 4.7 \\ F0.9 \\ \hline 61.0 \end{array}$

$\begin{array}{r} 3.7 \\ 4.7 \end{array}$

$\begin{array}{r} 3.1 \\ 4.6 \end{array}$

$\begin{array}{r} 5.0 \\ F1.9 \\ \hline 16.3 \end{array}$

$\begin{array}{r} 4.5 \\ F1.4 \\ \hline \end{array}$

$\begin{array}{r} 6.6 \\ F2.0 BT \\ \hline 18.5 \end{array}$

$\begin{array}{r} 4.7 \\ F0.9 \\ \hline 61.5 \end{array}$

$\begin{array}{r} 3.7 \\ 4.1 \end{array}$

$\begin{array}{r} 2.9 \\ 4.4 \end{array}$

$\begin{array}{r} 3.8 \\ F0.4 \\ \hline 16.7 \end{array}$

$\begin{array}{r} 3.6 \\ F0.7 \\ \hline \end{array}$

$\begin{array}{r} 4.4 \\ F0.9 \\ \hline 18.5 \end{array}$

$\begin{array}{r} 4.5 \\ C0.0 \\ \hline 57.2 \end{array}$

$\begin{array}{r} 3.6 \\ 4.5 \end{array}$

$\begin{array}{r} 8.3 \\ 9.8 \end{array}$

$\begin{array}{r} 9.1 \\ W0.7 \\ \hline 19.9 \end{array}$

$\begin{array}{r} 8.8 \\ F0.5 \\ \hline \end{array}$

$\begin{array}{r} 6.7 \\ W0.3 \\ \hline 18.5 \end{array}$

$\begin{array}{r} 9.8 \\ C0.0 \\ \hline 52.5 \end{array}$

$\begin{array}{r} 8.9 \\ 9.9 \end{array}$

$\begin{array}{r} 8.7 \\ 9.7 \end{array}$

$\begin{array}{r} 9.1 \\ W0.6 \\ \hline 19.7 \end{array}$

$\begin{array}{r} 8.6 \\ F0.4 \\ \hline \end{array}$

$\begin{array}{r} 4.3 \\ W0.5 \\ \hline 18.5 \end{array}$

$\begin{array}{r} 9.8 \\ C0.0 \\ \hline 53.0 \end{array}$

$\begin{array}{r} 8.8 \\ 9.8 \end{array}$

$\begin{array}{r} 9.2 \\ 9.7 \end{array}$

$\begin{array}{r} 9.0 \\ W0.7 \\ \hline 19.9 \end{array}$

$\begin{array}{r} 8.4 \\ F0.2 \\ \hline \end{array}$

$\begin{array}{r} 2.8 \\ W0.6 \\ \hline 18.5 \end{array}$

$\begin{array}{r} 9.8 \\ C0.0 \\ \hline 53.8 \end{array}$

$\begin{array}{r} 8.8 \\ 9.8 \end{array}$

Sta	+	π	-	Elev
		906.34		
3+24				941
+60				942
4				942
+30				942
+65				943
5				943
T.P.	4.51	89920	11.65	89469
+62				944
+85				944
6				944
+50				945
7				945
+50				945

Grade Rod

Top Rail

Lt X Rt

12.2 13.9	117 1220 225	12.2 120.0	6.8 126.5 18.5	12.8 120.0 52.0	12.8 13.8
12.1 13.6	103 123.3 22.0	11.9 120.2	6.5 127.0 18.5	13.8 120.0 55.0	12.8 13.8
12.1 13.5	127 120.7 19.9	11.7 120.4	6.3 127.3 18.0	13.8 120.0 54.0	12.8 13.8
12.1 12.0	132 120.4 21.0	11.6 120.5	7.8 125.8 18.5	13.7 120.0 62.5	12.7 13.7
12.0 13.5	12.0 120.0 14.0	11.5 120.4	7.1 126.4 18.5	13.7 120.0 62.5	12.7 13.7
11.9 13.4	132 121.4 18.2	11.6 120.3	8.5 124.9 18.5	13.7 120.0 60.0	12.7 13.7
4.8 6.3	8.0 123.2 23.0	4.4 120.4	4.3 122.0 18.5	6.5 120.0 56.0	5.5 6.5
4.8 6.3	4.6 120.2 14.0	4.4 120.4	6.3 120.0 18.5	6.5 120.0 53.5	5.5 6.5
4.8 6.3	5.6 120.7 19.9	4.3 120.5	6.3 120.0 18.5	6.5 120.0 51.5	5.5 6.5
4.7 6.2	5.3 120.9 20.3	4.4 120.2	6.9 120.0 18.5	6.5 120.0 60.3	5.5 6.5
4.7 6.2	5.6 120.6 19.7	4.8 120.1	8.4 120.0 18.5	6.4 120.0 60.0	5.6 6.4
4.7 6.2	5.6 120.6 19.5	4.9 120.2	9.2 120.0 18.5	6.4 120.0 62.1	5.4 6.4

Sta	+	π	-	Elev
		899.20		

8				94.6
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+32				94.2
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+85				94.7
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9				94.7
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T.P	4.23	898.55	4.84	894.32
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+21				94.7
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+61				94.8
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10				94.8
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+50				94.9
-----	--	--	--	------

11				94.9
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+50				95.0
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12				95.3
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T.P	12.34	907.80	3.13	895.46
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+25				95.5
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T

Excess

Grade Rod

Lt

R

Rt

4.5	6.0 120.1 18.7	4.9	8.1 F20 B.T. DO 18.6	6.3	5.3
6.1		F0.3		F0.0 6.3	
4.5	5.2 F0.6 17.2	4.8	7.1 F10 B.T. 18.5	6.1	5.1
6.1		F0.3		F0.0 6.1	
4.5	6.0 120.0 25.4	4.8	4.9	5.9	4.9
6.0		F0.3	121.1 18.6	00.0 57.5	6.9
4.5	6.0 120.0 25.7	4.8	4.9	5.8	4.8
6.0		F0.3	121.1 18.6	00.0 59.0	5.8
3.9	5.4 120.0 24.5	4.3	4.0 121.4 18.5	5.0 00.0 57.7	4.0
5.4		F0.4			5.0
3.8	6.5 F2.7 22.1	4.5	5.3 120.0 B.T. 18.5	4.7	3.7
5.3		F0.7		00.0 53.8	4.7
3.8	7.7 F3.9 25.7	4.5	5.3 120.0 B.T. 18.6	4.5	3.5
5.3		F0.7		00.0 54.5	4.5
3.7	8.7 F5.2 29.0	4.4	5.2 F10 B.T. 18.2	4.2	3.2
5.2		F0.9		F0.0 55.2	4.2
3.7	8.4 F4.7 28.1	4.4	7.2 F20 B.T. 18.6	3.8	2.8
5.2		F0.7		F0.0 54.7	3.8
3.6	7.8 F4.2 26.6	4.0	5.1 120.0 B.T. 18.5	3.4	2.4
5.1		F0.4		F0.0 55.7	2.4
3.3	4.2 120.6 19.7	3.5	0.9 120.9 18.6	3.0	2.0
4.8		F0.2		00.0 53.2	3.0
12.3	4.9 120.8 36.3	12.4	6.1 127.7 18.5	12.0	11.0
12.8		F0.1		00.0 54.3	12.0

Sta	+	π	-	Elev
		907.80		
12+55				95.8
13				96.3
+60				97.1
+84				97.4
T.P.	5.05	900.97	11.88	895.92
+95				97.5
14+17				97.8
+34				98.0
+50				98.3
+50				98.8
15+24				99.2
+49				99.5
+76				99.9
T.P.	9.46	909.56	0.87	900.10

Easement

Easement

Grade Rod

LT

Z

RT

12.0 13.0	0.3 DC 13.2 44.9	12.0 F0.2	5.6 DC 8.1 18.5	11.8 00.0 54.8	10.8 11.8
11.5 13.0	3.7 DC 9.3 37.1	12.0 F0.5	8.4 DC 4.6 18.5	11.4 00.0 54.8	10.4 11.4
10.7 12.2	2.7 DC 9.3 37.5	11.8 F1.1	8.6 DC 3.6 18.5	10.8 00.0 55.0	9.8 10.8
10.4 11.9	11.9 DC 0.0 18.5	11.6 F1.2	9.0 DC 2.9 18.5	10.6 00.0 54.3	9.6 10.6

3.5

No Stakes

3.2 4.7	5.1 F1.9 19.7	4.5 F1.3	4.7 DC 0.0 B.T 18.5	3.5 00.0 50.9	2.5 3.6
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No Stakes

2.7	13.7 F11.0 47.0	4.4 F1.7	9.7 F7.0 B.T 18.5	3.3 F0.0 59.4	2.3 3.3
2.1 3.6	12.7 F10.6 45.8	3.8 F1.7	9.6 F7.0 B.T 18.5	2.9 F0.0 64.7	1.9 2.9
1.8	9.4 F1.4 36.2	3.3 F1.5	No Stake	No Stake	
1.5 3.0	6.6 F5.1 29.3	2.5 F1.0	7.0 F4.0 B.T 18.5	2.4 F0.0 64.7	1.4 2.4
1.1 1.6	2.2 DC 0.0 19.3	1.7 F0.6	2.6 DC 0.0 B.T 18.5	1.1 F0.0 64.6	1.1 2.1

Sta + π - Elev
⁶
 909.56

16 900.2

+20 00.5

11.59 917.46 ⁵ 3.69 905.87

+80 01.2

17 01.5

T.P. 0.70 ¹²⁰ 911.97 6.19 911.27

+21

+45

+73

18 01.4

B.M. 2.42 904.01 10.37 901.59 901.60

+41 00.9

+72 00.5

19 00.2

+22 99.9 Ease

Easement

LT R PT

Grade Rod

09.4	$\frac{100}{DC 0.9}$ 16.3	$\frac{9.6}{FO.2}$	$\frac{9.1}{DC 1.8}$ 18.5	$\frac{10.3}{FO.0}$ 54.4	$\frac{9.3}{10.7}$
9.1	$\frac{9.6}{DC 1.0}$ 16.5	$\frac{9.1}{FO.0}$	$\frac{5.1}{DC 5.5}$ 18.5	$\frac{10.1}{CO.0}$ 64.4	$\frac{9.1}{10.1}$
16.3	$\frac{2.9}{C 13.4}$ 44.3	$\frac{15.7}{C 0.4}$	$\frac{12.7}{DC 5.6}$ 18.5	$\frac{6.5}{CO.0}$ 59.4	$\frac{5.5}{6.5}$
16.0	$\frac{2.4}{C 13.6}$ 44.7	$\frac{15.9}{C 0.1}$	$\frac{14.6}{DC 2.9}$ 18.5	$\frac{6.5}{CO.0}$ 58.5	OK
10.4	$\frac{42.0}{C 12.4}$ 45.3	$\frac{10.2}{CO.2}$	$\frac{9.1}{DC 2.8}$ 18.5	$\frac{6.4}{CO.0}$ 60.7	$\frac{5.4}{6.4}$
10.3	$\frac{1.8}{C 8.5}$ 37.3	$\frac{10.1}{CO.2}$	$\frac{3.2}{DC 3.6}$ 18.5	$\frac{6.4}{CO.0}$ 37.5	$\frac{5.4}{6.4}$
10.3	$\frac{11.0}{DC 8}$ 20.1	$\frac{10.1}{CO.2}$	$\frac{5.1}{DC 6.7}$ 18.5	$\frac{6.4}{CO.0}$ 61.0	$\frac{5.4}{6.4}$
10.6	$\frac{11.2}{DC 0.9}$ 20.3	$\frac{10.3}{CO.3}$	$\frac{9.3}{DC 2.8}$ 18.5	$\frac{11.2}{CO.0}$ 53.9	$\frac{10.6}{11.2}$
SPK 14 T.P. 19' LT Sta 18+39					
3.1	$\frac{3.8}{DC 0.8}$ 20.1	$\frac{2.9}{CO.2}$	$\frac{3.0}{DC 1.6}$ 18.5	$\frac{3.1}{FO.0}$ 60.8	$\frac{3.1}{2.1}$
3.5	$\frac{4.8}{DC 0.2}$ 18.9	$\frac{3.4}{CO.1}$	$\frac{3.7}{DC 1.1}$ 18.5	$\frac{2.8}{FO.0}$ 61.3	$\frac{1.8}{2.8}$
3.8	$\frac{5.1}{DC 0.2}$ 18.9	$\frac{4.1}{FO.3}$	$\frac{5.3}{DC 0.0 BT}$ 18.5	$\frac{2.8}{FO.0}$ 61.0	$\frac{1.8}{2.8}$
4.1	$\frac{5.6}{DC 0.0}$ 18.5	$\frac{4.6}{FO.5}$	$\frac{5.6}{DC 0.0 B.T.}$ 18.5	$\frac{2.7 BT}{FO.0}$ 56.0	$\frac{1.7}{2.7}$

Sta	+	Δ	-	Elev
		904.01		
19456				99.5
20				99.0
T.P.	400	900.92	7.09	896.92
+50				98.6
21				98.5
+50				98.7
22				99.3
+37				00.0
+55				00.4
T.P.	9.06	907.27 ³	2.71	898.21
+85				01.1
23				01.55 ⁶
+45				02.9
24				04.5
T.P.	12.49	919.26	0.50	906.77

Fence men

Black Rod

LH

X

RH

4.5 <u>6.0</u>	7.7 F3.2 <u>23.6</u>	5.3 F0.8	6.0 DC0.0 B.T. <u>18.5</u>	2.6 F0.0 <u>51.8</u>	1.6 <u>6.4</u>
5.0 <u>6.5</u>	9.2 F4.2 <u>23.4</u>	6.1 F1.1	6.5 DC0.0 B.T. <u>18.5</u>	2.4 F0.0 <u>57.3</u>	1.4 <u>6.4</u>
2.3 <u>1.3</u> 3.8	9.4 F7.1 <u>35.3</u>	3.7 F1.4	6.8 B.T. 4p3.0 D.C. <u>18.5</u>	6.4 F0.0 <u>57.2</u>	5.6 <u>6.4</u>
2.4 <u>1.1</u> 3.7	12.4 F10.0 <u>44.0</u>	4.4 F2.0	9.4 B.T. 4p6.0 DC <u>18.5</u>	6.4 F0.0 <u>60.8</u>	5.4 <u>6.4</u>
2.2 <u>3.7</u>	13.7 F11.5 <u>48.5</u>	4.8 F2.6	10.7 B.T. 4p7.0 D.C. <u>18.5</u>	6.4 F0.0 <u>60.3</u>	5.4 <u>6.4</u>
1.6 <u>1.5</u> 3.1	14.0 F12.4 <u>51.2</u>	4.2 F2.6	9.1 B.T. 4p6.0 DC <u>18.5</u>	6.4 F0.0 <u>59.9</u>	5.4 <u>6.4</u>
0.9 <u>2.4</u>	11.3 F00.4 <u>45.2</u>	3.1 F2.2	8.4 B.T. 4p6.0 D.C. <u>18.5</u>	6.4 F0.0 <u>60.4</u>	5.4 <u>6.4</u>
0.5 <u>2.0</u>	3.5 F3.0 <u>23.0</u>	2.5 F2.0	5.7 B.T. 4p3.0 D.C. <u>18.5</u>	6.4 F0.0 <u>60.6</u>	5.4 <u>6.4</u>
6.2 <u>1.5</u> 7.7	13.0 F7.4 <u>38.2</u>	7.8 F1.6	7.7 B.T. DC0.0 <u>18.5</u>	6.4 F0.0 <u>59.9</u>	5.4 <u>6.4</u>
5.7 <u>1.5</u> 7.2	12.5 F6.8 <u>34.4</u>	7.2 F1.5	7.2 B.T. DC0.0 <u>18.5</u>	6.4 F0.0 <u>60.6</u>	5.4 <u>6.4</u>
4.4 <u>1.1</u> 5.9	10.4 F6.0 <u>32.0</u>	5.5 F1.1	1.0 DC4.9 <u>18.5</u>	6.4 C0.0 <u>61.7</u>	5.4 <u>6.4</u>
3.2 <u>4.7</u>	3.9 DC0.8 <u>20.7</u>	3.4 F0.2	+1.8 DC6.5 <u>18.5</u>	6.4 C0.0 <u>61.2</u>	5.4 <u>6.4</u>

Sta + π - Elev

919.26

24750

05.9

+75

06.6

T.P. 6.67 921.47⁵ 4.46

914.80

25

07.35

+30

Assessment

26

+50

T.P. 4.35 913.93 11.89 909.58

27

1

81

+37

3" 6-10W

+69

28

+50

T.P. 13.37 924.43 2.87 911.06

29

6.6

07.1

18.5

Lt R Rt

Grade Road

13.3 74.8	10.7 C.2.6 26.7	13.5 F0.2	7.8 DC7.0 18.5	6.4 C0.0 62.3	5.4 6.8
12.6 14.1	7.4 C5.2 31.9	12.7 F0.1	7.0 DC7.1 18.5	6.4 C0.0 61.1	5.2 6.4
14.1 15.6	6.8 C6.3 34.1	14.3 F0.2	6.8 DC8.8 18.5	6.4 C0.0 61.6	6.4 6.4
13.2 14.7	5.4 C7.4 36.7	13.0 C0.2	6.5 DC8.2 18.5	6.4 C0.0 61.1	
12.5 14.0	4.1 C8.4 38.3	12.3 C0.2	10.0 DC4.0 18.5	14.8 C0.0 60.8	13.8 14.8
12.3 14.8	8.6 C3.7 28.9	12.1 C0.2	12.8 DC2.0 18.5	6.4 C0.0 60.9	5.4 6.4
4.7 6.2	6.6 DC0.2 18.9	4.5 C0.2	6.2 DC0.0 B.T 18.5	7.1 C0.0 60.6	6.1 7.1
5.2 6.7	9.0 F3.8 25.4	5.0 C0.2	6.7 DC0.0 B.T 18.5	7.2 F0.0 60.6	6.2 7.2
5.5 7.0	No Skate Drive	5.3 C0.2	7.0 DC0.0 B.T 18.5	7.3 F0.0 61.0	6.3 7.3
5.8 7.3	8.4 F2.6 21.8	5.6 C0.2	7.3 DC0.0 B.T 18.5	7.4 F0.0 60.5	6.4 7.4
6.2 7.7	4.0 C1.6 24.7	6.0 C0.2	5.4 DC2.3 18.5	7.4 C0.0 60.8	6.4 7.4
17.3 18.8	4.0 C12.7 46.9	7.5 C0.2	16.5 DC2.3 18.5	6.4 F0.0 58.6	5.4 6.4

Sta + Δ - Elev

24.43

29+29

06.6

+59

05.9

+0.1
-0.1

30

04.7

+0.2
-0.2

T.P. 1.38

912.44

13.37

911.06

+50

+0.3
-0.3

T.P. 3.43

906.04

9.83

902.61

31

+0.4
-0.4

+50

+0.4
-0.4

B.M

6.45

906.03

6.45

899.58 899.59

32

+50

T.P. 6.05

906.59

5.49

900.54

33

+50

34

+25

Lt Z Rt

Grade Rod

17.8
19.2

3.1
C14.7
50.9

17.6
CO.2

17.0 6.4
DC.2.3 F0.0
18.5 59.9

5.4
64

18.5
20.0

5.1
C13.4
48.3

18.3
CO.2

19.5 6.4
DC0.5 F0.0
18.5 59.8

5.4
6.0

19.7
21.2

10.6
C9.1
39.7

19.5
CO.2

21.2 B.T. 6.4
DC0.0 F0.0
18.5 59.3

5.4
6.0

9.1
10.6

7.6
C1.5
24.5

8.9
CO.2

10.6
DC0.0 B.T.
18.5 59.8

5.0
6.7

3.5
3.9
4.8
5.8

3.8
DC 1.2
20.9

3.7
CO.2

5.8
DC0.0 B.T.
18.5 59.5

6.5
6.5

4.7
5.3
5.7
7.2

7.6
F1.7
19.1

5.1
CO.2

7.2
DC0.0 A.T.
18.5 59.8

6.5
F0.0

SPK in 20" C.H. 22 Lt 549 31 165

5.6
6.0
6.4
7.9

8.9
F3.3
23.9

5.8
CO.2

7.9
DC0.0 B.T.
18.6 59.8

6.5
F0.0
59.8

5.4
5.8
6.2
7.5

8.1
F2.7
22.1

5.6
CO.2

7.7
DC0.0 B.T.
18.5 59.8

6.5
F0.0
59.8

5.2
5.6
6.0
7.5

9.7
F4.5
23.0

5.4
CO.2

7.5
DC0.0 A.T.
18.5 58.9

6.5
F0.0
58.9

5.3
5.7
6.1
7.6

10.7
F5.4
23.0

5.5
CO.2

7.6
DC0.0 B.T.
18.5 60.3

6.5
F0.0
60.3

4.7
5.1
5.5
7.0

11.4
F6.7
23.0

4.9
CO.2

7.0
DC0.0 A.T.
18.5 60.7

6.5
F0.0
60.7

4.2
4.6
6.0
6.5

11.2
F7.0
23.0

4.4
CO.2

6.5
DC0.0 B.T.
18.5 60.5

6.5
F0.0
60.5

Sta + X - Elev

906.59

34+77

+87

35

T.P. 6.51 911.06 2.04 904.55

+23

+58

+66

36

T.P. 11.09 919.49 2.66 908.40

+50

Daylight

+79

37+00

+11 Left

+20

+63

T.P. 7.27 915.67 11.09 908.40

Lt X Rt

Grade Rod

2.7	8.5	2.9	5.0 B.T.	6.5
3.1	<u>F 5.8</u>		<u>DC 0.0</u>	<u>DC 0.0</u>
3.5		<u>Co.2</u>	<u>18.5</u>	<u>61.9</u>
5.0	<u>23.0</u>			

No Stakes Driveway

2.0	5.1	2.2	4.3	6.5
2.4			<u>DC 0.0</u>	<u>F 0.0</u>
2.8	<u>F 3.1</u>	<u>Co.2</u>	<u>18.5</u>	<u>62.2</u>
4.3	<u>23.3</u>			

Power Pole

5.7	No Stake	5.9	6.4	6.5
6.1		<u>Co.2</u>	<u>DC 1.6</u>	<u>Co.0</u>
6.5			<u>18.5</u>	<u>62.8</u>
8.0				

5.3	No Stake	5.1	2.6	6.5
5.7		<u>Co.2</u>	<u>DC 4.6</u>	<u>Co.0</u>
7.2			<u>18.5</u>	
4.7				

5.1	4.0	4.9	2.3	6.5
5.5	<u>Co.7</u>	<u>Co.2</u>	<u>DC 4.7</u>	<u>Co.0</u>
7.0	<u>22.9</u>		<u>18.5</u>	<u>61.9</u>

4.0	2.0	4.2	+1.8	6.5
4.4	<u>Co.2.0</u>	<u>Co.2</u>	<u>D.C. 8.1</u>	<u>Co.0</u>
4.8	<u>23.0</u>		<u>18.5</u>	<u>62.3</u>
6.3				

12.0	5.9	10.6	3.9	6.5
11.5	<u>Co.7.1</u>	<u>DC 2.4</u>	<u>DC 10.8</u>	<u>Co.0</u>
11.9	<u>71.3</u>	<u>18.5</u>	<u>18.5</u>	<u>62.1</u>
12.8				
13.8				

12.6	7.0	11.3	1.8	6.5
11.1	<u>Co.5.6</u>	<u>Co.2</u>	<u>DC 10.8</u>	<u>Co.0</u>
11.5	<u>52.0</u>		<u>18.5</u>	<u>61.9</u>
11.9				
13.4				

12.5	5.2	10.6	11.2	6.5
11.0	<u>Co.3.0</u>	<u>DC 1.9</u>	<u>Co.2</u>	<u>Co.0</u>
11.4	<u>73.6</u>	<u>18.5</u>		<u>62.6</u>
11.8	<u>Co.6.6</u>	<u>10.4</u>	<u>11.1</u>	
13.3	<u>52.0</u>	<u>DC 2.0</u>	<u>Co.2</u>	

11.3	10.5	11.1	1.7	6.5
10.7	<u>Co.4</u>	<u>Co.2</u>	<u>DC 11.5</u>	<u>Co.0</u>
12.4	<u>22.3</u>		<u>18.5</u>	<u>62.2</u>

13.3	11.0	11.7	5.9	6.5
11.8	<u>Co.0</u>	<u>Co.2</u>	<u>DC 7.0</u>	<u>Co.0</u>
11.4	<u>21.5</u>		<u>18.5</u>	<u>61.7</u>
11.0				

Sta	+	π	-	Elev	Rt
		915.67			
38+30					
+61					
+66					
+83					
39+00				06.1	1.0'
+79				05.8	2.0'
+54				05.6	+0.4 -0.4 3.0'
T.P.	4.46	909.65	10.48	905.19	
4+73				05.4	+0.4 -0.4 4.0'
44+25				05.2	+0.5 -0.5 5'
+25				05.0	+0.6 -0.6 6.0
+50				04.8	+0.7 -0.7 7.0
B.M.	3.82	909.60	3.82	905.78	905.83
+75				04.5	+0.8 -0.8 8.0
T.P.					

LT K RT

C-rado Rod

10.2	6.5		6.5	6.5
8.7	C1.4	8.1	DC 3.7	C0.0
8.3	23.0	C0.2	18.5	61.6
8.9				
9.4				
10.7				
9.2	6.5	8.6	5.3	6.5
8.8	C2.9	C0.2	DC 5.4	C0.0
8.4	28.0		18.5	61.8

No Stakes

11.1	7.2	9.0	5.0	6.5
9.6	C1.6	C0.2	DC 6.1	C0.0
9.2	23.0		18.5	61.5
8.8				

9.6	7.5	9.3	5.6	6.5
4.5	C2.1	C0.3	DC 5.5	C0.0
	28.0		19.5 E.W. 1.0	60.8

9.9	9.5	9.8	7.3	6.5
11.4	C0.4	C0.1	DC 4.1	C0.0
	22.3		20.5 E.W. 2.0	61.9

10.1	10.5	10.3	10.5	6.5
1.5	DC 1.1	F0.2	DC 1.1	C0.0
1.6	20.7		21.5 E.W. 2.0	61.5

4.3	5.2	4.4	5.8	6.5
5.8	DC 0.6	F0.1	DC Grade 8.7	F0.0
	19.7		22.5 E.W. 4.1	61.8

4.5	6.0	4.9	6.0	6.5
8.0	DC 0.0	F0.4	DC Grade 1.0 - B.T.	F0.0
	18.5		23.5 E.W. 5.0	61.3

4.7	5.0	5.6	7.2	
6.2	F0.3	F0.9	F1.0 - DC 8.8	
	14.9		23.5 E.W. 5.0	

6.4	5.4	7.2	6.4	6.5
4.9	F0.5	F2.3	DC Grade	F0.0
	15.5		22.5 E.W. 4.0	

Spt in P.P. 38' LT 5/9 40' 5-8 44'

51	5.3	7.3	5.1 B.T.	
	F0.2	F2.2	17	E.W. 3.0
	14.6			

Sta	+	↑	-	Elev	Rt.
40	+89.6			+0.7 -0.7	7.0
	+94.5			+0.6 -0.6	6.0
41				+0.6 -0.6	5.0
	+25			+0.5 -0.5	4.0
	+42			+0.4 -0.4	3.0
	+50			+0.4 -0.4	2.0
42				+0.2 -0.2	1.0
43				+0.0 -0.0	0.0
44					

LT X RT

Grade Rod

No stakes
R.R. Crossing

No stake $\frac{5.2}{\text{Grade}}$ $\frac{6.4}{F1.2}$ 19.6 BW 2.0

$\frac{7.3}{F2.2}$ $\frac{5.1}{\text{Grade}}$ $\frac{6.2}{F1.1}$ 18.3 BW 1.0

$\frac{6.9}{F1.6}$ $\frac{5.3}{\text{Grade}}$ $\frac{5.8}{F0.5}$ 15.5

Sta	Pt	Alt	Δ RT	Def
-----	----	-----	------	-----

26100	P.07			
-------	------	--	--	--

1787.15	P.T			
---------	-----	--	--	--

1750				
------	--	--	--	--

1700				
------	--	--	--	--

0799.41	P.I			
---------	-----	--	--	--

+50				
-----	--	--	--	--

0700	P.C			
------	-----	--	--	--

Δ 44° 55' D				
-------------	--	--	--	--

D 240	22° 27½			
-------	---------	--	--	--

T 99.41	18000			
---------	-------	--	--	--

L 187.15	12000'			
----------	--------	--	--	--

R 240.49				
----------	--	--	--	--

6° 00				
-------	--	--	--	--

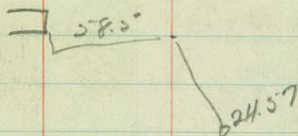
0° 00				
-------	--	--	--	--

P.P
0 16.64
25.83 P.P

7.2
47
60 4
288
538 7.2 12
31
72
216 12.00
223.2
180

12.11
11.43
26.00
25.73
0 P.P

Sta	PT	ALT	ΔRT	Dof
39+73.15	P.T			9.08
+50				9.00
39				832
+50				802
38				732
+50				702
37				632
+50		A 180 12.4 P1		602
36		D 1057' 10"		537
+50		T 472.47		507
+09.11	P.1	L 936.07		507
35		R 2934.93		4.37 —
+50				407
34				337
+50				307
33				236
+50				206
32				1036
+50				1007
31				037
+50				0007
50+36.64	P.C			0000



15.00K

2668'

640.06

59.64'

0

42

44.97

+08.10

41

+50

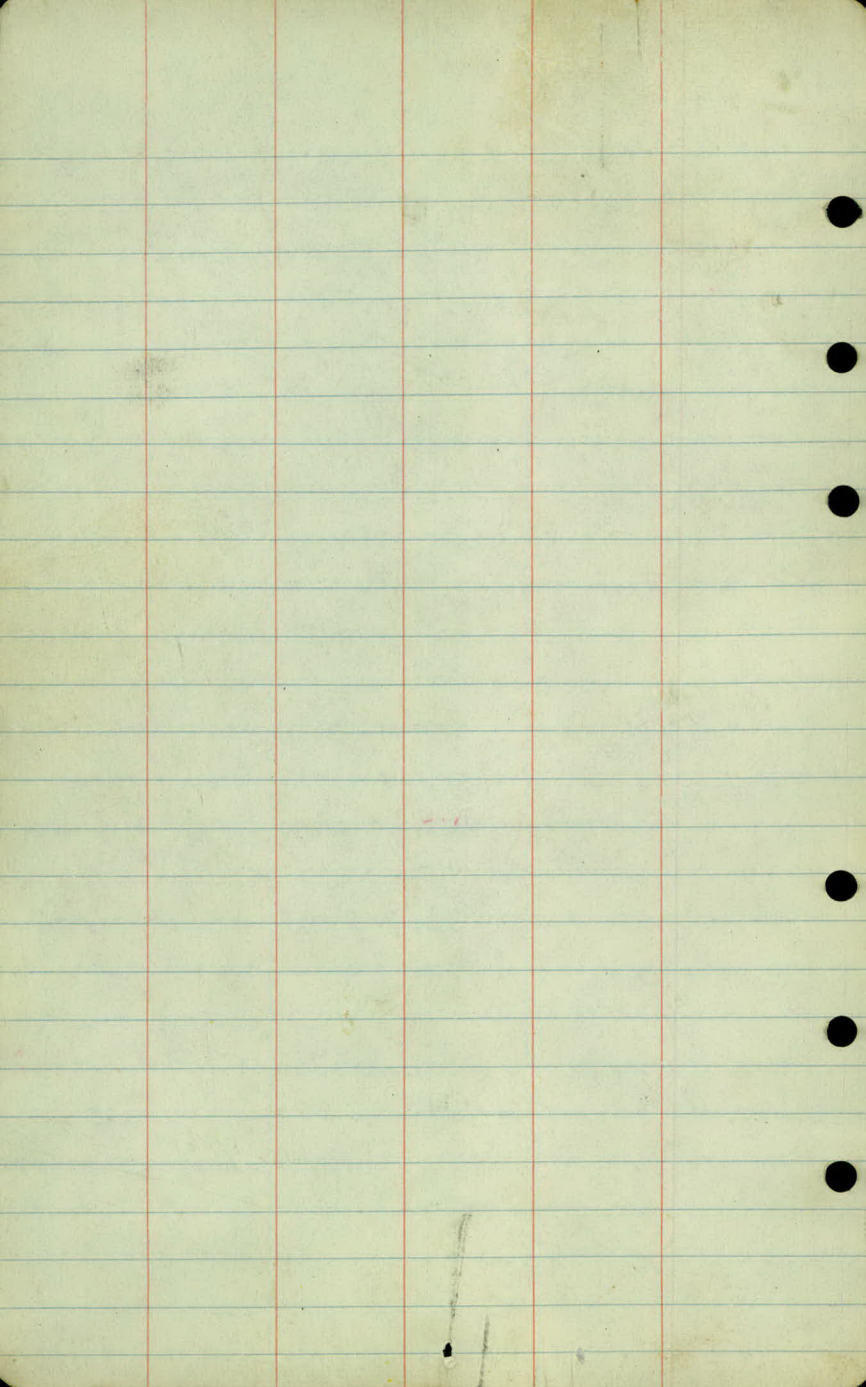
40

39773.15

\$23.18 °

6682

SWCH Tower



Additional Slope Stakes

Owasso Blvd. So.

Lt. Only

Sta 0+00 to Sta.

B.M.	4.46	897.08	892.62
------	------	--------	--------

0+00			93.1
------	--	--	------

+25			93.2
-----	--	--	------

+50			93.2
-----	--	--	------

+75			93.3
-----	--	--	------

1+00			93.4
------	--	--	------

+25			93.5
-----	--	--	------

+50			93.6
-----	--	--	------

+75			93.6
-----	--	--	------

2			93.7
---	--	--	------

+50			93.9
-----	--	--	------

+69			93.9
-----	--	--	------

+84			94.0
-----	--	--	------

Spike in T.P. 19' Lt Sta 0+62

40

11.8
F7.8
37.4

-3.9
-0.9
3.0

12.4
F9.4
42.2

+1.1
3.9
-0.9
3.0

11.0
F8.0
38.0

+1.1
3.8
-1.0
2.8

8.6
F5.8
31.4

+1.1
3.7
-1.0
2.7

X

+1.1
3.6
-4.2
2.6

10.4
F7.8
37.4

+1.1
3.5
-0.9
2.4

1'

11.8
F9.4
42.2

0.9
3.5
-0.8
2.7

12.8
F10.1
44.3

0.8
3.4
-0.6
2.8

12.7
F9.5
42.5

0.7
3.2
-0.5
2.7

8.3
F5.6
30.8

0.6
3.2
-0.4
2.8

X

0.3
3.1
-0.1
3.0

X

897.08

T.P. 11.68 905.78 2.98 894.10

2+91 94.0

3+24 94.1

+60 94.2

4 94.2

1
+30 94.2

+65 94.3

$$\text{Cut} = 18.5 = 21.5 \quad 251$$

11.8

X

11.7

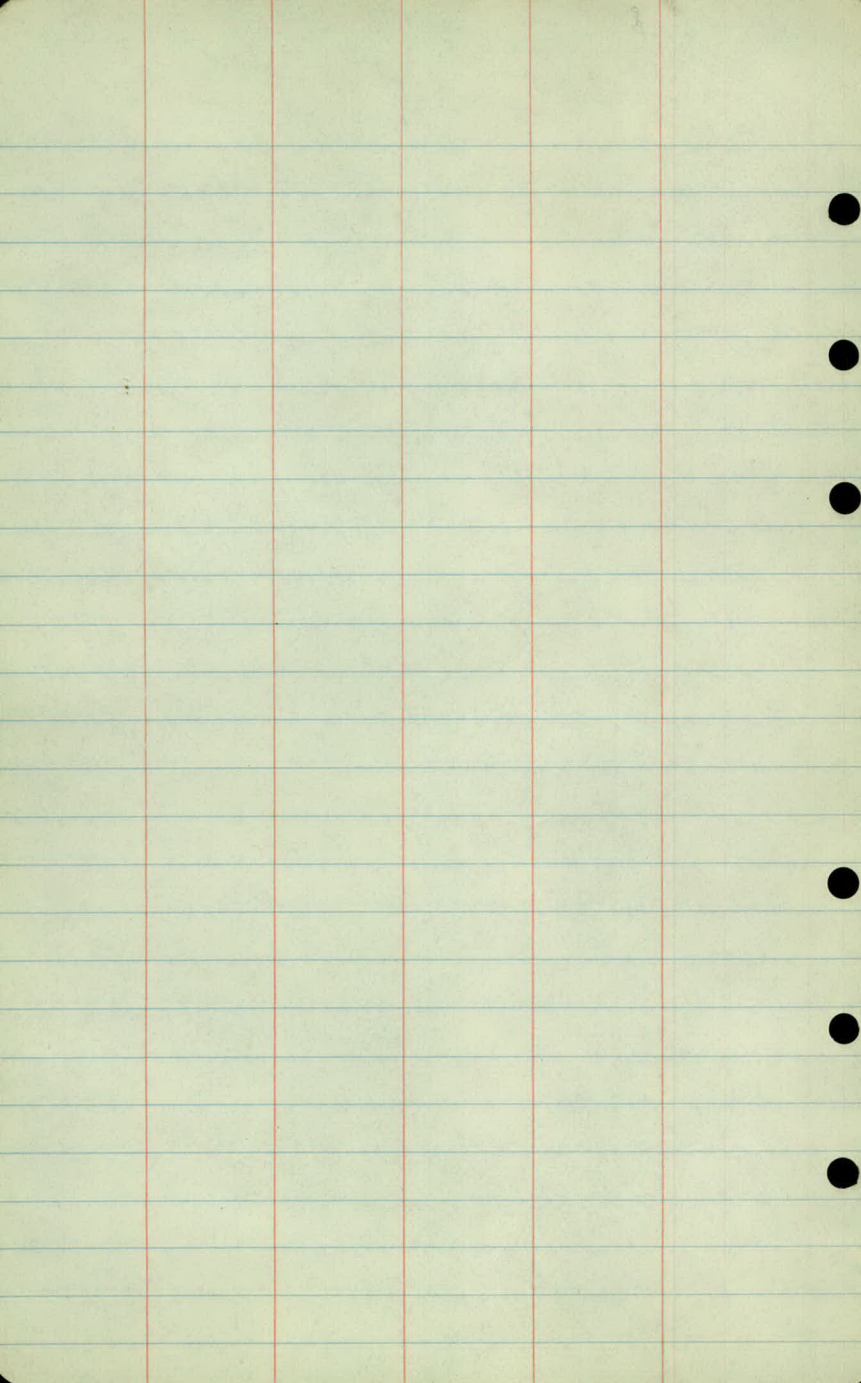
$$\begin{array}{r} 3.1 \\ + 8.6 \\ \hline 38.7 \end{array}$$

11.6

$$\begin{array}{r} 5.4 \\ + 6.2 \\ \hline 33.9 \end{array}$$

11.4

$$\begin{array}{r} 8.2 \\ + 3.01 \\ \hline 29.3 \end{array}$$



Blue tops

OWASSO BLVD. SO.

Sta.	+	π	-	Elev.
B.M.	458	897.20		892.62
0+00	P.C.			93.1

				94.2
+25			93.2	92.3

				94.3
+50			93.2	92.3

				94.4
+75			93.3	92.3

				94.5
1+00			93.4	92.4

				94.6
+25			93.5	92.5

				94.6
+50			93.6	92.7

				94.5
+75			93.6	92.6

				94.5
487.15 P.T.			93.7	93.1

				94.6
2			93.7	93.2

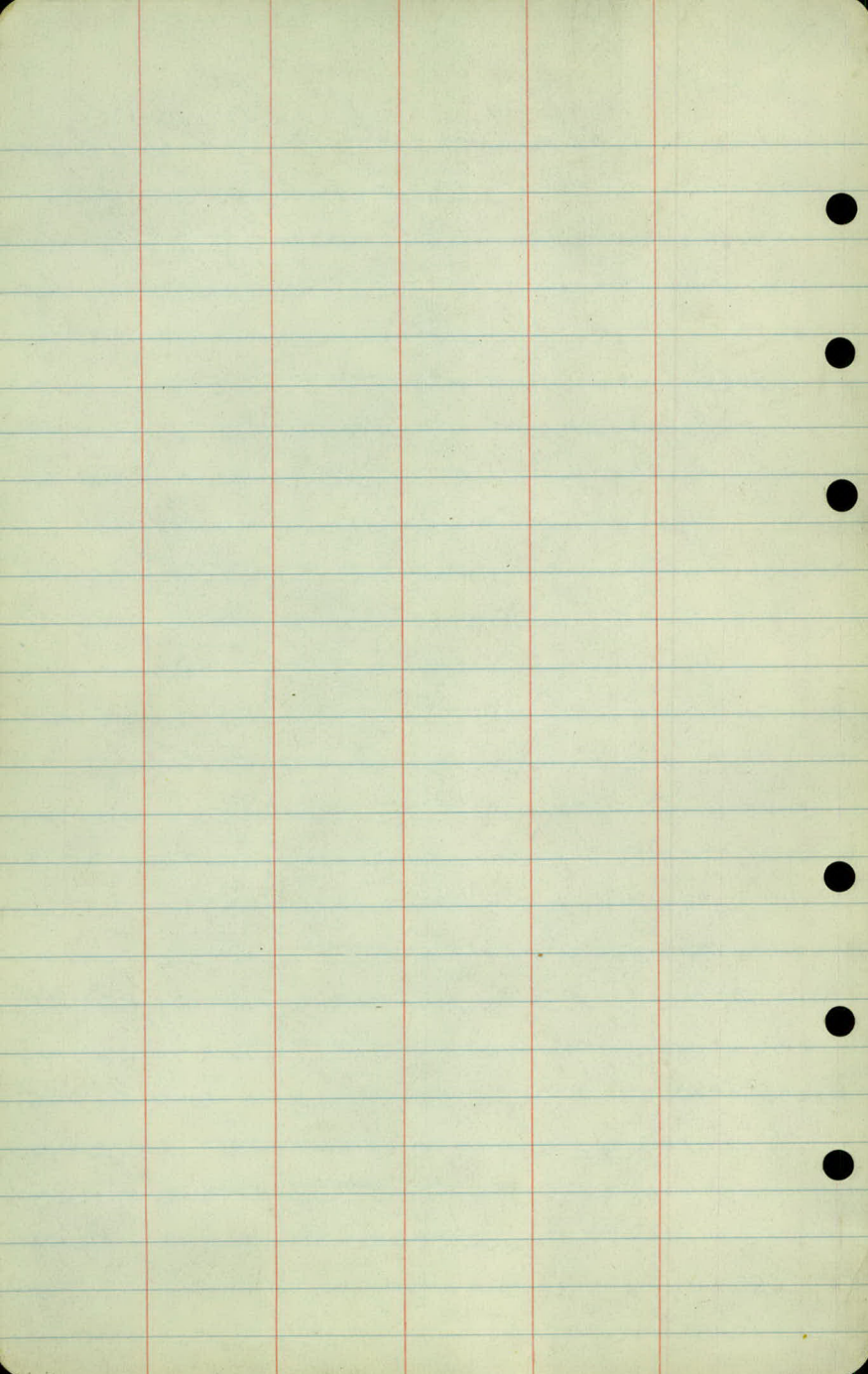
				94.6
+25			93.8	93.4

				94.2
+50			93.9	93.8

Super. GR

Spike in G.P. 19' lt. 3/4 0+62

0.0					
0.0	4.1	B.T. $\frac{4.1}{14}$			EW. 0.0
+1.0	3.0				
-0.9	4.0	$\frac{3.0}{14}$	$\frac{4.0}{14}$		EW. 1.5
+1.1	2.9	$\frac{2.9}{14}$	$\frac{4.9}{14}$		
-0.9	4.9	$\frac{4.9}{14}$	$\frac{16.6}{14}$		EW. 2.0
+1.1	2.8	$\frac{2.8}{14}$	$\frac{4.9}{14}$		
-1.0	4.9 @ 5'	$\frac{4.9}{14}$	$\frac{17.7}{14}$ 5'		EW. 3.9
+1.1	2.7 @ 10'	$\frac{2.7}{14}$	$\frac{4.8}{14}$		
-1.0	4.8	$\frac{4.8}{14}$	$\frac{17.9}{14}$		EW. 3.9
+1.1	2.6 @ 8'	$\frac{2.6}{14}$	$\frac{4.7}{14}$		
-1.0	4.7	$\frac{4.7}{14}$	$\frac{17.9}{14}$		EW. 3.9
+1.0	2.6 @ 2'	$\frac{2.6}{14}$	$\frac{4.5}{14}$		
-0.9	4.5	$\frac{4.5}{14}$	$\frac{17.6}{14}$		EW. 3.6
+0.9	2.7 @ 0.9	$\frac{2.7}{14}$	$\frac{4.4}{14}$		
-0.8	4.4	$\frac{4.4}{14}$	$\frac{16.6}{14}$		EW. 2.6
+0.8	2.7 @ 2.0	$\frac{2.7}{14}$	$\frac{4.1}{14}$		L
-0.6	4.1	$\frac{4.1}{14}$	$\frac{15.9}{14}$		EW. 1.94
+0.7	2.8 @ 2.0	$\frac{2.8}{14}$	$\frac{4.0}{14}$		
-0.5	4.0	$\frac{4.0}{14}$	$\frac{14.7}{14}$		EW. 0.7
+0.6	2.8 @ 0.0	$\frac{2.8}{14}$	$\frac{3.8}{14}$		
-0.4	3.8	$\frac{3.8}{14}$	$\frac{14}{14}$		EW. 0.0
+0.3	3.0	$\frac{3.0}{14}$	$\frac{3.4}{14}$		
-0.1	3.4	$\frac{3.4}{14}$	$\frac{14}{14}$		



5. Owosso Blvd.

Addition Blue Tops

for Sta 0+00 to Sta 18+50

B.M. 5.74 898.36 892.62

0+00 93.1

+25 94.2

+50 94.3

+75 94.4

1 94.5

25 94.6

50 94.6

75 94.5

87.15 94.5

2 94.4

+25 94.4

+50 94.2

Spike G. P. 19' Lt. 0+62

0.0
5.26
0.0

5.3
14

E.W. 0.0

6.2

+1.0
5.2
-0.9

4.3
14

4.3
5.2

+1.1
4.1
-0.9

3.2
14

5.2
16.6

5.6
21.1

E.W. 2.6

3.2
5.1

+1.1
4.0
-1.0

3.0
14

5.1
17.9

5.5
22.4

E.W. 3.9

3.0

5.0
+1.1
3.9

2.9
14

5.0
17.9

5.4
22.4

E.W. 3.9

-1.0
2.9

4.9

+1.1
3.8
-1.0

2.8
14

4.9
17.9

5.3
22.4

E.W. 3.9

-1.0
2.8

2.8

+1.0
3.8
-0.9

2.9
14

4.8
17.6

5.3
22.1

E.W. 3.6

4.8

+0.9
3.9

3.1
14

4.8
16.6

5.4
18.1

E.W. 2.6

-0.8
3.1

4.7

+0.8
3.9
-0.6

3.3
14

4.7
15.9

5.4
17.4

E.W. 1.94

3.3

4.7

+0.7
4.0
-0.5

3.5
14

4.7
14.7

5.5
16.2

E.W. 0.7

3.5

4.6

+0.6
4.0
-0.4

3.6
14

4.6
14

5.5
15.5

E.W. 0.0

4.6

4.5

+0.3
4.2
-0.1

4.1
14

4.5
14

5.7
18.5

4.1

898.36

3

94.0

+50

94.1

4

94.2

+50

94.2

5

94.3

4.52

893.84

+50

94.3

5.45

897.29

6

94.4

+50

94.5

7

94.5

+50

94.5

8

94.6

+50

94.6

4.4

$$\frac{4.4}{11}$$

$$\frac{4.4}{17}$$

4.3

$$\frac{4.3}{11}$$

$$\frac{4.3}{17}$$

4.2

$$\frac{4.2}{11}$$

$$\frac{4.2}{17}$$

4.2

$$\frac{4.2}{11}$$

$$\frac{4.2}{17}$$

4.1

$$\frac{4.1}{11}$$

$$\frac{4.1}{17}$$

4.1

$$\frac{4.1}{11}$$

$$\frac{4.1}{17}$$

4.9

$$\frac{4.9}{11}$$

$$\frac{4.9}{17}$$

4.8

$$\frac{4.8}{11}$$

$$\frac{4.8}{17}$$

4.8

$$\frac{4.8}{11}$$

$$\frac{4.8}{17}$$

4.8

$$\frac{4.8}{11}$$

$$\frac{4.8}{17}$$

4.7

$$\frac{4.7}{11}$$

$$\frac{4.7}{17}$$

4.7

$$\frac{4.7}{11}$$

$$\frac{4.7}{17}$$

899.³29

9 94.7

+50 94.8

10 94.8

+50 94.9

11 94.9

+50 95.0

12 95.3

+50 95.7

T.P. 8.43 904.¹14 3.58 895.71

13 96.3

+50 97.0

14 97.5

+50 98.3

4.6

$$\frac{4.6}{11}$$

$$\frac{4.6}{17}$$

4.5

$$\frac{4.5}{11}$$

$$\frac{4.5}{17}$$

4.5

$$\frac{4.5}{11}$$

$$\frac{4.5}{17}$$

4.4

$$\frac{4.4}{11}$$

$$\frac{4.4}{17}$$

4.4

$$\frac{4.4}{11}$$

$$\frac{4.4}{17}$$

4.3

$$\frac{4.3}{11}$$

$$\frac{4.3}{17}$$

4.0

$$\frac{4.0}{11}$$

$$\frac{4.0}{17}$$

3.6

$$\frac{3.6}{11}$$

$$\frac{3.6}{17}$$

7.8

$$\frac{7.8}{11}$$

$$\frac{7.8}{17}$$

7.1

$$\frac{7.1}{11}$$

$$\frac{7.1}{17}$$

6.6

$$\frac{6.6}{11}$$

$$\frac{6.6}{17}$$

5.8

$$\frac{5.8}{11}$$

$$\frac{5.8}{17}$$

904.14

15

99.0

+50

99.5

16

00.2

+50

00.8

17

01.5

+50

$\frac{1}{2}$

18

01.4

+50

00.9

B.M. $\checkmark$ ho

2.61

901.53

901.59

$$5.1 \quad \frac{5.1}{1} \quad \frac{5.1}{17}$$

$$4.6 \quad \frac{4.6}{11} \quad \frac{4.6}{17}$$

$$3.9 \quad \frac{3.9}{11} \quad \frac{3.9}{17}$$

$$3.3 \quad \frac{3.3}{11} \quad \frac{3.3}{17}$$

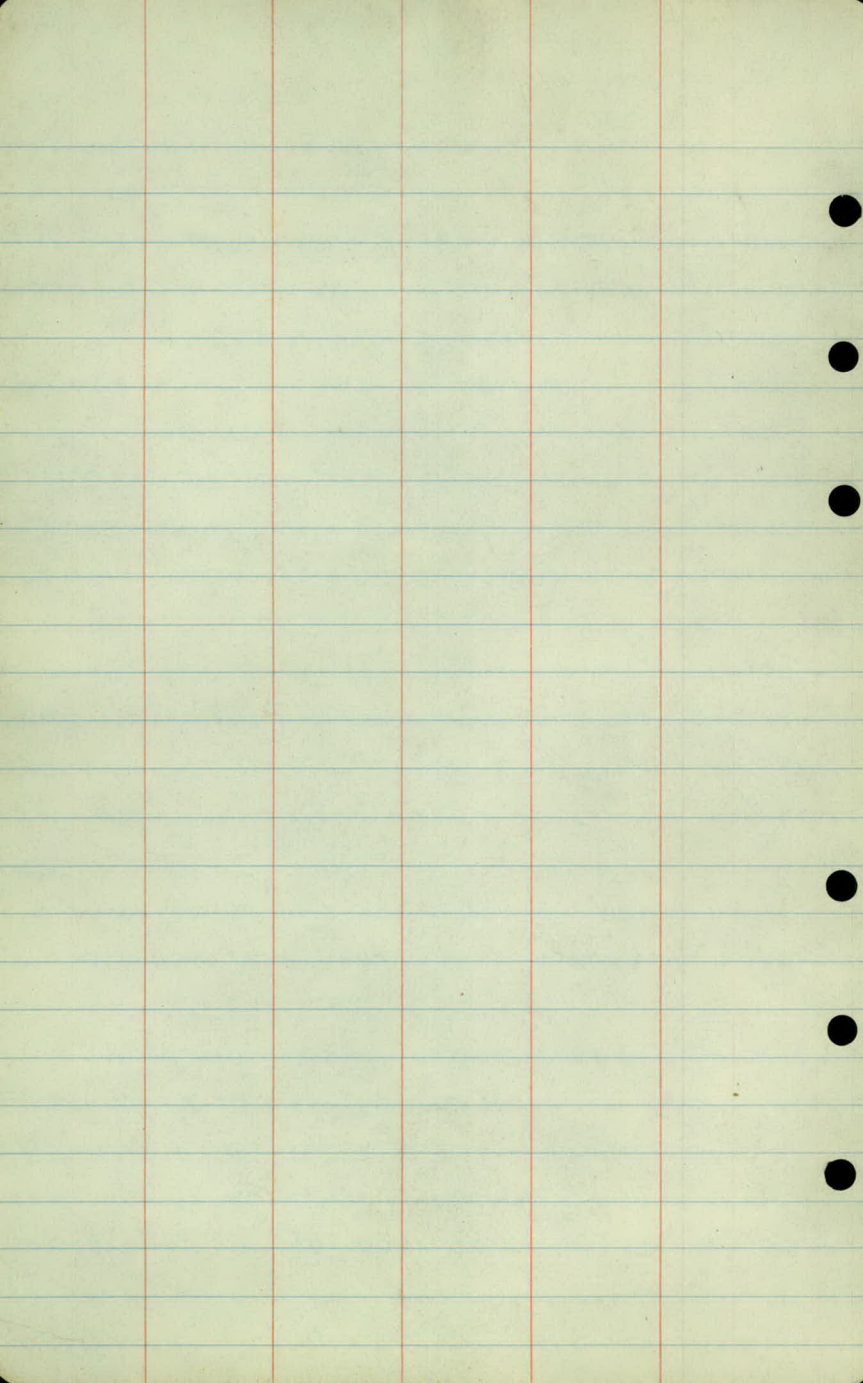
$$2.6 \quad \frac{2.6}{11} \quad \frac{2.6}{17}$$

$$2.4 \quad \frac{2.4}{11} \quad \frac{2.4}{17}$$

$$2.7 \quad \frac{2.7}{17}$$

$$3.2$$

B.M. Spike T.P. 19' Lt. Sta 18+39



New Ties for Instrument Pts
on Onesso Blvd 50

41+44.97 P.T.

39+73.15 P.C.C.

30+36.64 P.C.

26+00 P.O.T.

S.W. Cor
Tower

66.82

0

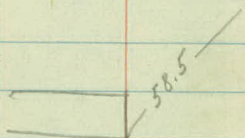
71.92
R.R. Tie

15" Ash

⊗

62.33

0



58.5

Top Gable White Ho

Spike in tie

109.31

12" Oak

26.68

0

64.80

R.R. Tie

Spike in

15" Oak

252
Holo.

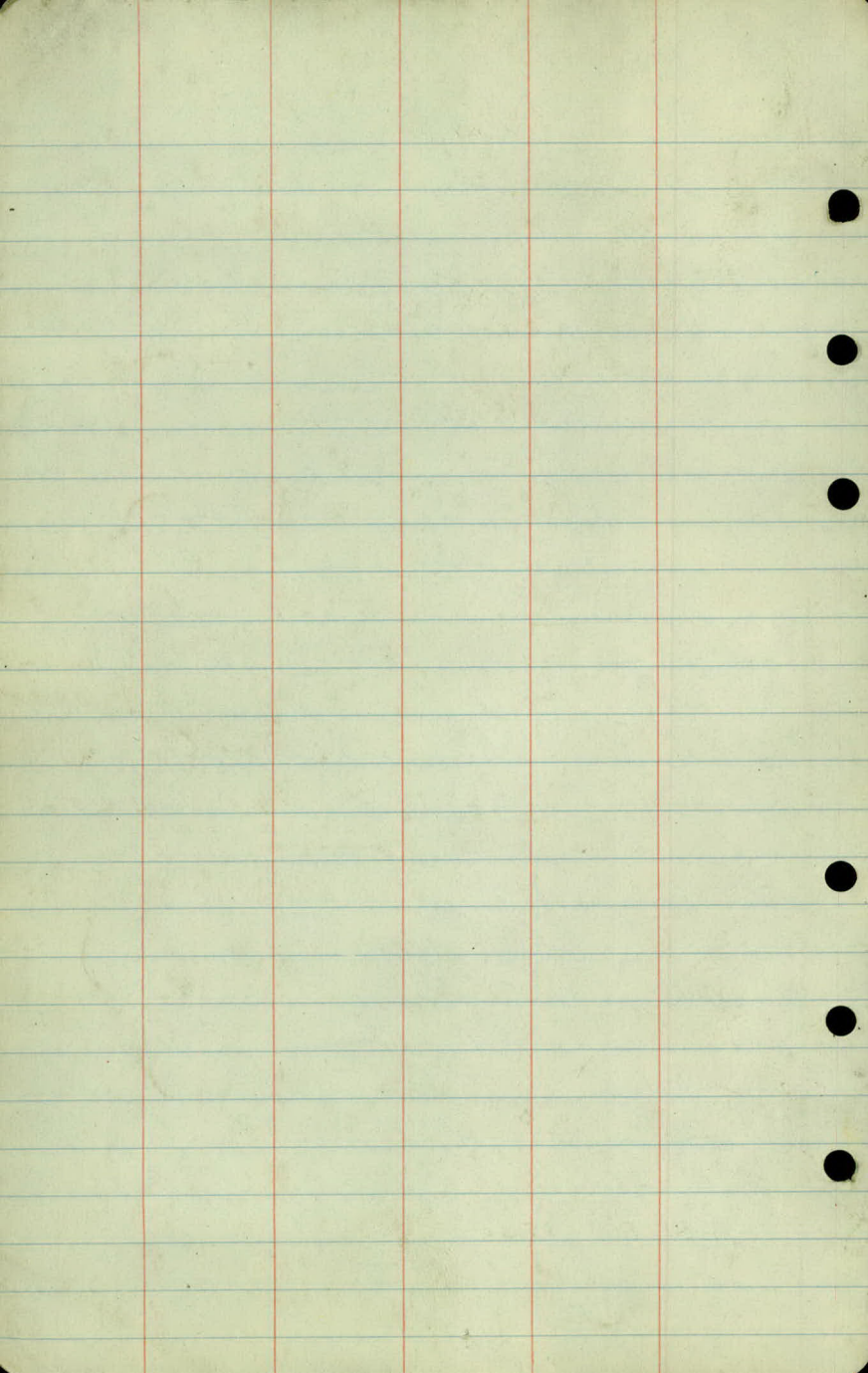
⊠

99.80

R.R. Tie

65.55

0



1
S. Onassa Blvd.

Paving Survey

Date to Western

4 pages

Drawn up

Sta

0+00 P.C

+50 Ent Left

+90 Ent Left

} Same Road

1+87.15 PT

2+75 Ent Left

8+51 Double Ent Left

8+98 Ent Right

9+37 Ent Left

10+15 Ent Left

11+88 Ent Left

14+00 Large Ent Left (Resort)

15+82 Ent Left

3 July 1952

2

Kvidera

Benson

Nail in plank X sing

Sta

- | | | |
|-------|----------------------------------|---|
| 18+09 | Ent Left | ✓ |
| 22+60 | Ent Left | ✓ |
| 22+95 | Ent Right | ✓ |
| 27+23 | Ent Left | ✓ |
| 27+69 | Double Ent Left | ✓ |
| 28+39 | Ent Left | ✓ |
| 30+84 | Ent Left | ✓ |
| 32+87 | ^{4'} Side walk Ent Left | ✓ |
| 33+55 | Ent to Double garage of 32' Left | ✓ |
| 34+45 | Ent to Double garage of 25' Left | ✓ |
| 34+99 | Double Ent of 38' Left | ✓ |
| 35+50 | Double Ent Left | ✓ |
| 36+28 | Ent to Double garage of 24' Left | ✓ |

71
39
32
16
35

55
30
25

20
18
38
19

3
39
15
24

36+69 Ent Left ✓

36+85 Ent Left ✓

37+78 ~~2~~ Double Ent Left ✓

37+98 Ent Left ✓

38+80 Ent to 2 double garages of 30' in Left ✓

39+84 Ent & Double Double garage of 62' Left ✓

40+78 Ent Left ✓

42+28 Ent Right

48+49 Ent Left

51+94 Ent Right

52+49 ~~2~~ Onassio Blvd S going East

52+00 Beg 30' Radius R. & L.

94
65
29

4

53

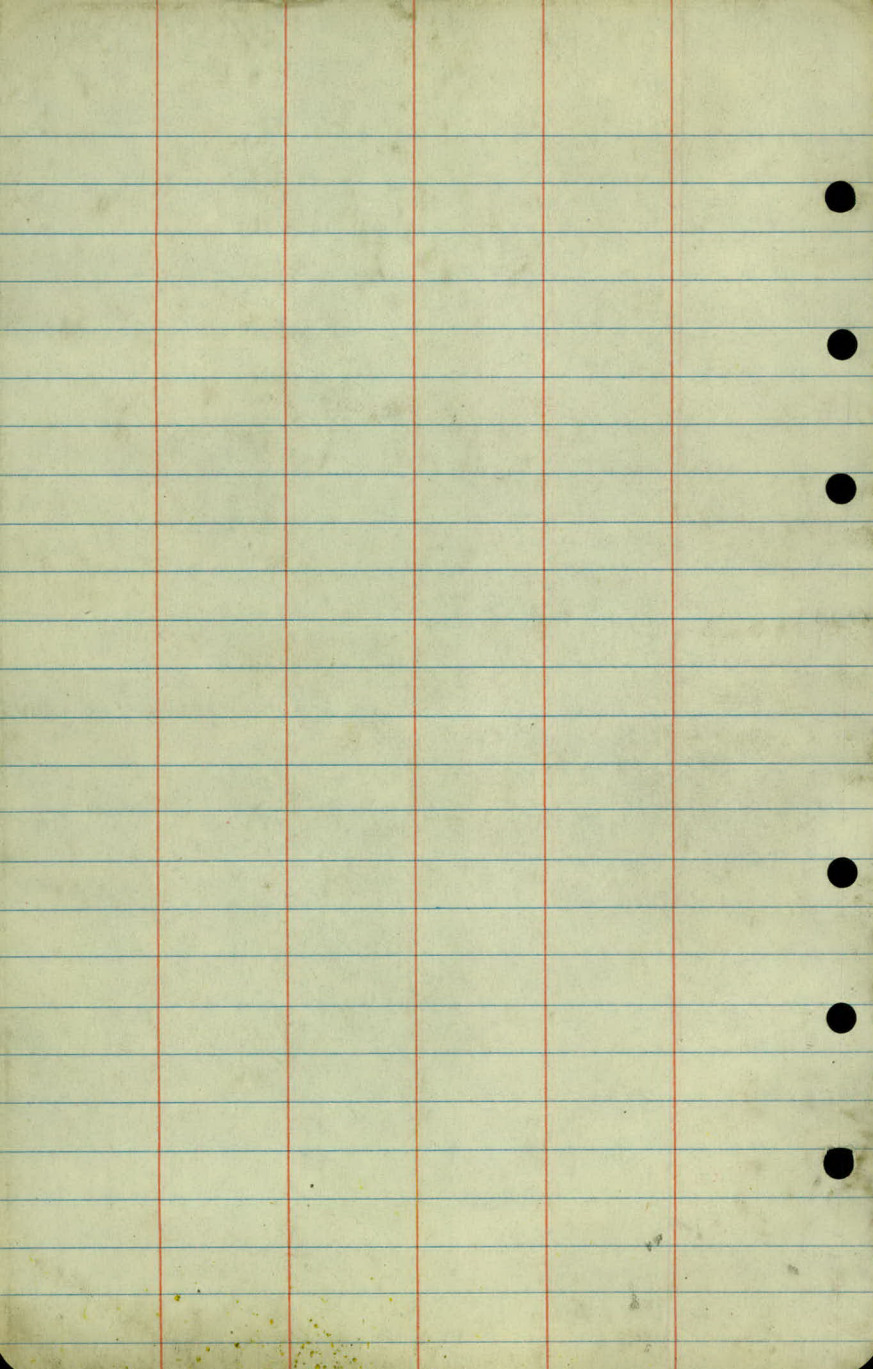
3

64

47

15

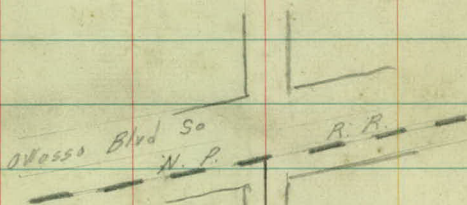
62



OWASSO BULIVARD So

Sta 41 to Western

PLAN SURVEY

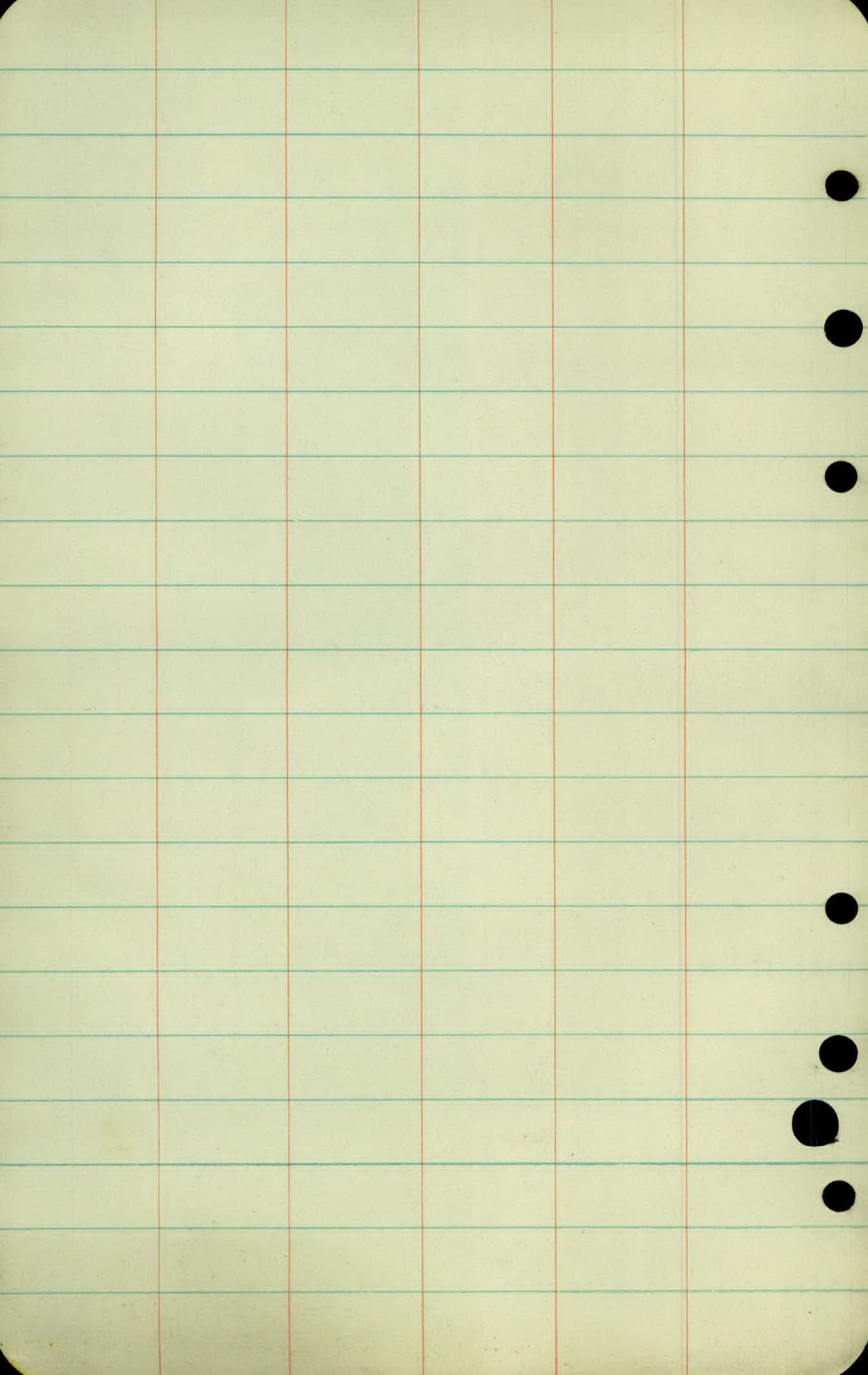


Rec. 11/1/55

Western
Ave

Owasso Blvd
South

✓ L.D.G.



Alignment

Note: Stationing continued from 1938
Survey Book 162 Drawer B

Sta Point Δ Lt Δ Rt.

+39.64 PT

6°22'

+25

5°38.1'

45

4°23.1' Δ = 12°44'

+25

3°08.1' D = 10°

44+76.32 P.I.

12°44' T = 64.01

+50

1°53.1' L = 127.33

+25

0°38.1' R = 573.69'

44+12.31 PC

0°00'

41+44.97 P.T.

54°59'

T. 134.95

L. 171.82

P.I. 41+08.10

} Taken from Book
Dr. 8 BK. 162

39+73.15 P.C.C.

0°00'

FX
AM
JB

Oct 27, 1955

3

15" BE

0 PP

54.72

64.58

boat spike

62.39

65.04

GP 0

0 PP

Tower SW Gir Frame
Above Plate

[]

66.82

0 PP

23.18

Boat spike

R.R. Tie

71.92

33.92

Iron

0

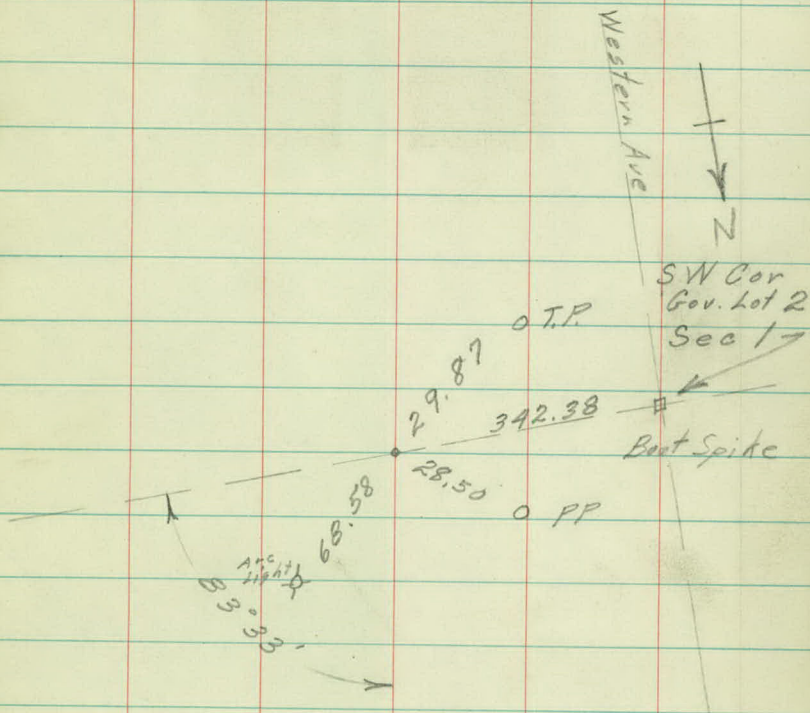
21.30

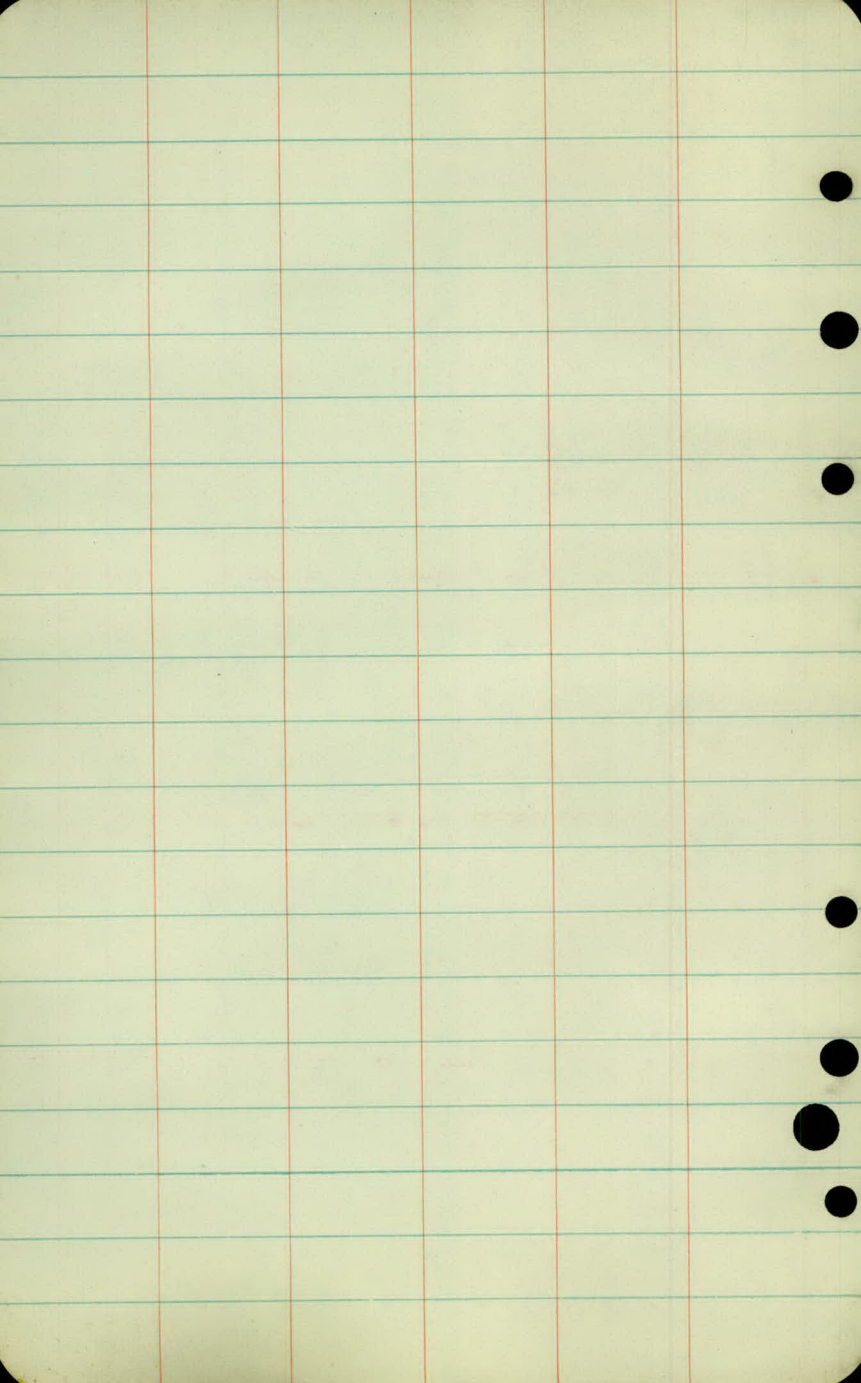
25.25

0 PP

30.78

4





Oct 28, 1953

5

Topography

45

Broken Fe \$
 25 Road
 13 - 6

Fe Broken Road
 +50 21 9 - 10

44

Broken Fe GP
 15
 Road
 9 12

+17 PP
 20

+38 Ent
 Rt

43

Begin Broken Fe Road
 +100 19 8 12

+98 \$3 Walk
 22

+87 PP
 21

B. Tie
 +83 Ho.

+86 NE Cr. Ho.
 52

+35 Ent
 Rt

Std. oil Pipe Air Vent
 +15 19

42

Road
 8 13

Road
 +150 7 15

Road
 +25 6 15

+49 PP
 23

Road
 11 - 14

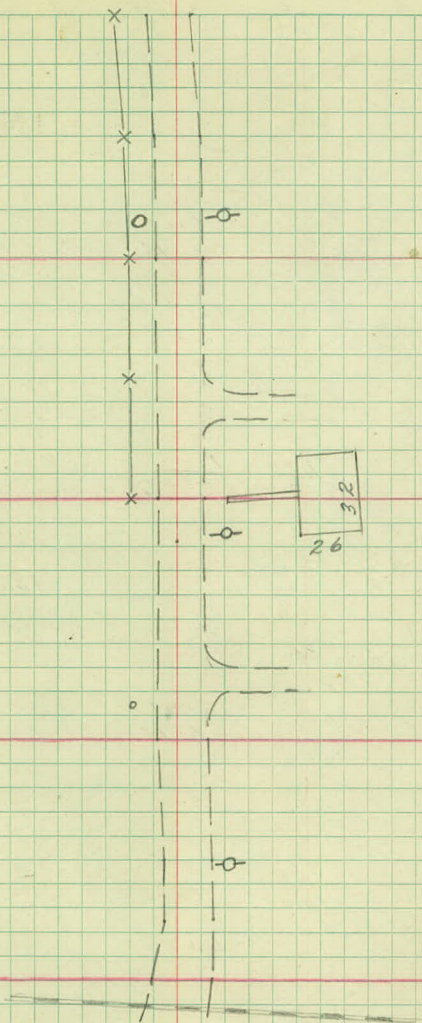
41

\$ Track
 +90

40

Oct 28, 1955

6



50

SwP	Road
24	3 16

End SwP
170 100

Begin SwP.

+100 90

End Broken Fe

Road

SwP

49	100	14	5-16	43
----	-----	----	------	----

+12	33	+42	29	+40	37
-----	----	-----	----	-----	----

+37	26	+29	18	+27	18
-----	----	-----	----	-----	----

+26	25	+24	36	+24	41
-----	----	-----	----	-----	----

+20	49	+10	19	+08	32
-----	----	-----	----	-----	----

Fe	Road	SwP
48	2-17	33

+93	30	+94	19
-----	----	-----	----

+52	11	+78	21	+82	28
-----	----	-----	----	-----	----

+25	13	+75	13	+72	15
-----	----	-----	----	-----	----

+08	20
-----	----

Fe	Road	SwP
47	8 10	36

+87	25
-----	----

Fe	Road	SwP	Area Lt
+50	27 15-2	24	159 12

Fe	Road	Swamp
46	20-2	8

26' +99' 12" X 32' SCP '6'

B.Fc	Road	Swamp
+50	29 18-4	12

+38	21	+24	29
-----	----	-----	----

+21	38	+05	80	+40	9
-----	----	-----	----	-----	---

45

FK
AM
LC
WJ

Oct 28, 1955
Oct. 31, 1955

7

Swamp

+63 X-Fe NG 14'
+64 2-4" Loc 42
+60 6-10" Loc 31
+61 Trip 14" BE 14
+55 Ent 12 1/2" BE 9
+44 8" L. 50
+43 8" BE 45
+40 6" BE 44
+42 1" BE 38



Culvert
cleaned
1972 by
maintainance
dept.

53

+44 Edge Bt. 166 Edge Bt.
 End Rad 137 76 End Rad. 146 24
 120 SWP 125 Arc Lt 125 Road 136 PP
 65 62 12-6 21.5
 E End X-Drain 50' 108 36 126 76 W.E. X-Drain 12' CM

52

SWP Road 115 30' 0"
 40' 22.5-2 11 11
 End 199 19 199 24' Brass
 SWP Road 192 2 Ent
 150 19 150 7-14 50
 PP 147 24 155 10' P 176 8' P
 Trip 6 W/ 143 49 R Tie 124 Ho 196 65.5
 NEC in H₂

51

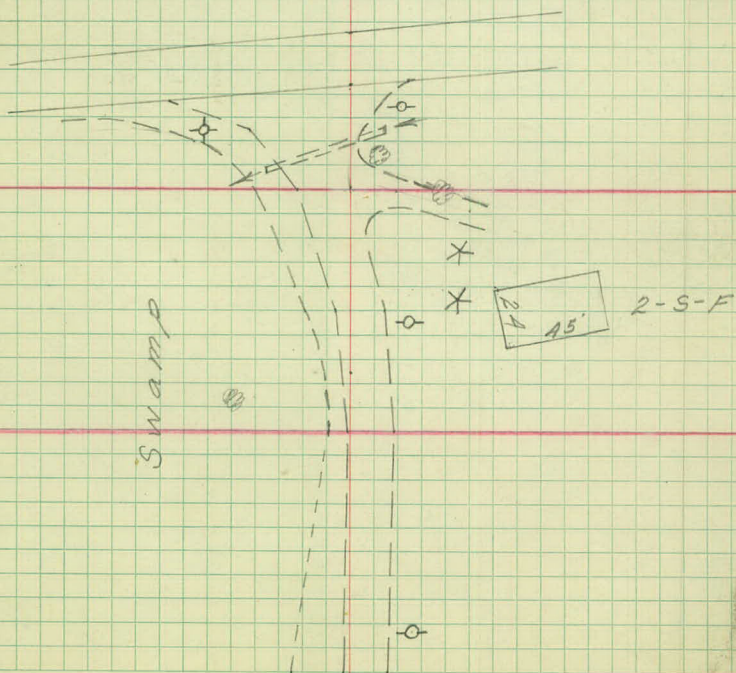
SWP Road
 9 1-18

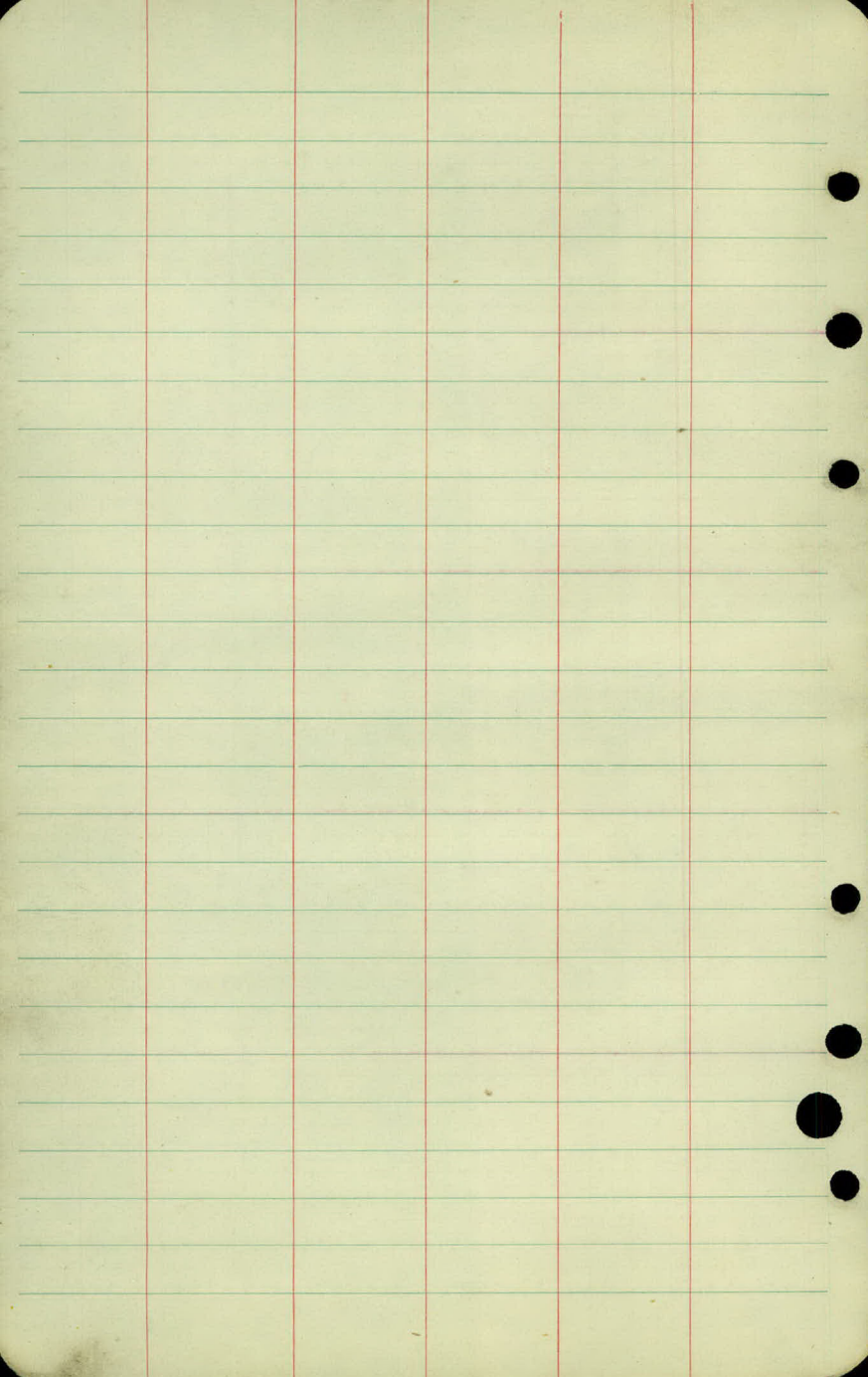
50

PP
 117 27

Oct 31, 1955

8





Oct. 31, 1953

9

Bench Levels

Sta	+	π	-	Elev.
BM	3.73	909.51		905.78
TP	1.29	903.17	7.63	901.88
BM	3.52	899.38	7.31	895.86 (895.86)
TP	4.87	899.10	5.15	894.23
BM	4.11	899.10	4.11	894.99 (894.99)
TP	5.12	899.35	4.87	894.23
"	6.62	902.58	3.39	895.96
BM			6.71	895.87 (895.86)
TP	7.05	909.24	0.39	902.19
BM			3.47	905.77 (905.78)

Oct 31, 1955

10

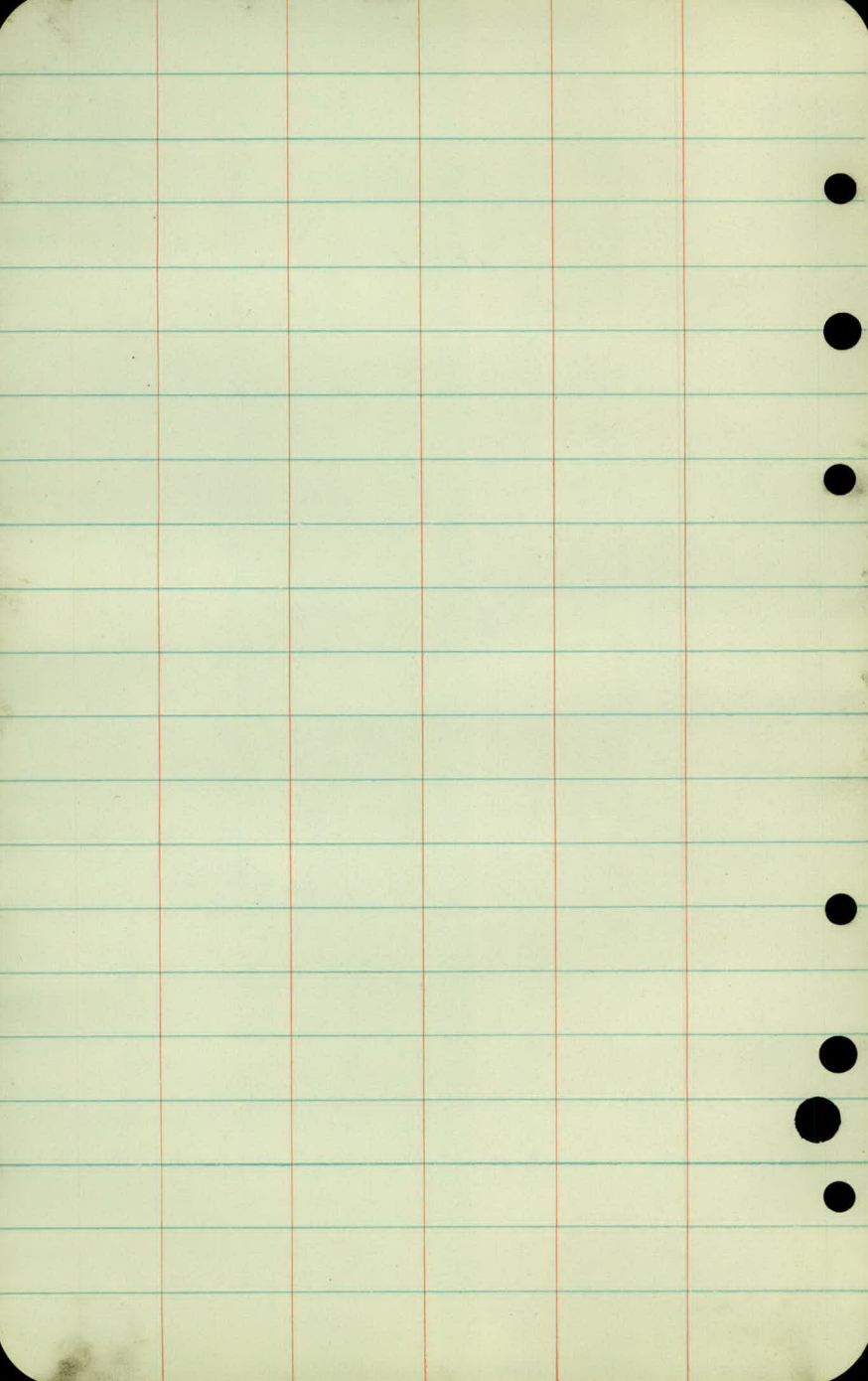
R.R. Spike in PP 38' Lt Sta 40+58

Spike in Arc Lt. Pole 12' Rt Sta 46+59

Spike in Arc Lt. Pole 62' Lt Sta 52+25

Spike in Arc Lt. Pole 12' Rt Sta 46+59

R.R. Spike in <sup>Arg.
Lt.</sup> P.P. Pole 38' Lt Sta 40+58



Oct 31, 1955

11

X-Sections

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

BM	3.47	909.25		
----	------	--------	--	--

				905.78
--	--	--	--	--------

39+73.15				
----------	--	--	--	--

			06.3	
--	--	--	------	--

40				
----	--	--	--	--

			06.3	
--	--	--	------	--

+ 25				
------	--	--	--	--

			06.0	
--	--	--	------	--

+ 50				
------	--	--	--	--

			05.8	
--	--	--	------	--

+ 75				
------	--	--	--	--

			05.5	
--	--	--	------	--

+ 87.4				
--------	--	--	--	--

			04.68	
--	--	--	-------	--

			04.62	
--	--	--	-------	--

Oct. 31, 1955

12

Lt.

Rt

RR Spike in Arch Pole 38' Lt. Sta 40+58

3.0

3.0

3.3

3.5

3.8

4.57

Rail

4.63

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

		909.25		
--	--	--------	--	--

+92				
-----	--	--	--	--

			04.62	
--	--	--	-------	--

41				
----	--	--	--	--

			04.8	
--	--	--	------	--

+43				
-----	--	--	--	--

			05.0	
--	--	--	------	--

+50				
-----	--	--	--	--

			04.5	
--	--	--	------	--

42				
----	--	--	--	--

			04.1	
--	--	--	------	--

+50				
-----	--	--	--	--

			03.7	
--	--	--	------	--

Oct 31, 1955

13

LH

RT

04.33

04.62

05.00

11.92

4.63

4.25

30'

Rail

30'

Rail

Rail

03.6

03.8

04.8

04.8

04.4

04.2

03.1

03.4

5.7 5.5

4.5

4.5

4.9

5.1

6.2

5.9 ✓

50 24

17

14

17

21

50

03.4

02.5

02.6

04.1

04.3

05.0

04.5

04.0

03.4

03.9

03.6

5.9 6.8

6.7

5.2

5.0

4.3

4.8

5.3

5.9

5.4

5.7 ✓

50 21

12

8

6

7

16

20

33

50

03.4

02.5

02.6

03.9

04.1

04.5

04.4

04.1

03.7

05.0

04.4

5.9 6.8

6.7

5.4

5.2

4.8

4.9

5.2

5.6

4.3

1.9

50 20

12

9

7

7

15

21

25

37

50

04.0

03.4

02.7

03.3

03.7

04.1

04.1

03.9

03.6

07.0

07.7

07.9 ✓

5.3 5.9

6.6

6.0

5.6

5.2

5.2

5.4

5.7

2.3

1.6

1.4

50 30

12

9

6

6

13

20

27

36

50

03.8

03.6

03.2

02.3

02.3

03.2

03.7

03.7

03.6

03.8

04.7

05.3 ✓

5.5 5.7

6.1

7.0

7.0

6.1

5.6

5.6

5.7

5.5

4.6

4.0

50 29

14

12

11

9

14

18

26

36

50

Sta + π - Elev

909.25

43 03.2

+50 02.3

44 01.0

+50 99.3

97.9

45

TP 3.49 901.03 11.71 897.54

+50 96.1

Oct 31/1955

13

LT

RT

02.6	02.8	03.2	01.9	01.9	02.1	03.2	02.9	02.6	02.7	03.51	04.5	✓
6.7	6.5	6.1	7.4	7.4	6.6	6.1	6.4	6.7	6.6	5.74	4.8	
50	31	15	12	11	9		12	16	19	22	50	
										Walk	40	

03.6	04.0	04.8	01.7	01.8	02.3	02.1	01.7	01.7	02.3	02.7	✓
5.7	5.3	4.5	7.6	7.5	7.0	7.2	7.6	7.6	7.0	6.6	
50	30	19	13	9		11	15	18	23	50	

04.9	05.3	04.7	00.4	00.7	01.0	00.8	00.2	96.9	96.1	✓
4.4	4.0	4.6	8.9	8.6	8.3	8.5	9.1	12.4	13.2	
50	38	21	14	10		12	17	30	50	

03.9	04.4	03.7	98.5	99.0	99.3	99.0	98.3	94.8	93.7	✓
5.4	4.9	5.6	10.8	10.3	10.0	10.3	11.0	14.5	15.6	
50	37	24	14	9		9	15	28	50	

92.6	92.9	94.4	96.9	97.5	97.9	97.7	96.7	96.7	99.6	99.0	✓
16.7	16.4	14.9	12.4	11.8	11.4	11.6	12.6	12.6	9.7	9.3	
50	22	15	10	5		16	20	22	28	50	

91.1	95.2	95.2	96.8	96.8	96.1	95.6	92.3	90.7	89.5	89.0	
3.9	5.8	5.8	4.2	4.2	4.9	5.4	8.7	10.3	11.5	12.0	
32	27	25	20	9		3	10	20	28	50	

98.2 99.5

✓

→ 2.8 1.5
38 50

Sta + x - Elev

901.03

46

95.0

✓

+50

95.8

✓

BM 2.42 905.28 5.18 895.85 (895.86)

A7

96.1

Oct 31, 1955

14

14

RT

93.83	95.4	96.0	96.1	95.3	95.0	92.10	91.8	90.5	89.0	88.9
720	56	5.0	49	57	6.0	8.93	9.2	10.5	120	121
27	25	20	10	2		FL	9	17	19	50

FL 12" SCP 12" SCP

94.5	94.5	96.3	97.5	97.9
6.5	6.5	4.7	3.5	3.1
27	29	33	43	50

✓

97.7	95.5	95.5	96.0	96.1	95.8	95.6	94.4	91.8	90.3	89.2
3.3	5.5	5.5	5.0	4.9	5.2	5.4	6.6	9.2	10.7	11.8
26	22	20	16	7		3	9	14	26	33

98.7	99.3
2.3	1.7
37	50

✓

88.8
12.2
50

Spike in Arc Lt Pole 14' RT Sta 46+59

01.6	01.9	00.8	95.9	95.7	96.1	95.9	95.6	94.7	91.3
37	34	4.5	9.4	9.6	9.2	9.4	9.7	10.6	14.0
50	33	19	13	9		9	11	18	29

89.7 90.0
156 153
50 40

Sta + π - Elev.

905.28

✓
47+50

95.5

✓
48

94.8

✓
T.P. 4.56 899.16 10.68 894.60

+47 NEnd Ent Culv.

+50

94.5

Oct. 31, 1950

15

14

51

03.1	02.8	01.9	96.8	95.4	95.5	95.8	75.5	94.9	92.1
22	25	34	85	99	98	95	98	104	13.2
50	20	15	7	4		6	15	21	29

89.6
15.7
50

90.1
15.2
38

01.5	99.8	98.8	94.4	94.6	94.8	95.1	95.0	94.5	91.9
38	55	65	10.9	10.7	10.5	10.2	10.3	10.8	13.4
50	29	14	7	3		8	17	21	28

89.5
15.8
42

89.4
15.9
50

92.26

6.90
FL 12"
50 P
9'

other end Barrield

94.5	94.3	92.8	92.8	94.4	94.5	94.6	94.3	93.9	90.5	89.6
47	49	64	64	48	47	46	49	53	8.7	9.6
30	13	10	9	6		6	16	19	28	34

94.9

→ 43
50

✓

89.3
9.9
50

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

		899.16		
--	--	--------	--	--

48+77				
-------	--	--	--	--

				94.2
--	--	--	--	------

✓				
---	--	--	--	--

49				
----	--	--	--	--

				94.2
--	--	--	--	------

+50				
-----	--	--	--	--

				94.1
--	--	--	--	------

50				
----	--	--	--	--

				94.0
--	--	--	--	------

+50				
-----	--	--	--	--

				93.5
--	--	--	--	------

Oct. 31, 1955

16

14

BT

89.9	90.7	90.9	90.30	94.1	94.2	94.3	93.9	93.5	90.48
93	85	83	886	5.1	5.0	4.9	5.3	5.7	8.68
50	23	12	12	6		6	15	19	26
			FL 12.50P						FL 12.50P

89.5	90.9	90.9
9.7	8.3	8.3
50	33	26

89.0	89.8	91.5	93.5	94.1	94.2	94.3	93.9	93.8	92.5	91.6	90.7
10.2	9.4	7.7	5.7	5.1	5.0	4.9	5.3	5.4	6.7	7.6	8.5
50	31	14	9	5		6	16	18	22	42	50

87.4	87.8	91.3	93.2	93.8	94.1	94.4	94.0	94.0	96.4	95.5
11.8	11.4	7.9	6.0	5.4	5.1	4.8	5.2	5.2	2.8	3.7
50	40	18	12	5		6	15	18	33	50

87.0	88.0	91.8	93.3	93.8	94.0	94.4	94.1	94.4	97.4	98.3
12.2	11.2	7.4	5.9	5.4	5.2	4.8	5.1	4.8	1.8	0.9
50	30	15	7	3		6	16	20	29	50

87.3	88.2	90.5	93.4	93.5	94.1	94.2	94.3	97.2	99.2
11.9	11.0	8.7	5.8	5.7	5.1	5.0	4.9	2.0	0.0
50	25	9	3		8	18	24	35	50

Sta + π - Elev

899.16

51

93.7

+50

94.6

BM 9.51 904.50 4.17 894.99 (894.99)

+90

95.1

52

95.2

+08

+26

Oct 31, 1953

17

Lt

Rt

87.5	87.9	89.2	93.4	93.7	94.3	94.5	94.2	97.5	99.0
11.7	11.3	10.0	5.8	5.5	4.9	4.7	5.0	1.7	0.2
50	21	10	3		8	18	26	32	44

✓

00.2

110

50

87.8	87.7	88.5	93.9	94.6	94.8	94.8	94.8	99.4	01.2	02.2
11.4	11.5	10.7	5.3	4.6	4.4	4.4	4.4	10.2	12.0	13.6
50	38	20	10		6	13	20	27	38	50

Spike in Arc H. Pole 42' Lt Sta 52+25 ✓

89.3	90.5	93.9	94.1	95.1	95.3	96.0	96.6	97.7
15.2	14.0	10.6	11.4	9.4	9.2	8.5	7.9	6.8
50	30	20	15		11	21	34	50

95.2

9.3

✓

91.33

13.17

36'

FL 12" SCP

94.70

9.80

FL

12" CM

16'

Sta + π - Elev

904.50

52+30 $\pm$ Ditch at Western 96.2
Parallel to Western

+44 Edge of B.T. 97.6

+53.66 $\pm$ Western & Ouasso Blvd So. 97.7

BM 9.51 894.99 (894.99)

Oct 31, 1955

18

14

RT

93.1	93.4	94.8	95.7	96.2	96.2	96.8	95.0	97.8
11.4	11.1	9.7	8.8	8.3	8.3	7.7	9.5	6.7
50	43	28	14		10	16	23	50

92.7	89.4
11.8	15.1
55	75

95.3	96.4	97.6	99.0	100.8
22	81	6.9	55	37
50	25		25	50

94.4	95.6	96.6	97.7	99.3	101.0	104.2
10.1	8.9	7.9	6.8	5.2	3.5	0.3
100	50	25		25	50	100

Spike in Arc Lt. Pole 62' Lt Sta 52+25

