

Dr. 12 - Bk. 15

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

PLAN

Survey

TAYLOR AVE.

From Hugo Rd. To Portland Ave.

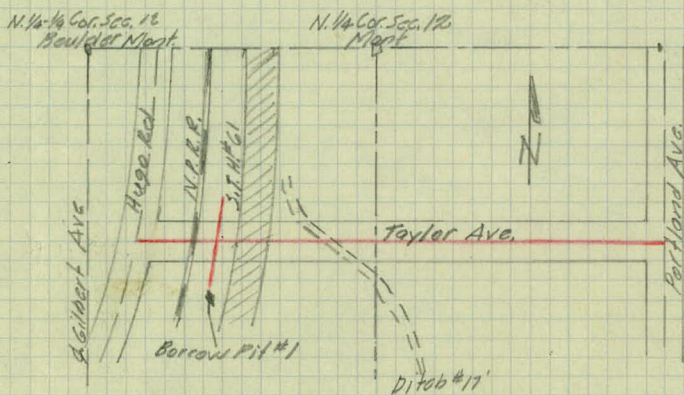
Road Acc't. No.

Date Filed 12-23-38

File

W.B. TWP

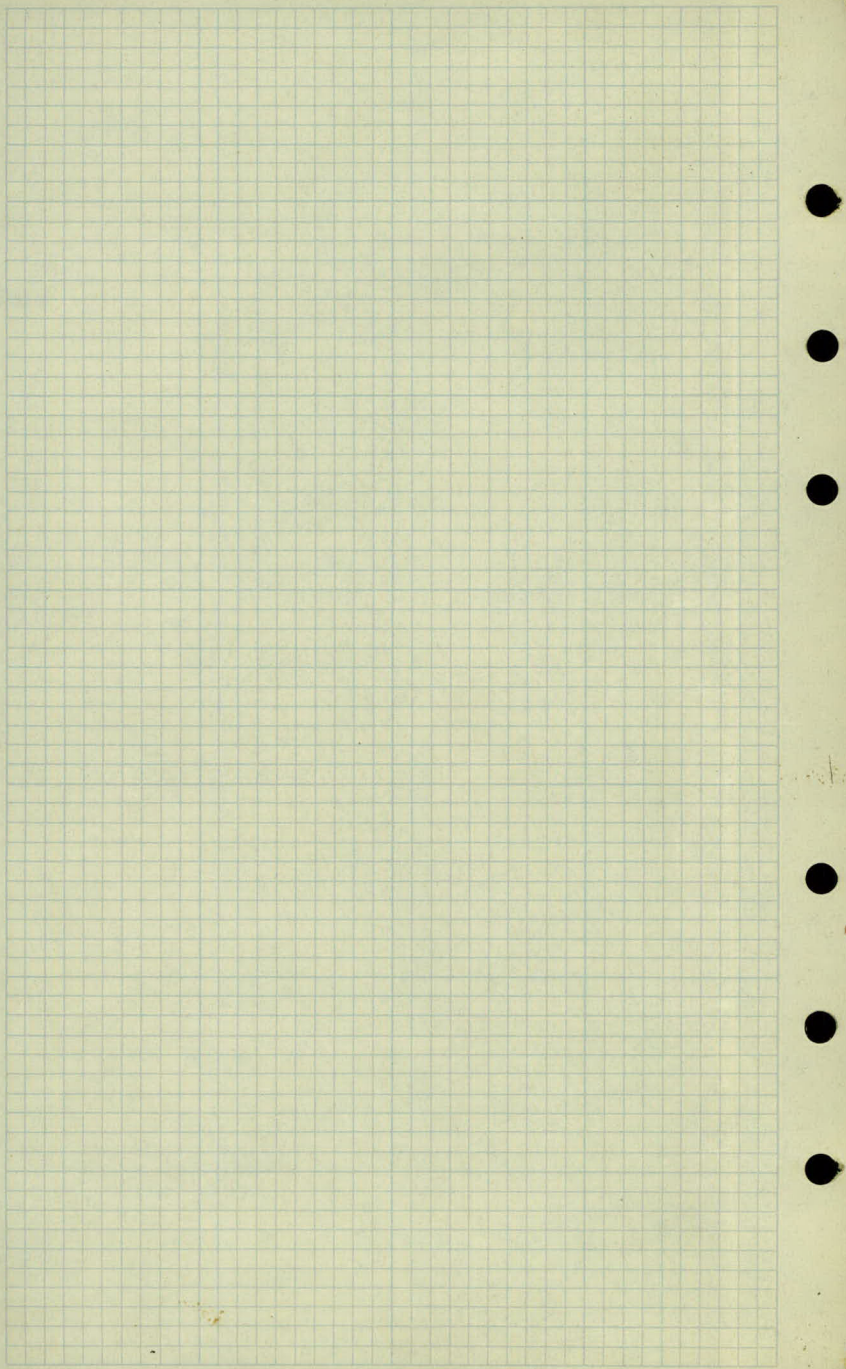
PLAN SURVEY
TAYLOR AVE.
^{to road}
Hugo Rd. to Portland Ave.



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Thurs. Aug.
June 21, 1935.



1

Alignment

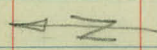
Sta.	Point	ΔL	ΔR
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8 + 50.31 = & Highway #61

7 + 62.94 = & N.P. Tracks

6 + 83.0 = & Hugo Rd.

ℓ

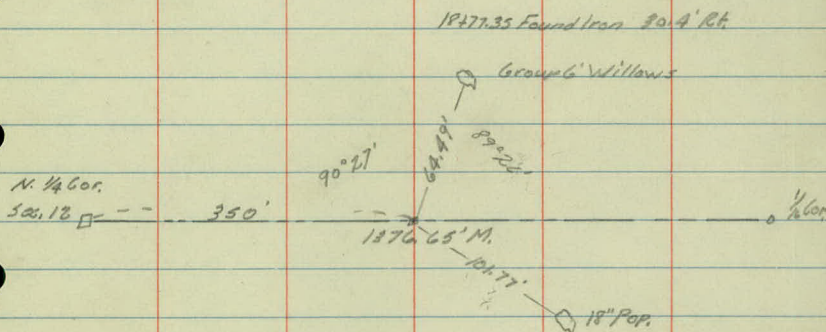
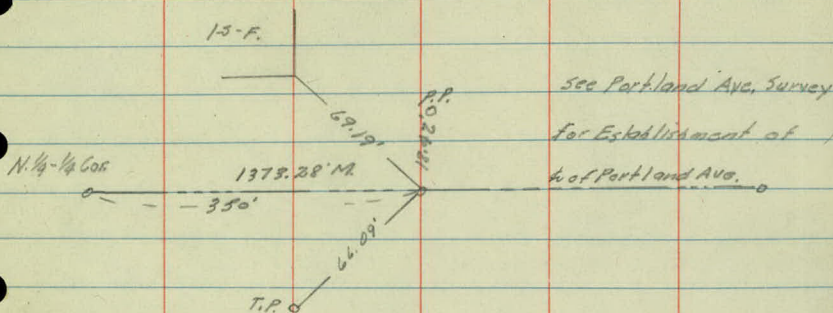


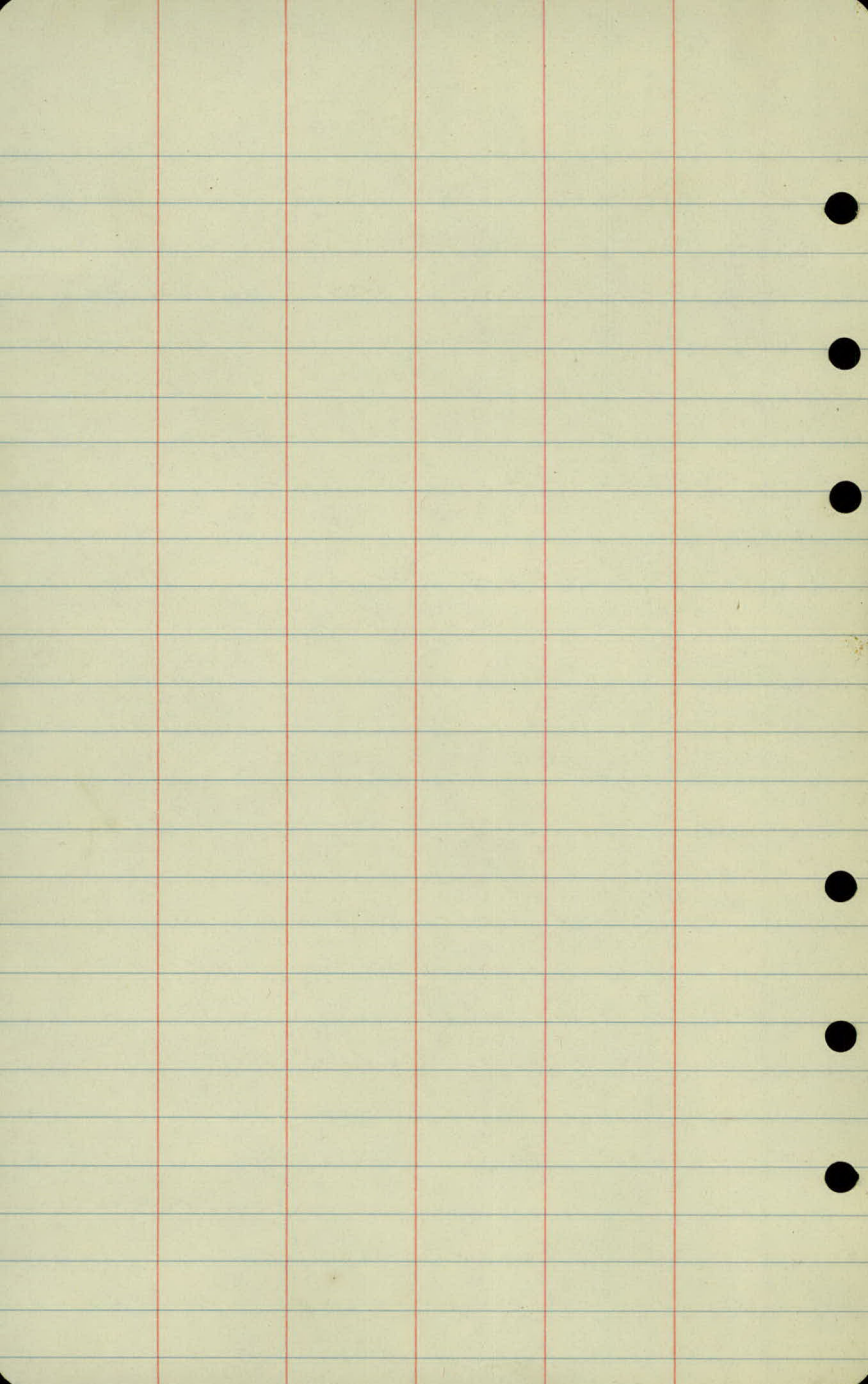
Sta	Point	ΔL	ΔR
-----	-------	------------	------------

31 + 91.54	= to Portland Ave.		
------------	--------------------	--	--

18 + 74.1			
-----------	--	--	--

		0°05'	
--	--	-------	--





Topography

12

11

10

7

8

7

12" K45' C.M.

6

K.A.
L.B.H.
L.C.
M.d.G.

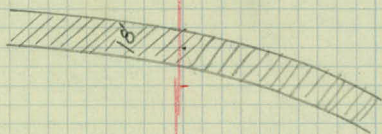
5

to Ditch 114'

Ditch N.W.

Uncult

Uncult

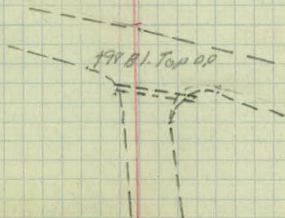


+195-R.R.-T.P.-29'
+20-12" Oak-24'
+118-T.P.-61'
+05 Bl. Top 44'

+115.4 Lot Iron-14'
+13-12" Oak-11'
+10-12" Oak-29'

+178-Bl. Top 27'
+69-End 12" Oak-16'
+66-Bl. Top 13'
+50 Bl. Top 8'

+95-T.P.-41'
+8-+85 Bl. Top
+8 Bl. Top
+61-End 12" Oak-28'
+6 Bl. Top



19

18

17

16

15

14

13

+79-Cherry Tr. 23'

+38-Group 6 W. 19'

Cult.

Pasture

+178-Red Oak 15' x x x

R. 6 Trail - 35'

Ditch - 104'

Willow
Bosch

+11-Group 7-8" Will. - 0.0

+90-A Ditch - 67

+29-8" Tree Pop - 38'

+66-15" Tree Pop - 36'

+15-Group - 10-8" Willows - 22'
+47-Group - 6-12" Willows - 11'

+21-Group 8-12" Willow - 24'

+15-12" Triple Willow - 24'

+07-15" Tree Willow - 27'

B. Ditch - 40'

+87-18" Oak - 9'

+84-18" Willow - 5'

+66-18" Oak - 8'

+94-15" Pop - 10'

+25-B. Ditch - 9'

Uncultivated

+46-18" Oak - 7'

Approx 6' Bottoms

+78-12" Pop - 15'
+75-Ditch - 9'

B. Ditch - 36'

+88-Double 48" C.M. 41'
2-48" x 20" C.M.
+67-Double 41" C.M. - 48'Rubble
roadway

Cult.

+59-12' Roadway

B. Ditch 69'

26

25

24

23

22

21

20

+62-PP-19'

6'

8'

7'

8'

+88-Row. Trees-36' 000000

+81-PP-19'

5'

9'

+92-PP-19'

Cult.

3'

11'

+57-Hedge-22'

+97-Ent.

+46-Lillac Hedge-18'

+63-PP-23' 3'

+91-Row-3¹/₂PP-32'

Orchard
Oiled Ent.
990
000
000
000

11'

+56-End Oaks-21'

Bag Road

+10-2 Ent.

A Trail-1'

+55-Beg. Row
Scrub Oaks-22'
+29-FG Oak-17'
+20-Rango Tie.

33

32

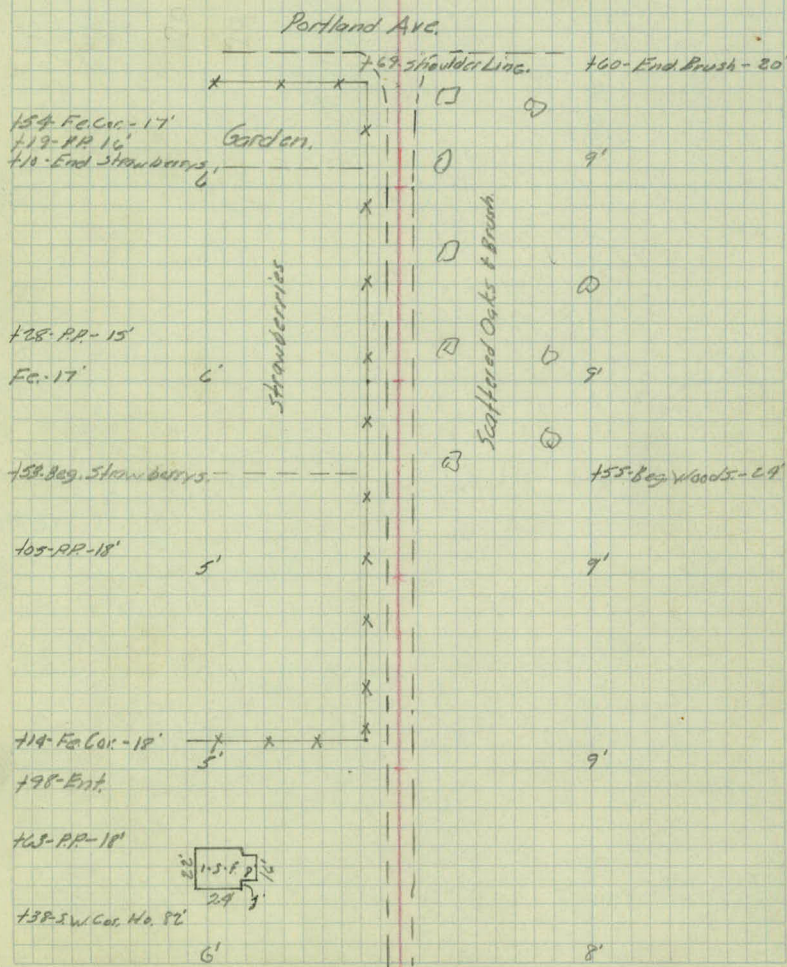
31

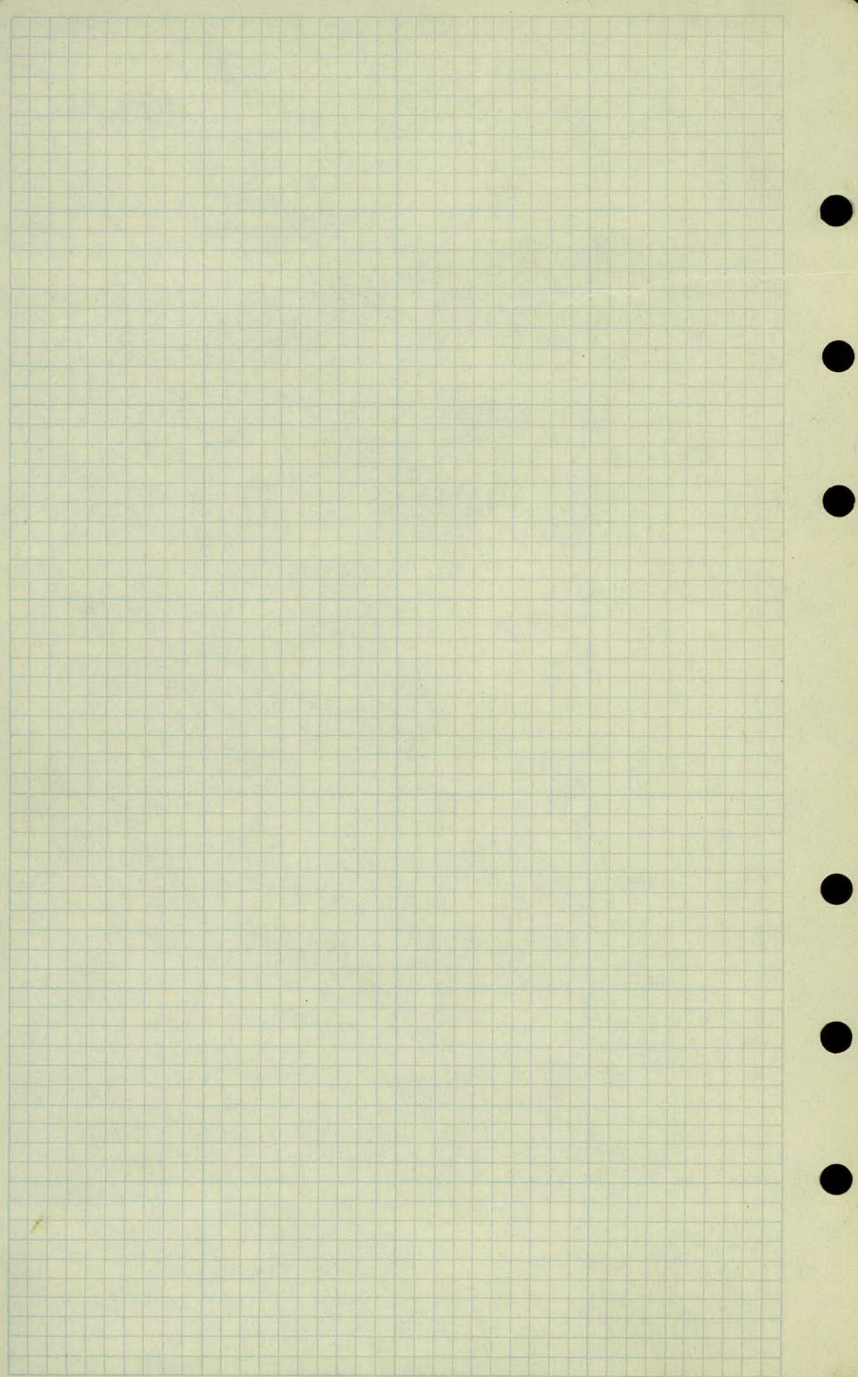
30

29

28

27





Bench Levels

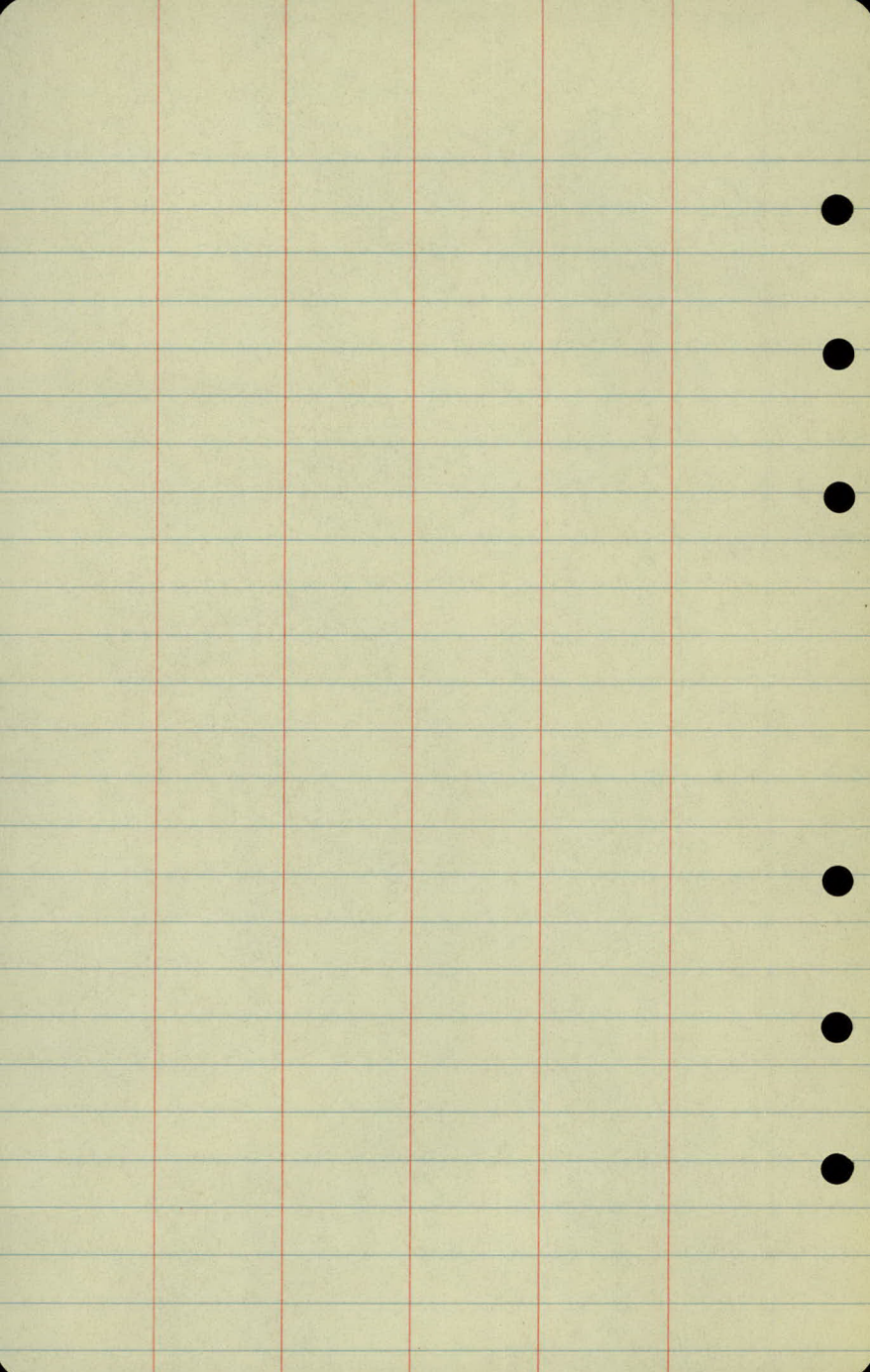
Sta	+	-	Elev
B.M.	4.27	937.01	932.74
T.P.	13.27	949.56	936.29
B.M.	0.99	948.89	947.90
T.P.	0.02	935.32	935.23
T.P.	0.31	928.05	927.74
B.M.		7.02	921.03
T.P.	4.26	920.61	916.35
T.P.	13.60	927.50	911.90
T.P.	8.49	934.09	925.60
B.M.		0.10	933.99

Spt. in 14" Oak 60' Lt 28+15 Portland Ave Survey

Spt. in R.P.E of 31+91.4

Spt. in Willow Rt Sta 19+40

Spt. in 18" Oak S.W. Cor. Hugobd. & Taylor Ave.



X Sections

B.M.	+	Σ	-	Elev
B.M.	2.53	936.52		932.99
6 +82.0				929.1
+95				28.9
7				28.7
+03				28.5
+09				27.4
+16				32.5
+19				32.2
+34				24.9
+45				23.8
+55				28.2
+60	Top Rail			

K.A. 12
L.B.H.
L.C.
M.d.G.

44

6

Pl.

$$\frac{74}{50} \quad \frac{70}{50}$$

$$\frac{76}{21} \quad \frac{75}{21} \quad \frac{68}{39} \quad \frac{80}{42} \quad \frac{84}{50}$$

$$\frac{82}{50} \quad \frac{78}{50} \quad \frac{78}{11} \quad \frac{84}{20} \quad \frac{83}{42} \quad \frac{80}{50,0}$$

$$\frac{80}{70} \quad \frac{87}{21} \quad \frac{85}{27} \quad \frac{80}{27} \quad \frac{62}{35} \quad \frac{70}{50}$$

$$\frac{84}{30} \quad \frac{85}{27} \quad \frac{92}{13} \quad \frac{91}{21} \quad \frac{50}{21} \quad \frac{72}{50}$$

$$\frac{88}{30} \quad \frac{95}{40} \quad \frac{93}{27} \quad \frac{40}{17} \quad \frac{55}{38} \quad \frac{88}{50} \quad \frac{100}{50}$$

$$\frac{98}{50} \quad \frac{84}{50} \quad \frac{51}{22} \quad \frac{43}{22} \quad \frac{95}{28} \quad \frac{116}{50}$$

$$\frac{98}{30} \quad \frac{108}{44} \quad \frac{62}{35} \quad \frac{99}{15} \quad \frac{116}{17} \quad \frac{128}{28} \quad \frac{121}{50} \quad \frac{88}{50}$$

$$\frac{107}{30} \quad \frac{117}{35} \quad \frac{127}{35} \quad \frac{81}{30} \quad \frac{75}{50}$$

$$\frac{124}{50} \quad \frac{120}{28} \quad \frac{82}{43} \quad \frac{75}{43} \quad \frac{81}{50}$$

725
92927

Sta + X - Elev.

986.52 ✓

7 + 69.8 Top Rail

+ 68 929.0 ✓

+ 79 26.2 ✓

+ 90 30.5 ✓

T.P. 4.78 985.23 ✓ 6.07 980.45 ✓

8 30.4 ✓

+ 16 30.4 ✓

+ 27 22.8 ✓

+ 35 25.2 ✓

+ 42 25.3 ✓

+ 59.1 25.6 ✓

+ 66 25.5 ✓

Lt

K

Rt

6.97

92955.

$$\frac{114}{50}$$

$$\frac{8.0}{30}$$

$$\frac{75}{-}$$

$$\frac{8.8}{14}$$

$$\frac{93}{35} \frac{96}{50}$$

$$\frac{80}{50}$$

$$\frac{10.1}{17}$$

$$\frac{103}{-}$$

$$\frac{95}{14}$$

$$\frac{57}{92}$$

$$\frac{56}{50}$$

$$\frac{100}{50}$$

$$\frac{60}{-}$$

$$\frac{67}{23}$$

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

Top 2'x2' Hwh

$$\frac{18}{30}$$

$$\frac{36}{22}$$

$$\frac{48}{-}$$

$$\frac{60}{30}$$

$$\frac{31}{30}$$

$$\frac{48}{-}$$

$$\frac{116}{30}$$

$$\frac{10.8}{50}$$

$$\frac{32}{33}$$

$$\frac{113}{18}$$

$$\frac{12.4}{22}$$

$$\frac{99}{22}$$

$$\frac{8.93}{53}$$

$$\frac{85}{74}$$

$$\frac{122}{26}$$

$$\frac{126}{14}$$

$$\frac{120}{-}$$

$$\frac{999}{26}$$

$$\frac{106}{87}$$

$$\frac{106}{28}$$

$$\frac{990}{-}$$

$$\frac{966}{29}$$

$$\frac{91}{94}$$

$$\frac{110}{50}$$

$$\frac{11.6}{50}$$

$$\frac{10.26}{28}$$

$$\frac{97}{-}$$

$$\frac{112}{18}$$

$$\frac{115}{29}$$

$$\frac{97}{38}$$

$$\frac{9.5}{50}$$

Sta	+	π	-	Elev
		935.23		
8	+74			923.3
	+88			23.8
9				23.8
	+25			22.6
T.P	0.16	925.39	10.00	925.23
	+78			19.0
10				15.7
	+50			13.2
11				12.4
	+50			11.9
12				12.0
T.R	6.65	920.02	12.02	913.37
	+30			12.0

K.A. 14
L.G.
R.P.

Lt.

2.

Rt.

$$\begin{array}{r} 1066 \\ 50 \end{array} \quad \begin{array}{r} 104 \\ 24 \end{array} \quad \begin{array}{r} 119 \\ 12 \end{array} \quad \begin{array}{r} 117 \\ 20 \end{array} \quad \begin{array}{r} 106 \\ 50 \end{array} \quad \begin{array}{r} 99 \\ 50 \end{array}$$

$$\begin{array}{r} 129 \\ 50 \end{array} \quad \begin{array}{r} 110 \\ 30 \end{array} \quad \begin{array}{r} 114 \\ 29 \end{array} \quad \begin{array}{r} 107 \\ 29 \end{array} \quad \begin{array}{r} 93 \\ 50 \end{array}$$

$$\begin{array}{r} 110 \\ 50 \end{array} \quad \begin{array}{r} 116 \\ 27 \end{array} \quad \begin{array}{r} 114 \\ 25 \end{array} \quad \begin{array}{r} 103 \\ 25 \end{array} \quad \begin{array}{r} 94 \\ 50 \end{array}$$

$$\begin{array}{r} 130 \\ 50 \end{array} \quad \begin{array}{r} 125 \\ 31 \end{array} \quad \begin{array}{r} 126 \\ 28 \end{array} \quad \begin{array}{r} 107 \\ 28 \end{array} \quad \begin{array}{r} 95 \\ 50 \end{array}$$

$$\begin{array}{r} 92 \\ 50 \end{array} \quad \begin{array}{r} 79 \\ 22 \end{array} \quad \begin{array}{r} 64 \\ 24 \end{array} \quad \begin{array}{r} 51 \\ 24 \end{array} \quad \begin{array}{r} 99 \\ 50 \end{array}$$

$$\begin{array}{r} 103 \\ 50 \end{array} \quad \begin{array}{r} 104 \\ 29 \end{array} \quad \begin{array}{r} 97 \\ 25 \end{array} \quad \begin{array}{r} 91 \\ 25 \end{array} \quad \begin{array}{r} 81 \\ 50 \end{array}$$

$$\begin{array}{r} 125 \\ 50 \end{array} \quad \begin{array}{r} 125 \\ 28 \end{array} \quad \begin{array}{r} 122 \\ 28 \end{array} \quad \begin{array}{r} 120 \\ 28 \end{array} \quad \begin{array}{r} 118 \\ 50 \end{array}$$

$$\begin{array}{r} 135 \\ 50 \end{array} \quad \begin{array}{r} 133 \\ 22 \end{array} \quad \begin{array}{r} 130 \\ 22 \end{array} \quad \begin{array}{r} 132 \\ 28 \end{array} \quad \begin{array}{r} 133 \\ 50 \end{array}$$

$$\begin{array}{r} 136 \\ 50 \end{array} \quad \begin{array}{r} 134 \\ 16 \end{array} \quad \begin{array}{r} 135 \\ 26 \end{array} \quad \begin{array}{r} 138 \\ 26 \end{array} \quad \begin{array}{r} 137 \\ 50 \end{array}$$

$$\begin{array}{r} 135 \\ 50 \end{array} \quad \begin{array}{r} 135 \\ 24 \end{array} \quad \begin{array}{r} 134 \\ 25 \end{array} \quad \begin{array}{r} 138 \\ 25 \end{array} \quad \begin{array}{r} 140 \\ 50 \end{array}$$

$$\begin{array}{r} 81 \\ 50 \end{array} \quad \begin{array}{r} 81 \\ 19 \end{array} \quad \begin{array}{r} 80 \\ 25 \end{array} \quad \begin{array}{r} 83 \\ 25 \end{array} \quad \begin{array}{r} 87 \\ 50 \end{array}$$

+88 10.6

Sta + A - Elev

920.02

13

911.6

+23

11.8

+45

16.1

+67

909.84
10.18

+67

16.2

14

14.4

+50

13.4

+70

13.3

+84

10.2

15 +10

10.0

+17

13.4

Lt.

K

Rt.

$$\frac{7.7}{50} \quad \frac{80}{25} \quad \frac{84}{24} \quad \frac{86}{24} \quad \frac{87}{50}$$

$$\frac{7.7}{50} \quad \frac{77}{24} \quad \frac{82}{25} \quad \frac{68}{25} \quad \frac{53}{50}$$

$$\frac{64}{42} \quad \frac{49}{17} \quad \frac{39}{29} \quad \frac{31}{29} \quad \frac{29}{50}$$

Flow Line W. End Double 48" C.M.

$$\frac{49}{50} \quad \frac{42}{28} \quad \frac{58}{28} \quad \frac{34}{28} \quad \frac{36}{50}$$

$$\frac{101}{51} \quad \frac{70}{28} \quad \frac{53}{23} \quad \frac{56}{23} \quad \frac{52}{35} \quad \frac{49}{50}$$

$$\frac{61}{50} \quad \frac{43}{39} \quad \frac{64}{24} \quad \frac{100}{20} \quad \frac{108}{14} \quad \frac{72}{9} \quad \frac{64}{19} \quad \frac{62}{19} \quad \frac{51}{50}$$

$$\frac{63}{50} \quad \frac{64}{40} \quad \frac{40}{29} \quad \frac{68}{18} \quad \frac{106}{13} \quad \frac{99}{5} \quad \frac{67}{22} \quad \frac{65}{22} \quad \frac{56}{50}$$

$$\frac{70}{50} \quad \frac{69}{34} \quad \frac{39}{25} \quad \frac{73}{14} \quad \frac{104}{10} \quad \frac{98}{5} \quad \frac{64}{25} \quad \frac{66}{25} \quad \frac{57}{50}$$

$$\frac{62}{50} \quad \frac{63}{25} \quad \frac{70}{19} \quad \frac{64}{10} \quad \frac{66}{4} \quad \frac{100}{10} \quad \frac{100}{10} \quad \frac{70}{12} \quad \frac{64}{16} \quad \frac{61}{34} \quad \frac{54}{50}$$

$$\frac{73}{50} \quad \frac{64}{24} \quad \frac{29}{15} \quad \frac{60}{6} \quad \frac{64}{4} \quad \frac{100}{4}$$

$$\frac{97}{11} \quad \frac{69}{14} \quad \frac{65}{26} \quad \frac{53}{50}$$

Sta.	t	π	-	Elev.
		920.02		
15 + 60				916.7
+ 90				13.3
I.P.	5.84	920.65	5.21	914.81
16 + 50				13.9
17 - 90				14.0
+ 50				14.0
18				14.0
+ 50				15.8
19				18.5
B.M.	9.95	921.00	+ 0.40	921.05
+ 50				22.5
20				26.8

921.02

Lt

K

Rt

 $\frac{6.4}{50}$ $\frac{6.4}{40}$ $\frac{6.4}{11}$ $\frac{3.3}{-}$ $\frac{6.0}{7}$ $\frac{6.4}{11}$ $\frac{9.9}{16}$ $\frac{9.8}{23}$ $\frac{3.2}{29}$ $\frac{5.0}{50}$
 $\frac{5.8}{50}$ $\frac{5.9}{25}$ $\frac{6.7}{-}$ $\frac{4.2}{9}$ $\frac{4.2}{14}$ $\frac{7.8}{26}$ $\frac{9.3}{30}$ $\frac{9.7}{36}$ $\frac{6.3}{40}$ $\frac{5.4}{50}$
 $\frac{L.O.}{50}$ $\frac{6.8}{-}$ $\frac{7.4}{20}$ $\frac{13.5}{33}$ $\frac{7.4}{48}$ $\frac{4.6}{54}$
 $\frac{6.0}{50}$ $\frac{7.0}{25}$ $\frac{6.7}{-}$ $\frac{7.5}{22}$ $\frac{6.7}{40}$ $\frac{3.8}{50}$
 $\frac{5.0}{50}$ $\frac{5.7}{27}$ $\frac{6.7}{-}$ $\frac{5.7}{50}$
 $\frac{3.4}{50}$ $\frac{4.9}{32}$ $\frac{6.8}{12}$ $\frac{6.7}{-}$ $\frac{6.8}{30}$ $\frac{6.2}{50}$
 $\frac{0.7}{50}$ $\frac{1.6}{38}$ $\frac{3.3}{25}$ $\frac{4.9}{-}$ $\frac{5.7}{25}$ $\frac{6.3}{50}$
 $\frac{1.0}{50}$ $\frac{1.0}{25}$ $\frac{2.2}{-}$ $\frac{2.5}{8}$ $\frac{4.1}{14}$ $\frac{5.4}{50}$

5 yk. in Willow Rt 18+90

 $\frac{6.1}{50}$ $\frac{6.6}{30}$ $\frac{7.8}{8}$ $\frac{8.5}{-}$ $\frac{9.3}{11}$ $\frac{10.4}{15}$ $\frac{12.9}{50}$
 $\frac{2.8}{50}$ $\frac{3.2}{18}$ $\frac{4.2}{-}$ $\frac{4.9}{23}$ $\frac{9.5}{50}$

Sta	+	Δ	-	Elev.
		931.00 ✓		
20	+25			927.8
	+67			27.0
21				27.4
	+50			28.3
T.P.	6.28	925.29 ✓	2.59	922.41 ✓
22				30.2
	+25			30.4
	+67			30.7
23				30.1
	+50			30.4
24				30.3
	+50			29.8

41

8

121

$$\frac{29}{50}$$

$$\frac{26}{16}$$

$$\frac{32}{16}$$

$$\frac{49}{25}$$

$$\frac{79}{50}$$

$$\frac{33}{50}$$

$$\frac{38}{26}$$

$$\frac{40}{12}$$

$$\frac{50}{12}$$

$$\frac{46}{25}$$

$$\frac{53}{50}$$

$$\frac{41}{50}$$

$$\frac{41}{21}$$

$$\frac{36}{18}$$

$$\frac{34}{18}$$

$$\frac{16}{28}$$

$$\frac{26}{50}$$

$$\frac{29}{50}$$

$$\frac{33}{12}$$

$$\frac{27}{12}$$

$$\frac{27}{16}$$

$$\frac{17}{25}$$

$$\frac{16}{50}$$

$$\frac{47}{50}$$

$$\frac{51}{12}$$

$$\frac{51}{11}$$

$$\frac{53}{12}$$

$$\frac{43}{12}$$

$$\frac{40}{29}$$

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

$$\frac{43}{50}$$

$$\frac{37}{20}$$

$$\frac{40}{6}$$

$$\frac{46}{5}$$

$$\frac{47}{10}$$

$$\frac{47}{10}$$

$$\frac{39}{12}$$

$$\frac{34}{24}$$

$$\frac{52}{50}$$

$$\frac{67}{50}$$

$$\frac{69}{27}$$

$$\frac{54}{13}$$

$$\frac{46}{10}$$

$$\frac{46}{10}$$

$$\frac{50}{15}$$

$$\frac{48}{25}$$

$$\frac{63}{50}$$

$$\frac{70}{50}$$

$$\frac{72}{26}$$

$$\frac{64}{11}$$

$$\frac{54}{6}$$

$$\frac{52}{10}$$

$$\frac{52}{10}$$

$$\frac{59}{14}$$

$$\frac{57}{37}$$

$$\frac{66}{50}$$

$$\frac{75}{50}$$

$$\frac{68}{34}$$

$$\frac{58}{14}$$

$$\frac{52}{7}$$

$$\frac{49}{12}$$

$$\frac{50}{12}$$

$$\frac{45}{16}$$

$$\frac{36}{37}$$

$$\frac{43}{50}$$

$$\frac{58}{50}$$

$$\frac{55}{31}$$

$$\frac{48}{7}$$

$$\frac{53}{6}$$

$$\frac{50}{9}$$

$$\frac{51}{9}$$

$$\frac{49}{14}$$

$$\frac{34}{18}$$

$$\frac{40}{39}$$

$$\frac{53}{50}$$

$$\frac{59}{50}$$

$$\frac{55}{27}$$

$$\frac{56}{7}$$

$$\frac{55}{10}$$

$$\frac{57}{10}$$

$$\frac{64}{14}$$

$$\frac{53}{17}$$

$$\frac{69}{50}$$

Sta	+	T	-	Elev
		✓ 935.29		
25				939.4
	+50			29.8
26				29.6
	+50			30.0
T.P.	12.30	✓ 942.63	4.96	939.33
27				31.0
	+50			32.2
28				34.6
	+50			37.4
29				40.0
T.P.	9.15	✓ 931.31	0.47	942.16
	+50			42.5
30				45.5

Lt.

K

Rt.

$$\frac{79}{50} \frac{74}{35} \frac{70}{12} \frac{61}{7} \frac{59}{9} \frac{61}{9} \frac{77}{14} \frac{67}{17} \frac{63}{33} \frac{68}{50}$$

$$\frac{79}{50} \frac{74}{34} \frac{67}{13} \frac{57}{7} \frac{55}{13} \frac{58}{13} \frac{61}{14} \frac{48}{17} \frac{56}{21} \frac{47}{50}$$

$$\frac{79}{50} \frac{68}{12} \frac{58}{6} \frac{57}{10} \frac{58}{15} \frac{63}{17} \frac{57}{27} \frac{62}{50}$$

$$\frac{55}{50} \frac{49}{33} \frac{59}{17} \frac{54}{5} \frac{53}{9} \frac{54}{14} \frac{63}{34} \frac{65}{50} \frac{77}{50}$$

$$\frac{116}{50} \frac{116}{N} \frac{116}{9} \frac{118}{25} \frac{129}{50} \frac{135}{50}$$

$$\frac{85}{50} \frac{92}{31} \frac{103}{14} \frac{104}{10} \frac{105}{14} \frac{116}{34} \frac{123}{50} \frac{122}{50}$$

$$\frac{75}{50} \frac{80}{12} \frac{80}{14} \frac{86}{17} \frac{77}{37} \frac{81}{50} \frac{91}{50}$$

$$\frac{64}{50} \frac{54}{20} \frac{47}{7} \frac{54}{6} \frac{52}{10} \frac{52}{38} \frac{59}{50}$$

$$\frac{34}{50} \frac{29}{19} \frac{27}{6} \frac{26}{11} \frac{28}{34} \frac{28}{50} \frac{29}{50}$$

$$\frac{98}{50} \frac{88}{19} \frac{90}{6} \frac{88}{10} \frac{89}{13} \frac{94}{20} \frac{87}{40} \frac{85}{50} \frac{85}{50}$$

$$\frac{76}{50} \frac{57}{15} \frac{68}{12} \frac{60}{6} \frac{58}{10} \frac{61}{14} \frac{66}{16} \frac{56}{50} \frac{57}{50}$$

Sta. + π - Elev.

951.31

30 +50

946.7

31

46.4

+54

46.4

71.54

46.7

B.M.

340

947.31

947.90

Lt.

R.

Rt.

$\frac{4.1}{50}$	$\frac{5.1}{14}$	$\frac{5.9}{12}$	$\frac{4.8}{5}$	$\frac{4.6}{15}$	$\frac{5.1}{15}$	$\frac{4.4}{16}$	$\frac{3.9}{30}$	$\frac{3.1}{50}$
------------------	------------------	------------------	-----------------	------------------	------------------	------------------	------------------	------------------

$\frac{5.1}{50}$	$\frac{4.8}{15}$	$\frac{5.9}{11}$	$\frac{5.1}{6}$	$\frac{4.9}{15}$	$\frac{5.2}{15}$	$\frac{4.7}{16}$	$\frac{4.2}{38}$	$\frac{3.5}{50}$
------------------	------------------	------------------	-----------------	------------------	------------------	------------------	------------------	------------------

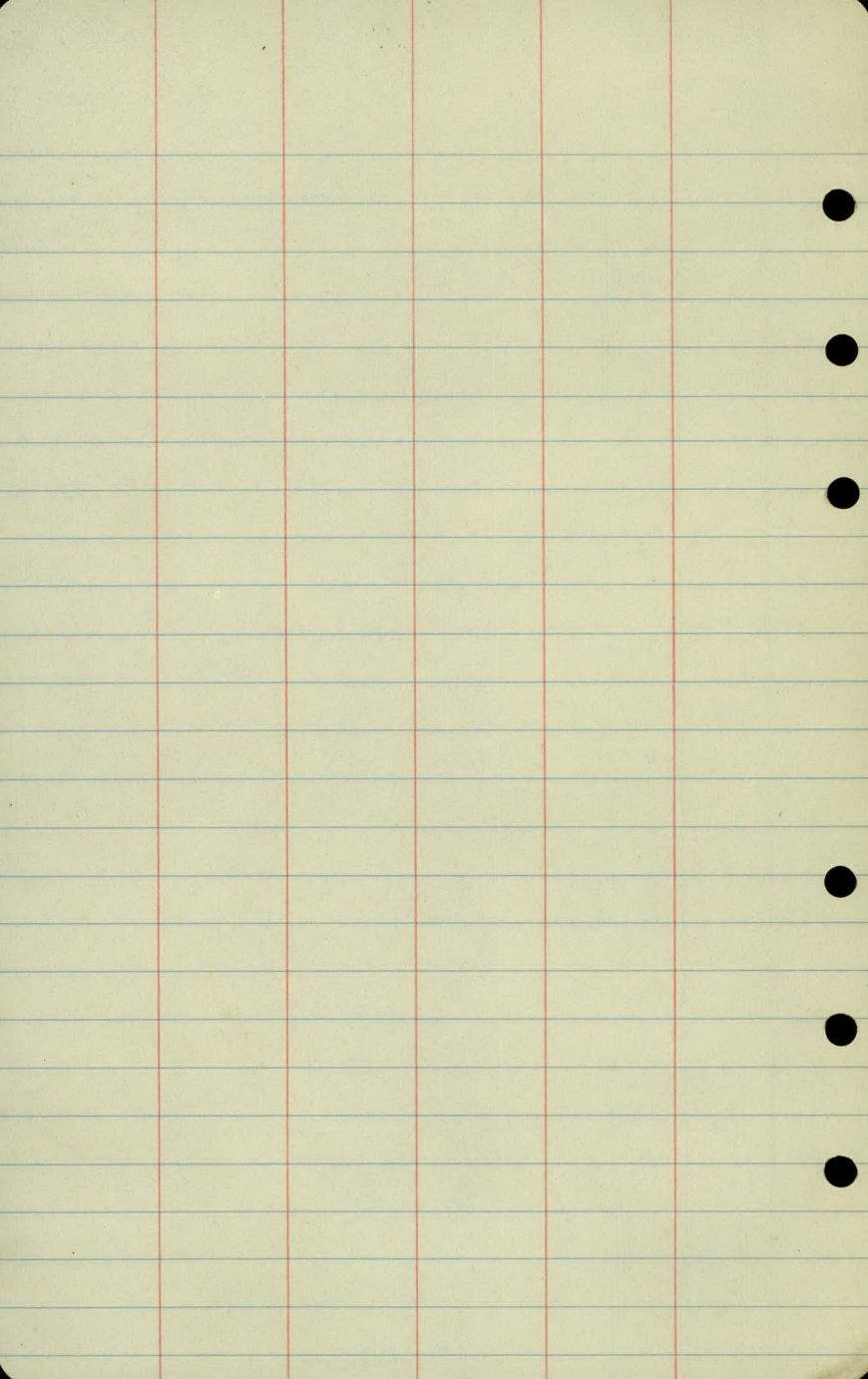
$\frac{4.1}{50}$	$\frac{4.8}{16}$	$\frac{5.4}{13}$	$\frac{5.0}{10}$	$\frac{4.9}{15}$	$\frac{5.3}{15}$	$\frac{4.9}{17}$	$\frac{5.3}{50}$
------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{4.8}{50}$

$\frac{4.6}{50}$

$\frac{4.7}{50}$

Spl. in P.P. E. of 31+91.54



Borrow Pit #1

X Sections

Clay Material

1 Sta.	+	✓	-	Elev.
B.M.	2.46	936.45		933.99

0				928.3
---	--	--	--	-------

+50				30.4
-----	--	--	--	------

1				28.4
---	--	--	--	------

+50				28.8
-----	--	--	--	------

2				30.6
---	--	--	--	------

T.P.	8.55	✓ 939.00	6.00	930.45
------	------	----------	------	--------

+50				33.4
-----	--	--	--	------

3				34.0
---	--	--	--	------

+50				27.5
-----	--	--	--	------

4				22.8
---	--	--	--	------

B.M.		5.02	✓ 933.98	
------	--	------	----------	--

Lt.

E

Rt

Spk in 18" Cotta S.W. Cor. Hugo Rd & Taylor Ave

R.R. Bed.

Pav.

68	88	58	38	52	82	99	71	68.5
54	75	35	21	3		3	11	19

70	94	36	52	61	68	106	105	82	8.01
47	36	26	20	5		10	13	21	27

74	98	57	67	81	86	122	119	94	92.5
37	29	20	16		10	15	19	27	34

74	98	56	71	77	74	127	124	103	10.15
34	25	16	10		10	21	26	30	38

75	102	43	58	59	61	136	118	11.15
32	21	10	5		16	27	34	41

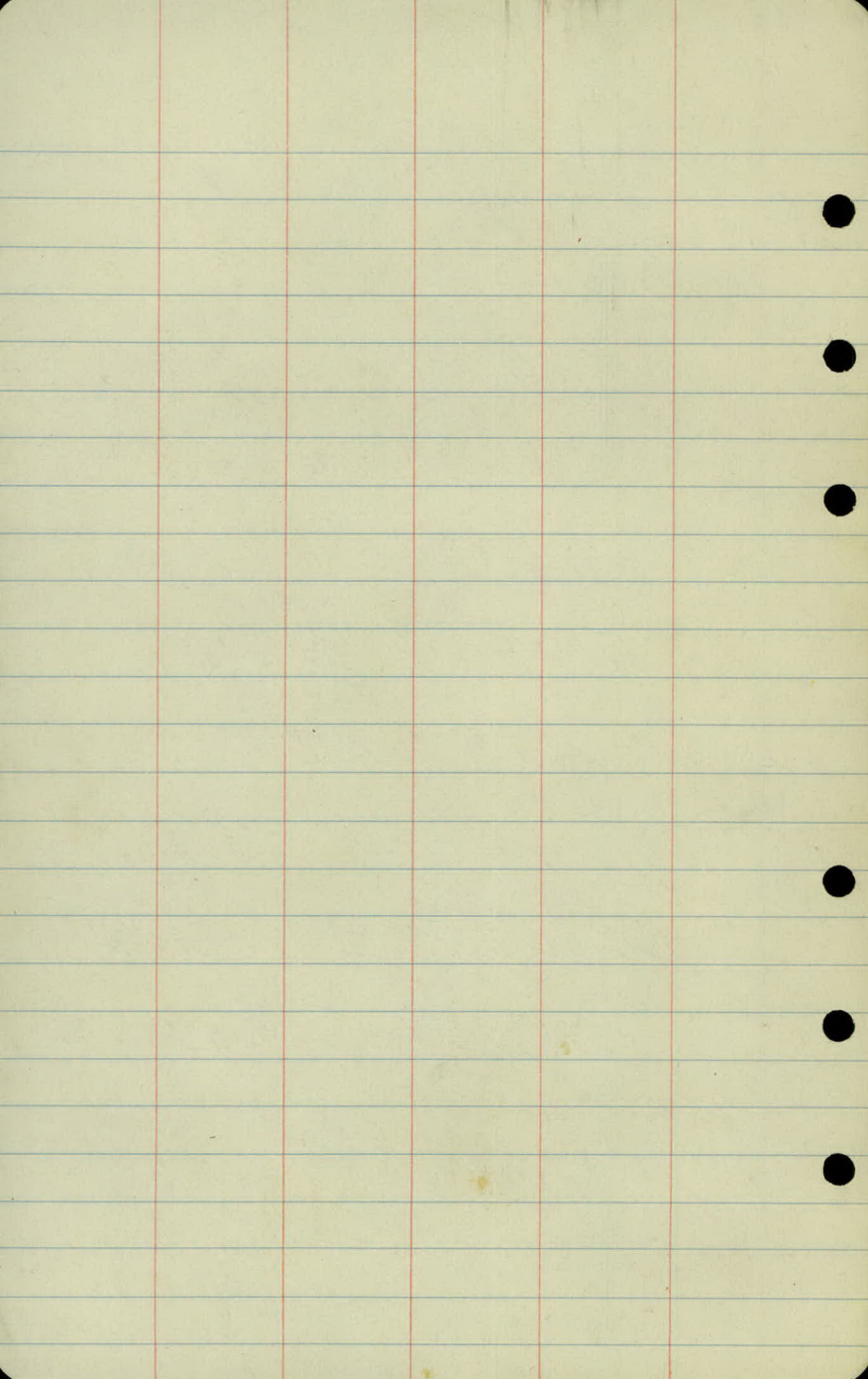
103	129	78	57	56	62	168	132	14.78
30	20	11	4		14	32	38	44

108	132	48	50	61	63	163	159	15.61
29	21	7		16		29	35	45

107	115	143	140	113	115	124	186	186	170	16.95
32	27	26	12	7		16	29	33	38	45

10.9	116	15.7	162
32	27	15	

167	216	240	179	179.5
20	27	31	37	44



slope stakes

Taylor Ave.

7 Pages

Sta.	+	π	-	Grade
B.M.	1.42	935.41		933.99
I.P.	2.61	928.19	9.84	925.57
8	+66			25.2
	+74			24.8
	+88			24.2
9				23.6
	+25			22.5
	+78			20.0
10				19.0
I.P.	3.81	920.13	11.86	916.32
	+50			17.1
11				15.7
	+50			15.0
12				14.8

Gr. Rod. Lt. R. Pt.

Spk. in 18" Coll. S.W. Cor. Hugo Rd & Taylor Ave.

4.6	$23.1 / \frac{4.8}{4.3}$	$\frac{4.3}{-}$	$\frac{4.3}{12.3} / 26.1$
5.7	$22.7 / \frac{6.1}{12.1}$	$\frac{5.5}{10.2}$	$\frac{5.7}{12.0} / 27.5$
8.2	$20.2 / \frac{10.6}{-2.4}$	$\frac{9.1}{-0.9}$	$\frac{7.7}{10.5} / 24.5$
7.2	$24.1 / \frac{12.7}{-3.7}$	$\frac{12.5}{-3.3}$	$\frac{11.8}{-2.6} / 20.8$
3.0	$25.6 / \frac{7.2}{-4.2}$	$\frac{6.9}{-3.9}$	$\frac{6.7}{-3.7} / 24.1$
4.4	$24.7 / \frac{8.3}{-3.7}$	$\frac{7.8}{-3.4}$	$\frac{7.9}{-3.5} / 23.5$
3.1	$22.3 / \frac{8.2}{-3.1}$	$\frac{8.2}{-3.1}$	$\frac{8.6}{-3.5} / 23.5$
5.3	$22.0 / \frac{8.9}{-3.0}$	$\frac{6.1}{-2.8}$	$\frac{8.6}{-3.2} / 22.9$

Sta	+	π	-	Grade
		92913		
12	+50			15.0
13				15.2
	+23			15.3
	+45			15.4
	+67			15.6
14				15.6 (G.E.) Chond Grade.
	+50			15.8 (10.1) 10.0
	+70			15.9
	+84			16.0
15				
		75 +25	Culv. 55 75	16.1 (10.0) 10.15
	+10			16.1

Cor Rod.

Lt.

R.

Dh

$$5.1 \quad 22.6 / \begin{array}{r} 8.9 \\ -3.2 \end{array} \quad \begin{array}{r} 8.1 \\ -3.0 \end{array} \quad \begin{array}{r} 8.4 \\ -3.3 \end{array} / 22.9$$

$$4.9 \quad 22.3 / \begin{array}{r} 8.0 \\ -3.1 \end{array} \quad \begin{array}{r} 8.4 \\ -3.5 \end{array} \quad \begin{array}{r} 8.6 \\ -3.7 \end{array} / 24.1$$

$$4.8 \quad 21.4 / \begin{array}{r} 7.6 \\ -2.8 \end{array} \quad \begin{array}{r} 8.2 \\ -3.4 \end{array} \quad \begin{array}{r} 6.5 \\ +1.7 \end{array} / 18.1$$

$$4.7 \quad 15.0 / \begin{array}{r} 4.7 \\ -1.1 \end{array} \quad \begin{array}{r} 5.8 \\ +1.1 \end{array}$$

$$4.6 \quad \begin{array}{r} 4.1 \\ +9.5 \end{array} \quad \begin{array}{r} 4.3 \\ +9.3 \end{array} / 24.1$$

$$4.5 \quad 20.5 / \begin{array}{r} 6.1 \\ +0.0 \end{array} \quad \begin{array}{r} 5.5 \\ -1.0 \end{array} \quad \begin{array}{r} 5.4 \\ -0.7 \end{array} / 18.7$$

$$4.3 \quad 36.0 / \begin{array}{r} 4.7 \\ +5.4 \end{array} \quad \begin{array}{r} 4.7 \\ -0.4 \end{array} \quad \begin{array}{r} 6.5 \\ -2.2 \end{array} \quad \begin{array}{r} 6.7 \\ -1.4 \end{array} / 17.2$$

$$4.2 \quad \begin{array}{r} 6.7 \\ -2.5 \end{array} \quad \begin{array}{r} 6.5 \\ -2.3 \end{array} / 19.9$$

4.1

$$4.0 \quad 34.5 / \begin{array}{r} 6.6 \\ +3.5 \end{array} \quad \begin{array}{r} 6.6 \\ -2.4 \end{array} \quad \begin{array}{r} 5.9 \\ -1.7 \end{array} \quad \begin{array}{r} 5.9 \\ +4.1 \end{array} / 35.1$$

Sta	+	Σ	-	Grade
		920.13		
15	+25			16.2 (9.7) 10.2
	+60		2 p. 16 = 28'	16.3 (9.8) 10.3
16	+0.0			16.4
T.P.	3.77	918.84	5.26	914.87
16	+50			16.6
17				16.8
	+20			17.2
18				17.8
T.P.	9.07	926.19	1.72	917.12
	+50			18.8
19				20.0
B.M.	5.09	926.12	5.09	921.10 (921.03)
	+20			21.4
B.M.			9.95	(916.17)
T.P.	7.46	932.01	1.57	924.55
20				22.8
B.M.				
T.P.				

Gr. Rod.

Lt.

R

Rt.

3.9

$$\frac{60}{-21}$$

$$\frac{57}{-20}$$

$$\frac{57}{240/350}$$

3.8

$$\frac{23.2}{-24}$$

$$\frac{39}{105}$$

$$\frac{53}{-20}$$

$$\frac{53}{245/353}$$

3.7

$$\frac{22.0}{-3.0}$$

$$\frac{64}{-2.7}$$

$$\frac{3.7}{13.0}$$

2.2

$$\frac{23.2}{-3.4}$$

$$\frac{48}{-2.6}$$

$$\frac{50}{-2.8/21.4}$$

2.0

$$\frac{24.1}{-3.7}$$

$$\frac{48}{-3.5/20.5}$$

1.6

$$\frac{20.5}{-2.5}$$

$$\frac{46}{-3.0}$$

$$\frac{48}{-3.2/22.6}$$

1.0

$$\frac{21.7}{-2.9}$$

$$\frac{47}{-3.7}$$

$$\frac{51}{-4.1/25.3}$$

7.4

$$\frac{20.5}{-8.9/480.0}$$

$$\frac{104}{-3.0}$$

$$\frac{112}{-3.8/24.4}$$

6.2

$$\frac{22.7}{-6.6/42.11}$$

$$\frac{77}{-1.5}$$

$$\frac{103}{-4.0/25.0}$$

Spk. in Willow at 19+40

4.7

$$\frac{26.9}{-2.0/41.7}$$

$$\frac{59}{203/21.1}$$

Spk. in 18" Cotton at 18+50

9.2

$$\frac{30.0}{-4.7}$$

$$\frac{56}{13.6}$$

$$\frac{72}{12.0/27.5}$$

Sta.	+	π	-	Gross
		932.01		
20	+25			23.5
	+67			24.7
21				25.5
	+50			26.6
22				27.5
I.P.	5.00	935.13	1.88	930.13
	+25			27.9
	+67			28.4
23				28.6
	+50			28.9
24				29.0
	+50			29.2

Gr. Rock.

Lt.

Gr.

Rt.

$$8.5 \quad 30.0 / \frac{3.9}{14.6} \quad \frac{4.4}{14.1} \quad \frac{6.5}{12.0} / 22.5$$

$$7.3 \quad 28.5 / \frac{4.8}{12.5} \quad \frac{5.0}{12.3} \quad \frac{4.9}{12.4} / 28.3$$

$$6.5 \quad 24.3 / \frac{6.1}{10.4} \quad \frac{4.7}{11.8} \quad \frac{2.9}{12.6} / 30.0$$

$$5.4 \quad 26.1 / \frac{9.1}{11.8} \quad \frac{3.7}{11.7} \quad \frac{5.6}{12.8} / 29.1$$

$$4.5 \quad 29.1 / \frac{1.7}{12.8} \quad \frac{1.9}{12.6} \quad \frac{0.8}{12.7} / 30.0$$

$$7.2 \quad 30.0 / \frac{3.7}{15.9} \quad \frac{4.6}{12.6} \quad \frac{3.4}{13.8} / 30.0$$

$$6.7 \quad 23.7 / \frac{6.6}{10.1} \quad \frac{4.6}{12.1} \quad \frac{3.0}{11.7} / 26.9$$

$$6.5 \quad 22.7 / \frac{4.7}{10.1} \quad \frac{5.0}{11.5} \quad \frac{5.8}{10.7} / 24.9$$

$$6.2 \quad 23.5 / \frac{6.2}{10.0} \quad \frac{4.7}{11.5} \quad \frac{4.0}{12.2} / 27.9$$

$$6.1 \quad 25.1 / \frac{5.3}{10.8} \quad \frac{4.9}{11.2} \quad \frac{3.7}{12.4} / 28.3$$

$$5.9 \quad 24.5 / \frac{5.4}{10.5} \quad \frac{5.3}{10.6} \quad \frac{5.7}{10.2} / 23.9$$

Sta.	+	x	-	Grade
		935.13		
25				29.3
	+50			29.5
26				29.6
	+50			30.1
27				31.0
T.P.	12.97	944.01	4.09	321.04
	+50			32.4
28				34.3
	+50			36.5
29				38.7
T.P.	8.71	961.44	1.28	942.73
	+50			40.9
30				42.9

Cor. Rod	Lt	Rt	Rt
5.8	$20.5 / \frac{7.3}{19.0}$	$\frac{58}{00}$	$\frac{6.7}{10.2} / 21.7$
5.6	$21.1 / \frac{6.8}{19.3}$	$\frac{54}{102}$	$\frac{5.3}{103} / 24.1$
5.5	$20.5 / \frac{7.0}{19.0}$	$\frac{56}{-41}$	$\frac{5.8}{10.2} / 22.9$
5.0	$23.3 / \frac{5.1}{19.1}$	$\frac{5.1}{-0.1}$	$\frac{6.4}{10.1} / 20.7$
5.0	$25.5 / \frac{4.0}{19.0}$	$\frac{4.2}{108}$	$\frac{5.3}{10.2} / 23.1$
11.6	$25.5 / \frac{10.6}{19.0}$	$\frac{11.8}{-0.2}$	$\frac{13.1}{10.0} / 20.5$
9.7	$23.9 / \frac{9.5}{10.2}$	$\frac{9.5}{10.2}$	$\frac{9.4}{10.3} / 24.1$
7.5	$24.1 / \frac{7.2}{10.3}$	$\frac{6.7}{10.8}$	$\frac{6.3}{11.2} / 25.9$
5.3	$24.3 / \frac{4.6}{10.7}$	$\frac{4.1}{11.2}$	$\frac{4.2}{11.1} / 25.7$
10.5	$28.3 / \frac{7.1}{11.4}$	$\frac{8.9}{11.6}$	$\frac{8.8}{12.2} / 27.9$
8.5	$27.1 / \frac{6.7}{11.8}$	$\frac{6.0}{12.5}$	$\frac{5.4}{13.1} / 29.7$

$\frac{1}{2}a$	f	π	-	Grade
		951.44		
30	+50			44.4
31				45.5
	+54			46.2
	+91.34			46.5
B.M.		3.55		947.89
				947.90

Gr. Rod

Lt.

d.

Rt.

10

$$25.3 / \frac{4.1}{10.9}$$

$$\frac{48}{12.2}$$

$$\frac{39}{13.1} / 29.7$$

5.9

$$24.9 / \frac{5.2}{10.7}$$

$$\frac{51}{10.8}$$

$$\frac{5.2}{10.7} / 24.9$$

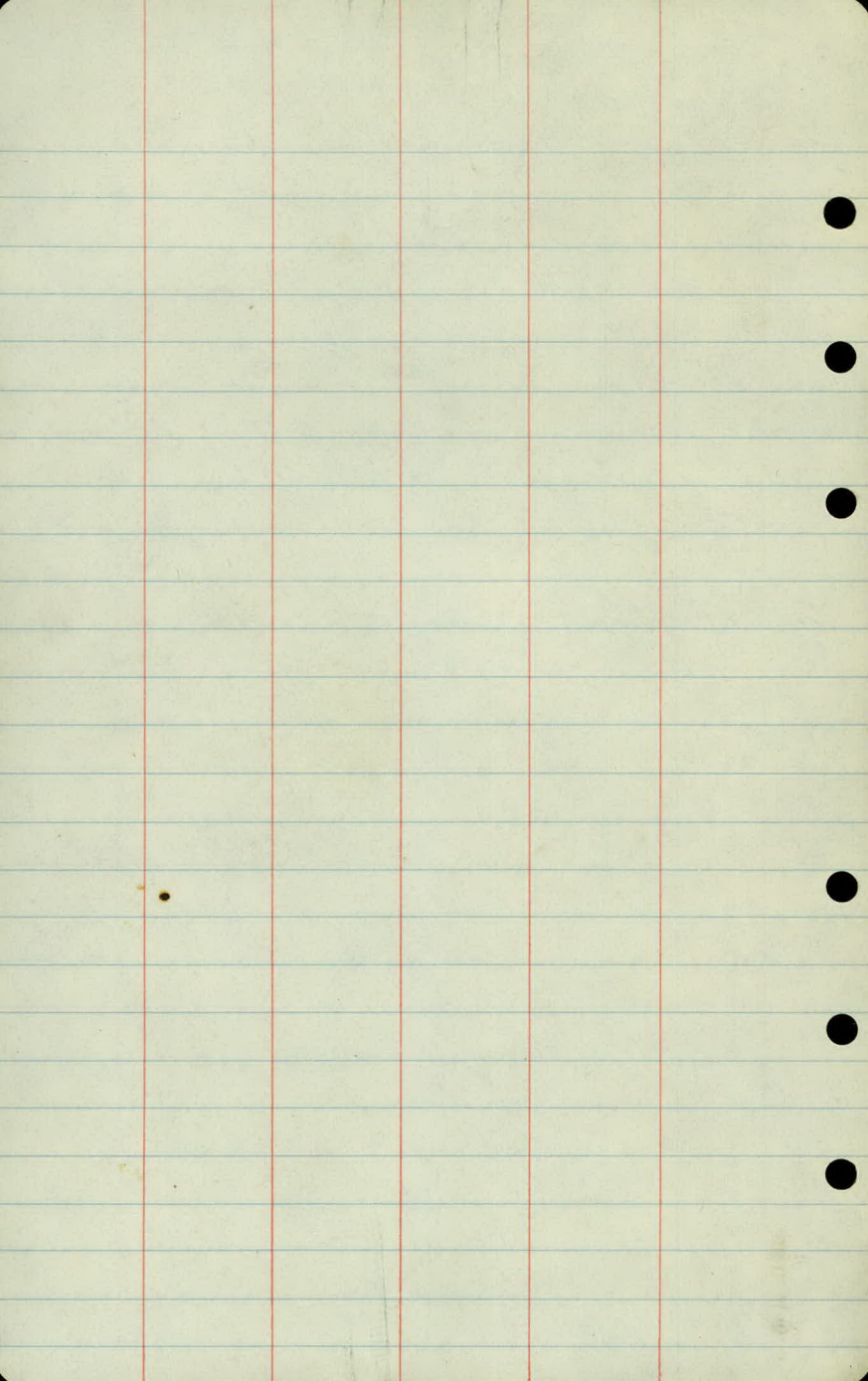
5.2

$$25.3 / \frac{4.3}{10.9}$$

$$\frac{50}{10.2}$$

$$\frac{5.2}{10.0} / 23.5$$

3 pk. in RR. East of Sta 31+91.40



1
TAYLOR AVE.

Stadia

Road Location

3 pages

OBJECT

AZ.

STADIA

π on $\pm$ Gilbert & Taylor

350' So of N Line Sec 12

to $N \frac{1}{4} \frac{1}{4}$ Cor Sec 12 $0^{\circ}00'$

N Edge Roadway

$79^{\circ}-$ 155 ✓

" " "

$83^{\circ}10'$ 143 ✓

✓

$85^{\circ}30'$ 124 ✓

✓

$83^{\circ}20'$ 77 ✓

✓

$81^{\circ}20'$ 35 ✓

at π setting

— — ✓

N Edge Roadway

$263^{\circ}15'$ 40 ✓

✓

$260^{\circ}05'$ 161 ✓

✓

$262^{\circ}-$ 217 ✓

✓

$263^{\circ}-$ 235 ✓

S Edge Roadway

$251^{\circ}45'$ 252 ✓

✓

$255^{\circ}05'$ 220 ✓

✓

$255^{\circ}40'$ 202 ✓

✓

$253^{\circ}40'$ 196 ✓

FK
RG

October 30, 1959

2

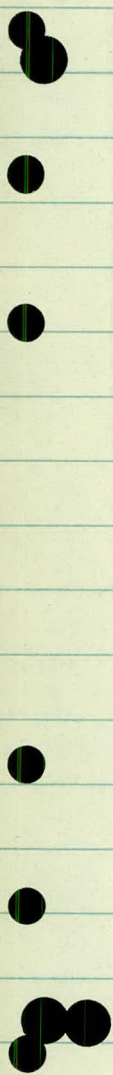
DIST.

VERT.
ANGLE

ROD
EQUIV.

ROD 44° DIFF

ELEV



OBJECT

AZ.

STADIA

S Edge Roadway

251°15'

196 ✓

251°10'

182 ✓

253°10'

178 ✓

254°20'

170 ✓

251°55'

120 ✓

233°50'

40 ✓

106°20'

49 ✓

96°20'

112 ✓

99°-

131 ✓

108°-

149 ✓

N.W. Cor Ho.

238°09'

188 ✓

N.E. Cor Ho.

234°25'

169 ✓

S.E. Cor Ho.

224°37'

195 ✓

October 30, 1959

3

DIST.

VERT.
ANGLE

ROD
EQUIV.

ROD

DIFF.

ELEV.

OBJECT

AZ.

STADIA