

Bk 41 Dr 11

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan

Survey

Sheren & Aglan Str.

(Hamms ReArrangement)

From

To

Slope stakes

9-17-47

Road Acc't. No.

Date Filed

File

PLAN SURVEY

AGLEN AVE.

~~Karpentier Ave.~~ to Sherron St.

C & B

Completed 5/6/40

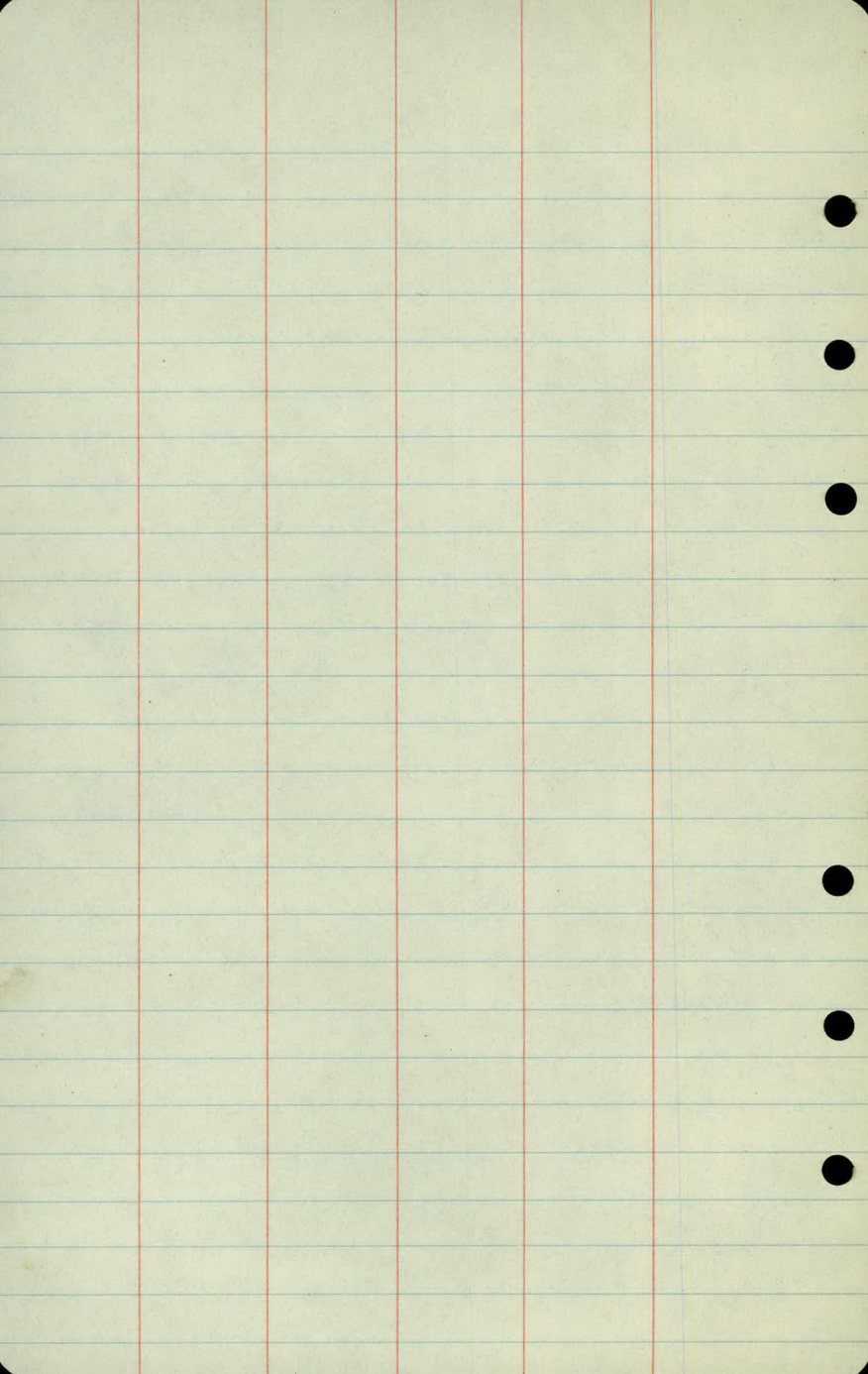
HAW WTB & ADC

INDEX

Align - 1-2

Topog - 3-4

Xsections 5-9

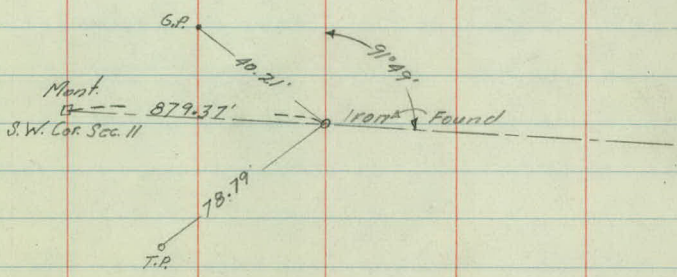
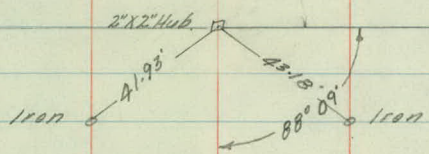


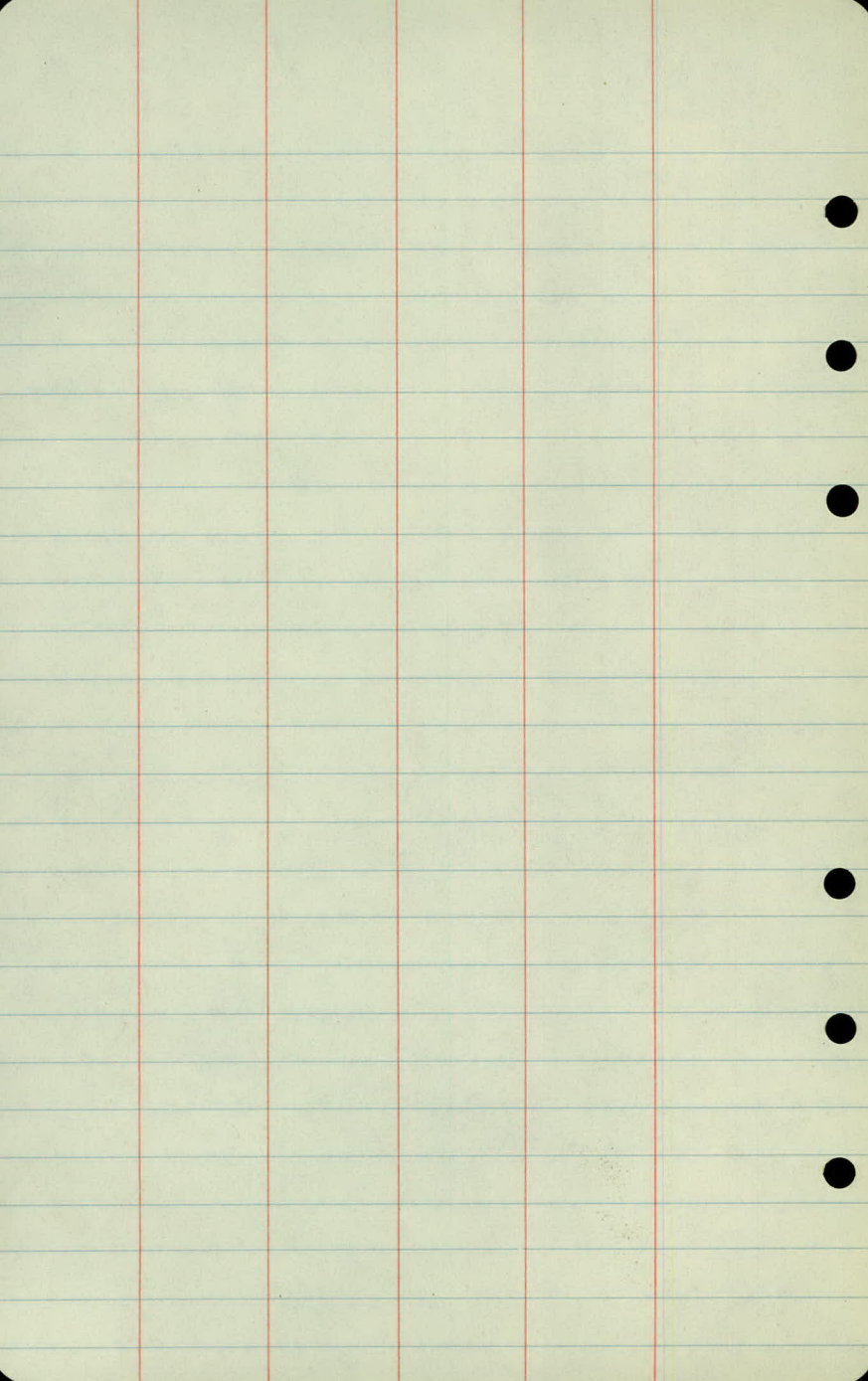
Alignment

9 +96.57 = ~~E~~ Sherren St.

0 +00 = E Co. Rd "B"

4-5-40
K.P.
L.C.
M.B.
C.N.





Topography

2

1

+39-Group 5-5 Top-53'

+33-Group 4-5 Top-37'

+26-G.P.-30'

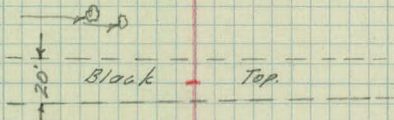
+12-Edge Bl. Top.

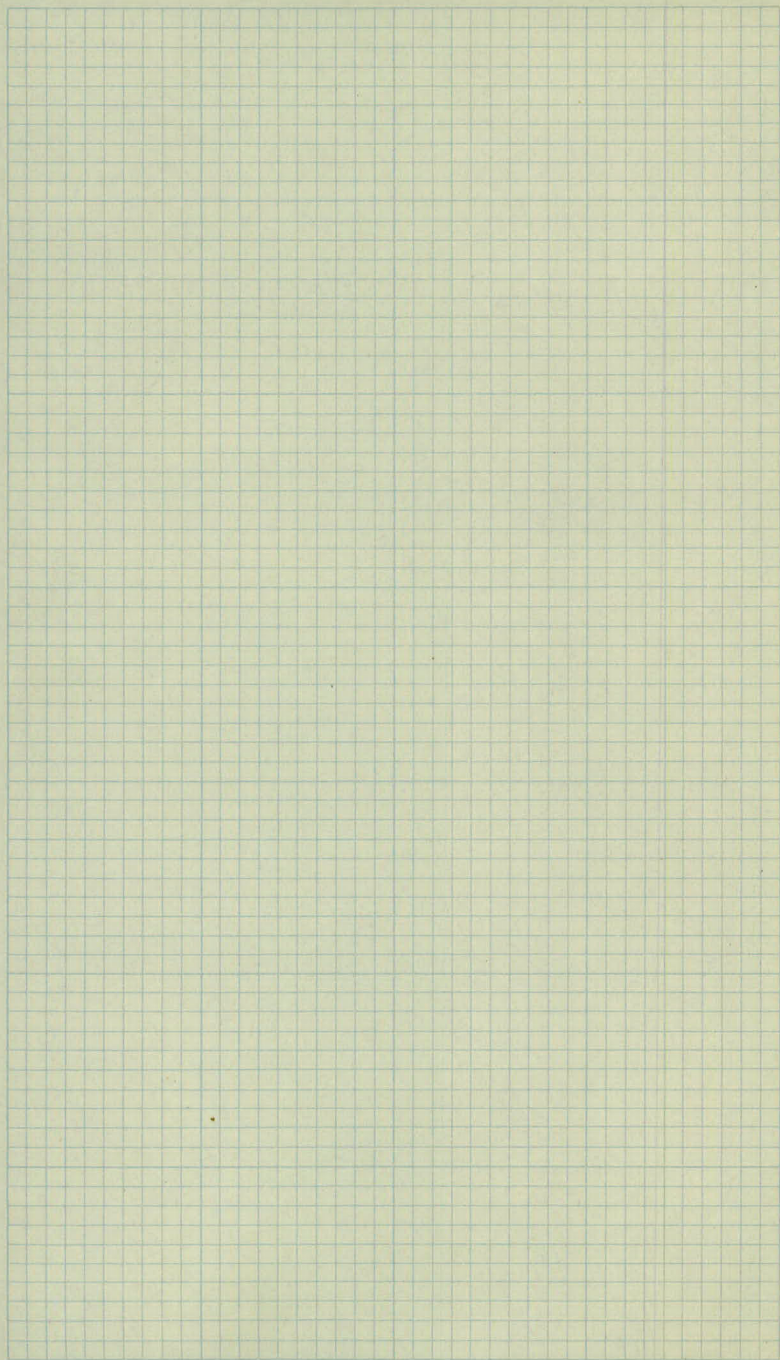
0100

4-6-40

4

Remove





xsections

Sta	+	π	-	Elev
B.M.	139	951.40		950.01

0	+00			47.1
---	-----	--	--	------

	+12			46.9
--	-----	--	--	------

	+18			46.5
--	-----	--	--	------

	+23			44.5
--	-----	--	--	------

	+29			44.8
--	-----	--	--	------

	+41			47.1
--	-----	--	--	------

	+65			46.8
--	-----	--	--	------

	+92			40.5
--	-----	--	--	------

1	+06			39.2
---	-----	--	--	------

	+37			39.8
--	-----	--	--	------

	+64			39.4
--	-----	--	--	------

Lt

E

Rt

Top N.W. Cor. W. Pillar S.E. Cor. Aglen Ave & Co. Rd. 'B'.

$$\frac{34}{50} \quad \frac{4.3}{50} \quad \frac{4.6}{50}$$

$$\frac{40}{50} \quad \frac{4.5}{50} \quad \frac{5.1}{50}$$

$$\frac{4.8}{50} \quad \frac{4.8}{25} \quad \frac{4.9}{25} \quad \frac{5.3}{25} \quad \frac{5.5}{50} \quad \frac{5.9}{100} \quad \frac{6.4}{150} \quad \frac{6.6}{190}$$

$$\frac{5.3}{50} \quad \frac{5.2}{25} \quad \frac{6.9}{50} \quad \frac{7.5}{25} \quad \frac{7.4}{50} \quad \frac{8.4}{100} \quad \frac{9.1}{150} \quad \frac{6.9}{190}$$

$$\frac{5.3}{50} \quad \frac{4.7}{27} \quad \frac{6.6}{25} \quad \frac{7.5}{25} \quad \frac{8.7}{50} \quad \frac{8.4}{100} \quad \frac{9.1}{150}$$

$$\frac{4.3}{50} \quad \frac{4.3}{20} \quad \frac{4.3}{25} \quad \frac{5.1}{25} \quad \frac{5.4}{50} \quad \frac{6.7}{100} \quad \frac{6.1}{150}$$

$$\frac{4.4}{50} \quad \frac{4.7}{22} \quad \frac{4.0}{20} \quad \frac{4.6}{28} \quad \frac{5.1}{28} \quad \frac{5.6}{50}$$

$$\frac{6.3}{50} \quad \frac{7.0}{39} \quad \frac{7.9}{32} \quad \frac{8.9}{20} \quad \frac{10.5}{7} \quad \frac{10.9}{23} \quad \frac{12.5}{23} \quad \frac{13.4}{50}$$

$$\frac{8.1}{50} \quad \frac{8.8}{39} \quad \frac{9.8}{31} \quad \frac{11.3}{8} \quad \frac{12.2}{15} \quad \frac{13.1}{15} \quad \frac{14.0}{44} \quad \frac{14.0}{50}$$

$$\frac{10.1}{30} \quad \frac{10.8}{30} \quad \frac{11.6}{30} \quad \frac{12.1}{30} \quad \frac{12.7}{50}$$

$$\frac{11.2}{50} \quad \frac{11.7}{30} \quad \frac{12.0}{30} \quad \frac{11.8}{30} \quad \frac{11.8}{50}$$

Sta.	+	π	-	Elev.
		951.40		38.0 .
2				
T.P.	4.90	943.59 .	12.71	938.69 .
+24				36.6 .
+58				35.2 .
+90				36.3 .
3				36.6 .
+32				36.9 .
+56				38.6 .
4				38.9 .
+32				38.6 .
+75				39.5 .
5				38.9 .

Lt

X

Rt

$$\begin{array}{r} 126 \\ 50 \end{array} \quad \begin{array}{r} 129 \\ 30 \end{array} \quad \begin{array}{r} 134 \\ 29 \end{array} \quad \begin{array}{r} 135 \\ 29 \end{array} \quad \begin{array}{r} 130 \\ 50 \end{array}$$

$$\begin{array}{r} 62 \\ 50 \end{array} \quad \begin{array}{r} 64 \\ 30 \end{array} \quad \begin{array}{r} 70 \\ 31 \end{array} \quad \begin{array}{r} 71 \\ 50 \end{array} \quad \begin{array}{r} 66 \\ 50 \end{array}$$

Prinas

$$\begin{array}{r} 74 \\ 50 \end{array} \quad \begin{array}{r} 76 \\ 30 \end{array} \quad \begin{array}{r} 89 \\ 30 \end{array} \quad \begin{array}{r} 86 \\ 30 \end{array} \quad \begin{array}{r} 85 \\ 50 \end{array}$$

$$\begin{array}{r} 55 \\ 50 \end{array} \quad \begin{array}{r} 55 \\ 30 \end{array} \quad \begin{array}{r} 61 \\ 19 \end{array} \quad \begin{array}{r} 73 \\ 12 \end{array} \quad \begin{array}{r} 81 \\ 29 \end{array} \quad \begin{array}{r} 92 \\ 42 \end{array} \quad \begin{array}{r} 101 \\ 50 \end{array} \quad \begin{array}{r} 99 \\ 50 \end{array}$$

$$\begin{array}{r} 53 \\ 50 \end{array} \quad \begin{array}{r} 55 \\ 30 \end{array} \quad \begin{array}{r} 60 \\ 16 \end{array} \quad \begin{array}{r} 70 \\ 15 \end{array} \quad \begin{array}{r} 84 \\ 29 \end{array} \quad \begin{array}{r} 93 \\ 50 \end{array} \quad \begin{array}{r} 105 \\ 50 \end{array}$$

$$\begin{array}{r} 51 \\ 50 \end{array} \quad \begin{array}{r} 53 \\ 30 \end{array} \quad \begin{array}{r} 60 \\ 9 \end{array} \quad \begin{array}{r} 67 \\ 30 \end{array} \quad \begin{array}{r} 86 \\ 30 \end{array} \quad \begin{array}{r} 96 \\ 50 \end{array}$$

$$\begin{array}{r} 47 \\ 50 \end{array} \quad \begin{array}{r} 45 \\ 30 \end{array} \quad \begin{array}{r} 50 \\ 30 \end{array} \quad \begin{array}{r} 59 \\ 30 \end{array} \quad \begin{array}{r} 73 \\ 50 \end{array}$$

$$\begin{array}{r} 52 \\ 50 \end{array} \quad \begin{array}{r} 50 \\ 31 \end{array} \quad \begin{array}{r} 47 \\ 30 \end{array} \quad \begin{array}{r} 50 \\ 30 \end{array} \quad \begin{array}{r} 58 \\ 50 \end{array}$$

$$\begin{array}{r} 57 \\ 50 \end{array} \quad \begin{array}{r} 55 \\ 29 \end{array} \quad \begin{array}{r} 50 \\ 30 \end{array} \quad \begin{array}{r} 53 \\ 30 \end{array} \quad \begin{array}{r} 62 \\ 50 \end{array}$$

$$\begin{array}{r} 46 \\ 50 \end{array} \quad \begin{array}{r} 42 \\ 31 \end{array} \quad \begin{array}{r} 41 \\ 31 \end{array} \quad \begin{array}{r} 47 \\ 31 \end{array} \quad \begin{array}{r} 57 \\ 50 \end{array}$$

$$\begin{array}{r} 53 \\ 50 \end{array} \quad \begin{array}{r} 49 \\ 31 \end{array} \quad \begin{array}{r} 47 \\ 30 \end{array} \quad \begin{array}{r} 48 \\ 30 \end{array} \quad \begin{array}{r} 56 \\ 50 \end{array}$$

Sta	+	π	-	Elev.
		943.59.		
5	+36			38.2.
	+74			36.9.
6				37.4.
	+43			39.4.
	+61			41.2.
	+76			40.8.
7				41.4.
T.P.	1.74	943.31.	2.02	941.57.
	+27			41.3.
	+68			40.8.
8				39.6.
	+26			38.5.

Lt

4

Rt

$$\frac{62}{50} \frac{61}{30} \quad \frac{54}{30} \quad \frac{54}{30} \quad \frac{60}{50}$$

$$\frac{65}{50} \frac{70}{30} \quad \frac{67}{30} \quad \frac{57}{30} \quad \frac{58}{50}$$

$$\frac{64}{50} \frac{67}{29} \quad \frac{62}{30} \quad \frac{52}{30} \quad \frac{48}{50}$$

$$\frac{47}{50} \frac{47}{29} \quad \frac{42}{30} \quad \frac{39}{30} \quad \frac{37}{50}$$

$$\frac{36}{50} \frac{31}{30} \quad \frac{24}{30} \quad \frac{24}{30} \quad \frac{23}{50}$$

$$\frac{38}{50} \frac{36}{29} \quad \frac{28}{30} \quad \frac{28}{28} \quad \frac{28}{50}$$

$$\frac{35}{50} \frac{33}{29} \quad \frac{22}{30} \quad \frac{22}{28} \quad \frac{22}{50}$$

$$\frac{28}{50} \frac{28}{30} \quad \frac{20}{30} \quad \frac{16}{30} \quad \frac{14}{50}$$

$$\frac{25}{50} \frac{27}{29} \quad \frac{25}{30} \quad \frac{21}{30} \quad \frac{18}{50}$$

$$\frac{30}{50} \frac{38}{30} \quad \frac{37}{30} \quad \frac{33}{31} \quad \frac{32}{50}$$

$$\frac{49}{50} \frac{48}{30} \quad \frac{48}{30} \quad \frac{47}{30} \quad \frac{44}{50}$$

+

 π

-

Elev.

943.31

8 +62

37.2

9

36.6

+24

36.8

+49

36.0

+66.57

35.3

+96.57

34.2

B.M.

6.54

936.77

(936.76)

Lt.

C

Rt.

$$\begin{array}{r} 59 \\ 50 \end{array} \quad \begin{array}{r} 60 \\ 30 \end{array} \quad \begin{array}{r} 61 \\ 30 \end{array} \quad \begin{array}{r} 59 \\ 30 \end{array} \quad \begin{array}{r} 57 \\ 50 \end{array}$$

$$\begin{array}{r} 62 \\ 50 \end{array} \quad \begin{array}{r} 66 \\ 29 \end{array} \quad \begin{array}{r} 67 \\ 30 \end{array} \quad \begin{array}{r} 66 \\ 30 \end{array} \quad \begin{array}{r} 66 \\ 50 \end{array}$$

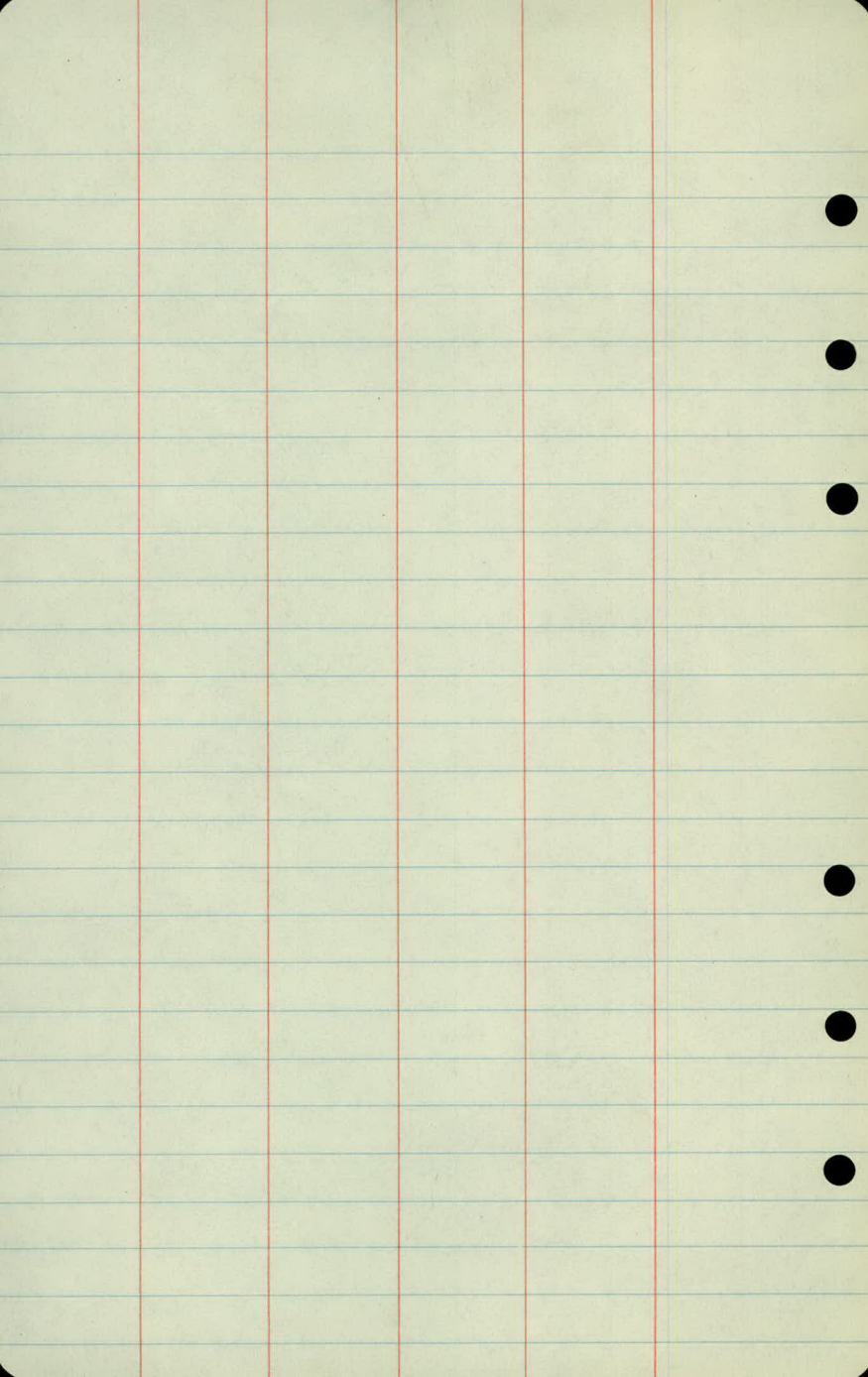
$$\begin{array}{r} 63 \\ 50 \end{array} \quad \begin{array}{r} 64 \\ 30 \end{array} \quad \begin{array}{r} 65 \\ 30 \end{array} \quad \begin{array}{r} 67 \\ 30 \end{array} \quad \begin{array}{r} 61 \\ 50 \end{array}$$

$$\begin{array}{r} 74 \\ 50 \end{array} \quad \begin{array}{r} 75 \\ 30 \end{array} \quad \begin{array}{r} 73 \\ 30 \end{array} \quad \begin{array}{r} 65 \\ 30 \end{array} \quad \begin{array}{r} 61 \\ 50 \end{array}$$

$$\begin{array}{r} 89 \\ 50 \end{array} \quad \begin{array}{r} 82 \\ 30 \end{array} \quad \begin{array}{r} 80 \\ 30 \end{array} \quad \begin{array}{r} 68 \\ 30 \end{array} \quad \begin{array}{r} 62 \\ 50 \end{array}$$

$$\begin{array}{r} 101 \\ 50 \end{array} \quad \begin{array}{r} 100 \\ 30 \end{array} \quad \begin{array}{r} 91 \\ 30 \end{array} \quad \begin{array}{r} 74 \\ 31 \end{array} \quad \begin{array}{r} 63 \\ 50 \end{array}$$

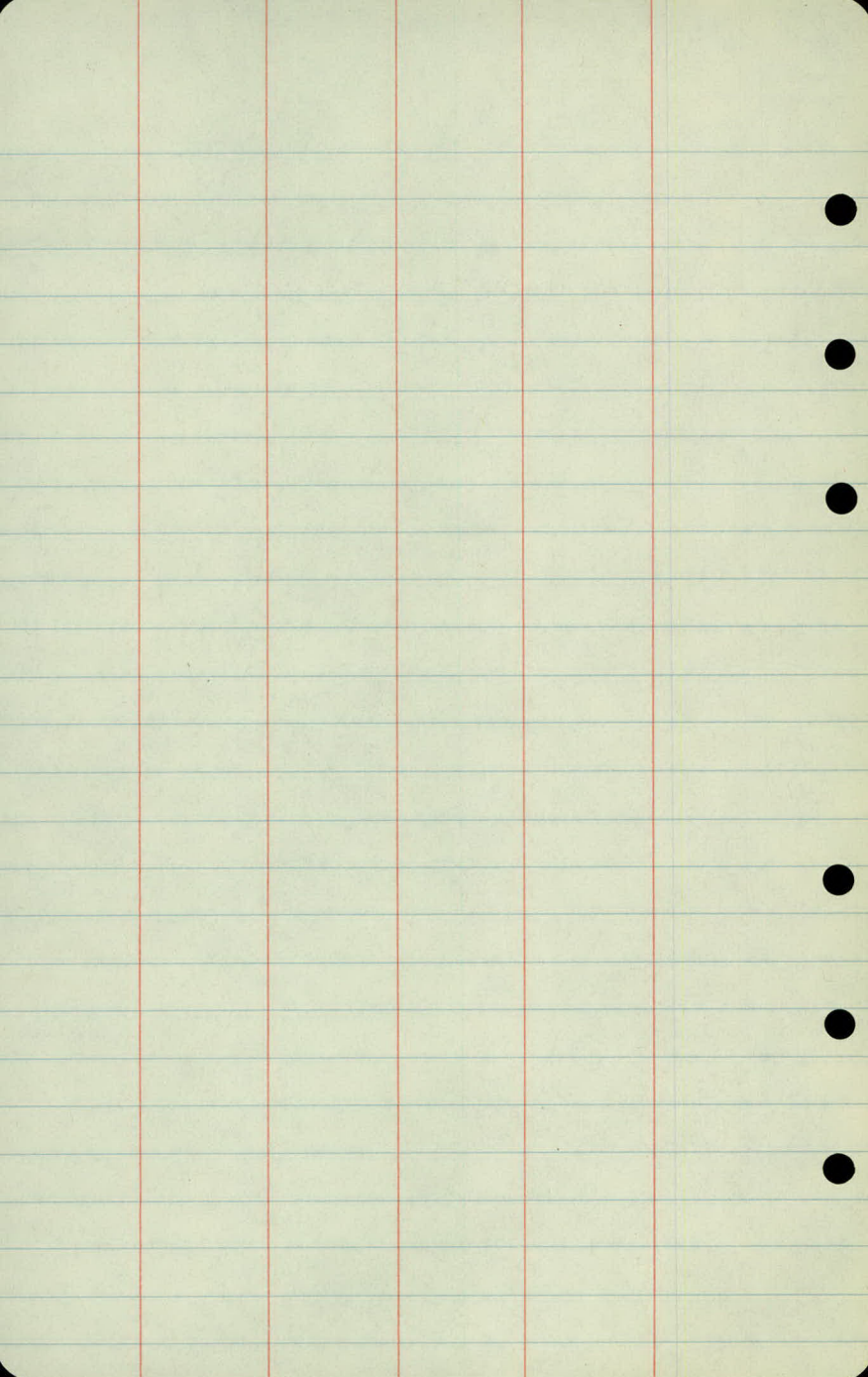
Top Iron S.E. Cor. Aglen Ave & Sherrin St.



PLAN SURVEY
SHERREN STREET
Lexington Ave East

INDEX

Align - 1-3
Topog - 4-5
Xsections - 6-12
Levels - 13-14



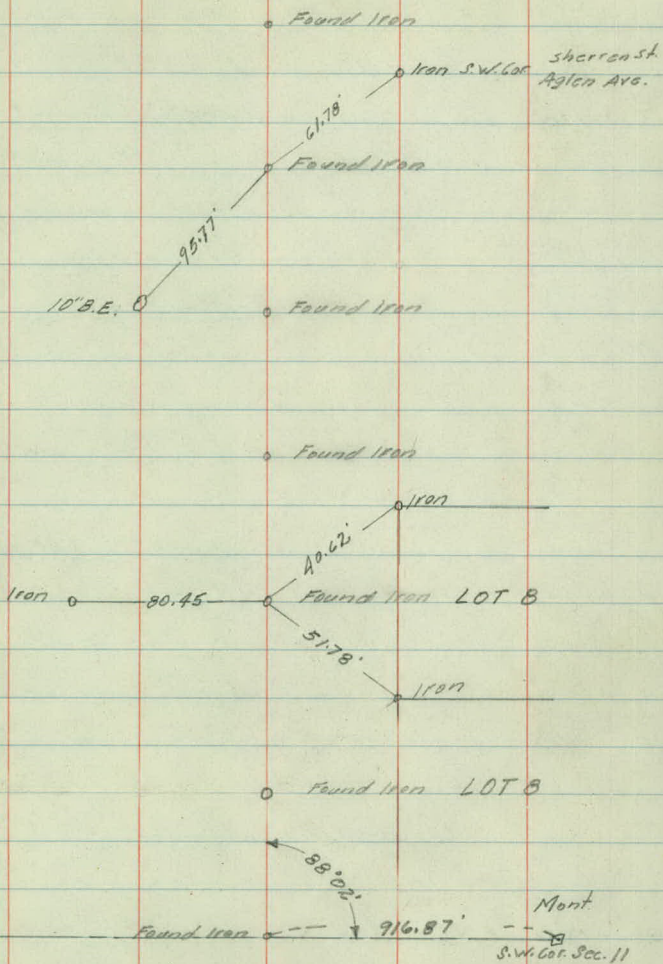
1

Alignment

Sta	Point	ΔLt	ΔRt
+74.18	P.T.		15°00'
+50			12°05.8' Δ -30°00'
+25			9°05.8' D-24°Rt
8 +13.62	P.L.		T-64.44'
8			6°05.8' L-125.00'
+75			3°05.8' R-240.49'
7 +49.18	P.C.		0°00'

+18.11	P.T.	15°00'	
7		12°49.6'	Δ 30°00'
+75		9°49.6'	D-24°Lt
6 +57.55	P.L.		T-64.44'
+50		6°49.6'	L-125.00'
+25		3°49.6'	R-240.49'
6		0°49.6'	
5 +93.11	P.C.	0°00'	

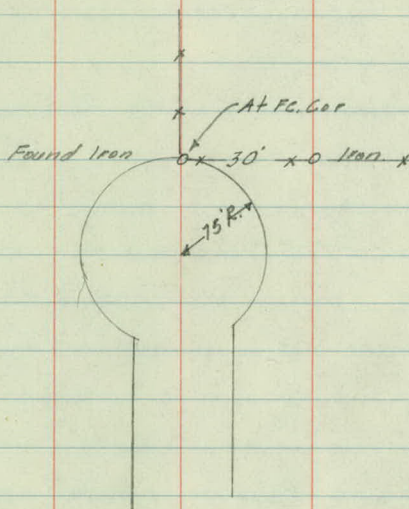
0 +00 = $\frac{1}{4}$ Lexington Ave.

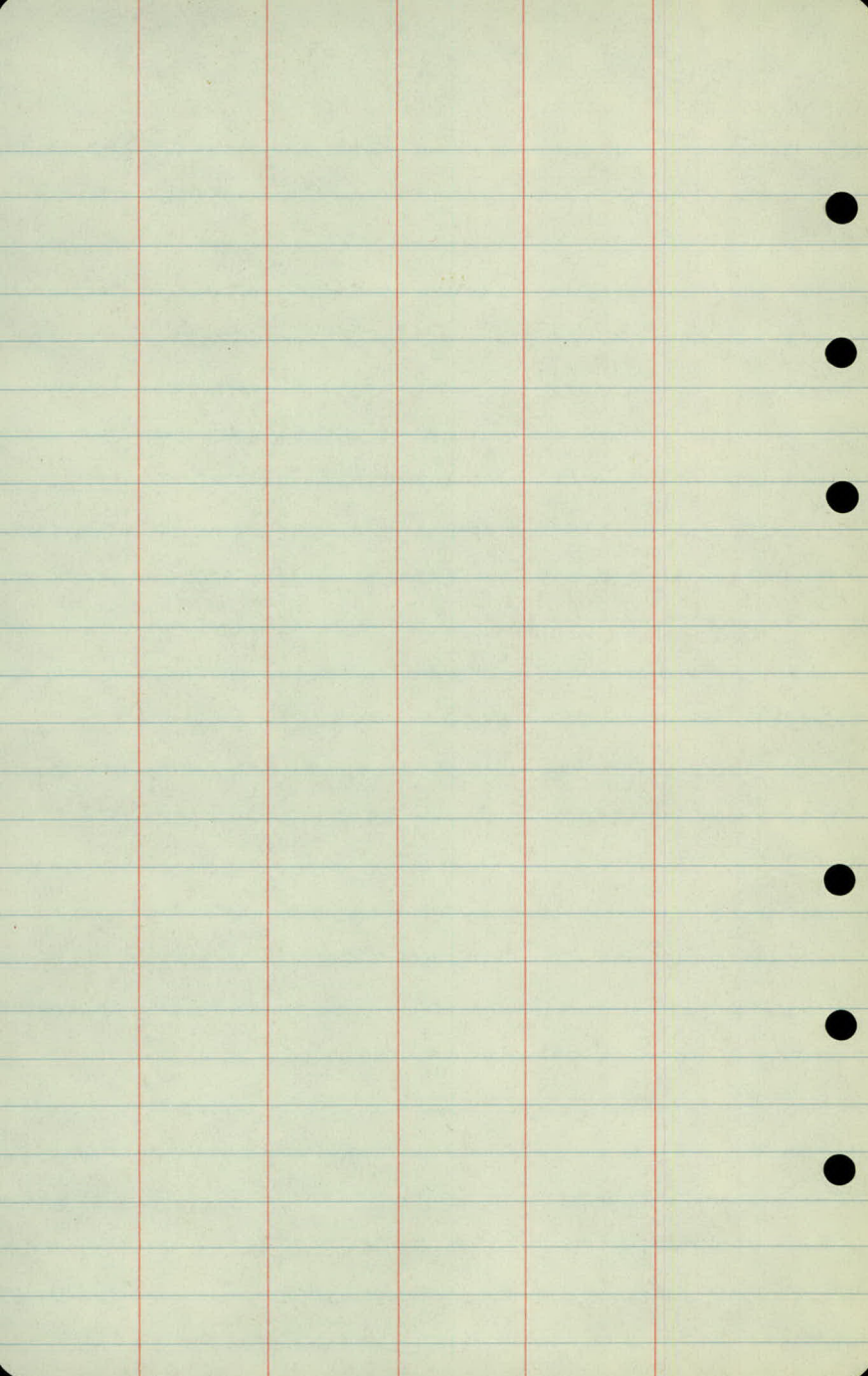


Sta	Point	ΔLt	ΔEt
-----	-------	-------------	-------------

17	+93.05'	= End of Turn Around.	
----	---------	-----------------------	--

8	+92.60	= E Aglen Ave	
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Topography

2

1

+58-End Hedge-43'

+41-8" B.E. -12'

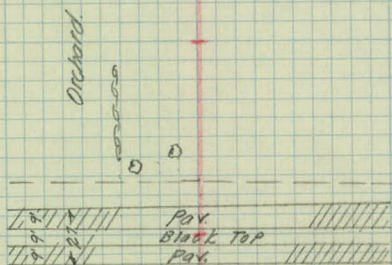
+39-Box Lillac Hedge-40'

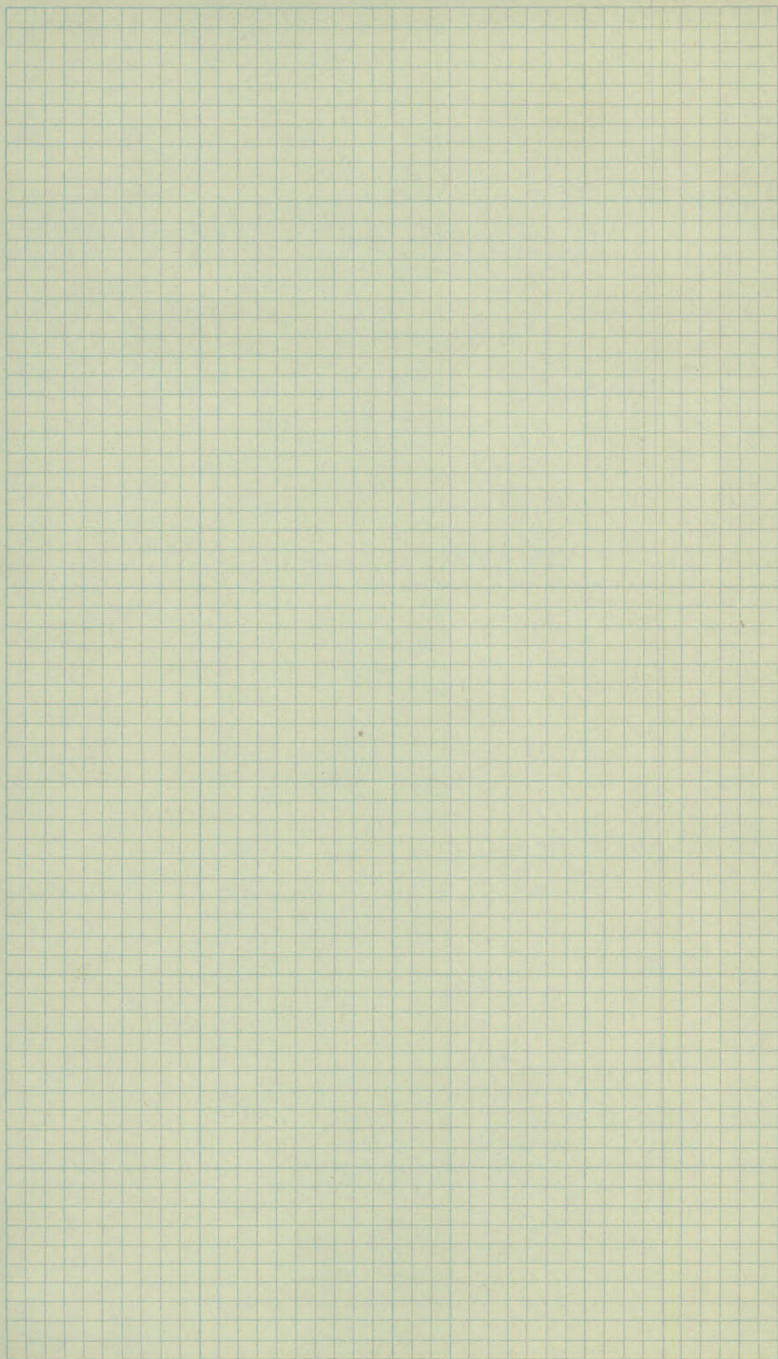
+36-16" O. -32'

+28-Shoulder Line

+13.5-Edge Pav.

0+00





6

x sections

Sta	+	π	-	Elev	
B.M.	3.99	945.29.			(941.30)
0	+00			41.30.	
	+13.5	Edge Pav.		41.01.	
	+28			40.8.	
	+42			39.9.	
	+50			38.8.	
	+60			34.2.	
1				34.5.	
	+42			35.5.	
	+71			35.1.	
2				34.4.	
	+50			34.0.	

Lt.

L

Rt.

Top Iron Ctr. Lexington Ave. + Sherren St

3.99

$\frac{397}{50}$ $\frac{4.28}{50}$ $\frac{423}{50}$ $\frac{402}{100}$ $\frac{3.50}{150}$

$\frac{4.5}{50}$ $\frac{4.5}{50}$ $\frac{4.8}{50}$

$\frac{81}{50}$ $\frac{85}{30}$ $\frac{87}{17}$ $\frac{84}{16}$ $\frac{59}{23}$ $\frac{70}{29}$ $\frac{114}{50}$ $\frac{115}{50}$

$\frac{82}{50}$ $\frac{93}{30}$ $\frac{96}{16}$ $\frac{62}{6}$ $\frac{6.5}{50}$ $\frac{110}{12}$ $\frac{115}{19}$ $\frac{119}{50}$

$\frac{83}{50}$ $\frac{96}{30}$ $\frac{111}{30}$ $\frac{118}{30}$ $\frac{120}{50}$

$\frac{86}{50}$ $\frac{90}{35}$ $\frac{100}{22}$ $\frac{108}{28}$ $\frac{114}{40}$ $\frac{119}{50}$ $\frac{116}{50}$

$\frac{86}{50}$ $\frac{91}{39}$ $\frac{95}{26}$ $\frac{98}{26}$ $\frac{104}{38}$ $\frac{112}{50}$ $\frac{108}{50}$

$\frac{82}{50}$ $\frac{88}{46}$ $\frac{96}{27}$ $\frac{102}{26}$ $\frac{107}{38}$ $\frac{114}{50}$ $\frac{110}{50}$

$\frac{91}{50}$ $\frac{96}{34}$ $\frac{101}{29}$ $\frac{110}{17}$ $\frac{109}{13}$ $\frac{114}{21}$ $\frac{110}{25}$ $\frac{118}{50}$ $\frac{117}{50}$

$\frac{85}{50}$ $\frac{91}{34}$ $\frac{105}{24}$ $\frac{110}{17}$ $\frac{111}{9}$ $\frac{113}{22}$ $\frac{117}{25}$ $\frac{122}{50}$ $\frac{120}{50}$

Sta.	+	π	-	Elev.
		945.29		
3				34.4 .
T.P.	5.45	940.52 .	10.22	935.07 .
+50				349 .
4				35.1 .
+25				349 .
+64				34.0 .
5				33.8 .
+32				34.3 .
+66				33.5 .
6				32.3 .
+50				31.8 .
7				32.2 .

L.

E

R.

$$\frac{78}{50} \frac{80}{38} \frac{94}{30} \frac{103}{16} \frac{102}{11} \frac{109}{18} \frac{112}{30} \frac{119}{30} \frac{118}{50}$$

$$\frac{31}{50} \frac{43}{24} \frac{56}{26} \frac{64}{26} \frac{64}{50}$$

$$\frac{28}{50} \frac{45}{24} \frac{54}{26} \frac{58}{26} \frac{52}{50}$$

$$\frac{29}{50} \frac{48}{25} \frac{56}{27} \frac{59}{27} \frac{48}{50}$$

$$\frac{51}{50} \frac{66}{26} \frac{65}{30} \frac{58}{30} \frac{46}{50}$$

$$\frac{60}{50} \frac{71}{24} \frac{70}{8} \frac{67}{30} \frac{56}{30} \frac{46}{50}$$

$$\frac{52}{50} \frac{63}{25} \frac{62}{30} \frac{59}{30} \frac{52}{50}$$

$$\frac{58}{50} \frac{69}{24} \frac{70}{30} \frac{71}{30} \frac{61}{50}$$

$$\frac{69}{50} \frac{79}{26} \frac{82}{29} \frac{82}{29} \frac{72}{50}$$

$$\frac{79}{50} \frac{86}{22} \frac{87}{26} \frac{87}{26} \frac{78}{50}$$

$$\frac{82}{50} \frac{86}{29} \frac{83}{24} \frac{77}{24} \frac{67}{50}$$

Sta.	+	π	-	Elev.
		940.52		
7	+36			33.3
	+59			33.9
	+75			34.0
8				33.7
	+25			33.2
	+67			33.3
	+92.6			34.2
B.M.	7.10	943.86	3.76	936.76 (936.76)
9	+22.60			35.9
	+77			38.7
10				39.1
	+50			39.6

It. 4 et.

$$\frac{74}{50} \frac{71}{26} \frac{80}{20} \frac{77}{15} \frac{72}{13} \frac{64}{29} \frac{55}{50} \frac{46}{50}$$

$$\frac{70}{50} \frac{70}{28} \frac{65}{13} \frac{66}{18} \frac{59}{26} \frac{49}{50} \frac{35}{50}$$

$$\frac{73}{50} \frac{72}{28} \frac{68}{24} \frac{73}{19} \frac{65}{8} \frac{65}{25} \frac{53}{50} \frac{34}{50}$$

$$\frac{77}{50} \frac{80}{31} \frac{77}{17} \frac{68}{16} \frac{65}{31} \frac{50}{42} \frac{41}{50} \frac{33}{50}$$

$$\frac{82}{50} \frac{82}{25} \frac{77}{7} \frac{73}{10} \frac{64}{22} \frac{63}{44} \frac{46}{50} \frac{42}{50}$$

$$\frac{78}{50} \frac{78}{28} \frac{74}{10} \frac{71}{5} \frac{72}{2} \frac{71}{12} \frac{60}{24} \frac{59}{50} \frac{45}{50}$$

$$\frac{64}{50} \frac{70}{24} \frac{67}{7} \frac{64}{5} \frac{63}{4} \frac{63}{9} \frac{55}{18} \frac{50}{25} \frac{53}{50} \frac{46}{50}$$

Top Iron S.E. Cor Agilent Sherran

$$\frac{81}{50} \frac{83}{26} \frac{83}{9} \frac{78}{4} \frac{80}{18} \frac{70}{28} \frac{75}{37} \frac{70}{50} \frac{70}{50}$$

$$\frac{46}{50} \frac{52}{25} \frac{59}{8} \frac{52}{10} \frac{55}{20} \frac{52}{28} \frac{60}{50} \frac{61}{50}$$

$$\frac{40}{50} \frac{47}{25} \frac{52}{5} \frac{48}{12} \frac{52}{22} \frac{53}{27} \frac{60}{50} \frac{60}{50}$$

$$\frac{24}{50} \frac{36}{23} \frac{44}{6} \frac{43}{5} \frac{47}{21} \frac{51}{28} \frac{57}{30} \frac{59}{50}$$

Sta.	+	π	-	Elev
		943.86		
10	+83			401.
11				40.1
	+50			40.0
12				38.6
	+21			38.4
	+40			37.9
	+62			37.5
13				36.4
	+27			35.4
	+62			35.5
14				38.5

Lt

R

Rt

$$\begin{array}{r} 18 \ 32 \ 37 \\ 50 \ 26 \ 7 \end{array} \quad \begin{array}{r} 38 \ 45 \ 53 \ 58 \\ 16 \ 25 \ 50 \end{array}$$

$$\begin{array}{r} 30 \ 31 \ 38 \\ 50 \ 25 \ 7 \end{array} \quad \begin{array}{r} 38 \ 49 \ 55 \ 61 \\ 19 \ 29 \ 50 \end{array}$$

$$\begin{array}{r} 30 \ 35 \ 39 \ 42 \ 39 \\ 50 \ 34 \ 23 \ 7 \ 13 \end{array} \quad \begin{array}{r} 47 \ 60 \ 61 \ 72 \\ 13 \ 24 \ 30 \ 50 \end{array}$$

$$\begin{array}{r} 39 \ 51 \ 55 \\ 50 \ 29 \ 7 \end{array} \quad \begin{array}{r} 55 \ 61 \ 83 \ 92 \ 96 \\ 9 \ 23 \ 40 \ 50 \end{array}$$

$$\begin{array}{r} 33 \ 43 \ 55 \ 55 \\ 50 \ 25 \ 6 \ 7 \end{array} \quad \begin{array}{r} 66 \ 74 \ 87 \ 96 \ 102 \\ 7 \ 14 \ 20 \ 26 \ 50 \end{array}$$

$$\begin{array}{r} 43 \ 51 \ 59 \\ 50 \ 24 \ 15 \end{array} \quad \begin{array}{r} 61 \ 60 \\ 3 \ 16 \end{array} \quad \begin{array}{r} 77 \ 88 \ 98 \ 106 \\ 16 \ 23 \ 39 \ 50 \end{array}$$

$$\begin{array}{r} 48 \ 57 \ 65 \\ 50 \ 26 \ 6 \end{array} \quad \begin{array}{r} 64 \ 77 \ 90 \ 99 \ 112 \\ 15 \ 23 \ 35 \ 50 \end{array}$$

$$\begin{array}{r} 62 \ 68 \ 78 \\ 50 \ 25 \ 7 \end{array} \quad \begin{array}{r} 79 \ 92 \ 101 \ 105 \ 112 \ 122 \\ 14 \ 18 \ 24 \ 36 \ 50 \end{array}$$

$$\begin{array}{r} 65 \ 76 \ 85 \ 86 \\ 50 \ 27 \ 8 \ 9 \end{array} \quad \begin{array}{r} 96 \ 110 \ 114 \ 118 \\ 9 \ 17 \ 36 \ 50 \end{array}$$

$$\begin{array}{r} 78 \ 87 \ 87 \\ 50 \ 27 \ 8 \end{array} \quad \begin{array}{r} 84 \ 86 \ 91 \ 91 \ 96 \\ 13 \ 22 \ 37 \ 50 \end{array}$$

$$\begin{array}{r} 68 \ 62 \ 59 \ 57 \ 54 \\ 50 \ 25 \ 10 \ 4 \ 15 \end{array} \quad \begin{array}{r} 54 \ 60 \ 62 \\ 26 \ 50 \end{array}$$

Sta.	+	π	-	Elev.
		943.86		
14	+20			38.8
	+62			36.9
T.P.	9.30	939.89	7.27	936.59
15				35.7
	+37			35.6
	+68			34.8
16				33.7
	+50			32.3
17				31.2
	+35			29.9
	+60			31.5
	+93.05			32.8

Lt.

F.

Rt.

$$\frac{6.4}{50} \quad \frac{5.7}{25} \quad \frac{5.5}{8} \quad \frac{5.1}{14} \quad \frac{5.4}{25} \quad \frac{6.0}{25} \quad \frac{6.5}{50}$$

$$\frac{7.5}{50} \quad \frac{7.3}{25} \quad \frac{7.4}{10} \quad \frac{7.0}{12} \quad \frac{6.9}{25} \quad \frac{7.7}{25} \quad \frac{7.8}{50}$$

$$\frac{2.4}{50} \quad \frac{3.4}{26} \quad \frac{4.3}{9} \quad \frac{4.3}{3} \quad \frac{4.2}{15} \quad \frac{4.6}{25} \quad \frac{5.4}{25} \quad \frac{5.4}{50}$$

$$\frac{1.6}{50} \quad \frac{3.0}{25} \quad \frac{4.1}{11}$$

$$\frac{4.3}{13} \quad \frac{5.4}{24} \quad \frac{6.7}{24} \quad \frac{8.1}{50}$$

$$\frac{3.4}{50} \quad \frac{4.6}{26} \quad \frac{5.0}{14} \quad \frac{5.3}{5} \quad \frac{5.1}{14} \quad \frac{6.5}{14} \quad \frac{8.9}{31} \quad \frac{10.0}{50}$$

$$\frac{5.2}{50} \quad \frac{5.6}{25} \quad \frac{6.3}{10}$$

$$\frac{6.2}{12} \quad \frac{7.1}{24} \quad \frac{8.5}{24} \quad \frac{10.0}{37} \quad \frac{11.6}{50} \quad \text{Batholc}$$

$$\frac{7.8}{50} \quad \frac{7.7}{30} \quad \frac{8.0}{15} \quad \frac{7.8}{6} \quad \frac{7.6}{10} \quad \frac{8.5}{20} \quad \frac{9.6}{20} \quad \frac{10.4}{30} \quad \frac{12.5}{50}$$

$$\frac{9.9}{75} \quad \frac{9.5}{50} \quad \frac{10.1}{20} \quad \frac{10.0}{7} \quad \frac{9.7}{8} \quad \frac{10.3}{15} \quad \frac{10.2}{15} \quad \frac{11.2}{29} \quad \frac{11.7}{50} \quad \frac{12.2}{75}$$

$$\text{Lowell} \quad \frac{11.7}{75} \quad \frac{11.0}{50} \quad \frac{10.8}{30} \quad \frac{10.6}{7} \quad \frac{10.0}{6} \quad \frac{10.0}{14} \quad \frac{9.6}{29} \quad \frac{10.1}{50} \quad \frac{9.6}{50} \quad \frac{10.0}{75}$$

$$\frac{11.1}{50} \quad \frac{9.8}{28} \quad \frac{9.0}{4} \quad \frac{8.4}{14} \quad \frac{8.2}{14} \quad \frac{8.2}{30} \quad \frac{8.5}{42} \quad \frac{8.0}{50}$$

$$\frac{10.3}{50} \quad \frac{8.0}{18} \quad \frac{7.1}{17} \quad \frac{6.9}{30} \quad \frac{7.4}{30} \quad \frac{8.0}{50}$$

Sta	+	π	-	Elev
		932.89		
18			7.0	329
+50			5.5	344
19			5.1	348
+50			6.1	338
20			6.2	337
B.M.			7.10	932.79
I.P.	7.04	943.66	3.27	936.62
B.M.			6.90	936.76
				(936.76)

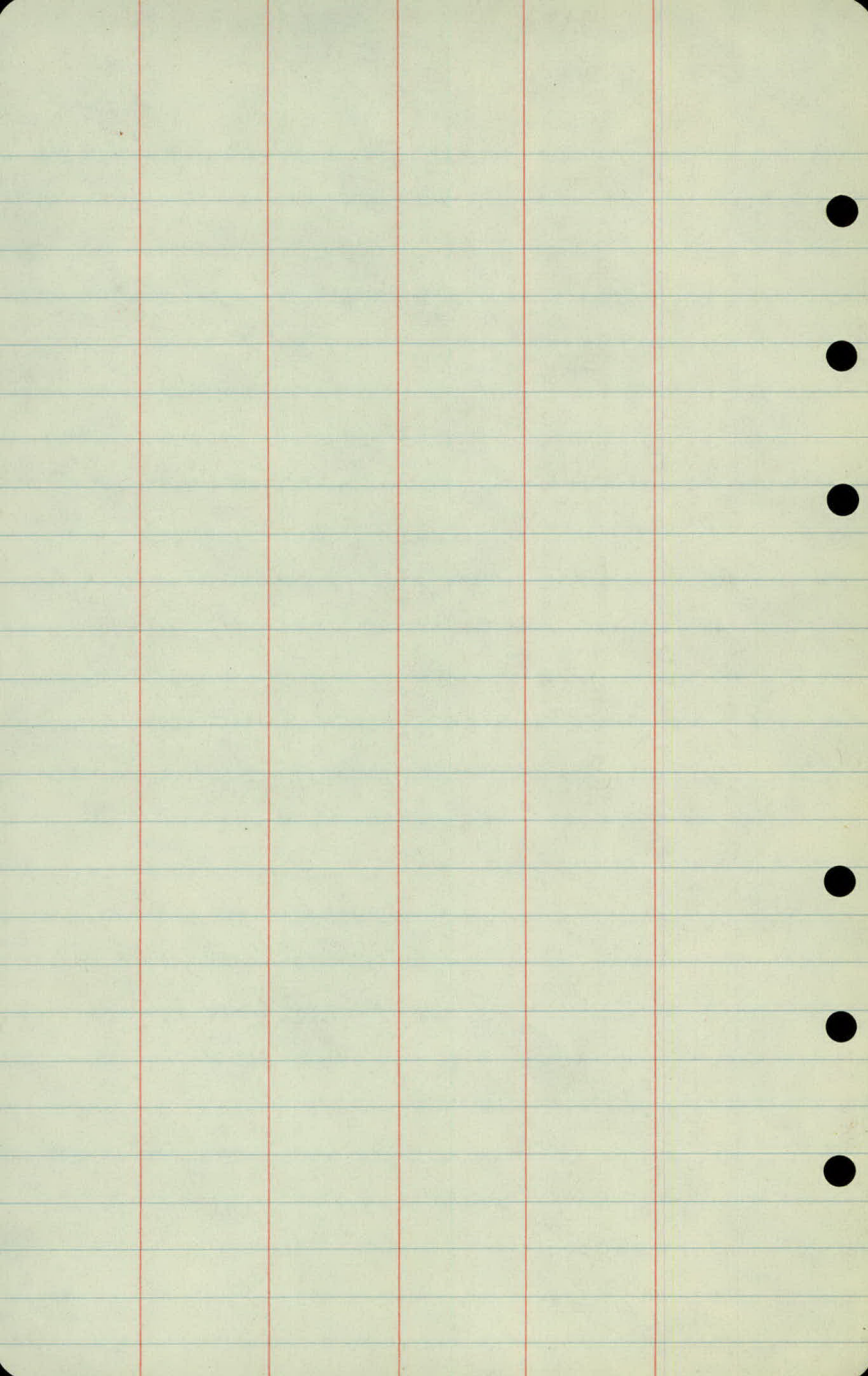
Lt.

E

Rt.

Top Iron 30 Rt. sto 17493.05

Top Iron S.E. Cor. Aglen Ave. & Sherron St.



Bench Levels.

Sta.	+	-	Elem.	
B.M.	9.85	941.13		(951.28)
T.P.	2.67	960.61	3.19	957.94
T.P.	1.95	954.60	7.96	952.65
T.P.	4.92	953.23	6.29	948.31
B.M.	6.66	953.49	4.40	948.83
T.P.	2.75	953.63	4.61	950.88
B.M.			3.62	950.01
T.P.	✓ 2.43	943.69	12.37	941.26
T.P.	7.69	945.18	6.20	937.49
B.M.	2.41	939.17	8.42	936.76
T.P.	6.10	941.85	3.42	935.75
B.M.	6.84	949.14	0.55	941.30
T.P.	6.36	953.77	0.73	947.41
T.P.	5.50	953.79	5.48	948.29
T.P.	7.43	960.12	1.10	952.69
T.P.	3.77	961.52	2.37	957.75
B.M.			10.24	959.75
				951.28 (951.28)

Description

Spk. in 36" Cott. N.W. Cor. Dellwood & Co. Rd. "B"

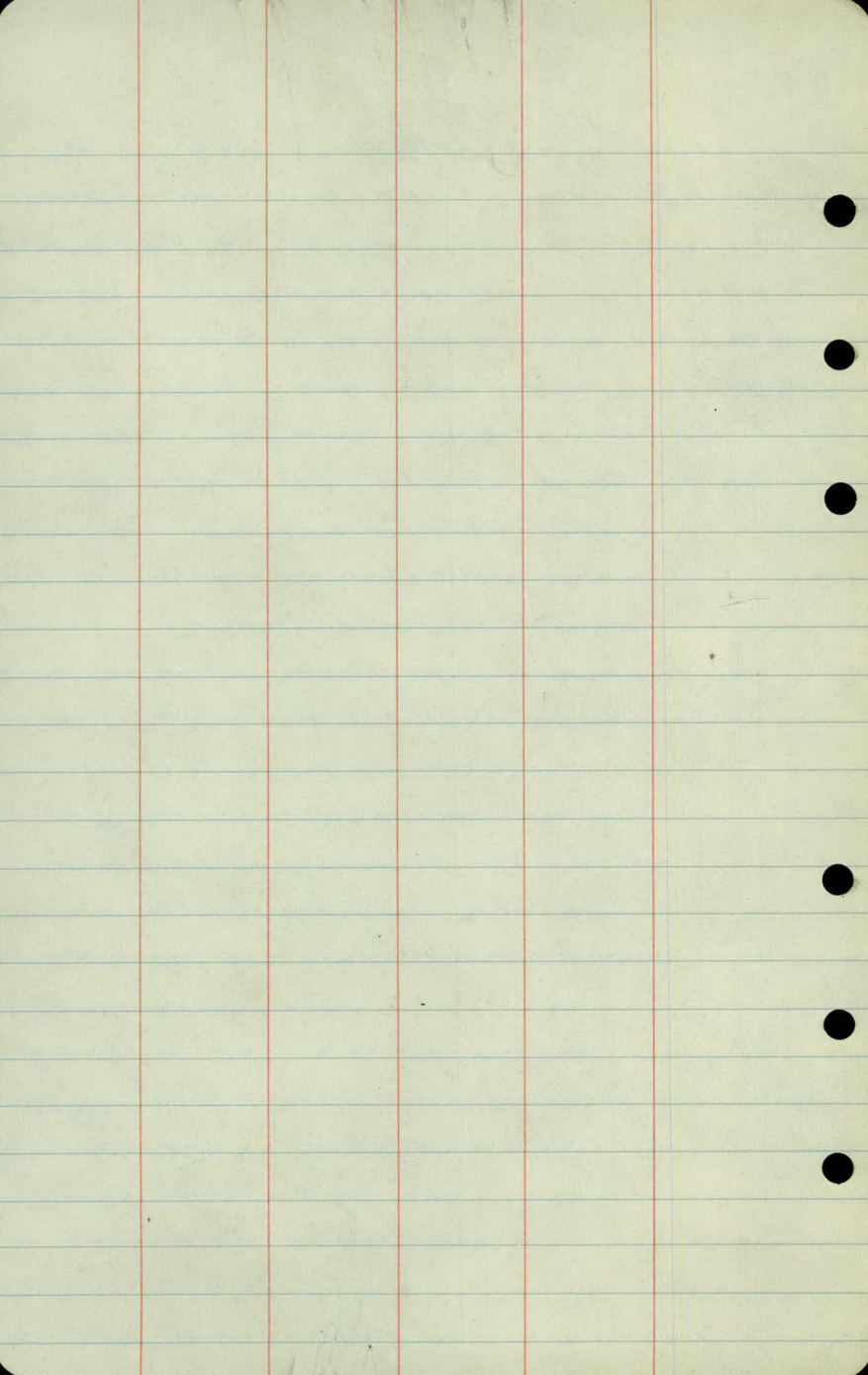
Top Mont. Lexington Ave. & Co. Rd. "B."

Top N.W. Cor. W. Pillor S.E. Cor. Aglen Ave. & Co. Rd. "B."

Top iron S.E. Cor. Aglen & Skerren St.

Top iron & Lexington Ave. & Skerren St.

Spk. in 36" Cott. N.W. Cor. Dellwood & Co. Rd. "B"

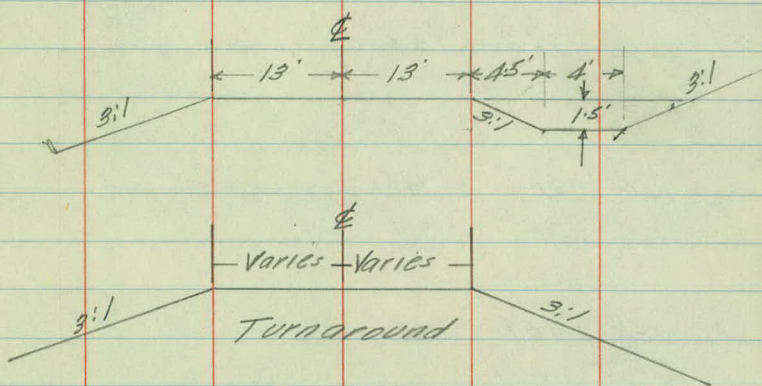


Slope stakes

Sherren street

Aglen to Turnaround.

Sta 8192.6 to Sta. 1719305



Sta.	P.G.	P.G.P	-	Elev
B.M.	802	944.78		(936.76)

8+92.6	34.9	9.9		
--------	------	-----	--	--

9 +22.6	35.3	9.5		
---------	------	-----	--	--

+70	36.1	8.7		
-----	------	-----	--	--

10	36.8	8.0		
----	------	-----	--	--

+50	37.7	7.1		
-----	------	-----	--	--

+83	38.1	6.7		
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11	38.3	6.5		
----	------	-----	--	--

B.M.			332	941.46
------	--	--	-----	--------

+50	38.4	6.4		
-----	------	-----	--	--

R.A.
A.M.
M.B.
P.W.

9-17-41

L

E

F

Top Iron S.E. Cor. Aglen & Sherron

26.0' / 10.15
9.9

-0.1
10.0

26.6' / 10.2
9.9

10.7
8.8

11.3
8.2 / 29.9'

33.2' / 12.4
6.3

11.9
6.8

11.8
6.9 / 31.4'

33.8' / 12.6
5.4

12.1
5.9

11.3
6.7 / 29.9'

35.3' / 13.1
4.0

11.9
5.2

10.6
6.5 / 27.8'

35.0' / 13.0
3.5

11.6
4.9

10.1
6.4 / 26.3'

Spt. in RR 21' Lt. Sta. 11106

31.7' / 11.9
4.5

11.3
5.1

10.9
7.0 / 24.2'

Sta.

P6

P.G.K

944.78

12

38.2

6.6

+21

38.0

6.8

+40

37.8

7.0

+70

37.5

7.3

13

37.3

7.5

+27

37.0

7.8

+62

36.7

8.1

14

36.4

8.4

$$H1 = 900.78$$

$$- 11.98$$

$$= 888.80$$

L

E

R

$$12.00/21.5$$

$$284/108$$

$$58$$

$$+01$$

$$65$$

$$-3.2$$

$$88/22.6$$

$$317/41.9$$

$$49$$

$$290/11.0$$

$$60$$

$$+0.0$$

$$7.0$$

$$-2.5$$

$$95/20.5$$

$$269/103$$

$$73$$

$$-0.4$$

$$7.7$$

$$-2.8$$

$$10.1/21.4$$

$$251/12.2$$

$$7.8$$

$$-1.2$$

$$8.7$$

$$-3.7$$

$$11.2/22.1$$

$$233/12.06$$

$$8.7$$

$$-1.6$$

$$9.4$$

$$-4.2$$

$$12.0/25.6$$

$$215/12.00$$

$$9.6$$

$$-0.8$$

$$8.9$$

$$-1.7$$

$$9.8/18.1$$

$$103-12.00/21.5$$

$$9.6$$

$$293/4.1$$

$$73$$

$$+1.9$$

$$65$$

$$+1.4$$

$$70/20.2$$

Sta	PG	PGF	-	Elev.
		944.78		
14 +20	36.2	8.6		
+62	35.7	9.1		
15	35.2	9.6		
T.P.	2.58	937.21	10.15	934.63
+37	34.6	2.6		
+68	34.1	3.1		
16	33.5	3.7		
+30	33.0	4.2		
+50	32.7	4.5		

L

E

R

10.15
2.58
~~20.78~~
7.57
37.21

 $31.1 / 4.17$
2.9

 $+2.6$
60

 $4.6 / 30.8'$
70

 $29.3' / 4.1'$
8.0

 $+1.5$
7.6

 $107 / 8.4$
231

 $30.8' / 4.6$
8.0

 $+0.8$
8.8

 $12.10 / 24.5'$
19.1

 $36.8 / 13.6$
11.0

 $+1.6$
1.5

 $12.03 / 3.8$
224

 $32.1 / 4.7$
1.4

 $+0.9$
2.2

 $12.00 / 4.6$
220

 $29.3' / 4.1'$
2.6

 $+0.2$
3.5

 $12.00 / 5.2$
19.9

 $26.3' / 10.1$
4.1

 -0.1
4.3

 $-1.7 / 5.9$
18.1

- Turnaround -

1.2'

 $38.0' / -0.4$
4.9

 -0.5
5.0

 $-0.3 / 8.8$
38.5

12.9'

Sta.	P.G.	P.G.R.	-	Elev.
		937.21		
16	+75	32.5	4.1	
17		32.3	4.9	
	+25	32.3	4.9	
	+50	32.4	4.8	
	+75	32.6	4.6	
	+9305	32.8	4.4	
B.M.			4.37	932.84 (932.79)

L E R
 - Turnaround -

3.6' 40 / 41.2
 59

-6.4 / 11.1
 11.1 / 10.5

19.2

Slope stakes set on R/W. Line

6.6' 72.5 / 71
 71

-5.1 / 100
 100 / 72.5

15.3

Shoulder

10.8 74.7 / 71
 71

-9.1 / 90
 90 / 74.7

9.3

13.2 68.2 / 68.2
 9.2

-1.5 / 6.3
 6.3 / 68.2

4.5

9.3 49.0 / 49.0
 7.7

-0.4 / 50
 50 / 49.0

1.2

BT - 44
 45

Top Iron 30' rt. Sta. 17+93.05

