

Dr. 11 BK. 28

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

_____ Plan _____ Survey

_____ Northome Add. _____

From Pascal Ave. To Hamline Ave.
Hoyt Ave. Larpenteur Ave.

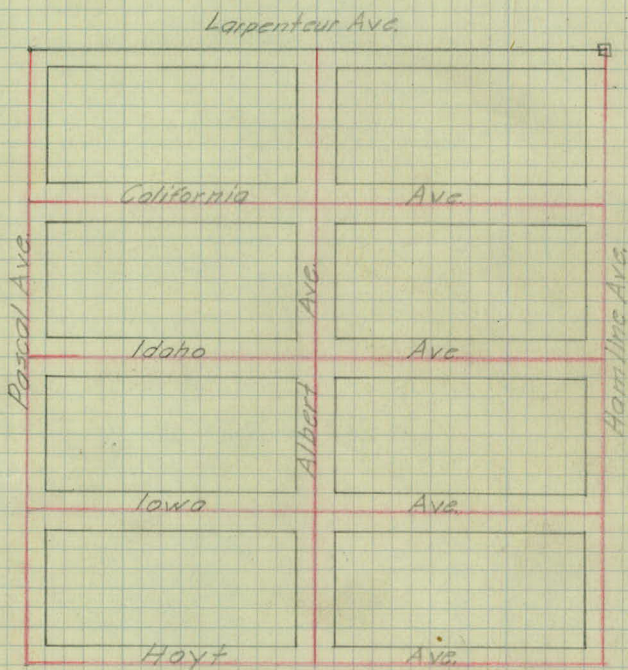
Road Acc't. No. _____

Iowa St.

Date Filed _____

File _____

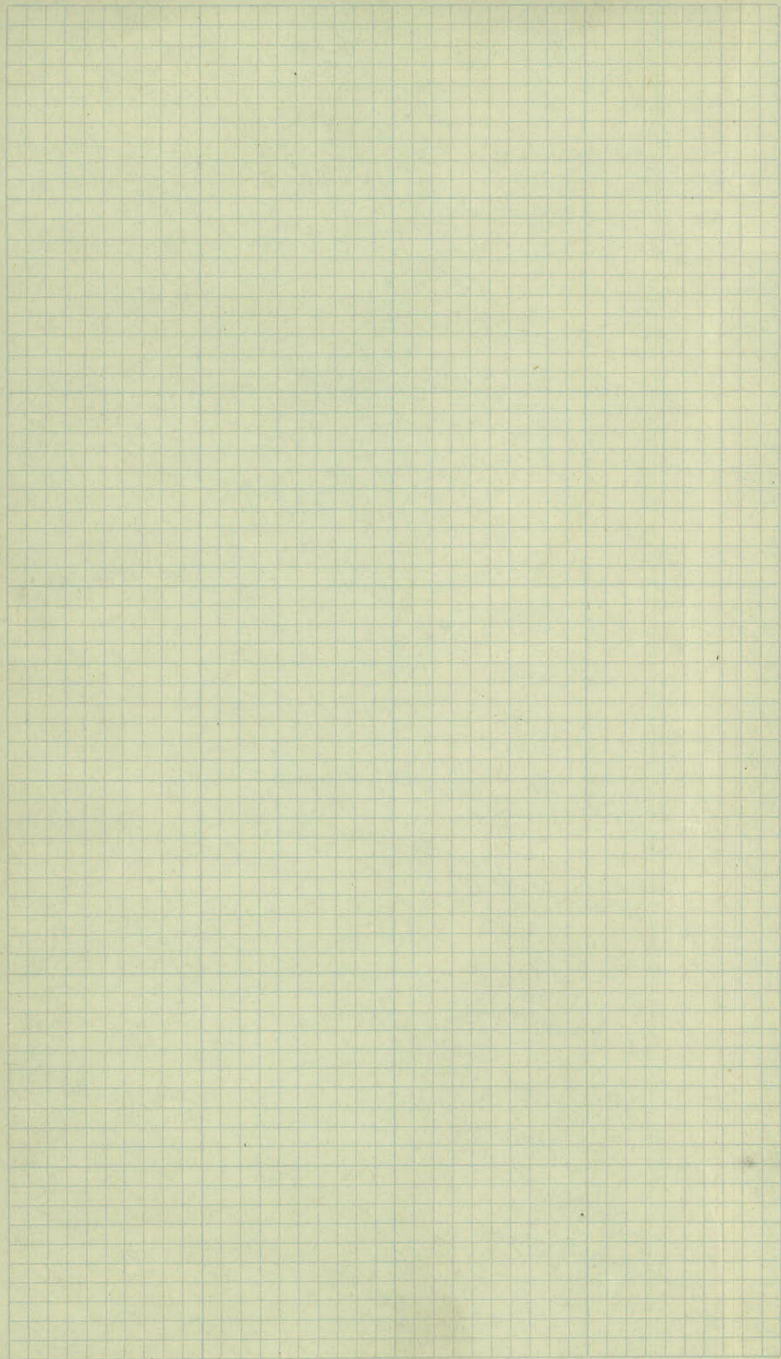
PLAN SURVEY
NORTH HOME ADD.



INDEX.

Pascal Ave.	P-1-10
Albert Ave.	-11-20
Iowa Ave.	-21-29
Idaho Ave.	-30-38
California Ave.	-39-47
Hamline Ave.	-48-58
Hoyt Ave.	-59-64
Bench Levels	-65-66

H. J. J. J.
3/25/38



1
PASCAL AVE.

Alignment.

13 +18.05 = E Carpenter Ave

+68.56 Cor. Lot Iron Rt.

+108.86 Cor. Lot Iron Rt.

9 +78.16 = E California Ave.

+48.86 Cor. Lot Iron Rt.

+89.08 Cor. Lot Iron Rt.

6 +59.08 = E Idaho Ave.

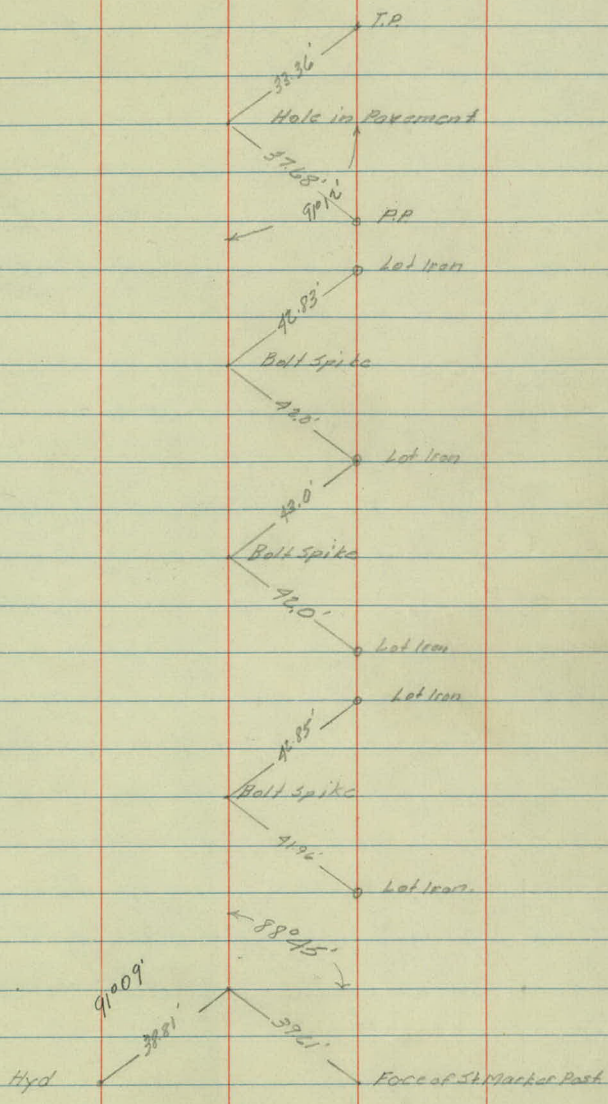
+79.08 Cor. Lot Iron Rt.

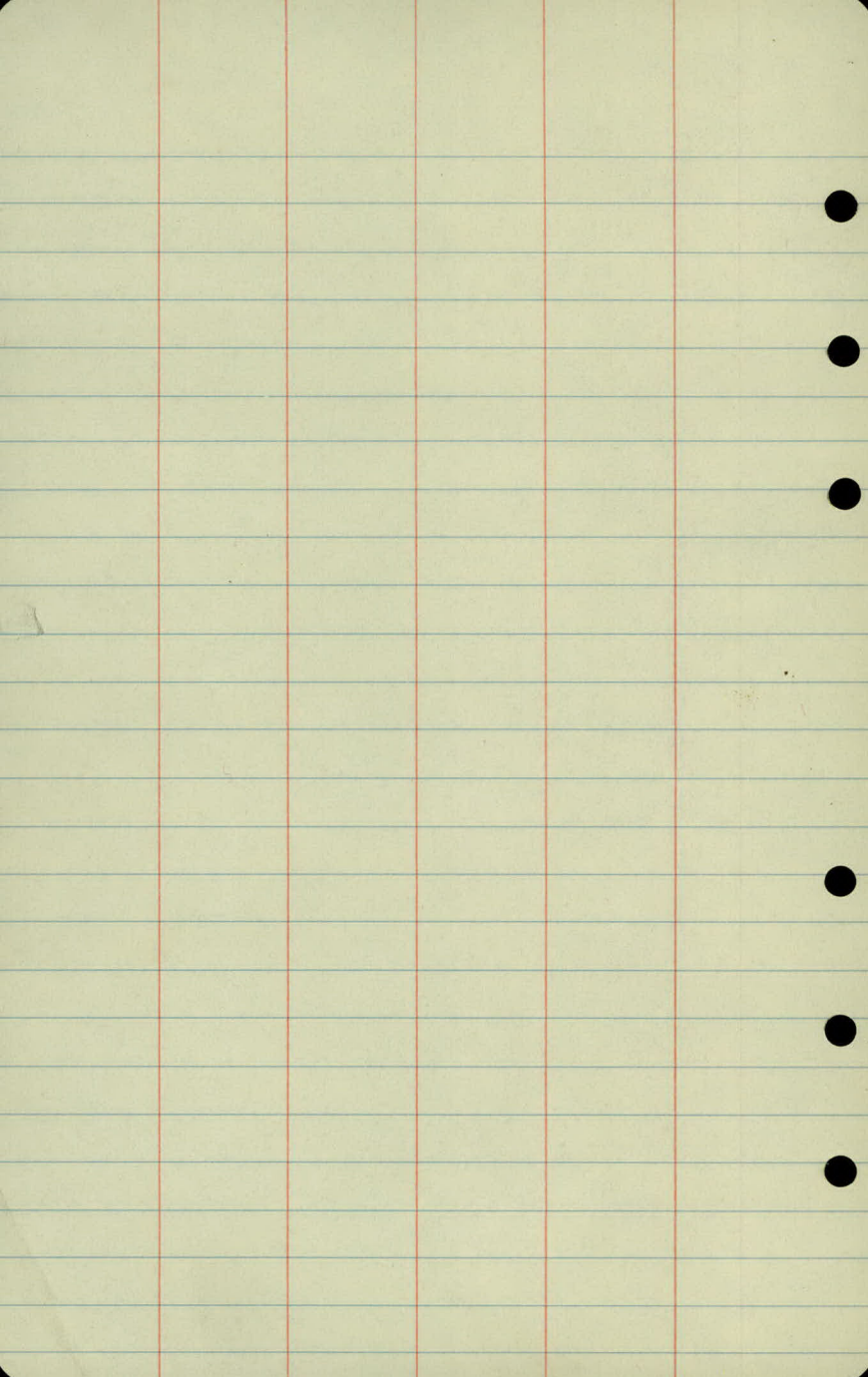
+59.51 Cor. Lot Iron Rt.

3 +29.51 = E Iowa Ave.

+99.51 Cor. Lot Iron Rt.

0 +00 = E Hoyt Ave.





Topography
Pasca Ave.

+59.05 = R Idaho Ave.

6

5

4

+29.51 = R Iowa Ave.

3

2

0700 = R Hoyt Ave.

-1100

Edge of Turn piking App 18'-19'

+49.5 Hgt. 36'

+17 B Catch Basin Rt 914.36'

- 6.5 Manhole 25'
- 17 B Catch Basin 36' Rt 114'
- 20 R 22'
- 16 Edge 6' sidewalk 2.9'
- 24 Hyd. 19'
- 37 End 6' curb 15'

3'x3'

storm sewer

- 24 Edge 6' sidewalk 2.9'
- 37 End 6' curb 15'

38.5 R Manhole -1'

storm sewer

13 $+18.05 = \text{E. Pav.}$

12

11

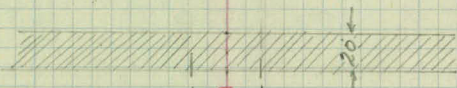
10

$+78.86 = \text{California Ave.}$

9

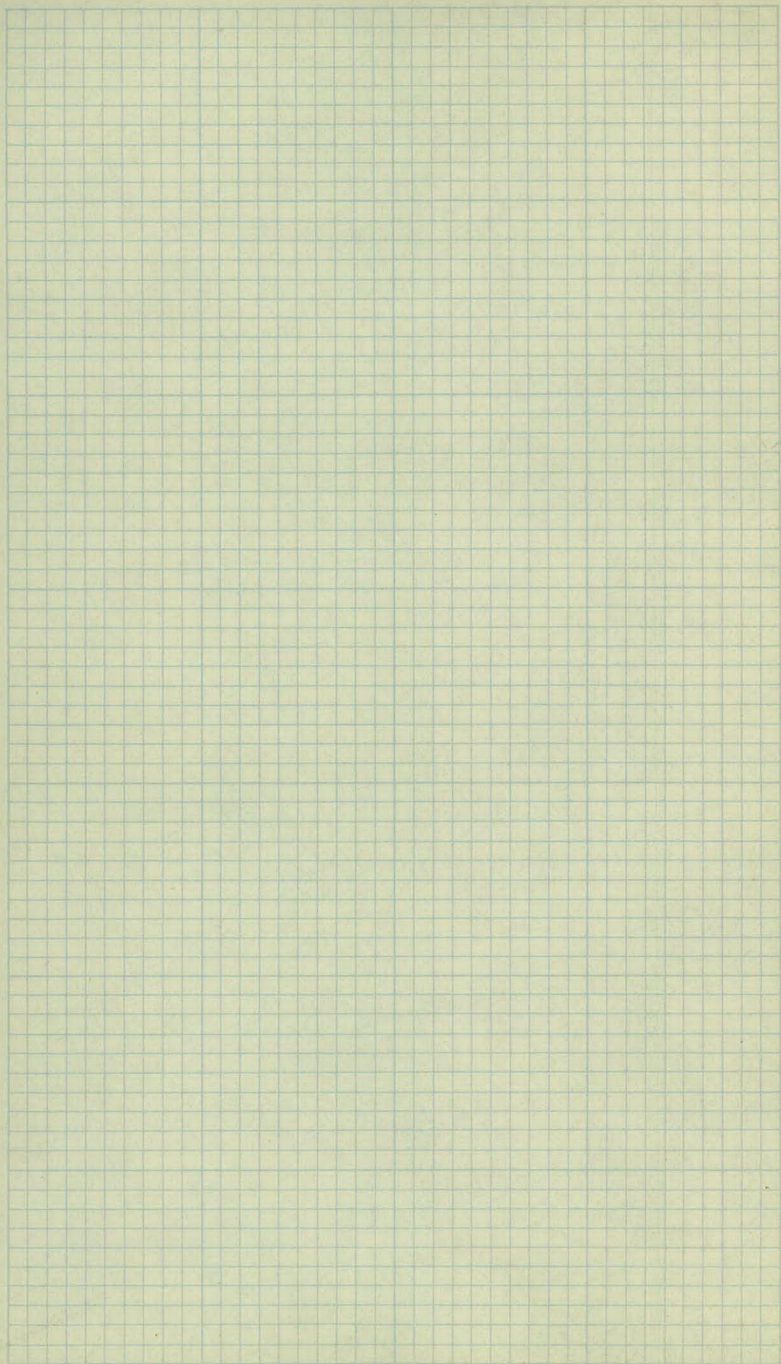
8

7



+87 Light Rd 21

Edge of Turning Appear 15' 0"



X Sections

Pascal Ave.

Sta	+	✓	-	Elev
B.M.	7.13	956.87		949.74

-38.5

-15

-6.5

0 +0.0

946.1

+15

46.4

+30

47.2

+31

47.2

+50

48.4

1

49.0

+56.75

50.2

+73.75

50.5

Lt

Rt

Rt

Top Hyd 3 W Cor Pascal & Hoyt

946.08
10.79
Cancer Mouth

2629
FLOW LINE

114
50

11.7
36

109

11.7
36

Flow Line
Cancer Mouth

113
50

Flow Line Catch Basin

30.6
Flow Line

945.97
10.9
Mouth Cancer

108
50

108

105
50

114
50

114
36
Flow Line Catch Basin

105

11.1
36
Flow Line Catch Basin

108
50

103
50

10.1
30

103
20

97

100
21

101
30

101
50

87 86 85 95
50 30 20 19

97 97 82 83 84
19 21 30 50

86 84 84 87 85 86 93 88 79 80
50 30 21 21 11 17 19 31 50

80 78 79 89 77 79 78 81 76 78 72
50 30 20 21 9 10 18 19 30 50

78 71 69 76 68 67 70 73 65 65 67
50 30 21 20 10 9 19 21 30 50

71 69 64 75 65 64 67 70 63 62 64
50 30 21 20 9 9 18 19 30 50

Sta	+	X	-	Elev
		856.87		
2	+00			950.9
	+50			51.6
	+99.51			52.1
3	+29.51			52.2
	+59.51			52.3
4				52.1
	+50			52.4
	+85.26			52.7
5	+08.26			52.8
	+50			53.3
6				53.2
T.P	6.81	959.54	4.14	952.73

Lt

E

Rt

$$\begin{array}{ccccccc} 66 & 64 & 61 & 71 & 62 & 60 & 63 & 66 & 59 & 58 & 60 \\ 50 & 30 & 20 & 19 & 9 & - & 10 & 18 & 19 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} 58 & 57 & 53 & 58 & 53 & 53 & 56 & 62 & 54 & 50 & 50 \\ 50 & 30 & 20 & 19 & 10 & - & 10 & 18 & 19 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} 51 & 52 & 48 & 53 & 49 & 48 & 50 & 55 & 50 & 44 & 45 \\ 50 & 30 & 20 & 19 & 10 & - & 12 & 19 & 20 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} 50 & 51 & 51 & 47 & 44 \\ 50 & 30 & 19 & - & 50 \end{array}$$

$$\begin{array}{ccccccc} 47 & 43 & 46 & 50 & 46 & 49 & 44 & 40 & 42 \\ 50 & 30 & 18 & 17 & - & 18 & 19 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} 47 & 46 & 47 & 53 & 48 & 53 & 47 & 46 & 45 \\ 50 & 30 & 19 & 18 & - & 19 & 21 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} 46 & 46 & 44 & 49 & 45 & 53 & 48 & 43 & 39 \\ 50 & 30 & 20 & 17 & - & 18 & 19 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} 43 & 44 & 44 & 48 & 46 & 48 & 42 & 39 & 38 \\ 50 & 30 & 19 & 18 & - & 17 & 20 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} 46 & 45 & 42 & 46 & 41 & 45 & 42 & 41 & 37 \\ 50 & 30 & 21 & 19 & - & 17 & 20 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} 41 & 40 & 39 & 48 & 36 & 41 & 38 & 36 & 35 \\ 50 & 30 & 19 & 18 & - & 18 & 20 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} 37 & 39 & 37 & 43 & 37 & 43 & 41 & 38 \\ 50 & 30 & 19 & 18 & - & 18 & 30 & 50 \end{array}$$

Sta + A - E/cv

959.54

6 +2.908 952.8

+59.08 52.8

+89.08 53.1

7 +50 53.1

8 +08.96 53.6

+27.96 53.7

+60 53.8

9 54.4

+48.86 54.7

+78.86 54.6

10 +08.86 54.1

Lt

L

Rt

$$\frac{68}{50} \frac{68}{30} \frac{66}{20} \frac{72}{19} \frac{67}{19} \frac{77}{20} \frac{70}{22} \frac{70}{30} \frac{68}{50}$$

$$\frac{67}{50} \frac{68}{30} \frac{69}{21} \frac{74}{18} \frac{67}{19} \frac{69}{30} \frac{66}{50}$$

$$\frac{61}{50} \frac{61}{30} \frac{61}{20} \frac{65}{19} \frac{64}{19} \frac{73}{20} \frac{68}{30} \frac{68}{50} \frac{67}{50}$$

$$\frac{65}{50} \frac{64}{30} \frac{63}{20} \frac{67}{19} \frac{64}{19} \frac{72}{20} \frac{67}{30} \frac{70}{50} \frac{71}{50}$$

$$\frac{60}{50} \frac{61}{30} \frac{60}{20} \frac{62}{19} \frac{59}{19} \frac{70}{20} \frac{65}{30} \frac{70}{50} \frac{73}{50}$$

$$\frac{57}{50} \frac{58}{30} \frac{56}{19} \frac{61}{18} \frac{58}{19} \frac{68}{20} \frac{64}{30} \frac{68}{50} \frac{71}{50}$$

$$\frac{54}{50} \frac{54}{30} \frac{53}{20} \frac{57}{19} \frac{57}{19} \frac{66}{18} \frac{62}{19} \frac{64}{30} \frac{70}{50}$$

$$\frac{53}{50} \frac{54}{30} \frac{51}{20} \frac{56}{19} \frac{51}{19} \frac{60}{20} \frac{56}{30} \frac{58}{50} \frac{62}{50}$$

$$\frac{53}{50} \frac{52}{30} \frac{50}{20} \frac{53}{19} \frac{48}{19} \frac{55}{20} \frac{49}{30} \frac{50}{50} \frac{52}{50}$$

$$\frac{55}{50} \frac{53}{30} \frac{52}{20} \frac{55}{19} \frac{49}{19} \frac{52}{30} \frac{52}{50}$$

$$\frac{64}{50} \frac{61}{30} \frac{58}{20} \frac{60}{19} \frac{54}{19} \frac{59}{20} \frac{56}{30} \frac{57}{50} \frac{58}{50}$$

Sta

+

A

-

Elev

959.59

10 +50

958.5

11

52.4

+29.79

51.5

+47.74

51.2

12

50.0

+68.53

49.4

+75

49.4

+92

49.8

+98

50.3

13 +08.5

51.0

B.M.

8.38

951.16

Lt

Z

Rt

$$\frac{6.9}{50} \quad \frac{6.7}{30} \quad \frac{6.6}{19}$$

$$\frac{6.0}{19} \quad \frac{6.5}{20} \quad \frac{6.0}{30} \quad \frac{5.9}{30} \quad \frac{5.9}{50}$$

$$\frac{8.2}{50} \quad \frac{8.1}{30} \quad \frac{7.7}{20} \quad \frac{7.9}{19} \quad \frac{7.1}{19} \quad \frac{7.5}{19} \quad \frac{7.1}{20} \quad \frac{7.0}{30} \quad \frac{6.9}{50}$$

$$\frac{9.0}{50} \quad \frac{8.8}{30} \quad \frac{8.6}{19}$$

$$\frac{8.0}{19} \quad \frac{8.2}{19} \quad \frac{7.6}{20} \quad \frac{7.5}{30} \quad \frac{7.4}{50}$$

$$\frac{9.4}{50} \quad \frac{9.3}{30} \quad \frac{9.0}{20} \quad \frac{9.3}{19} \quad \frac{8.3}{19} \quad \frac{8.8}{19} \quad \frac{8.3}{20} \quad \frac{8.2}{30} \quad \frac{8.0}{50}$$

$$\frac{9.7}{50} \quad \frac{9.7}{30} \quad \frac{9.4}{20} \quad \frac{9.9}{19} \quad \frac{9.5}{19} \quad \frac{9.9}{19} \quad \frac{9.3}{20} \quad \frac{9.9}{30} \quad \frac{9.3}{50}$$

$$\frac{9.9}{50} \quad \frac{9.8}{30} \quad \frac{9.8}{20} \quad \frac{10.2}{19} \quad \frac{10.1}{19} \quad \frac{10.5}{18} \quad \frac{9.8}{19} \quad \frac{9.7}{30} \quad \frac{9.8}{50}$$

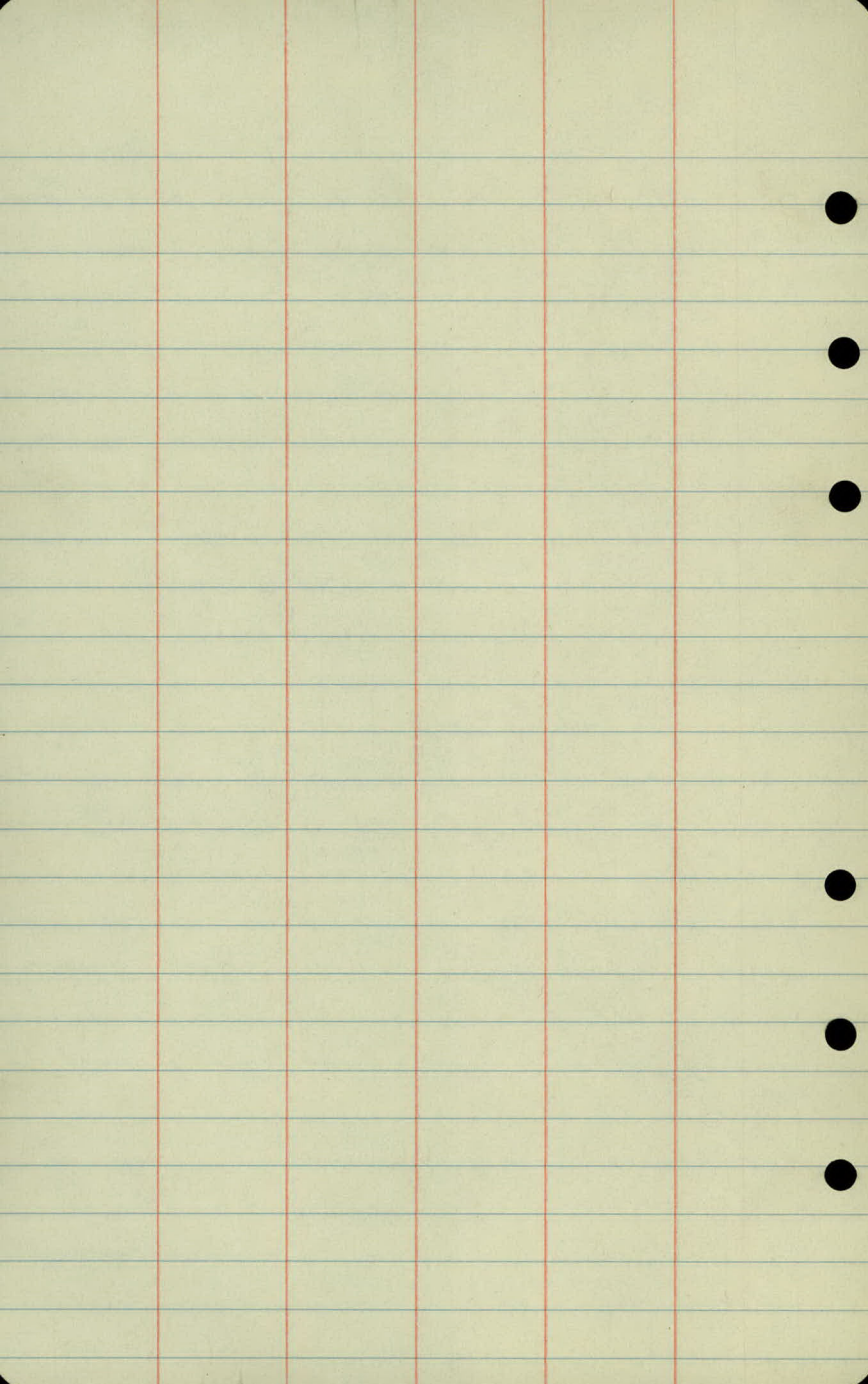
$$\frac{10.5}{50} \quad \frac{10.4}{30} \quad \frac{10.6}{20} \quad \frac{10.3}{19} \quad \frac{10.1}{19} \quad \frac{10.4}{10} \quad \frac{10.7}{20} \quad \frac{10.6}{30} \quad \frac{10.6}{50}$$

$$\frac{10.8}{50} \quad \frac{10.5}{22} \quad \frac{9.7}{18} \quad \frac{9.7}{19} \quad \frac{9.9}{17} \quad \frac{10.7}{19} \quad \frac{10.6}{30}$$

$$\frac{8.7}{50} \quad \frac{8.8}{28} \quad \frac{9.2}{19} \quad \frac{9.2}{17} \quad \frac{8.7}{50}$$

$$\frac{8.5}{50} \quad \frac{8.50}{50} \quad \frac{8.6}{50}$$

Holt in Rou. harp + Pascale



ALBERT AVE
ALIGNMENT

13 + 17.54 = \$ Lorpen + cur Ave

12 + 68.89 Cor Lot / trans Rt + Lt

10 + 08.57 Cor Lot / trans Rt + Lt

9 + 78.57 = \$ California Ave

+ 48.57 Cor Lot / trans Rt + Lt

+ 88.75 Cor Lot / trans Rt + Lt

6 + 58.75 = \$ Idaho Ave

+ 28.75 Cor Lot / trans Rt + Lt

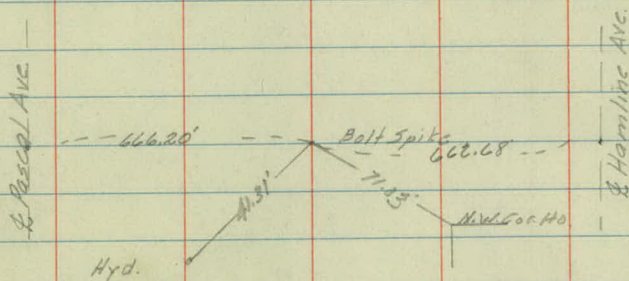
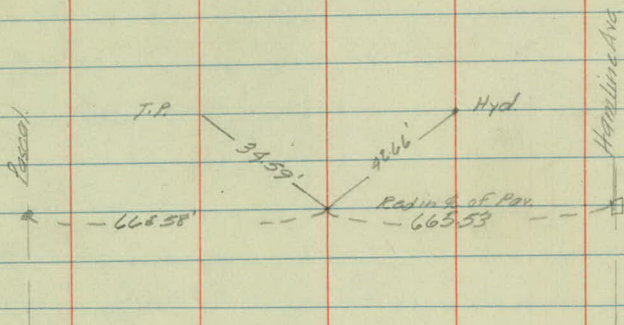
+ 57.40 Cor Lot / trans Rt + Lt

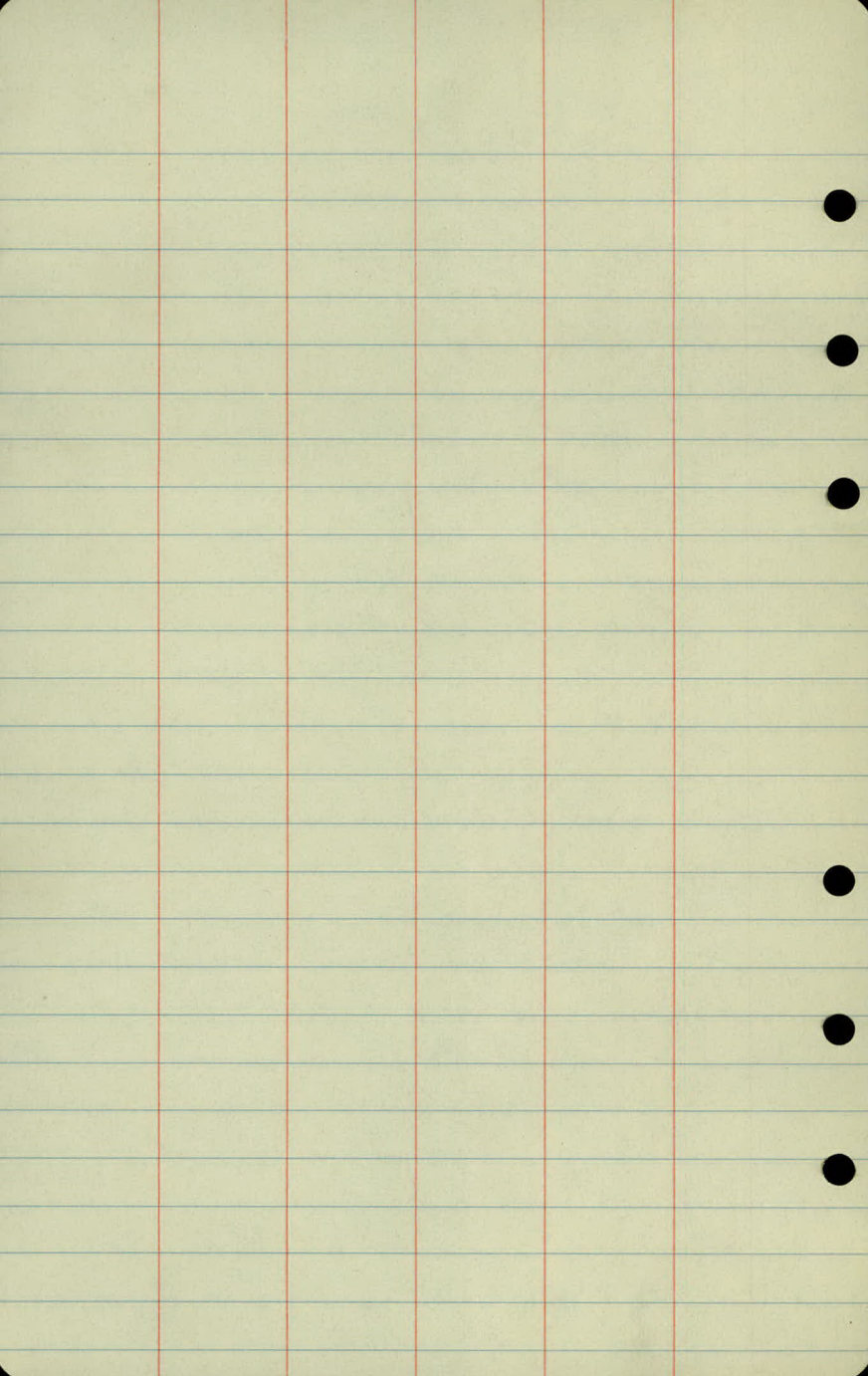
3 + 29.40 = \$ Iowa Ave

+ 99.40 Cor Lot / trans Rt + Lt

+ 30 Cor Lot / trans Rt + Lt

0 + 00





Topography
Albert Ave.

5

4

3

19'

19'

2

1

+15 Gutter Line

0+00 = E Hoyt Ave.

-0.7 Manhole 0.0

-1.4 Gutter Line

-5.9 Manhole 0.0 Sanitary Sewer

+02-PP-25
X² on Alley Line

+53-PP-25

Iowa Ave.

+14-15' Maple - 32'

+51-2-6" Trees 26'

+54-6" Tree 22'

+76-36" Stump 32'

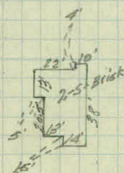
+52-36" Stump 32'

+17 Honey Suckle Bush 21'

+93 N.W. Cor. No. 36'

+72 Lilac Bush 21'

+615 W. Cor. No. 41'



-03 Light P. - 23'

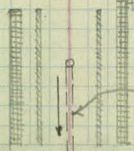
-30 End Curb 15'

-38 Hyd. - 18'

-21 Cor. Sidewalk 28.5'

-30 End Curb 15'

Storm Sewer



Sanitary Sewer

Turn Piking

Turn Piking

13

+83-18"X36"CM 19'11"

17' RT.

19'

19'

12

10

19

18'

9

8

7

18'

19'

6



Larpenteur Ave.

1146 Light P. - 18'

1145 P. - 22'

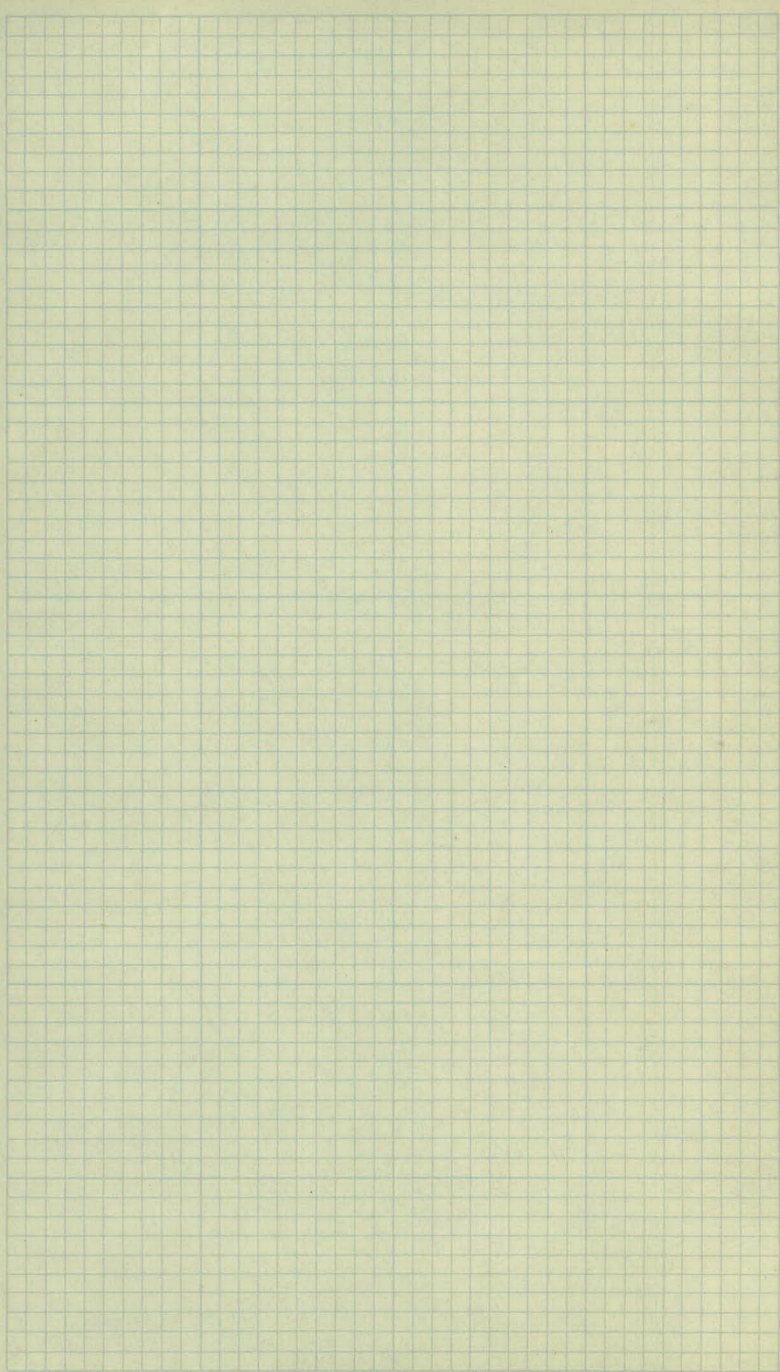
P. - 22'

California Ave.

127 P. - 22'
N. on Alley Line157 Group L - 21'
Box Elders - 21'

150 P. - 22'

Idaho Ave.



X sections

Albert Ave

Sta	+	Σ	-	Elev
B.M.	4.77	957.29 [✓]		953.12

0 - 59

- 14

- 07

0 + 00

949.6

+ 15

49.3

+ 30

50.5

+ 31

50.7

+ 60

51.6

1

51.7

+ 55.69

52.8

+ 72.69

52.3

Lt.

R.

Rt.

Top Hyd Sw Cor Albert & Hoyt

$$\begin{array}{r}
 949.49 \\
 \underline{84} \\
 \text{Manhole Cover}
 \end{array}
 \quad
 \begin{array}{r}
 184 \\
 \text{Flowline}
 \end{array}$$

$$\leftarrow \begin{array}{r} 87 \\ 50 \end{array} \begin{array}{r} 86 \\ 24 \end{array} \begin{array}{r} 84 \\ 23 \end{array} \begin{array}{r} 87 \\ 23 \end{array} \begin{array}{r} 91 \\ 50 \end{array} \rightarrow$$

$$\begin{array}{r}
 949.79 \\
 \underline{81} \\
 \text{Manhole Cover}
 \end{array}
 \quad
 \begin{array}{r}
 33.5 \\
 \text{Flowline}
 \end{array}$$

25.9

$$\begin{array}{r} 82 \\ 50 \end{array} \quad \begin{array}{r} 83 \\ 50 \end{array} \quad \begin{array}{r} 85 \\ 50 \end{array}$$

$$\begin{array}{r} 85 \\ 50 \end{array} \begin{array}{r} 86 \\ 19 \end{array} \begin{array}{r} 86 \\ 20 \end{array} \begin{array}{r} 86 \\ 20 \end{array} \begin{array}{r} 87 \\ 50 \end{array} \rightarrow$$

$$\begin{array}{r} 78 \\ 50 \end{array} \begin{array}{r} 78 \\ 30 \end{array} \begin{array}{r} 78 \\ 20 \end{array} \begin{array}{r} 74 \\ 18 \end{array} \begin{array}{r} 78 \\ 30 \end{array} \begin{array}{r} 81 \\ 30 \end{array} \begin{array}{r} 81 \\ 50 \end{array}$$

$$\begin{array}{r} 75 \\ 50 \end{array} \begin{array}{r} 66 \\ 30 \end{array} \begin{array}{r} 78 \\ 20 \end{array} \begin{array}{r} 72 \\ 20 \end{array} \begin{array}{r} 75 \\ 17 \end{array} \begin{array}{r} 66 \\ 19 \end{array} \begin{array}{r} 67 \\ 20 \end{array} \begin{array}{r} 72 \\ 50 \end{array}$$

$$\begin{array}{r} 62 \\ 50 \end{array} \begin{array}{r} 62 \\ 30 \end{array} \begin{array}{r} 62 \\ 21 \end{array} \begin{array}{r} 66 \\ 20 \end{array} \begin{array}{r} 63 \\ 17 \end{array} \begin{array}{r} 71 \\ 19 \end{array} \begin{array}{r} 65 \\ 30 \end{array} \begin{array}{r} 67 \\ 50 \end{array}$$

$$\begin{array}{r} 55 \\ \text{Gar. floor}
 \end{array}$$

$$\begin{array}{r} 59 \\ 50 \end{array} \begin{array}{r} 57 \\ 30 \end{array} \begin{array}{r} 60 \\ 20 \end{array} \begin{array}{r} 64 \\ 19 \end{array} \begin{array}{r} 62 \\ 17 \end{array} \begin{array}{r} 65 \\ 18 \end{array} \begin{array}{r} 62 \\ 30 \end{array} \begin{array}{r} 64 \\ 50 \end{array}$$

$$\begin{array}{r} 48 \\ 50 \end{array} \begin{array}{r} 48 \\ 30 \end{array} \begin{array}{r} 50 \\ 20 \end{array} \begin{array}{r} 57 \\ 19 \end{array} \begin{array}{r} 52 \\ 12 \end{array} \begin{array}{r} 51 \\ 16 \end{array} \begin{array}{r} 57 \\ 18 \end{array} \begin{array}{r} 53 \\ 30 \end{array} \begin{array}{r} 51 \\ 30 \end{array} \begin{array}{r} 57 \\ 50 \end{array}$$

$$\begin{array}{r} 48 \\ 50 \end{array} \begin{array}{r} 50 \\ 30 \end{array} \begin{array}{r} 51 \\ 20 \end{array} \begin{array}{r} 56 \\ 20 \end{array} \begin{array}{r} 53 \\ 13 \end{array} \begin{array}{r} 56 \\ 19 \end{array} \begin{array}{r} 62 \\ 19 \end{array} \begin{array}{r} 58 \\ 30 \end{array} \begin{array}{r} 58 \\ 30 \end{array} \begin{array}{r} 61 \\ 50 \end{array}$$

Sta	L	A	-	Elev
		952.89		
2				952.2
	+50			52.2
B.M.	167	956.47 ✓	3.09	954.80 ✓
	+99.40			52.6
3	+29.40			52.5
	+59.40			52.3
4				52.3
	+50			51.9
	+85.09			51.7
5	+02.90			51.5
	+50			51.0
6				50.4

Lt.

E.

Rt.

$$\begin{array}{ccccccc} \underline{51} & \underline{52} & \underline{53} & \underline{56} & \underline{53} & \underline{57} & \underline{66} & \underline{58} & \underline{57} & \underline{63} \\ 50 & 30 & 20 & 19 & 13 & 19 & 20 & 20 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} \underline{55} & \underline{58} & \underline{58} & \underline{57} & \underline{54} & \underline{57} & \underline{68} & \underline{61} & \underline{64} & \underline{70} \\ 50 & 30 & 19 & 19 & 13 & 19 & 20 & 30 & 50 & 50 \end{array}$$

Top Hyd N.E. Cor. Albert & Iowa

$$\begin{array}{ccccccc} \underline{44} & \underline{40} & \underline{41} & \underline{40} & \underline{38} & \underline{39} & \underline{48} & \underline{43} & \underline{43} & \underline{53} \\ 50 & 30 & 19 & 19 & 13 & 19 & 20 & 30 & 50 & 50 \end{array}$$

$$\begin{array}{cccc} \underline{36} & \underline{36} & \underline{40} & \underline{45} & \underline{51} \\ 50 & 30 & 30 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} \underline{46} & \underline{45} & \underline{40} & \underline{45} & \underline{42} & \underline{49} & \underline{37} & \underline{45} & \underline{54} \\ 50 & 30 & 20 & 19 & 20 & 21 & 30 & 50 & 50 \end{array}$$

$$\begin{array}{ccccccc} \underline{33} & \underline{39} & \underline{41} & \underline{45} & \underline{42} & \underline{53} & \underline{41} & \underline{51} & \underline{58} \\ 50 & 30 & 19 & 17 & 19 & 20 & 30 & 50 & 50 \end{array}$$

$$\begin{array}{ccccccc} \underline{41} & \underline{44} & \underline{43} & \underline{48} & \underline{46} & \underline{56} & \underline{54} & \underline{56} & \underline{61} \\ 50 & 30 & 19 & 18 & 18 & 19 & 30 & 50 & 50 \end{array}$$

$$\begin{array}{ccccccc} \underline{48} & \underline{49} & \underline{49} & \underline{56} & \underline{48} & \underline{60} & \underline{58} & \underline{57} & \underline{65} \\ 50 & 30 & 19 & 18 & 18 & 19 & 19 & 30 & 50 \end{array}$$

$$\begin{array}{ccccccc} \underline{41} & \underline{45} & \underline{47} & \underline{54} & \underline{47} & \underline{50} & \underline{60} & \underline{56} & \underline{55} & \underline{63} \\ 50 & 30 & 24 & 19 & 18 & 18 & 18 & 30 & 50 & 50 \end{array}$$

$$\begin{array}{ccccccc} \underline{51} & \underline{52} & \underline{58} & \underline{65} & \underline{55} & \underline{66} & \underline{64} & \underline{63} & \underline{68} \\ 50 & 30 & 19 & 18 & 19 & 20 & 30 & 50 & 50 \end{array}$$

$$\begin{array}{ccccccc} \underline{56} & \underline{60} & \underline{60} & \underline{71} & \underline{61} & \underline{72} & \underline{67} & \underline{71} & \underline{74} \\ 50 & 30 & 18 & 17 & 18 & 20 & 30 & 50 & 50 \end{array}$$

Sta + A - Elev.

756.47

6 +28.75

949.9

+58.75

49.5

+88.75

49.4

7 +50

48.9

150

8 +09.50

48.1

+27.56

47.6

T.P.

2.10

750.45

8.12

748.35

+60

47.2

9

46.7

+48.57

46.3

+78.57

46.2

Lt.

E

Rt.

$$\begin{array}{r} 6.0 \quad 6.2 \quad 6.5 \quad 7.2 \\ 50 \quad 30 \quad 19 \quad 18 \end{array} \quad \begin{array}{r} 6.6 \quad 7.5 \quad 6.8 \quad 7.2 \quad 7.7 \\ 19 \quad 22 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 5.9 \quad 6.4 \\ 50 \quad 30 \end{array} \quad \begin{array}{r} 7.0 \quad 7.7 \quad 8.1 \\ 30 \quad 50 \end{array}$$

$$\begin{array}{r} 6.0 \quad 6.5 \quad 7.1 \quad 7.8 \\ 50 \quad 30 \quad 19 \quad 18 \end{array} \quad \begin{array}{r} 7.1 \quad 8.1 \quad 7.5 \quad 7.9 \quad 8.7 \\ 19 \quad 21 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 6.6 \quad 7.0 \quad 7.3 \quad 8.3 \\ 50 \quad 30 \quad 19 \quad 17 \end{array} \quad \begin{array}{r} 7.6 \quad 8.7 \quad 8.4 \quad 8.7 \quad 9.0 \\ 18 \quad 19 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 7.7 \quad 8.2 \quad 8.5 \quad 9.1 \\ 50 \quad 30 \quad 19 \quad 18 \end{array} \quad \begin{array}{r} 8.4 \quad 9.4 \quad 9.1 \quad 9.4 \quad 9.9 \\ 17 \quad 19 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 7.8 \quad 8.3 \quad 8.6 \quad 9.2 \\ 50 \quad 30 \quad 19 \quad 19 \end{array} \quad \begin{array}{r} 8.9 \quad 9.8 \quad 9.7 \quad 10.0 \\ 19 \quad 30 \quad 50 \end{array}$$

R.P. Rt.

$$\begin{array}{r} 2.3 \quad 2.9 \quad 3.2 \quad 3.8 \quad 3.3 \quad 4.4 \quad 4.0 \quad 4.5 \quad 4.8 \\ 30 \quad 30 \quad 18 \quad 17 \quad 19 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 3.0 \quad 3.4 \quad 3.6 \quad 4.3 \\ 50 \quad 30 \quad 19 \quad 18 \end{array} \quad \begin{array}{r} 3.8 \quad 4.5 \quad 4.3 \quad 4.8 \quad 5.1 \\ 18 \quad 19 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 3.2 \quad 3.8 \quad 4.0 \quad 4.4 \quad 4.5 \\ 50 \quad 30 \quad 18 \quad 17 \end{array} \quad \begin{array}{r} 5.0 \quad 4.6 \quad 4.9 \quad 5.2 \\ 18 \quad 19 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 3.2 \quad 3.8 \\ 50 \quad 30 \end{array} \quad \begin{array}{r} 4.8 \quad 4.8 \quad 5.3 \\ 30 \quad 30 \end{array}$$

Sta + π - Elev.

950.45

10 +08.57

946.0

+60

45.9

11

45.9

+29.39

45.7

+97.39

45.7

12

45.6

+68.04

46.0

+7.3

46.2

+9.2

47.0

+96

47.1

13 +07.54

47.1

+17.54

47.22

B.M.

949.30

949.30

Lt

E

Rt

$$\frac{37}{50} \frac{41}{30} \frac{44}{19} \frac{47}{18} \frac{48}{18} \frac{54}{19} \frac{51}{19} \frac{54}{30} \frac{57}{50}$$

$$\frac{32}{50} \frac{43}{30} \frac{44}{19} \frac{52}{18} \frac{46}{18} \frac{53}{18} \frac{49}{19} \frac{50}{30} \frac{53}{50}$$

$$\frac{38}{50} \frac{41}{30} \frac{44}{19} \frac{52}{18} \frac{46}{18} \frac{56}{19} \frac{50}{20} \frac{53}{30} \frac{58}{50}$$

$$\frac{41}{50} \frac{44}{30} \frac{47}{19} \frac{53}{18} \frac{48}{18} \frac{56}{18} \frac{54}{19} \frac{56}{30} \frac{59}{50}$$

$$\frac{28}{50} \frac{44}{30} \frac{46}{19} \frac{54}{17} \frac{48}{18} \frac{57}{18} \frac{55}{19} \frac{57}{30} \frac{59}{50}$$

$$\frac{41}{50} \frac{46}{30} \frac{48}{20} \frac{58}{18} \frac{49}{18} \frac{60}{19} \frac{56}{19} \frac{57}{30} \frac{59}{50}$$

$$\frac{41}{50} \frac{45}{30} \frac{45}{20} \frac{49}{19} \frac{45}{18} \frac{51}{19} \frac{52}{20} \frac{53}{50}$$

$$\frac{49}{50} \frac{51}{30} \frac{51}{20} \frac{48}{17} \frac{48}{18} \frac{50}{19} \frac{54}{21} \frac{55}{30} \frac{55}{50}$$

$$\frac{51}{50} \frac{51}{22} \frac{37}{19} \frac{45}{18} \frac{38}{15} \frac{51}{20} \frac{54}{50}$$

$$\frac{32}{50} \frac{36}{18} \frac{34}{18} \frac{37}{18} \frac{40}{33} \frac{40}{50}$$

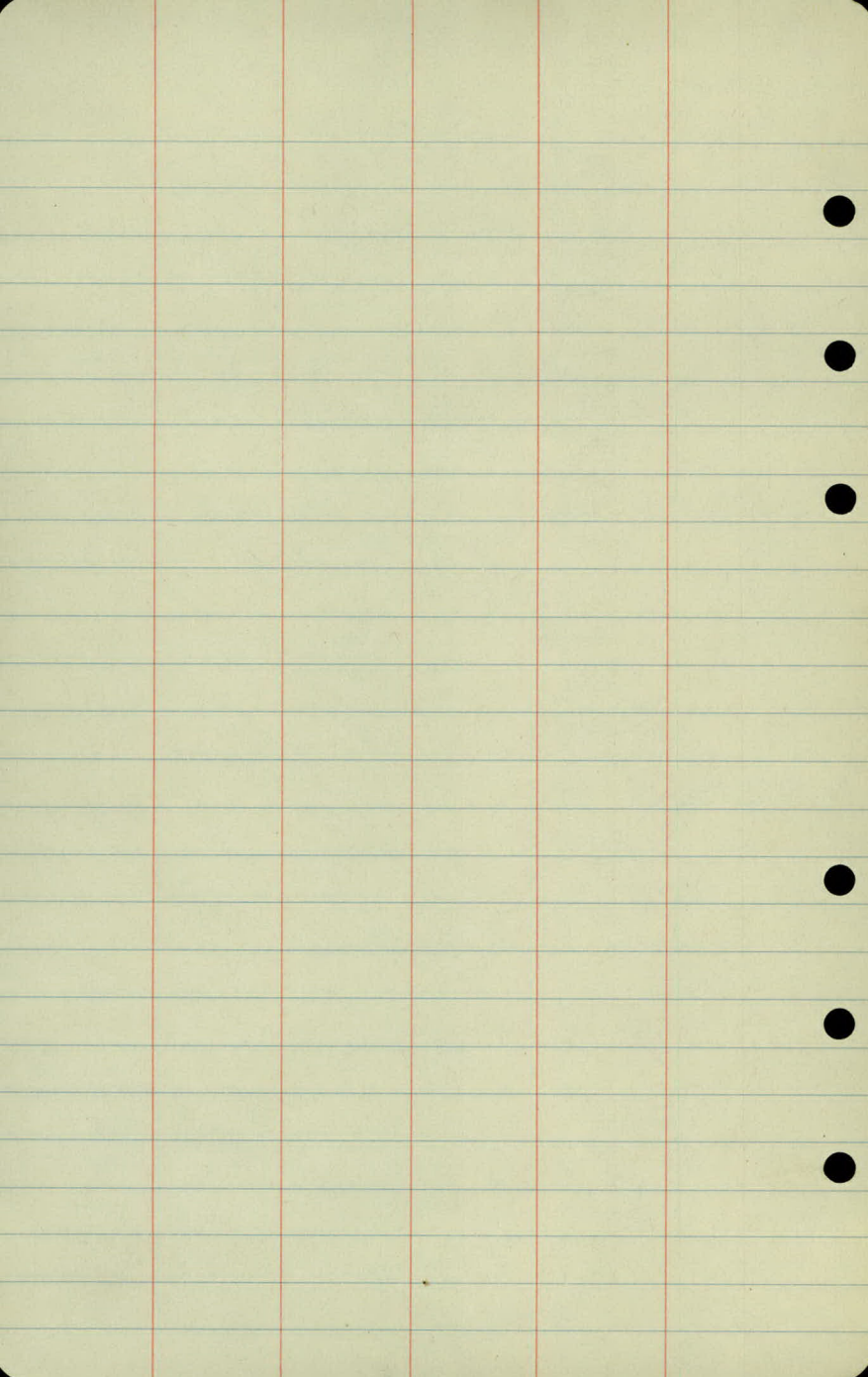
$$\frac{3.4}{50}$$

$$\frac{3.41}{50}$$

$$\frac{3.64}{50}$$

$$\frac{3.23}{50}$$

Top Hyd N.E. Cor. Lapp & Albert.



IOWA AVE.

Align.

13 +29.23 = \$ Homline Ave

12 + 56.23 Cor. Lot 1 trans R & L

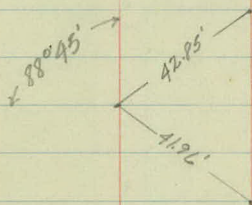
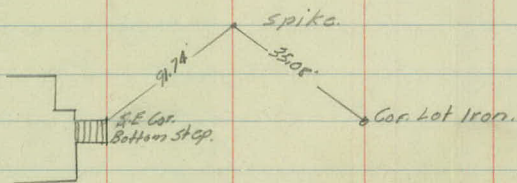
+95.92 = Cor Lot 1 trans R & L

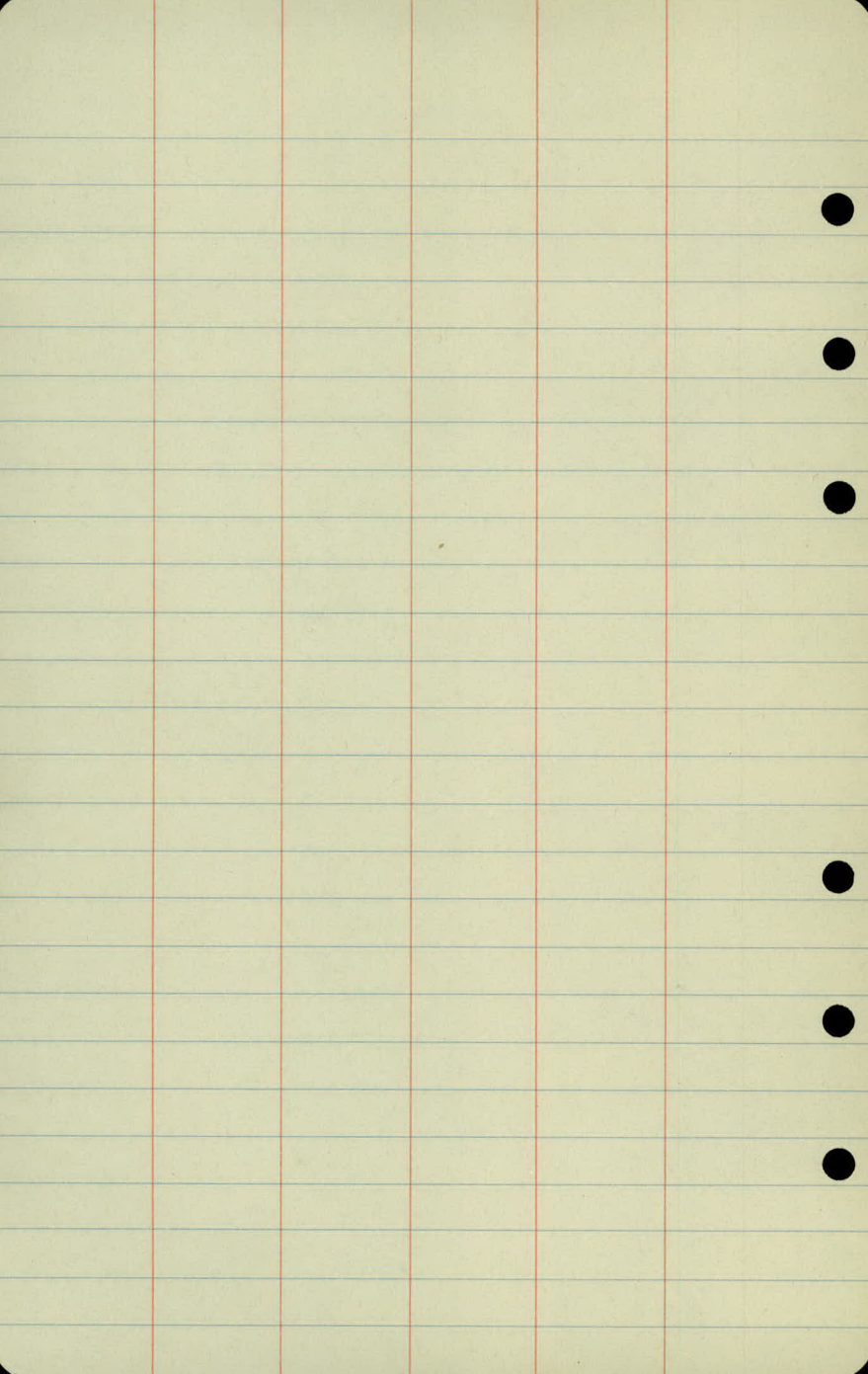
6 +63.92 = \$ Albert Ave

+35.92 Cor Lot 1 trans R & L

+30 Cor Lot 1 trans R & L

0 +00 = \$ Pascal Ave





TOPOG.

Lowie Ave.

5

19'

17'

4'

18'

17'

3

19'

17'

2

19'

19'

1

19'

19'

0 +19

19'

19'

+91-2" Elm 21'

+51-2" Elm 21'

+12-2" Elm 21'

+70-2" Elm 21'

+31-2" Elm 21'

+91-2" Elm 21'

+51-2" Elm 21'

+38 E. W. Cor. Found. 65'

+11-2" Elm 21'

+92 S.W. Cor. Ho. 65'

+71-2" Elm 21'

+34 E. 4" Walk 31'

+40 S.W. Cor. Ho.

+29-2" Elm 21'

+90-2" Elm 21'

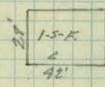
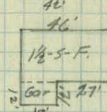
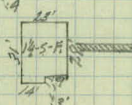
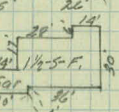
+50-2" Elm 21'

+09-2" Elm 21'

+69-2" Elm 21'

+37 Shut Off Valve 14'

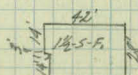
+30 Hyd. 20'



+65 NE Cor. Ho. 69'

+21 NE Cor. Ho. 69'

+38 N.W. Cor. Ho. 66'



+35 N.W. Cor. Ho. 69'

+99 E. 4" Walk 30'

+35 N.W. Cor. Ho. 69'

Pascual Ave.

13 $+15 = \text{Edge Bl. Top}$

12

11

19'

19'

10

9

19'

19'

8

19'

19'

7

7

+87

19'

19'

+96

20'

18'

6

Hamling Ave.

+96-24" Oak - 43'

+96-24" Maple - 43'

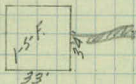
+81-2" Elm - 22'

+80-Shut off Valve 12'

+61-8" W.G. 30.5'

+98-2" Elm - 22'

+92 S.W. Cor. Ho. - 64'

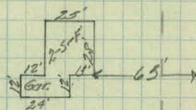


+01-2" Elm - 21'

+60-2" Elm - 21'

+92 S.W. Cor. Ho. 65'

+21-2" Elm 21'



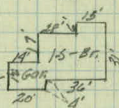
+79-2" Elm - 21'

+155 W. Cor. Ho. 65'



+39-2" Elm - 21'

+85 S.W. Cor. Ho. 65'



+2" Elm 21'

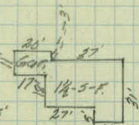
+96-2" Elm - 21'

+919-2" Elm 21'

+178-2" Elm 21'

+190-2" Elm - 21'

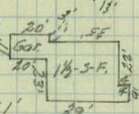
+80 S.W. Cor. Ho. 65'



+99-2" Elm - 21'

+60-2" Elm 21'

+57 S.W. Cor. Ho. 61'



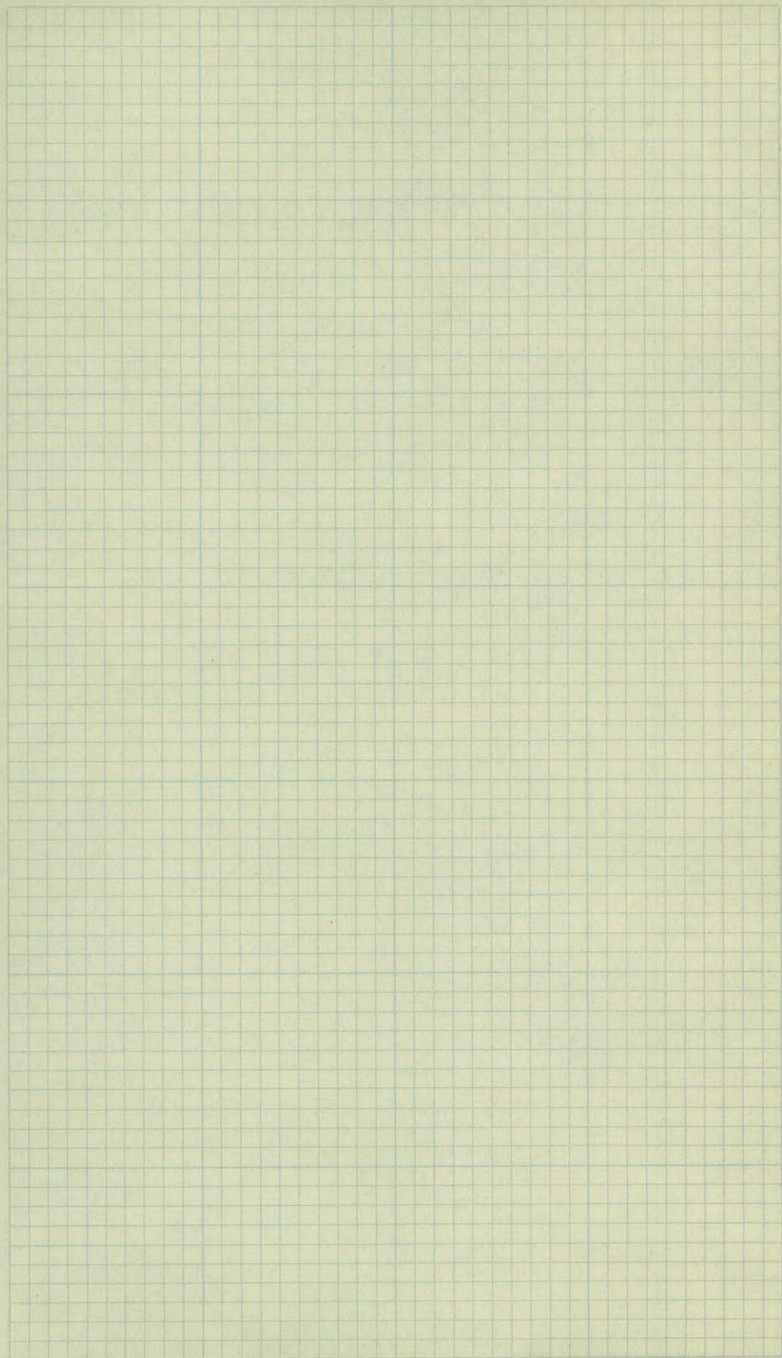
+100-2" Elm 21'

+08-Shut off Valve 14' Hyd 20'

+91-P.R. 24'

Albert Ave.

+31-2" Elm 21'



X Sections

LOWO AVG.

Sta	+	π	-	Elev.
B.M.	2.33	958.05		955.72

0 +00

952.2

+30

52.4

1

52.8

+50

53.0

2

52.6

I.P.

9.13

958.31

3.87

959.18

+50

52.2

3

52.3

+50

52.4

4

53.1

+50

53.1

5

53.1

Lt.

9.

Rt.

Top Hyd. N.E. Cor. Pascal + Iowa.

$$\begin{array}{r} 59 \quad 58 \\ 50 \quad 30 \end{array} \quad \begin{array}{r} 59 \\ 50 \end{array} \quad \begin{array}{r} 60 \quad 63 \\ 30 \quad 50 \end{array}$$

$$\begin{array}{r} 56 \quad 54 \quad 54 \quad 60 \\ 50 \quad 30 \quad 20 \quad 18 \end{array} \quad \begin{array}{r} 57 \quad 60 \\ 18 \quad 20 \end{array} \quad \begin{array}{r} 57 \quad 56 \quad 58 \\ 30 \quad 50 \end{array}$$

S.W.

$$\begin{array}{r} 53 \quad 54 \\ 50 \quad 30 \end{array} \quad \begin{array}{r} 52 \quad 58 \\ 20 \quad 19 \end{array} \quad \begin{array}{r} 53 \quad 58 \\ 19 \quad 20 \end{array} \quad \begin{array}{r} 52 \quad 50 \\ 30 \quad 50 \end{array}$$

$$\begin{array}{r} 52 \quad 50 \\ 50 \quad 30 \end{array} \quad \begin{array}{r} 51 \quad 55 \\ 20 \quad 19 \end{array} \quad \begin{array}{r} 51 \quad 58 \quad 58 \\ 18 \quad 20 \end{array} \quad \begin{array}{r} 56 \quad 51 \\ 30 \quad 50 \end{array}$$

$$\begin{array}{r} 51 \quad 51 \quad 50 \quad 56 \\ 50 \quad 30 \quad 20 \quad 19 \end{array} \quad \begin{array}{r} 55 \quad 60 \\ 17 \quad 20 \end{array} \quad \begin{array}{r} 54 \quad 57 \quad 52 \\ 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 46 \quad 49 \\ 50 \quad 30 \end{array} \quad \begin{array}{r} 52 \quad 59 \\ 20 \quad 18 \end{array} \quad \begin{array}{r} 61 \quad 66 \quad 61 \quad 61 \quad 52 \\ 19 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 43 \quad 45 \\ 50 \quad 30 \end{array} \quad \begin{array}{r} 55 \quad 59 \\ 20 \quad 18 \end{array} \quad \begin{array}{r} 60 \quad 65 \quad 63 \quad 66 \quad 59 \\ 18 \quad 21 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 41 \quad 44 \\ 50 \quad 30 \end{array} \quad \begin{array}{r} 50 \quad 57 \quad 57 \\ 20 \quad 18 \end{array} \quad \begin{array}{r} 60 \quad 58 \quad 56 \quad 51 \\ 18 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 50 \quad 46 \\ 50 \quad 30 \end{array} \quad \begin{array}{r} 46 \quad 52 \\ 19 \quad 18 \end{array} \quad \begin{array}{r} 52 \quad 57 \quad 52 \quad 54 \quad 54 \\ 18 \quad 19 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 46 \quad 47 \\ 50 \quad 30 \end{array} \quad \begin{array}{r} 46 \quad 49 \\ 19 \quad 17 \end{array} \quad \begin{array}{r} 52 \quad 57 \quad 52 \quad 53 \quad 53 \\ 18 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 48 \quad 50 \\ 50 \quad 30 \end{array} \quad \begin{array}{r} 51 \quad 52 \\ 20 \quad 19 \end{array} \quad \begin{array}{r} 58 \quad 52 \quad 55 \quad 53 \\ 19 \quad 20 \quad 30 \quad 50 \end{array}$$

Sta	+	π	-	Elev
		958.31 ✓		
5	+50			952.9
6				53.0
	+35.92			52.9
	+65.92			52.5
	+95.92			51.9
7	+50			50.3
8				49.4
T.P.	0.98	951.16 ✓	8.13	950.18 ✓
	+50			48.4
9				47.4
	+50			46.4
10				45.5

Lt

K

Rt.

$$\frac{56}{50} \quad \frac{58}{30} \quad \frac{51}{19} \quad \frac{56}{18} \quad \frac{54}{19} \quad \frac{60}{19} \quad \frac{55}{20} \quad \frac{53}{30} \quad \frac{54}{50}$$

$$\frac{51}{50} \quad \frac{52}{30} \quad \frac{50}{20} \quad \frac{57}{19} \quad \frac{53}{19} \quad \frac{59}{20} \quad \frac{54}{20} \quad \frac{56}{30} \quad \frac{56}{50}$$

$$\frac{57}{50} \quad \frac{55}{30} \quad \frac{54}{20} \quad \frac{55}{19} \quad \frac{54}{19} \quad \frac{61}{19} \quad \frac{56}{20} \quad \frac{61}{30} \quad \frac{59}{50}$$

$$\frac{60}{50} \quad \frac{60}{30} \quad \frac{58}{30} \quad \frac{58}{30} \quad \frac{55}{30}$$

$$\frac{66}{50} \quad \frac{64}{30} \quad \frac{66}{20} \quad \frac{69}{19} \quad \frac{64}{18} \quad \frac{70}{18} \quad \frac{63}{20} \quad \frac{61}{30} \quad \frac{59}{30}$$

$$\frac{75}{50} \quad \frac{77}{30} \quad \frac{78}{20} \quad \frac{82}{19} \quad \frac{80}{19} \quad \frac{84}{19} \quad \frac{79}{20} \quad \frac{83}{30} \quad \frac{80}{50}$$

$$\frac{84}{50} \quad \frac{88}{30} \quad \frac{88}{20} \quad \frac{93}{19} \quad \frac{89}{19} \quad \frac{93}{19} \quad \frac{88}{20} \quad \frac{91}{30} \quad \frac{84}{50}$$

$$\frac{26}{50} \quad \frac{28}{30} \quad \frac{28}{20} \quad \frac{32}{19} \quad \frac{28}{19} \quad \frac{34}{19} \quad \frac{28}{20} \quad \frac{28}{30} \quad \frac{27}{50}$$

$$\frac{43}{50} \quad \frac{42}{30} \quad \frac{41}{20} \quad \frac{45}{19} \quad \frac{38}{19} \quad \frac{48}{19} \quad \frac{42}{20} \quad \frac{46}{30} \quad \frac{42}{50}$$

$$\frac{53}{50} \quad \frac{51}{30} \quad \frac{51}{19} \quad \frac{55}{18} \quad \frac{48}{19} \quad \frac{56}{19} \quad \frac{52}{20} \quad \frac{51}{30} \quad \frac{48}{50}$$

$$\frac{57}{50} \quad \frac{58}{30} \quad \frac{59}{19} \quad \frac{63}{18} \quad \frac{57}{19} \quad \frac{65}{19} \quad \frac{61}{20} \quad \frac{61}{30} \quad \frac{60}{50}$$

Sta	+	π	-	Elev
		951.16		
10	+50			944.5
11				43.1
	+50			41.9
12				40.0
T.P.	0.31	943.36	8.11	943.05
	+40			38.4
	+86.23			36.9
	+93			36.5
13	+08			35.5
	+29.23			36.5
B.M.			4.50	938.86
				938.87

LH

Z

RH

$$\frac{56}{50} \quad \frac{69}{30} \quad \frac{69}{18} \quad \frac{67}{19} \quad \frac{73}{19} \quad \frac{68}{20} \quad \frac{68}{30} \quad \frac{68}{50}$$

$$\frac{67}{50} \quad \frac{75}{30} \quad \frac{80}{20} \quad \frac{84}{19} \quad \frac{81}{19} \quad \frac{86}{19} \quad \frac{82}{20} \quad \frac{80}{30} \quad \frac{77}{50}$$

$$\frac{73}{50} \quad \frac{79}{30} \quad \frac{94}{20} \quad \frac{98}{19} \quad \frac{93}{18} \quad \frac{95}{19} \quad \frac{90}{19} \quad \frac{88}{30} \quad \frac{83}{50}$$

$$\frac{118}{50} \quad \frac{115}{30} \quad \frac{113}{20} \quad \frac{118}{19} \quad \frac{112}{18} \quad \frac{111}{19} \quad \frac{108}{19} \quad \frac{110}{30} \quad \frac{102}{50}$$

$$\frac{56}{50} \quad \frac{55}{30} \quad \frac{53}{20} \quad \frac{57}{19} \quad \frac{50}{18} \quad \frac{52}{18} \quad \frac{48}{19} \quad \frac{45}{30} \quad \frac{41}{50}$$

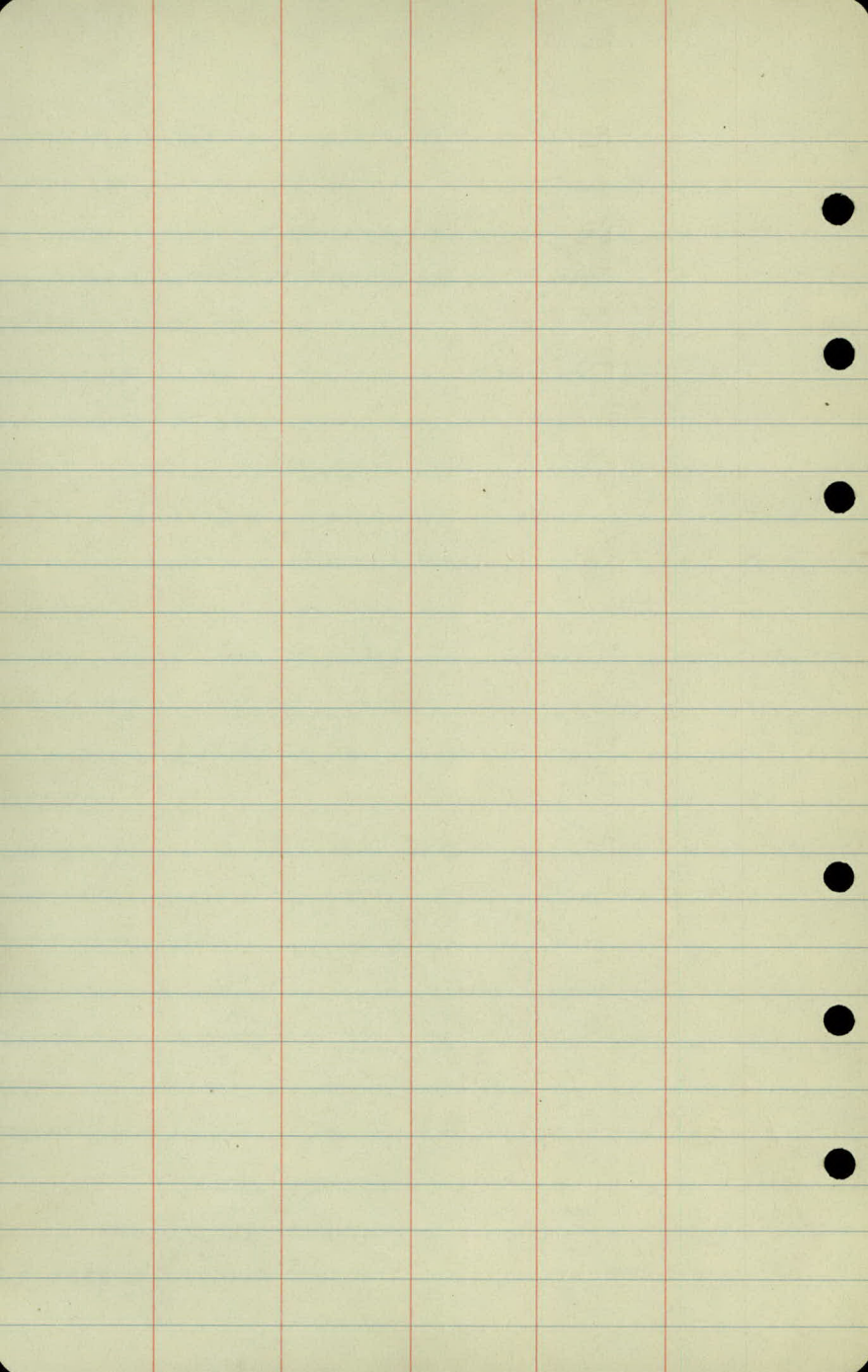
$$\frac{71}{50} \quad \frac{67}{30} \quad \frac{67}{19} \quad \frac{65}{15} \quad \frac{62}{16} \quad \frac{58}{16} \quad \frac{53}{30} \quad \frac{48}{50}$$

$$\frac{74}{50} \quad \frac{73}{30} \quad \frac{73}{19} \quad \frac{69}{16} \quad \frac{62}{16} \quad \frac{50}{34} \quad \frac{46}{50}$$

$$\frac{84}{50} \quad \frac{82}{27} \quad \frac{79}{30} \quad \frac{77}{30} \quad \frac{75}{50}$$

$$\frac{72}{50} \quad \frac{69}{50} \quad \frac{64}{50}$$

Top SE. Cor. Lower cr. Stage



ALIGN

Idaho Ave

13 + 27.68 = E. Hamline Ave.

+ 86.68 Cor. Lot Iron Bluff.

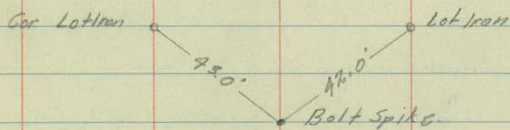
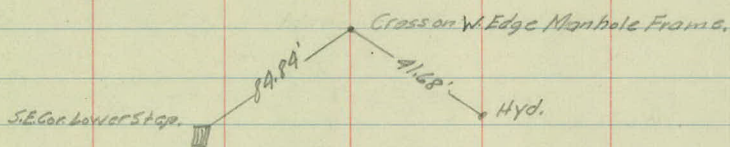
19862 Cor. Lot Iron Bluff.

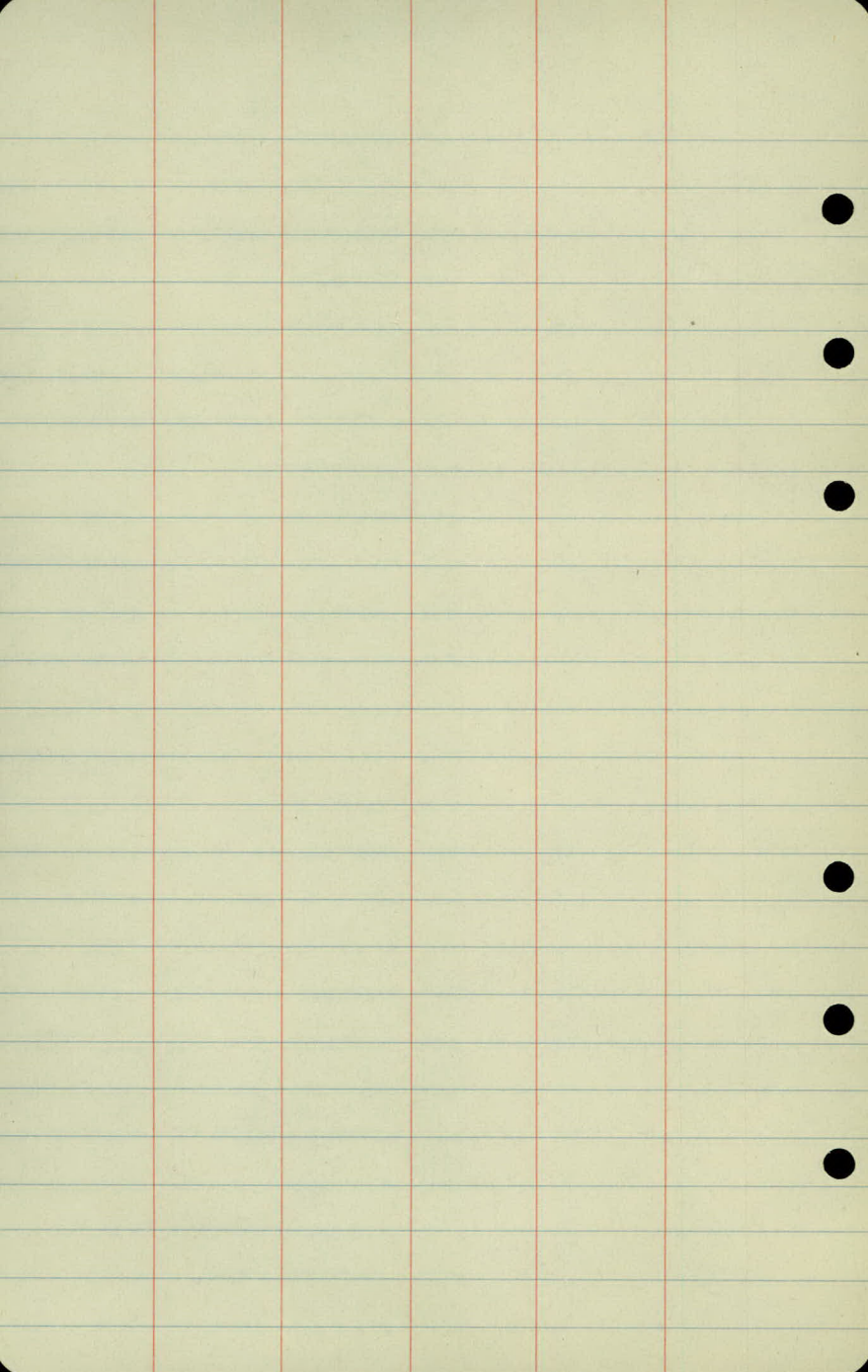
6 + 65.62 = E. Albert Ave.

+ 35.62 Cor. Lot Iron Bluff.

+ 30 Cor. Lot Iron Bluff.

0 + 00 = E. Pascal Ave.





TOPOG.

Idaho Ave.

+86

17'

18'

+96

17'

18'

6

5

18'

18'

4

18'

19'

3

18'

18'

2

18'

18'

1

18'

19'

+20

18'

19'

0

+87-2" Elm - 21'

33

Albert Ave.

+80-2" Elm - 21'

+16-2" Elm - 21'

+90-2" Elm

+77-2" Elm

+51-2" Elm

+91-2" Elm

+12-2" Elm

+96-2" Elm

+71-2" Elm

+56-2" Elm

+38-2" Elm

+16-2" Elm

+93-2" Elm

+75-2" Elm

+53-2" Elm

+33-2" Elm

+14-2" Elm

+95-2" Elm

+74-2" Elm

+55-2" Elm

+34-2" Elm

+14-2" Elm

+94-2" Elm

+73-2" Elm

+55-2" Elm

+38-2" Elm

+13-2" Elm

+93-2" Elm

+73-2" Elm - 21'

+53-2" Elm - 21'

+15 = Edge of Bl Top

13

12

21'

18'

11

17'

17'

10

17'

17'

9

17'

17'

8

16'

17'

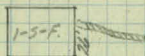
7

+89.5 Manhole - 1'

+08 P.P. - 20'
 +98-24" Manhole 24'
 +84-2" Elm 21'
 +62-2" Walk 31'

+34.5 W. Cor. Ho. 68'

+40-2" Elm - 21'



+59-2" Elm

+20-2" Elm

+80-2" Elm

+40-2" Elm

2" Elm

+60-2" Elm

+20-2" Elm

+82-2" Elm

+92-2" Elm

+03-2" Elm

+64-2" Elm

+24-2" Elm 21'

+08 Hyd 34'
 +98-24" Sp. 24'

+60-8" Elm 21'

+34 W. Cor. Ho. 68'

+20-2" Elm - 21'

Elm 21'

+82 W. Cor. Ho. 68'
 +81-2" Elm 21'

+41-2" Elm

+01-2" Elm

+61-2" Elm

+20-2" Elm

+81-2" Elm

+90-2" Elm

2" Elm

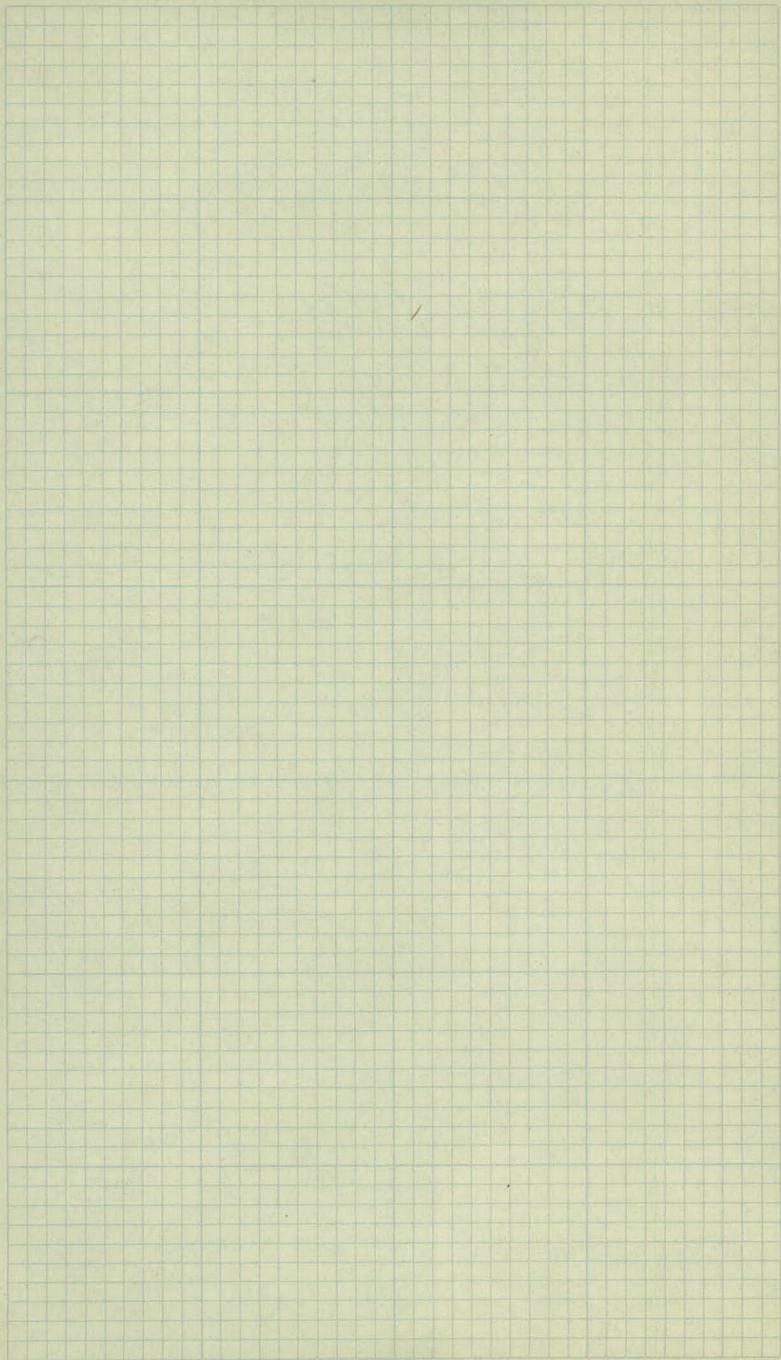
+61-2" Elm

+19-2" Elm

+82-2" Elm

+41-2" Elm

2" Elm - 21'



XSECTIONS

Idaho Ave.

Sta	+	-	Elev
B.M.	0.86	957.48	956.62

0+00			952.9
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+30			52.7
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1			52.9
---	--	--	------

+50			52.8
-----	--	--	------

2			52.0
---	--	--	------

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

3			51.7
---	--	--	------

+50			52.5
-----	--	--	------

4			52.9
---	--	--	------

+50			52.6
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5			52.2
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T.P.	1.70	959.01	5.17	952.31
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Lt \$ Rt

Top St. Marker N.E. Cor. Pascal & Klaha

$$\frac{43}{50} \quad \frac{46}{50} \quad \frac{43}{50}$$

$$\frac{49}{50} \quad \frac{48}{30} \quad \frac{47}{19} \quad \frac{49}{18} \quad \frac{48}{17} \quad \frac{56}{17} \quad \frac{50}{18} \quad \frac{48}{30} \quad \frac{45}{50}$$

$$\frac{50}{50} \quad \frac{51}{50} \quad \frac{50}{20} \quad \frac{57}{19} \quad \frac{46}{19} \quad \frac{54}{20} \quad \frac{47}{20} \quad \frac{46}{30} \quad \frac{43}{50}$$

$$\frac{54}{50} \quad \frac{51}{30} \quad \frac{51}{19} \quad \frac{58}{18} \quad \frac{47}{19} \quad \frac{65}{19} \quad \frac{50}{20} \quad \frac{45}{30} \quad \frac{45}{50}$$

$$\frac{71}{50} \quad \frac{65}{30} \quad \frac{60}{19} \quad \frac{69}{18} \quad \frac{55}{19} \quad \frac{59}{19} \quad \frac{55}{19} \quad \frac{52}{30} \quad \frac{51}{50}$$

$$\frac{75}{50} \quad \frac{68}{30} \quad \frac{67}{19} \quad \frac{58}{19} \quad \frac{62}{19} \quad \frac{58}{20} \quad \frac{53}{30} \quad \frac{47}{50}$$

$$\frac{68}{50} \quad \frac{69}{30} \quad \frac{69}{19} \quad \frac{68}{18} \quad \frac{58}{19} \quad \frac{59}{21} \quad \frac{53}{30} \quad \frac{47}{50}$$

$$\frac{49}{50} \quad \frac{50}{30} \quad \frac{49}{19} \quad \frac{57}{18} \quad \frac{50}{18} \quad \frac{56}{18} \quad \frac{46}{19} \quad \frac{44}{30} \quad \frac{48}{50}$$

$$\frac{49}{50} \quad \frac{44}{30} \quad \frac{48}{19} \quad \frac{53}{18} \quad \frac{46}{19} \quad \frac{50}{19} \quad \frac{48}{20} \quad \frac{47}{30} \quad \frac{44}{50}$$

$$\frac{51}{50} \quad \frac{51}{30} \quad \frac{50}{19} \quad \frac{57}{18} \quad \frac{49}{19} \quad \frac{56}{19} \quad \frac{51}{20} \quad \frac{49}{30} \quad \frac{47}{50}$$

$$\frac{55}{50} \quad \frac{56}{30} \quad \frac{54}{19} \quad \frac{62}{18} \quad \frac{53}{18} \quad \frac{61}{19} \quad \frac{55}{19} \quad \frac{56}{30} \quad \frac{53}{50}$$

Sta	+	1	—	Elev.
		959.01		
5	+50			951.4
6				50.8
	+35.62			50.0
	+65.62			49.5
	+95.62			48.8
7	+50			47.8
8				46.9
	+50			46.3
9				45.4
	+50			45.0
T.P.	0.67	✓ 946.65	800	✓ 946.01
10				44.8

Lt.

C.

Rt.

$$\frac{30}{50} \frac{25}{30} \frac{26}{19} \frac{36}{18} \frac{26}{18} \frac{34}{18} \frac{27}{19} \frac{26}{20} \frac{24}{30}$$

$$\frac{33}{50} \frac{22}{30} \frac{30}{18} \frac{40}{17} \frac{32}{17} \frac{39}{17} \frac{30}{18} \frac{26}{30} \frac{26}{50}$$

$$\frac{43}{50} \frac{41}{30} \frac{40}{19} \frac{47}{18} \frac{40}{18} \frac{46}{18} \frac{38}{19} \frac{38}{30} \frac{37}{50}$$

$$\frac{49}{50} \frac{47}{50} \frac{45}{50} \frac{41}{50} \frac{38}{50}$$

$$\frac{55}{30} \frac{55}{30} \frac{53}{18} \frac{60}{17} \frac{52}{18} \frac{58}{18} \frac{48}{19} \frac{48}{30} \frac{47}{50}$$

$$\frac{69}{50} \frac{65}{30} \frac{66}{18} \frac{71}{17} \frac{62}{18} \frac{67}{18} \frac{63}{19} \frac{60}{30} \frac{58}{50}$$

$$\frac{70}{50} \frac{69}{30} \frac{72}{18} \frac{78}{17} \frac{71}{17} \frac{74}{17} \frac{70}{19} \frac{71}{30} \frac{71}{50}$$

$$\frac{79}{50} \frac{77}{20} \frac{75}{18} \frac{82}{17} \frac{77}{18} \frac{83}{18} \frac{75}{19} \frac{75}{30} \frac{72}{50}$$

$$\frac{89}{50} \frac{88}{30} \frac{88}{18} \frac{93}{17} \frac{86}{18} \frac{95}{18} \frac{90}{19} \frac{90}{30} \frac{88}{50}$$

$$\frac{90}{50} \frac{91}{30} \frac{90}{18} \frac{96}{17} \frac{90}{17} \frac{96}{17} \frac{90}{18} \frac{90}{30} \frac{90}{50}$$

$$\frac{1.8}{50} \frac{2.0}{30} \frac{2.0}{19} \frac{2.5}{18} \frac{1.9}{17} \frac{2.5}{17} \frac{1.7}{18} \frac{2.1}{30} \frac{1.6}{50}$$

Sta	+	Δ	-	Elev.
		946.68		
10	+50			944.1
11				43.4
	+50			42.4 ✓
12				41.4
	+50			40.8
	+86.68			39.6
13				39.1
	+06			39.0
	+2268			39.4
B.M.			4.97	941.71 ✓

Lt.

C.

Rt.

$$\frac{24}{50} \quad \frac{27}{50} \quad \frac{27}{18} \quad \frac{23}{17} \quad \frac{26}{17} \quad \frac{32}{17} \quad \frac{29}{18} \quad \frac{31}{50} \quad \frac{30}{50}$$

$$\frac{31}{50} \quad \frac{33}{50} \quad \frac{29}{18} \quad \frac{29}{17} \quad \frac{33}{17} \quad \frac{43}{17} \quad \frac{37}{18} \quad \frac{37}{30} \quad \frac{36}{50}$$

$$\frac{45}{50} \quad \frac{43}{50} \quad \frac{42}{18} \quad \frac{51}{17} \quad \frac{43}{17} \quad \frac{51}{17} \quad \frac{45}{18} \quad \frac{47}{30} \quad \frac{49}{50}$$

$$\frac{42}{50} \quad \frac{52}{50} \quad \frac{56}{18} \quad \frac{61}{17} \quad \frac{53}{17} \quad \frac{63}{17} \quad \frac{58}{18} \quad \frac{60}{30} \quad \frac{60}{50}$$

$$\frac{47}{50} \quad \frac{50}{50} \quad \frac{56}{18} \quad \frac{62}{16} \quad \frac{59}{17} \quad \frac{68}{18} \quad \frac{62}{19} \quad \frac{61}{30} \quad 40$$

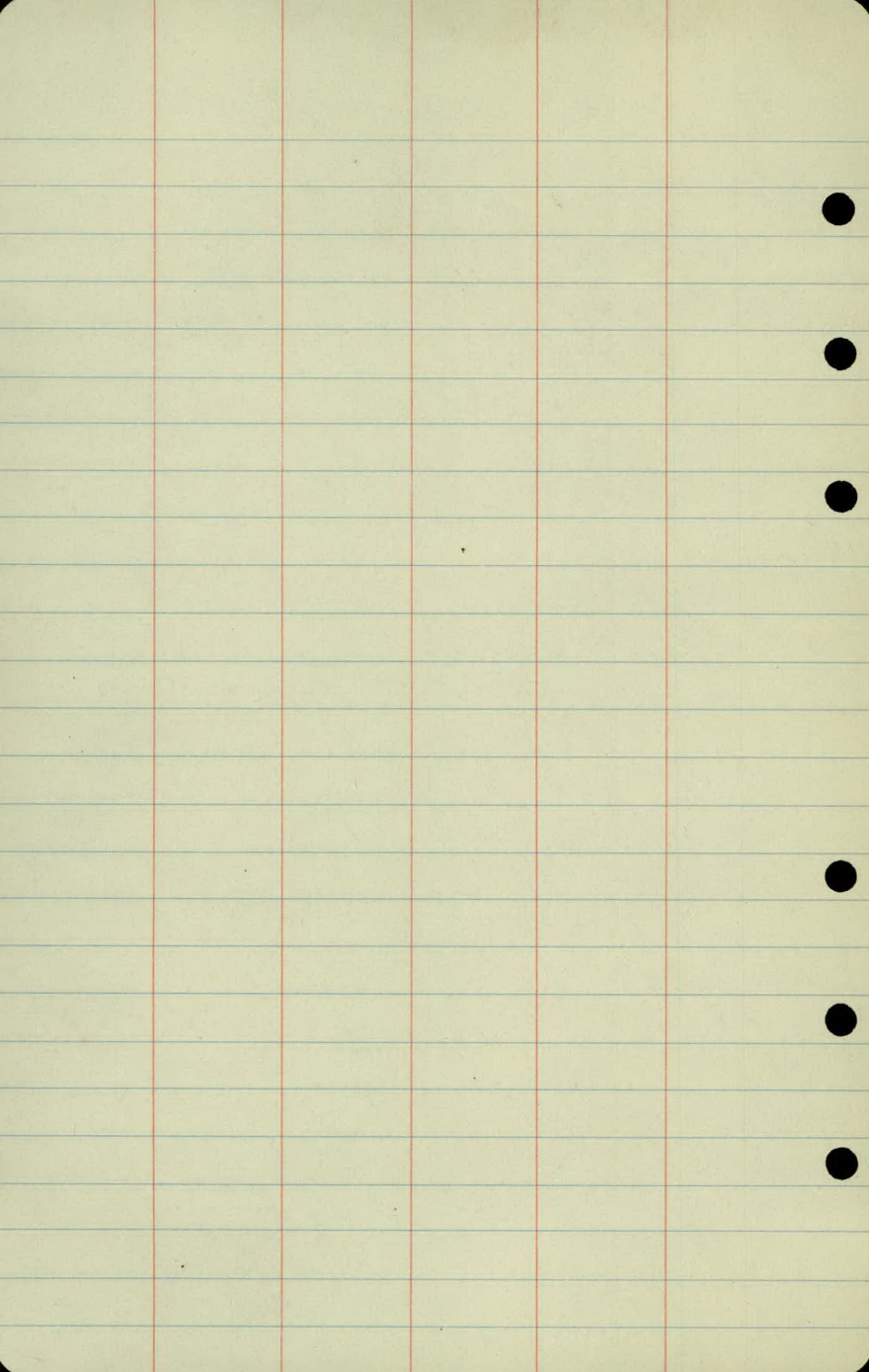
$$\frac{48}{50} \quad \frac{52}{50} \quad \frac{68}{20} \quad \frac{73}{16} \quad \frac{71}{17} \quad \frac{75}{18} \quad \frac{65}{19} \quad \frac{68}{30} \quad \frac{72}{50}$$

$$\frac{53}{50} \quad \frac{58}{50} \quad \frac{61}{19} \quad \frac{76}{16} \quad \frac{76}{17} \quad \frac{80}{17} \quad \frac{67}{19} \quad \frac{72}{30} \quad \frac{76}{50}$$

$$\frac{74}{50} \quad \frac{77}{50} \quad \frac{77}{17} \quad \frac{77}{17} \quad \frac{82}{19} \quad \frac{91}{50}$$

$$\frac{64}{50} \quad \frac{73}{17} \quad \frac{85}{50}$$

Top Hyd S. West Hamlin Idaho.



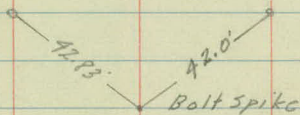
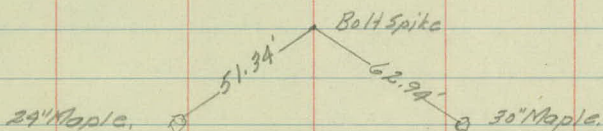
CALIFORNIA. AVE.

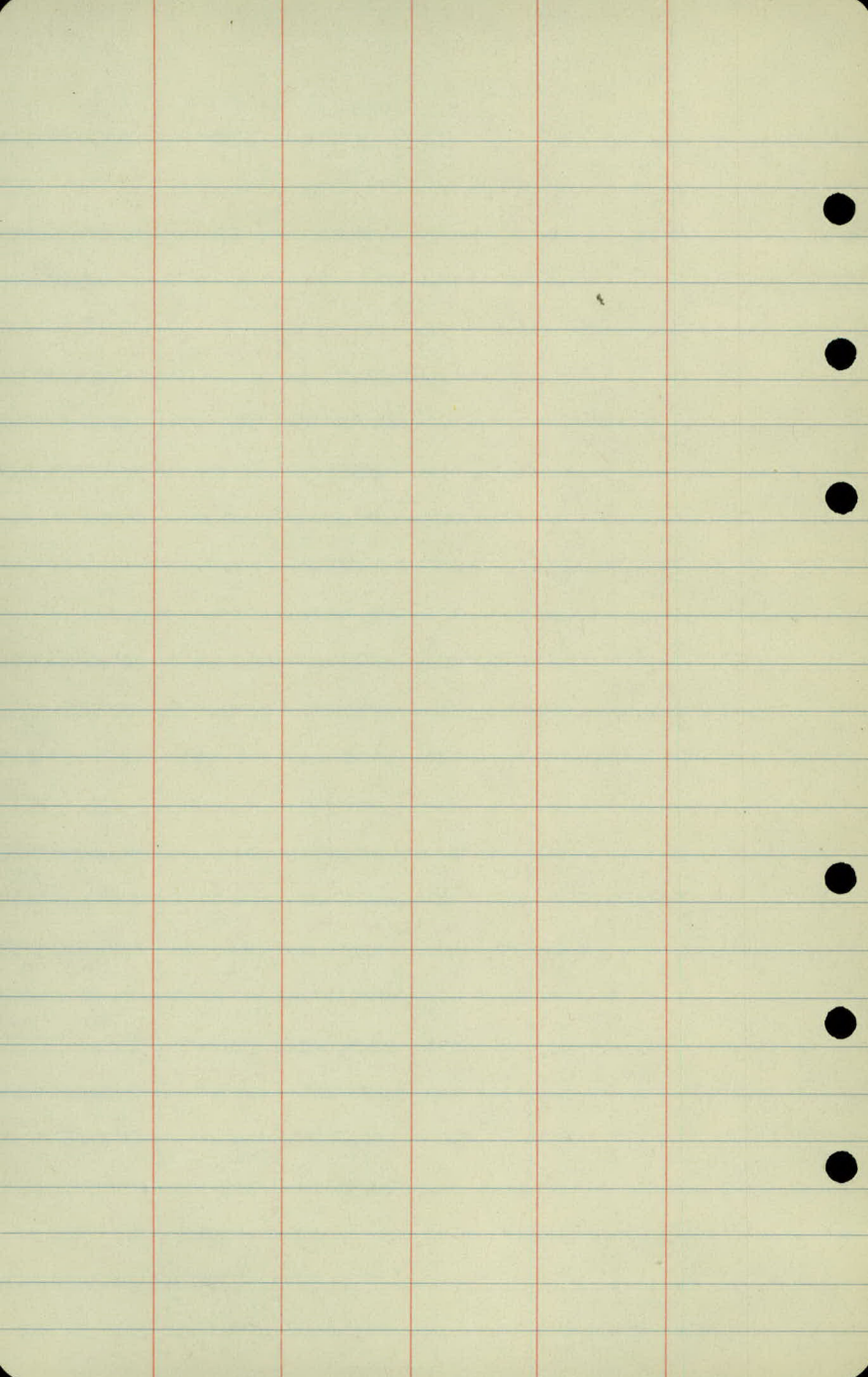
Align

19 + 30.27 = \$ Hamlin Ave

6 + 65.46 = \$ Albert Ave

0 + 00 = \$ Pascal Ave.





TOPOG.

California Ave.

+84

17'

18'

+46

18'

18'

6

17'

18'

5

17'

18'

4

17'

18'

3

17'

18'

2

16'

18'

1

17

18'

0+00 +19

18'

18'

+86-2"Elm 21'

42

Albert Ave.

+81-2"Elm

+12-2"Elm

+90-2"Elm

+70-2"Elm

+51-2"Elm

+32-2"Elm

+10-2"Elm

+92-2"Elm

+71-2"Elm ✓

+49-2"Elm

+29-2"Elm

+09-2"Elm

+90-2"Elm

+70-2"Elm

+49-2"Elm

+28-2"Elm

+08-2"Elm

+89-2"Elm

+68-2"Elm

+49-2"Elm

+28-2"Elm

+09-2"Elm

+88-2"Elm

+66-2"Elm

+48-2"Elm

+27-2"Elm

+07-2"Elm

+86-2"Elm

+67-2"Elm-21'

+45-2"Elm 21'

13 $+12'$ Edge all tops
 $+06'25'' \times 40' \text{ C.M.}$ 214 16' 19' 23' 21

12 18' 17'

11 17' 18'

10 17' 18'

9 17' 18'

8 17' 18'

7

+96-3 1/2" Maple 20'
+82-2" Elm 21'

+92-2 1/2" Spr. 22'

+89-2" Elm 20'

+91-2" Elm

+18-2" Elm

+01-2" Elm

+18-2" Elm

+61-2 1/4" Elm

+38-2" Elm

+20-2 1/2" Elm

+97-2" Elm

+79-2" Elm

+57-2" Elm

+39-2" Elm

+16-2" Elm

+98-2" Elm

+76-2" Elm

+58-2" Elm

+36-2" Elm

+18-2" Elm

+98-2" Elm

+78-2" Elm

+56-2" Elm

+37-2" Elm

+16-2" Elm

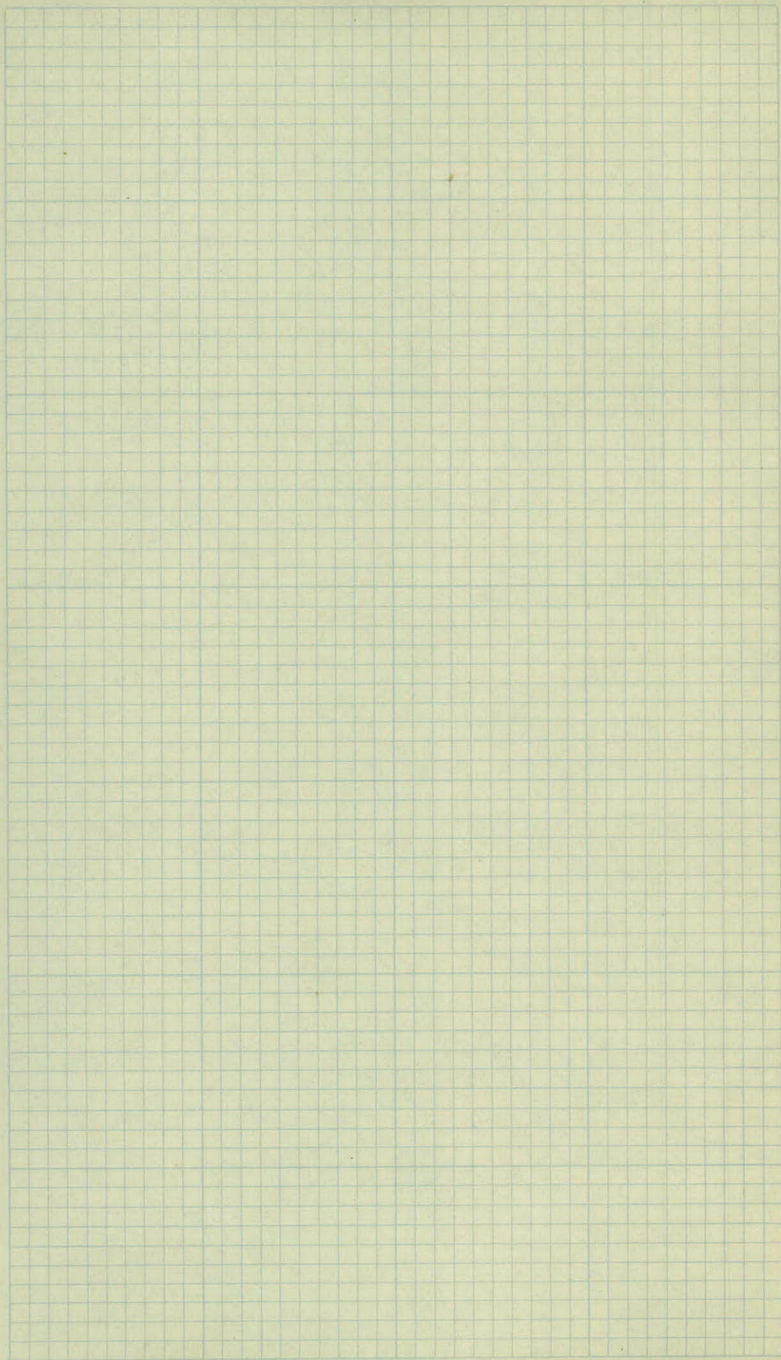
+97-2" Elm

+76-2" Elm

+57-2" Elm

+35-2" Elm 21'

+16-2 1/4" Elm 21'



XSECTIONS.

California Ave.

Sta	+	π ✓	-	Elev
B.M.	2.35	957.64		957.29

0 +00

954.6

+30

54.3

1 +

54.5

+50

54.0

2 +

52.9

+50

52.5

T.P.

1.80

954.11 ✓

7.33

952.31 ✓

3 +

52.0

+50

51.8

4 +

51.3

+50

50.4

5 +

49.7

+50

48.7

Lt

C

Rt

Top St Marker Post S.E. Cor Pascal & California Ave.

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

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

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

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

$$\frac{5.8}{30}$$

$$\frac{5.7}{18}$$

$$\frac{5.9}{17}$$

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

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

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

$$\frac{5.1}{30}$$

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

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

$$\frac{5.8}{30}$$

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

$$\frac{6.1}{17}$$

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

$$\frac{6.0}{18}$$

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

$$\frac{5.8}{30}$$

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

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

$$\frac{6.0}{30}$$

$$\frac{5.9}{19}$$

$$\frac{6.4}{18}$$

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

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

$$\frac{6.1}{19}$$

$$\frac{6.3}{30}$$

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

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

$$\frac{6.6}{30}$$

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

$$\frac{7.1}{16}$$

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

$$\frac{7.7}{18}$$

$$\frac{7.4}{19}$$

$$\frac{7.5}{30}$$

$$\frac{7.9}{50}$$

$$\frac{6.6}{50}$$

$$\frac{6.9}{30}$$

$$\frac{7.0}{17}$$

$$\frac{7.8}{16}$$

$$\frac{7.1}{50}$$

$$\frac{8.0}{17}$$

$$\frac{7.4}{18}$$

$$\frac{7.9}{30}$$

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

$$\frac{2.8}{50}$$

$$\frac{2.3}{30}$$

$$\frac{2.3}{18}$$

$$\frac{2.8}{17}$$

$$\frac{3.1}{50}$$

$$\frac{2.9}{18}$$

$$\frac{2.6}{19}$$

$$\frac{2.8}{30}$$

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

$$\frac{2.4}{50}$$

$$\frac{2.6}{30}$$

$$\frac{2.6}{17}$$

$$\frac{3.2}{16}$$

$$\frac{2.3}{50}$$

$$\frac{3.0}{17}$$

$$\frac{2.5}{18}$$

$$\frac{2.4}{30}$$

$$\frac{2.3}{50}$$

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

$$\frac{3.5}{30}$$

$$\frac{3.4}{18}$$

$$\frac{3.8}{17}$$

$$\frac{2.8}{50}$$

$$\frac{3.5}{18}$$

$$\frac{3.0}{19}$$

$$\frac{2.8}{30}$$

$$\frac{2.8}{50}$$

$$\frac{4.0}{50}$$

$$\frac{4.2}{30}$$

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

$$\frac{4.4}{17}$$

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

$$\frac{4.1}{18}$$

$$\frac{3.6}{19}$$

$$\frac{3.5}{30}$$

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

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

$$\frac{4.6}{30}$$

$$\frac{4.6}{19}$$

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

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

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

$$\frac{4.9}{18}$$

$$\frac{5.1}{30}$$

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

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

$$\frac{5.6}{30}$$

$$\frac{5.6}{19}$$

$$\frac{6.1}{18}$$

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

$$\frac{6.0}{17}$$

$$\frac{5.8}{18}$$

$$\frac{6.2}{30}$$

$$\frac{6.5}{50}$$

Stat

+

 π

-

Elev

954.11 ✓

954.11

6+

947.5

+35.46

46.7

+65.46

46.2

+95.46

45.6

7 + 50

44.4

8+

43.7

T.P

5.06

949.94 ✓

9.23

949.98 ✓

+50

43.7

9+

43.7

+50

44.3

10+

44.9

+50

44.9

11+

45.0

Stat

+

 π

-

Elev

949.94

11 + 50

944.9

12

44.6

+ 50

44.3

+ 87.27

44.4

13 + 00

44.2

13 + 06

44.1

+ 11

44.1

+ 30.27

44.4

BM

5.53

949.91

949.90

$$\begin{array}{r} 5.0 \\ 58 \end{array} \quad \begin{array}{r} 5.2 \\ 30 \end{array} \quad \begin{array}{r} 5.2 \\ 18 \end{array} \quad \begin{array}{r} 5.8 \\ 17 \end{array} \quad \begin{array}{r} 5.0 \\ \end{array} \quad \begin{array}{r} 5.9 \\ 17 \end{array} \quad \begin{array}{r} 5.3 \\ 18 \end{array} \quad \begin{array}{r} 5.6 \\ 30 \end{array} \quad \begin{array}{r} 5.7 \\ 50 \end{array}$$

$$\begin{array}{r} 5.0 \\ 50 \end{array} \quad \begin{array}{r} 5.3 \\ 30 \end{array} \quad \begin{array}{r} 5.4 \\ 18 \end{array} \quad \begin{array}{r} 6.1 \\ 17 \end{array} \quad \begin{array}{r} 5.3 \\ \end{array} \quad \begin{array}{r} 6.2 \\ 17 \end{array} \quad \begin{array}{r} 5.6 \\ 18 \end{array} \quad \begin{array}{r} 6.0 \\ 30 \end{array} \quad \begin{array}{r} 6.1 \\ 50 \end{array}$$

$$\begin{array}{r} 5.0 \\ 50 \end{array} \quad \begin{array}{r} 5.2 \\ 30 \end{array} \quad \begin{array}{r} 5.4 \\ 18 \end{array} \quad \begin{array}{r} 6.1 \\ 17 \end{array} \quad \begin{array}{r} 5.6 \\ \end{array} \quad \begin{array}{r} 6.2 \\ 18 \end{array} \quad \begin{array}{r} 5.9 \\ 19 \end{array} \quad \begin{array}{r} 6.1 \\ 30 \end{array} \quad \begin{array}{r} 5.9 \\ 50 \end{array}$$

$$\begin{array}{r} 4.7 \\ 50 \end{array} \quad \begin{array}{r} 4.9 \\ 30 \end{array} \quad \begin{array}{r} 5.2 \\ 17 \end{array} \quad \begin{array}{r} 6.0 \\ 16 \end{array} \quad \begin{array}{r} 5.5 \\ \end{array} \quad \begin{array}{r} 6.1 \\ 18 \end{array} \quad \begin{array}{r} 5.5 \\ 19 \end{array} \quad \begin{array}{r} 5.6 \\ 30 \end{array} \quad \begin{array}{r} 5.8 \\ 50 \end{array}$$

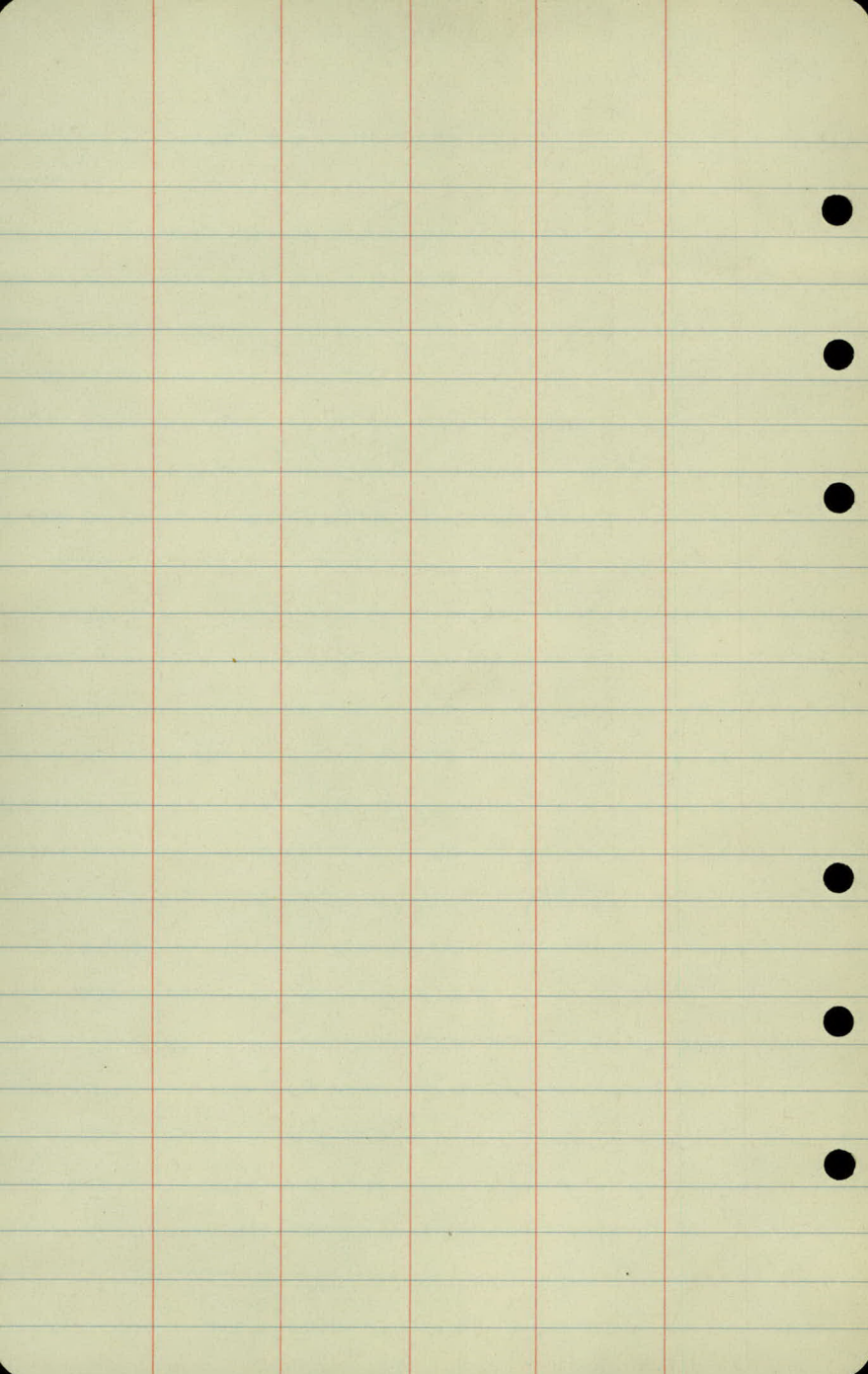
$$\begin{array}{r} 4.0 \\ 50 \end{array} \quad \begin{array}{r} 4.2 \\ 30 \end{array} \quad \begin{array}{r} 4.8 \\ 17 \end{array} \quad \begin{array}{r} 5.9 \\ 16 \end{array} \quad \begin{array}{r} 5.7 \\ \end{array} \quad \begin{array}{r} 6.1 \\ 18 \end{array} \quad \begin{array}{r} 5.1 \\ 19 \end{array} \quad \begin{array}{r} 5.3 \\ 30 \end{array} \quad \begin{array}{r} 5.3 \\ 50 \end{array}$$

$$\begin{array}{r} 7.6 \\ 50 \end{array} \quad \begin{array}{r} 7.5 \\ 50 \end{array} \quad \begin{array}{r} 7.6 \\ 22 \end{array} \quad \begin{array}{r} 5.9 \\ 19 \end{array} \quad 5.8 \quad \begin{array}{r} 6.1 \\ 20 \end{array} \quad \begin{array}{r} 7.6 \\ 24 \end{array} \quad \begin{array}{r} 7.7 \\ 30 \end{array} \quad \begin{array}{r} 7.62 \\ 50 \end{array} \quad \text{culvert}$$

$$\begin{array}{r} 5.3 \\ 50 \end{array} \quad \begin{array}{r} 5.6 \\ 25 \end{array} \quad \begin{array}{r} 5.8 \\ \end{array} \quad \begin{array}{r} 6.1 \\ 25 \end{array} \quad \begin{array}{r} 6.5 \\ 50 \end{array}$$

$$\begin{array}{r} 5.0 \\ 50 \end{array} \quad \begin{array}{r} 5.5 \\ \end{array} \quad \begin{array}{r} 6.4 \\ 50 \end{array}$$

Top Bolt 5pk Headline - California



HAMLIN AVE.
from
Hayt Ave. to Carpenter Ave.

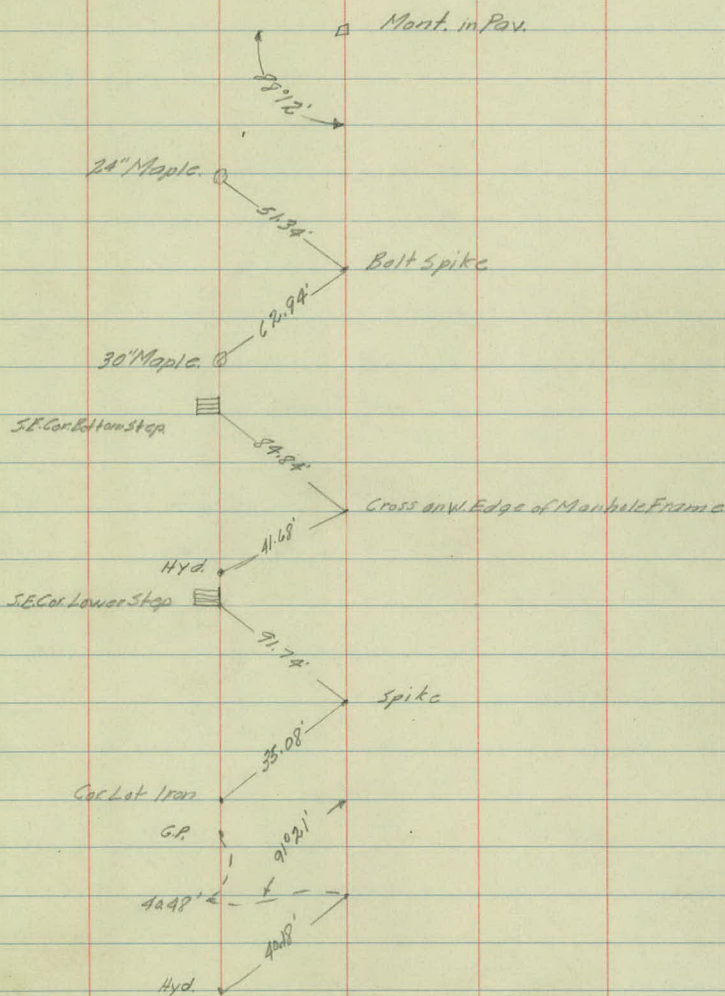
13 + 17.00 = \$ Carpenter Ave.

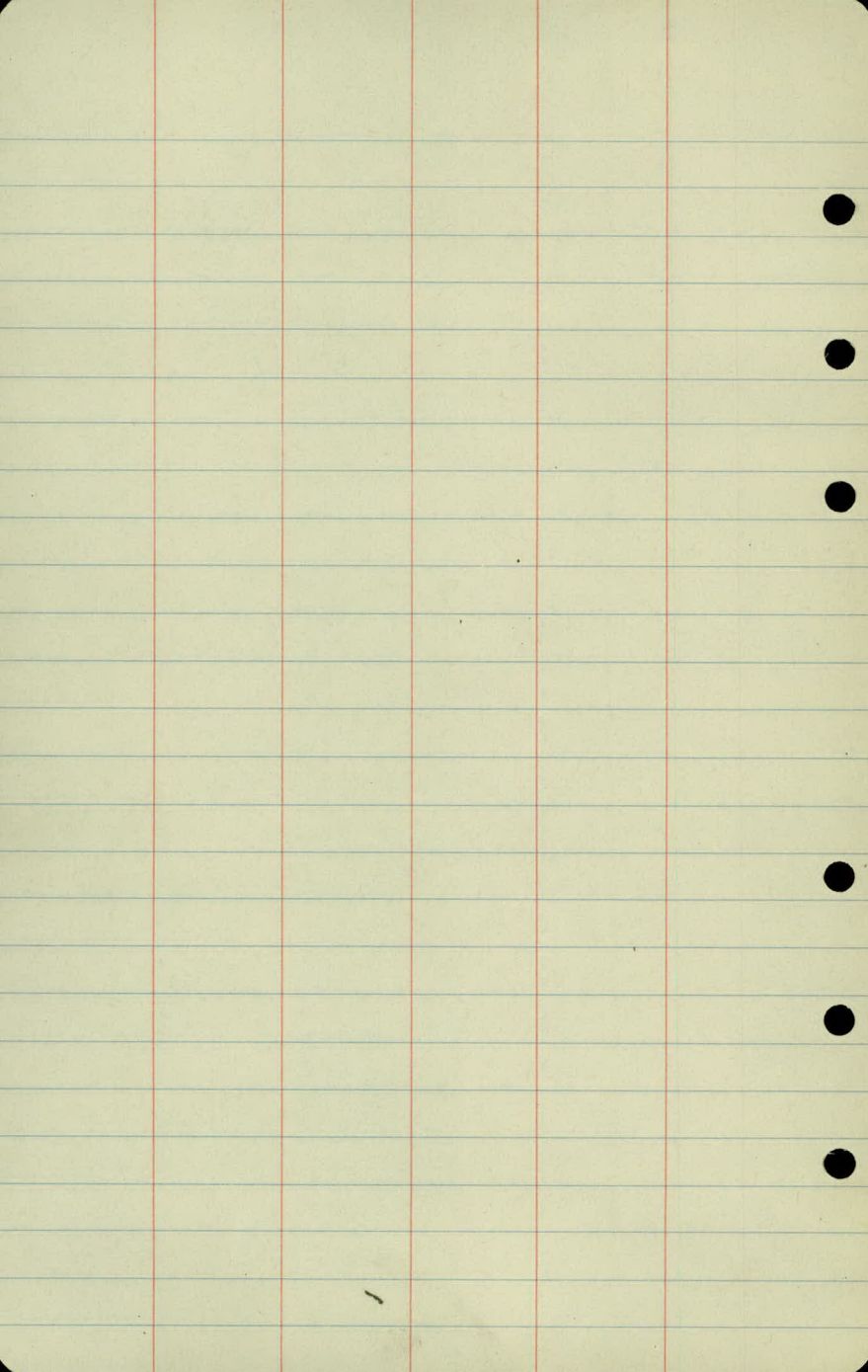
9 + 78.95 = \$ California Ave

6 + 58.94 = \$ Idaho Ave

3 + 29.61 = \$ Iowa Ave

0 + 0.0 = \$ Hoyt Ave.





TOPOG.
Homeline Ave

5

12'

7'

4

11'

8'

3

13'

10'

2

14'

9'

1

20'

15'

0+00

-1+00

+84 Cherry Tree - 89'

+53 Ent

+77.60r 100'

+61 Manhole 0.2'

+56-36" Maple 32'

+90-48" Maple 32'

+95-48" Maple 32'

+72-24" Maple 32'

+87-24" Oak

+60.6 Manhole 0.8'

+97-36" Maple 31'

+82-18" Ash 35'

+61-Trail R - 24'

+38-End St. R. R. Tr. 5'

+60-G.P. 25'

+97-Switch - 5'

+21-G.P. 35'

-24-Light R. 27' G.P. 37'

-25-Sidewalk - 27'

-35-Hyd. 20'

+50-Tr. 5'

Hoyt Ave.

+84-Side Cor. Walk - 27'

-215 M. Hd. - 1'

-03 Switch - 59'

-23 Sidewalk - 27'

+50 Tr. 25'

Tr. 5'

Tr. 5'

12

15

6'

11

16'

6'

10

16'

5'

9

17'

6'

8

15'

6'

7

15'

5'

6

15'

6'

+77 Hyd-23'
 +61-15" Maple 31'
 +45-29"
 +36-Ent 15" x 24" C.M. - 24'
 +30-24" Maple

+12-30" Maple 32'

+84-24" Maple

+49-18" Maple

+32-18" Maple

+84-24" Maple

+21-36" Maple

+98-15 C.M. - 25'
 +97-24" Maple - 23'
 +54-15" C.M. - 25'

+23-24" Maple -

+08-24" Maple - 30'

+63 Manhole 0.5'
 +60 Ent

+27-24" Maple - 32'

+94-24" Maple - 32'

+76-Ent 15" x 24" C.M. 24'

+61-20" Maple 32'

+99-20" Maple 30'
 +85-20" Maple 30'
 +78 Light P. - 22'

+24 Hyd-23'
 +18-20" Maple - 32'

+88-1 Light P. 19'
 +78-11" Cor Conc Ent
 to fill sta. 17.5
 +78 Manhole 0.0

+28-S.W. Cor Conc Ent
 to fill sta. 17.5

+69 Manhole 0.0

Sanitary Sewer

+98-5' Walk 15.6 Hs. 70'

+62-Ent

+83-S.W. Cor Walk 2.6'

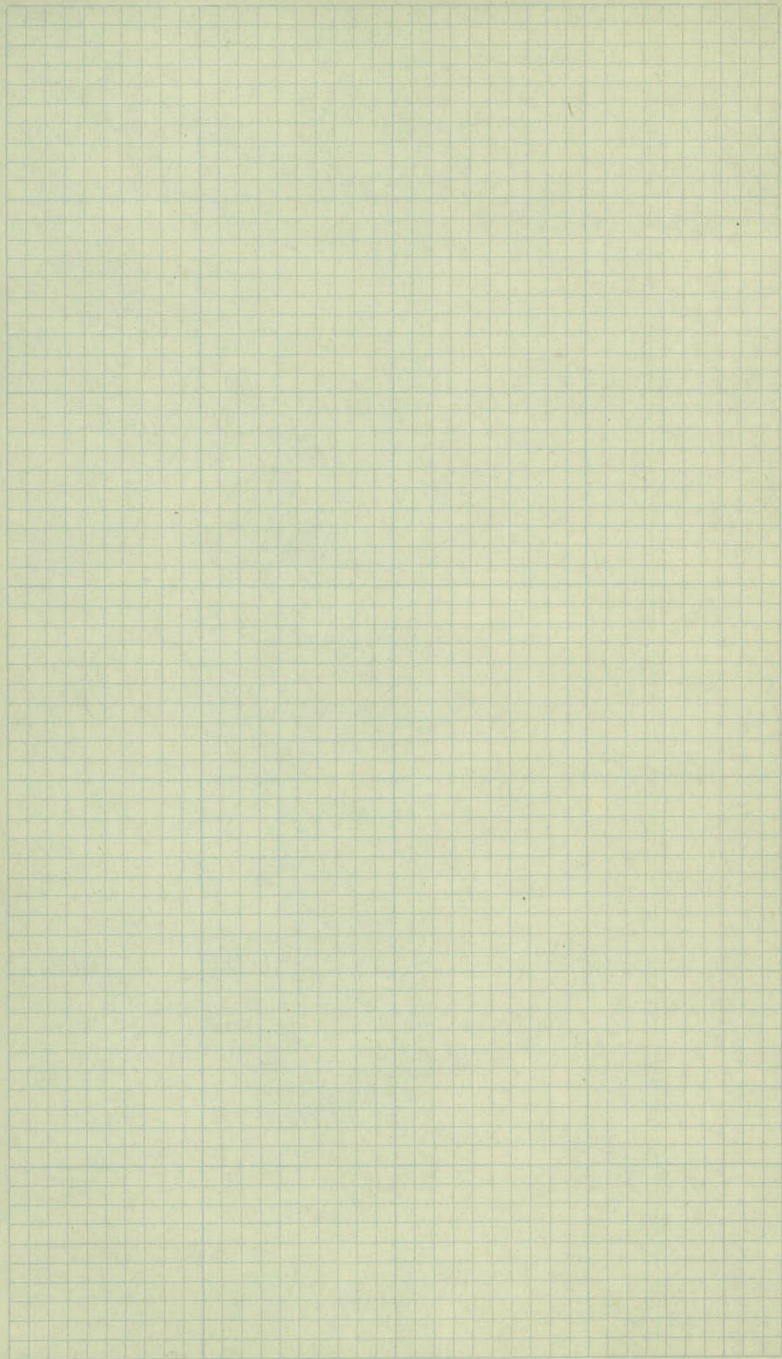
+60-Manhole 1'

+54-S.W. Cor Walk 2.7'
 +12-Ent



20

Larpenleur Ave



XSECTIONS

Hamling Ave.

Sta	+	π	-	Elev
B.M.	1.11	748.68		749.57

0 -2.5

0 +00

941.1

+30

41.1

1 40.5

+50

39.7

2 38.4

+50

37.3

+60.5

+99.61

36.8

3 +29.61

36.4

+59.61

36.2

T.P. 497 941.03 960

936.08

Lt

C

Rt

Top Hyd S.W. Cor Hamline & Hoyt Aves.

$$\begin{array}{r} 941.18 \\ \underline{4.5} \\ \text{COVER} \end{array} \quad \begin{array}{r} 200 \\ \text{Flowline} \end{array}$$

$$\begin{array}{r} \text{Rail} \\ \frac{42}{50} \quad \frac{45}{75} \quad \frac{46}{40} \quad \frac{48}{50} \end{array}$$

$$\begin{array}{r} \text{Rail} \\ \frac{38}{50} \quad \frac{37}{30} \quad \frac{35}{25} \quad \frac{42}{23} \quad \frac{46}{19} \quad \frac{51}{23} \quad \frac{45}{30} \quad \frac{43}{50} \end{array}$$

$$\begin{array}{r} \text{Rail} \\ \frac{41}{50} \quad \frac{44}{29} \quad \frac{57}{23} \quad \frac{52}{20} \quad \frac{59}{24} \quad \frac{53}{30} \quad \frac{51}{50} \end{array}$$

$$\begin{array}{r} \frac{48}{50} \quad \frac{50}{29} \quad \frac{61}{25} \quad \frac{65}{22} \quad \frac{62}{19} \quad \frac{60}{11} \quad \frac{65}{18} \quad \frac{70}{22} \quad \frac{64}{30} \quad \frac{62}{50} \quad \frac{67}{50} \rightarrow \end{array}$$

$$\begin{array}{r} \frac{55}{50} \quad \frac{50}{40} \quad \frac{63}{29} \quad \frac{76}{25} \quad \frac{76}{17} \quad \frac{73}{11} \quad \frac{79}{18} \quad \frac{82}{23} \quad \frac{79}{30} \quad \frac{79}{50} \quad \frac{85}{50} \rightarrow \end{array}$$

$$\begin{array}{r} \frac{66}{50} \quad \frac{61}{40} \quad \frac{72}{26} \quad \frac{90}{25} \quad \frac{86}{14} \quad \frac{84}{72} \quad \frac{90}{75} \quad \frac{94}{30} \quad \frac{98}{50} \quad \frac{110}{50} \rightarrow \end{array}$$

$$\begin{array}{r} 937.08 \\ \underline{56} \\ \text{COVER} \end{array} \quad \begin{array}{r} 17.7 \\ \text{Flowline} \end{array}$$

$$\begin{array}{r} \frac{78}{50} \quad \frac{76}{29} \quad \frac{85}{37} \quad \frac{92}{27} \quad \frac{105}{26} \quad \frac{108}{20} \quad \frac{95}{14} \quad \frac{89}{13} \quad \frac{92}{30} \quad \frac{99}{50} \quad \frac{103}{50} \rightarrow \end{array}$$

$$\begin{array}{r} \frac{95}{50} \quad \frac{102}{20} \quad \frac{93}{14} \quad \frac{97}{30} \quad \frac{105}{50} \quad \frac{12.3}{50} \rightarrow \end{array}$$

$$\begin{array}{r} \frac{88}{50} \quad \frac{92}{41} \quad \frac{102}{35} \quad \frac{104}{22} \quad \frac{99}{11} \quad \frac{95}{13} \quad \frac{110}{30} \quad \frac{124}{50} \quad \frac{130}{80} \quad \frac{148}{87} \quad \frac{151}{100} \rightarrow \end{array}$$

Sta	+	π	-	Elev
		941.05		
4				936.2
	+50			36.1
	+61			
5				36.4
	+50			37.0
6				38.1
	+28.94			38.7
I.P.	7.64	946.91 ✓	1.78	939.27 ✓
	+58.94			39.3 ✓
	+58.94			
	+88.94			39.7
7	+40			40.9
8				42.0
8 + 50				42.8

Lt

L

Rt.

$\frac{30}{50}$	$\frac{49}{40}$	$\frac{52}{34}$	$\frac{60}{30}$	$\frac{57}{21}$	$\frac{54}{12}$	$\frac{49}{-}$	$\frac{59}{16}$	$\frac{56}{36}$	$\frac{64}{45}$	$\frac{86}{50}$	$\frac{104}{75}$	$\frac{105}{100}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	----------------	-----------------	-----------------	-----------------	-----------------	------------------	-------------------

$\frac{42}{50}$	$\frac{52}{30}$	$\frac{53}{14}$	$\frac{50}{-}$	$\frac{54}{15}$	$\frac{55}{32}$	$\frac{46}{34}$	$\frac{42}{50}$
-----------------	-----------------	-----------------	----------------	-----------------	-----------------	-----------------	-----------------

936.15

49

Cover

19.8

Flow Line

$\frac{44}{50}$	$\frac{52}{28}$	$\frac{59}{22}$	$\frac{50}{12}$	$\frac{47}{-}$	$\frac{50}{11}$	$\frac{46}{16}$	$\frac{53}{30}$	$\frac{47}{50}$
-----------------	-----------------	-----------------	-----------------	----------------	-----------------	-----------------	-----------------	-----------------

$\frac{34}{50}$	$\frac{32}{36}$	$\frac{42}{31}$	$\frac{51}{28}$	$\frac{52}{20}$	$\frac{44}{14}$	$\frac{41}{-}$	$\frac{47}{12}$	$\frac{48}{30}$	$\frac{47}{50}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	----------------	-----------------	-----------------	-----------------

$\frac{20}{50}$	$\frac{16}{36}$	$\frac{23}{29}$	$\frac{37}{23}$	$\frac{36}{20}$	$\frac{33}{15}$	$\frac{30}{-}$	$\frac{33}{8}$	$\frac{41}{14}$	$\frac{43}{27}$	$\frac{43}{34}$	$\frac{26}{40}$	$\frac{20}{50}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	----------------	----------------	-----------------	-----------------	-----------------	-----------------	-----------------

S.W. S.W.

$\frac{07}{50}$	$\frac{07}{35}$	$\frac{15}{30}$	$\frac{28}{27}$	$\frac{28}{15}$	$\frac{24}{-}$	$\frac{31}{11}$	$\frac{33}{19}$	$\frac{29}{27}$	$\frac{30}{50}$
-----------------	-----------------	-----------------	-----------------	-----------------	----------------	-----------------	-----------------	-----------------	-----------------

$\frac{7.0}{50}$	$\frac{8.1}{19}$	$\frac{7.8}{15}$	$\frac{7.6}{-}$	$\frac{7.6}{80}$	$\frac{9.3}{50}$
------------------	------------------	------------------	-----------------	------------------	------------------

932.27

7.64

Cover

21.04

Flow Line

$\frac{5.5}{50}$	$\frac{5.4}{36}$	$\frac{6.4}{27}$	$\frac{8.0}{22}$	$\frac{7.9}{21}$	$\frac{7.5}{17}$	$\frac{7.2}{-}$	$\frac{7.8}{8}$	$\frac{7.9}{12}$	$\frac{8.3}{27}$	$\frac{8.5}{50}$
------------------	------------------	------------------	------------------	------------------	------------------	-----------------	-----------------	------------------	------------------	------------------

$\frac{4.4}{50}$	$\frac{4.7}{30}$	$\frac{5.1}{28}$	$\frac{7.2}{23}$	$\frac{6.4}{18}$	$\frac{6.0}{-}$	$\frac{6.4}{11}$	$\frac{5.8}{15}$	$\frac{5.8}{30}$	$\frac{6.3}{50}$
------------------	------------------	------------------	------------------	------------------	-----------------	------------------	------------------	------------------	------------------

$\frac{4.7}{50}$	$\frac{4.5}{37}$	$\frac{4.261}{3026}$	$\frac{6.2}{23}$	$\frac{5.1}{19}$	$\frac{4.9}{-}$	$\frac{5.6}{13}$	$\frac{5.0}{16}$	$\frac{4.5}{30}$	$\frac{4.5}{50}$
------------------	------------------	----------------------	------------------	------------------	-----------------	------------------	------------------	------------------	------------------

$\frac{3.5}{50}$	$\frac{4.0}{28}$	$\frac{5.3}{25}$	$\frac{5.2}{22}$	$\frac{4.4}{19}$	$\frac{4.1}{-}$	$\frac{4.9}{13}$	$\frac{4.5}{16}$	$\frac{4.0}{30}$	$\frac{4.3}{50}$
------------------	------------------	------------------	------------------	------------------	-----------------	------------------	------------------	------------------	------------------

Sta	+	π	-	Elev.
		946.91		
8 + 63				
9 + 00				943.1
T.P.	7.66	950.71 ✓	3.80	943.11 ✓
+48.75				43.9
+78.75				44.4
10 + 08.75				44.8
+ 60				45.3
+ 69				
11				45.5
+ 50				45.7
12				45.2
+ 50				45.2

Lt

R

Rt

943.01

3.9

Cover

17.2

Flourline

$\frac{3.0}{50}$	$\frac{3.9}{28}$	$\frac{4.8}{25}$	$\frac{4.7}{22}$	$\frac{3.9}{19}$	$\frac{3.8}{13}$	$\frac{4.3}{13}$	$\frac{3.8}{15}$	$\frac{3.5}{30}$	$\frac{3.3}{50}$
------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{6.8}{50}$	$\frac{6.4}{44}$	$\frac{6.3}{30}$	$\frac{8.6}{25}$	$\frac{7.1}{19}$	$\frac{6.9}{12}$	$\frac{7.5}{12}$	$\frac{7.1}{14}$	$\frac{6.5}{19}$	$\frac{6.6}{30}$	$\frac{6.5}{50}$
------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{6.3}{50}$	$\frac{6.6}{30}$
------------------	------------------

6.4

$\frac{7.0}{13}$	$\frac{6.6}{15}$	$\frac{6.2}{30}$	$\frac{6.0}{50}$
------------------	------------------	------------------	------------------

$\frac{6.1}{50}$	$\frac{5.4}{44}$	$\frac{5.1}{30}$	$\frac{8.3}{25}$	$\frac{6.4}{18}$	6.0	$\frac{6.4}{13}$	$\frac{5.9}{16}$	$\frac{5.5}{30}$	$\frac{5.4}{50}$
------------------	------------------	------------------	------------------	------------------	-----	------------------	------------------	------------------	------------------

$\frac{5.3}{50}$	$\frac{5.4}{43}$	$\frac{4.8}{41}$	$\frac{5.0}{30}$	$\frac{8.1}{25}$	$\frac{5.8}{19}$	$\frac{5.5}{12}$	$\frac{6.2}{12}$	$\frac{5.4}{16}$	$\frac{5.0}{30}$	$\frac{5.0}{50}$
------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------

945.21

5.56

Cover

20.06

Flourline

14.5

$\frac{5.4}{50}$	$\frac{4.7}{42}$	$\frac{4.8}{30}$	$\frac{8.0}{24}$	$\frac{5.4}{18}$	5.3	$\frac{6.0}{12}$	$\frac{4.9}{16}$	$\frac{4.4}{30}$	$\frac{4.4}{50}$
------------------	------------------	------------------	------------------	------------------	-----	------------------	------------------	------------------	------------------

$\frac{5.4}{50}$	$\frac{4.9}{43}$	$\frac{4.6}{32}$	$\frac{7.8}{25}$	$\frac{5.5}{18}$	$\frac{5.1}{12}$	$\frac{5.8}{12}$	$\frac{5.0}{15}$	$\frac{4.4}{30}$	$\frac{4.2}{50}$
------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{5.8}{50}$	$\frac{4.9}{45}$	$\frac{5.1}{30}$	$\frac{7.7}{25}$	$\frac{5.8}{19}$	$\frac{5.6}{12}$	$\frac{6.0}{12}$	$\frac{5.3}{15}$	$\frac{4.8}{30}$	$\frac{4.4}{50}$
------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{6.3}{50}$	$\frac{6.3}{47}$	$\frac{5.6}{30}$	$\frac{7.6}{25}$	$\frac{5.8}{19}$	$\frac{5.6}{12}$	$\frac{5.71}{17}$	$\frac{5.42}{30}$
------------------	------------------	------------------	------------------	------------------	------------------	-------------------	-------------------

Sta

+

A

-

Elev

950.77

12 + 69.5

945.2

+ 70

45.2

+ 78

+ 90

45.1

+ 95

45.2

13 + 07

45.1

+ 17

BM

5.98

945.29

Lt.

£

Rt.

$$\begin{array}{r} 6.6 \\ 50 \end{array} \quad \begin{array}{r} 6.6 \\ 46 \end{array} \quad \begin{array}{r} 5.5 \\ 43 \end{array} \quad \begin{array}{r} 5.3 \\ 29 \end{array} \quad \begin{array}{r} 7.5 \\ 25 \end{array} \quad \begin{array}{r} 5.9 \\ 19 \end{array} \quad \begin{array}{r} 5.6 \\ 17 \end{array} \quad \begin{array}{r} 580 \\ 17 \end{array} \quad \begin{array}{r} 558 \\ 30 \end{array}$$

$$\begin{array}{r} 7.4 \\ 50 \end{array} \quad \begin{array}{r} 7.2 \\ 37 \end{array} \quad \begin{array}{r} 7.4 \\ 27 \end{array} \quad \begin{array}{r} 5.9 \\ 22 \end{array}$$

$$\begin{array}{r} 5.6 \\ 17 \end{array} \quad \begin{array}{r} 585 \\ 17 \end{array} \quad \begin{array}{r} 560 \\ 30 \end{array}$$

944.94

5.83

Cover

$$\begin{array}{r} 18.53 \\ \hline \text{Flow Line} \end{array}$$

12.7

$$\begin{array}{r} 7.6 \\ 50 \end{array} \quad \begin{array}{r} 7.2 \\ 46 \end{array} \quad \begin{array}{r} 6.0 \\ 40 \end{array} \quad \begin{array}{r} 5.7 \\ 21 \end{array} \quad \begin{array}{r} 5.7 \\ 17 \end{array} \quad \begin{array}{r} 5.9 \\ 17 \end{array} \quad \begin{array}{r} 5.8 \\ 30 \end{array}$$

$$\begin{array}{r} 5.7 \\ 50 \end{array} \quad \begin{array}{r} 5.7 \\ 30 \end{array}$$

$$\begin{array}{r} 5.6 \\ 17 \end{array} \quad \begin{array}{r} 6.1 \\ 17 \end{array} \quad \begin{array}{r} 6.0 \\ 30 \end{array}$$

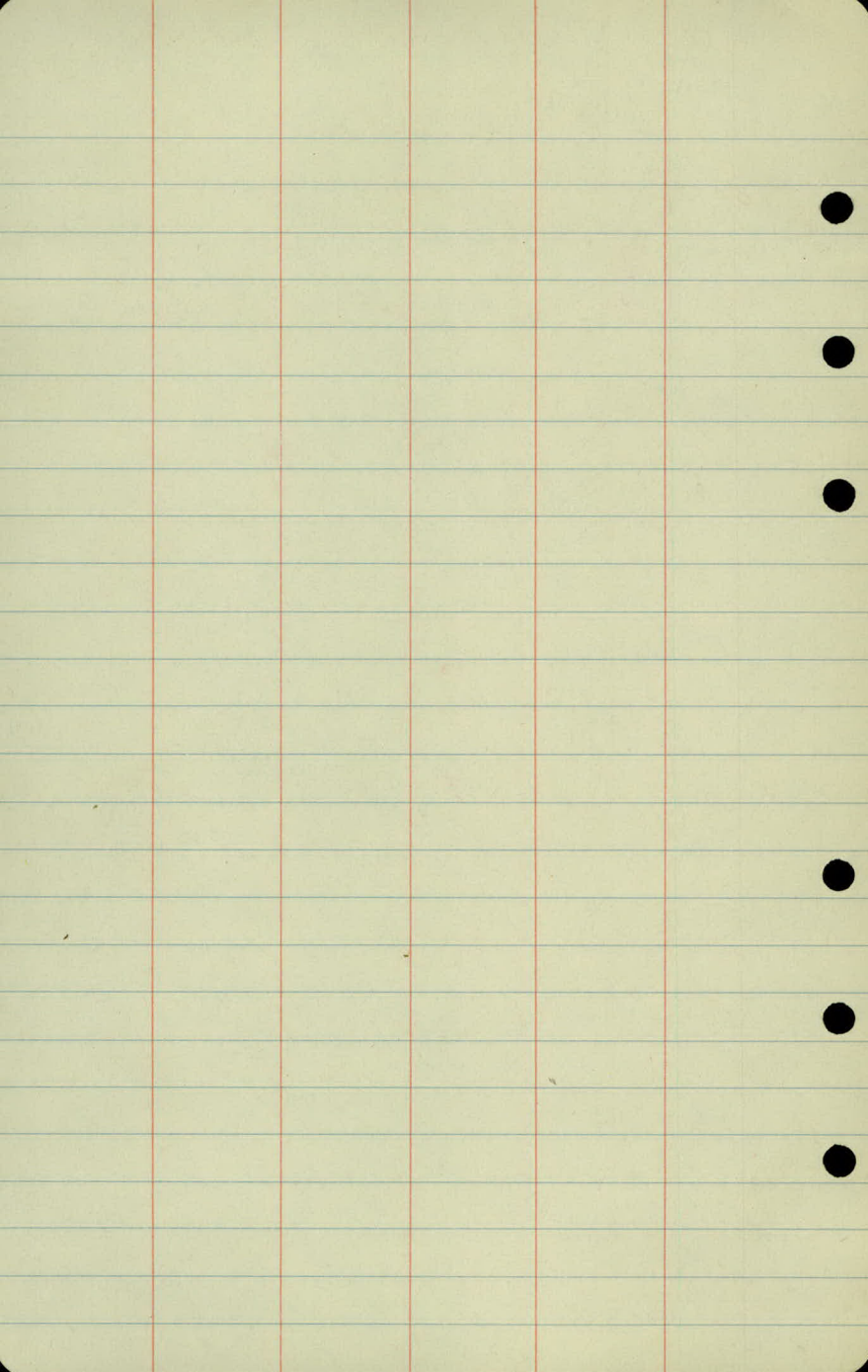
$$\begin{array}{r} 5.43 \\ 50 \end{array}$$

$$\begin{array}{r} 5.67 \\ 17 \end{array}$$

$$\begin{array}{r} 6.6 \\ 30 \end{array}$$

$$\begin{array}{r} 5.48 \\ 17 \end{array}$$

Top Mont



HOYT AVE.
TOPOG. STORMSEWERS.

9

6

5

0+00

Sewer Continues East
Past Hamline Ave.

Cannot Locate Manhole

Hamline Ave

199 Manhole - P'
+80 - 4' x 46" B. 9.3'

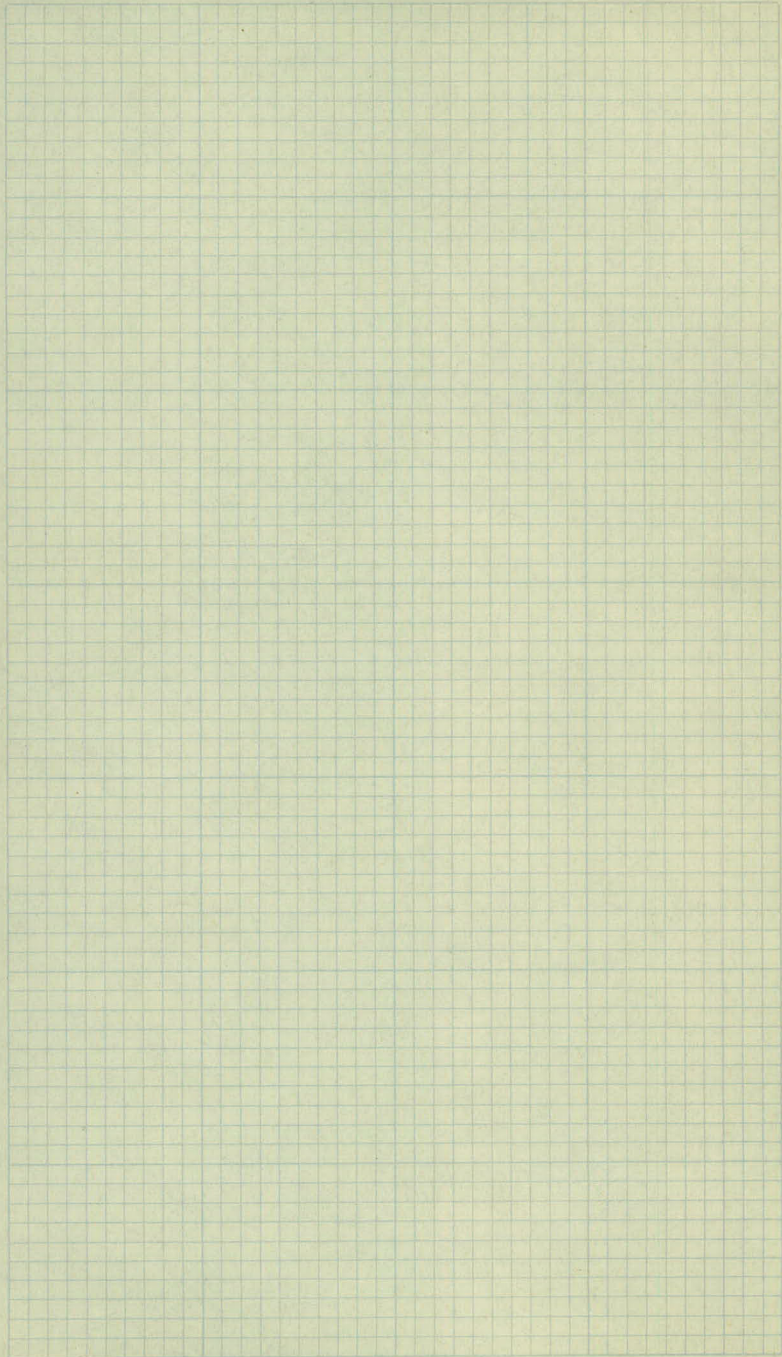
Storm Sewer

100 Manhole - 7'
Sec. Albert Ave Notes for
Elev.

132 Manhole - 6'

Sec. Pascal Ave. Notes for
Levels

101 Manhole - 38.5'
Manhole - 6.3'



LEVELS

Hoyt Ave.

B.M. 5.98 95522 94974

0+00 8.1 46.1

+50 8.8 46.4

1 8.2 47.0

+50 8.5 47.7

2 6.8 48.4

+50 5.5 49.4

3 5.1 50.1

+32

+50 4.9 50.3

4 4.9 50.3

+50 4.6 50.6

Top Hyd. S.V. Gac. Pascal + Hoyt

48
Cover

30.8
Flow Line

Sta	+	π	-	Elev
		965.22		
5			4.7	50.5
	+50		5.0	50.2
6			5.5	49.7
	+50		5.8	49.4
T.P.	0.17	965.88 ✓	5.51	949.71
	+66			
7			0.4	49.5
	+50		0.8	49.1
8			1.9	48.5
	+50		2.2	47.7
9			3.3	46.6
	+50		4.2	45.7

Lt

E

Rt

Sta	+	Δ	-	Elev
		947.88		
9	+ 99			
10			4.6	45.3
	+50		3.4	44.5
11			3.9	44.0
	+50		6.4	43.5
12			7.2	42.7
	+50		7.9	42.0
13			8.5	41.4
	+28.88		8.7	41.2
P.M.			3.31	944.57

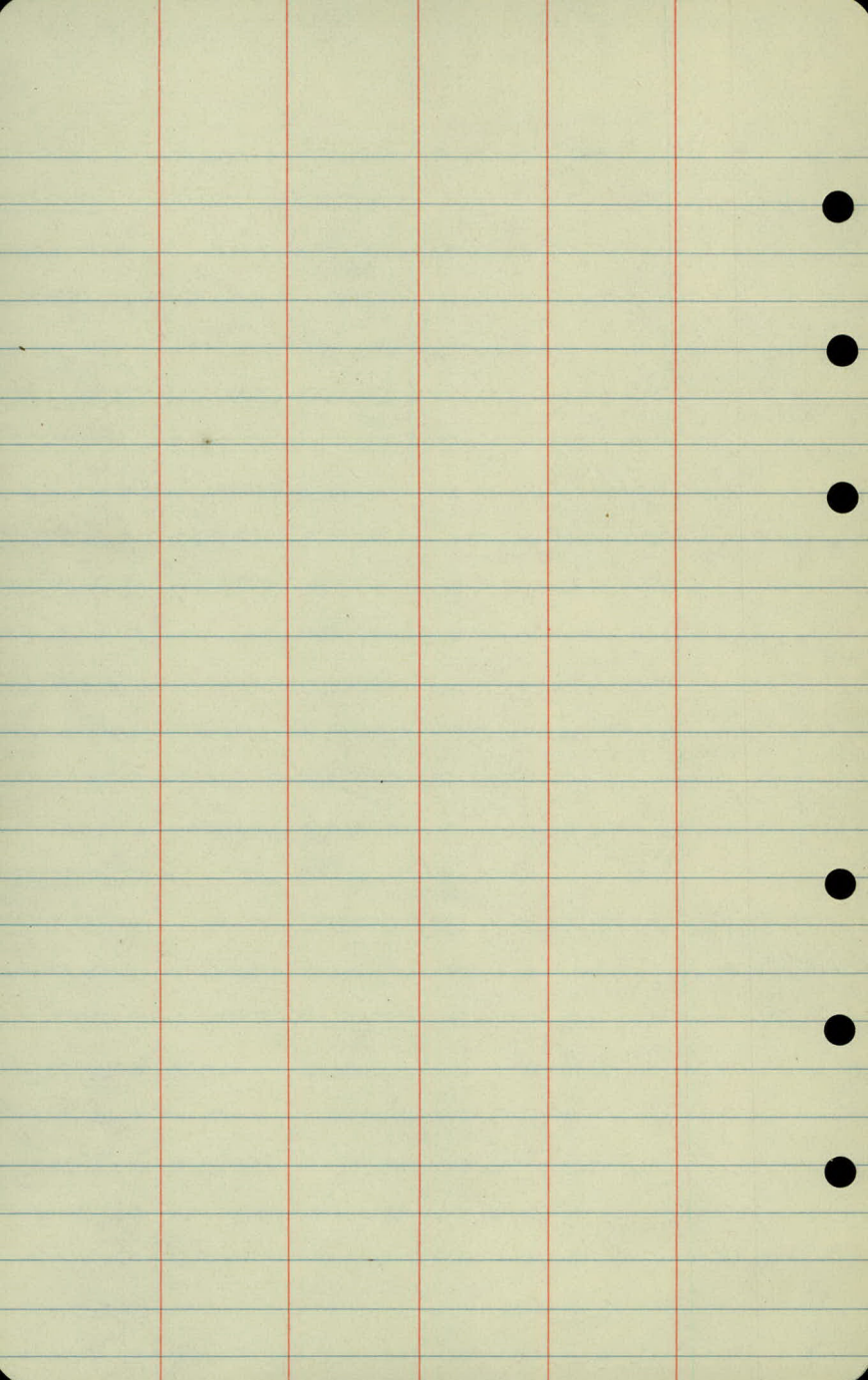
Lt

C

Rt

 $\frac{45}{\text{Cover}}$ $\frac{26.5}{\text{Flow Line}}$

Top Hyd. S.W. Cor. Hamline & Hoyt.



Bench Levels

Sta	+	-	Elev
B.M.	3.62	948.96 ✓	995.34
B.M.	4.56	948.96 ✓	994.40 ✓
B.M.	0.77	948.48 ✓	941.71 ✓
B.M.	3.61	948.48 ✓	938.87 ✓
T.P.	8.74	948.75 ✓	940.01 ✓
B.M.	9.18	948.75 ✓	944.57 ✓
T.P.	7.68	955.00 ✓	947.82 ✓
B.M.	1.88	955.00 ✓	953.12 ✓
T.P.	6.09	955.61 ✓	949.52 ✓
B.M.	5.87	955.61 ✓	949.74 ✓
B.M.	2.12	957.84 ✓	955.72 ✓
B.M.	1.11	957.84 ✓	956.73 ✓
B.M.	0.48	957.27 ✓	957.29 ✓
B.M.	9.50	954.66 ✓	951.16 ✓
B.M.	1.30	950.80 ✓	949.30 ✓
B.M.		5.45	945.35 ✓

995.34

66
3/17/38

Top Mont Harpen & Hamling Ave.

Top Belt Spk Hamling & California

Top Hyd S.W. Cor Hamling & Idaho.

Top S.E. Cor lower stage of Ent to Ha. N.W. Cor Hamling & Iowa

Top Hyd S.W. Cor Hamling & Hayt.

Top Hyd S.W. Cor Albert & Hayt.

Top Hyd S.W. Cor Pascal & Hayt.

Top Hyd N.E. Cor Pascal & Iowa

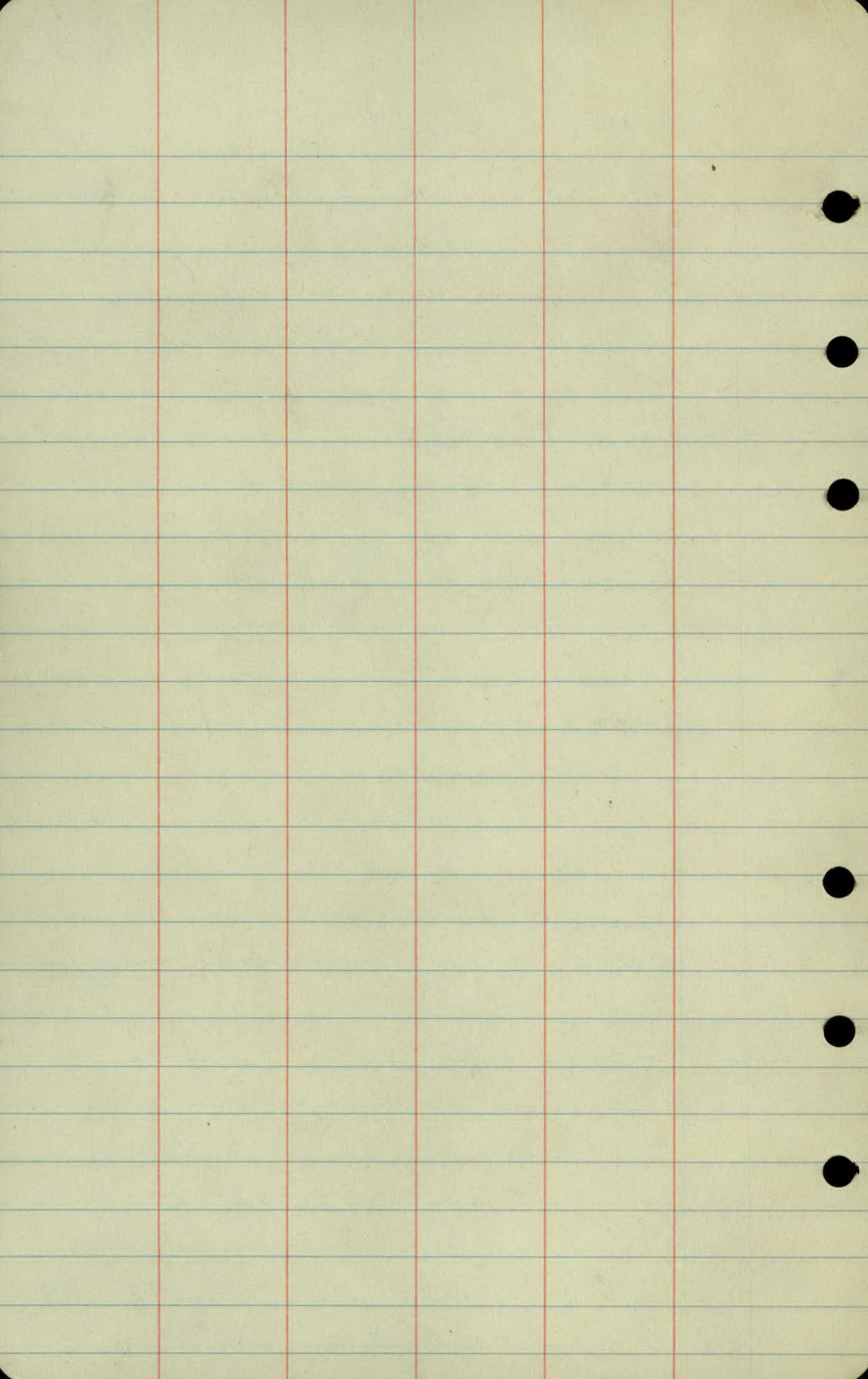
~~Top Hyd S.W. Cor Pascal & Idaho~~

" " " " S.E. Cor Pascal & California

Top Hole in Box Larp & Pascal.

Top Hyd N.E. Cor Larp & Albert.

Top Mont Hamling & Larp



Levels.

Idaho Ave.
from
Hawling Ave to Chelsea

Sta	+	π	-	Elev.
B.M.	1.31	943.02 ✓		941.71

3	100		3.7	939.3
---	-----	--	-----	-------

4			5.7	37.3
---	--	--	-----	------

+71

5			6.5	36.5
---	--	--	-----	------

6			6.6	36.4
---	--	--	-----	------

+39

7			7.1	35.9
---	--	--	-----	------

8			7.2	35.8
---	--	--	-----	------

9			7.5	35.5
---	--	--	-----	------

	+50		7.7	35.3
--	-----	--	-----	------

+79.4

+24

10			7.4	35.6
----	--	--	-----	------

Top Hyd. S. W. Cor. Hamling & Idaho

Manhole

937.02

6.0

Cover

924.92

18.1

Flowline

936.02

7.0

Cover

923.42

19.6

Flowline

935.42

7.6

Cover

7.6

Cover

935.42

922.22

20.8

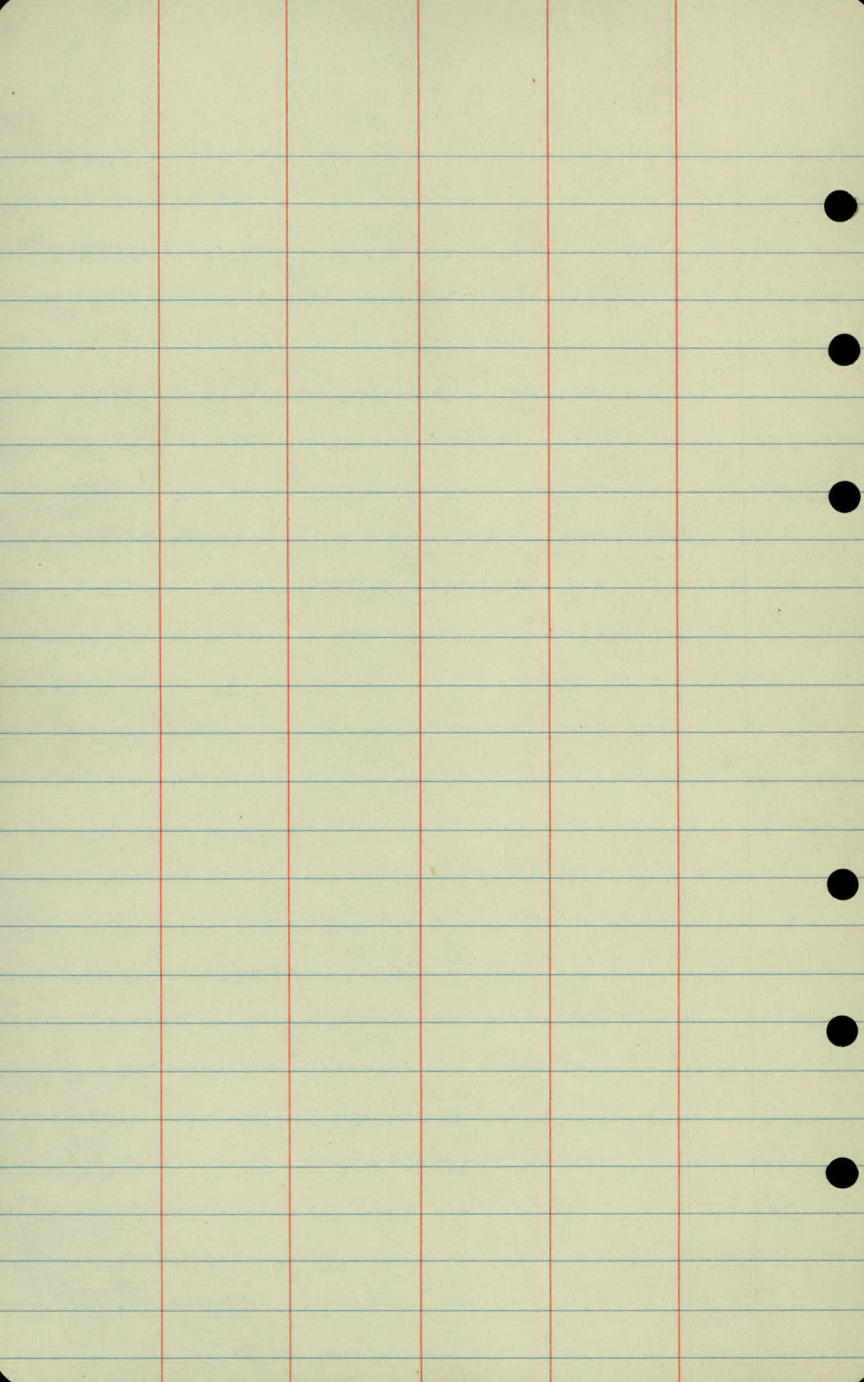
Flowline

17.0

Flowline

Storm Sew

926.02



Topog

8

15'

15'

7

16'

15'

6

14'

15'

5

15'

15'

4

14'

15'

3

+07 = Edge B. Top.

+80-2" Elm - 20'

+68-4" Elm - 20'

+22-3" Elm - 20'
+15-P.P. - 19'

+29-2" Elm - 20'

+09-6 Alley

+81-4" Elm - 20'

+77-2" Elm - 20'

+34-6" Elm - 20'

+39-5" Elm - 20'

+85-6" Elm - 20'

+69-8" Side Walk - 30'

+60 P.P. 19'

+83-5" Elm - 20'

+69-6" Side Walk - 30'

+85-End Sid Walk 30'

+94-4" Elm - 20'

+61-P.P. - 19'

+44-4" Elm - 20'

+59 Manhole - 0.5'

+22-Hyd - 27'

+09-6" Side Walk 30'

+92-4" Elm - 20'

+98-6" Elm - 20'

+62-P.P. 19'

+47-5" Elm - 20'

+96-6" Elm - 21'

+72-6 Alley

+71 Manhole - 0.5'

+46-2" Elm - 21'

+70 P.P. 19'

+57-8" Side Walk 30.5'

+45-6" Elm - 21'

+37-8" Side Walk 31.5'

10

#244 - Manhole - old Sanitary sewer

9

15'

15'

+11-Catch Basin - 17.7'
Side Walk - 30'

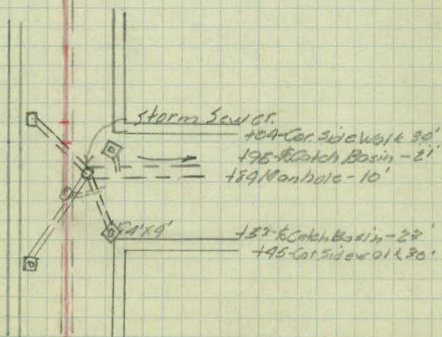
+84-6" Elm - 20'

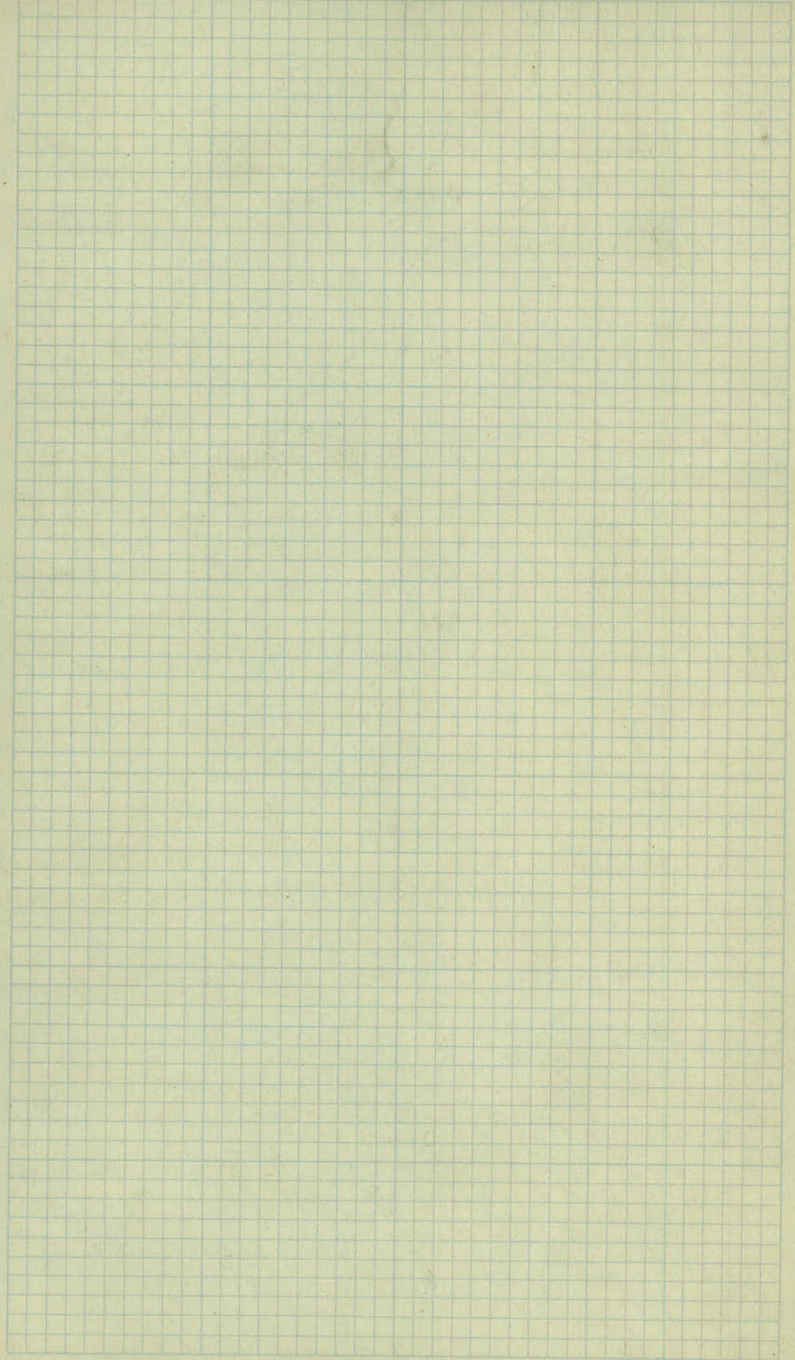
+52-P.F. - 20'

+99-4" Elm - 20'

+38-6" Catch Basin - 17.7'

+03-6" Elm - 20'





Slope stakes

California Ave.

Sta	+	X	-	Grade
B.M.	8.15	952.45		949.30
0	+30			54.0
1				53.3
	+50			52.8
2				52.3
	+50			51.8
3				51.3
	+50			50.8
4				50.3
T.P.	2.42	952.22	7.15	950.30
	+50			49.3
5				48.3
	+50			47.2

Gr. Rod. Lt K Rt

Top Hyd. N.E. Co. Albert & Hoyt

3.95 $\frac{31}{10.9}$

4.15 +1.0 $\frac{3.0}{11.7}$ +1.0

4.65 +1.0 $\frac{3.3}{11.1}$ +1.0

5.15 +1.0 $\frac{4.5}{10.6}$ 0.0

5.65 +1.0 $\frac{5.0}{10.6}$ 0.0

6.15 0.0 $\frac{5.5}{10.6}$ 0.0

6.65 +1.0 $\frac{5.7}{10.9}$ +1.0

7.15 0.0 $\frac{6.2}{10.9}$ +1.0

7.4 +1.0 $\frac{6.1}{11.3}$ +1.0

7.9 +1.0 $\frac{5.0}{11.4}$ +1.0

8.5 +1.0 $\frac{4.1}{11.4}$ +1.0

Sta	+	π	-	Grade
		952.72		
6				46.2
	+35			45.5
	+95			45.5
T.P.	2.92	948.40	2.24	945.98
7	+50			45.4
8				45.3
	+50			45.2 ✓
9				45.1
	+50			45.0 ✓
10				44.9
	+50			44.8
11				44.7
T.P.	4.30	949.02	3.68	944.72

Gr Rod

Lt

L

Rt

6.5

0.0

$$\frac{52}{+13}$$

+1.0

7.2

0.0

$$\frac{61}{+11}$$

+1.0

7.2

0.0

$$\frac{71}{+11}$$

0.0

3.0

0.0

$$\frac{41}{-11}$$

0.0

3.1

0.0

$$\frac{17}{-16}$$

0.0

3.2

0.0

$$\frac{18}{-16}$$

0.0

3.3

0.0

$$\frac{17}{-14}$$

0.0

3.4

0.0

$$\frac{41}{-0.7}$$

0.0

3.5

0.6

$$\frac{35}{0.0}$$

0.0

3.6

0.0

$$\frac{35}{+0.1}$$

0.0

3.7

0.0

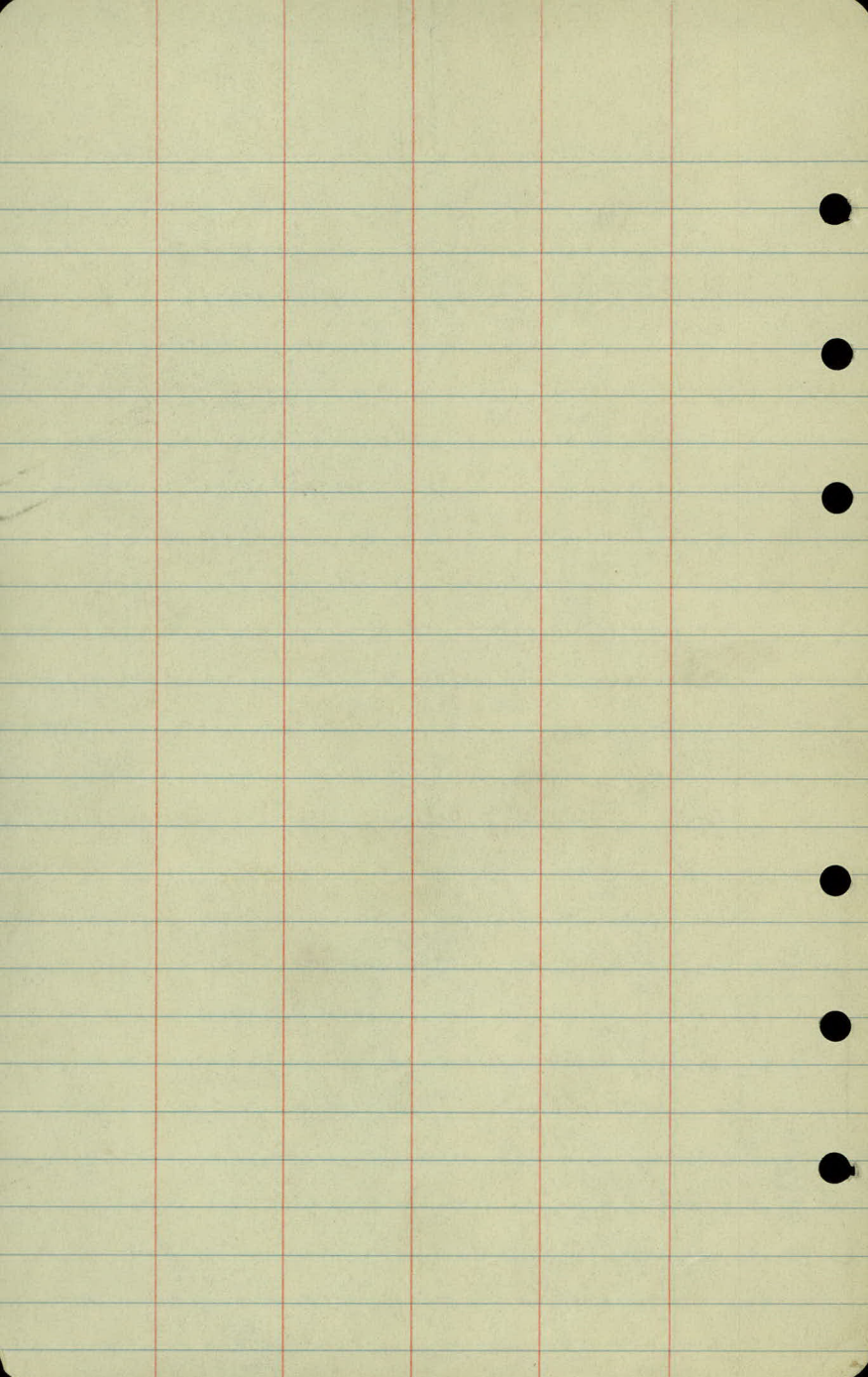
$$\frac{34}{+0.3}$$

0.0

Sta	+	π	-	Grade
		947.02		
11	+50			94.6
12				44.5
	+50			44.4
	+87.27			44.32
B.M.			462	741.40 749.40

Gr. Rod.	Lt.	R.	Pt.
4.4	0.0	$\frac{41}{193}$	0.0
4.5	0.0	$\frac{44}{191}$	0.0
4.6	0.0	$\frac{46}{90}$	0.0
4.70	1.0	$\frac{46}{191}$	0.0

Top Bolt Spk. Hampshire & California Ave's



Slope stakes.

Idaho Ave.

Sta	+	π	-	Grade
B.M.	1.27	956.99		955.72

0	+30			52.5
---	-----	--	--	------

1				52.4
---	--	--	--	------

	+50			52.3
--	-----	--	--	------

2				52.2
---	--	--	--	------

	+50			52.1
--	-----	--	--	------

3				52.0
---	--	--	--	------

	+50			51.9
--	-----	--	--	------

4				51.8
---	--	--	--	------

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

T.P.	3.03	955.60	442	952.57
------	------	--------	-----	--------

5				51.1
---	--	--	--	------

	+50			50.5
--	-----	--	--	------

Gr. Road Lt. Rt.

Top Hyd. N. E. Cor. Iowa & Pascal Ave.

$$\begin{array}{r} 4.49 \\ 43 \\ \hline 192 \end{array}$$

$$\begin{array}{r} 4.61 \\ 41 \\ \hline 103 \end{array}$$

$$\begin{array}{r} 4.7 \\ 43 \\ \hline 104 \end{array}$$

$$\begin{array}{r} 4.8 \\ 50 \\ \hline 92 \end{array}$$

$$\begin{array}{r} 4.9 \\ 53 \\ \hline 94 \end{array}$$

$$\begin{array}{r} 5.0 \\ 54 \\ \hline 94 \end{array}$$

$$\begin{array}{r} 5.1 \\ 45 \\ \hline 106 \end{array}$$

$$\begin{array}{r} 5.2 \\ 41 \\ \hline 111 \end{array}$$

$$\begin{array}{r} 5.4 \\ 44 \\ \hline 110 \end{array}$$

$$\begin{array}{r} 4.5 \\ 34 \\ \hline 111 \end{array}$$

$$\begin{array}{r} 5.1 \\ 42 \\ \hline 109 \end{array}$$

Sta	+	X	-	Grade
		955.60		
6				49.7
	+35			49.0
	+95			49.0
7	+50			48.1
8				47.3
	+50			46.5
I.P.	3.10	949.62	9.08	946.52
9				45.7
	+50			44.9
10				44.1
	+50			43.3
11				42.4

Gr. Rod.

H.

L.

Rt.

5.7

$$\begin{array}{r} 98 \\ +11 \\ \hline \end{array}$$

6.6

$$\begin{array}{r} 56 \\ +10 \\ \hline \end{array}$$

6.6

$$\begin{array}{r} 68 \\ -02 \\ \hline \end{array}$$

7.5

$$\begin{array}{r} 78 \\ -03 \\ \hline \end{array}$$

8.3

$$\begin{array}{r} 87 \\ -04 \\ \hline \end{array}$$

9.1

$$\begin{array}{r} 94 \\ -03 \\ \hline \end{array}$$

3.92

$$\begin{array}{r} 98 \\ -03 \\ \hline \end{array}$$

4.72

$$\begin{array}{r} 46 \\ +01 \\ \hline \end{array}$$

5.52

$$\begin{array}{r} 98 \\ +07 \\ \hline \end{array}$$

6.32

$$\begin{array}{r} 56 \\ +07 \\ \hline \end{array}$$

7.22

$$\begin{array}{r} 68 \\ +07 \\ \hline \end{array}$$

Sta + π - Grade

749.62

11 +50

41.6

12

40.8

+50

40.0

+86.68

39.4

B.M.

790

741.72

741.71

Gr. Rod.

Lt

L

Rt

8.02

$$\begin{array}{r} 7.5 \\ +0.7 \\ \hline \end{array}$$

8.82

$$\begin{array}{r} 8.2 \\ +0.6 \\ \hline \end{array}$$

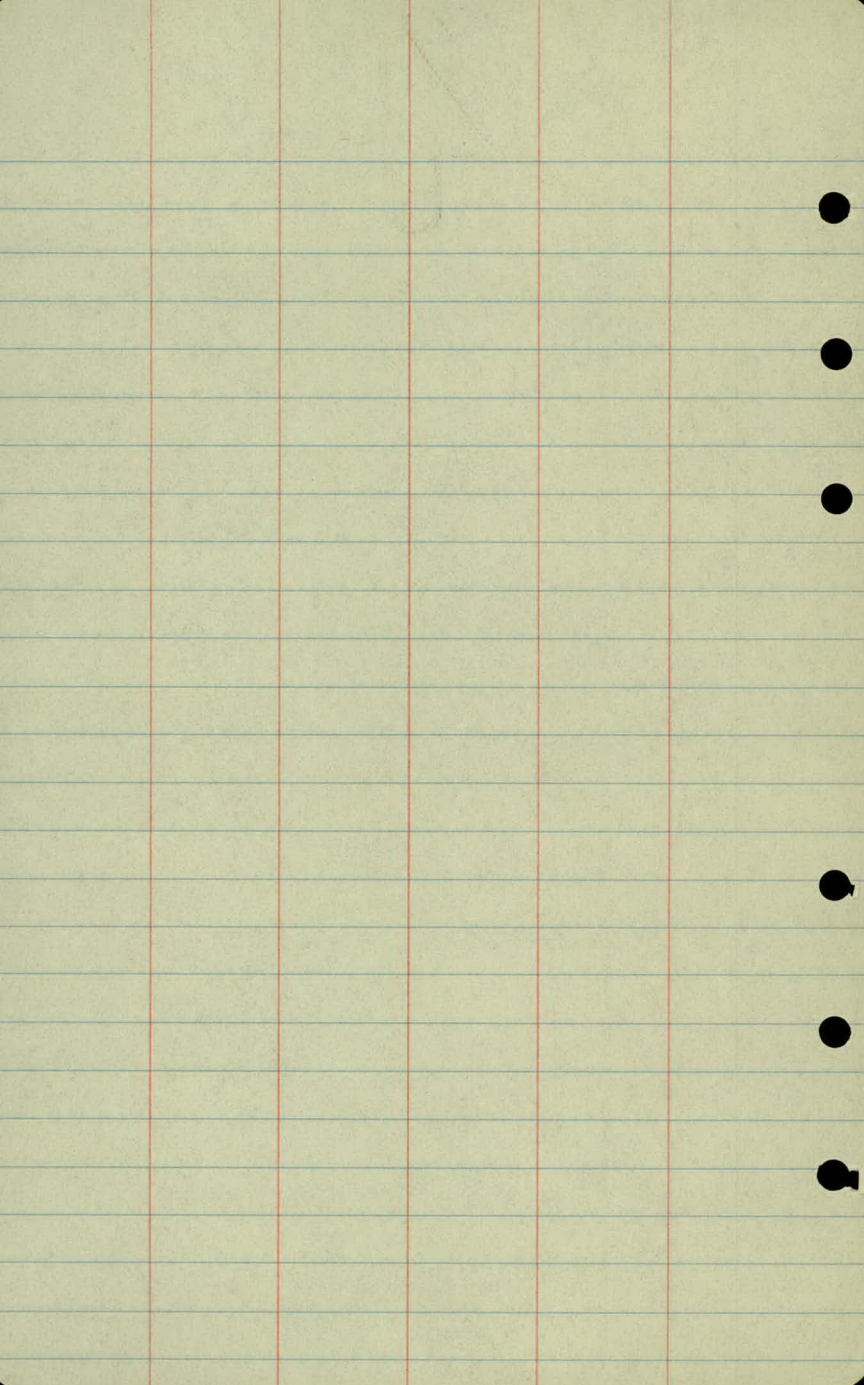
9.62

$$\begin{array}{r} 8.8 \\ +0.8 \\ \hline \end{array}$$

10.22

$$\begin{array}{r} 10.1 \\ +0.1 \\ \hline \end{array}$$

Top Hyd. S.V. Car Handling & do ho.



1040 Ave
Slope Stokes.

Sta	+	Σ	-	Grade
B.M.	1.82	957.52		955.72
0	+30			52.0
1				52.2
	+50			52.4
2				52.5
	+50			52.7
3				52.8
T.P.	5.65	958.43	4.74	957.78
	+50			53.0
4				53.1
	+50			52.9
5				52.6
	+50			52.4

Gr Rod. Lt K Rt

Top Hyd NE Cor 1049 & Pascol.

5.52 $\frac{553}{28'}$ $\frac{510}{28'}$

5.32 $\frac{533}{28'}$ $\frac{41}{105}$ $\frac{532}{28'}$

5.12 $\frac{513}{28'}$ $\frac{47}{104}$ $\frac{511}{28'}$

5.02 $\frac{503}{28'}$ $\frac{50}{10}$ $\frac{501}{28'}$

4.82 $\frac{483}{28'}$ $\frac{54}{-96}$ $\frac{481}{28'}$

4.72 $\frac{52}{-95}$ $\frac{474}{28'}$

Top Blue Top Lt

5.43 $\frac{543}{280}$ $\frac{59}{-95}$ $\frac{545}{280}$

5.32 $\frac{531}{28'}$ $\frac{53}{00}$ $\frac{532}{28'}$

5.53 $\frac{553}{28'}$ $\frac{55}{102}$

5.83 $\frac{583}{28'}$ $\frac{54}{104}$ $\frac{581}{28'}$

6.03 $\frac{603}{28'}$ $\frac{55}{105}$ $\frac{601}{28'}$

Sta.	+	x	-	Grade
		958.43		
6				52.2
	+35.92			52.0
T.P.	-0.07	954.71	3.65	959.78
	+96.92			52.0
7	+50			50.8
8				49.7
	+50			48.6
9				47.5
	+50			46.4
10				45.26
T.P.	2.10	947.27	2.44	945.27
	+50			43.9
11				42.5

Cor Rod.

Lt.

E

Rt.

6.23

6.21

55

6.23

6.43

6.4457
+076.43

Top Hyd.

2.71

29
-02272
28

3.91

3.8645
-063.91

5.01

5.0255
-055.0

6.11

6.0865
-04
116.11

7.21

7.2174
-027.26

8.31

8.3184
-018.33

9.45

93
+02

3.47

3.5229
+063.47

4.87

4.8543
+064.85

Sta.	+	-	Grade.
		747.37	
11	+50		41.1
12			39.7
	+40		38.6
	48.23		37.26
T.P.	6.71	743.61	10.47
B.M.			1.91
			741.71
			741.71

Gr. Rod.

Lt.

R.

Rt.

6.27

6.2653
+086.27

7.67

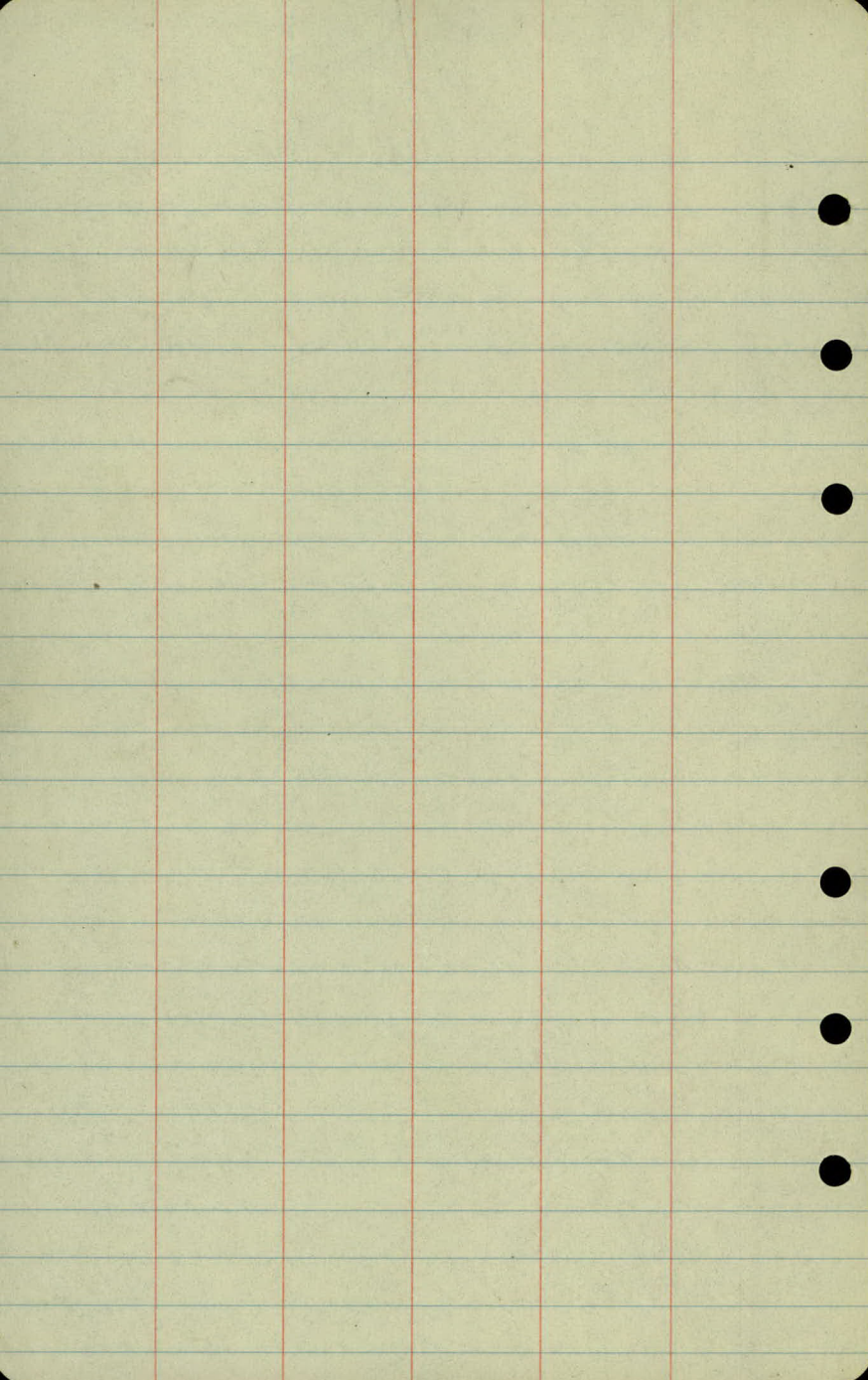
7.6774
+037.68

8.77

8.7891
-038.79

10.11

10.1010.6
-05Top Hyd. 5~~th~~ Cor. Hamline & Idaho



Profile Levels

Iowa St

Along West to Turnaround

Rec'd. 7-10-51

R.C.

Sta + Δ -

B.M 1.99 953.18 951.19

B.M 1.32 953.18 1.32 951.86

3+34 48.6

3 48.1

+50 45.6

2 43.0 42.6

+50 41.3 39.8

1 40.0 36.9

+65 38.5

+30 36.6

41.5

Lt

★

Rt

Top Hyd N.E. Cor Arona + Idaho

" " " " " FOWG

46

5.1

76

10.6

11.4

102

10.3

30

30

13.4

128

30

119

20

122

16

123

11

12.1

9

11.9

11.8

13

12.3

22

12.6

30

16.3

144

30

141

21

136

13

132

13

133

13

13.1

22

14.0

30

17.8

145

30

153

30

15.3

13

14.7

17

14.6

17

14.5

30

182

30

169

18

166

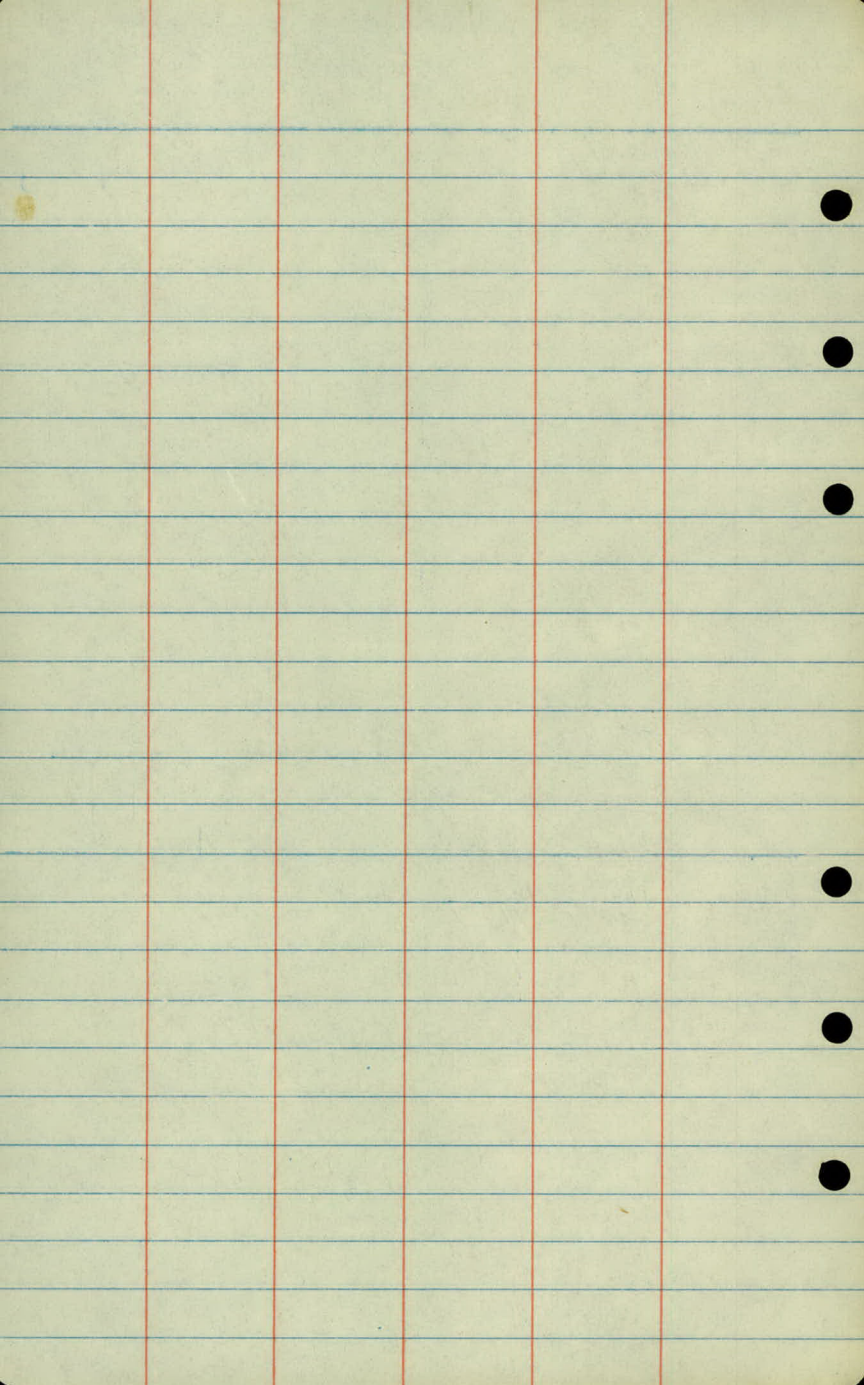
18

166

18

16.7

30



Blue Top
Lowa Ave

Sta	+	π	-	El.	
BM	0.22	952.07		951.85	
	0.38	952.23			
0+40				37.0	
+70				37.4	
1				38.5	1357
+50				40.0	1207
2				42.3	9.77
+50				44.6	747
3				46.9	5.17
+34.10				48.5	3.57

Subgrnd

Fin. Grade

~~368~~
378

7.38

38.0

~~376~~
384

6.78

C1

38.6

~~383~~
393

6.58

C1/0

39.5

~~398~~
404

4.38
12.43

94418 1243

939.80
40.6

~~424~~
425

10.13 ✓

42.7

~~444~~
446

7.83 ✓

44.8

46.7

353 ✓

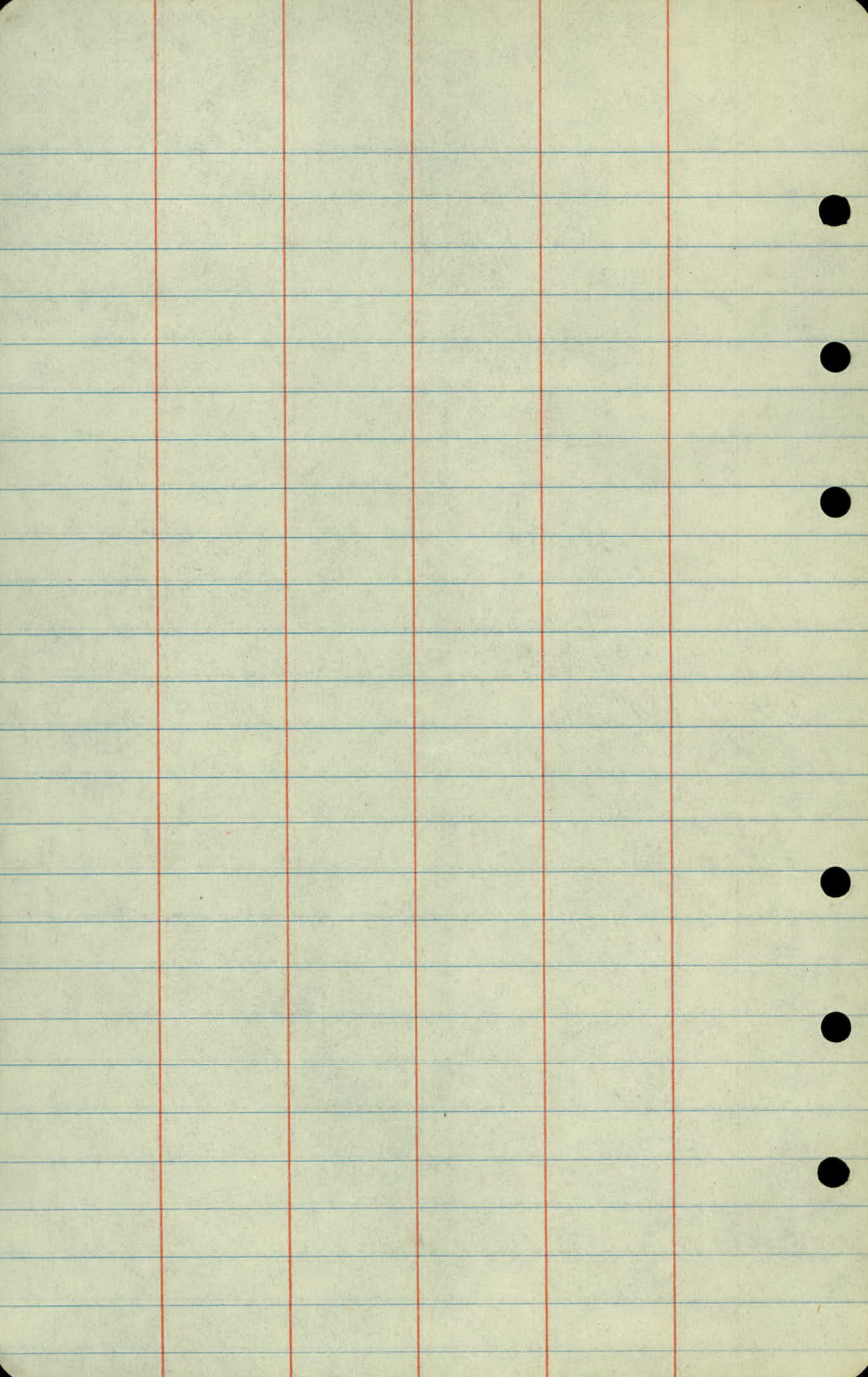
46.9

48.3 ✓

393 ✓

48.5

52.23



12.57
810

G11207

G11207

G1977

G 977

G1. 747

647
610

G1 517

G 517

G 357

G 357

