

OFFICE OF COUNTY ENGINEER
RAMSEY COUNTY, MINN.

PLAN Survey

SILVER LAKE ROAD

From D To Silver Lake W.

Road Acc't. No. 44

Date Filed _____

File _____

SILVER LAKE ROAD

CO. RD. D TO SILVER LANE

PLAN SURVEY

Alinement 2-3

Topography 4-18

" Left Side 19-27

" Ent 6+94.38 28-30

" 39 Ave. N.E. 31-34

" Ent 18+79.34 35-37

" Silver Lane &

Orchard Place 38-41

BENCH LEVELS 42-44

X-Sections 45-77

" Silver Lane 78-83

OVER

X-Sections

Ent 18+79.34	84-87
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39 TH Ave NE	88-92
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Ent 6+94.38	93-95
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BRIDGE AREA

Topography	96-98
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Elevations	99-103
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ALINEMENT

STA	POINT	ΔLT	ΔRT	CURVE DATA
-----	-------	-----	-----	---------------

26+14.83	=	±	SILVER LANE	
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18+79.34		±	Ent Lt.	
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13+07.46	POT	±	39 TH AVE. N.E.	
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6+94.38	POT.	±	Ent Lt.	
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0+00	=	±	Co. Rd. D & SILVER LAKE RD	
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PP 6

73.86

52.90

58.74

T

 $\frac{1}{4}$ Sec Corner

ORCHARD PL.

PK nail

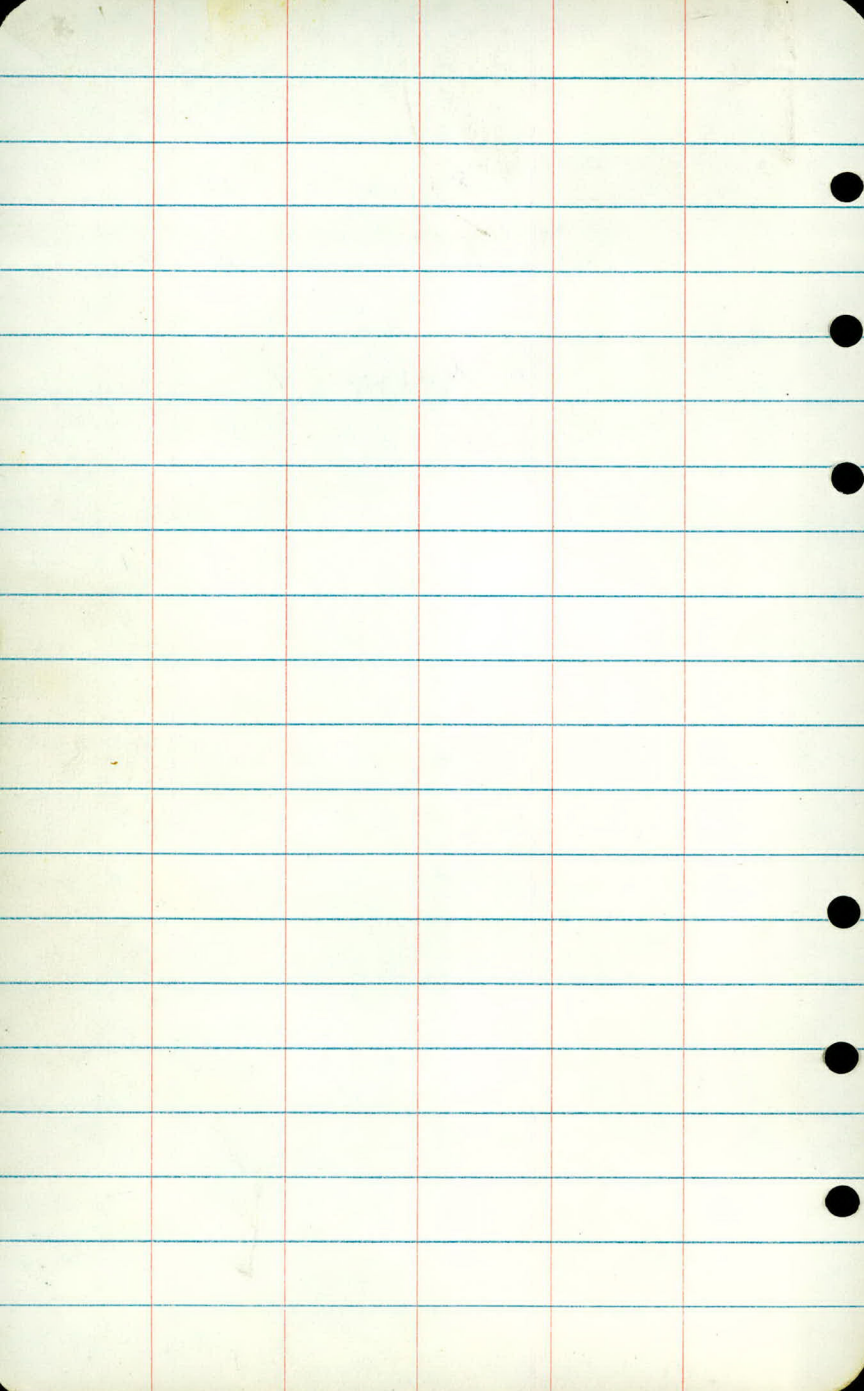
PK nail

P.K. nail

90°04'

89°53'





SILVER LAKE RD.
Co. Rd D To SILVER LAKE
TOPOGRAPHY

2+00 LT

RD
15

RT

GR
24

+50

RD BEGIN GR
26

+56 P.O. Curb
17

+37 BEGIN Curb

33
+18 Curb Nose
21

+03 PP
26

+05 END Curb
33

1+00

RD
18

+98 CONC
33-72

+73 CONC
33-72

+70 END Curb
32

+63 BEG Curb
22

+50

RD

+34 END Curb
45

+45 END Curb +38 LIFE
32 41

+33 FR
21

+33 MH
16

+34 PP
26

+35 SIGN
35

+33 POR
21

+22 BR
38

+11 MH
60

0+00

0-16 MH
23

0-20 FR
40

0-24 POR
28

0-24 PP
37

0-29 PP
28

0-28 GV
16

0-31 BR
19

0-31 END Curb 0-32 HYD
19 23

0-50

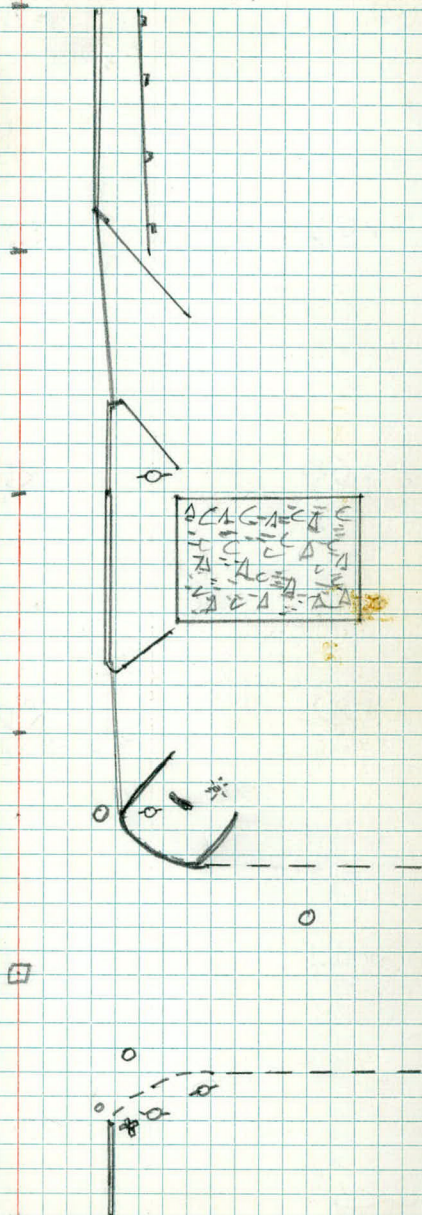
Curb
19

LT

Σ

RT

5



+50

£
RD
15 15

4+00

RD
15 15

+68 Begin Bridge
16 15

+64 END GR
15

+51 GR
23

+50

RD

+48 PP
26

+40 CB
14

3+00

RD
14

GR
23

+50

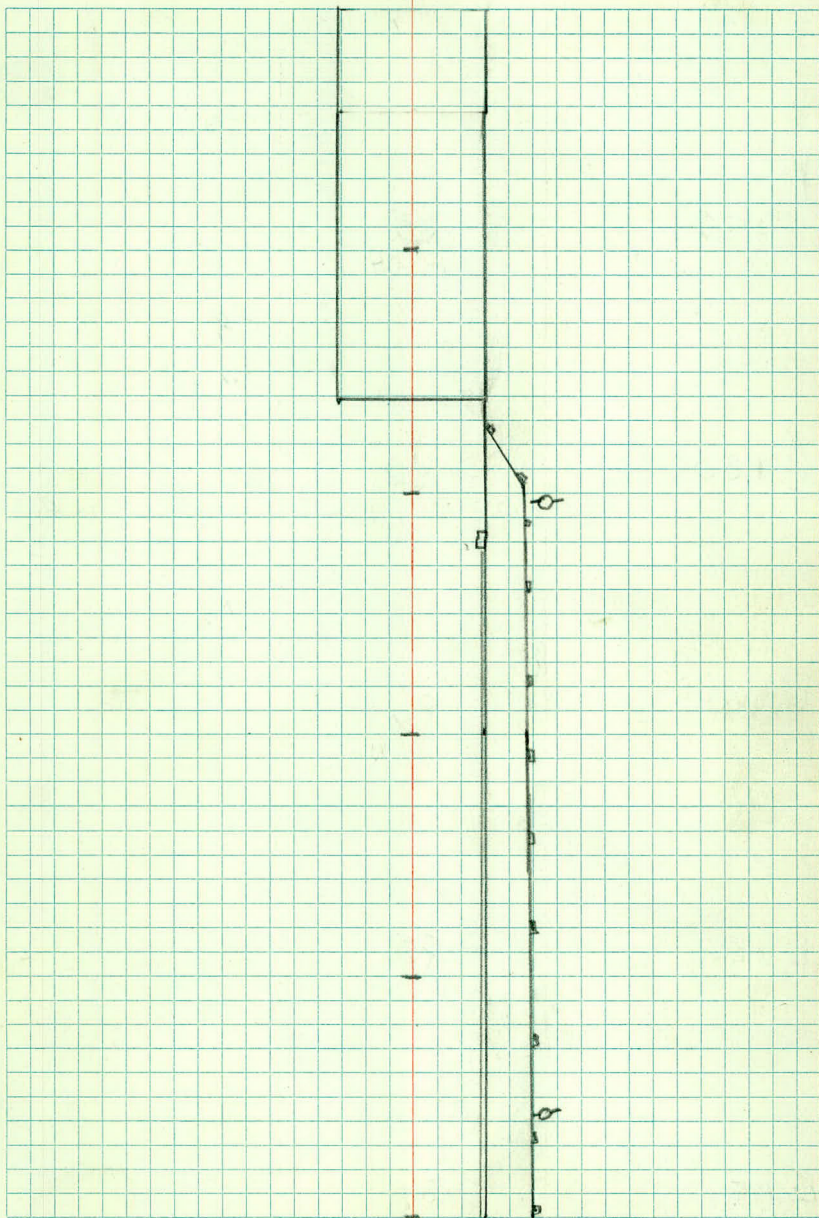
RD

+21 PP
26

2+00

RD
15

GR
24



7+00

+93 MH
64

RD.

14

GR

22

+61 END MED

32

+61 POR

70

+54 BR

68

+50

RD

14

GR

22

*
+44 CB
67*
+37 CB
13+44 curb
38-24*
+37 CB
30

+03 MH

6+00

RD

RD

26 14

GR

22

+91 4' ASH

66-36

96

+86 W.S.O
79+66 MH
21

+66 VENT

27

+63 END GR

75

RD

*
+53 MH
8

+50

GR

22

+38 Car Parking Lot

126

14

+29 5' ASH

107

5+00

GR

RD

RD

GR

+94 GR

+85 BRIDGE

67-27

62 31

14 15

23

23

+81 Begin GR
17+79 END BRIDGE
15 15

4+50

BRIDGE
64-26

RD

15 15

9" Casting
5 Adj Rings
Concentric Cone

Block Const

Block Const

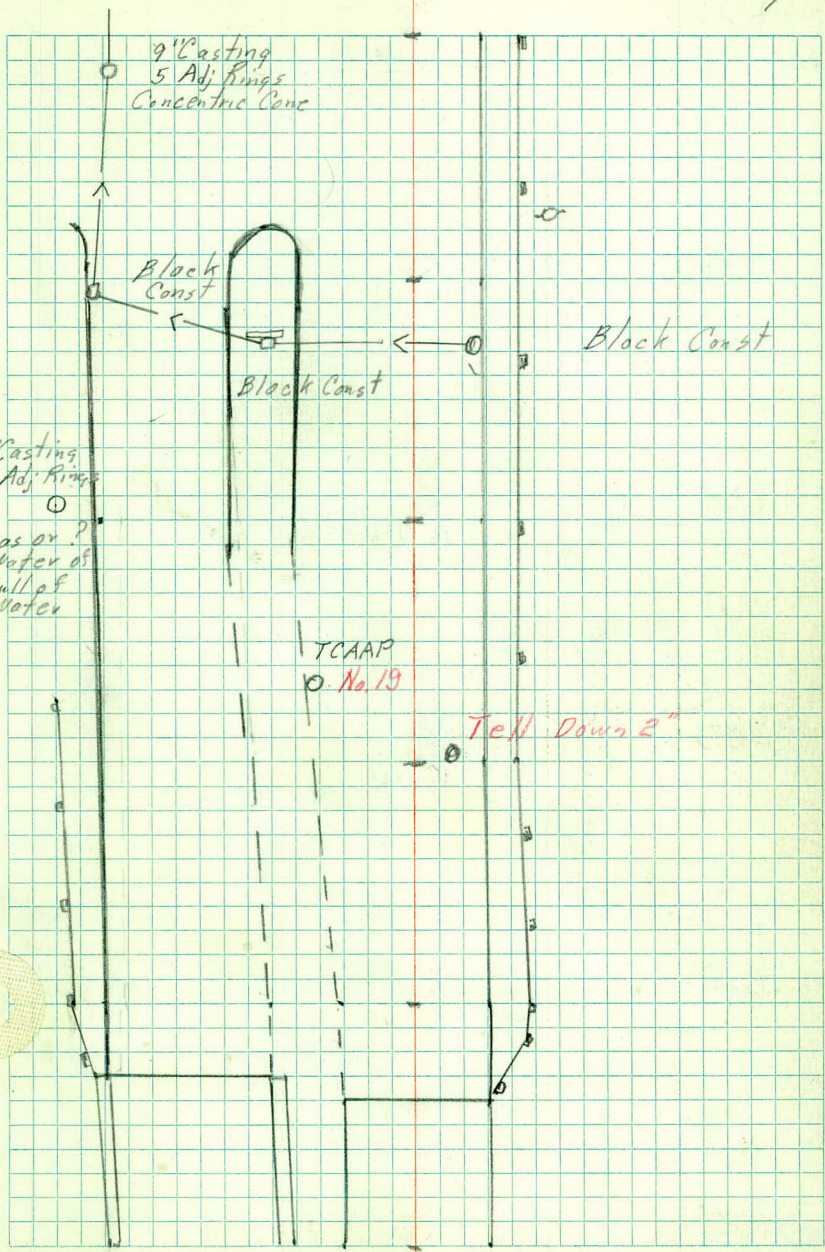
Block Const

9" Casting
12 Adj Rings

Gas or ?
Water or
Full of
Water

TCAAP
D. No 19

Tell Down 2"



+50

RD
38

RD
15 14

9 +00

RD
38

RD
15 14

+50

RD
38

RD
15 14

+37 PP
25

+08 MH
20

8 +00

RD
39

RD
15 14

+97 END GR
22

+50

RD

RD

39 +42 END CUT 14 14
14-39

+32 BEG GR
22

+33 ER

14

+33 ER
40

+28 STEPS
27-60

+27 END GR
22

+30 BT

15-39

+20 MED NOSE

25

7 +00

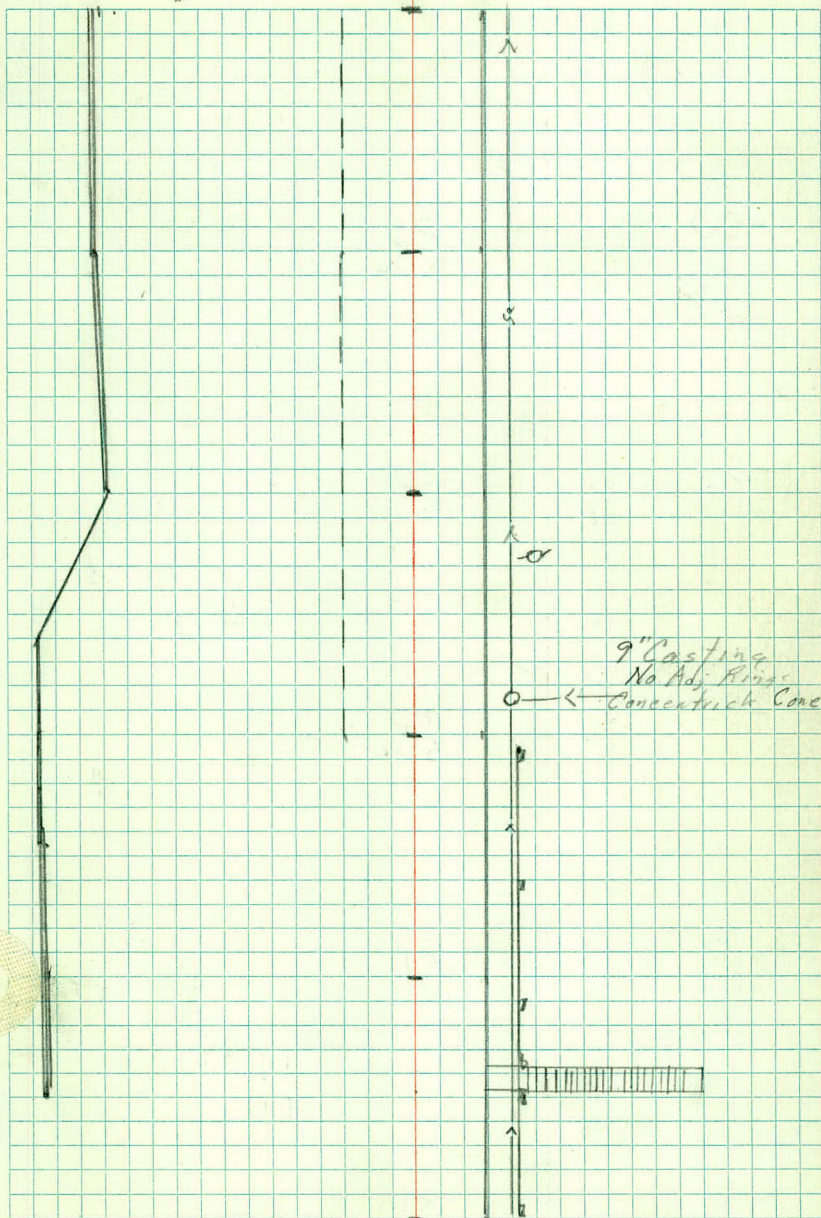
RD
14

GR
22

50

E

B



50

12+00

RD
37RD
24 14+98 Vent
30

+68 & 20' ENT.

+50

RD
38RD
20 14+43 PP
25+25 RD
16

+

11+00

RD
38RD
16 14

X

+58 MH
20

+50

RD
38RD
15 14+17 PP
25

10+00

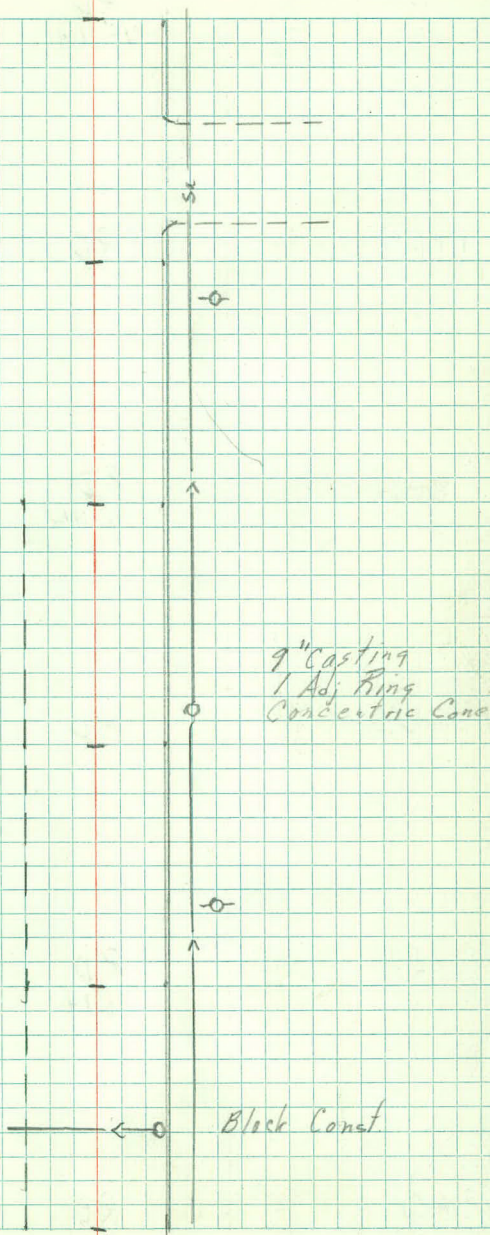
RD
38RD
15 14

X

+71 CB
13

9+50

RD
38RD
15 14



+50

RD

38

RD

15 14

+41 LILAC BUSH
42

+12 MH
20

14+00

RD

38

RD

15 14

+61 EC

14³⁹ +53 ER
39 14

+62 12' ENT.

+50

RD

14

+42 14' 1/2

+29 POR

20
+08 MH
21

+35 PP

24
+40 ER 38
14
+22 BR
31

+08 MH
42

+40 NOSE
27

13+00

+97 WSD
42

RD

+93 ER

+95 6
3

+71 BR
24³⁹

+78 NOSE
31

14

+89 HYD
37

+86 POR
18

+61 Begin Curb

23³⁹ *
+55 SD
29

+69 BR
14 *

+54 CB
13

+50

RD

38

RD

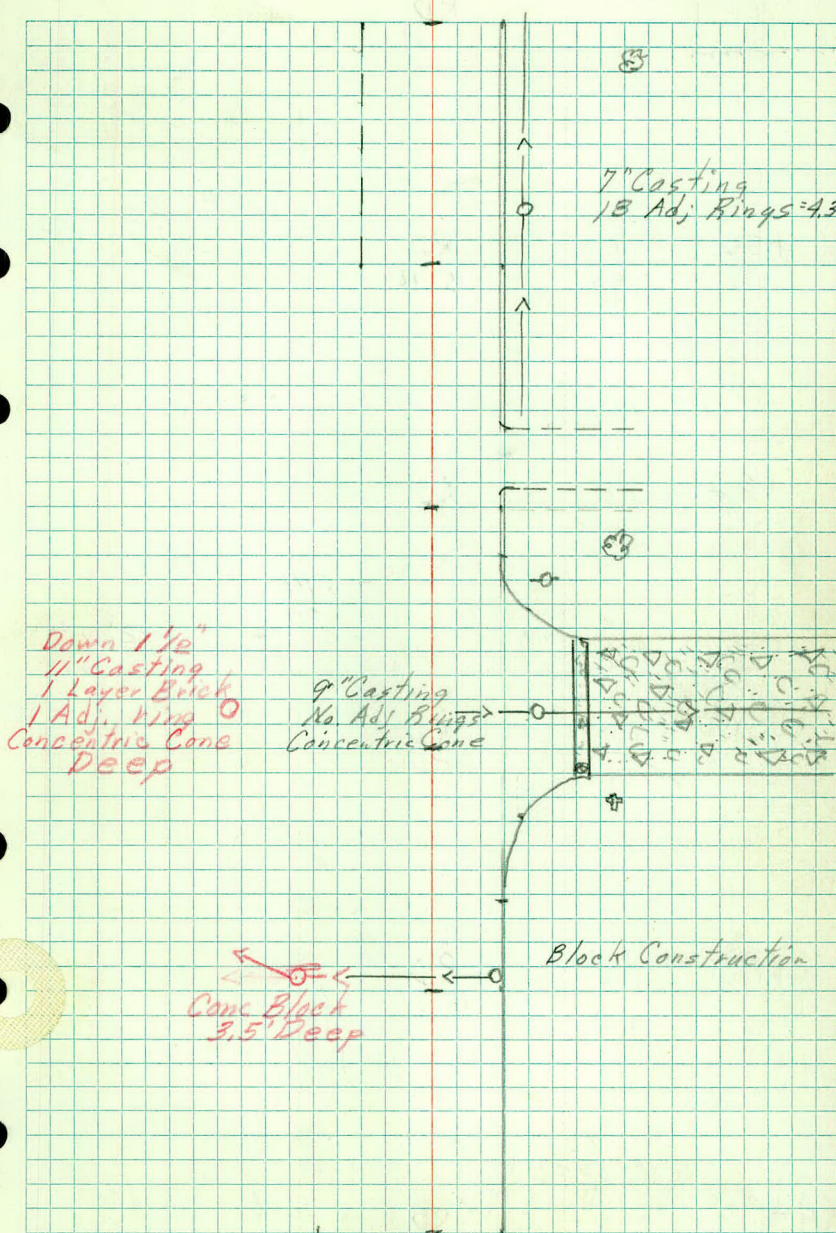
23 14

*
+03 MH
16

12+00

RD

24 14



17+00

RD
38~~RD~~
RD
15 14+87 PP
23+79 16" BE
40+53 20" 0
36

+50

RD
38RD
15 14+41 ~~12'~~ ENT.+29 10" BE
39

16+00

RD
38RD
15 14

+75 PP

24 +61 ~~12'~~ ENT

+50

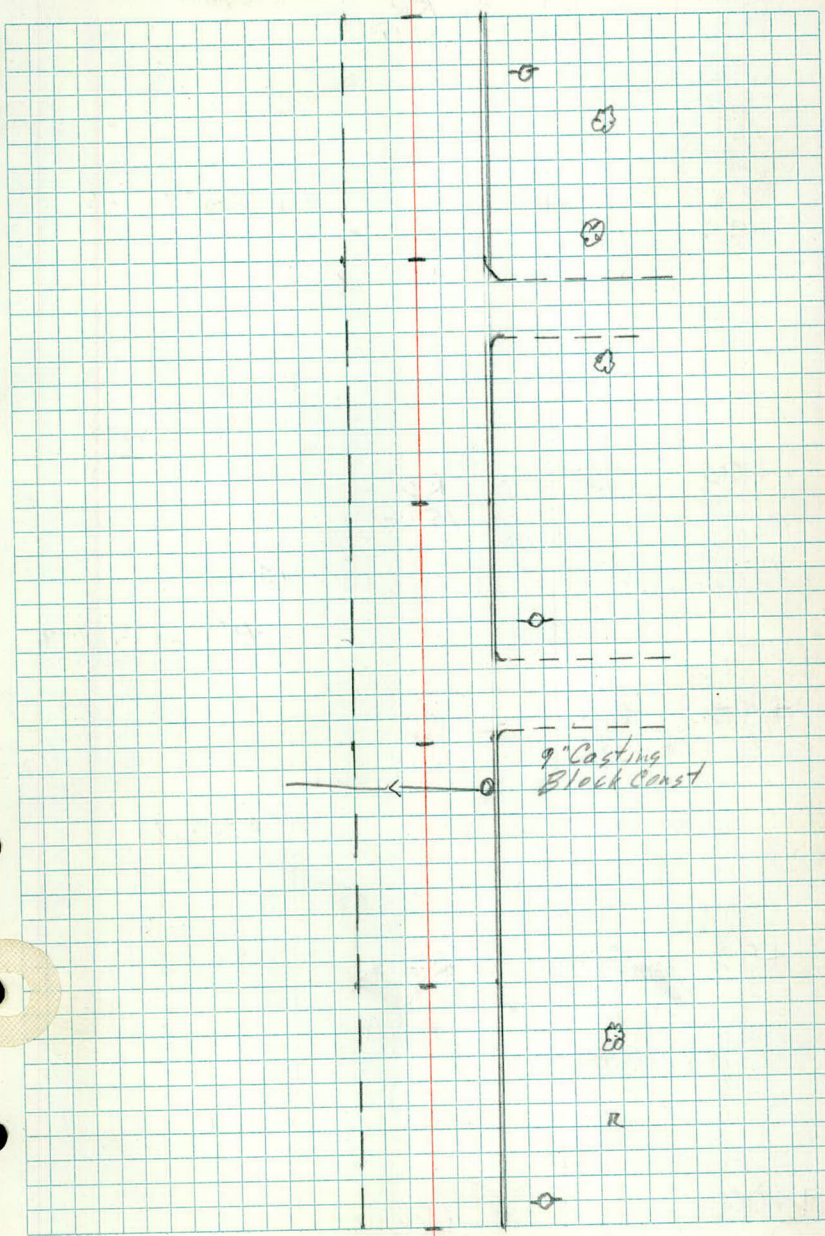
RD
38RD
15 14+41 CB
13

15+00

RD
38RD
15 14+87 20" 0
39+71 STP
37

14+50

RD
15 14+55 PP
23



+50

RD.
14

+22 ER
38-14

+31 E Curb
38-14

+09 Nose
27

+04 PP
24

19+00

RD
15 14

+60 HEDGE
32-70

+49 Nose

RD
14

+41 BR
24-39

+42
P.W. 32

+25 CB
13

+33 BR curb

24-39 +26 CB
29

+05 PP
23

+11 MH
20

18+00

RD
38

RD
24 14

+98 36" M
47

+83 ± 12' ENT.

+50

RD
39

RD
24 14

+34 RD
25

+32 Patch
40

+08 RD
16

17+00

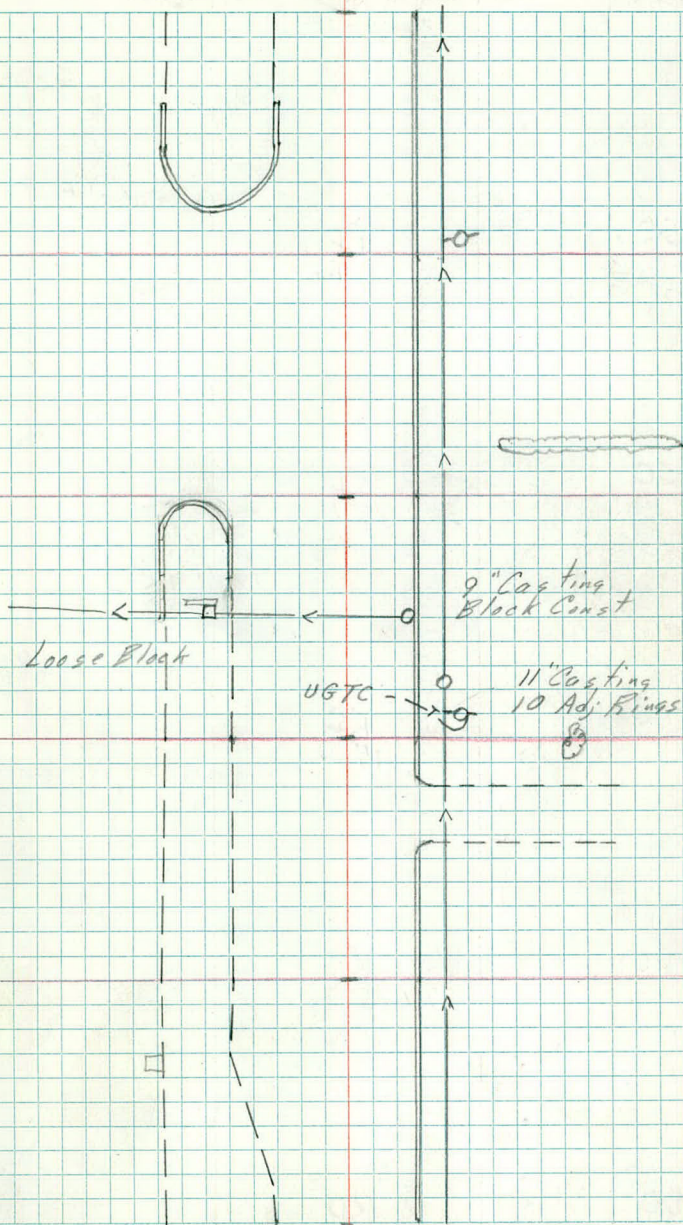
RD
38

RD
15 14

FK
BW
BF
JC

Nov. 19, 1973

12



22+00

£
RD
35+15 15

+55 £ 12' ENT.

+50

RD
15 14

+ 41 16" ELM
46

21+00

RD
38+15 14

+ 79 PP
24

+50

RD
15 14

20+00

RD
37+15 14

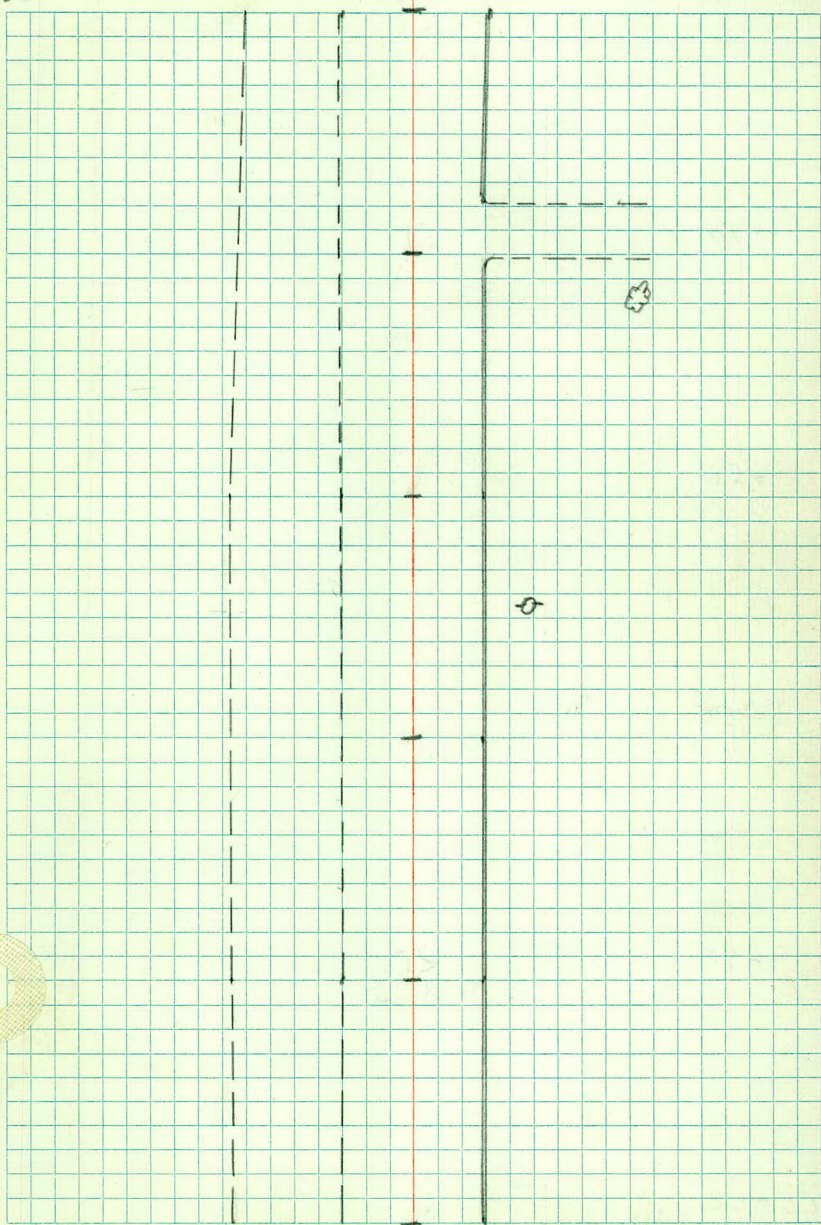
19+50

RD
14

FR
BW
BF
JC

£ Nov. 19, 1973

13



+50

Road

+150 PP

+45 CB
43

16 45 23

31

+19 Cor Parking
87

+42 SD
10

+42 CB
22

24+00 Parking Curb
87 49

RD

19 47 21

+66 CB
55

+59 CB
52

+56 MH
64

+80 CB
21

+80 SD
23

+51 CB
55

+50 +50 ER Conc / RD

+45 BR
60

+44 B.Curb
88-69 9 19

+30 ± 12' ENT

+35 Cor Curb
55

+12 10" ELM
45

+10 Cor Curb
64

+16 Ang Curb
73

+17 B.Curb
87

23+00

RD

29 + 12 17

+95 12" ELM 44
+78 8" ELM 43

+16 Ang Curb
73

+10 Cor Curb
64

+65 PP
28

+61 Cor Parking
87

+50

RD
13 16

+11 MH
20

22+00

RD

35 + 15 15

E

1 Adj Ring
3 Layer Block
Concentric Cone

Loose Block
Construction

Block Const.

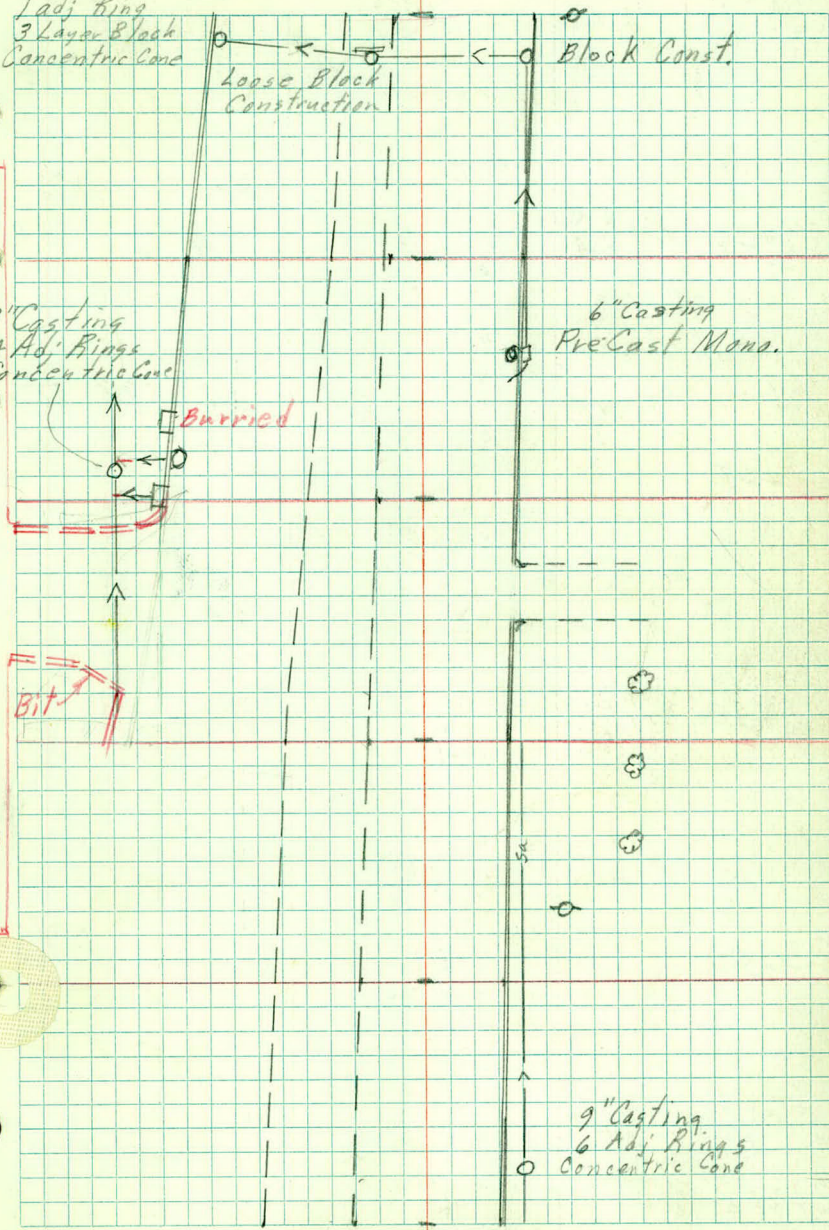
7" Casting
4 Adj Rings
Concentric Cone

Barried

6" Casting
Pre-Cast Mono.

Bit

9" Casting
6 Adj Rings
Concentric Cone



27+00

 $\frac{\$}{\text{Road}}$
 25-25

 $\frac{+99 \text{ Cor Conc}}{34-65}$
 $\frac{+77 \text{ SE Cor Ho}}{23}$
 $\frac{+64 \text{ Edge Ent}}{35+56}$
 $\frac{+89 \text{ Edge Ent}}{29-44}$
 $\frac{+59 \text{ Sign}}{55}$
 $\frac{+145 \text{ Walk}}{36-41}$
 $\frac{+156 \text{ Hnd}}{29}$
 $\frac{+50}{50}$
 $\frac{+154 \text{ E.Curb}}{25}$
 $\frac{+153 \text{ WGV}}{33}$
 $\frac{+53 \text{ CB}}{24}$
 $\frac{+41 \text{ MH}}{26}$
 $\frac{+41 \text{ WGV}}{49}$
 $\frac{+102 \text{ MH}}{20}$
 $\frac{+37 \text{ BR}}{46}$
 $\frac{+168 \text{ MH}}{34}$
 $\frac{+170 \text{ WGV}}{30}$
 $\frac{+154 \text{ Light}}{44}$
 $\frac{+150 \text{ CB}}{24}$
 $\frac{+45 \text{ Curb}}{28}$
 $\frac{+48 \text{ MH}}{49}$
 $\frac{+47 \text{ PP}}{28}$
 $\frac{+42}{42}$
 $\frac{+53 \text{ CB}}{24}$
 $\frac{+20 \text{ MH}}{24}$
 $\frac{+30 \text{ BR}}{67}$
 $\frac{+15 \text{ MONT.}}{E}$
 $\frac{+102 \text{ MH}}{20}$
 $\frac{+37 \text{ BR}}{46}$
 $\frac{+15 \text{ MH}}{42}$

26+00

 $\frac{+93 \text{ CB}}{51}$
 $\frac{+99 \text{ ER}}{81}$
 $\frac{+72 \text{ Conc Nose}}{3}$
 $\frac{+85 \text{ POR}}{31}$
 $\frac{+94 \text{ MH}}{47}$
 $\frac{+92 \text{ ERC}}{49}$
 $\frac{+70 \text{ Signal}}{3}$
 $\frac{+66 \text{ Pull Box}}{3}$
 $\frac{+69 \text{ BRC}}{28}$
 $\frac{+69 \text{ BRC}}{28}$
 $\frac{+69 \text{ BRC}}{28}$
 $\frac{+69 \text{ BRC}}{28}$
 $\frac{+65 \text{ BR}}{33}$
 $\frac{+51 \text{ MH}}{43}$
 $\frac{+51 \text{ MH}}{43}$
 $\frac{+51 \text{ Curb}}{6-1}$
 $\frac{+51 \text{ Curb}}{6-1}$
 $\frac{+51 \text{ Curb}}{6-1}$
 $\frac{+51 \text{ Curb}}{6-1}$
 $\frac{+33 \text{ 6" Cota/ra}}{58}$
 $\frac{+33 \text{ 6" Cota/ra}}{58}$
 $\frac{+14 \text{ GV}}{33}$
 $\frac{+14 \text{ GV}}{33}$
 $\frac{+14 \text{ GV}}{33}$
 $\frac{+14 \text{ GV}}{33}$

25+00

 $\frac{+39 \text{ Curb}}{39}$
 $\frac{+100 \text{ MH}}{95}$
 $\frac{+100 \text{ MH}}{95}$
 $\frac{+100 \text{ RD}}{3}$
 $\frac{+100 \text{ RD}}{3}$
 $\frac{+100 \text{ RD}}{3}$
 $\frac{+56 \text{ MH}}{16}$
 $\frac{+58 \text{ Curb}}{15-4}$
 $\frac{+58 \text{ Curb}}{15-4}$
 $\frac{+63 \text{ E 13' ENT}}{5}$
 $\frac{+63 \text{ E 13' ENT}}{5}$
 $\frac{+63 \text{ E 13' ENT}}{5}$
 $\frac{+63 \text{ E 13' ENT}}{5}$

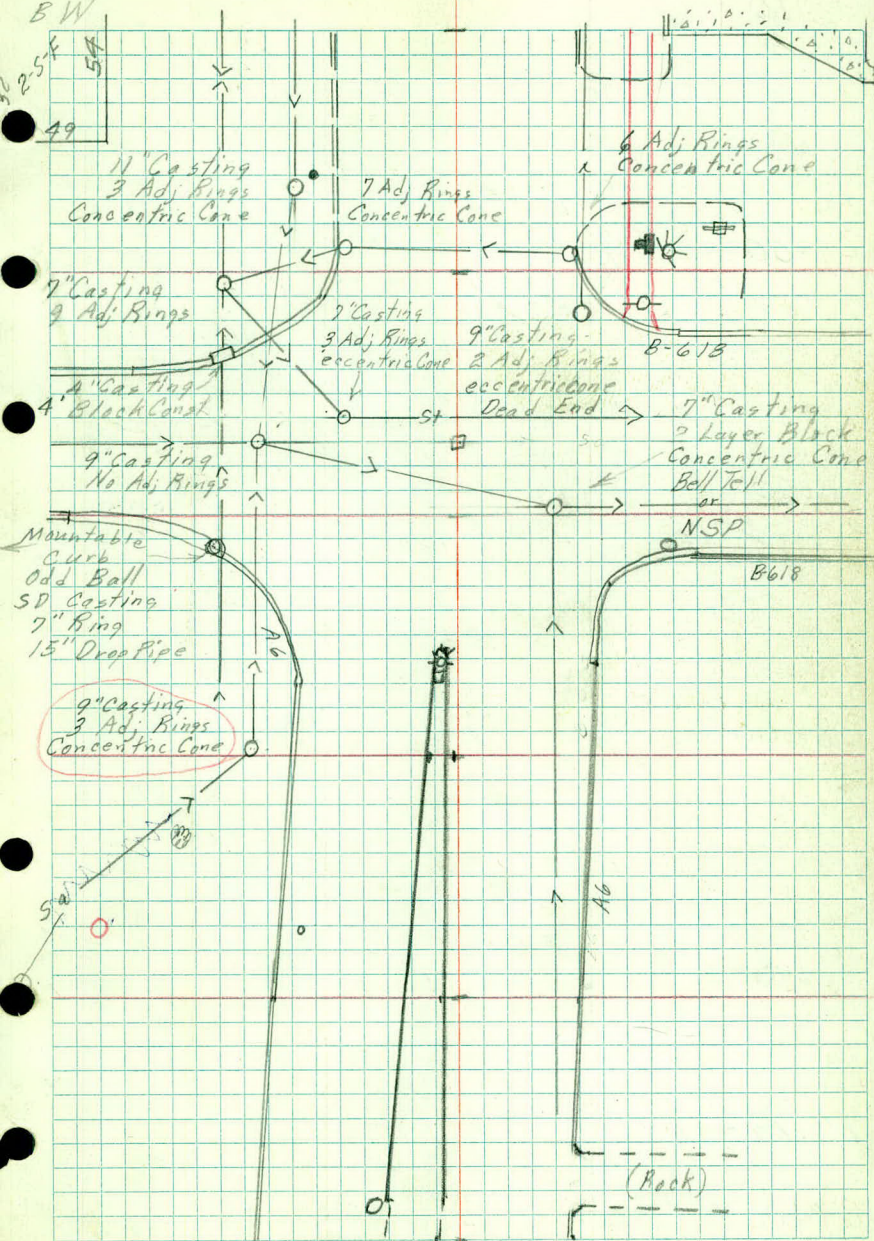
24+50

 $\frac{+58 \text{ Curb}}{15-4}$
 $\frac{+58 \text{ Curb}}{15-4}$
 $\frac{+63 \text{ E 13' ENT}}{5}$
 $\frac{+63 \text{ E 13' ENT}}{5}$
 $\frac{+63 \text{ E 13' ENT}}{5}$
 $\frac{+63 \text{ E 13' ENT}}{5}$

FX
BF
BW

Nov. 2, 1973

15



150

£

+48 Breather Pipe

31 3"LP

+38 53

+27 3"LP

29+00

106 1"LP

+14 1"LP

+9 B Tie
+96 FC

+46 MH

+18 3"Maple

+101 12"Elm

+86 X FC

+79 E. Entent.

+41 26"0

+38 Fe Cor

+38 PP

28+00

Road 25 25

+86 Edge Ent Bit

+68 Edge Ent

+54 SE Cor Ho

150

+45 End B.T.

+30 Edge Ent Ho

27+00

+13 SE Edge Ent Bit

+36 2"Maple

+19 SW Cor Ho

+14 2"p

+107 6"Maple

+194 4"p

+89 B Hedge

+83 Cor Bit

+66 Cor Bit

+34 Cor Bit

+36 B. Ent

+24 Sign

+17 E. Bit Ent

+24 PP

+107 Cor Bit

+104 SW Cor Bit

+85 Row Poles

+78 Light

+53 POR

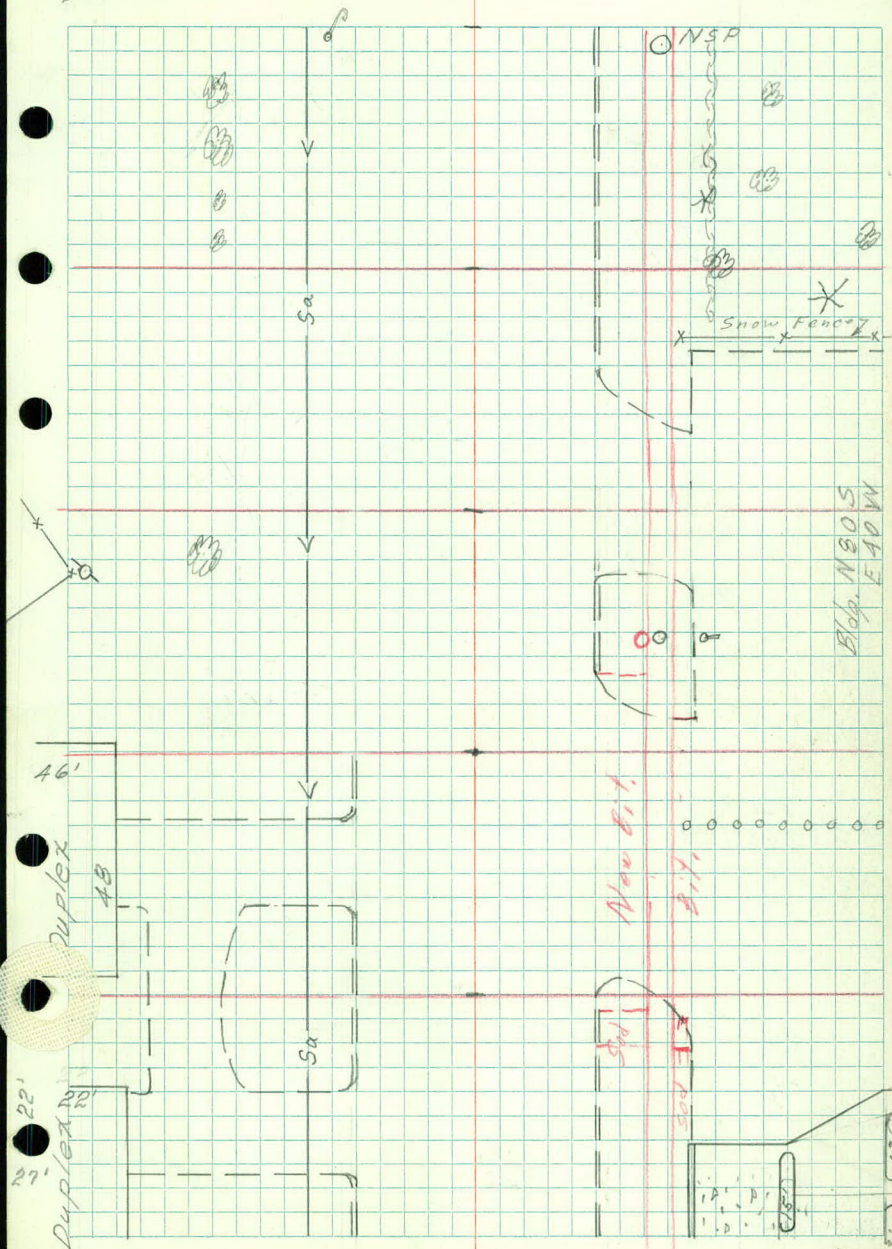
+40 B Ent B

+39 Ent

+47 Cor Ent

+17 Conc

16



32

+99 B Row LP
38

+95 E 15' Ent
C Rock

+96 MH
35

+95 Fe Cor
48

+29 PP
~~29~~
35

Blot
62

+33 R Tie
Fe

+28 28'0
57

31

+16 Fe Cor
49

+87 SE Cor Gar
55

+79 20'0
45

+58 SE Cor Ho
80

+84 R Tie
HO

+58 Ent
67-50

+75 18'0
44

+42 4" LP
44

+46 4" LP
49

+38 Ent 12'
61

+40 16" Oak
46

+35 4" LP
42

+32 2" P
46

+13 Ch. Cal
62

+32 1" P
44

+08 End Sal
25-36

+11 MH
69

+21 4" LP
34

+10 16"0
47

+18 2-10"0
51

30

+07 4" LP
34

+40 Curb

+04 PP
~~28~~
35

+89 4" LP
41

+97 4" LP
37

+87 30" Oak
52

+98 18'0
46

+82 2" P
53

+85 4" LP
44

+85 Mud
61

+77 E 15' Ent
C Rock

+79 MH
35

+79 1" P
43

+80 6" LP
48

+63 NW Cor Ho
94

+57 3-2" Birch
72

+55 MH
16

+63 4" LP
53

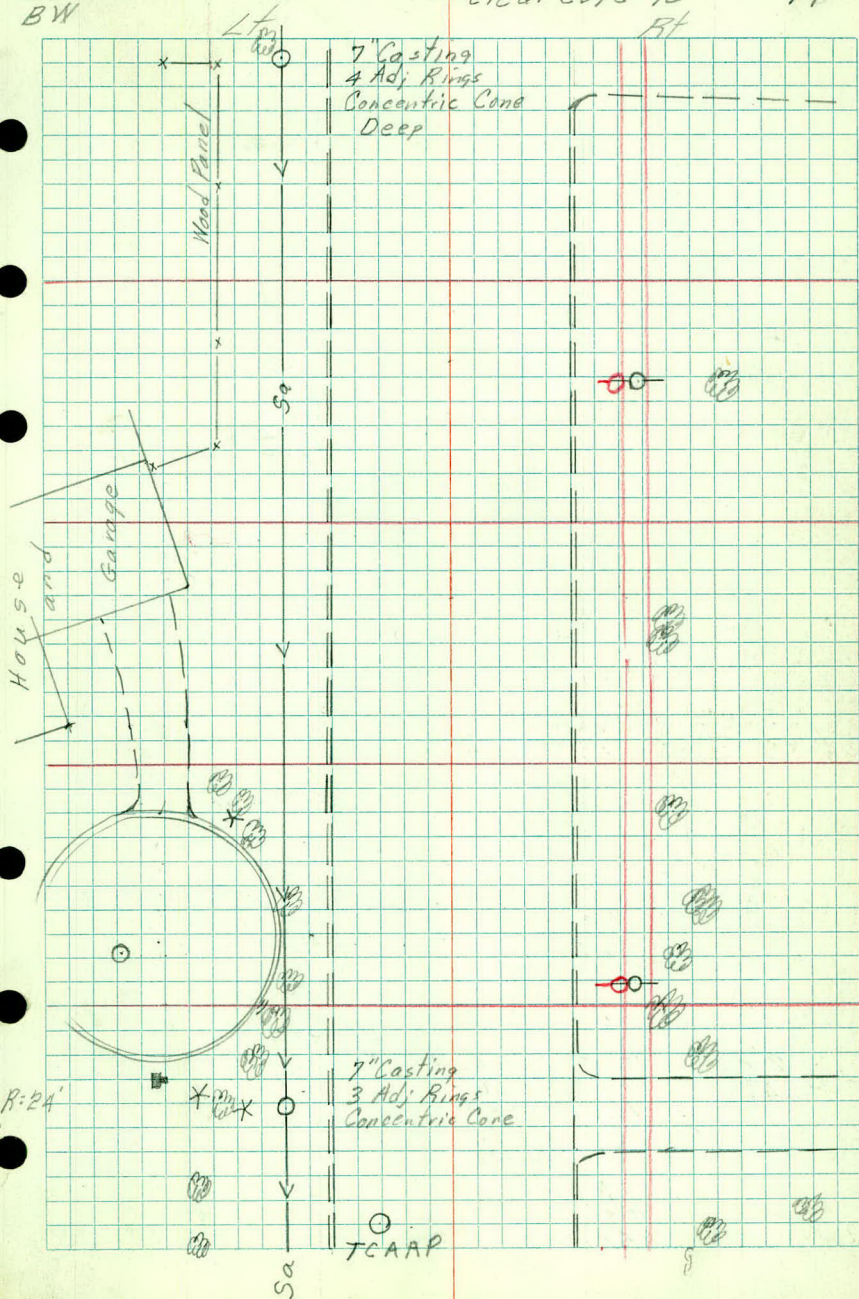
+50 End Hedge
49

+53 12" Elm
53

+51 4" LP
53

17

Bf



34

33	+100	$\frac{2''P}{42}$	Water	$\frac{57}{57}$	Curb	$\frac{25}{25}$	25	$\frac{FC}{44}$			
									+96	$\frac{MH}{40}$	NSP

+60 $\frac{water}{62}$

+56 $\frac{PP}{38}$
35

+34 $\frac{2''P}{47}$

+50 $\frac{1''P}{46}$
+18 $\frac{NE Culvert}{60}$

+54 $\frac{FC Cor}{44}$

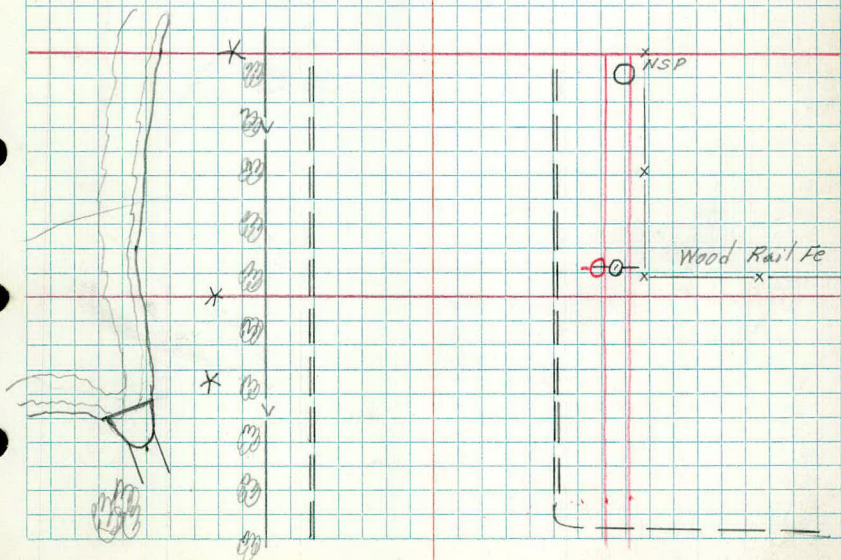
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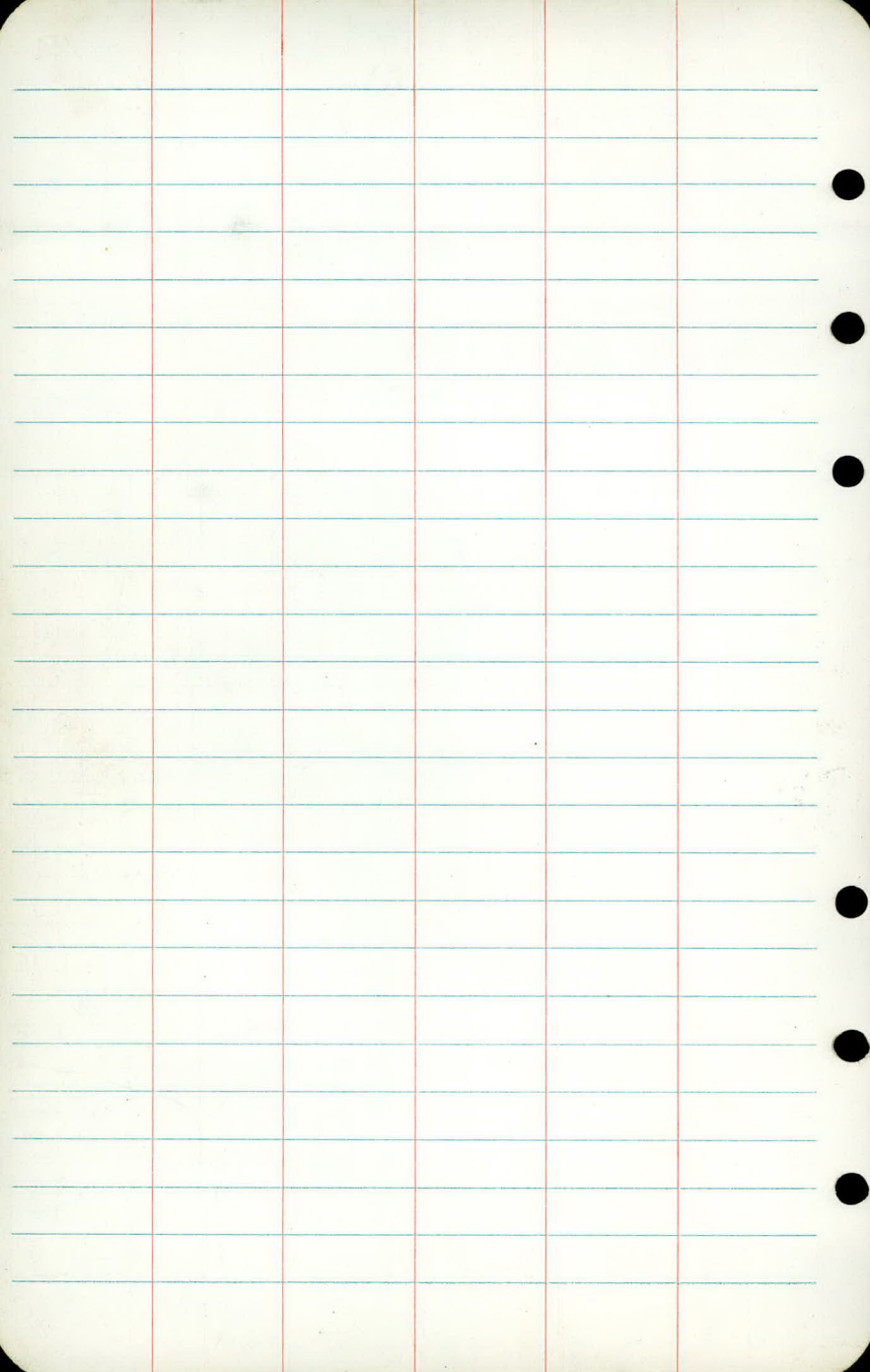
+108 $\frac{Oate 6'' W, flow}{66}$

FK
BF
BW

Nov. 5, 1973

18





SILVER LAKE RD

E = W. PROP. LINE
87.0 W. SECTION LINE

STA 6+00 - 24+00

+50

E

Curb

~~64~~
74

+20 Curb

8+00

BLDG

Curb

~~77~~
Curb

+93 N. END 4' PUMP IS.

169-173

117

78

+145 +64 S. END Pumps

+58 S. E. COR BLDG

+63 FLAG Pole

+50 Curb

+53 CONC

¹⁴⁵
180-217

+61 CONC.

169

115

117

+4.5 Vent

132-144 + 98

Conc.

132-164

+50

127

+4.5 Vent

+50 Curb

+20 VENT

+26 Curb

¹⁴³
+15 Curb

⁷⁸
+33 Vent

+33 Pump IS.

¹³²
132

+20 Vent

87

+03 GV

127

185-215

+11 4' MED

165-195

¹²⁶
+09 S. E. COR BLDG

+26 BR

+12 Curb

+11 CONC.

430

+95 = Curb Line MAIN BLDG

97

¹⁸⁰⁻²¹⁷
+70 4' MED.

+95 Posts

7+00

²⁶⁰⁻³⁸⁴
+68 ER

186-215-262-W

+70 MEDIAN (40)

+68 ER

²⁶⁰⁻³⁸⁴
+68 Curb

¹⁴³⁻²³⁶
+64 POR

95

+68 Curb

108 +58 BR

87

114

+50

6+00

Parking Lot

118

Curb

66

FK
BW
BF

127

157

147

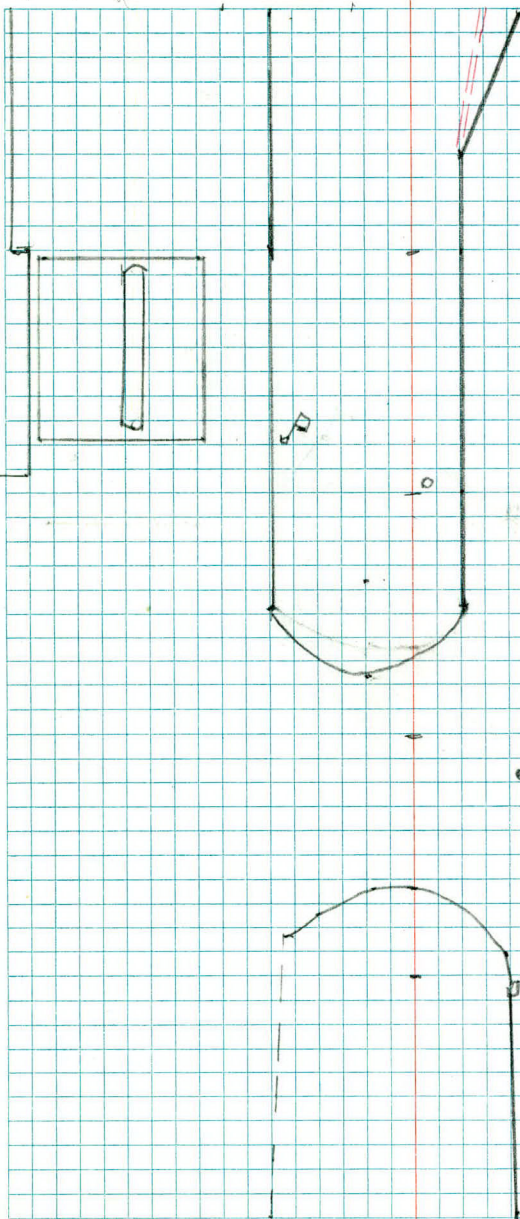
127

£

Nov. 23, 1972

87.0

20



SECTION LINE

11+00

Curb
118

+

Curb
67

+50

Curb
118

Curb
67

+21 WALL

109 +14 WALL
104

+08 WALL
87

+01 WALL
87

10+00

Curb WALL
118 97

Curb
67

+93 WALL

+80

MH
64

+81 BLDG

105 +87 WALL
109

430-480

+80 CB
67

+

+80 CB
68

Curb
117

Curb
67

+42 N.E. Cor BLDG
173

9+00

BLDG
173

Curb
117

Curb
67

+92 Curb
67 68

8+50

BLDG
173

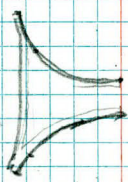
Curb
117

Curb
64
74

FH
8W 172
BF

Nov. 28, 1974
87.0

21



PreCast Mono

MH Buried
Still Buried
9" Casting
1 Adj. Ring
2.5' to MH. CB

SECTION ONE

172

147

+50

+50 ER

±

+50 ER

134 POR

77

142 POR

78

+31 ± 4' MED

+35 SIGN

142 - W
+28 CB
92

+31 curb
±

+29 POR
97

13+00

+83 ± 4' MED. 142 - W
+86 CB
92

+85 curb
±

+77 POR
72

+71 BR
116
+60 CB
118

~~67~~ CB ~~67~~ MH
67 64

+50

curb
118

curb
67

12+00

curb
118

curb
67

+50

curb
118

curb
67

11+00

curb
117

curb
67

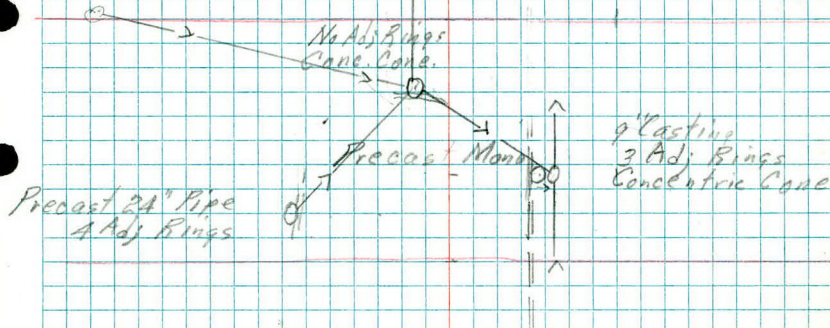
172

147

E

87.0

22



SECTION LINE

16+00

Curb
117
N. END BLDG.
480

E

Curb
66

+50

Curb
118

+52 CB
67

+52 MH
63

Curb
67

+52 TEL
116

15+00

Curb
117

Curb
67

+88 Curb
67

+54 PP
96

+68 Curb

~~64~~ 74

+50

Curb
118

Curb
77

+32 MH
120

NSP
or
Bell Tell

14+00

Curb
118

Curb
77

+54 CB
118

13+50

172

147

Z

87.0

23

9" Casting
Block Adj.
Concentric Cone

□→○

SECTION LINE

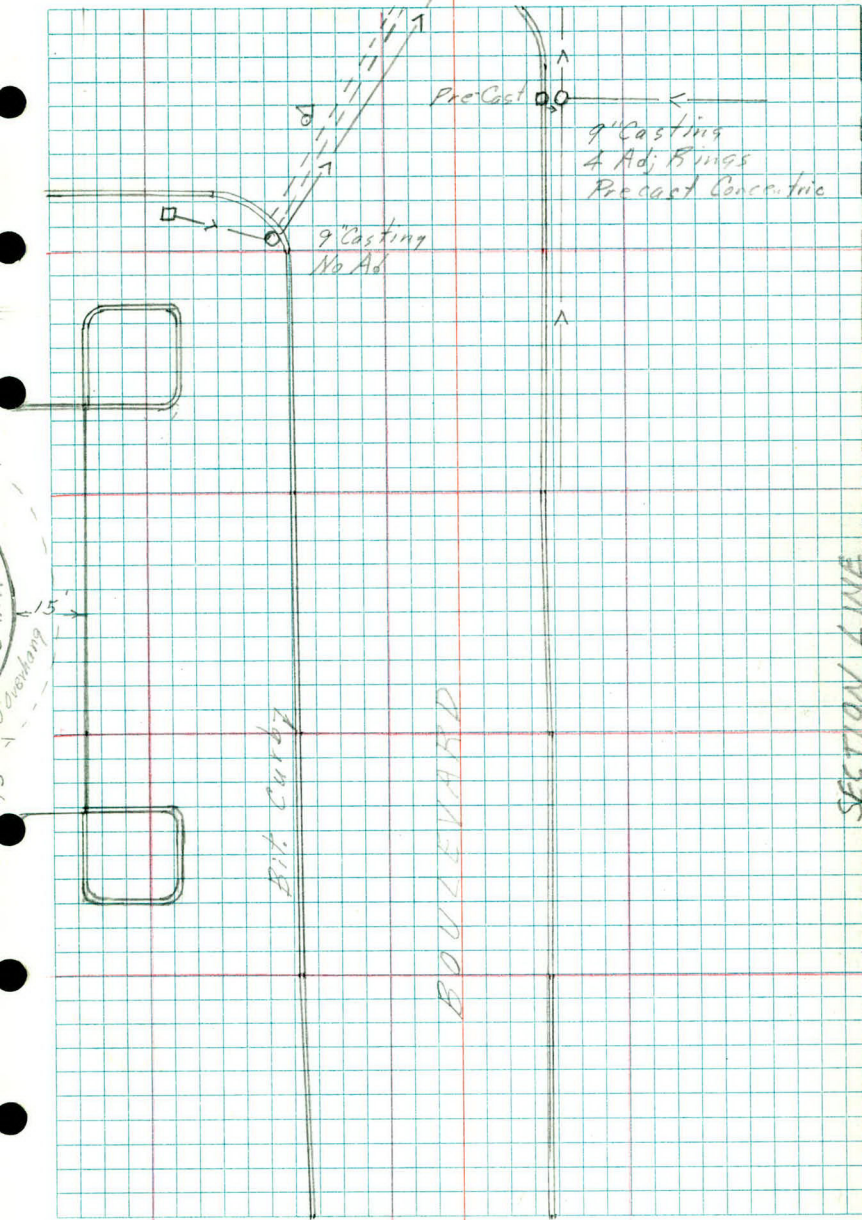
+50	SPILLWAY			POR
+12 Curb	97		+38 BR	71
136-W		+07 CB	116	+31 MB
+07 SPILLWAY	122	145		63
	+01 SD		+31 CB	
	122		67	
18+00	Curb		Curb	
	120		67	
+88 Curb				
143-163	+68 Curb		+68 SW	
	143-163		163-234	
+50	Curb		Curb	
	119		67	
17+00	SW	Curb	Curb	
163	118		66	
+65 Curb		+85 Curb	+85 SW	
144-164		144-163	163-234	
		+65 Curb	+65 Curb	
		224-234	258-268	
+50	Curb		Curb	
	118		66	
16+00	Curb		Curb	
	117		66	

FK
BW
BF

Oct. 26, 1973

24

87.0



SECTION LINE

21+00

~~4~~ Conc
84-77

+83 POR
87

+76 ER
94

+67 Light Pole
92

+73 BR
77

+63 Port Curb
94

+50

+58 End Conc
94

+53 E Ent
77

+33 MH
83

+46 ER
95

+25 POR
79

+47 Light
93

+43 BR
92

+16 Cor Curb
92

20+00 +106 E.P.I.s
133

Curb
92

Curb
77

+92 E.A.P.I.s
105

+87 B.A.P.I.s
133

+60 ER
92

+74 B.A.P.I.s
105

+85 Cor. Sta
161

+50 POR Ent
79

+63 Cor. Conc
172

+28 Curb

+50

+34 A.P.I.s land
166-148

+18 ER
77

+22 Curb
77

+04 PP

+13 Curb

+02 Curb

+08 Conc.

+16 LITE
211
96

104-131-170

87

+09 SIGN
93

101-126

+04 PP

158

+08 POR
80

+02 Curb

+02 Curb

+02 Curb

87-97

+01 CB

128-174

207-

19+00

89

+57 SPILLWAY

+96 +58 CB
89

+57 Curb
96-87

18+50

FX
BF
BW

Nov. 2, 1973

25

130

100

30

Bit Parking

11" Casting
4 Adj Rings
Concentric Cone

Conc

30'
50'

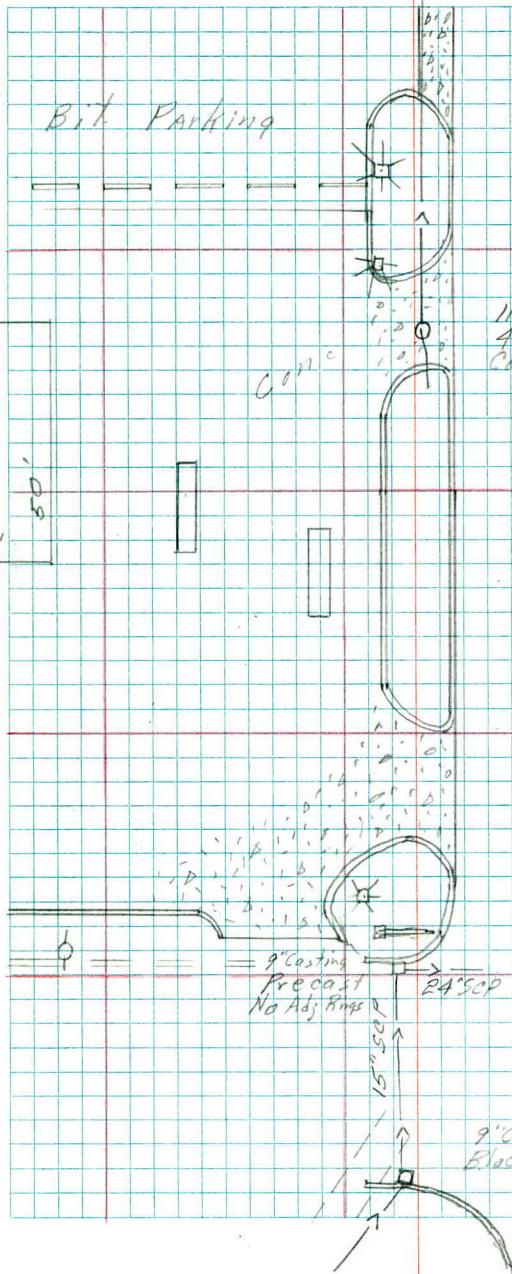
SECTION LINE

9" Casting
Pre cast
No Adj Rings

9" Casting
Block & Rings

15" SCP

24" SCP



+50

4

+35 Curb
55

135 ~~8" Curb~~
78

Qual ~~8" Curb~~
82

+49 ~~8" Curb~~
82

139 ~~4" Curb~~
74

Curb
66

23+00

+86 Cor Curb
70

+58 E Curb
91

+70 MH
78

+56 Port Curb
← 91

24+50

Light

+49 85

+43 ER
74

+43 BR
92

+33 POR
84

+22 Conc Ent
82-75

22+00

+15 POR
84

+98 ER
76

+95 BR
92

+77 Cor Bldg
161

+82 Cor Walk
92

+76 Cor Walk
92 B.Curb

+76 Cor Walk
133

24+50

+59 Bush
100

112 124
Cor Walk + End Curb
94

+41 E Walk Cor
133

+42 Flag Pole
132

+35 Cor Walk
94

+41 SE Cor Bldg
161

+35 E Walk

+20 ER
77

21+00

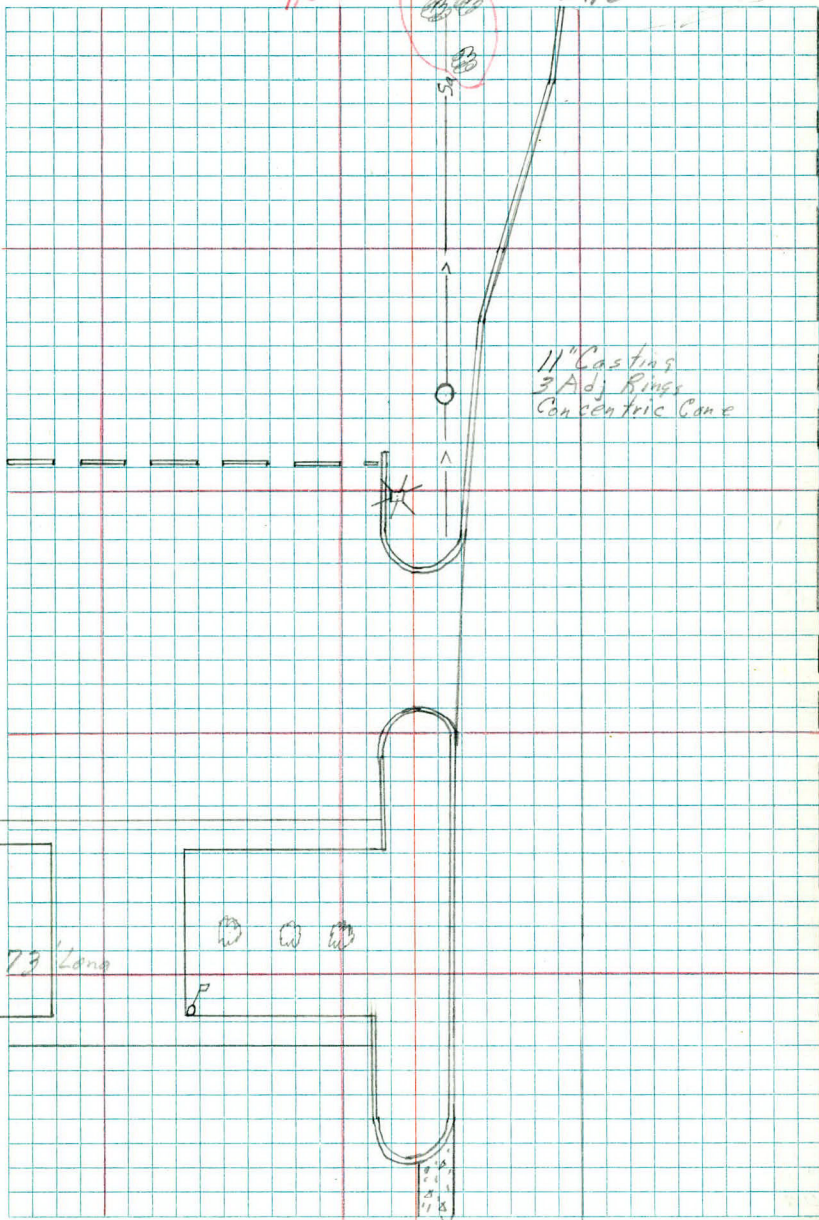
+20 BR
94

+11 POR
87

26

Removed

870



26

25

24

curb
49

~~8" Coll~~
+56 80

~~8" Coll~~
+55 79

~~7 1/4" Coll~~
+51 73

23+50

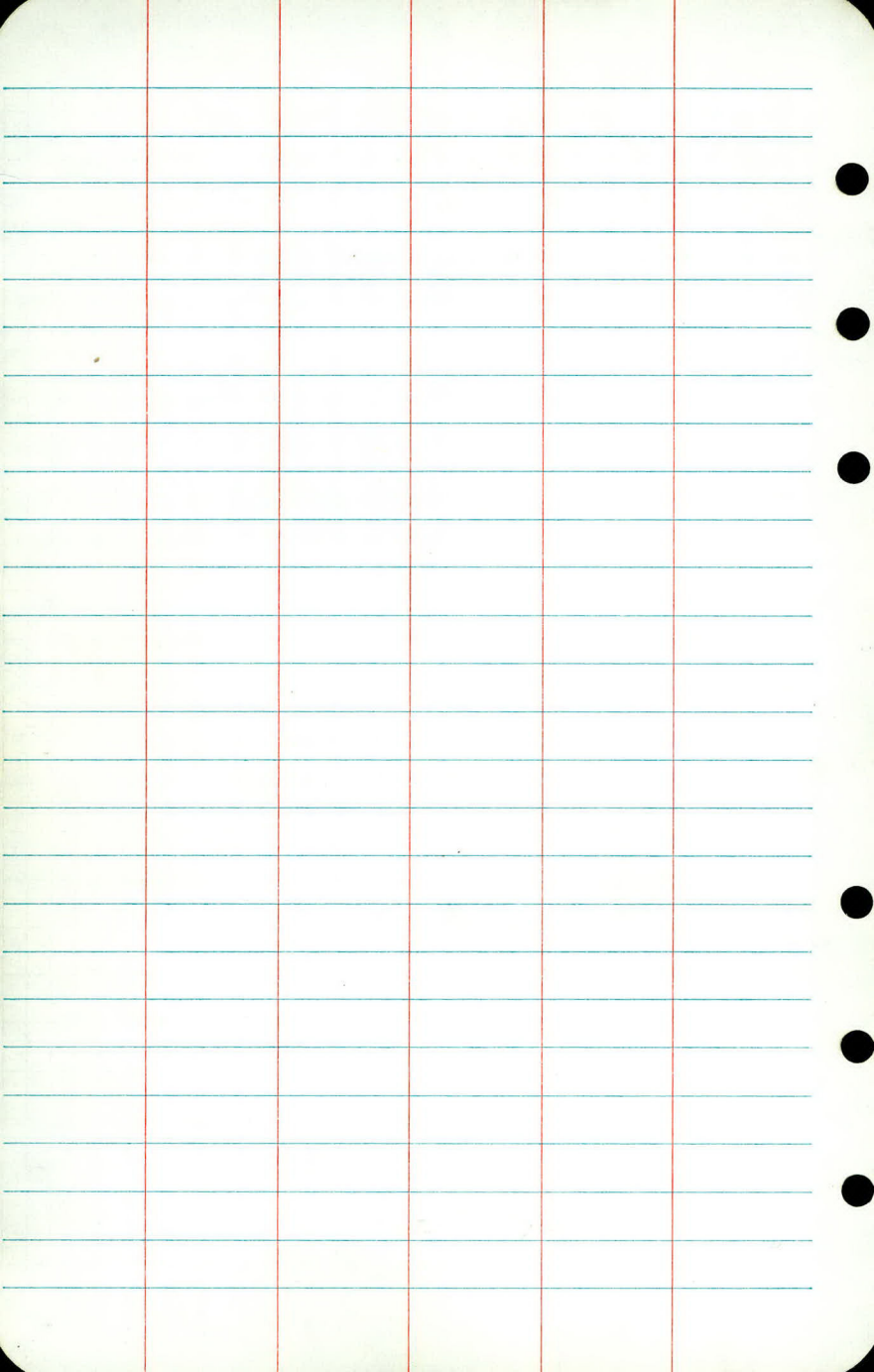
FK
GF
BW

Nov. 5, 1973

27

Removed

(Handwritten signature in a circle)



ENTRANCE AT STA 6+94.38

1

0

-29.5 ^{Cor. Bldg.}
14.5

1

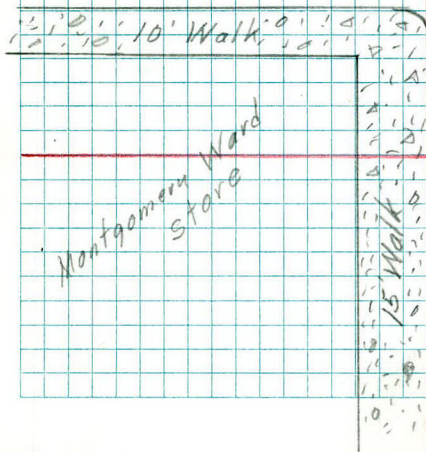
FK
DS

Nov. 20, 1973
Rain

29

Lt

Rt



9

Row Post

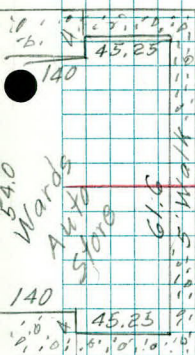
Fence

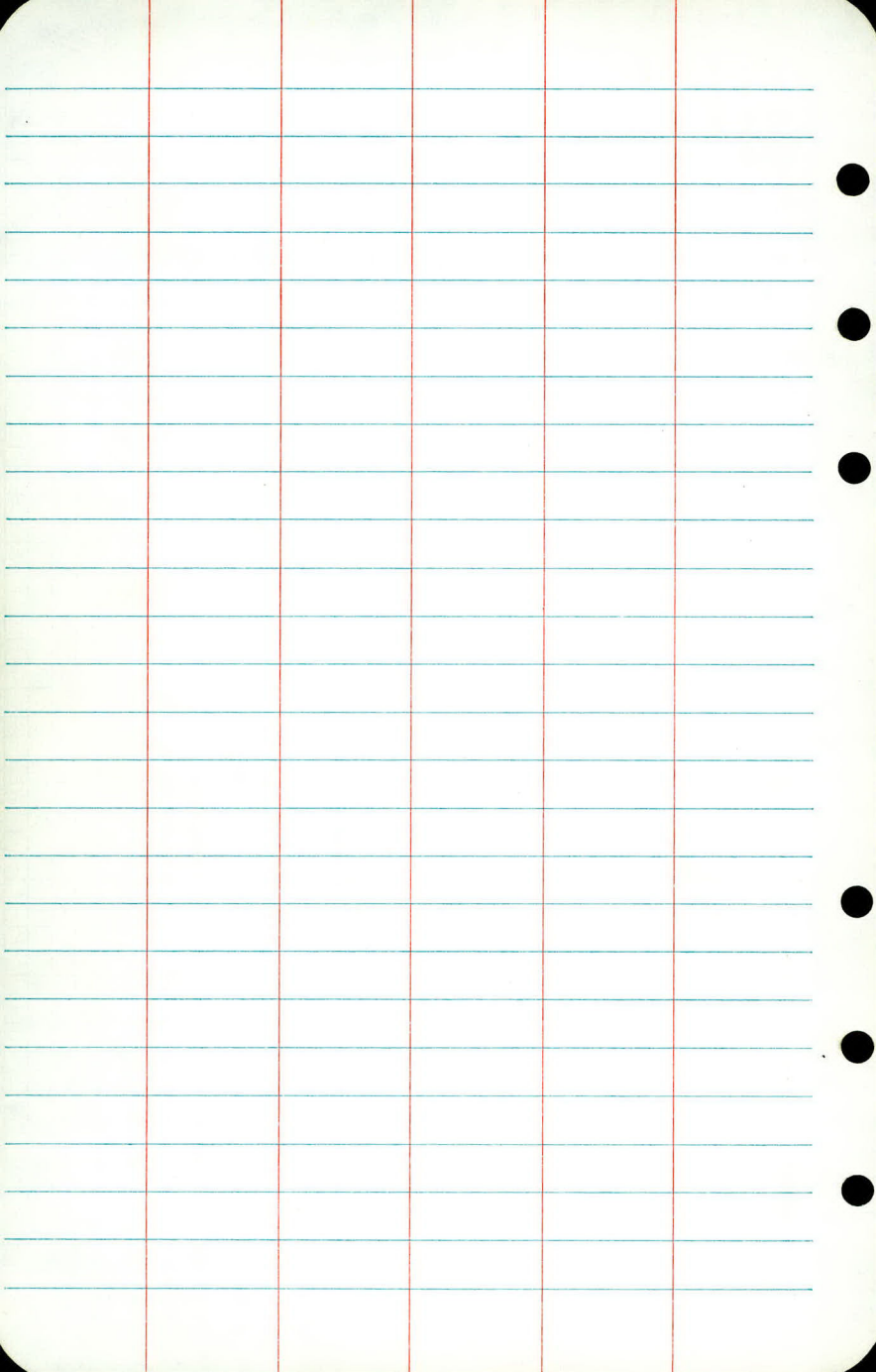
* 3

* 2

+69.5 Cor Bldg
63'

* 1 Row





FK
BF
BW

Oct. 26, 1973

31

39TH AVE. ^{NE} ENTRANCE

Lt.

£

Rt.

6" Ash
142 24

SD
+42 2

8" Ash
142 24

2

Curb
26-22

Curb
22-26

6" Ash
+88 24

8" Ash
+88 24

MH
+51 15

6" Ash
+34 24

6" Ash
+34 24

1

Curb
26-22

Curb
22-26

8" Ash
+80 24

8" Ash
+80 24

6" Ash
+27 24

8" Ash
+26 23

0

Curb
26+22

Curb
22+26

FK
BF
BYN

Oct. 26, 1973

32

Lt.

± 1

Rt.



7" Casting
4 Adj. Rings
Concentric Cone
5.4' Deep

03

03

03

03



03

03

03

03

03

03

5

Conc
15-15+72 £ 19' Ent
C. Rock+38 $\frac{18'' \text{Oak}}{35}$ +33 Conc
Pave/
Header+33 $\frac{ER}{15}$

+31

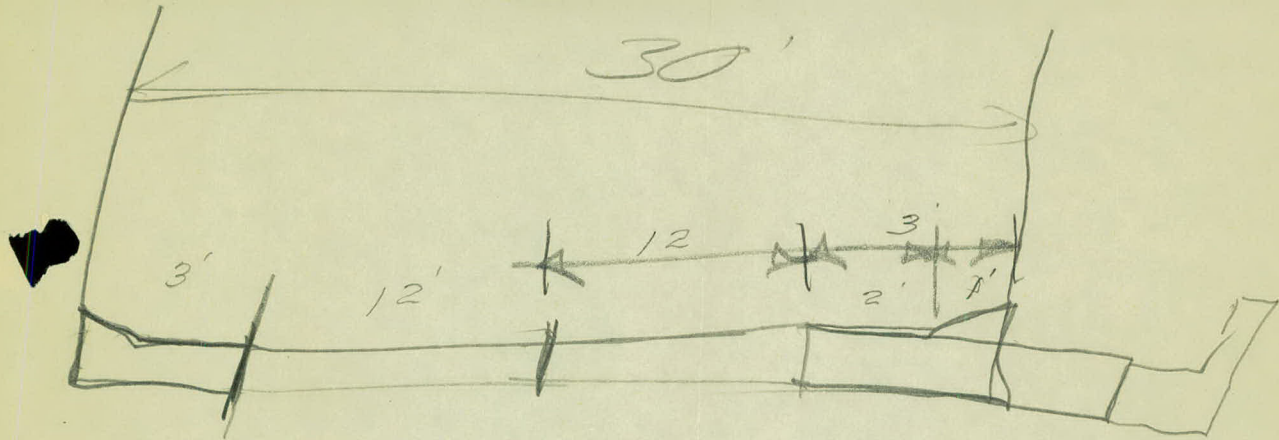
+33 $\frac{ER}{15}$ +24 $\frac{PR}{28}$ +20 $\frac{MH}{2}$ +32 $\frac{WGV}{10}$ +37 $\frac{Hyd}{18}$ +14 $\frac{BR}{37}$ +14 $\frac{BR}{37}$

4

+24 $\frac{ER}{43}$ +10 ? Underground
£+24 $\frac{Curb}{27}$ +13 $\frac{Curb}{24}$ +16 Underground
23+08 $\frac{CB}{22}$ +04 ? Underground
21+07 $\frac{CB}{20}$ Curb
21 $\frac{Curb}{23}$

3

+90 $\frac{POR}{25}$ +82 $\frac{BR}{34}$ +90 $\frac{POR}{27}$ +81 $\frac{CB}{47}$ +82 $\frac{BR}{41}$ +81 $\frac{CB}{48}$ +58 End Curb
26-22+58 End Curb
22-26



39xL Ave N.E.

3419

John Under
pal.

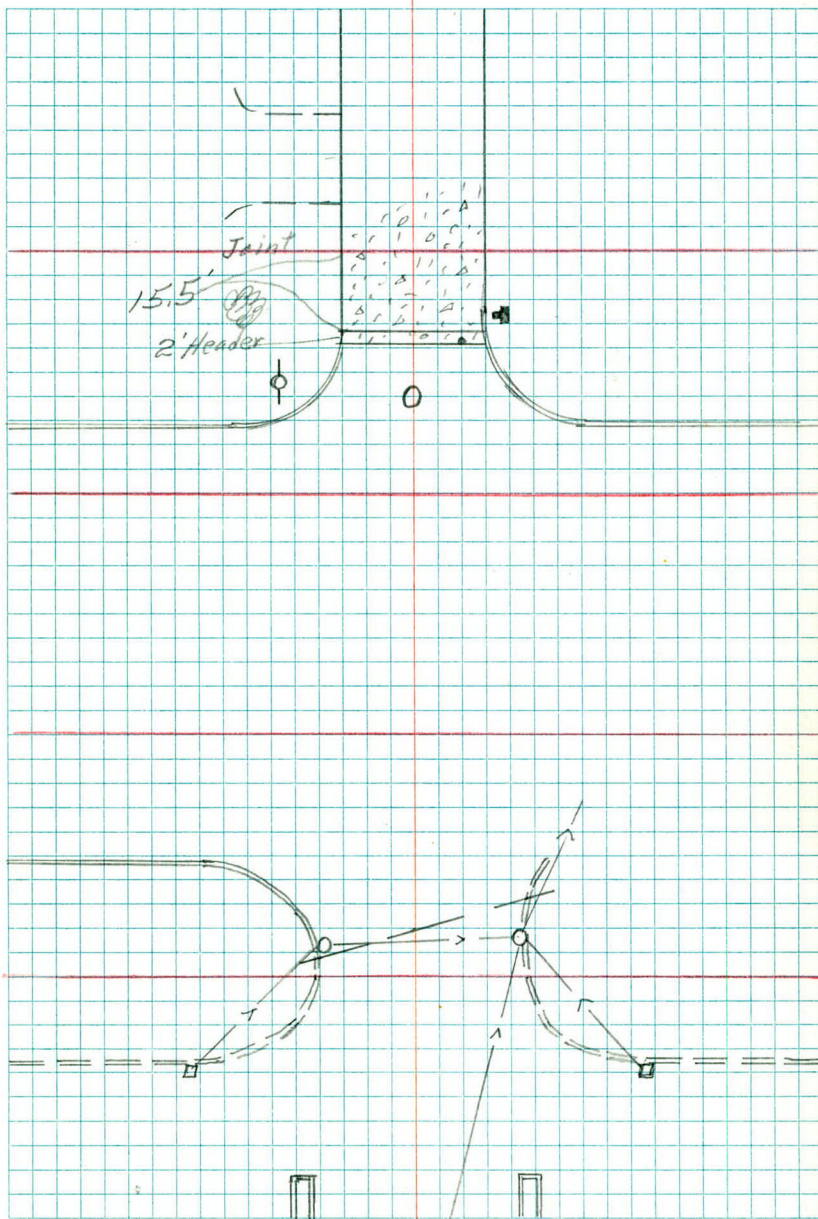
FK
BF
BW

Lt.

Oct. 26, 1973

Rt.

33



7450

Conc
20 15

+45 POR
35

+36 MH
7

+44 BR
51

+33 WGV
10

+30 MH
1

+29 CB
14

+14 ER
35

+17 WGV
33

+20 2 1/2" Ent Bit.

2

+11 Hyd
34

Conc
16 15

+05 1" Maple
35

+96 BR
15

+92 2 1/4" Walk
20

+81 1" Red L Maple
35

+69 X-Fe Wood Picket
33

+37 1"
43

+79 PP
28

+58 3" Catulpa
37

+05 PP
27

5

FK
BF
BW

Lt.

Oct. 26, 1973

Rt.

34

Penrod Lane

0 1

+109.5

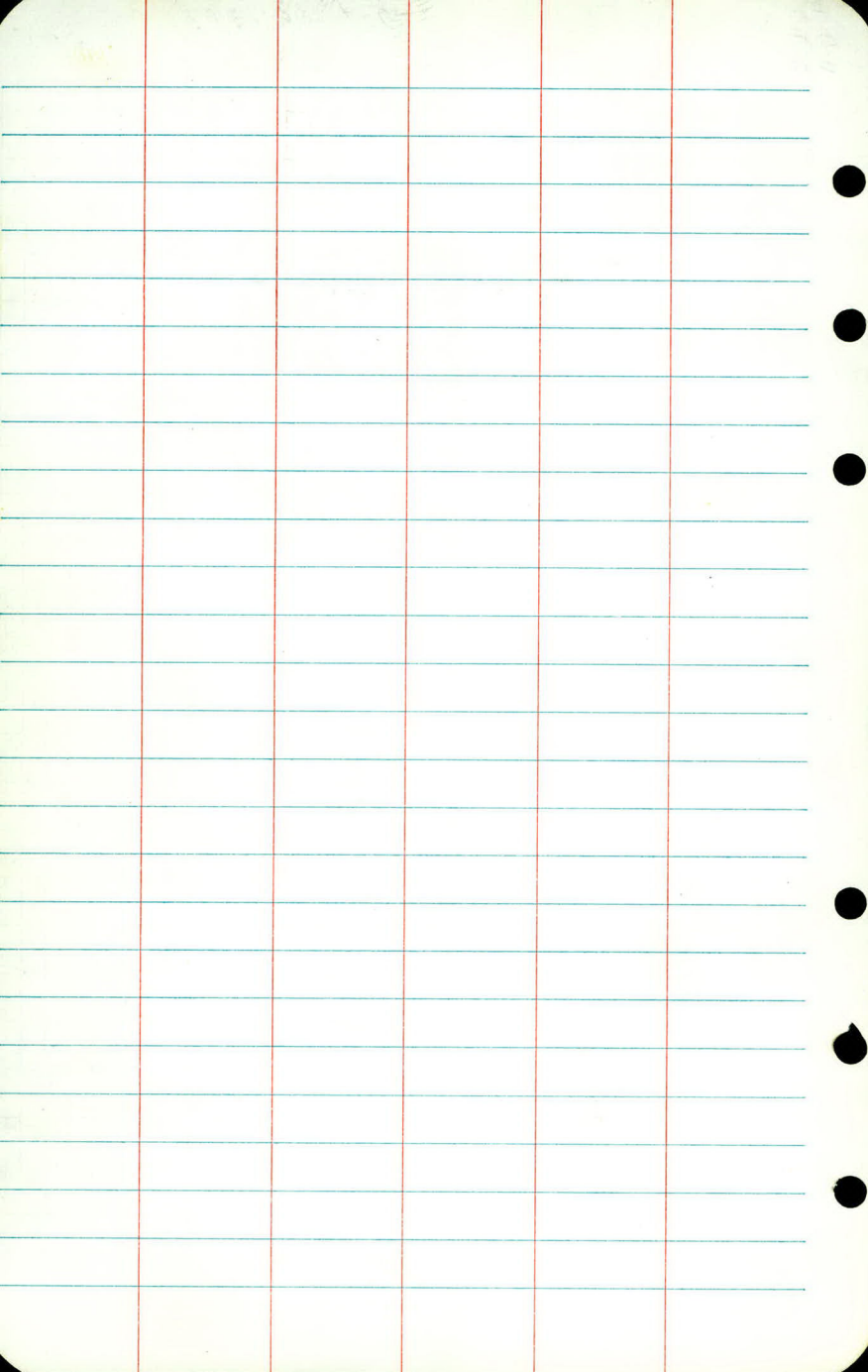
+123.5

x x x

-0-

00

-0-



FK
BF
BW

Oct. 26, 1973

35

ENTRANCE AT STA 18+79.34

Sta

Lt.

E

Rt.

			+145 $\frac{ER}{67}$	+130 $\frac{BR}{53}$
+34	Cor Curb 22	+35 $\frac{Light}{31}$		+30 $\frac{BR}{41}$
+23	3" Maple 46	+47 $\frac{ER}{22}$		
		+14 $\frac{POR}{47}$ R=5'	+08 $\frac{ER}{41}$	+08 $\frac{ER}{52}$
2	+00 $\frac{ER}{22}$ Conc	Curb 26		Curb 62
	+96 $\frac{BR}{31}$		+91 $\frac{BR}{22}$	
+79	3" Maple 35	+88 $\frac{Gaslight}{31}$		+89 $\frac{BR}{68}$
	+77 $\frac{CB}{48}$		+77 $\frac{2" E/m}{47}$	
+69	Cons Bldg 31-52	+77 $\frac{CB}{21}$		

1	Bldg 31	Curb 22	Curb 22	Curb 67
			+82 $\frac{ER}{22}$	+82 $\frac{ER}{67}$
	+80 $\frac{PP}{27}$		+69 $\frac{BR}{50}$	
		+68 $\frac{CB}{47}$		+70 $\frac{BR}{34}$
	+64 $\frac{CB}{21}$			
			+31 $\frac{Cor Curb}{12}$	
		+29 $\frac{6" Ash}{28}$		
			+27 $\frac{Cor Curb}{18}$	
0	Bldg 31	Curb 22		

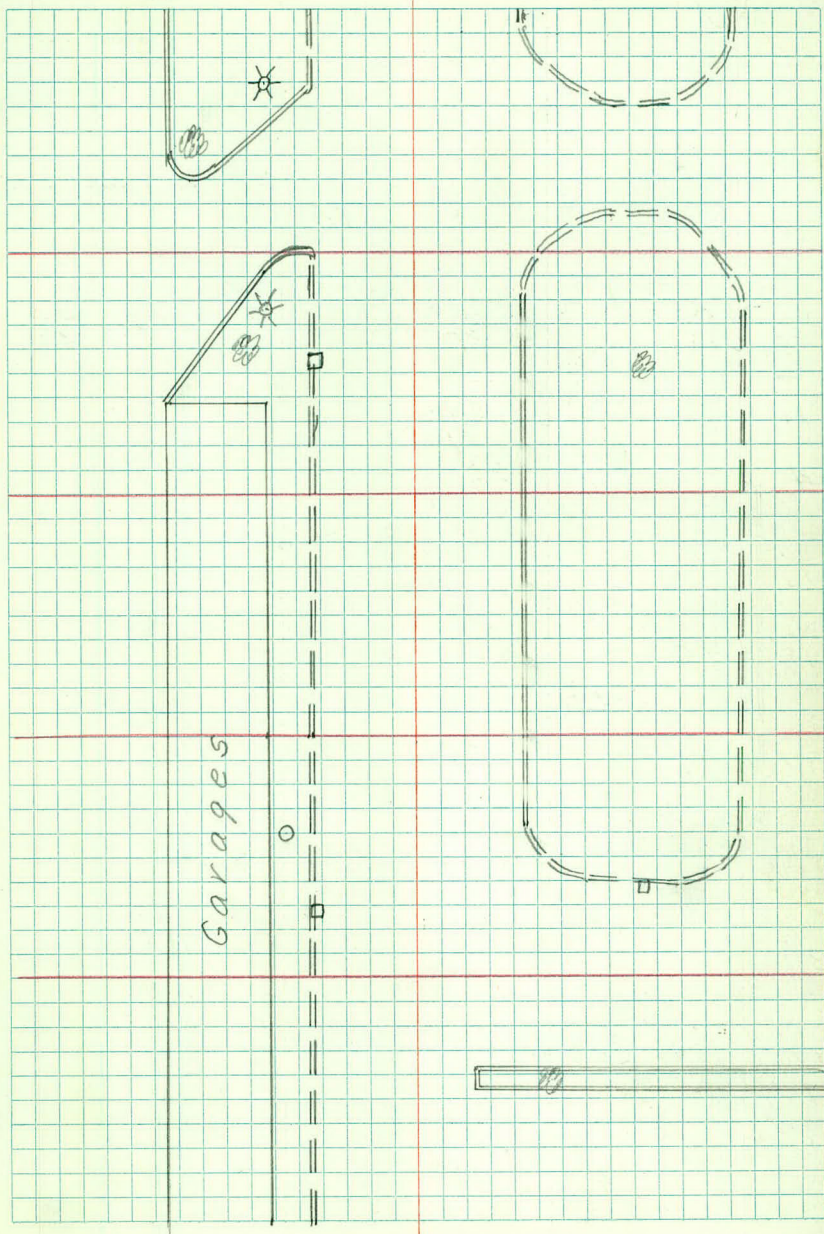
FK
BF
BN

Oct. 26, 1973

36

Lt.

Rt



5

+23 <u>ER</u> 38	+20 <u>Tip of Sign</u> 30	+14 <u>BR</u> 22	+23 <u>Curb</u> 25
+11 <u>CB</u> 21		+11 <u>CB</u> 21	
+03 <u>Light</u> 37	+04 <u>Sign</u> 30		
4	<u>Curb</u> 40	<u>Road</u> 22	<u>Curb</u> 22
			<u>Spillway</u> 34
1		+83 <u>ER</u> 94	
+96 <u>POR</u> 33		+83 <u>Sign</u> 52	
+99 <u>E Conc + R</u> 28		+80 <u>E Spillway</u> 70	+78 <u>POR</u> 77
+73 <u>E Conc R + Conc</u> 27		+64 <u>BR</u> 68	
+71 <u>ER</u> 22			
+61 <u>P. Island</u> 45-49	+69 <u>BR</u> 33		
+43 <u>B. Island</u> 45-49			
+29 <u>Cor Conc + Curb</u> 33	+41 <u>PP</u> 23		
+25 <u>E Ent</u> 22			
3		<u>Curb</u> 22	<u>Curb</u> 68
+89 <u>PP</u> 26	+96 <u>Cor Ent</u> 51		
+90 <u>U.E.C.</u> R+L	+91 <u>B Ent</u> 22	+91 <u>Light P</u> 32	
+87 <u>End</u> Ent	+63 <u>Beam</u> Ent		
+55 <u>End Curb</u> 52	+58 <u>Fence Wall</u> 60		
+55 <u>4" Ash</u> 33			

FK
BF
BW

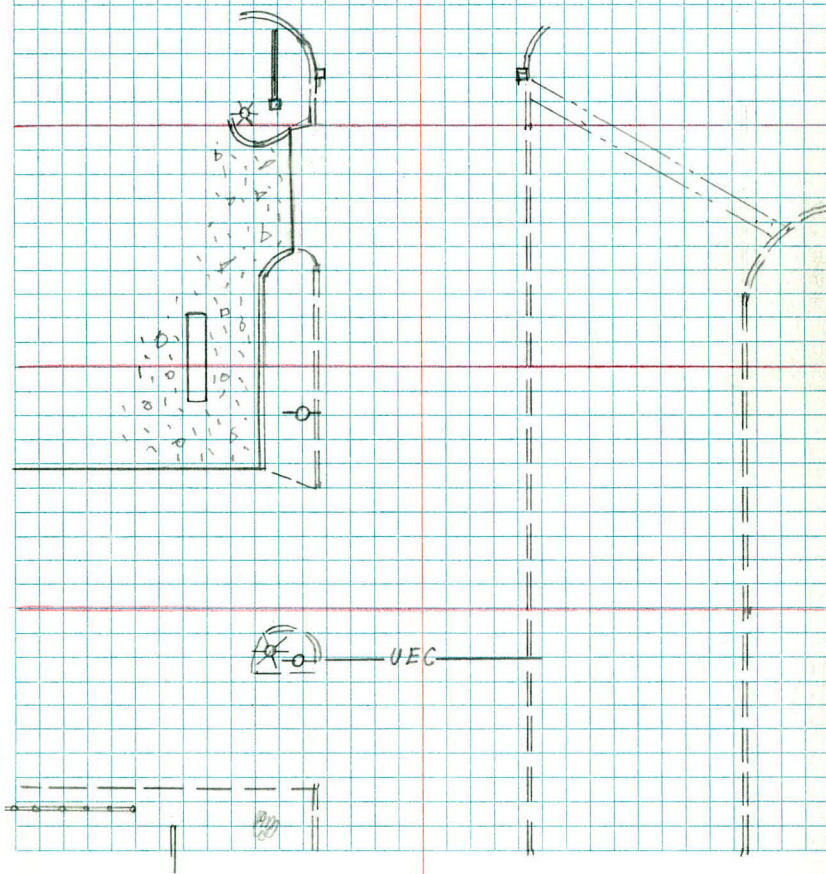
Oct. 26, 1973

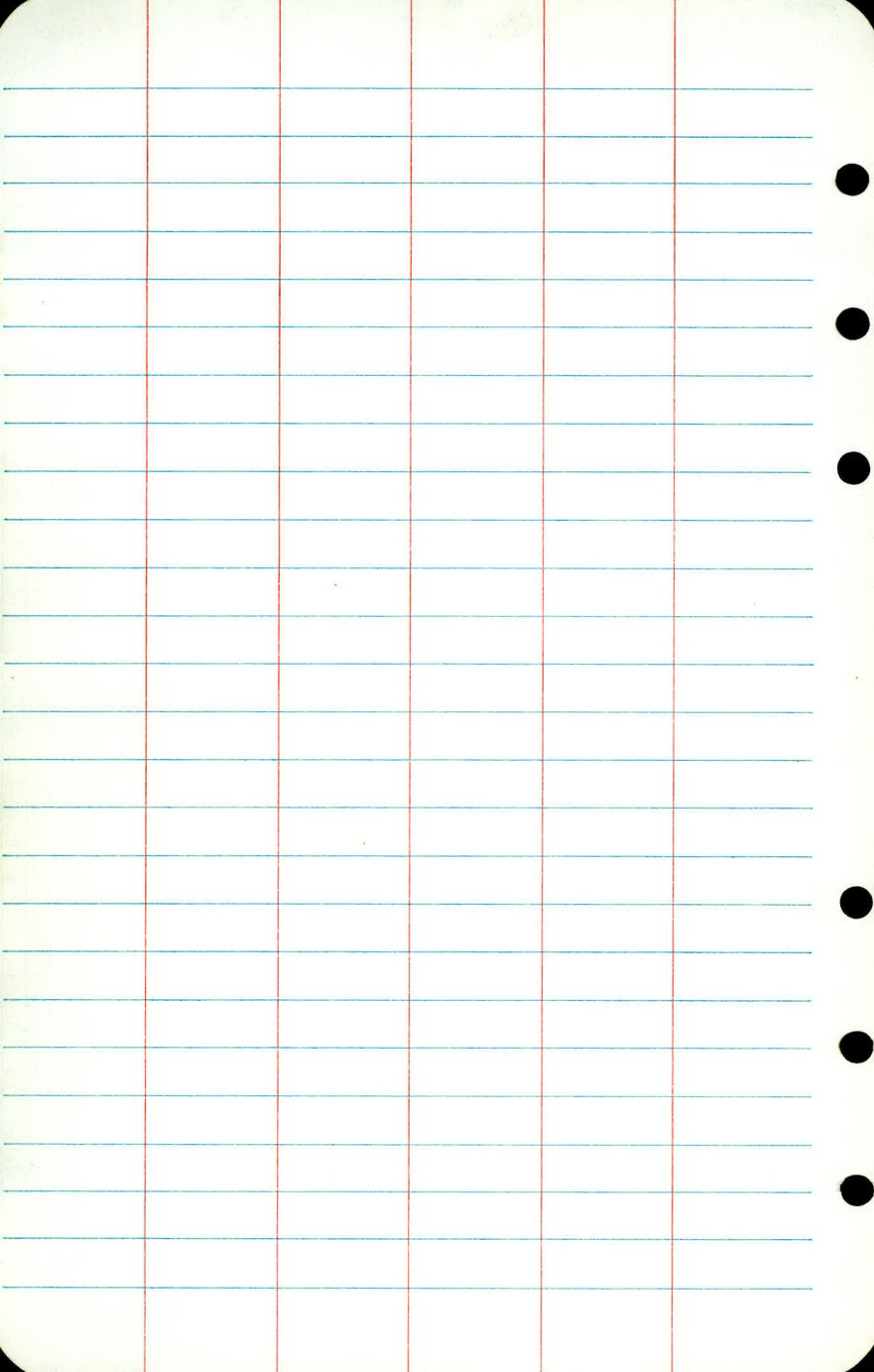
37

Lt

£

Rt





FK
BF
BW

Oct 29, 1973
Overcast 40°

38

SILVER LANE & ORCHARD PL.

+34 $\frac{BR}{13}$

+40 $\frac{1" Elm}{53}$

+49 $\frac{CB}{21}$

+30 $\frac{PP}{26}$

+35 $\frac{Conc}{18}$

+16 $\frac{1" Maple}{44}$

+29 $\frac{SE Cor Ho}{53}$

+04 $\frac{3" Maple}{35}$

+13 $\frac{BR}{15}$

+02 $\frac{\pm 3' Walk}{15}$

63

+03 $\frac{Hyd}{17}$

2

+00 $\frac{PP}{43}$

+86 $\frac{1" Maple}{45}$

+86 $\frac{NE Cor Bldg}{85}$

+79 $\frac{SW Cor Ho}{68}$

+51 $\frac{NW Cor Pump Ho}{84}$ 14' Cor Port

+55 $\frac{1" NP}{42}$

+45 $\frac{\pm 13' Ent}{Bit}$

+24 $\frac{1" NP}{43}$

+12 $\frac{MH}{2}$

+11 $\frac{PP}{22}$

1

Conc
15-13

Conc
13-15

+21 $\frac{SW Cor Ho}{56}$

+47 $\frac{SE Cor Ho}{56}$

+12 $\frac{2" NP}{30}$

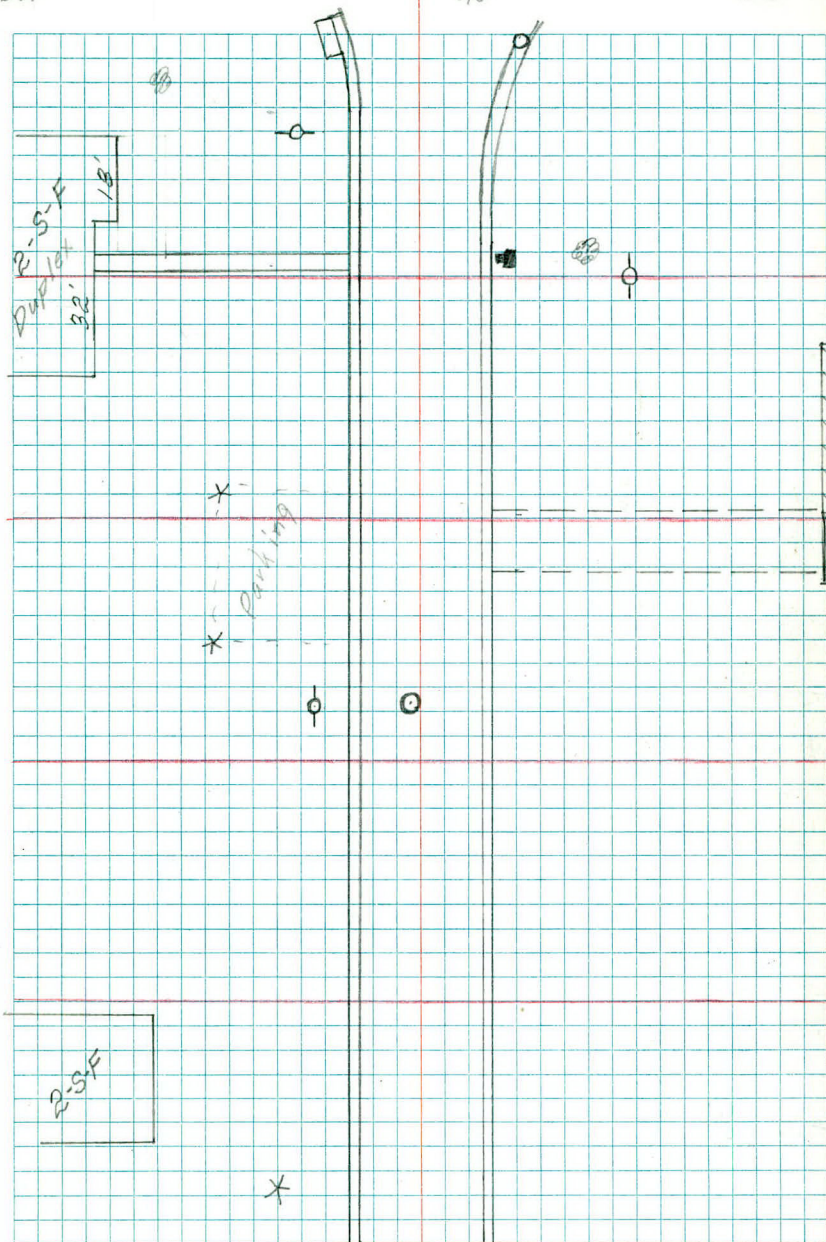
Conc Road Conc
15-13 13 13 13-15

0

FK
BF
BW

Oct. 23, 1973
40°

39



5

23 - 23

+84 $\frac{PP}{29}$ +86 $\frac{BEnt}{BIT}$ +87 $\frac{Tw 8" Apple}{44}$ +72 $\frac{6" P}{39-5061.73}$ +68 $\frac{X-Fe}{34}$ +65 $\frac{NW Cor Ho}{69}$ +59 $\frac{End GR}{35}$ +48 $\frac{Honeysuckle}{41}$ +30 $\frac{PP}{30}$

A

+94 $\frac{B Guard R}{35}$ $\frac{Curb}{23}$ $\frac{Curb}{23}$ +91 $\frac{E. Ent}{BIT}$ +73 $\frac{Tw 6" Coll}{35}$ +54 $\frac{Sign}{44}$ +55 $\frac{B. Ent}{BIT}$ +50 $\frac{ER}{22}$ +46 $\frac{ER}{23}$ +38 $\frac{Hyd}{41}$ +44 $\frac{Light TP}{39}$ +45 $\frac{MH}{20}$ +38 $\frac{PP}{28}$ +25 $\frac{BR}{39}$ +26 $\frac{MH}{26}$ +24 $\frac{CB}{38}$ +20 $\frac{MH}{13}$ +28 $\frac{BR}{45}$

3

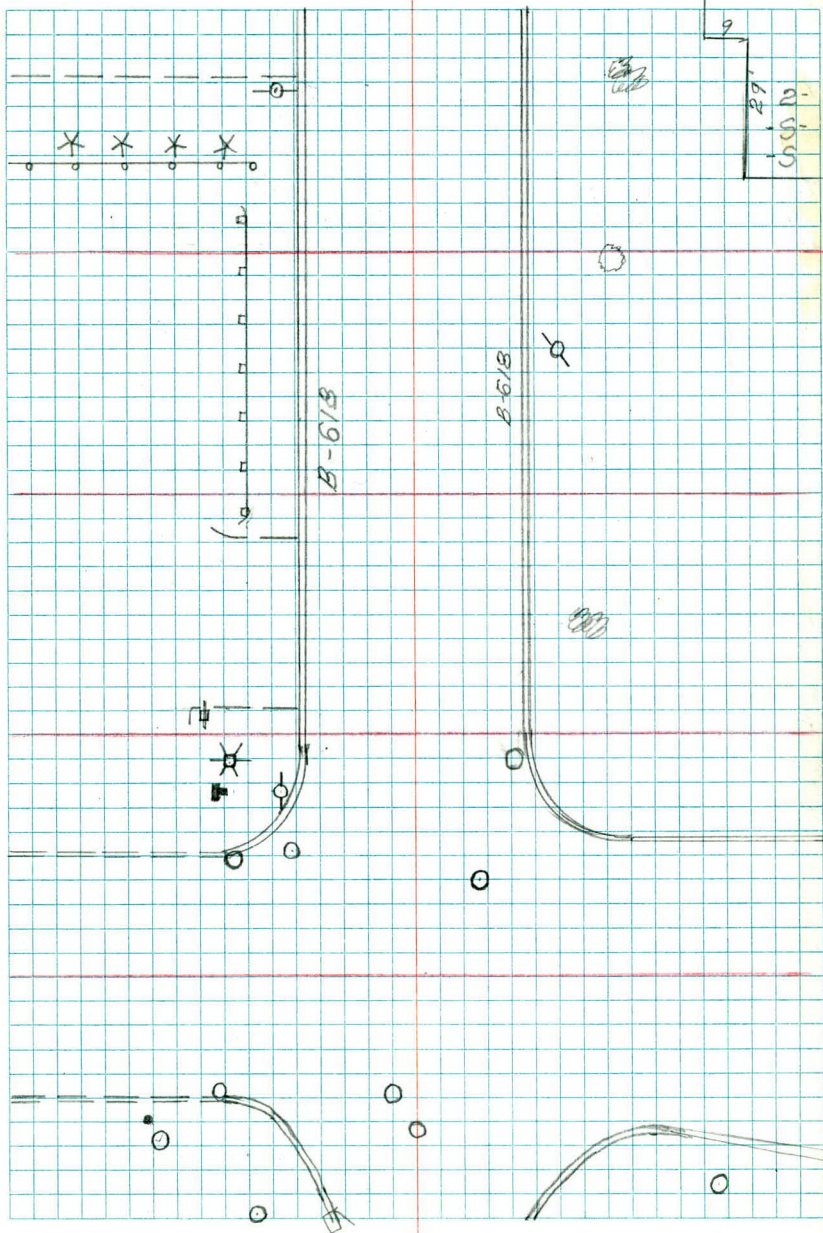
+72 $\frac{Curb}{30}$ +75 $\frac{Curb}{40}$ +76 $\frac{CB}{41}$ +70 $\frac{WGV}{56}$ +76 $\frac{MH}{5}$ +66 $\frac{MH}{54}$ +58 $\frac{MH}{\cancel{2}}$ +56 $\frac{Curb}{20}$ +67 $\frac{Curb}{49}$ +51 $\frac{MH}{33}$ +50 $\frac{CB}{19}$ +56 $\frac{MH}{63}$

FH
BF
BW

Oct 23, 1973

40°

40

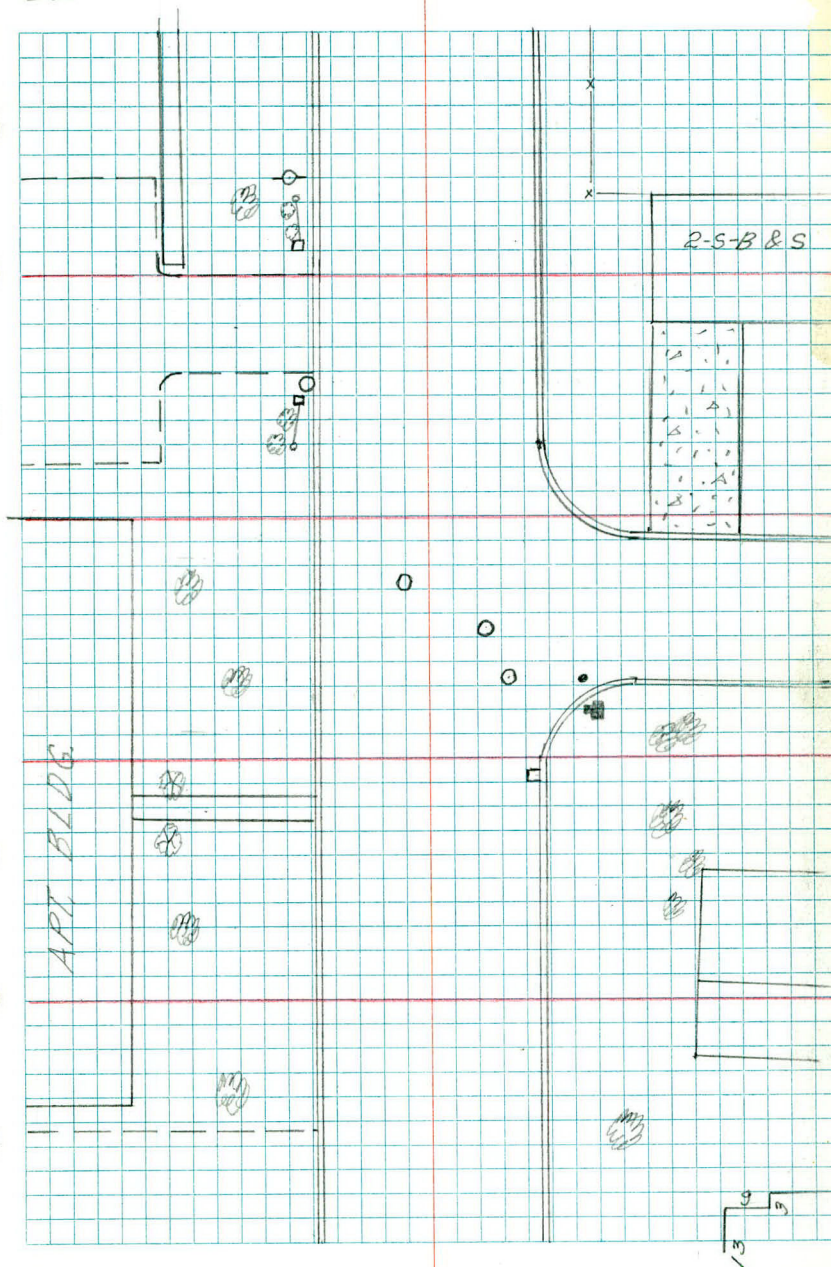


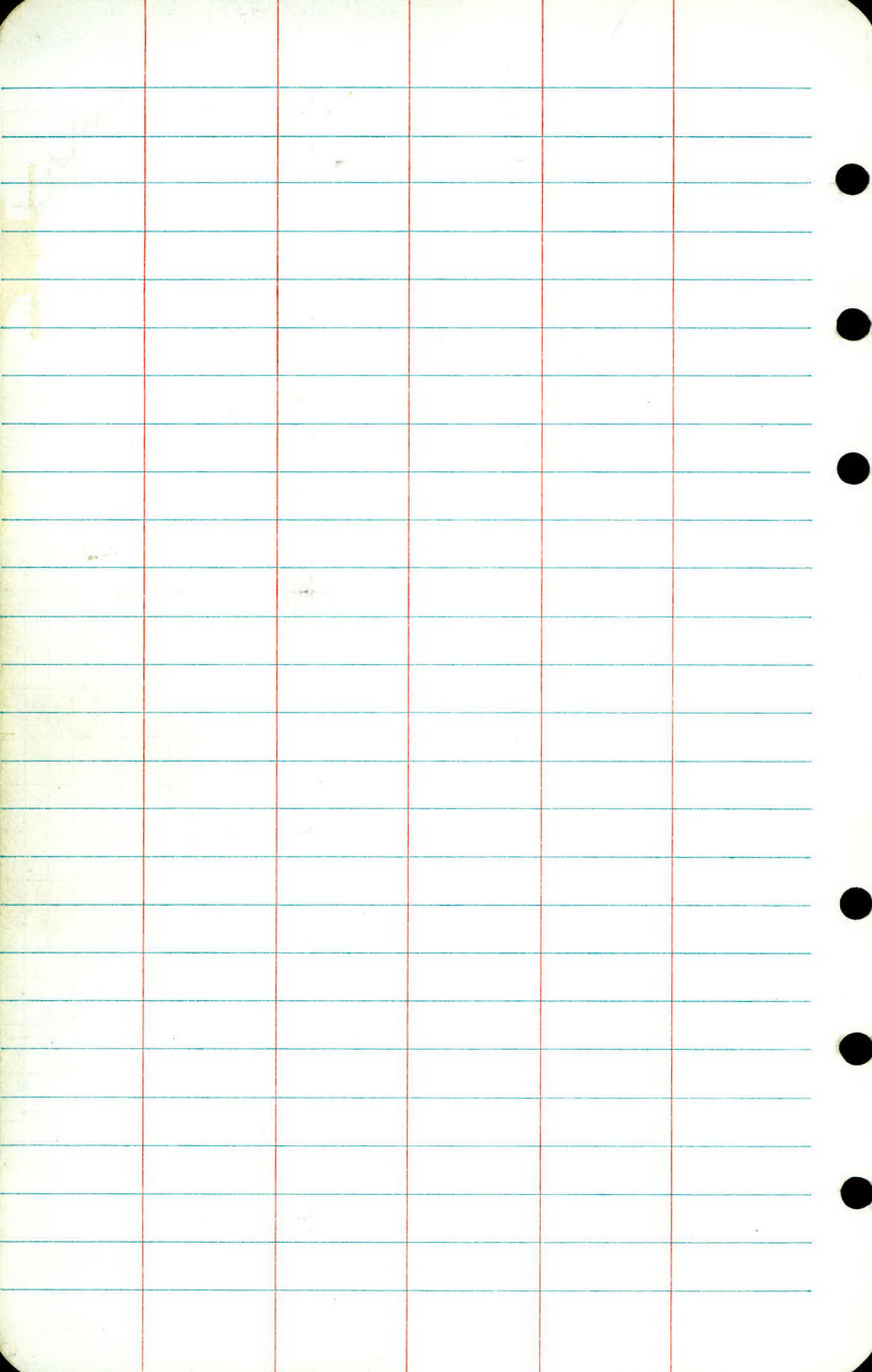
7+50	Walk 56.52		
	+20 PP 28		
+14 6" Ash 38		+20 Cor Parking 56	
	+16 E.Fc 29		+16 Cor Ga 47
+09 Cedar bu 29		+14 Cedar bu 29	+16 Fc Cor 34
7	+06 R.Har 27	Curbs 23	
+77 MH 26	+89 E 21' Ent B.F		
+70 3" C.E. In 29		+74 R.Har 27	+90 NW Cor Ho 47
	+64 B.Fc 28		
+61 Cor Parking 62		+65 Cedar bu 31	+65 E.R 23
	+50 Cor Apt 62	+45 BR 42	+45 Ent + Conc 46 → 65
		+27 MH 12	
+36 8" R. olive 51		+16 ER 43	+17 GV 32
	+37 MH 5		+17 NSP MH 16
	+16 8" Ash 40	+10 Hyd 35	
		+06 8" BE 49	+06 To 8" BE 53
6		+00 BR 23	
	+96 Pine bu 54		
+89 2.5' Walk 23		+96 CB 22	
	+83 Pine bu. 55	+78 Tw 8" BE 56	+77 NE Cor Ga 57
		+88 Quint 51	+68 BE
		+69 Trip 8" BE 52	+53 NW Cor Ga 56
+65 8" R. olive 51		+38 NW Cor Sheat 55	
	+31 8" Ash 41		
+28 SW Cor Apt 63		+22 10" Cedar 40	
	+23 End Ent B.F		

FK
BF
BW

Oct. 29, 1973

41





BENCH LEVELS

STA	+	π	-	ELEV.
BM	1.45	977.95		(976.50)
TP	3.64	977.66	3.93	974.02
TP	0.44	969.27	8.83	968.83
TP	0.88	959.47	10.68	958.59
* TP			4.51	954.76
TP	0.45	954.32	5.60	953.87
TP	0.55	947.92	6.95	947.37
TP	1.80	945.07	4.65	943.27
TP	4.66	945.92	3.81	941.26
* TP	2.82	948.44	0.30	945.63
TP			6.08	942.36
TP	2.46	948.20	2.70	945.74
TP			6.62	941.58
BM			11.40	936.80 (936.72)
*			3.11	945.09
BM	0.09	945.71		(945.62)
BM			0.32	945.39 (945.16)
			3.34	942.37

5 OCT. 1973 43
DESCRIPTION 6

TOP HYD. S.E. COR D & SILVER LAKE RD

SPIKE IN PP 33.0 RT STA 2+25

SPIKE IN PP 33.0 RT STA 6+60

SPIKE IN PP 33.0 RT STA 10+10

TOP HYDRANT S.E. COR 39TH AVE N.E

SPIKE IN PP N.E. COR 39TH AVE N.E

SPIKE W PP 24.0 RT STA 16+90

SPIKE IN PP 24.0 RT STA 20+85

SPIKE IN PP 24.0 RT STA 24+50

TOP HYD. S.W. COR SILVER LAKE

SPIKE IN PP 100' E SILVER LAKE RD @ SILVER LAKE

SPIKE IN PP IN FRONT OF TOM THUMB

RR SPIKE IN PP E SIDE OF RD ACROSS FROM
CULVERT TO LAKE

TOP S.C.P. TO LAKE

SILVER LAKE
TOP HYD. IN CULTESAC L^y Mail Box 331

TOP HYD. S.W. COR SILVER LAKE

TOP HYD. N.E. COR SILVER LAKE @ SILVER LAKE

SPIKE IN PP 100' E, SILVER LAKE RD @ SILVER LAKE

USING Rod Level & Self Leveling Level

Sta	+	π	-	Elev	
BM	1.240	977.740			976.50
BM	2.690	975.510	4.920	972.820	
BM	0.602	969.417	6.695	968.815	
BM	0.990	965.327	5.080	964.337	
BM	0.873	959.449	6.751	958.576	958.59
BM	1.593	956.531	4.511	954.938	
BM			2.670	953.861	
TP	2.648	951.581	7.598	948.933	
BM	2.518	949.859	4.240	947.341	
TP	3.533	947.513	5.879	943.980	
BM	1.828	945.048	4.293	943.220	
BM			4.343	940.705	
BM	4.930	946.136	3.842	941.206	
BM			0.789	945.347	
BM	2.946	948.507	0.575	945.561	
BM			6.185	942.322	942.36
BM	3.216	948.913	2.810	945.697	945.74
BM			3.847	945.066	
BM	2.970	944.477	7.406	941.507	
BM			7.709	936.768	936.72

Top Hyd. S.E. Corner "D" & Silver Lake Rd.

Top S.E. Corner Walk Level West Bridge
Spike in Arc Light Pole Rt Sta 6+60

S.E. Corner,
Top Brick base APACHE PLAZA Sign
Spike in PP Rt Sta 10+16

Top Hyd S.E. Corner 39TH Ave NE & SLR
Spike in PP NE Corner " " " & "
Curb

Spike in PP Rt Sta 16+85

NW Rim MH Rt Sta 18+10

Spike in PP Rt Sta 20+82⁺

Top Well pump 90' Rt Sta 21+93

Spike in PP Rt Sta 24+50

Top Hyd NE Corner Orchard Pl. & SLR

Top Hyd SW Corner Silver Lane & " " "

Spike in PP 100' East of SLR at Orchard Pl

Spike in PP in front of Tom Thumb

Top Hyd in Cul-de-sac

R-R Spike in Transformer PP at Silver Lake West

8-26-74

STA	+	-	ELEV	
BM	0.36	943.58	943.22	
22+11	Rt 20'	3.25	940.33	
22+70	Lt 78	3.87	939.71	
23+56	Lt 64'	3.93	939.65	
	CB	4.64	938.94	38.97 ✓

Oct. 10, 1973

45
d

X- Sections

Sta

£

BM

(976.50)

0-150

76.1

0-100

75.15

0-50

0-36

0-21 Gutter Line

0+00 £ Co Rd "D"

+21 Gutter line

+33 Property Line

FK
BF
JC

October 10, 1973 46

lt.

lt.

lt.

e

Top Hyd S.E. Corner "D" & S.L.R.

73.5 73.7 74.0 73.6 74.15 73.9 74.24 75.3 77.4
47 35 27 23 19.5 20 24 34
Curb

72.9 73.2 74.2 73.1 73.95 73.80 73.95 74.4 75.1 77.4
50 40 29 25 19 20 21 31 42
G C

71.3 71.9 72.4 73.0 73.7 73.8 73.7 73.7 73.8 73.3
59 47 34 25 19 31 42 50 61

69.2 70.9 72.2 73.4 73.8 73.9 73.4
150 100 50 50 100 150

71.9 72.2 72.4 73.0 72.8 72.8 73.0 73.2
58 40 29 19 28 44 59

72.5 72.7 72.9 72.4 72.6 72.8 72.74 72.62 73.05 73.4
55 46 C G 19 15 G C 30
MH 21.5 132K
34 46

Sta

0+46 Ent Rt

0+73 Ent Lt

1+00

✓

+36

+65

FK
BF
JC
JC
BW

it.

L

Oct. 10, 1973

Rt

Oct 12, 1973
Cold Windy

47

730 730 73.25 72.78 72.7 72.6 72.5 72.7 72.7 73.1
51 45 C 21.5 17 19 25 38 55
21.5 G G

72.93 73.25 72.69 72.8 72.6 72.32 72.78 72.63 73.07
60 47 34 19 G C 33 50
conc G 18.5 Conc

73.02 72.56 72.8 72.7 72.56 72.18 72.63 72.30 72.71
C G 20 8 G C 36 51
36.5 18 Conc

→ 73.2 72.93
50 60
Conc

72.61 73.00 72.4 72.6 72.7 72.48 72.0 72.1 71.7 71.4
70 51 39 23 10 17 28 44 57
conc G

72.66 72.18 72.6 72.7 72.4 72.00 72.43 73.0 72.7
C G 25 11 G C 23 28
42 16

→ 72.7 72.5 72.1
53 65 79

68.6 70.8
36 32

2+00

✓

+50

+50

✓

3

✓

FM
BF
JC
BW

Lt

Lt

Oct. 12, 1973

Rt

48
9

72.70 72.28 72.6 72.6 72.35 71.85 72.29 72.7
 $\begin{array}{r} C \quad G \quad 29 \quad 11 \\ \hline 14 \end{array}$
 $\begin{array}{r} G \quad C \quad 27 \\ \hline 15.5 \end{array}$

→ 72.7 71.8
 59 82

684 70.7
 33 30

72.39 73.00 72.60 72.35 72.0 71.68 72.09 72.6
 $\begin{array}{r} G \quad C \quad 20. \\ \hline \end{array}$
 $\begin{array}{r} C \quad G \quad 14 \\ \hline \end{array}$
 $\begin{array}{r} G \quad C \quad 27 \\ \hline 15 \end{array}$

→ 72.5 72.10 72.55 72.9 71.4 69.2
 33 G C 58 63 66
 48

680 69.9
 33 30

72.39 72.71 72.19 71.78 71.66 71.30 71.28 72.2 70.2
 $\begin{array}{r} G \quad C \quad 22 \\ \hline \end{array}$
 $\begin{array}{r} C \quad G \quad 15 \\ \hline \end{array}$
 $\begin{array}{r} G \quad C \quad 24 \quad 29 \\ \hline 15 \end{array}$

→ 72.2 71.84 72.23 72.1
 37 G G 61
 51

68.1
 34

68.8 70.6
 67 64

Sta

3+36

✓

✓

+50

✓

3+68 Bridge

BM

972.82

FK
BF
JC
BW

11

Oct. 12, 1973
£

BT

49
b

72.02	72.45	71.97	71.52	71.4	71.10	71.49	72.2	71.9
$\begin{array}{r} G \quad C \\ \hline 24 \end{array}$	$\begin{array}{r} C \\ \hline 15 \end{array}$	$\begin{array}{r} G \\ \hline \end{array}$			$\begin{array}{r} G \quad C \\ \hline 15 \end{array}$		22	26

72.0	71.76	72.34	71.8	71.5		62.7	70.0
40	$\begin{array}{r} G \quad C \\ \hline 54 \end{array}$		56	63		36	31

67.6 69.9
71 68

71.80	72.03	71.87	71.47	71.6	71.13	71.50	72.1	70.4
$\begin{array}{r} G \quad C \\ \hline 34 \end{array}$		$\begin{array}{r} C \quad G \\ \hline 15 \end{array}$			$\begin{array}{r} G \quad C \\ \hline 15 \end{array}$		23	29

71.9	71.9	72.7	72.5	70.3	68.7		68.0
41	$\begin{array}{r} G \quad C \\ \hline 55 \end{array}$		58	60	64		33

69.2	70.2	72.1	71.5	71.4	71.4	72.0	70.7
21	18	$\begin{array}{r} C \quad C \\ \hline 15 \end{array}$			$\begin{array}{r} 15 \\ 6 \end{array}$	$\begin{array}{r} 15 \\ C \end{array}$	19

Sta

BM

972.82

A+81

✓

5

✓

+50

+53

MH 8' RT

969.92

✓

+65

TCAAP MH 21' LT

969.59

FA
BF
JC
BW

Oct. 12, 1973

50
i

1t

L

Rt

Top SW Corner West Bridge

722	664	694	713	71.3	71.2	71.5	71.1	694
28	28	21	16		15	15	18	22
Bridge					G	C		

72.27	71.21	71.3	71.18	72.25	72.27	67.6 H
30	G	47	G	C	66	77.6
C	30		61		Walk	25

71.67	70.95	71.0	70.9	71.0	71.2	70.97	71.57	72.0
C	G	46	31	16		G	C	23
62						15		

70.9	68.3		66.0	67.5	70.6
71	79		35	33	28

70.33	69.82	70.1	70.0	70.0	70.1	70.05	70.64	70.8
C	G	50	34	20		G	C	28
64						15		

70.5	67.0	68.2	66.4	68.2
75	98	88	35	32

6+00

✓

+05 MH 75' Lt 968.91

+37

+9A
MH

✓

+50

BM

968.82

968.815

FK
BF
JC
BF

Lt

Oct. 12, 1973

Rt

51
i

✓

68.6 68.3 68.4 68.71 68.4 69.00 69.4 66.3
51 36 23 G C 27 33
15

68.14 68.53 68.5 67.2 67.1
G C 78 90 100
66

X

67.4 67.3 66.01 67.2 67.6 67.29 67.93 68.2 66.2
53 39 CB 25 CB C 27 31
30 15

66.80 67.32 67.7 67.9
G C 83 96
68

✓

67.04 67.30 66.90 67.1 66.73 67.36 67.9
C C G G C 26
39 24 15

66.74 66.9 66.48 66.94 66.3
G 53 G C 30
39 6.9

68.0 67.4
100 84

Sta

6+68 S. Edge Ent.

✓

+94 $\pm$ Ent

✓

7

965.5 $\pm$

+30

✓

FR
BE
JC
BW

Lt

L

Oct. 12, 1973

52

Rt

L

67.1 66.1 66.3 66.4 66.5 66.2 66.88 67.4
95 72 40 19 G C 27
15

67.1 67.0 66.47 66.91 66.25 62.5 64.6
100 122 G C 177 34 31
142 Curb

65.86 65.9 65.6 65.6 65.7 65.47 66.08 66.4
64 54 41 15 G C 27
MH 15

65.5 66.4 66.5 65.9 65.6 65.16 49 66.18 64.2
77 100 119 138 164 184 200 33 30

64.24 64.58 64.79 64.2 64.5 64.3 64.84 65.0 59.8
G C G G G C 26 36
39 15 14 Top step Step

64.3 64.0 64.40 66.2 66.5 66.50 65.92
54 G C 95 100 C G
78 115

Sta

7+70

✓

8

✓

TP

MH Rt 20's sta 8+08

962.27

+50

962.27

963.27

FX
BF
JC
BW

Lt

Oct. 12, 1973

53

Rt

L

✓

63.2 63.0 62.9 63.1 63.3 63.04 63.59 63.7 61.3
54 39 27 15 G C 28 32
14

63.0 63.5 64.1 64.8 65.74 65.26 59.2
78 C 93 100 C G 35
G 78 118

62.3 62.2 61.8 62.3 62.45 62.05 62.65 62.8 60.3
54 39 27 15 G C 28 35
14

62.13 62.64 64.0 65.14 64.60 59.6
G C 100 C G 38
78 117

60.9 60.8 60.4 60.9 61.0 60.82 61.36 61.4 59.3
53 38 26 15 G C 28 35
14

60.7 61.20 62.8 63.87 63.36 57.5 58.5
G C 100 C G 66 48
75 118

Sta

9

+50

✓

+70 C.B 13' Rt Grate

957.16 JK

~~967.16~~

+79 Top CB 68' Lt

957.63 JK

~~967.63~~

10

BM 7.28 965.86

968.58 958.575

8+00

3.41

62.45

7+97 MH 8' Rt

3.52

62.34

Top MH 64' Lt 9+79

8.96

958.90

962.45

FK
B.F.
JC
BW

Lt.

± Oct. 12, 1973

Rt.

54
m

✓

59.3	59.3	58.8	59.3	59.5	59.42	59.96	60.3	58.4
52	38	26	15		G	C	29	42
					14			

61.4 H

59.2	59.35	60.4	51.4	62.77	62.23		57.5
G	C	78	100	C	G		54
68				118			

✓

57.9	57.8	57.5	58.0	58.1	57.8	58.49	58.8	57.4
51	38	26	15		G	C	28	44
					14			

60.4 61.33 60.79 H

57.8	58.01	59.0	50.4	51.33	50.79		56.9
G	C	78	100	C	G		60
67				118			

✓

56.7	56.4	56.0	56.7	56.71	56.37	56.95	57.5	56.7
50	38	26	15		G	C	26	43
					14			

56.6	57.02	58.3	59.0				56.1
G	C	87	100				58
57							
67 H							

Spike in PP Rt Sta 10 + 16

FK 8-26-74
RJ

Sta

10+50

✓

+58 MH 20' Rt

955.66

11+00

✓

+34

✓

FK
BF
JC
BW

17

18

Oct. 12, 1973

19

55
n

X

55.6 55.4 55.0 55.4 55.5 55.15 55.76 56.0 55.9
51 38 25 16 G C 26 40
14

55.67 55.92 58.3 59.04 58.58 55.3 55.2
G C 100 C G 70 58
67 118

X

54.6 54.5 54.0 54.5 54.7 54.34 54.84 55.4 54.7
51. 38 26 15 G C 28 45
14

54.50 54.79 56.0 57.3 58.06 57.50 54.6
G C 88 100 C G 61
67 118

X

54.2 54.0 53.5 54.1 54.1 53.80 54.38 54.9 54.1
51 38 28 16 G C 31 53
14

54.09 54.46 55.3 56.4 56.42 53.6
G C 87 100 118 74
67 Carb Missing

Sta

11+68 ± Ent Rt

✓

12

✓

BM

954.92 954.938

+04 Top TCAAP 16' Lt

953.19

+25

✓

BM 2.81 957.75

954.94

12+68 ± 631

5.34 952.41

12+55 1+29

6.11 951.64

13+28 1+93

5.33 952.42

14+12 Rt 20

6.30 951.45

14 ±

17.2 950.53 ✓ 50.6

FK
BF
JC
BW

24

Oct, 12, 1973 + 15th
56
0

X P.W.

53.6

537 53.1 534 536 54.6 53.4 53.9 537 526
(37 29 21 16 14 36 59 89
No Bldg

53.9 53.55 53.84 54.9 55.6 55.72 55.28
52 G C 90 100 C G
67 117

X

53.4 52.8 53.2 53.4 53.3 53.0 53.65 54.6 54.3
38 31 23 16 G C 32 47
14

53.5 53.1 53.26 54.4 55.1 55.10 54.55 } 53.9
51 G C 86 100 C G } 75
Top Hyd SE of 39TH 117 }

X

53.3 53.1 52.5 52.9 53.0 52.7 53.36 54.7
51 38 31 23 G C 33
14

52.8 53.2 54.7 54.67 54.17 54.0 54.5
67 68 100 C G 70 52
118

Sta

12+54

✓

+68

✓

✓

+93 Gutter Left

FK
BF
JC
BW

Lt

L

Oct 15, 1973

Rt

57
P

X

52.9 52.8 51.64 52.5 52.7 52.54 53.18 54.1 54.5
(53 39 CB 25 CB C 31 60
31 13 14

→ 52.60 52.96 54.2 54.01 53.45
G C 100 C G
68 119

X

53.13 53.1 52.93 52.47 52.6 52.39 52.99 53.8
{ 39 31 C G G C 34
C 24 14

→ 52.63 52.7 52.45 52.33 52.93 53.9 53.8
G 52 63 CB C 100 60
39 MH 67

53.30 53.79
G C
117

X

52.3 52.5 52.3 52.3 52.3 52.16 52.72 53.2
(67 52 39 24 G C 36
17 18

→ 52.85 53.0 53.4 54.1 54.8 52.9 52.9
Lip CB 100 118 142 176 77 58
91

Sta

12+93 Gutter Line Rt

13

95207

13+07 ~~L~~ Ent Lt + St. Rt.

✓

✓

+21 Gutter Line Rt

+28

FF
BF
JC
BW

11.

Oct. 15, 1973
£

RT.

58
8

Duplicate + 9314

52.2 52.1 52.09 52.01516
14 31 49 76
G G G

X

52.1 52.1 52.00 52.0 52.0 51.9 52.03 52.38
67 52 41 24 14 21 31
MH MH Conc

52.7 52.9 53.3 53.5 51.61 51.86 52.17 52.31
91 100 124 144 102 86 65 49

54.9 54.3 53.72
200 181 158

✓

duplicate + 2841

51.8 51.8 52.05 52.06 51.7
18 Conc 51 76
31 C G

X

51.7 51.8 51.7 51.7 51.7 51.68 52.38 53.1 52.6
75 52 39 15 G C 36 56
19

52.5 52.7 53.5 54.1 54.5
93 100 127 146 167
CB

52.5
73
Ent

Sta

13+50

+ ✓

✓

+62

✓

14+00

✓

FR
BF
JC
BW

LH

L

Oct 15, 1973

RA

59



51.79 51.8 51.83 51.30 51.3 51.24 51.80 52.2 52.8
 $\begin{array}{r} G \\ 39 \end{array}$ 27 $\begin{array}{r} C \\ 14 \end{array}$ $\begin{array}{r} G \\ 14 \end{array}$ $\begin{array}{r} C \\ 19 \end{array}$ 30

51.34 51.4 51.21 51.76 53.0 53.9 53.7
 $\begin{array}{r} G \\ 39 \end{array}$ 53 $\begin{array}{r} G \\ 27 \end{array}$ $\begin{array}{r} C \\ 100 \end{array}$ 54 38

52.44 53.03
 $\begin{array}{r} G \\ 117 \end{array}$

51.1 51.0 52.0 53.2
 14 29 44

54.1 53.9
 89 70



50.37 50.5 50.3 49.8 50.4 50.6 50.4 50.99 51.5 51.8
 $\begin{array}{r} G \\ 76 \end{array}$ 53.38 26 15 $\begin{array}{r} G \\ 14 \end{array}$ $\begin{array}{r} C \\ 21 \end{array}$ 33

50.92 52.3 53.02 52.68
 $\begin{array}{r} C \\ 76 \end{array}$ 100 $\begin{array}{r} C \\ 118 \end{array}$ $\begin{array}{r} G \\ 118 \end{array}$

54.1 53.7 52.9
 68 55 44

Sta

14 + 11

MH 20' Rt

951.42

+50

✓

15

✓

TP

stake 15+00 Median

948.54

+40

C.B 14' Rt

947.89

+50

✓

+60

Ent Rt

FK
BF
JC
BW

Oct. 15, 1973

60

Lt

L

RT

49.6 49.4 48.9 49.6 49.7 49.55 50.15 50.6 50.9
53 38 25 15 $\frac{G}{14} \frac{C}{28} 31$

49.42 50.00 50.8 52.2 52.96 52.47 53.3 51.4
 $\frac{G}{77} \frac{C}{88} 100 \frac{C}{118} \frac{G}{70} 47$

48.7 48.5 47.4 48.7 48.8 48.65 49.21 49.4 49.4
52 38 25 15 $\frac{G}{14} \frac{C}{33} 47$

48.49 49.08 49.8 50.6 51.5 52.49 52.11 53.0 49.6
 $\frac{G}{66} \frac{C}{81} 92 100 \frac{C}{117} \frac{G}{78} 60$

47.8 47.6 46.5 47.7 47.8 47.65 48.23 48.2 48.4
53 38 26 15 $\frac{G}{14} \frac{C}{30} 46$

47.61 47.61 48.20 48.9 50.0 50.3 48.8
MH $\frac{G}{64} \frac{C}{67} 82 93 96 59$

47.7 47.4 47.8 47.8 48.2 49.4 50.1
13 19 34 54 69 78

sta

16+00

✓

+40 Ent Rt

+50

✓

17

BM Spike in PPRt

947.34 ✓

FK
BF
JC
BW

Oct. 15, 1973
Lt

61

470 469 457 469 47.1 468 4737 476 47.5
53 39 27 15 G C 28 44
14

46.7 47.30 48.0 49.2 50.4 48.0 47.7
G C 82 91 100 76 59
67

46.4 46.1 46.4 46.3 46.4 46.9
14 27 44 60 100
49.5
170

46.1 46.1 44.8 46.1 46.2 45.9 46.47 46.4 46.4
53 38 27 15 G C 30 48
14

45.7 46.33 47.1 48.4 49.5 46.3
G C 80 91 100 65
67

45.2 45.2 44.0 45.2 45.3 45.1 45.65 46.2 46.2
53 38 27 15 G C 35 50
14

44.8 45.45 46.3 47.3 49.2 46.2 46.1
G C 79 88 100 76 65
67

Sta

17+50

✓

+82 Ent Rt only Abandon Buildings

18

✓

+11 MH 20' Rt 943.95

+25

+30 MH 64' Lt 942.86

+30 CB 69' Lt 943.26

FK
BF
JC
BW

Oct. 16, 1973

62

Lt

£

Rt

u

44.3 44.2 43.4 44.2 44.3 44.2 44.80 45.4 46.3
53 39 32 24 G C 30 43
14

44.0 44.61 45.6 47.7 45.5
G C 80 95 58
67

43.8 43.6 43.8 43.9 44.1 45.6
14 23 38 50 100

43.5 43.4 42.8 43.2 43.5 43.3 43.85 44.3 44.6
52 38 30 24 G C 28 49
14

43.1 43.74 44.4 45.4 46.1 47.4 44.9
G C 76 86 90 100 68
67

43.1 42.9 41.63 42.7 43.1 42.81 43.48 43.3 44.2
53 39 CB 24 CB C 31 48
29 14

42.7 43.30 44.4 45.4 46.3 46.9 46.4 47.7 44.7
G C 78 91 100 110 112 120 64
67 Pitch

Sta

18+40

✓

+57 Gutter Line Left.

✓

19 Gutter Line Left.

✓

TP

943.955

BM

943.22

✓

FK
BF
JC
BW

Lt

Oct. 16, 1973

Rt

63

42.6 43.02 43.02 42.5 42.8 42.6 43.23 43.7 43.9
 $\frac{G}{39} \quad \frac{C}{24} \quad \frac{G}{14} \quad \frac{C}{28} \quad 46$

42.9 42.8 43.22 44.4 44.9 45.3 45.0 45.7 44.4
 53 $\frac{G}{67} \quad \frac{C}{84} \quad 94 \quad 100 \quad 103 \quad 106 \quad 62$
 Ditch

42.7 42.7 42.4 42.3 42.5 42.3 42.95 43.4 43.5
 68 52 39 24 $\frac{G}{14} \quad \frac{C}{29} \quad 45$

42.7 43.01 43.0 43.2 43.4 44.2 44.1
 79 90 100 115 130 66 54
 CB

42.1 41.9 41.7 41.7 42.0 41.9 42.50 42.8 41.8
 53 39 28 15 $\frac{G}{14} \quad \frac{C}{29} \quad 37$

42.3 42.50 42.5 42.7 42.9 43.2 42.3 42.2
 79 90 100 114 128 139 60 51
 CB

NE Cor. Conc base Mobil sign

spike in PP. Rt Sta 20+82

sta

19+22

✓

+41

✓

+70

✓

FK
BF
JC
BW

Lt.

Oct. 16, 1973

Rt

64

✓

42.07 42.0 42.21 41.6 41.8 41.8 42.29 42.7 42.0
39 26 C 14 G C 26 32
C 14 14

41.7 41.9 41.93 42.30 42.7 42.9 42.52 41.7 41.4
G .55 77 79 88 97 G 63 45
39 Conc Curb C 97

✓

41.8 41.4 41.1 41.5 41.7 41.6 42.13 42.6 41.9
55 39 26 14 G C 23 33
14

41.62 41.95 42.49 42.88 43.45 41.2 41.2
77 89 100 114 132 65 42
C o n c.

✓

41.5 41.3 40.5 41.3 41.5 41.4 41.89 42.3 41.3
54 38 24 14 G C 25 46
14

41.6 41.80 42.4 43.21 42.75 42.85 40.7 41.0
77 C 85 C G 98 68 56
G 77 92

Sta

943.22

20+00

✓

+30 Ent Lt.

✓

+65

✓

FA
BF
JC
BW

Oct 15, 1973

65

Lt

Lt

RT

R

X

41.3	41.1	40.3	41.1	41.3	41.1	41.66	42.1	41.4
53	37	24	15		G	C	22	37
						14		

41.2	41.60	42.95	42.48					
G	C	C	G					
77		92						

39.8 40.2
71 56

X

41.2	40.9	40.0	40.9	41.1	40.9	41.43	41.9	41.4
53	38	26	15		G	C	21	39
						14		

MA 41.07

41.0	41.1	42.05
76	86	100

39.5
64

X

40.9	40.8	39.6	40.7	40.9	40.7	41.26	41.7	41.4
53	38	27	15		G	C	21	30
						14		

40.8	41.10	42.56	42.1	42.2
76	C	C	G	100
G	76		94	

38.7 40.9
69 44

Sta

21+00 Ent Left

✓

+50 Ent Rt.

✓

22 in Ent Lt (Edge)

✓

FX
BF
JC
BN

11

Oct. 16, 1973

RI

66
y

40.7 40.4 39.6 40.5 40.6 40.4 41.00 41.4 40.7
53 38 28 15 $\frac{G}{14} \frac{C}{21} 33$

40.55 41.38 41.7 43.4 } 38.6 39.6
G 84 100 150 } 63 47
77

40.4 40.0 39.3 40.2 40.3 40.1 40.4 39.6 38.5
52 37 24 15 14 21 31 49

40.3 40.56 42.2 42.7 } 38.2
77 C 94 100 } 64
G 77

40.0 39.6 38.9 39.9 40.0 39.8 40.37 40.5 40.6
51 36 25 15 $\frac{G}{15} \frac{C}{20} 26$

39.70 40.1 41.5 43.6 } 38.8 38.9 39.3
76 89 100 150 } 60 44 36
G

22+50

✓

TP E. Edge Conc base 942.30

23

✓

+30 2 Ent Right

+64

+57

+49

+49 CB 56' Lt 39.45

+57 CB 53 Lt 38.97

+64 CB 55' Lt 39.42

FA
BF
JC
BY

LT

Oct. 16, 1973

BT

67

✓

39.6 39.3 38.6 39.5 39.6 39.5 40.02 40.2 40.4
49 33 23 13 G C 30 39
16

39.4 39.71 40.1 41.67 41.6 37.4 38.1
G C 78 92 100 64 39
73

✓

39.3 38.9 38.1 39.0 39.3 39.1 39.61 40.0 39.8
44 30 18. 11 G C 22 30
17

39.1 39.52 ^{40.3} ~~40.1~~ ^{40.7} ~~41.9~~ ^{41.3} 42.7 38.9 38.7
G C 77 ~~88~~ 95 100 82 36
64 Ho.

✓

39.2 38.9 38.2 38.9 39.1 38.9 39.3 39.3 38.7
42 26 18 10 18 22 33 55

^{39.1} ~~39.1~~ ^{39.8} ~~39.7~~ ^{40.6} ~~40.5~~ ^{41.3} ~~42.5~~ 38.7
G C 69 84 100 77
57

Sta

23+80

✓

24

✓

+55

15' Lt

TP

Top TCARP MH

939.51

+42

✓

+46

CB

44' Lt

39.52

FK
BF
JC

Oct. 16, 1973

68

LT

LT

RT

A

392 390 38.1 38.9 39.0 38.55 39.39 38.82 39.6
 36 22 15 8 Inv C Grate 28
 19 22

39.1 38.52 ~~40.2~~ ~~40.0~~ ~~42.2~~ 38.6 39.0
 6 C 67 778 100 67 44
 51

39.3 39.1 38.2 38.9 39.0 38.8 39.39 39.4 39.0
 34 20 13 6 G C 30 37
 21

39.3 39.60 40.1 40.5 40.2 41.8 38.8
 6 C 56 71 76 100 66
 50

39.6 39.3 37.57 39.1 39.2 39.01 39.70 39.6 38.2
 31 17 10 6 22 C 31 45
 CB CB 23

39.7 40.03 40.4 41.3 41.8 38.3
 44 C 57 84 100 75
 G 44

Sta

24+63 $\angle$ Ent Rt

✓

25

✓

TP Spike in PP24+50 Rt. 941.19 941.206

+50

✓

✓

FK
BF
JC
BN

Oct. 16, 1973
Oct. 17, 1973 Rt 69
B

Lt

X

39.6 40.8 39.71 39.2 39.3 39.1 39.4 38.7 38.8
G C C G 24 31 51 63
15 4

39.8 39.8 40.09 40.5 41.2 42.5 37.5 38.0
29 G C 50 72 100 125 100
43

40.41 40.5 40.09 39.6 39.6 39.5 40.06 40.5 39.0
C 7 C 3 G C 32 50
11 3 26

40.0 40.0 39.8 40.26 40.8 41.7 42.7 38.8
11 25 39 C 36 70 100 78
G G 39 46.5A.

40.6 40.91 41.1 40.78 40.3 40.2 40.3 40.2 40.74 41.2
G C 3 C G 12 G C 36
6 1 27

40.5 40.3 40.69 40.70 41.0 39.9 40.2
21 G C 42 51 74 48
34 MH

43.2 42.9 42.2
100 90 76

Sta

25+75

✓

+93 Gutter Line Rt

✓

26+00 Gutter Line Left

✓

FK
BF
JC
BW

Oct. 17, 1973

70
C

41.04 40.65 40.8 40.8 40.6 40.7 40.62 41.05 41.4
C G 17 4 15 G C 35
35 29

41.4 41.9 42.6
50 75 100

40.2 40.1 40.5
75 55 45

40.94 40.63 40.9 41.0 40.9 40.9 40.8 40.42 40.39
53 51 31 16 15 30 45 60
G CB MH

41.39 41.8 42.3
C 70 100
54

40.06 40.28
100 80

41.5 41.0 41.0 41.1 41.1 41.0 40.96 40.9 40.6
75 50 30 15 15 21 30 50
MH

41.92
100

40.2 40.4 40.5
100 85 70

Sta

26+15 ∇ Silver Lane & Orchard Place

✓

+20 MH 24' Lt 941.04

+29 N. Gutter Left

+33 CB 49' Lt 941.90

✓

+37 Gutter Line Rt.

+41 MH 27' Rt 941.18

✓

+48 MH 49' Lt 941.86

BF
JC
BW

lt.

Oct 17, 1973

£

Rt.

71
D

X
41.01 41.1 41.2 41.2 41.3 41.1 41.0 40.8
42 30 15 15 31 50 75
MH

→ 41.2 41.8 42.3
50 75 100

40.5
100

X
41.54 41.2 41.3 41.4 41.5 41.5 41.3 40.7 40.6
175 50 26 13 12 25 50 75

→ 41.91
100

40.3
100

X
41.73 41.2 41.4 41.5 41.6 41.6 41.4 40.49
C G 26 13 12 25 50
37

→ 41.9 42.1 42.6
50 75 100

40.07 40.4
100 75

Sta

26+52

+55 CB 25' Lt

941.28

✓

+68 ± Ent Rt

✓

27

✓

FK
BF
JC
BN

Lt

Oct. 13, 1973

72
F

Rt

420 41.7 41.4 41.6 41.8 41.8 41.22 41.86 42.9
50 26 25 13 13 24 C 42
C CB 26

430 43.4
75 100

435 42.7 42.4 42.8
93 89 75 56

41.72 41.6 41.4 41.8 42.1 41.9 41.5 42.7 43.5
30 C G 12 13 24 45 70
WEV 26

41.95 42.5 43.7
35 50 75
MH

43.5 42.9 42.3 41.9 42.2 42.4 42.1 41.9 42.3 43.1
73 50 C G 12 13 G G 35
40 26 25

436.5 433.2
65 45
at abandon
Pump Is.

Sta

27+21 Ent Lt

✓

+70 Ent Rt & Lt.

✓

28 Ent Rt

✓

FK
BF
JC
BYH

Oct 17, 1973

73
F

Lt.

✓

Rt.

427 422 424 426 425 422 428 434
45 26 12 13 6 6 30
26

→ 43.1 43.50 43.70
55 71 7A
Apron Ga. Floor

436 436
50 43

437 431 427 430 433 430 427 435 438
54 40 26 12 13 26 40 50

→ 44.25
70
Walk Ho.

44.1
75

434 434 429 432 435 433 430 446 450
40 C G 13 13 26 45 70
26

→ 43.5
59

45.3
100

Sta

28+50 Ent. Rt.

✓

BM Spike in PP by Tom THUMB 945.70 945.692

29

✓

+47

✓

+55 TCAAP MH 17' LT

943.33

1.4
BF
JC
DVI

11

Oct. 17, 1973 74
BH G

43.6 43.2 43.5 43.7 43.6 43.4 44.6 45.0
C G 12 12 26 44 70
26

43.8 43.7 43.3 45.0
40 56 67 100

43.9 43.6 43.2 43.5 43.7 43.6 43.3 43.8 44.1
50 C G 12 12 G C 36
25 25

44.6 43.6 46.2 45.9 45.8 44.5
63 90 75 60 48 44

43.9 43.5 43.1 43.6 43.6 43.5 43.1 43.6 44.0
50 C G 12 12 G C 30
25 25

44.4 46.2 46.0 45.8 44.47
75 75 60 47 39
MH

Sta

29+75 L Ent Rt

✓

945.065 45066

30

✓

+30

✓

FK
BF
JC
BW

Lt.

E

Oct 18, 1973

BF

75
H

4326 43.4 42.9 433 434 432 43.0 43.9 44.3
36 C G 12 12 6 42 67
MH 25 25

43.5 43.2 42.6
50 64 80

45.0
100

42.6 43.2 42.7 43.1 43.3 43.1 42.9 43.3 43.3
40 C G 12 12 6 C 33
25 25

42.27 42.1 42.2 42.0
42 60 83 100
G Cul-de-sac

43.8 43.4 42.8
100 65 39

42.5 43.1 42.6 42.9 43.1 42.9 42.7 43.1 43.4
46 C G 12 12 6 C 33
25 25

42.31 42.2 42.1
48 53 76
G

44.0 45.2 45.3
90 75 47

Sta

30 + 70

✓

31

✓

BM RR Spike in Transformer PP 941.48 941.507

+50

✓

FR
BF
JC
BW

Lt

L

Oct. 12/1973

Rt

76
I

42.7 42.7 42.2 42.4 42.7 42.4 42.2 42.7 42.9
40 C G 12 12 G C 42
25 25

43.3 43.4 43.7 43.98 44.6 44.0 42.0
52 70 81 Garage 85 71 55
Ent Floor

41.8 42.4 41.8 42.1 42.4 42.1 41.9 42.4 42.8
31 C G 12 12 G C 38
25 25

42.5 43.1 43.6 42.8 42.2
45 59 90 68 48
House

41.7 41.1 41.5 41.8 41.5 41.2 41.6 42.3 42.7
C G 12 L 12 G C 40 60
25 25

41.1 41.0 42.9
33 49 80
Fence

570

32+00 Ent Right

✓

+50

✓

+96 MH 40' RT

939.80

33

✓

FK
BF
JC
BW

Lt

L

Oct. 17, 1973

Rt.

77
J

✓
41.9 41.8 40.4 40.6 40.8 40.5 40.3 40.9 40.6
(66 36 25 12 12 6 0 33
25

Right side

Left side

→ 42.8
100

38.9 39.8 40.3
54 47 35
MH

✓
39.3 40.2 39.7 39.9 40.1 39.9 39.7 40.2 40.1
(36 0 6 12 12 6 0 50
25

→ 38.7 36.0
40 45

40.8
75

✓
38.6 39.4 38.9 39.4 39.5 39.3 39.1 39.6 39.7
(34 0 6 12 12 6 0 34
25

→ 38.6 36.1
37 42

39.6
44
Fe

END THANK HEAVEN

SW. @ 36'

Sta	+	π	-	Elev.
BM	4.02	949.086	Hyd	945.066
TCAAP #77			5.74	943.34 ⁵ ✓
26				
26+50			7.04	
27			6.36	42.72 ³
+50			5.75	43.33 ⁴
28			5.24	43.84 ⁵
+50			4.98	44.10 ¹
29			5.01	44.07 ⁸
+50			5.12	43.96 ⁷
30			5.53	43.55 ⁶
+50			5.97	43.11 ²
31			6.46	42.62 ³
+50			7.13	

FK
BF
BW

Oct. 24, 1973

78
a

Silver Lane

X-sections

Sta

BM

945.561

0+00

✓

+50

✓

/

✓

+12 MH 2' LT

944.11

FK
BF
BW

LT

Oct. 24, 1973
L

RT

79
6

Top Hyd SW Corner Silver Lake Road & Silver Lane

46.8	48.4	46.4	45.95	46.35	45.97	46.5	48.2
43	28	19	14		14	27	43
			G		G		

45.7
52

46.2	45.5	45.1	44.90	45.35	44.98	45.7	47.1
56	40	30	14		14	31	43
H0			G		G		

47.5
50

46.2	47.1	44.3	43.9	44.3	43.92	44.0	44.5
29	25	18	14		14	31	54

46.5 46.8 43.8
32 45 54

Sta

1450 Ent Rt

✓

2

+40

BM

945.33 945.347

3+00 = Section Line ORCHARD LANE

+45 MH 21' Rt

949.43

+50

✓

FK
BF
BW

Lt.

Oct. 24, 1973
L

Rt.

80
C

43.5 43.1 42.94 43.3 42.92 43.2 43.4
40 16 14 14 16 30
G G

43.6
50

44.30 43.7
85 50
Conc
car port

44.56 44.02 43.24 42.21 41.91 42.3 41.90 42.3 42.74 43.1
64 50 35 16 14 14 18 35 50
40 Walk G G

42.7 42.0 41.8 41.31 41.4 41.27 41.7 41.6 41.6
50 35 17 14 18 20 35 53
G G

42.9 42.7 40.87 40.60 41.0 40.40 40.89 41.2
47 33 C 22 G C 30
22 G 22

43.0
60

40.62
37

Sta

4

✓

+50

✓

5

Ent Lt.

✓

BM

937.66

FK
BF
BW

Lt.

Oct. 24, 1973
L

Rt.

81
d

40.5 40.57 40.08 40.52 40.2 40.56 43.3
30 C G G C 35
22 22

39.9 30.4
41 56

43.9 43.7
62 50

43.9 43.0 39.60 39.14 39.6 39.24 39.71 41.6
50 34 C G G C 34
22 22

44.20
65

31.0 31.3
62 50

38.5 38.1 37.28 37.13 38.00 37.59 38.06 40.1
54 39 C G G C 35
22 22

38.6 38.8
72 88

40.3 40.0
58 50
H0

Top Hyd S.W. Corner Penrod Lane & Orchard St.

Sta

5+50

✓

+88 Top Steps 31' Lt 937.72

+96 CB 21' Rt 934.76

6

✓

+17

+27 MH 12 Rt 934.64

+37 MH 5' Lt 934.58

✓

FN
BF
BW

Lt

Oct. 26, 1973
Lt

Rt

82
e

38.8	37.8	36.14	35.67	36.4	35.83	36.30	36.7
42	30	<u>C</u>	<u>G</u>		<u>G</u>	<u>C</u>	37
		22			22		

39.2	39.4						36.6
56	63						55
	Apt Bldg						

39.17	37.7	35.11	34.63	35.24	34.74	35.19	35.0
59	35	<u>C</u>	<u>G</u>		<u>G</u>	<u>C</u>	40
Bldg		22			22		

35.6
60

39.0	37.6	34.88	34.37	34.9	34.66	34.32	34.02
59	35	<u>C</u>	<u>G</u>		16	32	46
		22			MH	GV	

33.87 34.03
100 70

Sta

6+45 Gutter Line Rt

✓

+76 MH 26' Lt

934.83

+84 $\pm$ Ent Lt

7

FK
BF
BW

Lt.

L

Oct. 26, 1973

Rt

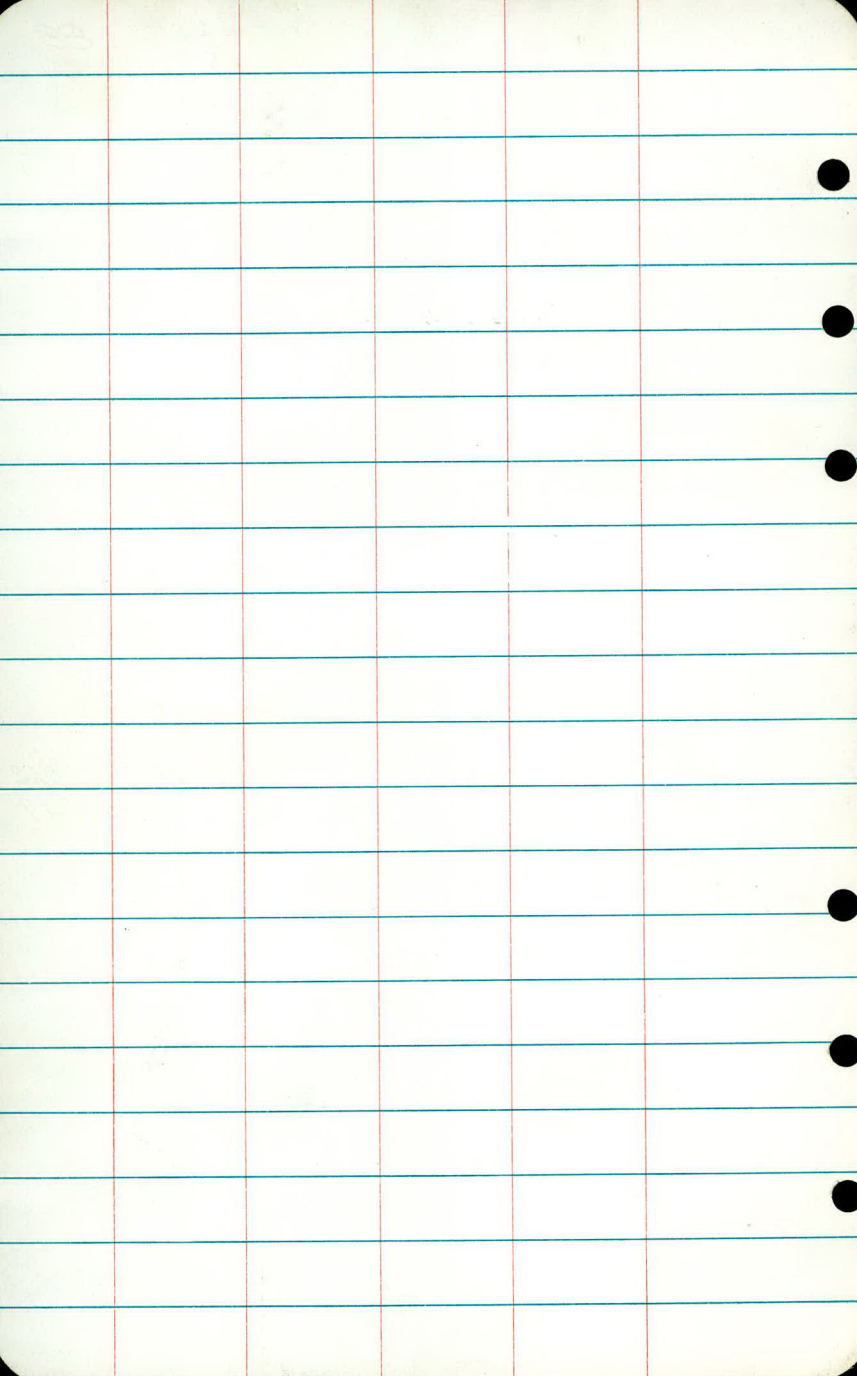
83
F

390 324 3469 3416 34.6 343 3406 33.99
60 35 C G 21 42 60
22

33.77 33.90
100 80

366 360 346 3367 34.2 3371 34.19 35.3 36.55
75 54 37 22 G C 33 47
22 Apron

365 363 35.0 33.96 3355 34.05 33.55 3402 35.0 36.2
70 58 36 C G G C 33 47
22 22



FK
BF
BW

Oct. 29, 1973
Overcast 44°

84
9

Entrance at 18+79.34

Sta

BM

943.98

BM

952.29

0+00

+50 ~~E~~^t Ent Rt

+64 CB 21' Lt

955.20

+69 CB 47' Rt

956.10

1

+50

+77 CB 21' Lt

950.21

2

Ent Lt

+14

FX
BF
BW

Lt

L

Oct. 29, 1973

Rt

85
h

Rim MH Rt Sta 18+10

Top Curb SE Corner Garages at No 74

56.9	56.7	56.2	56.5	56.6	57.2	57.7
30	C	G		26	50	75
		<u>22</u>				

56.2	55.9	55.4	55.7	56.0	56.7	57.6
30	C	G		25	50	75
		<u>22</u>				

55.9	54.3	53.7	54.2	53.9	54.5	57.1	57.7
30	C	G		G	C	43	58
		<u>22</u>		<u>22</u>			

53.8	52.1	51.5	51.8	51.8	52.4	53.6	55.9
30	C	G		G	C	27	44.5
		<u>22</u>		<u>22</u>			65

53.6	52.3	50.3	49.2	49.8	49.3	49.7	50.3	53.0	54.8
G	60	40	22		22	27	28	42	62
73						G	C		

53.2	50.8	48.6	49.2	48.8	51.4	54.2	54.6
73	50	22		22	45	70	100

Sta

2+50

✓

+73 ~~E~~ Ent Lt

3 Station Ent Lt

BM SE Corner Conc. Base Lght 947.33

+29

✓

FK
BF
BW

LT

Oct. 29, 1973

RF 86

50.7 49.0 47.5 47.0 47.7 47.3 47.9 ~~47.0~~ 50.7
51 35 C G G C ~~35~~ 51
22 22

53.1 52.2 50.6
68 51 37
C

45.7 45.9 46.1 46.3 46.3 46.8 46.5 47.1 49.55 50.7
103 83 63 43 22 G C 34 47 67
22

45.3 45.4 45.2 45.7 45.7 46.3 48.1 50.0 51.3
60 40 22 G C 30 43 67
22

44.74 45.22 44.7 44.2 44.7 44.7 45.3 48.0 49.2
G C C G G C 35 47
33 22 22

44.68 44.55 44.38
48 68 83
conc

50.4
67

Sta

3+75 Ent Lt

✓

+35' C.B 74' Rt

949.06

4

BM Top NW Cor MH

943.98

943.98

FX
BF
BW

LT

Oct 29, 1973

RT

87.
j

43.29	43.28	43.40	42.8	43.4	43.3	43.8	46.2
70	49	28	G		22	C	35
Conc			22		G	22	

49.2 48.0
70 51

43.15	42.7	43.2	42.5	42.9	43.0	43.5	44.6
C	33	25	22		22	C	30
40					G	22	
Chrb							

42.73	42.54	42.74	47.4	47.0	46.2	45.5	44.8
40	58	75	71	61	51	41	37
Conc							Spillway

Rt sta 18+10

53
508
525

540

39TH AVE NE Entrance

Sta

BM

954.938

0+00

1

+51 MH 16 Lt.

956.45

2

+41

+70 ± Ent R+L.

3

BM

✓
953.861

FK
BF
BW

LT

Oct. 31, 1973

L

RT

89

Top Hyd S.E. Corner 39th Ave NE & S.L. Rd.

10.0	10.49	10.56	10.1	60.15	50.3	50.81	
G	C	C	G		G	C	
26		22			22		26

57.7	57.6	58.19	58.23	57.6	57.3	57.7	58.32	58.28	57.52
59	G	C	C	G		G	C	C	G
26			22			22		26	51

54.9	55.33	55.77	55.79	55.2	54.9	55.2	55.92	55.85	55.4	55.0
63	G	C	C	G		G	C	C	G	61
26			22			22		26		

53.9	54.3	54.90	54.87	54.3	53.8	53.65	54.5	55.03	55.04	54.5	54.2
54	G	C	C	G	2	G	C	C	G	64	
26			22		50	22		26			

52.8	52.9	53.2	53.6	53.4	53.8	53.8	53.8	54.1
89	59	37	21		19	32	56	79

52.4	52.6	53.1	53.2	52.7	52.9	52.9	53.5	54.0	54.5
73	61	39	C	G		G	C	45	70
				21		23			

Spike in PP N.E. Cor

39th AVE N.E. & S.L. Rd.

Sta

4+50

✓

+75 Ent 27

✓

5

✓

FK
BF
BW

11

Nov. 1, 1973

B+

90
m

533 52.31 52.03 52.3 52.01 52.35 533 54.0
27 15 14 14 13 26 42

54.1 53.5
40 58

54.8 54.4
66 58

54.0 53.0 52.08 51.75 52.01 51.67 51.98 53.3
39 27 15 14 14 15 32

54.0
59

54.2 54.3
68 54

53.6 52.9 51.72 51.42 51.65 51.25 51.59 53.0
32 25 15 14 14 15 24

53.9 53.9
45 60
Garage

54.0 54.4
70 40

Sta

5+50

✓

6

✓

+50

✓

FK
BF
BW

LT

Nov. 1, 1973

91
BT m

51.4 50.87 50.55 50.77 50.42 50.73 52.6
24 15 14 14 15 29

52.7 52.7 52.2
32 47 64

52.7 52.6
65 45

50.8 50.0 50.00 49.64 49.85 49.52 49.89 50.3
33 23 15 14 14 15 31

50.6 50.3
52 68

51.2 51.0
65 50

49.0 49.05 48.68 48.95 48.67 48.99 48.9
24 15 14 14 15 26

49.5 49.4 49.1
32 52 66

50.2 49.4
66 43

Sta

7+00

✓

BM

949.45

FK
BF
BW

Lt

Nov. 1, 1973

92
8

47.9 48.07 47.84 48.22 47.83 48.20 48.5
25 16 15 14 15 31

47.3 47.2 46.9
33 51 70

52.3 50.2
60 44

Top Hyd NW Corner Penrod + 39th Ave NE.

Sta

BM

(968.815)

0+00

+12 CB 22' Lt

961.13

+50

✓

1

✓

+53

X- Entrances

FK
BF
BW

Lt

Nov. 1, 1973
£Rt 93
P

Spike in Arc Light Pole Rt Sta 6+60

61.9	62.0	61.8	61.9	62.0	61.5	61.2
93	54	22		22	45	84

62.55	62.1	62.3	62.7	62.4	62.9	63.35
<u>C</u>	<u>G</u>	<u>1</u>		<u>1</u>	<u>G</u>	<u>C</u>
22					22	

62.56	62.1	62.4	62.3	}	62.4	62.5	62.82	63.34
<u>C</u>	<u>G</u>	45	70		72	39	<u>G</u>	<u>C</u>
26							26	

63.2	63.55	63.51	63.2	63.24	63.8	64.24	64.26
<u>G</u>	<u>C</u>	<u>C</u>	<u>G</u>		<u>G</u>	<u>C</u>	<u>C</u>
26		22			22		26

63.2	63.0			63.4	63.8	63.8
50	74			66	42	26
						G

64.0	64.1	64.0	64.1	64.7	64.4	63.9
71	41	22		22	49	92

1+81 Edge Gas Mat

✓

2

✓

+19

✓

FK
BF
BW

Lt.

Nov. 1, 1973

94

Rt. 9

65.16	64.66	64.61	64.70	64.7	65.1	65.64	65.63
58	39	17		22	22	C	C
Conc				G	C	26	

64.5	64.9	65.18
68	48	G
		26

65.00	65.58	65.37	65.1	64.9	65.4	65.89	65.90	65.3
G	C	C	G		G	C	C	G
18		14			22		26	

64.73	65.40	65.42	64.78	64.71	65.16	64.8	65.1
G	C	C	G	G	C	68	49
36		40		58			

C Island

65.12	64.74	64.75	65.05	65.2	65.8	66.19	66.22	65.6
C	G	38	17		G	C	C	G
58		Conc			22		26	

65.3	65.6
73	47

Sta

2+69

3

FK
BF
BW

Lt

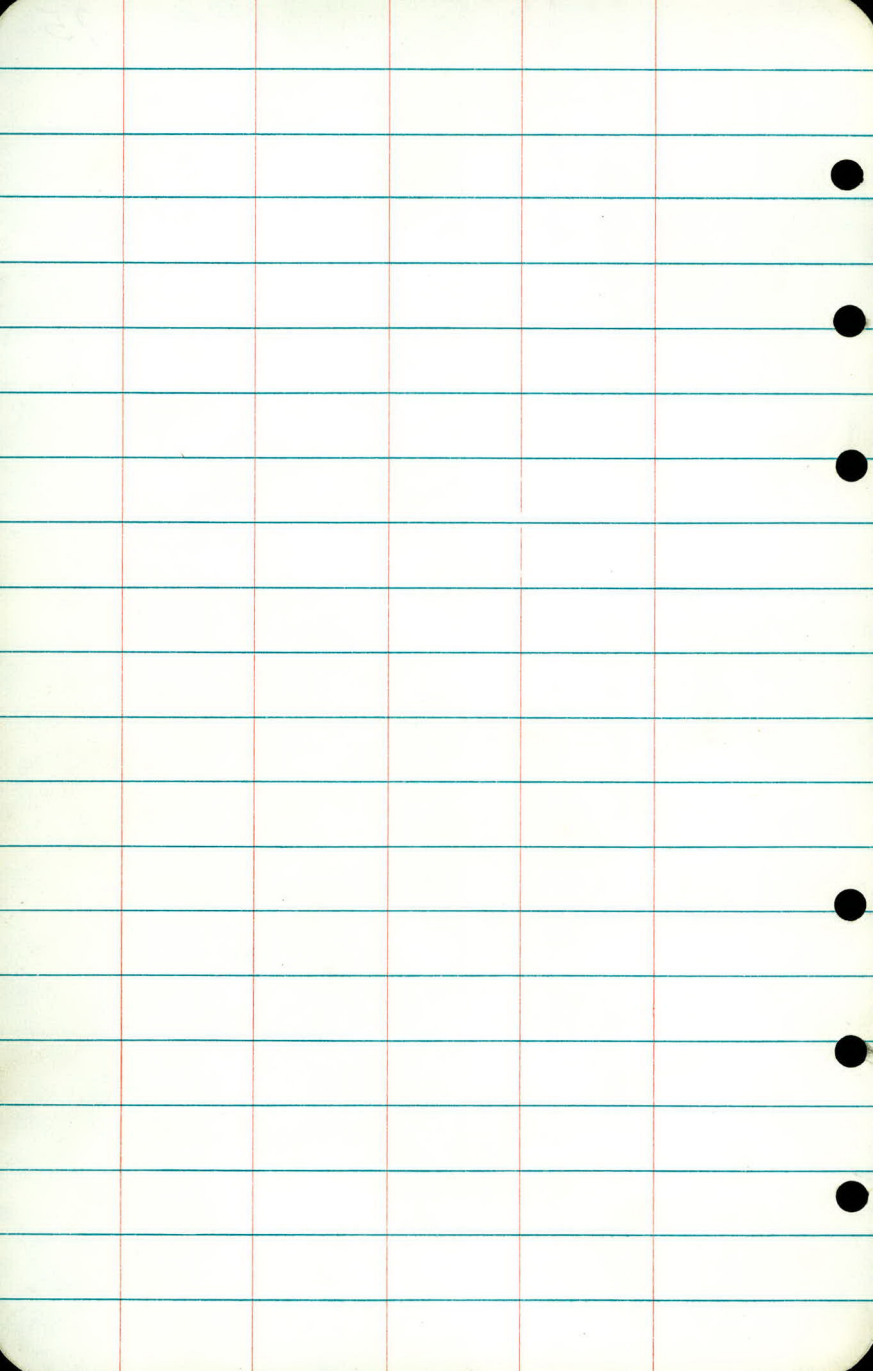
Nov. 1, 1973

RT

95

64.5	65.14	65.4	66.0	66.2	66.7	66.7	66.6
103	66	48	18		22	42	60
Conc							

64.7	65.4	66.7	66.3	66.4	67.2	67.7	67.9	67.4
98	74	0	6		6	0	52	81
		19			26			



FA
RG
DS
RJ

March 6, 1974

961

BRIDGE AREA SURVEY
of
Silver Lake Road
for
Bicycle Path

1+76

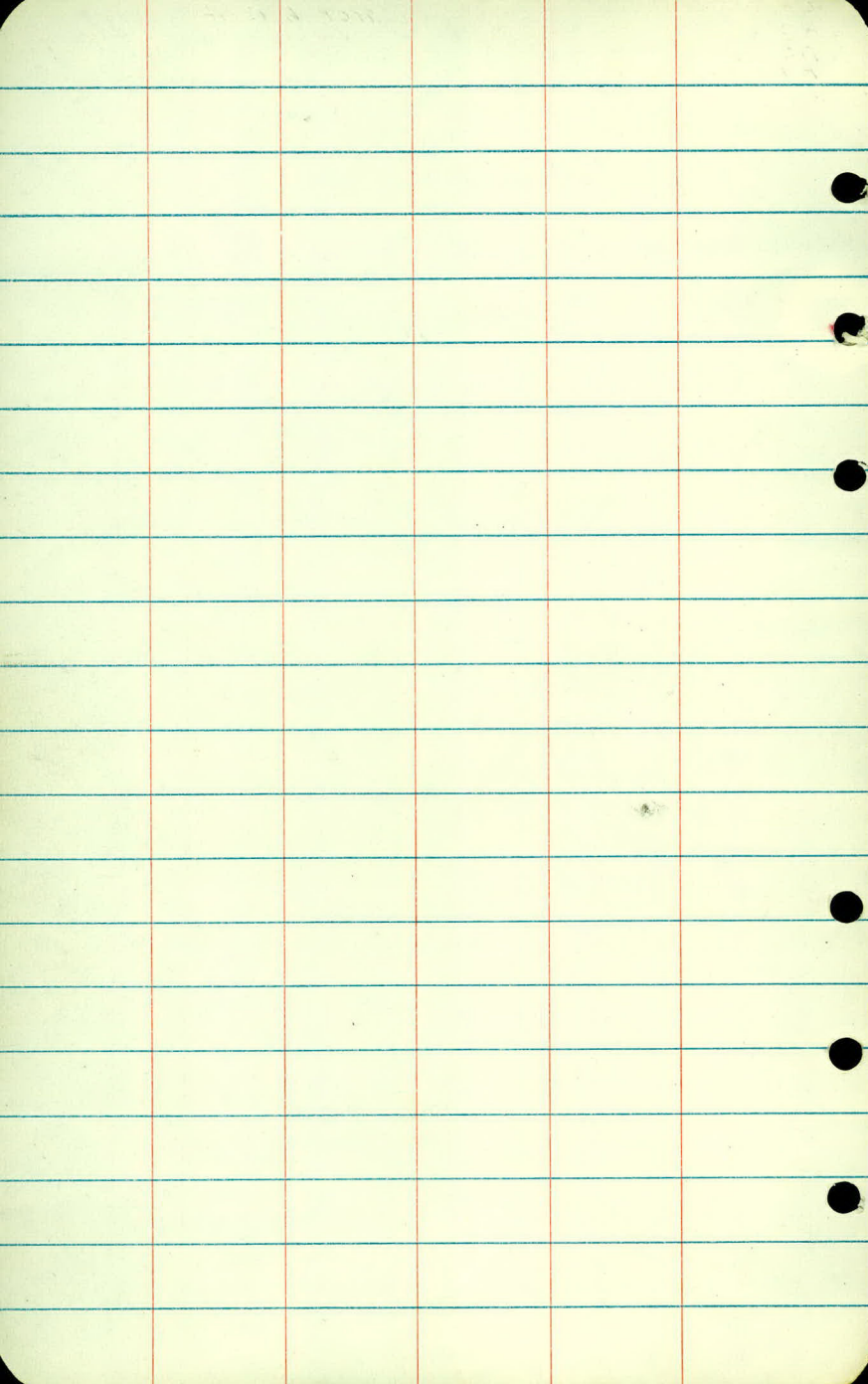
East Bridge

1+44

1+34

West Bridge

0+94



FR
RG
DS
RJ

March 6, 1974
Overcast 41-44° 97₂

TOPOGRAPHY

3 Bldg
52
↓

+72 TP
34

+48 Cor Bldg
42

Rail Rail
11.6 6.4

Rail Rail
6.4 11.6

+35 Rtie
Bldg

2 Plank Wall
+03 22

+03 Tw. 10" Coll
44

+91 Cor. Abut
49

+83 Pile Bent
19+22

+61 Cor. Abut
58

+54 Cor. W. Wall & Grout
62

+72 Pile Bent
19+22

+79 End Plank Wall 22.5

+55 Cor. W. Wall & Grout
65

+47 Pile Bent
20+23

+48 ACE
34

+40 Cor. Brant & B Plank P Wall
23

+61 Cor. Abut
56

+85 Cor. Abut
75

+12+25 Pier
25-28

+36 Pile Bent
18.5 & 21.5

+51 TP
29

+03 Tw 6" CE
55

+34 Reg. Plank Wall & Cor. Grout
22

+03 5" CE
48

+21 Cor. Bridge Not
57

+84 Cor. Abut & Grout
49

+02 Tw 6" CE
42

+03 to +16 Pier
18-21

+98 Cor. Grout
20

+87 Cor. Grout
21

+82 Cor. Grout & Wing Wall
56

+69 MH
29

+79 SP
38

+67 N.E.P. SCP
22

+52 W. End 24" Sc.P
25

+34 MH TOAAR #20
49

+32 TP
29

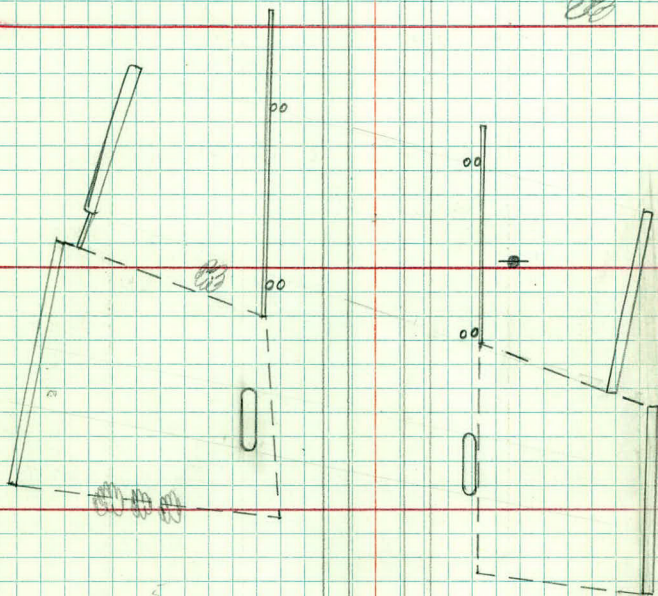
+32 B. Pipe
52.6

0

FK
RG
DS
RJ

March 6, 1974

98³



□ □ □ □

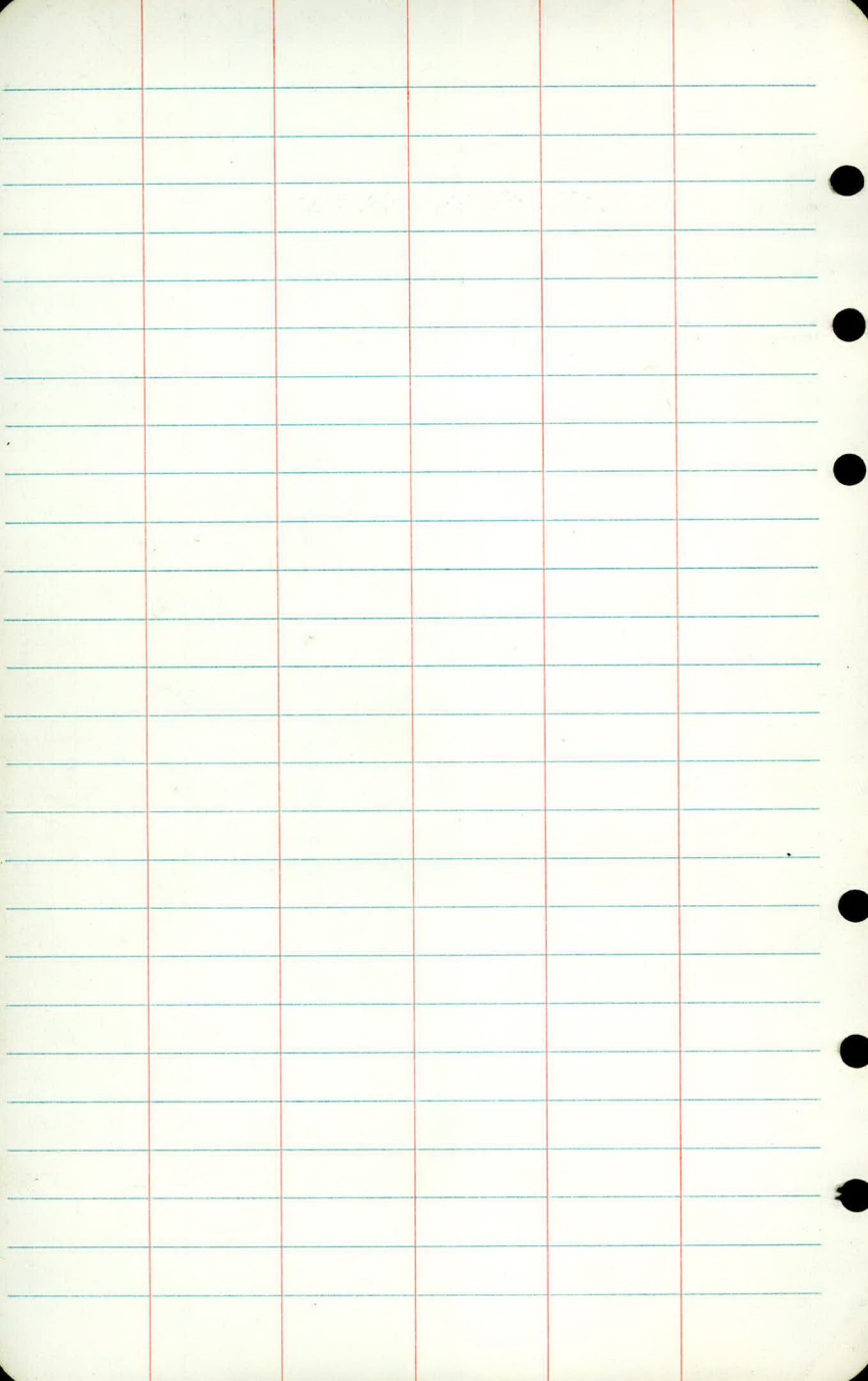
□ □ □ □

15.5
Tower
15.1

51.0

38.8

49.8



FK
RG
DS
RJ

March 6, 1974

99
4

Elevations

BRIDGE AREA

Sta	+	π	-	Elev.
-----	---	-------	---	-------

BM	0.76	977.26		976.50
----	------	--------	--	--------

TP	0.56	967.28	10.54	966.72
----	------	--------	-------	--------

BM			5.13	962.15 959.25
----	--	--	------	--------------------------

			6.68	960.60
--	--	--	------	--------

T.P.	0.86	955.99	12.15	955.13
------	------	--------	-------	--------

BM	5.49	954.23	7.25	948.74
----	------	--------	------	--------

0+00

✓

+50

FK
 RG
 DS
 RJ

March 6, 1974

100
5

14

2

RT

Tap Hyd S.E. Corner D + Silver Lake Road

Nail in tree
out

bracket at Fe Corner

Tap South edge North pile North bent of
East Bridge under S.L.R.

AA.9	AA.8	A5.8	A7.2 ⁶	A7.5 ¹	A6.5	A7.3 ⁰	A7.4 ⁴	A6.0	A6.6
9.3	9.4	8.4	6.97	6.72	7.7	6.93	6.79	8.2	7.6
30	21	17	12	6.5		6.5	12	21	31
			Raile			Raile			

AA.7	A3.2	AA.8	A6.3		A8.6	A7.7
9.5	11.0	9.4	7.9		5.6	6.6
50	65	72	81		75	52

				A5.8	A6.7	A5.A9	A6.7	A9.0
43.6	44.0	45.0	46.2	8.4	7.5	8.74	7.5	5.2
50	39	19	14		19	25	23	31
Lenker Rod						TOP 24" SEP		

45.7 50.4
60 73

57.5 55.3
86 66

51.0
51

Sta

0+75

Top MH 951.10 951.10

N End SCP 943.37

Edge S.D. 942.04

1+00

TP

963.00 1

+25

FX
RG
DS
RJ

Lt

March 6, 1974
Fair 44

101

RT 6

5
43.8 47.6 43.9 43.5 46.0 46.0 46.6 46.3 49.0 53.4
66 53 48 27 14 14 21 27 34

Lt 22'

Lt 39'

66.0 61.3
53 46

46.0 45.6 46.0 46.69 46.88 45.9 46.64 46.76 46.3 45.9
(22 18 14 12 6.5 6.5 12 15 22)
Rails Rails

48.8 52.2 54.2 60.8 63.6 66.2 55 44.3 54.2 51.7
30 39 43 61 70 76 48 34 31
Grout Abt Grout

53.9 51.1
43.9 41.1 47.4 46.1 46.1 45.9 46.3 46.8 47.4 41.4 44.2
40 35 28 19 14 14 16 21 29 33
Grout

60.9 63.7
56 61
65.6 64.7 61.1
50 49 41
Abutment

Sta

1+50

✓

+75

BM

✓

BM

TP

960.62

968.73

Top Abutment
NE Cor. E. Br.

972.25

964.04 /

2

✓

69.4 68.3
55 53

FA
RG
DS
RJ

Lt

March 6, 1974 102.7
47° Rt

558 516 47.2 46.0 45.9 46.3 47.0 516 540
(38 25 23 15 14 22 25 31

56.2 58.2 63.3 66.1 65.6 67.2 57.0
42 43 54 60 55 52 38
Grant Abut

55.1 52.6 47.0 45.8 45.9 46.1 46.8 51.5 52.4
(31 26 23 14 14 22 24 36

56.7 61.1 64.3 65.3 65.7 67.3 67.0 64.2 56.6
34 45 51 53 → Both not Apartment 82.66 5.6 43
Brass Plug NE Cor West Bridge

46.3 45.4 46.01 46.20 45.5 46.15 46.29 45.8 45.3
(22 16 12 6.5 6.5 12 15 18
Rail Rail

51.2 51.8 53.5 55.5 50.7 49.7 47.1 45.8
25 28 30 33 65 51 33 20
*

68.7
Top Wing

65.8 64.6 60.3 58.1 51.4 50.0 50.3
51 47 40 38 73 79 97
Wing Cor

Sta

2+20

✓

✓

2+50

✓

3

FM
RG
DS
RJ

March 6, 19 ¹⁰³₈
Rt

50.1 45.2 44.8 45.3 45.5 45.6 45.1 46.4 47.2
(27 21 18 15 14 18 24 41

52.5 58.4 60.9 63.8 47.8 49.0 49.7 48.5
34 49 56 68 77 72 62 58

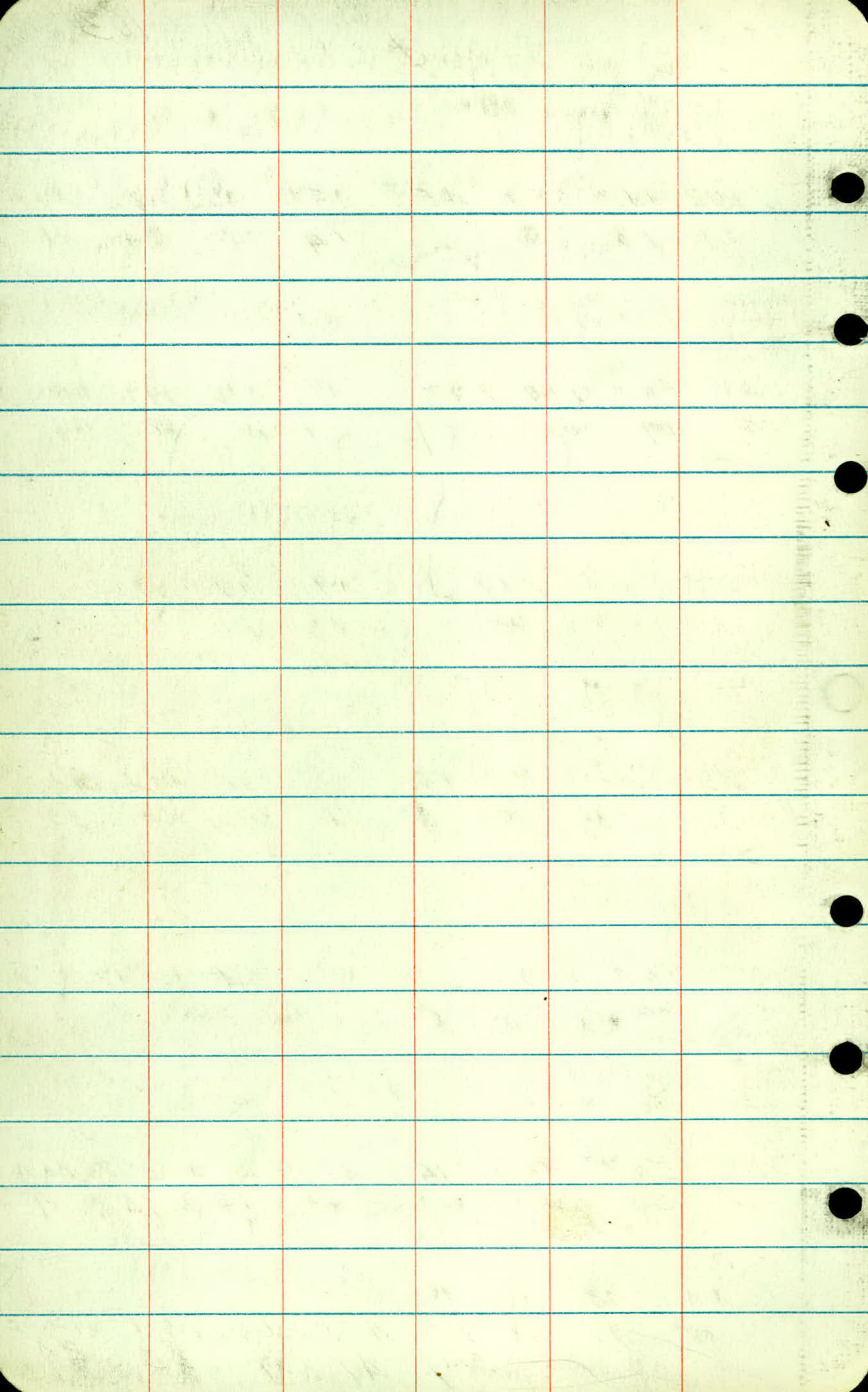
64.7 49.2 49.7 51.2
70 81 90 96

46.0 45.5 44.5 45.3 45.3 5.5 45.0 45.5 46.2
(41 30 18 14 14 20 24 35

45.8 46.5 48.8 48.1 47.3
48 62 78 52 49
Cor Bldg

44.4 45.47 45.66 44.8 45.75 45.94 45.2 44.4
15 12 6.5 6.5 12 14 19

43.7 44.1 44.0 43.5 43.6 45.0 46.8 46.1 45.8
18 24 41 46 54 49 39 35 24
Bldg.



KP
GA
RJ

19 FEB 1976
SNOWY 37°

1.

62-644-06

CB AND MH ELEVATIONS
AS BUILT

Silver Lake Road
from D to Silver Lane

computed LKF 2-25-⁷⁶~~75~~

STA + π - ELEV

BM 6.30 975.12

968.82

- 4.07 971.05 971.05

- 4.92 969⁶⁹ ~~970.20~~

- 5.43 969⁶⁹

- 7.59 967⁵³

7.61 967⁵¹

7.36 967⁷⁶

2.17 964.97 12.32 962.80

7.50 957⁴⁷

BM

958.62

19 FEB 1976 2.
DESCRIPTION

KP
6A
RJ SPIKE IN PP RT 33' STA 6+60

CB1A 14' RT STA 3+40

MH1 8' RT STA 5+53

MH2 21' LT STA 5+66 TCA

MH#6 30' LT STA 6+37

CB#7 13' RT STA 6+37

MH#8 67' LT STA 6+46

MH#10 8' RT STA 7+93

CB#12 13' RT STA 9+71

SPIKE IN PP 33' RT STA 10+10

STA + π - ELEV

964.97

7.58 957³⁹

7.35 957⁶²

TP 1.29 959.91 6.35 958.62 (958.62)

6.42 953⁴⁹

6.66 953²⁵

7.23 952⁶⁸

6.73 953¹⁸

6.82 953⁰⁹
inv 948¹⁴

FL TO TOP
4.35

6.42 953⁴⁹

7.53 952³⁸

BM 1.12 957.65 3.38 956.53 (956.64)

KP
6A
RJ

19 FEB 1976 3.
DESCRIPTION

MH 14 64' LT STA 9+79

CB 15 75' LT 9+79

SPIKE IN PP 33' RT STA 10+10

MH 17 16' LT STA 12+04 TCA

CB 18 29' LT STA 12+48

CB 19 13' RT STA 12+54

MH 21 29' LT STA 12+55

CB 23 93' LT STA 12+65

MH 24 64' LT STA 12+69

MH 28 42' LT STA 13+07

TOP HYD SE COR 39 TH

STA + π - ELEV.

957.65

9.46 948 $\frac{19}{62}$ FL TO TOP
inv 941.99 6.20

57 9.67 947 $\frac{98}{62}$ FL TO TOP
inv 943.62 4.36

BM 1.18 948.59 10.26 947.39 (947.41)

5.40 943 $\frac{17}{62}$

5.62 942 $\frac{95}{62}$

TP 1.05 944.55 ⁴² 5.20 943.39 ³⁷ (943.30)

4.83 939 $\frac{59}{62}$

5.11 939 $\frac{31}{62}$ FL TO TOP
inv 936.31 3.00

5.26 939 $\frac{16}{62}$

3.19 941 $\frac{23}{62}$ FL TO TOP
inv 935.27 5.96

3.18 941 $\frac{24}{62}$ FL TO TOP
inv 937.46 3.78

TP 5.02 948.61 ⁶⁸ 0.76 943.59

BM 3.54 948.61 ⁶⁸ 3.54 945.07 ¹⁴

KP
SA
RD

19 FEB 1976 4.
DESCRIPTION

CB 34 20' LT STA 15+46

CB 37 73' LT STA 15+50

SPIKE IN PP 24' RT STA 16+90

MH 44 64' LT STA 18+32

CB 46 98' LT STA 18+38

SPIKE IN PP 24' RT STA 20+85

CB 54 68' LT STA 23+61

CB 62 29' RT STA 23+90

MH 66 16' LT STA 24+56 TCA

SD 70 42' LT STA 26+51

CB 71 88' LT STA 25+70

EDGE OF FLANGE ON HYD NE COR SILVER LA.

TOP HYD NE COR SILVER LA.

STA + π - ELEV

⁶⁸
948.61

7.12 941.56

4.74 $\begin{array}{r} 943.94 \\ \underline{936.82} \end{array}$

BM

3.50 ¹⁸ 945.11 (945.13)

KR
GA
RU

19 FEB. 1976

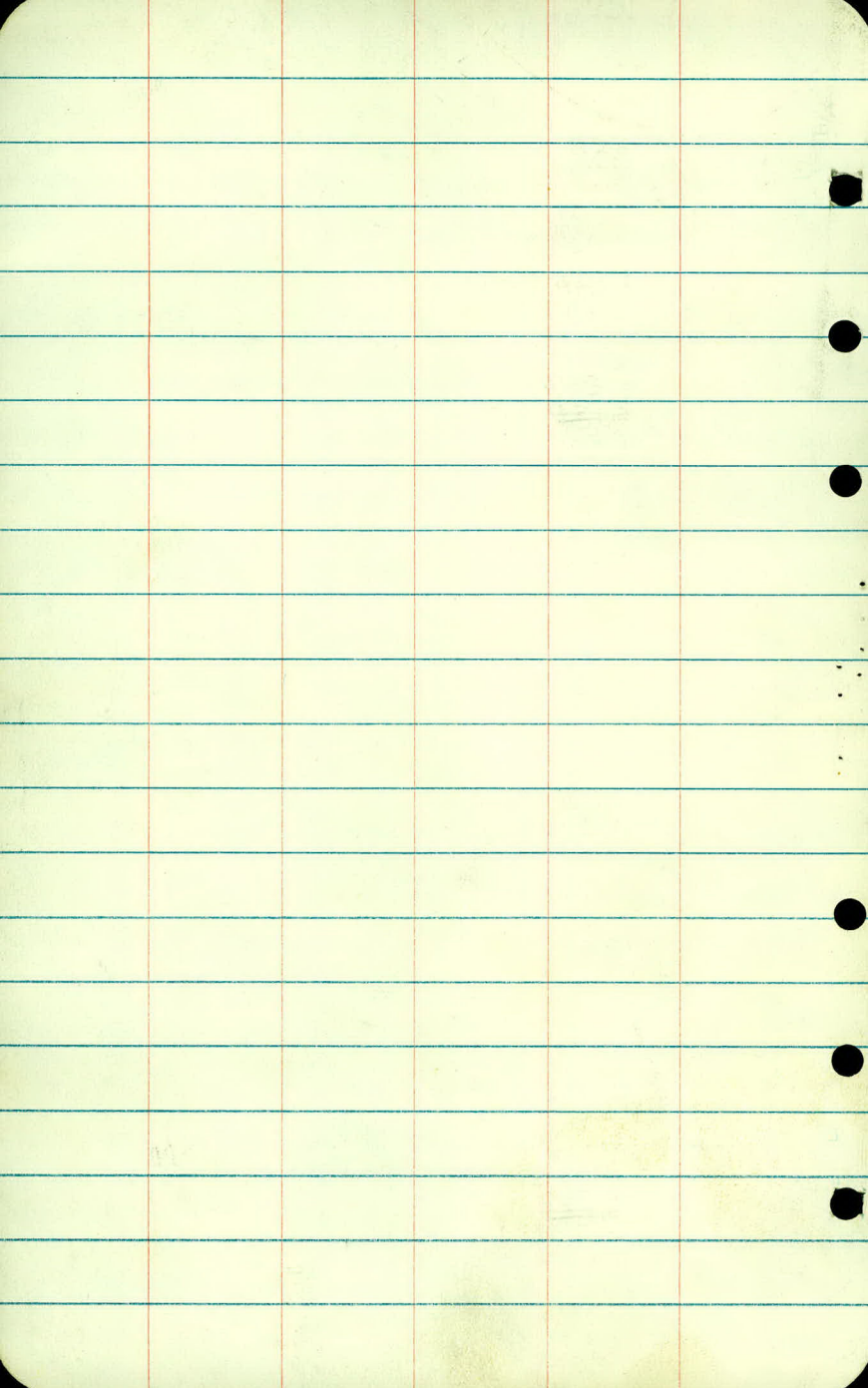
5.

DESCRIPTION

MH 76 24' LT STA 26+20

MH 86 35' LT STA 29+79

HYD. IN CULDESAC AT SILVER LAKE CT

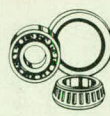
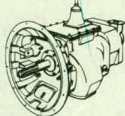
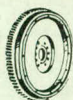


STRUCTURE	STA	DIS
M.H # 44	18+32	64' LT
C.B # 46	18+38	98' LT
C.B # 62	23+90	30' RT
M.H # 66	24+55	LT 13'
M.H # 76	26+20	LT. 24
M.H # 86	29+79	LT. 35

✓ # 54 Flow line to top
6.22

$$\begin{array}{r}
 + 939 \overset{59}{22} \\
 - \quad \quad \quad \underline{6} \\
 + 933 \quad \quad \underline{37}
 \end{array}$$

CLUTCH and TRANSMISSION SERVICE, INC.



2785 LONG LAKE ROAD
ST. PAUL, MINNESOTA 55113
(612) 636-4311

1711 S. E. 3RD AVENUE
ROCHESTER, MINNESOTA 55901
(507) 288-4088

9800 JAMES AVE, CIRCLE SO.
BLOOMINGTON, MINNESOTA 55431
(612) 881-4780

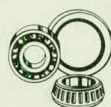
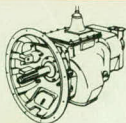
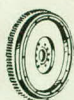
STRUCTURE

STATION

DIST

CB 1 A	3+40	14' RT
M.H. # 1	5+53	8' RT
M.H. # 2	5+66	21' LT T.C.A.
M.H. # 6	6+37	30' LT
C.B. # 7	6+37	13' RT
M.H. # 8	6+46	67' LT
M.H. # 10	7+93	8' RT
C.B. # 12	9+71	13' RT
M.H. # 14	9+79	64' LT
C.B. # 15	9+79	75' LT
M.H. # 17	12+04	16' LT T.C.A.
C.B. # 18	12+48	29' LT
C.B. # 19	12+54	13' RT
M.H. # 21	12+55	29' LT
M.H. # 24	12+69	64' LT
M.H. # 28	13+07	42' LT

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62-644-06 AsBuilt

Invert elevation

Structure # 23✓ LP4

34✓

37✓

✓ need → 54✓ F.L. ^{to top} Depth

70✓

71✓

Locals

Survey the following
structures

CBTAX

MH 1✓

2✓

6✓

7✓

8✓

10✓

12✓

14✓

15✓

17✓

18✓

19✓

21✓

24✓

28✓

44✓

46✓

62✓

66✓

76✓

86✓

Please have survey crew
get plus & distance out!

26
60
2160

CB 62 - 23+90 RT 29+

MH 66 TCA 24+56⁶⁵ LT. H6' 13

MH 76 26+20.. LT. 24 ✓

MH 86 29+79 LT. 35 ✓

CB # 54 (GOODYEAR) 6.22 flow line to top

J.A.
LPD
DS
BL

July 12, 1976

1

CENTER LINE PROFILE

SILVER LAKE ROAD

FROM CO RD D TO 500' SOUTH

OF CO RD "D"

5 PAGES

STA	+	π	Profile -	ELEV	
B.M.	7.42	983.74			976.32
3+00			2.8	980.94	
+50					
4 +50			3.3	980.44	
4			3.9	979.84	
+50			4.5	979.24	
5			5.3	978.44	
+50			6.1	977.64	
6			6.9	976.84	
6 +50			7.8	975.94	
T.P			10.52	973.22	

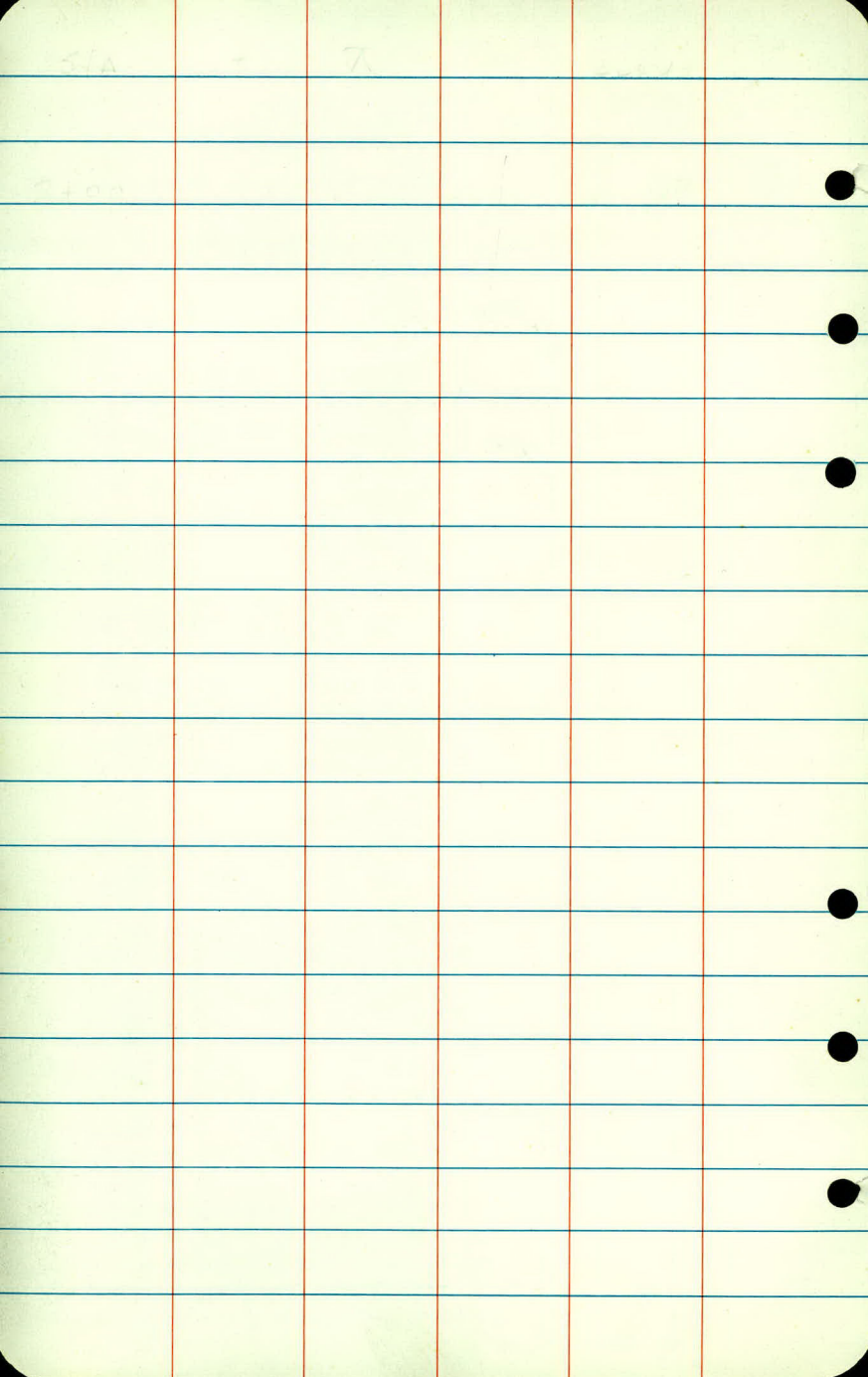
J.A.
LPD
DS
BL

Description

2

Top Hyd S.E. Cor "D" ; SILVER LAKE Rd

8400 = E Co Rd D Mont.



J.A.
LPD
DS
BL

July 12, 1976
3

CENTER LINE PROFILE

37th AVE N.E.

FROM SILVER LAKE RD TO

600' WEST OF CO RD "D"

Sta	+	π	-	Elev
T.P.	2.71	975.93		973.22
8+00 =	E SILVER LAKE RD			973.22
6+50			6.97	968.96
6 +			9.08	966.85
+50			11.72	964.21
T.P.	0.37	967.22	9.08	966.85
5			5.60	961.62
+50			7.69	959.53
4			10.08	957.14
+50			12.35	954.87
T.P.	4.91	959.09	13.04	954.18
3			6.02	953.07
+50			6.82	952.27

J.A.
LPO
DS
BL

Description

July 12, 1976

4

Mont 2 SILVER LAKE Rd & C. Rd 'D'

MAIL BOX STAND Top ELbow

3+40 Top Curb 20' Rt

[illegible]

J.A.
LPD
DS
BL.

Description

July 12, 1976

5

So End COVER INSP M.H.

Top Curb 6+95 20' Rt

Top Hyd S.E. Cor "D" $\frac{1}{2}$ SILVER LAKE
Road

