

Bk. 43 Dr. 11

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan Survey

Str. in Northome 3rd Add
Cal.

From Idaho To

Alley staking Notes 9-29-47
Curb stake California Ave
Road Acc't. No.

Date Filed

File

Northome - 3rd Add.

Plan Survey.

Alley between Calif. and
Carpentier from Arona to
Pascal.

Grades Est 5/25/41

Plan Completed
Partly

6+59.62 $\frac{1}{2}$ Pascal

0+00 $\frac{1}{2}$ Arona.

Bolt Sph

31.38

31.68

Lot Iron

Lot Iron

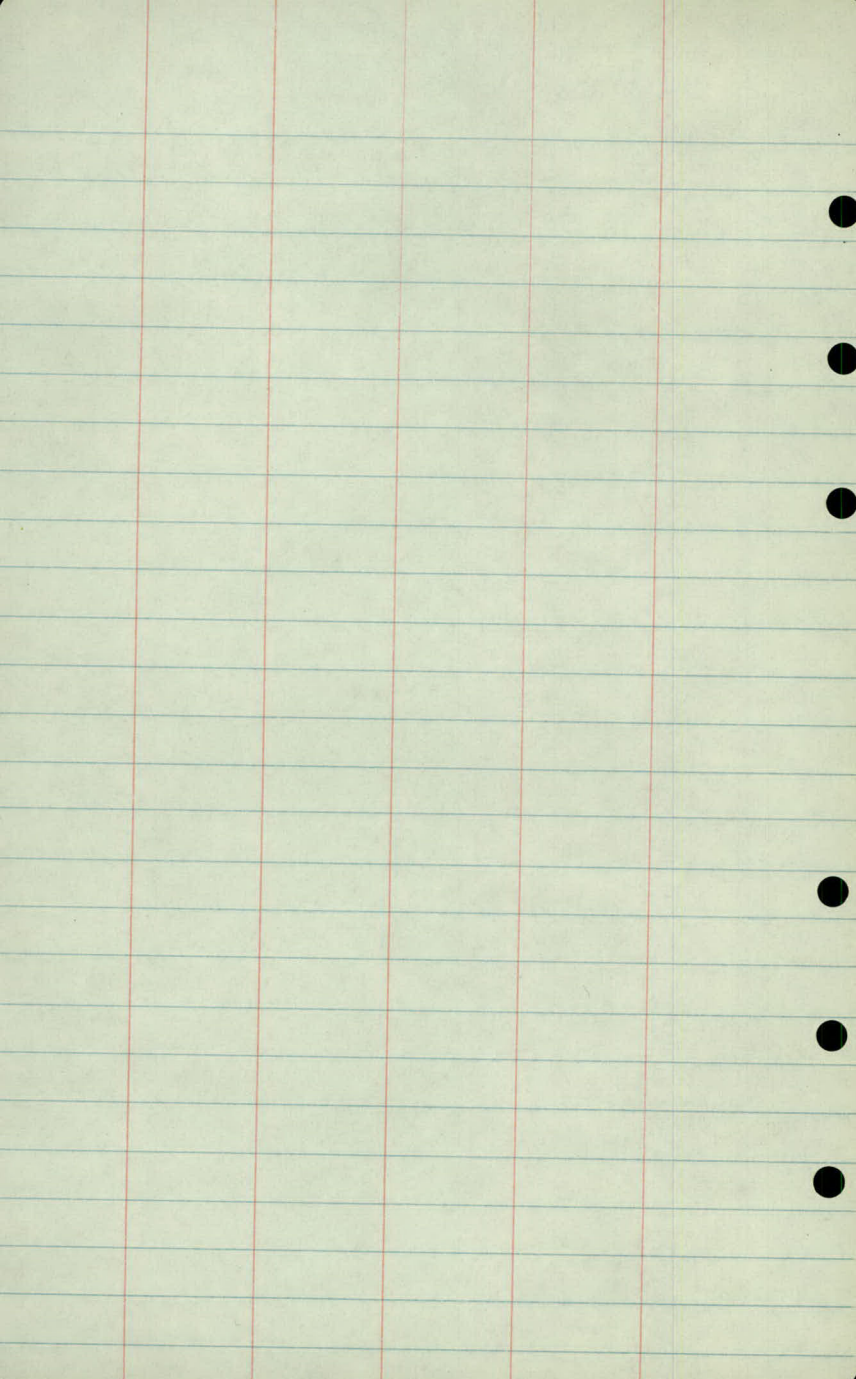
Lot Iron

Lot Iron

31.82

31.42

Bolt Sph.



Cross Sections
Alley
Between Calif. and Carpentier
From Arona to Pascal

Sta.	t	π	—	Elev.
B.M.	6.01	957.17		951.16
0+00	to Arena		9.3	47.9
+30			9.4	47.8
+50			9.4	47.8
1			9.2	48.0
+50			8.7	48.5
2			7.7	49.5
+50			6.7	50.5
3			5.9	51.3
+50			5.5	51.7
4			5.6	51.6
+50			5.9	51.3
5			6.3	50.9

Top Drill Hole $\frac{1}{2}$ Larpenteur + Pascal

$$\frac{8.5}{50} \quad \frac{8.8}{27} \quad 9.3 \quad \frac{9.9}{26} \quad \frac{10.2}{50}$$

$$\frac{8.6}{50} \quad \frac{8.8}{25} \quad 9.4 \quad \frac{9.9}{21} \quad \frac{10.4}{50}$$

$$\frac{8.5}{50} \quad \frac{8.8}{23} \quad 9.4 \quad \frac{10.0}{23} \quad \frac{10.4}{50}$$

$$\frac{8.4}{50} \quad \frac{8.6}{24} \quad 9.2 \quad \frac{9.9}{26} \quad \frac{10.4}{50}$$

$$\frac{8.0}{50} \quad \frac{8.3}{26} \quad 8.7 \quad \frac{9.3}{24} \quad \frac{9.9}{50}$$

$$\frac{7.3}{50} \quad \frac{7.4}{25} \quad 7.7 \quad \frac{8.1}{25} \quad \frac{8.5}{50}$$

$$\frac{6.6}{50} \quad \frac{6.6}{27} \quad 6.7 \quad \frac{7.0}{25} \quad \frac{7.0}{50}$$

$$\frac{6.2}{50} \quad \frac{6.1}{24} \quad 5.9 \quad \frac{6.2}{23} \quad \frac{5.9}{50}$$

$$\frac{5.8}{50} \quad \frac{5.8}{28} \quad 5.5 \quad \frac{5.5}{26} \quad \frac{5.2}{50}$$

$$\frac{6.0}{50} \quad \frac{5.9}{26} \quad 5.6 \quad \frac{5.4}{28} \quad \frac{5.1}{50}$$

$$\frac{6.4}{50} \quad \frac{6.2}{26} \quad 5.9 \quad \frac{6.0}{19} \quad \frac{5.2}{50}$$

$$\frac{6.9}{50} \quad \frac{6.8}{29} \quad \frac{6.8}{15} \quad 6.3 \quad \frac{6.5}{18} \quad \frac{6.0}{33} \quad \frac{5.4}{50}$$

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

		957.17		
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5+50			6.7	50.5
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6			6.7	50.5
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+ 2962			6.5	50.7
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+ 59.62	$\frac{1}{2}$ Pascal		5.9	51.3
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B.M.			6.02	951.15
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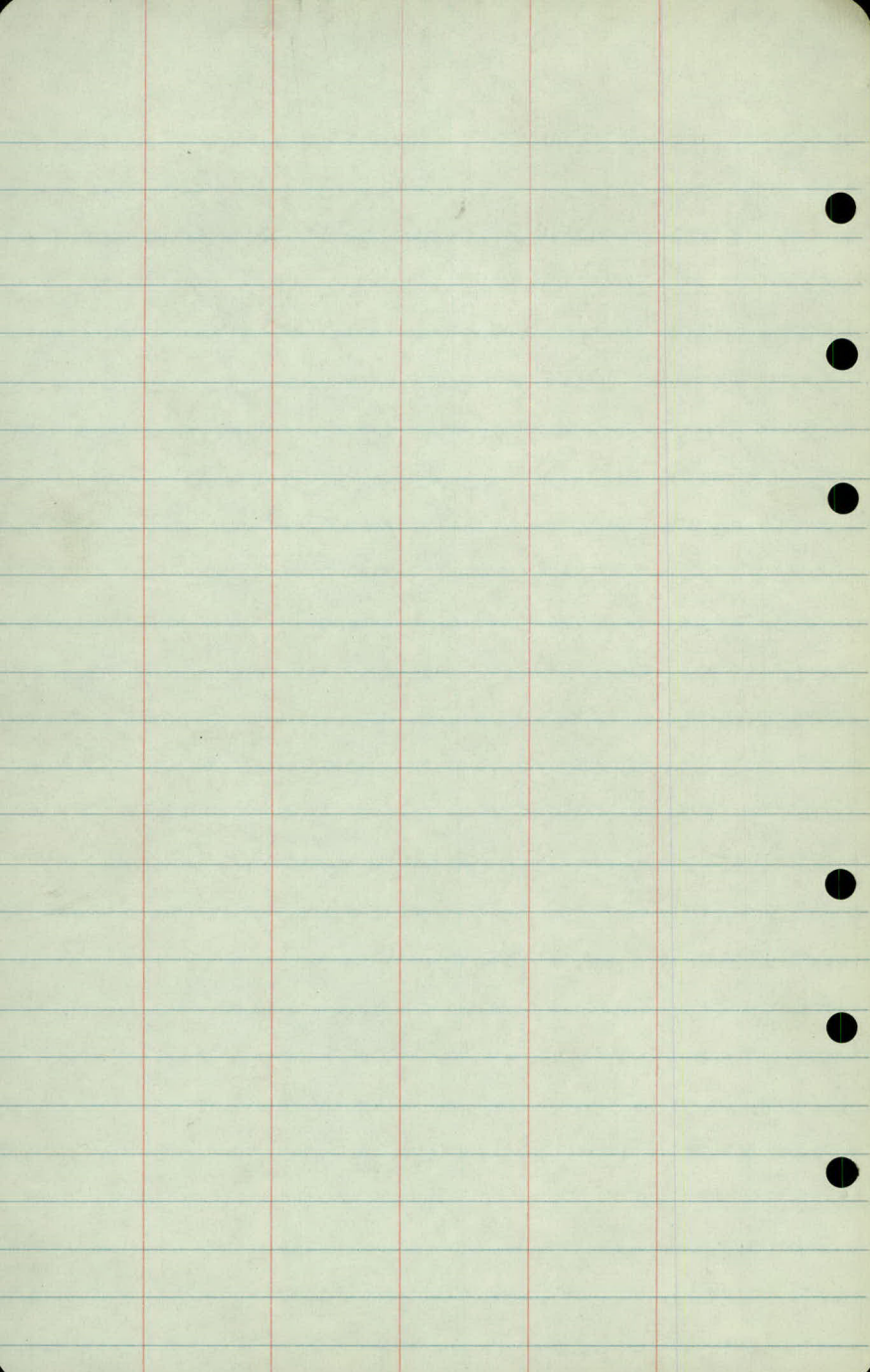
$$\frac{7.4}{50} \quad \frac{7.4}{35} \quad \frac{7.1}{16} \quad 6.7 \quad \frac{6.6}{19} \quad \frac{6.0}{35} \quad \frac{5.6}{50}$$

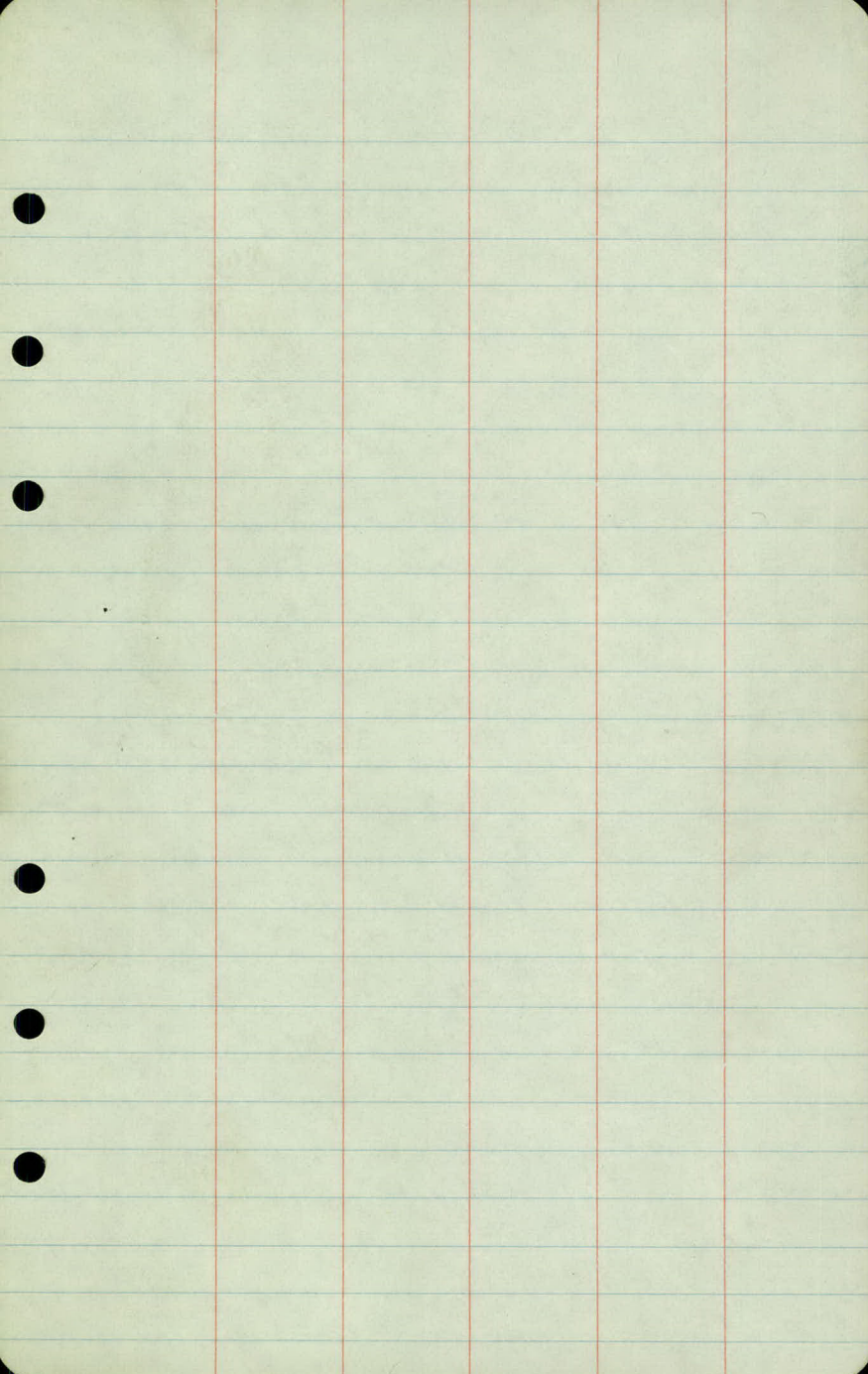
$$\frac{7.2}{50} \quad \frac{7.4}{32} \quad \frac{7.1}{18} \quad 6.7 \quad \frac{6.7}{18} \quad \frac{6.2}{33} \quad \frac{5.4}{50}$$

$$\frac{7.4}{50} \quad \frac{7.1}{24} \quad 6.5 \quad \frac{6.3}{19} \quad \frac{5.8}{32} \quad \frac{5.0}{50}$$

$$\frac{6.7}{50} \quad \frac{6.4}{26} \quad 5.9 \quad \frac{5.1}{27} \quad \frac{4.5}{50}$$

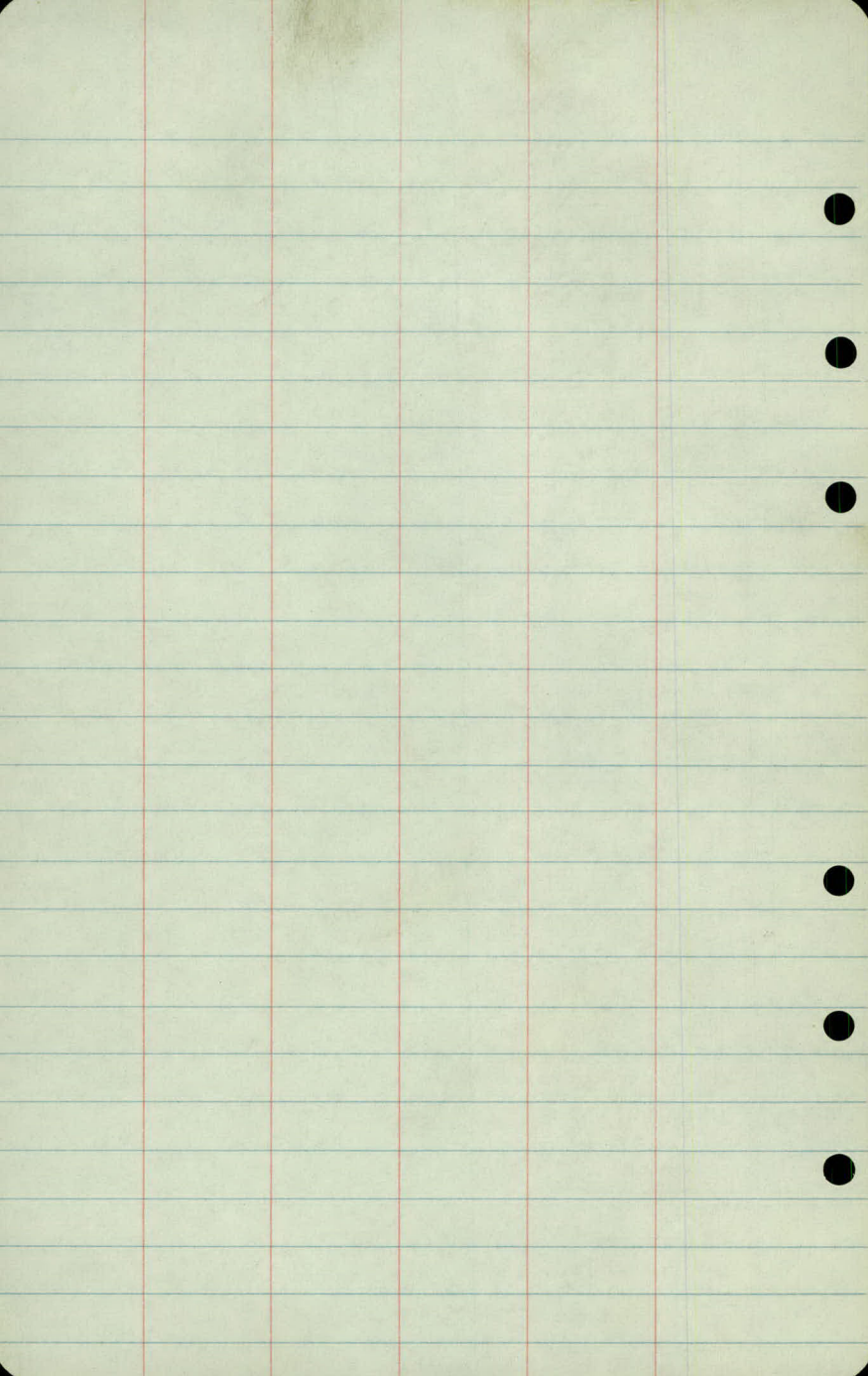
Top Drill Hole Lerpenteur + Pascal





Sta.	I	π	-	Elev.
B.M.	8.41	955.71		947.30
0	E Snelling		1.0	547
20			1.2	545
50			3.1	526
73			3.5	522
100			4.3	514
150			4.4	513
200			5.5	50.2
250			5.6	50.1
300			5.6	50.1
350			5.8	49.9
400			6.2	49.5
450			6.7	49.0
500			7.5	48.2
550			8.1	47.6
600			8.2	47.5
645			8.1	47.6
646			8.8	46.9
660	E Arona.		8.1	47.6

Top Hyd. S.E. Co. Snelling and Idaho



Northome 3rd Add.
Plan Survey
California
from Snelling to Pos cel

13+30⁹² & Pascal

6+70⁷⁰ & Arong = 9+78²⁶ Arona Sta.

0+00

Bolt Sph

42.12

42.97

Lot
Iron

Lot
Iron

Lot Iron

42.98

42.00

Lot Iron

Bolt Sph

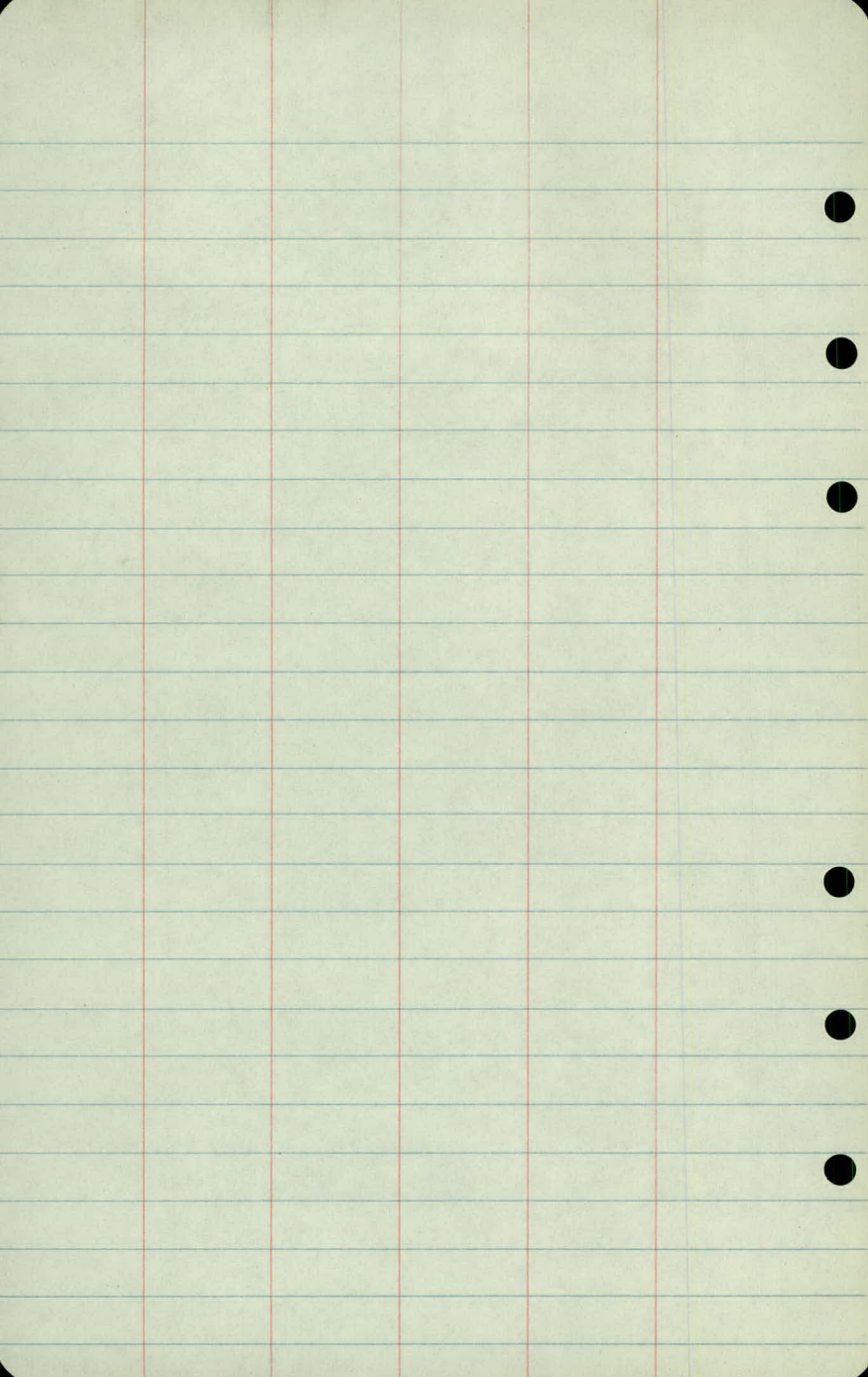
PP

30.76

51.91

12" Oak

Wood Plug



Cross Sections

California Snelling to Arona

Sta.	1	π	-	Elev.
B.M.	6.68	953.98.		947.30
0+00	$\pm$ Snelling		1.9	521

+20			2.0	52.0
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+50			3.0	51.0
-----	--	--	-----	------

1			4.4	49.6
---	--	--	-----	------

150			5.3	48.7
-----	--	--	-----	------

2			6.0	48.0
---	--	--	-----	------

+50			6.8	47.2
-----	--	--	-----	------

3			6.7	47.3
---	--	--	-----	------

+05	Approx. $\pm$ Service		6.7	47.3 Drive
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+50			6.3	47.7
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4			6.4	47.6
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T.P.	2.62	951.68.	4.92	949.06
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+50			4.8	46.9
-----	--	--	-----	------

Top Hyd. S.E. Cor Snelling x Idaho

51.2	52.7	52.1	51.5	50.9
$\frac{0.8}{50}$	$\frac{1.3}{24}$	$\frac{2.5}{1.9}$	$\frac{3.1}{24}$	$\frac{3.1}{50}$
$\frac{53.0}{1.0}$	$\frac{52.5}{1.5}$	$\frac{52.0}{2.0}$	$\frac{51.4}{2.6}$	$\frac{50.8}{3.2}$
$\frac{51.9}{2.7}$	$\frac{51.1}{2.9}$	$\frac{51.2}{2.8}$	$\frac{50.9}{3.1}$	$\frac{51.1}{2.9}$
$\frac{50.1}{3.9}$	$\frac{49.9}{4.1}$	$\frac{49.8}{4.2}$	$\frac{49.6}{4.4}$	$\frac{49.5}{4.5}$
$\frac{49.1}{4.9}$	$\frac{48.9}{5.1}$	$\frac{48.7}{5.3}$	$\frac{48.4}{5.6}$	$\frac{48.5}{5.5}$
$\frac{48.2}{5.8}$	$\frac{48.1}{5.9}$	$\frac{48.0}{6.0}$	$\frac{47.7}{6.3}$	$\frac{47.7}{6.3}$
$\frac{47.7}{6.3}$	$\frac{47.3}{6.7}$	$\frac{47.2}{6.8}$	$\frac{47.0}{7.0}$	$\frac{47.2}{7.0}$
$\frac{46.3}{5.7}$	$\frac{47.5}{6.5}$	$\frac{47.0}{6.7}$	$\frac{46.8}{7.2}$	$\frac{46.8}{7.2}$
$\frac{46.3}{5.7}$	$\frac{47.7}{6.3}$	$\frac{47.3}{6.7}$	$\frac{46.8}{7.2}$	$\frac{46.8}{7.2}$
$\frac{46.5}{5.5}$	$\frac{47.8}{6.2}$	$\frac{47.7}{6.3}$	$\frac{47.2}{6.8}$	$\frac{46.9}{7.1}$
$\frac{48.1}{5.9}$	$\frac{47.6}{6.4}$	$\frac{47.6}{6.4}$	$\frac{47.1}{6.9}$	$\frac{46.8}{7.2}$
$\frac{47.6}{4.1}$	$\frac{46.9}{4.8}$	$\frac{46.9}{4.8}$	$\frac{46.4}{5.3}$	$\frac{46.4}{5.6}$

Sta		π		Elev.
		951.68		
5			5.1	46.6
	+50		5.1	46.6
6			5.0	46.7
	+40.70		5.1	46.6
	+56		6.0	45.7
7	+70.7	L Arona	4.9	46.8
	+85		5.9	45.8
7			5.4	46.3
	+50		5.9	45.8
8			5.5	46.2
	+50		4.6	47.1
9			2.9	48.8
T.P.	9.01	958.92	1.77	949.91

47.0	46.5	46.5	46.6	46.2	46.0	
4.7	5.2	5.2	5.1	5.5	5.7	✓
50	29	13		20	50	

46.5	46.3	46.3	46.6	46.4	46.4	
5.2	5.4	5.4	5.3	5.3	5.3	✓
50	30	76	51	25	50	

46.6	46.3	46.7	46.5	46.5	
51	5.4	50	5.2	5.2	✓
50	25	50	23	50	

46.4	46.2	46.6	46.6	46.5	46.6	46.3
5.3	5.5	5.1	46.6	5.2	5.1	5.4
50	21	11	51	19	37	50

45.8	45.5	45.7	45.8	45.5	
<u>59</u>	<u>62</u>	<u>45</u>	<u>59</u>	<u>62</u>	✓
50	19	6.0	23	50	

46.3	46.4	46.8	46.8	46.4
<u>5.4</u>	<u>5.3</u>	<u>4.9</u>	<u>4.9</u>	<u>5.3</u>
50	25	4.9	25	50

✓

45.6	45.5	45.8	45.7	45.5
6.1	6.2		6.0	6.2 ✓
<u>50</u>	<u>22</u>	59	<u>21</u>	<u>50</u>

46.0	45.9	45.9	46.3	45.1	45.7
<u>5.7</u>	<u>5.8</u>	<u>5.8</u>	<u>46.3</u>	<u>5.6</u>	<u>6.0</u> ✓
50	30	15	5.4	26	50

$$\begin{array}{r} 45.7 \\ 6.0 \\ \hline 50 \end{array} \quad \begin{array}{r} 45.7 \\ 6.0 \\ \hline 22 \end{array} \quad \begin{array}{r} 45.8 \\ 5.9 \\ \hline 5.9 \end{array} \quad \begin{array}{r} 45.7 \\ 6.0 \\ \hline 25 \end{array} \quad \begin{array}{r} 45.8 \\ 5.9 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 45.8 \\ 5.9 \\ \hline 50 \end{array} \quad \begin{array}{r} 45.8 \\ 5.9 \\ \hline 23 \end{array} \quad \begin{array}{r} 46.2 \\ 5.5 \\ \hline 5.5 \end{array} \quad \begin{array}{r} 46.4 \\ 5.3 \\ \hline 2.5 \end{array} \quad \begin{array}{r} 47.1 \\ 4.6 \\ \hline 50 \end{array}$$

46.7	46.6	47.1	47.5	48.2	48.7
<u>5.0</u>	<u>5.1</u>	<u>4.2</u>	<u>3.5</u>	<u>3.0</u>	
50	22	4.6	21	36	50

48.7	48.3	48.8	49.2	50.3
<u>3.0</u>	<u>3.4</u>		<u>2.5</u>	<u>1.4</u>
50	30	2.9	21	50

Sta.	t	π	—	Elev.
		958.92		
9 + 50			8.5	50.4
10			7.3	51.6
+ 50			6.3	52.6
11			5.9	53.0
+ 50			5.3	53.6
12			4.9	54.0
+ 50			4.9	54.0
13			4.6	54.3
+ 30 ⁹²	$\frac{1}{2}$ Pascal		4.3	54.6
B.M.			7.80	951.12
				951.15

50.3	50.1	50.4	50.4	50.9	51.5
8.6	8.8	8.5	8.5	8.0	7.4
50	23	11	8.5	21	50

51.5	51.5	51.4	51.6	51.9	52.3
7.4	7.4	7.5	7.3	7.0	6.6
50	30	19	7.3	26	50

52.3	52.5	52.6	52.9	53.1
6.6	6.4	6.3	6.0	5.8
50	26	6.3	28	50

52.6	52.7	53.0	53.3	53.4
6.3	6.2	5.9	5.6	5.5
50	23	5.9	28	50

52.7	53.1	53.5	53.6	54.0	54.1	54.0
6.2	5.8	5.4	5.3	4.9	4.8	4.9
50	24	13	5.3	19	35	50

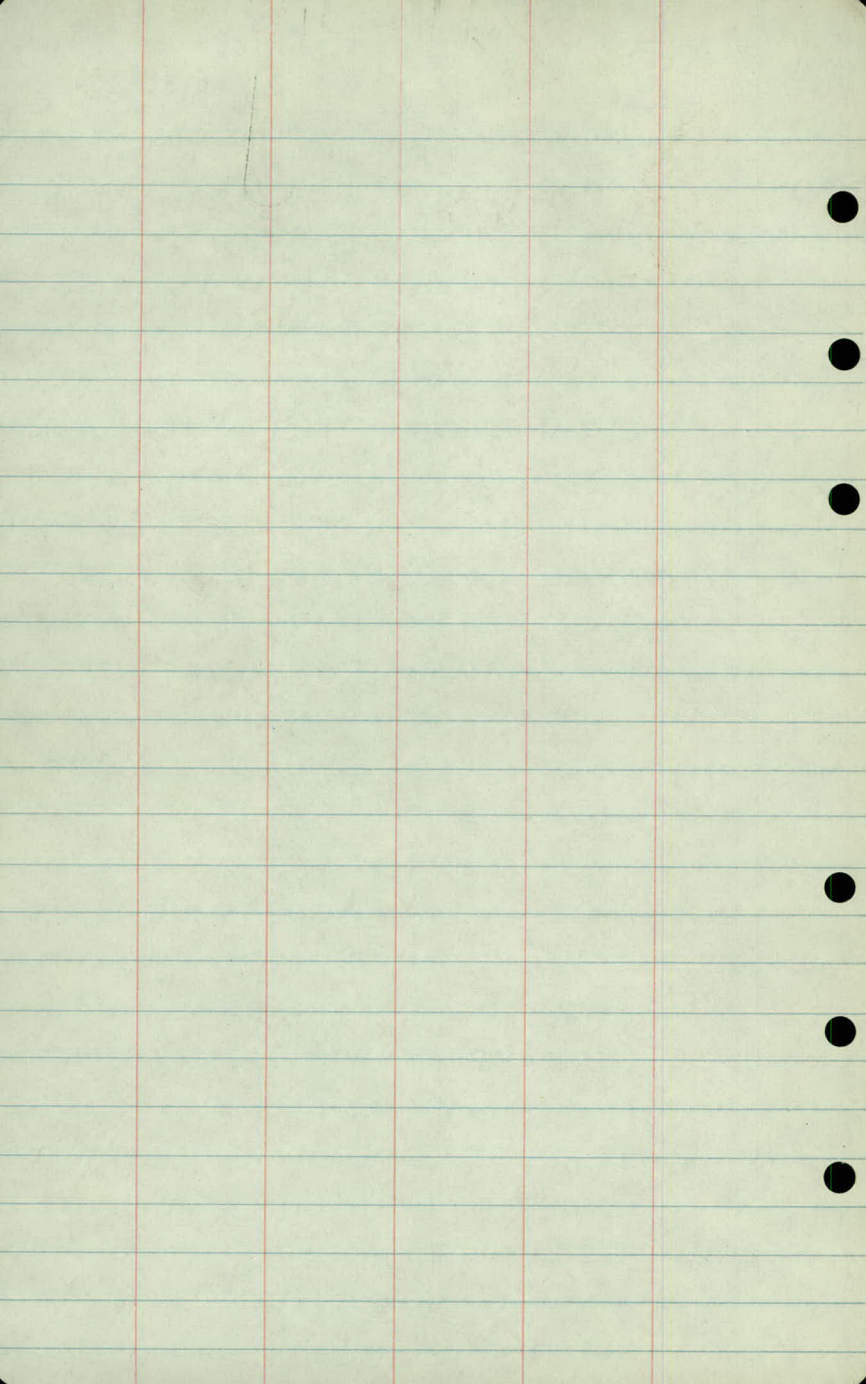
53.8	53.9	53.6	54.0	54.3	54.7	54.4
6.1	6.0	5.3	4.9	4.6	4.2	4.5
50	36	18	4.9	21	37	50

52.8	53.2	53.7	54.0	54.2	54.3
6.1	5.7	5.2	4.9	4.7	4.6
50	30	14	4.9	24	50

53.2	53.5	53.7	54.3	54.4	54.4	54.4
5.7	5.4	5.2	4.6	4.5	4.5	4.5
50	30	16	4.6	21	30	50

53.8	54.3	54.6	54.7	54.6
5.1	4.6	4.3	4.2	4.3
50	20	4.3	24	50

Drill Hole E Larpenteur and Pasco



Northome 3rd Add.

Plan Survey

Alley

Between Idaho + Calif.
from Arona to Pascal

6+60.17 £ Pascal

0+00 - £ Avon. 8+18⁶⁸

Bolt/Sph

31.50

31.80

Lot Iron

Lot Iron

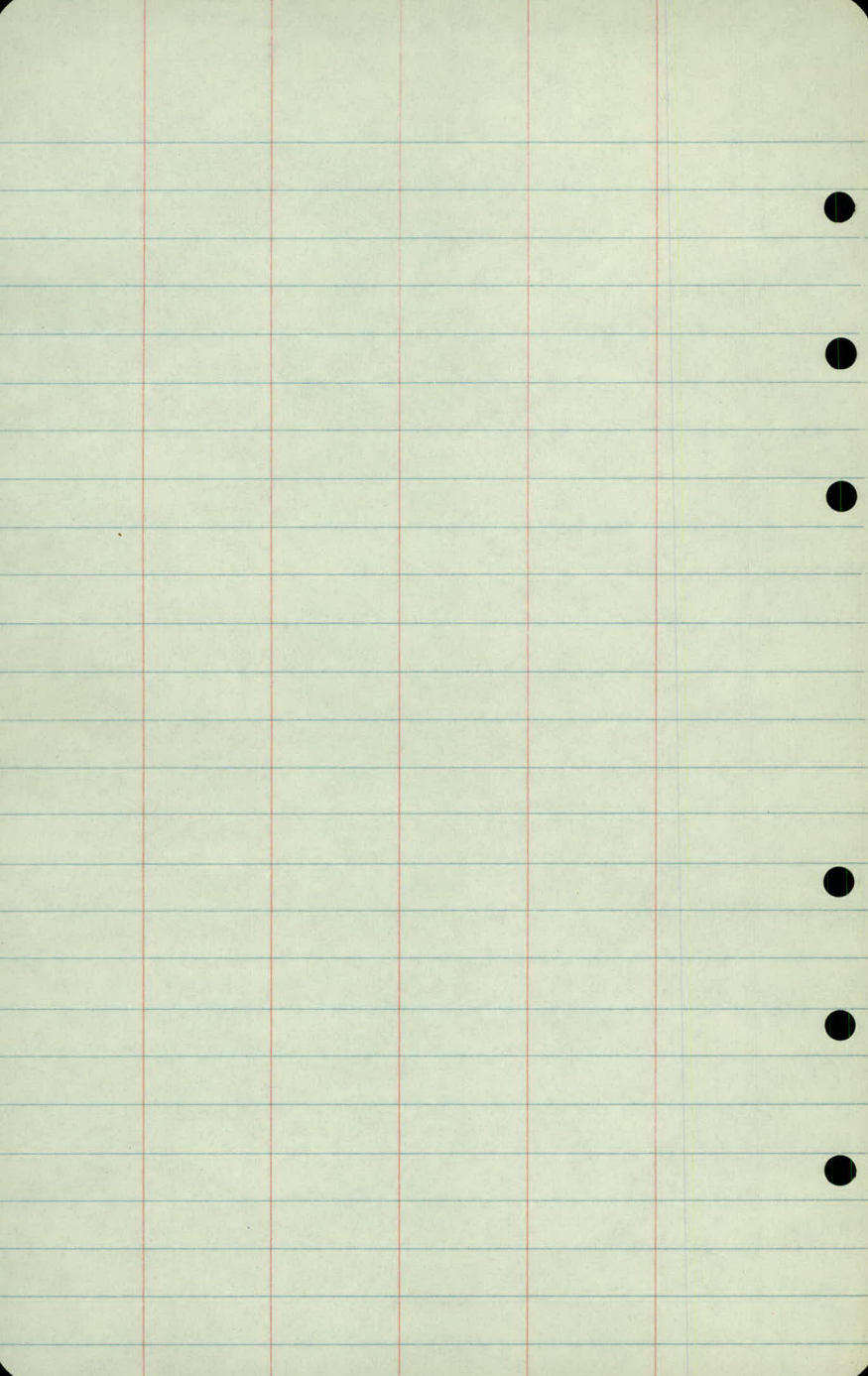
Lot Iron

Lot Iron

32.10

31.70

Bolt/Spk



NORTHOME 3rd ADD.

Topography

Alley

Between Idaho + Calif.
from Arona to Pasco

73 shldr xs £

147 shldr xs £

6

5

4

3

2

1

0

115 shldr xs £

Pascal Ave - 26' Turnpike

181 P.P. 9

180 PP 9

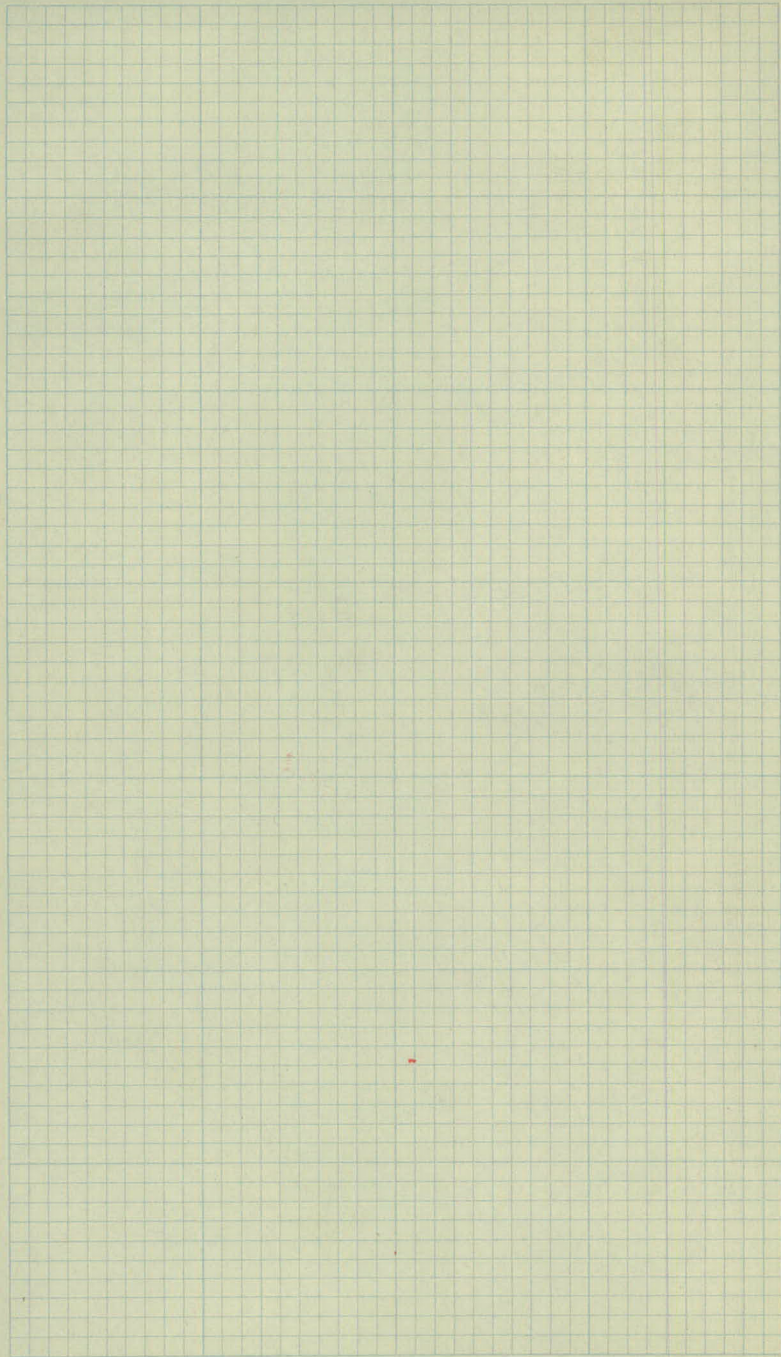
180 PP 9

180 P.P. 9

180 P.P. 9

180 P.P. 9

Arong Ave. 30' Turnpike



Cross Sections

Alley

Between Idaho & Calif.
from Arona to Pascal

Profile Levels

from Snelling to Arona.

Sta.	T	K		Elev.
B.M.	4.92	952.22.		947.30
0	Esneeling		3.2	48.8
+20			3.6	48.6
+25			3.6	48.6
+28			4.1	48.1
+36			1.3	50.9
+50			2.2	50.0
1			3.8	48.4
+50			4.9	47.3
2			6.0	46.2 ✓
50			7.3	44.9 ✓
3			8.0	44.2 ✓
50			9.0	43.2 ✓
4			9.3	42.9 ✓
50			9.7	42.5 ✓
5			8.9	43.3 ✓
50			8.1	44.1 ✓
6			8.5	43.7 ✓
+50			7.6	44.6 ✓
+66	Arong = 0+100		6.8	45.6
T.P	11.71	957.16	6.77	945.45.
0+00			11.7	45.5
+14			12.3	44.9

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

$$\begin{array}{r} 12.3 \\ \underline{2.5} \end{array} \quad \begin{array}{r} 12.0 \\ \underline{1.0} \end{array} \quad 11.7 \quad \begin{array}{r} 11.5 \\ \underline{1.0} \end{array} \quad \begin{array}{r} 11.0 \\ \underline{2.5} \end{array}$$

$$\begin{array}{r} 12.8 \\ \underline{1.5} \end{array} \quad \begin{array}{r} 12.5 \\ \underline{1.0} \end{array} \quad 12.3 \quad \begin{array}{r} 12.0 \\ \underline{1.0} \end{array} \quad \begin{array}{r} 11.7 \\ \underline{2.5} \end{array}$$

3/6. + * - Elev.

957.16.

0416 11.5 45.7

+30 11.2 46.0

+50 10.5 46.7

1 7.9 49.3

+50 5.1 52.1

2 3.6 53.6

+50 2.8 54.4

3 2.5 54.7

+50 2.7 54.5

4 2.8 54.4

+50 2.8 54.4

5 3.2 54.0

$$\frac{12.2}{25} \quad \frac{11.8}{10} \quad 11.5 \quad \frac{11.2}{10} \quad \frac{10.9}{25}$$

$$\frac{11.7}{25} \quad \frac{11.3}{10} \quad 11.2 \quad \frac{10.7}{10} \quad \frac{10.5}{25}$$

$$\frac{11.2}{25} \quad \frac{10.7}{10} \quad 10.5 \quad \frac{10.3}{10} \quad \frac{9.7}{25}$$

$$\frac{8.9}{25} \quad \frac{8.1}{10} \quad 7.9 \quad \frac{7.2}{10} \quad \frac{6.7}{25}$$

$$\frac{6.3}{25} \quad \frac{5.4}{10} \quad 5.1 \quad \frac{4.4}{10} \quad \frac{3.9}{25}$$

$$\frac{4.6}{25} \quad \frac{3.8}{10} \quad 3.6 \quad \frac{3.1}{10} \quad \frac{2.6}{25}$$

$$\frac{3.3}{25} \quad \frac{2.9}{10} \quad 2.8 \quad \frac{2.4}{10} \quad \frac{2.0}{25}$$

$$\frac{3.1}{25} \quad \frac{2.5}{10} \quad 2.5 \quad \frac{3.3}{10} \quad \frac{2.1}{25}$$

$$\frac{3.0}{25} \quad \frac{2.6}{10} \quad 2.7 \quad \frac{2.5}{10} \quad \frac{2.5}{25}$$

$$\frac{2.9}{25} \quad \frac{2.7}{10} \quad 2.8 \quad \frac{2.7}{10} \quad \frac{2.5}{25}$$

$$\frac{2.9}{25} \quad \frac{2.6}{10} \quad 2.8 \quad \frac{2.5}{10} \quad \frac{2.4}{25}$$

$$\frac{3.2}{25} \quad \frac{3.1}{10} \quad 3.2 \quad \frac{3.4}{10} \quad \frac{2.7}{25}$$

Sta.	+	↑	-	Elev.
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957.16

5+50

3.3

53.9

6

3.5

53.7

+30

3.6

53.7

+60

↑ Pascal

3.5

53.7

B.M.

6.04

957.19

6.04

951.12

951.15

B.M.

5.18

952.01.

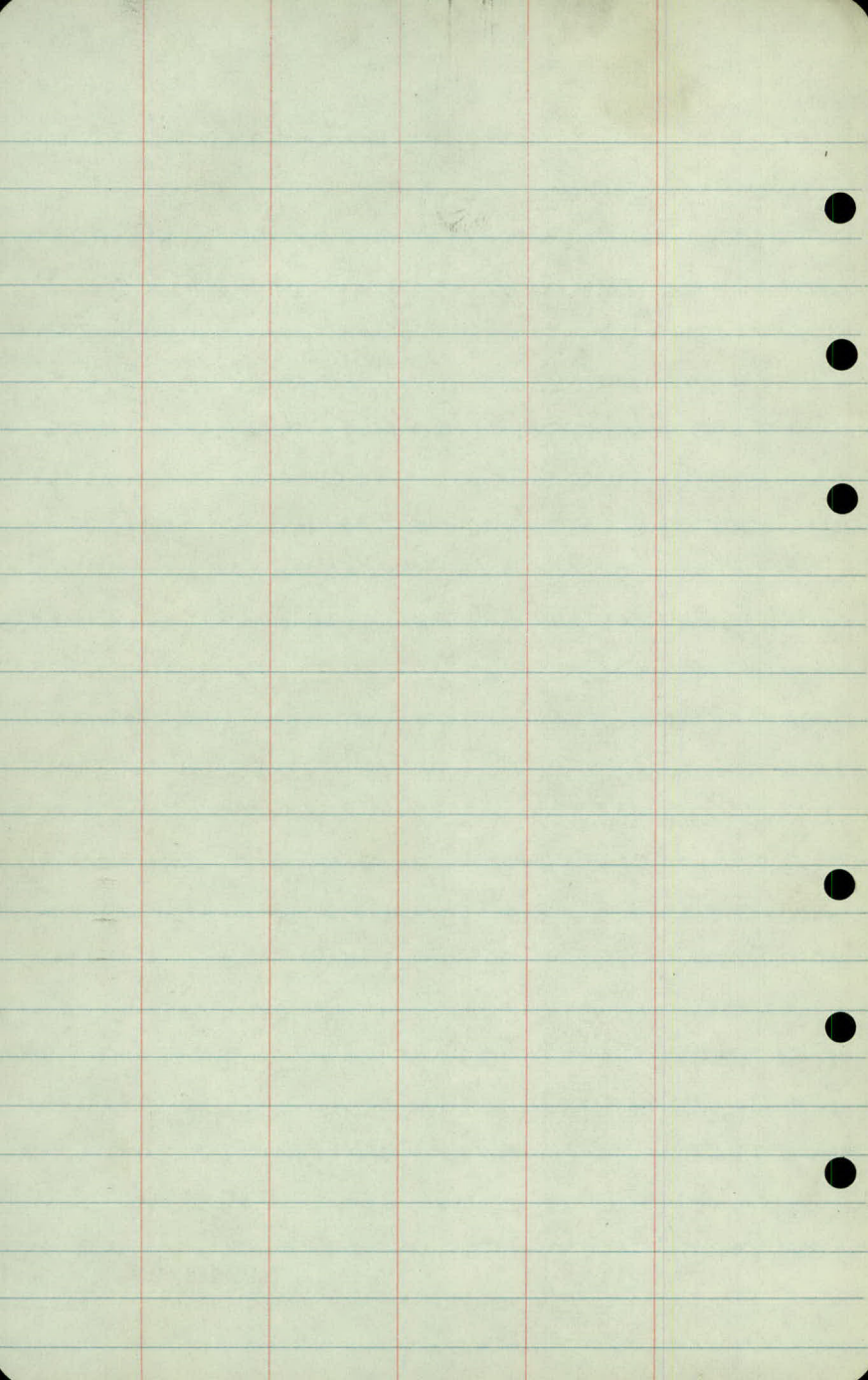
$$\frac{3.3}{25} \quad \frac{3.2}{10} \quad 3.3 \quad \frac{3.4}{10} \quad \frac{3.2}{25}$$

$$\frac{3.4}{25} \quad \frac{3.3}{10} \quad 3.5 \quad \frac{3.6}{10} \quad \frac{3.4}{25}$$

$$\frac{3.3}{25} \quad \frac{3.4}{10} \quad 3.6 \quad \frac{3.8}{10} \quad \frac{3.6}{25}$$

$$\frac{3.3}{25} \quad \frac{3.4}{10} \quad 3.5 \quad \frac{3.5}{10} \quad \frac{3.7}{25}$$

Drill Hole E Corpenhour and Pascal
 Spike in Arc. Lt. Pole S.W. Cor. Corp. + Arona



Northome 3rd Add.

Plan Survey

Along

From Idaho to Larpenteur

Note: 32' Turnpiked

13417.51 £ Larpenteur.

11438¹³ £ Alley

9478²⁶ £ California

8418⁶⁸ £ Alley

6458⁸⁵ £ Idaho

Drill Hole

31.82 • Lot Iron

31.42 • Bolt Sph

• Lot Iron

42.98 • Lot Iron

42.00 • Bolt Sph

• Lot Iron

• Lot Iron

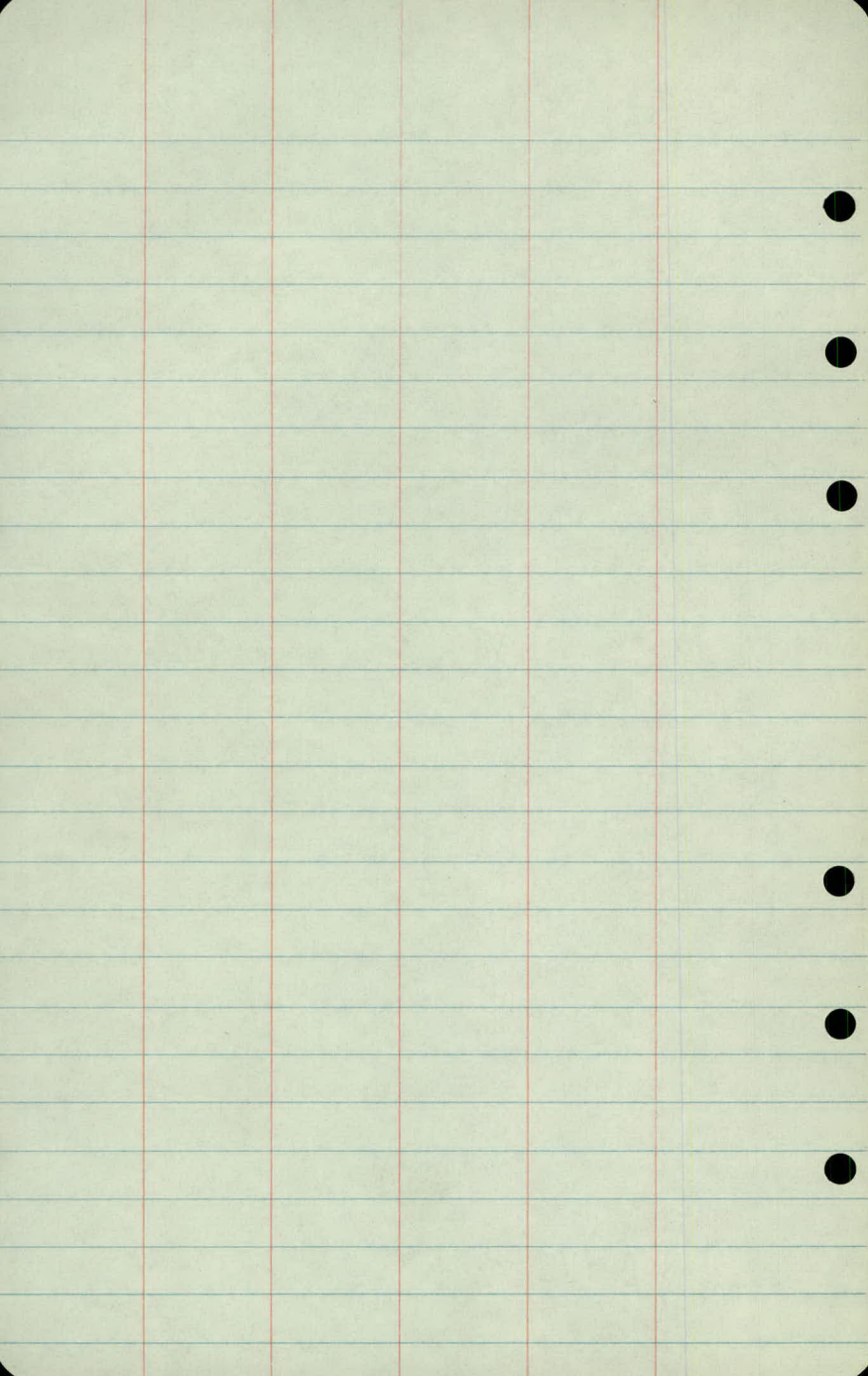
32.10

Bolt Sph

31.70

• Lot Iron

122466



NORTHOME 3rd ADD.

Cross Sections

ARONA Idaho to Larpenteur



Sta.		π	-	Elev.
B.M.	0.40	952.41.		952.01
6+58 ⁸⁵			3.7	48.7

7			4.7	47.7
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+50			5.7	46.7
-----	--	--	-----	------

8			6.5	45.9
---	--	--	-----	------

+50			7.6	44.8
-----	--	--	-----	------

9			6.4	46.0
---	--	--	-----	------

+50			5.7	46.7
-----	--	--	-----	------

10			5.9	46.5
----	--	--	-----	------

+50			5.8	46.6
-----	--	--	-----	------

11			5.3	47.1
----	--	--	-----	------

+50			4.5	47.9
-----	--	--	-----	------

T.P.	5.88	954.741	3.55	948.86
------	------	---------	------	--------

12			5.7	48.8
----	--	--	-----	------

Spike PP S.W. Cor. Corp. & Arona

45.9	45.9	47.6	47.1	48.7	49.8	50.9	51.8	
6.5	6.5	4.8	5.3	2.6	1.5	0.6		✓
50	33	15	14	3.7	16	36	50	
45.7	46.2	47.0	46.4	47.2	47.7	47.9	47.6	48.3
49.4	50.4							
6.7	6.2	5.4	6.0	5.2	4.5	4.8	4.1	3.0
50	36	16	15	9	4.7	9	15	16
23	50							✓
45.3	45.6	46.2	45.5	46.2	46.7	46.6	46.5	47.1
48.2	48.9							
7.1	6.8	6.2	6.9	6.2	4.6	5.8	5.9	5.3
50	37	16	15	8	5.7	11	15	16
34	50							✓
43.9	44.7	45.2	47.5	45.4	45.9	45.8	45.4	46.1
46.7	47.2							
8.5	7.7	7.2	7.9	2.0	6.6	7.0	6.3	5.7
50	33	16	15	8	6.5	9	15	16
35	50							✓
44.6	44.1	44.0	43.7	44.2	44.8	44.6	44.3	44.7
45.1	45.7							
7.8	8.3	8.4	8.7	8.2	7.6	7.8	8.1	7.7
50	33	16	15	9	7.6	9	15	16
28	50							✓
46.0	46.3	46.1	45.2	45.7	46.0	45.5	45.0	45.6
45.2	45.1							
6.0	6.1	6.3	7.2	6.7	4.6	6.9	7.4	6.8
50	39	16	15	10	6.4	7	15	16
33	50							✓
46.5	46.5	46.4	45.8	46.3	46.7	46.2	45.7	46.2
46.0	45.8							
5.9	5.9	6.0	6.6	6.1	4.7	6.2	6.7	6.2
50	38	15	19	9	5.7	7	13	14
30	50							✓
46.3	46.2	46.0	45.5	46.1	46.5	46.1	45.5	45.9
45.9	45.9							
6.1	6.2	6.4	6.9	6.3	4.6	6.3	6.9	6.5
50	31	16	15	9	5.9	7	13	19
32	50							✓
46.5	46.4	46.3	45.9	46.2	46.6	46.2	45.4	46.2
46.2	46.2							
5.9	6.0	6.1	6.5	6.2	4.6	6.2	6.7	6.2
50	30	16	15	9	5.8	8	13	14
33	50							✓
47.0	47.0	46.9	46.4	46.8	47.1	46.8	46.2	46.8
46.8	46.8							
5.4	5.4	5.5	6.0	5.6	5.6	5.6	6.2	5.6
50	35	16	15	9	5.3	7	13	14
33	50							✓
4.5	4.5	4.5	5.2	4.6	4.5	4.7	5.2	4.5
50	34	15	14	9	4.5	8	13	14
30	50							✓
6.2	6.0	5.9	6.7	6.1	6.2	6.8	5.9	5.9
50	31	15	14	9	5.9	7	12	13
30	50							✓

Sta.	+	Δ	-	Elev
		954.74		
12150		5.6	49.1	
+90		4.2	50.5	
198		3.5	51.2	
13		3.4	51.3	
+175' E Larpentour		2.98	51.72	
B.M.		2.74	952.00	952.01

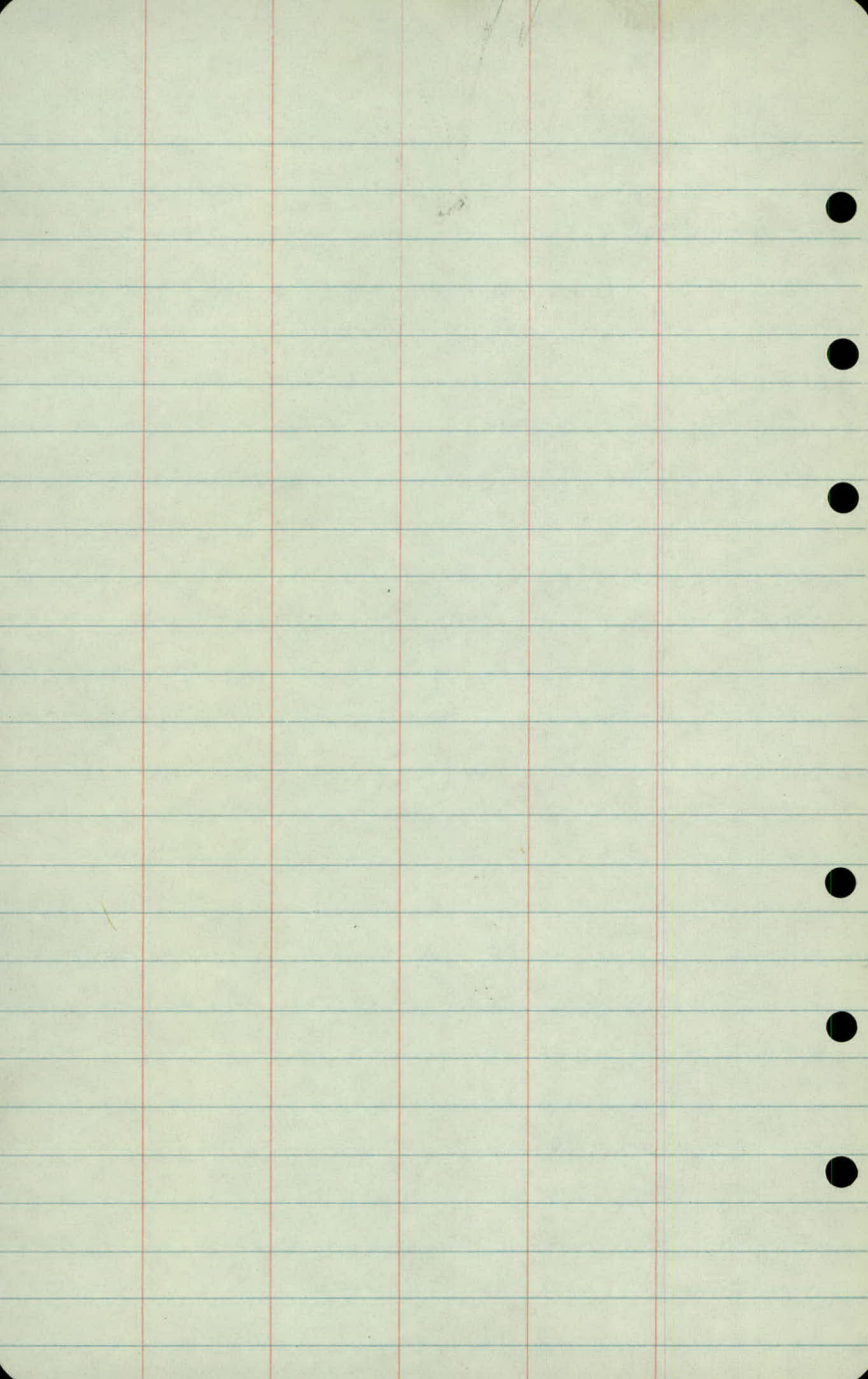
$$\frac{5.7}{50} \quad \frac{5.7}{33} \quad \frac{5.8}{16} \quad \frac{6.4}{15} \quad \frac{5.8}{9} \quad 5.6 \quad \frac{5.8}{7} \quad \frac{6.3}{13} \quad \frac{5.6}{14} \quad \frac{5.6}{32} \quad \frac{5.5}{50}$$

$$\frac{5.2}{50} \quad \frac{5.1}{31} \quad \frac{4.9}{17} \quad \frac{4.5}{16} \quad 4.2 \quad \frac{4.2}{22} \quad \frac{5.2}{24} \quad \frac{5.5}{50}$$

$$\frac{3.1}{50} \quad \frac{3.2}{30} \quad \frac{3.6}{13} \quad 3.5 \quad \frac{3.2}{21} \quad \frac{3.3}{50}$$

$$\frac{3.1}{50} \quad \frac{3.3}{17} \quad 3.4 \quad \frac{3.2}{20} \quad \frac{3.2}{50}$$

$$\frac{2.94}{50} \quad \frac{2.98}{19} \quad 2.98 \quad \frac{3.00}{27} \quad \frac{3.01}{50}$$



Northome 2nd Add

Plan Survey

Alley from Service Dr. to Pascal
Between Iowa & Idaho

10+24⁶⁹ & Pascol

3+63⁹⁵ & Arona

0+00 & Service Drive

Bolt Sph

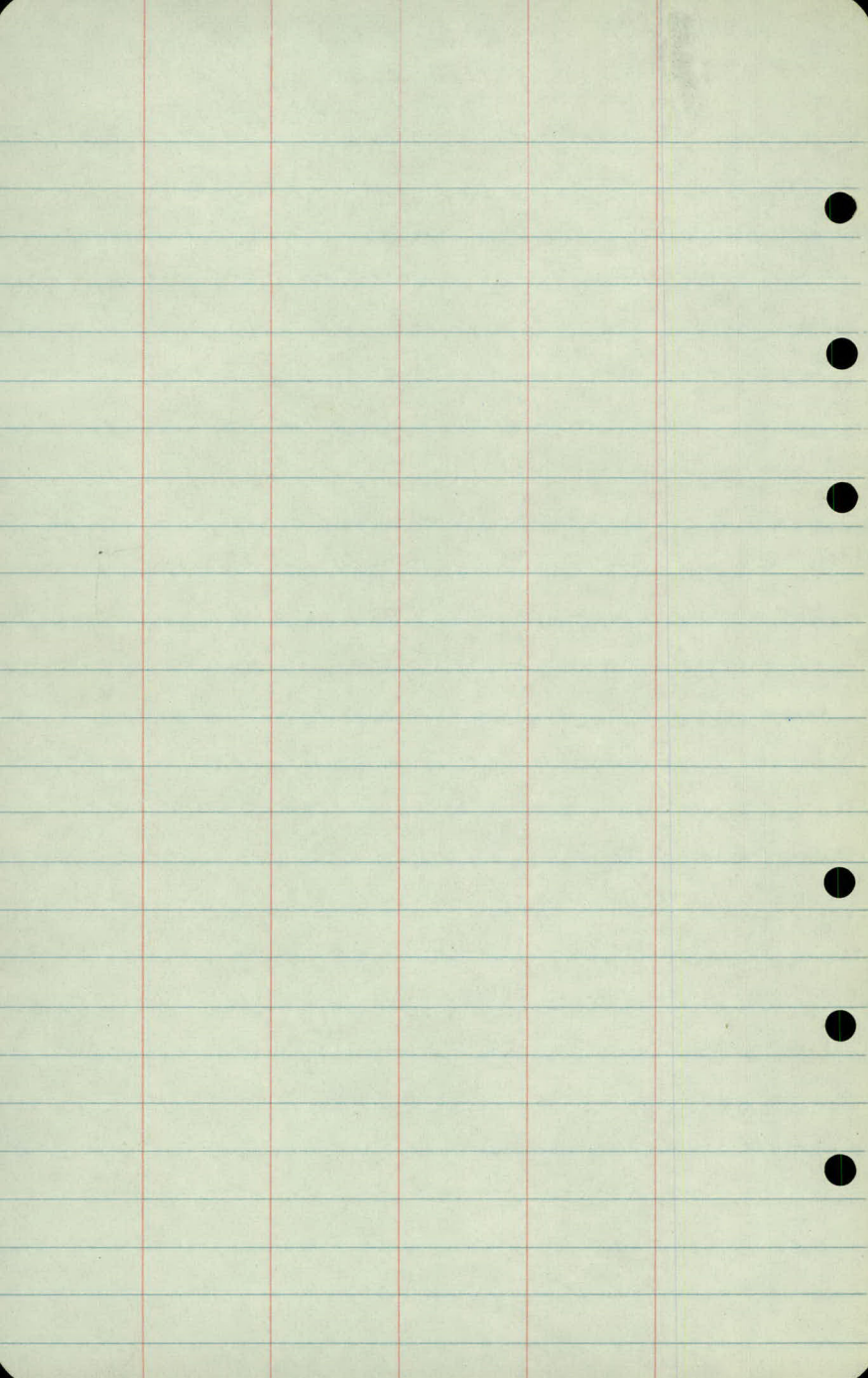
Lot Iron 31.33 31.83 Lot Iron

Bolt Sph

Lot Iron 31.21 31.60 Lot Iron

Bolt Sph

No ties



Topography

ALLEY

Service Drive to Pascal
Between Iowa + Idaho

7

6

5

4

+79 shldr x 3 d

+49 shldr x 5 d

3

2

1

0

+95 P.P. 10



+44 P.P. 9



+44 P.P. 9



ARONA AVE

+34 P.P. 9



+75 P.P. 9



+70 P.P. 9



10

+10 shld R. d

9

PASCAL AVE

+04 P.P. 12

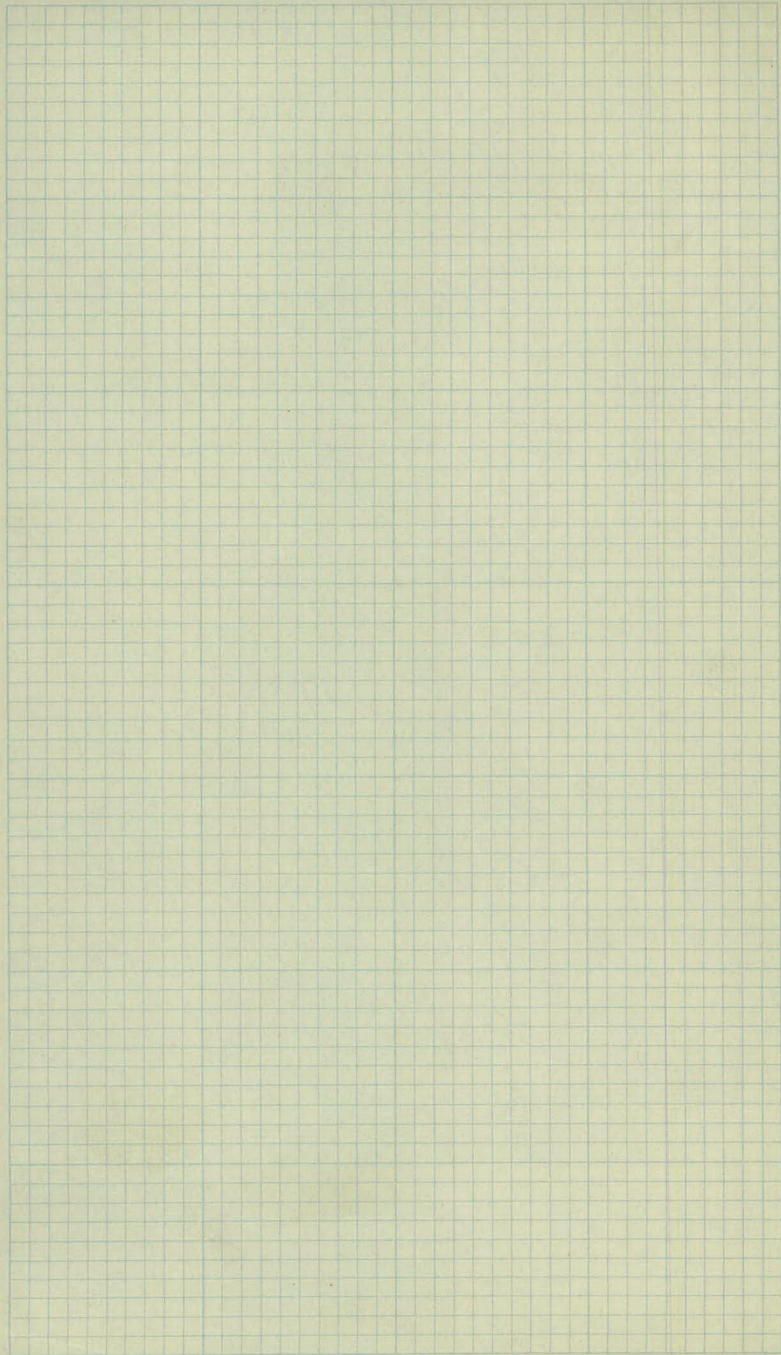
12 20

+70 Cor. Cor. 12

+46 P.P. 10

20 12

+46 Cor. Cor. 20



Alley Betw. Iowa-Idaho
from Service Dr. to Pascal

Cross Sections

Sta	+	π	-	Elev
B.M.	4.08	951.38		947.30
0	5 Snelling		9.1	42.3
20			9.3	42.1
29			9.3	42.1
34			10.3	41.1
50			16.1	35.3
100			17.2	34.2
150			18.5	32.9
166			18.5	32.9
173			20.5	Note: Block dirt has been removed 30.9
200			21.3	30.1
250			21.8	29.6
295			22.7	28.7
300 = 0+00			18.3	33.1
T.P.	5.74	944.74	12.38	939.00
0+00			11.8	32.9
+50			12.4	32.3
1			10.7	34.0
+50			8.0	36.7
2			4.2	40.5

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

$$\frac{12.3}{25} \quad \frac{11.9}{10} \quad 11.8 \quad \frac{12.0}{9} \quad \frac{16.0}{11} \quad \frac{16.0}{20} \quad \frac{13.0}{25}$$

$$\frac{12.1}{25} \quad \frac{11.9}{14} \quad 12.4 \quad \frac{12.2}{13} \quad \frac{12.4}{25}$$

$$\frac{10.6}{25} \quad \frac{10.6}{10} \quad 10.7 \quad \frac{10.9}{10} \quad \frac{11.0}{25}$$

$$\frac{8.3}{25} \quad \frac{8.2}{10} \quad 8.0 \quad \frac{7.9}{10} \quad \frac{7.8}{25}$$

$$\frac{4.6}{25} \quad \frac{4.4}{10} \quad 4.2 \quad \frac{4.0}{10} \quad \frac{3.9}{25}$$

Sta.	+	π	-	Elev.
		944.74		
2+50			0.7	44.0
T.P.	12.65	956.83	0.56	944.18.
3			9.9	46.9
+50			7.8	49.0
+51			8.5	48.3
+64	E Arona		7.1	49.7
+79			6.9	49.9
+80			6.9	49.9
4			6.2	50.6
+50			4.8	52.0
5			4.4	52.4
+50			4.1	52.7
6			2.9	53.9

$$\frac{1.3}{25} \quad \frac{1.1}{10} \quad 0.7 \quad \frac{0.6}{10} \quad \frac{0.6}{25}$$

$$\frac{10.1}{25} \quad \frac{10.2}{10} \quad 9.9 \quad \frac{9.8}{10} \quad \frac{9.6}{25}$$

$$\frac{8.1}{25} \quad \frac{8.0}{10} \quad 7.8 \quad \frac{7.6}{10} \quad \frac{7.7}{25}$$

$$\frac{8.8}{25} \quad \frac{8.7}{10} \quad 8.5 \quad \frac{8.4}{10} \quad \frac{8.4}{25}$$

$$\frac{7.5}{25} \quad \frac{7.3}{10} \quad 7.1 \quad \frac{7.0}{10} \quad \frac{6.9}{25}$$

$$\frac{7.6}{25} \quad \frac{7.2}{11} \quad 6.9 \quad \frac{7.1}{10} \quad \frac{7.4}{25}$$

$$\frac{7.2}{25} \quad \frac{7.1}{11} \quad 6.9 \quad \frac{6.9}{11} \quad \frac{6.9}{25}$$

$$\frac{6.6}{25} \quad \frac{6.4}{10} \quad \frac{6.8}{9} \quad 6.2 \quad \frac{6.6}{9} \quad \frac{6.2}{10} \quad \frac{6.2}{25}$$

$$\frac{5.3}{25} \quad \frac{5.2}{10} \quad \frac{5.9}{9} \quad \frac{5.1}{5} \quad 4.8 \quad \frac{5.6}{10} \quad \frac{5.1}{11} \quad \frac{5.2}{25}$$

$$\frac{4.8}{25} \quad \frac{4.7}{9} \quad \frac{5.2}{8} \quad \frac{4.6}{4} \quad \frac{4.4}{4} \quad \frac{4.7}{6} \quad \frac{5.1}{11} \quad \frac{4.7}{12} \quad \frac{4.7}{25}$$

$$\frac{4.1}{25} \quad \frac{4.0}{10} \quad \frac{4.6}{9} \quad \frac{4.1}{4} \quad 4.1 \quad \frac{4.3}{6} \quad \frac{4.6}{9} \quad \frac{3.9}{10} \quad \frac{4.2}{25}$$

$$\frac{3.0}{25} \quad \frac{3.2}{10} \quad \frac{3.7}{9} \quad \frac{3.3}{5} \quad 2.9 \quad \frac{3.4}{6} \quad \frac{3.7}{9} \quad \frac{3.3}{10} \quad \frac{3.5}{25}$$

Sta.	+	↑	—	Elev.
		956.83		
6+50			2.3	54.5
7			2.6	54.2
+50			3.4	53.4
8			3.8	53.0
T.P.	4.74	957.84	3.73	953.10.
+50			5.1	52.7
9			5.4	52.4
+50			5.6	52.2
10			5.6	52.2
+24	E Pasco		5.3	52.5
B.M.			2.09	955.75. (955.72).

$$\begin{array}{r} 2.3 \quad 2.4 \\ 2.5 \quad 10 \end{array} \quad \begin{array}{r} 3.0 \quad 2.4 \\ 9 \quad 5 \end{array} \quad 2.3 \quad \begin{array}{r} 2.6 \quad 3.1 \\ 6 \quad 9 \end{array} \quad \begin{array}{r} 2.5 \quad 2.7 \\ 10 \quad 2.5 \end{array}$$

$$\begin{array}{r} 3.0 \quad 2.9 \\ 2.5 \quad 10 \end{array} \quad \begin{array}{r} 3.4 \quad 2.9 \\ 9 \quad 5 \end{array} \quad 2.6 \quad \begin{array}{r} 3.2 \quad 2.8 \\ 10 \quad 2.5 \end{array}$$

$$\begin{array}{r} 3.6 \quad 3.8 \quad 4.3 \\ 2.5 \quad 10 \quad 9 \end{array} \quad \begin{array}{r} 3.9 \\ 6 \end{array} \quad 3.4 \quad \begin{array}{r} 3.8 \quad 4.3 \\ 6 \quad 9 \end{array} \quad \begin{array}{r} 3.4 \quad 3.4 \\ 10 \quad 2.5 \end{array}$$

$$\begin{array}{r} 4.0 \quad 4.2 \quad 4.6 \\ 2.5 \quad 10 \quad 9 \end{array} \quad \begin{array}{r} 4.0 \\ 4 \end{array} \quad 3.8 \quad \begin{array}{r} 4.1 \quad 4.6 \\ 5 \quad 9 \end{array} \quad \begin{array}{r} 3.9 \quad 4.3 \\ 10 \quad 2.5 \end{array}$$

$$\begin{array}{r} 5.0 \quad 5.4 \\ 2.5 \quad 10 \end{array} \quad \begin{array}{r} 5.9 \quad 5.5 \\ 9 \quad 4 \end{array} \quad 5.1 \quad \begin{array}{r} 5.5 \quad 5.9 \\ 5 \quad 9 \end{array} \quad \begin{array}{r} 5.4 \quad 5.0 \\ 10 \quad 2.5 \end{array}$$

Top Conc Gor. Slob

$$\begin{array}{r} 4.23 \\ 2.5 \end{array} + 50$$

$$\begin{array}{r} 5.5 \quad 5.6 \quad 6.0 \\ 2.5 \quad 10 \quad 9 \end{array} \quad \begin{array}{r} 5.6 \\ 5 \end{array} \quad 5.4 \quad \begin{array}{r} 6.0 \quad 5.4 \\ 9 \quad 10 \end{array} \quad \begin{array}{r} 5.3 \\ 2.5 \end{array}$$

$$\begin{array}{r} 5.8 \quad 5.9 \quad 6.5 \\ 2.5 \quad 10 \quad 9 \end{array} \quad \begin{array}{r} 5.9 \\ 5 \end{array} \quad 5.6 \quad \begin{array}{r} 6.0 \quad 6.5 \\ 5 \quad 10 \end{array} \quad \begin{array}{r} 6.3 \\ 2.5 \end{array}$$

Top Conc Slob Gor. Rt.

$$\begin{array}{r} 4.63 \\ 2.5 \end{array} + 90$$

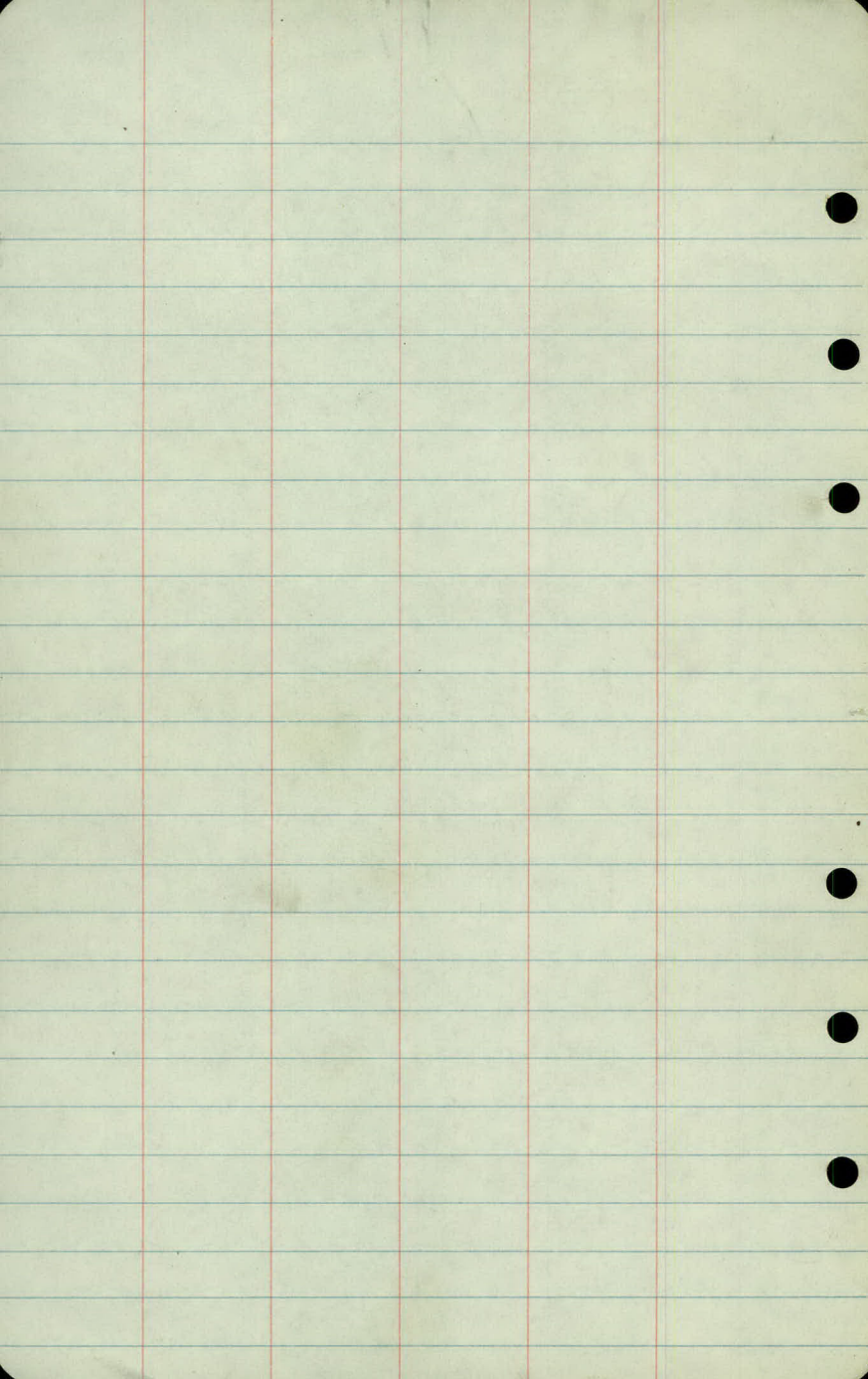
$$\begin{array}{r} 4.8 \quad 5.2 \quad 5.5 \\ 2.5 \quad 11 \quad 10 \end{array} \quad \begin{array}{r} 5.6 \\ 7 \end{array} \quad 5.6 \quad \begin{array}{r} 5.4 \quad 5.6 \\ 6 \quad 9 \end{array} \quad \begin{array}{r} 4.9 \quad 4.8 \\ 11 \quad 2.5 \end{array}$$

$$\begin{array}{r} 4.9 \\ 2.5 \end{array}$$

5.3

$$\begin{array}{r} 5.4 \\ 2.5 \end{array}$$

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



1
Curb Stakes

California Ave.

Arona to Hamline

Pages - 1-10

Sto	PG	PGR
BM.	2.61	954.59

951.98

Arena

7	+007	49.0	5.59 ✓
---	------	------	--------

	+50	49.17	5.42 ✓
--	-----	-------	--------

8		49.33	5.26 ✓
---	--	-------	--------

	+50	49.5	5.09 ✓
--	-----	------	--------

9		49.66	4.93 ✓
---	--	-------	--------

	+25	49.76	4.83 ✓
--	-----	-------	--------

	+50	49.90	4.69 ✓
--	-----	-------	--------

	+75	50.05	4.54 ✓
--	-----	-------	--------

Top Hyd. of N.E. Co. Ariz. & California

5.54

5.50

5.40

5.38

5.26

$$49.74 + .02 = 49.76$$

$$49.83 + .06 = 49.90$$

$$49.91 + .14 = 50.05$$

Sta	P.G.	P.G.R
		954.59

10	50.24	4.35 ✓
----	-------	--------

+25	50.45	4.14 ✓
-----	-------	--------

+50	50.69	3.90 ✓
-----	-------	--------

T.P	7.28	957.97	390	950.69
-----	------	--------	-----	--------

+75	50.97	7.00 ✓
-----	-------	--------

11	51.28	6.69 ✓
----	-------	--------

+50	52.0	5.97 ✓
-----	------	--------

12	52.7	5.27 ✓
----	------	--------

+50	53.3	4.67 ✓
-----	------	--------

S.W.

V.C.

$$79.99 + 25 = 50.24$$

$$+84$$

$$5.50$$

$$50.31 + 19 = 50.45$$

$$+32$$

$$3.28$$

$$50.53 + 0.6 = 50.69$$

$$50.95 + 10.2 = 50.97$$

$$+0.15$$

$$6.24$$

$$51.28$$

$$+0.5$$

$$5.62$$

$$+0.019$$

$$4.83$$

$$+10$$

$$4.27$$

Sta	P.C.	P.G.R
		957.97

13	10092	54.0	3.97		
B.M.	1.12	958.00	1.12	956.85	956.89

Pascal

0	120	54.0	4.00		
	150	53.77	4.23		

1		53.3	4.70		
---	--	------	------	--	--

	150	52.8	5.20		
--	-----	------	------	--	--

2		52.3	5.70		
T.P	2.02	954.17	5.85	952.15	

	150	51.8	2.37		
--	-----	------	------	--	--

3		51.3	2.87		
---	--	------	------	--	--

S.W.

L

E

C

S.W.

- .35

4.12 4.20
3.67

4.23 ✓
Curb

4.07
Curb

4.12 ✓

3.97

54.03
3.97

4.10 -
Curb

53.85 ✓
4.15

54.14
3.86

53.87
4.13

53.62 ✓
4.38

53.92
4.08

53.40
4.60

53.15 ✓
4.85

53.48
4.52

52.94
5.06

52.65 ✓
5.35

52.91
5.09

52.43
5.57

52.15 ✓
5.85

52.38
5.62

51.90
2.27

51.65 ✓
2.52

51.87
2.30

51.41
2.76

51.15 ✓
3.02

51.50
2.67

Curbs set to these grade rods

Sta

PG

P.G.F.

95417.

3 +50 50.8

3.37

4 50.8

3.87

+50 49.3

4.87

5 48.3

5.87

+50 47.2

6.97

6 46.2

7.97

B.M.

541

948.76

+3546 45.5

8.67

Albert

SW.

L

E

R

SW.

50.95
322

50.38
3.79

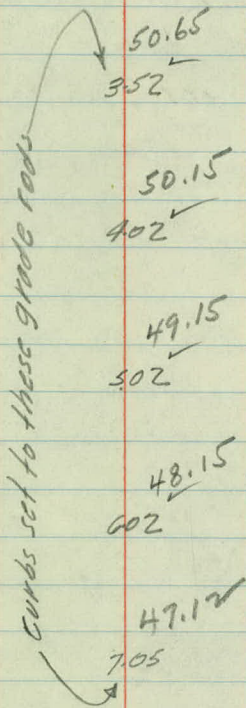
49.49
468

48.47
570

47.50
667

46.60
757

837



50.87
330

50.29
3.88

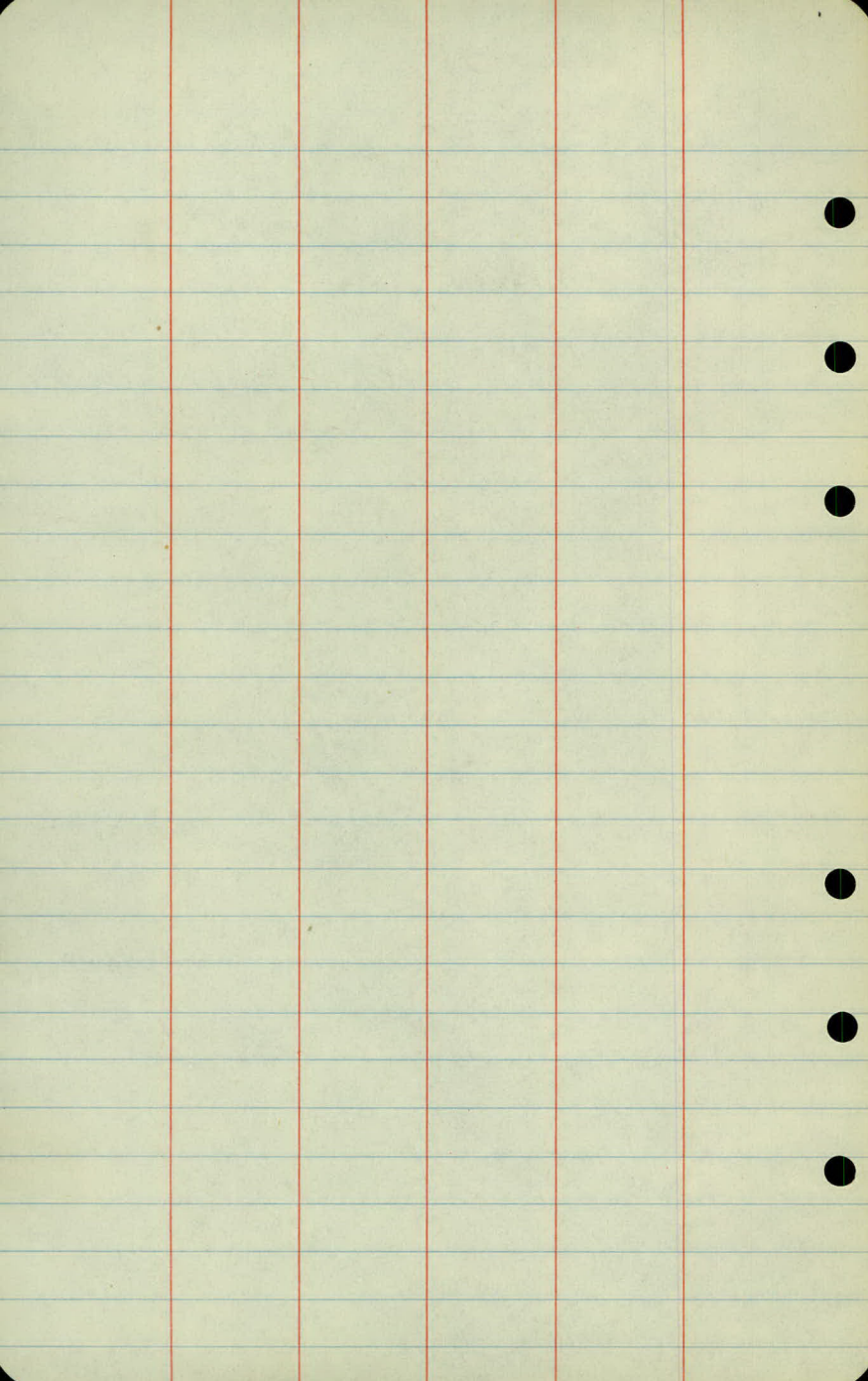
49.43
474

48.42
575

47.43
674

46.41
776

875



Curb stakes

California Ave

E. Side - Albert East

Sta. P.G. P.G.R. SW.G.R.

B.M. 1.36 950.09

94873

7 147 452 4.89 ✓

150 452 4.89 ✓

8 451 4.99 ✓

150 450 5.09 ✓

9 449 5.19 ✓

109 44.88 5.21 ✓

K.A.
A.M.
M.B.

9-29-47

7

Present Sum

Top Hyd. N.E. Con. Col. & Albert

494

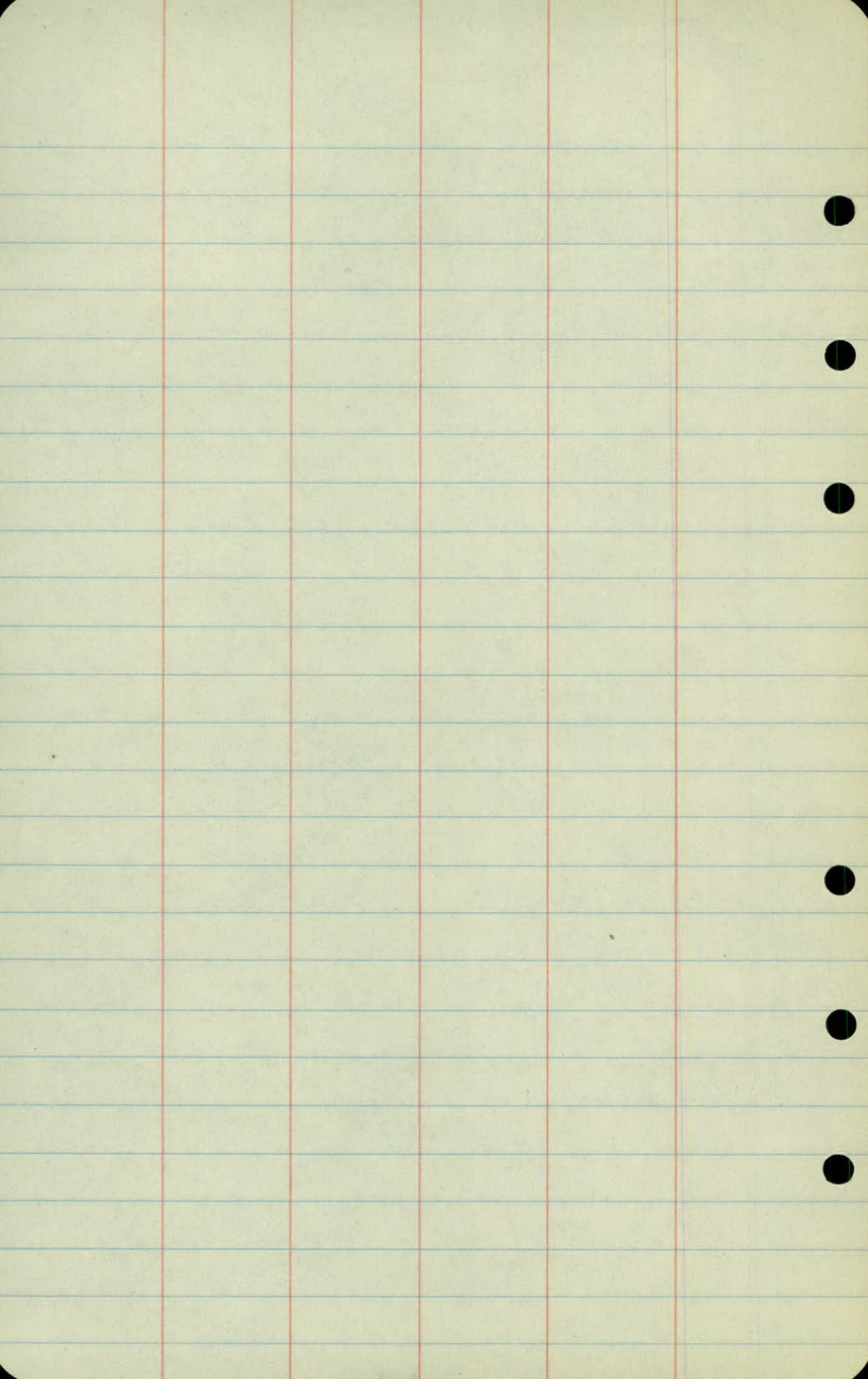
Sta	P.G.	P.G.R.	-	Elev.
	44.7	950.09		
10 +17	44.67	5.42	✓	
+50	44.6	5.49	✓	
+71	44.56	5.53	✓	
T.P	4.70	949.25	5.54	944.55
11	44.5			
+50	44.4			
11 +79	44.34	4.91	✓	
12	44.3	4.95	✓	
+33	44.23	5.02	✓	
B.M.			3.89	945.36 (945.34)
	44.2			

$$\begin{array}{r} 21 \\ 20 \\ \hline 420 \end{array}$$

$$\begin{array}{r} 30 \\ 20 \\ \hline 600 \end{array}$$

$$\begin{array}{r} 33 \\ 20 \\ \hline 660 \end{array}$$

Top Mont. Loop & Hamling



Profile Levels

California Ave.

SLG	P.G.	P.G.B	SW.GR
B.M.	0.82	949.55	948.73

7	455	405	375
---	-----	-----	-----

+50	454		
-----	-----	--	--

8	453	4.25	3.95
---	-----	------	------

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

9	45.1	4.45	4.15
---	------	------	------

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

10	44.9	4.65	4.35
----	------	------	------

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

11	44.7	4.85	4.55
----	------	------	------

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

12	44.5	5.05	4.7
----	------	------	-----

+50	44.4	5.15	4.85
-----	------	------	------

13			
----	--	--	--

SW. 11

E

SW.

45.54

401

45.42

413

45.23

432

45.20

435

45.25

430

45.22

433

45.23

432

45.21

434

45.20

435

430 45.25

No SW

45.15

44

42 45.35

426 45.29

447 45.08

476 44.79

463 44.92

469 44.86

483 44.72

497 44.58

513 44.42

512 44.43

542 44.13

548 44.07

45.56

399

45.43

412

45.22

433

45.16

439

45.07

448

45.11

444

44.98

457

44.78

477

44.66

489

44.58

497

44.51

504

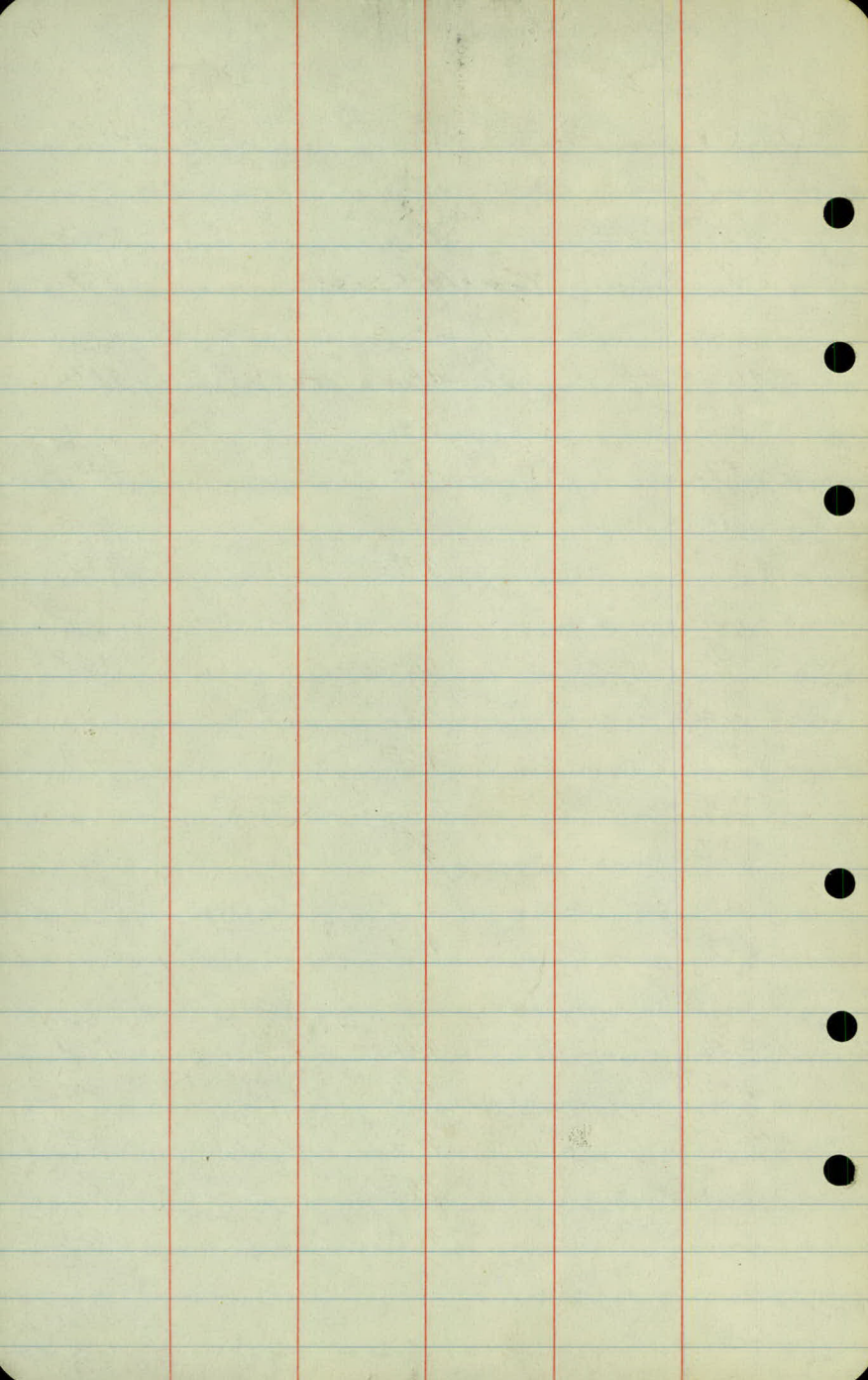
44.42

513

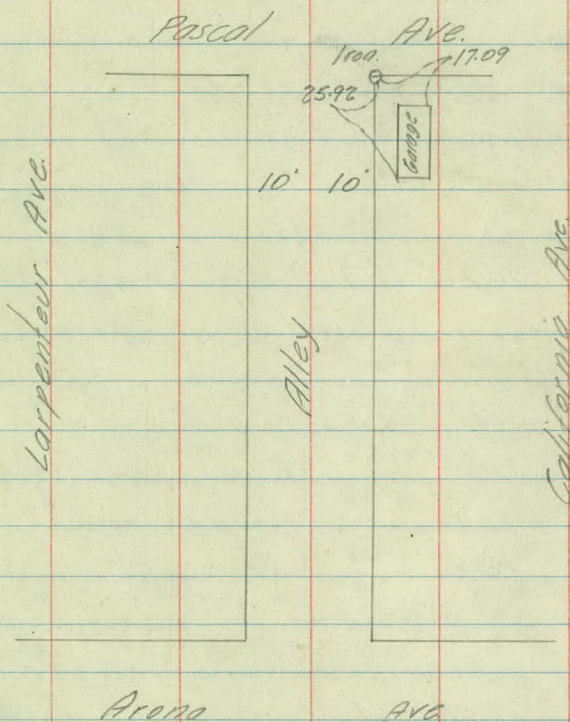
44.27

525

SW of lat. E = 463 — E side of Holmlund



Alley Staking Notes
Northhome 3rd Add.



Sta.	P.G	PGR
B.M.	507	956.22

(951.15)

0	+30	4953	6.7
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	+60	4959	6.6
--	-----	------	-----

1		4967	6.5
---	--	------	-----

	+50	4977	6.4
--	-----	------	-----

2		4987	6.3
---	--	------	-----

	+50	4997	6.2
--	-----	------	-----

3	P.I.	50.07	6.1
---	------	-------	-----

	+50	50.33	5.9
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K.A.
H.M.
M.B.
C.F.

Clear &
Breezy

9-17-46

Q-0.5

L

E

R

Drill Hole in Pav. & Lorp. + Pascal.

	BT		10.1
6.2	$\frac{6.2}{9.0}$	$\frac{10.4}{6.3}$	$\frac{6.1}{10.0}$

	BT		BT
6.1	$\frac{6.1}{9.0}$	$\frac{10.2}{6.8}$	$\frac{6.1}{9.0}$

	BT		BT
6.0	$\frac{6.0}{9.0}$	$\frac{10.2}{6.3}$	$\frac{6.0}{9.0}$

	BT		BT
5.9	$\frac{5.9}{9.0}$	$\frac{0.0}{6.4}$	$\frac{5.9}{9.0}$

	10.0		BT
5.8	$\frac{5.8}{9.7}$	$\frac{10.6}{5.7}$	$\frac{5.8}{9.0}$

	10.2		BT
5.7	$\frac{5.5}{8.5}$	$\frac{11.1}{5.1}$	$\frac{5.7}{9.0}$

	10.6		10.4
5.6	$\frac{5.0}{10.0}$	$\frac{11.1}{5.0}$	$\frac{5.2}{10.0}$

	10.6		10.9
5.4	$\frac{4.8}{10.0}$	$\frac{11.1}{4.8}$	$\frac{4.5}{10.0}$

sto.	PG	PGB
		956.22

4	50.58	5.6
---	-------	-----

+50	50.84	5.4
-----	-------	-----

5	51.09	5.1
---	-------	-----

+50	51.35	4.9
-----	-------	-----

6	51.60	4.6
---	-------	-----

+29.62	51.75	4.5
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E - 0.5

L

E

R

5.1	$\begin{array}{r} 10.9 \\ 4.2 \\ \hline 10.0 \end{array}$	$\begin{array}{r} 11.4 \\ 4.2 \end{array}$	$\begin{array}{r} 10.8 \\ 4.8 \\ \hline 10.0 \end{array}$
-----	---	--	---

4.9	$\begin{array}{r} 11.3 \\ 3.6 \\ \hline 10.0 \end{array}$	$\begin{array}{r} 11.4 \\ 4.0 \end{array}$	$\begin{array}{r} 10.7 \\ 4.2 \\ \hline 10.0 \end{array}$
-----	---	--	---

4.6	$\begin{array}{r} 10.8 \\ 3.8 \\ \hline 10.0 \end{array}$	$\begin{array}{r} 11.1 \\ 4.0 \end{array}$	$\begin{array}{r} B.T. \\ 4.6 \\ \hline 9.0 \end{array}$
-----	---	--	--

4.4	$\begin{array}{r} 10.2 \\ 4.2 \\ \hline 10.0 \end{array}$	$\begin{array}{r} 10.7 \\ 4.2 \end{array}$	$\begin{array}{r} 10.1 \\ 4.3 \\ \hline 10.0 \end{array}$
-----	---	--	---

4.1	$\begin{array}{r} B.T. \\ 4.1 \\ \hline 9.0 \end{array}$	$\begin{array}{r} 10.4 \\ 4.2 \end{array}$	$\begin{array}{r} B.T. \\ 4.1 \\ \hline 9.0 \end{array}$
-----	--	--	--

4.0	$\begin{array}{r} B.T. \\ 4.0 \\ \hline 9.0 \end{array}$	$\begin{array}{r} 10.3 \\ 4.2 \end{array}$	$\begin{array}{r} B.T. \\ 4.0 \\ \hline 9.0 \end{array}$
-----	--	--	--

