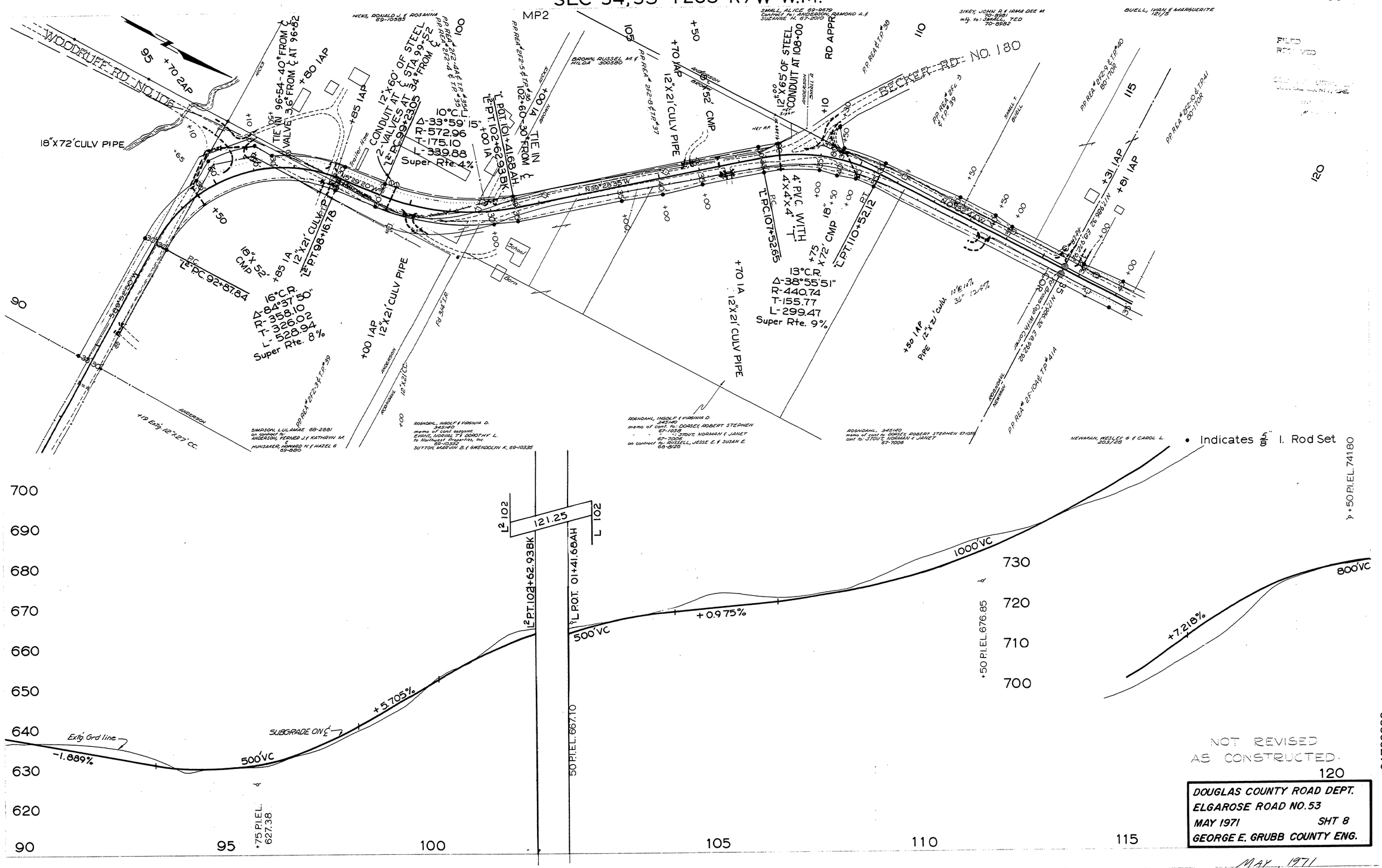
SEC 34,35 T26S R7W W.M.

RD 53


WOODRUFF RD NO. 106
BECKER RD NO. 180
18"X72' CULV PIPE
95 +70 2AP
+80 1AP
+85 1AP
TIE IN 96+54-40° FROM ℄ VALVE, 3.6' FROM ℄ AT 96+82
12"X60' OF STEEL
CONDUIT AT STA 99+52
34' FROM ℄
2-VALVES AT ℄
P.C. 99+23.05
10°C.L.
Δ-33°59'15"
R-572.96
T-175.10
L-339.88
Super Rte. 4%
L² POT. 101+41.68 AH
L² P.T. 102+62.93 BK
TIE IN 102+60-30' FROM ℄
+00 1A
12"X21' CULV PIPE
12"X65' OF STEEL CONDUIT AT 108+00
RD APPR
4' PVC WITH 4"X4"X4" T
18" X 72' CMP
+75
L¹ P.C. 107+52.65
L¹ P.T. 110+52.12
13°C.R.
Δ-38°55'51"
R-440.74
T-155.77
L-299.47
Super Rte. 9%
+70 1A
12"X21' CULV PIPE
+31 1AP
+91 1AP
+50 1AP
12"X21' CULV PIPE
16"X 52' CMP +85 1A
12"X21' CULV PIPE
L² P.C. 92+87.64
L² P.T. 98+16.78
16°C.R.
Δ-84°37'50"
R-358.10
T-326.02
L-528.94
Super Rte. 8%
+00 1AP
12"X21' CULV PIPE
School
Barn
Trailer Line
N 89°28'30" W
N 89°28'35" W
S 89°52'50" W
N 89°26'03" E 986.32' N 1/2
S 89°26'03" E 986.32' N 1/2
P.P. REA # 222-3 & T.P. # 39
P.P. REA # 222-4 & T.P. # 39
P.P. REA # 222-5 & T.P. # 39
P.P. REA # 222-8 & T.P. # 37
P.P. REA # 222-9 & T.P. # 40
P.P. REA # 222-10 & T.P. 41
P.P. REA # 25-104 & T.P. # 41A
P.P. REA # 222-12 & T.P. # 39
P.P. REA # 222-14 & T.P. # 39
P.P. REA # 222-15 & T.P. # 39
P.P. REA # 222-16 & T.P. # 39
P.P. REA # 222-17 & T.P. # 39
P.P. REA # 222-18 & T.P. # 39
P.P. REA #