

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map.....Survey

NORTH ST. PAUL RD.

From White Bear Ave. ^{ST. 100} To East Co. Line Rd.

Road Acc't. No. 13

Date Filed 4-20-27

File D-10 Bx 13

4-20-27

INDEX

NORTH ST. PAUL ROAD

ROAD NO 3613

ALIGNMENT- P. 1 to 5

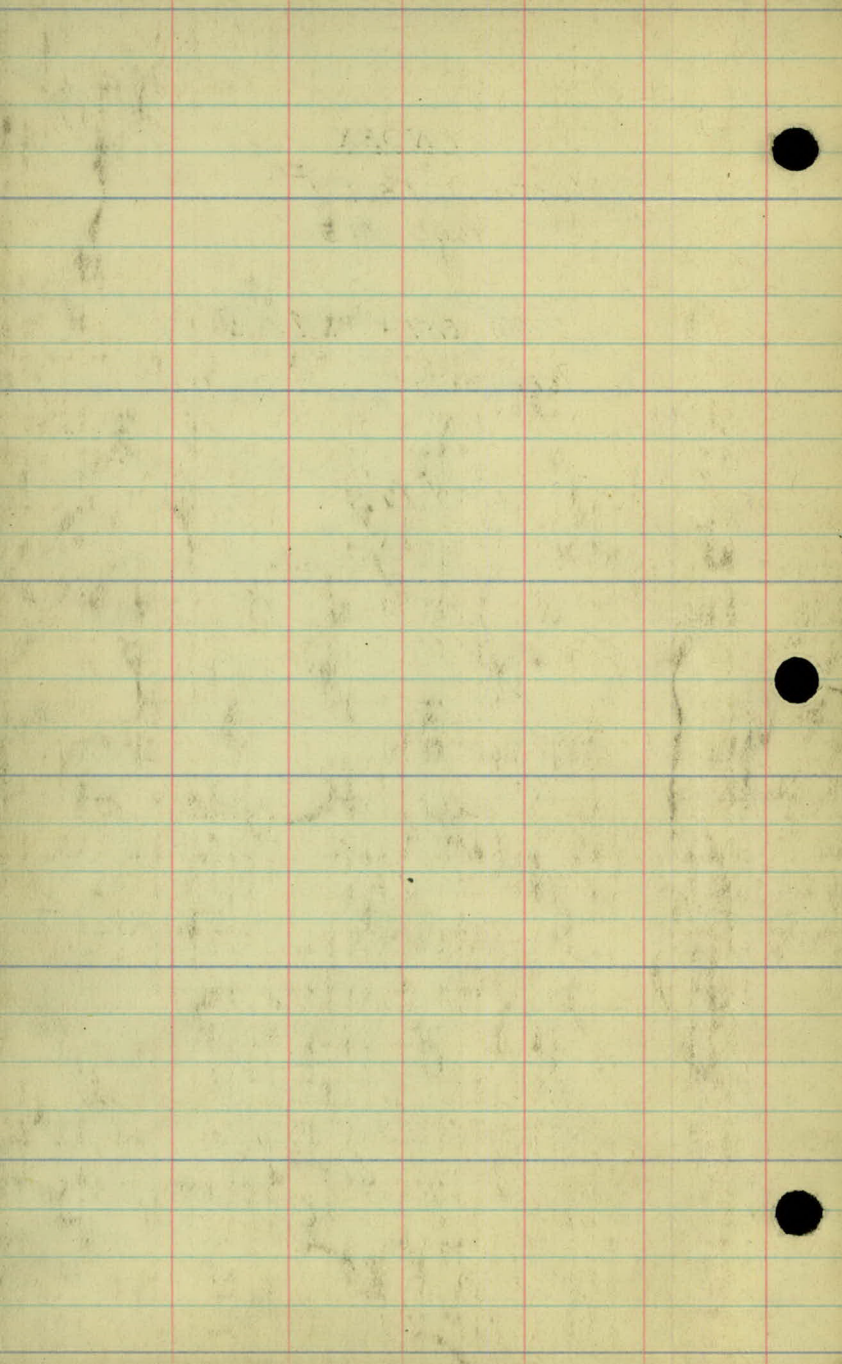
TOPOGRAPHY- P. 6 to 26

Road Map.

Revised 4-19-27
H. A. H. H. H.

Office of Surveying
ST. PAUL, MINN.

Date Recd. 4/20/27
16



①
÷ ALIGNMENT ÷

PROGRESSIVE SURVEY

NO. ST. PAUL ROAD

RD. NO 36

FROM WHITE BEAR AVE. TO EAST COUNTY LINE

STA. P.T. ΔLT. ΔRT.

✓ N. 50° 13' E

7+06.85 P.I. 0°-03'

✓ N. 50° 10' E

5+01.70 P.T. ✓ 25°-05'

5+00 25°-00'

+50 22°-30'

4+00 21°-15' 20°-00'

+50 18°-45' 17°-30'

3+00 16°-15' 15°-00'

2+68.50 P.I. Δ. 50°-10' R

+50 12°-30' D. 10°-00'

2+00 10°-00' T. 268.50 ✓ ✓

+50 7°-30' L. 501.70 ✓ ✓

1+00 5°-00' R. 573.69

+50 2°-30'

0+00 P.C. ✓ 0°-00'

4-7-27

(2)

CLOUDY & COLD

{ A.W.L.
A.L.P.
W.G.A.
M.B.

⊙ P.P.

79.80

50.70

⊙ P.P.

46.03
43.20

33.45

⊙ G.P.

T.P. ⊙

G.P. ⊙

⊙ P.P.

48.65

55.25
53.12
53.51

T.P. ⊙

63.20
52.18

← 89° 46' →

MONT. (HOLE IN PAVE.)

TOP HYDRANT ⊙

41.22

STA. PT. $\Delta L.T.$ $\Delta R.T.$

53+61.5 $\neq$ ELECTRIC R.R. (SINGLE TRACK)

✓ N. 50° 16' E

49+42.60 P.I. 0°-01'

36+92.90 APPROX. SECTION LINE

✓ N. 50° 15' E

33+78.90 P.I. 0°-03'

✓ N. 50° 12' E

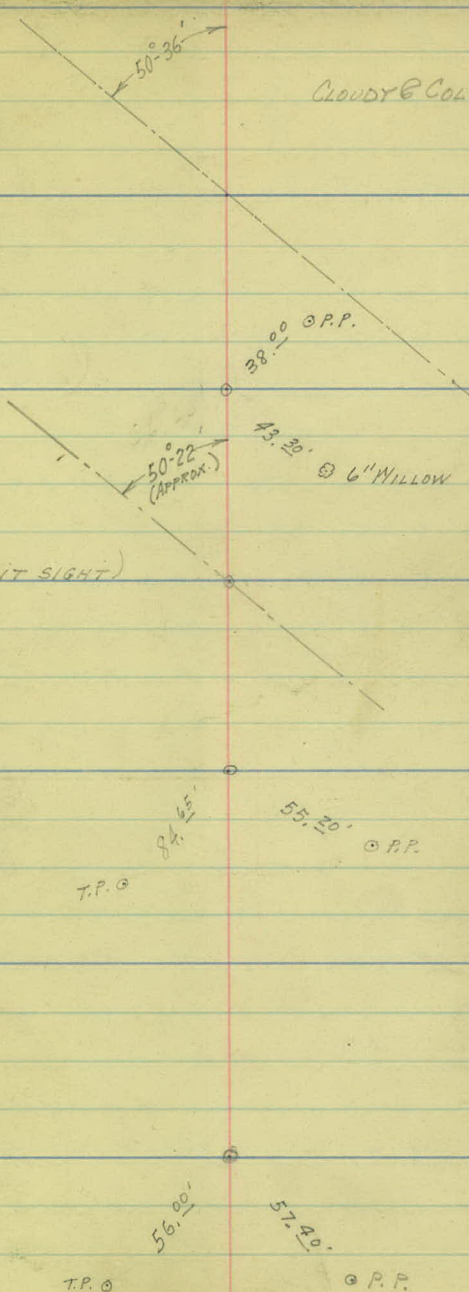
20+62.90 P.I. 0°-01'

4-8-27

(3)

CLOUDY & COLD

{ C.A.W.L.
A.L.P.
W.G.A.
M.B.



Δ LT. Δ RT.

81+98.22 P.O.T.

78+54.10 SECTION LINE - Co. Rd. "B"

✓ N 51° 27' E

70+40.86 SECTION LINE

70+34.78 P.I. 1°-11'

4-9-27

CLOUDY & COOL

(4)
A.W.L.
A.L.P.
W.G.A.
M.B.

T.P. $\odot$ 54.65 38.97 $\odot$ P.P.

STONE MONT. $\square$ 37°34' 51°39' 495.65

T.P. $\odot$ 40.70 42.20 $\odot$ G.R. Post.

$\Delta L.T.$ $\Delta R.T.$

$\checkmark N 00^{\circ} 13' W.$

✓
137+89.76 P.T. $25^{\circ} 50'$ ✓

+50 $30^{\circ} 04'$

137+08.25 P.I.

$\Delta 51^{\circ} 40' L$

137+00 $15^{\circ} 49'$

D. $29^{\circ} 00'$

+50 $5^{\circ} 34'$

T. 96.65 ✓

✓
136+11.60 P.C. $0^{\circ} 00'$ ✓

L. 178.16 ✓

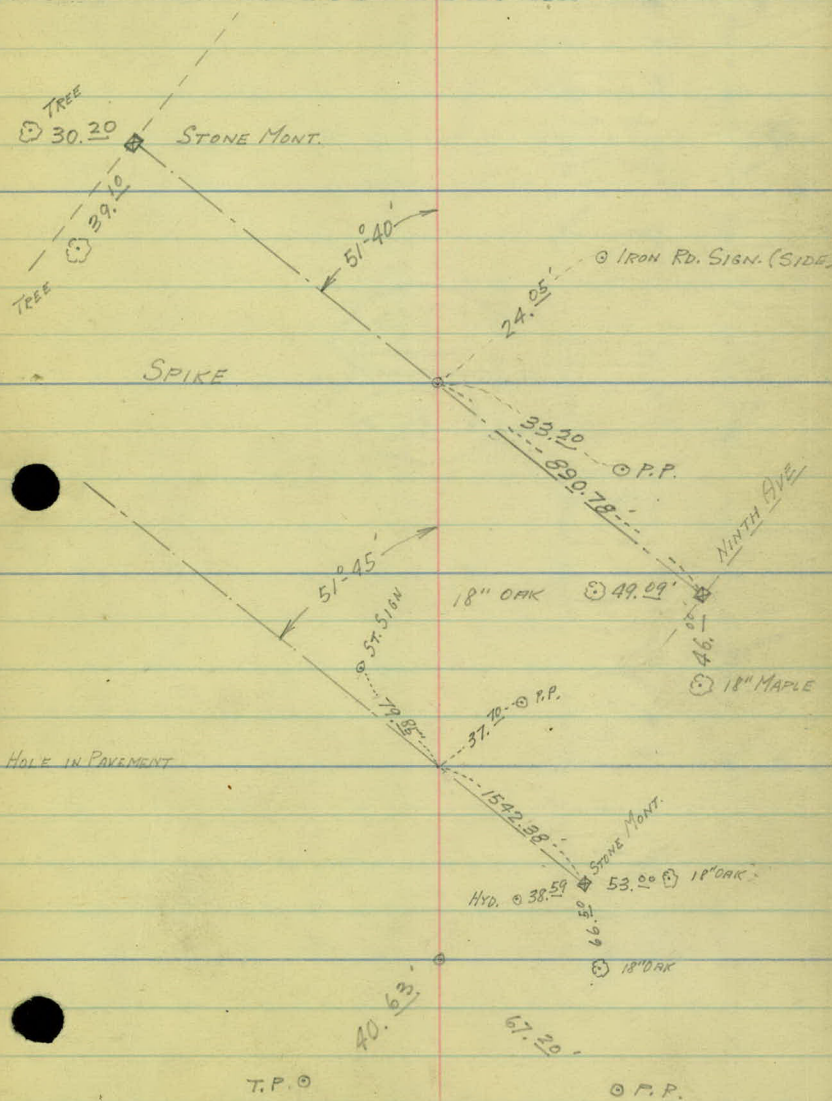
R 199.70 ✓

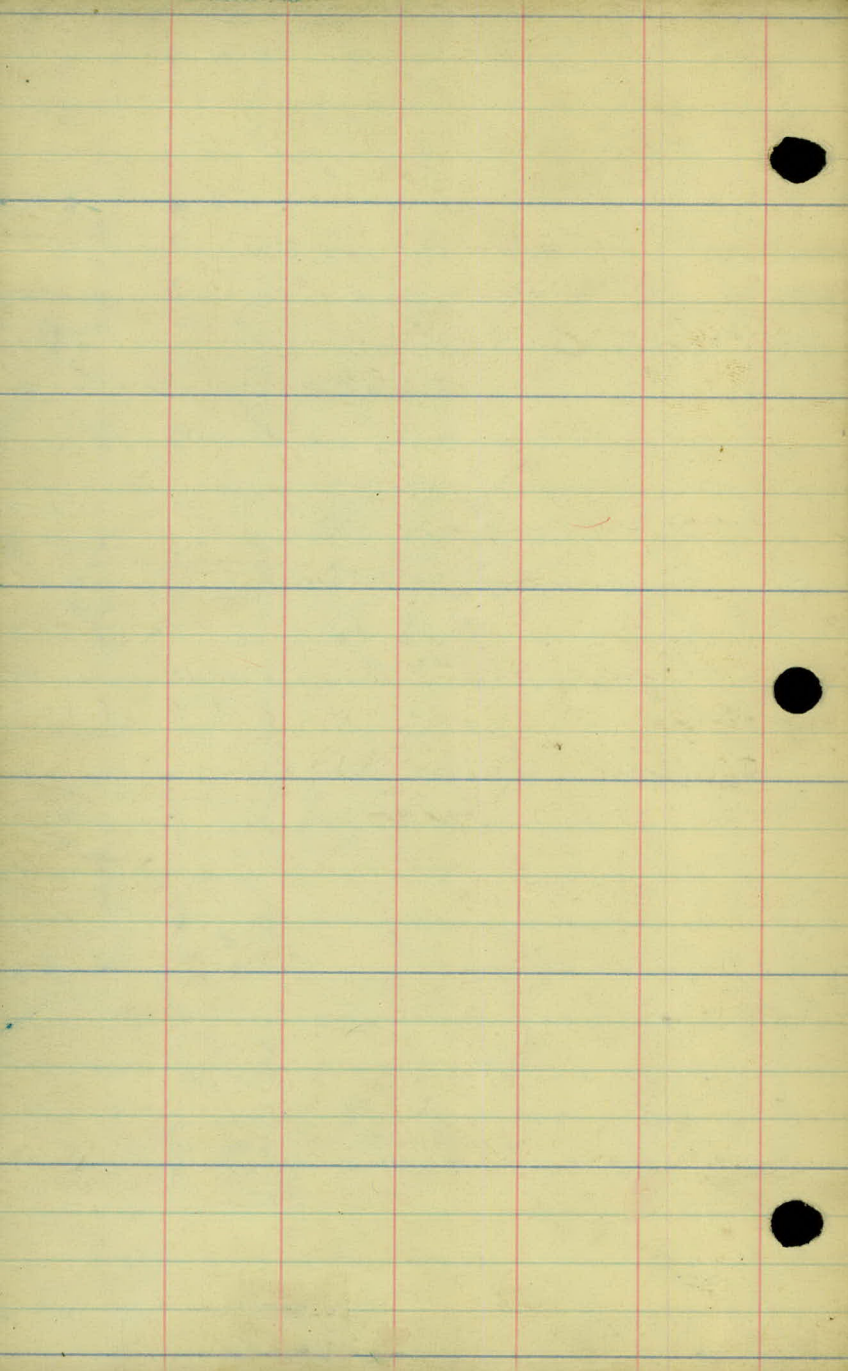
103+87.10 E HELEN ST. (SECTION LINE)

85+58.70 P.O.T.

⑤

{ A.W.L.
A.L.P.
W.G.A.
M.B.





= TOPOGRAPHY =

PROGRESSIVE SURVEY

NORTH ST. PAUL ROAD

ROAD No ~~36~~ 13

FROM WHITE BEAR AVE. TO EAST CO. LINE

ROADBED
LT. RT.

5+00

10.3

11.4

+50

10

12.8

4+00

10.2

12.5

+50

10

12.5

3+00

9.9

12.4

+50

10.1

12.1

+30

63.9 - 26.3

2+00

51

12.2

33

12'

1+00

21.7

12'

14.4

9.6

0+00

12.2

11.8

4-8-27
CLOUDY &
COLD

{ A.M.L.
A.L.P.
W.G.A.
M.B.

⑦

+63 P.P. 36

+89 END G.R. 14

+56 G.P. 23

+50 G.R. 14

+53 P.P. 34

+00 G.R. 14.3

CULT.

CONCRETE

CULT.

+50 G.P. 14

+45 G.P. 27

+43 P.P. 28

+00 G.R. 13.8

+38 END RAD. 40'

+50 G.R. 14.1

+45 END RAD. 10.5

+40 G.R. 14.6

+45 G.P. 27

+44 M.H. 33

+34 G.R. 18.8

+34 B.S. G.R. 33

+34 18" P. 26.5

+31 G.R. 25.6

+37 P.P. 29

+22 M.H. 17

3.3'x3.3' +49 BLINKER 3

+37 P.P. 26

+75 I.R.D. SGN 23

+44 G.P. 22

+97 I.R.D. SGN 16

+95 END SPURWAY 17

+95 12" MAPLE 27

+91 18" CONC. R. 20

+88 12" MAPLE 29

+69 M.H. 17

+65 18" MAPLE 31

+48 P.P. 25

ROADBED
LT. RT.

12+00

10.1

9.9

11+00

9.8

10.2

10+00

9.8

10.2

9+00

9.9

10.1

8+00

10

10

7+00

9.9

10.1

+83

4 DRIVE TO RT. & LT.

6+00

9.8

10.5

4-8-27

+55 24" P. 32'

G.R. 14

G.R. 13.8

+00 G.R. 13.5

+61 Beg. G.R. 14.5

CULT.

CONCRETE

CONCRETE

+55 24" P. 33

+10 P.P. 36
G.R. 19.2

+89 K.P. 56.13

+03 P.P. 36
G.R. 14
+91 X FENCE 14
N. + S.

+00 G.R. 14.2
+95 P.P. 36

+79 Beg. G.R. 15.3

CULT.

+86 P.P. 36

+79 P.P. 36

+90 12" C.M. 21

+74 12" C.M. 21

CONCRETE

+91 12" C.M. 23
+75 12" C.M. 23
+72 P.P. 37

+46 END CURB

ROADBED
LT. RT.

19+00

10

10

18+00

10.1

9.9

17+00

9.9

10.1

+16

± 18" Rd. to LT.

16+00

10.0

10.0

15+00

10.0

10.0

14+00

9.9

10.1

13+00

9.9

10.1

4-8-27

+11 P.P. 36

+49 T.P. 32

+04 P.P. 36

+23 T.P. 33

+14 P.P. 37

+50 P.P. 33

+00 G.R. 21

+69 END G.R. 37.3

+72 G.R. 20.3

+67 G.R. 13.8

+75 G.R. 36

+66 15' M. 21'

G.R. 14

G.R. 13.9

G.R. 14

+41 G.P. 38

+34 P.P. 37

+17 15" C.M. 33

+19 END G.R. 14.9

+02 G.R. 14

G.R. 14

+98 P.P. 26

+14 P.P. 37

G.R. 14

+28 P.P. 37

G.R. 13.9

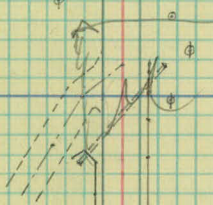
+19 P.P. 37

G.R. 13.9

CONCRETE

CULT

CULT



ROADBED

Lt. Rt.

26+00

10.1

9.9

25+00

10

10

24+00

10

10

23+00

10

10

22+00

10

10

21+00

10

10

20+00

10

10

4-11-27

CLOUDY & WARM
A.M. 10.30
2 W.G.B.
{ M.B.

27-00
+81 END G.R. 15.3
+68 T.P. 34
+65 G.R. 14.2

G.R. 14.2

+40 T.P. 34
+17 6" TILE 28
@ CONC. HEAD. 1' x 1'

+74 G.R. 14
+58 BES. G.R. 15

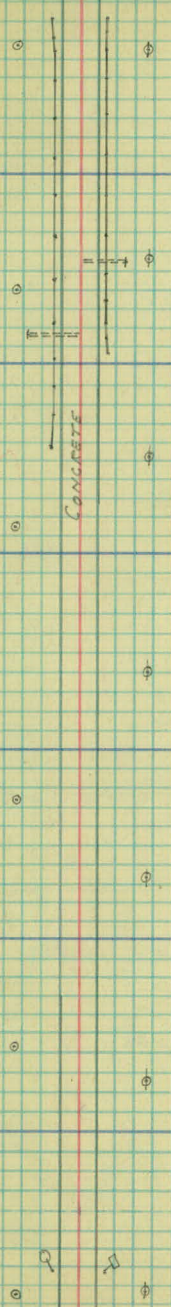
+14 T.P. 34

CULT.

+73 T.P. 33

+42 T.P. 34

+28 XRD SGN 13
+15 T.P. 32



CONCRETE

CULT.

(10)
+81 END G.R. 15.3
+65 G.R. 13.9
+64 P.P. 37

G.R. 14

+57 P.P. 37
+54 6" TILE 35

+22 G.R. 14
+06 BES. G.R. 15

+51 P.P. 37

+40 P.P. 37

+24 P.P. 37

+26 P.P. 37

+28 SLOW SGN 14
+17 P.P. 37

ROADBED
LT. RT.

33+00

10

10

32+00

10

10

31+00

10.1

9.9

30+00

10.1

9.9

29+00

10.1

9.9

28+00

10

10

+97

4 DRIVE TO RT.

+80

4 DRIVE TO LT

27+00

10

10

4-11-27

(11)

+01 T.P. 35

+90 END G.R. 143

G.R. 14.2

+73 T.P. 34

G.R. 14.3

+63 G" T.P. 25

+48 T.P. 34

+34 G.R. 14

+19 Beg G.R. 15

CULT.

CONCRETE

CULT.

+24 T.P. 34

+90 T.P. 37

+38 P.P. 38

+31 P.P. 37

+79 END G.R. 15

+62 G.R. 14

+42 P.P. 37

G.R. 14

+49 P.P. 37

+28 G" T.P. 36

+18 G.R. 13.5

+02 Beg G.R. 15

+74 P.P. 37

+80 P.P. 37

+70 P.P. 37

ROADBED
LT. RT.

40+00

10.1

9.9

39+00

10.1

9.9

38+00

10.1

9.9

37+00

10.1

9.9

36+00

10.1

9.9

35+00

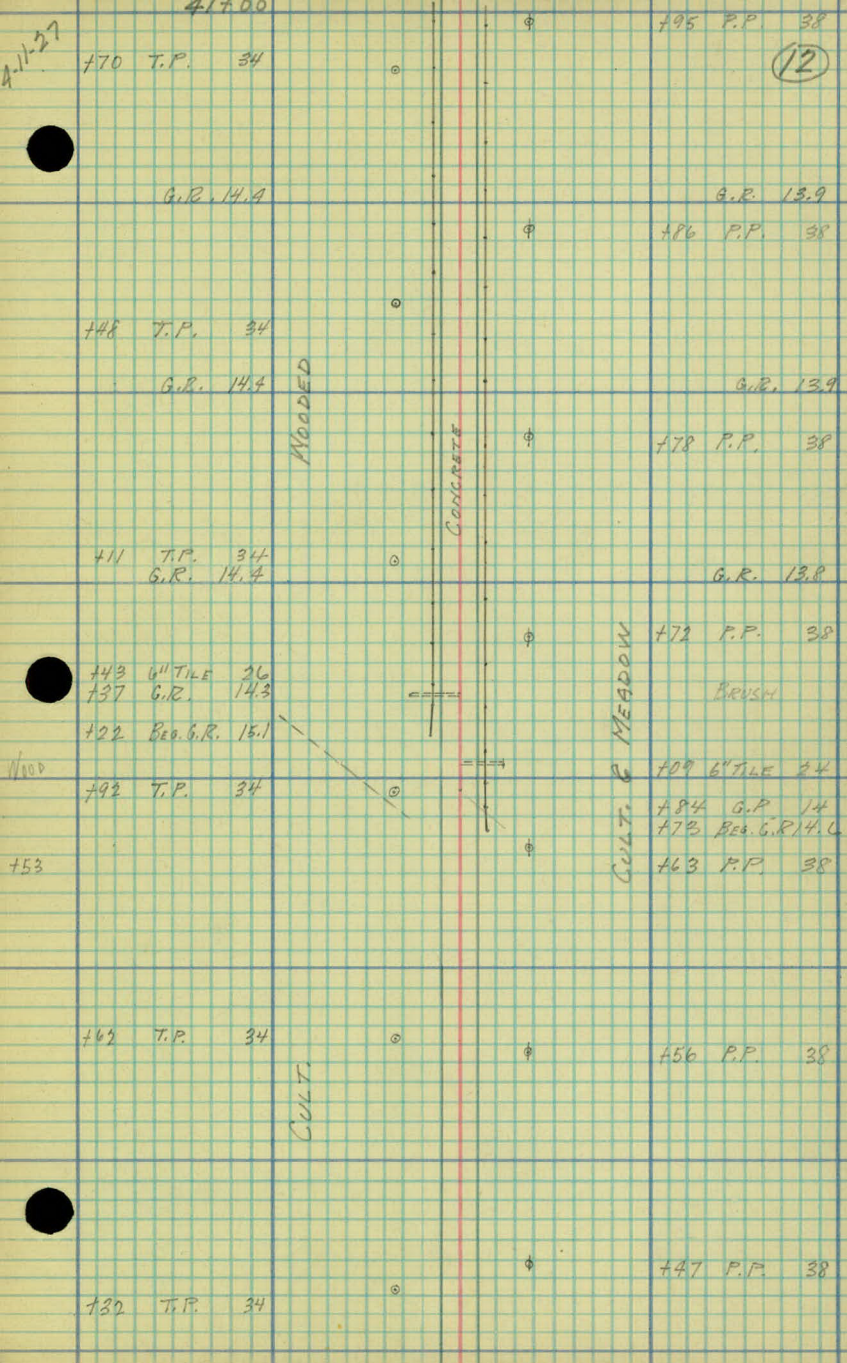
10.1

9.9

34+00

10.1

9.9



ROADBED
LT. RT.

+29 4 DRIVE TO RT.

47+00

10

10

46+00

10.

10

+15 4 10' ROAD

45+00

10.1

9.9

44+00

10.1

9.9

43+00

10.1

9.9

42+00

10.1

9.9

41+00

10.1

9.9

4-11-27

48+00

(13)

+11 T.P. 32

+38 P.P. 37
+37 12" G.M. 32
+17 12" G.M. 23

+82 T.P. 32

+31 P.P. 37

+50 & R.D. 50

+00 END G.R. 24

+28 P.P. 37

+88 G.R. 14.3

+08 15" G.M. 26

+75 T.P. 34

+82 END G.R. 28

+55 6" TILE 25

+78 G.R. 14.3

+79 15" G.M. 32

+80 & R.D. 41

G.R. 14

+38 6" TILE 35

+18 P.P. 38

G.R. 14

+80 Beg. YARD

+65 Beg. YARD

+26 T.P. 34

G.R. 14.8

+10 P.P. 38

G.R. 14

G.R. 14.4

+99 T.P. 34

+02 P.P. 38

G.R. 14

+68 G.R. 14

+67 Beg. G.R. 21.5

+55 END G.R. 21.3

+53 G.R. 14

1 G.R. 14.8

G.R. 14

YARD

YARD

WASTE

MEADOW

CONCRETE

ROADBED
LT. RT.

54+00 10.1 9.9

+ 61.5 $\frac{1}{2}$ TRACK

+ 55 $\frac{1}{2}$ 16' ST. TO LT.

+ 06 $\frac{1}{2}$ 15' ROAD TO RT.

53+00 10.1 9.9

+ 33 10' Rd. TO LT.

52+00 10 10

51+00 10.1 9.9

50+00 10 10

+ 40 $\frac{1}{2}$ DRIVE TO RT.

49+00 10 10

48+00 10 10

A-11-27

55+00

199 P.P. 37

14

+60 T.P. 33

+13 P.P. 33

+98 Beg. G.R. 14.4

+88 R.R. X 15.7

+52 R.R. SGN. 40

+36 T.P. 33

+25 T.P. 33

+22 12" C.M. 22

+00 & 10' RD. 35

+97 12" C.M. 22

+76 R.R. SGN. 36

+93 T.P. 33

+64 T.P. 33

+38 T.P. 33

+89 P.P. 37

+76 Beg. G.R. 14.1

+54 12" C.M. 26

+34 R.R. X 16.7

+30 15" VIT. 20

+29 6" TIE 20

+20 T.P. 31

+03 12" C.M. 23

+85 12" C.M. 34

+80 & RD. 48

+77 P.P. 38

+70 P.P. 37

+61 P.P. 37

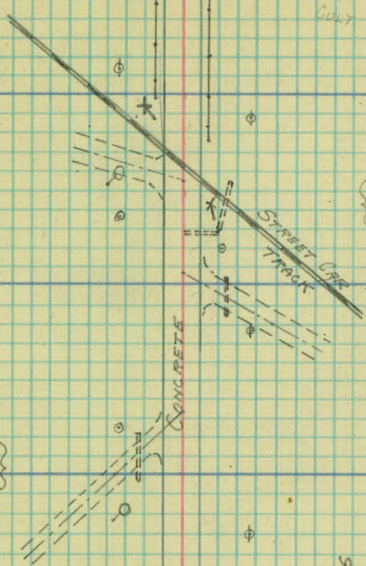
+70 R.R. SGN. 13

+54 P.P. 37

+50 12" C.M. 23

+24 12" C.M. 23

+46 P.P. 37



YARDS

YARDS

ROADBED
LT. RT.

+89 ± 10' ST. TO LT.

61+00

10.1

9.9

60+00

10

10

59+00

10.0

10.0

58+00

10.1

9.9

+98

± DRIVE TO RT.

57+00

10.2

9.8

56+00

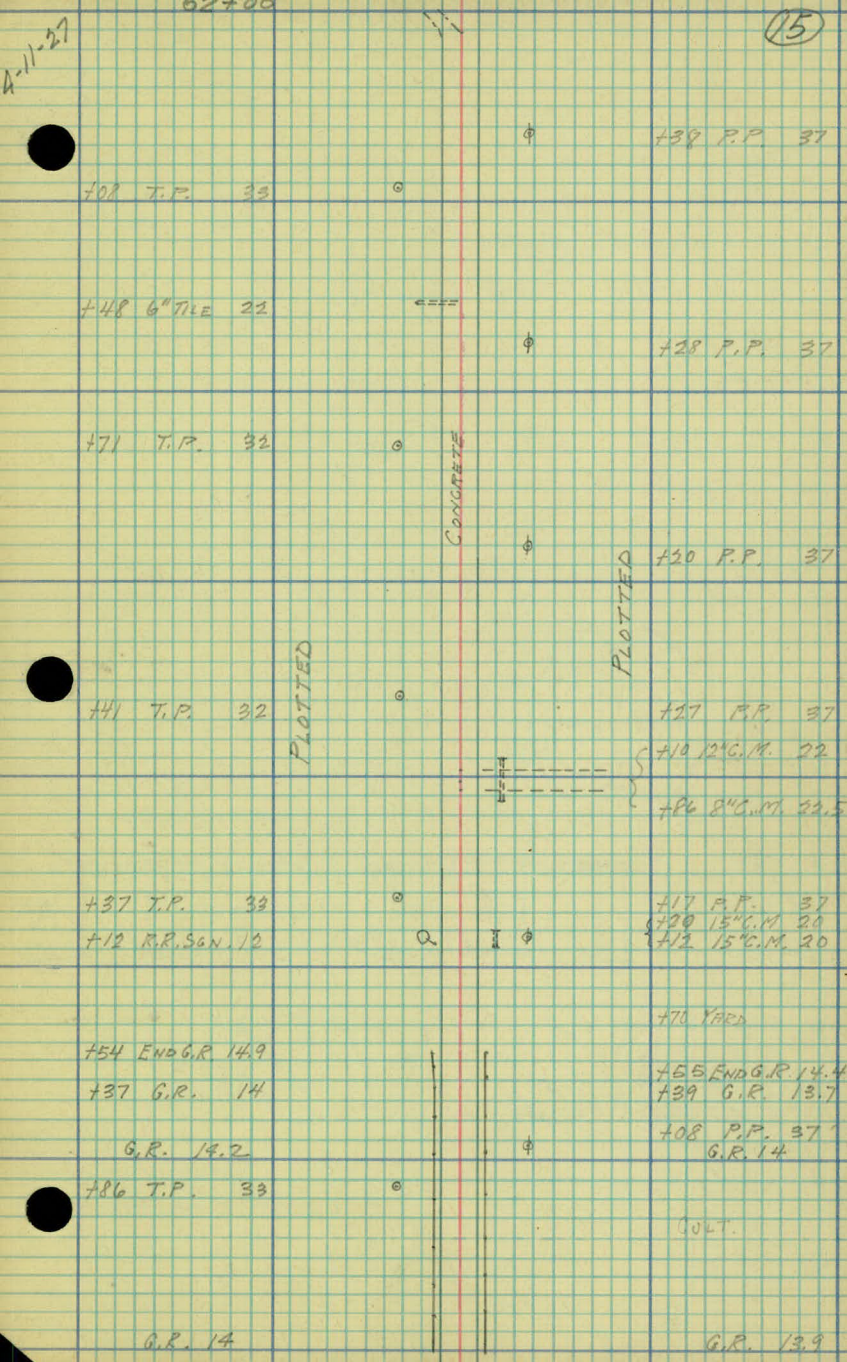
10.1

9.9

55+00

10.1

9.9



ROADBED
LT. RT.

68+00

9.9

10.1

+93

± 10' ST. TO LT.

+63

± DRIVE TO RT.

67+00

10.1

9.9

66+00

10.1

9.9

65+00

10

10

64+00

9.9

10.1

63+00

10

10

62+00

10.1

9.9

A-11-27

64.00

16

+63 T.P. 33

+80 P.P. 37

+58 G.R. 14

+41 Beg. G.R. 14.6

+58 END G.R. 22
+56 G.R. 14.2
+50 E 10' Rd. 40

+72 P.P. 36

+70 12' C.M. 35

+55 13' C.M. 25

G.R. 14

+05 T.P. 33
G.R. 14

+79 END G.R. 14.8

+65 P.P. 36

+63 G.R. 14

G.R. 13.9

+29 24" C.M. 21'
G.R. 14

PLOTTED

+56 P.P. 37

+19 24" C.M. 20'
G.R. 14

PLOTTED

+75 T.P. 33
+69 G.R. 14

+71 G.R. 13.8

+53 Beg. G.R. 15.3

+55 Beg. G.R. 15
+48 P.P. 37

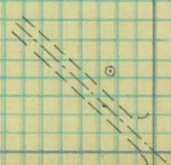
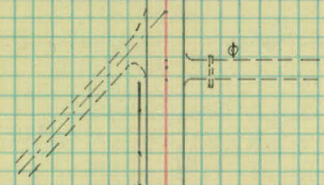
+47 T.P. 33

+54 P.P. 37

+43 T.P. 33

+46 P.P. 37

+35 E.R.D. 37



ROADBED
LT. RT.

75+00

10.1

9.9

74+00

10

10

73+00

10.1

9.9

72+00

10.1

9.9

71+00

10.1

9.9

+55

£ DRIVE TO LT.

+43

£ 10' RD. TO RT.

70+00

10

10

69+00

10

10

4-11-27

76-00

(17)

+15 T.P. 31
+13 G.R. 14
+97 BEG. G.P. 15.4

+29 P.P. 33

+71 XRD 56N 12

+87 T.P. 31

+21 P.P. 33

+29 HYDRANT 37

+12 P.P. 33

+59 T.P. 31

PLOTTED

PLOTTED

+30 T.P. 30

+97 6" TILE 22
+95 P.P. 32

+74 15" G.M. 19

+97 P.P. 37

+43 15" G.M. 19

+00 10' RD 53
+03 END G.R. 30
+02 G.R. 14

+08 T.P. 33

+89 P.P. 37

G.R. 14

CONCRETE

Intersect

ROADBED
LT. RT.

+27 2 DRIVE LT.
82+00 10 10

81+00 10 10

80+00 10 10

+33 2 DRIVE TO LT.
79+00 10 10

+54.10 2 Co. Rd. "B" 24' GRAVEL

78+00 10 10

77+00 10.1 9.9

76+00 10.1 9.9

4-11-21

18

+82 T.P. 34

+85 P.P. 33

+62 X.R.D. S.G. 13

+36 12" C.M. 22

+15 12" C.M. 22

+53 T.P. 33

+77 P.P. 33

+25 T.P. 33

+66 P.P. 32

+47 HYDRANT 36

+31 15" C.M. 19

+17 15" C.M. 19

+96 T.P. 32

+60 P.P. 32

+37 Wood Sg. 24

+00 G.R.P. 33

+16 J. R.D. Sg. 25

+07 12" C.M. 22

+48 ST. WALL 24

+55 12" C.M. 23

+53 P.P. 33

+09 ST. WALL 52

+00 E.R.D. 41

+69 T.P. 32

+46 P.P. 33

+05 END G.R. 15.5

+89 G.R. 14

+45 T.P. 31

+37 P.P. 33

G.R. 14.2

PLOTTED

CONCRETE

PLOTTED

	LT.	RT.
+81	± DRIVE TO LT.	
89+00	10	10
+68	± DRIVE TO LT.	
88+00	10	10
+18	± 2ND ST. N.W. (30')	
87+00	9.9	10.1
+10	± DRIVE TO LT.	
86+00	9.9	10.1
85+00	9.9	10.1
+64	15' ST. TO LT.	
+45	± DRIVE TO RT.	
84+00	10	10
83+00	9.9	10.1

A-12-27

+90	12" C.M.	27
+70	12" C.M.	27
+65	6" TAE	25

90+00

4-12-27
CLOUDY &
COOL

{ A.W.L.
A.L.P.
W.G.A.
M.B.

(19)

+13 T.P. 35

φ

+25 P.P. 33

+78 12" C.M. 26

-----+-----

+58 12" C.M. 26

φ

+18 P.P. 33

+83 T.P. 35

+51 15" C.M. 31

+50 E.R.D. 40

-----+-----

+16 15" C.M. 20

+18 P.P. 33

+13 15" C.M. 31

+86 T.P. 36

+65 T.P. 34

PLOTTED

φ

φ

PLOTTED

+80 E.R.D. 40

+61 15" C.M. 20

+20 15" C.M. 19

-----+-----

+99 12" C.M. 19

φ

+06 P.P. 34

+38 T.P. 35

φ

φ

+00 P.P. 34

+80 15" C.M. 10

-----+-----

+49 15" C.M. 10

+44 X.R.D. 5' 36

□

1/4"

1/4"

+33 12" C.M. 18.5
(OTHER END BURIED)

+08 T.P. 34

φ

φ

+93 P.P. 33

LT.

RT.

96+00

4'

+25

16'

95+00

10.7

46'

+68

E DRIVE TO LT.

94+00

10

10

+65

E PENN. PLACE 12' ST. TO LT.

93+00

10

10

+80

E DRIVE TO RT.

+35

E DRIVE TO RT.

92+00

10.1

9.9

+35

E DRIVE TO LT.

91+00

10

10

+67

E DRIVE TO RT.

90+00

10

10

7-12-00

2-12-27

+95 T.P. 34
 +09 CURB 11.8
 +37 INLET 32
 +31 HYDRANT 35
 +18 CURB 32.3
 +08 B.S. CURB 49.0
 +00 CURB 8.7
 +98 P.F. 33
 +97 CURB 0.0
 +25 MUSHROOM
 +70 COR. PAVE 49.5
 +60 HEADWALL 50.4
 +43 T.P. 35
 +32 15" WT. 29
 +25 PAVE. 16
 +11 T.P. 35

+73 15" C.M. 30
 +66 E DRIVE
 +58 12" C.M. 30

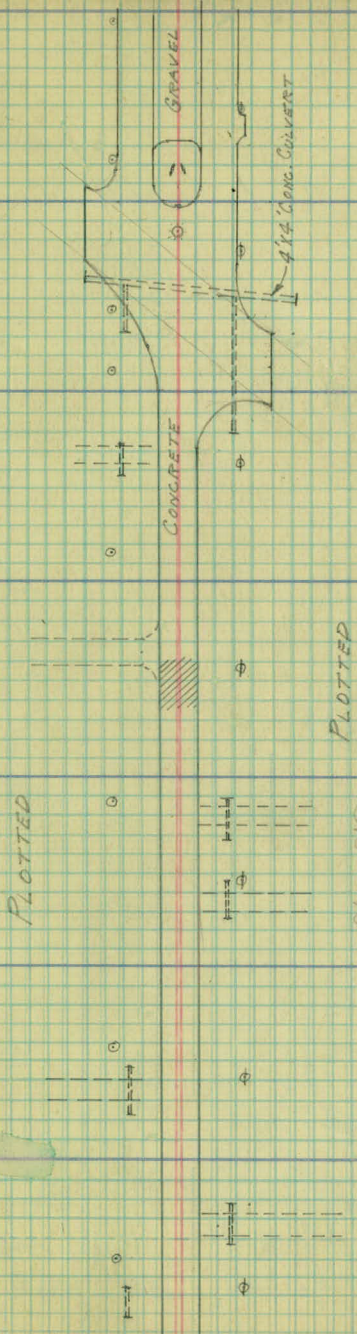
+16 T.P. 35

+74 12" C.M. 31
 +54 12" C.M. 32

+88 T.P. 35

+59 T.P. 34
 +47 12" C.M. 28
 +23 12" C.M. 28

+40 T.P. 32
 +33 12" WT. 29
 +19 13" WT. 29



(20)

+49 P.P. 34
 (10' (5' RAD))
 +47 E DRIVE 36.2
 +18 MACH. GUNS-3'
 +33 CURB
 +09 CURB 11.8
 +00 CURB 8.1
 +75 P.P. 33
 +68 COR. PAVE 31.1
 +50 HEADWALL 61
 +40 CURB 37.0
 +38 T.P. 33
 +31 (AC. PAVE. 50.4
 (B.S. CURB))
 +00 PAVE. 49.6
 +95 COR. PAVE 46
 +90 15" C.M. 30
 +72 B.S. PAVE. 10.7
 +63 P.P. 33

+56 P.P. 33

+29 13" C.M. 26
 +04 DRIVE
 +69 12" C.M. 26
 +47 P.P. 33
 +46 15" C.M. 26
 +35 DRIVE
 +26 13" C.M. 26

+41 P.P. 33

+78 12" C.M. 27
 +58 12" WT. 26
 +34 P.P. 33

ROADBED
LT. RT.

+87 @ HELEN ST.

3+00

32.2-12.3 11.7-31.6

2+00

31.6

1+00

31.6

100+00

31.5

99+00

98+00

11.5 - 31.4

97+00

31.4-12.5 11.5-31.4

4-12-27

104-00

(21)

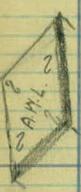
+80 CURB 31.9
 +73 HYD. 34
 +63 T.P. 34
 +41.7 REG. CONC.
 +30 REG. P.P. 34

+93 CURB 31.9
 +72 E/WALK 44.5
 +68 COR. PAVE. 50.7
 +31 CURB 42.4
 +37 END CURB 50.8
 +19 CURB 31.9
 +12 END WALK 46.5
 +98 P.P. 33

+64 E 10' DRIVE 37
 (5' RAIL)

+91 T.P. 35

+98 E/WALK 46.5
 +90 P.P. 33



BUILDINGS

CONCRETE

GRAVEL

BUILDINGS

+24 HYDRANT 35
 +09 T.P. 35

+82 P.P. 33

+73 P.P. 34

+49 T.P. 35

+97 P.P. 35

+65 P.P. 35

+57 P.P. 34

ROADBED
L.T. RT.

110+00

9+00

8+00

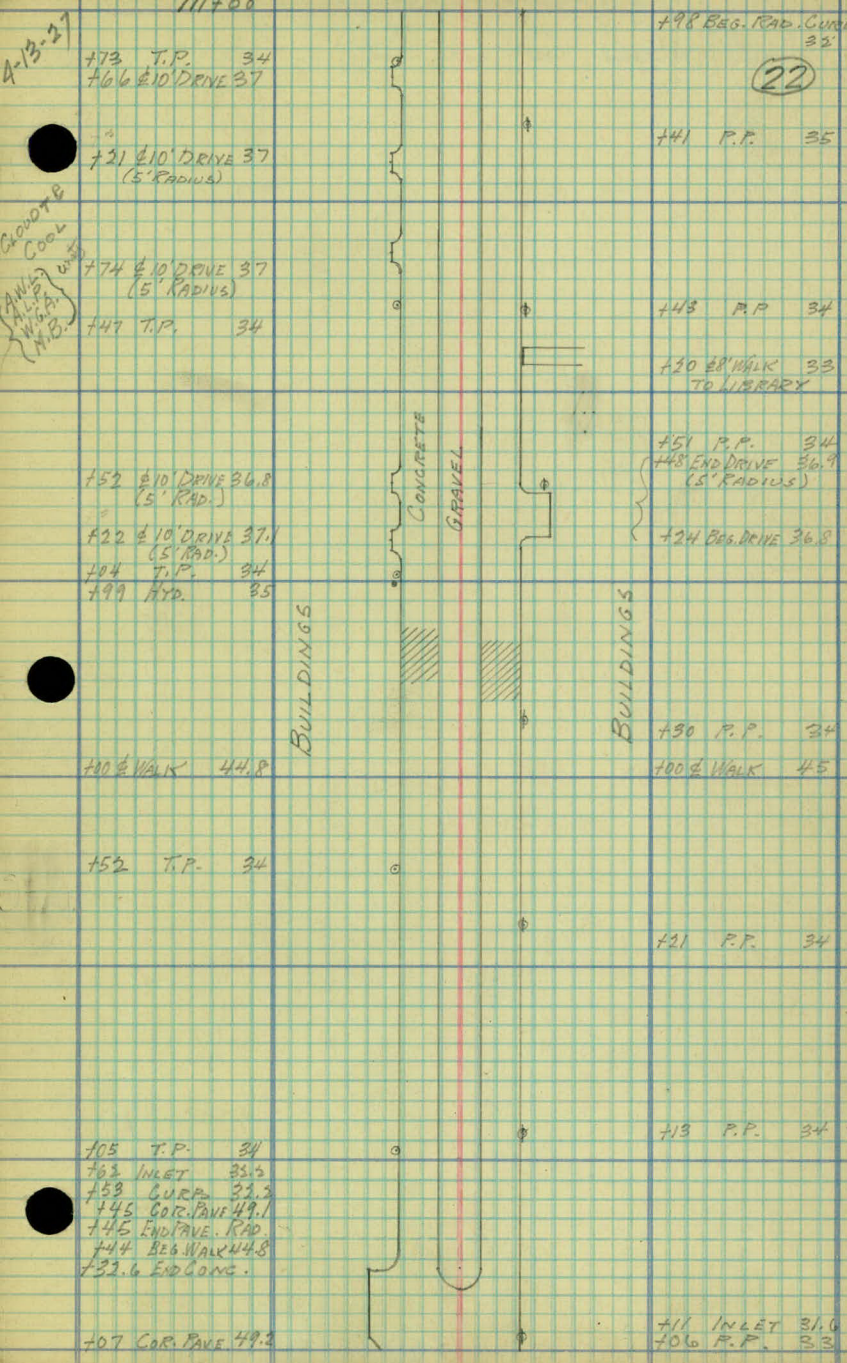
7+00

6+00

5+00

32.2-12.0 11.8-31.7

4+00



ROADBED
LT. RT.

17+00

16+00

15+00

14+00

32.2 - 12.2 11.8 - 31.7

13+00

+34 E MARGARET ST

12+00

32.1 - - 50.2

11+00

35.0 - 12.0 11.9 - 31.7

2-13-27 110+00
+94 T.P. 34

(23)

Garage

+11 HYD. 34'
+100 COR. DRIVE 41

+46 COR. DRIVE 41.6
(5' RADIUS)

GARAGE

+72 P.P. 34
+68 FIRE HOSE 34
+42 COR. DRIVE 41.5
(5' RADIUS)

+84 P.P. 34

+105 T.P. 35

BUILDINGS

+100 E 10' DRIVE 36
(5' RADIUS)

+75 P.P. 33

+35 E 10' DRIVE 36.5
(5' RADIUS)

+100 E 6' WALK 45.2

+100 E 8' WALK 45

+88 T.P. 34

+70 P.P. 34

+35 T.P. 34
+19 CURB (5' RAD.)
+14 INLET 31.3
+12 CURB 32.3
+02 COR. CONC. 50
+78 CURB 45
+96 CURB 12
+83 CURB
+75 MUSH. LIGHT 0.0
+49 COR. CONC. 50
+23 CURB 32
+22 HYD. 35
+16 4' ROUND HO. 34
+13 T.P. 34
+06 MUSH. LIGHT 0.0

+96 CURB 12'

+76 P.P. 33
+61 INLET 31.8
+53 CURB 31.8

+23 COR. CONC. 50.2

+92 CURB. BEG. CONC.
+80 CURB-12' R. & L.

+72 END CURB 50
+66 BEG. RAD. 31.5
+65 END WALK 46
+63 P.P. 32
+76 CURB 32
+62 CURB 12
+38 COR. CONC. 42.2
DRIVE
(5' RAD.)
+06 COR. CONC. 42.2
DRIVE

+62 CURB 12
+57 CURB

GRAVEL
CONCRETE

BUILDINGS

ROADBED
LT. RT.

34+00

10.0 10.0

23+00

9.9 10.1

22+00

10.1 9.9

+85

10.2 9.8

21+00

120+00

32.0 - 12.2 11.8 31.9

19+00

18+00

A-13-27

(24)

+48 T.P. 35

+19 P.P. 34

+70 T.P. 34

+22 P.P. 34

+31 T.P. 34

+14 P.P. 34

+85 EDGE CONC. 10

+47 EDGE PAVE. 12

+60 COR. CONC. 49
(NO CURB)

+29 P.P. 34

+24 END CURB 49.5

+90 COR. CONC. 50

+13 END WALK 45

+66.5 CURB 12

+00 CURB 32

+51 CURB 43

+88 MUSH. W/INT. 0

+49 CURB W/ 50.2

+77.8 CURB

+41 CURB 31.8

+77 REFL. 5GN. 0.0

+39 END WALK 44.4

+88 P.P. 34

+23 P.P. 34

+88 HYD. 34

(3 GAS PUMPS)

+66.5 CURB 12

+06 8' CONC. BLOCK 32

+41.5 CURB

± WALK 44.7

(5' RADIUS)

+00 8' WALK 45

+44 T.P. 34

+11 P.P. 34

+35 6' CONC. BLOCK 34
(2 GAS PUMPS)

+02 P.P. 34

+03 10' DRIVE 41
(5' RADIUS)

PLOTTED

PLOTTED

CONCRETE

GRAVEL

BUILDINGS

BUILDINGS

ROADBED
LT. RT.

31+00

10.1

9.9

30+00

10.1

9.9

29+00

10.1

9.9

28+00

10

10

27+00

10.1

9.9

26+00

10

10

+36 & DRIVE TO RT.

25+00

10

10

4-13-27

132 00

(25)

G.R. 14.9
+97 T.P. 37

G.R. 14.3
+95 P.P. 33

G.R. 14.5
+85 T.P. 38
+55 BEG. G.R. 15
+41 24" C.M. 49
+50 E.R.D. 36

+14 P.P. 33
G.R. 13.9

+20 E 10' RD.
+20 HYD. 36
+04 T.P. 38

+36 P.P. 33
+29 G.R. 14.3
+22 E RD.
+18 BEG. G.R. 25.2

+36 T.P. 37

+90 E 10' RD. 39

+63 24" C.M. 52.5
+65 E.R.D. 32
+35 E 15' RD.
+28 P.P. 33

+82 30" COTTON. 24

+20 P.P. 32

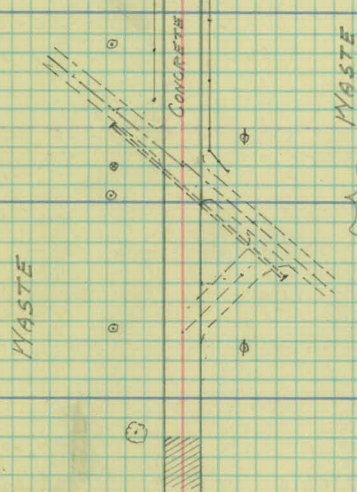
+02 T.P. 37

+12 P.P. 33

+80 BEG. WASTE

BEG. WASTE
+81 HYD. 34
+77 T.P. 36

+50 12" C.M. 23
+36 E.D.RIVE
+34 12" C.M. 23
+04 P.P. 34



ROADBED
LT. RT.

39+00

+90

+50

+03.2 END PAVE.

37+00

+50

36+00

+62 ± 20' DRIVE TO RT.

35+00

34+00

33+00

32+00

GRAVEL

18

GRAVEL

18

CURB

14.8

CURB

14.8

GRAVEL

8

GRAVEL

11

10

10

10

9.9

9.9

9.9

9.9

9.9

10.1

10.1

10.1

10.1

4-13-27
CLOUDY & COOL

140100

(26)

{ A.W.L.
H.P.
W.G.A.
M.B

+92 I.P.D. SGN. 27

+74 WELCOME SGN 31
+63 W. SIGN. 31
+43 T.P. 33

+63 SPILLWAY 10'
+61 END G.R. 15'
+59 BEG. CURB 10'
+45 G.R. 14.4

+05 T.P. 36
G.R. 14.4

+17 BEG. G.R. 14.4

+71 T.P. 36

+32 T.P. 37
+10 END G.R. 14.5
+04 G.P. 39
G.R. 14.6

PI

GRAVEL

CONCRETE

YARDS

+25 EDGE GR. 40
+12 EDGE GR. 25
+10 P.P. 32
+90 & DRIVE 50
OIL STATION
+85 BEG. GRAVEL
+62 & 20' DRIVE

+17 P.P. 33'

+19 P.P. 32

+13 P.P. 32
+03 I.P.D. SGN. 12

+48 END G.R. 14.8
+32 G.R. 14.6
+03 P.P. 33
G.R. 14.2

