

OFFICE OF COUNTY ENGINEER
RAMSEY COUNTY, MINN.

PLAN

Survey

FROST AVE

From T.H. 61 To ADELE

Road Acc't. No. 28

Date Filed 1-21-82

De. 12
File BK. 40

Plan Survey

~~Frost Ave~~
Parkway Drive

T.H. 61 To Keller

channel Bridge

1-8 Alignment

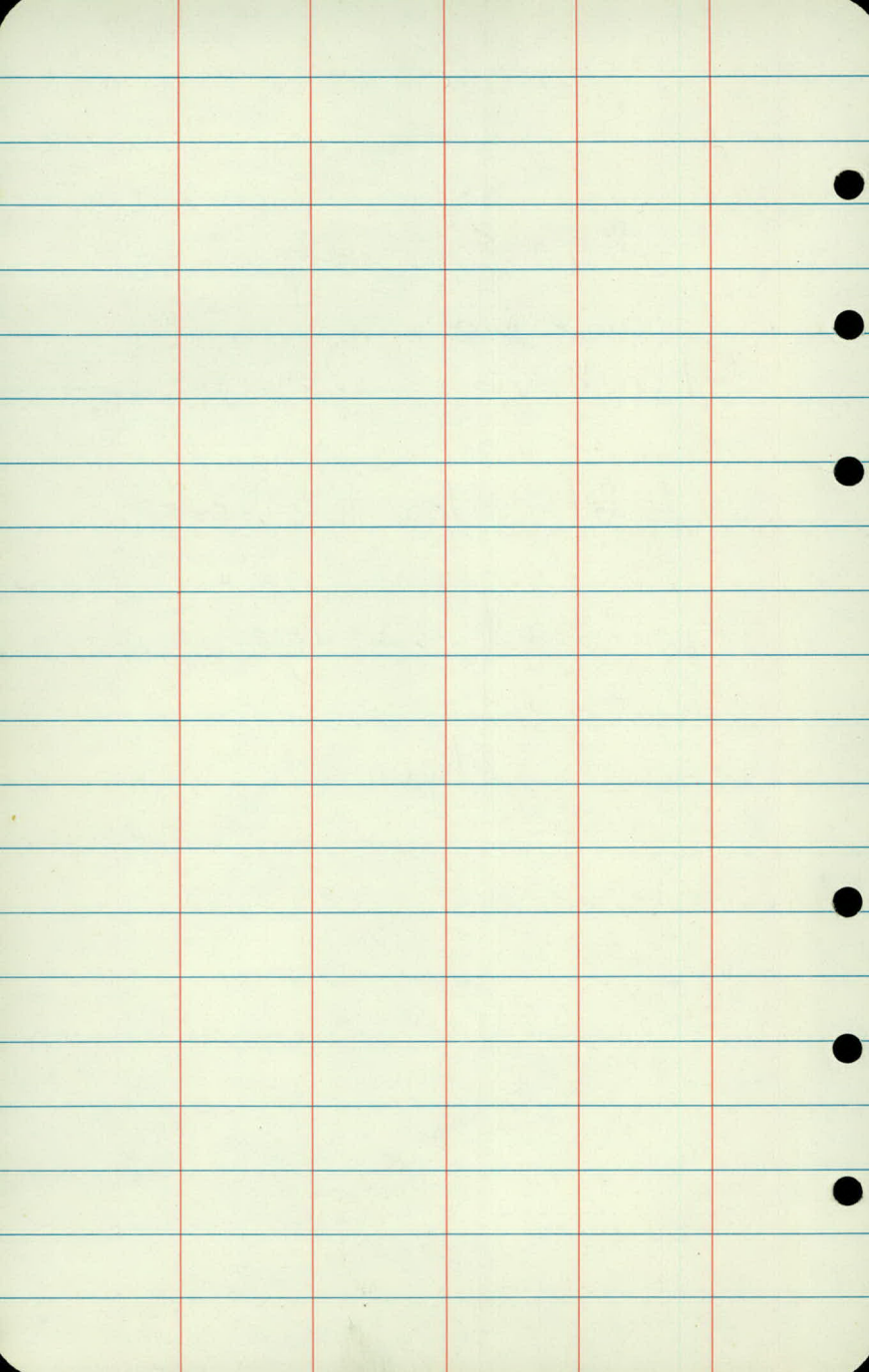
9-11 Bench levels

12-23 Topography

24-38 X sects 20+00 to 30+00

39-40 Bench levels

41-53 X sect
54-55 Subgrade stakes
30+00 to 39+00
5+00 to 12+00



W.S.
L.F.
R.J.

4-22-75
CLIMATE: 55°

PLAN SURVEY

OF

PARKWAY DRIVE

FROM HWY 61 TO FROST AVE

ALIGNMENT

STA	POINT	ALT	DIR
25+20.10	P.D.S.T (PT.7)		
26+59.68	PT & P.C.C.	12° 13' 6"	
+50		11° 44' 40"	PI = 25+36.78
26		9° 17' 48"	$\Delta = 24° 26' 12"$
+50	9° 45'	6° 50' 36"	T = 126.68
25		4° 24' 04"	L = 249.58
+50		1° 57' 12"	R = 585.00
24+10.10	P.C.	0'	D = 9° 50' ±
+58.33	PT	23° 30'	
+50		22° 39' 0° 51'	P.I. = 21+50
22		17° 33' 5° 57'	$\Delta = 47°$
+50	PI	12° 27.5' 11° 2.5'	D = 20° 20' ±
21		7° 21.5' 16° 8.5'	T = 122.18
+50		2° 15.5' 21° 14.5'	L = 230.81
+27.82	PC	0	R = 281.00
20+00	4 HW461		

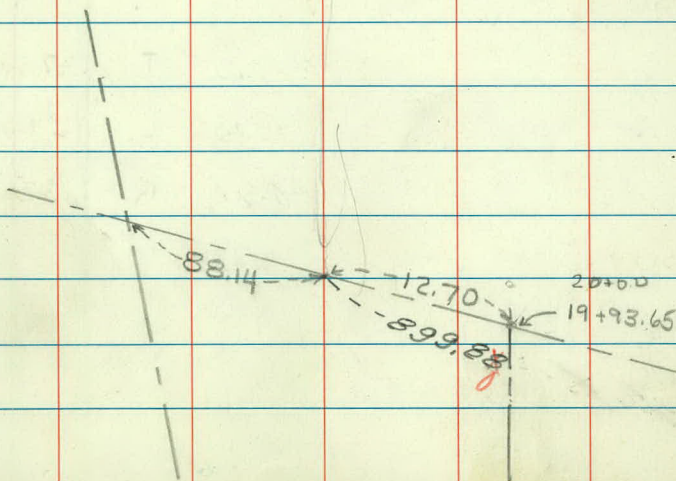
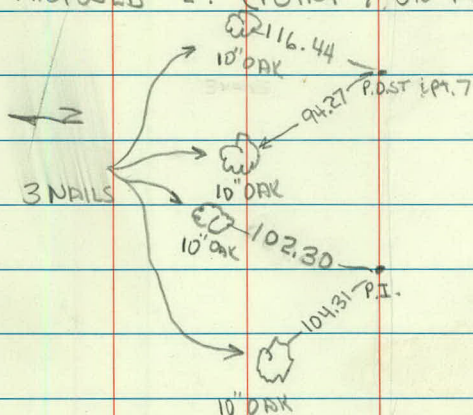
W.S
K.G
R.J
E.Y

4-22-75
7-9-76
95°

2

INTERSECTION OF PARKWAY DRIVE AND NEW

PROPOSED $\frac{1}{4}$. (POINT 7 ON MAP.)

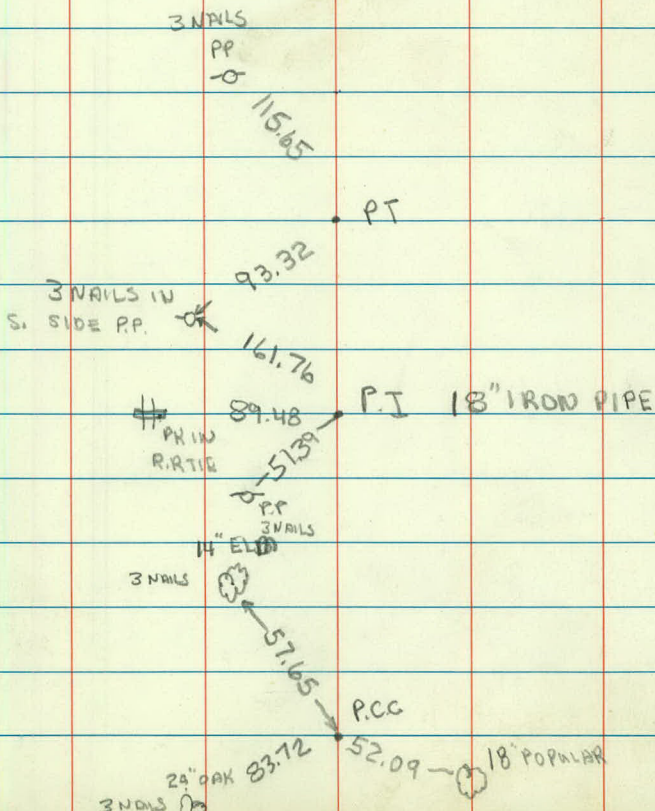


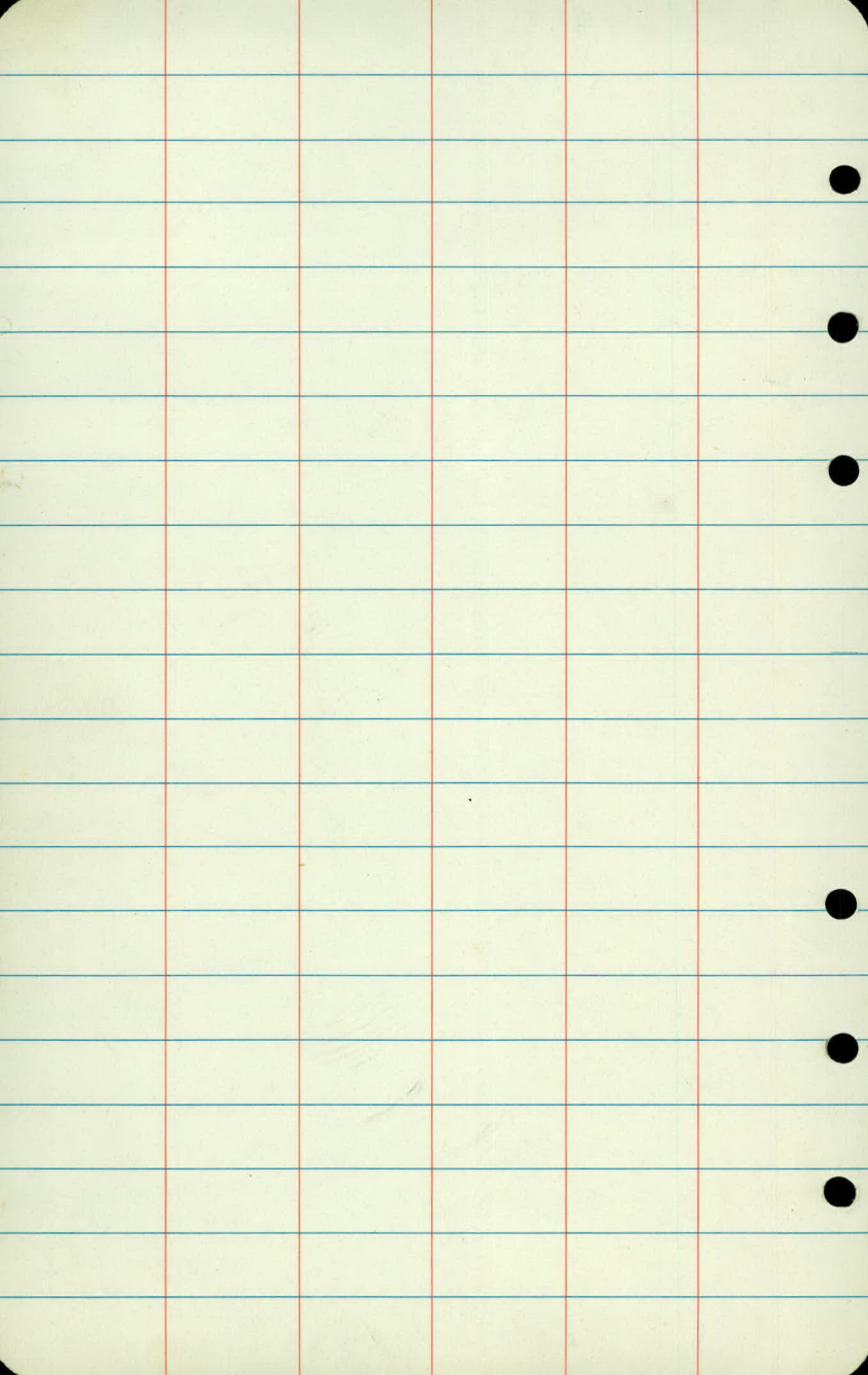
STA	POINT	ALT	Δ RT
+49.18	P.T.	7° 47' 24"	
31		8° 48' 23"	
+50		7° 48' 23"	
30		6° 48' 23"	P.I = 29 + 06.89
+50		5° 48' 23"	Δ = 19° 34' 48"
29		4° 48' 23"	T = 247.21
+50		3° 48' 23"	L = 489.50'
28		2° 48' 23"	R = 1432.6
+50		1° 48' 23"	D = 4°
27		48' 23"	
26+59.68	P.C.C		

W.S.
K. 6
R. 46
EX

1-9-16
CLEAR 95°

3





W.S
mm
GC
SH

8-30-17

4

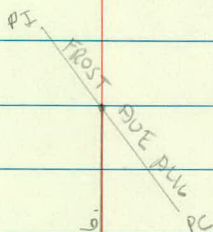
PLAN SURVEY

PARKWAY DRIVE

From T.H. 61

TO

FROST AVE

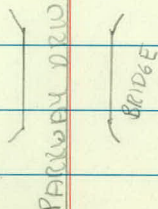


ALIG

P 2,3

TOPO

P



STA	POINT	ΔLT	ΔRT
+49.18	P.T.		9°47'24"
31			8°48'23"
+50			7°48'23"
30			6°48'23"
+50			5°48'23"
+06.89	P.I.		
29			4°48'23"
+50			3°48'23"
28			2°48'23"
+50			1°48'23"
27			48'23"
26+59.68	P.C.C		

W-5
mm
G.C
SH

8-30-77

5
2

3 NAILS
PP

φ

115.65

PT

PK NAIL

3 NAILS
S. 810 E. PP.

φ

93.32

161.76

PKW
R.R. TIE

+

89.48

PI 18" IRON PIPE

3 NAILS
PP

φ

51.39

3 NAILS 14" ELM

⊗

57.65

PCC

24" OAK

⊗

3 NAILS

83.72

52.09

3 NAILS
18" POPULAR

⊗

STA

POINT

ALT

ART

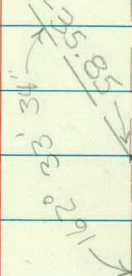
39+83.50

W
C
C
H

8-30-17

6/3

P.I. ON FROSTAVE



PC = 4+36.13

STA

LT

Q

RT

33

RD RD
14 15+61 $\frac{PP}{31}$

+50

RD RD
14 15

32

RD RD
13 16+74 $\frac{R/R SIGN}{77}$ +70 $\frac{RD}{67}$ +70 $\frac{RD}{17}$ +56 $\frac{RD}{33}$ +63 $\frac{RD}{49}$ +55 $\frac{RD}{24}$ +61 $\frac{RD}{18}$

+50

RD RD
12+34 $\frac{POST}{72}$ +22 $\frac{13" OPR}{91}$ +19 $\frac{PQR}{36}$ +09 $\frac{POR}{26}$

31 +00

RD B6 RD
12 16

W.S.
L.F.
R.T.

4-22-75
CLOX 04:55
7

PLAN SURVEY

OF

OF

PARKWAY DRIVE

From HWY 61 to Frost Ave

ALIGNMENT TO THE EAST P. 2:3

STA	POINT	ΔL	ΔR
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25+20.10	P.O.S.T.		
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$$\Delta = 24^{\circ} 26' 12''$$

$$T = 126.68'$$

$$L = 249.58'$$

$$R = 585.00'$$

24+10.10	P.C.		
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$$D = 9^{\circ} 50' \pm$$

$$50' \text{ Arc} = 49.98' \text{ Chord}$$

$$25 = 25$$

22+58.33	P.T.	$23^{\circ} 30'$	$0'$
----------	------	------------------	------

+50	$22^{\circ} 39'$	$0^{\circ} 51'$	P.I. 21+50
-----	------------------	-----------------	------------

22+00	$17^{\circ} 33'$	$5^{\circ} 57'$	$\Delta = 47^{\circ}$
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+50	$12^{\circ} 27.5'$	$11^{\circ} 2.5'$	$D = 20^{\circ} 20' \pm$
-----	--------------------	-------------------	--------------------------

21+00	$7^{\circ} 21.5'$	$16^{\circ} 8.5'$	$T = 122.18$
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+50	$2^{\circ} 15.5'$	$21^{\circ} 14.5'$	$L = 230.51$
-----	-------------------	--------------------	--------------

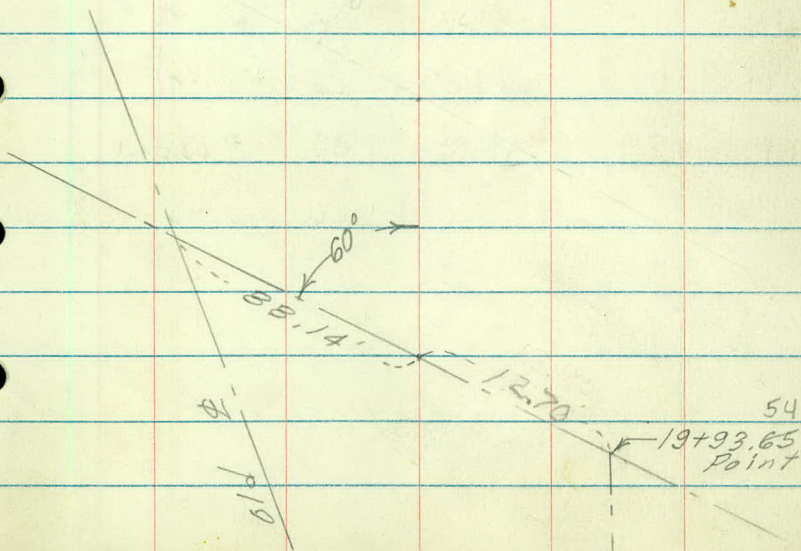
+27.82	P.C.	0	$23^{\circ} 30'$	$R = 281.00$
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20+00	± HWY 61		
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W.S
L.F
R.J

3
\$ (8)

INTERSECTION OF PARKWAY DRIVE AND NEW
PROPOSED E. STATION TO POINT 7.



STA	+	π	-	ELEV
BM ₁	0.14	882.64		(882.50)
T.P.	1.96	877.87	6.73	875.91 ^{6.59}
B.M. ₂	13.23	890.24	0.86	877.01 ^{1.10}
B.M. ₃	13.11	901.58	1.77	888.47 ^{11.46}
T.P.	10.17	911.31	.44	901.14 ^{12.67}
B.M. ₄			.82	910.49 ^{9.33} (910.37)

BM ₄	0.86	911.23	10.22	910.37 (910.37)
T.P.	0.59	901.60	10.22	901.01 ^{9.36} 901.14
B.M. ₃	1.49	889.78	13.31	888.29 ^{12.72} 888.47
B.M. ₂	0.98	877.80	12.96	876.82 ^{11.47} 877.01
T.P.	7.96	883.72	2.04	875.76 ^{1.06} 875.91
B.M. ₁			1.26	882.46 ^{6.70} (882.50)

W.S
L.F
R.J

23 APR 75 6
CLOUDY 60° 9

TOP HYD SW CORNER PARKWAY : LARP.

TOP SW BOLT ON SOUTHERLY ARCHLIGHT POLE @ MAPLE HILLS CTR

TOP HYD NORTHERLY ENTRANCE TO MAPLE HILLS CTR.

TOP HYD NW CORNER PARKWAY & HWY 61

SW CORNER OF SW @ STEPS, HAND 1815 HWY 61

TOP DISC. SE CORNER OF BRIDGE #6692 DISC. NO 6222-A

24 APR 75
CLOUDY 50°

TOP DISC NO. 6222-A -- SE CORNER OF BRIDGE #6692.

SW CORNER OF SW @ STEPS HAND 1815 HWY 61

TOP HYD N.W CORNER PARKWAY : HWY 61

TOP HYD NORTHERLY EXT. TO MAPLE HILLS CTR.

TOP SW BOLT ON SOUTHERLY ARCHLIGHT POLE @ MAPLE HILLS CTR

TOP HYD SW CORNER PARKWAY : LARP.

STA	+	π	-	ELEV
BM	1.22	883.72		(882.50)
TP	2.14	878.01	7.85	875.87 ^{6.3}
BM	12.93	889.92	1.02	876.99 ^{1.12}
BM	13.72	902.18	1.46	888.46 ^{11.47}
T.P	10.54	911.72	1.00	901.18 ^{12.72}
BM			1.19	910.53 ^{9.35} (910.37)

BM	0.67	911.04		(910.37)
T.P	0.00	901.02	10.02	901.02 ^{9.35} 901.18
B.M.	1.48	889.81	12.69	888.33 ^{12.69} 888.46
B.M	1.23	878.11	12.93	876.88 ^{11.45} 876.99
T.P	8.39	884.17	2.33	875.78 ^{1.10} 875.87
BM			1.80	882.37 ^{6.59} 882.50

W.S.
G.A.
R.J.
L.F.

24 APR 75 7
CLOUDY 52°
10

TOP HYD SW CORNER LARP. : PARKWAY DR.

TOP BOLT ON SOUTHERLY ARCH LIGHT POLE @ MAPLE HILLS CTR.

TOP HYD @ NORTH ENT. TO MAPLE HILLS CTR.

TOP HYD NW CORNER OF HWY 61 : PARKWAY DR.

SW CORNER OF SW. @ STEPS HO. NO 1815 HWY 61

TOP DISC NO. 6222-A -- SE COR BRIDGE NO 6692

TOP DISC. NO. 6222-A -- SE COR BRIDGE #6692

SW CORNER OF SW. @ STEPS HO. NO. 1815 HWY 61

TOP HYD NW CORNER OF HWY 61 : PARKWAY DR

TOP HYD @ NORTH ENT. TO MAPLE HILLS CTR.

TOP BOLT ON SOUTHERLY ARCH LIGHT POLE @ MAPLE HILLS CTR

TOP HYD SW CORNER LARP. : PARKWAY DR.

STA	+	K	-	Elev	
BM	1.50	884.00			(882.50)
TP	2.41	878.31	8.10	875.90	6.60
BM	13.35	890.35	1.31	877.00	1.10
BM	13.00	901.46	1.89	888.46	11.46
TP	9.90	911.07	0.29	901.17	12.72
BM			0.55	910.52	9.35 (910.37)
BM	0.28	910.65			(910.37)
TP	0.49	901.51	9.63	901.02	9.33 901.02
BM	1.97	890.28	13.20	888.31	12.71 888.303
BM	0.95	877.79	13.44	876.84	11.87 876.840
TP	8.04	883.79	2.05	875.74	1.10 875.74
BM			1.43	882.36	6.42 5 882.345 882.50

TOP HYD SW COR. LARPEUR PARKWAY

TOP BOLT SOUTHERLY ARCLIGHT POLE ^{MAPLE HILLS}

TOP HYD at NO. ENT TO MAPLE HILLS CTR

TOP HYD NW COR HWY 61 & PARKWAY

SW COR OF SIDEWALK AT STEPS HO# 1815 TH 61

TOP DISC NO 6222-A SE COR BRIDGE # 6692

TOP DISC NO 6222-A SE COR BRIDGE

SW COR OF SIDEWALK AT STEPS HO# 1815 T.H. 61

TOP HYD NW COR HWY 61 & PARKWAY DR.

TOP HYD AT NO ENT TO MAPLE HILLS CTR

TOP BOLT SOUTHERLY ARCLIGHT POLE at MAPLE HILLS

TOP HYD SW COR LARPEUR & PARKWAY

	-	π	+	Elev.
25+20.1	8.00	82.20		90.2

+50			7.62	89.82
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26			6.86	89.06
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+50			6.22	88.42
-----	--	--	------	-------

27			5.52	87.72
----	--	--	------	-------

+50			4.78	86.98
-----	--	--	------	-------

28			4.03	86.23
----	--	--	------	-------

BM			2.58	84.78
----	--	--	------	-------

24			9.93	85.53
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23+50			$ \begin{array}{r} 1.2 \\ 83.40 \\ - 3.7 \\ \hline 79.70 \end{array} $	$ \begin{array}{r} 5.7 \\ 2.0 \\ \hline 3.7 \end{array} $
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Spike in
PP Lt

79.7 ✓

W.S
R.J
E.Y

10-15-76
COLD 40°

2
12

TOPOGRAPHY

PARKWAY DRIVE

HWY #61

TO

EAST

+50

BIT LT
70-110

Q

RT

22

BIT
76

+75 BIT
78

+50

CONC
105+

BIT
76

1

+28 P.O.K.
69

+14 SIGNAL BASE
60

21

+94 B6 RAD
44

CONC
70+

BIT
52-70

+68 COMPRESSURE PLATE
28

+56 COR. PRESSURE PLATE
33

+59 F.B.T.
Q

+50

CONC
24-75+

BIT
24

BIT
16

+29 CONC
Q

+25 CONC
0-5

+25 BIT
5-47

20

CONC
0-72

CONC
0-52

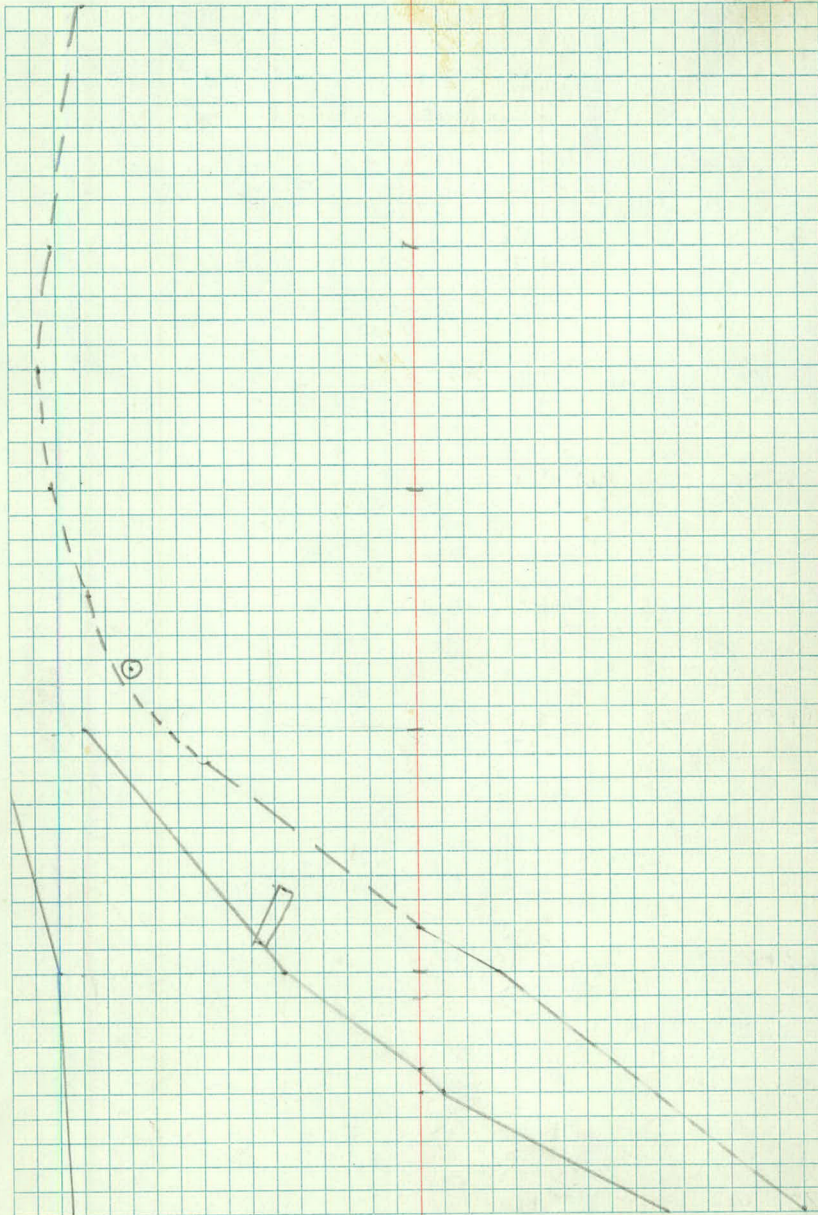
BIT
30

W.S.
R.O.
E.V.

Lt

E

RT 10-15-76
CORO 40' 10
13



LT

E

RT

25+00

BIT RD
E-25185 ^{36" ELM}
47

+50

BIT RD
10-37

24+00

BIT RD
25-51

+50

BIT RD
41-67

23+00

BIT RD
56-83

22+50

BIT RD
70-110

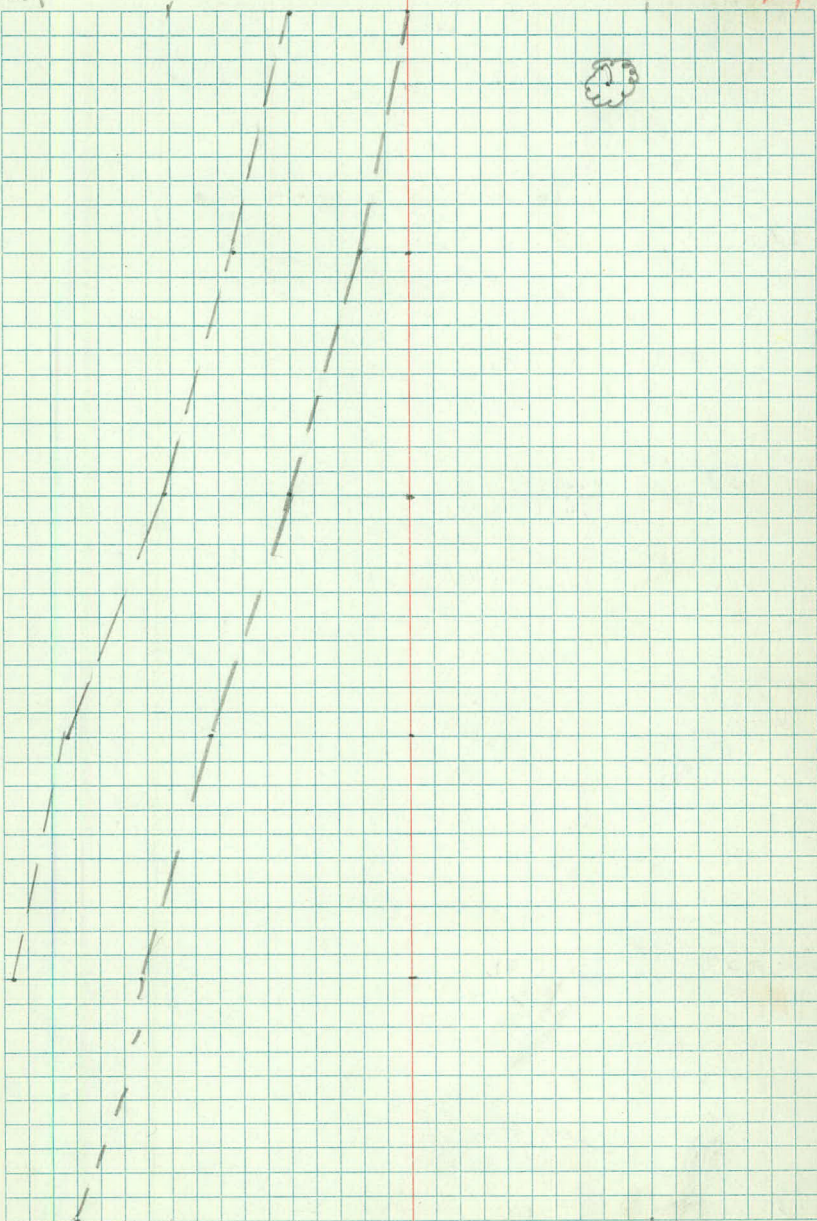
W.S
R-J
E.Y

LT

E

RT 10 15 76

//
14



LT

C

RT

+50

RD
12RD
13+24 86 OAKS (WOODS)
58+07 32" COTTONWOOD
28+08 12" ASH
32

27

RD
13RD
11+70 E WOODS
74+74 24" COTTONWOOD
39+50 SLP WOODS
38 70RD
12RD
13+48 30" COTTONWOOD
51+29 8" OAK
58+15 86 WOODS
70+09 14 OAK
69+29 3-9" COTTONWOOD
52

26

+99 28" OAK
48RD
13RD
11+76 4-4" OAK
49+66 36" COTTONWOOD
55

+50

RD
18RD
8+16 C. ELM 3-9"
70+25 6" ASH
55

25

RD
E-25

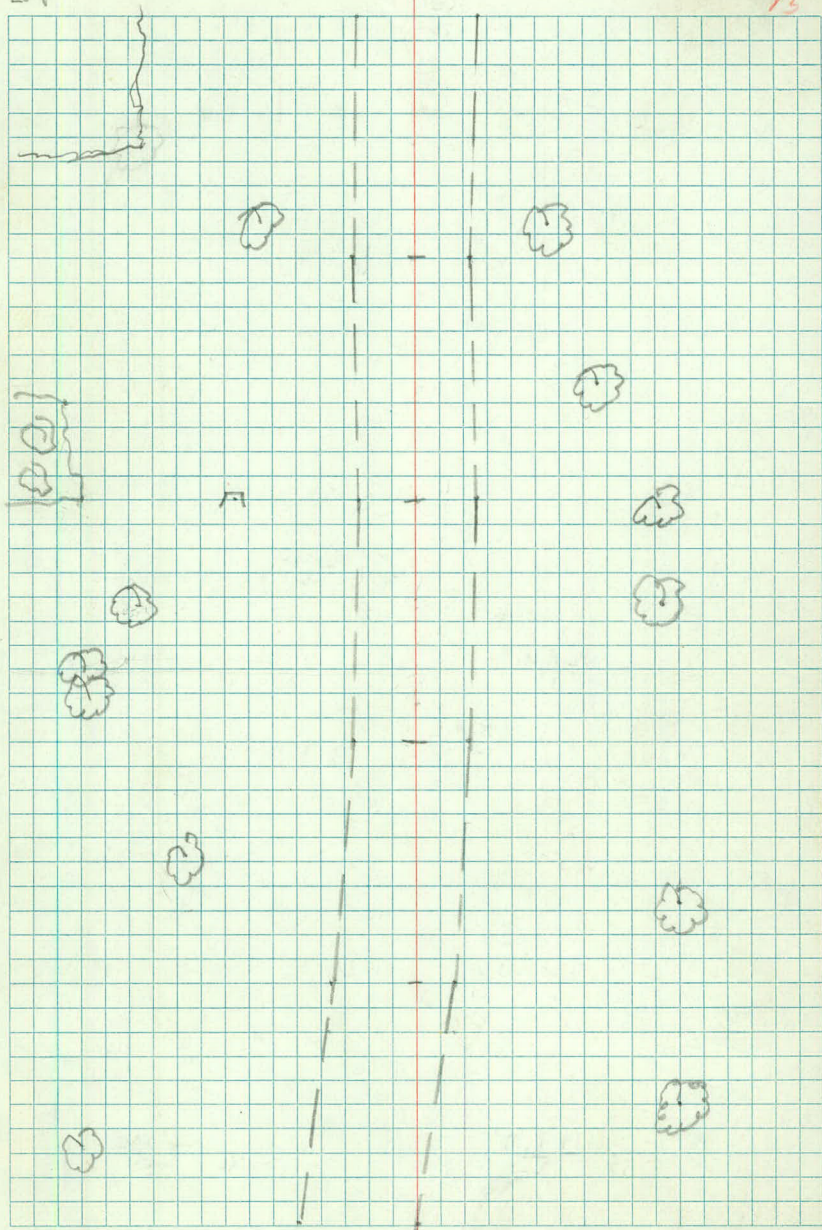
W.S
RT
EY

LT

C

10-15-76
RT COLO 39°

12
15



30

L1

RD
12

RD
14

6" elm
85

RT

+93

+50

29

RD
12

RD
14

8" OAK
64

1w 8" OAK
56

+69 PP
60

+89 18" OAK
66

+80 15" OAK
72

+73 12" OAK
70

+55 3/4 P.V.C
36

+56 10" OAK
76

+71 6" OAK
75

+50

RD
12

RD
14

6" elm
72

+24 4-10" OAK
70

+15 5" OAK
79

+77 E Woods
56

+02 8" OAK
71

+05 8" OAK
79

+12 1" OAK
66

28

WOODS

RD
12

RD
14

+97 12" OAK
82

+96 36" OAK
66

+75 34" COTTENWOOD
81

+25 E WOODS

+85 14" ELM
32

+62 2-6" OAK
78

27+50

RD
12

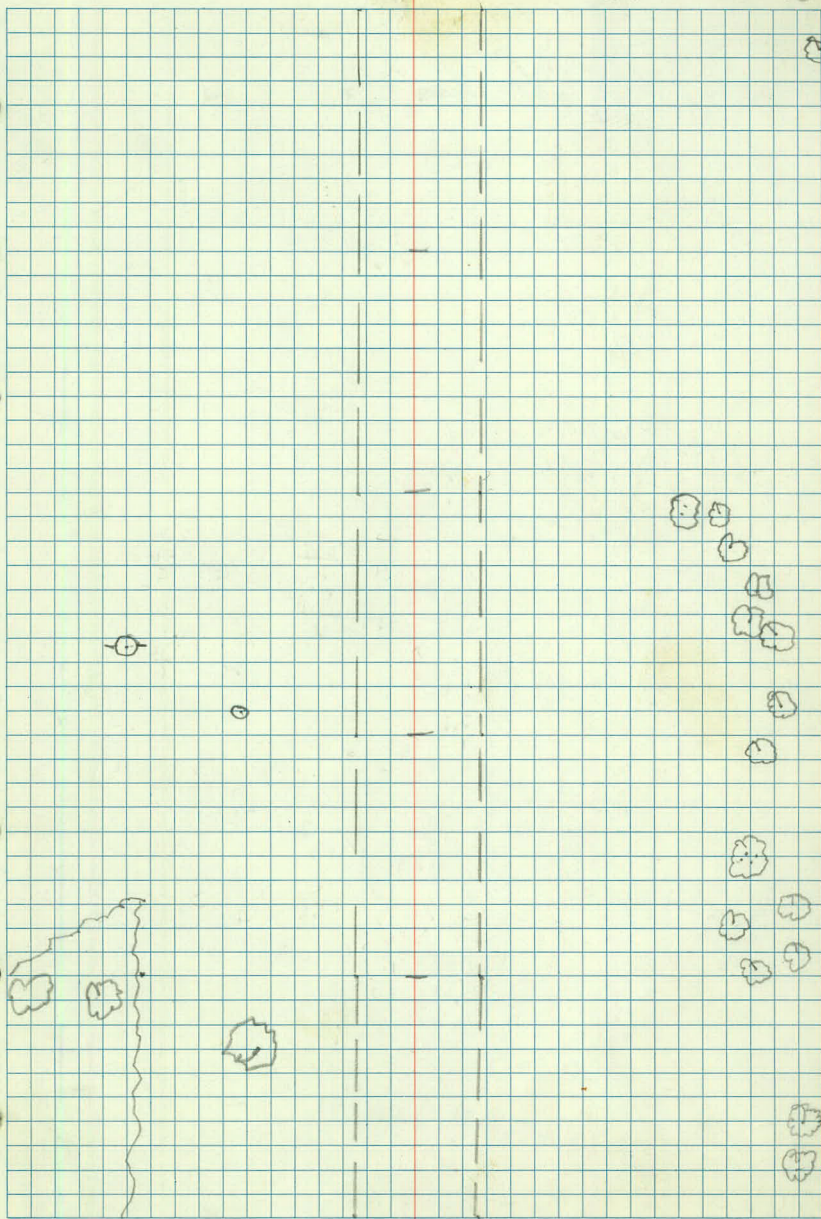
RD
13

W.S.
R.J.
E.Y.

LT

Q

10-15-76
COLD 39°
10-18-76
COLD 35°
RT 16
13



L1

L

RT

+50

RD RD
14 15

32

RD RD
13 16+74 $\frac{R/R \text{ SIGN}}{77}$ +70 $\frac{RD}{67}$ +70 $\frac{RD}{17}$ +63 $\frac{RD}{49}$ +56 $\frac{RD}{33}$ +55 $\frac{RD}{24}$ +61 $\frac{RD}{18}$

+50

RD
12+34 $\frac{POST}{72}$ +35 $\frac{RD}{56}$ +19 $\frac{P.O.R.}{36}$ +22 $\frac{15' ONK}{91}$ +09 $\frac{P.O.R.}{26}$

31

RD BGRAD
12 16+95 $\frac{WOOD POST}{51}$ +90 $\frac{8" ASH}{68}$ +63 $\frac{R.P.}{34}$ +62 $\frac{COR SIGN}{43}$ +56 $\frac{COR SIGN}{47}$

+50

RD RD
11 15+41 $\frac{6" ELM}{68}$

30

RD RD
12 14

W.S
R.D
E.V

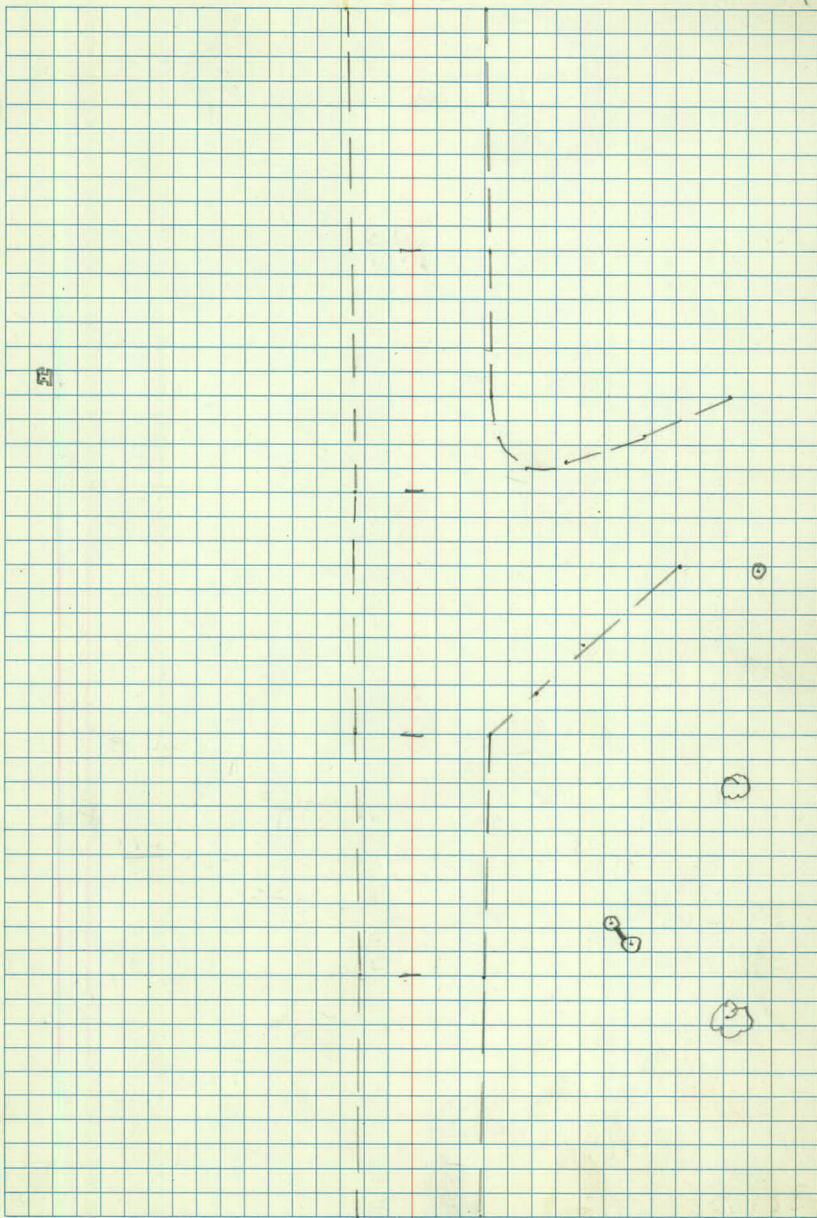
LT

Q

RT

10-18-76
COUN 126°

17
14



LT

CL

RT

+50

X +176

2' SPILLWAY
19 RD

+18 B6 BRIDGE WALL
19

+13 BIT
14-19

+13 8" ASA
28

+05 12" ASA
29

33

RD
14

RD
15

+61 PP
31

32+60

RD
14

RD
15

+45 B6 BRIDGE WALL
19

+44 BIT
15-19

+36 CONC POST
21

+23 16" ASA
57

+28 CONC POST
21

+20 CONC POST
21

WS
RD
EY

LT

C

RT 10-18-76
LOW 32° 15
15

FLAGSTONE
WALL



FLAGSTONE
WALL



LT

C

RT

33+00

RD RD
14 15+61 $\frac{PP}{31}$

+50

RD RD
14 16

32+00

RD RD
13 16+74 $\frac{R/R \text{ SIGN}}{77}$ +70 $\frac{RD}{67}$ +70 $\frac{RD}{17}$ +63 $\frac{RD}{49}$ +56 $\frac{RD}{33}$ +55 $\frac{RD}{24}$ +61 $\frac{RD}{18}$

+50

RD
12+34 $\frac{POST}{12}$ +35 $\frac{RD}{56}$ +19 $\frac{POR}{36}$ +22 $\frac{15" OAK}{91}$ +09 $\frac{POR}{26}$

31+00

RD BGRAD
12 16

WS
MM
GC
SH

LT

E

RT

8-30-77

4

19

Fig

0

0

LT

E

RT

+50

CONC POST

RD

RD

CONC POST

SAN
MH
92

17

13

17

21

8" ON CENTER
86 CONC POST

+23

+10 22

BIT SPILLWAY

+06 19-30

+03 E BRIDGE
22

35

CONC POST FE RD

BRIDGE

RD TWI 36" B.E.

+98 7" ELM
40+91 5-24" ASPH
47

15

22

20

28

+77 86 CONC POST
19+76 E BRIDGE
19+82 12" ELM
35+76 BIT
15-20+65 PP
30

+50

BRIDGE

BRIDGE

19

21

+36 10" MAPLE
42

34

BRIDGE

BRIDGE

19

21

+88 15" CMP
43+71 3-6 ASA
27

+50

BRIDGE
19+48 E 15" CMP
43+34 TW 12" ELM
28+25 6" ELM
32+27 6" ELM
32+44 BIT 1
15-19+45 86 BRIDGE WALL
24

+19 33

+17 E 2" SPILLWAY
19 → N+18 86 BRIDGE WALL
19+13 BIT
14-19+13 8" ASPH
28+28 CONC POST
21+36 CONC POST
21+05 12" ASPH
29+20 CONC POST
21+23 16" ELM
57

33 +00

RD

RD

14

15

LS
MR
MM
SH

LT

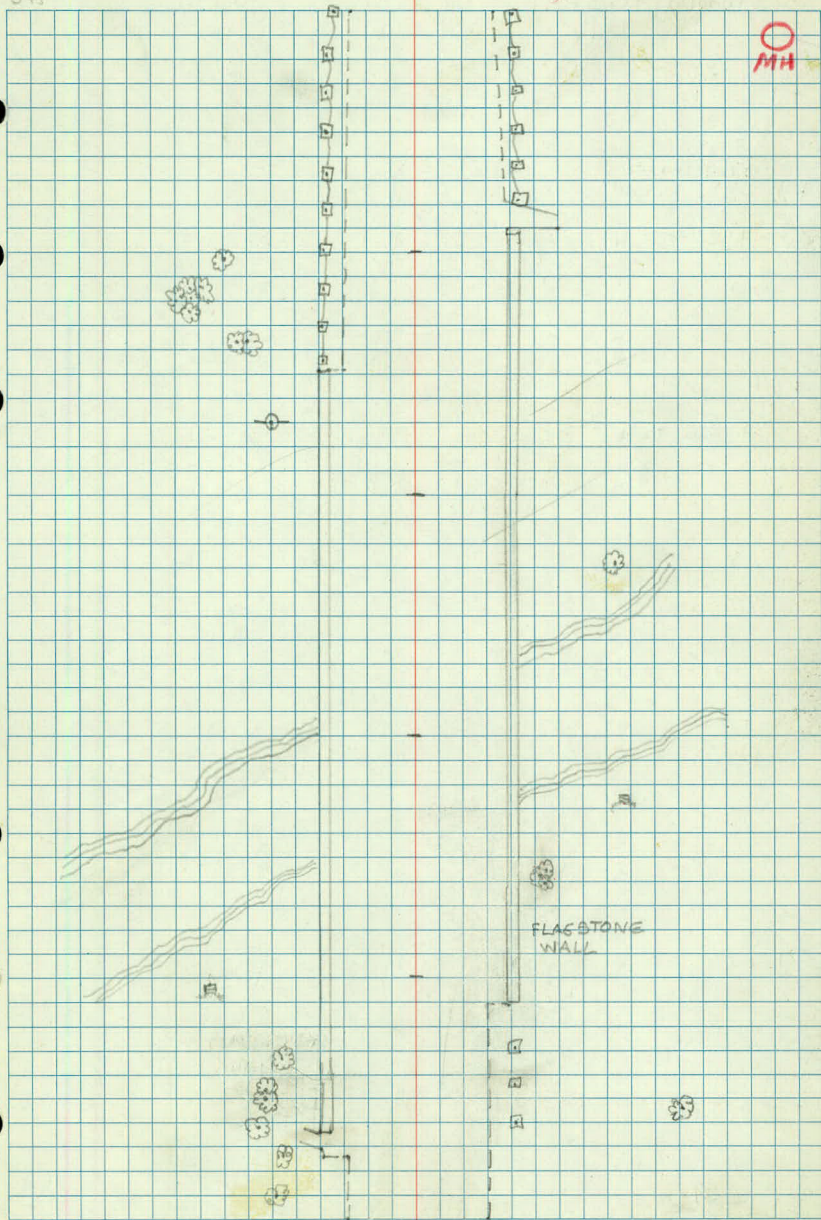
Q

8-31-77
RT

5

20

MM



LT

E

RT

38	WOODS 60	CONC POST 16	RD 13	RD 16	CONC POST 18	RD 41-64
----	-------------	-----------------	----------	----------	-----------------	-------------

+95 $\frac{48 \text{ BK}}{42}$

+76 $\frac{10 \text{ CORRWOOD}}{31}$

+50	WOODS 49	CONC POSTS 17	RD 13	RD 16	CONC POST 18	
-----	-------------	------------------	----------	----------	-----------------	--

+39 $\frac{6 \text{ CORRWOOD}}{43}$

+24 $\frac{86 \text{ WOODS}}{55}$

37	CONC POST 15	RD 13	RD 16	CONC POST 18		
----	-----------------	----------	----------	-----------------	--	--

+61 $\frac{PP}{31}$

+50	CONC POST 16	RD 13	RD 16	CONC POST 18		
-----	-----------------	----------	----------	-----------------	--	--

36	CONC POST 17	RD 13	RD 16	CONC POSTS 20		
----	-----------------	----------	----------	------------------	--	--

+98 $\frac{18 \text{ ELM}}{45}$

35+50	CONC POST 17	RD 13	RD 17	CONC POST 21		
-------	-----------------	----------	----------	-----------------	--	--

WS
33
33
SH

LT

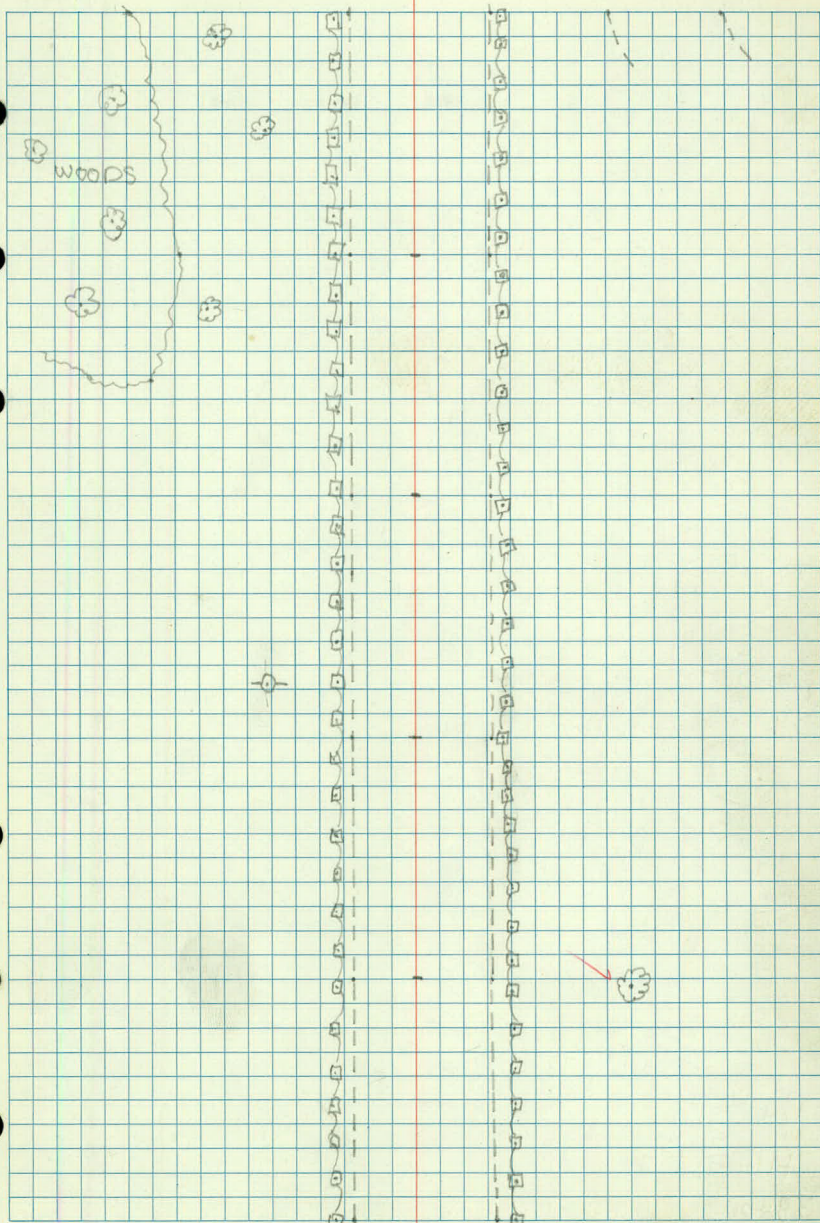
C

RT

B-31-77

6

21



STA

LT

C

RT

40

RD
19RD
13+90 $\frac{14'' \text{ ELM}}{32}$ +72 $\frac{10'' \text{ ELM}}{47}$

+50

RD
17+49 $\frac{14'' \text{ ELM}}{41}$ RD
25+44 $\frac{\text{E WOODS}}{51}$

39

WOODS
36RD
16RD
25+63 $\frac{\text{PP}}{30}$ +81 $\frac{\text{WOODS}}{42}$ +59 $\frac{24'' \text{ R.C.P.}}{39}$ +60 $\frac{\text{E CONC POST}}{16}$ +76 $\frac{24'' \text{ R.C.P.}}{76}$ +60 $\frac{36'' \text{ CMP}}{47}$ +60 $\frac{\text{WOODS}}{48}$ +69 $\frac{6'' \text{ ELM}}{59}$

+50

RD
13RD
29+43 $\frac{\text{WOODS}}{48}$ +29 $\frac{\text{WOODS}}{31}$ +13 $\frac{\text{RD}}{37-62}$ +20 $\frac{\text{P.O.B.}}{25}$ +16 $\frac{\text{WOODS}}{32-53}$ +13 $\frac{\text{BLK RAD}}{16}$ +13 $\frac{\text{E CONC POST}}{19}$

38+00

WOODS RD CONC POST
60 13 16RD CONC POSTS
16 18RD
41-64

WS
MR
MM
SH

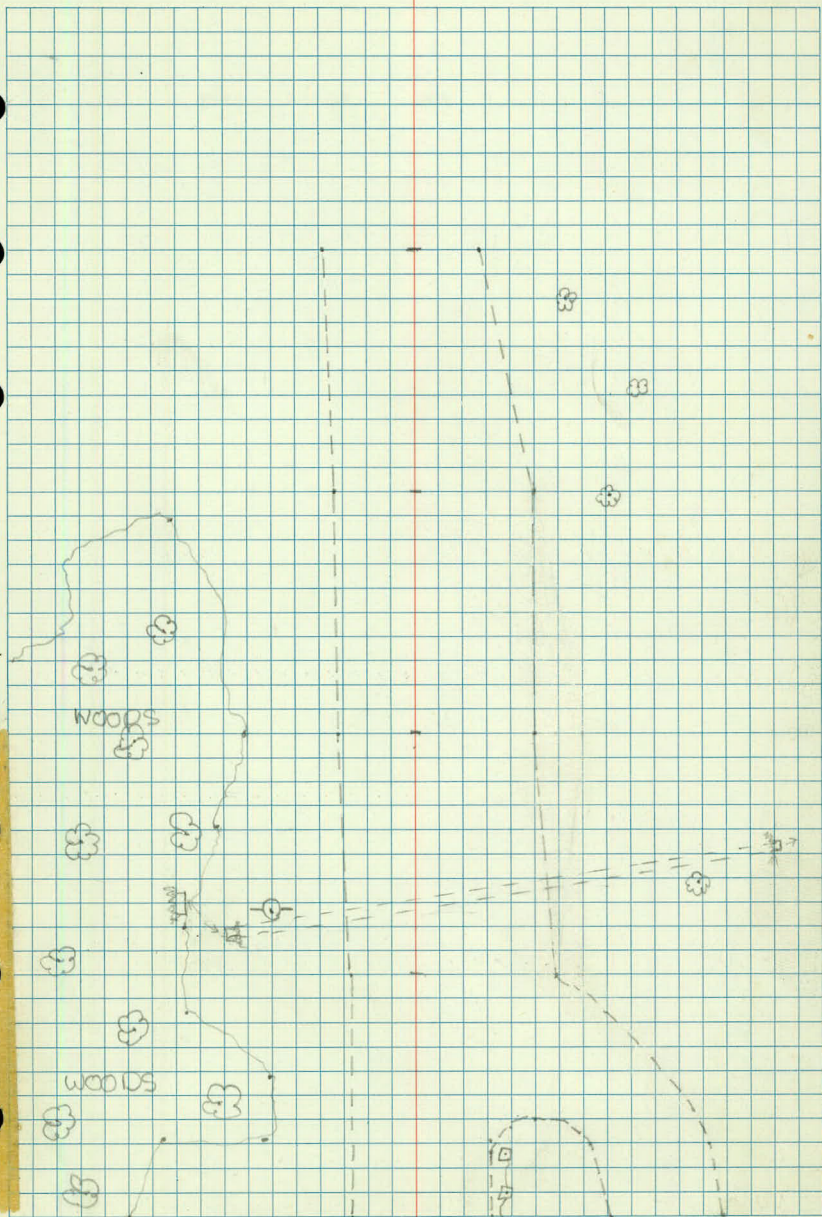
LT.

E

RT.

8-31-11

7
22



STA
+50

LT

C

RT

7

WOODS
46

RD
15

RD
12

+87 COR SWAMP
80 - SOUTH

+65 WOODS
31-50

+75 24' elm
46

+53 WOODS
31-50

+50

RD
15

RD
13

+40 24' elm
43

+05 Bk WOODS
50 → RD

+15 2-6' elm
30

+03 24' elm
43

6

RD
14

RD
14

SWAMP
7.3

+69 PP
28

+50

RD
15

RD
13

SWAMP
62

+35 16' elm
30

5+00

RD
20

RD
12

SWAMP
55

STA 5 IS THE ALIGNMENT THAT FRANK LUIPERA
RAN IN OW FROST. STA 39+82.50 IS THE ENDING POINT OF THAT
PARTICULAR LINE.

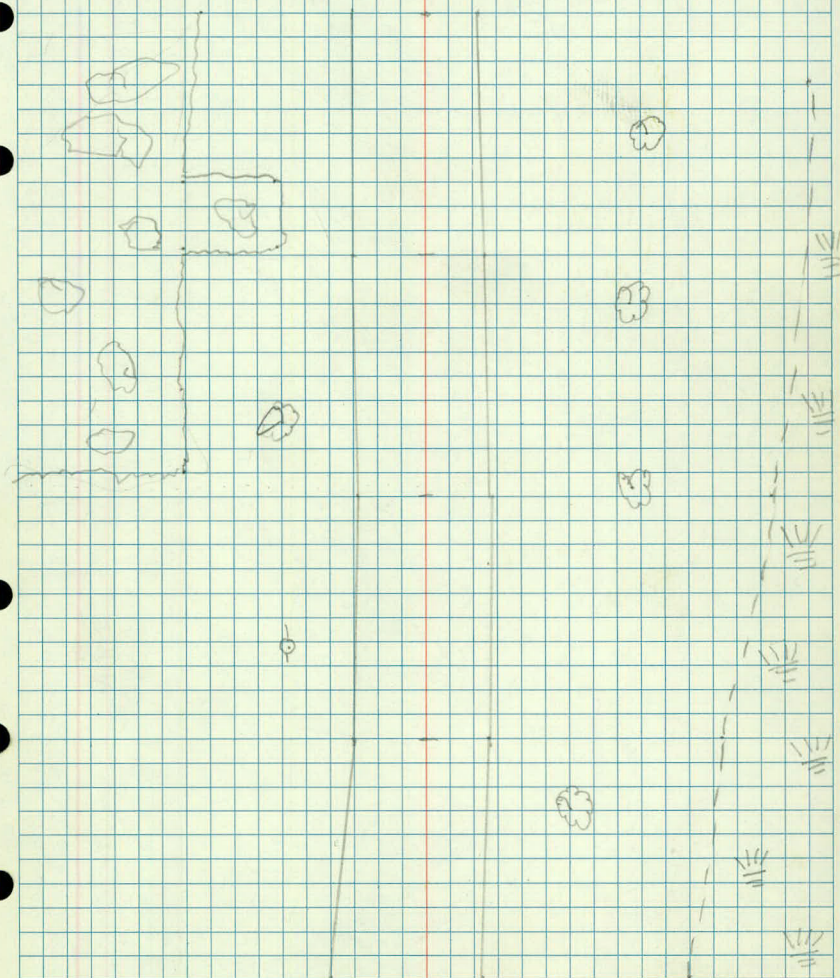
LT

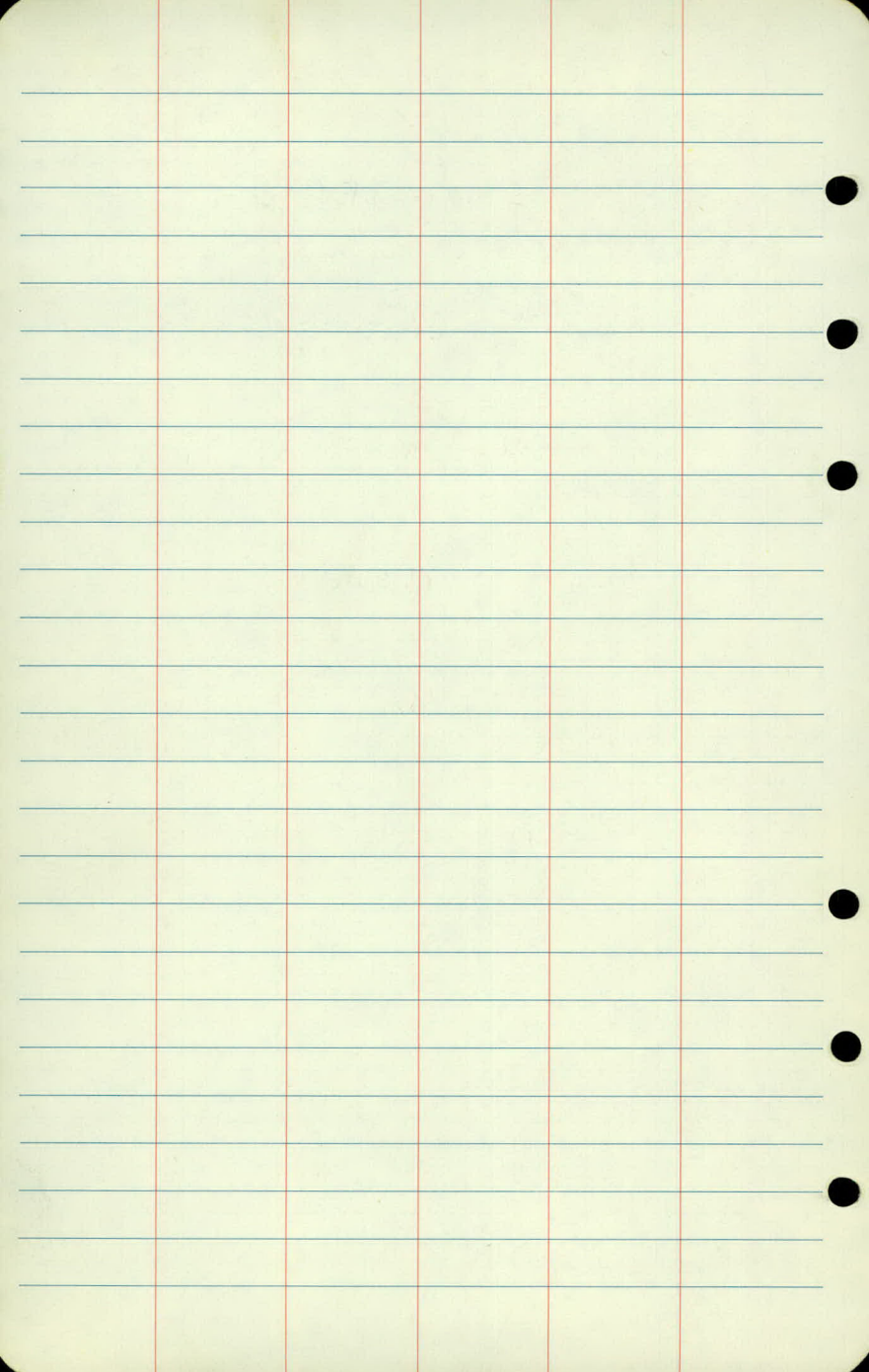
Q

RT

9-1-77

23
8





WS
GA
BJ

4-30-75 24
16

#141 Const.

X - SECTIONS

20+00 to 30+00

STA.	+	π	-	ELEV.
B.M	4.57	892.87		888.30

20+00	0. K			
-------	------	--	--	--

+30	0. K			
-----	------	--	--	--

+62				
-----	--	--	--	--

21+00				
-------	--	--	--	--

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

LT

E

13.3

25.17

PT

TH

TOP HYD NW CORNER 61 PARKWAY

88.4	87.8	87.9	87.7	87.3	86.7	86.2	85.4	79.7
$\frac{4.50}{100}$	$\frac{5.10}{70}$	$\frac{4.95}{50}$	$\frac{5.16}{25}$	5.56	$\frac{6.17}{25}$	$\frac{6.70}{38}$	$\frac{7.5}{75}$	$\frac{13.2}{100}$
CONC	CONC	CONC			CONC	CONC	CONC	CONC

90.3	89.5	88.9	88.3	87.4	86.7	85.8	79.6	71.4
$\frac{2.55}{112}$	$\frac{3.42}{75}$	$\frac{3.98}{45}$	$\frac{4.60}{21}$	5.45	$\frac{6.2}{26}$	$\frac{7.1}{47}$	$\frac{13.3}{73}$	$\frac{26.5}{100}$
CONC	CONC	CONC	CONC					

91.0	90.1	89.0	87.3	84.1	79.1	73.9	65.1
$\frac{1.87}{100}$	$\frac{2.79}{68}$	$\frac{3.85}{43}$	5.6	$\frac{8.8}{25}$	$\frac{13.8}{47}$	$\frac{17.0}{69}$	$\frac{27.8}{100}$
CONC	CONC	CONC					57.8
							33.1
							1.18
							water

91.5	90.5	89.2	84.1	78.1	69.3	62.7	59.8
$\frac{1.38}{100}$	$\frac{2.36}{78}$	$\frac{3.7}{48}$	$\frac{8.8}{26}$	14.8	$\frac{23.6}{35}$	$\frac{30.2}{60}$	$\frac{33.1}{78}$
							water

91.6	89.6	85.5	79.6	68.1	62.6	59.8
$\frac{1.31}{100}$	$\frac{3.3}{69}$	$\frac{7.4}{51}$	$\frac{13.3}{32}$	24.8	$\frac{30.3}{25}$	$\frac{33.1}{52}$
CONC						water

Sta

+

π

-

Elev

892.87

22+00

+ 50

23+00

+ 50

24+00

LT

✓

RT

89.7 85.9 78.9 73.3
3.2 7.0 14.0 19.6
68 55 33 18

67.0 62.7
25.9 30.2
16

59.8
33.1
46
water

92.1
0.8
95
£PW

✓

92.7 92.2 91.4 83.9 74.8
0.2 0.7 1.5 9.0 18.1
84 73 63 42 14
£PW

69.5
23.4

62.8
30.1
18

59.8
33.1
49
water

✓

92.7 92.2 90.4 82.8
0.2 0.7 2.5 10.1
70 58 45 21
£PW BIT

75.2
17.7

63.8
29.1
34

59.8
33.1
65
water

✓

92.5 91.8 90.2 85.1
0.4 1.1 2.7 7.8
54 41 29 16
£PW

79.7
13.2

65.9
27.0
45

59.8
33.1
84
water

✓

91.9 91.2 89.7
1.0 1.7 3.2
36 25 12
£PW

84.8
8.1

78.7
14.2
19

68.3
24.6
53

63.6
29.3
88

59.8
33.1
12
water

Sta	+	π	-	Elev.
		892.87		

24+50

+80

25+20

T.P.	11.45	903.60	0.72	892.15
------	-------	--------	------	--------

T.P.	9.13	911.60	1.13	902.47
------	------	--------	------	--------

BM			1.21	910.39
----	--	--	------	--------

910.37

27.6
1619

LT

✓

RT

90.3	91.2	91.2	92.7	89.6	88.9	81.6	74.9	68.8
$\frac{2.6}{47}$	$\frac{1.7}{34}$	$\frac{1.7}{21}$	$\frac{2.2}{10}$	$\frac{3.3}{4}$	$\frac{4.0}{4}$	$\frac{11.3}{24}$	$\frac{18.0}{44}$	$\frac{24.1}{64}$
86.3	86.7	89.9						
$\frac{6.6}{60}$	$\frac{6.2}{68}$	$\frac{3.0}{79}$						
							59.8	66.8
							$\frac{33.1}{154}$	$\frac{26.1}{89}$
							water	

86.5	86.5	90.0	90.9	90.8	90.2	88.6	83.3	79.3	74.3
$\frac{6.4}{59}$	$\frac{6.4}{52}$	$\frac{2.9}{40}$	$\frac{2.0}{26}$	$\frac{2.1}{13}$	$\frac{2.7}{2}$	$\frac{4.3}{14}$	$\frac{9.6}{30}$	$\frac{13.6}{42}$	$\frac{18.6}{58}$
90.3									
$\frac{2.6}{72}$									

91.0	86.7	86.3	89.5	90.3	90.2	89.6	87.9	82.3	77.8
$\frac{1.9}{61}$	$\frac{6.2}{46}$	$\frac{6.6}{35}$	$\frac{3.4}{24}$	$\frac{2.6}{12}$	$\frac{2.7}{2}$	$\frac{3.3}{15}$	$\frac{5.0}{30}$	$\frac{10.6}{50}$	$\frac{15.1}{68}$

TOP IRON POST IN DITCH NE COR PARKWAY: 61

TOP OF METAL IN MEDIAN HOLE TH 61

DISC SE COR BRIDGE # 6222-A TH 61

2258.33

151.68

247 0 01

5271 / 2811

W.S.
R.S.
C.V.

7-28-76
Groupy - 846

26 23

28

GRADE STAKES

STATIONS

STA	+ ₀	TK	PG.	PGR	
BM	4.20	892.50			888.30
20+50			887.0	3.5	
22+00			887.5	5.0	
22+50			887.5	3.0	

WIS
R.J
EY

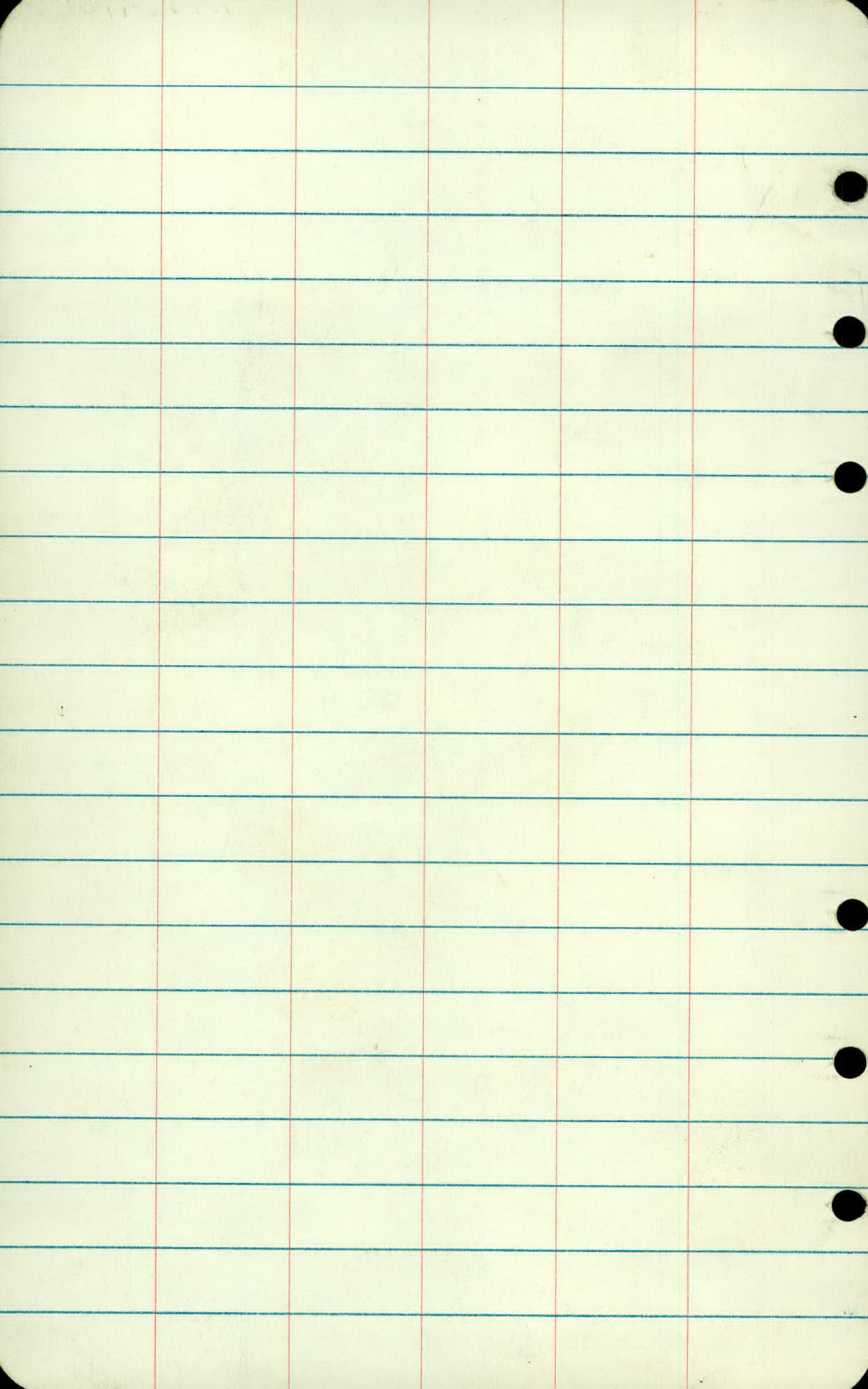
ROD
READING

CUT
OR
FILL

7-28-76

2724

29



W.S
K.G
R.W
E.Y

7-27-76
CLEAR: 82°

20
17
30

CROSS - SECTIONS

PARKWAY DR

STA. 20+50 $\rightarrow$ STA ³⁰~~27~~+00

west of bridge

X-SECTIONS 2-6

+

H.I.

ELEV.

Bm

4.29 892,59

888.30

 $20 + 50$

21 + 00

+50

W.S
K.6
R.J
EX

LT

☉

RT

7-27-76
CLEAR: 83

21
18
31

TOP HYD NW CORNER HWY 61 PARKWAY

90.7 88.5 87.5 86.4 85.9 85.3 79.4 72.9
1.87 4.05 5.1 6.2 6.7 7.3 13.2 19.7
91 33 22 30 58 68 92

56.2 65.1 65.3
36.4 27.5 27.3
200 137 122
H₂O

85.4 85.4 87.5 87.4 88.4 75.9

7.2 7.2 5.1 5.2 4.2 16.7
13 18 31 34 53

90.3 89.4 85.3 56.2 61.6 62.6 64.5 65.1

2.31 3.2 7.3 36.4 31.0 30.0 28.1 27.5
75 54 20 121 106 91 85 70
Edge CONC PAVMT. H₂O

91.6 90.7 86.9 85.5 85.4 85.5 87.4 86.0 76.1 64.8 64.1

0.98 1.93 5.7 7.1 7.2 7.1 5.2 4.6 16.5 27.8 28.5
96 79 55 16 11 17 33 53 73 85
EOLD PKWY Bit

56.2 59.8 59.9
36.4 32.7 32.7
109 99 93
H₂O

STA

+

 π

-

ELEV.

892.59

22+00

T. P. 5.63. 892.45 5.77 886.82

22+50

✓

23

✓

W S
KG
BJ
FY.

LT

E

RT

7.27-76
CLR. 89° 19
22
32

q24	q1.7	86.9	86.0	85.7	87.0	88.2	17.0	9
0.20	0.88	5.7	6.6	6.9	5.6	4.4	15.6	27.7
95	8.7	55	26		26	30	48	69
£ OLD PKRY.	116.							
						56.2	60.2	64.9
						364	32.4	28.2
						112	93	83
						H2O		

Top Spike @ P.T. STA 22158.33

q2.5	q2.1	q1.7	87.4	87.5	87.4	88.7	81.4	64.0
0.0	0.4	0.8	5.1	5.0	5.1	3.8	11.1	28.5
86	73	67	49		25	30	43	71

£ PWD

q2.6	q2.3	q2.3						
-0.1	.2	.2						
100	113	121						
						56.3	60.6	64.0
						36.2	31.9	28.5
						125	92	86
						H2O		

q2.7	q2.7	q2.1	87.6	87.4	87.2	89.0	77.5	64.7
-0.2	-0.2	0.4	4.9	5.1	5.3	3.5	15.0	27.8
80	70	57	36		30	35	54	76

q1.7	88.2	88.3	q1.7					
0.8	4.3	4.2	0.8					
95	100	113	128					
						59.8	64.3	
						H2O		
						32.7	28.2	
						150+	95	90

STA

+

π

-

ELEV

892.45

23+50

✓

24

✓

✓

23+88

19.64

W.S
K.C
R.T
E.Y
BW

LT

¢

7-27-76
CLEAN 87°

RT

20
23
33

✓ 92.5	✓ 91.8	✓ 90.9	87.3	✓ 87.2	✓ 87.4	✓ 88.6	✓ 76.2	69.6
0.0	0.7	1.6	5.2	5.3	5.1	3.9	16.3	27.9
53	41	33	20		35	38	59	80

P.W.D

✓ 92.4	✓ 91.6	✓ 89.4	86.2	92.0			60.0	69.1
0.1	0.9	3.1	6.3	0.5			32.5	28.4
66	78	80	91	126			100	90

H₂O
250+

✓ 91.3	✓ 90.3	✓ 90.5	✓ 87.1	✓ 87.1	✓ 87.5	✓ 89.2	✓ 80.4	✓ 65.9
1.2	2.2	2.0	5.4	5.4	5.0	3.3	12.1	27.1
25	17	10	6		33	37	52	80

✓ 91.9	✓ 91.9	✓ 91.2	✓ 89.0	✓ 86.3			62.1	64.6
--------	--------	--------	--------	--------	--	--	------	------

0.6	0.6	1.3	3.5	6.2			30.4	27.9
37	50	61	65	74			100	91

P.W.D

90.9	89.5	86.9	
1.6	3.0	6.1	
110	92	80	

TOP MH 20' RT

STA

+

K

-

ELEV

892.45

24750

✓

25400

T.P 1.44 891.11 2.78 889.67

25450

WS
KG
RJ
EX

LT

Q

RT

1-21-16
CLEAR: 89° 24
34

90.3 91.2 91.2 90.6 89.4 87.2 87.3 88.9 82.3 67.3

2.2 1.3 1.3 1.9 3.1 5.3 5.2 3.6 10.2 25.2
50 36 24 11 7 32 35 47 76

88.6 86.9 86.5 89.7 91.1

62.6 64.7

3.9 6.1 6.0 2.8 1.4
53 62 69 79 90

29.9 27.8
115 94

86.1 87.9 89.7 90.6 90.5 90.0

87.4 88.1 75.6 66.7

6.4 4.6 2.8 1.9 2.0 2.5 5.1 4.4 16.9 25.8
61 54 40 26 12 E Edge Rd Old Pkwy 31 34 55 82

86.8 90.8 92.1

63.7

5.7 1.7 0.4
70 84 100

288
110

P.K. STA 25+50

89.9 85.5 88.6 90.0 89.8 89.7 89.1 87.4 88.4 79.2

1.2 5.6 2.5 1.1 1.3 1.4 2.0 3.7 2.7 11.9
59 40 22 17 5 7 32 35 48

91.1

64.1 63.5 65.8 73.8

0.0 27.0 27.6 25.3 17.3
65 118 101 93 67

Bike path

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

		891.11		
--	--	--------	--	--

26+00				
-------	--	--	--	--

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

		END OF FILL		
--	--	-------------	--	--

27+00				
-------	--	--	--	--

T.P.	6.02	895.69	1.44	889.67
------	------	--------	------	--------

			7.39	888.30 888.30
--	--	--	------	---------------

KG
RJ
BW
EY.

LT.

E

RT.

7-27-76
CLR 85022
25 6
95

✓ 87.3	✓ 89.1	✓ 86.9	✓ 87.9	✓ 89.2	✓ 89.0	✓ 88.9	✓ 87.0	✓ 80.8	✓ 72.8
3.8	7.0	4.2	3.2	1.9	2.1	2.7	4.1	10.3	18.3
49	37	29	27	14		11	34	45	76

62.9	64.9	65.1	66.9
282	26.2	26.0	24.2
136	109	103	93
	Bike path	Bike path	

✓ 82.2	✓ 81.4	✓ 87.1	✓ 88.9	✓ 88.4	✓ 87.6	✓ 86.1	✓ 83.6	✓ 79.6
8.9	9.7	4.0	2.7	2.7	3.5	5.0	7.5	11.5
59	45	26	12		12	25	33	48
Begin woods								

63.9	64.5	64.6	71.8
27.2	26.6	26.5	19.3
125	115	109	75
	Bike path	Bike path	

✓ 77.7	✓ 80.2	✓ 86.6	✓ 87.7	✓ 87.7	✓ 86.9	✓ 85.9	✓ 81.4	✓ 78.4
13.4	10.9	4.5	3.4	3.4	4.2	5.2	9.7	12.7
63	46	26	13		11	22	39	49

✓ OK @ STA 25+50

69.2	66.4	72.4
------	------	------

77.2	26.9	24.7	18.7
13.9	120	100	72
80	Bike path		

STA

+

Δ

-

ELEV

4.89

889.92

885.03

1.26

888.66

888.04

27+00

+50

28+00

ML
KG
MR

LT

I

Rt

CLEAR 500

SEPT 28, 77

36

SPIKE IN PP 28+69 LT 60

79.1	82.1	86.7	87.8	887.9	87.1	86.0	81.4	76.0
10.8	7.8	3.2	2.1	2.0	2.8	3.9	8.5	13.9
52	40	25	13		12	24	39	59

77.9	76.8							70.1
12.0	13.1							19.8
70	100							80

82.3	82.8	85.9	87.1	87.1	86.3	84.8	79.6	73.8
7.6	7.1	4.0	2.8	2.8	3.6	5.1	10.3	16.1
63	36	25	12		14	24	42	67

81.0	78.4							70.2
8.9	11.4							19.7
75	100							90

81.8	82.6	85.1	86.4	86.4	85.5	83.5	79.5	
8.1	2.3	4.8	3.5	3.5	4.4	6.4	10.4	
51	38	27	13		13	25	40	

81.8	86.8	84.0	83.0					
8.1	3.1	5.9	6.9					
61	69	84	100					

DIETZGEN NO. 384-S

STA

+

π

-

ELEV

889.92

28+50

29+00

29+50

ML
RG
MR

LT

£

Rt

CLAR 500

Sept 28, 71

37

✓ 43.1	✓ 82.7	✓ 84.7	✓ 85.8	✓ 85.7	✓ 84.9	✓ 83.1	✓ 80.3	✓ 79.4
6.8	7.2	5.2	4.1	4.2	5.0	6.8	9.6	10.5
41	32	23	12		15	25	36	47

✓ 84.2	✓ 83.8	✓ 82.4	✓ 83.0	✓ 85.76				
5.7	6.1	7.5	6.9	4.16			12.6	15.1
62	69	100	112	E. RAIL 124			17.3 90	14.3 65

✓ 82.1	✓ 92.7	✓ 44.1	✓ 85.3	✓ 85.1	✓ 84.2	✓ 80.9	✓ 81.1	✓ 78.4
7.8	7.2	5.8	4.6	4.8	5.7	9.0	8.8	11.8
39	32	25	13		14	34	48	59

✓ 83.8	✓ 82.9	✓ 82.4	✓ 84.2	✓ 85.41				
6.1	7.0	7.5	5.7	4.51			12.8	12.2
57	71	90	104	E. RAIL 112			17.1 100	17.7 88

✓ 84.0	✓ 82.9	✓ 83.6	✓ 84.6	✓ 84.5	✓ 83.5	✓ 80.9	✓ 81.2
5.9	7.0	6.3	5.3	5.4	6.4	9.0	8.7
50	34	25	13		14	32	46

✓ 83.1	✓ 81.6	✓ 82.4	✓ 85.16		120	74.0	71.5
6.8	8.3	7.5	4.76		17.9	15.9	12.4
65	14	90	E. RAIL 104		100	75	57

STA

+

π

-

ELEV

889.92

30+00

CLEAR 50°

Sept 28, 77

38

ML
KG
MR

Lr

£

Rr

✓
84.1

5.8
50

✓
82.8

7.1
33

✓
83.1

6.8
25

✓
83.9

6.0
12

✓
83.8

6.1

✓
82.9

7.0
14

✓
80.5

9.4
32

✓
81.1

8.8
34

✓
16.9

13.0
57

✓
85.0

6.9
68

✓
82.2

7.7
85

✓
83.6

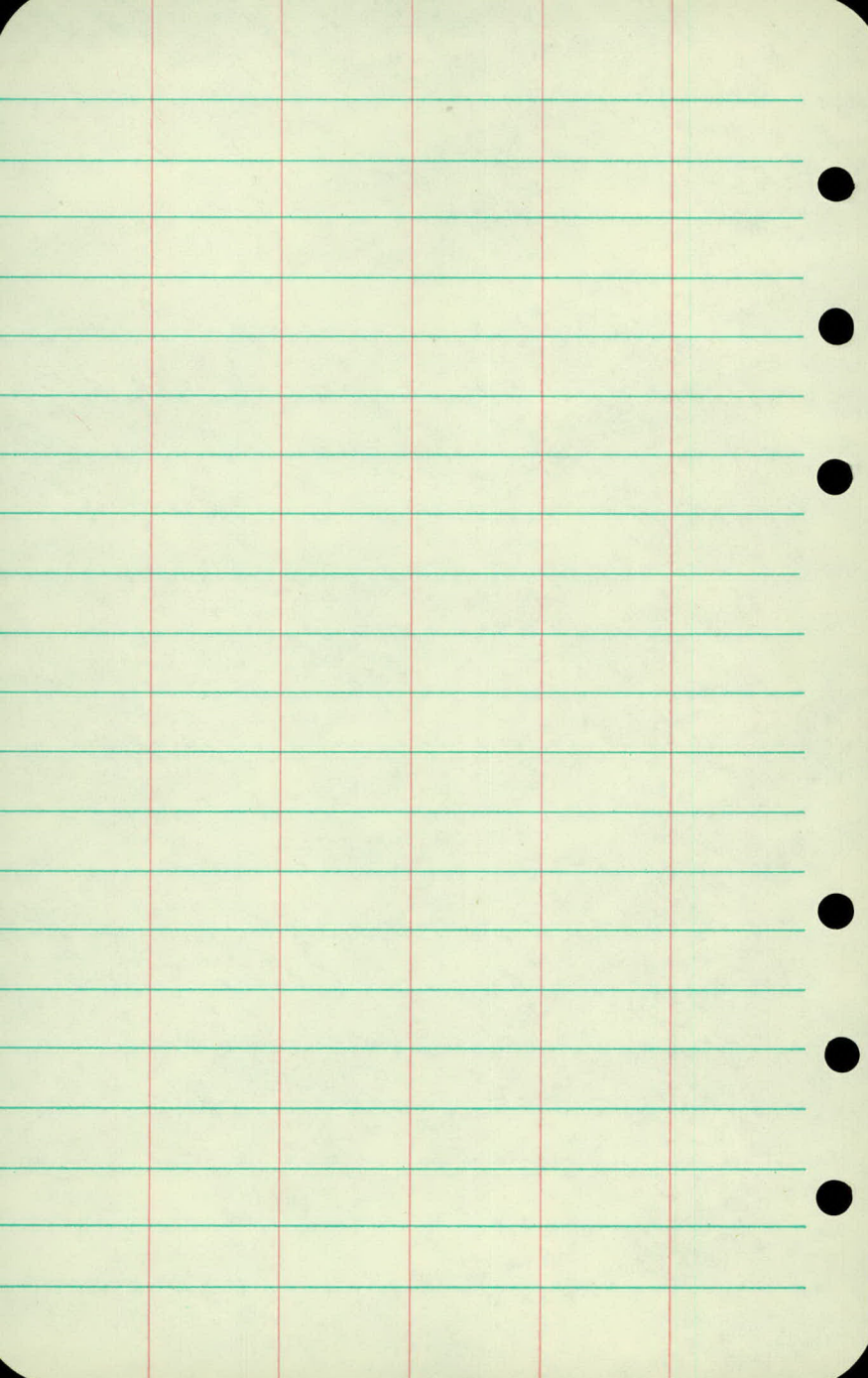
6.3
94

84.87

5.03
ERAIL
98

10.0

19.9 ✓
100



WLS
MUR

9-1-77

~~56~~
39

BENCH LEVELS

200' WEST OF

PARKWAY - FROST

BRIDGE

TO

STA. ^{KEWS}12+00 ~ ^{RAY}0+00

STA	+	π	-	ELEV	
Bm ₁	0.045	885.91			(885.865)
Bm ₂	0.795	876.495	10.21	875.70	
Bm ₃	7.00	873.355	10.14	866.355	
Bm ₄	12.05	885.08	0.325	873.03	
Bm ₅	5.49	888.56	2.01	883.07	
Bm ₆	5.28	890.31	3.53	885.03	
T.P ₁	6.40	895.04	1.67	888.64	
T.P ₂	2.22	894.94	2.32	892.72	
Bm ₇	6.52	895.07	6.39	888.55	(888.30)
T.P ₃	0.23	892.37	2.93	892.14	
Bm ₆	2.95	887.98	7.34	885.03	885.03
Bm ₅	2.78	885.85	4.91	883.07	883.07
Bm ₄	0.36	873.39	12.82	873.03	873.03
Bm ₃	10.07	876.42	7.04	866.35	866.355
Bm ₂	10.29	885.99	0.71	875.71	875.70
Bm ₁			0.12	885.87	885.865

W.S
M.R
MM

DESCRIPTION

9-1-77:92
CLEAN: WET 60°

~~77~~

SPIKE IN ARCH LT POLE LT -0+40± 40

SPIKE IN POWER POLE 9+50 RT 35'±

SPIKE IN 20" ELM STA. 5+35 RT 30

SPIKE IN P.P. 36+61 LT 31

SPIKE IN P.P. 32+61 LT 30

SPIKE IN P.P. 28+69 LT 60

TOP P.K. STA 26+50

TOP BIT. ON PARKWAY DRIVE

TOP HYD NW CORNER PARKWAY : HWY 61

TOP FILTER ON E PARKWAY

STA	+	π	-	ELEV
BM	2.46	887.49		885.03

30+00

✓

+50

✓

31

T.P	4.40	887.12	4.77	882.72
-----	------	--------	------	--------

WS
MR
mm

LT

E

RT

9-21-11

~~38~~
41

TOP SPIKE PP STA 28+69 LT.60

84.1	82.6	83.2	84.0	83.8	82.2	81.2	80.6	81.2	80.0
3.4	4.9	4.3	3.5	3.7	4.6	6.3	6.9	6.3	7.5
50	81	24	12		14	28	33	42	50

82.4
5.1
75

84.9
2.61
99

TOP SPIKE
TRENCH

85.0
12.5
75

83.6	82.2	82.5	83.4	83.2	82.5	80.5	81.0	81.2
3.9	5.3	5.0	4.1	4.3	5.0	7.0	6.5	11.3
40	28	23	11		15	30	45	75

82.6
4.5
72

81.7
5.8
80

84.8
2.88
93

R/R TRENCH
Same

83.7
82.3
3.8
50

81.3
5.2
34

82.8
5.7
24

82.9
4.6
11

82.7
4.8

82.0
82.9
5.5
16

80.2
7.3
40

80.4
7.1
54

81.1
10.4
72

82.0
10.5
75

83.4
4.1
66

83.9
3.6
78

83.1
4.4
83

84.3
3.15
91
R/R TRENCH

TOP PK STA 31+00

STA

+

π

-

ELEV

887.12

31+50

± ENT RT

✓

32

✓

+60

✓

W.S
mR
mm

LT

⊕

RT

4-2-71

~~39~~
42

✓ 4.2 63	✓ 4.0 45	✓ 5.6 25	✓ 4.6 13	✓ 4.6	✓ 5.0 15 BIT	✓ 6.8 50 BIT	✓ 7.6 75 EDGE BIT	✓ 8.0 93
----------------	----------------	----------------	----------------	----------	-----------------------	-----------------------	-------------------------------	----------------

✓ 3.2 77	✓ 4.2 84	✓ 3.1 91
----------------	----------------	----------------

✓ 3.1 78	✓ 4.6 52	✓ 5.7 24	✓ 4.9 14	✓ 4.7	✓ 5.3 16	✓ 6.5 29	✓ 6.2 45	✓ 6.9 75
----------------	----------------	----------------	----------------	----------	----------------	----------------	----------------	----------------

✓ 4.4 85	✓ 3.38 90
----------------	-----------------

R/R
TRACK

B.S.
9-29-77

✓ 2.3 61	✓ 6.3 26	✓ 6.1 21	✓ 5.1 14	✓ 4.9	✓ 5.2 15	✓ 6.3 28	✓ 6.4 50	✓ 6.8 75
----------------	----------------	----------------	----------------	----------	----------------	----------------	----------------	----------------

✓ 4.9 79	✓ 3.77 90
----------------	-----------------

R/R
TRACKS

STA

+

π

-

ELEV

887.12

32+80

✓

33

✓

Bm

3.56

886.63

4.05

883.07

883.07

33+17

✓

WIS
MR
mm

LT

E

RT

42-77

540

43

✓ 40.5 6.6 34	✓ 40.7 6.4 27	✓ 41.1 5.9 20	✓ 41.9 5.2 14	✓ 42.2 4.9	✓ 41.9 5.2 14	✓ 40.5 6.6 28	✓ 40.1 6.7 55	✓ 40.7 6.8 75
------------------------	------------------------	------------------------	------------------------	------------------	------------------------	------------------------	------------------------	------------------------

✓ 77.5 9.6 47	✓ 75.4 11.7 66	✓ 82.2 4.9 85	✓ 43.1 3.96 90
------------------------	-------------------------	------------------------	-------------------------

✓ 72.1 15.0 54	✓ 78.4 8.7 27	✓ 81.4 5.7 19	✓ 81.8 5.3 14	✓ 82.1 5.0	✓ 81.8 5.3 16	✓ 40.1 7.0 28	✓ 80.5 6.6 41	✓ 80.3 6.8 75
-------------------------	------------------------	------------------------	------------------------	------------------	------------------------	------------------------	------------------------	------------------------

✓ 74.9 12.2 71	✓ 81.6 5.5 84	✓ 83.0 4.06 89
-------------------------	------------------------	-------------------------

RIK
TRACKS.

SPIKE IN PIP 32+61 LT 30'

✓ 68.2 18.4 53 ✓ 70.4 16.2 64	✓ 73.7 12.9 35 ✓ 81.5 5.1 80	✓ 74.2 7.4 26 ✓ 82.9 3.70 90	✓ 81.4 5.2 18	✓ 82.0 4.6	✓ 81.8 4.8 15	✓ 81.6 5 25	✓ 80.2 6.4 28	✓ 80.2 6.4 75
--	---	---	------------------------	------------------	------------------------	----------------------	------------------------	------------------------

STA

+

TK

-

ELEV

886.63

33+45

34+00

34+50

34+76

✓

35+00

WS
mR
mm

LT

⊥

RY

9-2-77

44

81.6
5.0
18

80.9
4.7
19

81.9
5.1
19

76.7
9.9
27

67.5
19.1
43

79.5
7.1
69

79.6
7.0
92

41.5
4.9
18

82.1
4.5
19

81
4.8
19

41.2
5.4
18

41.9
4.8
19

81.4
5.2
19

67.4
19.2
55

64.0
17.6
44

75.7
10.9
28

90.5
6.1
18

81.3
5.3
19

90.9
5.7
19

80.9
5.7
85

82.1
4.51
90

R/R
TRACKS

71.8
14.8
40
79.6
7.0
75

75.8
10.8
27
79.3
7.3
83

80.5
6.1
18
82.0
4.57
90

80.6
6.0
14

80.9
5.7

80.6
6.0
19

77.0
9.6
23

71.0
15.6
40

64.9
21.7
60

STA

+

π

-

Elev

886.63

12.70

35+50

✓

BM

5.28

878.31

13.58

873.05

873.03

36+00

✓

+50

14.4 11.9 8.0 3.5

75 51 35 21

Sta 36+00

E. of Channel
portion

= 16 + 27.
Cont. alignment

W.S W.S
mR mL
mR mR

9-3-75

45
42

LT E RT

LT	E	RT
71.7 ✓	79.4 ✓	79.1 ✓
14.9	6.8	7.5
38		16
72.2 ✓		79.2 ✓
14.4		7.4
33		20
79.5 ✓		67.9 ✓
71		18.7
17		52
79.5 ✓		64.9 ✓
71		21.7
14		75

69.5 ✓
11.1
45

79.9 ✓
6.8
78

LT	E	RT
72.0 ✓	78.1 ✓	77.5 ✓
6.3	0.20	0.80
40		16
72.2 ✓		76.3 ✓
6.1		2.0
28		20
71.3 ✓		70.8 ✓
1.0		7.5
18		40
74.0 ✓		66.9 ✓
0.3		11.8
13		54

75.3 ✓
3.0
60

74.0 ✓
0.3
66

64.7 ✓
13.6
25

LT	E	RT
71.7 ✓	76.1 ✓	75.7 ✓
6.6	2.2	2.6
39		16
71.9 ✓		74.4 ✓
6.9		3.5
29		21
76.1 ✓		70.3 ✓
2.2		8.0
19		35
75.8 ✓		66.5 ✓
2.5		11.8
14		51

75.5 ✓
12.8
56

77.3 ✓
1.0
66

63.9 ✓
14.4
75

STA

+

π

-

ELEV

87831

37+00

✓

+50

✓

38+00

1.70

868.30

11.71

866.60

W.S
mL
MR

LT

C

RT

9-6-77

46

~~42~~

70.6

7.7
35

70.5

7.8
24

73.5

4.8
18

73.4

4.9
13

73.4

4.5

73.5

4.8
16

72.9

5.4
21

76.0

9.3
33

75.4

12.9
51

73.5

4.8
53

76.1

2.2
66

64.0

14.3
75

BIT

67.5

10.8
39

69.3

11.0
28

70.6

7.7
19

70.9

7.5
14

71.2

7.1

70.9

7.4
15

70.4

7.9
20

66.2

12.1
35

63.9

14.4
59

69.6

8.7
52

73.5

5.0
66

64.0

14.3
75

65.7

12.6
38

65.1

13.2
29

69.3

9.0
18

68.2

9.5
14

68.7

9.6

68.1

10.2
16

67.8

10.5
19

6.5

13.2
31

6.3

14.5
44

72.1

6.2
60

63.9

14.9
69

63.7

14.6
54

TOP P.K 38+50 Φ

RD

DIETZGEN NO. 384-5

STA

+

K

-

ELEV

868.30

38450

✓

+59

8.05

860.25

+60

7.86

860.44

+76

9.05

859.25

39

✓

+50

W.S
ML
MR

LT

E

RT

4-6-77

47
~~44~~

61.9

6.4

37

63.7

4.6

29

67.5

8.5

18

67.0

1.3

14

66.6

1.7

66.0

2.3

15

64.0

4.3

31

63.7

4.6

40

4

63.7

4.8

53

62.4

5.5

71

62.9

5.4

50

65.1

3.2

56

71.3

+3.0

62

61.5

6.8

94

SWAMP

LT?

FL 24" RCP

RT 39

FL 36" CMP

LT?

RT 47

FL 24" RCP

LT?

RT 76

62.3

6.0

47

62.3

6.0

37

65.1

2.6

25

65.4

2.5

16

65.3

3.0

64.7

3.6

8

64.0

4.3

23

63.3

5.0

35

63.3

5.0

51

64.2

4.1

56

65.3

0.00

60

62.4

7.9

80

61.6

6.7

69

60.1

7.9

46

61.6

6.7

38

65.2

3.1

25

65.6

2.7

16

65.2

3.1

65.7

4.6

25

65.8

4.5

28

63.4

4.7

40

61.4

6.9

56

59.5

8.8

75

61.5

6.8

54

65.4

2.5

61

STA

+

π

-

ELEV

868.30

39+84

✓

39+93 =

5+00

NEW LINE

✓

BM

10.55

876.91

1.93

866.37

866.355

5+50

$$\text{Sta } 5+00 =$$

$$39+93$$

$$= 20+19$$

~~10~~. Const. aligns

W.S
ML
MR

LT

±

RT

9-6-77

48

45

60.5

7.8

52

61.1

7.2

41

65.4

2.9

28

66.0

2.3

18

65.4

3.9

2.9

64.7

3.6

15

64.2

4.1

30

62.2

6.1

47

59.5

8.8

75

66.0

2.3

62

60.9

7.4

55

61.0

7.3

42

65.5

2.8

30

66.1

2.2

20

65.4

2.9

64.8

3.5

12

64.2

4.1

28

62.2

6.1

46

59.5

8.8

64

66.1

2.2

65

TOP SPIKE

IN 20' EUM SYA 5+35 RT.30'

60.1

16.8

46

65.4

11.1

55

61.6

15.3

37

66.9

10.0

24

66.1

10.1

15

65.5

10.4

66.0

10.9

13

66.5

10.4

19

61.1

12.1

29

17.6

69

63.1

13.0

40

15.3

54

STA	+	π	-	ELEV
		876.91		

6100

✓

450

✓

7+00

✓

+33

49
46

LT

E

RT

✓
64.9
12.0
53✓
61.9
15.0
41✓
68.1
8.8
22✓
66.5
8.8
14✓
67.9
9.0
9.0✓
67.5
9.4
14✓
67.7
9.2
20✓
66.7
10.2
27✓
66.1
10.8
44✓
59.3
17.6
75✓
66.2
10.7
50✓
64.0
12.9
40✓
69.4
7.5
25✓
69.7
7.2
15✓
69.5
7.4
7.4✓
69.0
7.9
13✓
69.5
7.4
20✓
68.8
8.1
28✓
68.7
8.2
37✓
61.0
13.9
76✓
66.5
60
60✓
65.9
11.0
36✓
70.5
6.4
23✓
70.8
6.1
15✓
70.9
6.0
6.0✓
70.7
6.2
12✓
70.0
6.9
38✓
66.6
10.3
66✓
67.9
13.0
86✓
67.9
13.0
86✓
63.5
13.4
88✓
64.2
12.7
72✓
67.5
9.4
59✓
71.0
5.9
46✓
71.6
5.3
13✓
71.7
5.2
5.2✓
71.3
5.6
16✓
71.2
5.7
22✓
68.2
8.7
32✓
68.2
8.7
48✓
73.4
3.5
5972.7
1.0
65

STA

+

π

-

ELEV.

876.91

7+50

✓

8+00

✓

TP

8.29

882.35

2.85

874.06

8+50

✓

+56

9.90

$$7 + 50 = 22 + 69$$

cast align

50

~~47~~

LT

E

R₂

73.0

3.9

41

71.7

5.2

32

70.1

6.8

29

71.9

5.0

24

71.9

5.0

16

72.1

4.8

72.2

4.7

15

72.2

4.7

41

71.9

4.98

64

Conc.

SW

73.6

3.3

52

75.9

1.0

38

72.2

4.7

28

73.6

3.3

24

73.5

3.4

17

73.5

3.4

73.5

3.4

8

73.4

3.1

29

73.4

3.5

47

72.1

7.8

69

74.9

5.0

75

DIETZGEN NO. 384-5

E P.C. 8+32 23

79.5

2.8

51

75.1

7.2

33

72.9

9.5

27

74.7

7.6

23

74.6

7.7

16

74.5

7.8

74.3

8.0

8

74.3

8.0

21

73.5

8.75

41

Conc.

SW

81.5

0.8

57

F.L. 12" CMP LT 27

57 01

STA

+

π

-

ELEV

882.35

9+00

✓

+50

✓

10+00

✓

+44

9.06

+50

$$9 + 50 = 24 + 69$$

Count align

LT

C

RT

80.4

78.4

76.2

76.2

76.0

75.7

75.5

75.6

73.4

71.9

1.9

3.5

6.0

6.1

6.3

6.6

6.8

6.7

8.9

10.4

49

72

28

23

15

8

19

32

61

81.6

80.0

77.1

77.4

77.5

77.0

76.7

76.7

77.0

72.4

71.6

6.7

2.3

5.2

4.9

4.8

5.3

5.6

5.5

5.3

9.5

10.7

50

44

29

21

14

8

16

18

30

37

81.9

77.4

76.0

78.5

78.5

78.2

77.9

77.7

78.0

70.9

71.4

0.4

3.9

4.3

3.3

3.8

4.1

4.4

4.6

4.3

9.4

12.9

53

37

30

25

14

8

17

18

35

FL 12" CMP

LT 33

73.3

74.1

78.6

74.9

80.2

74.7

74.5

74.4

76.3

75.3

9.0

8.2

3.7

3.4

2.1

2.6

2.8

2.9

6.0

7.0

41

34

25

20

15

8

18

29

38

75.3

74.3

7.0

3.0

46

60

75.0

7.27

44

CONC

SW

Sta

+

 π

-

ELEV

882.35

T.P

4.93

887.19

0.09

882.26

//+00

✓

+25

E ENTRANCE RT

✓

+50

Lt

2

Rt

52
49

TOP GUARD RAIL N.W. COR RT 16 STA 10+57

73.6	74.4	41.2	81.6	81.4	81	81	77.1	76.5
13.6	12.8	6.0	5.6	5.8	6.0	6.0	10.1	10.70
50	39	23	16		8	21	32	43

75.7	94.9	86.1	76.2	76.2
11.5	2.3	1.02	11.0	10.9
57	72	77	75	63

R.R. TRACKS

82.2	82.0	81.9	80.7	78.5
5.0	5.2	5.3	6.5	8.7
	9	20	38	63

75.3	76.5
11.9	10.7
100	82

74.1	76.6	75.9	81.3	83.3	83.0	82.7	83.0	77.4	77.1
7.5	10.6	11.3	3.9	3.9	4.2	4.5	4.2	9.8	10.02
5.8	49	37	22	16		9	20	38	48

CONC

85.5	86.7
1.9	0.45
73	77

R.R. TRACKS

76.7
10.78
75
CONC

STA

+

 π

-

ELEV

887.19

12+00

1.30

885.89 885.865

✓

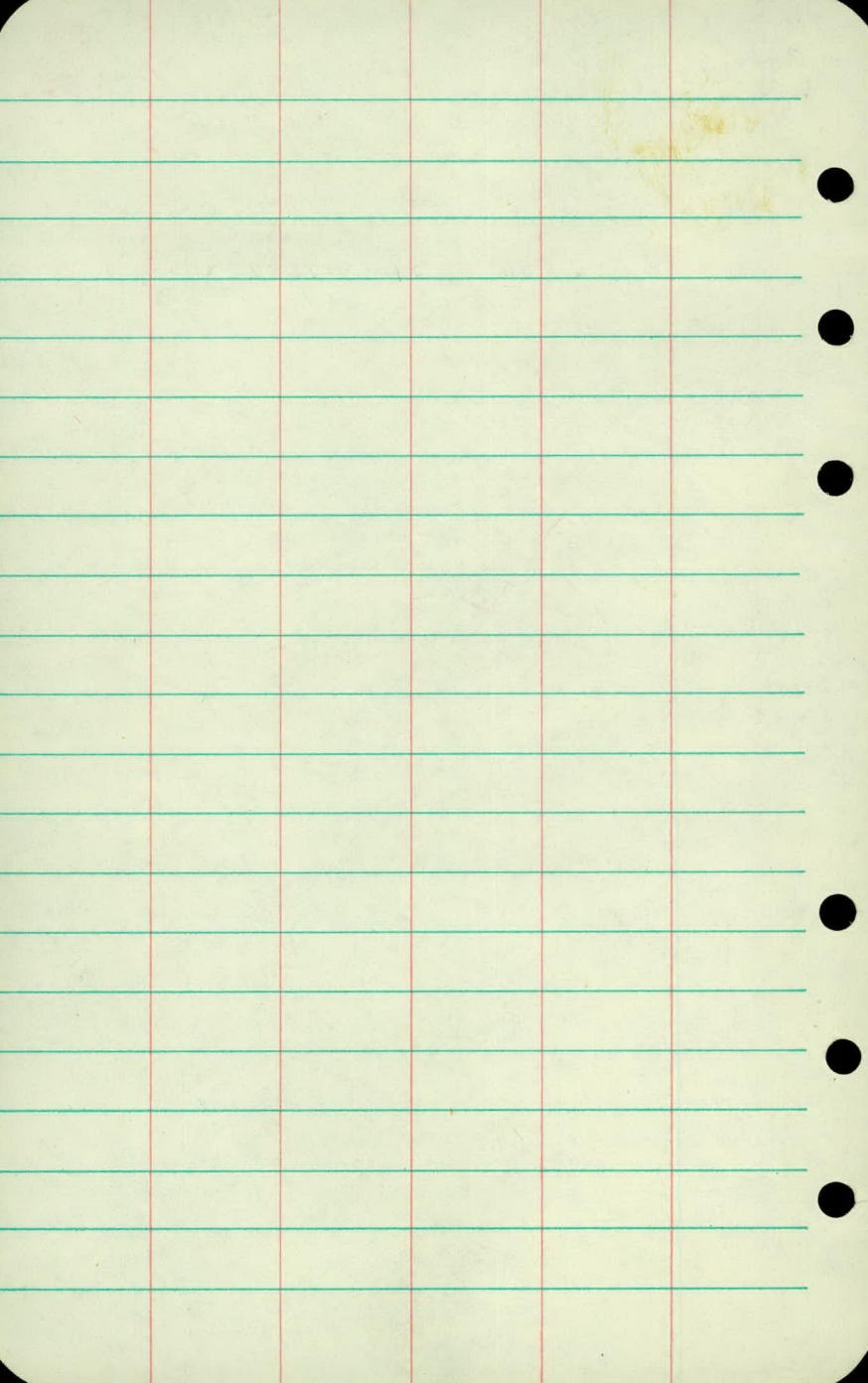
53
~~50~~

Lr

2

Rr

✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
80.3	80.5	85.2	85.6	85.1	84.6	85.0	78.0	77.4	
6.9	6.7	2.0	1.6	2.1	2.6	2.2	9.2	9.38	
49	37	23	15		9	18	42	51	
								conc	
82.4	80.1							77.4	
4.4	1.1							9.8	
55	72							75	



FK
KG
BW

April 13, 1977 54
26
5+

Subgrade States

Sta	PG	PGR	+11.80 Rt Carb @28		+12.95 L	+12.29 L @ 28
			SGGR	SGGR	SGGR	SGGR
TP	2.19	891.86				889.67
24+50	89.61	2.25	4.05			
24	89.29	2.57	4.37	4.4		
23+50	88.97	2.89	4.69	4.85		
23	88.72	3.14	4.94	5.05	5.16 ^{5.85}	
T.P	4.19	890.89	5.16	886.70		
			2.60	888.29	888.30	
21	89.65	1.24	3.04		3.53	
+50	89.40	1.49	3.29	3.54	3.78	

FK
HG
BW

April 13, 1977

55
~~27~~ 62

Sta 25+50 Φ

✓

4.63
Gr

✓

4.85 ✓

✓

✓

✓

Stake 28'41

3.58 ✓

✓

✓

✓

✓

Sta	PG	PGR	SGGR	SGGR	SGGR
-----	----	-----	------	------	------

⁺¹⁸⁰
^{R+28'}
²
^{+2.05}
^{L+28'}
^{+2.29}

890.89

22	89.15	1.74	3.54	3.79	4.03
----	-------	------	------	------	------

+50	88.90	1.99	3.79	4.04	4.28
-----	-------	------	------	------	------

BM			2.60	888.29	888.30
----	--	--	------	--------	--------

TBM	2.84	892.51			889.67
-----	------	--------	--	--	--------

25	89.93	2.58	4.38		
----	-------	------	------	--	--

+50	89.98	2.53	4.33		
-----	-------	------	------	--	--

FK
KG
BW

Lt

April 13, 1977

RT

56
~~28~~
~~59~~

✓

✓

✓

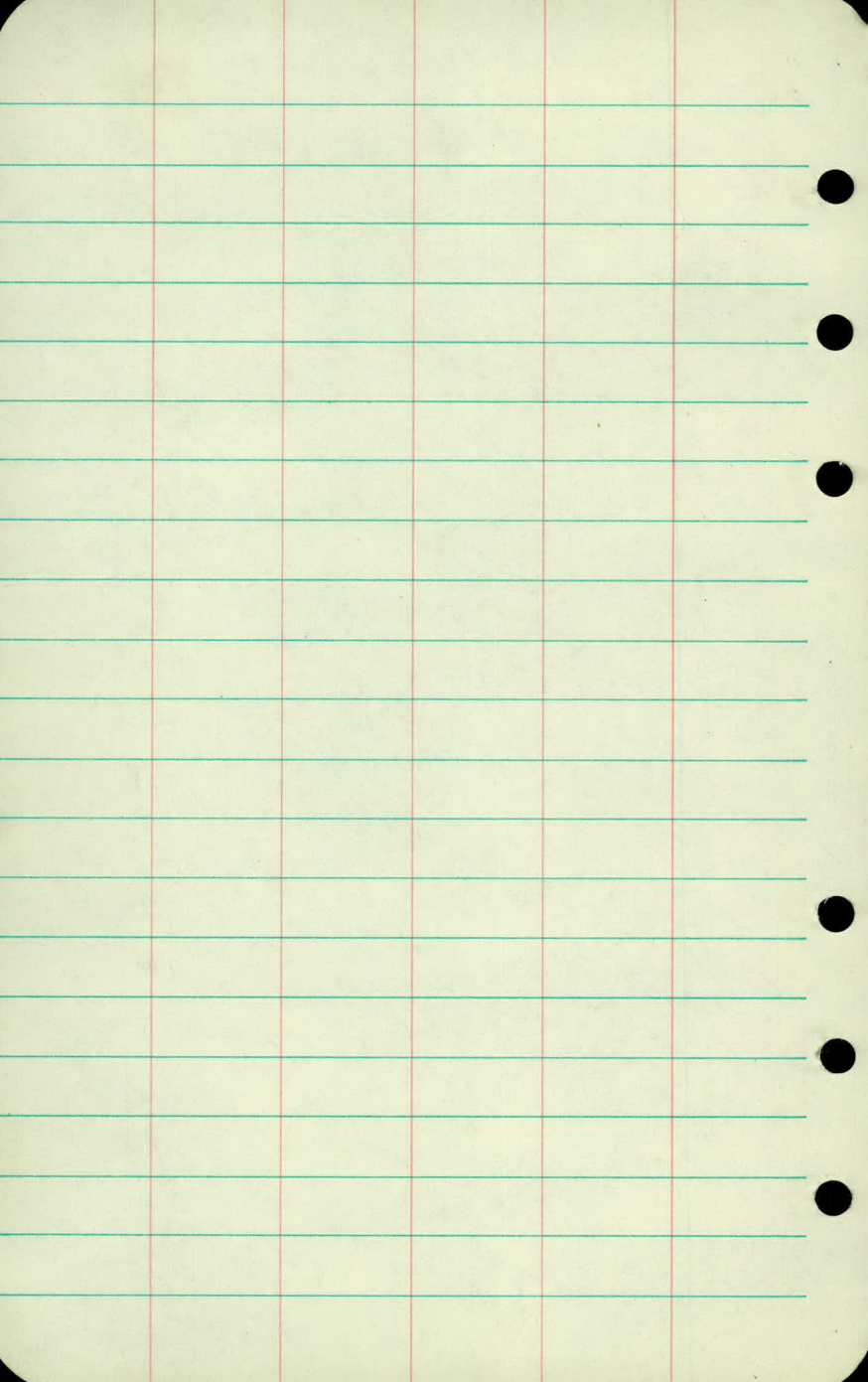
✓

✓

Top Hyd N.W. Cor Arcade & Parkway Dr.

✓

✓



LA
LPD
DS
JA
SH
CB
EL

June 13, 1977
Fair 76°

1

FROST AVE

~~Parkway Drive to Adele~~
↑
(400' West of Bridge)

1-3 Alinement

4-9 Topo

} odds
in
ends
(Frank)



1-2 Aline

3-8 Topo

9-10 Levels

11-20 X sects

21-24 MANHOLES

25-28 STADIA - TRACKS & TRAILERS

29-30 ELEVATIONS - RR TRACKS

OLD FROST AVE Conn.

Sta Point ΔL ΔR

+16.80 P.T.

$9^{\circ} 02'$ $\frac{1}{2} 9^{\circ} 02'$

6

$8^{\circ} 11' 36.5''$ $\Delta 18^{\circ} 04'$

+50

$5^{\circ} 41' 36.5''$ $D 10^{\circ} RT$

5+27.33 P.I

$T = 91.2$

5

$3^{\circ} 11' 36.5''$ $L = 180.67$

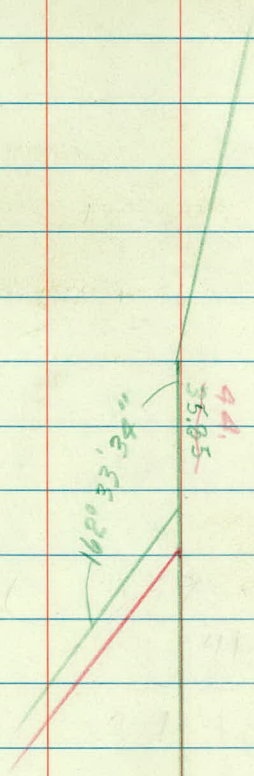
+50

$0^{\circ} 41' 36.5''$ $R = 573.69$

$\frac{1.4}{1.8}$

4+36.13 PC

FX
LPD
DS
JA
S
C



Sta	Point	ΔL	ΔR	
+30.66	P.T.		$11^{\circ}36'$	
14			$10^{\circ}03'43.2''$	
+50		13.1642	$7^{\circ}33'43.2''$	$\Delta = 23^{\circ}12'$
+07.48	P.I.	?		$D = 10^{\circ}$
13			$5^{\circ}03'43.2''$	$T = 117.76$
+50			$2^{\circ}33'43.2''$	$L = 232.0$
12			$0^{\circ}03'43.2''$	$R = 573.69$
11+98.66	P.C.		$0^{\circ}00'$	
$= 0+00$				
+56.67	P.T.		$3^{\circ}22'$	
+50			$3^{\circ}15'39''$	
10			$2^{\circ}30'59''$	$\Delta = 6^{\circ}44'$
+50			$1^{\circ}45'59''$	$D = 3^{\circ}$
+44.66	P.I.			$T = 112.37$
9			$1^{\circ}00'59''$	$L = 224.44$
+50			$0^{\circ}15'59''$	$R = 1910.08$
8+32.23	P.C.			

3

spike

P.K. Nail

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

18+05.10 P.O.T.

Plan Survey

of

FROST AVE.

600' West of Adele to Adele St.
(E. Edge Trailer Court)

Page(s)

Title - 1

Frost Ave. Alinement 2

Topography 3-8

Bench Levels 9-10

X-Sections 11-20

Adele Street Topog. 21-23

X-Sections 24-26

Sta	Pt	Defl.	DLT	ΔPt
-----	----	-------	-----	-----

11+00	P.O.L.			
-------	--------	--	--	--

6+06⁴⁴ ^{P.O.T.} Mont. = 13+09.23 Adole St to South.

3+56⁴⁴ POT

+32.00	P.T.	11°36'	Δ=23°12'
--------	------	--------	----------

2+00		10°00'	D=10°
------	--	--------	-------

+50		7°30'	T=117.76'
-----	--	-------	-----------

+17.76	P.I.		L=232.00'
--------	------	--	-----------

1+00		5°00'	R=573.69'
------	--	-------	-----------

+50		2°30'	
-----	--	-------	--

0+00	PC	0°00'	
------	----	-------	--

RG
DS
LPD

LT.

Q

Jan 22, 1975
Jan 23, 1975
Rt. 'clear 25° 2

End. prof.

PK nail

3N
TW. 24" cott.

side tie RLS 9051

ctr Sect 16, T29, R22

Adele St.

steel plate

3N
TW. 110" cott.

89° 52' 15" N

250'

80° 00'

Proposed Road

PK nail

3N
TW. 4" Oak

49.20'

PP side tie
PK nail

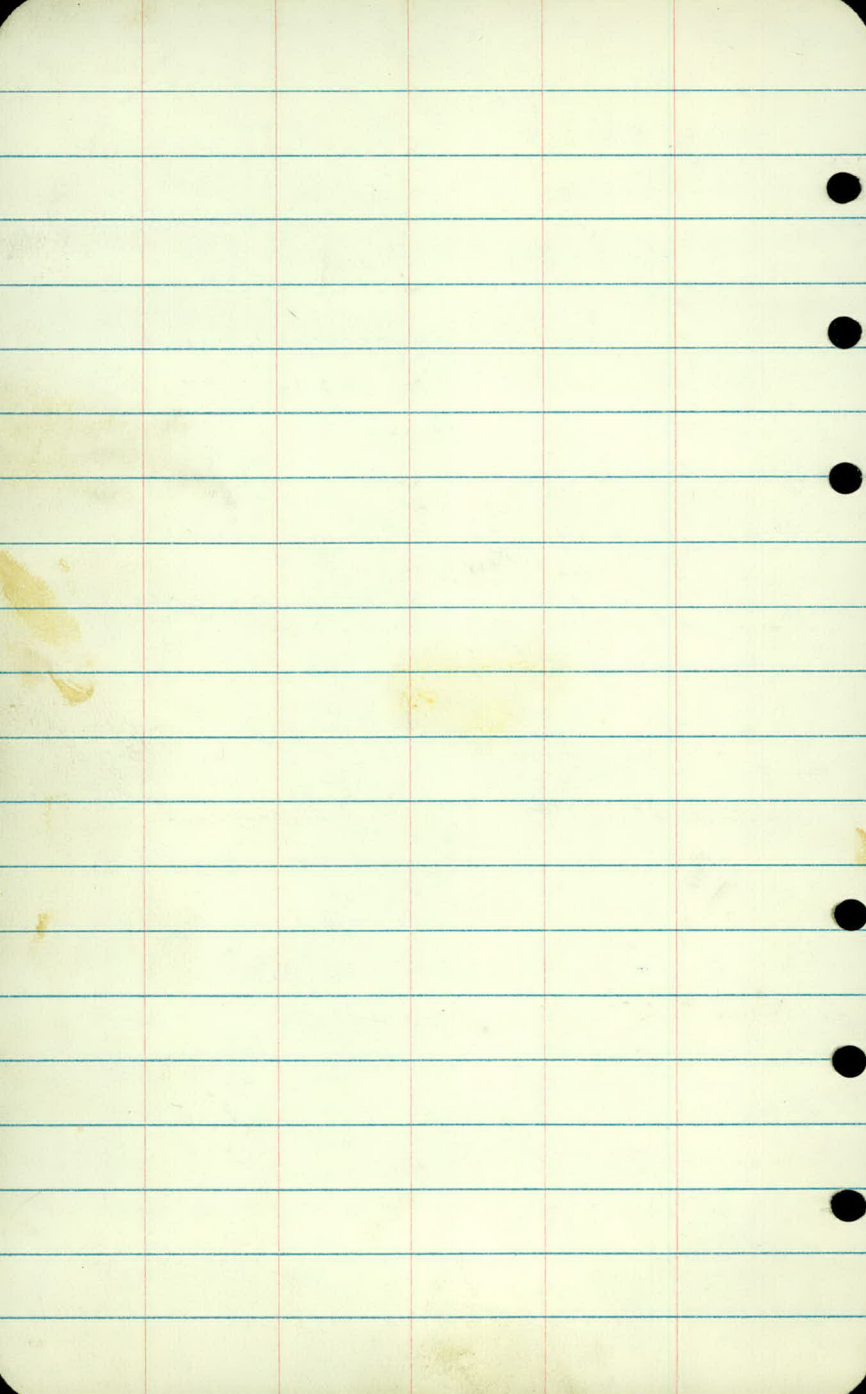
SPIKE

3N
5" Elm

51.91'



PK nail



FK
Eric
Steve H

June 14, 1977

6

TOPOGRAPHY

600' E. of bridge to 12+50

FOR
+50 17

+49 Beg. Planter
52

+42 NW Cor Ho
68.5

+38 BR
14

+35 PP
27

+29 RTietto + office
R+

Road
15 13

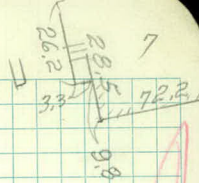
7

6

5

FK
Eric
Steve

June 14, 1977



OTF
HOUSE

10

13 17.6 Walk
 +86 NW Cor Tr 49 +88 R Tie
 +72 Lin Loc 50 +81 2" Maple
 +71 Stub Pole 38
 +63 PP 28 +67 NE Cor Tr. 49.7 +70 R Tie

+41 NE Cor Trailer 52 +44 R Tie
 +34 PP 36

+25 8" Oak 32 +30 14" Coll 50
 +19 Lin Walk 47 +11 NE Cor Trailer 57 +14 R Tie

Road 14.5 18.5 +97 +108 Bay GR 17 +10 8" Oak 31
 +94 Mail Box 19 +95 10" Coll 32 +96 16" Coll 50

+93 8" Walk 32 +85 E Cor Ga 53 +93 Bit 19
 +70 Bit 29 +75 10" Pop 37

+72 SW. Cor Bus Stop 26

+70 N Cor Ga 38 +70 N Cor Tell Booth 32
 +58 W Cor Ga 47 +55 16" Coll 63

+38 N Cor Cottage Walk 43
 +12 W Cor Cottage 72 +10 12" Coll 7.5
 Bit 16.5 +08 Car Walk 66.6

+79 POR 44 +79 Car Walk 59

+75 POR 31
 +70 End Planter 49 +74 48" Coll. 43
 +69 Sign 37

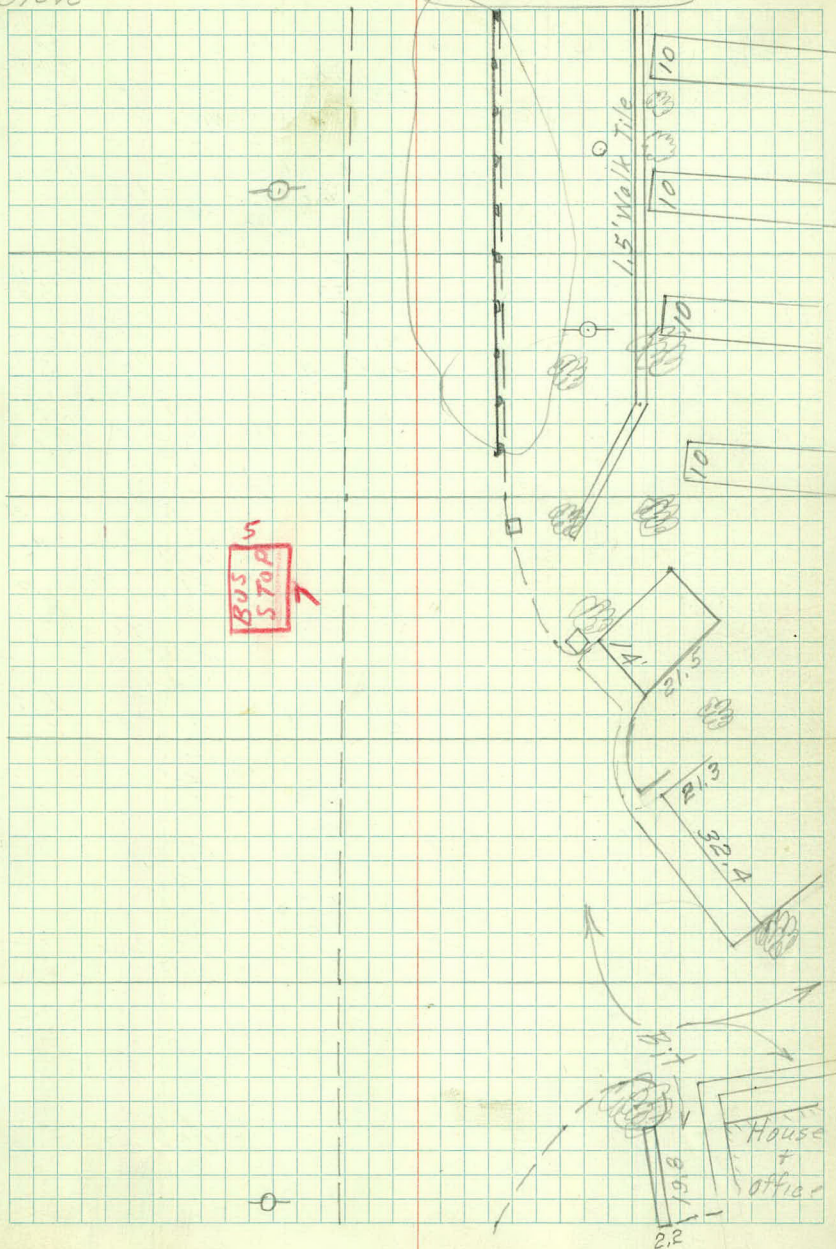
+54 PP 31

7450

K.P. ...

Lev 3-10-73

8



$$12$$

$$+9366 = 0$$

$$+65 \frac{PP}{24}$$

11

$$10 + 79$$

$$18" C.M.P. (S. end)$$

$$53$$

10

$$\begin{array}{r}
 +42 \frac{5" Ash}{58} \\
 +36 \frac{shed}{60} \quad +40 \frac{Stub P}{49} \\
 +22 \frac{NW Cor Tr}{55} \quad +27 \frac{RTie}{Tr} \\
 +15 \frac{6" Ash}{60} \quad +13 \frac{shed}{66} \\
 +145 \frac{Bit}{11} \quad +51 \frac{Walk}{51} \quad +16 \frac{GR}{16} \\
 +63 \frac{IP}{57} \quad +73 \frac{Stub P}{42} \quad +75 \frac{5" Ash}{53} \\
 +47 \frac{NW Cor Tr}{49} \quad +54 \frac{RTie}{RTie} \\
 +81 \frac{NW Cor Tr}{53} \quad +45 \frac{14" Elm}{53} \quad +87 \frac{RTie}{81} \\
 +38 \frac{shed}{52} \quad +64 \frac{Bit}{11-16} \quad +41 \frac{ER}{16} \\
 +38 \frac{IP}{29} \quad +46 \frac{Bay GR}{18} \\
 +34 \frac{Juniper}{48} \quad +34 \frac{Juniper}{59} \quad +34 \frac{Juniper}{54} \\
 +31 \frac{14" O}{51} \\
 +23 \frac{Bit}{67} \quad +27 \frac{BR}{38} \\
 +108 \frac{POR}{44} \\
 +17 \frac{Bit}{24} \quad +42 \frac{Walk}{42} \quad +105 \frac{Bit}{63} \\
 +196 \frac{16" Catt}{47.6} \quad +96 \frac{End GR}{16} \\
 +186 \frac{NE Cor Tr}{47} \quad +89 \frac{R.Tie}{R.Tie} \\
 +173 \frac{12" Maple}{47} \\
 +84 \frac{BR}{16} \\
 +155 \frac{NE Cor Tr}{49.5} \quad +57 \frac{R.Tie}{R.Tie} \\
 +43 \frac{14" Maple}{48} \\
 +27 \frac{NE Cor Tr}{47.6} \quad +25 \frac{RTie}{RTie} \\
 +136 \frac{Bit}{17.6} \quad +12 \frac{16" M}{50} \quad +16 \frac{GR}{16}
 \end{array}$$

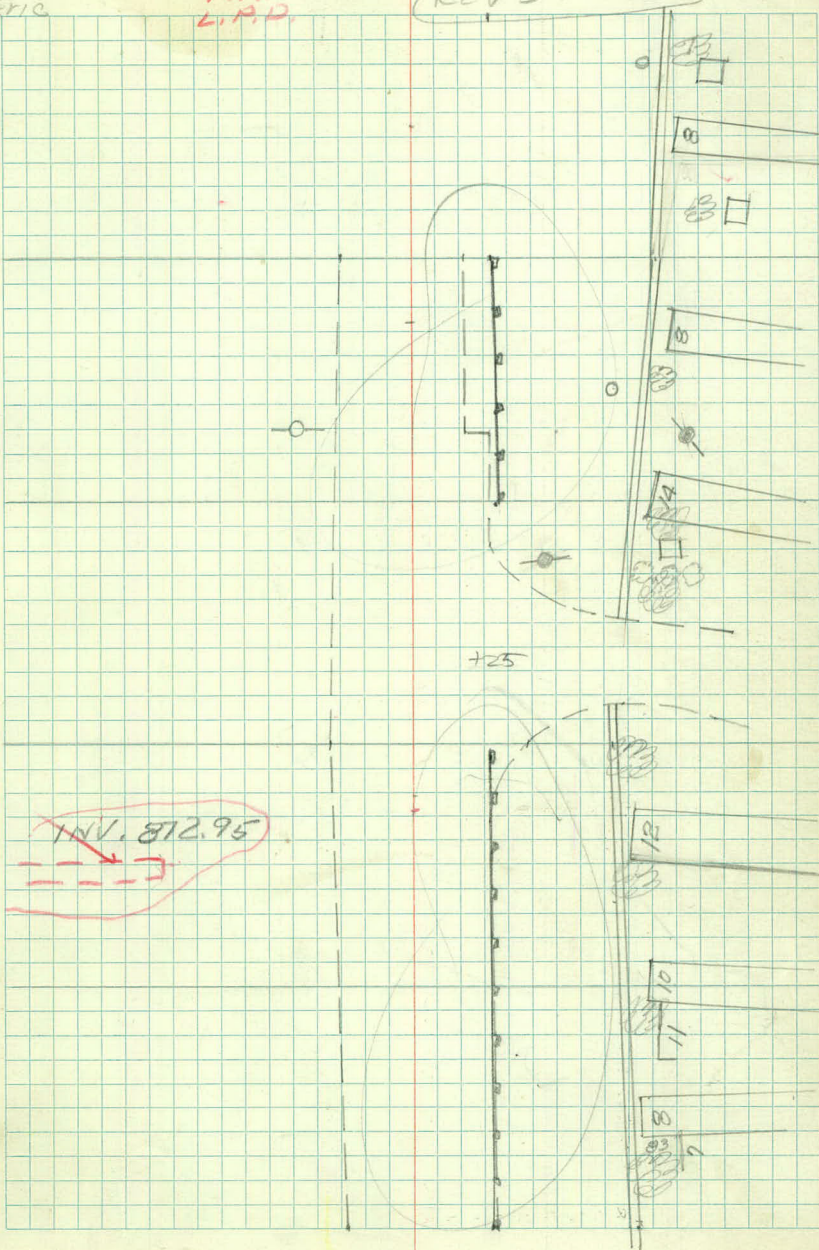
FK
Steve
Eric

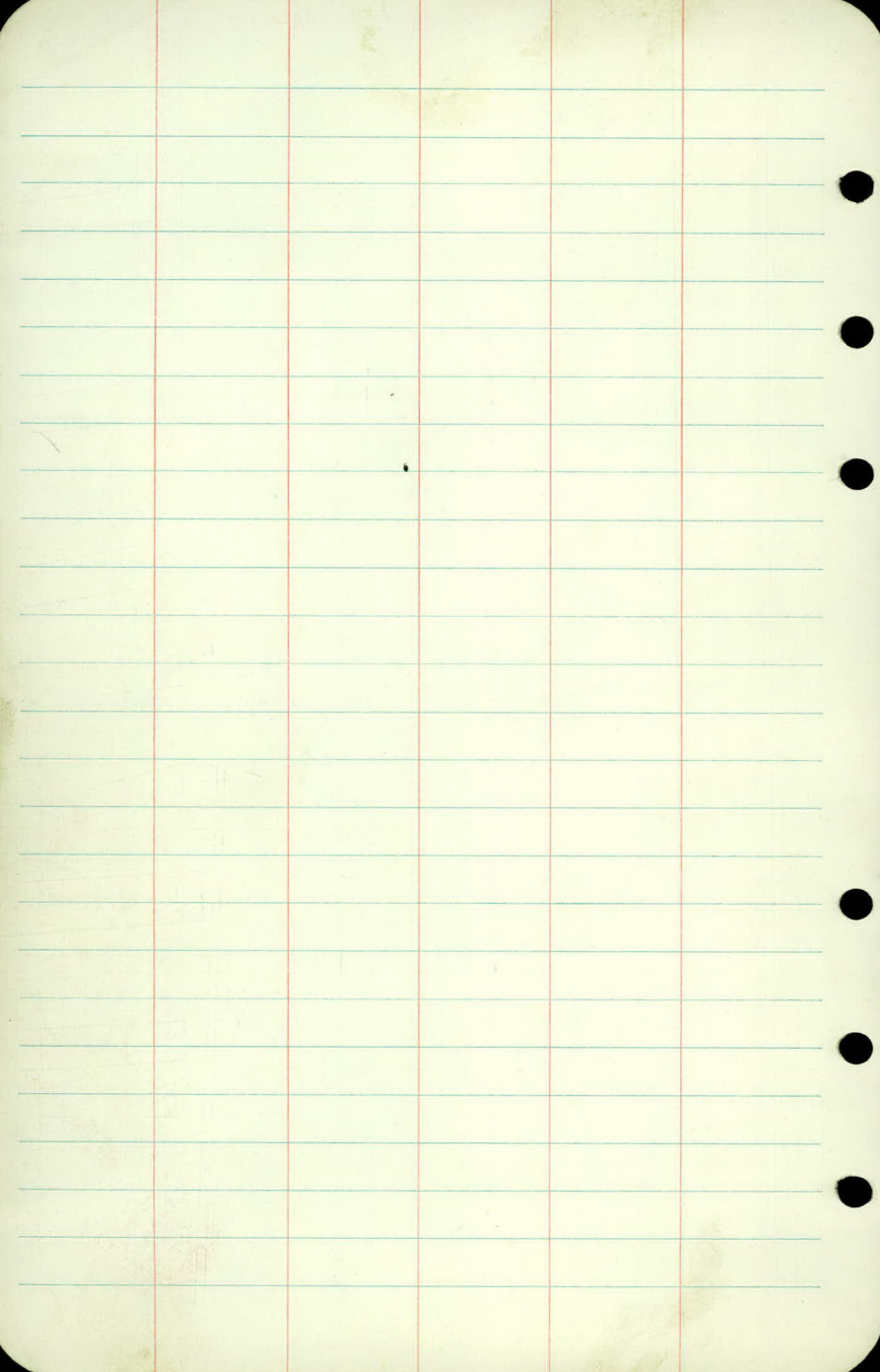
1 - JUNE - 78
R. 17
P. K.
L. P. D.

June 15, 1977

Rev 3-10-78

9





RG
DS
LPD

Jan 23, 1975
clear 30°

3

TOPOGRAPHY

of

FROST AVE.

(11+78.66 = 0+00)

Sta 0+00 to Sta 11+00

E 1/4 Cor Sec 16

English St



= 32+48.84

Mont

End. Proj.

11+00

Qtr Sec 16, T29, R22



Adele St. = 6+06.44 Mont.

3+87.44

250'

89° 52' 11"

Proposed Rd.



PT 2+32.00

PC 10+00

Lt.

\$

Rt.

2+00

BT
13 11 +00 Woods
31

+57 6" oak
35

+30 END GR
20

1+00

BT +21 Beg Woods
13 11 28 PP
18 +27 26

5" Elm 1/2 +73 58 5" Pine
5 3" Ash 47 +87 58
+69 Cor. Walk
55

+63 5" oak
34 +75

+50 BT +60 House Trailer
12 11 58
+50 GR
16

0+00

BT
13 10

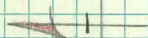
GR
16

RG
DS
LPD

Jan 23 1975
Clear 36°
Rt. Rev 13-P-18
4

Lt

R



Ave.

First

Woods

Brush

House
Trailer

5+00

Lt

BT
14 10

Rt.

8" Elm
+50 42

10" Elm
+20 58

4+00

4" Elm
+91 48

24" Oak
+53 52
7" Pine
+32 39
+34 61
18" Oak

+19 Elm Ent. (9')

BT
14 11

+08

End Woods
30

pp
+88 32 +94 33
"Barred Tel." marker

3+00

BT
13 9

+00 Woods
30

pp
+54 32

2+50

Jan 23, 1975

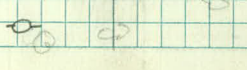
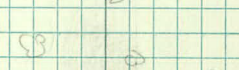
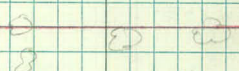
Lt.

L

Rt.

5

Frost Ave.



Lt

L

Rt.

+50

Tw 4" CofH

Tw

3" CofH

+37 48 +43 56

Tw 3" Elm

12" Elm

+32 59 +32 75

10" Elm

Tw 4" Ash

+30 45 +32 41

7+00

BT

13 11

5" Elm

+82 73

+78

NE Cor 140

83

6" Pine

+68 65

Tw 30" CofH
+59 73

15" Willow

+54 49

+56

20" Maple

76

12" Elm

+37 54

+34

Ball & L. Marker

15" Elm

+28 65

+29

pp 32

+12 E Adele St

3" CofH

+16 45

+06.44 E. Mont.

14 10

6+00

Tw 5" CofH

+90 59

7" CofH

+69 39

24" Oak

+62 76

+72

pp 88

Tw 8" CofH

+49 45

Tw 8" CofH

+63 71

22" Oak

+47 89

Tw 8" CofH

+35 57

12" Pine

+21 100

NE Cor 140.

+13 110

5+00

BT

14 10

RG
DS
LPD

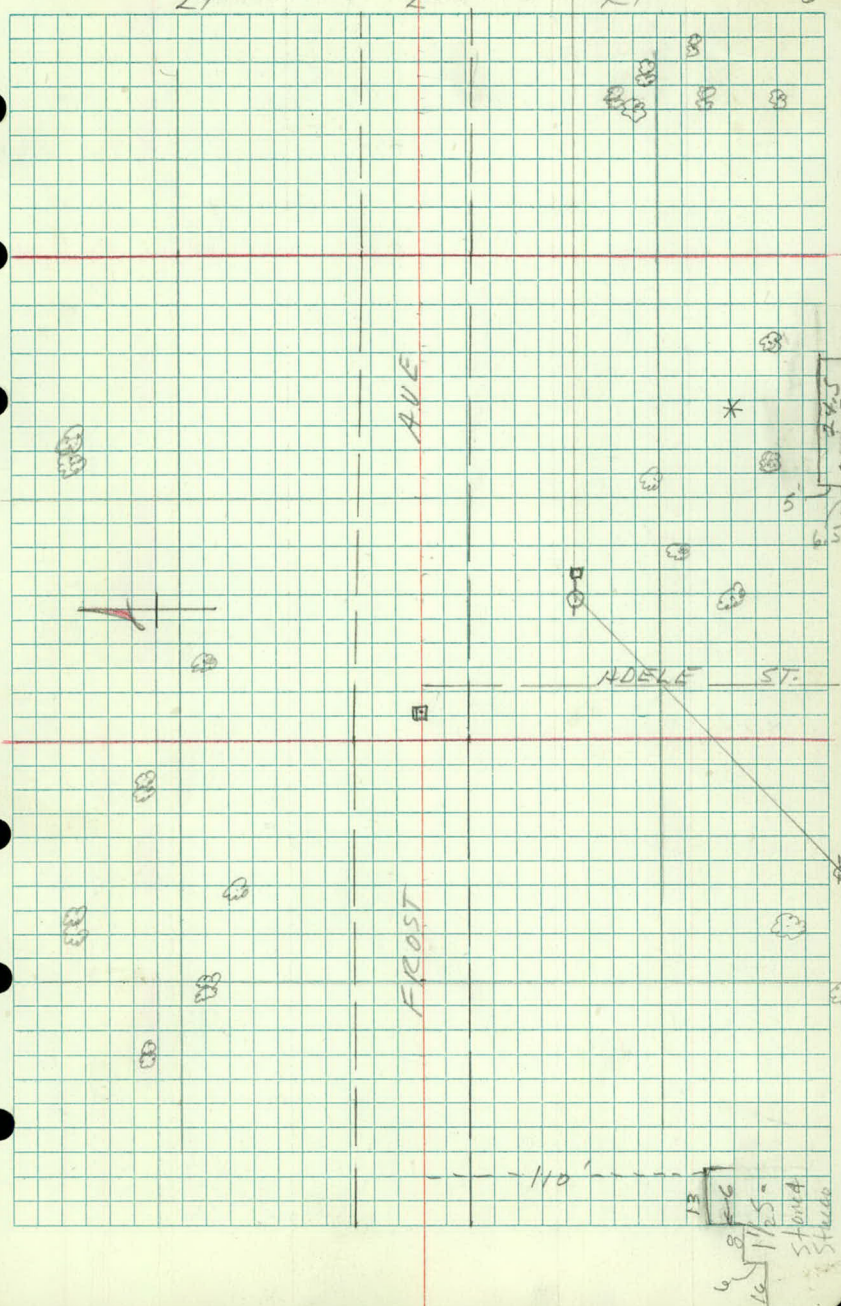
Jan 24, 1975
cloudy 25°

Lt

Rt

Rt

6



Lt R Rt
12 12

10+00

Wood Fe. Cor

PP +98 27-68
+88 30

+90 Ent (12')

+45-+60 Brush
31-60

+16 7" Cott
15

9+00

12 12

+86 Park sign (8')

+47 5" Elm
42

+11 PP Bell Tel.
31 marker
+10 31

8+00

13 11

+71 7" 8" Elm
59

7+50

+52 Stump
54

RG
DS
LPD

Lt.

Rt.

Jan 27, 1975
Lt. snow 10°
Rt.

7

□ □ □ □ □ □ □ □

○

— — — — —

— — — — —

1.02 2.00
1.84 3.00
2.00 2.00

4.0

PARK
11 11

4.0

○

4.0

5.0

Lt

L

Rt.

11+00

Wood (8")
 Beg G. R. Posts only

+68 22

NE Cor Gar & Ho
 +06 65

12 12 yard
 Light Pole
 +82 34
 5" Apple
 +76 31

Bk. Ent (16')
 +95 12
 End PC
 +79 27

8" Pine

+56 32

NW Cor. Ho.

+28 65

10+00

12 12

+03

10" willow
 32

3" pine
 +03 42

Jan 27, 1975

Lt

Lt

Rt

8

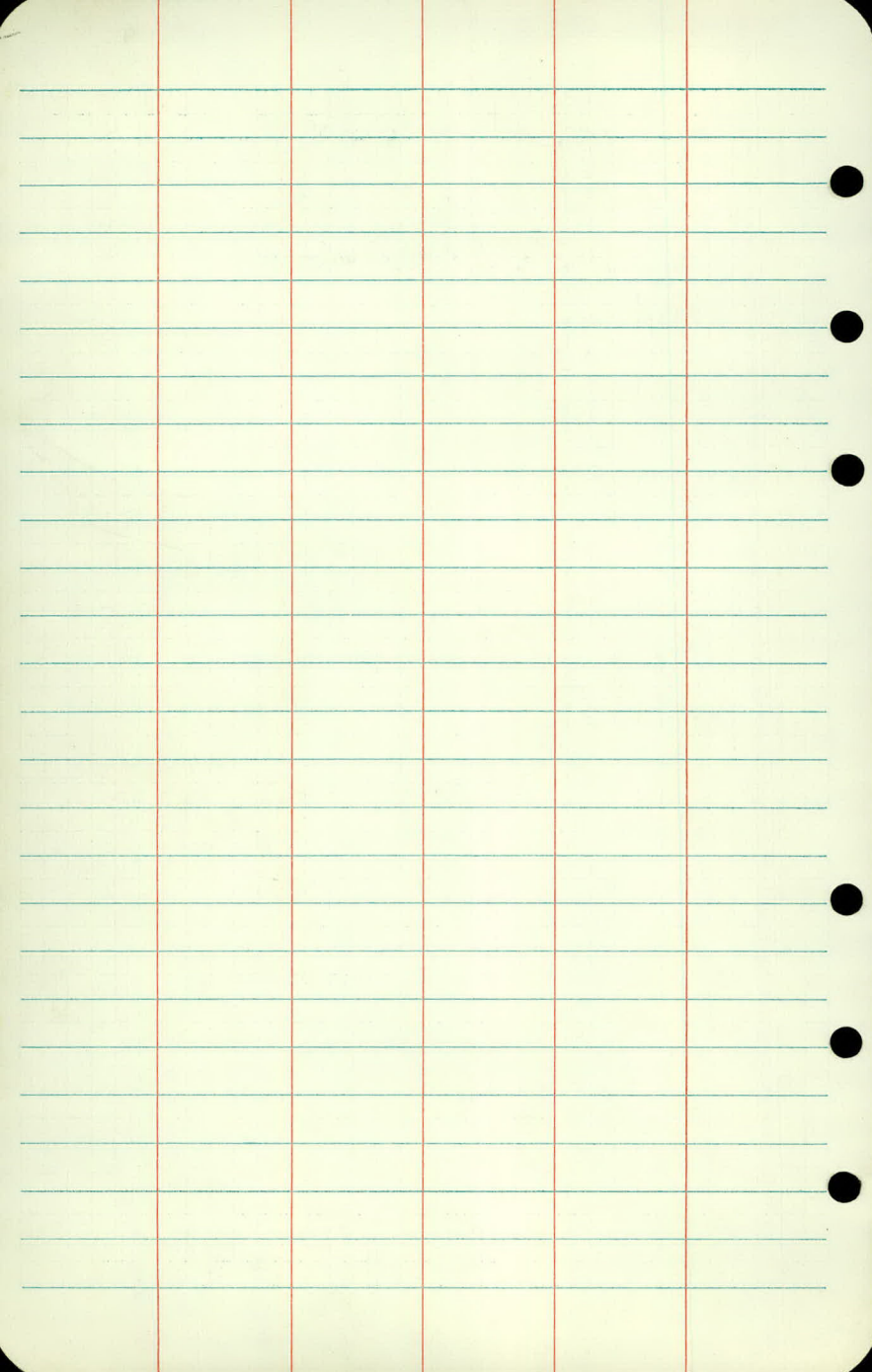
8" Posts @ 8'

Bit Ent

GAR

1-5-1

*
*
*
*
*
*
*



Jan 27, 1975
Snow 10°

BENCH LEVELS

of

FROST AVE.

Sta	+	Σ	-	Elev.	
BM ₁	7.58	901.85		894.27	
TP ₁	5.63	901.46	6.02	895.83	
TP ₂	6.41	903.23	4.64	896.82	
BM ₂	6.46	908.12	1.57	901.66	
TP ₃	5.12	911.45	1.79	906.33	
BM ₃			5.105	906.345	
TP ₄	0.885	904.485	7.85	903.60	
TP ₅	2.13	894.045	12.57	891.915	
BM ₄	8.01	893.875	8.18	885.865	
TP ₆	12.31	904.23	1.955	891.92	
TP ₇	7.18	910.80	0.61	903.62	
BM ₅			4.44	906.36	
TP ₈	1.50	907.85	4.45	906.35	906.33
BM ₆	1.55	903.21	6.19	901.66	901.66
TP ₉	4.53	901.35	6.39	896.82	896.82
TP ₁₀	6.34	902.17	5.52	895.83	895.83
BM ₇			7.90	894.27	894.27

Jan 27, 1975

R6 M
LPD T
DS 4

Description

10

Spike in PP SW Cor Frost & Atlantic

" " PP 500'± W. of Atlantic

(S&T office)

NW Cor lower step 1600 Frost Ave. Products)

Spike in Arc Lt pole SW Cor Phalen Pl. & Frost Ave

Top NW Cor

Bell Tel. marker by PP Rt Sta 8+10

Top steel ment. Ctr Sec 16

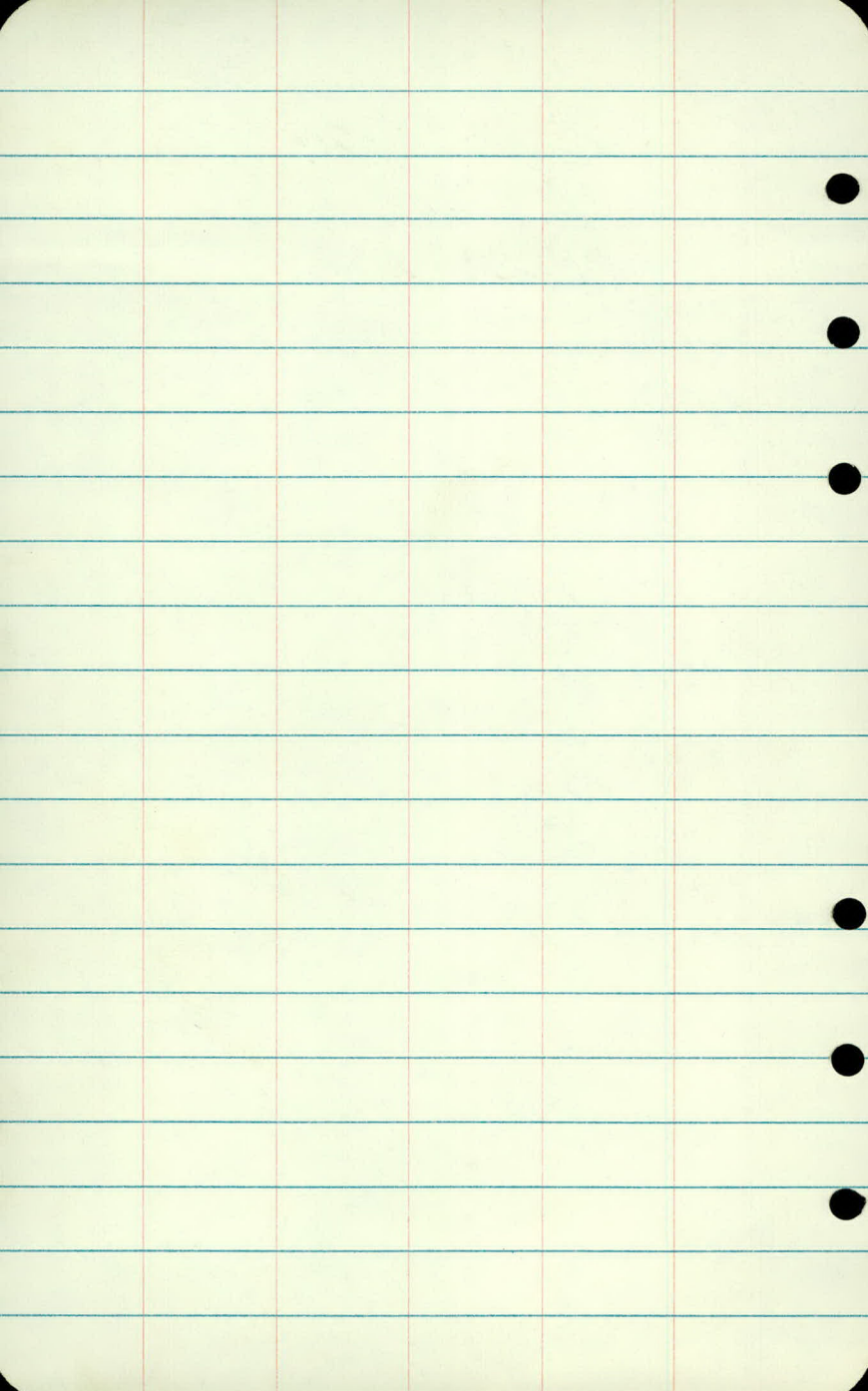
Top N.W. Cor Bell Tel Marker 33' Rt Sta 3+94

Top Metal

Cable protector on PP Rt Sta 1+27

Spike in Arc Lt Pole Lt - 0+40±

Top Mount@ Adele St.



X-SECTIONS
of
FROST AVE.

0+00 To 11+00

(E. Edge Trailer Court to
500' E. of Adele St.)

Sta	+	π	-	Elev.
BM	8.08	893.95		885.87

0+00

+50

1+00

+50

T. P. 10.81 [✓] 902.99 1.77 892.18

RG
LPD
DS

Lt

R

Jan 27, 1975
clear 20°
Rt

12

spike in Arc Lt. Pale Lt. - 0 + 40 +

82.4	91.0	86.2	85.1	85.2	84.7	84.5	84.5	82.3	81.1
11.6	13.0	7.8	8.3	8.8	9.3	9.2	9.2	11.7	12.9
47	33	22	12		10	11	17	28	38
80.5	83.1	84.2							
13.5	10.9	9.8							79.6
51	53	62							16.4
45.2	84.6	80.5	84.0	81.2	86.5	86.7	86.6	83.4	50
8.8	9.4	5.5	6.0	6.8	7.5	7.3	7.4	10.6	
37	30	21	11		11	12	20	31	
85.5	84.7	85.8	86.7	87.1					78.8
8.5	9.3	8.2	7.3	6.9					15.2
50	55	66	71	85					50
91.3	87.8	90.6	90.2	89.5	88.7	88.8	88.5	84.5	
2.7	6.2	3.4	3.8	4.5	5.3	5.2	5.5	9.5	
36	28	22	11		12	13	22	37	
90.8	89.8	86.0	86.8						81.6
3.2	4.2	8.0	7.2						12.4
47	50	60	70						50
90.3	89.4	92.6	92.7	91.5	90.7	90.9	90.6	89.5	
3.7	4.6	1.4	1.7	2.5	3.3	3.1	3.4	5.5	
40	30	21	13		11	12	22	32	
90.9	91.4								86.4
13.1	2.6								7.6
50	59								50

small stump Rt sta 1 + 50

STA + π - ELV.

902.99

2+00

✓

+50

✓

T.P. 12.08 909.82 5.25 897.74

3+00

✓

+50

✓

+56

9.75 900.07

27-JAN-75

✓ LT

✓ E

RT

13

✓ 93.6	✓ 92.2	✓ 94.5	✓ 94.1	✓ 89.5	✓ 92.9	✓ 93.1	✓ 92.7	✓ 91.3
9.4	10.8	8.5	8.9	9.5	10.1	9.9	10.3	11.7
36	31	21	10		11	12	23	33
✓ 92.9								✓ 90.1
✓ 10.1								12.9
50								50
✓ 95.4	✓ 94.0	✓ 96.2	✓ 96.0	✓ 95.6	✓ 95.3	✓ 95.3	✓ 94.9	✓ 93.5
7.6	9.0	6.8	7.0	7.4	7.7	7.7	8.1	9.5
39	28	20	12		11	12	23	29
✓ 94.4								✓ 95.6
✓ 8.6								✓ 96.5
50								50

STA 3+00 E PK Nail.

✓ 96.0	✓ 98.0	✓ 98.0	✓ 97.8	✓ 97.8	✓ 97.6	✓ 97.8	✓ 97.3	✓ 96.0
13.8	11.8	11.8	12.0	12.0	12.2	12.0	12.6	13.8
30	24	16	13		8	9	25	31
✓ 96.5							✓ 94.5	✓ 99.4
✓ 13.3							11.3	10.4
50							50	36
✓ 98.2	✓ 90.00	✓ 900.00	✓ 99.9	✓ 99.8	✓ 99.7	✓ 99.9	✓ 99.9	✓ 99.7
11.6	9.8	9.8	9.9	10.0	10.1	9.9	10.1	
28	22	16	13		8	10	20	
✓ 99.4	✓ 98.5				✓ 99.5	✓ 99.3	✓ 99.9	✓ 99.0
11.4	11.3				10.3	10.5	9.9	10.8
47	60				75	50	35	30

Proposed RD. RT.

STA + Δ - ELV

909.82

4+00

✓

+19

Ent RT

✓

+29

✓

+50

✓

28-JAN-75

LT

Z

RT

14

✓ 900.0 ✓ 901.8 ✓ 902.0 ✓ 901.8 ✓ 901.8 ✓ 901.8 ✓ 01.9 ✓ 901.5 ✓ 901.6

9.8 8.0 7.8 8.0 8.0 8.0 7.9 8.3 8.2

34 23 15 13 8 10 19 31

✓ 900.3 ✓ 900.8 ✓ 905.7 ✓ 901.2 ✓ 905.6

9.5 9.0 4.1 3.6 4.2

44 60 75 50 35

✓ 900.6 ✓ 902.3 ✓ 902.5 ✓ 902.4 ✓ 902.5 ✓ 902.6 ✓ 902.6 ✓ 902.3

9.2 7.5 7.3 7.4 7.3 7.3 7.2 7.2 6.5

33 24 15 13 8 10 19 29

✓ 901.0 ✓ 901.4 ✓ 901.9 ✓ 901.7 ✓ 905.0

8.8 8.4 1.9 3.1 4.8

50 65 90 50 43

✓ 901.0 ✓ 902.7 ✓ 902.9 ✓ 902.8 ✓ 902.9 ✓ 902.9 ✓ 903.0 ✓ 902.8 ✓ 902.5

8.8 7.1 6.9 7.0 6.9 6.9 6.8 7.0 7.3

32 25 15 13 8 10 18 27

✓ 901.2 ✓ 901.6 ✓ 909.3 ✓ 909.3 ✓ 907.8 ✓ 901.2

8.6 8.2 +0.5 0.5 2.0 2.6

50 65 90 60 47 35

✓ 901.8 ✓ 903.0 ✓ 902.5 ✓ 903.5 ✓ 903.4 ✓ 902.6 ✓ 903.7 ✓ 903.4 ✓ 902.5

8.0 6.8 6.3 6.3 6.2 6.2 6.1 6.4 7.3

37 28 15 13 8 10 19 29

✓ 901.9 ✓ 901.7 ✓ 907.1 ✓ 908.2 ✓ 909.0 ✓ 907.3

7.9 8.1 +2.7 +1.6 0.8 2.5

50 65 100 75 50 36

STA + T - ELV.

909.82

5 + 00

✓

T.P. 10.07 915.12 4.77 905.05

+50

✓

+80

✓

28-JAN-75

LT

±

RT

15

✓ 902.8	✓ 903.4	✓ 904.9	✓ 905.0	✓ 905.0	✓ 905.0	✓ 904.8	✓ 905.5	✓ 904.7
7.0	6.4	4.9	4.8	4.8	4.8	5.0	6.3	5.1
37	28	16	13		9	17	24	31

✓
907.7
2.1
50

✓
907.2
2.6
65

✓
905.2
+4.6
85

✓
907.8
+2.0
70

✓
909.0
0.8
50

✓
908.2
1.6
43

PK. NAIL AT STA. 5+00 ±

✓ 903.7	✓ 904.1	✓ 905.1	✓ 906.0	✓ 906.0	✓ 906.0	✓ 905.8	✓ 906.3	✓ 906.3
11.4	11.0	9.4	9.1	9.1	9.1	9.3	8.8	8.8
37	28	19	11		10	18	26	32

✓
903.6
11.5
55

✓
902.8
12.3
70

✓
915.1
0.0
100

✓
911.3
3.8
71

✓
908.5
6.6
50

✓ 904.1	✓ 905.0	✓ 906.2	✓ 906.3	✓ 906.4	✓ 906.3	✓ 906.4	✓ 906.8	✓ 908.2
11.0	10.1	8.9	8.8	8.7	8.8	8.7	8.3	6.9
39	29	18	13		8	19	31	50

✓
904.0
11.1
50

✓
902.8
12.3
70

✓
915.1
0.0
93

✓
913.4
1.7
85

✓
910.6
4.5
69

STA + K - ELV,

915.12

BM

+13

♀ Adele sf RT

✓

BM 8.29 914.65 8.76 906.34 906.35

+23

✓

+31

+50

Jan 28, 1975

LT

E

RT

16

✓ 904.2 ✓ 905.2 ✓ 906.5 ✓ 906.5 ✓ 906.6 ✓ 906.5 ✓ 906.9 ✓ 908.1 ✓ 908.7
 10.9 9.9 8.6 8.6 8.5 8.6 8.2 7.0 6.4
 40 28 17 13 7 24 43 50

✓ 903.9 ✓ 902.8
 11.2 12.3
 50 70

913.3 914.3 914.0 912.8 910.8
 1.8 0.8 1.1 2.3 4.3
 200 150 126 100 75

Top Mont Ctr Sec 16.

✓ 904.2 ✓ 905.4 ✓ 906.7 ✓ 906.7 ✓ 906.7 ✓ 906.7 ✓ 906.9 ✓ 907.9 ✓ 908.9
 10.5 9.3 8.0 8.0 8.0 8.0 7.8 6.8 5.8
 42 28 16 13 8 19 35 50

✓ 904.1 ✓ 902.6
 10.6 12.1
 50 75

914.7 912.6 910.6
 0.0 2.1 4.1
 150 100 75

✓ 903.2 ✓ 904.3 ✓ 904.2 ✓ 905.4 ✓ 906.7 ✓ 906.8 ✓ 906.8 ✓ 906.8 ✓ 907.1 ✓ 908.2 ✓ 909.9 ✓ 910.5
 11.5 10.4 10.5 9.3 8.0 7.9 7.9 7.9 7.6 6.5 3.8 1.2
 70 50 42 29 17 13 8 22 33 50 75

✓ 903.4 ✓ 904.4 ✓ 905.4 ✓ 906.7 ✓ 906.8 ✓ 906.8 ✓ 906.8 ✓ 907.1 ✓ 908.3 ✓ 911.2 ✓ 913.6
 11.3 10.3 9.3 8.0 7.9 7.9 7.9 7.6 6.4 3.5 1.1
 70 50 30 16 13 8 22 33 50 75

STA + $\bar{A}$ - ELV.

914.65

7+00

✓

+36

✓

T.P. 2.41 ✓ 909.13 ✓ 7.83 906.82 ✓

+53

+55

✓

28-JAN-75

LT

E

RT

17

903.7

904.6

906.2

906.7

906.9

906.7

907.0

907.9

909.0

11.0	10.1	8.5	8.0	7.8	8.0	7.7	6.8	5.7
50	36	23	13		9	20	29	41

902.1

12.6
75

912.6

910.1

2.1 4.6
75 50

903.7

904.5

906.2

906.5

906.6

906.5

906.4

907.1

907.1

11.0	10.2	8.5	8.2	8.1	8.2	8.3	7.6	7.6
50	28	21	13		9	21	32	45

902.1

12.6
75

909.0

908.0

5.7 6.7
75 50

E STA 7+00 PK NAIL

903.4

904.0

906.2

906.3

906.3

906.4

906.3

906.4

906.0

906.5

901.9

5.8	5.2	3.0	2.9	2.9	2.8	2.9	2.8	3.2	6.7	7.3
48	30	23	16	13		8	11	19	32	43

903.9

902.4

5.3 6.8
50 70

901.4

901.7

7.8 7.5
70 50

Sta + π - E/v

909.23

8+00

+50

9+00

✓

+45

✓

RG
DS
LPD
GA
RJ

Jan 30 1975
Clear 6°

LT

R

RT

18

5100

901.8	902.9	903.6	905.7	905.7	905.9	905.7	905.7	902.4	901.8	900.1
7.4	6.3	5.6	3.5	3.5	3.3	3.5	3.7	6.8	7.4	9.1
70	50	34	23	12		9	20	35	50	70

+50

901.3	902.6	903.1	905.1	905.2	905.2	905.2	905.3	904.8	903.8	902.1	900.5
7.9	6.6	6.1	4.1	4.0	4.0	4.0	3.9	4.4	5.4	7.1	8.7
70	50	33	23	13		9	17	24	34	50	70

9100

901.6	902.4	904.4	904.4	904.4	904.5	904.5	904.3	904.2	902.4	901.2
7.6	6.8	4.8	4.8	4.8	4.7	4.7	4.9	5.0	6.8	8.0
50	36	26	15	12		10	17	23	27	33

900.4
8.8
75

899.7
900.1
9.5
70
9.1
50

+45

899.6	900.8	901.7	902.6	903.8	903.8	903.7	903.6	902.9	899.3	896.6
9.6	8.4	7.5	5.6	5.4	5.4	5.5	5.6	6.3	9.9	12.6
70	50	31	23	12		10	16	24	32	50

896.2
13.0
70

Sta

+

T

-

15/12

909.23

9+58

Edge
Bank

✓

Walter Av

+83

Edge
Bank

+91

ditch Rt

10+00

top
Bank

+50

Jan 30, 1975

LH			F			RT			19
✓ 899.6	✓ 900.9	✓ 901.7	✓ 903.4	✓ 903.6	✓ 903.4	✓ 903.6	✓ 903.7	✓ 901.3	✓ 900.7
9.6	8.3	7.5	5.8	5.6	5.6	5.8	5.6	5.5	7.9
70	50	30	21	12		10	16	25	34

✓ 900.1
9.11
70

✓ 899.2	✓ 899.9	✓ 901.1	✓ 903.1	✓ 903.3	✓ 903.3	✓ 903.1	✓ 903.1	✓ 901.8	✓ 900.1	✓ 899.5
10.0	9.3	8.1	6.1	5.9	5.9	6.1	6.1	7.4	9.1	9.7
70	50	35	22	12		9	17	28	50	70

✓ 899.2	✓ 899.9	✓ 901.1	✓ 903.0	✓ 903.2	✓ 903.2	✓ 903.0	✓ 902.6	✓ 899.7	✓ 899.2	✓ 897.4
10.0	9.3	8.1	6.2	6.0	6.0	6.2	6.6	9.5	11.0	11.8
70	50	35	22	12		9	20	32	50	70

✓ 899.0	✓ 899.9	✓ 901.0	✓ 903.0	✓ 903.1	✓ 903.1	✓ 902.9	✓ 902.8	✓ 901.9	✓ 901.7	✓ 901.4
10.2	9.3	8.2	6.2	6.1	6.1	6.3	6.4	7.3	7.5	7.6
70	50	35	22	12		10	18	27	50	75

✓ 898.4	✓ 899.6	✓ 900.4	✓ 902.4	✓ 902.6	✓ 902.7	✓ 902.6	✓ 902.3	✓ 901.6	✓ 902.8	✓ 902.9
10.8	9.6	8.8	6.8	6.6	6.5	6.6	6.9	7.6	6.4	6.3
70	50	33	20	12		9	17	27	50	70

PC 140

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

		909.23		
--	--	--------	--	--

TP	4.62	906.73	7.12	902.11
----	------	--------	------	--------

11+00

Ent Rt

BM

		5.03	901.70	901.66
--	--	------	--------	--------

Jan 30, 1975

Lt

R

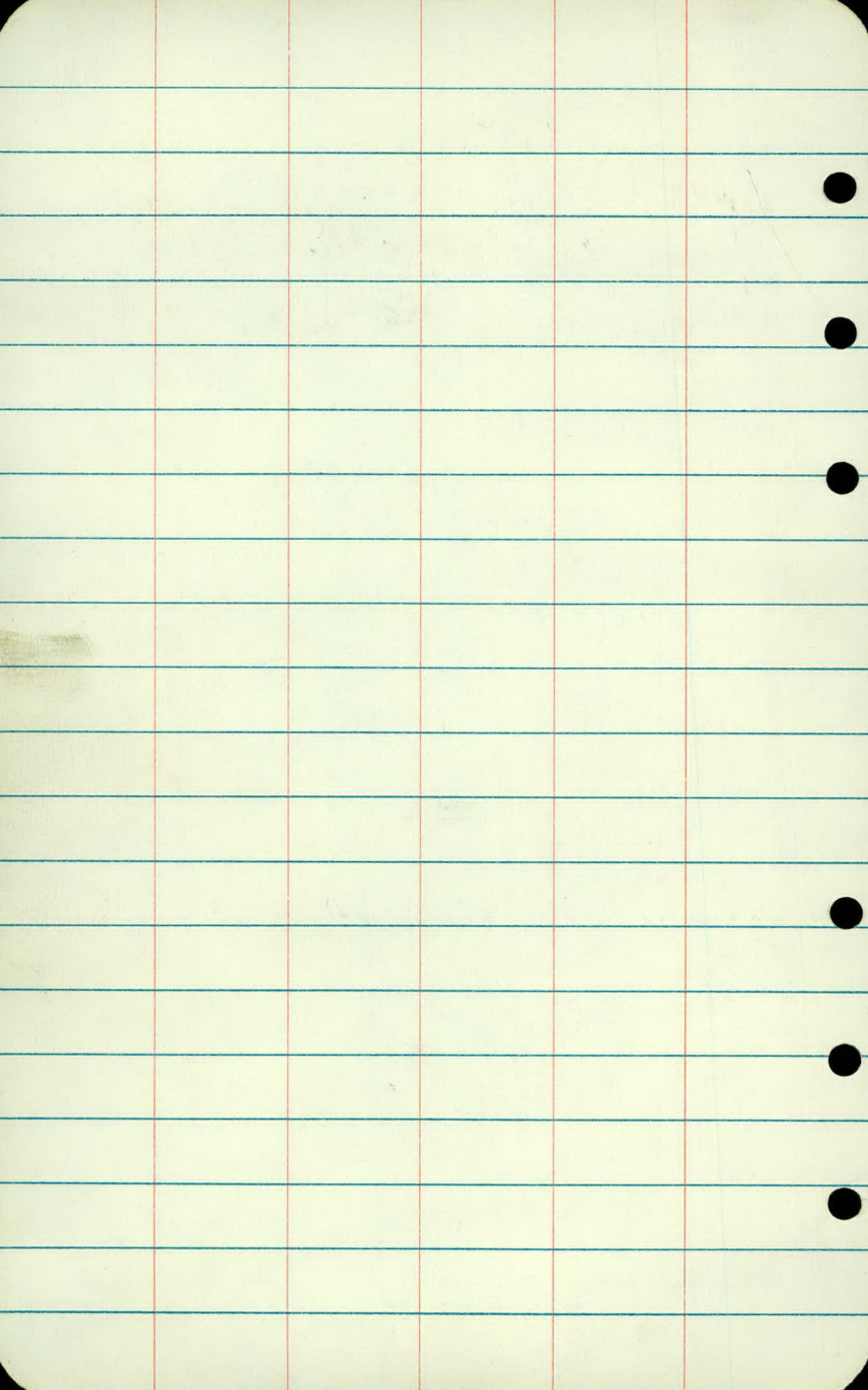
Rt.

20

✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
897.0	899.0	900.7	902.2	902.1	902.1	902.0	901.8	901.8	902.3	903.1	
9.7	7.7	6.5	4.5	4.6	4.6	4.7	4.9	4.9	4.4	3.6	
70	50	28	19	11		10	18	28	46	64	
								Bit	Bit	Ice	

Ar. Lt.

spike in PP SW Cor Phalen Pl.



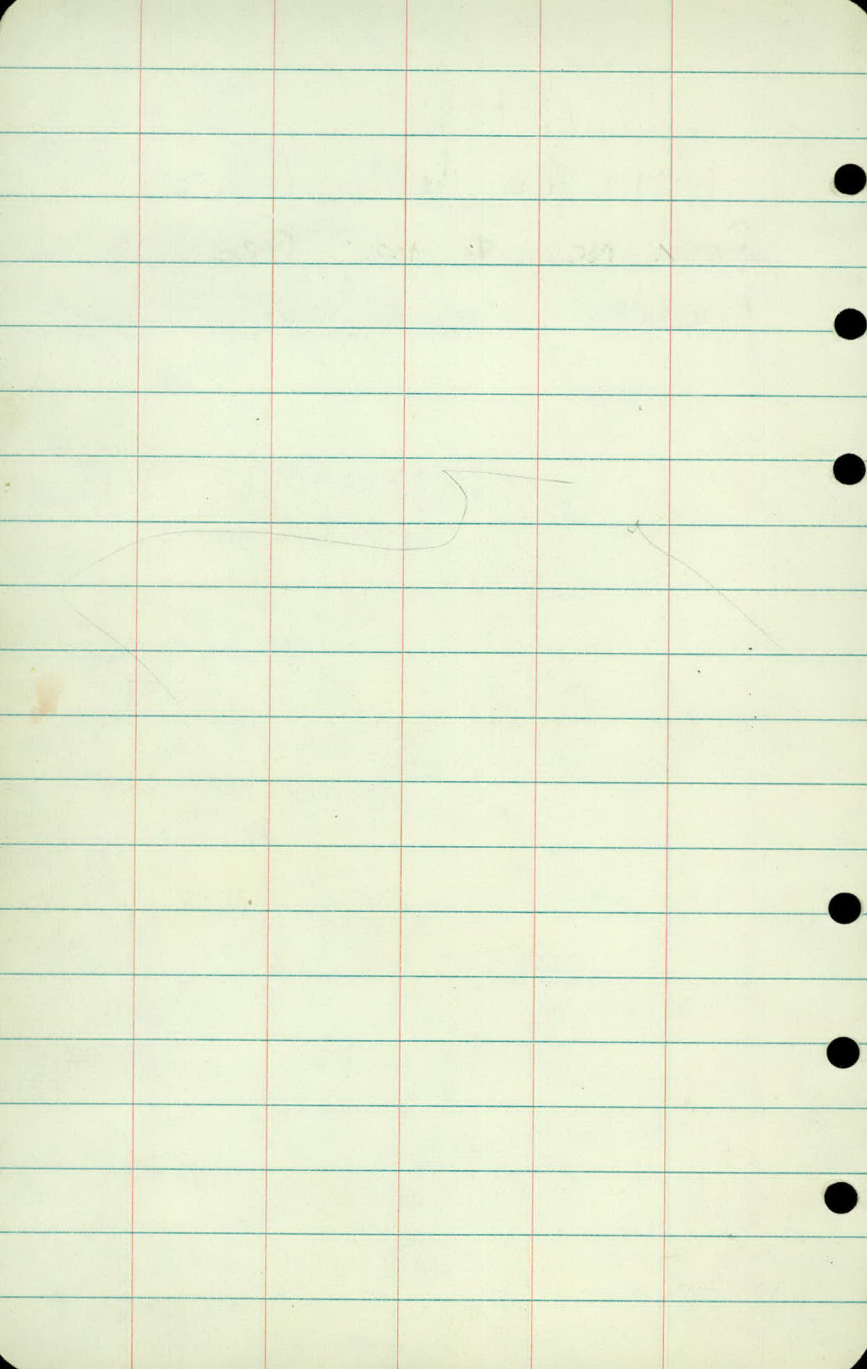
Notes:

- 1) Should Have Additional Topog
from New & for Tree
Location. R. Weber

$$\begin{array}{r} 8322.94 \\ 7948.5 \\ \hline 374.44 \end{array}$$

$$\begin{array}{r} 606.44 \\ 350.44 \\ \hline 250.00 \end{array}$$

$$\begin{array}{r} 606.44 \\ 232.00 \\ \hline 374.44 \end{array}$$



Frost
AVE

STRUCTURAL DATA

22

TYPE MH 1

STORM

ELECTRIC

WATER

SANITARY

✓

TELEPHONE

OTHER

STATION

RIGHT

LEFT

SIZE

4+54

15'

9

INCH CASTING

TYPE OF CONST.

BLOCK

BRICK

SECTIONAL ✓

COMMENTS

Bot 1-4'

1-4' Concentric Cone

ADJUSTING RINGS

TYPE

NO.

DEPTH

COMMENTS

BLOCK

BRICK

GONC. RINGS

✓

4

.80

DEPTH FROM
BOTTOM OF M.H.

ELEV.

TO TOP OF CASTING

8.15

DISTANCE

FROM HIGHEST

FLOW LINE TO

903.27 210

TOP OF CASTING

ETC.

INV.

SIZES OF ALL

PIPES AND

DIRECTION OF

FLOW

8" VCP

£



DESIGN

ELEVATION - TOP

FINAL ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT

$$\begin{array}{r} 911.55 \\ 5.20 \\ \hline 906.35 \end{array}$$

$$\begin{array}{r} 906.36 \\ 5.19 \\ \hline 911.55 \\ 8.32 \\ \hline 903.23 \end{array}$$

$$\begin{array}{r} 911.55 \\ 8.28 \\ \hline 903.27 \end{array}$$

B.M.
Top Mont
Adel

$$\begin{array}{r} 906.36 \\ \hline 906.25 \end{array}$$

B.M.

863.32 PK 0+00
N.E. Conc S/W 100' Lt 6+00

869.35

Top

Frost
AVE

STRUCTURAL DATA

23

TYPE M/H 2

STORM

ELECTRIC

WATER

SANITARY

TELEPHONE

OTHER

STATION

RIGHT

LEFT

SIZE

6+06

15'

11

INCH CASTING

TYPE OF CONST.

COMMENTS

BLOCK

BRICK

SECTIONAL

Bot

2' SECT.

4' "

1' SECT

4' CONE

concentric

ADJUSTING RINGS

TYPE

NO.

DEPTH

COMMENTS

BLOCK

BRICK

CONC. RINGS

✓

3

0.6

DEPTH FROM
BOTTOM OF M.H

ELEV.

TO TOP OF CASTING

11.8

DISTANCE

FROM HIGHEST

FLOW LINE TO

TOP OF CASTING

906.35 L10

ETC.

INV.

SIZES OF ALL

PIPES AND

DIRECTION OF

FLOW

DESIGN

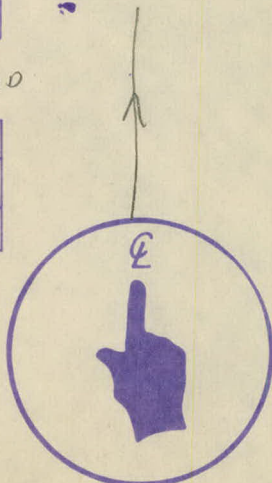
ELEVATION - TOP

FINAL ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT



Frost
AVE

STRUCTURAL DATA TYPE MH 3

24

STORM

ELECTRIC

WATER

SANITARY

TELEPHONE

OTHER

STATION

RIGHT

LEFT

SIZE

9+66

15'

9"

INCH CASTING

TYPE OF CONST.

COMMENTS

BLOCK

2-4' SEC

BRICK

1-2' SEC

SECTIONAL

✓

1-4' CONE Concentric

ADJUSTING RINGS

TYPE

NO.

DEPTH

COMMENTS

BLOCK

BRICK

CONC. RINGS

✓

2

0.50

DEPTH FROM
BOTTOM OF M.H.

ELEV.

TO TOP OF CASTING

12.2

2

DISTANCE

FROM HIGHEST

903.23

LID

FLOW LINE TO

TOP OF CASTING

ETC.

INV.

SIZES OF ALL

PIPES AND

DIRECTION OF

FLOW

DESIGN

ELEVATION - TOP

FINAL ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT



FROST AVENUE

K @ Const P.I.

STA 28+16.97 180° Sighting

P.I. Sta 23+82.62.

Vanvarg 18, 1980

P.M.

P.K

P.D.

A Z		DIST	DISC		
166° 51'	✓	214	E END OF TRAILOR		
158° 11'	✓	145	"	"	"
151° 02'	✓	120	"	"	"
140° 03'	✓	97	"	"	"
125° 51'	✓	82	"	"	"
276° 04'	✓	62	E TRACKS		
348° 24'	✓	183	"	"	"

FROST AVE

180° SITEING S.W.
ON TRACKS

TRACK LOCATION

SITADIA

January 18, 1980

R.M.

P.D.

P.K.

AZ		Dist		
1° 07' 45"	✓	153	<u>4</u>	TRACKS
2° 15' 45"	✓	295	"	"
3° 37' 00"	✓	435	"	"
4° 59' 25'	✓	575	"	"
31° 12'	✓	238	NE. COR.	GAR
62° 00'	✓	170	NW "	OFFICE Bldg.

FROST AVENUE

T @ Const. P. I. STA.

23 + 85.62

180° AZimuth Sighting S. W
along Const Tangent.

January 18, 1980

R.M.

P.K.

P.D.

AZ		Dist	DISCRIPTION		
144° 08'		107	N.E. COR OFFICE BLDG.		
149° 45'	✓	135	N.W. " " "		
121° 36'	✓	88	N.W. COR. CABIN		
110° 25'	✓	59	N.E. COR. CABIN		
91° 35'	✓	51	N.W. COR. GAR.		
78° 19'	✓	44	N.E. " "		
54° 47'	✓	75	E END OF TRAILOR		
40° 14'	✓	93	"	"	"
32° 11'	✓	117	"	"	"
27° 22'	✓	144	"	"	"
23° 36'	✓	171	"	"	"
22° 06'	✓	200	"	"	"
*19° 45'	✓	228	"	"	"
*17° 50'	✓	300	"	"	"
*17° 36'	✓	331	"	"	"
*17° 28'	✓	360	"	"	"
*17° 22'	✓	389	"	"	"

FROST AVE.
(E. of Keller Channel)

using old stationing

(new stationing is in red)

Crew: R.M.
P.K.
P.D.

May 12, 1980
60°

+

π

36+00

5.0

883.1

878.1

16+27

39+93=

5+00

19.8

885.2

865.4

20+19

7+50

15.3

887.4

872.1

22+69

9+50

11.8

888.8

877.0

24+69

0+50

3.6

890.8

85

887.2

27+66

L.F.

F

$$\begin{array}{r}
 \text{top 5.} \\
 \text{Rail } 881.9 \\
 \underline{1.2} \\
 90
 \end{array}$$

$$\begin{array}{r}
 \text{Top of slope 14F} \\
 2.3 \quad 80.8 \\
 \underline{\quad} \\
 85
 \end{array}$$

$$\begin{array}{r}
 881.6 \\
 \underline{3.6} \\
 92
 \end{array}$$

$$\begin{array}{r}
 879.8 \\
 \underline{5.4} \\
 87
 \end{array}$$

$$\begin{array}{r}
 883.1 \\
 \underline{4.3} \\
 81
 \end{array}$$

$$\begin{array}{r}
 5.3 \quad 882.1 \\
 \underline{\quad} \\
 76
 \end{array}$$

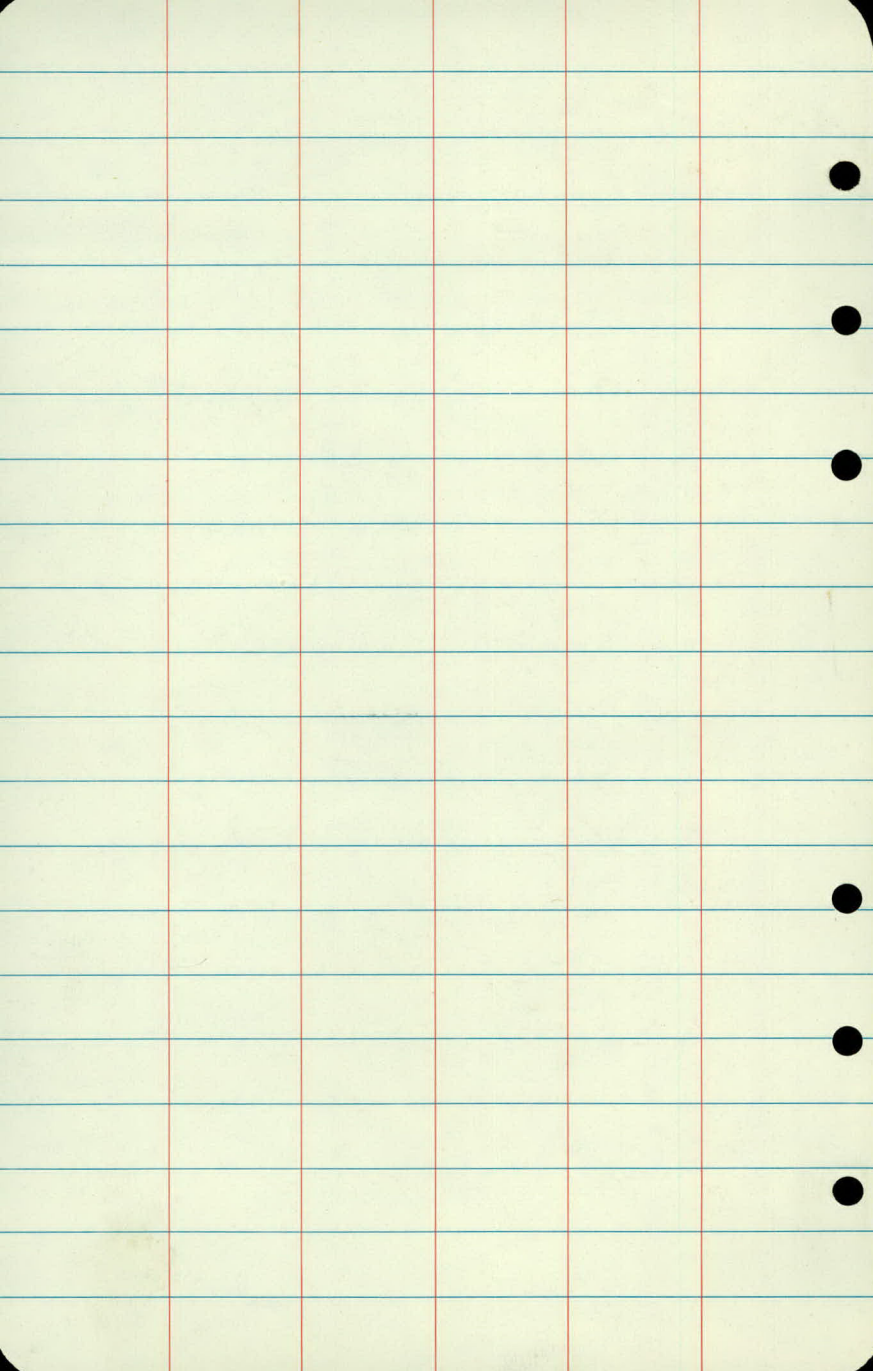
$$\begin{array}{r}
 884.9 \\
 \underline{3.9} \\
 78
 \end{array}$$

$$\begin{array}{r}
 4.8 \quad 884.0 \\
 \underline{73}
 \end{array}$$

$$\begin{array}{r}
 887.9 \\
 \underline{2.9} \\
 75
 \end{array}$$

$$\begin{array}{r}
 886.9 \\
 \underline{3.9} \\
 71
 \end{array}$$

top south
rail



PK
LRO
MG

2-JULY-79
CLOY 70° (1)

X SECT.

OLD FROST AVE

CONN.

DATY	+	Δ	-	ELEV
BM	6.7	880.5		868.7 873.8
BM	check		11.8	868.7 868.7

$$35+38 = 0+22^+$$

$$35+50 = 0+35^+$$

$$36+00 = 0+88^+$$

$$+50 = 1+40^+$$

$$37+00 = 1+92^+$$

PH
LPA
MG

±

RT

2-JULY-79
CLDY 70° (2)

STA 37+00 ± FROST AVE

STA 38+00 ± FROST AVE

0.4 1.0 2.0 14.6 16.8 17.8 17.4 17.7
BIT 16 22 69 100 122 139 173
BIT CURB BIT BIT

0.7 1.4 1.7 14.0 15.9 17.4 17.1 17.5 17.0
BIT 16 24 66 100 119 134 152 170
BIT CURB BIT BIT

2.4 2.8 13.0 16.8 17.0 16.8 17.0 17.0
BIT 16 45 85 100 130 145 165
BIT 75' 35' 20' 10' 25' 45'

4.3 4.7 13.7 16.4 16.7 16.7 17.8 16.8
BIT 17 50 75 92 100 118 136
BIT BIT

6.7 7.0 14.3 16.2 16.6 16.5 16.8 17.0
BIT 16 47 63 76 87 100 125
BIT BIT

DATA

+

$\bar{x}$

-

ELEV

37+50

2145 $\pm$

38+00

2197 $\pm$

PK
LP2
MB

2

RT

2-JULY-77
CLDY 70°
(3) 2

71.20

71.00

65.30

63.40

63.80

63.80

63.50

63.70

9.3 9.5 15.2 16.6 16.7 16.7 17.0 16.8
BIT 16 42 55 62 72 83 100
BIT BIT BIT

68.70

68.30

65.30

63.80

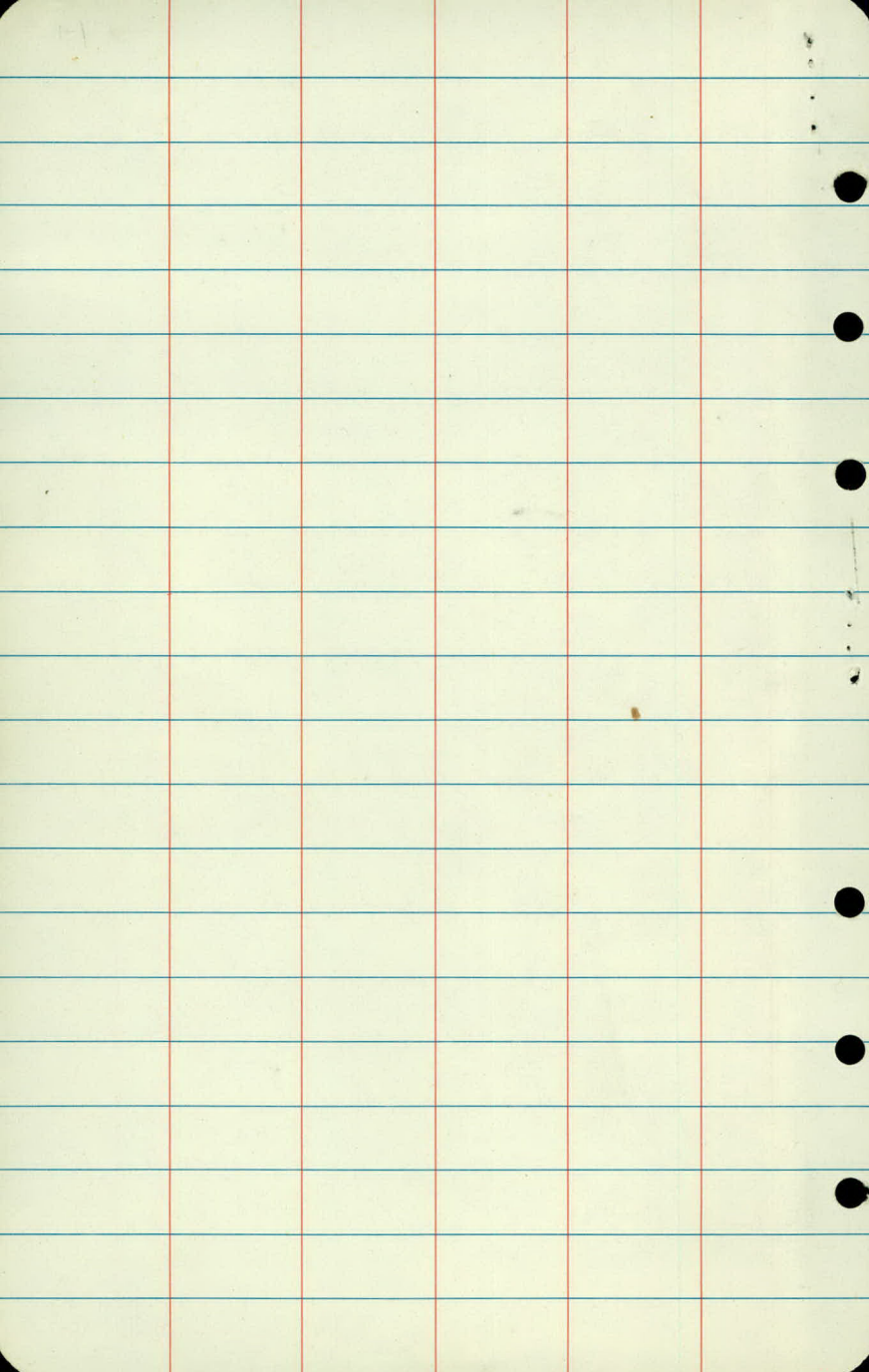
63.70

63.70

65.50

62.9

11.8 12.2 15.2 16.7 16.8 16.8 16.0 17.6
BIT 16 29 43 46 55 68 100
BIT BIT BIT BIT BIT



1
OLD FROST AVE. CONN.
(Keller Pkwy - Parkway)

Alignment
Topography
4 sheets

4+36.13

P.R.

0+00

P.R.

2
OLD FROST AVE, CONN.
(Keller Pkwy - Parkway)

TOPOGRAPHY

Crew: R.M.
P.D.
P.K.

Sunny 75°
June 29, 1979

$$\begin{array}{r} Sh \\ 27 \end{array} \quad \begin{array}{r} Bt \\ 12 \end{array} \quad +50 \quad \begin{array}{r} Bt \\ 12 \end{array} \quad \begin{array}{r} Sh \\ 21 \end{array}$$

$$\begin{array}{r} Sh \\ 27 \end{array} \quad \begin{array}{r} Bt. \\ 12 \end{array} \quad / \quad \begin{array}{r} Bt \\ 13 \end{array} \quad \begin{array}{r} Sh \\ 22 \end{array}$$

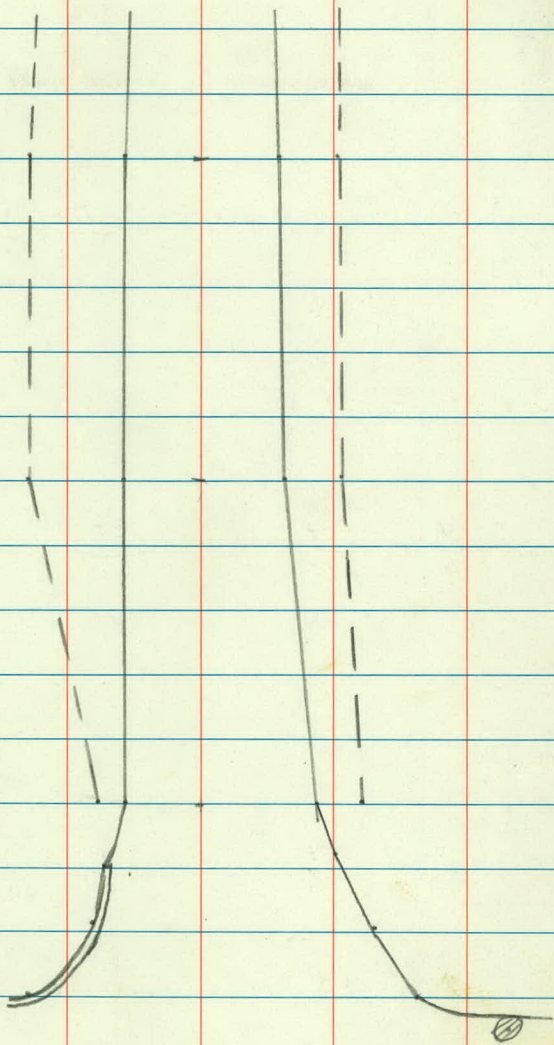
Possible Conc. Print.

$$\begin{array}{r} +50 \quad \begin{array}{r} Sh \\ 16 \end{array} \quad \begin{array}{r} Bt \\ 12 \end{array} \quad 50 \quad \begin{array}{r} Bt \\ 18 \end{array} \quad +50 \quad \begin{array}{r} E. Sh \\ 25 \end{array} \\ +42 \quad \begin{array}{r} End Curb \\ 15 \end{array} \quad +31 \quad \begin{array}{r} P.O.C. \\ 17 \end{array} \quad +20 \quad \begin{array}{r} E. Bt. \\ 34 \end{array} \quad +42 \quad \begin{array}{r} E. Bt \\ 21 \end{array} \quad +31 \quad \begin{array}{r} E. Bt \\ 27 \end{array} \\ +20 \quad \begin{array}{r} Bgg. Cor \\ 27 \end{array} \quad +14 \quad \begin{array}{r} C.B. \\ 48 \end{array} \end{array}$$

126' to S.
Edge Bridge
E K. Parkway

36.6

3



$$+50 \quad \frac{Bt}{11} \quad \frac{Sh}{21}$$

$$+27 \frac{P.O.R.}{26}$$

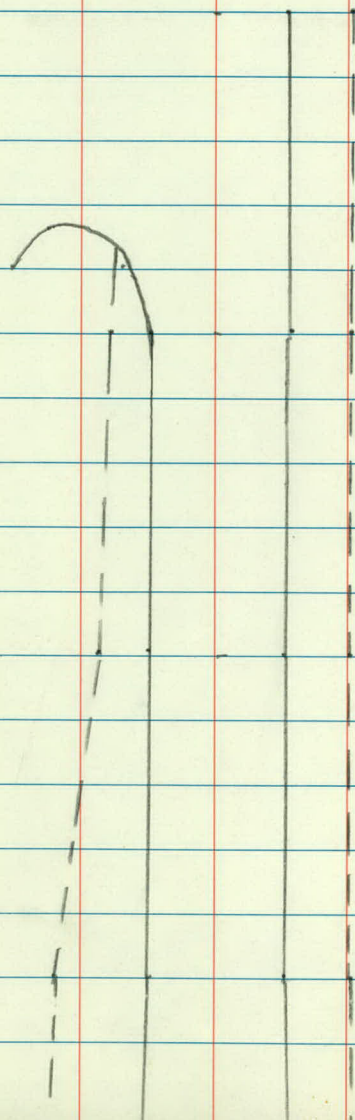
$$+21 \frac{E. Rad}{32}$$

$$+21 \frac{Boq R}{15}$$

$$\frac{Sh}{16} \quad \frac{Bt}{10} \quad 3 \quad \frac{Bt}{12} \quad \frac{Sh}{20}$$

$$\frac{Sh}{18} \quad \frac{Bt}{10} \quad 150 \quad \frac{Bt}{11} \quad \frac{Sh}{21}$$

$$\frac{Sh}{25} \quad \frac{Bt}{10} \quad 2 \quad \frac{Bt}{11} \quad \frac{Sh}{21}$$



5+00

+50

4