

Bk 39. Dr. 11.

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

_____ Plan _____ Survey

_____ ALLEYS-NORTHOME ADD. _____

From _____ To _____

Road Acc't. No. _____

Date Filed 10-26-32

File _____

Plan Survey

Alleys in Northome
Between Pascal Alley Below -
Between Iowa & Hoyt.

8/24/39

R.O.P.

A.M.

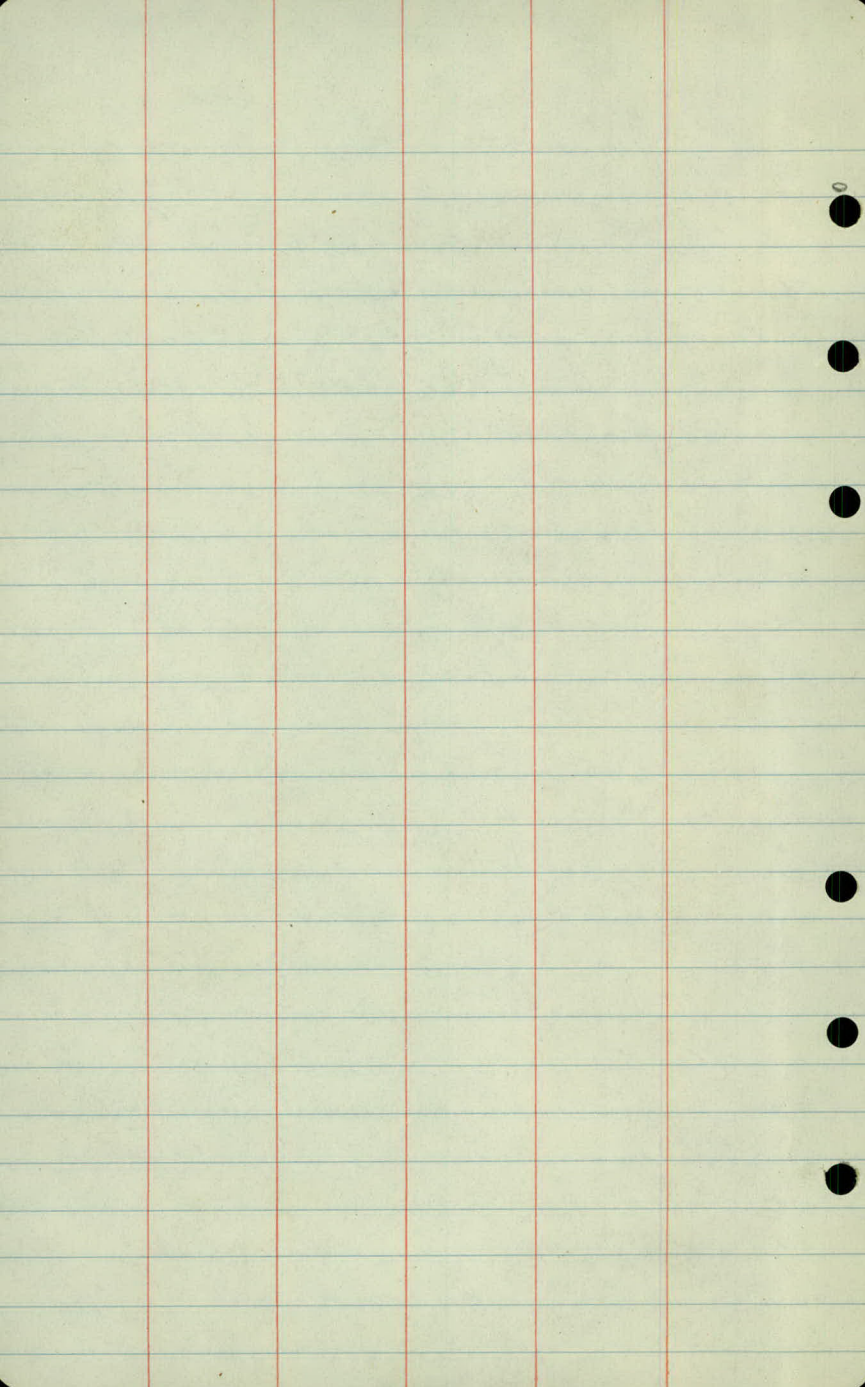
L.G.

C.F.

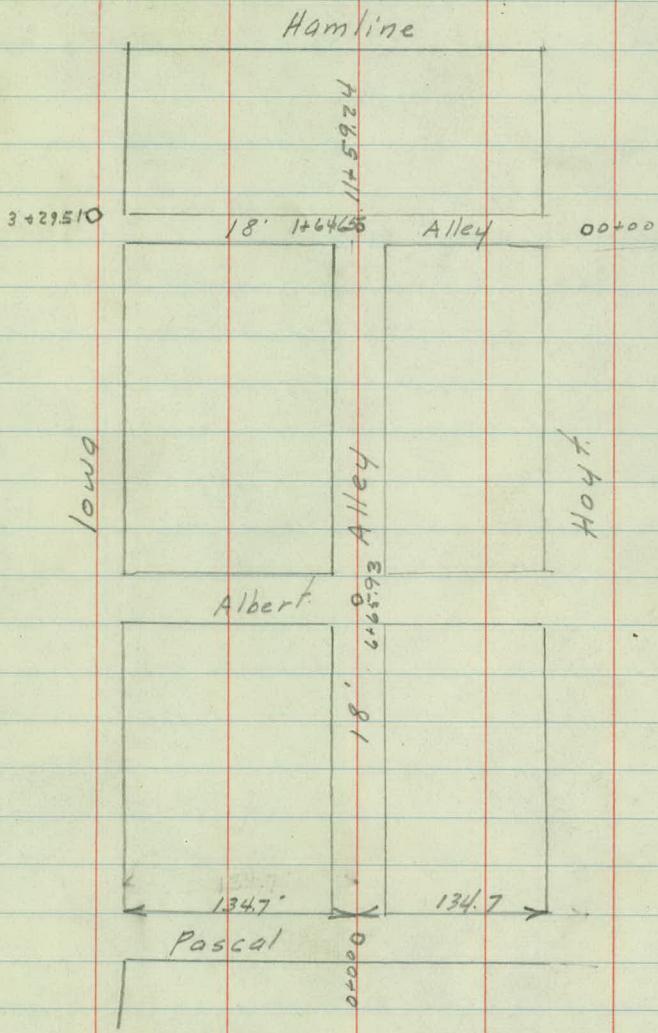
9/6/39

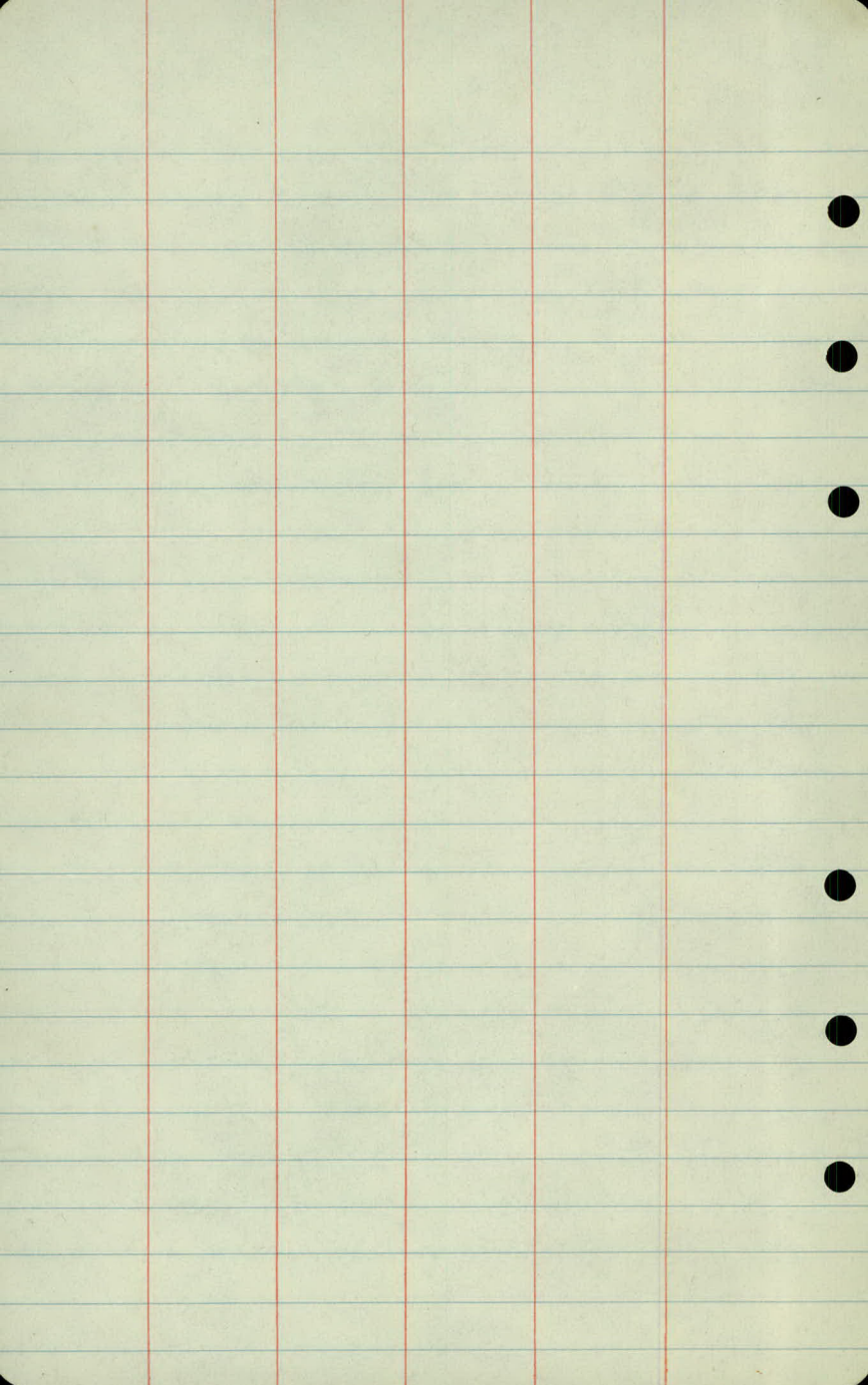
Done

WJG



Layout





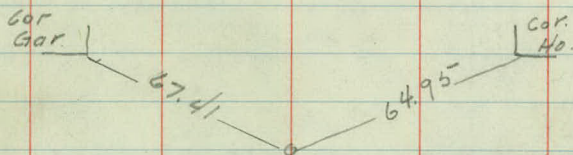
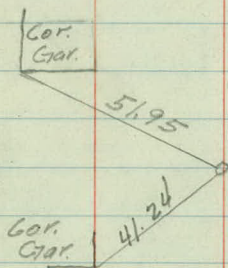
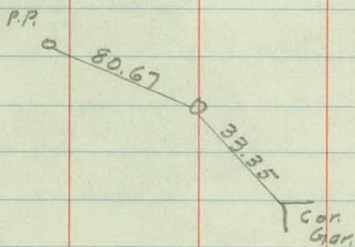
Alignment

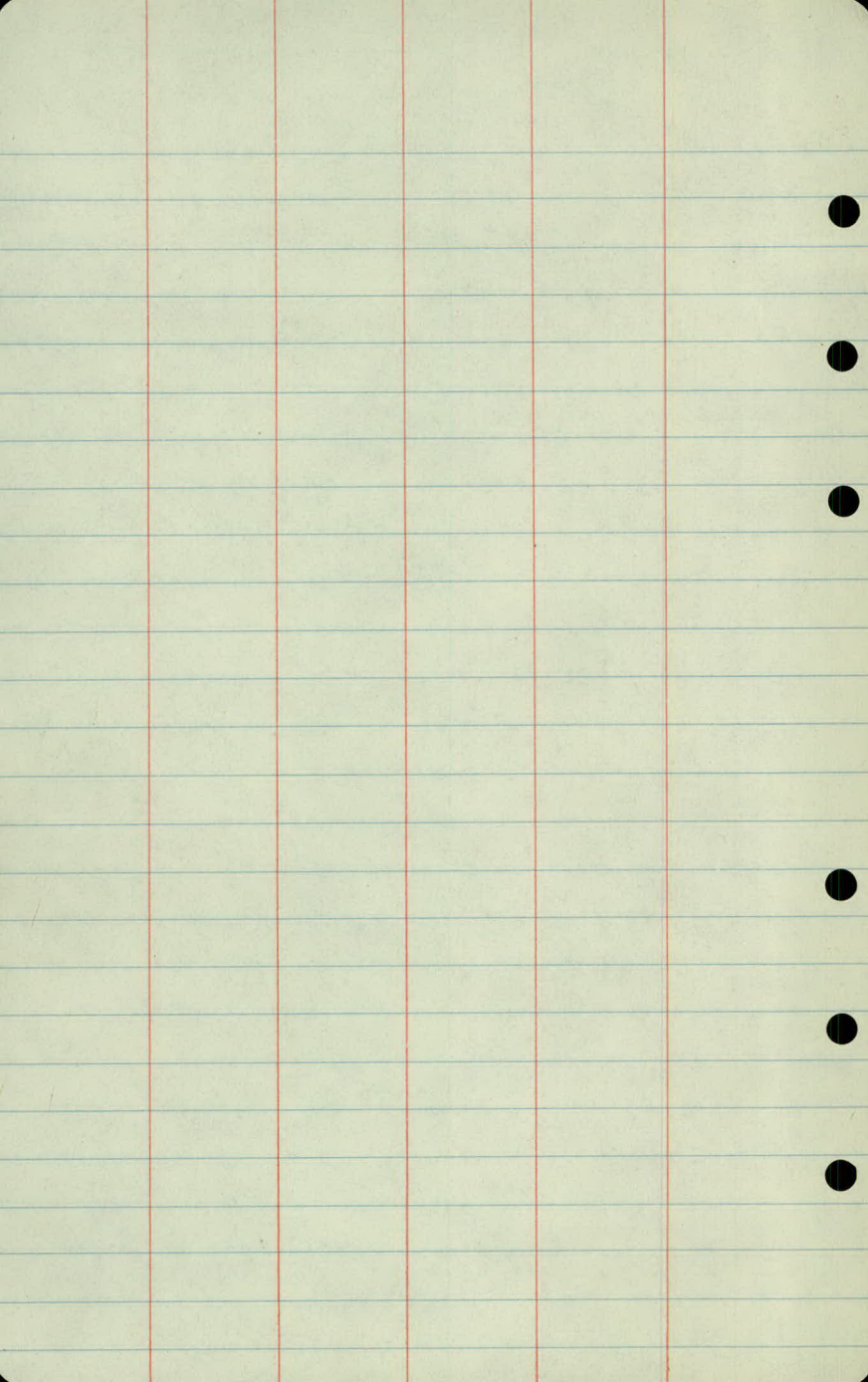
$$\begin{aligned} &= 1+64.65 \\ &11+59.24 \end{aligned}$$

£ Intersection Alleys

6+65.93 £ Albert

0+00 £ Pascal





Topography

Alley Survey.

+ 77 shldr x 3 $\frac{1}{2}$

+ 54 shldr x 3 $\frac{1}{2}$

6 6 4

5 7 7

4 7 5

3 7 5

2 7 5

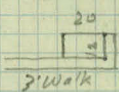
1 8 4

0 shldr x 3 $\frac{1}{2}$ + 10

400

+ 97 13454.3' 10

+ 38 Cor. Gar. 15
+ 35 Cor. 3 S.W. 12'



+ 52 P.P. 7'
+ 62 Ent

+ 34 2' Conc. Walk 14.8
+ 18 Cor 6.7' Con. Drive 14.9

+ 99 Cor. Hedge 9'
+ 32 P.P. 7.0'
+ 31 Beg. Hedge 9'

+ 35 Cor. Gar. 13.6
+ 35 S.W. 11.6



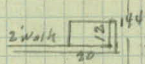
+ 28 End Hedge 10'
+ 04 Walk 12'
+ 83 P.P. 6.7

+ 38 S.W. 12'
+ 38 Gar. 14'
+ 17 Ent to Gar.



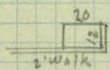
+ 27 Hedge 9.5
+ 90 2' walk - 10'

+ 35 Gar. 16.7
+ 32 Cor 2 S.W. 14.9



+ 34 P.P. 6.5'

+ 88 Cor. Gar. 17.8
+ 85 Cor. S.W. 14.6
2'



+ 69 Cor. Gar. 7.8
+ 49 Cor. Gar. 7.8'



12

11

10

9

8

7



+08 Cor. Gar. 12'
+08 PP. 8'

+34 Cor. Gar. 12'



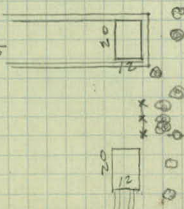
+84 PP. 8

+13 24" Slump 9'

n

+66 PP 7'

+03 Cor. Walk 8.5
+80 Cor. Gar. 10.0
+76 Cor. 2' Walk. 8.5
+71-12" B.E. 3'

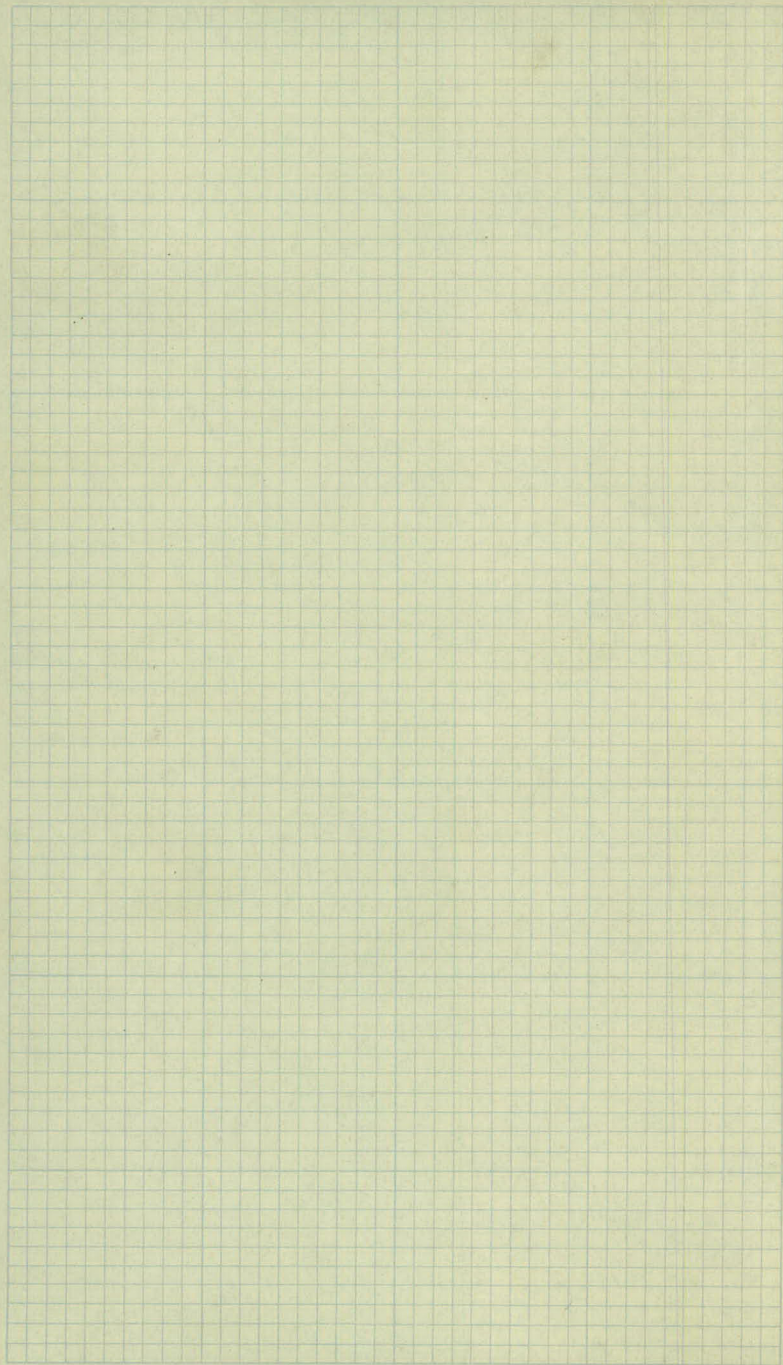


+58 End Pa 10'
+40 Beg. Pa 10'

+12 Gar. 11.6

+03 6" Bungalow
+91 5" Cedar 8'
+61 14" Elm. 8'
+55 Bush 4'
+47 Bush 4'
+43 18" Elm. 4'
+40 PP. 7'

+26 Bush 3'
+10 Bush 3'



Cross Sections
Alley Survey.

Sta.	$\pm$	π	-	Elev.
B.M.	(0.64)	955.68		955.72
0+00	$\pm$ Piscal		5.5	502
+13	Guter		5.8	49.9
+50			5.3	50.4
1			4.8	50.9
+50			4.3	51.4
T.P.	5.77	957.11	4.34	951.34
2			5.5	51.6
+50			5.2	51.9
3			4.9	52.2
+50			4.9	52.2
4			4.8	52.3
+50			5.1	52.0
T.P.	4.66	956.78	4.99	952.12
5			4.8	52.0

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

$$\begin{array}{r} 4.7 \\ \hline 50 \end{array} \quad 5.5 \quad \begin{array}{r} 6.4 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 5.5 \\ \hline 25 \end{array} \quad \begin{array}{r} 5.7 \\ \hline 15 \end{array} \quad \begin{array}{r} 6.1 \\ \hline 7 \end{array} \quad 5.8 \quad \begin{array}{r} 6.4 \\ \hline 12 \end{array} \quad \begin{array}{r} 6.3 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 4.2 \\ \hline 25 \end{array} \quad \begin{array}{r} 5.0 \\ \hline 9 \end{array} \quad 5.3 \quad \begin{array}{r} 5.2 \\ \hline 6 \end{array} \quad \begin{array}{r} \text{Gar. FL.} \\ 4.78 \\ \hline 10 \end{array} \quad \begin{array}{r} 4.85 \\ \hline 22.5 \end{array} \quad \begin{array}{r} 5.01 \\ \hline 225 \end{array} \quad \begin{array}{r} 5.01 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 3.80 \\ \hline 25 \end{array} \quad \begin{array}{r} 3.80 \\ \hline 17 \end{array} \quad \begin{array}{r} 4.10 \\ \hline 14 \end{array} \quad \begin{array}{r} 4.6 \\ \hline 8 \end{array} \quad 4.8 \quad \begin{array}{r} 5.3 \\ \hline 7 \end{array} \quad \begin{array}{r} 5.2 \\ \hline 13 \end{array} \quad \begin{array}{r} 5.4 \\ \hline 25 \end{array}$$

$$\begin{array}{r} (3.80) \\ \text{Apron} \end{array} \quad \begin{array}{r} 3.6 \\ \hline 25 \end{array} \quad \begin{array}{r} 3.8 \\ \hline 14 \end{array} \quad \begin{array}{r} 4.0 \\ \hline 10 \end{array} \quad \begin{array}{r} 4.3 \\ \hline 8 \end{array} \quad 4.3 \quad \begin{array}{r} 4.7 \\ \hline 12 \end{array} \quad \begin{array}{r} 4.7 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 4.8 \\ \hline 25 \end{array} \quad \begin{array}{r} 5.0 \\ \hline 7 \end{array} \quad \begin{array}{r} 5.3 \\ \hline 6 \end{array} \quad 5.5 \quad \begin{array}{r} 4.7 \\ \hline 12 \end{array} \quad \begin{array}{r} 4.2 \\ \hline 25 \end{array}$$

$$\begin{array}{r} (3.95) \\ \text{Apron} \end{array} \quad \begin{array}{r} 3.8 \\ \hline 25 \end{array} \quad \begin{array}{r} 4.4 \\ \hline 12 \end{array} \quad \begin{array}{r} 4.9 \\ \hline 7 \end{array} \quad 5.2 \quad \begin{array}{r} 5.3 \\ \hline 5 \end{array} \quad \begin{array}{r} 4.6 \\ \hline 8 \end{array} \quad \begin{array}{r} 4.5 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 4.1 \\ \hline 25 \end{array} \quad \begin{array}{r} 4.5 \\ \hline 10 \end{array} \quad \begin{array}{r} 5.0 \\ \hline 8 \end{array} \quad 4.9 \quad \begin{array}{r} 5.0 \\ \hline 6 \end{array} \quad \begin{array}{r} 4.7 \\ \hline 7 \end{array} \quad \begin{array}{r} 4.6 \\ \hline 25 \end{array}$$

$$\begin{array}{r} (3.83) \\ \text{Apron} \end{array}$$

$$\begin{array}{r} 3.7 \\ \hline 25 \end{array} \quad \begin{array}{r} 3.9 \\ \hline 11 \end{array} \quad \begin{array}{r} 4.8 \\ \hline 8 \end{array} \quad 4.9 \quad \begin{array}{r} 5.2 \\ \hline 6 \end{array} \quad \begin{array}{r} 4.6 \\ \hline 10 \end{array} \quad \begin{array}{r} 4.6 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 4.0 \\ \hline 25 \end{array} \quad \begin{array}{r} 4.2 \\ \hline 11 \end{array} \quad \begin{array}{r} 4.9 \\ \hline 8 \end{array} \quad 4.8 \quad \begin{array}{r} 4.9 \\ \hline 6 \end{array} \quad \begin{array}{r} 4.4 \\ \hline 8 \end{array} \quad \begin{array}{r} 4.3 \\ \hline 25 \end{array}$$

$$\begin{array}{r} (4.15) \\ \text{Cone. Ent.} \end{array}$$

$$\begin{array}{r} 3.9 \\ \hline 25 \end{array} \quad \begin{array}{r} 4.5 \\ \hline 11 \end{array} \quad \begin{array}{r} 5.0 \\ \hline 8 \end{array} \quad 5.1 \quad \begin{array}{r} 5.0 \\ \hline 7 \end{array} \quad \begin{array}{r} 4.5 \\ \hline 10 \end{array} \quad \begin{array}{r} 4.4 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 4.1 \\ \hline 25 \end{array} \quad \begin{array}{r} 4.9 \\ \hline 11 \end{array} \quad \begin{array}{r} 5.1 \\ \hline 8 \end{array} \quad 4.8 \quad \begin{array}{r} 4.9 \\ \hline 7 \end{array} \quad \begin{array}{r} 4.4 \\ \hline 10 \end{array} \quad \begin{array}{r} 4.1 \\ \hline 25 \end{array}$$

Sta.	+	π	-	Elev
		956.78		
5+50			5.1	51.7
6			5.6	51.2
+50			6.5	50.3
+52	Gutter		6.7	50.1
+65	£ Albert		6.3	50.5
+81	Gutter		6.9	49.9
7			5.8	51.0
T.P.	3.00	954.82	4.96	951.82
+50			3.3	51.5
8			3.9	50.9
+50			6.2	48.6
9			7.1	47.7
+50			8.0	46.8

4.10
Apron

$$\begin{array}{r} 38 \\ 25 \end{array} \quad \begin{array}{r} 39 \\ 15 \end{array} \quad \begin{array}{r} 41 \\ 13 \end{array} \quad \begin{array}{r} 50 \\ 7 \end{array} \quad 5.1 \quad \begin{array}{r} 5.3 \\ 4 \end{array} \quad \begin{array}{r} 4.9 \\ 11 \end{array} \quad \begin{array}{r} 4.6 \\ 25 \end{array}$$

$$\begin{array}{r} 40 \\ 25 \end{array} \quad \begin{array}{r} 42 \\ 10 \end{array} \quad \begin{array}{r} 54 \\ 8 \end{array} \quad 5.6 \quad \begin{array}{r} 5.6 \\ 6 \end{array} \quad \begin{array}{r} 5.0 \\ 9 \end{array} \quad \begin{array}{r} 3.6 \\ 25 \end{array}$$

$$\begin{array}{r} 5.3 \\ 25 \end{array} \quad \begin{array}{r} 6.0 \\ 18 \end{array} \quad \begin{array}{r} 6.0 \\ 9 \end{array} \quad \begin{array}{r} 6.5 \\ 7 \end{array} \quad 6.5 \quad \begin{array}{r} 6.8 \\ 10 \end{array} \quad \begin{array}{r} 6.6 \\ 25 \end{array}$$

$$\begin{array}{r} 6.0 \\ 25 \end{array} \quad \begin{array}{r} 6.0 \\ 18 \end{array} \quad \begin{array}{r} 6.7 \\ 16 \end{array} \quad \begin{array}{r} 6.8 \\ 5 \end{array} \quad 6.7 \quad \begin{array}{r} 6.9 \\ 14 \end{array} \quad \begin{array}{r} 7.0 \\ 25 \end{array}$$

$$\begin{array}{r} 6.2 \\ 50 \end{array} \quad 6.3 \quad \begin{array}{r} 6.7 \\ 50 \end{array}$$

$$\begin{array}{r} 6.1 \\ 25 \end{array} \quad \begin{array}{r} 5.9 \\ 10 \end{array} \quad \begin{array}{r} 6.9 \\ 8 \end{array} \quad 6.9 \quad \begin{array}{r} 7.1 \\ 25 \end{array}$$

4.80
Apron

$$\begin{array}{r} 5.2 \\ 25 \end{array} \quad \begin{array}{r} 5.2 \\ 11 \end{array} \quad \begin{array}{r} 5.6 \\ 8 \end{array} \quad 5.8 \quad \begin{array}{r} 4.7 \\ 4 \end{array} \quad \begin{array}{r} 5.5 \\ 7 \end{array} \quad \begin{array}{r} 5.8 \\ 25 \end{array}$$

$$\begin{array}{r} 3.1 \\ 25 \end{array} \quad \begin{array}{r} 3.1 \\ 12 \end{array} \quad \begin{array}{r} 3.6 \\ 9 \end{array} \quad 3.3 \quad \begin{array}{r} 3.8 \\ 9 \end{array} \quad \begin{array}{r} 3.3 \\ 21 \end{array} \quad \begin{array}{r} 3.4 \\ 25 \end{array}$$

3.64
Apron

$$\begin{array}{r} 3.6 \\ 25 \end{array} \quad \begin{array}{r} 3.6 \\ 8 \end{array} \quad 3.9 \quad \begin{array}{r} 3.8 \\ 6 \end{array} \quad \begin{array}{r} 3.4 \\ 18 \end{array} \quad \begin{array}{r} 3.4 \\ 25 \end{array}$$

$$\begin{array}{r} 6.3 \\ 25 \end{array} \quad \begin{array}{r} 6.2 \\ 11 \end{array} \quad 6.2 \quad \begin{array}{r} 5.9 \\ 10 \end{array} \quad \begin{array}{r} 6.2 \\ 25 \end{array}$$

$$\begin{array}{r} 7.3 \\ 25 \end{array} \quad \begin{array}{r} 6.9 \\ 8 \end{array} \quad 7.1 \quad \begin{array}{r} 7.6 \\ 11 \end{array} \quad \begin{array}{r} 7.0 \\ 25 \end{array}$$

$$\begin{array}{r} 8.0 \\ 25 \end{array} \quad \begin{array}{r} 8.0 \\ 10 \end{array} \quad 8.0 \quad \begin{array}{r} 7.8 \\ 8 \end{array} \quad \begin{array}{r} 8.0 \\ 25 \end{array}$$

Sta	+	π	-	Elev.
		954.82		
10			9.0	45.8
T.P.	2.39	948.85	8.36	946.46
+50			4.1	44.8
+99			4.9	44.0
11			6.5	42.4
+50			6.8	42.1
+59.24			6.0	42.9
T.P.	4.21	947.61	5.45	943.40
T.P.	7.65	950.73	4.53	943.08
T.P.	5.22	954.54	1.41	949.32
B.M.			1.41	953.13
				953.12

$$\begin{array}{r} 9.1 \\ 25 \end{array} \quad \begin{array}{r} 8.9 \\ 10 \end{array} \quad 9.0 \quad \begin{array}{r} 9.1 \\ 11 \end{array} \quad \begin{array}{r} 9.2 \\ 25 \end{array}$$

$$\begin{array}{r} 3.8 \\ 25 \end{array} \quad \begin{array}{r} 3.9 \\ 10 \end{array} \quad 4.1 \quad \begin{array}{r} 3.9 \\ 13 \end{array} \quad \begin{array}{r} 4.5 \\ 25 \end{array}$$

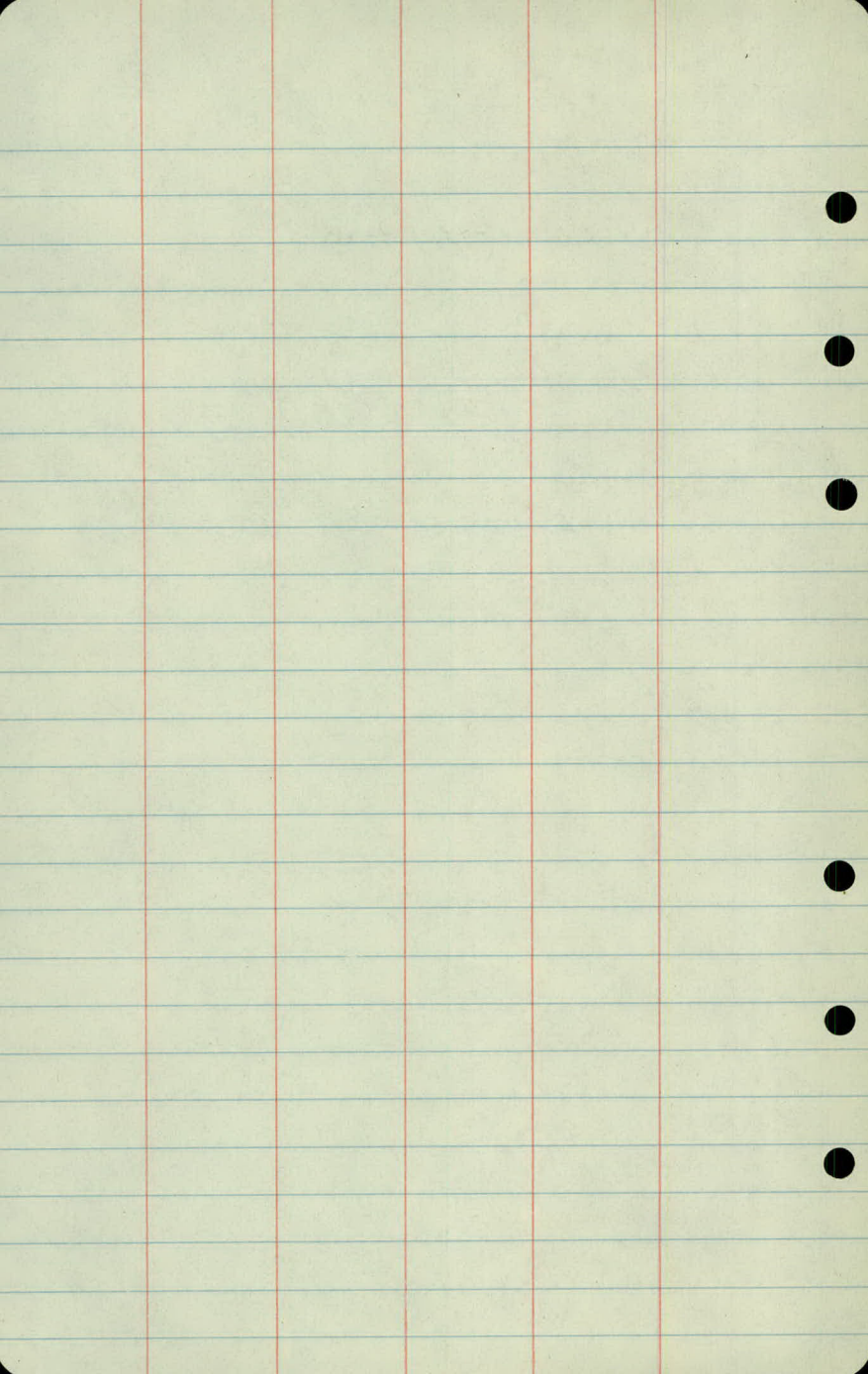
$$\begin{array}{r} 4.7 \\ 25 \end{array} \quad \begin{array}{r} 4.9 \\ 8 \end{array} \quad 4.9 \quad \begin{array}{r} 4.6 \\ 7 \end{array} \quad \begin{array}{r} 4.5 \\ 25 \end{array}$$

$$\begin{array}{r} 4.8 \\ 25 \end{array} \quad \begin{array}{r} 4.8 \\ 5 \end{array} \quad \begin{array}{r} 6.5 \\ 4 \end{array} \quad 6.5 \quad \begin{array}{r} 6.5 \\ 7 \end{array} \quad \begin{array}{r} 5.0 \\ 8 \end{array} \quad \begin{array}{r} 5.1 \\ 25 \end{array}$$

$$\begin{array}{r} 5.7 \\ 25 \end{array} \quad \begin{array}{r} 5.8 \\ 14 \end{array} \quad \begin{array}{r} 6.0 \\ 5 \end{array} \quad \begin{array}{r} 6.8 \\ 4 \end{array} \quad 6.8 \quad \begin{array}{r} 6.6 \\ 6 \end{array} \quad \begin{array}{r} 5.7 \\ 10 \end{array} \quad \begin{array}{r} 5.6 \\ 25 \end{array} \quad \left(\begin{array}{r} 5.42 \\ \text{Conc. Drive} \end{array} \right)$$

$$\begin{array}{r} 6.0 \\ 25 \end{array} \quad \begin{array}{r} 6.2 \\ 10 \end{array} \quad 6.0 \quad \begin{array}{r} 6.1 \\ 8 \end{array} \quad \begin{array}{r} 5.9 \\ 25 \end{array}$$

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



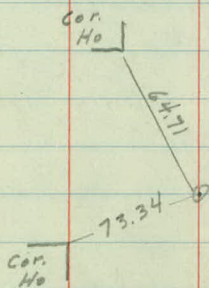
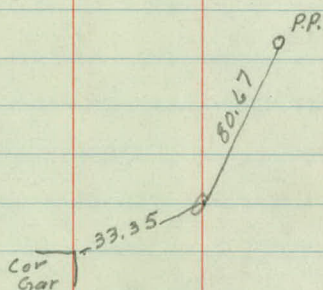
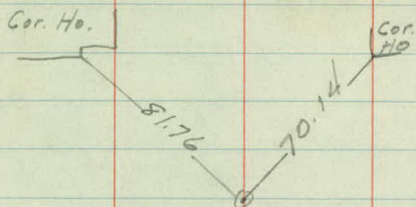
Plan Survey

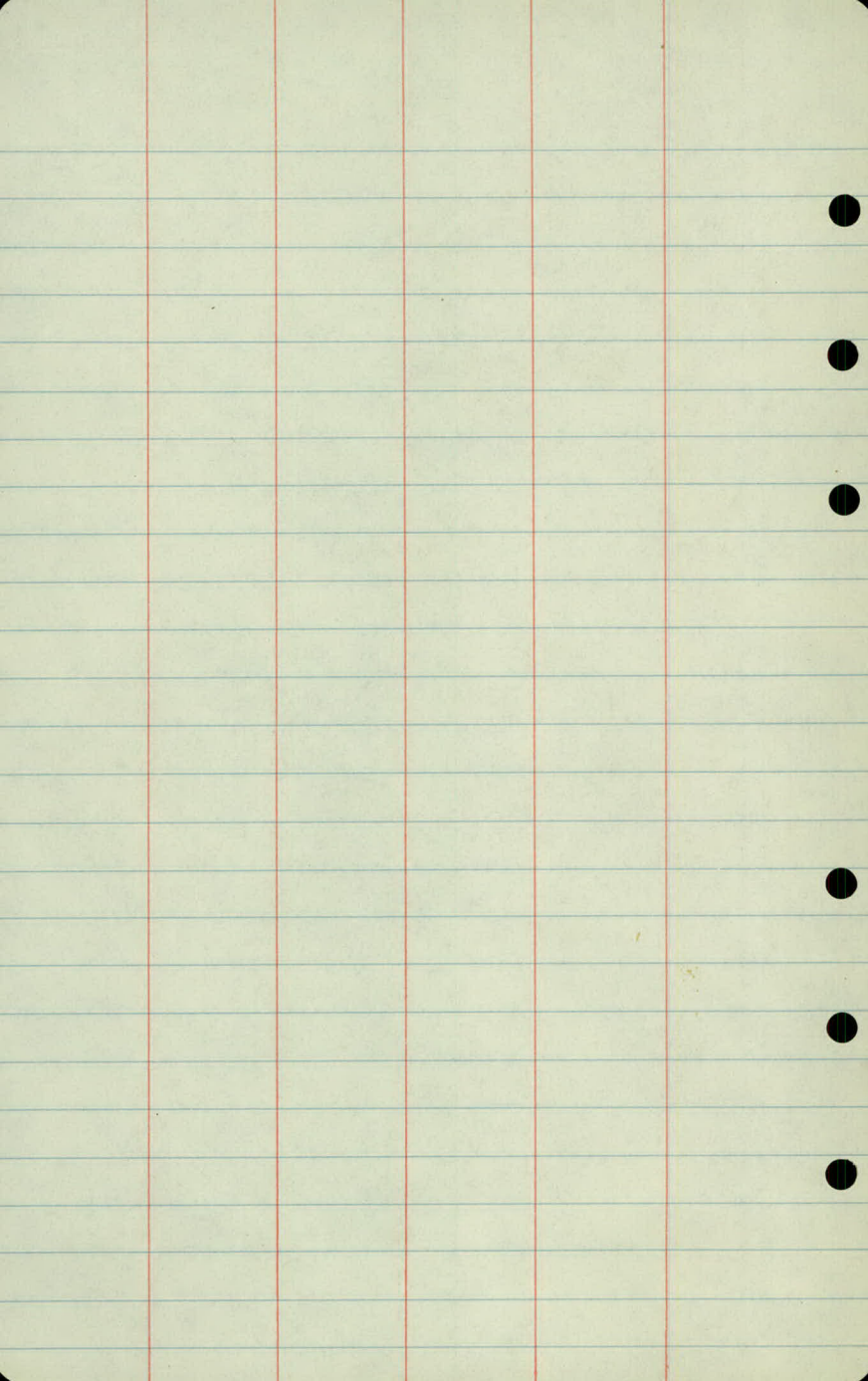
Alley Between
Hoyt & Iowa

3+29.51 $\notin$ Iowa.

~~11+59.24~~
1+64.65 $\notin$ Intersection Alleys

0+00 $\notin$ Hoyt





Topography

Alley Between Hoyt & Iowa.

+43 shldr xs $\frac{1}{2}$

+17 shldr. xs $\frac{1}{2}$

+60

5

2

7

0

+25

6'

1'

+12 shldr xs $\frac{1}{2}$



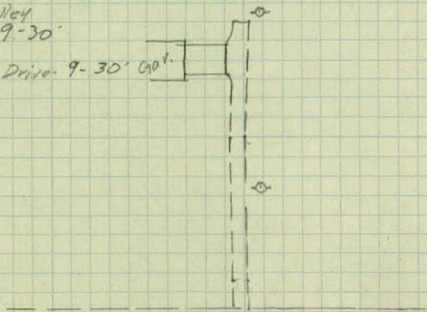
+22 Stump - 4'

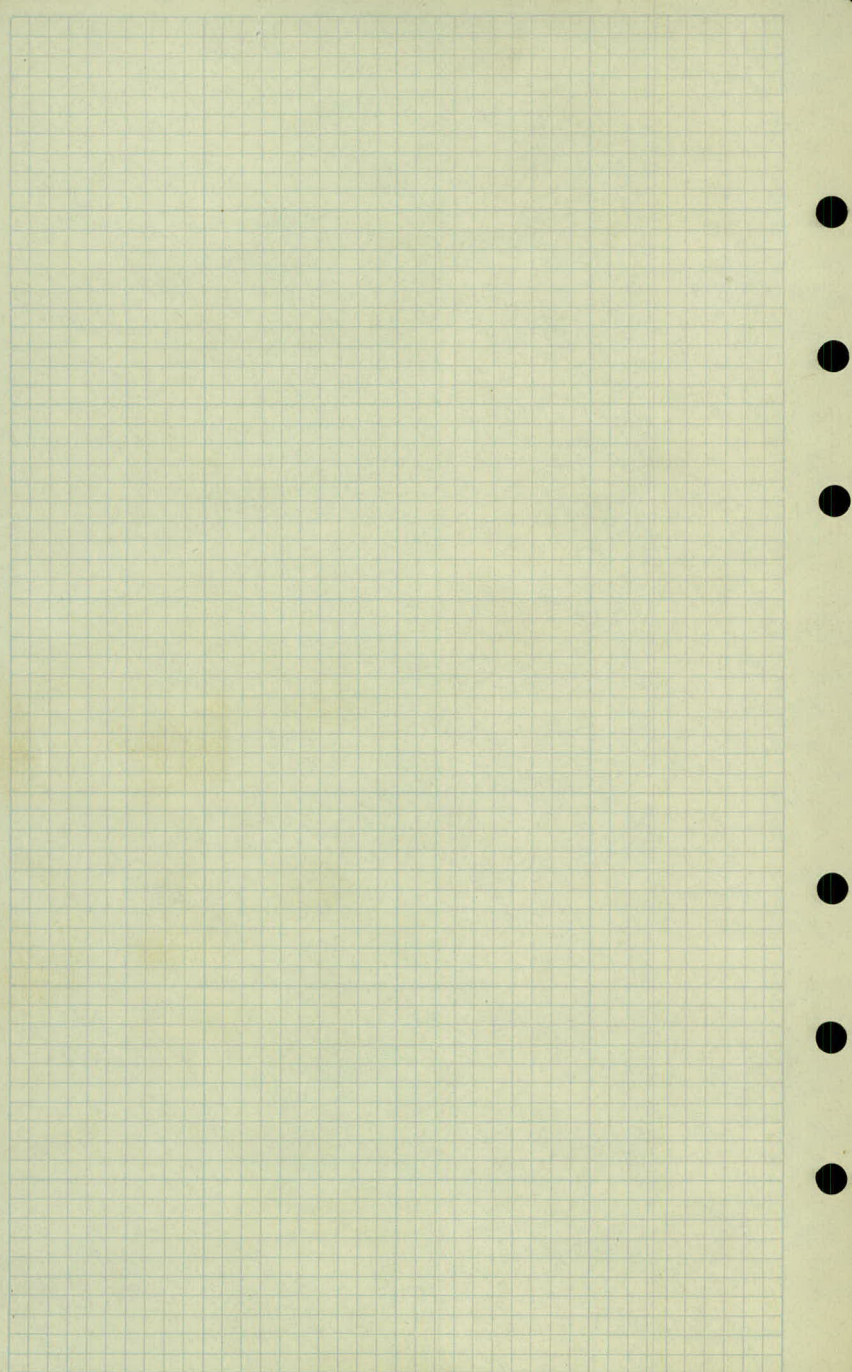
+46 P.R. - 8'

+60 End Alley
+50 Cor. Dr. 9-30'
+33 Cor. Conc. Drive 9-30' G.O.V.

+65 P.R. 8'

+75 P.P. 8'





Cross Sections

Alley Between Hoyt & Iowa

Sta	+	π	-	Elev.
B.M.	(5.04)	955.68		955.72
T.P.	5.77	957.11	4.34	951.34
T.P.	4.66	956.78	4.99	952.12
T.P.	3.00	954.82	4.96	951.82
T.P.	2.39	948.85	8.36	946.46
T.P.	4.21	947.61	5.45	943.40
0+00	1 Hoyt		4.3	43.3

+ 13	Gutter	4.9	42.7
------	--------	-----	------

+ 50		4.8	42.8
------	--	-----	------

1		4.9	42.7
---	--	-----	------

+ 50		4.7	42.9
------	--	-----	------

+ 64		4.8	42.8
------	--	-----	------

2		4.8	42.8
---	--	-----	------

+ 50		4.8	42.8
------	--	-----	------

3		5.6	42.0
---	--	-----	------

+ 02		6.7	40.9
------	--	-----	------

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

$$\frac{3.8}{50} \quad 4.3 \quad \frac{5.0}{50}$$

$$\frac{4.6}{25} \quad 4.9 \quad \frac{5.2}{25}$$

$$\frac{3.2}{25} \quad \frac{3.2}{20} \quad \frac{3.9}{11} \quad \frac{4.6}{7} \quad 4.8 \quad \frac{5.2}{3} \quad \frac{4.7}{6} \quad \frac{4.8}{25}$$

$$\frac{3.1}{25} \quad \frac{3.1}{22} \quad \frac{4.1}{11} \quad \frac{4.8}{8} \quad 4.9 \quad \frac{5.4}{2} \quad \frac{4.9}{3} \quad \frac{5.1}{25}$$

$$\frac{4.0}{25} \quad \frac{4.2}{9} \quad 4.7 \quad \frac{4.9}{9} \quad \frac{5.1}{25}$$

$$\frac{6.0}{25} \quad \frac{5.3}{7} \quad \frac{5.0}{5} \quad 4.8 \quad \frac{5.0}{6} \quad \frac{4.9}{25}$$

$$\frac{4.3}{25} \quad \frac{4.7}{10} \quad 4.8 \quad \frac{5.1}{14} \quad \frac{5.2}{25}$$

$$\frac{4.3}{25} \quad \frac{6.5}{9} \quad 4.8 \quad \frac{5.3}{12} \quad \frac{5.8}{25}$$

$$\frac{5.0}{25} \quad \frac{5.1}{13} \quad 5.6 \quad \frac{6.2}{11} \quad \frac{6.7}{25}$$

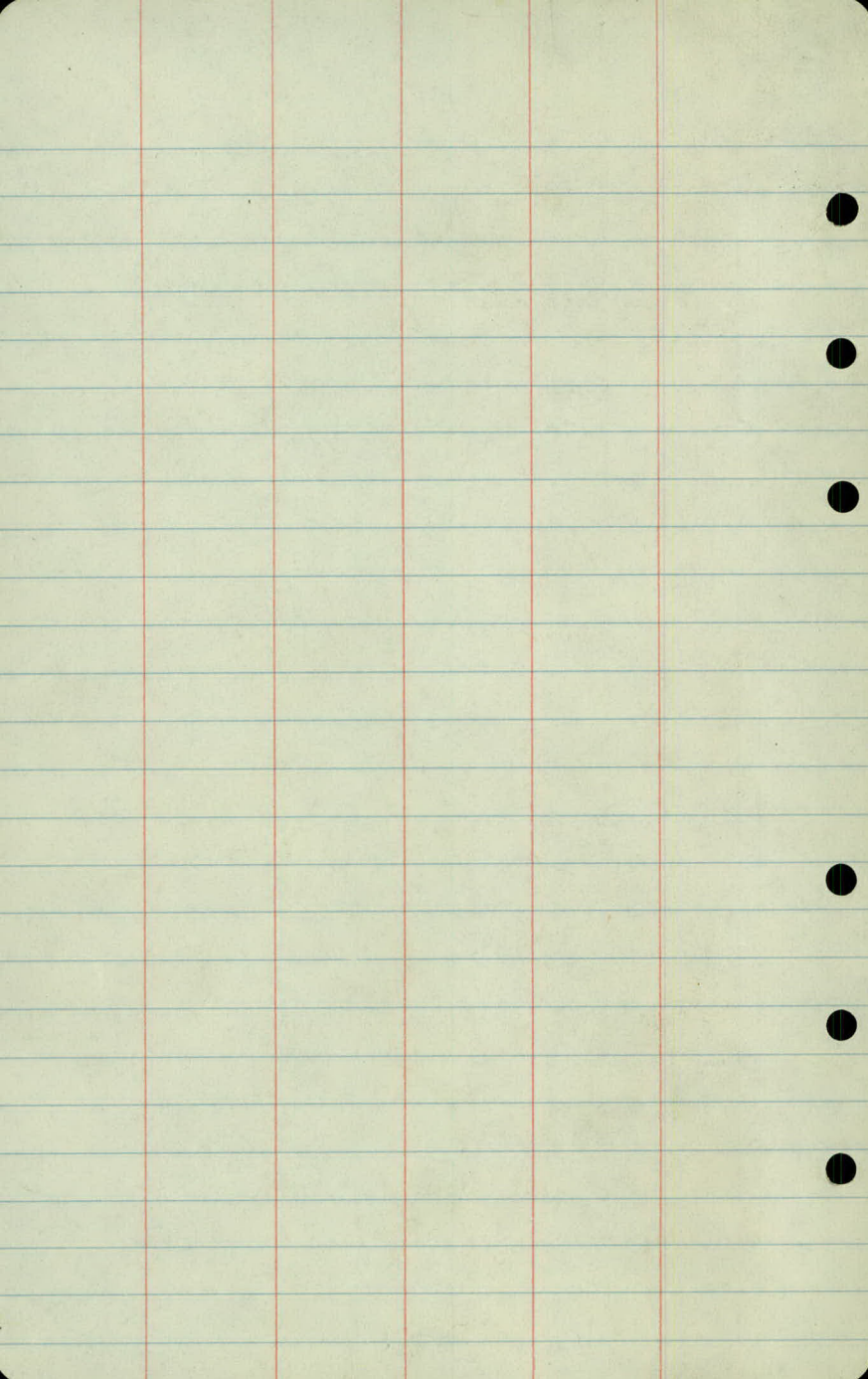
$$\frac{5.9}{25} \quad \frac{6.5}{9} \quad 6.7 \quad \frac{7.0}{10} \quad \frac{7.5}{25}$$

Sta	t	π	-	Elev.
		947.61		
3+15	Gutter		7.8	39.8
+29	4 Iowa		6.9	40.7
T.P.	7.65	950.73	4.53	943.08
T.P.	5.22	954.54	1.41	949.32
B.M.			1.41	953.13
				<u>953.12</u>

$$\begin{array}{r} 7.1 \\ \underline{25} \end{array} \quad 7.8 \quad \begin{array}{r} 8.6 \\ \underline{25} \end{array}$$

$$\begin{array}{r} 5.3 \\ \underline{50} \end{array} \quad 6.9 \quad \begin{array}{r} 8.3 \\ \underline{50} \end{array}$$

Top Hyd. SW. Cor. Albert & Hoyt



Plan Survey

Alley in Northome Add.

Between Idaho & California
from Albert to Hamline

Completed - 10-2-39

7-Pages.

Party

R.O.P.

A.M.

L.G.

C.F.

Sta.	Pt.	Angle Lt Rt	Defl.
------	-----	----------------	-------

6+6457	E Hamline		
--------	-----------	--	--

0+00	E Albert		
------	----------	--	--

N.W. Cor.
House

71.80

Spike

0

39.20

24" Maple

N.E. Cor.
Garage

86.30

Spike

0

78.54

S.E. Cor.
House

B.M.

94171

Topography

Alley in Northome
Between Idaho & California
from Albert to Hamline.

+64.57
 10'

+71 shldr xs &

+49 shldr xs &

+40 - Cross Drain - 15" x 20" C.M. 10'

6

4

5

5

5

4

4

4

5

3

5

5

2

4

5

1

3

7

8 + 10 shldr xs &
 +15' Culv. - 10" x 18" C.M.

10

Hamline Ave.

+32-30" Maple - 9'

+21' Cor. Hedge 9'

+70 P.P. 8'

+71 Cor. Hedge/D.
+65-2' Walk - 9.5'

+62 P.P. B

+54 P.P. - B

+46 P.P. 8'

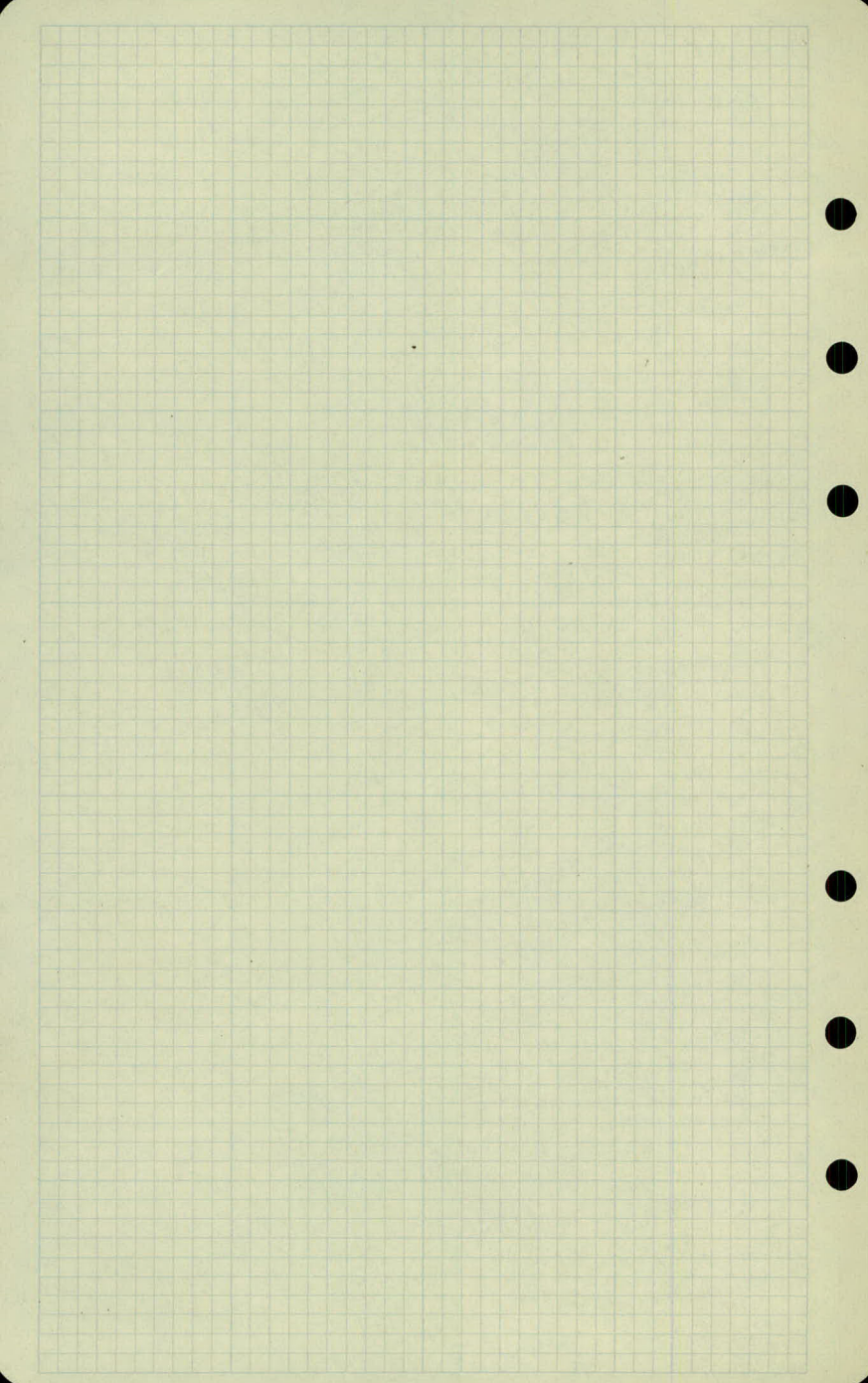
+38 P.P. 8'

+31 End Hedge 13'

+03 Hedge - 12'
+87 Slab - 12.3
+85 Gar. 15'

+22 P.P. 8'

Albert Ave. 20' Top.



Cross Sections

Alley in Northome

Between Idaho & California

from Albert to Hamline

Sta	+	⌵	-	Elev
B.M.	5.07	946.78.		941.71
T.P.	6.68	952.95.	0.51	946.27.
0+00	±		6.0	47.0.
+10	Shldr		6.2	46.8.
+15	Ditch		6.0	47.0.
+18			6.0	47.0.
+50			6.4	46.6.
T.P.	3.54	949.26.	7.23	945.72.
1			3.8	45.5.
+50			4.6	44.7.
2			5.1	44.2.
+50			5.5	43.8.
3			5.1	44.2.
+50			4.9	44.4.
4			5.1	44.2.

Top H/gd. S.W. Cor. Homline & Idaho.

$$\begin{array}{r} 6.4 \\ \hline 25 \end{array} \quad 6.0 \quad \begin{array}{r} 5.6 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 6.6 \\ \hline 25 \end{array} \quad 6.2 \quad \begin{array}{r} 5.8 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 7.2 \\ \hline 25 \end{array} \quad \begin{array}{r} 6.9 \\ \hline 9 \end{array} \quad \begin{array}{r} 6.3 \\ \hline 7 \end{array} \quad 6.0 \quad \begin{array}{r} 6.3 \\ \hline 9 \end{array} \quad \begin{array}{r} 6.8 \\ \hline 10 \end{array} \quad \begin{array}{r} 6.5 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 6.4 \\ \hline 25 \end{array} \quad \begin{array}{r} 6.2 \\ \hline 8 \end{array} \quad 6.0 \quad \begin{array}{r} 6.1 \\ \hline 12 \end{array} \quad \begin{array}{r} 5.8 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 6.6 \\ \hline 25 \end{array} \quad \begin{array}{r} 6.6 \\ \hline 9 \end{array} \quad \begin{array}{r} 7.1 \\ \hline 8 \end{array} \quad \begin{array}{r} 7.0 \\ \hline 6 \end{array} \quad \begin{array}{r} 6.6 \\ \hline 4 \end{array} \quad 6.4 \quad \begin{array}{r} 6.8 \\ \hline 5 \end{array} \quad \begin{array}{r} 7.0 \\ \hline 7 \end{array} \quad \begin{array}{r} 6.4 \\ \hline 7 \end{array} \quad \begin{array}{r} 5.6 \\ \hline 25 \end{array}$$

2.16 Top slab. R.L.

$$\begin{array}{r} 4.4 \\ \hline 25 \end{array} \quad \begin{array}{r} 4.3 \\ \hline 8 \end{array} \quad \begin{array}{r} 3.9 \\ \hline 3 \end{array} \quad 3.8 \quad \begin{array}{r} 3.4 \\ \hline 8 \end{array} \quad \begin{array}{r} 2.6 \\ \hline 12 \end{array} \quad \begin{array}{r} 1.9 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 4.5 \\ \hline 25 \end{array} \quad \begin{array}{r} 4.8 \\ \hline 9 \end{array} \quad \begin{array}{r} 5.3 \\ \hline 8 \end{array} \quad \begin{array}{r} 4.7 \\ \hline 5 \end{array} \quad 4.6 \quad \begin{array}{r} 4.6 \\ \hline 11 \end{array} \quad \begin{array}{r} 4.0 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 5.1 \\ \hline 25 \end{array} \quad \begin{array}{r} 5.7 \\ \hline 8 \end{array} \quad \begin{array}{r} 5.5 \\ \hline 6 \end{array} \quad 5.1 \quad \begin{array}{r} 5.2 \\ \hline 5 \end{array} \quad \begin{array}{r} 5.2 \\ \hline 9 \end{array} \quad \begin{array}{r} 4.5 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 5.6 \\ \hline 25 \end{array} \quad \begin{array}{r} 5.8 \\ \hline 13 \end{array} \quad \begin{array}{r} 5.5 \\ \hline 8 \end{array} \quad \begin{array}{r} 6.0 \\ \hline 7 \end{array} \quad \begin{array}{r} 5.7 \\ \hline 5 \end{array} \quad 5.5 \quad \begin{array}{r} 5.7 \\ \hline 4 \end{array} \quad \begin{array}{r} 5.9 \\ \hline 8 \end{array} \quad \begin{array}{r} 5.6 \\ \hline 9 \end{array} \quad \begin{array}{r} 4.8 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 5.3 \\ \hline 25 \end{array} \quad \begin{array}{r} 5.1 \\ \hline 14 \end{array} \quad \begin{array}{r} 5.2 \\ \hline 8 \end{array} \quad \begin{array}{r} 5.7 \\ \hline 7 \end{array} \quad \begin{array}{r} 5.4 \\ \hline 5 \end{array} \quad 5.1 \quad \begin{array}{r} 5.2 \\ \hline 4 \end{array} \quad \begin{array}{r} 5.6 \\ \hline 8 \end{array} \quad \begin{array}{r} 5.0 \\ \hline 9 \end{array} \quad \begin{array}{r} 4.6 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 4.8 \\ \hline 25 \end{array} \quad \begin{array}{r} 4.8 \\ \hline 18 \end{array} \quad \begin{array}{r} 4.8 \\ \hline 8 \end{array} \quad \begin{array}{r} 5.4 \\ \hline 7 \end{array} \quad \begin{array}{r} 5.3 \\ \hline 6 \end{array} \quad \begin{array}{r} 4.9 \\ \hline 4 \end{array} \quad 4.9 \quad \begin{array}{r} 5.1 \\ \hline 4 \end{array} \quad \begin{array}{r} 5.6 \\ \hline 7 \end{array} \quad \begin{array}{r} 5.3 \\ \hline 8 \end{array} \quad \begin{array}{r} 4.9 \\ \hline 14 \end{array} \quad \begin{array}{r} 4.4 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 5.0 \\ \hline 25 \end{array} \quad \begin{array}{r} 5.1 \\ \hline 9 \end{array} \quad \begin{array}{r} 5.8 \\ \hline 8 \end{array} \quad \begin{array}{r} 5.3 \\ \hline 4 \end{array} \quad 5.1 \quad \begin{array}{r} 5.4 \\ \hline 2 \end{array} \quad \begin{array}{r} 5.7 \\ \hline 7 \end{array} \quad \begin{array}{r} 5.4 \\ \hline 8 \end{array} \quad \begin{array}{r} 5.0 \\ \hline 17 \end{array} \quad \begin{array}{r} 5.0 \\ \hline 25 \end{array}$$

Sta.	+	π	-	Elev.
		94926		
4+50			5.4	43.9
5			5.5	43.8
+ 50			5.8	43.5
T.P.	3.39	947.12	5.53	943.73
6			3.7	43.4
+ 35			4.3	42.8
+ 41	Ditch		4.6	42.5
+ 45	solder		4.7	42.4
+ 64.57	±		4.8	42.3
B.M.			5.40	941.72
				941.71

$$\begin{array}{r} 51 \\ 25 \end{array} \begin{array}{r} 54 \\ 8 \end{array} \begin{array}{r} 60 \\ 7 \end{array} \begin{array}{r} 55 \\ 4 \end{array} 5.4 \begin{array}{r} 58 \\ 4 \end{array} \begin{array}{r} 61 \\ 7 \end{array} \begin{array}{r} 59 \\ 8 \end{array} \begin{array}{r} 56 \\ 25 \end{array}$$

$$\begin{array}{r} 52 \\ 25 \end{array} \begin{array}{r} 54 \\ 8 \end{array} \begin{array}{r} 59 \\ 7 \end{array} \begin{array}{r} 56 \\ 5 \end{array} 5.5 \begin{array}{r} 58 \\ 4 \end{array} \begin{array}{r} 62 \\ 7 \end{array} \begin{array}{r} 59 \\ 8 \end{array} \begin{array}{r} 56 \\ 25 \end{array}$$

$$\times \begin{array}{r} 57 \\ 25 \end{array} \begin{array}{r} 57 \\ 8 \end{array} \begin{array}{r} 60 \\ 7 \end{array} \begin{array}{r} 58 \\ 4 \end{array} 5.8 \begin{array}{r} 57 \\ 7 \end{array} \begin{array}{r} 59 \\ 25 \end{array}$$

Sidewalk Rt - (5.53)

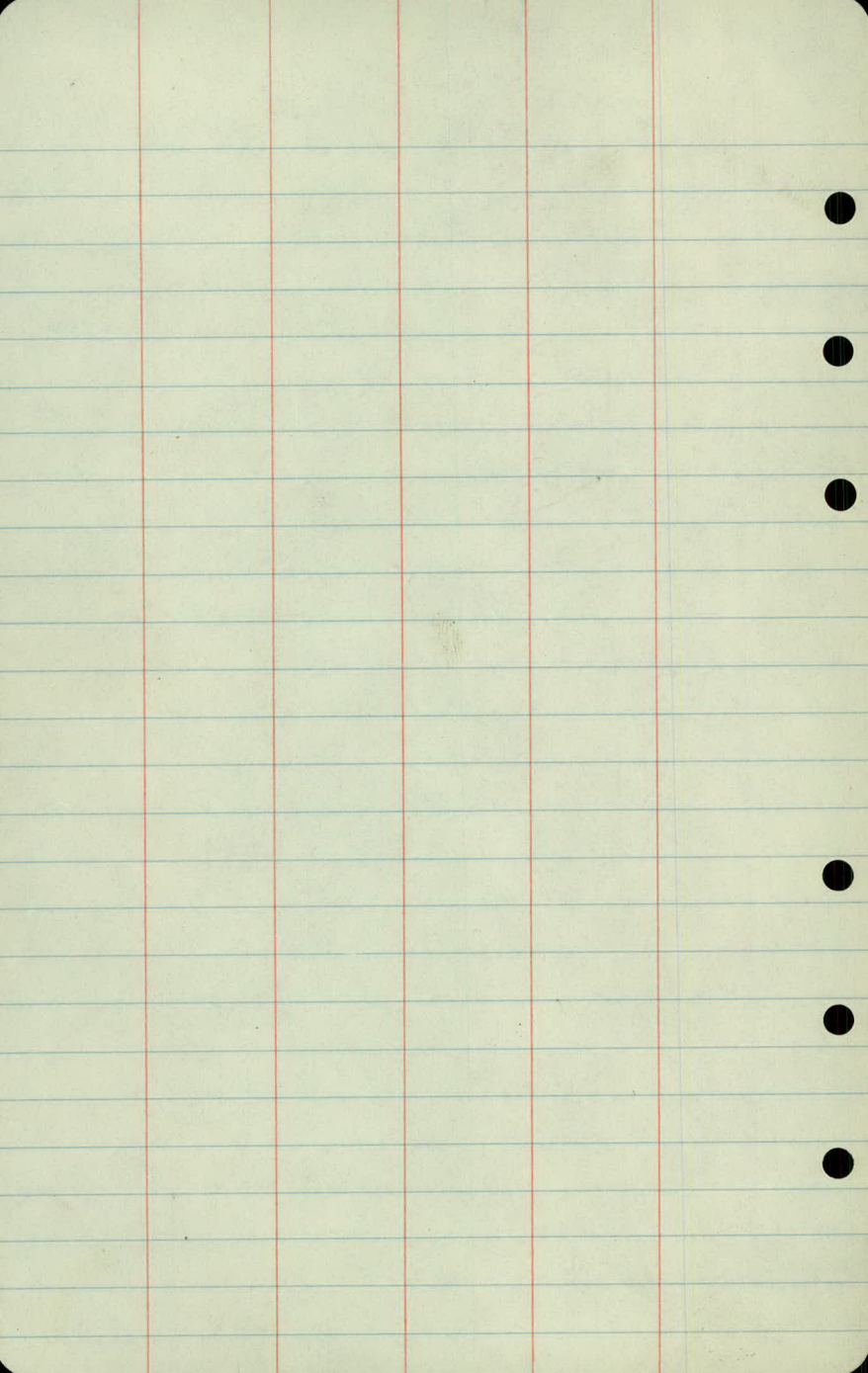
$$\begin{array}{r} 38 \\ 25 \end{array} \begin{array}{r} 40 \\ 18 \end{array} \begin{array}{r} 40 \\ 7 \end{array} \begin{array}{r} 45 \\ 6 \end{array} \begin{array}{r} 40 \\ 4 \end{array} 3.7 \begin{array}{r} 39 \\ 7 \end{array} \begin{array}{r} 38 \\ 8 \end{array} \begin{array}{r} 38 \\ 25 \end{array}$$

$$\begin{array}{r} 41 \\ 25 \end{array} \begin{array}{r} 39 \\ 7 \end{array} \begin{array}{r} 41 \\ 6 \end{array} 4.3 \begin{array}{r} 47 \\ 6 \end{array} \begin{array}{r} 42 \\ 7 \end{array} \begin{array}{r} 43 \\ 25 \end{array}$$

$$\begin{array}{r} 53 \\ 25 \end{array} \begin{array}{r} 59 \\ 10 \end{array} \begin{array}{r} 43 \\ 9 \end{array} 4.6 \begin{array}{r} 51 \\ 9 \end{array} \begin{array}{r} 63 \\ 10 \end{array} \begin{array}{r} 65 \\ 25 \end{array}$$

$$\begin{array}{r} 47 \\ 25 \end{array} \begin{array}{r} 47 \\ 9 \end{array} 4.7 \begin{array}{r} 52 \\ 10 \end{array} \begin{array}{r} 58 \\ 25 \end{array}$$

$$\begin{array}{r} 44 \\ 25 \end{array} 4.8 \begin{array}{r} 52 \\ 25 \end{array}$$



Plan Survey
Alley in Northome

Between California and Larpentoux
from Pascal to Hamline

11/10/39 Party - COLD

R.O.P.

A.M.

L.G.

C.F.

Done 12/4/39
Hans

13+26.89 £ Hamline (Travelled Rd.)

6+66.62 £ Albert.

0+00 £ Pascal

Cross Sections
Alley in Northome
Between California and Larp.
from Pascal to Hamline.

Sta	+	π	-	Elev.
B.M.	2.39	958.11.		955.72
T.P.	5.15	958.57.	4.69	953.42.
B.M.			1.74	956.83.
0+00	$\frac{1}{2}$ Pascal		7.4	51.2
+12	shldr		7.0	51.6
+17	ditch		6.9	51.7
+50			6.6	52.0
1			6.2	52.4
+50			5.3	53.3
2			4.6	54.0
+50			4.3	54.3
3			4.8	53.8
T.P.	1.23	956.08.	3.72	954.85.
+50			3.7	52.4
4			4.9	51.2

Top Hyd. N.E. Cor Iowa and Pascal

Top Hyd N.E. Cor. California and Pascal

$$\frac{8.0}{25} \quad 7.4 \quad \frac{6.8}{25}$$

$$\frac{8.0}{25} \quad 7.0 \quad \frac{6.7}{25}$$

$$\frac{8.3}{25} \quad \frac{7.5}{6} \quad \frac{7.3}{5} \quad 6.9 \quad \frac{7.2}{9} \quad \frac{6.9}{25}$$

$$\frac{7.7}{25} \quad \frac{7.1}{9} \quad \frac{7.5}{8} \quad 6.6 \quad \frac{6.7}{5} \quad \frac{6.9}{8} \quad \frac{6.4}{9} \quad \frac{6.0}{25}$$

$$\frac{7.4}{25} \quad \frac{7.1}{14} \quad \frac{6.8}{8} \quad \frac{7.1}{7} \quad 6.2 \quad \frac{6.6}{8} \quad \frac{6.2}{9} \quad \frac{5.9}{25}$$

$$\frac{6.1}{25} \quad \frac{5.5}{8} \quad \frac{5.9}{7} \quad 5.3 \quad \frac{5.8}{9} \quad \frac{5.4}{10} \quad \frac{5.3}{25}$$

$$\frac{5.4}{25} \quad \frac{4.9}{7} \quad \frac{5.2}{6} \quad 4.6 \quad \frac{5.1}{8} \quad \frac{4.9}{9} \quad \frac{4.8}{25}$$

$$\frac{4.9}{25} \quad \frac{4.6}{7} \quad \frac{4.8}{6} \quad 4.3 \quad \frac{5.0}{7} \quad \frac{4.6}{8} \quad \frac{4.8}{25}$$

$$\frac{5.0}{25} \quad \frac{5.0}{7} \quad \frac{5.3}{6} \quad 4.8 \quad \frac{5.2}{7} \quad \frac{5.0}{8} \quad \frac{5.5}{25}$$

$$\frac{4.1}{25} \quad \frac{3.9}{8} \quad \frac{4.4}{7} \quad 3.7 \quad \frac{4.4}{7} \quad \frac{3.9}{8} \quad \frac{4.0}{25}$$

$$\frac{4.9}{25} \quad \frac{5.0}{8} \quad \frac{5.4}{7} \quad 4.9 \quad \frac{5.6}{8} \quad \frac{5.2}{9} \quad \frac{5.1}{25}$$

3 rd	+	π	-	Elen
		956.08		
4+50			5.8	50.3
5			7.2	48.9
+50			8.3	47.8
6			9.1	47.0
+37			10.3	45.8
+51	Ditch		11.4	44.7
+55	Shldr.		10.9	45.2
+67	E Albert		10.3	45.8
+77	Shldr.		10.8	45.3
+81	Ditch		11.4	44.7
+85			11.5	44.6
B. M.	2.41	950.77.	7.72	948.36.
7			5.8	45.0
				948.36

$$\frac{6.1}{25} \quad \frac{6.0}{9} \quad \frac{6.3}{8} \quad 5.8 \quad \frac{6.5}{7} \quad \frac{6.2}{8} \quad \frac{6.2}{25}$$

$$\frac{7.4}{25} \quad \frac{7.4}{9} \quad \frac{7.9}{8} \quad 7.2 \quad \frac{7.9}{7} \quad \frac{7.4}{8} \quad \frac{7.5}{25}$$

$$\frac{8.3}{25} \quad \frac{8.2}{10} \quad \frac{8.6}{9} \quad 8.3 \quad \frac{8.8}{7} \quad \frac{8.4}{8} \quad \frac{8.5}{25}$$

$$\frac{9.3}{25} \quad \frac{9.3}{10} \quad \frac{9.7}{9} \quad 9.1 \quad \frac{9.7}{7} \quad \frac{9.0}{8} \quad \frac{8.9}{25}$$

$$\frac{9.8}{25} \quad \frac{10.1}{10} \quad \frac{10.6}{9} \quad 10.3 \quad \frac{10.6}{7} \quad \frac{10.0}{8} \quad \frac{10.1}{25}$$

$$\frac{11.0}{25} \quad 11.4 \quad \frac{11.3}{25}$$

$$\frac{10.5}{25} \quad 10.9 \quad \frac{10.6}{25}$$

$$\frac{10.1}{25} \quad 10.3 \quad \frac{10.4}{25}$$

$$\frac{10.5}{25} \quad 10.8 \quad \frac{10.8}{25}$$

$$\frac{11.0}{25} \quad 11.4 \quad \frac{11.2}{25}$$

Note - P.P. 12' Lh. 6187

$$\frac{10.4}{25} \quad \frac{10.6}{10} \quad \frac{11.2}{8} \quad 11.5 \quad \frac{11.2}{7} \quad \frac{10.5}{9} \quad \frac{10.6}{25}$$

Spike P.P. E. Side Albert at Alkey Bet Idaho & Calif

$$\frac{5.1}{25} \quad \frac{5.2}{15} \quad \frac{6.1}{9} \quad \frac{6.3}{8} \quad 5.8 \quad \frac{6.2}{8} \quad \frac{6.0}{9} \quad \frac{5.3}{13} \quad \frac{5.5}{25}$$

Sta		Δ	-	Elev.
		950.77		
7 + 50			6.7	44.1
8			6.9	43.9
+50			6.3	44.5
9			6.4	44.4
T.P.	469	950.03	5.43	445.34
+50			5.2	44.8
10			4.7	45.3
+50			4.6	45.4
11			4.7	45.3
+50			5.1	44.9
12			4.9	45.1
+50			5.1	44.9
13			4.3	45.7

$$\frac{5.9}{25} \quad \frac{6.0}{9} \quad \frac{7.3}{8} \quad 6.7 \quad \frac{7.3}{9} \quad \frac{6.1}{10} \quad \frac{5.8}{25}$$

$$\frac{5.9}{25} \quad \frac{6.2}{9} \quad \frac{7.5}{7} \quad 6.9 \quad \frac{7.5}{7} \quad \frac{6.1}{8} \quad \frac{5.9}{25}$$

$$\frac{5.9}{25} \quad \frac{5.2}{9} \quad \frac{7.2}{8} \quad 6.3 \quad \frac{7.5}{7} \quad \frac{6.6}{9} \quad \frac{6.1}{25}$$

$$\frac{5.4}{25} \quad \frac{5.6}{9} \quad \frac{6.8}{8} \quad 6.4 \quad \frac{6.9}{8} \quad \frac{5.4}{10} \quad \frac{5.4}{25}$$

$$\frac{4.3}{25} \quad \frac{4.8}{8} \quad \frac{5.7}{7} \quad 5.2 \quad \frac{5.6}{8} \quad \frac{4.1}{10} \quad \frac{4.2}{25}$$

$$\frac{5.0}{25} \quad \frac{4.8}{8} \quad \frac{5.1}{7} \quad 4.7 \quad \frac{5.1}{7} \quad \frac{4.9}{8} \quad \frac{5.1}{25}$$

$$\frac{4.8}{25} \quad \frac{4.8}{8} \quad \frac{5.2}{7} \quad 4.6 \quad \frac{5.2}{7} \quad \frac{4.7}{8} \quad \frac{5.1}{25}$$

$$\frac{5.1}{25} \quad \frac{4.9}{8} \quad \frac{5.2}{7} \quad 4.7 \quad \frac{5.2}{7} \quad \frac{4.8}{8} \quad \frac{4.7}{25}$$

$$\frac{5.3}{25} \quad \frac{5.2}{8} \quad \frac{5.4}{7} \quad 5.1 \quad \frac{5.4}{7} \quad \frac{5.1}{8} \quad \frac{4.9}{25}$$

$$\frac{5.4}{25} \quad \frac{5.0}{9} \quad \frac{5.5}{8} \quad 4.9 \quad \frac{5.5}{7} \quad \frac{5.1}{8} \quad \frac{5.1}{25}$$

$$\frac{5.3}{25} \quad \frac{5.2}{8} \quad \frac{5.6}{7} \quad 5.1 \quad \frac{5.3}{7} \quad \frac{5.0}{8} \quad \frac{4.9}{25}$$

Note: 15" Maple 4' R^t 13+60

$$\frac{4.1}{25}$$

$$4.9$$

$$\frac{4.1}{25}$$

sta	+	π	-	Elev
		950.03		
131.06	Ditch		4.8	45.2
+12	shldr		4.6	45.4
+27	$\frac{1}{2}$ Hamline		4.2	45.8
B.M.			4.78	945.25

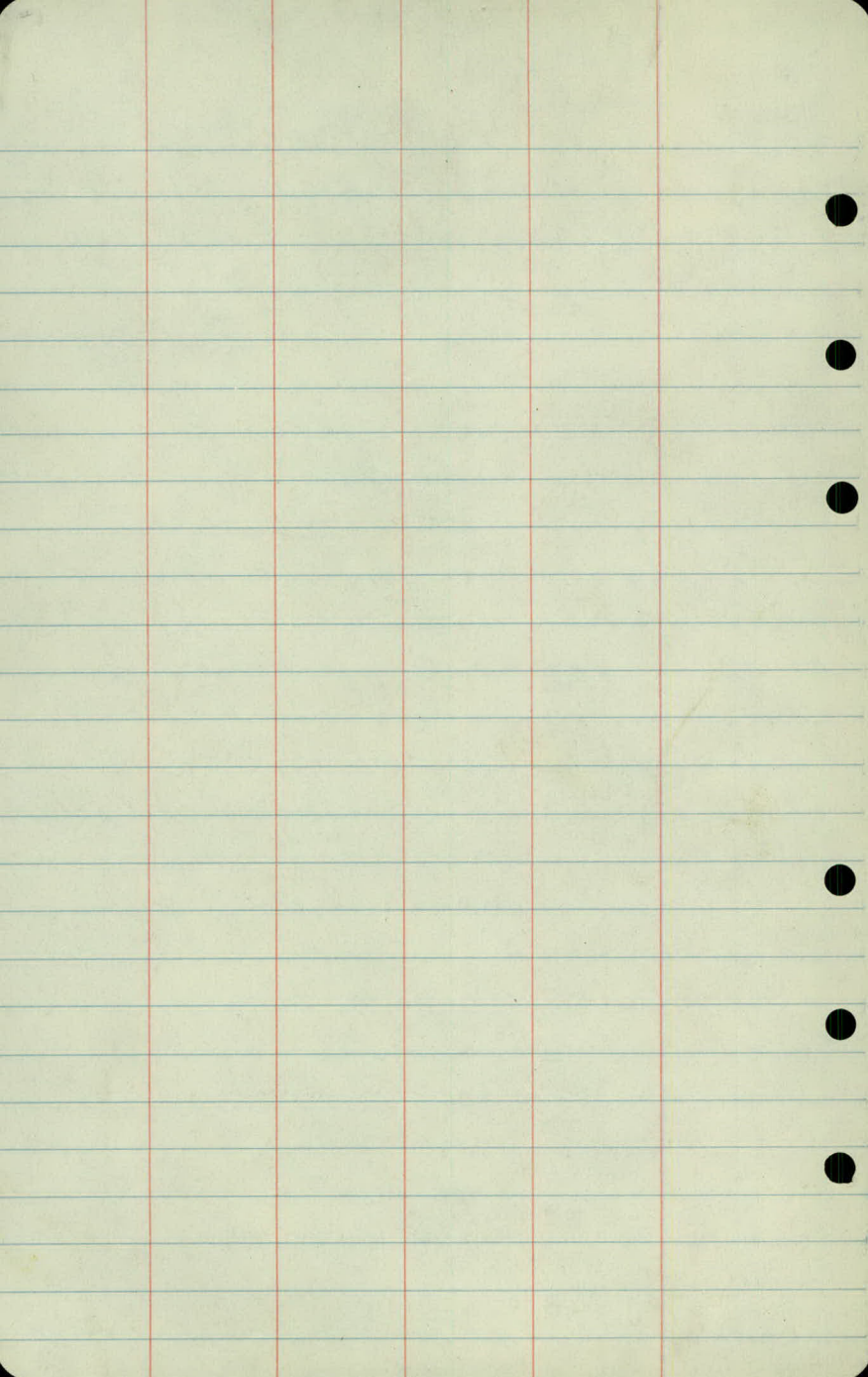
Note - 15" x 20" C.M. # of 13406

$$\begin{array}{r} \text{FL. 15"} \\ 6.9 \left(\frac{6.9}{18} \right) 4.9 \quad 4.7 \left(\frac{\text{FL. 15"}}{7} \right) 6.8 \\ \hline 25 \quad 12 \quad 2 \quad 25 \end{array}$$

$$\begin{array}{r} 5.0 \quad 4.8 \\ \hline 25 \quad 25 \end{array}$$

$$\begin{array}{r} 4.1 \quad 4.2 \quad 4.3 \\ \hline 25 \quad 25 \end{array}$$

Top Mon. Hamline & Larpentour



Plan Survey
Alley in Northome

Between Idaho & California
from Pascol to Albert

11/9/39

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

Done
11/13/39
W. G. H. H. W.

Index

Transit Notes # 1

Topog. # 2

X Sect. # 4

Sta. pt.

6+65.80 P.O.T. E Albert

0+00 P.O.T. E Pascal

Topography

Alley from Pascal to Albert
Between Idaho & Calif

+55 Shldr X 3 $\frac{1}{2}$
 +50-10 X 18 C.M

6	6	5
5	6	4
4	5	5
3	4	6
2	5	5
1	5'	5'

+13 Beg Rad 15 +13 Shldr X 3 $\frac{1}{2}$

+13 Beg rad - 17

Albert Street 24' Top.

+50 - End 10"x18" C.M.¹³

+36 End Hedge 11'

+06 Hedge Bq. in 11'

+87 Cor Gar - 15'

+32 P.P 8'

+34 Cor Gar 11'

+84 Cor Gar 12'

+33 - Cor Gar - 12'

+84 Cor. Gar - 12'

+81 P.P 8'

+32 P.P 8'

+82 PP 8'

+25 End Rad. 6'

+25 End Rad 6'

26' Top Pascual Ave



Cross Sections

Alley Between Idaho & California

from Pasco to Albert.

Sta	+	π	-	Elev
B.M.	2.39	958.11		955.72
T.P.	2.84	956.26	4.69	953.42
0+00			2.7	53.6

+ 18	4 Ditch	3.2	53.1
------	---------	-----	------

+ 50		3.8	52.5
------	--	-----	------

1		4.3	52.0
---	--	-----	------

+ 50		5.2	51.1
------	--	-----	------

2		5.8	50.5
---	--	-----	------

+ 34		6.2	50.1
------	--	-----	------

+ 56		5.9	50.4
------	--	-----	------

3		5.6	50.7
---	--	-----	------

+ 28		4.6	51.7
------	--	-----	------

+ 63		4.0	52.3
------	--	-----	------

4		3.8	52.5
---	--	-----	------

Top Hyd N.E. Cor Pascal & Iowa

$$\begin{array}{r} 2.5 \\ 25 \end{array} \quad 2.7 \quad \begin{array}{r} 2.8 \\ 25 \end{array}$$

$$\begin{array}{r} 3.4 \\ 25 \end{array} \quad \begin{array}{r} 3.5 \\ 9 \end{array} \quad 3.2 \quad \begin{array}{r} 3.6 \\ 10 \end{array} \quad \begin{array}{r} 3.5 \\ 25 \end{array}$$

$$\begin{array}{r} 4.0 \\ 25 \end{array} \quad \begin{array}{r} 3.9 \\ 9 \end{array} \quad \begin{array}{r} 4.4 \\ 8 \end{array} \quad \begin{array}{r} 3.9 \\ 4 \end{array} \quad \begin{array}{r} 3.9 \\ 2 \end{array} \quad 3.8 \quad \begin{array}{r} 4.1 \\ 2 \end{array} \quad \begin{array}{r} 4.5 \\ 7 \end{array} \quad \begin{array}{r} 4.1 \\ 8 \end{array} \quad \begin{array}{r} 3.5 \\ 25 \end{array}$$

$$\begin{array}{r} 4.3 \\ 25 \end{array} \quad \begin{array}{r} 4.7 \\ 17 \end{array} \quad \begin{array}{r} 4.5 \\ 14 \end{array} \quad \begin{array}{r} 4.3 \\ 7 \end{array} \quad \begin{array}{r} 4.7 \\ 6 \end{array} \quad \begin{array}{r} 4.5 \\ 4 \end{array} \quad \begin{array}{r} 4.5 \\ 1 \end{array} \quad 4.3 \quad \begin{array}{r} 4.5 \\ 2 \end{array} \quad \begin{array}{r} 4.9 \\ 7 \end{array} \quad \begin{array}{r} 4.4 \\ 8 \end{array} \quad \begin{array}{r} 3.9 \\ 25 \end{array}$$

$$\begin{array}{r} 5.7 \\ 25 \end{array} \quad \begin{array}{r} 5.1 \\ 8 \end{array} \quad \begin{array}{r} 5.5 \\ 7 \end{array} \quad \begin{array}{r} 5.2 \\ 4 \end{array} \quad \begin{array}{r} 5.3 \\ 1 \end{array} \quad 5.2 \quad \begin{array}{r} 5.2 \\ 2 \end{array} \quad \begin{array}{r} 5.5 \\ 8 \end{array} \quad \begin{array}{r} 5.2 \\ 9 \end{array} \quad \begin{array}{r} 4.9 \\ 25 \end{array}$$

$$\begin{array}{r} 5.7 \\ 25 \end{array} \quad \begin{array}{r} 5.9 \\ 8 \end{array} \quad \begin{array}{r} 6.2 \\ 7 \end{array} \quad \begin{array}{r} 6.3 \\ 5 \end{array} \quad \begin{array}{r} 6.1 \\ 1 \end{array} \quad 5.8 \quad \begin{array}{r} 5.9 \\ 2 \end{array} \quad \begin{array}{r} 5.7 \\ 10 \end{array} \quad \begin{array}{r} 6.0 \\ 18 \end{array} \quad \begin{array}{r} 5.5 \\ 25 \end{array}$$

$$\begin{array}{r} 5.5 \\ 25 \end{array} \quad \begin{array}{r} 6.3 \\ 19 \end{array} \quad \begin{array}{r} 6.5 \\ 10 \end{array} \quad \begin{array}{r} 6.5 \\ 7 \end{array} \quad \begin{array}{r} 6.9 \\ 6 \end{array} \quad \begin{array}{r} 6.7 \\ 5 \end{array} \quad \begin{array}{r} 6.4 \\ 2 \end{array} \quad 6.2 \quad \begin{array}{r} 6.3 \\ 3 \end{array} \quad \begin{array}{r} 6.7 \\ 8 \end{array} \quad \begin{array}{r} 6.6 \\ 18 \end{array} \quad \begin{array}{r} 6.0 \\ 25 \end{array}$$

$$\begin{array}{r} 5.0 \\ 25 \end{array} \quad \begin{array}{r} 5.6 \\ 9 \end{array} \quad \begin{array}{r} 6.5 \\ 6 \end{array} \quad \begin{array}{r} 6.3 \\ 1 \end{array} \quad 3.9 \quad \begin{array}{r} 6.0 \\ 3 \end{array} \quad \begin{array}{r} 6.3 \\ 9 \end{array} \quad \begin{array}{r} 5.3 \\ 10 \end{array} \quad \begin{array}{r} 5.4 \\ 25 \end{array}$$

$$\begin{array}{r} 5.3 \\ 25 \end{array} \quad \begin{array}{r} 5.0 \\ 9 \end{array} \quad \begin{array}{r} 6.0 \\ 6 \end{array} \quad \begin{array}{r} 5.8 \\ 4 \end{array} \quad 5.6 \quad \begin{array}{r} 5.4 \\ 2 \end{array} \quad \begin{array}{r} 5.6 \\ 8 \end{array} \quad \begin{array}{r} 5.8 \\ 16 \end{array} \quad \begin{array}{r} 5.6 \\ 25 \end{array}$$

$$\begin{array}{r} 5.0 \\ 25 \end{array} \quad \begin{array}{r} 4.4 \\ 8 \end{array} \quad \begin{array}{r} 5.0 \\ 6 \end{array} \quad \begin{array}{r} 4.9 \\ 3 \end{array} \quad \begin{array}{r} 4.8 \\ 2 \end{array} \quad 4.6 \quad \begin{array}{r} 4.8 \\ 4 \end{array} \quad \begin{array}{r} 5.0 \\ 6 \end{array} \quad \begin{array}{r} 4.5 \\ 7 \end{array} \quad \begin{array}{r} 4.1 \\ 25 \end{array}$$

$$\begin{array}{r} 4.2 \\ 50 \end{array} \quad \begin{array}{r} 4.2 \\ 8 \end{array} \quad \begin{array}{r} 4.6 \\ 7 \end{array} \quad \begin{array}{r} 4.2 \\ 2 \end{array} \quad 4.0 \quad \begin{array}{r} 4.2 \\ 3 \end{array} \quad \begin{array}{r} 4.6 \\ 6 \end{array} \quad \begin{array}{r} 4.1 \\ 8 \end{array} \quad \begin{array}{r} 3.9 \\ 25 \end{array}$$

$$\begin{array}{r} 4.1 \\ 25 \end{array} \quad \begin{array}{r} 4.0 \\ 9 \end{array} \quad \begin{array}{r} 4.2 \\ 8 \end{array} \quad \begin{array}{r} 3.9 \\ 4 \end{array} \quad \begin{array}{r} 3.9 \\ 7 \end{array} \quad 3.8 \quad \begin{array}{r} 4.0 \\ 2 \end{array} \quad \begin{array}{r} 4.0 \\ 5 \end{array} \quad \begin{array}{r} 3.7 \\ 12 \end{array} \quad (\text{Garage})$$

Sta + π - Elev

956.26.

4+50 4.0 52.3.

5 4.7 51.6.

+50 5.9 50.9.

6 7.1 49.2.

T.P. B.M. 2.99 951.35. 7.90 948.36.

+ 36 3.6 47.8.

+ 37 3.6 47.8.

+ 49 4.3 47.1.

+ 51 Ditch 4.3 47.1.

+ 54 Shldr. 4.3 47.1.

+ 66 4.4 47.0.

West Lick
Route

$$\frac{4.4}{25} \frac{4.2}{18} \frac{4.2}{9} \frac{4.6}{8} \frac{4.1}{4} 4.0 \frac{4.2}{2} \frac{4.2}{7} \frac{3.8}{11} \text{ (Garage)}$$

$$\frac{5.2}{25} \frac{5.0}{20} \frac{4.9}{9} 4.7 \frac{5.0}{2} \frac{5.1}{7} \frac{4.5}{11} \text{ (Garage)}$$

$$\frac{5.2}{8}$$

$$\frac{6.4}{25} \frac{6.0}{14} \frac{6.2}{8} \frac{6.4}{7} \frac{6.0}{4} 5.9 \frac{6.1}{2} \frac{6.3}{7} \frac{5.9}{8} \frac{5.8}{11} \text{ (Garage)}$$

$$\frac{7.7}{25} \frac{7.5}{9} \frac{7.8}{8} \frac{7.3}{3} 7.1 \frac{7.2}{3} \frac{7.7}{7} \frac{6.9}{8} \frac{5.7}{15} \text{ (Garage)}$$

Nail in P.R. E. Side Albert at Alley

$$\frac{3.3}{25} \frac{3.2}{9} \frac{4.5}{8} \frac{3.8}{4} 3.6 \frac{3.9}{4} \frac{4.2}{5} \frac{3.7}{8} \frac{3.6}{25}$$

$$\frac{4.4}{25} \frac{4.1}{9} \frac{4.6}{8} \frac{3.9}{5} 3.6 \frac{4.0}{4} \frac{4.3}{6} \frac{3.5}{8} \frac{3.7}{25}$$

$$\frac{4.7}{25} \frac{4.5}{11} \frac{5.1}{9} \frac{4.4}{6} 4.3 \frac{4.4}{6} \frac{5.0}{9} \frac{4.4}{11} \frac{4.1}{25}$$

	FL.			FL		FL.	FL 10"
$\frac{5.6}{25}$	$(\frac{5.55}{9})$	$\frac{4.5}{9}$	4.3	$\frac{4.5}{7}$	$(\frac{5.30}{9})$	$(\frac{5.25}{18})$	$(\frac{4.98}{31})$

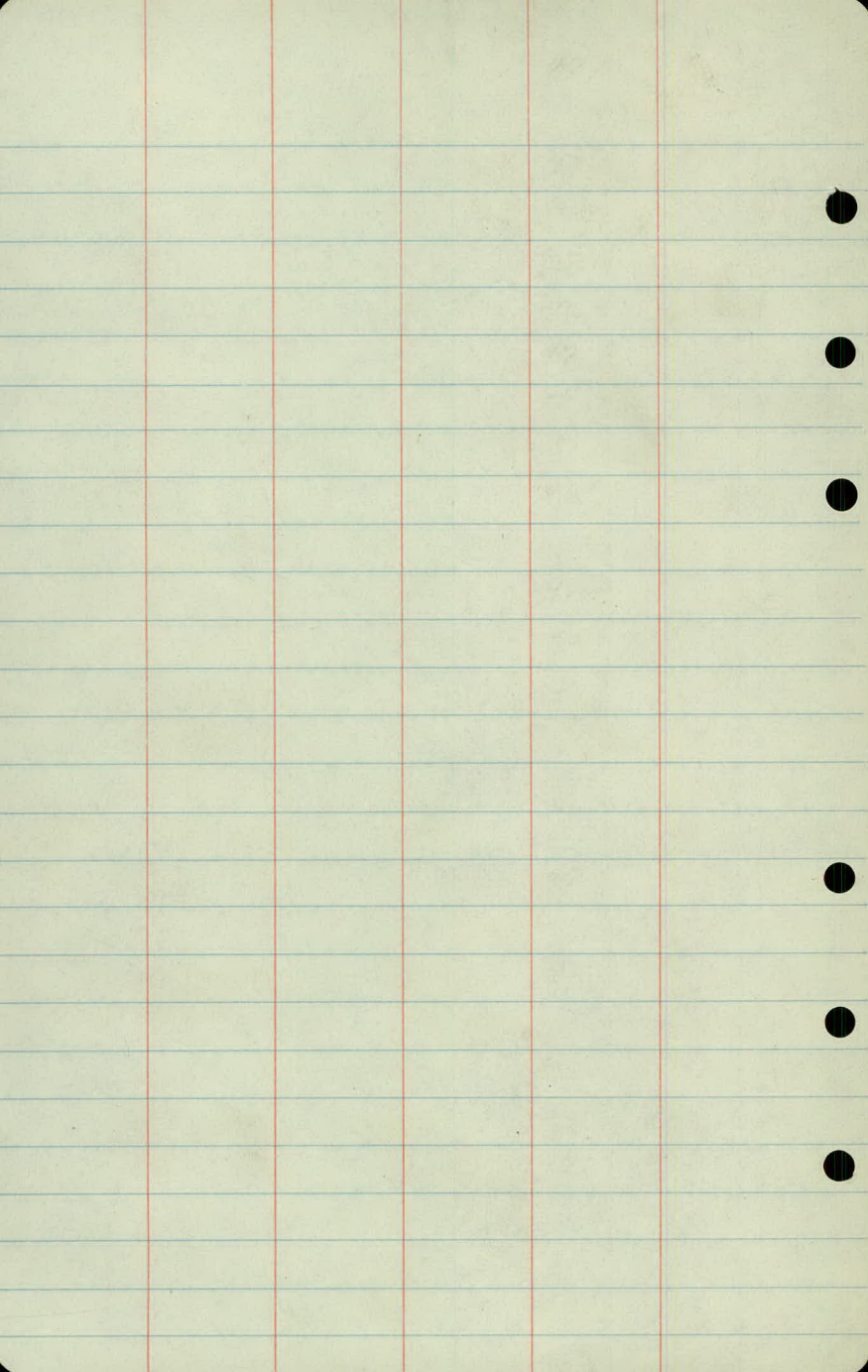
$$\frac{5.1}{25} \frac{5.0}{9} 4.3 \frac{4.7}{9} \frac{4.3}{25}$$

$$\frac{4.8}{25}$$

$$4.4$$

$$\frac{4.0}{25}$$

Drainage call into Alley from Yards

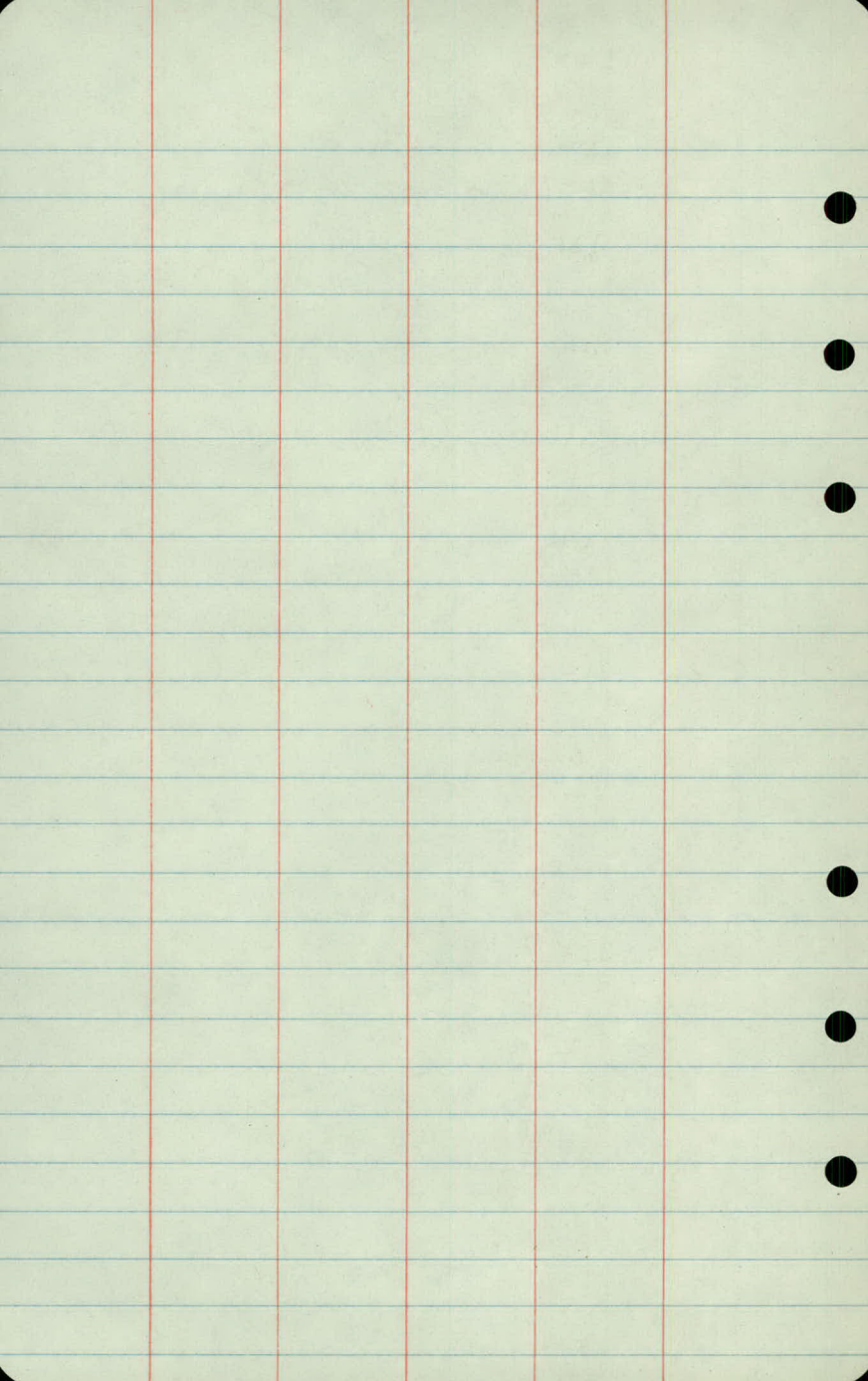


1
2 Levels
Alley
Hoyt Ave to Iowa Ave.

Spotted on
original plan sheet
6/28/40 WJB.

Sta	+	Σ	-	Elev
B.M.	0.23	953.35		(953.12)
	2.30	947.73	7.92	945.43
0 +00 = & Hort Ave			4.4	43.3
+13			4.8	42.9
+50			5.1	42.6
1			5.1	42.6
+50			5.1	42.6
+64			5.2	42.5
2			5.4	42.3
+50			6.3	41.4
3			7.3	40.4
+1.5			7.3	40.4
+29.51			7.0	40.7

Top Mont. 5 mi. Cor. Albert + Hoyt.



R Levels

E. + W. Alley

Sta 8+00 to N. + S. Alley

Sta	+	π	-	Elev
		947.73		

8

+50

9

0.4 47.3

+50

1.3 46.4

10

2.3 45.4

+50

3.2 44.5

+99

4.2 43.5

11

+50

5.1 42.6

+59.24

5.2 42.5

I.P.

7.93

955.26

0.40

947.33

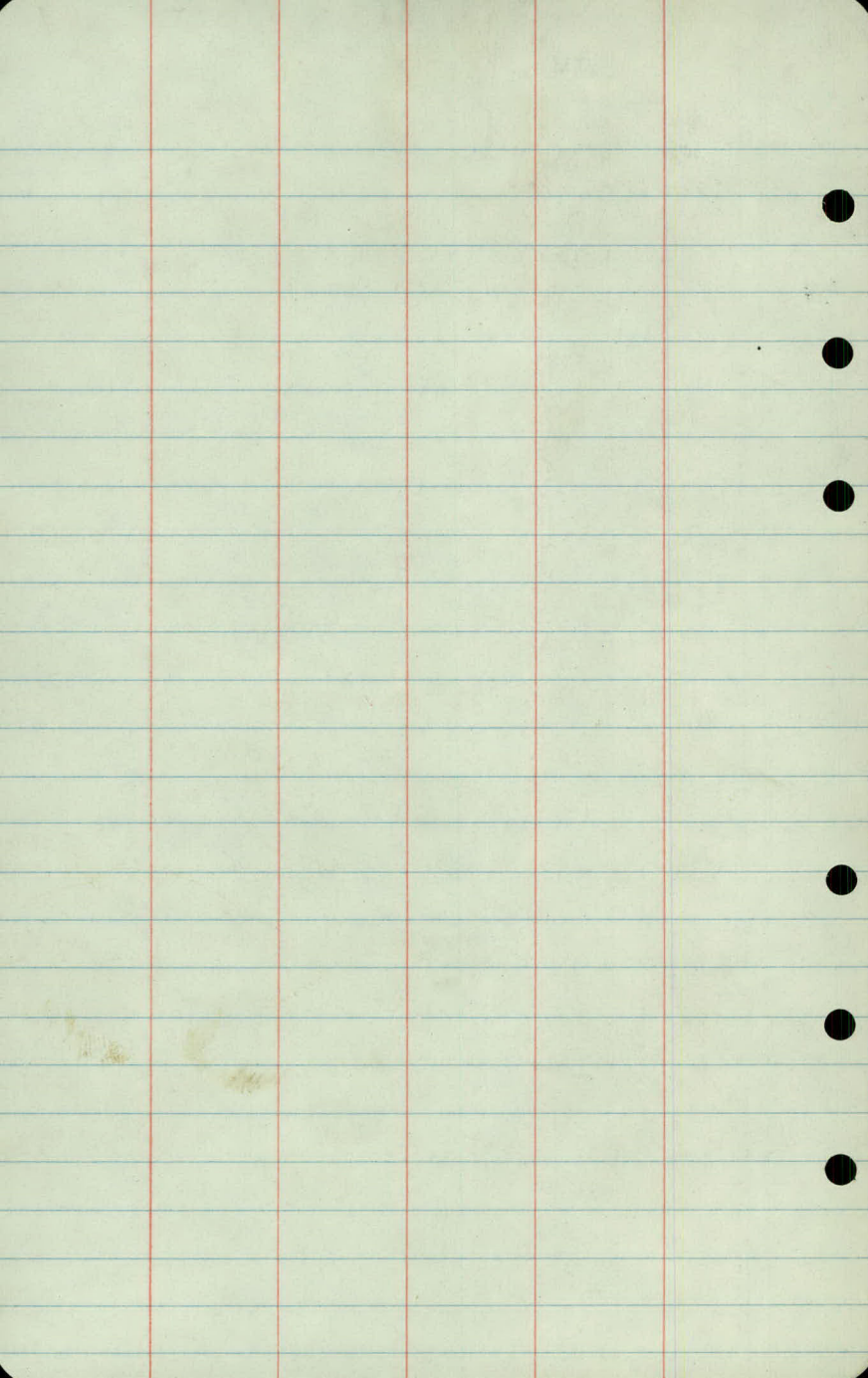
B.M.

2.14

953.12

(953.12)

H. I. From N. & S. Alley



Alley Between Idaho - California
Arona to Pascal
slope stakes

Sta.	t	π	-	Elev.	
B.M.	8.11	958.52		950.41	
0+30				48.0	10.5
+50				48.4	10.1
1				49.5	9.0
+50				50.6	7.9
2				51.7	6.8
+50				52.7	5.8
3				53.3	5.2
+50				53.7	4.8
4				53.7	4.8
+50				53.6	4.9
5				53.5	5.0
+50				53.4	5.1

Top Lot Iron S. E. Cor. Arona & Idaho

10.0

$$\begin{array}{r} 12.0 \\ F2.0 \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 12.0 \\ F2.0 \\ \hline 10.0 \end{array}$$

9.6

$$\begin{array}{r} 11.6 \\ F2.0 \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 11.6 \\ F2.0 \\ \hline 10.0 \end{array}$$

8.5

$$\begin{array}{r} 8.5 \\ Grade \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 8.5 \\ Grade \\ \hline 10.0 \end{array}$$

7.4

$$\begin{array}{r} 6.4 \\ C1.0 \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 5.4 \\ C2.0 \\ \hline 10.0 \end{array}$$

6.3

$$\begin{array}{r} 4.3 \\ C2.0 \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 4.3 \\ C2.0 \\ \hline 10.0 \end{array}$$

5.3

$$\begin{array}{r} 4.3 \\ C1.0 \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 3.3 \\ C2.0 \\ \hline 10.0 \end{array}$$

4.7

$$\begin{array}{r} 3.7 \\ C1.0 \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 3.7 \\ C1.0 \\ \hline 10.0 \end{array}$$

4.3

$$\begin{array}{r} 3.3 \\ C1.0 \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 3.3 \\ C1.0 \\ \hline 10.0 \end{array}$$

4.3

$$\begin{array}{r} 4.3 \\ Grade \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 4.3 \\ Grade \\ \hline 10.0 \end{array}$$

4.4

$$\begin{array}{r} 3.4 \\ C1.0 \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 3.4 \\ C1.0 \\ \hline 10.0 \end{array}$$

4.5

$$\begin{array}{r} 4.5 \\ Grade \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 4.5 \\ Grade \\ \hline 10.0 \end{array}$$

4.6

$$\begin{array}{r} 4.6 \\ Grade \\ \hline 10.0 \end{array}$$

$$\begin{array}{r} 4.6 \\ Grade \\ \hline 10.0 \end{array}$$

Sta.

L

π

-

Elev.

958.52

6

534 5.1

430.17

533 5.2

4.6

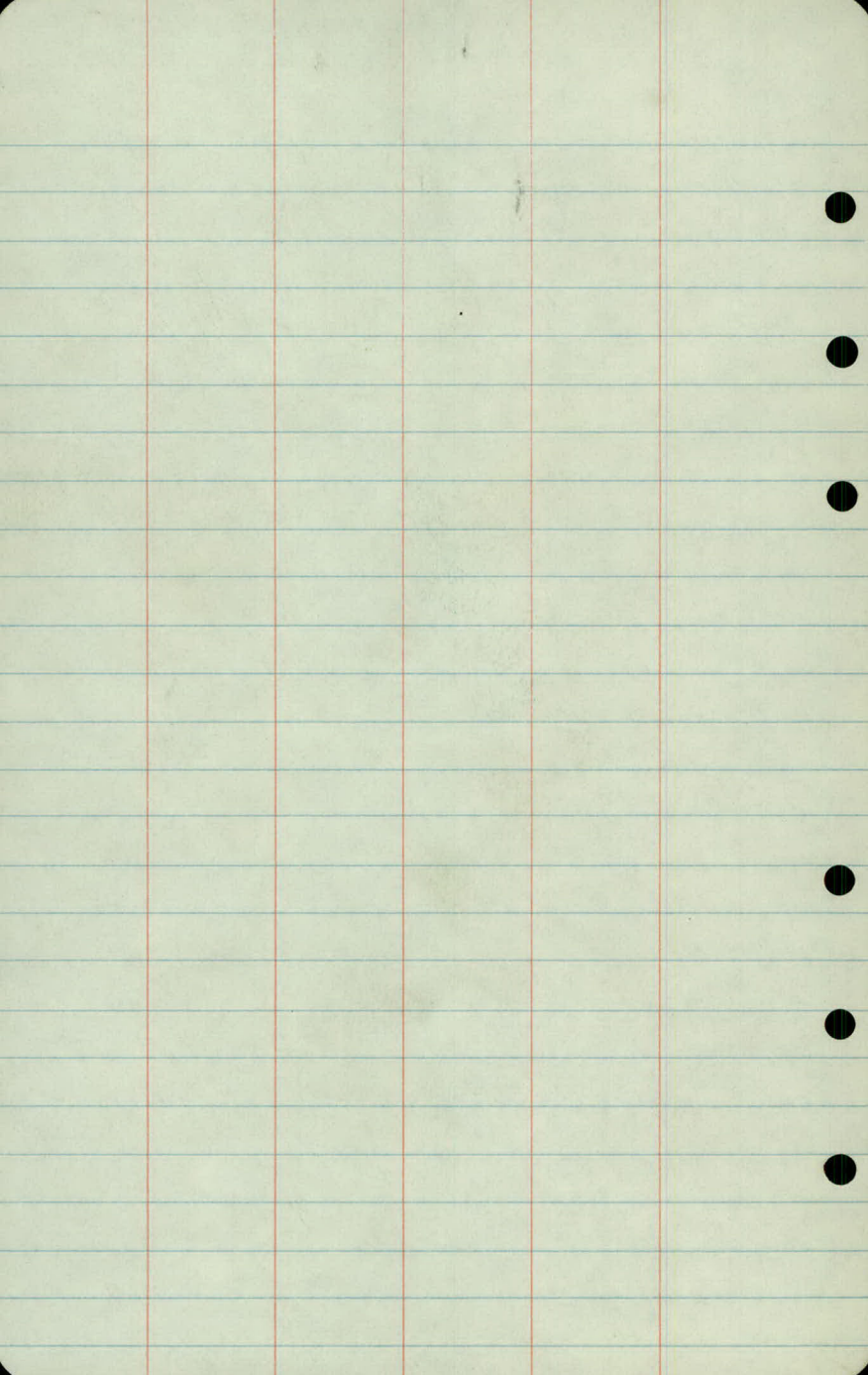
4.6
Grade
10

4.6
Grade
10

4.7

4.7
Grade
10

4.7
Grade
10



Alley Northome Add

Between Idaho & California
From Pascal To Albert

9/18/41 PM.

HAW

AM

CN

L.L.

3/4 day.

Finished 9/19/41

Drawn up.
9/24/41 WXB.

Sta Pt.

6+65.80 £ Albert

0+00 £ Pascall

S.W. Cor

Ga. Founr.

N.W. Cor

Ga. Founr.

54.98'

70.25'

Spk.

S.W. Cor

Garage

Cor.

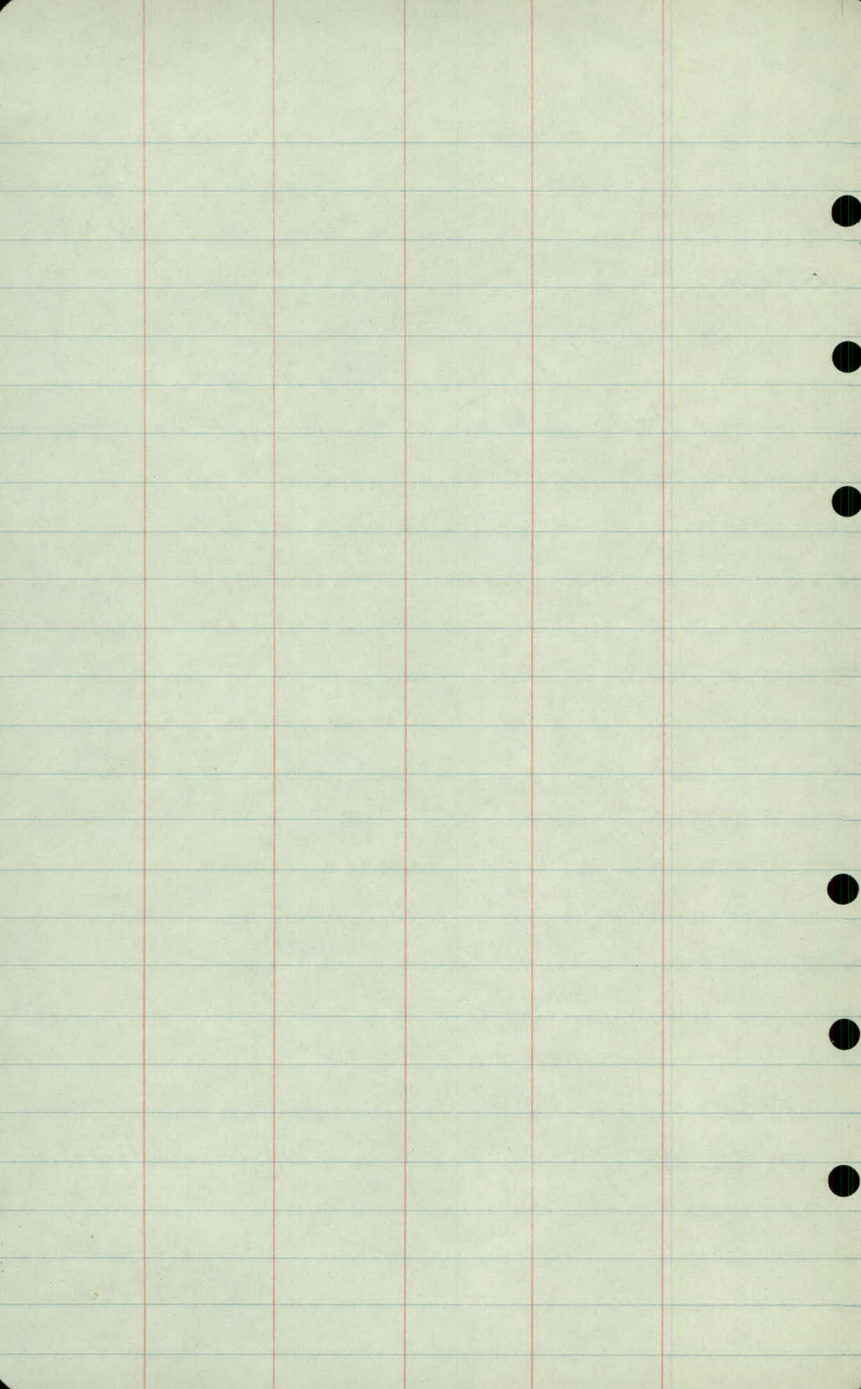
Garage

N.W. Cor

39.29'

36.45'

Bt. Spk



Topography

3+00

6'

8'

2+00

7'

9

1+00

7'

8'

0+00

Picket Fc.

+35 S.W. Cor. Ga 10'

+16 6" Tree 14'

+96 Twin Pop 19'

+59 S.W. Cor. Ga 9.5'
+56 S.W. Cor. Slab 9.5'

+32 P.P. 8'
+09 S.W. Cor. Ga. 9'
+03 S.W. Cor. Slab 9'

+61 S.E. Cor. Slab 10'
+55 S.W. Cor. Slab 10'

+35 S.W. Cor. Gar. 10'
+34 Center 2' Walk 10'

+82 P.P. 18' ? 8'

+35 S.W. Cor. Gar. 15'

+22 Core Slab 16'
+22 End Rad 6'
+11 Beg Rad 13'

+32 Fe Cor 24'

+31 Cor Hedge 14'

+90 Center 2' Walk 13'
+83 Beg Hedge 14'

3' Apron on East Side Ga.

+34 N.W. Cor. Ga 10'

+84 N.W. Cor. Gar. 21'
+84 N.W. Cor. Slab 19'
+82 N.W. Cor. Walk 19'

+63 N.W. Cor. Ga 19.5'
+63 N.W. Cor. Slab 17'

+32 N.W. Cor. Gar. 18'

+20 Core Slab
+22 End Rad 10'
+11 Beg Rad 17'

11'

+50 X Drain

9'

12" X 20' CM

6

6'

6'

5

7'

8'

4

5'

8'

Albert 26' Black Top

+53 End Rad. 15'
+45 Beg Rad 8'
+36 Fc Cor 9'

+53 End Rad 15'
+46 Beg Rad 8'
+36 End Drive 18'

Picket Fc

+35 End Hedge 12'

+07 Fc 9'
+04 Fc 13'
+95 Δ in Fc 13'
+92 Δ in Fc 9'
+82 Fc Cor 9'

+00 Gate

+09 Beg Conc. Drive
+09 N.E. Cor Slab 16'

+05 Beg Hedge 11'

+86 N.W. Cor. Ga. 15'

+58 S.E. Cor Slab 11'

+56 N.E. Cor Slab 11'

+35 S.W. Cor Gar. 11'
+32 P.P. 8'

+34 N.W. Cor. Ga 11'

+06 S.E. Cor Slab 10.5'

+06 N.E. Cor Slab 12'

+84 S.W. Cor Ga 10

+84 N.W. Cor. Ga. 12'

+06 S.E. Cor Slab 11

+85 S.W. Cor Ga 10
+81 P.P. 8'

+58 S.E. Cor Slab 11'

+55 S.E. Cor Slab 11.5

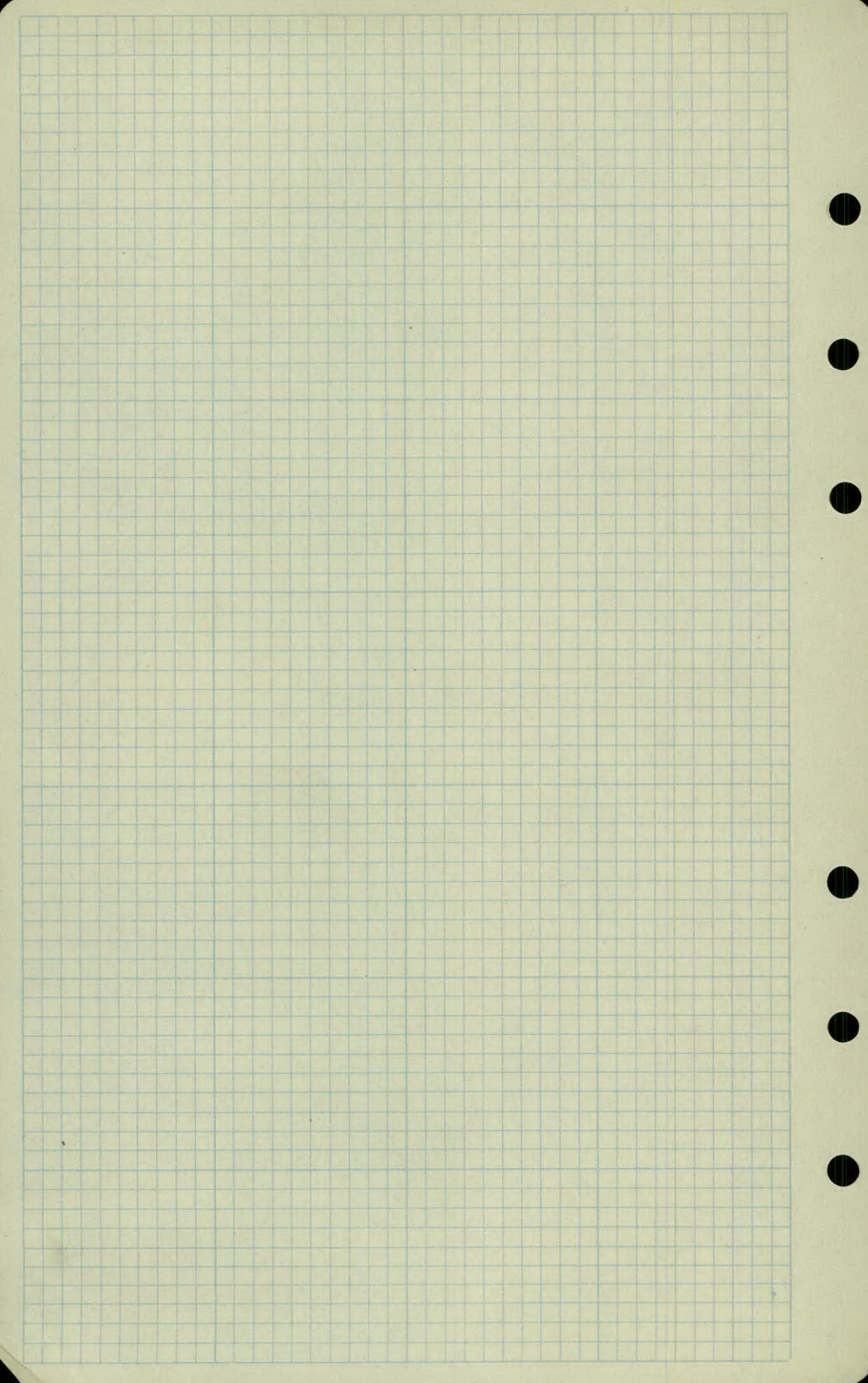
+33 N.W. Cor. Ga 11.5'
+33 End Fc 23'

+05 Beg Wood Fc 23'
+05 N.E. Cor Slab 12

+84 N.W. Cor Ga 12'

+60 N.W. Cor Ga 12

+58 N.W. Cor Slab 13'



Cross sections

Sta	+	π	-	Elev
B.M.	239	958.11		955.72

0+00				53.61
------	--	--	--	-------

+18				53.11
-----	--	--	--	-------

+21				53.01
-----	--	--	--	-------

+32				
-----	--	--	--	--

+35				
-----	--	--	--	--

T.P.	4.10	957.10 ^{957.60}	4.61	953.50
------	------	-------------------------------------	------	--------

+57				53.0
-----	--	--	--	------

+5				
----	--	--	--	--

+82				52.8
-----	--	--	--	------

+84				52.8
-----	--	--	--	------

/ +00				52.8
-------	--	--	--	------

+33				52.7
-----	--	--	--	------

+60				52.5
-----	--	--	--	------

Lt.

X

Rt

Top Hyl N.E. Cor Pascal & Iowa

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

$$45$$

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

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

$$\frac{5.0}{31}$$

$$\frac{4.8}{11}$$

$$5.0$$

$$\frac{5.3}{13}$$

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

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

$$\frac{4.93}{19}$$

$$\frac{4.9}{13}$$

$$\frac{5.2}{12}$$

$$5.1$$

$$\frac{4.6}{12}$$

$$\frac{4.48}{17}$$

$$\frac{4.2}{50}$$

$$\frac{2.7}{53.41}$$

$$\frac{4.00}{54.11}$$

$$\frac{4.29}{53.82}$$

$$\frac{4.3}{53.81}$$

$$\frac{3.6}{34}$$

$$\frac{4.4}{15}$$

$$4.6$$

$$\frac{4.5}{10}$$

$$\frac{3.9}{11}$$

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

$$\frac{3.9}{53.7}$$

$$\frac{2.9}{100''}$$

$$\frac{4.1}{26}$$

$$\frac{4.5}{15}$$

$$\frac{4.9}{7}$$

$$4.8$$

$$\frac{4.8}{9}$$

$$\frac{4.4}{11}$$

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

$$\frac{4.8}{90}$$

$$\frac{5.5}{26}$$

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

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

$$\frac{5.0}{7}$$

$$4.8$$

$$\frac{5.1}{11}$$

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

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

$$\frac{4.9}{85}$$

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

$$\frac{5.8}{10}$$

$$\frac{5.0}{7}$$

$$4.8$$

$$\frac{5.0}{9}$$

$$\frac{5.5}{21}$$

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

$$\frac{4.23}{53.37}$$

$$\frac{4.1}{52}$$

$$\frac{4.51}{10}$$

$$\frac{4.9}{8}$$

$$4.9$$

$$\frac{5.1}{8}$$

$$\frac{4.4}{37}$$

$$\frac{4.0}{53.6}$$

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

$$\frac{4.46}{10}$$

$$\frac{5.1}{7}$$

$$5.1$$

$$\frac{5.2}{9}$$

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

$$\frac{4.7}{22}$$

Sta	+	π	-	Elev
1463		957.10 957.60		
+82				
+84				
T.P. 2	4.07	957.10	4.57	953.03 52.5
+03				
+50				51.9
+56				
3490				
3				51.7
+50				51.7
+58				
T.P. +58	3.34	956.38	4.06	953.04

Lt

±

Rt

53.06
4.54
Top slab

53.17
4.43
Floor Ga.

52.90
4.70
Sidewalk

52.94
4.66
25 Walk

53.11
4.49
Top Slab

53.17
4.43
Flo. Ga

S. W Cor. Slab

3.8
Ho. 4.1
50 4.3 4.6
10 7 4.6 4.8 4.3 3.7 3.6
9 23 50 Ho

53.27
3.83
Floor Ga.

53.03
4.07
Slab

53.0
at Ho. 4.1
60 4.9
23 5.0
7 5.2

52.26
4.84
Floor Ga. 52.10
5.00
Slab

5.2 4.9 4.6 3.8 3.5
7 11 37 61 Ho. 52.0
Ga at 34 52.58
5.1 4.52
Slab Floor Ga

52.26
4.84
Walk 52.56
4.54
Walk 14'

6.0 5.9 5.3
50 15 6 5.4 5.2 5.0 4.6
6 15 30

5.4 4.9 5.4 5.2 4.8 4.5 3.6 3.2
27 9 6 5.4 8 10 24 50 Ho. 53.9

52.56
4.54
Slab 52.80
4.30
Floor Ga.

52.35

4.03
Floor Ga.

52.21

4.17
Slab

Sta	+	Δ	-	Elev
-----	---	----------	---	------

		956.38		
--	--	--------	--	--

4400				
------	--	--	--	--

				51.8
--	--	--	--	------

+06				
-----	--	--	--	--

+50				
-----	--	--	--	--

				51.2
--	--	--	--	------

+55				
-----	--	--	--	--

5				
---	--	--	--	--

				50.8
--	--	--	--	------

+06				
-----	--	--	--	--

+50				
-----	--	--	--	--

				49.4
--	--	--	--	------

T.P.				
------	--	--	--	--

	4.04			
--	------	--	--	--

		953.18		
--	--	--------	--	--

			7.24	
--	--	--	------	--

				949.14
--	--	--	--	--------

+56				
-----	--	--	--	--

+58				
-----	--	--	--	--

6				
---	--	--	--	--

				48.3
--	--	--	--	------

+09				
-----	--	--	--	--

+23				
-----	--	--	--	--

				47.8
--	--	--	--	------

Lt

4

Rt

52.28 4.1/9 4.9/6 4.6 4.5/9 3.8/10 3.8/12
 51.47 52.24 52.50 52.83
 4.1/41 4.9/41 4.14/31ab 3.88/51ab 3.55/Floor Ga 3.7/Ho

3.9/41 4.5/21 4.9/9 5.4/7 5.2 4.9/9 4.2/9 3.9/12 2.9/Ho
 52.40 52.58
 3.98/51ab 3.80/Floor Ga

5.4/41 5.1/10 5.1/9 5.8/7 5.6 5.5/9 4.8/9 4.4/12 4.2/38 3.7/Ho
 51.31 51.12 51.78 52.33
 5.07/Floor Ga 5.26/51ab 4.60/51ab 4.06/Floor Ga

6.1/41 6.3/10 6.9/9 7.0 6.8/8 5.5/10 5.5/11 4.4/60 51.98/Ho
 50.90 51.18
 2.28/51ab 2.00/Floor Ga

50.18 49.88
 3.06/Floor Ga 3.30/51ab

49.11 48.93 4.67/42 4.25/385 4.6/9 4.9/5 4.9 4.8/6 3.6/10 3.1/15 2.1/50 1.6/Ho
 50.06 50.31
 3.12/51ab 2.87/Floor Ga

48/42 4.8/7 5.4/6 5.4 5.7/5 5.1/9 4.2/10 3.7/18 49.42 conc DMVc

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

		953.18		
--	--	--------	--	--

6+36				
------	--	--	--	--

				47.5
--	--	--	--	------

+38				
-----	--	--	--	--

				47.4
--	--	--	--	------

+50				
-----	--	--	--	--

				47.1
--	--	--	--	------

+65 ⁸⁰				
-------------------	--	--	--	--

		$\pm$ Albert		46.88
--	--	--------------	--	-------

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

		4.82		948.36
--	--	------	--	--------

Lt.

L

Rt

47.71

↓ Conc Drive

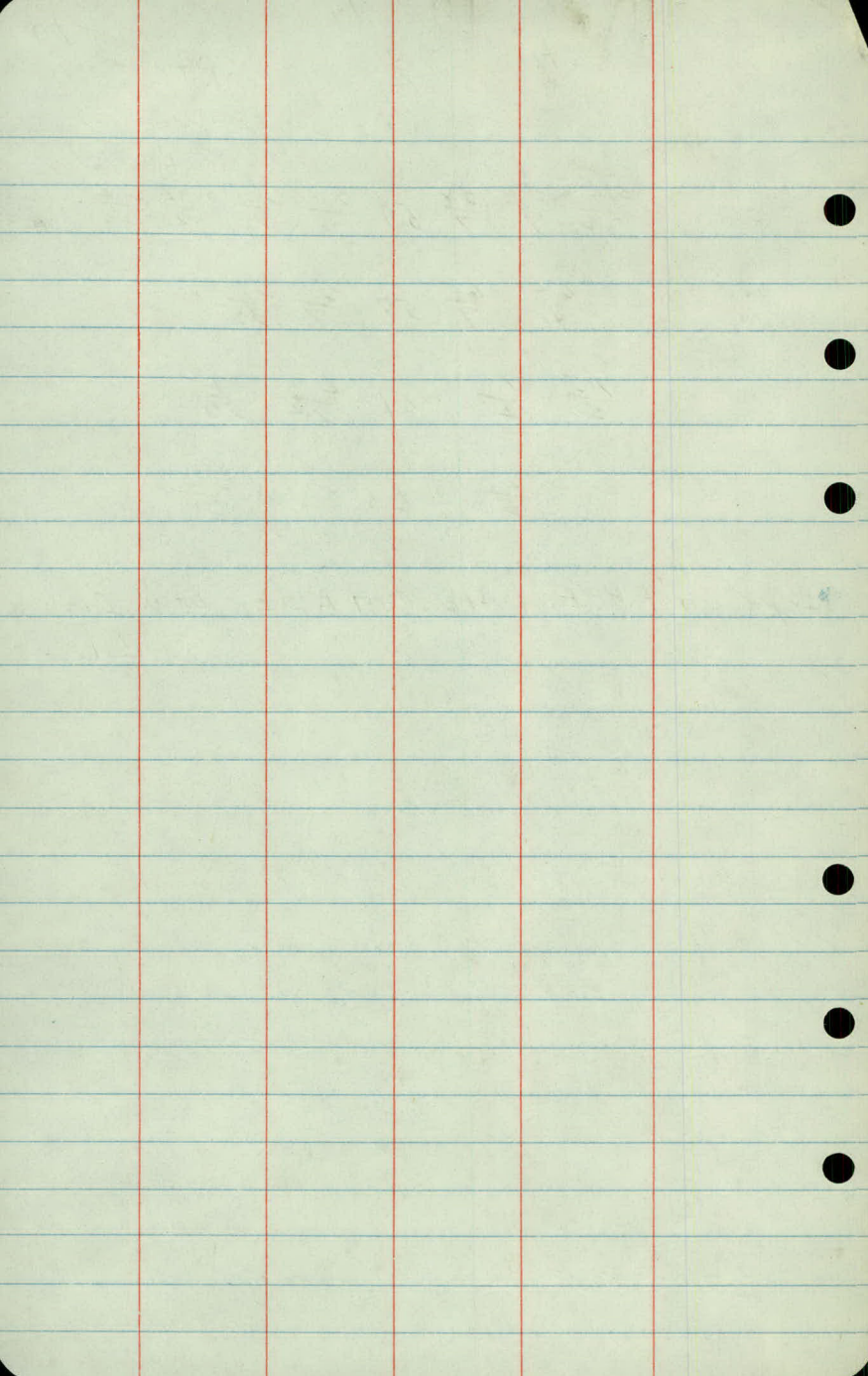
$\frac{5.4}{32}$ $\frac{5.1}{9}$ $\frac{5.8}{7}$ 5.7 $\frac{5.9}{6}$ $\frac{5.5}{9}$ $\frac{5.48}{18}$ $\frac{5.2}{26}$

$\frac{6.4}{41}$ $\frac{6.0}{9}$ 5.8 $\frac{5.8}{7}$ $\frac{5.1}{35}$

$\frac{7.5}{50}$ $\frac{7.0}{26}$ 6.1 $\frac{6.3}{14}$ $\frac{6.2}{50}$

$\frac{6.9}{50}$ L3 $\frac{5.6}{50}$

Spk in P.P. East Albert at ALley Btw Idaho & Calif.



Profile Levels

ALley Northmore Add

Sta	+	π	-	Elev	Gyr. Rod
BM	7.70	957.48		949.78	
0+30				480	9.5
+50				48.4	9.1
1				49.5	8.0
+50				50.6	6.9
2				51.7	5.8
2+50				52.7	4.8
3				53.3	4.2
+50				53.7	3.8
4				53.7	3.8
3+50				53.6	3.9
5				53.5	4.0
+50				53.4	4.1
6				53.4	4.1
4+30				53.3	4.2
+50					

Alley Btu Idaho & Cal

Top Hyd, Cal & Arong

8.8	9.0	9.3
83/9	85	85/9
7.5/9	75	7.3/9
6.2	61	6.1
5.1	5.1	5.0
4.2	4.2	4.1
3.7	3.7	3.8
3.6	3.7	3.6
3.3	3.5	3.4
3.6	3.7	3.7
3.6	3.8	3.6
3.9	3.8	3.7
4.0	3.9	3.8
3.7	4.0	3.8

Alley Btw Iowa + Idaho

Sta	+	π	-	Elev	Gr. Rod
	7.56	958.66		951.10	
3 + 9.4				47.7	11.0
4				47.9	10.8
+50				49.6	9.1
5				50.8	7.9
+50				51.3	7.4
6				51.4	7.3
+50				51.5	7.2
7				51.6	7.1
+50				51.7	7.0
8				51.9	6.8
+50				52.0	6.7
9				52.1	6.6
+50				52.2	6.5
+94.29				52.3	6.4

Lt

L

Rt

Top Hyd Idaho & Arizona

10.6

10.7

10.5

10.5

10.6

10.4

8.7

8.7

8.6

7.7

7.6

7.5

7.1

7.1

7.1

6.9

6.8

6.7

6.7

6.5

6.5

6.7

6.7

6.4

6.4

6.4

6.5

6.5

6.5

6.2

6.5

6.4

6.2

6.1

6.1

6.2

6.1

6.2

6.2

6.2

6.1

6.1

STA.	+	π	-	ELEV
------	---	-------	---	------

	1.80	95561		953.81
--	------	-------	--	--------

3+93.8				47.5 8.1
--------	--	--	--	----------

4+00				47.6 8.0
------	--	--	--	----------

+50				48.4 7.2
-----	--	--	--	----------

5+00				49.2 6.4
------	--	--	--	----------

+50				50.0 5.6
-----	--	--	--	----------

6+00				49.9 5.7
------	--	--	--	----------

+50				49.8 5.8
-----	--	--	--	----------

7+00				49.7 5.9
------	--	--	--	----------

+50				49.5 6.1
-----	--	--	--	----------

8+00				49.4 6.2
------	--	--	--	----------

+50				49.3 6.3
-----	--	--	--	----------

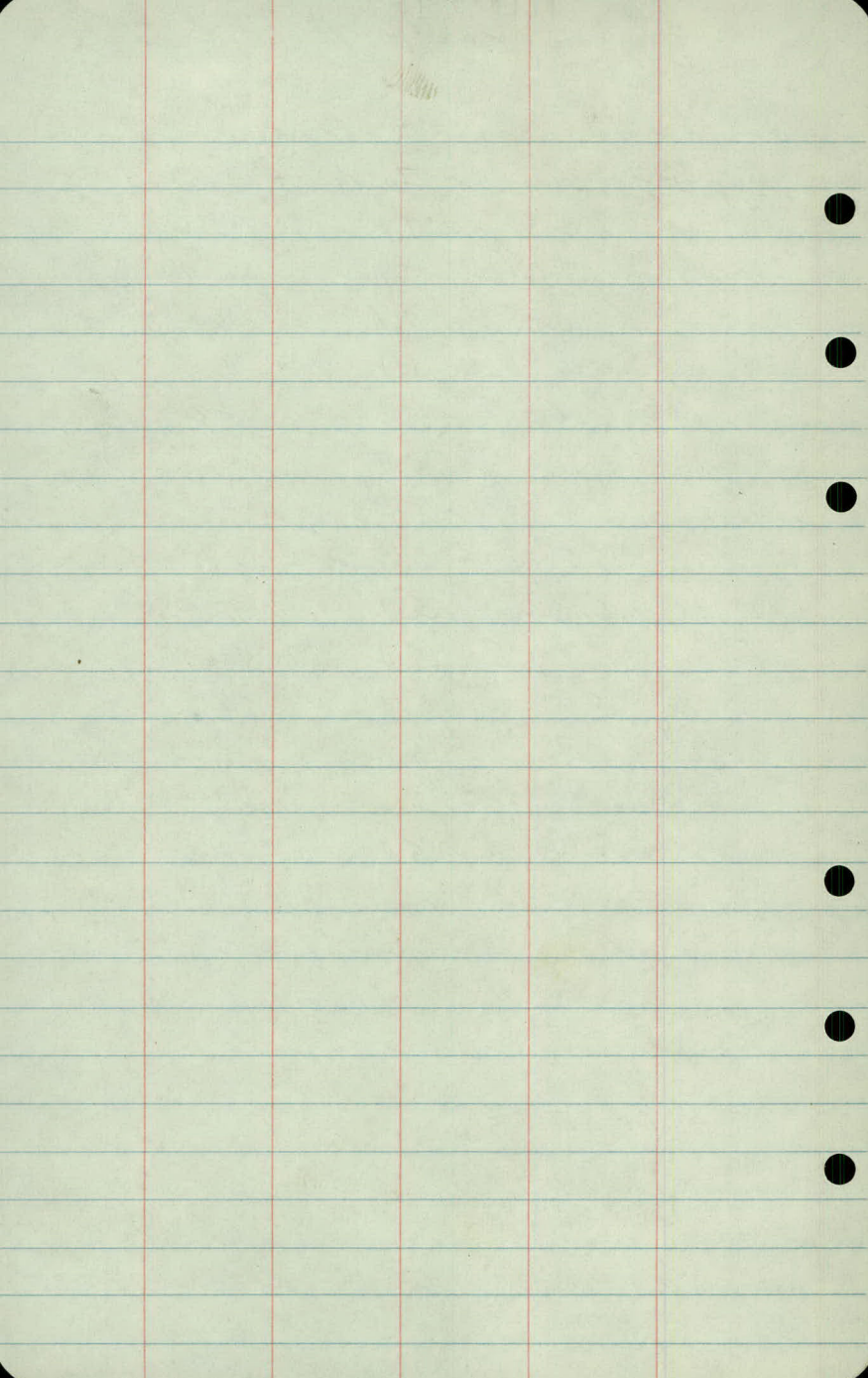
9+00				49.2 6.4
------	--	--	--	----------

+50				49.0 6.6
-----	--	--	--	----------

+94.0				49.0 6.5
-------	--	--	--	----------

ALLEY Btw Hoyt & Iowa

LT.	±	RT.
Top Hyd SE Cor	Down 1	Arong
7.5	7.7	7.6
7.5	7.7	7.5
7.0	7.1	6.8
6.0	6.1	6.2
5.5	5.6	5.5
5.2	5.4	5.3
5.3	5.3	5.5
5.5	5.7	5.8
5.6	5.7	5.7
5.5	5.4	5.4
5.4	5.7	5.8
5.9	6.0	6.1
5.9	6.0	5.9
5.6	5.8	6.0



NORTHOME ADD.

Profile Levels

Snelling - Hoyt to Larp

Alley N. of Hoyt - Snelling to Arona.

Iowa - Snelling to Arona

Alley N. of Iowa Snelling to Arona

Spelling
Hoyt to Carpenter

B.M. 6.69 953.99 947.30

0100 $\pm$ Hoyt 6.2 47.8

+50 7.1 46.9

1 8.1 45.9

+64 $\pm$ Alley 9.3 44.7

2 10.0 44.0

+50 10.9 43.3

3 11.5 42.5

+295 $\pm$ 10 wa 11.8 42.2

+50 12.0 42.0

4 12.1 41.9

+50 12.1 41.9

+92 $\pm$ Alley 11.7 42.3

5 11.6 42.4

+50 10.8 43.2

6 10.0 44.0

+50 8.9 45.1

7 7.9 46.1

+50 6.9 47.1

8 5.7 48.3

+50 4.6 49.4

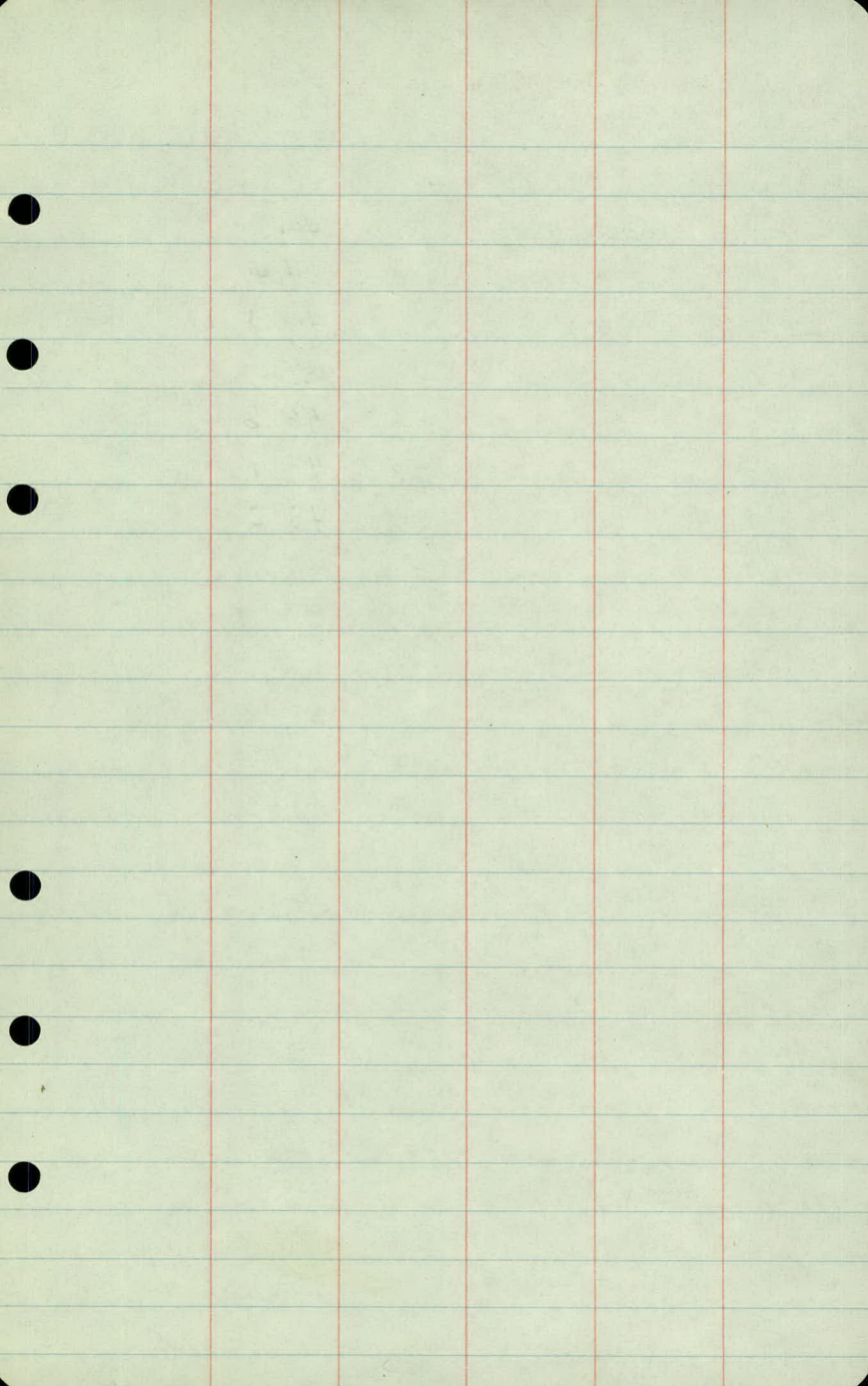
9 3.6 50.4

+50 2.5 51.5

10 1.2 52.8

Top Hyd. S.E. Cor. Snelling + Idaho

Sta.	+	π	-	Elev.
		953.99		
10 + 50			0.3	53.7
11			+0.3	54.3
+50			+0.8	54.8
12			+1.2	55.2
+50			+1.6	55.6
13			+2.1	56.1
+15.60	E Larpenfeur		+2.3	56.3

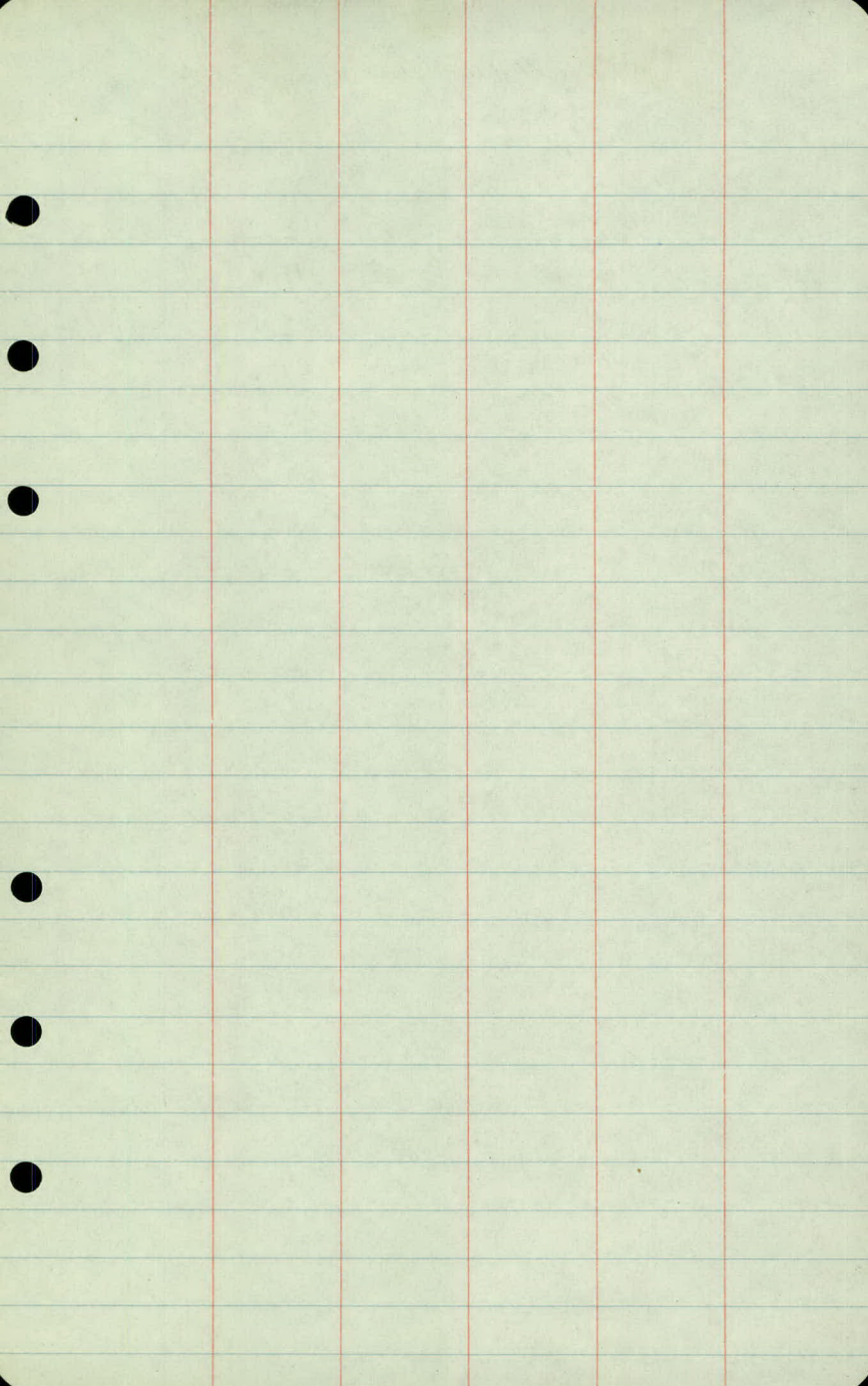


Alley between Hoyt - Iowa.
Snelling to Arong.

B.M.	0.70	948.00		947.30
0+00 = 1+64 Snelling		3.3		44.7
+21		3.6		44.4
+28		3.7		44.3
+31		4.5		43.5
+40		3.4		44.6
+50		3.3		44.7
1		2.8		45.2
+50		3.2		44.8
2		4.6		43.4
+50		6.5		41.5
3		8.6		39.4
+04	Service Drive	8.7		39.3
+50		9.7		38.3
4		9.2		38.8
+50		7.9		40.1
5		5.9		42.1
+34		4.4		43.6
+40		2.6		45.4
+50		1.7		46.3
6		10.7		48.7
T.P.	7.74	954.31	1.43	946.57
+12		5.3		49.0
+19		6.9		47.4

Top Hyd. S.E. Cor. Snelling + Arona

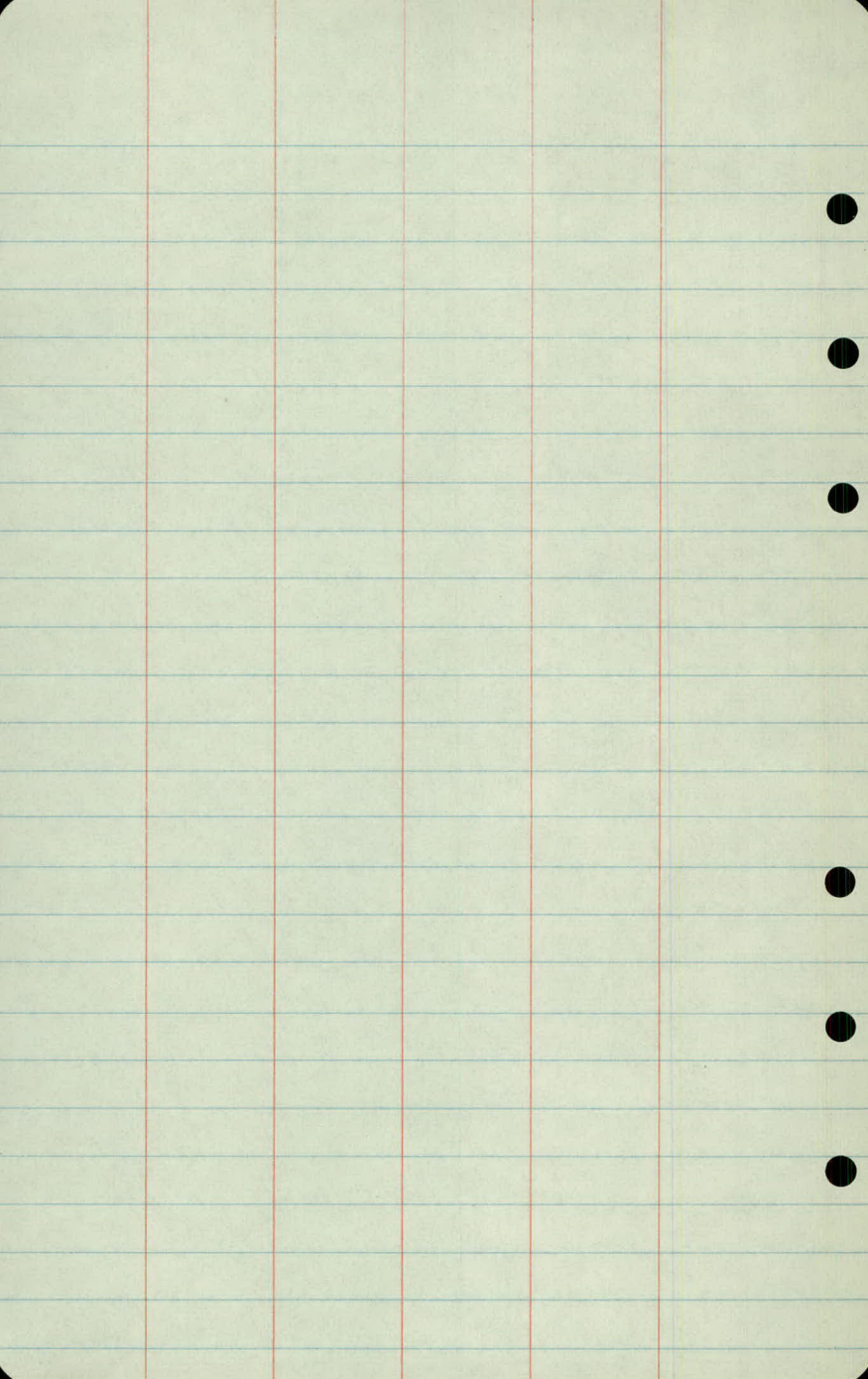
Sta	T	π	-	Elev.
6		954.31		
6+50			5.6	48.7
+53			5.6	48.7
+54			6.3	48.0
+67	Approx $\frac{1}{2}$ Avona.		4.9	49.4

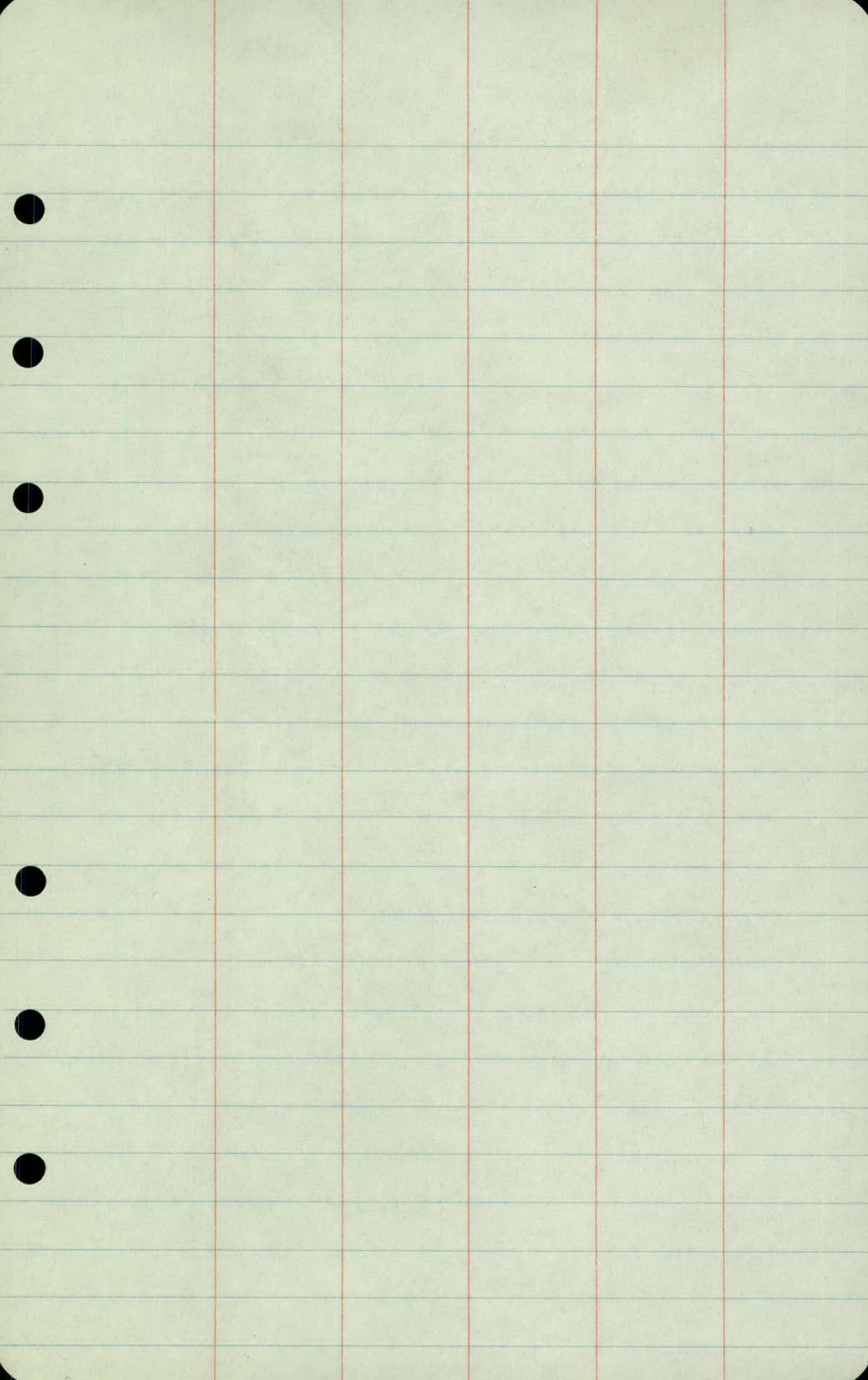


lowa. Snelling to Arona

B.M.	0.70	948.00		947.30	
0+00	$\frac{1}{2}$ Snelling		5.8	42.2	3129.5
+21			6.2	41.8	
+35			5.9	42.1	
+50			10.3	37.7	
1			10.1	37.9	
+50			10.8	37.2	
2			11.9	36.1	
+50			13.2	34.8	
3			13.4	34.6	
+50			12.8	35.2	
4			11.1	36.9	
+50			8.2	39.8	
5			5.3	42.7	
+50			2.4	45.6	
6			10.3	48.3	
T.P.	7.74	954.31	1.43	946.57	
+48			3.8	50.5	
+49			4.8	49.5	
+50			4.7	49.6	
+65	Approx $\frac{1}{2}$ Arona		3.7	50.6	

Top Hyd S. E. Cor. Snelling + Idaho

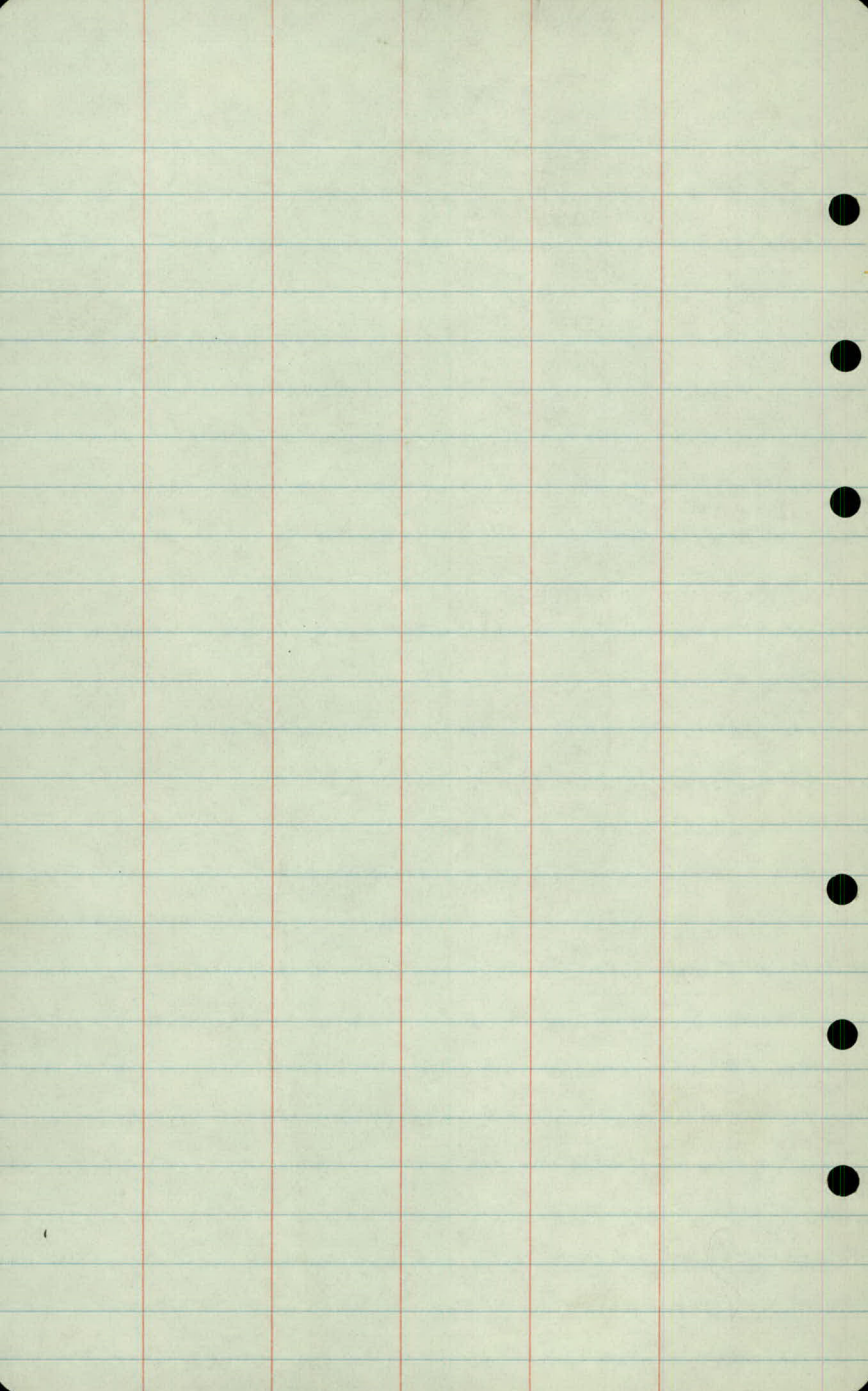




Alley - Between Iowa + Idaho
Snelling to Arena

B.M.	0.70	948.00		947.30
0+00	41.92	± Snelling	5.7	42.3
+21			6.1	41.9
+32			6.0	42.0
+50			12.5	35.5
1			14.1	33.9
+50			15.2	32.8
2			15.1	32.9
+50			15.5	32.5
3			14.9	33.1
+50			15.3	32.7
4			14.0	34.0
+50			11.4	36.6
5			7.5	40.5
+50			4.0	44.0
6			1.1	46.9
T.P.	7.74	954.31	1.43	946.57
+50			5.3	49.0
+51			6.1	48.2
+66	Approx	± Arena	45	49.8

Top Hyd S. E. Cor. Idaho + Snelling



Slope Stakes

Blue Tops

Alley in Northome

Between Hoyt & Iowa

From Albert to Intersecting Alley

staked- 10-3-39

Sta.	+	π	-	Elev.	
B.M.	3.56	956.68 ⁷		953.12	953.12
6+81				49.7	50.2
7				50.2	50.7
+50				50.1	50.6
8				49.9	50.4
	1.08	952.31	5.45	951.23	
+50				48.4	48.9
9				47.2	47.7
+50				46.3	46.8
10				45.3	45.8
+50				44.3	44.8
11				43.4	43.9
+50				42.4	42.9
+59.24				42.2	42.7
T.P.	5.05	947.96	9.40	942.71	

Top Hyd. S.W. Cor. Albert E. Hoyt.

6.5

$$\frac{6.5}{8}$$

$$\frac{6.5}{8}$$

6.0

$$\frac{5.0}{\frac{6.0}{8}}$$

$$\frac{5.0}{\frac{6.0}{8}}$$

6.1

$$\frac{5.1}{\frac{6.0}{8}}$$

$$\frac{5.1}{\frac{6.0}{8}}$$

6.3

$$\frac{6.3}{8}$$

$$\frac{6.3}{8}$$

3.4

$$\frac{3.4}{8}$$

$$\frac{3.4}{8}$$

4.6

$$\frac{3.6}{\frac{4.0}{8}}$$

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

5.5

$$\frac{5.5}{8}$$

$$\frac{5.5}{8}$$

6.5

$$\frac{6.5}{8}$$

$$\frac{6.5}{8}$$

7.5

$$\frac{7.5}{8}$$

$$\frac{7.5}{8}$$

8.4

$$\frac{8.4}{8}$$

$$\frac{8.4}{8}$$

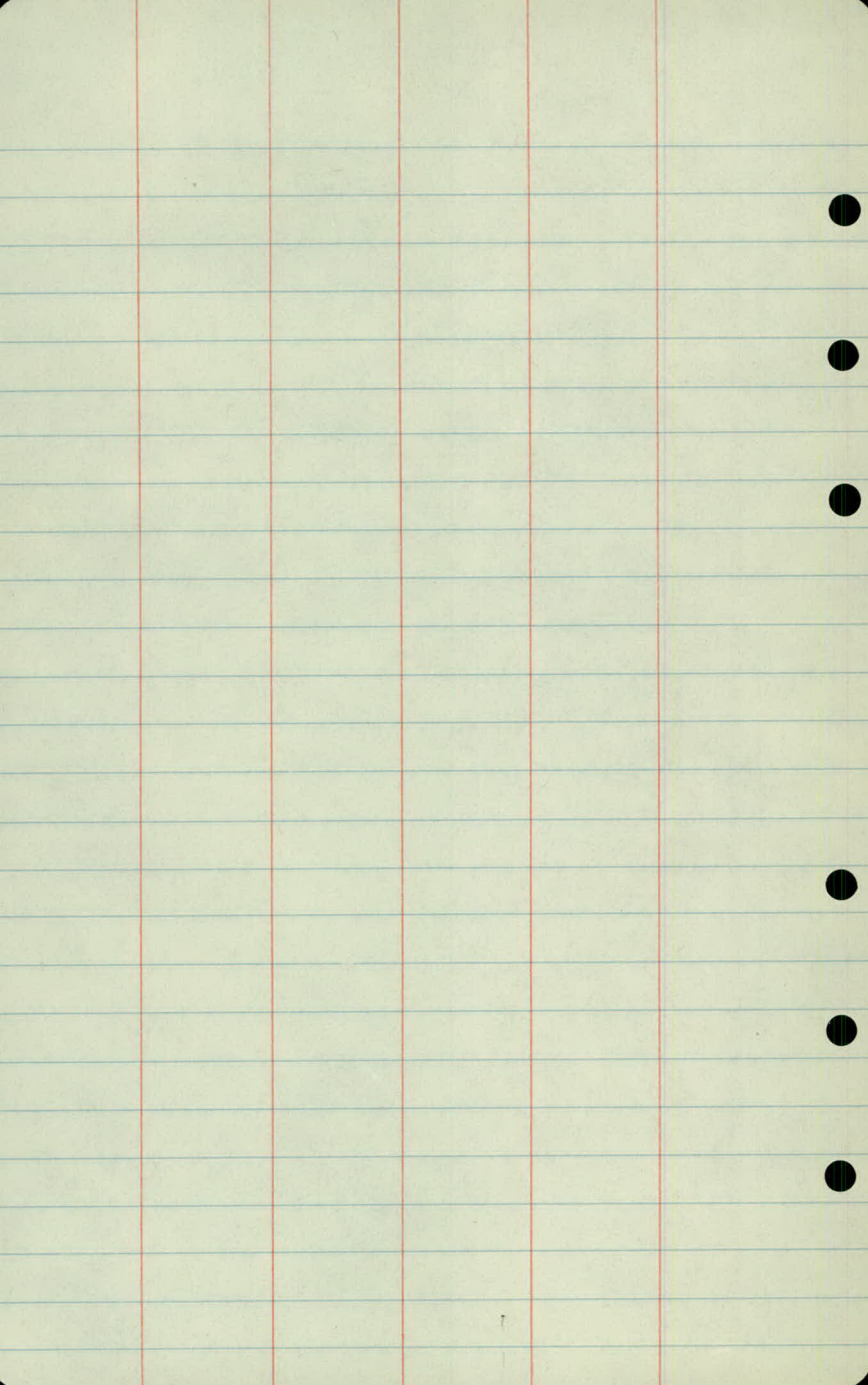
9.4

$$\frac{9.4}{8}$$

$$\frac{9.4}{8}$$

$$\frac{-}{8}$$

$$\frac{-}{8}$$



Slope Stakes
Blue Tops

Alley in Northome
between Albert & Hamline
from Hoyt to Iowa.

Sta.

+

π

-

Elev.

shldr.
Elev.

B.M.

3.56

947.96

953.12

0+13

42.7

43.2

150

42.6

43.1

1

42.4

42.9

+50

42.3

42.8

+64

42.2

42.7

2

42.1

42.6

+50

41.5

42.0

3

40.0

40.5

+02

40.0

40.5

+15

39.5

40.0

T.P.

7.88

953.30

2.54

945.42

B.M.

0.18

953.42

953.12

Top Hyd 3 W. Cor Albert & Hoyt

#5

$\frac{8}{8}$

$\frac{8}{8}$

4.9

$\frac{4.9}{8}$

$\frac{4.9}{8}$

5.1

$\frac{5.1}{8}$

$\frac{5.1}{8}$

5.2

$\frac{4.2}{8}$
C 1.0

$\frac{5.2}{8}$

~~5.3~~

$\frac{8}{8}$

$\frac{8}{8}$

5.4

$\frac{4.4}{8}$
C 1.0

$\frac{5.4}{8}$

6.0

$\frac{4.0}{8}$
C 2.0

$\frac{5.0}{8}$
C 1.0

7.5

$\frac{5.5}{8}$
C 2.0

$\frac{5.5}{8}$
C 2.0

7.5

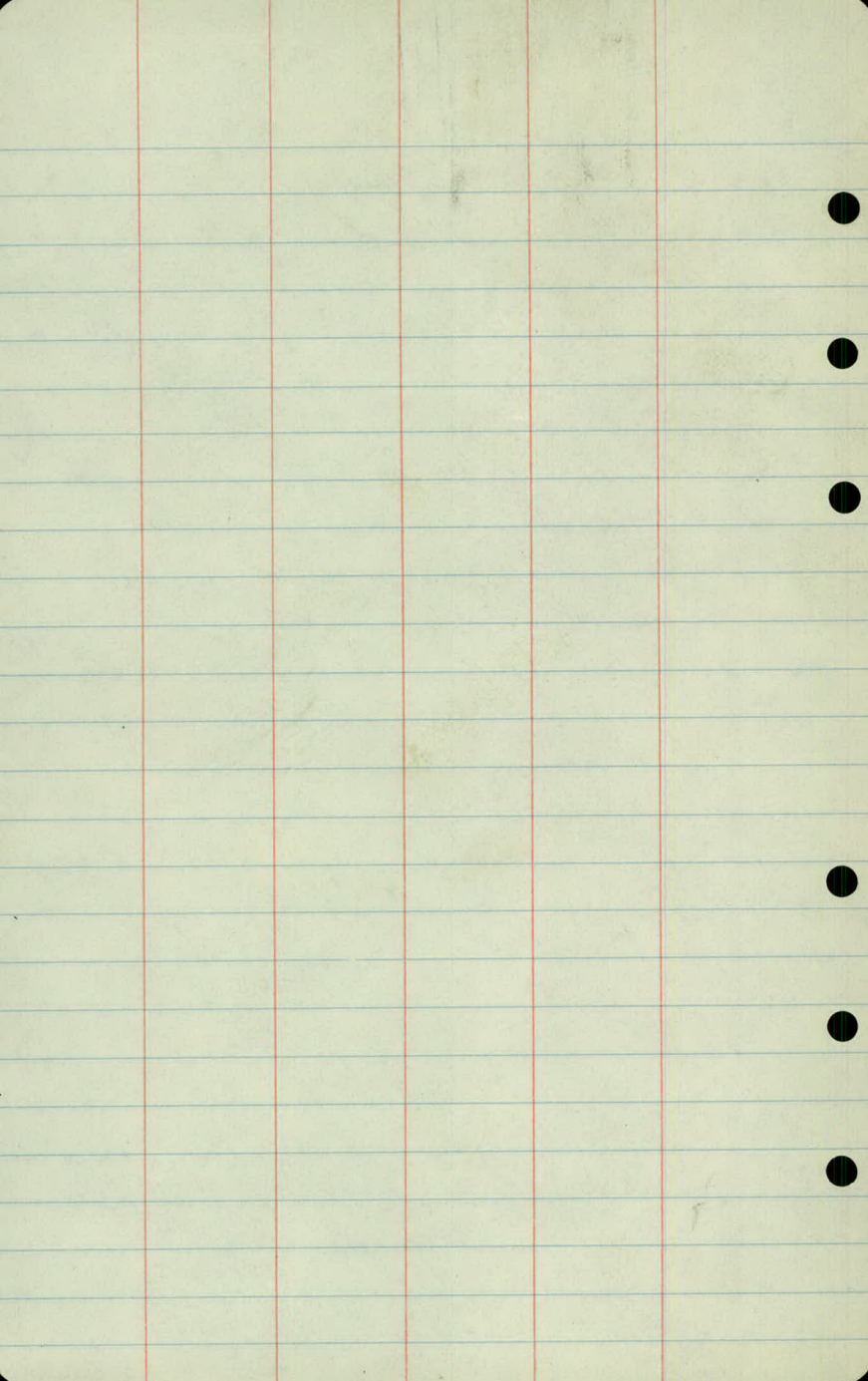
$\frac{4.5}{8}$
C 1.0

$\frac{6.5}{8}$
C 1.0

8.0

$\frac{8}{8}$

$\frac{8}{8}$



Blue Tops

Alley in Northome #2

From Arona to Pascal

Between Hoyt & Iowa.

Sta.	+	M	-	Elev.
BM	5.87	955.61		949.74
3.9378				47.6
4+50				48.4
5				49.2
+50				50.0
6				49.9
+50				49.8
7				49.7
+50				49.5
8				49.4
+50				49.3
9 +94.02				49.2
+50				49.0
+94.02				49.0

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

8.0 - 7.5

$\frac{6.5}{C 1.0}$

$\frac{6.5}{C 1.0}$

7.2 6.7

$\frac{5.7}{C 1.0}$

$\frac{5.7}{C 1.0}$

6.4 5.9

$\frac{5.9}{B 1}$

$\frac{4.9}{C 1.0}$

5.6 5.1

$\frac{5.1}{G 2}$

$\frac{5.1}{G R}$

5.7 5.2

$\frac{5.2}{G R}$

$\frac{5.2}{G R}$

5.8 5.3

$\frac{5.3}{G R}$

$\frac{5.3}{G R}$

5.9 5.4

$\frac{5.4}{G R}$

$\frac{5.4}{G R}$

6.0 5.5

$\frac{5.5}{G R}$

$\frac{5.5}{G R}$

6.2 5.7

$\frac{5.7}{G R}$

$\frac{5.7}{G R}$

6.3 5.8

$\frac{5.8}{G R}$

$\frac{5.8}{G R}$

6.4 5.9

$\frac{4.9}{C 1.0}$

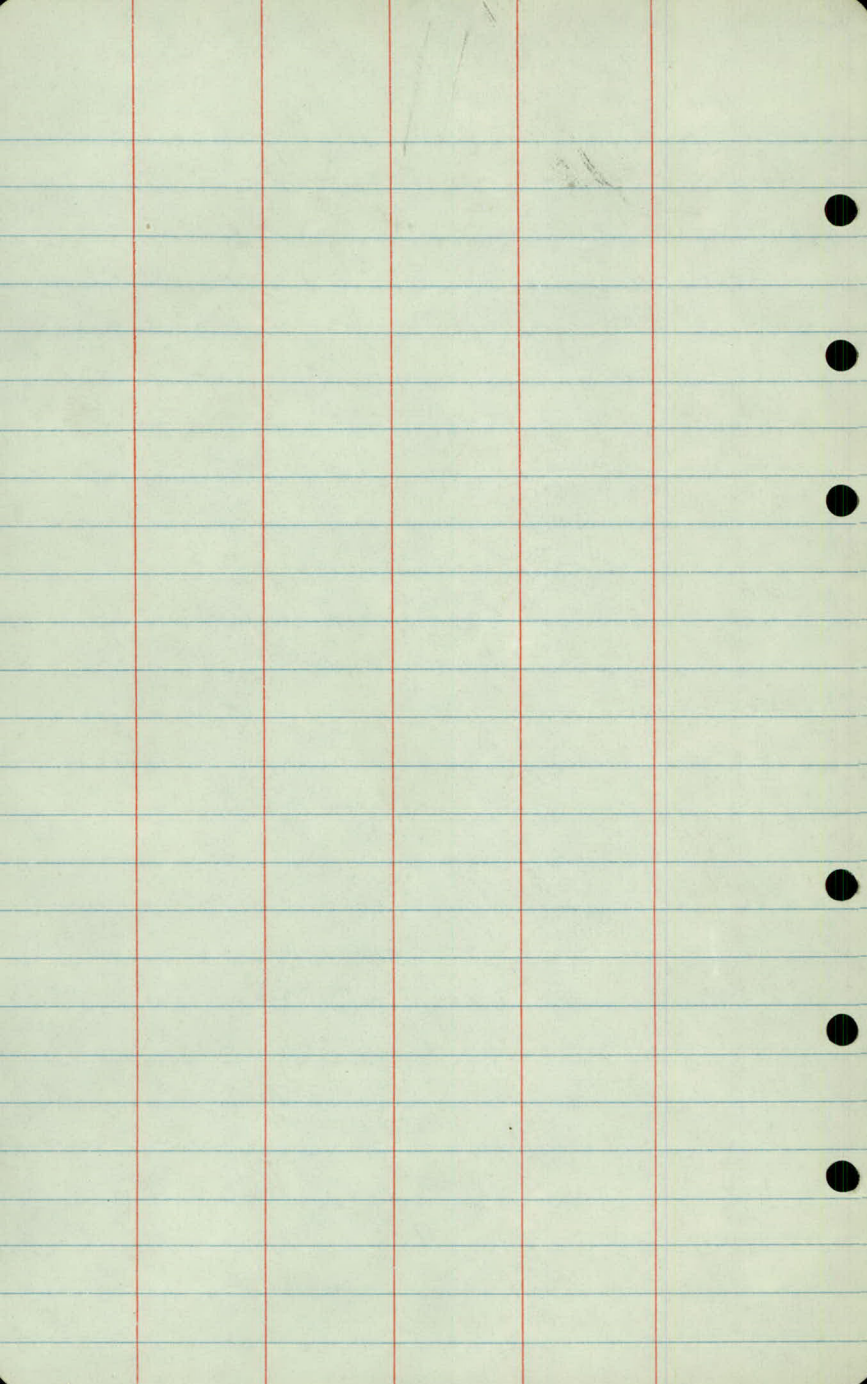
$\frac{4.9}{C 1.0}$

6.6 6.1

$\frac{5.1}{C 1.0}$

$\frac{6.1}{G R}$

6.6 6.1



Alley Between Carpenter + Calif.
Arana to Pascal

Slope Stokes

Sta.	L	π	-	Elev.	
B.M.	3.43	955.44		952.01	
0+20				50.0	5.4
+50				50.1	5.3
1				50.2	5.2
+50				50.3	5.1
2				50.5	4.9
+50				50.6	4.8
3				50.8	4.6
+50				50.9	4.5
4				51.1	4.3
T.P.	3.95	955.55	3.84	951.60	L.L. 1/2
+50				51.2	4.4
5				51.4	4.2
+50				51.5	4.1

Spk P.P. S.W. Cor. Larp. & Arona.

4.9

$$\begin{array}{r} 6.9 \\ F2.0 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 7.9 \\ F3.0 \\ \hline 10 \end{array}$$

4.8

$$\begin{array}{r} 6.8 \\ F2.0 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 7.8 \\ F3.0 \\ \hline 10 \end{array}$$

4.7

$$\begin{array}{r} 6.7 \\ F2.0 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 7.7 \\ F3.0 \\ \hline 10 \end{array}$$

4.6

$$\begin{array}{r} 6.6 \\ F2.0 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 6.6 \\ F2.0 \\ \hline 10 \end{array}$$

4.4

$$\begin{array}{r} 5.4 \\ F1.0 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 6.4 \\ F2.0 \\ \hline 10 \end{array}$$

4.3

$$\begin{array}{r} 4.3 \\ Grade \\ \hline 10 \end{array}$$

$$\begin{array}{r} 5.3 \\ F1.0 \\ \hline 10 \end{array}$$

4.1

$$\begin{array}{r} 4.1 \\ Grade \\ \hline 10 \end{array}$$

$$\begin{array}{r} 4.1 \\ Grade \\ \hline 10 \end{array}$$

4.0

$$\begin{array}{r} 4.0 \\ Grade \\ \hline 10 \end{array}$$

$$\begin{array}{r} 4.0 \\ Grade \\ \hline 10 \end{array}$$

3.8

$$\begin{array}{r} 3.8 \\ Grade \\ \hline 10 \end{array}$$

$$\begin{array}{r} 3.8 \\ Grade \\ \hline 10 \end{array}$$

3.9

$$\begin{array}{r} 3.9 \\ Grade \\ \hline 10 \end{array}$$

$$\begin{array}{r} 3.9 \\ Grade \\ \hline 10 \end{array}$$

3.7

$$\begin{array}{r} 4.7 \\ F1.0 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 4.7 \\ F1.0 \\ \hline 10 \end{array}$$

3.6

$$\begin{array}{r} 4.6 \\ F1.0 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 4.6 \\ F1.0 \\ \hline 10 \end{array}$$

Sta.

+

π

-

Elev.

955.55^c

6

51.7

3.9

129.62

51.7

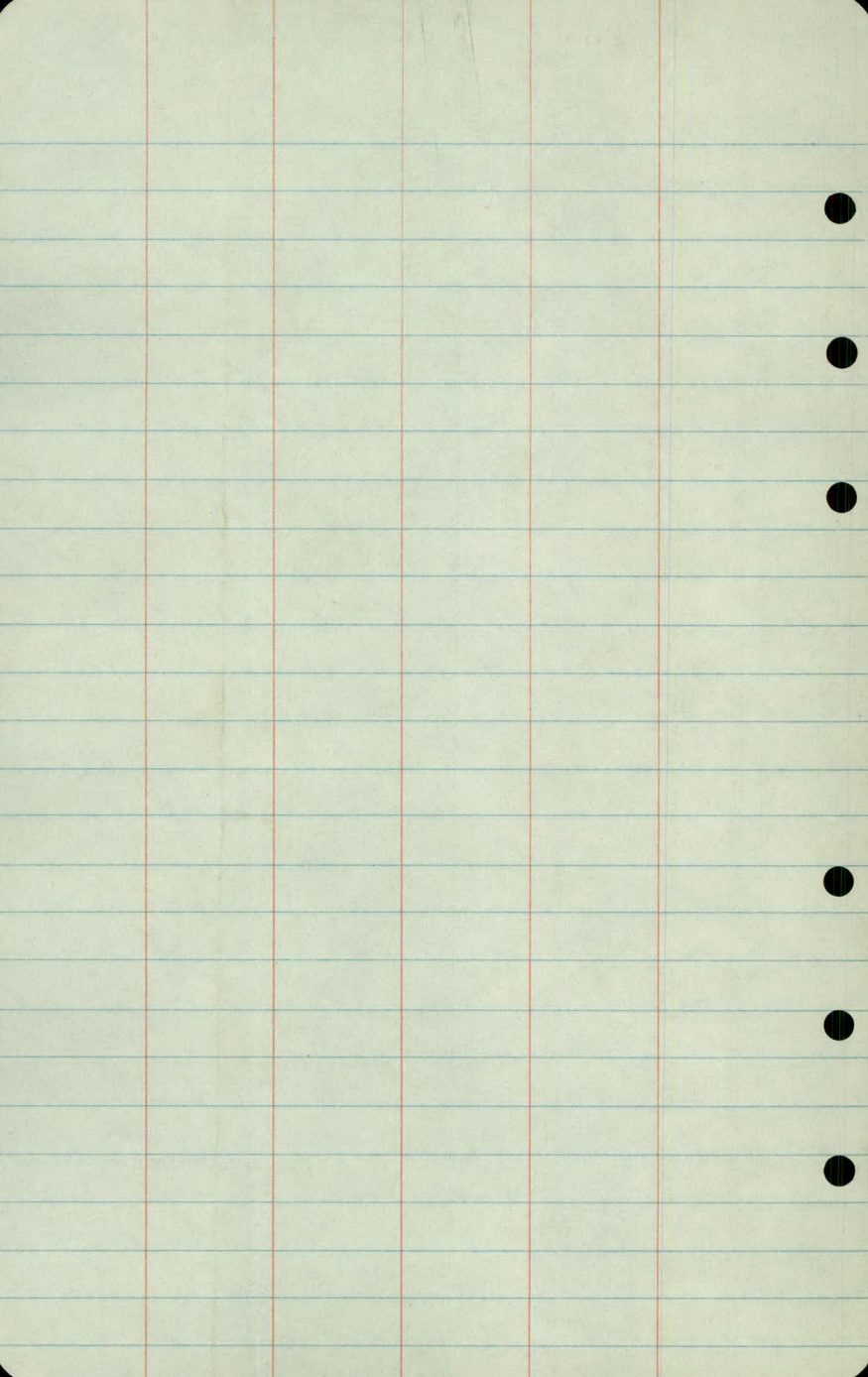
3.9

$$\begin{array}{r} 49 \\ F1.0 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 49 \\ F1.0 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 49 \\ F1.0 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 39 \\ \text{Grade} \\ \hline 10 \end{array}$$



Slope stakes

Alley

between Idaho + California Aves.

Sta	+	π	-	Grade
B.M.	2.46	958.18		955.72

0	+30			53.2
I.P.	3.73	957.42	4.49	953.69

	+57			53.1
--	-----	--	--	------

1				52.8
---	--	--	--	------

	+33			52.6
--	-----	--	--	------

	+60			52.4
--	-----	--	--	------

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

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

3				51.6
---	--	--	--	------

	+50			51.3
--	-----	--	--	------

4				51.0
---	--	--	--	------

I.P.	3.13	954.80	5.85	951.67
------	------	--------	------	--------

	+50			50.7
--	-----	--	--	------

Gr. Rod Lt 2 Rt.

Top N.E. Cor Parcel + 1000

$$\begin{array}{r} 4.5 \\ 5.0 \end{array} \quad \begin{array}{r} 9 \overline{) 4.5} \\ \text{B.T.} \end{array} \quad \begin{array}{r} 5.1 \\ -01 \end{array} \quad \begin{array}{r} 4.5 \\ \text{B.T.} / 9 \end{array}$$

$$\begin{array}{r} 4.3 \\ 4.3 \end{array} \quad \begin{array}{r} 9 \overline{) 3.8} \\ \text{B.T.} \end{array} \quad \begin{array}{r} 3.8 \\ \text{B.T.} / 9 \end{array}$$

$$\begin{array}{r} 4.6 \\ 4.6 \end{array} \quad \begin{array}{r} 100 \overline{) 5.6} \\ -1.5 \end{array} \quad \begin{array}{r} 4.1 \\ \text{B.T.} / 9 \end{array}$$

$$\begin{array}{r} 4.8 \\ 4.8 \end{array} \quad \begin{array}{r} 9 \overline{) 4.3} \\ \text{B.T.} \end{array} \quad \begin{array}{r} 4.3 \\ \text{B.T.} / 9 \end{array}$$

$$\begin{array}{r} 5.0 \\ 5.0 \end{array} \quad \begin{array}{r} 9 \overline{) 4.5} \\ \text{B.T.} \end{array} \quad \begin{array}{r} 4.5 \\ \text{B.T.} / 9 \end{array}$$

$$\begin{array}{r} 5.2 \\ 5.2 \end{array} \quad \begin{array}{r} 9 \overline{) 4.7} \\ \text{B.T.} \end{array} \quad \begin{array}{r} 4.7 \\ \text{B.T.} / 9 \end{array}$$

$$\begin{array}{r} 5.5 \\ 5.5 \end{array} \quad \begin{array}{r} 9 \overline{) 5.2} \\ \text{B.T.} \end{array} \quad \begin{array}{r} 5.0 \\ \text{B.T.} / 9 \end{array}$$

$$\begin{array}{r} 5.8 \\ 5.8 \end{array} \quad \begin{array}{r} 9 \overline{) 5.3} \\ \text{B.T.} \end{array} \quad \begin{array}{r} 5.3 \\ \text{B.T.} / 9 \end{array}$$

$$\begin{array}{r} 6.1 \\ 6.1 \end{array} \quad \begin{array}{r} 9 \overline{) 5.5} \\ \text{B.T.} \end{array} \quad \begin{array}{r} 5.5 \\ \text{B.T.} / 9 \end{array}$$

$$\begin{array}{r} 6.3 \\ 6.3 \end{array} \quad \begin{array}{r} 9 \overline{) 5.8} \\ \text{B.T.} \end{array} \quad \begin{array}{r} 5.0 \\ 108 / 10.0 \end{array}$$

$$\begin{array}{r} 4.1 \\ 4.1 \end{array} \quad \begin{array}{r} 10.0 \overline{) 9.2} \\ +0.4 \end{array} \quad \begin{array}{r} 2.4 \\ 17.2 / 10.0 \end{array}$$

Sta	+	π	-	Grade
		959.80		
5				50.4
	+50			498
6				48.5
	+36			47.3
B.M.			6.36	948.44
				948.36

10-17-41

Gr. Rod	Lt	R	St.
---------	----	---	-----

4.9

$$10.9 \frac{55}{+0.9}$$

$$\frac{2.9}{+1.5/10.0}$$

5.0

$$10.9 \frac{5.0}{BT.}$$

$$\frac{4.1}{+0.9/10.0}$$

6.3

$$9 \frac{6.3}{BT.}$$

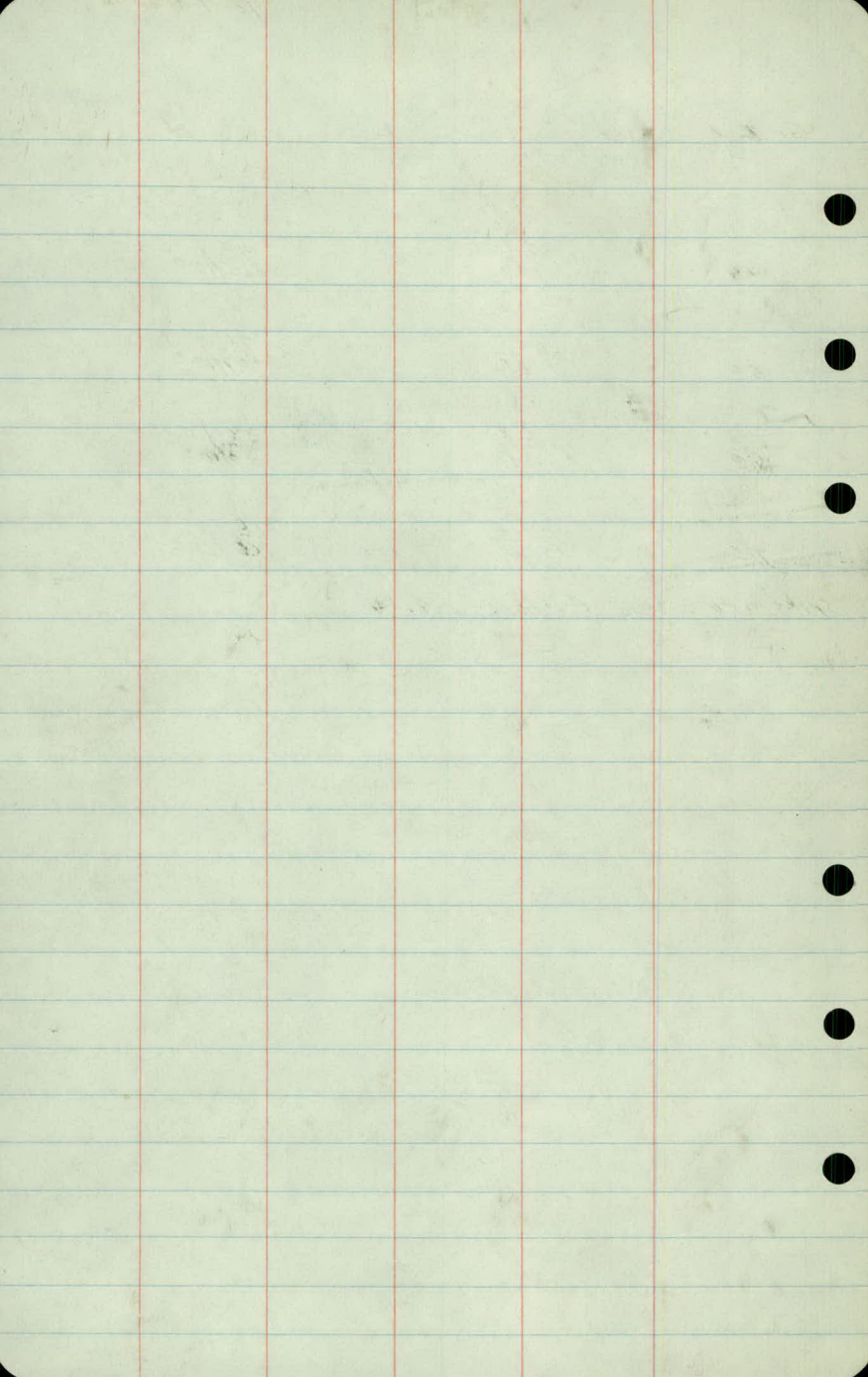
$$\frac{5.3}{+1.0/10.0}$$

7.5

$$9 \frac{7.5}{BT.}$$

$$\frac{7.0}{+0.5/10.0}$$

Spike in P.P.E. side of A/bert & A/ky



Slope Stakes

Alley

between Hoyt + Iowa and Arona + Pascol

Sta	+	π	-	Grade	
B.M.	4.39	955.16			(950.77)
B.M.			1.35	953.81	
3	+93.78			47.5	
4				47.6	7.42
	+50			48.4	7.12
5				49.2	6.32
	+50			50.0	5.52
6				49.9	5.62
T.P.	3.96	955.04	4.08	951.08	
	+50			49.8	5.72
7				49.7	5.82
	+50			49.5	6.02
8				49.4	6.12
	+50			49.3	6.22

Gr. Rod. Lt. R. Et.

Top Hyd. Svc. Cor. Hoys & Arana

8 21+21

$$7.2 = 6.7 \quad 10.0 \begin{array}{r} 15.6 \\ +1.1 \end{array} \quad \begin{array}{r} 55 \\ +17 \end{array} \quad \begin{array}{r} 6.2 \\ +0.5 \end{array} / 10.0$$

$$7.6 = 7.1 \quad 10.0 \begin{array}{r} 15.5 \\ +1.6 \end{array} \quad \begin{array}{r} 55 \\ +21 \end{array} \quad \begin{array}{r} 57 \\ +1.4 \end{array} / 10.0$$

$$6.8 = 6.3 \quad 10.0 \begin{array}{r} 14.9 \\ +1.4 \end{array} \quad \begin{array}{r} 49 \\ +19 \end{array} \quad \begin{array}{r} 5.3 \\ +1.0 \end{array} / 10.0$$

$$6.0 = 5.5 \quad 10.0 \begin{array}{r} 14.6 \\ +0.9 \end{array} \quad \begin{array}{r} 49 \\ +17 \end{array} \quad \begin{array}{r} 47 \\ +0.8 \end{array} / 10.0$$

$$5.2 = 4.7 \quad 9' \begin{array}{r} 47 \\ RT. \end{array} \quad \begin{array}{r} 41 \\ +1.1 \end{array} \quad \begin{array}{r} 47 \\ RT. / 9' \end{array}$$

$$5.3 = 4.8 \quad 9' \begin{array}{r} 48 \\ RT. \end{array} \quad \begin{array}{r} 42 \\ +1.1 \end{array} \quad \begin{array}{r} 49 \\ RT. / 9' \end{array}$$

S.E. Cor. Long. Arana. Lt. Et.

$$5.2 = 4.7 \quad 9' \begin{array}{r} 47 \\ RT. \end{array} \quad \begin{array}{r} 47 \\ +0.5 \end{array} \quad \begin{array}{r} 47 \\ RT. / 9' \end{array}$$

$$5.3 = 4.8 \quad \begin{array}{l} \text{Drive} \\ \text{way} \end{array} \quad \begin{array}{r} 56 \\ -0.3 \end{array} \quad \begin{array}{r} 4.8 \\ RT. / 9' \end{array}$$

$$5.5 = 5.0 \quad 9' \begin{array}{r} 50 \\ RT. \end{array} \quad \begin{array}{r} 59 \\ -0.4 \end{array} \quad \begin{array}{r} 5.0 \\ RT. / 9' \end{array}$$

$$5.6 = 5.1 \quad 9' \begin{array}{r} 51 \\ RT. \end{array} \quad \begin{array}{r} 58 \\ +0.3 \end{array} \quad \begin{array}{r} 51 \\ RT. / 9' \end{array}$$

$$5.7 = 5.2 \quad 9' \begin{array}{r} 52 \\ RT. \end{array} \quad \begin{array}{r} 49 \\ +0.9 \end{array} \quad \begin{array}{r} 52 \\ RT. / 9' \end{array}$$

Sta + π - CoradC.

955.04

49.2

63✓

+50

49.0

65✓

+9402

49.0

PM

5.32

949.72

949.74

Gr. Rod

Lt.

Z

Lt.

a 9' Lt.

$$5.8 = 5.3$$

$$9' / \frac{5.3}{8.7}$$

$$\frac{9.8}{11.0}$$

$$\frac{5.3}{8.7} / 9'$$

$$6.0 = 5.5$$

$$9' / \frac{5.5}{8.7}$$

$$\frac{5.0}{11.0}$$

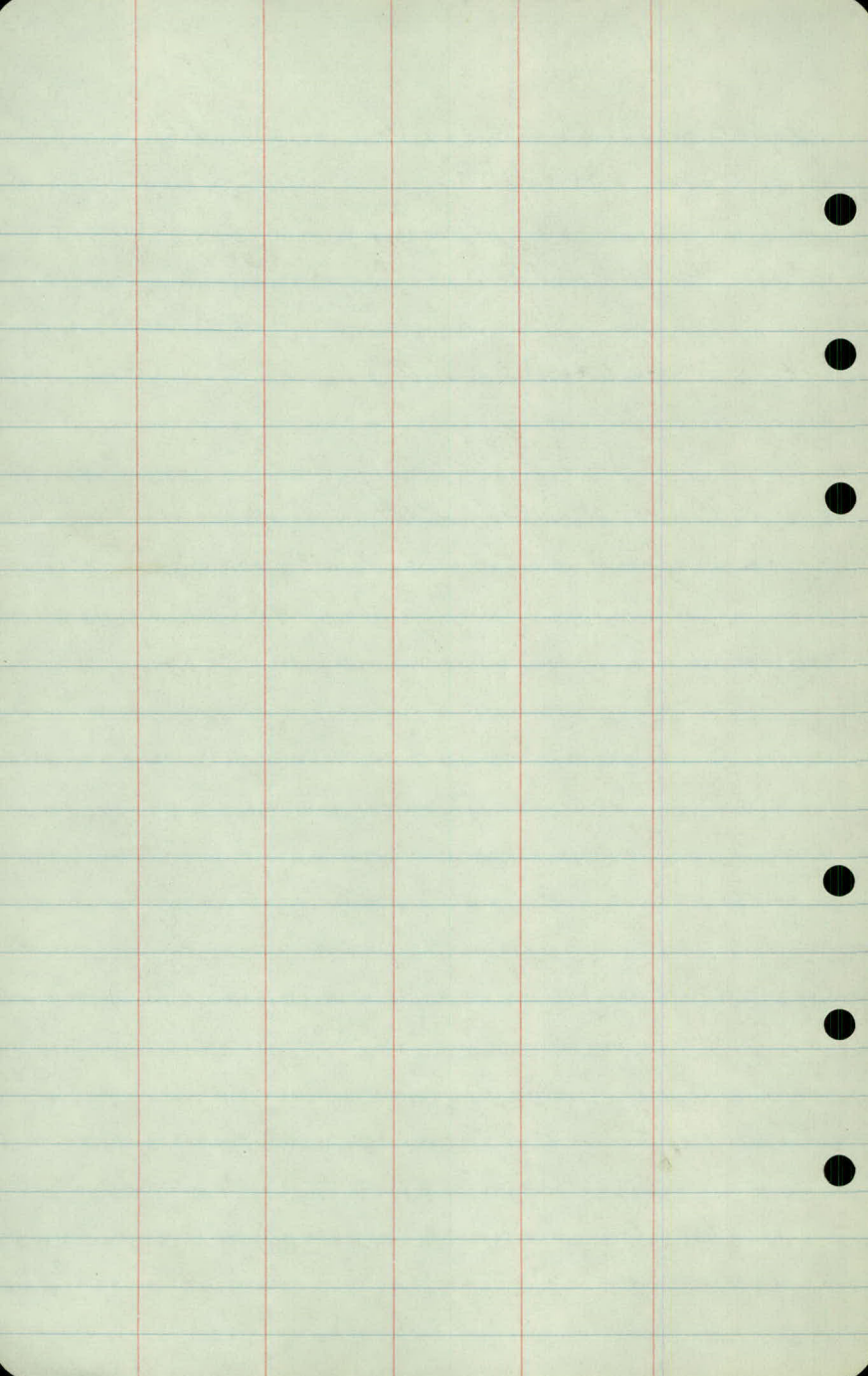
$$6.0 = 5.5$$

$$9' / \frac{5.5}{8.7}$$

$$\frac{5.2}{10.8}$$

$$\frac{5.5}{8.7} / 9'$$

Top Hyd. S.W. Cor. Pascal + Hoyt.



586E

Slope Stokes

Alley

between Cal. & Idaho and Arona & Pascal.

Sta	+	π	-	Grade	
B.M.	849	959.59			(951.10)
B.M.		958.53	9.82	949.71	(949.71)
0	+30			48.0	10.53
	+50			48.4	10.13 $\frac{21.0}{51.1}$
1				49.5	9.03
	+50			50.6	7.93 G.
2				51.7	6.83
	+50			52.7	5.83 $\frac{21.0}{14.06}$
3				53.3	5.23 B.T
	+50			53.7	4.83 $\frac{F.11}{0.4}$
T.P.	3.47	958.76	4.30	955.29	
4				53.7	4.83 $\frac{F.11}{0.6}$
	+50			53.6	4.93 $\frac{F.11}{0.4}$
5				53.5	5.03 $\frac{F.11}{0.4}$

10'
 21 1/2

Gr. Rod Lt. 9 Rt.

Top Hyd. N.E. Cor. 1st & Arena.

Top Hyd. N.E. Cor. 2nd & Arena.

$$11.6 = 11.1 \quad 10.0' / \frac{138}{-27} \quad \frac{137}{-21} \quad \frac{13.3}{-2.2} / 10.0'$$

$$11.2 = 10.7 \quad 10.0' / \frac{131}{-24} \quad \frac{132}{-2.0} \quad \frac{127}{-2.0} / 10.0'$$

$$10.0 = 9.5 \quad 10.0' / \frac{106}{-11} \quad \frac{105}{-0.5} \quad \frac{9.5}{8.7} / 9'$$

$$9.0 = 8.5 \quad 10.0' / \frac{79}{-0.6} \quad \frac{78}{-1.2} \quad \frac{6.9}{-1.6} / 10.0'$$

$$7.9 = 7.4 \quad 10.0' / \frac{62}{-1.2} \quad \frac{62}{-1.7} \quad \frac{5.7}{-1.7} / 10.0'$$

$$6.9 = 6.4 \quad 10.0' / \frac{53}{-1.1} \quad \frac{53}{-1.6} \quad \frac{5.0}{-1.4} / 10.0'$$

$$6.3 = 5.8 \quad 10.0' / \frac{50}{-0.8} \quad \frac{51}{-1.2} \quad \frac{4.6}{-1.2} / 10.0'$$

$$5.9 = 5.4 \quad 10.0' / \frac{51}{-0.3} \quad \frac{53}{-0.6} \quad \frac{5.0}{-0.4}$$

$$5.1 = 4.6 \quad 9' / \frac{46}{-8.7} \quad \frac{44}{-10.7} \quad \frac{4.6}{8.7} / 9'$$

$$5.2 = 4.7 \quad 10.0' / \frac{43}{-0.9} \quad \frac{45}{-1.7} \quad \frac{4.2}{-1.5} / 10.0'$$

$$5.3 = 4.8 \quad 9' / \frac{48}{-8.7} \quad \frac{51}{-10.2} \quad \frac{4.8}{8.7} / 9'$$

Sta	+	π	-	Grade	
		958.76			
+50				53.4	51.3 Fill 0.4
				53.4	51.3 Fill 0.4
+30				53.3	51.3 Fill 0.4
R.M.			1.99	956.77	(956.16)

Gr. Red Lt. 2 Rt.

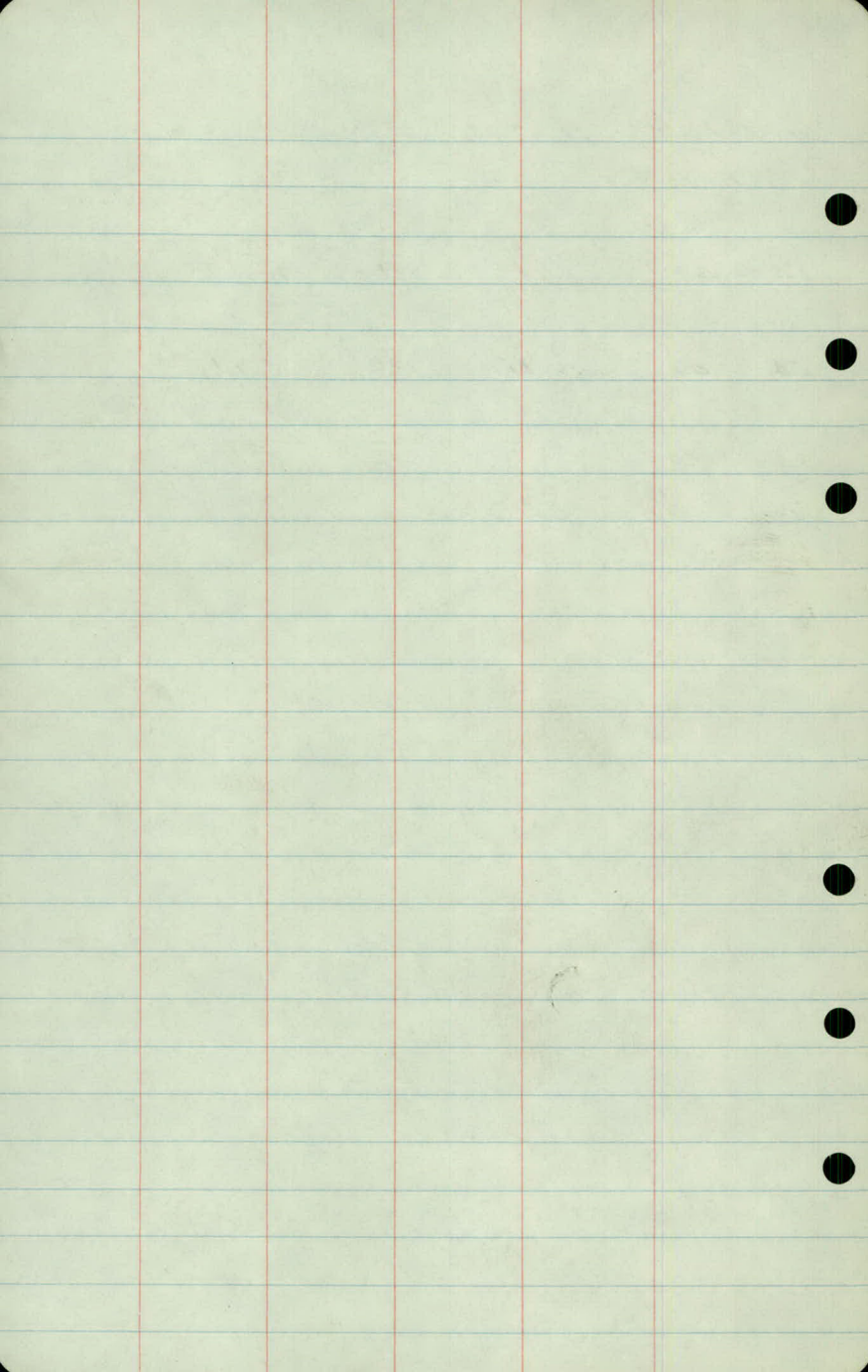
10'
k Rt + Lt.

$$54 \rightarrow 49 \quad 9 / \frac{49}{8.1} \quad \frac{50}{10.4} \quad \frac{49}{8.1} / 9'$$

$$54 \quad 49 \quad 9 / \frac{49}{8.1} \quad \frac{52}{10.2} \quad \frac{49}{8.1} / 9'$$

$$5.5 \quad 5.0 \quad 109 / \frac{50}{8.1} \quad \frac{53}{10.2} \quad \frac{50}{8.1} / 10.0$$

Top Hyd N.E. Cor Col & Pascal.



Slope stakes

Alley

between Arona & Pascal and Idaho & Iowa.

Sta.	+	π	-	Grade	
B.M.	1.54	955.35			(953.81)
B.M.			4.25	951.10	(951.10)
3	+94			47.7	^{BT} 11.0
4				47.9	²⁵ 108 C.I.
	+50			49.6	76 C.I.
5				50.8	79 G.
	+50			51.3	74 G.
6				51.4	73 C.I.
	+50			51.5	72 C.I.
T.P.	1.77	956.97	0.15	955.20	
7				51.6	71 C.I. / 6"
	+50			51.7	70 G.
8				51.9	6.8
	+50			52.0	6.7

2 9'
Lt

Gr. Rod. Lt 2 Lt

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

Top Hyd. N.E. Cor. Idaho + Arena

$$7.7 = 7.2 \quad 100' \frac{53}{11.9} \quad \frac{50}{12.7} \quad \frac{5.2}{12.0/10.0'}$$

$$7.5 = 7.0 \quad 100' \frac{50}{12.0} \quad \frac{48}{12.7} \quad \frac{5.2}{11.8/10.0'}$$

$$5.8 = 5.3 \quad 100' \frac{38}{11.5} \quad \frac{35}{12.3} \quad \frac{3.7}{11.6/10.0'}$$

$$4.6 = 4.1 \quad 100' \frac{33}{10.8} \quad \frac{31}{11.5} \quad \frac{3.6}{10.5/10.0'}$$

$$4.1 = 3.6 \quad 100' \frac{26}{11.0} \quad \frac{26}{11.5} \quad \frac{2.7}{10.9/10.0'}$$

$$4.0 = 3.5 \quad 100' \frac{1.9}{11.6} \quad \frac{1.5}{12.5} \quad \frac{1.9}{11.6/10.0'}$$

$$3.9 = 3.4 \quad 100' \frac{10}{12.4} \quad \frac{9.9}{13.0} \quad \frac{1.2}{12.2/10.0'}$$

Nail in P.R. Lt Lt

$$5.4 = 4.9 \quad 100' \frac{31}{11.8} \quad \frac{29}{12.5} \quad \frac{3.2}{11.7/10.0'}$$

$$5.3 = 4.8 \quad 100' \frac{3.9}{10.9} \quad \frac{3.7}{11.6} \quad \frac{3.9}{10.9/10.0'}$$

$$5.1 = 4.6 \quad 9' \frac{46}{8.7} \quad \frac{41}{11.0} \quad \frac{4.6}{8.7/9'}$$

$$5.0 = 4.5 \quad 9' \frac{45}{8.7} \quad \frac{44}{10.6} \quad \frac{4.5}{8.7/9'}$$

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

		956.97		
--	--	--------	--	--

9				52.1
---	--	--	--	------

+50				52.2
-----	--	--	--	------

+94.29				52.3
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B.M.		1.29	955.68	
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				955.72
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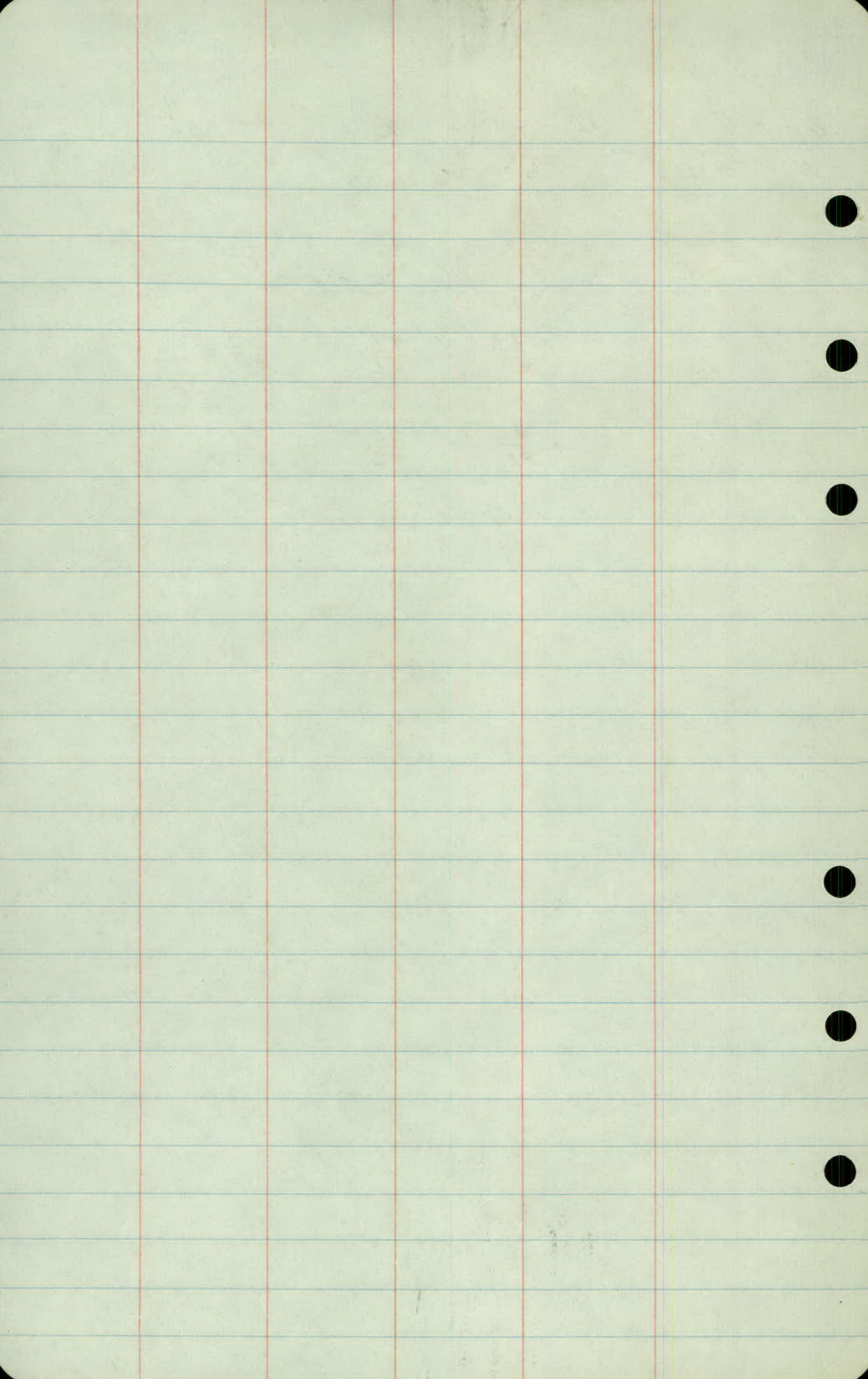
Gr. Bod 9' Lt R Et
 2 Lt + Lt.

$$4.9 = 4.4 \quad 9' \frac{4.9}{8.7} \quad \frac{4.7}{10.2} \quad \frac{4.4}{8.7/9'}$$

$$4.8 = 4.3 \quad 9' \frac{4.3}{8.7} \quad \frac{4.9}{-0.1} \quad \frac{4.3}{8.7/9'}$$

$$4.7 = 4.2 \quad 9' \frac{4.2}{8.7} \quad \frac{4.5}{10.2} \quad \frac{4.2}{8.7/9'}$$

Top Hyd. N. E. Cor low at Pascal



Iowa Ave.

Slope Stokes

Arena Ave to Pascal Ave.

Sta	+	π	-	Grade	
B.M.	3.01	956.82			(953.81)
	4.16	957.97			
3	194.15			49.5	7.47
4				48.5	7.47
	1.50			48.8	9.17
5				49.1	8.87
	1.50			49.4	8.57
6				49.7	8.27
	1.50			50.0	7.97
7				50.3	7.67
	1.50			50.6	7.37
T.P.	4.06	957.26	3.62	953.20	
8				50.9	7.07
	1.50			51.2	6.77

10-6-41
 K.H.
 L.C.
 C.F.
 M.O.

Cor. Rod Lt F Ft.

Top Hyd N.E. Cor. Iowa & Armo.

 Prop
 4 Line

8.3 - 8.0	BT C1.0 847	332' / 64 H.6	61 12.2	6.2 H.8 / 33.6	BT C1.0 847
8.0 - 7.7	BT C1.0 145	348' / 53 H.24	51 12.9	56 H.21 / 34.2	BT C2.0
7.7 - 7.4	C2.0 BT	342' / 53 H.21	49 12.8	55 H.9 / 33.8	L.87 C2.0
7.4 - 7.1	C2.0 BT	336' / 53 H.18	50 12.4	50 H.21 / 34.2	C2.0 BT
7.1 - 6.8	C1.0 BT	338' / 4.9 H.9	51 12.0	50 H.18 / 33.6	C1.0 BT
6.8 - 6.5	C1.0 BT	340' / 4.0 H.5	52 H.6	54 H.11 / 32.2	BT G.
6.5 - 6.2	C1.0 BT	346' / 3.9 H.3	4.9 H.6	53 H.9 / 31.8	BT C1.0
6.2 - 5.9	C1.0 BT	336' / 4.1 H.8	51 H.11	5.5 H.4 / 30.8	BT Gm.
6.4 - 6.1	BT H.	322' / 5.0 H.1	55 H.9	57 H.4 / 27.9	C1.0 BT
6.1 - 5.8	BT H.	300' / 5.6 H.2	58 H.3	52 H.6 / 31.2	5.4 BT

Sta. + π - Grade.

957.26

9

51.4

6.57

+50

51.7

6.27

+94.3

52.0

1.56

955.70

955.72

Gr. Rod
R Prop
Line

Lt.

R

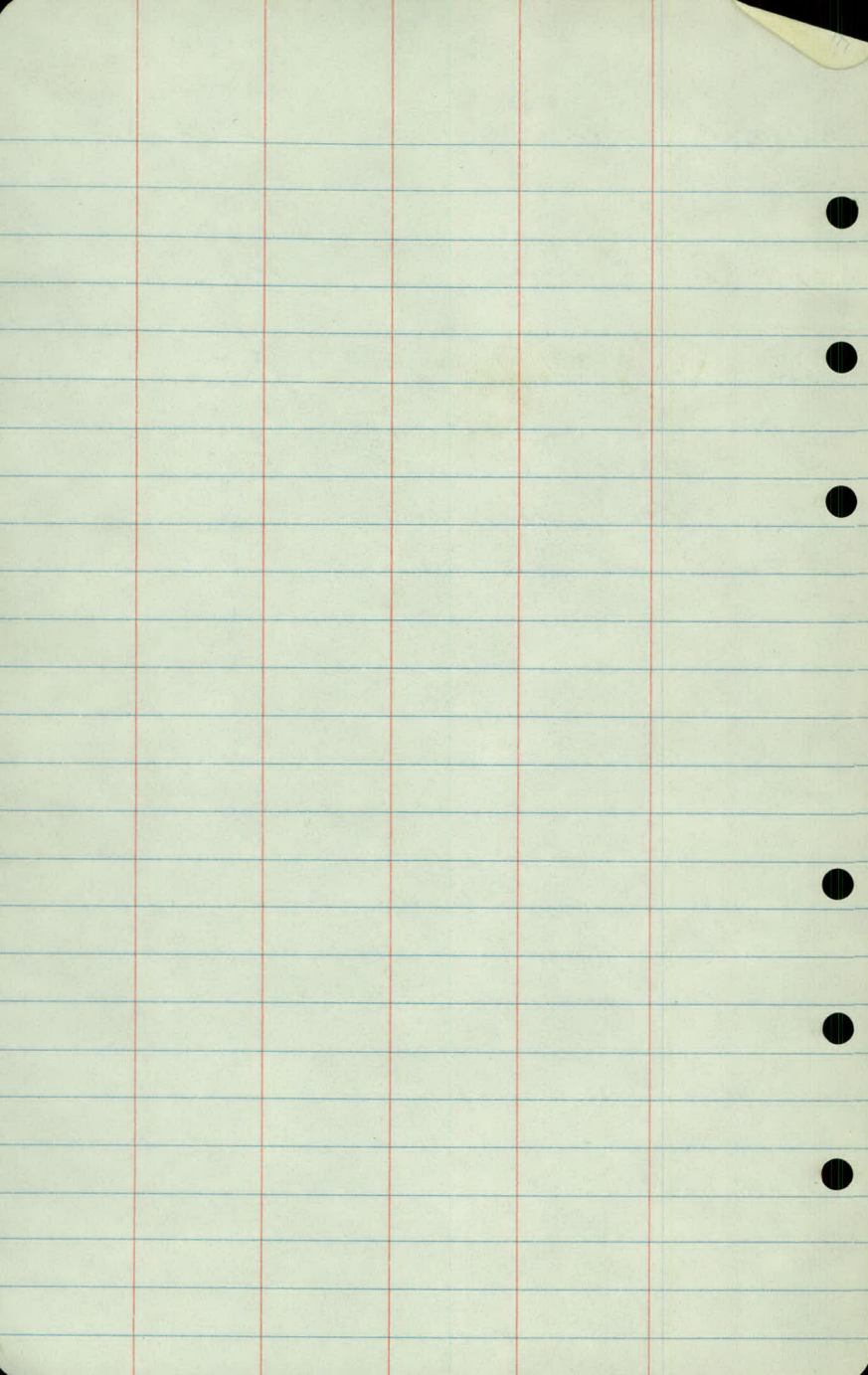
Rt.

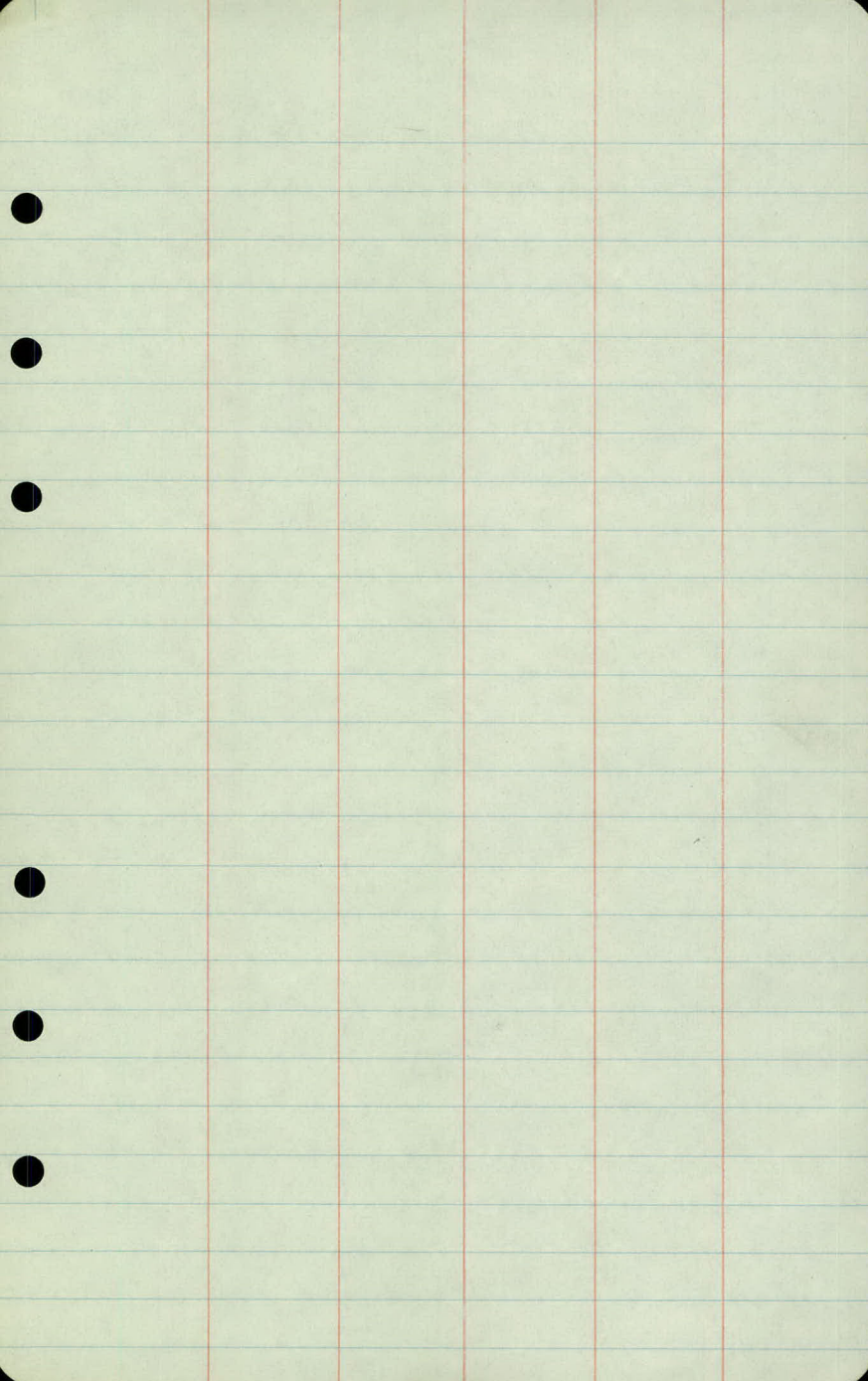
5.9 5.6 $\begin{matrix} 01.0 \\ 87 \end{matrix}$ $\frac{30.6}{10.3} \frac{5.3}{10.3}$ $\frac{5.3}{10.6}$ $\frac{5.5}{10.1} \frac{28.0}{10.1}$

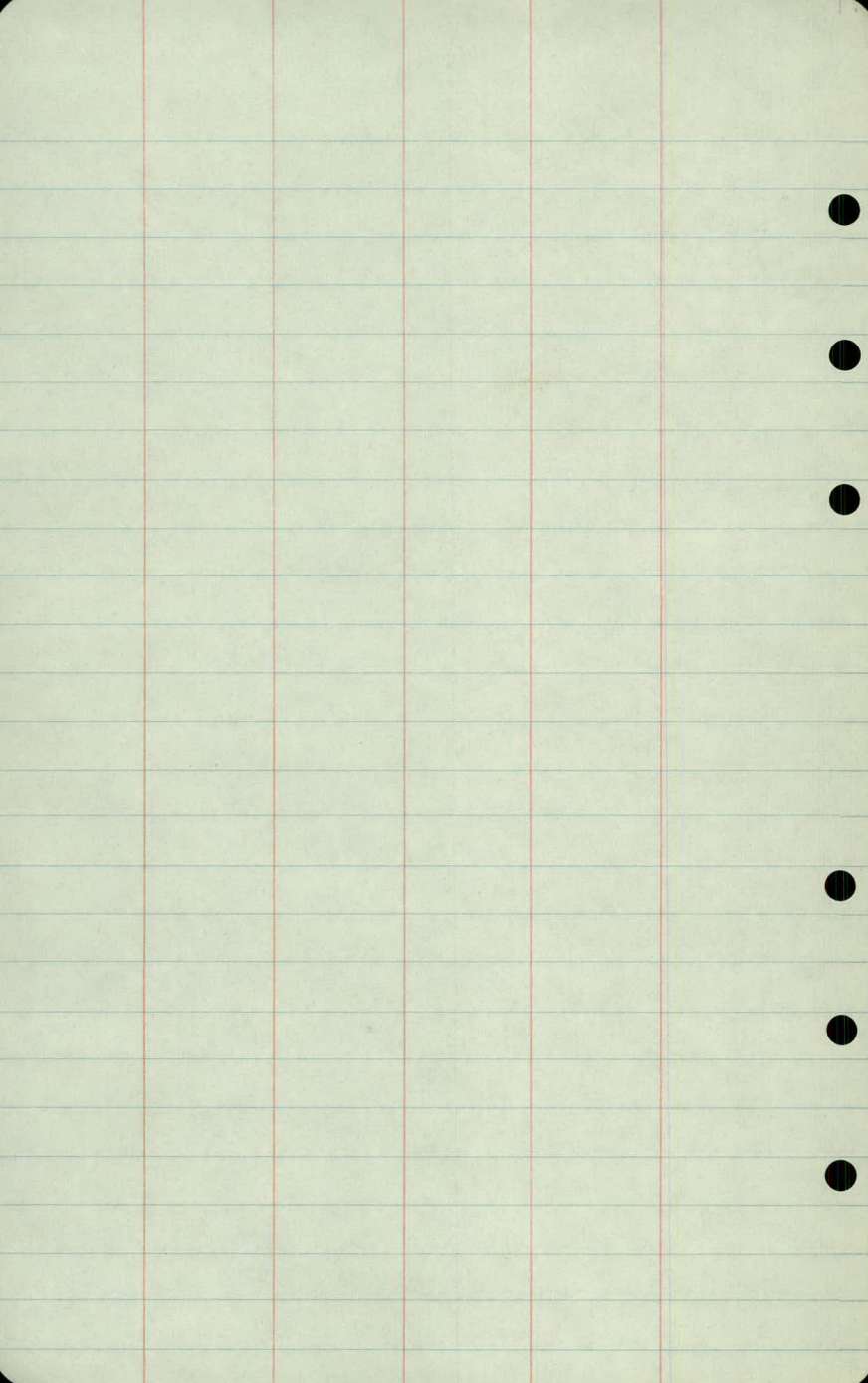
5.6 - 5.3 $\frac{31.4}{10.1} \frac{4.6}{10.1}$ $\frac{5.0}{10.6}$ $\frac{5.2}{10.1} \frac{30.2}{10.1}$

5.3 - 5.0 $\frac{30.4}{10.2} \frac{4.8}{10.2}$ $\frac{5.2}{10.1}$ $\frac{5.0}{87.1} \frac{30.0}{10.1}$

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







California

Sta	+	A	-	Elev
B.M	7.62	95740		949.78
6+70.7				

+85'

7				49.0	49.3
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+50				49.2	49.5
-----	--	--	--	------	------

8				49.3	49.6
---	--	--	--	------	------

+50				49.5	49.8
-----	--	--	--	------	------

9				49.7	50.0
---	--	--	--	------	------

+50				49.9	50.2
-----	--	--	--	------	------

10				50.2	50.5
----	--	--	--	------	------

+50				50.7	51.0
-----	--	--	--	------	------

11				51.3	51.6
----	--	--	--	------	------

+50				52.0	52.3
-----	--	--	--	------	------

Top Hyd Cal & Arona

8.1 8.4	$\frac{11.6}{F3.8/30.0}$	$\frac{11.2}{F2.8}$	$\frac{11.4}{F3.2/30.0}$
7.9 8.2	$\frac{11.8}{F2.9/30.0}$		$\frac{11.7}{F2.8/30.0}$
7.8 8.1	$\frac{11.6}{F3.8/30.0}$		$\frac{10.8}{F3.0/30.0}$
7.6 7.9	$\frac{10.8}{F3.2/30.0}$		$\frac{9.7}{F2.1/30.0}$
7.4 7.7	$\frac{9.0}{F1.6/30.0}$	$\frac{8.7}{F1.0}$	$\frac{8.0}{F0.6/30.0}$
7.2 7.5	$\frac{7.2}{C0.0/30.0}$	$\frac{7.1}{C0.4}$	$\frac{6.4}{C0.8/30.0}$
6.9 7.2	$\frac{5.9}{C1.0/30.0}$	$\frac{5.9}{C1.3}$	$\frac{5.4}{C1.5/30.0}$
6.4 6.7	$\frac{4.9}{C1.5/30.0}$	$\frac{5.0}{C1.7}$	$\frac{4.5}{C1.9/30.0}$
5.8 6.1	$\frac{4.5}{C1.3/30.0}$	$\frac{4.5}{C1.4}$	$\frac{4.1}{C1.7/30.0}$
5.1 5.4	$\frac{4.4}{C0.7/30.0}$	$\frac{3.8}{C1.6}$	$\frac{3.4}{C1.7/30.0}$

Sta + π - Elev

957.40

12

52.7

530

+50

53.3

53.6

13

54.0

54.3

0.62

956.78

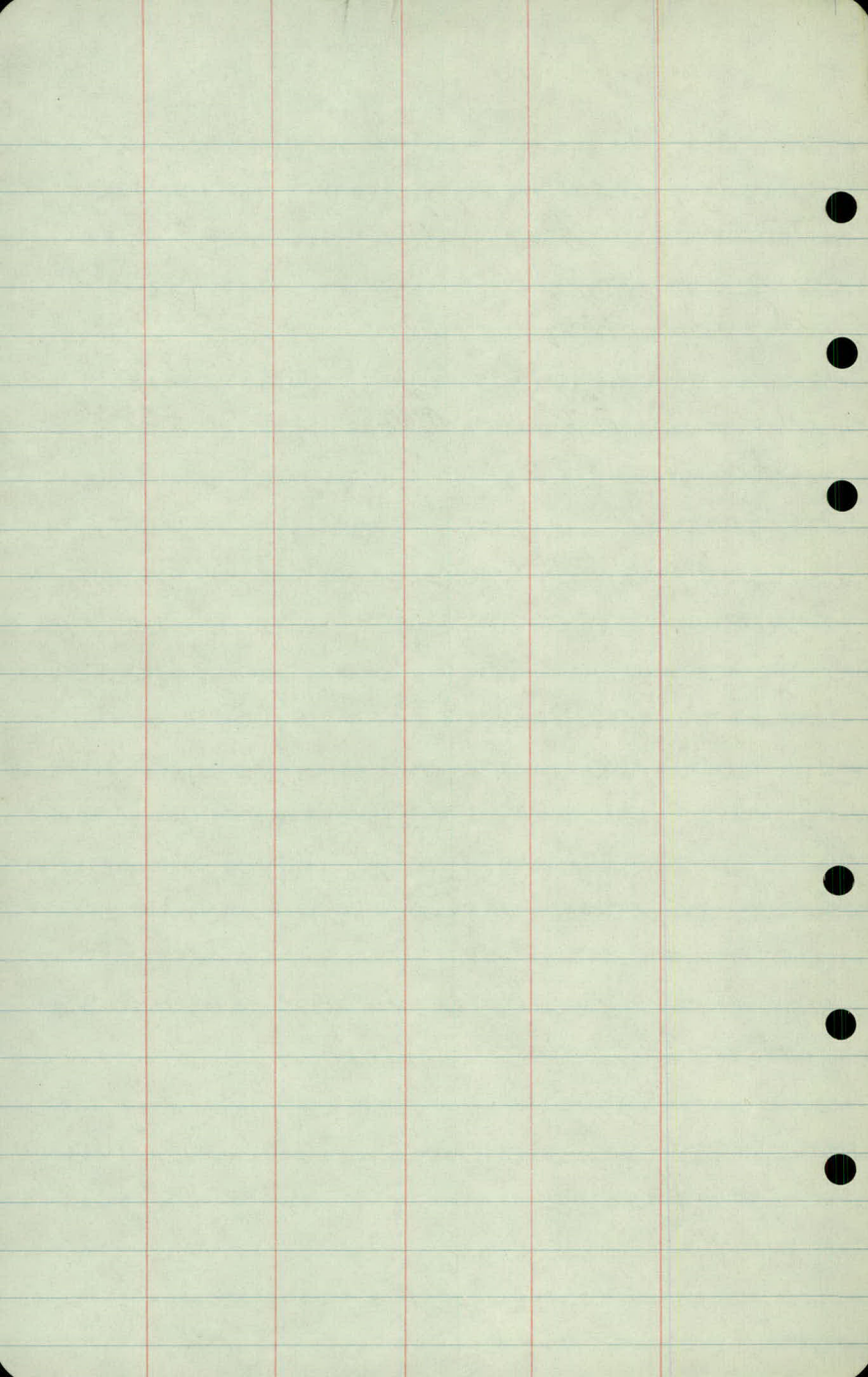
+30.92

0.62

4.4	4.7	4.2 CO ₂ 30.0	3.4 C1.3	3.1 C1.3 30.0
3.8	4.1	4.3 FO.5 30.0	3.6 CO.5	3.3 CO.5 30.0
3.1	3.4	3.9 FO.8 30.0	3.2 CO.2	3.1 CO.0 30.0

Hyd Cal & Pascal

Hyd Cal & Pascal



Idaho.

Sta	i	h	-	Elev	
	7.17	958.27		951.10	
6+99.75				47.0	47.3
7+40				48.7	49.03
+71				50.1	50.4
8				51.3	51.6
+50				52.9	53.2
9				53.4	53.7
+50				53.3	53.6
10				53.2	53.5
+50				53.1	53.4
11				53.0	53.3
T.P.	480	959.77	5.30	952.97	
+50				52.8	53.1
12				52.7	53.0

LT

Z

RT

Top 1/4d Idaho v Arona

11.0 11.3

 $\frac{10.0}{CO.1/30.0}$
 $\frac{11.2}{CO.1}$
 $\frac{10.4}{CO.6/30.0}$

70 9.3

 $\frac{8.7}{CO.3/30.0}$
 $\frac{10.1}{FO.8}$
 $\frac{9.5}{FO.5/30.0}$

79 8.2

 $\frac{7.8}{CO.1/30.0}$
 $\frac{8.7}{FO.5}$
 $\frac{8.0}{FO.1/30.0}$

67 7.0

 $\frac{6.8}{CO.1/30.0}$
 $\frac{7.5}{FO.5}$
 $\frac{6.2}{CO.5/30.0}$

5.1 5.4

 $\frac{5.1}{CO.0/30.0}$
 $\frac{5.9}{FO.6}$
 $\frac{4.5}{CO.6/30.0}$

4.6 4.9

 $\frac{4.4}{CO.2/30.0}$
 $\frac{5.2}{FO.3}$
 $\frac{3.5}{CI.1/30.0}$

4.7 5.0

 $\frac{4.4}{CO.3/30.0}$
 $\frac{5.2}{FO.2}$
 $\frac{4.0}{CO.7/30.0}$

4.8 5.1

 $\frac{4.6}{CO.2/30.0}$
 $\frac{5.4}{FO.3}$
 $\frac{4.5}{CO.3/30.0}$

4.9 5.2

 $\frac{4.2}{CO.7/30.0}$
 $\frac{5.6}{FO.4}$
 $\frac{4.5}{CO.4/30.0}$

5.0 5.3

 $\frac{4.8}{CO.2/30.0}$
 $\frac{5.5}{FO.2}$
 $\frac{4.5}{CO.5/30.0}$

4.7 5.6

 $\frac{4.8}{FO.1/30.0}$
 $\frac{4.9}{CO.1}$
 $\frac{4.4}{CO.3/30.0}$

4.8 5.4

 $\frac{4.5}{CO.3/30.0}$
 $\frac{5.2}{FO.1}$
 $\frac{4.7}{CO.1/30.0}$

Sta t π - Elev

957.77

12+50

52.5

52.9

13

52.5

52.8

+30

2.55

955.22

LT

2

RT

49 52

5.1
FO.2
30.0

54
FO.2

5.1
FO.2

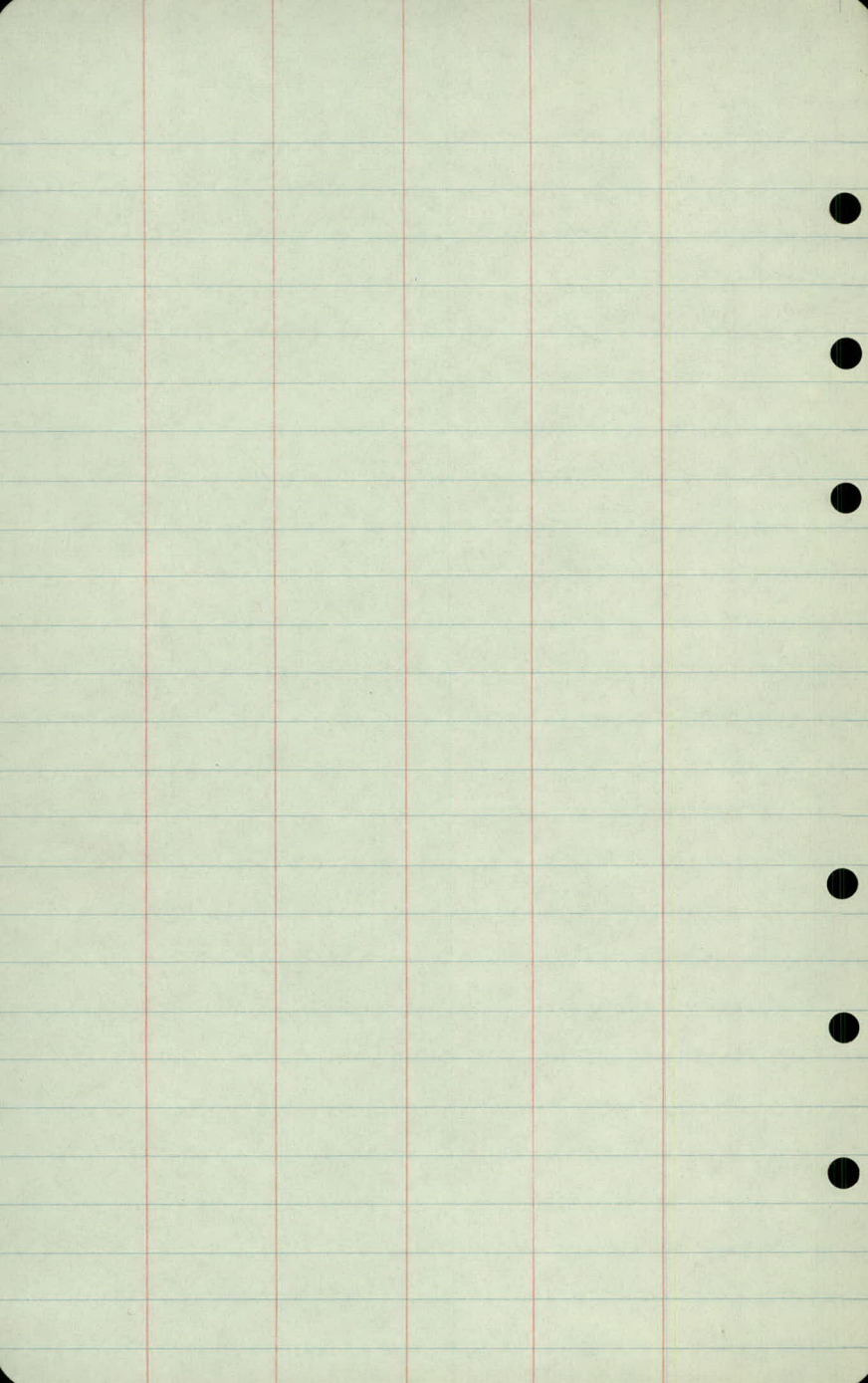
50 53

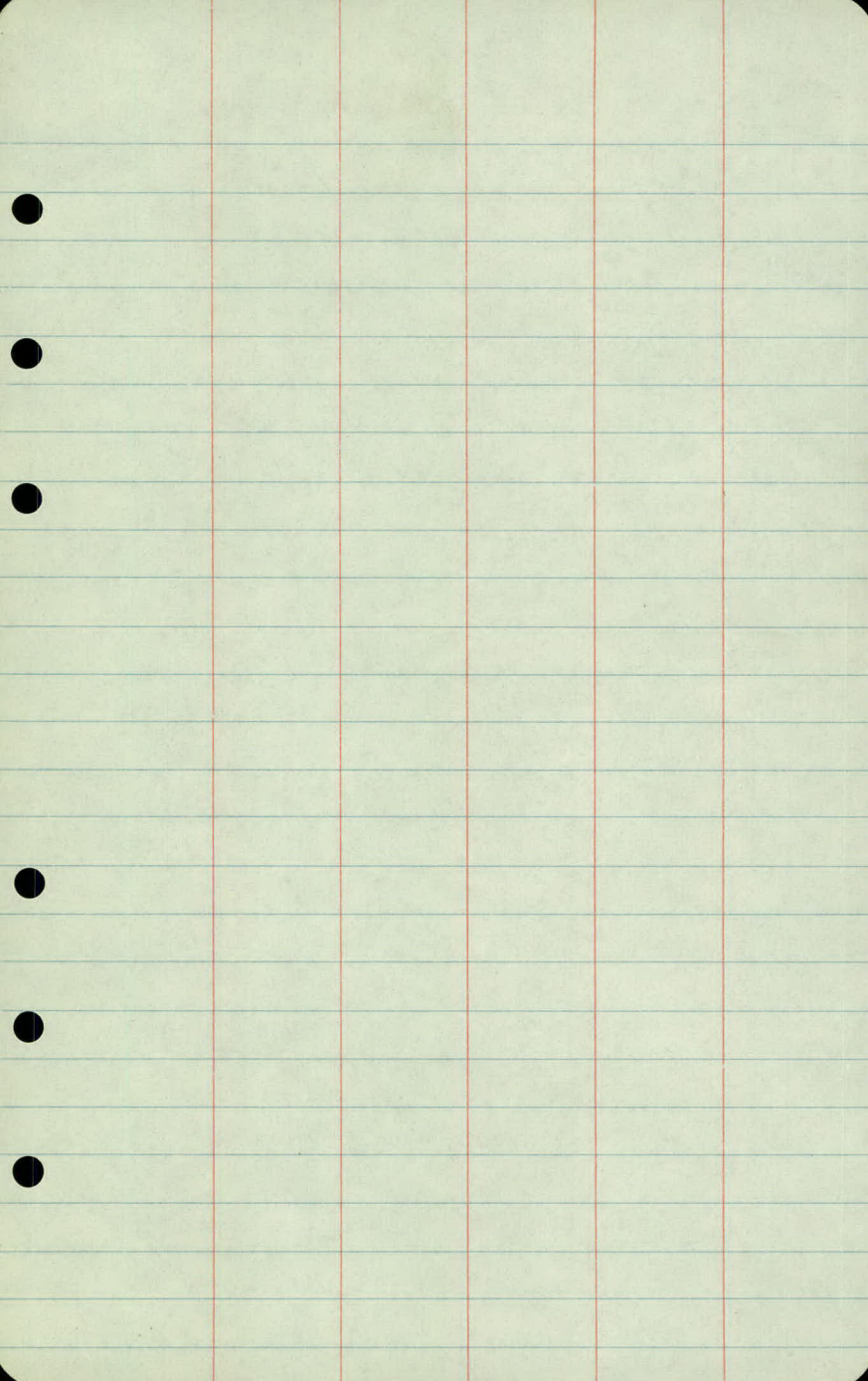
4.4
CO.2
30.0

5.2
CO.1

5.2
FO.2
30.0

Top Hyd Idaho & Pascual





Sta	+	Δ	-	Elev
	3.18			951.18

6+99.75				47.0	48.03
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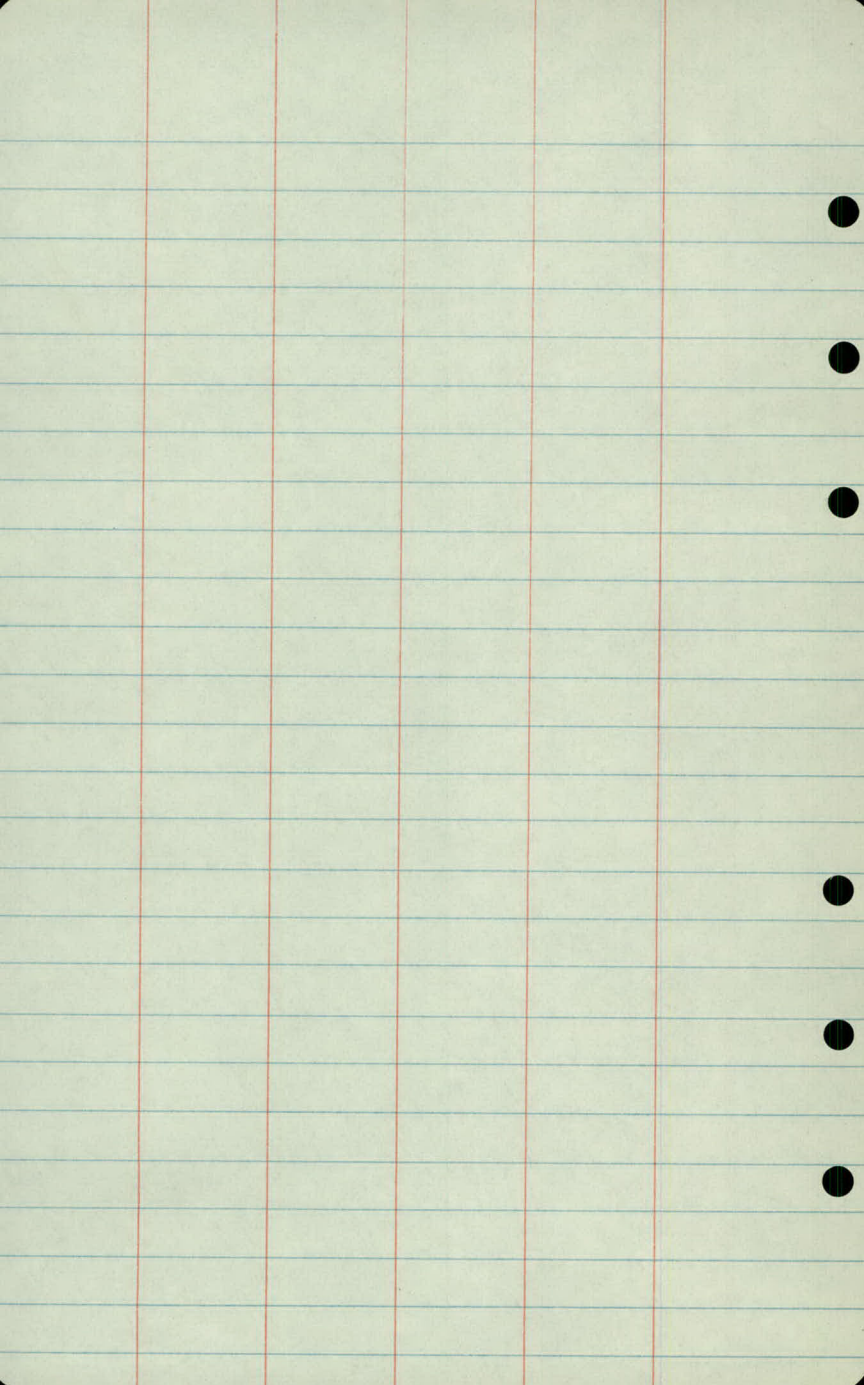
7+40				487	49.03
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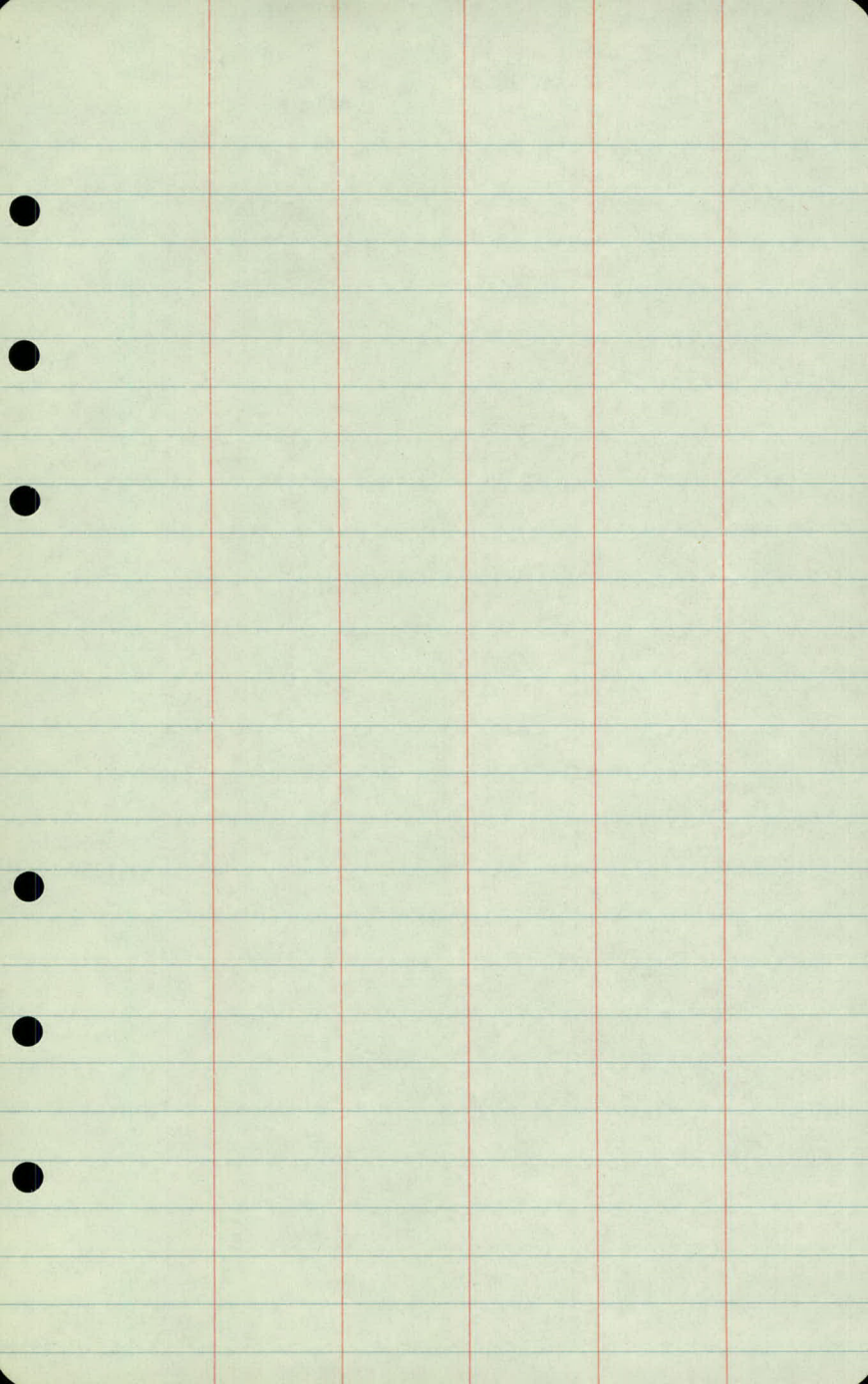
+71				501	50.43
-----	--	--	--	-----	-------

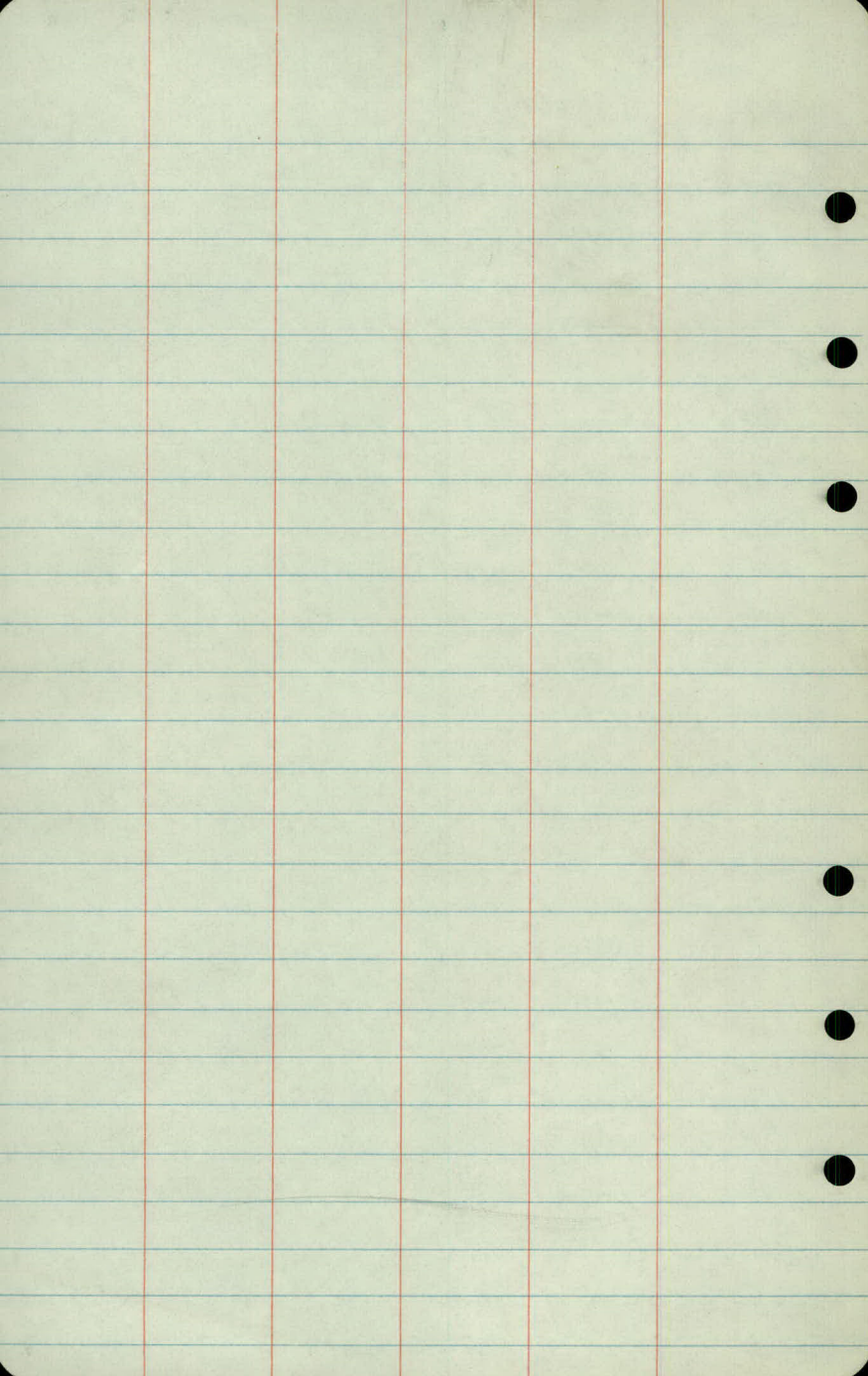
8				57.3	51.86
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Top Hyd Idaho & Aranc

6.25 B.T







Arona Ave

Sta	+	K	-	Elev
B.M.	4.72	955.49		950.77

0+30				46.7	47.03
------	--	--	--	------	-------

+65				46.9	47.23
-----	--	--	--	------	-------

1				47.2	47.53
---	--	--	--	------	-------

+30				47.4	47.73
-----	--	--	--	------	-------

+4485				47.5	47.83
-------	--	--	--	------	-------

+84.85				47.7	48.03
--------	--	--	--	------	-------

2				47.8	48.13
---	--	--	--	------	-------

B.M.	0.84	954.65	1.68	953.81	
------	------	--------	------	--------	--

+50				48.2	48.53
-----	--	--	--	------	-------

+99.42				48.5	48.83
--------	--	--	--	------	-------

3+59.42				48.5	48.83
---------	--	--	--	------	-------

4				48.3	48.63
---	--	--	--	------	-------

Top Hyd S.W. Cor Hoyt & Arona

$$8.46 \quad \begin{array}{r} 8.6 \\ 00.0 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 8.1 \\ 00.4 \\ \hline 30.0 \end{array}$$

$$8.26 \quad \begin{array}{r} 9.1 \\ 00.8 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 6.4 \\ 01.8 \\ \hline 30.0 \end{array}$$

$$8.00 \quad \begin{array}{r} 8.6 \\ 00.6 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 6.2 \\ 01.8 \\ \hline 30.0 \end{array}$$

$$7.8 \quad \text{Nostok}$$

$$\begin{array}{r} 6.4 \\ 01.4 \\ \hline 30.0 \end{array}$$

$$7.7 \quad \begin{array}{r} 6.2 \\ 01.8 \\ \hline 30.0 \end{array}$$

B.T

$$7.46 \quad \begin{array}{r} 7.46 \\ 00.0 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 5.9 \\ 01.6 \\ \hline 30.0 \end{array}$$

$$7.36 \quad \begin{array}{r} 7.1 \\ 00.3 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 5.7 \\ 02.0 \\ \hline 30.0 \end{array}$$

Top Hyd Iowa & Arona

$$6.1 \quad \begin{array}{r} 5.5 \\ 00.6 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 4.5 \\ 01.6 \\ \hline 30.0 \end{array}$$

$$5.8 \quad \begin{array}{r} 5.1 \\ 00.7 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 4.1 \\ 01.7 \\ \hline 30.0 \end{array}$$

$$5.8 \quad \begin{array}{r} 5.2 \\ 00.4 \\ \hline 30.0 \end{array}$$

4.4

$$\begin{array}{r} 4.3 \\ 01.5 \\ \hline 30.0 \end{array}$$

$$6.1 \quad \begin{array}{r} 5.8 \\ 00.3 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 5.1 \\ 01.3 \end{array}$$

$$\begin{array}{r} 4.5 \\ 01.4 \\ \hline 30.0 \end{array}$$

Sta	+	Δ	-	Elev	
		954.65			
4440				48.0	48.33
+74				47.9	48.23
5				47.7	48.03
+37				47.5	47.83
+61				47.4	47.73
6				47.2	47.53
+28.83				47.1	47.33
B.M.	0.76	951.86	3.55	951.10	951.10 ✓
+88.83				47.0	47.33
7				47.1	47.43
+50				47.5	47.83
8				47.9	48.23
+38.7				48.2	48.53

L+

L

RT

$$6.3 \quad \begin{array}{r} 6.3 \\ C0.0 \\ \hline 30.0 \end{array}$$

$$5.1 \\ C1.5$$

$$4.6 \\ C1.7 \\ \hline 30.0$$

$$6.42 \quad \begin{array}{r} 6.1 \\ C0.3 \\ \hline 30.0 \end{array}$$

$$4.8 \\ C1.9$$

$$4.4 \\ C2.0 \\ \hline 30.0$$

$$6.62 \quad \begin{array}{r} 6.2 \\ C0.4 \\ \hline 30.0 \end{array}$$

$$5.1 \\ C1.8$$

No Staff

$$6.82 \quad \begin{array}{r} 6.7 \\ C0.1 \\ \hline 30.0 \end{array}$$

$$5.5 \\ C1.6$$

$$4.6 \\ C2.2 \\ \hline 30.0$$

$$6.92 \quad \begin{array}{r} 6.4 \\ C0.5 \\ \hline 30.0 \end{array}$$

$$5.4 \\ C1.8$$

$$4.4 \\ C2.0 \\ \hline 30.0$$

$$7.12 \quad \begin{array}{r} 7.1 \\ B.1 \\ \hline 30.0 \end{array}$$

$$5.8 \\ C1.6$$

$$4.5 \\ C2.0 \\ \hline 30.0$$

$$7.32 \quad \begin{array}{r} B.T \\ 30.0 \end{array}$$

$$5.8 \\ C1.6$$

$$6.8 \\ C0.5 \\ \hline 30.0$$

Top Hrd Idaho v Aruna

$$4.53 \quad \begin{array}{r} B.T \\ 30.0 \end{array}$$

$$4.1 \\ C0.7$$

$$3.5 \\ C1.0 \\ \hline 30.0$$

$$4.43 \quad \begin{array}{r} 5.5 \\ F1.1 \\ \hline 30.0 \end{array}$$

$$4.3 \\ C0.3$$

$$2.7 \\ C1.7 \\ \hline 30.0$$

$$4.03 \quad \begin{array}{r} 6.3 \\ F2.3 \\ \hline 30.0 \end{array}$$

$$5.3 \\ F1.0$$

$$4.0 \\ C0.0 \\ \hline 30.0$$

$$3.63 \quad \begin{array}{r} 7.3 \\ F3.7 \\ \hline 30.0 \end{array}$$

$$6.1 \\ F2.2$$

$$5.3 \\ F1.7 \\ \hline 30.0$$

$$3.33 \quad \begin{array}{r} 7.9 \\ F4.6 \\ \hline 30.0 \end{array}$$

$$7.1 \\ F3.5$$

$$6.4 \\ F3.1 \\ \hline 30.0$$

Sta + K - Elev

951.86

8+50

48.2 48.53

9+00

48.6 48.93

+48.26

49.0 49.33

B.M

2.93

952.71

2.07

949.78

949.78

10+08.26

49.0 49.33

+50

49.3 49.6

11

49.7 50.0

+50

50.0 50.3

12

50.4 50.7

+50

50.7 51.0

+80

50.9 51.2

B.M

2.93

949.78

L +

Δ

Rt.

3.33	$\frac{7.9}{F4.4/30.0}$	$\frac{7.2}{F3.6}$	$\frac{6.7}{F3.4/30.0}$
------	-------------------------	--------------------	-------------------------

2.93	$\frac{5.7}{F2.8/30.0}$	$\frac{6.0}{F2.8}$	$\frac{6.5}{F3.3/30.0}$
------	-------------------------	--------------------	-------------------------

2.53	$\frac{5.4}{F2.9/30.0}$	$\frac{5.2}{F2.4}$	$\frac{5.9}{F3.4/30.0}$
------	-------------------------	--------------------	-------------------------

Top Hyd Cal + Aroma

3.4	$\frac{6.6}{F3.2/30.0}$	$\frac{6.5}{F2.8}$	$\frac{6.8}{F3.4/30.0}$
-----	-------------------------	--------------------	-------------------------

3.1	$\frac{6.3}{F3.2/30.0}$	$\frac{6.3}{F2.9}$	$\frac{6.6}{F3.5/30.0}$
-----	-------------------------	--------------------	-------------------------

2.7	$\frac{5.8}{F3.1/30.0}$	$\frac{5.8}{F2.8}$	$\frac{6.0}{F3.3/30.0}$
-----	-------------------------	--------------------	-------------------------

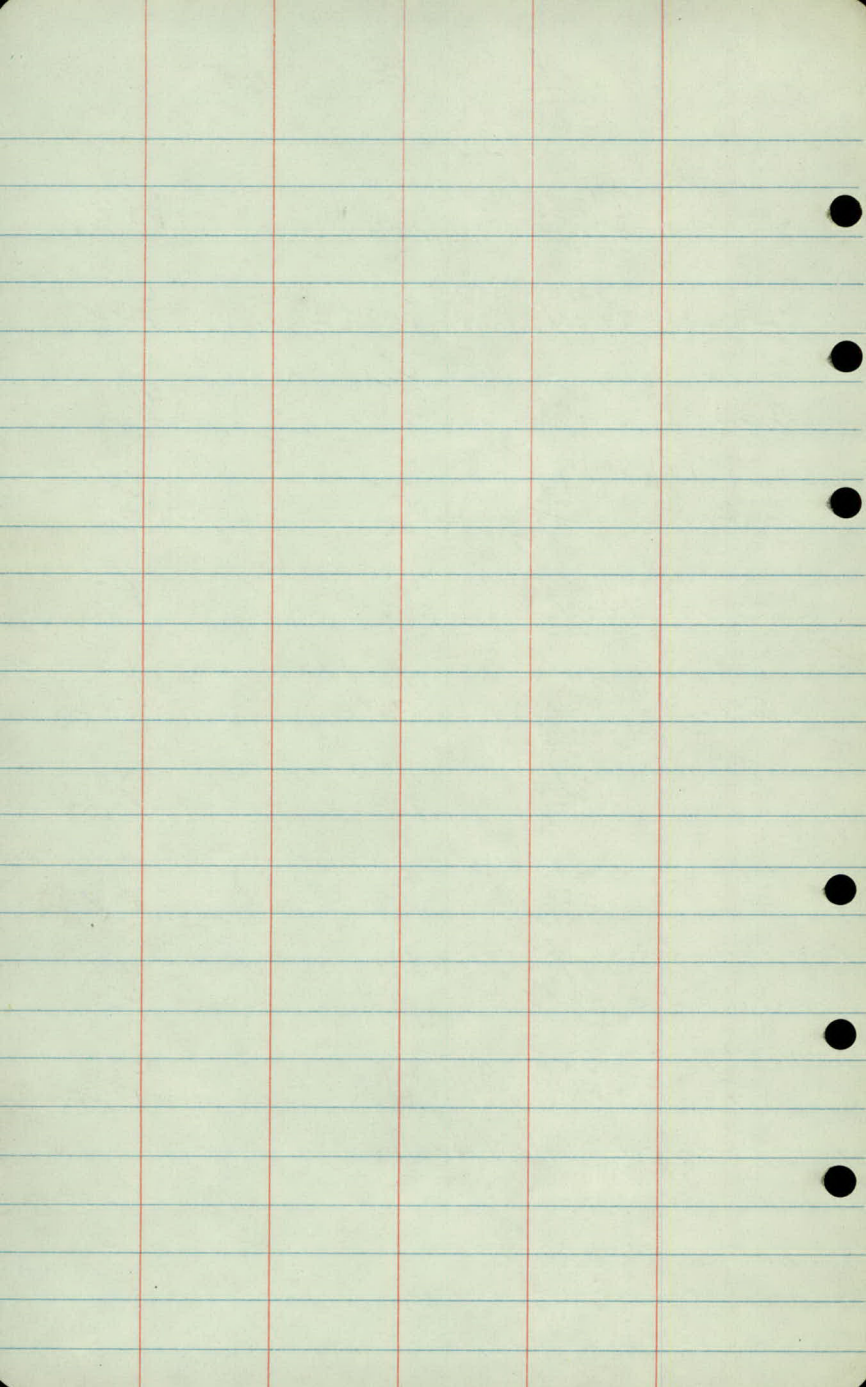
2.4	$\frac{4.8}{F2.4/30.0}$	$\frac{4.9}{F2.2}$	$\frac{4.9}{F2.2/30.0}$
-----	-------------------------	--------------------	-------------------------

2.0	$\frac{4.1}{F2.1/30.0}$	$\frac{4.1}{F1.8}$	$\frac{3.9}{F1.9/30.0}$
-----	-------------------------	--------------------	-------------------------

1.7	$\frac{3.7}{F2.0/30.0}$	$\frac{3.7}{F1.7}$	$\frac{3.7}{F2.0/30.0}$
-----	-------------------------	--------------------	-------------------------

1.5	$\frac{3.2}{F1.7/30.0}$	$\frac{2.9}{F1.1}$	$\frac{3.3}{F1.8/30.0}$
-----	-------------------------	--------------------	-------------------------

Top Hyd Cal + Aroma.



L+

~~E~~

R+

Iowa

Sta	+	Δ	-	Elev
	2.54	956.35		953.81

4				48.5	48.83
---	--	--	--	------	-------

+50				48.8	49.13
-----	--	--	--	------	-------

5				49.1	49.43
---	--	--	--	------	-------

+50				49.4	49.73
-----	--	--	--	------	-------

6				49.7	50.03
---	--	--	--	------	-------

+50				50.0	50.3
-----	--	--	--	------	------

7				50.3	50.6
---	--	--	--	------	------

+50				50.5	50.9
-----	--	--	--	------	------

B.M	1.97	957.69	0.66	955.69	
-----	------	--------	------	--------	--

8				50.9	51.2
---	--	--	--	------	------

+50				51.2	51.5
-----	--	--	--	------	------

9				51.4	51.7
---	--	--	--	------	------

+50				51.7	52.0
-----	--	--	--	------	------

Tot	1.97			955.72	
-----	------	--	--	--------	--

Top Hyd Arona & Iowa

7.58	7.8	$\frac{5.5}{C2.0/30.0}$	$\frac{5.6}{C2.2}$	$\frac{5.1}{C2.4/30.0}$
7.2	7.5	$\frac{4.9}{C2.3/30.0}$	$\frac{4.5}{C3.0}$	$\frac{4.8}{C2.4/30.0}$
6.9	7.2	$\frac{4.9}{C2.0/30.0}$	$\frac{4.4}{C2.8}$	$\frac{4.8}{C2.1/30.0}$
6.6	6.9	$\frac{4.8}{C1.8/30.0}$	$\frac{4.5}{C2.4}$	$\frac{4.9}{C1.7/30.0}$
6.3	6.6	$\frac{4.6}{C1.7/30.0}$	$\frac{4.6}{C2.0}$	$\frac{4.8}{1.5/30.0}$
6.0	6.3	$\frac{3.9}{C2.1/30.0}$	$\frac{4.7}{C1.6}$	$\frac{5.1}{0.8/30.0}$
5.7	6.0	$\frac{3.7}{C2.4/30.0}$	$\frac{4.5}{C1.5}$	$\frac{5.0}{C0.7/30.0}$
5.4	5.7	$\frac{4.0}{C1.4/30.0}$	$\frac{4.6}{C1.1}$	$\frac{5.0}{C0.4/30.0}$
6.5	6.8	$\frac{6.1}{C0.4/30.0}$	$\frac{5.9}{C0.9}$	$\frac{5.5}{C1.0/30.0}$
6.2	6.5	$\frac{6.0}{C0.2/30.0}$	$\frac{6.2}{C0.3}$	$\frac{5.7}{C0.5/30.0}$
6.0	6.3	$\frac{5.9}{C0.1/30.0}$	$\frac{5.1}{C0.7}$	$\frac{5.9}{C0.1/30.0}$
5.7	6.0	$\frac{5.3}{C0.4/30.0}$	$\frac{5.3}{C0.7}$	$\frac{5.6}{C0.1/30.0}$

Hyd Iowa & Pasca

Sta + π - Elev

Arona Ave.

Slope stakes.

Sta	+	π	-	Grade
B.M.	3.69	954.46 [✓]		(950.77)

M.H. Rim = 0 - 0.856 = 5.15m

0 +00

+30

46.7

+65

46.9

1

47.2

+30

47.4

+44.85

47.5

+84.85

47.7

2

47.8

+50

48.2

+99.42

48.5

B.M.	0.38	954.19 [✓]	0.65	953.81 [✓]
------	------	---------------------	------	---------------------

3 +59.42

48.5

Gr. Rod. Lt. & Rt.

Top Hyd. SW. Cor Hoyt + Arena

$$7.76 = 7.4 \quad 30.0 / \begin{array}{r} 74 \\ +0.0 \end{array} \quad \begin{array}{r} 76 \\ +0.2 \end{array} \quad \begin{array}{r} 71 \\ +0.3 / 30.6 \end{array}$$

$$7.56 = 7.2 \quad 31.6 / \begin{array}{r} 80 \\ -0.8 \end{array} \quad \begin{array}{r} 64 \\ +1.2 \end{array} \quad \begin{array}{r} 52 \\ +2.0 / 34.0 \end{array}$$

$$7.26 = 6.9 \quad 31.6 / \begin{array}{r} 77 \\ -0.8 \end{array} \quad \begin{array}{r} 59 \\ +1.4 \end{array} \quad \begin{array}{r} 52 \\ +1.7 / 33.4 \end{array}$$

$$7.06 = 6.7 \quad \quad \quad \begin{array}{r} 56 \\ +1.5 \end{array} \quad \begin{array}{r} 53 \\ +1.4 / 32.8 \end{array}$$

$$6.96 = 6.63 \quad 30.0 / \begin{array}{r} 6.63 \\ +0.7 \end{array} \quad \begin{array}{r} 55 \\ +1.5 \end{array}$$

$$6.76 = 6.43 \quad 30.0 / \begin{array}{r} 6.4 \\ +0.0 \end{array} \quad \begin{array}{r} 51 \\ +1.6 \end{array} \quad \begin{array}{r} 48 \\ +1.6 / 33.2 \end{array}$$

$$6.66 = 6.33 \quad 30.6 / \begin{array}{r} 6.0 \\ +0.3 \end{array} \quad \begin{array}{r} 48 \\ +1.9 \end{array} \quad \begin{array}{r} 46 \\ +1.7 / 33.4 \end{array}$$

$$6.26 = 5.93 \quad 31.2 / \begin{array}{r} 5.3 \\ +0.6 \end{array} \quad \begin{array}{r} 43 \\ +2.0 \end{array} \quad \begin{array}{r} 42 \\ +1.7 / 33.4 \end{array}$$

$$5.96 = 5.63 \quad 31.4 / \begin{array}{r} 4.9 \\ +0.7 \end{array} \quad \begin{array}{r} 39 \\ +2.1 \end{array} \quad \begin{array}{r} 37 \\ +1.9 / 33.8 \end{array}$$

Top Hyd. N. E. Cor lower + Arena

$$5.7 = 5.4 \quad 31.2 / \begin{array}{r} 4.8 \\ +0.6 \end{array} \quad \begin{array}{r} 41 \\ +1.6 \end{array} \quad \begin{array}{r} 38 \\ +1.6 / 33.2 \end{array}$$

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

		954.19		
--	--	--------	--	--

4				48.3
---	--	--	--	------

	+40			48.0
--	-----	--	--	------

	+74			47.9
--	-----	--	--	------

5				47.7
---	--	--	--	------

	+37			47.5
--	-----	--	--	------

	+61			47.4
--	-----	--	--	------

6				47.2
---	--	--	--	------

	+28.85			47.0
--	--------	--	--	------

BM		3.09		951.10
----	--	------	--	--------

	+88.85			47.0
--	--------	--	--	------

7				47.1
---	--	--	--	------

	+50			47.5
--	-----	--	--	------

Gr. Rod. Lt. R. Rt.

$$5.9 = 5.6 \quad 30.4 / \frac{54}{10.2} \quad \frac{47}{11.2} \quad \frac{3.9}{11.7 / 33.4}$$

$$6.2 = 5.9 \quad 30.2 / \frac{58}{10.1} \quad \frac{46}{11.6} \quad \frac{4.0}{11.9 / 33.8}$$

$$6.3 = 6.0 \quad 30.4 / \frac{57}{10.3} \quad \frac{4.4}{11.9} \quad \frac{3.9}{12.1 / 34.2}$$

$$6.5 = 6.2 \quad 30.8 / \frac{58}{10.9} \quad \frac{47}{11.8}$$

$$6.7 = 6.4 \quad 30.2 / \frac{6.8}{10.1} \quad \frac{5.0}{11.7} \quad \frac{4.1}{12.3 / 34.6}$$

$$6.8 = 6.5 \quad 30.6 / \frac{6.2}{10.3} \quad \frac{4.9}{11.9} \quad \frac{3.7}{12.8 / 35.6}$$

$$7.0 = 6.7 \quad 30.6 / \frac{7.0}{10.3} \quad \frac{5.3}{11.7} \quad \frac{3.7}{13.0 / 36.0}$$

$$7.2 = 6.9 \quad 30.0 / \frac{6.9}{8.7} \quad \frac{5.4}{11.8} \quad \frac{6.5}{10.4 / 30.8}$$

Top Hyd. N.E. Cor. Arona + 1 daho

$$7.2 = 6.9 \quad 32.0 / \frac{7.9}{1.0} \quad \frac{6.4}{10.8} \quad \frac{6.0}{10.9 / 31.8}$$

$$7.1 = 6.8 \quad 32.2 / \frac{7.9}{1.1} \quad \frac{6.6}{10.5} \quad \frac{4.6}{12.2 / 34.4}$$

$$6.7 = 6.4 \quad 34.6 / \frac{8.7}{2.3} \quad \frac{7.6}{-0.9} \quad \frac{6.2}{10.2 / 30.4}$$

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

95419

8				47.9
---	--	--	--	------

08.7				48.0
-----------------	--	--	--	------

138.7				48.2
-------	--	--	--	------

150				48.3
-----	--	--	--	------

9				48.6
---	--	--	--	------

148.26				49.0
--------	--	--	--	------

131.7	2.67	952.45	4.91	949.78
-------	------	--------	------	--------

10	108.26			49.0
----	--------	--	--	------

150				49.3
-----	--	--	--	------

11				49.7
----	--	--	--	------

150				50.0
-----	--	--	--	------

12				50.4
----	--	--	--	------

Gr. Rod

L_t

E

R_t

6.3 = 6.0

$$378' \begin{array}{r} 99 \\ -39 \\ \hline \end{array}$$

$$\begin{array}{r} 84 \\ -19 \\ \hline \end{array}$$

$$\begin{array}{r} 74 \\ -14 \\ \hline 32.8 \end{array}$$

17

6.0 = 5.7

$$390' \begin{array}{r} 102 \\ -45 \\ \hline \end{array}$$

$$\begin{array}{r} 94 \\ -34 \\ \hline \end{array}$$

$$\begin{array}{r} 85 \\ -28 \\ \hline 35.6 \end{array}$$

5.9 = 5.6

$$386' \begin{array}{r} 99 \\ -43 \\ \hline \end{array}$$

$$\begin{array}{r} 96 \\ -37 \\ \hline \end{array}$$

$$\begin{array}{r} 89 \\ -33 \\ \hline 36.6 \end{array}$$

5.6 = 5.3

$$352' \begin{array}{r} 79 \\ -26 \\ \hline \end{array}$$

$$\begin{array}{r} 84 \\ -28 \\ \hline \end{array}$$

$$\begin{array}{r} 93 \\ -40 \\ \hline 38.0 \end{array}$$

5.2 = 4.9

$$356' \begin{array}{r} 77 \\ -28 \\ \hline \end{array}$$

$$\begin{array}{r} 76 \\ -24 \\ \hline \end{array}$$

$$\begin{array}{r} 83 \\ -34 \\ \hline 36.8 \end{array}$$

Tap Hyd. N.E. Cor. Cal & Arona

2.45 = 3.1

$$364' \begin{array}{r} 63 \\ -32 \\ \hline \end{array}$$

$$\begin{array}{r} 62 \\ -27 \\ \hline \end{array}$$

$$\begin{array}{r} 67 \\ -36 \\ \hline 37.2 \end{array}$$

3.15 = 2.8

$$366' \begin{array}{r} 61 \\ -33 \\ \hline \end{array}$$

$$\begin{array}{r} 61 \\ -30 \\ \hline \end{array}$$

$$\begin{array}{r} 64 \\ -26 \\ \hline 37.2 \end{array}$$

2.15 = 2.4

$$362' \begin{array}{r} 55 \\ -31 \\ \hline \end{array}$$

$$\begin{array}{r} 55 \\ -28 \\ \hline \end{array}$$

$$\begin{array}{r} 57 \\ -33 \\ \hline 36.6 \end{array}$$

2.43 = 2.1

$$350' \begin{array}{r} 46 \\ -25 \\ \hline \end{array}$$

$$\begin{array}{r} 46 \\ -22 \\ \hline \end{array}$$

$$\begin{array}{r} 46 \\ -25 \\ \hline 35.0 \end{array}$$

2.05 = 1.7

$$344' \begin{array}{r} 39 \\ -22 \\ \hline \end{array}$$

$$\begin{array}{r} 38 \\ -18 \\ \hline \end{array}$$

$$\begin{array}{r} 36 \\ -19 \\ \hline 33.8 \end{array}$$

Sta	+	π	-	Grade
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752.45
51.70
<u>69</u>

12	+50			
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50.7

+80				
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50.9

+93				
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51.1

+				
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B.M.				
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0.55

951.90

(952.01)

Gr. Rod.

Lt.

R

Rt.

$$1.75 = 1.4$$

$$34.0 / \frac{34}{-2.0}$$

$$\frac{34}{-1.7}$$

$$\frac{34}{2.0} / 34.0$$

$$1.55 = 1.2$$

$$33.2 / \frac{12.8}{-1.6}$$

$$\frac{2.6}{-1.1}$$

$$\frac{3.0}{-1.8} / 33.6$$

Spk. in P.P. S.W. Cor. Larp. + Arena.

