

PROJECT 50-56-K-6829-01, REPLACEMENT OF THE 6TH STREET BRIDGE OVER THE BNSF RAILROAD BY TRANSYSTEMS CORP PRIOR TO CONSTRUCTION.

Elevations were double-run with a Sokia SDL 30 digital level and Sokia digital rods, a level loop was run from Q13 to P13 and elevation checked with-in 0.002 meters. A level loop was run between Q13 and Emporia 2 and checked with-in 0.013 meters. With these observations, all elevations were held from the 1st Order benchmark Q13, and double-run through the project benchmarks. Emporia 2 was with-in the project limits and was given [the designation] Project Benchmark 10. All initial level runs noted above were initially run using 1929 datum. Final listed adjusted elevations are **NAVD 88** using the conversion factor of 1988 - 1929 datum + 0.145 meters from USGS #Q13 control sheet. In other words, Project **NAVD 88** Elevations are all 0.145 meters higher than [the] 1929 datum.

After the project benchmarks were adjusted a secondary level run was made to establish project benchmarks at each intersection. Equipment used was a B 20 level, Sokia micrometer and fiberglass rods. The secondary benchmarks were double run and adjusted accordingly. Differences were not more than 0.005 meters of each other.

82) **Q13 (1933):** U.S.G.S. First Order: Standard Disc set in top of a round concrete monument, top of concrete 6" above ground, located 0.8 miles east along the BNSF railroad from the station at Emporia at the junction of the branch line leading to Toronto; 115' west of the East Street crossing; 22' north of the north rail of the most northerly passing track; 2' west of an electric signal box, and 1' east of a metal witness post. Published Latitude N. 38.40137°; Longitude W. 96.17139°

NAVD 88 ELEV = 349.000 METERS

83) **P13 (1933):** U.S.G.S. First Order: Standard disc set in top of a round concrete monument, top of concrete 6" above ground, located 160 yards west of the west end of the station at Emporia; 200' east of Signal Tower 1121; 24.6' north of the north rail of the most northerly passing track; 2' southeast of the southwest corner of a fence around a light tower; and 1' west of metal witness post. Published Latitude N. 38.40139°; Longitude W. 96.18861°

NAVD 88 ELEV = 348.067 METERS

84) **BM #10 [EMPORIA 2]:** U.S.G.S. 2nd Order: an existing bolt on the southwest corner of the west headwall of a concrete 3' x 3' culvert under the passenger track and 125 yards north of M-K-T passenger station in Emporia. NOTE: the depot is gone. The R.C.B. is north of 6th Street and east of East Street and is found on drainage ditch in a gravel lot. Published Latitude N. 38.40583°; Longitude W. 96.16917°

NAVD 88 ELEV = 348.512 METERS

85) **BM #11:** Existing chiseled square on the top of the east curb of East Street, opposite a fire hydrant at the southeast quadrant of 6th & East Streets. US-50 Baseline Station 0+335.507 offset 15.562 meters right.

NAVD 88 ELEV = 348.724 METERS

86) **BM #11A:** Cut "L" in the southwest corner of a 2' x 2' square concrete base of "Phillips 66" business sign at the northeast quadrant of 6th Avenue and Lakeside Street. US-50 Baseline Station 0+545.901 offset 15.467 meters left.

NAVD 88 ELEV = 348.667 METERS

87) **BM #12:** Cut “L” at the east side of the west driveway cutout to 825 6th Street [Mark II Lumber]. US-50 Baseline Station 0+647.708 offset 8.168 meters right.

NAVD 88 ELEV = 350.009 METERS

88) **BM #12A:** Cut “L” in the northwest corner of the 1.9’ x 1.9’ concrete base of a water valve at the northwest quadrant of 6th Avenue and Peyton Street. US-50 Baseline Station 0+667.727 offset 10.008 meters left. **NAVD 88 ELEV = 350.748 METERS**

89) **BM #12B:** Plus cut [+] at the southeast corner of retaining wall just east of the “Red Cross Building” at 904 6th Avenue. US-50 Baseline Station 0+759.599 offset 15.953 meters left. **NAVD 88 ELEV = 352.243 METERS**

90) **BM #12C:** Cut “L” in the most westerly corner of a 2’ x 2’ concrete abandoned light pole base at the northwest quadrant of the frontage road and 6th Avenue in Thomas transfer Lines. US-50 Baseline Station 0+844.919 offset 16.414 meters left.

NAVD 88 ELEV = 351.409 METERS

91) **BM #13:** Cut “L” at the southwest corner top of first step leading to loading dock door #32 of the yellow metal building north of 6th Street and east of the west end of the viaduct and east of the west end. US-50 Baseline Station 0+902.907 offset 21.686 meters left. **NAVD 88 ELEV = 350.304 METERS**

92) **BM #13A:** Plus cut [+] in the northeast corner curb inlet at the northeast quadrant of 6th Avenue and Whittier Street. US-50 Baseline Station 0+943.628 offset 15.533 meters left.

NAVD 88 ELEV = 349.413 METERS

93) **BM #13B:** Cut “L” in the southeast corner of concrete pad north of 6th Avenue and west of the AT&SF railroad. US-50 Baseline Station 1+090.934 offset 23.528 meters left.

NAVD 88 ELEV = 348.820 METERS

94) **BM #14:** Cut “∩” at the south end of the top of the curb of median bullnose under 6th Street viaduct on east side of AT&SF single track. US-50 Baseline Station 1+138.343 offset 4.895 meters right. **NAVD 88 ELEV = 348.437 METERS**

95) **BM #14A:** A railroad spike in the northwest face the light pole at the southeast quadrant of 6th Avenue and Eveningside Street. US-50 Baseline Station 1+288.903 offset 14.093 meters right. **NAVD 88 ELEV = 348.648 METERS**

96) **BM #15:** Chiseled square at the top of the north curb at P. T. of south frontage road from east end of 6th Street viaduct, adjacent to the outlet of an 8” P. V. C. drain. US-50 Baseline Station 1+332.797 offset 5.788 meters right.

NAVD 88 ELEV = 348.828 METERS

97) **BM #15A:** Cut “X” in the southerly bolt on the top flange of the fire hydrant at the northwest quadrant of 6th Avenue and Clark Street. US-50 Baseline Station 1+298.113 offset 17.251 meters left. **NAVD 88 ELEV = 349.844 METERS**

98) **BM 315B:** Chiseled square in the top center of the curb inlet at the northeast quadrant of 6th Avenue and Corinth Street. US-50 Baseline Station 1+404.959 offset 12.458 meters left. **NAVD 88 ELEV = 349.058 METERS**

99) **BM #15C:** Cut “L” on the west-southwest corner of the concrete pad for “Casey’s General store” business sign. US-50 Baseline Station 1+534.106 offset 15.325 meters left.
NAVD 88 ELEV = 349.188 METERS

100) **BM #16:** Cut “L” at the southwest corner of an area inlet on the north side of Business 50 Highway at its junction with 6th Street and Dorsett Street. US-50 Baseline Station 1+700.452 offset 20.077 meters left.
NAVD 88 ELEV = 347.860 METERS