

OFFICE OF COUNTY ENGINEER
RAMSEY COUNTY, MINN.

TOPOGRAPHY Survey

T.O.P.I.C.S. (INTERSECTIONS)

From _____ To _____

Road Acc't. No. _____

Date Filed 9-25-74 File # 13-101
12-198

L.A.P.P.	4	Eustis
L.A.P.P.	4	Cleveland
L.A.P.P.	4	Hamline
L.A.P.P.	4	Fennwood
L.A.P.P.	4	Lexington
L.A.P.P.	4	DALE
Co. Pl. "C"	4	Cleveland
Co. Pl. "D"	4	State Farm Ins. Bldg.
Baselawn	4	Edgemoor

KG
05
OK
04

TOPOGRAPHY

COUNTY RD "C"

FROM 400' WEST

TO 600' EAST

AT CLEVELAND

USED M.H.D. STATIONING
(EAST TO WEST)

Lt.

E

Rt.

$$+39 \frac{PP}{33'}$$

$$+37 \frac{EDr}{(carb \text{ each side } \frac{14}{32'})}$$

$$+15 \frac{Cor. P. lot}{70} +15 \frac{Wall}{59} +16 \frac{Bldg}{118} \checkmark$$

$$+108 \frac{Bush}{47-51}$$

$$+64 \frac{Bush}{50} \checkmark +142 \frac{EDr}{118} \checkmark$$

$$+30 \frac{carb Dr}{36} +56 \frac{Dr Carb}{37'} \checkmark$$

$$+19 \frac{Bush}{49}$$

$$+15 \frac{Bush}{54} \checkmark$$

$$+04 \frac{Rd-CR}{26}$$

5

4

6

7

100

100

100

8

$$+92 \frac{8'' \text{ Cott} \checkmark}{51'}$$

$$+91 \frac{4'' \text{ Med. Beg} \checkmark}{51'}$$

$$+84 \frac{8'' \text{ Cott} \checkmark}{51'}$$

$$+77 \frac{6'' \text{ Cott} \checkmark}{51'}$$

$$+68 \frac{P.P. \checkmark}{30}$$

$$+81 \frac{P.O.R. \checkmark}{33}$$

$$+89 \frac{E.R. \checkmark}{58}$$

$$+38 - +54 \frac{\text{Small 4'' - Clump trees} \checkmark}{44'}$$

$$+109 \frac{\text{Cott w. tree} \checkmark}{53}$$

$$+24 \frac{P.P. \checkmark}{42'}$$

7

$$\text{Road} \checkmark$$

$$26 \ 27'$$

$$+95 \frac{P.P. \checkmark}{50}$$

$$+55 \frac{P. tree \checkmark}{54}$$

$$+60 \frac{Hyd \checkmark}{29}$$

$$+44 \frac{\text{SW COP Bldg} \checkmark}{108}$$

$$+48 \frac{MH \checkmark}{22}$$

$$+50 \frac{PP \checkmark}{42}$$

$$+18 \frac{\text{SE COP Bldg} \checkmark}{108}$$

$$+16 \frac{MH \checkmark}{48}$$

6

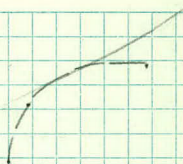
$$\text{Road} \checkmark$$

$$26 \ 26'$$

$$+68 \frac{4'' \text{ spruce} \checkmark}{53}$$

NOV, 24, 71

9



LH.

E

RH.

10

Road
29 28+31 $\frac{\text{Nardm/e}}{E}$ ✓+02 $\frac{MH}{24}$ ✓

9

Road ✓
29 28+83 $\frac{PP}{57}$ ✓+69 $\frac{BR}{60}$ ✓+78 $\frac{POR}{35}$ ✓+86 $\frac{ER}{31}$ ✓+55 $\frac{EDr}{v}$ +37 $\frac{Tw 6" \text{cott}}{56}$ ✓+17 $\frac{BR}{58}$ ✓+29 $\frac{POR}{31}$ ✓+39 $\frac{ER}{60}$ ✓+03 $\frac{8" \text{cott}}{51}$ ✓

8

+00 $\frac{EDr}{Road}$ ✓
29 27

Nov 24, 71

10

E. chadwicki

C

o

o

o

o

o

13

Lt.

E

Rt.

$$+97 \frac{15' \text{ CMP}}{58'}$$

$$+78 \frac{\text{MH}}{23'}$$

$$+78 \frac{\text{Edge Curb } \checkmark}{33'}$$

$$+46 \frac{\text{Curb } \checkmark}{31} \frac{\text{Fe } \checkmark}{42} \frac{\text{Curb } \checkmark}{53} \frac{\text{Curb } \checkmark}{73} \frac{\text{Fe } \checkmark}{85}$$

$$+08 \frac{\text{PP } \checkmark}{64'} \text{ Road } 28' 31'$$

$$+00 \frac{\text{Fe } \checkmark}{42'}$$

12

$$+85 \frac{\text{NW cor of Ho } \checkmark}{103'}$$

$$+61 \frac{\text{NE cor. } \checkmark \text{ of Ho}}{103'}$$

$$+48 \frac{15' \text{ Curb } \checkmark}{52}$$

+

$$+18 \frac{15' \text{ Curb } \checkmark}{51}$$

$$+30 \frac{2' 12' \text{ Dr. } \checkmark}{51}$$

$$+05 \frac{15' \text{ Curb } \checkmark}{51}$$

$$+03 \frac{\text{Fe } \checkmark}{42'}$$

11

$$+71 \frac{15' \text{ CMP } \checkmark}{48}$$

$$+87 \frac{\text{ED-26' Rd } \checkmark}{29' 31'}$$

$$+69 \frac{\text{Hail } \checkmark}{\text{Hole } \checkmark}$$

E

NOV. 24, 71

11

13

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

C. L. FENCE

GRAVEL

0

H.

L

Rt.

14
+90 $\frac{8P}{63}$ ✓

↓ Road 20-26
+86 $\frac{\text{Wingwall}}{40}$ +00 $\frac{\text{Cor. Fe}}{52'}$

+75 $\frac{\text{Tele. M.H.}}{32}$

+7 $\frac{\text{Arch. Fe}}{50'}$ ✓

↓
+57 $\frac{\text{End G.R.}}{34}$

+33 $\frac{\text{Nose of Ent b}}{31'}$ ✓

+25 $\frac{15'' \text{ CMP Culv}}{62'}$

+13 $\frac{\text{End GR.}}{61'}$ ✓

+06 $\frac{9120}{1}$ ✓

13

100 Carb Carb Carb Fe
Road 31 37 54 66'
27-27

NOV. 24, 71

12

dent drive

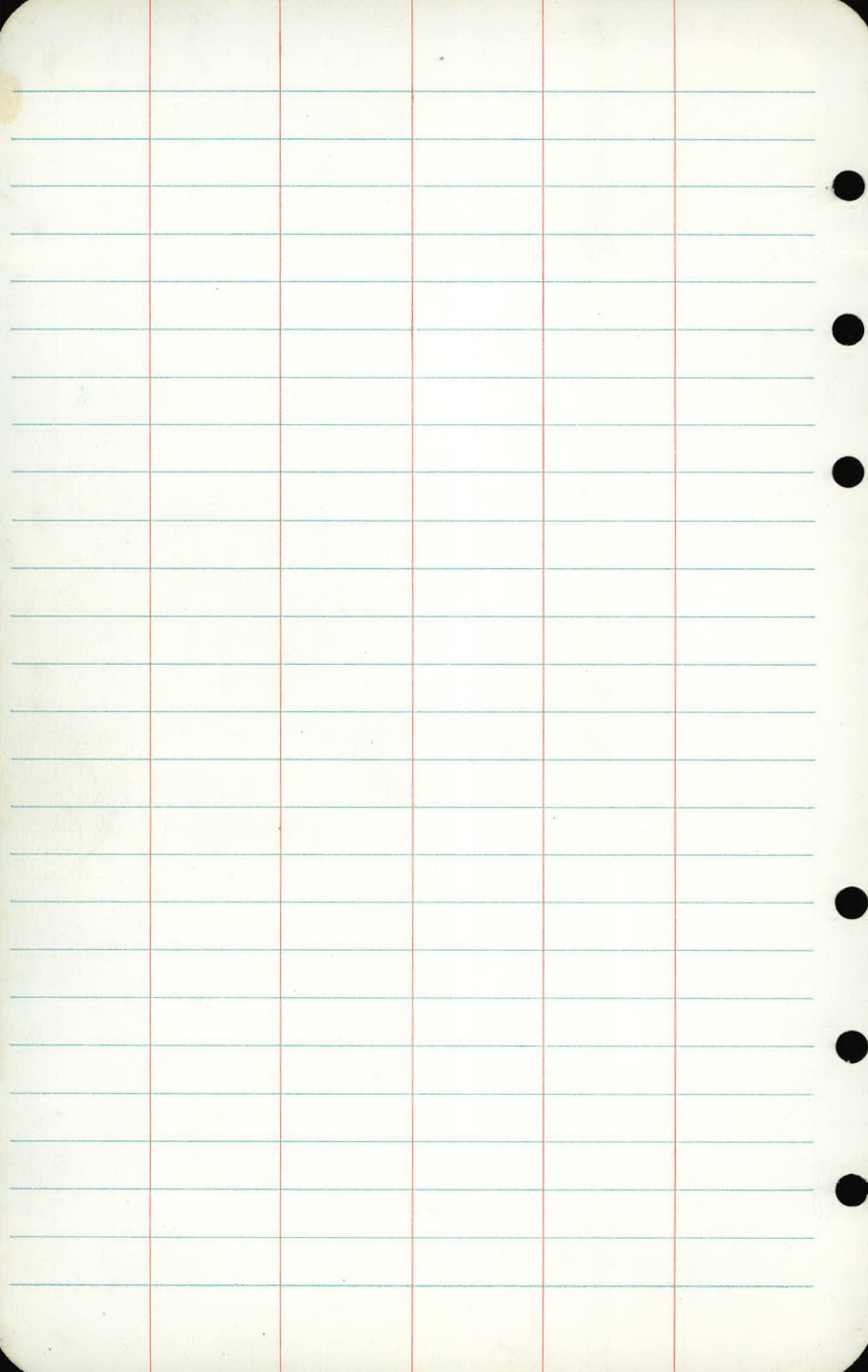
1 2 3 4 5 6 7 8



C. L. FE

ENT. RAMP

13



W.S.
G.A.
L.P.D.

4-MAR-71
CLOUDY 30° 6
1

T.O.P.I.C.S.

T O P G R A P H Y

INTERSECTION OF ROSELAWN AVE

1
; EDGERTON ROAD

I N D E X

TOPO. ROSELAWN AVE PAGE 2.

" EDGERTON RD PAGES

+50

+48 COR BLOCK WALL
23

+38 12' ENT (CON)
29

+45 EDGE CONC
33-63

15+00

+00 SE COR HO.
100 BIT 10 BIT 12

+81 PP
28

+94 BIRD PATH +79 N.W. COR HO
43 64

+75 E. EDGE 15" CULVERT
19

+65 10' ENT (BT)

+79 2" PINE
49
+75 4" MAPLE
36

+55 W. EDGE 15" CULVERT
19

+65 TP
34

+50

+49 48" WILLOW
44 BIT 10 BIT 12

+14 SE COR HO.
115

+09 WSO
10

+26 18" DAK
42

14+00

+94 BUSH
34

BIT 14 BIT 17

+82 29' DAK
39

+87 PP
28

+60 20" PHL
43

+59 ER
22

+50 +56 ER
19

+92 WSO +36 POR
10 19

+18 WSO +31 BR
31 34

+31 ENCUMB
39

+29 POR
33

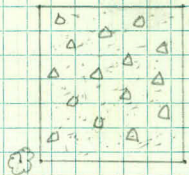
+10 MB
19 +10

+22 BR
51

13+00

2

GARAGE



HD.

15/5/10
12

WSO

WSO

HE

HO

HO

18 +81 $\frac{18' \text{ ELM}}{40}$ ✓
 +76 $\frac{PP}{29}$ +79 $\frac{\text{HEDGE}}{29 \rightarrow \text{N10}}$ $\frac{BIT}{12}$

+69 $\frac{\phi 10' \text{ CONC. ENT}}{29}$ ✓ +86 $\frac{\text{BEG. HEDGE}}{28 \rightarrow \text{N10T}}$ ✓
 +60 $\frac{MH}{20}$ +62 $\frac{2' \times 2' \text{ planter}}{59}$ +59 $\frac{18' \text{ ELM}}{24}$ +73 $\frac{\text{TW } 24" \text{ OAK}}{26}$
 +58 $\frac{24" \text{ ELM}}{54}$

17 +50
 +22 $\frac{18" \text{ ELM}}{46}$ ✓
 +20 $\frac{SW \text{ COR HO.}}{90}$ ✓
 +07 $\frac{24" \text{ ELM}}{39}$ ✓

+49 $\frac{18" \text{ ELM}}{28}$ ✓
 +38 $\frac{18" \text{ ELM}}{24}$ ✓
 +28 $\frac{18" \text{ ELM}}{26}$ ✓
 +30 $\frac{NW \text{ COR HO.}}{72}$ ✓
 +02 $\frac{\phi 10' \text{ CONC ENT}}{36}$ ✓

17 +50
 +96 $\frac{\phi 10' \text{ ENT CONC. BIT}}{28 \rightarrow \text{NORTH}} \frac{BIT}{10} \frac{BIT}{12}$ ✓

+77 $\frac{8" \text{ ELM}}{42}$ ✓
 +64 $\frac{12" \text{ ELM}}{44}$ ✓
 +53 $\frac{PP}{31}$ ✓
 +45 $\frac{36" \text{ OAK}}{37}$ ✓

16 +50
 +45 $\frac{SW \text{ COR HO.}}{93}$ ✓
 +38 $\frac{PP}{28}$ ✓
 +19 $\frac{\phi 10' \text{ ENT CONC}}{38}$ ✓

+06 $\frac{\text{END WALL}}{23 \rightarrow \text{NORTH}} \frac{BIT}{10} \frac{BIT}{12}$ ✓

+12 $\frac{8" \text{ ELM}}{28}$ ✓

16 +00

+84 $\frac{10' \text{ ELM}}{41}$ ✓
 +74 $\frac{SW \text{ COR HO.}}{84}$ ✓
 +66 $\frac{8" \text{ MAPLE ELM}}{40}$ ✓

+97 $\frac{\phi 14' \text{ ENT GRAVEL}}{28}$ ✓
 +72 $\frac{8" \text{ ASH}}{28}$ ✓
 +63 $\frac{18" \text{ ELM}}{31}$ ✓
 +61 $\frac{NW \text{ COR HO.}}{71}$ ✓
 +55 $\frac{\text{R.TIE TO HO.}}{28}$ ✓

15 +50

2

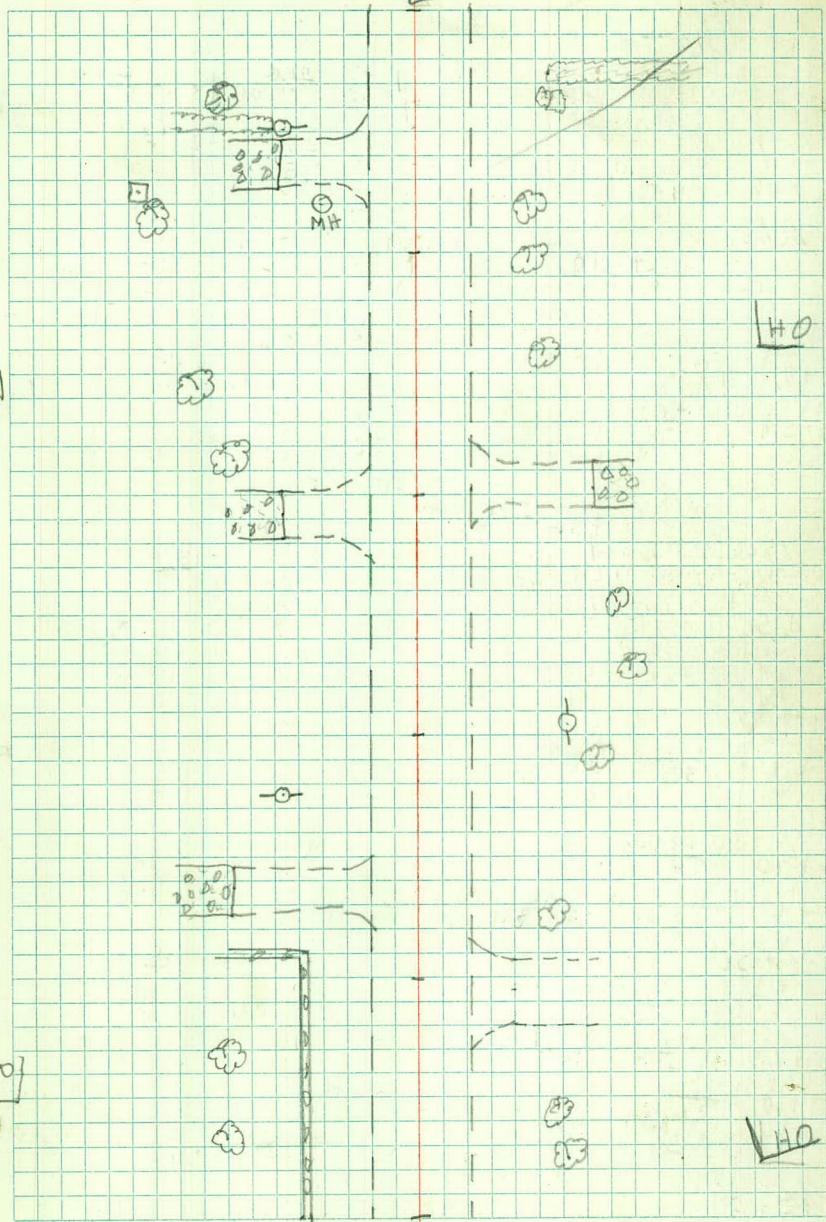
HOI

HOI

HOI

HO

HO



LT

E

RT

+50 ✓

+40 $\frac{15'' \text{ ELM}}{61}$ +06 $\frac{\text{SW COR HO}}{95}$ 20 $\frac{50}{50}$ ✓+92 $\frac{\text{E } 10' \text{ ENT (BIT)}}{10}$ +79 $\frac{6'' \text{ POG}}{47}$ +54 $\frac{10'' \text{ ELM}}{44}$

+50 ✓

+24 $\frac{36 \text{ HEDGE}}{35 \rightarrow \text{OUT}}$ ✓ +36 $\frac{\text{SW COR HO}}{98}$ ✓+15 $\frac{\text{E } 12' \text{ ENT (CORO)}}{27}$ ✓

19 ✓

+96 $\frac{10'' \text{ ELM}}{43}$ +70 $\frac{\text{SW COR HO}}{98}$ +69 $\frac{10'' \text{ ELM}}{48}$ ✓ +56 $\frac{\text{HVO}}{24}$ ✓

+50 ✓

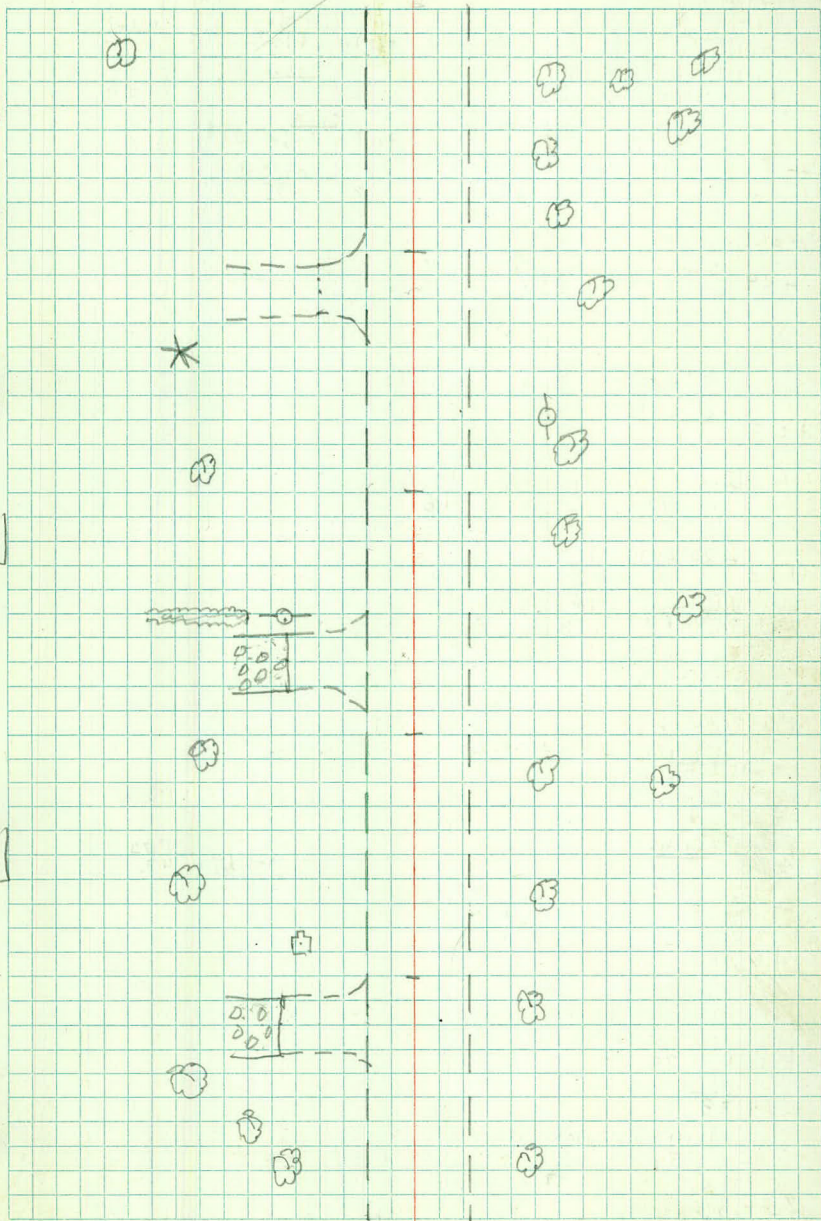
+40 $\frac{\text{E } 12' \text{ ENT CONC}}{28}$ ✓+28 $\frac{16'' \text{ ELM}}{52}$ ✓ +18 $\frac{10'' \text{ ELM}}{34}$ ✓+10 $\frac{8'' \text{ ELM}}{26}$

18+00

BIT BIT
10 12+38 $\frac{8'' \text{ ELM}}{60}$ ✓ +45 $\frac{\text{NW COR HO}}{94}$ ✓+37 $\frac{18'' \text{ OAK}}{27}$ ✓ +37 $\frac{1'' \text{ MAPLE}}{43}$ ✓+20 $\frac{30'' \text{ ELM}}{27}$ ✓ +26 $\frac{\text{BLSH}}{55}$ ✓+08 $\frac{9'' \text{ OAK}}{30}$ +02 $\frac{4'' \text{ OAK}}{37}$ ✓+59 $\frac{22'' \text{ OAK}}{33}$ ✓ +65 $\frac{\text{PP}}{28}$ ✓+25 $\frac{16'' \text{ OAK}}{57}$ ✓ +41 $\frac{18'' \text{ OAK}}{31}$ ✓+89 $\frac{18'' \text{ OAK}}{27}$ ✓ +92 $\frac{18'' \text{ OAK}}{27}$ ✓+67 $\frac{22'' \text{ OAK}}{27}$ ✓+44 $\frac{12'' \text{ BE}}{25}$ ✓+21 $\frac{10'' \text{ BE}}{24}$ ✓

44

40



LT

L

RT

23 50

BIT BIT

16

20

+81 $\frac{4' SW}{31 \times 60}$

SW

41-40

+86 $\frac{PILLAR (1' \times 1')}{55}$ +93 $\frac{20' ELM}{44}$ +90 $\frac{PP}{25}$ +72 $\frac{PILLAR (1' \times 1')}{55}$ +81 $\frac{SW}{21-3}$
43-48+63 $\frac{SLN}{33-38}$ +56 $\frac{PILLAR (1' \times 1')}{55}$

9+50

+49 $\frac{HVD}{24}$ +49 $\frac{18' ELM}{43}$ +39 $\frac{PILLAR (1' \times 1')}{55}$ +05 $\frac{20' ELM}{42}$

22 50

BIT BIT

16

20

+87 $\frac{18' OAK}{27}$ +81 $\frac{20' OAK}{28}$ +72 $\frac{20' ENT (BIT)}{42}$ +67 $\frac{18' OAK}{26}$ +47 $\frac{2' TW ELM}{38}$ +52 $\frac{NW COR BLOC}{64}$

8+50

+45 $\frac{PP}{28}$

BIT BIT

16

20

+47 $\frac{2' ELM}{40}$ +46 $\frac{2' TW ELM}{46}$ +38 $\frac{7' OAK}{47}$ +38 $\frac{10' ENT (BIT)}{46}$ +28 $\frac{10' ENT (BIT)}{46}$ +28 $\frac{MULBERRY BUSH}{46}$ +14 $\frac{5' BIRCH}{67}$ +15 $\frac{1' PINE}{42}$ +23 $\frac{9' PITERA}{68}$ +10 $\frac{4' WALL}{38}$ +10 $\frac{28' OAK}{31}$

21+50

BIT BIT

16

20

+94 $\frac{1' MAPLE}{43}$ +88 $\frac{SW COR HO}{95}$ +74 $\frac{PP}{28}$ +65 $\frac{10' ENT COR HO}{34}$ +87 $\frac{22' OAK}{27}$

20+50

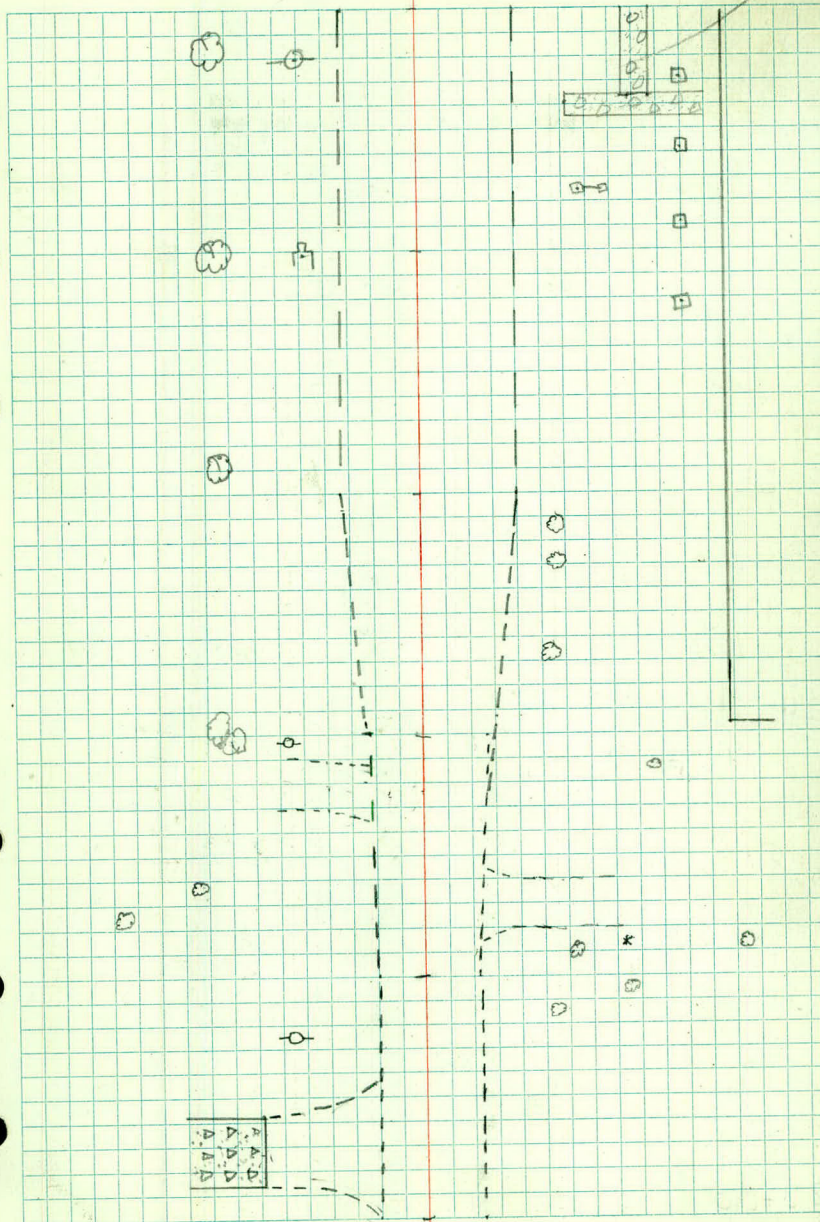
W.S
0.5

LT

2

RT

3-9-11
CORN & NOW 5



LT

E

RT

+50

+41 $\frac{24'' \text{ ELM}}{46}$ +15 $\frac{24'' \text{ ELM}}{46}$

25

25

+92 $\frac{PP}{26}$ +85 $\frac{24'' \text{ ELM}}{46}$

+50

+31 $\frac{\text{END CMP}}{21}$ +12 $\frac{24' \text{ ENT (BIT)}}{21}$

24

+91 $\frac{\text{WEND 15'' CMP}}{21}$ +87 $\frac{PP}{25}$

+50

+16 $\frac{TW 32'' \text{ OAK}}{44}$ +09 $\frac{22'' \text{ OAK}}{41}$

BIT BIT

16 15 $\frac{8'' \text{ ELM}}{30}$ +88 $\frac{16' \text{ KETTERA}}{38}$ +90 $\frac{\text{BUSH}}{35}$ +76 $\frac{10' \text{ ENT GRADU}}{23}$ +70 $\frac{E \text{ HEDGE}}{23}$ +68 $\frac{28'' \text{ OAK}}{32}$ +37 $\frac{B6 \text{ HEDGE}}{23}$ +26 $\frac{10' \text{ ENT BIT}}{23}$ BIT BIT
17 17+75 $\frac{14' \text{ ENT (BIT)}}{23}$ +67 $\frac{NE \text{ COR BLDG}}{59}$ +63 $\frac{ESW}{41-46}$ BIT BIT
16 20

23+00

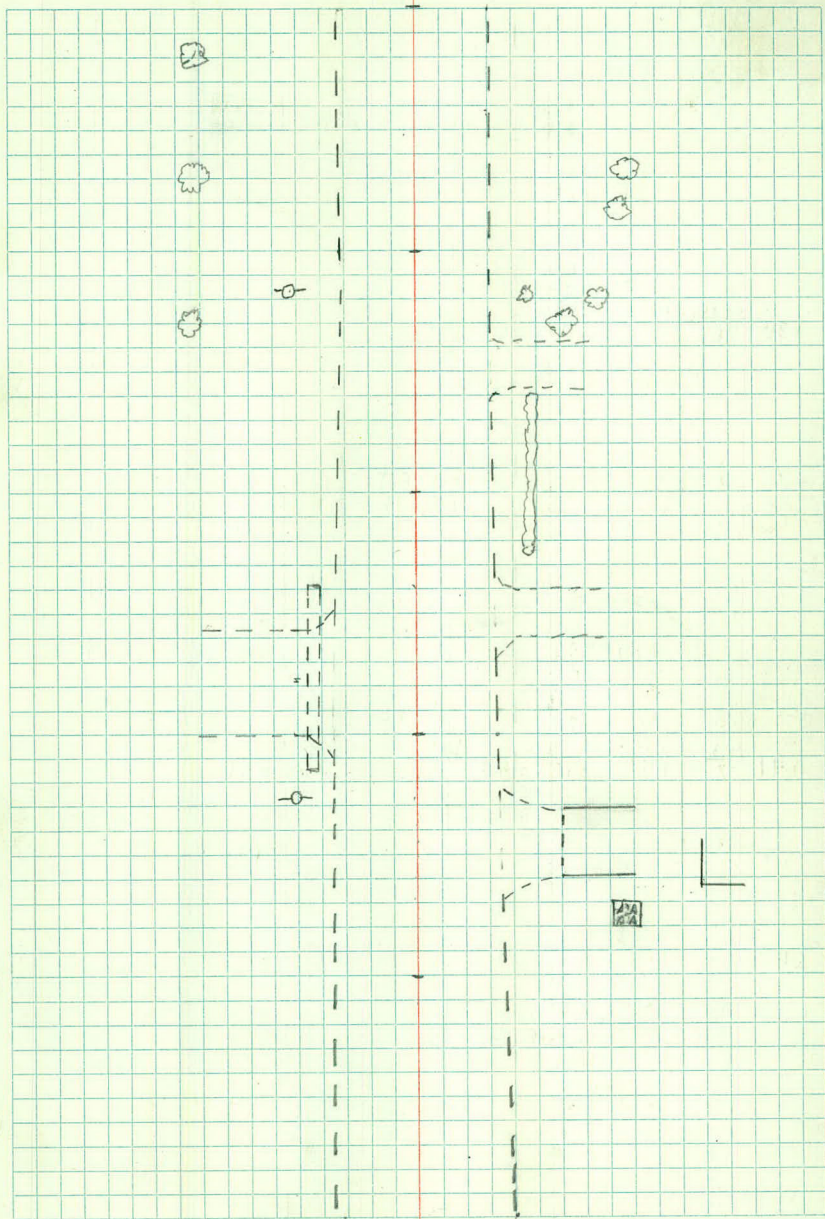
W.S
DS

LT

2

RT

3-9-71
COLD-SNOW 6



LT

E

RT

28

 $\frac{BTSH}{9-15}$
 $\frac{RD}{9}$
 $\frac{RD}{16}$
 $\frac{BIT SHLO}{16-23}$
 $\frac{FE}{34}$
 $+94 \frac{HH}{12}$
 $+84 \frac{22" ALM}{38}$
 $+66 \frac{BUSH}{35}$

+50

 $+48 \frac{BUSH}{36}$
 $+42 \frac{2" APPL}{38}$
 $+46 \frac{PP}{30}$
 $+38 \frac{3" APPL (TW)}{41}$
 $+25 \frac{PINE BUSH}{37}$
 $+08 \frac{3" ANG}{41}$

27

 $4" PINE$
43

 $SAGUONR$
10-15

 BIT
10

 BIT
16

 $SHOULDER (BIT)$
16-22

 FE
34

 $+61 \frac{ER}{21}$
 $+64 \frac{ER}{18}$

+50

 $+44 \frac{SIGNAL}{28}$
 $+52 \frac{COR. FE}{34}$
 $+48 \frac{SIGNAL}{27}$
 $+50 \frac{WSD}{14}$
 $+41 \frac{MH}{7}$
 $+41 \frac{NEND CULVERT \cdot P.O.R}{29}$
 $+42 \frac{P.O.R}{22}$
 $+44 \frac{WEND CULP}{26}$
 $+41 \frac{P.O.R}{26}$
 $+41 \frac{WEND CULP}{26}$
 $+33 \frac{BR}{35}$
 $+28 \frac{BR}{40}$
 $+03 \frac{ER}{38}$

PW

26

 $+02 \frac{MH}{7}$
 $+92 \frac{H.H.}{24}$
 $+05 \frac{ER}{35}$
 $+82 \frac{10" PINE}{54}$
 $+90 \frac{SIGNAL}{26}$
 $+94 \frac{HYD}{33}$
 $+99 \frac{SIGNAL}{30}$
 $+83 \frac{CONTR BOX}{26}$
 $+77 \frac{GUIDE POLE}{26}$
 $+99 \frac{PP}{38}$
 $+70 \frac{10" PINE}{38}$
 $+94 \frac{P.O.R}{22}$
 $+83 \frac{BG STARS}{40 \rightarrow NE}$
 $+74 \frac{15" PINE}{36}$
 $+94 \frac{P.O.R}{20}$
 $+79 \frac{BG RAD}{16}$
 $+79 \frac{BR}{15}$

25+50

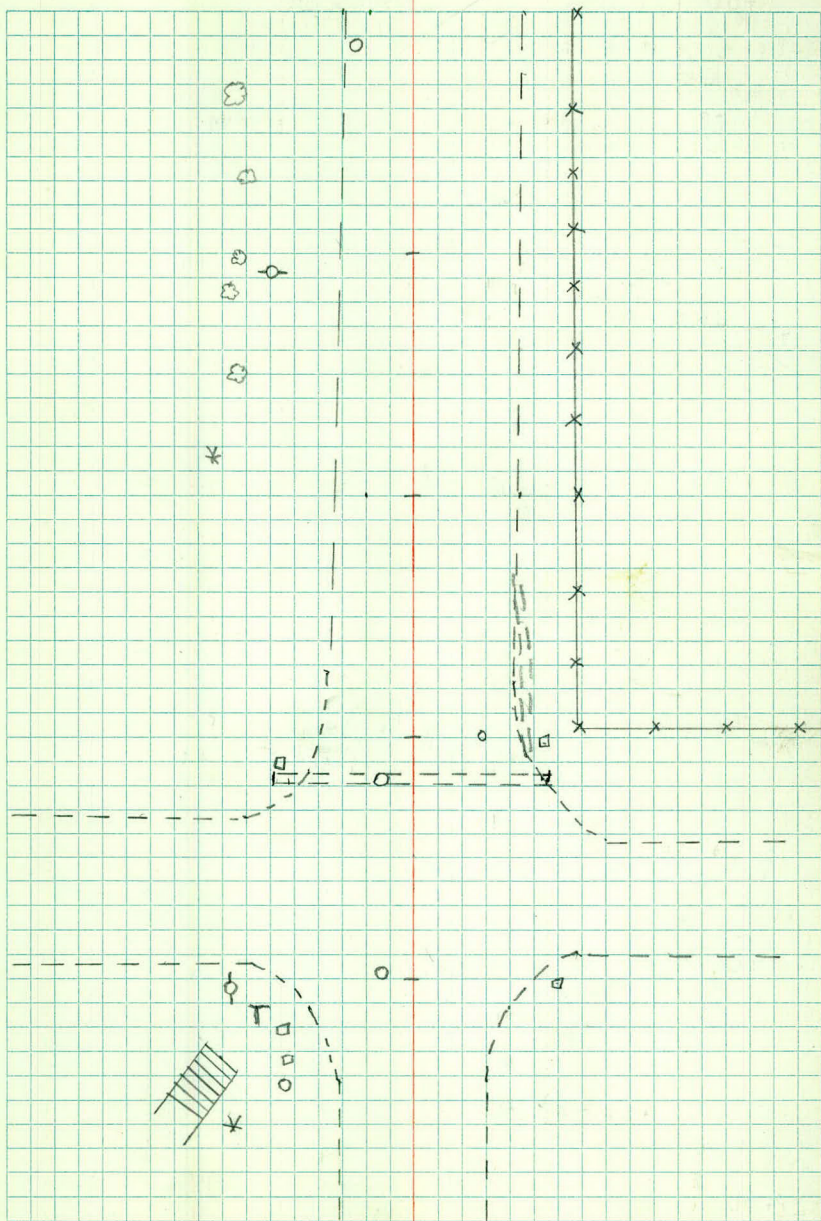
W.S
D.S
L.P.D

LT

Q

RT

3-10-71
cloudy-snow
29°



LT

C

RT

+50

+33 $\frac{PP}{29}$

30

BIT SHLD	RD	RD	BIT SHLD
9-16	9	15	15-23

+50

29

BIT SHLD	BIT	BIT	BIT SHLD	FE
9-14	9	16	16-23	34

+94 $\frac{PP}{29}$

+57 $\frac{EW}{ENT(BIT)}$

+50

+27 $\frac{5'' PAVE}{35}$

28+00

BIT SHLD	RD	RD	BIT SHLD	FE
9-15	9	16	16-23	34

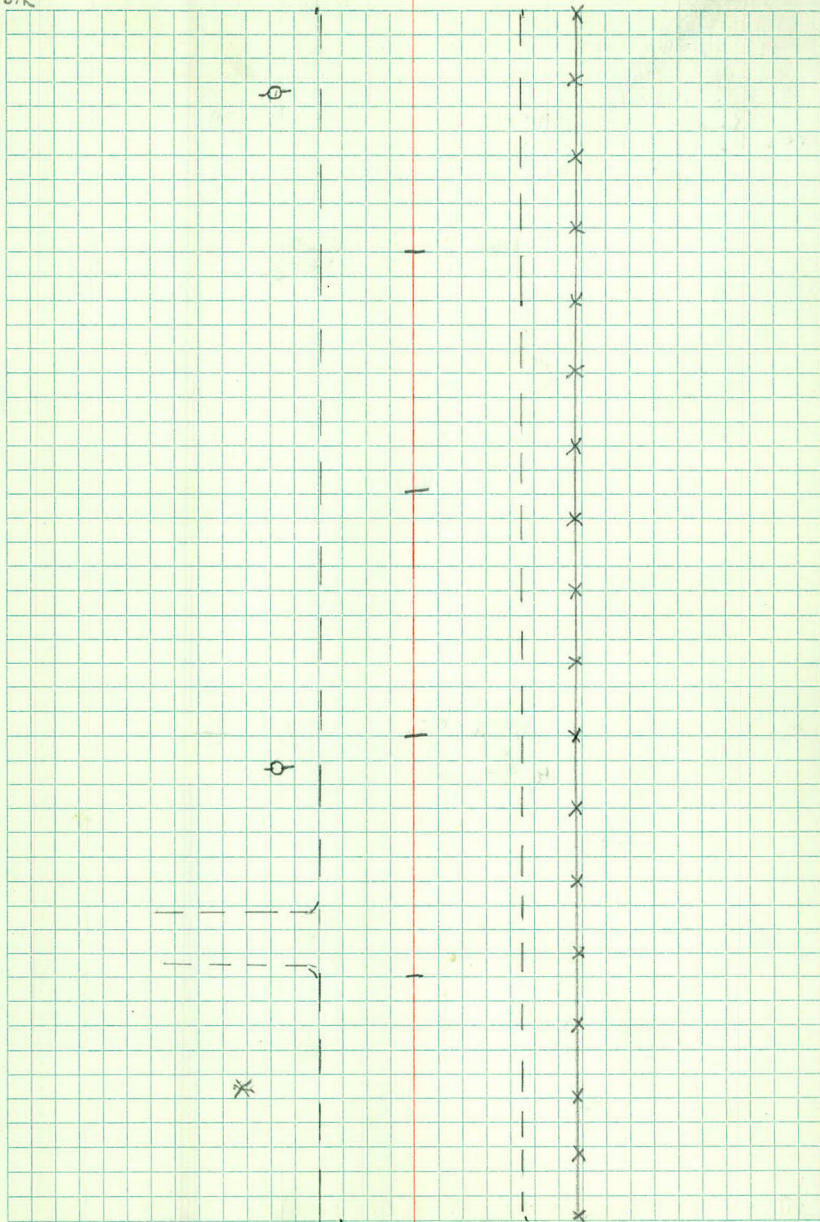
W.S
D.S
G.A
D.R

LT

E

RT

3-11-71
CLOUDY 9
28" SNOW



LT

2

RT

33

+00 RR
22RD
12SHLD
12-20+91 B6 BITUMB
37 → N +90 BR
37+62 B6 BITUMB
29-45+62 FR
33+59 TW 18" CUT
50+54 HYD
37+59 P.R.
20

+50

+

+41 BR
12

32

B1 SHLD	RD	RD	SHLD	FE
11-16	11	14	14-22	33

+88 PP
30

+30

+06 21" CONC. CULVERT
33+02 SURFACE DRAIN
22

31

B1 SHLD	RD	RD	SHLD	FE
10-15	10	15	15-22	33

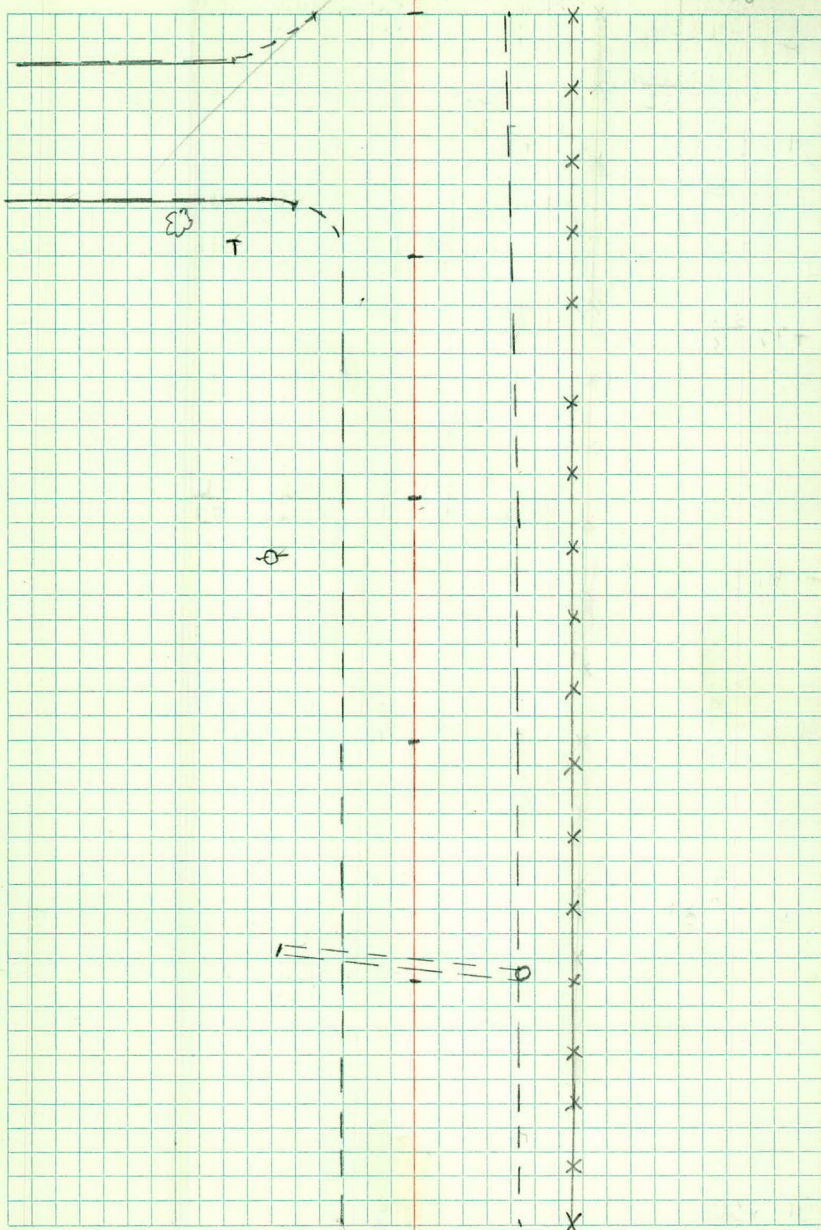
30 +50

LT

⊙

RT

3-11-77
COLD - 10
SNOW - CLOUDY
28°



+50

LT

E

RT

35

SHLD	RD	RD	SHLD	FE
11-17	11	12	12-19	33

+77 $\frac{5'' \text{ KLM}}{37}$ +76 $\frac{PP}{29}$ +69 $\frac{4-12'' \text{ COTT}}{60}$

+50

34

SHLD	RD	RD	SHLD	FE
11-17	11	13	13-19	33

+89 $\frac{14'' \text{ COTT}}{50}$ +64 $\frac{BUSHT}{45}$

+50

+18 $\frac{ER}{12}$ +03 $\frac{PP}{30}$ +02 $\frac{\text{GRADE POLE}}{26}$

33+00

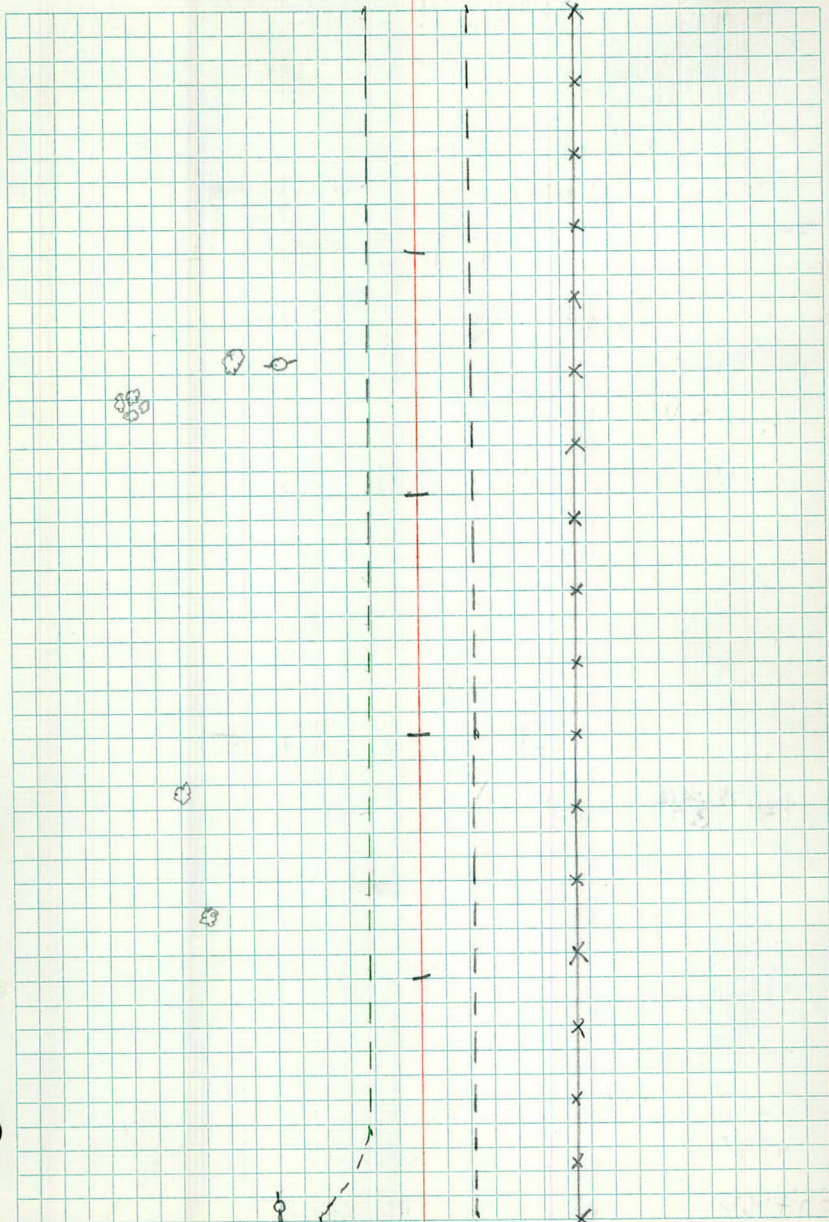
P.O.R
22

RD	SHLD	FE
12	12-20	33

LT

⊕

RT 3-11-11 28° 11



LT

E

RT

38

+85 $\frac{49' \text{ ENT (BIT)}}{32}$ SHLD RD RD SHLD
11-16 11 12 12-16+64 $\frac{\text{HEDGE}}{32}$ +64 $\frac{\text{FE}}{35 \rightarrow N}$ +64 $\frac{\text{PP}}{25}$ +74 $\frac{22' \text{ BFE}}{58}$ +74 $\frac{16' \text{ DAM}}{44}$ +55 $\frac{13' \text{ ELM}}{53}$

+50

+13 $\frac{\text{HEDGE (BG)}}{32}$ +04 $\frac{12' \text{ ENT (ROCK)}}{32}$

37

SHLD RD RD SHLD FE
11-16 11 12 12-16 33+83 $\frac{E \text{ BUSHES}}{32}$ +90 $\frac{18' \text{ PINE}}{41}$ +66 $\frac{4' \text{ PINE}}{51}$ +33 $\frac{86 \text{ BUSH}}{32}$

+50

+29 $\frac{\text{BUSH}}{32}$ +40 $\frac{\text{ER}}{11}$ +24 $\frac{\text{BUSH}}{32}$ +26 $\frac{6' \text{ PINE}}{43}$ +13 $\frac{\text{BR}}{38}$ +20 $\frac{\text{PP}}{30}$ +20 $\frac{\text{PINE}}{24}$ +03 $\frac{\text{PINE}}{20}$

36

RD SHLD
12 12-17+89 $\frac{\text{BIT CURB}}{28 \rightarrow N}$ +89 $\frac{\text{ER}}{28}$ +78 $\frac{\text{HYD}}{37}$ +83 $\frac{\text{RDP}}{18}$ +72 $\frac{\text{BR}}{11}$

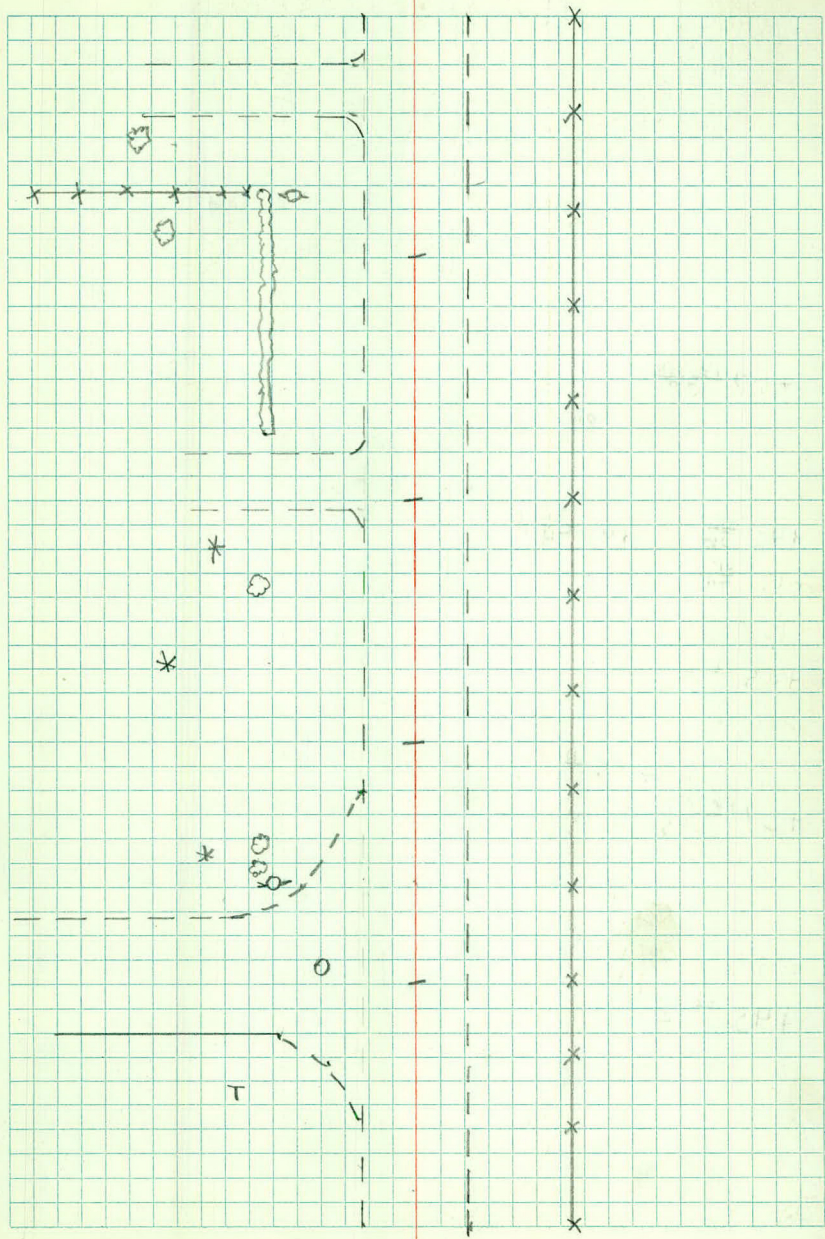
35 +50

LT

Q

RT

3-11-71
28° 12



LT

E

RT

40

15" ELM
38SHLD RD
11-17 11RD
12SHLD
12-17FE
33+69 $\frac{ER}{12}$ +62 $\frac{18" BF}{38}$ +52 $\frac{PP}{25}$

+50

+51 $\frac{GUIDE POLE}{28}$ +42 $\frac{BR}{36}$ +48 $\frac{P.O.R}{24}$ +17 $\frac{ER}{34}$ +29 $\frac{MH}{20}$ +10 $\frac{P.O.R}{17}$ +03 $\frac{MYD}{35}$

39

RD SHLD FE
12 12-16 33+95 $\frac{BR}{11}$ +84 $\frac{16" MAPLE}{45}$

+50

+45 $\frac{12" MAPLE}{45}$ +17 $\frac{5" BIRCH}{46}$ +07 $\frac{E REDGE}{38}$

38

BL HEDGE
38SHLD RD
11-16 11RD SHLD
12 12-16FE
33

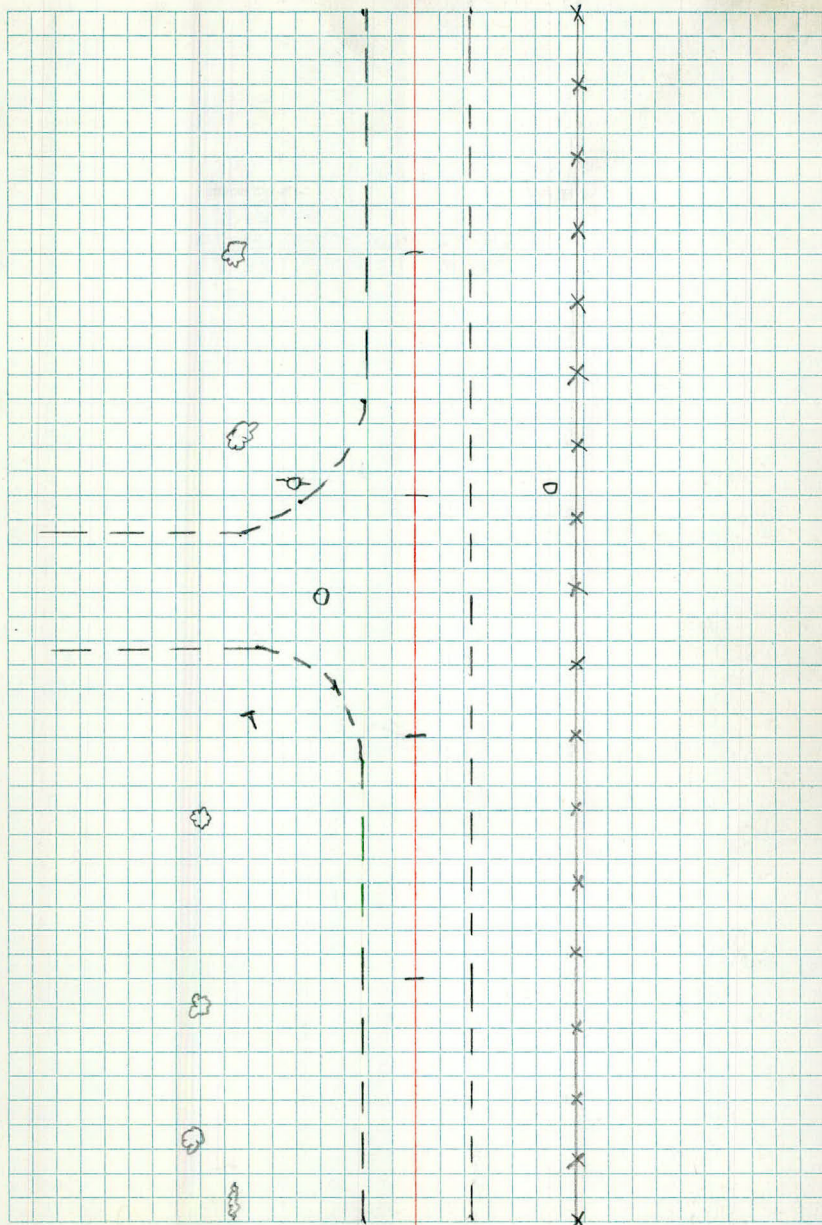
RT

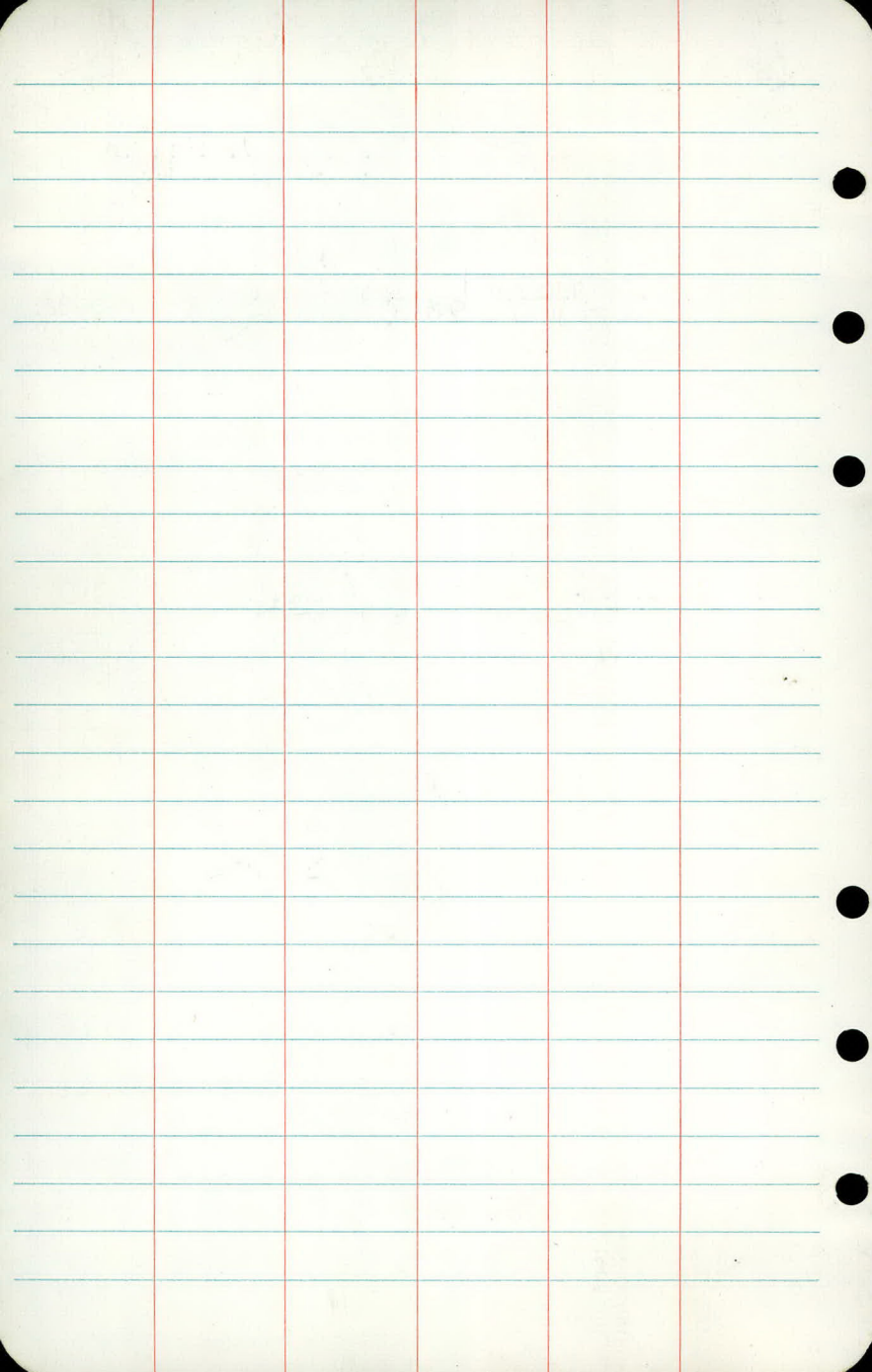
E

LT

3-4-71
28°

13





KP
DS
GA
DK

22 MARCH 1971 14,
SUNNY & WINDY
30°

EDGERTON ST.
40+00



5

Roselawn 26+26.8 AVE

Edgerton

13+4.00

+50

LT

RD

RD

12

12

RT

FE

34

+37 PP
27

+1324"CE
25

15+00

RD

RD

12

12

FE

34

+55 5' 4" M
38

+69 20" O
27

+50

RD

RD

12

12

+43 END 12
37

+69 18" O
27

+02 PP
20

14+00

FE

36

RD

RD

12

12

+98 Pillar (3x3)
36

+72 RT FNT

+68 Trip Elm
38

+68 FE
38

+77 Pillar (3x3)
36

+50

+48 Hyd
20

RD

RD

12

12

+30 POR

+38 ER
12

+24 ER
15

+31 PP
26

+32 GA
25

+13 MH
23

23

13+00

ER

32

RD

RD

12

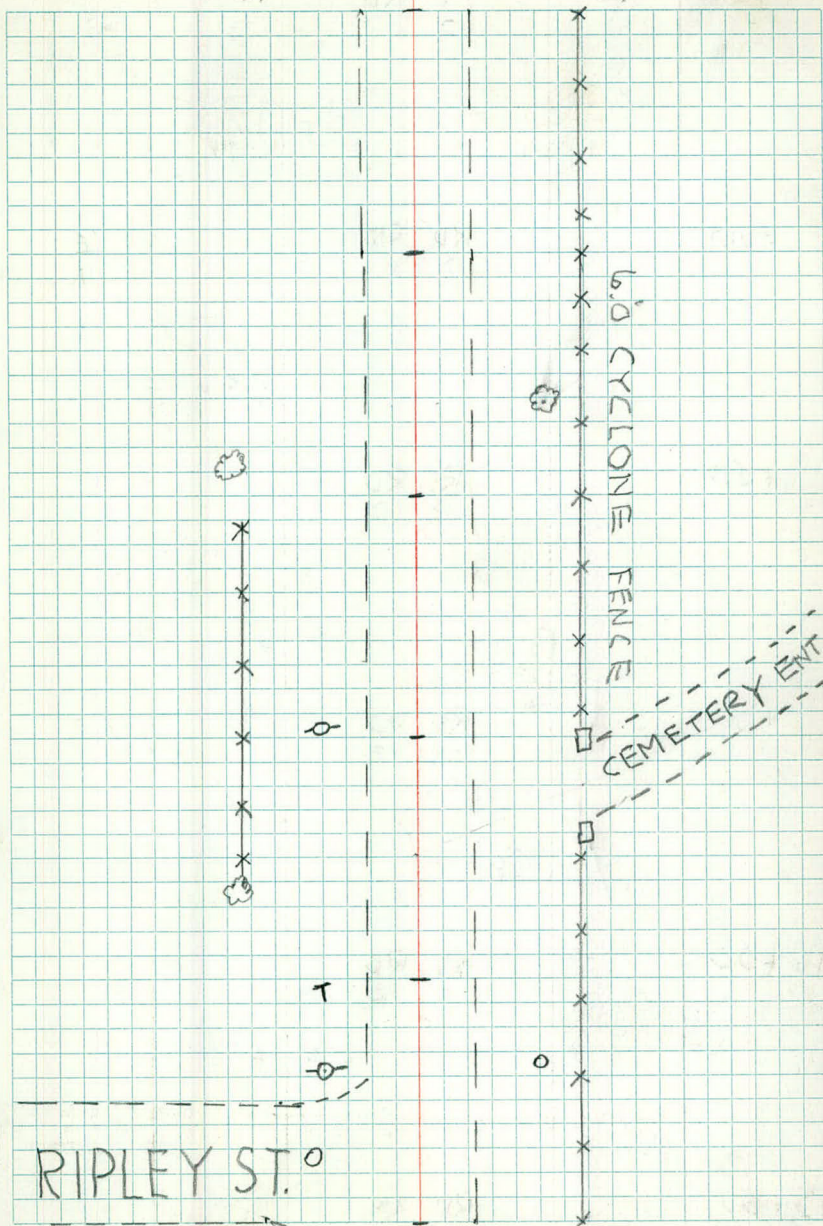
FE

34

LT

2

RT



18+00

LT

RD

RD

RT

FE Curb

+91 PP
19

13

12

34 20

+79 4" COTT
29+85 20" CE
25

+73 4" COTT

27

+66 4" COTT

29

RD

RD

FE

+50

12

12

34

+47 18" CM
25

+40 19" ELM

25

+18 SEED 18" CM
50

FE

34

17+00

RD

RD

+86 4" COTT
26

12

12

+95 20" CE
26+83 4" COTT
25

+62 PP

21

+77 6" ELM
26

+50

RD

RD

FE

12

12

34

+49 16" CE
26+12 18" O
38+54 20" CE
26

16+00

RD

RD

FE

12

12

34

+91 18" SPILLWAY
22+52 1" BE
24+60 20" CE
25

15+50

RD

RD

FE

12

12

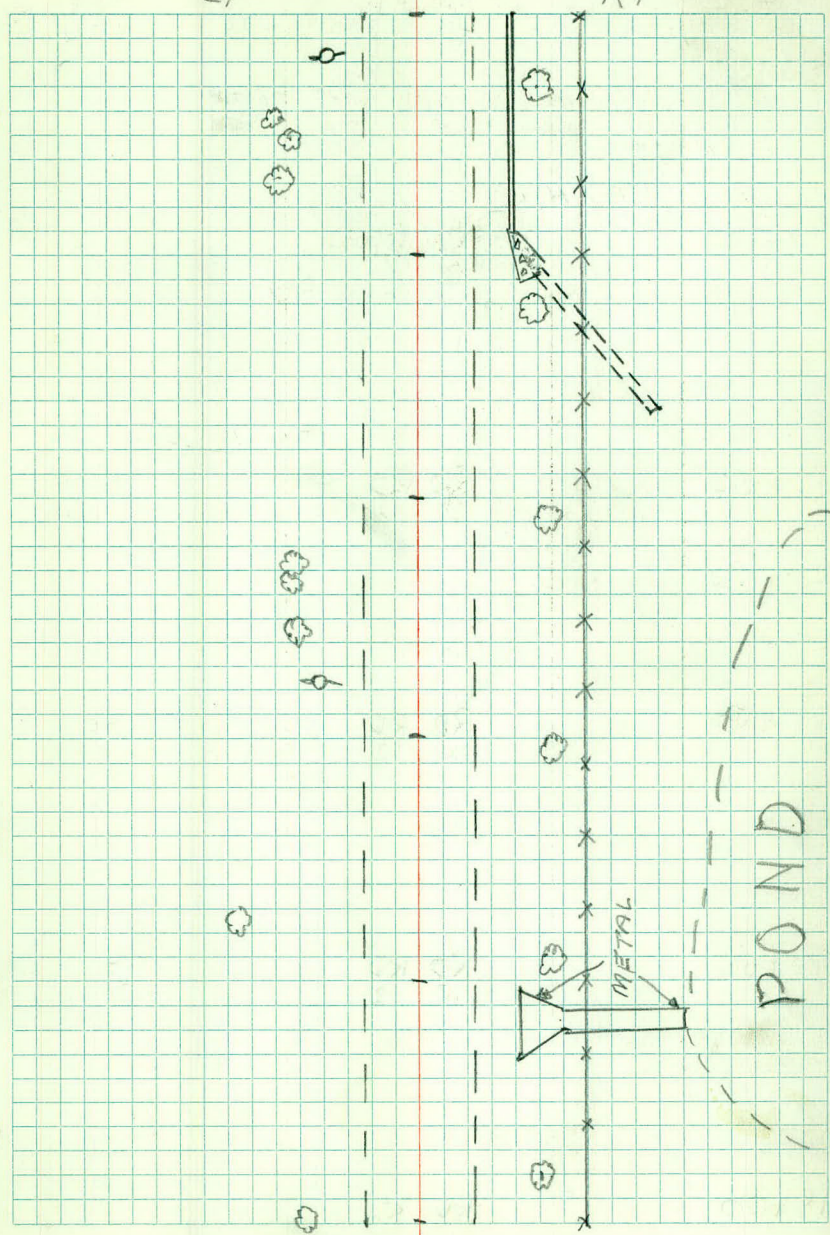
34

22 MAR 1971

16

LT

RT



+50

LT

RD RD
12 12

Curb^P
20

FE
34

+ 08 2-4" POP

29
+01 HYD
18

20+00

RD RD
12 12

Curb
20

FE
33

+90 MH

13
+81 GP
29

+91 6" POP
26

+68 MH
16

+56 18" CE

+50

RD RD
12 12

Curb²⁵
20

FE
34

+18-5 POP
33

+18 PP
17

19+00

RD RD
13 12

Curb
20

Fe
34

+98 £ 18' EUT

+50

RD RD
13 12

Curb
20

Fe
34

+49 4" POP
33

+29 24" CE
24

18+00

RD RD
13 12

Curb FE
20 34

LT

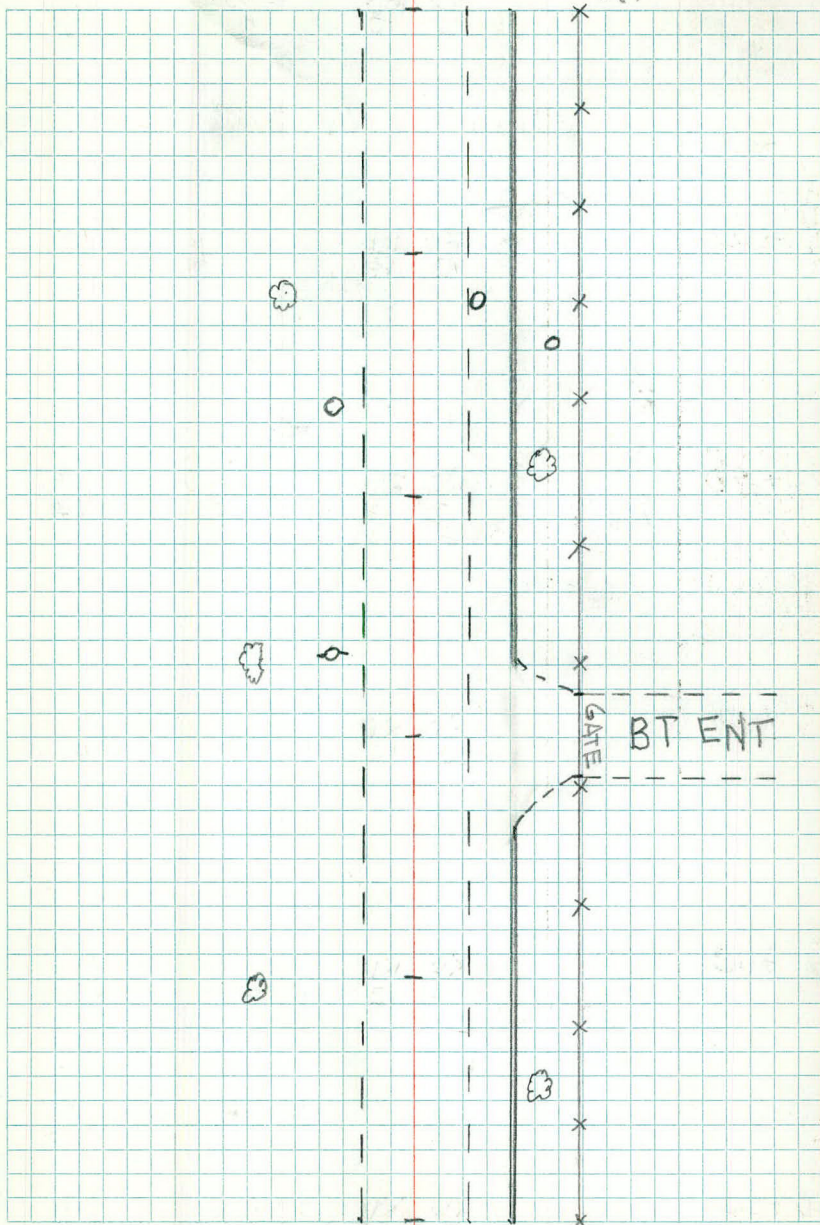
E

22 MAR

1971

17

Rt



23+00

LT Sh RD RD
12-19 12 12Curb RT
18Fe
34+93 30"0
33

+62 4"0

35 +52 27"0

+50

36

RD RD
12 12Fe
34

22+00

Sh RD RD
12-20 12 12Curb
18Fe
34+953-15" +86 20" BE
36 26+84 PP
32+72 24" BE
48+54 6" ~~COFF~~
43

+50

RD RD
12 12Fe
34

21+00

Sh RD RD
12-18 12 12Fe
34+55 GR
24+54 PP
18

20+50

RD RD
12 12Curb
20Fe
34

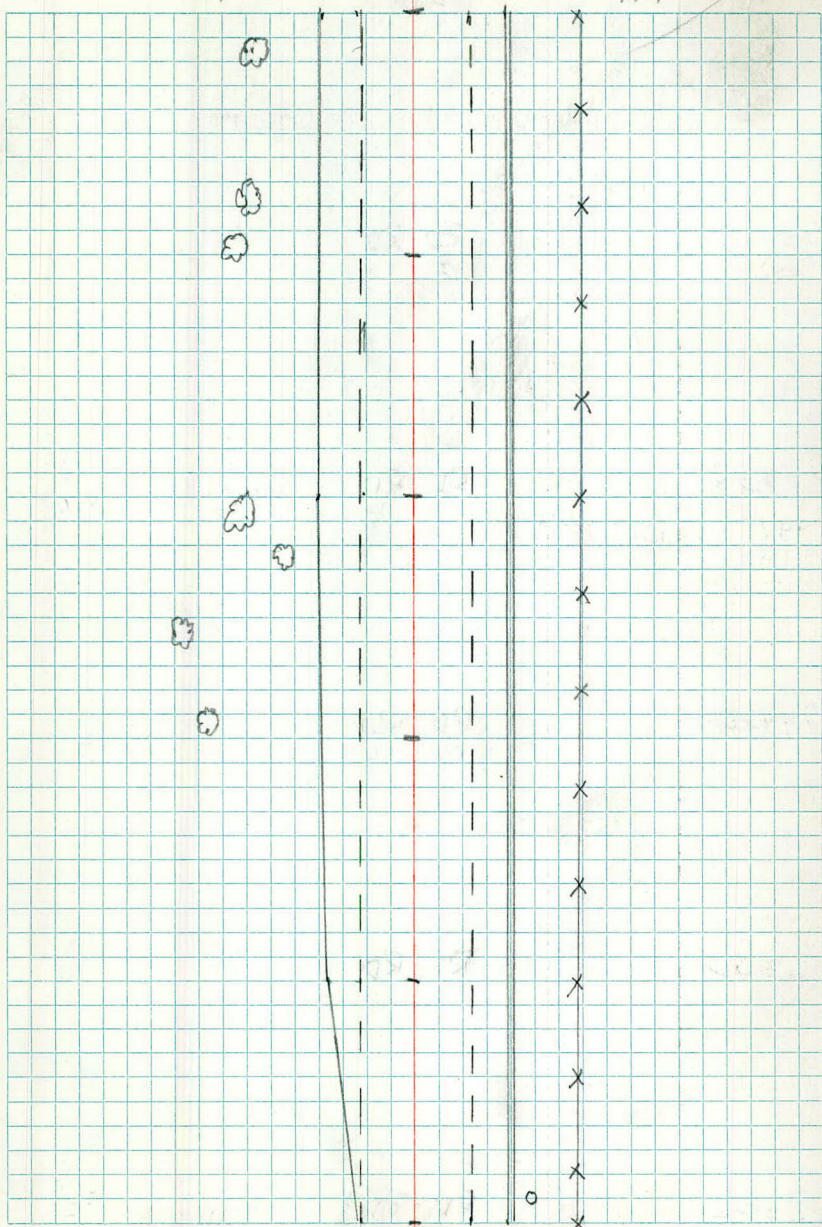
LT

2

22 MAR 1971

18

RT



+50

LT

RD RD

RT

25+00

SHLO RD RD SHLO
12-20 12 12 12-19FE
33+99 $\frac{PP}{33}$ +76 $\frac{ER}{19}$ +71 $\frac{PILLAR}{34}$ +71 $\frac{OFF}{34}$ +70 $\frac{6" ELM}{33}$ +61 $\frac{BR}{33}$ +63 $\frac{PILLAR}{43}$

+50

RD RD

+45 $\frac{PILLAR}{43}$ +45 $\frac{ER}{41}$ +47 $\frac{4-4" ELM}{33}$ +30 $\frac{4" ELM}{30}$ +29 $\frac{BR}{42}$ +36 $\frac{P.O.B.}{33}$ +37 $\frac{HH}{23}$ +12 $\frac{ER}{33}$ +31 $\frac{PILLAR (2' \times 2')}{43}$ +20 $\frac{6" DAK}{31}$ +08 $\frac{P.O.B.}{23}$ +11 $\frac{PILLAR (2' \times 2')}{43}$ +03 $\frac{PILLAR (2' \times 2')}{34}$ +03 $\frac{OFF}{33}$

24+00

SHLO RD RD SHLO BR FE
12-19 12 12 12-18 18 33+92 $\frac{4" DAK}{29}$

+50

RD RD

+39 $\frac{PP}{31}$ +15 $\frac{24" DAK}{30}$

23+00

SH

RD RD

Curb

FE

12-19

12 12

18

34

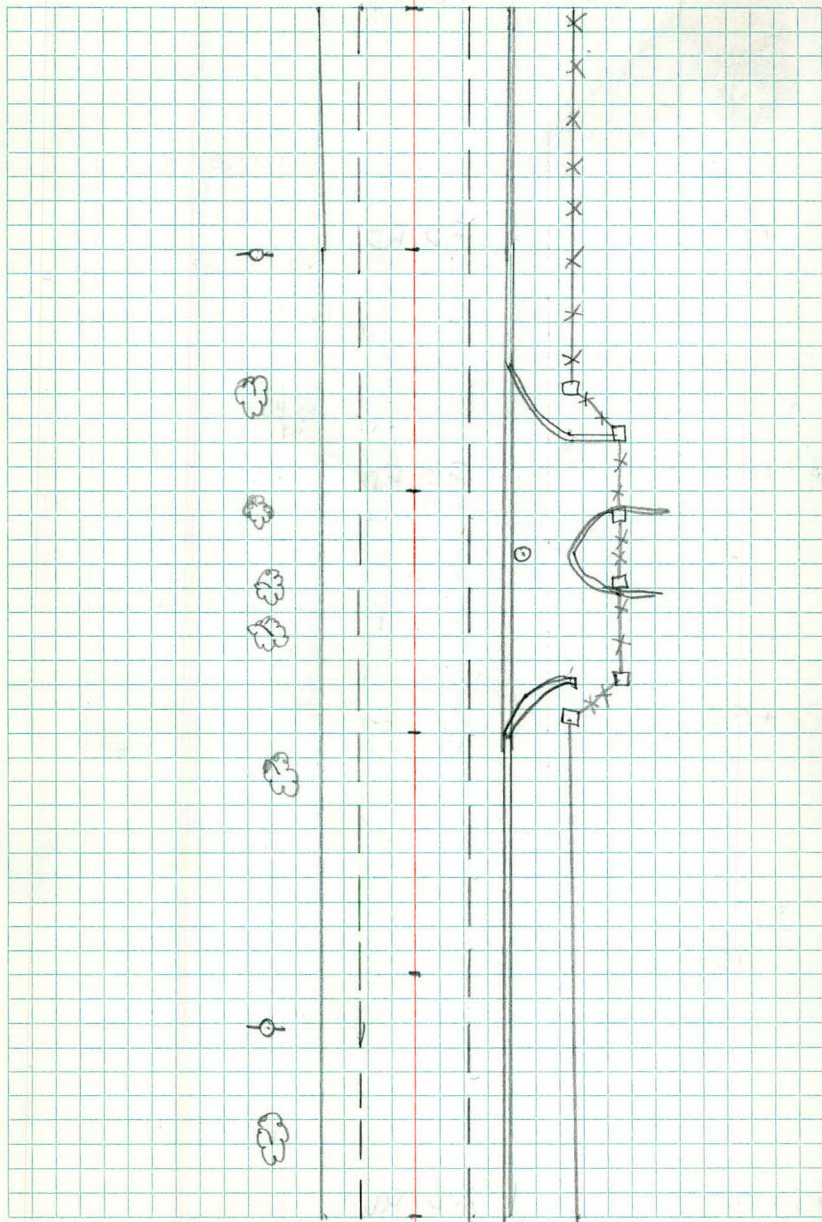
LT

£

22 MAR 1971

19.

RT



28+00

LT

RD RD SHLD RT
12 10 10-17

+50

+54 $\frac{PP}{21}$

RD RD
12 +47 $\frac{PP}{27}$

27+00

SHLD RD RD SHLD
12-20 12 12 12-20
+07 $\frac{STEPS\ 4' WIDE}{25-41}$

+50

+26.8 Mont
£

26+00

+94 $\frac{CORNER\ FE}{33}$

25+50

SHLD RD RD SHLD
12-20 12 12 12-20

22 MAR 1971

20

LT

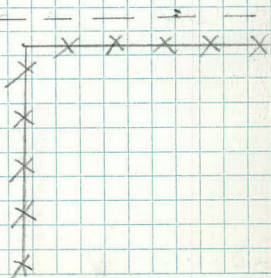
RT

0

0

STEPS

0



+50

LT

RD RD
12 12

R7

30+00

RD RD
12 12+90 $\frac{PP}{28}$ +93 $\frac{PP}{21}$

+76 4' 10' ENT (BT)

+52 $\frac{2' PINE}{31}$

+50

RD RD
12 4

4' 18' ENT (BT)

+43

+30 $\frac{BUSH}{30}$ +27 $\frac{2' PINE}{40}$ +21 $\frac{2' PINE}{31}$

29+00

RD RD SHLD
12 10 10-17+53 $\frac{PP}{21}$ +54 $\frac{PP}{28}$

+50

RD RD
12 10

28+00

100 HH?

RD RD SHLD
12 10 10-17

LT

22 MAR 1971

21

RT

o

o

*

o

*

*

o

o

33+00

LT

RD

RD

RT

10

10

+ 79 Begin hedge

46

+ 91 $\frac{1}{2}$ 10' ENT

+ 76 Bush

+ 57 HVD

28

33-57
+ 57 $\frac{1}{2}$ 10' CONC ENT.

+ 57 18" ELM

+ 50 37

RD

RD

+ 47 PP

28

+ 43 END HEDGE

46

+ 44 8" ELM

+ 46 Bush

+ 43 TP

20

35

+ 28

35-55
24" ELM35
+ 21 Begin hedge

46

32+00

RD

RD

10

10

+ 50

RD

RD

10

10

+ 19 TP

20

+ 11 $\frac{1}{2}$ 10' ENT

31+00

RD

RD

10

10

+ 73 FP

31

+ 93 HEDGE

+ 97 PP

31-E

28

+ 63 FP

31

+ 53 FP

31

+ 88 Fe

42-E

30+50

RD

RD

12

12

+ 35 FP

31

+ 45 FP

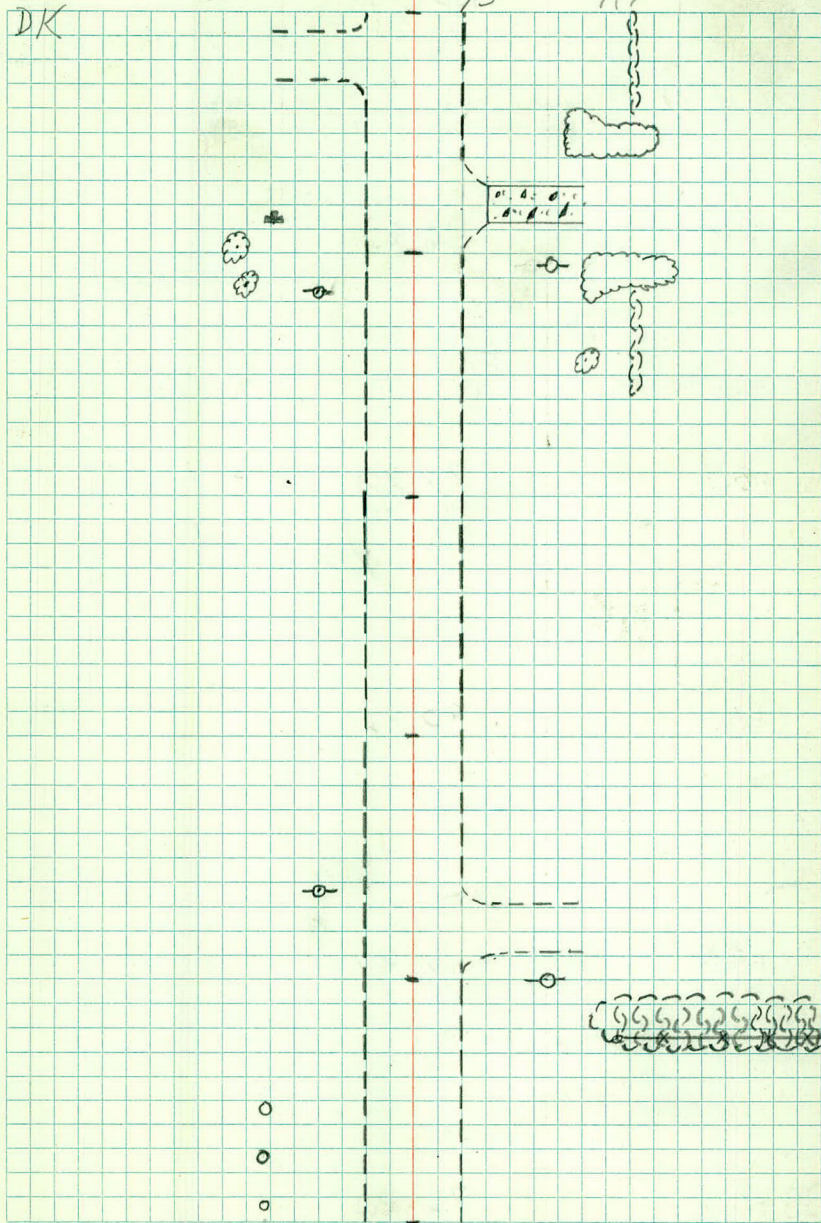
31

KP
LPO
GA
DK

LT

13 APRIL 1971 22
Sunny
45°

RT



+50

Lt

RD

RD

RT

+19 4" ¹⁰ELM
27

+48 6' STOPS.

+18 10" APPLE

⁴⁷
+13 PP
20

+19 Cor hedge

³⁵
+19 Cor Stone wall
33

35+00

RD

RD

+85 END Wall

+98 TP

+77 8" Pine

+81 8" Pine

⁴⁰
+69 10" Pine
42

³⁰
48

+62 4-4" Ash
33

+50

RD

RD

+18 5' STOPS

+25 8" twin Ash
35

34+00

Wall
30

RD

RD

+99 Begin hedge & FE
⁴¹
+83 10' B.T. ENT

+71 TP
28

+79 PP
20

+54 HEDGE
32 - E

+50

RD

RD

+14 12" Pine
41

+24 8" Pine
41

+46 END HEDGE
45

+05 Cor block wall
30 - W.

33+00

RD

RD

10

10

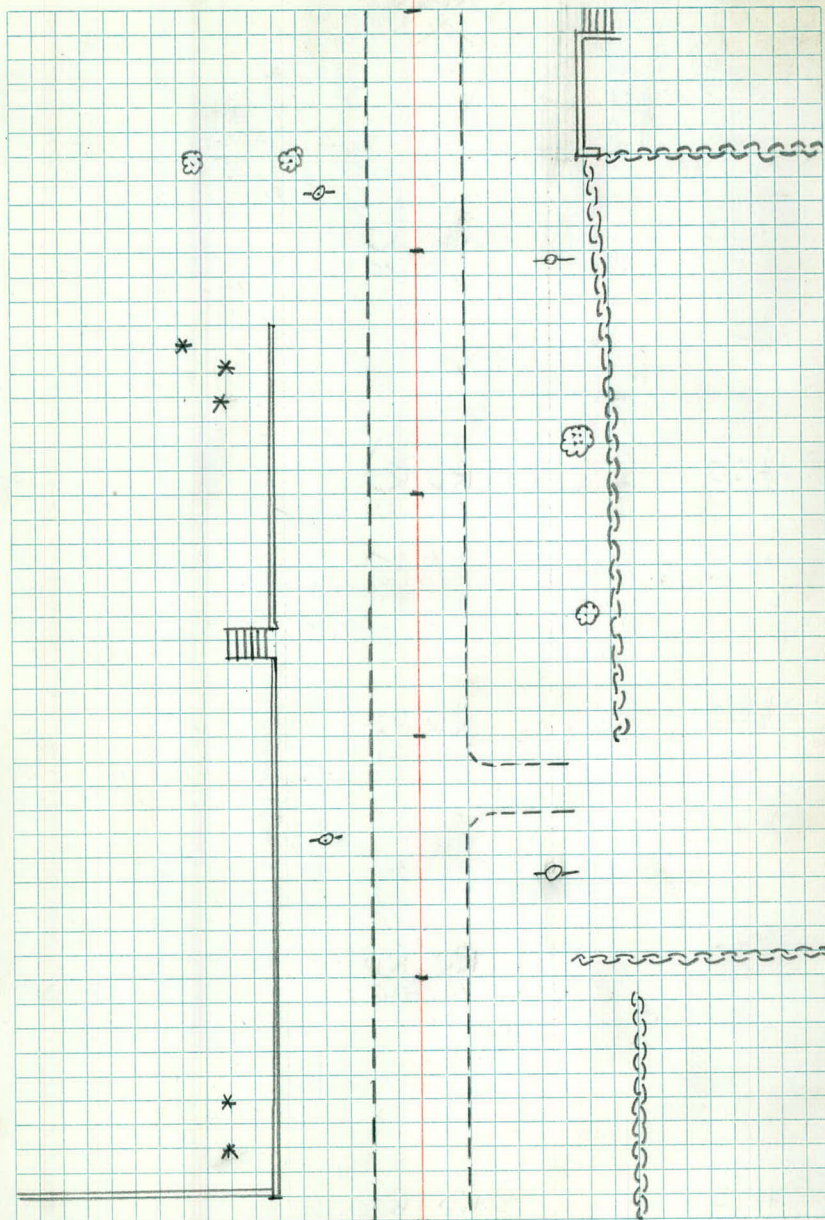
13 APRIL 1971

23

LT

E

RT



38+00

LT

RD RD
10 10

RT

+ 96 PP
20+ 74 TP
28

+ 63 HEDGE

31 - 5
+ 51 10' ENT (BT)

+ 50

RD RD
10 10

+ 32 END HEDGE

+ 34 8" Pine+ 37 8" Pine+ 26 6" Pine

42

51

37+00

RD RD
10 10hedge
36+ 48 PP
20+ 57 6" Pine
41+ 46 8" Pine+ 46 Begin Hedge
36

+ 50

RD RD
10 10+ 34 TP
28+ 30 4" Anc+ 28 Pillar+ 14 Pillar+ 08 8" Plum
42

34

36+00

RD RD
10 10wall
33

35+50

RD RD
10 10

LT

E

RT

$$\begin{array}{rcl}
 & +76 \text{ ER} & \\
 40+00 & +71 \text{ AP} & \frac{10}{30} \text{ RD RD} \\
 +65 \text{ POR} & +69 \text{ BR} & \frac{10}{10} \\
 +59 \text{ Conc Curb} & +65 \text{ NYD} & \\
 +59 \text{ CB} & +59 \text{ WSO} & \\
 & 32 & 17
 \end{array}$$

$$\begin{array}{rcl}
 & +73 \text{ TP} & \\
 & & \frac{28}{28} \\
 & +73 \text{ MH} & \\
 & & \frac{14}{14}
 \end{array}$$

+50

RD RD

$$\begin{array}{rcl}
 +29 \text{ ER} & +30 \text{ CB} & \\
 +29 \text{ Conc Curb} & +24 \text{ POR} & \\
 +29 \text{ TW} & +13 \text{ BR} & \\
 & 10 &
 \end{array}$$

$$\begin{array}{rcl}
 & +46 \text{ MH} & \\
 & & \frac{19}{19} \\
 & +31 \text{ CB} & \\
 & & \frac{24}{24}
 \end{array}$$

39+00

RD RD
10 10

$$\begin{array}{rcl}
 & +89 \text{ TP} & \\
 & & \frac{28}{28}
 \end{array}$$

+50

RD RD
10 10

$$\begin{array}{rcl}
 & +38 \text{ \& 16' ENT (conc.)} & \\
 & & \frac{33}{33}
 \end{array}$$

38+00

RD RD
10 10

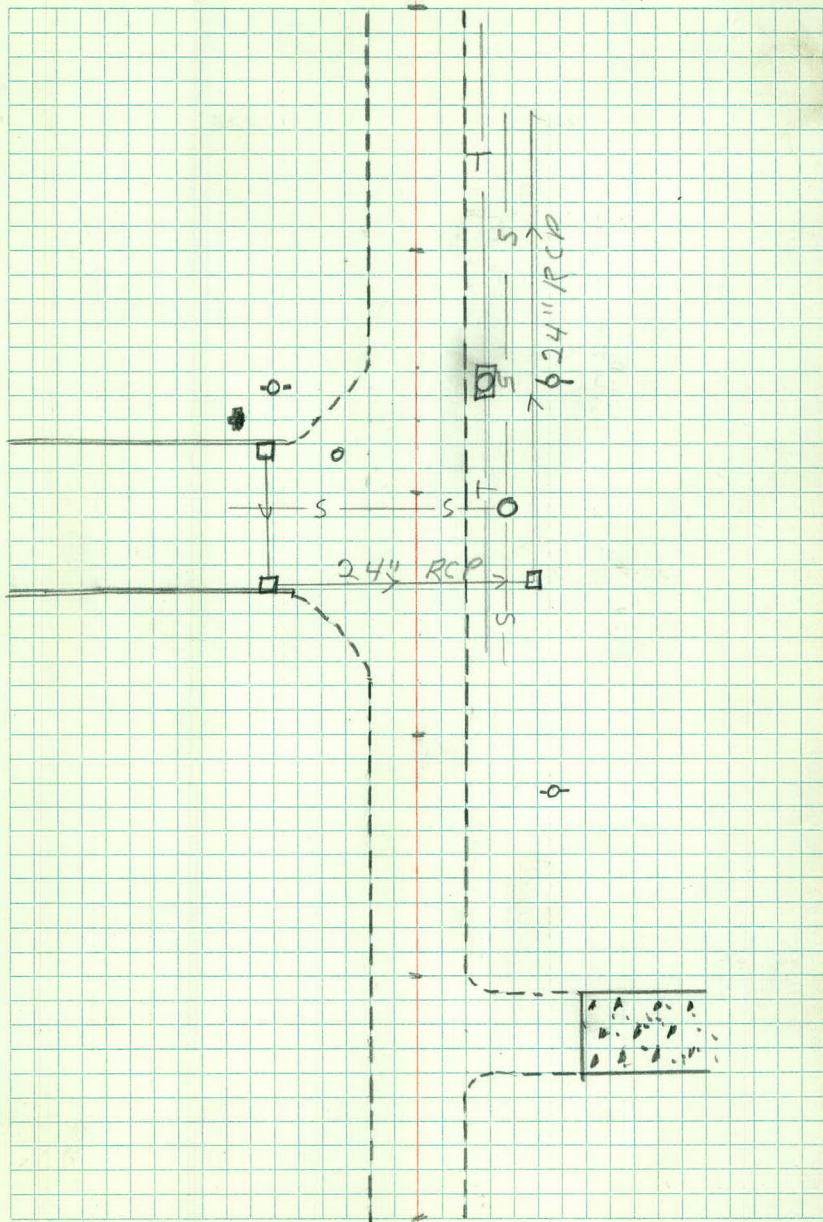
LT

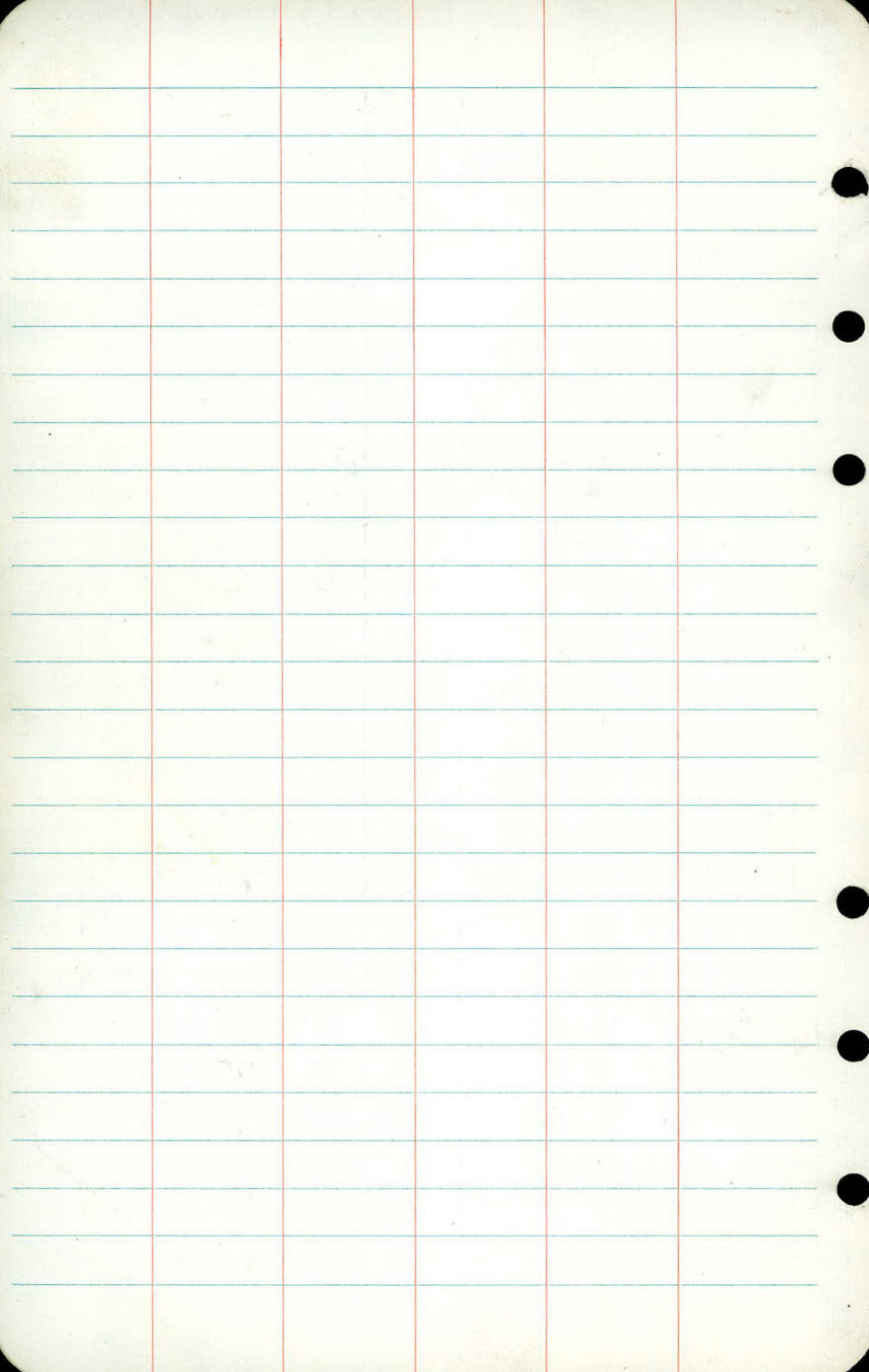
E

13 APRIL 1971

25

RT





FR
LPO
RR
GM

Sept. 27, 1971

1

LARPENTEUR AT

Eustis

Topography

12

Lt

£

Rt

$$\begin{array}{r} \checkmark \\ +56 \text{ E. ER} \\ \hline 35 \end{array}$$

$$\begin{array}{r} \checkmark \\ +53 \text{ BER 4 Walk} \\ \hline 40.5 \end{array}$$

$$\begin{array}{r} \checkmark \\ +29 \text{ E. ER} \\ \hline 40 \end{array}$$

$$\begin{array}{r} \checkmark \\ +24 \text{ BER} \\ \hline 35 \end{array}$$

$$\begin{array}{r} \checkmark \\ +30 \text{ WSO} \\ \hline 37 \end{array}$$

$$\begin{array}{r} \checkmark \\ +27 \text{ Cor Conc.} \\ \hline 39 \end{array}$$

$$\begin{array}{r} \checkmark \\ +23 \text{ ER} \\ \hline 39 \end{array}$$

$$\begin{array}{r} \checkmark \\ +13 \text{ BR} \\ \hline 28 \end{array}$$

$$\begin{array}{r} \checkmark \\ +78 \text{ Ch. 4 R} \\ \hline 32 \end{array}$$

$$\begin{array}{r} \checkmark \\ +56 \text{ Ch. 4 Rad.} \\ \hline 32 \end{array}$$

$$\begin{array}{r} \checkmark \\ +31 \text{ Cor Conc.} \\ \hline 46 \end{array}$$

$$\begin{array}{r} \checkmark \\ +92 \text{ WGV} \\ \hline 29 \end{array}$$

$$\begin{array}{r} \checkmark \\ +67 \text{ Signa} \\ \hline 34 \end{array}$$

11

$$\begin{array}{r} \checkmark \\ +90 \text{ £ 3' Walk} \\ \hline \leftarrow 35 \end{array}$$

$$\begin{array}{r} \checkmark \\ +73 \text{ £ 3' Walk} \\ \hline \leftarrow 35 \end{array}$$

$$\begin{array}{r} \checkmark \\ +45 \text{ £ 6' Walk} \\ \hline \leftarrow 35 \end{array}$$

$$\begin{array}{r} \checkmark \\ +75 \text{ PP} \\ \hline 32 \end{array}$$

$$\begin{array}{r} \checkmark \\ +62 \text{ Tell Booth} \\ \hline 36 \end{array}$$

$$\begin{array}{r} \checkmark \\ +20 \text{ E. Edge 5' Walk} \\ \hline \leftarrow \text{Carb} \end{array}$$

$$\begin{array}{r} \checkmark \\ +09 \text{ BR} \\ \hline 42 \end{array}$$

$$\begin{array}{r} \checkmark \\ +20 \text{ ER} \\ \hline 35 \end{array}$$

$$\begin{array}{r} \checkmark \\ +45 \text{ ER} \\ \hline 28 \end{array}$$

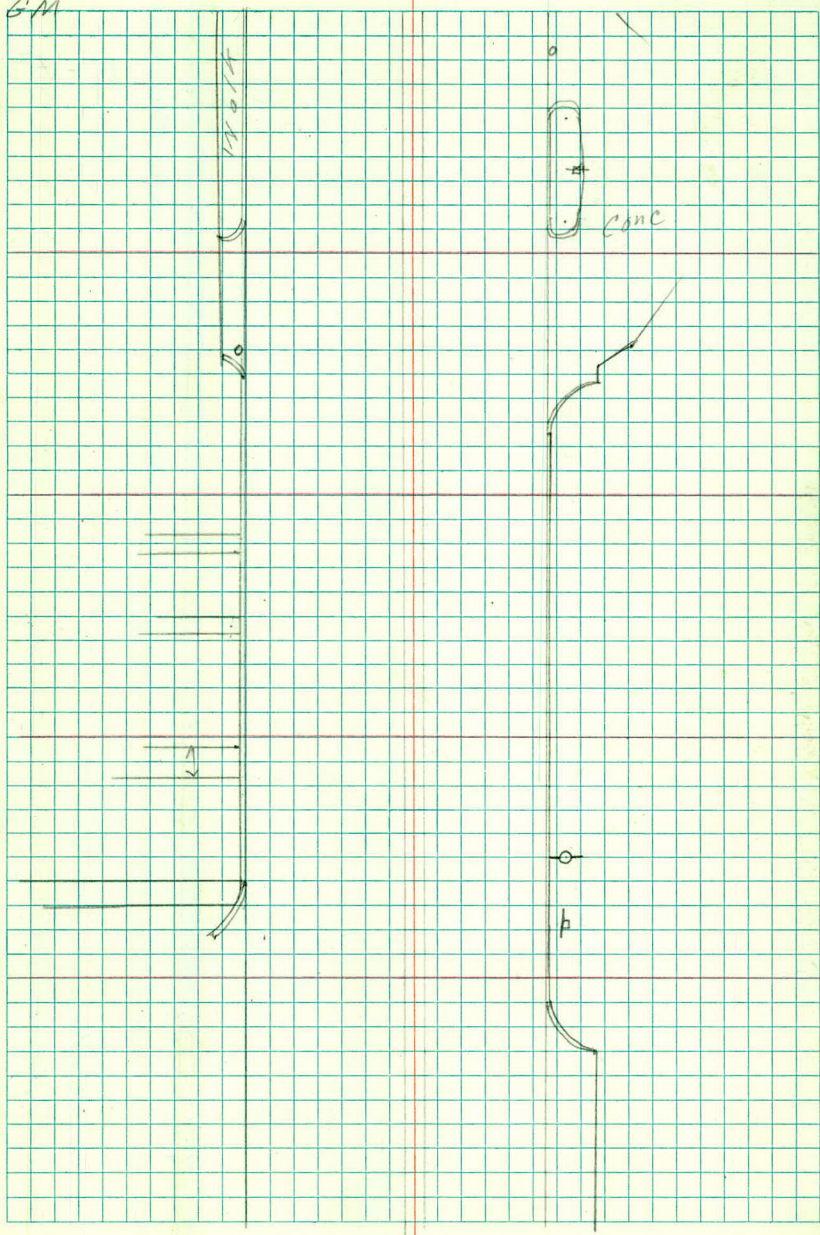
$$\begin{array}{r} \checkmark \\ +35 \text{ BR} \\ \hline 38 \end{array}$$

10

FM
LPD
RR
GM

Sept. 27, 1971

2



LT

£

BT

✓

+27 $\frac{PP}{32}$ ✓ UGP

✓
+29 $\frac{EER}{28}$

✓
+20 $\frac{BER}{36}$

14

✓
+99 $\frac{EER}{36}$

✓
+89 $\frac{BER}{28}$

✓
+58 $\frac{ER}{28}$

13

✓
+81 $\frac{Cor Walk}{41.5}$

✓
+74 $\frac{BR}{35}$

+55 $\frac{EER}{35}$

✓
+51 $\frac{BER}{41.5}$

1
✓
+26 $\frac{EER}{41.5}$

✓
+22 $\frac{BER}{35}$

12

✓
+54 $\frac{Cor Walk}{35}$

✓
+14 $\frac{PP}{31}$

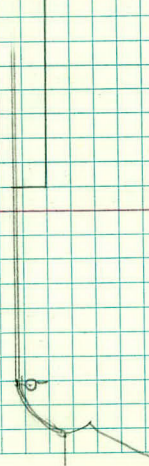
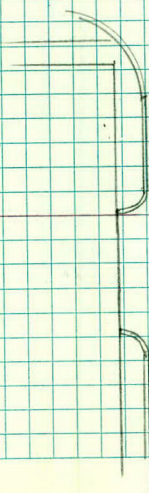
✓
+14 $\frac{ER}{28}$

✓
+04 $\frac{BER}{38}$

FK
LPP
RR
GM

Sept. 27, 1971

3



17 ✓ +98 $\frac{EER}{28}$	✓ +93 $\frac{BER}{33}$	✓ +87 $\frac{End Walk}{38-42}$
✓ +80 $\frac{EER}{33}$	✓ +76 $\frac{BER}{28}$	✓ +41 $\frac{\$6' Walk}{28 \rightarrow}$
✓ +36 $\frac{18" Elm}{37}$	✓ +23 $\frac{Hvd}{36}$	✓ +24 $\frac{CB}{27}$
✓ +21 $\frac{B Median}{\emptyset}$	✓ +23 $\frac{CB}{27}$	✓ +90 $\frac{\$6' Walk}{28 \rightarrow}$
✓ +21 $\frac{ER}{28}$	✓ +09 $\frac{BR}{35}$	✓ +66 $\frac{PP}{34}$
16	✓ +70 $\frac{ER}{35}$	✓ +65 $\frac{Begin Walk}{38-42}$
✓ +53 $\frac{BR}{28}$	✓ +62 $\frac{End Median}{}$	✓ +43 $\frac{Cor Walk}{41-45}$
✓ +25 $\frac{EER}{28}$	✓ +20 $\frac{BER}{33}$	✓ +09 $\frac{EER}{28}$
✓ +08 $\frac{EER}{33}$	✓ +03 $\frac{BER}{28}$	✓ +01 $\frac{BER}{38}$
15	✓ +73 $\frac{EER}{28}$	✓ +67 $\frac{BER}{28}$
✓ +55 $\frac{EER}{33}$	✓ +48 $\frac{BER}{33}$	✓ +64 $\frac{Cor Parking}{42}$
✓ +50 $\frac{BER}{28}$		

4

18

✓
 +73 $\frac{\text{£ 3' Walk}}{\leftarrow 28}$

Conc
 26

✓
 +53 $\frac{\text{£ 3' Walk}}{\leftarrow 28}$

Bit
 35

✓
 +58 $\frac{PP}{42}$

+50 Begin Median
 £

✓
 +58 $\frac{EK}{35}$

✓
 +51 $\frac{BR}{44}$

+21 P.O.R.
 36 ✓

+26 $\frac{EK}{46}$ ✓

✓
 +20 $\frac{P.O.R.}{46}$

BR

+19 Hyd

✓
 +109 End Median
 £

+12 28 ✓
 +109 $\frac{End BR}{28}$

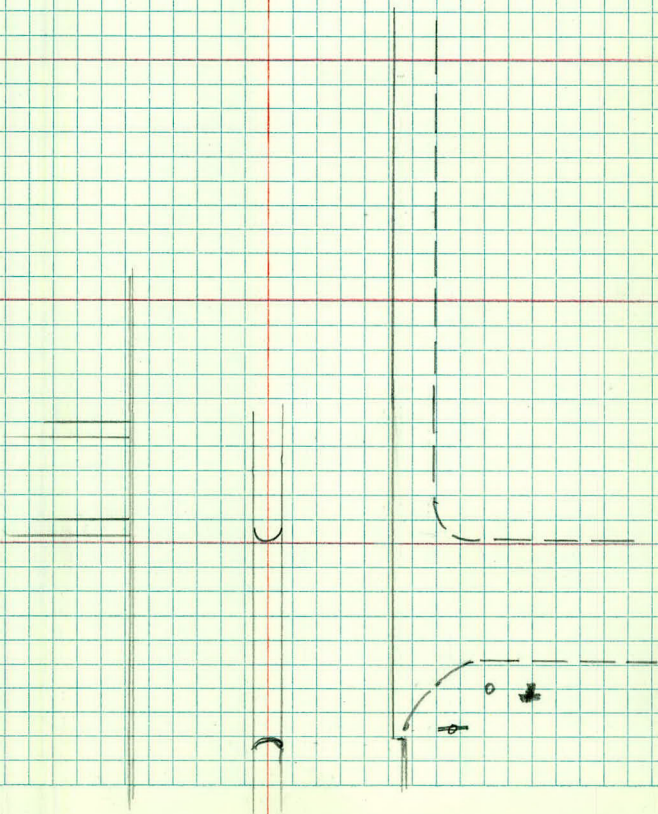
+11 $\frac{Sign}{3.8}$ ✓

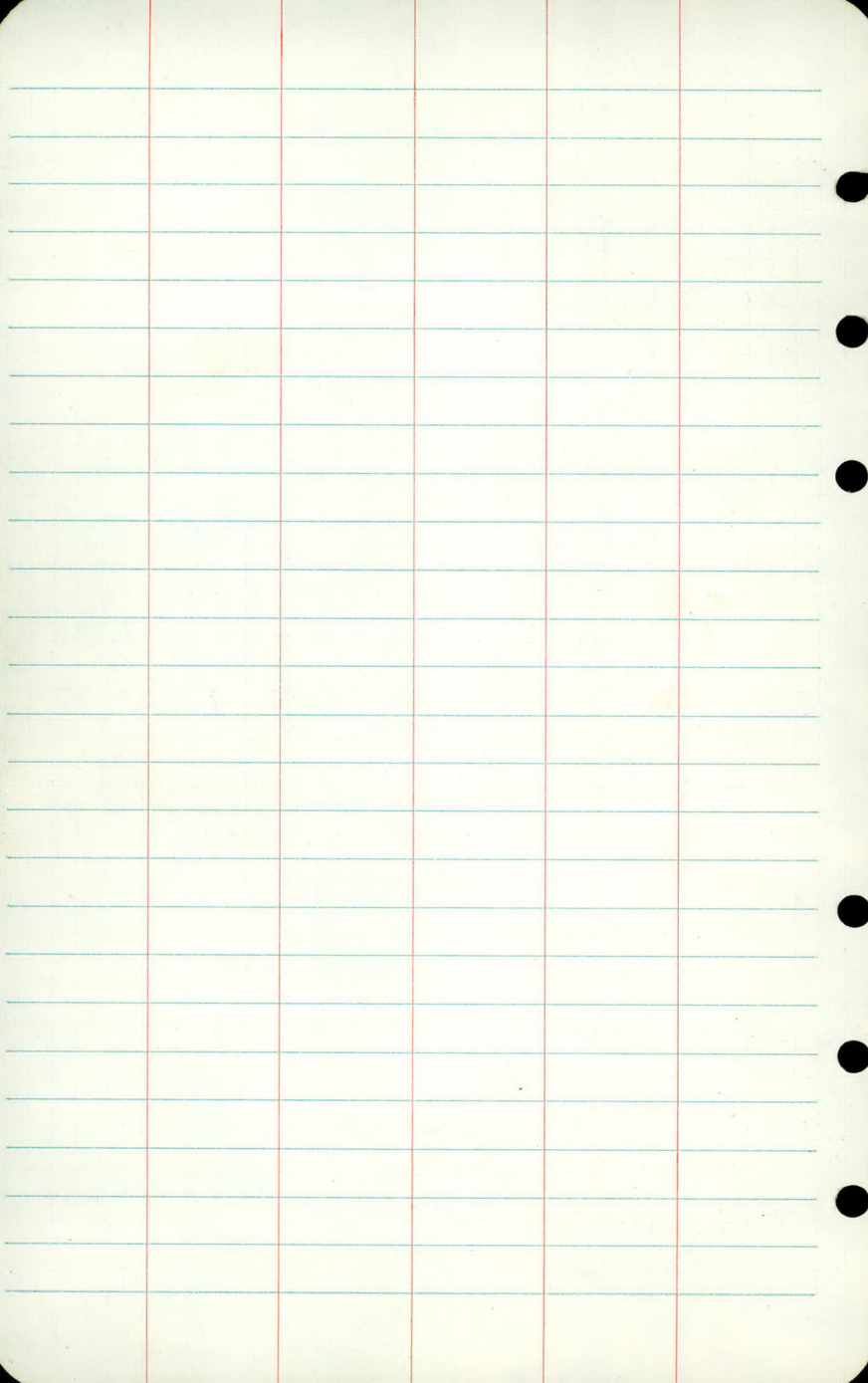
17

FR
LPD
RR
GM

Sept 27, 1971

5





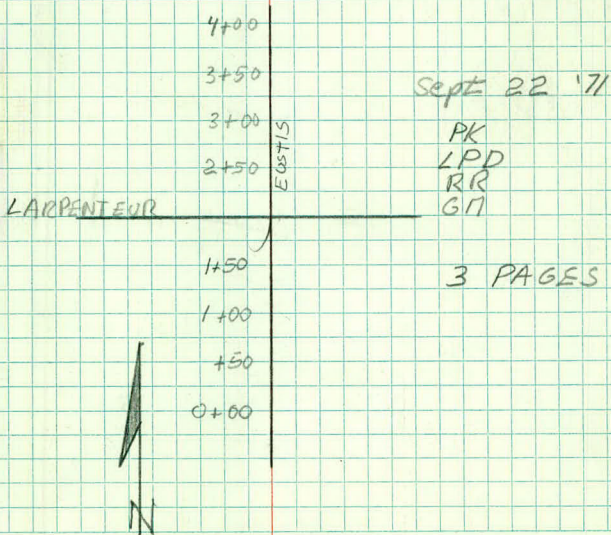
EUSTIS

TOPOGRAPHY

200 ST No. & So.

of

LARPENTEUR



LZ

E

RZ

+50

+51 B. CURB

+52 12' DR

+48 ER

+43 SING PLG

+38 CURB

+42 HANDHOLE

+45 ER

+36 SW COR PKG Lot

+40 COR SIDEWALK

+39 POR

+40 SING BOX

+37 SING PLG

+39 POR

+35 WS

+34 GP

+33 WS

+33 BR

+27 BR

+32 POR

2

HANDHOLE

+73 ER

+73 ER

+74 CB

+69 WS

+68 WS

+68 WS

+67 SING

+68 WS

+68 WS

+66 BR

+69 H HOLE

+66 CONCRETE

+57 H HOLE

+65 POR

+54 BR

+63 PR

+50

+57 WS

+54 BR

+44 Signal Poles
2-9 13-20

+31 Steps 9'

+36 E. Sidewalk

+22 WS

+12 SW COR Bldg

+21 Pipe (vent?)

+05 CURB

+07 B. Sidewalk

+05 Pines

+94 12' ENT

+91 14' ENT

+99 PP

+92 SHRB

+97 SHRB

+75 E wall

+79 steps 9'

+83 E CURB

+66 SHRB

+73 SHRB

+53 PP

+53 B CURB

+61 SW COR Bldg

+61 SHRB

+50

+53 PP

+53 CONC PAV

+53 CONC PAV

+53 SW wall

+47 COR PKG Lot

+36

+32 COR PKG Lot

+29 WS

+08 DRIVE 29'

+37 B. Sidewalk

+37 B. CURB

0+00

+02 B. CONC PAV

0-12

B. L

+02 B. CONC PAV

0-12

B. L

0+00

Lt

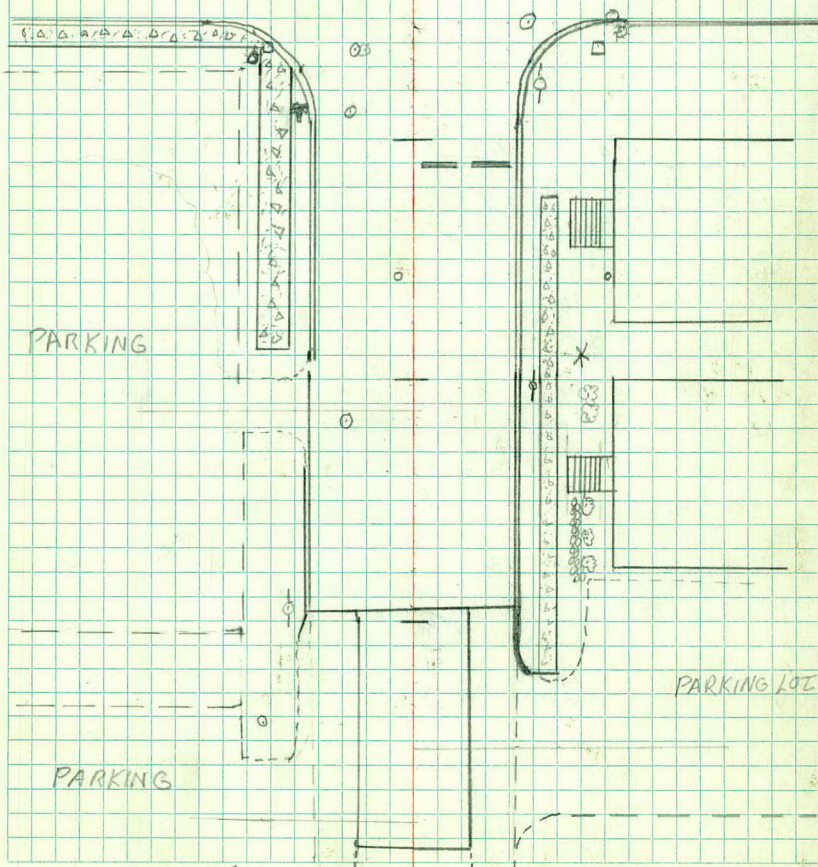
E

Rt

2



E LARPEUR



Lt

C

Rt

4

+86 ϕ 11' ALLEY	+99 B.H. 20	+91 28' SLM	+95 SW COR HO
	36	14	57
+79 SE COR LOT	+81 PP		+90 ER
52	64		16
+71 BR	+79 E. sidewalk	+81 POR	+81 PP
	22 3 SHRUBS	20	27
+61 ER	+68 45	+61 Sgn	+86 1" HAWK
52	45	40	50
+59 E CONC ENT	+60 B. CURB	+75 BR	
40	35	31	
	+58 BR	+70 HIT	
	49	22	
+51 ϕ CONC ENT			
22			
+50	+57 ER	+69 SP	
	54	64	
+34 BR BOX	+38 E CURB		
	35		
+27 SHUB	+36 40		
43			
+27 BR	+31 ER	+42 E. sidewalk	+46 POR
	49	31-35	32
+22 E. CURB	+24 SHUB	+23 E CONC DRAINAGE	+39 POR
23	40		25
+10 SHUB	+14 SHUB	+28 BR	+23 SW COR PLG LOT
40	43	23	35
	+18 SHUB	+17 E 3.5' WALK	+23 E CURB
	41	35	22
+03 SHUB	+07 SHUB		
42	45		

3

CURB	Sidwalk	CORB	CURB	Sidwalk	
52	30-35	23	22	30-34	+99 PP
					27
+90 CURB	+93 SHUB	+90 SHUBS			
51	41	43			
+78 B. CURB	+88 SHUB		+72 20' SLM		+69 ER
56	40		21		23
+76 BR	+82 ER		+66 HIT		
50	22		23		
			+61 SW COR BLDG	+64 POR	
			45	25	
+58 CURB	+52 HIT		+55 B sidewalk	+55 BR	
64	39		30-35	30	
+51 B. CURB					
36			+52 ϕ 12 ENT	+55 NW COR LOT	
			88	45	

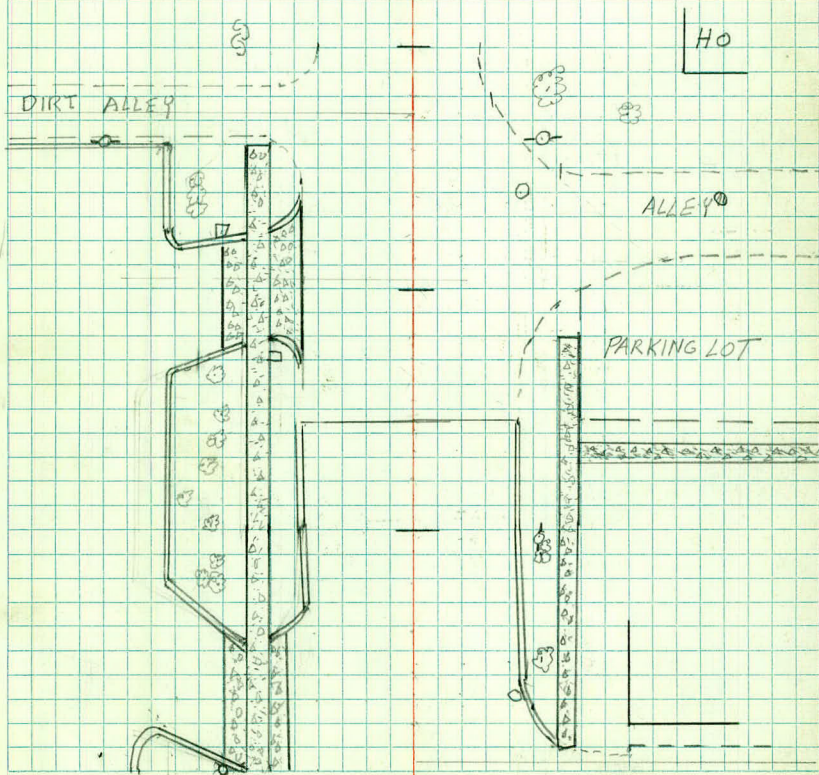
2+50

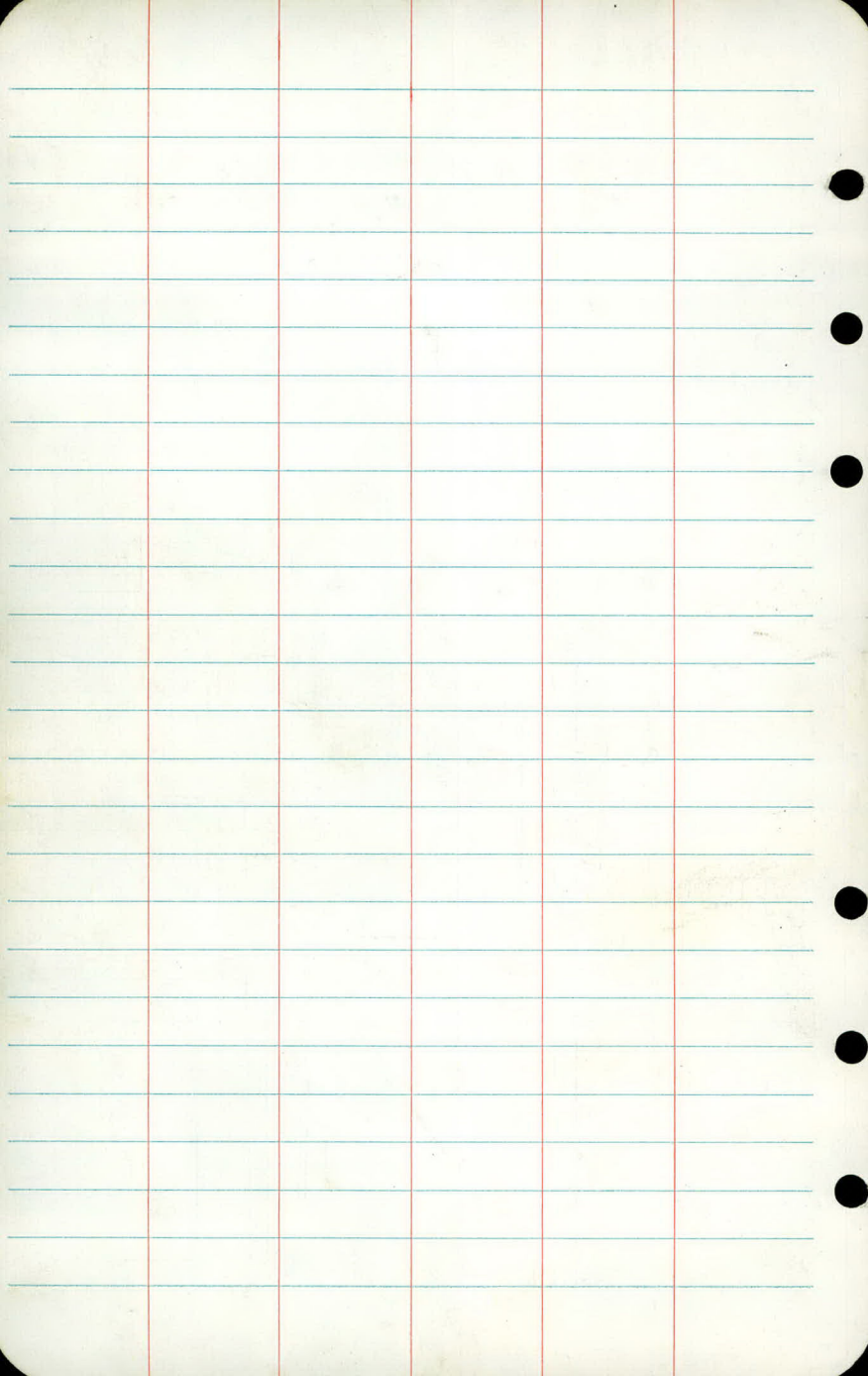
Lt

C

RZ

3





TOPOGRAPHY FOR T.O.P.I.C.S

DALE ST. & LARPELLEUR AVE
INTERSECTION

INDEX

LARPELLEUR AVE	PAGES 2-6
DALE ST	PAGES 7-9

+50

LT

Q

RT

✓
+45 ~~20~~ ENT BIT

+45 ENT BIT

✓
+07 ~~12~~ ENT. BIT

48

✓ ✓
CURB MED MED CURB
36 2 2 36

✓
~~12~~ ENT. BIT

+50

✓
+33 ~~12~~ ENT
BIT

✓
+36 ~~12~~ GRAVE ENT

47

✓ ✓
CURB MED MED CURB
36 2 2 36

✓
+67 ~~12~~ ENT

+50

✓
+20 ~~12~~ ENT
Left only

46+00

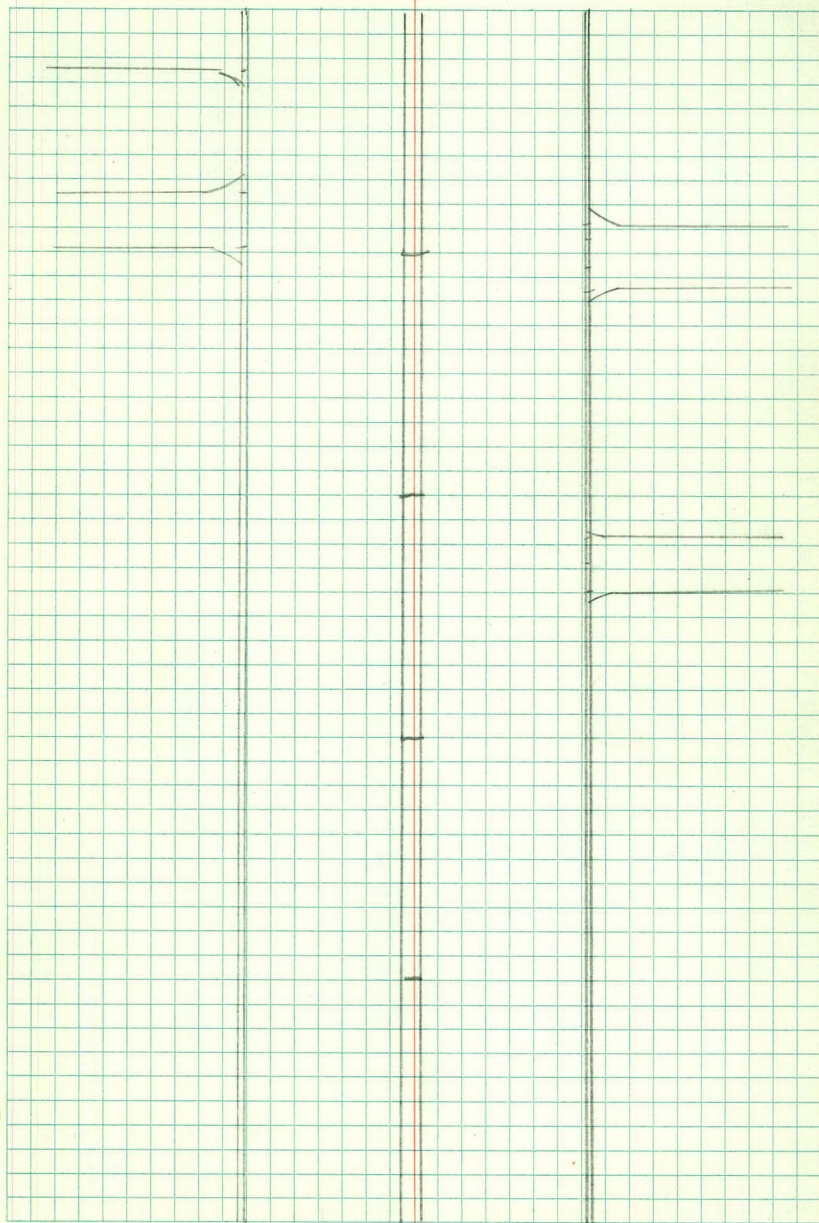
✓ ✓
CURB MED CURB MED
36 2 36 2

✓
+40 ~~12~~ ENT

LT

E

RT



51

LT

CURB MED MED CURB

RT

+75 ✓
PULL BOX
E

+50

45 ✓
+30 E 30 ENT. CONC

50

CURB MED MED CURB
36 2 2 36

+50

49

CURB MED MED CURB
36 2 2 36+99 CB
35

48 +50

LT

L

RT

B

D

LT

E

RT

+69.40

MONUMENT
4.5

ALSO 0+00 ON NEXT PAGE

+50

✓
+40 $\frac{ER}{53}$ ✓
+27 $\frac{SIGNAL}{40}$ ✓
+33 $\frac{SIGNAL}{E}$ ✓
+47 $\frac{ER}{53}$ ✓
+42 $\frac{PP}{50}$ +21 $\frac{BR}{36}$ ✓
+35 $\frac{P.O.R.}{41}$ ✓
+36 $\frac{E.MED}{E}$ ✓
+37 $\frac{HYD}{50}$ ✓
+41 $\frac{MA}{34}$ +09 $\frac{PP}{39}$ ✓
+18 $\frac{PULL BOX}{E}$ ✓
+23 $\frac{BR}{36}$ ✓
+38 $\frac{P.O.R.}{40}$ ✓
+35 $\frac{PUSHA POST}{46}$ ✓
+04 $\frac{MA}{34}$ +07 $\frac{GUIDEWIRE}{43}$

52

✓
+96 $\frac{CB}{35}$

+50

✓
+50 $\frac{E}{30' ENT CONC}$ ✓
+45 $\frac{E}{40 ENT CONC}$ ✓
+17 $\frac{LIGHT STAND}{49}$

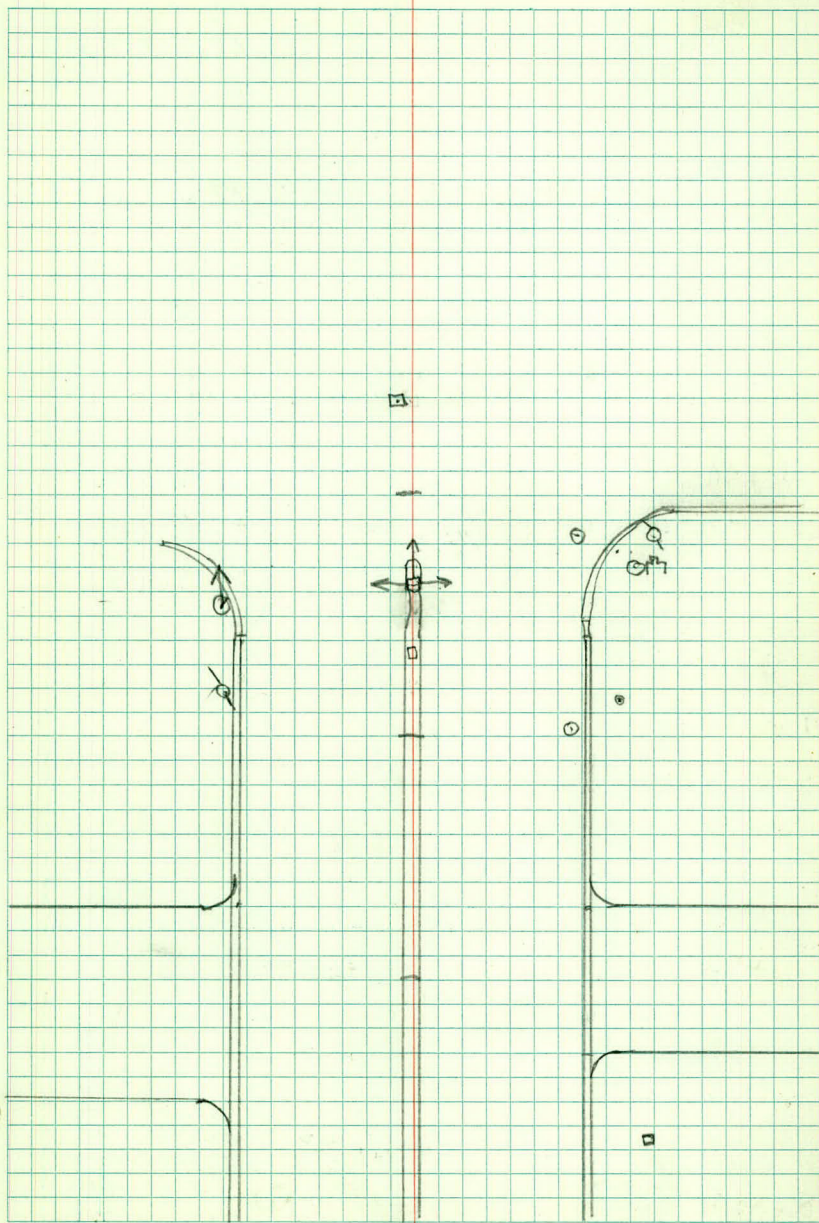
51+00

LT

E

RT

4



+50

LT

BIT
CURB
31

BIT
31

RT

2

↓
FE
43

BIT
CURB
31

↓
+29 PP
39

SURB BIT
31

↓
FE
49

+50

+43 EN.MED

1

↓
FE CURB
40 32

SURB BIT
32

↓
+88 86 FE 40
+59 CURB 33
+88 PILER 40

↓
+85 PP
39

+50

✓ EG.WALL 33 81
✓ SIGNAL 31 56
✓ ER 32 37
✓ SIGNAL 43 0
✓ MIS 17 48
✓ MONUMENT 4.0

MED. MED

2 2
✓ SIGNAL BOX 32 65
✓ POR 30 94
✓ CB 24 62
✓ ER 40 36
✓ PP 22 56

✓ CR.FE 33 47
✓ SIGNAL 36 36
✓ MIS 20 31-49

W.S.
L.P.D.
G.A.
D.K.

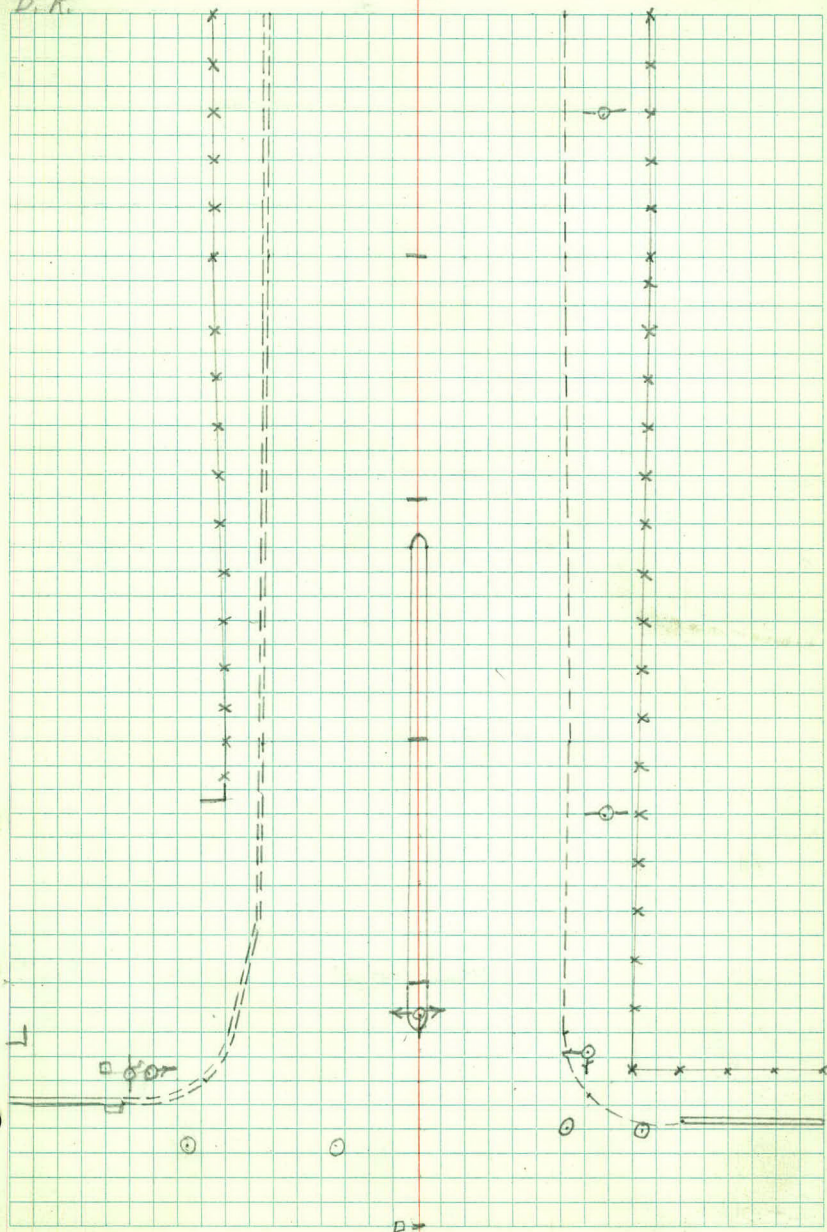
3-MAR-71
CLAIR 10°

5

LT

C

RT



5

 $\frac{FE}{52}$

LT

 $\frac{BIT \text{ CURB}}{30}$

L

 $\frac{BIT}{26}$

RT

 $\frac{FE}{55}$

+50

4

 $\frac{FE}{51}$ $\frac{BIT \text{ CURB}}{31}$ $\frac{BIT}{27}$ $\frac{FE}{51}$

$$\begin{array}{r} \downarrow \\ +73 \quad 100 \\ \hline 41 \end{array}$$

+50

$$\begin{array}{r} \downarrow \\ +50 \quad 92 \\ \hline 31 \end{array}$$

3

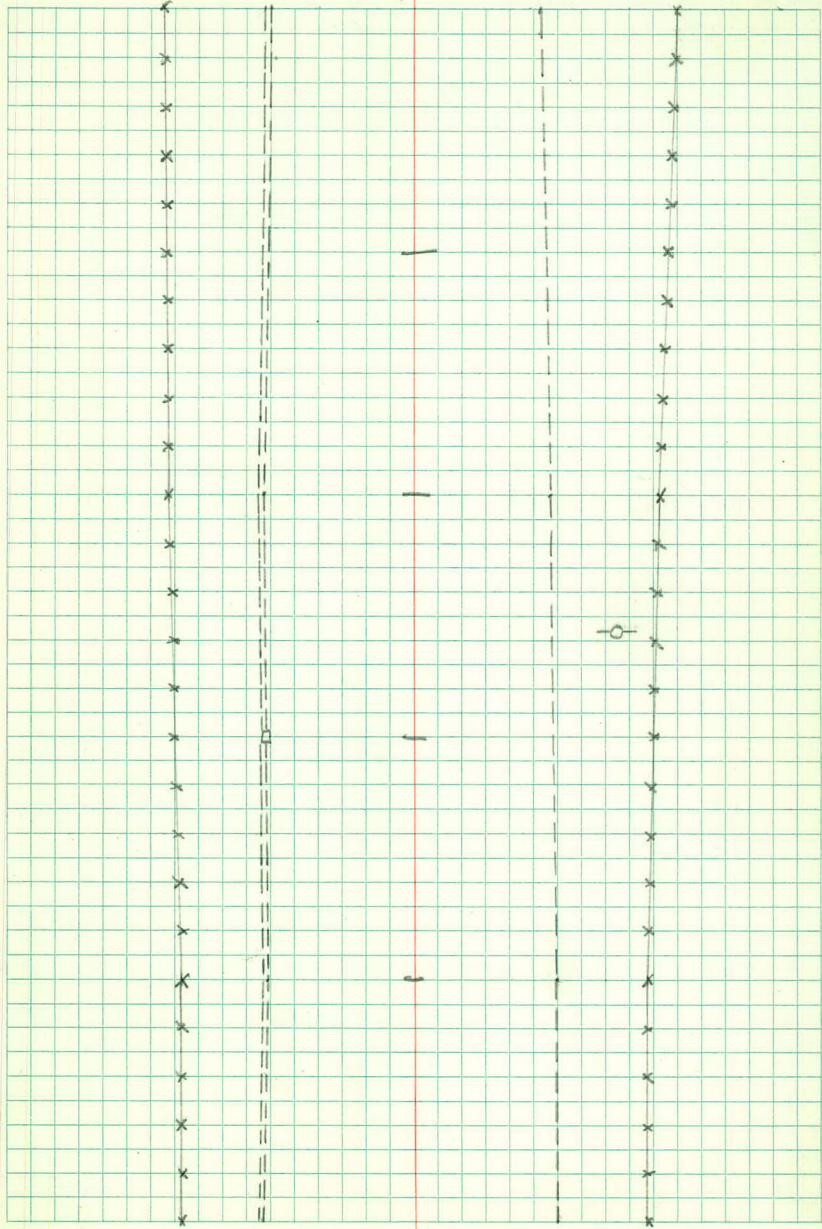
 $\frac{FE}{48}$ $\frac{BIT \text{ CURB}}{31}$ $\frac{BIT}{30}$ $\frac{FE}{49}$

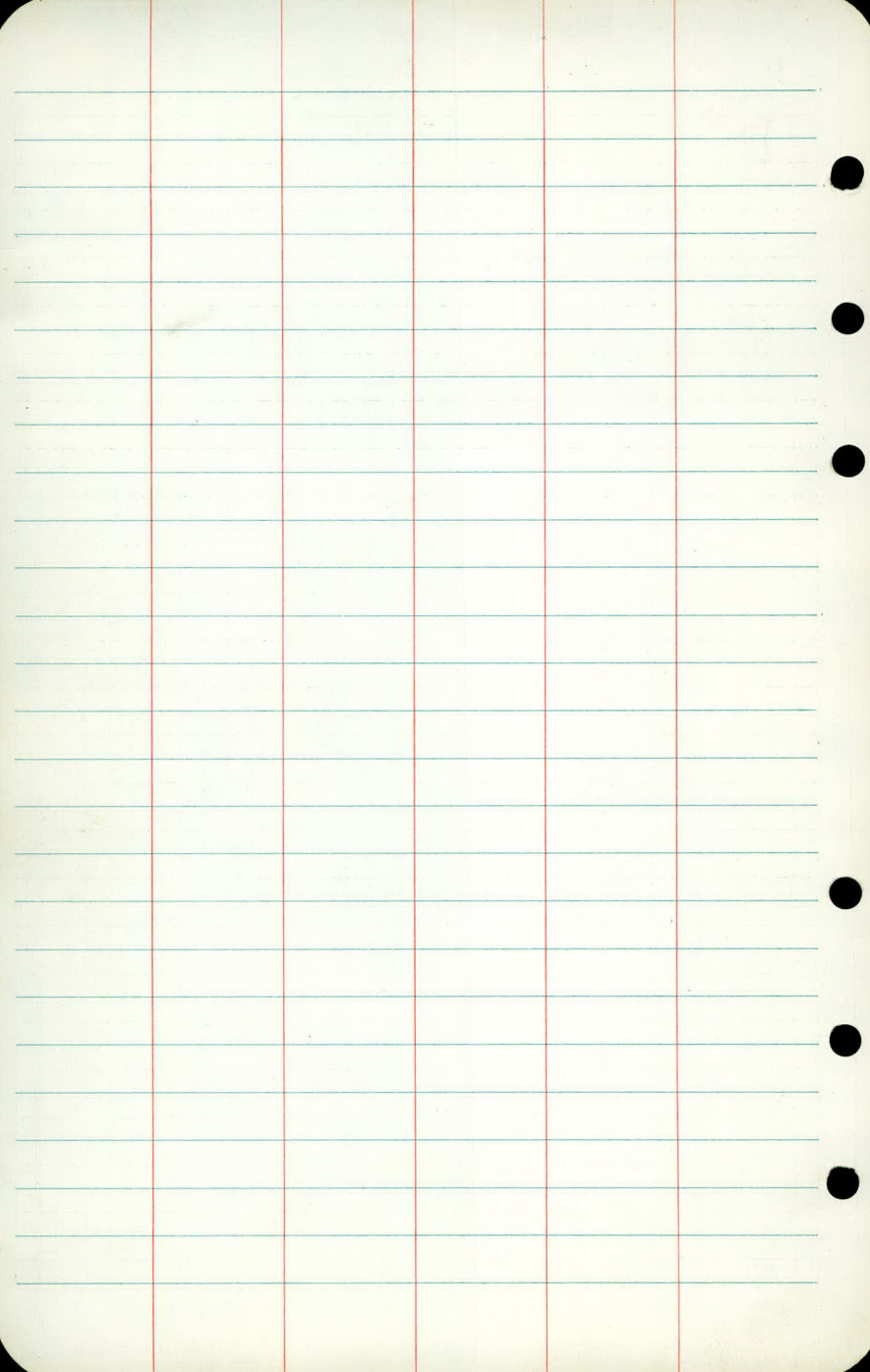
2+50

LJ

E

RT





W.S.
L.P.D.
G.A.
D.K.

3-MAR-71

7

D
A
L
E
S
T
R
A
P
H
Y
G
E
D
E
P
T
O
T

+50

LT

CL

RT

2

+91 $\frac{ER}{23}$

+85 $\frac{PP}{28}$

+79 $\frac{BR}{36}$

+65 $\frac{UMH}{35}$

+50

$\frac{END SW}{31}$

$\frac{POR}{31}$

+40 $\frac{BR}{23}$

$\frac{SW}{27-33}$

$\frac{CURB}{23}$

+81 $\frac{POR}{30}$

$\frac{B.SW}{30}$

+52 $\frac{E.C.}{38}$

$\frac{SW}{27-33}$

$\frac{CURB}{23}$

+94 $\frac{B.W.}{26}$

+02 $\frac{G.P.}{26}$

$\frac{CURB}{24}$

$\frac{FE}{34}$

+50

0+00

$\frac{SW}{27-33}$

$\frac{CURB}{23}$

$\frac{CURB}{24}$

$\frac{FE}{34}$

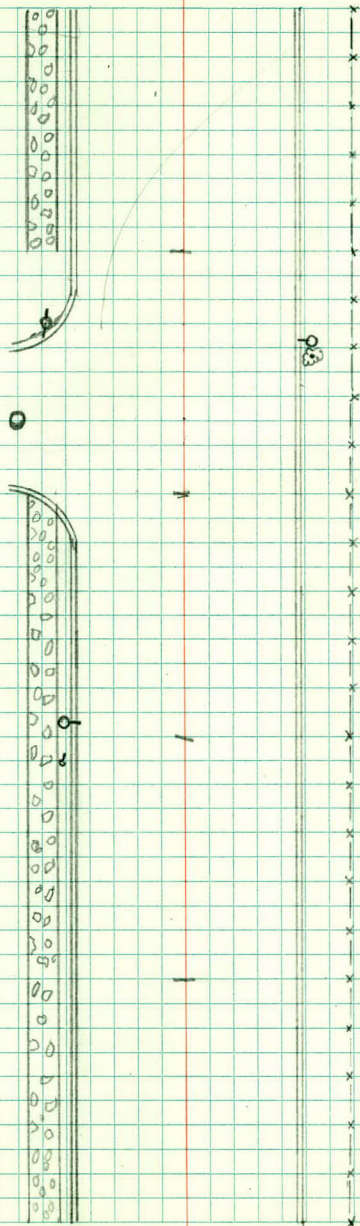
LT

Q

RT

8

CALIFORNIA



5+00

LT

±

RT

MON. SEC. LINE

+50

+30 ± 30' ENT

4

✓
SW
27-33

✓
CURB
23

+23 $\frac{MH}{15}$

✓
CURB
24

✓
FE
35

+85 $\frac{MH}{3}$

+50

✓
+54 $\frac{± 30' ENT}{23}$

✓
+25 $\frac{PP}{26}$

3

✓
SW
27-33

✓
CURB
23

✓
CURB
24

✓
FE
35

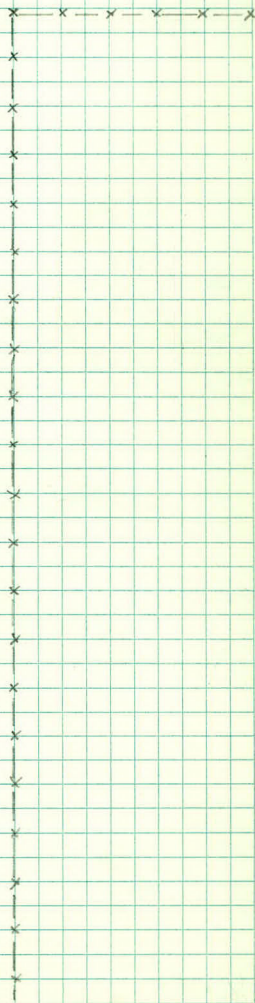
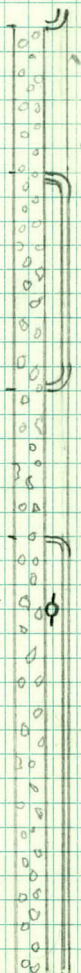
2+50

LT

C

RT

9



£

7+00

+67 No. END ENT

+50

+34 SO. EDGE ENT

6+00

+50

£

5+00

MON. SEC. LINE

□

FX
RC
GT
RW

Oct. 4, 1972

1

TOPICS

TOPOGRAPHY

DALE ST.

N. of Carpenter Ave.

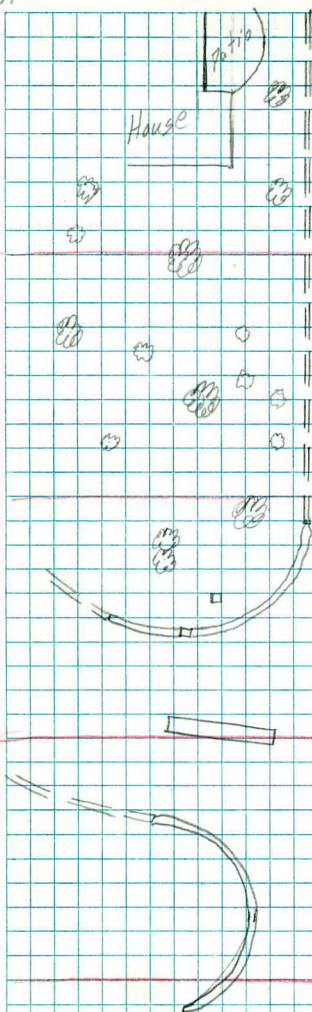
3
 +82 27 R.Olive
 +68 28 S.E. Cor Ho
 8" Wt Ash
 +63 28
 10" Ash
 +33 71
 Bush
 +24 35
 Bush
 +13 63
 2
 +12 28 Bush
 18" Willow
 +97 33
 End B618
 +75 64
 End B618
 +95 22.5
 5" Birch
 +87 52
 5" Birch
 91 51
 44
 +79 41
 End Med
 +52 52
 B. Med
 +50 29
 End B618
 +33 54
 B. Curb
 +50 93
 POR
 +13 34
 1
 End B618
 +93 48

0 + 04.5 = Monument
 0 + 00 = 2 Carpenters

FK
RC
GT
RW

Oct. 4, 1972

2



4
+83 12" Maple
29

+61 SE Cor Ho
58.8

+52 18" Catalpa
50.2

+59 R Olive
33

+34 Cor Conc
30

+47 Cor Conc
30

+28 FC Cor Conc
30.8 slab

+35 shelter
44.5

+27 PP
27

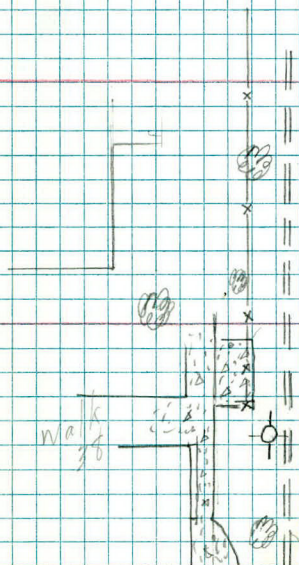
+07 8" M Ash
28

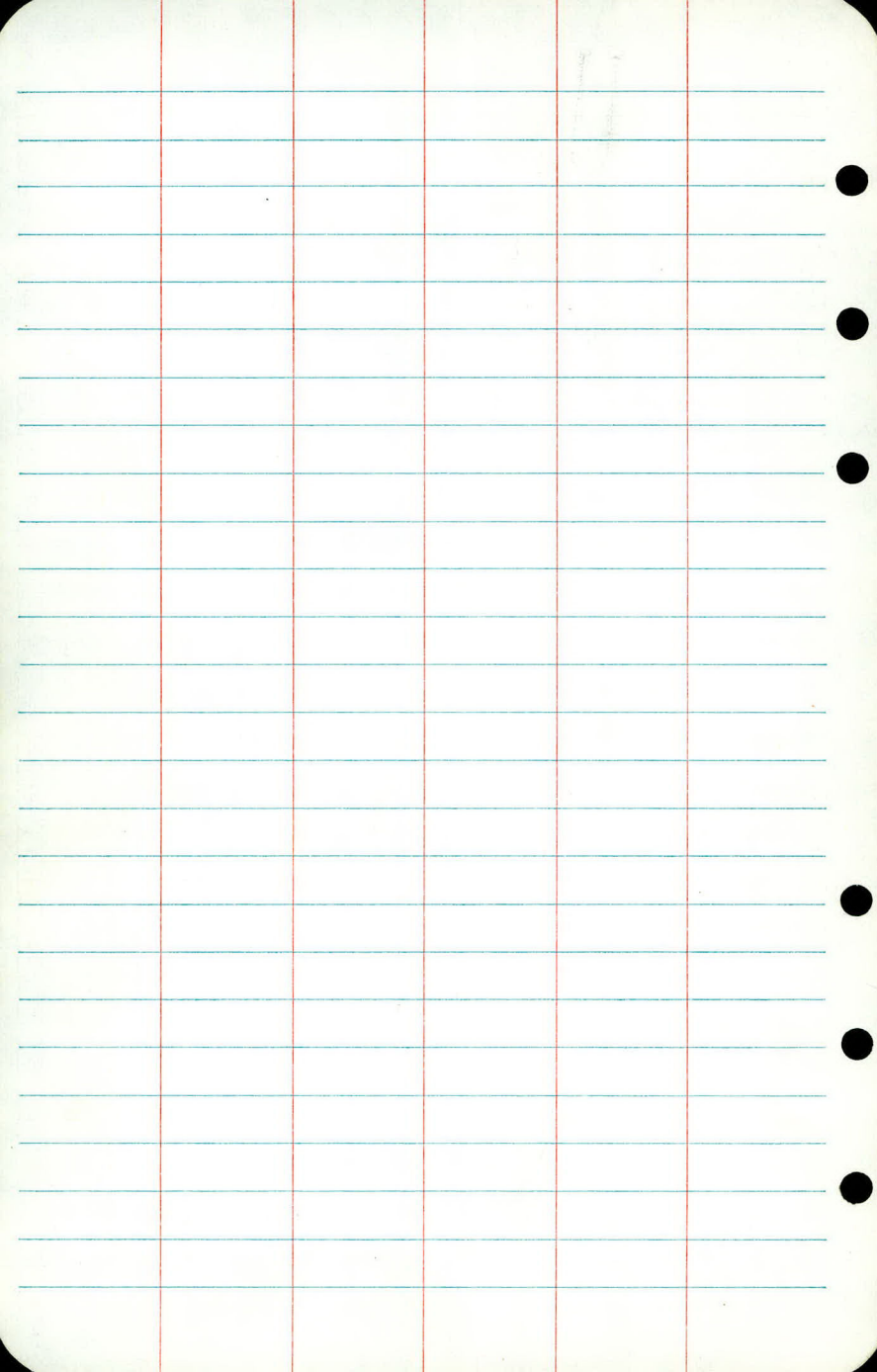
+25 Cor Ho
43.6

FK
RC
GC
RW

Oct 4, 1972

3





KP
DS
BF

5 JUNE 1973 1.

ALTA VISTA CT.

PROFILE LT & RT

0+00 = 1448 DALE ST.

3 pages

STA + π - ELEV.

BM 3.60 103.60 ✓

(100.00)

0+00 = ~~E~~ DALE ST.

+22 = W. GUTTER LINE DALE ST.

+47 = CB RT

+50

1+00

+50

LT - 5 JUNE 1973 2. RT

TOP HYD. S.E. COR LARP. S. DALE

97.2	97.2	97.4	97.6	97.7
6.40	6.4	6.2	6.0	5.9
100 CONC.	50		50	100

97.3	97.4	97.5	97.5	97.5
6.3	6.2	6.1	6.1	6.1
23 G	45 G	65 G	100 G	

96.92
6.68
19

97.12	97.76	97.05
6.48	5.84	6.55
19 G	Top med.	17 G

97.46	97.9	97.86
6.12	5.7	5.74
19 G		19 G

98.3	98.1	98.54
5.3	4.9	5.06
18		18 G

STA	+	$\bar{x}$	-	ELEV.
-----	---	-----------	---	-------

		103.60		
--	--	--------	--	--

2+00				
------	--	--	--	--

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

3+00				
------	--	--	--	--

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

4+00				
------	--	--	--	--

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

			6.18	97.42
--	--	--	------	-------

LT

L

5 JULNE 1973 3.

RT

99.70

99.3

98.8

4.9

4.3

4.8

19

19

99.0

99.6

99.0

4.6

4.0

4.6

18

18

99.5

99.1

99.3

3.8

3.5

4.3

18

18

99.9

99.4

99.1

3.7

3.2

3.9

18

18

99.3

99.8

99.1

3.3

2.8

3.5

18

17

99.8

99.1

99.2

2.8

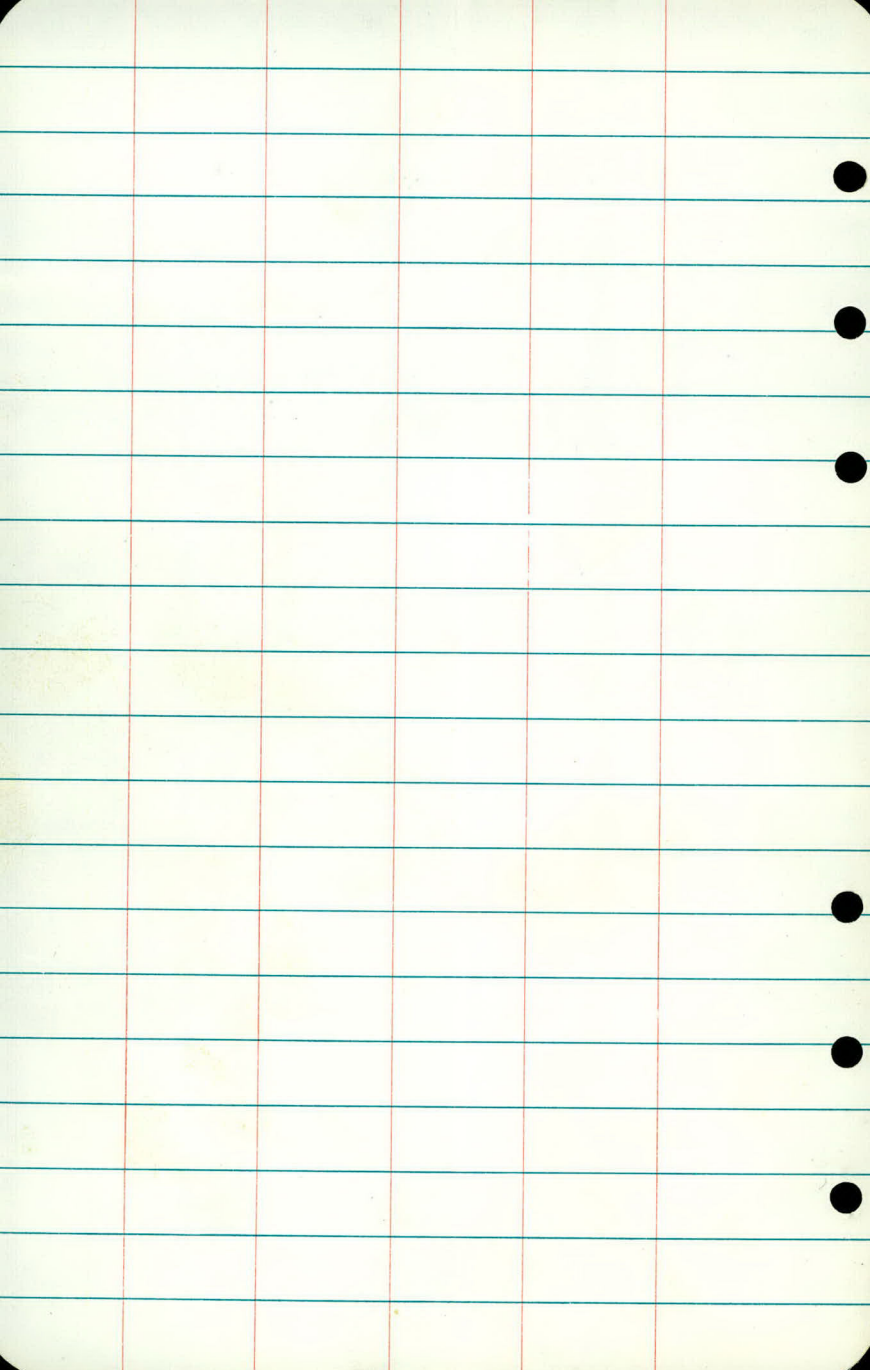
2.5

3.4

18

18

E Larp. & DALE



FH
CG
MB
BF

July 26, 1973

1

HAMLIN AVE

Topography

Note £ is 5.0 feet West
of $\frac{1}{4}$ Section Line

+149 POR
31

+145 Begin
Cong

+145 Cor Conc
25

+140 £ 15 Conc. Ent,
24

+110 Cor Conc
41

7 +05 Cor Conc
25

+197 £ 18' Ent
24 Conc

+68 Cor Conc,
41

+63 Cor Conc
24

+150 B. Ent RT
B. F

+145 Road
22

+33 Cor Conc,
24

+19 SD
21

+44 Handhole
31

+119 £ Alley 14'

+107 End Curb
22

Road
17 22

+103 24" E/n
27

+195 £ 5' Walk
22

+171 Partial Curb
22

+58 £ 10' Ent
B. F

+68 24" E/n
27

+147 40' Walk
23

+150 24" Maple
26

+142 24" E/n
27

+18 5" Maple
27

Road
15 21

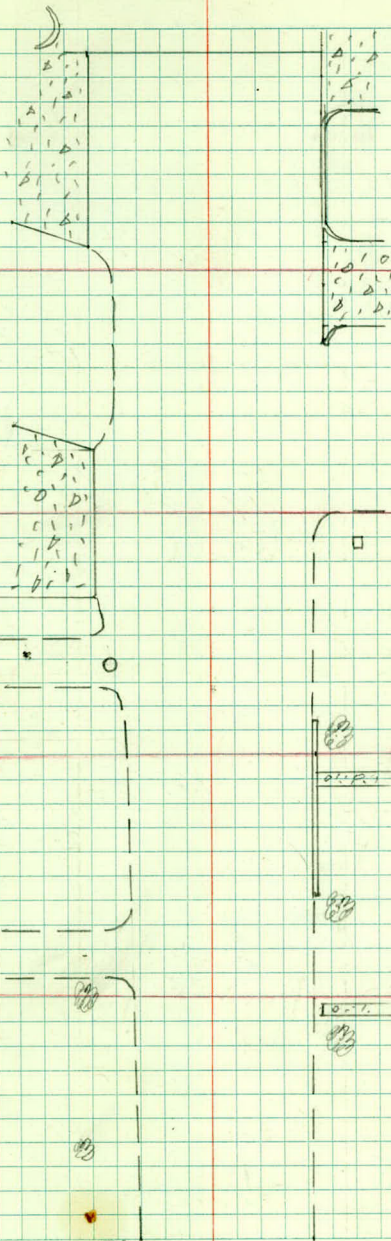
5

+99 CD 30
22 +99 18

FA
CG
MB
BF

July 26, 1973

2
Hulme



11

Road
9 21+74 $\frac{MH}{23}$ +50 $\frac{Road}{24}$ +45 $\frac{16" Elm}{27}$ +40 $\frac{Road}{11}$ +45 $\frac{Cor Conc}{49}$ +24 $\frac{\$ 10' Ent}{C. Rock}$ +14 $\frac{Corners Conc}{31 + 49}$

10

Road
17 26+85 $\frac{Rtie}{Ent}$ +90 $\frac{B Conc Ent}{33}$ +72 $\frac{\$ 20' Ent}{B. T}$ +85 $\frac{E Conc Ent}{30}$ +69 $\frac{\$ Conc Ent,}{29 25}$ +49 $\frac{H. H.}{25}$ +52 $\frac{B. Conc Ent Curb}{30}$

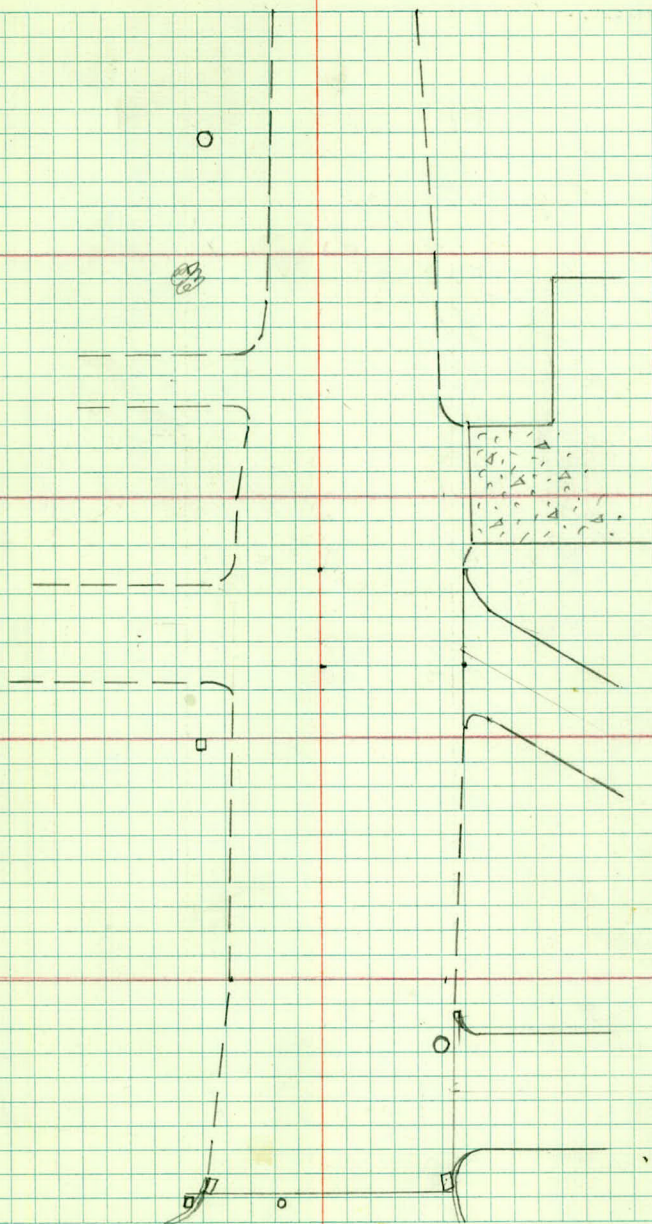
9

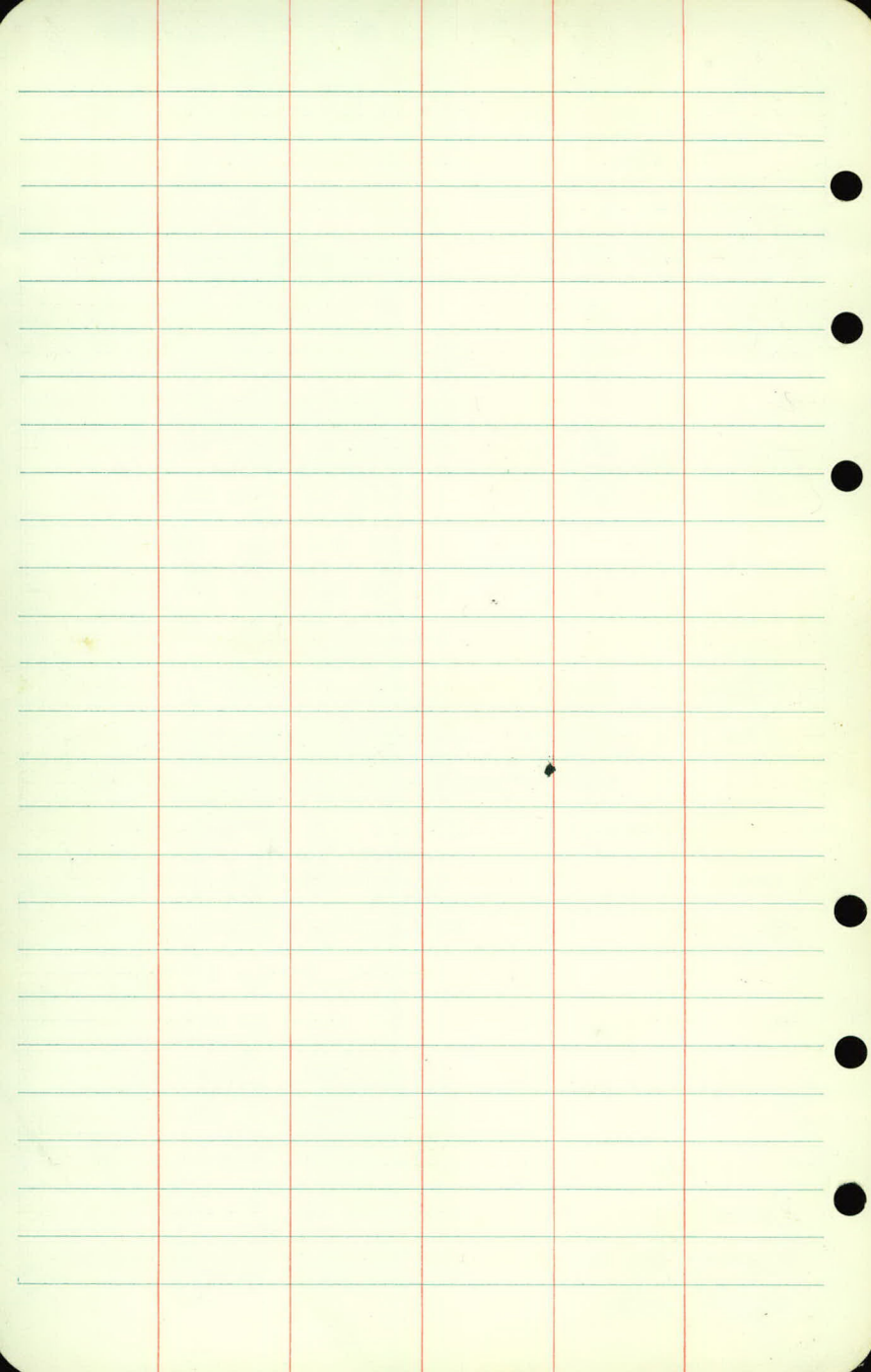
Road
19 26+93 $\frac{End Conc Curb}{28}$ +86 $\frac{MH}{25}$ +57 $\frac{CB}{23}$ +56 $\frac{E. Curb}{25}$ +77 $\frac{\$ 22' Conc Ent}{27}$ +54 $\frac{WGV}{8}$ +54 $\frac{H. H.}{28}$ +56 $\frac{Begin Conc + Curb}{28}$ +59 $\frac{CB}{26}$

FK
CG
MB
BF

July 26, 1973

3





WS ~
DS □
KG ~

1-21-71
SNOW 16°

TOPOGRAPHY FOR T.O.P.I.C.S.

HAMLIN AVE & LARPEUR AVE
INTERSECTION

INDEX

HAMLIN AVE	PAGES	1-8
LARPEUR AVE	PAGES	8-14

+50

LT.

18 18

RT.

+14 $\frac{36" \text{ ELM}}{28}$ +21 $\frac{14" \text{ ELM}}{26}$

2+00

18 18

SW $\frac{31-36}{}$ +75 $\frac{ER}{18}$ +81 $\frac{14" \text{ ELM}}{25}$ +65 $\frac{P.O.R.}{23}$ +75 $\frac{ERRD}{18}$ +57 $\frac{RR}{38}$ +56 $\frac{RR \text{ RAD}}{35}$ +65 $\frac{P.O.R.}{26}$

+50

+28 $\frac{ER}{40}$ +27 $\frac{E. RAP}{33}$ +17 $\frac{P.O.R.}{21}$ +20 $\frac{P.O.R.}{22}$ +07 $\frac{RR}{18}$ +07 $\frac{HYD}{21}$ +09 $\frac{RR \text{ RAD}}{18}$

1+00

SW $\frac{36-40}{}$

18 18

SW $\frac{31-35}{}$ +87 $\frac{14" \text{ ELM}}{32}$ +87 $\frac{15" \text{ ELM}}{25}$ +55 $\frac{12' \text{ BIT ENT.}}{}$

+50

+20 $\frac{24" \text{ ELM}}{32}$ +07 $\frac{16" \text{ ELM}}{25}$

0+00

SW $\frac{36-40}{}$

18 18

SW $\frac{31-36}{}$

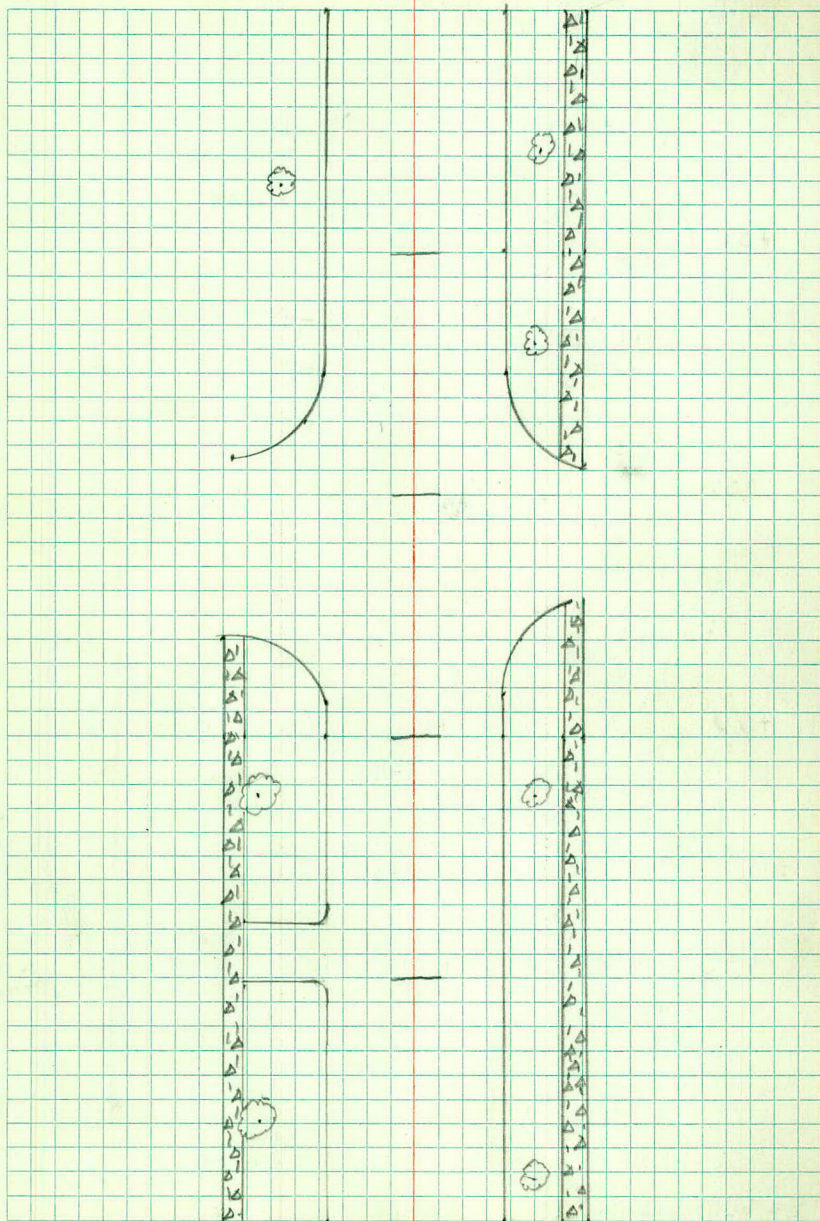
2

LT

E

RT

2



E

LT

±

RT

5 450

ER
18

18 18

SW
31-36+85 $\frac{P.O.P}{25}$ +76 $\frac{B.R}{39}$ +68 $\frac{20" ELM}{26}$

+50

+45 $\frac{ER}{38}$ +37 $\frac{P.O.P}{25}$ +29 $\frac{ARC PP}{26}$ +29 $\frac{24" ELM}{26}$ +25 $\frac{B.R}{18}$ +20 $\frac{2 12' CORCL ENT}{26}$

4 +50

18 18

SW
31-36+89 $\frac{10" ELM}{26}$ +76 $\frac{2" MAPLE}{24}$

+50

+46 $\frac{M.A}{4}$ +15 $\frac{P.P}{25}$ +07 $\frac{16" ELM}{26}$

3 150

± 14' ALLEN

18 18

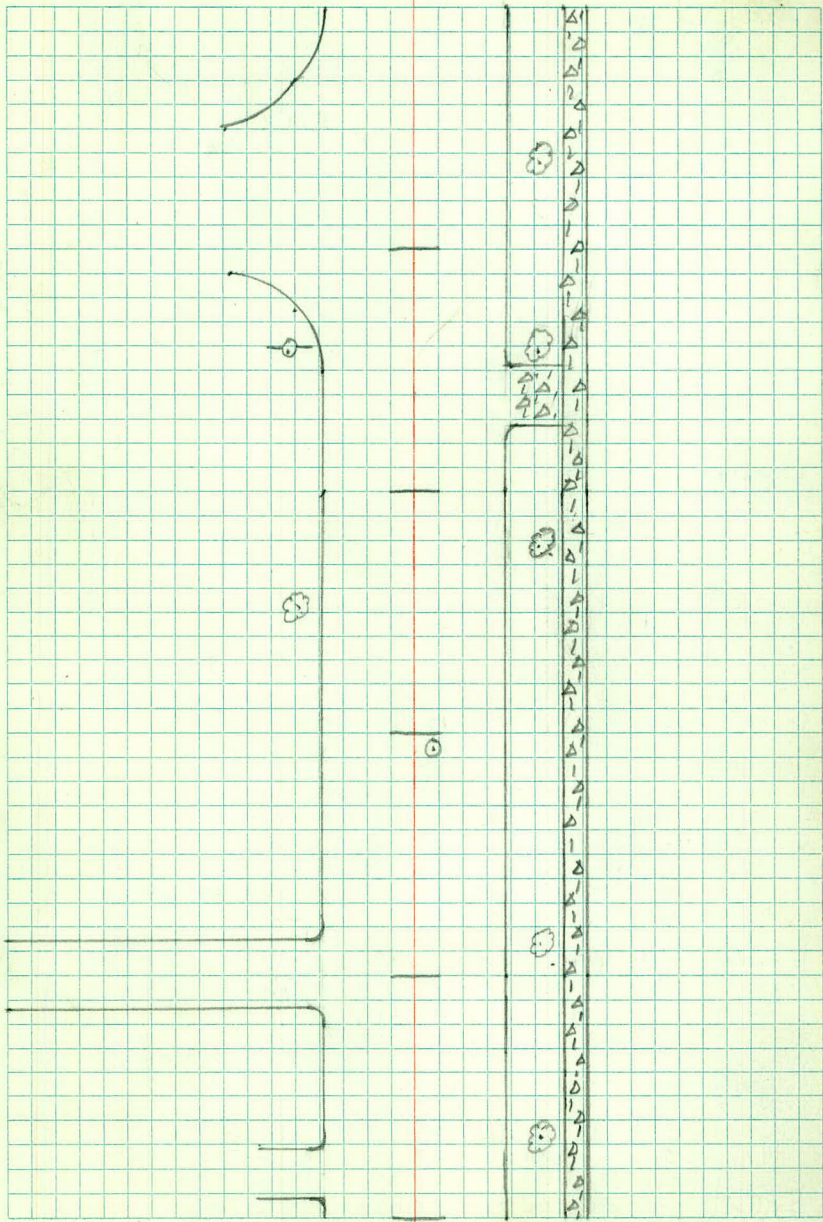
SW
31-36+59 $\frac{2 10' BIT ENT}{26}$ +66 $\frac{18" ELM}{26}$

2+50

LT

±

RT



±

+50

LT

±

RT

+20 ± 50' ENT

+30 ± 18' BIT ENT

7 +50

18 18

+98 ± 20' BIT ENT

SW
31-36

+68 ± 30' BIT ENT

+50

+48 ± 30' BIT ENT

+17 ± 14' ALLEY

+03 $\frac{10'' \text{ ELM}}{26}$

6 +50

18 18

SW
31-36

+68 $\frac{16'' \text{ ELM}}{26}$

+58 ± 12' BIT ENT

5 +50

15'' ELM
26

+42 $\frac{18'' \text{ ELM}}{26}$

+17 $\frac{3'' \text{ ELM}}{26}$

5+00

18

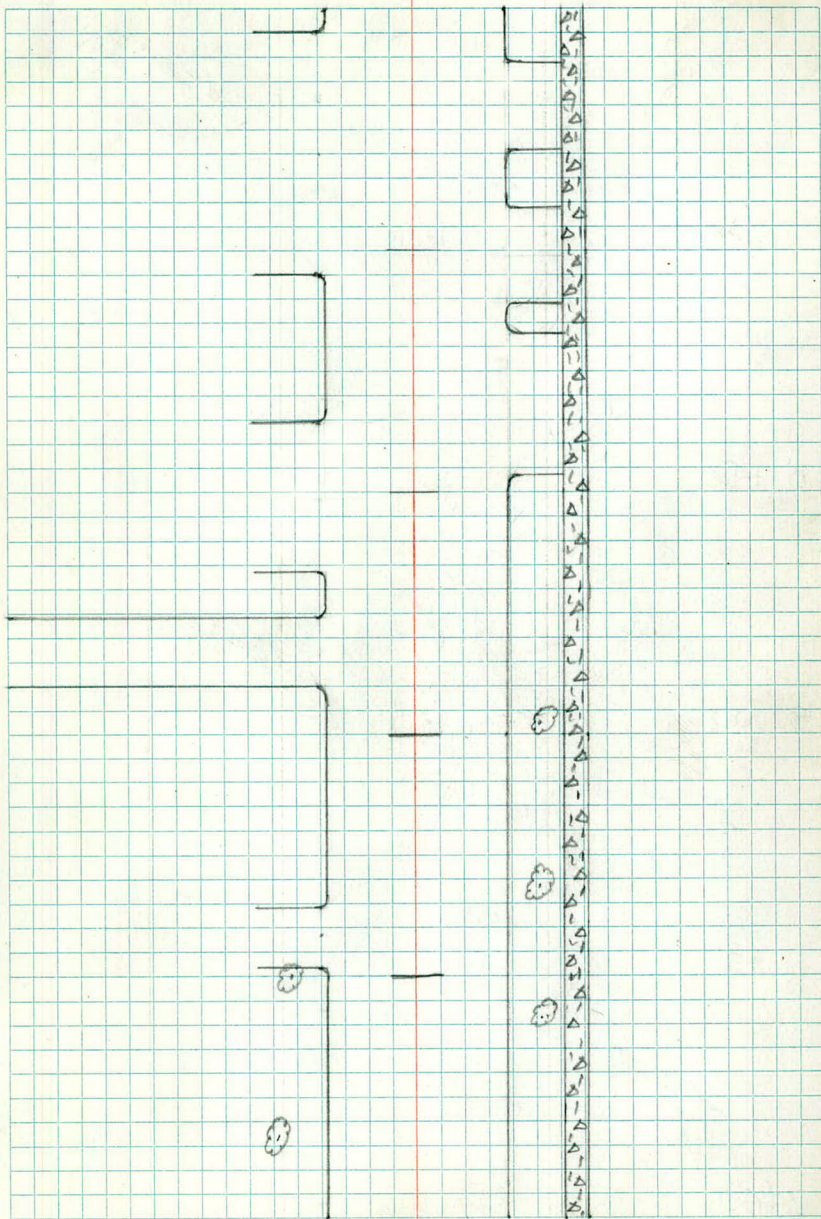
SW
31-36

LT

Z

RT

4



Z

+50

LT.

E

RT

+01 6" PINE

49

9+00

+00 END WALL

18 18

41

+76 E 30' BT FNT

8+50

18 18

4 20' 10' 11'

8+00

2 Carpenter

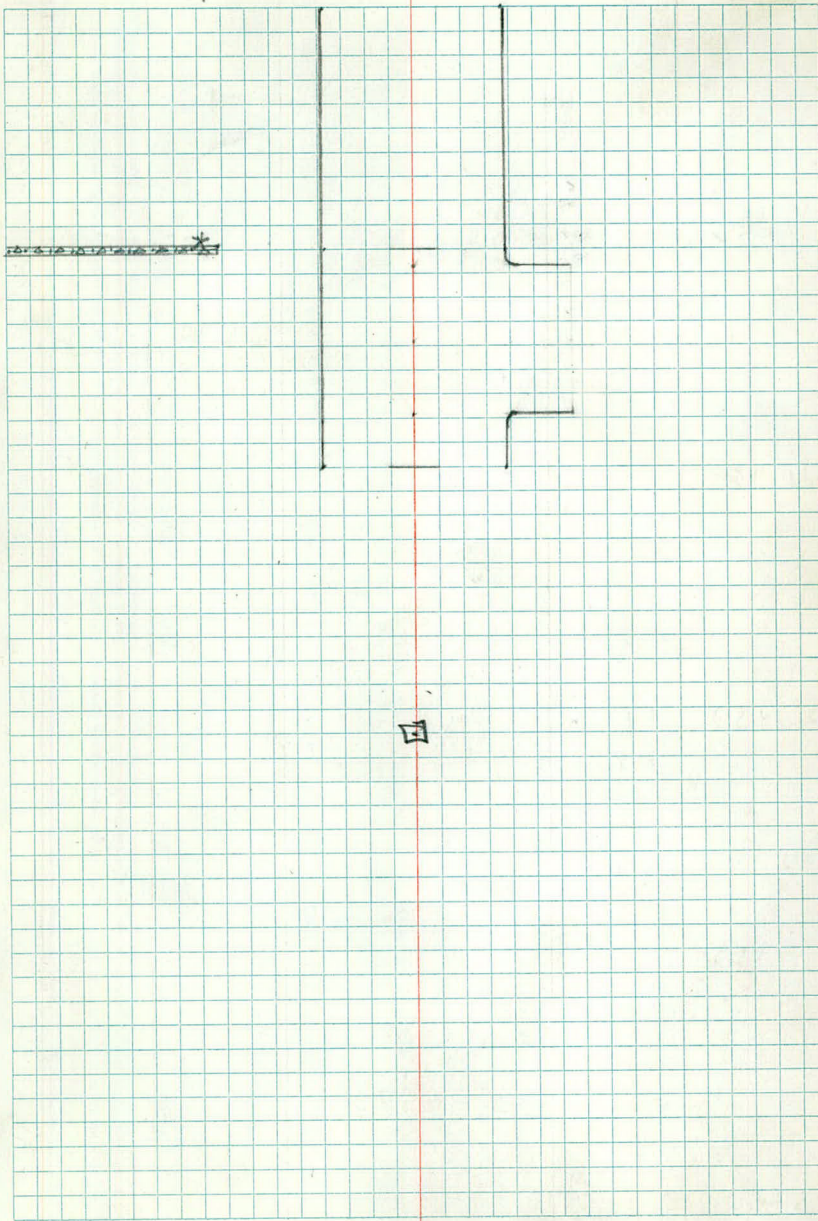
8+50

7+50

LT

2

RT



12 + 50

LT

LT & RT

14' 14'

+ 89 & 12' BIT ENT

+ 78 & 24' BIT ENT

11 + 50

+ 26 & 12' BIT ENT

+ 11 8" RHSS OLIVE

33

+ 11 END FE

34

11 +

15' 15'

+ 97 8" FLM

31

+ 99 4" FLM

34

+ 54 BG FE

35

10 + 50

+ 49 12" FLM

31

+ 19 & 60' BIT ENT

10 + 50

16' 16'

+ 77 & 30' BIT ENT

+ 67 & 30' BIT ENT

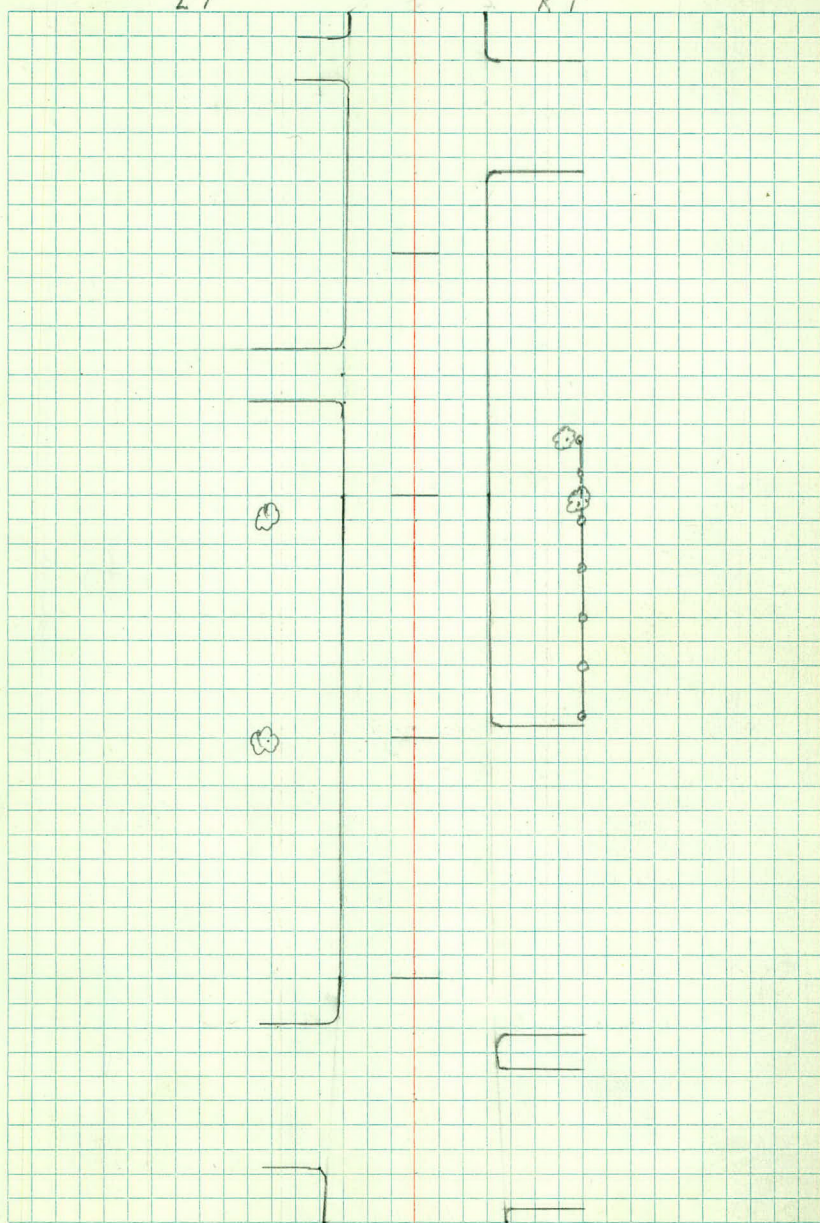
9 + 50

18 18

2

LT

RT



2

14 +50

LT & RT

+34 12' BIT ENT

+33 & 12' BIT ENT

14 +50

14' 14'

+71 12' BIT ENT

+50

+05 & 10' BIT ENT

13 +50

14' 14'

+67 ARC PP.
25

+79 & 12' BIT ENT

+57 12' BIT DR

12 +50

+92 24" ELM
31

12 0

+01 H90T
28'

14' 14'

LT

RT



16 14 14'

+ 89 12' BIT ENT

+ 74 12' BIT ENT

+ 93 15" COTT
39

+ 50

+ 08 12' BIT ENT

15 14 14'

+ 98 12' BIT ENT

14 + 50

LARPENTEUR AVE



+50

22

CURB MED MED CURB
35 2 2 35

+80 $\frac{PP}{43}$

+50

21

CURB MED MED CURB
35 2 2 35

+50

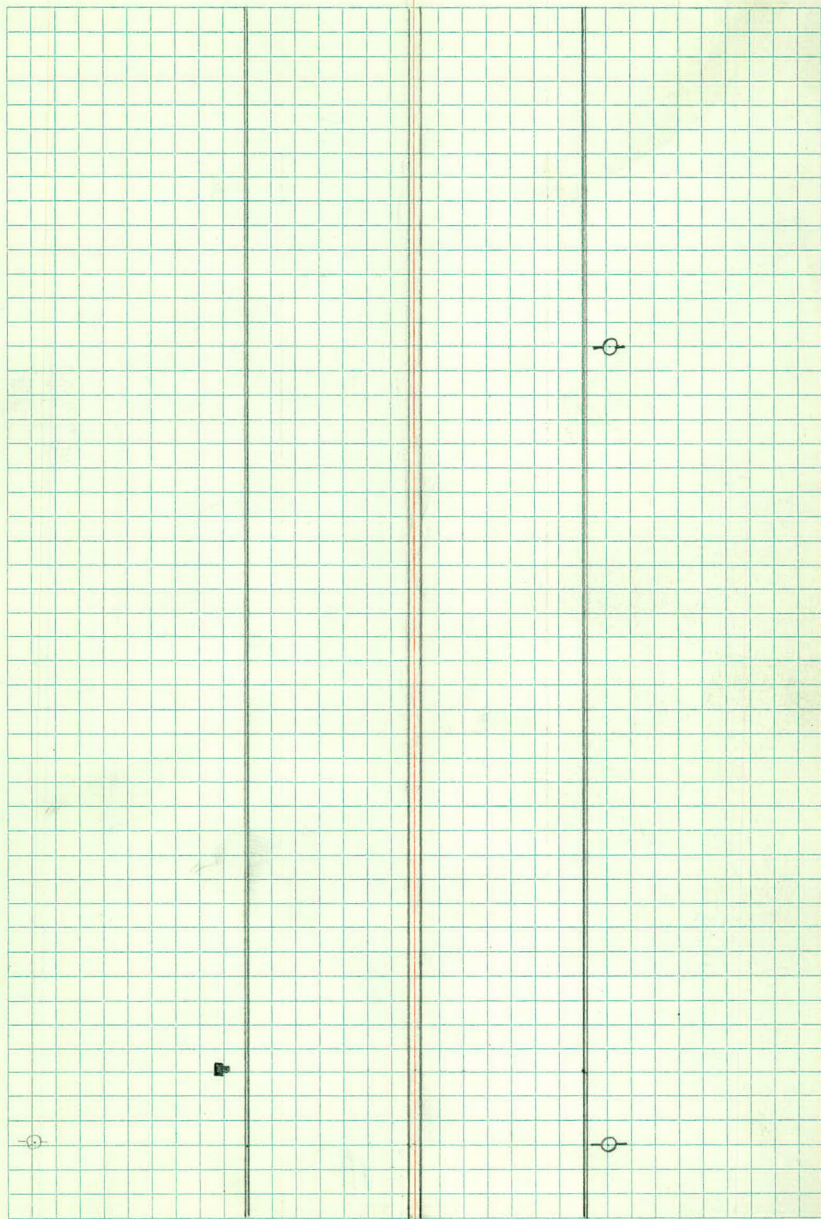
+31 $\frac{HYD}{47}$

+16 $\frac{PP}{79} \leftarrow$

+15 $\frac{PP}{40}$

20 +00

CURB MED MED CURB
35 2 2 35



25

CURB MED MED CURB
35 2 2 35+ 82 $\frac{PP}{43}$

+50

24

CURB MED MED CURB
35 2 2 35

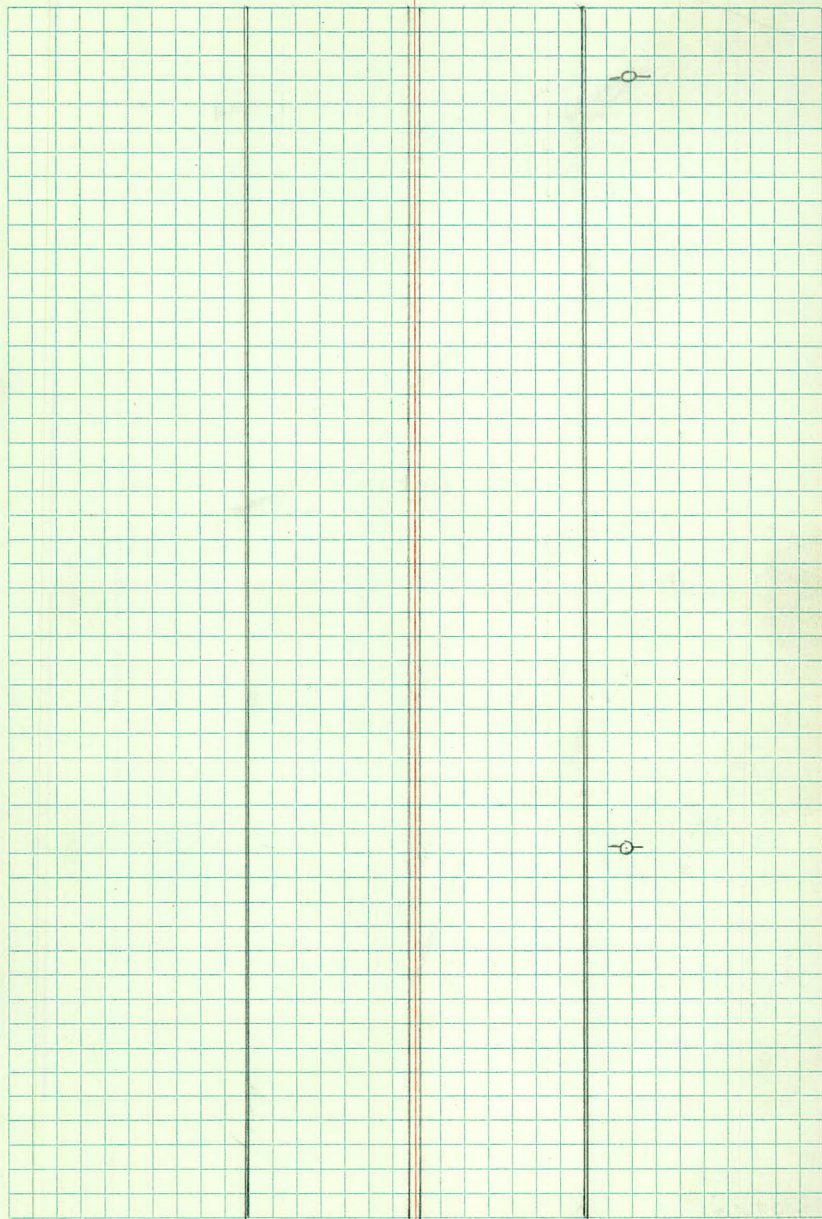
+50

+ 27 $\frac{PP}{43}$

23

CURB MED MED CURB
35 2 2 35

22+50



+50

+136 2 36' ent.

+106 SIGN
53

+01 Ped Sign
38'

27

+98 END R
35'

+188 P.O.R.
40'

+175 Bag R.
55'

+99 SIG
4

+95 SIGN
48

+86 PP
40'

+98 END R
35'

+95 SIG
37

+88 PP
40'

+175 Bag R
55'

+66.42 Monu.

+62.42 *OK*

+50

+40 END R.
55'

+118 Bag R.
35'

+130 POR
40'

+122 SIG
38'

+26 SIG
39'

+40 E. Rod.
55'

+22 AUT. SIG CONT PIPE & BUTT ON
40'

+15 LIGHT POLE
45'

+118 Bag R.
35'

+130 POR
40'

+106 HYD
39'

26

CURB MED MED CURB
35 2

+90 GUY POLE
43

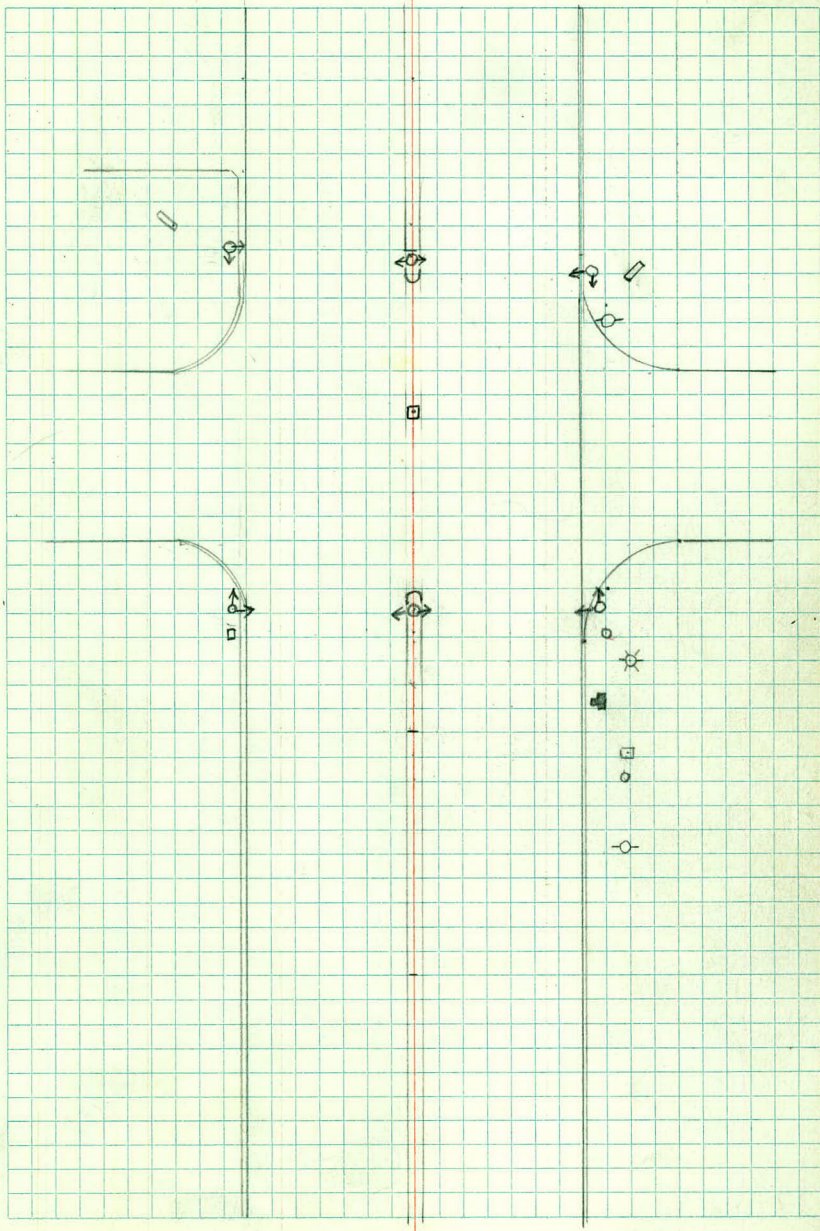
+96 SIGNAL BOX
43

+77 PP
43

+50

25+00

CURB MED MED CURB
35 2 2 35



30

&

CURB	MED	MED	CURB
35	2	2	35

$$+78 \frac{\text{Lhd}}{50'} +74 \frac{\text{P.P.}}{41'}$$

+50

29

CURB	MED	MED	CURB
35	2	2	35

$$+74 \frac{\text{Lhd}}{36' \text{ ENT.}}$$

+50

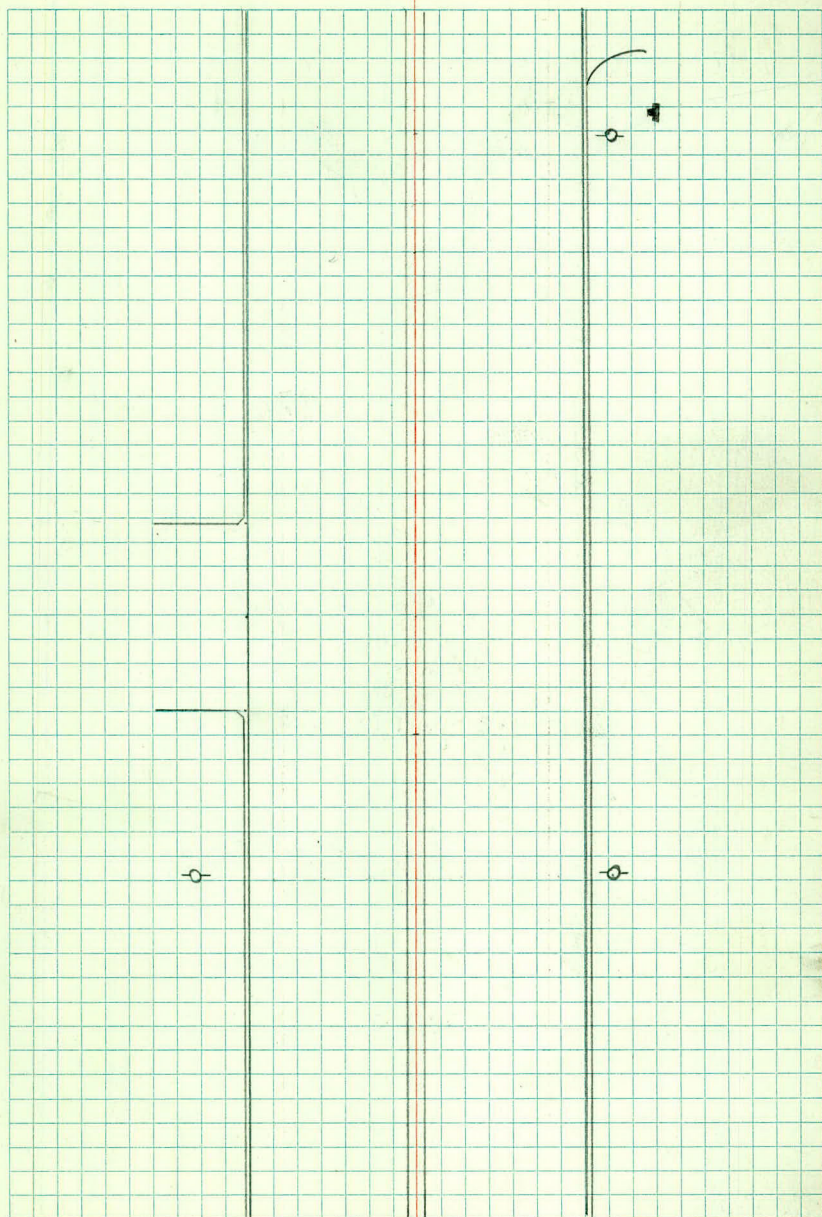
$$+22 \frac{\text{P.P.}}{47'}$$

$$+22 \frac{\text{P.P.}}{42'}$$

28

CURB	MED	MED	CURB
35	2	2	35

27+50



+50

$$\begin{array}{r} 133 \\ \text{PP} \\ \hline 54 \end{array}$$

32

CURB	MED	MED	CURB
35	2	2	35

+50

$$\begin{array}{r} 129 \\ \text{PP} \\ \hline 42 \end{array}$$

31

CURB	MED	MED	CURB
35	2	2	35

+50

30+00

-0-

-0-

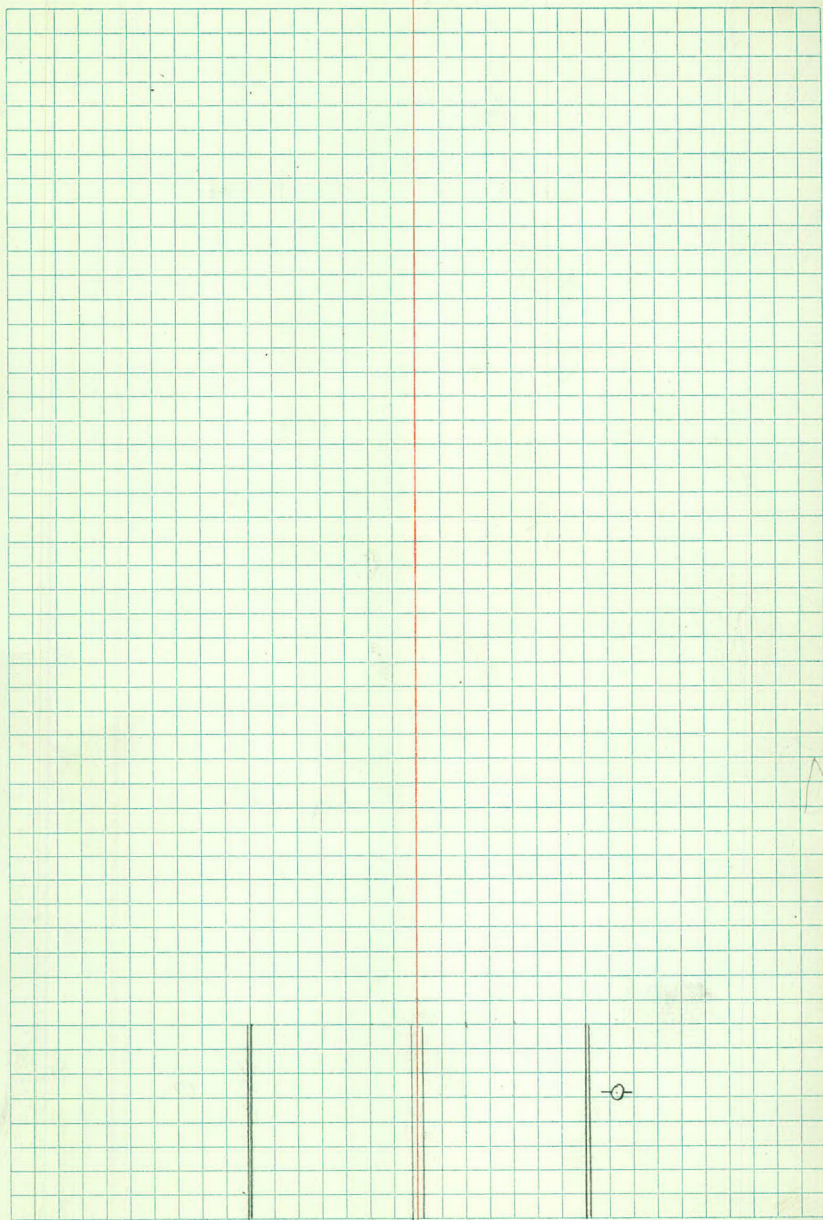
L

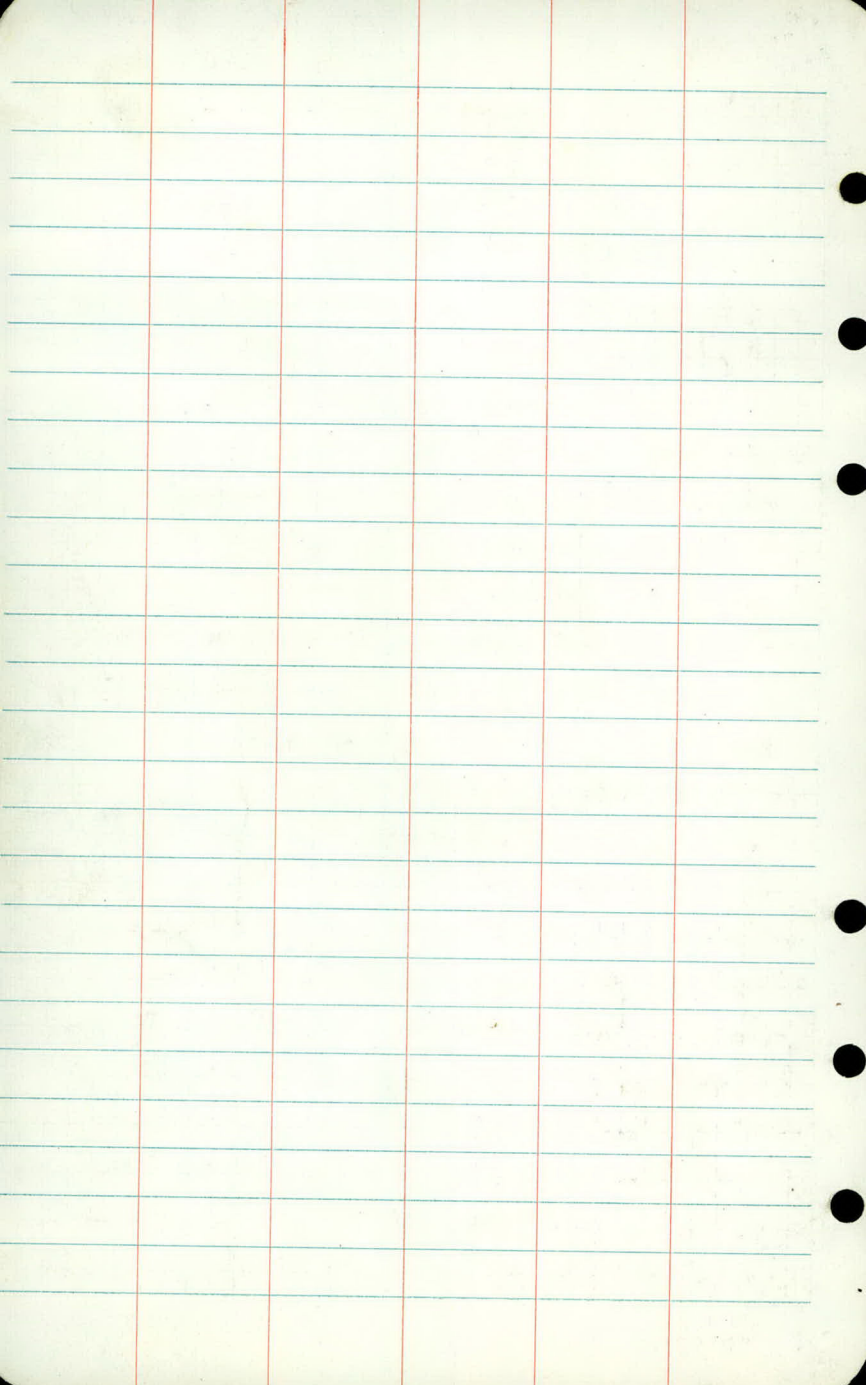
33

CURB	MED	MED	CURB
35	2	2	35

+76 $\frac{PP}{42}$

32+50





WS ~
DS ~
XG ~
LPD ~
BB

1-21-70 1

TOPOGRAPHY

FOR

T.O. P.I.C.S.

^N
FERWOOD & LARPEUR AVE
INTERSECTION

INDEX

LARPEUR AVE PAGES 2-6

+50

LT

E

RT

34

total $\frac{PP}{43'}$

Carb
3'5"

Med.
2'

Med.
2'

Carb
3'5"

+50

33

Carb
3'5"

Med.
2'

Med.
2'35"

+76 $\frac{PP}{42'}$

+50

32+00

Carb
3'5"

Med.
2'

Med.
2'

Carb
3'5"

LT

Q

RT

2

Q

Q

37

2T

CULB MED
36 2CURB MED
35 2

RT

+85 222 DRIVE (Bit)+53 tele. box
26'

+50

36

CULB
35Med. Med.
2' 2'CULB
35+72 222 Bit LOT+76 PP
42'

+50

+15 Sign
54'

35

CULB
35Med. Med.
2' 2'CULB
35

34+50

CULB
35MED MED
2 2CULB
35

LT

C

RT



+50

LT

C

RT

+42 $\frac{POR}{40}$ +18 END P. 46. B.
45' 56'+33 $\frac{B.P.R.}{35}$

+36 END Med.

+28 $\frac{CB}{35}$ +33 $\frac{SIGN}{49'}$ +25 $\frac{24' ELM}{40}$

39

CURB MED MED CURB
35 2 2 35+75 $\frac{8' ELM}{40}$ +55 $\frac{2' 30' BIT}{ENT.}$ +66 $\frac{PP}{40'}$ +82 $\frac{BFG WALL}{46}$

+50

+37 $\frac{SIGN}{46'}$
+35 $\frac{PP}{45'}$ +36 $\frac{2' 30' BIT}{alley}$ +19 $\frac{22' BIT.}{ENT.}$

38

CURB MED MED CURB
35 2 35 2+69 $\frac{C.B.}{35}$ +66 $\frac{C.B.}{35}$ +60 $\frac{CB}{35}$ +63 $\frac{CB}{35}$

+50

+40 $\frac{2' 22' BIT}{ENT.}$ +14 $\frac{2' 22' BIT}{ENT.}$ +24 $\frac{PP}{42'}$
+18 $\frac{10' ELM}{43'}$

37+00

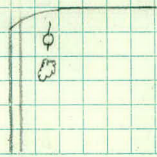
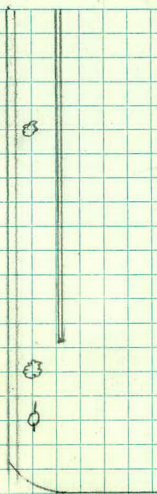
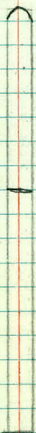
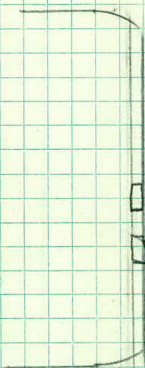
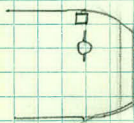
CURB MED MED CURB
35 2 2 35

LT

E

RT

4



42

LT

¢

RT

CURB MED MED CURB
35 2 2 35

+65 $\frac{P.P.}{40}$ 179 $\frac{222' ENT}{}$

+50

+05 $\frac{222' ENT}{}$

41

CURB MED MED CURB
35 2 2 35

+50

$\checkmark$
+32 $\frac{PP}{40}$ +38 $\frac{END R}{36'}$ #41 BEGIN MED
 $\checkmark$
+24 $\frac{Beg. R.}{46}$ +30 $\frac{POR}{38}$

40

40

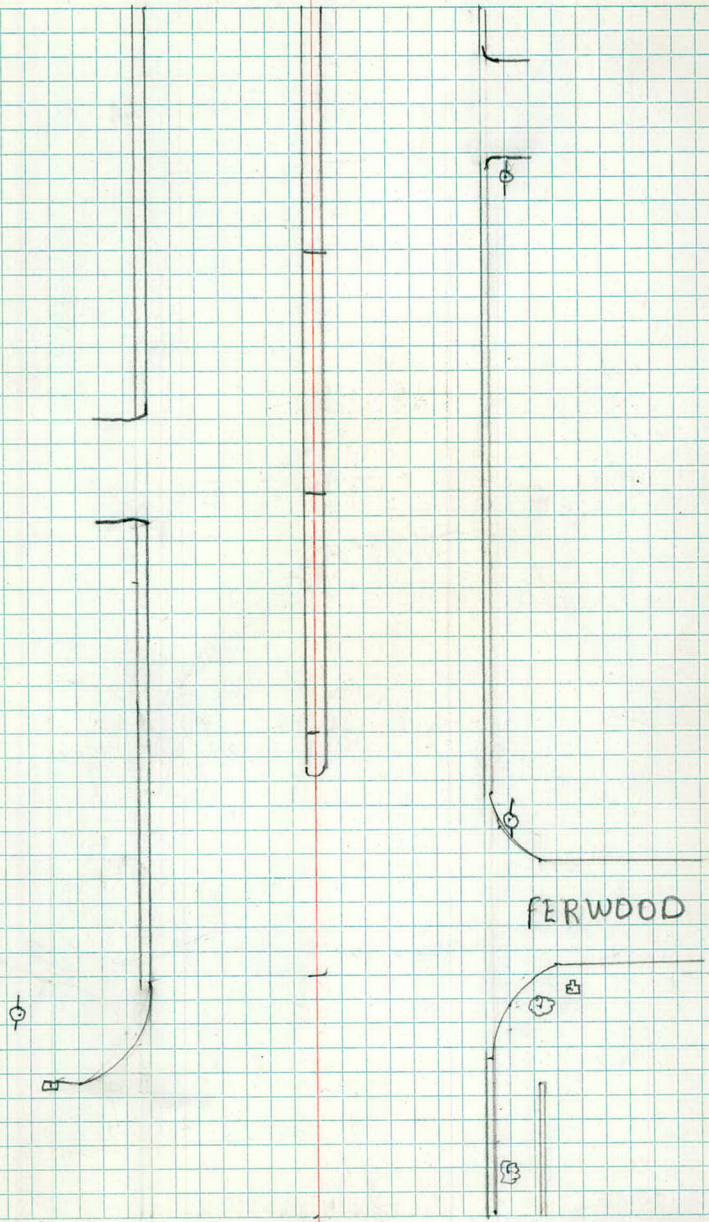
+97 $\frac{END. R.}{36'}$ +93 $\frac{PP}{63'}$ +97 $\frac{END R.}{49'}$ +89 $\frac{18" EIM}{36'}$ 46'
+88 $\frac{P.O.R.}{40'}$ +88 $\frac{POR}{40'}$ +91 $\frac{NYD}{53}$
+80 $\frac{C.B.}{56}$ +80 $\frac{Beg. R.}{49}$ +83 $\frac{Beg. R.}{36'}$ - Beg. R.
+77 $\frac{END WALL}{46}$ -
+59 $\frac{20" ELM}{39'}$

39+50

LT

E

RT



+50

LT

CL

RT

+37 $\frac{PP}{40'}$

44

CURB	MED	MED	CURB
35	2	2	35

+50

43

CURB	MED	MED	CURB
35	2	2	35

+01 $\frac{PP}{39}$

+01 Hedge
45'

+50

+01 Beg Net
48'

42+00

CURB	MED	MED	CURB
35	2	2	35

LT

CL

RT

φ

φ

47

LT

E

RT

CURB MED MED CURB

35 2 2 35

450

46

CURB MED
35 2MED CURB
2 35HEDGE
49+76 $\frac{PP}{40'}$ +64 $\frac{Beg hedge}{49'}$

+50

+48 $\frac{E22' Bit Dr.}{\checkmark}$ +31 $\frac{End Nad}{49'}$

45

CURB MED
35 2MED CURB
2 35+75 $\frac{E40' Bit Dr.}{\checkmark}$

44+50

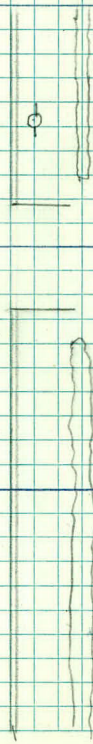
CURB MED MED CURB
35 2 2 35

LT

Q

RT

7



11

LT

Q

RT

150

3

CURR. TYP. 1000 1000 1000 1000

25 25 25 25

150

47+00

CURR. TYP. 1000 1000 1000 1000

25 25 25 25

W.S. ☐
D.S. ~
K.G. ~

1-22-70 1
CLOUDY 134°

TOPOGRAPHY FOR T.O.P.I.C.S.

LEXINGTON AVE & LARPENDEUR AVE
INTERSECTION

	INDEX
LARPENDEUR AVE	PAGES 2-7
LEXINGTON AVE	PAGES 8-14

+50

LT

E

RT

+30 $\frac{HYD}{39}$

48

CURB MED
35 2MED CURB
2 35

+50

+15 $\frac{HYD}{40}$ +09 $\frac{PP}{41}$

47

CURB
35+99 $\frac{EMED}{E}$ CURB
35+98 $\frac{PR}{35}$ +93 $\frac{P.O.R.}{39}$ +85 $\frac{BR}{48}$ +68 $\frac{E}{35' COLL DRIVE}$

+50

+56 $\frac{PR}{53}$ +46 $\frac{P.O.R.}{42}$ +38 $\frac{EMED}{E}$ +33 $\frac{BR}{35}$ +34 $\frac{E HEDGE}{49}$ +41 $\frac{CB}{34}$ +23 $\frac{HYD}{38}$

46 + 00

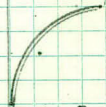
CURB MED
35 2CURB MED
25 2HEDGE
49

LT

C

RT

1-22-77 2



51

LT

CURB MED

£

MED CURB

RT

2

2

+50

+39 $\frac{HYD}{37}$ +21 $\frac{PP}{41}$

+04 £26' BT ENT

50

CURB MED MED CURB
2 2

+50

+27 £30' BT ENT

49

CURB MED MED CURB
35 2 2 35+73 $\frac{PP}{41}$ +65 $\frac{S16N}{48-60}$

+56 £14' BT ENT

48+50

LT

C

RT



BIT. ENT.

BIT. ENT.



BIT. ENT.

LT

±

RT

+74.83 MON ± = 0+00 NEXT PAGE

+50 ±52 LR
52

+41 EMID
±

1

+41 P.O.R
45

+48 LR
51

+41 SIGNAL
39

+39 SIGN
48

+38 SIGNAL
±

+40 SIGNAL
44

+46 PR
42

+14 ± 30' ENT

+35 PR
39

+33 PR
35

+26 SIGN
52

52

CURB MED MED CURB
35 2 2 39

+94 ± 20' ENT

+67 PR
41

+50

*34 CURB
39

+33 ± 58' ENT

+17 ± 34' ENT

+

51+00

CURB MED MED CURB
35 2 2 35

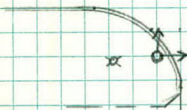
W.S. ☐
K.G. ~
D.S. ~

LT

Q

RT

1-25-71 4
SP0W 120°



CONC. ENT.



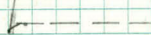
CONC. ENT.



BIT. ENT.



BIT. ENT.



56 +50

LT

£

RT

+43 £ 60' E'NT

+03 $\frac{PR}{38}$

2

CURB MED MED CURB
35 2 2 35

+93 $\frac{SW COR BANK}{52}$

+93 $\frac{CURB}{35}$

+51 £ 26' E'NT

5 +50

+30 £ 60' E'NT

1

CURB MED MED CURB
39 2 2 35

+77 $\frac{HYD}{37}$

+56 £ 30' E'NT

5 +50

+41 $\frac{ER}{39}$

+37 $\frac{SIGNAL}{£}$

+31 $\frac{SIGNAL}{47}$

+34 $\frac{SIGNAL}{39}$

+34 $\frac{B MED}{£}$

+31 $\frac{P.O.R}{43}$

+39 $\frac{CONT. BOX}{39}$

+29 $\frac{P.P}{42}$

+34 $\frac{ER}{35}$

+24 $\frac{BR}{37}$

+30 $\frac{SIGNAL}{45}$

+29 $\frac{P.O.R}{39}$

+20 $\frac{BR}{48}$

0 +00

LT C RT

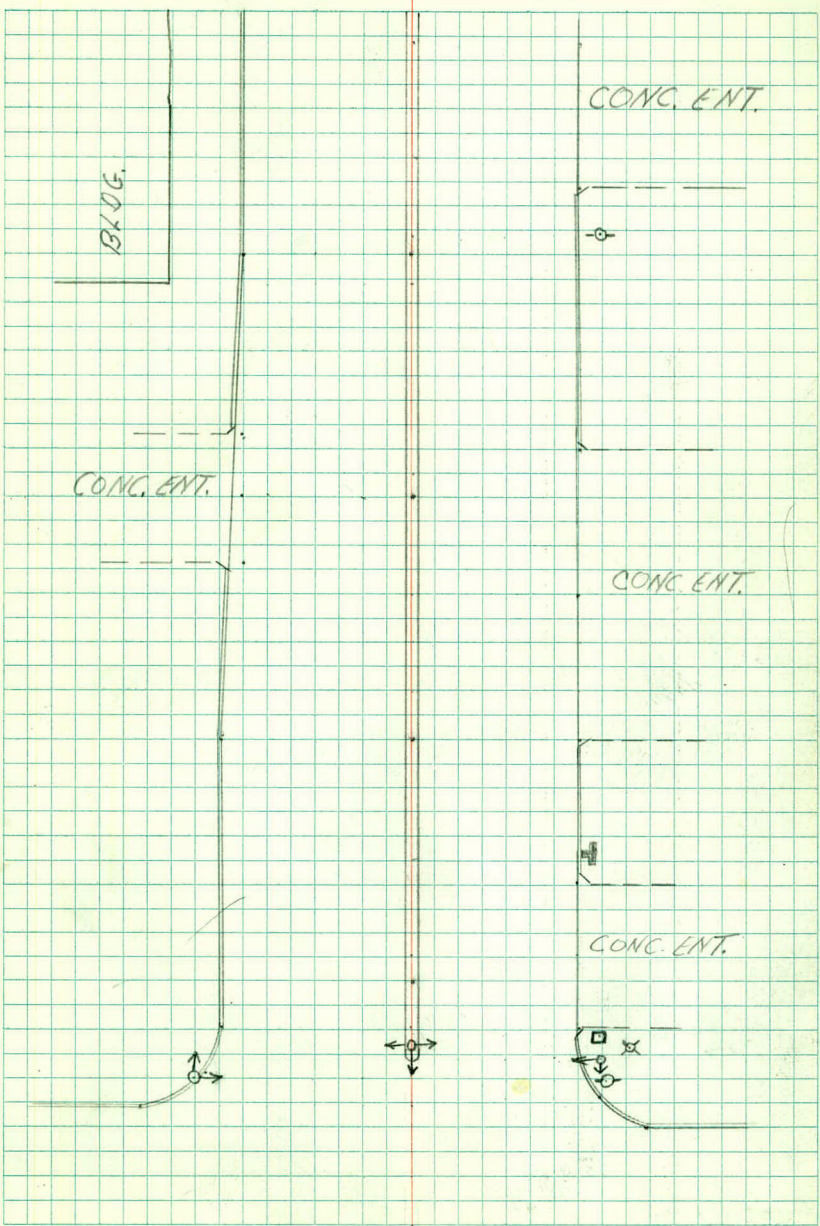
BLOG.

CONC. ENT.

CONC. ENT.

CONC. ENT.

CONC. ENT.



5

LT

C

RT

CURB	MED	MED	CURB
35	2	2	35

+77 $\frac{PP}{38}$ +74 $\frac{CB}{34}$ +74 $\frac{CB}{34}$

+50

4

CURB	MED	MED	CURB
35	2	2	35

+50

+33 $\frac{PP}{38}$ +24 $\frac{1}{2}$ 12' CONC DRIVE+14 $\frac{1}{2}$ 20' ENT+04 SECTOR BANK
52

3

CURB	MED	MED	CURB
35	2	2	35

2+50

LT

C

RT

ALLEY

BLDG.

CONC. ENT.

+50

LT

Q

RT

6

CURB MED
35 2

MED CURB
2 35
+94 B.MED.
Q

+85 $\frac{PR}{39}$

+94 $\frac{ER}{35}$

+89 $\frac{PR}{40}$

+76 $\frac{BR}{46}$

+50

+40 $\frac{PR}{40}$

+36 $\frac{BR}{35}$

+52 $\frac{ER}{46}$

+44 $\frac{PR}{40}$

+32 $\frac{EMED}{E}$

+31 $\frac{HYD}{40}$

5+00

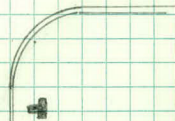
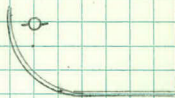
CURB MED
2

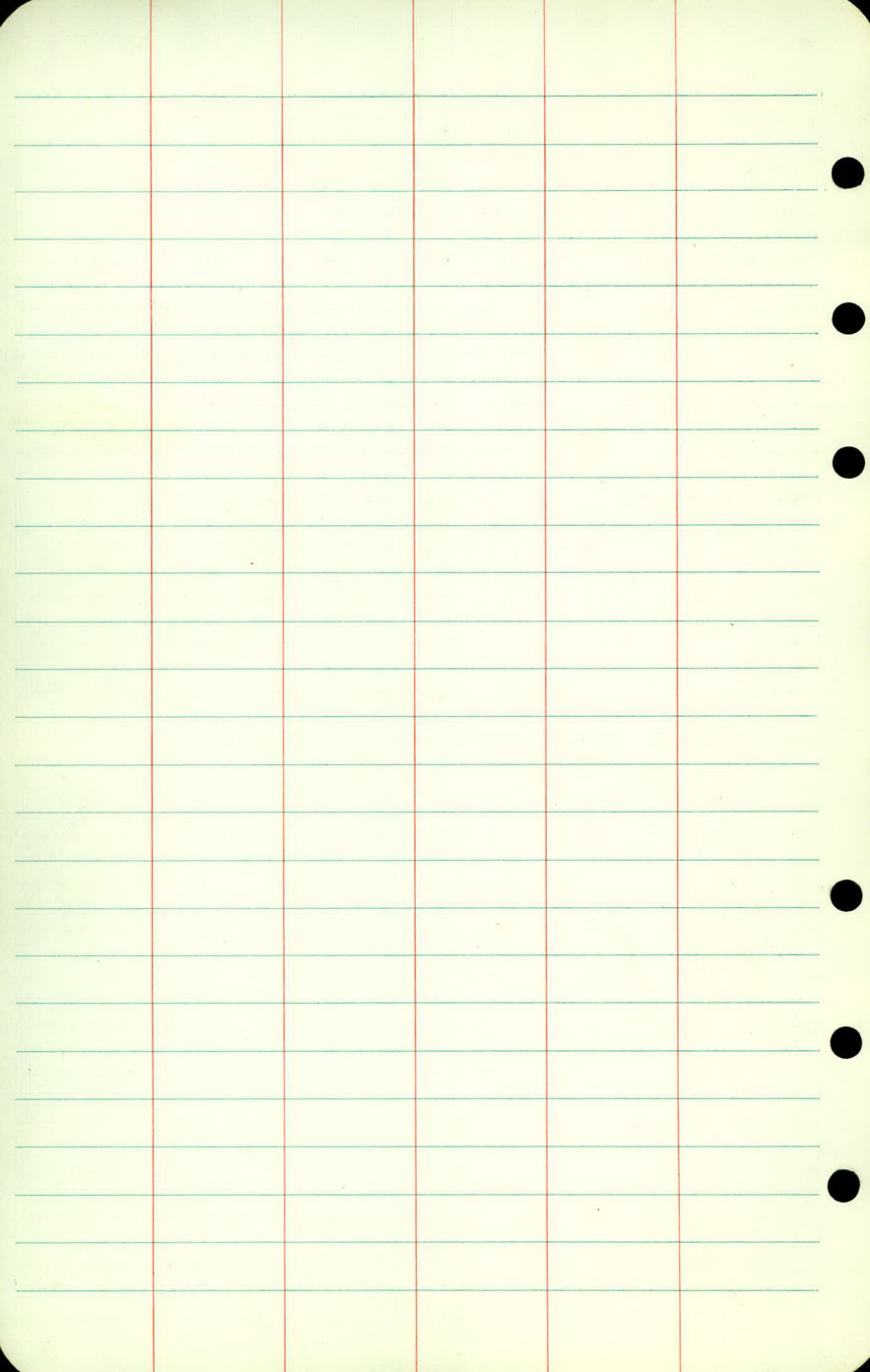
MED CURB
2

LT

C

RT





W.S. □
D.S. ~
R.G. ~

1-25-11 8

L E X I N G T O N
A P H Y
T O P O N A V E

+50

LT

E

RT

+44 £ 12' ENT

+19 $\frac{15'' \text{ ELM}}{22}$ +21 $\frac{PP}{22}$ +10 $\frac{18'' \text{ ELM}}{23}$

2

SW RD
25-30 18RD SW
18 25-30+72 $\frac{18'' \text{ ELM}}{23}$ +70 $\frac{15'' \text{ ELM}}{22}$ +62 $\frac{HYD}{22}$ +64 $\frac{ER}{18}$ +55 $\frac{ER}{18}$

+50

+51 $\frac{P.O.R.}{24}$ +48 $\frac{P.O.R.}{23}$ +43 $\frac{BSW}{30}$ +43 $\frac{BR}{31}$ +41 $\frac{BR}{31}$ +41 $\frac{BSW}{30}$ +15 $\frac{ER}{31}$ +29 $\frac{MH}{44}$ +07 $\frac{P.O.R.}{22}$ +07 $\frac{MH}{14}$ +05 $\frac{ER}{31}$ +00 $\frac{P.O.R.}{21}$ +93 $\frac{CB}{18}$ +95 $\frac{BR}{18}$ +91 $\frac{PP}{23}$ +90 $\frac{BR}{18}$

+50

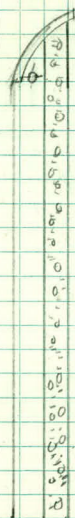
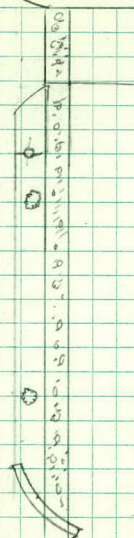
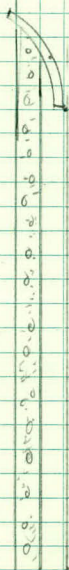
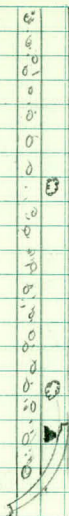
0 + 00

SW RD
18CURB
RDSW
25-30

LT

C

RT



IDAHO

5

LT

C

RT

+82 $\frac{P.O.R}{25}$ +93 $\frac{ER}{18}$ +94 $\frac{21'' ELM}{\checkmark}$ +78 $\frac{HYD}{+2}$ +74 $\frac{PP}{23}$ +73 $\frac{ER}{18}$ +74 $\frac{BR}{31}$ +74 $\frac{BSW}{30}$ +61 $\frac{MH}{6}$ +66 $\frac{P.O.R}{25}$ +60 $\frac{BR}{30}$ +60 $\frac{OSV}{30}$

+50

+45 $\frac{ESW}{30}$ +45 $\frac{ER}{31}$ +35 $\frac{ESW}{30}$ +37 $\frac{P.O.R}{26}$ +21 $\frac{BR}{18}$ +29 $\frac{P.O.R}{25}$ +35 $\frac{ER}{31}$ +26 $\frac{BR}{18}$ +10 $\frac{14'' ELM}{23}$ +19 $\frac{26'' ELM}{23}$

4

+74 $\frac{24'' ELM}{23}$ +71 $\frac{18'' ELM}{22}$

+50

+34 $\frac{PP}{22}$ +25 $\frac{26'' ELM}{23}$

3

SW RD RD SW
25-30 18 18 25-30+96 $\frac{15' ALLY}{\checkmark}$ +76 $\frac{12' ENT}{\checkmark}$ +90 $\frac{14'' ELM}{23}$ +66 $\frac{15'' ELM}{22}$ +67 $\frac{12' ENT}{\checkmark}$

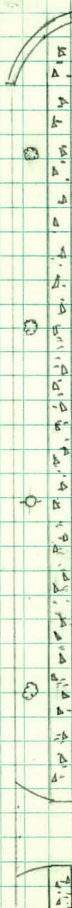
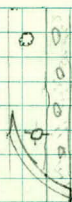
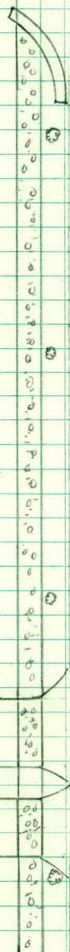
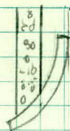
2+50

LT

Q

RT

CALIFORNIA



+50

LT

C

RT

+ 42 M.H
10+ 48 W50
6+ 43 M.H
6+ 35 Q 24 ~~CONCENT~~+ 36 Q 35 ~~CONCENT~~

7

SW
25-30RD RD
18 18SW
25-30+ 70 Q 12' ENT+ 75 Q 15' ENT come+ 55 14" ELM
22

+50

+ 33 PP
20+ 23 Q 15' ALLEY

6

SW
25-30

18' 18'

SW
25-30+ 74 18" ELM
23+ 62 GUYPORE
24+ 62 P.P
22

+50

+ 38 18" ELM
23+ 03 14" ELM
23+ 35 14" ELM
23

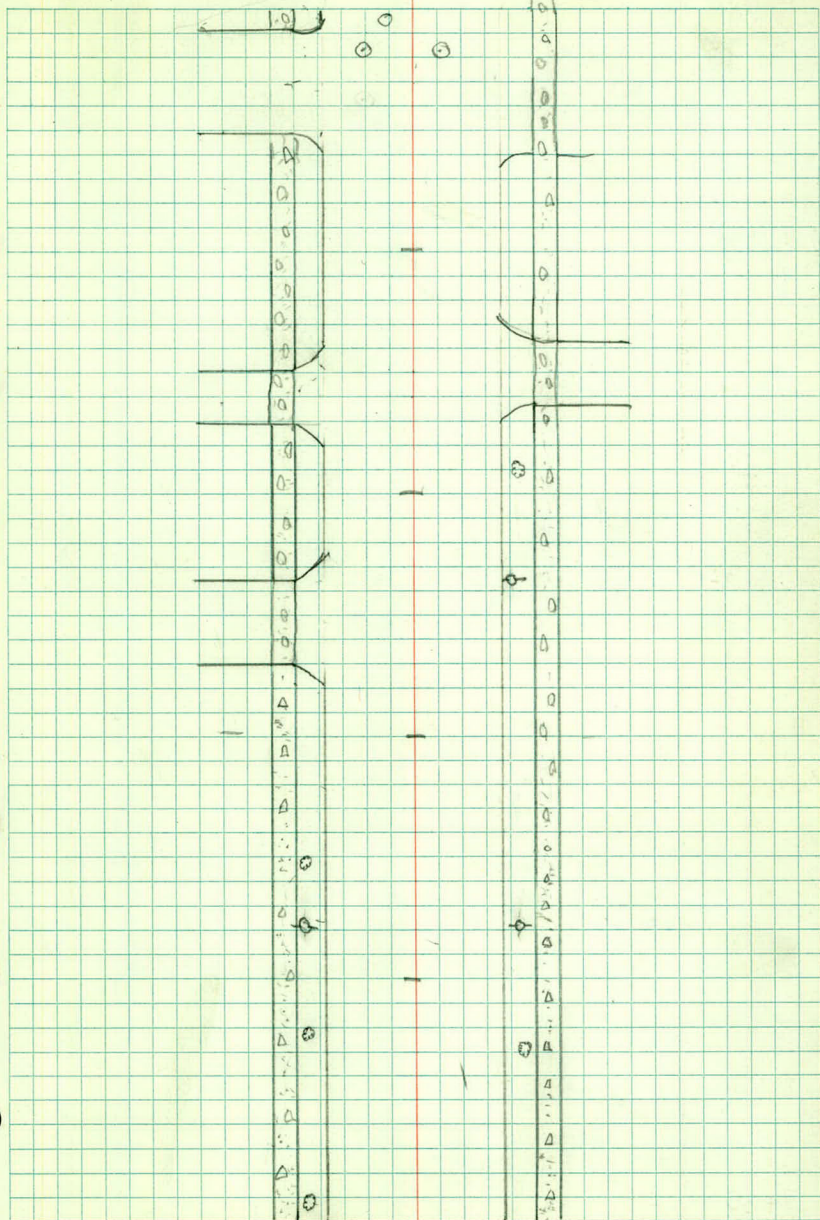
5+00

SW 18' 18'
25-30SW
25-30

LT

C

RT



10

LT

Q

RT

+80 ±40' ENT

+56 ±30' ENT

+50

+43 $\frac{PP}{28}$

9

24 24

+82 ±30' ENT

+91 $\frac{PP}{28}$

+50

8

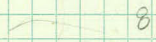
CENTER LINE OF LAARPEUTEUR

7+50

LT

Q

RT



8



+50

LT

€

RT

+33 € 24' ENT

12

24 24

+85 € 24' ENT

+81 $\frac{PP}{28}$

+50

+39 € 24' ENT

+23 $\frac{LIGHT STAND}{25}$

11

24 24

+71 € 24' ENT

+67 $\frac{SLN}{35-43}$

+50

+35 $\frac{PP}{28}$

+13 $\frac{LIGHT STAND}{35}$

10

24 24

15

LT

24 24

RT

 $+97 \frac{PP}{20} +99 \frac{HYD}{42}$
 $+70 \text{ E } 30' \text{ STREET DOWNE}$

+50

 $+43 \frac{CB}{23}$

14

24 24

 $+61 \text{ E } 30' \text{ ENT}$

+50

 $+39 \frac{FE}{31}$
 $+33 \frac{PP}{28}$
 $+12 \frac{HYD}{35}$
 $+07 \text{ E } 24' \text{ ENT}$

13

24 24

 $+97 \frac{SIGN}{35}$
 $+67 \text{ E } 24' \text{ ENT}$

12+50

LT

Q

RT



DIONNE



+50

LT

E

RT

17

+50

16

+50

15+00

FA
CG
H
GT

August 24, 1972

1

"B" East of Snelling

TOPOGRAPHY

Apparent Tell Cable
42' Lt

112

Joint
+71.5 Rt

Begin Rough Spot
+67 Rt 12-34

111

Joint
+71.5 Rt

Begin Rough Spot
+67 Rt 12-34

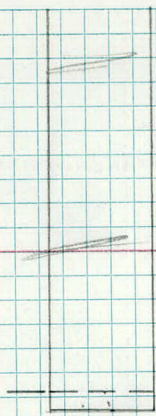
110

2nd panel @
intersection
0+00 @ curve to
0+40 Lt.

FK
CG
HL
GT

August 24, 1972

2



115

Curb
51+82 End C
111

3" Tree

+80 146

+80 8" Tree
87+78 4" Ash
47+76 NW Cor 29x8
82 Curb area+66 NE Cor Pennys
203+11 PP
36.5-37.5+20 Parking Line
82

114

+84 6" Maple
45+50 4" Shrub
44+68 Parking Line
82+23 Hyd
41+12 Parking Line
82Curb
51+98 3" Ash
45+64 PP
133+64 PP
156+66 Arch Lt
165+77 MM
30+75 Field Sign
36+71.5 Joint = End Rough
spot 12-34+75 CB
32+66 X Fe
55+66 PP
48+63 ER
34+68 PP
37-38+72 Edge Parking Lot
51 →+64 Gas Valve
103+63 Parking
55

FX
CG
HL
GT

August 24, 1972

3

30
20
10

0

3

10

0

3

3

3

0

x x
Parking

+53 6" Maple
46

+28 PP
375-385

+41 Cor Ent
43

+26 6" P
63

+05 Sign
54

+10 B Ent
43

+42 Cor B, t
51

117

+00 LP 5-CB
36

+03 B, B Curb
66

+95 5" H Maple
59

+96 Cor Curb
66

+78 Bush
73

+69 Light
51

+74 ER
34

+66 4" Ash
46

+65 BR
43

+40 S. Sign
52

+45 ER
43

+37 BR
34

+29 Sign
52

+33 6" H Maple
73

+15 Hyd
37

+28 Bush
59

116 CB
33

+18 Bush
68

+76 PP
375-385

+72 10" H Maple
71

+57 6" P
51

+78 ER
34

+85 6" P
61

+54 PP
75

+91 8" P
50

+10 MH
29

+46 GGV
39

+53 BR
35

+77 6" Maple
46

+28 ER
44

+20 P. Press Box
59

+21 Stop Sign
45

+18 BR
34

+15 Sign
47

+17 Sign
63

+54 Cor B, t Curb
51

+07 Cor Parkins
50

+11 B, Ent
44

115

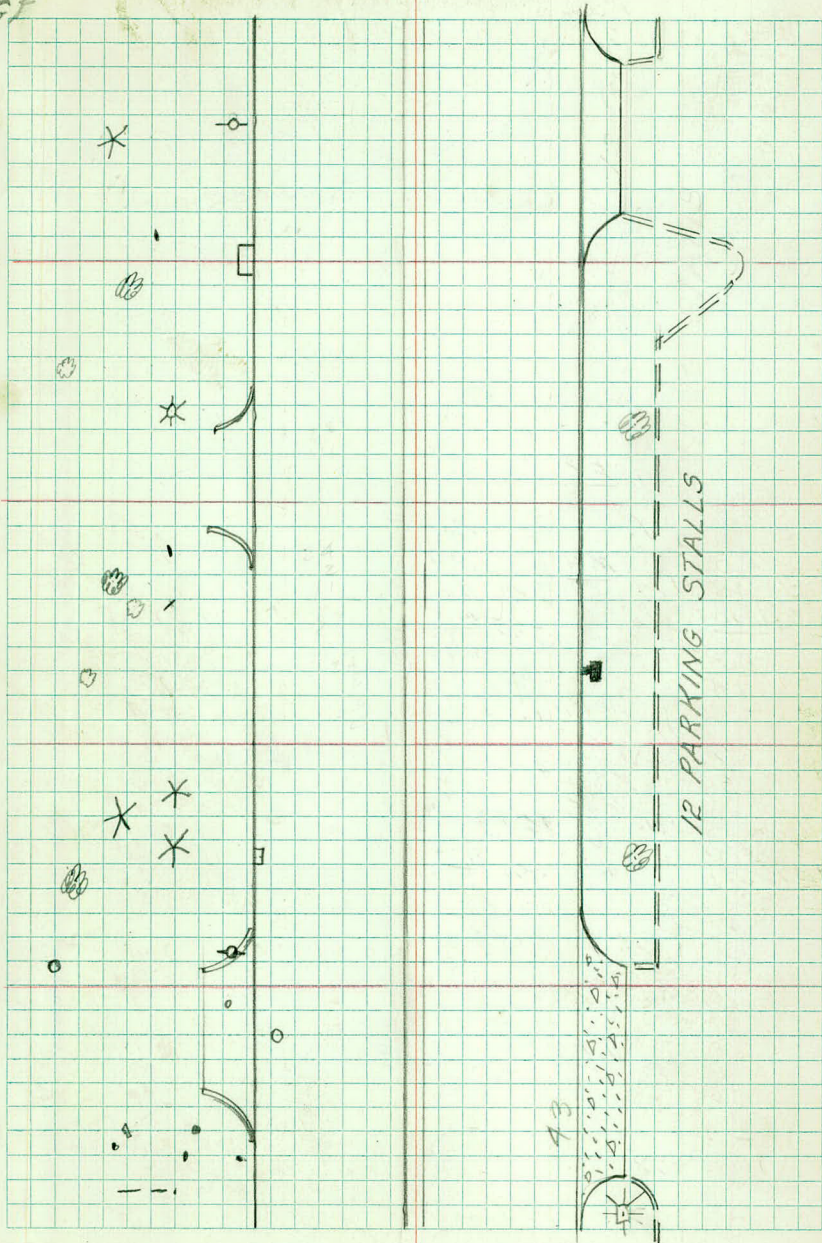
+14 Sign
37

+03 Light Pole
43

FK
CG
HL
GF

August 24, 1972

A



120

119 +101 BR

+69 <u>ER</u> 48	+174 <u>MH</u> 41	+87 <u>MH</u> 26
+65 <u>Joint</u>	+67 <u>5 1/2"</u> 44	+85 <u>Joint</u>
+54 <u>BR</u> 34		+65 <u>Tell Post</u> 69
	+54 <u>Tell MH</u> 42	
+49 <u>3" Ash</u> 63		+52 <u>5" P</u> 49
	+36 <u>6" P</u> 59	
+29 <u>5 1/2"</u> 51		+34 <u>5 1/2"</u> 37
	+23 <u>5" P</u> 63	

118 +16 7" P
48

+98 4" H. Maple
56

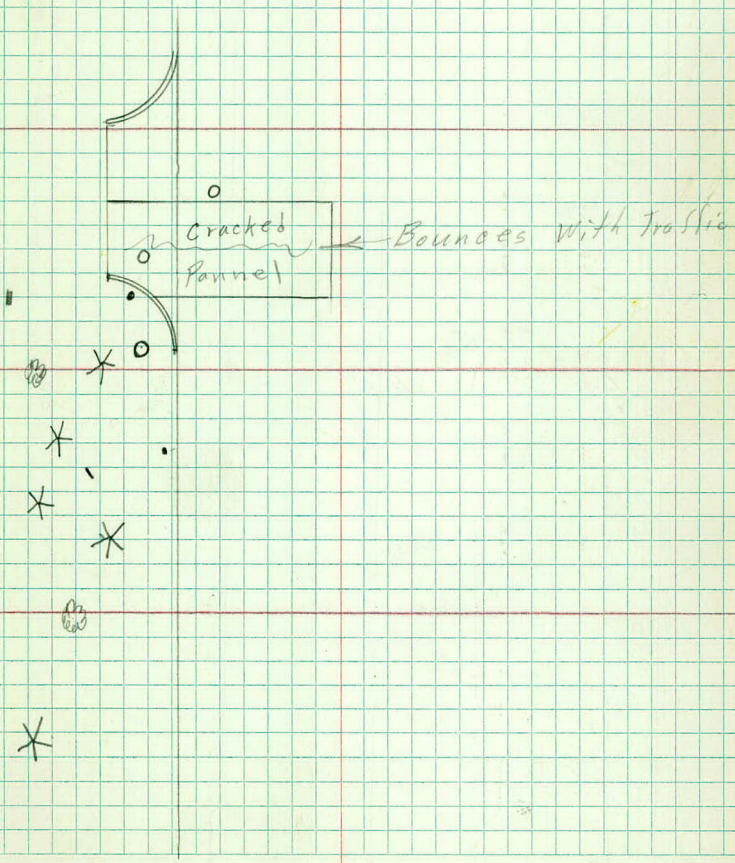
+74 6" P
83

FX
CG
HL
GT

August 24, 1972

5

3 Bad Pannels BT
W Gutter Albert St
E. Property Line ^{to} Albert St



115

$$+94 \frac{MH}{185}$$

$$+75 \frac{MH}{168}$$

114

113

2-5-1973

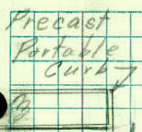
6

100' Rt

200' Rt

FP
HP
RG
DS

Ent



Could Not Find Curb



All Drainage

9' Walk

26' Ent

PENNY'S

same

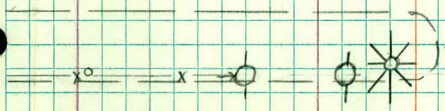
24'

Same

9' Walk
176.5'

8 @ 8.5'

8 @ 8.5'



$$118 + 85.10 = \text{Pascal}$$

$$+36 \frac{\text{E. Parking Line}}{111}$$

$$\text{Drainage}$$

$$143$$

$$+81 \frac{\text{Arc Lt}}{166}$$

$$+75 \frac{\text{Parking Line}}{151}$$

$$+70 \frac{\text{Drainage}}{103}$$

$$+47 \frac{\text{Caps } 2 \times 2'}{109 \quad 120}$$

$$+35 \frac{\text{Drainage}}{92}$$

$$+36 \frac{4 \times 4 \text{ Cong Tank filling Holes}}{109 + 120}$$

$$+12 \frac{\text{Cor Conc}}{90}$$

$$+07 \frac{\text{End 5' Pump Is}}{103 + 128}$$

116

$$+79 \frac{\text{Pump Islands 5'}}{103 + 128}$$

$$+73 \frac{\text{Cor Conc}}{90}$$

$$+65 \frac{\text{Cor Bldg}}{154}$$

$$+08 \frac{\text{Hyd}}{217}$$

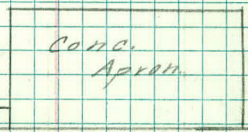
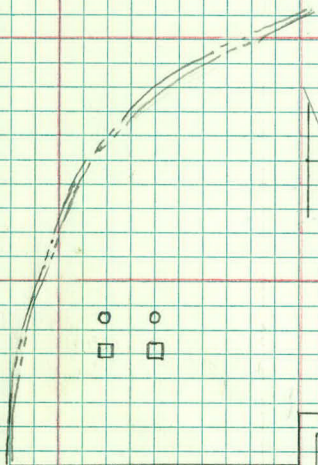
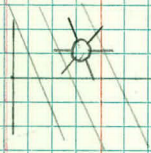
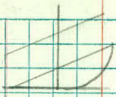
115

100' RT

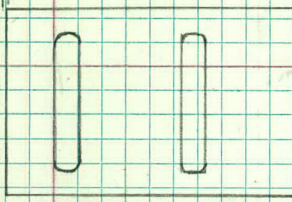
FX
KP
RG
DS

2-5-73
200' RT

7



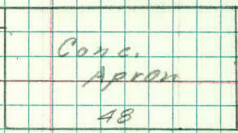
4' walks



54'

126'

40'



Drainage

5' STIDE
ENT.

PARKING



