

OFFICE OF COUNTY ENGINEER
RAMSEY COUNTY, MINN.

PLAN

Survey

LEXINGTON AVENUE

From Co. Rd. "C" To Co. Rd. "D"

Road Acc't. No. 51

Date Filed _____

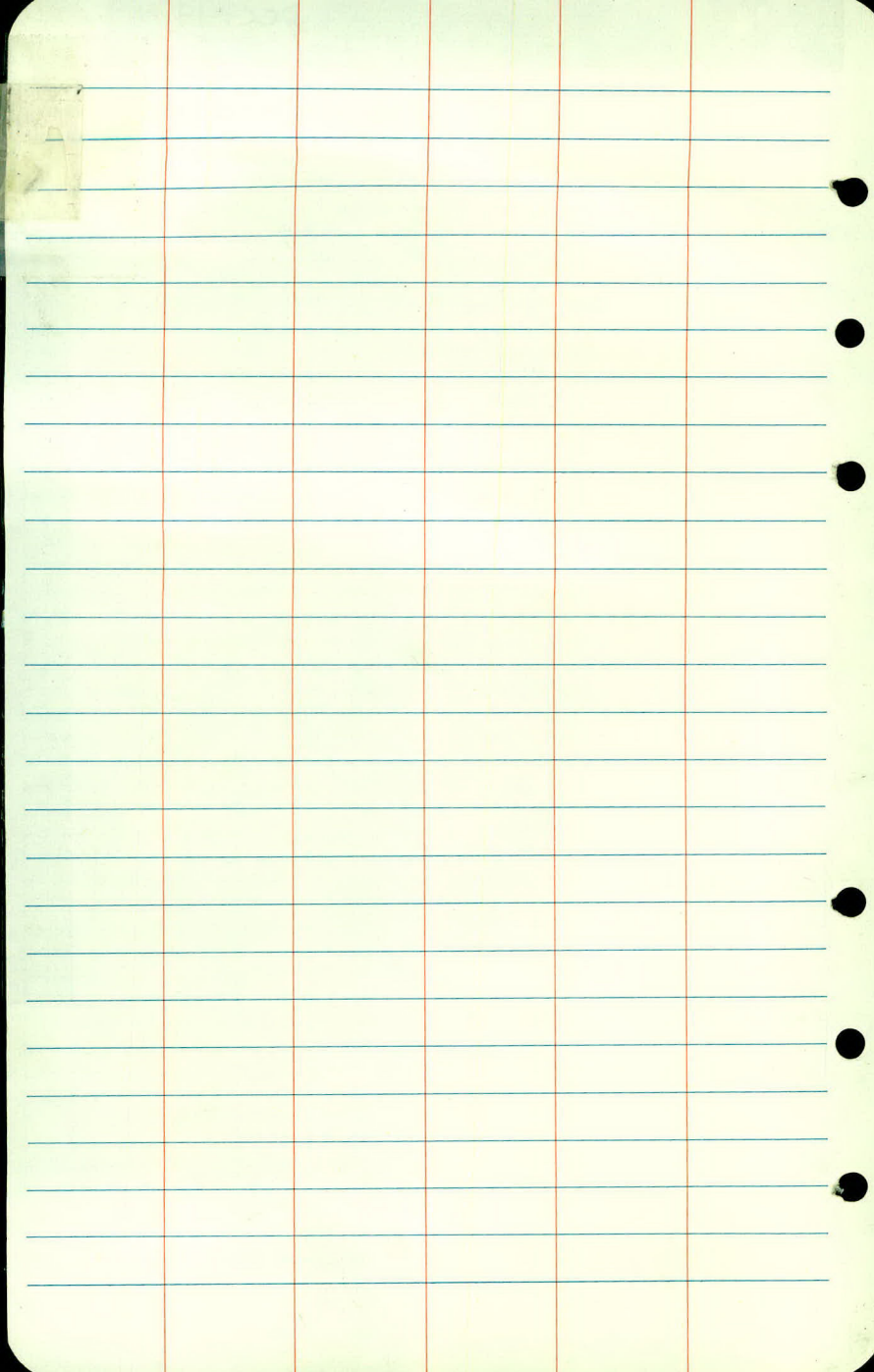
File _____

Dec. 1971

Topography

TOPOGRAPHY

Co. Rd. "C" to Co. Rd. "D"



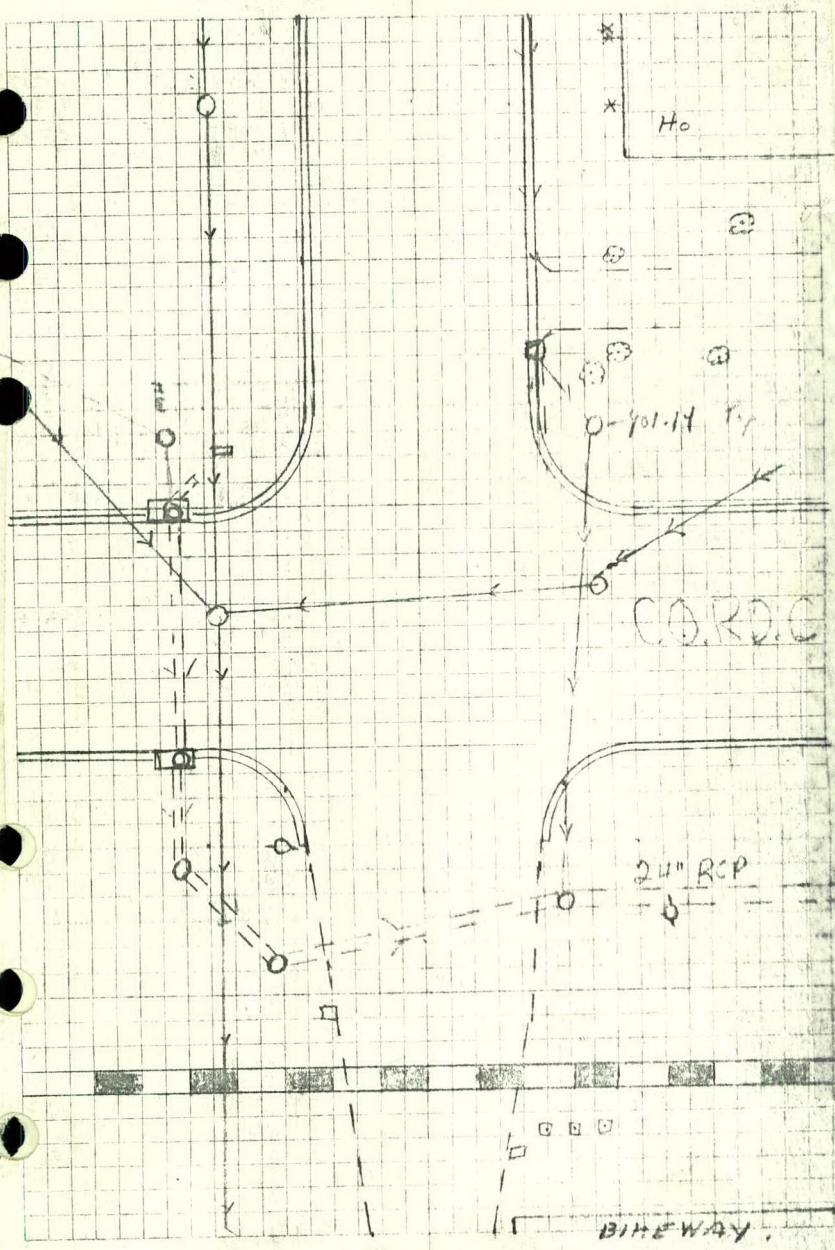
3 DEC 1971

32

LT

4

12



BIKEWAY

107

LT

11 ROAD 13

$$\begin{array}{r}
 + 51 \text{ 18" ELM} \quad + 86 \text{ P.P.} \quad + 94 \text{ 12" ELM} \\
 \hline
 30 \quad 29 \quad 31 \\
 + 75 \text{ 10" ELM} \quad + 53 \text{ 12" BIRCH} \\
 \hline
 30 \quad 53 \\
 + 61 \text{ 18" ELM} \quad + 71 \text{ S.W. COR. H.} \\
 \hline
 30 \quad 69 \\
 + 54 \text{ 16" ELM} \quad + 54 \text{ 12" ELM} \\
 \hline
 30 \quad 52
 \end{array}$$

+50

11 ROAD 13

$$\begin{array}{r}
 + 41 \text{ E. ENT} \\
 + 28 \text{ S. END 15" CM} \\
 \hline
 22 \\
 + 29 \text{ END HEDGE} \\
 \hline
 30 \quad + 27 \text{ N.W. COR. H.} \\
 \hline
 64
 \end{array}$$

+33 MH
146

$$\begin{array}{r}
 108 \text{ 10" ELM} \quad 103 \text{ N. HEDGE} \\
 \hline
 34 \quad 30 \quad 40 \text{ 15" ELM} \\
 \hline
 65 \quad 24
 \end{array}$$

106

11 ROAD 13

$$\begin{array}{r}
 + 82 \text{ 24" ELM} \\
 \hline
 27 \\
 + 74 \text{ 5" LUMI} \\
 \hline
 38 \\
 + 71 \text{ BUSH} \\
 \hline
 49
 \end{array}$$

$$\begin{array}{r}
 + 81 \text{ P.P.} \\
 \hline
 29
 \end{array}$$

ROAD

$$\begin{array}{r}
 1824 + 49 \text{ HEDGE} \quad + 43 \text{ P.P.} \\
 \hline
 52 \text{ TO E} \quad 29 \\
 + 43 \text{ TEL. CABLE} \\
 \hline
 32
 \end{array}$$

+50

$$\begin{array}{r}
 + 32 \text{ 5" ELM} \\
 \hline
 44
 \end{array}$$

$$\begin{array}{r}
 + 08 \text{ SE. Cor wooded area} \\
 \hline
 80 \\
 + 06 \text{ 5" ELM} \\
 \hline
 45
 \end{array}$$

$$\begin{array}{r}
 + 23 \text{ CR} \\
 \hline
 24
 \end{array}$$

105

ROAD
21 24

$$\begin{array}{r}
 + 56 \text{ H40} \\
 \hline
 27
 \end{array}$$

$$\begin{array}{r}
 + 51 \text{ P.P.} \\
 \hline
 28
 \end{array}$$

+50

$$\begin{array}{r}
 + 53 \text{ N.W. COR. H.} \\
 \hline
 44
 \end{array}$$

ROAD
21 24

150 LT

ROAD
24 24

RT

+ 47 2" PINE ✓
41
+ 45 2" PINE ✓
41

+ 33 MH ✓
44

+ 31 2" PINE ✓
41
+ 21 S.W. COR HO ✓
44

+ 05 5197
84

+ 07 18" ELM ✓
69

104

ROAD
24 24

18" ELM ✓
61

+ 73 MH ✓
83

+ 65 MH (storm) ✓
52

+ 39 E. EN ✓
42
+ 80 15" ELM ✓

+ 81 CB
24

+ 11 12" BV ✓
14

+ 77 15" ELM ✓
36

+ 74 13" ELM ✓
63

+ 65 CB
36

+ 50

+ 48 CB ✓
52

+ 28 MH ✓
43

+ 22 E. CORDC

+ 33 MH ✓
37

102 CB ✓
52

+ 75 SD ✓ + 86 PP ✓
29

+ 56 MH ✓
31

+ 59 24" RC ✓

+ 65 MH ✓

+ 65 PP 30
51

+ 50

ROAD

+ 45 RR SIGNAL ✓
18

+ 21 S. GRAF Box ✓
25-31-38

+ 16 RR SIGNAL ✓
18

ROAD
11 13

+ 02 END PINE ✓
17

106

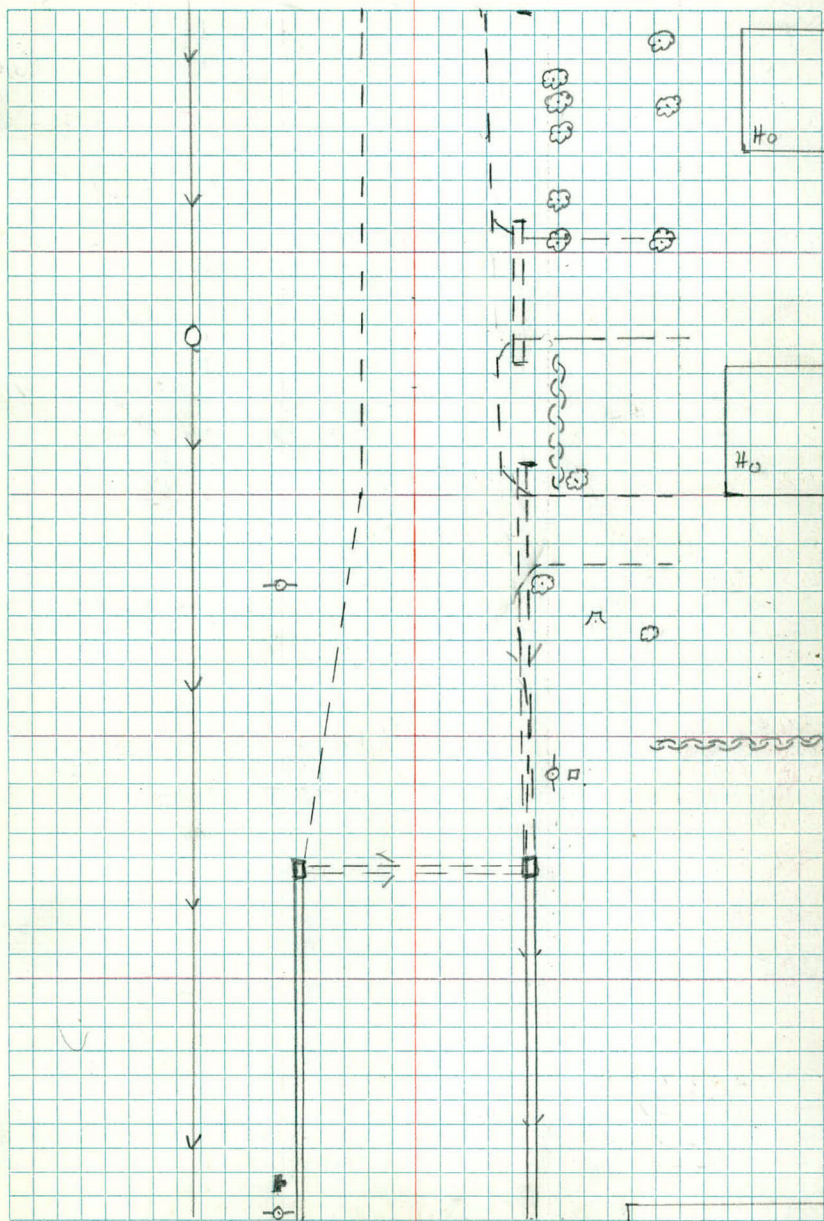
3 DEC. 1971

33

LT

E

RT



+50 LT Trees ROAD
64 11 13

Rt

+34 2" P ✓
54
+17 2" P ✓
54
+42 2" P ✓
54
+25 2" P ✓
54
+02 2" P ✓
54
+09 2" P ✓
54

109 TREES ✓

ROAD

11 13

+94 2" PINE
54

+91 24" OAK
46

+84 2" PINE
54

+75 2" PINE
54

+57 2" PINE
54
+66 2" PINE
54

+50
28

+39 2" PINE
54
+49 2" PINE
54

+49 20" OAK ✓
66

+13 2" PINE
54
+46 2" PINE
54
+44 2" PINE
54
+40 3 2" PINE
54
+22 2" PINE
54

108

ROAD

11 13

+96 2" PINE
54

+94 2" PINE
54
+84 15" PINE
62

+87 22" ELM ✓
44
+84 N.W. COR HU
80

+86 2" PINE
54
+86 B. WILLOWS
63

+63 10" PINE
42
+74 15" CAT ✓
41

+50

+54 20" ELM
42
+60 15" PINE
62
+60 S.W. COR HU
80

+26 NE. Cor. Wooded Area
87

+27 H & D
27

+17 P.P.J
28

107

ROAD

11 13

+41 8" BUSH
67
+41 14" ELM
59
+40 12" ELM
41

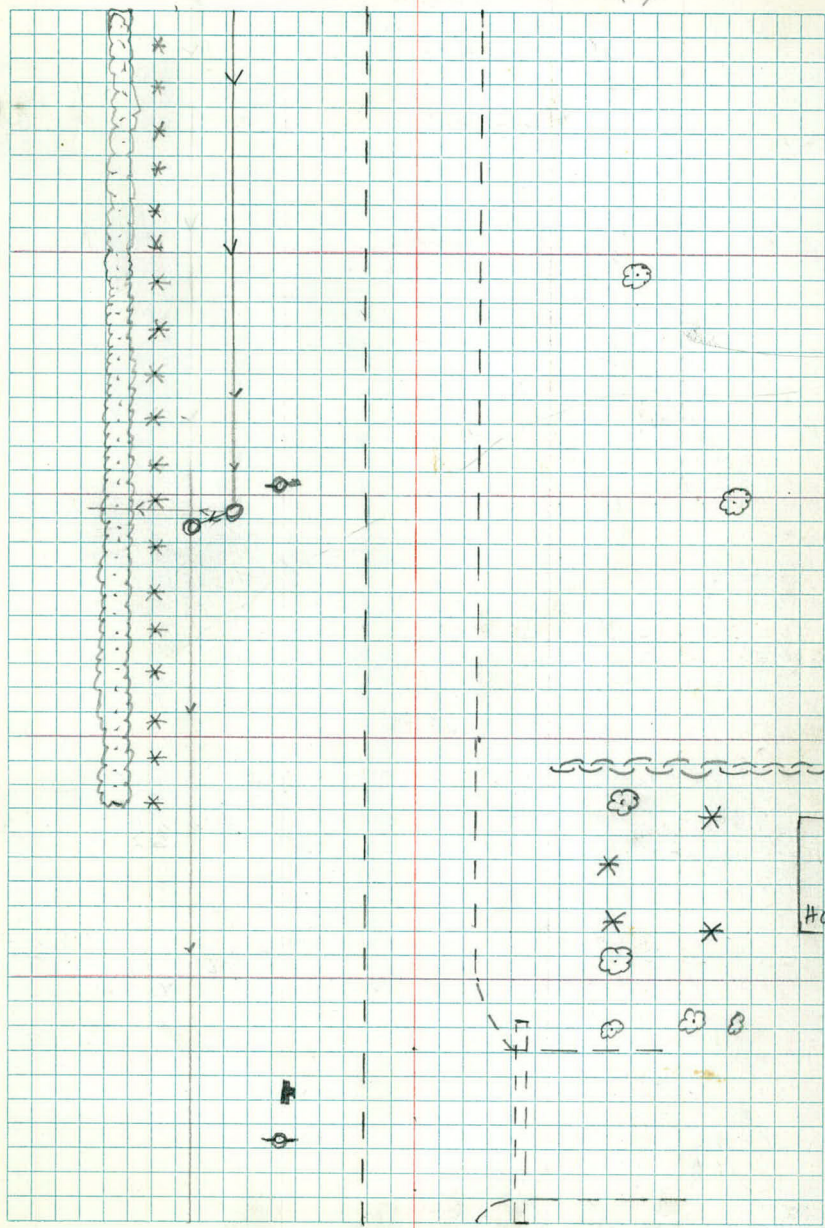
3 DEC. 1971

34

R_T

E

L



112 LT ROAD RT

+71 P.O.R Curb 26 ✓
 +66 FLAG POLE 41 ✓
 +61 NE Cor BLDG 75 ✓
 +113 PP 28 ✓

+74 HYD 38 ✓
 +65 Curb (begin rad) 22 ✓
 +60 NW Cor BLDG 73 ✓
 +58 BUSH 52 ✓

+50 ROAD 11 13

+22 Curb 22 ✓
 +15 Curb 28 - sidewalk ✓

+65 SW Cor BLDG 73 ✓

111 ROAD 11 13

+60 SE Cor BLDG 75 ✓

+75 TW 16" E 72 ✓
 +75 28" E 32 ✓
 +68 BUSH 72 ✓

+70 LIT 42 ✓
 +75 28" E 48 ✓

+50 ROAD

+32 MH 53 ✓

+07 16" E 69 ✓
 +07 16" E 47 ✓
 +07 8" E 58 ✓
 +07 16" E 65 ✓
 +27 N. END 12" CM 22 ✓
 +07 12" E 42 ✓
 +11 E ENT 20 ✓
 +99 NW Cor 86 ✓
 +87 10" E 28 ✓
 +73 SW Cor 82 ✓
 +52 18" E 69 ✓
 +52 20" E 33 ✓

+00 End Rad. 1 curb 39-73 ROAD 11 13

+81 Cor. Curb 23 ✓
 +76 PP 28 ✓
 +65 END TREES 64 ✓
 +54 2" P 54 ✓

+71 TEL STAND 55 ✓
 +70 30" MV 21 ✓
 +59 E ENT 64 ✓

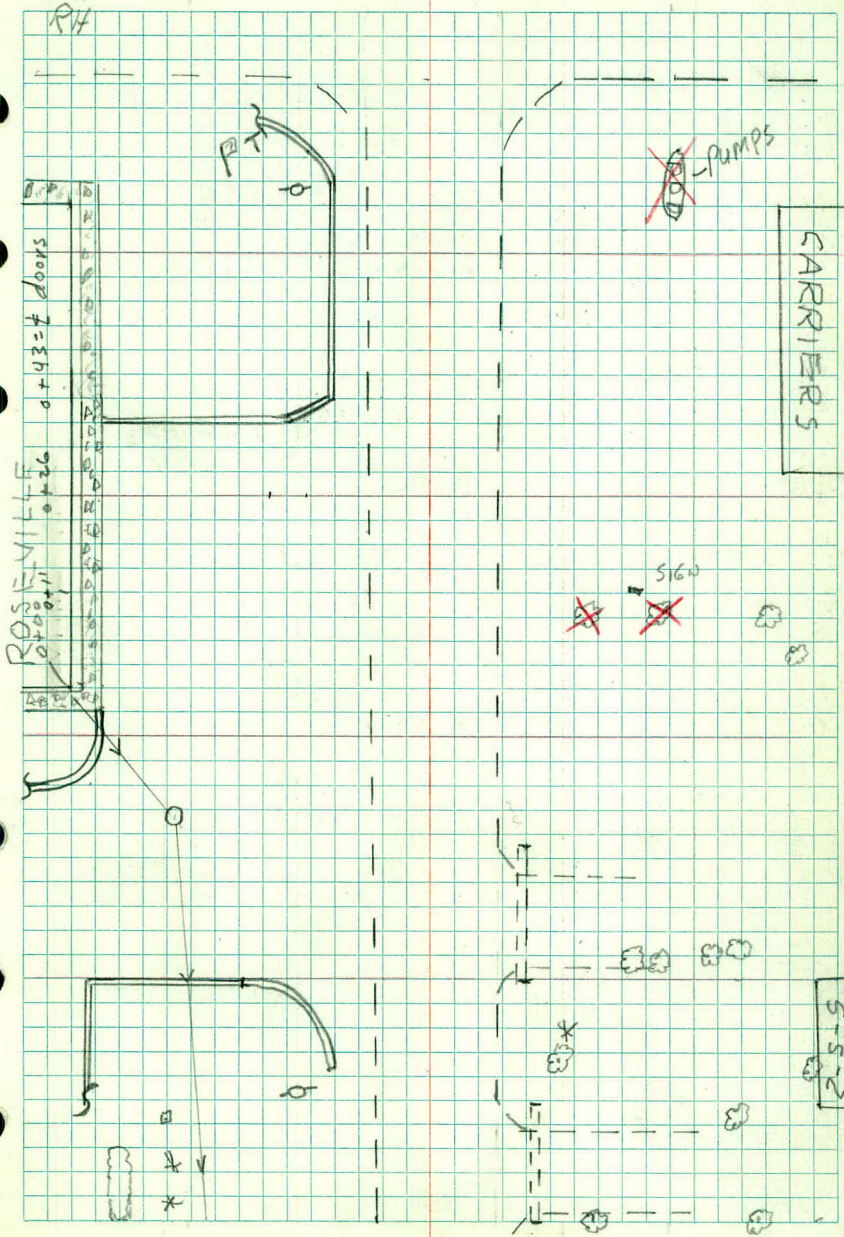
+50 TREES ROAD 11 13

KD
DS
DK
RH

LT

6 DEC. 1971
CLOUDY
32°
RT

35



450

L7

REGARD

14	14
----	----

~~744~~ ~~3012~~ + 150. + 41 EWDH 1000
 + 44 ~~3012~~ RT 42 12
 54 + 31 10 ~~12~~ + 33 36 "E
 125 ~~10~~ 60 64
 9 12 "E + 25 MH + 31 Hedger
 59 35 42

409 12" E

+25 74

731 Hodge

+08 8" Apple

421 ENT

114

$$\begin{array}{r} +63 \text{ GP} \\ \hline 28 \end{array}$$

462 FE

47-61

+61 Life
34

450

ROAD

+98 10" APPL:

+94 Nw Cont'd
83

14	18
----	----

14.
+9872 PAGE + 79

+ 70 4 "M

70 SW Cor Ho

59

83

~~766 22'E~~ ~~766 22'E~~
~~27~~ ~~30~~

ROAD	ROAD
14	14

+ 38 NE Cor BLDG
94

+08' END IS
56

113

+91 Begin 4'15

+91 SE	Cor Bldg	56
	94	

ROAD
14 14

+77 24" A

~~+ 90 16" FL~~
~~28~~

63 457 18" ^{STP} E

$\begin{array}{r} 451 \end{array}$

450

$$\begin{array}{r} +44 \text{ LITC} \\ \hline 35 \end{array}$$

438	PP
	28

ROAD

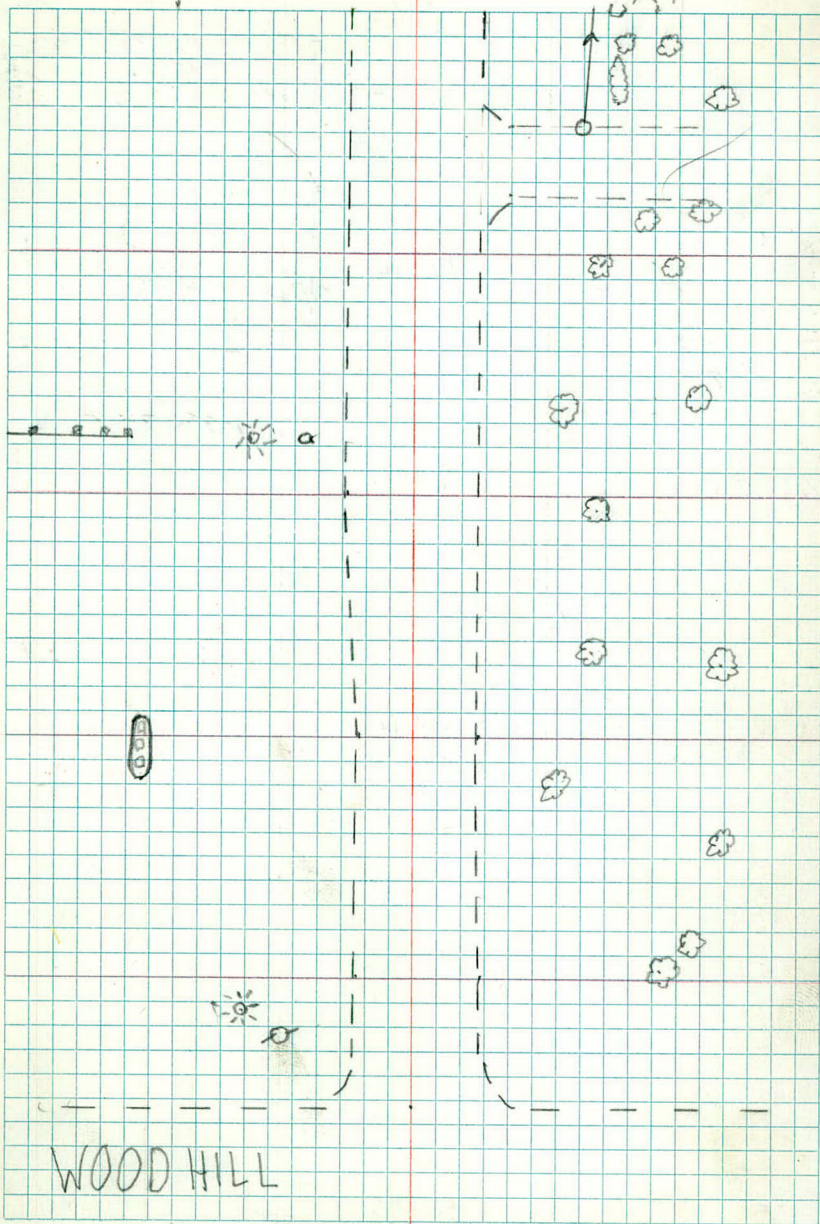
112

6 DEC. 1971 36

LT

£

Rt



117

LT

ROAD

RT & ENT

14 13

+18 10° ASH +92 SW Corho

+75 NW Corho +942" P

+67 ENT

+51 8" ADIC

+50

STP
55

ROAD

14 14

+20 16" P

+19 SW Corho

+04 NW

+21 STP

+18 20° 0

116

ROAD

14 14

+83 NW Corho

+61 10° ASH

+50

ROAD

14 14

+41 24° E

+35 NW +35 SW Corho

+30 8" ASH

115

ROAD

14 14

+85 14° E

+60 END Ridge

+50

ROAD

14 14

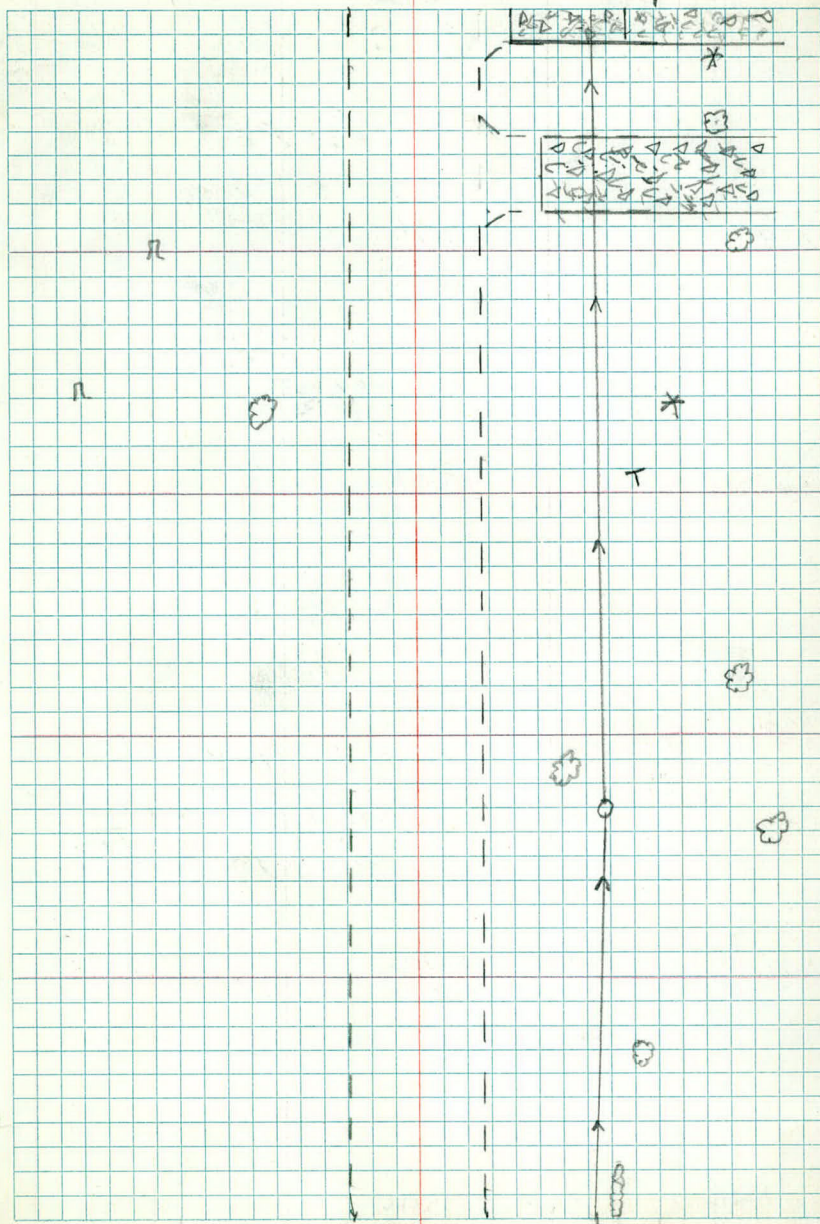
LT

¢

0 DEC. 1971

RT

37



+50

LT

ROAD
14 14

RT

+37 8"E
65

119

ROAD
14 14+80 20" COR
48

+50.

ROAD
14 14+14 20" COR
+24 4.6" COR
39

118

ROAD
14 14+68 1" P +88 MH
69 36+63 1" P +64 1" P
63 47+61 NW COR
85

+50

ROAD E ENT
14 14+29 3" M
45

117

ROAD
14 13

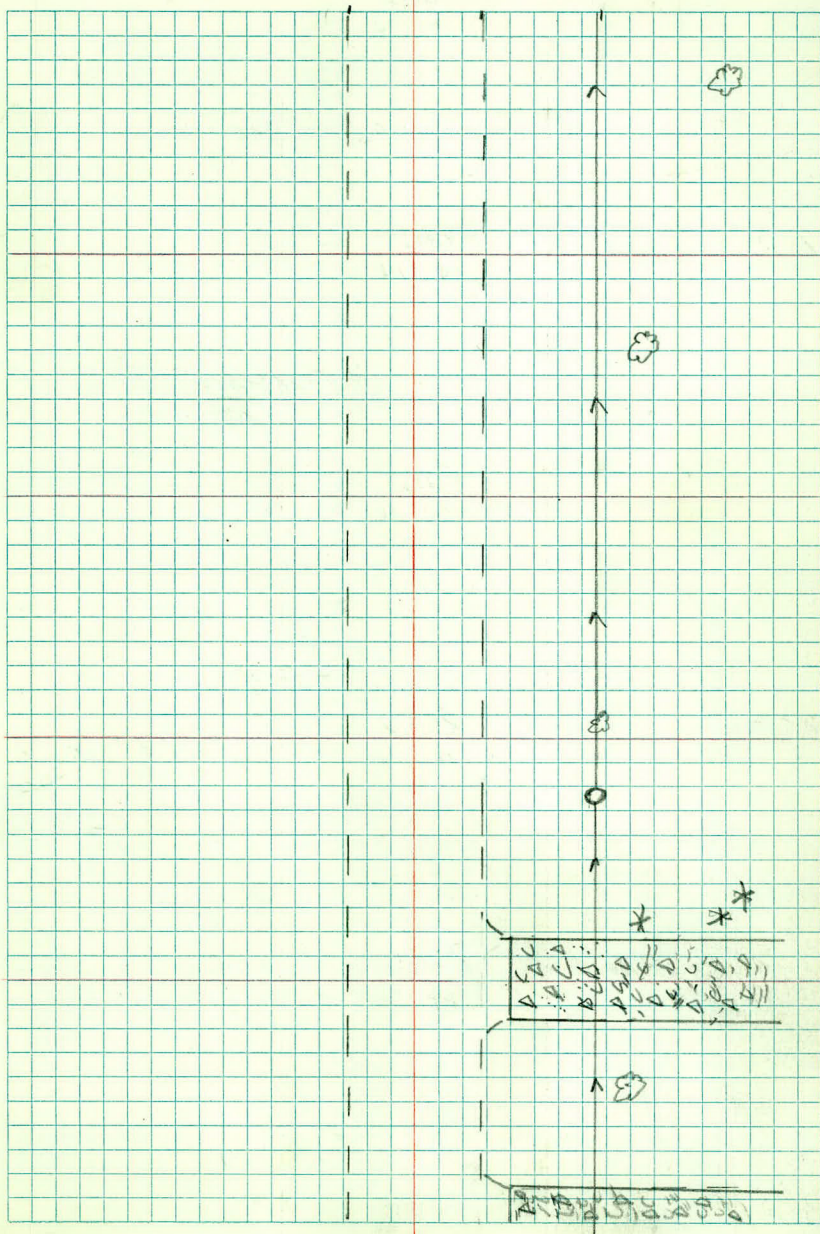
6 DEC. 1971

65

E

R7

38



122

LT

ROAD

RT

14 14

+81 N. END 12" CM
49+65 S. END 12" CM +69 12" E
70 64

+57 10" CM 74

+50

ROAD

14 14

+25 10" COTT

+33 TW 8" COTT +25 10" COTT
71 69+09 TW 8" COTT
71

121

ROAD

14 14

+97 8" E

74

+80 END BRUSH

+85 TW 8" COTT 57-63

73 +45 Begin Brush
57-70

+56 HYP

52

+50

ROAD

14 14

+35 MH +35 E. Jud. H.
35+08 8" E
61

120

30' Int Rd ROAD

14 14

+57 TW 8" Ash
69

+50

ROAD

14 14

6 DEC 1971

LT

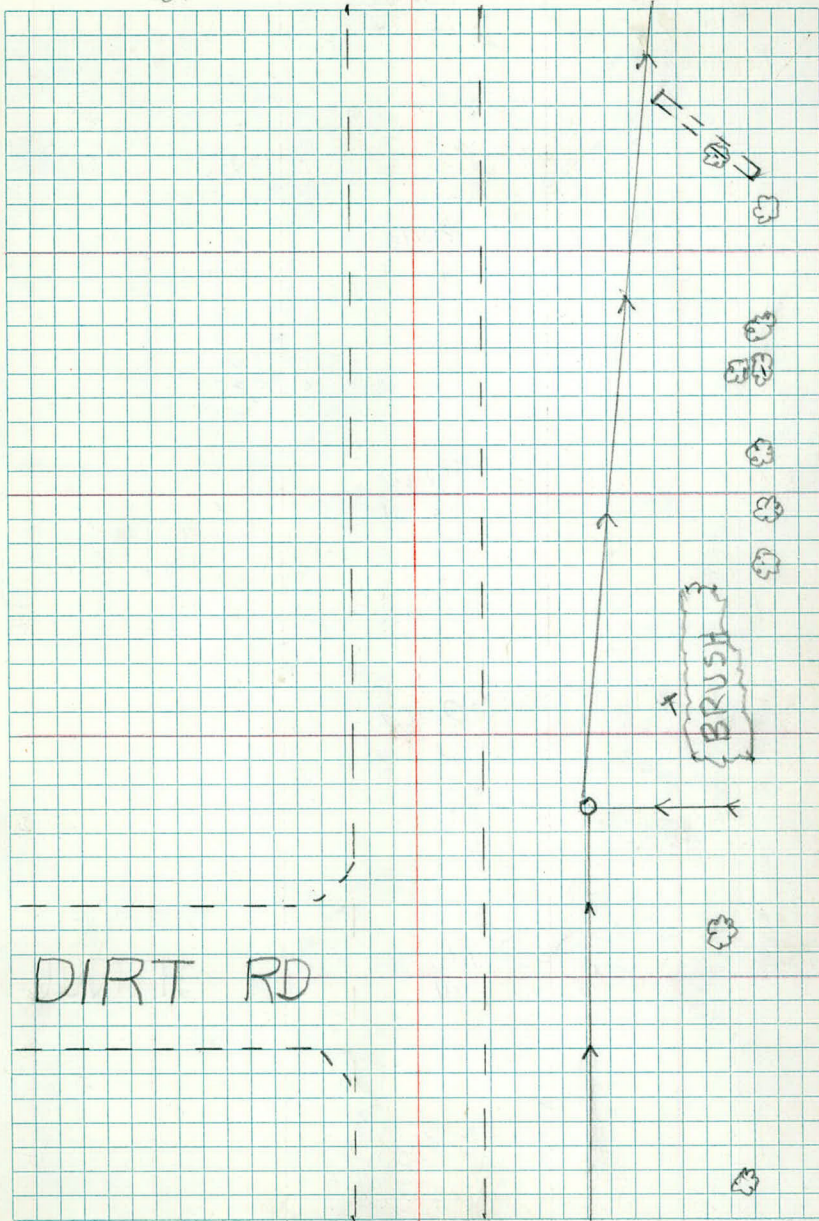
£

RT

39

DIRT RD

BRUSH



+50 LT

ROAD
14 14

RT

124

ROAD
14 14

+50

ROAD
14 14

+05 MH
62

123

ROAD
14 14

+50

ROAD
14 14

122

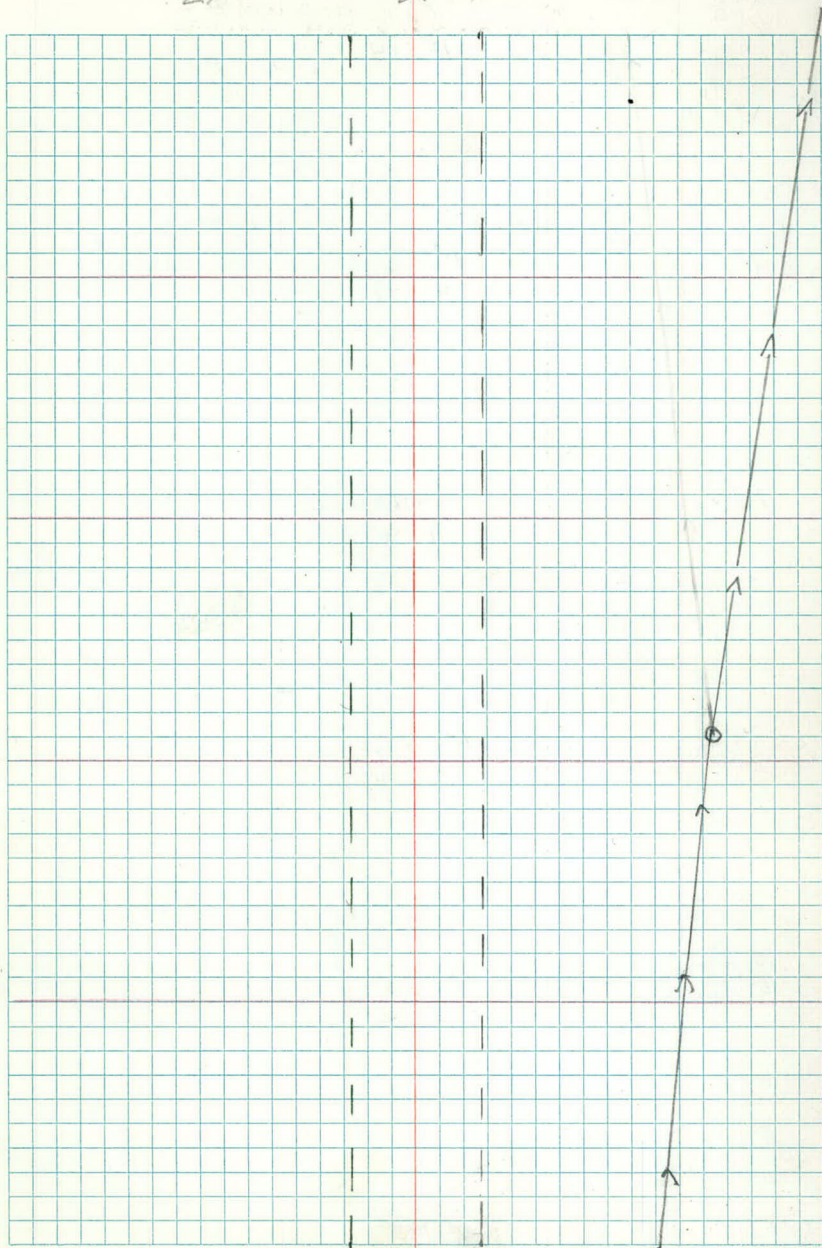
ROAD
14 14

Lt

6 DEC. 1971

Rt

40



127

LT

ROAD
14 14

RT

+50

+51 MH
52ROAD
14 14+186" ~~COTT~~
53

126

V
ROAD
14 14+60 MH
130+55 MH
38

+50

ROAD
14 144" ~~COTT~~
56+116" ~~COTT~~
18+43 MH
55+07 4" ~~COTT~~
63+09 4" ~~COTT~~
65+07 4" ~~COTT~~
61

125

ROAD
14 14

+50

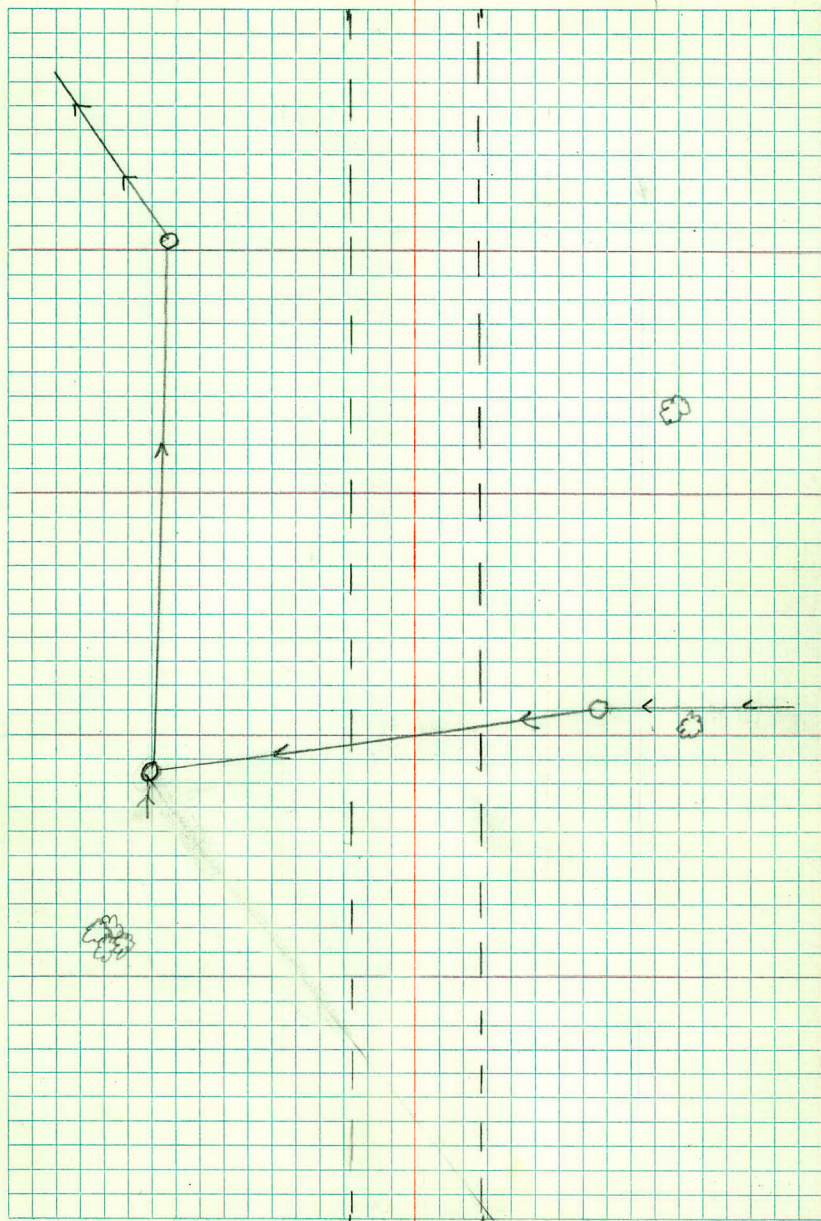
ROAD
14 14

L7

6 DEC. 1971

R7

41



+50

LT

✓
ROAD

14 14

R7

~~+38~~ ✓
~~1.70~~
~~70~~

129

✓
ROAD

14 14

+50

✓
ROAD

14 14

128

✓
ROAD

14 14

+50

✓
ROAD

14 14

127

✓
ROAD

14 14

6 DEC. 1971

42

L_T

E

R_T



132	✓ LT+89 12"0	✓ ROAD	RT	✓ WOODS
+87	✓ 50"0	14 14		✓ 46-E
+86	✓ 51			
+64	✓ 30"0		+76	✓ ER
+58	✓ 51		14	
+55	✓ 22"0		31	✓ +51 Begin Woods
+50	49	ROAD		✓ 64-E
		14 14	+46	✓ BR
+31	✓ Bill Board (E)		+40	✓ RT C2
	55+26 Bill Board (W)		+24	✓ CORD C2
	75			

131+00		ROAD		
		14 14		+96 ER
			+73	✓ END Brush
			70-E	
			+66	✓ BRUSH
			44-E	
+50		ROAD		
		14 14		+44 BR
			14	
			+21	✓ Begin Brush
			43-E	

130		ROAD		
		14 14		
			+91	✓ BARRICADE
			78	
			+83	✓ BARRICADE
			53	

129+50		ROAD		
		14 14		

6 DEC. 1971

43

65

4

R
31

T

WOODS

$$CO_2, R_2O, C^2$$

BRUSH

+50

LT

ROAD

14 14

RT

+28 Begin Woods

35-44
+05 30"0
74

134

ROAD

14 14

+92 12"0
57
+87 20"0
65

+72 28"0
70

+50

ROAD

14 14

+14 W. END 24" RCP
24

+43 END WOODS

45-100
+14 F. END 24" RCP
24

133

ROAD

14 14

WOODS

42-125

+64 END ASPENS

55

+50

ROAD

14 14

WOODS

42-98

+36 Begin 4" ASPENS

75

132

ROAD

14 14

WOODS

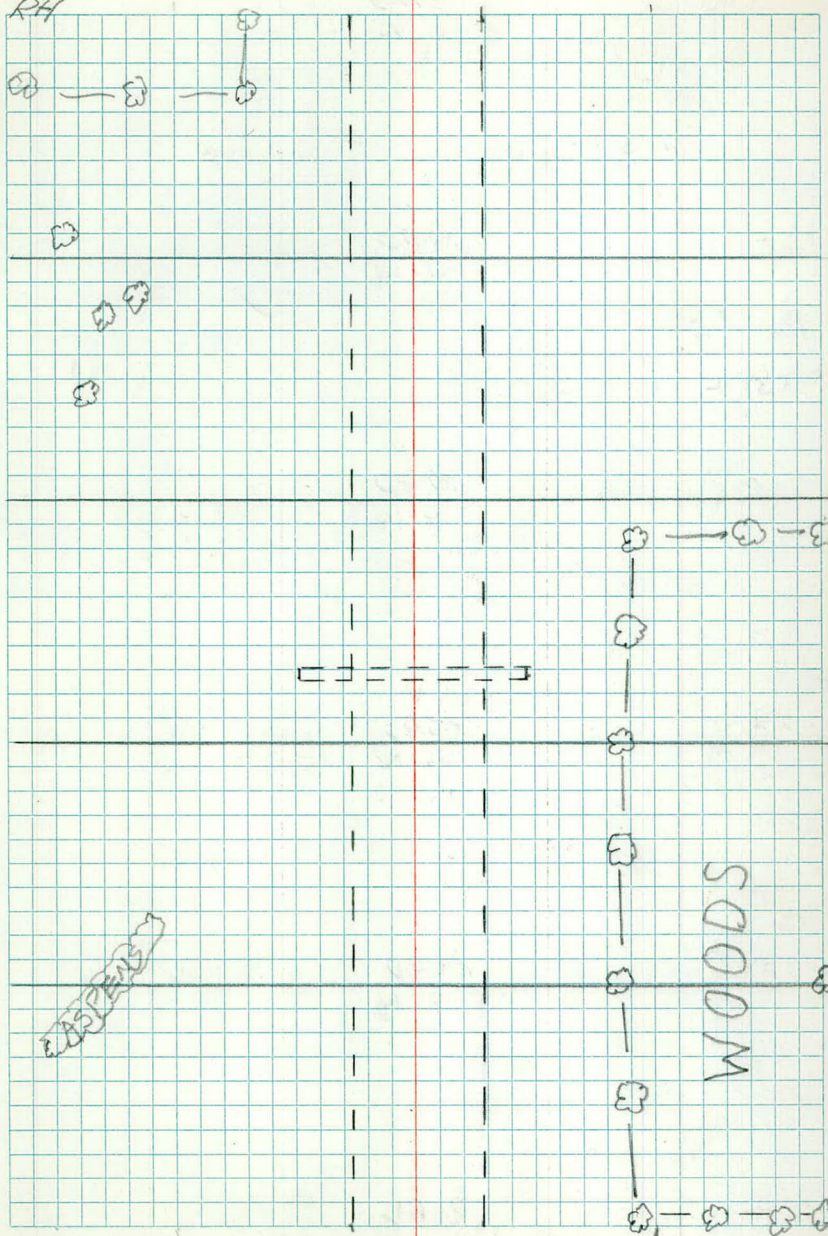
46-E

KP
DS
DK
RH

LT

7 DEC. 1971
RT

44



137

✓
LT
WOODS

50-W

✓
ROAD

14 14

RT

+94 4" APPLE ✓

36

+65 4-7" COTT

38

+50

✓
ROAD

14 14

✓
+33 4-6" COTT +21 4" COTT ✓33
+00 HYD ✓

35

136

26 WOODS

✓
ROAD

46-W

14 14

+50

✓
ROAD

14 14

135

✓
WOODS

39-W

✓
ROAD

14 14

134 +50

✓
ROAD

14 14

7 DEC. 1971

45

LT

~~E~~

RT

WOODS



+50

LT

1/2
ROAD
21 22

RT

139

✓
WOODS
55-W

✓
ROAD
12 22

+50

✓
+49 Tw 6" COTT

✓
+32 Tw 3" ASPEN

✓
+23 4" ASPEN

38

✓
ROAD
12 19

138

✓
WOODS
55-W

✓
ROAD
12 16

✓
+71 8" COTT
35

+50

✓
ROAD
13 15

✓
+24 10" COTT
45

✓
+17 4-7" COTT

✓
+10 4" COTT

42

✓
+05 2-7" COTT
42

34

137

WOODS
50-W

ROAD
14 14

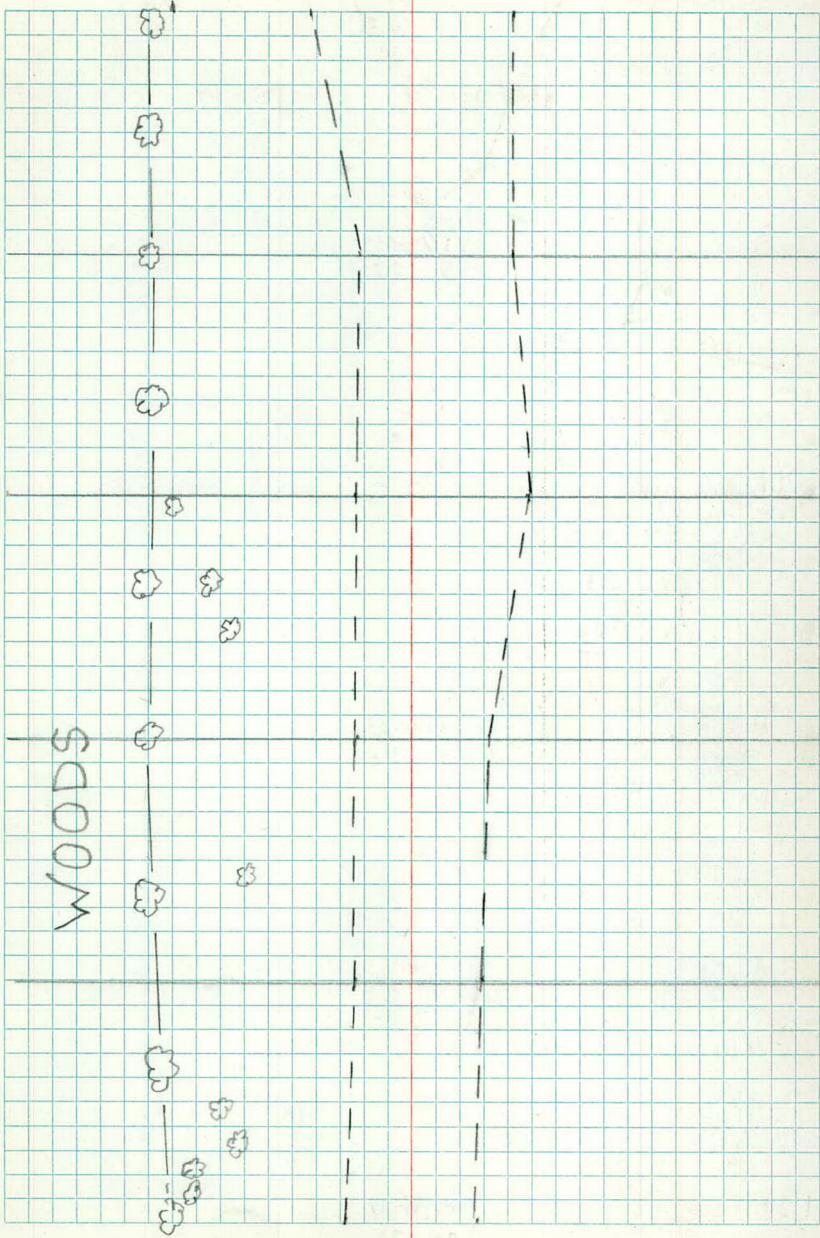
LT

E

1 DEC. 1971

R_T

46



142

L7

ROAD
21 22

RT

WOODS
52-150

+53 BRCC
26-45
+50

+52 PP
26

ROAD
21 22

+24 MN
93
+11 POR
26

141

+96 BR
75

ROAD
21 22

WOODS
55-100

+83 E Josephine Rd

+78 RT

+59 ER
75

+50

ROAD
21 22

+40 W. END 18" RCP
37

+40 POR
26

+38 HYD
74

+26 BR
22

+44 E END 18" RCP
38

140

ROAD
21 22

+67 END WOOD
70-W

+61 5-6" ASPEN
53

+86 Begin Woods
50-79

139+50

ROAD
21 22

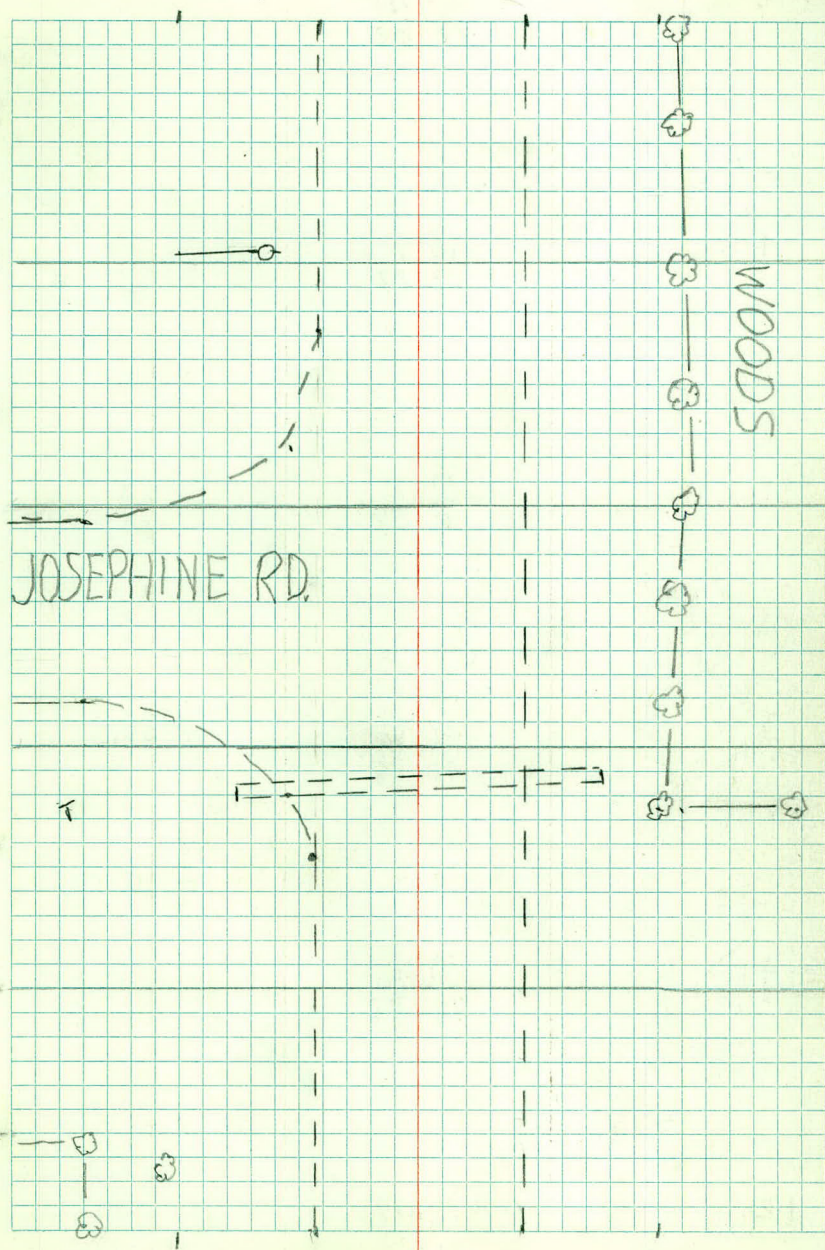
LT

E

7 DEC 1971

RT

47



+50

LT
ENTROAD
22 22RT
WOODS
53-120+35 Hyd
86+14 6" M
39

+35 Curb

+02 50 E SIGN 39-82 +09 No E Sign
65 61

144

ROAD
22 22WOODS
55-107+91 50 +91 1" P 1" P
43 59, 71

+79 ENT

+67 S. END 18" CM

+66 1" P 1" P 41
60, 71

+50

ROAD
22 22+45 1" P
65+23 PP
27

143

ROAD
22 22WOODS
54-135+67 W. END 24" RCP
33+67 E. END 24" RCP
43

+50

ROAD
22 22

142

ROAD
21 22WOODS
52-150

147

$$\begin{array}{r} \text{LT curb GR ROAD} \\ 34 \quad 25 \quad 22 \quad 22 \end{array}$$

$$\begin{array}{r} \text{RT WOODS} \\ 40-200 \end{array}$$

+50

$$\begin{array}{r} \text{curb} \\ 34 \end{array}$$

$$\begin{array}{r} \text{ROAD} \\ 22 \quad 22 \end{array}$$

$$\begin{array}{r} \text{WOODS} \\ 37-150 \end{array}$$

$$+22 \begin{array}{r} \text{CP} \\ 24 \end{array}$$

146

$$\begin{array}{r} \text{curb} \\ 36 \end{array}$$

$$\begin{array}{r} \text{GR} \\ 25 \end{array}$$

$$\begin{array}{r} \text{ROAD} \\ 22 \quad 22 \end{array}$$

$$\begin{array}{r} \text{WOODS} \\ 60-100 \end{array}$$

+50

$$\begin{array}{r} \text{curb} \\ 36 \end{array}$$

$$\begin{array}{r} \text{GR} \\ 25 \end{array}$$

$$\begin{array}{r} \text{ROAD} \\ 22 \quad 22 \end{array}$$

$$\begin{array}{r} \text{WOODS} \\ 48-140 \end{array}$$

$$+29 \begin{array}{r} \text{SD} \\ 75 \end{array}$$

$$+29 \begin{array}{r} \text{E. END 24" RCP} \\ 40 \end{array}$$

145

$$\begin{array}{r} \text{curb} \\ 36 \end{array}$$

$$\begin{array}{r} \text{GR} \\ 25 \end{array}$$

$$\begin{array}{r} \text{ROAD} \\ 22 \quad 22 \end{array}$$

$$\begin{array}{r} \text{WOODS} \\ 58-125 \end{array}$$

$$+62 \begin{array}{r} \text{BGR} \\ 23 \end{array}$$

$$+58 \begin{array}{r} \text{BCURB} \\ 24 \end{array}$$

144+50

E ENT

$$\begin{array}{r} \text{ROAD} \\ 22 \quad 22 \end{array}$$

$$\begin{array}{r} \text{WOODS} \\ 53-120 \end{array}$$

8 DEC. 1971

49.

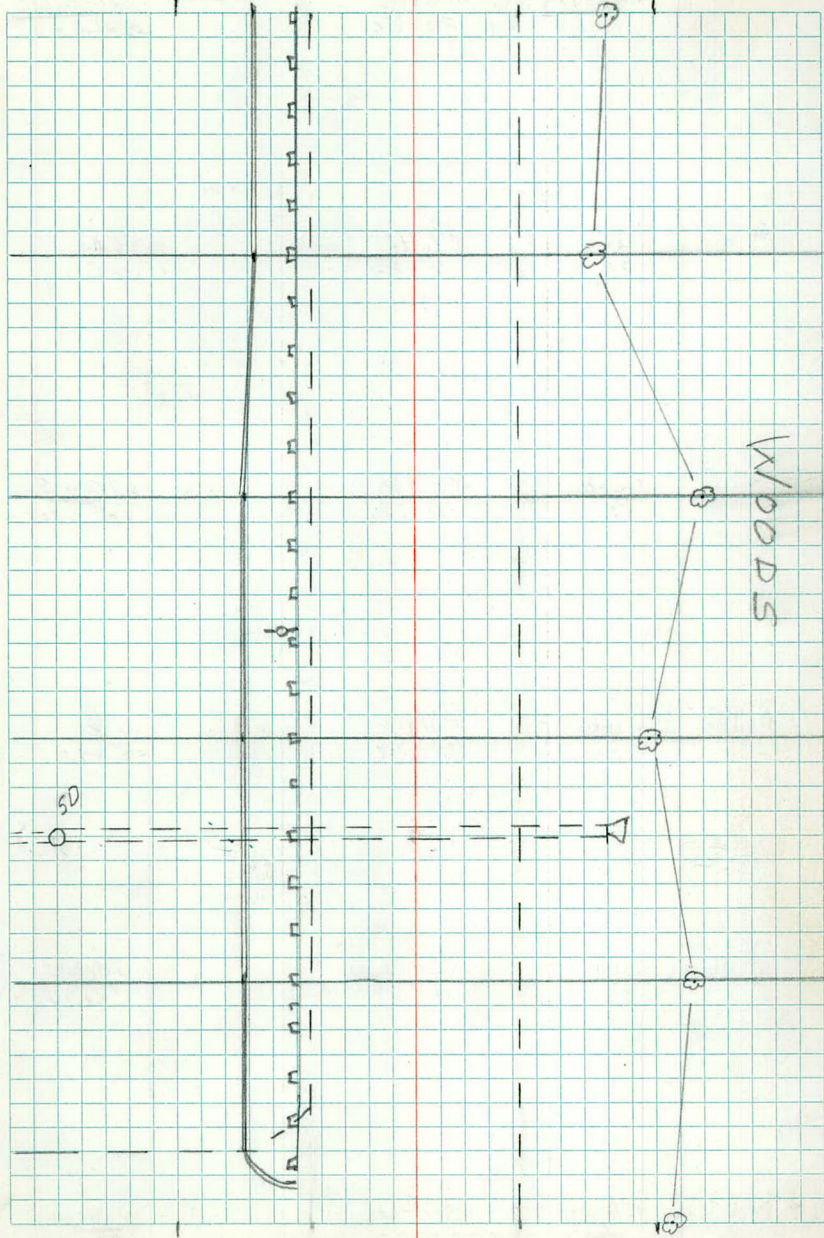
 L_T

7

RT

1100D5

SD



+50 L7 Curb 33 G.R. 24 ROAD 20 20

RT WOODS
54-E

+23 ^{PP}
27

149 Curb 32 G.R. 24 ROAD 20 20

WOODS
56-E

+50 Curb 32 ROAD 20 20

WOODS
76-200

148 Curb 32 G.R. 25 ROAD 20 20

WOODS
72-130

+50 Curb 33 ROAD 21 21

WOODS
40-170

147 Curb 34 G.R. 25 ROAD 22 22

WOODS
40-200

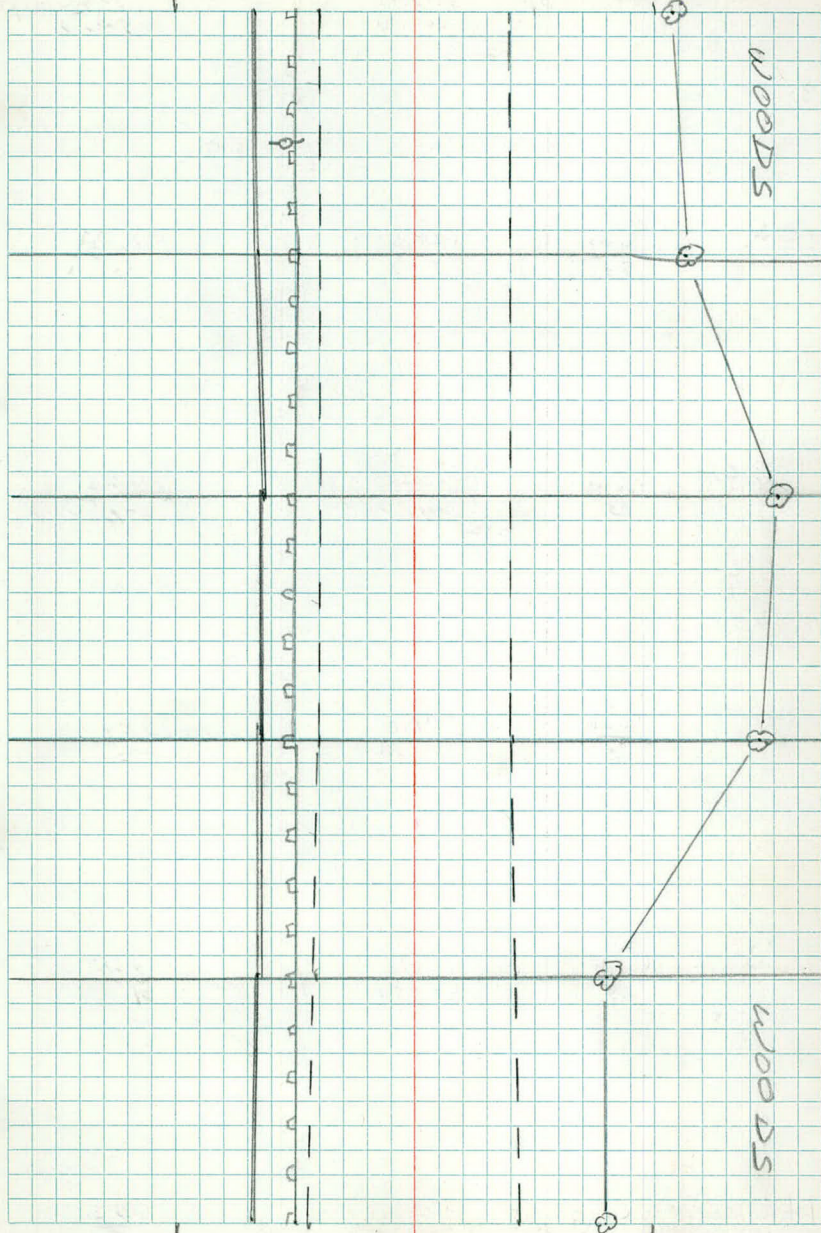
8 DEC. 1971

50.

LT

2

RT



152

Curb
34G.R.
24ROAD
20 20RT WOODS
39-70

+50

Curb
34ROAD
20 20WOODS
51-100

151

Curb
33G.R.
23ROAD
20 20WOODS
56-150

+50

Curb
35ROAD
20 20WOODS
56-E

150

Curb
33G.R.
24ROAD
20 20WOODS
54-E

149+50

Curb
33G.R.
24ROAD
20 20WOODS
54-E

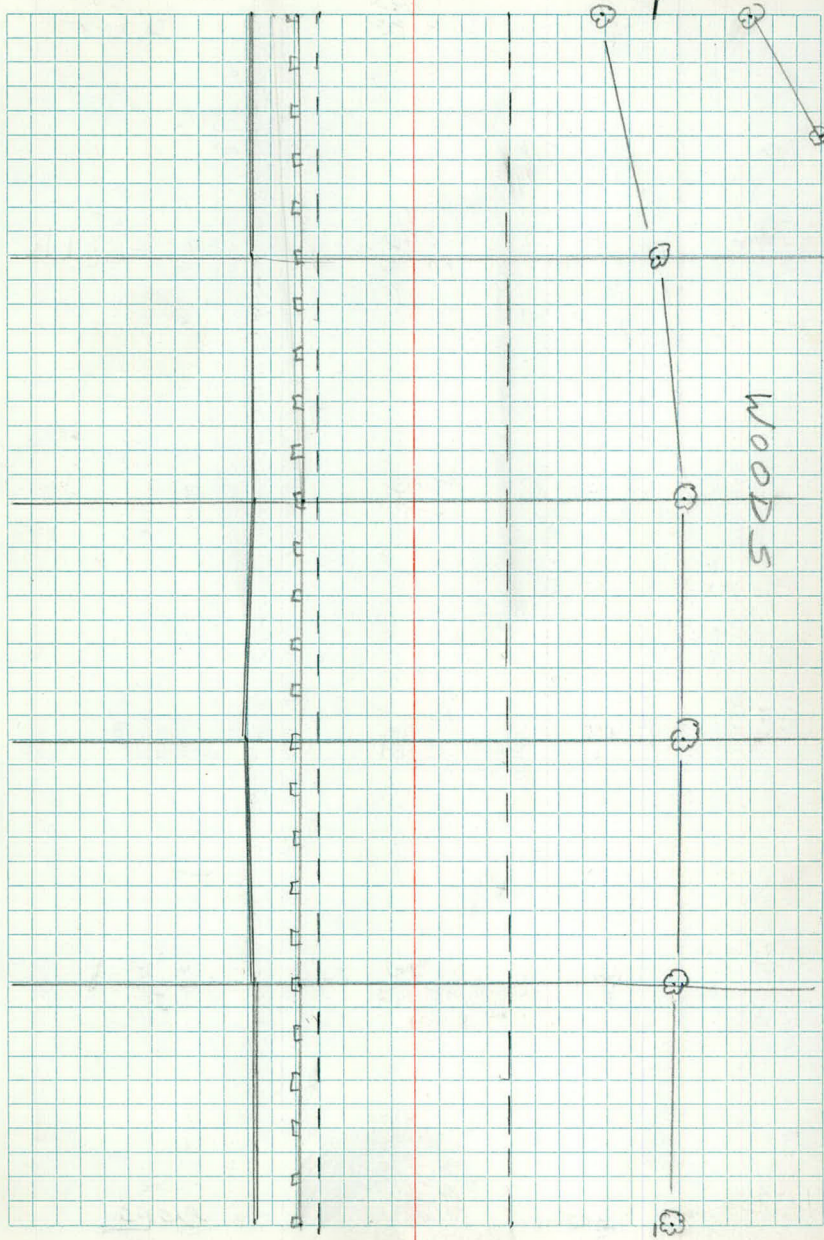
8 DEC 1971

51

LT

£

R₁



+50

LT

ROAD

29 22

RT

+44 & ENT

+13 HYD

62

+08

7" P

79

+17 7" P

79

+21 LIFT STA

60

+20 MH

49

+30 S. END 18" CM

+18 PP

27

40

154

ROAD

30 21

+87 PP

63

+70 N. END 18" CM

40

+80 & ENT

+46 & 8' 15.

28-44

+50

& ENT

ROAD

26 21

& ENT

+35 END G.R.

24

+28 S. END 18" CM

39

153

Curb G.R.

34 24

ROAD

22 20

+50

Curb

35

ROAD

20 20

5-14" E

65

+34 15" 0

65

+36 4-15" E

54

+17 PP

27

+17 END Woods

42-60

152

Curb G.R.

34 25

ROAD

20 20

WOODS

39-70

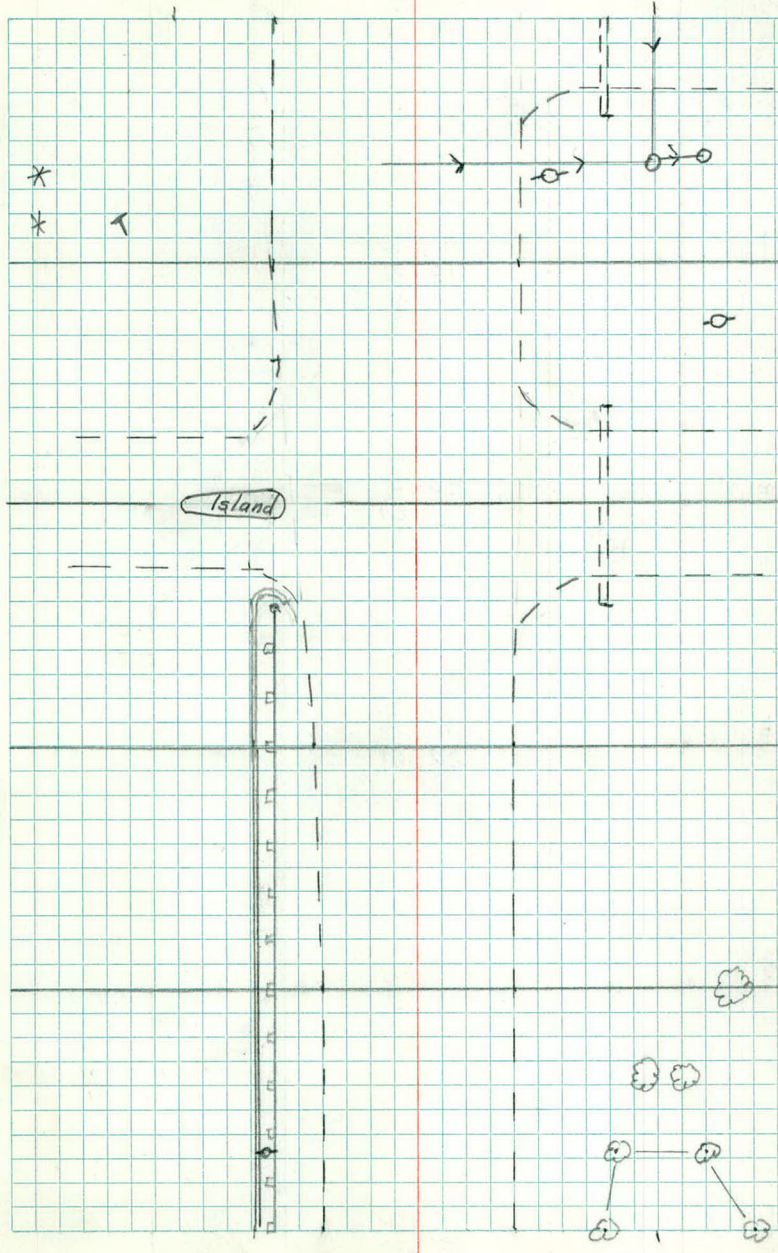
8 DEC. 1971

52

L_T

L

R_T



157

LT

ROAD

RT

+79 TW 6"E

+88 8"E

13 18

$$\begin{array}{r} \checkmark \\ +59 \text{ PP} \\ \hline 23 \end{array}$$

$$\begin{array}{r} \checkmark \\ +63 \text{ TW } 7"E \\ \hline 56 \end{array}$$

$$\begin{array}{r} +77 \text{ MH} \\ \hline 28 \end{array}$$

$$\begin{array}{r} \checkmark \\ +54 \text{ TW } 8"E \\ \hline 51 \end{array}$$

+50

ROAD
13 16
$$\begin{array}{r} \checkmark \\ +12 \text{ 18"} \\ \hline 55 \end{array}$$

$$\begin{array}{r} +30 \text{ N. END } 18" \text{ CM} \\ \hline 37 \end{array}$$

156

ROAD
15 21

+10 E ENT

$$\begin{array}{r} +85 \text{ S. END } 18" \text{ CM} \\ \hline 37 \end{array}$$

$$\begin{array}{r} +55 \text{ N. END } 18" \text{ CM} \\ \hline 42 \end{array}$$

+50

ROAD
20 21

+30 E ENT

$$\begin{array}{r} +09 \text{ S. END } 18" \text{ CM} \\ \hline 40 \end{array}$$

155

ROAD
28 22
$$\begin{array}{r} \checkmark \\ +66 \text{ PP} \\ \hline 39 \end{array}$$

$$\begin{array}{r} +63 \text{ TW } 14"E \\ \hline 59 \end{array}$$

$$\begin{array}{r} \checkmark \\ +51 \text{ 20"E} \\ \hline 68 \end{array}$$

$$\begin{array}{r} \checkmark \\ +88 \text{ LITE Pole} \\ \hline 51 \end{array}$$

$$\begin{array}{r} +89 \text{ N. END } 18" \text{ CM} \\ \hline 40 \end{array}$$

154+50

ROAD
29 22

E ENT

47

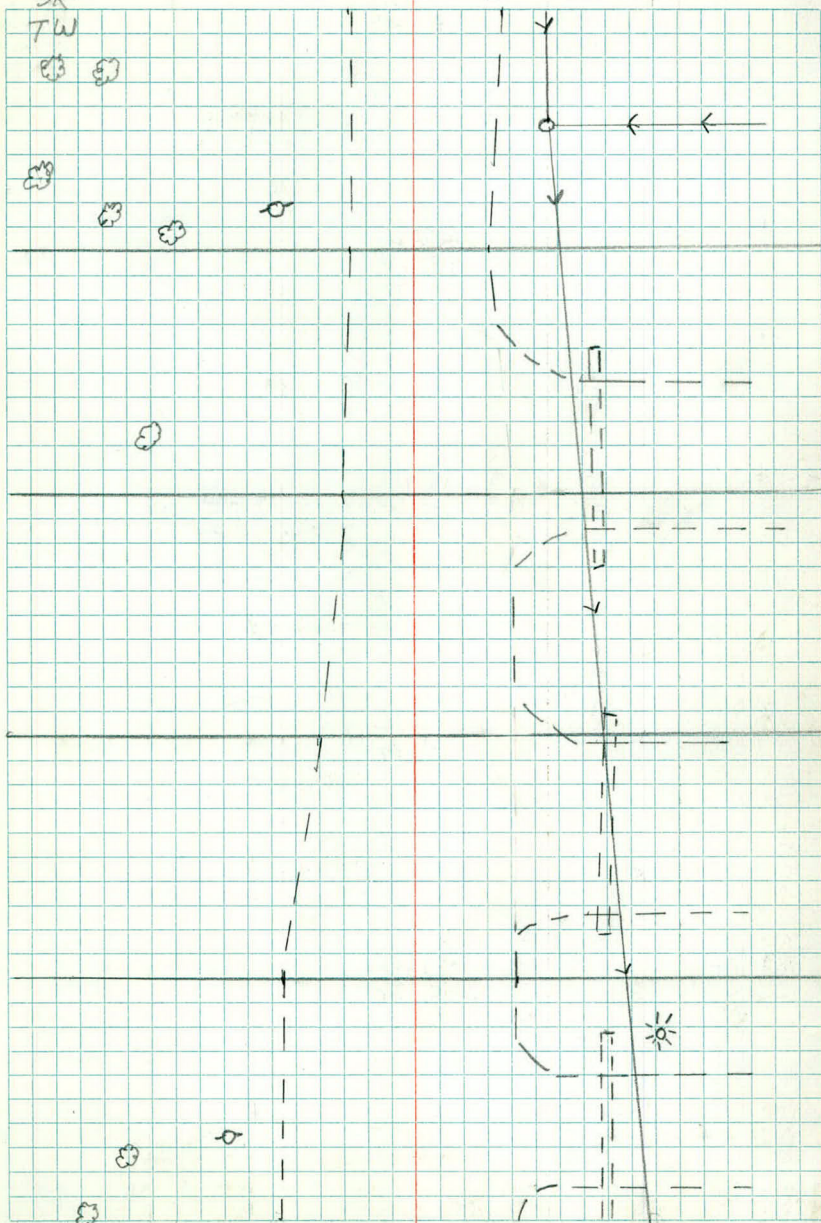
53

R_T

TW



①



+50

LT

 $\frac{1}{2}$
ROAD
9 23

RT

 $\frac{1}{2}$
+48 NW Cor Bldg
90

 $\frac{1}{2}$
+16 S. END 18" CM
28

 $\frac{1}{2}$
+06 MH
29

 $\frac{1}{2}$
+04 SW Cor Bldg
99

159

ROAD
13 19
 $\frac{1}{2}$
+88 N. END 18" CM
28

 $\frac{1}{2}$
+72 MH
80
+72 $\frac{1}{2}$ ENT

+50

 $\frac{1}{2}$
ROAD S. END 18" CM
13 19 28
+72 $\frac{1}{2}$ ENT
 $\frac{1}{2}$
+38 HYD
39

 $\frac{1}{2}$
+37 PP
42

 $\frac{1}{2}$
+02 TW 8" E
59

 $\frac{1}{2}$
+07 TW 8" E
69

 $\frac{1}{2}$
+30 MH
19

158

 $\frac{1}{2}$ RDROAD
13 19
 $\frac{1}{2}$
+86 4-8" E
73

+68 RT RD.

 $\frac{1}{2}$
+59 10" Cor
67

 $\frac{1}{2}$
+57 TW 8" E
59

+50

ROAD
13 19

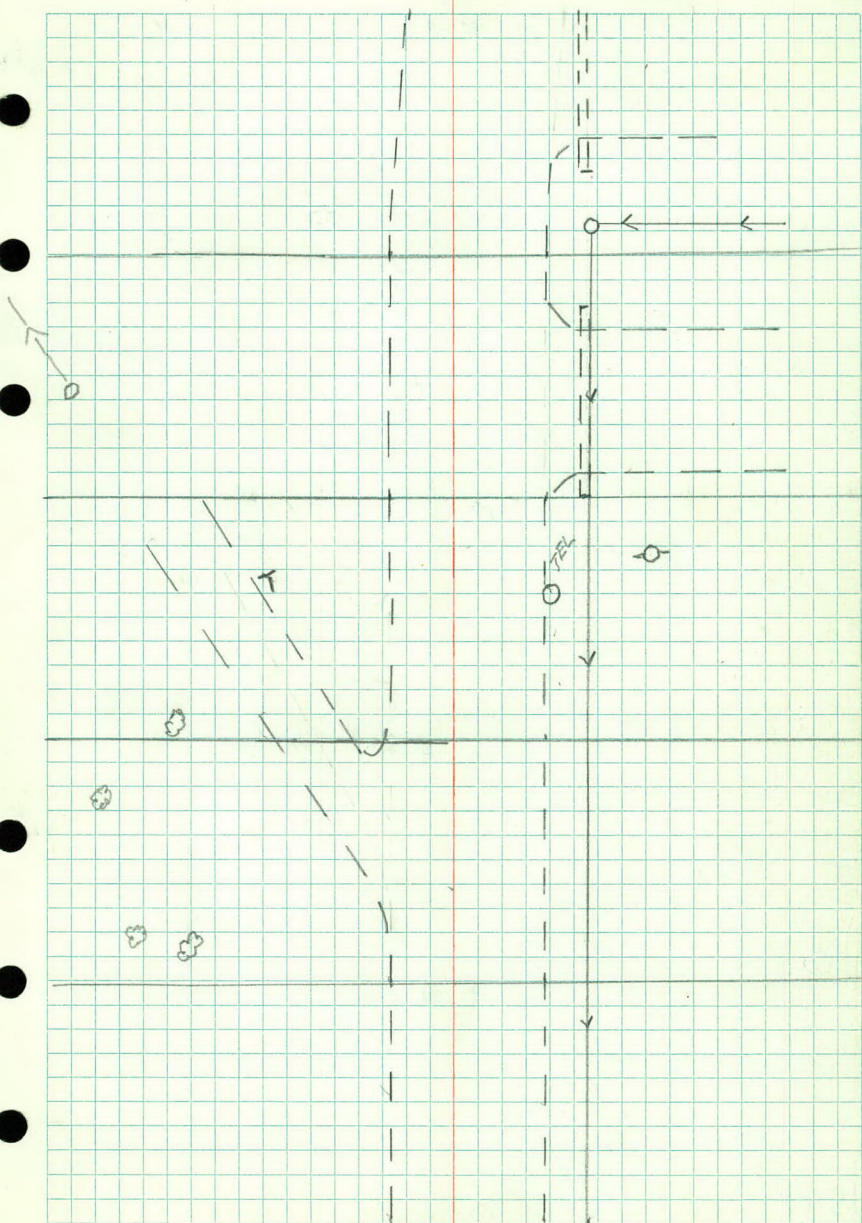
157

ROAD
13 18

9 DEC 1971

54

47

 R_T 

+95' S.E. COR HO 162 $\frac{34}{27}$	+96' TW 20" M $\frac{22}{22}$	ROAD ER +90 MH ER 4-303 63 32
+88 13 34 +72 $\frac{13R}{16}$	+80 HYD 13	+95 N. END 15" RCP +88 PER 39 42
+67 C.O. ROD +81 6" PP 33	+57 ER 14 +56 MH	+54 RT +80 BR 60 +56 C.O. ROD
+50	+54 44 46 PER 5 ER 77 +37 BR 7	
+19 HYD 8 +16 4"E 53		+31 PER +29 LITE POLE 57 +31 S. END 15" RCP +13 PP 52 +18 BR 47
161	ROAD 7-37	BLDG NW COR +03 END 15 76 +95 LITE POLE 49 +88 Bldg in 4' 15' 19" 70 +52 LITE POLE 48 +47 SW COR BLDG 99
+50	ROAD +54 N. END 18" CM 3-31 43	
+16 4"E 53		+34 ENT +14 LITE POLE 56
160	ROAD S. END 18" CM 3 21	+86 PP 37 +92 FE 50-E +80 N. END 18" CM 36
159+50	ROAD 9 23	+57 ENT

8 DEC, 1971

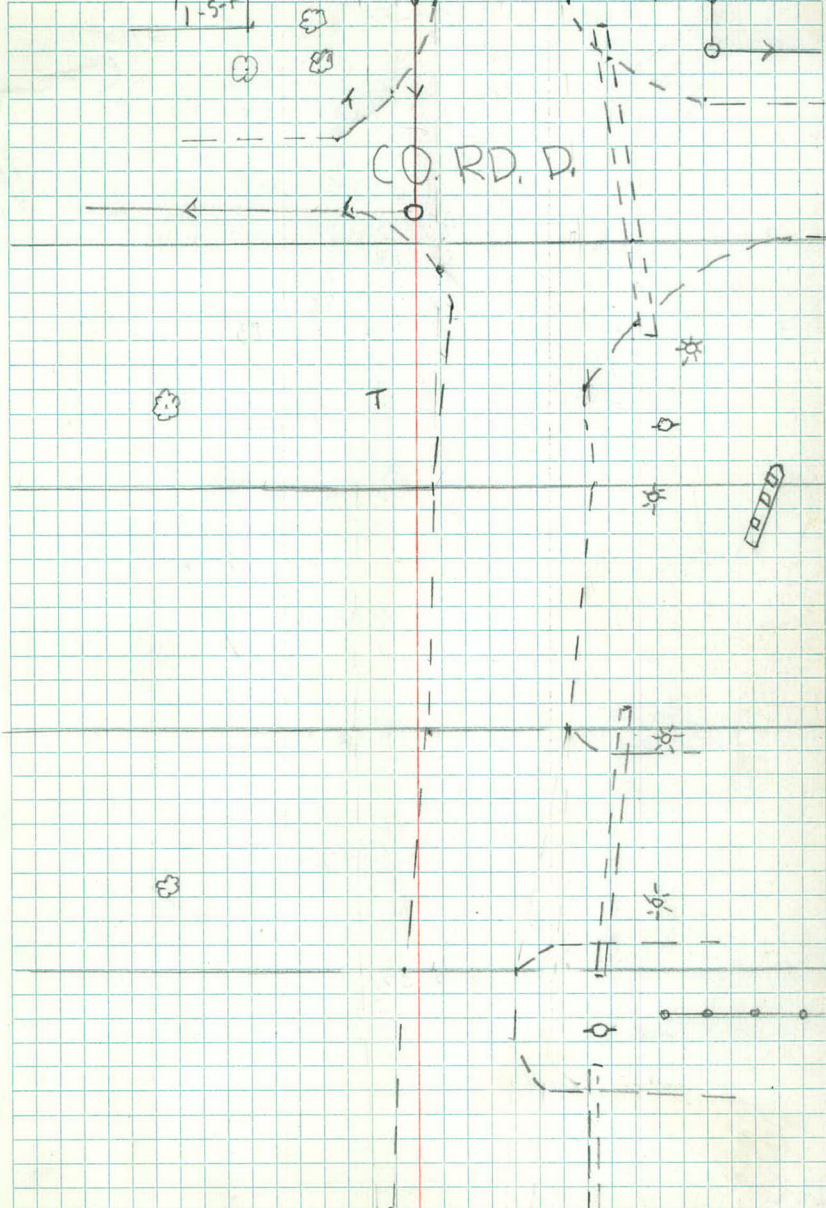
55.

LT

RT

1-5-8

CO. RD. D.



+50

LT

ROAD

RT

11 13

+40 MH
20+33 10" Cott
37+03 Hyd
30+03 End Hedge
36+02 Lite Pole
38

ROAD

11 13

+93 Lite Pole

+72 ♀ ENT

+78 NE Cor Ho
81

+54 Begin Hedge

+56 PP
29

+50

ROAD

+32 SE Cor Ho
72

11 13

+40 N. END 18" CM

+40 ♀ ENT +254" M

+18 ♀ ENT

+34 Lite Pole
60+15 NE Cor Ho
72 +10 ♀ ENT

+10 S. END 18" CM

+16 MH
20

27

163

+89 Pole

ROAD

+02 GR

+08 GR

+89 3" M
32

+26 6" M

7 17

+48 Begin Hedge

+48 1" P
29+54 TW 1" P
36

+79 END HEDGE

+90 END 4" 15
71+47 1" P
40+48 1" P
36+54 TW 1" P
36

+79 END HEDGE

+90 END 4" 15
71+44 1" P
40+48 1" P
36+54 TW 1" P
36

+79 END HEDGE

+90 END 4" 15
71

+50

+43 SE Cor Ho
63

ROAD

+46 PP
37+39 STR
44+39 FE
45-W+39 14" PP
35

+40 N. END 15" CM

+33 PP
31+36 STR
58+38 STR
46

+28 ♀ ENT

+13 Lite Pole
74+25 NE Cor Ho
42+30 20" O
49+12 Bush
26+07 S. GR
74+08 HYD
54+09 12" M
23+12 Bush
26+12 Bush
26

+09 S. END 15" CM

+03 PP
81

162

+09 12" M
23+12 Bush
26

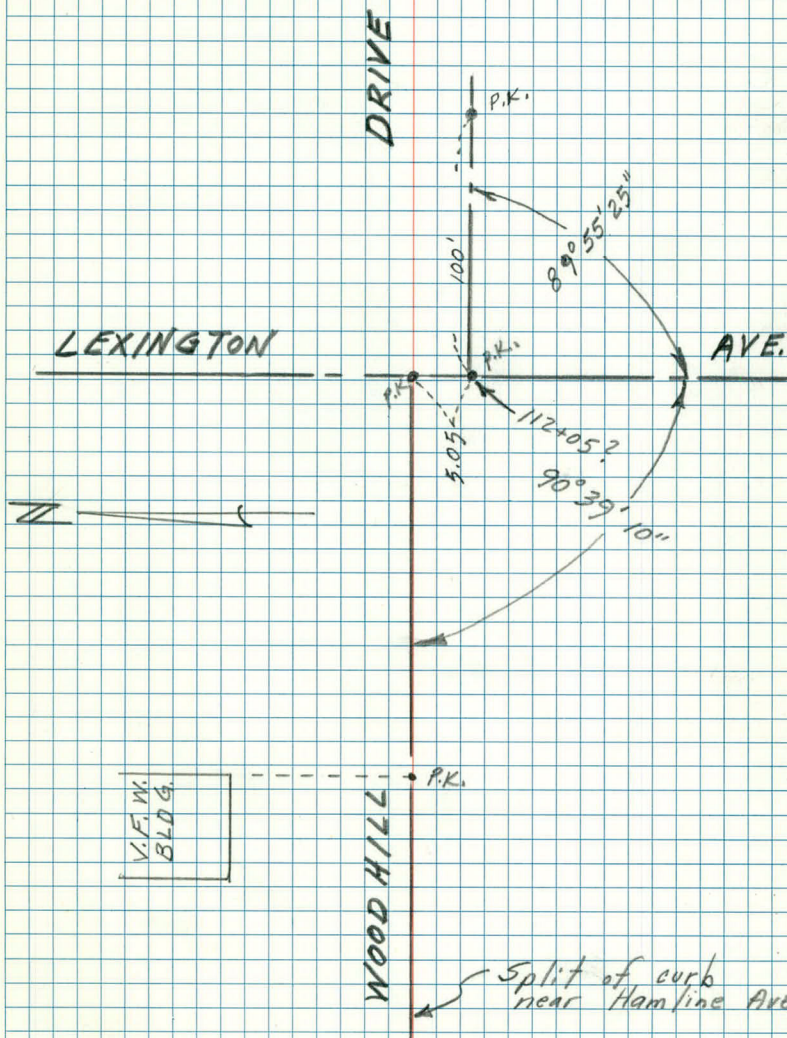
ROAD

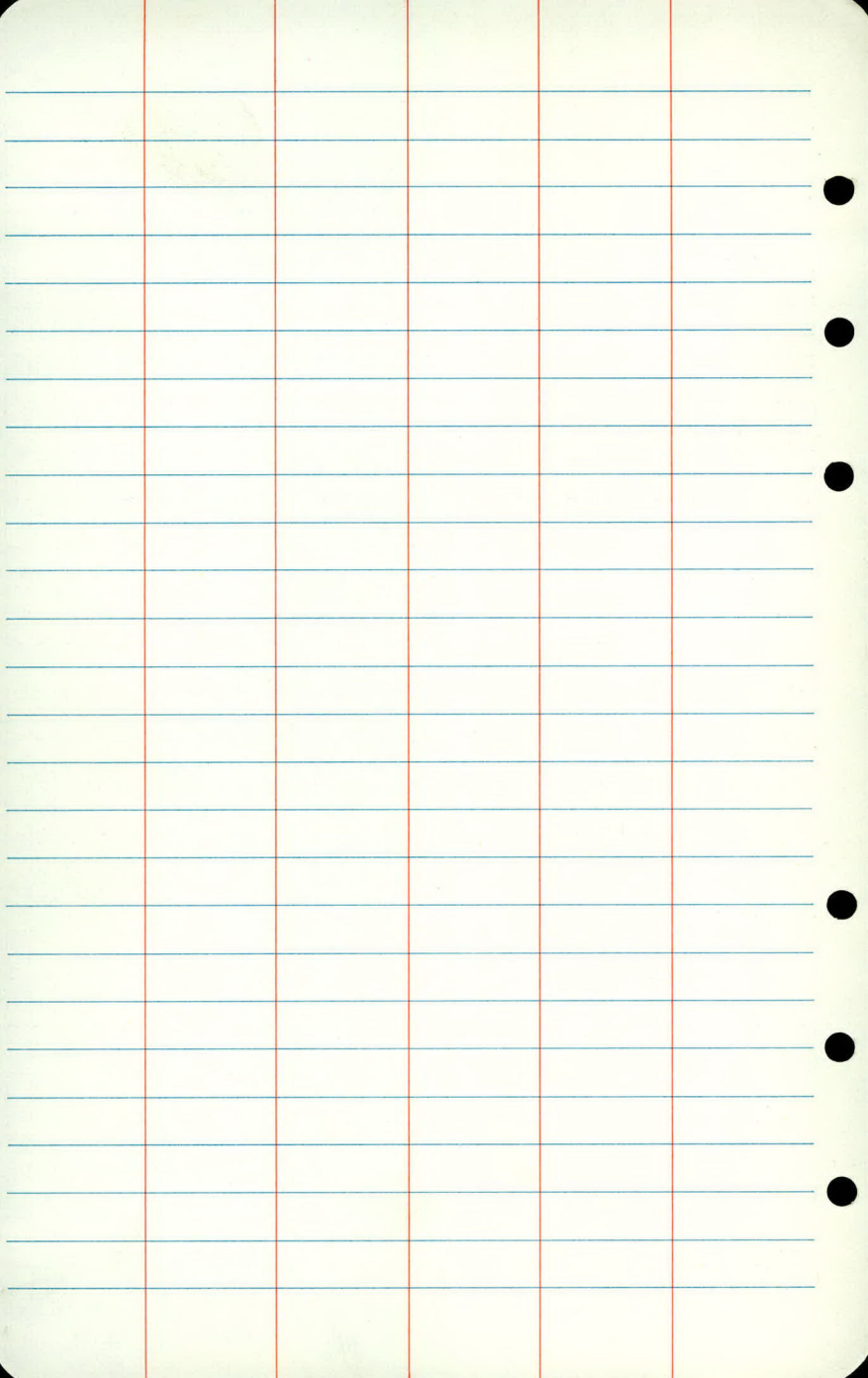
+03 PP
81

4-30

R.M.
P.D.
P.K.

Sunny 0°
Feb. 12, 1980





TOPOGRAPHY

WOODHILL DR.

(0+00 - 3+00)

At Lexington Ave.

Crew: R.M

P.K.

P.D

T.

June 9, 1978

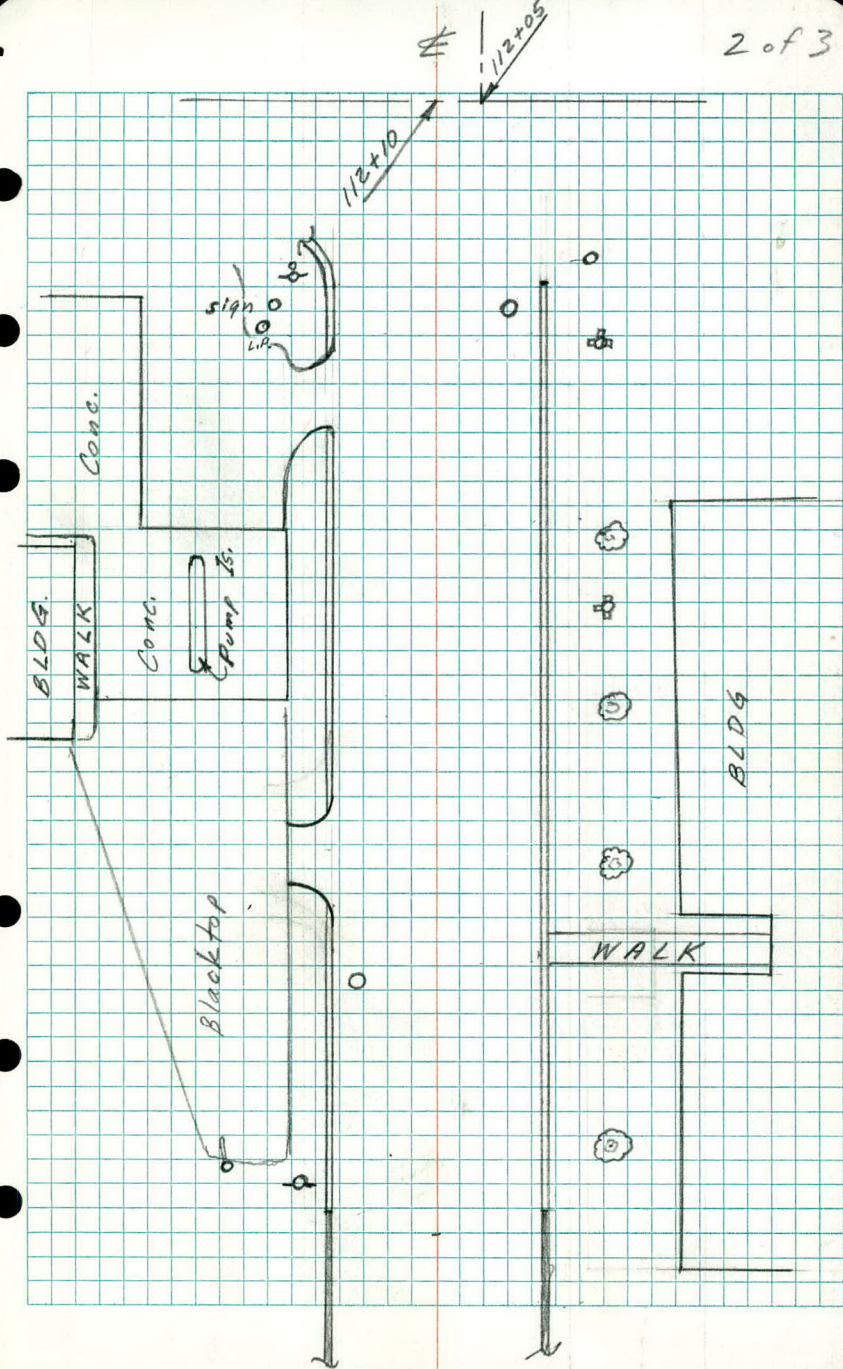
Cloudy

L.T.

112+10
£ St. West £+76
34 water valve R.T.+72
29 gas vent+69
25 End Bt. curb+67 End Conc.
63 Slab+71
29 P.P.+67
14 gas valve+65
35 sign+62
36 Hyd+58
37 L.P.+42
22 £ 17' Drwy.+24
49 Cor. Bldg.+14 Cor.
63 Conc.
slab+14
33.2 End Conc. slab+16
38 7" Maple+10
55 E. end Pump Island+05
39 Hyd

1+00

+95
55 £ Pump Island
(4' X 19')1+00
22 Curb+91
32.2-76 Cor. conc. slab+80
80 Cor. Bldg+91
40 8" Maple+66
22 £ 16' Drwy.+65
40 8 Maple+47
20 MH+52
52 Cor Bldg.+32
34 L.P.+30
26 P.P.+42
2 5' walk (67' long)+38
52 Cor Bldg.+04
22 Beg. Bt.
Curb+19
41 5' Maple+04
22 Beg. Bt.
Curb.0+00 0+00
22 conc. curb0+00
22 conc. curb.-0+15
52 Cor. Bldg.



£

112+05

3+00

$\frac{+00}{20}$ edge
B.tp.

$\frac{+00}{13}$

edge
Btp

$\frac{+00}{43}$

side
Bldg

$\frac{+73}{41}$ Cor. Bldg.

$\frac{+98}{31}$ P.R.

$\frac{+78}{16}$ P.O.R.

$\frac{+86}{32}$ Beg. Bushes

$\frac{+71}{23}$ edge Btp.

$\frac{+57}{21}$ end Rad.

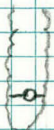
$\frac{+38}{29}$ P.O.R.

$\frac{+27}{39}$ P.O.R.

$\frac{+15}{81}$ Beg. Rad.

2+00

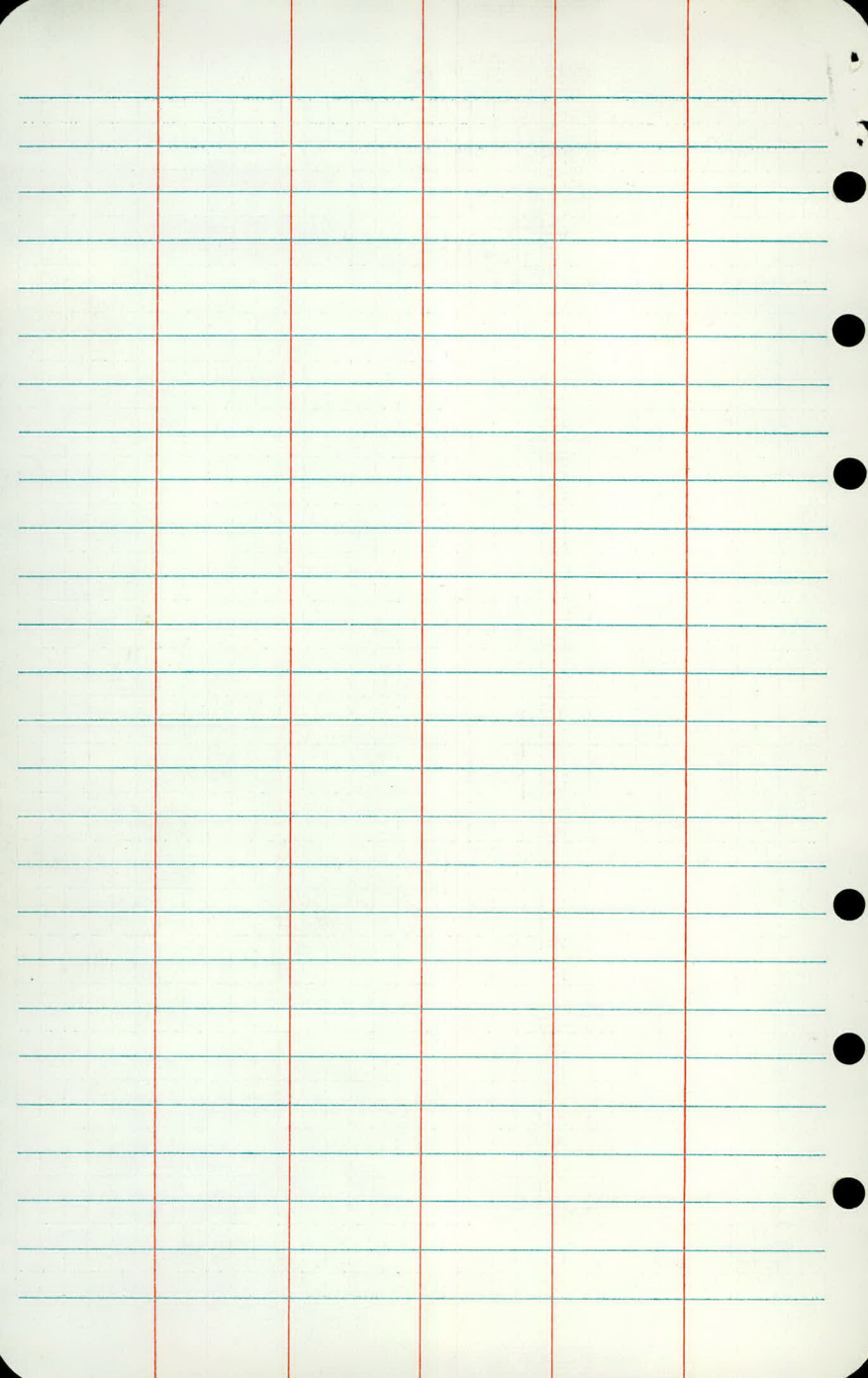
#



BLDG

Black top

 $1/2+10$ $1/2+05$



R.M.
P.K.
P.D.

10° Partly Cloudy
Feb. 6 & 11, 1980

VICTORIA

ST.

Single
V=89-44-43
S=689.42
D=689.413

180-02-38
-47

Ho. #
922

Triple
V=89-15-20
S=1943.419
D=1943.188

R.D.

P.K. on section line

Ho. #
3258

37.52

LEXINGTON

AVE

89°43'54"
(Sec. line - Sec. line)

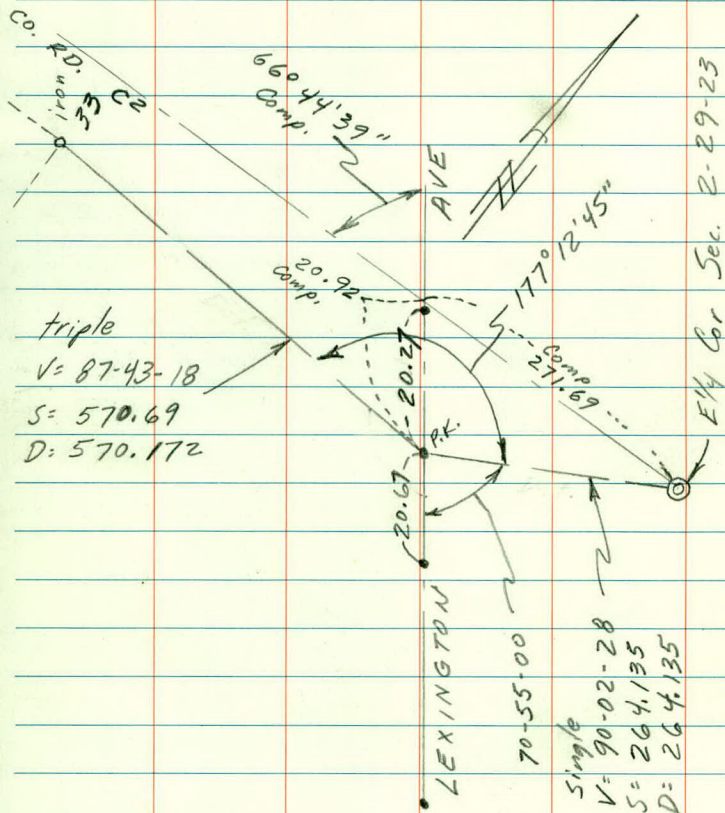
89-43-09
-17

C.O.

Ho. #
1014

Single
V=89-18-11
S=916.57
D=916.502





TOPOGRAPHY

COUNTY ROAD "C2"

(Lexington A. to E. 271')

Crew: R.M.

P.K.

T.P.

7-7-78

Topo.
Co. Rd. C2

2

 $\frac{\text{woods}}{23}$
 $\frac{\text{Road}}{11 \quad 18}$
 $\frac{\text{Brush}}{26}$

+50

 $\frac{\text{woods}}{27}$
 $\frac{\text{Road}}{11 \quad 14}$
 $\frac{\text{Brush}}{25}$

+39

 $\frac{24" \text{ Culv.}}{30}$

+39

 $\frac{24" \text{ R.C.P. Culv.}}{23}$
 $\frac{+39 \quad 12" \text{ Cotton}}{35}$

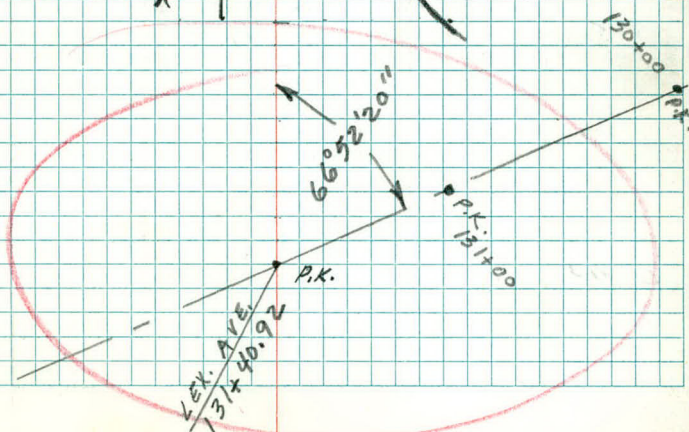
1

 $\frac{\text{woods}}{30}$
 $\frac{\text{Road}}{12 \quad 14}$
 $\frac{\text{bushes}}{40}$
 $\frac{+67 \text{ woods}}{26}$
 $\frac{+67 \text{ P.P.}}{23}$

+50

 $\frac{\text{Road}}{12 \quad 37}$

0+00



✓
+ 71.38 woods
24

✓
Road
10 20

✓
Brush
48

2+50

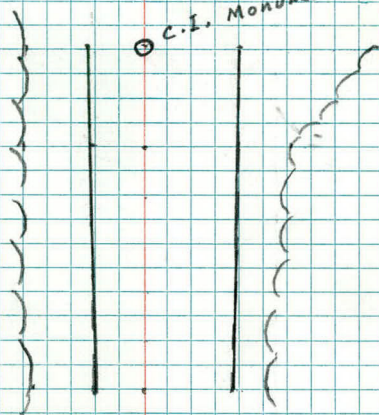
✓
woods
25

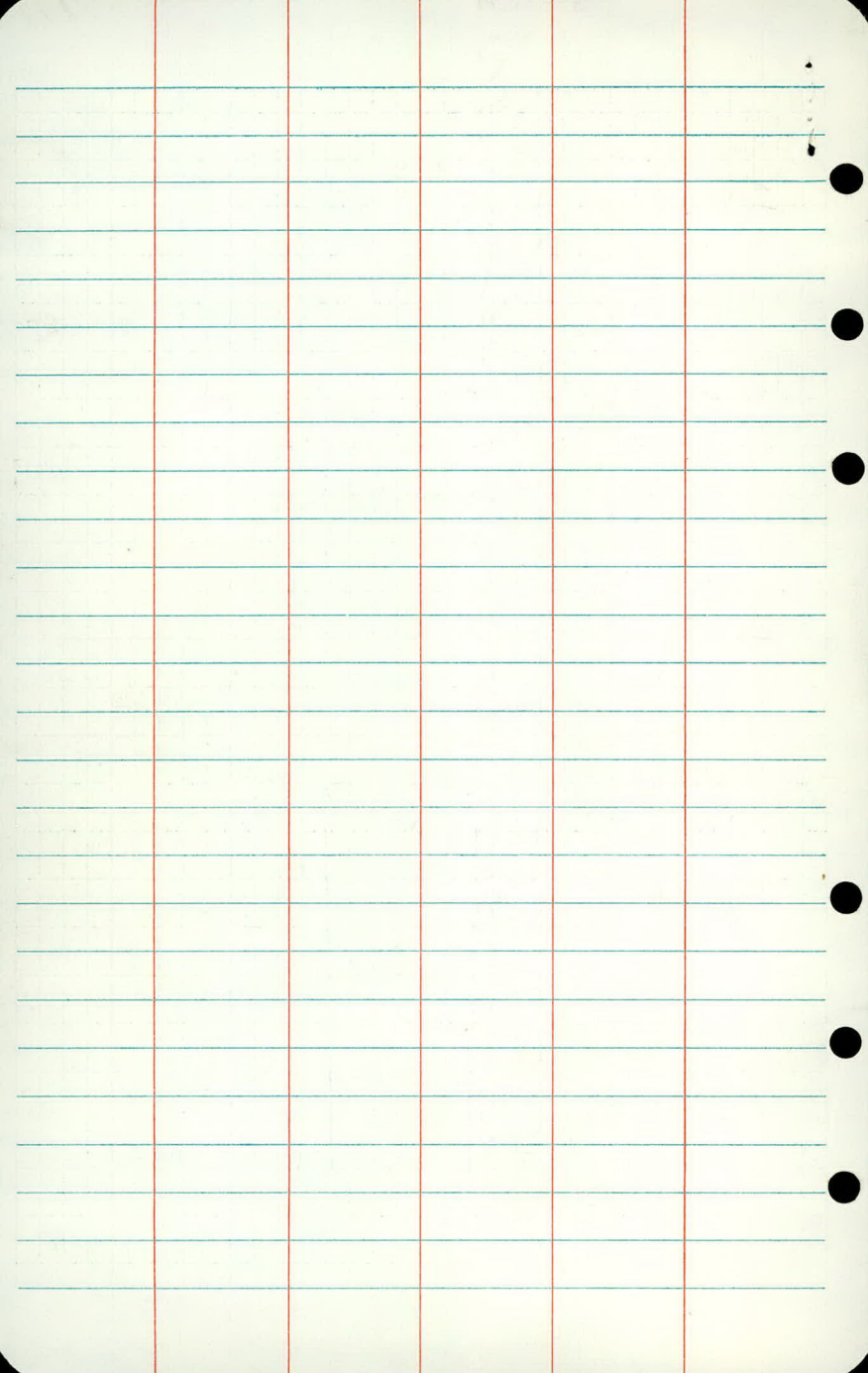
✓ ✓
Road
11 19

✓
Brush
31

2+00

③ C.I. Monument





TOPOGRAPHY

JOSEPHINE ROAD (Sta. 19+00 to E Lexington)

Crew: R.M.

P.K.

P.D.

Sunny

62°

7-10-78

Topo.
Josephine
Road

$$\begin{array}{r}
 \downarrow +50 \quad \text{Hedge} \\
 +50 \quad \text{Bktp Curb} \quad 32 \\
 \hline
 20
 \end{array}
 \quad
 \begin{array}{r}
 \downarrow +50 \quad \text{Road} \\
 12
 \end{array}
 \quad
 \begin{array}{r}
 \downarrow +50 \quad \text{Wood} \\
 32
 \end{array}$$

$$\begin{array}{r}
 \downarrow +23 \quad \text{MH} \\
 +20 \quad \text{12" Maple} \quad 19 \\
 \hline
 44
 \end{array}
 \quad
 \begin{array}{r}
 \downarrow +17 \quad \text{Beg hedge} \\
 32
 \end{array}$$

$$\begin{array}{r}
 \downarrow +11 \quad \text{13 Drwy} \\
 \text{Bktp} \quad 32 \\
 \hline
 103 \quad \text{End hedge}
 \end{array}$$

$$\begin{array}{r}
 20 \quad +100 \quad \text{Bktp Curb} \quad 32 \quad \text{Road} \\
 \hline
 19 \quad 14
 \end{array}
 \quad
 \begin{array}{r}
 +100 \quad \text{Woods} \\
 \hline
 24
 \end{array}$$

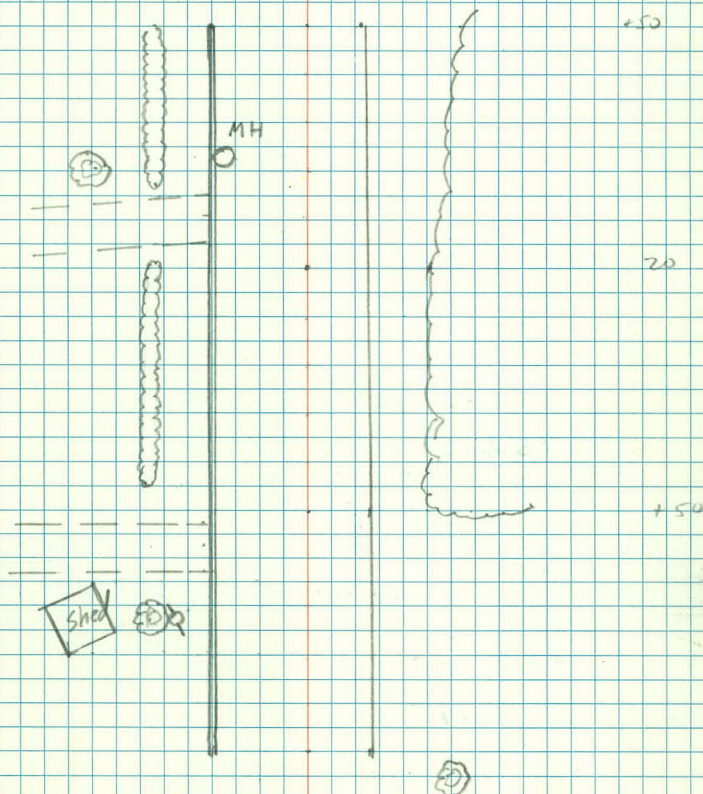
$$\begin{array}{r}
 \downarrow +55 \quad \text{hedge (Beg)} \\
 34 \\
 +50 \quad \text{Bktp curb} \quad 19 \quad \text{Road} \\
 \hline
 13
 \end{array}$$

$$\begin{array}{r}
 \downarrow +43 \quad \text{10' Drwy} \\
 \text{Bktp} \\
 +36 \quad \text{SE. Cor Shed (9x9)} \quad 45 \\
 \hline
 +28 \quad \text{lilac} \quad 31 \quad +28 \quad \text{P.P.} \quad 28 \\
 \hline
 +21 \quad \text{NW. Cor Shed} \quad 51
 \end{array}
 \quad
 \begin{array}{r}
 +50 \quad \text{Beg Woods} \\
 \hline
 2.6
 \end{array}$$

$$\begin{array}{r}
 19+00 \quad \text{Bt curb} \quad 19 \quad \text{Road} \\
 \hline
 13
 \end{array}$$

$$\begin{array}{r}
 \downarrow +96 \quad \text{8" Poplar} \\
 30
 \end{array}$$

18



$$+62 \frac{\text{Bktp Curb}}{19} \quad \frac{\text{hedge}}{53}$$

$$+62 \frac{\text{Road}}{15}$$

$$+50 \frac{\text{hedge}}{49}$$

$$+50 \frac{\text{Bktp Curb}}{19}$$

$$+50 \frac{\text{Road}}{13}$$

$$+31 \frac{\text{MH}}{44}$$

$$+25 \frac{\text{hedge}}{43}$$

$$+08 \frac{46' \text{ Spillway}}{44}$$

$$+30 \frac{\text{End Woods}}{78}$$

$$+20 \frac{4-6" \text{ willow}}{44}$$

$$+00 \frac{\text{hedge}}{39}$$

$$21+00 \frac{\text{Bktp Curb}}{22} \quad \text{Road } 10$$

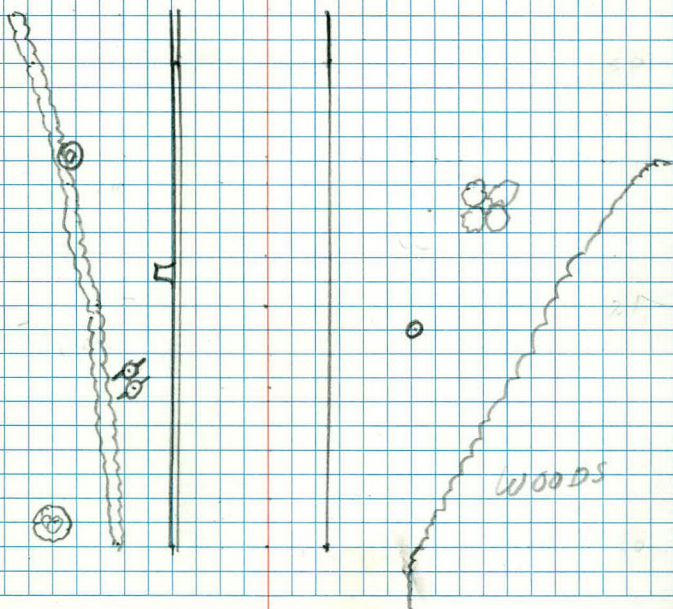
$$+86 \frac{\text{P.P.}}{28}$$

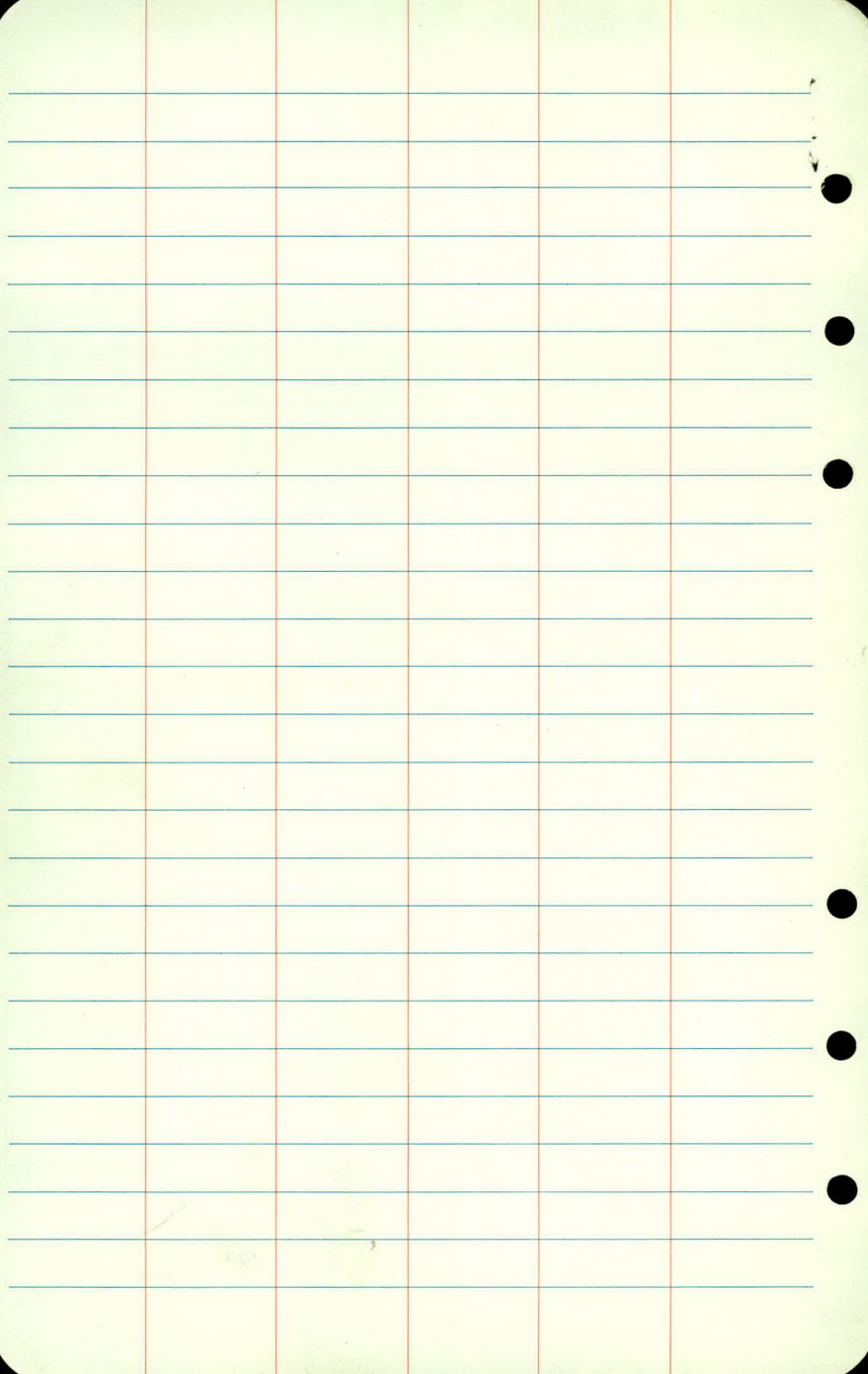
$$+83 \frac{\text{P.P.}}{28}$$

$$+96 \frac{\text{Guy Pole}}{31}$$

$$+55 \frac{12" \text{ Maple}}{44}$$

E





TOPOGRAPHY

LEXINGTON AVE.

Sta. 155+86 - 159+50 RT

Crew: R.M.
P.K.
P.D.
T.P.

June, 1978

RT.

$\downarrow$
 $+97$ $\frac{2' \text{ Pine}}{48}$
 $\downarrow$
 $+86$ $\frac{2' \text{ Pine}}{47}$
 $+76$ $\frac{2' \text{ Pine}}{47}$
 $\downarrow$
 $+63$ $\frac{2' \text{ P}}{47}$
 $\downarrow$
 $+50$ $\frac{2' \text{ Pine}}{49}$
 $\downarrow$
 $+36$ $\frac{2' \text{ Pine}}{48}$
 $+24$ $\frac{2' \text{ Pine}}{51}$
 $+29$ $\frac{\text{Bit Curb}}{58 \neq 83}$
 $+15$ $\frac{\text{Sign (2'x6')}}{87}$
 $+12$ $\frac{\text{Light}}{51}$
 $+104$ $\frac{\text{Cor. Curb}}{84}$
 $+100$ $\frac{18'' \text{ C.M.C.}}{38}$
 $+100$ $\frac{\text{Parking lot}}{58}$

157+00

$+77$ $\frac{\text{MH}}{29}$
 $+68$ $\frac{\text{yard lite}}{60}$
 $+62$ $\frac{\text{Bit. curb}}{34}$
 $+59$ $\frac{\text{Culvert}}{34}$
 $+55$ $\frac{\text{Boulder}}{46}$
 $+28$ $\frac{\text{Sign}}{58-67}$
 $+25$ $\frac{\text{N. end culv. (18'' CMC)}}{38}$
 $+100$ $\frac{\text{End Conc. Curb (drwy)}}{52}$

29 wide Drwy

$\checkmark$ pine
 $+60$ Row trees
 70

32 wide Drwy

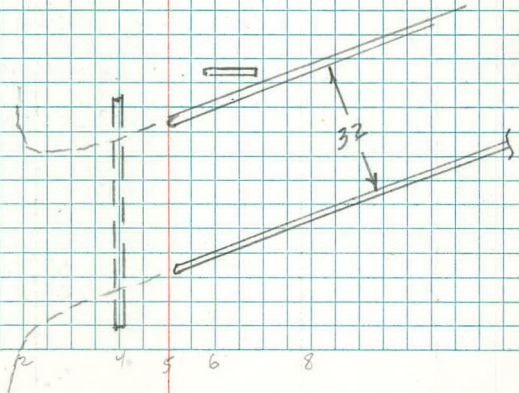
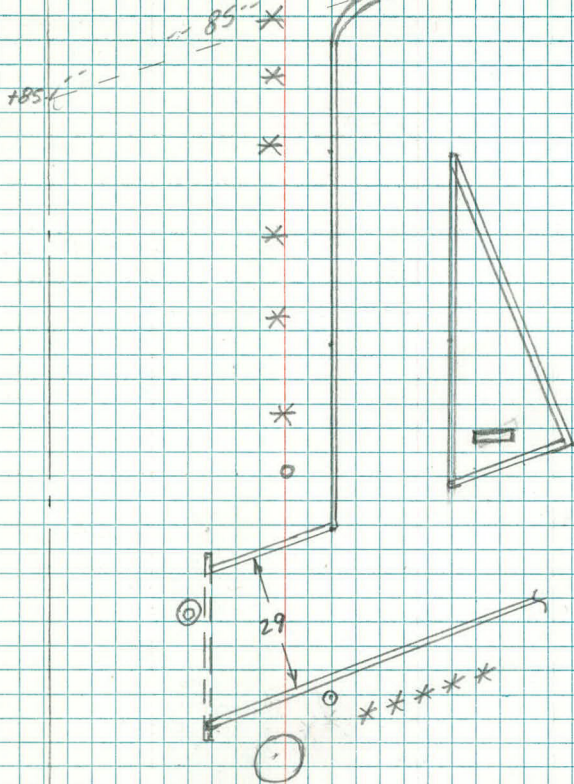
156+00

$\downarrow$
 155 $+86$ $\frac{\text{S. end culvert}}{38}$

£

Gar

2 of 3



$$+41 \frac{\text{End Curb}}{22}$$

$$+39 \frac{\text{Curb}}{32}$$

$$+33 \frac{\text{Curb}}{38}$$

$$+20 \frac{\text{Curb}}{41}$$

$$+10 \frac{\text{Curb}}{43}$$

$$+100 \frac{\text{Curb}}{45}$$

$$+90 \frac{\text{Curb}}{42}$$

$$+80 \frac{\text{End Curb}}{36}$$

$$+80 \frac{\text{N. edge drwy}}{24}$$

$$+48 \frac{\text{S. edge drive}}{24}$$

$$+42 \frac{18" \text{ Conc. (S. end)}}{29}$$

$$+33 \frac{\text{P.P.}}{41}$$

$$+27 \frac{\sqrt{2-2"} \text{ Pine}}{60 \text{ \& 63}}$$

$$+22 \frac{2" \text{ Pine}}{53}$$

$$+15 \frac{2" \text{ Pine}}{50}$$

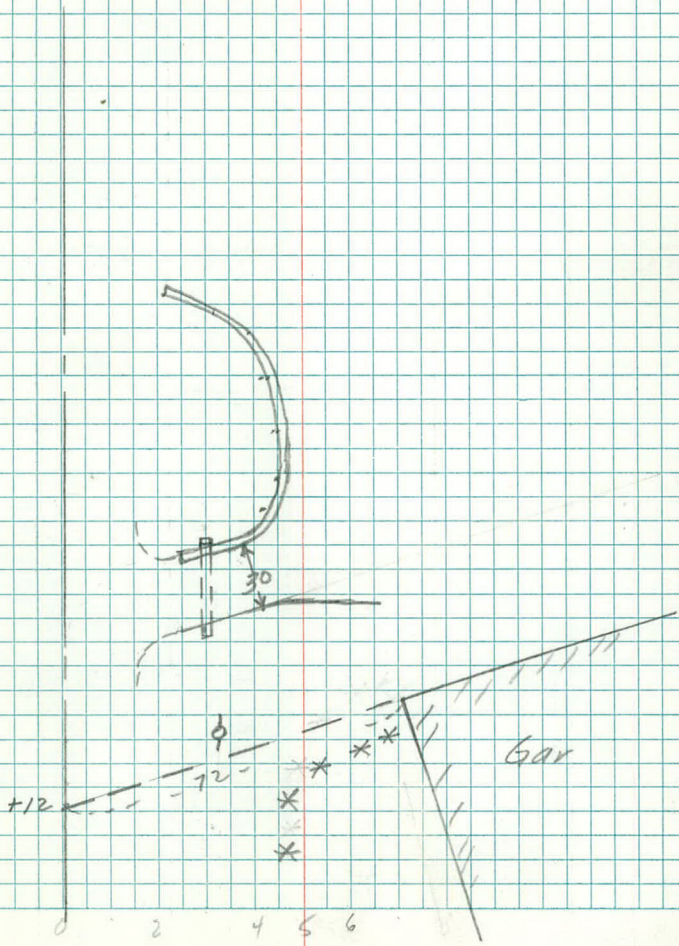
$$+12 \frac{\text{Cor Gar. @ 4}}{72}$$

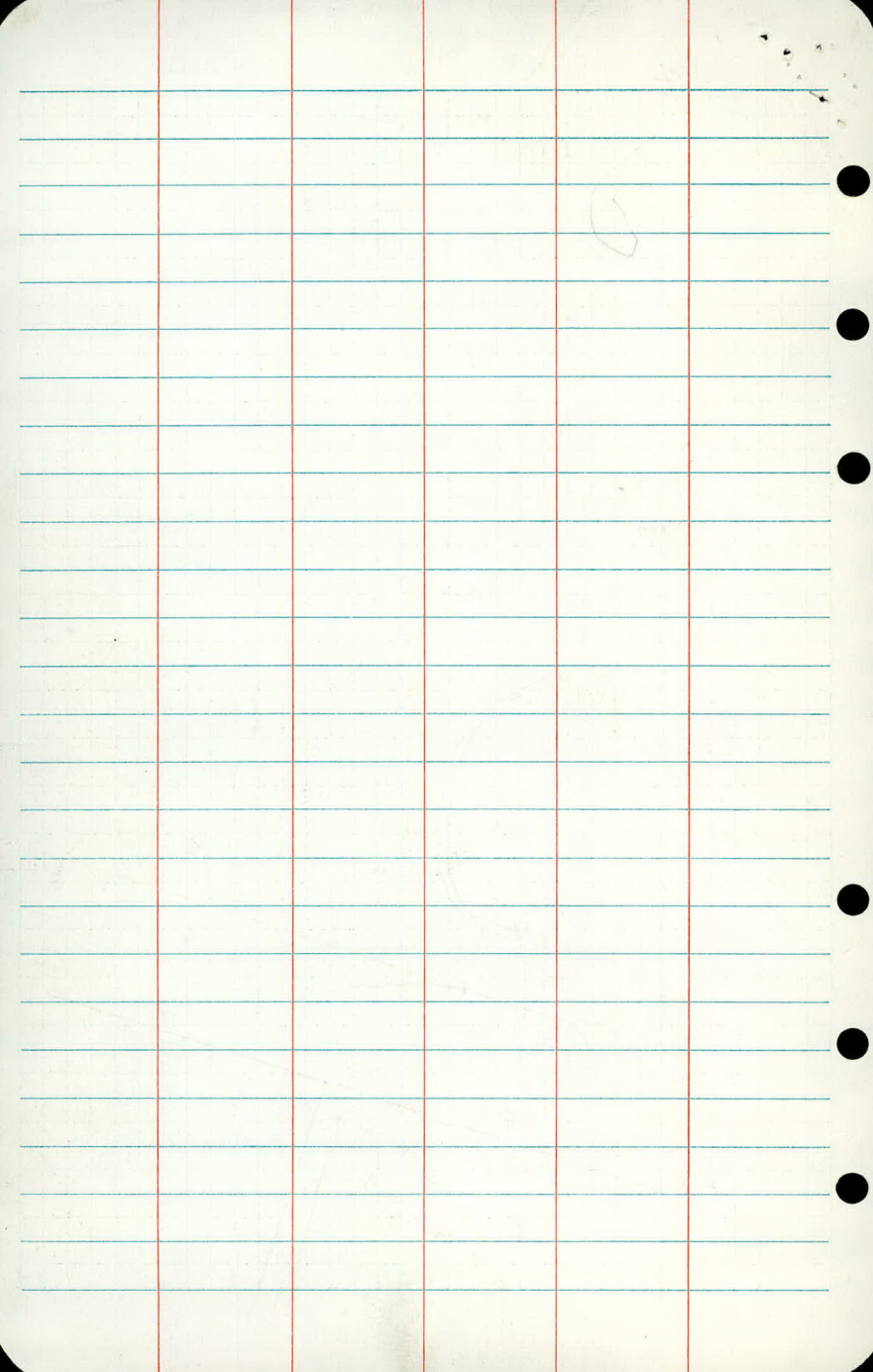
$$+08 \frac{2" \text{ Pine}}{47}$$

159+00

158+00

E





LEXINGTON AVE.

(Co. Rd "C" to Co. Rd "D")

TOP ELEV. OF STRUCTURES

CREW. P.M.

Sunny

P.K.

6-13-78

T.P.

B.M.

910.20

899.94

900.30

900.31

900.61

900.83

Top

901.00

903.01

901.65

902.21

906.60

908.62

908.68

B.M.

923.49

918.97

Top Hyd 104+50 LT.

MH 102+56 31' LT.

MH 102+68 30' RT

C.B. 103+00 52 LT.

MH 103+28 43 LT.

MH 103+33 37 RT.

C.B. 103+48 52' LT

MH. MH 103+65 52' LT

C.B. 103+65 36' RT.

MH. " 103+73 83' LT.

MH " 104+33 44' LT

C.B. 105+23 24' LT

C.B. 105+23 24' RT.

Top Hyd 107+27 LT.

MH 106+33 46 LT

B.M.

923.49

929.33

928.81

933.39

B.M.

937.71

937.71

936.87

925.82

B.M.

917.94

915.72

T.P.

911.10

902.99

907.72

Top Hyd 107+27 Lt

MH 108+44 46' Lt

MH 108+46 38' Lt

MH 110+32 53' Lt

Top Hyd 116+00 Rt.

MH 114+25 35' Rt.

MH 115+35 39' Rt.

MH 117+88 36' Rt.

Top Hyd N.E. Cor. Judith

MH 120+35 35' Rt.

MH 123+05 62' Rt.

MH 125+55 38' Rt.

MH 125+43 55' Lt.

T.P.

903.02

B.M.

890.69 890.72

B.M.

899.45

895.76

B.M.

891.20

887.43

887.60

882.58

B.M.

898.50

894.06

903.57

909.71

T.P.

912.88

923.08

MH 126+51 52' Lt.

Top Hyd N. of "C2"

Top Hyd S. of R.R. tracks

SD 102+75 51' Lt

Top Hyd 144+38 Lt.

SD 143+91 43 Lt

SD 145+29 75 Lt

Apron 145+29 40 Rt

Top Hyd N.E. Cor. Josephine Park

MH 154+20 49' Rt

MH 156+77 28' Rt

Tele MH 158+30 19' Rt.

MH 159+06 29' Rt.

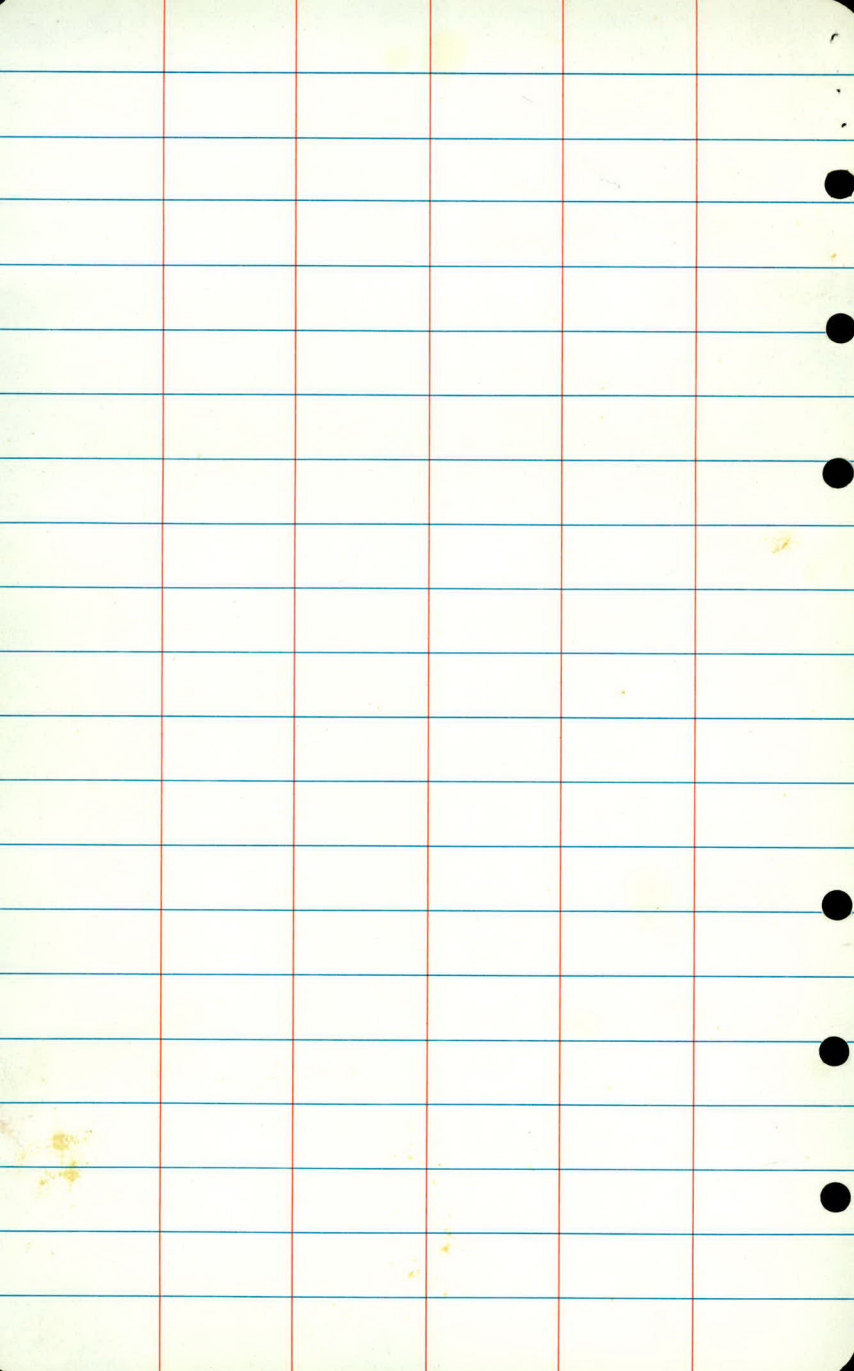
MH 161+56 E W.

925.85

924.67 924.62

MH 161+90 63' Rt.

Top Hyd S.W. Cor. Lexington
Ave. & Co. Rd. "D"

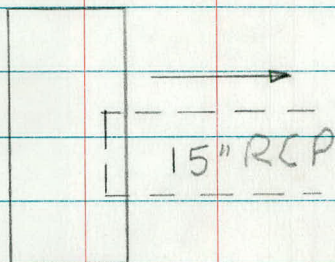


105+23

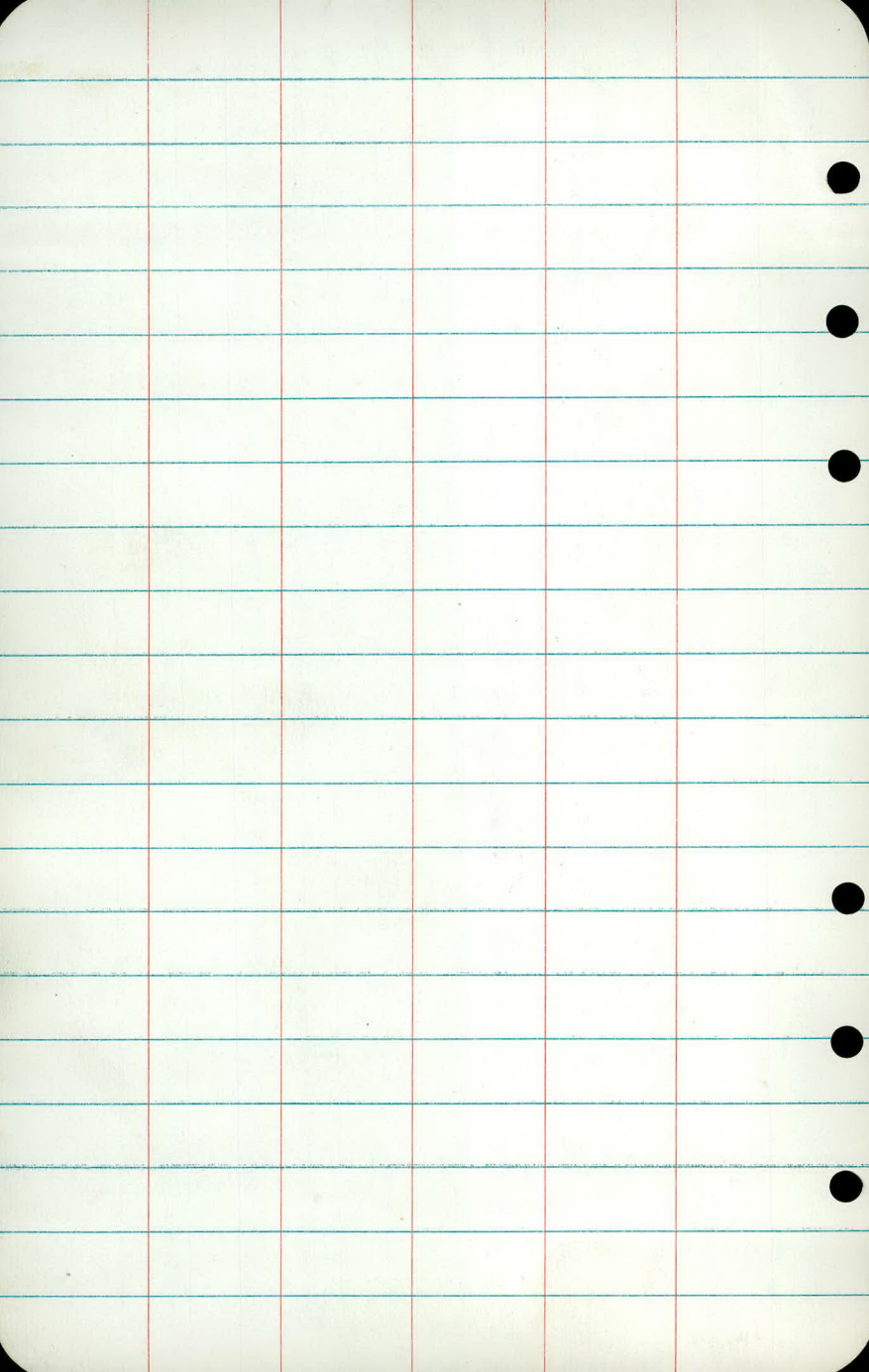
24' LT

CB

35.



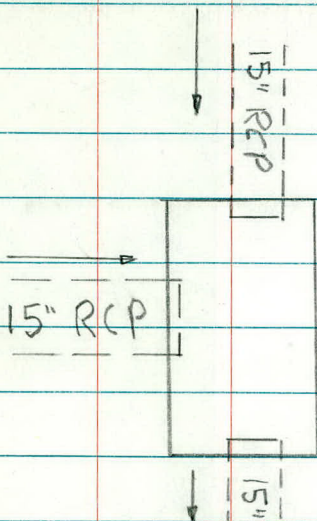
FL TO TOP = 3.90



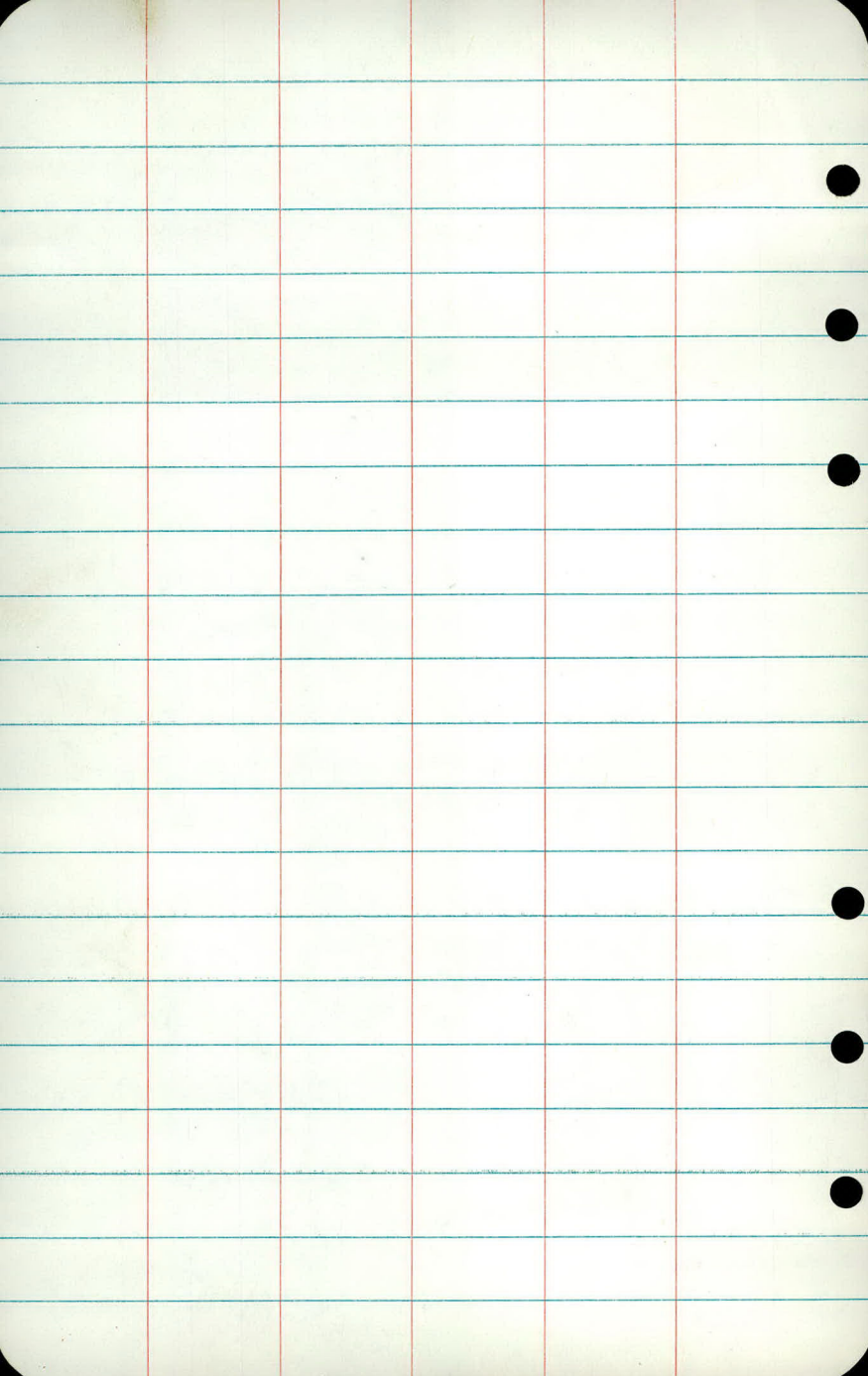
105+23

24' RT CB

36.



FL TO TOP = 4.75

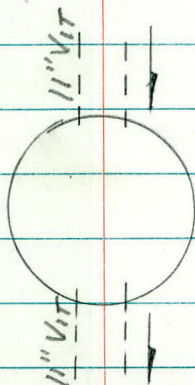


106+33

46' LT MH

37.

SANITARY



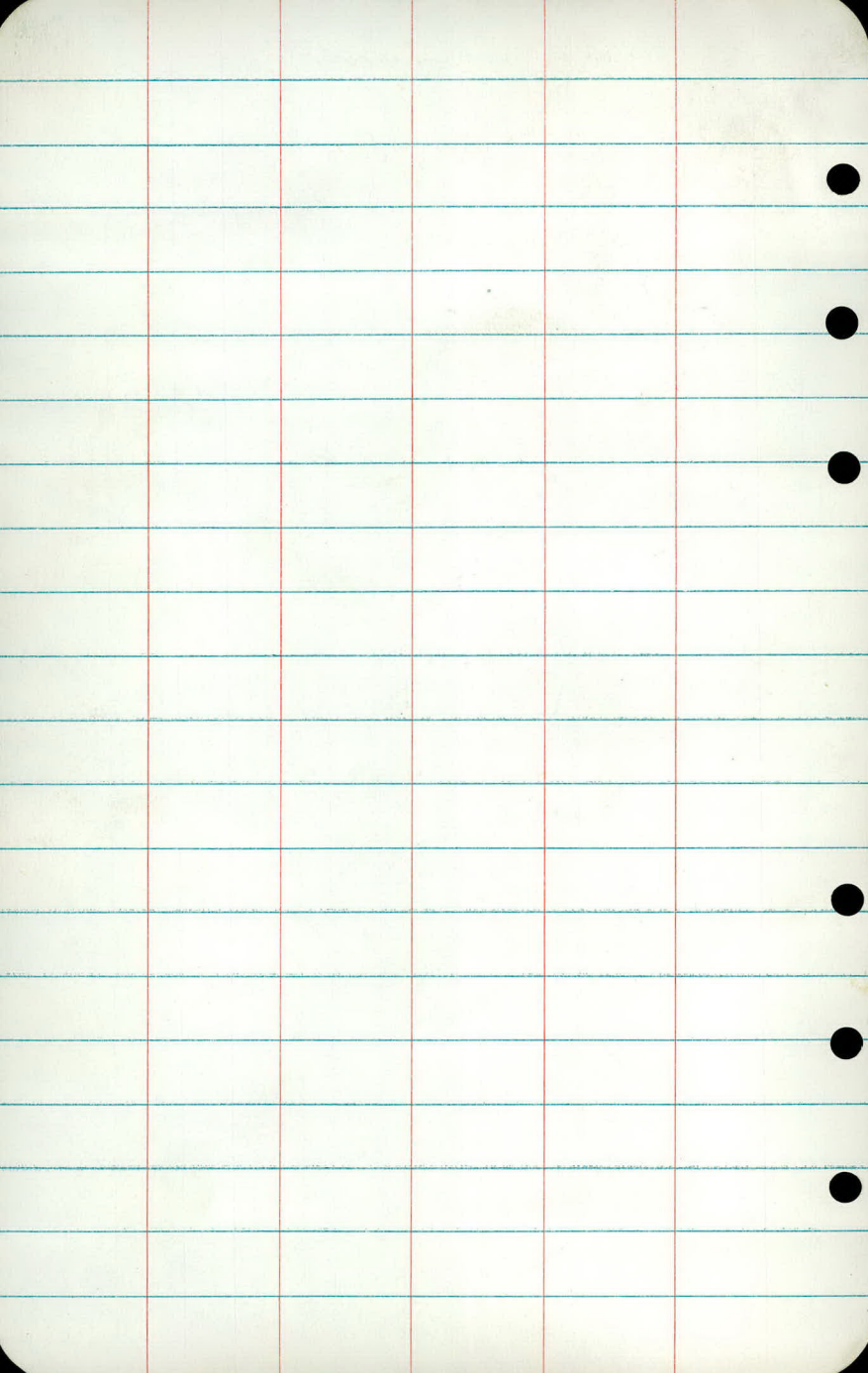
FL TO TOP = 7.20

1'0 SECTION

4.5 ELL CONE

2 RINGS

9" CASTING

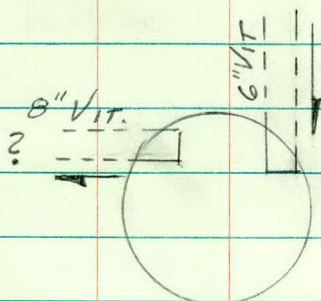


108+46 38' LT

M.H.

37B

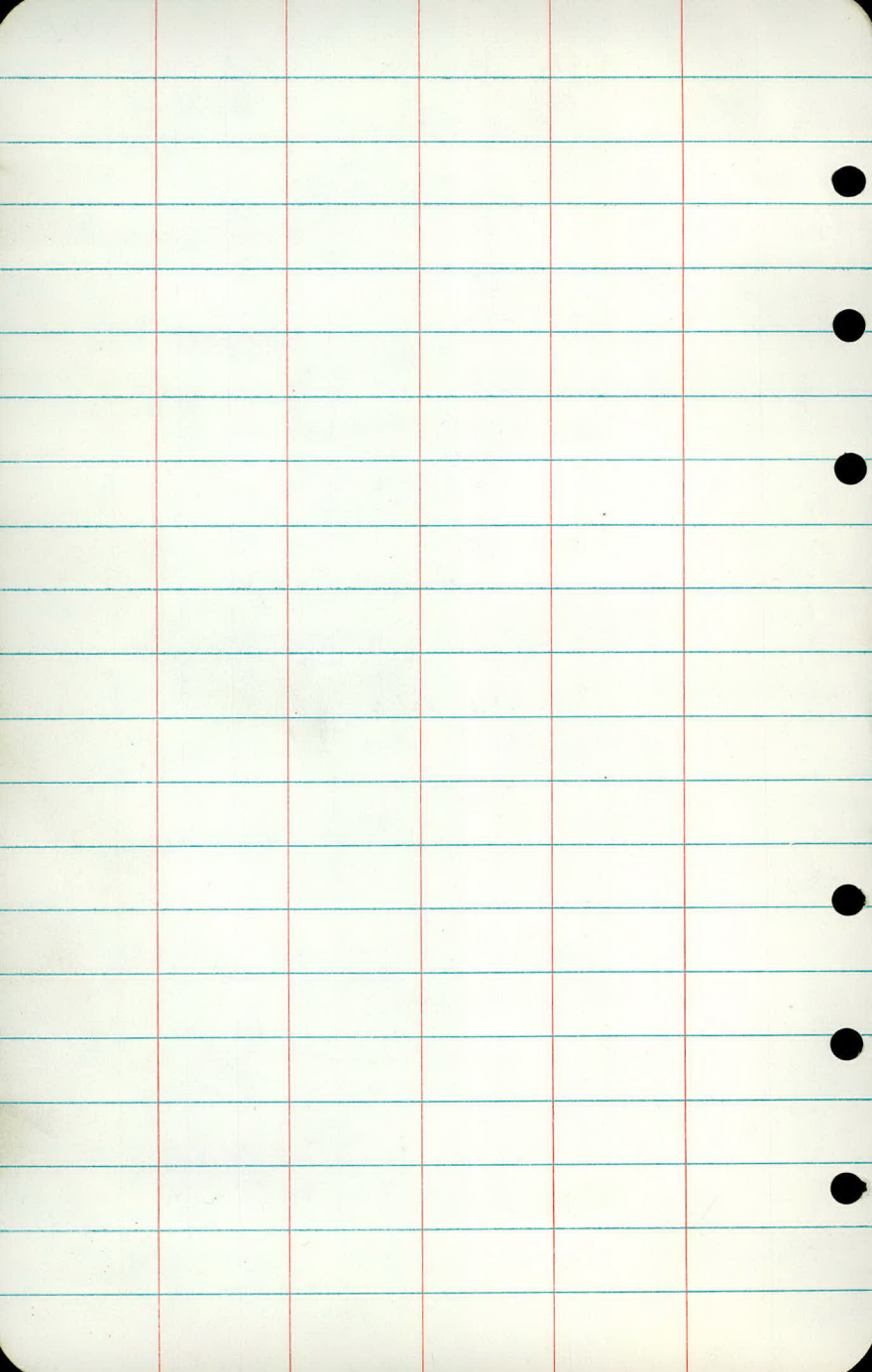
SANITARY



F.L. TO TOP 6.00

4.5 ECC CONE

9" CASTING

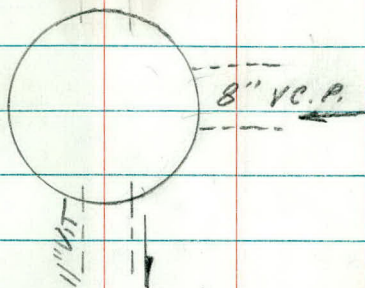


108+44

46' LT MH

37A

SANITARY



F.L. TO TOP 11.85

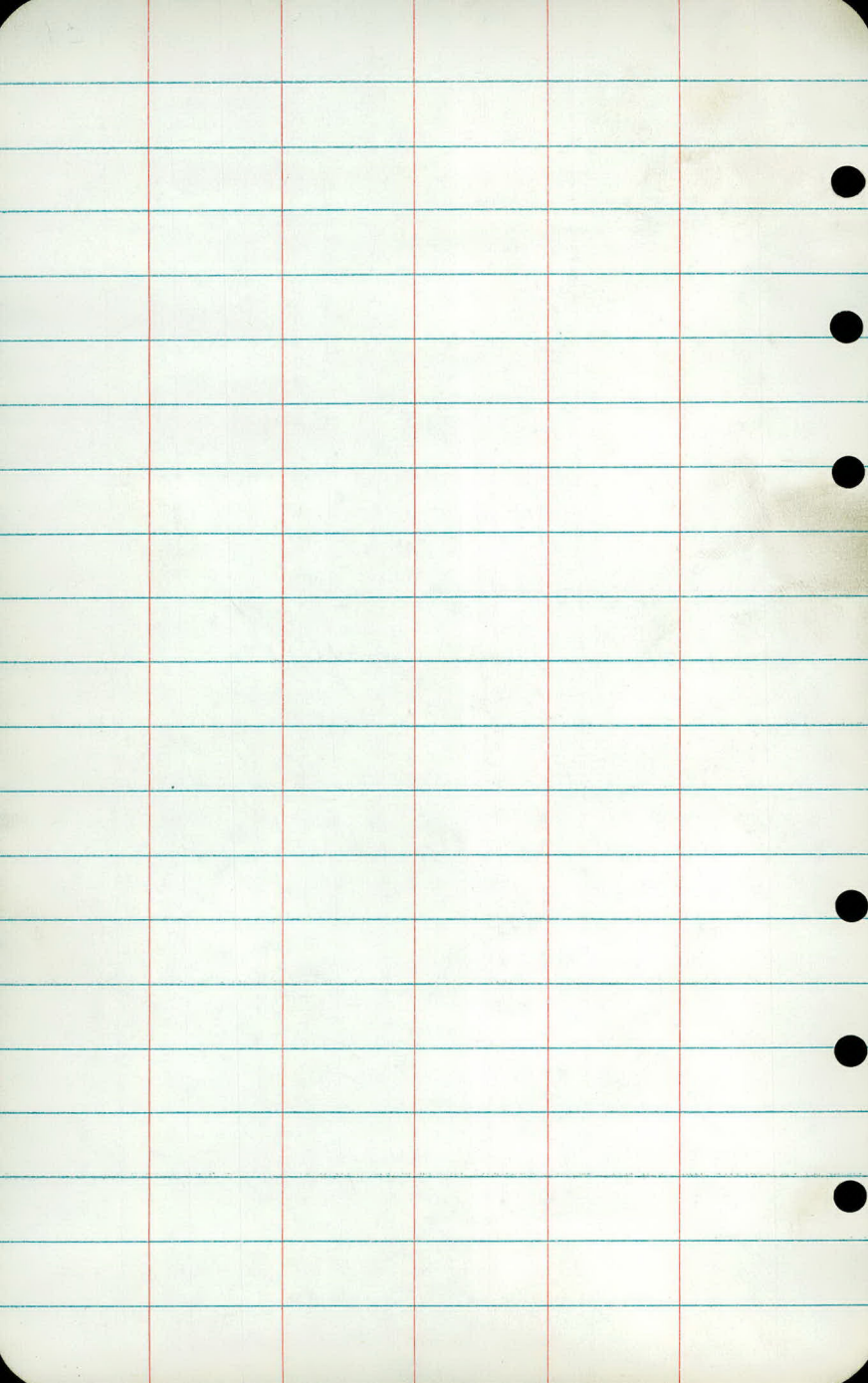
5' SECTION

1' SECTION

4.5 ECL CONE

1 RING

9" CASTING

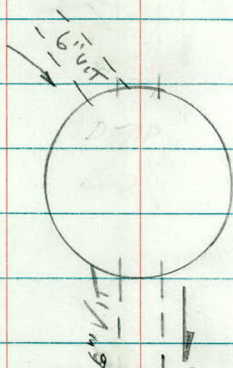


110+32

53'LT MH

38.

SANITARY



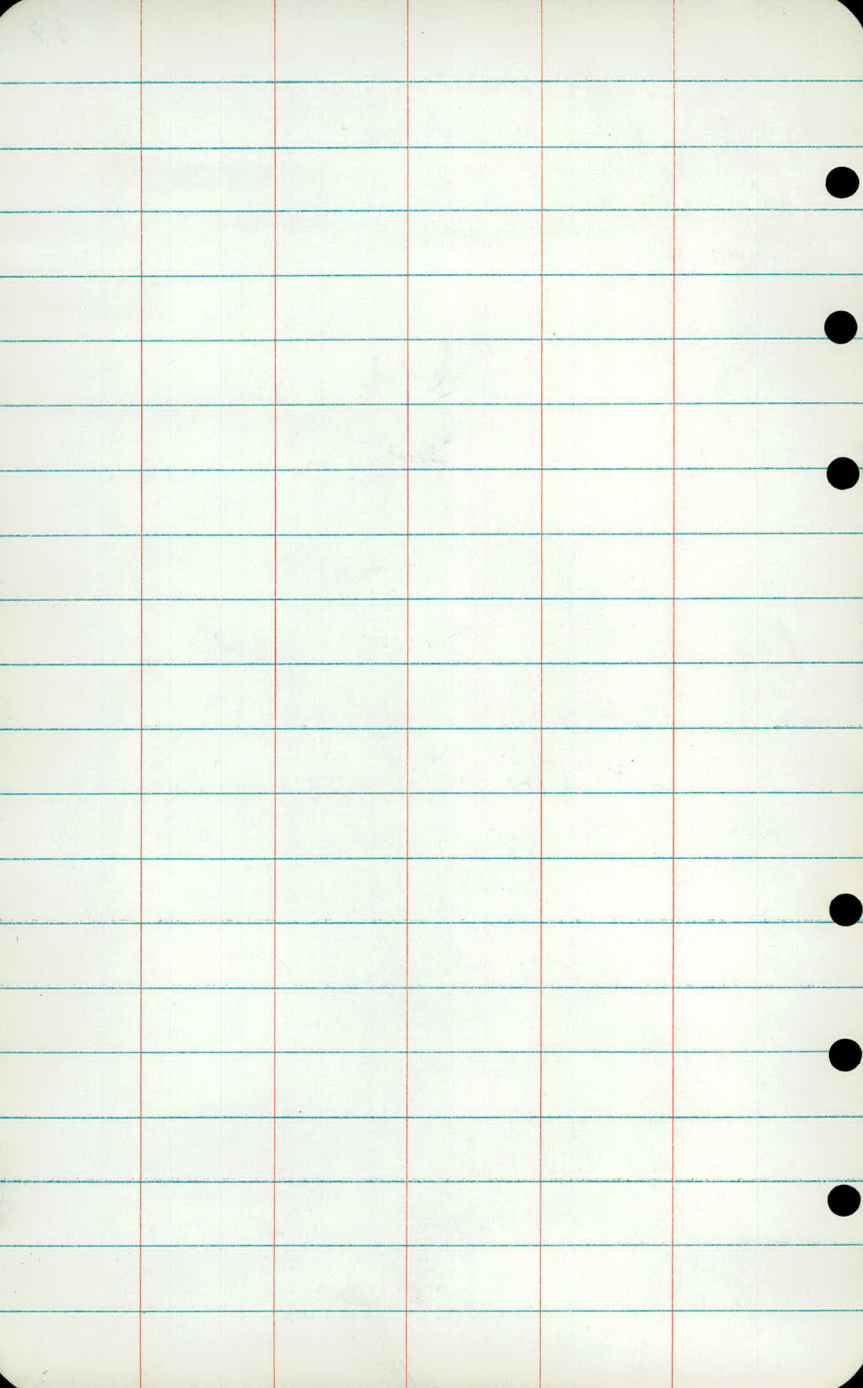
FL TO TOP = 9.80

CORBELED BLOCK CONSTRUCTION

11" CASTING

NOTE:

NO STEPS



114+25

25' RT

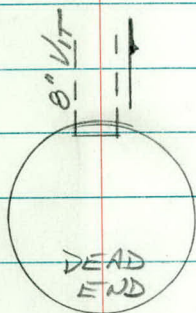
MH

39

SANITARY

35'?

check

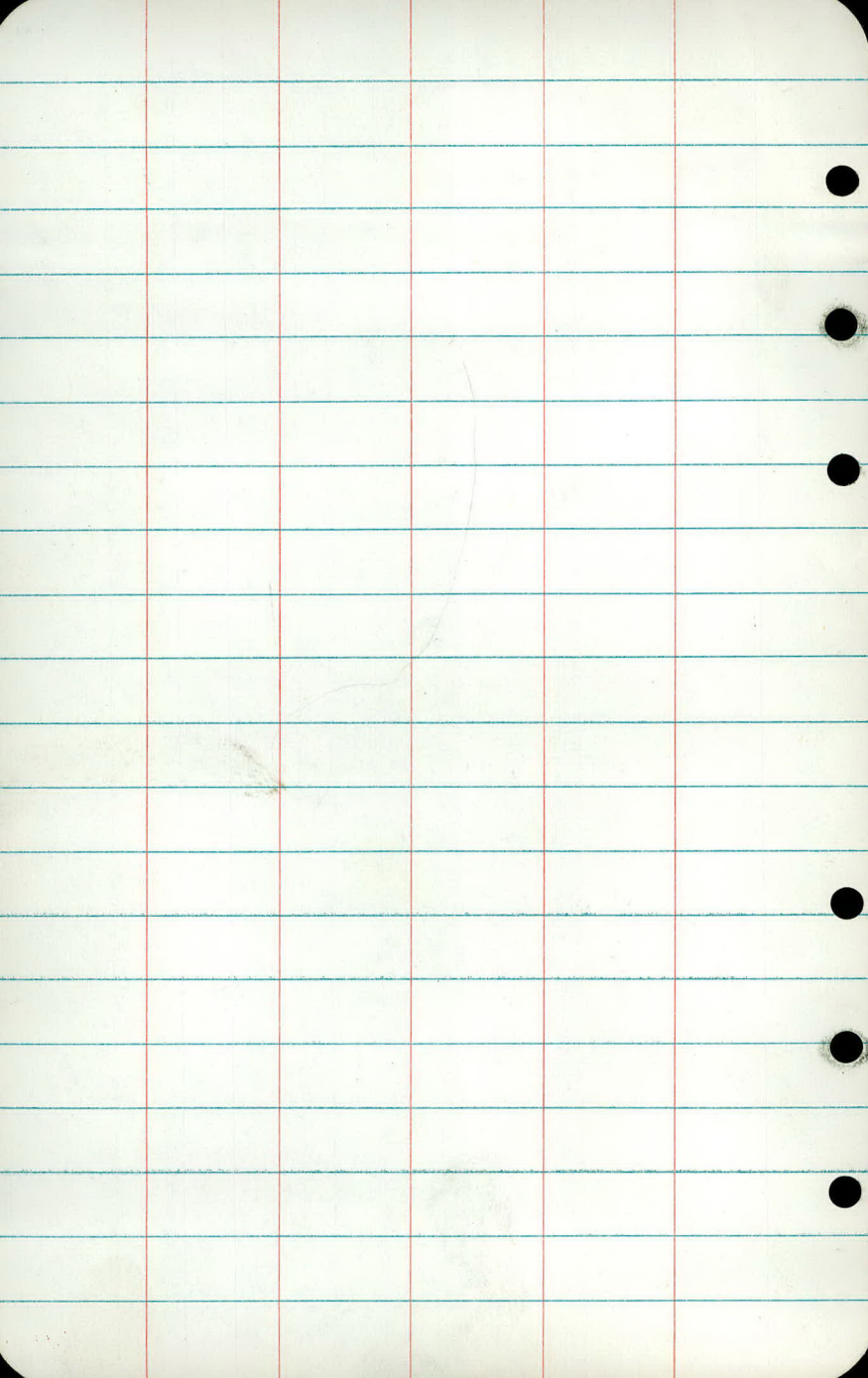


FL TO TOP = 8.80

3' SECTION

4.5' ECC CONE

9" CASTING



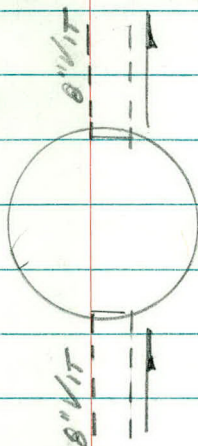
115+35

40' RT

MH

39A

SANITARY



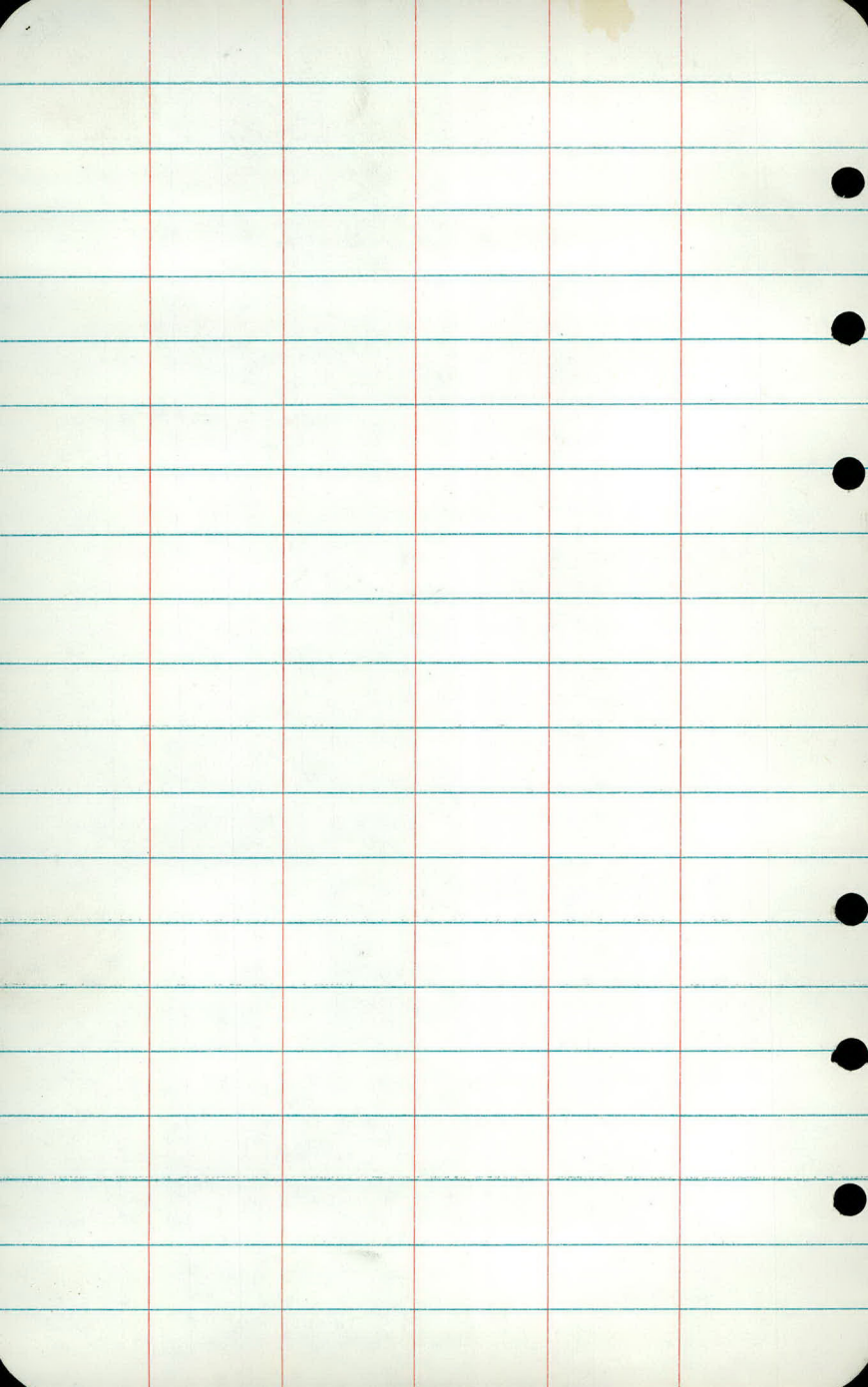
F.L. TO TOP = 12'45

5' SECTION

1' SECTION

4.5' ELL CONE

9" CASTING

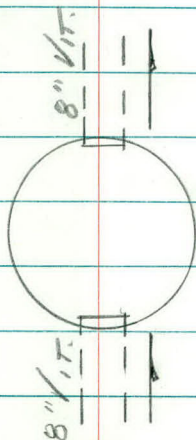


117+88

36' RT MH

40.

SANITARY



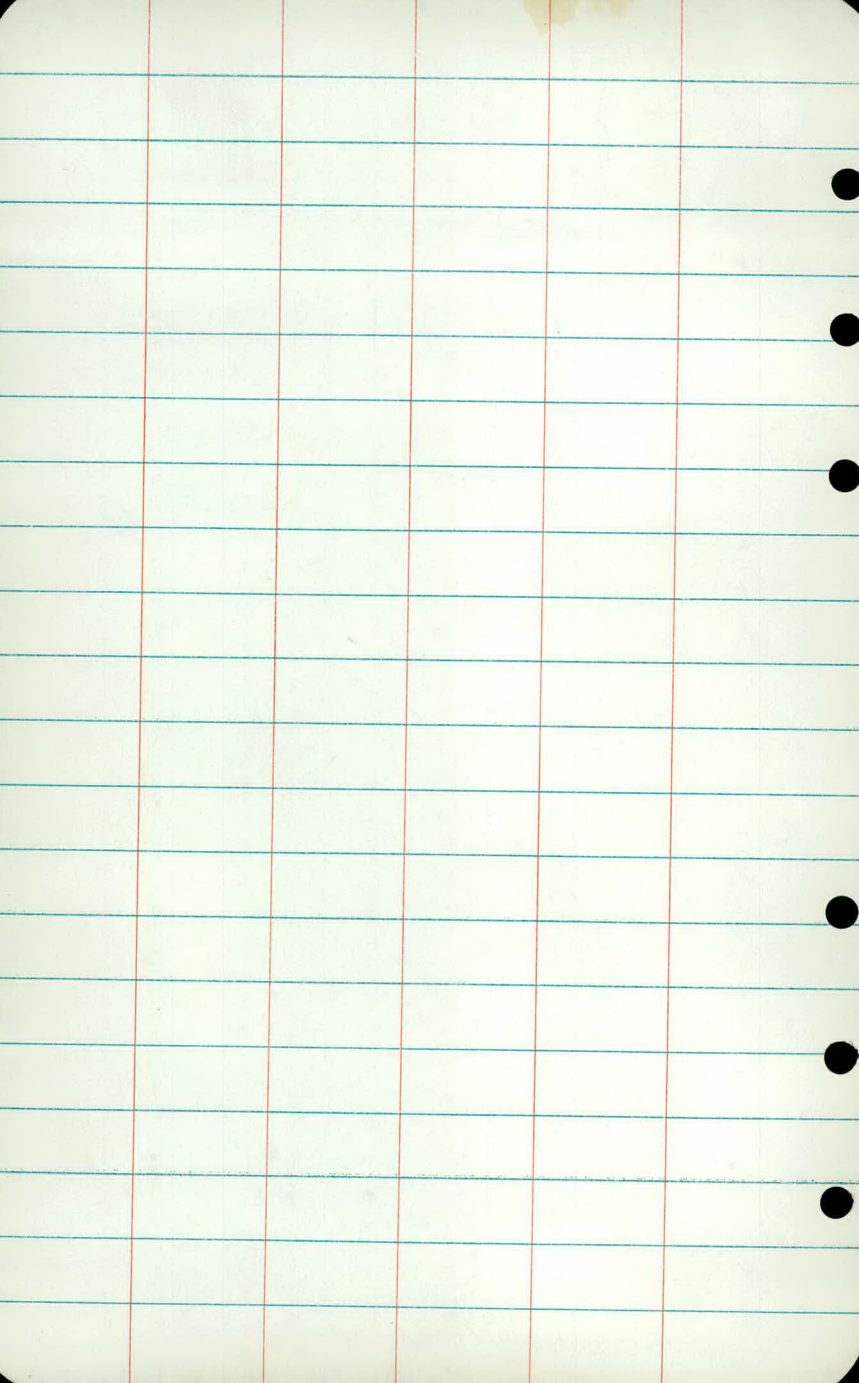
F.L. TO TOP = 8.50

3' SECTION

4.5 ECC. CONE

3 RINGS

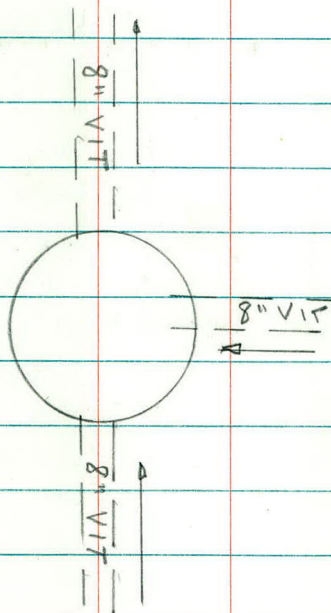
9" CASTINGS



120+35

35' RT MH

41,



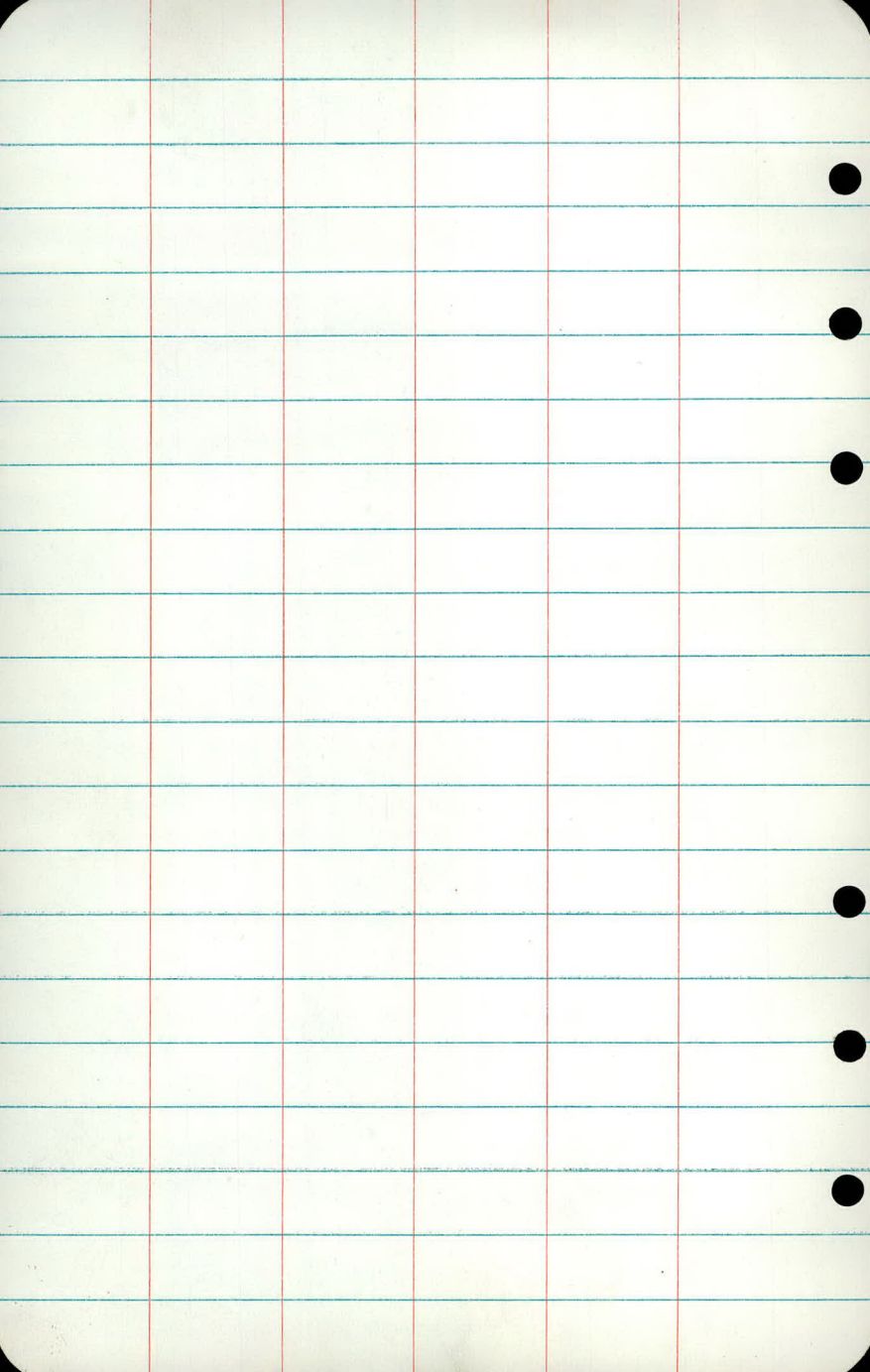
FL TO TOP 8.50

2.0 SECTION

4.4 ECCENTRIC CONE

4 RINGS

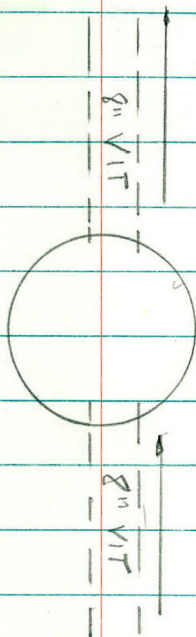
9" CASTING



123405

62' RT MH

42.



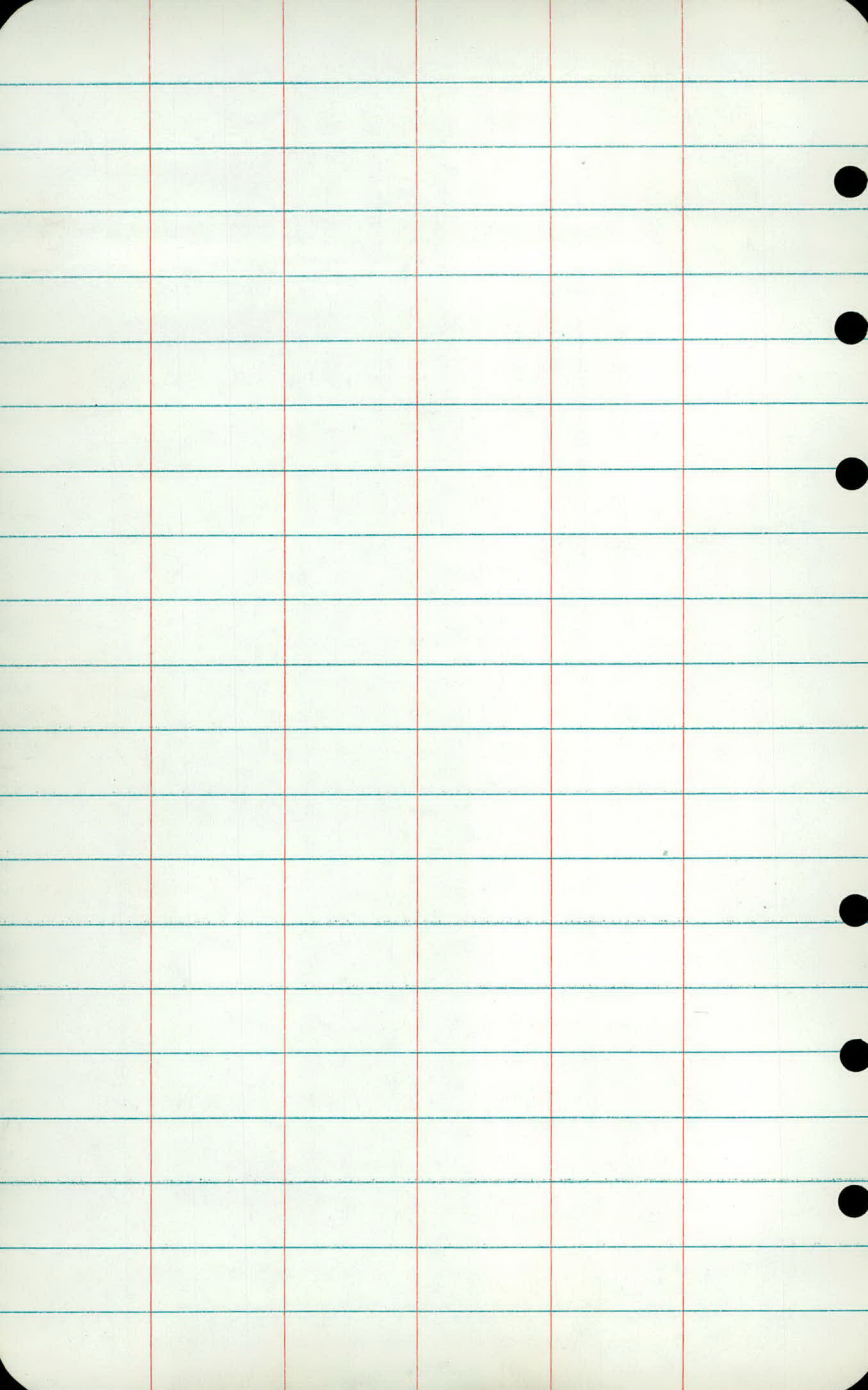
FL TO TOP = 7.80

2'0" SECTION

4'4" ECCENTRIC

2 RINGS

8" CASTING

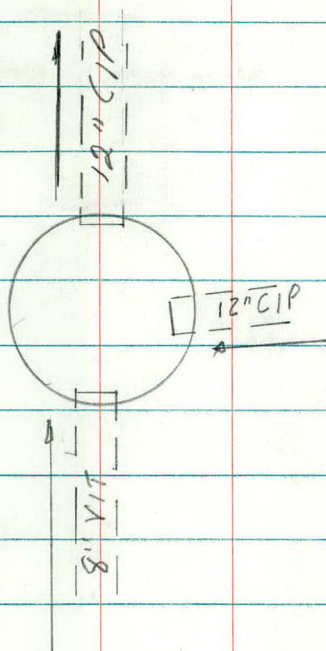


125+43

55' LT MH

43

SANITARY



FL TO TOP = 12.70

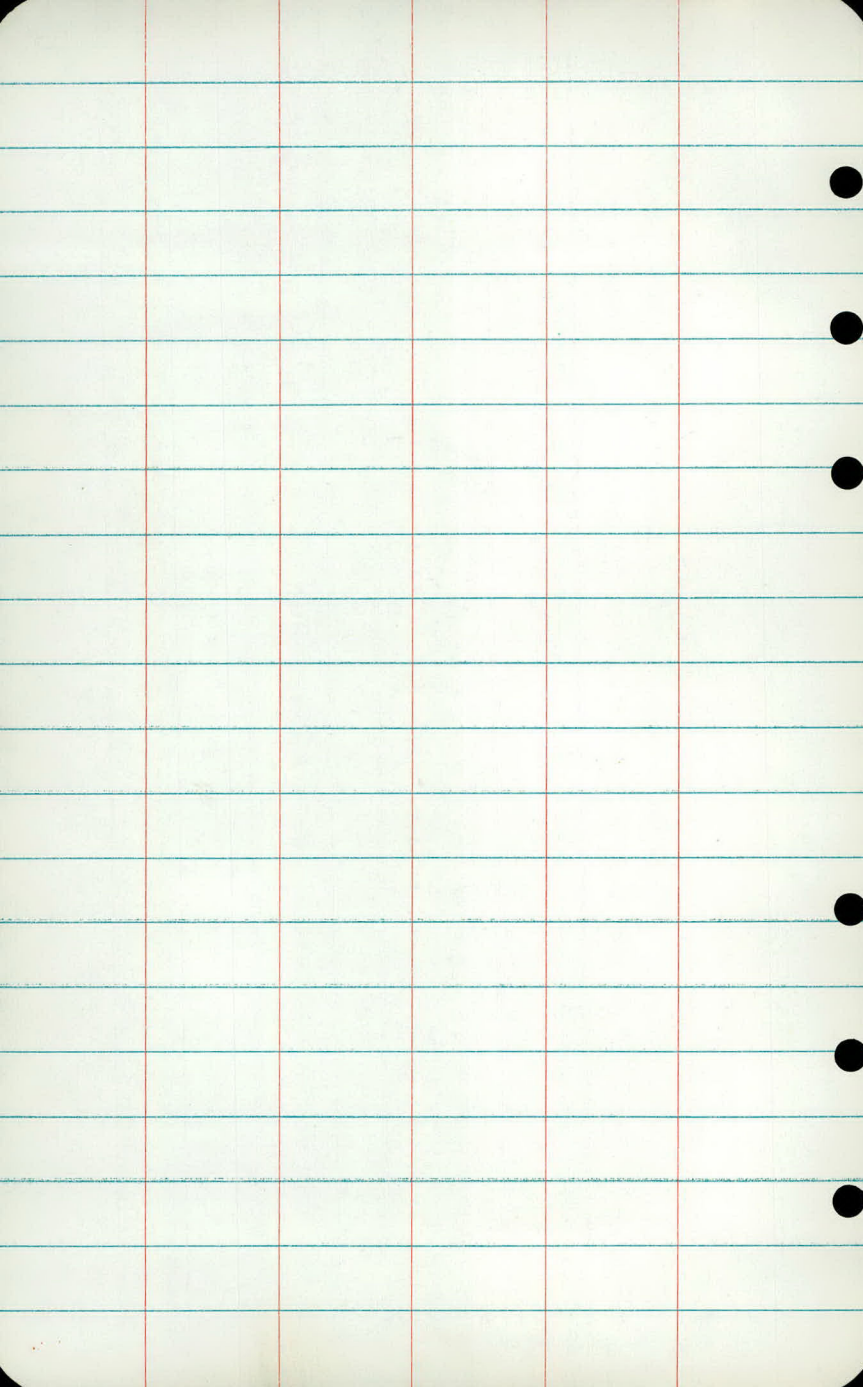
2'0 SECTION

2'8 SECTION

4'4 ECC. CONE

2 RINGS

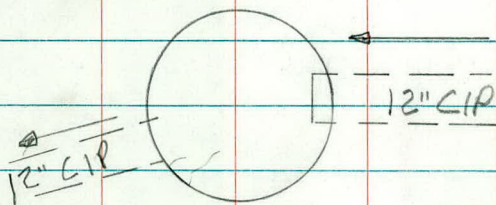
9\"/>



125+55

38' RT MH

44.



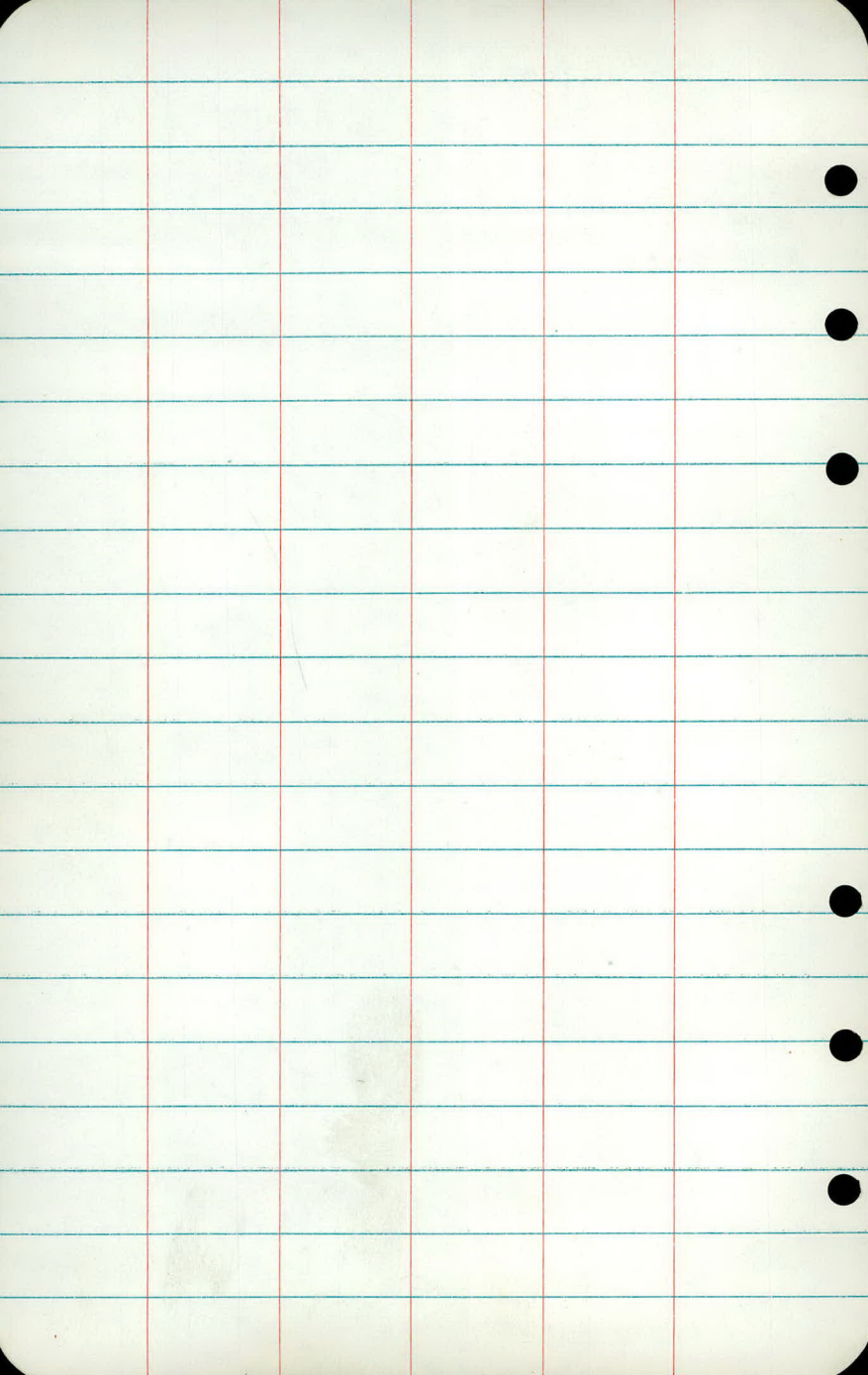
FL TO TOP = 7.82

1.6 SECTION

4.4 ECC CONE

1 RING

9" CASTING

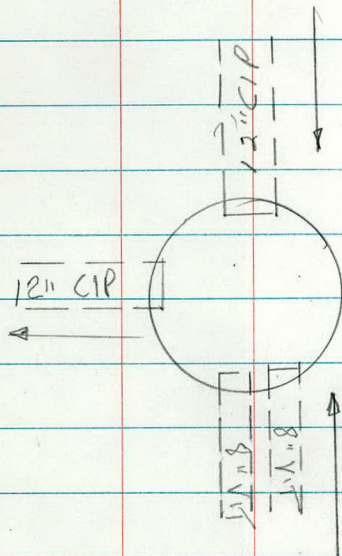


125460 130' RT

MH

44A

Sanitary



FL TO TOP = 11.25

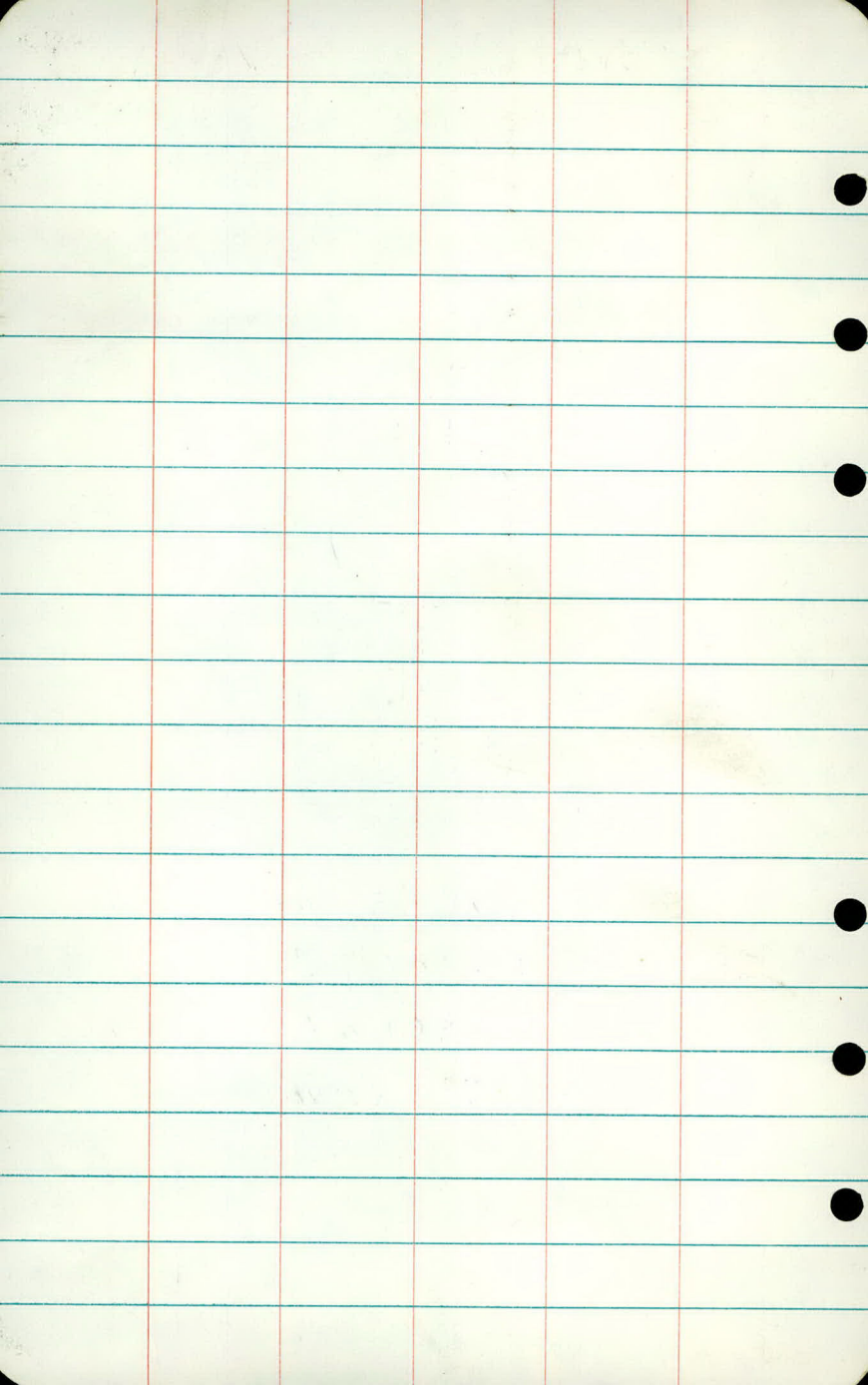
4'0 SECTION

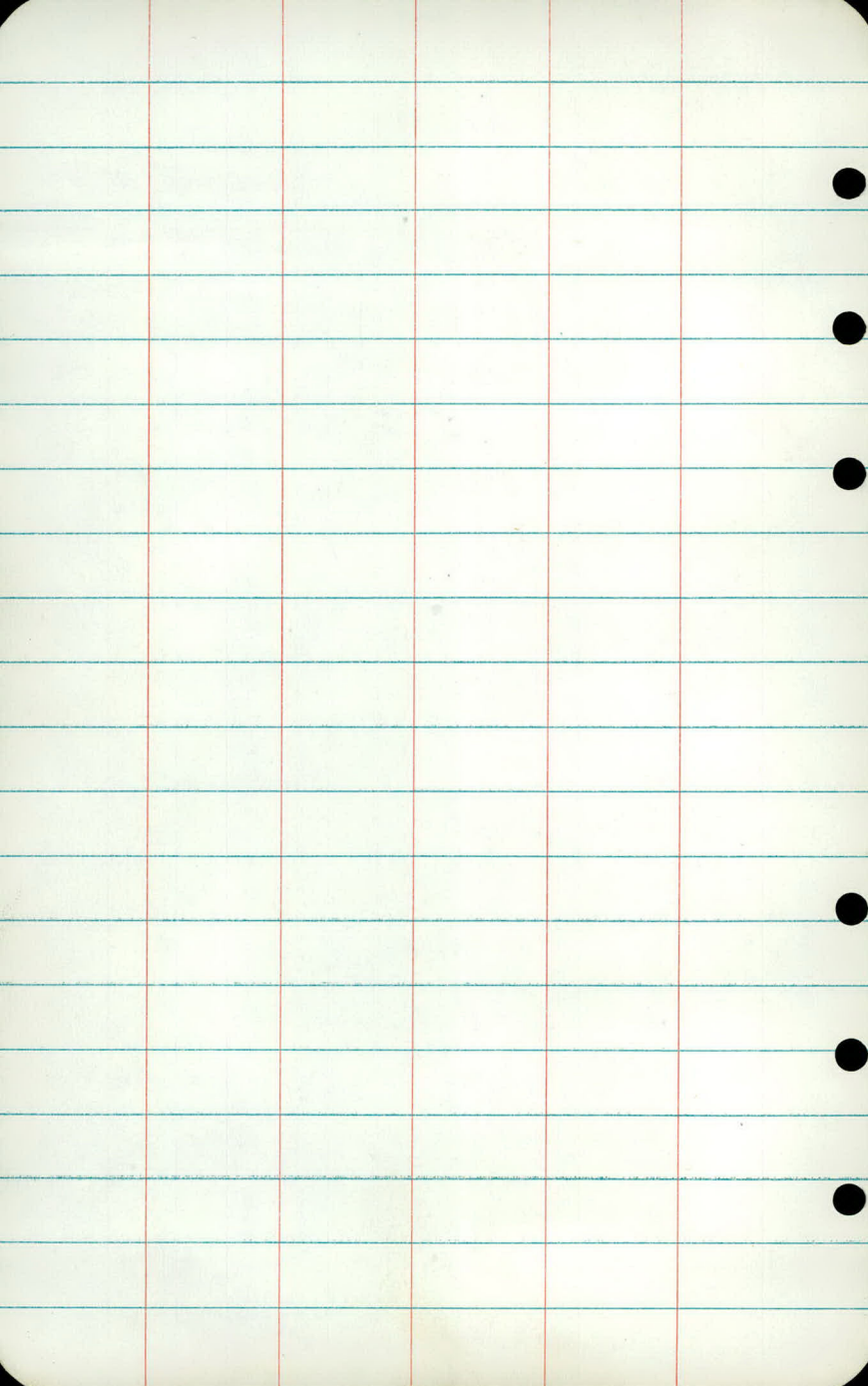
1'0 SECTION

4'4 ECC CONE

1 RING

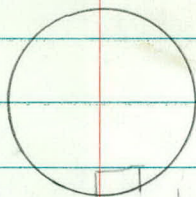
9" CASTING





143+91 LT43

SD

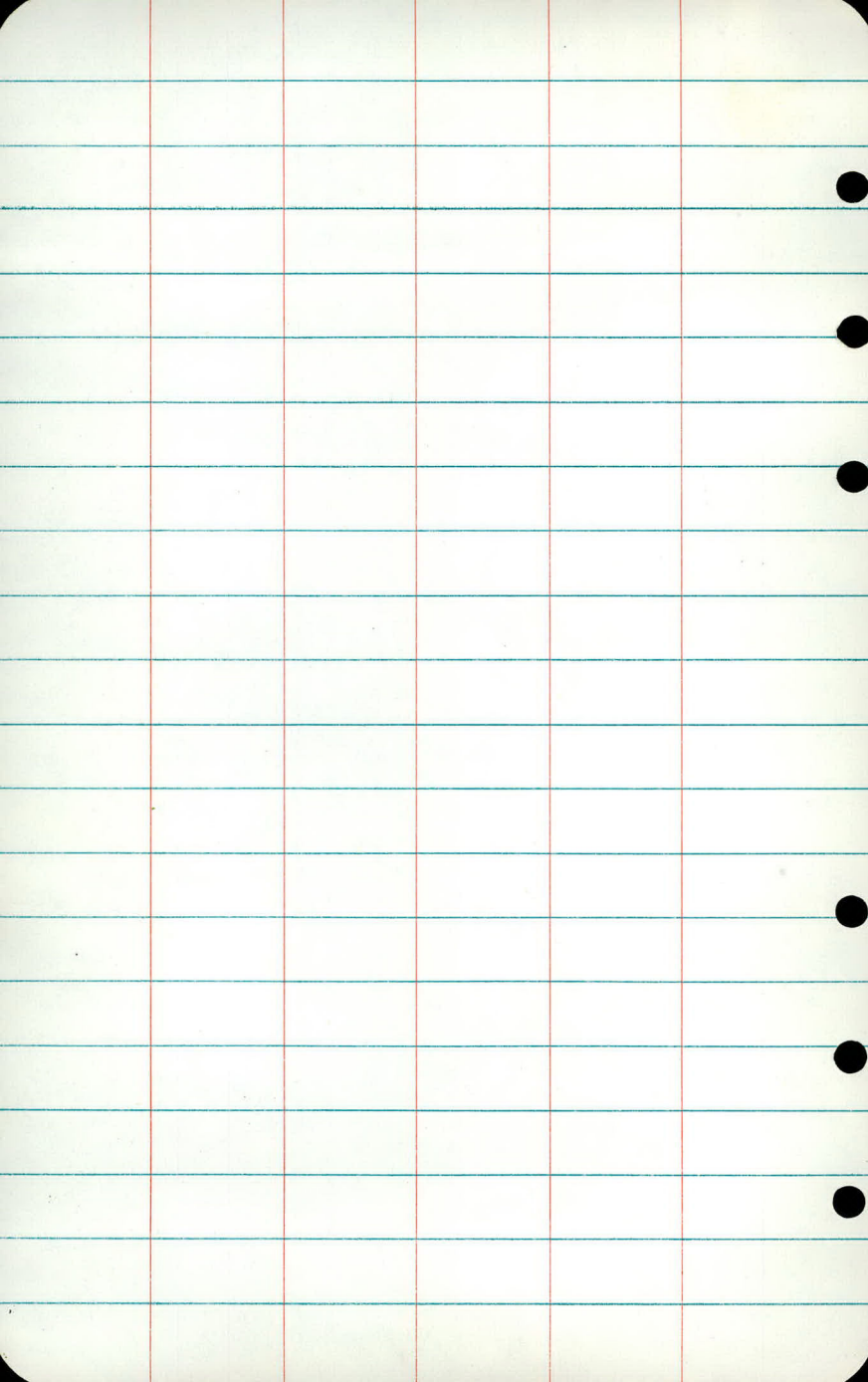


887.43

FL TO TOP = 1.15

BLOCK

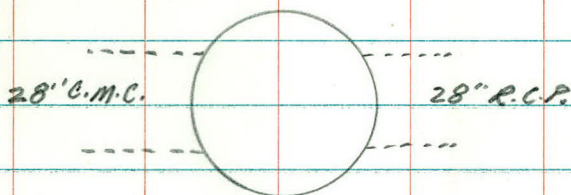
4" CASTING



145+29

75' LT

SD



LT

E

RT

75.0

87.52

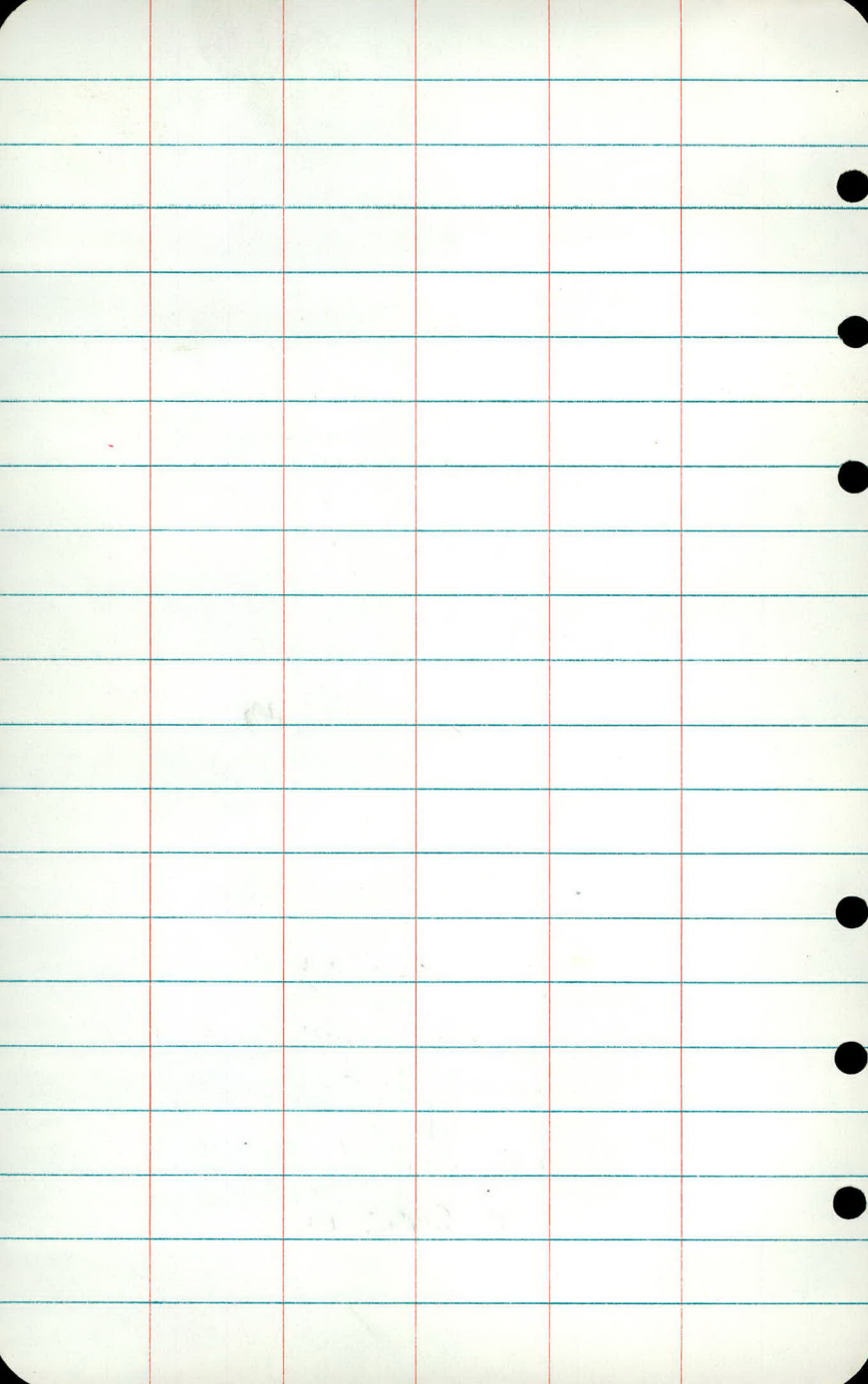
Top to Inv.

~~5.3'~~

Block

Const. 82.22

11" Casting (40" dia. grate)

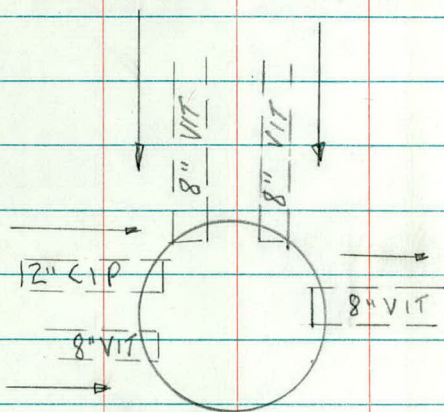


154+20

49'RT MH

46.

Sanitary



FL TO TOP = 12.33

1.0 SECTION

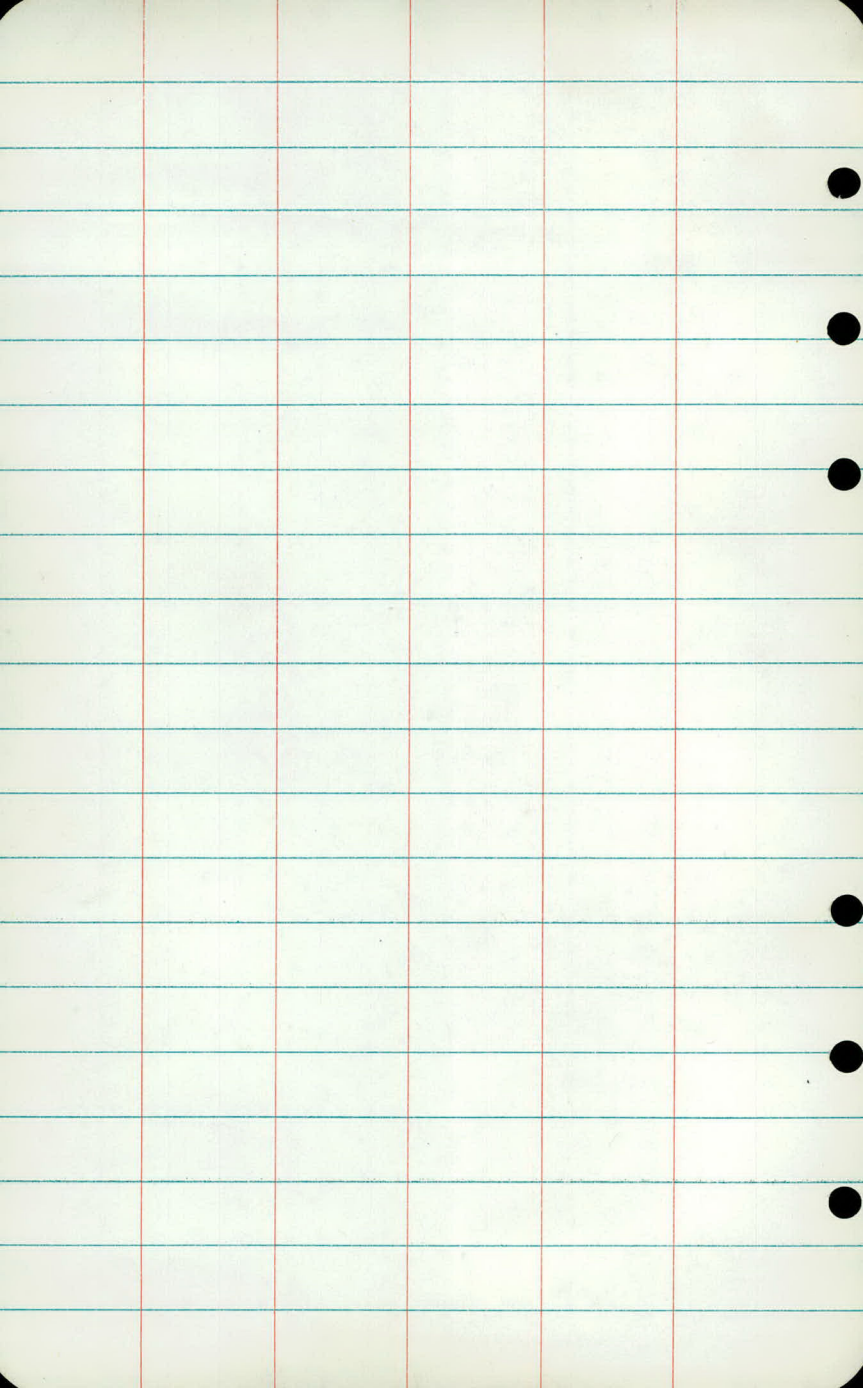
4.0 SECTION

1.0 SECTION

4.4 ECC. CONE

3 RINGS

11\"/>

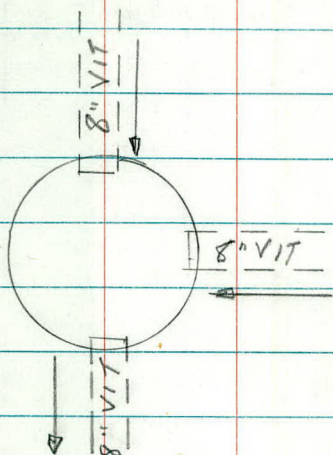


156+77

28'RT

46A

SANITARY



FL TO TOP = 10.98

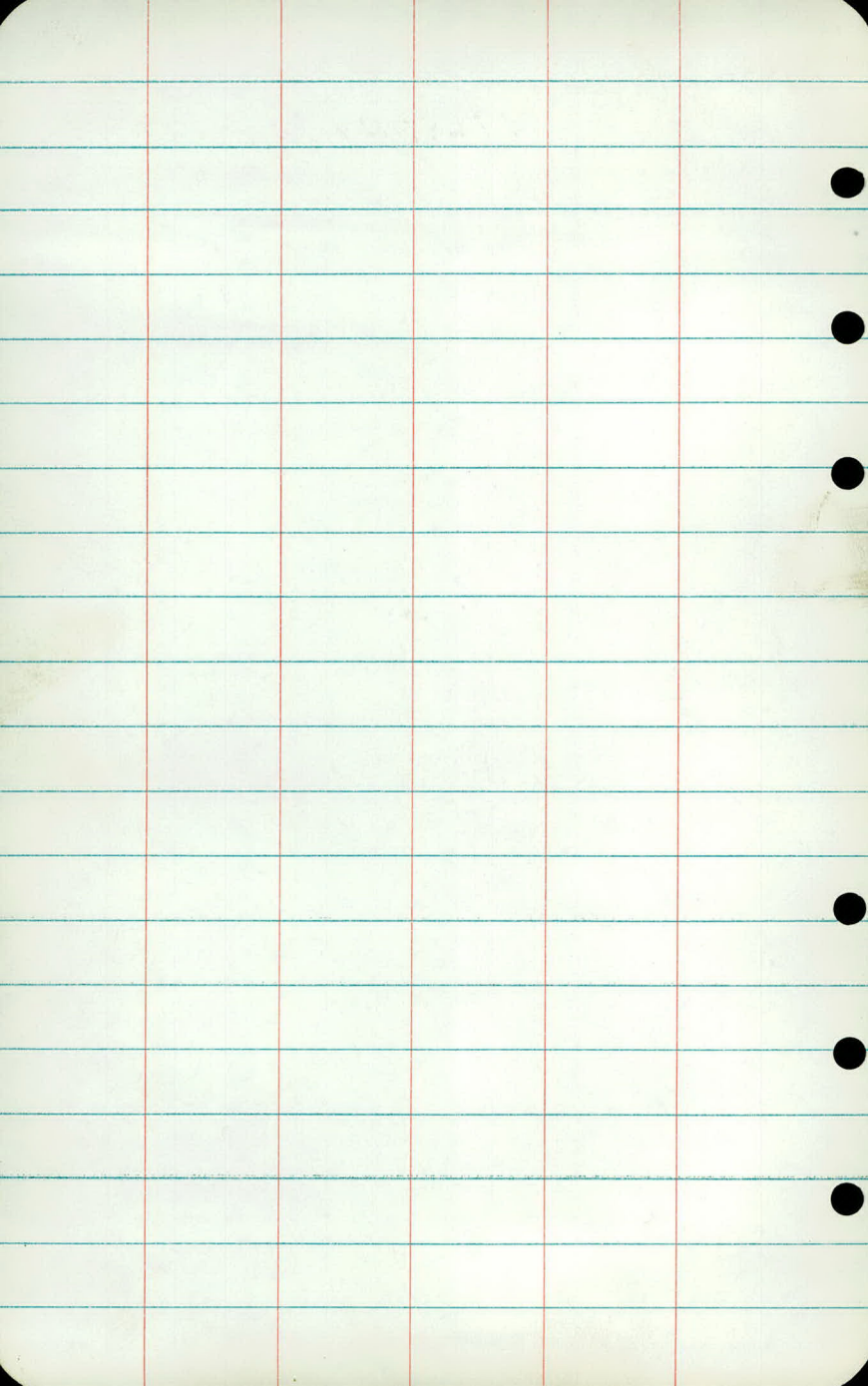
1.7 SECTION

2.7 SECTION

4.4 ECC. CONE

3 RINGS

11" CASTING



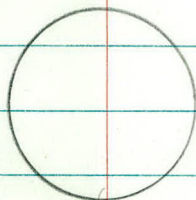
158+30

19' RT

MH

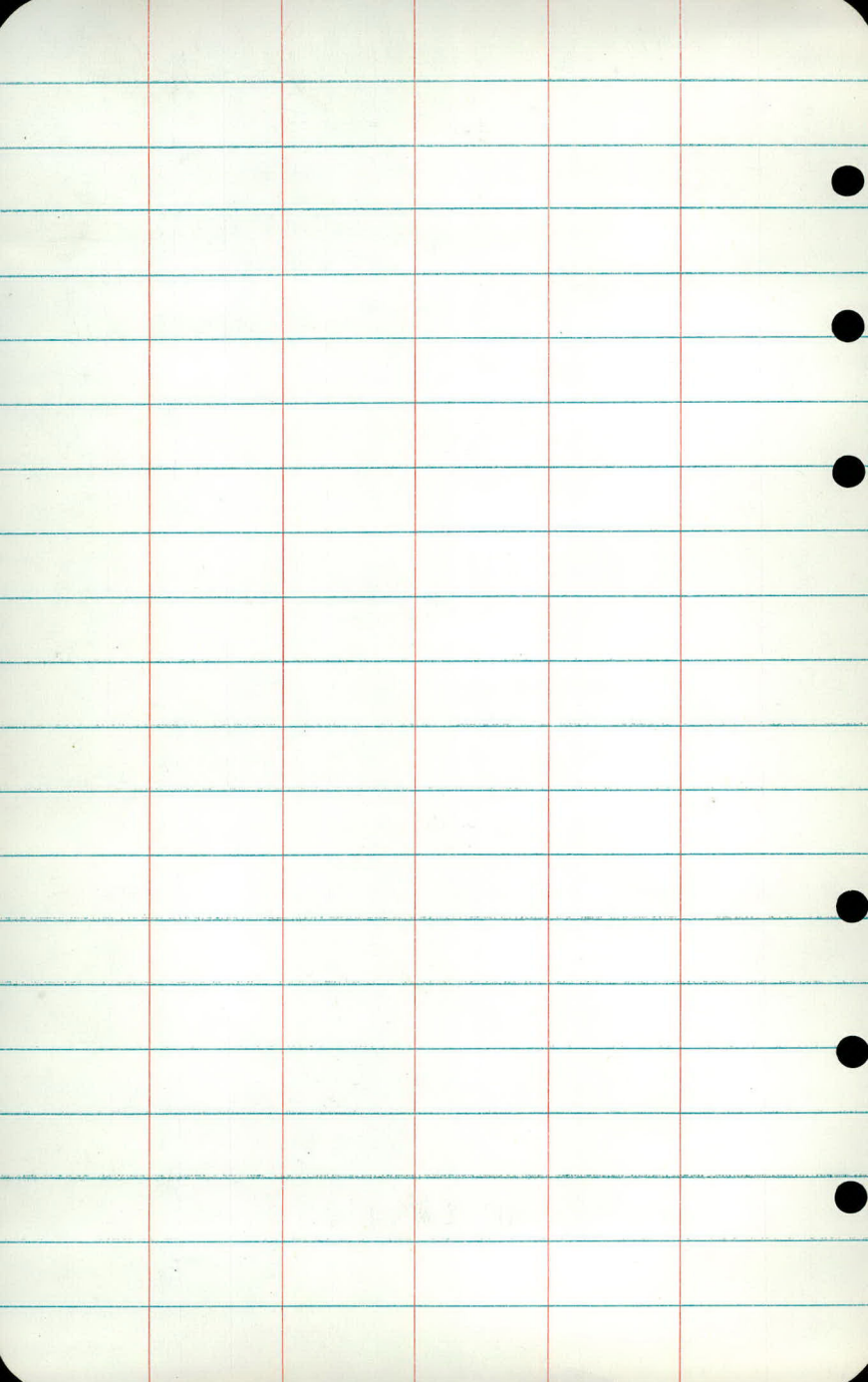
47

TELEPHONE



FL TO TOP = 4.90

9" CASTING



158+72

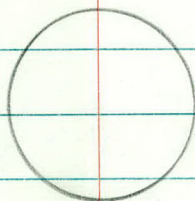
80'LT

MH

48

Sanitary

PLUGGED 1-13-72

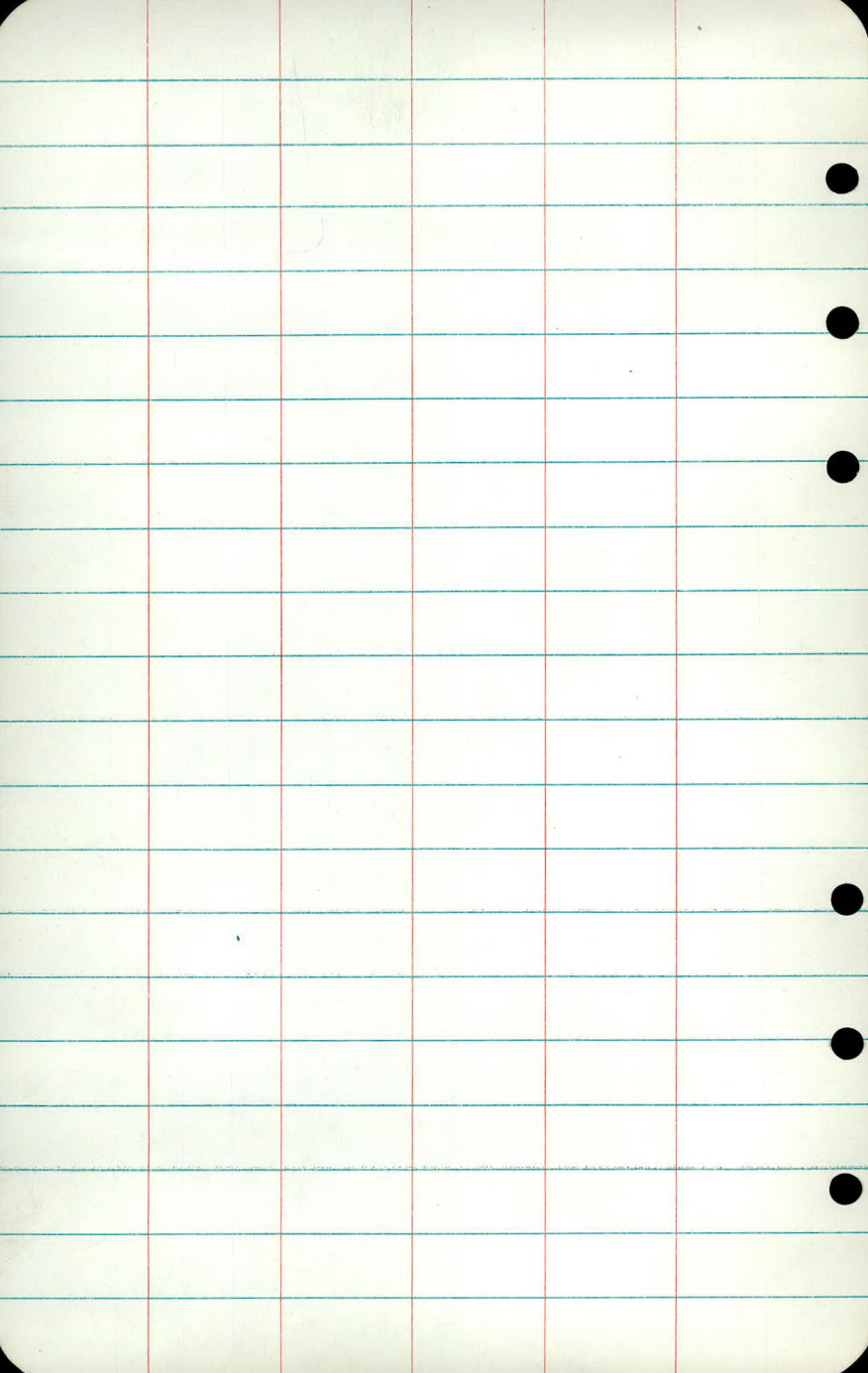


FL TO TOP =

4.4 ECC CONE

2 RINGS

11" CASTING

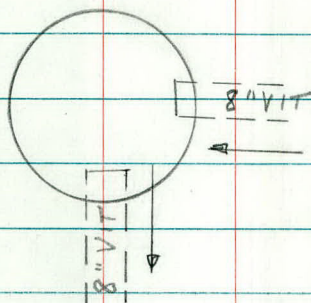


159+06

29' RT

MH 4 49.

Sanitary



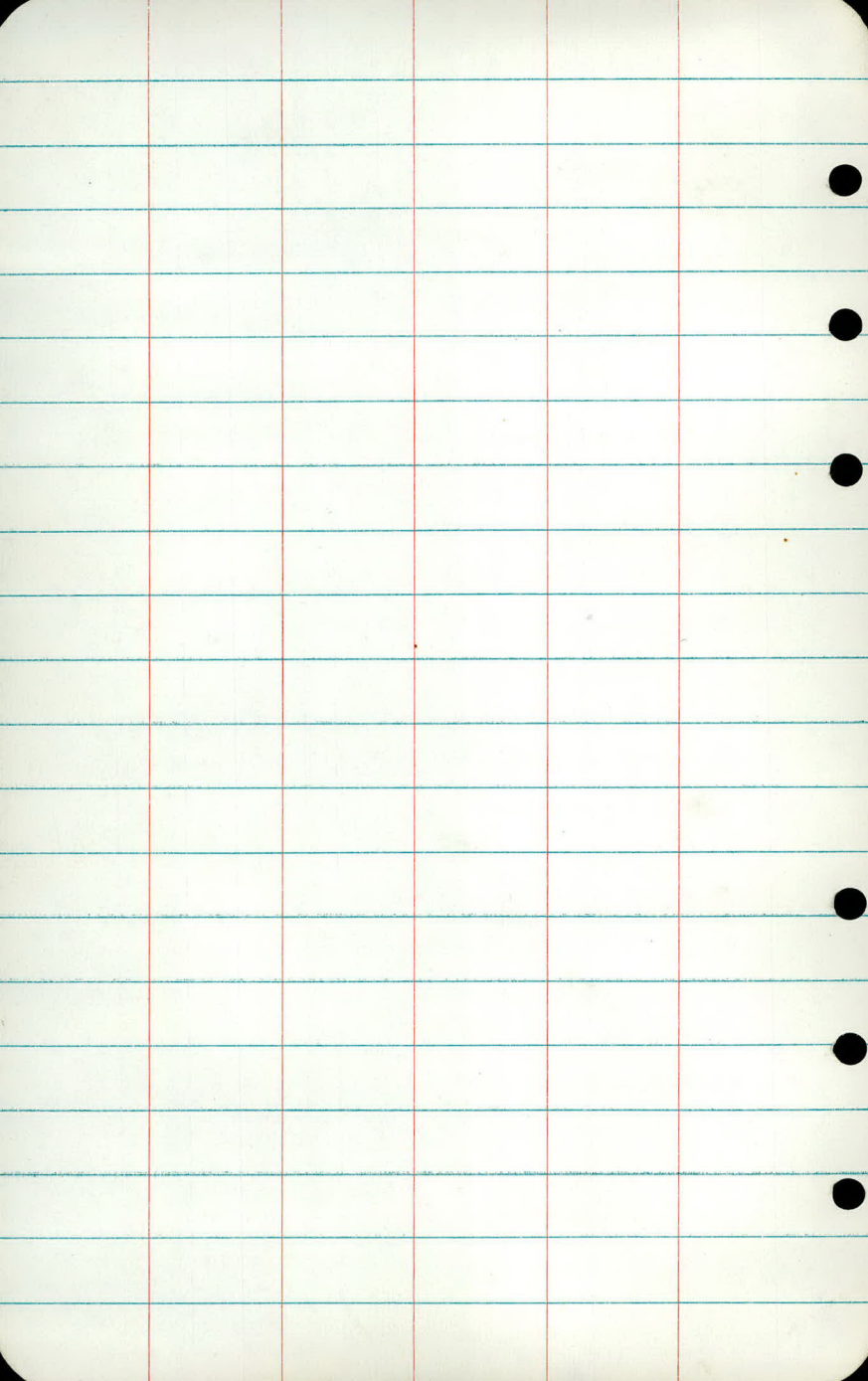
FL TO TOP = 9.35

4'0 SECTION

4.4 ECC. CONE

3 RINGS

11\" CASTING



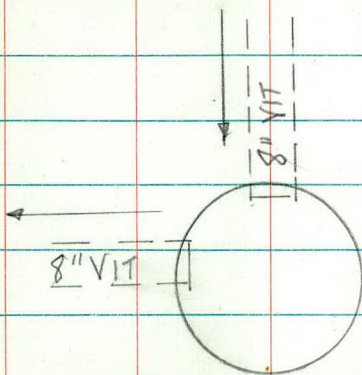
161756

£

MH. 5

50.

Sanitary

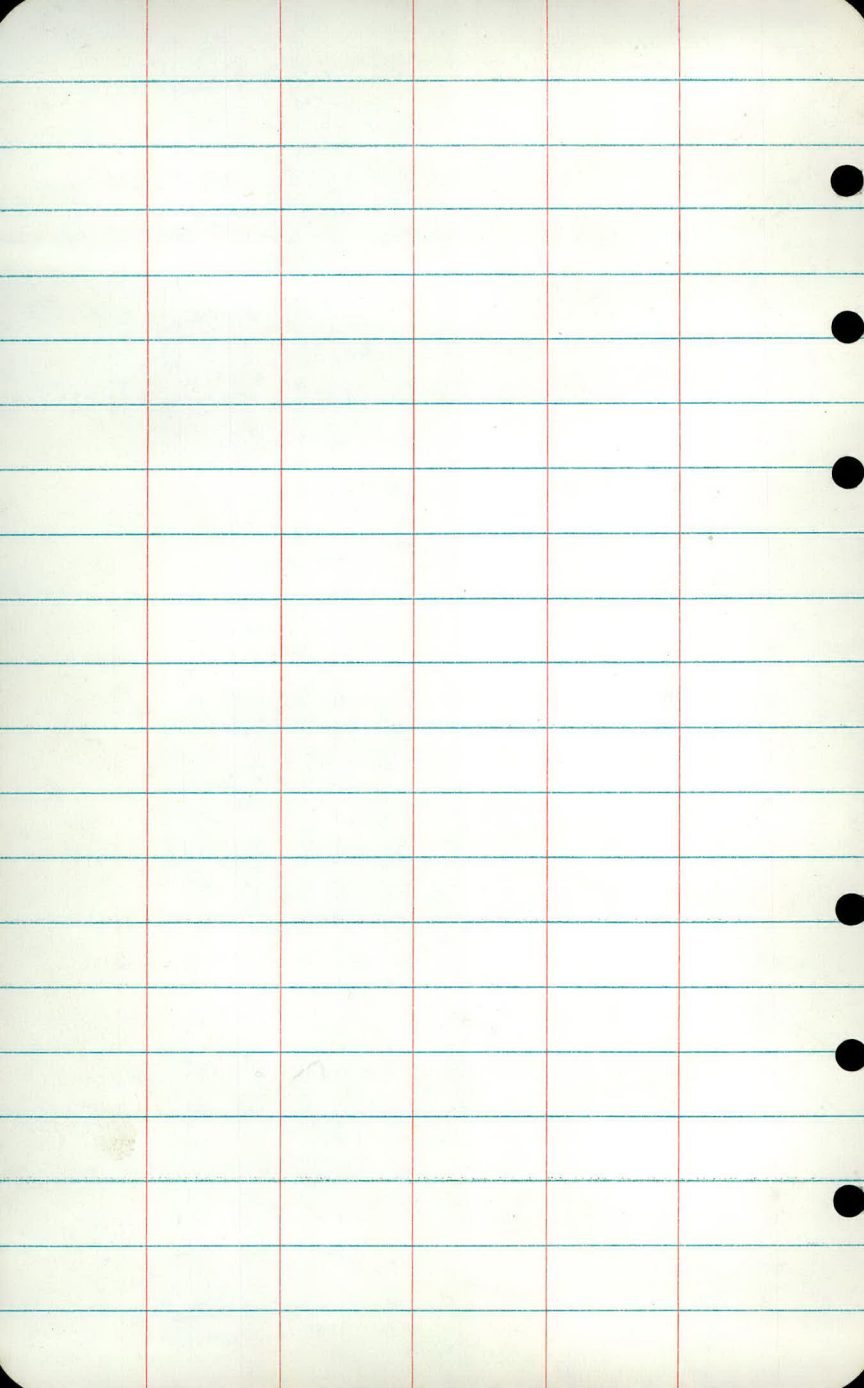


FL TO TOP = 7.20

1.3 SECTION

4.4 ECC. CONE

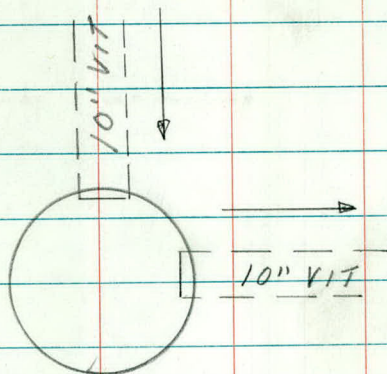
9" CASTING



161+90

63' RT MH 6

50A



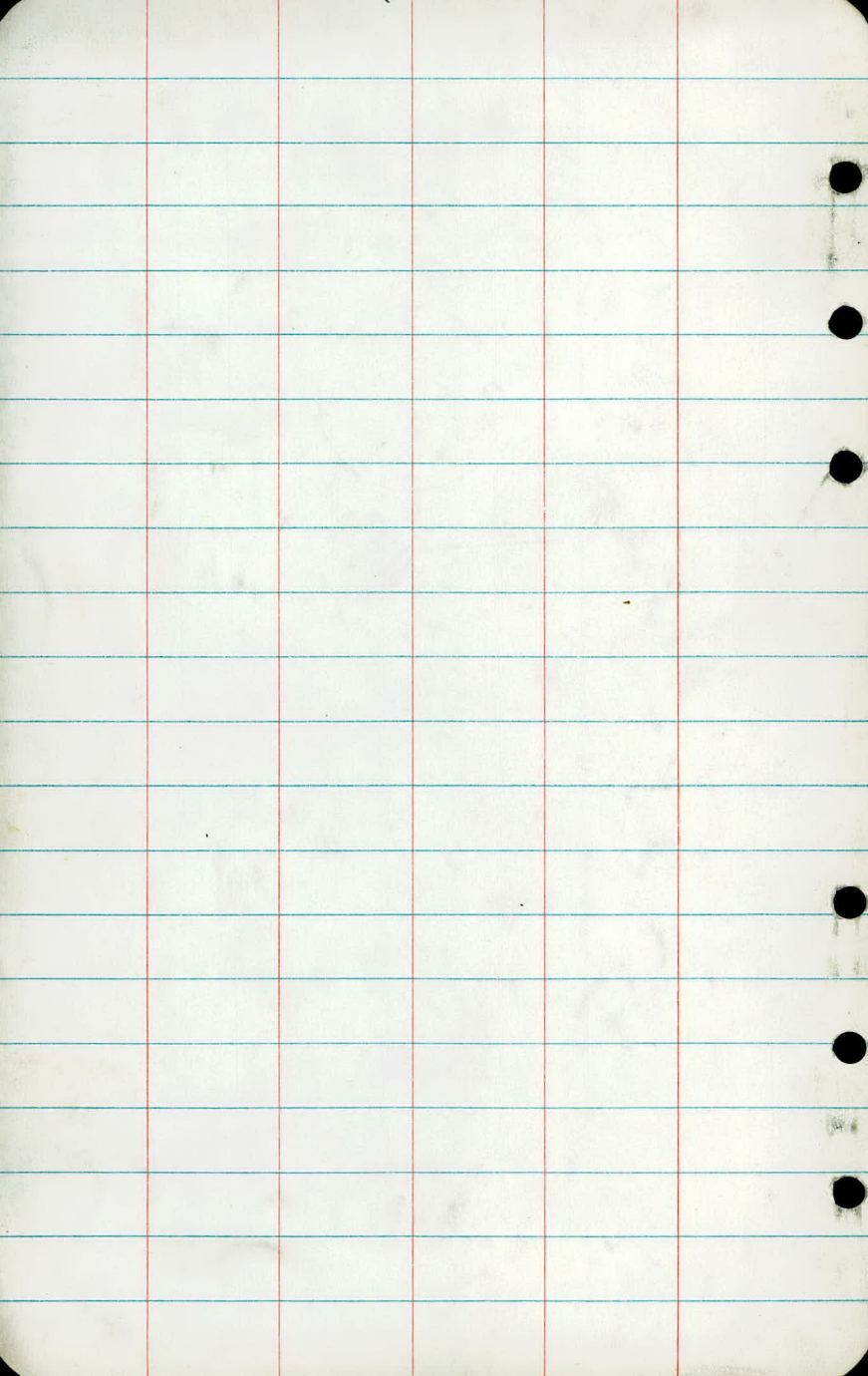
FL TO TOP = 10.00

3.0 SECTION

4.4 ECCENTRIC CONE

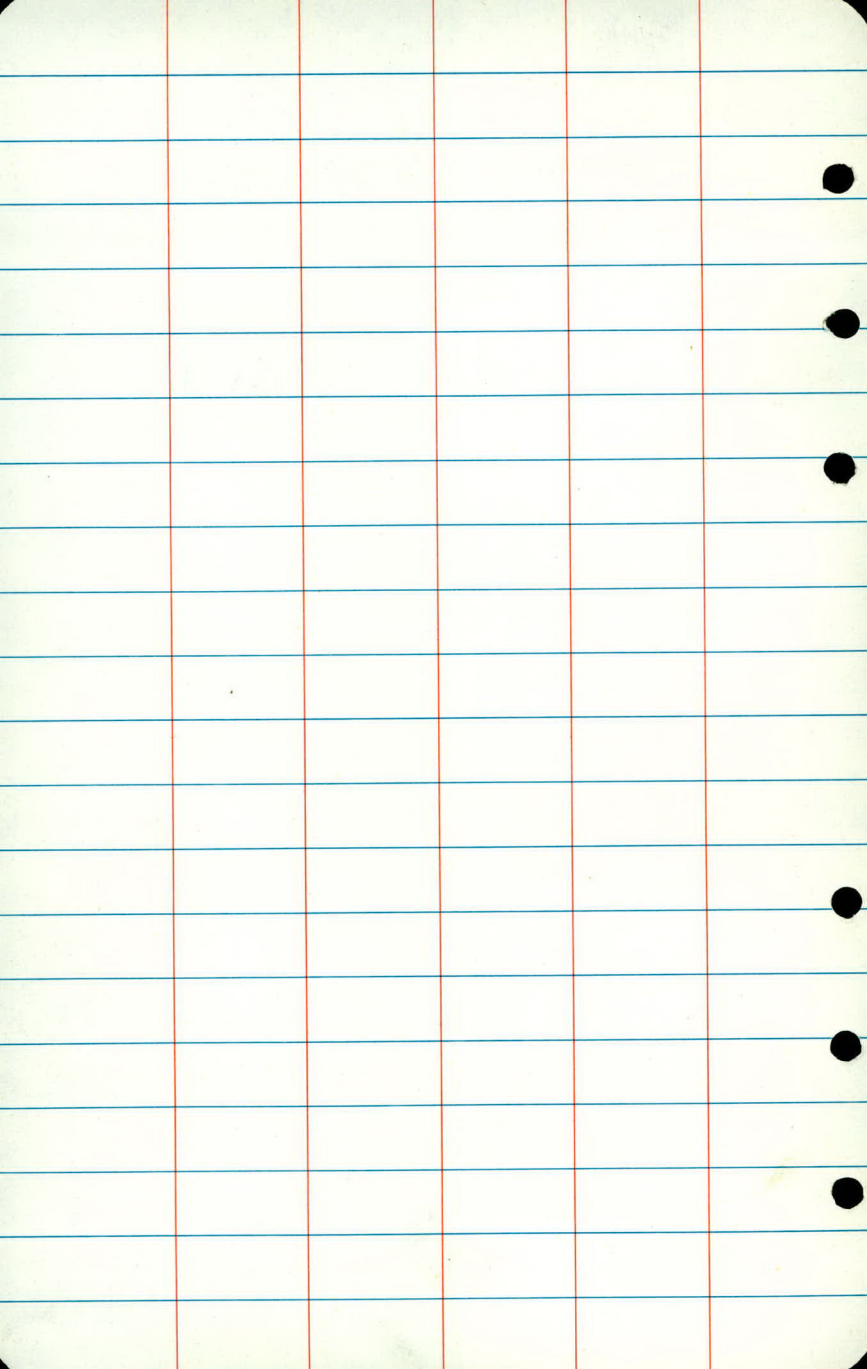
7 RINGS

9" CASTING



X-SECTIONS

Co. Rd. "C" to Co. Rd. D.



STA + A - ELEV.

923.57

105+92 = ~~A~~ ENT PT (DIRT)

106+00

✓

106 SAME AS 106+00 (LT)

✓

LT

4 Nov 1971
RT

45

17.7	14.4	13.4	13.8	13.9	13.4	13.7	13.2	13.2
5.9	9.2	10.2	9.8	9.7	10.2	9.9	10.4	10.4
36	28	21	11		19	25	42	64

18.3	19.8
4.8	3.8
49	75

19.3	18.4	15.1	14.0	14.2	14.4	13.9	14.4	14.7	14.8
4.3	5.2	8.5	9.6	9.4	9.2	9.7	9.2	8.9	8.8
52	36	28	20	11	0	18	23	41	57

20.1
3.5
75

14.7
8.9
62
140

14.5	14.4	14.5	12.7
9.1	9.2	9.1	10.9
13	20	24	24

14.8	15.1	15.0
8.8	8.5	8.6
63	57	29

FL 15th

140

STA + π - ELEV

923.57

106+28

✓

+33

4.62 918.95

+41 = $\neq$ ENT RT (DIRT)

✓

LT

£

4

NOV. 1971

RT

46

18.3	16.6	15.4	16.0	16.1	15.8	15.4	15.2	13.9
5.3	7.0	8.2	7.6	7.5	7.8	8.2	8.4	10.17
33	29	23	11		13	20	22	22

FL 15" CM

5.

19.5	20.5
4.1	3.1
52	75

15.1	15.2	15.1	15.4
8.5	8.4	8.5	8.2
63	57	44	26

TOP MH 46' LT

19.6	18.5	16.9	16.7	16.7	16.5	15.5	14.2	12.8
4.0	5.1	7.7	6.9	6.9	7.1	8.1	9.4	10.8
38	31	24	11		13	29	54	75

19.9	20.8
3.7	2.8
52	75

STA + π - ELEV.
923.57

✓
106+56

✓
107+00

BM 7.74 931.23 0.07 923.50 923.49

+22 ± ENT RT (D/RT)

LT

4 NOV 1971
RT

97

20.8	18.9	16.4	17.3	17.4	17.1	16.4	16.1	14.8
2.8	4.7	7.2	6.3	6.2	6.5	7.2	7.5	8.76
42	32	25	11		13	20	22	22

21.1
2.5
75

15.5
16.0
16.6
8.1
7.6
7.0
68
39
56

FL 15"
N 4M

22.6	22.0	18.9	18.9	19.2	19.4	19.1	18.2	18.2	16.7
1.0	1.6	4.7	4.7	4.4	4.2	4.5	5.4	5.4	6.89
40	33	27	22	11		13	20	22	22

22.8
0.8
75

17.1
19.2
6.5
5.4
69
48
26

FL 12"CM

S. 5
18.5

TOP HYD LT 107+30

25.2	24.0	24.4	23.8	19.8	20.2	20.3	20.0	19.1	17.6	16.2
6.0	7.2	6.8	7.4	11.4	11.0	10.9	11.2	12.1	13.6	15.0
80	56	46	32	26	11		13	33	53	75

STA + π - ELEV.

931.23

107+42

✓

+75

r

107+42

108+00

✓

LT

4 NOV. 1971

RT

48

26.7 25.8 25.2 20.9 21.2 21.3 21.0 20.3 19.8
 4.5 5.4 6.0 10.3 10.0 9.9 10.2 10.9 11.4
 64 48 35 25 11 13 20 22

27.1
 4.1
 75

19.6 20.5 20.4 18.70
 11.6 10.7 10.8 12.53
 54 38 25 22

FL 12" CM

N

27.7 27.0 25.7 22.0 22.7 22.8 22.6 21.8 20.3 21.7
 3.5 4.2 5.5 9.2 8.5 8.4 8.6 9.4 10.9 9.5
 49 38 31 23 11 13 19 22-24 27

DITCH

28.2
 3.0
 70

20.2 21.2
 11.0 10.0
 57 44

28.8 27.6 25.5 23.1 23.8 23.9 23.7 23.1 21.4 22.9
 2.4 3.6 5.7 8.1 7.4 7.3 7.5 8.1 9.8 8.3
 54 38 29 24 11 13 19 22-24 27

DITCH

29.0
 2.2
 64

20.0 21.8
 11.2 9.4
 76 44

STA	+	T	-	ELEV.
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		931.23		
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108+46				
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✓				
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109+00				
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✓				
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TP	11.50	939.86	2.87	928.36
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LT

4 NOV. 1971

PT

49

28.81	28.3	26.1	26.0	26.1	25.8	25.1	23.8	23.5
2.42	2.9	6.1	5.2	5.1	5.4	6.1	7.4	7.7
35	31	22	11	✓	13	19	22	26
MH								

29.5	30.0
1.7	1.2
46	61

22.8	22.9
8.4	8.3
66	38

30.7	30.0	27.6	28.3	28.3	28.2	27.7	26.8	26.9
0.5	1.2	3.6	2.9	2.9	3.0	3.5	4.4	4.3
40	33	22	11	✓	13	19	21	24

30.8
0.4
54

26.7	27.6	28.7
4.5	3.6	2.5
70	53	28

PK & STA 109+00

STA + π - ELEV.

939.86

109+50

✓

159 = ϕ ENT RT

✓

+74

✓

LT

E

4 NOV. 1971
RT

50

✓

32.1	31.7	31.1	29.7	30.4	30.4	30.2	29.8	29.3
7.8	8.2	8.8	10.2	9.5	9.5	9.7	10.1	10.6
61	51	29	22	11		13	18	21

28.9 30.6 31.4 29.1 27.64
11.0 9.3 8.5 10.8 12.22
75 45 29 23 21
FL 15" CM
5

32.2 31.8 31.1 30.5 30.8 30.8 30.6 30.8 29.9
7.7 8.1 8.8 9.4 9.1 9.1 9.3 9.1 10.0
61 37 26 21 11 13 35 68

✓

32.6	32.2	32.2	31.2	31.4	31.4	31.2	31.1	30.3	28.92
7.3	7.7	7.7	8.7	8.5	8.5	8.7	8.8	9.6	10.94
86	58	29	22	11		13	19	21	21

FL 15" CM
N

31.2 31.7 31.6 30.7 31.2
8.7 8.2 8.3 9.2 8.7
75 63 40 27 26
H0

STA + T - ELEV.

939.86

110+00

✓

+11 = ENT RT

+27

✓

+34

6.40 933.46

LT

E

4 NOV 1971

RT

51

32.8	32.4	32.0	32.2	32.4	32.2	32.0	32.0	29.39
7.1	7.5	7.9	7.7	7.5	7.7	7.9	7.9	10.4
69	33	20	11		13	18	20	20

FL 12" CM

31.5	31.9	31.2	31.8
8.4	8.0	8.7	8.1
77	40	33	24

33.2	32.6	32.7	32.8	32.6	31.7	31.9	31.2	31.6
6.7	7.3	7.2	7.1	7.3	8.2	8.0	8.7	8.3
69	22	11		13	27	39	59	67

33.5	33.1	33.2	33.3	33.2	32.5	31.7	30.33
6.4	6.8	6.7	6.6	6.7	7.4	8.2	9.53
65	22	11		13	19	22	22

FL 12" CM

31.0	31.8	32.4
8.9	8.1	7.5
75	39	24

TOP MH 53' LT

STA	+	π	-	ELEV.
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		939.86		
--	--	--------	--	--

110+50				
--------	--	--	--	--

✓				
---	--	--	--	--

111+00				
--------	--	--	--	--

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

+86 = GUTTER LT				
-----------------	--	--	--	--

BM 256	941.48	0.94	938.92	938.92
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LT

4 NOV, 1971

RT

52

35.7	35.0	33.9	33.7	33.9	34.0	33.8	33.2	32.3	32.1
4.2	4.9	6.0	6.2	6.0	5.9	6.1	6.7	7.6	7.2
81	69	54	21	11	13	19	23	27	

31.5	32.2
8.4	7.7
75	48

35.35	34.9	35.41	35.14	34.7	35.1	35.3	35.0	34.7	35.1	34.6
4.49	5.0	4.45	4.72	5.2	4.8	4.6	4.9	5.2	4.8	5.3
69	34	33	26	25	11	13	27	66	77	
SW		TC	TC							

35.60	35.8	35.9	36.2	36.3	36.0	35.7	35.2	35.5
4.26	4.1	4.0	3.7	3.6	3.9	4.2	4.7	4.4
69	55	23	11	13	53	65	73	BLPG
SW								

35.5	35.9	36.6	36.7	36.9	36.7	35.5	34.3	33.3
4.4	4.0	3.3	3.2	3.0	3.2	4.4	5.6	6.6
71	55	20	11	13	29	53	73	

TOP HYDRANT SW Cor OLD "C"

STA + T - ELEV.

941.48

112+00

+10 = E WOODHILL

+28

+50

113+00

✓

BM

3.79 937.69 937.70

LT

E

4

Nov. 1971 53

RT

S.W. COR WOODMILL DR

35.6	36.0	36.6	36.8	37.1	36.8	35.1	33.5	32.7
6.1	5.5	4.9	4.7	4.4	4.7	6.4	8.0	8.8
90	65	41	13		14	40	60	80



34.0	35.1	36.6	36.9	37.2	36.8	34.6	32.1	30.3
7.5	6.4	4.9	4.6	4.3	4.7	6.9	9.4	11.2
150	100	43	13		13	50	100	150



34.8	35.7	36.2	37.2	37.4	37.2	34.4	32.5
6.7	5.8	5.3	4.3	4.1	4.3	7.1	9.0
90	60	38	13		13	50	80



35.2	36.3	36.6	37.4	37.6	37.4	36.0	36.4	35.8	34.5
6.3	5.2	4.9	4.1	3.9	4.1	5.5	5.1	5.7	7.0
75	43	25	11		13	25	29	48	80



36.60	36.73	37.48	37.9	37.8	38.1	37.8	37.0	39.4	38.9	38.2
4.88	4.75	4.00	3.6	3.7	3.4	3.7	4.5	2.1	2.6	3.3
60	52	33	26	11		13	23	38	54	75
conc	conc	conc								



36.23

5.25

75

conc.

TOP HYD RT STA 116+00

STA + π — ELEV.

3.88 94280

938.92

+50

114

+21 GRAVEL DRIVEWAY-RT

+50

115

+50

6.5
0.5

LT

E

5 NOV. 1971 54

RT

TOP H40 S.W. COR WOODHILL DR

36.2	37.3	37.6	37.9	37.6	37.3	40.1	40.3
6.6	5.5	5.2	4.9	5.2	5.5	2.7	2.5
75	38	14		13	24	38	70

29.8	35.8	36.6	37.3	37.6	37.1	37.1	39.8	40.1	40.1
13.0	7.0	6.2	5.5	5.2	5.4	5.4	3.0	2.7	2.4
75	53	26	14		14	23	37	65	75

29.4	35.3	36.2	37.2	37.1	37.2	37.6	39.0	39.9
13.4	7.5	6.1	5.6	5.4	5.6	5.2	3.8	2.9
75	55	26	14		12	31	50	80

33.5	3A.5	35.9	36.9	37.0	36.9	36.1	40.5	40.1	40.3
9.3	8.3	6.9	5.9	5.8	5.9	4.4	2.3	2.4	2.5
75	52	27	14		12	26	40	53	75

32.9	33.7	35.2	36.0	36.2	36.1	35.1	38.9	39.6
9.9	9.1	7.6	6.8	6.6	6.7	7.7	3.9	3.2
80	57	31	14		12	23	43	75

31.2	32.6	34.1	35.0	35.2	35.0	33.9	36.3	38.1	38.8
11.6	10.2	8.7	7.8	7.6	7.8	8.9	6.5	4.7	4.0
75	40	24	14		12	23	35	65	75

STA + T - ELEV.

942.80

945.36

+77

116

T.P 0.53 938.24 5.09 937.71
~~940.27~~ 937.71

+50

+67 CONC DRIVEWAY RT

117 CONC DRIVEWAY RT

B. S
D. S
D. K
P. H

LT

5 NOV 1971
RT

55

30.8	31.7	33.1	34.3	34.4	34.4	35.13	37.92
12.1	10.9	9.7	8.5	8.4	8.4	7.67	4.88
75	50	24	14	14	14	conc	conc
						43	63

30.0	31.1	32.0	33.7	33.7	33.5	32.1	34.7	35.0	37.3
12.8	11.7	10.8	9.1	9.1	9.3	10.2	8.1	7.8	5.5
75	51	35	14		14	25	35	55	75

TOP HYDRANT STA 116+00

TOP HYDRANT STA 116+00

28.8	30.2	29.0	32.0	32.2	32.1	30.6	32.3	33.14	34.21	35.16
9.4	8.0	9.2	6.2	6.0	6.1	7.6	5.9	5.10	4.03	2.6
75	42	26	1.4	12	21	26	37	47	62	

28.4	29.6	29.8	28.6	31.6	31.8	31.6	32.39	35.94	36.6
9.8	8.6	8.4	9.6	6.6	6.4	6.6	5.85	2.30	1.6
80	55	36	26	14	12	26	75	75	75
						conc	conc		

27.6	28.6	29.0	27.8	30.4	30.6	30.9	30.6	29.75	30.75	33.3
10.6	9.6	9.2	10.4	7.8	7.6	7.3	7.6	8.49	7.49	4.9
75	51	35	24	18	14	13	20	43	75	
							conc	conc		

STA + π - ELEV.

938.24

+50

CONC DRIVEWAY RT

118

T.P 1.34 929.44 10.14 928.10

+50

✓

D.S.
D.K.
P.H.

LT

£

NOV-5-1971 56

RT



26.3	27.8	26.5	27.6	29.2	29.5	29.2	29.6	26.59	31.86
11.9	10.4	11.7	9.6	9.1	8.8	9.1	9.69	8.86	6.42
75	43	25	20	24	13	20	33	75	
				14?		core	core	core	



25.1	26.0	26.7	26.9	27.3	27.9	28.2	27.9	27.3	25.6	25.2	26.8
12.9	12.3	11.6	11.4	11.0	10.4	10.1	10.4	11.0	12.5	13.1	11.5
75	59	46	26	19	14	13	21	25	43	64	
									27.4		
									10.9		
									75		

STATION 118400



24.3	24.9	25.0	25.5	26.4	26.7	26.3	27.9	27.9	22.2	24.8
5.1	4.5	4.4	3.9	3.0	2.7	3.1	3.5	7.5	7.2	4.6
75	50	24	21	14	13	20	28	43	75	

STA + π - ELEV,

929.44

119

v

+50

120

^{way.}
Q OF JUDITH LT

+35

13.68 915.72

+50

B.M.

2.98

920.92

11.50

917.94

917.94

B.S
D.S
P.K
R.H

LT

NOV 5. 1971
RT

57

23.9	24.0	24.1	24.7	25.3	25.5	25.3	24.8	19.6	19.7	20.4
5.5	5.4	5.3	4.7	4.1	3.9	4.1	4.6	9.6	9.7	9.0
75	50	26	22	14	✓	14	20	29	39	53

21.6
7.8
75

22.4	22.9	23.3	24.0	24.3	24.2	23.8	19.2	18.6	17.2
6.6	6.5	6.1	5.4	5.1	5.2	5.6	10.2	10.8	12.2
75	32	21	14	✓	13	20	31	42	75

20.4	21.3	22.4	23.0	23.2	23.2	23.0	17.1	17.1
9.1	8.5	7.0	6.4	6.2	6.2	6.4	12.3	12.3
75	45	20	14	✓	13	22	36	61

14.2
15.2
75
WATER

M.H. 35' RT.

19.6	20.4	19.3	20.8	21.7	22.2	22.4	22.2	15.0	14.5	14.5
9.8	9.0	10.1	8.6	7.7	7.2	7.0	7.2	14.4	14.9	14.9
75	40	29	20	14	✓	13	19	39	60	75

HYDRANT N.E COR JUDITH

STA

+

K

-

ELEV.

2.98

920.92

917.94

121

+50

122

+50

123

+05

9.79 911.13

+50

LT

Z

RT

HYDRANT N.E COR JUDITH

16.7	19.4	17.4	19.6	20.4	20.9	20.9	20.8	13.6	13.0	12.9
2.2	1.5	3.5	1.3	0.5	0.0	0.0	0.1	7.3	7.9	8.1
8.5	5.2	3.3	2.5	1.4	✓	1.4	2.0	3.2	5.9	8.5

16.6	16.0	16.4	16.6	16.4	19.3	19.9	20.3	20.0	13.0	12.9	11.3
2.1	2.9	2.5	4.3	2.5	1.6	1.0	0.6	0.9	7.9	8.1	9.6
7.5	5.8	4.0	3.4	2.5	1.4	✓	1.4	1.9	4.5	5.9	7.5

17.2	17.6	16.9	16.2	16.9	18.1	14.7	19.2	16.9	12.9	12.4	14.1	14.4
3.7	3.3	4.0	4.7	4.0	2.8	2.2	1.7	2.0	8.0	8.5	6.8	6.1
7.5	5.9	4.1	3.2	2.7	1.4	✓	1.4	2.0	4.1	5.0	6.1	7.5

16.4	15.6	14.9	16.3	16.1	17.4	17.9	17.1	11.9	11.4	13.0	14.1
5.5	5.3	6.0	4.6	4.2	3.5	3.0	3.2	9.0	9.5	7.9	6.8
7.5	4.0	3.2	2.6	1.4	✓	1.4	1.8	3.9	5.5	6.3	7.5

13.5	13.5	13.1	14.1	15.1	16.0	16.6	16.3	11.4	11.2	12.3
7.4	7.4	7.8	6.8	5.8	4.9	4.3	4.6	9.5	9.7	8.6
7.5	6.5	4.5	2.1	1.4	✓	1.4	2.3	4.1	6.4	7.5

M.H. 62' RT

11.6	12.5	12.4	12.1	13.6	14.5	15.3	15.1	10.1	10.3	10.4
9.1	8.4	8.5	8.8	7.3	6.4	5.6	5.8	10.8	10.6	10.5
7.5	5.5	3.7	2.5	1.4	✓	1.4	2.3	4.3	5.9	7.5

STA + π - ELEV.

920.92

~~919.92~~

124

+50

125

T.P 3.66 912.54 12.04 908.88 3.66 908.86

+10

+43

4.82 907.72

+28

+59

B.S.
D.S.
D.K.
P.H.

LT

E

PT

59

10.4 10.9 10.4 09.7 10.6 12.0 13.5 13.4 13.6 09.3 08.6 08.5
10.5 10.0 10.1 11.2 10.3 8.9 7.4 7.1 7.3 11.6 12.3 12.4
75 60 40 31 26 14 14 22 37 54 75

09.3 09.0 07.9 09.1 10.3 11.4 12.1 11.6 08.1 07.3 07.2
11.6 11.9 13.0 11.8 10.6 9.5 8.8 9.3 12.8 13.6 13.7
75 57 41 25 14 14 24 34 55 75

08.4 07.4 09.4 05.3 05.4 08.1 09.4 09.2 09.9 07.4 06.9 06.4
12.5 13.1 11.3 15.6 15.5 12.2 11.5 11.7 11.0 13.5 14.0 14.5
75 56 51 33 23 14 14 25 40 56 75

Hyd. - OLDLEX. station 125+50 ±

07.9 08.5 04.1 05.2 06.6 08.1 08.9 09.6 09.3 08.4 08.3
4.6 4.0 3.8 7.3 5.9 4.4 3.6 2.9 3.2 4.1 4.2
75 60 55 34 27 14 14 26 58 75

M.H. 156 LT
08.5 07.8 05.1 06.2 07.6 08.5 08.4 09.1 06.0 06.1 07.5
4.0 4.7 7.4 6.3 4.9 4.0 4.1 3.4 6.5 6.4 5.0
75 51 33 26 14 14 22 36 55 75

07.1 06.9 05.4 03.1 04.4 05.8 06.9 07.5 07.2 05.9 02.7 05.9 06.4
5.4 5.6 7.1 9.4 8.1 6.7 5.6 5.0 5.3 6.6 9.8 6.6 6.1
75 65 48 35 26 14 14 22 35 54 65 75

STA	+	π	-	ELEV.
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		912.54		
--	--	--------	--	--

126				
-----	--	--	--	--

x				
---	--	--	--	--

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

+51				
-----	--	--	--	--

		9.45	903.09	
--	--	------	--------	--

T.P.	0.90	9.03	07	10.37	902.17
------	------	------	----	-------	--------

127					
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B.S.
D.S.
D.K.
P.H.

LT

NOV 3 - 1971
RT

60

05.9	03.4	03.4	02.6	03.3	05.0	905.9	06.5	06.2	01.8	01.5	00.9
6.6	9.1	9.1	9.9	9.2	7.5	6.6	6.0	6.3	10.7	11.0	11.6
66	56	49	39	27	14	14	14	19	36	61	70

05.9
6.6
75

01.0
11.5
75

02.8	03.3	02.6	01.6	02.2	03.1	904.1	04.8	04.3	00.1	00.1	03.1
9.7	9.2	9.9	10.9	10.3	9.4	8.4	7.7	8.2	12.4	12.4	9.4
75	60	46	37	24	14	14	14	21	38	75	85

M.H.

52 LT.

Station 127

900.6	900.2	899.9	900.0	901.3	902.2	902.9	902.4	898.7	898.1	898.6
2.5	2.9	3.2	3.1	1.8	0.9	0.2	0.7	4.4	5.0	4.3
75	55	31	25	14	14	21	35	56	81	

900.1
2.3
89

STA

+

△

-

ELEV.

903.07

+50

100

✓

✓

128

✓

+50

✓

LT

NOV 8

RT

61

898.9 897.4 897.6 898.5 900.8 900.2 899.4 900.4 896.2 896.2 897.3
 4.2 5.7 5.5 4.6 2.3 2.9 3.7 2.7 6.9 6.9 5.8
 62 44 36 26 14 14 23 36 63 80

900.6
 2.5
 75

898.7
 4.4
 9.9

95.9 95.3 95.6 96.7 97.6 998.4 98.9 96.6 9A.4 93.9 9A.4 96.5
 7.2 7.8 7.5 6.4 5.5 4.7 4.2 4.6 8.7 9.2 8.7 6.6
 58 44 32 25 14 15 21 35 61 87 100

96.5
 6.6
 100

96.1 93.3 93.5 95.0 96.1 96.9 97.2 96.6 92.2 92.2
 8.0 9.8 9.6 8.1 7.0 6.2 5.9 6.3 10.9 10.9
 62 50 30 24 14 15 21 36 68

96.6
 7.5
 75

9A.7 9A.9
 8.4 8.2
 92 86

STA

+

π

-

ELEV

903.07

129

✓

+50

✓

130

✓

U.S.
D.S.
D.K.
P.H.

LT

NOV 8 - 1971
RT

62

q3.1 q1.9 q2.1 q3.7 q4.7 q5.4 q5.7 q5.4 q0.9 q0.7
10.0 11.2 11.0 9.4 8.4 7.7 7.4 7.7 12.2 12.4
75 58 30 23 15 15 20 35 67

q3.0 q2.9
10.1 10.2
83 75

q2.3 q1.0 q0.9 q2.4 q3.4 q3.9 q4.1 q3.3 q1.7 q1.1
10.8 12.1 12.2 10.7 9.7 9.2 9.0 9.8 13.4 14.0
75 43 29 23 14 15 21 33 52

q1.1 q1.3
12.0 11.8
75 59

q0.9 q0.6 q0.5 q1.5 q2.4 q2.6 q2.9 q2.4 q0.6 q0.6
12.2 13.5 13.6 11.6 10.7 10.5 10.2 10.7 14.5 14.5
48 36 28 23 15 15 27 33 42

q0.2 q0.6
12.9 12.5
75 55

q1.4
11.2
75

STA

+

K

-

ELEV

90307

T.P

1.50

894.13

10.44

892.63

+50

✓

+84

✓

131

W.S.
D.S.
P.H.

LT

E

NOV 8 - 1971

RT

63

STA 130

90.5	90.1	89.9	89.2	90.3	91.3	91.5	91.6	90.7	87.3	87.2	88.4
3.6	40	52	49	38	28	2.6	2.5	3.4	68	69	5.7
75	59	44	29	25	14		15	23	35	43	55

88.3
5.8
75

89.6	91.2	88.1	88.4	89.9	90.1	91.1	91.0	89.7	88.9	87.3	86.9	86.9
4.3	2.9	5.4	5.3	4.2	3.4	3.0	3.1	4.4	5.2	6.8	7.2	7.2
50	42	37	29	25	14		15	34	44	51	68	75

89.6
4.3
75

89.9	89.8	88.4	89.4	90.6	90.9	90.8	90.2	89.1	88.7
4.2	4.3	5.7	4.7	3.5	3.2	3.3	3.9	5.0	5.4
75	43	39	23	14		19	38	57	75

STA + $\bar{\Lambda}$ - Elev.

894.13

31+24 E of C₂ RT

✓

+ 43

✓

+ 59

✓

WS
DS
DK
PH

Lt.

£

Nov. 8-1971

RT

64

89.2	89.2	89.5	89.8	90.4	90.6	90.7	90.1	89.7	89.6	89.4
49	59	56	4.3	37	3.3	3.4	4.0	4.4	4.6	4.7
53	38	27	22	14		18	41	62	75	100

90.3
3.8
75

89.1 89.1
4.4 4.6
150 125

90.6	89.0	87.9	89.5	90.3	90.7	90.6	89.7	89.2	88.9
3.5	5.1	6.2	4.6	3.8	3.4	3.5	4.4	4.9	5.2
54	43	27	22	14		18	38	50	75

90.6
3.5
75

90.7	86.6	87.8	89.5	90.2	90.6	90.3	89.3	87.5	86.9	86.0
3.4	5.5	6.3	4.6	3.9	3.5	3.8	4.8	6.6	7.2	8.1
46	36	27	21	14		18	40	54	71	75

91.4 90.3
2.7 3.8
52 75

Sta.

+

A

-

Elev.

894.13

B.M.

7.80

898.52

3.39

890.74

890.72

132

+50

✓

133

✓

W.S.
D.S.
P.H.

Nov. 8, 1971

65

LT

E

R.T

N of C2

113

88.1	88.2	87.7	87.4	90.0	90.4	89.9	90.0	86.6	86.7	85.2
10.4	10.3	10.8	9.1	8.5	8.1	8.6	8.5	11.9	12.8	13.3
75	42	31	25	14	✓ 14	14	29	36	50	75

86.0	86.9	86.5	89.1	89.4	89.9	89.7	89.1	86.2	86.1
Ice 12.5	11.6	12.0	9.4	8.7	8.6	8.8	9.4	12.3	12.4
67	48	31	23	14	✓ 14	22	31	50	

86.6
12.9
75

Water 86.0	86.3	86.1	89.2	89.7	89.8	89.5	89.0	86.3	86.5
12.5	12.2	12.4	9.5	8.9	8.7	9.0	9.5	12.2	12.0
55	47	33	22	14	14	20	28	43	

84.6
13.9
66
ICE

sta.	+	$\bar{\Delta}$	-	Elev.
------	---	----------------	---	-------

		898.52		
--	--	--------	--	--

133+14				
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		13.58	884.94	
--	--	-------	--------	--

		13.53	884.99	
--	--	-------	--------	--

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

✓				
---	--	--	--	--

134				
-----	--	--	--	--

✓				
---	--	--	--	--

W.S.
D.O.S.
P.H.

Nov. 8 1971

CG

Lt.

£

Rt.

FL. 24" RCP RT. 24'

FL. 24" RCP Lt. 24'

87.1	87.8	89.3	89.5	89.6	89.4	88.9	87.2	86.1
11.4	10.7	9.2	9.0	8.9	9.1	9.6	11.3	12.4
37	29	21	14		14	20	25	38



87.7	86.0	
10.8	12.5	Ice
65	79	

	84.5	85.1
Ice	14.0	13.4
	66	56



94.1	89.0	86.0	89.4	89.6	89.4	88.9	85.7	84.5
4.4	9.5	10.5	9.1	8.9	9.1	9.6	12.8	14.0
35	30	24	14		14	19	32	46
								Ice



93.8	92.3
4.7	6.2
49	75



Sta

+

A

-

Elev.

898.52

134 + 50

✓

135

✓

+ 50

B.M.

2.42

894.43

C.49

892.03

(892.01)

W.S
D.S
D.X
P.H

Nov. 8 1971

57

Lt.

£

Rt

96.6	96.3	88.1	88.6	89.3	89.4	89.2	88.6	86.0	84.5
1.7	2.2	9.8	9.7	9.2	9.1	9.3	9.9	12.5	14.0
50	30	28	23	14		14	20	29	44
									Ice

96.9
2.6
75

91.3	96.1	84.8	88.7	81.1	89.4	89.0	84.4	85.5	84.5
1.2	2.4	9.7	9.8	9.4	9.1	9.5	10.1	12.0	14.0
68	38	29	22	14		14	20	30	53
									Ice

95.2
3.3
75

Hyd. st station 136 Lt.

Sta

+

X

-

Elev.

894.43

135+50

✓

136+00

✓

136+50

✓

W.S.
D.S.
D.K.
P.H.

Nov. 8, 1971

68

LT

±

RT

95.6	89.7	88.5	89.0	89.3	88.9	88.3	85.9	84.6
+1.2	5.2	5.9	5.4	5.1	5.5	6.1	8.5	9.8
40	32	24	14	✓	14	19	29	44
								10E



99.4	82.2
+5.0	+7.8
55	75

03.1	81.0	86.7	81.3	86.9	86.7	88.3	85.0	84.6
+8.7	5.4	5.7	5.1	5.5	5.7	6.1	9.4	9.8
47	29	23	14	✓	14	19	35	51
								10E



05.4
+11.0
75

96.4	89.0	88.7	89.3	89.3	89.0	88.6	85.0	84.6
+2.0	5.4	5.7	5.1	5.1	5.4	5.8	9.2	9.8
41	31	24	14	✓	14	24	30	36
								10E



05.2	08.0
+10.8	+13.6
51	75

Sta	+	π	-	ELEV.
-----	---	-------	---	-------

		894.43		
--	--	--------	--	--

137+00				
--------	--	--	--	--

✓				
---	--	--	--	--

137+50				
--------	--	--	--	--

✓				
---	--	--	--	--

138+00				
--------	--	--	--	--

✓				
---	--	--	--	--

W.S
D.S
DK
PN

11-8-71

69

RT

Σ

RT

90.1	88.5	89.0	89.3	88.9	86.3	85.4	84.6
4.3	5.9	5.4	5.1	5.5	6.1	9.0	9.8
34	24	14		14	21	29	35
							ICE

06.8
+12.4
52

06.3
+11.9
75

90.2	86.6	89.0	89.2	89.0	86.4	85.6	84.6
4.2	5.8	5.4	5.2	5.4	6.0	8.8	9.8
35	23	14		14	21	31	40
							ICE

07.5
+13.1
52

09.6
+15.2
75

87.6	88.3	89.1	88.9	88.7	86.2	86.1	84.6
6.6	6.1	5.3	5.5	5.7	6.2	8.3	9.8
30	21	12		16	24	40	57
							ICE

07.2
+12.8
56

11.6
+17.2
75

STA	+	π	-	ELEV
-----	---	-------	---	------

		894.43		
--	--	--------	--	--

138+50				
--------	--	--	--	--

✓				
---	--	--	--	--

139+00				
--------	--	--	--	--

✓				
---	--	--	--	--

139+50				
--------	--	--	--	--

✓				
---	--	--	--	--

✓				
---	--	--	--	--

B.M.	6.19	894.87	5.75	888.68	888.68
------	------	--------	------	--------	--------

WS
DS
DK
PH

LT

✓
E
11-8-71
PT

70

88.5	89.4	89.6	89.1	88.5	88.1	85.4	84.6
5.9	5.0	4.8	5.0	5.9	6.3	8.6	9.8
30	21	12		21	38	56	66
							1CE
109.1	11.3						
+14.7	+16.9						
58	75						

86.0	89.8	89.8	89.1	88.2	87.3	84.6
6.4	4.6	4.6	5.0	6.2	7.1	9.8
30	22	12		22	53	1CE
06.2	08.8					
+11.8	+14.4					
56	75					

88.3	87.0	89.7	90.0	89.3	87.8	86.6	84.6
6.1	7.4	4.7	4.4	5.1	6.6	7.8	9.8
45	34	25	21		22	42	46
							1CE
97.2	99.9	03.2					
+2.8	+5.5	+8.8					
53	61	75					

HYD S.W. COR. JOSEPHINE RD E LEXINGTON

STA	+	π	-	ELEV.
		894.87		
140+00				
✓				
+43				
✓				
+50				
✓				

W.S
D.S
D.K
P.H

LT

2

11-8-71

RT

71

46.3	46.4	47.7	49.9	49.2	47.8	46.0	44.9	44.6
8.6	8.1	5.2	5.0	5.7	7.1	8.9	10.0	10.3
55	36	24	21		22	41	54	56
								ICE

47.1
7.8
75

45.7	44.9	47.2	49.5	48.6	47.8	47.2	46.5	44.5
9.2	9.98	5.7	5.4	6.1	7.1	7.7	8.4	10.4
40	38	28	23		21	27	32	38
								ICE

18' CAMP
R.C.P

44.0
10.9
BOTTOM
DITCH
44.6

46.1
8.8
50

46.1
8.4
75

46.9 47.9 46.4

8.0 7.0 8.5 10.3

75 64 57 50

ICE

47.4	46.6	44.9	49.3	48.7	47.4	47.2	46.5	44.5
7.1	6.3	6.0	5.6	6.2	7.1	7.7	8.4	10.4
55	45	30	27		21	27	32	38
								ICE

44.0
10.9
BOTTOM
DITCH
44.6

47.4
7.5
75

46.7 47.9 46.4

8.2 7.0 8.5 10.3

75 64 57 50

STA

+

K

-

ELEV.

894.87

140+83

±

JOSEPHINE ROAD

✓↑

✓

141

✓

+21

✓

W.S
D.S
D.K
P.H.

LT

Q

11-8-71

RT

72

86.1	86.5	87.0	89.0	88.8	87.6	87.0	84.5
6.8	6.4	5.9	5.9	6.1	7.3	7.9	10.4
100	75	55	23	✓	21	33	40 ICE

87.4	87.7	84.5	83.6
7.5	7.2	10.4	11.3
75	61	50	45 DITCH BOTTOM DITCH
		ICE	

88.2	88.7	89.2	87.0	87.5	87.1	86.7	84.5
6.7	6.2	5.7	5.9	7.4	7.8	8.2	10.4
75	47	21	✓	22	31	35	42 ICE

81.6	87.8	84.5	83.7
7.3	7.1	10.4	11.2
65	64	36	45 DITCH BOTTOM DITCH
		ICE	

86.5	87.6	88.7	89.6	89.2	87.6	87.1	86.4	84.6
8.4	7.3	6.2	5.3	5.7	7.3	7.7	8.5	10.3
75	44	29	21	✓	22	32	39	42 ICE

87.8	88.1	84.5	83.2
7.1	6.8	10.4	11.7
75	62	54	45 DITCH BOTTOM DITCH
		ICE	

STA

+

π

-

ELEV.

894.87

141+50

✓

142+00

✓

B.M.

2.85

894.05

3.68

891.19

(891.20)

W.S.
D.S.
D.K.
A.H.

LT

Q

11-8-77

RT

73

81.2	81.3	86.1	89.9	89.5	86.0	86.7	84.8	83.1
7.7	7.6	8.8	5.0	5.4	6.9	8.2	10.4	11.5
75	58	46	21		22	36	42	40

ICE BOTTOM DITCH

81.3	86.5	84.5
7.6	8.4	10.4
75	59	49

82.0	81.7	86.1	89.6	89.5	86.2	81.5	84.5	83.5
6.9	7.2	8.8	5.3	5.4	6.7	7.4	10.4	11.4
75	60	42	21		22	35	41	40

ICE BOTTOM DITCH

84.1	84.6	85.1	84.5
6.8	6.3	9.2	10.4
75	61	54	49

ICE

TOP-HYD STA. 144 ± 38 ± LT (SW CORNER LOT) PARKING

STA

+

PI

-

ELEV

894.05

142+50

✓

142+67 24" PCP

9.00 33' LT

885.05

884.0

10.05 43' RT

143+00

✓

+66 18" CMP

✓

KG
OK
DS
RH

FAIR 50°
LT

£

11-9-71

RT

74

85.9	88.3	89.8	89.7	89.4	88.1	85.9	94.5	93
8.2	5.8	4.3	4.4	5.7	6.0	8.2	9.6	10.
34	28	22		22	33	42	49	47

ICE £
DITCH

87.9
6.2
55

88.1
6.0
75

88.1
5.4
75

88.1
5.4
56

94.5
9.6
50
ICE

85.2	86.7	88.7	89.7	89.6	88.7	88.1	87.0	94.5
8.9	7.4	5.4	4.4	4.5	5.4	6.0	7.1	9.6
41	34	28	22		22	33	38	42

ICE

87.4
6.7
55

87.9
6.2
75

88.1
5.4
75

88.1
5.4
60

94.5
9.6
55
ICE

93.5
10.6
47
£
DITCH

87.3	85.1	88.4	89.5	89.6	89.4	87.1	86.4	94.5	94.
6.3	8.9	5.7	4.6	4.5	5.2	6.3	7.3	9.6	7.9
54	41	32	22		22	32	36	40	46

ICE £
DITCH

88.0
6.1
75

89.7
5.4
75

89.2
4.9
59

94.5
9.6
51
ICE

STA + π - ELEV

894.05

143+79

✓

887.34

+91

S.D.

C. 71

-13'

144+00

✓

+35

CURB LINE - EDGE PARKING LOT

✓

KG
DK
DS
1014

11-9-71

75

LT

E

RT

88.1	88.1	88.6	89.3	89.5	88.9	81.9	84.5	83.4
6.0	6.0	5.5	4.8	4.6	5.2	6.2	9.6	10.3
75	57	38	22		22	32	40	44
							ICE	DITCH

88.2	87.8	87.9	89.2	89.5	88.9	88.0	86.8	84.5	83.5
5.9	6.3	6.2	1.9	4.6	5.2	6.1	7.3	9.6	10.2
75	48	37	22		22	31	36	40	44
								ICE	DITCH

87.9	88.6	84.5
6.2	5.5	9.6
75	56	49

88.4	88.9	88.4	89.1	89.3	89.6	89.1	88.2	87.1	84.5
5.7	5.2	5.3	5.0	4.8	4.5	5.0	5.9	7.0	9.6
82	39	22			22	22	32	36	42
CURB	CURB								ICE

88.3	88.1	84.5	84.0
5.8	6.0	9.6	10.1
75	55	50	
			DITCH

STA	+	π	-	ELEV
-----	---	-------	---	------

894.05

144+50	$\pm$	ENT	AT	
--------	-------	-----	---------------	--

Left
Hand

145+00

✓

T.P.	4.70	894.97	3.78	890.27
------	------	--------	------	--------

145+18

✓

X4
DK
DS
PH

LT

±

RT

11-9-71

76

88.3	88.4	88.8	89.8	89.8	89.1	88.2	87.1	84.5	89.0
5.8	5.8	5.3	4.3	4.3	5.0	5.9	7.0	9.6	10.1
75	62	39	22	✓	22	32	36	42	2

88.3 89.1 100 44.5 46
5.8 6.0 9.6
75 55 50

88.1	89.2	88.7	89.5	89.0	89.7	89.0	88.3	86.1	84.5
6.0	4.9-5.4	4.6	5.1	4.4	5.1	5.8	7.4	9.6	9.6
75	36	26	22	✓	22	31	38	100	42

CURB

87.9 87.6 84.5 83.9
6.2 6.5 9.6 10.2
75 58 51 45
ICE DITCH

STA 146+00 ±

87.9	88.8	89.2	89.5	89.2	89.8	88.9	87.8	84.7	83.8
7.1	6.2-5.8	5.5	5.8	5.2	6.1	7.2	10.3	11.2	11.2
75	36	25	22	✓	22	33	43	100	4

CURB

DITCH

87.8 87.1 85.6 84.7
7.2 7.9 9.4 10.3
75 65 55 52
ICE

STA	+	π	-	ELEV
-----	---	-------	---	------

		894.97		
--	--	--------	--	--

145+24				
--------	--	--	--	--

✓				
---	--	--	--	--

+29	S.D.	75' L	7.45	887.52
-----	------	-------	------	--------

		40' R	12.10	882.87
--	--	-------	-------	--------

+29	±	DITCH		
-----	---	-------	--	--

✓				
---	--	--	--	--

+38				
-----	--	--	--	--

KG
DK
DS
PH

LT

±

Pr

11-9-71

77

87.9	88.1	89.2	89.6	89.2	89.8	89.0	87.9	86.0	84.9
7.1	6.3-5.8	5.4	5.8	5.2	6.0	7.1	9.0	10.1	
75	36	25	22	22	22	32	36	41	

CURB

85.2	84.5	84.9	84.7	83.8	84.7
9.8	10.5	10.1	10.3	11.2	10.3
75	60	54	51	ICE	43

ICE DITCH ICE

87.9	88.1	89.2	89.6	89.2	89.8	89.0	87.9	86.0	84.9
7.1	6.3-5.8	5.4	5.8	5.2	6.0	7.1	9.0	10.1	
75	36	25	22	22	22	32	36	41	

CURB

83.6	83.8	83.8	84.7
11.4	11.2	11.2	10.3
75	60	54	43

ICE

87.8	84.8	89.3	89.6	89.2	89.8	89.1	84.7	81.2	85.3	84.7
7.2	6.2	5.7	5.4	5.8	5.2	5.9	6.3	7.8	8.7	10.3
75	36	25	22	22	22	27	34	41	53	

CURB

85.4
9.6
75

STA

+

不

1

ELEV

$$145 + 43$$

894.97

✓

146+00

+ 25

+ 46

+ 74

✓

K4
DK
DS
PM

11-9-71

78

87.9	89.3	89.4	89.6	89.2	90.0	89.2	88.1	86.9	86.0
7.1	5.7-6.2	5.4	5.8	5.0	5.8	6.3	8.1	9.0	
75	36	24	22		22	27	36	43	

✓

89.4 81.1

6.6 7.9

75 51

RW 4-25-78

87.9	88.2	88.1	89.9	89.6	90.3	89.1	89.5	89.7	89.9	89.1	89.2
7.1	6.8-6.3	5.3	5.1	5.4	4.7	5.3	6.5	6.3	6.1	5.3	5.8
75	5.8	36	23	22		22	30	43	49	58	75

CURB

✓

89.6	89.4	89.9	90.0	89.8	90.5	89.9	88.6	89.9	92.1	99.9
6.4	5.6-5.1	5.0	5.2	4.5	5.1	6.4	6.1	2.9	0.2	
75	34	23	22		22	33	51	62	70	

✓

88.8	89.6	90.1	90.2	90.0	90.6	89.7	89.2	94.3	99.5	99.1
6.2	5.4-4.9	4.8	5.0	4.4	5.3	5.8	0.7	+3.5	+4.1	
75	34	23	22		22	31	41	51	75	

CURB

✓

89.1	89.9	90.4	90.5	90.3	90.5	90.0	89.5	93.5	97.5	97.0
5.9	5.1-4.6	4.5	4.7	4.2	5.0	5.5	6.5	+2.5	+2.0	
75	34	23	22		22	28	37	48	56	

CURB

✓

98.7
+3.7
75

+

T

-

ELEV

147+00

894.97

✓

T.P.

6.12

896.99

4.10

890.87

+25

✓

+50

K⁹
 DK
 DS
 RH

89.3	90.2	LT	90.7	90.4	90.9	90.1	89.7	89.5	93.0	79
5.7	4.8-4.3	4.3	4.6	4.1	4.9	4.3	5.5	2.0		
75	34	24	22		22	30	42	54		

11-9-71

98.3
 +3.3
 75

96.2
 +1.2
 69

STA 147+00 ±

89.1	90.2	90.7	90.8	90.6	91.0	90.4	89.2	86.6	87.0
7.9	6.8	6.3	6.2	6.4	6.0	6.6	7.8	10.4	10.0
75	33	22	20		20	27	37	52	

cutb

91.6
 5.4
 75

87.6
 9.4
 60

89.2	90.2	90.7	90.9	90.1	91.2	90.5	89.7	85.6	85.4
7.8	6.8	6.3	6.1	6.3	5.8	6.5	7.3	11.4	11.6
75	33	22	20		20	26	39	47	

cutb

86.4
 10.6
 75

STA + π - ELEV

896.99

148

+50

✓

149

✓

46
DS
D.K
P.H

LT

9-11-71

RT

80

89.4

90.6

91.1

91.3

91.0

91.7

91.1

90.6

89.2

85.1

85.1

7.4

6.4

5.9

5.7

6.0

5.3

5.9

6.4

7.8

11.9

11.9

75

CHITTER

32

22

20

✓

20

26

34

46

ICE

75

CHFB

92.1

91.6

91.1

90.0

85.1

84.6

4.9

5.4

5.9

7.0

11.9

12.4

✓

20

26

34

52

ICE

62

BOTTOM
OF
DITCH

87.6

9.4

80

90.2

91.8

91.4

91.6

91.8

92.3

92.0

89.7

85.1

6.8

5.1

5.6

5.4

5.2

4.7

5.0

7.3

11.9

75

CHITTER

32

24

20

✓

20

38

55

ICE

CHFB

85.6

84.1

11.4

12.9

75

70

BOTTOM
OF DITCH

STA + π - ELEV

896.99

+50

✓

150

✓

+50

✓

K.G.
D.S.
D.K.
P.H.

LT

Q

9-11-71

RT

81

90.6	91.4	91.9	92.1	91.8	92.7	92.3	91.4	89.0	86.3	85.1
6.4	5.6	5.1	4.9	5.2	4.3	4.7	5.6	8.0	10.7	11.9
75	GUITER	33	22	20	✓	20	31	40	52	56
		CONC								ICE
		CUTB								

95.1	84.4
11.9	12.6
75	65
ICE	BOTTOM
	OF DITCH

91.3	92.1	92.6	92.9	92.7	92.3	92.7	91.2	91.5	85.3
5.7	4.9	4.4	4.1	4.3	3.7	4.3	5.8	9.5	11.7
75	GUITER	33	24	20	✓	20	32	42	57
		CONC							ICE
		CUTB							

95.3	94.2
11.7	12.8
75	65
ICE	BOTTOM
	OF DITCH

91.9	92.4	92.9	93.4	93.0	93.6	92.9	92.3	90.6	89.0
5.1	4.6	4.1	3.6	4.0	3.4	4.1	4.7	6.4	10.0
75	GUITER	35	22	20	✓	20	28	36	50
		CONC							
		CUTB							

95.3	95.3
11.7	11.7
75	60

STA + π - ELEV

896.99

T.P 6.38 900.21 3.16 893.83

151

+50

152

+24

✓

KG
OS
OK
PH

LT

E

11-9-71

RT

82

STA 151

92.4 92.8 93.3 94.0 93.4 93.8 93.4 92.5 96.3 85.8
7.8 7.4 6.9 6.2 6.6 6.4 6.8 7.7 13.9 14.4
75 CUTTER 33 22 20 ✓ 20 32 52 75
CONC
CHLB

92.8 93.4 93.9 94.6 94.1 94.2 93.4 92.7 87.8 95.9 95.2
7.4 6.8 6.3 5.6 6.1 6.0 6.8 7.5 12.4 14.3 15.0
75 CUTTER 34 22 20 ✓ 20 30 46 63 75
CONC
CHLB

93.3 94.1 94.6 95.2 94.7 94.5 93.8 93.3 89.1 86.5 93.0
6.9 6.1 5.6 5.0 5.5 5.7 6.4 6.9 12.1 13.7 7.2
75 CUTTER 34 22 20 ✓ 20 27 46 57 75
CONC
CHLB

93.7 94.4 94.9 95.5 95.0 94.8 93.7 92.8 91.6 95.1 92.6
6.5 5.8 5.3 4.7 5.2 5.4 6.5 7.4 8.4 7.1 7.6
75 CUTTER 32 22 20 ✓ 20 27 35 47 63
CONC
CHLB

93.3
6.9
75

STA + π - ELEV

900.21

T.P. 5.77 900.91 5.07 895.14

52+50

✓
153+00

+28 CULVERT 18" CMP 8.81 39' R

+50 $\pm$ DRIVEWAY L $\frac{1}{2}$ R

B.M. 4.10 902.60 2.41 898.50 (898.50)

KG
OS
OK
PH

LT

£

11-9-71

83

RT

£ STA 153

94.0	94.4	94.9	95.7	95.3	95.0	93.9	93.5	91.7	92.0	93.7
6.9	6.5-6.0	5.2	5.6	5.9	7.0	7.4	9.2	8.9	7.2	
75	35	22	20	✓	21	27	35	40	50	
	CURB									

93.6
7.3
75

94.3	94.7	95.2	96.1	95.7	95.1	93.9	92.6	92.4	93.6	93.4
6.6	6.2	5.7	4.8	5.2	5.8	7.0	8.3	8.5	7.4	7.5
75	34	22	20		20	31	42	51	75	
	CURB									

94.2	94.7	95.9	95.6	94.5	94.2	93.2
6.7	6.2	5.0	5.3	6.4	6.7	7.7
75	50	20	✓	20	42	75

HYD N.E. COR JOSEPHINE PARK

STA	+	π	-	ELEV
-----	---	-------	---	------

902.60

+70	Culv.	18" CMP	10.14	40' Rt.
-----	-------	---------	-------	---------

153+78

+ 81

154

+20	Manhole	49'R	8.54	894.06
-----	---------	------	------	--------

+30	Culvert	18" CMP	9.81	902.79 40'R
-----	---------	---------	------	-------------

+50	Blk Top Drive	Rt.		
-----	---------------	-----	--	--

KG
DS
OK
PH

LT

E

11-9-71

RT

84

94.6	94.8	95.5	96.1	95.8	94.7	93.4	92.4	93.6
8.0	7.8	7.1	6.5	6.8	7.9	8.8	9.8	9.0
75	59	39	26		22	31	41	55

93.6	93.1
8.8	9.5
75	66

95.4	95.1	95.6	96.1	96.0	94.9	93.7	92.6	93.6
7.2	7.2	7.0	6.2	6.6	7.7	8.9	9.8	9.0
75	60	49	26		22	31	42	53

94.3	94.4
8.3	8.2
75	66

96.7	95.2	95.1	97.0	96.4	96.1	95.1	94.0	93.1	94.3	94.4
3.9	7.4	6.9	5.6	6.2	6.5	7.5	8.6	9.5	8.3	7.8
75	63	44	31	30		21	39	49	59	75

97.2	97.1	96.1	96.7	97.6	97.3	97.0	95.8	95.6	95.1	96.3
5.4	5.5	6.9	5.9	4.8	5.3	5.6	6.8	7.0	7.5	6.3
75	62	51	40	29	29		22	42	59	75

STA + π - ELEV.

902.60

154+89 Culvert 18" C.M.P. 9.03 893.57 39' R

155

+09 Culvert 18" C.M.P. 8.63 893.97 40' R

+32

+55 Culvert 18" C.M.P. 7.22 895.38 42' R

T.P. 10.43 911.29 1.74 900.86

KG
05
OK
PH

LT.

Q

RT

11-10-71

50°

85

94.0 94.1 95.1 96.6 96.7 97.6 97.3 96.0 95.9 93.5⁵⁷ 95.2 96.2 96.3
8.0 7.9 7.5 6.0 4.4 5.0 5.3 6.6 6.7 9.03 7.4 6.4 6.3
75 66 96 39 29_C 29_G ✓ 22 31 39 42 60 75

93.1 93.6 97.9 98.0 97.9 96.1 96.0 96.3 95.9 96.9
9.5 9.0 4.7 4.6 4.7 5.9 6.6 7.3 6.7 5.8
75 45 34 28 ✓ 22 31 40 47 53

97.2
54
75

91.4 91.9 94.1 94.6 94.4 94.8 97.9 97.3 97.1 96.3
10.8 10.7 8.5 4.0 3.8 3.8 4.7 5.3 5.2 4.9
75 54 39 28 24 ✓ 22 40 63 75

91.2 91.8 94.6 99.1 99.4 99.4 98.4 99.6 96.4 95.3⁸
11.4 10.8 8.0 3.5 3.2 3.2 7.2 4.0 6.2 7.22
75 47 35 25 21 ✓ 22 26 38 42
F.L.

97.8 97.4 96.4
9.8 5.2 6.2
75 50 42

E STATION 156+00

STA

+

π

-

ELEV

911.29

156

✓

+ 30

Culvert 18" C.M.P.

12.32

898.97 37' RT.

✓

+50

✓

KG
OS
OK
PH

Lt.

L

Rt.

11-10-71

86

90.6	91.3	96.4	00.5	00.9	00.9	00.1	99.24	99.70	98.60
20.7	20.0	14.9	10.8	10.4	10.4	11.2	12.05	11.59	12.69
75	80	32	24	15		21	70 G	70 C	100 G

99.01
12.22
100
C

01.9	01.5	00.4	99.91	00.6	99.74	99.33
9.4	9.8	10.5	12.32	10.7	11.51	11.96
16	28	37	41	56	56	56

98.96
99.34
12.35
75
G

90.8	93.4	02.0	02.6	02.6	02.3	01.9	99.9	98.1	97.9
20.5	17.9	9.3	8.7	8.7	9.0	9.4	11.4	13.6	13.4
64	39	23	13		16	21	36	48	65

99.4
21.9
75

97.4
13.9
75

Sta.	+	Σ	-	Elev.
------	---	----------	---	-------

		911.29		
--	--	--------	--	--

56+68				
-------	--	--	--	--

157				
-----	--	--	--	--

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

+76				
-----	--	--	--	--

58				
----	--	--	--	--

B.M.	11.16	921.73	0.72	910.57	910.59
------	-------	--------	------	--------	--------

K.G.
D.S.
P.H.

Lt.

E

11-10-71

RT.

87

$\begin{matrix} 91.1 & 92.6 & 95.9 & 93.3 & 93.2 & 93.3 & 93.0 & 92.7 & 90.4 & 91.6 & 99.9 & 96.2 \\ 19.8 & 18.8 & 15.4 & 8.0 & 8.1 & 8.0 & 8.3 & 8.6 & 10.9 & 9.7 & 11.4 & 12.8 \\ 75 & 56 & 31 & 82 & 13 & & 16 & 20 & 24 & 51 & 65 & 75 \end{matrix}$

$\begin{matrix} 91.6 & 92.2 & 93.6 & 93.7 & 94.4 & 94.6 & 94.2 & 93.9 & 91.9 & 93.2 & 92.6 & 91.4 \\ 19.7 & 19.1 & 17.7 & 7.5 & 6.9 & 6.7 & 7.1 & 7.4 & 9.4 & 8.1 & 8.7 & 9.9 \\ 75 & 62 & 45 & 25 & 13 & & 18 & 21 & 34 & 46 & 60 & 75 \end{matrix}$

$\begin{matrix} 93.3 & 95.2 & 96.1 & 96.5 & 96.7 & 96.4 & 94.9 & 96.6 & 95.6 \\ 18.0 & 16.1 & 5.2 & 4.8 & 4.6 & 4.9 & 6.4 & 4.7 & 5.7 \\ 75 & 51 & 31 & 14 & & 17 & 32 & 55 & 75 \end{matrix}$

$\begin{matrix} 94.0 & 94.3 & 96.9 & 97.4 & 97.6 & 97.4 & 97.5 & 96.3 & 94.5 & 94.0 \\ 17.3 & 17.0 & 5.4 & 3.9 & 3.7 & 3.5 & 3.8 & 5.0 & 2.8 & 3.0 \\ 75 & 68 & 47 & 25 & 14 & & 17 & 29 & 53 & 75 \end{matrix}$

$\begin{matrix} 97.6 & 93.9 & 96.5 & 97.6 & 94.1 & 93.9 & 96.6 & 97.6 & 97.6 & 97.9 \\ 13.8 & 7.4 & 4.8 & 3.5 & 2.6 & 2.4 & 2.7 & 3.7 & 3.7 & 1.5 \\ 80 & 65 & 54 & 32 & 14 & & 17 & 30 & 41 & 75 \end{matrix}$

Hyd. N.W. Cor. Station 158+39 Lt.

STA.	+	X	-	Elev.
		921.73		
158+30	M.H.	19' RT	12.03	909.70
+50	18" CMP	28' RT	12.94	908.79
+72	BLACKTOP ENT.	RT		
	M.H.	80' LT	15.82	905.91
+88	18" CMP	28' RT	11.86	909.87
159+00				
+06	M.H.	29' RT	8.91	912.82
+16	18" CMP	28' RT	10.12	911.61

K.G.
D.O.G.
P.H.H.

Lt.

£

RT

88

06.1 07.0 08.5 10.3 10.1 11.0 11.1 10.4 10.3 08.7 10.3 11.6 13.0 13.4
15.6 14.7 13.2 11.4 11.6 10.7 10.6 10.9 11.4 12.9 11.4 10.1 8.7 8.3
75 54 47 26 22 13 17 24 24 31 48 64 75

05.9 06.1 07.9 10.9 11.9 12.1 11.8 11.9 13.0 14.3
15.8 15.6 13.8 10.8 9.8 9.6 9.9 9.8 8.7 7.4
80 68 55 34 13 17 29 52 75
MH

07.1 08.0 10.6 12.4 12.7 12.2 13.0 13.3 13.0 12.9 10.4 13.5 14.0 16.0
14.6 13.7 11.1 9.3 9.0 9.5 8.7 8.4 8.7 8.8 10.9 8.2 7.7 5.7
75 69 51 37 25 22 13 19 23 29 38 47 75

Sta.	+	π	-	Elev.
		921.73		
159+50				
+80	18" CMP	36' R	6.67	915.07
160+00	18" CMP	37' R	5.41	916.32
T.P.	10.54	927.85	4.42	917.31
160+30	CONC. DRIVEWAY RT			
+50	18" CMP	43' R	9.22	918.63

Lt.

£

Rt.

10.4 15.6 15.2 14.5 15.2 15.3 15.5 15.7 16.1
10.9 6.1 6.5 7.2 6.5 6.4 6.2 6.0 3.6
75 35 23 20 9 23 32 75
BIT BIT BIT

16.3 17.5 19.5 17.3 16.5 17.3 17.3 16.1 16.3 19.2 20.0 20.5
5.4 4.2 2.2 4.4 5.2 4.4 4.4 3.6 5.4 2.5 1.7 1.2
75 52 29 19 12 4 29 37 42 60 75
BIT BIT BIT CULV

£ STA 160+00

18.9 19.6 19.6 21.6 19.6 18.1 18.2 18.3 19.4 20.5 21.5 22.05
8.9 8.2 8.2 6.2 8.2 9.7 9.6 9.5 8.4 7.27 6.32 5.8
75 66 59 27 20 12 1 27 48 65 75
BIT BIT CONC CONC BIT

20.2 20.9 21.7 22.7 20.1 19.1 18.8 19.1 20.0 20.5 20.6 18.63 21.79
7.6 6.9 6.1 5.1 7.0 8.7 9.0 8.7 7.8 7.3 7.2 9.22 6.06
75 63 44 25 18 13 3 19 31 36 43 52
BIT BIT BIT CULV CONC

23.00
4.85
75
CONC

+

K

-

ELEV

927.85

161 + 00

B.M. 7.02 931.64 3.22 924.63 924.62

3.87 931.00

+31 15" RCP 47' R 9.92 921.72

+43

+56 M.H. 4 8.61 923.03

4 Co. Rd. D

T.P.

2.82 928.82

RG
DS
DK
PH

11-10-71

90

LT

±

RT

22.8	23.6	24.4	25.3	22.6	20.5	20.3	20.7	22.1	22.8	22.8	21.6	21.2
5.0	4.2	3.4	2.5	5.2	7.3	7.5	7.1	5.7	5.0	5.0	6.2	3.6
75	71	62	28	12	4		7	23	37	43	48	57
							BIT	BIT	BIT			

23.9A
391 23.15
75 57
CONC CONC

HYD SW COR CO. RD. D (ROSEVILLE)

HYD NW COR CO. RD. D (ARDEN HILLS)

24.2	25.5	24.8	23.3	22.0	21.9	23.2	23.9	23.5	21.72	24.4
7.4	6.1	5.8	8.3	9.6	9.7	8.4	7.7	8.1	9.92	7.2
75	57	31	12		6	23	37	45	47	52
					BIT	BIT	BIT		CULV	

24.61 24.51
7.03 7.13
75 60
CONC CONC

24.5	24.5	25.5	24.2	22.7	22.5	22.5	23.9	24.6	24.9
7.1	7.1	6.1	7.4	8.9	9.1	9.1	7.7	7.0	6.7
75	67	31	15	4		5	24	44	75
						BIT	BIT	BIT	

23.8	23.8	23.4	23.2	23.03	24.2	25.1	25.4	25.3	25.2
7.8	7.8	7.8	8.4	8.61	7.4	6.5	6.2	6.3	6.4
75	55	39	18	MH	24	46	80	100	150

HYD NE CO RD D (SHOREVIEW)

STA + π - ELEV.

16156

6.59 931.21

924.62

161+73

+80

+95 Culvert 15" RCP 7.58 923.63 Rt. 39'

162+00

+09 Culvert 15" C.M.P. 8.13 923.08 Rt. 41'

+28 BIK ENT TO. STAND OIL Rt.

+40 Culvert 15" C.M.P. 7.90 923.31 Rt. 36'

X-SECTIONS

LEXINGTON AVE.

(103+78 - 111+50)

(156+00 - 158+50)

CREW: R.F.M.

sunny

P.K.

June

P.D.

T.P.

9/10.20

103+78

104+00

+50

105+00

Top Hyd 104+50 Lt.

$$\frac{02.4}{100}$$

$$\frac{03.3}{53}$$

Top Curb 02.58

$$\frac{02.13 \text{ Gutter}}{25} 902.6$$

$$\frac{03.7}{100}$$

$$\frac{03.9}{80}$$

$$\frac{04.5}{48}$$

03.25 Top Curb

$$\frac{02.76 \text{ Gutter}}{25}$$

903.4

$$\frac{06.2}{100}$$

$$\frac{69}{81}$$

$$\frac{08.1}{32}$$

05.68 Top Curb

$$\frac{05.23 \text{ Gutter}}{25}$$

905.6

$$\frac{03.4}{83}$$

$$\frac{02.8}{61}$$

$$\frac{09.5}{39}$$

08.15 Top Curb

$$\frac{07.66 \text{ Gutter}}{24}$$

908.1

$$\downarrow \frac{04.0}{100}$$

$$105 + 50$$

$$106 + 00$$

$$+ 56$$

$$107 + 00$$

$$+ 42$$

3 of 8

$$\frac{17.6}{100}$$

$$\frac{17.7}{90}$$

$$\frac{16.5}{53}$$

$$\begin{array}{r} 11.2 \text{ Top Curb} \\ 10.9 \text{ Gutter} \\ \hline 24 \end{array} \rightarrow \text{Bktop}$$

9/11.2

$$\frac{19.9}{100}$$

$$\frac{19.5}{74}$$

$$\frac{18.2}{45}$$

$$\begin{array}{r} 14.1 \text{ Top Curb} \\ 13.9 \text{ Gutter} \\ \hline 25 \end{array}$$

9/14.36

$$\frac{21.8}{100}$$

$$\frac{21.3}{80}$$

$$\frac{20.2}{46}$$

$$\begin{array}{r} 16.9 \text{ Top Curb} \\ 16.7 \text{ Gutter} \\ \hline 25 \end{array}$$

9/17.3

$$\frac{23.9}{100}$$

$$\frac{23.6}{80}$$

$$\frac{23.0}{52}$$

$$\begin{array}{r} 19.1 \text{ Top Curb} \\ 18.7 \text{ Gutter} \\ \hline 22 \end{array}$$

9/19.4

$$\frac{27.5}{100}$$

$$\frac{26.5}{74}$$

$$\frac{25.0}{45}$$

$$\begin{array}{r} 20.9 \text{ Top Curb} \\ 20.5 \text{ Gutter} \\ \hline 23 \end{array}$$

9/21.4

108+00

+46

109+00

+50

110+00

$$\begin{array}{r} 28.9 \\ \hline 52 \end{array}$$

$$\begin{array}{r} 27.6 \\ \hline 37 \end{array}$$

$$\begin{array}{r} 24.0 \text{ Top Curb} \\ 23.6 \text{ Gutter} \\ \hline 22 \end{array}$$

$$\begin{array}{r} \text{\$ } 4.08 \\ 923.99 \end{array}$$

$$\begin{array}{r} 30.0 \\ \hline 51 \end{array}$$

$$\begin{array}{r} 28.8 \\ \hline 35 \end{array}$$

$$\begin{array}{r} 26.1 \text{ Top Curb} \\ 25.7 \text{ Gutter} \\ \hline 22 \end{array}$$

$$926.2$$

$$\begin{array}{r} 31.1 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 30.4 \\ \hline 36 \end{array}$$

$$\begin{array}{r} 28.4 \text{ Top Curb} \\ 28.1 \text{ Gutter} \\ \hline 22 \end{array}$$

$$928.4$$

$$\begin{array}{r} 31.7 \\ \hline 51 \end{array}$$

$$\begin{array}{r} 31.6 \\ \hline 34 \end{array}$$

$$\begin{array}{r} 30.0 \text{ Top Curb} \\ 29.7 \text{ Gutter} \\ \hline 22 \end{array}$$

$$930.4$$

$$\begin{array}{r} 4.55 \text{ Top} \\ 4.05 \text{ Gutter} \\ \hline 72 \end{array}$$

$$\begin{array}{r} 33.07 \text{ Top curb} \\ 32.67 \text{ Gutter} \\ \hline 44 \end{array}$$

$$\begin{array}{r} 32.3 \\ \hline 29 \end{array}$$

$$932.39$$

110+50

111+00

+50

938.95 938.92

± 5.0 f 8

$$\frac{35.49}{69}$$

$$\frac{34.2}{58}$$

$$\frac{33.6}{29}$$

$$\frac{33.8}{15}$$

933.9

$$\frac{35.68}{69}$$

$$\frac{35.0}{53}$$

$$\frac{34.6}{25}$$

$$\frac{34.9}{13}$$

935.3

$$\frac{35.71}{69}$$

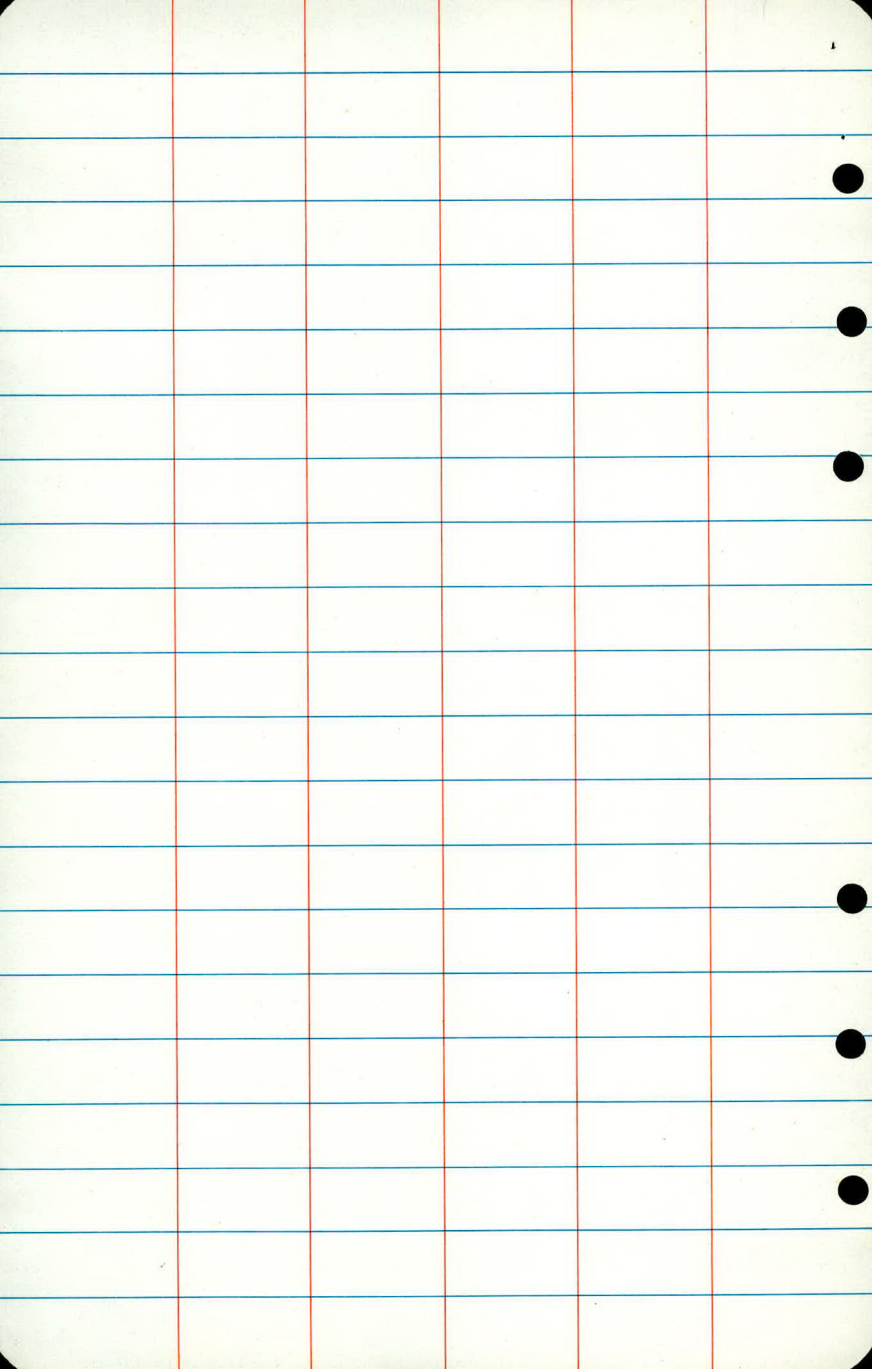
$$\frac{36.3}{43}$$

$$\frac{35.9}{29}$$

$$\frac{36.1}{13}$$

936.3

Top Hyd SW. Cor. Woodhill
Dr.



898.50

156+00

+50

+68

157+00

#

RT.

7 of 8

Top Hgd. NE Cor. Josephine Park

$$\begin{array}{r}
 900.9 \\
 \hline
 99.9 \\
 22 \\
 \hline
 99.7 \\
 40 \quad \checkmark \\
 \hline
 99.4 \\
 59 \\
 \hline
 98.7 \\
 75 \\
 \hline
 \end{array}$$

$\begin{array}{r} 900.00 \\ 899.61 \\ \hline 52 \end{array}$
 Top curb
Gutter

$$\begin{array}{r}
 902.6 \\
 \hline
 01.8 \\
 21 \\
 \hline
 02.0 \\
 23 \\
 \hline
 0.8 \\
 32 \\
 \hline
 99.5 \\
 35 \\
 \hline
 01.1 \\
 3.9 \\
 \hline
 \end{array}$$

$$\begin{array}{r}
 99.17 \text{ Top Curb} \\
 98.70 \text{ Gutter} \\
 \hline
 88
 \end{array}$$

$\begin{array}{r} 0.8 \\ \hline 62 \end{array}$

$$\begin{array}{r}
 903.3 \\
 \hline
 02.9 \\
 17 \\
 \hline
 03.1 \text{ Top Curb} \\
 02.6 \text{ Gutter} \\
 \hline
 32 \\
 \hline
 03.5 \\
 41 \\
 \hline
 \end{array}$$

$$\begin{array}{r}
 00.8 \\
 90 \\
 \hline
 03.6 \\
 63 \\
 \hline
 \end{array}$$

$$\begin{array}{r}
 904.55 \\
 \hline
 04.3 \\
 13 \\
 \hline
 04.4 \text{ Top Curb} \\
 03.9 \text{ Gutter} \\
 \hline
 39 \\
 \hline
 04.0 \\
 62 \\
 \hline
 \end{array}$$

$$\begin{array}{r}
 5.7 \\
 100 \\
 \hline
 04.7 \text{ Top Curb} \\
 04.2 \text{ Gutter} \\
 \hline
 83
 \end{array}$$

$$157+50$$

$$+76$$

$$158+00$$

$$+50$$

910.59 910.59

#

8 of 8

906.7

$$\begin{array}{r} 06.5 \\ 13 \end{array}$$

06.5 Top Curb

$$\begin{array}{r} 06.4 \text{ Gutter} \\ 19 \end{array}$$

$$\begin{array}{r} 05.4 \\ 27 \end{array}$$

06.2 T. Curb

$$\begin{array}{r} 05.7 \text{ Gutter} \\ 82 \end{array}$$

05.9 T. Curb

$$\begin{array}{r} 05.5 \text{ Gutter} \\ 56 \end{array}$$

$$\begin{array}{r} 07.2 \\ 51 \end{array}$$

$$\begin{array}{r} 07.3 \\ 46 \end{array}$$

$$\begin{array}{r} 05.3 \\ 34 \end{array}$$

$$\downarrow \begin{array}{r} 06.8 \\ 90 \end{array}$$

907.8

$$\begin{array}{r} 07.7 \\ 13 \end{array}$$

$$\begin{array}{r} 07.6 \\ 20 \end{array}$$

$$\begin{array}{r} 06.8 \\ 27 \end{array}$$

$$\begin{array}{r} 06.6 \\ 32 \end{array}$$

$$\begin{array}{r} 09.2 \\ 44 \end{array}$$

BIKTP

$$\begin{array}{r} 06.7 \\ 85 \end{array}$$

07.1 T. Curb

$$\begin{array}{r} 06.6 \text{ Gutter} \\ 56 \end{array}$$

$$\begin{array}{r} 09.2 \\ 48 \end{array}$$

908.9

$$\begin{array}{r} 08.8 \\ 13 \end{array}$$

$$\begin{array}{r} 08.5 \\ 20 \end{array}$$

$$\begin{array}{r} 08.0 \\ 26 \end{array}$$

$$\begin{array}{r} 07.7 \\ 32 \end{array}$$

$$\begin{array}{r} 07.5 \\ 87 \end{array}$$

07.8 T. Curb

$$\begin{array}{r} 07.6 \text{ Gutter} \\ 56 \end{array}$$

$$\begin{array}{r} 10.1 \\ 50 \end{array}$$

$$\begin{array}{r} 09.9 \\ 42 \end{array}$$

911.2

$$\begin{array}{r} 10.9 \\ 13 \end{array}$$

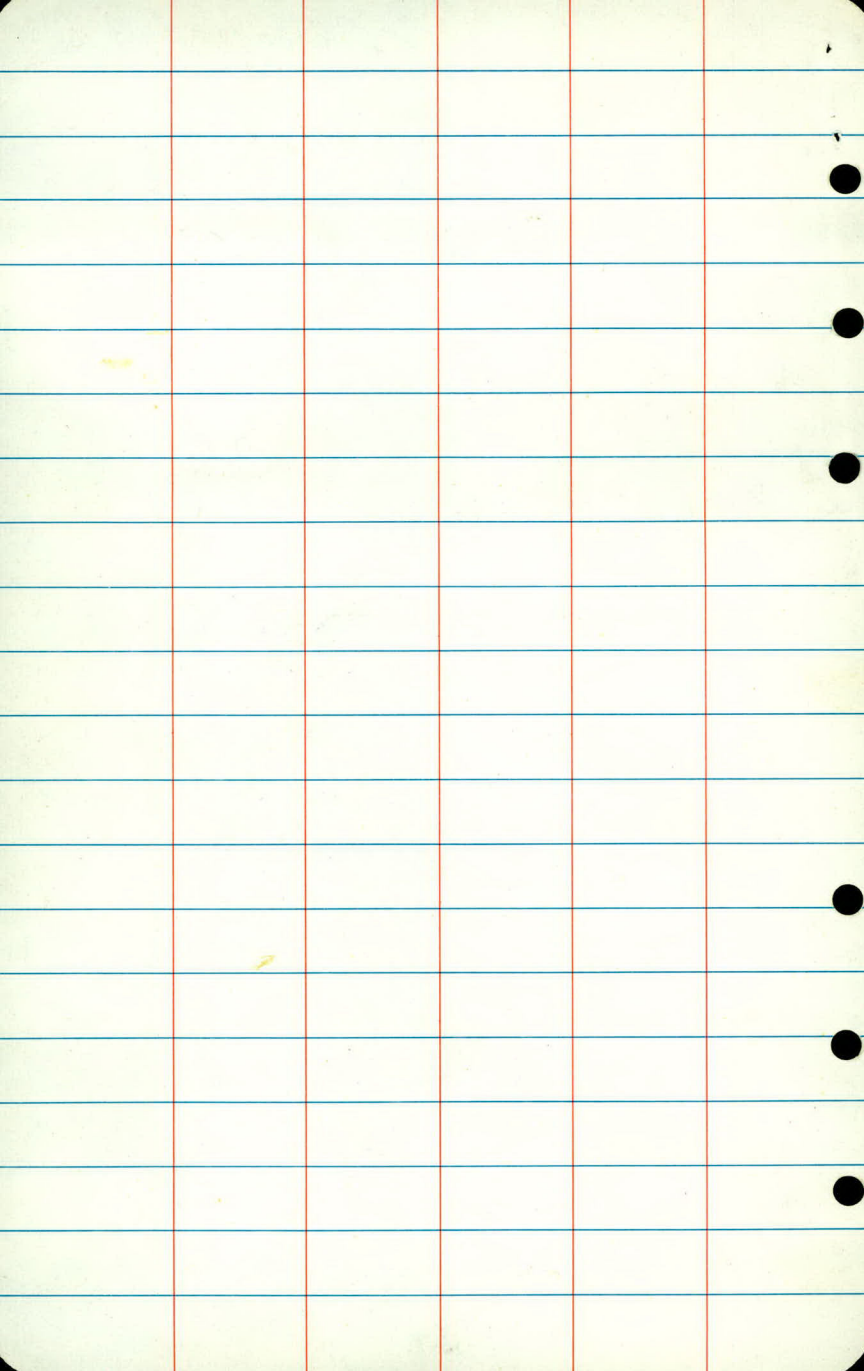
$$\begin{array}{r} 10.7 \\ 21 \end{array}$$

$$\begin{array}{r} 10.8 \\ 30 \end{array}$$

$$\begin{array}{r} 12.9 \\ 54 \end{array}$$

$$\begin{array}{r} 13.0 \\ 62 \end{array}$$

Top Hyd 158 + 39 Lt.



X-SECTIONS

WOODHILL DR

(0+00 - 3+00)

At Lexington Ave.

CREW: P.M.

P.K.

P.O.

T.

Cloudy

June 9, 1978

B.M.

938.92

0+00

+40

$\frac{32.91}{MH + 47}$

+66

1+00

2+00

E

2 of 3

Top Hyd. SW. Cor. Woodhill Dr.

✓ $\frac{32.8}{58}$	✓ $\frac{33.1}{30}$	✓ $\frac{32.45 \text{ Top}}{22}$ ✓ $\frac{32.01 \text{ Gutter}}{22}$	✓ $\frac{2.58 \text{ Top Curb.}}{22}$ ✓ $\frac{2.11 \text{ Gutter}}{22}$	✓ $\frac{33.5}{28}$	✓ $\frac{35.2}{50}$
------------------------	------------------------	---	---	---------------------	---------------------

✓ $\frac{33.8}{28}$	✓ $\frac{33.2 \text{ Top}}{22}$ ✓ $\frac{32.7 \text{ Gutter}}{22}$	✓ $\frac{33.39 \text{ Top}}{22}$ ✓ $\frac{33.2 \text{ Gutter}}{22}$	✓ $\frac{33.97 \text{ Top}}{25}$ ✓ $\frac{33.48 \text{ Stop Walk}}{25}$
------------------------	---	--	--

$$\frac{33.8}{58}$$

$$\frac{5.09}{44}$$

✓ $\frac{34.2}{34}$	✓ $\frac{33.5}{22}$	✓ $\frac{33.9 \text{ Top}}{22}$ ✓ $\frac{33.4 \text{ Gutter}}{22}$	✓ $\frac{34.9}{35}$	✓ $\frac{36.1}{50}$
---------------------	---------------------	---	---------------------	---------------------

$$\frac{35.01}{65}$$

✓ $\frac{34.76}{34}$	✓ $\frac{34.8 \text{ Top}}{22}$ ✓ $\frac{34.3 \text{ Gutter}}{22}$	✓ $\frac{34.8 \text{ Top}}{22}$ ✓ $\frac{34.4 \text{ Gutter}}{22}$	✓ $\frac{35.4}{36}$	✓ $\frac{36.1}{49}$
----------------------	---	---	---------------------	---------------------

$$\frac{35.30}{58}$$

$$\frac{36.01}{78}$$

937.1

$$1+42$$

$$2+50$$

$$3+00$$

$$\begin{array}{r} \checkmark \\ 35.4 \\ \hline 23 \end{array}$$

$$\begin{array}{r} \checkmark \\ 935.8 \checkmark 35.9 \text{ Top Curb} \\ \checkmark 35.3 \text{ Gutter} \\ \hline 22 \end{array}$$

$$\begin{array}{r} \checkmark \\ 6.2 \\ \hline 31 \end{array}$$

$$\begin{array}{r} 35.7 \\ \hline 33 \end{array}$$

$$\begin{array}{r} 36.34 \\ \hline 64 \end{array}$$

$$\begin{array}{r} 6.2 \\ \hline 50 \end{array}$$

$$\begin{array}{r} \checkmark \\ 34.3 \\ \hline 22 \end{array}$$

$$\begin{array}{r} \checkmark \\ 34.8 \\ \hline 7 \end{array}$$

$$934.6$$

$$\begin{array}{r} \checkmark \\ 34.2 \\ \hline 6 \end{array}$$

$$\begin{array}{r} \checkmark \\ 35.0 \\ \hline 31 \end{array}$$

$$\begin{array}{r} \checkmark \\ 35.4 \\ \hline 45 \end{array}$$

$$\begin{array}{r} \checkmark \\ 35.1 \\ \hline 25 \end{array}$$

$$\begin{array}{r} \checkmark \\ 35.4 \\ \hline 40 \end{array}$$

$$\begin{array}{r} \checkmark \\ 36.6 \\ \hline 58 \end{array}$$

$$\begin{array}{r} 33.5 \\ \hline 27 \end{array}$$

$$\begin{array}{r} 31.7 \\ \hline 19 \end{array}$$

$$932.0$$

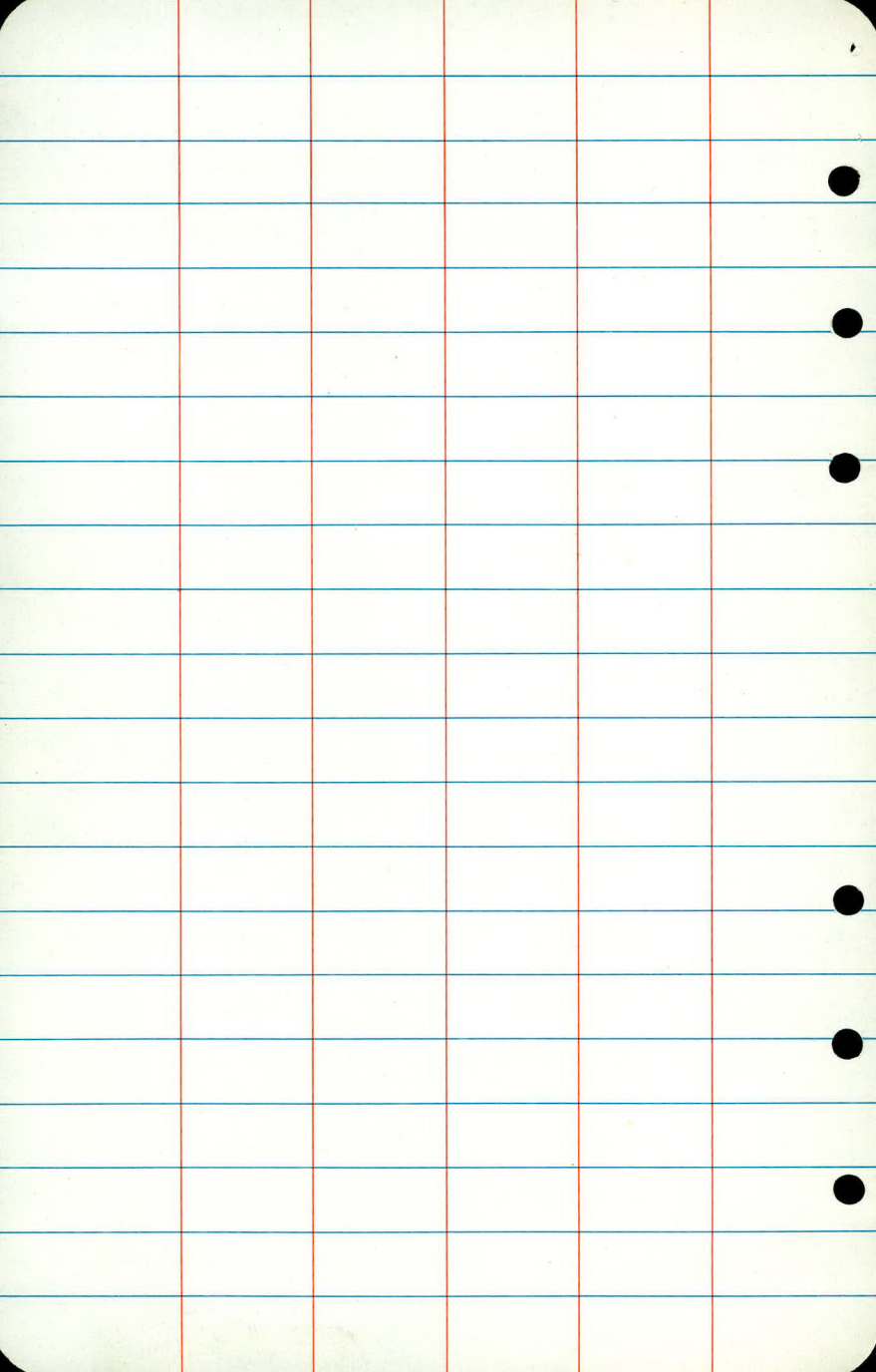
$$\begin{array}{r} 31.5 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 32.0 \\ \hline 24 \end{array}$$

$$\begin{array}{r} 34.8 \\ \hline 42 \end{array}$$

$$\begin{array}{r} 34.5 \\ \hline 42 \end{array}$$

$$\begin{array}{r} 35.1 \\ \hline 58 \end{array}$$



X- SECTIONS

COUNTY ROAD "C2"

(Lexington Ave. to east 271'±)

Crew: R.M.

P.D.

P.K.

Sunny

64°

7-10-78

X-SECTIONS
Co Rd. C2

B.M.

890.72

0+50

1

+39 24" R.C.P. Colv.

+50

2

#

Top Hyd Lex. A. & Co. Rd C².

$$\begin{array}{r} 87.4 \\ 30 \end{array} \quad \begin{array}{r} 8.3 \\ 22 \end{array} \quad \begin{array}{r} 89.6 \\ 11 \end{array} \quad 90.0 \quad \begin{array}{r} 89.6 \\ 36 \end{array} \quad \begin{array}{r} 89.1 \\ 42 \end{array} \quad \begin{array}{r} 87.7 \\ 71 \end{array}$$

$$\begin{array}{r} 86.9 \\ 29 \end{array} \quad \begin{array}{r} 89.1 \\ 21 \end{array} \quad \begin{array}{r} 89.4 \\ 12 \end{array} \quad 89.4 \quad \begin{array}{r} 89.1 \\ 14 \end{array} \quad \begin{array}{r} 89.0 \\ 21 \end{array} \quad \begin{array}{r} 87.3 \\ 30 \end{array}$$

$$\text{Inv.} = 884.85$$

$$\text{Inv.} 885.32$$

$$\begin{array}{r} 88.8 \\ 26 \end{array} \quad \begin{array}{r} 89.2 \\ 21 \end{array} \quad \begin{array}{r} 89.8 \\ 12 \end{array} \quad 89.7 \quad \begin{array}{r} 89.5 \\ 16 \end{array} \quad \begin{array}{r} 89.2 \\ 22 \end{array} \quad \begin{array}{r} 88.3 \\ 30 \end{array}$$

$$\downarrow \quad \begin{array}{r} 86.4 \\ 30 \end{array}$$

$$\downarrow \quad \begin{array}{r} 90.1 \\ 45 \end{array}$$

$$\downarrow \quad \begin{array}{r} 89.2 \\ 21 \end{array} \quad \begin{array}{r} 90.0 \\ 12 \end{array} \quad 90.3 \quad \begin{array}{r} 89.8 \\ 18 \end{array} \quad \begin{array}{r} 89.7 \\ 23 \end{array}$$

$$\begin{array}{r} 89.0 \\ 25 \end{array}$$

$$2 + 50$$

$$2 + 71.83$$

$$\frac{89.5}{23}$$

$$\frac{90.5}{12}$$

$$90.9$$

$$\frac{90.8}{19}$$

$$\frac{90.5}{24}$$



$$\frac{89.7}{37}$$

$$\frac{90.0}{21}$$

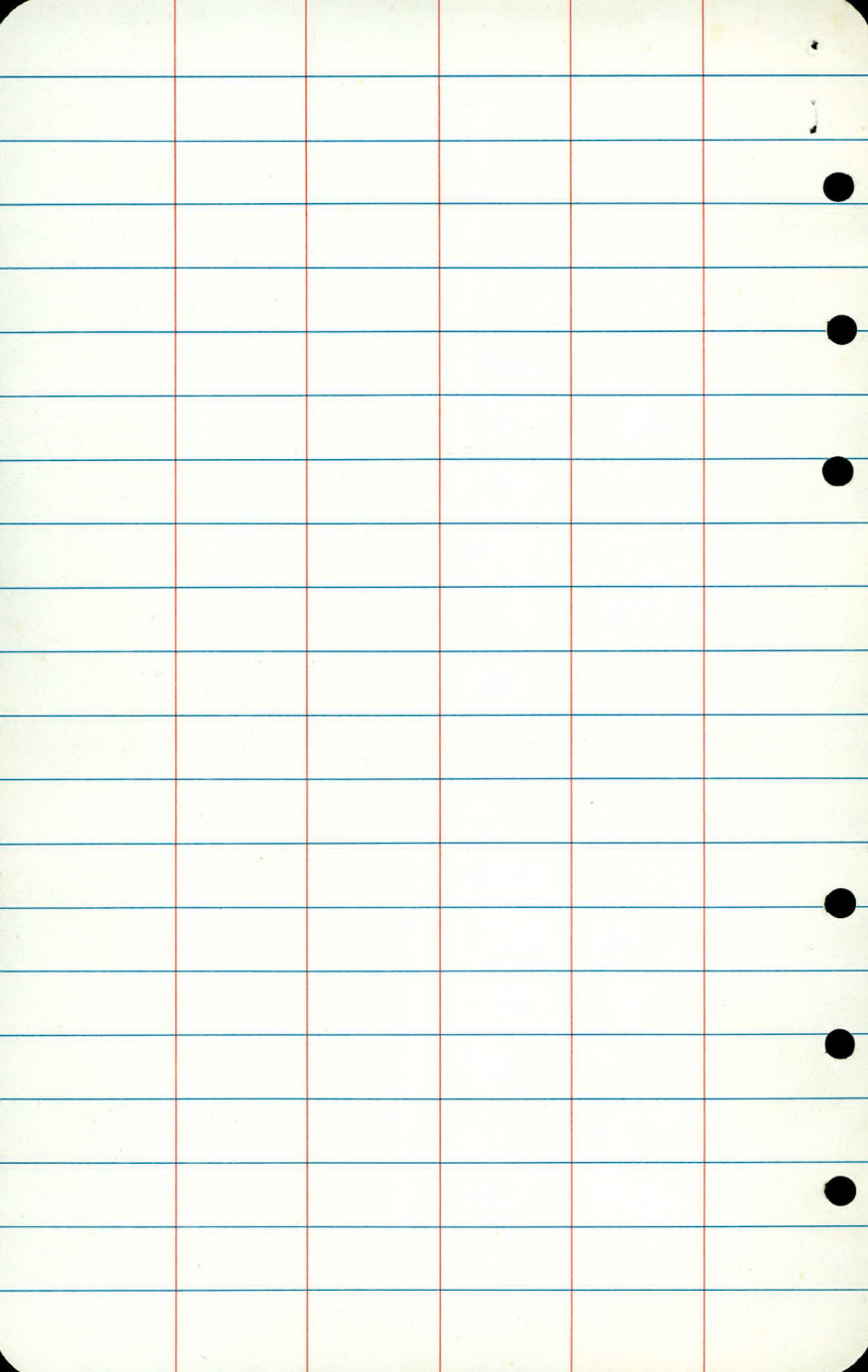
$$\frac{90.9}{11}$$

$$91.2$$

$$\frac{91.1}{19}$$

$$\frac{91.7}{25}$$

$$\frac{91.0}{31}$$



X-SECTIONS

JOSEPHINE ROAD

(STA. 19+00 to E LEXINGTON)

Crew: R.M.

P.K.

P.D.

Sunny

62°

7-10-78

X-sectioning
Josephine
Road

B.M.

888.68

19+00

19+43 $\neq$ Drwy

20+13 $\neq$ Drwy

20+23 Top MH

88.25

T.P.

88.00

20+50

L.T.

E

R.T.

Top hyd S.W. Cor. Josephine
Road & Lexington Ave.

89.6 T

$\frac{90.1}{41}$	$\frac{89.2 G}{19}$	89.4	$\frac{89.2}{13}$	$\frac{89.3}{16}$	$\frac{91.6}{23}$
-------------------	---------------------	------	-------------------	-------------------	-------------------

Conc. drwy	$\frac{89.05}{41}$	$\frac{88.8}{19}$	89.0	$\frac{88.8}{14}$	$\frac{89.1}{18}$	$\frac{90.9}{24}$
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 $\frac{92.6}{55}$

Conc. drwy

$\frac{88.17}{28}$	$\frac{88.2}{18}$	88.5	$\frac{88.1}{13}$	$\frac{88.2}{18}$	$\frac{89.2}{26}$
conc. drwy					$\frac{89.4}{36}$
$\frac{88.41}{24}$					

$\frac{87.5}{30}$	$\frac{88.3 T}{88.00 G}$	88.00	$\frac{87.9}{13}$	$\frac{88.0}{23}$	$\frac{88.1}{37}$
$\frac{87.2}{40}$	$\frac{19}{19}$				

21+00

+31 MH

886.38

21+50

B.M

888.68 888.68

#

$$\begin{array}{r}
 87.6 \\
 \hline
 29
 \end{array}
 \quad
 \begin{array}{r}
 88.2 T \\
 87.9 G \\
 \hline
 22
 \end{array}
 \quad
 87.9
 \quad
 \begin{array}{r}
 87.7 \\
 \hline
 11
 \end{array}
 \quad
 \begin{array}{r}
 87.5 \\
 \hline
 24
 \end{array}
 \quad
 \begin{array}{r}
 87.4 \\
 \hline
 29
 \end{array}$$

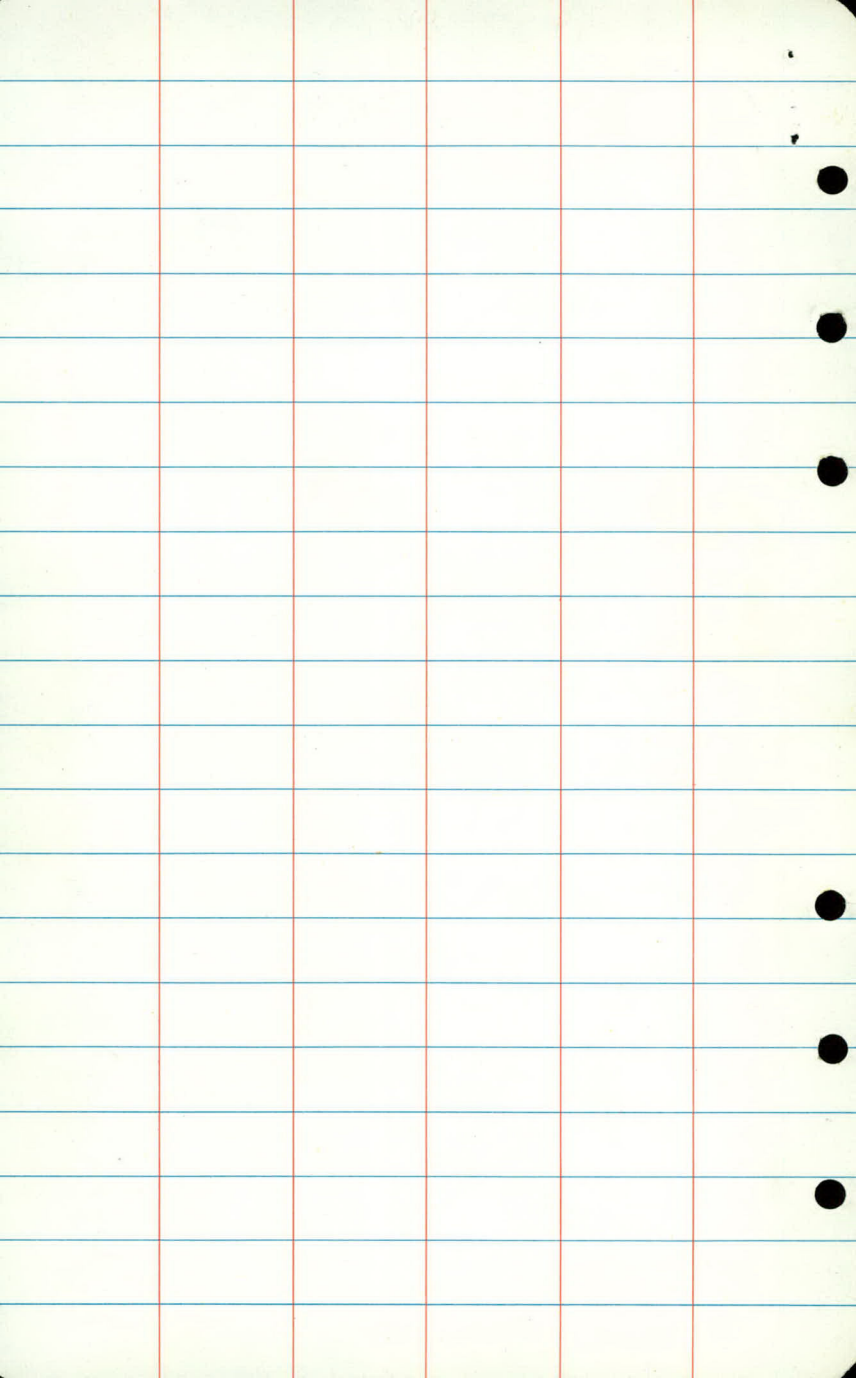
$$\begin{array}{r}
 86.6 \\
 \hline
 45
 \end{array}$$

$$\begin{array}{r}
 87.2 \\
 \hline
 35
 \end{array}
 \quad
 \begin{array}{r}
 88.9 T \\
 88.6 G \\
 \hline
 19
 \end{array}
 \quad
 88.6
 \quad
 \begin{array}{r}
 88.4 \\
 \hline
 13
 \end{array}
 \quad
 \begin{array}{r}
 87.9 \\
 \hline
 26
 \end{array}
 \quad
 \begin{array}{r}
 87.5 \\
 \hline
 30
 \end{array}$$

$$\begin{array}{r}
 86.3 \\
 \hline
 49
 \end{array}$$

$$\begin{array}{r}
 87.5 \\
 \hline
 48
 \end{array}$$

Top hyd SW. Cor. Josephine
Rd & Lex. Ave.



KP
WS
DS

7 MAR 1972
Sunny 20°

1.

62-651-03 G.T.B.
Glenhill Ave EAST

PROFILE

STA + π - ELEV.

BM 3.43 943.92

940.49

0+00 = $\neq$ LEXINGTON AVE.

✓

✓

BM

BM

6.57 937.35

7 MAR 1972
RT

2,

TOP HYD. N.E. COR GLEN HILL

5.7	6.4	6.2	5.8	5.5
50	100	150	200	

4.2	4.5	5.0	5.2
400	350	300	250

3.9	3.5	3.3	2.9
450	500	550	600

1.0	2.4
700	650

MH HYD. & GLENHILL 34' RT LEX.

