

BK 40 Dr. 11

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

..... Plan Survey

..... Streets In Northome 2nd Add

From To
(Street Names inside)

Road Acc't. No.

Date Filed

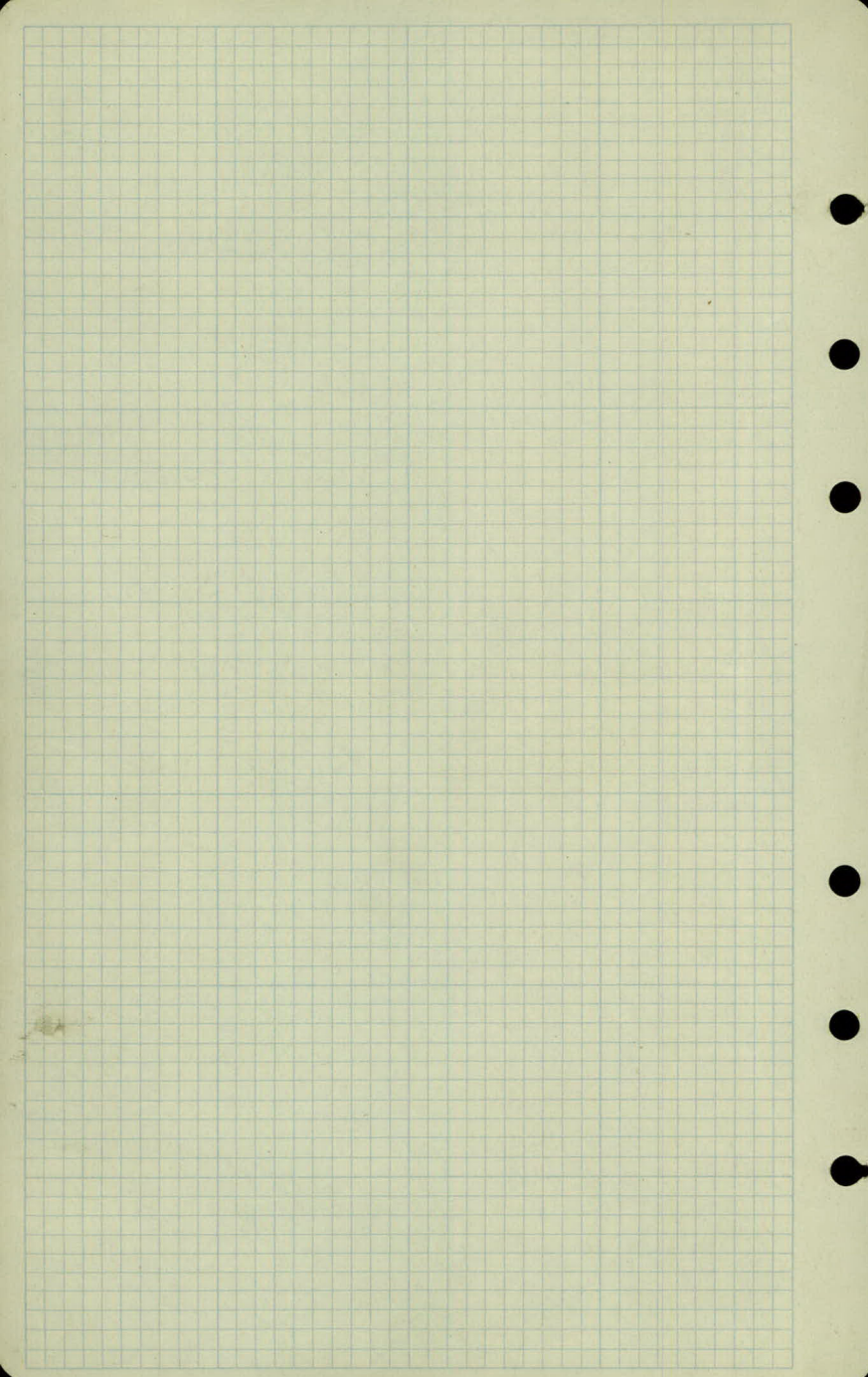
File

A hand-drawn map on a grid background showing a city block. The streets are labeled as follows:

- Top Street:** Larpenreur Ave.
- Left Street:** Snelling Ave.
- Right Street:** Pascal Ave.
- Bottom Street:** Hoyt Ave.
- Vertical Street (Left of Center):** Arona Ave.
- Vertical Street (Right of Center):** Idaho Ave.
- Vertical Street (Far Right):** Iowa Ave.
- Horizontal Street (Left of Center):** Service Dr.
- Horizontal Street (Right of Center):** Alley.

A north arrow is drawn in the center, pointing upwards and labeled 'N'.

Drawn up
6/3/40.



HOYT AVE

Alignment

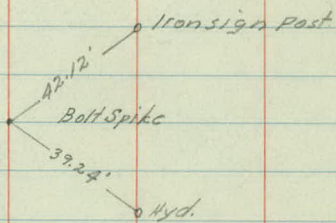
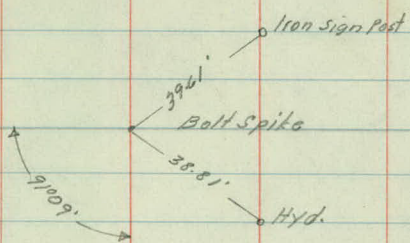
13 + 28.75 = \$ Pasca Ave.

1328.21

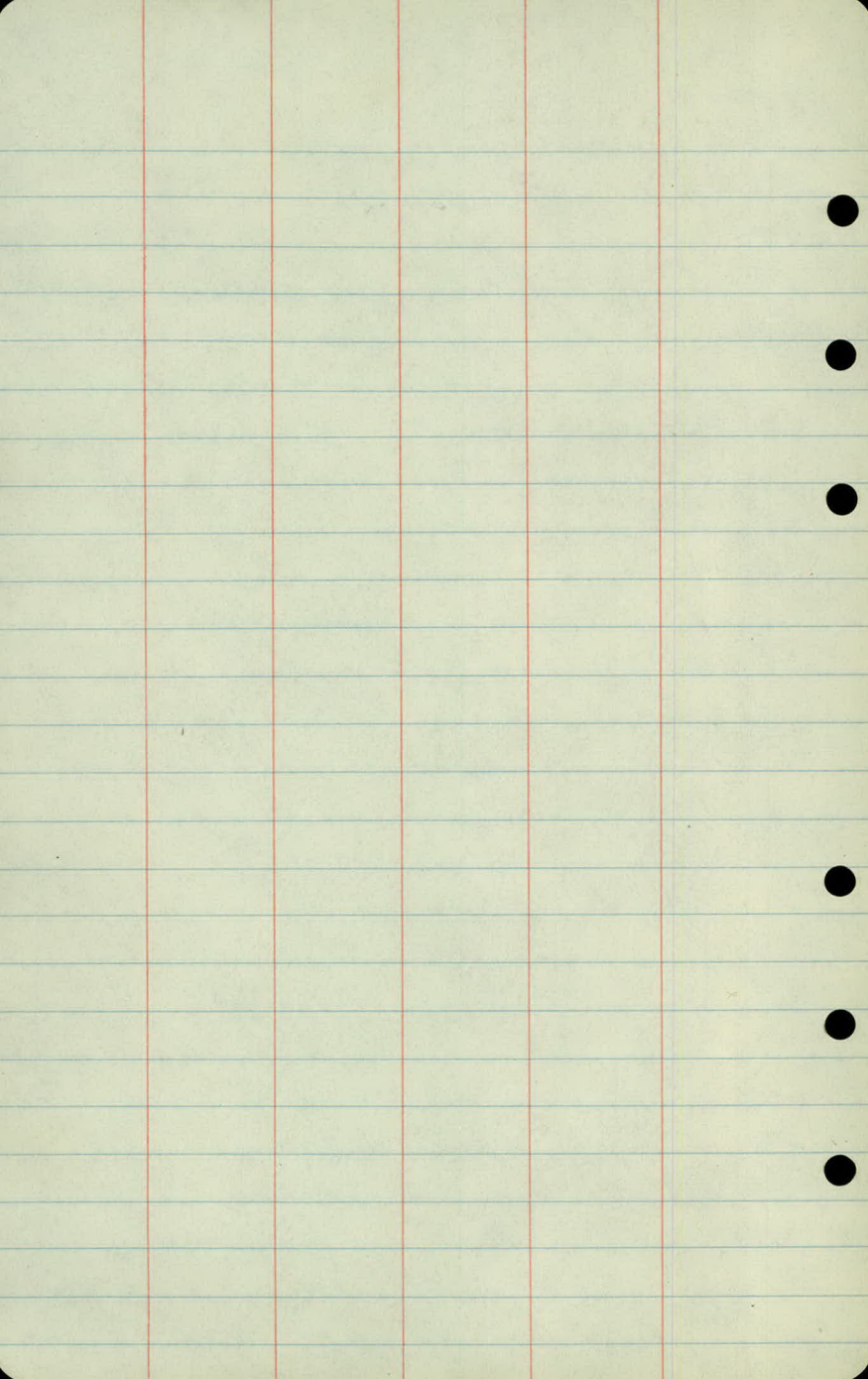
6 + 68.65 P.O.T. = \$ Arona Ave.

668.21

0 + 00 = \$ Snelling Ave



□ Mont.



Topography

+99-E Side S.W.-30.5'

+69-M.H.-7.5'

+54-Face Curb.-30.5'

+51-Hyd.-34'

+40-W Side S.W.-26.5'

6 12' 14'

5 12' 15'

+84-Face C.B.-14'

+95-M.H.-6'

+84-Face C.B.-16'

4 12' 15'

+70-E Side S.W.-30'

+55-Face Curb.-30.5'

+39-M.H.-8'

+24-Face Curb.-30.5'

+21-Hyd.-36'

+18-Cl G.B.-22'

+10-W Side S.W.-26'

3 12' 15'

2 13' 15'

1 13' 15'

+38-End Curb.-17'

+23-M.H.-8.5'

+18-BCG Rad.-38'

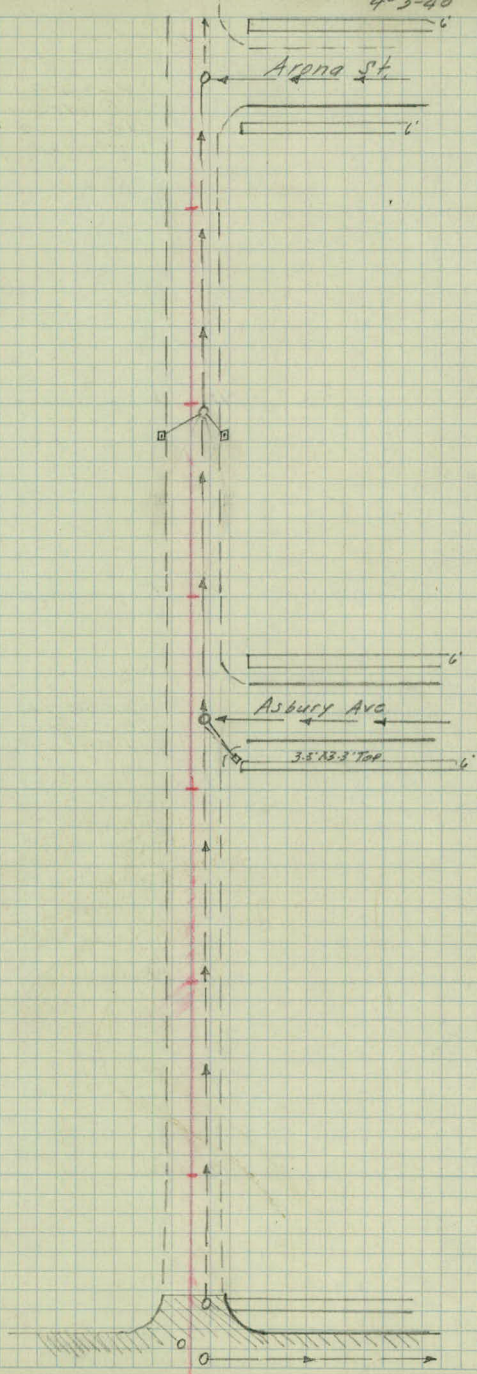
+02-M.H.-6.7'

+11-Tel.-M.H.-5'

0 +00

4-5-40

4



+64-Face C.B.-15'

Face C.B.-16'
+59-E. Side S.W.-24'
+44-Face Curb-37'
+28-M.H.-65' +30-M.H.-39'
+14-Face Curb-38'
+10-Hyd.-34'

13

+93-Face C.B.-16'

Face C.B.-14.6'
+99-W. Side S.W.-26'

12

13' 13'

11

13' 13'

+34-Face C.B.-16'

Face C.B.-14'
+29-E. Side S.W.-26'
+14-Face Curb-30'

10

13

+64-Face C.B.-15'

+99-M.H.-75'
+81-Hyd.-33'
+69-W. Side S.W.-29'
Face C.B.-15'

9

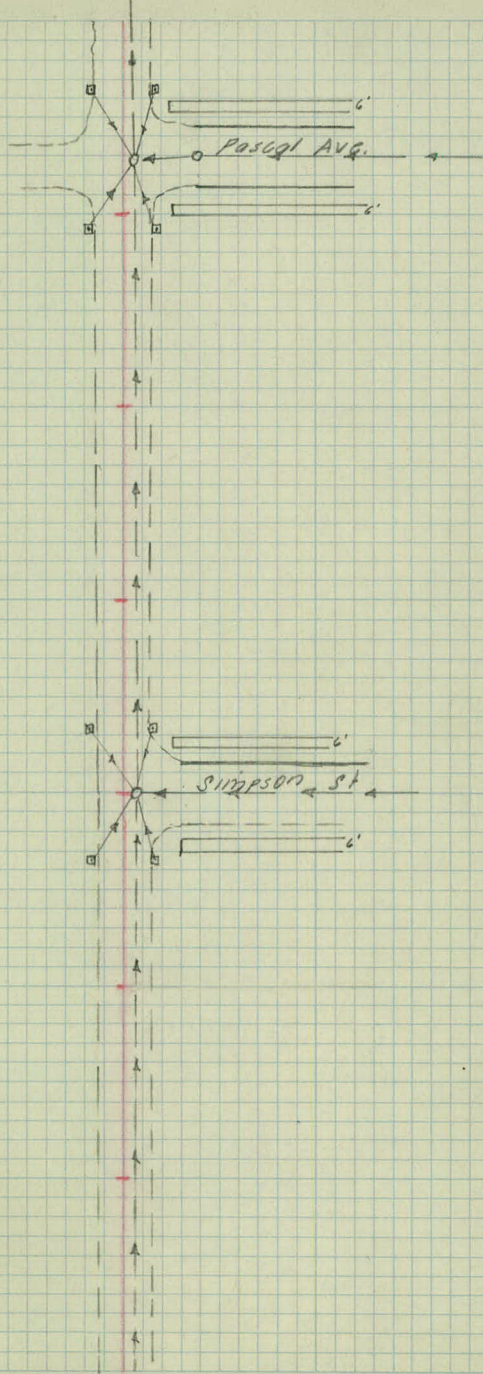
13' 14

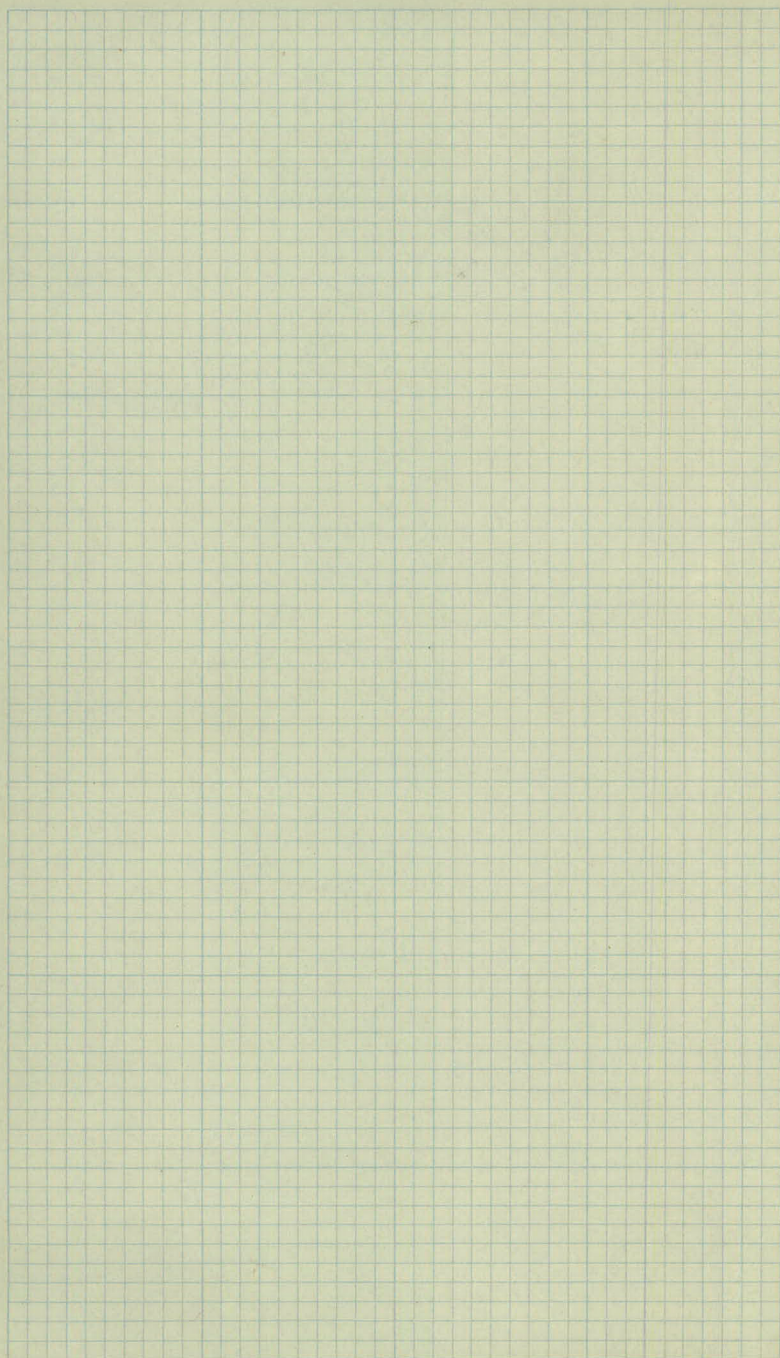
8

12' 15'

7

12' 15'





6

E and Sewer
Levels

Sta.	t	π	-	Elev
B.M.	0.37	951.14		950.77

0	+00		3.40	947.74
---	-----	--	------	--------

	+23		19.7	931.44
--	-----	--	------	--------

	+38		3.54	476
--	-----	--	------	-----

1			4.0	47.1
---	--	--	-----	------

	+50		4.3	46.9
--	-----	--	-----	------

2			4.7	46.4
---	--	--	-----	------

	+50		5.3	45.8
--	-----	--	-----	------

3			5.8	45.3
---	--	--	-----	------

	+18		6.65	44.49
--	-----	--	------	-------

	+39		21.2	29.94
--	-----	--	------	-------

	+50		5.9	45.2
--	-----	--	-----	------

Description

Top Hyd. S.W. Cor. Arena & Pascal Aves. & Hoyt Ave.

Top Mont.

Flow Line M.H.

Flow Line Invert C.B.

Flow Line M.H.

Sta	+	π	-	Elev
		951.14		
4			6.2	44.9.
+50			6.6	44.5.
+84			6.8	44.3.
+84			7.88	43.26.
+84			7.80	43.34.
+95			21.68	42.9.46.
5			6.9	44.3.
+50			6.1	45.0.
6			5.2	45.9.
B.M.	1.55	952.32.	0.37	950.77. (950.77)
+50			5.7	46.6.
+69			5.8	46.5.

Description

2

Flow Line Invert G.B. Rt.

F.L. Invert G.B. Lt.

F.L. M. H.

Top Hyd S.W. Cor Arona & Hoyt

2

Sta	+	π	-	Elev
		952.32		
6	+69		23.68	28.64
7			5.7	46.6
	+50		5.7	46.6
8			5.6	46.7
	+50		5.8	46.5
9			6.0	46.3
	+50		6.4	45.9
	+64		7.38	44.94
	+64		7.26	45.06
	+99		24.13	28.19
10			6.5	45.8

Description

F.L.M.H.

Invert C.B. Lt.

Invert C.B. Lt.

F.L.M.H.

Sta.	+	π	-	Elev.
		952.32		
10	+34		7.35	44.97
	+34		7.22	45.10
	+50		6.4	46.1 45.9
11			6.1	46.2.
	+50		5.8	46.5.
12			5.9	46.4.
	+50		6.2	46.1.
	+93		7.15	45.17.
	+93		7.0	45.32
13			6.3	46.0.
	+2.8		6.2	46.1.

Description

Invert C.B. Rt.

Invert C.B. Lt.

Invert C.B. Rt.

Invert C.B. Lt.

Sta	+	π	-	Elev
		952.32		

13	+28		25.55	26.77
----	-----	--	-------	-------

	+64		7.20	45.12
--	-----	--	------	-------

	+64		6.60	45.72
--	-----	--	------	-------

B.M.			2.60	949.72	(949.74)
------	--	--	------	--------	----------

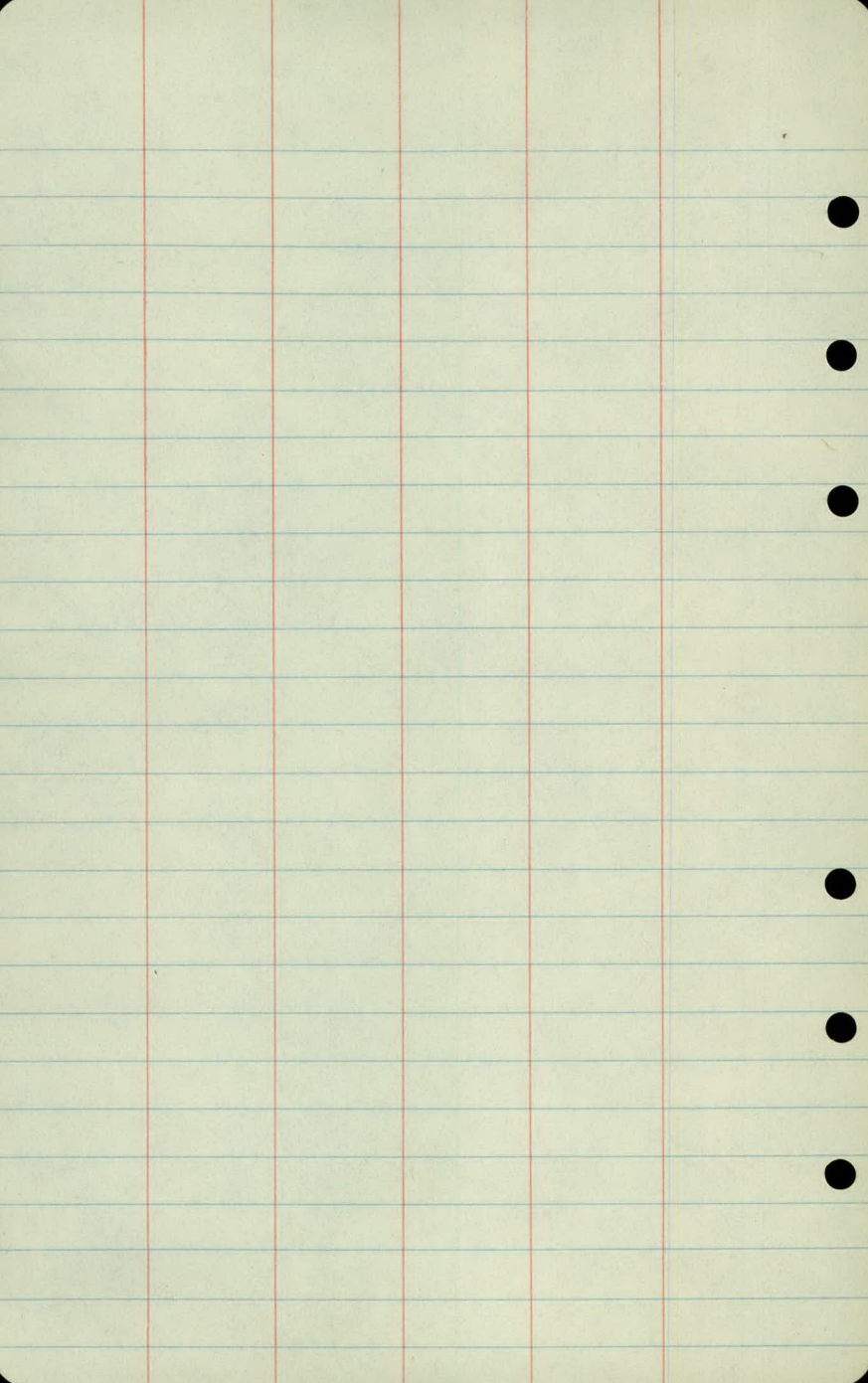
Description

F.L. M.H.

Invert C.B.Rt

Invert C.B.Lt

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



PASCAL AVE.

Alignment

13 +18.57 = E Carpenter Ave.

6 +59.21 = E Idaho Ave.

6+58.96

2978

3 2943

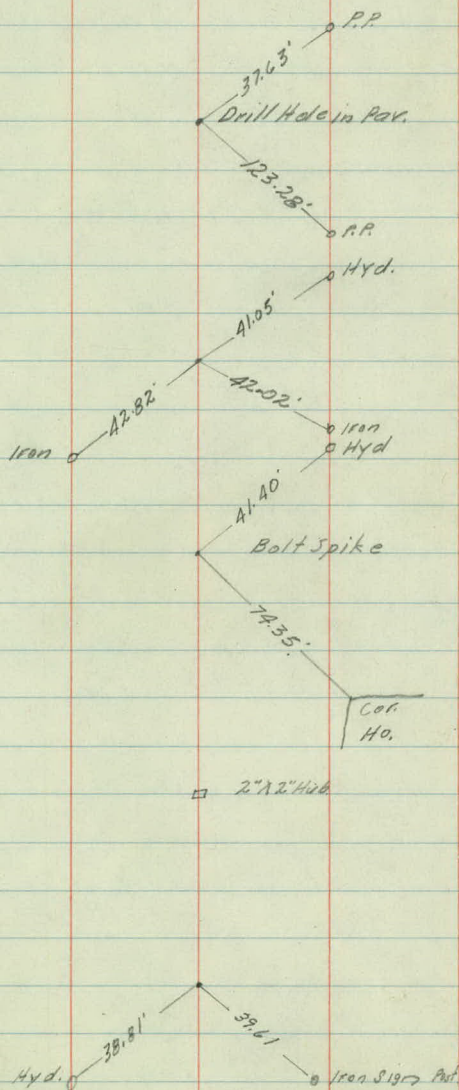
3 +29.78 = E Iowa Ave.

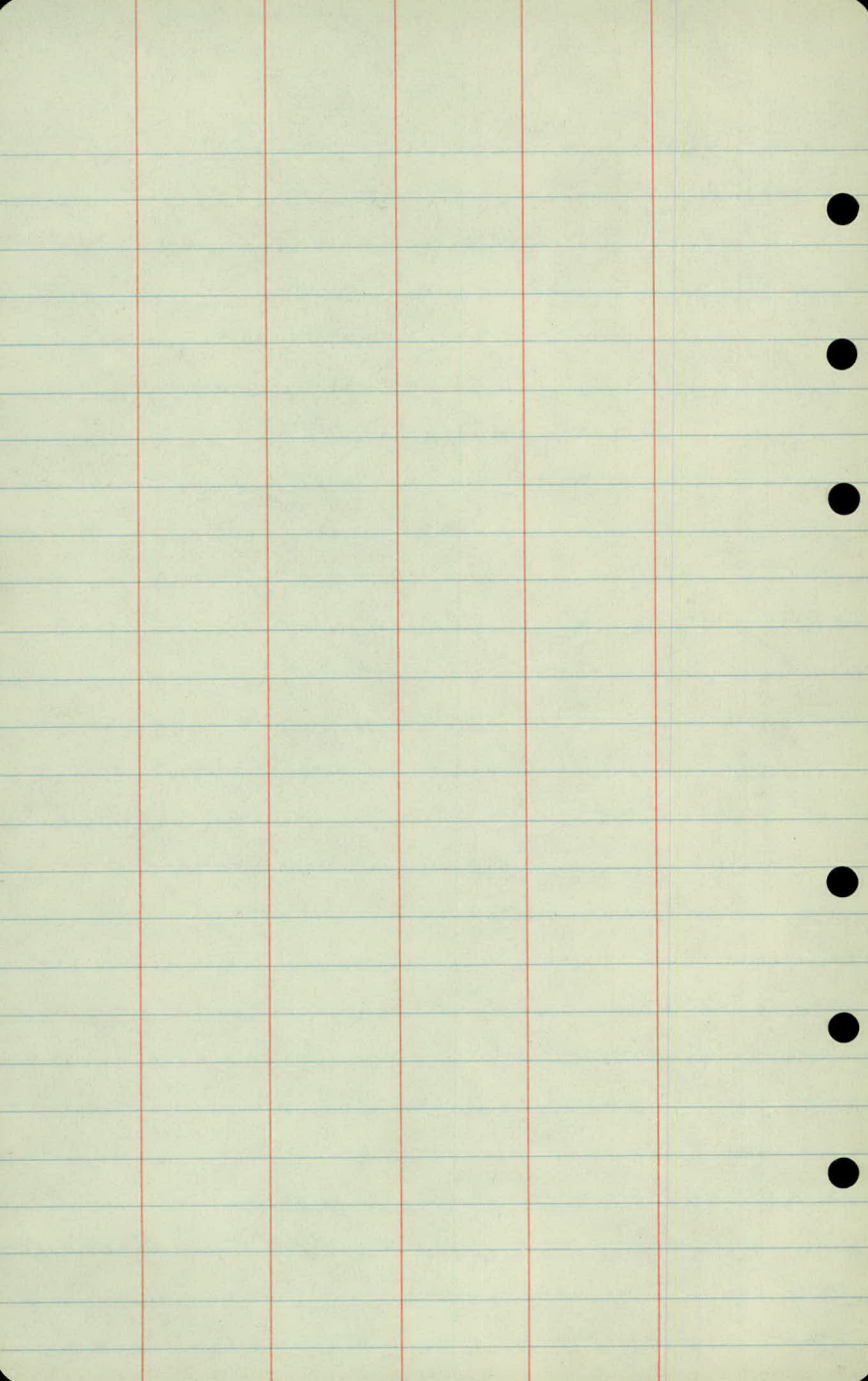
329.48

1 +65.18 = E Alley

1+64.74

0 +00 = E Hoyt Ave.





Topography

+79-Hyd-36'

+22-C"Pop-2A'

6 12' 10'

5 11' 10'

+93-R Alley

4 11 9' S.W. Cor. Found. - 42'

+49-Hyd-36'

+45-N. End 15" C.M. - 27'

+15-S. End 15" C.M. - 27'

+02-S. Side C 4' S.W. - 30'

3 12' 10'

+24-S.W. Cor. Cor. - 32'

+21' Cor. S.W. 29'

2 12' 10'

+15-Fc. Cor - 30'

+54-P.P. 22'

+44-Fc. Cor. 30' S.W. Cor. 49'

+14-S. Side C 30'

+13-R. 2 Cor. S.W. - 20'

1 12' 10'

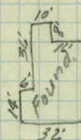
+67-S.W. Cor. Ho - 37'

+70-S.E. Cor. Ho - 42'

+40 12' 11' ≠

+30-N. Side C 30'

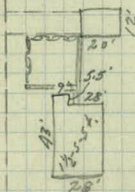
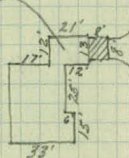
Idaho Ave



Iowa Ave



GAR.



HOYT

AVE.

13

108-59-Edge Por.

199- 29' 20'
 175- 12' 11' +87-P.R.-21'

12

10' 10'

11

10' 10'

10

11' 11'
 199-Hyd.-56'
 179-Appron. & Cat. Ave.-

9

11' 12'

8

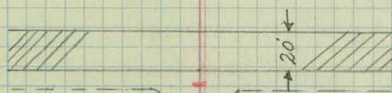
13' 11' +19-A Alley

+65-5" Pop.-35'
 +97-6" Pop.-27'
 +92-8" Pop.-27'
 +29-5" Pop.-27'
 +27-5" Pop.-27'

+24-3" W. Cor. Found.-34'

7

11' 11'



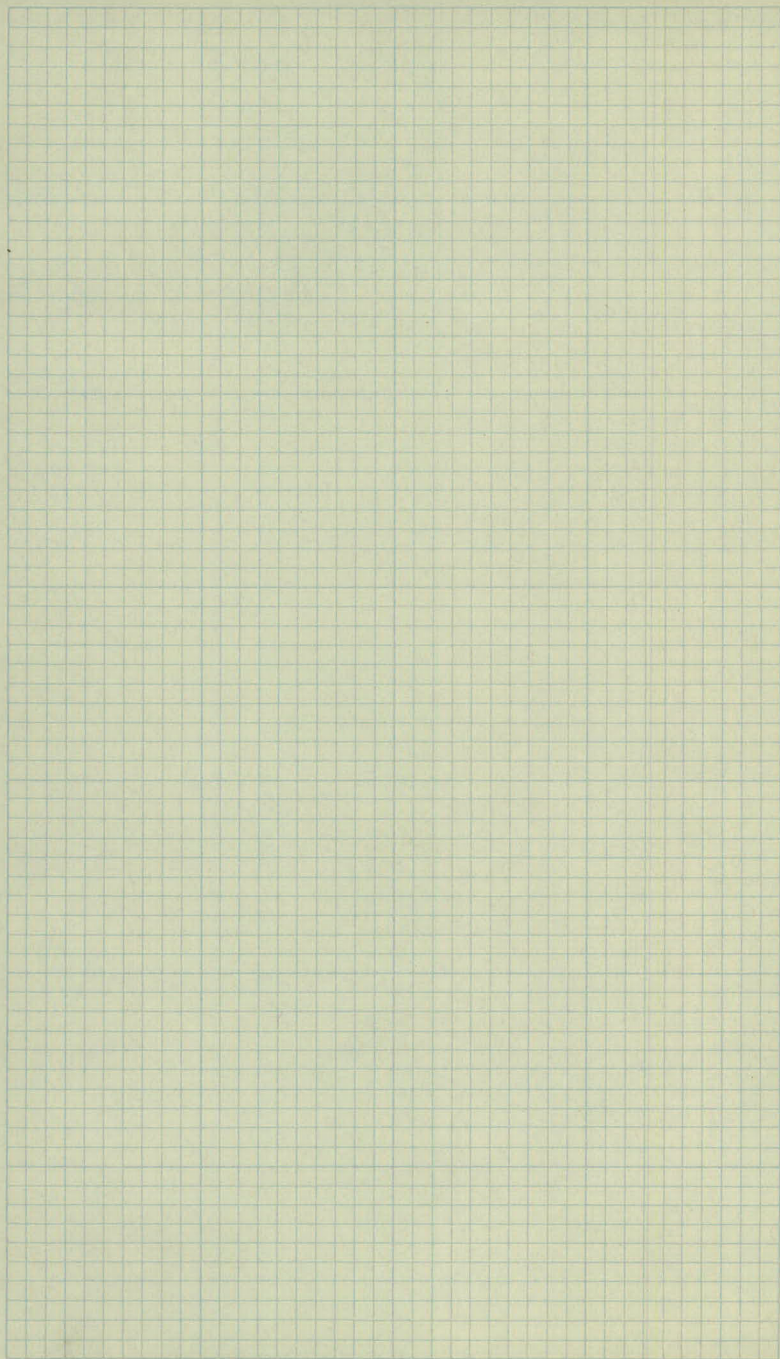
California Ave

①

20

20





xsections

Sta.	+	π	-	Elev.
B.M.	4.69	954.43.		(949.74)
+	100			46.1.
	+15			46.4.
	+16			46.5.
	+20			47.2.
	+30			47.4.
	+50			48.2.
				49.0.
	+15			49.3.
	+55.18			49.9.
	+75.18			50.2.
2.				50.7.

Lt

4

Rt

Top Hyd S. W. Cor Hoyt & Pascal Ave's

$$\frac{84}{50} \quad \frac{83}{50} \quad \frac{82}{50}$$

$$\frac{89}{50} \quad \frac{85}{27} \quad \frac{80}{25} \quad \frac{83}{25} \quad \frac{83}{50}$$

$$\frac{83}{50} \quad \frac{82}{29} \quad \frac{79}{30} \quad \frac{78}{30} \quad \frac{76}{50}$$

$$\frac{78}{50} \quad \frac{78}{25} \quad \frac{74}{16} \quad \frac{72}{19} \quad \frac{71}{19} \quad \frac{756}{29} \quad \frac{728}{50}$$

$$\frac{62}{50} \quad \frac{61}{22} \quad \frac{70}{18} \quad \frac{75}{13} \quad \frac{70}{14} \quad \frac{69}{20} \quad \frac{71}{20} \quad \frac{756}{29} \quad \frac{73}{50}$$

$$\frac{60}{50} \quad \frac{63}{27} \quad \frac{59}{16} \quad \frac{64}{13} \quad \frac{62}{13} \quad \frac{65}{15} \quad \frac{53}{27} \quad \frac{49}{50}$$

$$\frac{50}{50} \quad \frac{55}{25} \quad \frac{58}{19} \quad \frac{65}{12} \quad \frac{54}{9} \quad \frac{58}{9} \quad \frac{55}{14} \quad \frac{45}{28} \quad \frac{45}{35}$$

$$\frac{467}{37} \quad \frac{483}{30} \quad \frac{53}{19} \quad \frac{53}{13} \quad \frac{51}{13}$$

$$\frac{49}{50} \quad \frac{49}{30} \quad \frac{45}{20} \quad \frac{51}{19} \quad \frac{47}{12} \quad \frac{46}{10} \quad \frac{47}{10} \quad \frac{41}{30} \quad \frac{350}{47}$$

$$\frac{47}{50} \quad \frac{43}{30} \quad \frac{41}{20} \quad \frac{50}{19} \quad \frac{44}{14} \quad \frac{42}{20} \quad \frac{42}{20} \quad \frac{37}{30} \quad \frac{38}{50}$$

$$\frac{43}{50} \quad \frac{42}{30} \quad \frac{32}{28} \quad \frac{37}{20} \quad \frac{46}{19} \quad \frac{40}{13} \quad \frac{37}{17} \quad \frac{40}{17} \quad \frac{34}{19} \quad \frac{30}{30} \quad \frac{29}{50}$$

Sta	+	T	-	Elev
		954.43		
2	+22			51.2
	+50			51.5
	+99.78			51.9
T.P.	6.30	958.38	2.35	952.08
3	+15 F.L. End Culv.		8.40	4998
	+29.78			52.2
	+45 F.L. End Culv.		8.05	50.33
	+59.78			52.1
4				52.5
	+50			52.5
5				52.8
	+50			53.2

Lt

L

Rt

Cong.

$$\begin{array}{r} 32 \quad 34 \quad 34 \quad 2,20 \\ \hline 9 \quad 15 \quad 29 \end{array}$$

$$\begin{array}{r} 34 \quad 30 \quad 33 \quad 29 \quad 29 \quad 34 \quad 30 \quad 29 \quad 32 \quad 38 \quad 33 \quad 25 \quad 17 \quad 15 \\ \hline 50 \quad 33 \quad 29 \quad 26 \quad 20 \quad 18 \quad 13 \quad 12 \quad 16 \quad 18 \quad 29 \quad 30 \quad 38 \end{array}$$

$$\begin{array}{r} 29 \quad 28 \quad 25 \quad 28 \quad 25 \\ \hline 50 \quad 30 \quad 20 \quad 18 \quad 15 \end{array}$$

S.W. S.W.

$$\begin{array}{r} 25 \quad 26 \quad 36 \quad 25 \quad 235 \quad 2,25 \\ \hline 12 \quad 16 \quad 19 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 65 \quad 62 \quad 63 \quad 65 \quad 62 \quad 63 \quad 64 \quad 62 \\ \hline 50 \quad 30 \quad 19 \quad 17 \quad 22 \quad 50 \quad 100 \end{array}$$

$$\begin{array}{r} 63 \quad 59 \quad 59 \quad 64 \quad 63 \quad 66 \quad 71 \quad 65 \quad 57 \quad 56 \quad 58 \\ \hline 50 \quad 30 \quad 19 \quad 17 \quad 13 \quad 15 \quad 17 \quad 23 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 62 \quad 61 \quad 62 \quad 65 \\ \hline 50 \quad 30 \quad 19 \quad 17 \end{array}$$

$$\begin{array}{r} 59 \quad 67 \quad 63 \quad 60 \quad L.O. \\ \hline 20 \quad 21 \quad 30 \end{array}$$

$$\begin{array}{r} 62 \quad 60 \quad 59 \quad 64 \quad 59 \quad 65 \quad 63 \quad L.O. \\ \hline 50 \quad 30 \quad 20 \quad 18 \quad 17 \quad 24 \end{array}$$

$$\begin{array}{r} 62 \quad 59 \quad 55 \quad 61 \\ \hline 50 \quad 30 \quad 20 \quad 18 \end{array}$$

$$\begin{array}{r} 56 \quad 59 \quad 56 \quad 53 \quad 53 \\ \hline 17 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 55 \quad 56 \quad 52 \quad 57 \quad 52 \quad 55 \quad 52 \quad 50 \quad 49 \\ \hline 50 \quad 30 \quad 20 \quad 17 \quad 19 \quad 21 \quad 30 \quad 50 \end{array}$$

Sta.	+	π	-	Elev.	
		958.38			
6				53.0	
+29.21				52.8	
+59.21				52.7	
+89.21				52.8	
7				52.8	
B.M.			3.14	955.24	955.22
+50				53.1	
8				53.5	
T.P.	5.26	958.96	4.68	953.70	
+50				53.6	
9				54.4	
+49				54.7	
+79				54.6	

Lt

K

Rt

$$\begin{array}{r} 54 \quad 54 \quad 52 \quad 57 \quad 54 \quad 57 \quad 57 \quad 53 \\ 50 \quad 30 \quad 20 \quad 18 \quad 19 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 56 \quad 57 \quad 58 \quad 56 \quad 58 \quad 65 \quad 57 \quad 57 \quad 53 \\ 50 \quad 30 \quad 19 \quad 12 \quad 20 \quad 21 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 60 \quad 57 \quad 57 \quad 60 \quad 57 \quad 59 \quad 62 \\ 50 \quad 30 \quad 23 \quad 19 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 53 \quad 51 \quad 50 \quad 54 \quad 56 \quad 60 \quad 56 \quad 54 \quad 55 \\ 50 \quad 30 \quad 19 \quad 17 \quad 19 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 51 \quad 53 \quad 56 \quad 56 \quad L.O. \\ 50 \quad 30 \quad 30 \end{array}$$

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

$$\begin{array}{r} 54 \quad 51 \quad 53 \quad 56 \quad L.O. \\ 50 \quad 30 \quad 15 \end{array}$$

$$\begin{array}{r} 47 \quad 48 \quad 49 \quad 53 \quad 56 \quad 56 \\ 50 \quad 30 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 48 \quad 49 \quad 54 \quad 62 \quad 57 \quad 61 \quad 65 \\ 50 \quad 30 \quad 17 \quad 18 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 46 \quad 47 \quad 46 \quad 53 \quad 50 \quad 52 \quad 56 \\ 50 \quad 30 \quad 19 \quad 21 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 46 \quad 46 \quad 43 \quad 48 \quad 44 \quad 43 \quad 45 \\ 50 \quad 30 \quad 18 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 50 \quad 47 \quad 44 \quad 54 \\ 50 \quad 30 \quad 50 \end{array}$$

Sta.	+	Σ	-	Elev.
		958.96		
10	+09			54.2
	+55			53.4
11				52.4
T.P.	3.30	955.70	6.56	952.40
	+50			50.9
12				50.2
	+69			50.2
	+77			50.2
	+84			50.2
	+90			50.2
	+97			50.4
13	+18.59			50.96
B.M.			4.55	951.15
				(951.16)

Lt.

2

Rt.

$$\begin{array}{r} 58 \quad 55 \quad 48 \quad 54 \quad 50 \quad 51 \quad 53 \\ 50 \quad 30 \quad 19 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 44 \quad 62 \quad 56 \quad 59 \quad 59 \quad 54 \quad 54 \\ 50 \quad 30 \quad 19 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 79 \quad 74 \quad 46 \quad 68 \quad 63 \quad 65 \quad 62 \\ 50 \quad 30 \quad 19 \quad 20 \quad 30 \quad 50 \end{array}$$

2 stake station

$$\begin{array}{r} 56 \quad 55 \quad 48 \quad 50 \quad 44 \quad 44 \quad 42 \\ 50 \quad 30 \quad 19 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 60 \quad 60 \quad 54 \quad 60 \quad 55 \quad 61 \quad 53 \quad 56 \quad 57 \\ 50 \quad 30 \quad 20 \quad 19 \quad 18 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 60 \quad 60 \quad 59 \quad 62 \quad 55 \quad 57 \quad 64 \quad 64 \quad 58 \quad 60 \quad 60 \\ 50 \quad 30 \quad 20 \quad 17 \quad 8 \quad 12 \quad 17 \quad 20 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 57 \quad 58 \quad 57 \quad 63 \quad 55 \quad 56 \quad 63 \quad 68 \quad 68 \\ 50 \quad 30 \quad 20 \quad 19 \quad 8 \quad 11 \quad 20 \quad 50 \end{array}$$

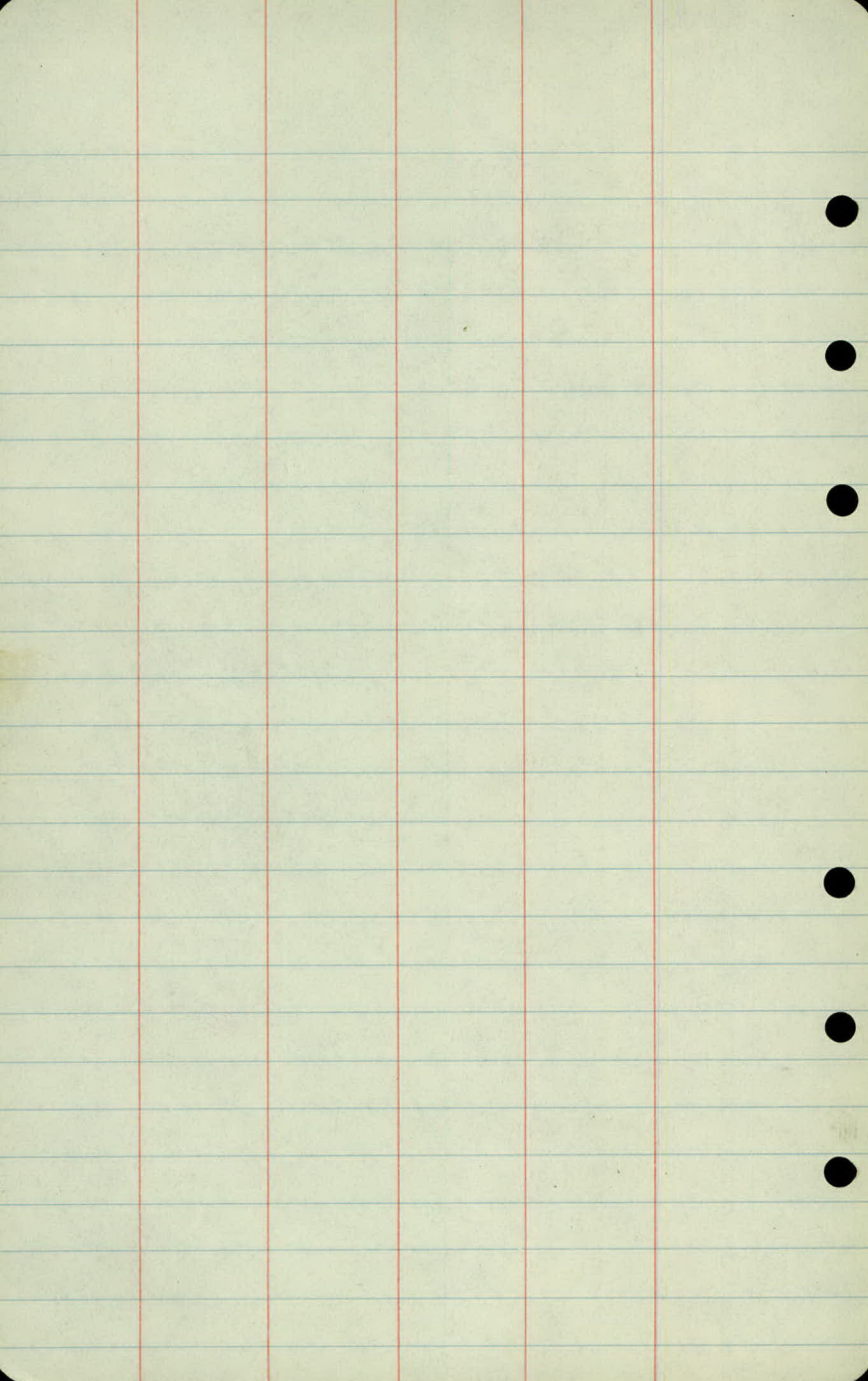
$$\begin{array}{r} 61 \quad 66 \quad 69 \quad 70 \quad 71 \quad 60 \quad 55 \quad 58 \quad 62 \quad 67 \quad 67 \quad 70 \\ 200 \quad 150 \quad 100 \quad 50 \quad 20 \quad 18 \quad 8 \quad 12 \quad 19 \quad 50 \quad 100 \end{array}$$

$$\begin{array}{r} 70 \quad 79 \quad 61 \quad 55 \quad 59 \quad 67 \quad 68 \\ 50 \quad 22 \quad 19 \quad 13 \quad 20 \quad 50 \end{array}$$

$$\begin{array}{r} 50 \quad 53 \quad 53 \quad 54 \quad 50 \\ 50 \quad 24 \quad 19 \quad 50 \end{array}$$

$$\begin{array}{r} 466 \quad 474 \quad 480 \\ 50 \quad 50 \end{array}$$

Drill Hole in 4 Large Poreal Ave.



ARONA AVE
Alignment

60 + 68.85 = R Idaho Ave

658.64

3 + 27.42 P.O.T. = R Iowa Ave.

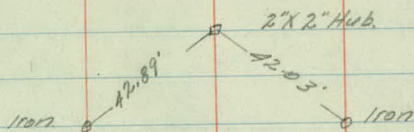
329.32

3945

1 + 64.85 P.O.T. = R Alley

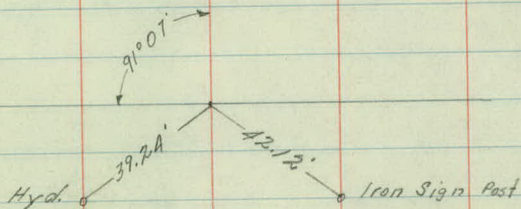
164.66

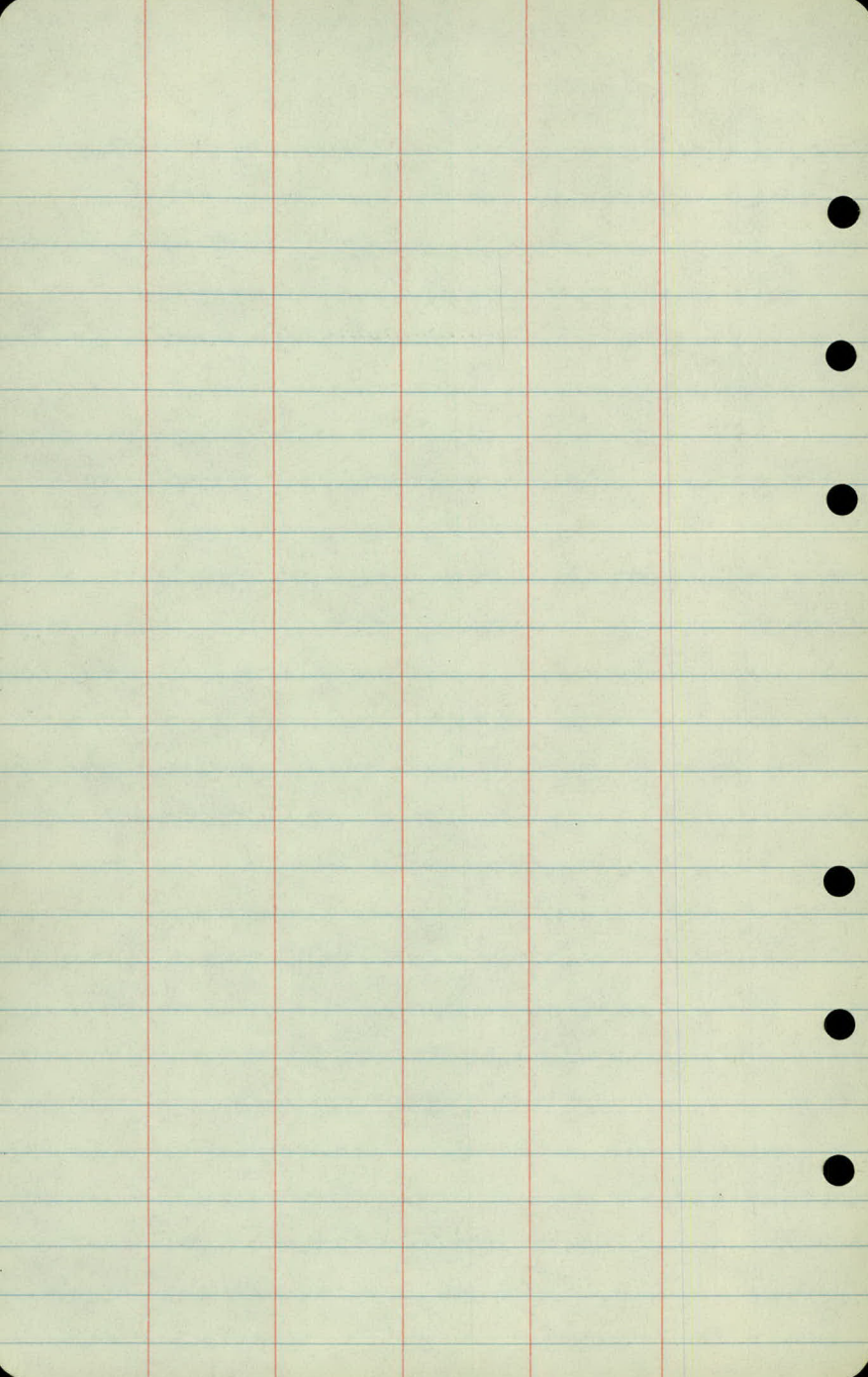
0 + 00 = R Hoyt Ave.



2" X 2" Hub

2" X 2" Hub.





Xsections

Sta.	+	-	Elev.
B.M.	4.11	954.88	950.77
0 - 22		8.0	46.9
0 - 50		7.9	47.0
- 1 + 00		8.3	46.6
0 + 00			46.7
+ 13 gutter.			46.1
+ 15			47.1
+ 29			47.2
+ 30			47.7
+ 65			47.5
1			48.1
+ 54.86			48.9
+ 74.85			49.2

Lt.

K

Rt.

Top Hyd. S.W. Cor Arona Ave + Hoyt Ave.

$$\frac{87}{50} \quad \frac{84}{26} \quad \frac{82}{25} \quad \frac{83}{25} \quad \frac{83}{50}$$

$$\frac{94}{30} \quad \frac{90}{24} \quad \frac{88}{23} \quad \frac{88}{23} \quad \frac{89}{50}$$

$$\frac{81}{50} \quad \frac{76}{24} \quad \frac{78}{26} \quad \frac{78}{26} \quad \frac{79}{50}$$

$$\frac{86}{50} \quad \frac{80}{26} \quad \frac{77}{22} \quad \frac{76}{22} \quad \frac{77}{50}$$

$$\frac{88}{50} \quad \frac{83}{26} \quad \frac{72}{22} \quad \frac{66}{22} \quad \frac{58}{50}$$

$$\frac{92}{50} \quad \frac{85}{28} \quad \frac{74}{26} \quad \frac{66}{26} \quad \frac{60}{50}$$

$$\frac{88}{50} \quad \frac{80}{25} \quad \frac{68}{25} \quad \frac{62}{25} \quad \frac{56}{50}$$

$$\frac{79}{50} \quad \frac{70}{25} \quad \frac{60}{24} \quad \frac{57}{24} \quad \frac{52}{50}$$

$$\frac{76}{50} \quad \frac{67}{25} \quad \frac{57}{26} \quad \frac{55}{26} \quad \frac{50}{50}$$

Sta	+	π	-	Elev.
		954.88		
2				49.4
	+50			50.2
	+99.42			50.3
3	+29.42			50.3
	+59.42			50.0
4				49.5
T.P.	3.85	954.13	460	950.28
	+40			49.5 49.2
	+74			49.6
5				49.3
	+37			49.0
	+61			49.2

Lt

L

Rt.

$$\frac{72}{50} \quad \frac{63}{25} \quad \frac{55}{27} \quad \frac{52}{27} \quad \frac{46}{50}$$

$$\frac{61}{50} \quad \frac{53}{26} \quad \frac{47}{23} \quad \frac{45}{23} \quad \frac{41}{50}$$

$$\frac{59}{50} \quad \frac{51}{25} \quad \frac{46}{24} \quad \frac{44}{24} \quad \frac{40}{50}$$

$$\frac{59}{50} \quad \frac{51}{25} \quad \frac{46}{26} \quad \frac{43}{26} \quad \frac{38}{50}$$

$$\frac{61}{50} \quad \frac{54}{27} \quad \frac{49}{28} \quad \frac{46}{28} \quad \frac{43}{50}$$

$$\frac{67}{50} \quad \frac{60}{27} \quad \frac{54}{25} \quad \frac{50}{25} \quad \frac{45}{50}$$

$$\frac{67}{50} \quad \frac{58}{27} \quad \frac{49}{24} \quad \frac{44}{24} \quad \frac{37}{50}$$

$$\frac{64}{50} \quad \frac{56}{26} \quad \frac{45}{25} \quad \frac{39}{25} \quad \frac{33}{50}$$

$$\frac{66}{50} \quad \frac{56}{25} \quad \frac{48}{26} \quad \frac{41}{26} \quad \frac{33}{50}$$

$$\frac{70}{50} \quad \frac{61}{26} \quad \frac{51}{23} \quad \frac{44}{23} \quad \frac{36}{50}$$

$$\frac{71}{50} \quad \frac{60}{25} \quad \frac{49}{26} \quad \frac{41}{26} \quad \frac{34}{50}$$

Sta + π - Elev.

959.13

48.7.

+28.85

48.6.

+38.85

+58.85

48.4.

+68.85

B.M.

3.72

950.41.

(950.41).

Lk

2

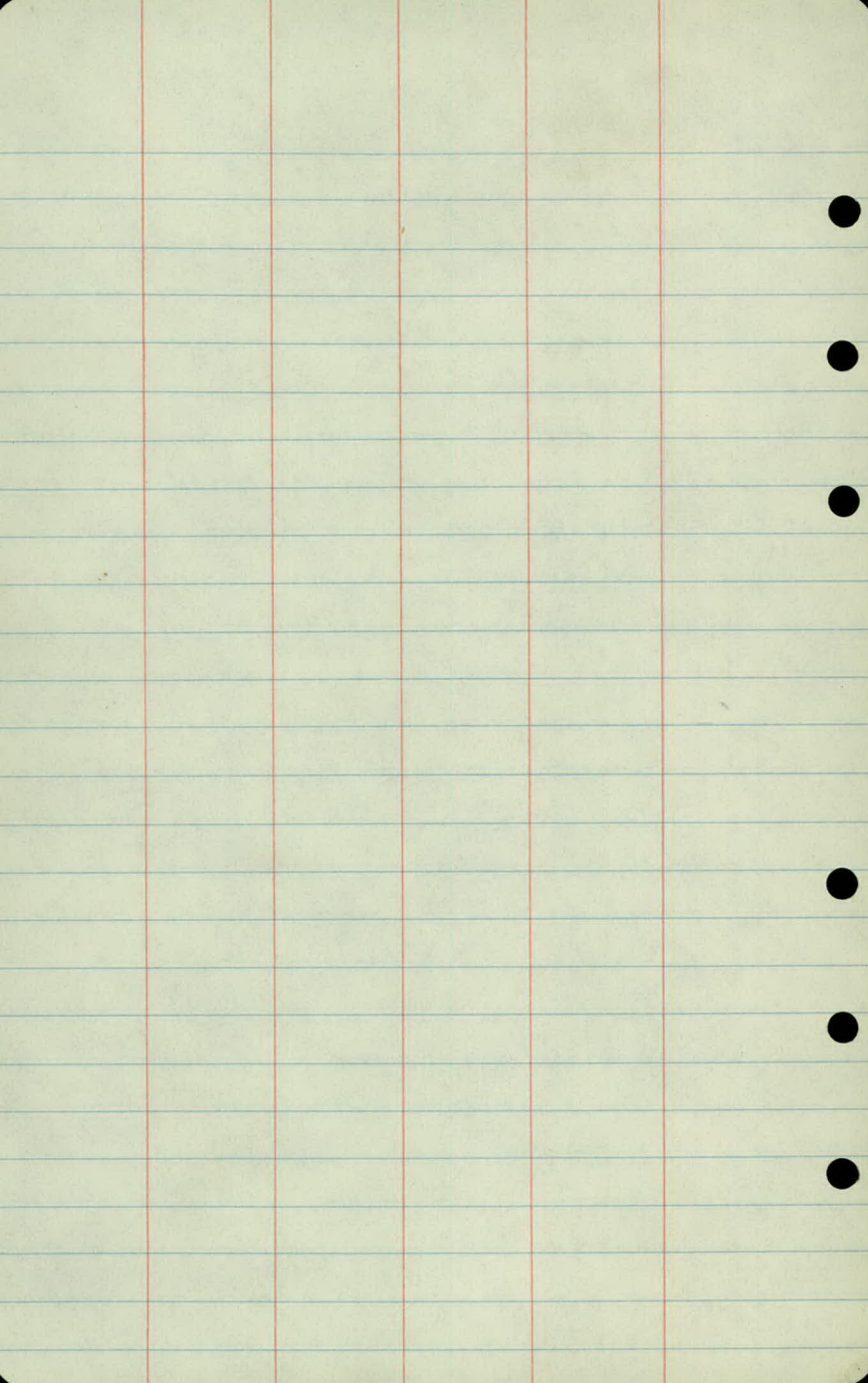
Rt.

$$\frac{79}{50} \quad \frac{66}{25} \quad \frac{54}{26} \quad \frac{42}{26} \quad \frac{32}{50}$$

$$\frac{81}{50} \quad \frac{67}{24} \quad \frac{55}{22} \quad \frac{43}{22} \quad \frac{28}{50}$$

$$\frac{83}{50} \quad \frac{69}{24} \quad \frac{57}{27} \quad \frac{41}{27} \quad \frac{27}{50}$$

Top Iron S.E. Cor. Ararat Idaho Ave.



ALLEY
Alignment

10 +24.02 = Sta.

Pascol Ave.

10.25.10^{ok}

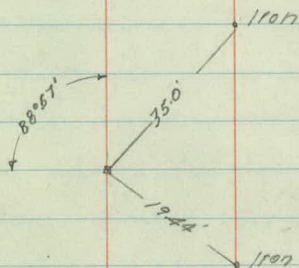
3 +63.78 = P.O.T = E. Arona Ave.

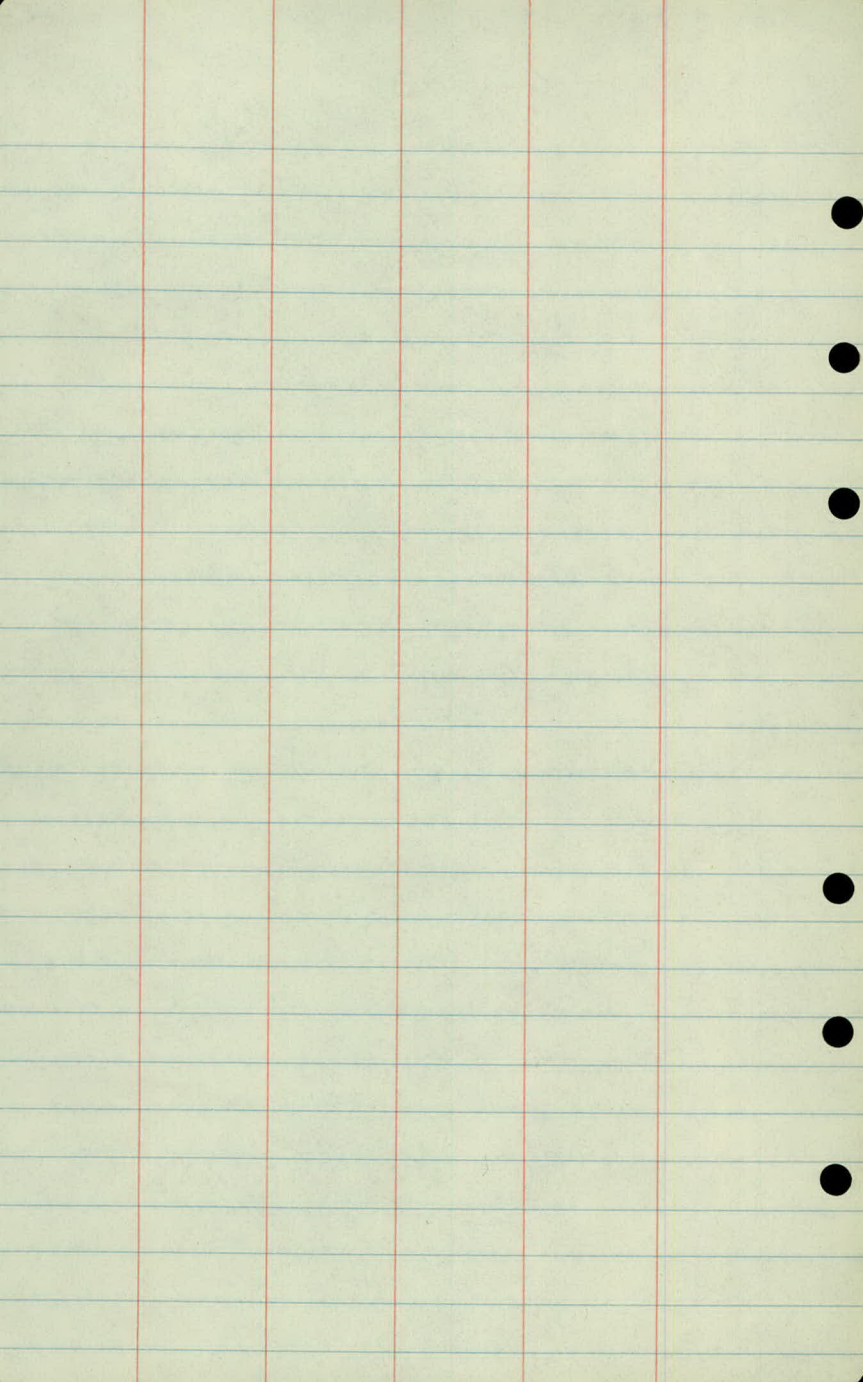
3.65.10

0 +00 = E. 33 Alley

□ 2" X 2" Hub

□ 2" X 2" Hub





Topography

10

+03-P.R.-11'
+04-Edge Turn p16c

9

+32-Str.-4'
+27-Str.-10'

+53-Str.-1-2'
+44-P.P.-9.6'
+31-Str.-5-6'

+09-4" Plum-5'

8

+63-Str.-8'

7

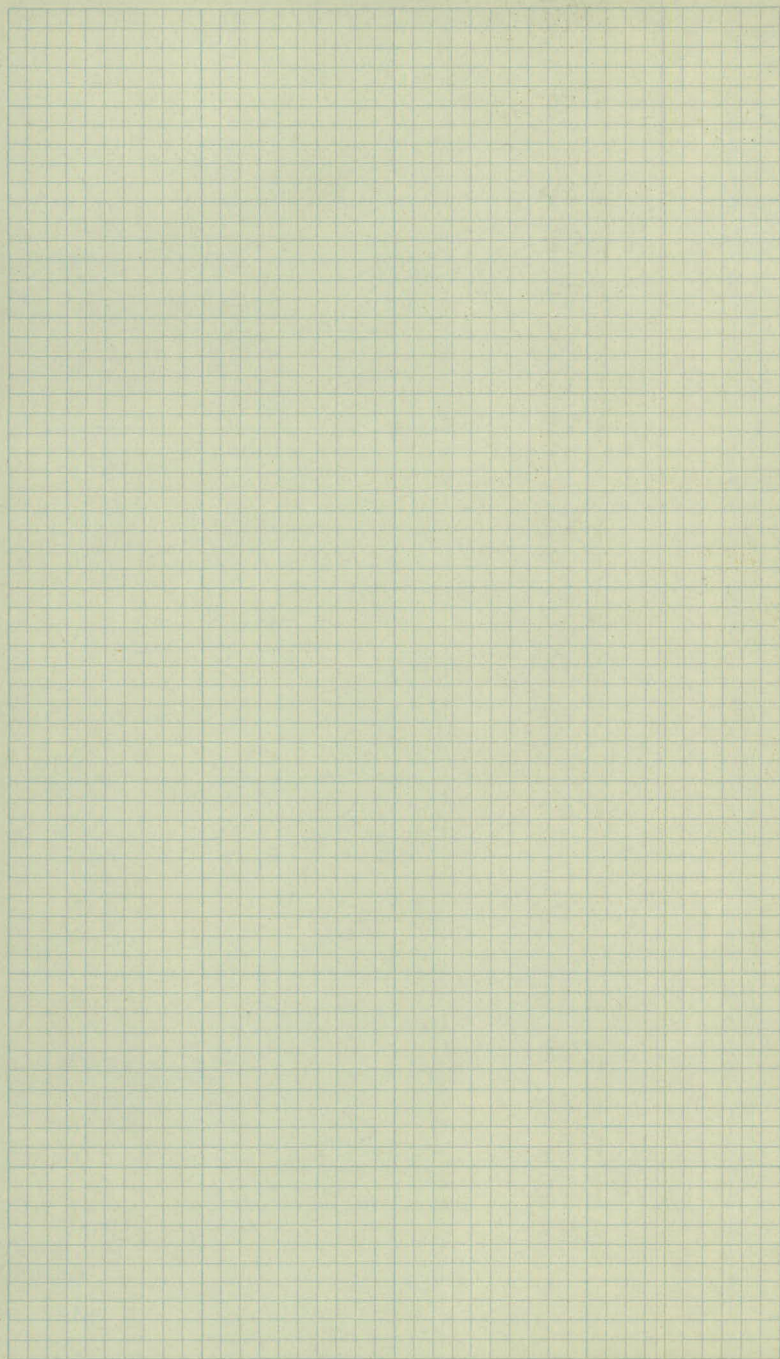
Pascal Ave.

111

112

113

114



X Sections

Sta.	+	-	Elev.
B.M.	9.00	949.45	940.45

0	-16.5		409
---	-------	--	-----

0	+00		39.3
---	-----	--	------

	+16.5		38.8
--	-------	--	------

	+60		38.2
--	-----	--	------

1			38.8
---	--	--	------

	+50		40.3
--	-----	--	------

2			42.3
---	--	--	------

	+50		44.5
--	-----	--	------

3			46.6
---	--	--	------

T.R.	6.62	955.10	0.37	949.08
------	------	--------	------	--------

	+33.78		47.9
--	--------	--	------

	+63.78		48.9
--	--------	--	------

4

Lt

2

Rt

Top Iron S.W. Cor. Service Drive & Alley

$$\frac{109}{50} \quad \frac{97}{10} \quad \frac{86}{10} \quad \frac{92}{10} \quad \frac{80}{50}$$

$$\frac{112}{50} \quad \frac{103}{10} \quad \frac{102}{10} \quad \frac{97}{10} \quad \frac{86}{50}$$

$$\frac{115}{50} \quad \frac{108}{10} \quad \frac{107}{10} \quad \frac{103}{10} \quad \frac{92}{50}$$

$$\frac{116}{50} \quad \frac{114}{10} \quad \frac{113}{10} \quad \frac{110}{10} \quad \frac{100}{50}$$

$$\frac{108}{50} \quad \frac{108}{10} \quad \frac{107}{10} \quad \frac{105}{10} \quad \frac{99}{50}$$

$$\frac{91}{50} \quad \frac{91}{10} \quad \frac{92}{10} \quad \frac{91}{10} \quad \frac{89}{50}$$

$$\frac{67}{50} \quad \frac{71}{10} \quad \frac{72}{10} \quad \frac{72}{10} \quad \frac{71}{50}$$

$$\frac{43}{50} \quad \frac{50}{10} \quad \frac{50}{10} \quad \frac{52}{10} \quad \frac{55}{50}$$

$$\frac{19}{50} \quad \frac{28}{10} \quad \frac{29}{10} \quad \frac{30}{10} \quad \frac{36}{50}$$

$$\frac{67}{50} \quad \frac{77}{10} \quad \frac{78}{10} \quad \frac{80}{10} \quad \frac{88}{50}$$

$$\frac{59}{50} \quad \frac{65}{10} \quad \frac{68}{10} \quad \frac{69}{10} \quad \frac{76}{50}$$

Sta	+	π	-	Elev
		955.70		
4				49.7
	+50			50.3
5				50.5
	+50			50.8
6				50.8
	+50			50.1
7				49.2
	+41			49.0
	+46			48.2
	+50			49.0
T.P.	4.46	955.06	5.10	950.60
8				50.0

Lt

2

Rt

$$\frac{5.4}{50} \quad \frac{6.1}{10} \quad \frac{6.0}{10} \quad \frac{6.1}{10} \quad \frac{6.7}{50}$$

$$\frac{4.7}{50} \quad \frac{5.4}{10} \quad \frac{5.4}{10} \quad \frac{5.9}{10} \quad \frac{6.3}{50}$$

$$\frac{4.5}{50} \quad \frac{5.1}{10} \quad \frac{5.2}{10} \quad \frac{5.3}{10} \quad \frac{6.1}{50}$$

$$\frac{4.4}{50} \quad \frac{4.7}{10} \quad \frac{4.9}{10} \quad \frac{5.1}{10} \quad \frac{5.7}{50}$$

$$\frac{4.5}{50} \quad \frac{4.8}{10} \quad \frac{4.9}{10} \quad \frac{5.1}{10} \quad \frac{5.8}{50}$$

$$\frac{5.3}{50} \quad \frac{5.5}{10} \quad \frac{5.6}{10} \quad \frac{5.6}{10} \quad \frac{6.6}{50}$$

$$\frac{5.5}{50} \quad \frac{6.4}{10} \quad \frac{6.5}{10} \quad \frac{6.7}{10} \quad \frac{7.4}{50}$$

$$\frac{5.8}{50} \quad \frac{6.6}{10} \quad \frac{6.7}{10} \quad \frac{6.7}{10} \quad \frac{7.8}{50}$$

$$\frac{6.4}{50} \quad \frac{7.2}{10} \quad \frac{7.5}{10} \quad \frac{7.6}{10} \quad \frac{7.8}{50}$$

$$\frac{5.6}{50} \quad \frac{6.4}{10} \quad \frac{6.7}{10} \quad \frac{6.9}{10} \quad \frac{7.6}{50}$$

$$\frac{4.3}{50} \quad \frac{5.0}{10} \quad \frac{5.1}{10} \quad \frac{5.5}{10} \quad \frac{6.4}{50}$$

Sta.	+	Δ	-	Elev.
		955.06		
8	+50			50.0
9				50.1
	+50			50.1
10	+94.02			49.9
10	+22.02			50.1
B.M.		5.32	949.74	(949.74) -

Lt

A

Rt.

$$\frac{45}{50} \quad \frac{48}{10} \quad \frac{51}{50} \quad \frac{54}{10} \quad \frac{64}{50}$$

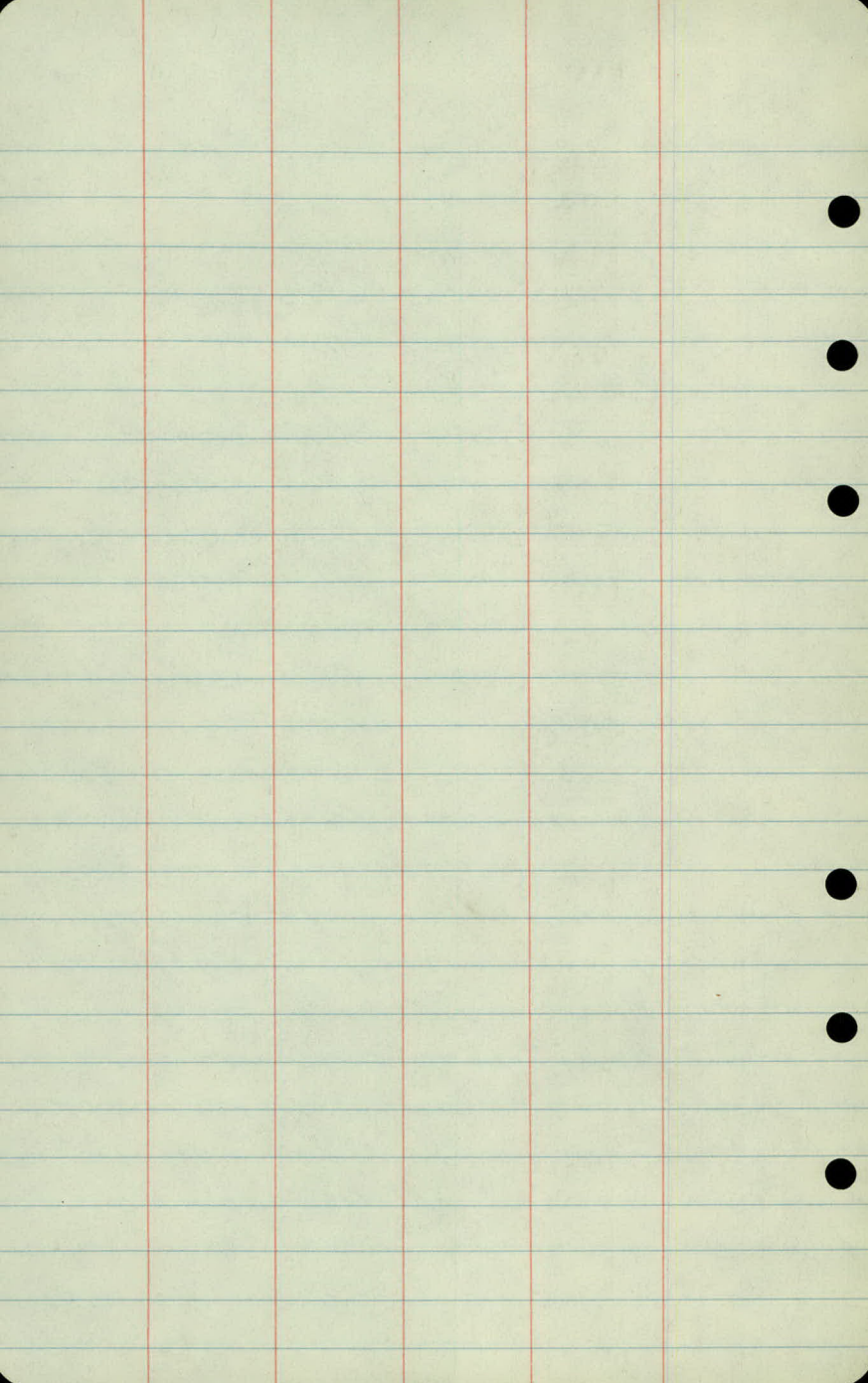
$$\frac{43}{50} \quad \frac{48}{10} \quad \frac{50}{50} \quad \frac{52}{10} \quad \frac{58}{50}$$

$$\frac{43}{50} \quad \frac{50}{10} \quad \frac{50}{50} \quad \frac{51}{10} \quad \frac{59}{50}$$

$$\frac{44}{50} \quad \frac{50}{10} \quad \frac{52}{50} \quad \frac{55}{10} \quad \frac{57}{50}$$

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

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



SERVICE DRIVE

Alignment

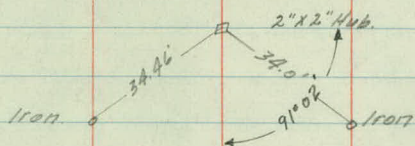
4 +94.14 = \$ Idaho Ave.

OK
493.83

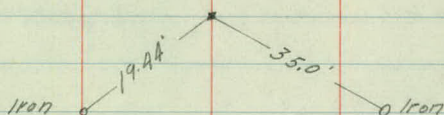
1 +64.52 = \$ Iowa Ave.

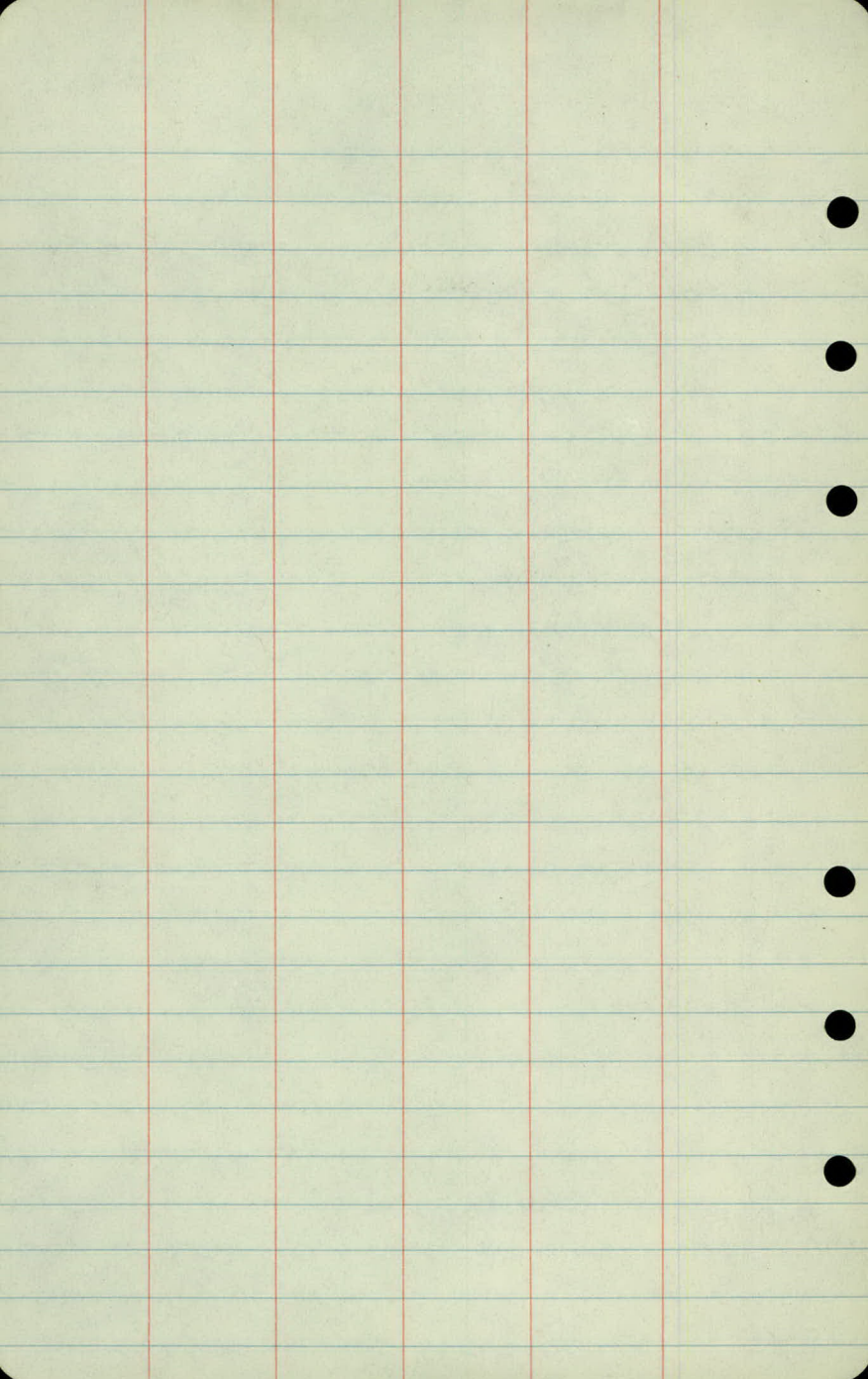
164.61

0 +00 = \$ Alley between Hoyt & Iowa Ave.



2" x 2" Hub





X sections

Sta.	+	-	Elev.
B.M.	0.86	941.31	940.45
0	+00		39.3
	+10		39.2
	+55		38.2
1			37.2
	+34.52		35.5
	+64.52		34.6
2			33.7
	+50		32.9
3			32.4

Note: At 4' Lt sta. 3401 is a pit 3' wide and 5' long and 7.5' deep that has timber in the bottom. This pit seems to be made to drain low area.

Lt. E Rt.

Top Iron S. W. Cor. Service Drive & Alley

$$\begin{array}{r} 00 \\ 50 \end{array} \quad \begin{array}{r} 1.4 \\ 16.5 \end{array} \quad \begin{array}{r} 2.0 \\ 16.5 \end{array} \quad \begin{array}{r} 2.5 \\ 50 \end{array} \quad \begin{array}{r} 3.0 \\ 50 \end{array}$$

$$\begin{array}{r} 0.3 \\ 50 \end{array} \quad \begin{array}{r} 1.8 \\ 16.5 \end{array} \quad \begin{array}{r} 2.1 \\ 16.5 \end{array} \quad \begin{array}{r} 2.4 \\ 50 \end{array} \quad \begin{array}{r} 3.2 \\ 50 \end{array}$$

$$\begin{array}{r} 1.8 \\ 50 \end{array} \quad \begin{array}{r} 2.8 \\ 16.5 \end{array} \quad \begin{array}{r} 3.1 \\ 16.5 \end{array} \quad \begin{array}{r} 3.4 \\ 50 \end{array} \quad \begin{array}{r} 3.7 \\ 50 \end{array}$$

$$\begin{array}{r} 3.0 \\ 50 \end{array} \quad \begin{array}{r} 3.9 \\ 16.5 \end{array} \quad \begin{array}{r} 4.1 \\ 16.5 \end{array} \quad \begin{array}{r} 4.2 \\ 50 \end{array} \quad \begin{array}{r} 4.1 \\ 50 \end{array}$$

$$\begin{array}{r} 5.3 \\ 50 \end{array} \quad \begin{array}{r} 5.7 \\ 16.5 \end{array} \quad \begin{array}{r} 5.8 \\ 16.5 \end{array} \quad \begin{array}{r} 6.0 \\ 50 \end{array} \quad \begin{array}{r} 5.3 \\ 50 \end{array}$$

$$\begin{array}{r} 6.5 \\ 50 \end{array} \quad \begin{array}{r} 7.0 \\ 16.5 \end{array} \quad \begin{array}{r} 6.7 \\ 16.5 \end{array} \quad \begin{array}{r} 6.7 \\ 50 \end{array} \quad \begin{array}{r} 6.1 \\ 50 \end{array}$$

$$\begin{array}{r} 8.0 \\ 50 \end{array} \quad \begin{array}{r} 7.6 \\ 16.5 \end{array} \quad \begin{array}{r} 7.6 \\ 16.5 \end{array} \quad \begin{array}{r} 7.5 \\ 50 \end{array} \quad \begin{array}{r} 7.1 \\ 50 \end{array}$$

$$\begin{array}{r} 8.6 \\ 50 \end{array} \quad \begin{array}{r} 8.5 \\ 16.5 \end{array} \quad \begin{array}{r} 8.4 \\ 16.5 \end{array} \quad \begin{array}{r} 8.5 \\ 50 \end{array} \quad \begin{array}{r} 8.0 \\ 50 \end{array}$$

$$\begin{array}{r} 9.2 \\ 50 \end{array} \quad \begin{array}{r} 9.2 \\ 16.5 \end{array} \quad \begin{array}{r} 8.9 \\ 16.5 \end{array} \quad \begin{array}{r} 9.0 \\ 50 \end{array} \quad \begin{array}{r} 8.7 \\ 50 \end{array}$$

Sta	+	π	-	Elev.
		741.31		
3	+50			32.4
4				32.7
	+68.14			34.0
	+94.14			34.9
B.M.		6.34	934.97	(934.96)

Lt.

C.

Rt.

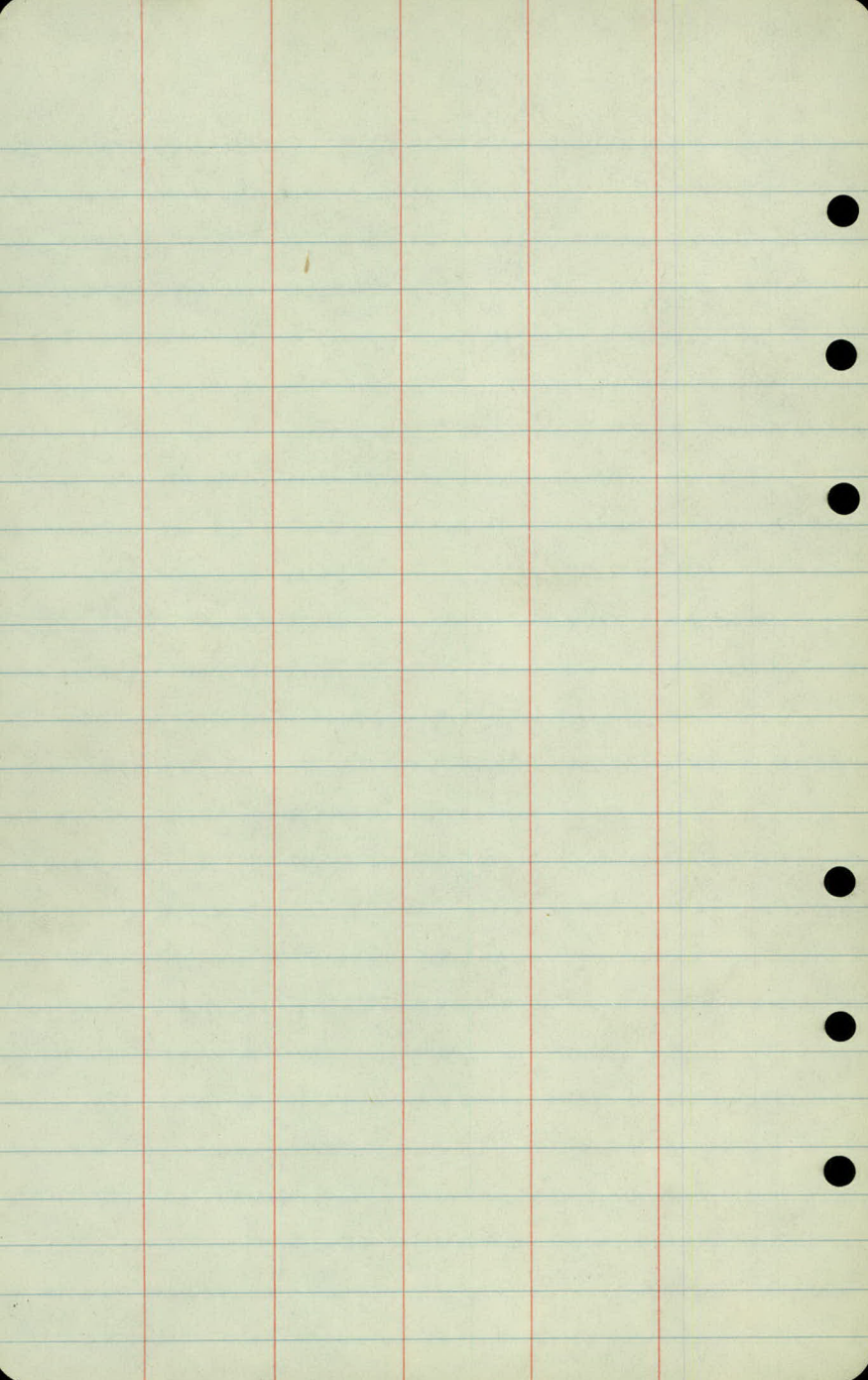
$$\frac{89}{50} \quad \frac{89}{16.5} \quad \frac{89}{16.5} \quad \frac{88}{50} \quad \frac{86}{50}$$

$$\frac{86}{50} \quad \frac{86}{16.5} \quad \frac{86}{16.5} \quad \frac{83}{50} \quad \frac{84}{50}$$

$$\frac{71}{50} \quad \frac{75}{16.5} \quad \frac{73}{16.5} \quad \frac{72}{50} \quad \frac{66}{50}$$

$$\frac{54}{50} \quad \frac{63}{16.5} \quad \frac{64}{16.5} \quad \frac{65}{50} \quad \frac{62}{50}$$

Top Hub Ctr. Service Drive + Idaho Ave.



IOWA AVE.

Alignment

10 +24.22 = E Pascal Ave

3 6415

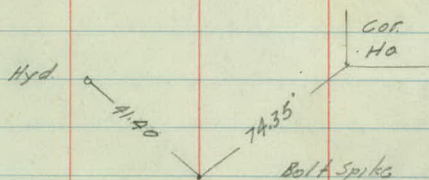
(6007)

OK
1024.88

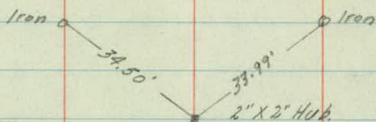
3 +64.15 P.O.T = E Arona St.

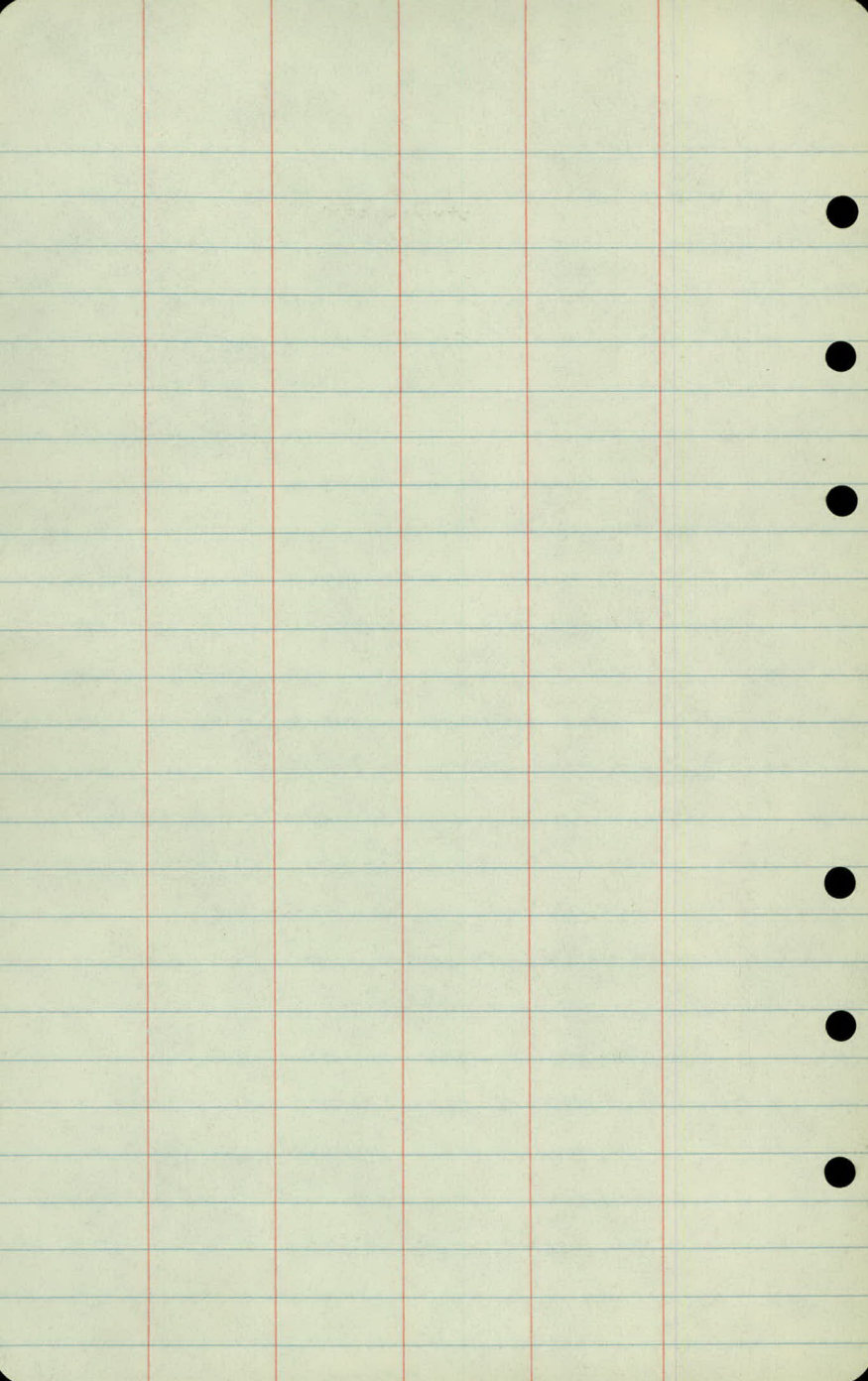
364.88

0 +00 = E Service Drive



2" X 2" Hub.





Topography

10

+6- Edge Turnpike

9

+63-Koww Steps.
 +56-Koww Steps.

8

+15-Str-23'
 +09-Str-29'

+13-Str-17'
 +09-Str-4'

+90-Str-17' +96-Str-06'-18'-29'

+84-Str-29'

+88-Str-6'

+76-6" Str-3'

+89-Str-00'

+75-10" Str-20'

+70-End Brush.

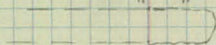
+53-Reg. Lilliac Brush.

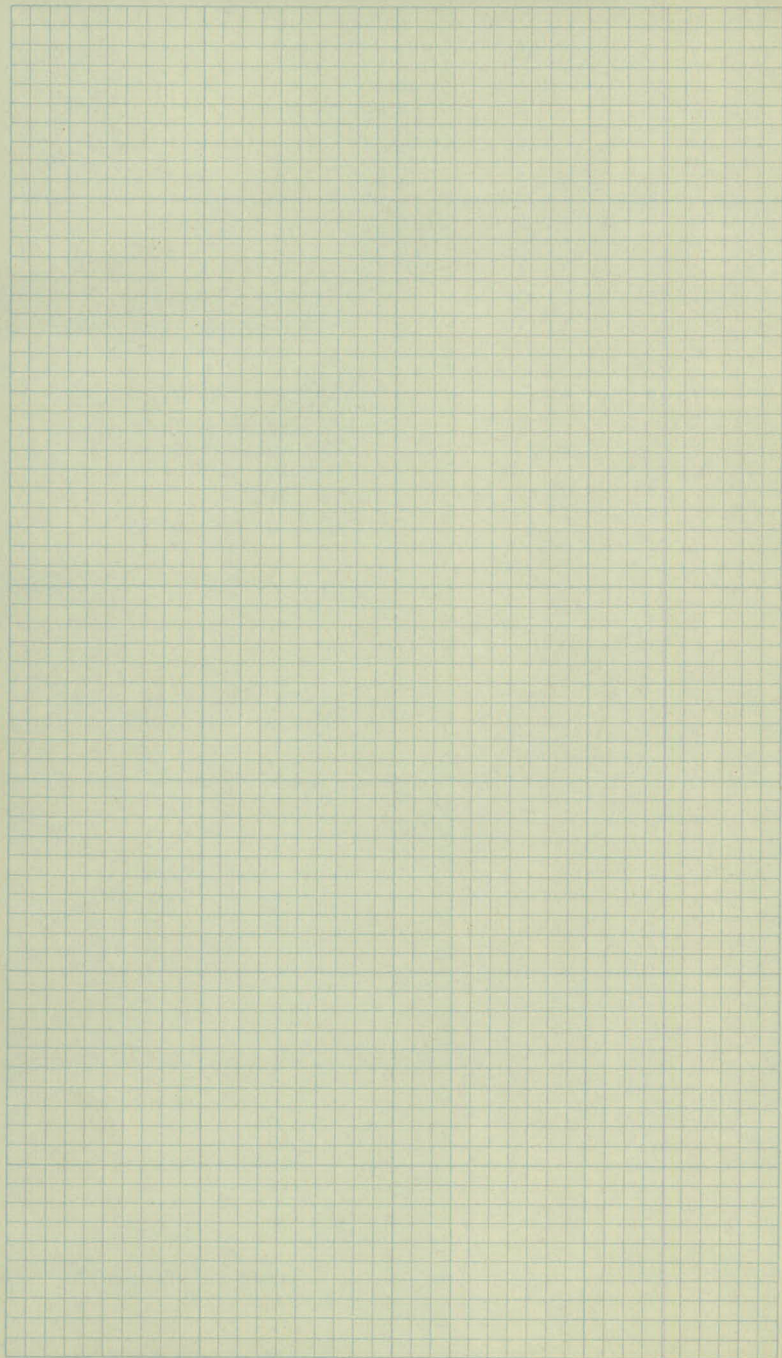
7

Pascal Ave.

75 stamps ————— 9 stamps
 4 stamps ————— 5 stamps

n n
 n n
 n n
 n n
 n n





X Sections

Sta	+	π	-	Elev.
B.M.	4.86	945.31		940.45

0	-50		10.6	34.7
---	-----	--	------	------

-1	+00		9.2	36.1
----	-----	--	-----	------

	+50		8.2	37.1
--	-----	--	-----	------

-2	+00		7.2	38.1
----	-----	--	-----	------

	+55		7.4	37.9
--	-----	--	-----	------

	+65		3.3	42.0
--	-----	--	-----	------

-3	+05		3.0	42.3
----	-----	--	-----	------

0	+00			34.6
---	-----	--	--	------

	+16.5			34.6
--	-------	--	--	------

	+65			35.4
--	-----	--	--	------

1				36.9
---	--	--	--	------

Lt

L

Rt

Top Iron S.W. Cor Service Drive & Alley

Approx & Snelling Ave.

$$\begin{array}{r} 12.1 \\ 50 \end{array} \quad \begin{array}{r} 11.4 \\ 26 \end{array} \quad \begin{array}{r} 10.7 \\ 21 \end{array} \quad \begin{array}{r} 10.3 \\ 21 \end{array} \quad \begin{array}{r} 9.1 \\ 50 \end{array}$$

$$\begin{array}{r} 12.1 \\ 50 \end{array} \quad \begin{array}{r} 11.3 \\ 25 \end{array} \quad \begin{array}{r} 10.7 \\ 26 \end{array} \quad \begin{array}{r} 10.2 \\ 26 \end{array} \quad \begin{array}{r} 9.5 \\ 50 \end{array}$$

$$\begin{array}{r} 11.7 \\ 50 \end{array} \quad \begin{array}{r} 10.9 \\ 32 \end{array} \quad \begin{array}{r} 10.4 \\ 13 \end{array} \quad \begin{array}{r} 9.9 \\ 7 \end{array} \quad \begin{array}{r} 9.6 \\ 7 \end{array} \quad \begin{array}{r} 9.6 \\ 20 \end{array} \quad \begin{array}{r} 9.2 \\ 30 \end{array} \quad \begin{array}{r} 9.0 \\ 50 \end{array}$$

$$\begin{array}{r} 10.1 \\ 50 \end{array} \quad \begin{array}{r} 9.5 \\ 31 \end{array} \quad \begin{array}{r} 8.9 \\ 11 \end{array} \quad \begin{array}{r} 8.4 \\ 7 \end{array} \quad \begin{array}{r} 8.0 \\ 18 \end{array} \quad \begin{array}{r} 8.2 \\ 29 \end{array} \quad \begin{array}{r} 7.6 \\ 29 \end{array} \quad \begin{array}{r} 7.5 \\ 50 \end{array}$$

Sta.	+	π	-	Elev
		945.31		
1	+50			39.8
2				42.5
T.P.	11.57	956.49	0.39	944.92
	+50			45.5
3				48.3
	+34.15			49.6
	+64.15			50.4
4				50.8
	+50			51.5
5				51.7
	+50			51.5
6				51.5

K.A.
L.C.
M.B.
G.N.

Lt.

L.

Lt.

$$\frac{71}{50} \quad \frac{67}{30} \quad \frac{60}{10} \quad \frac{55}{5} \quad \frac{53}{5} \quad \frac{55}{18} \quad \frac{49}{30} \quad \frac{50}{50}$$

$$\frac{36}{50} \quad \frac{33}{27} \quad \frac{29}{19} \quad \frac{29}{9} \quad \frac{27}{6} \quad \frac{25}{21} \quad \frac{27}{31} \quad \frac{22}{50} \quad \frac{24}{50}$$

1100 9-10

$$\frac{115}{50} \quad \frac{114}{32} \quad \frac{111}{25} \quad \frac{110}{8} \quad \frac{107}{18} \quad \frac{112}{18} \quad \frac{105}{30} \quad \frac{107}{50}$$

$$\frac{87}{50} \quad \frac{85}{52} \quad \frac{83}{25} \quad \frac{82}{12} \quad \frac{81}{19} \quad \frac{86}{30} \quad \frac{81}{50} \quad \frac{84}{50}$$

$$\frac{75}{50} \quad \frac{71}{30} \quad \frac{69}{9} \quad \frac{69}{19} \quad \frac{72}{19} \quad \frac{69}{30} \quad \frac{71}{50}$$

$$\frac{68}{50} \quad \frac{65}{30} \quad \frac{61}{10} \quad \frac{61}{21} \quad \frac{66}{30} \quad \frac{62}{30} \quad \frac{64}{50}$$

$$\frac{62}{50} \quad \frac{59}{30} \quad \frac{57}{9} \quad \frac{58}{19} \quad \frac{61}{19} \quad \frac{57}{30} \quad \frac{59}{50}$$

$$\frac{53}{30} \quad \frac{50}{21} \quad \frac{49}{10} \quad \frac{50}{22} \quad \frac{55}{30} \quad \frac{52}{30} \quad \frac{55}{50}$$

$$\frac{50}{50} \quad \frac{50}{30} \quad \frac{48}{20} \quad \frac{51}{30} \quad \frac{50}{30} \quad \frac{53}{50}$$

$$\frac{48}{50} \quad \frac{50}{30} \quad \frac{50}{30} \quad \frac{50}{50} \quad \frac{52}{50}$$

$$\frac{45}{50} \quad \frac{47}{30} \quad \frac{50}{30} \quad \frac{51}{50} \quad \frac{53}{50}$$

	+	π	-	Elev.
		956.49		
6	+50			51.5
7				51.6
	+50			51.3
T.P.	4.94	956.98	4.95	952.04
8				51.5
	+50			51.4
9				51.8
	+50			51.9
	+ 94.30			51.9
10	+ 24.30			52.1
B.M.			1.29	955.69
				(955.72)

Lt.

K

Rt.

$$\frac{41}{50} \quad \frac{44}{30} \quad \frac{50}{30} \quad \frac{54}{30} \quad \frac{57}{50}$$

$$\frac{41}{50} \quad \frac{43}{30} \quad \frac{49}{30} \quad \frac{54}{30} \quad \frac{59}{50}$$

$$\frac{44}{50} \quad \frac{46}{30} \quad \frac{52}{30} \quad \frac{52}{30} \quad \frac{55}{50}$$

$$\frac{54}{50} \quad \frac{53}{30} \quad \frac{55}{30} \quad \frac{52}{30} \quad \frac{54}{50}$$

$$\frac{52}{50} \quad \frac{54}{30} \quad \frac{56}{30} \quad \frac{56}{30} \quad \frac{58}{50}$$

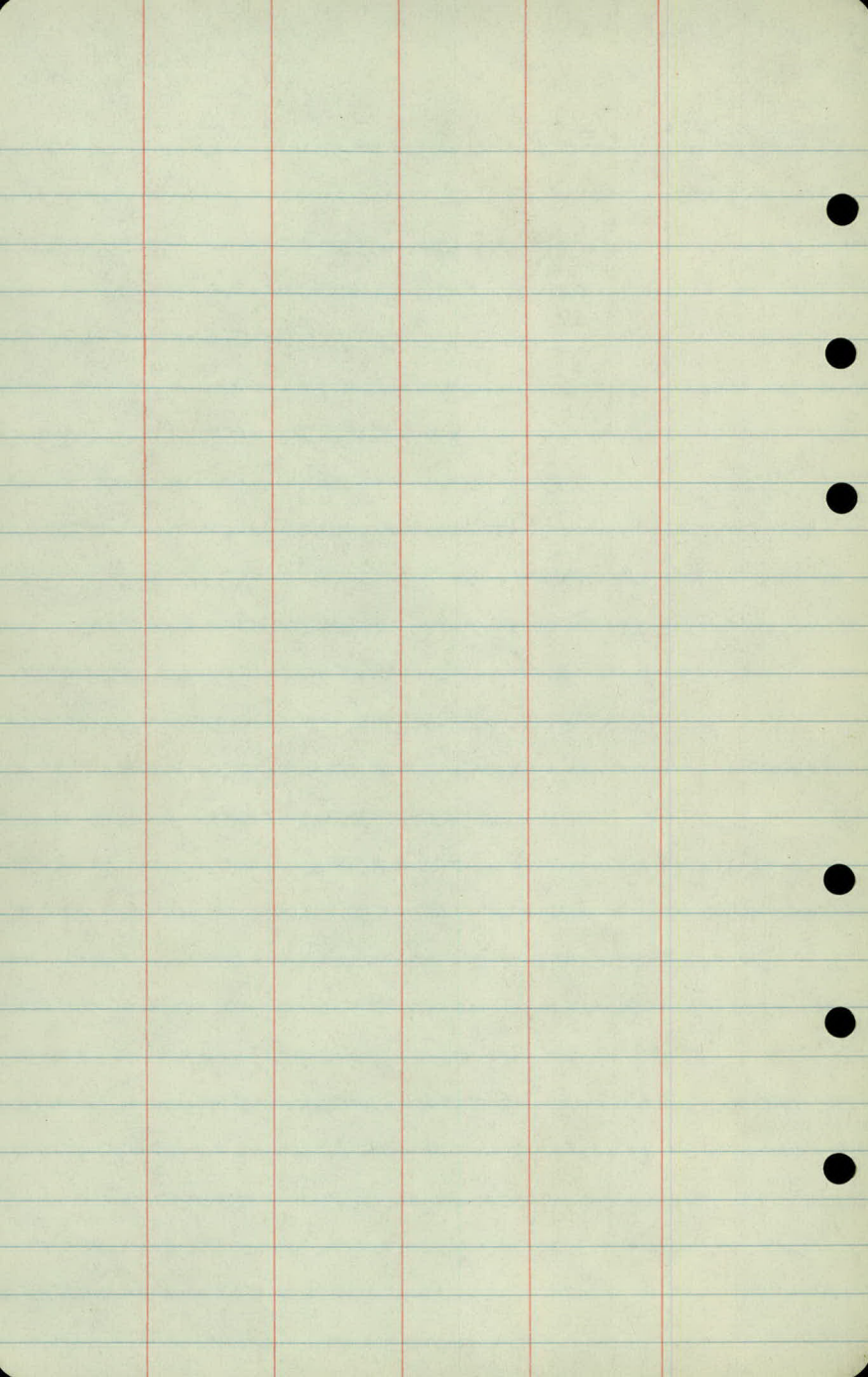
$$\frac{49}{50} \quad \frac{48}{30} \quad \frac{52}{30} \quad \frac{52}{30} \quad \frac{56}{30}$$

$$\frac{49}{50} \quad \frac{50}{30} \quad \frac{51}{30} \quad \frac{51}{30} \quad \frac{54}{50}$$

$$\frac{48}{50} \quad \frac{46}{30} \quad \frac{51}{30} \quad \frac{53}{30} \quad \frac{54}{50}$$

$$\frac{48}{50} \quad \frac{49}{30} \quad \frac{52}{50}$$

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



Idaho Ave.
Alignment

Sta	Point	ΔL	ΔR
-----	-------	------------	------------

13	+30.0 = E. Pasco Ave		
	89.75		
	60.25		

6	+69.75 = E. Arroyo Ave.		
---	-------------------------	--	--

3	+04.94 = E. Service Drive		
---	---------------------------	--	--

0	+00 = E. Snelling Ave		
---	-----------------------	--	--

4-15-30

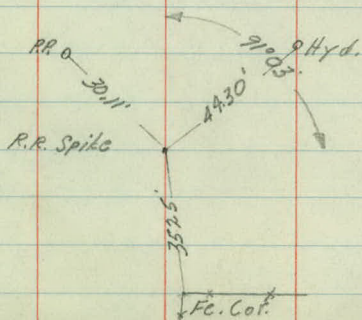
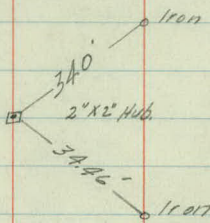
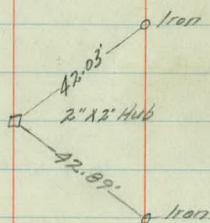
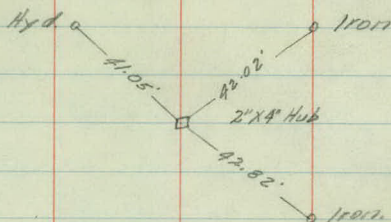
50

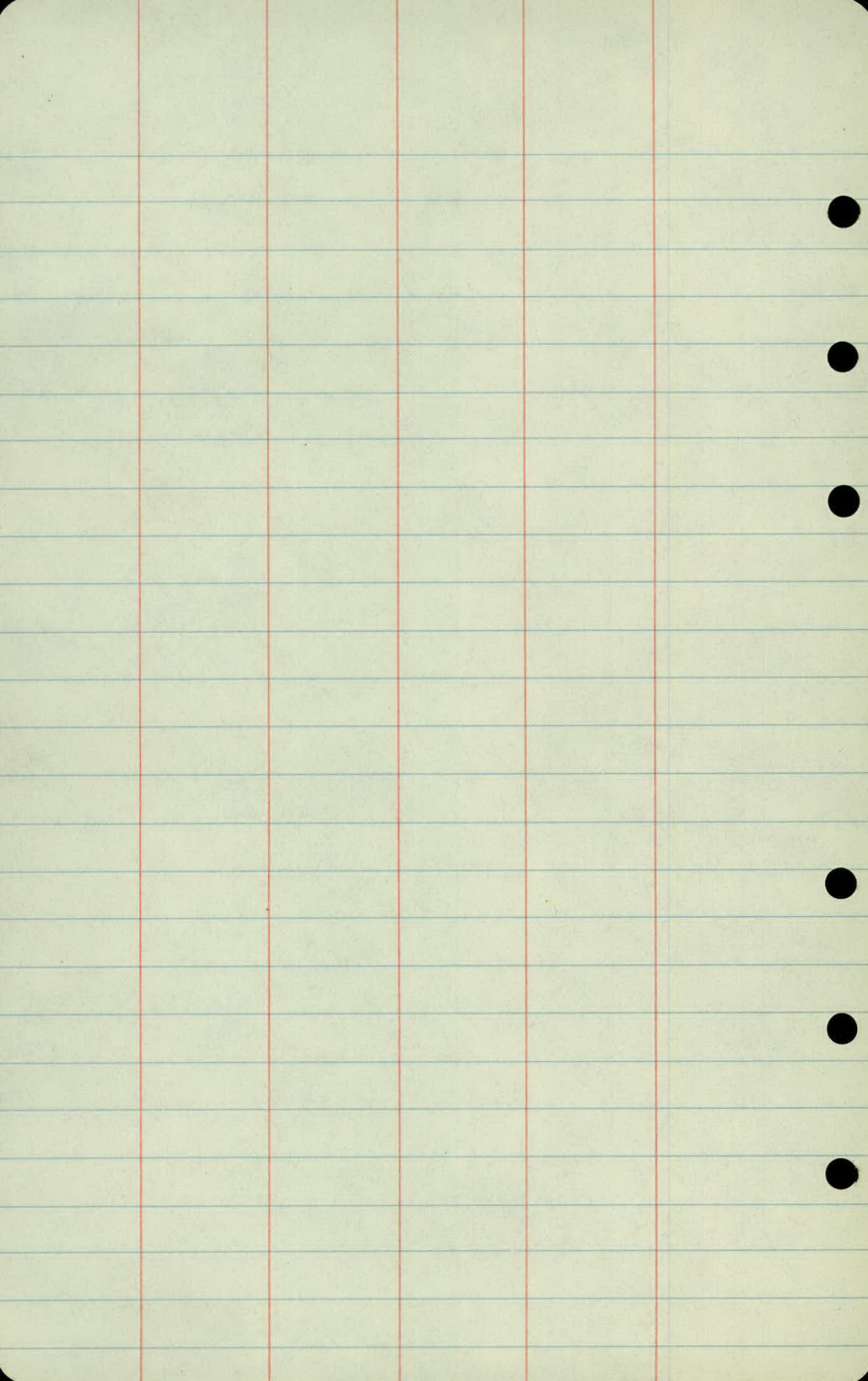
K.A.

L.C.

M.B.

C.N.





Topography

5

2 Draw - 75'

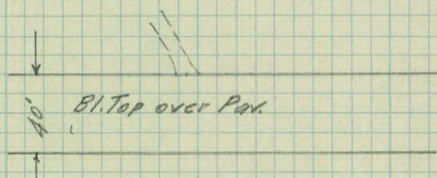
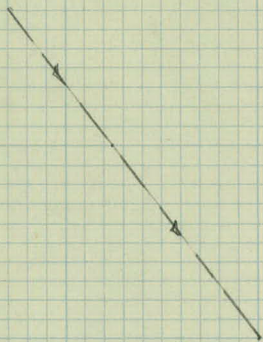
4

3

2

1

+24-PR-18' +22-Tel M.H.-90 +24-Hyd-38'
+20-Edg & Bl. Top.
0+00



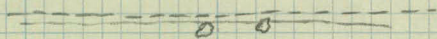
13 to 3-6" Pop-4' +.05-End Brush
to 7 Beg. Turnpike to 6-10" Pop-22'

12

11

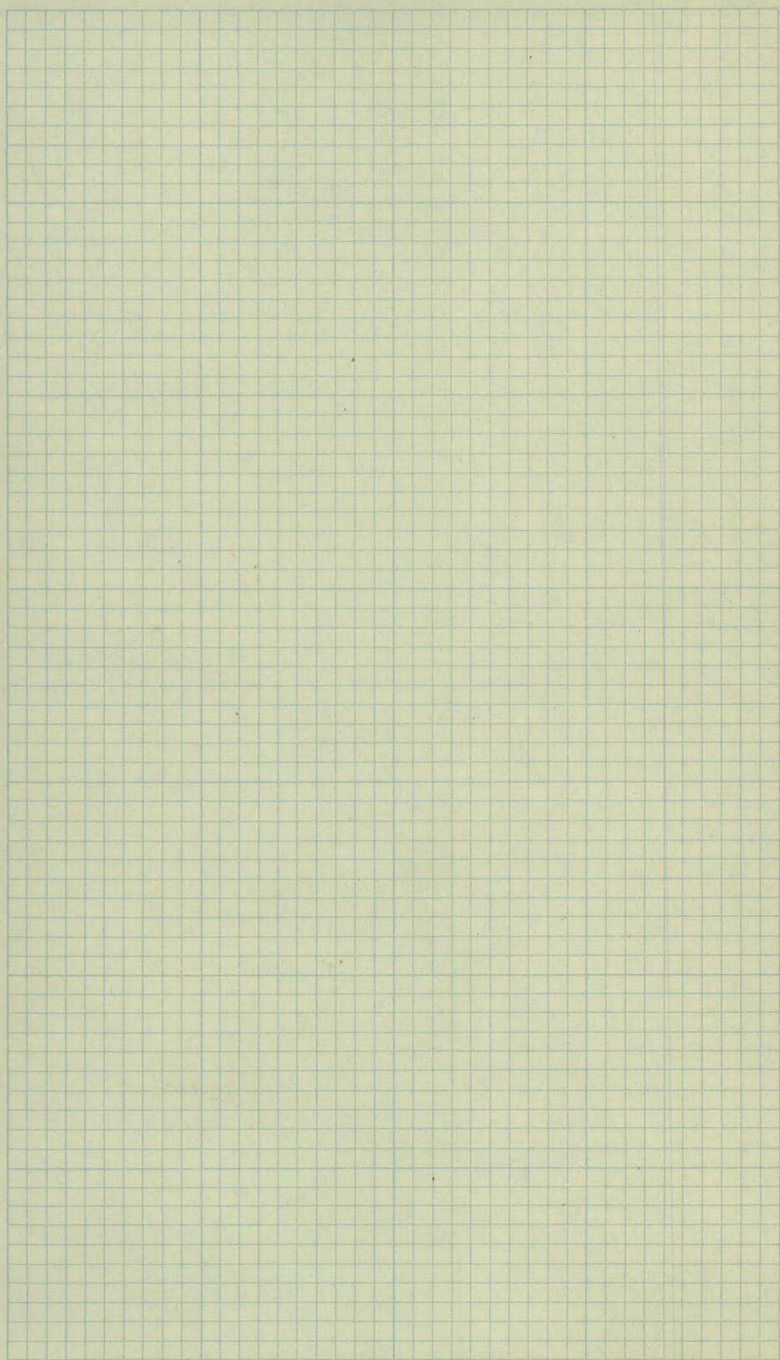
+55- Beg. Light Lillies Brush.

10



Light Brush.





X Sections

Sta.	+	π	-	Elev
B.M.	1270	947.66		(934.96)
B.M.			0.36	947.30
+00			2.37	45.29
+20				45.16
+24				45.1
+28				45.2
+34				45.3
+70				43.7
+82				43.5
				42.9
+50				40.3
				37.9
+50				36.4

Lt

R

Rt

Top Hub & Service Drive & Idaho Ave.

Top Hyd. S. E. Cor. Idaho Ave & Snelling Ave.

$$\frac{1.53}{50} \quad \frac{2.50}{50} \quad \frac{3.70}{50}$$

$$\frac{1.6}{50} \quad \frac{2.0}{25} \quad \frac{2.6}{8} \quad \frac{2.6}{8} \quad \frac{3.7}{50}$$

$$\frac{2.4}{50} \quad \frac{2.8}{32} \quad \frac{2.1}{24} \quad \frac{2.5}{5} \quad \frac{2.5}{7} \quad \frac{3.4}{26} \quad \frac{3.9}{26} \quad \frac{4.7}{50}$$

$$\frac{0.1}{50} \quad \frac{0.8}{35} \quad \frac{2.4}{50} \quad \frac{2.3}{12} \quad \frac{3.4}{30} \quad \frac{4.3}{50}$$

$$\frac{1.8}{50} \quad \frac{2.9}{26} \quad \frac{4.0}{20} \quad \frac{4.7}{20} \quad \frac{6.2}{50}$$

$$\frac{2.1}{50} \quad \frac{2.9}{28} \quad \frac{4.2}{25} \quad \frac{5.2}{25} \quad \frac{6.5}{50}$$

$$\frac{2.5}{50} \quad \frac{3.4}{32} \quad \frac{4.1}{19} \quad \frac{4.8}{50} \quad \frac{6.0}{22} \quad \frac{7.7}{50}$$

$$\frac{4.6}{50} \quad \frac{6.1}{25} \quad \frac{7.4}{25} \quad \frac{8.8}{25} \quad \frac{10.1}{50}$$

$$\frac{6.4}{50} \quad \frac{8.0}{25} \quad \frac{9.8}{28} \quad \frac{11.4}{28} \quad \frac{12.5}{50}$$

$$\frac{8.3}{50} \quad \frac{9.9}{24} \quad \frac{11.3}{29} \quad \frac{13.1}{29} \quad \frac{14.2}{50}$$

Sta	+	π	-	Elev.
		947.66		
3				35.1
+21.99				35.1
+6.0				35.2
4				35.8
T.P.	13.61	950.15	1112	936.54
+50				37.0
5				41.7 38.7
+50				41.7
6				44.8
+39.75				47.1
+69.75				48.5
T.P.	11.02	959.49	1.68	948.47
7				50.1

LA

R

RA

$$\begin{array}{r} 98 \\ 50 \end{array} \quad \begin{array}{r} 112 \\ 25 \end{array} \quad \begin{array}{r} 126 \\ 30 \end{array} \quad \begin{array}{r} 136 \\ 30 \end{array} \quad \begin{array}{r} 140 \\ 50 \end{array}$$

$$\begin{array}{r} 37.6 \\ 101 \\ 50 \end{array} \quad \begin{array}{r} 36.2 \\ 115 \\ 27 \end{array} \quad \begin{array}{r} 35.1 \\ 126 \\ 30 \end{array} \quad \begin{array}{r} 34.2 \\ 135 \\ 30 \end{array} \quad \begin{array}{r} 33.9 \\ 138 \\ 50 \end{array}$$

$$\begin{array}{r} 37.3 \\ 104 \\ 50 \end{array} \quad \begin{array}{r} 36.3 \\ 114 \\ 27 \end{array} \quad \begin{array}{r} 35.2 \\ 125 \\ 5 \end{array} \quad \begin{array}{r} 35.4 \\ 123 \\ 5 \end{array} \quad \begin{array}{r} 34.8 \\ 129 \\ 31 \end{array} \quad \begin{array}{r} 34.3 \\ 134 \\ 50 \end{array}$$

$$\begin{array}{r} 37.3 \\ 104 \\ 50 \end{array} \quad \begin{array}{r} 36.5 \\ 112 \\ 27 \end{array} \quad \begin{array}{r} 35.8 \\ 119 \\ 5 \end{array} \quad \begin{array}{r} 35.9 \\ 118 \\ 5 \end{array} \quad \begin{array}{r} 35.5 \\ 122 \\ 30 \end{array} \quad \begin{array}{r} 35.1 \\ 126 \\ 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 37.7 \\ 125 \\ 50 \end{array} \quad \begin{array}{r} 37.5 \\ 129 \\ 45 \end{array} \quad \begin{array}{r} 37.1 \\ 131 \\ 30 \end{array} \quad \begin{array}{r} 37.0 \\ 132 \\ 7 \end{array} \quad \begin{array}{r} 37.2 \\ 130 \\ 7 \end{array} \quad \begin{array}{r} 36.8 \\ 134 \\ 14 \end{array} \quad \begin{array}{r} 36.8 \\ 134 \\ 50 \end{array} \quad \begin{array}{r} 36.6 \\ 136 \\ 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 39.0 \\ 112 \\ 50 \end{array} \quad \begin{array}{r} 38.7 \\ 115 \\ 30 \end{array} \quad \begin{array}{r} 38.7 \\ 115 \\ 30 \end{array} \quad \begin{array}{r} 38.8 \\ 114 \\ 30 \end{array} \quad \begin{array}{r} 38.9 \\ 113 \\ 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 42.1 \\ 81 \\ 50 \end{array} \quad \begin{array}{r} 41.5 \\ 87 \\ 28 \end{array} \quad \begin{array}{r} 41.7 \\ 85 \\ 30 \end{array} \quad \begin{array}{r} 41.8 \\ 84 \\ 30 \end{array} \quad \begin{array}{r} 42.1 \\ 81 \\ 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 44.7 \\ 55 \\ 50 \end{array} \quad \begin{array}{r} 44.6 \\ 56 \\ 25 \end{array} \quad \begin{array}{r} 44.8 \\ 54 \\ 30 \end{array} \quad \begin{array}{r} 44.9 \\ 53 \\ 30 \end{array} \quad \begin{array}{r} 45.2 \\ 50 \\ 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 46.4 \\ 38 \\ 50 \end{array} \quad \begin{array}{r} 46.5 \\ 37 \\ 30 \end{array} \quad \begin{array}{r} 47.1 \\ 31 \\ 30 \end{array} \quad \begin{array}{r} 47.3 \\ 29 \\ 30 \end{array} \quad \begin{array}{r} 47.4 \\ 28 \\ 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 47.5 \\ 27 \\ 50 \end{array} \quad \begin{array}{r} 47.4 \\ 23 \\ 26 \end{array} \quad \begin{array}{r} 48.5 \\ 17 \\ 30 \end{array} \quad \begin{array}{r} 48.7 \\ 15 \\ 30 \end{array} \quad \begin{array}{r} 48.8 \\ 14 \\ 50 \end{array}$$

$$\begin{array}{r} 49.0 \\ 105 \\ 50 \end{array} \quad \begin{array}{r} 49.5 \\ 100 \\ 30 \end{array} \quad \begin{array}{r} 50.1 \\ 94 \\ 30 \end{array} \quad \begin{array}{r} 50.5 \\ 90 \\ 30 \end{array} \quad \begin{array}{r} 50.3 \\ 92 \\ 50 \end{array}$$

Sta	+	π	-	Elev.
		959.49		
7	+40			52.5
	+71			53.8
8				54.7
	+50			55.1
9				55.2
	+50			54.9
10				54.8
	+50			54.1
T.P.	3.69	958.23	4.95	954.54
11				53.9
	+50			54.0
12				53.5

lt

4

et

$$\frac{80}{50} \quad \frac{76}{24} \quad \frac{70}{30} \quad \frac{70}{50} \quad \frac{74}{50}$$

$$\frac{64}{50} \quad \frac{63}{29} \quad \frac{57}{30} \quad \frac{60}{30} \quad \frac{65}{50}$$

$$\frac{55}{50} \quad \frac{54}{32} \quad \frac{48}{30} \quad \frac{52}{50} \quad \frac{56}{50}$$

$$\frac{47}{50} \quad \frac{47}{27} \quad \frac{44}{30} \quad \frac{46}{30} \quad \frac{49}{50}$$

$$\frac{45}{50} \quad \frac{43}{26} \quad \frac{43}{30} \quad \frac{44}{30} \quad \frac{45}{50}$$

$$\frac{49}{50} \quad \frac{48}{26} \quad \frac{46}{30} \quad \frac{45}{30} \quad \frac{45}{50}$$

$$\frac{50}{50} \quad \frac{49}{27} \quad \frac{47}{30} \quad \frac{49}{30} \quad \frac{47}{50}$$

$$\frac{53}{50} \quad \frac{54}{32} \quad \frac{54}{30} \quad \frac{57}{30} \quad \frac{59}{50}$$

$$\frac{42}{50} \quad \frac{43}{30} \quad \frac{43}{30} \quad \frac{46}{30} \quad \frac{48}{50}$$

$$\frac{44}{50} \quad \frac{43}{26} \quad \frac{42}{30} \quad \frac{47}{30} \quad \frac{47}{50}$$

$$\frac{48}{50} \quad \frac{48}{25} \quad \frac{47}{30} \quad \frac{51}{30} \quad \frac{51}{50}$$

Sta	+	π	-	Elev
		958.23		
12	+50			52.7
13				52.6
+30				53.1
B.M.			2.99	955.24 (955.22)

Lt.

L

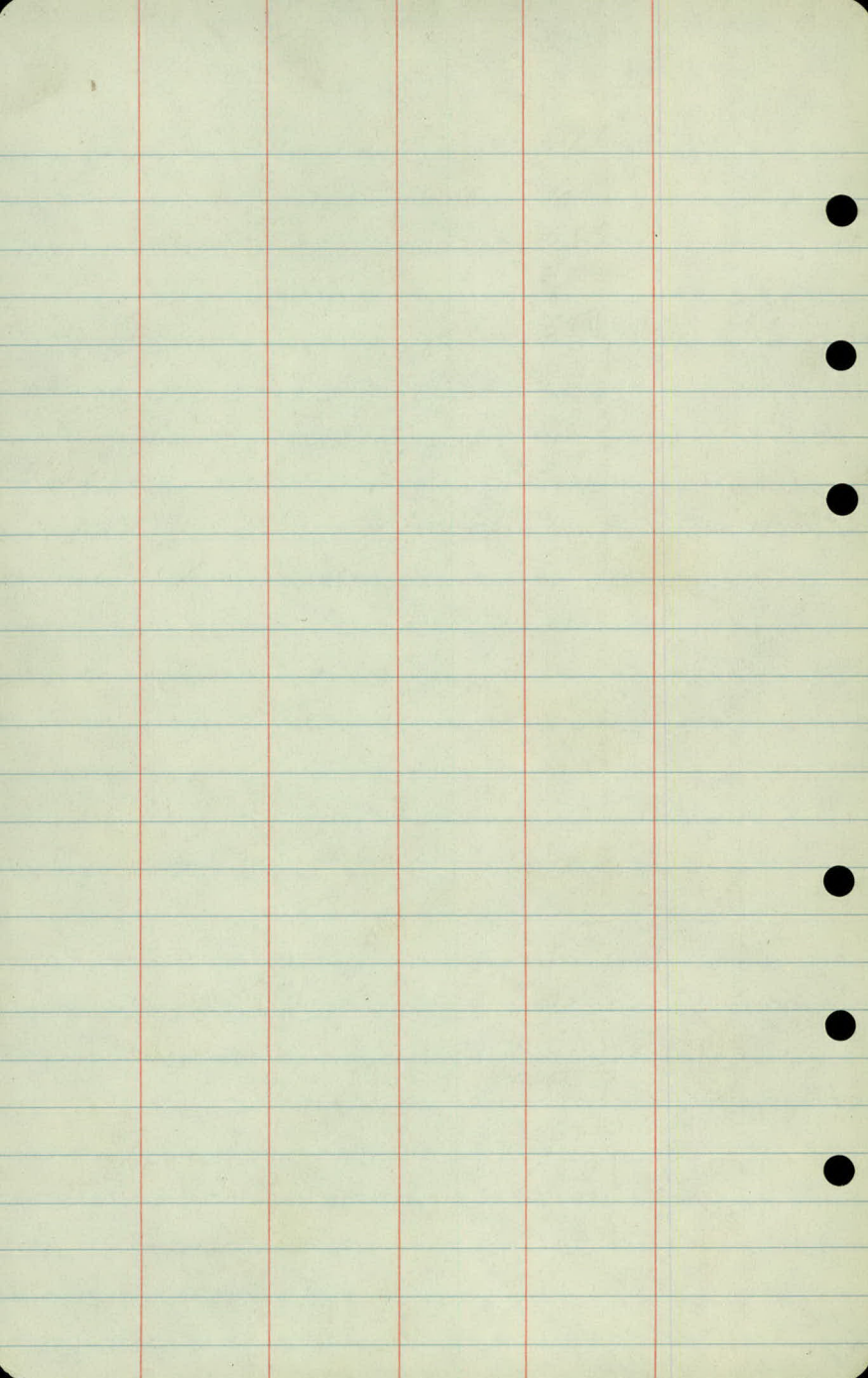
Rt.

$$\begin{array}{r} 54 \\ 50 \end{array} \quad \begin{array}{r} 56 \\ 28 \end{array} \quad \begin{array}{r} 55 \\ 30 \end{array} \quad \begin{array}{r} 55 \\ 50 \end{array} \quad \begin{array}{r} 56 \\ 50 \end{array}$$

$$\begin{array}{r} 52 \\ 50 \end{array} \quad \begin{array}{r} 48 \\ 29 \end{array} \quad \begin{array}{r} 56 \\ 30 \end{array} \quad \begin{array}{r} 55 \\ 50 \end{array} \quad \begin{array}{r} 56 \\ 50 \end{array}$$

$$\begin{array}{r} 51 \\ 50 \end{array} \quad \begin{array}{r} 51 \\ 50 \end{array} \quad \begin{array}{r} 53 \\ 50 \end{array}$$

Top Hyd. N.E. Cor. Idaho & Pascal Ave's.



Bench Levels.

Sta	+	T	-	Elev.
B.M.	1.50	951.24.		(949.74)
T.P.	4.26	951.88.	3.62	947.62.
B.M.			1.11	950.77.
T.P.	0.69	945.97.	6.60	945.28.
B.M.	0.65	941.10.	5.52	940.45.
B.M.	10.87	945.83.	6.14	934.96.
T.P.	12.17	957.96.	0.04	945.79.
B.M.			7.55	950.41.
T.P.	3.00	957.59.	3.37	954.59.
B.M.	1.55	956.77.	2.37	955.22.
			7.03	949.74. (949.74)

Description

Top Hyd S.W. Cor. Pascal + Hoyt Ave's.

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

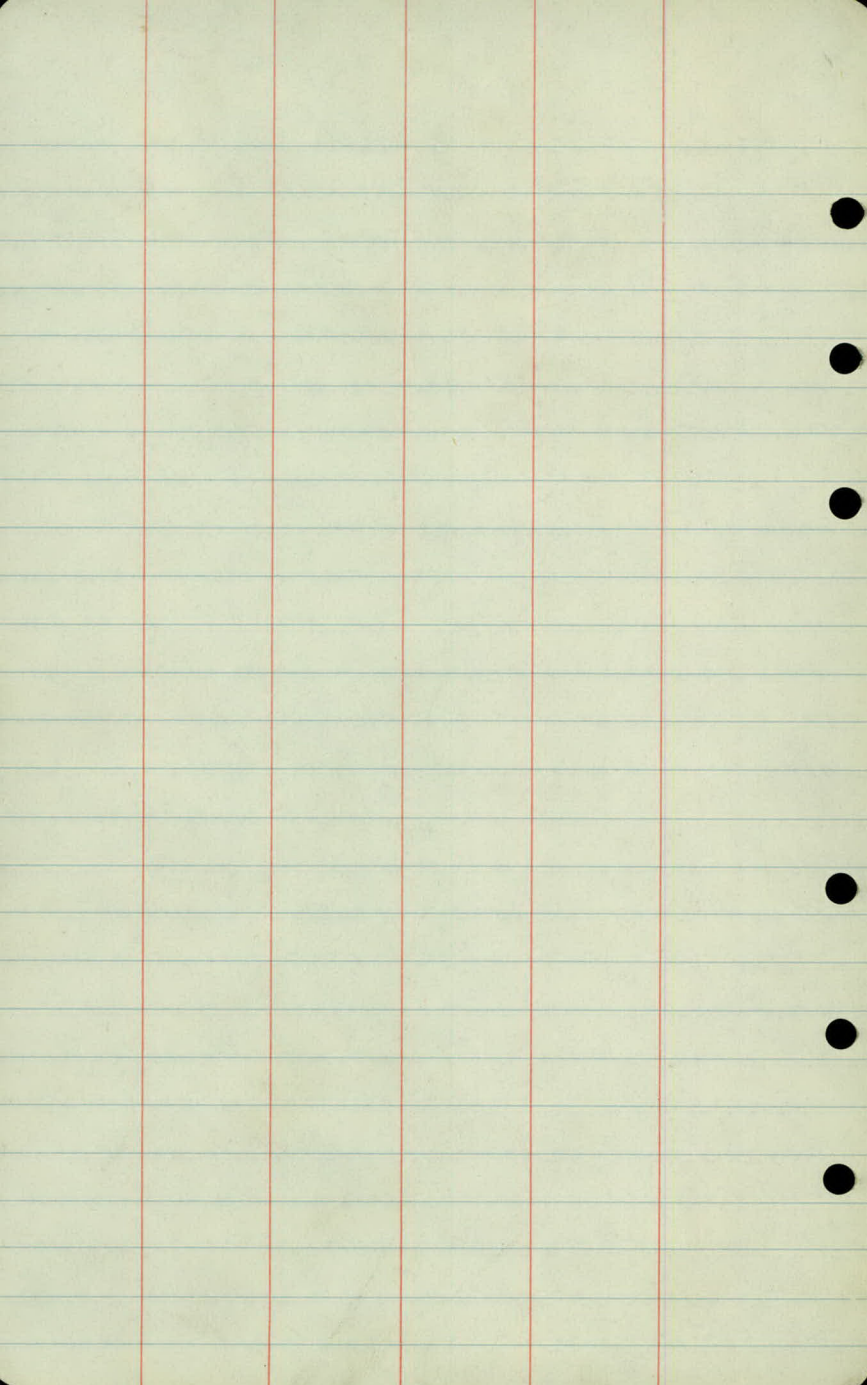
Top iron S.W. Cor. Service Drive + Alley

Top Hub ctr. Service Drive + Idaho Ave

Top iron S.E. Cor. Arona + Idaho Ave

Top Hyd No. E. Cor. Idaho + Pascal Ave

Top Hyd. S.W. Cor Pascal + Hoyt Ave's.



E Levels

Arena Ave.

Idaho Ave. to Larp. Ave

1

Sta	+	Σ	-	Elev
B.M.	3.15	953.56		950.41
6	+52.85			48.5
7				47.5
	+50			46.5
8				45.6
	+57 & Draw.			44.2
9				45.8
	+50			46.3
10				46.0
T.P.	7.87	955.07	6.36	947.20
	+50		8.9	46.2
11			8.3	46.8
	+50		7.3	47.8

4-25-40

Lt

F

Rt.

Top Iron SE Cor Idaho Ave & Arena Ave.

48.5

51

45.6

80
50

45.4

82
50

43.6

100
50

45.0

86
50

46.4

72
50

L.O.

47.5

81

46.5

71

45.6

80

44.2

84

45.8

78

46.3

73

44.0

76

50.2

34
50

46.5

51
50

47.1

65
50

45.7

79
50

44.9

87
50

L.O.

Sta	+	π	-	Elev
		955.07		

12			6.3	48.8
----	--	--	-----	------

+50			6.1	49.0
-----	--	--	-----	------

+91			5.4	49.7
-----	--	--	-----	------

+96			3.7	51.4
-----	--	--	-----	------

13 +17.5			3.40	51.7
----------	--	--	------	------

B.M.			4.04	951.03
------	--	--	------	--------

(951.16)

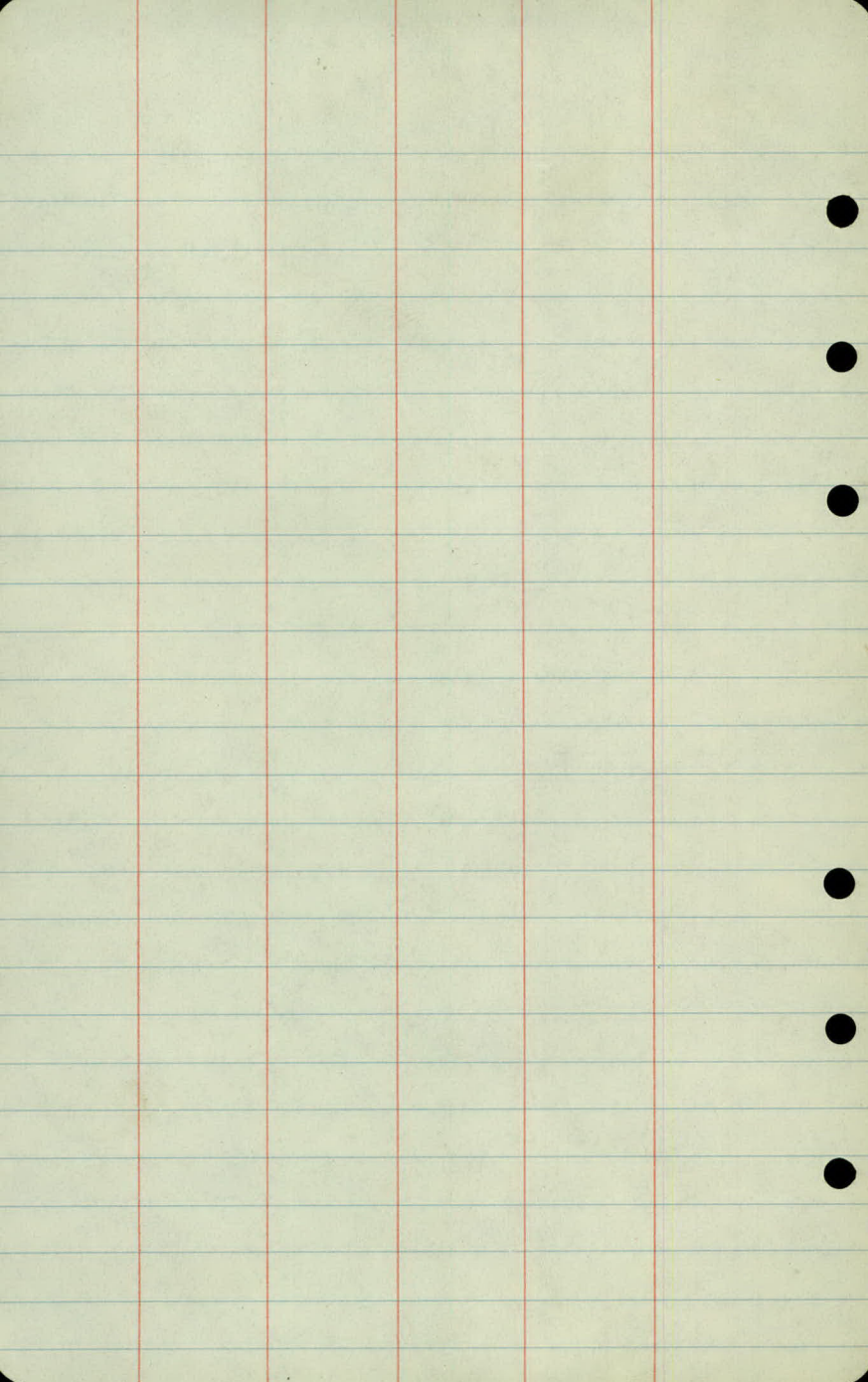
17.

4

et.

Approx. 2. Larpenfour Ave.

Drill Hole Larpen Ave. to Poxel Ave



IDAHO - Arona to Pascal

IDAHO

				±	Ditch
B.M.	9.15	959 ⁷ 56	950.41		
6+99.75			47.0	12.7	13.2
7+40			48.7	11.0	11.5
+71			50.1	9.6	10.1
8			51.3	8.4	8.9
+50			52.9	6.8	7.3
9			53.4	6.3	6.8
+50			53.3	6.4	6.9
10			53.2	6.5	7.0
+50			53.1	6.6	7.1
T.P.	380	958.02	534 954.22		
11			53.0	5.0	5.5
+50			52.8	5.2	5.7
12			52.7	5.3	5.8

S.W.

Top Iron S.E. Cor. Arona + Idaho

12.4	$\frac{9.7}{C30} \text{ to } \frac{10.4}{C20}$ $\frac{340}{243}$	$\frac{10.1}{SDC3.1}$ $\frac{270}{362}$	$\frac{9.2}{SDC40}$ $\frac{270}{362}$	$\frac{9.3}{C3.1}$ $\frac{362}{362}$	$\frac{8.7}{C40} \text{ to } \frac{9.1}{C40}$
10.7	$\frac{8.0}{C30} \text{ to } \frac{8.0}{C20}$ $\frac{354}{354}$	$\frac{7.3}{C3.4}$ $\frac{368}{368}$	$\frac{7.0}{C40} \text{ to } \frac{7.0}{C40}$	$\frac{7.3}{C3.4}$ $\frac{368}{368}$	$\frac{7.0}{C40} \text{ to } \frac{7.0}{C40}$
9.3	$\frac{6.6}{C30} \text{ to } \frac{6.6}{C20}$ $\frac{354}{354}$	$\frac{6.2}{C3.1}$ $\frac{362}{362}$	$\frac{5.6}{C40} \text{ to } \frac{5.6}{C40}$	$\frac{6.2}{C3.1}$ $\frac{362}{362}$	$\frac{5.6}{C40} \text{ to } \frac{5.6}{C40}$
8.1	$\frac{5.4}{C30} \text{ to } \frac{5.5}{C20}$ $\frac{352}{352}$	$\frac{5.1}{C2.7}$ $\frac{354}{354}$	$\frac{5.1}{C30} \text{ to } \frac{5.1}{C30}$	$\frac{5.1}{C2.7}$ $\frac{354}{354}$	$\frac{5.1}{C30} \text{ to } \frac{5.1}{C30}$
6.5	$\frac{4.8}{C20} \text{ to } \frac{4.7}{C10}$ $\frac{336}{336}$	$\frac{4.9}{C1.6}$ $\frac{332}{332}$	$\frac{4.8}{C20} \text{ to } \frac{4.8}{C20}$	$\frac{4.9}{C1.6}$ $\frac{332}{332}$	$\frac{4.8}{C20} \text{ to } \frac{4.8}{C20}$
6.0	$\frac{4.3}{C20} \text{ to } \frac{4.4}{C10}$ $\frac{332}{332}$	$\frac{4.4}{C1.6}$ $\frac{332}{332}$	$\frac{4.3}{C20} \text{ to } \frac{4.3}{C20}$	$\frac{4.4}{C1.6}$ $\frac{332}{332}$	$\frac{4.3}{C20} \text{ to } \frac{4.3}{C20}$
6.1	$\frac{4.4}{C20} \text{ to } \frac{5.1}{C10}$ $\frac{320}{320}$	$\frac{4.6}{C1.5}$ $\frac{330}{330}$	$\frac{4.4}{C20} \text{ to } \frac{4.4}{C20}$	$\frac{4.6}{C1.5}$ $\frac{330}{330}$	$\frac{4.4}{C20} \text{ to } \frac{4.4}{C20}$
6.2	$\frac{4.5}{C20} \text{ to } \frac{5.1}{C10}$ $\frac{322}{322}$	$\frac{5.2}{C1.0}$ $\frac{320}{320}$	$\frac{4.5}{C20} \text{ to } \frac{4.5}{C20}$	$\frac{5.2}{C1.0}$ $\frac{320}{320}$	$\frac{4.5}{C20} \text{ to } \frac{4.5}{C20}$
6.3	$\frac{5.6}{C10} \text{ to } \frac{5.5}{C0.8}$ $\frac{316}{316}$	$\frac{5.9}{C0.4}$ $\frac{308}{308}$	$\frac{5.6}{C10} \text{ to } \frac{5.6}{C10}$	$\frac{5.9}{C0.4}$ $\frac{308}{308}$	$\frac{5.6}{C10} \text{ to } \frac{5.6}{C10}$
4.7	$\frac{4.0}{C10} \text{ to } \frac{4.2}{C0.5}$ $\frac{310}{310}$	$\frac{4.4}{C0.3}$ $\frac{300}{300}$	$\frac{4.0}{C10} \text{ to } \frac{4.0}{C10}$	$\frac{4.4}{C0.3}$ $\frac{300}{300}$	$\frac{4.0}{C10} \text{ to } \frac{4.0}{C10}$
4.9	$\frac{3.2}{C20} \text{ to } \frac{3.7}{C12.4}$ $\frac{322}{322}$	$\frac{4.7}{C0.3}$ $\frac{302}{302}$	$\frac{4.2}{C10} \text{ to } \frac{4.2}{C10}$	$\frac{4.7}{C0.3}$ $\frac{302}{302}$	$\frac{4.2}{C10} \text{ to } \frac{4.2}{C10}$
5.0	$\frac{4.3}{C10} \text{ to } \frac{4.6}{C0.4}$ $\frac{308}{308}$	$\frac{4.6}{C0.4}$ $\frac{308}{308}$	$\frac{4.3}{C10} \text{ to } \frac{4.3}{C10}$	$\frac{4.6}{C0.4}$ $\frac{308}{308}$	$\frac{4.3}{C10} \text{ to } \frac{4.3}{C10}$

4 ditch

958.02

12+50

52.6

5.4

59

13

52.5

5.5

60

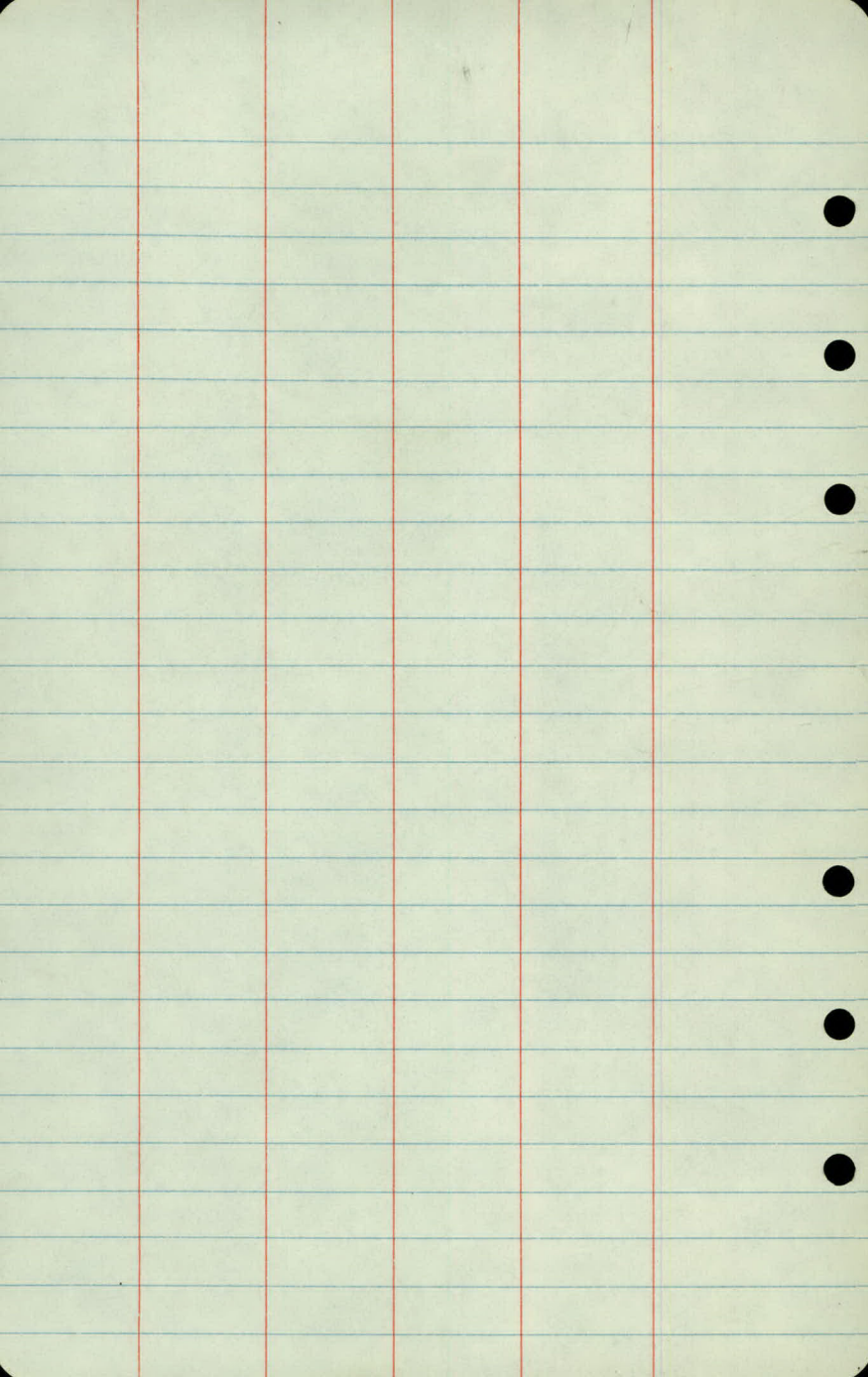
S.W.

5.1

$$\begin{array}{ccccccc} \frac{5.4}{\text{Grade of } \angle} & \frac{5.2}{\text{FO.1}} & \frac{5.3}{\text{SDCO.6}} & \frac{5.4}{\text{SDCO.5}} & \frac{5.4}{\text{FO.3}} & \frac{5.4}{\text{Grade of } \angle} \\ 30.2 & 16.8 & 16.5 & 30.6 \end{array}$$

5.2

$$\begin{array}{ccccccc} \frac{4.5}{\text{CT.0}} & \frac{4.7}{\text{CO.5}} & \frac{5.5}{\text{SDCO.5}} & \frac{5.3}{\text{SDCO.7}} & \frac{5.6}{\text{FO.4}} & \frac{5.5}{\text{Grade of } \angle} \\ 31.0 & 16.8 & 17.1 & 30.8 \end{array}$$



CALIFORNIA

Arona to Pascal

Slope Stakes

Sta.	+	Δ	-	Elev	Rod
B.M.	2.41	954.42		952.01	
7+00.7				49.0	5.4
+50				49.2	5.2
8				49.3	5.1
+50				49.5	4.9
9				49.7	4.7
+50				49.9	4.5
10				50.2	4.2
+50				50.7	3.7
T.P.	5.97	958.71	1.68	952.74	
11				51.3	7.4
+50				52.0	6.7
12				52.7	6.0
+50				53.3	5.4
13+00.92				54.0	4.7

SW

2nd

Spk P.P. S.W. Cor Corp. and Arona

49.33	5.1	$\frac{8.4}{F3.0 \text{ to } \epsilon}$	$\frac{8.4}{F3.3}$	$\frac{8.0}{F2.6}$	$\frac{8.3}{F3.2}$	$\frac{7.4}{F2.0 \text{ to } \epsilon}$
			36.6		36.4	

49.53	4.9	$\frac{8.2}{F3.0 \text{ to } \epsilon}$	$\frac{8.7}{F3.8}$	$\frac{8.6}{F2.4}$	$\frac{8.6}{F3.7}$	$\frac{8.2}{F3.0 \text{ to } \epsilon}$
			37.6		37.4	

49.63	4.8	$\frac{8.1}{F3.0 \text{ to } \epsilon}$	$\frac{8.7}{F3.9}$	$\frac{8.2}{F3.1}$	$\frac{7.7}{F2.9}$	$\frac{7.1}{F2.0 \text{ to } \epsilon}$
			37.8		35.8	

49.83	4.6	$\frac{6.9}{F2.0 \text{ to } \epsilon}$	$\frac{7.8}{F3.2}$	$\frac{7.3}{F2.4}$	$\frac{6.4}{F1.8}$	$\frac{5.9}{F1.0 \text{ to } \epsilon}$
			36.4		33.6	

50.03	4.4	$\frac{5.7}{F1.0 \text{ to } \epsilon}$	$\frac{6.0}{F1.6}$	$\frac{5.6}{F0.9}$	$\frac{4.9}{F0.5}$	$\frac{4.7}{\text{Grade of } \epsilon}$
			33.2		31.0	

50.23	4.2	$\frac{3.5}{C1.0 \text{ to } \epsilon}$	$\frac{4.2}{C0.0}$	$\frac{4.0}{C0.5}$	$\frac{3.2}{C1.0}$	$\frac{2.5}{C2.0 \text{ to } \epsilon}$
			30.0		32.0	

50.53	3.9	$\frac{2.2}{C2.0 \text{ to } \epsilon}$	$\frac{2.9}{C1.0}$	$\frac{2.8}{C1.4}$	$\frac{2.3}{C1.6}$	$\frac{2.2}{C2.0 \text{ to } \epsilon}$
			32.0		33.2	

51.03	3.4	$\frac{1.7}{C2.0 \text{ to } \epsilon}$	$\frac{1.9}{C1.5}$	$\frac{1.8}{C1.9}$	$\frac{1.4}{C2.0}$	$\frac{0.7}{C3.0 \text{ to } \epsilon}$
			33.0		34.0	

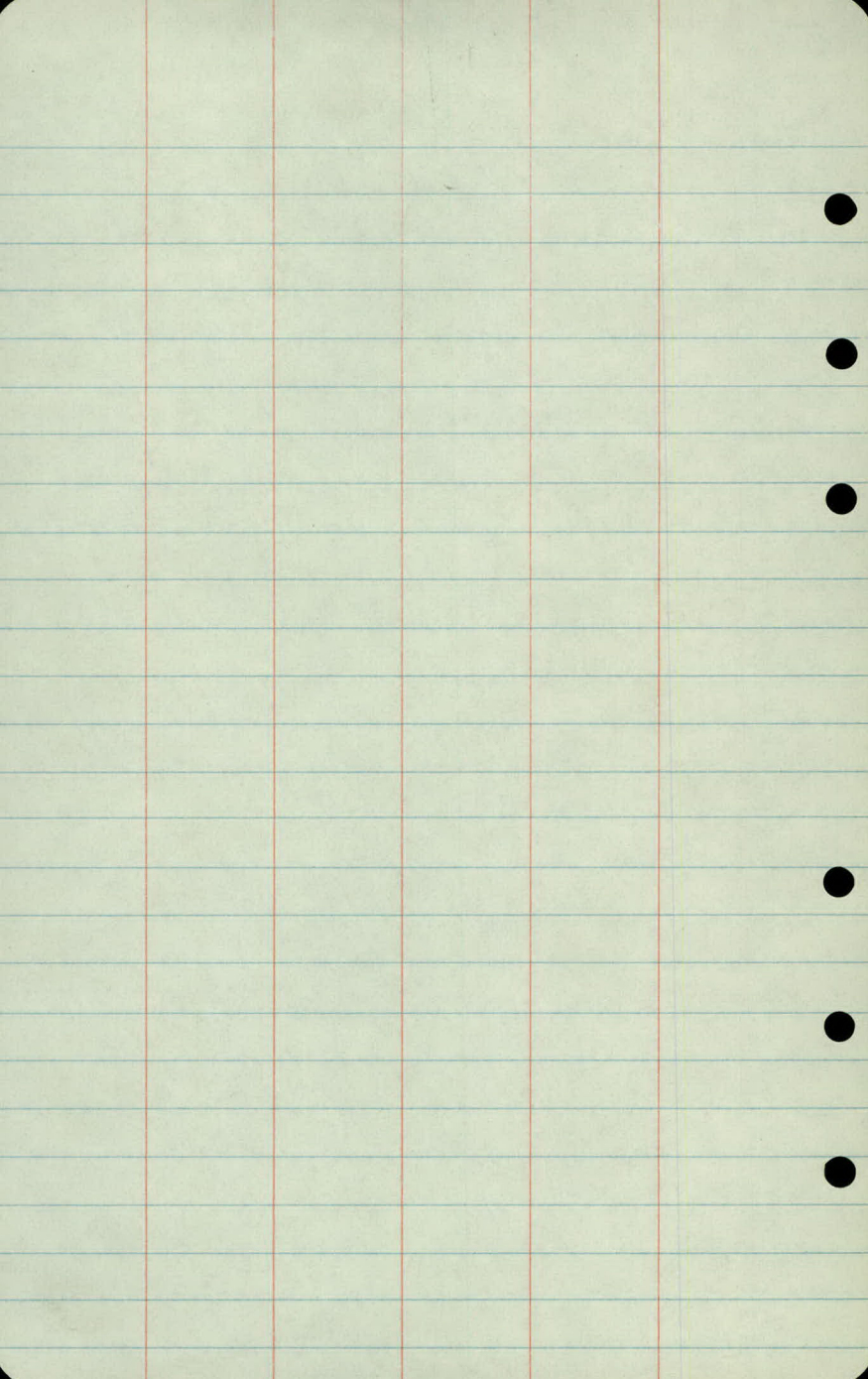
51.63	7.1	$\frac{5.4}{C2.0 \text{ to } \epsilon}$	$\frac{5.9}{C1.2}$	$\frac{5.6}{C1.8}$	$\frac{5.3}{C1.8}$	$\frac{5.4}{C2.0 \text{ to } \epsilon}$
			32.4		33.6	

52.33	6.4	$\frac{5.7}{C1.0 \text{ to } \epsilon}$	$\frac{5.7}{C0.7}$	$\frac{5.0}{C1.7}$	$\frac{4.6}{C1.8}$	$\frac{4.7}{C2.0 \text{ to } \epsilon}$
			31.4		33.6	

53.03	5.7	$\frac{5.0}{C1.0 \text{ to } \epsilon}$	$\frac{5.5}{C0.2}$	$\frac{4.7}{C1.3}$	$\frac{4.2}{C1.5}$	$\frac{4.0}{C2.0 \text{ to } \epsilon}$
			30.0		32.0	

53.63	5.1	$\frac{5.4}{\text{Grade of } \epsilon}$	$\frac{5.5}{F0.4}$	$\frac{4.8}{C0.6}$	$\frac{4.5}{C0.6}$	$\frac{4.4}{C1.0 \text{ to } \epsilon}$
			30.8		31.2	

54.33	4.4	$\frac{4.7}{\text{Grade of } \epsilon}$	$\frac{5.0}{F0.8}$	$\frac{4.5}{C0.2}$	$\frac{4.4}{C0.0}$	$\frac{4.7}{\text{Grade of } \epsilon}$

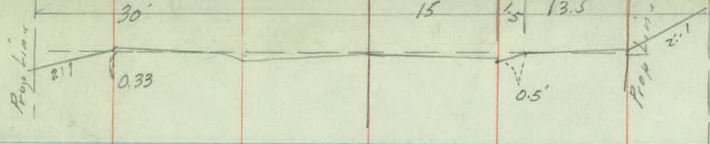


NORTHOME 2nd + 3rd ADD.

SLOPE STAKES.

IOWA. - Arona to Pascal

				£	3:1 Ditch
B.M.	1.93	957.65	955.72		
3 + 94.15			48.5	9.2	9.7
4			45		
+50			48.8	8.9	9.4
5			49.1	8.6	9.1
+50			49.4	8.3	8.8
6			49.7	8.0	8.5
+50			50.0	7.7	8.2
7			50.3	7.4	7.9
1.44		957.16			
+50		54.4	50.6	6.6	7.1
		5.76			
		33			
		5.43			
8		5.53	50.9	6.3	6.8
		5.63			
+50			51.2	6.0	6.5
			51.3		
9			51.4	5.8	6.3



Top Hyd N.E. Cor. Pascal & Iowa

8.9	$\frac{2.2}{C20 \text{ to } 2}$	$\frac{7.3}{C1.6}$ 33.2	$\frac{7.2}{SDC2.5}$ 22.8	$\frac{7.3}{SDC2.4}$ 22.2	$\frac{7.1}{C1.8}$ 33.6	$\frac{6.2}{C3.0 \text{ to } 2}$
8.6	$\frac{5.9}{C3.0 \text{ to } 2}$	$\frac{6.3}{C2.5}$ 35.0	$\frac{9.1}{SDC3.3}$ 24.9	$\frac{6.0}{SDC3.0}$ 24.0	$\frac{6.4}{C2.2}$ 34.4	$\frac{5.9}{C3.0 \text{ to } 2}$
8.3	$\frac{5.6}{C3.0 \text{ to } 2}$	$\frac{6.1}{C2.2}$ 34.4	$\frac{6.0}{SDC3.1}$ 24.3	$\frac{6.2}{SDC2.9}$ 23.7	$\frac{6.3}{C2.0}$ 34.0	$\frac{5.6}{C3.0 \text{ to } 2}$
8.0	$\frac{5.3}{C3.0 \text{ to } 2}$	$\frac{6.1}{C1.9}$ 33.8	$\frac{5.7}{SDC3.1}$ 24.3	$\frac{6.1}{SDC2.7}$ 23.1	$\frac{6.2}{C1.8}$ 33.6	$\frac{5.3}{C3.0 \text{ to } 2}$
7.7	$\frac{6.0}{C2.0 \text{ to } 2}$	$\frac{5.9}{C1.8}$ 33.2	$\frac{5.8}{SDC2.7}$ 23.1	$\frac{6.1}{SDC2.1}$ 21.3	$\frac{6.4}{C1.3}$ 32.6	$\frac{6.0}{C2.0 \text{ to } 2}$
7.4	$\frac{4.7}{C3.0 \text{ to } 2}$	$\frac{4.3}{C3.1}$ 36.2	$\frac{5.6}{SDC2.6}$ 22.8	$\frac{6.6}{SDC1.6}$ 19.8	$\frac{6.2}{C1.2}$ 32.2	$\frac{5.7}{C2.0 \text{ to } 2}$
7.1	$\frac{4.4}{C3.0 \text{ to } 2}$	$\frac{4.9}{C2.2}$ 34.4	$\frac{5.4}{SDC2.5}$ 22.8	$\frac{6.5}{SDC1.4}$ 19.2	$\frac{6.1}{C1.0}$ 32.0	$\frac{5.4}{C2.0 \text{ to } 2}$
6.3	$\frac{5.6}{C1.0 \text{ to } 2}$	$\frac{5.4}{C0.9}$ 31.8	$\frac{5.2}{SDC1.9}$ 18.8	$\frac{5.6}{SDC1.5}$ 19.8	$\frac{5.9}{C0.4}$ 30.8	$\frac{5.6}{C1.0 \text{ to } 2}$
6.0	$\frac{5.3}{C1.0 \text{ to } 2}$	$\frac{5.6}{C0.4}$ 30.8	$\frac{5.4}{SDC1.4}$ 19.2	$\frac{5.3}{SDC1.5}$ 19.5	$\frac{5.7}{C0.3}$ 30.6	$\frac{5.3}{C1.0 \text{ to } 2}$
5.7	$\frac{5.0}{C1.0 \text{ to } 2}$	$\frac{5.7}{C0.0}$ 30.0	$\frac{6.1}{SDC0.4}$ 16.2	$\frac{6.1}{SDC0.4}$ 16.3	$\frac{6.0}{F0.3}$ 30.5	$\frac{6.0}{Gr. old}$
5.5	$\frac{4.8}{C1.0 \text{ to } 2}$	$\frac{5.1}{C0.4}$ 30.8	$\frac{5.0}{SDC1.1}$ 18.3	$\frac{5.8}{SDC0.5}$ 16.5	$\frac{4.8}{C1.0 \text{ to } 2}$	

± ditch

²
957.16

9+50

51.7

5.5

6.0

+9430

52.0

5.2

6.7

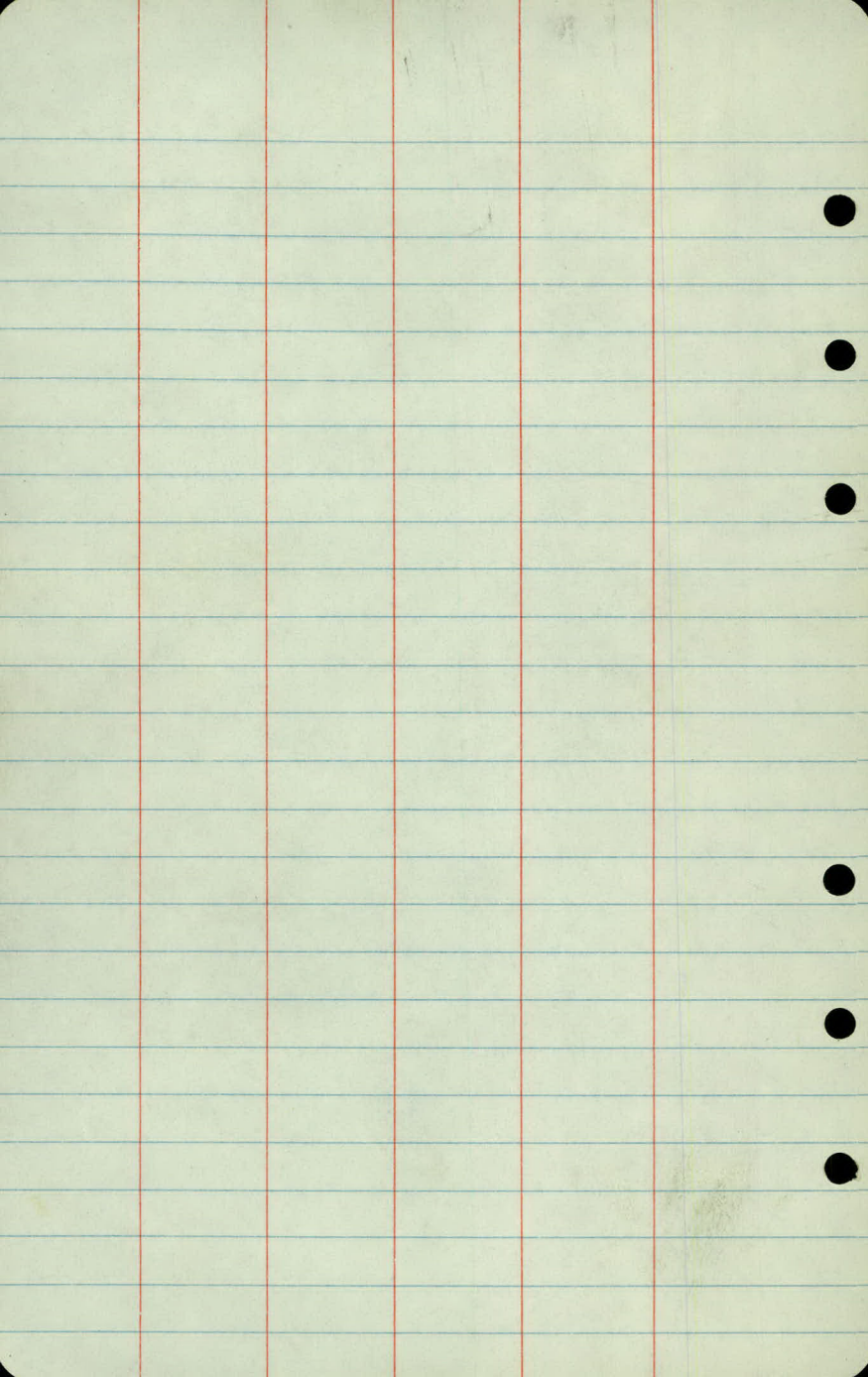
S.W.

5.2

$$\begin{array}{r}
 \frac{45}{C100} \quad \frac{46}{C06} \quad \frac{51}{SD C09} \quad \frac{57}{SD C03} \quad \frac{50}{C02} \quad \frac{45}{C10} \quad 10 \quad \frac{1}{2} \\
 \hline
 312 \quad 172 \quad 159 \quad 302
 \end{array}$$

4.9

$$\begin{array}{r}
 \frac{42}{C100} \quad \frac{47}{C02} \quad \frac{52}{SD C05} \quad \frac{54}{SD C03} \quad \frac{53}{F0.4} \\
 \hline
 302 \quad 165 \quad 159 \quad 308
 \end{array}$$



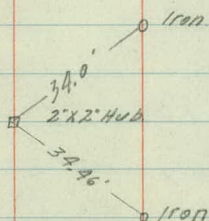
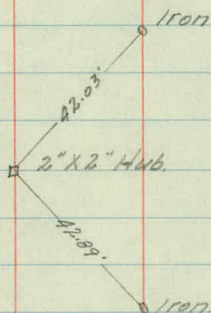
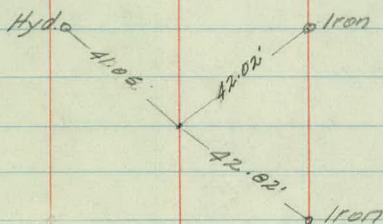
IDAHO AVE.

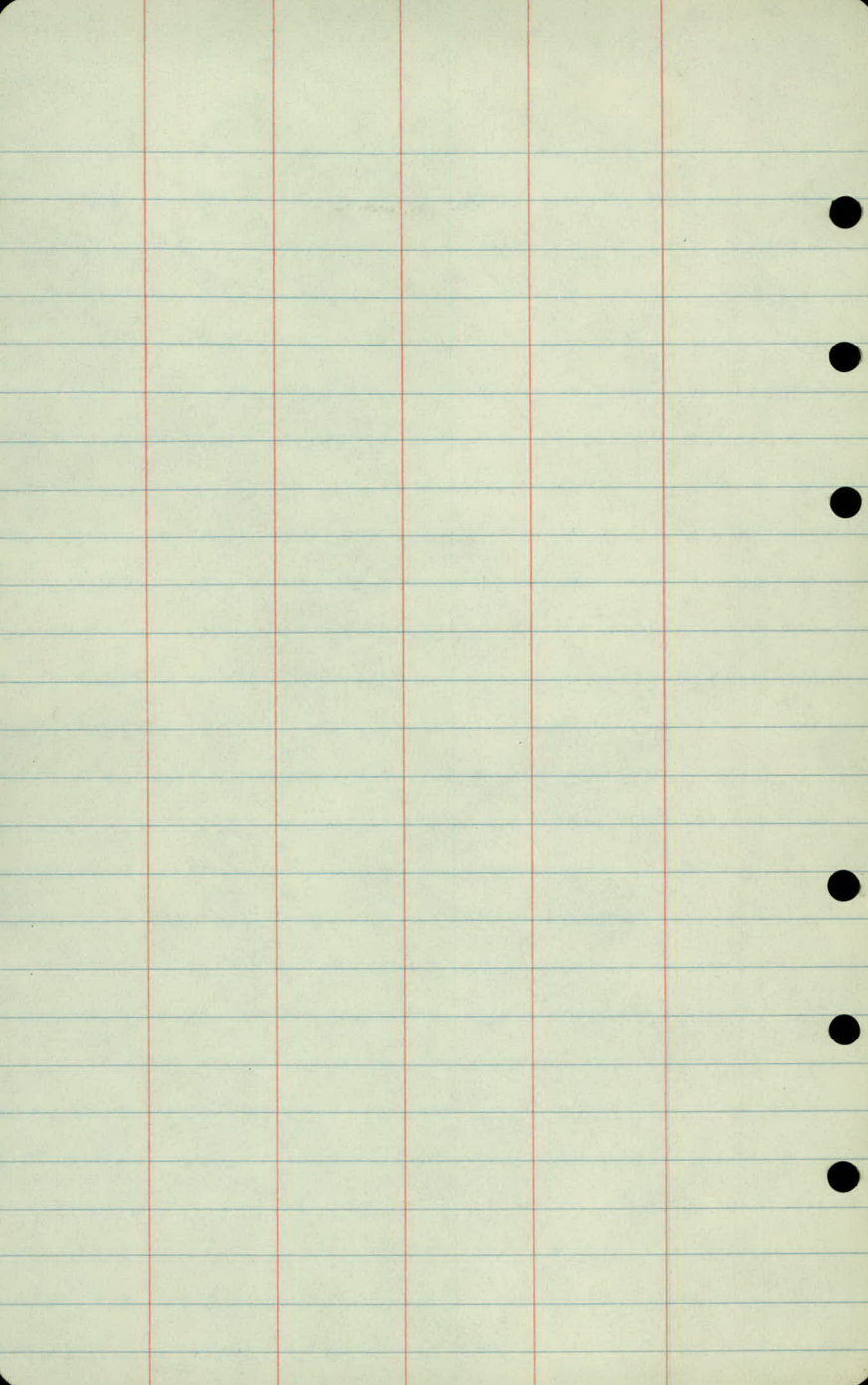
Alignment

10 +24.88 = R. Pascual Ave.

3 +64.72 P.O.T. = E. Arona St.

0 +00 = E. Service Drive





Topography

10

106-Beg. Turnpike
End Brush. 1st 10' Pop-22'

+98-6" Pop-4'

150-Beg. Little Brown Light

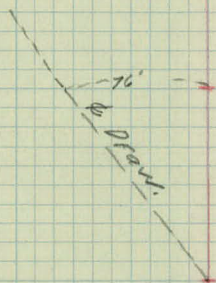
9

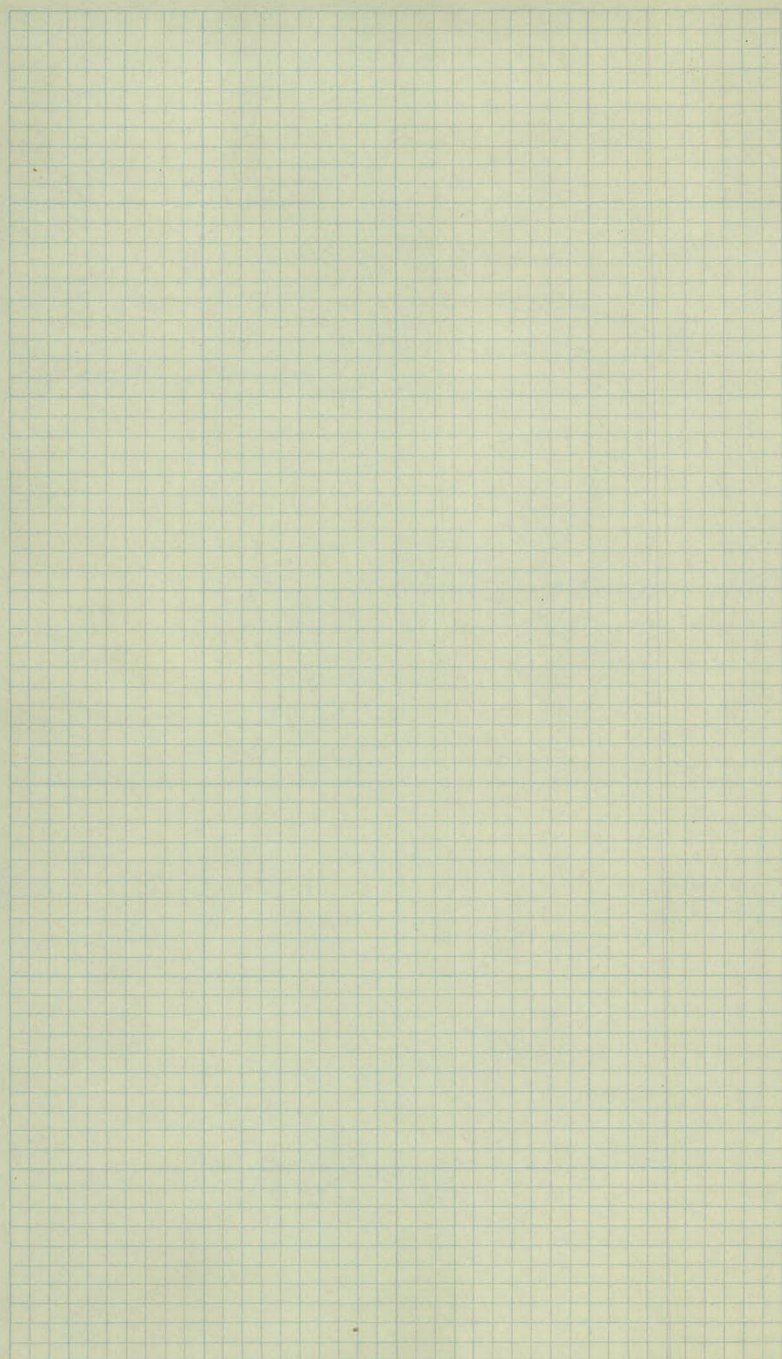
2

1

0+00

Pascal Avg.
Light Brush.





Xsections

Idaho Ave

Sta.	+	π	-	Elev.
B.M.	13.61	948.57.		934.96
0 - 50			12.9	35.7
-1 +00			10.9	37.7
+50			8.5	40.1
-2 +00			5.8	42.8
+50			4.1	44.5
+71			3.2	45.4
-3 +05			3.2	45.4
0 +00				35.0
+16.5				35.0
+60				35.3
1				36.1

Lt

Rt

Rt

Top Hub Ctr. Service Drive & Idaho Ave.

Approx. & Snelling Ave.

$$\frac{108}{50} \quad \frac{120}{30} \quad \frac{136}{30} \quad \frac{143}{30} \quad \frac{150}{50}$$

$$\frac{110}{50} \quad \frac{123}{30} \quad \frac{131}{10} \quad \frac{136}{8} \quad \frac{136}{13} \quad \frac{140}{30} \quad \frac{146}{30} \quad \frac{147}{50}$$

$$\frac{113}{50} \quad \frac{122}{32} \quad \frac{131}{9} \quad \frac{133}{5} \quad \frac{132}{5} \quad \frac{134}{11} \quad \frac{138}{30} \quad \frac{143}{50}$$

$$\frac{113}{50} \quad \frac{121}{31} \quad \frac{126}{11} \quad \frac{125}{30} \quad \frac{131}{30} \quad \frac{135}{50}$$

Sta	+	π	-	Elev
		948.57		
1	+50			37.1
2				39.0
	+50			41.9
3				45.1
	+34.72			47.1
	+64.72			48.5
I.P.	11.45	959.90	0.12	948.45
4				50.6
	+37			52.5
	+68			53.8
5				54.9
	+50			55.0

Lt

K

Rt

$$\frac{112}{50} \quad \frac{115}{30} \quad \frac{115}{30} \quad \frac{116}{30} \quad \frac{118}{50}$$

$$\frac{94}{50} \quad \frac{95}{30} \quad \frac{96}{30} \quad \frac{95}{30} \quad \frac{94}{50}$$

$$\frac{66}{50} \quad \frac{70}{27} \quad \frac{66}{16} \quad \frac{67}{30} \quad \frac{66}{30} \quad \frac{62}{50}$$

$$\frac{36}{50} \quad \frac{39}{28} \quad \frac{35}{15} \quad \frac{35}{30} \quad \frac{34}{30} \quad \frac{31}{50}$$

$$\frac{20}{50} \quad \frac{21}{27} \quad \frac{17}{13} \quad \frac{15}{30} \quad \frac{14}{30} \quad \frac{14}{50}$$

$$\frac{11}{50} \quad \frac{09}{28} \quad \frac{01}{32} \quad \frac{101}{32} \quad \frac{102}{50}$$

$$\frac{105}{50} \quad \frac{101}{30} \quad \frac{93}{30} \quad \frac{92}{30} \quad \frac{93}{50}$$

$$\frac{85}{50} \quad \frac{82}{27} \quad \frac{74}{30} \quad \frac{75}{30} \quad \frac{72}{50}$$

$$\frac{68}{50} \quad \frac{69}{31} \quad \frac{61}{30} \quad \frac{64}{30} \quad \frac{69}{50}$$

$$\frac{57}{50} \quad \frac{56}{24} \quad \frac{50}{30} \quad \frac{56}{30} \quad \frac{60}{50}$$

$$\frac{51}{50} \quad \frac{50}{34} \quad \frac{49}{30} \quad \frac{51}{30} \quad \frac{55}{50}$$

Sta.	+	Δ	-	Elev.
		959.90		
6				55.2
	+50			54.7
7				54.7
	+50			54.0
8				53.9
	+50			53.9
T.P.	4.11	957.68	6.23	953.57
9				53.1
	+50			52.6
	+ 95.02			52.5
10	+ 25.02			52.7
B.M.			2.45	955.23 (955.22)

Lt.

C.

Rt.

$$\frac{50}{50} \quad \frac{48}{29} \quad \frac{47}{31} \quad \frac{48}{31} \quad \frac{50}{50}$$

$$\frac{54}{50} \quad \frac{52}{25} \quad \frac{52}{31} \quad \frac{52}{31} \quad \frac{50}{50}$$

$$\frac{53}{50} \quad \frac{54}{29} \quad \frac{52}{30} \quad \frac{54}{30} \quad \frac{59}{50}$$

$$\frac{56}{50} \quad \frac{55}{27} \quad \frac{59}{30} \quad \frac{59}{30} \quad \frac{63}{50}$$

$$\frac{60}{50} \quad \frac{60}{24} \quad \frac{60}{26} \quad \frac{61}{26} \quad \frac{64}{50}$$

$$\frac{59}{50} \quad \frac{61}{28} \quad \frac{60}{31} \quad \frac{64}{31} \quad \frac{63}{50}$$

$$\frac{44}{50} \quad \frac{43}{25} \quad \frac{46}{30} \quad \frac{45}{30} \quad \frac{45}{50}$$

$$\frac{49}{50} \quad \frac{50}{28} \quad \frac{51}{30} \quad \frac{53}{30} \quad \frac{52}{50}$$

$$\frac{44}{50} \quad \frac{45}{30} \quad \frac{52}{30} \quad \frac{52}{30} \quad \frac{50}{50}$$

$$\frac{48}{50} \quad \frac{50}{50} \quad \frac{48}{50}$$

Top Hyd. N.E. cor Idaho & Pascal Ave's.

