

BK 30-Dt 12A

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

PLAN

Survey

HARVESTER AVE

From Sterling Ave To Plum St

Also Sterling Ave. 343' So. } 1940
100' No }

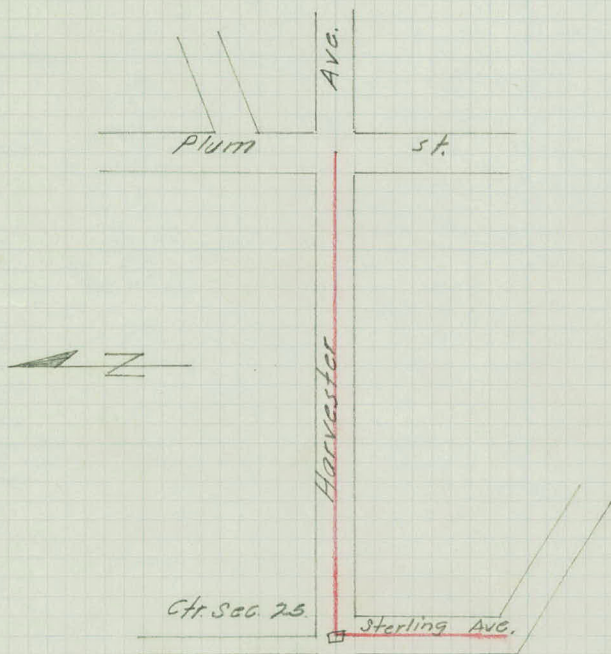
Also La P. Ave. So. } 1946
Road Acc't. No. }

Date Filed 4/40

File

PLAN SURVEY HARVESTER AVE.

from
Sterling Ave to Plum St.



INDEX.

Align. - 1-2

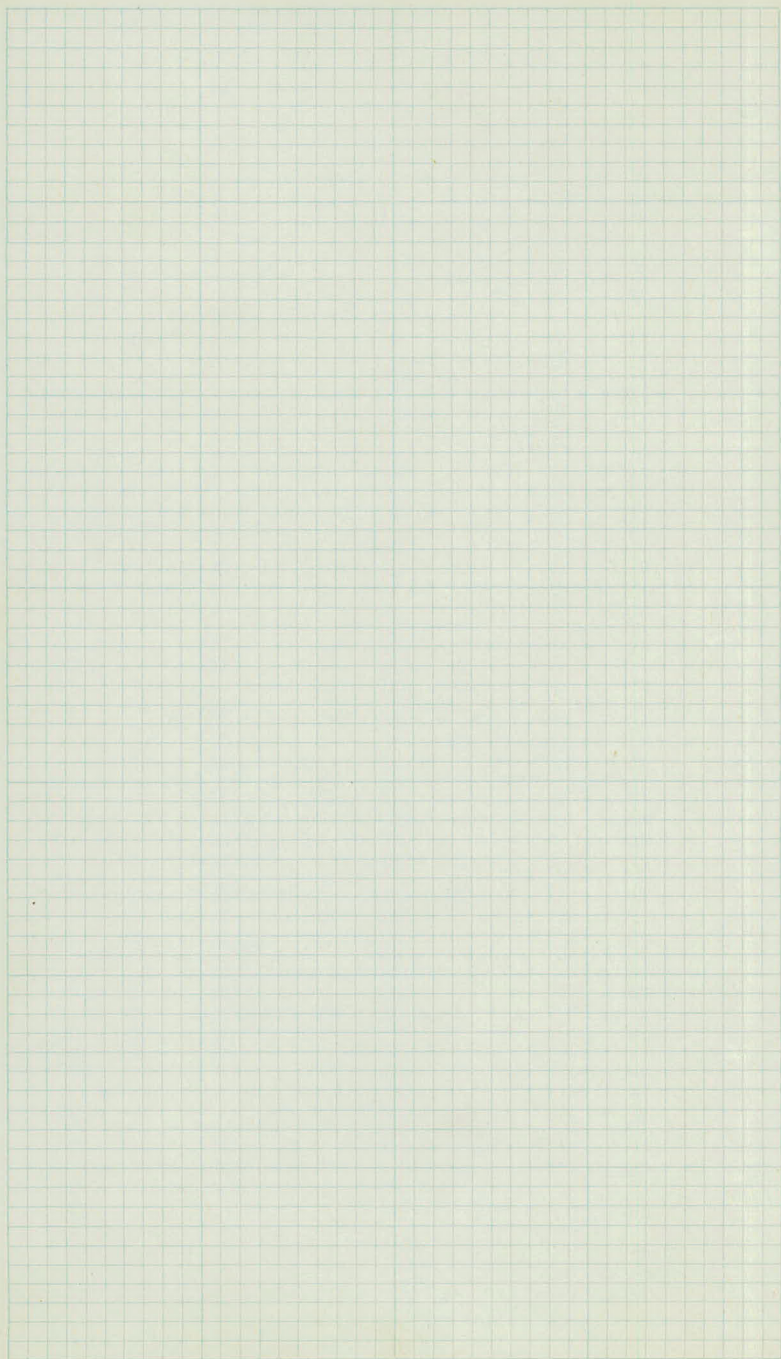
Topog. - 3-6

Bench Levels - 7-8

X Sections - 9-13

" Sterling Ave. - 14-15

Drawn up 3/20/20



1

Alignement

Sta.	Point	Alt.	Δ E.L.
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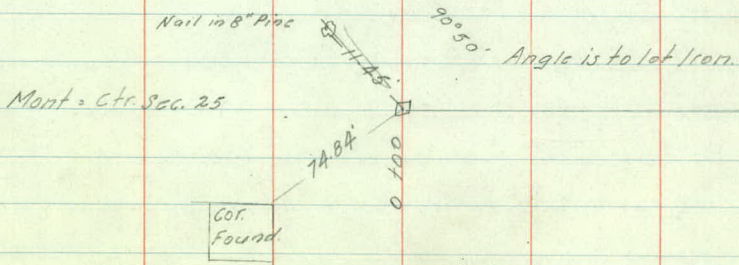
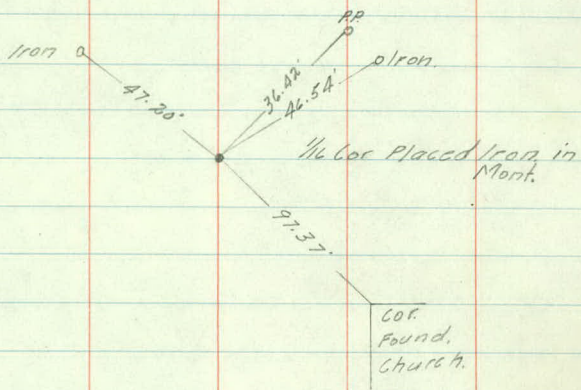
13	+00.38	P. 1.	
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			0° 03'
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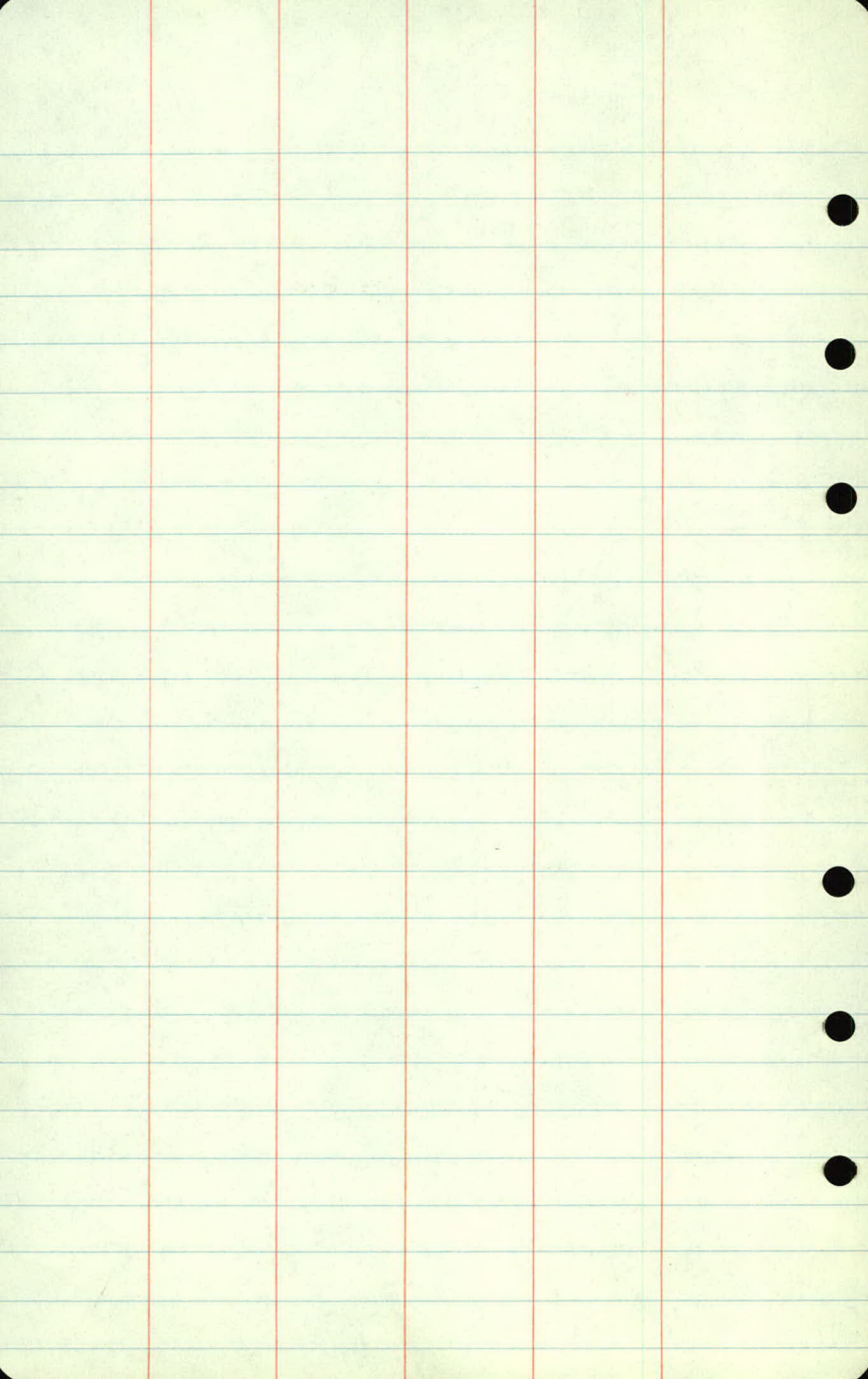
0	+00		
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3-4-40
 K.A.
 L.C.
 M.B.
 C.N.

2



Mont. - Ctr. Sec. 25



Topography

+50-N.W. Cor. Ho. - 133'

5

+30-End Brush - 16'

4 Trees + Brush - 22' - 2'

+96-N.W. Cor. Found. - 142'

3

+66-15" Oak - 5'

+75-Trees + Brush - 2' - 25'

+57-Beg. Brush + Trees - 2' +45-Edge Draw

2

+84-12" C.M. - 5' - 29'

+58-4" Willow - 17' - 11'

+12-3" Plum - 47'

1

Edge Draw.

+40-6" Apple Trees - 44' - 21'

+15-Beg. Row 6" Pines - 25' - 28' - 28'

+6-6" Pine - 17' - 3" Pine - 20'

+6-6" Pine - 10' 4" Pine - 13'

0 + 00

-17- $\frac{1}{2}$ Turnpike Rd - 15' wide

1 1/2" x 4"
26' 30'

30' 26'

4

3 Trees
9 stumps

(40 Trees)
Trees 2" to 5" dia

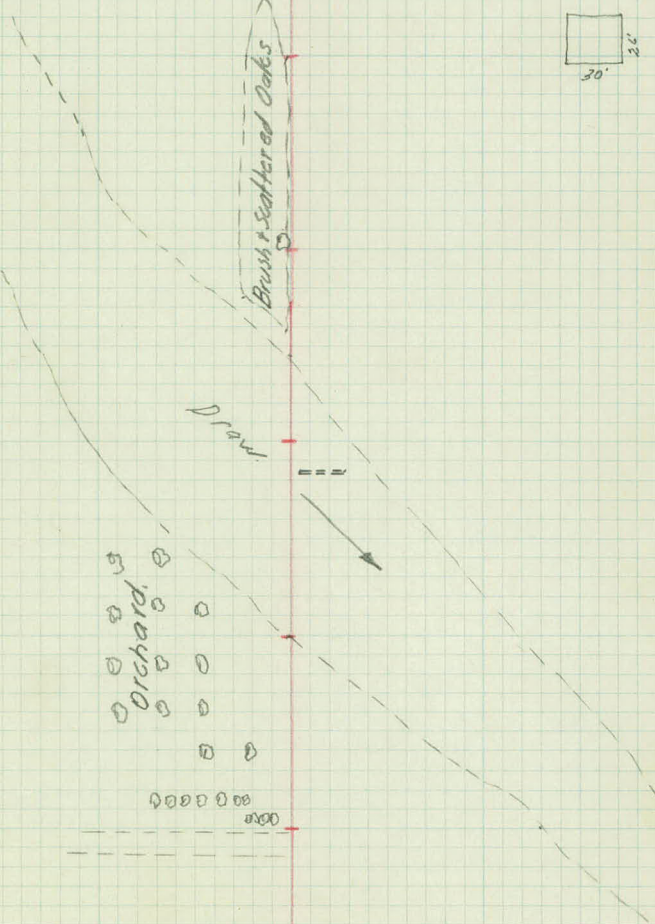
7 Trees
1 stump

Brush & Scattered Oaks

Draw

Orchard

0000000000000000



12

+68-N.W. Cor. Church. - 58'
+61-PP-24'

11

+59-G.R.-23'

10

9

+50-Heg. Turnpike

8

+50-12" Tw. Oak - 14'

7

6

6-Stamp.

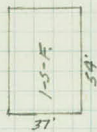
1-Stamp.

1-Stamp.

0

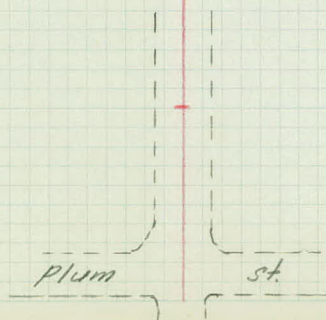
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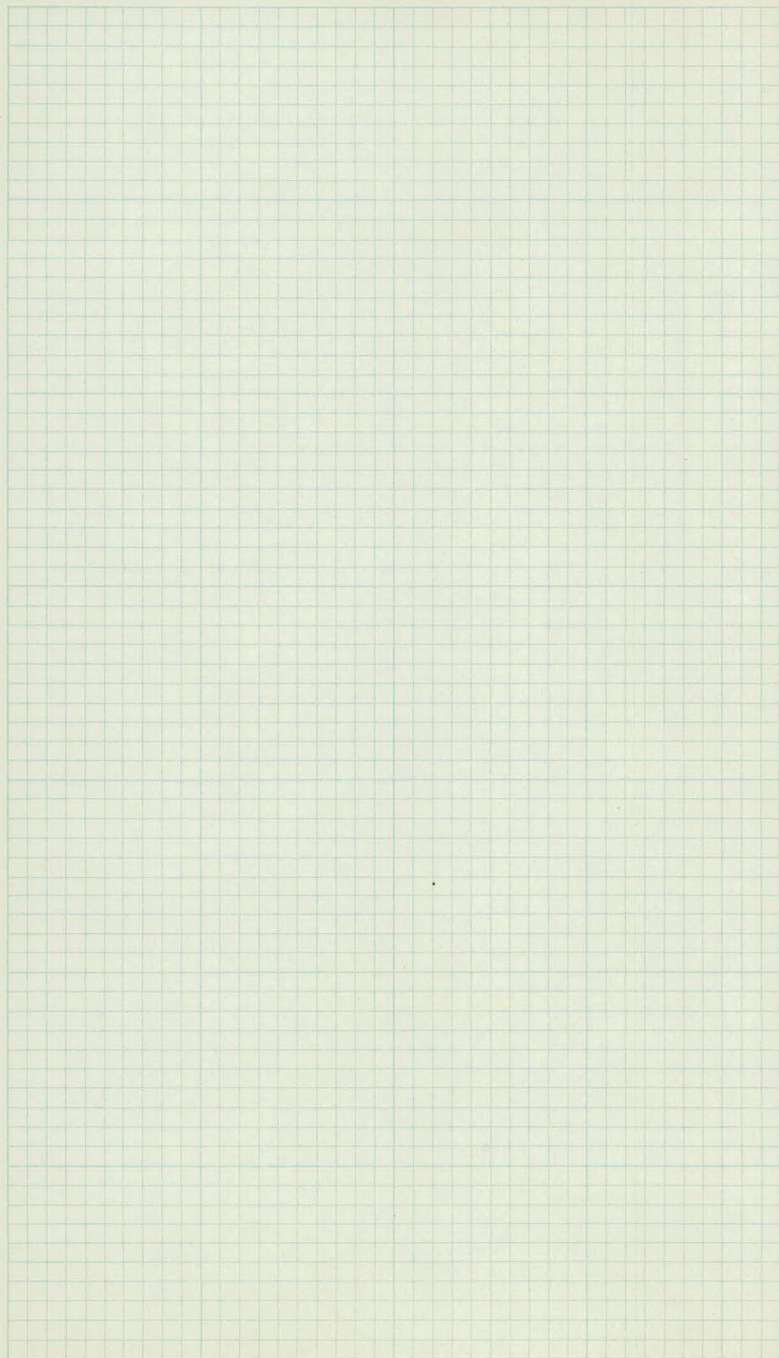
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123-Shoulder Line

103-Shoulder Line





Bench Levels

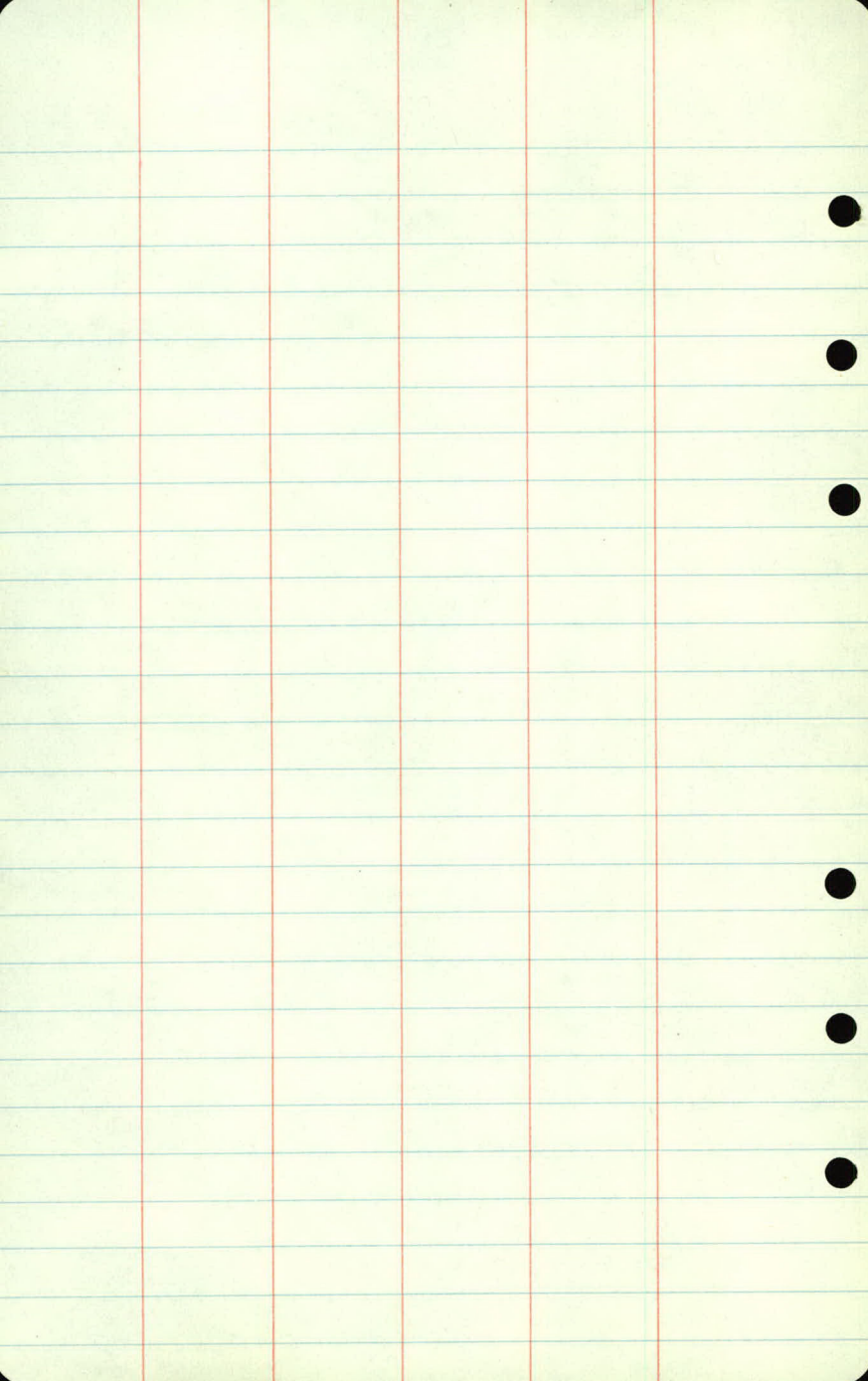
Sta.	+	π	-	Elev.
B.M.	3.20	1022.91.		(1026.71)
B.M.			3.25	1026.66
T.P.	1.20	1026.49.	-4.62	1025.29.
T.P.	0.87	1021.95.	5.41	1021.08.
T.P.	6.12	1023.60.	4.47	1017.48.
B.M.			2.12	1021.48.

Description

Spk. in P.P. 150' E. & 25' S. of Sta. 13+00.30

Top N.E. Cor. Lower Cong. Stoop. Front Church.

Top S.E. Cor. Cong. Stoop Ent. to Ho. N.W. of Ctr. Sec. 25



xsections

Sta	+	π	-	Elev
B.M.	150	1022.98		1021.48

0	-17.5			18.8
---	-------	--	--	------

	-50			18.9
--	-----	--	--	------

	-1 + 00			18.6
--	---------	--	--	------

0	+00			18.82
---	-----	--	--	-------

	+30			17.9
--	-----	--	--	------

	+63			16.1
--	-----	--	--	------

1	+00			12.8
---	-----	--	--	------

	+50			11.0
--	-----	--	--	------

2				10.3
---	--	--	--	------

	+50			11.8
--	-----	--	--	------

	+84			13.1
--	-----	--	--	------

Lt

R

Rt

Top S.E. Cor. Conc. Stoop. Ent. to Ho. N.W. of Cts. sec. 25

$$\begin{array}{r} 45 \\ 150 \end{array} \quad \begin{array}{r} 41 \\ 100 \end{array} \quad \begin{array}{r} 39 \\ 50 \end{array} \quad \begin{array}{r} 42 \\ 28 \end{array} \quad \begin{array}{r} 42 \\ \hline \end{array}$$

$$\begin{array}{r} 41 \\ \hline \end{array}$$

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

$$\begin{array}{r} 50 \\ 50 \end{array} \quad \begin{array}{r} 50 \\ 16 \end{array} \quad \begin{array}{r} 416 \\ \text{Moat} \end{array} \quad \begin{array}{r} 45 \\ 24 \end{array} \quad \begin{array}{r} 56 \\ 50 \end{array}$$

$$\begin{array}{r} 54 \\ 50 \end{array} \quad \begin{array}{r} 53 \\ 26 \end{array} \quad \begin{array}{r} 51 \\ \hline \end{array} \quad \begin{array}{r} 57 \\ 16 \end{array} \quad \begin{array}{r} 67 \\ 33 \end{array} \quad \begin{array}{r} 75 \\ 50 \end{array}$$

$$\begin{array}{r} 61 \\ 50 \end{array} \quad \begin{array}{r} 66 \\ 34 \end{array} \quad \begin{array}{r} 64 \\ 15 \end{array} \quad \begin{array}{r} 69 \\ \hline \end{array} \quad \begin{array}{r} 90 \\ 22 \end{array} \quad \begin{array}{r} 96 \\ 43 \end{array} \quad \begin{array}{r} 105 \\ 50 \end{array}$$

$$\begin{array}{r} 87 \\ 50 \end{array} \quad \begin{array}{r} 94 \\ 39 \end{array} \quad \begin{array}{r} 101 \\ 18 \end{array} \quad \begin{array}{r} 99 \\ 40 \end{array} \quad \begin{array}{r} 102 \\ \hline \end{array} \quad \begin{array}{r} 112 \\ 22 \end{array} \quad \begin{array}{r} 120 \\ 43 \end{array} \quad \begin{array}{r} 124 \\ 50 \end{array}$$

$$\begin{array}{r} 112 \\ 50 \end{array} \quad \begin{array}{r} 117 \\ 36 \end{array} \quad \begin{array}{r} 122 \\ 10 \end{array} \quad \begin{array}{r} 120 \\ \hline \end{array} \quad \begin{array}{r} 122 \\ 8 \end{array} \quad \begin{array}{r} 117 \\ 23 \end{array} \quad \begin{array}{r} 128 \\ 31 \end{array} \quad \begin{array}{r} 133 \\ 50 \end{array}$$

$$\begin{array}{r} 121 \\ 50 \end{array} \quad \begin{array}{r} 124 \\ 27 \end{array} \quad \begin{array}{r} 127 \\ \hline \end{array} \quad \begin{array}{r} 126 \\ 4 \end{array} \quad \begin{array}{r} 106 \\ 13 \end{array} \quad \begin{array}{r} 112 \\ 26 \end{array} \quad \begin{array}{r} 125 \\ 28 \end{array} \quad \begin{array}{r} 125 \\ 50 \end{array}$$

$$\begin{array}{r} 119 \\ 50 \end{array} \quad \begin{array}{r} 117 \\ 25 \end{array} \quad \begin{array}{r} 112 \\ \hline \end{array} \quad \begin{array}{r} 112 \\ 3 \end{array} \quad \begin{array}{r} 102 \\ 6 \end{array} \quad \begin{array}{r} 99 \\ 17 \end{array} \quad \begin{array}{r} 105 \\ 26 \end{array} \quad \begin{array}{r} 113 \\ 29 \end{array} \quad \begin{array}{r} 112 \\ 50 \end{array}$$

$$\begin{array}{r} 103 \\ 50 \end{array} \quad \begin{array}{r} 103 \\ 34 \end{array} \quad \begin{array}{r} 103 \\ 17 \end{array} \quad \begin{array}{r} 99 \\ \hline \end{array} \quad \begin{array}{r} 97 \\ 9 \end{array} \quad \begin{array}{r} 97 \\ 20 \end{array} \quad \begin{array}{r} 102 \\ 24 \end{array} \quad \begin{array}{r} 105 \\ 32 \end{array} \quad \begin{array}{r} 102 \\ 50 \end{array}$$

Sta	+	π	-	Elev
		1022.98		
3				13.6
	+35			15.2
	+65			17.3
I.P.	6.29	1026.09	3.18	1019.80
4				18.9
	+40			20.0
5				20.3
	+50			21.1
6				21.5
	+50			21.2
7				21.2
	+50			22.0

Lt.

R

Rt.

$$\frac{100}{50} \quad \frac{98}{33} \quad \frac{100}{9} \quad \frac{94}{12} \quad \frac{86}{22} \quad \frac{95}{22} \quad \frac{92}{32} \quad \frac{87}{50}$$

$$\frac{91}{50} \quad \frac{90}{40} \quad \frac{88}{9} \quad \frac{78}{18} \quad \frac{81}{29} \quad \frac{80}{50}$$

$$\frac{80}{50} \quad \frac{83}{32} \quad \frac{64}{7} \quad \frac{57}{10} \quad \frac{61}{23} \quad \frac{60}{40} \quad \frac{53}{50}$$

$$\frac{99}{50} \quad \frac{95}{42} \quad \frac{94}{26} \quad \frac{77}{8} \quad \frac{72}{8} \quad \frac{75}{19} \quad \frac{79}{33} \quad \frac{75}{50} \quad \frac{73}{50}$$

$$\frac{78}{50} \quad \frac{72}{27} \quad \frac{65}{17} \quad \frac{61}{12} \quad \frac{70}{25} \quad \frac{68}{50} \quad \frac{66}{50}$$

$$\frac{66}{50} \quad \frac{64}{42} \quad \frac{59}{17} \quad \frac{58}{13} \quad \frac{64}{31} \quad \frac{63}{50} \quad \frac{62}{50}$$

$$\frac{56}{50} \quad \frac{55}{36} \quad \frac{51}{16} \quad \frac{50}{16} \quad \frac{56}{33} \quad \frac{55}{50} \quad \frac{55}{50}$$

$$\frac{58}{50} \quad \frac{55}{31} \quad \frac{46}{19} \quad \frac{46}{12} \quad \frac{51}{26} \quad \frac{52}{26} \quad \frac{52}{50}$$

$$\frac{57}{50} \quad \frac{56}{35} \quad \frac{52}{13} \quad \frac{49}{14} \quad \frac{53}{26} \quad \frac{50}{50} \quad \frac{51}{50}$$

$$\frac{52}{50} \quad \frac{46}{16} \quad \frac{49}{17} \quad \frac{52}{36} \quad \frac{46}{50} \quad \frac{47}{50}$$

$$\frac{41}{50} \quad \frac{41}{25} \quad \frac{41}{21} \quad \frac{46}{50} \quad \frac{45}{50}$$

Sta	+	π	-	Elev
		1026.09		
8				22.8
+50				23.3
9				23.9
I.P.	2.98	1028.21	0.86	1025.23
+50				24.1
10				24.4
+50				24.8
11				24.9
+50				24.5
12				24.7
+50				24.9
+91				25.2

Lt.

L

Rt.

$$\frac{37}{50} \quad \frac{37}{21} \quad \frac{33}{19} \quad \frac{37}{38} \quad \frac{36}{50}$$

$$\frac{31}{50} \quad \frac{30}{20} \quad \frac{28}{20} \quad \frac{32}{50}$$

$$\frac{29}{50} \quad \frac{26}{24} \quad \frac{22}{10} \quad \frac{35}{17} \quad \frac{28}{50}$$

$$\frac{46}{50} \quad \frac{43}{25} \quad \frac{41}{7} \quad \frac{45}{10} \quad \frac{54}{13} \quad \frac{45}{36} \quad \frac{41}{50}$$

$$\frac{47}{50} \quad \frac{42}{27} \quad \frac{38}{7} \quad \frac{39}{9} \quad \frac{47}{12} \quad \frac{41}{33} \quad \frac{38}{50}$$

$$\frac{44}{50} \quad \frac{40}{28} \quad \frac{34}{9} \quad \frac{39}{11} \quad \frac{44}{16} \quad \frac{37}{35} \quad \frac{30}{50}$$

$$\frac{45}{50} \quad \frac{46}{32} \quad \frac{33}{8} \quad \frac{37}{12} \quad \frac{48}{15} \quad \frac{36}{35} \quad \frac{30}{50}$$

$$\frac{49}{50} \quad \frac{44}{24} \quad \frac{55}{21} \quad \frac{48}{17} \quad \frac{42}{15} \quad \frac{37}{10} \quad \frac{42}{13} \quad \frac{48}{18} \quad \frac{38}{41} \quad \frac{27}{50}$$

$$\frac{50}{50} \quad \frac{45}{24} \quad \frac{52}{19} \quad \frac{43}{14} \quad \frac{35}{10} \quad \frac{38}{13} \quad \frac{43}{17} \quad \frac{35}{29} \quad \frac{27}{43} \quad \frac{22}{50}$$

$$\frac{43}{50} \quad \frac{40}{37} \quad \frac{43}{22} \quad \frac{56}{20} \quad \frac{38}{13} \quad \frac{33}{12} \quad \frac{44}{17} \quad \frac{36}{50}$$

$$\frac{33}{50} \quad \frac{41}{25} \quad \frac{30}{25} \quad \frac{32}{50}$$

Sta	+	π	-	Elev
		1028.21		
13				25.3
+ 13	Approx R. Plum St.			25.4
+50				25.7
14				26.3
+50				27.0
B.M.			1.53	1026.68. <u>1026.66</u>

Lt.

C.

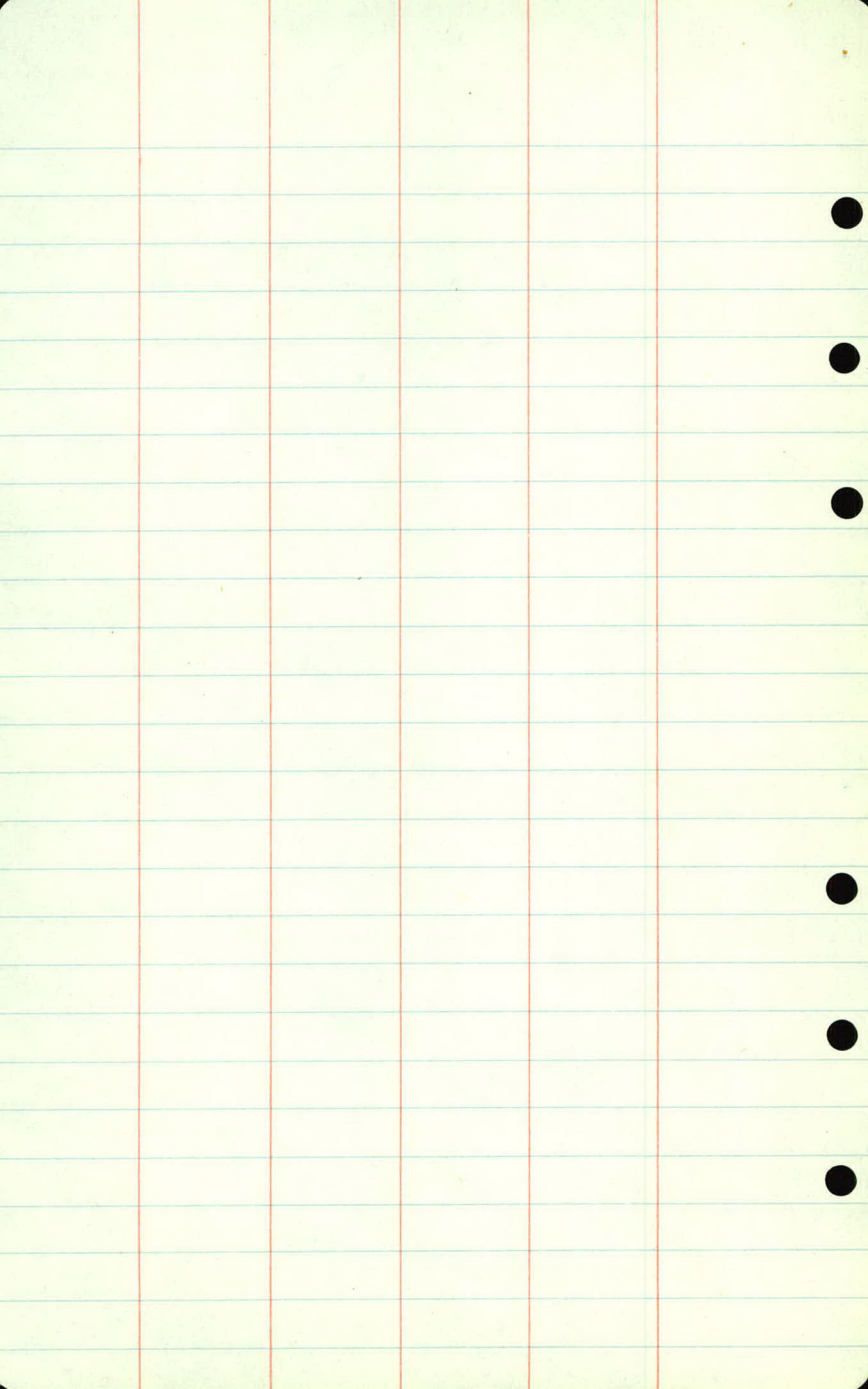
Rt.

$\frac{50}{50}$	$\frac{40}{34}$	$\frac{33}{24}$	$\frac{29}{25}$	$\frac{31}{25}$	$\frac{29}{50}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------

$\frac{27}{100}$	$\frac{30}{50}$	$\frac{29}{25}$	$\frac{28}{30}$	$\frac{30}{50}$	$\frac{28}{100}$	$\frac{22}{100}$
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251912

Top N.E. Cor. Lower Step Front Church.



Xsections
Sterling Ave.

Sta.	+	π	-	Elev.
B.M.	1.50	1022.98		1021.48

0	+33			18.2
---	-----	--	--	------

	+70			16.5
--	-----	--	--	------

1				13.6
---	--	--	--	------

	+40			09.7
--	-----	--	--	------

	+70			07.9
--	-----	--	--	------

2				06.8
---	--	--	--	------

	+40			08.1
--	-----	--	--	------

3				13.7
---	--	--	--	------

4	+33			16.6
---	-----	--	--	------

Lt.

K

Rt.

Top S.E. Cor. Conc. Steep Ent. to Ho. N.W. of Ctr 500.25

$$\frac{85}{50} \frac{67}{30} \frac{48}{11} \frac{41}{25} \frac{43}{50} \frac{39}{50}$$

$$\frac{111}{50} \frac{95}{34} \frac{71}{13} \frac{65}{16} \frac{56}{30} \frac{53}{50} \frac{47}{50}$$

$$\frac{12.8}{50} \frac{12.5}{36} \frac{10.9}{18} \frac{9.4}{11} \frac{8.1}{28} \frac{7.5}{36} \frac{7.0}{46} \frac{5.9}{46} \frac{6.5}{50}$$

$$\frac{14.7}{50} \frac{14.4}{27} \frac{13.3}{6} \frac{13.1}{9} \frac{12.4}{18} \frac{13.0}{33} \frac{11.9}{50} \frac{12.0}{50}$$

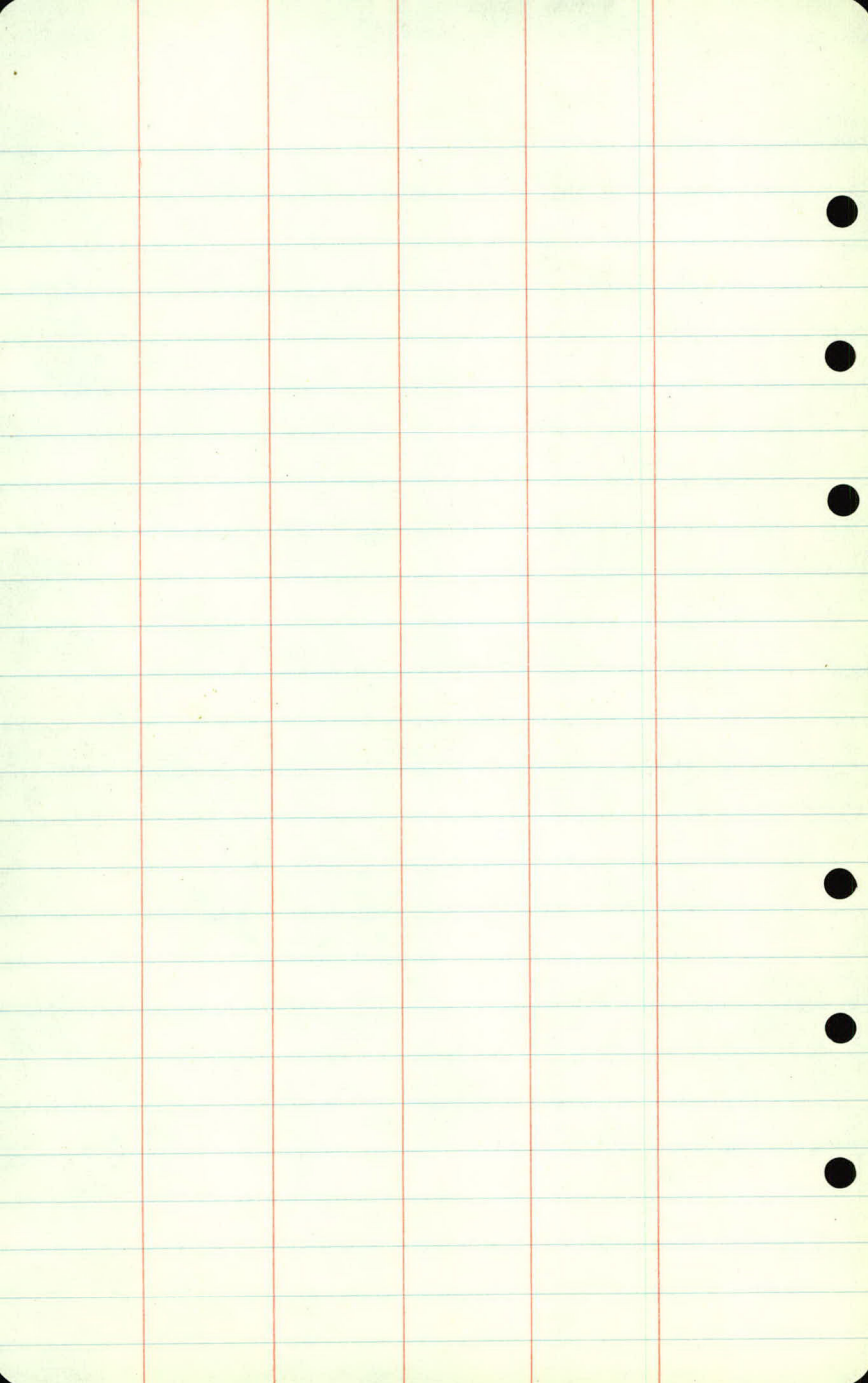
$$\frac{14.5}{50} \frac{15.2}{25} \frac{15.1}{6} \frac{14.9}{9} \frac{14.5}{16} \frac{14.8}{20} \frac{14.8}{24} \frac{14.5}{50} \frac{14.2}{50}$$

$$\frac{13.4}{50} \frac{14.8}{33} \frac{14.2}{26} \frac{16.7}{50} \frac{16.5}{50}$$

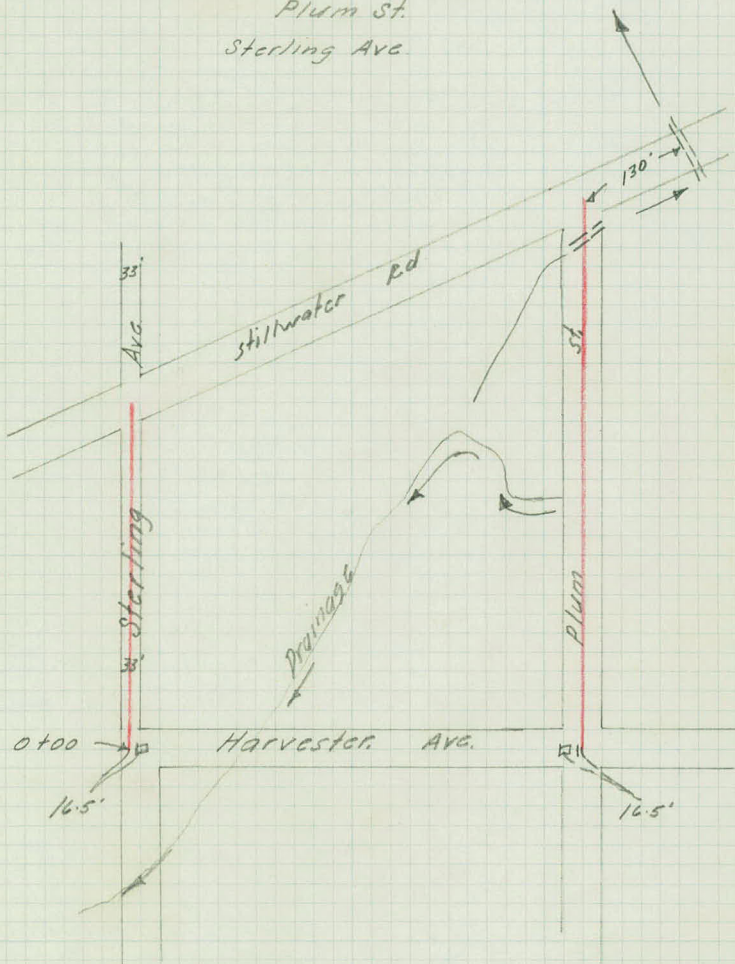
$$\frac{11.7}{50} \frac{12.6}{36} \frac{13.6}{19} \frac{14.9}{16} \frac{15.8}{35} \frac{16.2}{50} \frac{17.2}{50}$$

$$\frac{7.3}{50} \frac{7.7}{41} \frac{8.5}{23} \frac{9.3}{14} \frac{10.1}{27} \frac{10.7}{50} \frac{12.4}{50}$$

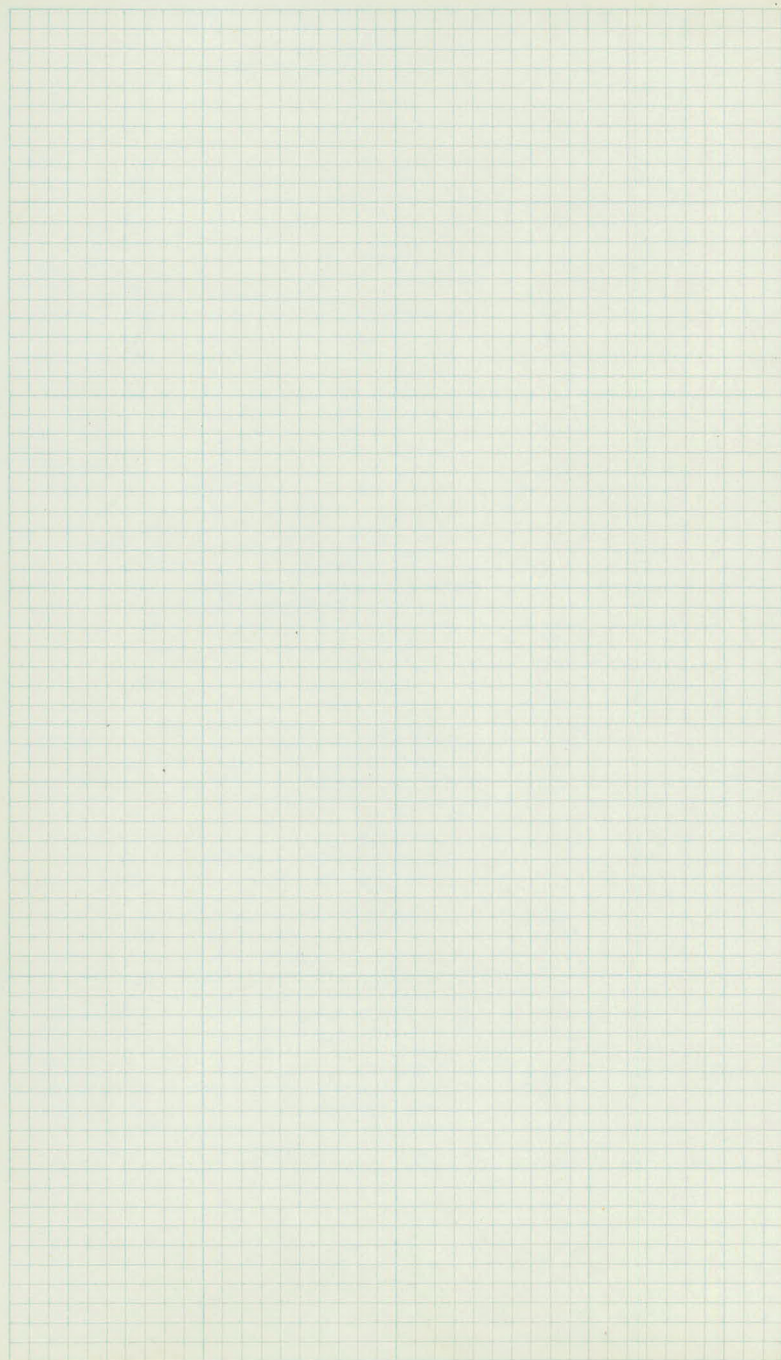
$$\frac{4.4}{50} \frac{5.1}{33} \frac{6.0}{15} \frac{6.4}{8} \frac{7.6}{27} \frac{9.8}{40} \frac{12.0}{50} \frac{13.6}{50}$$



Center Line Levels
Plum St.
Sterling Ave.



3-8-40
K.A.



E Levels
Sterling Ave.

Sta.	+	π	-	Elev.
B.M.	2.14	1023.62.		1021.48

0 100 = 16.5' W of Mont 18.7

+28 18.8

+44 18.9

18.9

+50 18.4

2 17.7

+50 17.0

3 17.2

+50 17.8

4 17.2

+18 R. Ditch still water for rd 17.5

+45 Approx. 4 still water for rd 18.0

Lt.

C.

Rt.

Top S.E. Cor. Conc. Stoop Ent to Ho. N.W. of Ctr. seg.

4.9

4.9

Top Lower Corn Stair $\frac{4.36}{12}$ 4.7 $\frac{4.7}{20'}$ 4.7 $\frac{4.7}{20'}$ 5.2 $\frac{5.6}{20'}$ 5.9 $\frac{6.0}{20'}$ $\frac{5.9}{20}$ 6.6 $\frac{6.6}{20'}$ $\frac{6.1}{20}$ 6.4 $\frac{6.7}{20'}$ $\frac{6.6}{20}$ 6.6 $\frac{6.5}{20}$ $\frac{6.9}{20'}$ 6.4 $\frac{6.9}{20'}$

75	5'	20
400	300	200

73	6'
100	50

6.15.6

sta t π - EIGEN

6 Levels

Plum St.

Sta	+	π	-	Elev
B.M.	2.13	1028.79		1026.66

0	+00 = 16.5' E. of N605			25.5
---	------------------------	--	--	------

	+50			25.2
--	-----	--	--	------

1				25.6
---	--	--	--	------

	+28			25.5
--	-----	--	--	------

	+78			24.0
--	-----	--	--	------

2				23.7
---	--	--	--	------

	+50			23.4
--	-----	--	--	------

3				23.1
---	--	--	--	------

	+50			22.4
--	-----	--	--	------

4				22.0
---	--	--	--	------

	+50			21.7
--	-----	--	--	------

propling
Approx 49' Lt.

20'

Lt

Rt

Rt

Top N. E. Cor. Lower Conc. Slab Front of Church.

3.3

4.6

3.6

3.2

3.3

4.8

5.7

5.1

4.9

5.4

6.0

5.7

5.5

6.4

7.1

6.8

7.0

7.1

Sta.	t	π	-	Elev
		1028.79		
5				21.3
	+79			20.7
6				20.8
T.P.	5.91	1027.87	6.78	1022.06
	+34			21.7
7				22.1
	+75			21.6
8				22.1
	+52			23.1
9				22.5
	+50			21.5
10				20.7

PROP LINE

Approx
dg Lt

ft.

20' RT

76

75

70

¹²⁶
350 123 123 119 112 103 96 81
Ditch Lt. 300 250 200 150 100 50

87

80

83

62

62

58

59

63

61

58

58

56

48

64

54

54

63

96

72

65

Sta	+	π	-	E/CV
		1027.87		
10 +46				20.5

+ 78 Approx R stillwater Rd.			21.0	
T.R	934	1030.55	6.66	1021.21
B.M.			3.85	1026.70
				1026.66

Lt. R. Rt.
 shoots S.W. From Culv. 17.87 17.72

18" G.M.

18" G.M.

120	110	106	104	99	97	95	10.0	7.4	10.15
350	300	250	200	150	100	50	21		8'

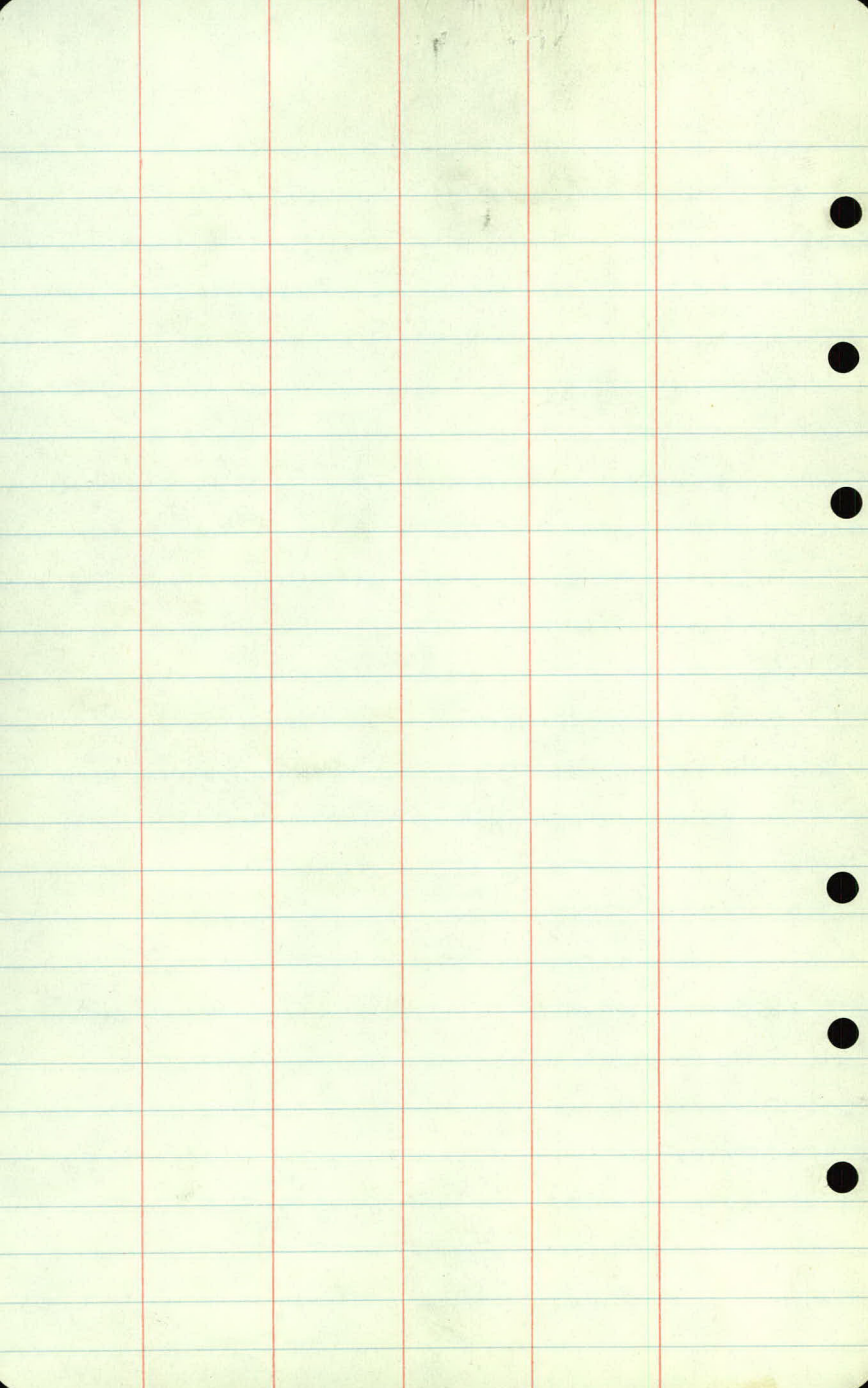
+ $\frac{11.4}{400}$ $\frac{11.0}{500}$

16.87

11.0 FL. Cross Drain S. End.
 Under Highway
 130' E. of Plum St.

6.9

Top NE Cor. Lower Step.



Slope stakes
Harvester Ave
Sterling Ave. to Plum St.

Sta.	+	π	-	Grade
B.M.	1.92	1023.40		1021.48

0	+00			17.4
---	-----	--	--	------

	+20			17.4
--	-----	--	--	------

	+36			17.5
--	-----	--	--	------

	+63			17.4
--	-----	--	--	------

1				16.9
---	--	--	--	------

T.P.	8.05	1021.67	9.78	1013.62
------	------	---------	------	---------

	+50			16.1
--	-----	--	--	------

	+65			15.9
--	-----	--	--	------

2				15.8
---	--	--	--	------

1	+74	Place 54 Culv.		
---	-----	----------------	--	--

2	+50			16.0
---	-----	--	--	------

T.P.	9.11	1023.48	7.30	1014.37
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	+84			16.4
--	-----	--	--	------

3				16.6
---	--	--	--	------

	+35			17.1
--	-----	--	--	------

Cor. Rod.

Lt.

C

Rt.

Top S.E. Cor. Conc. Step. Ent to Ho. N.W. Cor. of Ctr. Sec. 25

$$6.0 \quad \begin{array}{r} 27.5' / 5.5 \\ -19.5 \\ \hline \end{array} \quad \begin{array}{r} 6.2 \\ -0.2 \\ \hline \end{array}$$

$$5.9 \quad \begin{array}{r} 26.6' / 5.7 \\ -10.2 \\ \hline \end{array} \quad \begin{array}{r} 6.8 \\ -0.9 \\ \hline \end{array} \quad \begin{array}{r} 74 \\ 1200 / 17.5 \end{array}$$

$$6.0 \quad \begin{array}{r} 23.9' / 6.7 \\ -10.8 \\ \hline \end{array} \quad \begin{array}{r} 8.5 \\ -2.5 \\ \hline \end{array} \quad \begin{array}{r} 100 \\ -40 / 25.0 \end{array}$$

$$6.5 \quad \begin{array}{r} 24.4' / 10.3 \\ -3.8 \\ \hline \end{array} \quad \begin{array}{r} 10.8 \\ -4.3 \\ \hline \end{array} \quad \begin{array}{r} 12.7 \\ -6.2 / 31.6' \end{array}$$

Top Slope Stake Lt. 1400

$$5.6 \quad \begin{array}{r} 27.1' / 10.5 \\ -4.9 \\ \hline \end{array} \quad \begin{array}{r} 11.0 \\ -5.4 \\ \hline \end{array} \quad \begin{array}{r} 11.5 \\ -5.9 / 30.7' \end{array}$$

$$5.8 \quad \begin{array}{r} 27.1' / 10.7 \\ -4.9 \\ \hline \end{array} \quad \begin{array}{r} 10.9 \\ -5.1 \\ \hline \end{array} \quad \begin{array}{r} 11.2 \\ -5.6 / 28.0 \end{array}$$

$$5.9 \quad \begin{array}{r} 28.6' / 11.1 \\ -5.2 \\ \hline \end{array} \quad \begin{array}{r} 11.3 \\ -5.4 \\ \hline \end{array} \quad \begin{array}{r} 10.9 \\ -5.0 / 28.0 \end{array}$$

Lt. 11.2

Rt. 11.6

$$5.7 \quad \begin{array}{r} 27.4' / 10.5 \\ -4.8 \\ \hline \end{array} \quad \begin{array}{r} 9.9 \\ -4.2 \\ \hline \end{array} \quad \begin{array}{r} 9.2 \\ -3.5 / 23.5' \end{array}$$

7.1

$$6.9 \quad \begin{array}{r} 23.4' / 10.3 \\ -3.4 \\ \hline \end{array} \quad \begin{array}{r} 9.9 \\ -3.0 \\ \hline \end{array} \quad \begin{array}{r} 10.6 \\ -3.7 / 24.1' \end{array}$$

$$6.4 \quad \begin{array}{r} 21.4' / 9.2 \\ -2.8 \\ \hline \end{array} \quad \begin{array}{r} 8.3 \\ -1.9 \\ \hline \end{array} \quad \begin{array}{r} 8.3 \\ -1.9 / 18.7' \end{array}$$

Sta	+	π	-	Grade
		1023.48		
3	+65			17.6
4				18.0
	+40			18.5
	+70			18.7
T.P.		1022.39		
T.P.	11.65	1025.94	8.10	1014.29
5				19.0
	+50			19.4
6				19.8
	+50			20.1
7				20.5
	+50			20.9
8				21.3

7-30-40
K.A.
L.C.
M.B.

Gr. Rod.

Lt.

R.

Rt.

5.9

$$\frac{204'}{53} / -2.7$$

$$\frac{62}{-0.3}$$

$$\frac{4.6}{R.08} / 23.9'$$

5.5

$$\frac{242'}{10.1} / R.09$$

$$\frac{47}{+0.8}$$

$$\frac{5.0}{+9.5} / 27.5'$$

5.0

$$\frac{27.8'}{4.4} / 10.6$$

$$\frac{36}{11.4}$$

$$\frac{4.2}{10.8} / 28.4'$$

4.8

$$\frac{29.0'}{3.8} / 11.0$$

$$\frac{32}{11.6}$$

$$\frac{3.9}{10.9} / 28.1'$$

Turned down from bench.

4.5

6.9

$$\frac{287'}{6.9} / 10.9$$

$$\frac{56}{11.3}$$

$$\frac{6.1}{10.8} / 28.4'$$

6.5

$$\frac{290'}{5.5} / 11.0$$

$$\frac{49}{11.6}$$

$$\frac{5.5}{11.0} / 29.0'$$

6.1

$$\frac{27.8'}{5.5} / 10.6$$

$$\frac{4.4}{11.7}$$

$$\frac{5.3}{10.8} / 28.4'$$

5.8

$$\frac{26.9'}{5.5} / 10.3$$

$$\frac{4.8}{11.0}$$

$$\frac{5.4}{11.2} / 29.6'$$

5.4

$$\frac{26.6'}{5.2} / 10.6$$

$$\frac{4.9}{10.5}$$

$$\frac{4.8}{10.6} / 27.8'$$

5.0

$$\frac{281'}{4.3} / 10.7$$

$$\frac{4.0}{11.0}$$

$$\frac{4.4}{10.6} / 27.8'$$

4.6

$$\frac{284'}{3.8} / 10.8$$

$$\frac{3.8}{11.3}$$

$$\frac{3.5}{11.1} / 27.3'$$

Sfo	+	π	-	Grado
		1025.94'		
8	+50			21.7
T.P.	5.97	1029.76	1.65	1024.29
9				22.0
	+50			22.4
10				22.8
	+50			23.2
11				23.6
	+50			23.9
12				24.3
	+50			24.7
	+75			24.9
13				25.1
B.M.			3.06	1026.70
				1026.66

G.E. Rod.

Lt

R

Lt

4.2

$$29.6' / \frac{3.0}{11.2}$$

$$\frac{28}{11.4}$$

$$\frac{3.0}{11.2} / 29.6'$$

7.8

$$30.2' / \frac{4.4}{11.4}$$

$$\frac{59}{11.9}$$

$$\frac{6.3}{11.5} / 30.5'$$

7.4

$$30.2' / \frac{6.0}{11.4}$$

$$\frac{56}{11.8}$$

$$\frac{56}{11.6} / 30.8'$$

7.0

$$29.3' / \frac{5.9}{11.1}$$

$$\frac{59}{11.6}$$

$$\frac{5.4}{11.6} / 30.8'$$

6.6

$$29.0' / \frac{5.6}{11.0}$$

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

$$\frac{4.3}{11.8} / 31.4'$$

6.2

$$26.9' / \frac{5.9}{10.3}$$

$$\frac{49}{11.3}$$

$$\frac{4.7}{11.5} / 30.5'$$

5.9

$$25.1' / \frac{6.2}{11.2}$$

$$\frac{53}{10.6}$$

$$\frac{5.7}{11.2} / 29.6'$$

5.5

$$24.2' / \frac{6.1}{10.9}$$

$$\frac{50}{10.5}$$

$$\frac{4.3}{11.2} / 29.6'$$

5.1

$$24.5' / \frac{5.6}{10.10}$$

$$\frac{50}{10.1}$$

$$\frac{4.4}{10.7} / 28.1'$$

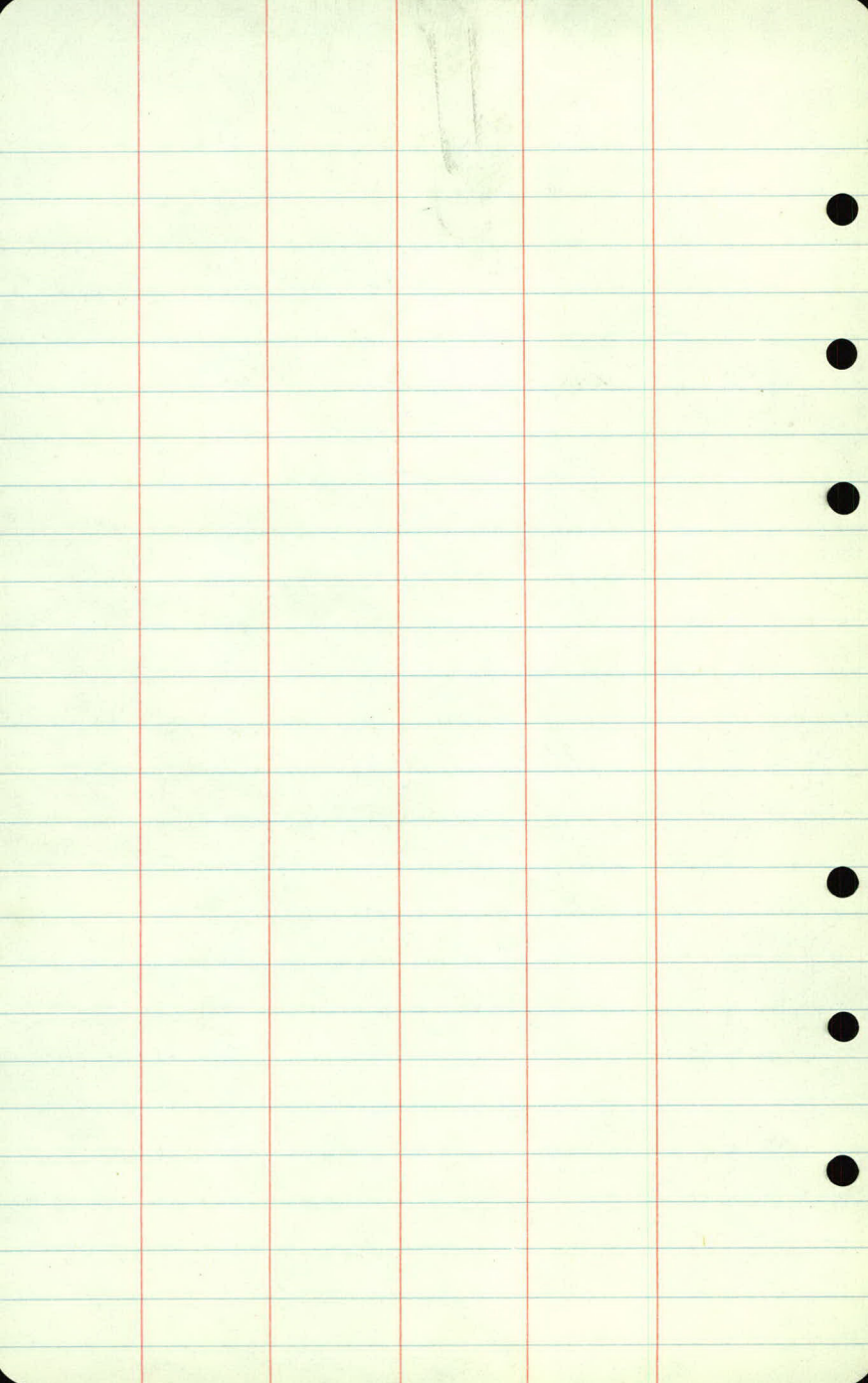
4.9

$$24.5' / \frac{5.4}{10.10}$$

$$\frac{48}{9.9}$$

$$\frac{4.4}{10.5} / 27.5'$$

Top N.E. Cor. Lower Stop of Church



Slope stakes

sterling Ave. 50.

Harvester Ave to 393' 50.

Sta.	+	-	Grade	
B.M.	1.92	1023.40		(1021.48)
0	+00		17.4	
	+38		16.8	
	+70		16.0	
1			14.9	
I.P.	4.55	1016.75	11.20	1012.20
	+40		13.7	
	+70		12.7	
2			12.9	
1+88 Lt. } 56' Culv. 1+94 Culv. Rt. }				
	+40		13.1	
	+70		13.7	
3			14.4	
	+33		15.6	
T.P.	7.18	1021.66	2.27	1014.48
B.M.			0.19	1021.47
				(1021.48)

Cor. Rod.

Lt

K

Rt.

Top S.E. Cor. Conc. Slope E. to Ho. N.W. Cor. Str. Sec. 25

6.6

$$22.9 / \frac{73}{20.8}$$

$$\frac{58}{+0.8}$$

$$\frac{56}{+2.0} / 32.0'$$

7.4

$$22.4 / \frac{86}{20.3}$$

$$\frac{69}{+0.5}$$

$$\frac{57}{+1.7} / 31.1'$$

8.5

$$22.6 / \frac{11.7}{-3.2}$$

$$\frac{96}{-1.1}$$

$$\frac{80}{+0.5} / 27.5'$$

Top slope stake Lt. Sta 1100

3.1

$$21.1 / \frac{8.0}{-4.9}$$

$$\frac{77}{-4.6}$$

$$\frac{62}{-3.1} / 22.3'$$

4.1

$$28.0 / \frac{9.1}{-5.0}$$

$$\frac{88}{-4.7}$$

$$\frac{82}{-4.1} / 25.3'$$

3.9

9.2

10.0

$$27.4 / \frac{8.7}{-4.8}$$

$$\frac{93}{-5.4}$$

$$\frac{10.1}{-6.2} / 31.6'$$

3.7

$$23.2 / \frac{7.1}{-3.9}$$

$$\frac{84}{-4.7}$$

$$\frac{99}{-6.2} / 31.6'$$

3.1

$$18.7 / \frac{15.0}{-1.9}$$

$$\frac{64}{-3.3}$$

$$\frac{80}{-4.7} / 27.7'$$

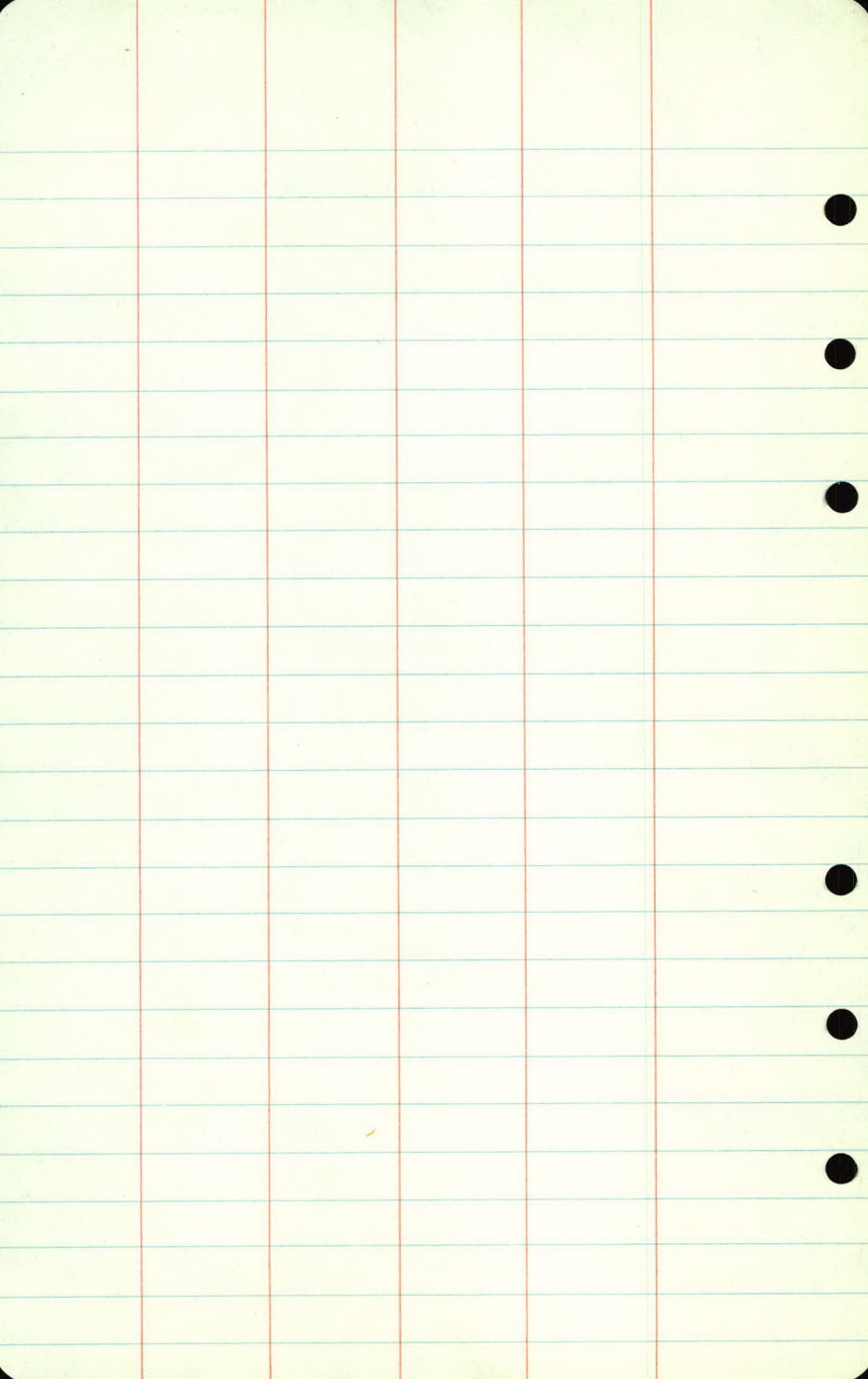
2.4

$$28.1 / \frac{1.7}{+0.1}$$

$$\frac{31}{-0.7}$$

$$\frac{44}{-2.0} / 19.0'$$

Top S.E. Cor. Sta.



slope stakes

Sterling Ave. No.

Harvester Ave to 100' N.

Sta.	+	π	-	Grade.
B.M.	1.92	1023.40		1021.48

0	100			17.4
---	-----	--	--	------

	123			17.6
--	-----	--	--	------

	138			17.8
--	-----	--	--	------

1				18.9
---	--	--	--	------

Gr. Rod.

L_t

R

R_t

Top S.E. Cor. Cont. Strip N. W. of Ctr. Sec. 25

5.8

(15)

$$11.2' \frac{9.8}{11.2}$$

$$\frac{96}{11.2}$$

5.6

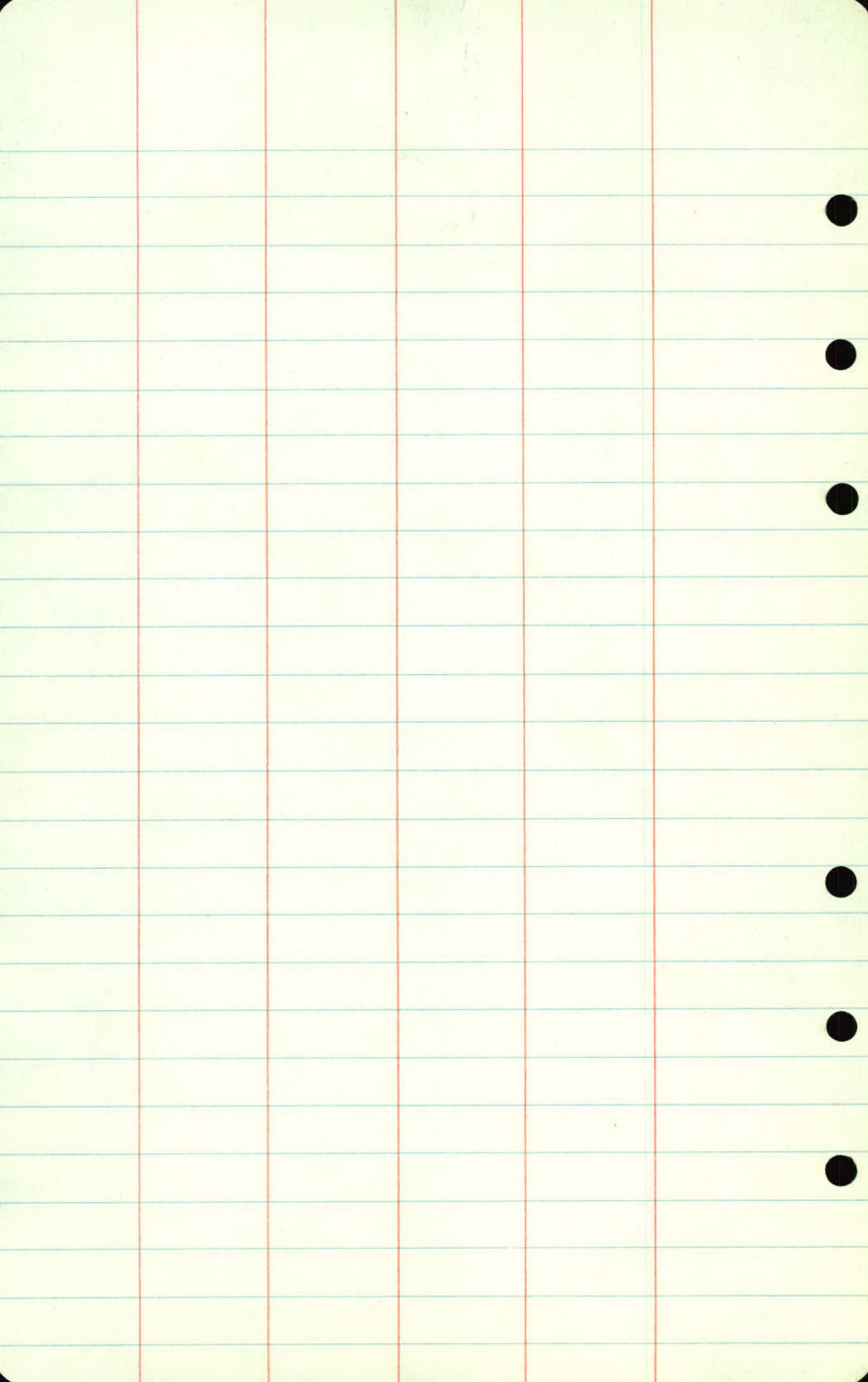
$$10.8' \frac{9.8}{10.8}$$

$$\frac{96}{11.0}$$

$$\frac{47}{109/12.7} \quad 3.1' \text{ slope.}$$

4.5

$$\frac{44}{100}$$



Sterling Ave.

& Levels

& Harvester Ave to 7+26.50.

Drawn up
Aug 25-1941
WJB.

Sta	+	Σ	-	Elev
B.M.	2.42	1023.90 1021.90		1021.48

0	+00		6.0	17.9
---	-----	--	-----	------

	+50		7.2	16.7
--	-----	--	-----	------

1			9.1	14.8
---	--	--	-----	------

	+50		11.0	12.9
--	-----	--	------	------

2			12.2	11.7 09.7
---	--	--	------	--------------

	+44		12.6	11.3
--	-----	--	------	------

3	+62		12.3	11.6
---	-----	--	------	------

3			9.3	14.6
---	--	--	-----	------

	+29		7.1	16.8
--	-----	--	-----	------

	+56		5.9	18.0
--	-----	--	-----	------

4			5.0	18.9
---	--	--	-----	------

9-25-41

586E

Top S.E. Cor. Lower Cong. step of Mo. N. 1st. Cor. Sterling
& Harvester Ave.

= $\frac{1}{2}$ Harvester Ave. west.

= Pt. A to A Pt.

= Pt. A to A Pt.

Sta.	t	T	-	Elev
------	---	---	---	------

4	+50		4.8	19.1
---	-----	--	-----	------

5			4.4	19.5
---	--	--	-----	------

	+50		4.0	19.9
--	-----	--	-----	------

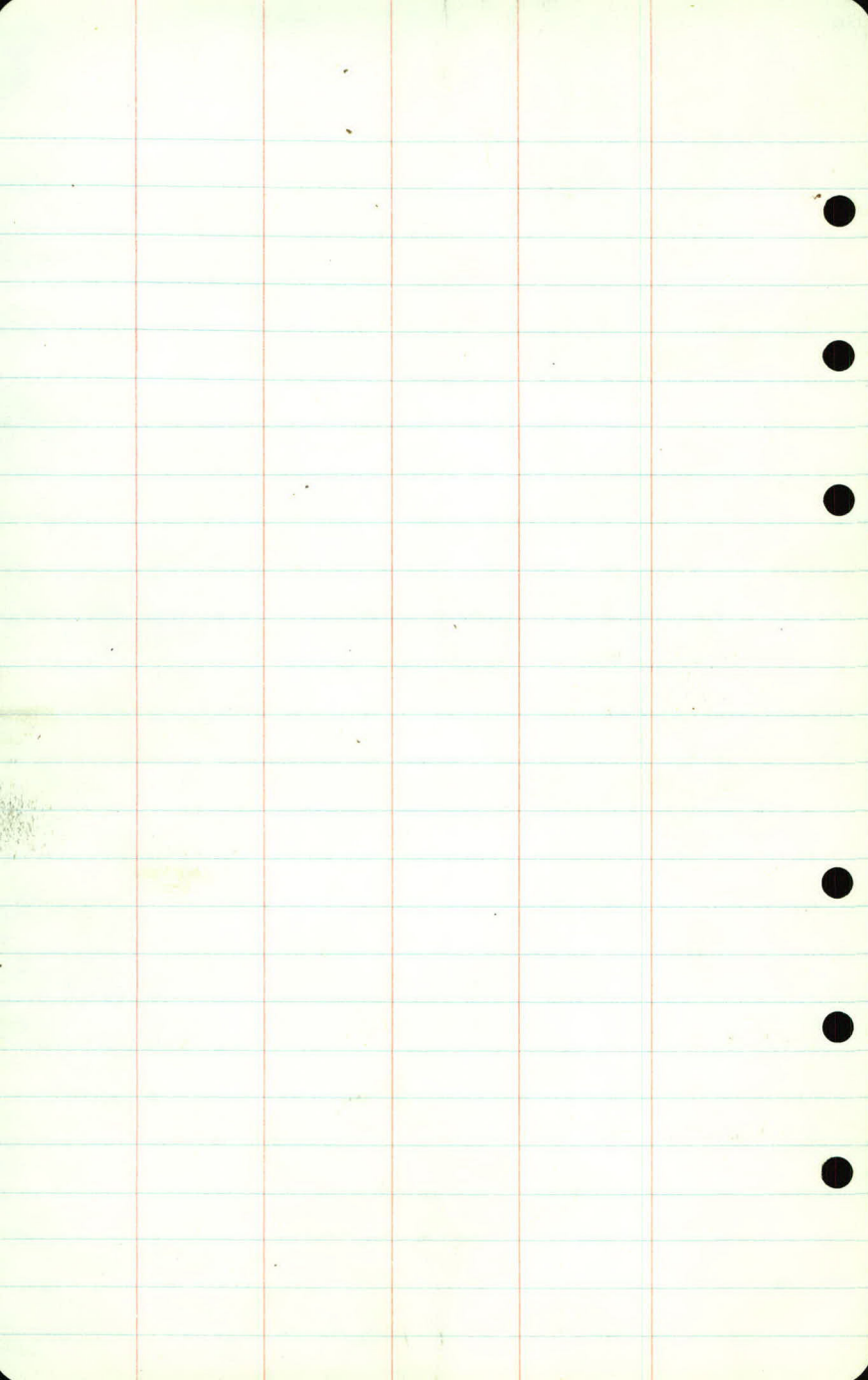
6			4.1	19.8
---	--	--	-----	------

	+17		4.2	19.7
--	-----	--	-----	------

	+50		3.5	20.4
--	-----	--	-----	------

7			1.9	22.0
---	--	--	-----	------

	+26		1.2	22.7
--	-----	--	-----	------



9/20/46 1

Profile Levels

Sterling Ave

Larpeur Ave. - South

Notes Rec'd
9/23/46

Sta	+	π	-	Elev.
B.M.	10.98	1014.11		1003.13

0	+00 = Elarp Ave.			02.3.
---	------------------	--	--	-------

	+18			01.9.
--	-----	--	--	-------

	+23			99.8.
--	-----	--	--	-------

	+25			99.8.
--	-----	--	--	-------

	+31			02.4.
--	-----	--	--	-------

	+50			01.4.
--	-----	--	--	-------

1				00.2.
---	--	--	--	-------

	+50			00.5
--	-----	--	--	------

2				04.7
---	--	--	--	------

	+10			
--	-----	--	--	--

	+35			06.0
--	-----	--	--	------

	+70			07.4
--	-----	--	--	------

R.H.
A.M.

9-20-46

2

L

#

R

Spt. in 60" Cott. at Sterling + LaPointe Ave.

118

122

143

143

117

+44- 60" Cott.
12'

121

Edge Swamp

97.0

171

139

02.8

35

11.3

50

97.7

164

136

03.6

71

10.5

50

96.5

176

9.4

09.4

37

47

50

09.8

43

50

00.9

132

81

07.8

50

63

50

07.6

65

50

67

62

07.9

Sta	+	π	-	Elev
		1014.11		

3				08.1
---	--	--	--	------

+10				
T.P	10.63	1022.86	1.88	1012.23

+50				14.2
-----	--	--	--	------

+64	NW Cor. Ho.	79' Lt.	26'E + W.	28' N + S.
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+75				16.8
-----	--	--	--	------

4				16.2
---	--	--	--	------

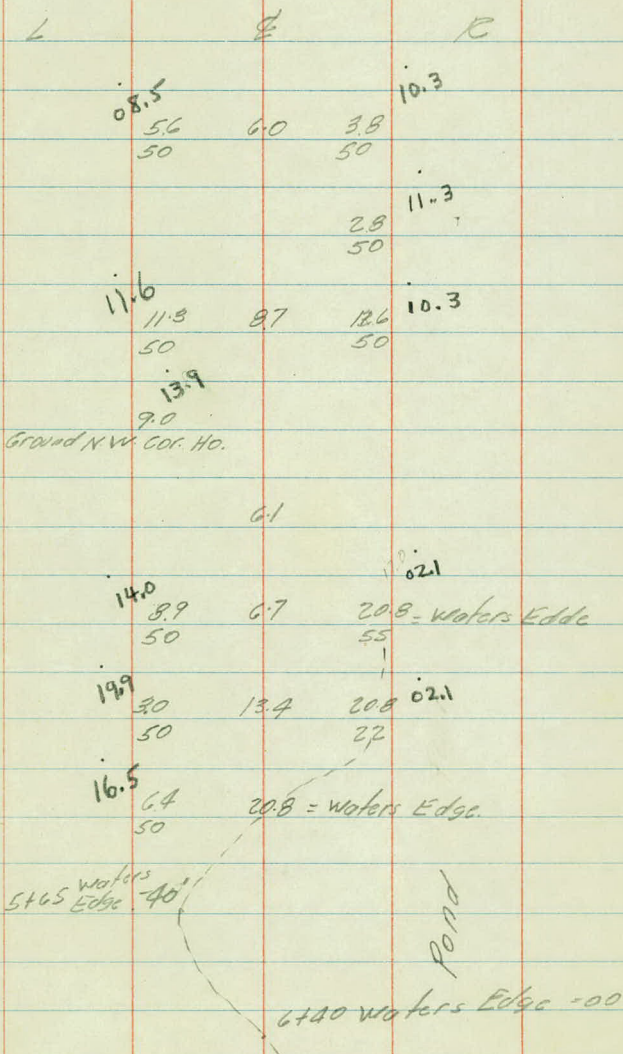
+50				09.5
-----	--	--	--	------

+90				02.1
-----	--	--	--	------

T.P	1.82	1014.10	10.58	1012.28
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B.M.			10.92	1003.18
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(1003.13)



Assume Grade at Sta. 7100 approx. 4' above
Water and cont. on a minus 2%± grade ahead.

