

Book - "H", Dr. 12-4

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan Survey

CLARK AVENUE
Courtland
From R.R. Tracks To McMENEMY

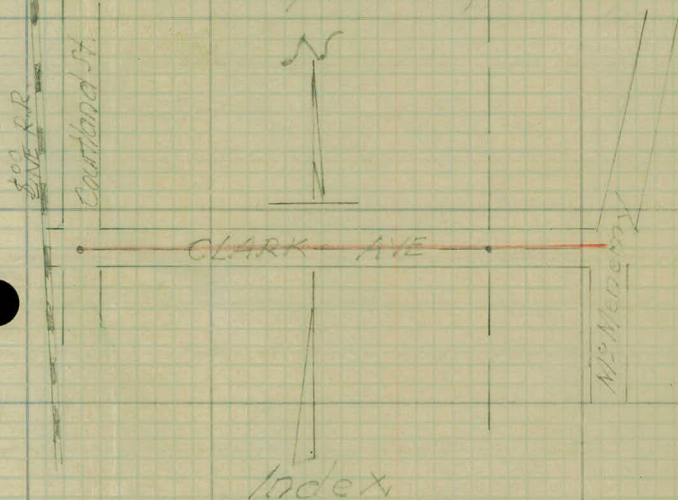
Road Acc't. No.

Date Filed 1-6-36

File 12-A

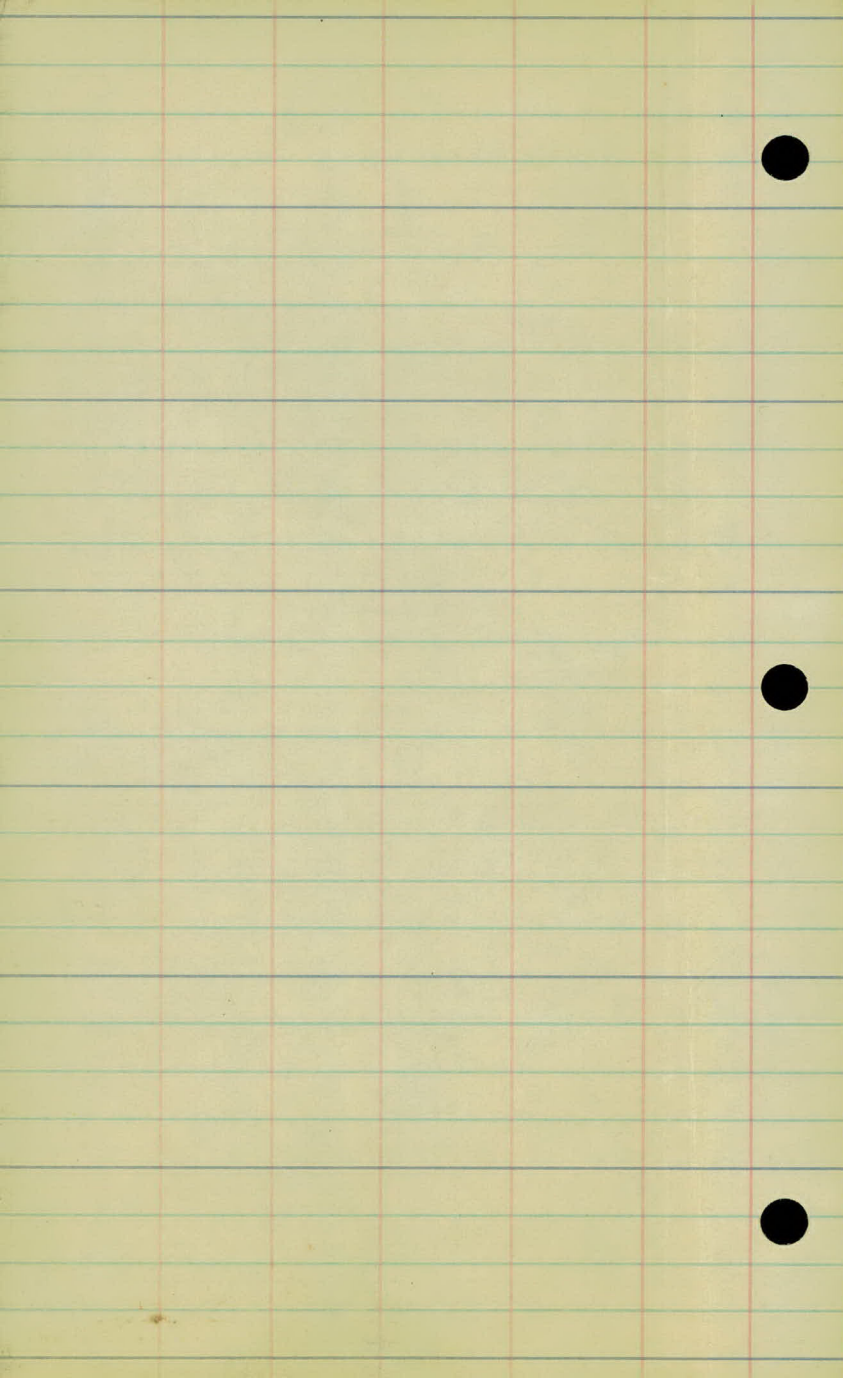
Plan Survey Clark Ave.

From Courtland to McMenamy.
Re-Survey of Un-Completed E.R.A.



alignment	P. 1-2
Topography	P. 3-8
Cross-Sections	P. 9-16
Slope stakes.	

W. H. Carlson
Nov. 25, 1935



Alignment.

Station	Point	Angle	
		Lt.	Rt.

31+51.19

N-89°29'E

26+26.42 P.I. location ^{0°54'}

15+79.9 P.O.T.

13+30.85 P.O.T.

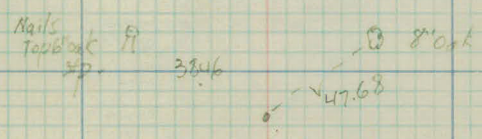
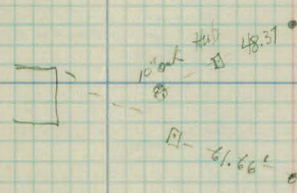
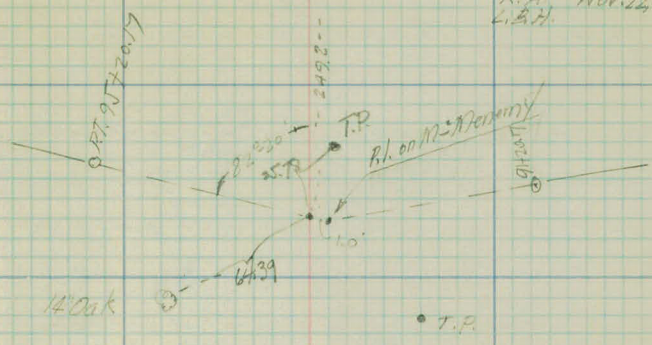
S-89°37'E

0+0 - 2' cut/land

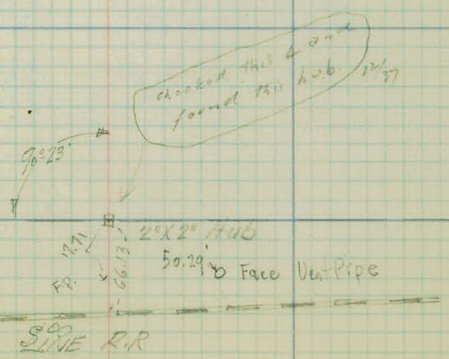
82.30

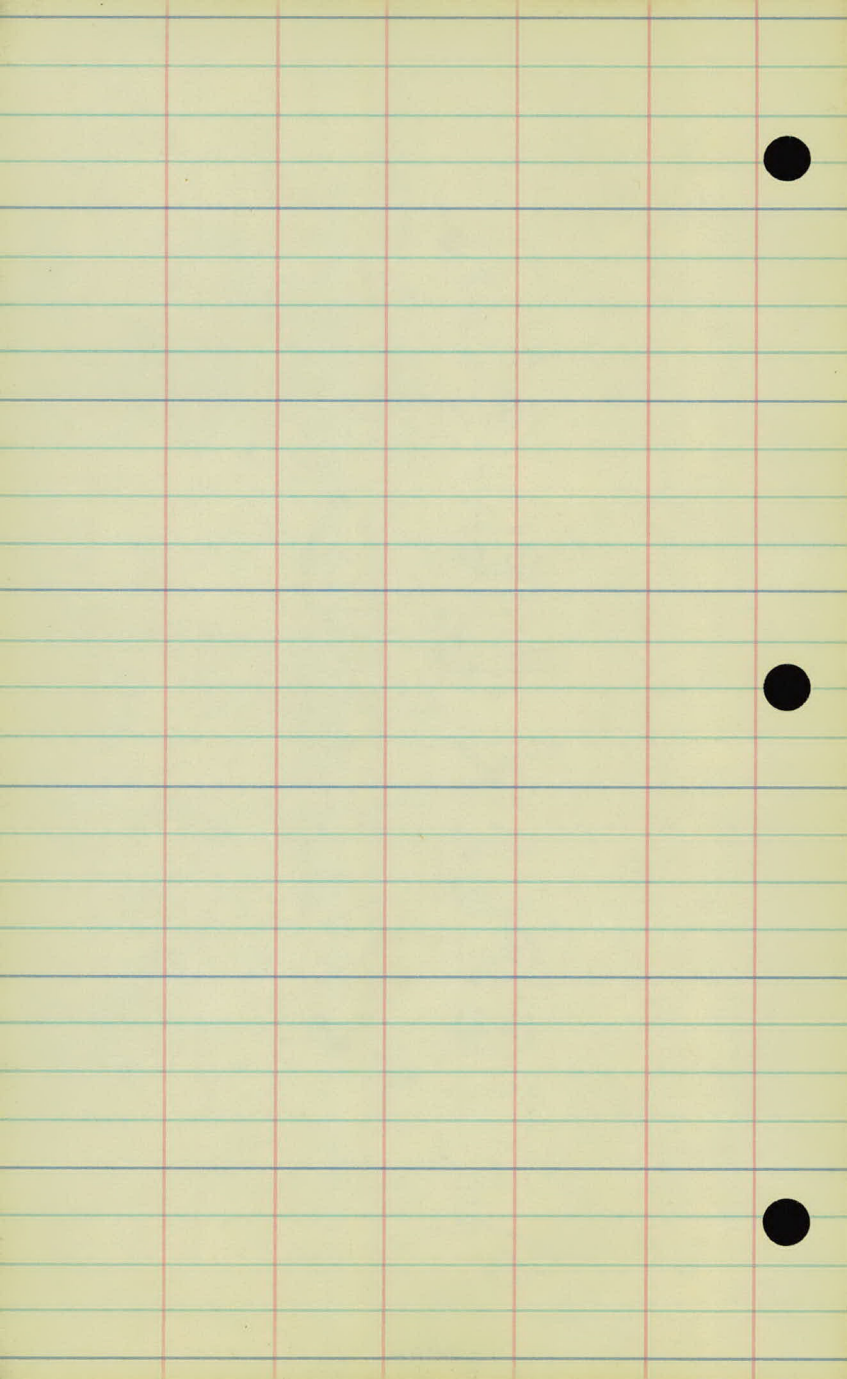
Iron Man.

W.H.C.
H.A.W.
X.A.
L.B.H. Nov. 22, 1937



Mont.





Topography.

4



3

2



1

0



Ed-10

Meadow

Pasture

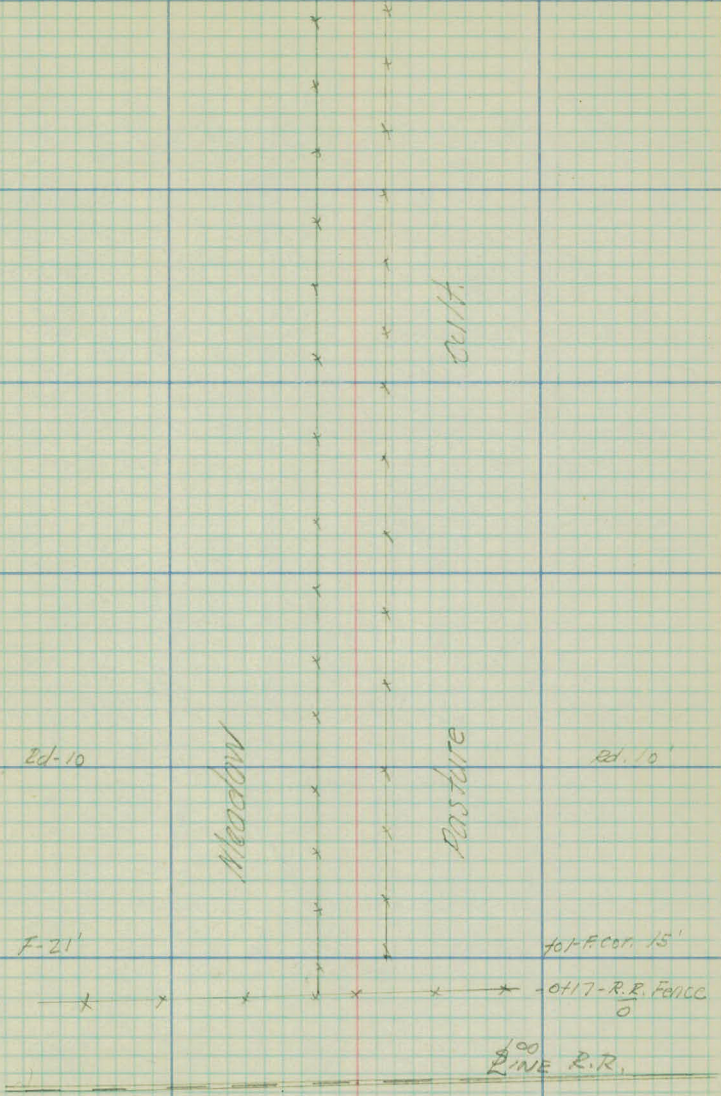
Ed-10

F-21'

for F.C.C. 15'

0+17-R.R. Fence
0

LINE R.R.



11

10

9

8

7

6

5

F-21'

5

+75 - F. cor. 81
+72 - F. cor. 17

Pasture

Waste land
Cultivated

F-17'
Rd-10'

Rd-10'

Rd-10'

+58 - F. cor. 21'

F-17'

18

17

16

15

14

13

12

Farmford.

+ 80 - F. Cor. 21

x x x

F-21'
Rd-10'

F-31'
Rd-10'



25

24

23

22

21

20

19

Find new Grading

Scattered Oaks

Pot
Hole

DRAW

F-31'

F-30'

Scattered Oaks

F-31'

116-F Cor. 31'
105-End Lt.

32

31

30

29

28

27

26

L48-Edge black top

+26-16 Oak-26'

Rd-13

+95-3-4 Oak-21'

+85-4 Oak-21'

+75-16 Oak-26'

+57-8 Oak-26'

+72-15 Oak-22'

Rd-10

+67-Ent. 12' x 12'
19'

Rd-7'

Rd-0'

+27-E Cor. 31'

+10-Garden 21'

+79-Garden 23'

16'

30'
Barry

+66-1/2 "Lent" 20'

+70-T.P. 14'

+65-6 Top-19'

+04-N.E. Cor. 34'

16' x 22'

+82-N.W. Cor. 25'

56'

+37-Cor. Barry 41'

21-5'

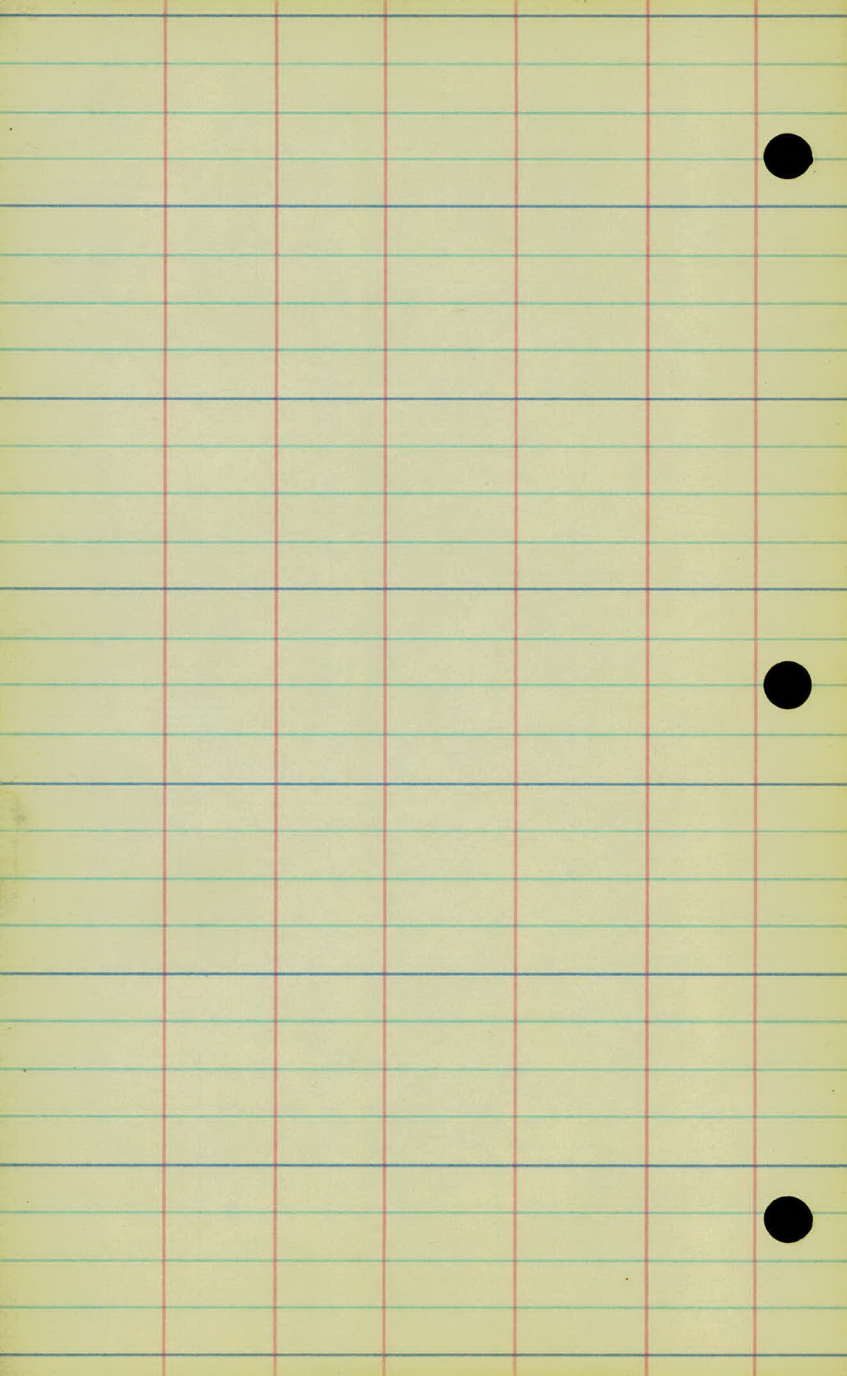
+38-Cor. Barry 45'

+53-E Cor. 34'

F-26' Rd-2'

Rd-51

+28-E Cor. 22-31'



Cross-Sections

Station	+	π	-	Elev.
B.M.	13.50	921.72 ✓		908.22 ✓
	9.57		9.57	912.15 ✓ (E.R.A.)
-0+66.13	I Track			20.94
-0+18				10.80
+0				09.8
B.M.	7.55	915.77 ✓	13.50	908.22 ✓
0+50				06.4
1+0				05.4
+50				05.6
2+0				06.5
+50				07.2
3+0				08.1
+50				08.6
4+0				10.2
T.P.	12.86	925.72 ✓	2.91	912.86 ✓

Lt.

8

Rt.

W.H.C.

A.A.W.

Nov. 23, 1935

K.A.H.

L.B.H.

Top Ref. Hub Left Sta. 0 to

Marker 45' - Rt. - 0 + 18

(Use this B.N. to check F.R.A.)

078

$\frac{97}{33}$	$\frac{99}{25}$	$\frac{109}{}$	$\frac{117}{33}$
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$\frac{11.8}{33}$	$\frac{124}{10}$	$\frac{119}{7}$	$\frac{119}{14}$	$\frac{12.9}{14}$	$\frac{13.3}{33}$
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$\frac{10.0}{33}$	$\frac{96}{19}$	$\frac{94}{}$	$\frac{10.2}{13}$	$\frac{10.3}{33}$
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$\frac{122}{33}$	$\frac{12.1}{11}$	$\frac{129}{6}$	$\frac{104}{}$	$\frac{10.5}{6}$	$\frac{11.7}{11}$	$\frac{12.3}{19}$	$\frac{12.3}{33}$
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$\frac{123}{33}$	$\frac{12.8}{21}$	$\frac{11.5}{10}$	$\frac{10.8}{8}$	$\frac{10.2}{}$	$\frac{10.1}{7}$	$\frac{10.5}{11}$	$\frac{10.4}{17}$	$\frac{10.5}{33}$
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$\frac{12.0}{33}$	$\frac{11.5}{21}$	$\frac{10.8}{11}$	$\frac{9.7}{5}$	$\frac{9.3}{}$	$\frac{9.5}{14}$	$\frac{9.0}{15}$	$\frac{8.7}{19}$	$\frac{8.0}{33}$
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$\frac{11.0}{33}$	$\frac{10.2}{22}$	$\frac{9.2}{11}$	$\frac{8.6}{}$	$\frac{8.5}{8}$	$\frac{9.2}{10}$	$\frac{9.2}{11}$	$\frac{6.0}{16}$	$\frac{4.8}{33}$
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$\frac{10.2}{33}$	$\frac{9.9}{21}$	$\frac{9.3}{11}$	$\frac{8.7}{9}$	$\frac{7.7}{0}$	$\frac{8.0}{11}$	$\frac{5.7}{13}$	$\frac{8.2}{14}$	$\frac{7.8}{33}$
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$\frac{11.1}{50}$	$\frac{10.6}{21}$	$\frac{10.2}{12}$	$\frac{8.0}{9}$	$\frac{7.2}{}$	$\frac{7.1}{10}$	$\frac{7.6}{11.5}$	$\frac{7.9}{22}$	$\frac{7.5}{33}$
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$\frac{9.1}{33}$	$\frac{8.1}{21}$	$\frac{7.3}{12}$	$\frac{6.4}{10}$	$\frac{5.6}{}$	$\frac{5.5}{6}$	$\frac{6.0}{15}$	$\frac{5.1}{33}$
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Station	+	π	-	Elev.
		925.72 ✓		
1450				13.2 ✓
540				15.6
450				17.2 ✓
640				18.2 ✓
450				19.6
740				20.4 ✓
450				21.9
840				21.7
450				22.0
940				22.6
450				22.9
	9.43	933.58 ✓	1.57	924.15 ✓
10400				24.5

47.

①

et.

$$\begin{array}{r} 147 \\ \underline{33} \end{array} \quad \begin{array}{r} 12.6 \\ \underline{21} \end{array} \quad \begin{array}{r} 12.8 \\ \underline{10} \end{array}$$

12.5	<u>12.5</u>	<u>13.4</u>	<u>7.9</u>	<u>10.3</u>
	10	13	15	33

<u>13.3</u>	<u>12.2</u>	<u>10.7</u>	<u>11.2</u>
33	21	95	9

<u>101</u>	<u>9.9</u>	<u>103</u>	<u>108</u>	<u>7.8</u>	<u>6.7</u>
7	11	13	16	33	

$$\begin{array}{r} 12.2 \\ 33 \overline{) 396} \end{array} \quad \begin{array}{r} 10.7 \\ 19 \overline{) 203} \end{array} \quad \begin{array}{r} 8.8 \\ 3 \overline{) 264} \end{array}$$

8.5	8.5	9.2	9.2	6.0	5.4
6	9	13	17	33	

9.8 9.0 =
33 29

<u>75</u>	<u>7.2</u>	<u>7.9</u>	<u>6.0</u>	<u>4.4</u>
10	12	16	33	

$$\begin{array}{r} 77 \\ 33 \end{array} \quad \begin{array}{r} 74 \\ 21 \end{array} \quad \begin{array}{r} 71 \\ 13 \end{array}$$
$$\begin{array}{r} 61 \\ 12 \end{array} \quad \begin{array}{r} 62 \\ 13 \end{array} \quad \begin{array}{r} 70 \\ 13 \end{array} \quad \begin{array}{r} 70 \\ 14 \end{array} \quad \begin{array}{r} 49 \\ 16 \end{array} \quad \begin{array}{r} 43 \\ 32 \end{array}$$
$$\begin{array}{r} 5.2 \\ \hline 33 \end{array} \quad \begin{array}{r} 5.0 \\ \hline 18 \end{array} \quad \begin{array}{r} 6.0 \\ \hline 17 \end{array} \quad \begin{array}{r} 6.0 \\ \hline 11 \end{array} \quad \begin{array}{r} 5.2 \\ \hline 5 \end{array}$$

5.3	5.4	5.5	30	1.8
	0	14	15	33

$$\begin{array}{r} 3.8 \\ 33 \end{array} \quad \begin{array}{r} 3.3 \\ 17 \end{array} \quad \begin{array}{r} 5.0 \\ 13 \end{array} \quad \begin{array}{r} 4.5 \\ 11 \end{array}$$

38	$\frac{3.8}{8}$	$\frac{4.2}{12}$	$\frac{1.0}{16}$	$\frac{0.0}{33}$
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$\frac{4.5}{33}$	$\frac{3.8}{19}$	$\frac{4.2}{13}$	$\frac{4.9}{11}$	$\frac{4.5}{10}$
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$$4.0 \quad \frac{4.0}{14} \quad \frac{1.2}{16} \quad \frac{0.5}{33}$$
$$\begin{array}{r} 8.0 \\ 23 \end{array} \quad \begin{array}{r} 6.1 \\ 15 \end{array} \quad \begin{array}{r} 4.4 \\ 11 \end{array}$$
$$3.7 \quad \frac{3.2}{11} \quad \frac{3.6}{13} \quad \frac{3.6}{14} \quad \frac{2.0}{17} \quad \frac{0.8}{32}$$
$$\begin{array}{r} 8.2 \\ 23 \end{array} \quad \begin{array}{r} 6.5 \\ 16 \end{array} \quad \begin{array}{r} 3.9 \\ 11 \end{array}$$

3.1	<u>3.1</u>	<u>3.5</u>	<u>2.3</u>	<u>1.2</u>
3.1	11	13	15	33

$$\begin{array}{r} 7.1 \\ 3.3 \end{array} \quad \begin{array}{r} 5.8 \\ 1.8 \end{array} \quad \begin{array}{r} 3.4 \\ 1.4 \end{array}$$

28 $\frac{3.2}{10}$ $\frac{3.6}{12}$ $\frac{3.6}{13}$ $\frac{3.0}{15}$ $\frac{2.0}{32}$

12.1	14.4	10.9	9.7
<u>33</u>	21	<u>14</u>	<u>10</u>

9.1	9.5	10.4	10.4	9.6	9.5
	<u>9</u>	<u>11</u>	<u>13</u>	<u>15</u>	<u>33</u>

Station	+	π	-	Elev.
		933.58 ✓		
10+25	Too Slope New Fill			24.6
+78	- Beg New Fill			25.8
11+0				27.8
12+0				30.2 ✓
+30				31.4
T.P.	2.99	941.76 ✓	0.81	932.77 ✓
+98				32.5
13+0				32.5
+22	End New Grade			33.1
+26	- Old Grade			36.8
+50				37.0
14+0	Begin New Grade			34.9
+50				35.2

Lt. Rt.

$\frac{100}{33}$ $\frac{100}{33}$ $\frac{105}{20}$ $\frac{93}{12}$ $\frac{70}{15}$ $\frac{95}{15}$ $\frac{94}{33}$

$\frac{98}{33}$ $\frac{98}{22}$ $\frac{104}{21}$ $\frac{94}{13}$ $\frac{77}{10}$ $\frac{78}{10}$ $\frac{79}{10}$ $\frac{75}{13}$ $\frac{72}{33}$

$\frac{80}{33}$ $\frac{83}{22}$ $\frac{87}{18}$ $\frac{81}{74}$ $\frac{58}{10}$ $\frac{58}{10}$ $\frac{57}{10}$ $\frac{76}{14}$ $\frac{73}{33}$

00 Ditch

$\frac{43}{33}$ $\frac{52}{195}$ $\frac{56}{78}$ $\frac{54}{74}$ $\frac{34}{10}$ $\frac{34}{10}$ $\frac{33}{10}$ $\frac{54}{14}$ $\frac{55}{33}$

$\frac{28}{33}$ $\frac{24}{78}$ $\frac{41}{76}$ $\frac{42}{14}$ $\frac{22}{10}$ $\frac{22}{10}$ $\frac{22}{10}$ $\frac{29}{12}$ $\frac{42}{12}$ $\frac{4021}{1518}$ $\frac{24}{33}$ $\frac{2430-0.0 Ditch}{Rt.}$

$\frac{63}{33}$ $\frac{60}{21}$ $\frac{109}{16}$ $\frac{109}{13}$ $\frac{71}{10}$ $\frac{73}{10}$ $\frac{94}{12}$ $\frac{108}{13}$ $\frac{08}{15}$ $\frac{46}{21}$ $\frac{50}{33}$

$\frac{63}{33}$ $\frac{60}{21}$ $\frac{90}{16}$ $\frac{73}{10}$ $\frac{74}{12}$ $\frac{91}{16}$ $\frac{46}{21}$ $\frac{50}{33}$

$\frac{47}{33}$ $\frac{46}{18}$ $\frac{86}{16}$ $\frac{87}{10}$ $\frac{27}{16}$ $\frac{48}{20}$ $\frac{43}{22}$ $\frac{47}{33}$

$\frac{45}{33}$ $\frac{44}{17}$ $\frac{56}{16}$ $\frac{50}{10}$ $\frac{50}{12}$ $\frac{39}{13}$ $\frac{45}{33}$

$\frac{46}{33}$ $\frac{40}{18}$ $\frac{53}{16}$ $\frac{48}{10}$ $\frac{50}{12}$ $\frac{37}{13}$ $\frac{41}{33}$

$\frac{47}{33}$ $\frac{50}{21}$ $\frac{50}{11}$ $\frac{68}{10}$ $\frac{69}{10}$ $\frac{70}{13}$ $\frac{71}{33}$

$\frac{75}{33}$ $\frac{75}{21}$ $\frac{73}{11}$ $\frac{66}{10}$ $\frac{66}{10}$ $\frac{75}{12}$ $\frac{73}{33}$

Station	+	π	-	Elev.
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941.76 ✓

15				35.1
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+50	End new grade			34.6
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+80				34.5
-----	--	--	--	------

16				33.5
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+50				32.0
-----	--	--	--	------

+52	Begin new grade.	OK		32.0
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17+0				29.7
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+50

T.P.	2.84	930.87 ✓	13.73	928.03 ✓
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17+50				27.5
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18+0				24.7
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+50				21.8
-----	--	--	--	------

19+0				18.9
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T.P.	1.44	920.44 ✓	11.87	919.00 ✓
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Lt.

2

Rt.

$\frac{10.4}{33}$ $\frac{9.5}{14}$ $\frac{6.7}{10}$ $\frac{6.7}{10}$ $\frac{6.6}{10}$ $\frac{7.0}{11}$ $\frac{6.4}{21}$ $\frac{5.7}{33}$

$\frac{8.7}{33}$ $\frac{7.5}{18}$ $\frac{2.5}{10}$ $\frac{7.2}{17}$ $\frac{5.9}{17}$ $\frac{3.2}{22}$ $\frac{2.4}{33}$

$\frac{9.7}{33}$ $\frac{9.0}{23}$ $\frac{7.4}{11}$ $\frac{7.9}{9}$ $\frac{7.3}{10}$ $\frac{6.8}{18}$ $\frac{2.7}{33}$ $\frac{2.0}{33}$

$\frac{6.9}{33}$ $\frac{11.0}{25}$ $\frac{8.8}{13}$ $\frac{8.3}{14}$ $\frac{7.5}{23}$ $\frac{3.0}{23}$ $\frac{2.3}{33}$

$\frac{9.0}{33}$ $\frac{6.2}{19}$ $\frac{9.6}{14}$ $\frac{9.8}{17}$ $\frac{9.7}{17}$ $\frac{9.5}{28}$ $\frac{0.5}{33}$

~~9.8~~

$\frac{9.0}{33}$ $\frac{6.2}{19}$ $\frac{7.7}{17}$ $\frac{11.8}{15}$ $\frac{11.1}{14}$ $\frac{9.8}{13}$ $\frac{9.7}{10}$ $\frac{11.6}{13}$ $\frac{11.2}{16}$ $\frac{9.5}{28}$ $\frac{0.5}{33}$

$\frac{13.7}{33}$ $\frac{10.3}{19.5}$ $\frac{11.7}{16}$ $\frac{13.6}{15}$ $\frac{12.8}{14}$ $\frac{12.3}{13}$ $\frac{12.1}{10}$ $\frac{11.7}{13}$ $\frac{13.3}{16}$ $\frac{13.2}{16}$ $\frac{3.7}{26}$ $\frac{3.7}{33}$

$\frac{10.1}{22}$ $\frac{9.3}{33}$

Top Stake 10' Rt. Sta. 17+50

$\frac{5.9}{33}$ $\frac{3.5}{18}$ $\frac{5.6}{16}$ $\frac{5.4}{13}$ $\frac{3.5}{10}$ $\frac{3.4}{10}$ $\frac{3.5}{13}$ $\frac{5.8}{15}$ $\frac{5.8}{15}$

$\frac{10.7}{33}$ $\frac{8.2}{18}$ $\frac{8.1}{13}$ $\frac{6.3}{10}$ $\frac{6.2}{10}$ $\frac{6.5}{10}$ $\frac{8.4}{13}$ $\frac{8.4}{15}$ $\frac{3.6}{20}$ $\frac{2.9}{33}$

$\frac{15.0}{33}$ $\frac{12.8}{17}$ $\frac{8.1}{16}$ $\frac{9.1}{10}$ $\frac{9.1}{10}$ $\frac{10.8}{13}$ $\frac{10.9}{15}$ $\frac{8.1}{18}$ $\frac{6.9}{33}$

$\frac{14.6}{33}$ $\frac{14.0}{15}$ $\frac{12.1}{10}$ $\frac{12.0}{10}$ $\frac{11.9}{10}$ $\frac{13.6}{13}$ $\frac{13.7}{16}$ $\frac{11.4}{18}$ $\frac{10.3}{33}$

Station	+	π	-	Elev.
		920.44 ✓		
19+50				16.1
20+0				13.4
+50				18.6
T.P.	1.97	912.59 ✓	9.82	910.62 ✓
240				07.8
+50				05.3
22+0				02.5
+50				99.7
T.P.	0.28	899.78 ✓	13.09	899.50 ✓
23				97.0
+50				94.2
24+0				92.2
+50				91.4
25				91.4

Lt. 2 Rt.

$\frac{48}{33}$	$\frac{48}{78}$	$\frac{65}{76}$	$\frac{60}{17}$	$\frac{64}{16}$	$\frac{63}{73}$	$\frac{43}{70}$	$\frac{43}{70}$	$\frac{40}{10}$	$\frac{60}{13}$	$\frac{60}{16}$	$\frac{16}{20}$	$\frac{11}{23}$
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$\frac{62}{33}$	$\frac{64}{28}$	$\frac{85}{26}$	$\frac{81}{17}$	$\frac{91}{16}$	$\frac{90}{13}$	$\frac{71}{10}$	$\frac{70}{10}$	$\frac{70}{10}$	$\frac{91}{13}$	$\frac{92}{16}$	$\frac{75}{18}$	$\frac{51}{33}$
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$\frac{81}{33}$	$\frac{84}{29}$	$\frac{109}{25}$	$\frac{123}{17}$	$\frac{120}{16}$	$\frac{118}{13}$	$\frac{98}{10}$	$\frac{98}{10}$	$\frac{99}{10}$	$\frac{118}{13}$	$\frac{119}{16}$	$\frac{103}{17}$	$\frac{102}{23}$
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$\frac{21}{33}$	$\frac{73}{30}$	$\frac{51}{26}$	$\frac{50}{18}$	$\frac{21}{16}$	$\frac{68}{13}$	$\frac{50}{10}$	$\frac{48}{10}$	$\frac{49}{10}$	$\frac{69}{16}$	$\frac{66}{17}$	$\frac{76}{33}$
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$\frac{15}{33}$	$\frac{15}{31}$	$\frac{68}{25}$	$\frac{79}{19}$	$\frac{28}{16}$	$\frac{96}{14}$	$\frac{72}{10}$	$\frac{73}{10}$	$\frac{76}{10}$	$\frac{102}{14}$	$\frac{100}{16}$	$\frac{75}{18}$	$\frac{85}{33}$
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$\frac{95}{375}$	$\frac{105}{22}$	$\frac{107}{19}$	$\frac{132}{15}$	$\frac{103}{10}$	$\frac{101}{10}$	$\frac{103}{10}$	$\frac{121}{13}$	$\frac{123}{16}$	$\frac{32}{25}$	$\frac{31}{33}$
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$\frac{107}{33}$	$\frac{107}{30}$	$\frac{141}{27}$	$\frac{138}{18}$	$\frac{134}{16}$	$\frac{134}{135}$	$\frac{131}{10}$	$\frac{129}{10}$	$\frac{131}{10}$	$\frac{151}{13}$	$\frac{160}{16}$	$\frac{107}{20}$	$\frac{106}{33}$
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$\frac{83}{33}$	$\frac{77}{24}$	$\frac{75}{16}$	$\frac{30}{9}$	$\frac{28}{10}$	$\frac{31}{10}$	$\frac{58}{15}$	$\frac{66}{20}$	$\frac{61}{24}$	$\frac{61}{33}$
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$\frac{167}{33}$	$\frac{159}{24}$	$\frac{68}{9}$	$\frac{56}{10}$	$\frac{59}{10}$	$\frac{158}{25}$	$\frac{160}{33}$
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$\frac{189}{33}$	$\frac{181}{24}$	$\frac{80}{10}$	$\frac{76}{10}$	$\frac{83}{10}$	$\frac{178}{25}$	$\frac{184}{33}$
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2478- culv	$\frac{169}{24}$	24" C.M.	$\frac{174}{215}$
	$\frac{182}{33}$	$\frac{125}{24}$	$\frac{88}{10}$
			$\frac{84}{10}$
			$\frac{91}{10}$
			$\frac{180}{24}$
			$\frac{189}{33}$

$\frac{169}{33}$	$\frac{150}{20}$	$\frac{88}{10}$	$\frac{84}{10}$	$\frac{88}{10}$	$\frac{175}{24}$	$\frac{185}{33}$
------------------	------------------	-----------------	-----------------	-----------------	------------------	------------------

Gravel from 1945- to 264

Station	+	π	-	Elev.
---------	---	-------	---	-------

899.78 ✓

25+50

92.7

26+0

95.0

B.M.

9.75

905.98 ✓

3.55

896.23 ✓

+27

96.5

+60

97.9

27

99.1

+50

99.9

28

00.7

+50

00.4

+60

00.4

29

00.0

+50

99.8

30+0

00.2

F.P.

6.27

906.64 ✓

5.61

900.37 ✓

B.M.

6.25

900.39

(F.P.A.
900.12)

L.

S

Rt.

73	8.0	98	91	7.2	7.1	7.2	15.0	16.0
33	29	26	13	10		10	22	33

10.6	10.5	47	5.8	5.8	5.2	4.8	4.8	7.8	11.2
33	31	20	17	16	14		10	15	32

top / red No. 2.

(End new grade)

1.0	1.4	86	104	9.5	9.5	10.1	14.8
33	32	19	15	13		15	33

12.0	10.9	8.8	8.8	8.3	8.0	8.1	9.0	9.7	10.6	11.9	12.4	13.9
33	26	17	12	11	5		9	12	21	23	27	33

14.0	12.8	4.2	7.3	7.3	6.8	6.9	7.4	8.0	8.3	9.1	10.5
33	28	21	19	14	12		11	13	24	28	30

11.9	11.3	3.5	6.0	6.5	6.0	6.1	6.7	7.3	7.5	8.3	8.3
33	27	22	20	16	8		11	14	28	30	33

0.3	1.6	6.8	6.5	5.8	5.3	5.3	5.5	7.3	6.8	9.4	9.9	10.9	10.9
33	24	19	16	13	4		3	15	19	22	28	30	33

7.4	4.9	6.6	6.5	5.7	5.3	5.6	6.1	12.2	12.5
33	23	20	17	15	4		10	21	33

3.7	5.4	6.1	6.2	5.7	5.4	5.6	6.9	6.9
33	22	21	16	15	4		16	33

4.0	5.9	7.5	7.5	6.1	5.8	6.0	6.8	7.4
33	22	20	18	15	4		8	33

7.3	8.6	8.7	6.4	6.0	6.2	6.5	6.3
33	28	19	13	4		12	33

8.7	8.7	5.9	5.8	5.7	5.7
33	19	13			33

Cor. Conc Window frame N.W. Cor 140

Sta. + π - Elev.

90664 ✓

30+30

00.9

+75

01.2

31+0

00.8

+30

99.8

+40 +

99.1

+51.19

98.2

+67

97.7

B.M.

8.91

(Lake Survey)

897.73 ✓

Lt.

L

Rt.

2.8	6.6	6.8	5.5	5.7	6.0	5.4	5.9
33	75	20	14	6	78	23	

1.0	1.0	6.3	6.6	5.2	5.3	5.4	6.1	6.9	5.3	5.7
33	31	24	76	74	3	7	14	17	33	

2.0	2.5	6.4	6.7	5.9	5.8	6.1	7.1	5.6	6.0
33	29	23	19	15	6	14	78	33	

5.0	4.3	2.6	7.4	6.8	8.0	7.4	8.7
50	76	73	14	14	16	50	

Dr. North =	9.8	9.1	8.2	7.5	9.2
	50	32	19		50

Sh/h. M.M. $\frac{78}{50}$

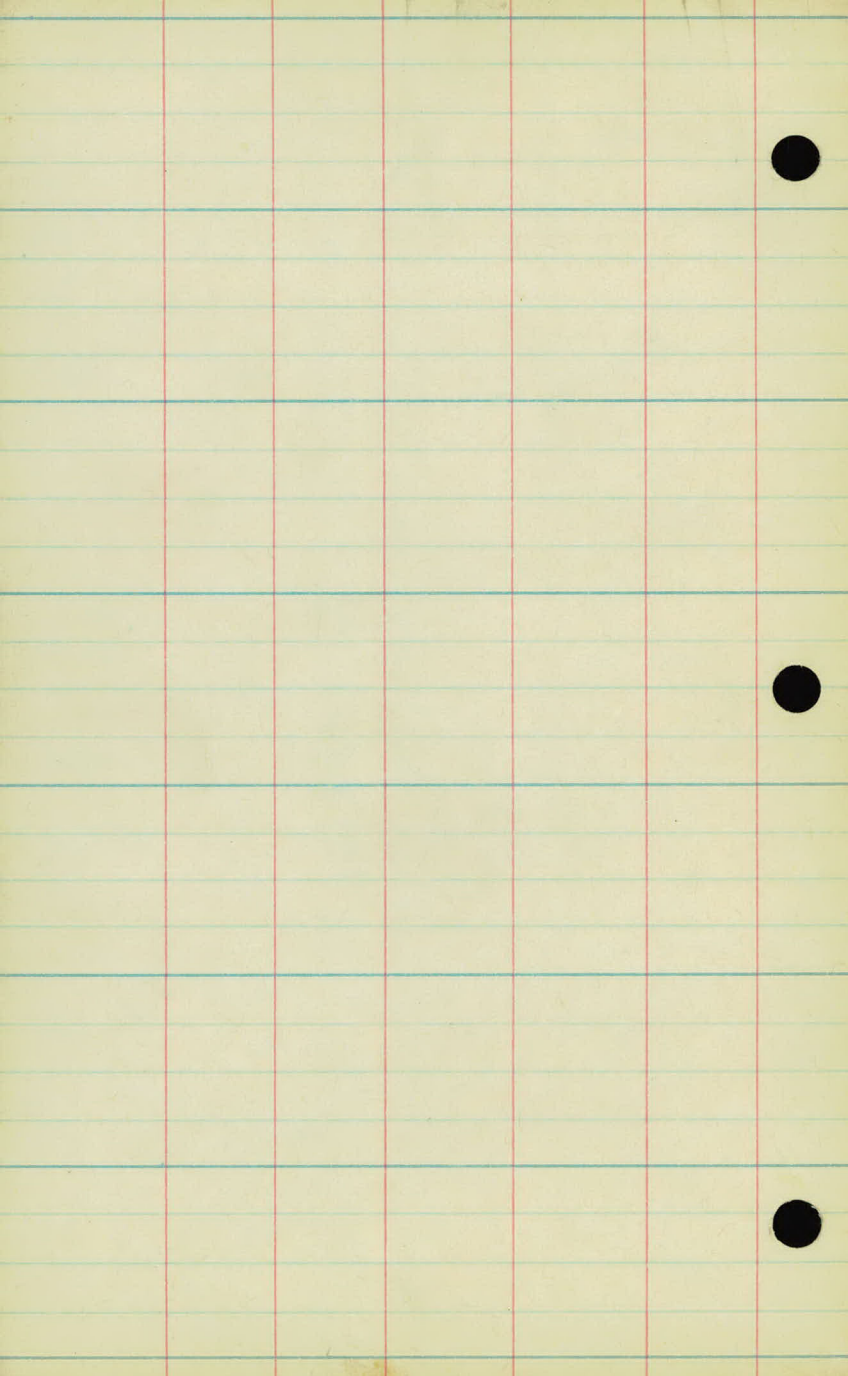
$\frac{84}{50}$
Edge M.M.

$\frac{9.1}{50} = \text{App } \text{E.M.}$

$\frac{27}{50}$
E.M. = 50

$\frac{89}{50}$
Edge M.M.

Nail in T.P. Pole Clark & M.E. Me



Slope Stakes

Clark Ave.

Courtland to Mc Menamy.

Sta.	+	π	-	E/cv.	Gr. Rod.
	4.71	912.93		908.22	
-0+18					
0+0				909.60	3.3
0+50				08.67	4.2
1+0				08.08	4.8
1+50				07.81	5.1
2+0				07.90	5.0
2+50				08.31	4.6
3+0				09.08	3.8
3+50				10.17	2.7
4+0				11.60	1.3
T.P.	1062	923.53	0.02	912.91	

Lt.

L

Rt.

18

$$13 / \frac{3.3}{0.0}$$

$$\frac{3.7}{0.01}$$

$$\frac{4.0}{0.7} / 14.4$$

$$18.4 / \frac{6.9}{2.7}$$

$$\frac{6.6}{2.4}$$

$$\frac{7.3}{3.1} / 19.2$$

$$22.0 / \frac{1.3}{4.5}$$

$$\frac{7.5}{2.7}$$

$$\frac{8.8}{4.0} / 21.0$$

$$21.4 / \frac{9.3}{4.2}$$

$$\frac{7.3}{2.2}$$

$$\frac{7.8}{2.7} / 18.4$$

$$20.2 / \frac{8.6}{2.6}$$

$$\frac{6.5}{1.5}$$

$$\frac{6.2}{1.2} / 15.4 \quad \frac{5.0}{0.00} / 31$$

$$18.0 / \frac{7.1}{2.5}$$

$$\frac{5.8}{1.2}$$

$$\frac{2.0}{12.6} / 31$$

$$19.2 / \frac{6.9}{3.1}$$

$$\frac{5.0}{1.2}$$

$$\frac{5.3}{1.5} / 16 \quad \frac{5.0}{0.003} / 31$$

$$22.2 / \frac{7.8}{5.1}$$

$$\frac{4.8}{1.6}$$

$$\frac{4.8}{2.1} / 17.2$$

$$20.4 / \frac{5.0}{2.7}$$

$$\frac{2.7}{1.4}$$

$$\frac{3.0}{1.7} / 16.4 \quad \frac{2.2}{0.006} / 31$$

Sta.	+	Δ	-	Elev	Gr. Rod.
		923.53			
4+50				13.20	10.3
5+0				14.74	8.8
5+50				16.17	7.3
6+0				17.49	6.0
6+50				18.70	5.0
T.P.	7.41	926.77	4.20	919.33	
7+0				19.79	7.0
7+50				20.77	6.0
8+0				21.64	5.2
	0.83	923.60		922.77	
8+50				22.40	11.2
9+0				23.17	10.4
9+50				24.10	9.5
10+0				25.17	8.4

$$\text{Day Lt. } 245 / \begin{array}{r} 11.8 \\ \text{D.C. 10} \end{array}$$

$$148 / \begin{array}{r} 11.2 \\ -0.9 \end{array}$$

$$\begin{array}{r} 102 \\ +0.1 \end{array}$$

$$\begin{array}{r} 80 \\ +23 \\ \hline 31 \end{array}$$

$$\text{Day Lt. } 182 / \begin{array}{r} 103 \\ \text{D.C. 20} \end{array}$$

$$13 / \begin{array}{r} 8.8 \\ 0.0 \end{array}$$

$$\begin{array}{r} 79 \\ +0.9 \end{array}$$

$$\begin{array}{r} 46 \\ +42 \\ \hline 31 \end{array}$$

$$\text{Day Lt. } 211 / \begin{array}{r} 88 \\ \text{D.C. 50} \end{array}$$

$$141 / \begin{array}{r} 80 \\ -0.9 \end{array}$$

$$\begin{array}{r} 63 \\ +1.0 \end{array}$$

$$\begin{array}{r} 31 \\ +42 \\ \hline 31 \end{array}$$

$$31 / \begin{array}{r} 25 \\ \text{D.C. 00} \end{array}$$

$$138 / \begin{array}{r} 64 \\ -0.4 \end{array}$$

$$\begin{array}{r} 53 \\ +0.7 \end{array}$$

$$\begin{array}{r} 22 \\ +3.8 \\ \hline 31 \end{array}$$

$$31 / \begin{array}{r} 54 \\ \text{D.C. 11} \end{array}$$

$$131 / \begin{array}{r} 5.0 \\ +0.0 \end{array}$$

$$\begin{array}{r} 39 \\ +0.1 \end{array}$$

$$\begin{array}{r} 20 \\ +30 \\ \hline 31 \end{array}$$

Nail in F.R. 35' Lt. 6460

(X)

$$31 / \begin{array}{r} 65 \\ +0.0 \end{array}$$

$$13 / \begin{array}{r} 70 \\ 0.0 \end{array}$$

$$\begin{array}{r} 63 \\ +0.7 \end{array}$$

$$\begin{array}{r} 28 \\ +4.2 \\ \hline 31 \end{array}$$

(X)

$$31 / \begin{array}{r} 50 \\ +1.0 \end{array}$$

$$\begin{array}{r} 48 \\ +1.2 \end{array}$$

$$\begin{array}{r} 10 \\ +5.0 \\ \hline 31 \end{array}$$

$$31 / \begin{array}{r} 58 \\ \text{D.C. 09} \end{array}$$

$$\begin{array}{r} 51 \\ +0.1 \end{array}$$

$$\begin{array}{r} 15 \\ +3.7 \\ \hline 31 \end{array}$$

$$194 \times / \begin{array}{r} 146 \\ -3.2 \end{array}$$

$$\begin{array}{r} 116 \\ -0.4 \end{array}$$

$$\begin{array}{r} 89 \\ +23 \\ \hline 31 \end{array}$$

$$730 / \begin{array}{r} 15.4 \\ -5.0 \end{array}$$

$$11.2$$

$$\begin{array}{r} 110 \\ +0.5 \\ \hline 142 \end{array}$$

$$\begin{array}{r} 9.1 \\ +1.3 \\ \hline 31 \end{array}$$

$$22 / \begin{array}{r} 14.0 \\ -4.5 \end{array}$$

$$\begin{array}{r} 10.7 \\ -1.2 \end{array}$$

$$\begin{array}{r} 110 \\ -1.5 \\ \hline 108 \end{array}$$

$$\begin{array}{r} 9.9 \\ \text{D.C. 11} \\ \hline 31 \end{array}$$

$$188 / \begin{array}{r} 11.3 \\ -2.9 \end{array}$$

$$\begin{array}{r} 9.1 \\ -0.7 \end{array}$$

$$\begin{array}{r} 9.7 \\ -1.3 \\ \hline 86 \end{array}$$

$$\begin{array}{r} 9.7 \\ \text{D.C. 02} \\ \hline 31 \end{array}$$

Sta.	+	π	-	Elev.	Gr. Rod.
		933.60			
10+25				25.77	7.8
10+78				25.85	7.7
+50				26.40	7.2
11+0				27.70	5.9
+50				29.00	4.6
12+0				30.30	3.3
+50				31.60	2.0
	10.03	942.80	0.83	932.77	
+98				32.85	
13+0				32.90	9.9
+22				33.77	9.3
+76				33.58	
+50				34.20	8.6
14+0				35.24	7.5
14+50				35.76	7.0

Lt.

E

Rt.

20

$$\begin{array}{r} 17.8 \mid \frac{96}{-2.4} \\ 18.4 \mid \frac{86}{-2.7} \end{array}$$

$$18.2 \mid \frac{7.2}{-1.6}$$

$$31 \mid \frac{4.4}{20.04} \quad 17.4 \mid \frac{-2.5}{-2.2}$$

$$31 \mid \frac{2.7}{20.08}$$

$$31 \mid \frac{2.8}{0.2.1}$$

$$31 \mid \frac{5.1}{+1.4}$$

$$31 \mid \frac{5.1}{+1.8}$$

$$31 \mid \frac{8.5}{20.00} \quad 15.2 \mid \frac{18.6}{-1.6}$$

$$\begin{array}{r} 1.7 \\ 0.0 \end{array}$$

$$\begin{array}{r} 7.7 \\ 0.9 \\ 5.8 \\ 0.0 \end{array}$$

$$\begin{array}{r} 4.5 \\ 10.1 \end{array}$$

$$\begin{array}{r} 3.5 \\ -0.2 \end{array}$$

$$\begin{array}{r} 2.3 \\ -0.3 \end{array}$$

$$\begin{array}{r} 10.4 \\ -0.5 \end{array}$$

$$\begin{array}{r} 6.0 \\ +2.6 \end{array}$$

$$\begin{array}{r} 8.0 \\ -0.5 \end{array}$$

$$\begin{array}{r} 7.8 \\ -0.8 \end{array}$$

$$\begin{array}{r} 8.8 \\ -1.6 \mid 15.2 \\ 7.7 \\ -1.8 \mid 16.6 \end{array}$$

$$\frac{8.6}{20.01} \mid 31$$

$$\begin{array}{r} 6.2 \mid 16.2 \\ -1.6 \end{array} \quad \frac{3.9}{20.02} \mid 31$$

$$\frac{5.4}{-2.1} \mid 17.2$$

$$\frac{2.5}{20.10} \mid 31$$

$$\frac{6.1}{+3.8} \mid 31$$

$$\frac{5.2}{+3.4} \mid 31$$

$$\frac{8.0}{-0.5} \mid 14.0 \quad \frac{0.5}{20.05} \mid 31$$

$$\frac{8.7}{-1.9} \mid 16.4$$

Sta.	+	π	-	Elev.	Gr. Rod.
		942.80			
15+0				35.77	7.0
+50				35.25	26
T.P.					
+80				34.69	83
16+0				34.23	8.6
	1.05	939.38	4.47	938.33	
+50				32.66	6.7
+52				32.59	
17+0				30.59	86
+50				28.0	114
	2.88	928.78	13.48	925.90	
18+0				25.15	3.6
+50				22.30	6.5
19+0				19.45	93

Lt.

L

Rt.

21

$$\begin{array}{r} 11.0 \\ 21.0 - 4.0 \end{array}$$

$$\begin{array}{r} 7.8 \\ -0.8 \end{array}$$

$$\begin{array}{r} 8.0 \\ -1.0 / 15.0 \end{array} \quad \begin{array}{r} 6.8 \\ +0.2 / 31 \end{array}$$

$$\begin{array}{r} 15.7 \\ -1.1 \end{array}$$

$$\begin{array}{r} 8.3 \\ -0.7 \end{array}$$

$$\begin{array}{r} 3.4 \\ +4.2 / 31 \end{array}$$

4.8

$$\begin{array}{r} 176 \\ -123 \end{array}$$

$$\begin{array}{r} 9.5 \\ -8.9 \end{array}$$

$$\begin{array}{r} 3.3 \\ +5.3 / 31 \end{array}$$

Nail to Top Sp. 32' Lt. Sta. 13+50

$$\begin{array}{r} 31 \\ +0.6 \end{array}$$

$$\begin{array}{r} 7.3 \\ -0.6 \end{array}$$

$$\begin{array}{r} (+1.7) \\ +3.4 / 31 \end{array}$$

X X

$$\begin{array}{r} 9.7 \\ -1.7 \end{array}$$

$$\begin{array}{r} 1.2 \\ +7.4 / 31 \end{array}$$

Daylight 25.2

$$\begin{array}{r} 1.9 \\ 20.00 \end{array}$$

$$\begin{array}{r} 13.2 \\ -1.8 \end{array}$$

$$\begin{array}{r} 11.8 \\ -0.4 \end{array}$$

$$\begin{array}{r} 6.7 \\ +4.7 / 31 \end{array}$$

$$\begin{array}{r} 12.1 \\ -6.1 \end{array}$$

$$\begin{array}{r} 14.1 \\ -0.5 \end{array}$$

$$\begin{array}{r} 0.9 \\ +2.7 / 31 \end{array}$$

$$\begin{array}{r} 13.0 \\ -11.5 \end{array}$$

$$\begin{array}{r} 2.1 \\ -0.6 \end{array}$$

$$\begin{array}{r} 4.5 \\ +2.0 / 31 \end{array}$$

$$\begin{array}{r} 7.8 \\ -0.5 \end{array}$$

$$\begin{array}{r} 7.8 \\ +1.5 / 28 \end{array}$$

Sta.	+	π	-	E/eV.	Gr. Rod
		928.78			
19+50				16.60	12.7
T.P.	0.87	917.00	12.65	916.13	
20+0				13.75	3.2
20+50				10.90	6.1
21+0				08.05	8.9
+50				05.20	11.8
22+0				02.35	14.6
T.P.	0.82	905.91	11.91	905.09	
+50				899.50	6.4
23+0				96.65	9.2
+19				95.57	
+50				94.01	11.9
	1.80	898.03			896.23
24+0				892.38	5.6
+50				91.84	6.2
25+0				92.38	5.6

Lt.

Z

Rt.

22

$$31 \overline{) 129} \\ \underline{D.C.08}$$

$$\frac{127}{-0.5}$$

$$\frac{8.6}{+2.6} / 31$$

$$31 \overline{) 79} \\ \underline{+0.3}$$

$$\frac{36}{-0.4}$$

$$\frac{21}{+1.1} / 31$$

$$31 \overline{) 46} \\ \underline{+1.5}$$

$$\frac{64}{-0.3}$$

$$\frac{6.8}{D.C.08} / 31$$

$$31 \overline{) 65} \\ \underline{+2.4}$$

$$\frac{92}{-0.3}$$

$$\frac{11.8}{-2.2} / 17.4$$

$$31 \overline{) 70} \\ \underline{+4.8}$$

$$\frac{118}{-0.0}$$

$$\frac{12.8}{D.C.05} / 31$$

$$31 \overline{) 60} \\ \underline{+8.6}$$

$$\frac{144}{C-4.2}$$

$$\frac{7.6}{+7.0} / 21$$

$$31 \overline{) 41} \\ \underline{+2.3}$$

$$\frac{62}{+0.4}$$

$$\frac{4.0}{-2.4} / 21$$

$$21.6 \overline{) 135} \\ \underline{-4.0}$$

$$\frac{9.0}{-}$$

$$\frac{12.2}{-3.0} / 19$$

1r. Mod.

$$\frac{66}{-0.4}$$

$$\frac{66}{-1.0}$$

Sta.	+	-	Elev.	Gr. Rod.
		898.03		
25+50			893.80	4.2
26+0			895.30	2.7
	2.98	904.28		896.23
27			896.11	8.1
		8.07		
26+0			897.03	7.2
27+0			898.12	6.1
25+0			899.10	5.1
	8.25	904.46	896.11	
28+0			899.72	4.8
25+0			900.00	4.5
26+0			900.02	
29+0			900.1	4.4
25+0			900.2	4.3
30+0			900.14	4.3
I.P.	5.02	905.48	900.46	

Lt.

L

et.

23

$$202 / \begin{array}{r} 7.8 \\ -26 \\ \hline \end{array}$$

$$\begin{array}{r} 53 \\ -11 \\ \hline \end{array}$$

$$1 / \begin{array}{r} 34 \\ -0.7 \\ \hline \end{array}$$

$$\begin{array}{r} 7.7 / 23.0 \\ -5.0 \\ \hline \end{array}$$

$$\begin{array}{r} 10.5 / 17.8 \\ -24 \\ \hline \end{array}$$

$$\begin{array}{r} 63 \\ -109 \\ \hline \end{array}$$

$$\pi 904.5$$

$$\begin{array}{r} \text{Day/light } 9.0 \\ \text{D.C. } 0.00 / 21 \end{array} \quad \text{G.R. 75}$$

$$\begin{array}{r} 5.1 \\ +11.0 \\ \hline \end{array}$$

$$\begin{array}{r} \text{Day/light } 29 \\ \text{D.C. } 0.0 / 284 \end{array} \quad \text{.. 6.4}$$

$$\begin{array}{r} 4.4 \\ +0.7 \\ \hline \end{array}$$

$$\begin{array}{r} 6.8 \\ \text{D.C. } 0.1 / 31 \end{array} \quad \text{.. 5.4}$$

$$\begin{array}{r} 12 \\ +0.6 \\ \hline \end{array}$$

$$\begin{array}{r} 63 \\ 19.7 = \text{Day} \end{array}$$

$$31'$$

$$31' / \begin{array}{r} 1.8 \\ +2.7 \\ \hline \end{array}$$

$$31' / \begin{array}{r} 2.8 \\ +1.6 \\ \hline \end{array}$$

$$\begin{array}{r} 44 \\ -0.0 \\ \hline \end{array}$$

X

$$\begin{array}{r} 51.8 / 2.7 \\ -0.0 \\ \hline \end{array}$$

$$17.8 / \begin{array}{r} 6.7 \\ -2.4 \\ \hline \end{array}$$

$$\begin{array}{r} 4.8 \\ -0.5 \\ \hline \end{array}$$

$$\begin{array}{r} 5.0 / \\ 13 \\ \hline \end{array}$$

$$18.2 / \begin{array}{r} 6.9 \\ -2.6 \\ \hline \end{array}$$

$$\begin{array}{r} 4.3 \\ -0.0 \\ \hline \end{array}$$

$$\begin{array}{r} 4.3 / 13 \\ 50 \\ \hline \end{array}$$

Sta.	+	π	-	Elev.	Gr. Rod.
		905.48			
30+80				899.95	5.5
+75				899.43	6.1
31+0				899.04	6.5
+30				898.45	7.0
+40				898.23	
+51.19				898.00	
+67					
B.M.			7.80	897.68	

L1

2

124

24

$$31 \overline{) 6.2} \\ \underline{00.08}$$

$$\frac{46}{-104}$$

$$\frac{4.8}{+0.7/31}$$

$$31 \overline{) 0.0} \\ \underline{00.1}$$

$$\frac{43}{0-18}$$

$$\frac{4.6}{0-1.5/31}$$

$$31 \overline{) 2.1} \\ \underline{+4.4}$$

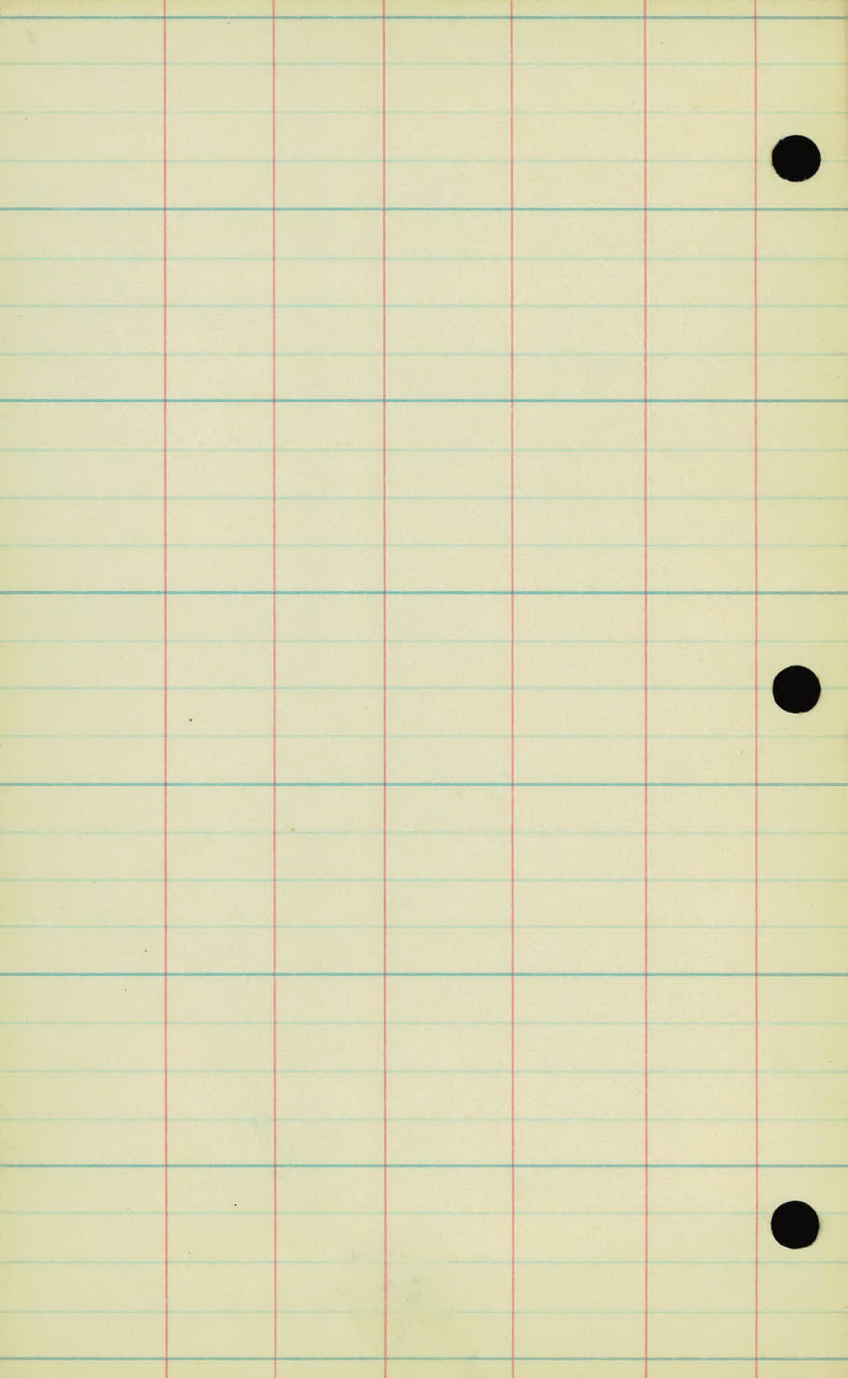
$$\frac{47}{+1.8}$$

$$\frac{4.9}{0-1.6/31}$$

$$31 \overline{) 3.2} \\ \underline{+3.8}$$

$$\frac{5.8}{+1.2}$$

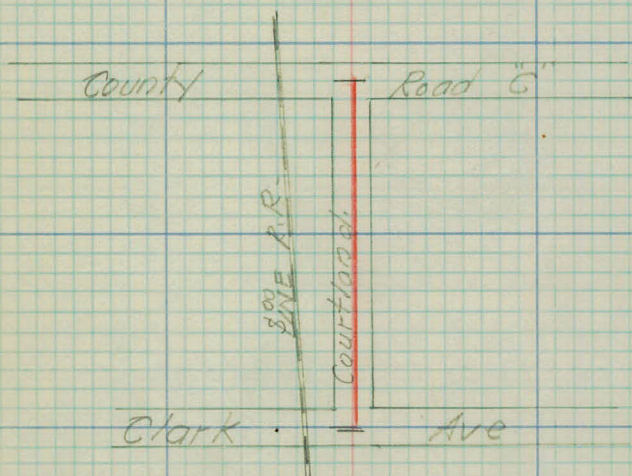
$$\frac{6.4}{+0.6/31}$$



Plan Survey

Courtland

From Clark to County/Road "C"



Index

Alignment R 1-2

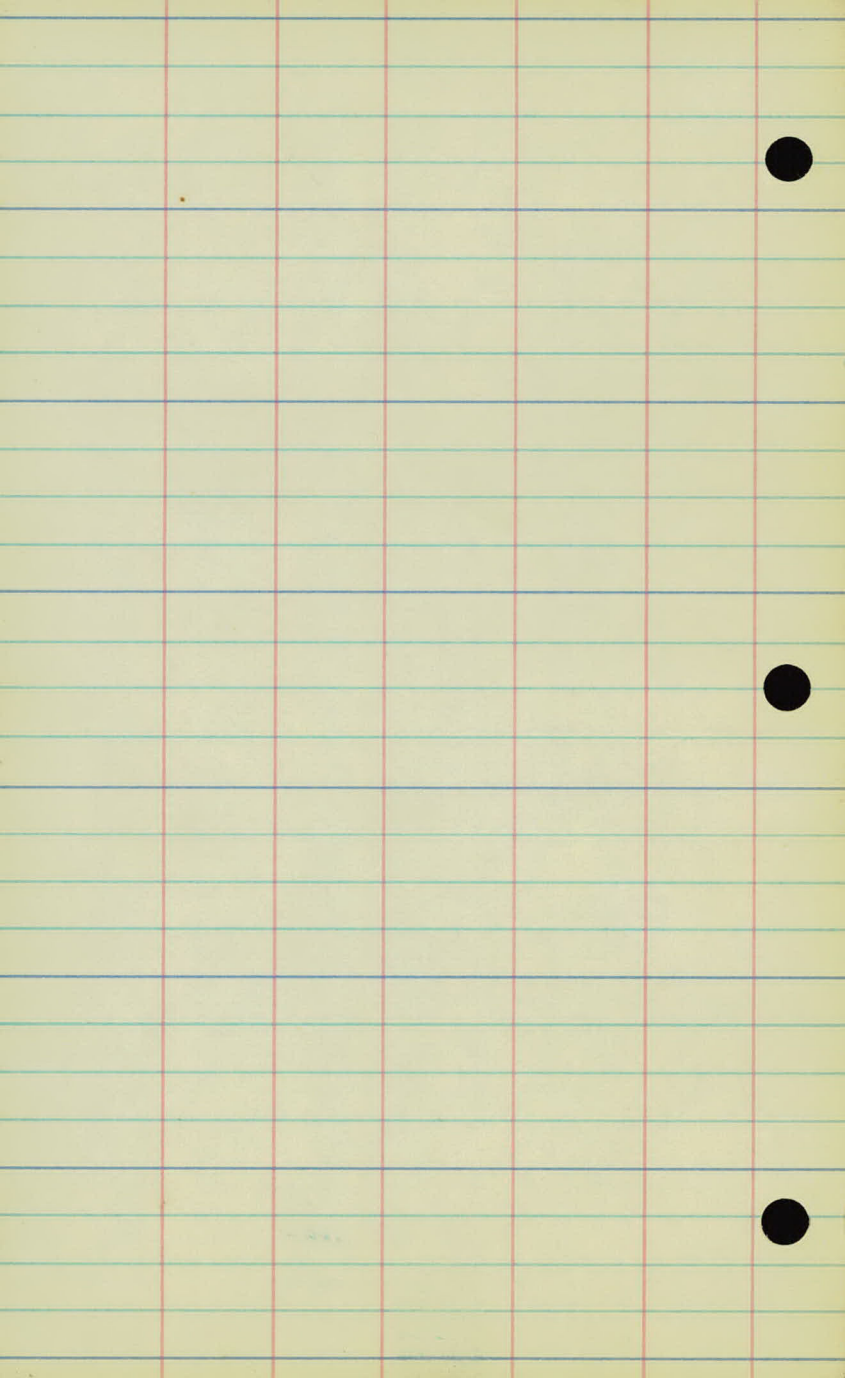
Topography R 3-4

Cross-Sections R 5-9

Slope Stakes.

W. N. Carlson

Nov. 25, 1935



1
alignment

Station Point

13+15.31 Mon. & Co. Rd "C"

9+07.35 R.O.T.

0+00 = ϕ Clark

W.H.C.
S.A.W.
K.A.
L.B.H.

Nov. 25-18

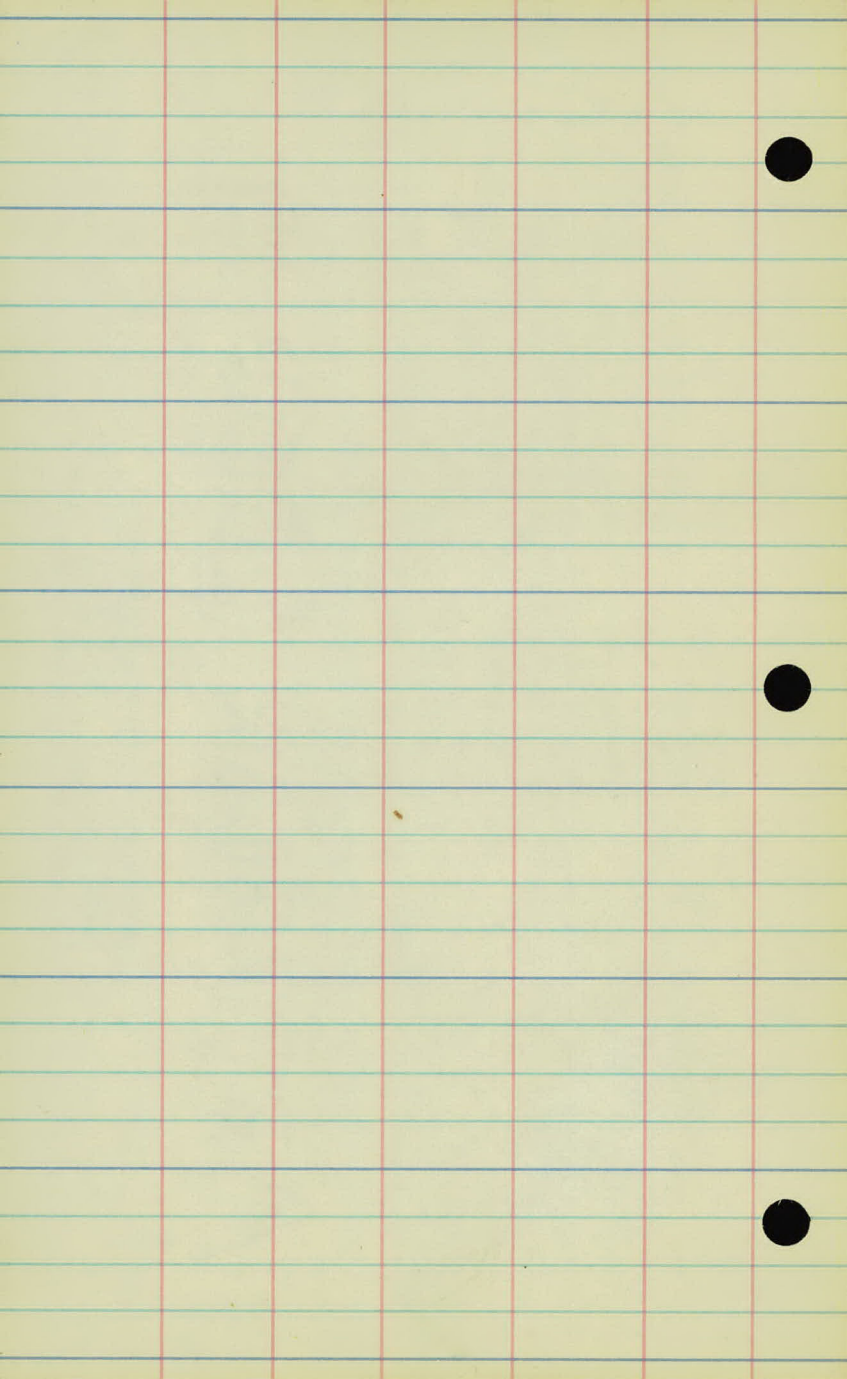
2

Mont.

2" x 2" Hub.

90-23.

66-13 2" x 2" Hub



Topography

6

5

4

3

2

1

0/0

F-50

x

4

193- f.R. Culv. 77' Lt. ---
18" C.V.P.

F. R.O. W. 32

x

Surface,
147- Large Rock 3

Hay Meadow.

0+01- F. C.V. 19'
0+21 F.X.S. 6

x

x

x

x

+ 15 + 31 Nov.

13

12

11

10

9

8

7

See Corridor
in Table 2 R.R.

+28-T.P. 80
+97-F.R. 91

x

x

+98-T.P. 43
+92-F.R. 42

+21 dist. 77'

F-74'

x

x

+65-F. - 72'

Cut

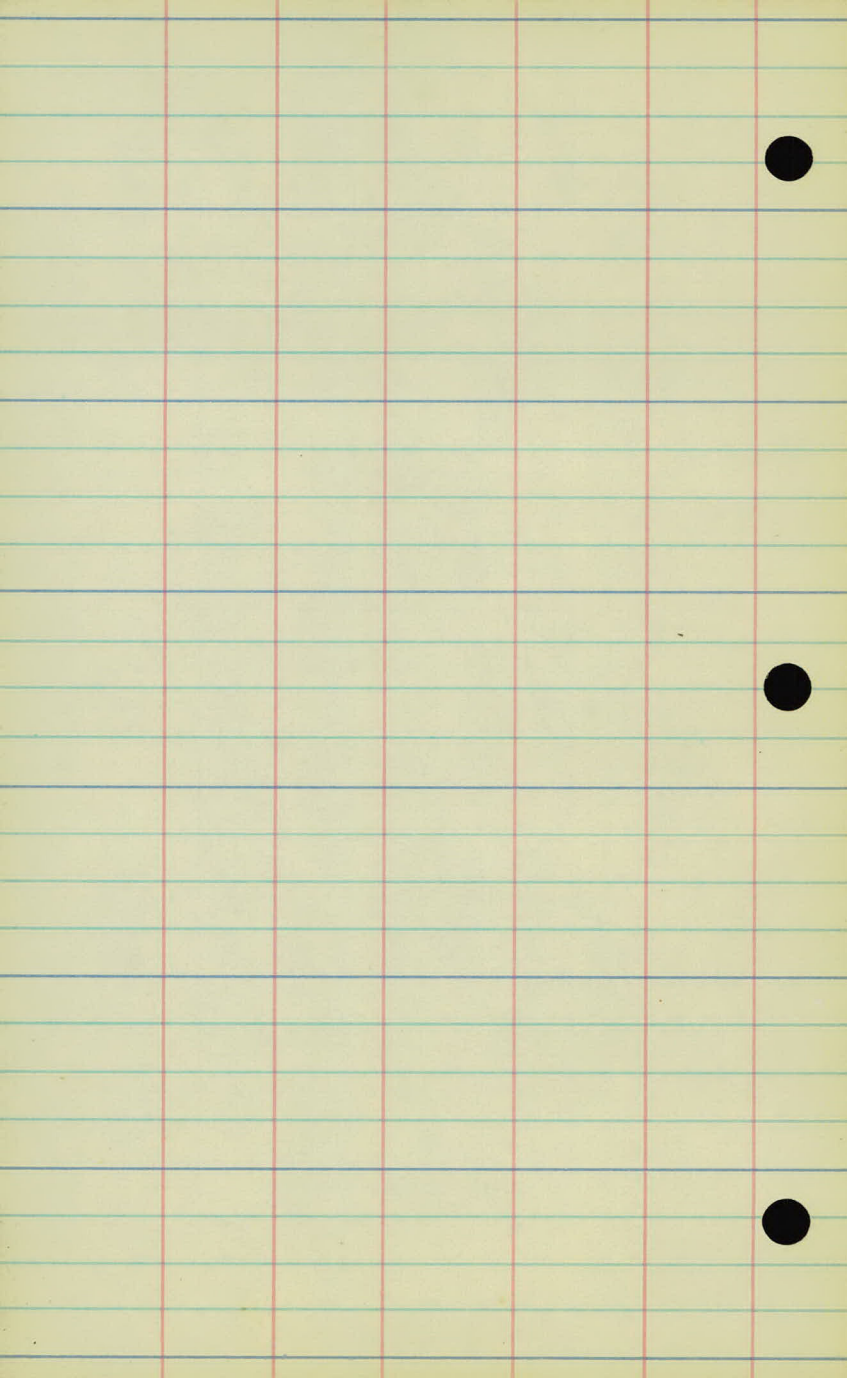
+32

F-64'

x

Grass

Meadow



Cross-sections.

Station	+	X	-	Elev.
B.M.	10.12			(E.R.A.) 911.78
B.M.	14.05	922.27 ✓	14.05	(Lake Survey) 908.22 ✓
0+0				09.9
0+55				09.7
1+0				07.4
1+50				06.7
2+0				05.7
2+5				05.6
3+0		✓		05.1
B.M.	3.72	911.94 ✓	14.05	908.22 ✓
3+50				05.1
4+0				05.8
4+55				06.4
5+0		✓		09.4
T.P.	12.65	924.34 ✓	0.25	911.69 ✓

L7.

d

121.

Top R.O.W. Marker

Top Ref Hub.

1.33	2.6	5.0	8.7	11.3	12.4	14.1	16.0
T. Rail	66.13	57	44	36	19	25	50

2.30	2.1	1.6	6.8	9.9	12.6	16.2	16.4	17.2	17.8
T. Rail	60	50	48	38	20	26	39	42	50

(14.9)

0.70	2.0	1.7	1.0	4.8	9.9	13.4	4.5	6.0	6.2	7.1	7.9
T. Rail	64.5	62	58	49	43	22	9	20	28	33	50

(15.6)

0.37	1.5	0.8	5.5	7.4	12.1	5.2	5.9	7.4	8.5
T. Rail	64	56	53	46	4	22	13	20	50

(16.6)

0.02	1.3	1.2	7.0	12.2	5.2	6.2	6.0	8.6	8.7
T. Rail	78.5	66	56	45	27	14	6	32	50

(16.7)

2.0	0.7	10.9	13.1	4.8	5.1	6.3	8.0	8.6
to Track	60	41	29	16	6	1	16	50

(17.2)

2.0	0.0	10.3	14.1	6.2	4.8	7.8	8.6
to Track	67	46	32	12	1	30	50

0.0	4.0	4.7	6.3	6.8	7.2	7.5
46	39	33	22		20	50

34

F.L. Line R.R. Culv.

6.25
98.1

Drains East to Marsh.

4.9	5.4	5.5	6.1	6.9
41	34	23		50

0.0	3.3	4.2	5.2	5.5	4.0	3.2
51	46	39	15		30	50

0.0	7.5	1.4	1.6	2.4	2.5	1.3	0.7
52	28	49	40	20		25	50

Station	+	π	-	Elev.
		924.34		
5+50				15.0
6+0				20.8
+25				21.9
+80				19.3
7+0				19.8
T.P.	13.45	937.55 [✓]	0.24	924.10 [✓]
+55				24.7
8+0				28.1
+50				31.8
9+0				35.7
+50				36.1
10+0				35.2
+50				31.8

Lt.

2

Rt.

8

$$\begin{array}{r} 9.0 \\ 51 \end{array} \quad \begin{array}{r} 9.0 \\ 44 \end{array} \quad \begin{array}{r} 9.4 \\ 28 \end{array} \quad \begin{array}{r} 9.3 \\ 23 \end{array} \quad \begin{array}{r} 9.4 \\ 23 \end{array} \quad \begin{array}{r} 10.1 \\ 50 \end{array}$$

$$\text{Fence} - \begin{array}{r} 2.0 \\ 46 \end{array} \quad \begin{array}{r} 3.2 \\ 7 \end{array} \quad \begin{array}{r} 3.5 \\ 7 \end{array} \quad \begin{array}{r} 4.9 \\ 26 \end{array} \quad \begin{array}{r} 7.5 \\ 50 \end{array}$$

$$\text{Fence} - \begin{array}{r} 1.2 \\ 47 \end{array} \quad \begin{array}{r} 2.0 \\ 26 \end{array} \quad \begin{array}{r} 2.4 \\ 26 \end{array} \quad \begin{array}{r} 3.3 \\ 14 \end{array} \quad \begin{array}{r} 5.5 \\ 29 \end{array} \quad \begin{array}{r} 4.5 \\ 40 \end{array} \quad \begin{array}{r} 7.7 \\ 50 \end{array}$$

$$'' = \begin{array}{r} 2.1 \\ 50 \end{array} \quad \begin{array}{r} 1.7 \\ 35 \end{array} \quad \begin{array}{r} 5.0 \\ 14 \end{array} \quad \begin{array}{r} 5.1 \\ 14 \end{array} \quad \begin{array}{r} 7.2 \\ 33 \end{array} \quad \begin{array}{r} 8.2 \\ 50 \end{array}$$

$$'' = \begin{array}{r} 1.4 \\ 50 \end{array} \quad \begin{array}{r} 3.4 \\ 27 \end{array} \quad \begin{array}{r} 4.5 \\ 30 \end{array} \quad \begin{array}{r} 6.0 \\ 30 \end{array} \quad \begin{array}{r} 7.1 \\ 50 \end{array}$$

$$\text{Fence} = \begin{array}{r} 13.0 \\ 53 \end{array} \quad \begin{array}{r} 12.9 \\ 30 \end{array} \quad \begin{array}{r} 12.4 \\ 12 \end{array} \quad \begin{array}{r} 12.9 \\ 25 \end{array} \quad \begin{array}{r} 13.5 \\ 25 \end{array} \quad \begin{array}{r} 15.3 \\ 50 \end{array}$$

$$\begin{array}{l} 11.12 \\ 103 \\ 67 \\ 19 \end{array} \quad \begin{array}{r} 12.6 \\ 92 \end{array} \quad \begin{array}{r} 20 \\ 85 \end{array} \quad \begin{array}{r} 5.9 \\ 77 \end{array} \quad \begin{array}{r} 9.0 \\ 65 \end{array} \quad F = \begin{array}{r} 9.4 \\ 55 \end{array} \quad \begin{array}{r} 9.9 \\ 32 \end{array} \quad \begin{array}{r} 9.5 \\ 16 \end{array} \quad \begin{array}{r} 9.4 \\ 16 \end{array} \quad \begin{array}{r} 9.6 \\ 30 \end{array} \quad \begin{array}{r} 10.6 \\ 50 \end{array}$$

$$F = \begin{array}{r} 5.0 \\ 56 \end{array} \quad \begin{array}{r} 5.9 \\ 34 \end{array} \quad \begin{array}{r} 5.6 \\ 17 \end{array} \quad \begin{array}{r} 5.8 \\ 50 \end{array} \quad \begin{array}{r} 7.0 \\ 50 \end{array}$$

$$F = \begin{array}{r} 0.3 \\ 59 \end{array} \quad \begin{array}{r} 1.9 \\ 30 \end{array} \quad \begin{array}{r} 1.9 \\ 32 \end{array} \quad \begin{array}{r} 3.0 \\ 32 \end{array} \quad \begin{array}{r} 3.7 \\ 50 \end{array}$$

$$F = \begin{array}{r} 0.0 \\ 61 \end{array} \quad \begin{array}{r} 0.9 \\ 50 \end{array} \quad \begin{array}{r} 1.3 \\ 38 \end{array} \quad \begin{array}{r} 1.5 \\ 30 \end{array} \quad \begin{array}{r} 1.8 \\ 30 \end{array} \quad \begin{array}{r} 2.5 \\ 50 \end{array}$$

$$F = \begin{array}{r} 0.0 \\ 64 \end{array} \quad \begin{array}{r} 1.6 \\ 43 \end{array} \quad \begin{array}{r} 1.2 \\ 41 \end{array} \quad \begin{array}{r} 2.0 \\ 25 \end{array} \quad \begin{array}{r} 3.0 \\ 25 \end{array} \quad \begin{array}{r} 4.1 \\ 50 \end{array}$$

$$F = \begin{array}{r} 0.3 \\ 64 \end{array} \quad \begin{array}{r} 4.3 \\ 38 \end{array} \quad \begin{array}{r} 5.5 \\ 22 \end{array} \quad \begin{array}{r} 5.8 \\ 50 \end{array} \quad \begin{array}{r} 6.0 \\ 50 \end{array}$$

Station	+	π	-	Elev.
---------	---	-------	---	-------

937.55[✓]

1140				30.9
------	--	--	--	------

+65				33.2
-----	--	--	--	------

1240				34.9
------	--	--	--	------

T.P.	12.33	947.39 [✓]	2.49	935.06 [✓]
------	-------	---------------------	------	---------------------

+40				36.2
-----	--	--	--	------

+96				37.8
-----	--	--	--	------

1340				36.7
------	--	--	--	------

+07				37.1
-----	--	--	--	------

+15.31	Sh d/r o P.C."			40.8
--------	----------------	--	--	------

B.M.			6.63	940.76 [✓] 940.79
------	--	--	------	----------------------------

Lt.

2

Rt.

9

$$F = \begin{array}{r} 3.0 \\ 68 \end{array} \quad \begin{array}{r} 3.9 \\ 46 \end{array} \quad \begin{array}{r} 6.1 \\ 18 \end{array} \quad \begin{array}{r} 6.7 \\ 16 \end{array} \quad \begin{array}{r} 7.2 \\ 50 \end{array}$$

$$F = \begin{array}{r} 4.4 \\ 72 \end{array} \quad \begin{array}{r} 4.5 \\ 38 \end{array} \quad \begin{array}{r} 4.1 \\ 41 \end{array} \quad \begin{array}{r} 4.9 \\ 35 \end{array} \quad \begin{array}{r} 5.6 \\ 50 \end{array}$$

$$F = \begin{array}{r} 2.1 \\ 73 \end{array} \quad \begin{array}{r} 3.1 \\ 48 \end{array} \quad \begin{array}{r} 2.6 \\ 20 \end{array} \quad \begin{array}{r} 2.7 \\ 33 \end{array} \quad \begin{array}{r} 3.7 \\ 50 \end{array}$$

$$F = \begin{array}{r} 6.5 \\ 81 \end{array} \quad \begin{array}{r} 8.0 \\ 55 \end{array} \quad \begin{array}{r} 10.8 \\ 31 \end{array} \quad \begin{array}{r} 10.8 \\ 14 \end{array} \quad \begin{array}{r} 11.2 \\ 11 \end{array} \quad \begin{array}{r} 11.9 \\ 20 \end{array} \quad \begin{array}{r} 13.3 \\ 39 \end{array} \quad \begin{array}{r} 14.1 \\ 50 \end{array}$$

$$\begin{array}{r} 6.9 \\ 91 \end{array} \quad \begin{array}{r} 6.7 \\ 62 \end{array} \quad \begin{array}{r} 7.7 \\ 30 \end{array} \quad \begin{array}{r} 9.6 \\ 9 \end{array} \quad \begin{array}{r} 12.2 \\ 31 \end{array} \quad \begin{array}{r} 15.2 \\ 50 \end{array}$$

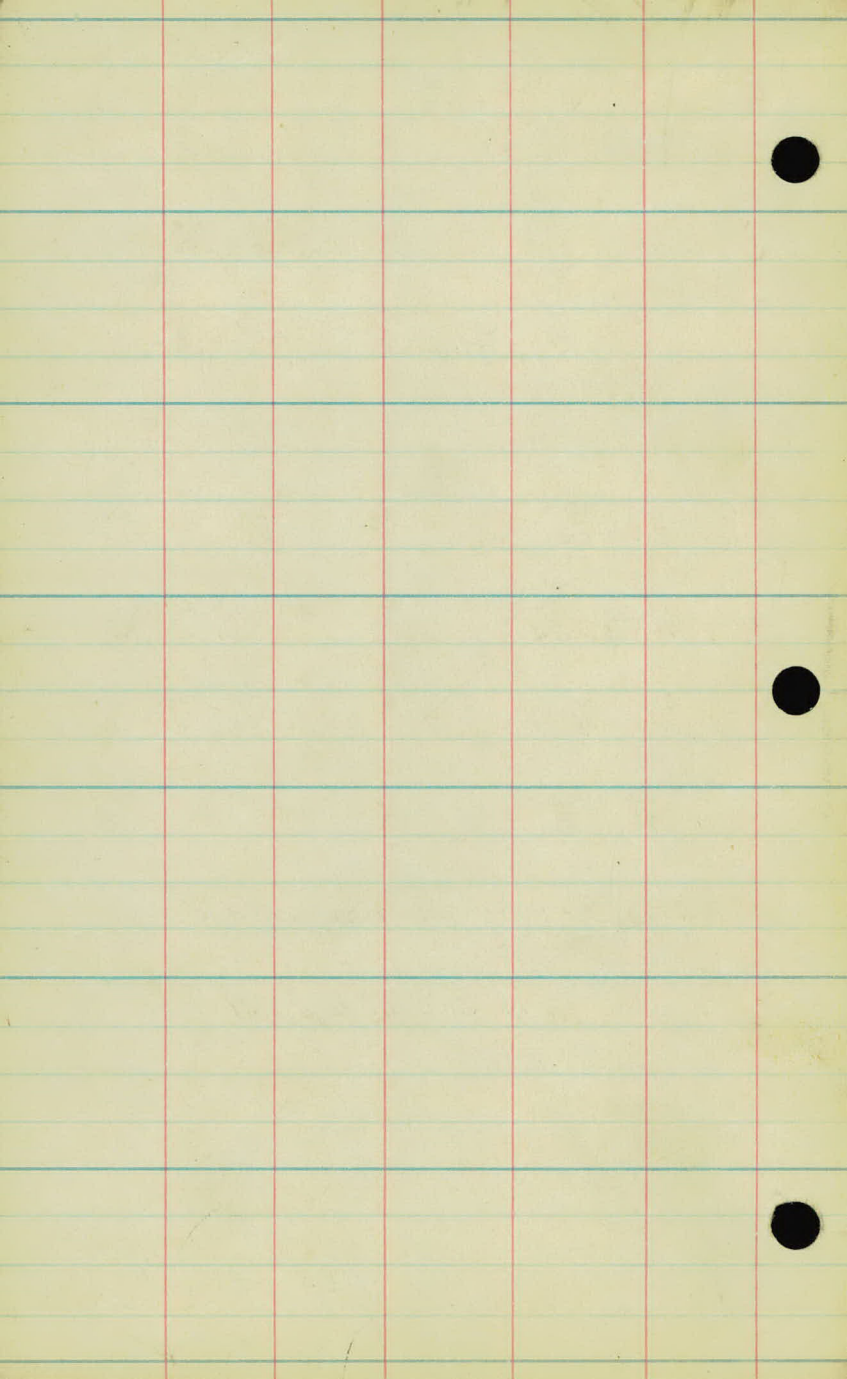
$$\begin{array}{r} 6.8 \\ 93 \end{array} \quad \begin{array}{r} 6.6 \\ 65 \end{array} \quad \begin{array}{r} 7.4 \\ 34 \end{array} \quad \begin{array}{r} 9.1 \\ 15 \end{array} \quad \begin{array}{r} 10.7 \\ 10 \end{array} \quad \begin{array}{r} 12.7 \\ 29 \end{array} \quad \begin{array}{r} 15.7 \\ 50 \end{array}$$

$$\begin{array}{r} 3.2 \\ 94 \end{array} \quad \begin{array}{r} 6.3 \\ 45 \end{array} \quad \begin{array}{r} 7.1 \\ 20 \end{array} \quad \begin{array}{r} 10.3 \\ 10 \end{array} \quad \begin{array}{r} 11.7 \\ 33 \end{array} \quad \begin{array}{r} 14.6 \\ 41 \end{array} \quad \begin{array}{r} 15.6 \\ 50 \end{array}$$

$$\begin{array}{r} 0.5 \\ 70 \end{array} \quad \begin{array}{r} 2.3 \\ 50 \end{array} \quad \begin{array}{r} 6.6 \\ 6 \end{array} \quad \begin{array}{r} 10.4 \\ 50 \end{array}$$

Top Stone M.D. $13 + 15.31 = 302 + 19.62 - \text{Co. Rd. } \ddot{O}$

See Co. Rd. $\ddot{O}$ for Top Rail



Slope Stakes
Courtland.
Clark to Co. Rd. C

Sta	+	↑	-	Elev	Gr. Rd
B.M.	5.26	713.48		908.22	Ref. Hub
B.M.			1.33	912.15	Top marker
0+00				909.6	

0+25				909.45	4.0
------	--	--	--	--------	-----

0+55				909.3	4.2
------	--	--	--	-------	-----

1				909.0	4.5
---	--	--	--	-------	-----

+50				08.7	4.8
-----	--	--	--	------	-----

2				08.4	5.1
---	--	--	--	------	-----

+45				08.13	5.4
-----	--	--	--	-------	-----

+50				08.10	5.4
-----	--	--	--	-------	-----

3				08.03	5.5
---	--	--	--	-------	-----

+50				08.43	5.1
-----	--	--	--	-------	-----

4				09.30	4.2
---	--	--	--	-------	-----

+55				10.79	2.7
-----	--	--	--	-------	-----

L+

2

RT

11

$$24.4 / \frac{1.6}{+2.4}$$

$$\frac{4.5}{-0.5}$$

$$\frac{6.5}{-1.5} / 18.0$$

$$25.8 / \frac{1.7}{+2.5}$$

$$\frac{4.9}{-0.7}$$

$$\frac{7.0}{-2.8} / 18.6$$

$$25.8 / \frac{2.0}{+2.5}$$

$$140 / \frac{5.0}{-0.5}$$

$$\frac{6.4}{-2.1}$$

$$\frac{7.7}{-3.2} / 19.4$$

$$22.8 / \frac{4.3}{+0.5}$$

$$150 / \frac{5.8}{-1.0}$$

$$\frac{7.1}{-2.3}$$

$$\frac{9.0}{-4.2} / 21.4$$

$$22 / \frac{5.7}{0.579}$$

$$162 / \frac{6.7}{-1.6}$$

$$\frac{7.5}{-2.4}$$

$$\frac{9.7}{-4.6} / 22.2$$

$$22 / \frac{5.8}{D.C.11}$$

$$150 / \frac{6.4}{-1.0}$$

$$\frac{8.1}{-2.7}$$

$$\frac{9.7}{-4.3} / 21.6$$

$$22 / \frac{6.5}{D.C.5}$$

$$164 / \frac{7.2}{-1.7}$$

$$\frac{8.3}{-2.8}$$

$$\frac{9.0}{-3.5} / 20.0$$

$$176 / \frac{7.9}{-2.8}$$

$$\frac{8.2}{-3.1}$$

$$\frac{8.5}{-3.4} / 19.8$$

$$192 / \frac{7.1}{-2.1}$$

$$\frac{7.6}{-3.4}$$

$$\frac{8.0}{-3.8} / 20.6$$

$$206 / \frac{6.5}{-3.8}$$

$$\frac{7.0}{-4.3}$$

$$\frac{6.3}{-4.6} / 20.2$$

Sta	+	π	-	Elev Gr R/L	
		912.48			
5				912.43	1.05
	11.52	923.17	1.93	911.55	
	175			13.60	9.6
	+50.			14.70	8.5
6				17.20	6.0
	+25.			18.45	4.7
	+50			19.7	3.5
	+80.			21.20	2.0
7				22.20	1.0
T.P.	10.99	934.01	0.15	923.02	
	+55.			24.75	9.75
8				26.65	7.35
	+50.			28.46	5.5
T.P.	8.26	940.83	1.41	932.57	
9				30.00	10.8
	+50.			31.20	9.6
10				32.25	8.55
	+35				
	+50.			33.10	7.7

Lt

E

Pt

12

$$186 \begin{array}{r} 3.8 \\ -2.8 \\ \hline \end{array}$$

$$31' \begin{array}{r} 10.9 \\ \text{D.C. } 2 \\ \hline \end{array}$$

$$31' \begin{array}{r} 8.0 \\ +0.5 \\ \hline \end{array}$$

$$70' \begin{array}{r} 11.6 \\ -2.0 \\ \hline \end{array}$$

$$31' \begin{array}{r} 1.5 \\ +4.5 \\ \hline \end{array}$$

$$31' \begin{array}{r} 0.6 \\ +4.1 \\ \hline \end{array}$$

$$31' \begin{array}{r} 1.3 \\ +2.2 \\ \hline \end{array}$$

$$21' \begin{array}{r} 1.8 \\ +0.2 \\ \hline \end{array}$$

$$148 \begin{array}{r} 2.9 \\ -0.9 \\ \hline \end{array}$$

$$31' \begin{array}{r} 1.7 \\ \text{D.C. } 8 \\ \hline \end{array}$$

$$160 \begin{array}{r} 2.8 \\ -1.5 \\ \hline \end{array}$$

Nailing F.R. Lt. Jda 640

$$31' \begin{array}{r} 9.25 \\ \text{D.C. } 1.5 \\ \hline \end{array}$$

$$31' \begin{array}{r} 6.3 \\ +1.1 \\ \hline \end{array}$$

$$31' \begin{array}{r} 2.3 \\ +3.2 \\ \hline \end{array}$$

$$31' \begin{array}{r} 4.8 \\ +6.0 \\ \hline \end{array}$$

$$31' \begin{array}{r} 4.5 \\ +5.1 \\ \hline \end{array}$$

$$31' \begin{array}{r} 4.7 \\ +3.9 \\ \hline \end{array}$$

$$31' \begin{array}{r} 8.2 \\ \text{D.C. } 10 \\ \hline \end{array}$$

$$13 \begin{array}{r} 3.0 \\ 0.0 \\ \hline \end{array}$$

$$154 \begin{array}{r} 18.9 \\ -1.2 \\ \hline \end{array}$$

$$46 \begin{array}{r} 3.0 \\ -3.0 \\ \hline \end{array}$$

$$113 \begin{array}{r} 1.7 \\ -1.7 \\ \hline \end{array}$$

$$8.0 \begin{array}{r} 10.5 \\ +0.5 \\ \hline \end{array}$$

$$22 \begin{array}{r} 2.8 \\ +2.8 \\ \hline \end{array}$$

$$1.7 \begin{array}{r} 3.5 \\ +3.5 \\ \hline \end{array}$$

$$1.8 \begin{array}{r} 1.7 \\ +1.7 \\ \hline \end{array}$$

$$3.5 \begin{array}{r} 1.5 \\ -1.5 \\ \hline \end{array}$$

$$3.2 \begin{array}{r} 2.2 \\ -2.2 \\ \hline \end{array}$$

$$9.78 \begin{array}{r} 0.0 \\ \hline \end{array}$$

$$5.9 \begin{array}{r} 1.4 \\ +1.4 \\ \hline \end{array}$$

$$2.2 \begin{array}{r} 3.3 \\ +3.3 \\ \hline \end{array}$$

$$5.2 \begin{array}{r} 5.6 \\ +5.6 \\ \hline \end{array}$$

$$4.7 \begin{array}{r} 4.9 \\ +4.9 \\ \hline \end{array}$$

$$5.7 \begin{array}{r} 2.9 \\ +2.9 \\ \hline \end{array}$$

$$9.1 \begin{array}{r} 1.4 \\ \hline \end{array}$$

$$3.2 \begin{array}{r} 17.4 \\ -2.2 \\ \hline \end{array}$$

$$10.9 \begin{array}{r} 15.2 \\ -1.1 \\ \hline \end{array}$$

$$8.5 \begin{array}{r} 15 \\ \hline \end{array}$$

$$4.3 \begin{array}{r} 31 \\ +1.7 \\ \hline \end{array}$$

$$4.5 \begin{array}{r} 31 \\ +0.2 \\ \hline \end{array}$$

$$4.8 \begin{array}{r} 31 \\ \text{D.C. } 2 \\ \hline \end{array}$$

$$4.7 \begin{array}{r} 18.4 \\ -2.7 \\ \hline \end{array}$$

$$4.2 \begin{array}{r} 11.4 \\ -3.2 \\ \hline \end{array}$$

$$9.7 \begin{array}{r} 11.4 \\ -0.5 \\ \hline \end{array}$$

$$6.2 \begin{array}{r} 31 \\ +1.2 \\ \hline \end{array}$$

$$2.8 \begin{array}{r} 31 \\ +2.7 \\ \hline \end{array}$$

$$6.4 \begin{array}{r} 31 \\ +4.4 \\ \hline \end{array}$$

$$5.2 \begin{array}{r} 31 \\ +4.4 \\ \hline \end{array}$$

$$6.6 \begin{array}{r} 31 \\ +2.0 \\ \hline \end{array}$$

$$9.2 \begin{array}{r} 16.0 \\ -1.5 \\ \hline \end{array}$$

$$2.7 \begin{array}{r} 31 \\ \text{D.C. } 6 \\ \hline \end{array}$$

$$10.4 \begin{array}{r} 31 \\ \text{D.C. } 7 \\ \hline \end{array}$$

$$8.5 \begin{array}{r} 31 \\ \text{D.C. } 15 \\ \hline \end{array}$$

$$4.3 \begin{array}{r} 31 \\ +1.7 \\ \hline \end{array}$$

$$4.5 \begin{array}{r} 31 \\ +0.2 \\ \hline \end{array}$$

$$4.8 \begin{array}{r} 31 \\ \text{D.C. } 2 \\ \hline \end{array}$$

$$4.7 \begin{array}{r} 18.4 \\ -2.7 \\ \hline \end{array}$$

$$4.2 \begin{array}{r} 11.4 \\ -3.2 \\ \hline \end{array}$$

$$10.5 \begin{array}{r} 31 \\ \text{D.C. } 3 \\ \hline \end{array}$$

$$6.2 \begin{array}{r} 31 \\ +1.2 \\ \hline \end{array}$$

$$2.8 \begin{array}{r} 31 \\ +2.7 \\ \hline \end{array}$$

$$6.4 \begin{array}{r} 31 \\ +4.4 \\ \hline \end{array}$$

$$5.2 \begin{array}{r} 31 \\ +4.4 \\ \hline \end{array}$$

$$6.6 \begin{array}{r} 31 \\ +2.0 \\ \hline \end{array}$$

$$9.2 \begin{array}{r} 31 \\ \text{D.C. } 10 \\ \hline \end{array}$$

Sta	+	π	-	Elev	Gr Rd
		940.88			
11				934.08	6.7
+50				35.30	5.3
+65				35.71	
12				36.78	4.0
+40				38.14	2.7
+50				38.50	2.3
	4.42	945.21	-0.01	940.82 940.79	
+96				40.20	5.0
13				40.35	
+07				40.60	
+15.31				40.90	
			4.42		

L+

X

R+

13

$$31' \frac{8.2}{20.00} \quad 18.2 \frac{9.3}{-2.6}$$

$$\frac{9.9}{-2.2}$$

$$\frac{19.0}{-2.3} / 19.6$$

$$18.6 \frac{8.1}{-2.8}$$

$$\frac{8.0}{-2.7}$$

$$\frac{8.4}{-2.1} / 19.2$$

$$18.6 \frac{6.8}{-2.8}$$

$$\frac{5.9}{-1.9}$$

$$\frac{5.9}{-1.9} / 16.8$$

$$31' \frac{4.2}{20.00}$$

$$\frac{4.9}{-1.9}$$

$$31' \frac{2.9}{20.09} \quad 18.6 \frac{2.6}{-1.3}$$

$$\frac{4.2}{-1.9}$$

$$\frac{4.9}{-2.6} / 18.2$$

$$31' \frac{5.3}{20.12} \quad 16.6 \frac{6.3}{-1.3}$$

$$\frac{7.4}{-2.4}$$

$$\frac{9.7}{-4.7} / 22.4$$

