

D. 11 Bk 26

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Levels Survey

FALCON HEIGHTS ROS.

From To

Road Acc't. No.

Date Filed 1936 237 File D. 11 B. 26

8939

1-17
7/29/36

H.T. Portell

X- Sections

T

Levels

Falcon Heights Addition

Sta + Arona CRAWFORD Elev.

B.M. 3.81 ~~956.08~~ 952.17

B.M. 3.69 960.33 3.69 956.64
~~952.39~~

0 +00 4 Snell r Crawford 59.48

+10 59.3

+40 56.4

1 55.9

2 55.83

3 54.6

B.M. 16.29 954.04
949.79

+47 4 Asbury 53.6

4 53.2

5 52.3
 0 5.12 957.62 952.00
953.37 833 947.75

Conc. Pavc 11.7 So

Top Mont Larp + Snelling

0.85

$$\frac{0.65}{50}$$

1.00

$$\frac{1.46}{50}$$

$$\frac{4.1}{50} \quad \frac{4.0}{17} \quad \frac{4.4}{16} \quad 3.9 \quad \frac{5.0}{18} \quad \frac{4.2}{20} \quad \frac{4.3}{50}$$

$$\frac{4.0}{50} \quad \frac{4.2}{18} \quad \frac{4.8}{17} \quad 4.4 \quad \frac{5.0}{18} \quad \frac{4.5}{19} \quad \frac{4.7}{50}$$

$$50 - \frac{4.9}{19} \quad \frac{5.6}{18} \quad 4.5 \quad \frac{5.4}{18} \quad \frac{5.1}{20-50}$$

$$\frac{6.2}{50} \quad \frac{6.1}{19} \quad \frac{6.5}{18} \quad \frac{6.0}{17} \quad 5.7 \quad \frac{6.4}{18} \quad \frac{5.8}{19} \quad \frac{5.8}{50}$$

Top Iron NW Cor Asbury + Crawford

$$\frac{6.8}{50} \quad \frac{7.1}{20} \quad 6.7 \quad \frac{7.4}{18} \quad \frac{6.8}{19} \quad \frac{6.7}{50}$$

$$\frac{7.2}{50} \quad \frac{7.4}{19} \quad \frac{8.0}{18} \quad 7.1 \quad \frac{8.1}{18} \quad \frac{7.4}{19} \quad \frac{7.6}{50}$$

$$\frac{8.5}{50} \quad \frac{8.3}{19} \quad \frac{9.0}{18} \quad 8.0 \quad \frac{9.0}{18} \quad \frac{8.1}{19} \quad \frac{8.2}{50}$$

Top Iron 1st Sta 5 +00

CRAWFORD Contd

Sta

+

957.62

953.37

6

52.0

+74

BM

6.40

5.82

947.55

+74

± Arong

51.6

BM

6.40

958.20

953.95

5.82

951.80

947.55

7

51.5

8

51.5

9

53.0

10

± Simpson

53.5

11

53.6

12

53.2

13

52.8

+27 ± Pascal

52.8

B.M

5.07

953.13

948.88

$$\frac{6.5}{50} \quad \frac{6.3}{19} \quad \frac{6.6}{18} \quad 5.6 \quad \frac{6.6}{18} \quad \frac{5.8}{19} \quad \frac{5.6}{50}$$

Top Iron NW Cor Arona + Crawford

$$\frac{6.2}{50} \quad \frac{6.2}{18} \quad 6.0 \quad \frac{5.9}{18} \quad \frac{5.5}{50}$$

6.7

6.7

5.2

4.7

4.6

5.0

5.4

5.4

Top Iron NW Cor Crawford + Pasca

Arona

957.60

(953.35) ✓

0+00 ± Carpenter 51.73

+10 Edge Pavement 51.71

+30 50.5

+50 50.3

BM 6.86 950.74

1 50.8

2 52.2

3 52.4

+85 ± Crawford 51.6

5.87

$$\frac{590}{50} \quad 589 \quad \frac{597}{50}$$

$$\frac{7.2}{50} \quad \frac{7.9}{15} \quad 7.1 \quad \frac{7.0}{18} \quad \frac{7.7}{19} \quad \frac{6.7}{50}$$

$$\frac{7.5}{50} \quad \frac{7.4}{18} \quad \frac{7.8}{17} \quad 7.3 \quad \frac{8.2}{17} \quad \frac{7.4}{18} \quad \frac{6.8}{50}$$

Top Iron NW Cor Arona & Harpenteur

$$\frac{7.3}{50} \quad \frac{7.1}{18} \quad \frac{8.0}{17} \quad 7.0 \quad \frac{7.7}{17} \quad \frac{7.0}{18-50}$$

$$\frac{5.6}{50} \quad \frac{5.4}{18} \quad \frac{6.4}{17} \quad 5.4 \quad \frac{6.3}{17} \quad \frac{5.5}{18} \quad \frac{5.7}{50}$$

$$\frac{5.4}{50} \quad \frac{5.4}{18} \quad \frac{6.2}{17} \quad 5.2 \quad \frac{6.2}{17} \quad \frac{5.4}{18} \quad \frac{5.7}{50}$$

$$\frac{5.6}{50} \quad 6.0 \quad \frac{6.2}{50}$$

Asbury

B.M. 920 $\frac{963.84}{959.59}$ 954.04 $\frac{949.79}{949.79}$

0+00 d Asbury + Crawford 53.6

1 53.8

2 55.6

+25 Ho Rt Floor

3 58.2

4 59.1

5 60.0

6 61.8

0 11.73 $\frac{972.96}{968.71}$ 2.61 $\frac{61.23}{956.98}$

7 64.9

+50 Exc. for Ho R/L

8 68.3

+45 70.6

9 71.0

Top Iron NW Cor Asbury + Crawford

$$\frac{9.2}{50} \quad 10.2 \quad \frac{10.7}{50}$$

$$\frac{9.4}{50} \quad \frac{9.9}{18} \quad \frac{10.3}{17} \quad 10.0 \quad \frac{10.8}{17} \quad \frac{10.2}{18} \quad \frac{10.8}{50}$$

$$\frac{7.8}{50} \quad \frac{8.2}{18} \quad \frac{8.9}{17} \quad 8.2 \quad \frac{9.1}{17} \quad \frac{8.3}{18} \quad \frac{8.4}{18-50}$$

$$4.12$$

$$\frac{4.9}{50} \quad \frac{5.2}{18} \quad \frac{5.9}{17} \quad 5.6 \quad \frac{6.4}{17} \quad \frac{6.0}{18} \quad \frac{6.2}{50}$$

$$\frac{3.6}{50} \quad \frac{4.3}{18} \quad \frac{4.8}{17} \quad 4.7 \quad \frac{5.7}{17} \quad \frac{5.2}{18} \quad \frac{6.1}{50}$$

$$\frac{2.7}{50} \quad \frac{3.5}{18} \quad \frac{4.0}{17} \quad 3.8 \quad \frac{4.6}{17} \quad \frac{4.5}{18} \quad \frac{4.7}{50}$$

$$\frac{0.5}{50} \quad \frac{1.4}{19} \quad \frac{2.0}{18} \quad 2.0 \quad \frac{2.7}{17} \quad \frac{2.4}{18} \quad \frac{3.1}{50}$$

Top Iron Rt Sta 5+95

$$\frac{7.7}{50} \quad \frac{7.7}{19} \quad \frac{8.3}{18} \quad 8.1 \quad \frac{9.1}{18} \quad \frac{8.4}{19} \quad \frac{8.5}{50}$$

$$\frac{4.7}{50} \quad \frac{4.8}{19} \quad \frac{5.3}{18} \quad 4.7 \quad \frac{5.4}{18} \quad \frac{4.6}{19} \quad \frac{4.7}{50}$$

$$2.4$$

$$\frac{2.0}{50} \quad \frac{1.7}{18} \quad \frac{2.2}{17} \quad 2.0 \quad \frac{2.9}{18} \quad \frac{2.4}{19} \quad \frac{3.5}{50}$$

Asbury Cont'd
 $\frac{972.96}{(968.71)}$

9+25 £ Fairbanks 70.6

BM.

2.89

$\frac{970.07}{(965.82)}$

10 66.3

+65 64.4

+90 62.7

11 61.8

0 0.80 963.89 9.87 963.09

+45 57.5

12 55.7

13 55.7

14 55.8

+50 55.6

15 54.4

+52 £ Ruggles 54.7

BM

9.16

954.73

$$\frac{1.5}{50} \quad \frac{1.6}{20} \quad 2.4 \quad \frac{4.1}{50}$$

Top Iron NW Cor Asbury & Fairbanks

6.7

8.6

10.3

11.2

Top Iron L+Sta 10+70

6.4

8.2

8.2

8.1

8.3

9.5

9.2

SW Cor Asbury & Ruggles Top Iron

Ruggles
 963.89
 959.64

0+00 Ruggles + Snelling 62.2

+10 Edge Pavement 62.1

+13 shoulder 62.0

+22 58.9

+31 62.4

1 57.8

2 54.3

3 54.5

+46 54.7

A 54.2

5 54.5

6 52.5

+73 ± Arona

BM

11.27

51.7
 952.62
 948.37

1.73

1.82

1.9

5.0

1.5

6.1

9.6

9.4

9.2

9.7

9.4

11.4

12.2

SW Cor Top Iron Ruggles & Arena

PAS CAL
758.20

(953.95)

0400	E Larp	51.15
+10		51.06
+23		50.1
BM	7.28	950.92 (946.67)
+50		51.1
1		51.9
2		52.8
3		52.8
+88	E Crawford	52.8
4		53.0
5		54.0
6		57.6
0	11.52	969.37 957.85 (953.60)
	(965.12)	0.35

7.05

 $\frac{7.07}{50}$

7.14

 $\frac{7.20}{50}$

8.1

Top Iron NW Cor Pascal + Harpenteur

7.1

6.3

5.4

5.4

5.4

5.2

4.2

0.6

Top Wn Lt. Sta 6+30

Fairbanks

B.M. 5.94 $\frac{976.01}{971.76}$ $\frac{970.07}{965.89}$

0+00 ± Fairbanks + Snelling 67.55

+10 Edge Pavement 67.39

+50 72.3

+64 73.4

1 72.7

+50 71.3

2 70.7

+50 71.1

3 71.4

+46 ± Asbury 70.5

0 0.38 $\frac{970.45}{966.20}$ 594 $\frac{970.07}{965.82}$

Top Iron NW Cor Asbury & Fairbanks

8.46

$$\frac{8.89}{50} \quad 8.62 \quad \frac{8.47}{50}$$

$$\frac{2.3}{50} \quad \frac{2.0}{15} \quad \frac{3.5}{14} \quad 3.7 \quad \frac{4.4}{20} \quad \frac{2.9}{23-50}$$

$$\frac{2.9}{50} \quad \frac{2.4}{14} \quad \frac{3.4}{13} \quad 2.6 \quad \frac{2.6}{8} \quad \frac{3.3}{22} \quad \frac{2.9}{23} \quad \frac{3.6}{50}$$

$$\frac{4.4}{50} \quad \frac{3.6}{15} \quad \frac{4.4}{14} \quad 3.3 \quad \frac{3.3}{7} \quad \frac{4.2}{21} \quad \frac{3.7}{22} \quad \frac{4.2}{50}$$

4.7

$$\frac{5.0}{50} \quad \frac{5.1}{16} \quad \frac{5.1}{15} \quad 5.3 \quad \frac{6.4}{21} \quad \frac{5.6}{22} \quad \frac{6.3}{50}$$

4.9

$$\frac{7.2}{50} \quad \frac{5.0}{16} \quad \frac{5.5}{15} \quad 4.6 \quad \frac{5.5}{21} \quad \frac{4.9}{22} \quad \frac{5.7}{50}$$

$$\frac{8.6}{50} \quad \frac{6.4}{16} \quad 5.5 \quad \frac{5.0}{30} \quad \frac{5.2}{50}$$

Top Iron NW Cor Asbury & Fairbanks

Fairbanks Cont'd
 770.45
966.20

4 68.7

5 67.2

+50 64.0

6 60.6

+72 57.8

BM 0.60 $\pm$ Arona 958.89
954.64 12.16 958.29
954.04

7 57.1

8 55.4

9 54.7

+99 $\pm$ Simpson 53.1

10 53.1

11 54.0

12 55.6

+56 55.2

13 52.0

+24 $\pm$ 50.6

+26 $\pm$ Pascal 49.2

BM 6.12 952.77
948.57

1.8

3.3

6.5

9.9

12.7

Top Iron NW Cor Fairbanks & Arona

1.8

3.5

4.2

5.8

5.8

4.9

3.3

3.7

6.9

8.3

9.7

Top Iron NW Cor Fairbanks & Pascal

Simpson

BM. 5.77 ^{957.57}
 (953.32) 951.80
 (947.55)

BM 4.45 ^{953.12}
 (948.87)

0 +00 & Crawford 53.5

1 52.8

2 52.6

3 52.5

4 52.6

5 54.8

6 57.3
 956.12
 0 5.87 ^{961.99}
 (957.74) 1.45 (961.87)

7 59.9

8 +25 59.4

9 54.9

52.7

+30 & Fairbanks 53.1

10 54.2

11 53.2

BM. 7.74 ^{954.25}
 (950.00)

N W Cor Crawford & ~~Along~~ Top Iron

Top Iron N.W. Cor Crawford & Simpson

4.1

4.8

5.0

5.1

5.0

2.8

0.3

Top Iron Lt. Sta 6200

2.1

2.6

7.1

7.3

8.9

7.8

8.8

Top Iron Fairbanks & Simpson

Simpson Contd
961.99
(957.74)

12 53.4

13 53.1

14 52.8

15 51.2

± Ruggles 51.0

BM 3.64 958.35 958.29
(954.10) (954.04)

8.6

8.9

9.2

10.8

11.0

Top Iron NW Cor Fairbanks + Ariva

PASCAL CONTD

969.37
965.12

7 60.3

8 61.8

9 63.5

10 64.0

+40 62.2

11 56.5
0 0.46 957.39 12.44 956.93
(953.14) (952.48)

12 54.8

13 51.1

+15 £ Fairbanks 50.5

BM 4.51 952.82 952.77
(948.51) (948.52)

14 52.3

+75 52.1

9.1

7.6

5.9

5.4

7.2

12.9

Top Iron Mt. 11 to 5

2.6

6.3

6.9

Top Iron NW Cor Fairbanks & Pascal

5.1

5.3

PASCAL CONTD

957.39

(953.14)

15

50.5

+50

46.4

16

45.6

17

47.7

18

48.6

19

49.5

+43

4 Ruggles

50.0

B.M.

7.27

950.12

(145.87)

6.9

11.0

11.8

9.7

8.8

7.9

7.4

Top Iron SW Cor Pascal D Ruggles

RUGGLES Contd

6.31 958.93.
954.68

952.62
948.37

7 51.3

+60 49.3

8 48.6

9 47.6

10 E Simpson 50.8

11 51.0

12 49.9

13 50.1

+25 4 Pascal 50.0

BM 8.80 950.13 950.12
945.88 945.87

BM 0.59 58.34 958.29
954.09 954.04

Top Iron SW Cor Ruggles & Arona

7.6

9.6

10.3

11.3

8.1

7.9

9.0

8.8

8.7

Top Iron SW Cor Ruggles & Pascal

Top Iron NW Cor Fairbanks & Arona

Arona Cont'd

BM.	8.70	960.50 <u>956.29</u>	951.80 <u>747.55</u>
-----	------	-------------------------	-------------------------

3+85 ± Crawford

4 51.5

5 52.1

6 54.3

7 55.4

8 55.4

9 55.4

10 56.0

11 55.9

12 56.4

13 57.8

+14 ± Fairbanks 57.7

Top Iron NW Cor Arona & Crawford

9.0

8.4

6.2

5.1

5.1

5.1

4.5

4.6

4.1

2.7

2.8

Arona Cont'd

960.50

(956.25)

959.94

(958.69)

958.31

(954.06)

958.29

(954.04)

DBM.

1.63

2.19

14

55.8

15

55.2

16

54.7

17

53.1

18

51.4

19

51.4

+38

± Ripples

51.6

BM

2.34

952.60

(948.35)

952.62

(948.37)

Top Iron NW Cor Arden Fairbanks

4.1

4.7

5.2

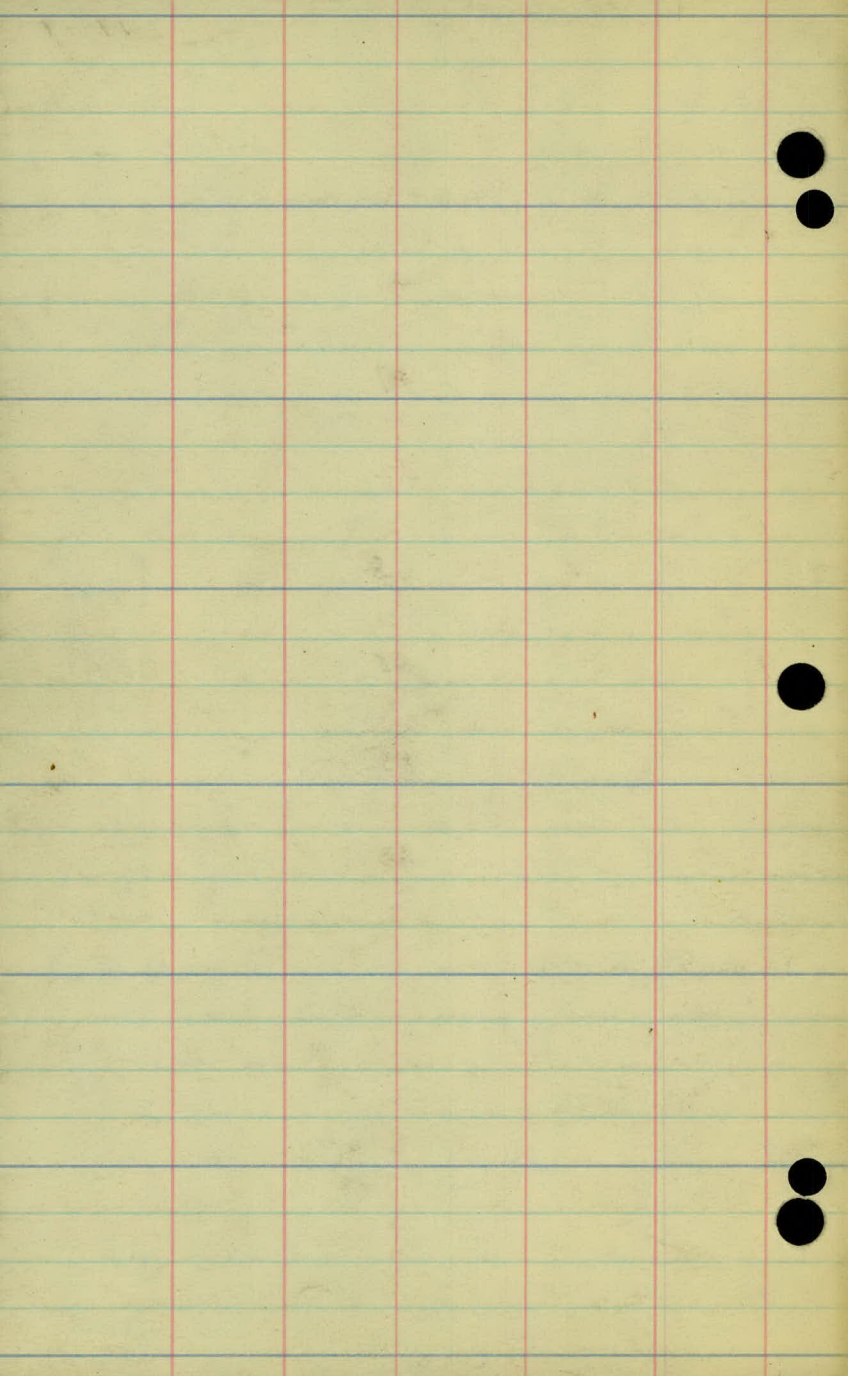
6.8

8.5

8.5

8.3

Top Iron SW Cor Aron



10/8/36

(Falcon Heights)

Crawford Street

Slope Stakes

also

Asbury and Fairbanks

BM					954.04
----	--	--	--	--	--------

0+00					59.48
------	--	--	--	--	-------

+40			58.6	56.4	
-----	--	--	------	------	--

1			57.6	55.9	
---	--	--	------	------	--

2			56.0	55.8	
---	--	--	------	------	--

3			54.5	54.6	
---	--	--	------	------	--

4			53.9	53.2	
---	--	--	------	------	--

5			53.6	52.3	
---	--	--	------	------	--

6			53.3	52.0	
---	--	--	------	------	--

7			53.2	51.5	
---	--	--	------	------	--

BM	5.88	957.68 ✓			951.80 ✓
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10/8/36

Top Iron NW Cor Asbury & Crawford

$$\begin{array}{cccccccccccc}
 0.1 - 0.9 & 1.5 & 1.5 & 1.7 & 1.0 & 1.3 & F2.2 & 1.7 & 2.3 & 1.5 & 2.0.1 & 1.6 \\
 2.1 & 35 & 17.7 & 16 & 11 & 7 & 1.3 & 7 & 17 & 19 & 30.0 & 35
 \end{array}$$

$$\begin{array}{cccccccccccc}
 0.1 - & 20.07 & 1.4 & 1.5 & 2.2 & 0.9 & 1.7 & F1.7 & 2.1 & 2.4 & 1.8 & 2.0 & 2.1 \\
 2.1 & 35 & 30.0 & 18 & 16 & 11 & 7 & 1.8 & 8 & 17 & 18 & 30 & 35
 \end{array}$$

$$\begin{array}{cccccccccccc}
 1.7 - & 20.15 & 2.2 & 2.2 & 2.8 & 1.5 & 2.2 & F0.2 & 1.9 & 2.2 & 3.0 & 2.4 & 2.4 \\
 3.7 & 35 & 30.0 & 19 & 17 & 11 & 7 & 0 & 8 & 17 & 18 & 30.0 & 35
 \end{array}$$

$$\begin{array}{cccccccccccc}
 3.2 - & 20.17 & 3.5 & 3.4 & 3.7 & 2.8 & 3.3 & 60.1 & 3.1 & 3.4 & 3.8 & 3.2 & 3.2 \\
 5.2 & 35 & 30.0 & 19 & 17 & 12 & 7 & 0 & 9 & 18 & 19 & 30.0 & 35
 \end{array}$$

$$\begin{array}{cccccccccccc}
 3.8 - & 20.10 & 4.8 & 4.8 & 5.5 & 4.7 & F0.7 & 4.5 & 4.8 & 5.5 & 4.8 & 4.8 & 4.8 \\
 5.8 & 35 & 30.0 & 19 & 18 & 7 & 0 & 0 & 8 & 18 & 19 & 30.0 & 35
 \end{array}$$

$$\begin{array}{cccccccccccc}
 4.1 - & 20.03 & 5.8 & 5.8 & 6.2 & 5.6 & F1.3 & 5.4 & 5.5 & 6.8 & 5.5 & 5.5 & 5.5 \\
 6.1 & 35 & 30.0 & 19 & 17 & 7 & 0 & 0 & 8 & 18 & 19 & 30.0 & 35
 \end{array}$$

$$\begin{array}{cccccccccccc}
 4.4 - & 20.02 & 6.3 & 6.1 & 6.6 & 6.0 & F1.8 & 5.7 & 5.9 & 6.6 & 5.8 & 5.7 & 5.7 \\
 6.4 & 35 & 30.0 & 19 & 18 & 8 & 0 & 0 & 10 & 18 & 19 & 30 & 35
 \end{array}$$

$$\begin{array}{cccccccccccc}
 4.5 - & 20.00 & 6.5 & 6.5 & 7.1 & 6.4 & F1.7 & 6.2 & 6.9 & 6.1 & 6.0 & 6.1 \\
 6.5 & 35 & 30.0 & 19 & 17 & 8 & 0 & 5 & 17 & 19-25 & 30 & 35
 \end{array}$$

Top Iron NW Cor Arona & Crawford

Slope Stakes
Asburg
Crawford to Fairbanks

B.M.	943	963.47		954.04
00			54.1	53.6

+30			54.2	
+50			54.48	

1			55.2	53.8
			55.85	

2			56.5	55.6
			57.22	

3			57.9	58.2
			58.59	

4			59.3	59.1
			59.96	

5			60.6	60.6
			61.46	

6			62.5	61.8
			63.86	
8	13.36	974.60 ✓	2.23	961.24 ✓

7			65.4	(65.46) 64.9
				66.99

8	26.32	21.4	26.33	68.13
	4.5	4.2	5.1	3.7
+65	30.0	19	17.15	11
		4.4	4.3	4.4
		17	18	10.0

9			3.55	(68.9) (70.6)
				69.0
				71.0
				69.0
				69.0

+62

NW Cor Asbury & Crawford (Top Iron)

89 99 10.3
50 50

9.3 9.4 9.4 9.6 10.2 9.5 10.1 10.9 10.2 10.1 10.3 10.3
11.3 35 30.0 20 17 10 6 0 16 18 30.0 35

8.3 9.3 9.3 9.5 10.2 9.0 9.7 10.3 10.4 9.9 10.2 10.2
10.3 35 30.0 18 16 13 10 6 11 17 18 30.0 35

7.0 7.8 7.8 7.9 8.4 7.0 7.9 8.0 8.7 8.6 8.0 8.1 7.2
9.0 30 30.0 18 17 15 11 7 13 17 18 30.0 35

5.6 4.8 4.8 4.9 5.5 4.4 5.1 5.3 5.6 6.1 5.5 5.6 5.8
7.6 35 30.0 18 16 14 10 7 8 15 18 30.0 35

4.2 3.7 3.8 3.9 4.5 3.5 4.3 4.4 5.1 5.2 4.8 5.3 5.5
6.2 35 30.0 18 16 14 10 7 11 17 19 30.0 35

2.9 3.0 3.0 3.2 3.6 2.4 3.4 3.5 3.9 4.3 3.8 4.3 4.4
4.9 35 30.0 18 17 14 10 6 9 16 18 30.0 35

1.0 0.8 0.8 1.2 1.8 0.8 1.8 1.8 2.3 1.8 2.2 2.3
3.0 35 30.0 18 16 14 10 7 12 17 18 30.0 35

9.2 9.2 9.4 9.8 10.1 9.6 9.9 9.9 10.2 10.9 10.3 10.5 10.5
11.2 35 30 19 17 15 10 5 11 18 19 30.0 35

6.5 6.9 6.9 6.8 7.2 6.0 6.6 6.5 7.2 6.5 6.6 6.6 6.6
8.5 35 30.0 18 17 15 10 7 17 19 30.0 35

5.6 3.7 3.6 4.1 2.5 3.8 3.6 4.3 4.0 4.3 4.4
7.6 30.0 19 17 14 11 6 17 18 30 35

Fairbanks Snelling to Asbury

H.T. Portell

BM 5.60 975.67 970.07

00 67.55

+50 68.4 72.3

+64 68.83 73.4

1 69.78 72.7

+50 70.6 71.3

2 70.8 70.7

+50 70.4 71.1

3 69.4 71.4

+46 69.0 70.5

Top Iron NW Cor Asbury & Fairbanks

8.4
30

8.1

8.0
50

6.8 - 6.9
8.8

2.4 2.2 3.1 3.1 2.5 2.2 2.9 2.3 2.9 3.0
35 30 15 14 8 13-21 22 30.0 35

5.9 -
7.9

3.5 3.4 3.2 3.8 2.9 3.0 3.8 3.4 3.5 3.8
35 30 15 14 7 21 22 30 35

5.1 -
7.1

4.5 4.4 4.9 4.3 4.3 5.3 4.9 5.1 5.3
30.0 15 14 6 21 22 30 35

4.9 -
6.9

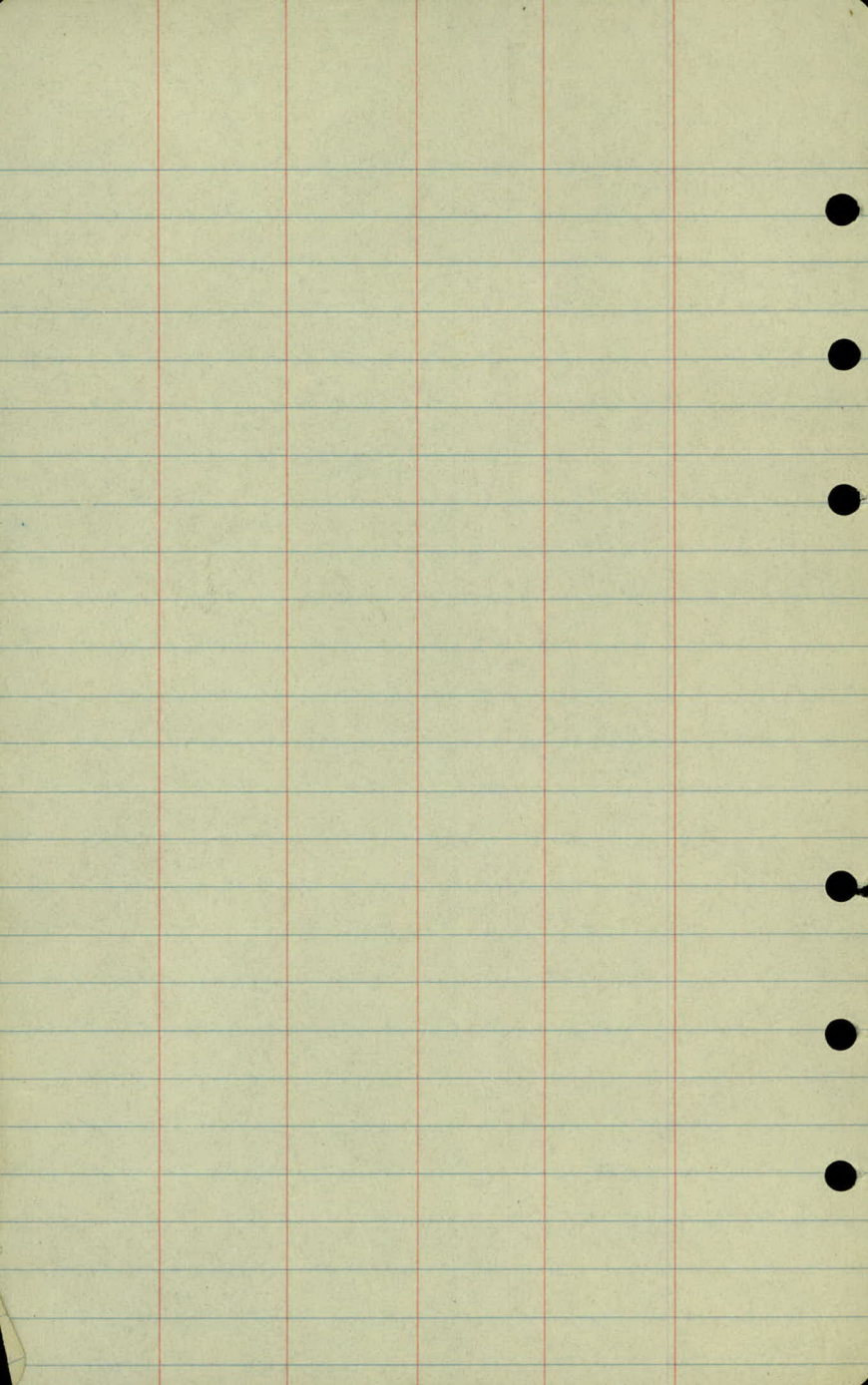
4.5 4.5 4.7 5.3 5.0 5.1 6.0 5.2 5.7 5.7
35 30.0 15 14 8 21 22 30.0 35

5.8 -
7.3

4.8 4.8 4.7 5.2 4.6 4.8 5.8 5.1 5.4 5.5
30 30.0 15 14 9 21 22 30.0 35

6.3 -
8.3

5.6 5.4 4.6 5.1 4.2 4.4 5.2 4.6 4.9 5.1
35 30.0 15 14 1 21 22 30.0 35



Original X-Sections
Garden Fairbanks Street
Asbury to Arona

	+	π	-	Elv.
B.M.	12.88	971.17		958.29
3+0				
+76				69.7
4+0				68.7
+50				67.8
5+0				67.0
+50				63.8
6+0				60.4
B.M.			12.88	

Top Iron N.W. Cor. Fairbanks & Arona
(Lookup Elev)

$\frac{3.7}{35}$ $\frac{3.6}{30}$ $\frac{3.2}{18}$ $\frac{2.1}{9}$ 1.5 $\frac{1.7}{9}$ $\frac{2.1}{19}$ $\frac{1.4}{21}$ $\frac{1.1}{30}$ $\frac{1.1}{35}$

$\frac{4.4}{35}$ $\frac{4.2}{30}$ $\frac{3.6}{17}$ $\frac{4.0}{15}$ $\frac{2.8}{6}$ 2.5 $\frac{2.4}{12}$ $\frac{3.0}{19}$ $\frac{1.8}{21}$ $\frac{1.6}{30}$ $\frac{1.6}{35}$

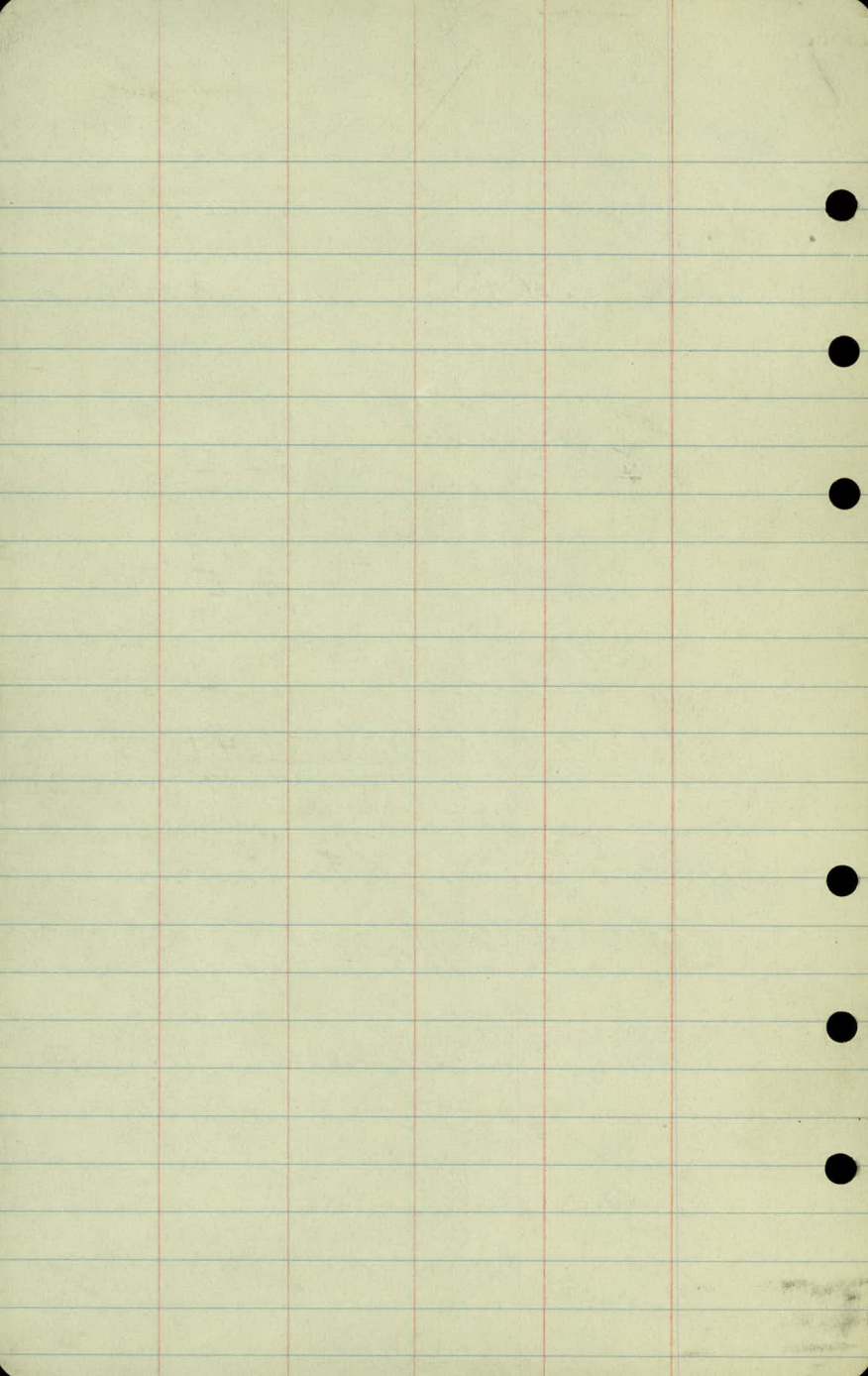
$\frac{4.9}{35}$ $\frac{4.8}{30}$ $\frac{4.3}{16}$ $\frac{5.0}{15}$ $\frac{3.8}{7}$ 3.4 $\frac{3.2}{12}$ $\frac{3.5}{19}$ $\frac{2.3}{21}$ $\frac{2.2}{30}$ $\frac{2.2}{35}$

$\frac{5.2}{35}$ $\frac{5.3}{30}$ $\frac{5.0}{16}$ $\frac{5.7}{14}$ $\frac{4.7}{6}$ 4.2 $\frac{3.7}{6}$ $\frac{5.7}{14}$ $\frac{4.7}{19}$ $\frac{4.5}{30}$ $\frac{4.2}{35}$

$\frac{8.3}{35}$ $\frac{8.2}{30}$ $\frac{7.8}{17}$ $\frac{8.8}{16}$ $\frac{7.8}{8}$ 7.4 $\frac{7.3}{7}$ $\frac{8.4}{18}$ $\frac{7.3}{21}$ $\frac{7.4}{30}$ $\frac{7.2}{35}$

$\frac{11.6}{35}$ $\frac{11.5}{30}$ $\frac{11.2}{17}$ $\frac{12.1}{16}$ $\frac{14.0}{6}$ 10.8 $\frac{10.8}{5}$ $\frac{11.9}{19}$ $\frac{11.0}{20}$ $\frac{11.3}{30}$ $\frac{11.3}{35}$

Top Iron N.W. Cor. Arona & Fairbanks



H.T. Portell

10/13/36

(Falcon Heights)

Slope Stakes

Arona

Larp. to Crawford

BM.	624	956.98		950.74
-----	-----	--------	--	--------

00		4 Larp		51.73
----	--	--------	--	-------

+30			51.6	50.5
-----	--	--	------	------

+50			51.7	50.3
-----	--	--	------	------

1			51.9	50.6
---	--	--	------	------

2			52.4	52.2
---	--	--	------	------

3			52.9	52.4
---	--	--	------	------

+54			53.2	
-----	--	--	------	--

BM	5.17	951.81	✓	951.80
----	------	--------	---	--------

Top Iron NW Cor Larp & Arony

5.2 5.2 5.2
5.0 5.0 5.0

5.4

35- 7.4 7.2 6.5 6.5 6.7 7.6 7.5
30 18 14 11 19-30 25

5.3-
7.0

6.5 6.7 7.0 6.8 6.7 7.0 7.5 6.5 6.7 6.5
35 30 17 14 12 15 18 30.0 25

5.1-
7.1

6.7 6.5 6.5 7.4 6.5 6.3 6.7 7.0 6.5 6.4 6.4
35 30.0 7.8 17 9 0 12 17 19 20.0 35

4.6-

4.6 5.0 5.0 4.8 5.5 5.0 4.8 5.2 5.7 4.9 5.0 5.0
35 30.0 19 17 10 11 16 18 30.0 25

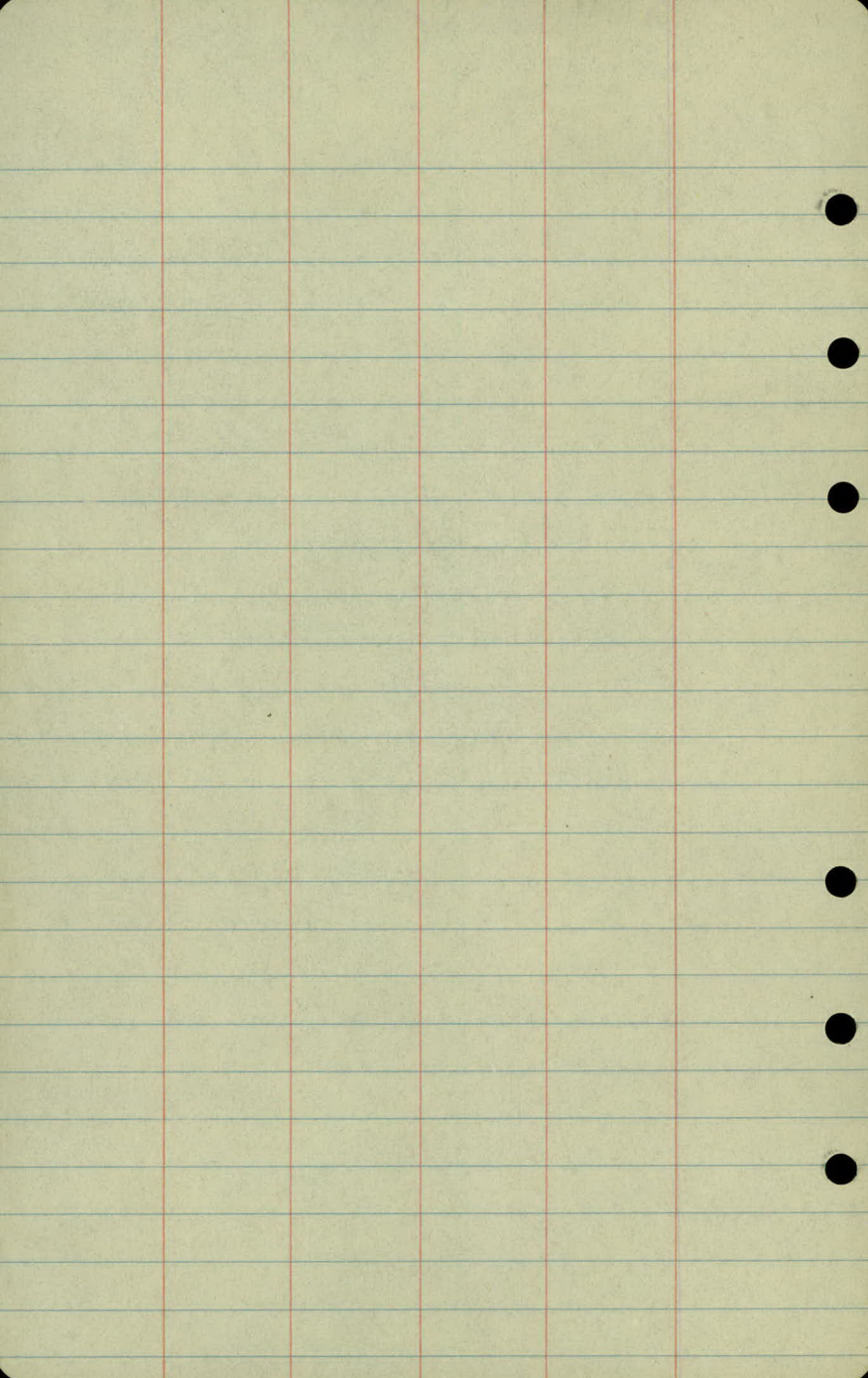
4.1-
6.1

4.6 4.8 5.5 5.0 4.6 5.0 5.5 4.9 5.0 5.1
35 30.0 14 16 10 9 16 18 30.0 35

3.8-
5.8

5.0 5.0 6.1 5.4 5.2 5.3 6.1 5.3 5.3
35 30.0 19 17 10 9 18 19 30.0 35

Top Iron NW Cor Arona & Crawford



H.T. Portell

11/10/36

Finals
Falcon Heights

Argona

BM 7.00 951.74 950.74

0+00

+10

+30

+50

1

2

3

+54

+85

4

5

B.M.

5.92

51.82

951.80

+90

New
End of Emb

Top Iron NW Cor Arona + Larp

$$\frac{595}{50}$$

$$5.96 \quad \frac{598}{50}$$

$$\frac{6.00}{50}$$

$$6.00 \quad \frac{6.03}{50}$$

$$\frac{8.1}{30}$$

$$\frac{8.1}{33}$$

$$\frac{6.1}{20}$$

(6.1)

$$6.0$$

$$\frac{6.0}{19}$$

$$\frac{8.3}{34}$$

$$\frac{8.1}{50}$$

$$\frac{7.5}{35}$$

$$\frac{7.2}{30}$$

$$\frac{8.2}{29}$$

$$\frac{8.0}{22}$$

$$\frac{6.0}{15}$$

(6.0)

$$6.0$$

$$\frac{6.0}{16}$$

$$\frac{8.0}{22-29}$$

$$\frac{7.3}{30}$$

$$\frac{7.0}{35}$$

$$35-$$

$$\frac{7.4}{30}$$

$$\frac{8.0}{29}$$

$$\frac{7.8}{22}$$

$$\frac{5.9}{15}$$

(5.8)

$$5.7$$

$$\frac{5.8}{15}$$

$$\frac{7.8}{22-28}$$

$$\frac{7.1}{30-36}$$

$$38-\frac{5.7}{30}$$

$$26-$$

$$\frac{7.2}{21}$$

$$\frac{5.2}{15}$$

(5.3)

$$5.0$$

$$\frac{5.3}{15}$$

$$\frac{7.3}{22}$$

$$\frac{7.2}{27}$$

$$\frac{5.7}{30-36}$$

$$\frac{5.5}{38}$$

$$\frac{5.4}{30}$$

$$\frac{6.7}{27-21}$$

$$\frac{4.8}{15}$$

(4.8)

$$4.7$$

$$\frac{4.8}{15}$$

$$\frac{6.7}{22-28}$$

$$\frac{5.7}{30-36}$$

$$\frac{5.3}{36}$$

$$\frac{5.7}{31}$$

$$\frac{6.5}{30}$$

$$\frac{6.6}{22}$$

$$\frac{4.6}{15}$$

(4.5)

$$4.7$$

$$\frac{4.6}{15}$$

$$\frac{6.7}{22}$$

$$\frac{6.7}{29}$$

$$\frac{6.1}{30}$$

$$\frac{6.2}{39}$$

$$\frac{4.5}{50}$$

$$4.8$$

$$\frac{5.2}{50}$$

No Enc

$$\frac{4.4}{50}$$

$$4.8$$

$$\frac{5.2}{50}$$

$$\frac{5.3}{31}$$

$$\frac{5.4}{20}$$

$$\frac{4.1}{15}$$

$$4.1$$

$$\frac{4.6}{15}$$

$$\frac{6.2}{21}$$

$$\frac{6.6}{41}$$

Top Iron NW Cor Arona + Grandford

$$\frac{3.41}{25}$$

$$\frac{3.4}{19}$$

$$\frac{3.8}{18}$$

$$\frac{3.6}{14}$$

$$3.6$$

$$\frac{3.8}{14}$$

$$\frac{4.2}{25}$$

Crawford

B.M.

6.19

✓
960.23

954.04

0

7.75

+10

+40

1

2

3

+47

4

5

6

+74

Topland NW Cor Asbury + Crawford

$$\frac{0.38}{50} \quad 0.75 \quad \frac{1.20}{50}$$

$$\frac{0.56}{50} \quad 0.90 \quad \frac{1.35}{50}$$

$$\begin{array}{ccccccc} 3.9 & 3.8 & 1.7 & (1.0) & 2.1 & 3.7 & 4.2 \\ 30 & 24 & 17 & 2.0 & 16 & 22 & 28 \end{array}$$

+500 eq Cut Lt.

$$\begin{array}{ccccccc} 4.1 & 4.0 & 4.7 & 4.5 & 2.7 & (2.0) & 2.7 & 4.2 & 4.5 \\ 38 & 30 & 28 & 41 & 15 & 2.8 & 15 & 21 & 30 \end{array}$$

(4.2) +200 eq Cut Rt

$$\begin{array}{ccccccc} 37 & \frac{4.7}{30} & 26 & \frac{6.1}{21} & \frac{4.1}{15} & 4.1 & \frac{4.3}{15} & \frac{6.1}{21-27} & \frac{5.0}{30} & \frac{4.9}{38} \end{array}$$

$$\begin{array}{ccccccc} 37 & \frac{6.0}{30} & \frac{7.1}{26} & \frac{7.6}{21} & \frac{5.8}{15} & (5.1) & 5.6 & \frac{5.7}{15} & \frac{7.6}{21-26} & \frac{5.6}{30-38} \end{array}$$

$$\frac{5.8}{50} \quad 6.0 \quad \frac{6.0}{15} \quad \frac{8.1}{21-26} \quad \frac{6.6}{30} \quad \frac{6.7}{37}$$

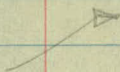
$$\begin{array}{ccccccc} 7.4 & 8.4 & 8.3 & 6.4 & (6.3) & 6.4 & 8.2 & 8.4 & 7.3 \\ 38-30 & 27 & 21 & 15 & 6.2 & 15 & 21 & 27 & 30-37 \end{array}$$

$$\begin{array}{ccccccc} 8.4 & 8.2 & 8.6 & 6.7 & (6.0) & 6.7 & 8.6 & 8.0 \\ 39 & 30 & 29 & 21 & 15 & 6.5 & 15 & 21-28 & 30-38 \end{array}$$

$$\begin{array}{ccccccc} 8.7 & 8.8 & 9.0 & 6.9 & (6.9) & 7.0 & 8.8 & 8.9 & 8.1 \\ 30 & 30 & 21 & 15 & 6.8 & 15 & 21 & 28 & 30-35 \end{array}$$

$$\frac{7.2}{50} \quad 7.3 \quad \frac{7.1}{50}$$

960.23



7

8

8+20 End New Emb

BM

8.43 851.80 951.80

Asbury

BM.

10.44

964.48

954.04

0

+30

1

2

3

4

5

$$\begin{array}{cccccc} & & & 7.0 & & \\ 9.0 & 9.1 & 2.5 & & 7.5 & 8.1 \\ \hline 36 & 26 & 19 & 7.5 & 15 & 21-27 \end{array}$$

$$\begin{array}{cccccc} 9.4 & 9.2 & 8.1 & 8.0 & 8.2 & 8.8 \\ \hline 27 & 20 & 13 & 8.0 & 14 & 18-26 \end{array}$$

Iron
Top Arona & Crawford NW Cor

Top Iron NW Cor Asbury & Crawford

$$\begin{array}{cccccc} 9.8 & & 10.3 & 10.5 & & \\ \hline 50 & & 50 & 50 & & \\ & 10.4 & 12.1 & 10.3 & 10.3 & 12.3 & 12.4 & 11.3 & 11.4 \\ \hline 36 & 30 & 26 & 22 & 16 & 10.3 & 16 & 23 & 28 & 30 & 37 \end{array}$$

$$\begin{array}{cccccc} 10.2 & 10.3 & 11.4 & 11.3 & 9.4 & 9.4 & 11.3 & 11.5 & 11.2 \\ \hline 38 & 30 & 27 & 21 & 15 & 15 & 21 & 29 & 30-36 \end{array}$$

$$\begin{array}{cccccc} 8.8 & 8.9 & 10.1 & 8.0 & 7.9 & 7.9 & 9.0 \\ \hline 37 & 30 & 26 & 21 & 15 & 15 & 21-28 & 30-36 \end{array}$$

$$\begin{array}{cccccc} 5.6 & 5.8 & 8.4 & 8.5 & 6.5 & 6.4 & 6.6 & 8.5 & 7.0 & 6.9 \\ \hline 37 & 30 & 25 & 21 & 15 & 15 & 15 & 21-26 & 30 & 38 \end{array}$$

$$\begin{array}{cccccc} 4.5 & 4.8 & 7.3 & 7.2 & 5.2 & 5.2 & 5.2 & 7.1 & 6.4 & 6.5 \\ \hline 38 & 30 & 25 & 21 & 15 & 15 & 15 & 21-28 & 30 & 38 \end{array}$$

$$\begin{array}{cccccc} 3.9 & 4.0 & 5.8 & 3.7 & 3.7 & 3.7 & 5.1 & 5.3 & 5.4 \\ \hline 39 & 30 & 26-21 & 15 & 15 & 15 & 21-28 & 30 & 40 \end{array}$$

✓
964.48

6

⑦

10.11

✓
974.03

0.56

✓
963.92

7

8

1

+65

9

+33

+60

10

11

⑩

2.66

✓
964.47

12.22

✓
961.81

12

13

+40

00 Emb

$$\begin{array}{ccccccc} 1.7 & 2.0 & 3.9 & 4.0 & 2.0 & 2.0 & 3.9 & 3.3 & 3.7 \\ 39 & 30 & 26 & 21 & 15 & 19 & 15 & 21-28 & 30 & 39 \end{array}$$

$$\begin{array}{ccccccc} 8.6 & 8.9 & 10.6 & 10.1 & 8.7 & 8.6 & 8.7 & 10.7 & 10.0 & 9.8 \\ 36 & 30 & 26 & 21 & 15 & 8.6 & 15 & 21-28 & 30 & 40 \end{array}$$

$$\begin{array}{ccccccc} 6.0 & 6.2 & 8.0 & 7.9 & 5.9 & 6.0 & 7.9 & 8.0 & 6.0 & 6.1 \\ 35 & 30 & 26 & 21 & 15 & 5.8 & 15 & 21 & 27 & 30 & 39 \end{array}$$

$$\begin{array}{ccccccc} 3.9 & 7.0 & 7.2 & 5.2 & 5.1 & 5.2 & 7.1 & 7.2 & 3.8 \\ 40 & 30 & 27 & 21 & 15 & 5.0 & 15 & 21 & 26 & 30-40 \end{array}$$

$$\begin{array}{ccccccc} 3.1 & 3.0 & 6.8 & 5.0 & 5.1 & 6.8 & 7.0 & 3.8 \\ 43 & 30 & 26 & 21 & 15 & 49 & 15 & 21 & 27 & 30-38 \end{array}$$

$$\begin{array}{ccc} 4.5 & 5.0 & 6.4 \\ 50 & & 50 \\ 5.5 \end{array}$$

$$\begin{array}{ccccccc} 7.2 & 7.5 & 8.1 & 7.5 & 7.4 & 7.8 & 8.3 & 7.8 \\ 31 & 19 & 17 & 16 & 11 & 70 & 17 & 18-26 \end{array}$$

$$\begin{array}{ccccccc} 11.7 & 11.9 & 12.2 & 12.1 & 11.2 & 11.5 & 12.3 & 10.7 & 11.8 \\ 30 & 18 & 16 & 13 & 9 & 11 & 12 & 15-18 & 19 & 30 \end{array}$$

$$\begin{array}{ccccccc} 8.2 & 8.4 & 5.7 & 5.7 & 6.1 & 8.5 & 8.7 \\ 30 & 16 & 10 & & 11 & 16 & 30 \end{array}$$

$$\begin{array}{ccccccc} 8.8 & 9.4 & 8.1 & 7.8 & 8.1 & 9.4 & 9.0 \\ 30 & 15 & 11 & & 13 & 16 & 30 \end{array}$$

Fairbanks

974.03

00

967.55

+10

+50

+64

1

+50

2

+50

3

+46

4

+50

$$\frac{6.70}{50} \quad 6.50 \quad \frac{6.35}{50}$$

$$\frac{0.2}{39} \quad \frac{00}{30} \quad 22 - \frac{6.3}{19} \quad \frac{5.6}{15} \quad \frac{5.7}{15} \quad \frac{6.2}{19} \quad \frac{6.3}{23} \quad \frac{0.5}{30} \quad \frac{0.7}{20}$$

$$\frac{0.1}{39} \quad \frac{05}{30} \quad 23 - \frac{6.1}{20} \quad \frac{5.1}{15} \quad \frac{5.1}{15} \quad \frac{5.2}{15} \quad \frac{6.1}{19} \quad \frac{5.9}{23} \quad \frac{1.2}{30} \quad \frac{1.1}{40}$$

$$\frac{2.3}{40} \quad \frac{1.6}{30} \quad 25 - \frac{5.8}{21} \quad \frac{4.3}{15} \quad \frac{4.1}{15} \quad \frac{4.3}{15} \quad \frac{5.8}{20-25} \quad \frac{1.8}{30} \quad \frac{2.3}{40}$$

$$\frac{2.7}{39} \quad \frac{2.6}{30} \quad 27 - \frac{5.5}{21} \quad \frac{3.5}{15} \quad \frac{3.4}{15} \quad \frac{3.6}{15} \quad \frac{5.4}{21-25} \quad \frac{3.4}{30} \quad \frac{3.7}{39}$$

$$\frac{2.8}{38} \quad \frac{2.7}{30} \quad 27 - \frac{5.2}{22} \quad \frac{3.3}{15} \quad \frac{3.3}{15} \quad \frac{3.2}{15} \quad \frac{5.2}{21-27} \quad \frac{3.8}{30} \quad \frac{4.3}{36}$$

$$\frac{3.1}{39} \quad \frac{3.0}{30} \quad \frac{5.8}{27} \quad \frac{5.9}{21} \quad \frac{3.7}{15} \quad \frac{3.7}{15} \quad \frac{3.6}{15} \quad \frac{5.7}{21-26} \quad \frac{3.7}{30} \quad \frac{4.2}{38}$$

$$\frac{4.1}{38} \quad \frac{3.7}{30} \quad \frac{6.7}{27} \quad \frac{6.6}{22} \quad \frac{4.6}{15} \quad \frac{4.5}{15} \quad \frac{4.6}{15} \quad \frac{6.6}{21-27} \quad \frac{3.1}{30} \quad \frac{3.5}{38}$$

$$\frac{6.5}{50} \quad \frac{5.5}{28} \quad \frac{5.0}{33} \quad \frac{5.0}{33} \quad \frac{4.9}{50}$$

$$\frac{7.4}{39} \quad \frac{7.0}{30} \quad 28 - \frac{8.1}{21} \quad \frac{6.8}{15} \quad \frac{6.5}{15} \quad \frac{6.8}{15} \quad \frac{7.7}{19-24} \quad \frac{4.4}{30} \quad \frac{4.3}{40}$$

$$\frac{7.9}{38} \quad \frac{7.5}{30} \quad \frac{8.1}{27} \quad \frac{8.8}{21} \quad \frac{7.7}{15} \quad \frac{7.5}{15} \quad \frac{7.7}{15} \quad \frac{8.1}{20-24} \quad \frac{5.3}{30} \quad \frac{5.2}{39}$$

974.03

5

438

+55

00 Exc

(

0

0.56

✓
164.48

10.11

✓
963.92

B.M.

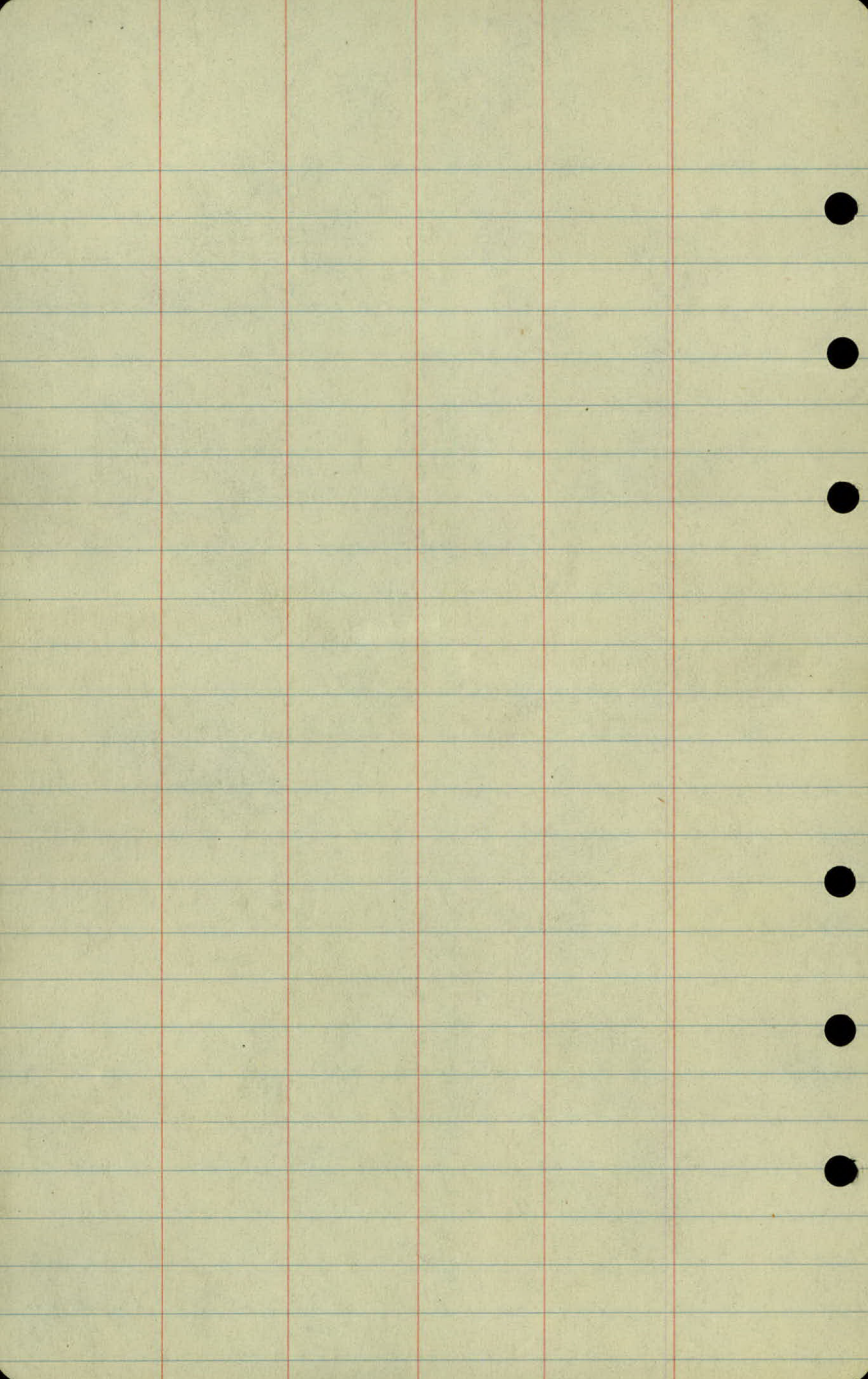
10.43

✓
954.05

954.04

2.9	6.0	9.5	9.4	8.7	(1.0)	8.7	9.6	6.8	2.0
38	36	27	21	15	8.5	15	19-24	30	36
10.8	10.6	10.6	10.8	10.2	9.6	9.8	10.9	8.8	8.8
38	29	26	21	15		15	21-24	28	38

Top Iron Ashbury x Crawford



1
Falcon Heights
(Cross Sections)

Sta + K - Elev.

Asbury Arc (Fairbanks to Ruggles)

B.M. 13.75 972.04 958.79

9 + 25 69.1

9 + 55 68.3

10 66.3

+ 50 64.8

11 62.5

T.P. 1.44 962.55 10.93 961.11

+ 50 60.4

12 58.6

+ 50 57.5

13 56.4

+ 50 56.0

14 55.7

Lt.

~~St~~

RT

2

Top of iron N.W. Cor. Fairbanks & Arond

$$\frac{16}{100} \quad \frac{2^2}{50} \quad \frac{2^9}{50} \quad \frac{4^4}{50} \quad \frac{5^5}{100}$$

$$\frac{1^7}{50} \quad \frac{2^8}{22} \quad \frac{4^8}{19} \quad \frac{4^8}{16} \quad \frac{3^7}{11} \quad \frac{3^7}{50} \quad \frac{4^1}{16} \quad \frac{5^0}{20} \quad \frac{5^1}{24} \quad \frac{4^4}{26} \quad \frac{5^0}{50}$$

$$\frac{5^0}{50} \quad \frac{5^5}{19} \quad \frac{6^4}{16} \quad \frac{5^7}{10} \quad \frac{5^7}{50} \quad \frac{6^2}{14} \quad \frac{6^5}{17} \quad \frac{5^7}{19} \quad \frac{6^1}{50}$$

$$\frac{8^3}{50} \quad \frac{7^7}{19} \quad \frac{8^1}{16} \quad \frac{7^3}{10} \quad \frac{7^2}{50} \quad \frac{7^7}{17} \quad \frac{6^8}{19} \quad \frac{7^2}{50}$$

$$\frac{10^4}{50} \quad \frac{10^3}{19} \quad \frac{11^0}{16} \quad \frac{9^4}{8} \quad \frac{9^1}{50} \quad \frac{9^7}{14} \quad \frac{10^7}{14} \quad \frac{10^3}{18} \quad \frac{11^8}{50}$$

$$\frac{5^4}{50} \quad \frac{5^3}{16} \quad \frac{2^2}{10} \quad \frac{2^2}{50} \quad \frac{2^5}{10} \quad \frac{5^2}{16} \quad \frac{5^8}{50}$$

$$\frac{6^3}{50} \quad \frac{6^6}{18} \quad \frac{6^9}{17} \quad \frac{6^9}{16} \quad \frac{4^1}{10} \quad \frac{4^0}{50} \quad \frac{4^5}{18} \quad \frac{6^6}{16} \quad \frac{6^9}{18} \quad \frac{6^6}{19} \quad \frac{6^8}{41} \quad \frac{6^9}{50}$$

$$\frac{6^7}{50} \quad \frac{7^1}{18} \quad \frac{7^5}{17} \quad \frac{7^7}{14} \quad \frac{5^2}{10} \quad \frac{5^1}{50} \quad \frac{5^5}{14} \quad \frac{7^7}{16} \quad \frac{7^5}{18} \quad \frac{7^2}{18} \quad \frac{7^3}{50}$$

$$\frac{6^9}{50} \quad \frac{6^8}{18} \quad \frac{7^6}{16} \quad \frac{7^5}{15} \quad \frac{6^6}{11} \quad \frac{6^2}{50} \quad \frac{6^5}{13} \quad \frac{7^3}{15} \quad \frac{7^3}{17} \quad \frac{6^8}{18} \quad \frac{6^9}{50}$$

$$\frac{6^4}{50} \quad \frac{6^6}{19} \quad \frac{7^4}{17} \quad \frac{7^4}{11} \quad \frac{6^4}{11} \quad \frac{6^6}{50} \quad \frac{7^2}{17} \quad \frac{6^5}{19} \quad \frac{6^6}{50}$$

$$\frac{6^6}{50} \quad \frac{6^6}{19} \quad \frac{7^5}{17} \quad \frac{7^5}{11} \quad \frac{6^4}{11} \quad \frac{6^9}{50} \quad \frac{7^5}{11} \quad \frac{6^7}{19} \quad \frac{7^5}{50}$$

Sta. + π - Elev.

964.55

14+50

55.6.

15

54.4.

+22

54.2.

+52

South Property Line Ruggles St.

54.3.

B.M.

9.93

954.62

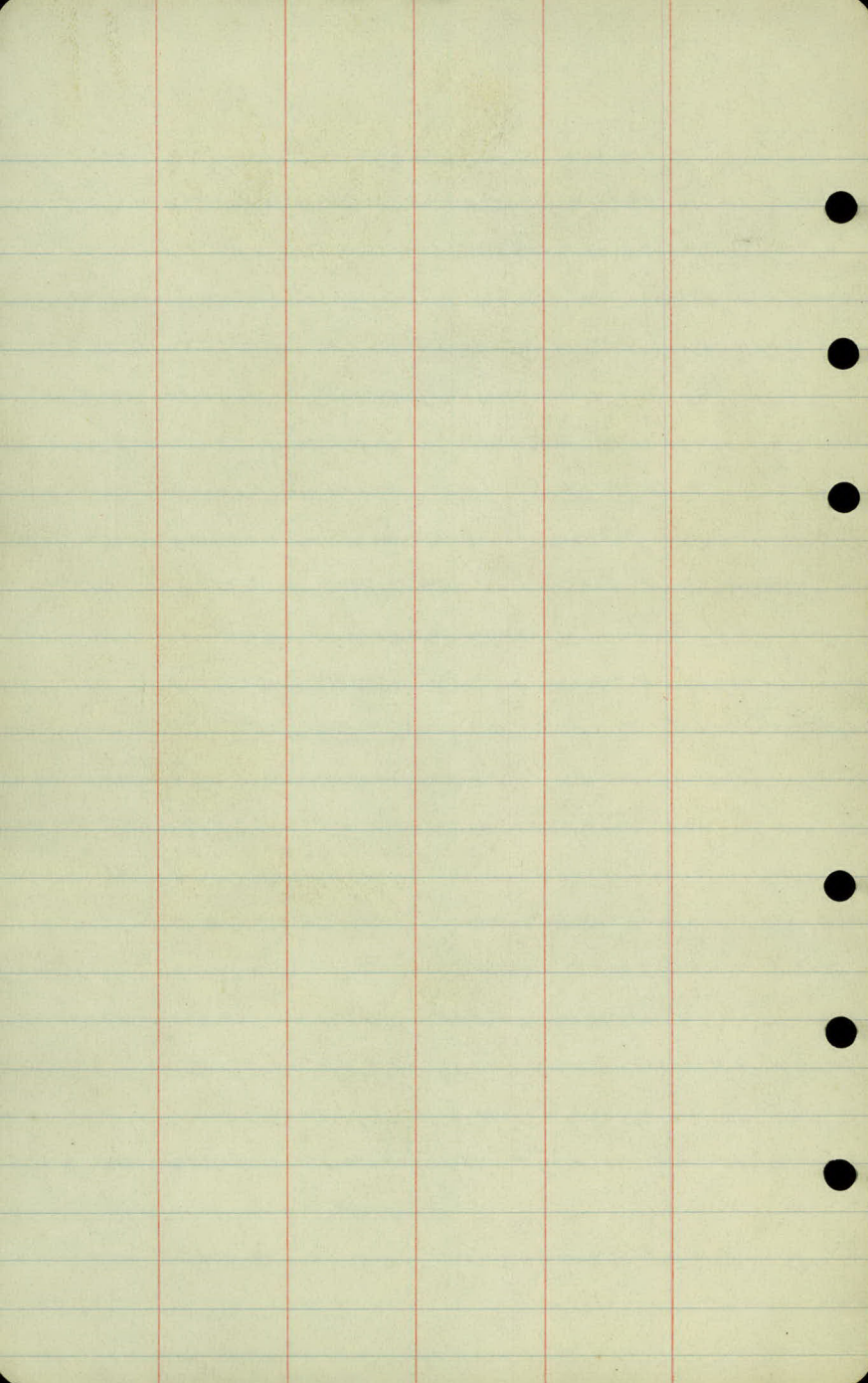
Lt.

E

Rt.

 $\frac{6.6}{50}$ $\frac{6.6}{19}$ $\frac{7.5}{17}$ $\frac{7.5}{14}$ $\frac{6.7}{11}$ $\frac{7.0}{17}$ $\frac{7.9}{17}$ $\frac{7.3}{19}$ $\frac{8.3}{50}$
 $\frac{7.4}{50}$ $\frac{7.8}{19}$ $\frac{8.7}{17}$ $\frac{8.7}{13}$ $\frac{8.1}{9}$ $\frac{8.2}{9}$ $\frac{8.3}{9}$ $\frac{8.6}{16}$ $\frac{7.9}{19}$ $\frac{8.7}{50}$
 $\frac{7.5}{50}$ $\frac{8.0}{19}$ $\frac{8.7}{18}$ $\frac{8.7}{15}$ $\frac{8.2}{11}$ $\frac{8.4}{15}$ $\frac{8.4}{15}$ $\frac{9.0}{23}$ $\frac{9.0}{31}$ $\frac{8.6}{36}$ $\frac{8.5}{50}$
 $\frac{8.2}{50}$ $\frac{8.6}{25}$ $\frac{8.3}{23}$ $\frac{8.3}{23}$ $\frac{8.3}{50}$

Top Iron S.W. Cor. Pond & Ruggles



Arone Ave.

(Crawford to Ruggles)

Preliminary X-sec.

Sta.	+	π	-	Elev.
B.M.	7.98	959.78		951.80
3+84	at Crawford St.			53.3
4+14				52.8
5				53.5
6				51.4
7				55.4
8				55.5
9				55.4
10				56.0
T.P.	3.52	961.48	1.82	957.96
11				56.0
+60				55.8
12				56.5

Lt.

C

Rt

5

Top pipe N.W. Cor Crawford & Brown.

$$\frac{6.3}{50}$$

$$\frac{6.1}{50}$$

$$\frac{7.0}{50}$$

$$\frac{8.3}{50}$$

$$\frac{8.5}{21}$$

$$\frac{7.1}{14}$$

$$\frac{7.0}{50}$$

$$\frac{7.2}{16}$$

$$\frac{8.7}{23}$$

$$\frac{8.7}{50}$$

$$\frac{7.2}{50}$$

$$\frac{7.5}{21}$$

$$\frac{6.3}{15}$$

$$\frac{6.3}{50}$$

$$\frac{6.7}{16}$$

$$\frac{8.5}{23}$$

$$\frac{8.8}{50}$$

$$\frac{5.5}{50}$$

$$\frac{5.3}{18}$$

$$\frac{6.4}{17}$$

$$\frac{5.5}{12}$$

$$\frac{5.4}{50}$$

$$\frac{5.6}{9}$$

$$\frac{6.6}{18}$$

$$\frac{5.9}{20}$$

$$\frac{6.3}{50}$$

$$\frac{4.7}{50}$$

$$\frac{4.6}{18}$$

$$\frac{5.5}{17}$$

$$\frac{4.9}{10}$$

$$\frac{4.4}{50}$$

$$\frac{4.8}{10}$$

$$\frac{5.5}{18}$$

$$\frac{4.7}{19}$$

$$\frac{5.1}{50}$$

$$\frac{4.6}{50}$$

$$\frac{4.5}{17}$$

$$\frac{5.5}{17}$$

$$\frac{4.7}{10}$$

$$\frac{4.3}{50}$$

$$\frac{4.7}{10}$$

$$\frac{5.5}{18}$$

$$\frac{4.9}{19}$$

$$\frac{5.1}{50}$$

$$\frac{4.3}{50}$$

$$\frac{4.3}{18}$$

$$\frac{5.3}{17}$$

$$\frac{4.6}{8}$$

$$\frac{4.4}{50}$$

$$\frac{4.7}{10}$$

$$\frac{5.8}{17}$$

$$\frac{4.7}{19}$$

$$\frac{5.0}{50}$$

$$\frac{3.5}{50}$$

$$\frac{4.0}{18}$$

$$\frac{5.0}{17}$$

$$\frac{4.1}{10}$$

$$\frac{3.8}{50}$$

$$\frac{4.1}{9}$$

$$\frac{5.1}{18}$$

$$\frac{4.3}{19}$$

$$\frac{4.3}{50}$$

$$\frac{3.7}{50}$$

$$\frac{4.9}{30}$$

$$\frac{5.2}{18}$$

$$\frac{6.1}{16}$$

$$\frac{5.4}{9}$$

$$\frac{5.5}{50}$$

$$\frac{5.8}{11}$$

$$\frac{6.7}{17}$$

$$\frac{5.9}{20}$$

$$\frac{5.8}{50}$$

$$\frac{3.5}{50}$$

$$\frac{5.2}{19}$$

$$\frac{6.0}{16}$$

$$\frac{5.6}{11}$$

$$\frac{5.7}{50}$$

$$\frac{6.2}{11}$$

$$\frac{7.0}{16}$$

$$\frac{6.3}{18}$$

$$\frac{6.4}{10}$$

$$\frac{2.2}{50}$$

$$\frac{4.5}{19}$$

$$\frac{5.6}{17}$$

$$\frac{5.0}{12}$$

$$\frac{5.0}{50}$$

$$\frac{5.6}{10}$$

$$\frac{6.4}{17}$$

$$\frac{5.5}{19}$$

$$\frac{5.7}{50}$$

5 1/2 + π - Elev.

961.48

17 + 50 57.3

14 + 86 57.8

13 + 16 2 Fairbanks 57.8

13 + 46 57.3

14 55.8

150 55.2

15 55.5

16 54.9

17 53.3

18 51.6

4

2

Rt.

6

$$\frac{2.3}{5.0} \quad \frac{3.6}{19} \quad \frac{4.6}{16} \quad \frac{4.2}{12} \quad \frac{4.2}{/} \quad \frac{4.8}{11} \quad \frac{5.8}{17} \quad \frac{4.7}{19} \quad \frac{5.2}{5.0}$$

$$\frac{2.5}{5.0} \quad \frac{3.3}{19} \quad \frac{4.5}{17} \quad \frac{3.7}{11} \quad \frac{3.7}{/} \quad \frac{4.2}{10} \quad \frac{5.1}{16} \quad \frac{4.3}{19} \quad \frac{5.0}{5.0}$$

$$\frac{2.0}{5.0} \quad \frac{3.2}{18} \quad \frac{3.7}{/} \quad \frac{4.1}{17} \quad \frac{4.7}{5.0}$$

$$\frac{2.6}{5.0} \quad \frac{3.6}{19} \quad \frac{4.8}{17} \quad \frac{4.2}{12} \quad \frac{4.2}{/} \quad \frac{4.6}{9} \quad \frac{5.8}{18} \quad \frac{4.7}{19} \quad \frac{5.7}{5.0}$$

$$\frac{4.6}{5.0} \quad \frac{5.6}{18} \quad \frac{6.5}{17} \quad \frac{5.7}{10} \quad \frac{5.7}{/} \quad \frac{6.0}{8} \quad \frac{7.3}{17} \quad \frac{6.4}{18} \quad \frac{7.0}{5.0}$$

$$\frac{5.5}{5.0} \quad \frac{6.1}{19} \quad \frac{7.2}{18} \quad \frac{6.4}{10} \quad \frac{6.3}{/} \quad \frac{6.6}{8} \quad \frac{7.4}{16} \quad \frac{6.7}{17} \quad \frac{7.3}{5.0}$$

$$\frac{5.9}{5.0} \quad \frac{6.1}{19} \quad \frac{7.4}{17} \quad \frac{6.7}{14} \quad \frac{6.3}{9} \quad \frac{6.1}{/} \quad \frac{6.5}{8} \quad \frac{7.4}{16} \quad \frac{6.3}{18} \quad \frac{6.8}{5.0}$$

$$\frac{6.1}{5.0} \quad \frac{6.5}{19} \quad \frac{7.6}{17} \quad \frac{6.9}{12} \quad \frac{6.6}{/} \quad \frac{7.0}{8} \quad \frac{8.0}{17} \quad \frac{7.0}{19} \quad \frac{7.4}{5.0}$$

$$\frac{7.0}{5.0} \quad \frac{7.9}{19} \quad \frac{9.0}{18} \quad \frac{8.2}{10} \quad \frac{8.2}{/} \quad \frac{8.4}{8} \quad \frac{9.7}{16} \quad \frac{8.6}{20} \quad \frac{8.8}{5.0}$$

$$\frac{9.0}{5.0} \quad \frac{9.7}{18} \quad \frac{10.7}{16} \quad \frac{9.9}{9} \quad \frac{9.9}{/} \quad \frac{10.2}{9} \quad \frac{11.0}{18} \quad \frac{10.4}{20} \quad \frac{10.5}{5.0}$$

Sta.	+	π	-	Elev
------	---	-------	---	------

		961.48		
--	--	--------	--	--

19				51.5
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19408				51.5
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19444	South Property Line Ruggles St.			52.1
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B.M.		8.86		958.62
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Lt.

2

Rt.

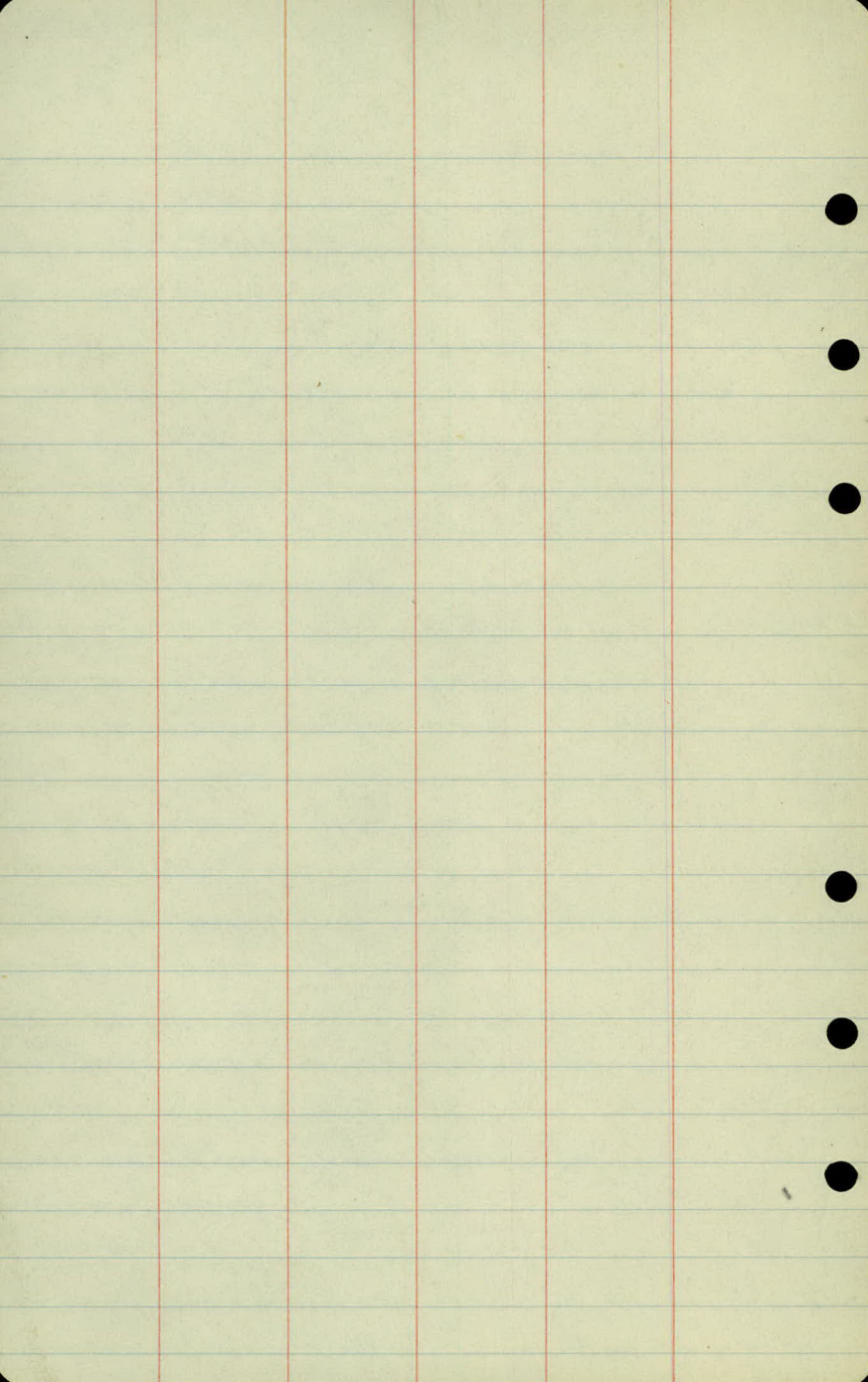
7

$$\frac{9.4}{50} \quad \frac{9.7}{19} \quad \frac{10.9}{17} \quad \frac{10.2}{11} \quad \frac{10.0}{11} \quad \frac{10.1}{11} \quad \frac{11.1}{17} \quad \frac{10.2}{19} \quad \frac{10.8}{50}$$

$$\frac{9.1}{50} \quad \frac{9.7}{20} \quad \frac{10.8}{14} \quad \frac{10.2}{12} \quad \frac{10.0}{14} \quad \frac{10.0}{14} \quad \frac{10.6}{17} \quad \frac{10.2}{19} \quad \frac{10.7}{50}$$

$$\frac{8.9}{50} \quad \frac{9.3}{21} \quad \frac{9.4}{21} \quad \frac{10.2}{25} \quad \frac{10.5}{50}$$

Top Iron S.W. Cor. Ruggles + Arond



81
Simpson Ave

Prelim X-Sea.

Sta.	+	π	-	Elev.
B.M.	3.95	957.07		953.12
0+00				53.8
+30				53.4
1				53.0
✓				52.7
3				52.8
4				52.7
5				54.8
T.P.	9.33	964.58	1.82	955.25
6				57.3
+63				59.4
7				59.9
+21				59.7
+50				57.9

Lt.

E

RT

9

Top of Iron N.W. Cor. Crawford & Simpson

 $\frac{35}{50}$ $\frac{33}{50}$ $\frac{36}{50}$ $\frac{41}{50}$ $\frac{37}{19}$ $\frac{46}{16}$ $\frac{37}{10}$ $\frac{37}{50}$ $\frac{42}{10}$ $\frac{50}{18}$ $\frac{40}{21}$ $\frac{42}{33}$ $\frac{37}{50}$ $\frac{47}{50}$ $\frac{46}{38}$ $\frac{50}{33}$ $\frac{43}{19}$ $\frac{55}{17}$ $\frac{42}{10}$ $\frac{41}{50}$ $\frac{43}{11}$ $\frac{54}{18}$ $\frac{45}{21}$ $\frac{40}{50}$ $\frac{48}{50}$ $\frac{48}{38}$ $\frac{52}{31}$ $\frac{48}{18}$ $\frac{58}{16}$ $\frac{47}{11}$ $\frac{44}{50}$ $\frac{47}{11}$ $\frac{60}{17}$ $\frac{48}{20}$ $\frac{42}{40}$ $\frac{32}{50}$ $\frac{47}{50}$ $\frac{48}{36}$ $\frac{52}{30}$ $\frac{48}{19}$ $\frac{58}{16}$ $\frac{48}{12}$ $\frac{43}{50}$ $\frac{48}{11}$ $\frac{59}{17}$ $\frac{48}{19}$ $\frac{47}{37}$ $\frac{45}{50}$ $\frac{43}{50}$ $\frac{48}{19}$ $\frac{56}{17}$ $\frac{47}{12}$ $\frac{44}{50}$ $\frac{48}{10}$ $\frac{55}{17}$ $\frac{47}{19}$ $\frac{48}{33}$ $\frac{40}{60}$ $\frac{31}{50}$ $\frac{28}{34}$ $\frac{33}{31}$ $\frac{28}{19}$ $\frac{37}{16}$ $\frac{28}{11}$ $\frac{23}{50}$ $\frac{25}{10}$ $\frac{30}{16}$ $\frac{25}{19}$ $\frac{24}{27}$ $\frac{12}{50}$ $\frac{87}{50}$ $\frac{86}{30}$ $\frac{80}{19}$ $\frac{88}{17}$ $\frac{75}{9}$ $\frac{73}{50}$ $\frac{73}{12}$ $\frac{79}{17}$ $\frac{66}{20}$ $\frac{66}{25}$ $\frac{54}{41}$ $\frac{44}{58}$ $\frac{74}{50}$ $\frac{61}{19}$ $\frac{21}{17}$ $\frac{54}{10}$ $\frac{52}{50}$ $\frac{53}{9}$ $\frac{59}{18}$ $\frac{41}{21}$ $\frac{28}{37}$ $\frac{16}{50}$ $\frac{74}{50}$ $\frac{61}{19}$ $\frac{69}{17}$ $\frac{50}{9}$ $\frac{47}{50}$ $\frac{49}{12}$ $\frac{56}{17}$ $\frac{36}{20}$ $\frac{26}{43}$ $\frac{26}{50}$ $\frac{72}{50}$ $\frac{59}{19}$ $\frac{68}{17}$ $\frac{57}{13}$ $\frac{52}{9}$ $\frac{49}{50}$ $\frac{51}{11}$ $\frac{59}{17}$ $\frac{42}{19}$ $\frac{48}{50}$ $\frac{81}{50}$ $\frac{73}{19}$ $\frac{52}{18}$ $\frac{74}{14}$ $\frac{70}{10}$ $\frac{67}{50}$ $\frac{69}{11}$ $\frac{80}{17}$ $\frac{74}{19}$ $\frac{82}{27}$ $\frac{83}{50}$

Sta	+	X	-	Elev.
		964.58		
8+00				54.9
+63				52.9
9+01.3				52.7
9+31.3	Ch. Fairbanks			53.1
9+61.3				53.6
B.M.	4.02	958.27	10.33	954.25
10				54.2
+80				54.3
11				53.3
+60				54.1
12				53.3
13				53.2

14.

2

21.

10

$$\frac{9.3}{50} \quad \frac{9.3}{19} \quad \frac{10.3}{17} \quad \frac{10.9}{14} \quad \frac{9.6}{10} \quad \frac{9.7}{11} \quad \frac{10.0}{11} \quad \frac{10.8}{17} \quad \frac{10.3}{18} \quad \frac{10.6}{50}$$

$$\frac{11.3}{50} \quad \frac{11.4}{19} \quad \frac{12.1}{16} \quad \frac{11.8}{13} \quad \frac{11.7}{13} \quad \frac{12.1}{13} \quad \frac{12.5}{16} \quad \frac{11.9}{17} \quad \frac{11.7}{50}$$

$$\frac{11.6}{50} \quad \frac{11.9}{18} \quad \frac{12.5}{17} \quad \frac{12.9}{13} \quad \frac{11.9}{14} \quad \frac{12.2}{14} \quad \frac{12.7}{17} \quad \frac{12.1}{18} \quad \frac{11.8}{50}$$

$$\frac{10.7}{50} \quad \frac{11.5}{50} \quad \frac{11.3}{50}$$

$$\frac{10.3}{50} \quad \frac{10.9}{18} \quad \frac{11.9}{17} \quad \frac{11.0}{9} \quad 11.0 \quad \frac{11.3}{11} \quad \frac{12.5}{17} \quad \frac{11.4}{19} \quad \frac{11.4}{50}$$

Top of Iron NW. Cor. Fairbanks & Simpson

$$\frac{3.7}{50} \quad \frac{4.0}{18} \quad \frac{5.2}{17} \quad \frac{4.2}{9} \quad \frac{4.1}{10} \quad \frac{4.4}{10} \quad \frac{5.3}{17} \quad \frac{4.4}{19} \quad \frac{4.6}{50}$$

$$\frac{3.3}{50} \quad \frac{3.7}{19} \quad \frac{5.0}{17} \quad \frac{4.0}{11} \quad \frac{4.0}{9} \quad \frac{4.2}{9} \quad \frac{5.2}{17} \quad \frac{4.6}{19} \quad \frac{4.5}{50}$$

$$\frac{4.9}{50} \quad \frac{5.3}{18} \quad \frac{5.8}{17} \quad \frac{5.2}{9} \quad \frac{5.0}{10} \quad \frac{5.1}{10} \quad \frac{5.9}{17} \quad \frac{5.0}{19} \quad \frac{4.9}{50}$$

$$\frac{4.8}{50} \quad \frac{4.5}{18} \quad \frac{5.4}{16} \quad \frac{4.6}{8} \quad \frac{4.2}{10} \quad \frac{4.5}{10} \quad \frac{5.3}{16} \quad \frac{4.2}{19} \quad \frac{4.6}{50}$$

$$\frac{4.9}{50} \quad \frac{5.0}{19} \quad \frac{5.3}{18} \quad \frac{5.0}{9} \quad \frac{5.0}{9} \quad \frac{5.0}{9} \quad \frac{5.8}{17} \quad \frac{4.7}{20} \quad \frac{5.3}{50}$$

$$\frac{5.0}{50} \quad \frac{5.1}{19} \quad \frac{6.1}{17} \quad \frac{5.1}{9} \quad \frac{5.1}{11} \quad \frac{5.2}{11} \quad \frac{6.0}{16} \quad \frac{4.8}{19} \quad \frac{5.1}{50}$$

Sta.	+	π	-	Elev.
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958.27

14

52.4

+50

52.2

15

51.2

+29.8

50.9

+59.8 South Property ^{Line}

50.9

BM.	5.65	958.27	5.65	957.62
-----	------	--------	------	--------

B.M.			7.93	950.34
------	--	--	------	--------

Lt.

L

Rt.

11

$\frac{56}{50}$	$\frac{54}{19}$	$\frac{64}{17}$	$\frac{58}{10}$	$\frac{59}{11}$	$\frac{56}{11}$	$\frac{65}{17}$	$\frac{54}{19}$	$\frac{61}{50}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------

$\frac{65}{50}$	$\frac{59}{19}$	$\frac{72}{17}$	$\frac{62}{10}$	$\frac{61}{11}$	$\frac{61}{11}$	$\frac{71}{17}$	$\frac{60}{19}$	$\frac{66}{50}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------

$\frac{81}{50}$	$\frac{74}{19}$	$\frac{85}{17}$	$\frac{74}{10}$	$\frac{71}{11}$	$\frac{71}{11}$	$\frac{79}{16}$	$\frac{67}{19}$	$\frac{70}{50}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------

$\frac{85}{50}$	$\frac{75}{19}$	$\frac{90}{18}$	$\frac{77}{9}$	$\frac{74}{11}$	$\frac{72}{13}$	$\frac{77}{17}$	$\frac{68}{20}$	$\frac{71}{50}$
-----------------	-----------------	-----------------	----------------	-----------------	-----------------	-----------------	-----------------	-----------------

$\frac{88}{50}$	$\frac{77}{20}$	$\frac{74}{11}$	$\frac{73}{17}$	$\frac{71}{50}$
-----------------	-----------------	-----------------	-----------------	-----------------

Top of Iron S.W. Cor Ruggles & Arona

✓ ✓ ✓ S.W. ✓ Simpson & Ruggles.

Sta.

+

π

-

Elev.

12
N. Pascal Ave

- Preliminary X-sec.

Sta.	+	∧	-	Elev.
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BM.	6.41	987.33		950.91
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+00				Leoponteur Arc W. 51.1
-----	--	--	--	------------------------

+20				51.1
-----	--	--	--	------

+26				50.9
-----	--	--	--	------

+41				50.9
-----	--	--	--	------

+49.5				51.0
-------	--	--	--	------

1				51.7
---	--	--	--	------

2				52.6
---	--	--	--	------

3				52.6
---	--	--	--	------

+57.8				52.8
-------	--	--	--	------

+87.8				Grenford St.
-------	--	--	--	--------------

4+18				53.2
------	--	--	--	------

Lt. $\frac{L}{30' \text{ East of Property Line}}$ Rt.

Top of Iron N.W. Cor. Pascal + Carpenter

$$\frac{6.2}{50}$$

$$\frac{6.2}{50}$$

$$\frac{6.3}{50}$$

$$\frac{6.1}{50}$$

$$\frac{6.2}{50}$$

$$\frac{6.3}{50}$$

$$\frac{5.2}{50}$$

$$\frac{8.0}{19}$$

$$\frac{6.4}{12}$$

$$\frac{6.4}{50}$$

$$\frac{6.4}{4}$$

$$\frac{8.2}{9}$$

$$\frac{8.3}{50}$$

$$\frac{5.2}{50}$$

$$\frac{8.0}{19}$$

$$\frac{6.4}{12}$$

$$\frac{6.4}{50}$$

$$\frac{6.4}{4}$$

$$\frac{8.2}{9}$$

$$\frac{8.3}{50}$$

$$\frac{6.4}{50}$$

$$\frac{6.6}{19}$$

$$\frac{7.3}{16}$$

$$\frac{6.6}{10}$$

$$\frac{6.3}{50}$$

$$\frac{6.8}{50}$$

$$\frac{6.1}{50}$$

$$\frac{5.9}{18}$$

$$\frac{6.6}{17}$$

$$\frac{6.0}{12}$$

$$\frac{5.6}{50}$$

$$\frac{6.7}{50}$$

$$\frac{5.0}{50}$$

$$\frac{4.8}{18}$$

$$\frac{5.7}{17}$$

$$\frac{5.0}{11}$$

$$\frac{4.7}{50}$$

$$\frac{5.8}{50}$$

$$\frac{4.8}{50}$$

$$\frac{4.7}{18}$$

$$\frac{5.4}{17}$$

$$\frac{4.9}{11}$$

$$\frac{4.7}{50}$$

$$\frac{5.9}{50}$$

$$\frac{4.7}{50}$$

$$\frac{4.9}{19}$$

$$\frac{5.4}{17}$$

$$\frac{5.0}{11}$$

$$\frac{4.5}{50}$$

$$\frac{5.4}{50}$$

$$\frac{4.7}{50}$$

$$\frac{4.5}{50}$$

$$\frac{4.6}{50}$$

$$\frac{4.5}{18}$$

$$\frac{5.0}{17}$$

$$\frac{4.4}{9}$$

$$\frac{4.1}{50}$$

$$\frac{4.6}{50}$$

Sta.	+	K	-	Elev.
		957.33		
5				53.9
+50				56.0
T.P.	11.83	968.37	0.79	956.54
6				57.8
7				60.4
8				61.8
+50				62.2
9				63.4
+35				64.3
10				63.9
+35				62.9
+70				59.5
11				56.6
T.P.	2.76	957.33	13.30	955.07

Lt.

E

Rt.

$$\frac{4.0}{50} \quad \frac{3.5}{19} \quad \frac{4.0}{17} \quad \frac{3.5}{12} \quad \frac{3.4}{1} \quad \frac{3.0}{50}$$

$$\frac{3.0}{50} \quad \frac{2.5}{19} \quad \frac{2.9}{17} \quad \frac{1.7}{8} \quad \frac{1.3}{1} \quad \frac{1.5}{50}$$

$$\frac{12.6}{50} \quad \frac{11.6}{18} \quad \frac{12.0}{17} \quad \frac{11.5}{11} \quad \frac{10.9}{7} \quad \frac{10.6}{1} \quad \frac{11.4}{50}$$

$$\frac{8.2}{50} \quad \frac{7.9}{19} \quad \frac{8.8}{17} \quad \frac{8.0}{11} \quad \frac{7.8}{6} \quad \frac{8.0}{1} \quad \frac{10.1}{50}$$

$$\frac{6.4}{50} \quad \frac{6.6}{19} \quad \frac{7.3}{17} \quad \frac{6.6}{8} \quad \frac{6.6}{1} \quad \frac{9.1}{50}$$

$$\frac{5.8}{50} \quad \frac{6.2}{18} \quad \frac{6.9}{16} \quad \frac{6.4}{11} \quad \frac{6.1}{7} \quad \frac{6.2}{1} \quad \frac{8.2}{50}$$

$$\frac{4.9}{50} \quad \frac{5.3}{34} \quad \frac{5.2}{18} \quad \frac{5.8}{16} \quad \frac{5.3}{11} \quad \frac{4.9}{6} \quad \frac{5.0}{1} \quad \frac{6.8}{50}$$

$$\frac{4.5}{50} \quad \frac{4.2}{19} \quad \frac{4.8}{17} \quad \frac{4.4}{13} \quad \frac{4.0}{7} \quad \frac{4.1}{1} \quad \frac{6.3}{50}$$

$$\frac{4.3}{50} \quad \frac{4.6}{19} \quad \frac{5.3}{18} \quad \frac{4.5}{12} \quad \frac{4.4}{8} \quad \frac{4.5}{1} \quad \frac{6.8}{50}$$

$$\frac{5.2}{50} \quad \frac{5.5}{19} \quad \frac{6.2}{18} \quad \frac{5.8}{12} \quad \frac{5.5}{1} \quad \frac{8.3}{50}$$

$$\frac{7.9}{50} \quad \frac{8.8}{18} \quad \frac{9.5}{17} \quad \frac{9.1}{11} \quad \frac{8.9}{1} \quad \frac{12.0}{50}$$

$$\frac{10.4}{50} \quad \frac{14.4}{16} \quad \frac{12.1}{17} \quad \frac{11.1}{11} \quad \frac{11.6}{13} \quad \frac{11.8}{1} \quad \frac{15.0}{50}$$

Sta.	+	Δ	-	Elev.
		957.33		
11+65				55.1.
12				54.3.
+50				52.6.
+88.2				50.9.
13				50.8.
+18.2	Fairbanks			49.4.
+48.2				49.7.
14				51.1.
+68				51.1.
15				49.7.
+29				47.1.
+70				44.8.
16				44.6.

Lt.

E

Rt.

$$\frac{19}{50} \frac{25}{78} \frac{22}{18} \frac{27}{17} \frac{22}{9} \frac{20}{3} \frac{22}{1} \frac{30}{4} \frac{37}{17} \frac{66}{50}$$

$$\frac{23}{50} \frac{22}{34} \frac{26}{81} \frac{23}{19} \frac{32}{16} \frac{26}{8} \frac{25}{3} \frac{30}{1} \frac{39}{7} \frac{49}{17} \frac{50}{18} \frac{86}{50}$$

$$\frac{29}{50} \frac{37}{30} \frac{41}{27} \frac{41}{17} \frac{49}{17} \frac{48}{8} \frac{47}{1} \frac{74}{7} \frac{85}{16} \frac{84}{20} \frac{109}{41} \frac{114}{50}$$

$$\frac{38}{50} \frac{47}{39} \frac{55}{19} \frac{63}{18} \frac{60}{9} \frac{58}{3} \frac{64}{1} \frac{100}{13} \frac{124}{50}$$

$$\frac{34}{50} \frac{50}{34} \frac{57}{19} \frac{64}{17} \frac{62}{8} \frac{62}{1} \frac{65}{1} \frac{99}{17} \frac{108}{16} \frac{125}{50}$$

$$\frac{15}{100} \frac{17}{85} \frac{33}{50} \frac{61}{15} \frac{64}{7} \frac{66}{2} \frac{79}{1} \frac{83}{3} \frac{102}{12} \frac{119}{50}$$

$$\frac{30}{50} \frac{48}{30} \frac{51}{20} \frac{63}{17} \frac{61}{8} \frac{65}{3} \frac{76}{1} \frac{89}{2} \frac{90}{11} \frac{115}{50}$$

$$\frac{23}{50} \frac{34}{36} \frac{41}{19} \frac{50}{17} \frac{48}{9} \frac{50}{3} \frac{62}{1} \frac{68}{2} \frac{74}{13} \frac{93}{50}$$

$$\frac{26}{50} \frac{31}{40} \frac{37}{29} \frac{41}{19} \frac{50}{17} \frac{49}{9} \frac{50}{3} \frac{62}{1} \frac{69}{2} \frac{73}{11} \frac{99}{50}$$

$$\frac{37}{50} \frac{44}{44} \frac{47}{29} \frac{56}{19} \frac{67}{18} \frac{63}{13} \frac{63}{9} \frac{65}{3} \frac{76}{1} \frac{85}{2} \frac{97}{19} \frac{120}{50}$$

$$\frac{58}{50} \frac{77}{26} \frac{82}{19} \frac{91}{17} \frac{88}{17} \frac{90}{9} \frac{93}{3} \frac{102}{1} \frac{110}{2} \frac{117}{14} \frac{140}{50}$$

$$\frac{81}{50} \frac{105}{19} \frac{113}{18} \frac{110}{13} \frac{112}{8} \frac{117}{2} \frac{125}{1} \frac{134}{2} \frac{138}{11} \frac{157}{50}$$

$$\frac{86}{50} \frac{107}{19} \frac{116}{17} \frac{114}{13} \frac{114}{7} \frac{117}{3} \frac{127}{1} \frac{134}{2} \frac{136}{9} \frac{156}{50}$$

Sta.	+	Σ	-	Elev.
------	---	---	---	-------

		957.33		
--	--	--------	--	--

17				47.7.
----	--	--	--	-------

+50				48.0.
-----	--	--	--	-------

18				48.5.
----	--	--	--	-------

19				49.4.
----	--	--	--	-------

+47.7 So. Line Ruggles				50.0.
------------------------	--	--	--	-------

B.M.	7.21	957.33	7.21	950.12
------	------	--------	------	--------

B.M.			6.99	950.34
------	--	--	------	--------

Lt.

E

Rt.

$\frac{8.6}{50}$ $\frac{8.8}{19}$ $\frac{9.9}{17}$ $\frac{9.6}{17}$ $\frac{9.3}{7}$ $\frac{9.6}{7}$ $\frac{9.6}{7}$ $\frac{10.5}{3}$ $\frac{10.9}{10}$ $\frac{11.7}{16}$ $\frac{11.4}{24}$ $\frac{12.7}{47}$ $\frac{11.9}{50}$

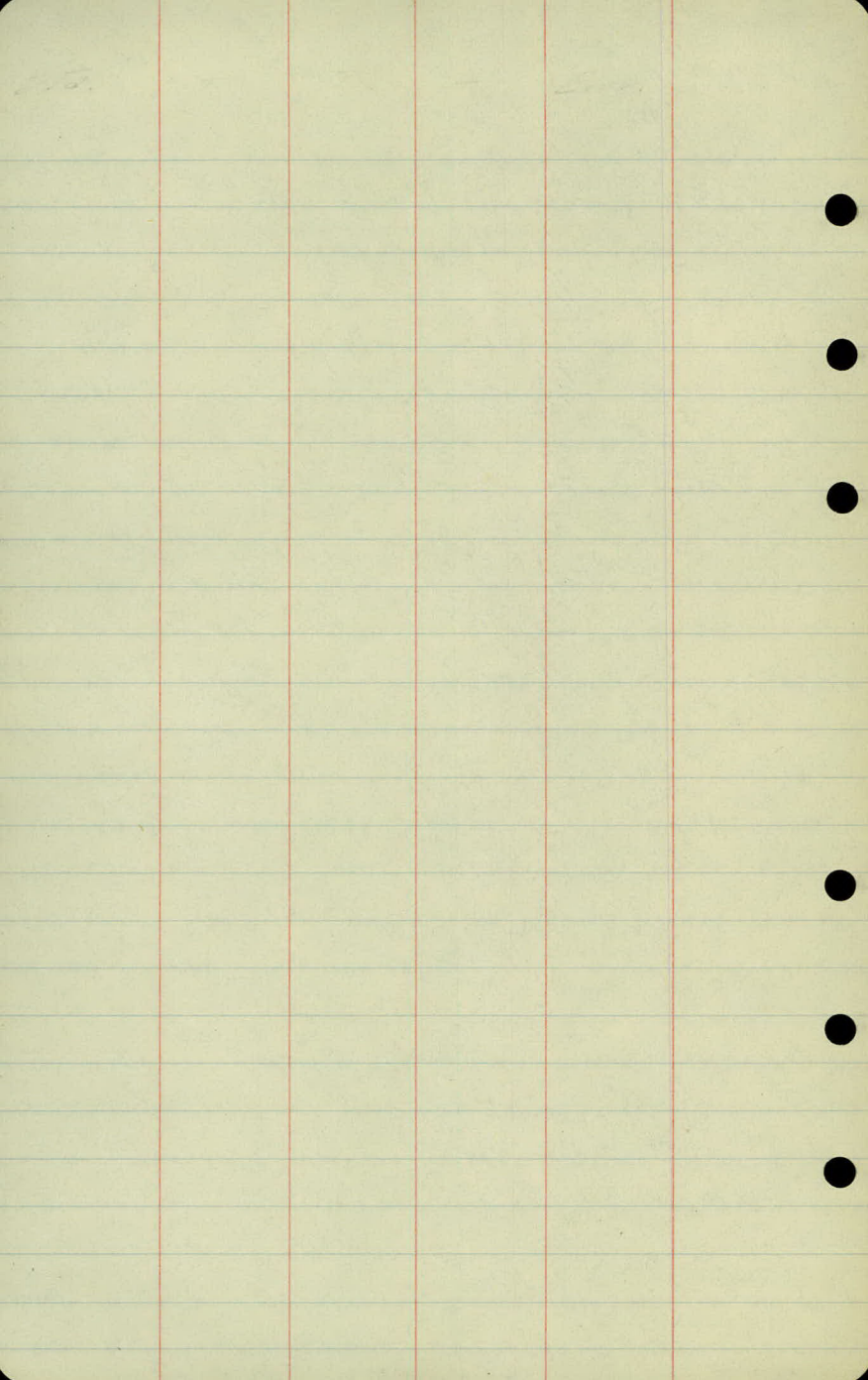
$\frac{8.5}{50}$ $\frac{9.0}{19}$ $\frac{10.0}{17}$ $\frac{9.4}{11}$ $\frac{9.3}{6}$ $\frac{9.3}{7}$ $\frac{10.0}{3}$ $\frac{9.5}{10}$ $\frac{9.3}{33}$ $\frac{9.1}{50}$

$\frac{8.0}{50}$ $\frac{8.7}{19}$ $\frac{9.6}{17}$ $\frac{9.0}{10}$ $\frac{8.8}{6}$ $\frac{8.8}{7}$ $\frac{8.9}{11}$ $\frac{8.4}{50}$

$\frac{8.0}{50}$ $\frac{8.0}{19}$ $\frac{8.7}{17}$ $\frac{7.9}{7}$ $\frac{7.9}{7}$ $\frac{8.0}{9}$ $\frac{7.9}{50}$

$\frac{7.1}{50}$ $\frac{7.2}{17}$ $\frac{7.3}{7}$ $\frac{7.3}{8}$ $\frac{7.5}{50}$

Top of Iron S.W. Cor. Pascal & Roggles
 " " " " Simpson & "



Ruggles St.

(Preliminary X-sec.)

Sta. + - Elev.

B.M. 14.18 964.80 952.62

0+00 Snelling 61.9.

+13 61.9.

+22 58.4.

0+27 58.4.

+34 61.5.

+49.5 61.0.

1 57.8.

+59.5 55.1.

✓ 54.1.

3 54.3.

+16.3 54.4.

+46.3 54.2.

Lt. 22 Rt.
 30' No. of 50: Property Line

Top of Iron S.W. Cor. Arona & Ruggles.

$\frac{33}{50}$		$\frac{29}{50}$		$\frac{25}{50}$					
$\frac{33}{50}$		$\frac{29}{50}$		$\frac{25}{50}$					
$\frac{74}{50}$	$\frac{6.3}{12}$	$\frac{6.4}{5}$	$\frac{6.0}{5}$	$\frac{3.8}{9}$	$\frac{3.4}{15}$	$\frac{5.7}{20}$	$\frac{6.2}{50}$		
$\frac{74}{50}$	$\frac{6.3}{12}$	$\frac{6.4}{5}$	$\frac{6.0}{5}$	$\frac{3.8}{9}$	$\frac{3.4}{15}$	$\frac{5.7}{20}$	$\frac{6.2}{50}$		
$\frac{6.5}{50}$	$\frac{3.7}{17}$	$\frac{3.3}{5}$	$\frac{3.3}{5}$	$\frac{3.3}{13}$	$\frac{3.8}{50}$				
$\frac{6.6}{50}$	$\frac{5.4}{38}$	$\frac{4.0}{15}$	$\frac{3.8}{16}$	$\frac{3.8}{16}$	$\frac{3.7}{41}$	$\frac{4.0}{50}$			
$\frac{8.6}{50}$	$\frac{7.0}{16}$	$\frac{7.0}{27}$	$\frac{7.1}{27}$	$\frac{7.0}{50}$					
$\frac{9.8}{50}$		$\frac{9.7}{18}$	$\frac{9.7}{18}$	$\frac{9.5}{50}$					
$\frac{10.1}{50}$		$\frac{10.7}{19}$	$\frac{10.6}{19}$	$\frac{10.5}{50}$					
$\frac{9.8}{50}$	$\frac{10.2}{26}$	$\frac{10.5}{21}$	$\frac{10.5}{21}$	$\frac{9.8}{50}$					
$\frac{10.0}{50}$	$\frac{10.4}{30}$	$\frac{10.4}{30}$	$\frac{10.3}{30}$	$\frac{10.1}{50}$					
$\frac{10.2}{50}$	$\frac{10.5}{26}$	$\frac{10.6}{29}$	$\frac{10.4}{29}$	$\frac{10.4}{50}$					

Sta.	+	Σ	-	Elev.
		964.80		
3+76. ³				54.2
4				54.2
T.P.	5.15	957.74	12.18	957.62
+60				54.7
5				54.3
6				53.0
6+42. ⁷				52.6
+72. ⁷	Around	Ave.		52.4
7+02. ⁷				51.5
+50				49.7
8				48.5
+50				46.0

Lt.

E

Rt.

$$\frac{10.3}{50}$$

$$\frac{10.6}{50}$$

$$\frac{10.6}{30}$$

$$\frac{10.9}{40}$$

$$\frac{10.5}{41}$$

$$\frac{10.6}{50}$$

$$\frac{10.7}{50}$$

$$\frac{10.6}{50}$$

$$\frac{10.7}{38}$$

$$\frac{10.2}{40}$$

$$\frac{10.5}{50}$$

$$\frac{3.5}{50}$$

$$\frac{3.0}{50}$$

$$\frac{2.7}{41}$$

$$\frac{2.9}{50}$$

$$\frac{3.4}{50}$$

$$\frac{3.4}{50}$$

$$\frac{3.2}{23}$$

$$\frac{2.9}{50}$$

$$\frac{4.1}{50}$$

$$\frac{4.1}{40}$$

$$\frac{4.7}{50}$$

$$\frac{5.7}{40}$$

$$\frac{5.0}{43}$$

$$\frac{5.2}{50}$$

$$\frac{4.6}{50}$$

$$\frac{4.5}{34}$$

$$\frac{5.1}{50}$$

$$\frac{5.3}{30}$$

$$\frac{6.0}{38}$$

$$\frac{5.6}{44}$$

$$\frac{5.8}{50}$$

$$\frac{5.2}{50}$$

$$\frac{5.0}{36}$$

$$\frac{5.3}{50}$$

$$\frac{6.0}{32}$$

$$\frac{6.2}{50}$$

$$\frac{6.0}{50}$$

$$\frac{6.2}{50}$$

$$\frac{6.3}{29}$$

$$\frac{6.7}{50}$$

$$\frac{7.4}{50}$$

$$\frac{8.0}{50}$$

$$\frac{8.0}{27}$$

$$\frac{8.3}{36}$$

$$\frac{8.0}{50}$$

$$\frac{8.7}{50}$$

$$\frac{9.2}{50}$$

$$\frac{8.8}{50}$$

$$\frac{9.6}{50}$$

$$\frac{9.8}{16}$$

$$\frac{12.0}{10}$$

$$\frac{11.7}{50}$$

$$\frac{9.6}{18}$$

$$\frac{9.2}{50}$$

Sta.	+	Σ	-	Elev.
		957.74		
9+00				47.6.
+40				48.6.
+69.2				50.0.
+99.2	Simpson Ave.			50.5.
10+29.3				51.4.
B.M.	4.88	955.22	7.40	950.34.
11				51.0.
12				50.3.
+50				50.3.
+96.1				50.7.
13				50.7.
+76.1	Pascal			50.3.
B.M.			5.10	950.12

Lt.

E

Rt.

$$\begin{array}{r} 98 \\ 50 \end{array} \quad \begin{array}{r} 97 \\ 10 \end{array} \quad \begin{array}{r} 101 \\ 28 \end{array} \quad \begin{array}{r} 100 \\ 28 \end{array} \quad \begin{array}{r} 94 \\ 50 \end{array}$$

$$\begin{array}{r} 94 \\ 50 \end{array} \quad \begin{array}{r} 91 \\ 30 \end{array} \quad \begin{array}{r} 94 \\ 30 \end{array} \quad \begin{array}{r} 88 \\ 32 \end{array} \quad \begin{array}{r} 89 \\ 50 \end{array}$$

$$\begin{array}{r} 83 \\ 50 \end{array} \quad \begin{array}{r} 77 \\ 28 \end{array} \quad \begin{array}{r} 75 \\ 28 \end{array} \quad \begin{array}{r} 80 \\ 40 \end{array} \quad \begin{array}{r} 77 \\ 50 \end{array}$$

$$\begin{array}{r} 77 \\ 50 \end{array} \quad \begin{array}{r} 72 \\ 41 \end{array} \quad \begin{array}{r} 69 \\ 41 \end{array} \quad \begin{array}{r} 68 \\ 50 \end{array}$$

$$\begin{array}{r} 70 \\ 50 \end{array} \quad \begin{array}{r} 63 \\ 29 \end{array} \quad \begin{array}{r} 62 \\ 29 \end{array} \quad \begin{array}{r} 71 \\ 41 \end{array} \quad \begin{array}{r} 64 \\ 44 \end{array} \quad \begin{array}{r} 64 \\ 50 \end{array}$$

Top of Iron S.W. Cor. Simpson & Ruggles

$$\begin{array}{r} 46 \\ 50 \end{array} \quad \begin{array}{r} 42 \\ 42 \end{array} \quad \begin{array}{r} 41 \\ 42 \end{array} \quad \begin{array}{r} 44 \\ 50 \end{array}$$

$$\begin{array}{r} 54 \\ 50 \end{array} \quad \begin{array}{r} 49 \\ 47 \end{array} \quad \begin{array}{r} 53 \\ 47 \end{array} \quad \begin{array}{r} 54 \\ 50 \end{array}$$

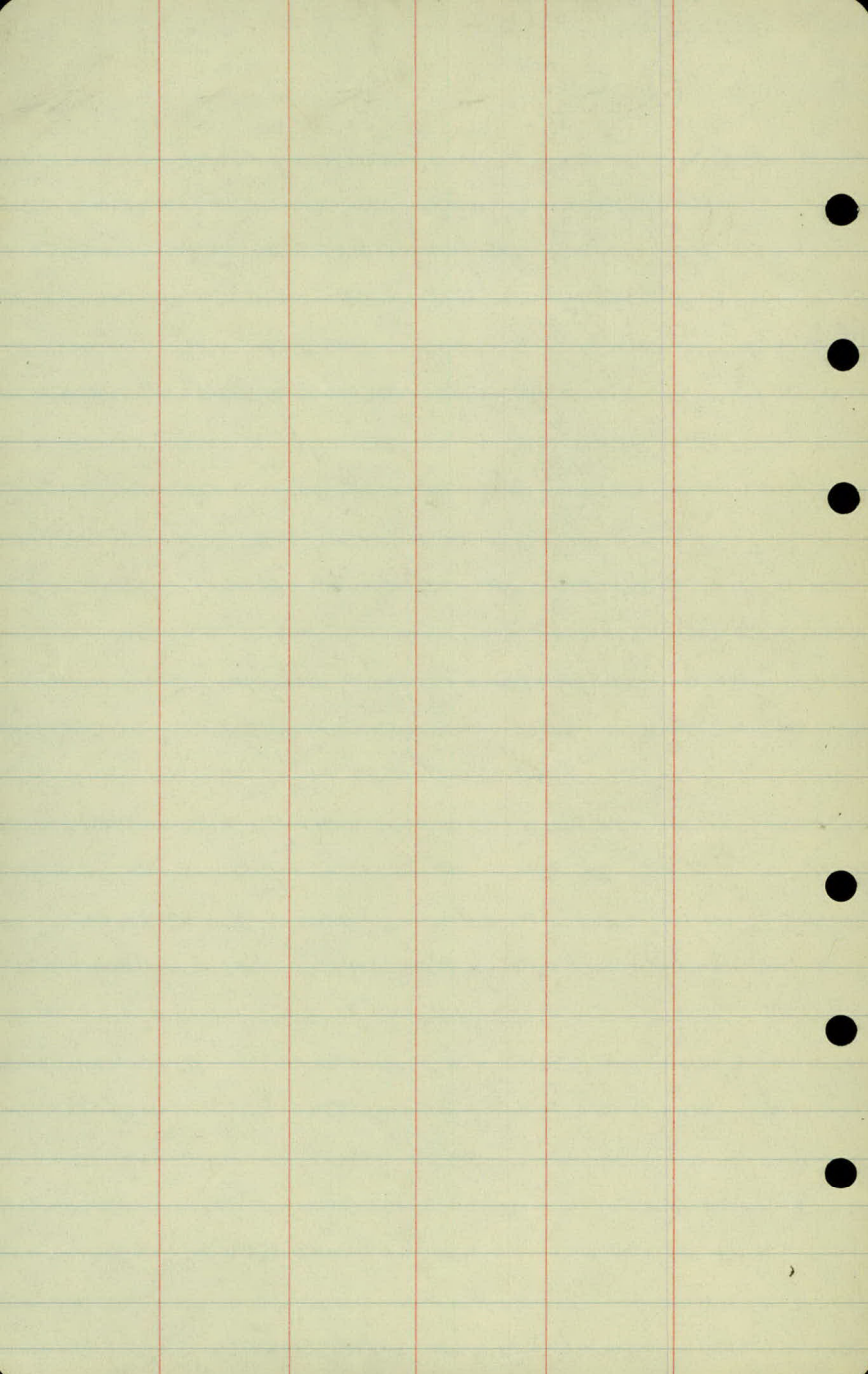
$$\begin{array}{r} 57 \\ 50 \end{array} \quad \begin{array}{r} 49 \\ 47 \end{array} \quad \begin{array}{r} 48 \\ 47 \end{array} \quad \begin{array}{r} 51 \\ 50 \end{array}$$

$$\begin{array}{r} 57 \\ 50 \end{array} \quad \begin{array}{r} 45 \\ 29 \end{array} \quad \begin{array}{r} 50 \\ 29 \end{array} \quad \begin{array}{r} 53 \\ 46 \end{array} \quad \begin{array}{r} 59 \\ 50 \end{array}$$

$$\begin{array}{r} 57 \\ 50 \end{array} \quad \begin{array}{r} 45 \\ 29 \end{array} \quad \begin{array}{r} 50 \\ 29 \end{array} \quad \begin{array}{r} 53 \\ 46 \end{array} \quad \begin{array}{r} 59 \\ 50 \end{array}$$

$$\begin{array}{r} 60 \\ 50 \end{array} \quad \begin{array}{r} 49 \\ 50 \end{array} \quad \begin{array}{r} 55 \\ 50 \end{array}$$

Top of Iron S.W. Cor. Ruggles & Pascal



Cranford St.

Falcon Hts.

Preliminary X-sec.

Sta.	+	π	-	Elev.
B.M.	6.74	958.54		951.80.
6+74				53.2.
7+04				52.9.
+50				52.7.
8				52.5.
9				53.3.
+71.9				53.7.
10+01.9		Simpson Lt.		53.8.
+31.9				53.4.
11				53.5.
12				53.1.
+99.2				52.5.
13+29.2				52.9.
B.M.		7.62	950.92	

Lt.

E

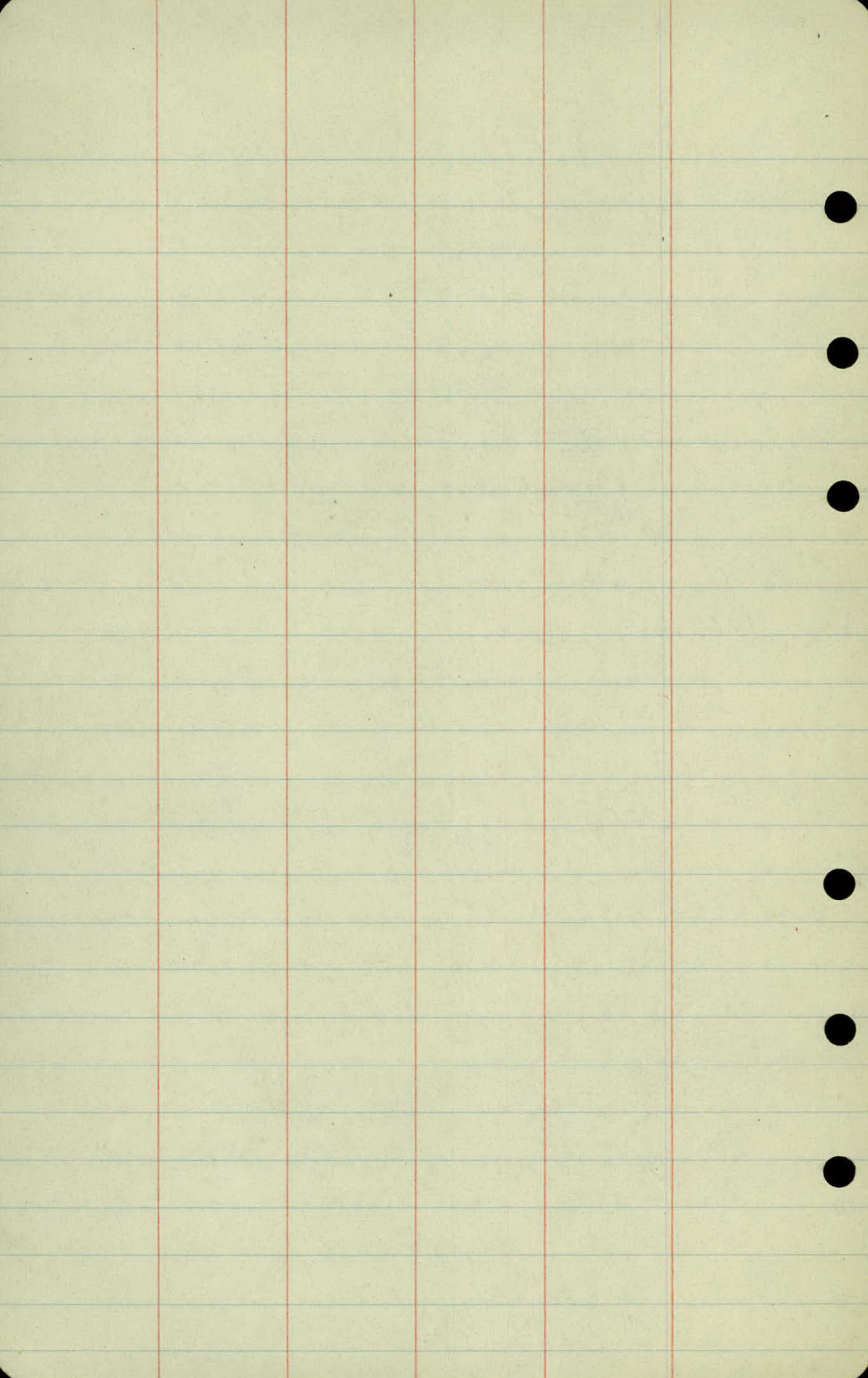
Rt.

27

Top of Iron N.W. Cor. Arona & Crawford.

 $\frac{5.7}{50}$ $\frac{5.3}{50}$ $\frac{5.3}{50}$ $\frac{7.4}{50}$ $\frac{7.4}{24}$ $\frac{6.0}{16}$ $\frac{5.6}{50}$ $\frac{5.9}{15}$ $\frac{6.9}{22}$ $\frac{6.7}{50}$ $\frac{7.6}{50}$ $\frac{7.3}{19}$ $\frac{6.4}{13}$ $\frac{5.8}{50}$ $\frac{6.1}{13}$ $\frac{7.2}{20}$ $\frac{7.0}{50}$ $\frac{7.8}{50}$ $\frac{7.6}{19}$ $\frac{6.6}{13}$ $\frac{6.0}{50}$ $\frac{6.6}{13}$ $\frac{7.4}{19}$ $\frac{6.8}{50}$ $\frac{6.2}{50}$ $\frac{5.8}{19}$ $\frac{6.3}{19}$ $\frac{5.6}{6}$ $\frac{5.2}{50}$ $\frac{6.0}{13}$ $\frac{6.1}{18}$ $\frac{5.5}{19}$ $\frac{5.6}{50}$ $\frac{5.8}{50}$ $\frac{5.6}{19}$ $\frac{5.9}{17}$ $\frac{5.3}{5}$ $\frac{4.8}{50}$ $\frac{5.1}{9}$ $\frac{5.7}{19}$ $\frac{5.3}{20}$ $\frac{5.4}{50}$ $\frac{5.1}{50}$ $\frac{4.7}{50}$ $\frac{5.1}{8}$ $\frac{5.7}{19}$ $\frac{5.0}{20}$ $\frac{5.2}{50}$ $\frac{5.6}{50}$ $\frac{5.6}{20}$ $\frac{6.0}{17}$ $\frac{5.3}{7}$ $\frac{5.1}{50}$ $\frac{5.2}{7}$ $\frac{5.8}{18}$ $\frac{5.3}{19}$ $\frac{5.5}{50}$ $\frac{5.0}{50}$ $\frac{5.0}{19}$ $\frac{5.5}{17}$ $\frac{5.1}{7}$ $\frac{5.0}{50}$ $\frac{5.1}{9}$ $\frac{5.7}{18}$ $\frac{5.0}{19}$ $\frac{5.1}{50}$ $\frac{5.4}{50}$ $\frac{5.4}{40}$ $\frac{6.0}{16}$ $\frac{5.3}{6}$ $\frac{5.4}{50}$ $\frac{5.5}{8}$ $\frac{5.9}{18}$ $\frac{5.5}{19}$ $\frac{5.5}{50}$ $\frac{5.6}{50}$ $\frac{5.8}{19}$ $\frac{6.6}{17}$ $\frac{6.1}{9}$ $\frac{6.0}{50}$ $\frac{5.8}{9}$ $\frac{6.4}{17}$ $\frac{5.9}{19}$ $\frac{6.0}{50}$ $\frac{5.3}{50}$ $\frac{5.6}{50}$ $\frac{5.7}{50}$

Top of Iron N.W. Cor. Carpenter & Pascal



Fairbanks St.

Falcon Hts.

Preliminary X-Sec.

Sta.	+	K	-	Elev.
B.M.	12.41	970.70		958.29
3+46	E Asbury			69.1
3+76				68.3
4				67.5
5				65.3
+50	End of Grading			63.9
6				60.6
T.P.	1.37	959.66	12.41	958.29
6+43				58.6
+73	E Alond			57.9
7+03				57.1
8				55.4

Lt.

E

Rt.

24

Top of Iron N.W. Cor. Arona & Fairbanks.

$$\frac{33}{50} \quad \frac{21}{27} \quad \frac{16}{22} \quad \frac{13}{22} \quad \frac{14}{50}$$

$$\frac{40}{50} \quad \frac{39}{30} \quad \frac{39}{28} \quad \frac{29}{22} \quad \frac{27}{16} \quad \frac{24}{16} \quad \frac{25}{16} \quad \frac{37}{20} \quad \frac{36}{25} \quad \frac{05}{298} \quad \frac{03}{50}$$

$$\frac{44}{50} \quad \frac{37}{30} \quad \frac{47}{28} \quad \frac{48}{22} \quad \frac{35}{16} \quad \frac{32}{16} \quad \frac{32}{16} \quad \frac{43}{19} \quad \frac{44}{24} \quad \frac{11}{20} \quad \frac{07}{20}$$

$$\frac{50}{50} \quad \frac{47}{29.5} \quad \frac{64}{27} \quad \frac{64}{21} \quad \frac{54}{15} \quad \frac{54}{15} \quad \frac{53}{15} \quad \frac{63}{20} \quad \frac{63}{24} \quad \frac{24}{29.3} \quad \frac{35}{38} \quad \frac{31}{50}$$

$$\frac{83}{50} \quad \frac{28}{42} \quad \frac{23}{21} \quad \frac{28}{16} \quad \frac{24}{12} \quad \frac{68}{15} \quad \frac{68}{15} \quad \frac{78}{21} \quad \frac{78}{25} \quad \frac{64}{29.1} \quad \frac{57}{20}$$

$$\frac{45}{50} \quad \frac{104}{17} \quad \frac{115}{15} \quad \frac{105}{8} \quad \frac{101}{8} \quad \frac{102}{8} \quad \frac{113}{19} \quad \frac{104}{21} \quad \frac{104}{50}$$

$$\frac{18}{50} \quad \frac{12}{16} \quad \frac{18}{15} \quad \frac{12}{7} \quad \frac{11}{10} \quad \frac{11}{10} \quad \frac{17}{19} \quad \frac{10}{22} \quad \frac{15}{50}$$

$$\frac{27}{50} \quad \frac{18}{21} \quad \frac{20}{10}$$

$$\frac{37}{50} \quad \frac{29}{17} \quad \frac{38}{15} \quad \frac{27}{6} \quad \frac{26}{11} \quad \frac{30}{19} \quad \frac{37}{21} \quad \frac{20}{31} \quad \frac{28}{35} \quad \frac{28}{50}$$

$$\frac{63}{50} \quad \frac{47}{17} \quad \frac{57}{16} \quad \frac{45}{6} \quad \frac{43}{17} \quad \frac{42}{19} \quad \frac{56}{19} \quad \frac{47}{20} \quad \frac{47}{50}$$

Sta.	+	-	Elev.
		759.66	
9			54.7
+70			53.5
10+00	E Simpson		53.1
+30			53.1
11			54.0
+55			54.6
12			55.7
+48			55.4
+97			52.3
13+27	E Pascal		50.7
B.M.		6.89	954.77

Lt.

E

Rt.

$\frac{45}{50}$ $\frac{50}{17}$ $\frac{60}{15}$ $\frac{51}{6}$ $\frac{50}{/}$ $\frac{51}{5}$ $\frac{67}{19}$ $\frac{56}{20}$ $\frac{59}{50}$

$\frac{56}{50}$ $\frac{60}{17}$ $\frac{70}{16}$ $\frac{63}{7}$ $\frac{62}{/}$ $\frac{63}{6}$ $\frac{77}{17}$ $\frac{67}{20}$ $\frac{68}{50}$

$\frac{28}{50}$ $\frac{65}{6}$ $\frac{66}{/}$ $\frac{70}{20}$ $\frac{70}{50}$

$\frac{63}{50}$ $\frac{67}{18}$ $\frac{75}{17}$ $\frac{67}{6}$ $\frac{66}{/}$ $\frac{69}{6}$ $\frac{77}{18}$ $\frac{71}{20}$ $\frac{70}{50}$

$\frac{61}{50}$ $\frac{62}{17}$ $\frac{70}{16}$ $\frac{57}{4}$ $\frac{57}{/}$ $\frac{57}{5}$ $\frac{74}{17}$ $\frac{63}{19}$ $\frac{65}{50}$

$\frac{54}{50}$ $\frac{54}{17}$ $\frac{65}{15}$ $\frac{52}{5}$ $\frac{51}{/}$ $\frac{52}{5}$ $\frac{69}{16}$ $\frac{59}{19}$ $\frac{62}{50}$

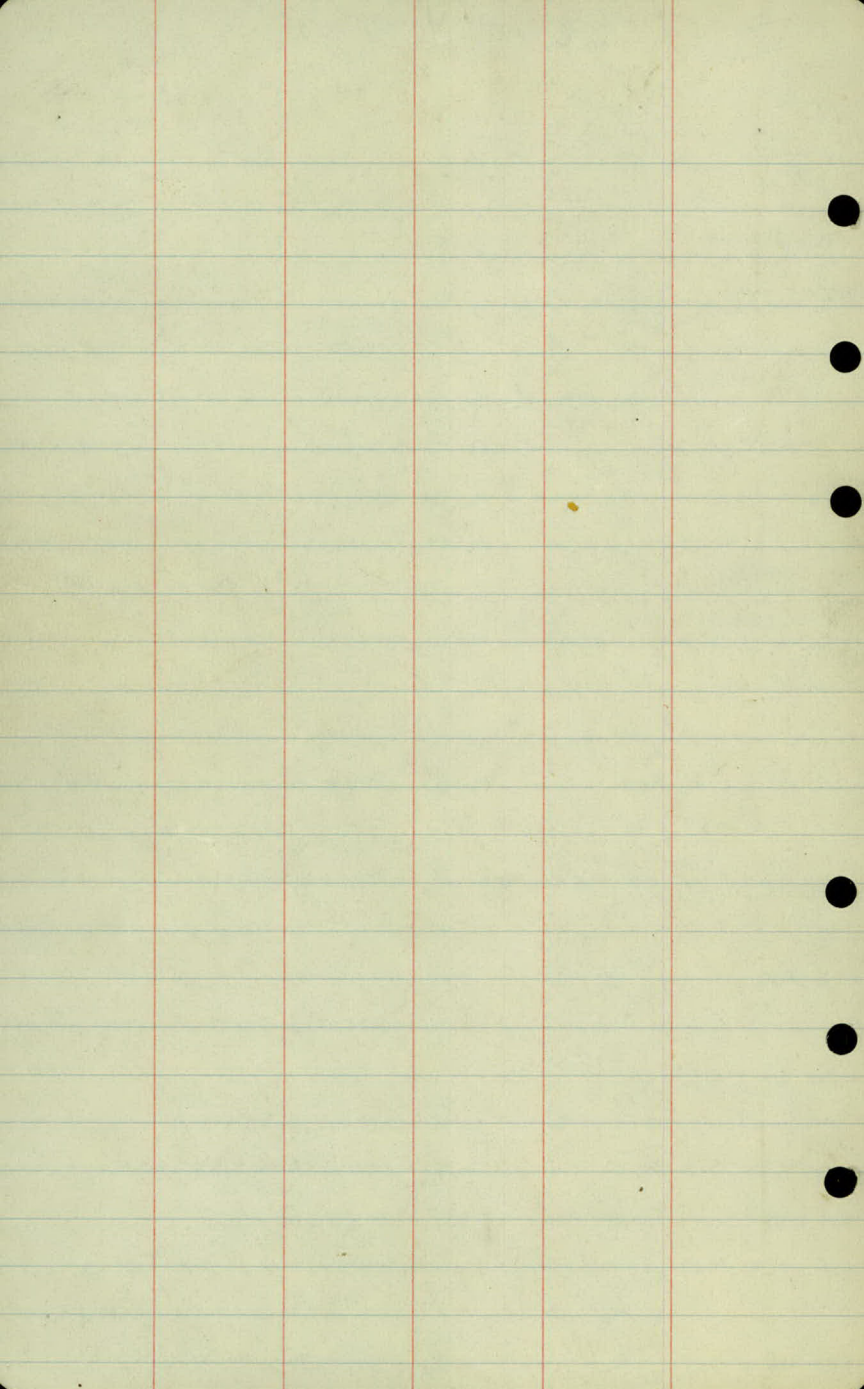
$\frac{40}{50}$ $\frac{45}{17}$ $\frac{53}{15}$ $\frac{43}{7}$ $\frac{40}{/}$ $\frac{41}{5}$ $\frac{57}{16}$ $\frac{47}{18}$ $\frac{53}{50}$

$\frac{44}{50}$ $\frac{48}{18}$ $\frac{57}{16}$ $\frac{46}{6}$ $\frac{43}{/}$ $\frac{44}{5}$ $\frac{57}{16}$ $\frac{47}{18}$ $\frac{48}{50}$

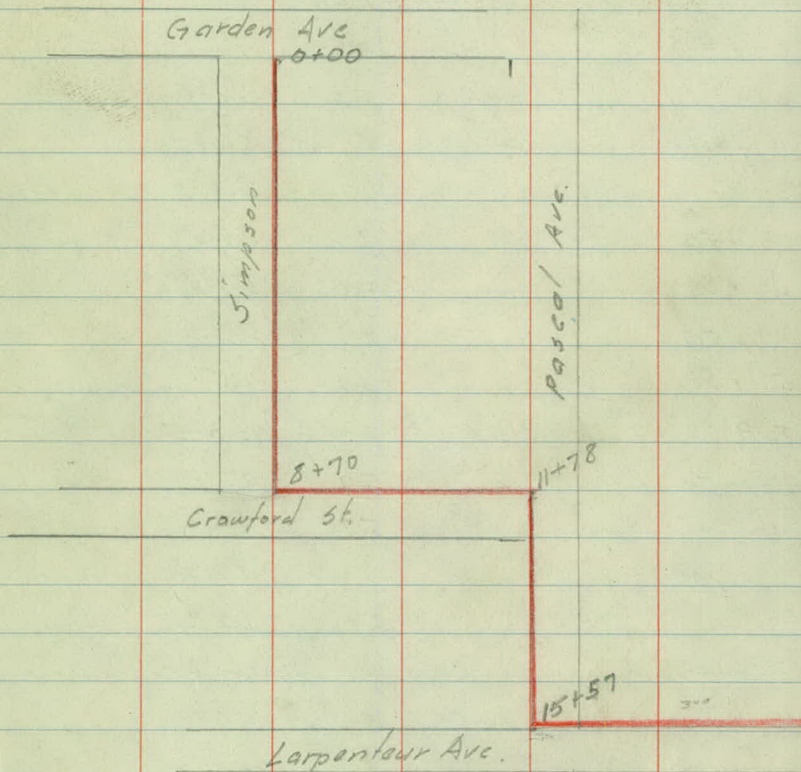
$\frac{65}{50}$ $\frac{73}{19}$ $\frac{79}{16}$ $\frac{74}{7}$ $\frac{74}{/}$ $\frac{74}{7}$ $\frac{81}{17}$ $\frac{76}{18}$ $\frac{70}{50}$

$\frac{79}{50}$ $\frac{90}{22}$ $\frac{90}{/}$ $\frac{78}{50}$

Top of 100 N.W. Cor Pascal & Fairbanks



Profile of Gutter. Falcon Heights Add.



3/30/39
ROP
CF
EB

Sta.	I	π	-	Elev.
B.M.	9.64	962.41.		952.77
0 + 00			9.0	53.4
+ 50			8.4	54.0
1			7.0	55.4
+ 50			5.8	56.6
2			5.2	57.2
+ 50			5.8	56.6
3			6.7	55.7
+ 50			7.5	54.9
4			8.6	53.8
+ 50			8.9	53.5
5			9.7	52.7
T.P.	4.69	958.19.	8.91	953.50
+ 50			5.7	52.5
6			5.7	52.5
+ 50			5.7	52.5
7			5.9	52.3
+ 50			5.9	52.3
8			5.6	52.6
+ 50			5.6	52.6
+ 70			5.7	52.5
T.P.	4.01	957.52	4.68	953.51
9			4.5	53.0
+ 50			4.3	53.2
10			4.2	53.3

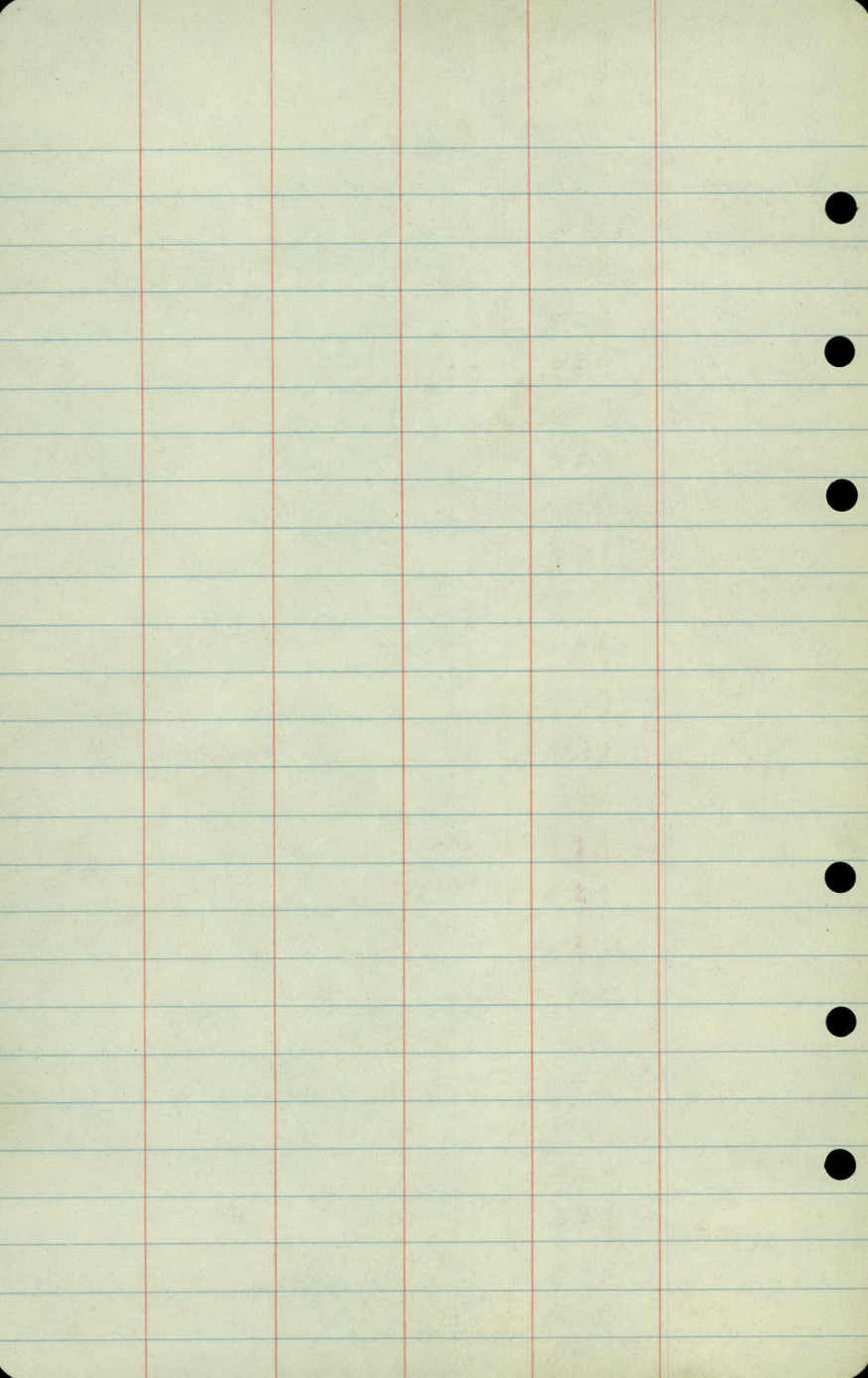
Top Lot Iron N.W. Cor. Pascal & Garden

Gutter Line on Simpson at Lot Line of Garden

Top Lot Iron N.W. Cor. Pascal & Garden

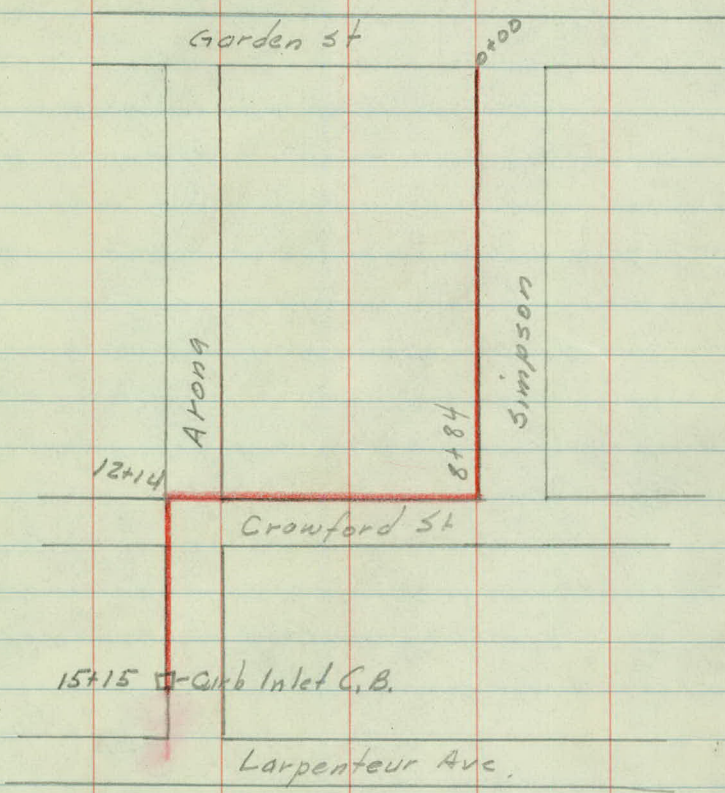
Sta.	+	π	-	Elev
		95752		
10+50			4.7	52.8
11			5.1	52.4
+50			5.2	52.3
+78			5.2	52.3
12	$\frac{1}{2}$ Crawford		4.2	53.3
+16	Gutter S. Side Grow.		5.5	52.0
+50			5.7	51.8
13			5.7	51.8
+50			5.8	51.7
14			5.5	52.0
+50			6.3	51.2
15			6.9	50.6
+57			8.1	49.4
T.P.	4.72	95579	6.45	951.07
+60	F.L. 15" C.M.		6.64	49.15
+70	$\frac{1}{2}$ Pascal		5.0	50.9
+80	F.L. 15" C.M.		6.85	48.94
16			6.7	49.1
+50			6.9	48.9
17			7.1	48.7
+50			6.8	49.0
18			7.0	48.8
+50			7.6	48.2
B.M.			4.91	950.88. 950.92

1
Top Lot Iron N.W. Cor Pascal & Larpenieur



Gutter Profile

Falcon Heights



Sta	t	π	-	Elev.
B.M.	9.56	96 2.33		952.77
0+00	Prop		8.7	53.6
+50			8.5	53.8
1			6.9	55.4
+50			5.7	56.6
2			5.2	57.1
+50			5.4	56.9
3			6.5	55.8
+50			7.6	54.7
4			8.4	53.9
+50			9.1	53.2
5			9.6	52.7
T.P.	4.95	958 41.	8.87	953.46
+50			5.6	52.8
6			5.7	52.7
+50			5.7	52.7
7			6.0	52.4
+50			6.2	52.2
8			6.0	52.4
+50			5.9	52.5
+84			5.8	52.6
9			5.8	52.6
+50			6.3	52.1
10			6.3	52.1
+50			6.3	52.1

Top Lot Iron N.W. Cor. Pascal & Garden.
Gutter at Property Line of Garden Ave.

Sta.	+	π	-	Elev.
		958.41		
11			6.3	521
+ 50			6.2	52.2
+74			6.4	52.0
+97			5.2	53.2
12+14			5.9	52.5
+34			5.0	53.4
+49			6.0	52.4
13			6.1	52.3
+50			6.5	51.9
14			6.9	51.5
T.P.	4.16	957.13	5.44	952.97
+50			5.7	51.4
15			6.2	50.9
+15			7.75	49.38
B.M.			6.23	950.90. 950.92

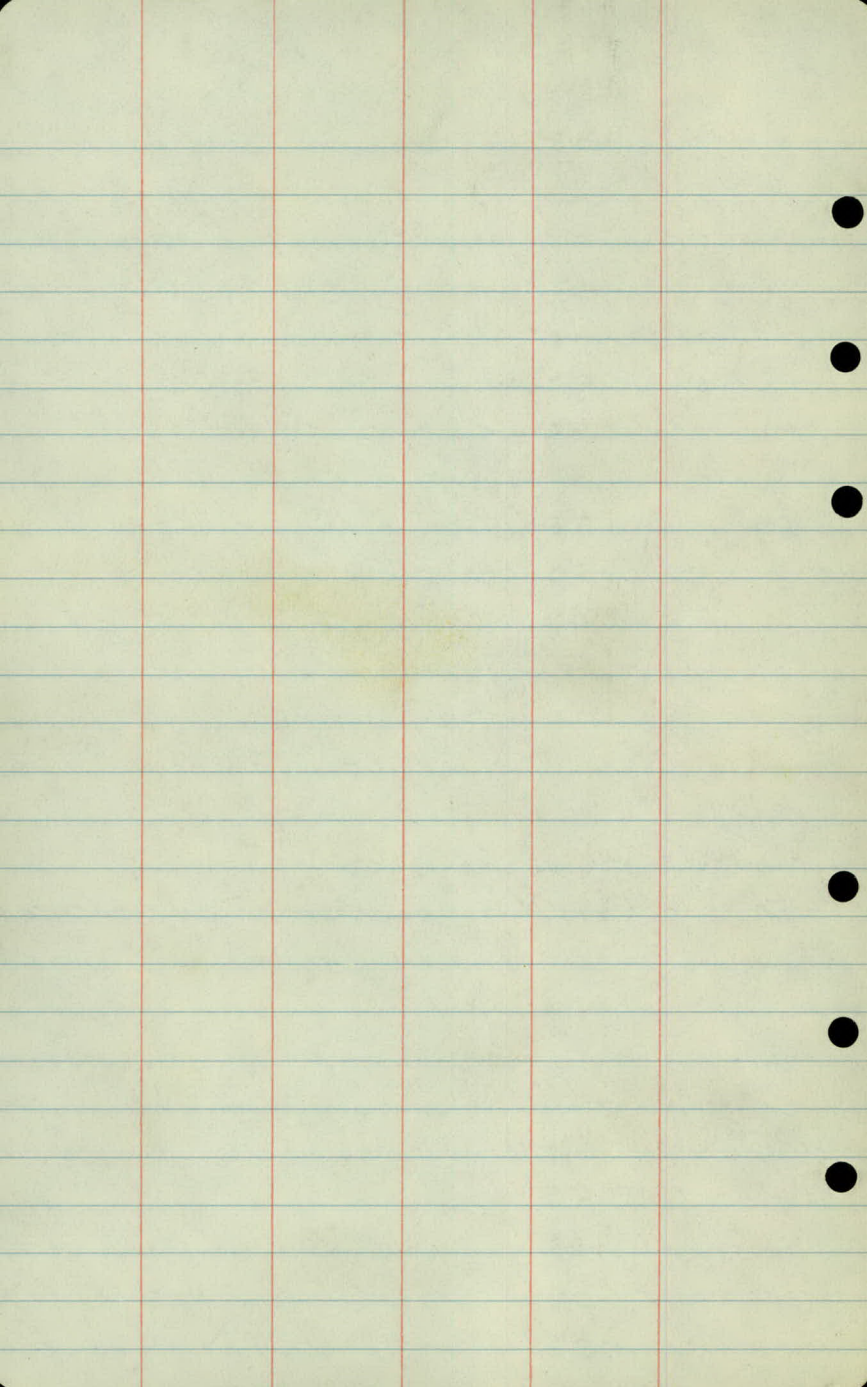
Gutter Cor. East side Arona
& Arona

Gutter Cor. W. side Arona - N. side Crawford.
& Crawford

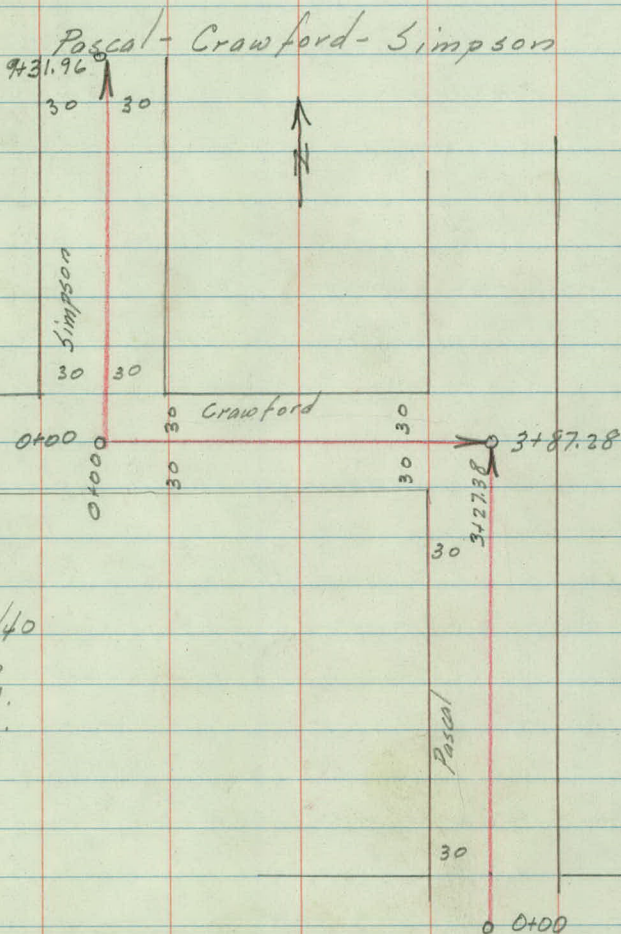
Gutter Cor. S. side Crawford - W. side Arona

F.L. 18" C.M. at Curb inlet

Top Lot Iron N.W. Cor. Pascal & Larpen



Drainage Situation in Falcon Hts.



6/3/40

R.P.
A.M.
L.G.
C.F.

Pascal

3+87.28 Pascal + 3+27.38 Crawford

0+00 + Lorp.

Crawford

3+27.38 Crawford = 3+87.28 Pascol

0+00 Crawford = 0+00 Simpson

Simpson

9+31.96 $\neq$ Gordon

0+00 Crawford = 0+00 Simpson

Cross Sections

PASCAL AVE.

Larpenteur to Crawford

B.M.	3.12	956.24	953.12
B.M.	(check)	3.40	950.84
B.M.	2.70	2.70	953.54
0+00	Elarpentaur	5.20	51.04
+22		5.3	50.9
+32	Sec. thru 15" x 20" C.M.	5.6	50.6
+44		5.7	50.5
+46		5.6	50.6
1		5.0	51.2
+50		4.3	51.9
2		4.0	52.2
+50		4.0	52.2
3		4.1	52.1
+50		3.7	52.5

592
125
717

Top Lot Iron N.W. Cor. Crawford and Simpson

Top Lot Iron N.W. Cor. Pascal and Larpenteur

Top S.E. Cor. Conc. Walk N.W. Cor. Crawford & Simp

$\frac{5.20}{50}$

5.20

$\frac{5.23}{50}$

$\frac{5.3}{50}$

$\frac{5.6}{20}$

$\frac{5.3}{12}$

5.3

$\frac{5.5}{16}$

$\frac{5.4}{50}$

49.07

F.L.

48.87

F.L.

$\frac{7.0}{50}$

$\frac{7.1}{30}$

$\frac{6.6}{16}$

$\frac{7.17}{14}$

$\frac{5.7}{14}$

$\frac{5.6}{5}$

$\frac{6.0}{5}$

$\frac{7.37}{6}$

$\frac{6.9}{6}$

$\frac{7.1}{19}$

$\frac{7.2}{50}$

50.5

$\frac{6.8}{50}$

$\frac{6.4}{18}$

$\frac{5.7}{15}$

$\frac{5.7}{5}$

$\frac{6.9}{8}$

$\frac{7.1}{25}$

$\frac{7.1}{50}$

50.5

$\frac{5.3}{50}$

$\frac{5.6}{20}$

$\frac{5.7}{15}$

$\frac{5.6}{7}$

$\frac{5.7}{10}$

$\frac{6.5}{31}$

$\frac{6.7}{50}$

50.8

51.0

$\frac{5.1}{50}$

$\frac{4.9}{18}$

$\frac{5.4}{17}$

$\frac{5.2}{14}$

$\frac{5.0}{9}$

$\frac{5.8}{12}$

$\frac{6.1}{20}$

$\frac{5.6}{28}$

$\frac{5.8}{50}$

51.5

$\frac{4.3}{50}$

$\frac{4.2}{28}$

$\frac{4.1}{17}$

$\frac{4.7}{15}$

$\frac{4.5}{11}$

$\frac{4.3}{8}$

$\frac{5.4}{10}$

$\frac{5.4}{27}$

$\frac{5.0}{37}$

$\frac{5.5}{50}$

51.7

$\frac{3.6}{33}$

$\frac{4.0}{22}$

$\frac{4.5}{17}$

$\frac{4.2}{10}$

$\frac{4.0}{8}$

$\frac{5.1}{11}$

$\frac{5.4}{26}$

$\frac{5.5}{50}$

51.7

$\frac{3.4}{50}$

$\frac{3.9}{30}$

$\frac{4.1}{18}$

$\frac{4.5}{17}$

$\frac{4.1}{9}$

$\frac{4.0}{5}$

$\frac{4.5}{7}$

$\frac{4.9}{17}$

$\frac{5.5}{50}$

51.7

$\frac{1.6}{46}$

$\frac{3.7}{30}$

$\frac{3.9}{19}$

$\frac{4.5}{16}$

$\frac{4.2}{13}$

$\frac{4.1}{8}$

$\frac{4.7}{10}$

$\frac{4.7}{20}$

$\frac{5.5}{50}$

51.8

$\frac{2.9}{50}$

$\frac{3.7}{30}$

$\frac{3.9}{19}$

$\frac{4.4}{17}$

$\frac{4.2}{12}$

$\frac{3.7}{7}$

$\frac{4.6}{10}$

$\frac{4.8}{10}$

$\frac{4.9}{36}$

$\frac{5.1}{50}$

956.24

3+67

3.7

52.5

+7028

3.7

52.5

+8728 $\frac{1}{2}$ Crawford.

3.6

52.6

4+01

3.5

52.7

+05

3.5

52.7

B.M.

2.70

953.54

51.7
 $\frac{3.5}{50}$ $\frac{3.7}{25}$ $\frac{4.4}{22}$ $\frac{4.5}{17}$ $\frac{3.7}{7}$ $\frac{4.6}{15}$ $\frac{4.9}{19}$ $\frac{5.1}{50}$

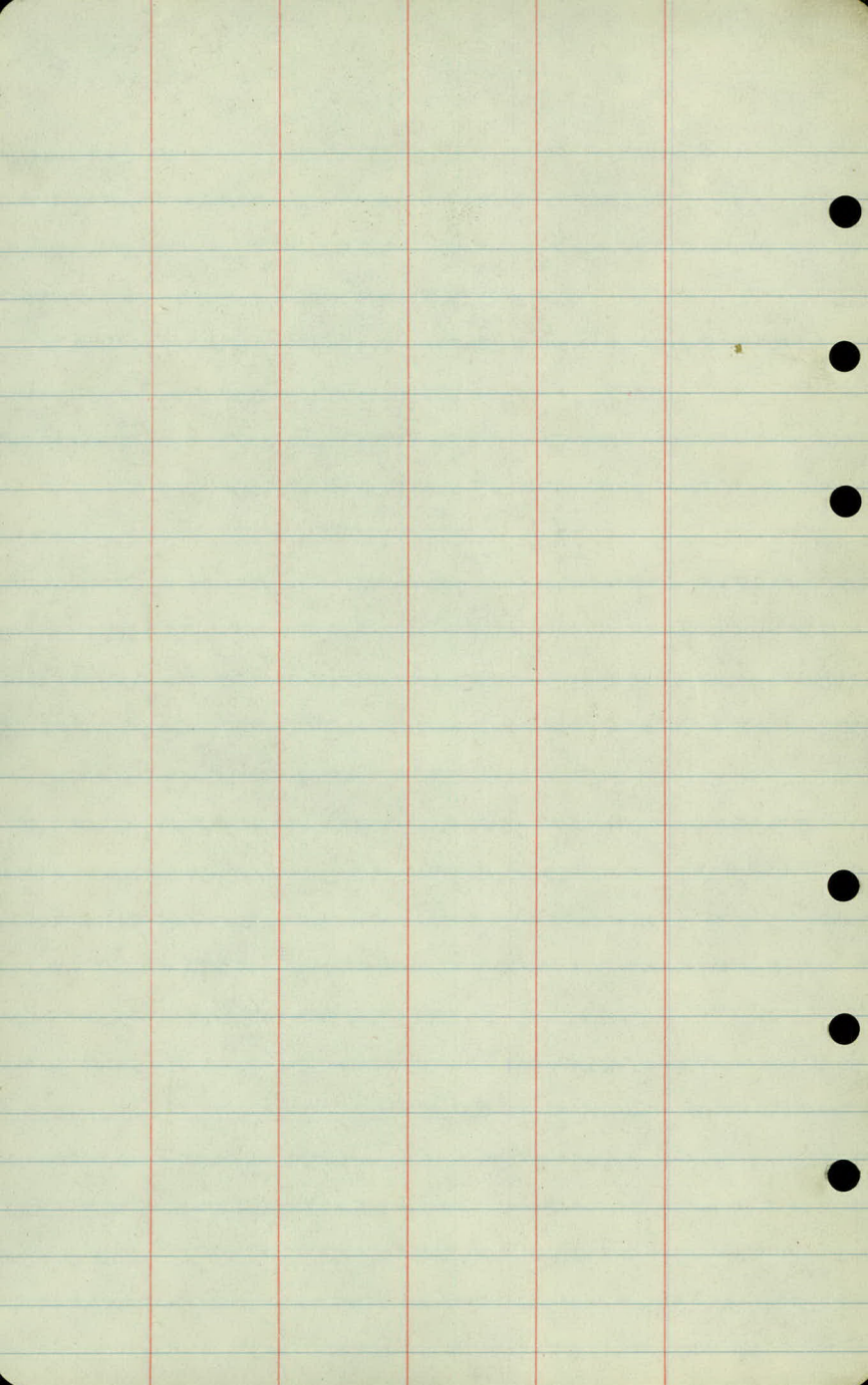
51.6
 $\frac{4.5}{50}$ $\frac{4.5}{26}$ $\frac{4.6}{17}$ $\frac{4.0}{11}$ $\frac{3.7}{3.7}$ $\frac{4.7}{10}$ $\frac{5.0}{15}$ $\frac{5.0}{38}$ $\frac{5.0}{50}$

52.1
 $\frac{3.6}{50}$ $\frac{4.1}{18}$ $\frac{3.6}{3.6}$ $\frac{4.0}{11}$ $\frac{4.3}{16}$ $\frac{4.2}{26}$ $\frac{4.5}{50}$

51.8
 $\frac{4.2}{50}$ $\frac{4.4}{33}$ $\frac{4.4}{19}$ $\frac{3.7}{9}$ $\frac{3.6}{3.5}$ $\frac{4.3}{11}$ $\frac{4.3}{15}$ $\frac{4.7}{23}$ $\frac{4.8}{37}$ $\frac{4.8}{50}$

52.0
 $\frac{3.2}{50}$ $\frac{3.4}{36}$ $\frac{3.6}{19}$ $\frac{4.2}{17}$ $\frac{3.5}{3.5}$ $\frac{4.2}{10}$ $\frac{4.2}{15}$ $\frac{4.7}{26}$ $\frac{4.7}{50}$

Top S.E. Cor. Conc. Walk N.W. Cor. Crawford - Simpson



Cross Sections

CRAWFORD ST.

Simpson to Pascal.

B.M.	4.95	958.49		953.54
0-30			5.2	53.3
0-15	Top Curb		5.0	53.5
0-15	Gutter		5.0	53.5
0+00	1/2 Simpson		5.0	53.5
+15	Gutter		5.0	53.5
+15	Sec. Top Curb		5.0	53.5
+30			5.0	53.5
+50			5.1	53.4
1			5.3	53.2
+50			5.5	53.0
T.P.	4.85	958.39	4.95	953.54
2			5.5	52.9
+50			5.6	52.8

Top S.E. Cor. Conc. Walk N.W. Cor. Simpson-Crawf

$\frac{4.9}{50}$ $\frac{5.2}{19}$ $\frac{5.32}{15}$ $\frac{5.8}{15}$ 5.2

52.7

$\frac{5.18}{50}$ $\frac{5.22}{29}$ $\frac{5.7}{29}$ $\frac{5.8}{18}$ $\frac{5.1}{9}$ 5.0

52.7

$\frac{5.6}{50}$ $\frac{5.7}{29}$ $\frac{5.8}{18}$ $\frac{5.1}{9}$ 5.0

53.7

$\frac{4.9}{50}$ $\frac{4.8}{30}$ $\frac{4.8}{16}$ 5.0

52.9

$\frac{5.6}{50}$ $\frac{5.6}{30}$ $\frac{5.6}{20}$ $\frac{5.1}{9}$ 5.0

52.9

$\frac{5.17}{50}$ $\frac{5.20}{20}$ $\frac{5.6}{30}$ $\frac{5.6}{20}$ $\frac{5.1}{9}$ 5.0

52.7

$\frac{4.6}{50}$ $\frac{4.7}{30}$ $\frac{5.15}{15}$ $\frac{5.8}{15}$ 5.0

52.4

$\frac{4.4}{50}$ $\frac{4.7}{18}$ $\frac{6.1}{15}$ 5.1

52.4

$\frac{4.4}{45}$ $\frac{4.5}{33}$ $\frac{4.5}{18}$ $\frac{6.1}{15}$ $\frac{5.7}{10}$ 5.3

52.3

$\frac{4.4}{50}$ $\frac{4.8}{18}$ $\frac{6.2}{15}$ $\frac{5.8}{11}$ 5.5

52.2

$\frac{4.6}{50}$ $\frac{4.5}{30}$ $\frac{5.0}{18}$ $\frac{6.2}{15.18}$ $\frac{5.7}{10}$ 5.5

52.2

$\frac{4.4}{50}$ $\frac{5.0}{31}$ $\frac{5.2}{18}$ $\frac{6.2}{15.12}$ $\frac{5.7}{10}$ 5.6

2499 $\frac{6.10}{\text{water shut off}}$ out 8.18

958.39

3

6.1

52.3

+ 12

6.1

52.3

+ 14 Gutter

6.1

52.3

+ 27.38 $\frac{1}{2}$ Pascal

5.7

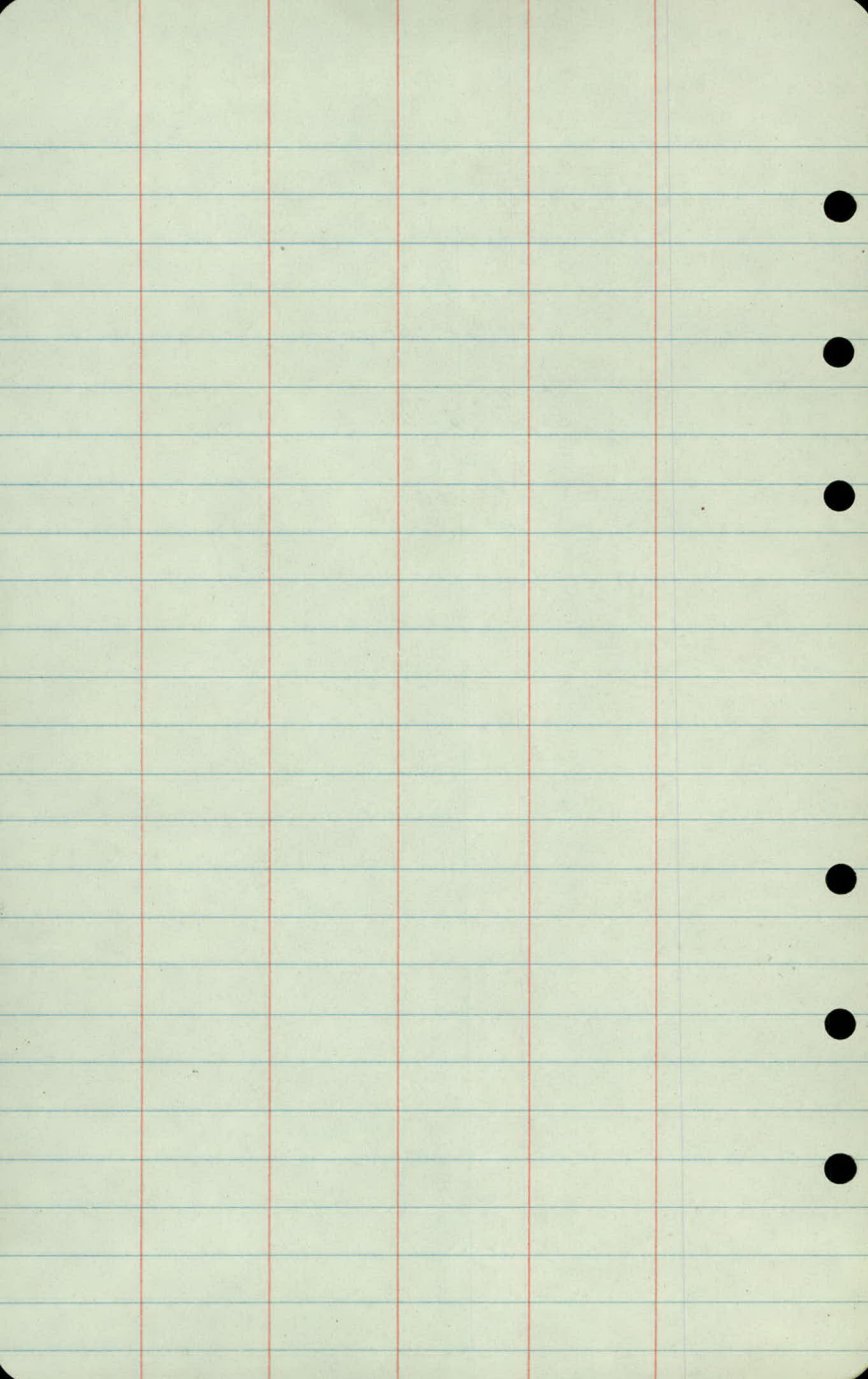
52.7

$$\begin{array}{r} 51.9 \\ \hline 52 \quad 5.4 \quad 5.6 \quad 6.5 \quad 6.2 \\ 50 \quad 30 \quad 17 \quad 13.13 \quad 11 \quad 6.1 \end{array}$$

$$\begin{array}{r} 52.2 \\ \hline 5.5 \quad 5.9 \quad 6.2 \\ 50 \quad 20 \quad 15 \quad 6.1 \end{array}$$

$$\begin{array}{r} 52.3 \\ \hline 5.6 \quad 6.1 \quad 6.1 \\ 50 \quad 18 \quad 8 \quad 6.1 \end{array}$$

$$\begin{array}{r} 52.9 \\ \hline 5.2 \quad 5.5 \\ 50 \quad 22 \quad 5.7 \end{array}$$



Cross Sections

SIMPSON AVE

Crawford to Gardens

B.M.	4.85	958.39		953.54
------	------	--------	--	--------

0+00	E Crawford	4.9	53.5	
------	------------	-----	------	--

+15	Gutter	4.7	53.7	
-----	--------	-----	------	--

+15	Curb	4.7	53.7	
-----	------	-----	------	--

+30		4.7	53.7	
-----	--	-----	------	--

+50		4.8	53.6	
-----	--	-----	------	--

1		5.0	53.4	
---	--	-----	------	--

+50		5.2	53.2	
-----	--	-----	------	--

2		5.1	53.3	
---	--	-----	------	--

+50		4.9	53.5	
-----	--	-----	------	--

3		4.8	53.6	
---	--	-----	------	--

+50		4.8	53.6	
-----	--	-----	------	--

4		4.9	53.5	
---	--	-----	------	--

T.P.	7.35 4.31	961.03	4.71	953.68
------	--------------	--------	------	--------

523

526

Top S.E. Cor. Conc. Walk N.W. Cor Simp and Crowf.

 $\frac{5.3}{50}$ $\frac{5.1}{30}$

4.9

 $\frac{4.8}{31}$ $\frac{5.0}{50}$

525

526

 $\frac{6.0}{50}$ $\frac{5.7}{30}$ $\frac{5.9}{18}$ $\frac{4.9}{7}$

4.7

 $\frac{5.0}{9}$ $\frac{5.8}{30}$ $\frac{5.9}{50}$

525

526

 $\frac{6.0}{50}$ $\frac{5.22}{30}$ $\frac{5.7}{30}$ $\frac{5.9}{18}$ $\frac{4.9}{7}$

4.7

 $\frac{5.0}{9}$ $\frac{5.8}{30}$ $\frac{5.05}{30}$ $\frac{5.9}{50}$

528

529

 $\frac{5.0}{50}$ $\frac{4.9}{30}$ $\frac{5.10}{15}$ $\frac{5.6}{15}$ $\frac{4.9}{5}$

4.7

 $\frac{5.5}{15}$ $\frac{5.10}{15}$ $\frac{4.6}{30}$ $\frac{4.4}{50}$

526

529

 $\frac{4.4}{50}$ $\frac{4.7}{31}$ $\frac{5.08}{15}$ $\frac{5.8}{15}$ $\frac{5.0}{7}$

4.8

 $\frac{5.2}{7}$ $\frac{5.7}{14}$ $\frac{5.5}{15}$ $\frac{5.07}{15}$ $\frac{4.5}{32}$ $\frac{4.4}{50}$

526

528

 $\frac{5.8}{50}$ $\frac{5.8}{30}$ $\frac{5.03}{15}$ $\frac{5.8}{15}$ $\frac{5.2}{5}$

5.0

 $\frac{5.1}{7}$ $\frac{5.6}{15}$ $\frac{5.00}{15}$ $\frac{4.8}{32}$ $\frac{4.6}{50}$

529

525

 $\frac{4.2}{50}$ $\frac{5.0}{31}$ $\frac{4.96}{15}$ $\frac{5.5}{15}$ $\frac{5.9}{14}$ $\frac{5.2}{5}$

5.2

 $\frac{5.2}{7}$ $\frac{5.6}{14}$ $\frac{5.5}{15}$ $\frac{4.95}{15}$ $\frac{4.8}{31}$ $\frac{3.9}{50}$

529

529

 $\frac{4.9}{50}$ $\frac{5.1}{33}$ $\frac{4.98}{15}$ $\frac{5.5}{15}$ $\frac{5.7}{14}$ $\frac{5.2}{6}$

5.1

 $\frac{5.3}{9}$ $\frac{5.6}{14}$ $\frac{5.5}{15}$ $\frac{4.93}{15}$ $\frac{4.5}{34}$ $\frac{3.9}{50}$

530

530

 $\frac{4.5}{50}$ $\frac{4.6}{33}$ $\frac{4.83}{15}$ $\frac{5.4}{15}$ $\frac{5.5}{14}$ $\frac{5.1}{6}$

4.9

 $\frac{5.2}{7}$ $\frac{5.7}{14}$ $\frac{5.4}{15}$ $\frac{4.83}{15}$ $\frac{4.5}{34}$ $\frac{4.3}{50}$

530

531

 $\frac{4.5}{50}$ $\frac{4.7}{33}$ $\frac{4.80}{15}$ $\frac{5.4}{15}$ $\frac{4.9}{5}$

4.8

 $\frac{5.2}{8}$ $\frac{5.5}{14}$ $\frac{5.3}{15}$ $\frac{4.80}{15}$ $\frac{4.6}{33}$ $\frac{3.7}{50}$

531

532

 $\frac{4.1}{50}$ $\frac{4.4}{30}$ $\frac{4.76}{15}$ $\frac{5.3}{15}$ $\frac{5.0}{5}$

4.8

 $\frac{5.1}{6}$ $\frac{5.4}{14}$ $\frac{5.2}{15}$ $\frac{4.77}{15}$ $\frac{4.5}{33}$ $\frac{3.8}{50}$

532

532

 $\frac{3.9}{50}$ $\frac{4.2}{32}$ $\frac{4.71}{15}$ $\frac{5.3}{15}$ $\frac{5.5}{14}$ $\frac{4.9}{4}$

4.9

 $\frac{5.2}{15}$ $\frac{4.67}{15}$ $\frac{4.1}{31}$ $\frac{2.9}{50}$

961.03.

4+50

7.1

53.9

5

6.3

54.7

+50

5.3

55.7

6

4.5

56.5

+50

3.8

57.2

7

3.3

57.7

+50

3.6

57.4

8

5.0

56.0

+50

6.5

54.5

9+02

7.7

53.3

+17

Curb

7.8

53.2

+17

Gutter

7.8

53.2

+31.96

+31.96

to Garden

7.1

53.9

$$\begin{array}{cccccccccccc} & 53.4 & & & & & & 53.6 & & & & & & \\ \hline 6.0 & 6.4 & 7.04 & 7.6 & 7.2 & & 7.3 & 7.6 & 7.4 & 6.96 & 6.3 & 4.7 & \\ 50 & 33 & 15 & 15 & 7 & 7.1 & 7 & 14 & 15 & 15 & 32 & 50 & \end{array}$$

$$\begin{array}{cccccccccccc} & 53.9 & & & & & & 54.1 & & & & & \\ \hline 5.4 & 6.1 & 6.46 & 7.1 & 6.6 & & 6.5 & 6.9 & 6.43 & 4.9 & 2.9 & & \\ 50 & 32 & 15 & 15 & 9 & 6.3 & 7 & 15 & 15 & 33 & 50 & & \end{array}$$

$$\begin{array}{cccccccccccccccc} & 55.1 & & & & & & & & & & & 56.3 & & & & \\ \hline 4.9 & 5.2 & 5.49 & 5.9 & 6.1 & 5.5 & & 5.5 & 6.0 & 5.7 & 5.52 & 4.8 & 3.4 & 1.7 & & & \\ 50 & 34 & 15 & 15 & 14 & 7 & 5.3 & 6 & 14 & 15 & 15 & 29 & 33 & 50 & & & \end{array}$$

$$\begin{array}{cccccccccccccccc} & 55.9 & & & & & & & & & & & 56.2 & & & & \\ \hline 4.4 & 4.5 & 4.39 & 5.1 & 4.8 & & 4.8 & 5.1 & 4.8 & 4.39 & 4.0 & 2.1 & 0.8 & & & & \\ 50 & 31 & 15 & 15 & 8 & 4.5 & 6 & 14 & 15 & 15 & 28 & 35 & 50 & & & & \end{array}$$

$$\begin{array}{cccccccccccccccc} & 56.4 & & & & & & & & & & & 56.8 & & & & \\ \hline 3.4 & 3.4 & 3.42 & 4.2 & 3.8 & & 4.0 & 4.3 & 4.2 & 3.61 & 2.8 & 1.1 & & & & & \\ 50 & 32 & 15 & 15 & 7 & 3.8 & 5 & 14 & 15 & 15 & 28 & 50 & & & & & \end{array}$$

$$\begin{array}{cccccccccccccccc} & 57.2 & & & & & & & & & & & 57.4 & & & & \\ \hline 3.0 & 3.0 & 3.28 & 3.7 & 3.9 & 3.5 & & 3.5 & 3.6 & 3.35 & 2.2 & 0.9 & & & & & \\ 50 & 32 & 15 & 15 & 14 & 7 & 3.3 & 7 & 15 & 15 & 34 & 50 & & & & & \end{array}$$

$$\begin{array}{cccccccccccccccc} & 56.7 & & & & & & & & & & & 56.6 & & & & \\ \hline 3.6 & 4.1 & 3.91 & 4.3 & 3.9 & & 3.8 & 4.4 & 3.90 & 3.6 & 3.7 & & & & & & \\ 50 & 34 & 15 & 15 & 7 & 3.6 & 7 & 15 & 15 & 27 & 50 & & & & & & \end{array}$$

$$\begin{array}{cccccccccccccccc} & 56.6 & & & & & & & & & & & 55.4 & & & & \\ \hline 4.3 & 4.6 & 4.85 & 5.4 & 5.6 & 5.3 & & 5.2 & 5.6 & 4.8 & 5.0 & 4.5 & & & & & \\ 50 & 30 & 15 & 15 & 14 & 7 & 5.0 & 7 & 15 & 15 & 33 & 50 & & & & & \end{array}$$

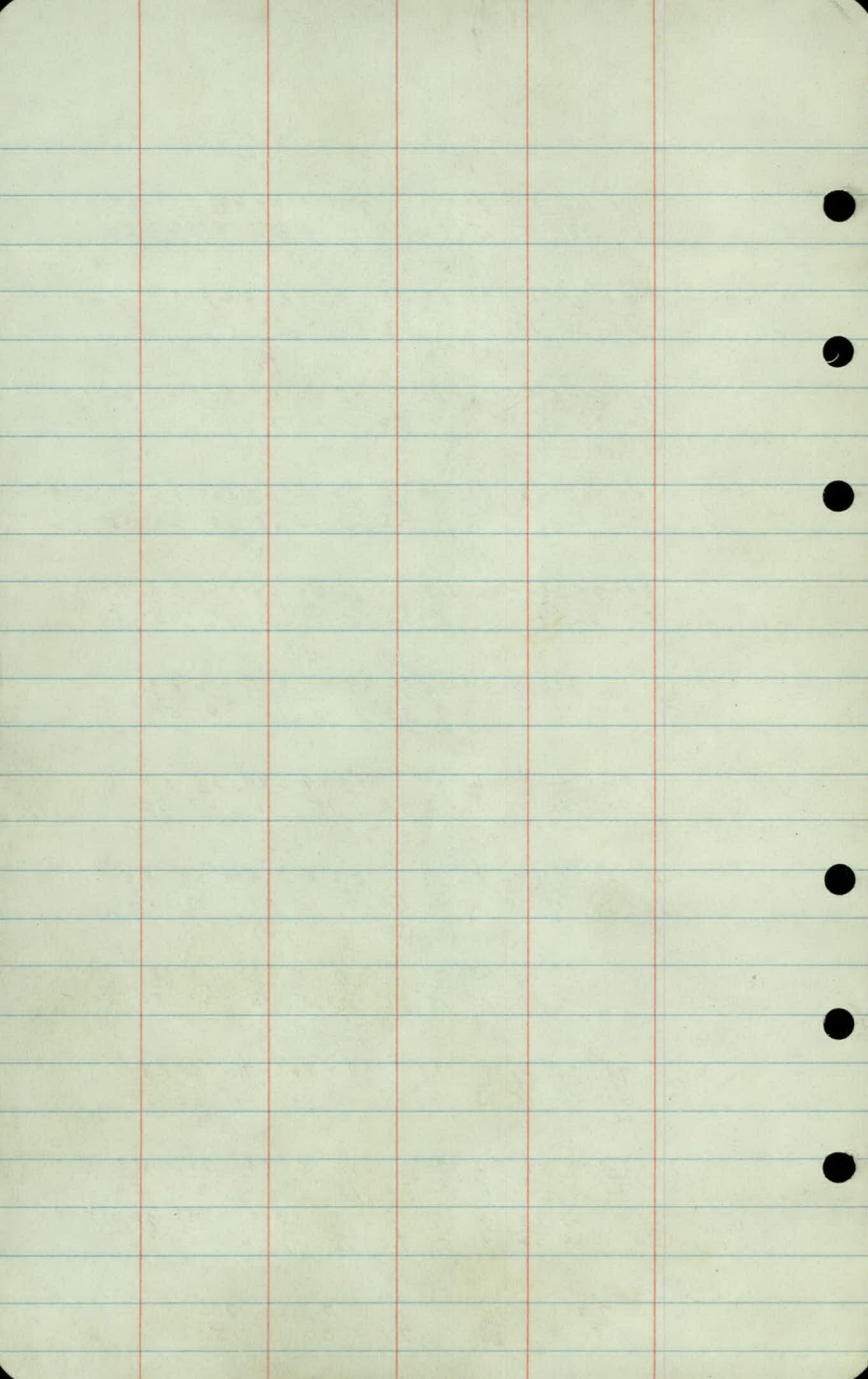
$$\begin{array}{cccccccccccccccc} & 54.1 & & & & & & & & & & & 54.2 & & & & \\ \hline 5.9 & 6.2 & 6.32 & 6.9 & & & & 6.6 & 6.8 & 6.26 & 6.4 & 8.1 & 8.1 & & & & \\ 50 & 31 & 15 & 15 & 6.5 & & & 8 & 15 & 15 & 27 & 30 & 50 & & & & \end{array}$$

$$\begin{array}{cccccccccccccccc} & 53.8 & & & & & & & & & & & 53.0 & & & & \\ \hline 6.9 & 7.1 & 7.65 & 8.0 & 8.1 & 7.8 & & 8.0 & 7.62 & 7.6 & 8.0 & 8.4 & & & & & \\ 50 & 30 & 15 & 15 & 13 & 6 & 7.7 & 15 & 15 & 28 & 30 & 50 & & & & & \end{array}$$

$$\begin{array}{cccccccccccccccc} & 53.0 & & & & & & & & & & & 52.9 & & & & \\ \hline 7.9 & 7.67 & 8.0 & 8.3 & 8.2 & 7.9 & & 8.0 & 8.4 & 8.1 & 7.56 & 8.3 & & & & & \\ 50 & 30 & 30 & 22 & 14 & 5 & 7.8 & 15 & 19 & 29 & 29 & 50 & & & & & \end{array}$$

$$\begin{array}{cccccccccccccccc} & 55.0 & & & & & & & & & & & & & & & 52.9 & \\ \hline 7.9 & 8.0 & 8.3 & 8.2 & 7.9 & & 8.0 & 8.4 & 8.1 & 7.83 & & & & & & & \\ 50 & 30 & 22 & 14 & 5 & 7.8 & 15 & 19 & 29 & 50 & & & & & & & \end{array}$$

$$\begin{array}{cccccccc} & 53.9 & & & & & & 53.7 & \\ \hline 7.2 & & & & & & 7.3 & & & & & & & & & & \\ 50 & & & & & & 30 & & & & & & & & & & \end{array}$$



Simpson St. (Falcon Hts.)

East side, from Crawford
St. North, set blue top side-
walk and gutter.

By Crompton 5/3/38

Sta.	+	Σ	-	Grade.
B.M.	8.28	961.40		953.12
0+00				53.5
0+30				53.5
1+00				53.6
+50				53.6
2+00				53.7
+50				53.7
3+00				53.8
+50				53.8
4+00				53.9
+50				54.1
5+00				54.8

Side walk
Grade
Rod
@
28'

D.T.O.L
Grade
Rod
@
15'

2

Top of Iron N.W. Cor. Crawford & Simpson

✓ 7.9_{1.3} 9.2 ✓

✓ 7.9 9.2 ✓ iup

✓ 7.8 9.1 ✓ iup

✓ 7.8 9.1 ✓ iup

✓ 7.7 9.0 ✓ iup

✓ 7.7 9.0 ✓ iup

✓ 7.6 8.9 ✓ iup

✓ 7.6 8.9 ✓ iup

✓ 7.5 8.8 ✓ iup

✓ 7.3 8.6 ✓ iup

✓ 6.6 7.9 ✓ iup

Sta.	+	X	-	Grade.
+50		961.40		55.8
6+00				56.8
+50				57.7
7+00				57.9
+50				57.4
8+00				56.4
+50				54.9
9+01.3				53.5
B.M.	3.18	957.43	7.21	954.19
				554.75
9+61.3				53.5
10+00				53.3
+50				53.0
11+00				52.8
+50				51.5
12+00				52.3
+50				51.1

Side Walk Ditch
Grade Rod @ 28'
Grade Rod @ 15'

✓ 5.6 6.9 ✓ 1' up
✓ 4.6 5.9 ✓ 1' up

✓ 3.7 5.0 ✓ 1' up

✓ 3.5 4.8 ✓ 1' up

✓ 4.0 5.3 ✓ 1' up

✓ 5.0 6.3 ✓ 1' up

✓ 6.5 7.8 ✓ 1' up

✓ 7.9 9.2 ✓ 1' up

Top of Iron N.W. Cor. Fairbanks & Simpson

✓ 3.9 5.2 ✓ 1' up

✓ 4.1 5.4 ✓ 1' up

✓ 4.4 5.7 ✓ 1' up

✓ 4.6 5.9 ✓ 1' up

✓ 4.9 6.2 ✓ 1' up

✓ 5.1 6.4 ✓ 1' up

✓ 5.3 6.6 ✓ 1' up

Sta.	+	π	-	Grade
------	---	-------	---	-------

		957.43		
--	--	--------	--	--

13+00				51.9
-------	--	--	--	------

+50				51.6
-----	--	--	--	------

14+00				51.4
-------	--	--	--	------

+50				51.1
-----	--	--	--	------

15+00				50.9
-------	--	--	--	------

15+59.8				50.59
---------	--	--	--	-------

B.M.				
------	--	--	--	--

		7.11		
--	--	------	--	--

		950.32		
--	--	--------	--	--

OK

				950.34
--	--	--	--	--------

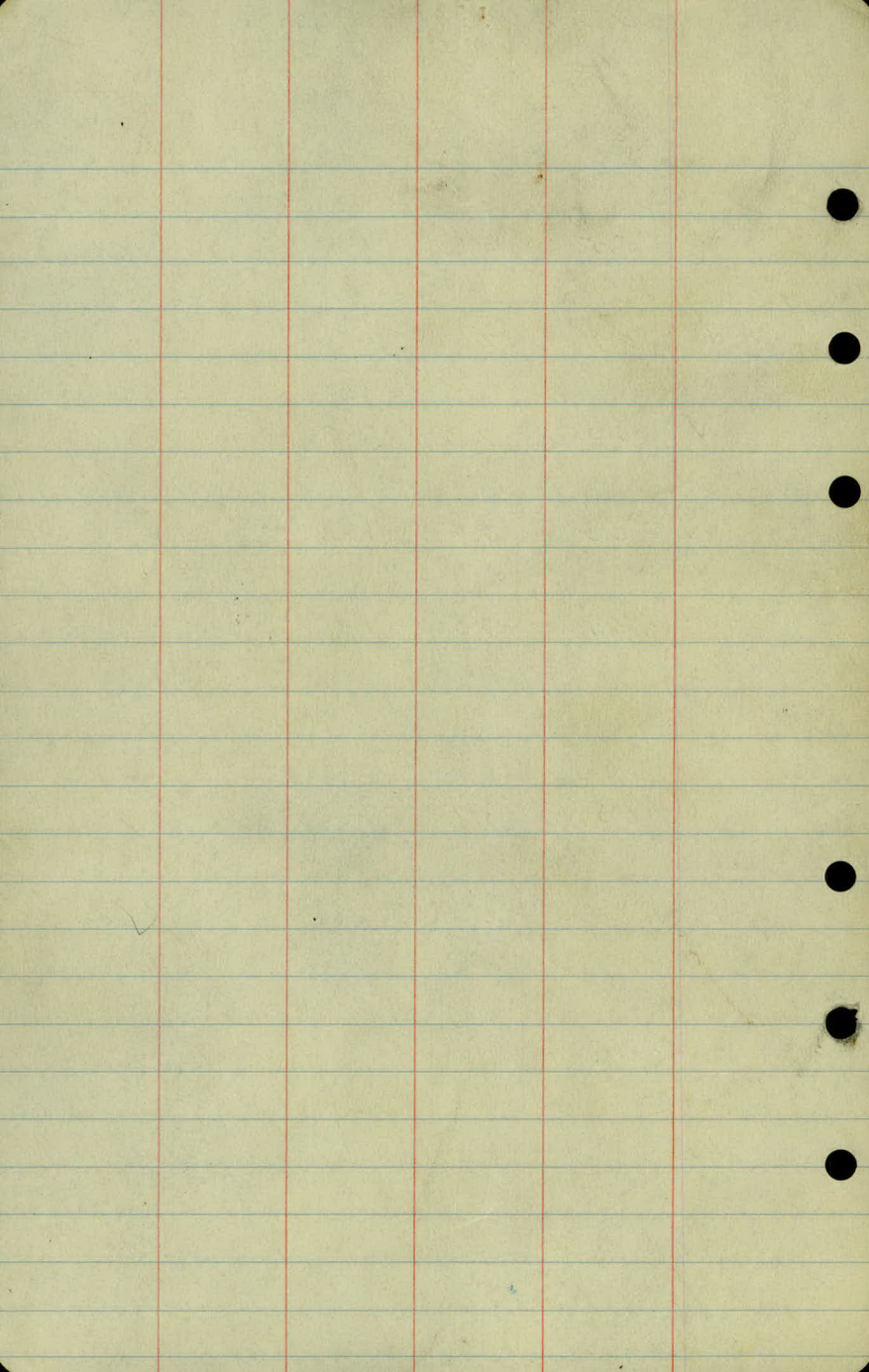
Side Walk Ditch
Grade Rod @ 28'
Grade Rod @ 15'

4

✓	^{1.3} 5.1	6.8	✓ i'up
✓	^{1.3} 5.8	7.1	✓ i'up
✓	6.0	7.3	✓ i'up
✓	^{1.3} 6.3	7.6	✓ i'up
✓	^{1.3} 6.5	7.8	✓ i'up

^{1.3}
6.8 8.1

Top of Iron S.W. Cor. Reggles & Simpson



Cranford St.
Slope Stakes

Sta.	+	⋈	-	Grade.	Grade Rod.
	5.19	958.31		953.12	
			17' R. & L.		46' R.
7+04			5.4	53.2	5.1
+50			5.4	53.2	5.1
8			5.3	53.3	5.0
+50			5.3	53.3	5.0
9			5.2	53.4	4.9
+50			5.2	53.4	4.9
+71.7			5.1	53.5	4.8
10+31.7			5.1	53.5	4.8
11			5.2	53.4	4.9
+50			5.3	53.3	5.0
12			5.4	53.2	5.1
+50			5.5	53.1	5.2
+99.2			7.45	950.86	950.92
			5.6	53.0	5.3

Lt.

E

Rt

Top of Iron N.W. Cor. Crawford & Simpson

30'

17'

17'

30'

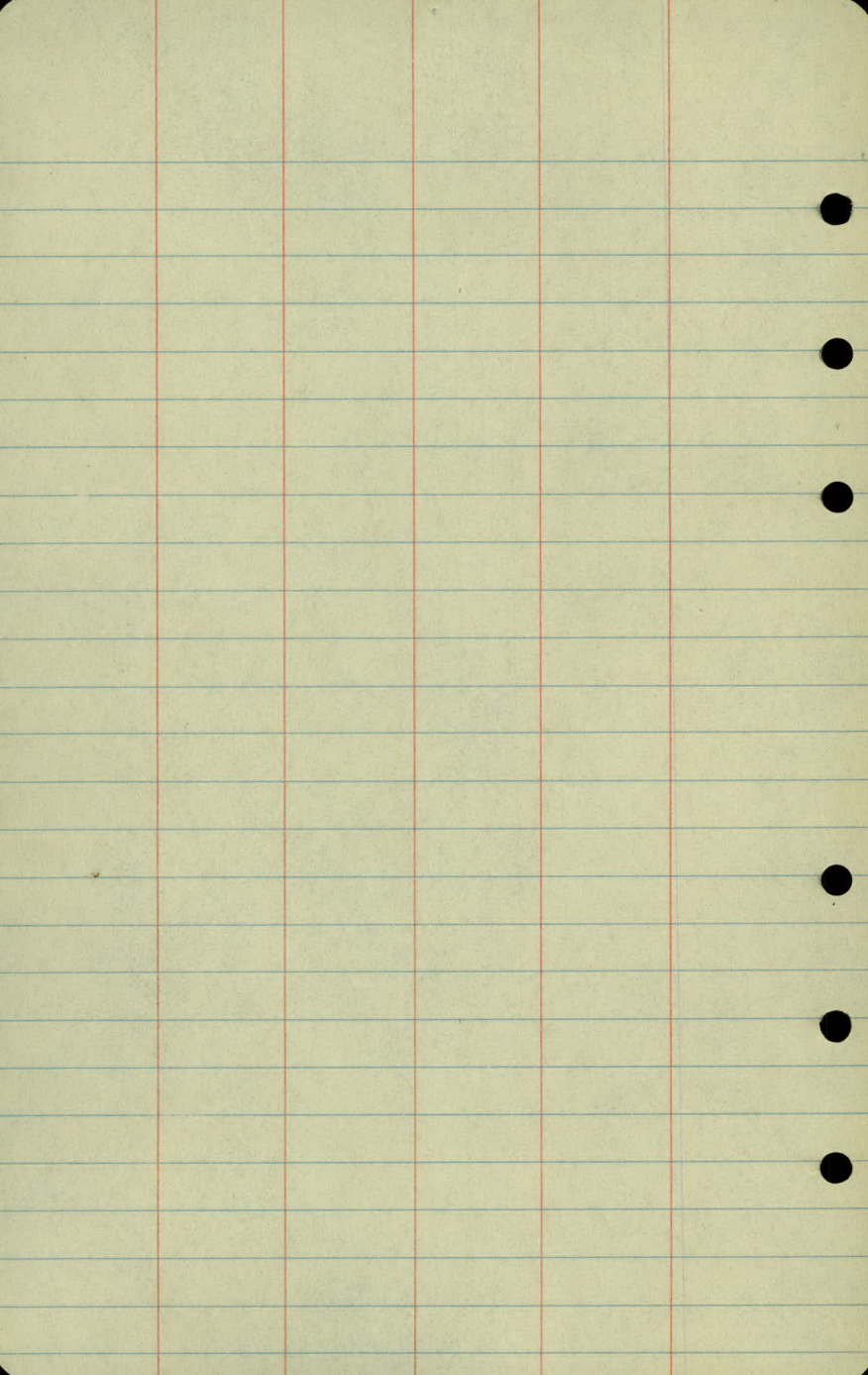
 $\frac{5.4}{B.T.}$ $\frac{5.4}{F0.3}$ $\frac{5.4}{B.T.}$ $\frac{6.8}{F1.7}$ $\frac{7.3}{F2.2}$ $\frac{7.1}{F1.7}$ $\frac{5.7}{F0.6}$ $\frac{6.6}{F1.2}$ $\frac{6.8}{F1.7}$ $\frac{7.5}{F2.5}$ $\frac{7.2}{F1.9}$ $\frac{5.9}{F0.9}$ $\frac{7.2}{F1.9}$ $\frac{6.9}{F1.9}$ $\frac{6.6}{F1.6}$ $\frac{6.9}{F1.6}$ $\frac{5.7}{F0.7}$ $\frac{6.4}{F1.1}$

No Stake

 $\frac{5.9}{F1.0}$ $\frac{5.2}{B.T.}$ $\frac{5.2}{F0.3}$ $\frac{5.2}{B.T.}$ $\frac{S.W. 5.1}{0.0}$ $\frac{5.5}{F0.6}$ $\frac{5.2}{B.T.}$ $\frac{4.9}{0.0}$ $\frac{5.2}{B.T.}$ $\frac{5.2}{F0.3}$ $\frac{5.5}{F0.7}$ $\frac{5.1}{B.T.}$ $\frac{4.7}{C0.1}$ $\frac{5.1}{B.T.}$ $\frac{5.1}{F0.3}$ $\frac{5.4}{F0.6}$ $\frac{5.1}{B.T.}$ $\frac{5.0}{F0.2}$ $\frac{5.1}{B.T.}$ $\frac{5.2}{F0.4}$ $\frac{4.9}{0.0}$ $\frac{5.2}{B.T.}$ $\frac{4.8}{C0.1}$ $\frac{5.2}{B.T.}$ $\frac{4.9}{0.0}$ $\frac{5.0}{0.0}$ $\frac{5.3}{B.T.}$ $\frac{4.9}{C0.1}$ $\frac{5.3}{B.T.}$ $\frac{5.1}{F0.1}$ $\frac{5.3}{F0.2}$ $\frac{5.4}{B.T.}$ $\frac{5.2}{F0.1}$ $\frac{5.4}{B.T.}$ $\frac{5.2}{F0.1}$ $\frac{5.6}{F0.4}$ $\frac{5.5}{B.T.}$ $\frac{5.6}{F0.4}$ $\frac{5.5}{B.T.}$ $\frac{5.6}{F0.4}$

Top of Iron N.W. Cor. Pascal & Larp.

 $\frac{5.6}{F0.3}$ $\frac{5.6}{B.T.}$ $\frac{5.6}{F0.3}$ $\frac{5.6}{B.T.}$ $\frac{5.6}{F0.3}$



✓

3

Slope Stakes
Asbury Ave.

Sta	+	Δ	-	Grade.	Grade Red
B.M.	14.59	970.88		958.29	
· 9+55				68.0	1.9
· 12				68.5	4.4
· +50				63.7	7.2
· 11				60.8	10.1
· +50				58.3	12.6
T.P.	4.17	961.31	13.74	957.14	
· 12				56.6	4.7
· +50				55.5	5.8
· 13				55.1	6.2

Lt.

C

Rt.

4

Top of Iron N.W. Cor. Fairbanks & Arona

Grade
Change

$$\left\{ \begin{array}{l} \frac{1.0}{F 0.9} \\ \frac{4.2}{C 0.2} \end{array} \right. \quad \times$$

$$\left\{ \begin{array}{l} \frac{2.5}{F 0.6} \\ \frac{4.6}{C 0.2} \end{array} \right. \quad \times$$

$$\left\{ \begin{array}{l} \frac{3.2}{F 1.3} \\ \frac{4.7}{C 0.3} \end{array} \right. \quad \times$$

$$\frac{6.8}{C 0.4}$$

$$\frac{6.0}{C 1.2}$$

$$\frac{5.8}{C 1.4}$$

$$\frac{9.1}{C 1.0}$$

$$\frac{8.3}{C 1.8}$$

$$\frac{9.8}{C 0.3}$$

$$\frac{13.8}{F 1.2}$$

$$\frac{10.6}{C 2.0}$$

$$\frac{14.0}{F 1.4}$$

$$\frac{5.0}{F 0.3}$$

$$\frac{2.8}{C 1.9}$$

$$\frac{5.2}{F 1.0}$$

$$\frac{5.6}{C 0.2}$$

$$\frac{3.8}{C 2.0}$$

$$\frac{6.2}{F 0.4}$$

$$\frac{5.0}{C 0.5}$$

$$\frac{5.0}{C 1.4}$$

$$\frac{5.8}{C 0.4}$$

Sta. + π - Grade

961.31

13+50

55.1

6.2

14

55.0

6.3

+50

55.0

6.3

15

54.9

6.4

+22

54.9

6.4

+52

54.9

6.4

B.M.

5.75

552.56

552.62

LH.

E

RH.

$$\begin{array}{r} 6.3 \\ \hline 60.9 \end{array}$$

$$\begin{array}{r} 5.3 \\ \hline 60.9 \end{array}$$

$$\begin{array}{r} 5.6 \\ \hline 60.6 \end{array}$$

$$\begin{array}{r} 5.4 \\ \hline 60.9 \end{array}$$

$$\begin{array}{r} 5.5 \\ \hline 60.8 \end{array}$$

$$\begin{array}{r} 6.0 \\ \hline 60.3 \end{array}$$

$$\begin{array}{r} 5.4 \\ \hline 60.9 \end{array}$$

$$\begin{array}{r} 5.8 \\ \hline 60.5 \end{array}$$

$$\begin{array}{r} 6.6 \\ \hline 60.3 \end{array}$$

$$\begin{array}{r} 6.3 \\ \hline 60.1 \end{array}$$

$$\begin{array}{r} 6.9 \\ \hline 60.1 \end{array}$$

$$\begin{array}{r} 7.3 \\ \hline 60.9 \end{array}$$

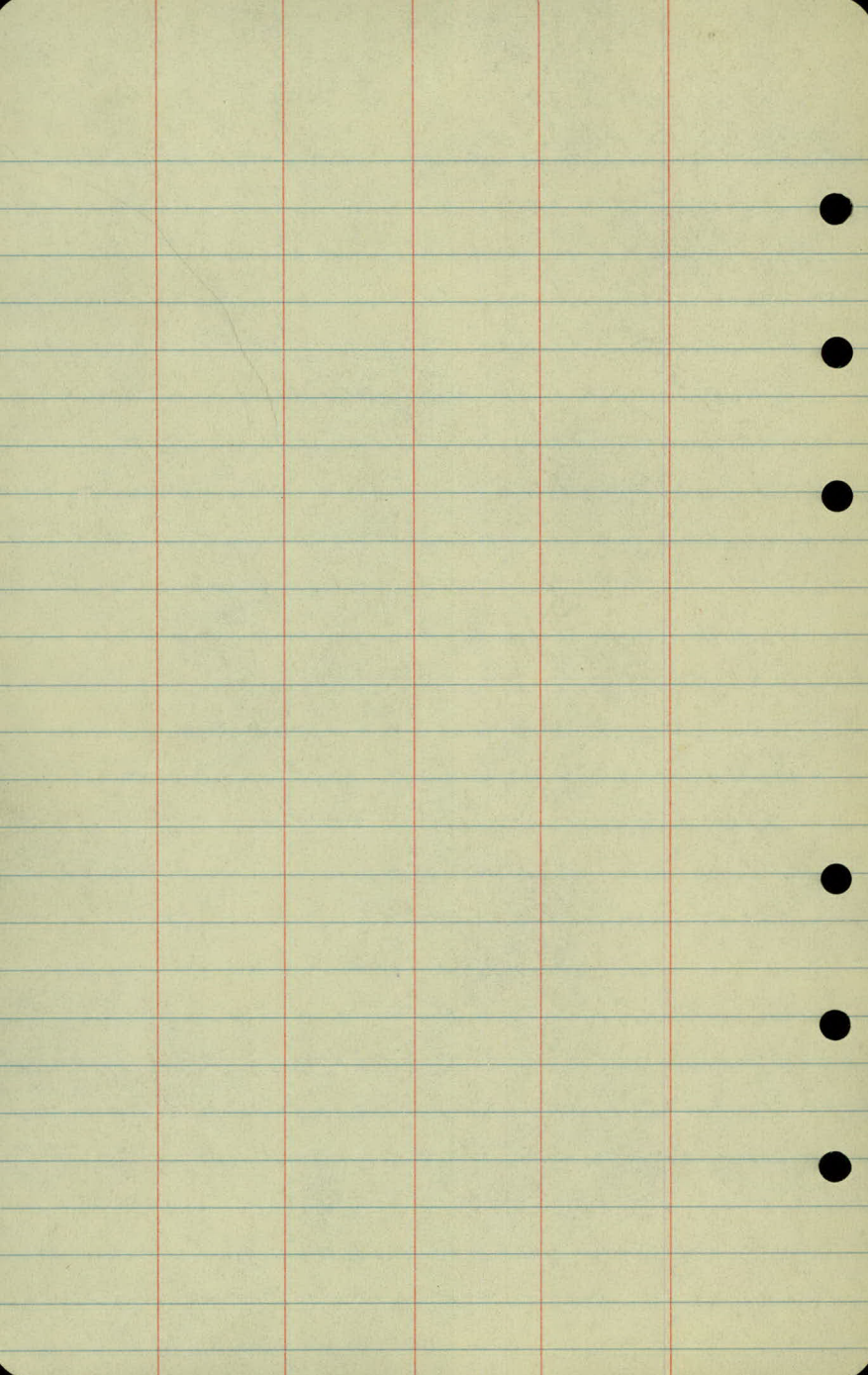
Not Set

$$\begin{array}{r} 7.2 \\ \hline 60.8 \end{array}$$

$$\begin{array}{r} 6.9 \\ \hline 60.5 \end{array}$$

$$\begin{array}{r} 7.0 \\ \hline 60.6 \end{array}$$

Top Iron 5.14 Cor. Around 4 Ruggles



✓ 16
Arona Arc.

Slope Stakes

Sta.	+	π	-	Grade
B.M.	6.37	959.49		953.12
			17' R & L	4 Grade Rod
4+14			6.6	53.7 ✓ 6.3
+50			6.6	53.7 ✓ 6.3
5			6.5	53.3 6.2
+50			6.2	53.6 5.9
6			5.7	54.1 5.4
+50			5.3	54.5 5.0
7			5.0	54.8 4.7
T.P.	5.17	961.49	2.17	957.32
+50			7.6	55.2 7.3
8			7.5	55.3 7.2

LH.

E

RT

7

Top of Iron N.W. Cor. Crawford & Simpson

30'	17'	17'	30'
$\frac{8.0}{F1.7}$	$\frac{6.6}{B1.6}$	$\frac{7.7}{F1.1}$	$\frac{8.3}{F2.2}$

Blue Top

F0.4

$\frac{6.8}{F0.5}$	$\frac{6.6}{B1.1}$	$\frac{6.5}{F0.2}$	$\frac{6.6}{B1.1}$
			$\frac{8.6}{F2.3}$

$\frac{7.1}{F0.9}$	$\frac{6.5}{B1.1}$	$\frac{6.0}{C0.2}$	$\frac{6.5}{B1.1}$
			$\frac{8.2}{F2.0}$

$\frac{5.8}{C0.1}$	$\frac{6.2}{B1.1}$	$\frac{5.6}{C0.3}$	$\frac{6.7}{F0.5}$
			No Stake
			$\frac{7.1}{F1.2}$

$\frac{5.2}{C0.2}$	$\frac{5.7}{B1.1}$	$\frac{5.2}{C0.2}$	$\frac{5.7}{B1.1}$
			$\frac{5.9}{F0.5}$

$\frac{4.5}{C0.5}$	$\frac{5.3}{B1.1}$	$\frac{4.4}{C0.6}$	$\frac{5.3}{B1.1}$
			$\frac{4.9}{C0.1}$

$\frac{4.5}{C0.2}$	$\frac{5.0}{B1.1}$	$\frac{4.2}{C0.5}$	$\frac{5.0}{B1.1}$
			$\frac{4.8}{F0.1}$

S.W. Cor. Step

$\frac{7.3}{C0.1}$	$\frac{7.5}{B1.1}$	$\frac{7.1}{C0.2}$	$\frac{7.6}{B1.1}$
			$\frac{7.8}{F0.5}$

$\frac{7.4}{F0.1}$	$\frac{7.5}{B1.1}$	$\frac{7.1}{C0.1}$	$\frac{7.5}{B1.1}$
			$\frac{7.7}{F0.1}$

Sta.	+	K	-	Grade	± Grade Rog
				967.49	17'R+L
8+50			7.3	55.5	7.0
9			7.1	55.7	6.8
+50			7.0	55.8	6.7
10			6.8	56.0	6.5
+50			6.6	56.2	6.3
11			6.4	56.4	6.1
+60			6.2	56.6	5.9
12			6.1	56.7	5.8
+50			5.9	56.9	5.6

Lt.

E

Rt.

$$\frac{7.5}{F0.5}$$

$$\frac{7.3}{B.T.}$$

$$\frac{7.2}{F0.2}$$

$$\frac{7.3}{B.T.}$$

$$\frac{7.4}{F0.4}$$

$$\frac{6.6}{C0.2}$$

$$\frac{7.1}{B.T.}$$

$$\frac{7.2}{F0.4}$$

$$\frac{8.4}{F1.3}$$

$$\frac{7.6}{F0.8}$$

$$\frac{7.1}{F0.4}$$

$$\frac{7.0}{B.T.}$$

$$\frac{6.9}{F0.2}$$

$$\frac{8.2}{F1.2}$$

$$\frac{7.3}{F0.6}$$

$$\frac{6.5}{D0}$$

$$\frac{6.8}{B.T.}$$

$$\frac{6.6}{F0.1}$$

$$\frac{6.8}{B.T.}$$

$$\frac{7.0}{F0.5}$$

$$\frac{5.8}{C0.5}$$

$$\frac{6.6}{B.T.}$$

$$\frac{6.1}{C0.2}$$

$$\frac{6.6}{B.T.}$$

$$\frac{6.3}{D0}$$

$$\frac{5.9}{C0.2}$$

$$\frac{6.4}{B.T.}$$

$$\frac{6.6}{F0.5}$$

$$\frac{7.7}{F1.3}$$

$$\frac{7.0}{F0.9}$$

$$\frac{4.9}{C1.0}$$

$$\frac{6.2}{B.T.}$$

$$\frac{6.9}{F1.0}$$

$$\frac{8.0}{F1.8}$$

$$\frac{7.5}{F1.6}$$

$$\frac{4.8}{C1.0}$$

$$\frac{6.1}{B.T.}$$

$$\frac{6.1}{F0.3}$$

$$\frac{7.4}{F1.3}$$

$$\frac{6.8}{F1.0}$$

$$\frac{4.3}{C1.3}$$

$$\frac{5.4}{C0.5}$$

$$\frac{5.2}{C0.4}$$

$$\frac{5.9}{B.T.}$$

$$\frac{6.0}{F0.4}$$

512.

+

x

-

Grade.

959.78

1.43

958.35

958.29

962.49

12+86

B.M.

5.8

57.0

5.5

4.22

958.27

958.29

13
13+16

B.M.

7.16

959.78

952.62

13+46

3.1

57.0

2.8

14

3.7

56.4

3.4

+50

4.2

55.9

3.9

15

4.7

55.4

4.4

+50

5.3

54.8

5.0

16

5.8

54.3

5.5

+50

6.3

53.8

6.0

17

6.8

53.3

6.5

Grade Revised See Notes by A.L.B. 10/6/37

L.H.

E

R.H.

9

30'	17'		17'	30'
$\frac{4.3}{C1.2}$	$\frac{5.8}{B.T.}$	$\frac{4.8}{C0.7}$	$\frac{5.8}{B.T.}$	$\frac{5.6}{F0.1}$

Top of Iron N.W. Cor. Fairbanks & Arona

$\frac{1.6}{C1.2}$	$\frac{2.5}{C0.6}$	$\frac{2.3}{C0.5}$	$\frac{3.1}{B.T.}$	$\frac{3.4}{F0.6}$
--------------------	--------------------	--------------------	--------------------	--------------------

→ Top of Iron S.W. Cor. Ruggles & Arona

$\frac{3.6}{F0.2}$	$\frac{4.7}{F1.0}$	$\frac{3.9}{F0.5}$	$\frac{5.4}{F1.7}$	$\frac{5.0}{F1.6}$
--------------------	--------------------	--------------------	--------------------	--------------------

$\frac{4.3}{F0.4}$	$\frac{5.4}{F1.2}$	$\frac{4.5}{F0.6}$	$\frac{5.2}{F1.0}$	$\frac{5.2}{F1.3}$
--------------------	--------------------	--------------------	--------------------	--------------------

$\frac{4.1}{C0.3}$	$\frac{4.7}{B.T.}$	$\frac{4.4}{C0.0}$	$\frac{4.7}{B.T.}$	$\frac{4.8}{F0.4}$
--------------------	--------------------	--------------------	--------------------	--------------------

$\frac{4.4}{C0.6}$	$\frac{5.3}{B.T.}$	$\frac{4.4}{C0.6}$	$\frac{5.3}{B.T.}$	$\frac{5.3}{F0.3}$
--------------------	--------------------	--------------------	--------------------	--------------------

$\frac{4.7}{C0.8}$	$\frac{5.8}{B.T.}$	$\frac{4.9}{C0.6}$	$\frac{5.8}{B.T.}$	$\frac{5.6}{F0.1}$
--------------------	--------------------	--------------------	--------------------	--------------------

$\frac{5.2}{C0.8}$	$\frac{6.3}{B.T.}$	$\frac{5.6}{C0.4}$	$\frac{6.3}{B.T.}$	$\frac{6.4}{F0.4}$
--------------------	--------------------	--------------------	--------------------	--------------------

$\frac{5.7}{C0.8}$	$\frac{6.8}{B.T.}$	$\frac{6.5}{C0.0}$	$\frac{7.9}{F1.1}$	$\frac{7.0}{F0.5}$
--------------------	--------------------	--------------------	--------------------	--------------------

Sta.	+	π	-	Grade.
		959.78	17' R&L	$\pm$ Grade
17+50		Grade Revised See Notes by A.L.B. 10/27	7.4	52.7 7.1
18			7.9	52.2 7.6
+50			8.5	51.6 8.2
19			9.0	51.1 8.7
+08				51.0
+44.2				50.7
B.M.			1.43	958.35 958.29

B.M. 5.05 957.27 957.67

19+44.2 50.7 7.0

Lt.

E

Rt.

30'	17'		17'	30'
<u>6.7</u>	<u>7.4</u>		<u>8.7</u>	<u>7.9</u>
60.4	8.7		F1.3	F0.8

<u>7.7</u>	<u>7.9</u>		<u>9.8</u>	<u>8.7</u>
F0.1	B.T.		F1.9	F0.8

<u>8.3</u>	<u>8.5</u>		<u>8.5</u>	<u>7.0</u>
F0.1	B.T.		B.T.	F0.8

<u>8.0</u>	<u>9.0</u>		<u>9.0</u>	<u>8.7</u>
C0.7	B.T.		B.T.	F0.0

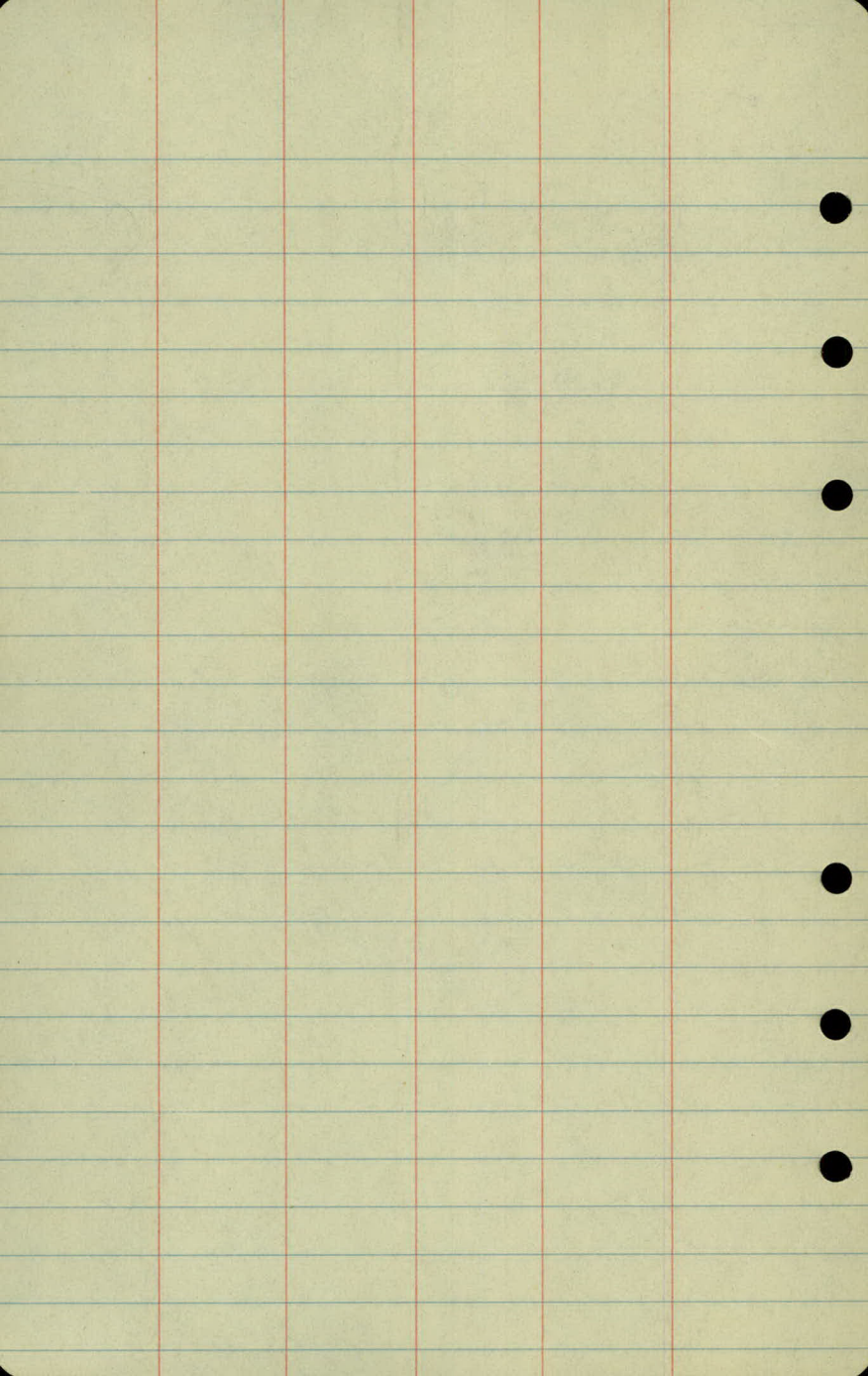
Top of Iron N.W. Cor, Fairbanks + Arona

Top Iron Sw Cor Arona + Ruggles

$\frac{5.8}{0.1}$

$\frac{5.8}{0.12}$

$\frac{6.4}{0.06}$



✓

11

Simpson Ave.
Slope Stakes.

Sta.	+	⌒	-	Grade	Red
B.M.	7.47	958.39		950.92	

0+00				53.5	
------	--	--	--	------	--

+30				53.5	4.9
-----	--	--	--	------	-----

1				53.6	4.8
---	--	--	--	------	-----

+50				53.6	4.8
-----	--	--	--	------	-----

2				53.7	4.7
---	--	--	--	------	-----

+50				53.7	4.7
-----	--	--	--	------	-----

3				53.8	4.6
---	--	--	--	------	-----

+50				53.8	4.6
-----	--	--	--	------	-----

+813				53.9	4.5
------	--	--	--	------	-----

Lt.

C

Rt.

12

Top from N.W. Cor. Pascal & Carpenter

$$\frac{5.6}{F.0.7}$$

$$\frac{5.0}{F.0.1}$$

$$\frac{5.5}{F.0.6}$$

$$\frac{6.1}{F.1.3}$$

$$\frac{5.4}{F.0.6}$$

$$\frac{6.0}{F.1.1}$$

$$F \frac{6.4}{T.6}$$

$$\frac{5.5}{F.0.7}$$

$$\frac{5.6}{F.0.8}$$

$$F \frac{6.4}{T.7}$$

$$\frac{5.7}{F.1.0}$$

$$\frac{5.8}{F.1.1}$$

$$F \frac{6.5}{T.8}$$

$$\frac{5.8}{F.1.1}$$

$$\frac{5.6}{F.0.9}$$

$$F \frac{6.4}{T.8}$$

$$\frac{5.8}{F.1.2}$$

$$\frac{5.9}{F.1.3}$$

$$\frac{6.4}{F.1.8}$$

$$\frac{5.8}{F.1.2}$$

$$F \frac{5.4}{0.8}$$

$$F \frac{6.2}{T.9}$$

$$\frac{5.9}{F.1.4}$$

$$\frac{6.0}{F.1.1}$$

Sta. + π - Grade.

958.39

4

53.9

4.5

+50

54.7

4.2

+81.3

54.5

3.9

T.P

9.93

964.21

4.11

954.28

5

54.8

9.4

+50

55.7

8.5

+81.3

56.4

7.8

6

56.8

7.4

+63

57.8

6.4

7

57.9

6.3

Lt.

Z

Rt.

$$\frac{6.0}{F1.5}$$

$$\frac{5.8}{F1.3}$$

$$\frac{6.0}{F1.5}$$

$$\frac{5.3}{F1.1}$$

$$\frac{5.0}{F0.8}$$

$$\frac{3.1}{F0.9}$$

$$\frac{4.7}{F0.8}$$

$$\frac{4.1}{F0.4}$$

$$\frac{3.8}{C0.1}$$

$$\frac{10.4}{F1.0}$$

$$\frac{9.5}{F0.1}$$

$$\frac{9.4}{C0.0}$$

$$\frac{9.0}{F0.5}$$

$$\frac{8.2}{C0.3}$$

$$\frac{7.4}{C1.1}$$

$$\frac{8.4}{F0.6}$$

$$\frac{7.4}{C0.4}$$

$$\frac{6.2}{C1.6}$$

$$\frac{8.1}{F0.7}$$

$$\frac{6.9}{C0.5}$$

$$\frac{5.9}{C1.5}$$

$$\frac{6.3}{C0.1}$$

$$\frac{4.8}{C1.2}$$

$$\frac{3.0}{C3.4}$$

$$\frac{6.4}{F0.1}$$

$$\frac{4.3}{12.0}$$

$$\frac{2.7}{C3.6}$$

Sta. + π - Grade

964.21

7+21. 57.8 6.4

+50 57.4 6.8

8 56.4 7.8

B.M. 4.88 959.13 9.96 954.25 954.25

+63 54.6 4.5

9+01³ 53.5 5.6

+31.3 53.5 5.6

+61.3 53.5 5.6

10 53.6 5.5

+50 53.6 5.5

Lt.

E

Rt.

$$\frac{6.1}{6.03}$$

$$\frac{4.6}{6.18}$$

$$\frac{3.7}{6.27}$$

$$\frac{7.2}{6.04}$$

$$\frac{6.4}{6.04}$$

$$\frac{7.5}{6.07}$$

$$\frac{8.8}{6.10}$$

$$\frac{9.3}{6.15}$$

$$\frac{10.1}{6.23}$$

T. from N.W. Cor. Fairbanks & Simpson

$$\frac{6.2}{6.17}$$

$$\frac{6.2}{6.17}$$

$$\frac{6.5}{6.20}$$

$$\frac{6.4}{6.08}$$

$$\frac{6.6}{6.10}$$

$$\frac{6.7}{6.11}$$

$$\frac{5.2}{6.04}$$

$$\frac{5.5}{6.01}$$

$$\frac{6.0}{6.04}$$

$$\frac{4.9}{6.01}$$

$$\frac{5.0}{6.05}$$

$$\frac{5.5}{6.00}$$

$$\frac{4.5}{6.10}$$

$$\frac{4.9}{6.06}$$

$$\frac{5.4}{6.01}$$

Sta. + π - Grade

959.13

11 53.7 5.4

+50 53.8 5.3

+60 53.8 5.3

12 53.8 5.3

+50 53.7 5.4

13 53.4 5.7

+50 52.9 6.2

14 52.4 6.7

+50 51.8 7.3

Grade Revised see notes by A.L.B. 10/97

LH.

C

RH.

$$\frac{6.1}{F.O.7}$$

$$\frac{5.9}{F.O.5}$$

$$\frac{5.8}{F.O.4}$$

$$\frac{5.7}{F.O.4}$$

$$\frac{5.3}{C.O.O}$$

$$\frac{5.2}{C.O.1}$$

$$\frac{5.8}{F.O.5}$$

$$\frac{5.8}{F.O.5}$$

$$\frac{5.8}{F.O.5}$$

$$\frac{5.8}{F.O.4}$$

$$\frac{6.0}{F.O.6}$$

$$\frac{6.0}{F.O.6}$$

$$\frac{5.8}{F.O.5}$$

$$\frac{6.0}{F.O.3}$$

$$\frac{5.9}{F.O.5}$$

$$\frac{6.1}{C.O.O}$$

$$\frac{6.5}{F.O.3}$$

$$\frac{6.2}{C.O.O}$$

$$\frac{6.2}{C.O.1}$$

$$\frac{6.4}{C.O.3}$$

$$\frac{6.4}{C.O.3}$$

$$\frac{6.9}{C.O.4}$$

$$\frac{6.9}{C.O.4}$$

$$\frac{6.9}{C.O.4}$$

Sta. + π - Grade

959.13

15

51.3_u

7.8

+40

50.9

8.2

+59.8

50.6

B.M.

4.36

954.70

8.79

950.34

950.34

+59.8

50.6

4.1

Grade Revised see notes by P.L.B.

LH

E

RH

$$\frac{8.3}{F.O.5}$$

$$\frac{8.0}{F.O.2}$$

$$\frac{7.5}{C.O.3}$$

$$\frac{8.9}{F.O.7}$$

$$\frac{8.2}{C.O.0}$$

$$\frac{7.7}{C.O.5}$$

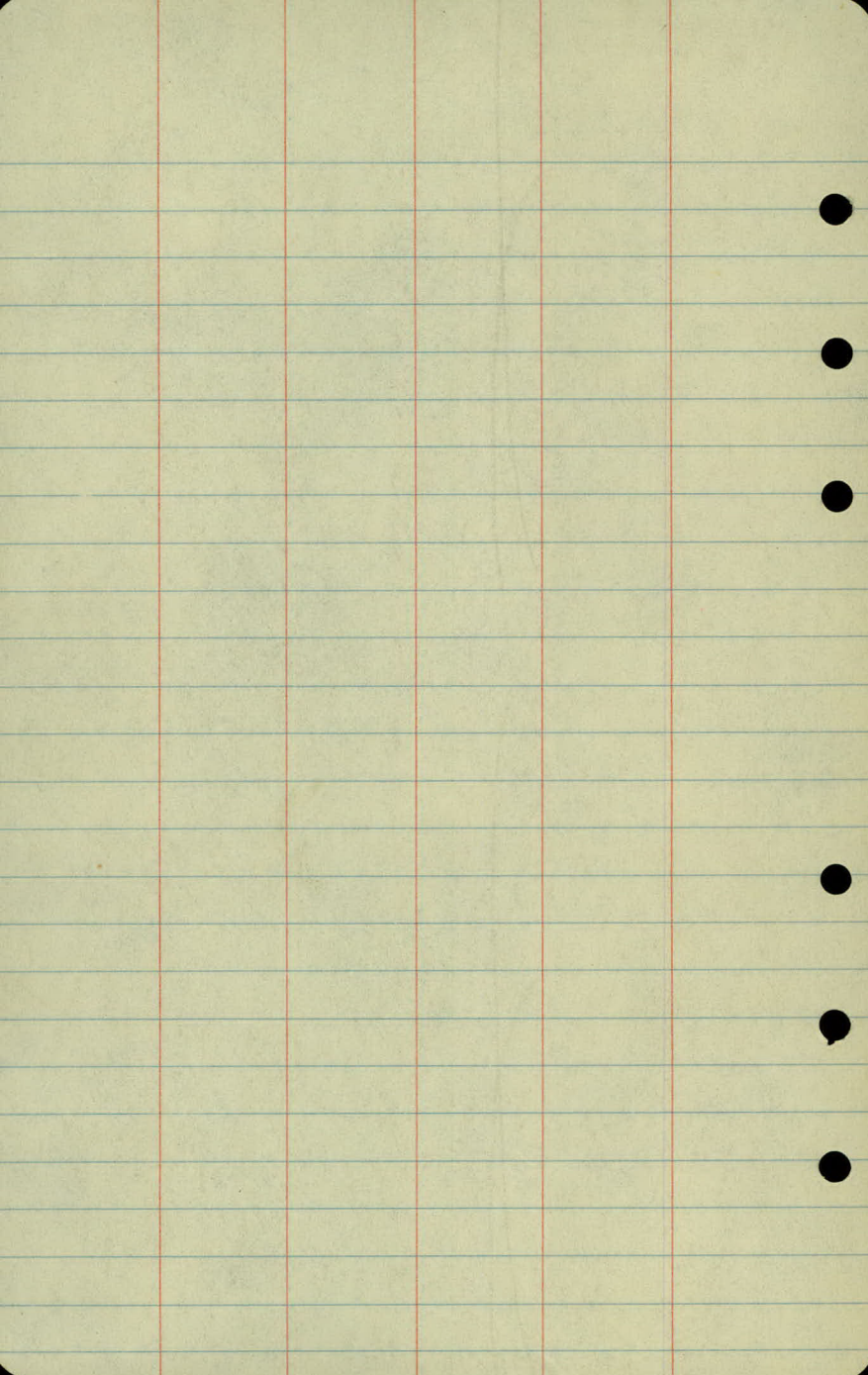
More Haystacks

Top Hon S.W. Cor. Simpson & Ruggles. HG

$$\frac{4.3}{F.O.2}$$

$$\frac{3.8}{C.O.3}$$

$$\frac{3.2}{C.O.9}$$



Fairbanks St.
Slope Stakes

Sta. + X - Grade

B.M. 12.91 971.20 958.29

3+76 69.0 2.2

4 68.6 2.6
1.2

+50 67.4 3.8
1.8

5 65.6 5.6
1.4

+50 63.2 8.0

6 60.0 11.2

+43 57.0 14.2

B.M. 0.83 959.14 12.91 958.29

+73 57.0

Grades Revised see notes by H.L.B. 10/3/37

LT

Q

RT

18

Top of Iron. N.W. Cor. Fairbanks & Arond

$$\frac{3.5}{F 1.3}$$

$$\frac{3.0}{F 0.8}$$

$$\frac{1.0}{C 1.2}$$

$$\frac{4.2}{F 1.6}$$

$$\frac{3.8}{F 1.2}$$

$$\frac{1.6}{C 1.0}$$

$$\frac{4.7}{F 0.9}$$

$$\frac{4.0}{F 1.1}$$

$$\frac{2.5}{C 1.3}$$

$$\frac{5.1}{C 0.5}$$

$$\frac{6.0}{F 0.4}$$

$$\frac{4.0}{C 1.6}$$

$$\frac{7.9}{C 0.1}$$

$$\frac{7.3}{C 0.7}$$

$$\frac{6.8}{C 1.2}$$

$$\frac{11.4}{F 0.2}$$

$$\frac{10.7}{C 0.5}$$

$$\frac{11.3}{F 0.1}$$

$$\frac{13.0}{C 1.2}$$

$$\frac{12.5}{F 1.7}$$

$$\frac{13.0}{C 1.2}$$

Grade
Change

Sta. + π - Grade.

959.14

7+03

57.0 2.1

+50

56.4 2.7

8

55.7 3.4

+50

55.0 4.1

9

54.4 4.7

+70

53.5 5.6

B.M. 5.71 959.96 4.87 954.25

10

53.5 6.5

+30

53.5 6.5

+50

53.4 6.8

11

53.1 6.9

CH

Q

CH

19

$$\frac{2.4}{F.O.6}$$

$$\frac{2.1}{C.O.0}$$

$$\frac{2.2}{F.O.1}$$

$$\frac{3.7}{F.I.0}$$

$$\frac{3.1}{F.O.4}$$

$$\frac{3.4}{F.O.7}$$

$$\frac{4.5}{F.I.1}$$

$$\frac{3.8}{F.O.4}$$

$$\frac{4.3}{F.O.9}$$

$$\frac{4.2}{F.O.1}$$

$$\frac{3.9}{C.O.2}$$

$$\frac{4.6}{F.O.5}$$

$$\frac{4.3}{C.O.4}$$

$$\frac{4.5}{C.O.2}$$

$$\frac{5.4}{F.O.7}$$

$$\frac{5.2}{C.O.4}$$

$$\frac{5.7}{F.O.1}$$

$$\frac{6.4}{F.O.8}$$

T. Iron N.W. Cor. Fairbanks & Simpson

$$\frac{6.9}{F.O.4}$$

$$\frac{6.9}{F.O.4}$$

$$\frac{7.6}{F.I.1}$$

$$\frac{6.4}{C.O.5}$$

$$\frac{5.9}{C.I.0}$$

$$\frac{6.7}{C.O.2}$$

Sta. + Δ - Grade
 959.96

11+52 52.8 7.2

12 52.5 7.5

+48 52.2 7.8

+97 52.0 8.0

B.M. 7.12 957.84 957.72

Lt.

Z

Rt.

20

$$\frac{5.7}{C 1.5}$$

$$\frac{5.3}{C 1.9}$$

$$\frac{6.5}{C 0.7}$$

$$\frac{4.8}{C 2.7}$$

$$\frac{4.3}{C 3.2}$$

$$\frac{5.3}{C 2.7} \quad \times$$

$$\frac{4.9}{C 2.9}$$

$$\frac{4.7}{C 3.1}$$

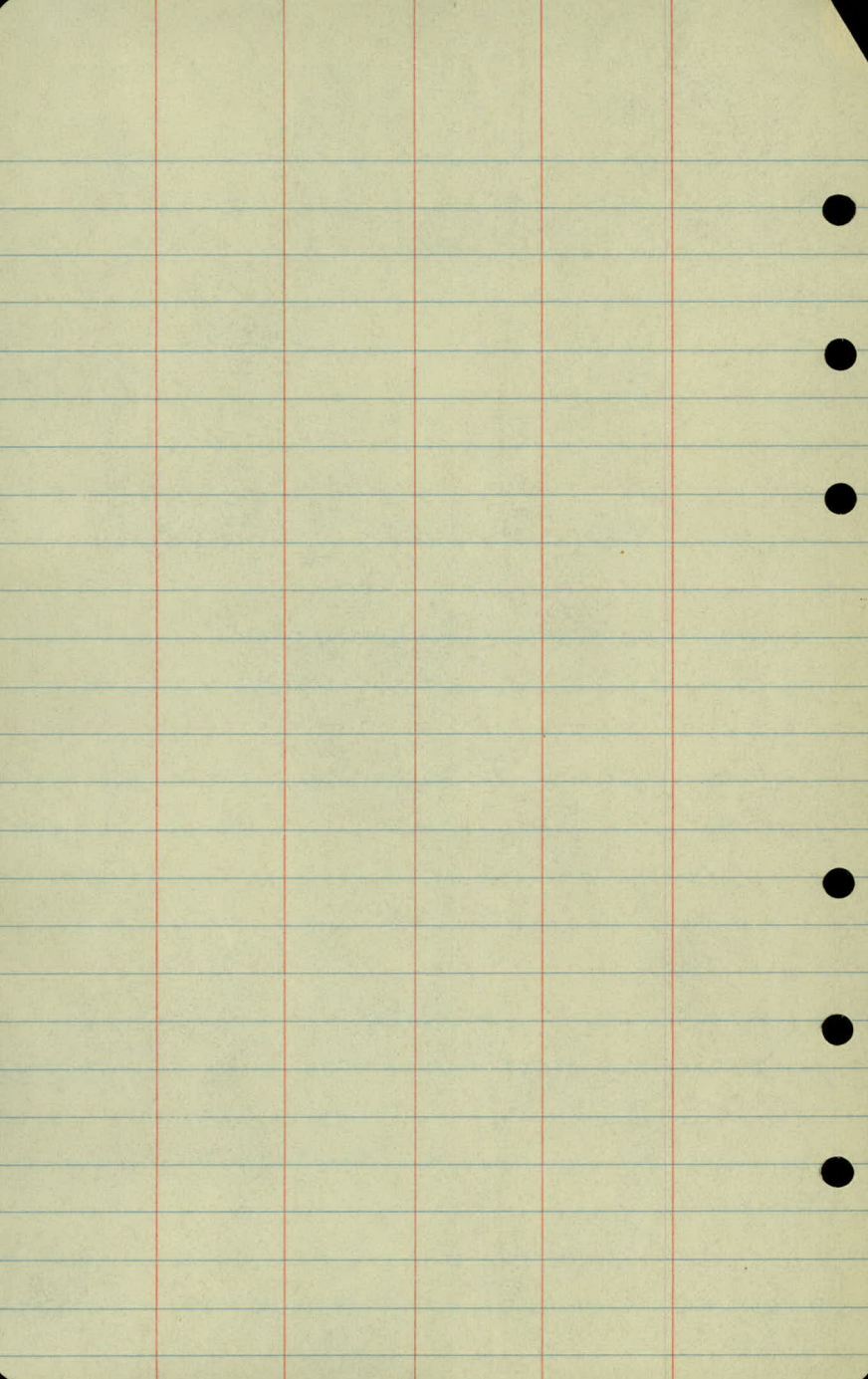
$$\frac{5.1}{C 2.7}$$

$$\frac{7.4}{C 0.6}$$

$$\frac{7.5}{C 0.5}$$

$$\frac{7.6}{C 0.4}$$

Top Iron N.W. Cor. Fairbanks & Pascal



Ruggles St.
Special Ditch

Sta.	+	π	-	Grade
B.M.	5.36	957.98		952.62

3+76				53.63 4.4
------	--	--	--	-----------

4				53.25 4.7
---	--	--	--	-----------

+50				52.46 5.5
-----	--	--	--	-----------

5				51.67 6.3
---	--	--	--	-----------

+50				50.88 7.1
-----	--	--	--	-----------

6				50.09 7.9
---	--	--	--	-----------

+43				49.41 8.6
-----	--	--	--	-----------

7+03				49.41 8.6
------	--	--	--	-----------

Lt.

Q

Rt.

22

Top of Iron S.W. Cor. Arona + Ruggles

$$\begin{array}{r} 36 \\ 60.8 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 3.7 \\ 60.7 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 36 \\ 61.1 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 36 \\ 61.1 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 3.3 \\ 62.2 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 3.2 \\ 62.3 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 3.7 \\ 64.4 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 3.5 \\ 64.5 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 4.4 \\ 62.7 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 4.6 \\ 62.5 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 5.1 \\ 62.8 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 5.5 \\ 62.4 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 5.4 \\ 62.2 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 5.5 \\ 62.1 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 6.4 \\ 62.0 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 6.6 \\ 62.0 \\ \hline 30 \end{array}$$

Sta. + π - Grade.

957.98

7+50

49.40 8.6

8

49.39 8.6

+50

49.37 8.6

9

49.36 8.6

+70

49.34 8.6

B.M.

5.88

916.22

7.64

910.34

910.34

10+30

49.34 6.9

11

49.13 7.1

+50

48.98 7.4

LH.

E

RH.

$$\begin{array}{r} 84 \\ \hline 60.2 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 8.5 \\ \hline 60.1 \\ \hline \end{array}$$

$$\begin{array}{r} 94 \\ \hline 60.0 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 93 \text{ No} \\ \text{Pitch} \\ \hline 60.0 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 97 \\ \hline 60.0 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 96 \\ \hline 60.0 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 103 \\ \hline 60.0 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 98 \\ \hline 60.0 \\ \hline 30 \end{array}$$

+153

$$\begin{array}{r} 96 \\ \hline 60.0 \\ \hline 12 \end{array}$$

$$\begin{array}{r} +478 \quad 2.6 \\ \hline 60.0 \\ \hline 7.6 \\ \hline 61.0 \end{array}$$

T. from 5.14 Cal. Simpson + Ruggles

$$\begin{array}{r} 4.8 \\ \hline 62.1 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 4.8 \\ \hline 62.1 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 5.2 \\ \hline 61.9 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 5.2 \\ \hline 61.9 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 5.5 \\ \hline 61.7 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 5.8 \\ \hline 61.4 \\ \hline 30 \end{array}$$

Sta. + ∇ - Grade.

916.22

12

48.83 7.4

+50

48.69 7.5

+97

48.55 7.7

B.M.

6.10

950.12

950.12

Lt.

L

Rt.

24

$$\begin{array}{r} 5.9 \\ \hline 61.5 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 6.3 \\ \hline 61.1 \\ \hline 30 \end{array}$$

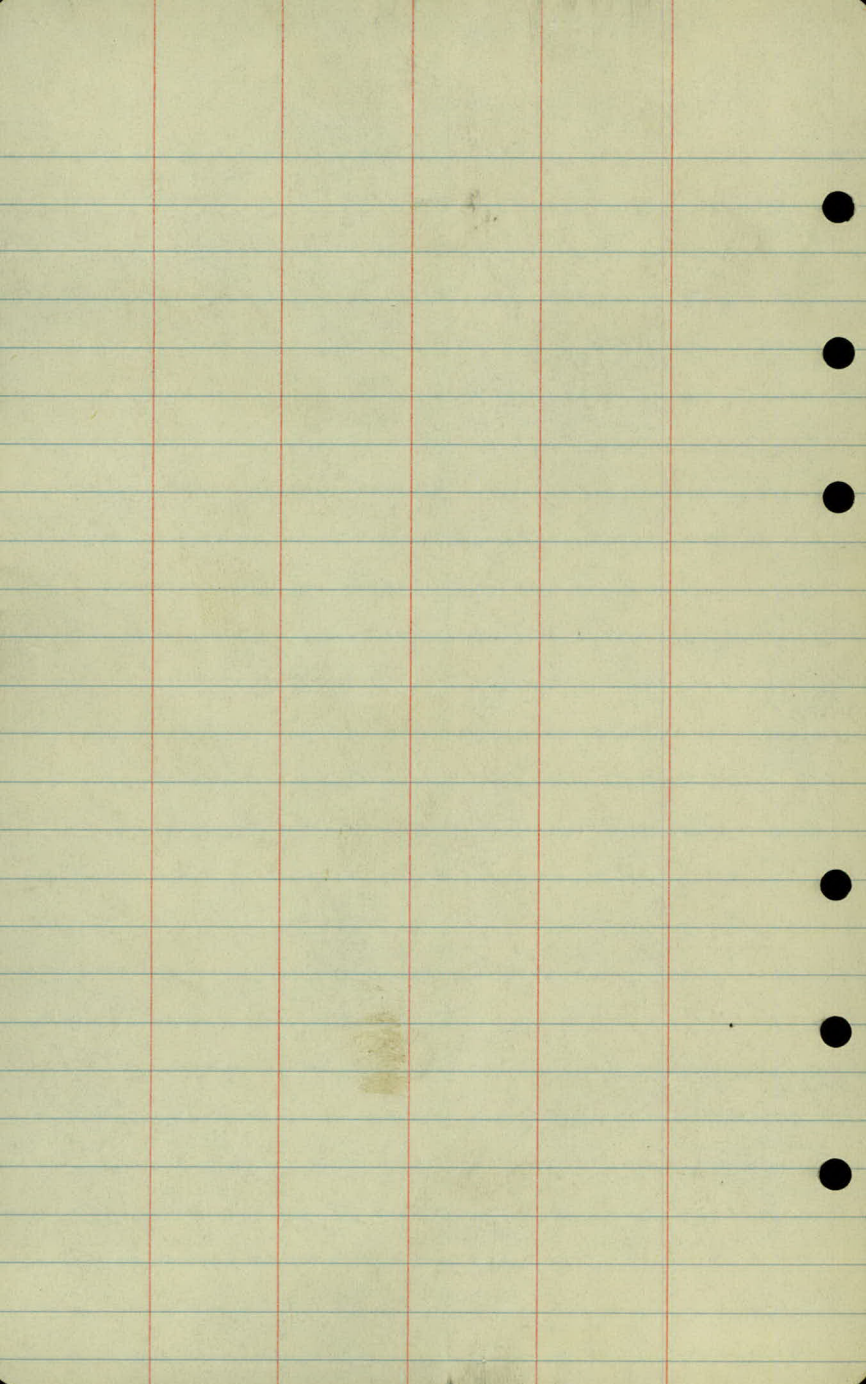
$$\begin{array}{r} 5.9 \\ \hline 61.6 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 6.0 \\ \hline 61.5 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 5.7 \\ \hline 62.0 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 6.1 \\ \hline 61.6 \\ \hline 30 \end{array}$$

Top from S.W. Cor. P3221 & R339/25



25 / ALB.
9/30/37

E Levels on Fairbanks Between Snelling & Asbury.

B.M. 13.50 971.79 958.29

0+00 E Snelling 4.3 67.5

+10 Edge Pavement 4.4 67.4

+50 3.3 68.5

1+00 1.8 70.0

+50 1.0 70.8

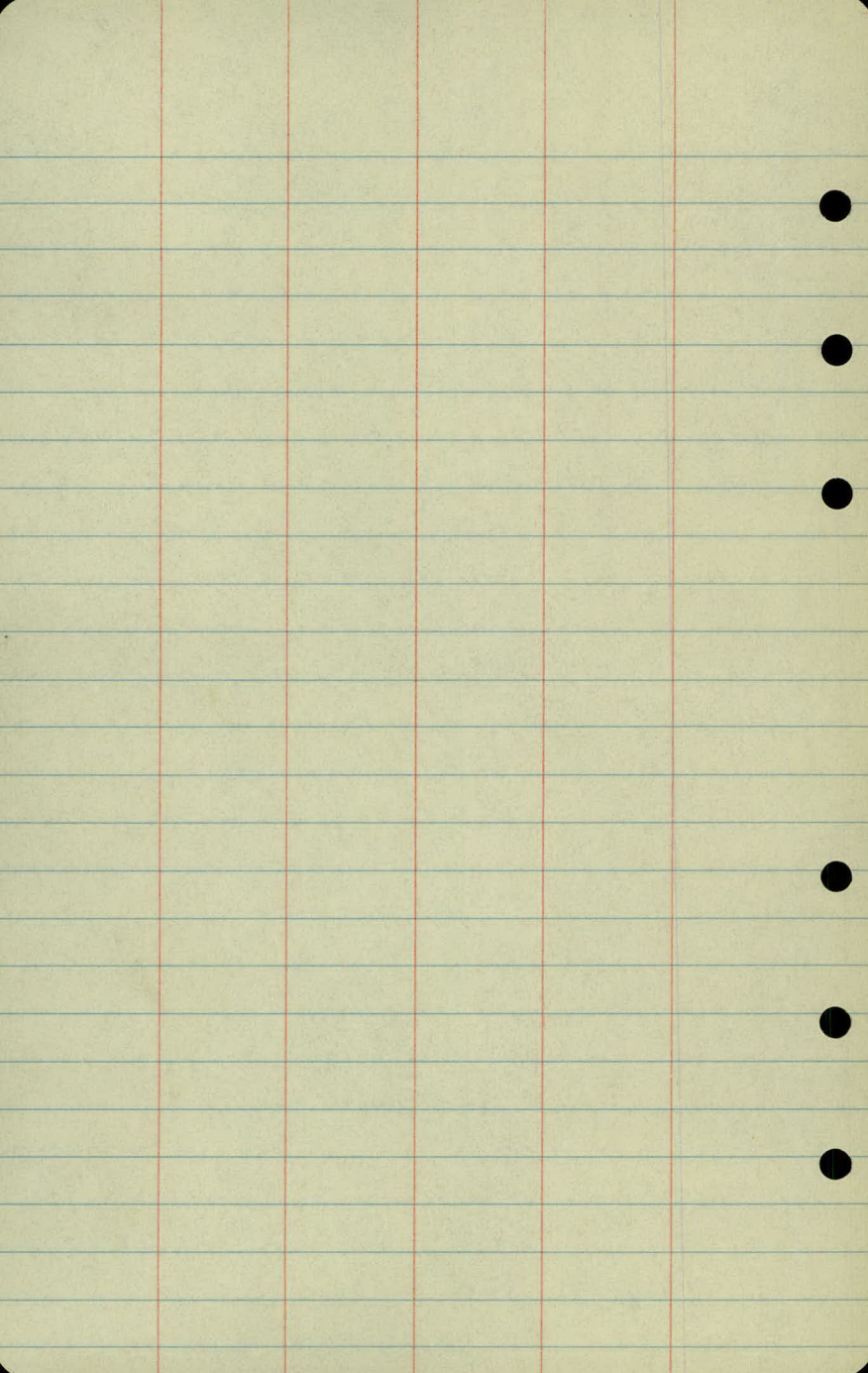
2+00 1.0 70.8

+50 1.3 70.5

3+00 2.0 69.8

+16 2.3 69.5

Top of Iron N.W. Cor. Fairbanks & Arona



ALB 9/30/27

27

Levels on Asbury
So. of Fairbanks

B.M. 13.50 971.79 958.29

8+95 So. P.L. 2.4 69.4

+50 2.7 69.1

8+00 3.3 68.5

+50 4.5 67.3

7+00 6.0 65.8

+50 7.7 64.1

6+00 8.9 62.9

Lt.

E

Rt.

28

Top of Iron N. W. Cor. Fairbanks & Arona

Sta.

+

π

-

Elev.

Asbury Ave. change of grade
by A.L.B. see copy of field
plans. 9/30/37

Sta.	+	K	-	Elev.
B.M.	13.50	971.79		958.29

9+55				67.5 4.3
------	--	--	--	----------

10				66.2 5.6
----	--	--	--	----------

+50				63.7 8.1
-----	--	--	--	----------

Lt.

E

Rt.

30

Top of iron N.W. Cor. Fairbanks & Avondale

$$\begin{array}{r} 3.1 \\ 1.2 \\ \hline \end{array}$$

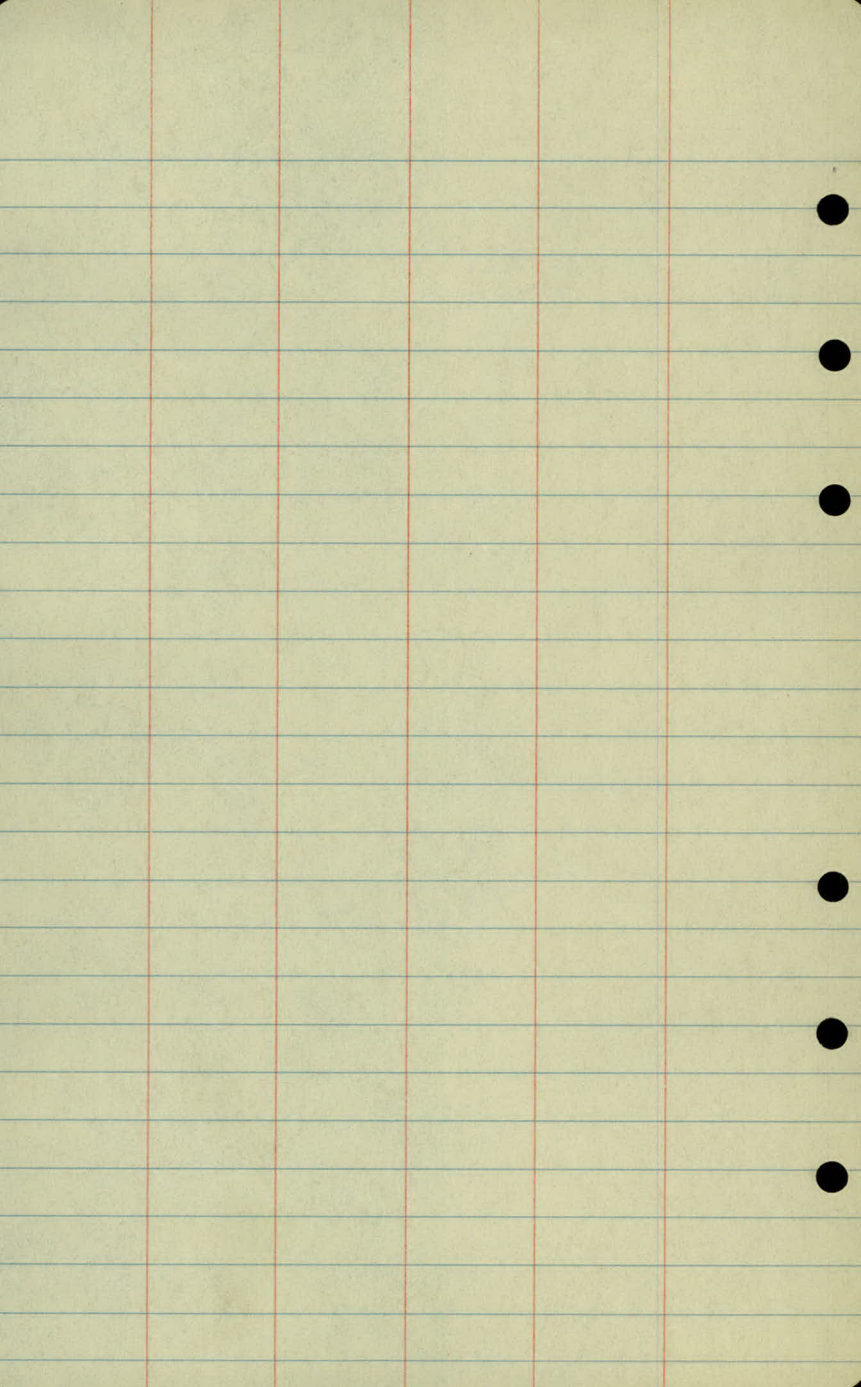
$$\begin{array}{r} 4.2 \\ 60.1 \\ \hline \end{array}$$

$$\begin{array}{r} 5.1 \\ 60.5 \\ \hline \end{array}$$

$$\begin{array}{r} 5.6 \\ 60.0 \\ \hline \end{array}$$

$$\begin{array}{r} 7.7 \\ 60.4 \\ \hline \end{array}$$

$$\begin{array}{r} 6.7 \\ 61.4 \\ \hline \end{array}$$



Fairbanks Ave. change of grade
by A.B. see copy of field plans.

9/30/37

Sta.	+	x	-	Grade
B.M.	13.50	971.79		958.29

3+76				67.5	4.3
------	--	--	--	------	-----

4				67.4	4.4
---	--	--	--	------	-----

+50			x	66.8	5.0
-----	--	--	---	------	-----

5				65.4	6.4
---	--	--	--	------	-----

+50			x	63.1	8.9
-----	--	--	---	------	-----

6				60.0	11.8
---	--	--	--	------	------

Grade Revised See notes by H.L.B. 10/1/37

LH.

E

RT

32

Top of Iron N.W. Cor. Fairbanks & Arona

$$\frac{4.2}{C 0.1}$$

$$\frac{1.5}{C 2.8}$$

$$\frac{4.8}{F 0.4}$$

$$\frac{2.2}{C 2.2}$$

$$\frac{5.3}{F 0.3}$$

$$\frac{3.1}{C 1.9}$$

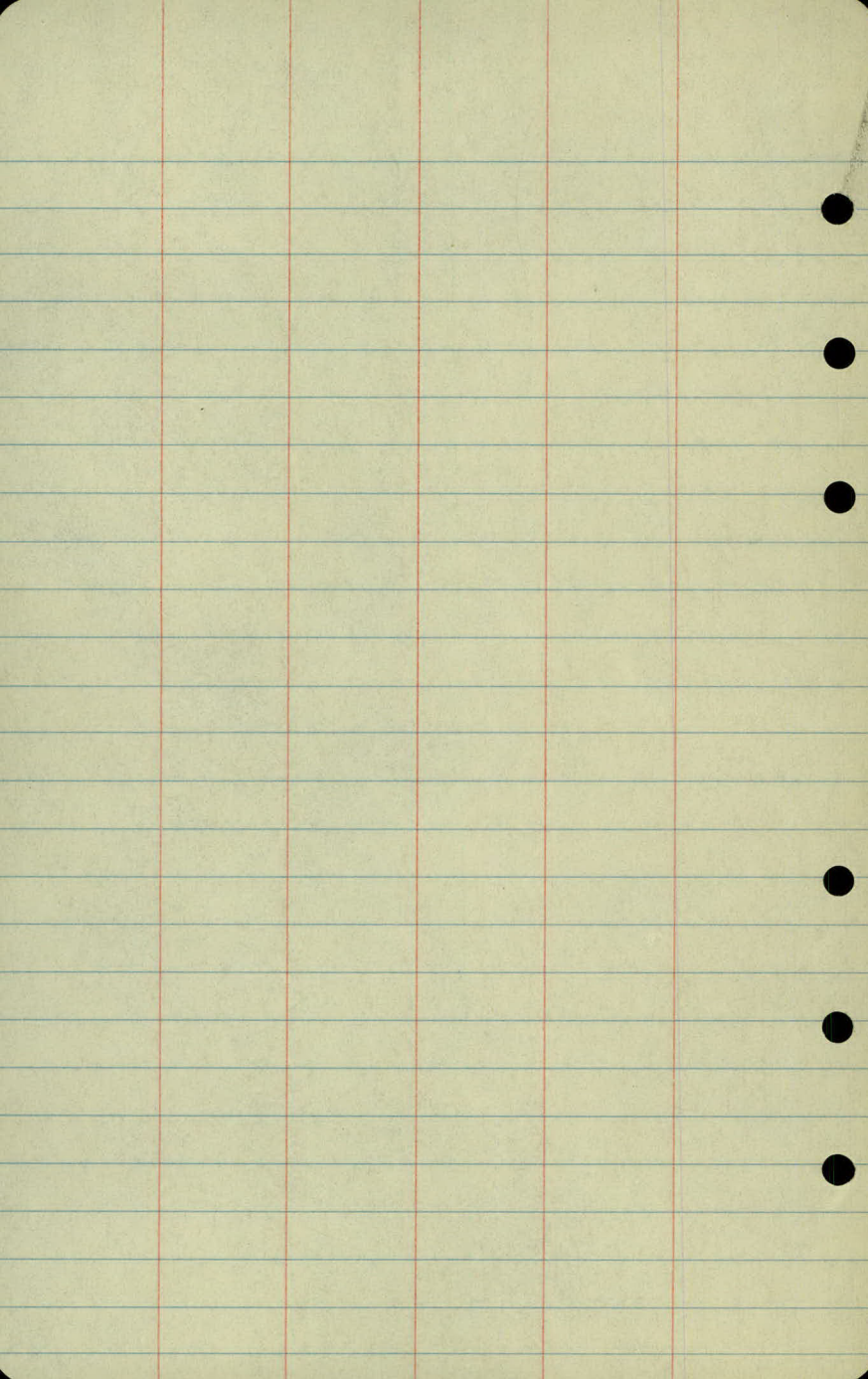
$$\frac{5.7}{C 0.7}$$

$$\frac{4.6}{C 1.8}$$

$$\frac{8.5}{F 0.2}$$

$$\frac{7.4}{C 1.3}$$

$$\frac{12.0}{F 0.2}$$



Lt.

L

Lt.

33

Fairbanks (Snelling to Asbury)
Grades by ALB- 2/20/37

Sta.	+	π	-	Grade
B.M.	13.50	991.79		958.29
T.P.	6.24	975.50	2.53	969.46

0+50				68.0	7.5
------	--	--	--	------	-----

1				69.0	6.5
---	--	--	--	------	-----

+50				69.7	5.8
-----	--	--	--	------	-----

2				69.8	5.7
---	--	--	--	------	-----

+50				69.2	6.3
-----	--	--	--	------	-----

3				68.0	7.5
---	--	--	--	------	-----

3+16				67.5	8.0
------	--	--	--	------	-----

Lt.

C

Rt

34

Top of Iron N.W. Cor. Fairbanks & Arone.

$$\begin{array}{r} 1.3 \\ \hline C 6.2 \end{array}$$

$$\begin{array}{r} 7.0 \\ \hline C 0.5 \end{array}$$

$$\begin{array}{r} 2.1 \\ \hline C 5.4 \end{array}$$

$$\begin{array}{r} 3.2 \\ \hline C 3.3 \end{array}$$

$$\begin{array}{r} 5.5 \\ \hline C 1.0 \end{array}$$

$$\begin{array}{r} 3.3 \\ \hline C 3.2 \end{array}$$

$$\begin{array}{r} 4.1 \\ \hline C 1.7 \end{array}$$

$$\begin{array}{r} 4.7 \\ \hline C 1.1 \end{array}$$

$$\begin{array}{r} 4.8 \\ \hline C 1.0 \end{array}$$

$$\begin{array}{r} 4.3 \\ \hline C 1.4 \end{array}$$

$$\begin{array}{r} 4.7 \\ \hline C 1.0 \end{array}$$

$$\begin{array}{r} 5.4 \\ \hline C 0.3 \end{array}$$

$$\begin{array}{r} 6.1 \\ \hline C 0.2 \end{array}$$

$$\begin{array}{r} 5.0 \\ \hline C 1.3 \end{array}$$

$$\begin{array}{r} 5.2 \\ \hline C 1.1 \end{array}$$

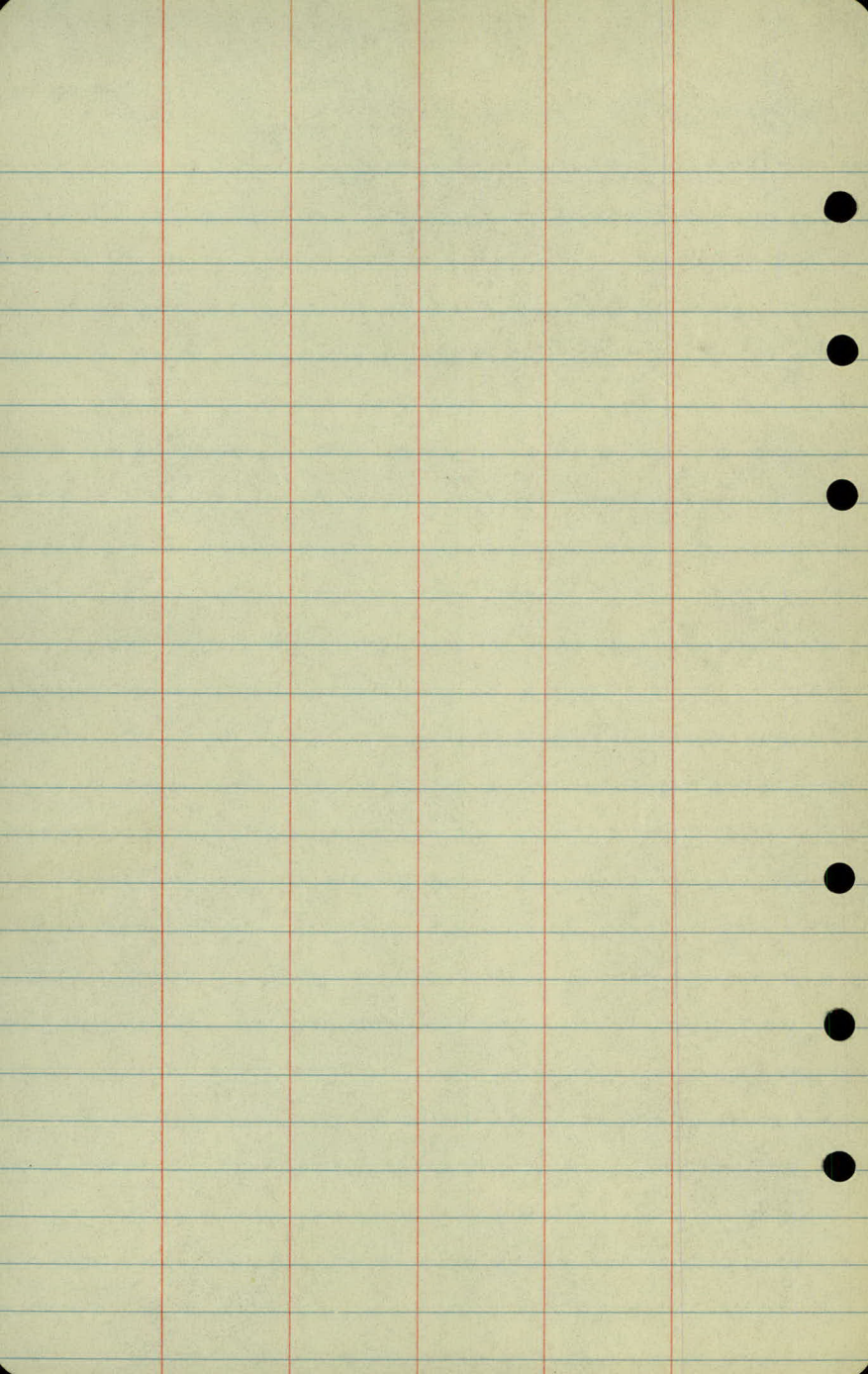
$$\begin{array}{r} 6.6 \\ \hline C 0.9 \end{array}$$

$$\begin{array}{r} 5.8 \\ \hline C 1.7 \end{array}$$

$$\begin{array}{r} 4.6 \\ \hline C 2.9 \end{array}$$

$$\begin{array}{r} 6.0 \\ \hline C 2.0 \end{array}$$

$$\begin{array}{r} 4.7 \\ \hline C 3.3 \end{array}$$



Asbury Ave.

Fairbanks 50. Lake Chena

Grades by A.L.B. 9/30/37

Sta.	+	π	-	Grade
B.M.	1350	971.79		958.29
T.P.	6.24	975.50	2.53	969.46

7+50				67.3	8.2
------	--	--	--	------	-----

8				68.1	7.4
---	--	--	--	------	-----

+50				68.0	7.5
-----	--	--	--	------	-----

+95				67.5	8.0
-----	--	--	--	------	-----

Lt.

E

Rt.

36

Top Iron N.W. Cor Fairbanks & Arona

$$\frac{8.7}{F.O.1}$$

$$\frac{8.3}{C.O.0}$$

$$\frac{9.2}{F.I.0}$$

$$\frac{7.3}{C.O.1}$$

$$\frac{7.0}{C.O.4}$$

$$\frac{7.3}{C.O.1}$$

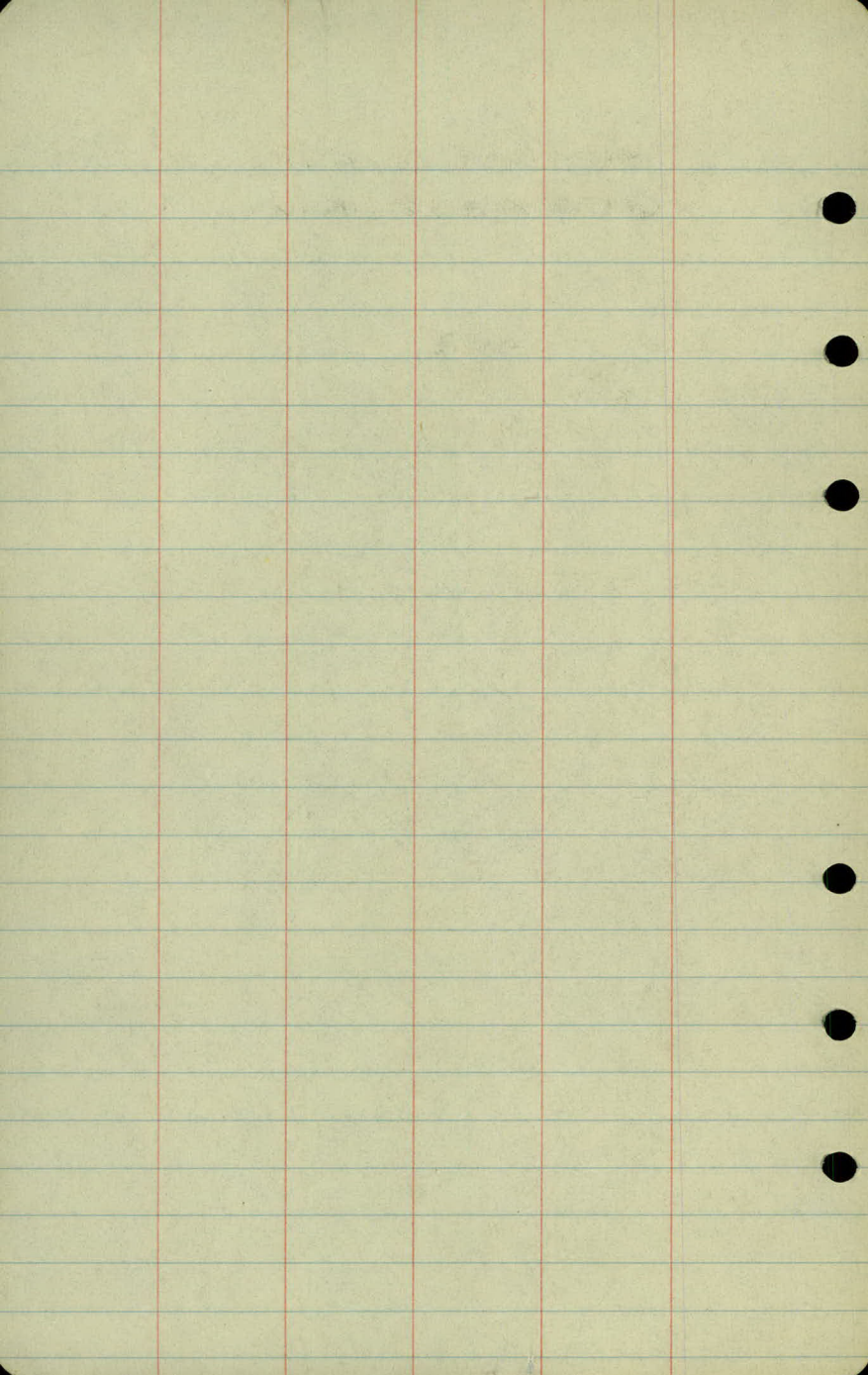
$$\frac{5.6}{C.I.9}$$

$$\frac{6.5}{C.I.0}$$

$$\frac{5.6}{C.I.9}$$

$$\frac{6.2}{C.I.8}$$

$$\frac{5.3}{C.I.7}$$



ARONA (Vorpentour to Crawford)

Revision of Section

10/
4/
37

£

Sta.	+	Σ	-	Grade
B.M.	5.70	957.50		957.80

0+49.5			51.7	5.8
--------	--	--	------	-----

1			51.9	5.6
---	--	--	------	-----

+50			52.1	5.4
-----	--	--	------	-----

2			52.4	5.1
---	--	--	------	-----

+50			52.6	4.9
-----	--	--	------	-----

3			52.9	4.6
---	--	--	------	-----

+54.0			53.2	4.3
-------	--	--	------	-----

B.M.		3.41	954.09	954.04
------	--	------	--------	--------

Lt.

£

Rt.

Top of iron N.W. Cor. Crawford & Arona.

$$\begin{array}{r} 74 \\ \hline F. 1.6 \\ 30 \end{array}$$

$$\begin{array}{r} 5.6 \\ \hline C. 0.2 \\ 30 \end{array}$$

$$\begin{array}{r} 70 \\ \hline F. 1.2 \\ 30 \end{array}$$

$$\begin{array}{r} 7.1 \\ \hline F. 1.5 \\ 30 \end{array}$$

$$\begin{array}{r} 5.3 \\ \hline C. 0.2 \\ 30 \end{array}$$

$$\begin{array}{r} 6.9 \\ \hline F. 1.3 \\ 30 \end{array}$$

$$\begin{array}{r} 6.4 \\ \hline F. 1.0 \\ 30 \end{array}$$

$$\begin{array}{r} 4.8 \\ \hline C. 0.6 \\ 30 \end{array}$$

$$\begin{array}{r} 6.2 \\ \hline F. 0.8 \\ 30 \end{array}$$

$$\begin{array}{r} 5.4 \\ \hline F. 0.3 \\ 30 \end{array}$$

$$\begin{array}{r} 4.5 \\ \hline C. 0.6 \\ 30 \end{array}$$

$$\begin{array}{r} 5.5 \\ \hline F. 0.4 \\ 30 \end{array}$$

$$\begin{array}{r} 4.9 \\ \hline C. 0.0 \\ 30 \end{array}$$

$$\begin{array}{r} 4.4 \\ \hline C. 0.5 \\ 30 \end{array}$$

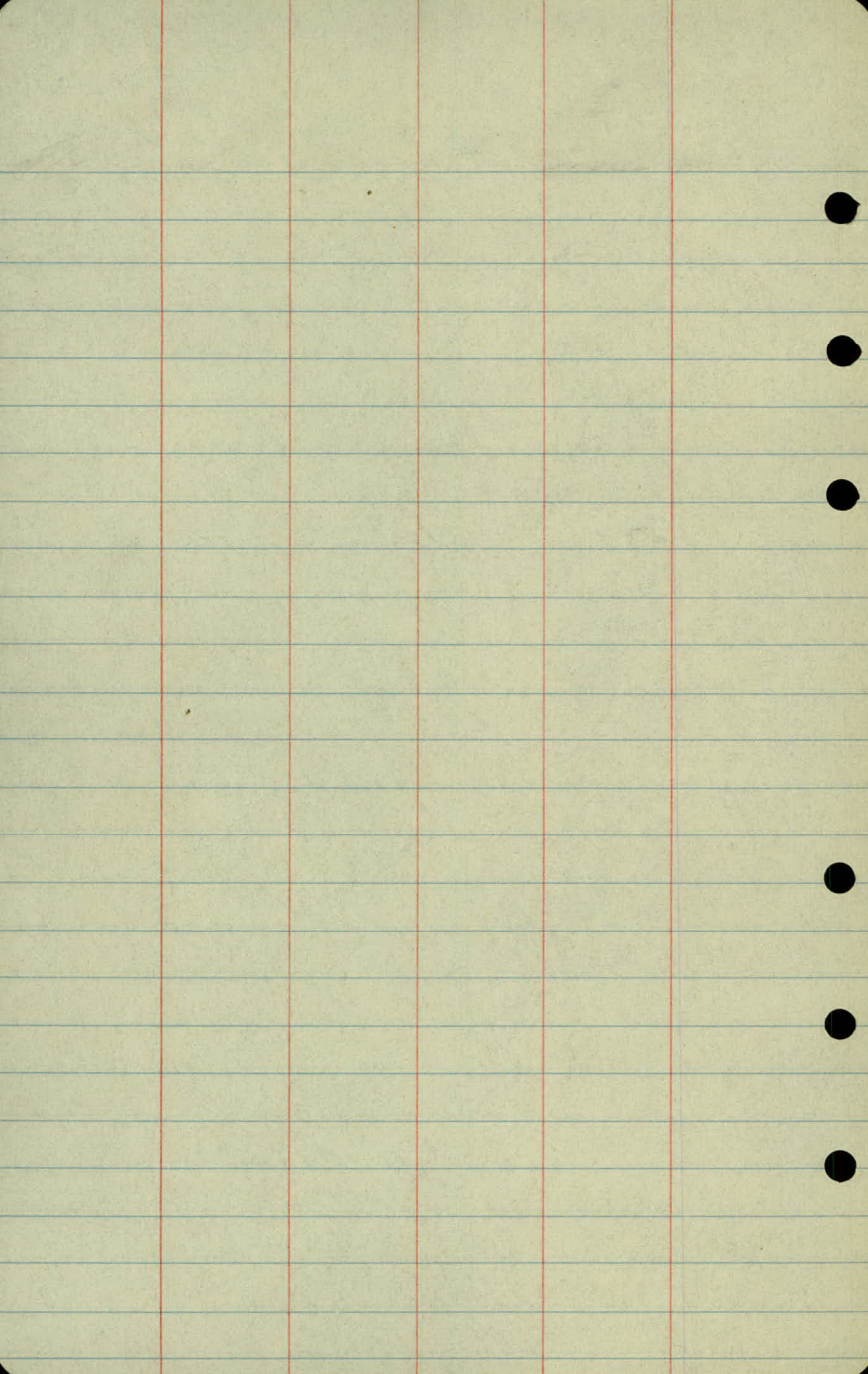
$$\begin{array}{r} 5.1 \\ \hline F. 0.2 \\ 30 \end{array}$$

$$\begin{array}{r} 4.8 \\ \hline F. 0.2 \\ 30 \end{array}$$

$$\begin{array}{r} 4.2 \\ \hline C. 0.4 \\ 30 \end{array}$$

$$\begin{array}{r} 5.5 \\ \hline F. 0.9 \\ 30 \end{array}$$

Top of iron N.W. Cor. Asbury & Crawford



CRAWFORD ST.

Snelling to Arena.

Revision of Section

10/9/37

713.12

£

Sta.

+

x

-

Grade

B.M.

5.04

959.08

954.04

1+60

56.7

2.4

2

56.0

3.1

+50

55.2

3.9

3

54.5

4.6

+17

54.2

4.9

+47

54.0

5.1

4

53.9

5.2

+50

53.7

5.4

5

53.6

5.5

+50

53.4

5.7

6

53.3

5.8

+44

53.2

5.9

B.M.

7.31

951.77

951.80

Lt.

C

Rt.

40

Top of iron N.W. Cor. Asbury & Crawford

$$\begin{array}{r} 3.2 \\ \hline F.0.8 \\ 30 \end{array}$$

$$\begin{array}{r} 2.4 \\ \hline C.0.0 \end{array}$$

$$\begin{array}{r} 3.4 \\ \hline F.1.0 \\ 30 \end{array}$$

$$\begin{array}{r} 3.5 \\ \hline F.0.4 \\ 30 \end{array}$$

$$\begin{array}{r} 3.0 \\ \hline C.0.1 \end{array}$$

$$\begin{array}{r} 3.8 \\ \hline F.0.7 \\ 30 \end{array}$$

$$\begin{array}{r} 4.2 \\ \hline F.0.3 \\ 30 \end{array}$$

$$\begin{array}{r} 3.6 \\ \hline C.0.3 \end{array}$$

$$\begin{array}{r} 4.0 \\ \hline F.0.1 \end{array}$$

$$\begin{array}{r} 4.8 \\ \hline F.0.2 \\ 30 \end{array}$$

$$\begin{array}{r} 4.4 \\ \hline C.0.2 \end{array}$$

$$\begin{array}{r} 4.5 \\ \hline C.0.1 \end{array}$$

$$\begin{array}{r} 4.8 \\ \hline F.0.3 \end{array}$$

$$\begin{array}{r} 5.5 \\ \hline F.0.4 \\ 30 \end{array}$$

$$\begin{array}{r} 6.3 \\ \hline F.1.1 \\ 30 \end{array}$$

$$\begin{array}{r} 5.0 \\ \hline C.0.2 \end{array}$$

$$\begin{array}{r} 6.2 \\ \hline F.1.0 \\ 30 \end{array}$$

$$\begin{array}{r} 6.7 \\ \hline F.1.3 \\ 30 \end{array}$$

$$\begin{array}{r} 5.3 \\ \hline C.0.1 \end{array}$$

$$\begin{array}{r} 6.5 \\ \hline F.1.1 \\ 30 \end{array}$$

$$\begin{array}{r} 7.3 \\ \hline F.1.8 \\ 30 \end{array}$$

$$\begin{array}{r} 5.25 \\ \hline C.0.2 \end{array}$$

$$\begin{array}{r} 6.3 \\ \hline F.0.8 \\ 30 \end{array}$$

$$\begin{array}{r} 6.4 \\ \hline F.0.7 \\ 30 \end{array}$$

$$\begin{array}{r} 5.5 \\ \hline C.0.2 \end{array}$$

$$\begin{array}{r} 7.0 \\ \hline F.1.3 \\ 30 \end{array}$$

$$\begin{array}{r} 6.7 \\ \hline F.0.9 \\ 30 \end{array}$$

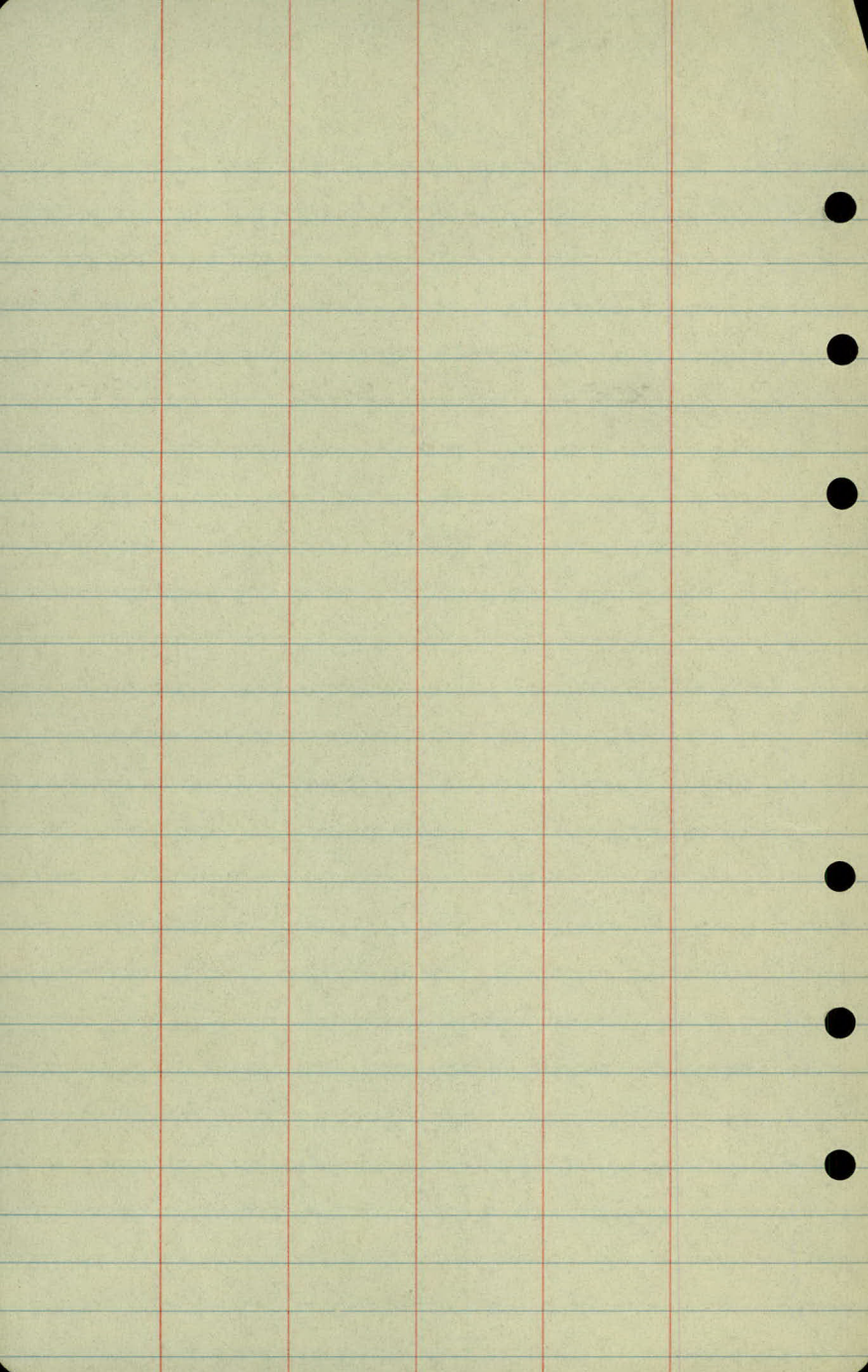
$$\begin{array}{r} 5.5 \\ \hline C.0.3 \end{array}$$

$$\begin{array}{r} 6.5 \\ \hline F.0.7 \\ 30 \end{array}$$

$$\begin{array}{r} 5.8 \\ \hline C.0.1 \end{array}$$

$$\begin{array}{r} 7.1 \\ \hline F.1.2 \\ 30 \end{array}$$

Top of Iron N.W. Cor. Crawford & Arona



Lt.

C

Rt.

42

Top of iron N.W. Cor. Asbury & Crawford

$$\begin{array}{r} 13.7 \\ F.O.1 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 13.4 \\ F.O.2 \\ \hline \end{array}$$

$$\begin{array}{r} 14.5 \\ F.O.9 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 13.7 \\ F.O.4 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 13.2 \\ F.O.1 \\ \hline \end{array}$$

$$\begin{array}{r} 14.5 \\ F.O.2 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 13.6 \\ F.O.0 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 11.6 \\ C.O.0 \\ \hline \end{array}$$

$$\begin{array}{r} 14.4 \\ F.O.8 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 13.0 \\ F.O.1 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 11.7 \\ C.O.2 \\ \hline \end{array}$$

$$\begin{array}{r} 13.3 \\ F.O.4 \\ \hline \end{array}$$

$$\begin{array}{r} 12.1 \\ F.O.8 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 11.0 \\ C.O.3 \\ \hline \end{array}$$

$$\begin{array}{r} 11.6 \\ F.O.3 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 10.5 \\ C.O.1 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 10.2 \\ C.O.4 \\ \hline \end{array}$$

$$\begin{array}{r} 10.7 \\ F.O.1 \\ \hline \end{array}$$

$$\begin{array}{r} 9.1 \\ C.O.8 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 9.6 \\ C.O.3 \\ \hline \end{array}$$

$$\begin{array}{r} 9.9 \\ C.O.0 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 8.3 \\ C.O.7 \\ \hline \end{array}$$

$$\begin{array}{r} 8.9 \\ C.O.3 \\ \hline \end{array}$$

$$\begin{array}{r} 9.9 \\ F.O.7 \\ \hline \end{array}$$

Sta.	+	π	-	$\frac{1}{2}$ Grade.
------	---	-------	---	-------------------------

967.76

4

59.3 8.5

+50

59.9 7.9

5

60.6 7.2

+50

61.4 6.4

6

62.5 5.3
1.4

+50

63.9 3.9

7

65.5 2.3

+50

67.3 0.5

B.M.

94.3

958.33

958.29

Lt.

C

Rt.

43

$$\begin{array}{r} 8.0 \\ C.O.1 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 8.3 \\ C.O.2 \\ \hline \end{array}$$

$$\begin{array}{r} 9.6 \\ F.1.1 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 7.7 \\ C.O.2 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 7.5 \\ C.O.4 \\ \hline \end{array}$$

$$\begin{array}{r} 9.1 \\ F.1.2 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 7.2 \\ C.O.0 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 6.8 \\ C.O.4 \\ \hline \end{array}$$

$$\begin{array}{r} 8.7 \\ F.1.5 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 6.0 \\ C.O.4 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 6.1 \\ C.O.3 \\ \hline \end{array}$$

$$\begin{array}{r} 6.8 \\ F.O.4 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 5.3 \\ C.O.0 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 5.0 \\ C.O.3 \\ \hline \end{array}$$

$$\begin{array}{r} 6.3 \\ F.1.0 \\ \hline \end{array}$$

$$\begin{array}{r} 4.2 \\ F.O.3 \\ \hline \end{array}$$

$$\begin{array}{r} 3.9 \\ C.O.0 \\ \hline \end{array}$$

$$\begin{array}{r} 5.0 \\ F.1.1 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 2.9 \\ F.O.6 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 2.2 \\ C.O.1 \\ \hline \end{array}$$

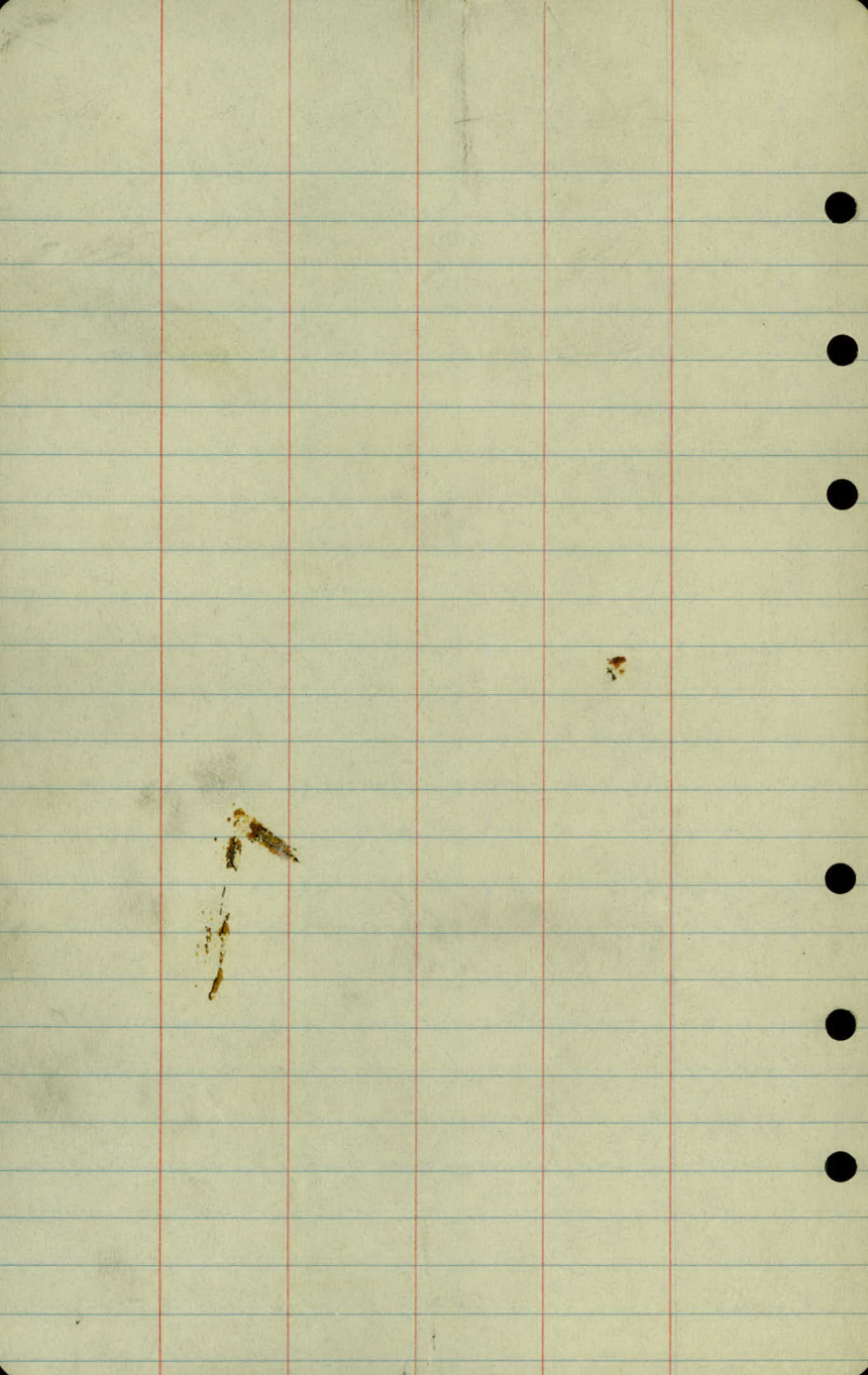
$$\begin{array}{r} 3.6 \\ F.1.3 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 1.1 \\ F.O.6 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 0.7 \\ F.O.2 \\ \hline \end{array}$$

$$\begin{array}{r} 1.8 \\ F.1.3 \\ \hline \end{array}$$

Top of Iron N.W. Cor. Fairbanks & Arona.



Fulton Pts.
8/24/38

Wishbury Crawford to the S

Sta	+	κ	-	Elev	Run
B.M.	9.79	963.83		954.04	
0+30				54.2	53.95
0+50				54.5	54.25
1				55.2	54.95
+50				55.9	55.65
2				56.5	56.25
+50				57.2	56.95
3				57.9	57.65
+50				58.6	58.35
4				59.3	59.05
+50				59.9	59.65
5				60.6	60.35

Ardena (Lagun to Fairbanks

B.M.	4.35	958.39		954.04	
0+49.5				51.7	51.45
1				51.9	51.65
+50				52.1	51.85
2				52.4	52.15
+50				52.6	52.35
3				52.9	52.65
+54				53.2	52.95
4+14				53.2	52.95
+50				53.2	52.95
5				53.3	53.05

Top iron v. w. Co. Asst. Crawford

9.88 ✓

9.58 ✓

8.88 ✓

8.18 ✓

7.58 ✓

6.88 ✓

6.18 ✓

5.48 ✓

4.78 ✓

4.18 ✓

3.48 ✓

Check on slope strike

Top of iron v. w. Co. Asst. Crawford

6.94 ✓

6.74 ✓

6.54 ✓

6.24 ✓

6.04 ✓

5.74 ✓

5.44 ✓

5.44 ✓

5.44 ✓

5.34 ✓

Top of iron v. w. Co. Asst. Crawford

958.39

5.20

953.19

953.12

Sta + π - Elev

958.39

5150				53.6	53.35
6				54.1	53.85
+50				54.5	54.25
7				54.8	54.55
+50				55.2	54.95
T.P.	5.64	961.08	2.93	955.46	
8				55.3	55.05
+50				55.5	55.25
9				55.7	55.45
+50				55.8	55.55
10				56.0	55.75
+50				56.2	55.95
11				56.4	56.15
+60				56.6	56.35
12				56.7	56.45
+50				56.9	56.65
+86				57.0	56.75
			2.85	958.23	

Impress - Transfer to Portland

B.M.	7.56	558.48		950.92	
0+00				53.5	53.25
+30				53.5	53.25
1				53.6	53.35

5.04 ✓

4.54 ✓

4.14 ✓

3.84 ✓

3.44 ✓

6.03 ✓

5.83 ✓

5.63 ✓

5.53 ✓

5.33 ✓

5.13 ✓

4.93 ✓

4.73 ✓

4.63 ✓

4.43 ✓

4.33 ✓

558.29 N.W. Cor Fairbanks & Aron

Top row N.W. Cor Pasco & Longstreet

5.23 ✓
5.18 ✓
5.13 ✓

Sta	+	Σ	-	Elev.
		958.50		
1+50				53.6 53.35
✓				53.7 53.45
+50				53.7 53.45
3				53.8 53.55
+50				53.8 53.55
+81.3				53.9 53.65
4				53.9 53.65
+50				54.2 53.95
+81.3				54.5 54.25
5				54.8 54.55
+50				55.7 55.45
T.P.	6.26	961.73	3.03	55.35 ⁴⁷
6				56.8 56.55
+63				57.8 57.55
7				57.9 57.65
+21				57.8 57.55
+50				57.4 57.15
8				56.4 56.15
+63				54.6 54.35
+101.3				53.5 53.25
BM			7.45	954.28

5.13 ✓

5.03 ✓

5.03 ✓

4.93 ✓

4.93 ✓

4.83 ✓

4.83 ✓

4.53 ✓

4.23 x 2nd lot

3.93 ✓

3.93 ✓

5.18 ✓

Grade Plug on Lt

4.18 ✓

4.08 ✓

4.18 x

Not lot

4.58 ✓

5.58 ✓

7.38 Tip ✓ of more fuel tank & engine 954.25

8.48 ✓

Sta. + π - Elevation
Camford Drilling to Simpson

B.M	4.59	958.63	954.04
+60			56.7 56.45
2			56.0 55.75
+50			55.2 54.95
3			54.5 54.25
+17			54.2 53.95
+77			54.0 53.95
4			53.9 53.65
+50			53.7 53.45
5			53.6 53.35
+50			53.4 53.15
6			53.3 53.05
+44			53.2 52.95
7104			53.2 52.95
+50			53.2 52.95
8			53.3 53.05
+50			53.3 53.05
9			53.4 53.15
+50			53.4 53.15
+71.7			53.5 53.25
B.M			
	5.46	953.17	

Top Tim N.W. Cor. 1885 & Crawford

2.18 ✓

2.88 ✓

3.68 ✓

4.38 ✓

4.68 ✓

4.88 ✓

4.98 ✓

5.18 ✓

5.28 ✓

5.48 ✓

5.58 ✓

5.68 ✓

5.68 ✓

5.68 ✓

5.58 ✓

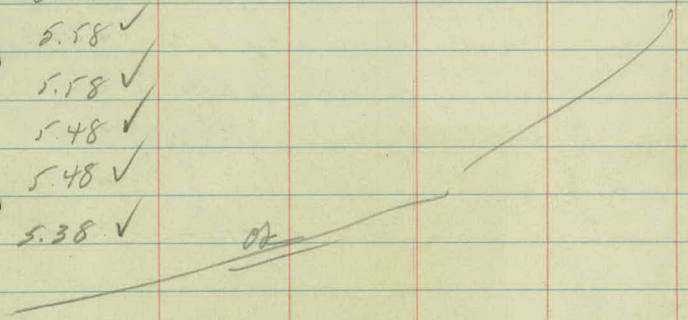
5.58 ✓

5.48 ✓

5.48 ✓

5.38 ✓

N.W. Cor. Crawford & Brown 951.80
 N.W. Cor. " & Simpson 953.1



Sta + π - Elev.
 Fairbanks drilling to Simpson
 B.M. 15.06 970.35 918.29

1			69.0	68.75
+50			69.7	69.45
2			69.8	69.55
+50			69.2	68.95
3			68.0	67.75
+16			67.5	67.25
+76			67.5	67.25
4			67.4	67.15
+50			66.8	66.55
5			65.4	65.15
+50			63.1	62.85
6			60.0	59.75
+43			57.0	56.75
B.M. 7.67	961.92		554.25	
+73			57.0	56.75
7403			57.0	56.75
+50			56.4	56.15
8			55.7	55.45
+50			55.0	54.75
9			54.4	54.15
+70			53.5	53.25

ASBURY (Crawford to Fairbanks)

Revision of Section

10/9/37

Sto. + K - $\frac{L}{\text{Grade}}$

B.M. 13.7V 967.76 954.04

0+30 54.2 13.6

+50 54.5 13.3

1 55.2 12.6

+50 55.9 11.9

2 56.5 11.3

+50 57.2 10.6

3 57.9 9.9

+50 58.6 9.2

Exp from N.W. Cor Fairbairn Avenue

1.6

0.7

0.8 ✓

1.4 ✓

2.6 ✓

3.1 ✓

3.1 ✓

3.2

3.8

5.2

7.5

10.6

13.6

5.17

5.17 ✓

5.77 ✓

6.47 ✓

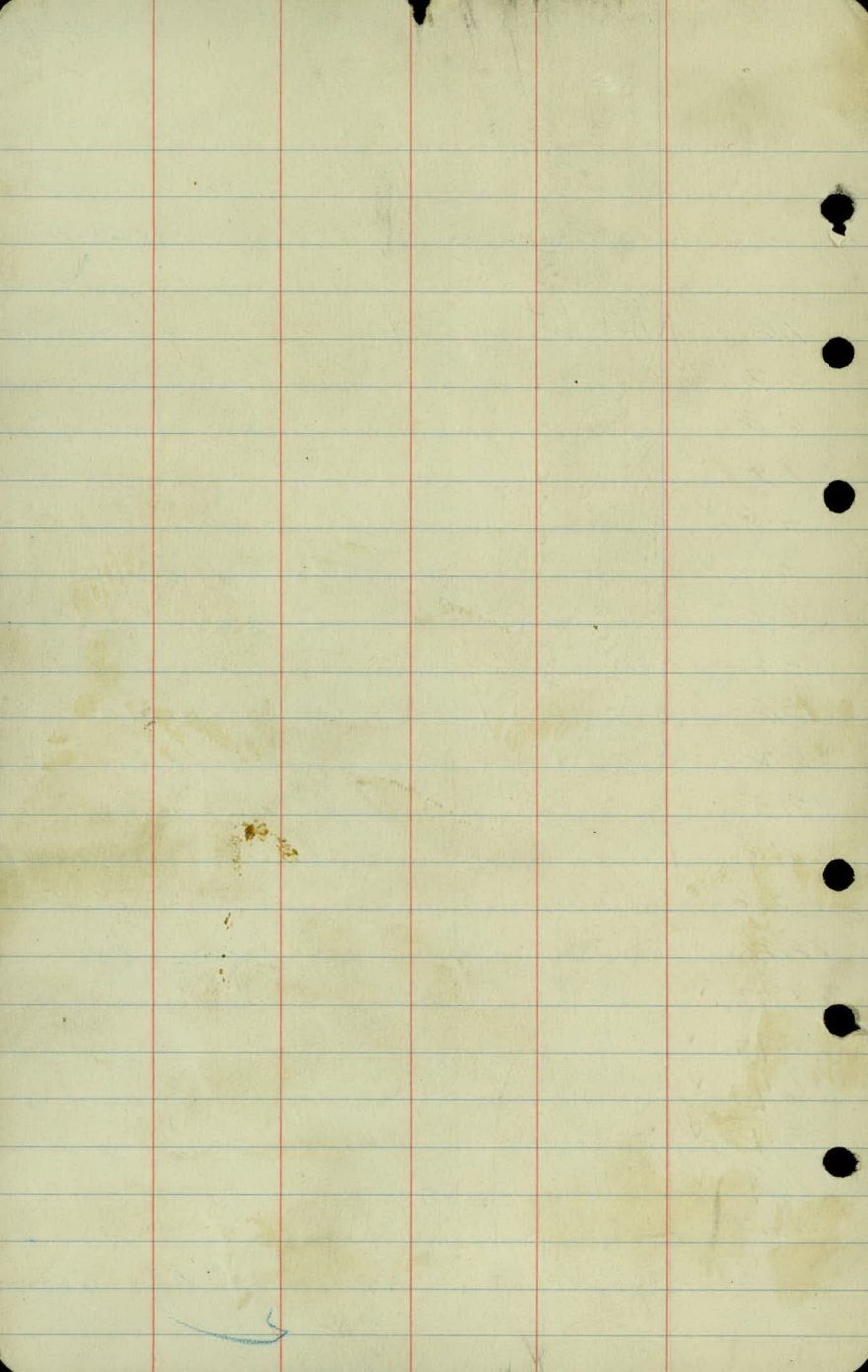
7.07 ✓

7.77 ✓

8.67

Not hit
see about change
of grade which I
do not have
smelling to know

B.M. Exp from N.W. Cor Fairbanks & Simpson



FALCON HEIGHTS

Gutter Grades
Crawford
from Simpson to Pascal

B.M.	5.36	958.90	953.54	
0+00			52.60	6.3
+15			52.57	6.33 ✓
+30			52.55	6.35 ✓
+50			52.51	6.39 ✓
+75			52.47	6.43 ✓
1			52.42	6.48 ✓
+25			53.37	6.53 ✓
+50			52.32	
+75			52.28	
2			52.23	6.67 ✓
+25			52.18	6.72 ✓
+50			52.13	6.77 ✓

Top S.E. Cor. Conc Walk N.W. Cor. Simpson

958.90

2175

52.09

6.81 ✓

3

52.04

6.86 ✓

+12

52.04

6.89

4.62
+ .58

5.20

Gutter Grades

N Side Crawford
and W. Side Pascal.

Staked - 9-19-39

3 Sheets

Party
ROP
AM
LG
C.W

Sta	+	π	-	Elev.
B.M.	6.49	957.41		950.92
	5.85	958.42	4.84	952.57
8+70	Crawford			52.5
9				52.45
+50				52.36
10				52.28
+50				52.19
11				52.11
+50				52.02
178	N Crawford			51.98
12+16	W. Pascal			51.91
+50				51.85
T.P.	4.84	957.41	5.85	952.57
13				51.77
+50				
+50				51.68

Top Lat Iron N.W. Cor Larpenteur & Pascol

5.92 $\frac{5.92}{Gr.}$

5.97 $\frac{3.97}{C 2.0}$

6.06 $\frac{4.06}{C 2.0}$

6.14 $\frac{4.14}{C 2.0}$

6.23 $\frac{5.23}{C 1.0}$

6.31 $\frac{5.31}{C 1.0}$

6.44 $\frac{6.44}{Gr.}$

6.51 $\frac{6.51}{Gr.}$

6.57 $\frac{6.57}{Gr.}$

5.64 $\frac{5.64}{Gr.}$

5.73 $\frac{5.73}{Gr.}$

Sto	+	K	-	Elev.
-----	---	---	---	-------

		957.41		
--	--	--------	--	--

14				51.60
----	--	--	--	-------

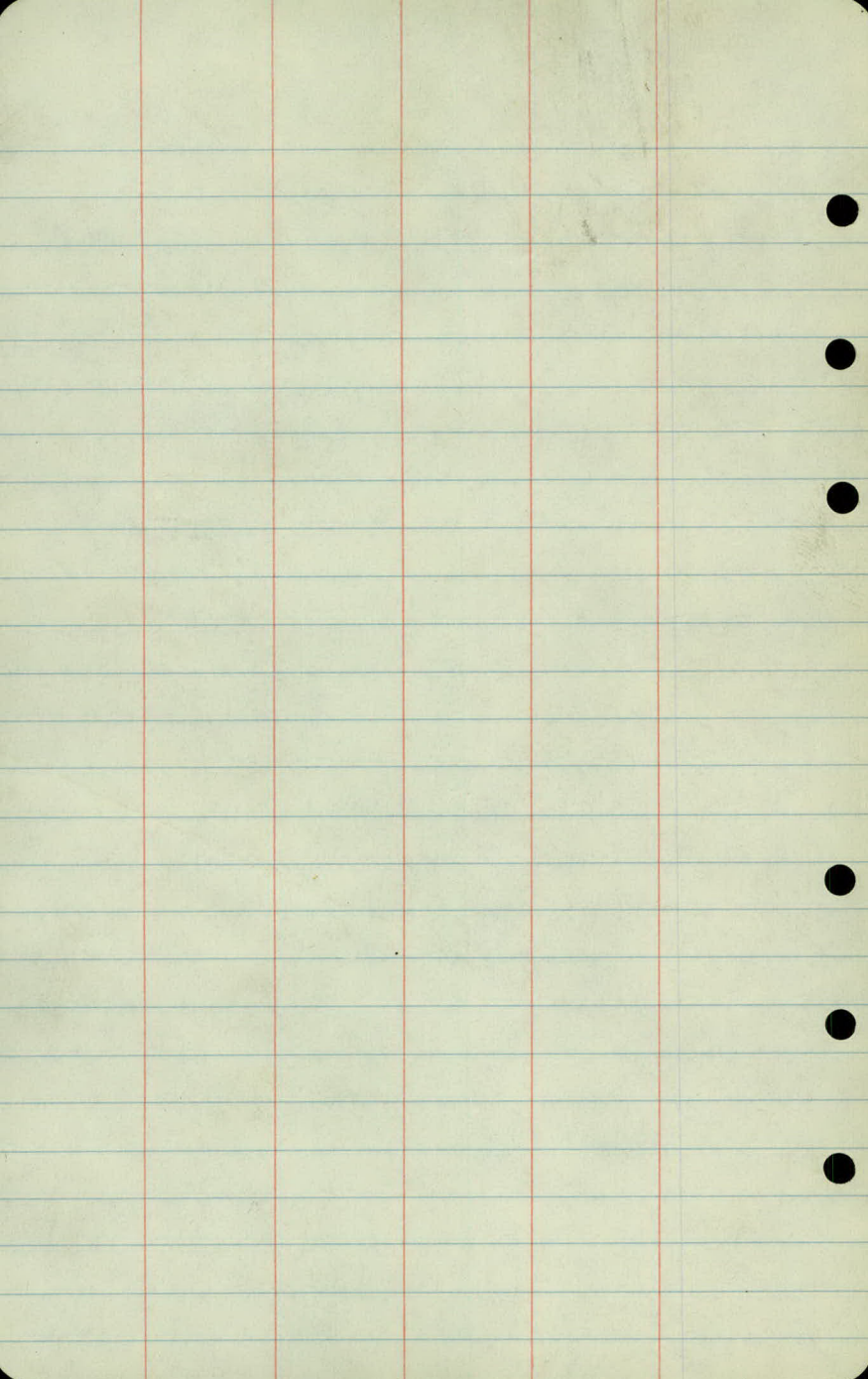
t50				51.51
-----	--	--	--	-------

5.81

5.81
GR

5.90

5.90
GR



Ditch Grades

N. Side Crawford
E. W. Side Arona.

Staked 9-19-39 2 Sheets

Party
R.O.P.
A.M.
C.G.
C.F.

Sta	f	π	-	Elev.
B.M.	6.49	957.41		950.92
	5.26	957.83	4.84	952.57
9				52.5
+50				52.4
10				52.3
+50				52.2
11				52.1
+50				52.0
+74	E. Arona			51.95
12 + 14	W. Arona			51.87
+49	S. Crawford			51.8
13				51.7
+50				51.6
14				51.5

Top Lot Iron N.W. Con. Larpenteur & Pascal

5.33

5.43

5.53

5.63

5.73

5.83 $\frac{4.83}{61.0}$

5.88

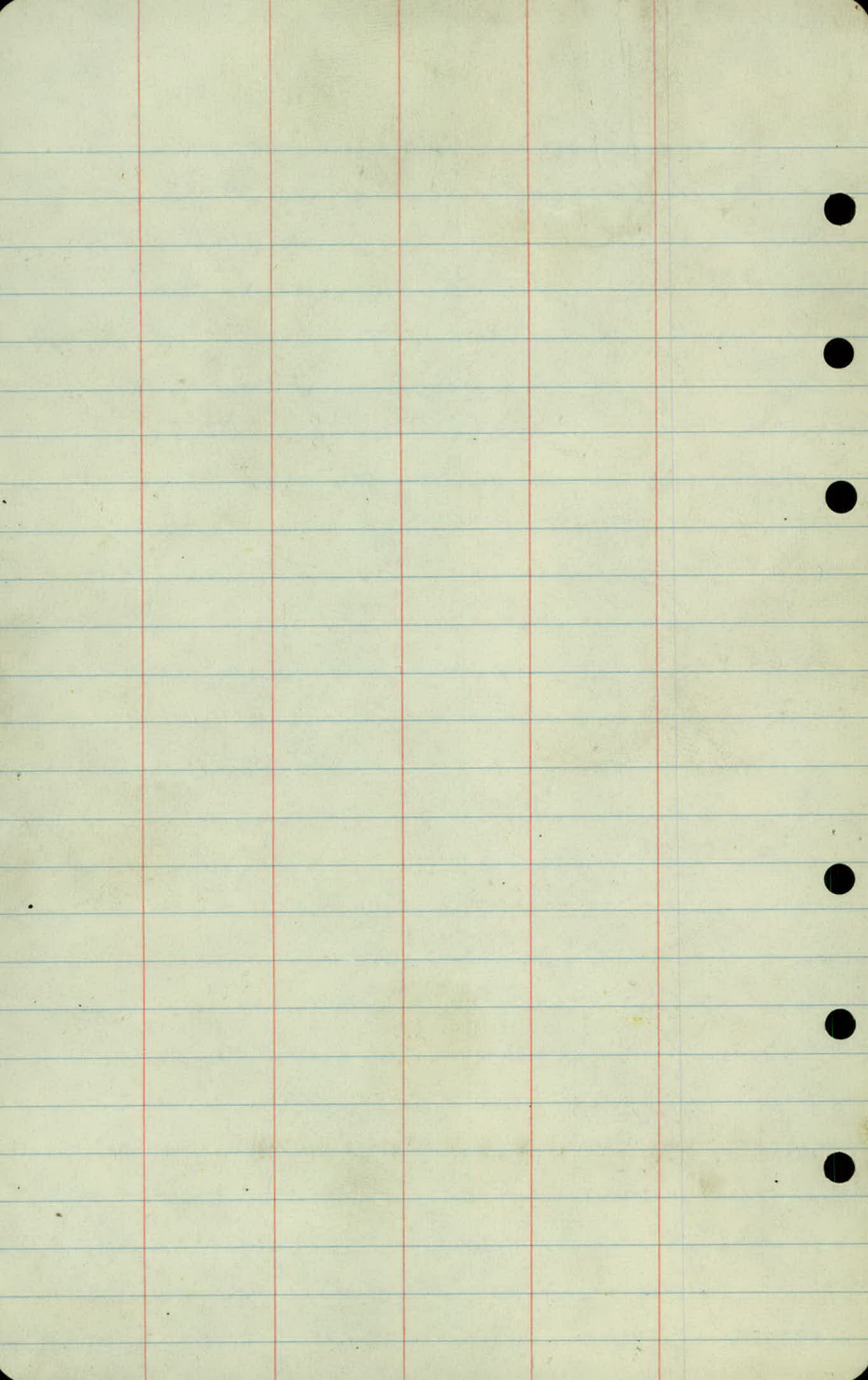
5.96

6.0

6.13 $\frac{5.13}{61.0}$

6.23

6.33



1

Alignment & X Sections

SIMPSON ST
Roselawn to Ryan Ave

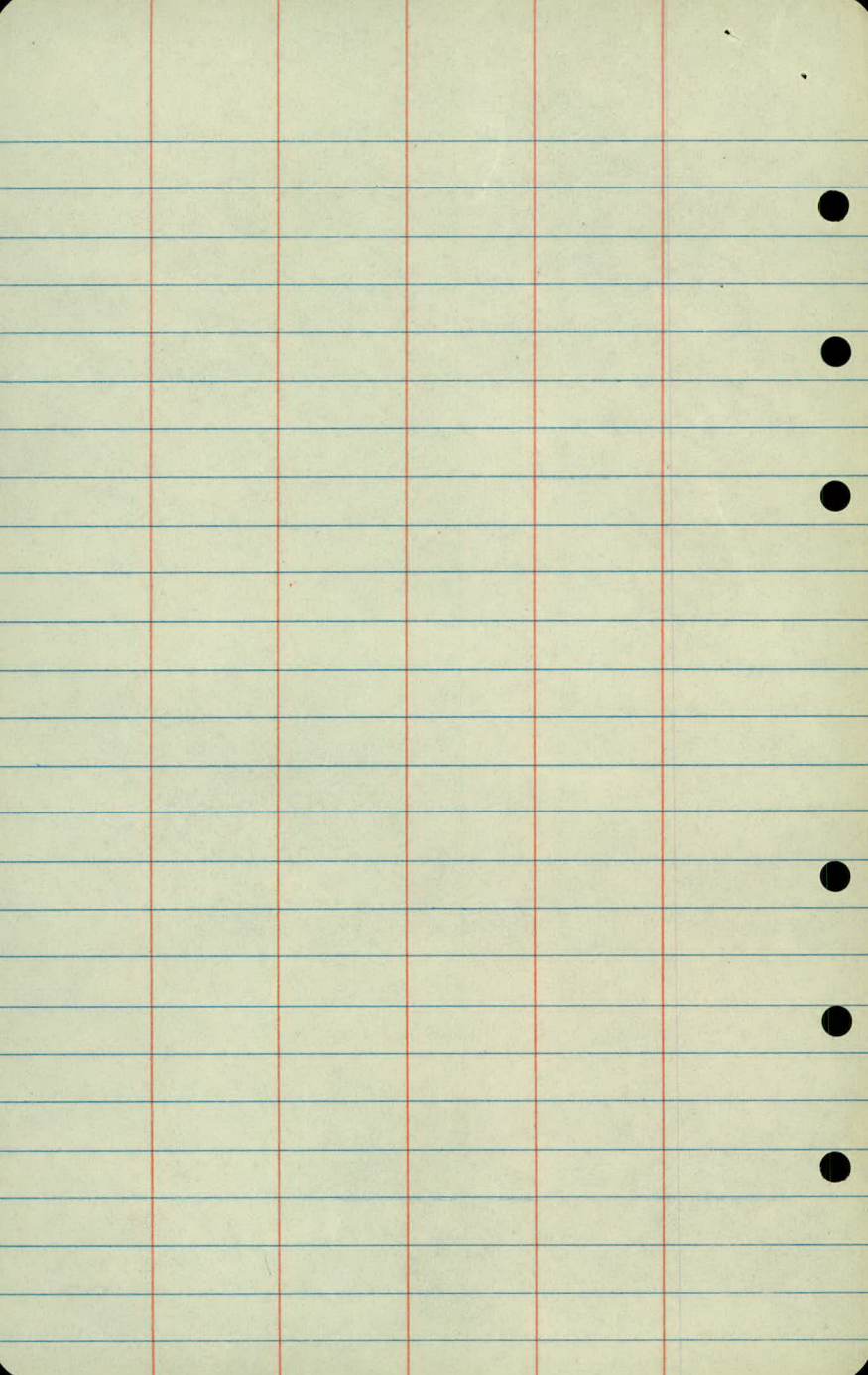
10-7-49

G.B.

M.B.

B.C.

Rec 10/10/49

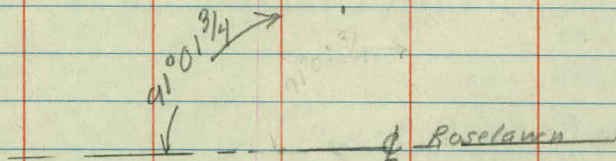
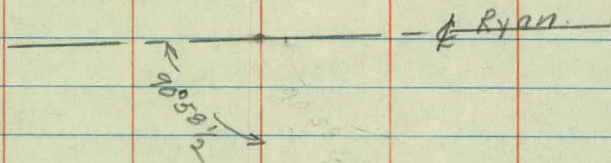


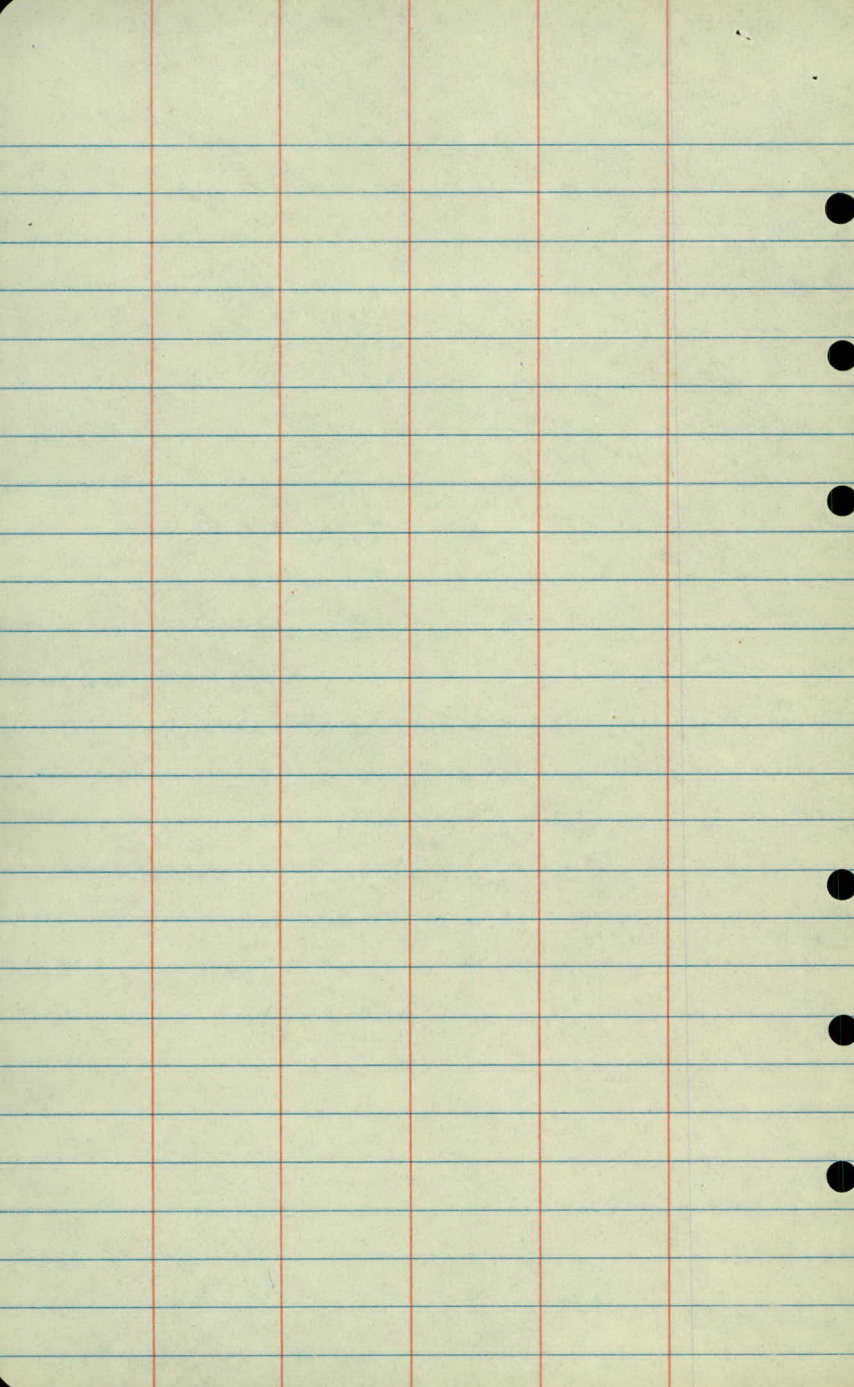
Alignment

Sta Pt. AL+ ALR+

6+55.92

0+00 Pot





X Sections

Sta	+	π	-	Elev
BM	4.46	960.39		955.93

0-		$\frac{1}{2}$ Rose lawn		55.7
----	--	-------------------------	--	------

- 10				55.3
------	--	--	--	------

- 14				55.1
------	--	--	--	------

- 21				54.7
------	--	--	--	------

- 50				54.7
------	--	--	--	------

+ 10				55.3
------	--	--	--	------

+ 15				55.2
------	--	--	--	------

+ 20				54.4
------	--	--	--	------

+ 60				54.5
------	--	--	--	------

L+

L

R+

30 N. of E
Top SE cor. of E Conc. Ent Slab, 1511 Roselaw

$\frac{4.0}{100}$	4.2	$\frac{4.2}{50}$	4.7 4.7	$\frac{5.5}{50}$	$\frac{6.0}{100}$	✓
-------------------	-----	------------------	--------------------	------------------	-------------------	---

5.1

5.3

5.7

5.7

$\frac{4.5}{50}$

5.1

$\frac{5.8}{50}$

✓

$\frac{4.8}{50}$

$\frac{4.9}{25}$

5.2

$\frac{5.6}{25}$

$\frac{5.9}{50}$

✓

$\frac{5.6}{50}$

$\frac{5.8}{25}$

6.0

$\frac{6.4}{25}$ $\frac{6.7}{50}$

✓

$\frac{5.3}{50}$

$\frac{5.6}{30}$

5.9

$\frac{6.3}{30}$

$\frac{6.5}{50}$

✓

Sta	+	π	-	Elev
-----	---	-------	---	------

960.39

1+00

54.5

+50

54.4

2

54.3

+50

54.1

3

53.9

~~4~~ +50

53.8

4

53.4

+50

53.2

Lt

Q

Rt

$$\frac{5.3}{50}$$

$$\frac{5.6}{30}$$

5.9

$$\frac{6.4}{30}$$

$$\frac{6.6}{50}$$

✓

$$\frac{5.5}{50}$$

$$\frac{5.6}{30}$$

6.0

$$\frac{6.4}{30}$$

$$\frac{6.3}{50}$$

✓

$$\frac{5.5}{50}$$

$$\frac{5.8}{30}$$

6.1

$$\frac{6.2}{30}$$

$$\frac{6.2}{50}$$

✓

$$\frac{5.5}{50}$$

$$\frac{5.9}{30}$$

6.3

$$\frac{6.4}{30}$$

$$\frac{6.6}{50}$$

✓

$$\frac{5.7}{50}$$

$$\frac{6.1}{30}$$

6.5

$$\frac{6.7}{30}$$

$$\frac{6.9}{50}$$

✓

$$\frac{6.0}{50}$$

$$\frac{6.2}{30}$$

6.6

$$\frac{6.8}{30}$$

$$\frac{7.2}{50}$$

✓

$$\frac{6.5}{50}$$

$$\frac{6.7}{30}$$

7.0

$$\frac{7.1}{30}$$

$$\frac{7.3}{50}$$

✓

$$\frac{7.0}{50}$$

$$\frac{7.0}{30}$$

7.2

$$\frac{7.2}{30}$$

$$\frac{7.3}{50}$$

✓

Sta + π - Elev

960.39

5

52.4

+50

51.1

6

49.9

+23

49.4

+26

48.4

+39

48.0

+40

47.7

G +55.92

¢ Ryan

48.0

LT

Q

RT

$$\begin{array}{r} 7.7 \\ 50 \end{array} \quad \begin{array}{r} 7.8 \\ 33 \end{array} \quad \begin{array}{r} 8.7 \\ 22 \end{array} \quad \begin{array}{r} 8.2 \\ 19 \end{array} \quad 8.0$$

$$\begin{array}{r} 7.9 \\ 30 \end{array} \quad \begin{array}{r} 7.9 \\ 50 \end{array}$$

$$\begin{array}{r} 9.2 \\ 50 \end{array} \quad \begin{array}{r} 9.4 \\ 34 \end{array} \quad \begin{array}{r} 9.8 \\ 23 \end{array} \quad \begin{array}{r} 9.4 \\ 16 \end{array} \quad 9.3 \quad \begin{array}{r} 9.3 \\ 30 \end{array}$$

$$\begin{array}{r} 9.2 \\ 50 \end{array}$$

$$\begin{array}{r} 10.5 \\ 50 \end{array} \quad \begin{array}{r} 10.6 \\ 31 \end{array} \quad \begin{array}{r} 11.0 \\ 23 \end{array} \quad \begin{array}{r} 10.6 \\ 12 \end{array} \quad \begin{array}{r} 10.5 \\ 10.5 \end{array} \quad \begin{array}{r} 10.4 \\ 30 \end{array} \quad \begin{array}{r} 10.5 \\ 50 \end{array}$$

$$\begin{array}{r} 11.2 \\ 50 \end{array} \quad \begin{array}{r} 11.5 \\ 26 \end{array} \quad \begin{array}{r} 12.2 \\ 25 \end{array} \quad \begin{array}{r} 11.5 \\ 23 \end{array} \quad 11.0 \quad \begin{array}{r} 10.9 \\ 30 \end{array}$$

$$\begin{array}{r} 10.9 \\ 50 \end{array}$$

$$\begin{array}{r} 12.3 \\ 50 \end{array} \quad \begin{array}{r} 12.1 \\ 30 \end{array} \quad 12.0$$

$$\begin{array}{r} 12.0 \\ 30 \end{array} \quad \begin{array}{r} 12.0 \\ 50 \end{array}$$

$$\begin{array}{r} 12.6 \\ 50 \end{array} \quad \begin{array}{r} 12.5 \\ 30 \end{array}$$

$$12.4 \quad \begin{array}{r} 12.3 \\ 30 \end{array}$$

$$\begin{array}{r} 12.0 \\ 50 \end{array}$$

$$\begin{array}{r} 12.9 \\ 50 \end{array}$$

$$12.7$$

$$\begin{array}{r} 12.7 \\ 50 \end{array}$$

$$\begin{array}{r} 12.6 \\ 100 \end{array}$$

$$\begin{array}{r} 12.6 \\ 50 \end{array}$$

$$12.4$$

$$\begin{array}{r} 12.0 \\ 50 \end{array}$$

$$\begin{array}{r} 11.9 \\ 100 \end{array}$$

Sta	+	π	-	Elev
-----	---	-------	---	------

960.39

+70

47.5

+71

48.0

+87

48.3

7

48.1

+50

46.8

B.M.

4.45

955.94

L+

Q

R+

12.9

12.4

12.1

12.3

13.6

Sta

+

π

-

Elev

Profile Levels

Simpson St.

Ruggles to Roselawn

2-2-51

HAW

AM

L.C.

M.B.

Drawings

6-18-32

STA	+	π	—	ELEV
B.M	3.82	958 01		954.19
0+00		* Ruggles		50.5
+15				49.8
+21				48.8
+30				50.4
+40				50.1
1				50.2
+50				50.2
2				50.1
+50				49.7
3				52.5
+50				52.9
4				53.9

60

30

30

60

LT

L

RT

Top Hyd Aroma 1 Ranges

50.3

$$\begin{array}{r} 50.6 \\ 74 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 75 \\ \hline 30 \end{array}$$

75

$$\begin{array}{r} 76 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 77 \\ \hline 60 \end{array}$$

49.8

$$\begin{array}{r} 82 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 82 \\ \hline 30 \end{array}$$

82

$$\begin{array}{r} 83 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 49.2 \\ 88 \\ \hline 60 \end{array}$$

47.1

$$\begin{array}{r} 109 \\ 21 \\ \hline \end{array}$$

$$\begin{array}{r} 94 \\ \hline 30 \end{array}$$

92

$$\begin{array}{r} 94 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 48.5 \\ 95 \\ \hline 30 \end{array}$$

50.3

$$\begin{array}{r} 77 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 77 \\ \hline 30 \end{array}$$

76

$$\begin{array}{r} 73 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 50.8 \\ 72 \\ \hline 60 \end{array}$$

47.5

$$\begin{array}{r} 105 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 86 \\ \hline 30 \end{array}$$

79

$$\begin{array}{r} 70 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 50.8 \\ 72 \\ \hline 60 \end{array}$$

48.8

$$\begin{array}{r} 72 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 82 \\ \hline 30 \end{array}$$

98

$$\begin{array}{r} 73 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 50.5 \\ 75 \\ \hline 60 \end{array}$$

49.7

$$\begin{array}{r} 83 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 77 \\ \hline 30 \end{array}$$

98

$$\begin{array}{r} 77 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 50.2 \\ 78 \\ \hline 60 \end{array}$$

50.2

$$\begin{array}{r} 78 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 80 \\ \hline 30 \end{array}$$

79

$$\begin{array}{r} 82 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 50.1 \\ 79 \\ \hline 60 \end{array}$$

50.7

$$\begin{array}{r} 73 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 74 \\ \hline 30 \end{array}$$

83

$$\begin{array}{r} 64 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 51.4 \\ 66 \\ \hline 60 \end{array}$$

51.5

$$\begin{array}{r} 65 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 60 \\ \hline 30 \end{array}$$

55

$$\begin{array}{r} 49 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 53.0 \\ 50 \\ \hline 60 \end{array}$$

52.3

$$\begin{array}{r} 57 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 51 \\ \hline 30 \end{array}$$

51

$$\begin{array}{r} 57 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 53.0 \\ 50 \\ \hline 60 \end{array}$$

52.9

$$\begin{array}{r} 51 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 43 \\ \hline 30 \end{array}$$

41

$$\begin{array}{r} 42 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 53.1 \\ 43 \\ \hline 60 \end{array}$$

STA	+	↑	-	ELEV
		958.01		

4+50				54.0
------	--	--	--	------

5				54.5
---	--	--	--	------

+50				55.4
-----	--	--	--	------

6				54.5
---	--	--	--	------

+30				55.1
-----	--	--	--	------

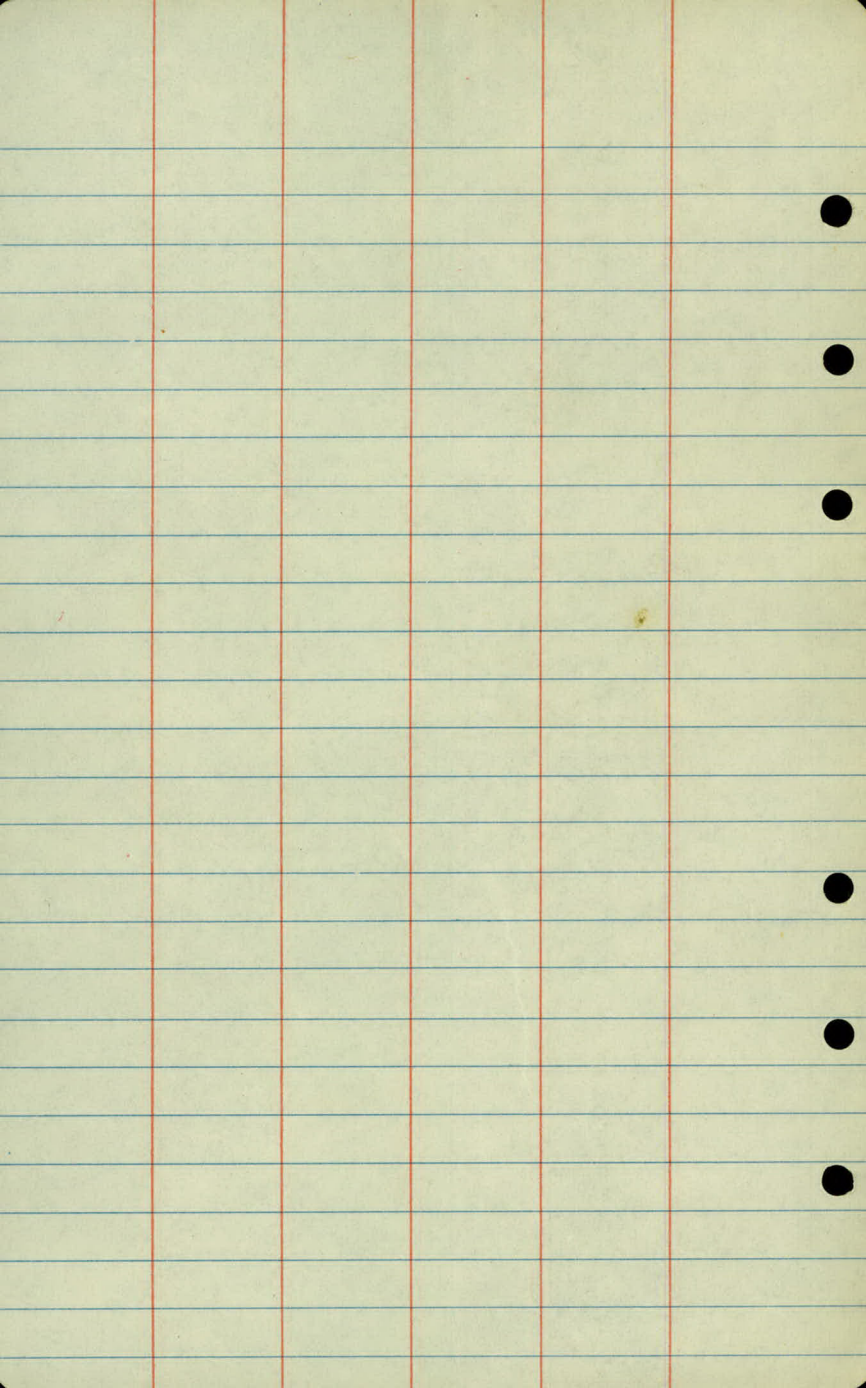
+44				56.0
-----	--	--	--	------

+58		R Roselawn		56.8
-----	--	------------	--	------

B.M.		382		954.19
------	--	-----	--	--------

LT		d		RT
53.3 $\frac{47}{60}$	44 $\frac{30}{30}$	40	$\frac{40}{30}$	54.0 $\frac{40}{60}$
53.8 $\frac{42}{60}$	$\frac{38}{30}$	35	$\frac{34}{30}$	54.6 $\frac{34}{60}$
54.8 $\frac{32}{60}$	$\frac{27}{30}$	26	$\frac{28}{30}$	55.2 $\frac{28}{60}$
55.3 $\frac{27}{60}$	$\frac{26}{30}$	35	$\frac{25}{30}$	55.6 $\frac{24}{60}$
56.1 $\frac{1.9}{60}$	$\frac{30}{30}$	29	$\frac{25}{30}$	55.9 $\frac{21}{60}$
56.2 $\frac{1.8}{60}$	$\frac{1.8}{30}$	20	$\frac{21}{30}$	56.0 $\frac{20}{60}$
56.7 $\frac{1.3}{60}$	$\frac{1.3}{30}$	1.2	$\frac{1.2}{30}$	56.8 $\frac{1.2}{60}$

Top Hyd Arona + Ruggles



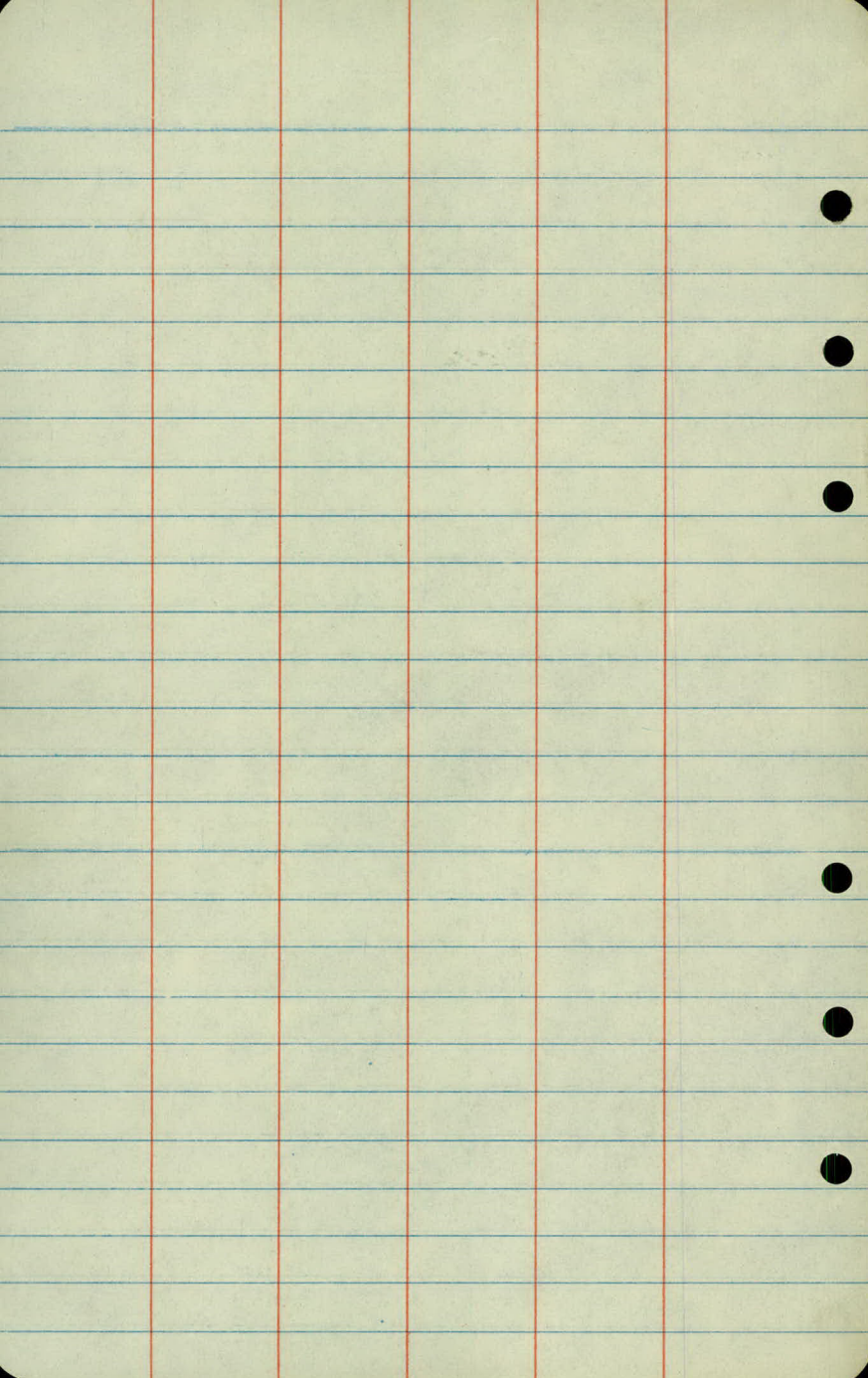
Arona

Ruggles to Roselawn

Plan Surrey

Rec. 4/2/52

Brown sup



29 May 1952

Kridera
Moeschter
Clark
Benson

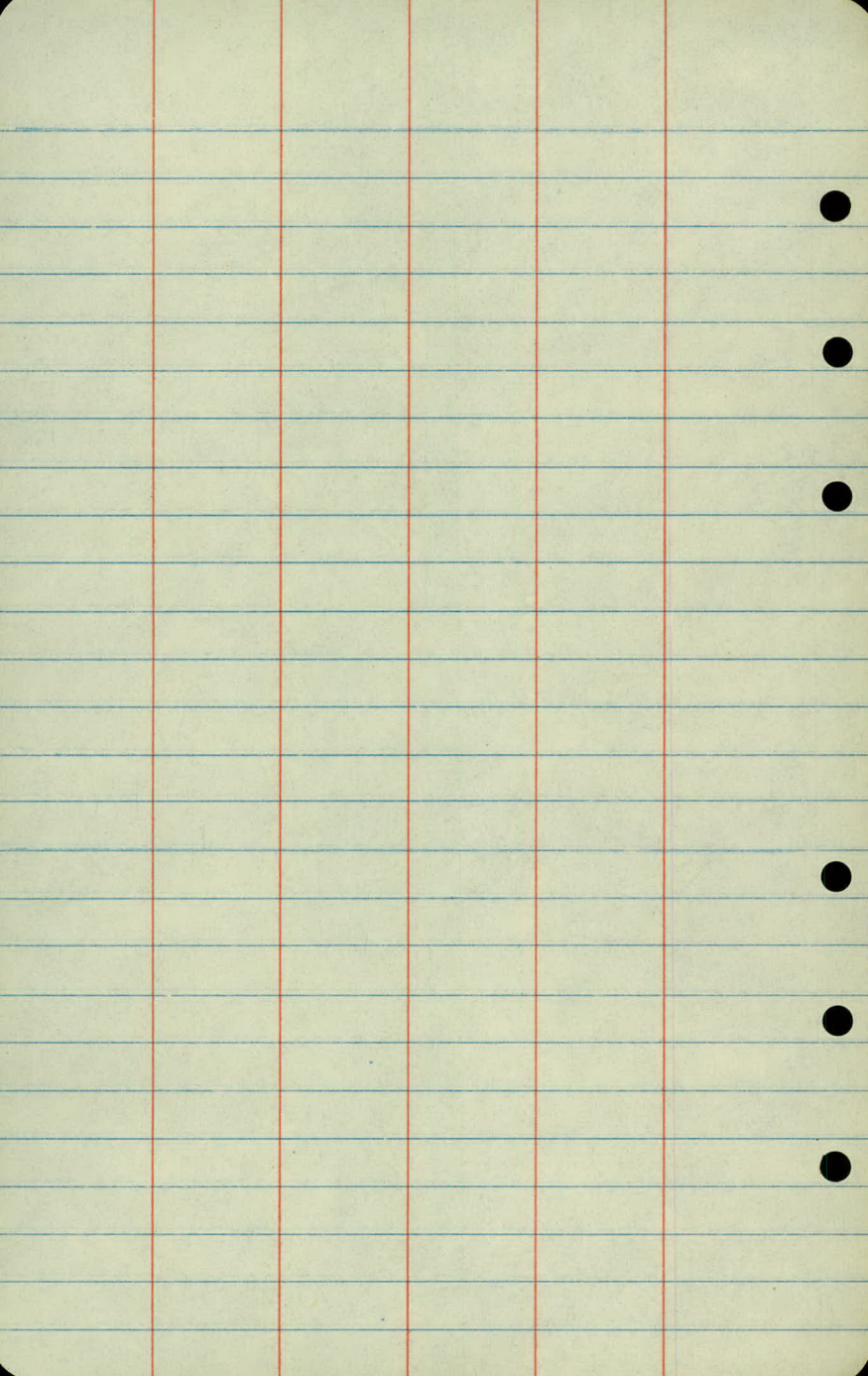
£ Rose lawn

N



657.96

£ Ruggles



Topography

ARONA

• +57.96 E Rose lawn

• +37 12" x 24" CN Ent 13' • +48 Edg Bl. Top

• +32 PP 12' • +32 Hedge 13'

• +04 Evergreen 24' • +08 to +30 6 Evergreens 30'

• +86 Evergreen 26 Mex Trip Arprovidus 12'.

• +68 Evergreen 22' 4 12

• +30 Kind Cultivated Shrub

• +25 12" Apple

• +18 2" Evergreen

• +09 2" " 6 12

5 Cultivated Shrub 36'

• +82 2" Evergreen

• +67 Stamp 19' • +70 3 EverGreen 30'

• +50 Evergreen 19' 7 10

• +36 13" E 25'

• +20 Nursery Garage 38'

4 Beg Cultivated Shrub 30

• +60 Nursery shed 49'

3

• 2 + 25 Beginning Shrub 31 on B/W

• +53 End Nursery 46'
Cultivated

10 trees 10 Apple 10 others

2 C. Nursery 46'

1450 to 2 17 trees 9 Shrubs B/W

1 C. Nursery 45'

1 to 1450 7 trees 15 Shrubs B/W

1 C. Nursery 43'

1450 to 1 11 trees 10 Shrubs B/W

• +44 Beg C. Nursery 40'

• +31 to +50 3 E & 1 Maple 2 shrubs B/W

• +25 Arg. Light 25'

• +20 12" SCP 12' • +20 12" SCP 28'

+10 Edg Bl. Top

0

Rose lawn

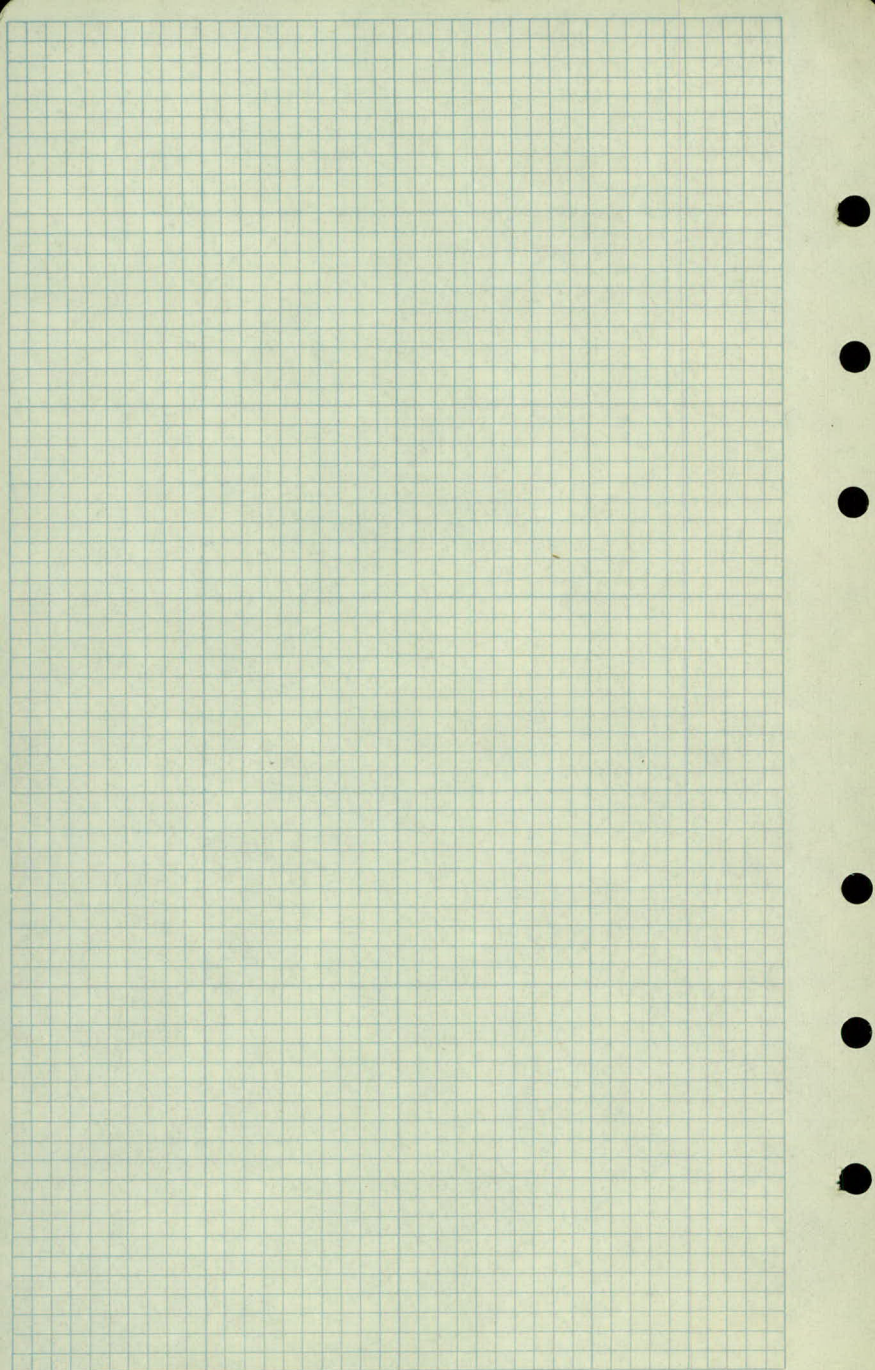
60.5
30.5

Cult Shrub

Cult Nursery

36' 22'

Ruggles



X Sections

ARONA

Sta	+	π	-	Elev
BM	2.82	957.01		954.19

0 + 00				51.2
--------	--	--	--	------

+ 12				50.8
------	--	--	--	------

+ 20				49.1
------	--	--	--	------

+ 39				52.8
------	--	--	--	------

+ 60				52.5
------	--	--	--	------

BM	4.46	958.65	2.82	954.19
----	------	--------	------	--------

1				51.5
---	--	--	--	------

+ 50				52.1
------	--	--	--	------

4
L

Top Hyd SW Arona & Ruggles

51.4				51.1
5.8	5.7	5.8	5.8	5.9
60	30		30	60

51.0				50.7
6.0	6.2	6.2	6.2	6.3
60	30		30	60

50.0				49.4
7.0	7.5	7.9	8.1	7.6
60	30		30	60

53.2				51.5
3.8	3.9	4.2	5.3	5.5
60	30		30	60

53.3				50.8
3.7	4.1	4.5	5.4	6.2
60	30		30	60

50.6				53.0
8.1	8.1	7.2	6.4	3.7
60	30		30	60

52.1				50.9
6.6	6.9	6.6	8.1	7.8
60	30		30	60

Sta + A - Elev

958.65

2

49.2

+ 50

50.1

3

53.4

+ 50

55.4

4

56.2

+ 50

55.4

TP

3.66

959.48

2.85

955.80

5

55.2

55.3

2

52.3				
6.4	6.6	9.5	8.5	51.8
60	30		30	69
				60

52.4				52.6
6.3	6.5	8.6	5.7	6.1
60	30		30	60

53.1				54.0
5.6	5.6	5.3	4.8	4.7
60	30		30	60

54.5				55.5
4.2	4.0	3.3	3.1	3.2
60	30		30	60

Nursery shed
2.6

54.9				56.2
3.8	3.2	2.5	2.6	2.5
60	30		30	60

54.6				55.3
4.1	3.4	3.3	3.8	3.4
60	30		30	38

Nursery Camp
3.0

54.7				55.6
4.8	5.0	4.3	4.3	3.9
60	30		30	60

54.5				54.9
5.0	4.8	4.2	4.5	4.6
60	30		30	60

Sta	+	π	-	Elev
-----	---	-------	---	------

		959.48		
--	--	--------	--	--

6				
---	--	--	--	--

				55.4
--	--	--	--	------

+40				
-----	--	--	--	--

				56.3
--	--	--	--	------

+58				
-----	--	--	--	--

				56.7
--	--	--	--	------

BM				
----	--	--	--	--

		5.28	954.20	954.19
--	--	------	--------	--------

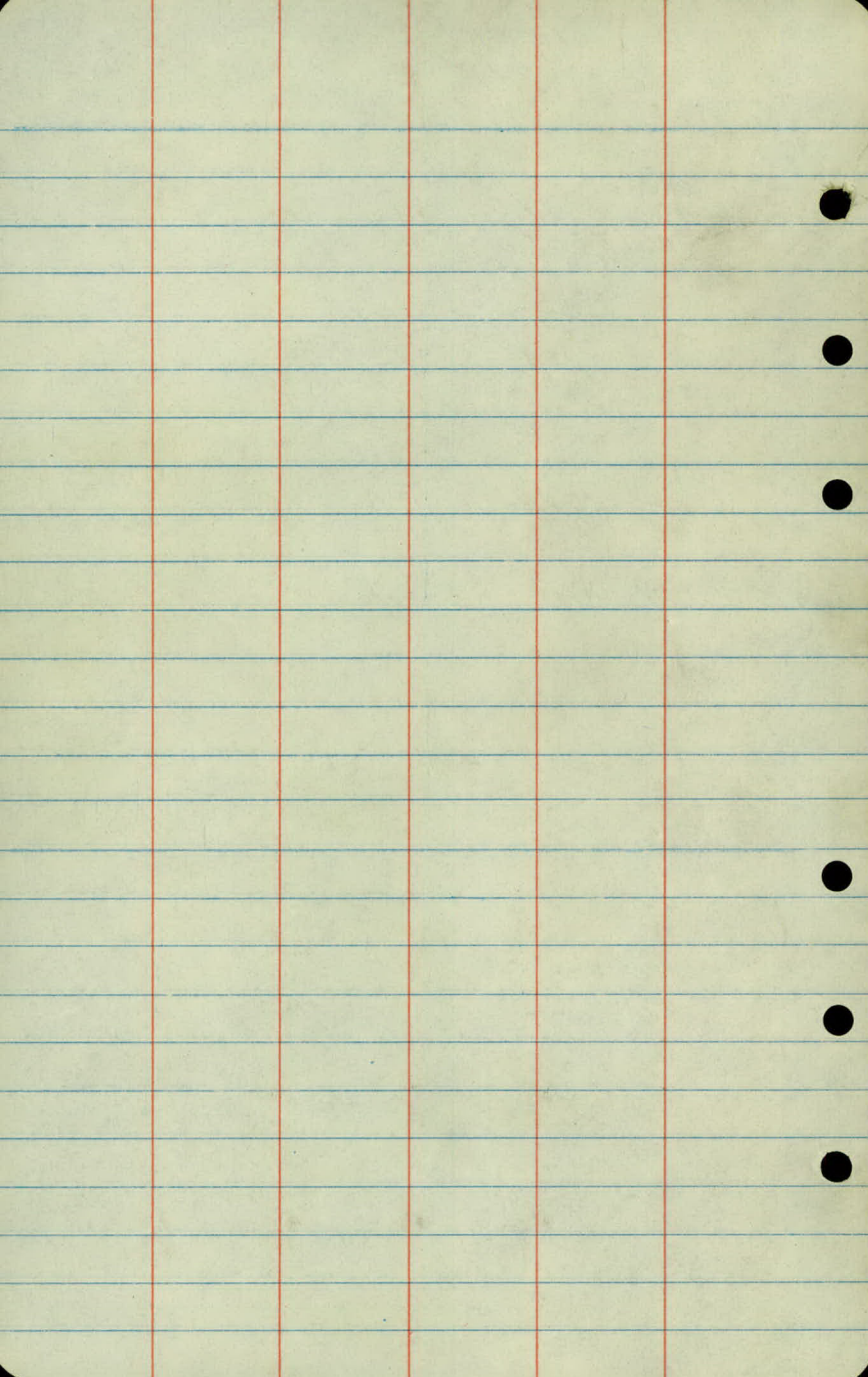
Φ

54.7				55.0
4.8	4.2	4.1	4.4	4.5
60	30		30	60

55.4				55.3
4.1	3.9	3.2	4.2	4.2
60	30		30	60

56.6				56.4
2.9	2.8	2.8	2.8	3.1
100	50		50	100

Top Hyd SW Arona + Ruggles



1
ARONA Ave

LARPEUTURE No 600'

Bench Levels

sta	+	π	-	Elev	
BM	2.13	953.32			951.19 ✓
BM	4.22	956.20	1.33	951.99	951.98 ✓
BM			1.17	955.03	-

X-Sections

BM	2.89	957.92		955.03
----	------	--------	--	--------

0+00 $\pm$ Larpen tour

+12 Edge B.T.

+30 Gutter Line

FK
LC
M Mc

May 4, 1955
Cool Windy

2

Top Hyd Idaho & Arena

" " Calif & "

" " Larp & Arena

Top Hyd NE Cor Larp. & Arena

51.9

6.0

51.8
6.1
50

51.87
6.05
25

51.8
6.1

51.8
6.1
25

51.8
6.1
50

51.3
6.6
50

51.5
6.4
29

51.77
6.15
12

51.7
6.2

51.4
6.5
14

51.1
6.8
23

50.9
7.0
37

51.2
6.7
40

Sta + π - Elev

957.92

0+36 East End X-Drain

+49.5 Prop Line

+75

1

+03 Center C.B. 15.7' Lt-Gutter Opening No

+25

May 4, 1955

3

LT

RT

0.42 EXP. 2.0 MC

49.43

8.49

26

FL 24" CM

52.61

52.32

51.9

51.8

51.77

51.4

50.9

51.9

51.97

52.08

5.31

5.60

6.0

6.1

6.15

6.5

7.0

6.0

5.95

5.84

30

21

21

11

11

17

19

24

30

Cone

Carb

G.

Walk

52.9

52.9

52.1

52.1

51.8

51.6

51.0

52.0

52.15

52.24

5.02

5.0

5.8

5.8

6.1

6.3

6.9

5.9

5.77

5.68

30

26

19

14

10

17

19

24

30

Cone

Walk

53.0

52.5

52.3

51.7

51.9

52.0

51.7

51.4

52.3

52.22

52.37

4.9

5.4

5.6

6.2

6.0

5.9

6.2

6.5

5.6

5.70

5.55

30

27

19

14

10

10

17

19

24

30

Walk

49.67

52.03

51.2

8.25

5.89

6.7

FL 18" CM

Top

Gutter

CB

16'

53.1

52.7

51.9

51.4

51.9

52.1

51.9

51.3

52.4

52.34

52.46

18

5.2

6.0

6.5

6.0

5.8

6.0

6.6

5.5

5.58

5.46

30

22

18

15

10

11

17

19

24

30

Walk

Sta + π - Elev

95792

1+50

+75

+85 $\text{\pounds}$ Alley

2

+25

May 4, 1956

L

R

A

52.8	52.5	51.6	52.1	52.2	52.0	51.5	52.3	52.39	52.49
5.1	5.4	6.3	5.8	5.7	5.9	6.4	5.6	5.53	5.43
30	22	17	11		11	17	19	21	30

Walk

52.4	51.8	51.8	52.2	52.5	52.0	51.5	52.4	52.47	52.57
5.5	6.1	6.1	5.7	5.4	5.9	6.4	5.5	5.45	5.35
30	20	15	11		12	17	18	24	30

End of Walk

51.8	51.9	52.2	51.8	52.2	52.5	52.2	51.6	51.6	51.6
6.1	6.0	5.7	6.1	5.7	5.4	5.7	6.3	6.3	6.3
100	50	25	16	11		11	16	27	50

51.67
6.25
88

52.94	52.4	52.4	51.8	51.9	52.3	52.7	52.2	51.7	51.6	52.3	52.5
4.98	5.5	5.5	6.1	6.0	5.6	5.2	5.7	6.2	6.3	5.6	5.4
45	30	25	17	14	10		12	13	16	18	30

52.6	52.3	51.9	52.0	52.4	52.8	52.4	51.8	51.8	52.5	52.7
5.3	5.6	6.0	5.9	5.5	5.1	5.5	6.1	6.1	5.4	5.2
30	17	16	13	12		11	14	17	18	30

Sta + π - Elev
957.92

2+50

T.P. 5.09 958.05 4.96 952.96

+68 Garage Aprons

+75

3

+25

+53.42 S. Prop Line Crawford St

May 4, 1955

5

21

81

52.7	52.4	52.1	52.0	52.6	52.9	52.5	52.0	52.0	52.5	52.8
5.2	5.5	5.8	5.9	5.3	5.0	5.4	5.9	5.9	5.4	5.1
30	19	16	14	11		11	13	16	18	30

53.49
4.56
40
Apron

53.40
4.65
30
Apron

53.2	52.8	52.6	52.3	52.9	53.1	52.7	52.3	52.3	53.0	53.2
4.9	5.3	5.5	5.8	5.2	5.0	5.4	5.8	5.8	5.1	4.9
30	24	17	15	11		11	13	15	17	30

53.0	52.7	52.5	52.9	53.1	52.8	52.4	52.3	52.7	53.4
5.1	5.4	5.6	5.2	5.0	5.3	5.7	5.8	5.4	4.7
30	17	14	11		11	13	16	17	30

53.0	52.7	52.6	53.0	53.1	52.8	52.5	52.8	53.3
5.1	5.4	5.5	5.1	5.0	5.3	5.6	5.3	4.8
30	17	15	12		11	14	17	30

53.1	53.0	52.6	52.9	53.1	52.8	52.5	53.1	53.2
5.0	5.1	5.5	5.2	5.0	5.3	5.6	5.0	4.9
30	20	13	9		10	16	19	30

Sta	+	π	-	Elev
-----	---	-------	---	------

		958.05		
--	--	--------	--	--

3+69		Gutter Line		
------	--	-------------	--	--

		+83.42		2 Crawford
--	--	--------	--	------------

4		Gutter Line		
---	--	-------------	--	--

		+13.42		Prop Line
--	--	--------	--	-----------

May 4, 1955

6

LT

~~LT~~

RT

52.8	52.6	52.5	52.7	52.9	52.8	52.5	52.4	52.5
5.3	5.5	5.6	5.4	5.2	5.3	5.6	5.7	5.6
50	31	17	11		10	14	24	33

53.2
4.9
100

52.6
5.5
100

52.40
5.65
76

52.6
5.5
50

53.1	52.8	52.6	52.7	52.80	52.7	52.5	52.7	53.0	53.1
5.0	5.3	5.5	5.4	5.25	5.4	5.6	5.45	5.1	5.0
50	29	17	9		11	17	33	50	100

52.7	52.7	52.6	52.8	52.9	52.8	52.5	52.5	52.6
5.4	5.4	5.5	5.3	5.2	5.3	5.6	5.6	5.5
50	28	17	9		9	17	35	50

52.50
5.55
150

52.6
5.5
100

53.1	53.1	52.7	52.9	53.0	52.9	52.8	53.1	53.4
5.0	5.0	5.4	5.2	5.1	5.2	5.3	5.0	4.7
30	19	16	10		11	16	18	30

Sta + π - Elev

958.05

4 + 50

+ 55

+ 73

5

+ 11

+ 50

BM

3.03 955.02 955.02

May 4, 1955 7

Lt

St

53.4	53.2	52.9	53.1	52.9	53.39	53.4
4.7	4.9	5.2	5.0	5.2	4.66	4.7
30	21	15		16	19	30

4' Walk

53.34

53.47

4.58

17

3' Walk

4.71

30

53.6 Conc Exp

53.1	53.2	53.3	53.2	53.1	53.5	53.5
4.5	4.6	5.0	4.9	4.8	4.9	5.0
30	21	16	9	10	16	19

53.65

4.40

30

Walk

54.0

53.7

53.4

53.5

53.6

53.5

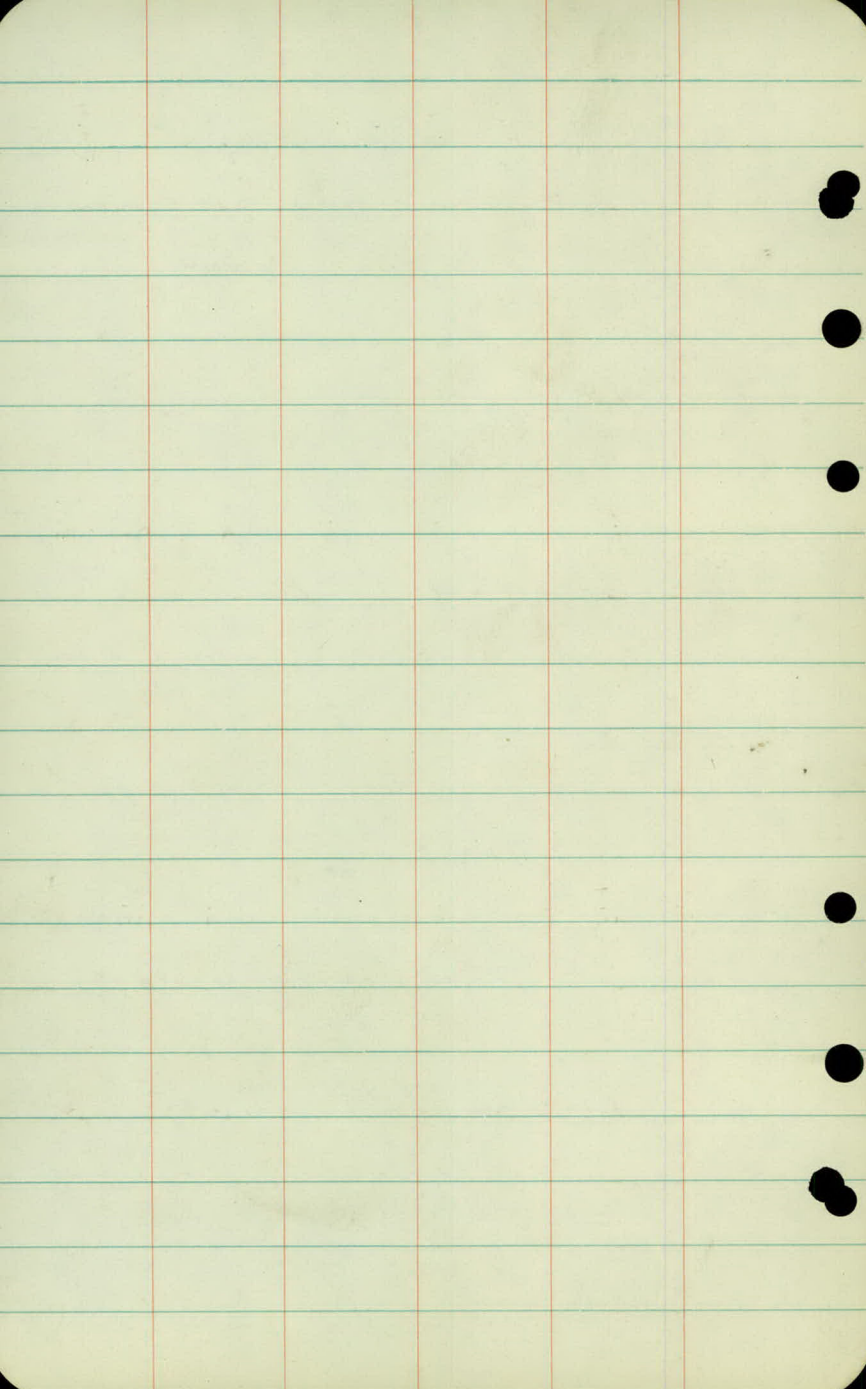
53.3

53.8

54.4

4.1	4.4	4.7	4.6	4.5	4.6	4.8	4.3	3.7
30	19	15	10		9	16	18	30

Top Hyd NE. Cor Arona & Larpenieur.



Arena

Largentum to Crawford

staking

Sta	PG	PG	PG R
-----	----	----	------

BM	1.49	956.52	
----	------	--------	--

955.03

0+50	51.70	4.82	
------	-------	------	--

1	51.87	4.65	
---	-------	------	--

520.9

+50	52.04	4.48	52.0	4.52
-----	-------	------	------	------

2	52.21	4.31	52.2	4.32
---	-------	------	------	------

+50	52.38	4.14	52.4	4.12
-----	-------	------	------	------

3	52.55	3.97	52.6	3.92
---	-------	------	------	------

FX
AM
LB
EG

Blue Tops & May 25, 1955

2

Lt

BT

Top Hyd NE Cor Carpenter & Arona

51.76

BT

4.76

4.82

17

51.00

4.52

Top CB

4.51

4.65

17

4.52

17

4.37

4.39

4.48

17

4.14

walk

24

4.32, 4.23

17

3.85

4.22

4.31

4.0

17

24

4.12

17

4.04

3.57

4.04

4.14

17

3.92

3.49

3.97

17

Sta	PG	Curb Grade ft.	PG	Curb Grade ft.
-----	----	----------------------	----	----------------------

956.52

3+53.5	52.73	3.79	52.8	3.72
--------	-------	------	------	------

4				52.9
---	--	--	--	------

BM	1.29			
----	------	--	--	--

53.1

3.50

52.8

3.72

5.32

Sta	PG	PCR	-	Elev
BM	1.34	956.37		955.03

$+ 3.2$
 $\hline 51.89$

51.02

455
 $\hline 51.82$

52.2 4.17 4.67

2 52.21

52.21 4.16
 $\hline 4.26$

+50 Lt 52.4 3.97 4.47

3.985
 $\hline 3.96$

1

4.08 3.95

52.38 3.99 4.49

3 Rt 52.55 3.82 4.32

4.30

3.8

3.9

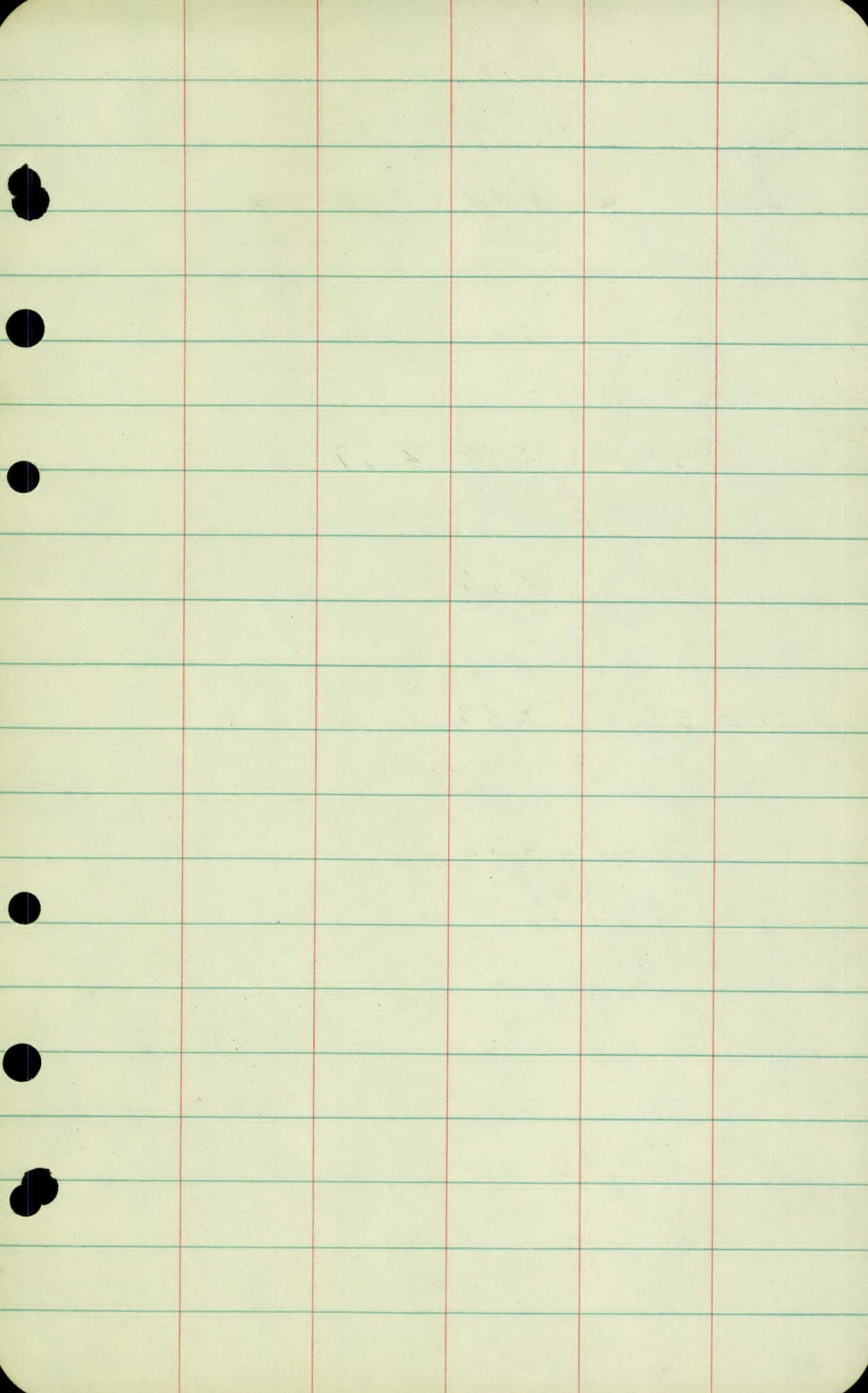
3 52.6 3.77 4.27

~~11~~ Lt +53 52.73 3.64 4.14

3.60

3.70

Lt 52.8 3.57 4.07



Gr

Rt
Gutter

956.37

1+50 52.02 4.35 4.45

1 51.87 4.50 4.60 5.00

0+50 51.7 4.67 4.77 5.17

51.70 4.67 5.17

0+ 51

1+50H 52.04 4.33 4.83

52.21 4.16 4.66

4.13

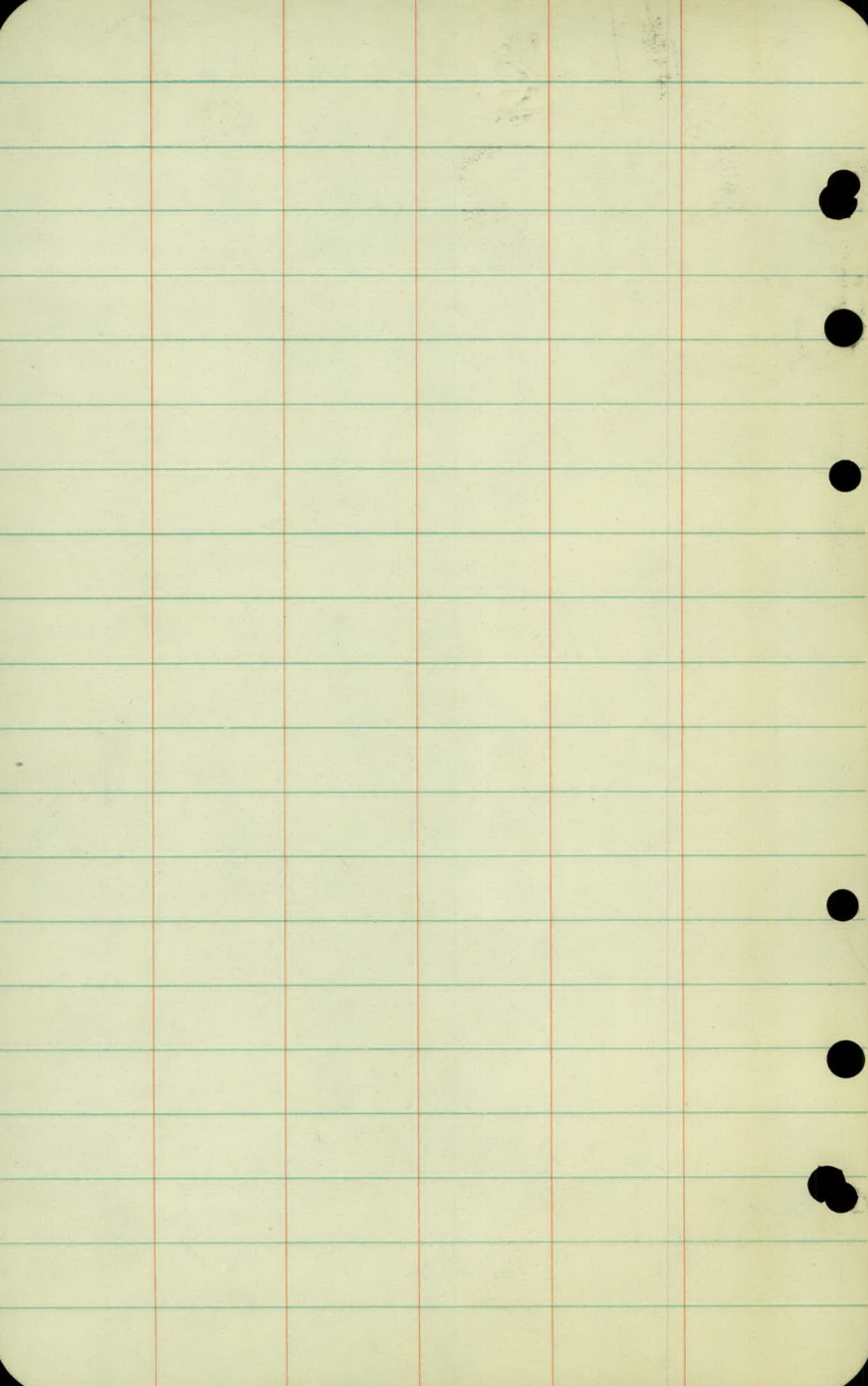
3.93

3.81

3.80

3.79

$$\begin{array}{r} 3 \\ 4 \\ \hline 12 \end{array}$$

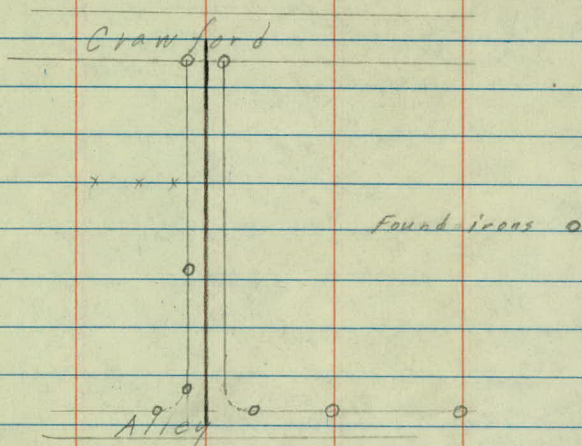


1

North Alley

Keller's Re Arrangement of

Block 10 Falcon Heights

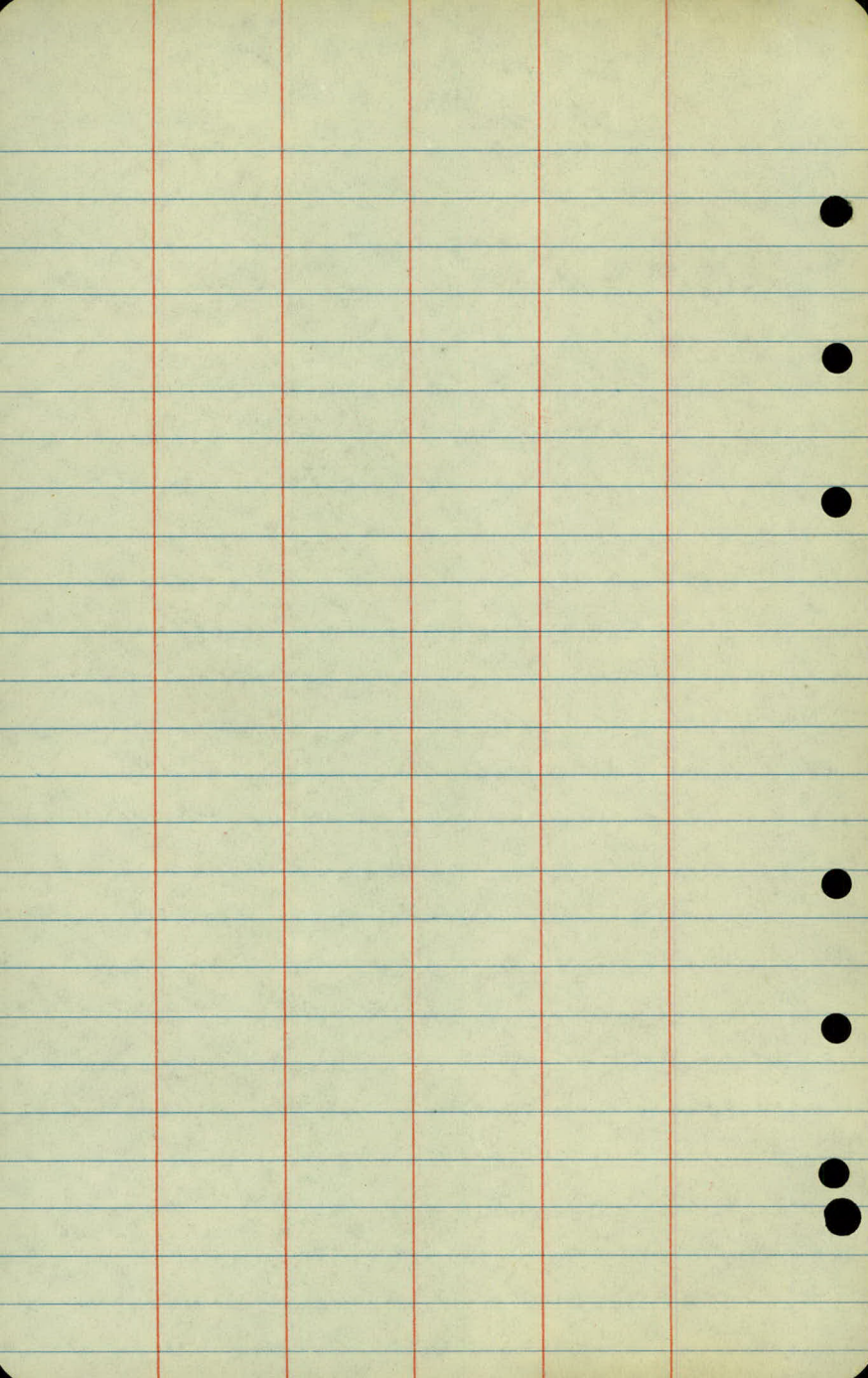


Topog 2
x Sections 4

7 pages

RCG.
7/17/52

Drawn
up



Topog.

+97.42 E Crawford

+80 Edge of Road

+66 End L.P. & hedge 7'
 +66 X hedge 6' to 60' R'
 +16 Cypripedium 11' to 107 h 30' 2AE x 26N

+13 Childrens Swing & 6 x 10

+79 PP 10'
 +75
 +80 to +86 Flower B & S 30'
 +75 Cypripedium Line Poles, 2 E 24'

+70 End Garden 3'
 +70 End Garden 30'
 +72 Garden 30'
 +72 10' E 3' 1/2

+72 Beg Garden 3'
 +71 20 x 20' Garage 38'
 +11 Lilac Bush 17' L.P. 20'

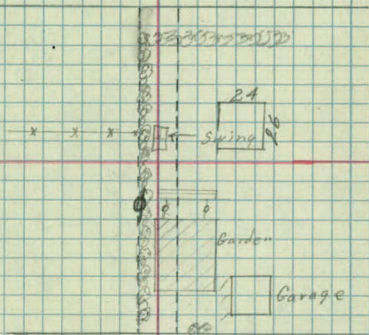
+18 Beg Lombard Pop. & hedge Row 9'
 +10 Edge of Bl Top

0+00

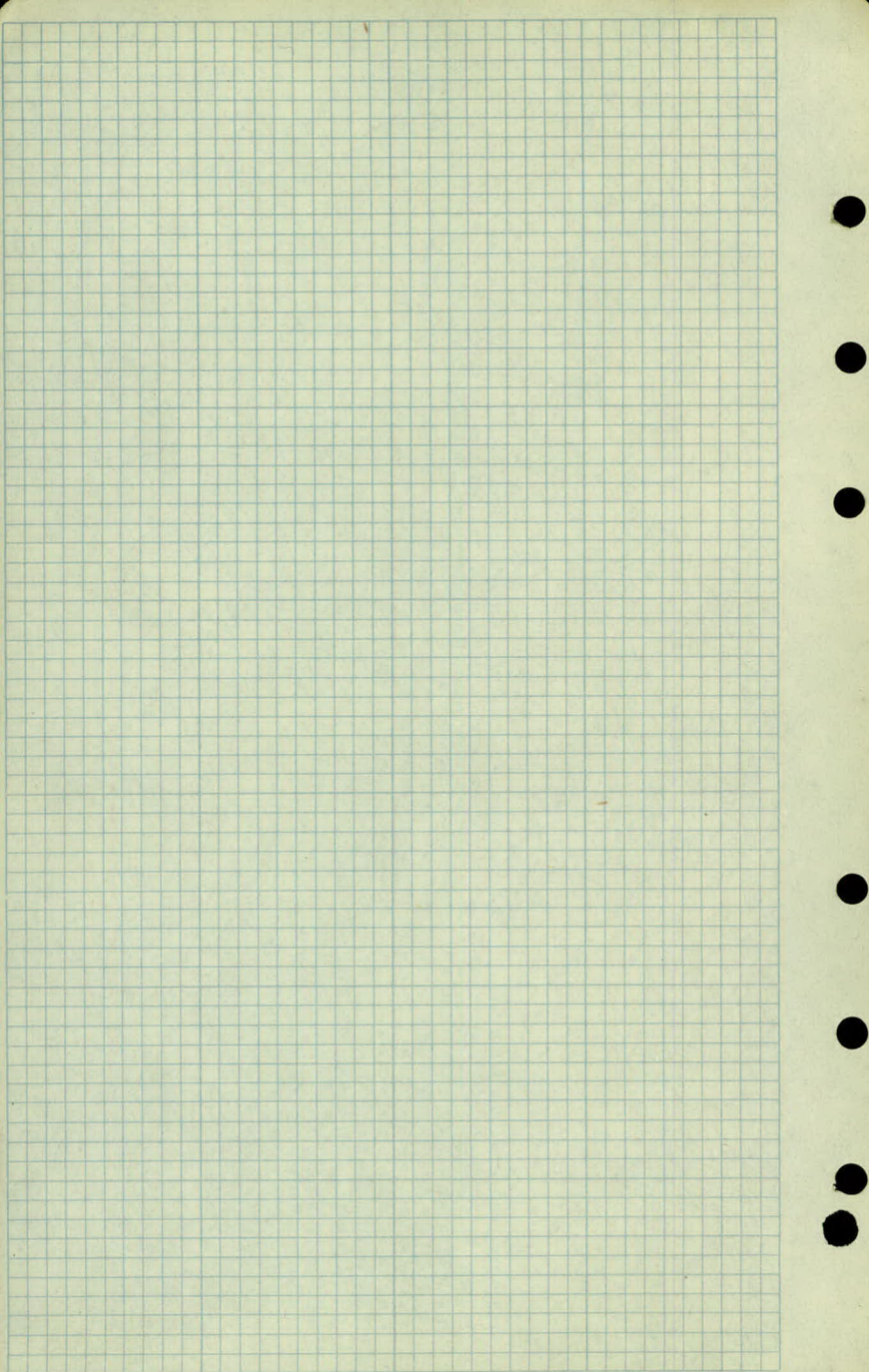
Note 17 Lombard Poplars
 17 Honey suckel Bushes
 0+18 to 1+65

3

Crawford



Alley



X-Sections

Sta	+	π	-	Elev
BM	0.11	958.16		958.05

0+00				51.8
------	--	--	--	------

+ 10				52.1
------	--	--	--	------

+ 11				51.8
------	--	--	--	------

+ 50				52.4
------	--	--	--	------

1				52.7
---	--	--	--	------

+ 30				53.6
------	--	--	--	------

+ 67				53.8
------	--	--	--	------

+ 80				53.5
------	--	--	--	------

4

5

Top Hyd S.E. Cor Larpenteur & Snelling

5.0 5.7 6.3 6.4 6.5
100 50 50 100

✓

5.8 5.9 6.0 6.0 6.1
25 10 10 20

✓

6.0 6.1 6.3 6.2 6.2
25 10 10 20

✓

5.7
25

(5.8)

✓

4.8 5.2
25 12

(5.5)

✓

4.2 4.3
25 12

(4.6)

✓

4.2
25

(4.4)

✓

4.4
25

(4.7)

✓

Sta	+	π	-	Elev
		958.16		54.2
+97.42				
BM	1.41	958.65	0.92	957.24
+20	Garage floor	6.65		952.0
	" Apron 25'	6.82		951.83
+50				52.4
			53.5	52.7
+15	House		5.2	
+50				53.6
+67				53.8
+80				53.5
+97.42				54.2

3.7 3.8 3.9
100 50 25

4.0

✓

Top Hyd N.W. Cox Asbury & Crawford

6.3 6.4 6.5
10 20

✓

6.0 5.5 5.4
10 20

✓

5.1 5.0 4.8
10 20

✓

4.9 5.0 5.1
10 20

✓

5.2 5.2 5.2
10 20

✓

4.5 4.9 5.3
30 100

✓

Sta	+	A	-	Elev
		958.65		
TP	4.55	956.90	6.30	952.35
B.M.			2.31	954.59 954.58

Top Hyd NW Cor Arena & Carpentier

