

D: 12A - BK. 16

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan Survey

DESOTA ST.

From Leporteur A. Co. Frost Ave

Road Acc't. No.

Date Filed 1936

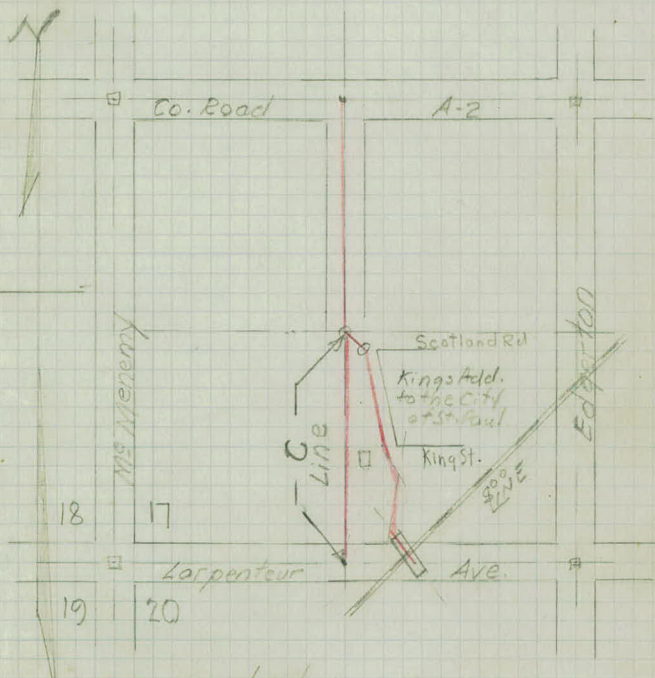
File B. 16 D. 12A.

X

Plan Survey

De Sota Street

Larpenteur Ave. to Co. Road A-2



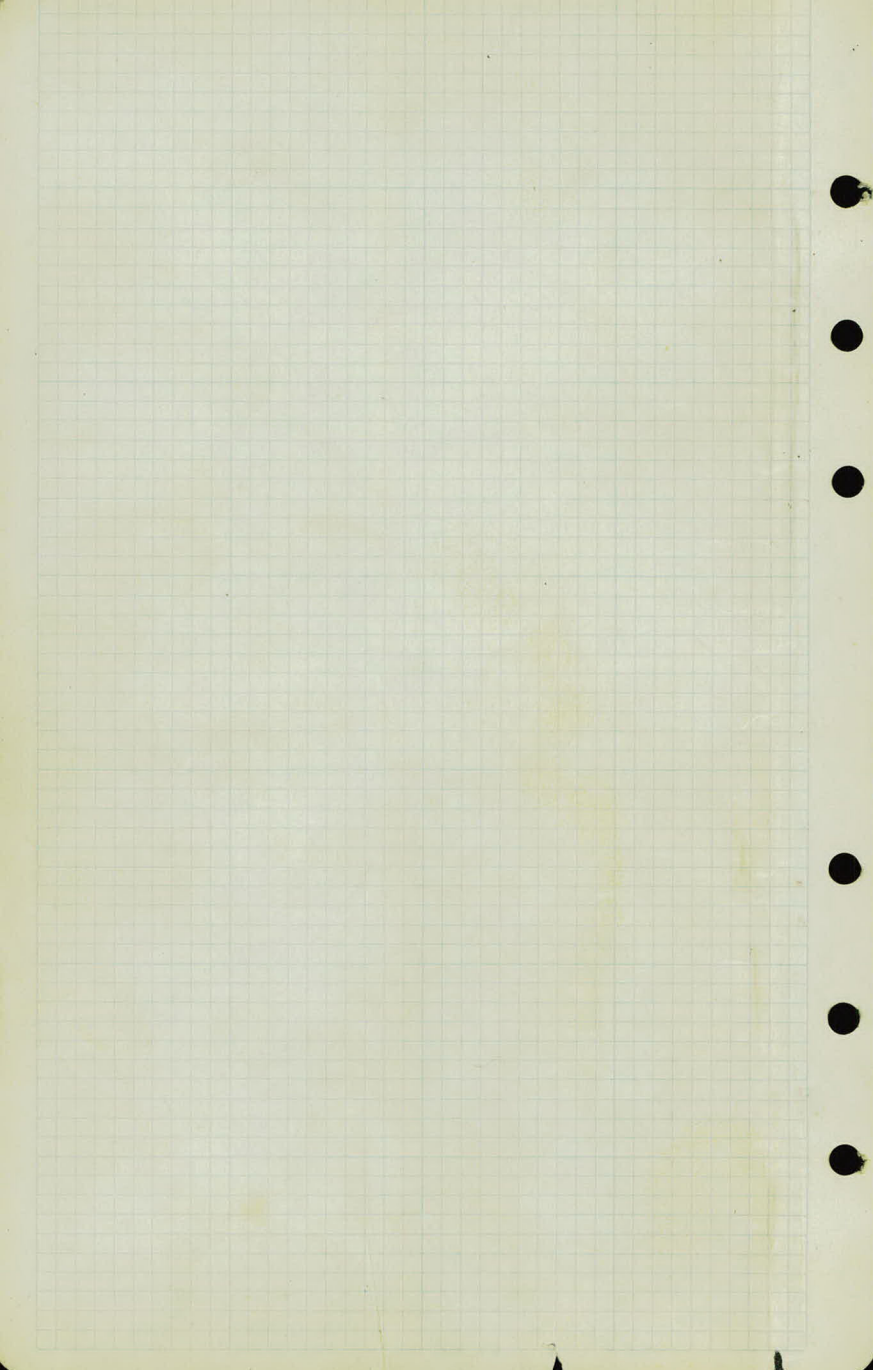
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S.W. 1/4 Sec. 17	2
Bridge	21-22

See field profile for recommendations.

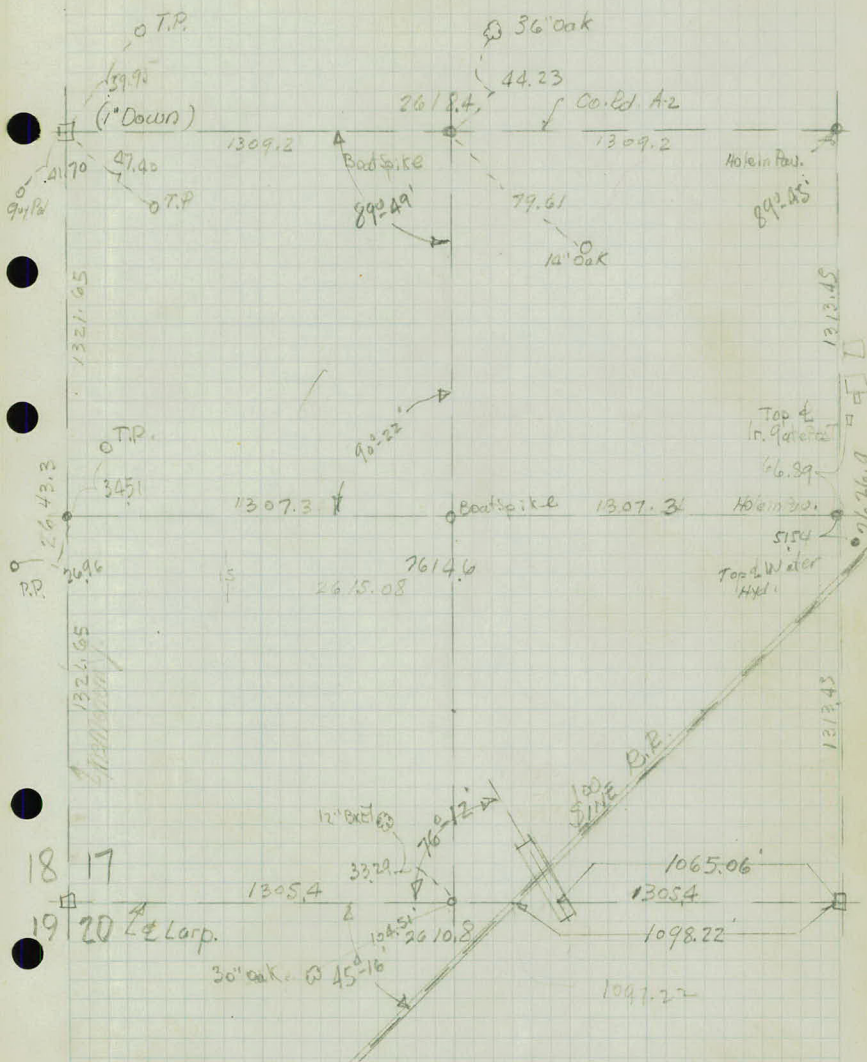
W. H. Carlson

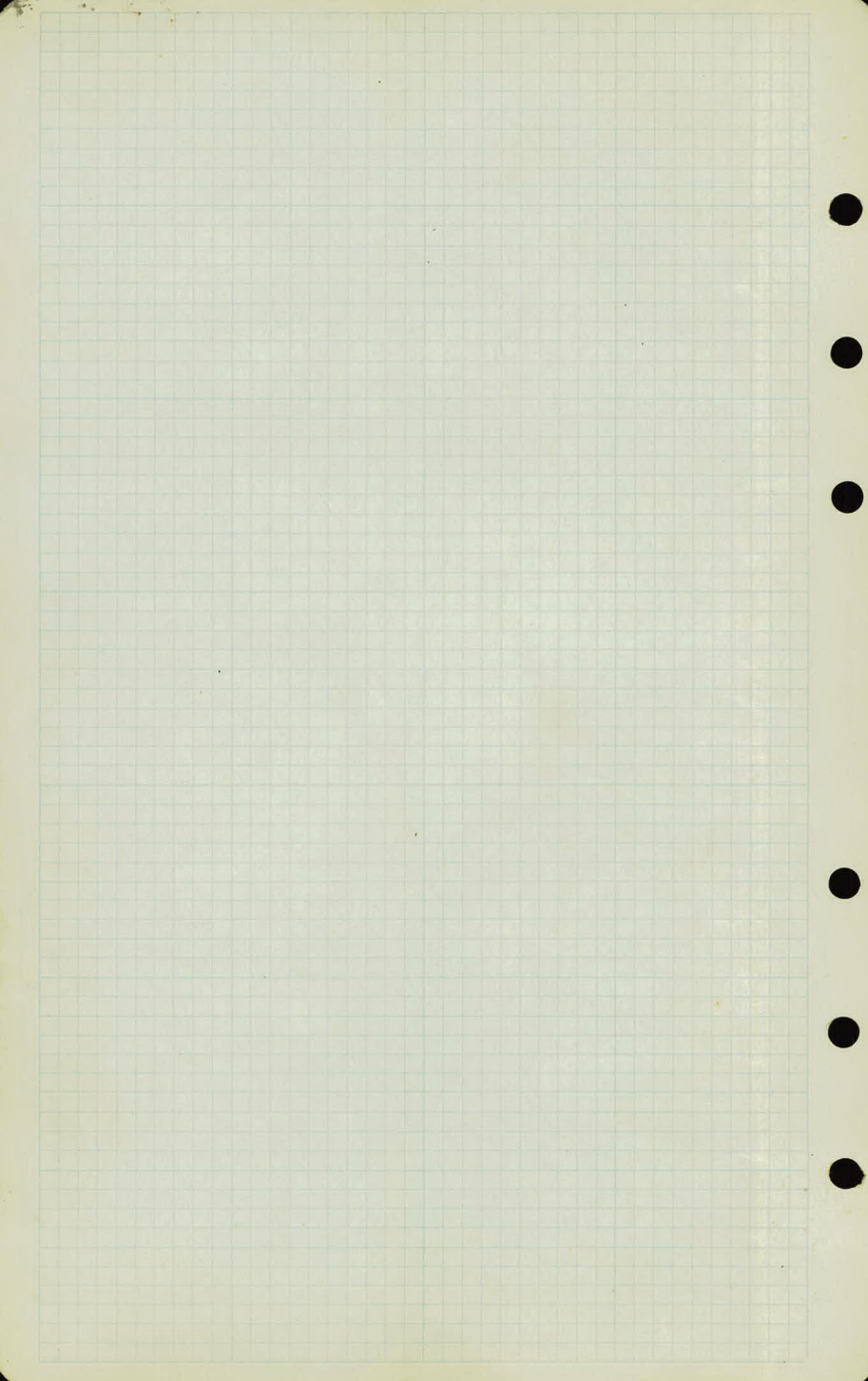
Oct. 1936



S.W. 1/4 - Sec. 17

2





Alignment

DeSoto St.

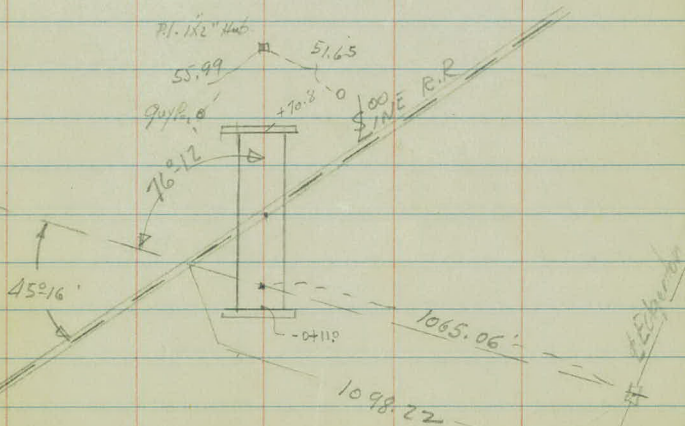
Larpenteur - Co. Road A-2

Station	Point	Angle	
		Lt.	Rt.

4196.66	P.T.	6° 14'	P.I. 4119.12
4+50		4° 22'	Δ 12° 28' Lt.
4+0		2° 22'	D- 8° 00'
3+50		0° 22'	T. 78.29'
3+40.83	P.C.	0° 00'	L. 155.83
			R. 716.78

2+28.85	P.T.	2° 22'	P.I. 1+50.00
2		1° 56'	Δ 42° 46' Rt.
+50		1° 11'	D. 3° 00'
1+00		0° 26'	T. 78.93
0+71.07	P.C.	0° 00'	L.C. 157.78
			R- 1910.08

0+00 = 2 Larpenieur



Station	Point	Lat	Long
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76+67.27	= 2 Co. Ed.		
----------	-------------	--	--

.79
87

18+16.59	P.O.T.		
----------	--------	--	--

13+49.92	P.I.		
----------	------	--	--

27°-04'

13+16.23	P.I.		
----------	------	--	--

25°-22'

8+66.31	P.T.		
---------	------	--	--

10°-11'

.07

+50

9°-22'

P.I. 7+65.69

.05

8

6°-52.1'

- 20°-22'

.06

7+50

4°-22.1'

D- 10°-00'

.05

7+0

1°-52.1'

T. 103.65

.03

7+0

0°-00'

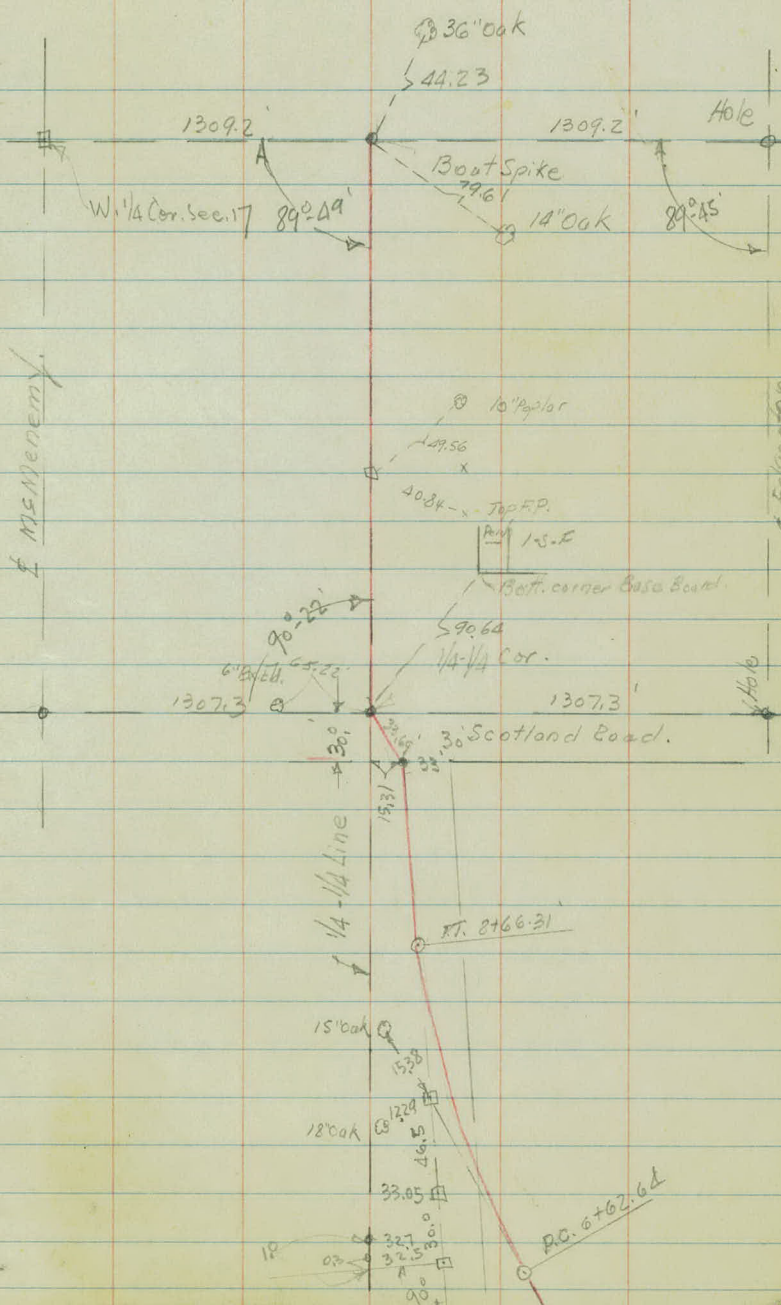
L.C. 203.69

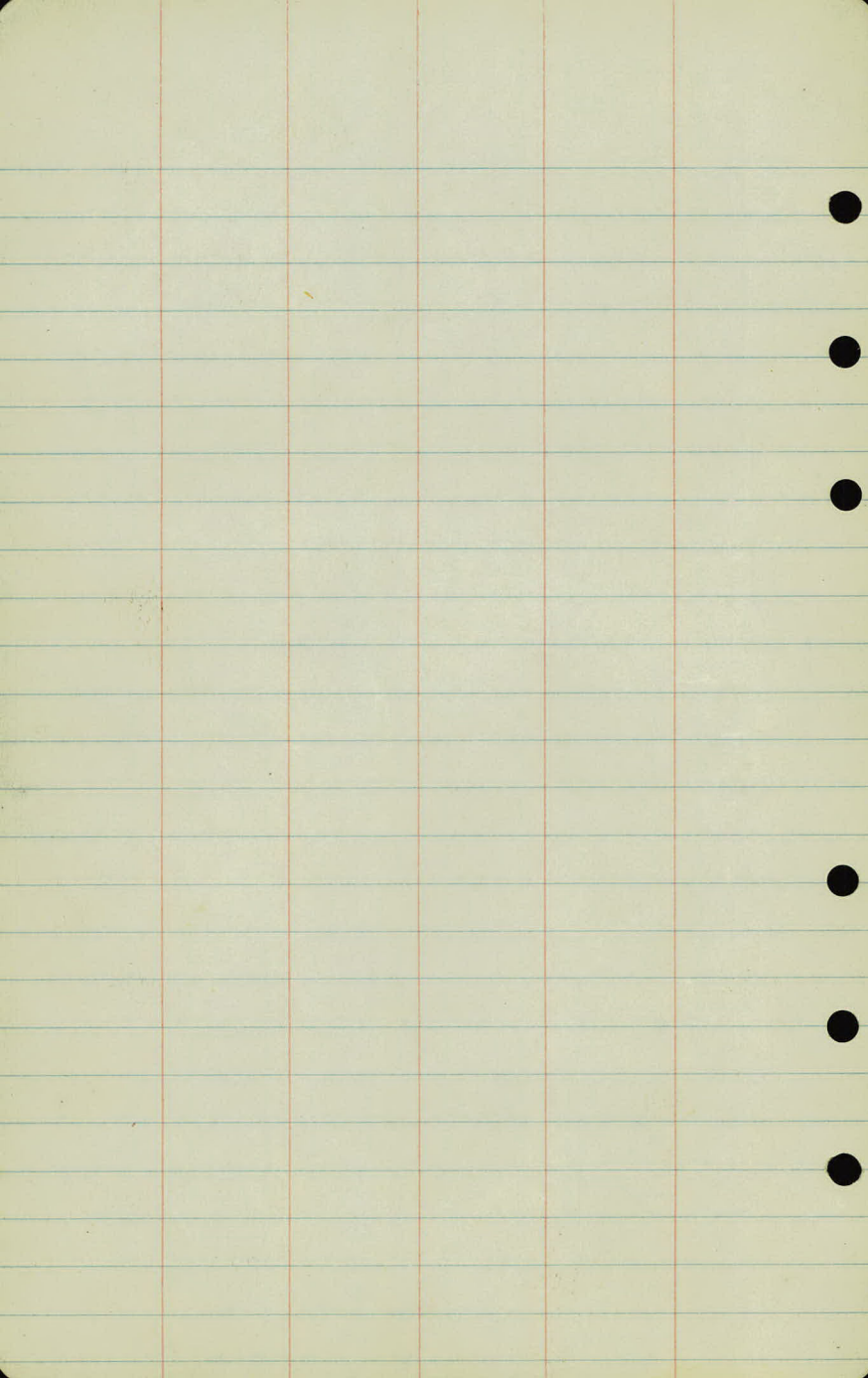
6+62.64

P.C.

R= 573.69

W.H.C.
K.A.
L.B.H. cats. 1936
A.M.





Topography

De Soto

Lopenteur to Cord A-z

7-9

6'-8'

5

8-7'

+50 - 8-7

4

8'-9

+50 8'-8'

3

7'-9

7-6

2

8-7'

+50 7-8'

1

5-5'

+70.2-End
+51.5-2 Bent #5
+40.3-2 Bent #4

+N-5-7

+20.2 Bent #3

+64.0-2 Bent #2
+11.000 Pr.

0

Plan K.3 15.7 Wide.

F-33'

7

+02-F. Cor. 32'

+16-14" Bx E. 31'

+95-16" Bx E. 30'

+81-2 Bx 4 Gangs

+71-12" Bx E. 30'

+50-14" Bx E. 29'

+27-14" Bx E. 29'

F-29- Had 44

+75-Had 40

+75-10" Bx E. 28'

+50-12" Bx E. 27'

+36-Bed. Had 44

+27-B. Feb. 26

+11-Ent

+24-10' Tree 25'

+06-F. Cor. 27'

+50-F-21'

F-17'

+50-F-14'

F-14'

+99-9. P. 29'

+71-F-16'

+65-4 Cor. Br. 9.4

-046- Cor. Br.

9.4

Posture

-046- Cor.

Deep Gully

+70-4. 2. 11

+82-Ent

+72-Had 14

+67-8' Plan 27'

+55-10' Plan 26'

+47-9. P. 13'

+42-12' Plan 26'

+32-M. W. Cor. 25. F

93'

(24' m. x 24' c. 16)

+20-R.P. 15'

+00-R.D. -12'

+76 Cor. Br. 9.4

-046- Cor. Br. 9.4

17-0

4

15'-0

+30-10" Bx E 30'
+30-12" Bx E 18'
+16-10" Bx E 18'

12

14-3

4

+91-18" Bx 31'
+91-50g A 60 12'

12' . 4

11

10-7'

5'-11'

Ir. Men

12.4

2.7

0-16'

10

(41' 31') +50 0-16' 31'

9

0-18' (28-47')

+50 12-20

8

2-13

+63- 12" X 20' C.M. 11.5-8.5
+50-8-7'

7

6-8

6'-9'

6

Raining

+99-15' Elm 14' 8

Cult.

+45-Elm 11'

+45-P.P. 10'

+44-15" Oak 18'

+44-15" Oak 21.20'

3x5

25' 2x5 Brick

+36-N.W. Cor.

+105-W. Cor. Brick 5x5

+73-Small Spruce 8' +83-Elm 10'

+73-Spruce Small 23' +107-8' 12'

+65-6" Plum 27' +59-4" Plum 12'

+53-6" Plum 12' +45-2" Plum 18'

+45-12" Oak 13' +50-8' Plum 28'

+31-0" Plum 21' +14-P.P. 14'

+14-P.P. 14'

+62-5-11" Oak 27'

Cult.

Cult.

+12-F. Cor. 27'

+09-30" Oak 30'

1.1.100

234

234

234

234

234

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234

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234

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234

+68-Bog F. 28'

+56-6" F. 28'

No Wires

F-76'

+91-15" Oak 14'

+87-15" Oak 15'

+77-15" Oak 14'

+56-15" Oak 12'

+43-18" Oak 13'

+38-12" Oak 17'

+30-6" Oak 13'

+21-20" Oak 13'

measured

+75-15" Oak 20'

+57-24" Oak 21'

+50-F. 44'

+31-24" Oak 23'

+1-30" Oak 25'

+93-18" Oak 24'

+82-F. Cor. 35'

+48-10" Oak 22'

+14-24" Oak 23'

+34-18" Oak 31'

+27-Cor. P.P. 41'

+100-Cor. Fd. 418'

+89-P.P. 26'

+89-P.P. 26'

+89-P.P. 26'

+89-P.P. 26'

+89-P.P. 26'

+89-P.P. 26'

+89-P.P. 26'

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+89-P.P. 26'

+89-P.P. 26'

+89-P.P. 26'

+89-P.P. 26'

+89-P.P. 26'

+60-P.P. 29'

+35-N.W. Cor. 15' F

+101-S.W. Cor. 69'

+46-30" Oak 35'

+46-30" Oak 35'

+46-30" Oak 35'

+46-30" Oak 35'

+46-30" Oak 35'

+46-30" Oak 35'

+46-30" Oak 35'

+46-30" Oak 35'

+46-30" Oak 35'

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+46-30" Oak 35'

+46-30" Oak 35'

+46-30" Oak 35'

+46-30" Oak 35'

+46-30" Oak 35'

+46-30" Oak 35'

+31-P.P. 9'

+24-10" Elm 12'

+102-P.P. 12'

11-30'

+50 8'-25

19 6-22

6-22

18 8-23

9-25

17 +12-27'

16 14-30'

14-30'

15 12-30'

+68 - E711 12" 1520' C.M. full Dist
47' Rpt.

7-25

14 5-21

+50 0-17

13 0

2

188-0'

21-120

12'-30

26

32-47

25

52-67

75-93

24

95-113'

106-125

23

107-124'

75-113'

22

76-92

30'-68'

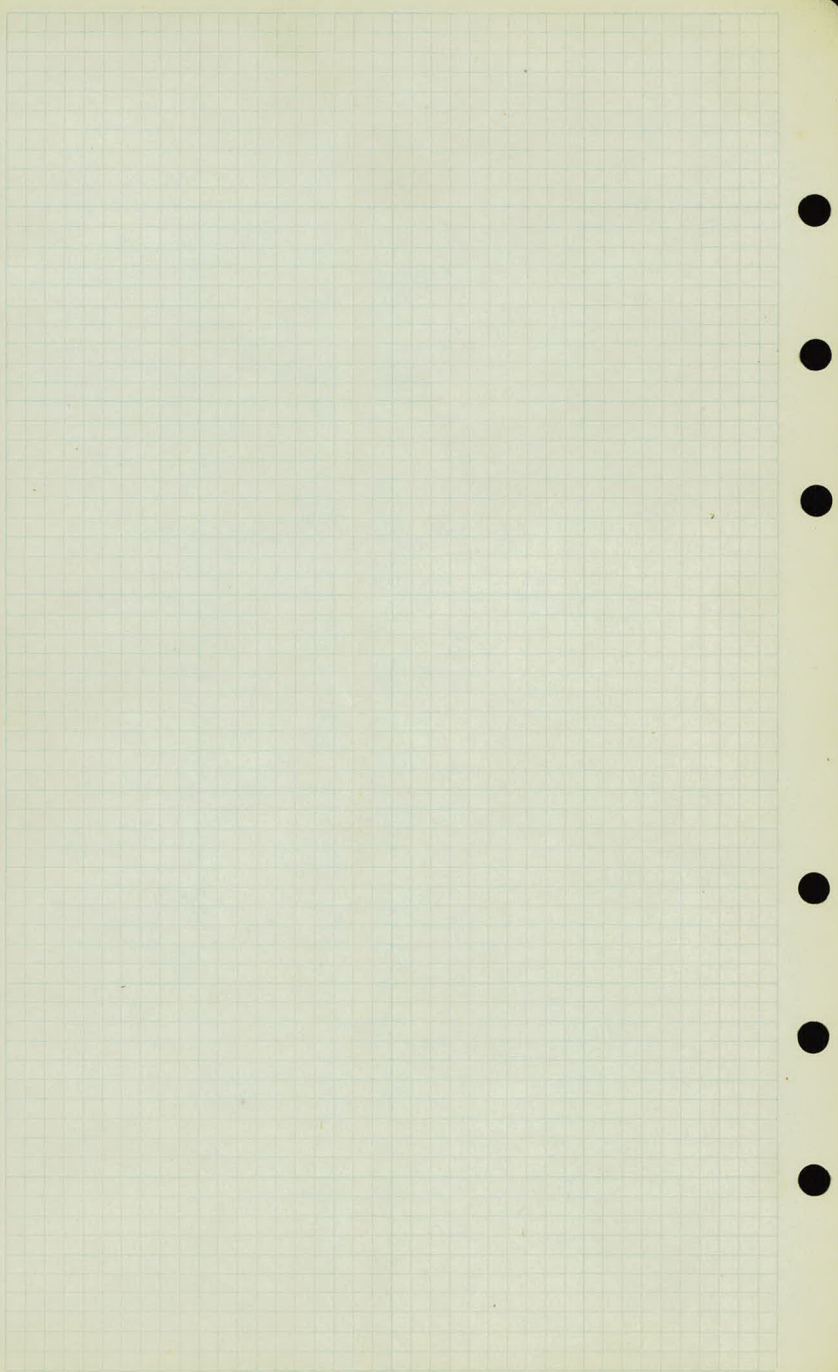
21

33'-48'

19-37

20

2



Cross Sections

De Sota St.

Larpenteur - Co. Rd. A-2

Station	+	Σ	-	Elev.
B.M.	0.29	903.12		902.83
T.P. #1			13.00	890.12
	0.68	890.80		
T.P. #2			5.47	885.33
	7.14	892.47		
T.P. #3			0.72	891.75
	10.40	902.15		
T.P. #4			2.17	899.98
	10.80	910.78		
B.M.			7.67	903.11
T.P. #5			7.37	903.41
	1.83	905.24		
T.P. #6			6.55	898.69
	6.08	904.77		
B.M.			4.41	900.36
T.P. #7			11.61	893.16
	0.37	893.53		
B.M.			6.64	886.89

Brattager
Wilke
Gillen

12

Oct. 5, 1936

Lt. E Rt.

R.R. Spike S.E. Co. Sta. 14+90

Spike in oak

Spike in 30' oak 42' Rt. Sta. 14+90'

Spike in power pole.

Spike in shed 125' Rt.

Spike in cap of overhead bridge.

Station	+	π	-	Elev
	6.54	893.43		886.89
0-11	}	Overhead X'ing		88.19
0+19.7				91.97
0+40.3				92.07
0+70.8				88.20
0+65				89.4
0+77				89.0
0+87				88.9
1				88.8
+50				89.5
2				91.5
T.P.	10.34	903.49	0.28	893.15
+45				94.5
3				97.6
+50				98.8
4				99.7

Brattager. 13
Wiske Oct. 6, 1936
Gillen

4

2

2

5.24

1.46

1.36

4.63

29.0 140 103 103 9.1 4.6 4.0 on Bridge
91 50 32 23 18 9

250 250
67 100

4.4 5.2 10.0 15.0 18.1 19.9 19.1 20.1
9 14 26 31 40 42 48

22.2 26.4 22.1 17.5 11.8 7.3 5.1 4.5 5.3 7.0 11.2 12.9 15.9 17.9
100 92 73 50 25 13 8 14 18 22 36 50 70

29.4 22.6 13.6 9.2 8.2 7.0 5.3 4.6 4.9 6.4 7.9 8.6 15.2
100 77 47 31 21 13 9 14 22 46 50 62

27.8 18.4 13.5 7.2 4.8 4.3 3.9 4.0 2.5 3.5 2.5 2.1 6.2
100 68 48 26 14 10 11 16 33 50 75 85

19.4 16.4 9.6 2.3 1.9 + 1.8 + 1.5 + 1.0 + 1.2 + 1.8
100 79 50 20 1.9 11 18 25 34 50 75

14.3 12.0 6.8 9.0 7.3 2.6 2.3 3.6 4.2 5.6
75 50 17 8 9.0 9 22 27 34 50 75

10.6 1.4 2.7 2.6 5.6 6.2 5.3 3.6 3.3 3.3
75 47 31 16 8 10 12 17 50 75

+ 7.7 + 6.0 + 4.6 + 3.5 + 1.3 4.8 4.9 4.2 4.7 4.4 4.0
70 55 37 37 20 8 4.7 10 13 16 50 75

+ 10.5 + 7.5 + 6.5 + 6.0 + 5.0 + 4.3 3.9 4.1 3.7 6.1 6.9 5.4
75 41 40 32 28 20 8 38 10 14 23 50 75

Sta	+	X	-	Elev
		903.49		
4+50				899.9
T.P.	3.30	903.02	3.77	899.72 889.72
BM			2.66	900.36
5				98.8
+50				98.3
6		903.37		97.9
T.P.	4.69	903.38	4.34	898.68
+50				98.3
7				98.3
+50				98.1
8				98.1
+50				98.8
9				899.9 897.9
+50		915.18		901.5
T.P.	13.65	915.19	1.84	901.53 901.54

H. 2 Pt.

$$\begin{array}{r}
 +10.5 +96 +74 +55 +32 3.8 \\
 \hline
 65 \quad 98 \quad 40 \quad 36 \quad 28 \quad 9 \quad 3.6 \quad \frac{3.8}{12} \quad \frac{10.1}{30} \quad \frac{15.0}{51} \quad \frac{19.5}{80} \quad \frac{20.0}{100} \\
 +13.5 \\
 \hline
 100
 \end{array}$$

900.36 No. Center Garage 150' Pt sta 5740

$$\begin{array}{r}
 +16.0 +15.0 +12.9 +10.0 +8.0 +4.0 4.4 \\
 \hline
 100 \quad 80 \quad 60 \quad 46 \quad 34 \quad 24 \quad 9 \quad 4.2 \quad \frac{3.9}{12} \quad \frac{9.2}{22} \quad \frac{14.5}{39} \quad \frac{19.4}{52} \quad \frac{26}{73} \quad \frac{28.0}{88} \quad \frac{28.0}{110}
 \end{array}$$

$$\begin{array}{r}
 +14.5 +11.7 +10.0 +7.8 +5.0 4.8 \\
 \hline
 75 \quad 49 \quad 43 \quad 33 \quad 24 \quad 9 \quad 4.7 \quad \frac{5.3}{12} \quad \frac{10.1}{23} \quad \frac{30.5}{79} \quad \frac{33.4}{92} \quad \frac{35.6}{110}
 \end{array}$$

$$\begin{array}{r}
 +17.0 +16.0 +8.0 +7.0 +5.0 5.2 \\
 \hline
 80 \quad 68 \quad 39 \quad 32 \quad 25 \quad 10 \quad 5.1 \quad \frac{5.4}{12} \quad \frac{8.4}{18} \quad \frac{10.2}{27} \quad \frac{18.6}{50} \quad \frac{26.5}{70} \quad \frac{32.6}{87} \quad \frac{34.6}{94} \\
 \frac{36.2}{140} \quad \frac{36.2}{112}
 \end{array}$$

898.69

$$\begin{array}{r}
 +17.4 +17.4 +7.0 +6.5 +3.5 5.6 \\
 \hline
 100 \quad 74 \quad 39 \quad 33 \quad 25 \quad 10 \quad 5.1 \quad \frac{5.5}{10} \quad \frac{10.6}{20} \quad \frac{11.9}{26} \quad \frac{20.0}{43} \quad \frac{32.6}{79} \quad \frac{36.2}{108} \quad \frac{37.0}{125}
 \end{array}$$

$$\begin{array}{r}
 +16.5 +14.5 +8.0 +4.0 5.7 5.7 5.2 \\
 \hline
 100 \quad 69 \quad 45 \quad 26 \quad 12 \quad 10 \quad 7 \quad 5.1 \quad \frac{5.4}{10} \quad \frac{12.0}{20} \quad \frac{18.0}{32} \quad \frac{25.4}{58} \quad \frac{32.5}{90} \quad \frac{34.6}{107} \\
 \frac{37.0}{130}
 \end{array}$$

$$\begin{array}{r}
 +12.0 +7.0 0.0 5.6 5.9 5.4 \\
 \hline
 75 \quad 50 \quad 26 \quad 15 \quad 12 \quad 10 \quad 5.3 \quad \frac{6.0}{8} \quad \frac{11.7}{17} \quad \frac{16.3}{32} \quad \frac{21.0}{70} \quad \frac{22.0}{90} \quad \frac{27.0}{100}
 \end{array}$$

$$\begin{array}{r}
 +14.0 +9.5 +5.7 +1.0 5.1 \\
 \hline
 80 \quad 54 \quad 34 \quad 16 \quad 7 \quad 5.3 \quad \frac{5.8}{15} \quad \frac{9.9}{26} \quad \frac{13.4}{43} \quad \frac{14.2}{75} \quad \frac{17.2}{100}
 \end{array}$$

$$\begin{array}{r}
 4.5 \\
 \hline
 1 \quad 4.5 \quad \frac{4.5}{21} \quad \frac{9.4}{35} \quad \frac{11.5}{39} \quad \frac{12.5}{50} \quad \frac{13.5}{80}
 \end{array}$$

$$\begin{array}{r}
 3.5 \quad \frac{3.6}{20} \quad \frac{6.1}{26} \quad \frac{7.4}{27} \quad \frac{8.3}{38} \quad \frac{12.8}{70} \quad \frac{15.8}{100}
 \end{array}$$

$$\begin{array}{r}
 1.9 \quad \frac{2.0}{31} \quad \frac{5.2}{50} \quad \frac{7.5}{85} \quad \frac{9.5}{100}
 \end{array}$$

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

915.19

8+50

9

+50

10

T.P	6.10	907.64	13.65	902.5	901.54
-----	------	--------	-------	-------	--------

+18

02.3

+50

02.4

11

02.5

+50

02.9

+83

03.6

12

04.1

+50

T.P.

12.09

918.09

1.64

06.1

905.99
906.00

11 +83

4 2 12

$$\frac{13.5}{75} \frac{11.0}{57} \frac{3.0}{36} \frac{8.0}{72} 16.4$$

$$\frac{0.7}{75} \frac{3.7}{58} \frac{10.0}{12} \frac{15.3}{3} 15.3$$

$$\frac{3.4}{75} \frac{5.4}{50} \frac{9.5}{11} \frac{13.4}{5} 13.7$$

$$\frac{9.2}{75} \frac{9.2}{58} \frac{11.4}{16} \frac{12.7}{12} 12.7 \quad \frac{13.4}{16} \frac{12.3}{22} \frac{12.0}{32} \frac{11.0}{36} \frac{11.0}{65}$$

$$\frac{9.2}{50} \frac{9.2}{34} \frac{8.2}{26} \frac{7.8}{18} \frac{6.3}{14} 5.3 \quad \frac{6.0}{16} \frac{4.5}{23} \frac{4.1}{33} \frac{3.2}{35} \frac{2.9}{48} \frac{2.9}{60}$$

$$\frac{10.5}{58} \frac{10.9}{24} \frac{6.0}{13} 5.2 \quad \frac{5.7}{11} \frac{6.3}{14} \frac{6.2}{25} \frac{4.4}{32} \frac{5.4}{50}$$

$$\frac{9.7}{58} \frac{10.0}{24} \frac{6.2}{17} \frac{5.1}{9} 5.1 \quad \frac{5.5}{7} \frac{6.3}{11} \frac{8.1}{23} \frac{9.2}{50}$$

$$\frac{3.1}{50} \frac{2.6}{25} \frac{5.0}{19} \frac{4.6}{12} 4.7 \quad \frac{5.0}{5} \frac{7.0}{13} \frac{8.3}{36} \frac{8.0}{50}$$

$$\text{Cont'd} - \frac{3.8}{20} 4.0 \frac{4.5}{10} \frac{4.2}{28} \frac{3.5}{50}$$

$$\text{Cont'd} \quad \frac{3.1}{21} 3.5 \frac{3.6}{7} \frac{2.9}{10} \frac{2.8}{28} \frac{1.8}{50}$$

$$\text{Cont'd} \quad \frac{0.0}{22} \frac{1.2}{17} 1.5 \frac{0.8}{5}$$

Cont'd

$$\frac{13.1}{75} \frac{11.1}{50} \frac{11.0}{35} \frac{7.2}{28} \frac{11.5}{14.5}$$

Station	+	π ⁰⁸	-	Elev
		918.09		

12

+50

13

907.2

+16 X-See taken @ P.I.

07.1

+50 X-See. taken @ P.I

06.7

14

05.7

+50

T.P

3.20

⁰² 908.03

13.26

^{.82} 904.83

14+50

902.1

+65

Farm Ent Rt ^{902.3} LT

B.M

4.88

^{.14} 903.15

47. 2 Rt.

$$\begin{array}{r} +13.2 \\ 0.8 \\ 75 \end{array} \quad \begin{array}{r} +10.2 \\ 3.8 \\ 50 \end{array} \quad \begin{array}{r} +9.2 \\ 4.8 \\ 31 \end{array} \quad (14.0)$$

$$\begin{array}{r} +10.0 \\ 2.0 \\ 75 \end{array} \quad \begin{array}{r} +7.1 \\ 4.3 \\ 50 \end{array} \quad \begin{array}{r} +6.7 \\ 5.3 \\ 27 \end{array} \quad \begin{array}{r} +5.4 \\ 6.6 \\ 12 \end{array} \quad \begin{array}{r} +6.6 \\ 5.0 \\ 50 \end{array}$$

$$\begin{array}{r} 6.8 \\ 75 \end{array} \quad \begin{array}{r} 4.8 \\ 50 \end{array} \quad \begin{array}{r} 5.2 \\ 26 \end{array} \quad \begin{array}{r} 10.1 \\ 20 \end{array} \quad \begin{array}{r} 11.0 \\ 16 \end{array} \quad 10.9 \quad \begin{array}{r} 10.0 \\ 4 \end{array} \quad \begin{array}{r} 4.1 \\ 11 \end{array} \quad \begin{array}{r} 2.9 \\ 15 \end{array} \quad \begin{array}{r} 3.1 \\ 30 \end{array} \quad \begin{array}{r} 3.2 \\ 50 \end{array}$$

$$\begin{array}{r} 7.1 \\ 50 \end{array} \quad \begin{array}{r} 6.8 \\ 24 \end{array} \quad \begin{array}{r} 10.3 \\ 20 \end{array} \quad \begin{array}{r} 10.9 \\ 16 \end{array} \quad 11.0 \quad \begin{array}{r} 10.8 \\ 3 \end{array} \quad \begin{array}{r} 5.0 \\ 11 \end{array} \quad \begin{array}{r} 2.8 \\ 18 \end{array} \quad \begin{array}{r} 2.7 \\ 50 \end{array}$$

$$\begin{array}{r} 11.9 \\ 50 \end{array} \quad \begin{array}{r} 9.9 \\ 26 \end{array} \quad \begin{array}{r} 7.9 \\ 8 \end{array} \quad \begin{array}{r} 11.2 \\ 3 \end{array} \quad 11.4 \quad \begin{array}{r} 10.9 \\ 19 \end{array} \quad \begin{array}{r} 7.9 \\ 23 \end{array} \quad \begin{array}{r} 5.8 \\ 36 \end{array} \quad \begin{array}{r} 5.8 \\ 50 \end{array}$$

$$\begin{array}{r} 15.0 \\ 50 \end{array} \quad \begin{array}{r} 12.4 \\ 4 \end{array} \quad 12.4 \quad \begin{array}{r} 12.4 \\ 22 \end{array} \quad \begin{array}{r} 11.6 \\ 28 \end{array} \quad \begin{array}{r} 8.2 \\ 38 \end{array} \quad \begin{array}{r} 8.2 \\ 50 \end{array}$$

Cont'd 16.0 $\begin{array}{r} 14.7 \\ 26 \end{array} \quad \begin{array}{r} 15.7 \\ 39 \end{array} \quad \begin{array}{r} 13.2 \\ 43 \end{array} \quad \begin{array}{r} 13.0 \\ 50 \end{array}$

$$\begin{array}{r} 7.8 \\ 50 \end{array} \quad \begin{array}{r} 8.4 \\ 13 \end{array} \quad 5.9 \quad \begin{array}{r} 4.8 \\ 4 \end{array}$$

$$\begin{array}{r} 7.0 \\ 100 \end{array} \quad \begin{array}{r} 8.0 \\ 50 \end{array} \quad \begin{array}{r} 7.4 \\ 25 \end{array} \quad 5.7 \quad \begin{array}{r} 4.7 \\ 18 \end{array} \quad \begin{array}{r} 4.8 \\ 44 \end{array} \quad \begin{array}{r} 5.2 \\ 60 \end{array} \quad \begin{array}{r} 2.0 \\ 100 \end{array}$$

90311 R.R. Spike 36" Oak 47' Rt. Sta. 14190

Sta.	+	π	-	Elev.
B.M.	3.07	906.18		903.11
15				900.1
1				
+50				898.1
16				97.2
+50				96.4
17				97.0
+25				98.6
+70				97.8
18				899.4
T.P.	2.51	904.54	4.15	901.7 902.03
+20				902.7
+50				899.6

W.H.G. Oct. 6, 1936
K.A.
L.B.H.
A.M.

17

LK 2 RH

R.P. Spike in 30'02" Ant. Lts. 14490

2
 $\frac{8.7}{50}$ $\frac{8.8}{23}$ $\frac{8.3}{5}$ $\frac{6.1}{1}$ $\frac{4.6}{3}$ $\frac{4.1}{11}$ $\frac{3.9}{20}$ $\frac{5.1}{42}$ $\frac{4.1}{47}$ $\frac{4.1}{50}$

1
 $\frac{11.6}{50}$ $\frac{11.4}{25}$ $\frac{10.2}{4}$ $\frac{8.1}{1}$ $\frac{5.5}{7}$ $\frac{4.6}{13}$ $\frac{4.0}{21}$ $\frac{5.4}{37}$ $\frac{5.8}{41}$ $\frac{3.1}{47}$ $\frac{7.8}{50}$

low spot
No Outlet
 $\frac{13.6}{50}$ $\frac{11.3}{5}$ $\frac{9.0}{1}$ $\frac{5.3}{13}$ $\frac{4.8}{22}$ $\frac{5.0}{31}$ $\frac{5.7}{34}$ $\frac{5.7}{26}$ $\left(\frac{4.8}{46} \frac{4.8}{50}\right)$

1
 $\frac{14.3}{50}$ $\frac{12.0}{14}$ $\frac{9.8}{1}$ $\frac{9.0}{4}$ $\frac{6.6}{10}$ $\frac{6.1}{20}$ $\frac{6.3}{29}$ $\frac{6.9}{31}$ $\frac{6.9}{33}$ $\frac{0.9}{40}$ $\frac{0.9}{50}$

1
 $\frac{10.2}{37}$ $\frac{9.8}{21}$ $\frac{9.2}{1}$ $\frac{8.6}{7}$ $\frac{7.9}{9}$ $\frac{7.6}{19}$ $\frac{7.7}{31}$ $\frac{5.0}{28}$ $\frac{5.0}{50}$

1
 $\frac{8.0}{37}$ $\frac{7.7}{13}$ $\frac{7.6}{1}$ $\frac{7.6}{3}$ $\frac{8.2}{5}$ $\frac{8.0}{8}$ $\frac{7.6}{18}$ $\frac{7.9}{32}$ $\frac{6.3}{35}$ $\frac{6.0}{50}$

1
 $\frac{9.5}{50}$ $\frac{8.7}{35}$ $\frac{7.7}{16}$ $\frac{8.4}{1}$ $\frac{8.0}{7}$ $\frac{7.8}{13}$ $\frac{7.7}{26}$ $\frac{8.2}{32}$ $\frac{8.0}{50}$

1
 $\frac{7.7}{50}$ $\frac{6.8}{34}$ $\frac{5.4}{5}$ $\frac{6.8}{0}$ $\frac{7.5}{5}$ $\frac{7.5}{16}$ $\frac{7.7}{25}$ $\frac{8.0}{30}$ $\frac{8.2}{50}$

- 4 Old Rel.

1
 $\frac{5.8}{50}$ $\frac{5.4}{42}$ $\frac{7.9}{20}$ $\frac{1.8}{6}$ $\frac{2.8}{1}$ $\frac{3.0}{1}$ $\frac{6.0}{6}$ $\frac{5.7}{16}$ $\frac{6.0}{24}$ $\frac{5.1}{32}$ $\frac{5.1}{50}$

1
 $\frac{8.7}{50}$ $\frac{8.2}{43}$ $\frac{5.4}{19}$ $\frac{4.4}{7}$ $\frac{4.9}{1}$ $\frac{6.1}{2}$ $\frac{6.1}{15}$ $\frac{6.4}{26}$ $\frac{2.1}{34}$ $\frac{2.1}{50}$

Sta.	+	π	-	Elev.
19		904.54		897.9 898.9
+50				97.8
+80				95.3
20				97.9
T.P.	2.75	897.95	9.34	895.20
+55				94.3
21				96.1
+25				95.0
+50				91.5
T.P.	1.24	888.21	10.98	886.97
+75				86.1
22				81.4
+25				

4. ϵ Δ ϵ old Δ

$$\begin{array}{r} 98 \\ 50 \end{array} \quad \begin{array}{r} 38 \\ 45 \end{array} \quad \begin{array}{r} 55 \\ 29 \end{array} \quad \begin{array}{r} 45 \\ 8 \end{array} \quad \begin{array}{r} 49 \\ 2 \end{array} \quad 66 \quad \begin{array}{r} 7.5 \\ 2 \end{array} \quad \begin{array}{r} 7.3 \\ 10 \end{array} \quad \begin{array}{r} 7.8 \\ 28 \end{array} \quad \begin{array}{r} 2.4 \\ 25 \end{array} \quad 12 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 55 \\ 50 \end{array} \quad \begin{array}{r} 60 \\ 21 \end{array} \quad \begin{array}{r} 47 \\ 12 \end{array} \quad \begin{array}{r} 55 \\ 1 \end{array} \quad \begin{array}{r} 67 \\ 1 \end{array} \quad \begin{array}{r} 9.2 \\ 3 \end{array} \quad \begin{array}{r} 8.8 \\ 17 \end{array} \quad \begin{array}{r} 9.2 \\ 30 \end{array} \quad \begin{array}{r} 2.7 \\ 41 \end{array} \quad \begin{array}{r} 1.6 \\ 45 \end{array} \quad 16 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 3.2 \\ 50 \end{array} \quad \begin{array}{r} 3.5 \\ 31 \end{array} \quad \begin{array}{r} 3.7 \\ 12 \end{array} \quad \begin{array}{r} 9.3 \\ 7 \end{array} \quad 9.2 \quad \begin{array}{r} 10.2 \\ 10 \end{array} \quad \begin{array}{r} 9.8 \\ 20 \end{array} \quad \begin{array}{r} 10.2 \\ 36 \end{array} \quad \begin{array}{r} 3.6 \\ 50 \end{array} \quad 1.0$$

$$\begin{array}{r} 3.0 \\ 50 \end{array} \quad \begin{array}{r} 3.4 \\ 37 \end{array} \quad \begin{array}{r} 4.2 \\ 15 \end{array} \quad \begin{array}{r} 5.3 \\ 1 \end{array} \quad \begin{array}{r} 6.6 \\ 1 \end{array} \quad \begin{array}{r} 12.2 \\ 7 \end{array} \quad \begin{array}{r} 10.8 \\ 22 \end{array} \quad \begin{array}{r} 11.1 \\ 32 \end{array} \quad \begin{array}{r} 13.2 \\ 37 \end{array} \quad \begin{array}{r} 13.2 \\ 42 \end{array} \quad \begin{array}{r} 3.5 \\ 50 \end{array}$$

$$\begin{array}{r} 1.8 \\ 50 \end{array} \quad \begin{array}{r} 1.2 \\ 33 \end{array} \quad \begin{array}{r} 2.5 \\ 12 \end{array} \quad \begin{array}{r} 3.7 \\ 1 \end{array} \quad \begin{array}{r} 4.6 \\ 7 \end{array} \quad \begin{array}{r} 6.4 \\ 10 \end{array} \quad \begin{array}{r} 6.5 \\ 29 \end{array} \quad \begin{array}{r} 6.7 \\ 39 \end{array} \quad \begin{array}{r} 6.7 \\ 44 \end{array} \quad \begin{array}{r} 8.1 \\ 50 \end{array}$$

$$\begin{array}{r} 4.7 \\ 50 \end{array} \quad \begin{array}{r} 4.0 \\ 46 \end{array} \quad \begin{array}{r} 1.8 \\ 29 \end{array} \quad \begin{array}{r} 1.3 \\ 11 \end{array} \quad \begin{array}{r} 1.9 \\ 1 \end{array} \quad \begin{array}{r} 4.0 \\ 18 \end{array} \quad \begin{array}{r} 5.7 \\ 21 \end{array} \quad \begin{array}{r} 8.8 \\ 27 \end{array} \quad \begin{array}{r} 9.2 \\ 42 \end{array} \quad \begin{array}{r} 9.9 \\ 50 \end{array}$$

$$\begin{array}{r} 2.1 \\ 50 \end{array} \quad \begin{array}{r} 4.1 \\ 25 \end{array} \quad \begin{array}{r} 3.2 \\ 18 \end{array} \quad \begin{array}{r} 3.0 \\ 1 \end{array} \quad \begin{array}{r} 6.0 \\ 27 \end{array} \quad \begin{array}{r} 11.0 \\ 38 \end{array} \quad \begin{array}{r} 11.1 \\ 51 \end{array} \quad \begin{array}{r} 12.2 \\ 60 \end{array}$$

$$\begin{array}{r} 1.6 \\ 50 \end{array} \quad \begin{array}{r} 9.8 \\ 38 \end{array} \quad \begin{array}{r} 7.3 \\ 17 \end{array} \quad \begin{array}{r} 6.5 \\ 1 \end{array} \quad \begin{array}{r} 7.0 \\ 15 \end{array} \quad \begin{array}{r} 10.2 \\ 38 \end{array} \quad \begin{array}{r} 13.2 \\ 45 \end{array} \quad \begin{array}{r} 13.0 \\ 62 \end{array}$$

$$\begin{array}{r} 6.6 \\ 50 \end{array} \quad \begin{array}{r} 4.2 \\ 21 \end{array} \quad \begin{array}{r} 2.1 \\ 1 \end{array} \quad \begin{array}{r} 1.5 \\ 76 \end{array} \quad \begin{array}{r} 1.6 \\ 42 \end{array} \quad \begin{array}{r} 3.7 \\ 50 \end{array} \quad \begin{array}{r} 5.0 \\ 56 \end{array} \quad \begin{array}{r} 4.7 \\ 74 \end{array}$$

$$\begin{array}{r} 13.0 \\ 50 \end{array} \quad \begin{array}{r} 10.0 \\ 75 \end{array} \quad \begin{array}{r} 6.8 \\ 1 \end{array} \quad \begin{array}{r} 6.0 \\ 23 \end{array} \quad \begin{array}{r} 5.2 \\ 50 \end{array} \quad \begin{array}{r} 5.3 \\ 63 \end{array} \quad \begin{array}{r} 5.0 \\ 85 \end{array}$$

contd

$$16.6 \quad \begin{array}{r} 13.8 \\ 23 \end{array} \quad \begin{array}{r} 10.6 \\ 40 \end{array} \quad \begin{array}{r} 7.6 \\ 66 \end{array} \quad \begin{array}{r} 6.9 \\ 87 \end{array} \quad \begin{array}{r} 6.9 \\ 97 \end{array}$$

Sta. + T - Elev.

888.21

22+50

23

+50

24

T.P. 0.27 877.67 10.81 877.40

22+75 - Cont'd

71.6

22+50

68.9

23

67.9

Water Surface

9.1

(868.6)

+50

67.7

24

69.5

+48

73.3

T.P. 11.15 887.19 1.63 876.04

✓ 9.35 896.26 0.28 886.91

4	2	8	+ 2 old Rd.			
	19.3	5.2	7.8	11.5	14.0	
	Cont'd	14.1	11.5	7.8	7.3	
		50	66	90	102	
			7.6	11.6	12.7	
	20.3		12.7	8.7	7.6	
	Cont'd		97	105	115	
	20.5		7.3	6.7		
	Cont'd		103	115		
	18.7		6.8	5.5	5.2	
	Cont'd		84	93	103	

$\frac{7.1}{75}$ $\frac{8.4}{60}$ $\frac{8.4}{38}$ $\frac{7.7}{17}$ $\frac{6.1}{1}$

88 $\frac{8.0}{23}$

$\frac{70.5}{10.5}$ $\frac{9.1}{100}$ $\frac{9.7}{50}$

$\frac{9.8}{1}$

$\frac{8.3}{50}$ $\frac{6.0}{64}$ $\frac{4.5}{78}$

$\frac{5.7}{100}$ $\frac{8.1}{83}$ $\frac{9.7}{50}$

$\frac{12.0}{1}$

$\frac{8.3}{50}$ $\frac{4.5}{70}$ $\frac{2.7}{85}$

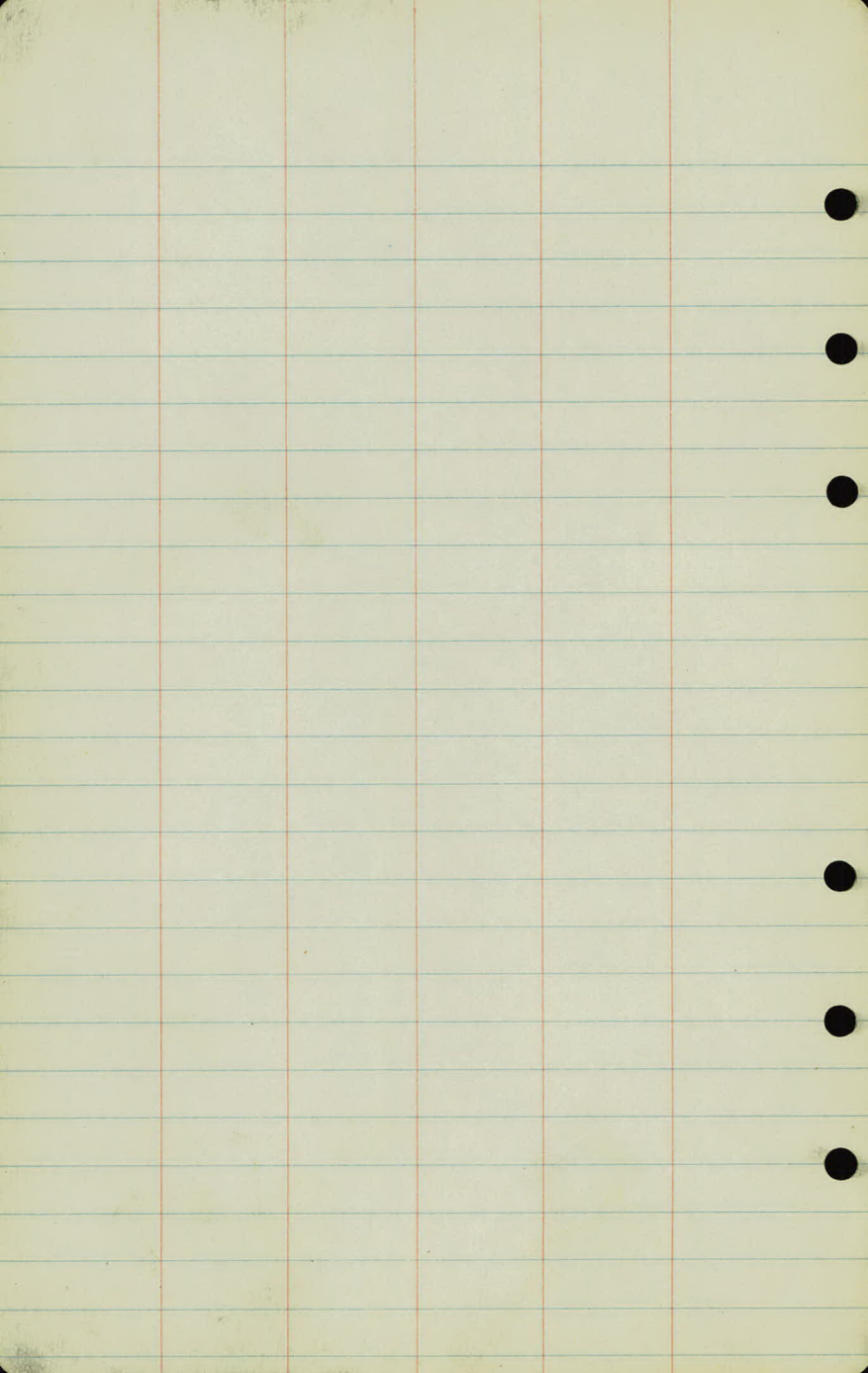
$\left(\frac{+1.5}{75}\right)$ $\frac{5.0}{50}$ $\frac{7.8}{29}$ $\frac{8.2}{1}$ $\frac{7.8}{32}$ $\frac{4.6}{50}$

$\left(\frac{+3.0}{50}\right)$ $\frac{1.6}{21}$ $\frac{4.4}{1}$ $\frac{1.5}{70}$ $\frac{8.0}{50}$

Sta.	+	18	-	Σ Val.
		896.26		
24460				85.3
+70				86.9
2540				89.4
+50				92.6
T.P.	13.00	90 8.68	0.58	895.68
+72				93.7
26400				898.2
+79				902.0
+47				904.0
+54				905.4
+67.5				905.9
B.M.			586	904.82

4.	2	21.	2019
$\frac{116}{50}$	$\frac{110}{25}$	$\frac{110}{26}$	$\frac{104}{27}$
$\frac{94}{50}$	$\frac{96}{25}$	$\frac{94}{18}$	$\frac{80}{73}$
$\frac{101}{50}$	$\frac{90}{32}$	$\frac{77}{7}$	$\frac{69}{41}$
$\frac{67}{50}$	$\frac{55}{20}$	$\frac{37}{21}$	$\frac{10}{28}$
$\frac{170}{50}$	$\frac{158}{38}$	$\frac{150}{13}$	$\frac{118}{22}$
$\frac{123}{50}$	$\frac{113}{36}$	$\frac{105}{8}$	$\frac{92}{12}$
$\frac{70}{50}$	$\frac{73}{34}$	$\frac{70}{10}$	$\frac{80}{7}$
$\frac{59}{50}$	$\frac{65}{22}$	$\frac{47}{12}$	$\frac{47}{10}$
$\frac{34}{50}$		$\frac{33}{21}$	$\frac{32}{50}$
$\frac{30}{50}$		$\frac{28}{50}$	

gov. 83



+76-Cor. Br.
9.4

+65.4 Cor. Br.
9.4

Bulkheads
Very Poor

+54.5-Cor. Br. #5

+40.3-Cor. Br. #4

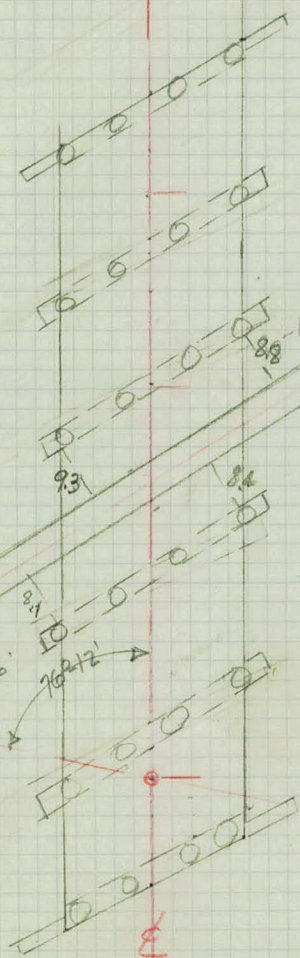
+20-Cor. Br. #3

Sea Line 0+00

+04-Cor. Br. #2

-0+16-Cor. Br.
9.4

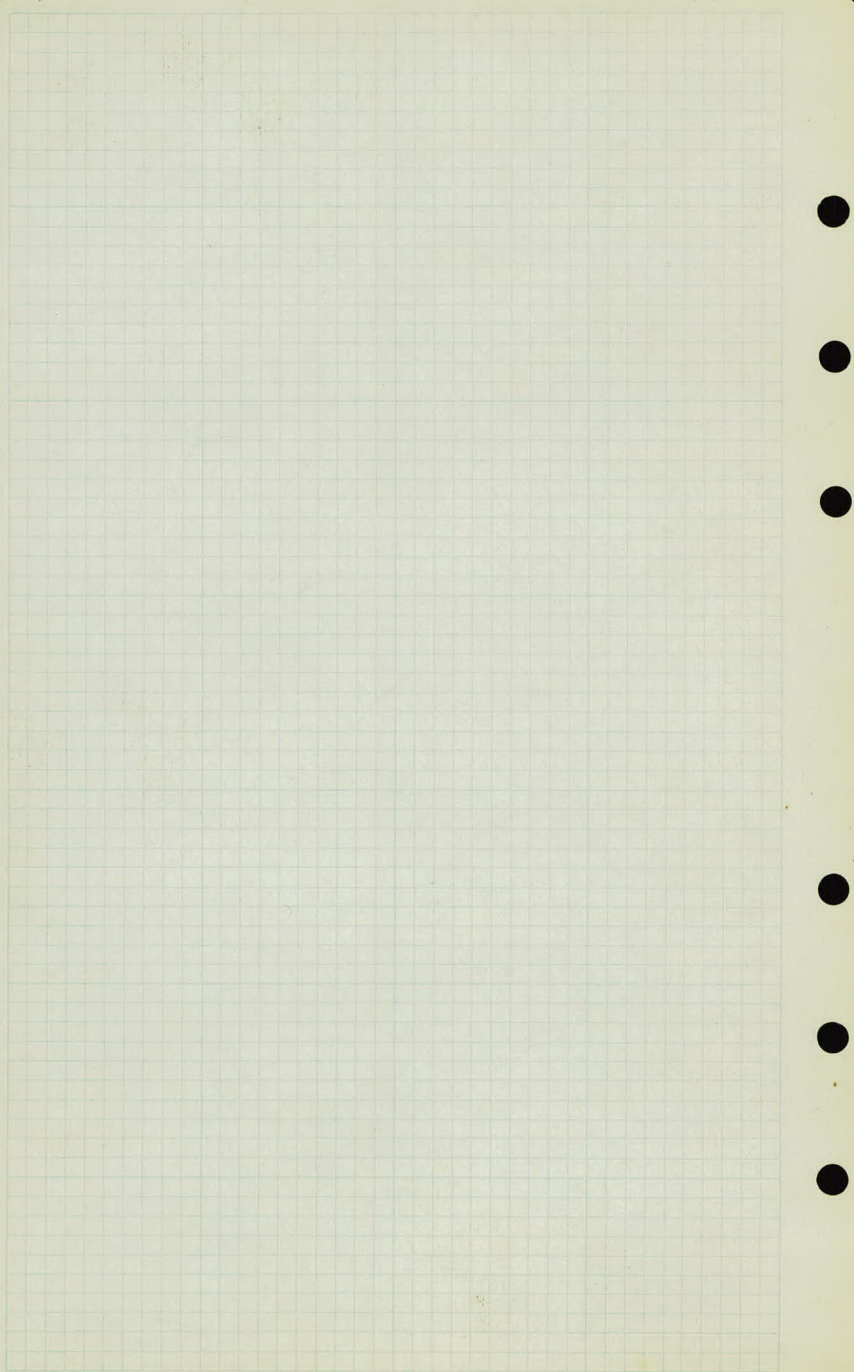
-0+06-Cor. Br.
9.4

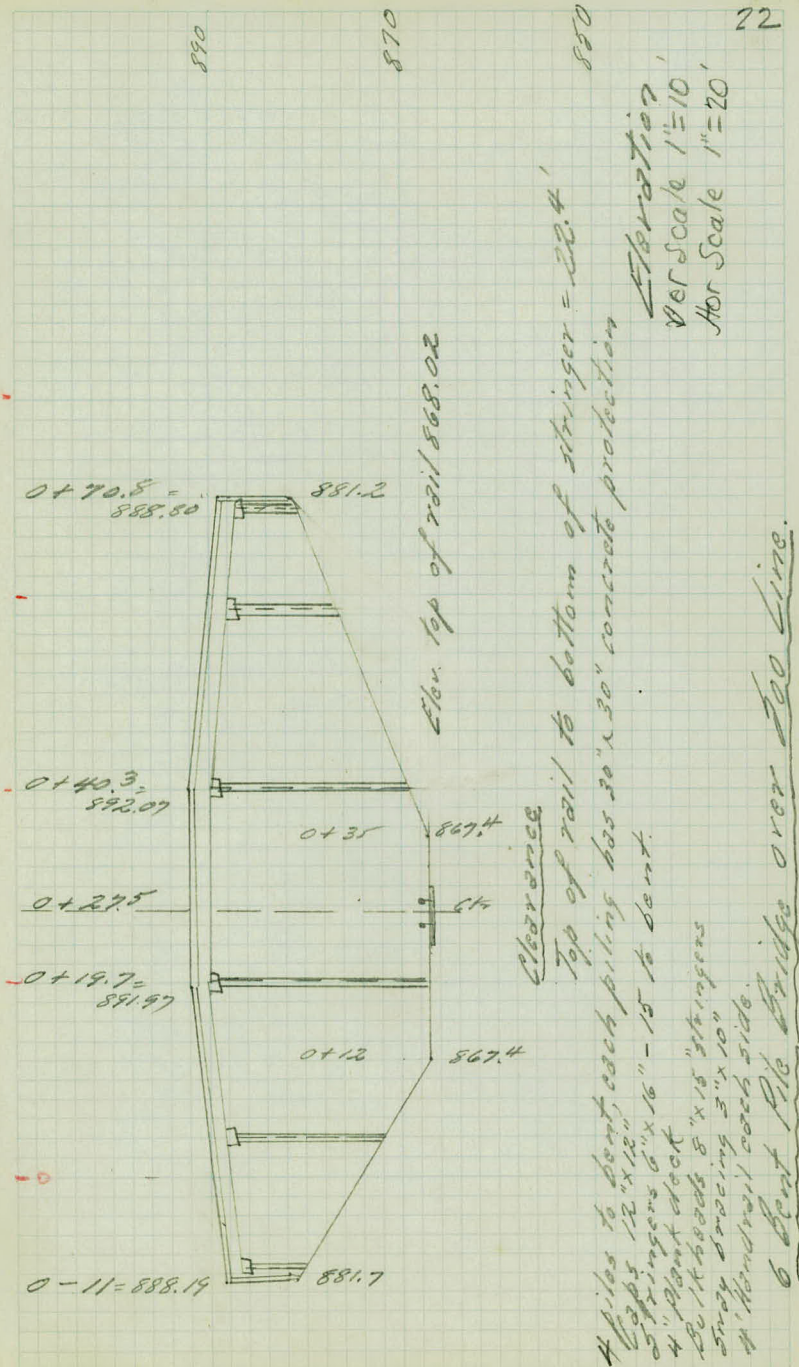


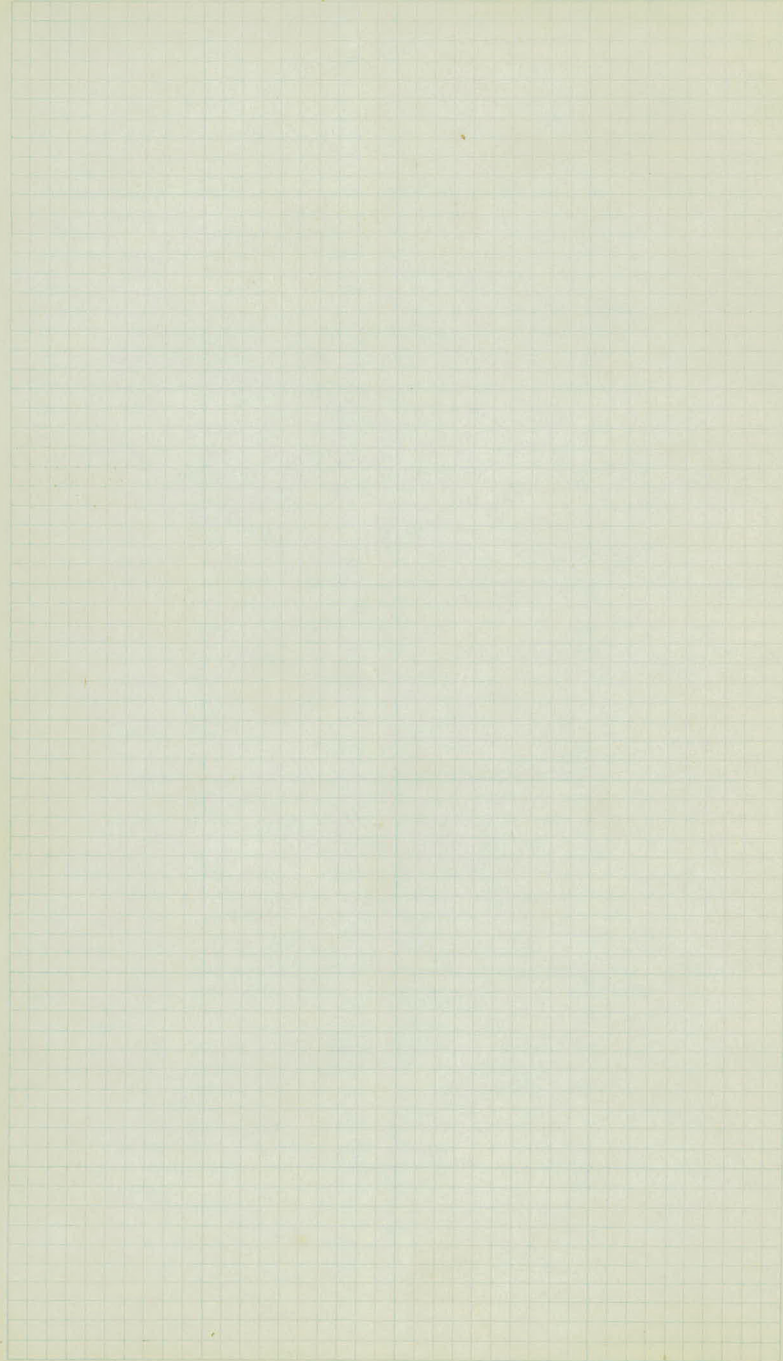
Plan

Scale 1" = 20'

Overhead @ Larpenetour Sea Line







"C" Line

DeSota St.

Larpentour to 13+18.3

W. H. Carlson
Oct. 30, 1936

Sta. Point

$\left. \begin{array}{l} (17+49.92) \\ \text{L.R.} \\ (13+18.30) \end{array} \right\} \text{P.O.T.}$

8422.17 P.O.T.

5485.90 P.O.T.

3455.44 P.O.T.

0+00

1/4-1/4 cor. Boat Spike

1.P.
9.93 918.75
9184.35

1.P. 6758.8
1.13 1.P. 6758.2
1.55

11X2

(340-3) 1.P.
366x
*1.09 1.P. (340-3)

90-29' →

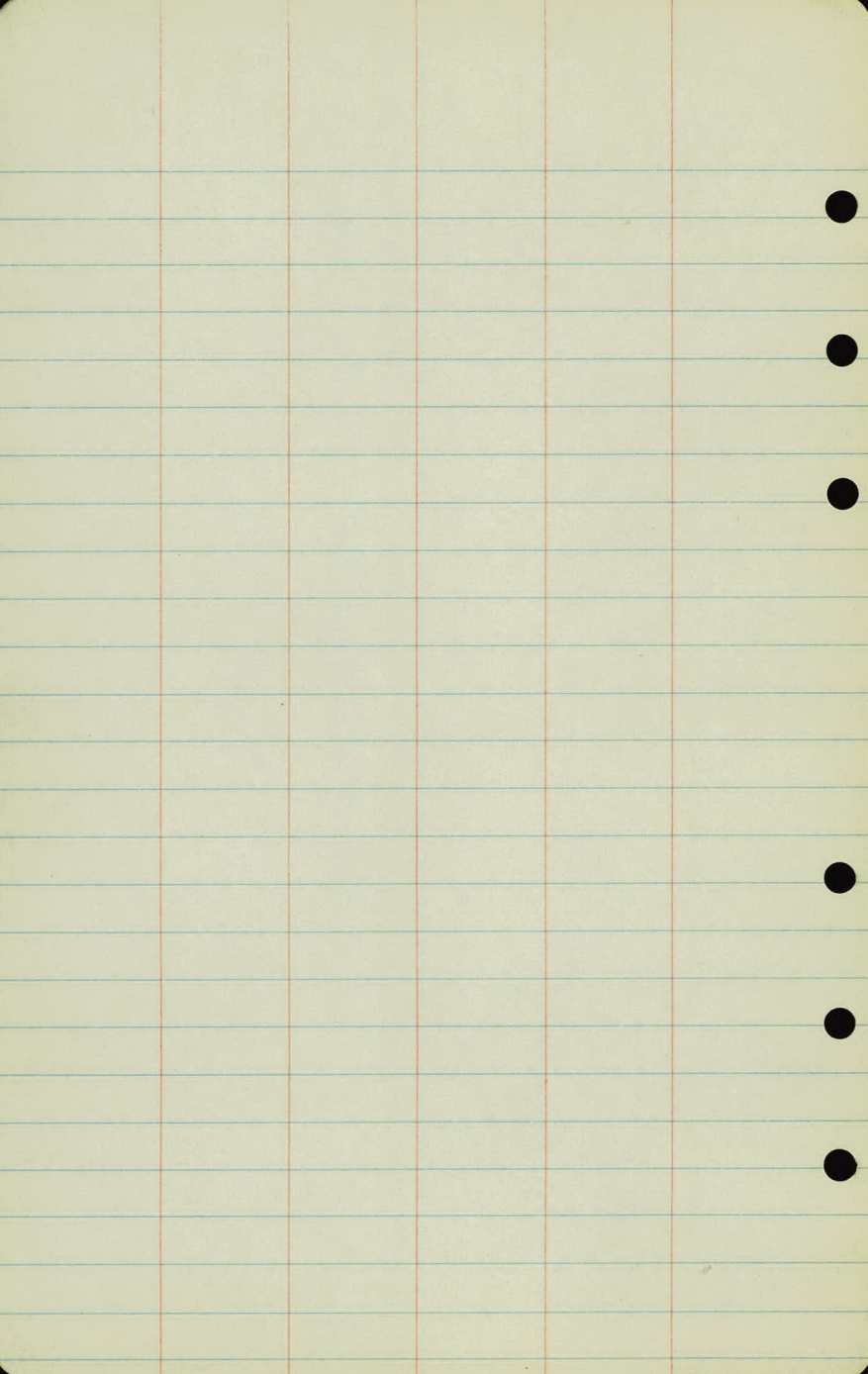
Larpenteur

Boat Spike

1/4-1/4 Corner.

For ties see De Soto Survey

Edgerton



Topography.
"C" Line

6

5

4

1

3

2

1

1

OTO. & Laspontan

F-7
F-5

Fence 6'
Stoa F. Cor. 5'
449-10" Oak E/d 3'

+96-7" Apple 18'
+78-2" Apple 14'
+61-6" Apple 10'
+56-6" Apple 18'
+38-N.W. Cor. Coop. 5'
+24-S.W. Cor. Coop. 5'
+17-6" Apple Tree 41'
+3-21" Oak 2'

+41-3" Oak E/d 3'

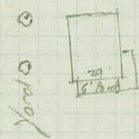
+43-End Road 7'
(10 Trees)

ES'

Pasture

+80-12" Oak E/d 3'
+81-N.W. Cor. 54' 28' 2" 100'
+46-S.W. Cor. 55' 28' 2" 100'
+47-14" Oak E/d 31'
+30-Pine Oak 21'
+12-12" Oak E/d 33'
+12-Red Oak 2-10" E/d 10'

+03-F. Cor. 3'



+88-14" Oak E/d 21'

+33-18" Oak 4'

+20-20" Red Oak 14'

Pasture

+36-Fence E/W

+70 Old Grade
+11 Old Grade

-04 16 Fence Line E/W

13+ 49.92
13+18.30

13.6 0-17'

12

3-20

11

10-26

750 15-3'

10

724 23-28

9

8

7

6

For Balance of
2025
See DeSoto Survey.

Cult.

DeSoto Travelled.

+84 - F. cor 2'

+79 - 21" Oak 4'

+50 - 18" Oak - 13'

+38 - Bog F. no wires

E Trail 24'

+97 - 18" Oak 17'

+48 - 1-S. F. 17' 2" x 20'

+51 - 14" Oak 11'

+44 - 12" Oak 15'

+27 - End F. 2'

F-2'

F-2.5

F-2.5

Cult.

Brush
Scattered
Oak
Brush 100 ft.

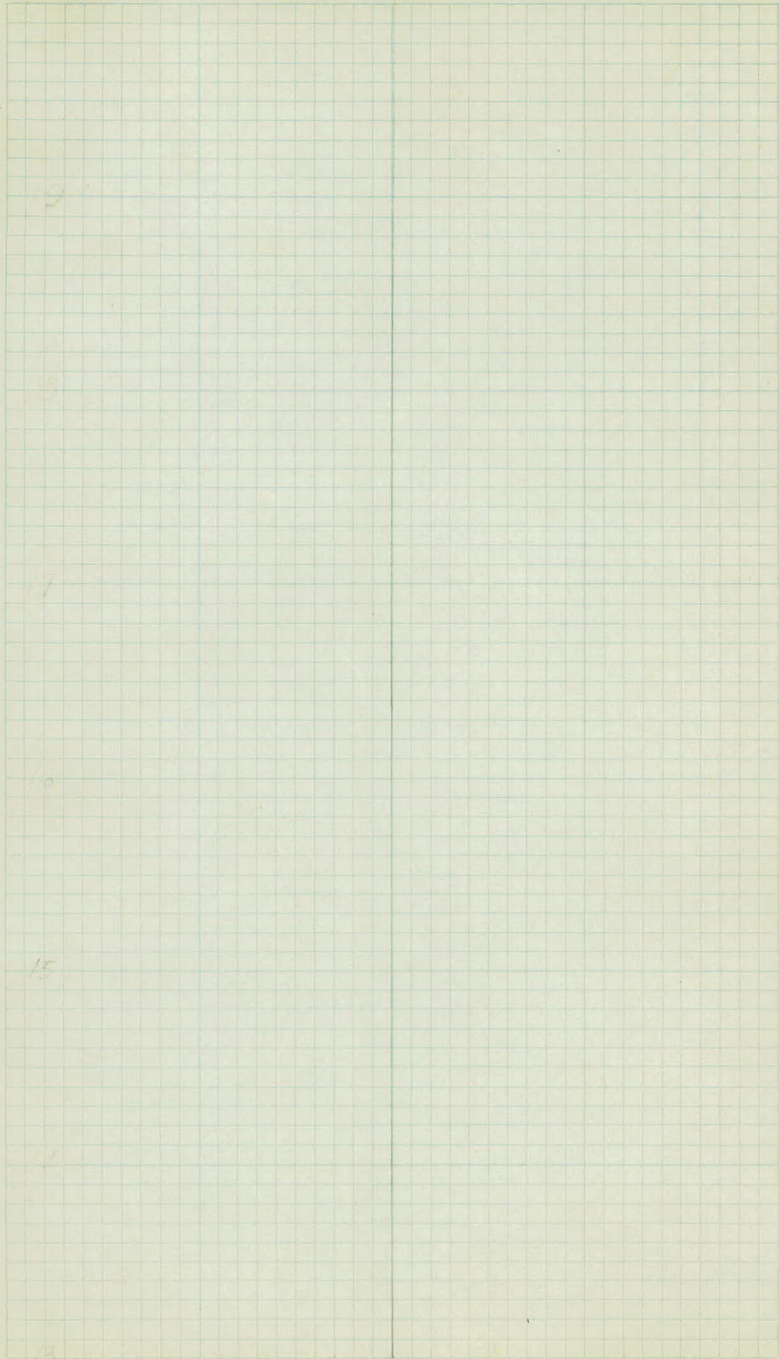
For Loc of Road
See DeSoto
Survey

+72 - Bog Fence No Wires
2.5

+57 - F. Cor. W. 9'

+48 - F. Cor. Chicken 4.5'

DeSoto



C Line
De Sota St.

Carpentier to St. 13+18.3

Sta.	+	π	-	Elev.
B.M.	4.63	891.52		886.89
T.P.			4.35	887.17 ✓
T.P.	2.04	879.95	13.61	877.91 ✓
T.P.	1.49	868.26	13.18	866.77 ✓
B.M.			5.39	861.87 ✓

0+00

53.3 -

+11

58.8 -

+20

59.0 -

+32

52.9 -

+50

53.5 -

+83

54.3 -

1+00

58.3 -

T.P.

11.92

878.69 ✓

1.49

866.79 ✓

1+50

69.9 -

T.P.

12.86

890.78 ✓

0.77

877.99 ✓

✓

12.75

899.11 ✓

9.89

887.19 ✓

887.17

4. 8 10

Spike in Cap Overhead Bridge.
Top of stake Sta. 2100

Spike in Oak 75' Lt. Sta. 0152

$$\begin{array}{r} 11.7 \\ 50.0 \end{array} \quad \begin{array}{r} 13.3 \\ 35.0 \end{array} \quad 15.0 \quad \begin{array}{r} 16.4 \\ 27.0 \end{array} \quad \begin{array}{r} 16.6 \\ 50.0 \end{array}$$

$$\begin{array}{r} 2.4 \\ 50.0 \end{array} \quad \begin{array}{r} 8.2 \\ 30.0 \end{array} \quad 7.5 \quad \begin{array}{r} 9.9 \\ 20.0 \end{array} \quad \begin{array}{r} 10.1 \\ 50.0 \end{array}$$

$$\begin{array}{r} 7.4 \\ 50.0 \end{array} \quad \begin{array}{r} 8.4 \\ 24.0 \end{array} \quad 9.3 \quad \begin{array}{r} 9.7 \\ 26.0 \end{array} \quad \begin{array}{r} 9.8 \\ 50.0 \end{array}$$

$$\begin{array}{r} 11.3 \\ 50.0 \end{array} \quad \begin{array}{r} 12.6 \\ 44.0 \end{array} \quad \begin{array}{r} 14.2 \\ 14.0 \end{array} \quad 15.4 \quad \begin{array}{r} 16.0 \\ 22.0 \end{array} \quad \begin{array}{r} 15.7 \\ 30.0 \end{array}$$

$$\begin{array}{r} 7.8 \\ 50.0 \end{array} \quad \begin{array}{r} 9.1 \\ 44.0 \end{array} \quad \begin{array}{r} 13.4 \\ 28.0 \end{array} \quad 14.8 \quad \begin{array}{r} 15.2 \\ 7.0 \end{array} \quad \begin{array}{r} 16.7 \\ 25.0 \end{array} \quad \begin{array}{r} 16.1 \\ 50.0 \end{array}$$

$$\begin{array}{r} 2.1 \\ 50.0 \end{array} \quad \begin{array}{r} 2.8 \\ 34.0 \end{array} \quad \begin{array}{r} 6.6 \\ 27.0 \end{array} \quad \begin{array}{r} 9.9 \\ 15.0 \end{array} \quad \begin{array}{r} 13.2 \\ 5.0 \end{array} \quad 14.0 \quad \begin{array}{r} 14.2 \\ 21.0 \end{array} \quad \begin{array}{r} 15.8 \\ 50.0 \end{array}$$

$$\begin{array}{r} +1.2 \\ 50.0 \end{array} \quad \begin{array}{r} 1.8 \\ 35.0 \end{array} \quad \begin{array}{r} 6.5 \\ 15.0 \end{array} \quad \begin{array}{r} 8.6 \\ 8.0 \end{array} \quad 10.0 \quad \begin{array}{r} 11.1 \\ 10.0 \end{array} \quad \begin{array}{r} 12.6 \\ 30.0 \end{array} \quad \begin{array}{r} 14.4 \\ 50.0 \end{array}$$

$$\begin{array}{r} 1.1 \\ 5.0 \end{array} \quad \begin{array}{r} 6.2 \\ 10 \end{array} \quad 8.8 \quad \begin{array}{r} 13.6 \\ 37 \end{array} \quad \begin{array}{r} 13.3 \\ 50 \end{array}$$

Stg.	+	✓ 899.44	-	ETCU.
2to		✓		86.2 - ✓
T.P.	13.19	911.87	0.76	898.68
2+50				01.2
3to		✓		10.9 ✓
T.P.	12.70	924.17	0.40	911.47
3+50				17.4
4to				20.6
4+50		✓		22.5 ✓
T.P.	5.79	929.04	0.92	923.75
5to				21.7
4+50				22.1
6to				21.7
6+50		✓		16.0 ✓
T.P.	0.16	916.99	12.21	916.83
7to				10.0

Lr E Rt.

$$\begin{array}{r} 5.0 \\ 50 \end{array} \quad \begin{array}{r} 9.2 \\ 25 \end{array} \quad \begin{array}{r} 11.0 \\ 10 \end{array} \quad 13.2 \quad \begin{array}{r} 16.0 \\ 28 \end{array} \quad \begin{array}{r} 17.0 \\ 50 \end{array}$$

$$\begin{array}{r} 9.9 \\ 50 \end{array} \quad \begin{array}{r} 10.3 \\ 25 \end{array} \quad \begin{array}{r} 10.7 \\ 21 \end{array} \quad \begin{array}{r} 11.6 \\ 21 \end{array} \quad \begin{array}{r} 10.3 \\ 50 \end{array}$$

$$\begin{array}{r} 4.6 \\ 50 \end{array} \quad \begin{array}{r} 2.5 \\ 25 \end{array} \quad \begin{array}{r} 1.0 \\ 25 \end{array} \quad \begin{array}{r} 2.0 \\ 25 \end{array} \quad \begin{array}{r} 10.6 \\ 50 \end{array}$$

Top Iron Man 2 Rt Ste. 3402

$$\begin{array}{r} 12.1 \\ 50 \end{array} \quad \begin{array}{r} 9.5 \\ 8 \end{array} \quad 6.8 \quad \begin{array}{r} 7.1 \\ 25 \end{array} \quad \begin{array}{r} 7.8 \\ 55 \end{array} \quad \begin{array}{r} 6.5 \\ 15 \end{array} \text{ 1st Floor}$$

$$\begin{array}{r} 2.1 \\ 50 \end{array} \quad \begin{array}{r} 6.0 \\ 33 \end{array} \quad \begin{array}{r} 5.1 \\ 9 \end{array} \quad \begin{array}{r} 3.7 \\ 3 \end{array} \quad \begin{array}{r} 3.6 \\ 36 \end{array} \quad \begin{array}{r} 5.9 \\ 50 \end{array}$$

$$\begin{array}{r} 1.0 \\ 50 \end{array} \quad \begin{array}{r} 0.8 \\ 36 \end{array} \quad \begin{array}{r} 1.6 \\ 9 \end{array} \quad \begin{array}{r} 1.7 \\ 11 \end{array} \quad \begin{array}{r} 3.8 \\ 11 \end{array} \quad \begin{array}{r} 6.1 \\ 50 \end{array}$$

$$\begin{array}{r} 2.7 \\ 50 \end{array} \quad \begin{array}{r} 3.1 \\ 37 \end{array} \quad \begin{array}{r} 5.6 \\ 5 \end{array} \quad \begin{array}{r} 7.3 \\ 9 \end{array} \quad \begin{array}{r} 2.5 \\ 9 \end{array} \quad \begin{array}{r} 1.0 \\ 50 \end{array} = \text{E. Bank}$$

$$\begin{array}{r} 4.3 \\ 50 \end{array} \quad \begin{array}{r} 5.0 \\ 40 \end{array} \quad \begin{array}{r} 6.3 \\ 8 \end{array} \quad \begin{array}{r} 6.9 \\ 26 \end{array} \quad \begin{array}{r} 7.2 \\ 26 \end{array} \quad \begin{array}{r} 12.0 \\ 42 \end{array} \text{ Edge Bank}$$

$$\begin{array}{r} 7.8 \\ 50 \end{array} \quad \begin{array}{r} 7.7 \\ 40 \end{array} \quad \begin{array}{r} 8.1 \\ 11 \end{array} \quad \begin{array}{r} 7.3 \\ 11 \end{array} \quad \begin{array}{r} 8.1 \\ 7 \end{array} = \text{Edge Bank} \quad \begin{array}{r} 14.5 \\ 35 \end{array} = \text{Edge Bank}$$

$$\begin{array}{r} 9.7 \\ 50 \end{array} \quad \begin{array}{r} 11.3 \\ 6 \end{array} \quad \begin{array}{r} 13.0 \\ 6 \end{array} \quad \begin{array}{r} 29.5 \\ 37 \end{array} = \text{Edge Bank}$$

$$\begin{array}{r} 0.5 \\ 50 \end{array} \quad \begin{array}{r} 1.5 \\ 40 \end{array} \quad \begin{array}{r} 7.0 \\ 24 \end{array} \quad \begin{array}{r} 11.2 \\ 24 \end{array} = \text{Edge Bank}$$

Sta.	x	T ✓	-	Elev.
		916.99		
7+35		✓		07.5 ✓
T.P.	4.86	913.87	7.98	909.01 ✓
7+50				08.3
8+0		✓		10.7 ✓
T.P.	1.65	912.09	3.43	910.44 ✓
8+50				09.7
9+0				06.8
9+50				07.2
10+0		✓		04.7 ✓
T.P.	7.79	910.23	9.65	902.44 ✓
10+40				98.1
10+50				97.2
11+0				01.8
160		✓		04.0 ✓
T.P.	10.82	917.10	3.35	906.88 ✓

4. 2 Rt.

95

$$\left(\frac{+3.5}{50}\right) \left(\frac{+13}{34}\right) \quad 5.6 \quad \frac{10.8}{19} \quad \frac{16.2}{28} \quad \frac{15.5}{34} \quad \frac{15.2}{41} \quad \frac{10.5}{50}$$

$$\left(\frac{+5.0}{50}\right) \left(\frac{+20}{25}\right) \quad 3.2 \quad \frac{7.5}{20} \quad \frac{15.5}{31} \quad R.D. \quad \frac{15.2}{50}$$

$$\left(\frac{+4.0}{50}\right) \quad \frac{00}{14} \quad 2.4 \quad \frac{6.4}{18} \quad \frac{12.6}{28} \quad R.D. \quad \frac{12.7}{50}$$

$$\left(\frac{+2.0}{50}\right) \quad \frac{00}{36} \quad \frac{2.3}{19} \quad 5.3 \quad \frac{8.4}{19} \quad \frac{11.4}{23} \quad \frac{11.0}{36} \quad \frac{11.2}{47} \quad \frac{12.7}{50}$$

$$\frac{1.1}{50} \quad \frac{2.7}{25} \quad 4.9 \quad \frac{5.8}{12} \quad \frac{9.2}{16} \quad \frac{9.4}{33} \quad \frac{9.9}{43} \quad \frac{8.8}{46} \quad \frac{8.8}{50}$$

$$\frac{4.9}{50} \quad \frac{6.4}{25} \quad 7.4 \quad \frac{8.5}{11} \quad \frac{9.6}{13} \quad \frac{9.8}{31} \quad \frac{10.2}{41} \quad \frac{9.1}{47} \quad \frac{9.1}{50}$$

$$\frac{11.7}{50} \quad \frac{12.0}{25} \quad \frac{12.8}{5} \quad \frac{12.1}{5} \quad \frac{8.4}{10} \quad \frac{7.7}{30} \quad \frac{8.7}{43} \quad \frac{6.8}{48} \quad \frac{6.8}{50}$$

$$\frac{12.4}{50} \quad \frac{13.1}{25} \quad \frac{13.7}{21} \quad \frac{13.0}{5} \quad \frac{8.1}{8} \quad \frac{7.5}{23} \quad \frac{8.0}{32} \quad \frac{9.0}{34} \quad \frac{10.3}{50}$$

$$\frac{10.0}{50} \quad \frac{9.4}{25} \quad \frac{9.3}{6} \quad \frac{8.4}{5} \quad \frac{7.5}{10} \quad \frac{7.3}{18} \quad \frac{7.8}{28} \quad \frac{10.5}{35} \quad \frac{11.0}{50}$$

$$\frac{5.5}{3} \quad \frac{6.2}{5} \quad \frac{6.1}{12} \quad \frac{6.9}{24} \quad \frac{6.1}{29} \quad \frac{6.2}{50}$$

Sta.

+

T ✓

-

Elev.

917.70

11+60

12+0

05.7

150

07.2

13

07.1

13+18.3

68.12+ 09.92

T.P.

B.M.

1.80

09.05

909.07

10.45

5.83

07.25 ✓

907.27

903.24

03.22

L.

C

R.

$$\frac{20}{50}$$

$$\frac{30}{35}$$

$$\frac{36}{16}$$

$$(13.7)$$

$$\frac{25}{50}$$

$$\frac{26}{22}$$

$$\frac{46}{72}$$

$$\frac{11.4}{21}$$

$$\frac{12.0}{21}$$

$$\frac{11.9}{11}$$

$$\frac{12.0}{24}$$

$$\frac{9.5}{29}$$

$$\frac{9.4}{50}$$

$$\frac{32}{50}$$

$$\frac{32}{25}$$

$$\frac{48}{12}$$

$$\frac{103}{4}$$

$$\frac{105}{21}$$

$$\frac{104}{9}$$

$$\frac{106}{21}$$

$$\frac{29}{30}$$

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

EN

$$\frac{82}{50}$$

$$\frac{70}{25}$$

$$\frac{68}{9}$$

$$\frac{106}{2}$$

$$\frac{106}{9}$$

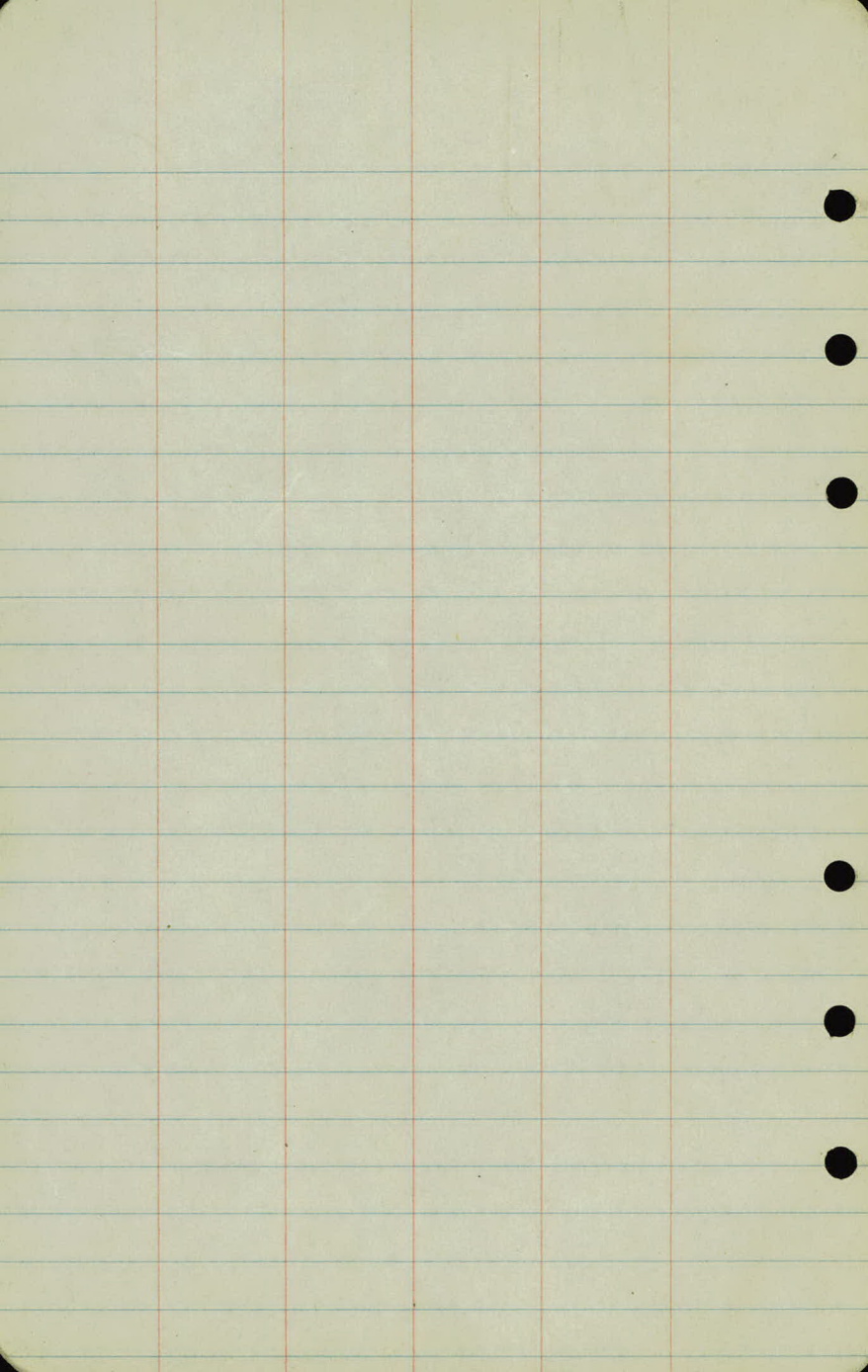
$$\frac{102}{9}$$

$$\frac{105}{78}$$

$$\frac{50}{78}$$

$$\frac{2.2}{34}$$

$$\frac{2.1}{50}$$



De Soto St
Slap & Stokes

6 Pages

Sta.	+	x	-	Grade.
B.M.	2.99	704.35		907.34
T.P.	7.42	907.45	6.32	898.03
B.M.			0.99	906.46

9 03.0

+50 03.2

10 03.4

+18 03.4

+50 03.6

11 03.7

+50 03.8

+83 03.5

12 03.6

Gr. Road.

Nail in Ctr. 130' Bl. 5100

Spk. in 20" Oak 100' Lt. 510100

4.0

4.0

$$26.4 / \begin{array}{r} 98 \\ -38 \end{array}$$

$$\begin{array}{r} 51 \\ -11 \end{array}$$

3.8

$$56.0 / \begin{array}{r} 108 \\ -70 \end{array}$$

$$\begin{array}{r} 51 \\ -13 \end{array}$$

$$\begin{array}{r} 6.1 \\ -2.9 / 21.9 \end{array}$$

3.7

$$33.3 / \begin{array}{r} 98 \\ -61 \end{array}$$

$$\begin{array}{r} 48 \\ -11 \end{array}$$

$$\begin{array}{r} 5.3 \\ -4.5 / 28.5 \end{array}$$

3.6

$$57.0 / \begin{array}{r} 26 \\ +10 \end{array}$$

$$\begin{array}{r} 9.5 \\ -0.9 \end{array}$$

$$\begin{array}{r} 7.6 \\ -4.0 / 27.0 \end{array}$$

3.5

$$\begin{array}{r} 52 \\ +0.5 \end{array}$$

$$12.1 / 25.1$$

Sta	+	Δ	-	Elev
B.M.	8.80	911.91		903.11
T.P.	10.49	917.77	7.63	907.28
12				90.3.6

+18				0.36
-----	--	--	--	------

+50				03.4
-----	--	--	--	------

13				03.0
----	--	--	--	------

+16				0.28
-----	--	--	--	------

+50				0.25
-----	--	--	--	------

14				0.19
----	--	--	--	------

B.M.	3.51	906.62		903.11
------	------	--------	--	--------

+50				01.2
-----	--	--	--	------

+65				01.0
-----	--	--	--	------

15				00.4
----	--	--	--	------

+50				99.6
-----	--	--	--	------

Gr. Rod

Lt.

L

Rt.

Spt in 40" Oak 47' Rt. Sta. 14+90

BM 1234	918.80	906.46
	6	
	15.2	146
		+106
		+22.0/90.6

14.2	130	1.3
		+11.9

12.9
+1.3

15.2

14.4	140	4.3	11	105.0	47	4.2
		+101				+102

11.6
+1.8

15.2

14.2
+1.0

6.0
+10.2/51.6

14.8	102.0	5.6
		+12.2

12.0	4.4
	+104

14.8
+4.0

15.8

14.7
+1.1

3.6
+12.2/60.6

15.0	92.0	9.8	6.9
		+5.8	+6.0

12.0	5.8
	+102

10.7
+10.9

16.0

+40

16.2

15.5
+0.7

2.7
+13.2/62.9

15.3	71.0	12.8
		+2.4

12.0	11.1
	+102

10.8
+10.5

16.3

3.7
+11.6/39.0

15.9	57.0	14.9
		+1.0

12.0
+3.9

7.7
+10.2/39.0

5.4	31.0	7.0
		+10.4

3.1
+10.3

1.9
+10.5/39.0

5.6	14.0	1.9
		+3.7

3.7
+1.9

6.2	24.0	9.2
		+3.0

4.6
+1.6

3.1
+10.4/10.0

1.2
+7.4/2.0

7.0	21.6	11.2
		+4.2

5.6
+1.4

2.2
+4.8/10.0

10.7
+10.0

12.2
+10.2/109.0

Sta	+	$\bar{X}$	-	Elev
		706.62		
16				988
+50				980
T.P.	1.79	906.89	7.42	899.20
17				972
+25				96.8
+70				96.1
18				95.6
+20				95.3
T.P.	2.00	907.20		899.20
+50				94.8
19				94.0
+50				93.2
+80				92.7

Gr. Rod Lt R Rt.

$$2.8 \quad \begin{array}{r} 32.0 \\ 12.8 \\ \hline -50 \end{array} \quad \begin{array}{r} 79 \\ -61 \\ \hline 18 \end{array} \quad \begin{array}{r} 12.8 \\ 100. \\ \hline +102 \end{array} \quad \begin{array}{r} 14.9 \\ 100. \\ \hline +102 \end{array}$$

$$2.6 \quad \begin{array}{r} 27.9 \\ 12.9 \\ \hline -43 \end{array} \quad \begin{array}{r} 89 \\ -63 \\ \hline 26 \end{array} \quad \begin{array}{r} 12.9 \\ 100. \\ \hline +102 \end{array} \quad \begin{array}{r} 10.2 \\ 100. \\ \hline +102 \end{array}$$

Top Slump Lt 17110

$$2.8 \quad \begin{array}{r} 32.0 \\ 11.0 \\ \hline -20.8 \end{array} \quad \begin{array}{r} 99 \\ 109 \\ \hline +10.9 \end{array} \quad \begin{array}{r} 5.4 \\ 47.0 \\ \hline +41.6 \end{array} \quad \begin{array}{r} 13 \\ 71.0 \\ \hline +58.0 \end{array} \quad \begin{array}{r} 16.0 \\ 100.0 \\ \hline +84.0 \end{array}$$

$$10.2 \quad \begin{array}{r} 57.0 \\ 9.0 \\ \hline +48.0 \end{array} \quad \begin{array}{r} 87 \\ 115 \\ \hline +28.0 \end{array} \quad \begin{array}{r} 6.7 \\ 3.5 \\ \hline 10.2 \end{array} \quad \begin{array}{r} 4.2 \\ 100.0 \\ \hline +95.8 \end{array}$$

$$10.9 \quad \begin{array}{r} 52.0 \\ 10.9 \\ \hline +41.1 \end{array} \quad \begin{array}{r} 92 \\ 117 \\ \hline +25.0 \end{array} \quad \begin{array}{r} 9.0 \\ 11.9 \\ \hline +2.9 \end{array} \quad \begin{array}{r} 9.1 \\ 11.8 \\ \hline +2.7 \end{array}$$

$$11.4 \quad \begin{array}{r} 60.0 \\ 9.3 \\ \hline +50.7 \end{array} \quad \begin{array}{r} 42.0 \\ 9.8 \\ \hline +32.2 \end{array} \quad \begin{array}{r} 7.3 \\ 14.1 \\ \hline +6.8 \end{array} \quad \begin{array}{r} 9.1 \\ 12.3 \\ \hline +3.2 \end{array} \quad \begin{array}{r} 8.6 \\ 12.8 \\ \hline +4.2 \end{array}$$

$$11.7 \quad \begin{array}{r} 15.0 \\ 5.9 \\ \hline +9.1 \end{array} \quad \begin{array}{r} 47.0 \\ 9.2 \\ \hline +37.8 \end{array} \quad \begin{array}{r} 7.5 \\ 19.2 \\ \hline +11.7 \end{array} \quad \begin{array}{r} 7.4 \\ 19.8 \\ \hline +12.4 \end{array}$$

Top Slp Lt 17110

$$12.4 \quad \begin{array}{r} 57.0 \\ 11.4 \\ \hline +45.6 \end{array} \quad \begin{array}{r} 8.3 \\ 19.1 \\ \hline +10.8 \end{array} \quad \begin{array}{r} 4.4 \\ 18.0 \\ \hline +13.6 \end{array} \quad \begin{array}{r} 7.1 \\ 15.3 \\ \hline +8.2 \end{array}$$

$$13.2 \quad \begin{array}{r} 50.0 \\ 12.3 \\ \hline +37.7 \end{array} \quad \begin{array}{r} 92 \\ 19.0 \\ \hline +73.0 \end{array} \quad \begin{array}{r} 4.1 \\ 17.0 \\ \hline +12.9 \end{array} \quad \begin{array}{r} 13 \\ 13.1 \\ \hline 26.1 \end{array} \quad \begin{array}{r} 7.0 \\ 10.0 \\ \hline +3.0 \end{array}$$

$$14.0 \quad \begin{array}{r} 123 \\ 12.7 \\ \hline 110.3 \end{array} \quad \begin{array}{r} 7.9 \\ 6.0 \\ \hline 13.9 \end{array} \quad \begin{array}{r} 47.0 \\ 16.0 \\ \hline 63.0 \end{array} \quad \begin{array}{r} 96 \\ 14.4 \\ \hline 110.4 \end{array} \quad \begin{array}{r} 96.0 \\ 19.1 \\ \hline 115.1 \end{array} \quad \begin{array}{r} 23 \\ 18.0 \\ \hline 41.0 \end{array} \quad \begin{array}{r} 4.5 \\ 18.5 \\ \hline 23.0 \end{array} \quad \begin{array}{r} 7.9 \\ 16.7 \\ \hline 24.6 \end{array}$$

$$14.5 \quad \begin{array}{r} 94.0 \\ 10.3 \\ \hline 83.7 \end{array} \quad \begin{array}{r} 6.2 \\ 6.0 \\ \hline 12.2 \end{array} \quad \begin{array}{r} 47.0 \\ 18.7 \\ \hline 65.7 \end{array} \quad \begin{array}{r} 12.0 \\ 12.5 \\ \hline 24.5 \end{array} \quad \begin{array}{r} 8.2 \\ 15.3 \\ \hline 23.5 \end{array} \quad \begin{array}{r} 36.0 \\ 18.9 \\ \hline 54.9 \end{array} \quad \begin{array}{r} 5.8 \\ 19.7 \\ \hline 25.5 \end{array}$$

Sta	+	X	-	Elev.	Rt
		902.20			Berm Elev
20				92.4	90.4
T.P.	1.41	896.75	11.84	895.36	
+55				91.5	5.7 88.2
21				90.8	86.4
+25				90.4	11.4 85.4
+50				90.0	11.9 88.4
T.P.	7.98	892.73	12.00	884.75	
+75				89.7	56.00 9.3 83.4
22				89.5	8.00 10.3 82.4
+25	1.08	888.62	10.19	888.54	31.8
+50				89.5	80.4
23				90.0	79.2
+50				91.1	79.7

Gr. Rod Lt R Rt

$$14.8 \quad \begin{array}{r} 90 \\ 105 \\ \hline 49 \end{array} \quad \begin{array}{r} 110/57 \\ 191 \\ \hline 57.4 \end{array} \quad \begin{array}{r} 94 \\ 146 \\ \hline 10.2 \end{array} \quad \begin{array}{r} 45 \\ 110 \\ \hline 910 \end{array} \quad \begin{array}{r} 40 \\ 167 \\ \hline 197 \end{array} \quad \begin{array}{r} 51 \\ 197 \\ \hline 1498 \end{array}$$

$$3.3 \quad \begin{array}{r} 94.5 \\ 71 \\ \hline 200 \end{array} \quad \begin{array}{r} 50.0 \\ 03 \\ \hline 270 \end{array} \quad \begin{array}{r} 25 \\ 128 \\ \hline \end{array}$$

$$6.0 \quad \begin{array}{r} 77.8 \\ 20 \\ \hline 200 \end{array} \quad \begin{array}{r} 50.0 \\ 3.0 \\ \hline 250 \end{array} \quad \begin{array}{r} 07 \\ 153 \\ \hline \end{array}$$

$$6.4 \quad \begin{array}{r} 457 \\ 89 \\ \hline 2100 \end{array} \quad \begin{array}{r} 18 \\ 576 \\ \hline \end{array}$$

$$6.8 \quad \begin{array}{r} 411 \\ 88 \\ \hline 2000 \end{array} \quad \begin{array}{r} 52 \\ 46 \\ \hline \end{array} \quad \begin{array}{r} 119 \\ 51 \\ \hline \end{array}$$

Top Rod Rd

$$3.0 \quad \begin{array}{r} 35.7 \\ 99 \\ \hline 69 \end{array} \quad \begin{array}{r} 68 \\ 86 \\ \hline \end{array}$$

$$9.2 \quad \begin{array}{r} 630 \\ -140 \\ \hline \end{array} \quad \begin{array}{r} 113 \\ -81 \\ \hline \end{array} \quad \begin{array}{r} 10.8 \\ -71 \\ \hline 58.3 \end{array}$$

$$-5.8 \quad \begin{array}{r} 712 \\ 116 \\ \hline -174 \end{array} \quad \begin{array}{r} 117 \\ -17.5 \\ \hline \end{array} \quad \begin{array}{r} 47 \\ 105 \\ \hline 48.5 \end{array}$$

$$-5.7 \quad \begin{array}{r} 208 \\ 197 \\ \hline -206 \end{array} \quad \begin{array}{r} 146 \\ -22.5 \\ \hline \end{array} \quad \begin{array}{r} 76 \\ -13.5 \\ \hline 59.5 \end{array} \quad \begin{array}{r} 82 \\ 800 \\ \hline 902 \end{array}$$

$$-6.4 \quad \begin{array}{r} 83.2 \\ 15.2 \\ \hline -216 \end{array} \quad \begin{array}{r} 126 \\ -22.0 \\ \hline \end{array} \quad \begin{array}{r} 10.9 \\ -17.3 \\ \hline 70.9 \end{array} \quad \begin{array}{r} 44 \\ 800 \\ \hline 1092 \end{array}$$

$$-7.5 \quad \begin{array}{r} 81.5 \\ 40 \\ \hline -21.5 \end{array} \quad \begin{array}{r} 158 \\ -22.7 \\ \hline \end{array} \quad \begin{array}{r} 10.3 \\ -17.8 \\ \hline 72.4 \end{array} \quad \begin{array}{r} 89 \\ 800 \\ \hline 1025 \end{array}$$

Sta	+	Σ	-	Elev	Lt	Rt.
		883.62				Berm Elev.
24				92.7		81.7
T.P.	10.81	891.79	2.64	890.98		
+18				93.4		82.9
+40				94.5		84.5
B.M. T.P.	D.I.P	903.01			902.83	
+70				95.9		87.2
25				97.6		89.9
T.P.						
+50				00.8		94.4
+72				02.2		96.4
26				03.7		98.9
+29				04.7		
+47				05.2		

Cor Rod

ht.

L

Rd.

-7.1

$$63 / \frac{70}{-76}$$

$$\frac{140}{-231}$$

$$\frac{47}{-40} / \frac{670}{670}$$

$$\frac{19}{800} / \frac{80}{80}$$

✓ -2.7

$$45.2 / \frac{67}{-94}$$

$$\frac{63}{-9.0}$$

$$\frac{50}{-77} / \frac{421}{421}$$

7.1

$$45.1 / \frac{158}{-87}$$

5.9

$$59.4 / \frac{172}{-118}$$

2.2

$$52.9 / \frac{12.5}{-113}$$

0.8

$$50.8 / \frac{11.9}{-106}$$

-0.7

$$40.0 / \frac{6.8}{-7.0}$$

-1.7

$$27.5 / \frac{18}{-3.5}$$

