

D.O.T. Fieldbook Legend

		Full Description	Pre-Code
3/16	⊕	Govt. or Rect. BC/Alum. Mon.	PGM
3/16	⬢	Encased Monument	PCL
5/32	⊕	Other BC/Alum. Mon.	PPM
1/8	●	Rebar w/cap (by Others)	PMC
1/8	⬢	Rebar w/cap (by D.O.T.)	STS
1/8	●	Rebar	PMC
1/8	□	Conc. R/W Monument	PMC
3/32	○	Pipe	PMC
3/32	⊕	Spike	SCP
1/16	●	Nail (PK, Mag, etc.)	SCP
1/8	△	Misc. Fd. Corner	PMC
↑		Symbol size using BEROL Rapidesign R-50 Pocket Pal Template	Entered BEFORE the Desc. (with a space)

Central Region D.O.T. Point Numbering Scheme

1-100	Primary Control Points
101-300	Baseline/Centerline Points (PT, PC, PI)
301-400	Aerial Control Panels or Naturals (HV's)
401-550	Secondary Control Points
551-600	Recovered Published Hz. Control (NGS, GPS, etc.)
601-700	Set or Recovered Vertical Control
701-2000	Found Monuments or Property Corners
2001-5000	Computed Points
5001-20000	Topographic Points
20001 +	Reserved for use by D.O.T.

Property of
CENTRAL REGION D.O.T. SURVEY SECTION
IF FOUND, PLEASE CALL COLLECT:
(907) 269-0558 or (907) 269-0560

The paper in this book is
made of 50% high grade rag stock with
a WATER RESISTING surface sizing.

START BMS @ #601

* NOTE

ALL LOOPS ARE IN ORDER

THAT WERE RUN TO #21, HELD
RECORD VALUE ON #21.

THE OTHER LOOPS WILL NOT
BE USED IN THIS PROJECT.

PAGE NUMBERS OUT OF ORDER.
(FOR GLENN HWY 34.42 Pg. 4-32)

"CONTROL LOOPS"

INDEX				
GLENN HWY LEVELS 34.42				
DATE	FROM	TO	DATE	
Pg. 4	O.P.T.R.P.K #601	MATANUSKA #602	11.07.05	
Pg. 5	MATANUSKA #602	TRM.1 #603	11.22.05	
Pg. 6	TRM.1 #603	BMPARK #50	11.23.05	
Pg. 7	BMPARK #50	TRM.2 604	11.25.05	
Pg. 8	TRM.2 604	GIPS PIT #51	11.28.05	
Pg. 9	GIPS PIT #51	TRM.3 605	11.29.05	
Pg. 10	TRM.3 605	BMSWANKER 606	11.29.05	

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GLENN HWY 35-42 LEUTS
CONTROL LOOPS

PAGE	FROM	TO	DATE
Pg. 11	BM SPENGLER #605	TRM 4 #607	11-30-05
12	TRM 4 #607	GPS DET #52	11-30-05
13	#52	TRM 5 #605	11-30-05
14	TRM 5 #608	TRM 6 #609	12-01-05
16	TRM 6 #609	AKB 1 #55	11-23-05
17	AKB 1 #53	TRM 4 #610	11-23-05

CONT

CONTROL LOOPS

PAGE	FROM	TO	DATE
18	TRM 4 DRIVER #610	TRM 4 #611	12-01-05
19	TRM 4 #611	X-20 RESET #612	12-01-05
20	X-20 RESET #612	TRM 7 #613	12-02-05
21	TRM 7 #613	BM K-87 (1969) #614	12-02-05
22	BM K-87 #614	BM K-87 #615	12-02-05
23	BM K-87 (1991) #615	TRM 8 #616	12-03-05
24	TRM 8 #616	L-87 RESET #617	

INDEX

GLENN HWY 34-42 (CONT)
CONTROL LOOPS

PAGE	FROM	TO	DATE
25	L-87 RESE #617	TBM PIG #618	12-06-05
32	TBM PIG #618	GPS FIRE #54	12-06-05
26	TBM FIRE #54	BM A21 #619	12-07-05
27	BM A21 #619	TBM WOLF #620	12-07-05
31	TBM WOLF #620	M-87 #621	12-02-05
29	M-87 #621	TBM buffalo #622	12-08-05
28	TBM buffalo #622	TBM MOOSE #623	12-08-05

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GLENN HWY 34-42
SECONDARY CONTROL TRIG LOOPS

PAGE	FROM	TO	DATE
34-37	BM SPRING #50	CP. 9 - CP. 12	12-14-05
38-41	BM PARK #50	CP. 3 CP. 13 - CP. 17	12-14-05

4

GLENN HWY 34-42 MILE

		(601)	(602)
		LOOP FROM OPTRPK	to MATANUSKA
			EL: ADJ EL:
	PEG TEST	AXXB	METHOD
	COLLERR OLD:	-1.7	DIFF: -2.4
	COLLERR NEW:	-4.1	RECT = 5.500
	JOB FILE:	110705	
	LINE	785	
601	BEG @:	OPTRPK	BC @ TRUNK RD NE BRD. AVENUE
	TURNING PT:	MAG, NAILS	EL: 187.29 187.29 ft
		1-22	USE
	LOOP TO:	MAT-CU - "MATANUSKA" (602)	
	TP =	23-44	LEVEL EL: 138.291 138.25 ft
			USE
	END @	OPTRPK	601
	MISCLOSURE:	+ 0.007	LEVEL EL = 187.297
			END
	* TURNING POINT NUMBER CHANGED TO 1000-1043		

LEVEL

11.07.05 4

-50
CLR
DNA3
LEVEL
#48

601

B. Kottsch
P. Donnelly

OPTRPK: 3/4 BC NE ABUTMENT OF TRUNK
OVER PASS EL: 187.29
#1903

MATANUSKA: 3/4 BC 800' E of OLD TRUNK RD
STATION 51 FIRE HOUSE, ON OLD TRUNK
RD.

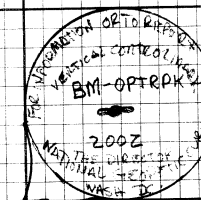
TRUNK RD 02.04.04
P.7

TRUNK RD.

TRUNK RD

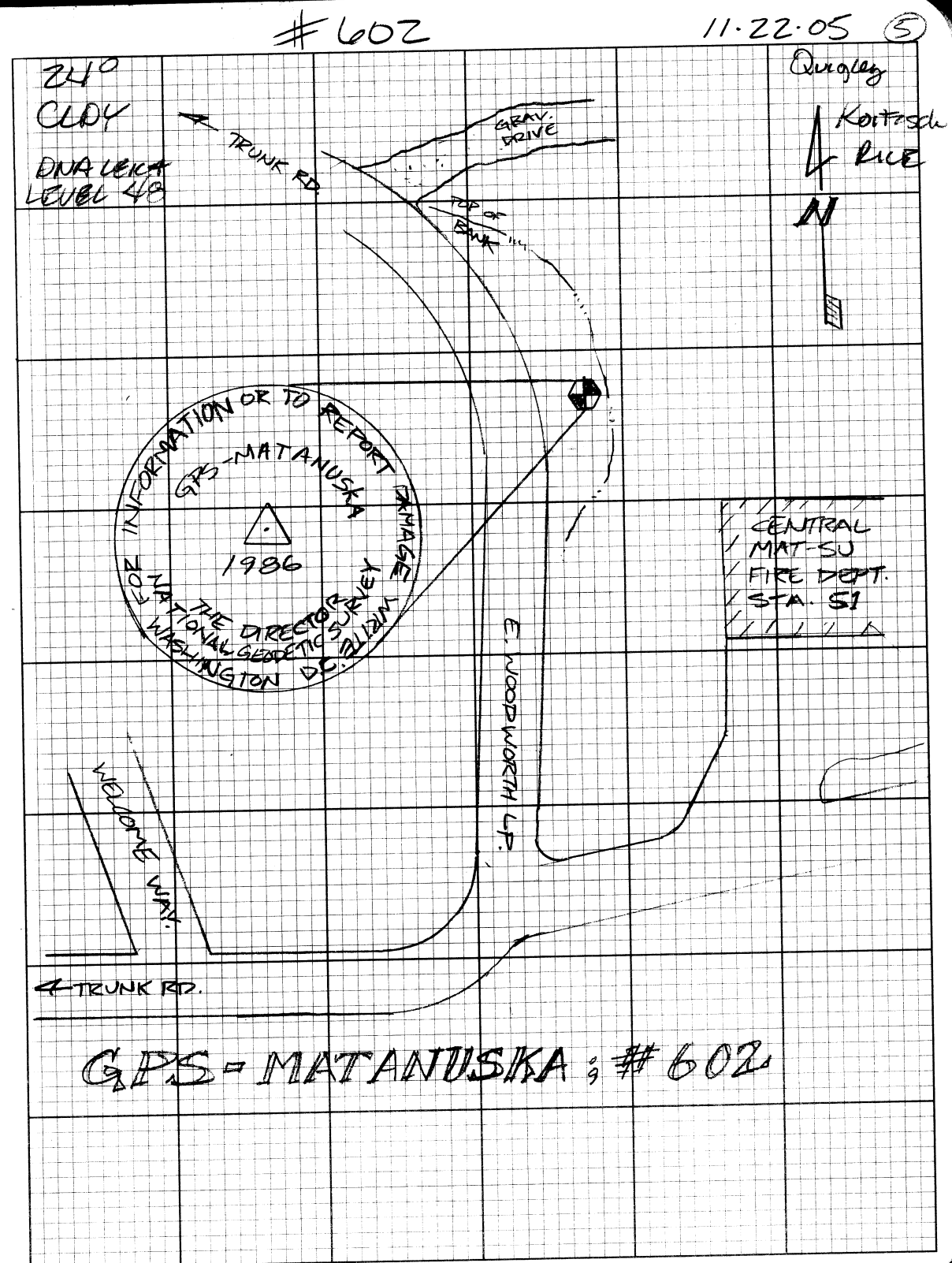
96.12.02 P.7

BECS # 1903

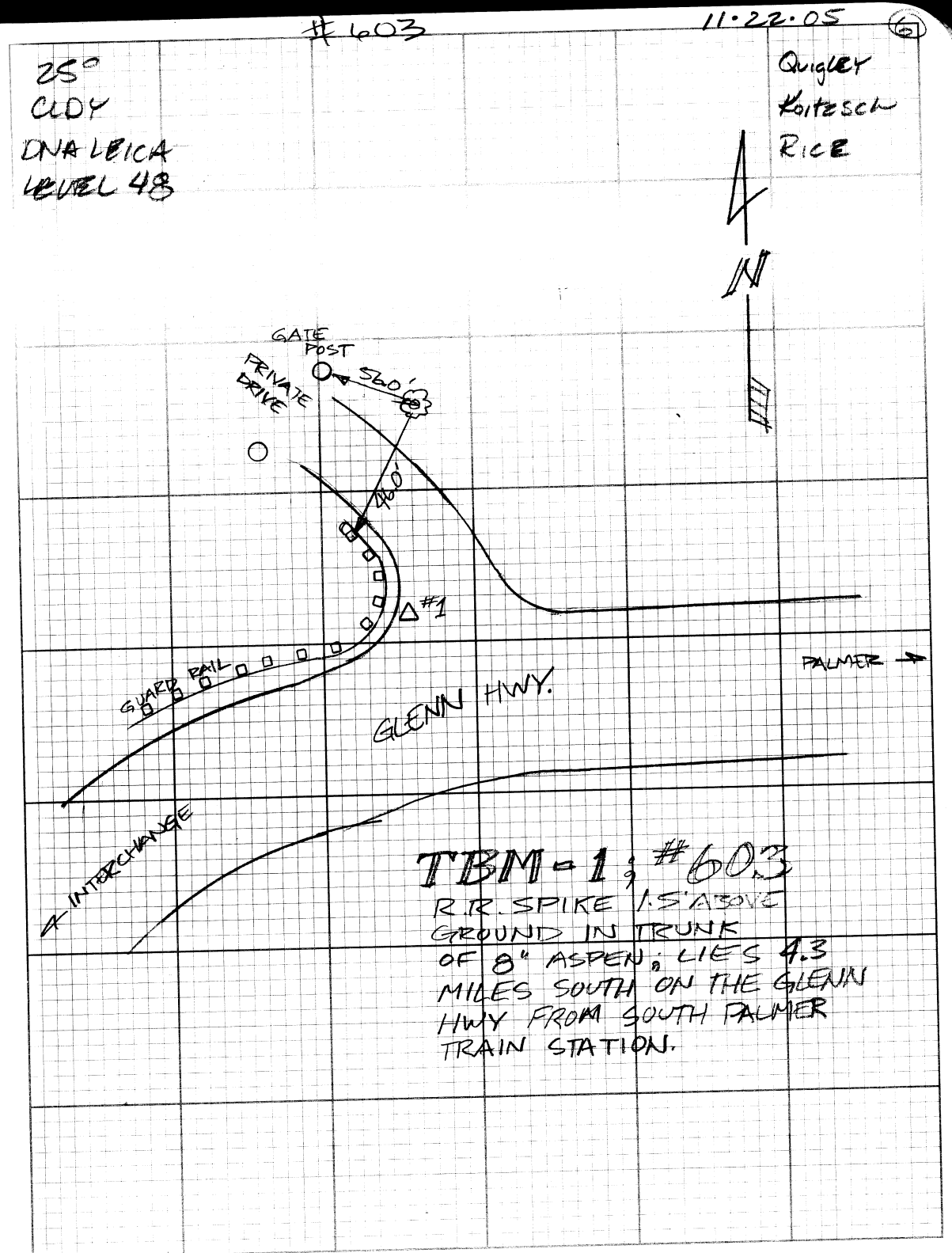


PARK
RIDE

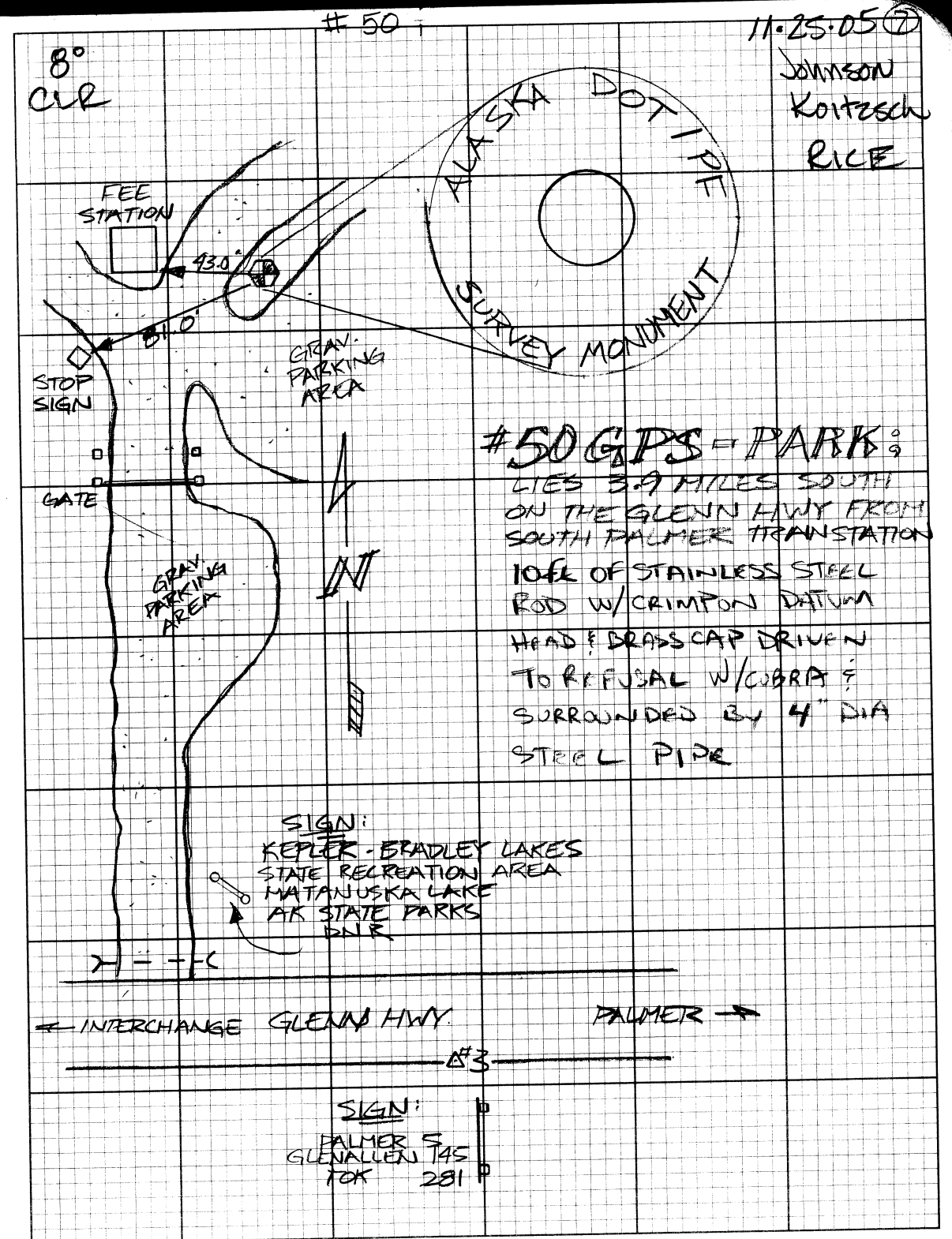
⑤	DESC	RAW	ADJ EL
	STREET MAT-SU # 602 TO TRM-1 # 603		
	PEG TEST: AXXB COLL. ERR OLD: COLL. ERR NEW: DIF =	METHOD -4.1 -4.7 -0.6	
	RECTANG:	4.981 FT	
	602 MAT-SU	138.25	
	TP. 1101 SET SAKK		
	TP. 1116		
	603 TRM-1	48.573	43.564 ft
	TP. 1117 SET MAG		USE
	TP. 1132		
	602 MAT-SU	138.254	
		EOC = +0.004	
	Loop Dist = 5825.85 FT		



⑥	DESC	RAW	ADJ EL
	START @ TBM-1 #603 TO B.M. PARK # 50		
603	TBM-1	48.573	
TP. 1000	SET MARK		
TP. 1007			
2	CP. 2	95.102	
TP 1008	SET MARK		
TP. 1011			
50	B.M. PARK	99.535	99.510 ^{ft} USE
TP. 1012			
TP. 1023			
1	CP. 1	46.630	
603	TBM-1	48.584	
		EOC ± 0.011	
	Loop Dist = 6049.35		



		RAW	ADJ EL
Job GH112505			
BEGIN LOOP GPS #50 @ BM PARK			
LOOP TO # (604) TBM 2			
CLOSE LOOP @ GPS #50			
* 50	BM PARK	EL: 0.00	
* CHANGE TP. 1 TO 1099			
	TP. 1100		
* TP 1104 @ 1105 (DEL FIRST SET)			
	TP. 1116		
* 604 TBM 2	EL: 24.118		123.620 USE
	TP. 1117		
	TP. 1132		
* 50	BM PARK	EL: 0.009	
Loop Dist = 9255.08 FT			



8

2010 6H112825

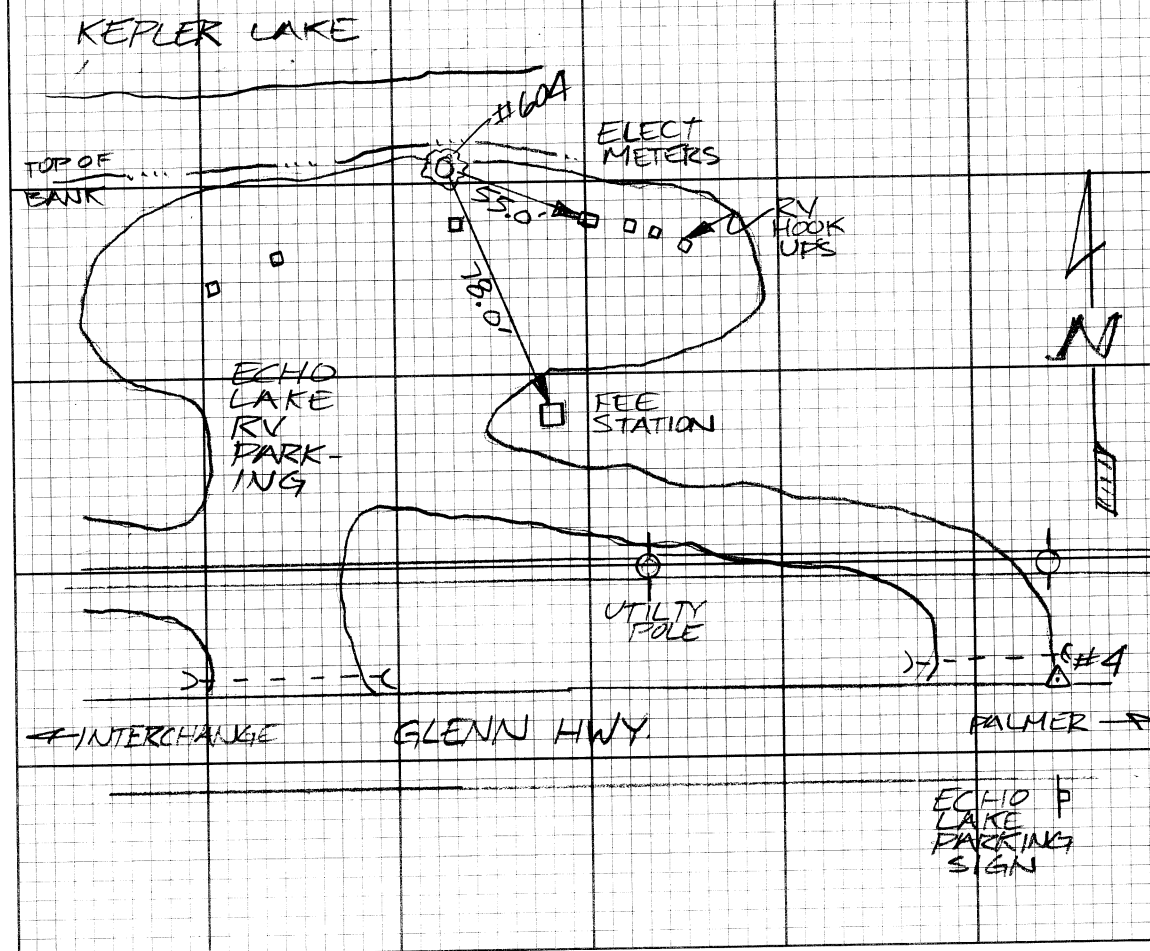
POINT	DESC	RAW	ADJ EL
604 1201	TBM-Z TP	EL 0.00	
1212 5 1213	CP.5	TO. H/S	
1215 6 1216	CP.6		
1220 7 51	CP.7 GPS 51	-23.029	100.578 USE
1221 1239 4	TP CP.4		
604	TBM-Z	0.002	
EOL 0.002			

Loop Dist = 11042.70 FT

3

TBM = 2; # 604
R.R. SPIKE 1.5' ABOVE
GROUND IN 18" ASPEN;
LIES 3.2 MILES SOUTH
ON THE GLENN HWY
OF SOUTH PALMER TRAIN
STATION

JOHNSON
KORTZSCH
RICE



2

11.29.05

Loop #51 to 605 TRM.3

Job GH112905

POINT	DESC	RAW	ADJ EL
51	GPS.51	0.00	
1300	TP		
1305			
8	CP. 8	25.848	
1306			
605	TBM.3	16.511	117.074
1307	TP		USE
51	GPS.51	0.009	

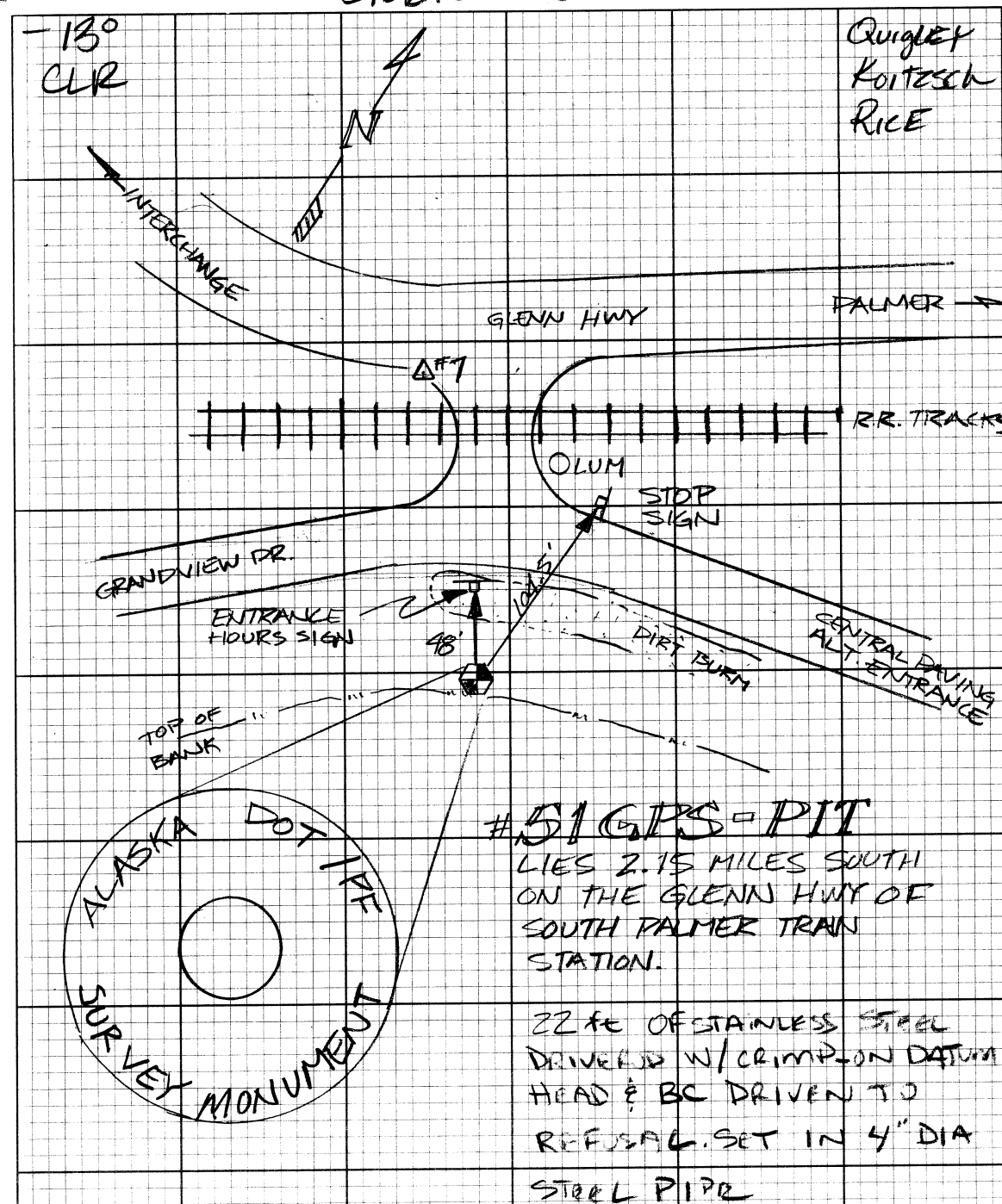
EOC | 0.009

Loop Dist = 6813.52

GLENN 34.42

6

Quigley
Koitzsch
Rice



(10)

11.29.05

Loop TBM-3 #605 to ^{SPRINGER} BM ~~605~~ #606

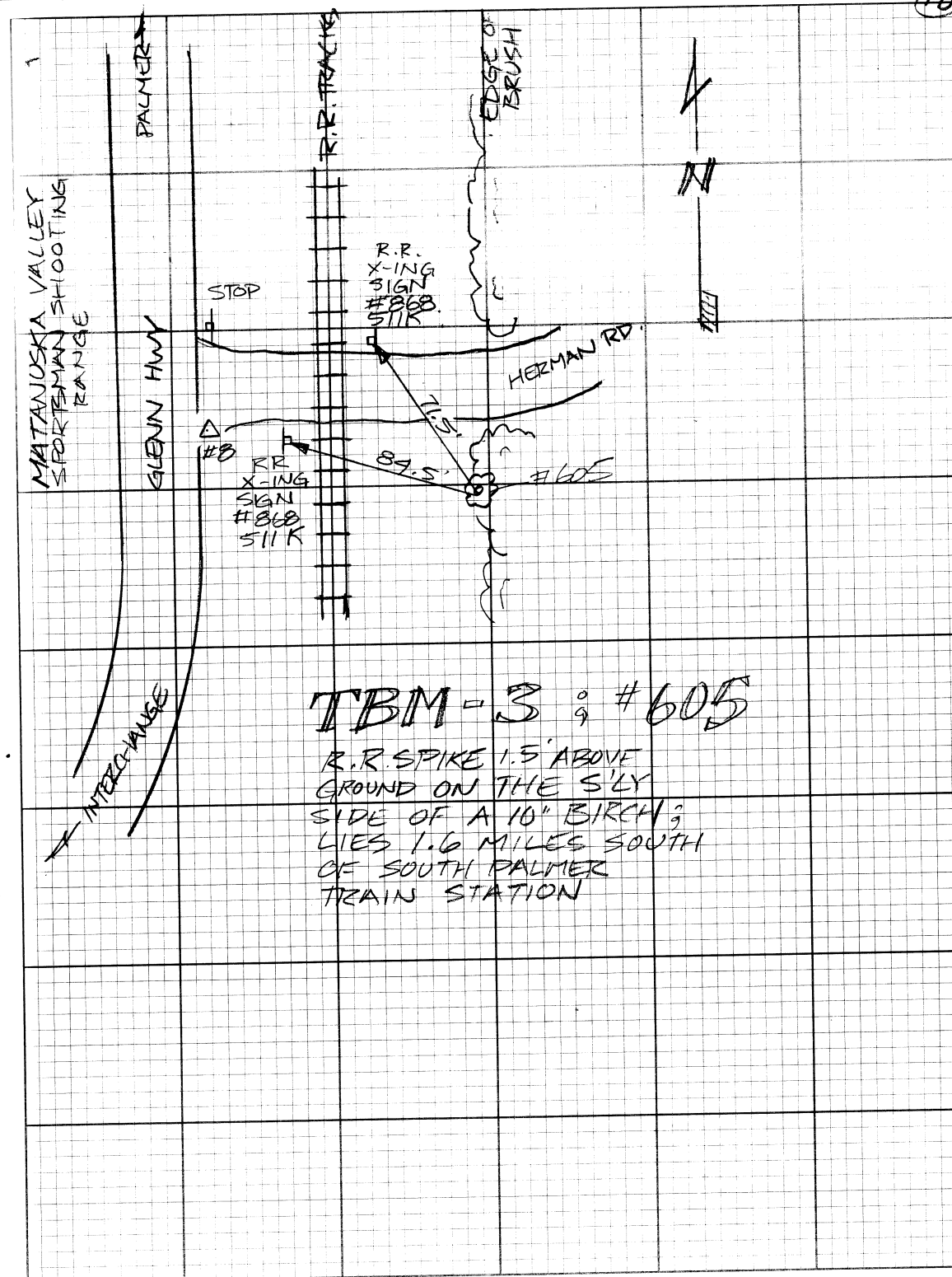
Job GH112905
DNA LEVEL #48

POINT	DESC	RAW	ADJ EL
605	TBM-3	16.511	
1350	TP		
1358			
606	^{SPRINGER} BM- GPS	29.206	129.749 USE
1359			
1367	TP		
605	TBM-3	16.533	

EOL = 0.022

Loop DIST = 9329.11 FT

SEE PAGE 15 FOR SKETCH OF BM SPRINGER

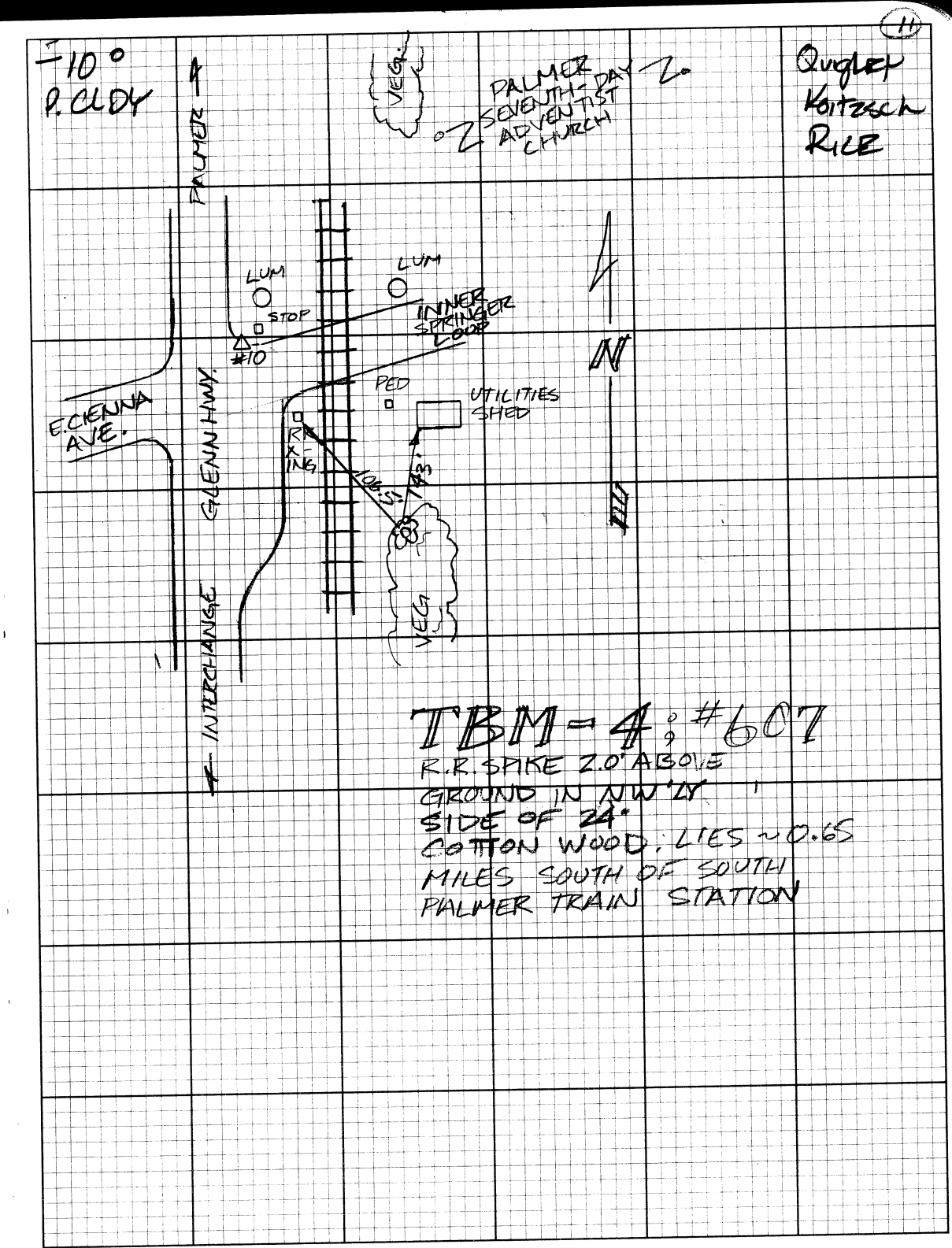


(10)

11.30.05
 Loop #606 ~~B.M. 606~~ ^{SPRINGER} TO #607 TBM-4

Job GH113005
 DNA LEVEL #48

POINT	DESC	RAW	ADJ EL
606 1400 1407	B.M. 606 ^{SPRINGER} TP	100.00	
607 1406 1409	TBM-4 TP	121.910	151.645 USE
606	B.M. GPS EOL 0.006	100.006	
Loop Distance: 8284.42 FT			



(12)

11.30.05

Loop - TBM-4 #607 to GPS #52

Job 6#113005

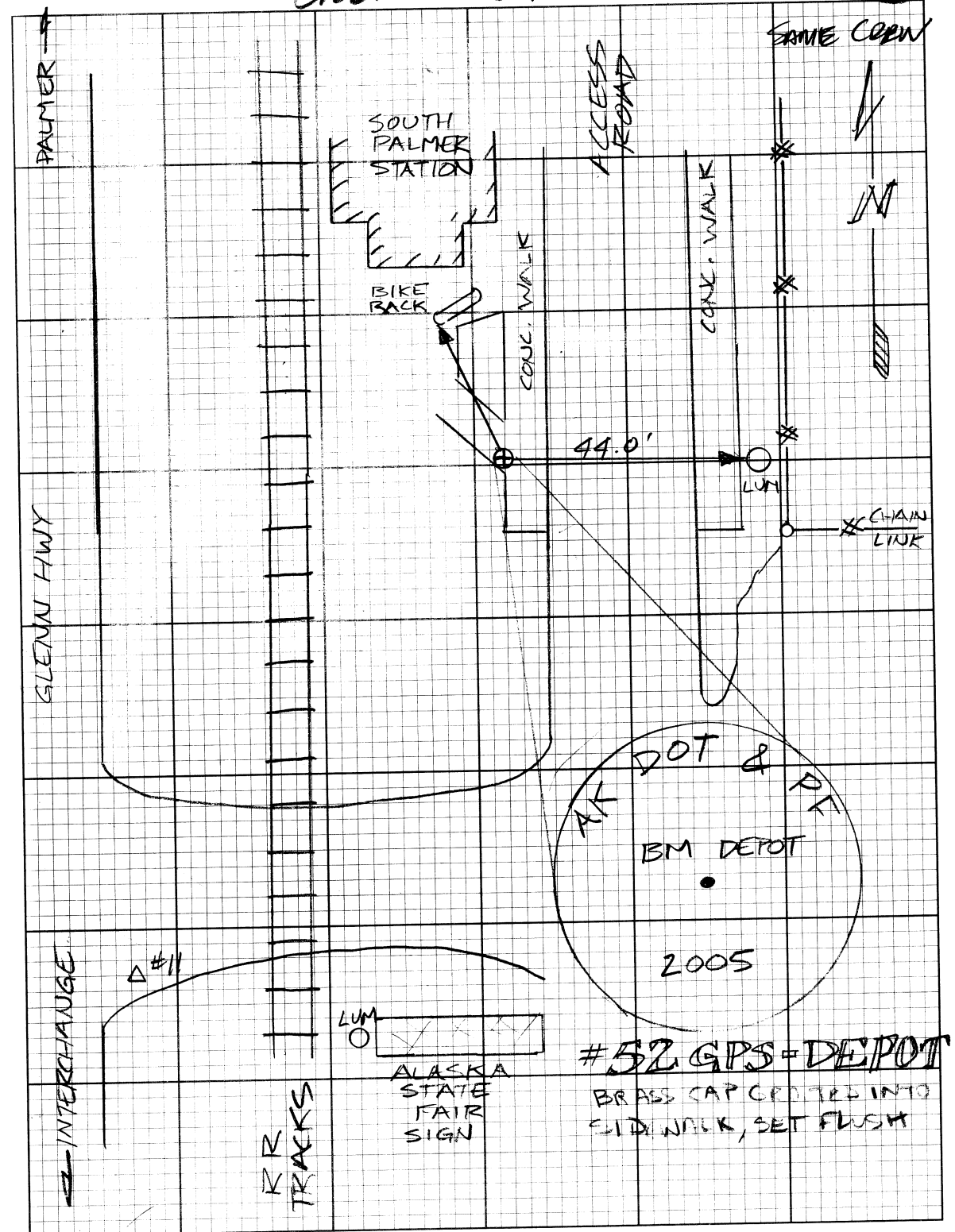
PBINT	DESC	RAW	ADJ EL
607	TBM-4	121.910	151.645
1420	TP		
1425			
7	CP. 7	147.538	
1426			
52	GPS-52 DEPOT	145.638	175.364
1427	TP		USE
1433			
607	TBM-4	121.909	

EOC -0.001

Loop Dist = 7056.82 FT

GLENN 84.42

(12)



(13)

11.30.05

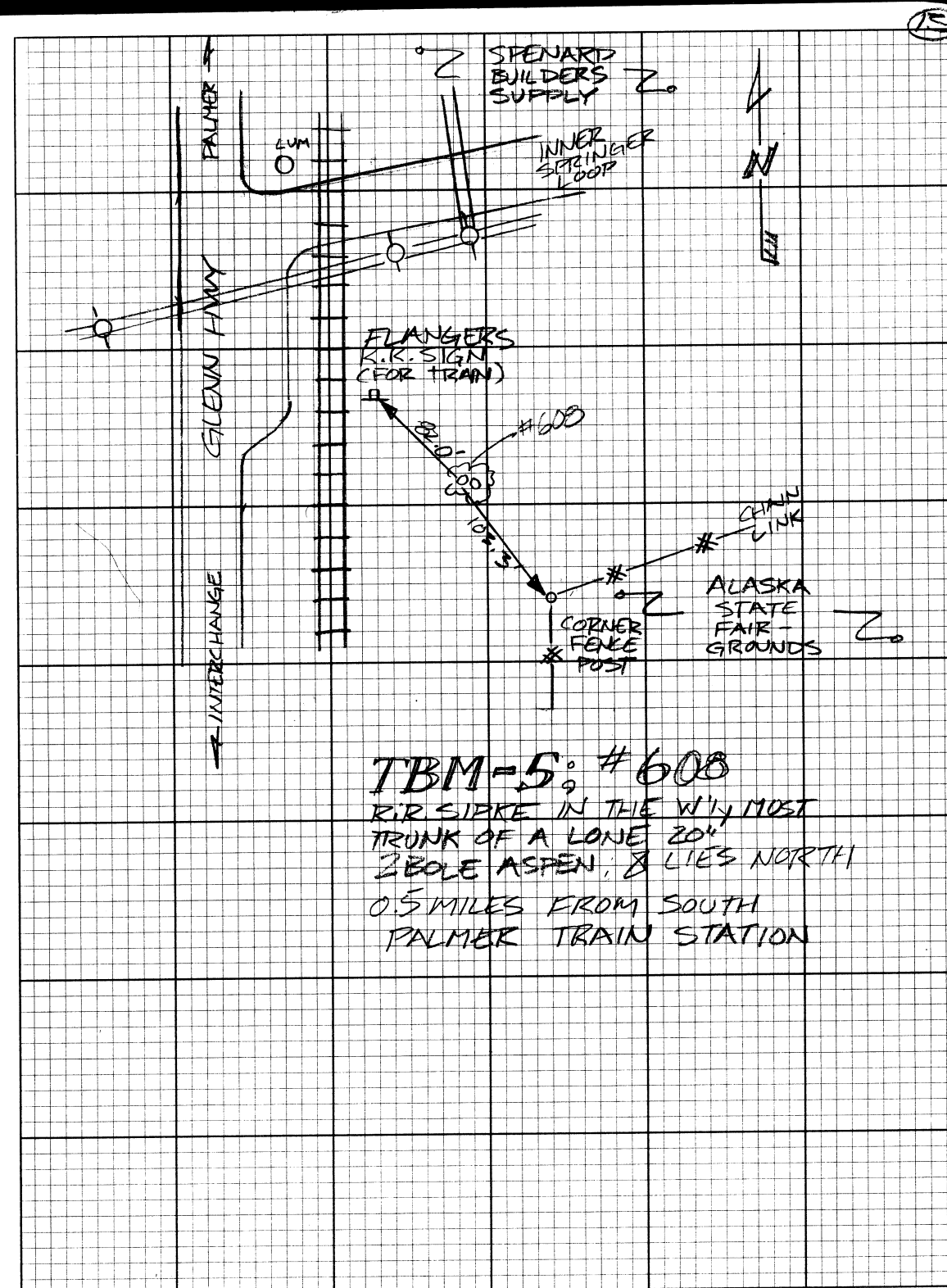
Loop GPS#52 to TBM-5 #608

Job GH113005

POINT	DESC	RAW	ADJ EL
52	GPS-52 DEPT	145.638	175.364
1450	TP		
1454			
608	TBM-5 TBM-5	172.991	202.710
1459	TP		USE
52	GPS-52	145.632	

EOL 0.006

Loop Dist = 5763.48 FT



(14)

12.01.05

Loop TBM-5 #608 to TBM-6 #609

Job GH120105

DNA LEVEL #48

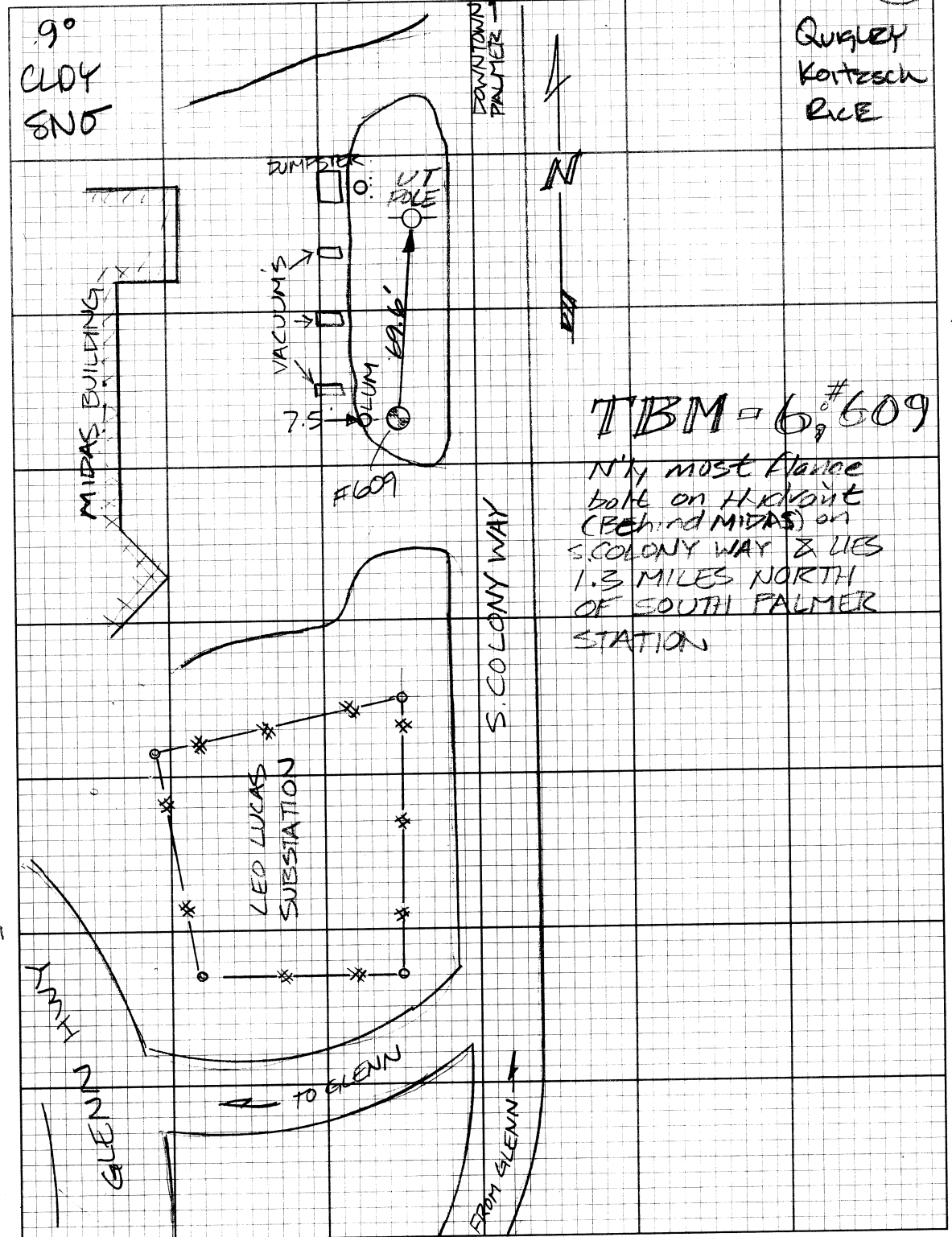
POINT	DESC	RAW	ADJ EL
608	TBM-5	0.00	202.710
1515	TP		
1529			
609	TBM-6	25.034	227.729
1530	TP		USE
1544			
608	TBM-5	0.008	
	EOC	0.008	

Loop Dist = 7030.79 FT

GLENN

34.42

(14)

90°
CLOY
ENDQuincy
Kortesch
Rice

TBM #609

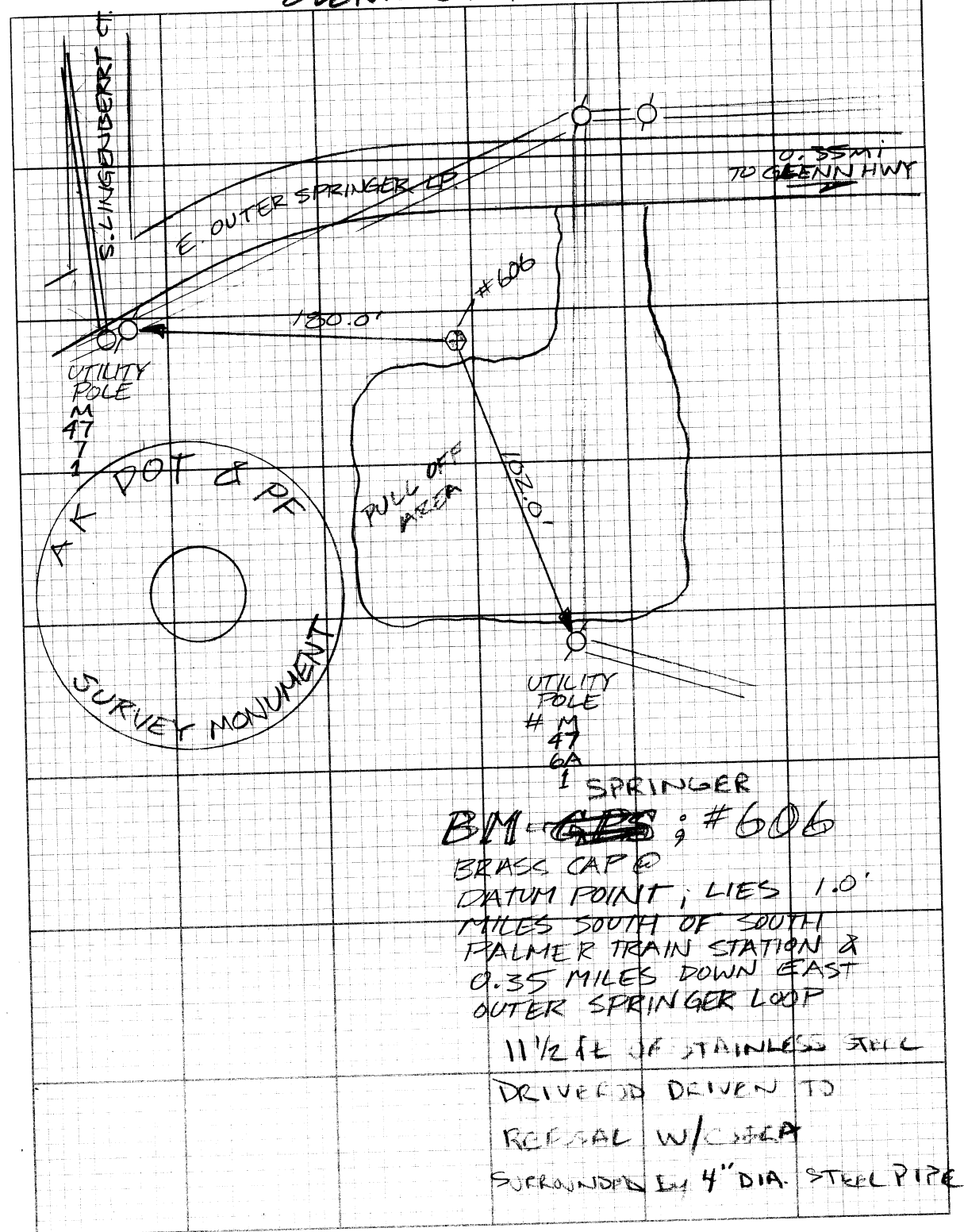
Nth most flower
bank on Hickory
(behind MIDAS) on
S. COLONY WAY & LIES
1.3 MILES NORTH
OF SOUTH PALMER
STATION

(15)

* SEE Pg. 10 FOR EL

GLENN 34.42

(15)



11.23.05

Loop #609 TBM.6 to GPS #53

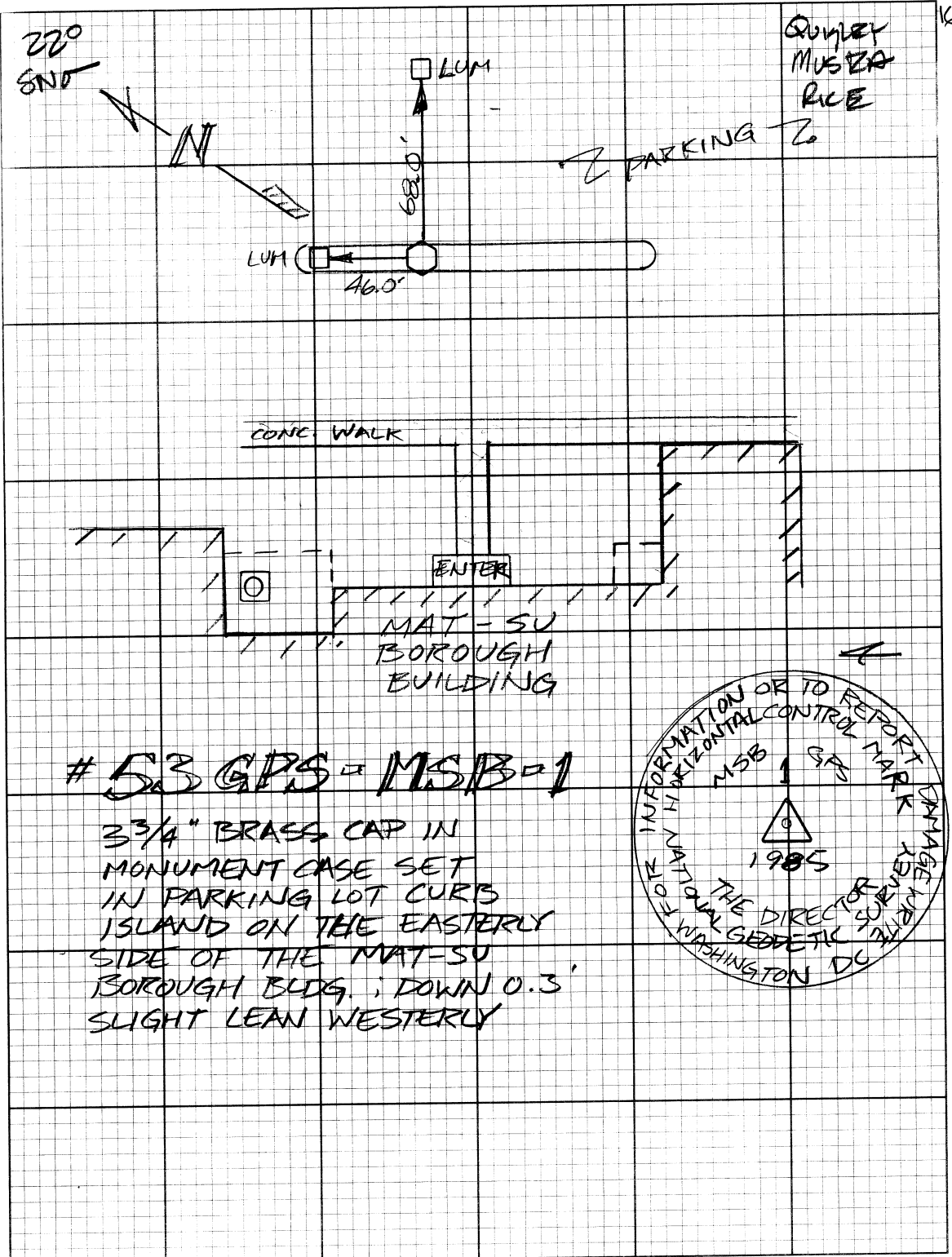
JOB GH112305

DNA LEVEL #48

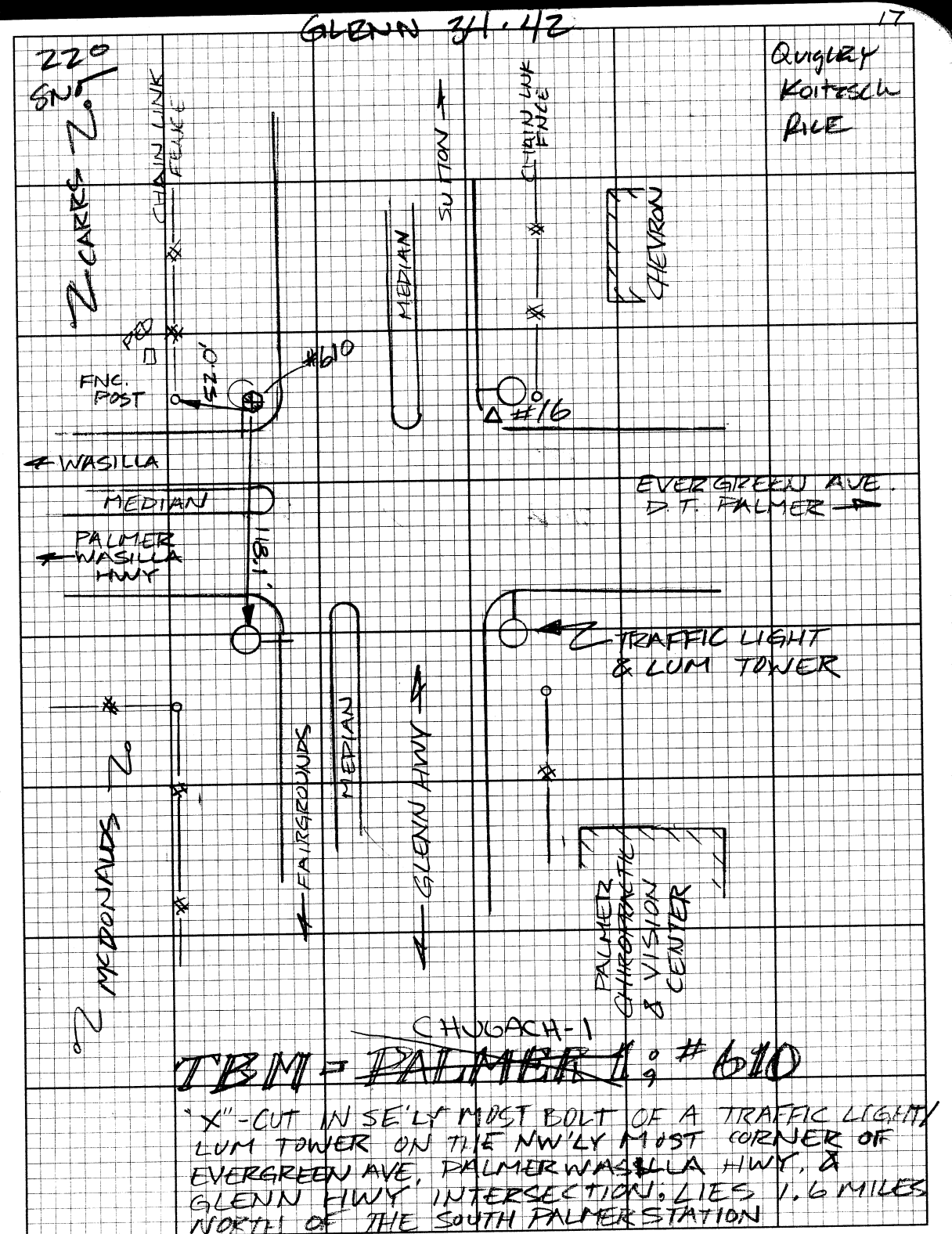
POINT	DESC	RAIN	ADJ EL
609	TBM.6	100.00	227.729
2000	TP		
53	MSB.1	111.243	238.959
	#53		USE
609	TBM.6	100.008	

EDC 0.008

Loop Dist = 7772.61



17	11.23.05			
	Loop GDS#53 to TBM PALMER #610			
	Job #112305			
	DNA LEVEL #48			
	POINT	DESC	RAW	ADJ EL
	53	MSB-1	MSB-1	111.243
	2000	TP		238.959
	2007	TP		
	16	CP.16	115.475	
	610	CHUGACH-1 TBM PALMER	119.702	247.406
	2008	TP		USE
	2016	TP		
	53	MSB-1	111.249	
		EOC 0006		



12.01.05

LOOP #610 TBM PALM TO TBM FARM #611

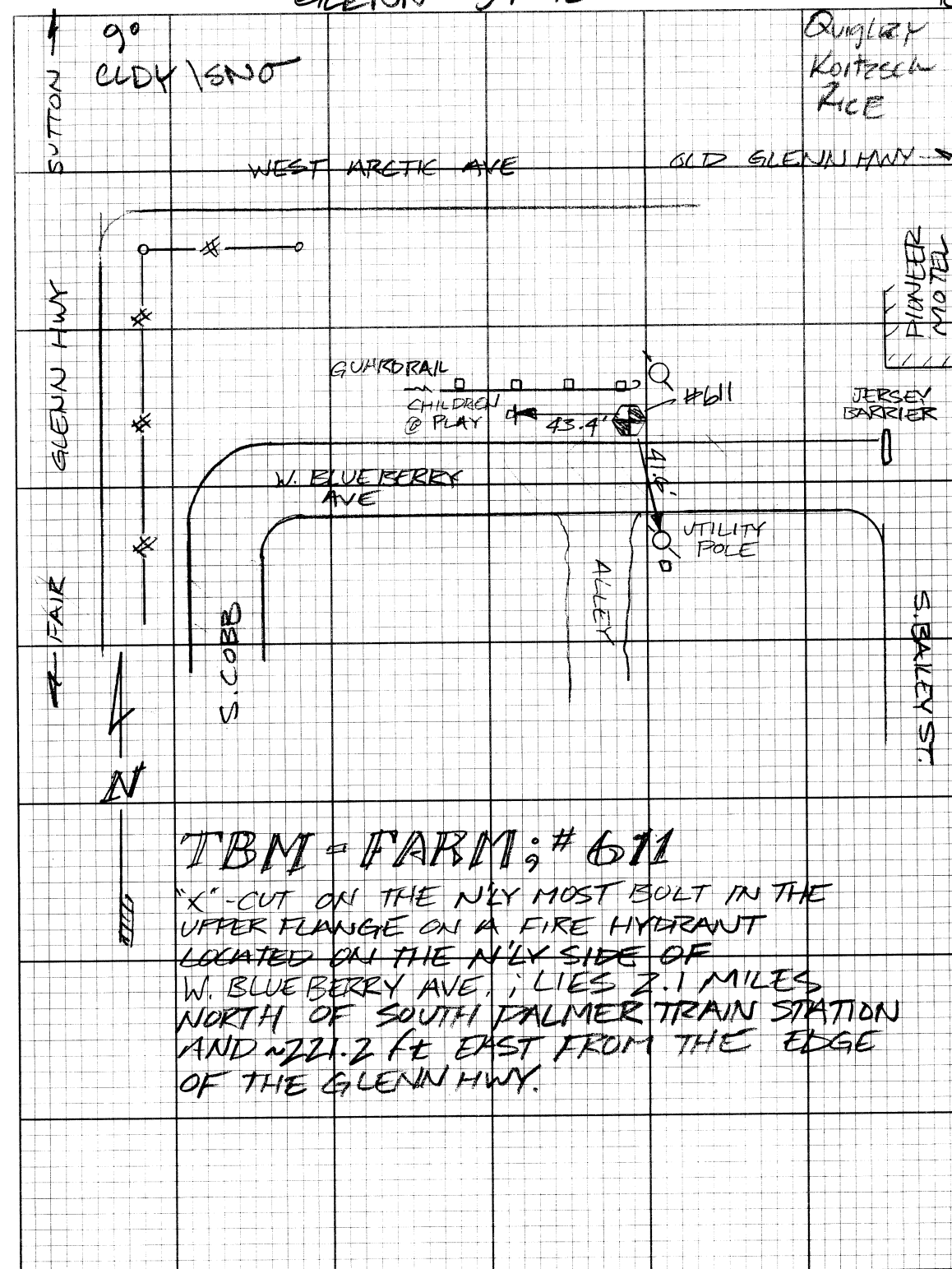
JOB 6H120105

DNA LEVEL #48

POINT	DESC	CHUGACH	RAW	ADJ EL
610	TBM PALM	PALM	0.00	247.406
1550	TP			
1556				
611	TBM FARM	FARM	11.247	258.644
1557				USE
610	TBM PALM		-0.002	
	EOC	0.002		

LOOP DIST = 5881.26 FT

GLENN 34.12



12.01.05

LOOP TBM. FARM #611 to X-20 RESET #612

Job 61120105

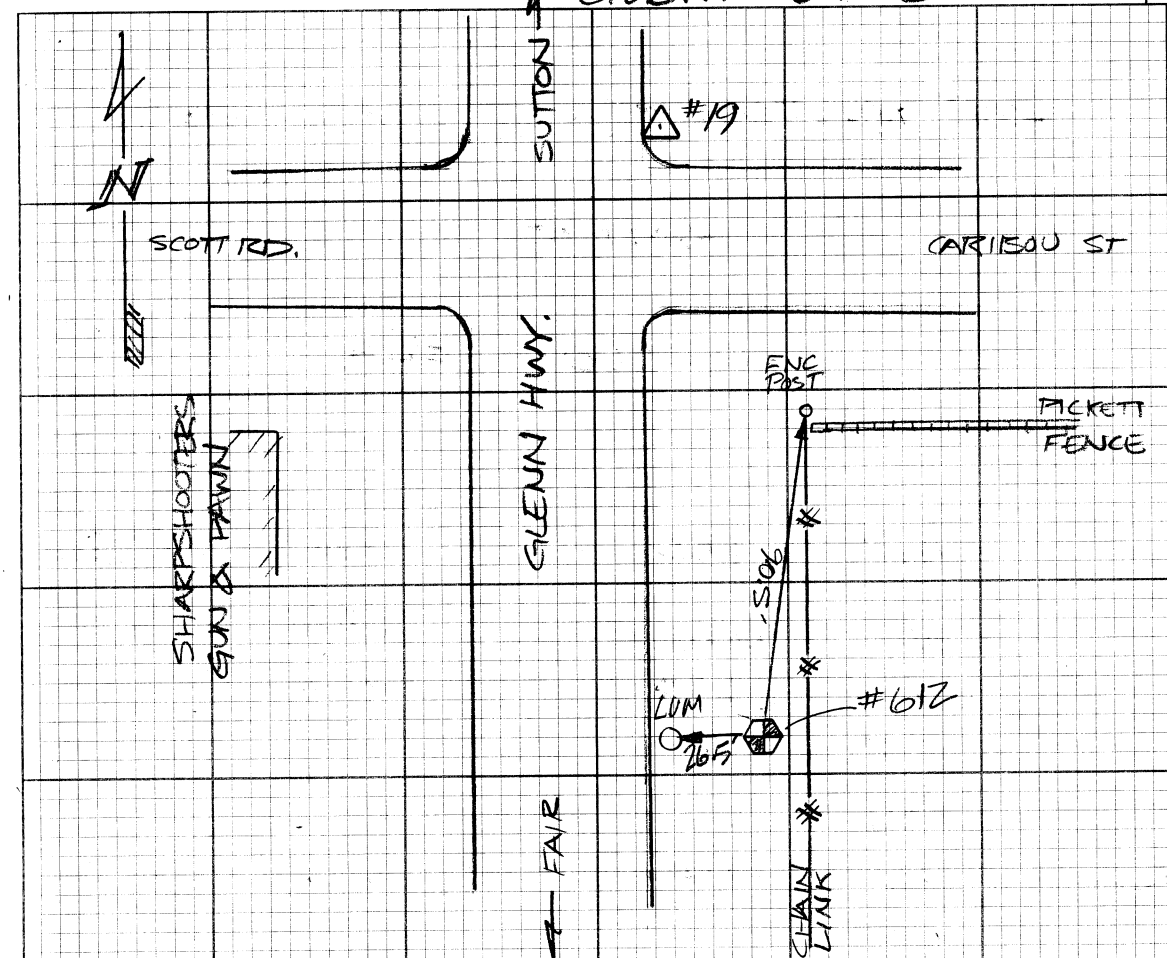
DNA LEICA LEVEL #48

POINT	DESC	RAW	ADJ EL
611	TBM. FARM FARM	11.247	258.644
18	CD. 18	18.735	
1575	TP		
1582			
612	X-20 RESET X.20	63.121	310.50
1583			FIELD ABOLISHED
611	TBM. FARM	11.251	

EOL 0.004

Loop Dist = 3180.10 FT

GLENN 341.42



TBM X-20 RESET; #612

IS DRIVE ROD WITHOUT CAP IN A MONUMENT
ENCASEMENT, MARKED WITH ORANGE
FIBERGLASS POST; ON THE E'LY SIDE
OF THE GLENN HWY & S'LY OF
CARIBOU ST.; LIES 2.4 MILES NORTH
ON THE GLENN HWY FROM THE SOUTH
PALMER TRAIN STATION.

(20)

12.02.05

LOOP X-20 RESET #612 to TBM-7 #613

Job 120205

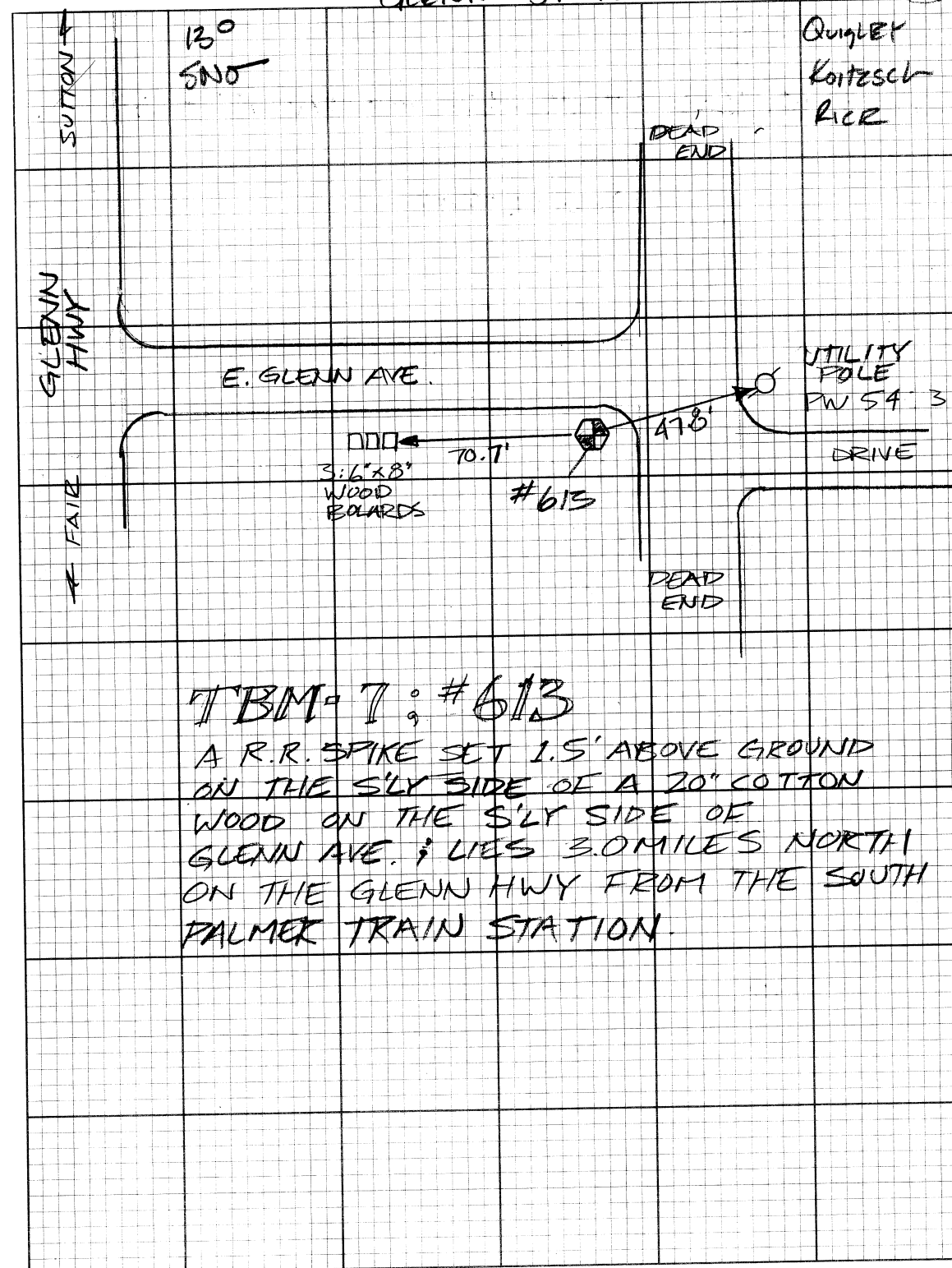
DNA LEVEL LEICA #48

POINT	DESC	RAW	ADJ EL
612	X-20	100.00	310.50
19	CP.19	104.977	HELD
1500	TP		PUBLISHED
1517			
20	CP.20	214.441	
1518			
1521			
613	TBM-7	216.899	427.376
1522			
1543			
612	X-20	100.007	
	EOC	0.007	

Loop Dist = 7249.25 FT

GLENN 34.42

(20)



(21)

12.02.05

Loop TBM-7 #613 to BM K-87 (1969) #614

Job GN120205

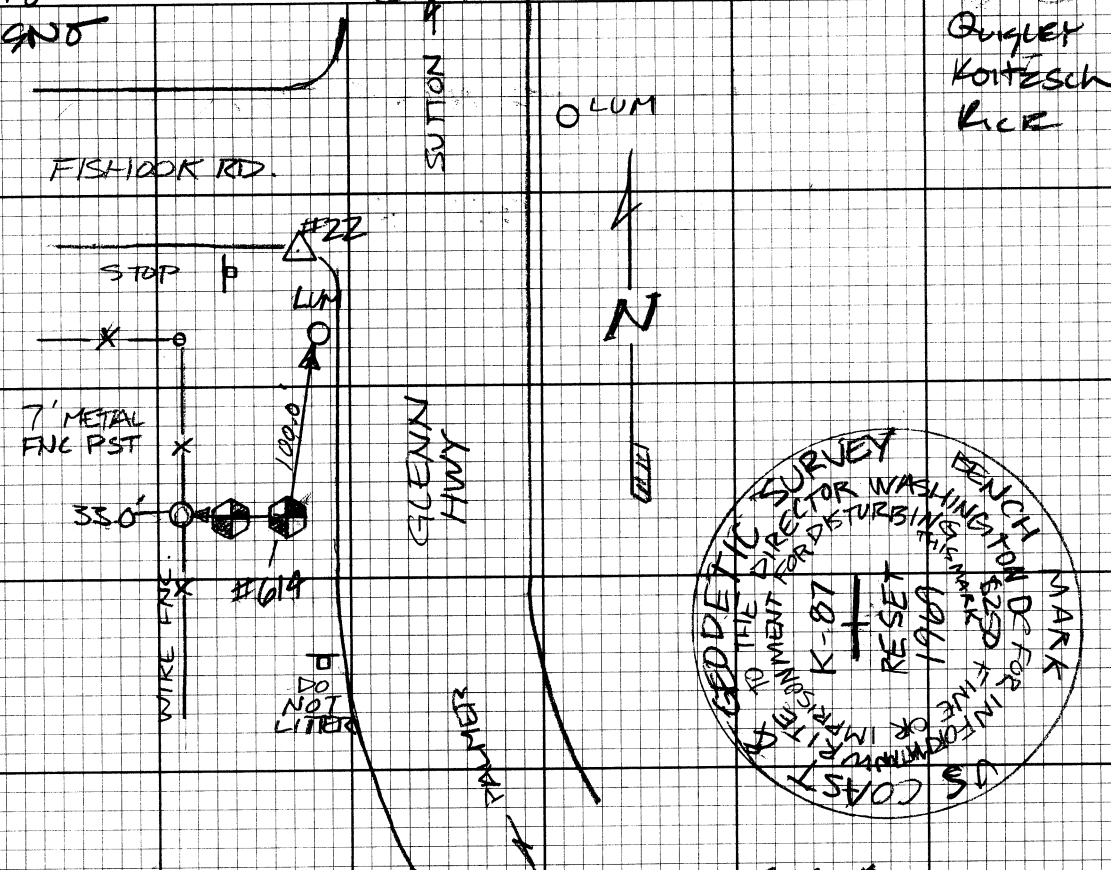
POINT	DESC	RAW	ADJ EL
613 K50 1566	TBM-7 TP	216.899	427.376
Z1 1567 1572	CP-Z1	303.067	
614 1573 1595	K-87 1967 (1969)	326.288	536.74 WELL Published
613	TBM-7	216.907	
	EOC 0.006		

Loop DIST = 7818.81 FT

130
SND

GLENN 34.412

21)

GUYLET
KONTESCH
LICK

#614:

BM K-87, Reset 1969 NGS
is a 3 1/4" BRASS CAP SET FLUSH & LIES
N 1/4' ELY OF #615 AND 3.6 MILES NORTH
ON THE GLENN HWY FROM THE SOUTH
PALMER TRAIN STATION

22

12.02.05

LOOP #614 K.87 RESET 1969 TO

K.87 RESET 1991 #615

DOO SH120205

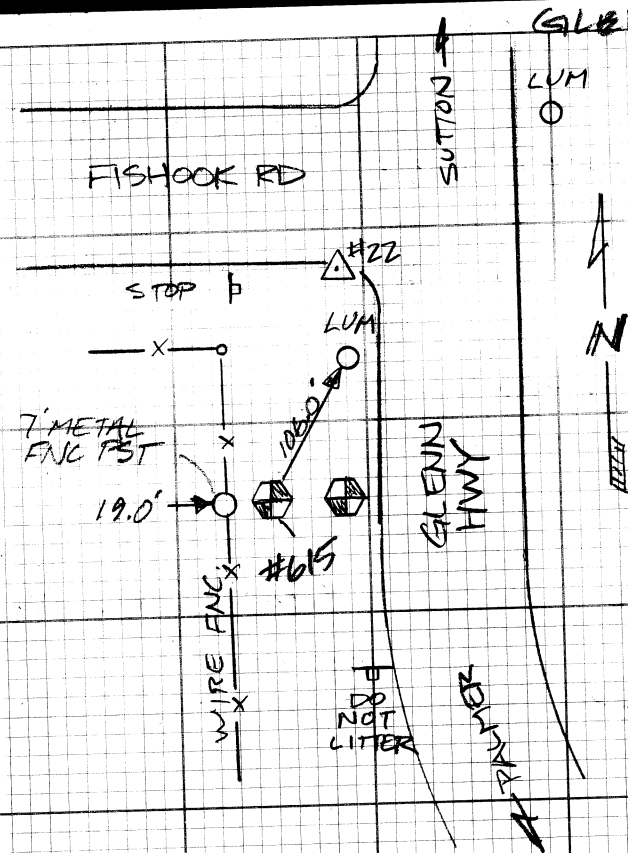
POINT	DESK	RAW	ADJ EL
614	K.87 1969 RESET	326.288	536.74 HELD PUBLISHED
615	K.87 1991 RESET	323.026	533.479 HELD PUBLISHED
614	K.87 1969 RESET	326.287	
	EOC 0.001		

LOOP DIST = 51.55 FT

23

GLENN 34.42

Ogley
Kortesch
Rice



#615:

BM K=87, Reset 1991 DOT
IS A STEEL DRIVE ROD (DATUM POINT)
WITHOUT CAP & LIES ~14' W'LY OF #614
AND 3.6 MILES NORTH ON THE GLENN HWY
FROM THE SOUTH PALMER TRAIN STATION

12.05.05

Loop = BM K.87 (1991) #615 to
TBM-8 #616

19°
WIND
10-15 mph
DNA LEVEL
#48

JOB 6H20505

START	DESC	RAW	ADJ EL
615	K.87 (1991)	100.00	533.479
22	CP. 22	112.809	
1600	TP		
1602			
23	CP. 23	122.276	
1603	TP		
24	CP. 24	125.356	
1604	TP		
1607			
616	CP. 8	127.952	561.453
1608	TP		USE
1615			
615	K.87 (1991)	99.995	

ECC = 0.005

Loop HCT = 4202.99

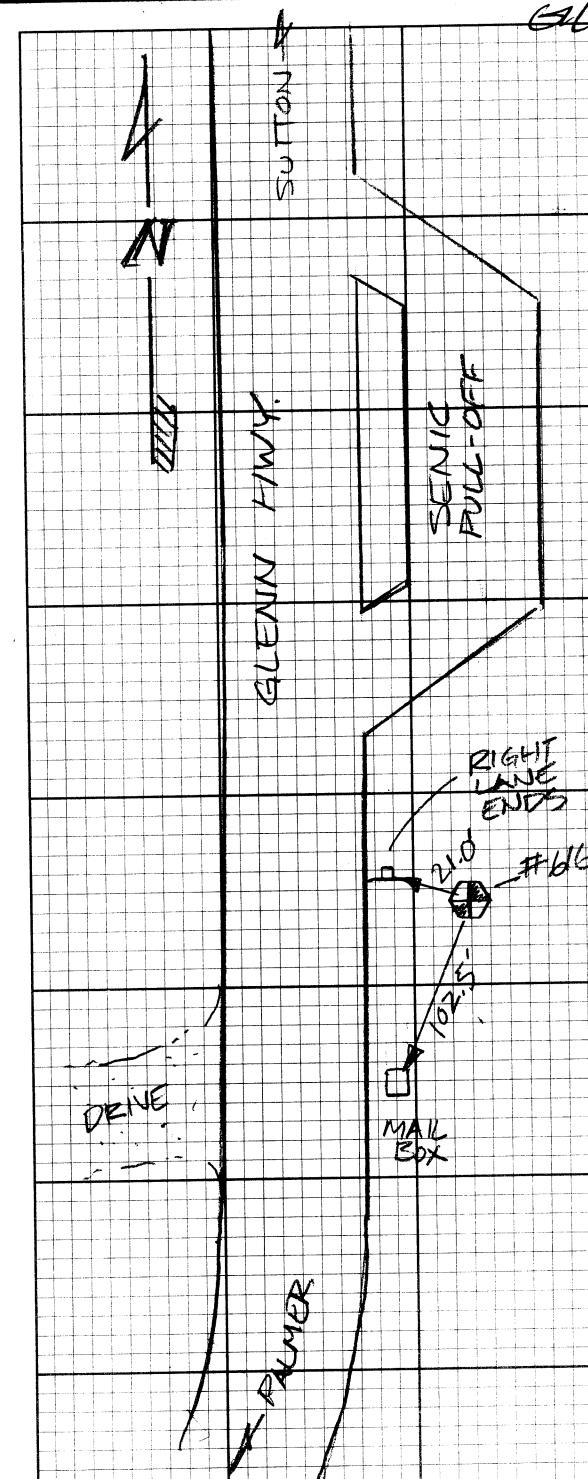
GLENN 34 42

Koitzsch
Campbell
Joanally
Rice

#616

TBM-8

R.R. SPIKE IN A 10"
POPLAR, 1.3' UP FROM
GROUND; LIES 4.0 MILES
NORTH ON THE GLENN
HWY FROM THE SOUTH
PALMER TRAIN STATION



12.06.05

Loop = #617 L.87 to #618 TBM-P16

Job SH120705

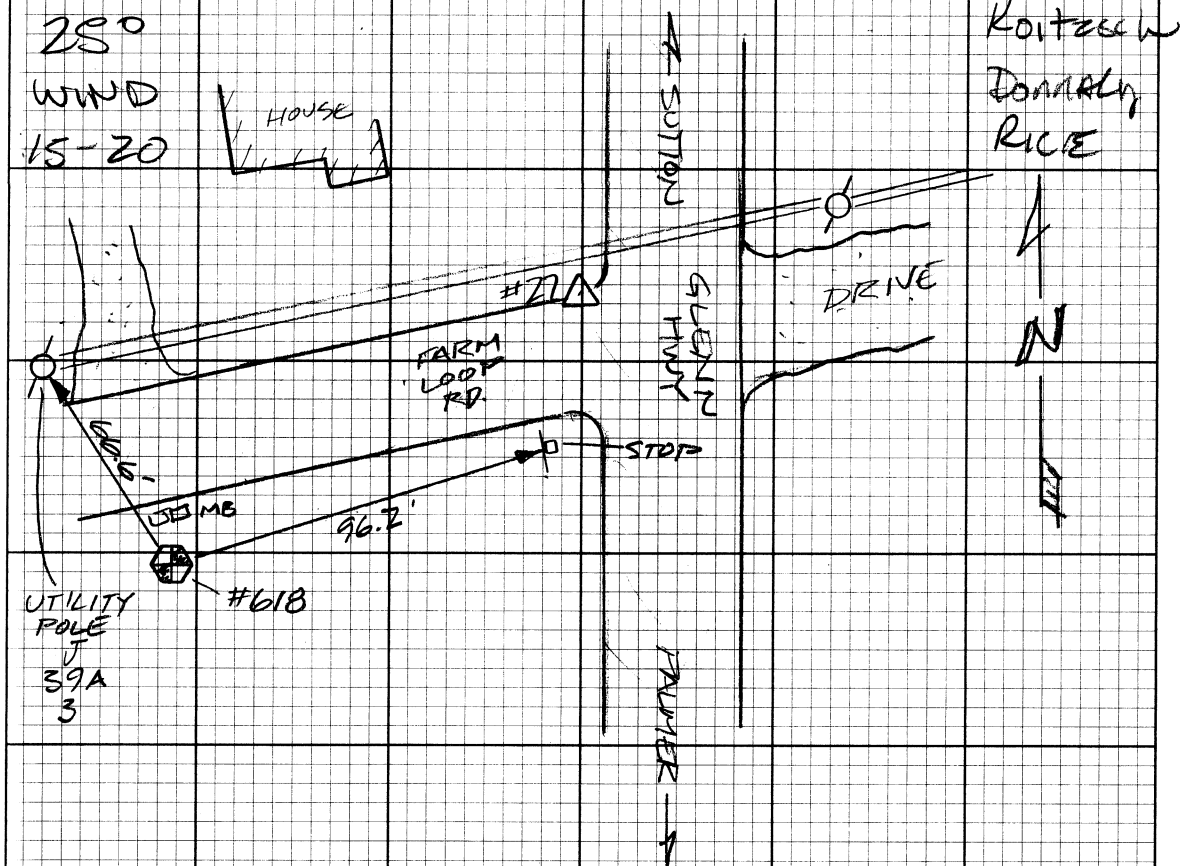
DNA LEVEL LEICA #48

START	DESC	RAW	ADJ EL
617	L.87	100.00	513.168
1700	TP		
1704			
26	CP.26	120.062	
1705			
1711			
27	CP.27	145.577	
618	TBM-P16	143.074	556.252
1712			USE
1723			
617	L.87	100.001	

EOC = 0.001

Loop Dist = 5005.06 FT

GLENN 34.42



#618; TBM-P16

R.R. SPIKE IN 5.5' TALL STUMP; UP 0.5' FROM GROUND; LIES 50 MILES NORTH ON THE GLENN HWY FROM THE SOUTH PALMER TRAIN STATION & 100 FE WEST ON FARM LOOP ROAD.

20

12.07.05

Loop: #54 GPS FIRE TO #619
A-21 (1944)

43°

WIND

20-30

MPH

DNA LEICA LEVEL #48

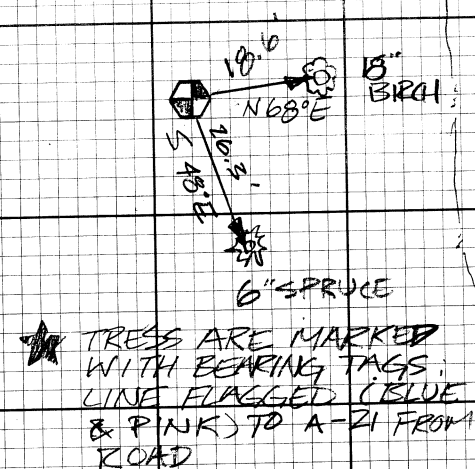
JJD 64120705

STATION	TYPE	RAW	ADJ EL
54	GPS FIRE	100.00	569.321
1303	TP		
619	B.M. A-21	97.470	559.000
1309	TP		
1317			
741	GPS FIRE	100.00	

HELD
PUBLISHED

IAC = 2.012

Loop Date 3/17/11



#619: BM A-21

3/4" BRASS CAP IN A CONCRETE
ENCASEMENT, UP 0.5' FROM
GROUND STAMPED "A 21, 1944"
& LIES 5.5 MILES NORTH ON THE
GLENNA HWY FROM THE SOUTH
PALMER TRAIN STATION

21

Kortesch
RICE
SENA

⑦

450
WIND
CLOUD

WIND
CLOCK

WIND
CLOCK

HELD
PUBLISHED

KK.29

107.003

23217

27

Kontakt
RICE
GENA

WOLF COUNTRY
USA SIGN

UTILITY POLE

40' FROM
EP

E. COLLIER RD.

NUMBER

(28)

12.08.05

Loop = #622 TBM BUFFALO to #623
TBM. MOOSE

50% SH 120805

START	DESC	RAW	ADJ EL
622	TBM. BUFFALO	100.000	
1900	TP		
1906			
623	TBM. MOOSE	122.731	
1907			
1913			
622	TBM. BUFFALO	100.005	

EOC = 0.005

Loop DIST = 8575.01 FT

★ SEE PG 31 FOR CAP & VICINITY
MAP OF BM MOOSE 2

GLENN 34.42

(28)

50°
CDDY
WIND
20-40 MPH
LEVEL LEICA
DNA #48

BUFFALO
MINE RD.

SUTTON

GLENN HWY

N

Koitzsch
DOWNEY
RICE
SENA

57.5'
57.0'
STOP
FIREWORKS
PROHIBITED
PALMER

#622 : TBM BUFFALO

R.R. SPIKE IN A 10" BIRCH ON THE (UP 1.4")
WESTERLY SIDE OF THE GLENN HWY.
AT THE INTERSECTION OF BUFFALO
MINE RD. ; LIES 7.1 MILES NORTH ON
THE GLENN HWY FROM THE SOUTH
PALMER TRAIN STATION

★ NOTE: 10" BIRCH HAS A WHITE BEARING
TREE TAG (U.S. DEPT. OF INTERIOR)
TAGGED "TBM-1" POSTED BY "DOT"
IN 1999

(29)

12.08.05

Loop #621 M-87 (1964) to TRM. Buffalo
#622

JOB 6#120805

DINA LEVEL LEICA #48

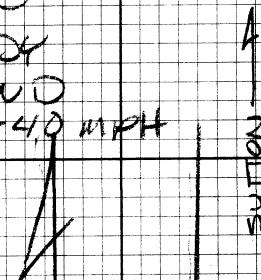
START	DESC	RAW	ADJ EL
621	M-87	100.000	
1875	TP		
1881			
622	TRM. Buffalo	131.653	
1882	TP		
1888	TP		
621	M-87	100.021	

EOC = 0.021

Loop Dist = 7830.35 FT

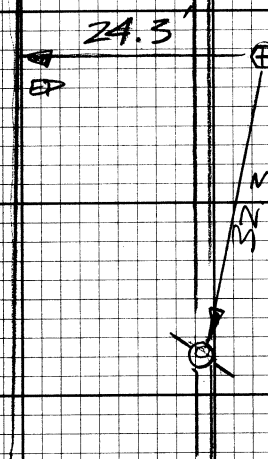
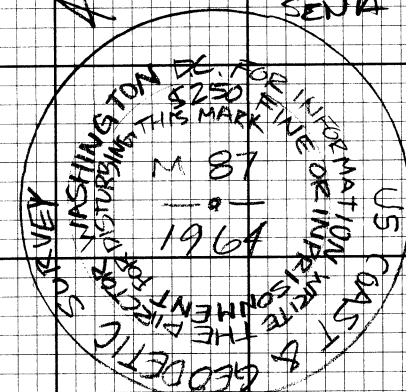
GLENN 34 42

500
CLDY
WIND
20-40 MPH



GLENN HWY

PALMER

UTILITY
POLE

BRASS CAP
HAS BEEN
DAMAGED;
EDGES ARE
BENT OVER

Kortesch
Denny
Kille
Sena

#621: BM M-87

IS A 3 1/4" BRASS CAP IN A MONUMENT
CASE LIES 6.3 MILES NORTH ON THE GLENN
HWY FROM THE SOUTH PALMER TRAIN STATION

30

LOOP TO TBM FUNNY

FROM TBM-2 & BM PIT

ADSELEV

START LOOP @ TBM-2

TURN TO TBM FUNNY

END LOOP @ BM PIT

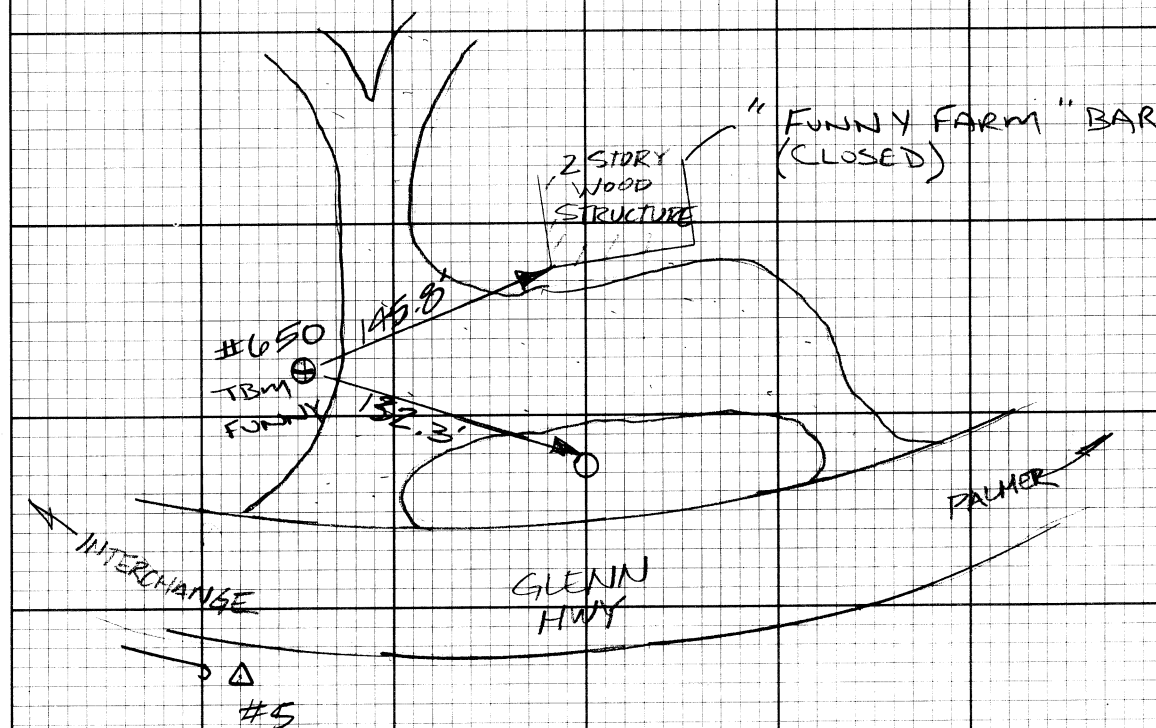
118.939
USE

30

#650: TBM FUNNY

R.R. SPIKE IN A 10" POPPLER, UP 1.2'
FROM THE GROUND

12/5/05 QUILEY
CLDY 20° MERLE
LEICA DNA3



(31)

GLENN 34-42 12.03.05

20"
OVERCASTLOOP: TRM WOLF #620 TO
BM-M87 #621WCS
NTM
MOOSE

PEG TEST

EL:

BEGIN LOOP @ 1

2

LOOP TO #2

CLOSE #1

Job 12.02.05

DINA LEICA LEVEL #42

START

DESC

RA41)

ADJ EL

620

TRM WOLF

620

2011

TP

2013

▼

631

BM-M87

12.44

2016

TP

2018

620

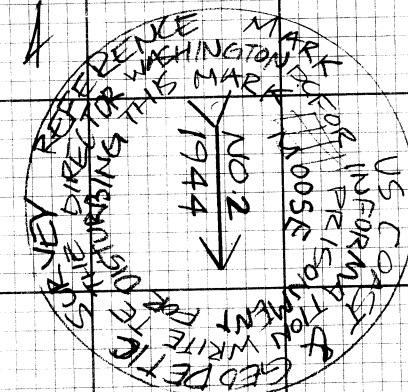
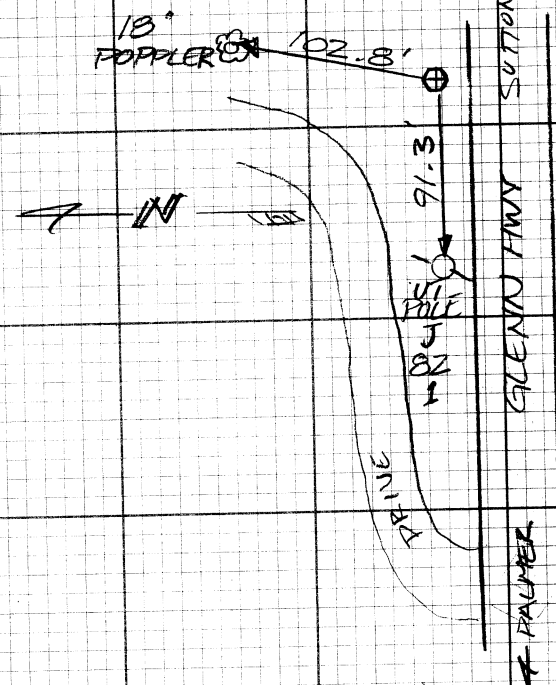
TRM WOLF

70.501

* NOTE WOLF SEE Pg. 27 OF THIS BOOK

NOTE BM-M87 SEE Pg. 29 OF THIS BOOK

(31)



#62.3: BM MOOSE 2

3 1/2" BRASS CAP SET FLUSH IN
CONCRETE LIES 7.6 MILES NORTH
ON THE GLENN HWY FROM THE
SOUTH PALMER TRAIN STATION.★ SEE PG 28 FOR
LEVEL LOOP &
ELEVATION

32

GLENN 31-42

25

WIND

KL-20 MPH

JOB 12-06-05

Actual

Height

FT

1st FIRE TEST #1

LEAK LEAK LEAK

START

CODE

RAW

FT

HEIGHT

613
1720
1783

TEST #1
TH
↓

1720
556.25

556.52

54
1733
1755

5th FIRE
TH
↓

#54

1733
569.31

569.32

613

TEST #1

32.777

556.249

-0.003

Loop Diet = 3129.28 FT

* NOTE TEST #15 SEE Pg. 25 OF THIS BOOK

NOTE GPS FIRE BOOK:

2005.10.05 GLENN HAVY MP 34.42

CENTRAL REFERENCE Pg # 35

33

LEFT BANK

3A A/BS FS +/- ELEV BM ELEV

TRIG LEVELS TO SECONDARY CONTROL

LOOP TO CP9

A/BS	FS	+/-	RAW ELEV	ADJ ELEV
BM SPRINGER #606				129.749ft
		[-1.28]		
TP 1 STIMACO		-1.84		
TP 1		[-0.88] [-2.07]		
CP 9		+5.16	135.23	135.22 USE
CP 9		[+5.30]		
TP 2		-0.66		

12-14-05

28° WINDY
RYAN
BOB

See page 10

TOP OF DATUM POINT (PAGE 15 THIS BOOK)

TOP OF RBR / DOT PC

13m	2元
-----	----

+	-
---	---

[- 1.98]

25.42

$$\begin{array}{r} \cancel{131.769} \quad 129.749 \\ 129.769 \checkmark \end{array}$$

END LOOP

LOOP TO CP 10

TBM-4
#607

$$[+1.15]$$

151.445

CP 10

RBR/PC
INNER
SPRINGER LP

 $+0.88$

152.525	152.52
151.375 ✓	✓

151.37

CP 10

 $[+0.51]$

TBM-4
#607

END LOOP

✓ 151.655 151.65

25° WIND

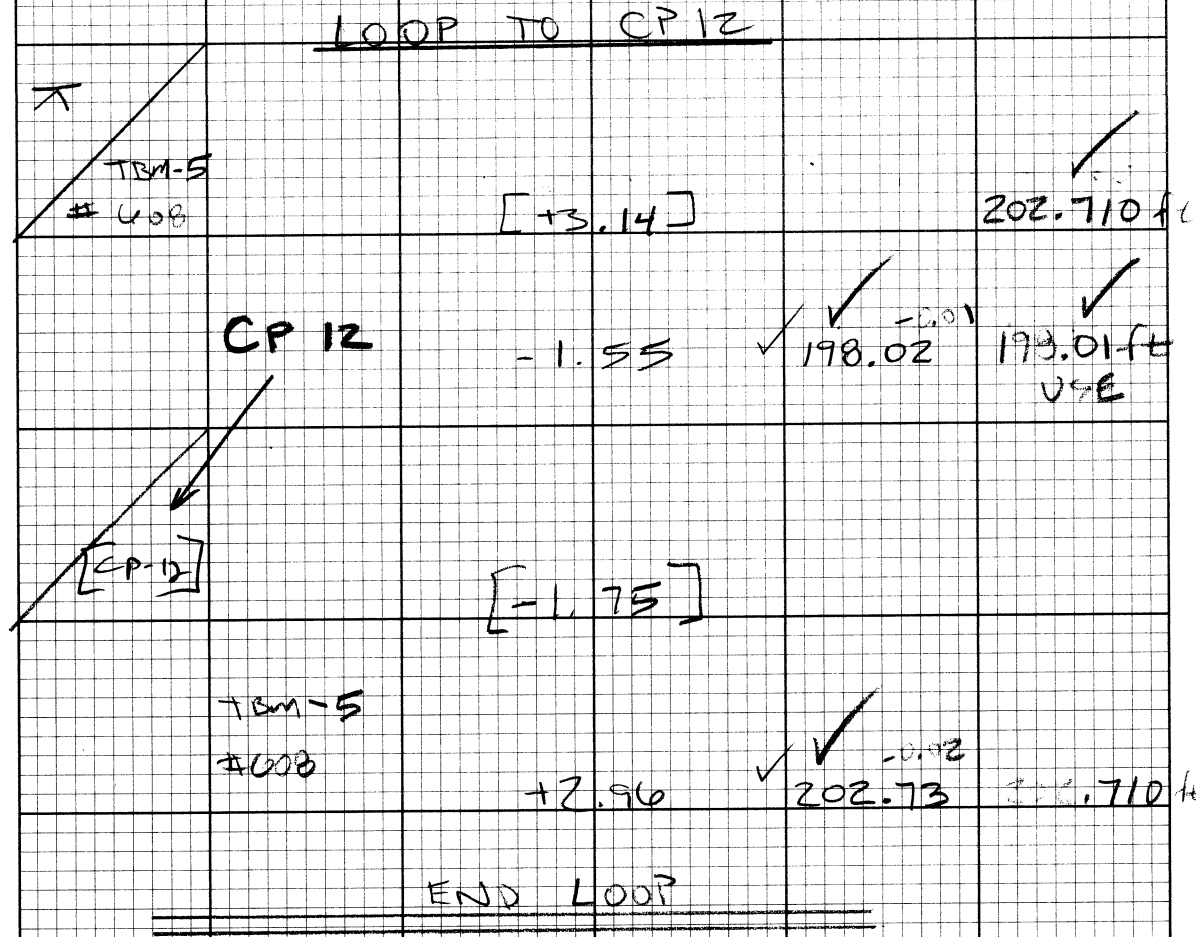
RYAN D
KYLE R
BOB R

36 X / DS		FS	+ -	Radius		AIST ELEV	
		LOOP TO CP 11					
X	BM DEPOT					175.364 ✓	
		+3.53 [+3.07]					
		CP 11 RBR/PC		+1.11 ✓ 172.94 ✓			
				172.94 + USE ✓			
X	[CP 11]						
		[+0.86]					
		BM DEPOT					
		+3.28 ✓		175.364 ✓ 175.364			
		END LOOP					

12-14-05 (36)

25° WINDY
RYAN R
KYLE R
BOB R

		TOP OF DATUM POINT (PAGE 12 THIS BOOK)	
		TOP OF RBR / DOT PC	
		EOC = +0.00	



25° WINDY
RYAN Q
TYLER R
BOB R

TOP OF RR SPIKE IN 20" ASPEN (PAGE 13 THIS BOOK)

TOP RBR / DOT AC

EOC = +0.02

38	TRBS	FS	+/-	ELEV	RM ELEV
START LOOP TO CP-3					
#50 BM-PARK			$[-6.60]$		✓ 114.510
CP-3			+4.07	✓ 110.18	✓ 110.19 USE
			$[+4.20]$		
#50 BM-PARK			-6.49	✓ 99.49	✓ 99.51
START LOOP TO CP-13					
TBM-6 #609			$[+6.66]$ $[+7.18]$		✓ 227.729
CP-13			-2.95 -3.42	✓ 217.649	✓ 217.641 USE

12-1A-05 (38)

26° WINDY
RYAN RD
KYLE RD
BOB R.

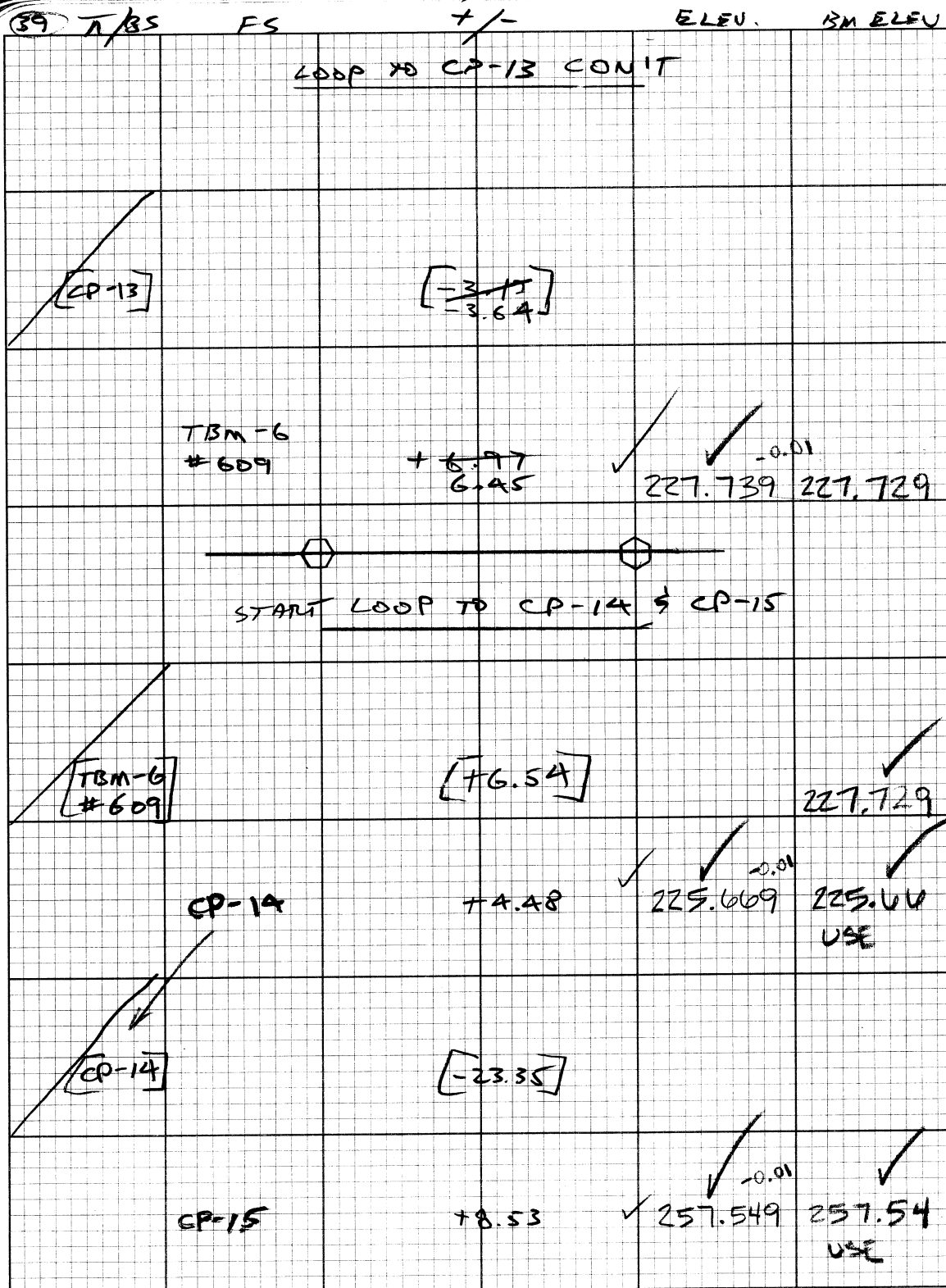
TOP OF DATUM POINT (PAGE 7 THIS BOOK)

TOP OF RBR / DOT PC

ESC = -0.02

TOP OF NW FLANGE BOLT FIRE HYDRANT (PAGE 1A THIS BOOK)

TOP OF RBR / DOT PC



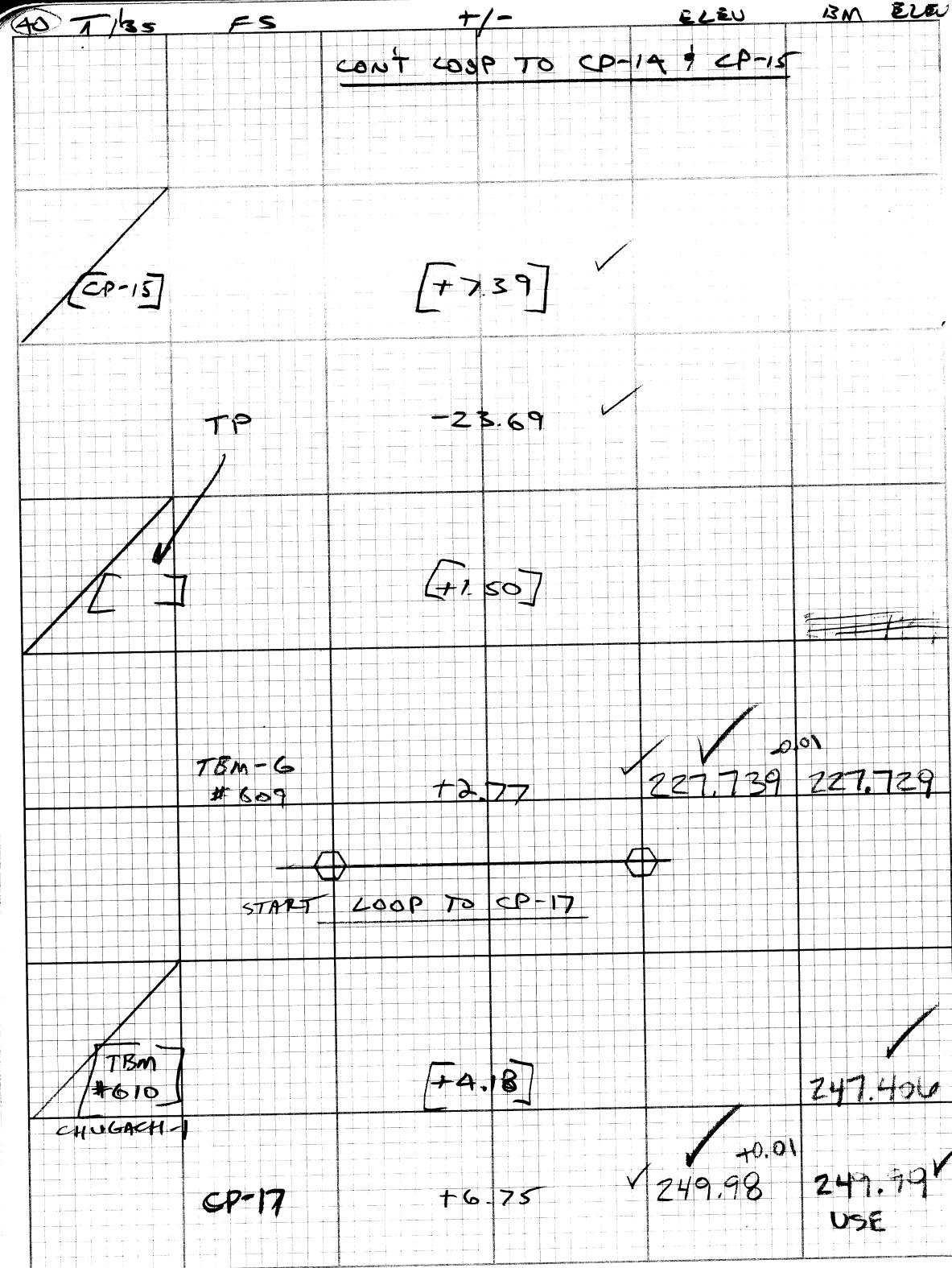
12-14-05 39
25° WINDY
RYAN Q
KYLE R
BOB R

EOC = +0.01

TOP OF NW MOST FLANGE BOLT FIRE HYDRANT PAGE 1A
THIS BOOK

TOP OF RBR / DOT PC

TOP OF RBR / DOT PC



12-14-05 40

22° WINDY
RYAN &
KYLE R
BOB R

TOP MAG NAIL

EOC = +0.01

TOP OF S.E. BOLT OF LUM. (PAGE 17 THIS BOOK)

TOP OF RRR/DOT PC

