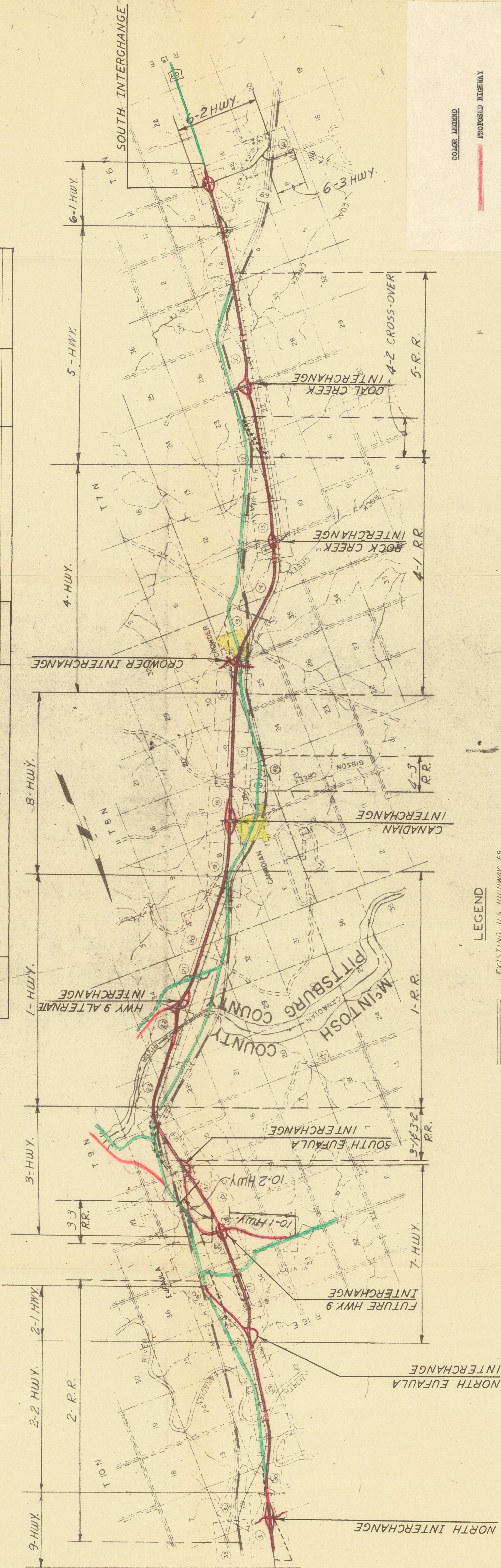


NOTE:

Section numbers indicate order of priority for construction

SECTION LIMITS			
HIGHWAY		RAILROAD	
SECTION	STATION TO STATION	SECTION	STATION TO STATION
1	795+00 1049+50 CANADIAN RIVER SECTION	1	348+84.75 88+00
2-1	1221+20± 1305+00 N. EUFAULA CONNECTION		348+84.75 93+50.92
2-2	1305+00 1474+00 NORTH CANADIAN RIVER SECTION	1	93+50.92 51+10.92
3	1049+50 1188+00 S. EUFAULA CONNECTION	2	311+00 -5+00
4	334+00 586+00	3-1	88+00 33+00
5	99+00 334+00	3-2	93+50.92 33+00
6-1	529+00 99+00 SEE PLATE 7 FOR STA. EQUAT.	3-3	384+93 336+70
6-2	21+50 110+50 OKLA. HWY 113 CONNECTION	4-1	270+75 13+50
6-3	2+50 41+60 OKLA. HWY 113	4-2	314+15 270+75
7	1110+00 1305+00 EUFAULA BY PASS	4-3	38+62 4+62
8	586+00 795+00	5	474+40 270+75
9	1474+00 1535+00	WILBURTON BRANCH	59+90 15+00
10-1	22+47.99 108+79.55 FUTURE OKLA. HWY 9		
10-2	128+57 154+25± FUTURE OKLA. HWY 9		



COLOR LEGEND
PROPOSED HIGHWAY
EXISTING HIGHWAY

ARKANSAS RIVER WATERSHED
CANADIAN RIVER, OKLAHOMA

EUFAULA RESERVOIR
RELOCATION OF
U.S. HIGHWAY 69 & M-K-T RAILROAD
PROPOSED PRIORITY OF CONSTRUCTION

IN 66 SHEETS:
SHEET NO. 65

APPROVAL RECOMMENDED:
SUBMITTED: *Sam Blase*
CHIEF, SPECIAL STUDIES SECT.
TO ACCOMPANY DESIGN:
MEMORANDUM NO. 18
DATED: SEPTEMBER 1958

APPROVED:
M. M. Lane
CHIEF ENGINEER, DIVISION
FOR THE DISTRICT ENGINEER

SC 3-211

PLATE 65
August 41