

B.M. 97.28 'N' in Muller F.P. NW Cor. Cheyenne & Range Rd.
 B.M. 98.62 'N' in Muller F.P. NW Cor. Cheyenne & El Rancho Rd.

Sta. on \pm S. to N.

0+55 Beg opening E curb
 0+64 \pm 94 conc. dr. 144 Rt.
 0+76 \pm End opening E curb

1+03.9 Beg opening W curb
 1+15 \pm 84 conc. dr. 142 Lt.

1+25 End opening W curb
 1+34 Beg opening E curb
 1+45 \pm 94 conc. dr. 144 Rt.
 1+54 Beg \pm 94 in conc. dr. Lt.
 1+58 End opening E curb
 1+65 \pm conc. dr. Lt.

1+76 End \pm 94 in conc. dr. Lt.
 1+85 Beg opening E curb
 1+94 \pm 94 conc. dr. Rt.
 2+05.5 End opening E curb
 2+14 Beg opening W curb

2+33.4 Beg \pm 94 in conc. dr. Rt.
 2+40 Beg opening E curb
 2+44 \pm 94 conc. dr. Rt.
 2+51.5 End \pm 94 in conc. dr. Rt.
 2+55 \pm 94 in conc. dr. C.B. RT. LT.

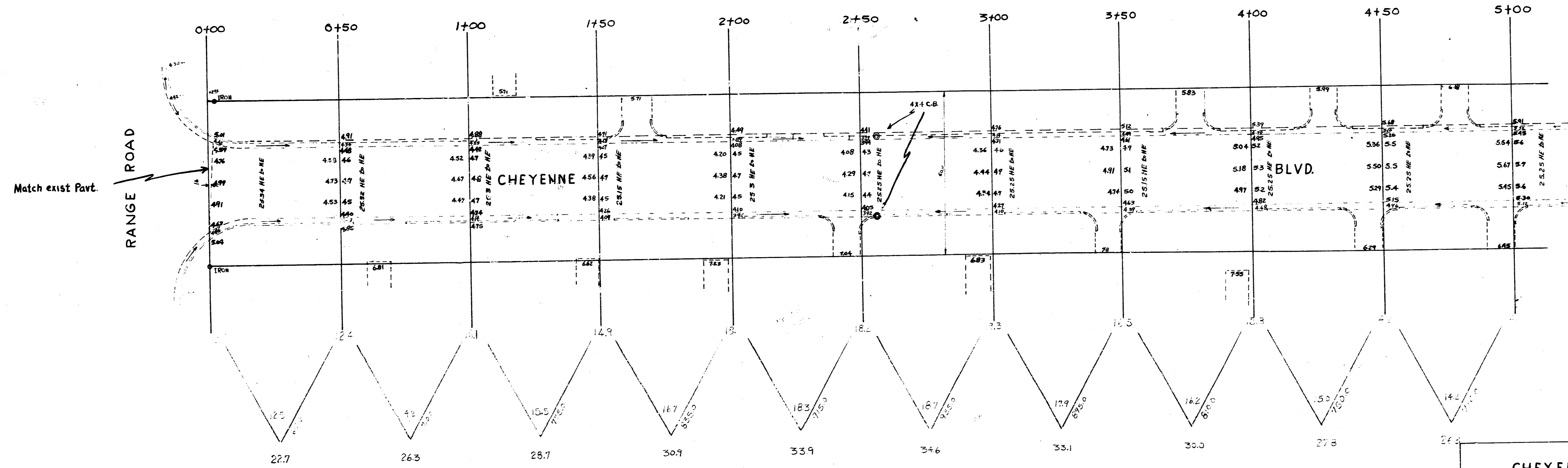
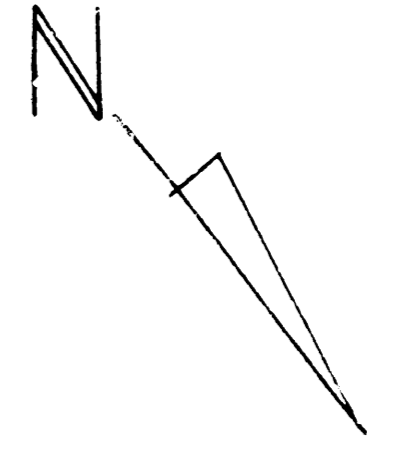
2+63.3 Beg opening E curb
 2+74 \pm 84 conc. dr. Rt.
 3+15.4 End opening E curb

3+24 Beg \pm 94 in conc. dr. Rt.
 3+45 \pm 94 conc. dr. Rt.
 3+55.5 End \pm 94 in conc. dr. Rt.
 3+64.2 Beg \pm 94 in conc. dr. Lt.

3+77 \pm 94 conc. dr. Lt.
 3+84 Beg opening E curb
 3+88.2 End \pm 94 in conc. dr. Lt.
 3+95 \pm 94 conc. dr. 241 Rt.

4+06 End opening E curb
 4+12.3 Beg \pm 94 in conc. dr. Lt.
 4+28 \pm 94 conc. dr. Lt.
 4+34 Beg \pm 94 in conc. dr. Rt.
 4+37.5 End \pm 94 in conc. dr. Lt.
 4+45 \pm conc. dr. Rt.

4+55.9 End \pm 94 in conc. dr. Rt.
 4+64.5 Beg \pm 94 in conc. dr. Lt.
 4+77 \pm 94 conc. dr. Lt.
 4+84 Beg \pm 94 in conc. dr. Rt.
 4+88.2 End \pm 94 in conc. dr. Lt.
 4+95 \pm 94 conc. dr. Rt.
 5+05.2 End \pm 94 in conc. dr. Rt.



Survey by
 Plan of
 Cheyenne

EXPLANATION

145' to 150'	274.9
150' to 155'	274.7
155' to 160'	274.6
160' to 165'	274.5
165' to 170'	274.4
170' to 175'	274.3
175' to 180'	274.2
180' to 185'	274.1
185' to 190'	274.0
190' to 195'	273.9
195' to 200'	273.8
200' to 205'	273.7
205' to 210'	273.6
210' to 215'	273.5
215' to 220'	273.4
220' to 225'	273.3
225' to 230'	273.2
230' to 235'	273.1
235' to 240'	273.0
240' to 245'	272.9
245' to 250'	272.8
250' to 255'	272.7
255' to 260'	272.6
260' to 265'	272.5
265' to 270'	272.4
270' to 275'	272.3
275' to 280'	272.2
280' to 285'	272.1
285' to 290'	272.0
290' to 295'	271.9
295' to 300'	271.8
300' to 305'	271.7
305' to 310'	271.6
310' to 315'	271.5
315' to 320'	271.4
320' to 325'	271.3
325' to 330'	271.2
330' to 335'	271.1
335' to 340'	271.0
340' to 345'	270.9
345' to 350'	270.8
350' to 355'	270.7
355' to 360'	270.6
360' to 365'	270.5
365' to 370'	270.4
370' to 375'	270.3
375' to 380'	270.2
380' to 385'	270.1
385' to 390'	270.0
390' to 395'	269.9
395' to 400'	269.8
400' to 405'	269.7
405' to 410'	269.6
410' to 415'	269.5
415' to 420'	269.4
420' to 425'	269.3
425' to 430'	269.2
430' to 435'	269.1
435' to 440'	269.0
440' to 445'	268.9
445' to 450'	268.8
450' to 455'	268.7
455' to 460'	268.6
460' to 465'	268.5
465' to 470'	268.4
470' to 475'	268.3
475' to 480'	268.2
480' to 485'	268.1
485' to 490'	268.0
490' to 495'	267.9
495' to 500'	267.8

CHEYENNE BLVD
 N.L. Range Rd to N.L. El Rancho Rd
 26' CONC.
 B.E. SMITH CITY ENGINEER
 MARCH 1954 C13-208



