Task	% Complete	Notes
Centerline	100%	Lines created by joining surveyed centerline
Tracks	100%	All tracks surveyed
Two Control Points (one on each end of the yard)	100%	4' copper pin with reflecter guard
Hump (to PS 0.00 as shown on example plan view TOPORR2.dgn provided by GDB on 5/7/2008)	99%	Hump crest covered, obscuring SVs. 3+00
Leads	100%	All bowl leads
Revenue Scale (miter/easer joints at entrance and exit)	50%	Unable to measure scale inlet
Points of Switch	100%	All powered switches
Points of Retarders (entrance & exit)	100%	All
Wheel Detectors		
i. 58 +/- Switch Wheel Detectors ahead of each switch	100%	All
ii. 9 +/- Test Section Wheel Detectors	100%	All, plus pump and nozzle WD
iii. 4 Crest Wheel Detectors		
iv. 58 Pt4 Wheel Detectors at 100 feet past tangency	99%	Missed one
v. 58 Pt5 Wheel Detectors at 500 feet past Pt4	95%	All to PT5. PT5 not accessable due to hazards during humping, and WD covered by cars. Measured to junction box with loco.
Exit ladder to a point past third crossover switch (as shown on example plan view TOPORR2.dgn provided by GDB on 5/7/2008)	100%	East and West ladders
Each surveyed point will include:		
Elevation	Yes	
Geographical position	Yes	WGS84 & NC State Plane. State Plane on worksheet, WGS84 available from shapefile.
Date and time	Available	Not exported to worksheets, text data not compatable with CAD
Point name (e.g. coded sequentially by track number, "5-120" representing track 5, point twelve from the point of switch, either head or pullout end (10 foot stationing).	Yes	Lead centerline point names prefixed by switch number, ie. 1574001 is centerline point number 1 in the segment before the main bowl switch 15-74. Track centerline numbers are the track number plus counter, ie 560001 is point one on track 56. This numbering scheme is compatable with CAD data specifications.
Spacing for collecting points will be approximately 10 feet along the tracks.	Yes	Dependant on travel speed, average point spacing in bowl is approximatley 12 feet.