

OFFICE OF COUNTY ENGINEER
RAMSEY COUNTY, MINN.

PLAN

Survey

WHITE BEAR. AVE.

From "B" To T.H. 36

Road Acc't. No. _____

Date Filed 2-28-86 **D12-B43**

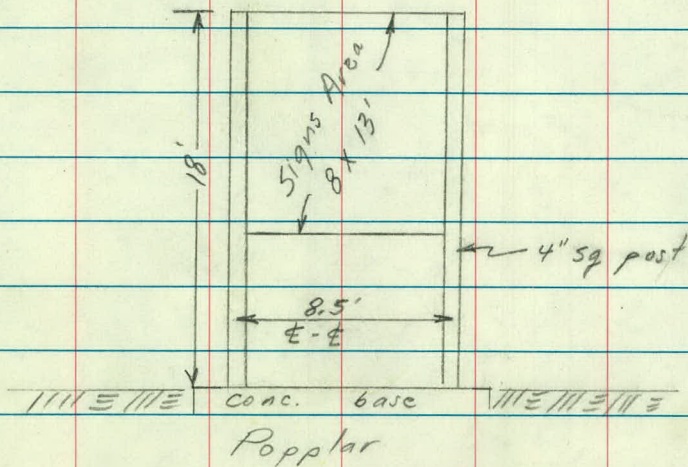
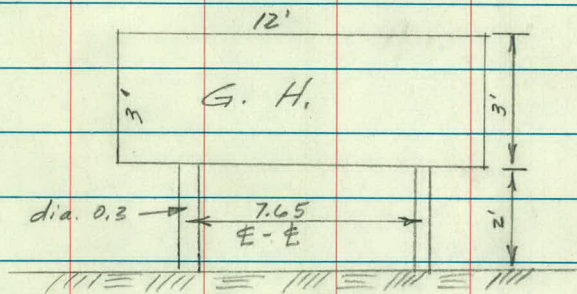
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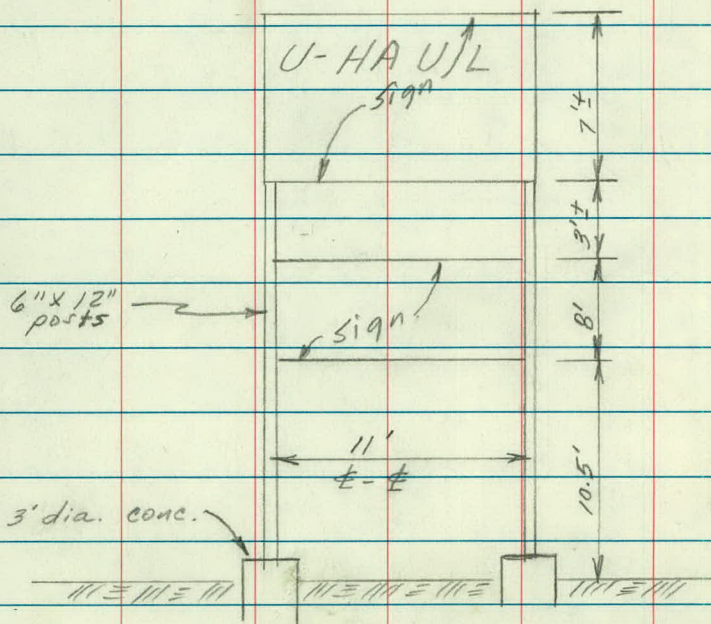
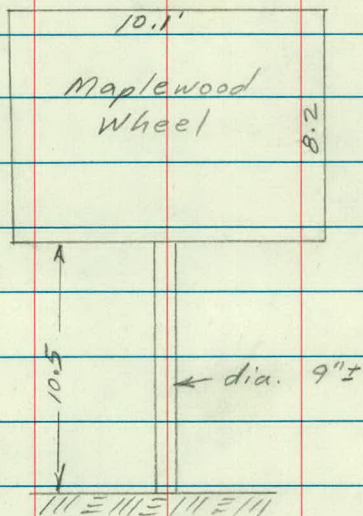
SIGNS

WHITE BEAR AVE.

R.M.
P.K.
R.D.

3/29/82





6-01-30

WHITE BEAR AVENUE

SAP. 62-665-17 etc

AECT. NO. 50215

CORD. "B" TO TH 36

Dead
man's
curve

Alignment

WBA Exist

1-4

WBA Prop NB

1/2 - 2 1/2

"B"

1-2

Prosperity

1-2, 1

W.B.A

"B"

Prosperity

1-11

12-19

19-24

Topo

Stadia

1-10

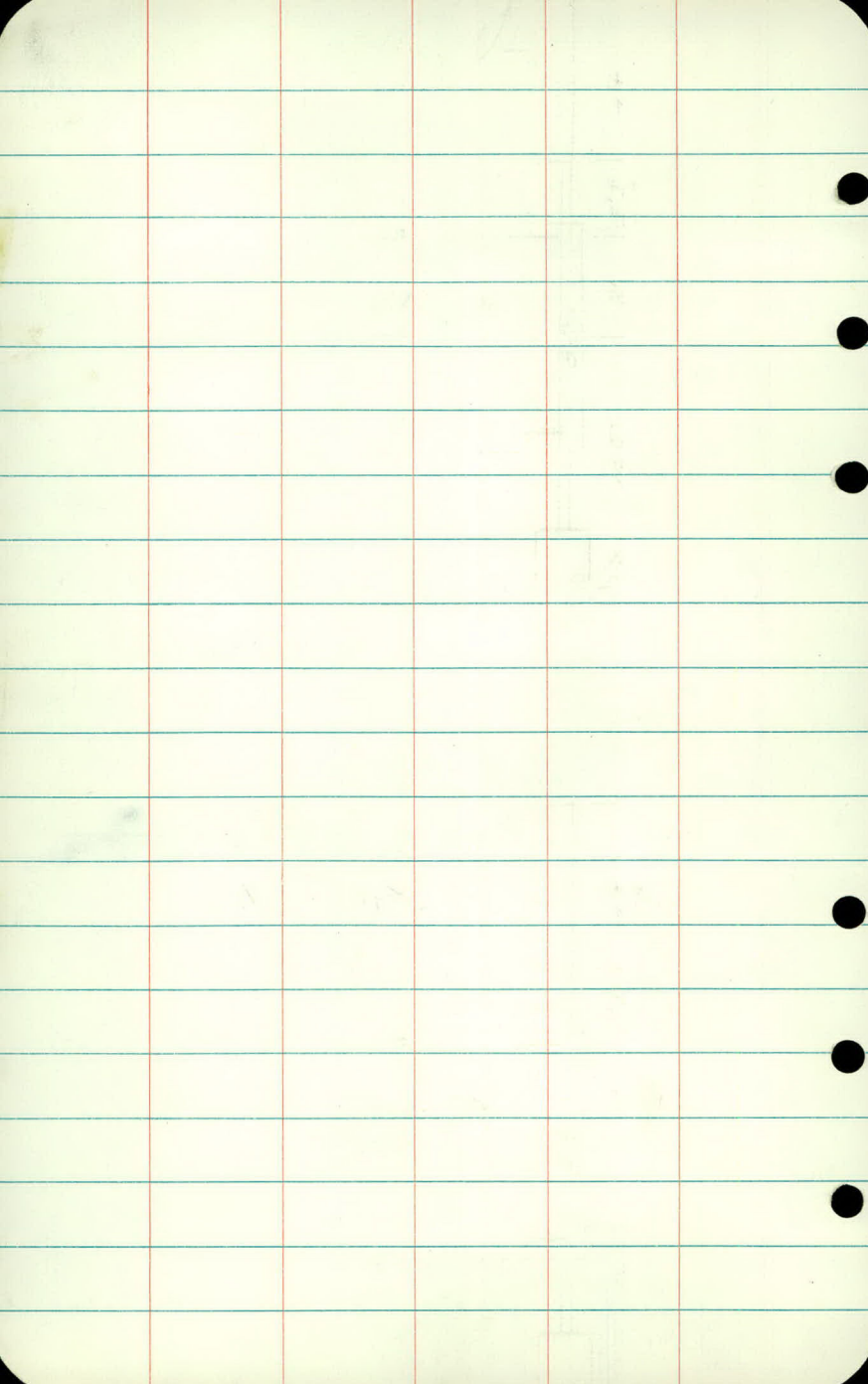
~~White Soil Boring~~

1-5

Misc: Look St

Other Book

* proposed



Alignment

WHITE BEAR AVE.

(EXISTING)

A

Crew: R.M.

March 14, 1980

P.K.

P.O.

B.W.

52+72.95 $\pm$ Co. Rd. "B"

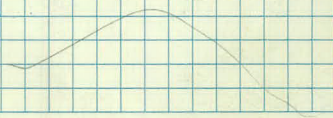
0° 30' 56" Left

46+00

43+87.46 P.O.L.

W. B. Ave. (EXIST)

2



66+00

62+66.66 =	P.T. $24^{\circ}41'$	P.I. = 61+51.50
+50	23-01-01	$\Delta = 49^{\circ}22'$ RIGHT
62	18-01-01	$R = 286.48'$
+50	13-01-01	$T = 131.67$
61	8-01-01	$L = 246.83$
+50	3-01-01	
60+19.83 =	P.C.	0

55+00

W. B. Ave. (East)

3

+82.62 P.T. $350^{\circ}06'$

+50 350-35-21

72 351-20-21 P.I. = 69+55.94

+50 352-05-21 $\Delta = 19^{\circ}48'$

71 352-50-21 R = 1909.88

+50 353-35-21 T = 333.33

70 354-20-21

+50 355-05-21

69 355-50-21

+50 356-35-21

68 357-20-21

+50 358-05-21

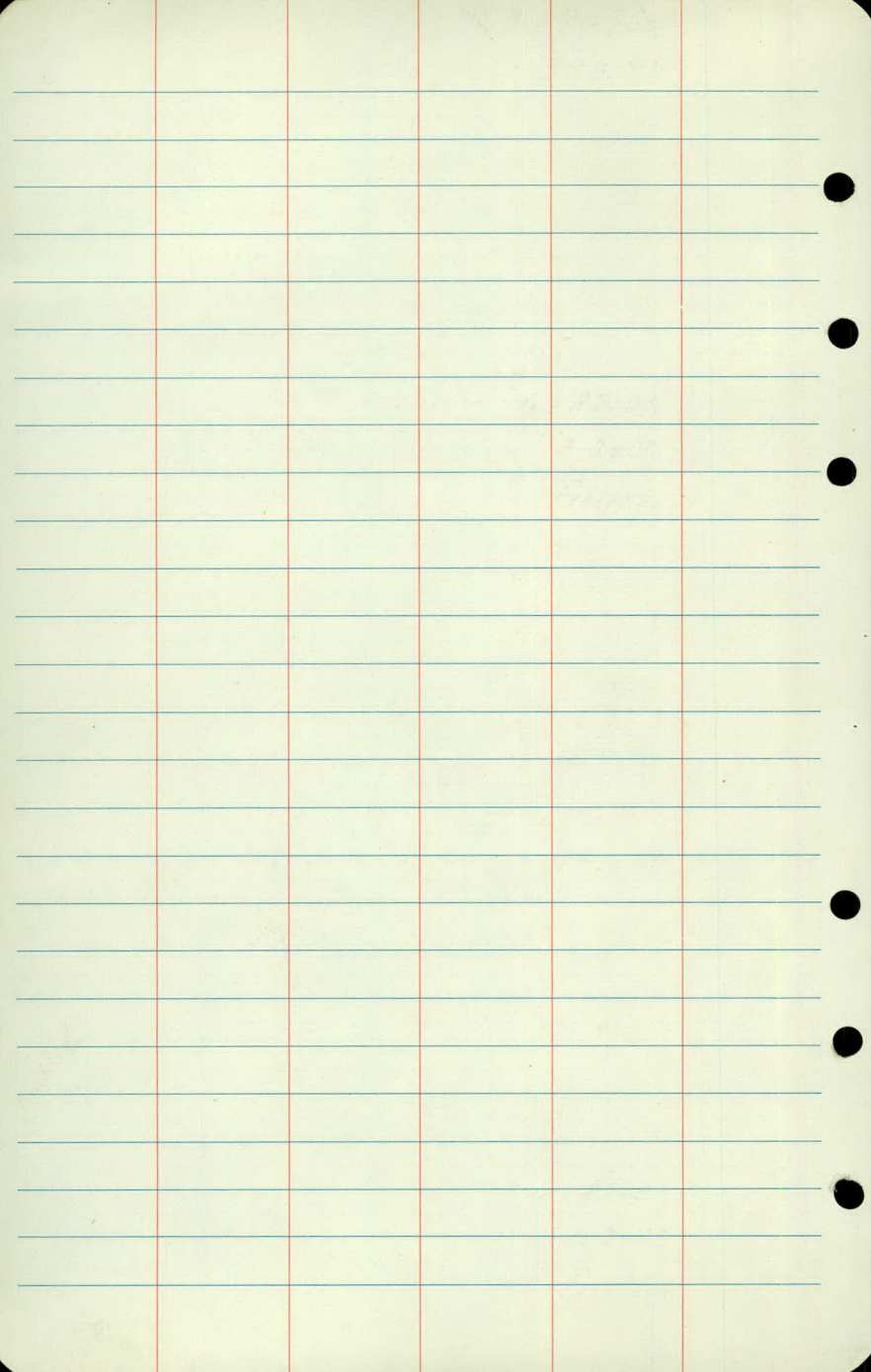
67 358-50-21

+50 359-35-21

66+22.61 P.C. 0

[66+82.09 on tan
= 0+00 to
Frontage Rd East]

W. B. Ave. (Extst)



NEW
ALIGNMENT

WHITE BEAR AVE
(Northbound Lane)

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

March 24, 1980

EXISTING STA. 61+42.03

P.I. 12'E.

OF SEMI TGT

49.22

Δ

674.068

R

309.7991123

T

50.

8°30'

D

580.78

L

← 5832.23

P.K.

STA

P.C. 12'E.
of E.W.B.
Ave.

5850.

P.K.

STA

.4518809977

DMS

17.76948543

CH

5900.

P.K.

STA

2.524880991

DMS

49.98853797

CH

5950.

P.K.

STA

5.001880985

DMS

49.98853797

CH

6000.

Spk

STA

7.074880978

DMS

49.98853797

CH

6050.

Spk

STA

9.151880972

DMS

49.98853797

CH

6100.

Spk

STA

11.22488096

DMS

49.98853797

CH

6150. *Spk* STA
 13.30188096 DMS
 49.98853797 CH

BEAR AVE

6200. *Spk* STA
 15.37488095 DMS
 49.98853797 CH

6250. *Spk* STA
 17.45188095 DMS
 49.98853797 CH

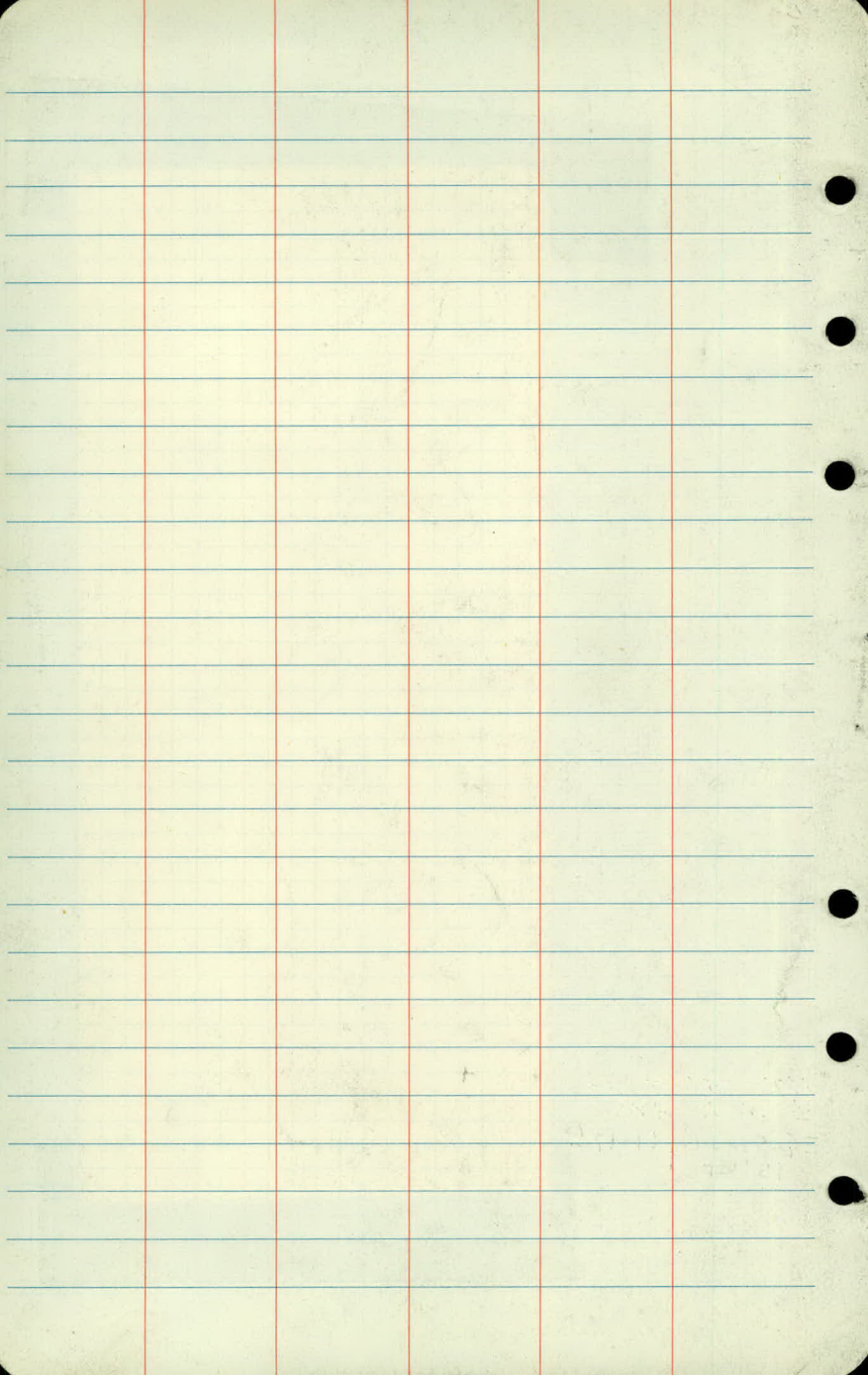
6300. *P.K.* STA
 19.52488094 DMS
 49.98853797 CH

6350. *P.K.* STA
 22.00188093 DMS
 49.98853797 CH

6400. *P.K.* STA
 24.07488092 DMS
 49.98853797 CH

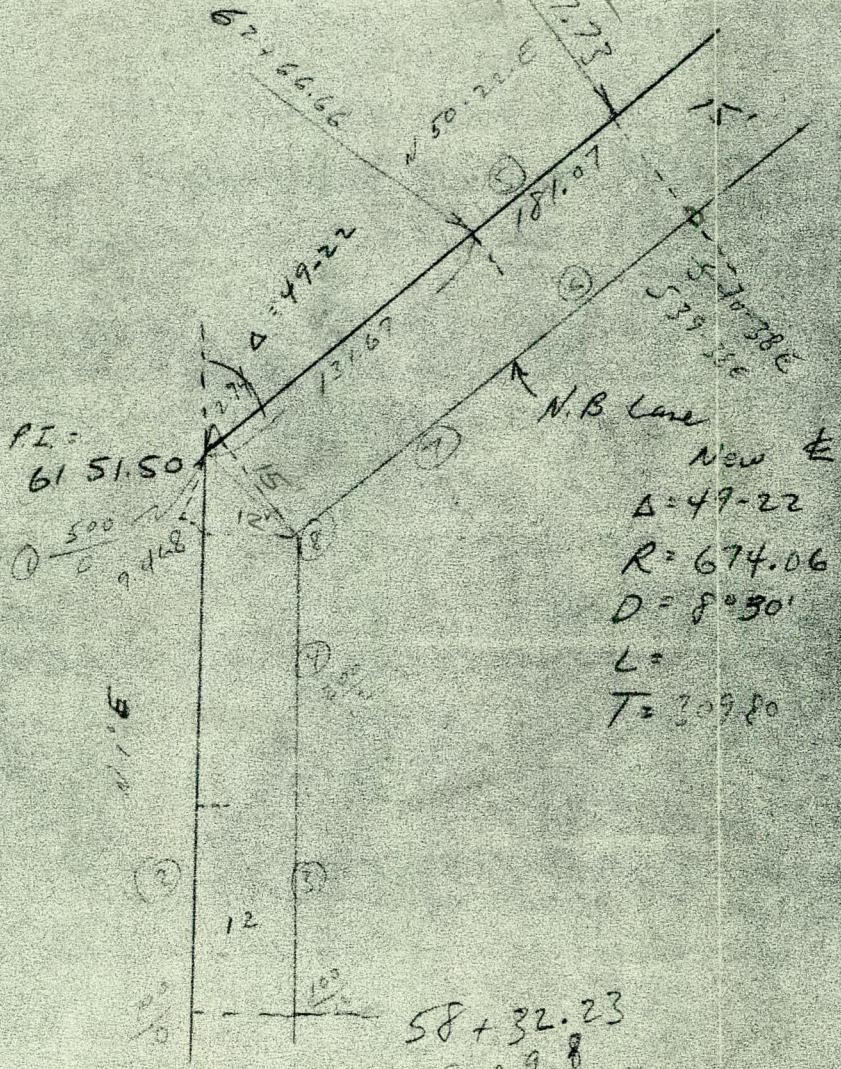
P.T. 15' E. of
 E. W. B. Ave.
 = Survey 6447-73
 15' Rt

← 64413.014319 *P.K.* STA
 24.406 DMS
 13.01411655 CH



100-40
 100-40
 100-40

100-40
 100-40-33
 100-40-33
 100-40-33
 100-40-33
 100-40-33



58+32.23
 309.8
 1142.03

1 of 1

66-45-35
39-38

27-07-35

5B12
P.T. =

25

S. B. Lane

Q Survey

64+85.39

17 25'

2019

$66 + 66 = 132$

27-07-35

PJ 61+51.50

22-14-25

582

P. C. 2

57-98.92

26

2. Survey

Alignment
COUNTY ROAD "B"

Crew: R.M.
P.K.
B.W.

Sunny 26° cold
March 17, 1980

91+00

90+00

87+00

86+75.65 ∇ WHITE BEAR AVE
0° 05' 24" Left

86+00

84+52.71 = P.K. 0.35' S. of Sec. line

80+00

∇ PROSPERITY

II 

•

•

•

•

•

spike

⊙ C.I. SECTION CORNER

•

•

•

•

•

•

•

•

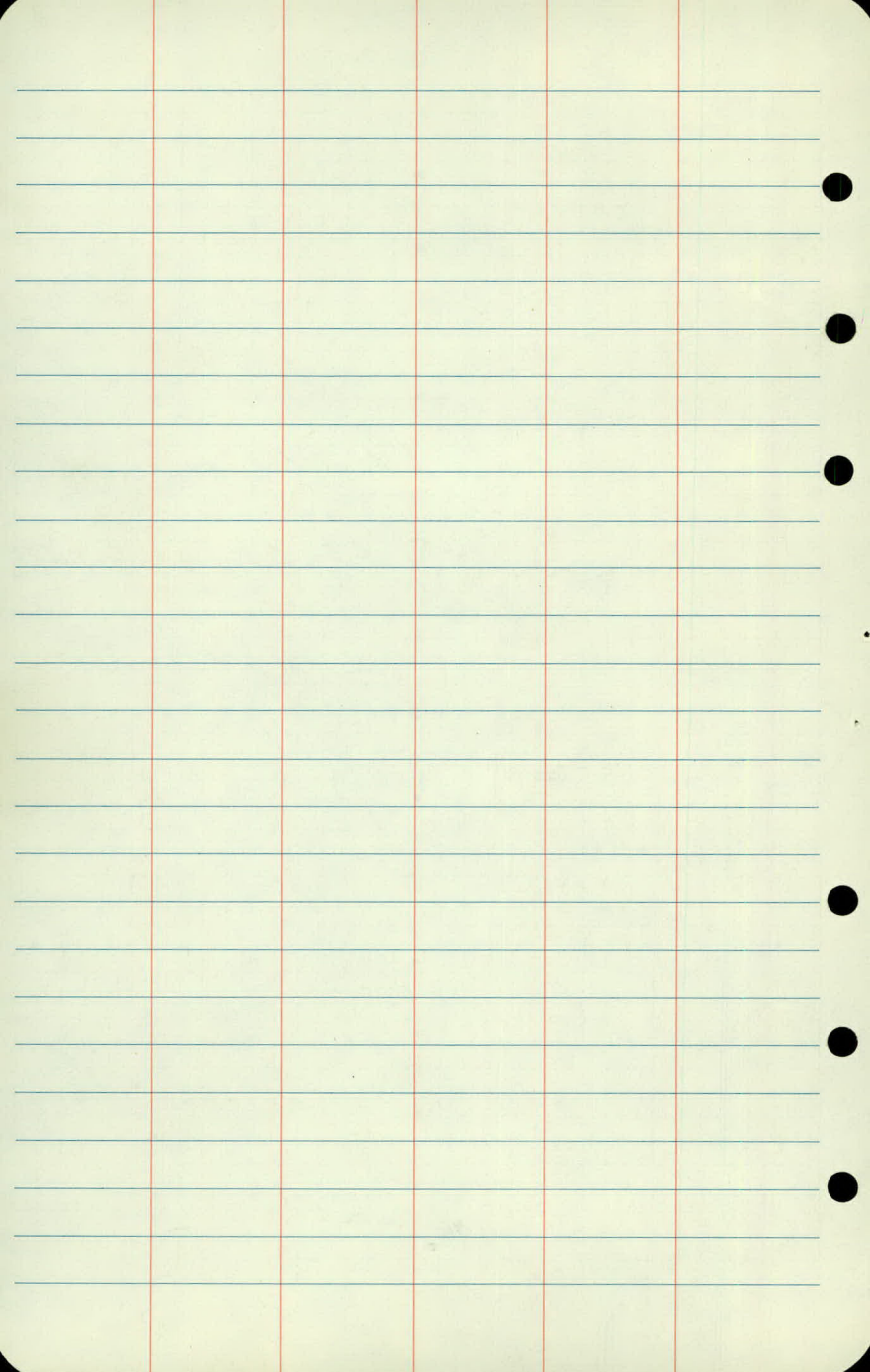
•

P.K.

• = P.K. unless
noted

•

P.K. 0.15



Old Alignment
PROSPERITY AVE.

Crew: R.M.

P.K.

P.D.

Sunny 28°

March 18, 1980

70+19.58 PT. 3-09-30

P.I. 69+40.69

70+00 2-46-00 $\Delta = 6^{\circ} 19'$ Right

$R = 1432.69$

+50 1-46-01 $T = 79.06$

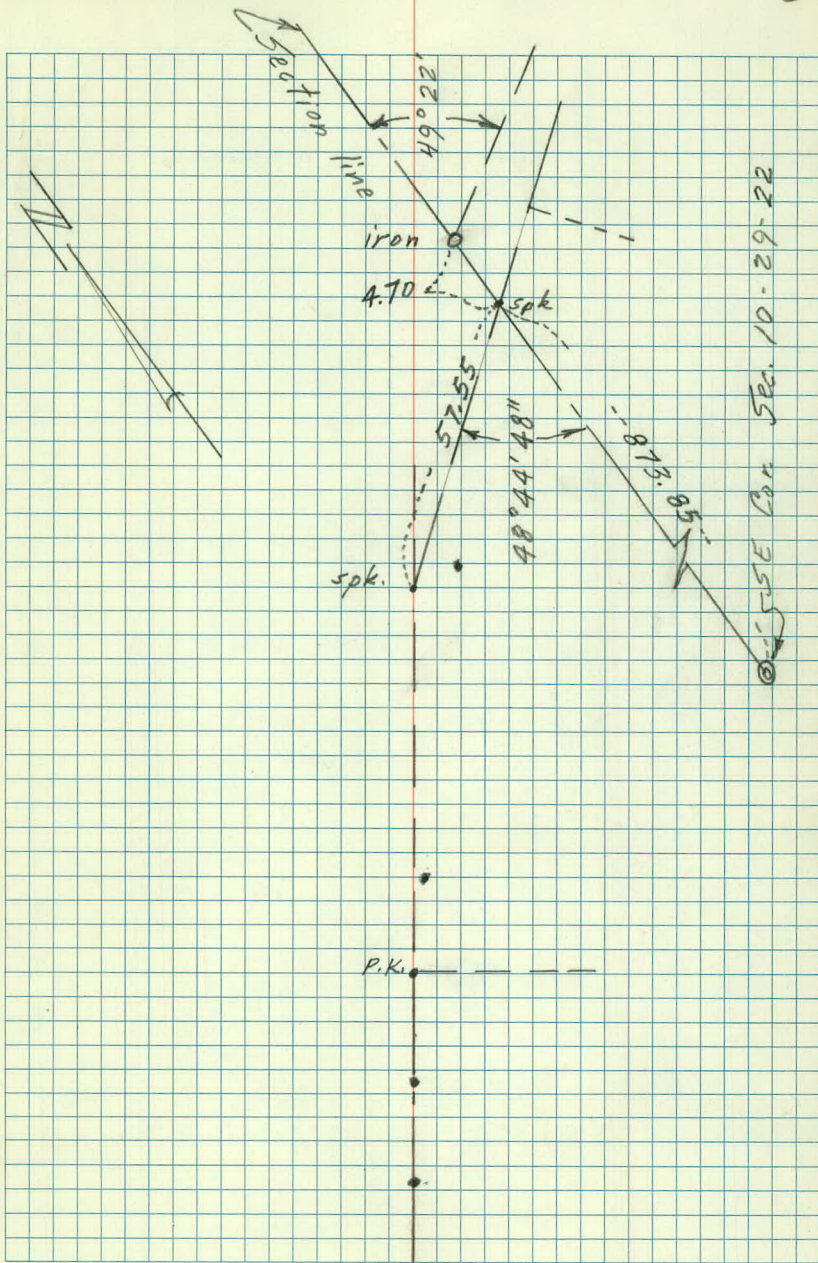
$L = 157.95$

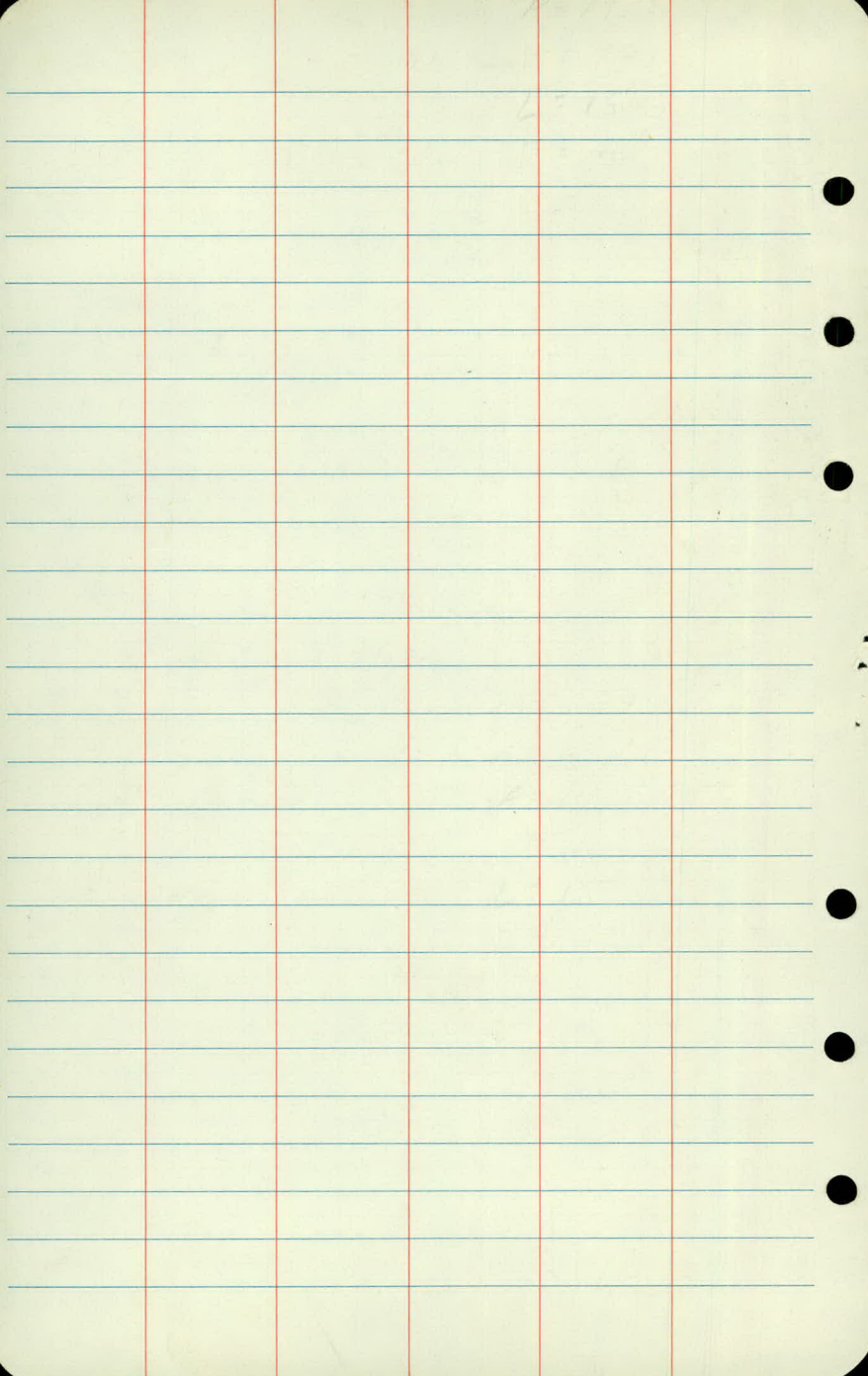
69+00 0-46-02 $D = 4^{\circ}$

68+61.63 P.C. 0

68+00

67+50



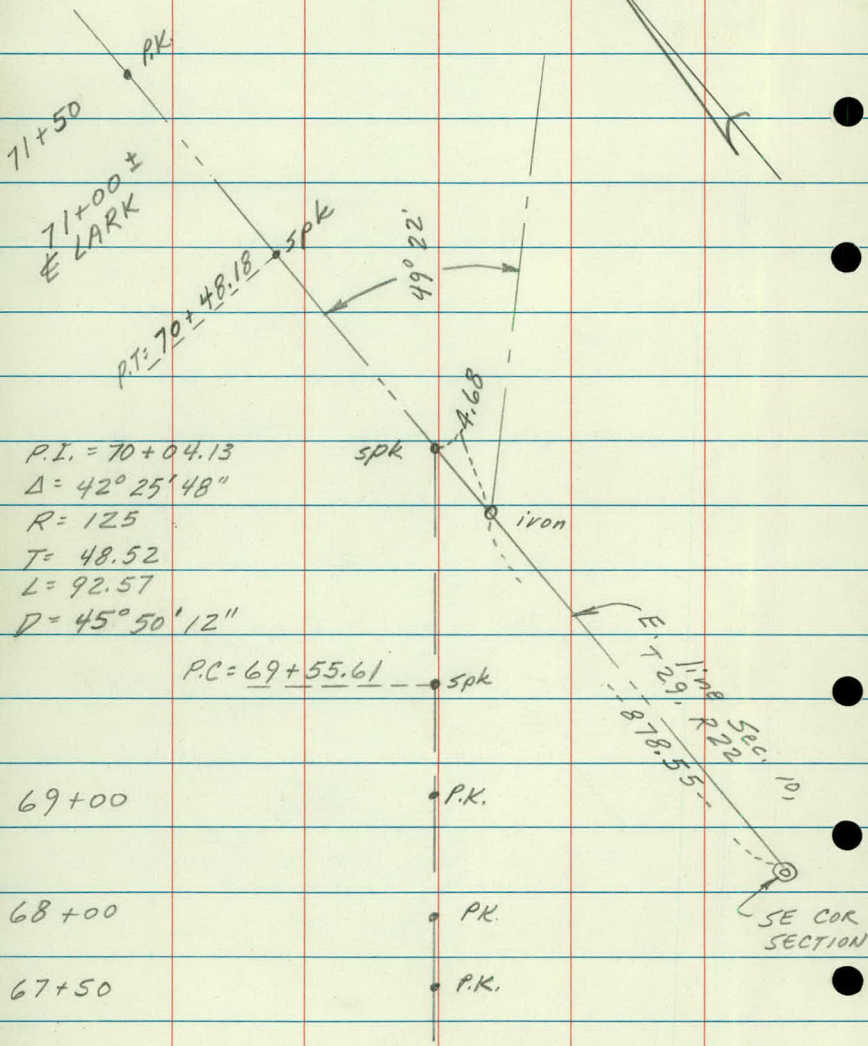


PROPOSED
ALIGNMENT

PROSPERITY AVE.

Crew: P.K.
M.G.
M.K.

Sunny 80°
June 25, 1980



P.I. = 70+04.13
 $\Delta = 42^\circ 25' 48''$
 $R = 125$
 $T = 48.52$
 $L = 92.57$
 $D = 45^\circ 50' 12''$

J.A.
M.L.
D.S.
B.W.
C.M.

March 27, 1980

1
21

Topography White Bear

Ave from 600 So of County Rd

"B" to Exit Ramp So. of Hwy 36

(Topo T. K. and of E. Survey)

+50

Lt

I

Rt

47

Curb
26

Curb
26

End Swamp
+63 58-150+

+50

+51 $\frac{PP}{29}$

24" CMP
+07 27-51
Wier Street ✓
+07 57

+07 $\frac{CB}{27}$

+07 $\frac{CB}{27}$

46
+14d
+98. 31

Curb
26

Curb
26

Bra Pond
+87 57-150+

+50

+05 $\frac{PP}{29}$

45+00

Curb
26

Curb
26

L+

Z

R+

2

✓✓✓✓
✓
✓
✓
✓
✓
✓
SWAMP
✓
✓
✓
✓

24" CMP

□

○

○

50	L+	L	R+
+98. $\frac{Hnd}{40}$	+100. $\frac{B. Curb}{33}$		+90. $\frac{14" Oak}{69}$ +90. $\frac{S.W. 2'}{76}$
+72. $\frac{Conc}{26-35}$	+72. $\frac{B. Burke}{}$	+73. $\frac{18" Oak}{65}$	+70. $\frac{S.W. 2'}{77}$
		+70. $\frac{8" Pine}{36}$	+70. $\frac{S.W. Conc Hb}{86}$
+55. $\frac{E. Curb}{34}$	+55. $\frac{DR}{50-72}$		
+50	+53. $\frac{P.O.B.}{32}$	+58. $\frac{P.P.}{29}$	+59. $\frac{Tel Box}{30}$
+48. $\frac{P.P.V}{43}$	+47. $\frac{W50}{27}$	+41. $\frac{Cedar$	
+30. $\frac{Conc Bit}{50-72}$	+27. $\frac{Ced}{90}$	+39. $\frac{5" Pine}{75}$	+48. $\frac{Conc}{26-31}$
+11. $\frac{Cedar}{75}$	+20. $\frac{Ent 12' Conc 26-31}{}$	+37. $\frac{B.R. 1}{26}$	+39. $\frac{6" Maple}{49}$
+11. $\frac{Cedar}{67}$	+11. $\frac{Cedar}{56}$	+104. $\frac{Tw 8" Birch}{45}$	+39. $\frac{6" Maple}{66}$
49	+100. $\frac{Cedar}{90}$	Curb 26	Curb 26
	+95. $\frac{Cedar}{90}$		
+78. $\frac{Cedar}{92}$	+68. $\frac{4" App}{58}$	+64. $\frac{S.F. Conc Hb}{94}$	
+60. $\frac{Conc S.W. 3' 2" Pine}{83}$	+54. $\frac{75}{}$		
+50	+50. $\frac{3" Pine}{40}$		
+45. $\frac{3" Pine}{56}$	+39. $\frac{14" Ash}{86}$	+12. $\frac{PP}{29}$	
48		Curb 26	Curb 26
47+50			

L+

Z

R+

3

BURKE

Wgo

+50

Lt

G
L

Rt

+40. $\frac{W50}{31}$ +41. $\frac{Signal}{34}$ +30 $\frac{ARB}{48}$ +53 $\frac{ARB}{61}$ +65 $\frac{ARB}{70}$ +47. $\frac{S.R.}{33}$ +25 $\frac{ARB}{69}$ +22 $\frac{ARB}{48}$ +28 $\frac{ARB}{69}$ +28 $\frac{S.R.}{26}$ +21 $\frac{ARB}{70}$ +16 $\frac{Signal}{69}$ +16 $\frac{ARB}{61}$ +12 $\frac{Conc Curb}{44-74}$ +16 $\frac{ARB}{54}$

52

 $\frac{Curb}{26}$ $\frac{Curb}{44}$ +85 $\frac{new conc Bldg}{119}$ +68 $\frac{4" Pine}{34}$

+50

+44 $\frac{H.H.}{29}$

+10

+12 $\frac{Conc}{26-30}$ +12 $\frac{Conc Ent 12'}{34}$ +15 $\frac{Signal}{39}$ +22 $\frac{4" Pine}{38}$ +13 $\frac{Conc Curb}{33-44}$

51

+98 $\frac{Conc Ent 32}{119}$ +98 $\frac{Conc}{26-32}$ +78 $\frac{ARB (10)}{33-90}$ +96 $\frac{S.W. Conc Bldg}{119}$ +74 $\frac{Tel Bay}{33}$ +76 $\frac{P.P.}{33}$ +96 $\frac{S.W.}{109-119}$

+50

+18 $\frac{ER}{26}$ +09 $\frac{P.O.R.}{29}$ +15 $\frac{4" Pop}{65}$ +15 $\frac{STP}{75}$ +04 $\frac{8" Pine}{37}$ +06 $\frac{11" Conc 16}{86}$ +15 $\frac{Bush}{67}$ +15 $\frac{STP}{69}$ +15 $\frac{6" Tw Pop}{51}$

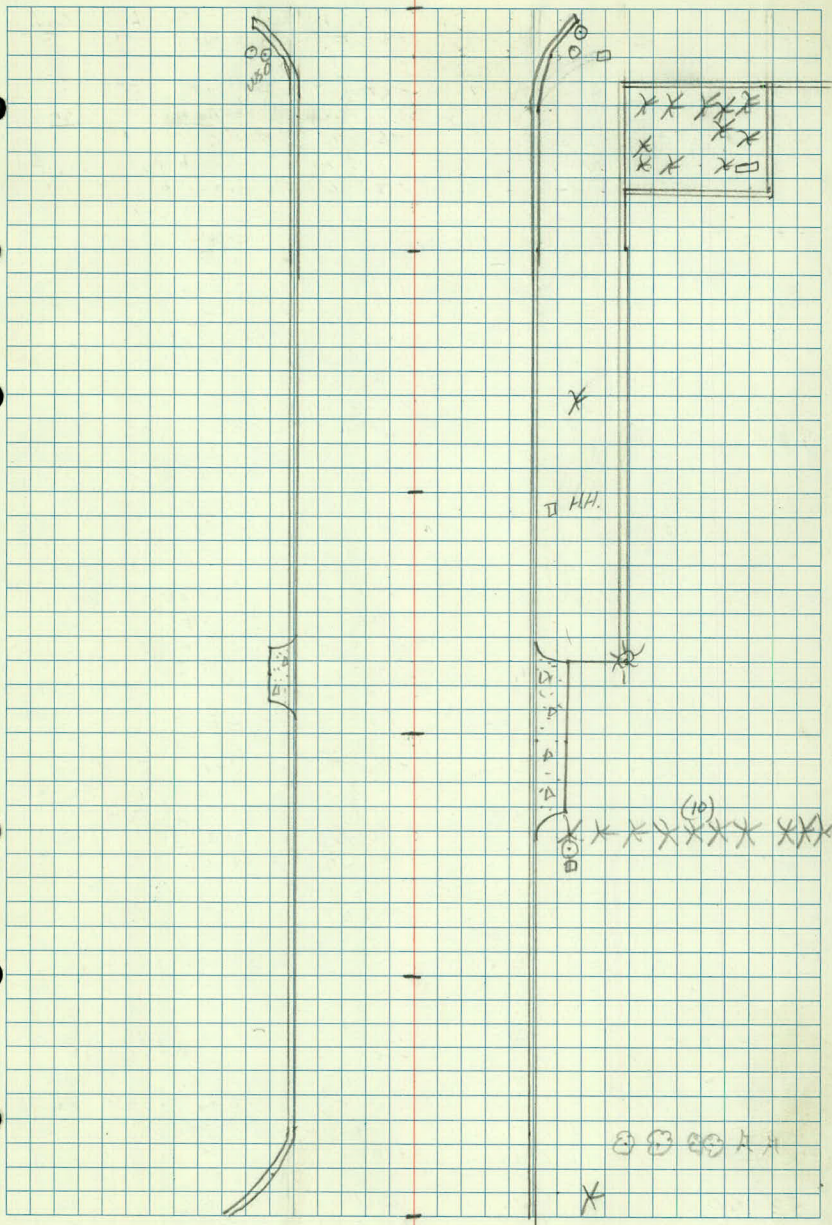
50 +00

L+

L

R+

4



Lt

C

Rt

55

3" Maple
+80.543" Maple
+52.54

+50

H.H.
+02.283" Maple
+24.54

54

3" Maple
+91.54S.E. Cor Blde
+76.80

+50

Bush
+52.54E.R.
+18.26Bush
+44.53Bush
+37.58Hurd
+11.32Signal
+04.34B.R.
+00.34

53

2x4 Board R

+97.27-100

Bush
+93.41B. Hedge
+92.58-100Bush
+91.49Cone Curb
+54.37-57S.W. Cor Blde
+54.83E. Curb V
+22.37-44Cone Curb
+12.56Bush
+04.45PP
+00.30Bush
+89.45Bush
+83.48Bush
+74.40Cone Curb
+53.45B. Cor Curb V
+38.37-61Bush
+19.51Bush
+11.63A.R.B.
+07.49Bush
+03.60P.O.R.
+03.30Cone Curb
+07.72E. Co Rel B
+74.26-54PP
+45.35TEL Box
+40.40Cone Curb
+33.44-74-100Bush
+78.42Bush
+50.50Bush
+72.51Bush
+65.44Bush
+60.33Cone Curb
+54.37-57Cone
+22.26-37Bush
+15.442 Maple
+09.41Curb
+00.26Signal
+96.48Pump Island
+77.71B. Curb
+70.37-45Cone Curb
+53.45B. Cor Curb V
+38.37-61Bush
+19.51Bush
+11.63A.R.B.
+07.49Bush
+03.60P.O.R.
+03.30Cone Curb
+07.72E. Co Rel B
+74.26-54PP
+45.35TEL Box
+40.40Cone Curb
+33.44-74-100Bush
+84.50Bush
+85.41Cone Curb
+76.76Bush
+69.54A.R.B.
+60.33Life
+57.42Cone
+22.26-37Bush
+15.442 Maple
+09.41Curb
+00.26Signal
+96.48Pump Island
+77.71B. Curb
+70.37-45Cone Curb
+53.45B. Cor Curb V
+38.37-61Bush
+19.51Bush
+11.63A.R.B.
+07.49Bush
+03.60P.O.R.
+03.30Cone Curb
+07.72E. Co Rel B
+74.26-54PP
+45.35TEL Box
+40.40Cone Curb
+33.44-74-100B.R.
+28.26A.R.B.
+87.37A.R.B.
+74.87A.R.B.
+69.54A.R.B.
+60.33A.R.B.
+57.42A.R.B.
+28.57-100A.R.B.
+17.40A.R.B.
+09.47A.R.B.
+09.47A.R.B.
+14.71A.R.B.
+99.30A.R.B.
+86.41A.R.B.
+70.45-100+A.R.B.
+79.51A.R.B.
+26.73A.R.B.
+23.65A.R.B.
+16.57A.R.B.
+11.26A.R.B.
+06.27A.R.B.
+03.53A.R.B.
+19.34A.R.B.
+26-54A.R.B.
+55.34A.R.B.
+40.22A.R.B.
+40.22A.R.B.
+28.26

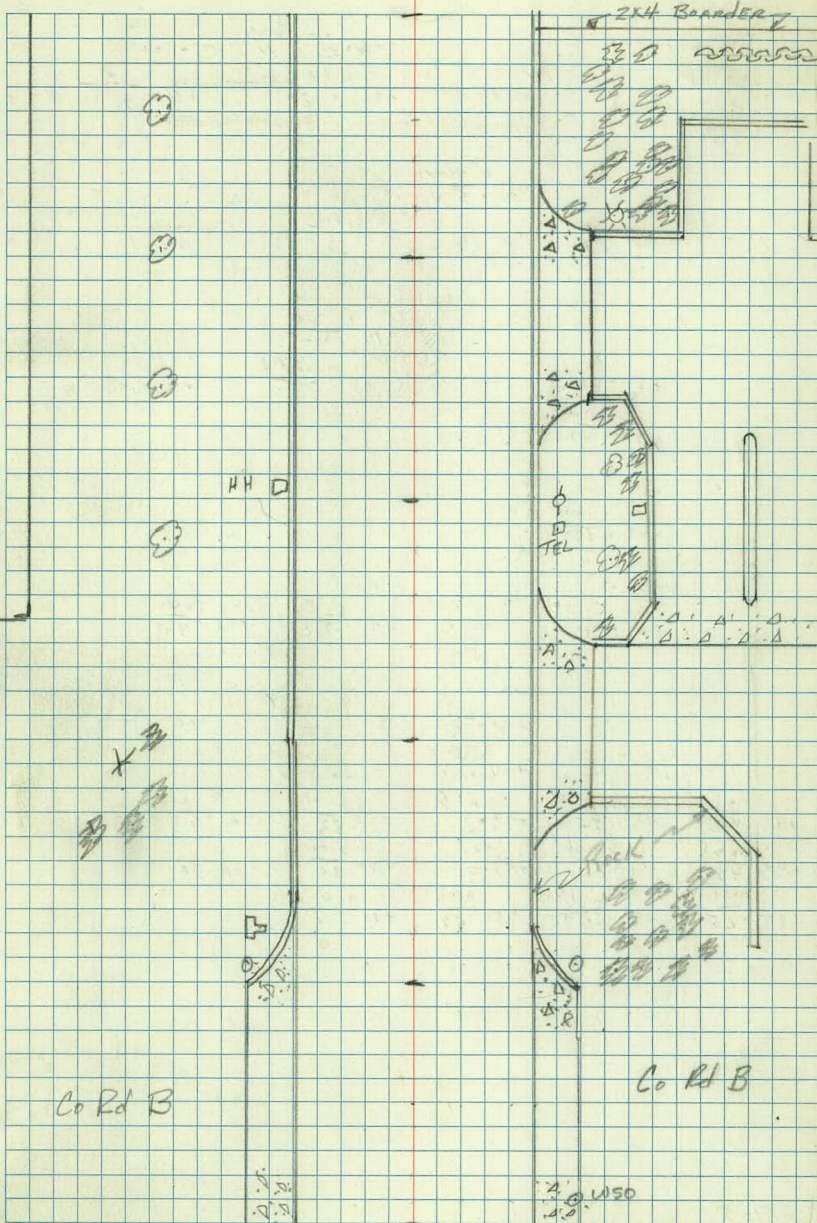
52+50

L+

Q

R+

5



+50

L+

E

R+

P.P.
+42.33

B.it
+44.55-100+

N.W. Cor. Hb
+31.81

GP
+41.59-46-53-60

4" MAPLE
+06.53

57

Curb
+82.

Curb
+26

Arb
+06.77

S.W. Cor. Hb #2200
+07.81

B.S.W.
+95.68-70

E.R.
+59.82

E. Bit Ent 16'

Conc
+87.26-33

P.O.E
+51.80

4" Maple
+51.57

+50

Curb
+42.42-67

E Ent +25'

+30.

Curb
+18.42-83

B.E.
+18.83

S.R.
+36.26

B. Curb
+21.34

4" Ash
+08.64

P.O.E
+08.97

56

Arb
+92.43

Arb
+49.54

Bush
+94.61

E Ent #0'
+86.67

Conc
+00.26-34

Arb
+83.48

Arb
+83.54

Arb
+98.39

E.R.
+80.33

4" Elm
+86.58

8" Elm
+86.61

Arb
+93.43

Bush
+81.61

Sign
+98.42-54

B.E.
+67.26

P.P.
+77.32

2" Mt Ash
+88.65

2" Pine
+58.67

Arb
+88.59

7-4" Elm
+60.55

+50

7" Pine
+41.57

N.E. Cor. Bldg
+16.79

Tel Box
+15.73

55+00

Curb
+26

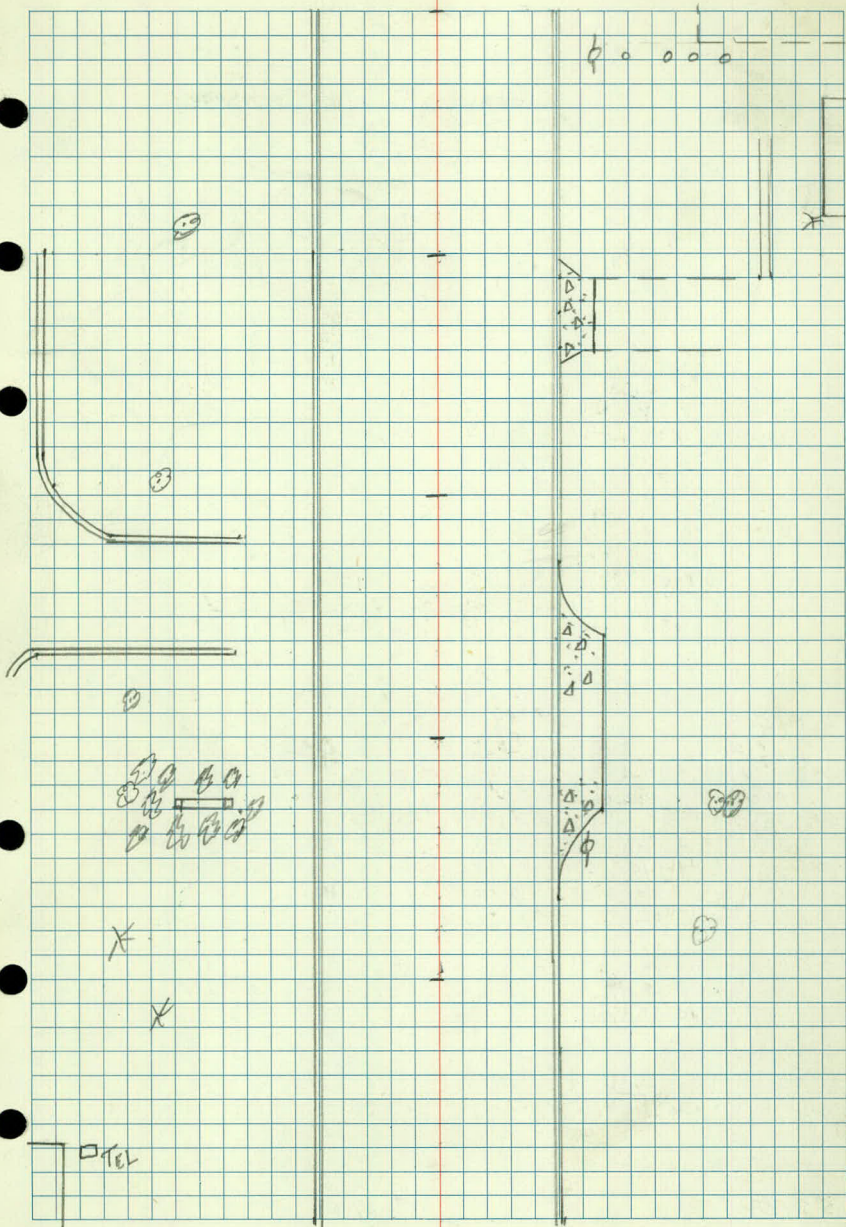
Curb
+26

2+

2

 $R+$

6



Lt

Q

Rt

Stadia Used from STA 58+32.23
to STA 64+13.01

CAUTION -
DANGEROUS
INTERSECTION
AHEAD!

+50
S.W.
+38.61-86-91
Bit
+38.49-86
S.E. Cor. Bldg
+25.91
Bit
+16.49-86
Cone
+03.26-33
E. Ent 27'



58
Bit
+91.49-100+
Curb
26
Bit
34-54

P.P.
+66.45
4" Maple
+54.53
Bit
+74.50-100+
E. Ent 34'
+82.
Cone
+82.26-34

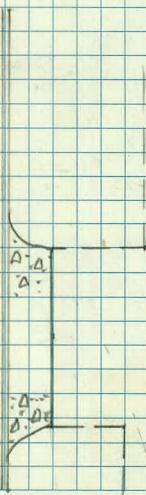
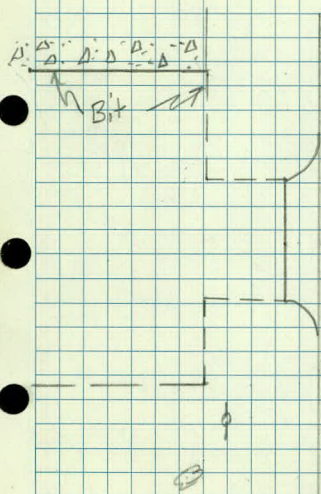
57+50
+61 Bit
34-50

L+

L

R+

7



+50

Lt
H.H.
36

Q

R+

+45 Bit
74

+50 B.G.R.
57

+14 Med Nose
109

+15 P.O.R.
83

+27 P.P.
68

+34 Bit
88

+102 Sign
79

+102 15" CMID
35

66

P.O.R.

P.O.R.
62

Curb
29

Bit
26

+98 G.P.
39

+97 Sign
72

+76 E Bit Ent 42'

+90

Curb
49

Curb
100

Curb
29

+69 Med Nose
31

+69 Curb
55

+50

+48 E. Bit Curb - B. Conc Curb B.R.
48 78 48

+48 6" Pine
112

+55 E. Conc Curb
36

+48 B. Conc Curb
29

+44 1" Elong Bldg
114

+37 H.H.
51

Flag Pole

+34 63

+13 Sign
69

+100 E. Conc Curb
48

+100 New Conc Bit
48

65

Curb
40

Bit

30 191

+86 Bit
42

+97 Curb
47

+100 Bit
40

+97 S.W. Conc Bldg
71

+97 4" Pine
66

+67 Ac Lits
43

+70 P.O.R.
47

+79 P.P.
43

+75 E.R.
48

+75 End Conc Pavement
0-24

+63 P.O.R.
38

+75 End Conc E. Conc Curb
0-24 26

+50

+48 E Conc Ent 32'

+37 Curb (Bit) 3" Pine
32 37 68

64+00

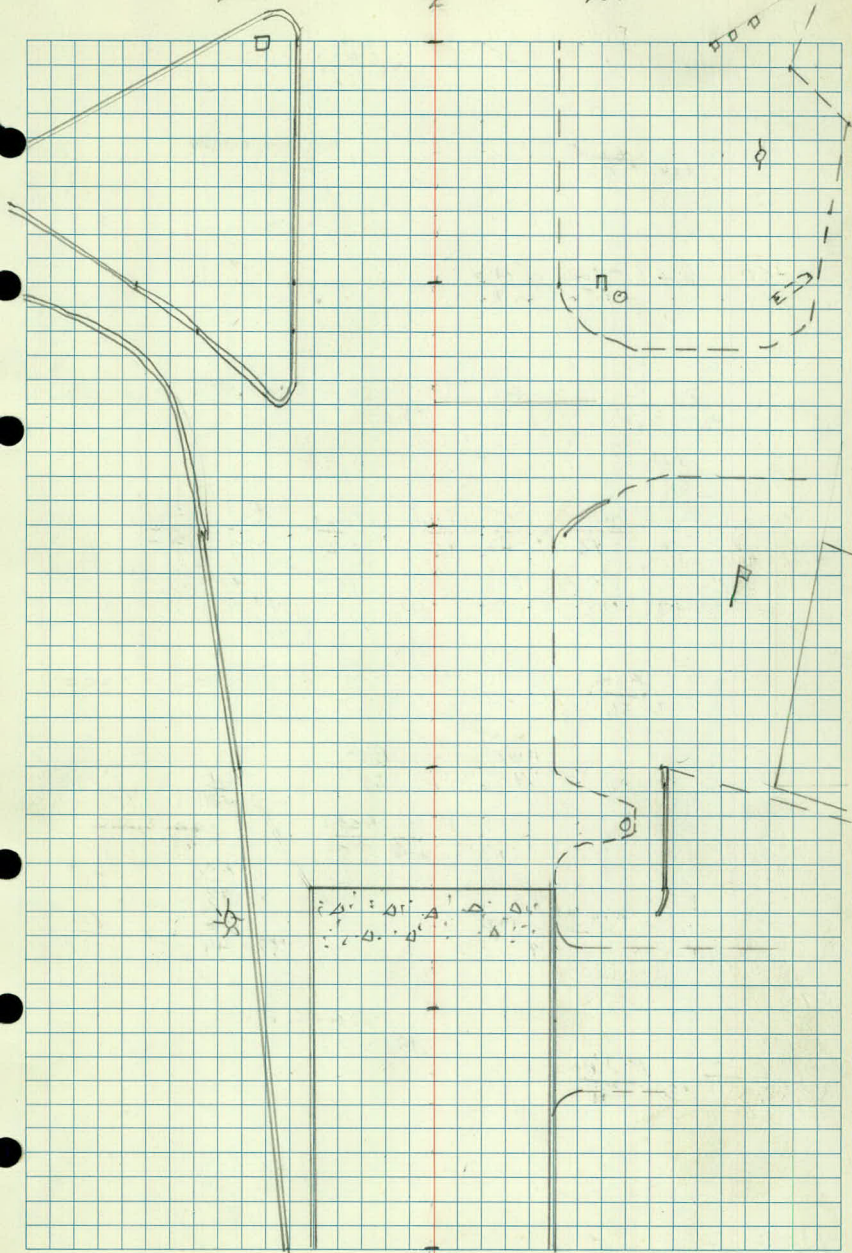
(Old Line) 63+74 B. Tapir
26

L+

Q

R+

B



69

LT Q RT
 Bit Curb med med Bit
 .40 .6 .4 .41

+50

Bit Curb med med Bit
 .42 .5 .3 .37

R. Tie No Curbline

+18

68

E. Conc Curb E.R. med med Bit Bit Bit
 .43 .43 .5 .2 .32 .75 .94

P.O.R.
 +82 .46 ✓

H.H.
 +94 .36

P.O.R. ✓ Med Nose ✓
 +166 .56 +66 .33

+50

Med Med Bit Bit Bit
 .4 .1 .27 .64 .84

P.O.R. ✓ Med Nose
 +38 .63 +31 .05

P.O.R. ✓
 +14 .54

P.O.R. ✓
 +10 .82

R. Tie Med Med Nose ✓
 +07 .1 +19 .32

67

Med Nose ✓
 +00 .109

18" RCP
 +13 .38

BR
 +09 .49

E.R.
 +09 .25

P.O.R.
 +04 .38

E. G.O.R.
 +91 .84

CTR Island
 +73 .73

Med Nose
 +80 .58

P.O.R. Med
 +70 .92

Med Nose
 +56 .29

P.O.R.
 +65 .34

E.R.
 +70 .41

B.R.
 +56 .27

18" RCP
 +62 .36

66 +50

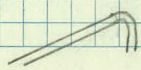
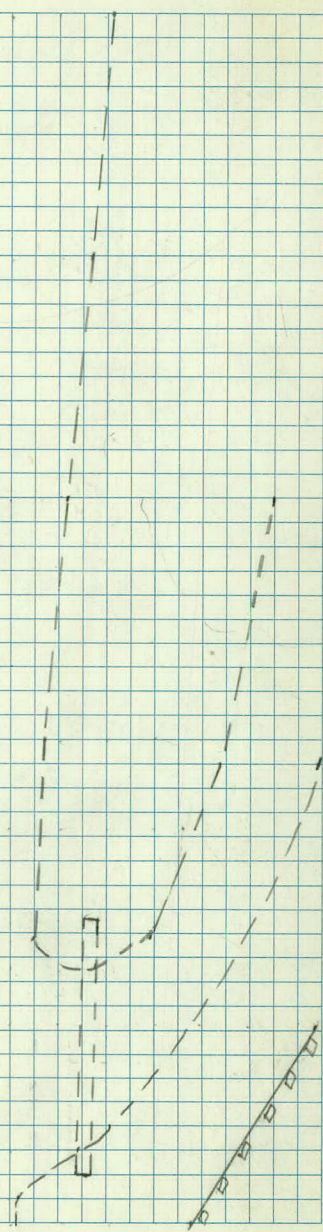
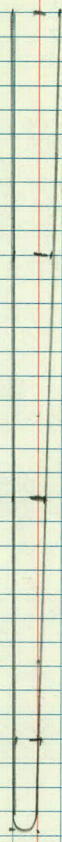
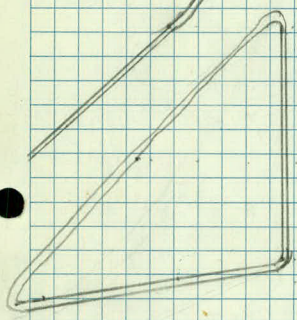
Lt.

4

R+

9

Bit Curve



+50 Med Med
+48 med nose

Bit
90

+34 E.R.
34

+28 P.O.R.
42

+23 Bit
59

+34 signal
44

+90 med
8

+90 med
7

71

E.R.
+97.92

18 CMP
+67.70

15 RCD
+63.64

med nose
+97.8

C.B.
+70.5

Bit

75 G.P.
+72.54

signal
+71.58

18 CMP
+85.55

P.O.R.
+67.38

signal
+84.9

G.P.
+66.57

G.P.
+68.54

G.P.
+70.62

+84.5

G.P.
+67.44

G.P.
+66.41

G.P.
+85.4

Control Cabinet
+54.77

C.B.
+78.5

G.P.
+63.40

signal
+62.44

B.R.
+53.33

G.P.
+95.3

G.P.
+87.1

P.O.R.
+68.48

+50

Bit

med

med

Bit

+87 G.P.
1

P.O.R.
+85.48

+58 14
1

B.R.
+38.44

70

Bit

med

med

Bit

31

.7

.6

.44

+50

End Bit Curb Med
.36 .6

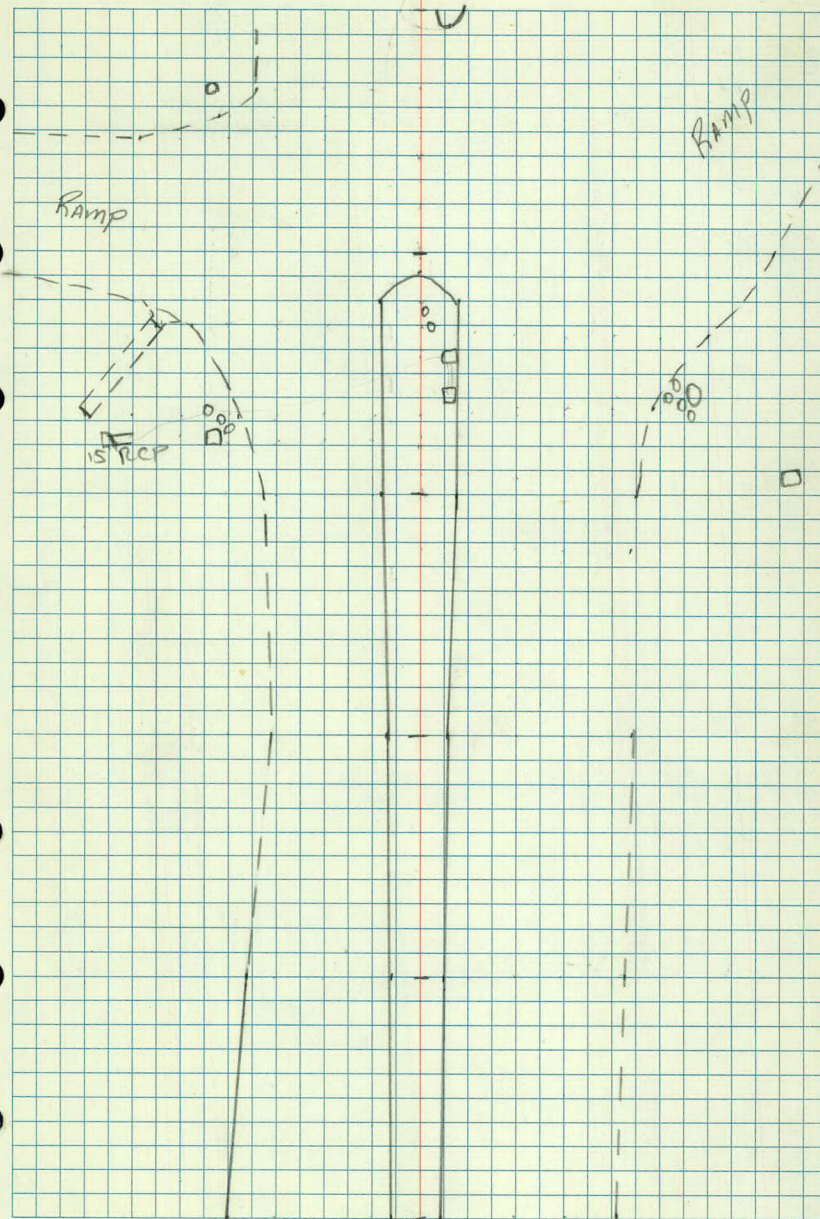
med
.5

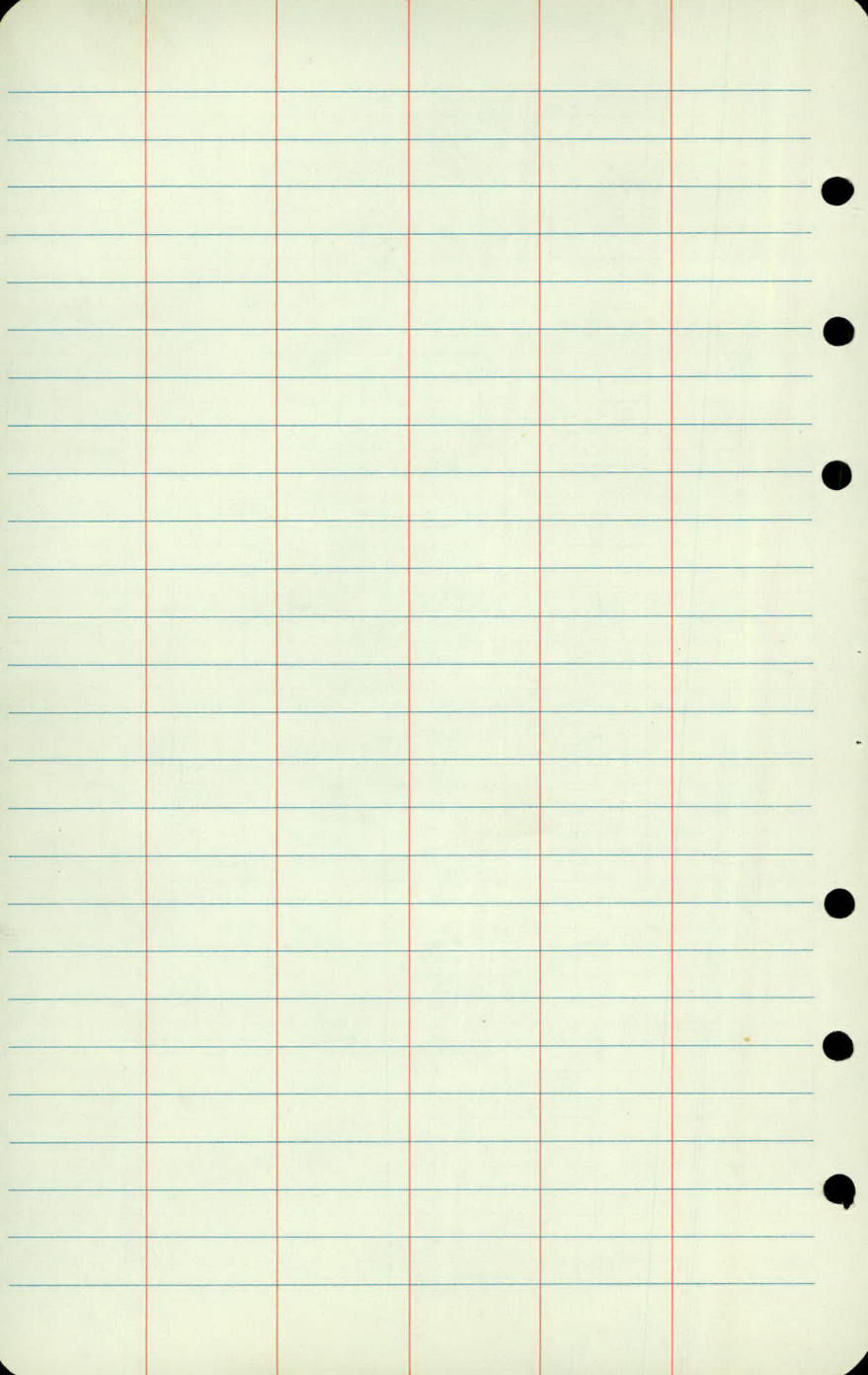
Bit
43

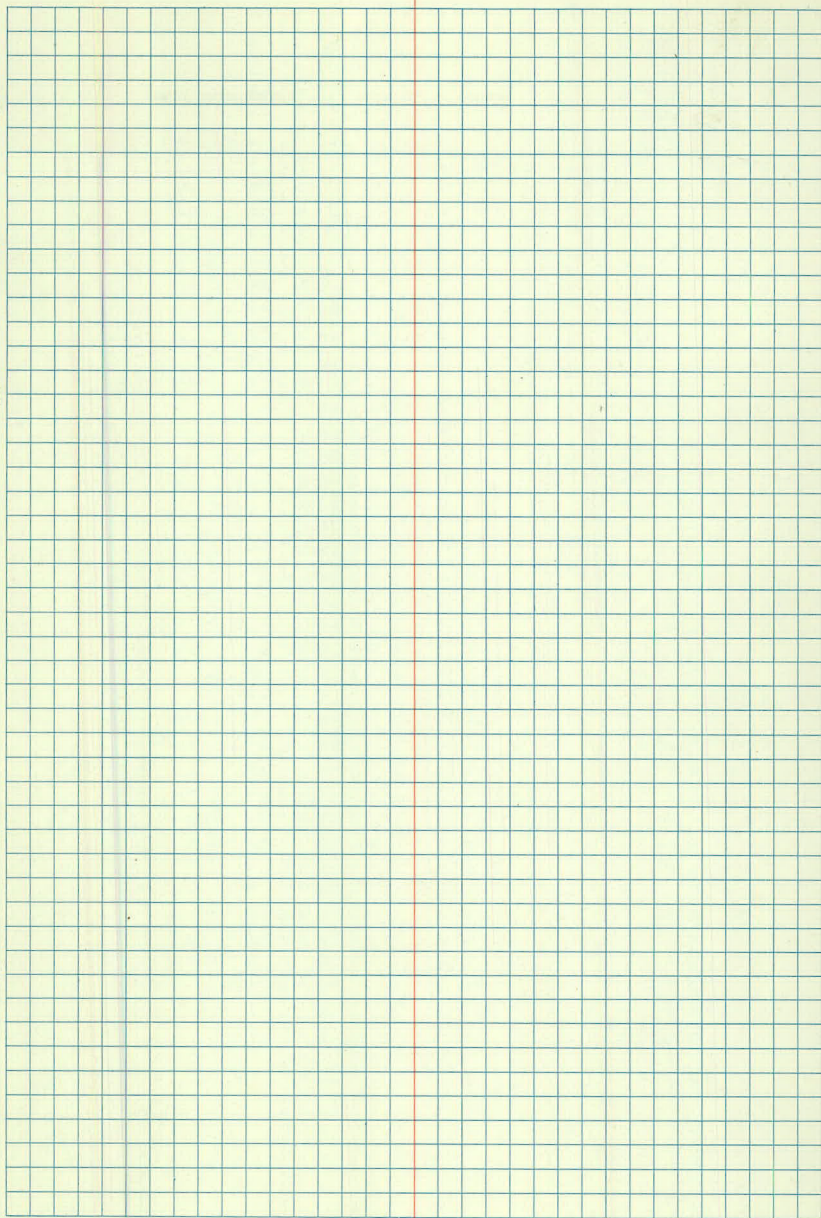
69+00

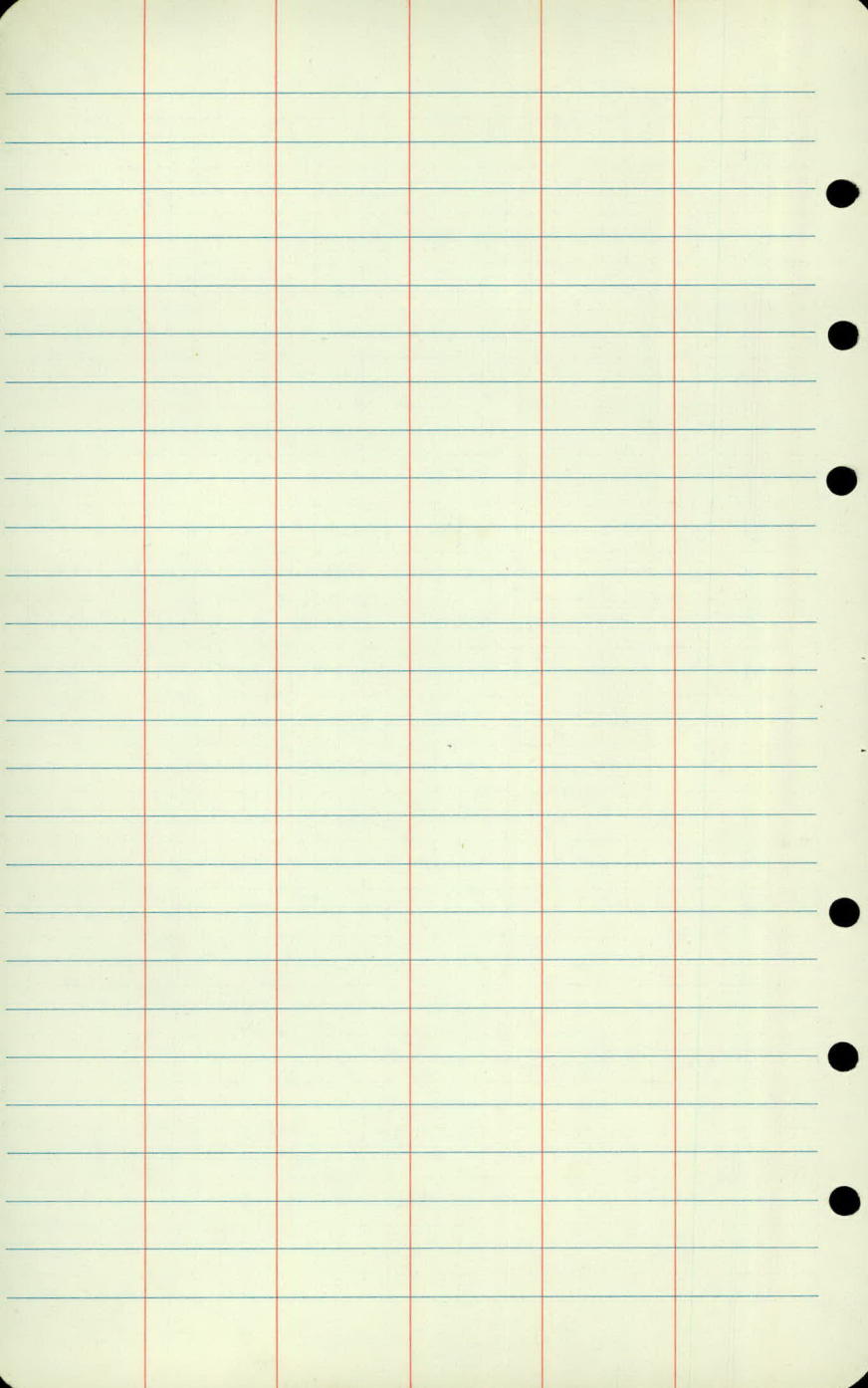
Bit Curb Med med Bit
.40 .6 .4 .41

2









J.A.
D.S.
R.R.

4-17-80
CLR 60°

12

County Road "B" from
650' West of WBA to 450' East
of WBA

L+

C
2

R+

+50

$$\begin{array}{r} \text{Hedge} \\ +47 \cdot 32 - 68 + 47 \cdot 66 \end{array}$$

$$\begin{array}{r} 4'' \text{ MAPLE} \\ +44 \cdot 48 \end{array}$$

$$\begin{array}{r} \text{Bush} \\ +19 \cdot 44 \end{array}$$

$$\begin{array}{r} \text{Hyd} \\ +08 \cdot 24 \end{array}$$

$$\begin{array}{r} \text{S.R.} \\ +00 \cdot 85 \end{array}$$

$$\begin{array}{r} \text{Conc Curb} \\ +00 \cdot 72 - 85 \end{array}$$

$$\begin{array}{r} \text{N.E. Cor Ho} \\ +11 \cdot 76 \end{array}$$

$$\begin{array}{r} 5'' \text{ Pine} \\ +15 \cdot 38 \end{array}$$

$$\begin{array}{r} 2'' \text{ Pine} \\ +26 \cdot 38 \end{array}$$

82

$$\begin{array}{r} \text{Rd} \\ \cdot 12 \end{array}$$

$$\begin{array}{r} \text{Rd} \\ \cdot 13 \end{array}$$

$$\begin{array}{r} 8'' \text{ Pine} \\ +04 \cdot 38 \end{array}$$

$$\begin{array}{r} 7-10'' \text{ Cot} \\ +91 \cdot 72 \end{array}$$

$$\begin{array}{r} 3'' \text{ Ash} \\ +96 \cdot 77 \end{array}$$

$$\begin{array}{r} \text{Beg Conc Curb} \\ +83 \cdot 32 - 85 \end{array}$$

$$\begin{array}{r} 6'' \text{ MAPLE} \\ +89 \cdot 78 \end{array}$$

$$\begin{array}{r} \text{N.W. Cor Ho} \\ +83 \cdot 70 \end{array}$$

$$\begin{array}{r} 10'' \text{ Pine} \\ +91 \cdot 40 \end{array}$$

$$\begin{array}{r} \text{B.R.} \\ +83 \cdot 85 \end{array}$$

$$\begin{array}{r} \text{P.P.} \\ +91 \cdot 93 \end{array}$$

$$\begin{array}{r} \text{B. it Ent 27} \\ +70 \cdot 8 \end{array}$$

$$\begin{array}{r} \text{Bush} \\ +64 \cdot 37 \end{array}$$

$$\begin{array}{r} \text{P.P.} \\ +70 \cdot 29 \end{array}$$

$$\begin{array}{r} \text{Bush} \\ +71 \cdot 37 \end{array}$$

$$\begin{array}{r} \text{Beg Conc Curb} \\ +57 \cdot 32 - 100 + \end{array}$$

$$\begin{array}{r} 6'' \text{ Elm} \\ +53 \cdot 83 \end{array}$$

$$\begin{array}{r} \text{N.E. Cor GAK} \\ +55 \cdot 74 \end{array}$$

$$\begin{array}{r} \text{Bush} \\ +56 \cdot 37 \end{array}$$

$$\begin{array}{r} 12'' \text{ CMP} \\ +50 \cdot 24 \end{array}$$

$$\begin{array}{r} \text{S. End 15'' CMP} \\ +51 \cdot 22 \end{array}$$

$$\begin{array}{r} \text{GRAV Ent} \\ +41 \cdot \end{array}$$

$$\begin{array}{r} 12'' \text{ Tw Cot,} \\ +32 \cdot 63 \end{array}$$

$$\begin{array}{r} \text{N.W. Cor GAK} \\ +30 \cdot 74 \end{array}$$

$$\begin{array}{r} 15'' \text{ CMP West} \\ +31 \cdot 22 \end{array}$$

$$\begin{array}{r} \text{N.E. Cor Ho} \\ +15 \cdot 70 \end{array}$$

$$\begin{array}{r} \text{Beg Hedge} \\ +26 \cdot 34 - 100 + \end{array}$$

81

$$\begin{array}{r} \text{Rd} \\ \cdot 12 \end{array}$$

$$\begin{array}{r} \text{Rd} \\ \cdot 13 \end{array}$$

$$\begin{array}{r} \text{Bird Ho} \\ +05 \cdot 53 \end{array}$$

$$\begin{array}{r} \text{N.W. Cor Ho} \\ +71 \cdot 70 \end{array}$$

$$\begin{array}{r} \text{Speed Lite} \\ +72 \cdot 60 \end{array}$$

$$\begin{array}{r} 7'' \text{ Birch} \\ +62 \cdot 50 \end{array}$$

$$\begin{array}{r} 10'' \text{ Pine} \\ +63 \cdot 39 \end{array}$$

$$\begin{array}{r} \text{N.E. Cor GAK} \\ +52 \cdot 69 \end{array}$$

+50

$$\begin{array}{r} \text{B. it Ent 18} \\ +42 \cdot \end{array}$$

$$\begin{array}{r} \text{N.W. Cor GAK} \\ +31 \cdot 69 \end{array}$$

$$\begin{array}{r} \text{Hedge} \\ +18 \cdot 41 - 100 + \end{array}$$

$$\begin{array}{r} \text{Beg CL Fe} \\ +16 \cdot 34 \end{array}$$

$$\begin{array}{r} \text{P.P.} \\ +17 \cdot 29 \end{array}$$

80+00

$$\begin{array}{r} \text{Rd} \\ \cdot 12 \end{array}$$

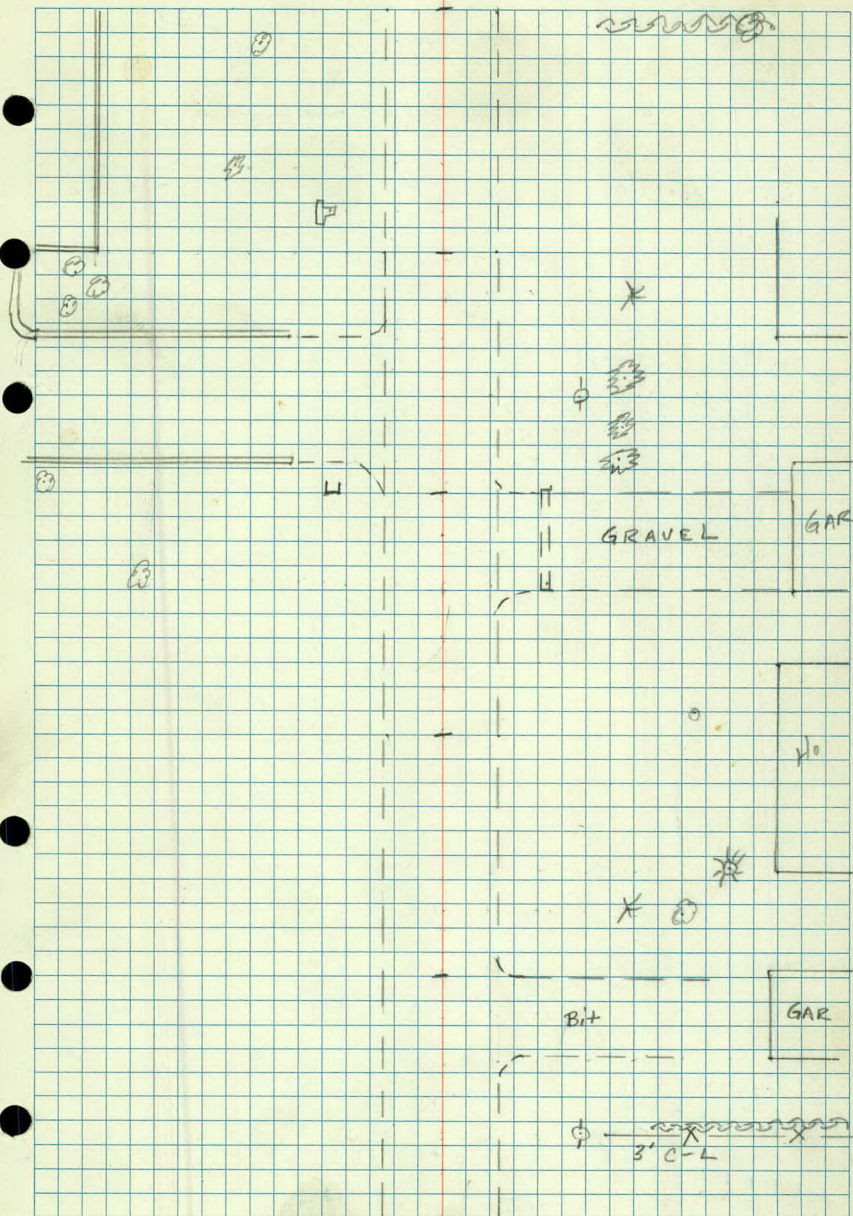
$$\begin{array}{r} \text{Rd} \\ \cdot 12 \end{array}$$

Lt

2

Rt

13



	LT	Q	RT
85	3" Maple 49	Rd 13 N.W. Cor Ho +92.63 15" CMP +75.24 15" CMP +99.24	14" Pine +95.41 2" Dia Ent + 9' +85 14" Pine +97.36 24" ELM +58.42
188	650 34 S.W. Cor Bldg +77.101 Flag Pole +66.89		
	3" Pine +61.71	3" Maple +65.48	
+50		T&L Box +52.28 22" ELM +41.41	PP 29
	4" Maple +31.78 Lite +09.55	SW +06.28-63 S.W. +02.28-63	12" Ash +24.41 12" CMP +09.24 22" Pine +80.35
B4	Q Ent. 26' +90	Rd 13 Cone Curb +75.27-74 4" Maple +70.70 Lite +66.56	Rd 13 S.W. +86.42-45 W 50 +72.57 12" CMP +93.23 N.E. Cor Ho +94.62
+50			18" Pine +42.35 18" Pine +35.36 5" Cone Ent + 8' +20. S.W. +15.55-59
	3" Maple +38.48		20" Maple +55.55 18" Pine +35.45 V.P.F. +27.28 V.B. Hedg +27.25-100 N.E. Cor Ho +15.70
B3	Curb 73	Rd 12	MT +08.6 S.W. +99.55-59
	3" Maple +95.48		
178	Bush 44		18" Pine +85.35 15" Pine +77.35
	Bush 48	Lite +76.71	N.W. Cor Ho +98.71 15" Pine +77.43
82+50	Bush 48	Bush 44	

14

No

27

2

 $R+$

6.50

Ho

40

Lt

C
h

Rt

+50

+46 Conc Curb
34 - 54

+32 B. Conc Curb
24

+32 E. Bit Curb
24

+49 Conc Curb
41 - 61

+09 Conc
0-26

+09 Conc
0-26

87

+76 mont
9

+50

+43 Conc
0-26

Conc
0-28

86

+95 S.E. Cox Blot Rd
101 22

+99 W50
28

Rd
21

+86 M.H. M.H.
30 20

+89 P.P.
30

+50

+37 3" Maple
49

+15 N.E. Cox Ho.
62

+22 14" Pine
43

85+00

Rd
14

+04 17" Pine
37

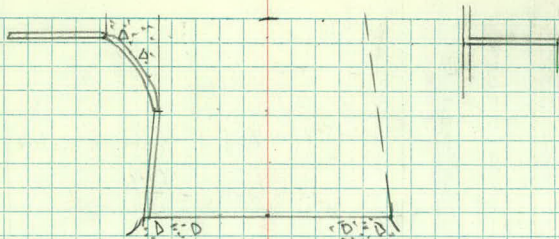
Rd
13

L+

Q

R+

15



W B A

TEL MH A TEL MH

TEL
MH
○

TEL
MH
○

AWSD

○

○

X

X

90 Lt Rd Rt

+97 $\frac{1114}{7}$ +93 $\frac{11.14 \text{ Cor Hb}}{79}$ 12

+68 $\frac{\text{Tel Box}}{25}$

+59 $\frac{15" \text{ CMP}}{24}$

+50

Rd
+45 20

+45 $\frac{\text{E Dist + Ent 15'}}$

+32 $\frac{15" \text{ CMP}}{24}$

+31 $\frac{14" \text{ Pine}}{37}$

+31 $\frac{11.2 \text{ Cor Hb}}{69}$

+00 $\frac{11.14 \text{ Cor Hb}}{69}$

89

Rd

+89 $\frac{12" \text{ Pine}}{38}$

+92 $\frac{10" \text{ Pine}}{43}$

Rd
12

+81 $\frac{2 \text{ Lts}}{43}$

+41 $\frac{\text{Cor Conc Curb}}{63}$

+84 $\frac{7 \text{ P.}}{28}$

+84 $\frac{\text{E.B. + Curb}}{24}$

+68 $\frac{\text{BR Curb}}{33-41}$

+84 $\frac{12" \text{ Pine}}{44}$

+61 $\frac{12" \text{ Pine}}{61}$

+53 $\frac{\text{E Ent + 40'}}$

+53 $\frac{11.2 \text{ Cor 15 Ldg}}{89}$

+50

+04 $\frac{2x4 \text{ Boneders}}{24} 150+$

+36 $\frac{\text{Curb B.R.}}{33}$

+28 $\frac{4" \text{ Pine}}{36}$

+28 $\frac{\text{Curb}}{42}$

+03 $\frac{\text{Bush}}{31}$

+43 $\frac{\text{Bush}}{43}$

88 $\frac{100 \text{ Curb}}{61+71}$ +98 $\frac{2 \text{ Gas Pipe}}{61+71}$ +99 $\frac{2 \text{ Gas Pipe}}{82+91}$

+91 $\frac{\text{Bush Bush Bush}}{30 38 44}$ +91 $\frac{\text{Cone Curb}}{53-100+}$

+82 $\frac{2 \text{ Lts}}{44}$ +78 $\frac{\text{Cone Curb}}{34-43}$ +85 $\frac{\text{Bush}}{34}$

+92 $\frac{\text{E.Cone Curb}}{24}$ +96 $\frac{\text{B.B. + Curb}}{24}$ +96 $\frac{\text{Bush}}{37}$

+62 $\frac{2 \text{ Cone Ent 31'}}$

+73 $\frac{4" \text{ Pine}}{35}$

Rd
12

+93 $\frac{\text{Curb}}{89}$

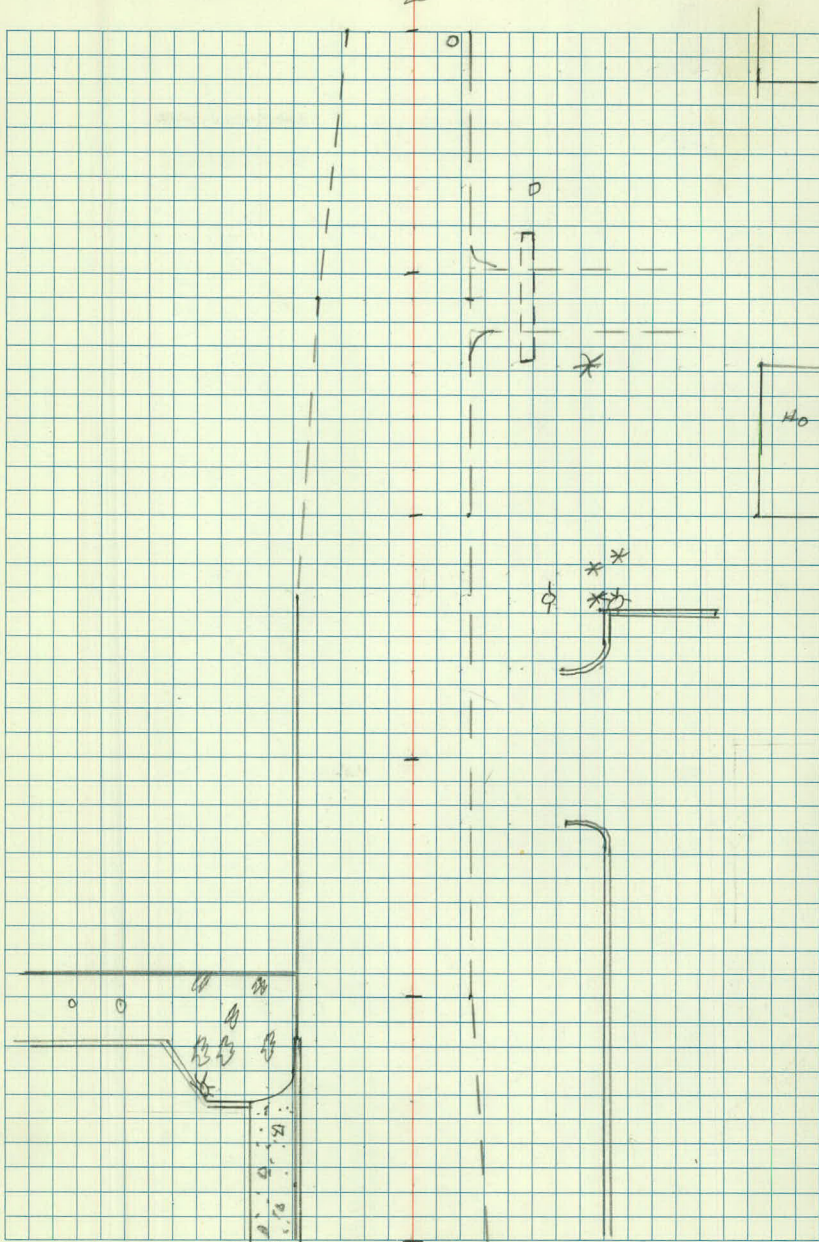
87+50

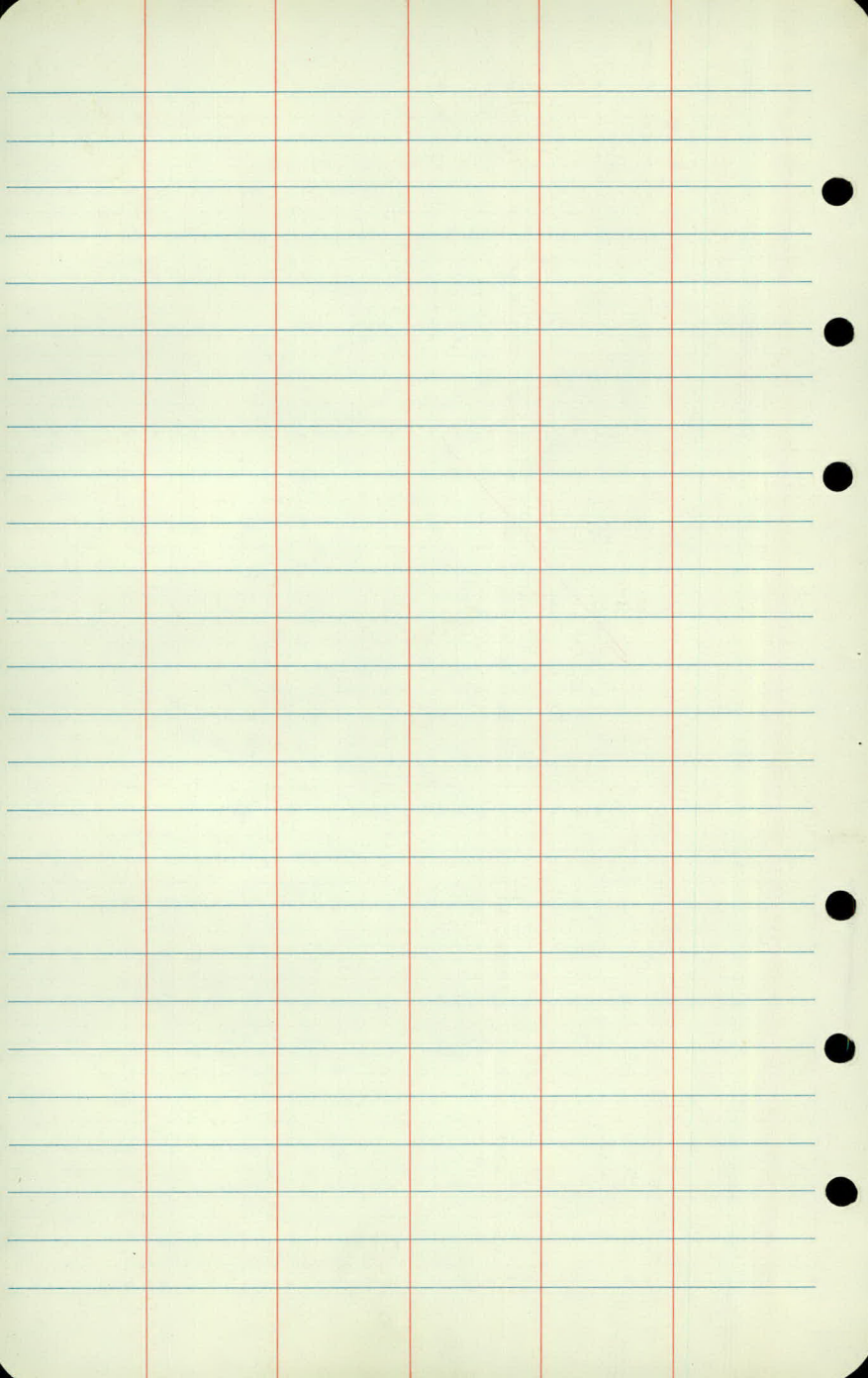
Lt

Q

Rt

16



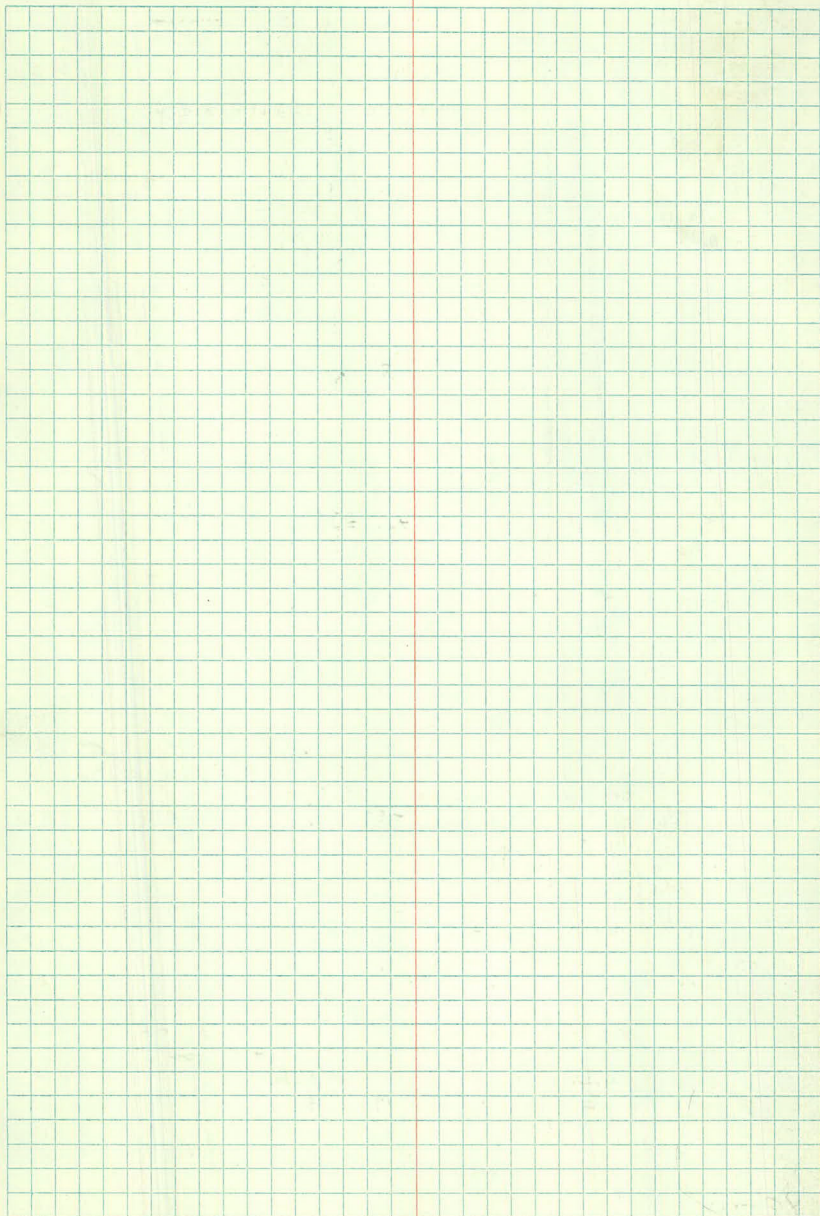


Lt

Q
Z

Rt

17



Lt

F

Rt

91

Rd
14Rd
12+87 E Diet Ent 16'+58 Bush
30

+50

+26 S.D.
29+19 19" Oak
58+34 20" Oak
39+07 P.P.
28+18 N.E. Cor Ho
29

90+00

Rd
14Rd
12

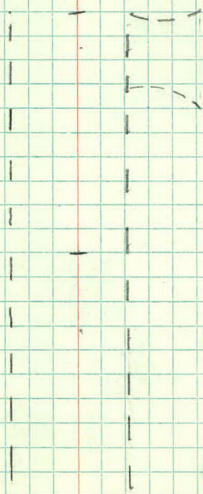
L+

Z

R+

18

0
S.D

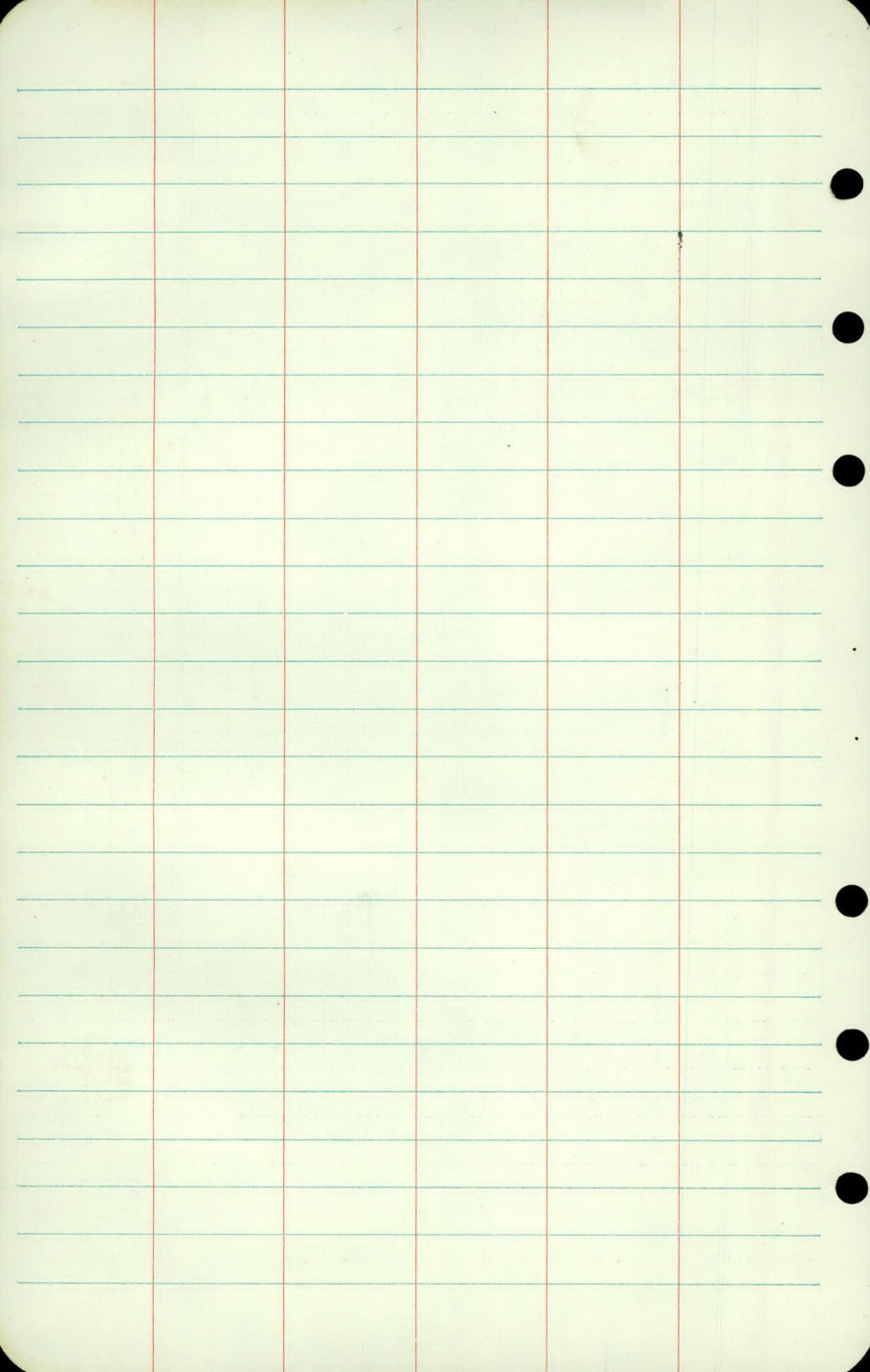


0

0

0

0



A-17-86

Topography

Prosperity Ave from

300± South of WBA to WBA.

70

Lt

Q

Rt

+50

$$\begin{array}{r} \text{C-5" Cot.} \checkmark \\ +02 \quad 35 \end{array}$$

69

$$\begin{array}{r} \text{Curb} \checkmark \\ +97 \quad \frac{5" \text{ Pine}}{38} \checkmark \quad 14 \quad \text{Curb} \checkmark \\ \quad \quad \quad 21 \end{array}$$

$$\begin{array}{r} \text{Cok FE} \checkmark \\ +90 \quad 34 \end{array}$$

$$\begin{array}{r} \text{Sign} \checkmark \\ +80 \quad 47 \end{array}$$

$$\begin{array}{r} \text{P.P.} \checkmark \\ +72 \quad 56 \end{array} \quad \begin{array}{r} \text{Cok FE} \checkmark \\ +72 \quad 58 \end{array} \quad \begin{array}{r} \text{Tw 8" Elm} \checkmark \\ +75 \quad 52 \end{array}$$

$$\begin{array}{r} \text{Curb} \checkmark \\ +72 \quad 22 \end{array} \quad \begin{array}{r} \text{22" Cot} \checkmark \\ +52 \quad 36 \end{array} \quad \begin{array}{r} \text{Q Ent +27} \checkmark \\ +58 \end{array} \quad \begin{array}{r} \text{Cone} \checkmark \\ +58 \quad \frac{22-25}{22-25} \end{array}$$

$$\begin{array}{r} +50 \\ 16" \text{ Cot} \checkmark \\ +41 \quad 31 \end{array} \quad \begin{array}{r} \text{B. Curb (Bit)} \checkmark \\ +40 \quad 26 \end{array}$$

$$\begin{array}{r} \text{B.R.} \checkmark \\ +35 \quad 26 \end{array} \quad \begin{array}{r} \text{E. Curb (Bit)} \checkmark \\ +35 \quad 26 \end{array}$$

$$\begin{array}{r} \text{Tw 20" Cot} \checkmark \\ +29 \quad 32 \end{array}$$

BEGIN

$$\begin{array}{r} \text{B" RCP} \checkmark \\ +37 \quad 24 \end{array} \quad \begin{array}{r} \text{B. Conc Curb} \checkmark \\ +37 \quad 20 \end{array}$$

68

$$\begin{array}{r} \text{N.E. Cok 16" 22.29} \checkmark \\ +97 \quad 66 \end{array}$$

END?

$$\begin{array}{r} \text{18" CMP} \checkmark \\ +72 \quad 23 \end{array} \quad \begin{array}{r} \text{N.E. Cok Bldg} \checkmark \\ +85 \quad 105 \end{array}$$

$$\begin{array}{r} \text{B. Bit Curb} \checkmark \\ +70 \quad 25 \end{array}$$

$$\begin{array}{r} \text{5.5 Cok 16" } \checkmark \\ 67 + 50 \quad +58 \quad 66 \end{array}$$

$$\begin{array}{r} \text{Q Bit Ent 29' } \checkmark \\ +50 \end{array}$$

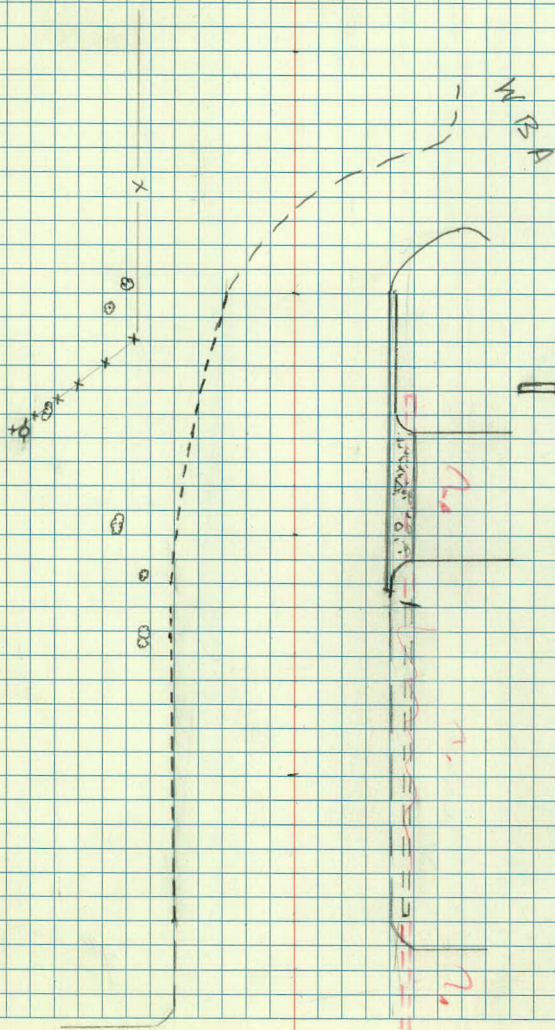
$$\begin{array}{r} \text{Q Bit Ent 17' } \checkmark \\ +40 \end{array}$$

24

4

 $R+$

20



L+

Q

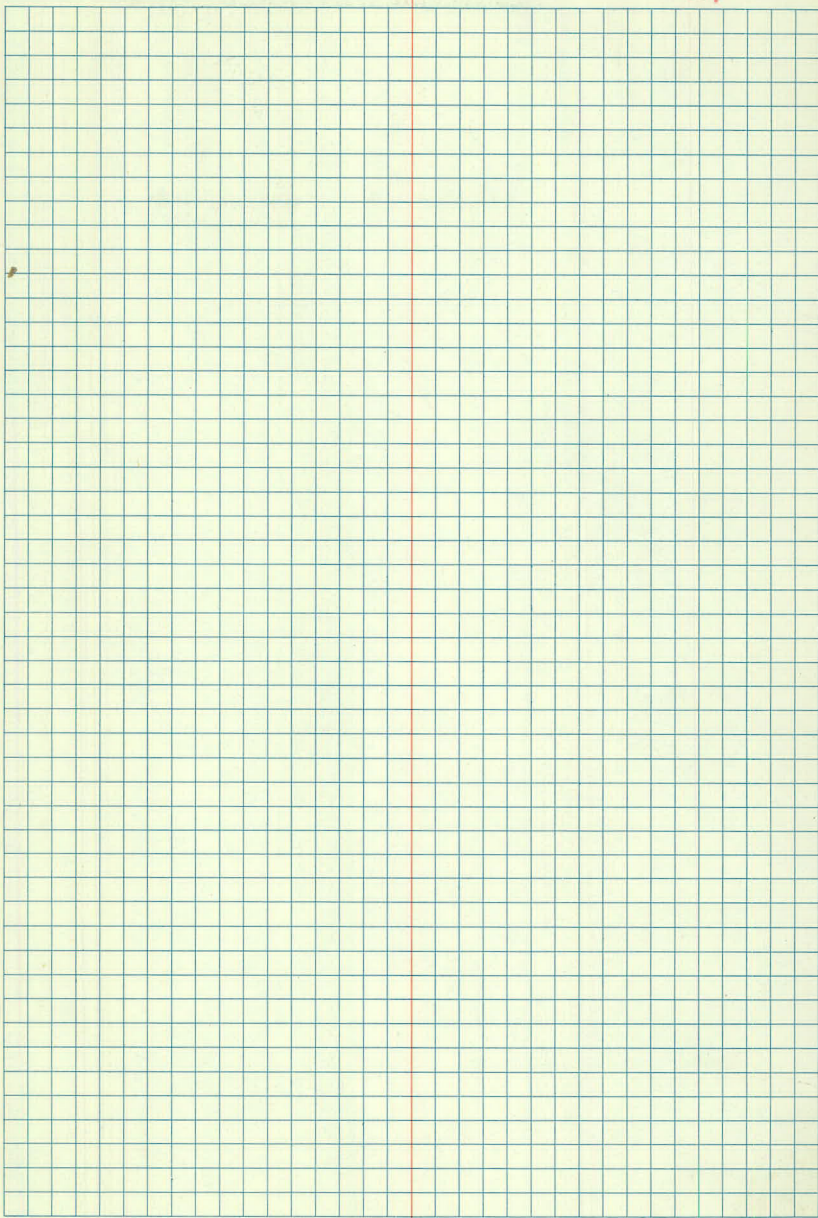
R+

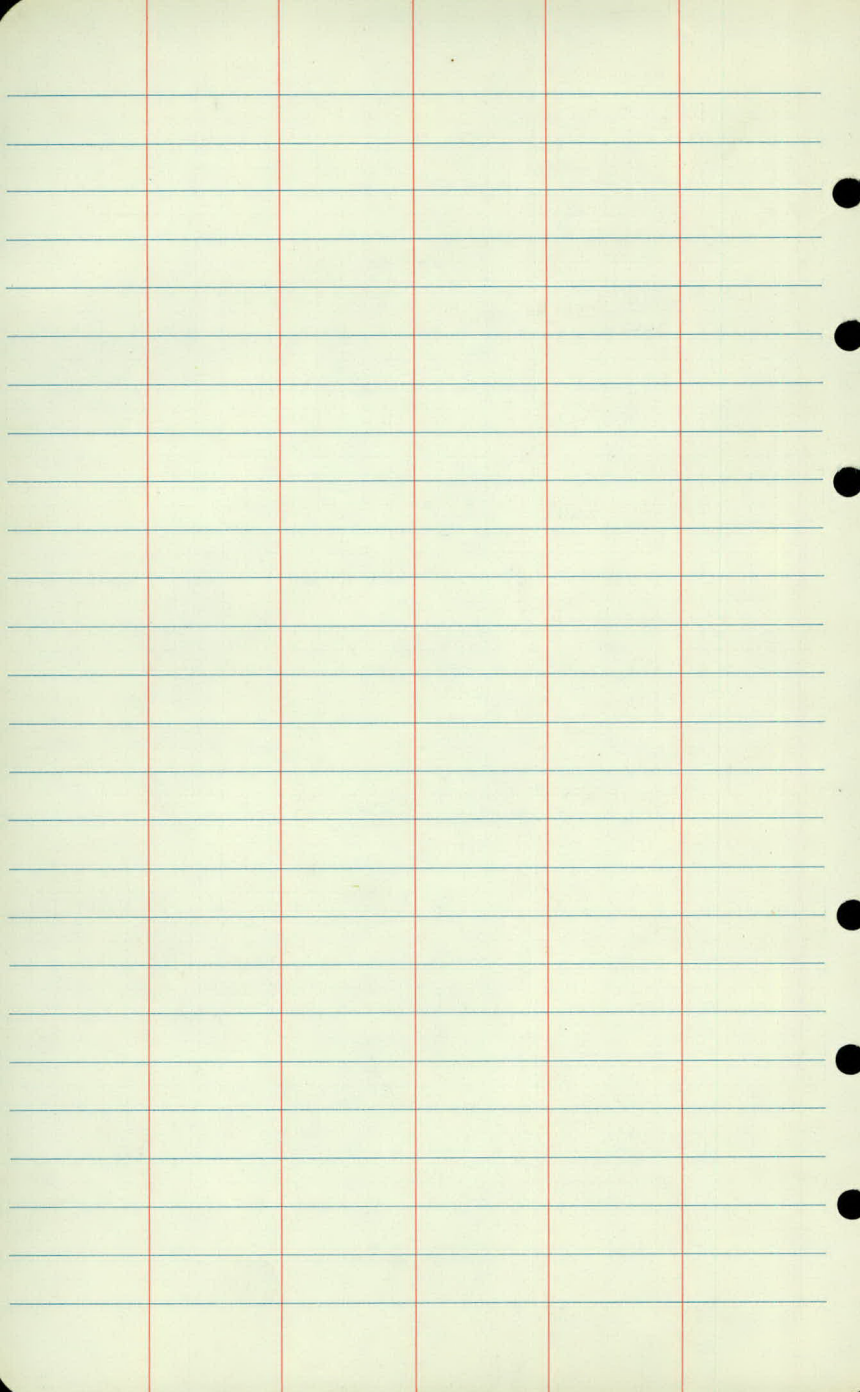
71

+50

70+00

21
04
21





J. A.
M. L.
D. S.
B. W.
C. M.

MARCH 26, 1960
Sunny 35°
A.M.

1

Topography Stadia White BEAR AVE.

from P.C. Sta 58+32.23

to P.T. Sta 64+13.01

S

OBJECT

AZ

STADIA

T @

Survey

Const P. I.

STA

61+51.50

~~61+42.03~~

Sighting

NEW CONCEPT 12

P.C.

STA

58+32.23

0°00'

N.E. COR PARKING LOT 10°52'30"

319'

SIDEWALK 13°04'35"

321'

East

Fo. Sign Com. Credit 10°23'25"

311'

East Fo. Sign Com. Credit 12°18'05"

311'

Top Curb 7°04'25"

300'

S.E. COR BLDG 13°56'05"

294'

Arbo Bush 10°17'00"

276'

W.S.O. ✓ 9°24'25"

262'

Hyd 9°46'35"

263'

P.P. 10°24'05"

259'

Top Curb 7°57'20"

256'

Sign East End 12°25'10"

257'

Sign West End 14°15'50"

258'

S.E. COR PARKING LOT 10°54'45"

253'

Lite 10°32'55"

249'

S.W. COR PARKING LOT 15°15'35"

255'

March 26, 1980
Windy 41°

2

6

Object	AZ	STADIA	
Bush	16° 16' 35"	246	✓
Sidewalk 4' wide	16° 42' 40"	245	✓
2 Conc Ent 31' wide	8° 20' 30"	236	✓
N. End Sidewalk 4' wide	17° 33' 20"	235	+
N.E. Cor Bldg	18° 25' 35"	234	✓
N.E. Cor Conc Curb	18° 46' 05"	230'	+
Top Curb	9° 29' 29"	203'	✓
2 Conc Ent 30' wide	11° 59' 20"	150'	✓
CB	14° 26' 10"	129'	✓
N.E. Cor Bit Parking Lot	16° 44' 05"	130'	✓
Sign Base 7' x 4.5"	25° 08' 45"	126'	✓
So End Med. 3' wide	1° 58' 45"	120'	✓
Top Curb	15° 15' 45"	101'	✓
B. Rad	16° 21' 25"	94'	✓
P.O.R.	18° 24' 05"	88'	✓
M.H.	19° 10' 35"	85'	✓
P.O.R.	25° 37' 15"	85'	✓
E.R.	33° 12' 35"	94'	✓
P.O.R Med 3' wide	357° 02' 50"	78'	✓

March 26, 1980
Windy 41°

3

(7)

object	A Z	STADIA	
BEG. RAD	18° 13' 45"	65	✓
P.O.R. (Prosperity)	38° 16' 30"	64	✓
P.O.R.	50° 35' 55"	81	✓
P.O.R.	54° 37' 25"	105	✓
E.R.	54° 40' 55"	163	✓
COR FE	62° 57' 25"	117	✓
<u>6-5" MAPLE</u>	64° 58' 20"	103	✓
Top Curb	18° 08' 20"	37	✓
→ No. End 3' Med	329° 00' 40"	43	✓
COR FE	96° 47' 00"	44	✓
10-8" MAPLE	101° 19' 50"	42	✓
✓ W.S.O	97° 08' 40"	29	✓
S.E. COR Ho	109° 58' 40"	75	✓
N.E. COR Ho	123° 50' 35"	84	✓
Top Curb	216° 20' 50"	29	✓
Bush	158° 20' 20"	75	✓
Bush	161° 23' 45"	82	✓
P.P.	162° 28' 10"	90	✓
12" RCP So. End	181° 43' 55"	72	✓

MARCH 26, 1980
Windy 41°

4

object	A Z	STADIA
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B. Rad CAL DE SAC	184° 43' 50"	85'
-------------------	--------------	-----

P.O.R.	202° 03' 50"	90
--------	--------------	----

P.O.R	207° 54' 55"	128'
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P.O.R	202° 26' 25"	155'
-------	--------------	------

C.B.	191° 56' 25"	167'
------	--------------	------

M.H.	182° 11' 20"	105'
------	--------------	------

1/2 Bit Ent 18'	181° 19' 00"	163'
-----------------	--------------	------

Hyd	172° 00' 50"	141'
-----	--------------	------

W.S.O. ✓	171° 55' 45"	138'
----------	--------------	------

E.R.	168° 06' 50"	125'
------	--------------	------

W.S.O. ✓	166° 39' 35"	122'
----------	--------------	------

Top Curb	217° 51' 25"	99'
----------	--------------	-----

4" Pop.	213° 30' 00"	145'
---------	--------------	------

6" Pop.	211° 12' 30"	147'
---------	--------------	------

P.P.	215° 51' 40"	161'
------	--------------	------

1/2 Conc Ent 32'	223° 02' 25"	172'
------------------	--------------	------

Lite	214° 46' 10"	170'
------	--------------	------

End 1/2 Conc Ent 30' wide	216° 15' 55"	188'
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Beg Conc Curb	214° 19' 10"	173'
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March 26, 1980

Windy 41°

5

Object	A Z	STADIA	
P.O.R. Conc	203°12'10"	186	✓
Beg Conc Curb	217°23'10"	204	✓
P.O.R. Conc Curb	214°16'45"	215'	✓
Beg Conc Slab	214°16'45"	215'	✓
Pump Island so End. 4'	208°26'45"	228'	✓
E.R. Conc Curb	213°26'15"	233'	✓
Aebo (Bush)	214°55'30"	229'	✓
No End Pump Island 4'	210°32'50"	247'	✓
P.O.R. Curb	216°12'05"	244'	✓
End Conc Curb	220°21'05"	251'	✓
Top Curb	224°11'25"	201'	✓
Top Curb Beg. Taper	225°22'25"	239'	✓
2 Conc Ent	225°24'25"	277'	✓
Beg Curb	221°21'25"	285'	✓
Sign	219°12'00"	288	✓
P.O.R.	216°21'30"	301'	✓
Cedar	218°18'30"	307'	✓
Top Curb	225°16'40"	314	✓
Lite (Aec)	224°06'40"	332'	✓

MARCH 26, 1980
Windy 41°

6

object	Az	Stadia	
Q Conc Ent	236°16'25"	314'	✓
Beg Rad. Ent	236°43'15"	289'	✓
P.O.R.	238°23'45"	298'	✓
E.R.	240°48'30"	289'	✓
Top Curb (Road)	237°31'10"	252'	✓
Top Curb (Road)	239°00'25"	201'	✓
P.P.	243°02'45"	177'	✓
N.W. Cor Bldg (U-haul)	257°27'20"	260'	✓
N. End Island 6'x4'	255°26'00"	217'	✓
S.W. Cor Bldg (U-haul)	262°02'05"	215'	✓
B.R. Ent	241°28'15"	152'	✓
P.O.R. Ent	246°12'55"	145'	✓
E.R.	248°49'55"	157'	✓
B.R. Curb Ent	250°19'00"	100'	✓
P.O.R.	251°44'45"	115'	✓
E.R.	256°18'35"	116'	✓
S.W. Cor Parking Lot	289°12'40"	114'	✓
End Conc Curb	289°12'40"	114'	✓
M.H.	257°57'55"	73'	✓

March 26, 1980
Windy 41°

7

X

X

object	Az	stadia	
West Fa Sign (4-haul)	272°34'05"	96'	✓
East Fa Sign	274°35'35"	109'	✓
Aec Lite	276°35'45"	69'	✓
Top Curb (Road)	278°13'55"	64'	✓
Lite Pole	284°59'35"	117'	✓
5-8" Willow	302°35'45"	102'	✓
14" Cotton Wood	301°39'05"	105'	✓
4" Ash	301°17'55"	114'	✓
4" Ash	298°53'25"	110'	✓
5" Ash	299°40'30"	112'	✓
6" Ash	297°59'05"	165'	✓
24" RCP	320°26'15"	83'	✓
CB	325°22'25"	73'	✓
4" Ash	316°02'05"	94'	✓
♀ Ditch	311°31'10"	98'	✓
4" Maple	311°31'10"	98'	✓
4" Ash	310°02'45"	95'	✓
10" Maple	315°33'35"	106'	✓
♀ Ditch	305°52'25"	112'	✓

J.A.
M.L.
D.S.
B.W.
C.M.

March 27, 1980
Snow 35°

8

Object	Az	Stadia	
8" Maple	305°24'50"	135'	✓
Tw 8" Maple	297°50'40"	150'	✓
4" Maple	295°39'35"	144'	✓
Tw 6" Maple	293°44'20"	148'	✓
Tw 10" Maple	294°57'45"	158'	✓
24" RCP & Apron	293°32'35"	165'	✓
Top Curb	334°49'05"	81'	✓
Cor Parking Lot N.W.	327°05'20"	100'	✓
Top Curb	345°36'30"	107'	✓
Top Curb	352°32'20"	155'	✓
Bush	348°53'50"	153'	✓
P.P.	348°30'00"	157'	✓
N.W. Cor Bldg (Maple Wheel)	322°09'10"	196'	✓
S.W. Cor Bldg	330°35'55"	230'	✓
Sign	345°23'45"	174'	✓
Ent & Conc 24'	355°06'05"	210'	✓
P.P.	353°15'55"	226'	✓
Post (Guard)	351°53'40"	226'	✓
Gate	350°03'55"	228'	✓

J.A.
M.L.
D.S.
B.W.
C.M.

MARCH 27, 1980
Snow 35°

9

X

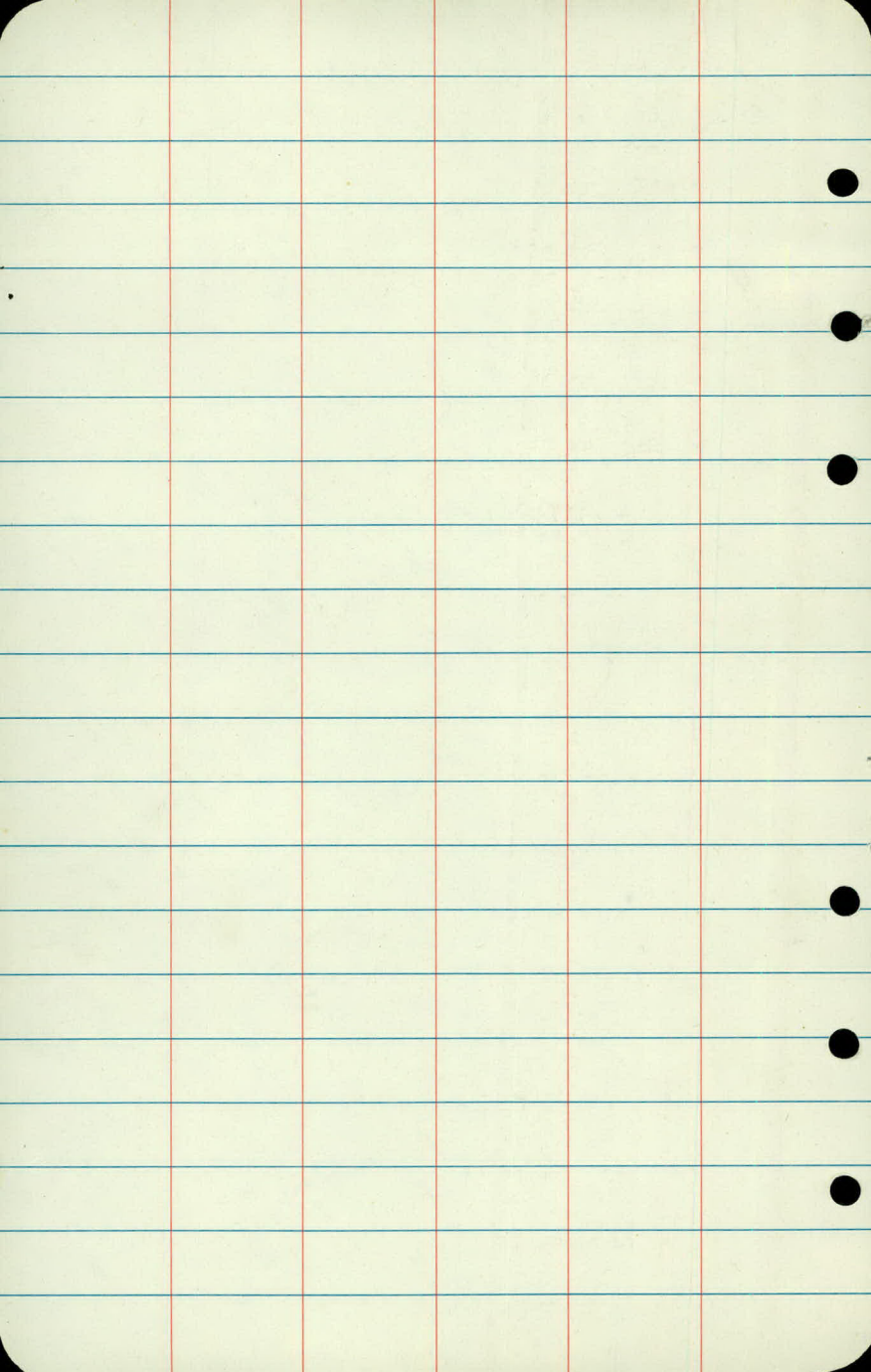
object	A2	stadia	
Guard Post	349°00'55"	230	✓
Beg 6' Fz Run to East	349°51'05"	231'	✓
1/2 Ent 34'	356°12'00"	248'	✓
Guard Post	355°08'30"	265'	✓
" "	351°51'45"	270'	✓
Cor Bit Parking Lot	350°43'50"	274'	✓
S.W Cor Bldg	342°20'25"	373'	✓
Sign	352°52'55"	319'	✓
P.P.	355°40'20"	305'	✓
Top Curb	357°26'55"	321'	

J.A.
M.L.
D.S.
B.W.
C.M.

MARCH 27, 1980
Snow

10

19



ML
D3
MR

Nov 18, 80 102
Sunday 25°

~~W 0110~~

~~STORM SEWER
LOOK ST~~

~~(W B Ave Dms.)~~

STA

+

 π

-

ELEV

3.91

928.56

924.65

7.97

920.59

11.88

916.68

8.60

919.96

2.40

926.14 926.16

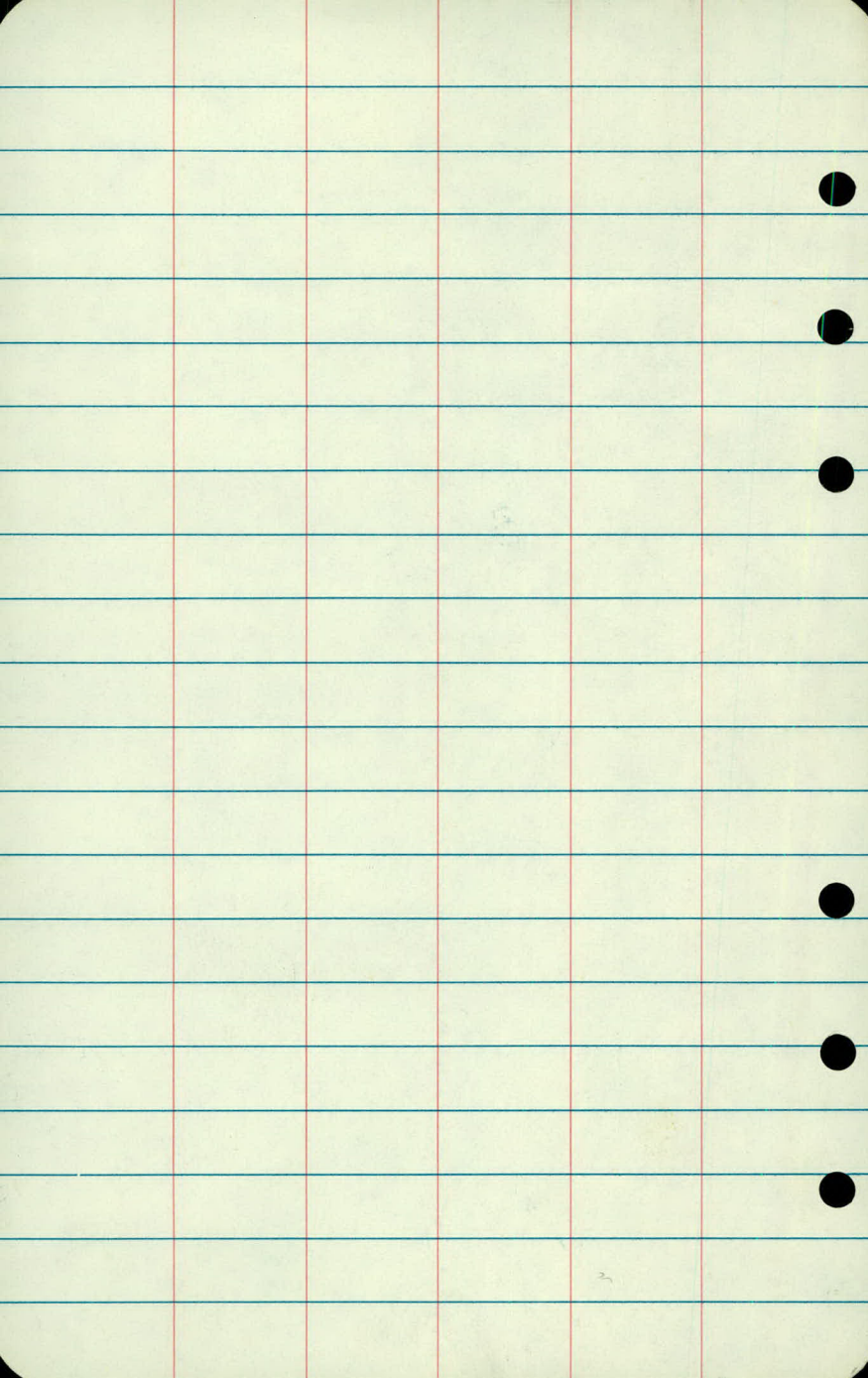
Top CONC BASE EAST EDGE REALTY WORLD

APRON 62+42 LT 68'

INVERT C.B. LARKST 63+55 LT 134'

Top CASTING C.B. 63+55 LT 134'

SPIKE W PP LAURIE & PROSPERITY



WHITE BEAR AVE.

Run Survey Additions
@ Lake St.
Cul-de-sac

R.M.

M.F.

P.D.

K.R.

Aug. 4, 1981

		Azm.	Dist.	
	2.50	927.15		924.65
Sta. 70+60 @ ±			6.51	920.64
Sta. 71+60 27' Rt.			7.14	920.01
↘ " " "			10.46	916.69
			1.46	925.69
			0.65	926.50
⋈ @ 71+50 ±		Prosperity H.I.	0°00' South	
B.M.	1.16	926.85		925.69
Top C.B.		187-03	98	
± (Bit) Swale		191-57	102	
± " @ curb		196-40	105	
✓ curb (inv.)		207-40	68	
✓ " "		224-25	44	
✓ " "		241-43	63	
✓ " "		275-37	94	
✓ " "		264-28	114	
✓ " "		250-16	128	
✓ " "		254-25	163	

Rod. Elev.

Top conc. base E. edge Realty World

Inv. Apron - Recp.

I. Top C.B.

Inv. C.B.

Top hyd N.W. Cor. Prosperity & Lark

Top hyd. 58+90 Lt W. Bear Ave.

Top hyd N.W. Cor. Prosperity & Lark

6.48 920.37

5.50 921.35

4.96 921.89

4.66 922.19

4.51 922.34

4.06 922.79

3.34 923.51

3.31 923.54

3.41 923.44

3.23 923.62

H.L. = 926.85

Azim Dist.

curb (inv)

250-18 191

"

244-29 190

"

233-42 201

"

227-03 217

GEN. ELEV.

223-14 184

PUMP ISL.

241-08 138

"

229-44 135

GEN. ELEV.

229-03 104

"

244.40 109

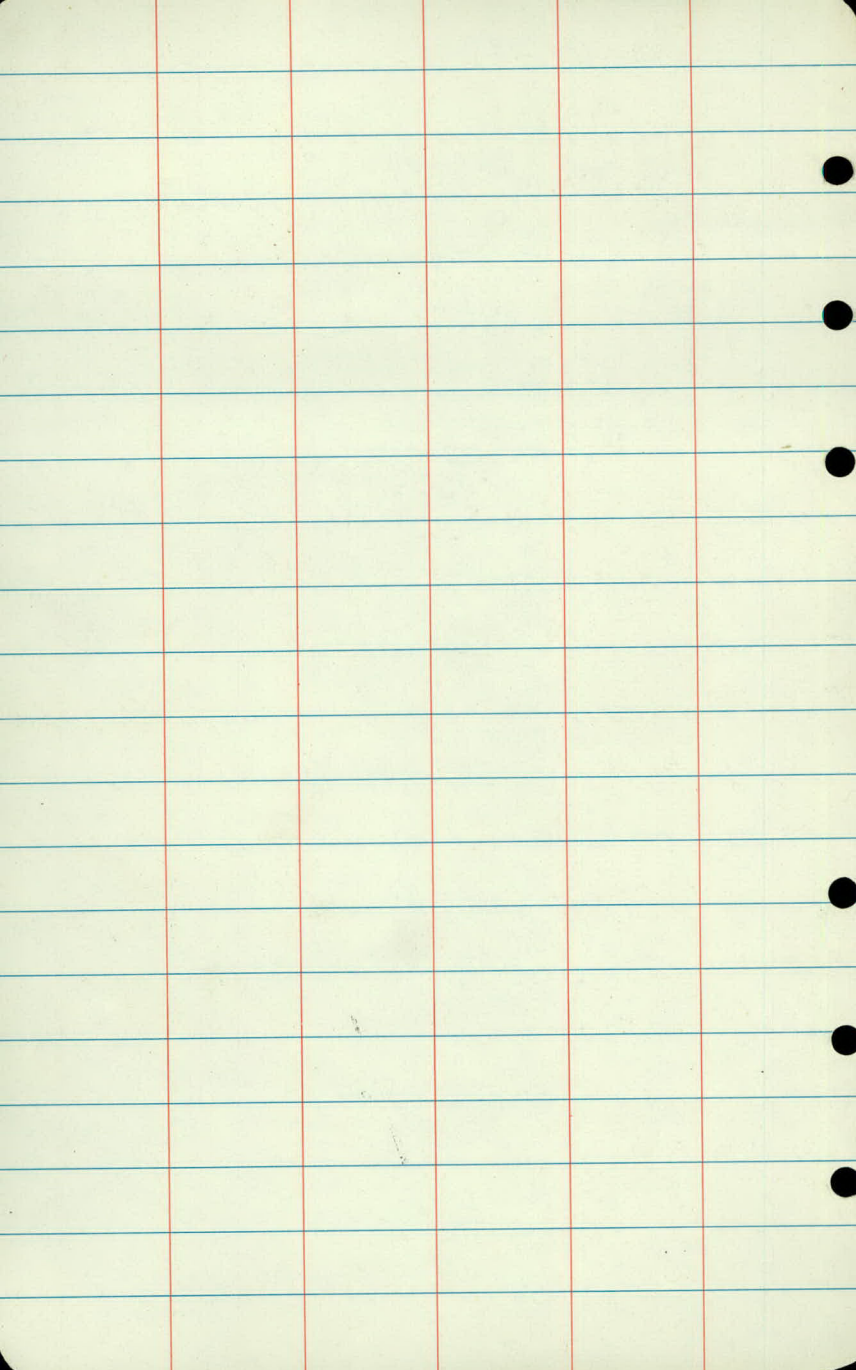
"

220-35 134

"

216-41 179

Rod	Elev.
3.41	923.44
3.46	923.39
4.20	922.65
4.50	922.35
4.50	922.35
3.65	923.20
4.15	922.70
4.25	922.60
3.80	923.05
4.38	922.47
4.90	921.95



June 30, 1980

①

White Bear Ave
"B" to T.H. 36

Note Index

1-3 Bench Levels WBA

1-3 ^{xsects} WBA & Prosperity Rd
Profile WBA Old &

1-4 46+00 to 53+32²³

1-5 Xsects WBA New & "A-E"

D.M.C.: (53+32²³ to 64+13⁰¹)

1-8 Xsects WBA

46+00 to 53+32²³

1-6 Xsects WBA Old &

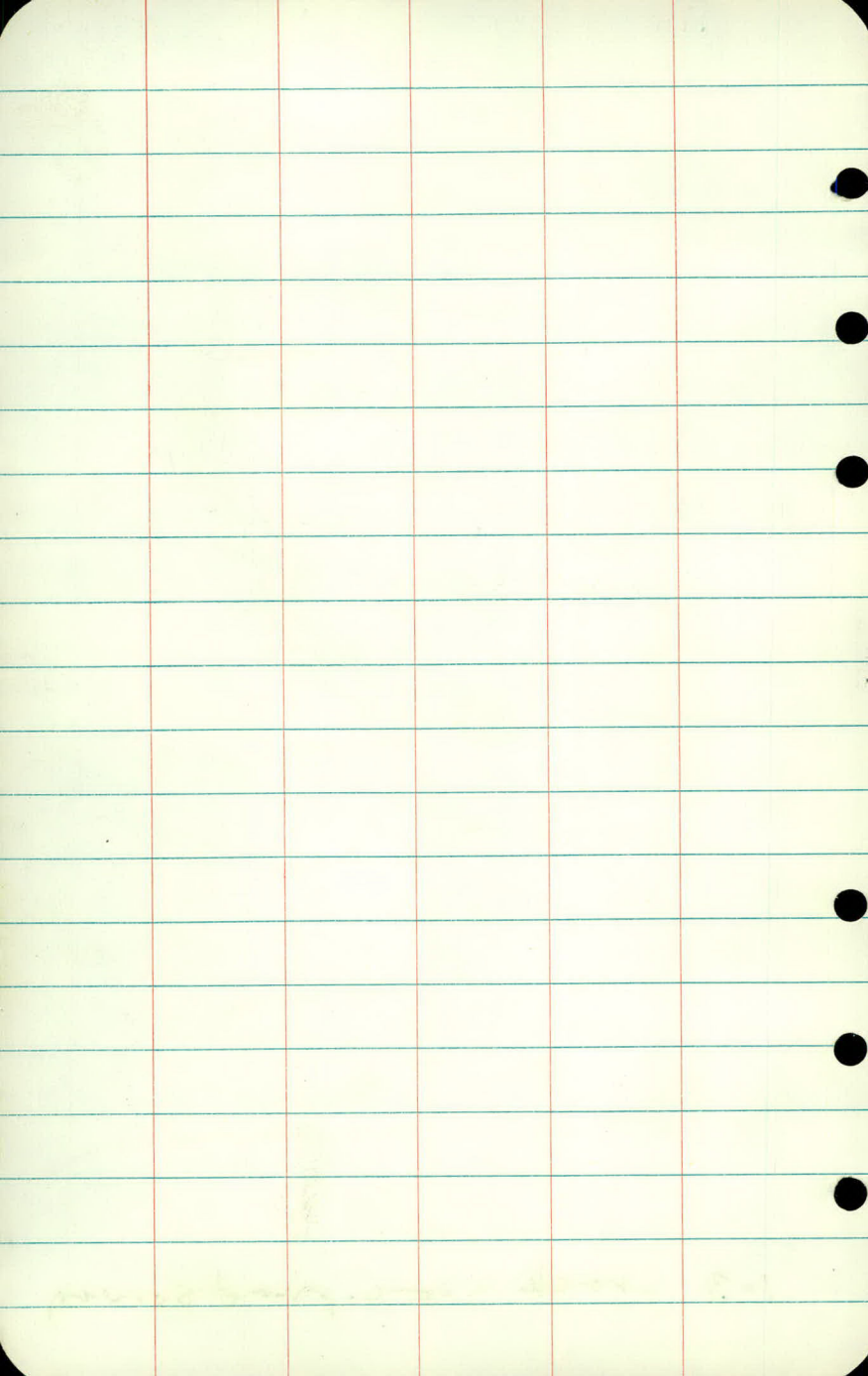
65+00 to 71+24

1-8 Xsects Co. Rd. "B"

1-5 Xsects Prosperity Rd

1-17 M.H. Elms

1-3 Crack in conc. paved survey



J.A.
D.S.
B.L.

5-6-80

1

BENCH LEVELS

WHITE BEAR AVE

from 500' south of Co Rd "B"

to Hwy 36.

Prosperity Ave

from Co Rd "B" to W.B.A.

2

Sta	+	π	-	ELEV	
B.M. 1	5.20	928.18			922.98
B.M. 2	2.22	929.82	0.58	927.60	
B.M. 3	1.38	927.54	3.66	926.16	
B.M. 4	3.38	928.03	2.89	924.65	
B.M. 5	2.72	929.87	0.88	927.15	
B.M. 6	5.28	928.88	6.27	923.60	
B.M. 7			1.33	927.55	
T.P. 1	3.25	928.89	3.24	925.64	
B.M. 4	4.47	929.13	4.23	924.65	
B.M. 8	3.75	929.60	3.28	925.85	
B.M. 9	3.56	928.20	4.96	924.64	
B.M. 10	5.90	930.41	3.69	924.51	
B.M. 11	4.68	932.00	3.09	927.32	
B.M. 12	2.59	928.64	5.95	926.05	
B.M. 1			5.69	922.95	
B.M. 10	0.14	924.65			924.51
B.M. 13	0.77	917.40	8.02	916.63	
T.P.	2.06	911.07	8.39	909.01	

J.A.
D.S.
B.L.

DESCRIPTION

CLR Windy 2
70°

Spike Arc Pole S.E. COR Co Rd B & Prosperity

Spike Arc Lite Pole Sandhurst & Prosperity

Spike Arc Lite Pole LAURIE & Prosperity

Top Conc Fo. East Side Realty World sign

Top West End Pump Island U-Haul

Top S.E. COR Fo. Mobil Oil sign

Top Hyd. 68+50± Rt 100'

Top Curb FRONT U-Haul

Spike PP 57+75 Lt 38'

Top N.W. Bolt No Lite @ GAS Hlt Sta 54+50

Top Hyd N.W. COR Co Rd B & WBA

Top S.W. COR Conc BASE GAS METER GROUP ^{Bldg.} Health

Top Hyd St 82+05± Lt (Prosperity Ave)

Top Hyd BURKE AVE & WBA.

Top Curb

13

STA	+	π	-	ELEV	
		911.07			
B.M. ₁₄			3.91	907.16	
T.P.	9.75	919.68	1.14	909.93	
T.P.	7.83	925.77	1.74	917.94	
B.M. ₁₀			1.26	924.51	924.51

I.A.
D.S.
B.L.

Description

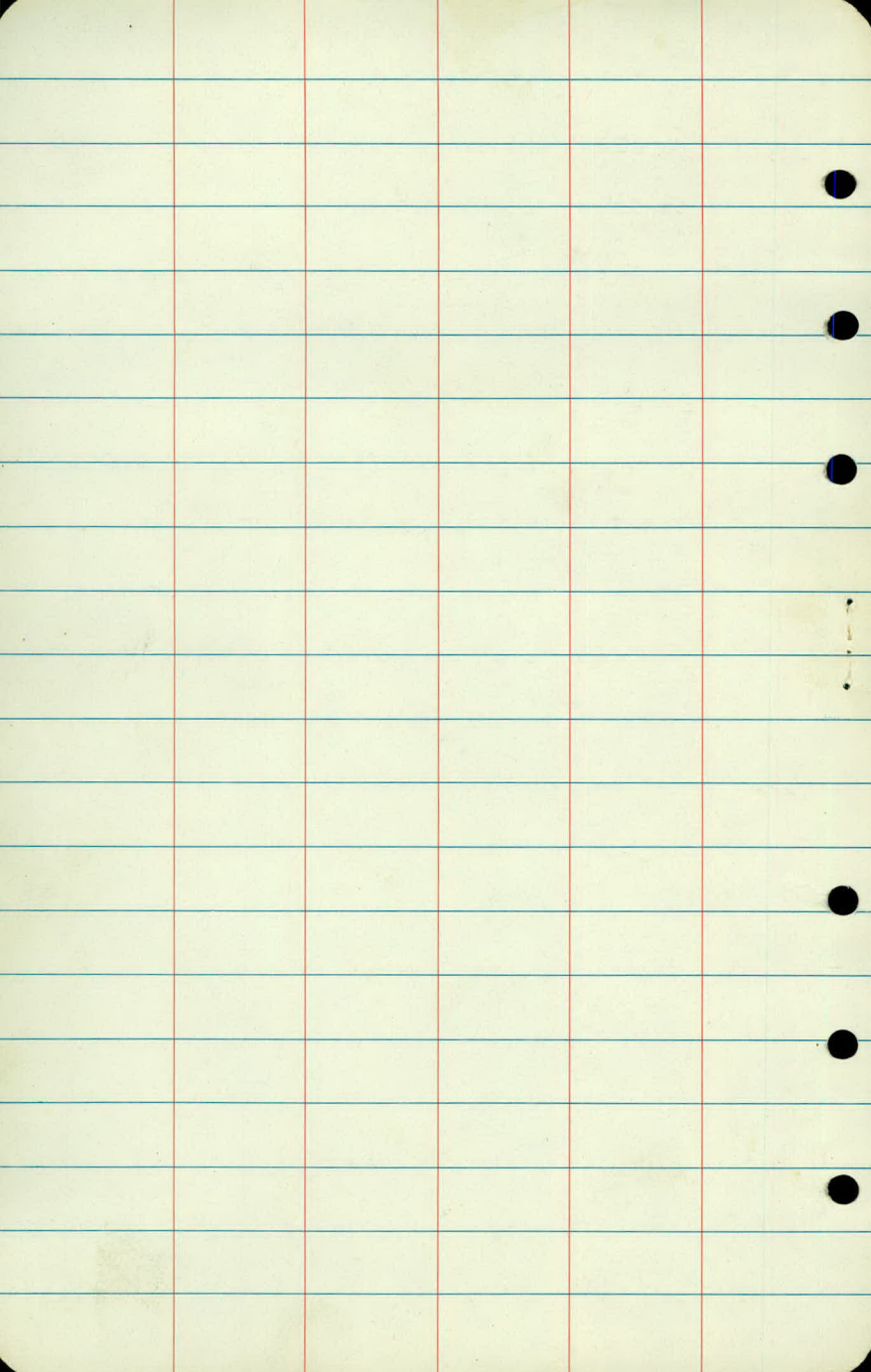
3

Top Hyd STA 46+00± Lt

Top Curb

Top Curb

Top Hyd "B" 5' W.B.A.



J.A.
D.S.
B.W.
G.A.

1
Apr 1980

Cross Sections White Bear

Ave & Prosperity Rd

Becks A-E

(Turn the curve itself)

Sta 58+32 23 to Sta 64+13 01

X
S

Sta	+	π	-	ELEV.
B.M.	4.34	929.62 ^{RW} 930.82		925.28

Sec A

B.M.	3.86	929.14		925.28
------	------	--------	--	--------

Sec B

Sec C Ent Rt

Sec D Ent Lt Core Slab Rt

J.A.
D.S.
G.A.
B.W.

Lt

Q

Rt

2

Top EAST COR BASE Life Std Realty

World

23.73	23.7	24.2	23.83	23.53	923.67	23.23	23.76	24.2	24.5	24.3
5.89	5.9	5.4	5.79	6.09	5.95	6.29	5.86	5.4	5.1	5.3
105	77	48	27	25		27	28	41	61	88

Prosperity

J.A.
D.S.
B.W.

Top EAST COR BASE Life Std Realty

World

23.5	22.1	23.8	24.23	23.66	23.46	22.99	T.C. 23.35	23.2	21.4	19.9
5.6	7.0	5.3	4.91	5.48	5.68	6.15	5.79	5.9	7.7	9.2
81	73	57	27	25		27	28	37	54	90

F.E. Ditch

22.9	22.9	23.6	24.39	23.83	23.63	23.36	23.88	25.1	24.1
6.2	6.2	5.5	4.75	5.31	5.51	5.78	5.26	4.0	3.0
89	51	47	27	25		27	38	67	90

Bit Bit

24.20	23.99	23.78	23.79	23.47	23.94	26.10	26.29
4.94	5.15	5.36	5.35	5.67	5.20	2.44	2.85
50	27	25		26	27	48	49

Bit

23.90	23.78	27.37	26.68
5.24	5.76	1.81	2.46
74	100	100	66

conc conc

Sta

+

π

-

ELEV

..

929.14

Sec E

Ent Rt

U. HALL

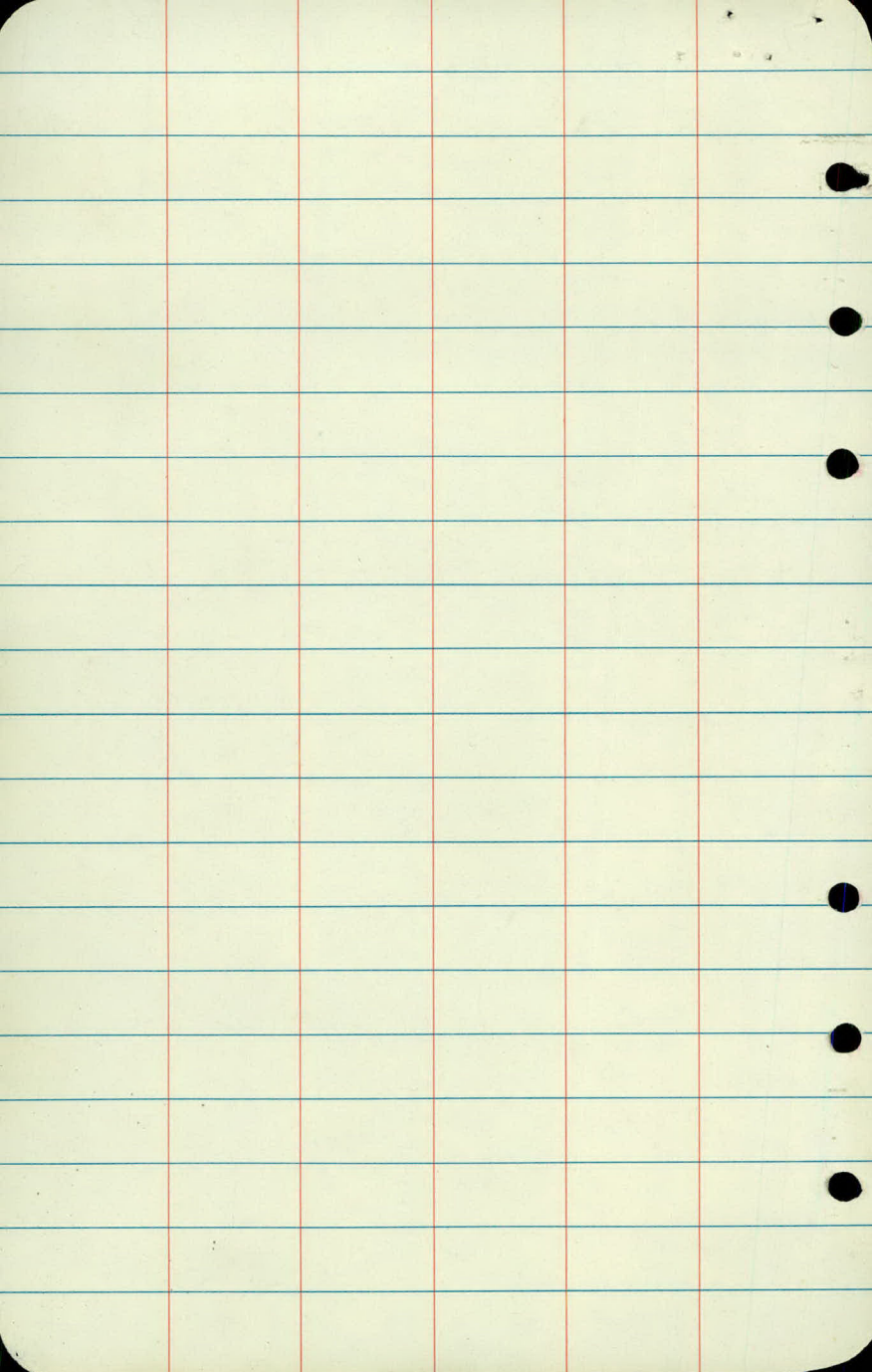
J.A.
D.S.
B.W.

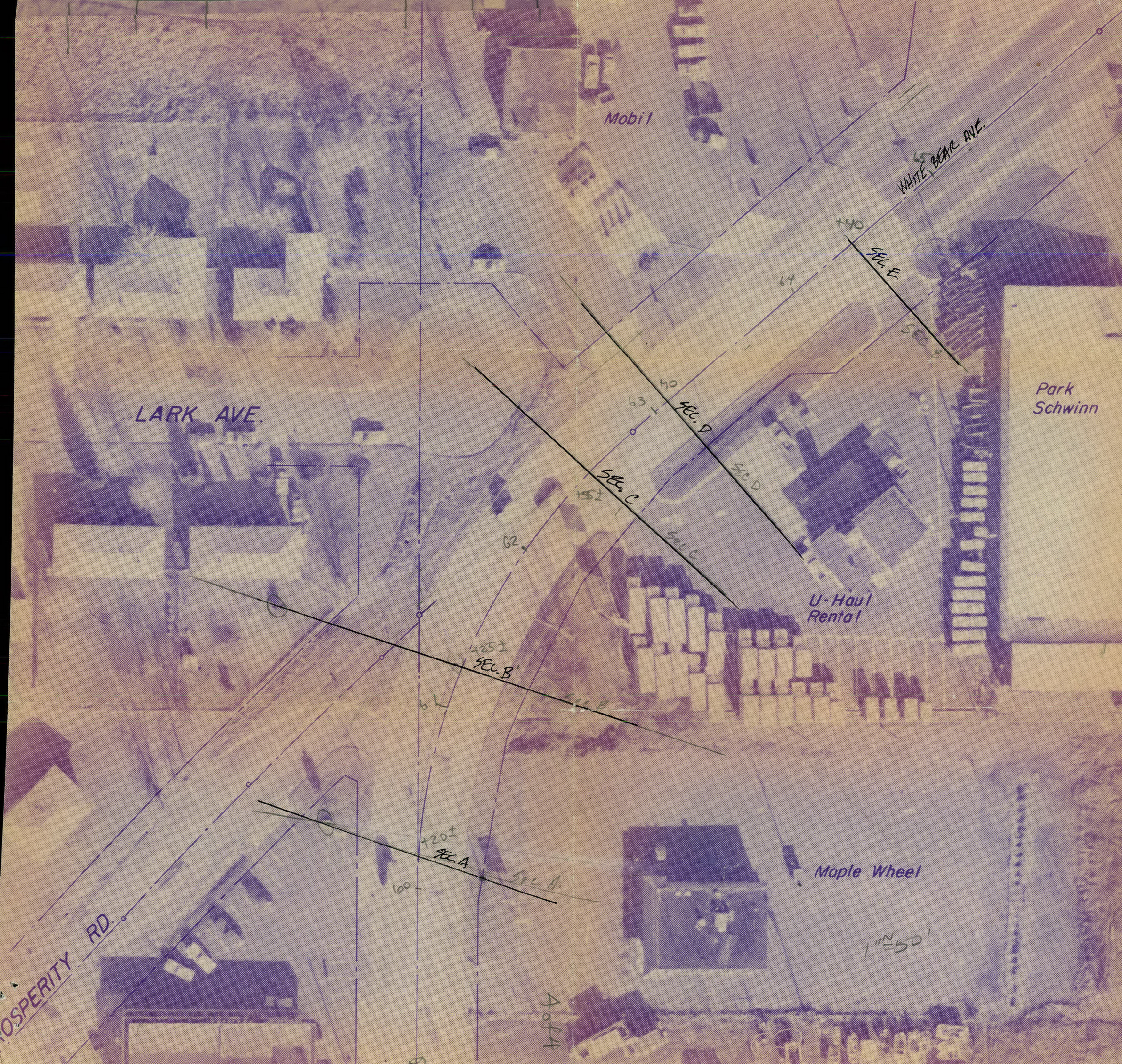
1

RT

3

24.10	23.77	23.87	24.59	21.24
5.04	5.37	5.27	4.55	1.90
	25	27	34	85





LARK AVE.

Mobil

WHITE BEAR AVE.

Park Schwinn

U-Haul Rental

Mopie Wheel

PROSPERITY RD.

120±
Sec. A

425±
Sec. B

152
Sec. C

40
Sec. D

140
Sec. E

62

63

64

40 ft

1"=50'

P.N.
L.P.D.
M.G.
R.R.

9-JUNE-80
CLDY 70°

PROFILE
OF
WHITE BEAR AVE
old Center line
From 46+00
to 58+32.23

Sta	+	HI	-	ELEV
B.M.	5.27	912.43		907.16
46				
+50				
47				
+50				
48				
+50				
49				
T.P. +50	12.59	924.94	.08	912.35
50				

LT

Survey Line RT

Top Hyd Sta. 46+00' LT

$$\begin{array}{r} 904 \underline{25} \\ 8.18 \end{array}$$

$$\begin{array}{r} 904 \underline{53} \\ 7.90 \end{array}$$

$$\begin{array}{r} 905 \underline{12} \\ 7.31 \end{array}$$

$$\begin{array}{r} 906 \underline{12} \\ 6.26 \end{array}$$

$$\begin{array}{r} 907 \underline{62} \\ 4.81 \end{array}$$

$$\begin{array}{r} 909 \underline{20} \\ 3.23 \end{array}$$

$$\begin{array}{r} 910 \underline{75} \\ 1.68 \end{array}$$

$$\begin{array}{r} 921 \underline{86} \\ 0.08 \end{array}$$

$$\begin{array}{r} 913 \underline{93} \\ 11.01 \end{array}$$

2

STA	+	H.I.	-	ELEV
-----	---	------	---	------

		924.94		
--	--	--------	--	--

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

51				
----	--	--	--	--

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

52				
----	--	--	--	--

B.M				
-----	--	--	--	--

		0.43	924.51	924.51
--	--	------	--------	--------

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

53				
----	--	--	--	--

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

54				
----	--	--	--	--

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

LT

C

RT

915⁴⁴
9.50

916⁹³
8.01

918³⁹
6.55

919⁶²
5.32

Top Hyd N.W. Cor. "B" W.B.A.

920⁵¹
4.43

921¹¹
3.83

921⁵⁶
3.38

✓ 921⁹²
2.95

922⁴²
2.52

3

STA	+	HI	-	ELEV
-----	---	----	---	------

924.94

55	6.65	929.53	2.06	922.88
----	------	--------	------	--------

+50

56

+50

57

+50

58

B.M.

3.70 925.83 925.85

4.11

LT

4

RT

92288
2.06

92330
6.23

92371
5.82

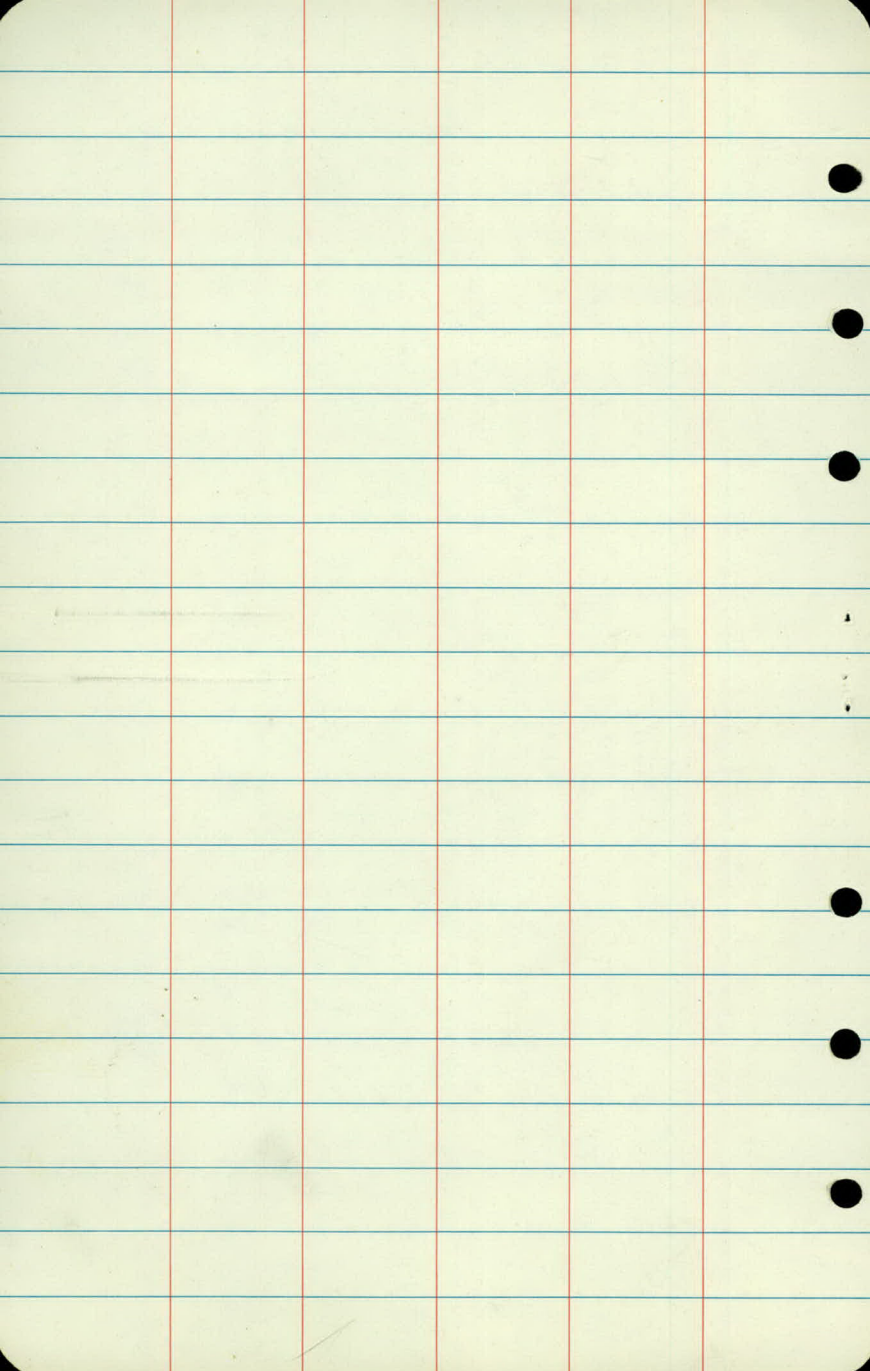
92400
5.53

92399
5.54

92383
5.70

92370
5.83

SpK. P.P 57+75 LT. 38'±



P.K.
L.P.D.
M.G.
K.R.

10-

6-10-80

75°

Clear

Cross Section W.B.A.

From Sta 46+00

to BEGINNING of New Curve

at STA ~~53+32.23~~

58+04

STA. + H.I. - ELEV

3.82

910.98

907.16

46+06

+50

47V

+50

48

LT

E

RT

Top Hyd. Sta. 46+00 LT.

99.5	04.4	04.0	03.5	03.60	04.3	05.3	6.0
11.49	6.6	6.99	7.52	7.38	6.70	5.7	5.0
51	34	28	28	28	28	69	100
CMP		T.C.B.	G.T.	G.T.	T.C.B.		
		(C.B.)			(C.B.)		

10.1	0.5	4.9	4.5	4.1	4.1	4.6	5.4	6.0
10.9	10.5	6.1	6.44	6.89	6.87	6.40	5.6	5.0
57	52	33	26	26	26	26	64	100
			T.C.	G.T.	G.T.	T.C.		

4.2	3.6	1.6	2.1	5.2	5.2	4.7	4.7	5.2	5.4	5.6
6.8	7.2	9.2	8.9	5.8	5.83	6.28	6.28	5.83	5.6	5.4
100	77	58	45	32	26	26	26	26	72	100
					T.C.	G.T.	G.T.	T.C.		

2.2	3.3	6.6	6.2	5.7	5.6	6.3	5.7	6.0
8.8	7.7	5.2	4.77	5.25	5.13	4.65	5.3	5.0
100	45	33	26	26	26	26	80	100
			T.C.	G.T.	G.T.	T.C.		

2.4	3.2	6.1	6.5	1.1	1.2	1.2	1.7	1.8	6.0	6.0	5.7
8.6	7.8	5.9	3.5	3.29	3.75	3.73	3.27	3.2	5.0	5.0	5.3
100	74	60	33	26	26	26	26	30	39	74	100
				T.C.	G.T.	G.T.	T.C.				

2

Sta. + HI - ELEV

910.98

48+29

+ 60

T.P. 8.37 917.56 1.79 909.19

B.M. 3.73 920.36 0.94 916.62 916.63

49+19 ENT. LT.

49+50 ENT RT

LT

E

RT

3.7	3.7	4.6	4.7	4.2	4.6	4.2	4.7	4.9	1.2	6.1	6.5
<u>7.3</u>	<u>7.3</u>	<u>2.4</u>	<u>2.30</u>	<u>2.79</u>	<u>2.42</u>	<u>2.73</u>	<u>2.27</u>	<u>2.1</u>	<u>3.8</u>	<u>4.3</u>	<u>4.5</u>
100	78	35	26	26		26	26	33	38	81	100
			TC	GT		GT	TC				

8.2	11.0	11.0	10.2	9.6	9.2	9.6	9.2	9.1	9.6	8.5	7.5	7.2
<u>2.8</u>	<u>0.0</u>	<u>0.0</u>	<u>0.8</u>	<u>1.34</u>	<u>1.80</u>	<u>1.43</u>	<u>1.77</u>	<u>1.28</u>	<u>1.4</u>	<u>2.5</u>	<u>3.5</u>	<u>100</u>
100	83	71	34	26	26		26	26	32	39	81	3.8
				TC	GT		GT	TC				

4.8
→ 6.2
122

Top Hyd N.W. Cor. Byrne & W.B.A.

11.8	11.8	11.5	11.0	11.4	11.0	11.5	10.8	10.2
<u>8.6</u>	<u>8.6</u>	<u>8.9</u>	<u>9.41</u>	<u>8.95</u>	<u>9.35</u>	<u>8.90</u>	<u>9.6</u>	<u>10.2</u>
79	57	36	26		26	26	72	91
			GT		GT	TC		

14.0	14.0	13.3	13.0	13.8	12.7	12.2	12.1	12.8	14.2	14.1
<u>6.4</u>	<u>6.4</u>	<u>7.1</u>	<u>7.4</u>	<u>6.6</u>	<u>7.68</u>	<u>8.20</u>	<u>8.29</u>	<u>7.6</u>	<u>6.2</u>	<u>6.3</u>
100	74	70	53	50	29	29	26	31	72	100
					TC	GT	GT			

3

Sta	+	HI	-	ELEV
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		920.36		
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49+71	±	Barke	Ave	LT.
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50+00				
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+50				
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51+05	ENT.	RT &	LT.	
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T.				
----	--	--	--	--

T.P	9.35	926.27	3.44	916.92
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LT

E

RT

14.0	13.7	13.0	12.8	13.0	12.7	13.2	15.5	15.9
<u>6.4</u>	<u>6.7</u>	<u>7.34</u>	<u>7.56</u>	7.33	<u>7.68</u>	<u>7.18</u>	<u>4.9</u>	<u>4.5</u>
100	79	33	26		26	26	46	79
		CON.	LT		GT	TC		

14.4	14.6	14.4	13.9	13.5	^{13.99} 14.0	16.0	16.5
<u>6.0</u>	<u>5.86</u>	<u>5.97</u>	<u>6.44</u>	<u>6.83</u>	<u>6.37</u>	<u>4.4</u>	<u>3.9</u>
100	47	32	32	26	26	50	78
		TC	LT	GT	TC		

19.1	16.2	15.6	15.1	15.1	15.6	16.9	17.3
<u>1.3</u>	<u>4.2</u>	<u>4.75</u>	<u>5.23</u>	<u>5.23</u>	<u>4.75</u>	<u>3.5</u>	<u>3.1</u>
100	63	26	26	26	26	34	100
		TC	LT	GT	TC		

20.4	18.0	17.5	16.8	17.0	16.8	17.7	18.5	20.2
<u>0.0</u>	<u>2.4</u>	<u>2.8</u>	<u>3.58</u>	3.34	<u>3.60</u>	<u>2.70</u>	<u>1.9</u>	<u>0.2</u>
72	56	31	26		26	32	62	100
		CON	LT		GT	CON		

STA 51+00

A

STA + Δ - ELEV

926.27

51+50

52+00

+50

GUTTER EAST + WEST ON B

+73

4 B-

+67 MH

5.51 920 76

53

GUTTER EAST + WEST ON B

B.M.

4.19

928.70

1.75

924.52

924.51

L.T.

Z

R.T.

24.1	19.4	18.5	18.0	18.1	18.6	19.4	18.9	20.1
2.2	6.9	7.81	8.27	8.19	7.70	6.89	7.40	6.2
100	94	28	28	28	28	44	44	100
		T.C.	GT	GT	T.C.	T.C.		

24.7	21.2	19.7	19.2	19.2	19.7	20.6	20.1	20.5
1.6	5.1	6.60	7.05	7.04	6.55	5.70	6.21	5.8
91	56	28	28	28	28	44	44	92
		T.C.	GT	GT	T.C.	T.C.		

23.4	22.0	20.4	20.2	20.3	20.7	21.5	21.7
2.9	4.3	5.92	6.07	6.01	5.60	4.8	4.6
100	71	33	24	24	34	71	100
		CONC.			CONC.		

24.1	23.0	20.8	20.5	20.8	20.6	20.9	21.7	22.0
2.2	2.3	5.48	5.81	5.48	5.66	5.36	4.6	4.3
100	76	34	24	MONIT	24	30	60	100
		CONC				CONC.		

22.1	21.1	20.9	20.9	21.1	21.4	21.5
2	4.2	5.20	5.39	5.39	5.13	4.9
	74	34	24	24	83	61
					CONC.	100

TOP HYD. N.W COR W.B.A + CO. RD. B

STA

+

Δ

-

ELEV

928.70

53+50

ENT. RT.

54

✓

+ 33

ENT RT

55

LT

Z

RT.

26.2	25.9	24.0	21.7	21.2	21.2	22.0	22.8	23.0
2.5	2.8	4.7	7.01	7.45	7.52	6.69	5.9	5.7
100	72	46	24	26	26	37	64	100
			T.C	GT	GT	CONC		

22.6	24.8	22.1	21.6	21.6	22.1	24.5	23.5	23.2
6.1	3.9	6.60	7.05	7.09	6.60	4.2	5.17	5.46
73	47	26	26	26	26	41	50	50
		T.C	GT	GT	T.C		T.C	GT

23.6

5.151

60

27.2	25.8	22.4	22.0	22.3	21.9	22.7	23.3	23.4
1.5	2.9	6.26	6.75	6.40	6.80	6.03	5.4	5.3
76	50	26	26		26	36	65	100
		T.C	GT		GT	CONC		

27.2	25.7	22.9	22.4	22.5	23.0	24.2	23.9	23.1
1.5	3.0	5.79	6.25	6.19	5.70	4.5	4.8	5.6
76	48	26	26	26	26	37	61	100
		T.C	GT	GT	T.C			

6

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

		928.70		
--	--	--------	--	--

55+50				
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T.P.	8.04	93.174	5.00	923.70
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56	ENT.	RT		
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+32	ENT.	LT		
-----	------	----	--	--

+85	ENT.	RT		
-----	------	----	--	--

✓				
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LT

E

RT

26.3	25.3	23.4	22.9	22.9	23.4	24.4	23.9	23.7
2.4	3.4	5.33	5.80	5.78	5.30	4.3	4.8	5.0
72	49	26	26	26	26	36	81	100
		T.C	GT	GT	T.C			

STA 56+00 E

24.9	24.3	23.7	23.3	23.4	23.8	23.3	22.8
6.8	7.4	8.02	8.44	8.30	7.90	8.4	8.9
97	51	26	26	26	33	63	100
		TC	GT	GT			

24.1	23.9	23.7	23.5	23.9	23.6	24.0	24.2	23.7
7.6	7.8	8.01	8.22	7.84	8.19	7.70	7.5	8.0
100	66	41	26		26	26	49	90
		CONC.	GT		GT	T.C.		

25.1	25.8	24.1	23.6	24.0	23.6	24.2	24.6	24.6
6.64	5.9	7.64	8.11	7.73	8.10	7.50	7.1	7.1
81	52	26	26		26	31	62	100
TC		T.C	GT		GT	CONC.		

24.6	24.7
7.15	7.0
81	100
GT	

STA + Δ - ELEV

931.74

57+33

✓

+ 80

ENT. RT

B.M.

3.03

928.86

5.91

925.83

925.85

58+04

ENT. LT

B.M.

4.20

924.66

924.65

LT

K

RT

27.8 24.6 24.0 23.5 23.9 23.5 24.0 24.5 25.1

3.9 7.1 7.69 8.20 7.86 8.22 7.75 7.2 6.6

51 34 26 26 26 26 51 91
T.C. GT T.C.

26.5 25.4 25.4

↓ 5.2 6.3 6.3
60 72 87

24.4 24.0 23.7 23.4 23.7 23.3 23.6 24.0 23.7

7.3 7.7 8.08 8.37 8.02 8.40 8.09 7.7 8.0

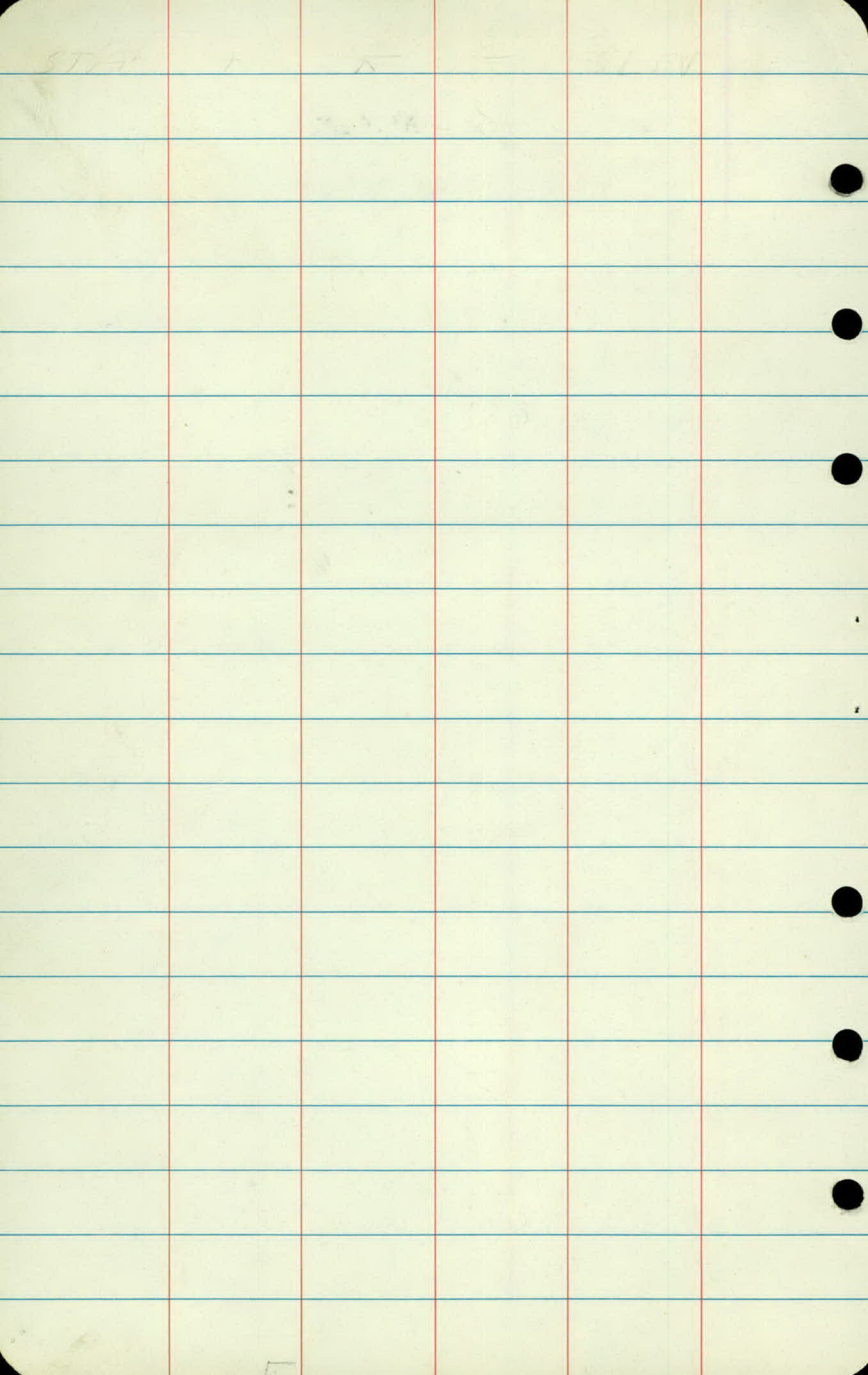
100 50 26 26 26 31 55 100
T.C. GT T.C. CONC.

SPK. IN P.P. STA 57+75 38' LT,

24.6 24.0 23.6 23.3 23.7 23.4 23.4 24.2 24.1

43 4.9 5.25 5.55 5.15 5.51 5.50 4.7 4.8
100 54 30 26 26 26 26 50 100
GT TC

Top CONC. Fo. Realty World Sign East side



P.K
L.P.D
m.G.
K.R

LT

RT 6-11-80
80° clear

New Curve North bound lane

Across Sections

58+50

From ~~58+32.23~~ PC 12' RT old &
to 64+13.01 PT 15' RT old &

64+13.01 New = 64+47.73 old

Sta along new Line!
(N.B.R.)

STA + H.I. - ELEV

2.91 928.76 925.85

58+50

59+14 ENT RT & LT

59+50 ENT RT.

60+00 ENT LT.

B.M. 3.08 927.73 4.10 924.66 924.65

LT

C

RT

SPK. P.P Sta 57+75 38' LT

25.37	25.11	23.66	23.22	23.59	23.48	23.25	23.73	24.2	24.3	24.1
3.39	3.65	5.10	5.54	5.17	5.28	5.51	5.03	4.6	4.5	4.7
99	72	38	38	12		14	14	40	79	100
	CON	TC	GT	CON		GT	TC			

24.4	23.69	23.05	23.31	23.12	23.01	23.42	24.0	24.0	23.8
4.4	5.07	5.71	5.45	5.64	5.25	5.34	4.8	4.8	5.0
80	51	43	17		9	13	48	83	100
	CON	GT	CON		GT	CON			

23.9	23.9	23.31	22.89	23.19	22.89	22.79	23.17	23.7	23.1	23.4
4.9	4.9	5.45	5.87	5.52	5.87	5.97	5.59	5.1	5.7	5.4
100	76	49	49	22		4	9	33	23	100
		TC	GT	CON		GT	CON			

23.5	23.24	22.71	23.05	22.68	23.12	23.4	24.0	23.7	24.06
5.3	5.52	6.05	5.71	6.08	5.64	5.4	4.8	5.1	4.70
100	65	60	34	88			22	86	94
		GT		GT TC					CON

Top Conc. E. side Realty World Sign

STA	+	HI	-	E/EU
-----	---	----	---	------

		927.73		
--	--	--------	--	--

60+50				
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			TOP 64' LT	
		60+12	C.B	
		4.59	923.14	

60+93				
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		60+93	TOP	
		20' LT		

T.P	3.54	928.10	3.17	924.56
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LT

E

RT

22.84	23.25	22.81	22.50	22.95	23.0	23.6	23.7	23.8
4.87	4.48	4.92	5.23	4.78	4.7	4.1	4.0	3.9
45	44	43	17	17	44	78	100	
GT	TC	GT	GT	TC				

22.94	22.83	22.8
4.79	4.90	4.9
70	76	100
CON	MH	

23.08	22.63	21.90	22.13	22.63	17.30	19.5	18.5	17.9	22.9
4.65	5.10	5.13	5.00	5.1	10.43	9.2	9.2	9.8	4.8
50	48	22	19	16	8	18	44	72	
TC	GT	GT	CB		RCP				

22.62	22.98	23.4
5.11	4.75	4.3
52	77	100
GT	GT	

Top of Bolt U-Haul Sign

STA + HI - ELEV

928.10

61+50

MH $\frac{922.52}{5.51}$ 27' LT
61+67

62+00

62+27 ENT RT

62+50

LT

E

RT

23.66 23.16 22.74 22.35 22.80 23.3 23.55 23.1 23.2

4.44 4.94 5.36 5.75 5.30 4.8 4.55 5.0 4.9

78 78 49 21 21 27 27 27 43

T.C. G.T. CON GT TC

BIT
→ 5.7
100

22.6 23.76 23.21 22.91 22.5 23.02 23.7 23.9 23.5 24.2 24.7

5.5 4.34 4.89 5.19 5.60 5.08 4.4 4.20 4.6 3.9 3.4

85 73 73 44 17 17 3 3 40 85

22.4 T.C. GT CON GT TC

→ 5.7
100 BIT

23.72 23.2 22.94 22.66 23.15 23.30 25.0 25.8 26.4

4.38 4.90 5.16 5.44 4.95 4.8 3.1 2.3 1.2

69 69 41 13 3 43 62 100

T.C. GT CON GT CONC

BIT
→ 22.5 22.2

5.6 5.9
89 100

23.69 23.14 23.03 22.64 23.1 23.7 24.87 24.59 25.8 26.7

4.41 4.86 5.07 5.46 5.00 4.4 3.23 3.51 2.3 1.4

63 63 36 8 8 13 13 4.6 100

TC GT CON GT T.C

BIT
→ 22.3

5.8
100

STA + H.I. - ELEV

928.10

63+00

ENT. LT.

B.M.

0.97 927.13 927.15

923.6

923

B.M.

5.58 929.18

923.60

63+50

63+69 ENT LT

P.T.

64+13.01 NEW = 64+47.73 old ENT RT

2.0

927.17

927.15

B.M.

201

927.17 927.15

LT

E

RT

23.2	23.5	23.22	23.15	22.77	23.22	26.09	25.64	26.4	26.5
4.9	4.6	4.83	4.95	5.33	4.88	2.01	2.46	1.7	1.6
98	77	52	25	2	2	24	24	58	79
		GT	CON	GT	T.C	TC	GT		

Top West end U-Haul Pump Island

Top S.E. Cor Fo. Mobil Oil Sign

24.09	23.51	24.00	23.75	23.20	22.23	22.07	21.87	22.35	24.73	25.3	26.3	27.2
5.09	5.69	5.18	5.43	5.98	5.87	6.03	6.23	5.25	3.37	3.85	29	20
100	75	75	44	44	18		8	4	29	29	64	100
	GT	TC	TC	GT	CON		GT	TC	TC	GT		
		BIT										

23.0	23.5	23.2	23.4	23.2	23.0	23.5	25.6	25.1	26.2	27.4
6.2	5.66	5.98	5.79	5.94	6.15	5.68	3.63	4.11	3.0	1.8
100	65	44	16		18	18	31	31	62	100
	CON	GT			GT	TC	TC	GT		

23.1	23.4	22.8	23.2	23.5	23.3	23.1	23.9	25.6	26.9	
6.1	6.1	5.83	6.35	5.94	5.71	5.87	6.04	5.25	3.6	2.3
00	40	48	48	40	15	11	21	48	84	
		TC	GT	CON	CON	GT	CON			
		BIT								

Top West end U-Haul Pump Island

1911-12-17-18

P.K.
L.P.D
M.G.
K.R.

X-Sections

6-14-80
Clear 75°

W.B.A

Old &

From 65+00

to 71+24

STA

+

H.I

-

ELEV

5.48

929.08

92360

22.85

6.23

Top C.B.

65+00

64+89

RT 39'

65+69

ENT RT

66+02

66+50

21.2

66+61

RT 35'

7.93

CMP

921 15

LT

E

RT

Top S.E. Cor. Fo. Mobil oil Sign

22.4 23.1 22.7 23.7 23.1 25.1 26.9

6.7	6.01	6.42	5.4	6.0	4.0	2.2
100	40	40	28	51	73	
	TC	GT				
	8.7					

22.4 22.0 22.8 23.4 23.5 23.0 24.0 23.9 24.7 26.2 26.6

6.65	7.05	6.25	5.73	5.60	6.07	5.1	5.2	4.4	2.9	2.5
57	57	33	33	29	29		27	52	87	100
TC	GT	GT	TC	TC	GT					

21.8 21.6

2.3	7.5
88	100

23.0 21.7 22.1 23.6 23.1 24.1 23.7 23.3 20.9 21.8 24.6 25.4 25.5

6.1	7.42	6.95	5.52	6.00	5.0	5.4	5.8	8.4	7.3	4.5	3.7	3.3
100	64	64	29	29		28	32	36	41	52	82	100
	GT	TC	TC	GT				cmp				

22.0 22.4 22.8 23.7 23.2 24.2 24.1 23.6 21.1 24.0 24.6 24.3

7.1	6.73	6.28	5.40	5.85	4.9	5.0	5.5	8.0	5.1	4.5	4.2
100	47	47	29	29		27	30	37	52	75	100
	GT	TC	TC	GT							

STA	+	Δ HI	-	ELEV
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929.08

66+89

ENT RT

57 01100
T.P

5.48 929.59 4.97 924.11

67+14

CMP RT. 38' 9.00 920⁰⁸

+50

✓

68

LT

C

RT

22.0 22.5 23.3 24.2 24.5 25.2 24.4 24.5
 7.1 6.6 5.8 4.9 4.6 3.9 4.7 4.6
 86 57 28 25 6.7 8.4 100

STA 67+00

0.5 h

23.0 23.7 23.2 23.9 24.3 24.4 24.1 24.1 23.6 21.8 22.0
 6.54 5.93 6.40 5.69 5.33 5.18 5.53 5.48 6.0 7.8 7.6
 44 32 32 4 4 T.C. 1 28 33 40 49
 T.C. T.C. GT GT T.C. GT

0.4 h

22.5 21.7 22.1 22.7 23.0
 7.13 7.90 7.45 6.9 6.6
 44 75 75 92 100
 GT GT T.C.

22.4 25.2 24.1 23.6
 7.2 4.6 5.5 6.0
 100 90 81 61

0.4

0.4 h

22.9 23.0 22.6 23.8 24.2 24.3 24.4 24.0 24.3 24.1
 6.7 6.55 6.97 5.80 5.39 5.27 5.24 5.55 5.3 5.5
 51 43 43 5 5 2 2 33 35
 T.C. GT GT T.C. T.C. GT

STA + Σ - ELEV

929.59

68

+50

✓

BM

203 927.56 927.55

BM

1.98 929.53

927.55

69

69+30 Tel m.H Top 9.99

LT 62

LT.

Z

RT.

19.0 18.5

10.6 11.1
74 100

23.7 23.7 22.9 22.2 22.3

5.9 5.9 6.7 7.4 7.3
100 76 64 55 43

0.4

0.3

23.0 22.6 23.7 24.0 24.2 24.3 24.0 24.2 22.7

6.56 7.00 5.90 5.55 5.39 5.31 5.64 5.4 6.9

42 42 6 6 3 3 37 46

T.C. GT GT T.C.

T.C. GT

B.T

23.0 19.4 18.1

16.6 10.2 11.5
51 66 100

24.8 24.2 22.4 21.8

4.8 5.4 7.2 7.8
100 91 61 54

TOP HYD 68+50 ± RT. 100'

Top Hyd 68+50 ± RT 100'

0.6 0.4

23.0 22.8 22.4 23.4 23.8 24.0 24.0 23.7 24.2 22.2 22.7

6.5 6.68 7.09 6.10 5.69 5.56 5.51 5.80 5.3 7.3 6.8

50 39 39 5 5 4 4 41 56 63

T.C. GT GT T.C. T.C. GT

B.T

19.2 17.9

10.3 11.6
71 100

24.8

4.7
100

4

STA + H.I - ELEV

929.53

69+50

70+00

$$\begin{array}{r} \text{CALV} \\ 70+83 \\ \hline \text{LT } 46 \end{array}$$

INV 9.71
 12" c.m.p

914.73

70+50

INV
 14.80
 CON

$$\begin{array}{r} \text{CALV } 12'' \\ 70+64 \\ \hline \text{LT } 63 \end{array}$$

$$\begin{array}{r} \text{CALV} \\ 70+79 \\ \hline \text{LT } 70 \end{array} \quad \text{INV } 14.66 \quad \text{c.m.p } 12''$$

TOP
 6.07

$$\begin{array}{r} 70+70 \text{ CB} \\ \hline \text{G' RT} \end{array}$$

$$\begin{array}{r} 70+78 \text{ CB} \\ \hline \text{G' RT} \end{array} \quad \text{TOP } 6.12$$

71+00

71+14

LT

E

RT

0.4

0.3

17.6	18.0	22.7	22.3	23.3	23.7	23.8	24.0	23.7	24.0	22.2	24.3
11.9	11.5	6.8	7.2	6.25	5.85	5.68	5.53	5.87	5.5	7.3	5.2
100	83	4.6	33	6	6	6	5	5	43	56	100
				GT	TC		FC	GT			

0.5

0.3

16.8	17.6	21.8	22.3	23.1	23.6	23.7	23.8	23.5	24.0	22.5	24.3
12.7	11.9	7.7	7.2	6.45	5.96	5.83	5.70	6.05	5.5	7.0	5.2
100	64	46	31	6	6	6	6	6	43	57	100
				GT	TC		TC	GT			

0.3

0.3

14.9	15.2	21.8	22.8	23.1	23.3	23.5	23.2	24.1	22.7	23.7
14.6	14.3	7.7	6.75	6.42	6.20	5.99	6.30	5.4	6.8	5.8
100	79	33	7	7	7	7	7	44	63	100
			GT	TC		TC	GT			

20.7	20.8	21.7	22.7	23.6	24.4	23.6
8.8	8.7	7.8	6.8	5.9	5.1	5.9
100	75	33	30	77	97	

21.5	21.2	21.6	22.7	24.0	24.5	23.7
8.0	8.3	7.9	6.8	5.5	5.0	5.8
100	50	33	60	84	100	

STA

+

H.I.

-

ELEV

929.53

71+24

B.M.

5.95

923.58

923.60

LT

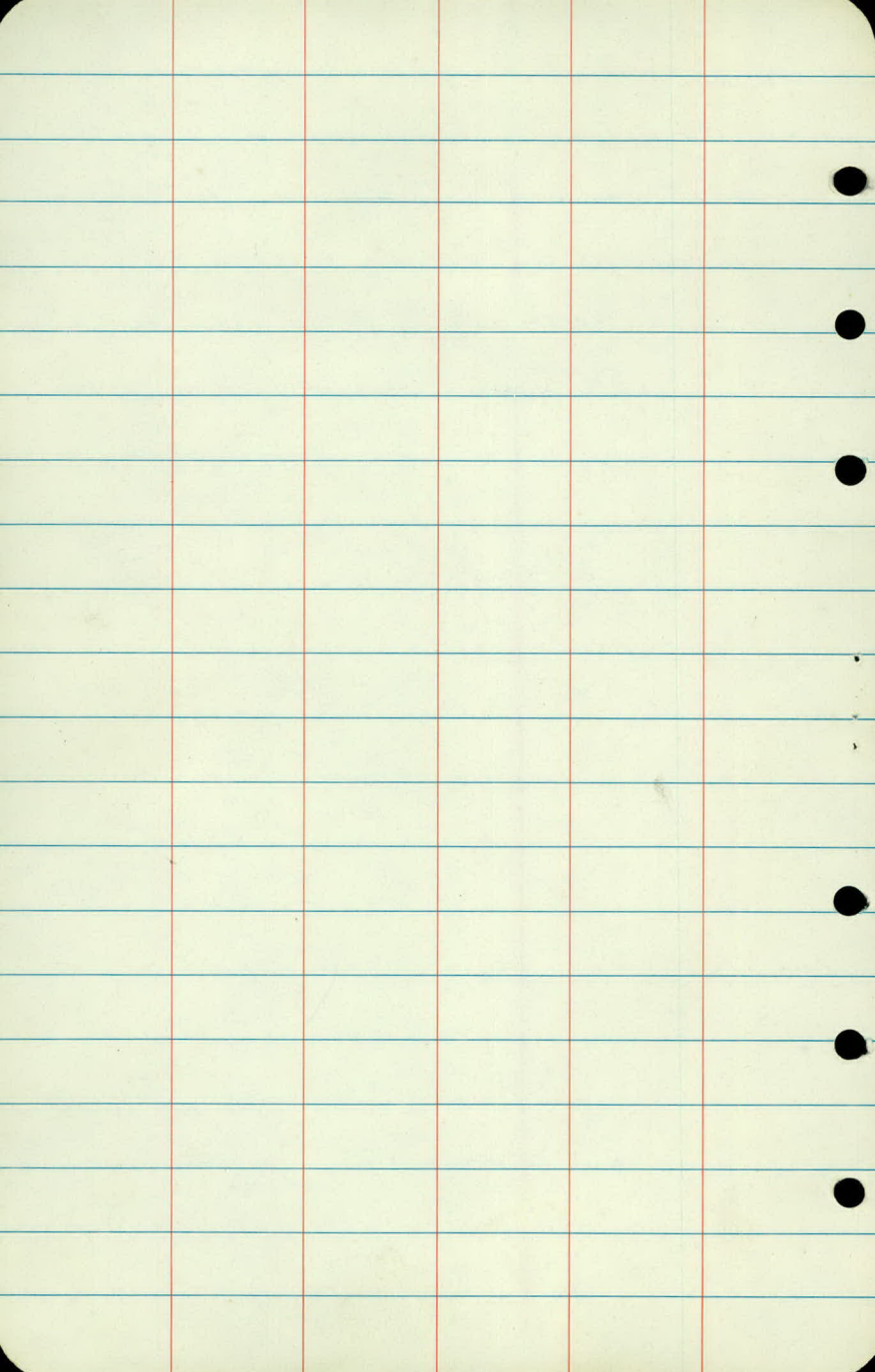
E

RT

21.5 21.0 21.5 22.6 24.0 24.3 23.8

$\frac{8.0}{100}$ $\frac{8.5}{6.8}$ $\frac{8.0}{33}$ 6.9 $\frac{5.5}{60}$ $\frac{5.2}{90}$ $\frac{5.7}{103}$

Top. S.E. Cor. Fo. Mobil oil Sign.



12-5-80

FOGGY 30°

WHITE BEAR AVE

@ COPE AVE.

DITCH PROFILE

STA

+

A

-

ELE

5.29

928.89

923.60

8.17

20.72

8.30

20.59

67+12

8.29

20.60

+62

7.3

21.59

68+12

7.2

21.69

+62

7.1

21.79

69+12

6.6

22.29

1.35

927.54

927.55

Top S.E. Cor. Fd. MOBIL OIL SIGN

INVERT INLET

INVERT OUTLET

INVERT INLET 67+12

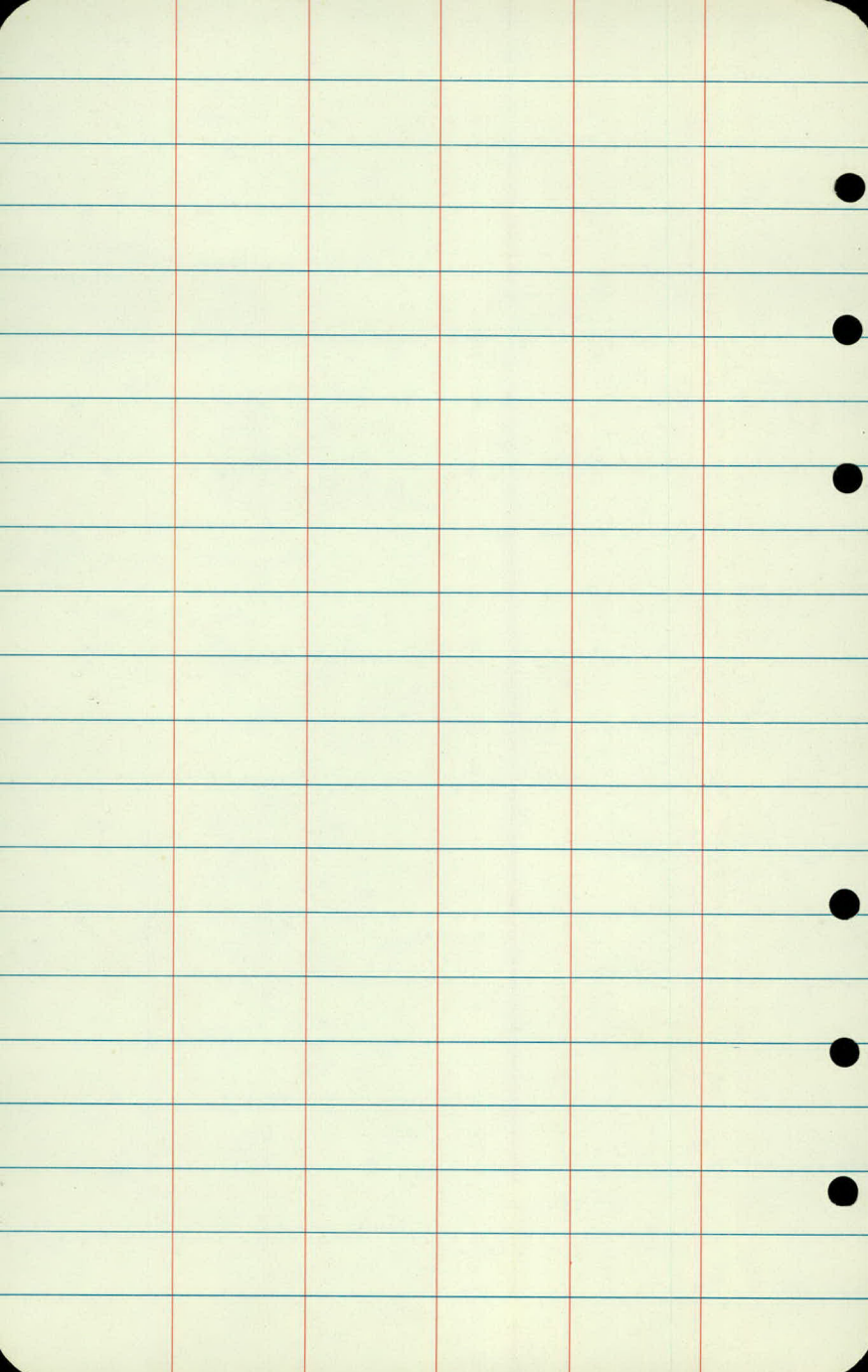
Rt 44

Rt 49

Rt 51

Rt 54

Top HYD 68+50 Rt 100



R.M.
P.K.
M.K.

6-26-80

N.B.A.

LOCATION OF CONC. APRON W.B.A. STA

B.M. 4.15 928.80

924.65

G1 ~~pt~~
Pt.

Inv. 24" apron ↗

V₄ = 91-05-30

8.40

3.37

11.77

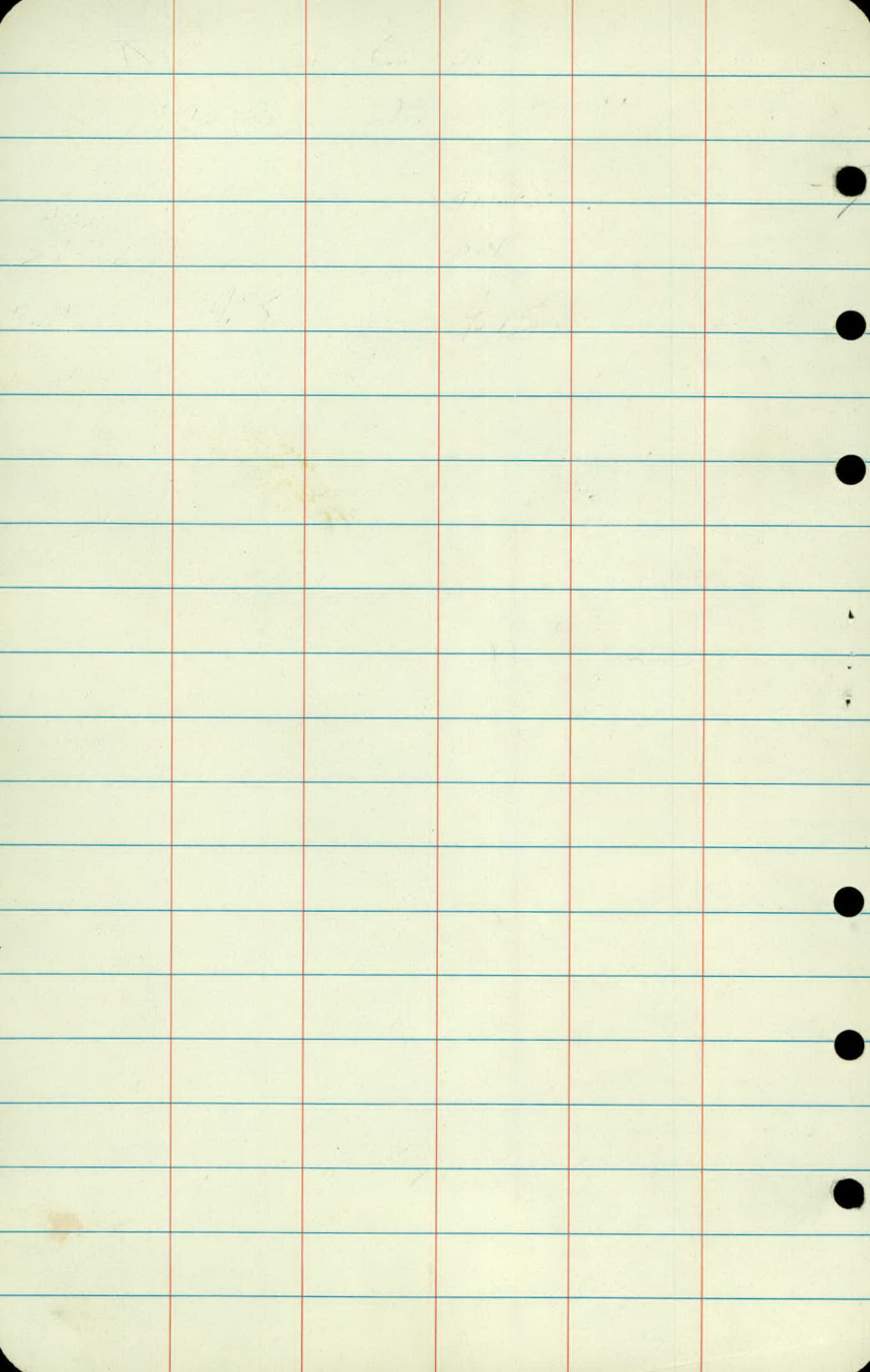
917.03

Azm. $37^{\circ}32'$
177'

Sta 60+00
Existing ∇

Azm. $159^{\circ}40'$
W.B. Ave
 ∇

1 of 1



P.K.
m. G.
KR.

6-23-80
Clear 90°

Co. Co. Rd. B.

Cross Sections

From 80+00

To 90+88

B
x sed

STA	+	H.I.	-	E/EV
-----	---	------	---	------

745	931.96			924.51
-----	--------	--	--	--------

T.P	2.18	928.26	5.88	926.08	926.05
-----	------	--------	------	--------	--------

			5.27	922.997	922.98
--	--	--	------	---------	--------

	928.26				
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80+00

80+00

80+42 ENT RT

80+42 ENT RT.

81+00

81+11 ENT RT

5.05
C4/V
81+51
RT. 22

C4/V
81+31 5.00
RT. 22

LT

E

RT

Top Hyd W.B.A. & Co Rd B.

Top Hyd 82405[±] LT

SPK. Arc light pole Co. Rd B & Prosperity

22.9	22.5	22.3	21.2	21.5	22.5	22.7	22.7	22.5	22.2	22.9	22.4	22.5
<u>5.4</u>	<u>5.8</u>	<u>6.0</u>	<u>7.1</u>	<u>6.8</u>	<u>5.8</u>	<u>5.6</u>	<u>5.6</u>	<u>5.8</u>	<u>6.1</u>	<u>5.4</u>	<u>5.9</u>	<u>5.8</u>
100	71	66	54	24	15	11		13	20	36	69	100

21.8	22.5	23.7	23.0	22.8	22.3	23.1	23.2	23.0	22.5	23.5
<u>6.5</u>	<u>5.8</u>	<u>4.6</u>	<u>5.3</u>	<u>5.5</u>	<u>6.0</u>	<u>5.2</u>	<u>5.1</u>	<u>5.3</u>	<u>5.8</u>	<u>4.8</u>
100	72	54	52	30	23	11		13	25	65

23.7	23.4	23.0	23.8	23.9	23.6	23.3	24.7
<u>4.6</u>	<u>4.9</u>	<u>5.3</u>	<u>4.5</u>	<u>4.4</u>	<u>4.7</u>	<u>5.0</u>	<u>3.7</u>
80	31	22	11		13	20	60

-3.8

STA + H.I. - ELEV

928.26

T.P. 5.18 930.17 3.27 924.99

81+41 23.4

6.75

C410

81+51

24 LT

81+91

24 LT

3.6

6.58

81+74 ENT LT.

82+35

T.P.

6.99 933.55 3.61 926.56

82+63

M.H STA 83+08 2.01
RT. 6'

921.35

LT

E

RT

STA 82+00

23.6	24.2	24.1	23.5	24.4	24.4	24.1	24.1	25.1
<u>6.6</u>	<u>6.0</u>	<u>6.1</u>	<u>6.7</u>	<u>5.8</u>	<u>5.8</u>	<u>6.1</u>	<u>6.07</u>	<u>5.08</u>
78	68	33	22	11		11	33	69
							CON	CON

23.6	24.3	24.8	24.7	24.4	23.6	25.1	26.3	25.8
<u>6.6</u>	<u>5.9</u>	<u>5.4</u>	<u>5.5</u>	<u>5.8</u>	<u>6.6</u>	<u>5.1</u>	<u>3.9</u>	<u>4.4</u>
100	52	11		13	24	32	64	90

24.4	24.8	25.2	28.4	24.2	25.2	25.4	25.5	25.3	24.9	25.4	25.6
<u>5.8</u>	<u>5.39</u>	<u>4.95</u>	<u>1.8</u>	<u>6.0</u>	<u>5.0</u>	<u>4.8</u>	<u>4.7</u>	<u>4.9</u>	<u>5.7</u>	<u>4.8</u>	<u>4.6</u>
100	72	72	52	24	16	11		13	23	42	76
GT	TC										

STA 83+00

24.6	25.0	25.4	26.4	24.6	25.6	26.0	26.0	25.8	24.4	24.8	24.8
<u>9.0</u>	<u>8.55</u>	<u>8.12</u>	<u>5.1</u>	<u>9.0</u>	<u>8.0</u>	<u>7.6</u>	<u>7.6</u>	<u>7.8</u>	<u>9.1</u>	<u>8.7</u>	<u>8.7</u>
100	72	72	54	24	17	11		13	32	72	100
GT	TC										

STA + H.I. - ELEV

933.55

83+22

ENT. RT.

B.M.

9.01

924.54

924.51

B.M.

7.22

933.27

926.05

83+50

83+96

ENT RT & LT

INV 7.59

RT 24'

CUV

84+10

RT 24'

CUV

83+90

INV 7.06

LT

E

RT.

25.0	25.6	25.9	26.6	25.6	26.6	26.8	26.8	26.6	27.0	27.3	27.2
8.01	7.62	5.0	8.0	7.0	6.8	6.7	6.9	6.60	6.27	6.30	
<u>72</u>	<u>72</u>	<u>5.6</u>	<u>25</u>	<u>16</u>	<u>11</u>	<u>13</u>	<u>24</u>	<u>5.8</u>	<u>7.8</u>		
GT	TC						CON	CON			
100											

Top Hyd. Co. Rd B & W.B.A.

Top Hyd 82+05 LT

25.6	26.2	28.9	26.1	26.7	27.0	27.2	26.9	26.1	26.7	26.8
7.50	7.11	4.4	7.2	6.6	6.3	6.1	6.4	7.2	6.6	6.5
<u>73</u>	<u>73</u>	<u>4.7</u>	<u>24</u>	<u>17</u>	<u>12</u>	<u>12</u>	<u>23</u>	<u>44</u>	<u>87</u>	
GT	TC									

25.2
 8.1
100

25.9	26.6	27.3	27.4	27.2	27.4	27.8
7.4	6.7	6.0	5.9	6.1	5.9	5.5
<u>100</u>	<u>45</u>	<u>12</u>	<u>12</u>	<u>44</u>	<u>95</u>	

STA	+	H.I	-	ELEV
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84+50		933.27		
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84+86		ENT	RT	
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INV 9.32				
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	C4LV			
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	84+99			
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	RT24			
--	------	--	--	--

	C4LV			
--	------	--	--	--

	84+75			
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	RT24			
--	------	--	--	--

		INV 8.45		
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85+34				
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B.M.				
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	5.75			
--	------	--	--	--

		930.26		
--	--	--------	--	--

			8.76	
--	--	--	------	--

				924.51
--	--	--	--	--------

				924.51
--	--	--	--	--------

85+89				
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86+50				
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	West Gutter line	W.B.A.		
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25.5 27.0 $\angle T$ 29.4 27.1 26.5 26.8 27.0 26.7 $\frac{\$}{RT}$ 26.5 26.1 27.7 28.0
 7.79 6.28 3.9 6.2 6.8 6.5 6.3 6.6 6.8 7.2 5.6 5.3
85 85 65 42 24 13 13 20 23 30 100
 GT TC

27.2 27.1 26.1 26.3 26.6 26.4 28.5 28.7 26.7
 6.1 6.2 7.2 7.0 6.7 6.9 4.8 4.6 4.6
100 58 25 14 14 47 75 100

26.8 25.3 24.6 25.4 24.6 24.6 29.6 29.8 29.6
 6.5 8.0 8.7 7.9 8.7 8.7 3.7 3.5 3.7
100 55 28 20 25 35 73 4.2

Top Hyd Co. Rel. B. $\frac{\$}{W.B.A.}$

27.1 24.8 24.42 22.80 23.5 22.7 23.8 24.9 24.3
 3.2 5.5 5.84 7.46 6.8 7.6 6.5 5.4 6.0
100 56 29 19 23 30 65 100
 MH MH

21.40 20.92 20.87 20.56 20.21 19.93 18.64
 8.86 9.34 9.38 9.70 10.05 10.33 11.62
100 44 23 29 42 100
 CON CON CON CON CON CON

STA	+	H.I.	-	ELEV
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		930.26		
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86+76	±	W.B.A.		
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87+02				
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B.M.	2.89	927.52	5.63	924.63	924.64
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87+62		ENT LT		
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88+00				
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88+52		ENT RT		
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LT

E

RT

21.76	21.32	20.79	20.10	19.01
<u>8.50</u>	<u>8.94</u>	<u>9.47</u>	<u>10.16</u>	<u>11.25</u>
100	50	CON	50	100
CON	CON		CON	CON

21.40	21.26	20.87	20.66	19.97	18.68
<u>8.86</u>	<u>9.00</u>	<u>9.39</u>	<u>9.60</u>	<u>10.29</u>	<u>11.58</u>
100	86	40	CON	40	100
CON	CON	CON		CON	CON

Top N.W Bolt N. Lite Gas HyT
STA 54 + 50 RT

23.1	22.16	21.66	22.0	21.6	22.23	21.65	20.1	20.2
<u>4.4</u>	<u>5.36</u>	<u>5.86</u>	<u>5.5</u>	<u>5.9</u>	<u>5.29</u>	<u>5.87</u>	<u>7.4</u>	<u>7.3</u>
85	33	23		13	42	42	87	100
	CON	CON			TC	GT		

22.8	22.4	21.4	21.9	21.6	21.4	22.24	21.60	20.6
<u>4.2</u>	<u>5.1</u>	<u>6.1</u>	<u>5.6</u>	<u>5.9</u>	<u>6.1</u>	<u>5.28</u>	<u>5.92</u>	<u>6.9</u>
100	53	24		12	23	41	41	80
						TC	GT	

21.3	21.3	21.0	21.3	21.8	21.4	20.8	21.4	20.9
<u>6.2</u>	<u>6.2</u>	<u>6.5</u>	<u>6.2</u>	<u>5.7</u>	<u>6.1</u>	<u>6.7</u>	<u>6.1</u>	<u>6.6</u>
100	77	34	24		12	21	48	81

STA + H.I - ELEV

927.52

89+00

J.P. 4.35 926.10 5.77 921.75

89+46 ENT R.T.

89+62

89+97

B.M.

926.10

1.59 924.51

924.51

LT

C

RT

21.3	21.3	21.0	21.7	21.4	20.7	19.8	20.5	20.9
<u>6.2</u>	<u>6.2</u>	<u>6.5</u>	5.8	<u>6.1</u>	<u>6.8</u>	<u>7.7</u>	<u>7.0</u>	<u>6.6</u>
100	76	23		12	20	25	32	66

STA 89+00

21.1	20.9	21.2	21.7	21.4	20.7	19.9	19.3
<u>5.0</u>	<u>5.2</u>	<u>4.9</u>	4.4	<u>4.7</u>	<u>5.4</u>	<u>6.2</u>	<u>6.8</u>
100	55	20		13	20	48	82

21.1	21.0	20.6	21.3	21.6	21.3	20.8	18.1	17.5	16.8
<u>5.0</u>	<u>5.1</u>	<u>5.5</u>	<u>4.8</u>	4.5	<u>4.8</u>	<u>5.3</u>	<u>8.0</u>	<u>8.6</u>	<u>9.3</u>
100	60	26	18	1	13	20	28	62	100

21.3	21.1	20.3	21.3	21.5	21.24	21.1	20.5	19.6	17.6
<u>4.8</u>	<u>5.0</u>	<u>5.8</u>	<u>4.8</u>	4.6	<u>4.86</u>	<u>5.0</u>	<u>5.6</u>	<u>8.5</u>	<u>8.5</u>
100	54	26	16		6	12	18	28	77

m.H.

TOP HYD N.W. COR. Co. Rd. B. E. W. B. A.

STA	+	H.I.	-	ELEV
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1.72		926.23		
------	--	--------	--	--

				924.51
--	--	--	--	--------

90+27				
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90+88				
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		ENT RT		
--	--	--------	--	--

T.P	4.97	926.85	4.35	921.88
-----	------	--------	------	--------

B.M				
-----	--	--	--	--

			2.22	
--	--	--	------	--

				924.63
--	--	--	--	--------

				924.64
--	--	--	--	--------

LT

E

RT

Top Hyd Co. Rd. B & W.B.A

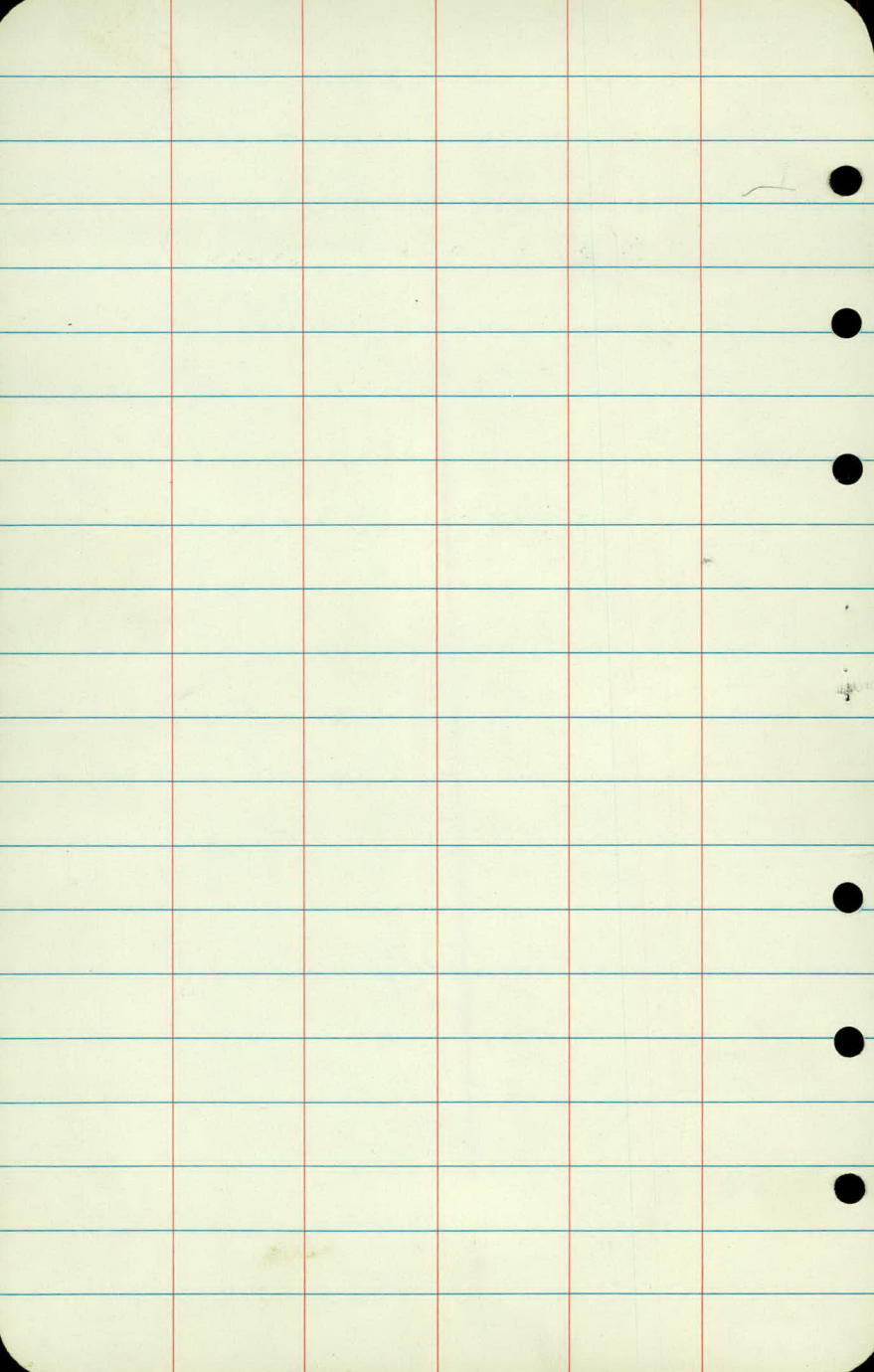
21.2	21.1	21.3	20.10	21.4	21.4	21.0	20.5	11.6	11.4
5.0	5.1	4.9	6.13	4.8	4.8	5.2	5.7	14.6	14.8
<u>100</u>	<u>80</u>	<u>41</u>	<u>29</u>	<u>14</u>		<u>12</u>	<u>17</u>	<u>52</u>	<u>100</u>

C.B.

21.4	21.2	20.9	21.7	21.8	21.4	19.7	14.6
4.8	5.0	5.3	4.5	4.4	4.8	6.5	11.6
<u>100</u>	<u>57</u>	<u>24</u>	<u>12</u>		<u>12</u>	<u>23</u>	<u>65</u>

STA 88+00

Top N.W. Bolt N. Lite Gas Hut
Sta. 54+50 Rt. W.B.A.



P.K.
M.G.
K.R.

6-25-80
SUNNY 85°

Prosperity Ave

Cross Sections

From 67+45

To 71+66

off proposed crest. Q

PROG.

57A

+

H.I.

-

ELEV

2.35 928.51

926.16

67+45

ENT RT & LT

$$\begin{array}{r} 928.51 \\ 7.62 \\ \hline 920.89 \end{array}$$

INV 8.12

CULV

928.51

8.12

67+72,
RT 22,

920.39

CULV

67+36,
RT 22,

INV 7.62

68+00

$$\begin{array}{r} 928.51 \\ 8.69 \\ \hline 919.82 \end{array}$$

CON CULV INV 8.69

68+34,
RT 25,

68+50

ENT RT

69+00

RT

25.2	23.7	22.1	22.8	22.8	23.9
<u>3.3</u>	<u>4.8</u>	<u>6.4</u>	5.7	<u>5.7</u>	<u>4.6</u>
62	40	22		11	49

[illegible]

26.7	24.5	21.9	22.7 ⁴	22.2	22.9	22.6 ⁶	22.9 ¹	23.7	23.5
1.8	4.0	6.6	5.77	6.3	5.6	5.85	5.60	4.8	5.0
<u>75</u>	<u>61</u>	<u>29</u>	<u>24</u>	<u>24</u>		<u>19</u>	<u>26</u>	<u>60</u>	<u>94</u>
			T			CON	CON		
			5.1						

22.3	21.3	23.48	22.9	23.0	22.73	23.14	23.5
<u>6.2</u>	<u>7.2</u>	<u>5.02</u>	<u>5.6</u>	<u>5.5</u>	<u>5.78</u>	<u>5.37</u>	<u>5.0</u>
33	29	13	13		21	21	55
		TC			GT	TC	
		Bit					
22.8	24.7	25.7					
<u>5.7</u>	<u>3.8</u>	<u>2.8</u>					
43	57	71		2			

STA	+	H.I.	-	ELEV
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		928.51		
--	--	--------	--	--

69+55				
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70+00				
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B.M.	4.42	929.07	3.85	924.66	924.65
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70+48				
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70+85		S. Gutter line	19K	Ave
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LT

C

RT

26.1	22.9	22.5	21.3	23.1	23.6	23.5
<u>2.4</u>	<u>5.6</u>	<u>6.0</u>	<u>7.2</u>	<u>5.4</u>	4.9	<u>5.0</u>
5.3	39	32	27	12		23

27.1	23.5	21.2	23.2	23.6
<u>1.4</u>	<u>5.0</u>	<u>7.3</u>	5.3	<u>4.9</u>
59	47	18		14

Top Con. Fo. E Side Realty World Sign

27.0	24.1	22.8	21.0	21.7	21.9	23.8
<u>2.1</u>	<u>5.0</u>	<u>6.3</u>	<u>8.1</u>	7.4	<u>7.2</u>	<u>5.3</u>
62	53	28	7		10	29

23.7	25.2	22.8	22.5	22.5	22.9	23.7
<u>5.4</u>	<u>59</u>	<u>6.3</u>	6.6	<u>6.6</u>	<u>6.2</u>	<u>5.4</u>
81	52	19		28	39	56

STA + H.I. - ELEV

929.07

71+00 ∇ Lark Ave

71+15 N. Gutter line Lark Ave

71+66 ENT LT

B.M.

B.M.

5.47

5.46

923.61

923.60

51

LT

E

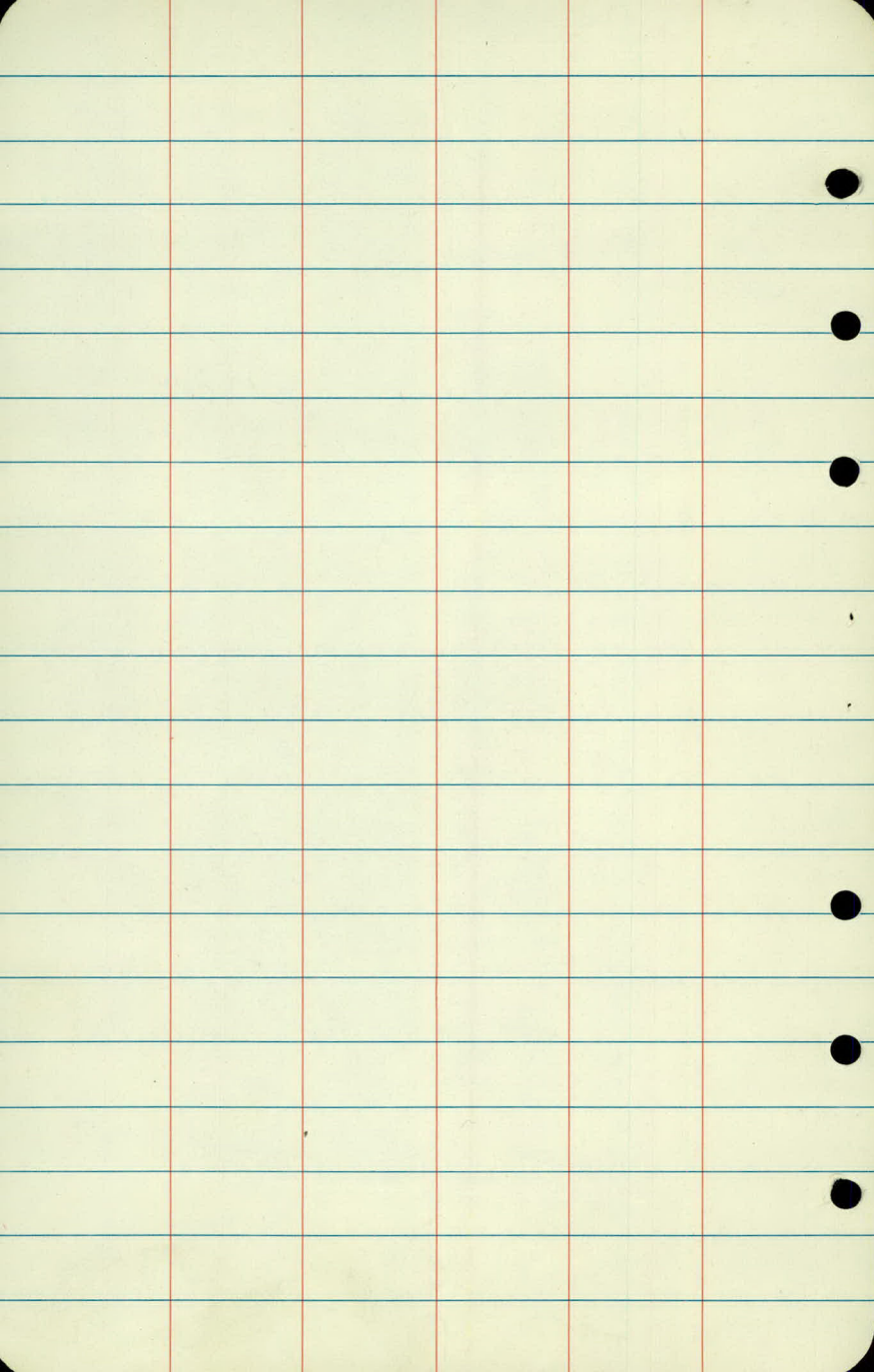
RT

24.3	23.9	23.3	22.83	22.3	23.0	23.8
<u>4.8</u>	<u>5.2</u>	<u>5.8</u>	6.24	<u>6.8</u>	<u>6.1</u>	<u>5.3</u>
100	76	30	M.H.	50	56	68

24.1	23.5	22.9	22.4	22.0	22.8	23.8
<u>5.0</u>	<u>5.6</u>	<u>6.2</u>	6.7	<u>7.1</u>	<u>6.3</u>	<u>5.3</u>
100	5.9	31		56	64	96

21.3	20.9	20.6	19.96	21.2	23.3	23.6
<u>2.8</u>	<u>8.2</u>	8.5	<u>9.11</u>	<u>7.9</u>	<u>5.8</u>	<u>5.5</u>
58	18		CB	45	67	100

Top S.E. Cor To Mobil oil Sign



STRUCTURAL DATA TYPE

W.B.A.

CB	STORM	☒	ELECTRIC		WATER	
	SANITARY		TELEPHONE		OTHER	
	STATION		RIGHT	LEFT	SIZE	
	46+06		28'		3"	INCH CASTING

TYPE OF CONST.	COMMENTS
BLOCK	
BRICK	9 rows 4" Bricks
SECTIONAL	

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK		9		
CONC. RINGS		0		

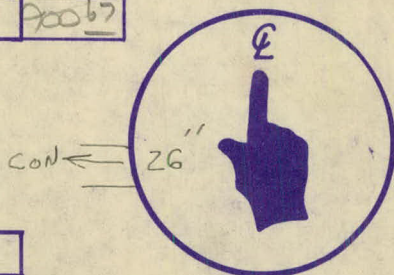
DEPTH FROM BOTTOM OF M.H TO TOP OF CASTING	ELEV.
	3.63 9043
DISTANCE FROM HIGHEST FLOW LINE TO TOP OF CASTING	
ETC.	
INV.	20067

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN	
ELEVATION - TOP	
FINAL ELEVATION	
DIFFERENCES	

ADJUST
RECONSTRUCT

C.B.



17

1 of 11

STRUCTURAL DATA TYPE

W.B.A.

CB STORM	✓	ELECTRIC		WATER	
SANITARY		TELEPHONE		OTHER	
STATION	RIGHT	LEFT	SIZE		
46+06		28'	3"	INCH CASTING	

TYPE OF CONST.	COMMENTS
BLOCK	9 rows 4" Brick
BRICK	
SECTIONAL	

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS				

DEPTH FROM
BOTTOM OF M.H
TO TOP OF CASTING
DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING
ETC.
INV.

ELEV.	
4.25	904.0

	899.75

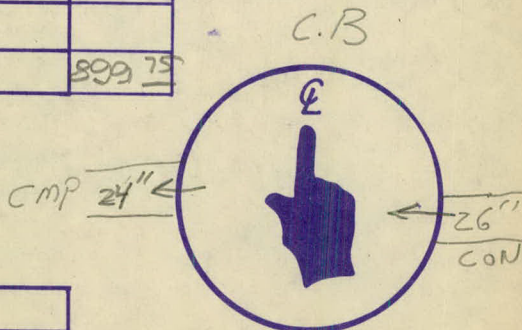
SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN

ELEVATION - TOP
FINAL ELEVATION
DIFFERENCES

ADJUST

RECONSTRUCT



STRUCTURAL DATA

TYPE

W. B. A.

STORM		ELECTRIC		WATER	
SANITARY	✓	TELEPHONE		OTHER	
STATION	RIGHT	LEFT	SIZE		
52+67	£		9	INCH CASTING	

TYPE OF CONST.		COMMENTS
BLOCK		
BRICK		
SECTIONAL	✓	

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS		1		

DEPTH FROM
BOTTOM OF M.H
TO TOP OF CASTING

ELEV.

1234 92076

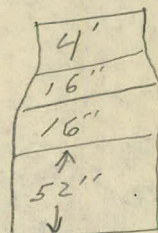
DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING

ETC.

INV.

90842

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW



DESIGN

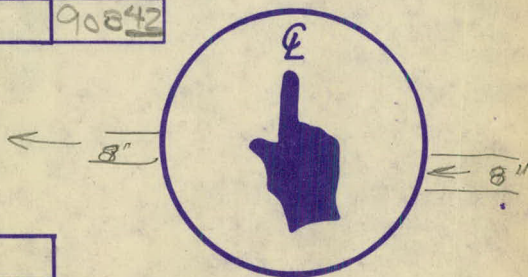
ELEVATION - TOP

FINAL ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT



CONCENTRIC

STRUCTURAL DATA

TYPE

W. B. A.

☒ STORM	☒ CB	ELECTRIC	WATER
SANITARY		TELEPHONE	OTHER
STATION	RIGHT	LEFT	SIZE
60+12		64'	3" INCH CASTING

TYPE OF CONST.	COMMENTS
BLOCK	
BRICK	
SECTIONAL	

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS		0		

DEPTH FROM
BOTTOM OF M.H.
TO TOP OF CASTING
DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING
ETC.
INV.

ELEV.

4.67 92314

C. B.

RCP

18" B
E

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN

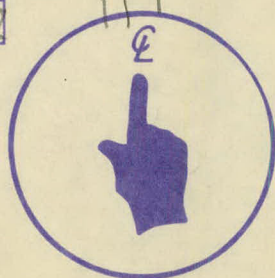
ELEVATION - TOP

INAL ELEVATION

FFERENCES

ADJUST

RECONSTRUCT



14

4 of 11

STRUCTURAL DATA TYPE

m. 115
W. B. A.

STORM	ELECTRIC	WATER
SANITARY	TELEPHONE	OTHER
STATION	RIGHT	LEFT
60+50		76
		7" INCH CASTING

TYPE OF CONST.	COMMENTS
BLOCK	7 ROWS ? N.B.R. const.
BRICK	
SECTIONAL	

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS		2		

DEPTH FROM
BOTTOM OF M.H
TO TOP OF CASTING
DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING
ETC.
INV.

ELEV.	
4.65	
	922.83
	918.18

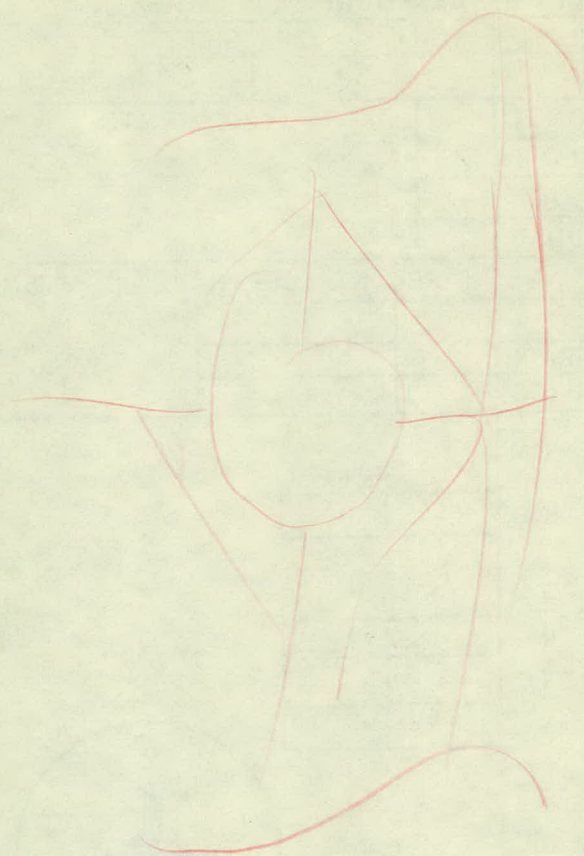
SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN
ELEVATION - TOP
FINAL ELEVATION
DIFFERENCES

	18" RCP



ADJUST
RECONSTRUCT



21.2745	△
6900.3200	PI
3.1500	D

1762.9477	R
334.11	T
660.38	L
30.83	M
31.38	E
656.53	C
6566.21	PC
7226.60	PT



STRUCTURAL DATA

TYPE

C.B.

W.B.A.

☒ STORM	☐ ELECTRIC	☐ WATER
☐ SANITARY	☐ TELEPHONE	☐ OTHER
STATION	RIGHT	LEFT
60+93		19'
		3"
INCH CASTING		

TYPE OF CONST.	COMMENTS		
BLOCK			
BRICK			
SECTIONAL	☒		
ADJUSTING RINGS	TYPE	NO.	DEPTH
BLOCK			
BRICK			
CONC. RINGS		0	
COMMENTS			

DEPTH FROM
BOTTOM OF M.H
TO TOP OF CASTING

DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING

ETC.

INV.

ELEV.

5.10

922²³

917⁶³

C.B.

18" RCP.

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN

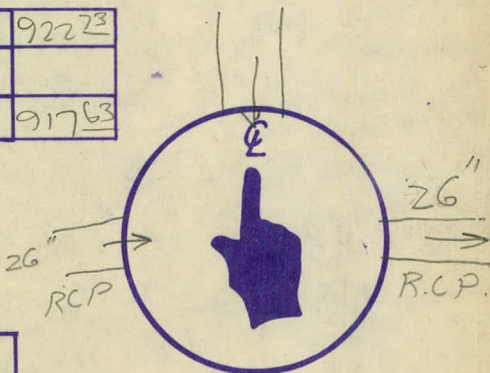
ELEVATION - TOP

FINAL ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT



STRUCTURAL DATA

TYPE

M. H

W. B. A.

STORM	ELECTRIC	WATER
SANITARY	TELEPHONE	OTHER
STATION	RIGHT	LEFT
61+67		27
		7
		INCH CASTING

TYPE OF CONST.	COMMENTS
BLOCK 6	Rows
BRICK	
SECTIONAL	

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS		3		

DEPTH FROM BOTTOM OF M.H.	ELEV.
TO TOP OF CASTING	4.0
DISTANCE FROM HIGHEST FLOW LINE TO TOP OF CASTING	922.59
ETC.	
INV.	918.59

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN

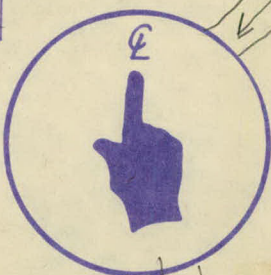
ELEVATION - TOP

FIN. ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT



18" RCP

18"

STRUCTURAL DATA

TYPE *C.B.*

W.B.A.

✓ STORM	ELECTRIC	WATER	
SANITARY	TELEPHONE	OTHER	
STATION	RIGHT	LEFT	SIZE
<i>64+89</i>	<i>39</i>		<i>9"</i> INCH CASTING

TYPE OF CONST.	COMMENTS	
BLOCK		
BRICK	<i>8</i>	<i>ROWS</i>
SECTIONAL		

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS		<i>1</i>		

DEPTH FROM
BOTTOM OF M.H.
TO TOP OF CASTING
DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING
ETC.
INV.

ELEV.

262

2285

2023

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN

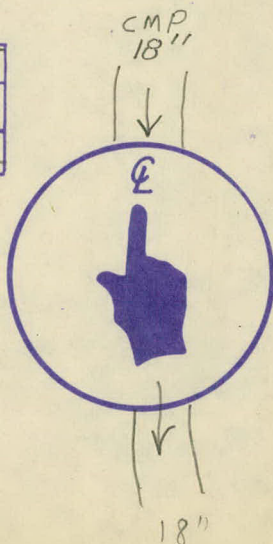
ELEVATION - TOP

FINAL ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT



18"

10

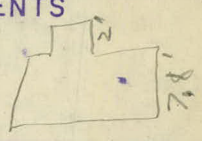
8 of 11

$$\begin{array}{r} 2259 \\ \hline 4 \end{array}$$

STRUCTURAL DATA TYPE

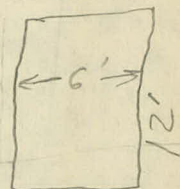
W.B.A

STORM		ELECTRIC		WATER	
SANITARY		TELEPHONE	✓	OTHER	
STATION	RIGHT	LEFT	SIZE		
69+30		62	12"	INCH CASTING	

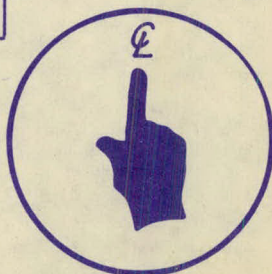
TYPE OF CONST.	COMMENTS	
BLOCK		
BRICK		
SECTIONAL		

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS				

DEPTH FROM BOTTOM OF M.H TO TOP OF CASTING	ELEV.
DISTANCE FROM HIGHEST FLOW LINE TO TOP OF CASTING	9.80 919.6
ETC.	
INV.	909.8



SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW



DESIGN	
ELEVATION - TOP	
FINAL ELEVATION	
DIFFERENCES	

ADJUST

RECONSTRUCT

9

9.0711

$$\begin{array}{r}
 + 922 \overline{85} \\
 - \quad \quad \underline{262} \\
 \hline
 + 92023
 \end{array}$$

STRUCTURAL DATA *Mn DOT Des'n*

TYPE: *C.B. W.B.A.*

✓ STORM	ELECTRIC	WATER
SANITARY	TELEPHONE	OTHER
STATION	RIGHT	LEFT
<i>70+70</i>	<i>6</i>	<i>3"</i>
INCH CASTING		

TYPE OF CONST.

BLOCK

BRICK

SECTIONAL ✓

COMMENTS

vertical



Built into median

ADJUSTING RINGS

TYPE

NO.

DEPTH

COMMENTS

BLOCK

BRICK

CONC. RINGS

DEPTH FROM
BOTTOM OF M.H.
TO TOP OF CASTING

ELEV.

6.17 92341

DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING

ETC.

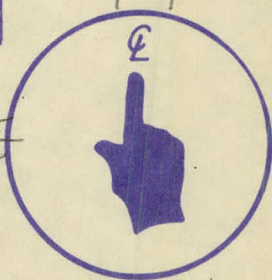
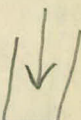
INV.

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

12"

R.C.P.

12" RCP



ELEVATION - TOP

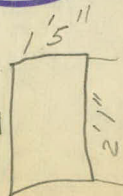
FINAL ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT

Horizontal



- 8 -

10 of 11

STRUCTURAL DATA *MDOT Des'm*TYPE *C.B.**W.B.A*STORM ☒ELECTRIC ☐WATER ☐SANITARY ☐TELEPHONE ☐OTHER ☐

STATION

RIGHT

LEFT

SIZE

*70+78**6**3"*

INCH CASTING

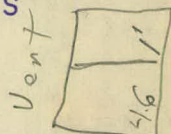
TYPE OF CONST.

COMMENTS

BLOCK

BRICK

SECTIONAL

*Built into
median*

ADJUSTING RINGS

TYPE

NO.

DEPTH

COMMENTS

BLOCK

BRICK

CONC. RINGS

HorizontalDEPTH FROM
BOTTOM OF M.H.

ELEV.

5.98

TO TOP OF CASTING

DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING

ETC.

INV.

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN

ELEVATION - TOP

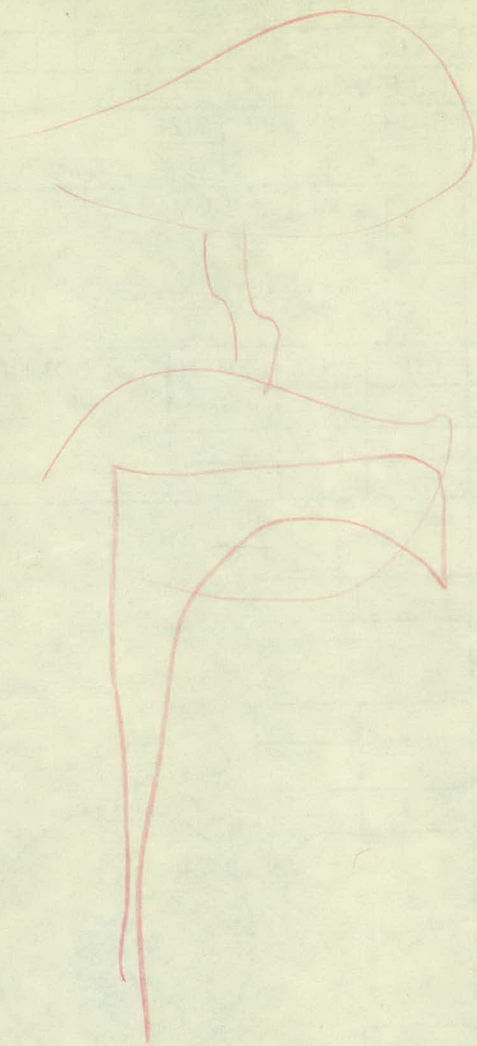
FINAL ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT

*12\"/>**11 of 11**7*



STRUCTURAL DATA

Co. Rd B.

TYPE M H

STORM		ELECTRIC		WATER	
SANITARY	✓	TELEPHONE		OTHER	

STATION	RIGHT	LEFT	SIZE	INCH CASTING
43+08	6'		9"	

TYPE OF CONST.	COMMENTS CONCENTRIC
BLOCK	
BRICK	
SECTIONAL	

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS		0		

DEPTH FROM
BOTTOM OF M.H
TO TOP OF CASTING

DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING

ETC.

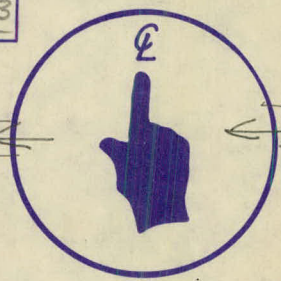
INV.

ELEV.
19.27 921.35

	90398

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

8" clay



DESIGN

ELEVATION - TOP

FINAL ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT

- 6 -

1064

3'2" 5'4" 5'4" 4'6"

STRUCTURAL DATA

TYPE

Co. Rd. B-

STORM

ELECTRIC

WATER

SANITARY

TELEPHONE

OTHER

STATION

RIGHT

LEFT

SIZE

85+89

29

12"

INCH CASTING

TYPE OF CONST.

BLOCK

BRICK

SECTIONAL

COMMENTS

9

19

ADJUSTING RINGS

TYPE

NO.

DEPTH

COMMENTS

BLOCK

BRICK

CONC. RINGS

7

20"

DEPTH FROM
BOTTOM OF M.H.

TO TOP OF CASTING

DISTANCE

FROM HIGHEST

FLOW LINE TO

TOP OF CASTING

ETC.

INV.

SIZES OF ALL

PIPES AND

DIRECTION OF

FLOW

DESIGN

ELEVATION - TOP

FINAL ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT

ELEV.

9.64

92442

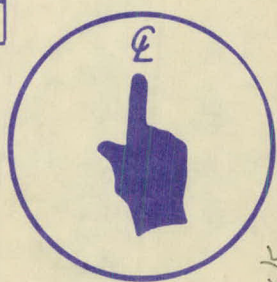
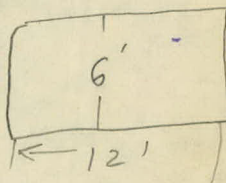
@29

7.80

92280

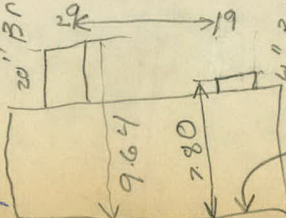
@19

Horizontal



20' Brick

4" Brick



Vertical

-5-

1 casting

91478
9150

2 of 4

STRUCTURAL DATA

TYPE

Co. Rd B.

STORM		ELECTRIC		WATER	
SANITARY	✓	TELEPHONE		OTHER	

STATION	RIGHT	LEFT	SIZE	
89+97	6		9	INCH CASTING

TYPE OF CONST.		COMMENTS
BLOCK		CONCENTRIC
BRICK		
SECTIONAL	✓	

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS		3		

DEPTH FROM
BOTTOM OF M.H.
TO TOP OF CASTING

ELEV.

11.40 921.24

DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING

ETC.

INV.

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN

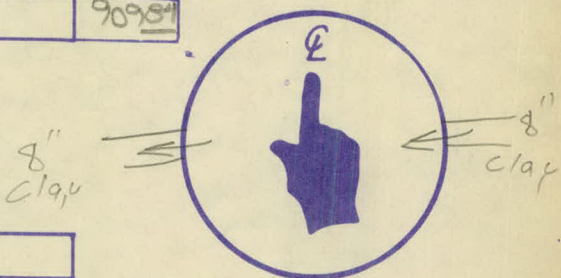
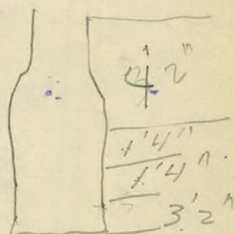
ELEVATION - TOP

FINAL ELEVATION

DIFFERENCES

ADJUST

RECONSTRUCT



4

3 of 4

3'2"

1'4"

1'4"

4'3"

STRUCTURAL DATA

TYPE C.B. Co. Rd. B.

STORM	☒	ELECTRIC		WATER	
SANITARY		TELEPHONE		OTHER	
STATION	RIGHT	LEFT	SIZE		
90+27		29	8"	INCH CASTING	

TYPE OF CONST.	COMMENTS	
BLOCK		
BRICK		
SECTIONAL	☒	

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS		1		

DEPTH FROM
BOTTOM OF M.H.
TO TOP OF CASTING
DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING
ETC.
INV.

Ditch grate stool types

ELEV.

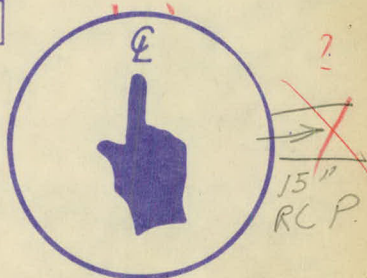
3.11	

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN	
ELEVATION - TOP	
FINAL ELEVATION	
DIFFERENCES	

ADJUST

RECONSTRUCT



2.
2 ←

3

484

STRUCTURAL DATA

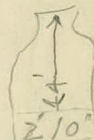
TYPE M.H.

Prosperity Rd

STORM		ELECTRIC		WATER	
SANITARY	☒	TELEPHONE		OTHER	

STATION	RIGHT	LEFT	SIZE	
71+00	4		9	INCH CASTING

TYPE OF CONST.		COMMENTS
BLOCK		Concentric
BRICK		
SECTIONAL	☒	



ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS		3		

DEPTH FROM BOTTOM OF M.H.	ELEV.
TO TOP OF CASTING	4.78 922.83
DISTANCE FROM HIGHEST FLOW LINE TO TOP OF CASTING	
ETC.	
INV.	914.05

SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN
ELEVATION - TOP
FINAL ELEVATION
DIFFERENCES

ADJUST

RECONSTRUCT

8"
clap



10"
clap

1/2 + 2

STRUCTURAL DATA

TYPE

C.B. Prosperity Rd

STORM	☒	ELECTRIC	☐	WATER	☐
SANITARY	☐	TELEPHONE	☐	OTHER	☐
STATION	RIGHT	LEFT	SIZE	INCH CASTING	
71+76	27		12		

TYPE OF CONST.	COMMENTS				
BLOCK					
BRICK					
SECTIONAL					

ADJUSTING RINGS	TYPE	NO.	DEPTH	COMMENTS
BLOCK				
BRICK				
CONC. RINGS		1		

DEPTH FROM
BOTTOM OF M.H.
TO TOP OF CASTING
DISTANCE
FROM HIGHEST
FLOW LINE TO
TOP OF CASTING
ETC.
INV.

ELEV.

3.34' 919.96

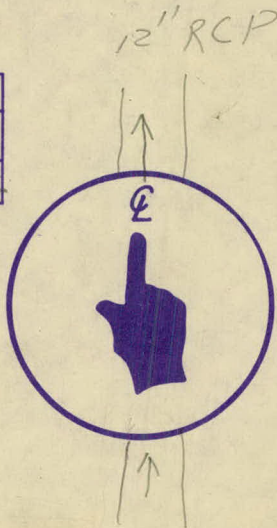
SIZES OF ALL
PIPES AND
DIRECTION OF
FLOW

DESIGN

ELEVATION - TOP
FINAL ELEVATION
DIFFERENCES

ADJUST

RECONSTRUCT



12" RCP

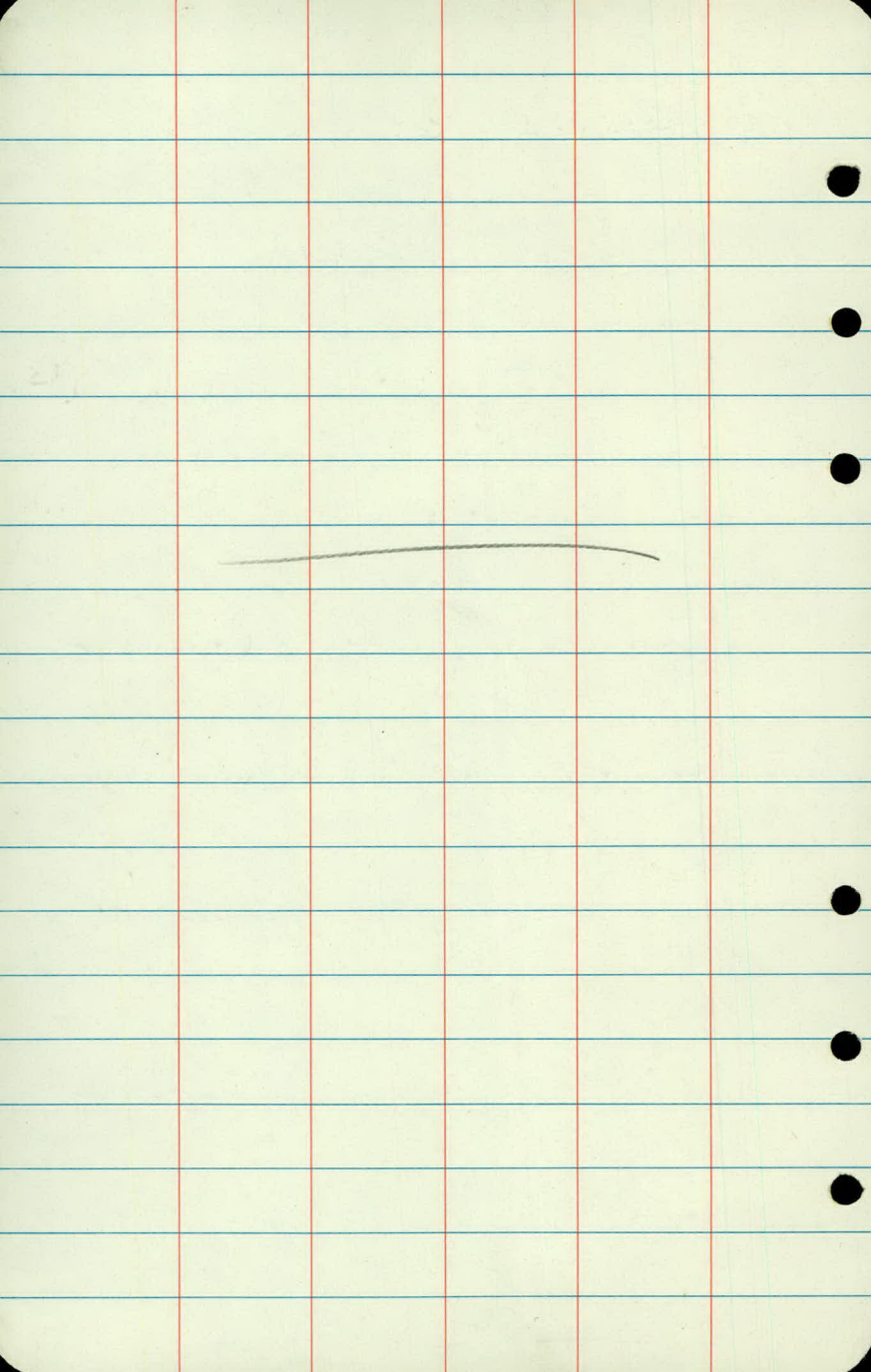
2
-X- of 2

10-19-81

1 KF
12 RL
10th 3

White Bear Ave. --
300'± so. of Burke Ave
to T.H. 33
(46+00± to 58+00±)

Count the Oracles
Survey & Pavement
(concrete) repair
Survey for North
bound roadway only.



2 of 3

Available pay items:

Reseal concrete joint 1b

3) ^{Saw & clean} ~~clean~~ ~~5' max~~ conc joint LF

1) ~~Row~~ ~~clean~~ conc. joint LF
 $\leq \frac{1}{2}$ " wide

2) ~~clean~~ conc joint cracks LF
 $> \frac{1}{2}$ " wide

stamping conc joint LF

special conc. cu ft³

So. end of project to
Co. Rd. "B" Intersection

- 1) 147 LF
- 2) 20 LF
- 3) ✓ 987 LF

"B" Intersection to

- 1) 30 LF
- 2) ✓ 20 LF
- 3) 672 LF

Spec cone TOTAL
Reveal is 10 ft 3
1876 LF ⇒ LB

C.P. Panel repair

Special concrete ft 3

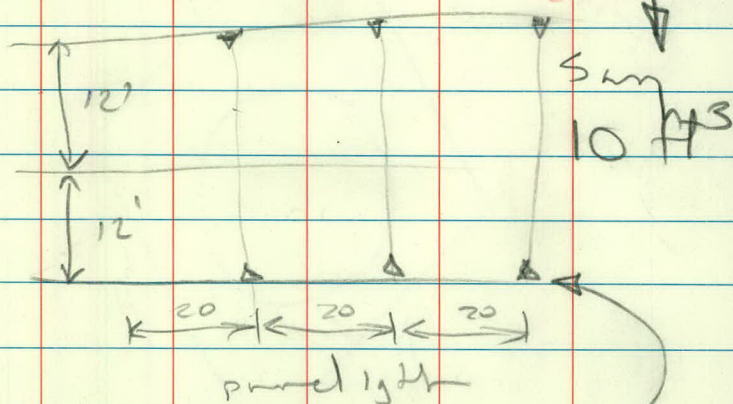
 $28 + 35 = 63$ Transverse ft 3

$$= 2 \times 630'' \times 7\frac{1}{2}'' = 9450''$$

Sides

depth

$$= 5.45$$

Spalling: Average $10''$ / occurrence measured

$$\text{Est Av depth} = 7\frac{1}{2}''$$

▷ Spec correct 3 estimate

▷ 1) TGA & C1m... is

mid panel cracks

0 - $\frac{1}{2}$ " wide

▷ 2) Clear is

mid panel

> $\frac{1}{2}$ " wide

▷ 3) Swir & Clear is
to be performed on
existing transverse

+ my Long & Long it that both
mostly transverse tho

can join in wheel

296 10074

10-19-81

1 of 1

WB Ave

Prosperity Rd

Drainage

Drainage breaks just
no. of S. & Hurst.

Drains along E.
side of the rd.

pickup drainage at
So. end of R.C.P.

Ent. collect

existing concrete pavement
for length 1520'

Crackdown Survey End to "B" ~~50 LF~~ (34M) title

$$1) \text{ mid p } < 1/2" \quad 6' + 5' + 6' + 6' + 18' + 12 + 14 + 6' + 67' + 6' = 147 \text{ LF}$$

$$2) \quad " \quad " \quad > 1/2" \quad 20 \text{ LF}$$

3) Saw & Clear only LF
 End to Int B $35 \times 24 = 987'$

"B" to P.C. N.B. Curve

$$1) \quad 6' + 12' + 12' = 30 \text{ LF}$$

$$2) \quad \Rightarrow \quad 20 \text{ LF}$$

$$3) \quad 28 \times 24' = 672 \text{ LF}$$

Spec w/c ft³
 Av.

$$28 + 35 \times 10 \frac{5}{8}" = 630 \frac{5}{8}"$$

$$63 \times 63" \times 7 \frac{1}{2}" \text{ in } \text{ap} =$$