

OFFICE OF COUNTY ENGINEER
RAMSEY COUNTY, MINN.

PLAN

Survey

LEXINGTON AVENUE

From Co. Rd. "D" To Co. Rd. "E"

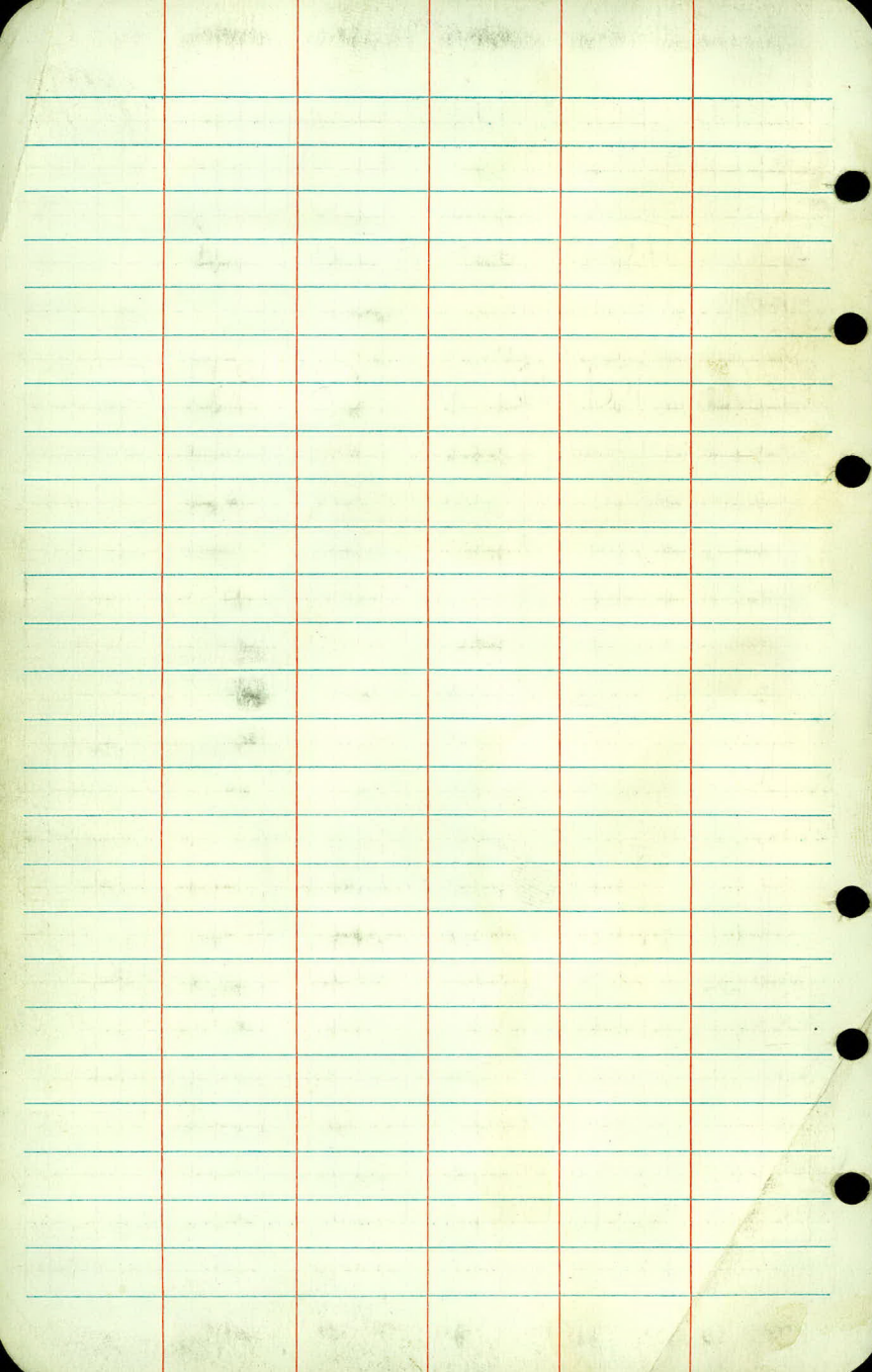
Road Acc't. No. 51

Date Filed _____

File _____

TOPOGRAPHY

Co. Rd. "D" to Co. Rd. "E"



Handwritten notes on graph paper showing calculations and measurements:

162

+89 N.W.
7-10
+10 N.W.
10-10
+21 L.N.E.
10-10
+17 E.R.
10-10
+50

161

+19 N.W.
8
+37 S.E.
7
+31 P.B.R.
10-10
+31 S.W.
15-10
+3 P.P.
10-10
+18 B.R.
34
+47
+43 E.R.
15-10
+16

160

+54

R.O.A.D. 154
N. END 18" CM
3-31
43

+34 E ENT
+14 LIRE/ORE
50

159+50

R.O.A.D.
9 23

S. END 18" CM
3 21
18-10
36
+80 N. END 18" CM
36

+92 F.E.
50-E

+57 E ENT

ADDITIONAL TOPOGRAPHY

LEXINGTON AVE. - G. RD. "D" to "E"

121-500

+50

+53 ^{1st PINE}
48

+56 ^{1st PINE}
48

+42 ^{1st PINE}
48

+45 ^{6th St.}
40

+46 ^{1st PINE}
46

+34 ^{1st PINE}
48

+22 ^{1st PINE}
39

+21

+30 ^{4th Pop}
44

180+00

8 DEC. 1947

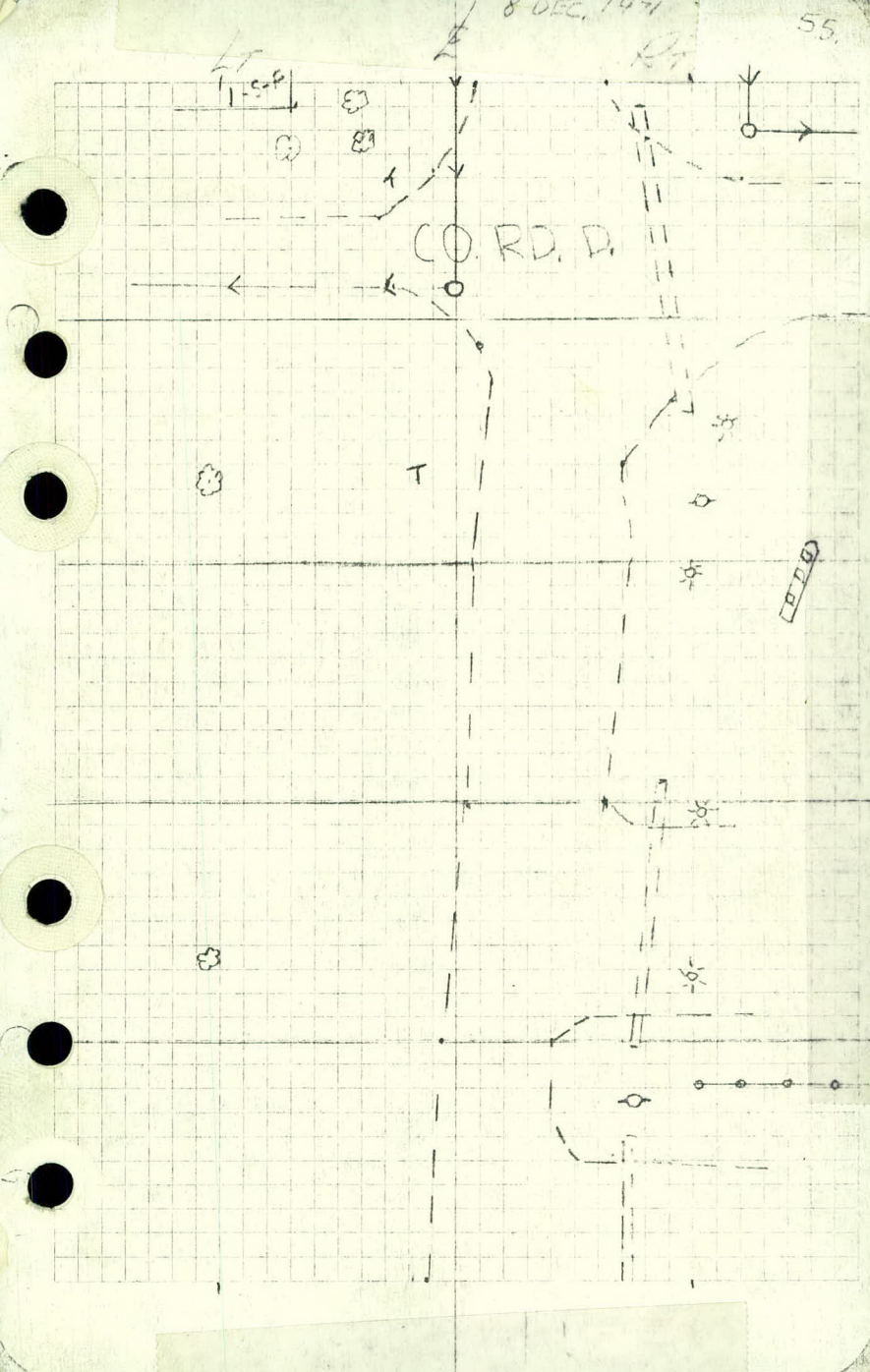
55.

LT
1-5-9

Rt

CO. RD. D.

T



+50

+40 MH
26

+33 10" C.H.

+03 Hyd
30

+03 End Hedge
36

+02 Lite Pole
38

ROAD
11 13

+93 Lite Pole
36

+72 E ENT

+78 NE Cor Ho

+54 Beg. Hedge

+56 PP
29

+50

+32 SE Cor Ho
72

11 12

+40 W END 18" CM

+40 E ENT +254 M
29

+10 E ENT

+34 Circ Fan
60

+15 NE Cor Ho
72

+10 E ENT

+10 S. END 18" CM

+16 MH
20

27

163

+89 Pole

PP

+02 SR
44

+08 SR
34

+89 3" M
32

+27 6" M
47

+77 5" M
30

+48 Beg. Hedge

+48 1" P
29

+54 1" P
36

+54 1" P
36

+94 1" P
36

+90 End 1" P
71

+47 1" P
40

+45 1" P
36

+72 1" P
36

+78 1" P
36

+44 1" P
40

+43 SE Cor Ho
72

11 12

+46 PP
37

+50

+39 E

+39 1" P
36

+10 W END 15" CM

+39 SR
44

+36 SR
44

+38 SR
44

+28 E ENT
36

+13 Lite Pole
74

+33 PP
31

+30 20" O
49

+09 5" M
74

+08 Hyd
54

+25 NE Cor Ho
72

+12 Pucc
22

+09 S. END 15" CM

+09 12" M
23

+03 PP
41

162

ROAD
11 13

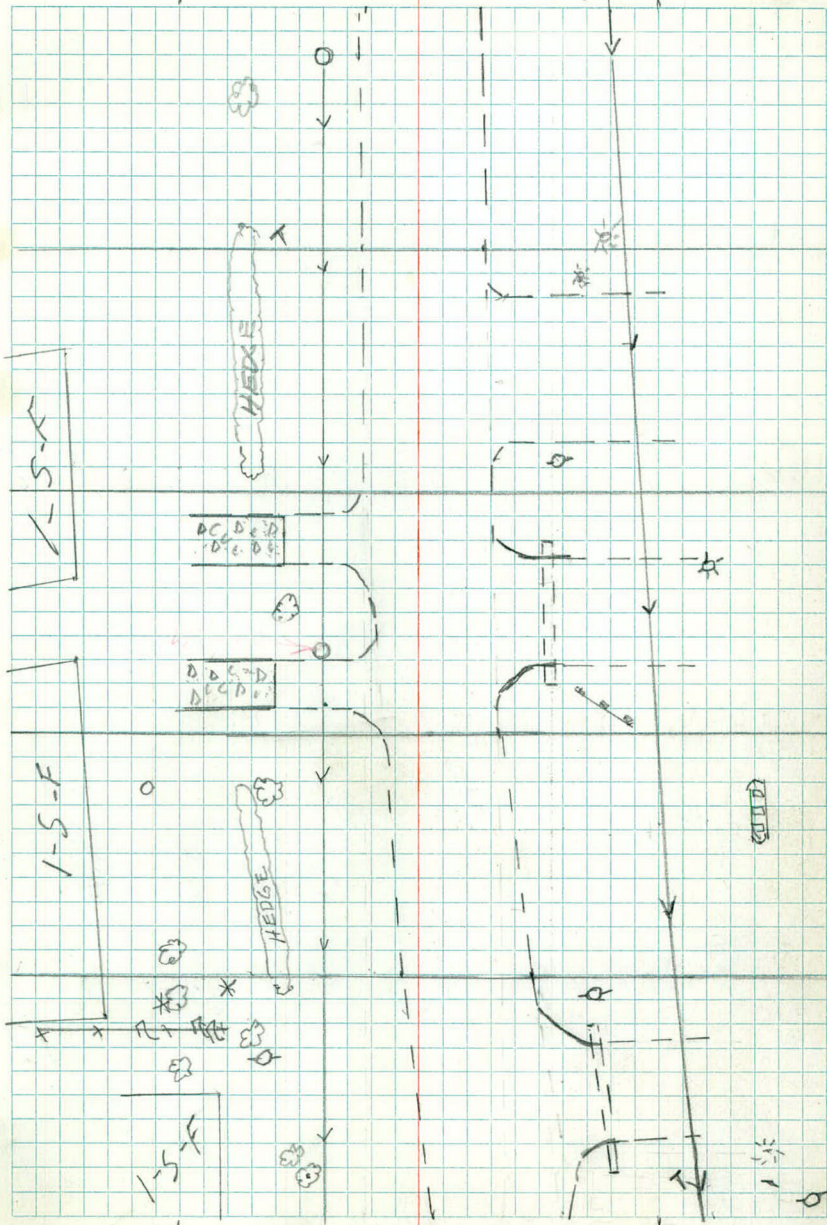
4-35

13 DEC 1971

LT

E

RT



167

LT

ROAD

11 13

RT

$\begin{array}{r} 191 \text{ 18"} \\ 49 \\ \hline +87 \text{ PP} \end{array}$
 $\begin{array}{r} 26 \text{ 18"} \\ 64 \\ \hline +88 \text{ S. END 24"} \end{array}$
 $\begin{array}{r} 22 \text{ 18"} \\ 77 \\ \hline 23 \end{array}$

+50

$\begin{array}{r} +45 \text{ 6"} \\ 69 \\ \hline \end{array}$

ROAD

11 13

~~$\begin{array}{r} +56 \text{ 5"} \\ 23 \\ \hline \end{array}$~~

$\begin{array}{r} +25 \text{ END WOODS} \\ 33-200 \end{array}$

$\begin{array}{r} +21 \text{ 4"} \\ 65 \\ \hline \end{array}$

$\begin{array}{r} +16 \text{ 4"} \\ 70 \\ \hline \end{array}$

$\begin{array}{r} +10 \text{ 6"} \\ 60 \\ \hline \end{array}$

166

ROAD

11 13

+88 BEGIN WOODS

35-200

+68 END WOODS

32-200

$\begin{array}{r} +96 \text{ 4"} \\ 38 \\ \hline \end{array}$

+54 & ENT

+50

ROAD

11 13

+ W END 18" RCP

+19 SD

$\begin{array}{r} +16 \text{ PP} \\ 27 \\ \hline \end{array}$

$\begin{array}{r} +16 \text{ LIT. Pole} \\ 33 \\ \hline \end{array}$

$\begin{array}{r} +13 \text{ NW CORNER} \\ 103 \\ \hline \end{array}$

165

$\begin{array}{r} \text{WOODS} \\ 31-70 \end{array}$

ROAD

11 13

+56 BEGIN WOODS

34-38

+54 & ENT

$\begin{array}{r} +55 \text{ MH} \\ 39 \\ \hline \end{array}$

164+50

ROAD

11 13

+50 L7

ROAD
11 13

R7

✓
+366" COTT ✓
✓
+247" COTT ✓
✓
+1078" COTT ✓
✓
+141 10" COTT ✓
✓
+268" E ✓
✓
+206" TW COTT ✓
✓
+278" COTT ✓
✓
45
49
57
38

✓
+107 1" P
52

ROAD
13 14

✓
+56 PP
34

✓
+54 N. END 12" CM
24

✓
+56 PP
27

✓
+50 ✓ ENT ROAD
13 13

✓
+27 HND
28
+33 S. END 12" CM
22
+09 FLAG POLE
46

✓
+16 N. END 18" CM
23

168

ROAD
12 13 +98 ENT

✓
+67 16" E
52

✓
+80 S. END 18" CM
23

+50

ROAD
12 13

✓
+33 MH
39
+25 N. END 24" CM
23

167

ROAD +06 ENT
11 13

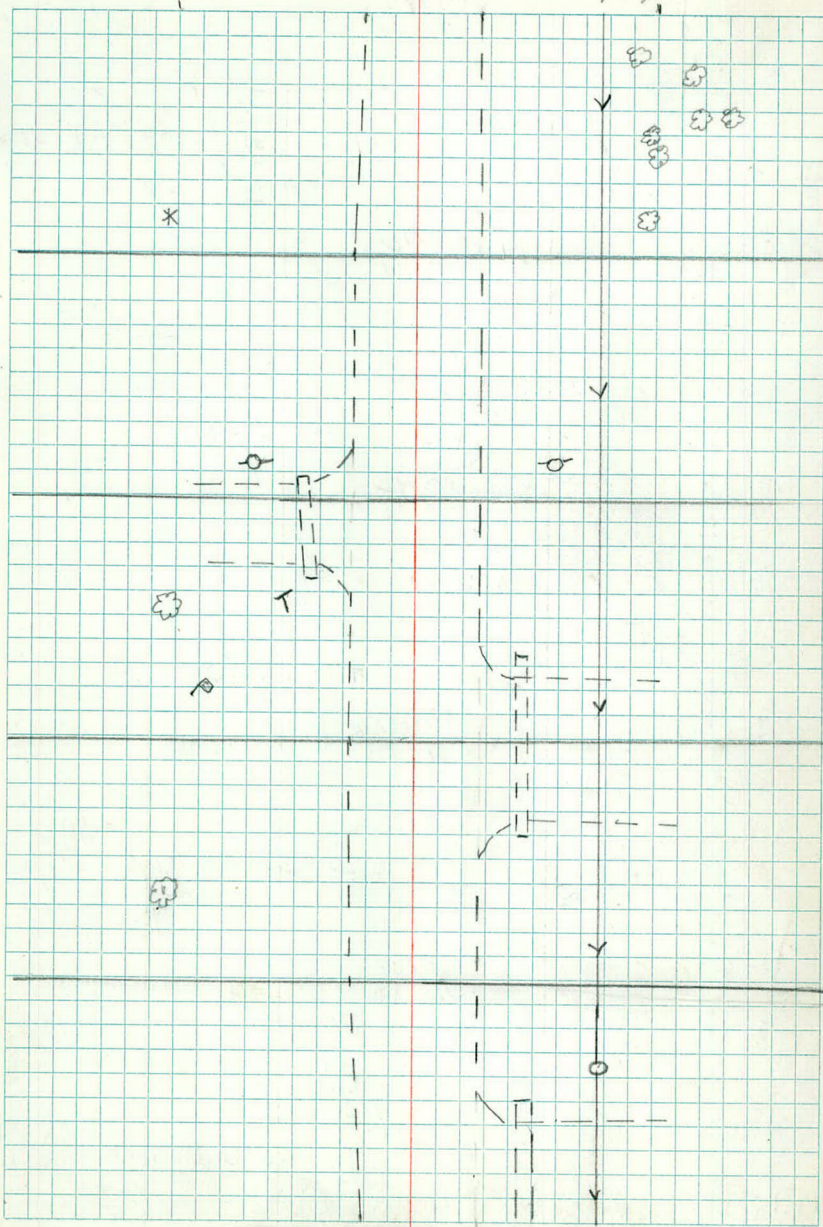
13 DEC. 1971

58

LT

E

RT



172

LT

ROAD

 788 S.W. CONV. 5A
 +75 S. END 15" CM
 RT +78" M 23

+95 GUTTER

12 14

+99 ENT

+74 12" POP 36

+678" POP 36

+71 8" POLE 38

+62 FIRE POLE 67

+63 8" POP 36

 +37 NE CORN 66
 +35 1" P 38
 +37 4" P 48
 +54 8" POP 36
 +58 8" POP 36

+50 ROAD

+12 SECOR 66

+07 WALK 63-W

12 14

+92 10" POP 43

+92 10" E 8" POP 30

+47 12" POP 36

10" POP 41

12" P 48

12" P 56

12" P 74

 +88 6" TW POP 72
 +15 N. END 12" CM 30
 +42 PP 28
 +40 CORN 36
 +42 PP 68

 +88 3" P 60
 +88 10" POP 60
 +21 +88 7" TW POP 48
 +23 BEGIN HEDGE 34
 +16 7" M 24

 +57 +88 1" P 48
 +68 1" P 48
 +88 5" P 48
 +05 1" P 51

171 ROAD

 +77 NE CORN 66
 +84 END HEDGE 28
 +91 S. END 12" CM 11 13

 +67 3" P 63
 +75 MHV 21
 +85 1" P 51
 +97 1" P 51

 +54 END HEDGE 64
 +40 467 12" P 49
 +70 NW CORN 79
 +74 1" P 51

 +39 SE CORN 66
 +48 12" P 58
 +73 6" LOCUT 64
 +62 1" P 51

 +50 +37 18" E 54
 +35 16" E 11 13
 +44 SW CORN 79
 +44 6" E 64

 +22 BEGIN WYLL 62
 +22 BEGIN HEDGE 62
 +281" P 51
 +39 1" P 51
 +44 6" E 64

 +10 E ENT 28
 +19 6" E 28
 +06 1" P 61
 +07 PP 28
 +17 4" E 30

 +03 10" WYLL 55
 +06 N. END 15" CM 23
 +06 1" P 51

170 ROAD

 +80 MH 38
 +96 GUTTER 56
 +99 HYD 56

 +80 8" E 67
 +65 GUTTER 51
 +87 WSO 51

 +56 S. END 15" CM 24
 +80 E Glenhill Ave 56

 +69 +50 ROAD 11 13
 +80 8" E 67

 +65 GUTTER 51
 +87 WSO 51

 +56 S. END 15" CM 24
 +80 8" E 67

 +69 +50 ROAD 11 13
 +80 8" E 67

 +65 GUTTER 51
 +87 WSO 51

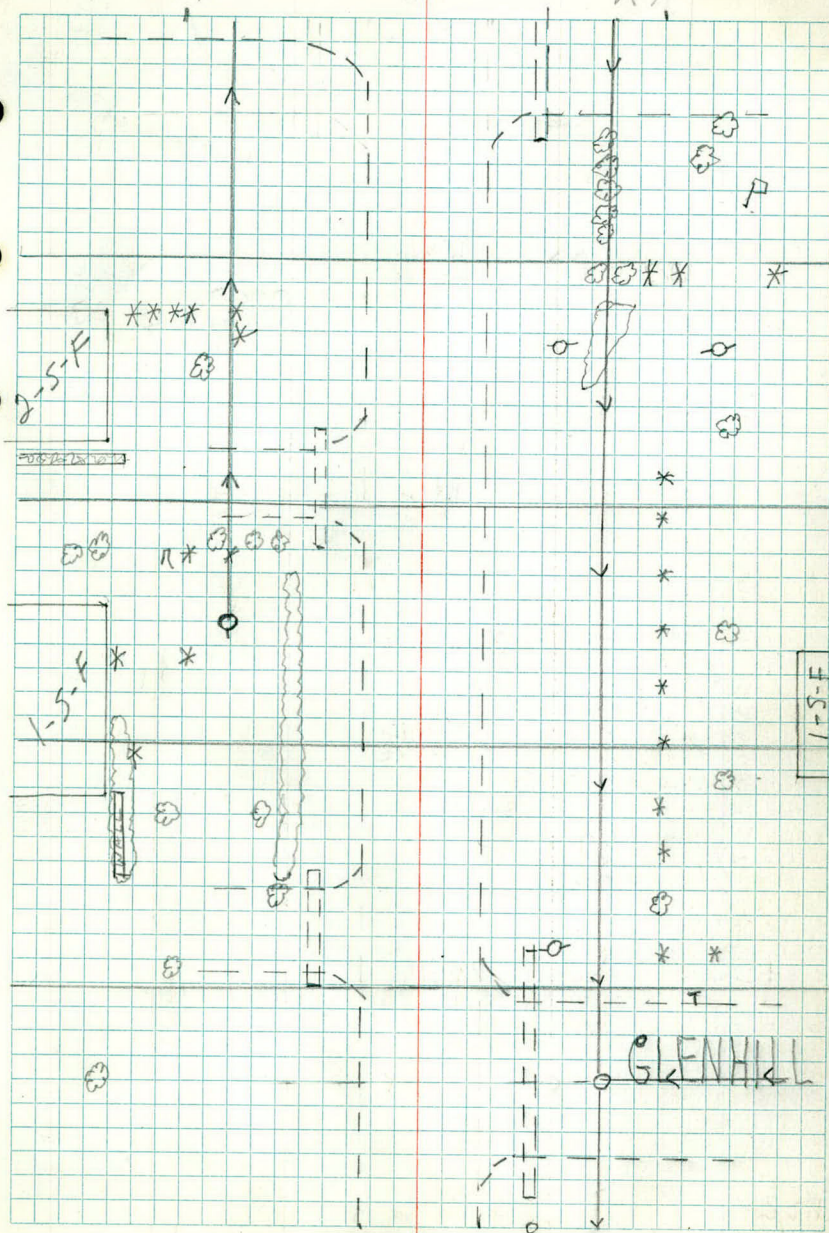
 +56 S. END 15" CM 24
 +80 8" E 67

 +69 +50 ROAD 11 13
 +80 8" E 67

LT

~~E~~

RT



+50 LT

ROAD
13 14

RT

✓
+18 MH ✓
39 + 11 W 50
34

✓
+43 14"E
57

✓
+31 PP
28

✓
+99 NW Cor Ho ✓
80 +99 18" M ✓
55-80 57

174 ✓
+97 3" M
60

ROAD
13 12

✓
+75 SW Cor Ho
80

✓
+57 14" P
68 +54 3" M
60

✓
ROAD
13 12

✓
+35 N. END 15" CM ✓
+26 GUTTER 24 +36 7" M
68

+50 ✓
+49 E ENT ✓

+41 14" M
60 +10 E EDGE WATER

+10 MH ✓
41 +29 HYD
56

173 ✓
+98 N.E. Cor Ho
65

ROAD
13 12

✓
+95 GUTTER ✓

+70 SE Cor Ho
65

+85 S. END 15" CM
22 +85 PP
28

+50

ROAD
13 13

✓
+52 10"E
51 ✓ +70 5" M
51

✓
+29 HYD
31 +34 30" M
59 ✓
+20 PP
47 ✓

✓
+21 SW Cor Ho ✓
76 +27 8" M
51 ✓
+09 N. END 15" CM
23

+14 GUTTER

✓
+04 E EDGE WATER

+06 7" Ash
60 +03 7" M
51

172 +06 MH
40

ROAD
12 14

✓
+02 NW Cor Ho
76

13 DEC 1971

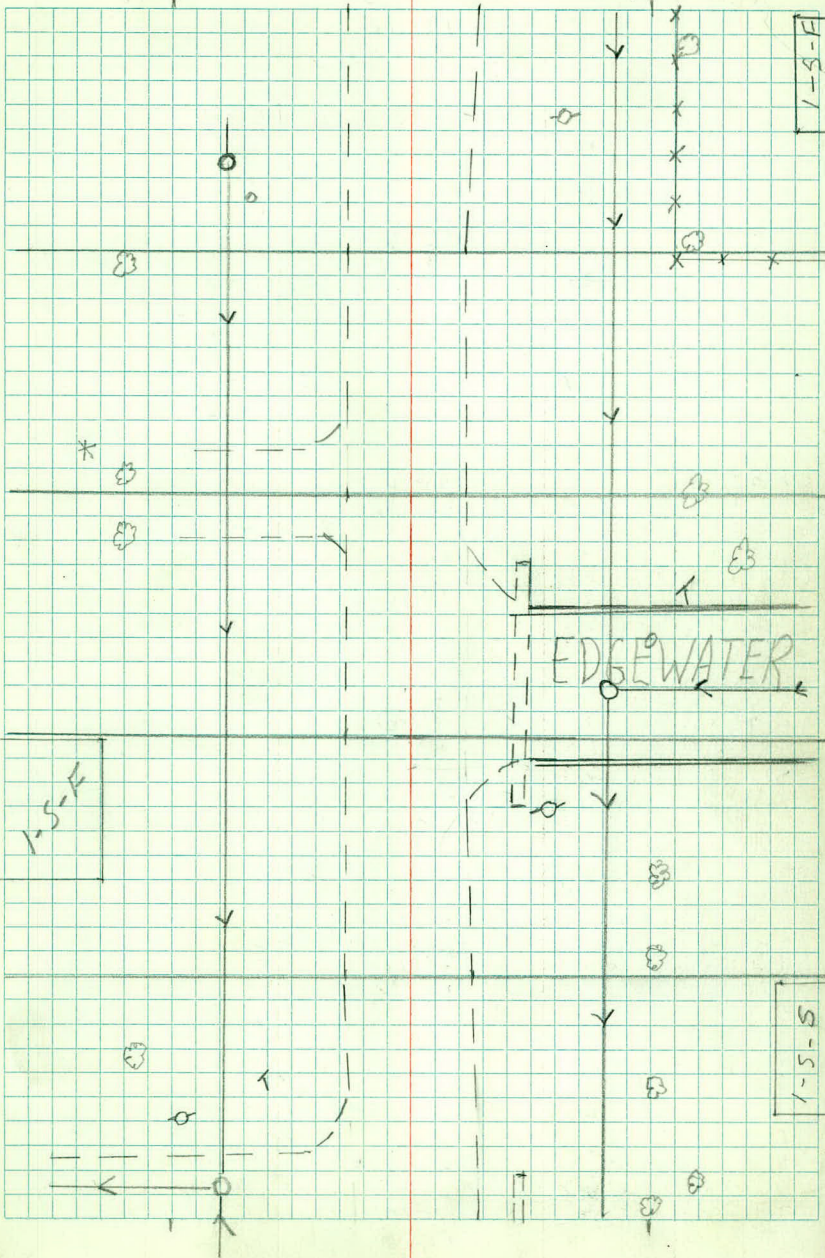
60,

L_T

~~L~~

R_T

1-5-F



177

LT ✓

ROAD
12 12

RT ✓

+92 ENT ✓

+92 ENT

↓ +87 24" M ✓

↓ +81 S. END 15" CM

+65 STR 28 ✓

22 +80 LTR ✓

+51 30" E 32 ✓

↓ +73 8" P 51

↓ +75 NW Cor Ho 79

+50 +35 30" COT 52 ROAD

↓ +18 BUSH 33 12 12

↓ +37 SW Cor Ho 79

+27 16" E 29 ✓

↓ +37 3" P 53

↓ +26 HEDGE 38-E ✓

+15 24" E 51 ✓

↓ +26 2" P 34

↓ +23 NW Cor Ho 78

+07 WSO 29

↓ +126" M +09 MH 40

↓ +96 HEDGE 63

176

ROAD
12 12

↓ +76 2" HSH 55

↓ +62 ENT 59

↓ +75 10" M 59

+88 4" E 47

↓ +53 PP 28

+50

ROAD
12 12

↓ +47 END Woods ✓

↓ +40 ENT ✓

↓ +20 NW Cor Ho 77

+05 8-10" BE 35

↓ +23 14" M 50

↓ +15 CR 22

↓ +25 6" P 73

↓ +15 W. END 24" RCP 34

↓ +15 E. END 24" RCP 22 ✓

175 Begin Woods 47-115

ROAD 12 12

↓ +94 1" P 43

↓ +88 16" M 56

↓ +84 SW Cor Ho 80

↓ +76 FE 55-E

↓ +66 BUSH 62

↓ +62 3" P 53

↓ +66 STR 53

↓ +82 TW 15" BE 46

↓ +59 BUSH 57 ✓

↓ +59 BUSH 58

↓ +59 2" P 53

174+50

ROAD
13 14

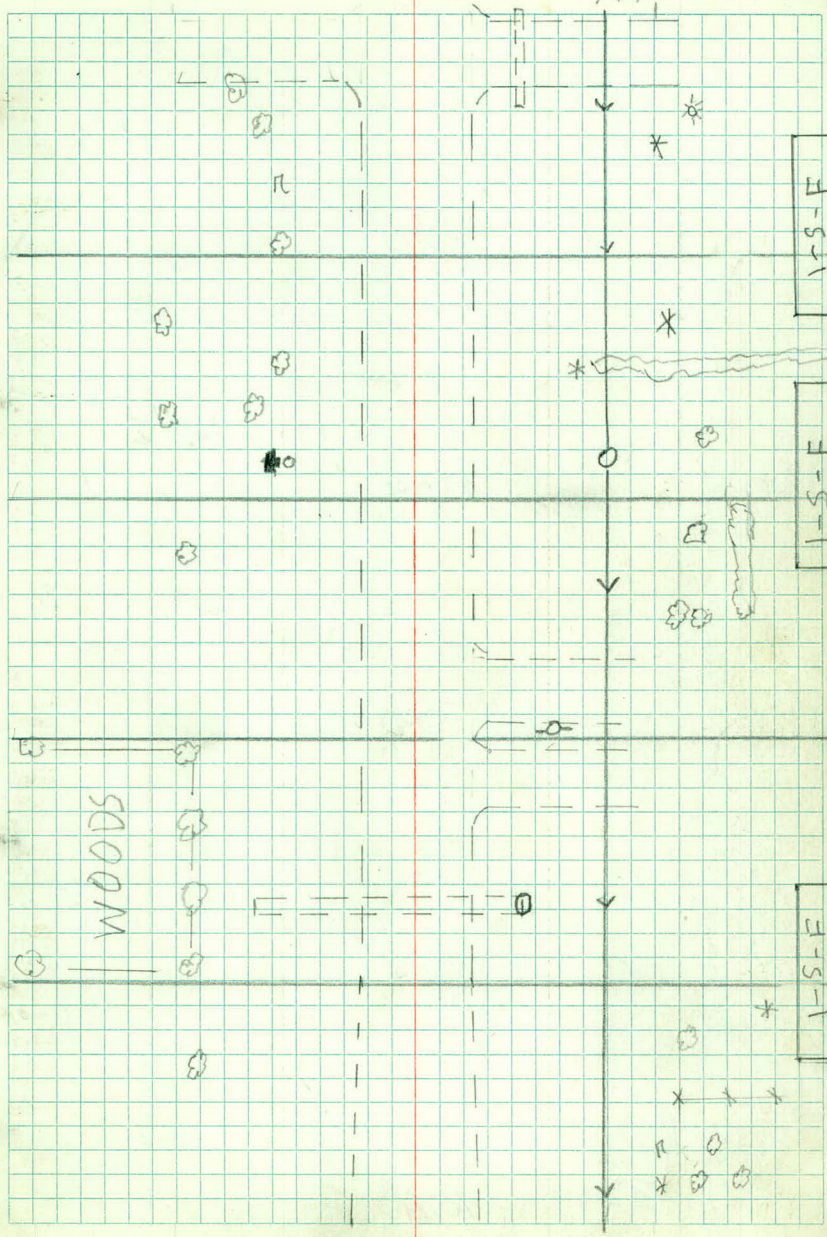
13 DEC. 1971

61

L

R

RT



+50 LT

ROAD

R7

12 12

+38 1" P

+29 1" P 33

+15 1" P

+37 1" P 52

+12 1" M 52

+109 2" P

+24 NW Cor H/O 79

+98 1" P

+105 1" M 33

+102 SW Cor H/O 79

179 +96 1" M +16 NE Cor H/O ROAD

12 12

+73 SE Cor H/O +81 1" M

12 12

+73 FE Cor +77 1" P +86 1" P

+64 1" P 35-72 +69 1" P 31

+67 PP 28

39

41

+53 N. END 15" CM 22

+50

ROAD

12 12

+31 4" P 69

+39 E ENT

+15 8" M 50

+29 TW 8 E 49

+26 NW Cor H/O 79

+29 4" P 57

+05 FE 35

+06 PP 68

+26 S. END 15" CM 22

+05 FE 35-W

+186" AAKE 53

178

35-W

ROAD

12 12

+89 MH 40

+99 24" E 80

+89 SW Cor H/O 79

+90 6" A/P/DLE 53

+75 6" A/P/DLE 59

+76 NW Cor H/O 79

+50

ROAD

12 12

+40 Line 50

+39 N. END 15" +29 E ENT 21

+19 S. END 15" CM 22

+17 PP 28

+37 SW Cor H/O 78

+07 MH 25

+02 N. END 15" CM 23

177

ROAD

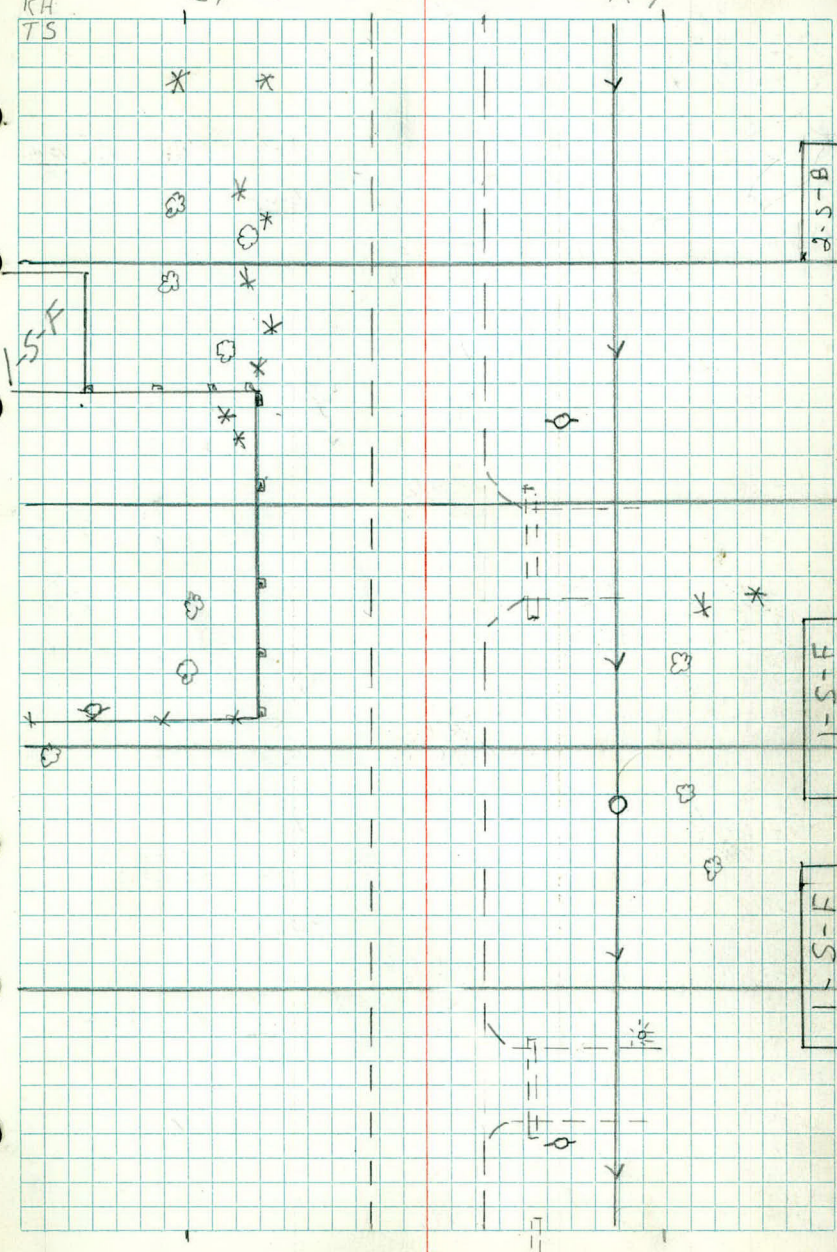
12 12

KP
DK
RH
TS

LT

16 DEC. 1971
Sunny 10° RT

62.



+91 4" P +92 2" M
 62 J L 42
 182 +81 4" P 190 4" P ROAD
 +75 4" P +79 4" P 14 13
 +75 6" P +70 P +71 6" P
 +69 2" P +69 Ties
 +69 HEDGE
 +50

RT ? lw.
 S. End 12" C.M.C.
 23
 +86 W50
 +62 NW Cor H Drwy.
 41 +62 NW Ho
 39
 +61 MH
 39
 +38 SW Cor Gar
 71

+08 2" P +23 Row Ties
 52 J 23
 +02 HEDGE
 30
 181

+66 4" Cor Ho
 28
 +46 4" Cor Ho
 40
 +17 SW Cor Ho & Dr
 109 52
 12" C.M.C.
 +13 23 (Grave)
 +03 Dr Ho
 12" C.M.C.
 23
 +94 23

+70 SE Cor Ho
 64
 +68 2" P
 37
 +60 4-6" Aspen
 42
 +50 +35 1" P
 53 1" P ROAD
 53 13 13
 +26 1" P +28 1" P +32 1" P
 55 52 51
 +10 MH +18 1" Willow
 42 61
 +10 N END 15" CM
 22

+81 1" P +95 6" M
 56 64
 +80 NW Cor Ho
 83 42
 +75 2" M +66 1" P +67 1" P
 51 41 55
 +62 W P +54 1" P +62 SW Cor Ho
 63 41 83
 +52 6" Ash
 61
 +29 6" W P +39 1" P
 72 42
 +29 1" Willow +29 Trip 3" Birch
 31 48
 +19 1" P +18 P +21 2" W. 1" W
 33 30 29
 +14 P +14 N. END 15" CM
 64 22

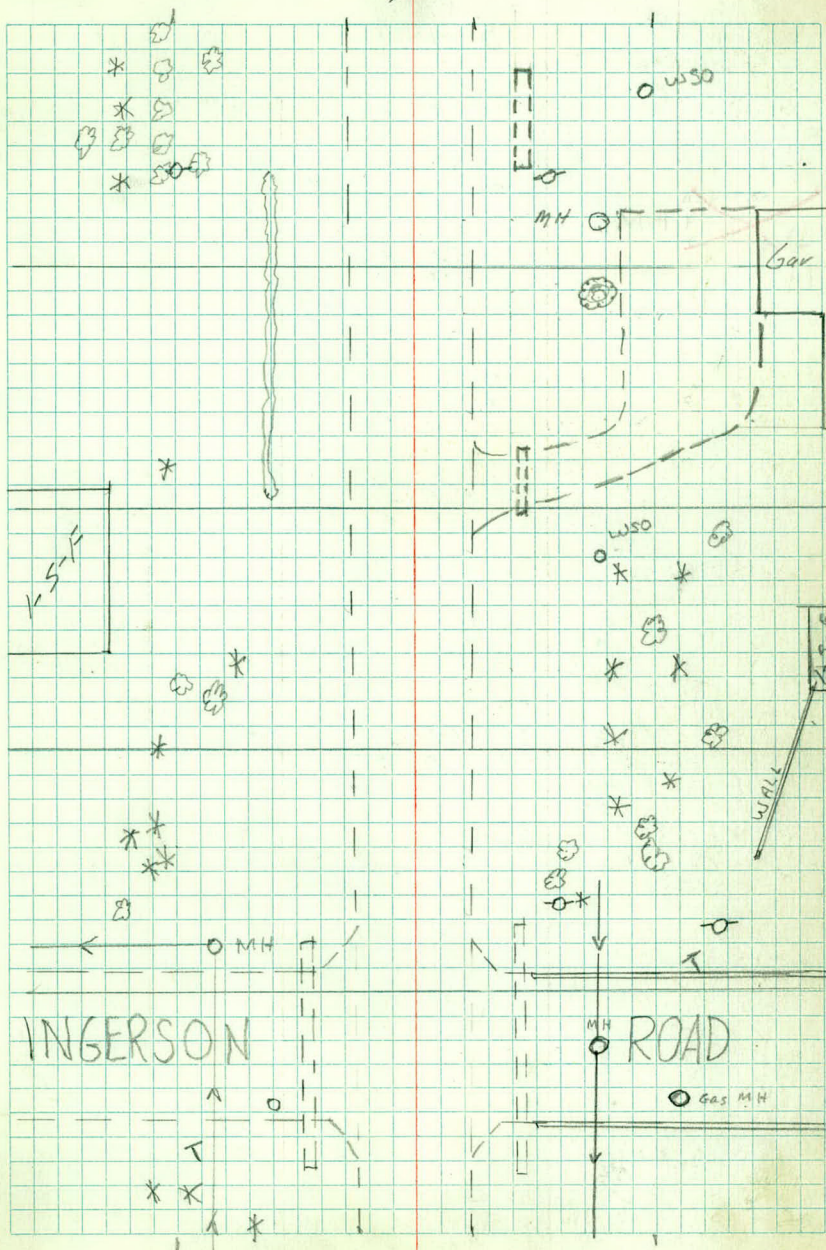
180
 +76 W50
 30
 +64 S. END 15" CM
 22
 +58 1" P
 48
 179 +50 +51 1" P
 33 ROAD
 12 12

+04 GUTTER +06 HYD
 58
 189 ± MCGERSON RD
 +73 GUTTER
 55
 +88 MH
 39
 +62 S. END 15" CM
 21

LT

16 DEC. 1911 RT

63.



+50

Lt

ROAD
14 13

Rt

184

+94 PP
48

ROAD

+91 3"^m
66

+92 3"^m
51

+91 3"^m
61

13 13

+97 M⁴

+86 3"^m
55

39

+87 8"^m
66

+63 1"^m
59

+75 3"^m
54

+72 TW 6"^m
64

+56 2"^m
54

+65 W 50
48

+50

ROAD

+42 4"^m
56

15 13

+33 4"^m
58

+25 4"^m
55

+40 Trip 10"^E
71

+15 4"^m
59

+28 4"^m
64

+31 4"^m
70

+18 PP
28

+21 TW 8"^m
70

183

4"^m
50

ROAD

13 14

+88 6"^m
54

+71 4"^m
54

+65 3"^m
53

+58 6"^m
60

+53 6"^m
52

+50

52

ROAD

14 13

+48 3"^m
51

+45 3"^m
41

+26 4"^m
52

+38 4"^m
54

+20 3"^m
53

+14 4"^m
53

+35 4"^m
71

+08 4"^m
51

182

4"^m
55

ROAD

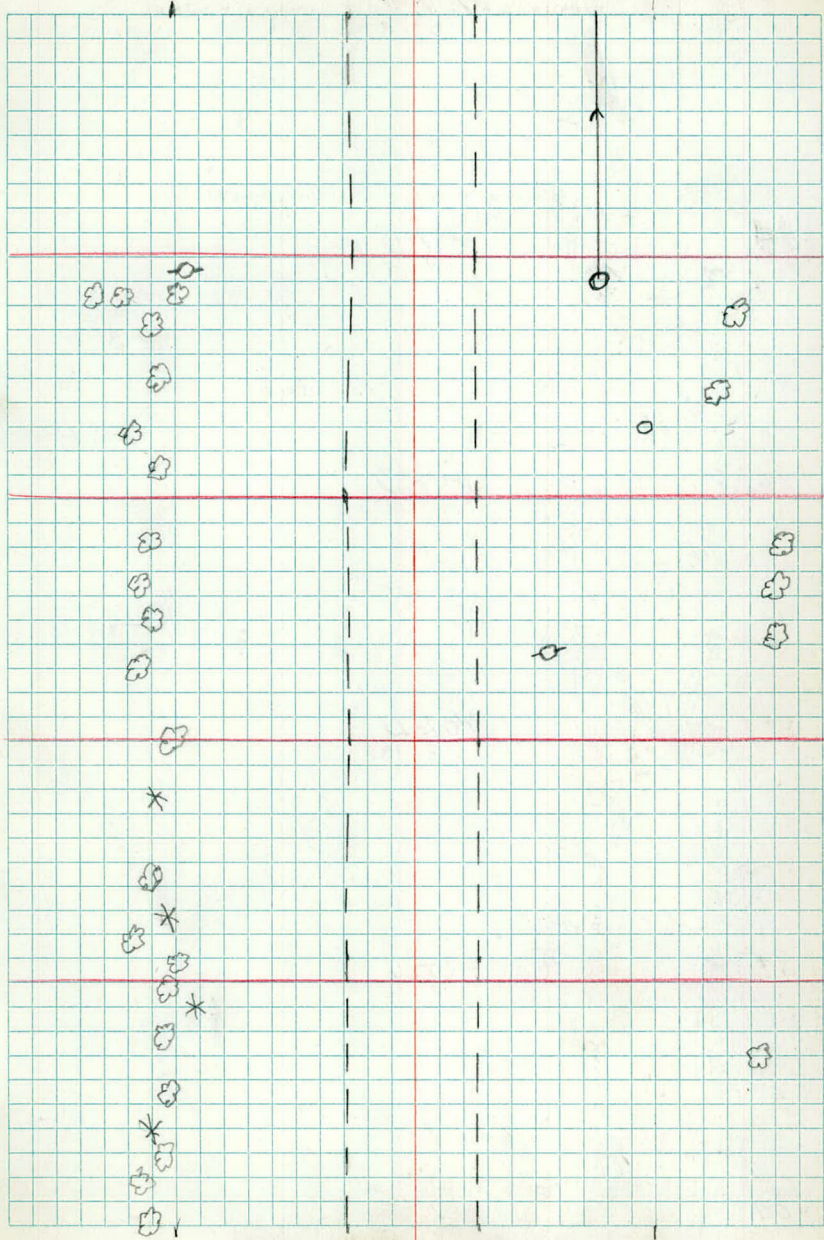
14 13

16 DEC. 1971

64.

67

~~2~~

 R_T 

187

LT

ROAD

RT

14 12

$$\begin{array}{r} +94 \text{ 3"}P \\ 48 \end{array}$$

$$\begin{array}{r} +84 \text{ 4"}M \\ 72 \\ +62 \text{ 12"}E \end{array}$$

72

+59 HYD

$$\begin{array}{r} +59 \text{ HYD} \\ 54 \end{array}$$

+50

52
GUTTER

ROAD

14 12

~~49~~

+37 MH

38

+37 MH +37 ETILLER

+21 CB

$$\begin{array}{r} 89 \\ +21 \text{ GUTTER} \end{array}$$

+12 12"E

$$\begin{array}{r} +59 \text{ W50} \\ 26 \end{array}$$

$$\begin{array}{r} +15 \text{ PP} \\ 31 \end{array}$$

186

ROAD

14 12

$$\begin{array}{r} +93 \text{ 2"}P \\ 44 \end{array}$$

$$\begin{array}{r} +99 \text{ 2"}P \\ 34 \end{array}$$

$$\begin{array}{r} +79 \text{ 2"}P \\ 44 \end{array}$$

$$\begin{array}{r} +82 \text{ 2"}P \\ 34 \end{array}$$

$$\begin{array}{r} +92 \text{ QUAD 14"}W 116W \\ 69 \end{array}$$

$$\begin{array}{r} +68 \text{ 2"}P \\ 44 \end{array}$$

$$\begin{array}{r} +74 \text{ 2"}P \\ 34 \end{array}$$

$$\begin{array}{r} +76 \text{ 3"}M \\ 56 \end{array}$$

+78 S. END 20" RCP

$$\begin{array}{r} +57 \text{ 2"}P \\ 44 \end{array}$$

$$\begin{array}{r} +61 \text{ 6"}M \\ 61 \end{array}$$

$$\begin{array}{r} +63 \text{ 2"}P \\ 34 \end{array}$$

+50

+45 2"P

+51 2"P

ROAD

$$\begin{array}{r} +32 \text{ 2"}P \\ 44 \end{array}$$

$$\begin{array}{r} +38 \text{ 2"}P \\ 34 \end{array}$$

$$\begin{array}{r} +44 \text{ 3"}M \\ 52 \end{array}$$

$$\begin{array}{r} +23 \text{ 11"}E \\ 50 \end{array}$$

$$\begin{array}{r} +24 \text{ 3"}M \\ 55 \end{array}$$

$$\begin{array}{r} +26 \text{ 2"}P \\ 34 \end{array}$$

$$\begin{array}{r} +15 \text{ 2"}P \\ 34 \end{array}$$

$$\begin{array}{r} +16 \text{ 6"}P \\ 71 \end{array}$$

$$\begin{array}{r} +20 \text{ 2"}P \\ 44 \end{array}$$

$$\begin{array}{r} +02 \text{ 2"}P \\ 34 \end{array}$$

$$\begin{array}{r} +06 \text{ 2"}M \\ 54 \end{array}$$

$$\begin{array}{r} +08 \text{ 2"}P \\ 44 \end{array}$$

185

ROAD

13 13

$$\begin{array}{r} +96 \text{ 2"}P \\ 43 \end{array}$$

$$\begin{array}{r} +96 \text{ 6"}P \\ 73 \end{array}$$

$$\begin{array}{r} +96 \text{ 6"}P \\ 59 \end{array}$$

$$\begin{array}{r} +67 \text{ PP} \\ 31 \end{array}$$

$$\begin{array}{r} +70 \text{ PP} \\ 63 \end{array}$$

$$\begin{array}{r} +76 \text{ 4"}COTT \\ 61 \end{array}$$

$$\begin{array}{r} +92 \text{ PP} \\ 46 \end{array}$$

$$\begin{array}{r} +96 \text{ 4"}E \\ 50 \end{array}$$

$$\begin{array}{r} +58 \text{ 4"}COTT \\ 50 \end{array}$$

$$\begin{array}{r} +62 \text{ 4-4"}COTT \\ 57 \end{array}$$

$$\begin{array}{r} +76 \text{ 3-4"}E 1ms \\ 44 \end{array}$$

$$\begin{array}{r} +51 \text{ 6"}COTT \\ 62 \end{array}$$

184+50

ROAD

19 13

LT

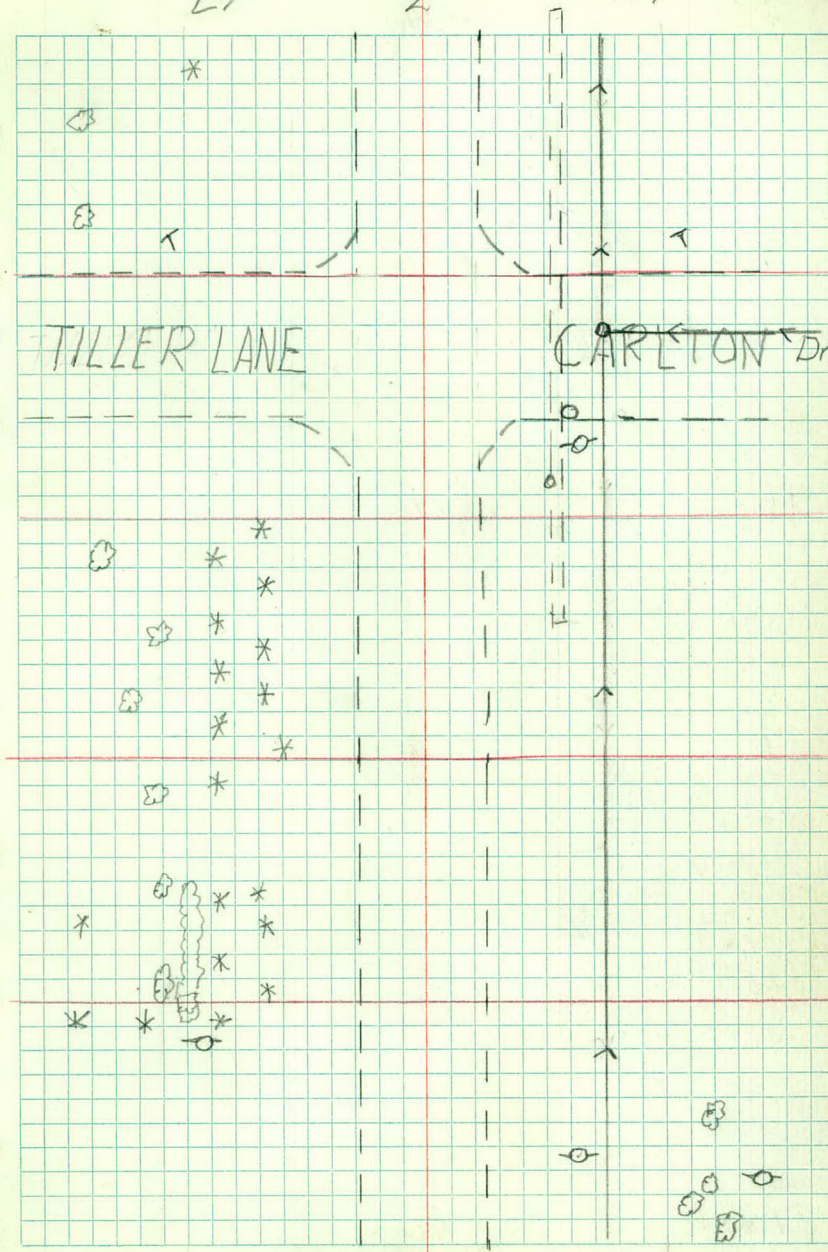
16 DEC, 1971
RT

65.

K-0

TILLER LANE

CARLETON Dr



+50

LT

ROAD
13 14

RT

+22 Woods
37-45

+20 PP
28
+15 3" M
59

189

ROAD
13 13

+68 3" M
58

+64 N. END 12" CM
23
ENT

+50

ROAD
13 13

+13 4" M
66

+109 PP
59

+61 S. END 12" CM
23

+107 MH 38
+107 LIFT STA
53

188

ROAD
13 13

+91 4" Ash
69

+64 3" P 48
+94 PP 69

+82 4" W. ROW
48

+74 3" P 29
48

+61 3" P
48

+94 PP
29

+54 3" P
48

+50 48 +45 3" P

ROAD
13 13

+30 NE Cor Ho 48
+35 3" P 48

+25 3" P 80
48

+14 3" P
48

+106 SE Cor Ho
80

+105 3" P
48

+107 N. END 20" PP
29

187

ROAD
14 12

192

LT

ROAD
12 12

RT

+77 3"^M
59

+50

ROAD
13 13

+20 8" COTT

+12 10" COTT

+34 3"^M

+12 8" COTT
56

60

+32 SIGN
59

+03 4" COTT

53

+26 SIGN
53

191

ROAD
14 14

+82 4-7" COTT
73

+90 3"^M

+71 E ENT

+67 PP

59

28

+65 SIGN

48-57

+50

ROAD
13 13

+46 WOODS

78-100

+45 3"^M

+14 WOODS

59

37-110

+32 MH
38

190

W. END 12" CM

ROAD
13 13

E. END 12" CM

+00 WOODS

28

13 13

24

37-90

+98 3"^M

59

189+50

ROAD
13 14

+52 3"^M
59

KP
DX
RH
TW

LT

17 DEC, 1971
E SUNNY
-7° RT

67.

WOODS

○ MH cant find

+50

LT

ROAD
12 12

RT

+41 GP
27

+33 20'0
43

+41 PP
28

+21 N. END 15"CM
22
ENT

ROAD
12 12

+91 S. END 15"CM
22

+75 6"BE
53

+50

ROAD
12 12

+41 SIGN
55

+34 N. END 15"CM
21

+37 PP
29

+24 MID
55

+03 E CANNON

+03 M+
38

193

ROAD
12 12

+74 S. END 15"CM
21

+62 3"m
59

+50

ROAD
12 12

+23 3"m
59

+19 PP
28

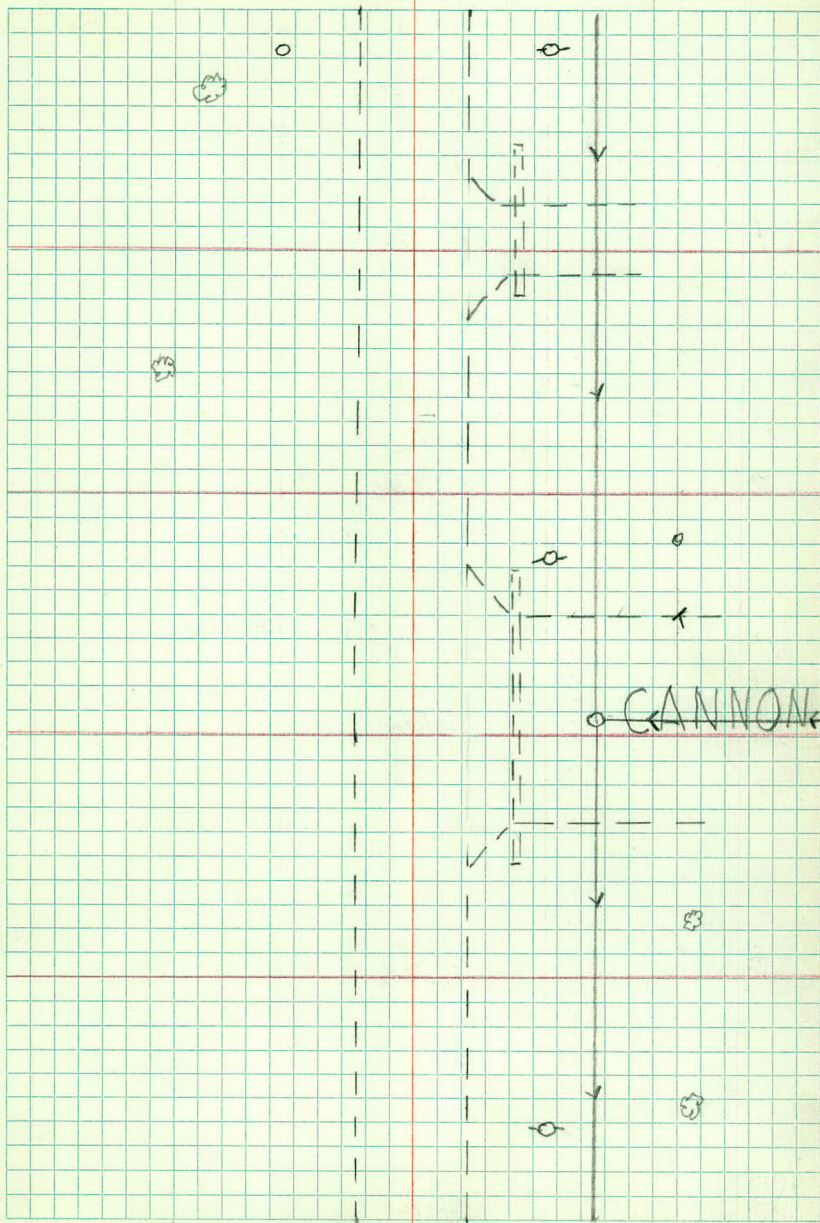
192

ROAD
12 12

LT

11 DEC 1971 68.

RT



197

LT

ROAD
12 12

RT

+80 $\frac{400}{41}$ +72 $\frac{PP}{28}$

+50

ROAD
12 12+22 $\frac{4'' E}{56}$

196

ROAD
12 12+65 $\frac{MH}{40}$ +50 +37 BUSH ROAD
43 12 12+12 $\frac{4'' O}{57}$ +21 $\frac{4'' Ash}{55}$ +31 BUSH 33+12 $\frac{36'' COTT}{38}$ +12 $\frac{6'' O}{60}$ +10 $\frac{4'' O}{63}$ +29 $\frac{PP}{28}$

195

ROAD
12 12+95 $\frac{4'' O}{51}$ +85 $\frac{4'' O}{33}$

194+50

ROAD
12 12

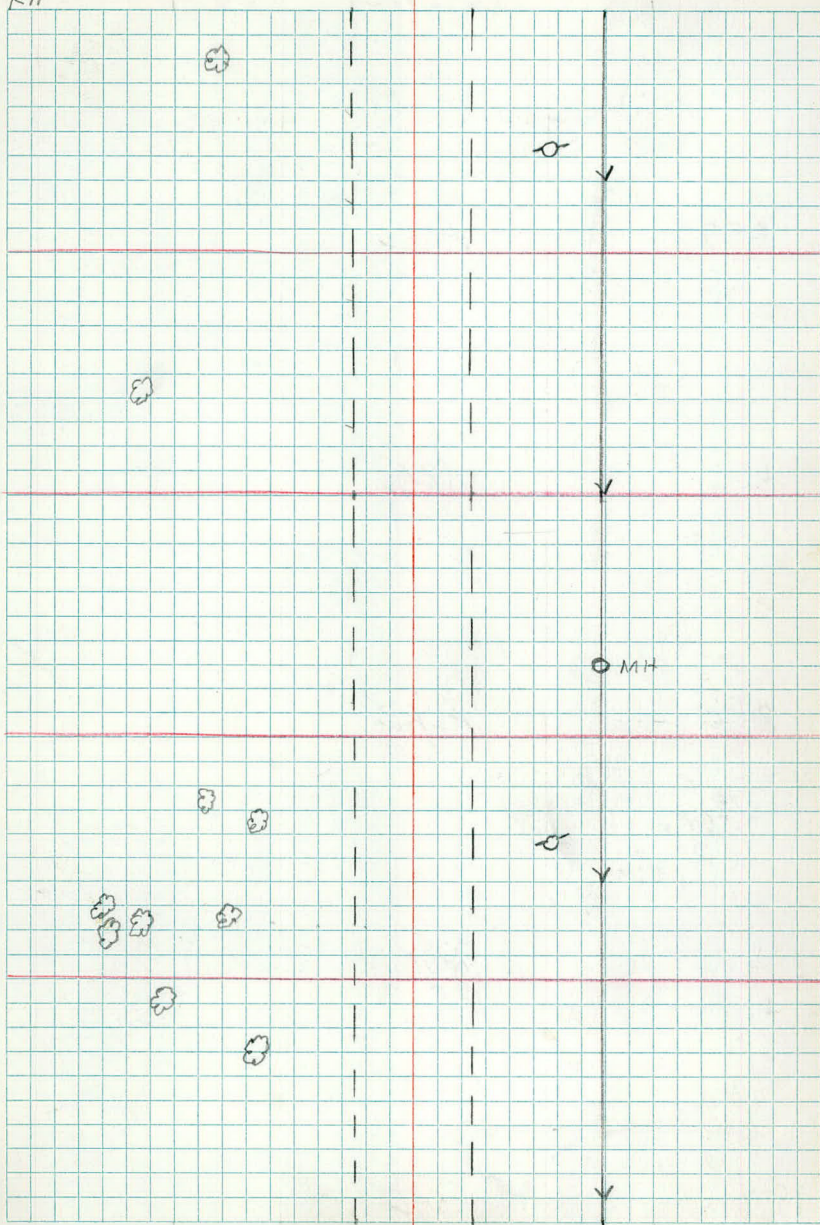
KP
DS
PK
RH

LT

20 DEC
cloudy
20°

1971
RT

69.



+50

Lt

ROAD
12 12

Rt

+18 S. END 12" CM
23

+04 LITE BLE

PP

27

199

ROAD
12 12

+67 BUSH

30

+62 8" COTT
47

+65 7W 5" COTT
47

+56 8" BE
16

+63 W. END 24" RCP

+63 SD

+54 10" BE

38

41

35

+50

38

ROAD

+35 8" COTT
59

+35 8" COTT
67

+38 8" COTT
59

+28 5" COTT
60

+33 6" COTT
61

+33 7W 5" COTT
75

+24 8" COTT
63

+26 8" COTT
53

+21 MH

+09 20" BE
32

+105" BE
49

+24 20" BE
32

41

198

ROAD
12 12

+6

+50

ROAD
12 12

+09 TWO 3" APPLE

53

+19 HYD

42

+19 WSO

47

197

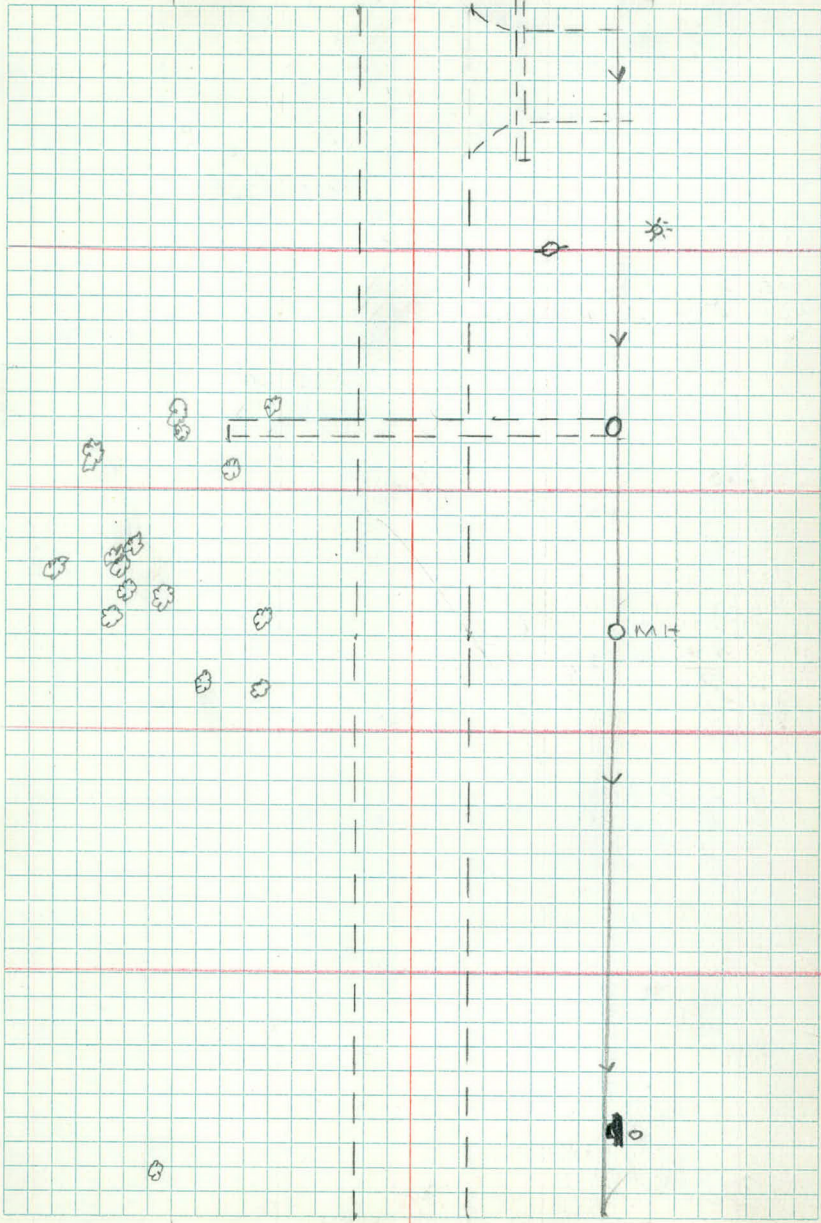
ROAD

12 12

LT

E

RT



202

LT

ROAD
14 13

RT

+24 3.0' 15
89+79 £ 3.0' 15
69+60 LITE POLE
51

+50

ROAD
14 14+25 24" RCP
53 +37 E.R.
13+06 PDR
26+00 B.R.
57+16 S. END 15" CM
21+46 N. END 15" CM
22+36 £ ENT TH SIGN
56+12 N. END 18" CMA +04 PP
22 28201 +00 BG. CONC. CURB
57 ROAD
14 15

+81 £ HARRIET

+82 MH
41+83 5" M
29+63 E.R.
57

+66 GUTTER

+51 PDR
23 +63 BG. CONC. CURB
57+51 S. END 18" CMA
22

+50

ROAD
14 15+49 LITE POLE
51+32 B.R.
13+36 N. END 12" CM
25

+17 £ ENT

~~12 S. END 24" RCP
50~~

+06 22" BE

200

33

ROAD
12 12S. END 12" CM
22+89 S. END 24" RCP
50+89 S. END 12" CM
35

+54 N. END 12" CM

+79 S. LAB
59-69+58 Island +94 15.
53-59 53-59+74 S. LAB
59-69+66 24" BE
37

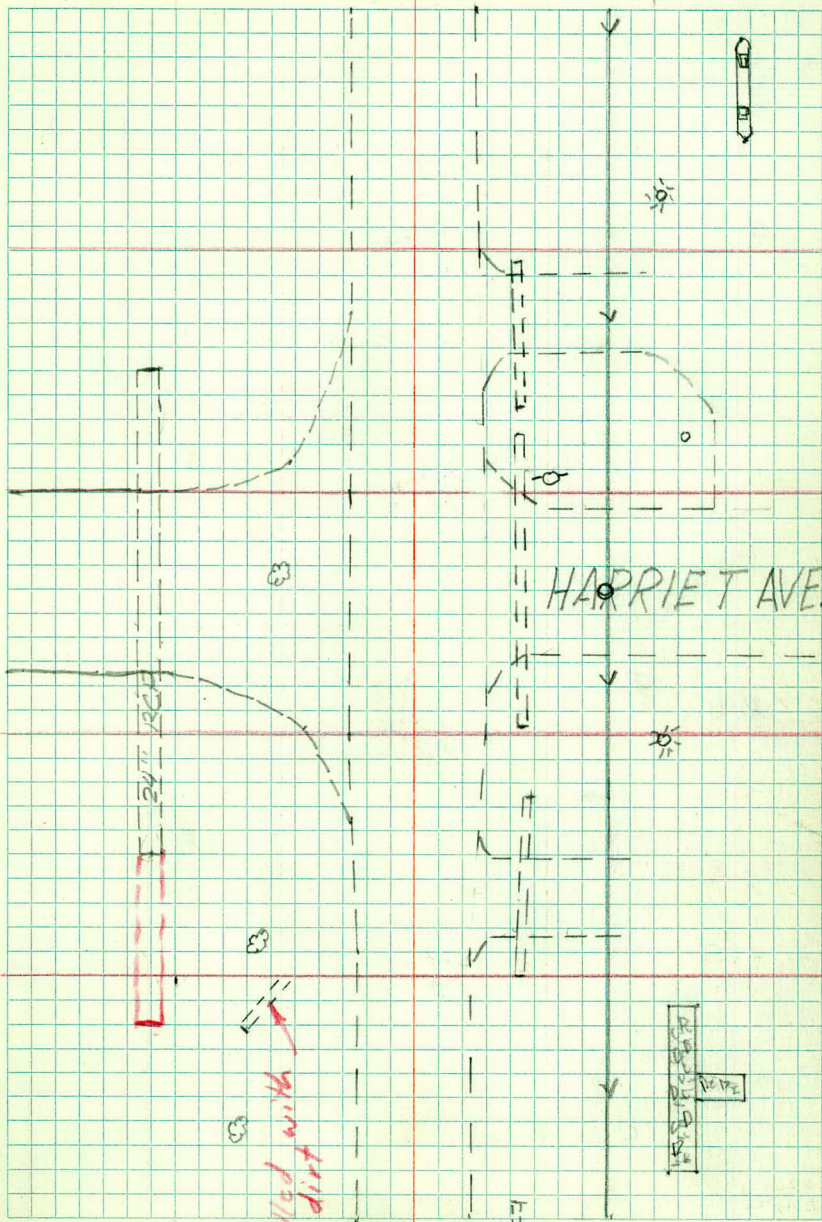
199 +50

ROAD
12 12

LT

E

RT



+150

LT

ROAD

RT

+29 8"E

14 13

+45 W. END 24" RCP

+45 E. END 24" RCP

+29 4" ASH

21

42

+26 TW-6"E

57

+07 8" VIT

21

+12 PP

28

204

ROAD

14 13

+150

ROAD

14 13

+44 MH

+36 SIGN

70-95

203

ROAD

14 14

+70 36" BR

39

+62 PP

28

+65 N. END 12" CM

+61 SIGN

68

43

+55 ENT

+59 PP

60

+54 N. END 15" CM

22

+150

ROAD

14 13

+45 S. END 12" CM

43

+40 Litter Box

51

+25 S. END 15" CM

22

+34 ENT

202

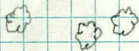
ROAD

14 13

LT

Σ

RT



8" VIT. 7"

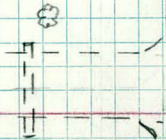
σ

y

y

0 MH

y



σ

y

σ

=



y

207

LT

ROAD
14 14

RT

+74 10" COTT
59+92 4" COTT
73

+50

ROAD
14 14+37 5" E
65

+26 TW 10" E

55 +22 8" E
51+35 Brush
76-105+15 MH
4T

206

ROAD
14 14+68 Brush
63-75+60 PP
28

+50

ROAD
14 14

205

ROAD
14 14+78 5-10" BE
40

+61 HND 37 +61 W50 32

204+50

ROAD
14 13

+50

LT

ROAD
14 14

RT

209

ROAD
14 14

+87 MH ?

921.
+61 PP
27

+50

ROAD
14 14

208

ROAD
14 14

+02 H10
37

+67 PP
75

+50

ROAD
14 14

207

ROAD
14 14

+11 PP
28

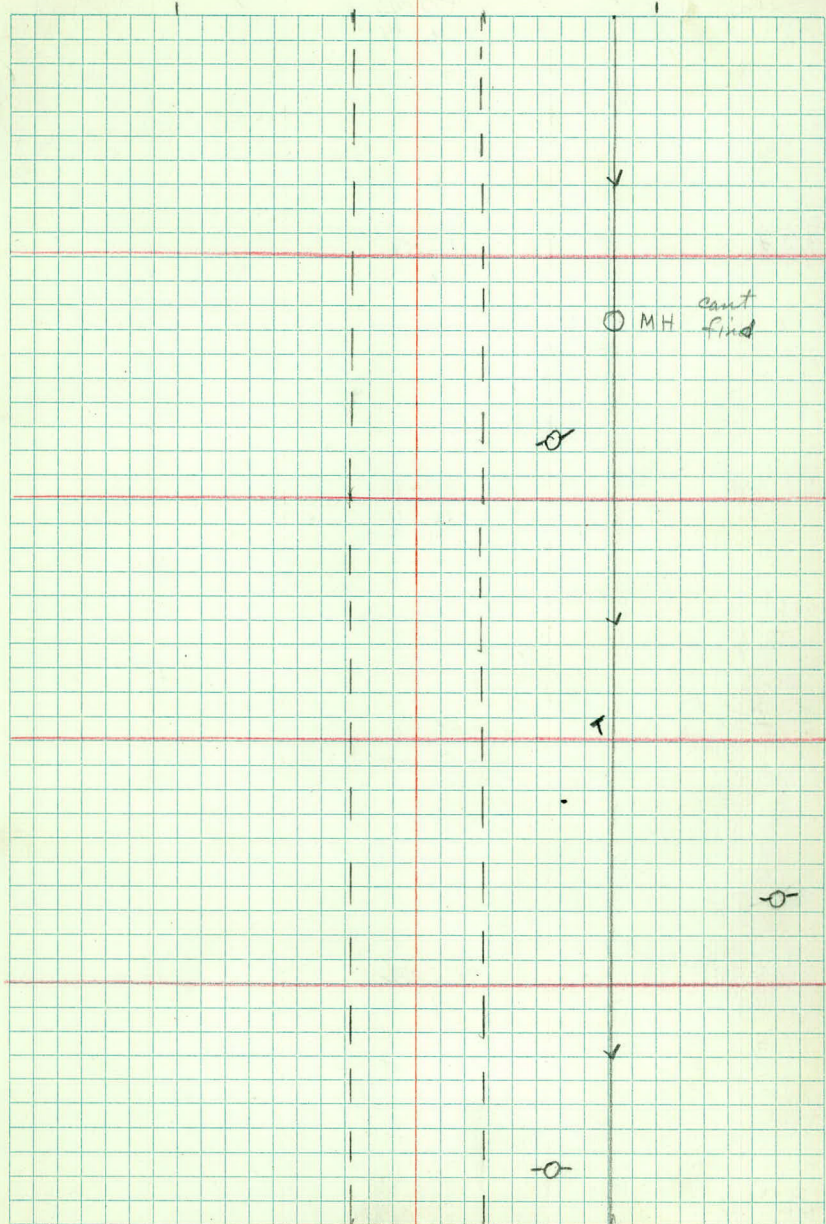
20 DEC. 1971

LT

E

RT

74



212

LT

ROAD
14 14

RT

+66 MH
41

+50

ROAD
14 14PP
28+024.12
38

211

ROAD
14 14

+50

ROAD
14 14

210

ROAD
14 14+83 PP
28

209+50

ROAD
14 14

KP
DS
DK
RH

LT

21 DEC. 1971
SUNNY
160

RT

75

✓

OMH

σ

✓

✓

σ

✓

+50

LT

ROAD

RT

15 15

? 1/2

+35 MEDIAN
61

+29 E. CO. RDE

+28 MH
4

ROAD

214

GUTTER

15 15

+91 PP +96 HYD

+84 SIGN
4928 +79 56
FEL STAND
46+87 PP
66

+76 STAND PDE

45
+54 E ENT

+50

ROAD

14 14

+22 NW Cor BLDG
120+06 N. END ISLAND
54

213

ROAD

14 14

+91 S. END 4' 15 +89 SW Cor BLDG
54 110

+68 E ENT

+50 1" P
72

+50

ROAD

14 14

+49 SIGN

1" P 1" P

56-98

+47 PP
2858 67
Like Pole
35

212

ROAD

14 14

95A

$$\begin{array}{r} 50 \\ 28 \\ \hline 32 \end{array}$$

Rt →

Rt

+03 WGV
56

+08 MH
38

214

+03 POR
37

+95 E.Curb
63

+94 POR
25

+50 BitCurb
188

+27 Curb
157

+27 Cor Bit Curb
181

+81 E. Bit Curb
145

+87 B.Curb
52

+42 Cor Bit
142

+75 Cor Bit
143

+71 Cor bit
24

+67 Cor bit
33

+41 E.Curb
33

+74 End Is
107

+94 Light
132

+95 Cor. Conc.
119

+727 Light P.
151

+56 Curb
123

+59 Beg. Is.
107

+23 B. Island
80

+40 End Is
80

213

+16 Cor Curb B. Walk
123

+23 PP
142

+89 End Curb Cor Walk
108

+82 Conc Curb
97

+81 Cor. Bit Curb
96

+77 B. Curb
100

+75 Gas Walk
91

+77 Gas Walk
105

+66 MH
93

+68 MH
106

+78 B.Curb
33

+69 Cor Bit Curb
116

+76 Cor Bldg
121.5

+66 Cor Conc
129

+60 E. Conc.
49

+88 100 R. Tie Bldg

+54 100 R. Tie Bit Curb

+52 Bit C
100

+52 Conc Bloc Wall
97

+48 Sign
98

+49 R Tie B. Curb

+46 Bit Curb
122

+50 Bit Curb R. Tie
145

+53 Cor Conc
33

+25 B. Ent Radius
14

212

LT

21 DEC 1971

76

July 26, 1972
Overcast 68°

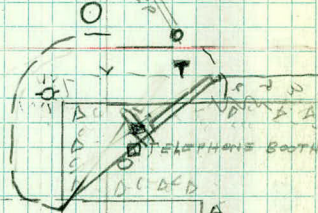
75B

CO. RD. E

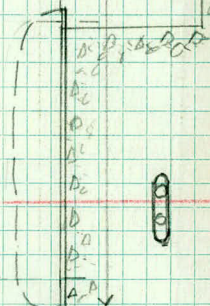
+2853

MH

10' 0" 1/2

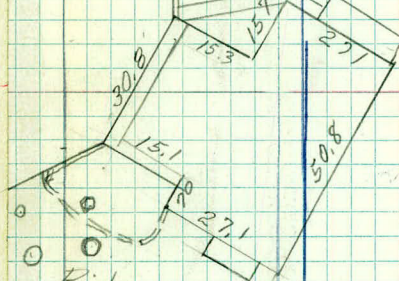


Bit



OIL CO.

conc.



Bit.

Bit.

Rock

Loose Blocks

Sign

Decorative

LT

ROAD
12 12

RT

89 PP
25

+74 PP

+46 5"E
56

+63 MH

49 +40 5"E

+67 PP

+53 COALBIN

+30 5"E

ROAD
12 12+51 NW Cor BLDG
76

+20 MH

+14 COALBIN

+08 END WALL

+03 SW Cor BLDG

25

ROAD
12 12

+96 WALL

74

+71 WALL

+59 PP

44

30

+52 WALL

65

ROAD
14 15+47 CB
79

+22 5" BE

44

+15 WALL

+05 NW Cor BLDG +04 WALL

76

42

ROAD
17 13

+90 MH

3

GUTTER

+83 SW Cor BLDG

WALL

76

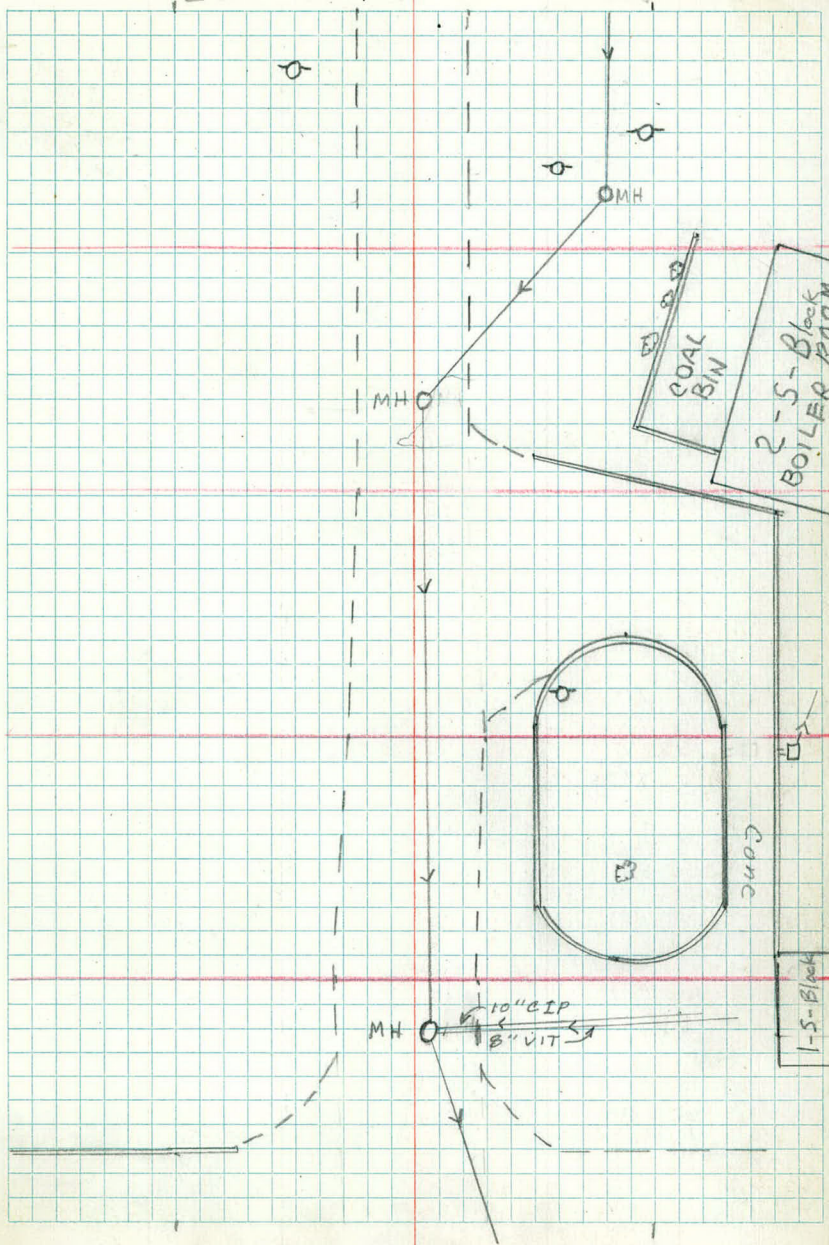
76

ROAD
15 15

LT

E

RT



+50

LT

ROAD
12 12

R7

219

ROAD
12 12

+72 PP
32

+50

ROAD
12 12

218

ROAD
12 12

+57 RR SIGNAL
16

(Gate Valve)
+62 W50 +66 M# ?
52 40 1

+50

ROAD
12 12
+43 N. RAIL
+38 S. RAIL

+17 SIGNAL BOX
25

+28 N. RAIL
+23 S. RAIL +09 SIGNAL BOX
23

+08 SIGNAL BOX
31 +09 SIGNAL
+03 PP stub 17
31

217

ROAD
12 12

LT

E

21 DEC. 1971

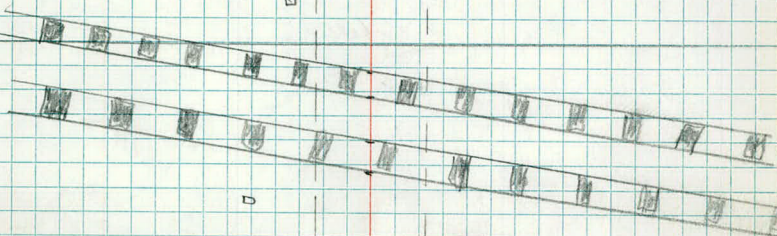
RT

78

o

OM.H. locate!

OG.V



217+25.5

214+35

290.5

222

LT

ROAD
12 12

+50

ROAD
12 12

221

ROAD
12 12

+50

ROAD
12 12

220

ROAD
12 12

219+50

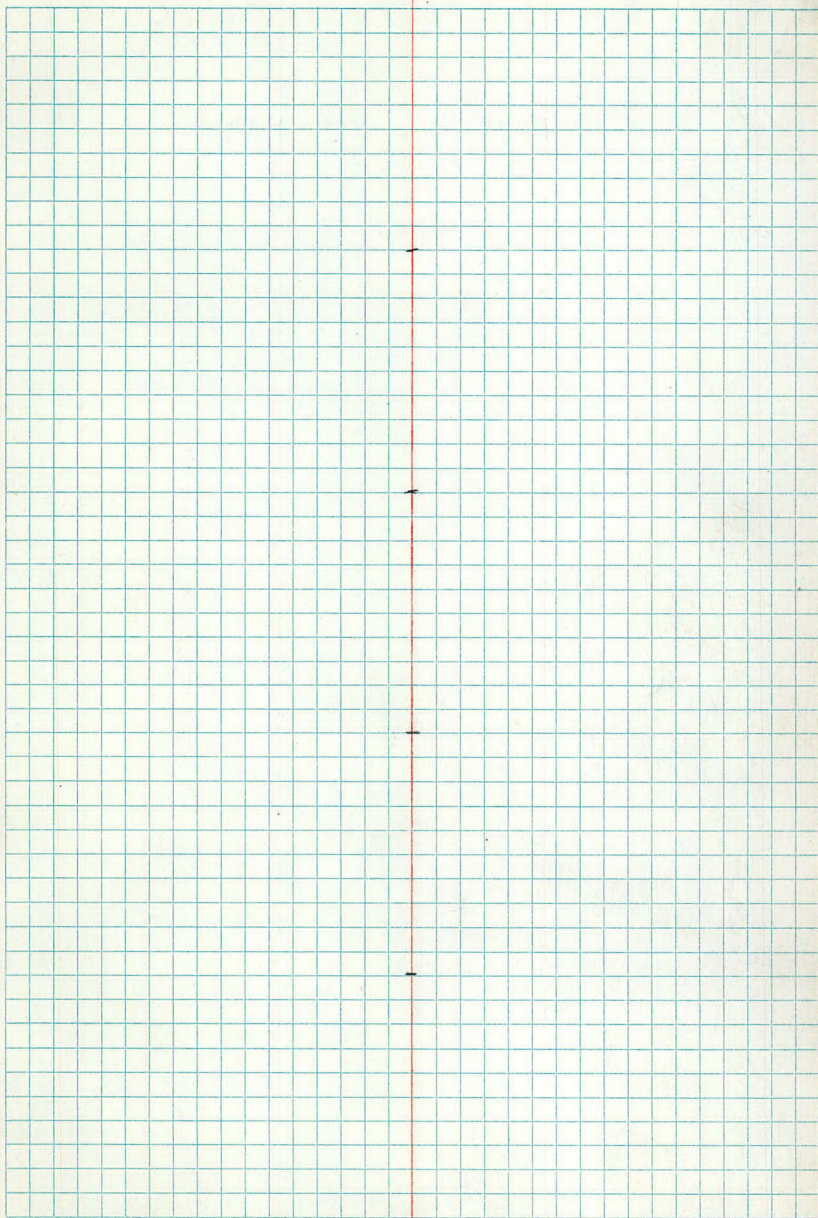
ROAD
12 12

LT

E

RT

79



+50

LT

~~£~~
ROAD

RT

224

+50

223

+50

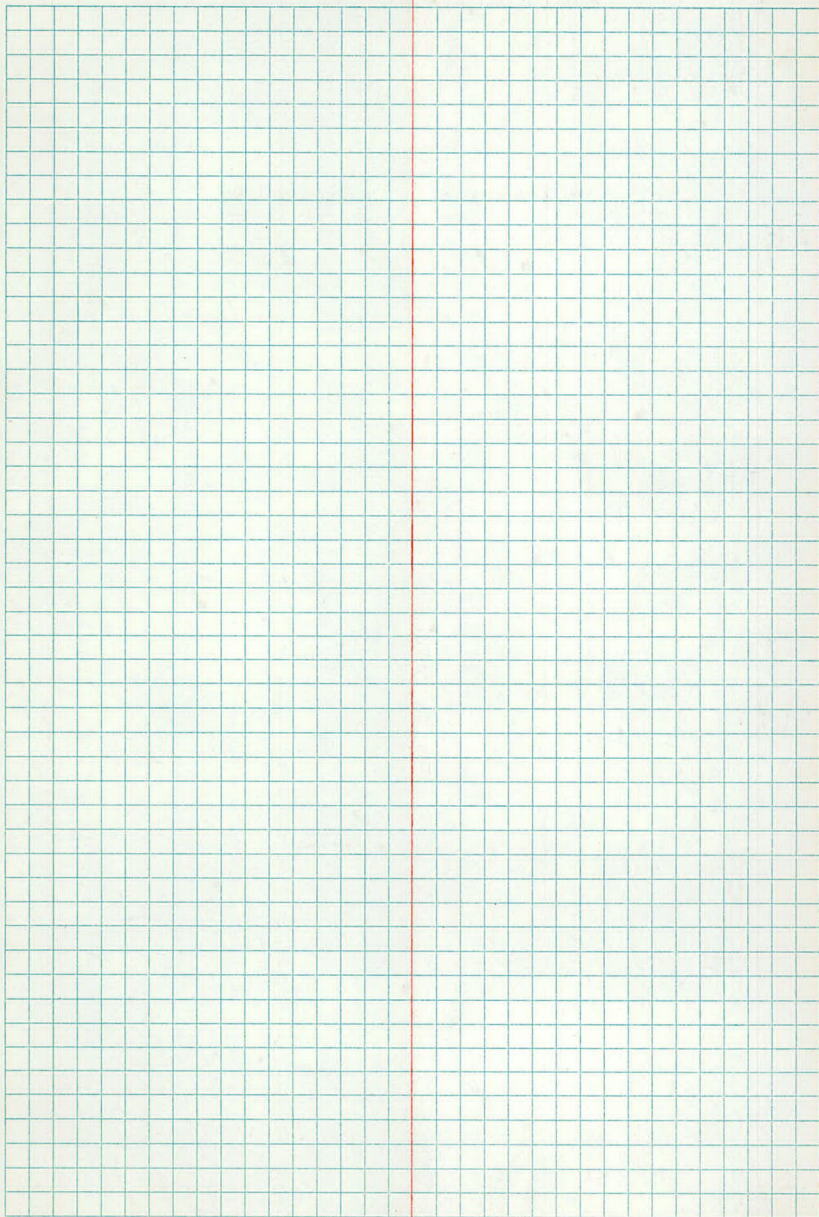
222

LT

~~E~~

RT

80.



227

Lt

~~E~~

Rt

+50

226

+50

225

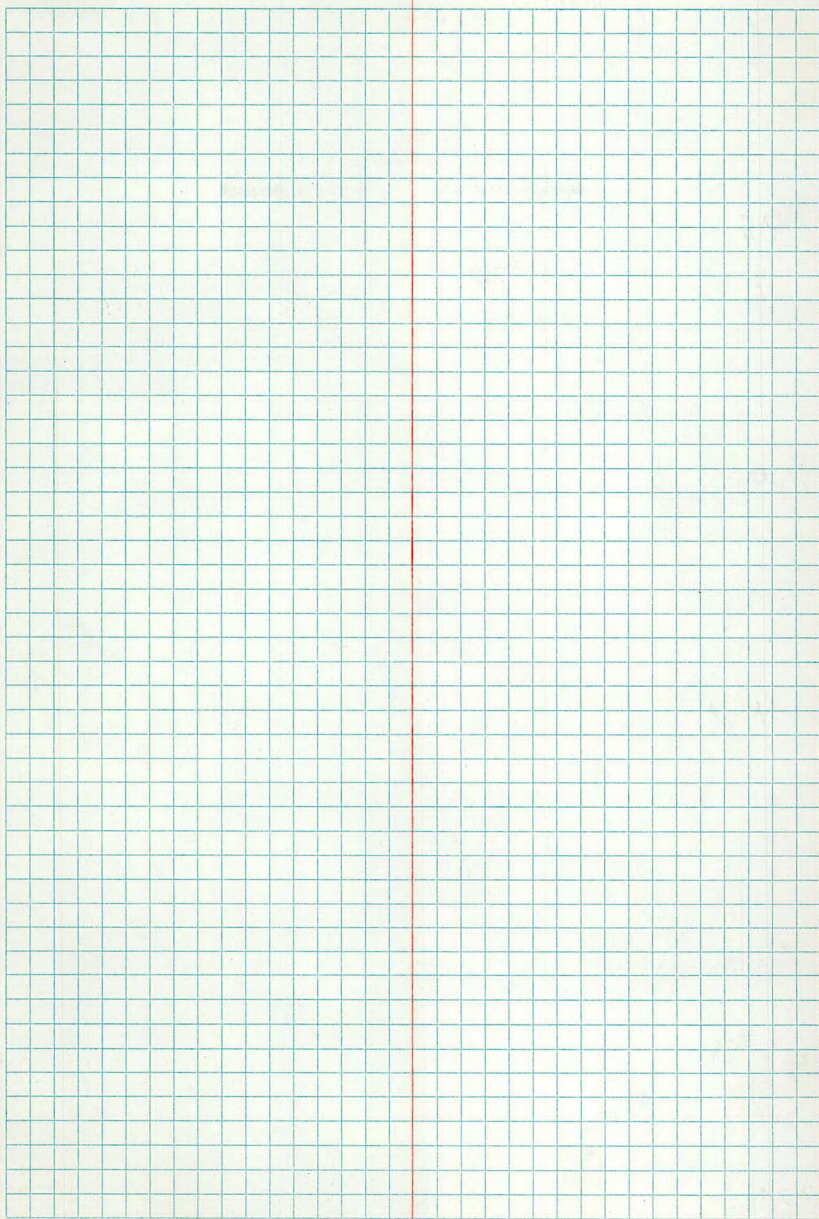
224+50

L_T

E

R_T

81



+50

LT

£

RT

229

+50

228

+50

227

16 MAY 1967

A

LEXINGTON
AVENUE

LT

E

RT

+50

RD

54

RD

23

RD

13

RD

11

+50 N.W. Cor. ENT

33

+50 Begin Curb

33

+24 SW Cor. ENT

33

+20 STD

35

+23 GP

32

+17 RON

33

+18 PP

28

2+00

RD

31

RD

11

+50

RD

18

RD

11

+20 PP

29

1+00

RD

12

RD

13

+50

RD

12

RD

13

0+00

RD

12

RD

13

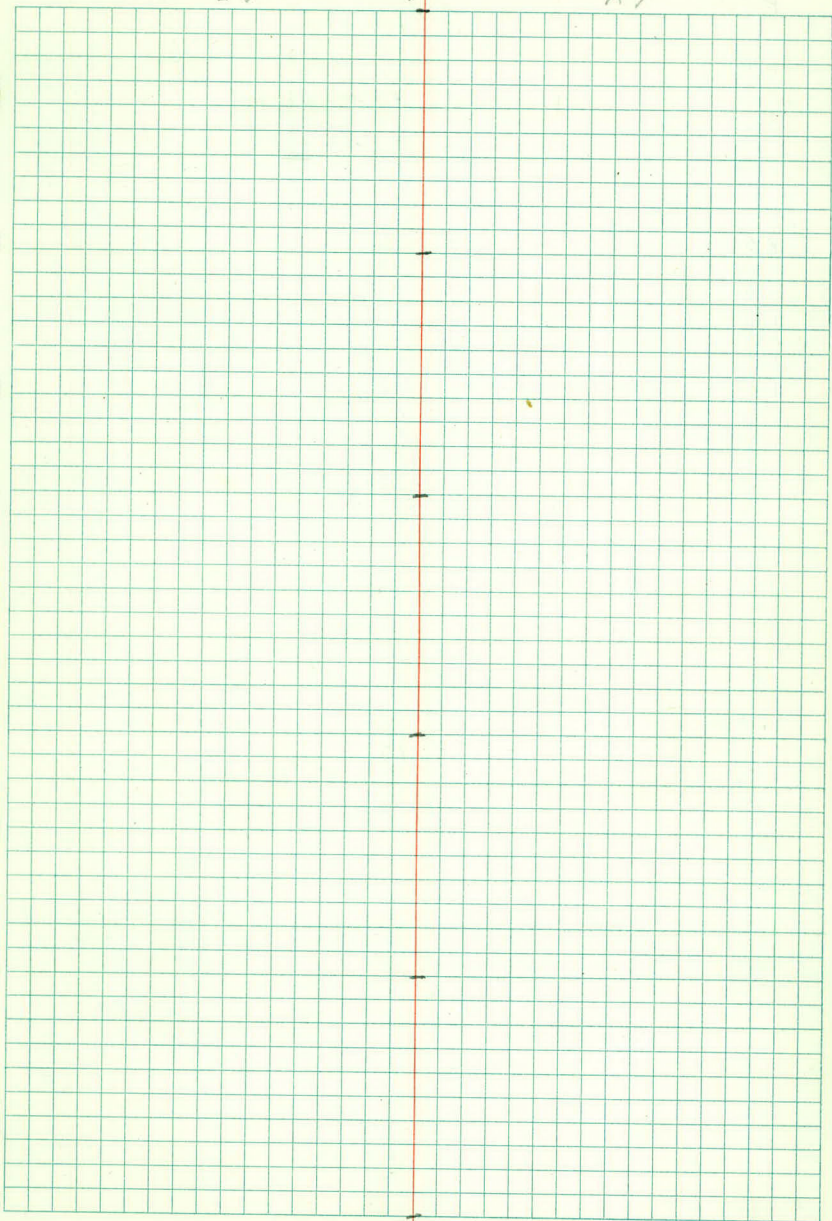
16 MAY 1967

B

LT

E

RT



LT

E

RT

5+00

+ 92

RD RD
14 13

+93 IS
20-69

+70 CLIS
42
+62 Mt
3

+50

RD RD
20 13

+35 PP
29

+45 ER
21

+29 POR
28

+21 BR
48

4+00

+100 Mont
E

+86 ER
36

+68 ER
28

+78 POR
24

+64 POR
25

+64 BR
18

+53 BR
19

+50

RD RD
13 19

+37 NW Cor Ent
33

+38 GR
33

+12 End Curb
33

+12 SW Cor Ent
33

+10 GR
32

3+00

RD
94

RD
55

RD
12

RD
11

+82 SIGN
36

+51 GR
32

2+50

RD RD

16 MAY 1967

C

LT

$\frac{1}{2}$

RT

-

□

-

-

-

LT

E

RT

+ 28 RRX
16

+ 12 E Tracks

7+00

RD RD
12 12

+ 97 E Tracks

+ 81 BOX
23+ 90 Signal Box
24+ 74 GR
22+ 79 RRX
16+ 61 PP
25+ 77 Signal Box
28+ 55 FP
27+ 73 PP
30

+ 50

RD RD
12 11+ 45 PP
49+ 38 PP
30

6+00

RD RD
12 11+ 91 NH+ 95 ERC
20+ 80 PPRC
24+ 72 BRC
37+ 72 Curb
37-76

+ 50

RD RD
13 11+ 44 CHIS
45+ 30 PP
31+ 20 Island
20-65

5+00

RD RD
14 13

16 MAY 1967

LT

~~E~~

RT

□

—————

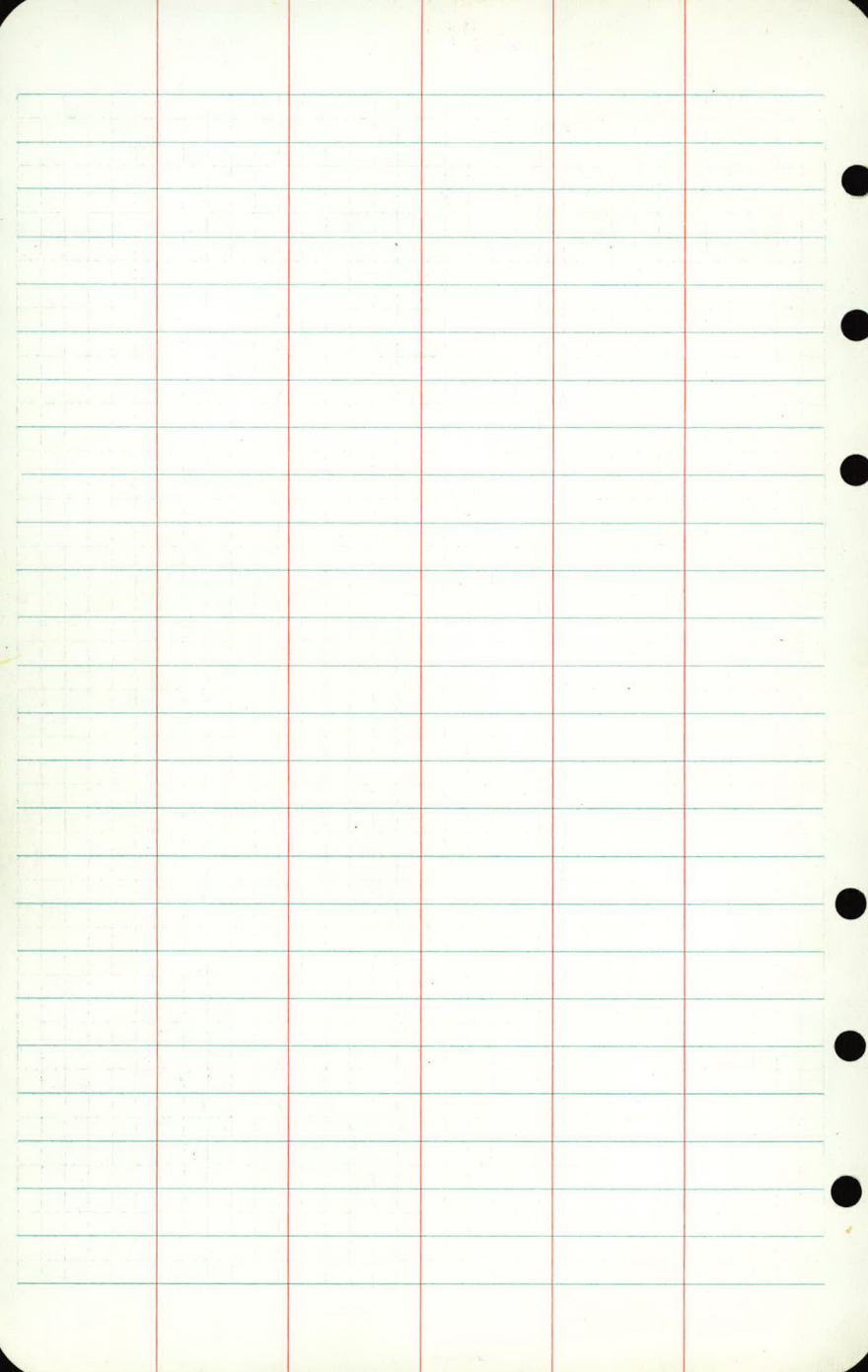
—————

—

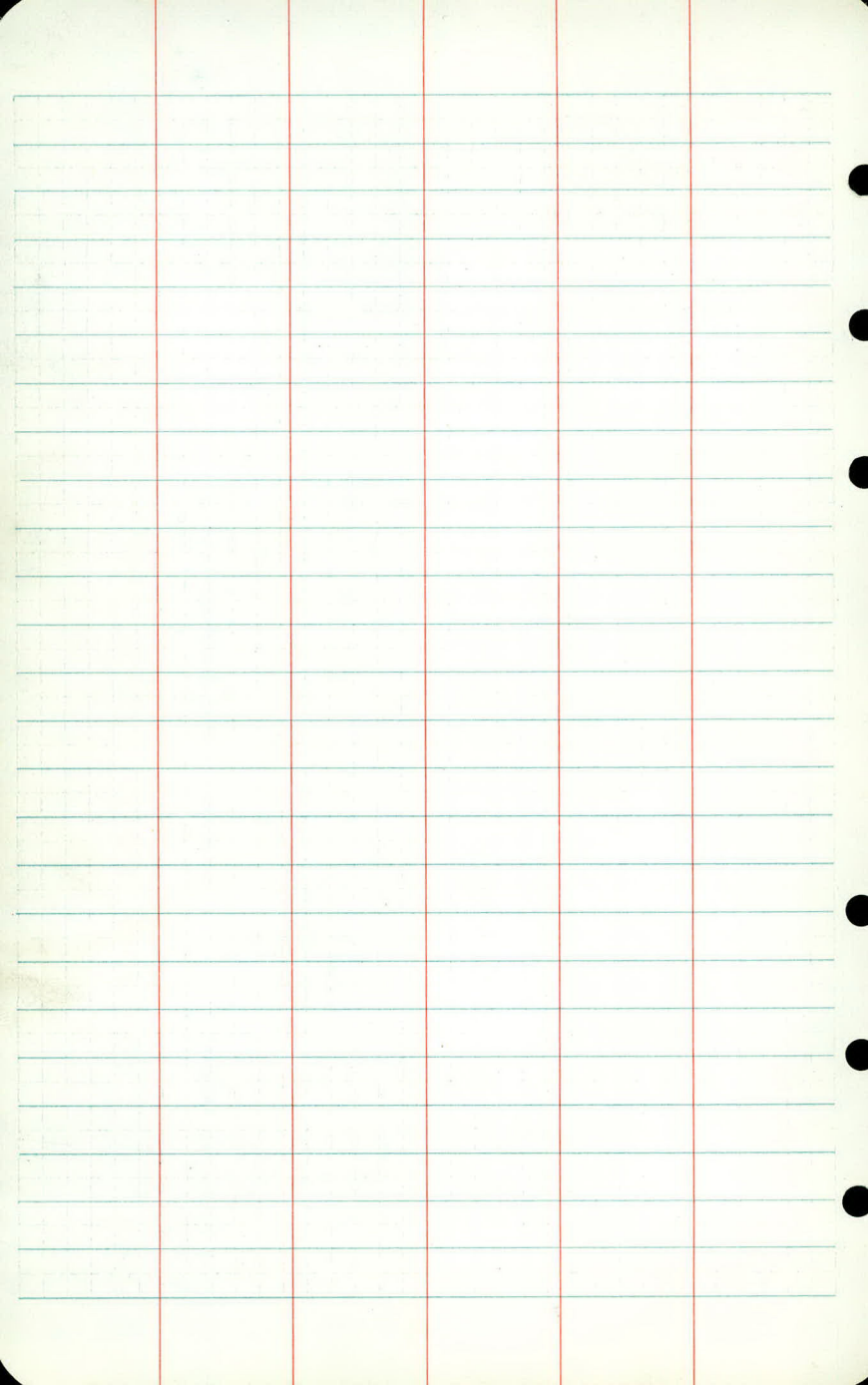
—

—

—



Co. Rd E



KP
FS
DS

15 MAY 1967

L

Co. Rd. E - LEXINGTON AVE

Topography

Topography
Co. Rd. E & Lex



LEXINGTON AVE

S. T. H.

4700 CO. RD. E

4700

* 10

LEXINGTON

+50

LT

~~E~~
RD RD
13 19

(E)

✓
+11 $\frac{24^{\circ}E}{41}$

+26 PP
38

1400

✓ ✓
RD RD
13 15

✓
+95 $\frac{10^{\circ}E}{40}$ Driveway

✓
+85 W END $\frac{12^{\circ} \times 20^{\circ} CM}{30}$

✓
+80 $\frac{12^{\circ}E}{41}$

+75

✓
+74 SIP
40

✓
+66 $\frac{15^{\circ}E}{45}$

+50

✓ ✓
RD RD
13 12

+25

0400

✓ ✓
RD RD
13 12

15 MAY 1967

LT

~~2~~

RT

2



LT

E

RT

4+00

mont
E+72 PP
35+80 ER
47+74 POR
31+76 POR
30+80 ER
29+62 BR
24+62 IV. END 15' CM
32+62 BR
15+62 S. END 15' CM
16

+50

RD
21 15RD
104-154+34 PP
38

3+00

RD
17 15RD
54-91

+50

RD
18 15RD
24-54+25 PP
39+27 L/Lacs
36-100+48 Yin haad
18+23 End Fe
33+22 9' BE
37+12 L/Lacs
28-45+07 Beg 12 Fe
32

2+00

RD
12 31+99 L/Lacs
28-45+72 28" E
40+61 MH
30

1+50

RD
13 19

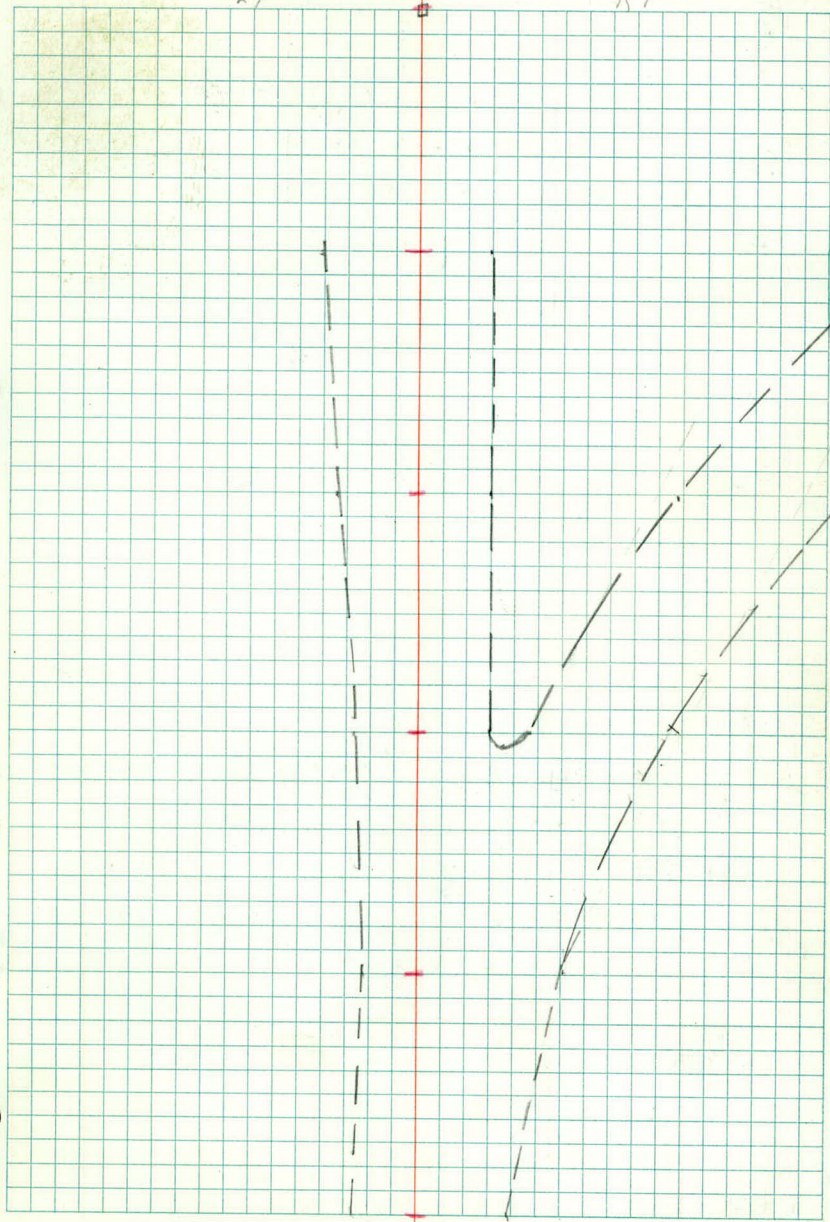
15 MAY 1967

3

L7

$\frac{L}{R}$

R7



LT

£

RT

+50

+76 $\frac{B.Curb}{32}$ Bit +76 $\frac{Cor Curb}{48 \text{ 3'R}}$
 ✓ E.Curb +53 $\frac{32}{32}$ ✓ Cor Curb +53 $\frac{48 \text{ 3'R}}{48 \text{ 3'R}}$
 ✓ 2" Ash +40 $\frac{41}{41}$ ✓ Sign +25 $\frac{39-47}{39-47}$
 +11 $\frac{2" Ash}{41}$ ✓ Cor Parking +81 $\frac{Bit Curb}{51}$

6+00

RD RD
 19 19
 ✓ PP +93 $\frac{35}{35}$ ✓ Light +93 $\frac{43}{43}$
 ✓ Bit Curb +87 $\frac{32}{32}$ ✓ Sign +95 $\frac{57 \rightarrow}{57 \rightarrow}$
 ✓ Cor Bit +51 $\frac{78+35}{78+35}$ ✓ Bit Curb +42 $\frac{49}{49}$
 +77 $\frac{PP}{35}$

+50

150' Top ev

RD RD
 19 19
 ✓ Light +42 $\frac{100}{33}$ +31 $\frac{STD}{35}$
 ✓ End Curb +42 $\frac{33}{33}$ ✓ GR(Post) +21 $\frac{32}{32}$
 +20 Conc. Curb +20 Conc. Curb
 ✓ 133-100 +20 NW Cor Conc Ed +33
 (NE) 33

5+00

14x22

+89 SE Cor Bldg +80 $\frac{£ Wall}{45}$ +95 Conc. DW +95 Conc. DW
 ✓ SW Cor Bldg +75 $\frac{54}{54}$ ✓ NW Cor Conc. Ent +62 Conc. Curb
 +71 $\frac{£ ENT}{54}$ ✓ MH +94 $\frac{27}{27}$ ✓ Hyd +56 $\frac{29}{29}$
 +63 ER (Conc. Wall) 96 +50 Conc. Curb 42
 +43 ER (Conc. Wall) 96 +43 ER 29 +29 PP 38

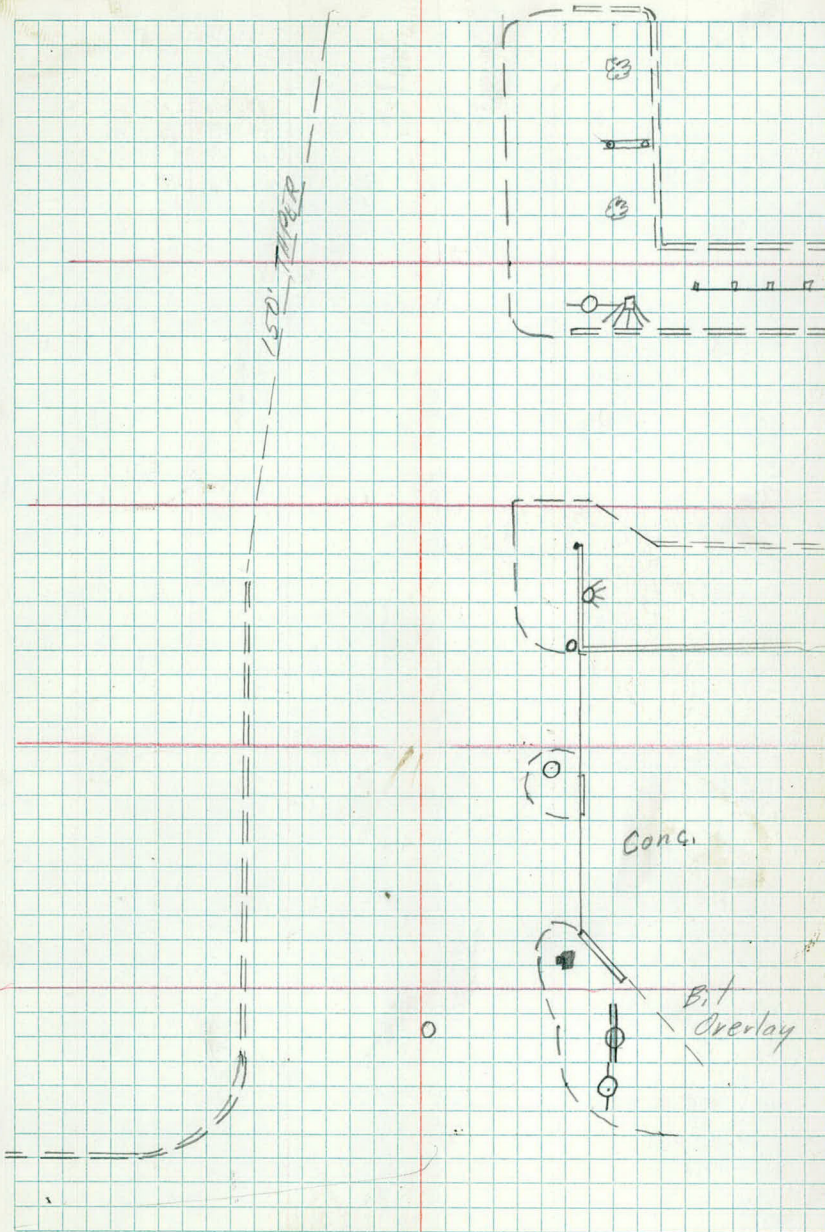
+50

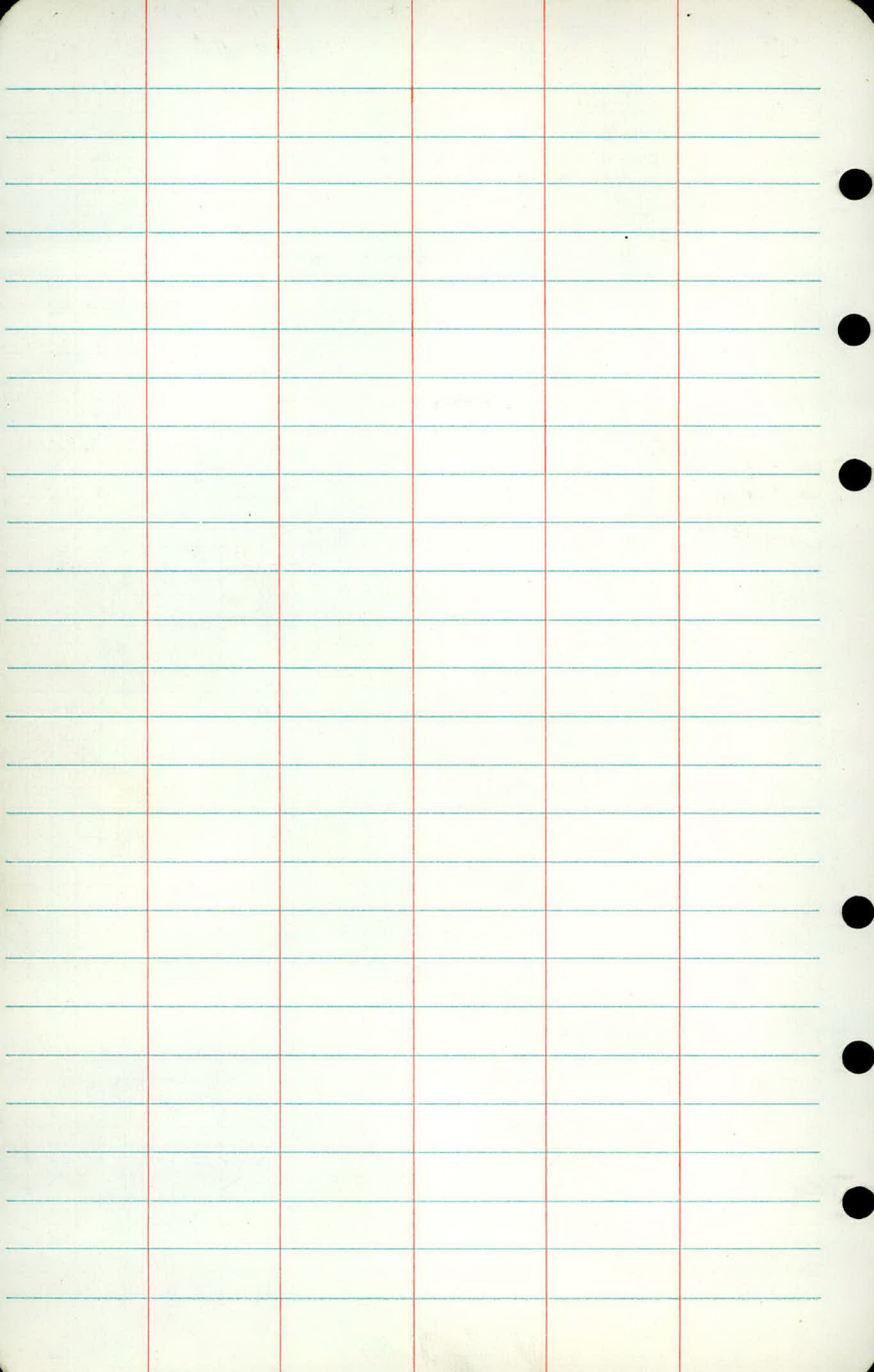
RD

+37 $\frac{ER}{37}$ ✓ BR +14 $\frac{57-90}{57-90}$
 +43 Par (Conc. Wall) 72 ✓ BR +20 BR 47
 +20 BR Conc Wall 87

4+00

April 13, 1972
Overcast - 40° 4





May 21, 1970

Bench Levels

Co Rd E PROFILE

Smelting to Lexington

Profile
Smelting to Lexington

Sta

BM

Linker Rod

883.41

BM

882.27

BM

882.12

BM

885.61

0.61

BM

888.97

9.97

TP

896.63

TP

897.41

BM

906.41

0+00 BM

907.18

+50

910.0

1

911.5

+50

913.0

2

914.4

+50

915.6

TP

914.80

3

917.1

+50

918.8

4

920.9

+4
BM

923.2

920.95

FK
RG
CM

May 21, 1970

2

Top of Conc. Floor @ ctr Column of double door of Meyer Garage

● Top Hyd across from #1666 Lake Johanna Blvd

Top Hyd across from #1626 " " "

● Top Hyd Near Ho #1619 " " "

Spike in T.P.

● Knob on MH

Water Gate Valve

Top Hyd A

Iron

Water shut off Lt 2+00

Top W End Culvert S.W. Corner Snelling

Sta

4+50

923.3

5

924.8

+50

926.5

6

928.2

TP

928.04

+50

930.6

7

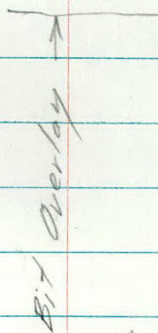
933.0

+50

4.9

8

936.6



Snelling Ave

8

932.6

+50

34.3

7

35.7

+50

36.9

6

37.8

+50

38.7

5

39.2

+50

39.4

May 21, 1970

3

MH Lt Stag + 08

Sta

4		939.5
TP		
BM		937.02
BM		940.45
+50		939.5

3		39.3
+50		39.0

2		38.6
+50		38.0

1		37.4
+50		36.9

0	Near Arden Place	36.4
BM		941.16

8		32.7	25.4
+50		930.6	

9		928.2
+50		925.6

10	£ Co Rd E	923.2
+50		921.2

May 21, 1970

4

Gate Valve

Top Hyd Lt Sta 4[±]

Top Hyd NE Corner Arden Place & Snelling

Sta	+	-	Elev.
BM	8.70	936.74	928.04
BM	1.49 - 50 7.21	1.49	935.25

Snelling Ave Continued

BM	1.93	922.88	920.95
11		3.7	19.2
+50		5.5	17.4
12		6.9	16.0
+50		8.3	14.6
13		9.5	13.4
13	Ditch Left	11.8	11.1
+50		10.5	12.4
+50	Ditch Left	13.1	09.7

May 21, 1970

5

Top Hyd by Mail box #1467 Co Rd E

Sta	+	π	-	Elev.
BM	3.66	949.93		946.27
BM			5.77	944.16
44			9.7	940.23
+50			8.7	941.23
45			7.7	942.23
+50			6.7	943.23
46			5.4	944.53
+50			4.6	945.33
47			3.9	946.03
+50			3.3	946.63
48			2.9	947.03
+50			2.3	947.63
BM	3.62	953.36	0.19	949.74
49			5.2	948.16
+50			4.6	948.76
50			4.5	948.86
+50			4.5	948.86
51			4.5	948.86
+50			4.7	948.66
BM			1.38	951.98
BM			7.09	946.27

May 21, 1970

6

Top Monument & Lexington & Co. Rd "E"

● Top Hyd Lt Sta 44+41

● Top Hyd SE Corner E + Lex

Top Hyd 300' East of Lex
Mon Check

Sta		Lexington		Elv.
BM	8.28	954.55		946.27
BM		1.97	952.58	
0+00		5.0	949.55	
+50		4.4	950.15	
1		4.1	950.45	
+50		4.2	950.35	
2		4.7	949.85	
+50		5.6	948.95	
3		6.4	948.15	
+50		7.3	947.25	
4	E Co Rd E	7.7	946.85	
BM	0.44	950.17	4.82	949.73
+50		4.5	945.67 950.05	
5		5.4	944.77 949.15	
+50		5.7	944.47 948.85	
6		5.9	944.27 948.65	
+50		6.1	944.07 948.45	
+93		6.27	943.90 948.28	
7		6.2	943.97 948.35	
+14		6.26	943.91 948.29	

May 21, 1970

7

Top Hyd 350' south of E

Top Hyd SE Cor Lex

3.91 Mon

6+9³
7+14

Sta + π - Elev

950.17

7+50 6.5 943.67

8 7.3 942.87

+50 8.4 941.77

9 9.8 940.37

+50 11.5 938.67

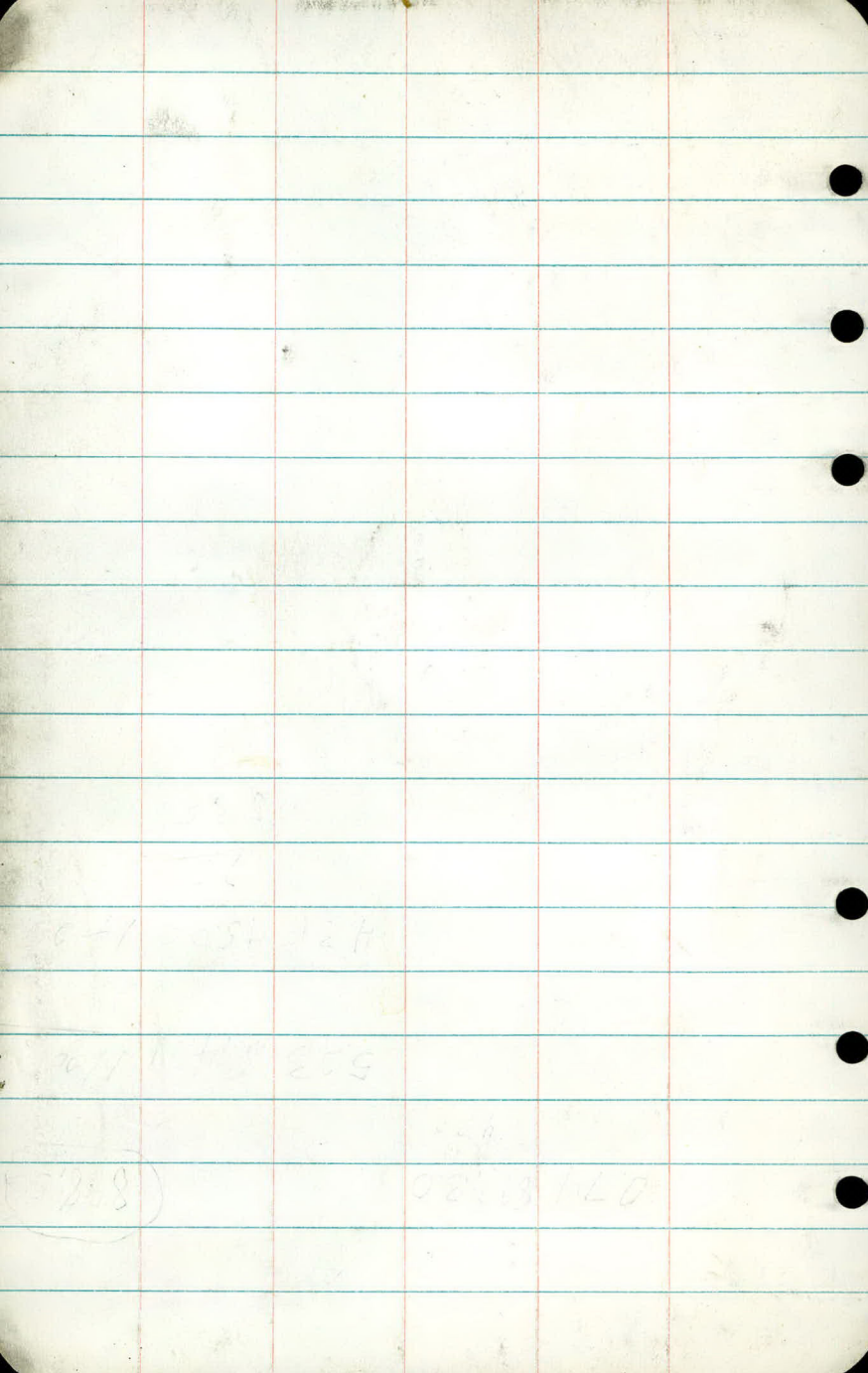
10 13.0 937.17

BM 3.91 946.26 (946.27)

May 21, 1970

8

Top Monument $\pm$ Lexington + "E"



(8.2.5)

0.718130

5.23 8.44 1/2

4.24 5.5 1/2

5.23 8.44 1/2

RG
LPD
DK

Feb. 14, 1972
PC 35°

Location of
E Brenner Ave.

Location
E
Brenner Ave.

Sta

Pl.

 ΔL_t ΔR_f Defl.

21 + 74.01

$$21 + 44.01$$

N. Line Brenner

F. Brenner

PK nail

Tang, Lex. Ave

Lex Ave Sta.
154+00

40.32

50.94'

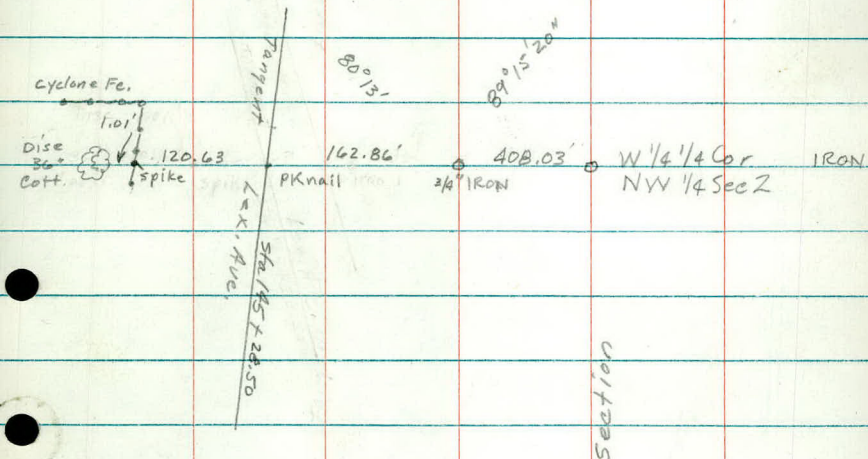
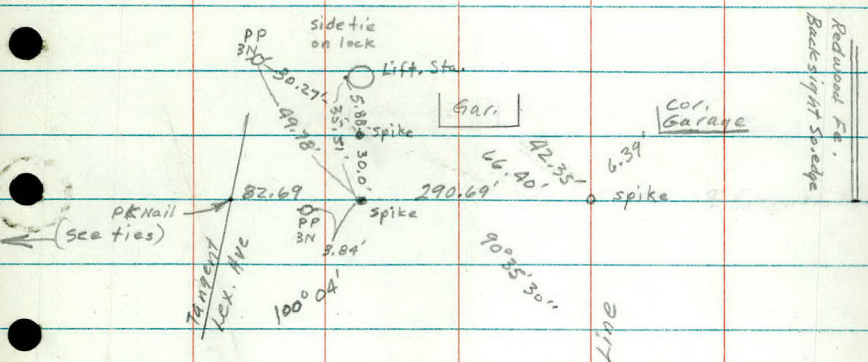
Lex, Ave
Sta
153+50

 $13 + 21.01$

0+00

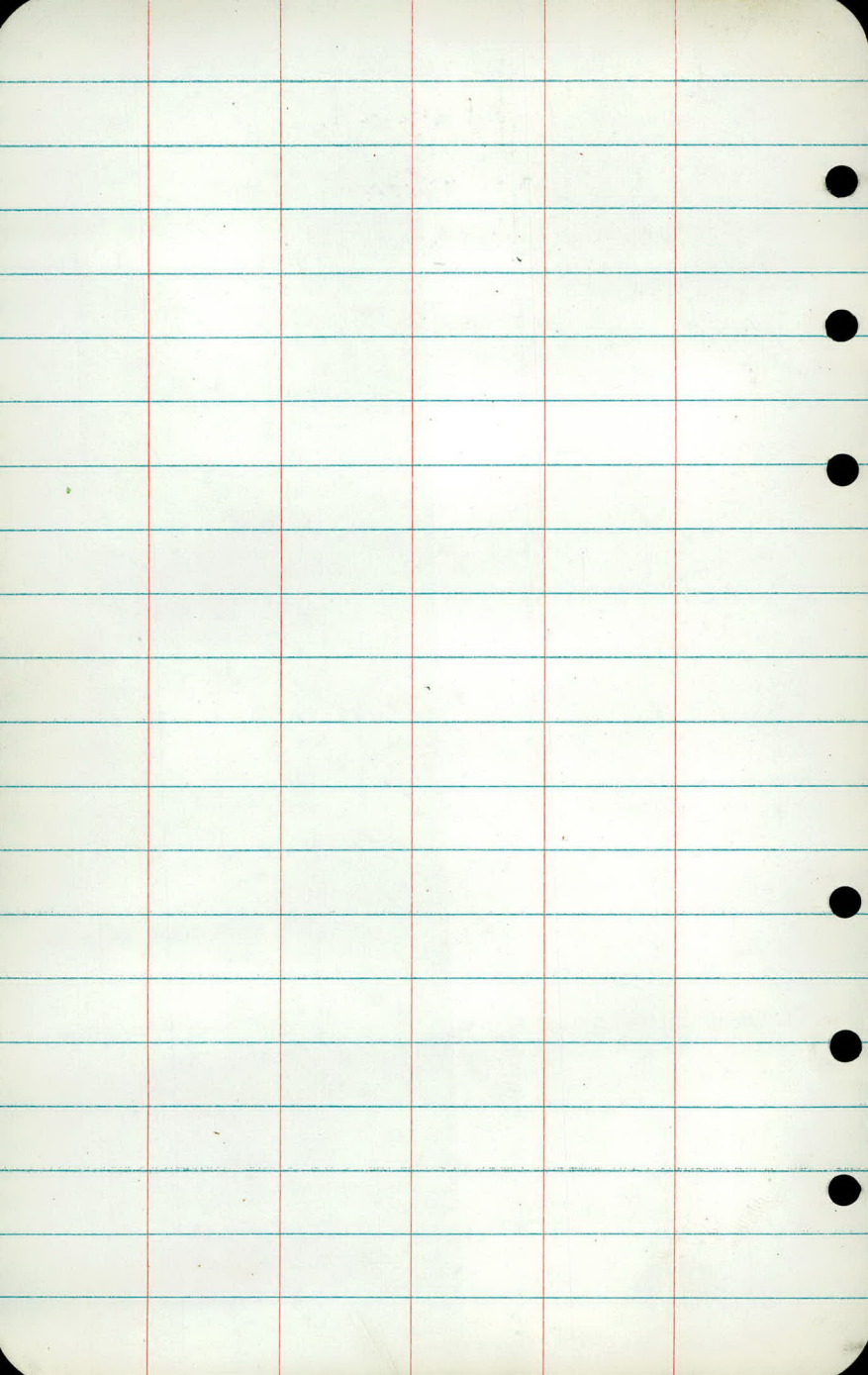
RG
LPD
DK

Feb 14, 1972
clear 35°
Feb 15, 1972
clear 1°



3 2

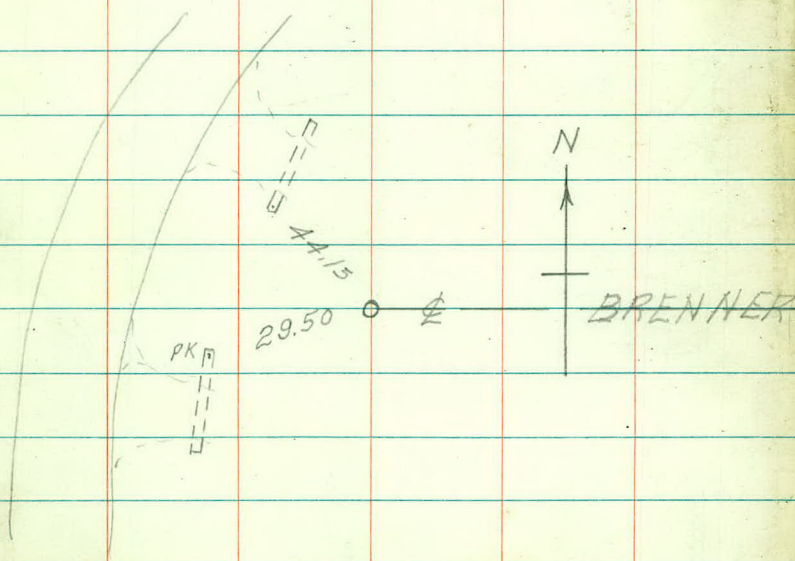
Co. Rd. "C" W 1/4 Cor NW 1/4 Sec 2 MONT. Sec 2, T29, R23

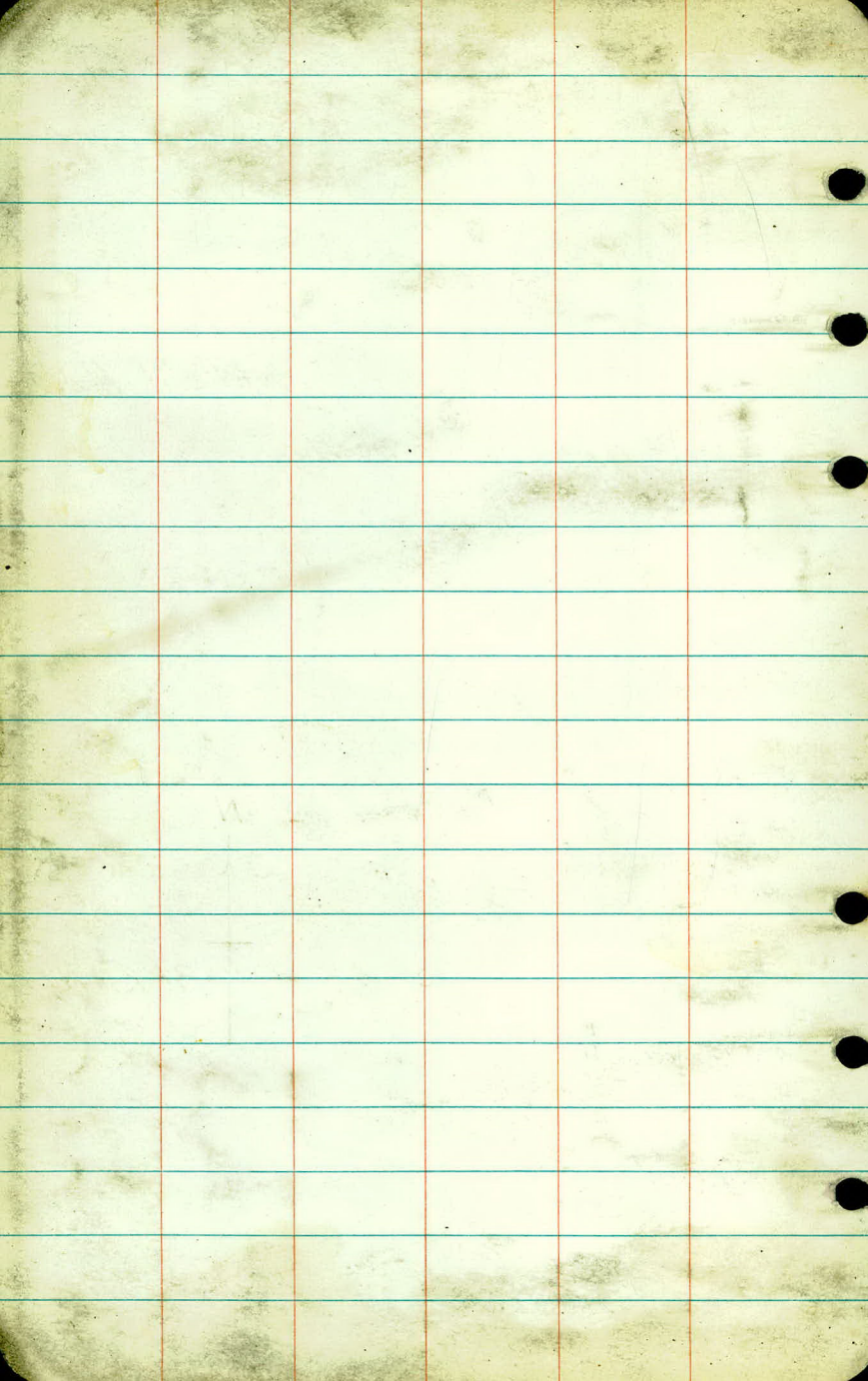


LAKE JOSEPHINE PARK

Ties for Iron placed by
others on N. Property
Line

East Side of Lexington





RG
LPD
DK

Feb 15, 1972
clear 1°

Josephine Park

TOILET LOCATION

Toilet loc.
Josephine
Park

Sta

Lt

E

Rt

2+00

SECOR
toilet
+17 26

1+00

SW COR
toilet
+02 24 RT=+04

0+00

Lt

E Brenner Ave. #3

Rt

2



2' x 4 1/2' conc
slabs



spike

Lake Josephine

Sta

Lt

E

Rt

6+46.73

4+00

ctr 36" dia,
lift Sta.
+57 36
+56.04 spike on E

+46 MH
37

3+00

+73.35 E Lex Ave Tangent

2+50

Lt

Rt

3

Brenner Ave



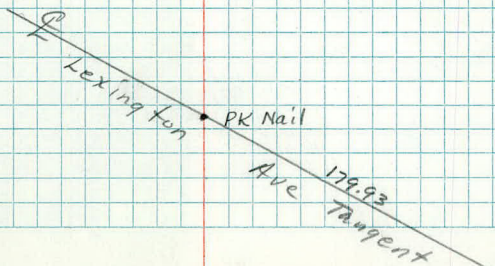
• spike (sta 6+46.73) at Int. of
Brenner and Section
Line (W line Sta. 2)

Lift Sta.

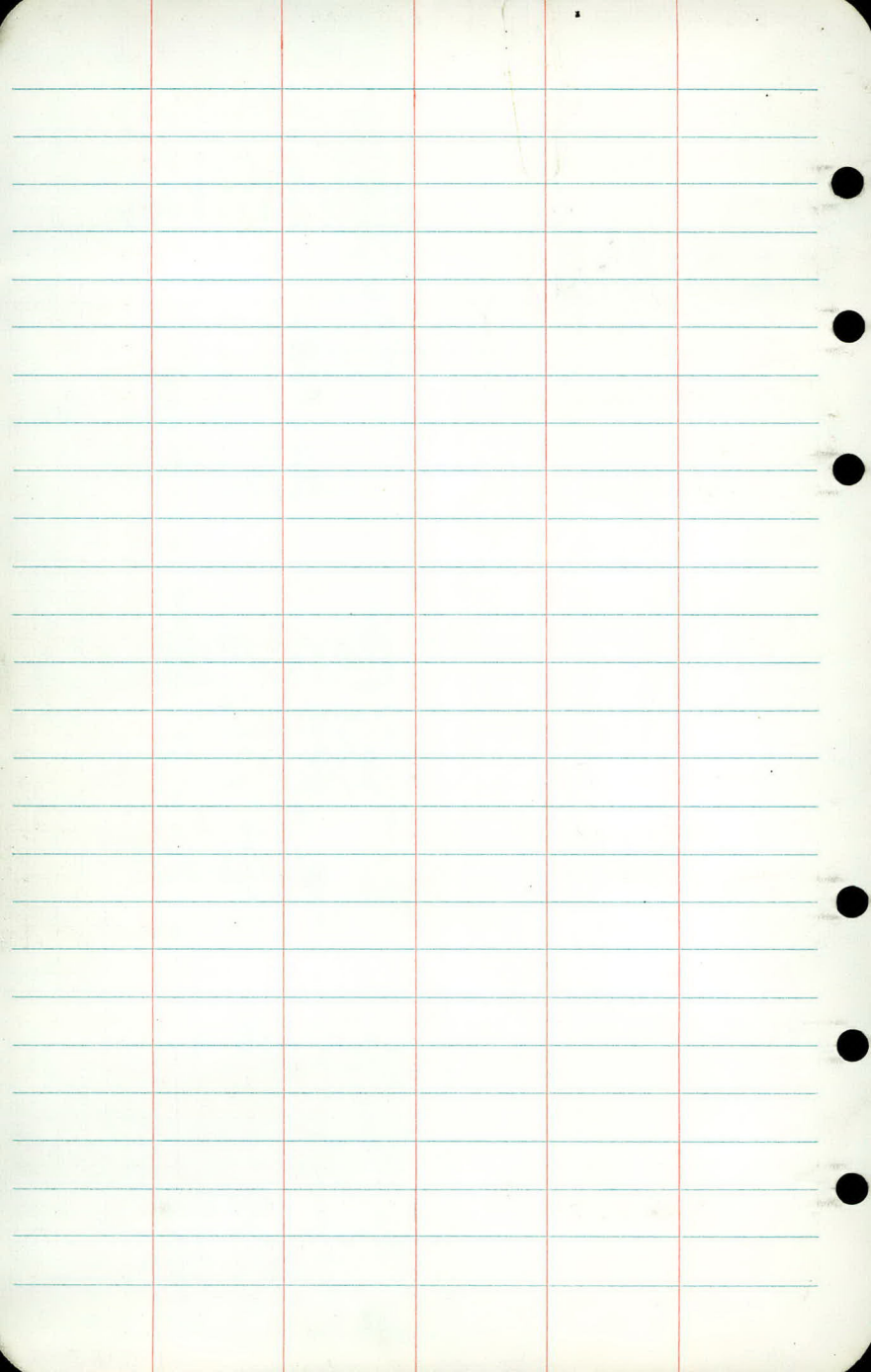


• spike

⊙ MH



PK nail
@ P.C.



FK
LPD
LG

Dec. 14, 1971

17

Lexington Ave
at
Josephine Road

Alignment Tie

Alignment
Josephine
& Lexington

Sta Point ΔL ΔR

140+54.87 P. I.

P.O.S.T.

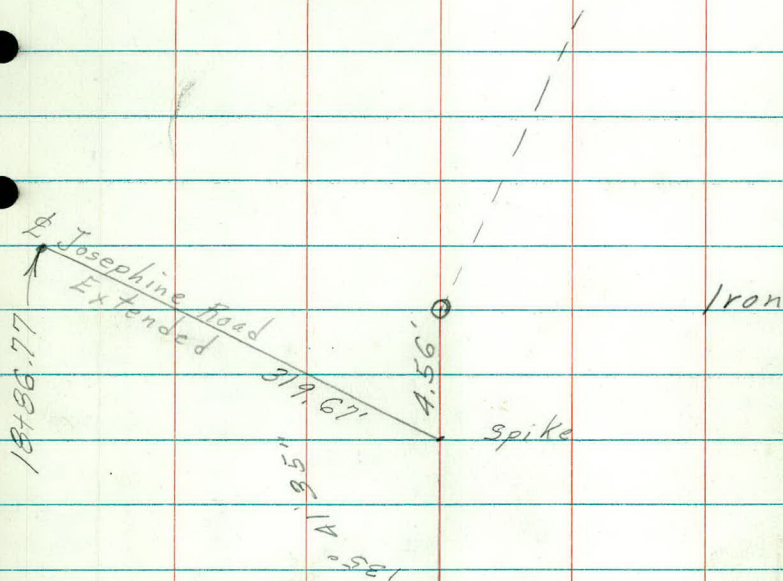
135 41 35

24 09 30
120 240 12
6 814 240 12
6 2 30
98 30
182° 46
360 120
4 542 166
135 41 30

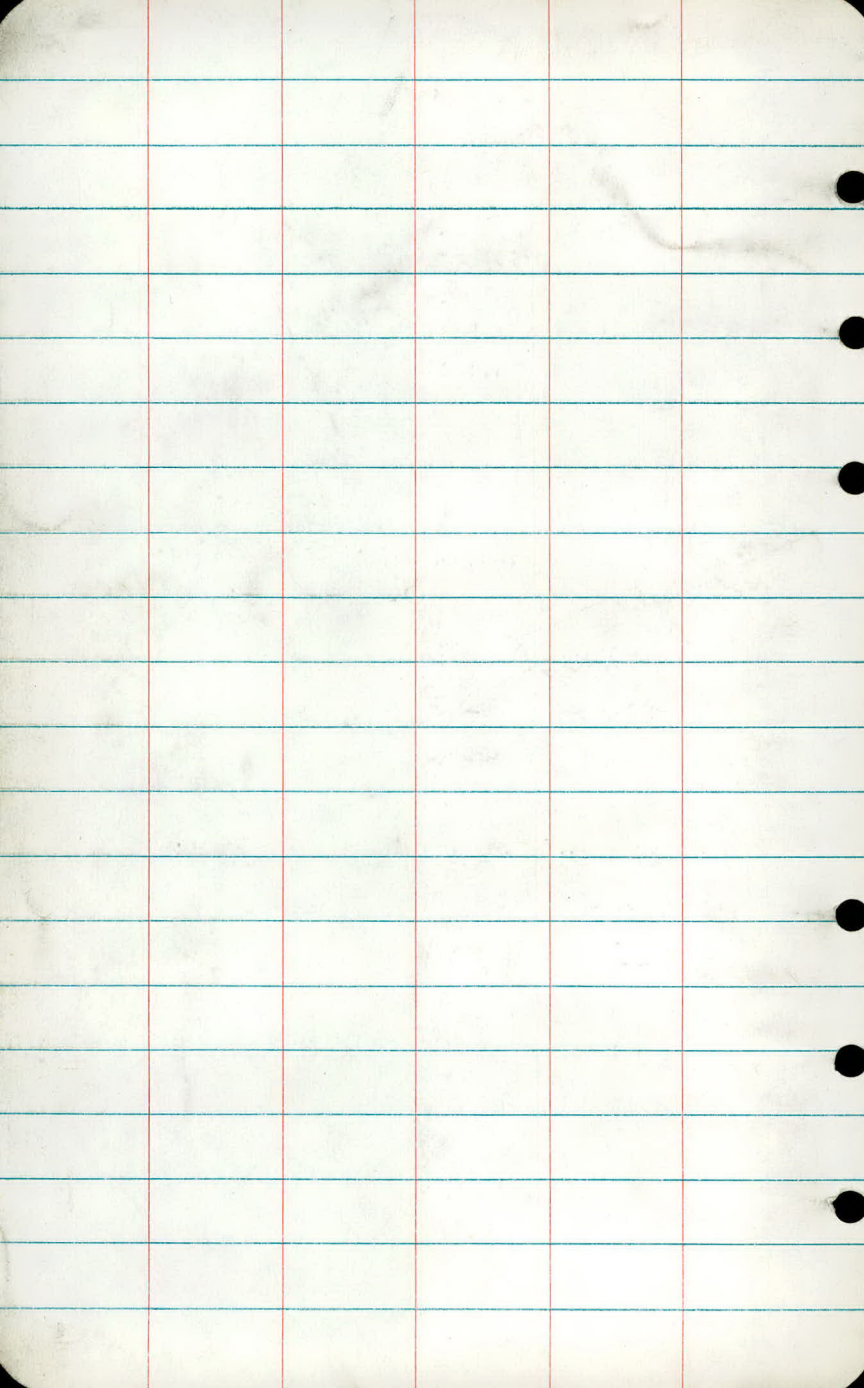
FK
LPD
LG

Dec. 14, 1971

15



135° 41'



TOPOGRAPHY

LEXINGTON AVE.

(Sta. 181+80 - 188+00 Rt.)
(Sta. 206+50 - 213+35)

CREW: R.M.

June, 1978

P.K.

P.D.

T.P.

Topo. Sta.
181 to 188
206 to 213

183+00

RT.
 PP
 + 18 28
 + 10 Nw. Cor. Bushes
 50
 + 06 Nw. Cor. Ho.
 78
 + 69 N. End Turn around
 53 - 65
 + 61 Sw. Cor. Ho.
 78
 + 61 Bushes.
 50
 + 63 N. End CMC 12"
 24
 + 51 13' Drwg. Bktp.
 37
 + 43 S. End CMC
 24
 + 41 cor fence
 39
 + 36 Nw Cor. Ho.
 80

182+00

+ 95 Flag pole + 92 fence (split rail)
 + 50 39

+ 90 N. End CMC, Sw Gr Ho
 23 80
 + 80 13' Dr. (Gravel)

181+00

£

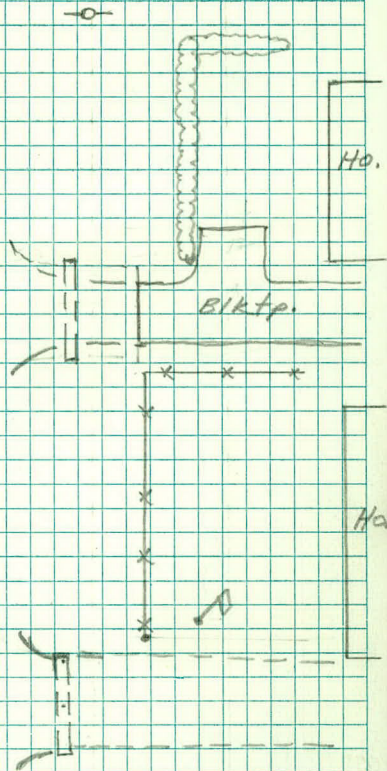
1 of 7

3

5

7

8



SEE NOTES Dated
DEC. 16, 1971
for more topo
at 181+00

R.T.

$$+90 \text{ } \underline{\text{\$ 10' Dwy. Bkt\&P}} \\ 26$$

$$+85 \text{ } \underline{2" tree} \\ 43$$

$$+61 \text{ } \underline{\text{Cor. Gar \& Edge Bkt\&P}} \\ 69$$

$$+35 \text{ } \underline{\text{End Bushes \& Cor. Gar.}} \\ 54 \quad 69$$

$$+12 \text{ } \underline{\text{Bushes (middle)}} \\ 43$$

185+00

$$+88 \text{ } \underline{\text{S. End Bushes}} \\ 46$$

$$+78 \text{ } \underline{\text{Clump Cottonwood}} \\ 60$$

$$+67 \text{ } \underline{\text{P.P.}} \\ 29$$

$$+70 \text{ } \underline{\text{P.P.}} \\ 62$$

$$+63 \text{ } \underline{\text{NW Cor Ho}} \\ 80$$

$$+16 \text{ } \underline{12" Colv.} \\ 27$$

$$+18 \text{ } \underline{\text{SW Cor. Ho}} \\ 80$$

$$+30 \text{ } \underline{\text{N. End turnaround}} \\ 47-59$$

$$+06 \text{ } \underline{\text{\$ 16 Dwy (Bkt\&P)}} \\ 36$$

184+00

$$+96 \text{ } \underline{12" Colv.} \\ 27$$

$$+88 \text{ } \underline{\text{NW. Ho.}} \\ 79$$

$$+53 \text{ } \underline{\text{N. End turnaround}} \\ 46-58$$

$$+43 \text{ } \underline{\text{SW Ho}} \\ 79$$

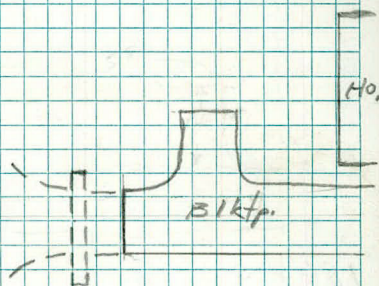
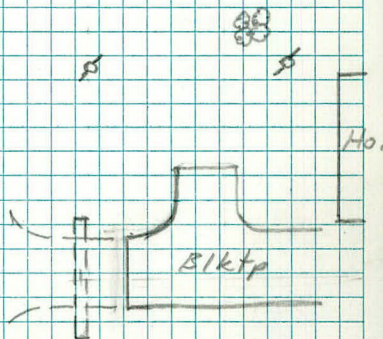
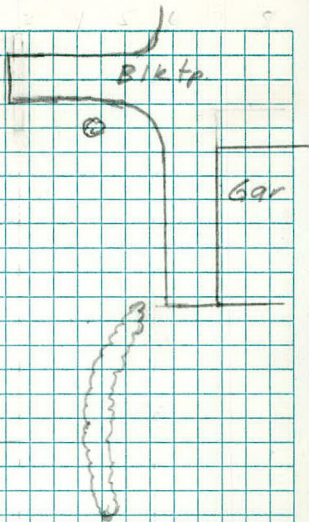
$$+42 \text{ } \underline{12" Colv.} \\ 25$$

$$+30 \text{ } \underline{\text{\$ Dwy (15' Bkt\&P)}} \\ 37$$

$$+22 \text{ } \underline{12" Colv.} \\ 25$$

£

2 of 7



RT.

$$+88 \begin{array}{r} 8'' \text{ Cottonwood} \\ \hline 38 \end{array}$$

$$+35 \begin{array}{r} \text{NW. Cor. Gar} \\ \hline 72 \end{array}$$

$$+12 \begin{array}{r} \text{SW. Cor. Gar} \\ \hline 72 \end{array}$$

187+00

$$+53 \begin{array}{r} \text{W. G.V.} \\ \hline 54 \end{array}$$

$$+53 \begin{array}{r} \text{Conc. Corb} \\ \hline 56 \end{array}$$

$$+21 \begin{array}{r} \text{Conc. Corb} \\ \hline 49 \end{array}$$

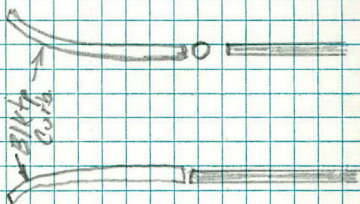
186+00

£

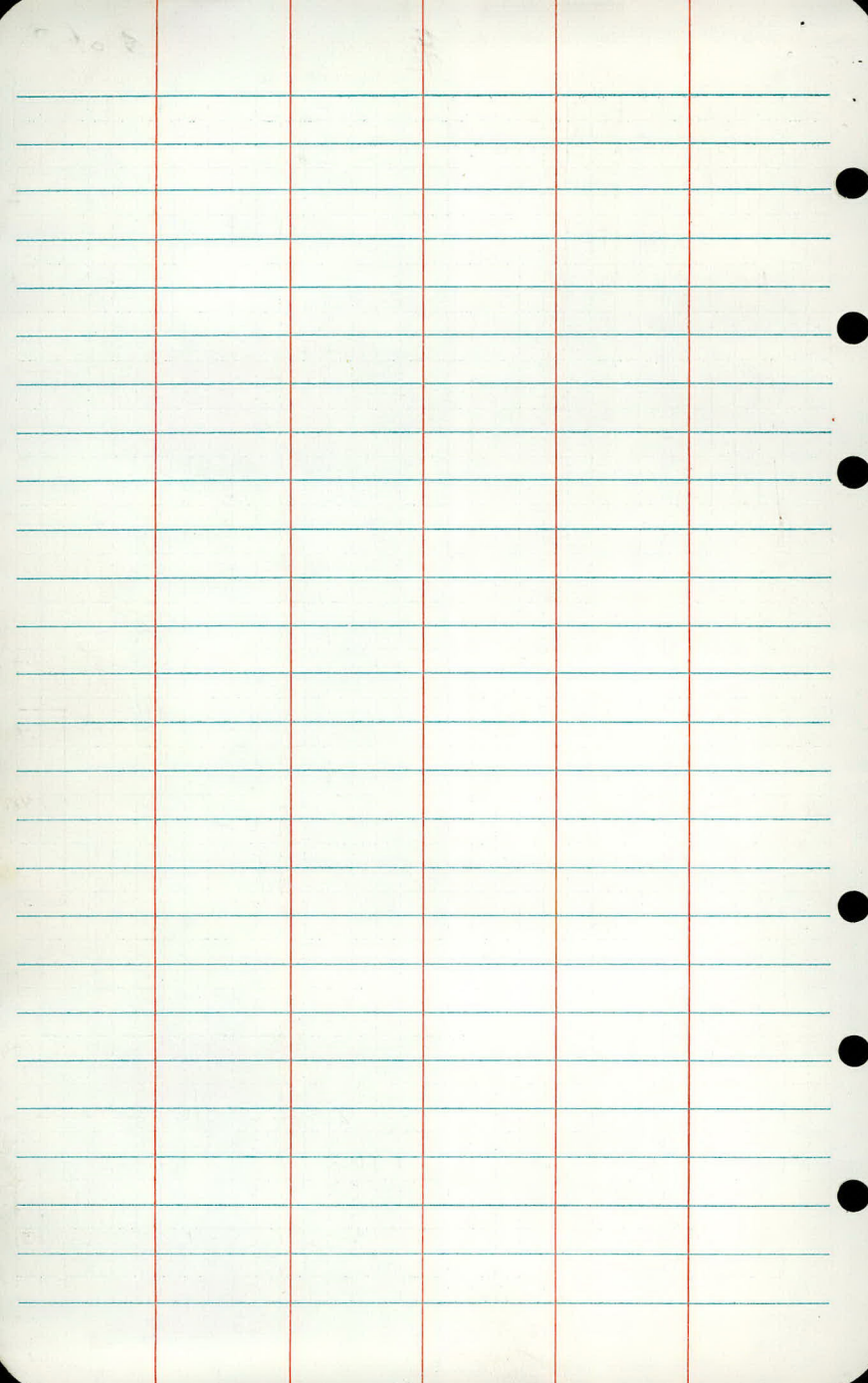
3 of 7



Gav.



3 5 7 8



TOPOGRAPHY

LEXINGTON AVE.

Sta 206+50 to 213+35

2T

E

RT

209+00

 $\frac{RD}{27}$ $\frac{RD}{26}$ +92 TIMBERWALL
43-100+98 P.P.
43+89 M.H.
39+86 CURB
34-6+76 EDGE WOODS
87+51 55' CURB
82-6+45 CURB 33-76 +43 LIGHT
56+30 2" ASH 40 +47 SIGN
85-96+04 HYD
37+04 G.V.
30

208+00

 $\frac{RD}{20}$ $\frac{RD}{20}$ +96 G.V.
19+82 BEG. TREES
77+72 P.P.
74

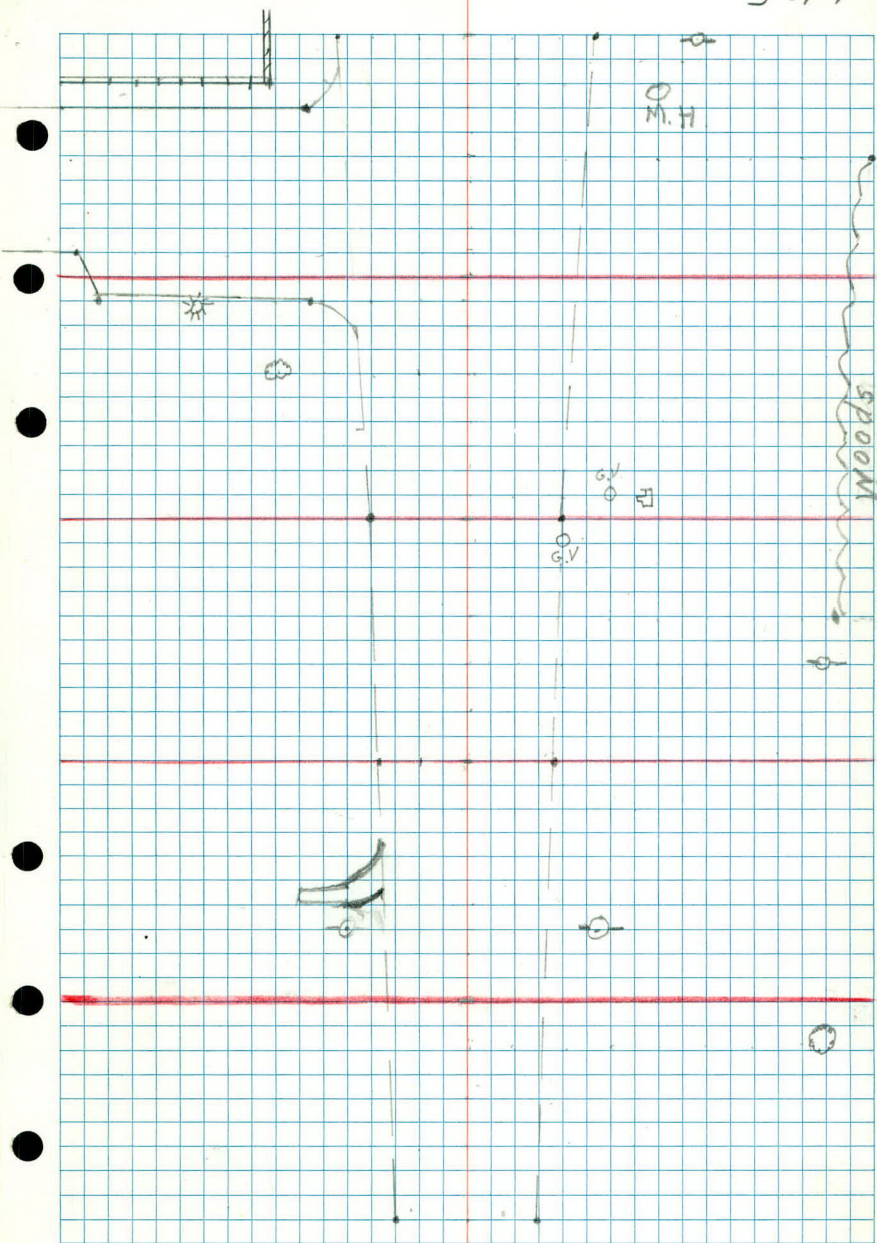
+50

 $\frac{RD}{18}$ $\frac{RD}{18}$ +20 3' DRAIN
25-35+15 GHY POLE
25+15 P.P.
28

207+00

+92 3' COTI
72+57 RD
15+57 RD
14

206+50



LT

±

RT

+50

+43 $\frac{2' \text{ ASH}}{73}$ +26 $\frac{2' \text{ ASH}}{63}$ +39 $\frac{\text{COR. BLDG}}{92}$ +02 BEND MED. +02 $\frac{\text{HYD}}{39}$ +02 $\frac{\text{BFS. CURB}}{35}$ +02 $\frac{\text{BEG. CURB}}{35}$ 211+00 $\frac{2' \text{ ASH}}{73}$ $\frac{\text{CURB}}{5}$ $\frac{\text{CURB}}{9}$ +72 $\frac{\text{P.P.}}{45}$ +59 $\frac{\text{COR. BLDG}}{92}$ +50 $\frac{\text{RD}}{31}$ $\frac{\text{CURB}}{4}$ $\frac{\text{CURB}}{5}$ $\frac{\text{RD}}{33}$ +34 $\frac{\text{END TIMBER WALL}}{49}$ +29 $\frac{\text{END WALL}}{64}$ +22 $\frac{\text{COR. BLDG}}{163}$

BEND WALL

+17 $\frac{50}{120}$ $\frac{\text{BEND TIMBER WALL}}{43}$ +15 $\frac{\text{EDGE PARKING LOT}}{29}$ 210+00 $\frac{\text{RD}}{29}$ $\frac{\text{CURB}}{3}$ $\frac{\text{CURB}}{3}$ $\frac{\text{RD}}{30}$ +71 $\frac{3' \text{ BEG. MAD.}}{31}$

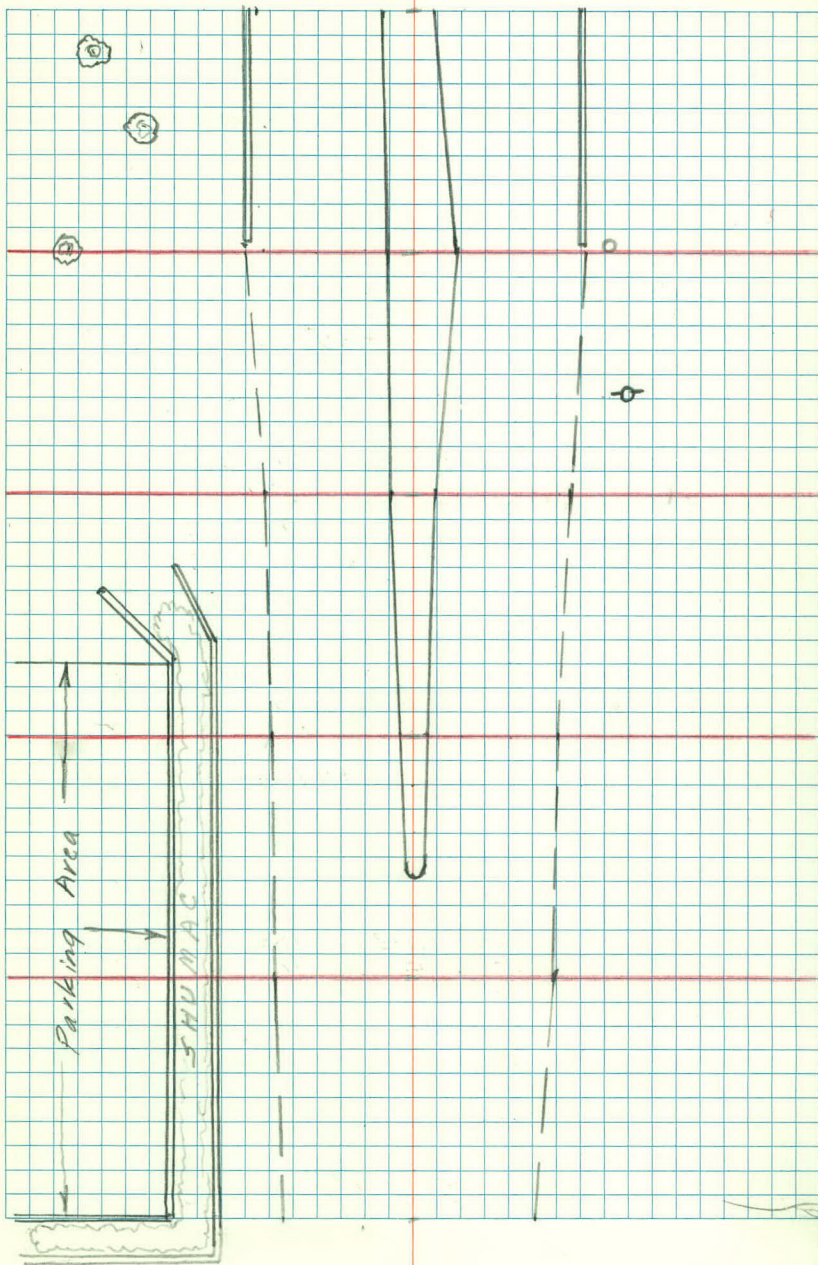
+50

 $\frac{\text{RD}}{28}$ $\frac{\text{RD}}{30}$ +01 $\frac{\text{PARKING LOT SHTP}}{52}$ +01 $\frac{\text{TIMBER WALL}}{52} = 5$ 209+00 $\frac{\text{RD}}{27}$ $\frac{\text{RD}}{26}$

LT

LT

RT 6.07



214+00

+50

+35 $\frac{\text{CURB}}{34}$

+35 $\frac{\text{CURB}}{3-9}$

+35 $\frac{\text{CURB}}{34}$

213+00 $\frac{\text{CURB}}{34}$

$\frac{\text{CURB}}{2-9}$

$\frac{\text{CURB}}{34}$

+71 $\frac{\text{CURB}}{2-9}$

+71 $\frac{\text{CURB}}{34}$

+50

+47 $\frac{\text{PD}}{47}$

+29 $\frac{\text{MED}}{2-7}$

212+00 $\frac{\text{CURB}}{34}$

$\frac{\text{CURB}}{5}$

$\frac{\text{CURB}}{\$}$

$\frac{\text{CURB}}{34}$

211+50 $\frac{\text{CURB}}{34}$

$\frac{\text{CURB}}{7}$

$\frac{\text{CURB}}{4}$

$\frac{\text{CURB}}{35}$

LT

Z

RT

7.67

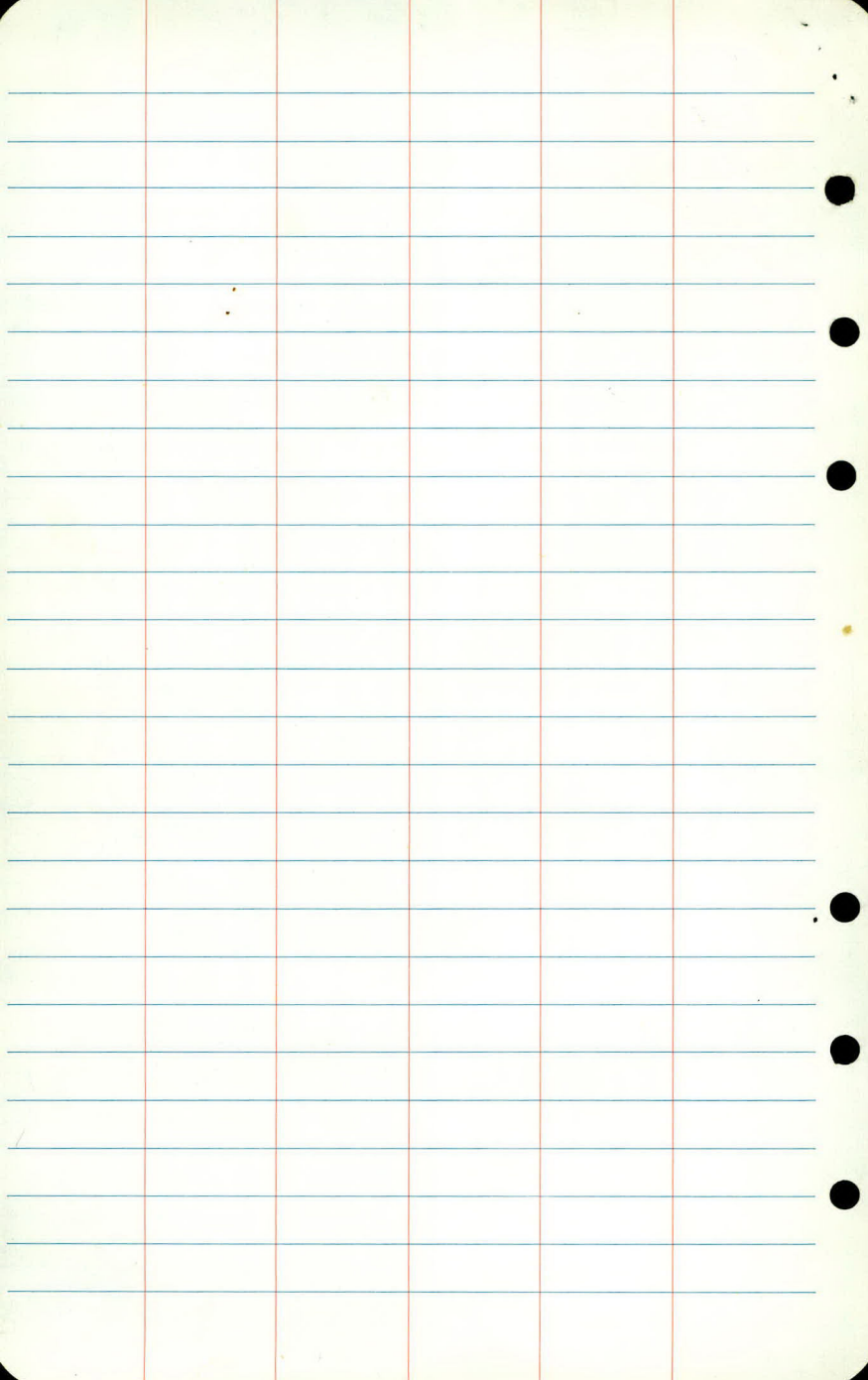
NOTES

ORIGINAL

SEE

6

2



PROFILE &
TOPOGRAPHY
OF
Rt. 174+75± @ LEXINGTON

CREW: R.M.

P.D.

P.K.

M.G.

Aug. 1, 1978

Sunny

B.M.

946.12

0

944.56

+14

944.4

+18

44.0

+23

42.5

+56

44.6

+82

44.9

1+27

45.6

1+53

46.1

1+87

46.5

T.P.

946.56

2+20

P.I Lt.

47.9

+85

~~952.33~~
942.33

3+10

56.9

+57

57.4

4+32

56.97

Top Hyd. Lt. Sta. 176+10
Lexington Ave. btwn. Edgewater
and Ingerson Rd.

± Lexington Ave Sta. 174+75
edge pavement

± ditch

Cor. fence (bend)
inv. 15" C.M.C.

TOP CB COBB RD. 246 TO INV.

£

2+91

203

1+00

+ 90 $\frac{\text{Bush}}{10}$

+ 80 $\frac{\text{SW. Cor Ho}}{8}$ + 80 $\frac{\text{fence}}{0}$ + 80 $\frac{\text{8" Pine}}{15}$

+ 50 $\frac{\text{24" Silver Maple}}{12}$

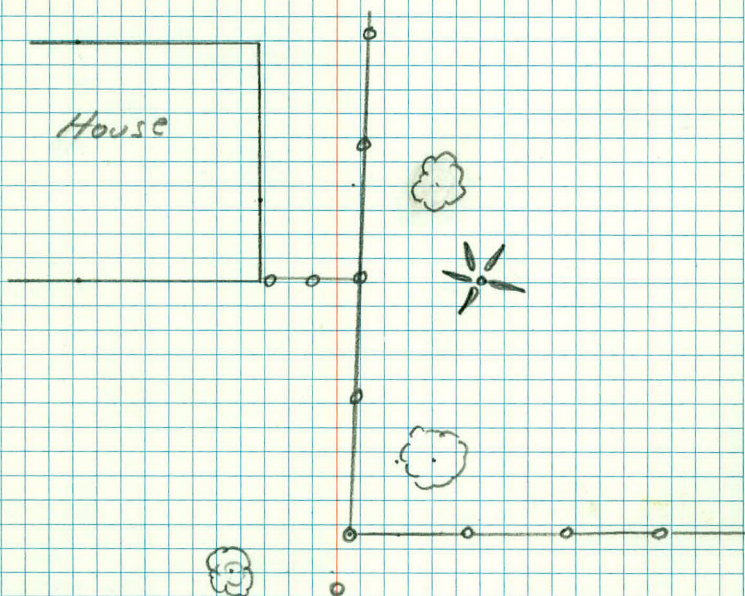
+ 61 $\frac{\text{Bush}}{10}$

+ 54 $\frac{\text{Cor Fence}}{1}$

+ 49.5 $\frac{\text{lot iron}}{0}$

0+00 £ Lexington Ave

£



£ Ditch

£ LEXINGTON AVE.

£

2+00

+98 lilac bush
12

+90 twin 6" willow
4

+87 Beg hedge +87 pp
6 1

+85 Int fence
0

+82 19" Elm
6 OK

+57 10" Elm
8 OK

+56 Bend fence
0

+50

+41 22" Elm
9 OK

+05 SE Cor Ho
8

1+00

+97 Cedar Bush
16

+95 Metal Bldg
20

+92 end hedge

+86 Metal Bldg
13

+80 6" Willow
19

+75 8" Willow
2

+64 4" Willow
2

+49 Beg Bushes
8

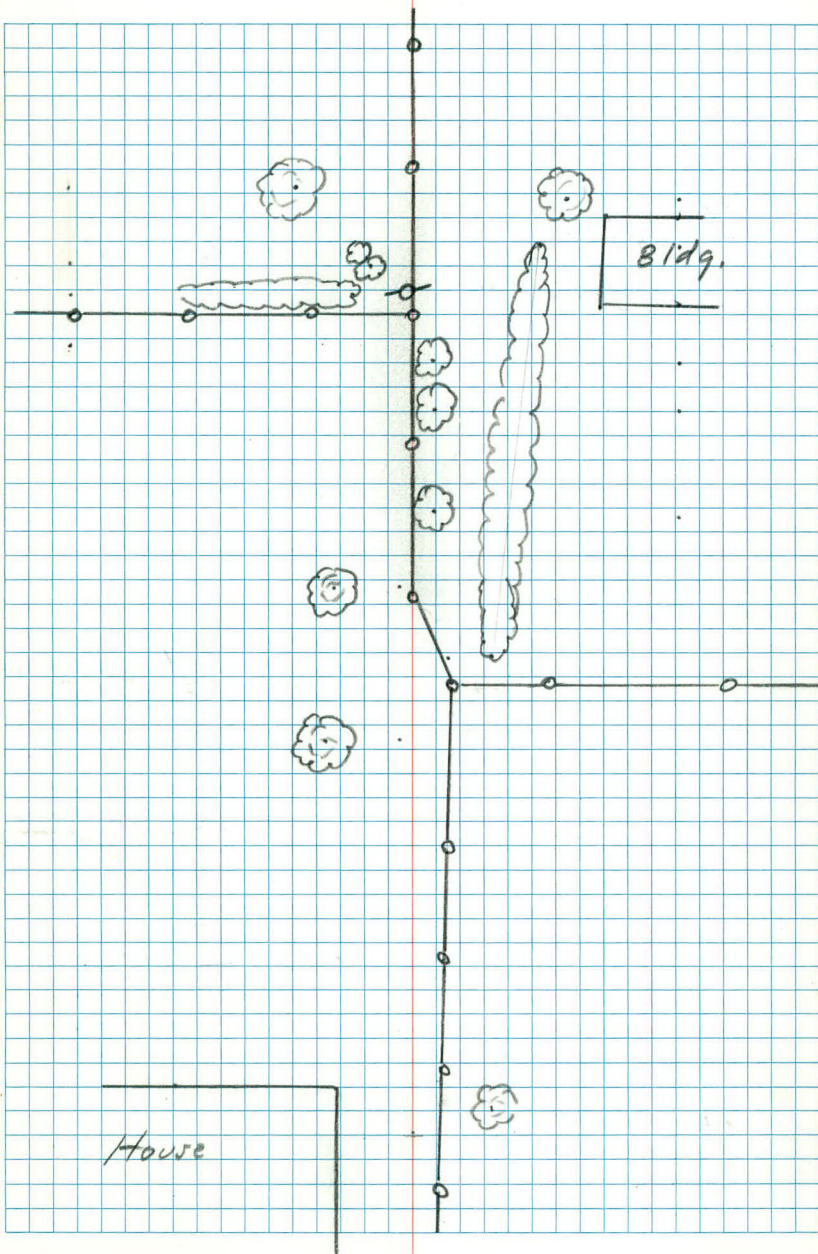
+47 Bend fence
4

+03 Bush
8

E

Bldg.

House



£

3+00

+83 lilac hedge
4
+68 lilac hedge
3

+50

+50 7" apple tr
13

+20 fence Cor.
0

+28 End lilac hedge
7

+22 Beg hedge
8

+15 bush
7

+20 P.I.

+19 clothes pole
7

+09 maple
5

+09 Cedar bush
14

+05 8" Willow
5

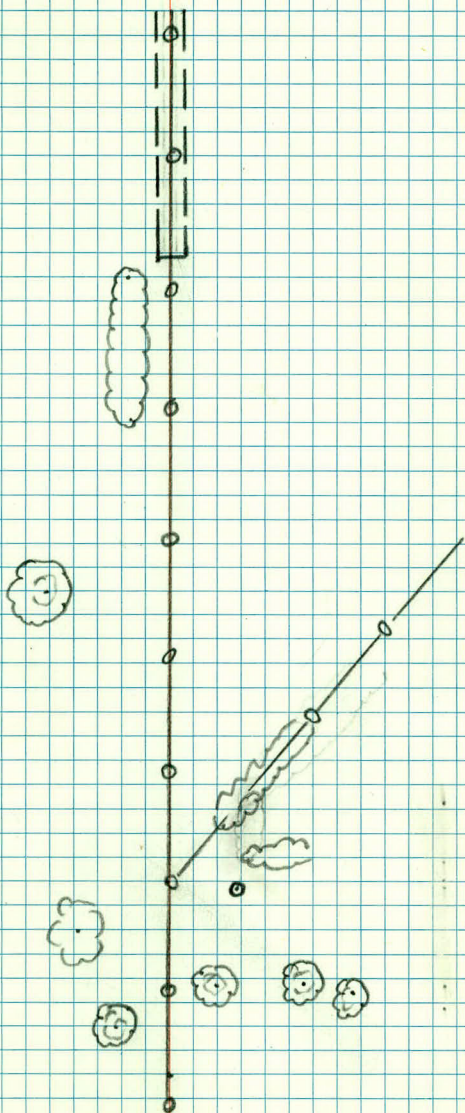
+07 6" apple
19

2+00

S.I.P.

£

(OVER)



4-3-79

R.D.

Iron

COBB

12

storm sewer
cyclone fence

4.2

6.05

13

14

lot line

65

2.84

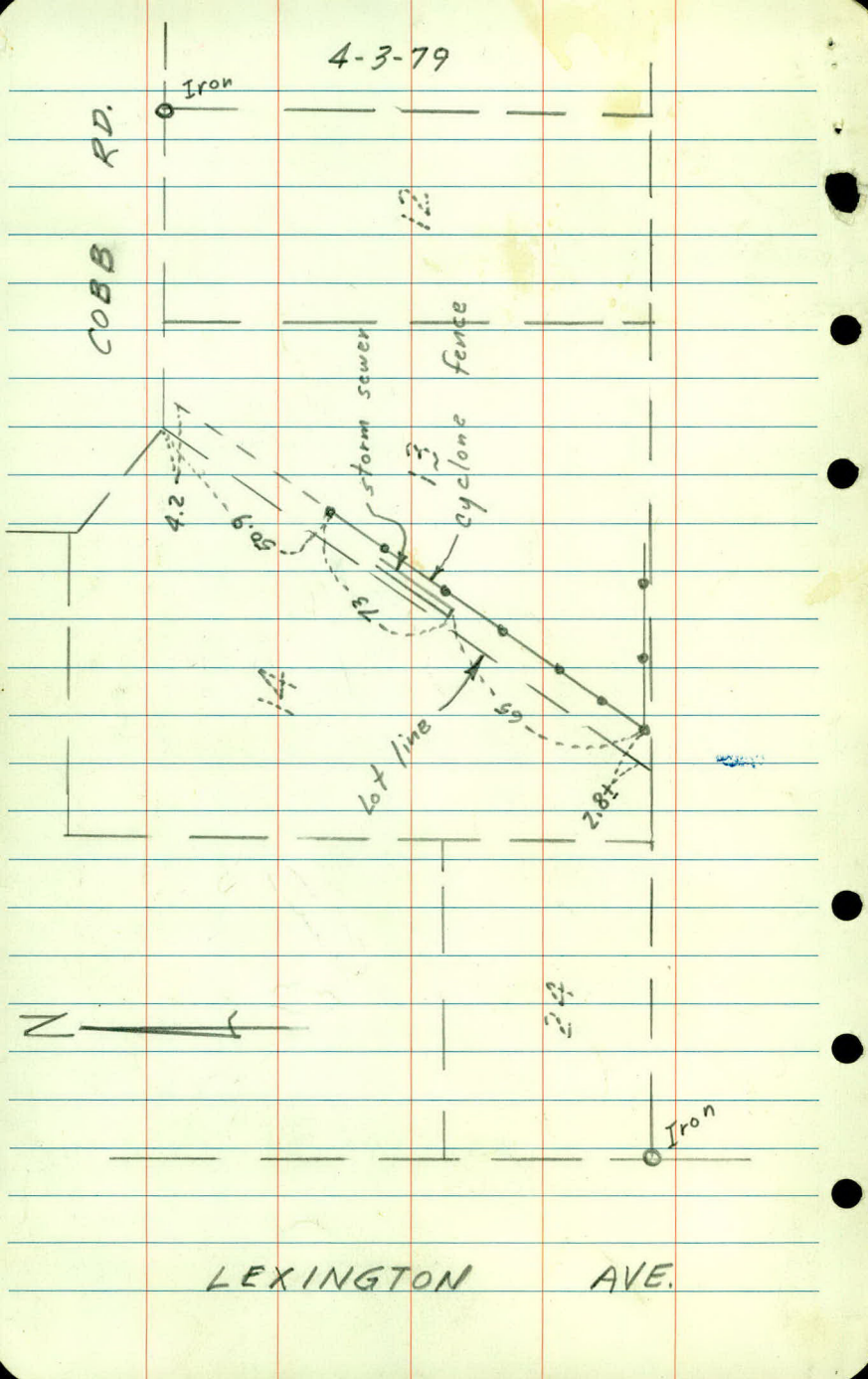
N

24

Iron

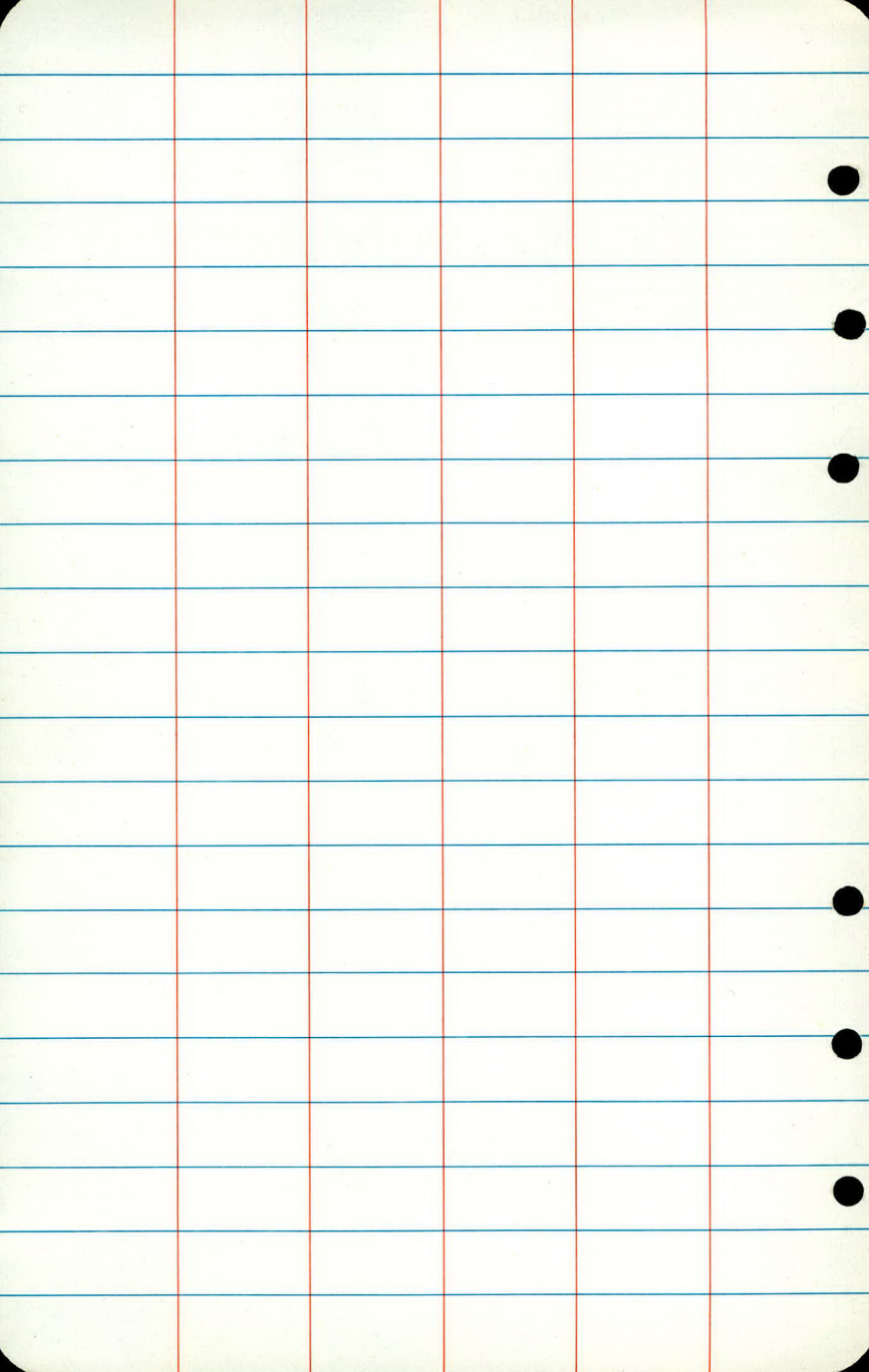
LEXINGTON

AVE.



X-SECTIONS

Co. Rd. "D" to Co. Rd. "E."



STA + π - ELEV.

6.59 931.21

924.62

161+73'

+80

+95 Culvert 15" RCP 7.58 923.63 R 39'

162+00

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

+28 BIK ENT TO STAND LIL RT

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

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

LT.

Q

Nov. 12, 71

91

RT

Hyd. S.W. Cor. Co Rd D

23.8	24.1	23.9	23.6	23.7	24.0	24.7	25.1	25.4	25.3
7.4	7.1	7.3	7.6	7.5	7.2	6.5	6.1	5.8	5.9
62	42	27	14	✓	8	21	33	56	75

HO.

27.7	27.1	28.5	27.9	24.5	23.9	23.9	24.2	24.9	25.2	25.5	25.2
3.5	2.5	2.7	2.3	6.7	7.3	7.3	7.0	6.3	6.0	5.7	6.0
75	49	31	18	8	3	✓	8	22	33	53	75

30.4	29.0	25.3	24.7	24.8	25.4	25.6	25.1	24.2
1.8	2.2	5.9	6.5	6.4	5.8	5.6	6.1	2.0
35	19	11	✓	4	18	30	38	40

HO.

25.8	24.1	25.7
5.4	5.1	5.5
75	67	46

COR.
Asph.
Drive

29.8	30.3	30.4	26.4	25.9	25.7	25.7	26.1	26.1	25.7	25.4
1.4	0.9	0.8	4.8	5.3	5.5	5.5	5.1	5.1	5.5	5.4
75	35	28	17	5	3	✓	12	25	38	62

25.6
5.6
75

STA + π - ELEV

931.21

162+50

163+00 & CONC. DRIVE LT

T.P. 2.11 932.73 ¹²² 0.59 930.62 (930.62)

+10 & CONC DR. LT

" Culvert 18" C.M.P. 8.65 924.08 27' R

& CONC DR LT

+40 Culvert 15" 8.31 924.42 26' R

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

Lt.

E

92

Rt.

28.7	27.6	27.2	26.4	26.1	26.2	26.5	26.5	26.4	24.5	24.4
2.5	3.6	4.0	4.8	5.1	5.0	4.7	4.7	4.8	6.7	6.8
61	37	24	6	3		10	23	28	33	38

HO.

25.4	25.9	26.4	26.3
5.4	5.3	4.8	4.9
75	59	58	45

Drive way curb

29.10	28.32	27.60	27.1	27.0	27.1	27.0	26.7	25.1	25.1	26.7	27.0
2.11	2.89	3.61	4.1	4.2	4.1	4.2	4.5	6.1	6.1	4.5	4.2
69	54	32	24	7		17	22	27	31	40	52

Gar. floor.

26.45	26.51
4.76	4.7
75	82

CONC. Dr.

Hyd. Lt. Sta 164400

29.15	27.92	27.43	27.1	27.2	27.0	26.6	26.6	26.5	26.5
3.58	4.81	5.30	5.6	5.5	5.7	6.1	6.1	6.2	6.2
70	44	28	8		16	25	27	37	55

Gar. floor

29.38	28.31	27.59	27.3	27.4	27.1	26.7	24.42	27.7
3.35	4.42	5.14	5.4	5.3	5.6	6.0	8.31	5.0
71	50	31	10		16	24	26	41

Gar. floor

51
C. R.W.

STA. + π - ELEV

932.⁷²~~73~~

163+71

164

+50

165

+19

+54 4 Drive Rt.

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

Lt.

55°

Q

Nov. 12, 71

93

Rt.

29.1	28.9	28.2	27.5	27.5	27.3	27.4	27.5	27.3	27.0	27.0	27.4
3.6	3.8	4.5	5.2	5.2	5.4	5.3	5.2	5.4	5.7	5.7	5.3
80	68	52	39	33	21	11	✓	13	23	36	75
Ho.											

26.7	27.6	27.0	27.2	27.3	27.6	27.4	27.3	27.2	26.9	27.5
6.0	5.1	5.7	5.5	5.4	5.1	5.3	5.4	5.5	5.8	5.2
75	65	41	32	11	✓	13	20	32	54	75

25.4	26.5	26.5	26.1	26.1	27.4	27.6	27.5	27.5	27.3	26.7	26.4	27.1
7.3	6.2	6.2	6.0	6.6	5.3	5.1	5.2	5.2	5.4	6.0	5.9	5.3
75	63	46	35	25	11	✓	13	24	27	49	62	75

26.9	27.0	27.0	24.7	27.5	27.6	27.8	27.5	27.4	26.9	26.4	26.5	27.1
5.8	5.7	5.7	8.0	5.2	5.1	4.9	5.2	5.3	5.8	6.3	6.2	5.1
75	55	36	24	15	11	✓	13	22	27	49	59	75

26.6	26.7	23.4	24.1	24.5	27.6	27.7	27.9	27.6	27.0	26.7	26.5	27.1
6.1	6.0	9.3	8.6	8.2	5.1	5.0	4.8	5.1	5.71	6.0	6.2	5.6
75	38	32	30	25	15	11	✓	13	30	42	57	75

27.3	27.3	25.6	24.6	24.1	24.2	28.3	28.0	27.2	26.7	26.3	26.7
5.4	5.4	7.1	8.1	4.6	4.5	5.4	4.7	5.5	6.0	6.4	6.0
75	41	33	26	15	11	✓	17	28	43	57	75

STA. + π - ELEV.

932.73

165+73

166

T.P. 8.82 938.78 2.77 929.96 (929.96)

+33

+56

+88

Culvert 24" 0.MP 10.22 928.56 23' R

167

T.P. 5.11 942.64 1.24 937.54 (937.53)

K.G.
O.S.
P.H.
O.K.

Lt.

2

NOV 12, 71

94

Rt.

23.8	22.7	22.7	22.9	25.2	24.3	28.5	28.6	28.2	26.7	26.2	26.5
8.9	10.0	10.0	9.8	7.5	4.4	4.2	4.1	4.5	6.0	6.5	6.2
75	61	46	34	23	15	11		13	41	56	75

23.5	23.0	23.7	24.7	28.6	28.9	29.1	28.7	28.1	27.3	26.3	26.4
9.2	9.7	8.0	8.0	3.9	3.8	3.6	4.0	4.6	5.4	6.4	6.9
75	50	38	28	16	11		13	25	38	48	75

Hyd. Rt 16400

27.5	26.6	25.7	26.1	29.7	29.6	29.5	29.5	29.3	27.2	31.5	27.1
11.3	12.2	13.1	12.7	9.1	9.2	9.0	9.3	9.5	11.6	7.3	11.7
43	35	30	24	14	11		13	17	24	35	57

26.6	27.7	25.6	24.7	25.3	25.9	27.5
12.2	11.1	13.0	14.1	13.5	12.9	11.3
48	52	60	75	75	70	64

25.6	24.1	26.6	27.3	30.1	30.2	30.3	30.0	29.9	29.5	29.5	29.5	30.4
13.2	14.7	12.0	11.5	8.7	8.6	8.5	8.8	8.9	9.3	9.3	9.3	8.1
75	65	34	24	15	11		17	24	36	55	67	75

28.7	30.1	31.4	29.8	31.1	31.2	31.4	31.1	31.2	31.6	31.9
10.1	8.7	7.4	9.0	7.7	7.6	7.4	7.7	7.6	7.2	6.9
75	50	34	24	14	11		13	28	50	75

HYD Lt. 16800

STA	+	π	-	ELEV
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942.64

167+25	24" CMP	23' RT	13.17	929.47
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167+33	M.H.	39' RT	11.00	931.64
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167+50

167+80	18" CMP	23' RT	11.87	930.77
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168+00

168+16	18" CMP	23' RT	11.03	931.61
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168+33	12" CMP	22' LT	9.67	932.97
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168+50	4	DRIVE	LT	
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+54	12" CMP	24' LT	8.76	933.88
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K₉
DS
DK
PH

L +

E

RT

11-12-71

95

33.4	33.6	33.9	32.4	31.4	32.3	32.5	32.2	31.7	30.5	30.5	31.9
9.2	9.0	8.7	10.2	11.2	10.3	10.1	10.4	10.9	12.1	12.1	10.7
75	56	34	28	19	14	✓	13	18	22	26	31

33.6	32.7
9.0	9.9
75	52

34.5	35.4	35.4	33.0	33.5	33.7	33.5	33.3	34.0	34.4	34.5
7.8	7.2	7.2	9.6	9.1	8.9	9.1	9.3	8.6	8.2	8.1
75	55	34	24	14	✓	13	25	35	59	75

35.2	35.1	34.6	32.7	34.1	34.3	34.5	34.3	33.9	32.7	32.9	35.2	36.9	31.0
7.4	6.9	8.0	9.67	8.5	8.3	8.1	8.3	8.7	9.9	9.7	7.4	5.8	5.0
75	46	26	22	21	13	✓	13	18	21	26	35	44	75

CULV

35.6	35.7	35.7	34.7	34.5	35.0	34.7	34.2	33.6	33.7	35.4	31.1
7.0	6.9	7.4	7.9	7.8	7.6	7.9	8.4	9.0	9.4	6.8	4.9
75	57	38	25	13	✓	13	19	21	24	32	40

31.9	4.7
75	

+

T

-

ELEV

942.64

168 + 59

169 + 00

169 + 50

169 + 56 15" CMP 24' RT 7.45 935.79

0.7 = 27

169 + 65 GUTTER LINE RT

L'E

169 + 80 & GLENHILL AVE RT

RG
DK
DS
RH

11-12-71

$\angle$ ϵ R_T 9C
 36.1 39.6 40.1 34.3 34.4 34.9 35.2 34.9 34.4 33.3 33.6 36.6
 3.9 2.8 1.9 8.3 8.2 7.7 7.4 7.7 8.2 9.3 9.0 6.0
 75 56 35 25 20 14 13 18 22 25 34

34.2 31.9
 4.4 4.7
 75 43

36.4 37.9 39.5 35.9 35.1 36.0 36.2 35.9 35.4 34.5 34.4 36.9 34.0 38.4
 6.2 4.7 3.1 6.7 6.9 6.6 6.4 6.7 7.2 8.1 8.0 5.7 4.6 4.2
 75 51 33 25 19 13 14 18 22 26 32 43 75

35.1 35.6 36.9 36.1 36.6 36.6 37.2 37.3 37.0 36.4 35.2 35.4 36.7 37.1
 7.5 6.8 5.7 4.5 5.8 6.0 5.4 5.3 5.6 6.2 7.4 7.2 5.9 4.9
 75 58 44 32 26 20 12 13 20 23 26 29 36

31.9
 4.7
 75

36.6 36.3 37.5 36.4 36.4 37.6 37.6 37.7 37.1 37.1 37.10 37.59 37.20 37.69
 7.0 6.3 5.1 4.1 5.8 5.0 5.0 4.9 5.5 5.54-5.05 5.44-4.95
 75 55 41 31 23 15 11 29 58 CONC 75 CONC

36.0 37.5 36.5 37.0 37.1 37.1 37.0 37.7 37.28 37.4 37.6 37.9
 6.6 5.1 4.1 5.6 4.9 4.7 4.6 4.9 5.36 5.2 5.0 4.7
 75 52 31 23 16 11 13 38 75 100 150
 M.H.

+ π - ELEV

942.69

169+96 GUTTER LINE RT

170+00 12" CMP 21' LT 5.49 937.15

170+06 15" CMP 23' RT 6.68 935.96

+10 $\frac{1}{2}$ DRIVE LT BIT ENT

BM 6.87 947.35 2.16 940.48 (940.49)

H.G.
D.S.
D.K.
12.H

LT

11-12-71

2

RT

97

36.1	36.7	37.2	36.1	36.3	36.4	36.2	37.4	36.9	37.0	37.5	37.7	36.1
6.2	4.9	3.9	5.4	4.5	4.3	4.2	4.4	5.2	5.7	5.5	5.10	5.37-5.9
75	51	30	22	18	11	✓ 13	26	38	50	75	75	75

GUTTER CONC GUTTER CONC

37.2	37.5	38.6	37.1	37.5	38.4	38.6	38.3	37.6	36.6	38.4	38.6	38.2
5.4	5.1	4.0	4.9	5.4	4.2	4.1	4.3	5.0	6.0	4.2	4.0	4.4
75	54	31	23	21	11	✓ 13	21	25	31	52	75	75

CULV

34.4	36.0	37.0	37.9	38.5	38.7	38.4	37.4	35.9	37.4	39.1	38.8	38.7
8.2	6.6	5.6	4.7	4.1	4.9	4.2	5.2	6.6	5.2	3.5	3.8	3.9
75	55	38	23	11	3.9	13	20	23	25	30	55	75

CULV

34.5	36.1	37.5	38.1	38.6	38.8	37.8
8.1	6.5	5.1	4.5	4.0	4.8	3.8
75	54	34	21	11	3.8	3.8

SAME
??

HYD N.E CORNER GLENHILL AV

STA	+	T	-	ELEV
-----	---	---	---	------

		947.35		
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+50				
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+91			8.77	938.58
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171		GRAVEL DRIVE LT		
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+15			7.55	939.80
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+39				
-----	--	--	--	--

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

KG
D.S.
B.K.
R.H.

LT

CL

11-12-71

RT

98

39.3	39.2	38.5	39.2	39.6	40.0	39.7	39.1	38.2	40.5	41.9
8.1	8.2	8.9	8.2	7.6	7.4	7.7	8.3	9.2	6.9	5.5
47	31	23	18	13		13	19	22	33	75

12" C.M.P - 21' LT

40.6	40.6	39.2	40.2	40.8	41.1	40.7	39.0	35.8
6.8	6.8	8.2	7.2	6.6	6.3	6.7	8.4	11.6
75	33	23	18	13	✓ 13	43	75	

Rt side *pk* Lt side

12" C.M.P 21' LT

39.4	39.0	39.1	40.4	41.0	41.8	41.5	41.0	40.1	41.1	42.1
9.0	8.4	8.3	7.0	5.8	5.6	5.9	6.4	7.3	6.3	5.3
75	64	42	23	13	✓ 13	19	23	35	75	

35.6	38.6	40.3	41.5	41.9	42.0	41.7	41.3	40.2	42.0	42.4	42.4
11.8	8.8	7.1	5.9	5.5	5.4	5.7	6.1	7.2	5.4	5.0	5.0
75	47	27	19	13	✓ 13	18	23	33	47	75	

STA	+	π	-	ELEV
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		947.35		
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+75			7.82	939.53
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+85				
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+90	GRAVEL DRIVEWAY			^{RT} LT.
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+95	GUTTER LINE LT-EDGEWATER AV			
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172+04	Q EDGEWATER AV			
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B.M	1.51	948.43	0.43	946.92 (946.93)
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A.G.
D.S.
D.K.
P.H.

LT

11-12

99

RT

15" C.M.P 24 LT

36.9	39.8	41.4	41.2	42.6	42.7	42.5	43.3	46.3
10.5	7.6	6.0	6.2	4.8	4.7	4.9	4.1	1.1
75	52	34	26	13	✓	13	30	74

42.7	42.5	43.3	46.3
✓ 4.7	4.9	4.1	1.1
	13	30	75

36.1	39.3	41.3	42.7	42.9
9.3	8.1	6.1	4.7	4.5
75	60	38	13	✓

34.8	37.5	39.3	41.0	42.9	43.1	42.8	40.10	43.7	44.9	46.1A
12.6	9.9	8.1	6.4	4.5	4.3	4.6	7.25	3.7	2.5	1.0
150	100	65	41	13	✓	17	23	30	50	75
							15"			
							RLP			

HYDRANT NE COR EDGEWATER AVE

STA	+	Δ	-	ELEV.
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172+15

948.43

+50

+85 Culvert 15" CMP 6.59 22' Rt.

+95 S.utter Line Rt.

173

+10 E Edgewater Rt

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

11-15-71

100

L.T.					R.T.				
38.8	40.9	42.1	43.1	43.2	43.0	42.6	41.2	41.2	43.6
96	75	63	51	5.2	5.4	5.6	7.2	7.2	48
75	42	27	14	✓	13	16	21	24	30
									47.5
									0.9
									75

41.2	41.9	43.0	43.1	43.3	43.5	43.3	42.9	42.1	42.0	41.6	45.6
7.2	6.5	5.4	5.3	5.1	4.9	5.1	5.5	6.3	6.4	3.8	2.8
75	45	32	22	14	✓	13	17	19	23	31	54
											46.8
											1.6
											73
											Ho.

41.8	41.7	42.6	43.0	43.5	43.7	43.5	43.0	44.7	44.9	45.2
6.6	6.7	5.6	5.4	4.9	4.7	4.9	5.4	3.7	3.5	3.2
62	47	30	21	14	✓	14	19	27	49	75
Ho.				12						

43.7	43.5	42.6	42.2	43.02	43.74
4.7	4.9	5.8	6.2	5.4	4.69
✓	14	28	36	51	75
				Corb	Corb

40.4	41.3	42.0	43.0	43.1	44.3	43.9	43.7	43.2	43.14	44.1	44.2
7.6	7.1	6.4	5.4	5.3	4.1	4.5	4.7	5.2	5.29	4.3	4.2
75	60	41	30	18	12	✓	15	33	39	79	100

STA + ∇ - ELEV.

948.43

173+26 No. Gutter Line

+ 35 Culvert 15" C.M.P. 6.62 24' RT.

+ 50 G. Ent Left.

+ 80

174

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

LT

Q

11-15-71

R7

101

44.0	43.8	42.9	42.6	43.38	43.69
49	4.6	5.5	5.8	5.15	4.74
✓	12	27	37	60	75
				Gutter	Gutter

39.5	42.1	43.1	42.9	43.3	43.7	44.0	43.6	43.5	41.81	43.5	44.5	44.7
89	6.3	5.3	5.5	5.1	4.7	4.4	4.6	4.9	6.62	4.9	3.9	3.7
75	48	31	26	19	13	✓	12	20	24	27	36	49

44.8
3.6
75

39.8	41.8	43.1	43.4	44.0	43.9	43.4	42.6	42.5	44.6	45.2
86	6.6	5.2	4.6	4.4	4.5	5.0	5.8	5.9	3.8	3.2
75	39	23	13	✓	12	18	20	23	29	40

47.2
47.1
1.2
136
75
66

37.2	38.5	39.7	42.1	43.8	44.0	44.2	44.0	43.5	42.4	45.0	46.3
11.2	9.9	8.7	6.3	4.6	4.4	4.2	4.4	4.9	6.0	3.4	2.1
75	55	41	28	18	13	✓	12	18	21-24	29	45

48.4
48.0
0.0
0.4
75
64

35.1	37.9	40.5	43.5	44.0	44.3	44.0	43.5	42.3	44.8	46.0	47.4
13.3	10.5	7.9	4.9	4.4	4.1	4.4	4.9	6.1	3.6	2.4	1.0
75	44	29	18	13	✓	12	17	21	28	41	53

48.3
0.1
75

STA	+	π	-	ELEV.
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		948.43		
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174+50				
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B.M.	1.83	⁹⁵ 950.92	2.33	946.10	946.12
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174+70				
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174+77				
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174+85				
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175+00				
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+15	24" RCP	22' R _T		
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			10.26	940.66
--	--	--	-------	--------

		34' L _T		
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			14.65	936.27
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K.G
O.S
DK
PH.

11-15-71

102

Lt.

R

Rt.

32.5	34.0	39.0	44.2	44.3	44.4	44.2	43.9	42.7	44.7	43.6
15.9	14.4	8.8	9.2	9.1	4.0	4.2	4.5	5.7	3.7	2.8
75	48	33	17	13		14	17	21-24	30	42

46.9	46.5
1.5	1.9
75	55

Hyd. Lt. Sta. 176+10

32.0	34.6	38.7	44.1	44.3	44.5	44.3	44.0	42.7	42.6	44.5	45.0	44.1	44.1
18.9	16.3	12.2	6.8	6.6	6.4	6.6	6.9	8.2	8.1	6.4	5.9	5.5	5.5
75	41	32	17	12		12	16	20	23	30	43	54	75

33.1	34.3	36.9	44.3	44.3	44.5	44.2	44.0	42.7	42.5	43.1	44.2	44.4
17.8	16.6	12.0	6.6	6.6	6.4	6.7	6.9	8.2	8.4	7.5	6.7	6.1
75	54	31	17	12		12	16	20	23	33	46	75

32.2	32.3	35.5	38.8	44.2	44.4	44.5	44.2	44.0	42.5	42.5	43.7	45.0	46.0
17.6	15.4	12.1	6.7	6.5	6.4	6.7	6.9	8.4	8.4	7.2	5.9	8.9	
75	43	31	17	12		12	16	21	23	29	50	75	

34.1	34.1	39.8	44.2	44.3	44.5	44.3	43.9	42.2	42.4	44.3	44.6	44.9
16.8	16.8	11.1	6.7	6.6	6.4	6.6	7.0	8.7	8.5	6.6	6.3	6.0
75	60	28	16	12		12	17	21	24	31	54	75

+

↑

-

ELEV

950.⁹⁵₉₂

175+27

175+40 ± DRIVE RT

175+62 ± DRIVE RT

176+00

176+50

176+81 15" CMP 22' RT 8.20 942.72

176+92 ± DRIVE RT ± LT

XG
DK
DS
PH

LT

£

RT

11-15-71

103

3A.3 3A.4 3A.2 4A.1 4A.3 4A.6 4A.3 4A.3 4A.1 4A.9 4A.1 4A.7
16.6 15.5 11.7 6.8 6.6 6.3 6.6 7.4 8.8 6.0 4.8 4.2
75 42 29 17 12 12 17 22 30 59 75

3A.4 3A.4 3A.4 4A.3 4A.3 4A.7 4A.4 4A.9 4A.9 4A.6
16.5 15.3 11.5 6.6 6.6 6.2 6.5 6.0 5.0 4.3
75 44 29 17 12 12 26 53 75

3A.4 3A.4 3A.3 4A.5 4A.6 4A.8 4A.6 4A.0 4A.1 4A.5
15.1 15.1 11.6 6.4 6.3 6.1 6.3 5.9 4.8 4.4
75 42 31 17 12 12 28 57 75

3A.8 3A.9 4A.6 4A.5 4A.4 4A.1 4A.9 4A.6 4A.9 4A.7 4A.3
12.1 11.0 9.1 6.4 6.1 5.8 6.0 6.3 5.0 4.2 3.6
75 60 28 16 12 12 27 33 50 75

4A.7 4A.7 4A.2 4A.9 4A.1 4A.9 4A.6 4A.7 4A.6 4A.1 4A.0 4A.1
8.2 7.2 6.7 6.0 5.8 6.0 6.3 7.2 7.3 5.2 3.9 3.2
75 50 22 12 12 17 20 24 32 47 75

4A.1 4A.2 4A.3 4A.9 4A.1 4A.8 4A.1 4A.5 4A.1 4A.7
8.8 7.7 6.6 6.0 5.8 6.1 5.5 4.4 3.7
75 47 27 12 12 12 23 48 75

+

K

-

ELEV

^{.95}
~~950.92~~

177+02 15" CMP 23' RT 8.06 942.86

177+19 15" CMP 22' RT 8.14 942.78

T.P. 6.10 ^{.83}
950.80 6.22 ^{.73}
944.70

+29 CONCRETE DRIVE RT.

+39 8.00 942.80

+67

+89 M.H. 40' RT 5.35 945.48

RG
DS
OK
PH

11-15-71

LT

E

RT

104

E STA 178+00

✓

43.0	43.6	44.9	45.0	44.8	45.65	46.84
78	7.2	5.9	5.8	6.0	5.15	3.92
75	56	12	12	12	28	75
		1	✓		CONC	CONC

15" C.M.P 21 RT

✓

44.0	44.4	43.5	44.8	44.9	44.7	44.2	42.6	44.5	45.6
6.8	6.4	7.3	6.0	5.9	6.1	6.1	8.2	6.3	5.2
75	50	28	12		12	18	22	28	40

46.9
3.9
75

STA

+

π

-

ELEV

~~950.80~~^{.83}

178

+26

8.14 942.66

+41

+53

8.96 941.84

179

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

LT

Q

11-15-71

RT

105

A1.1	A3.3	A1.6	A1.7	A1.7	A1.4	A1.1	A1.8	A1.0	A5.0
9.4	7.5	6.2	6.1	6.1	6.4	6.7	6.0	6.8	5.8
75	35	18	12		12	18	22	26	34

A6.0
4.8
75

15" C.M.P 22' RT

A1.3	A1.2	A3.6	A1.1	A1.4	A1.2	A1.6	A5.5
6.5	6.6	7.0	6.4	6.4	6.6	6.2	5.3
75	29	22	12		12	37	75

15" C.M.P 22' RT

A1.1	A1.2	A1.3	A3.0	A3.9	A3.8	A3.7	A3.1	A1.0	A1.6	A5.6
6.4	6.6	6.5	7.8	6.9	7.0	7.1	7.4	8.8	6.2	5.2
75	50	30	23	14		13	18	23	26	53

DITCH

A6.3
4.8
75

STA

+

π

-

ELEV

950.^{.83}~~86~~

✓
179
+ 50

✓
+ X

X

+ 62

9.38

+ 64

7.01

+ 73 SO GUTTER LINE INGERSUM RD

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

11-15-71

LT

Q

RT

106

42.4	42.7	44.0	41.2	43.0	43.3	43.3	43.2	42.8	41.7	43.5	44.7
8.4	8.1	6.8	9.6	7.8	7.5	7.5	7.6	8.0	9.1	7.3	6.1
88	68	31	23	18	12	✓	12	19	23	29	48

DITCH

45.3
5.5
75

15" C.M.P. 21' RT

15" C.M.P. 22' LT

41.1	42.2	42.4	43.0	43.1	42.9	42.6	43.42	43.88
9.7	8.6	8.4	7.8	7.7	7.9	8.3	7.38	6.92
90	52	25	14	✓	12	47	75	

conc curb

44.87 45.40
5.93 5.40
conc curb

STA	+	π	-	ELEV
		950. ⁸³ 80		
+77	MH 55'	Rt	8.03	942.77
+88				
180100	N.	GUTTER	INGERSON RD	LT
180104	N.	GUTTER LINE	INGERSON RD	RT
+10			10.69	
+14			9.84	
B.M.	4.20	^{.78} 949.75	5.25	^{.58} 945. 55 945.58

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

LT

Q

11-15-71

RT

107

39.1 40.6 42.3 42.9 42.9 42.7 44.79 43.4 44.1
11.7 10.2 8.5 7.9 7.9 8.1 8.01 7.4 9.7
150 100 40 14 12 39 65 100

40.9 41.6 42.6
9.9 9.2 8.2
80 77 74

M.H

42.7 42.5 42.55 44.36 44.87
8.1 8.3 8.25 6.42-593
2 4.9
CONC
GUTTER 100
CONC
CURB

12" C.M.P 22' LT

15" C.M.P 22' RT

HYDRANT SW COR INGERSON RD

STA

+

 π

-

ELEV

.78
949.75

942.06

11.42'

+10

M.H.

7.72

+20

✓

+58

✓

+94

✓

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

LT

11-15-71
✓
RT

108

✓
41.7 41.5 40.2 42.1 42.4 42.6 42.2 41.8 41.5 43.4
8.1 8.3 9.6 7.7 7.4 7.2 7.6 8.0 8.3 6.4
60 30 24 19 15 12 18 23 28

↓
41.4
8.4
75

43.8 44.3
6.0 5.5
75 62

✓
41.4 41.2 40.0 41.8 42.1 42.1 42.0 41.2 44.4 46.4
8.0 8.6 9.8 8.0 7.7 7.7 7.8 8.6 5.4 3.4
75 46 23 19 14 13 20 31 41

49.5 47.7
0.20 2.1
75 46

✓
40.7 40.2 39.5 41.5 41.6 41.7 41.5 40.8 42.3 44.8
9.1 9.6 10.3 8.3 8.2 8.1 8.3 9.0 7.5 5.0
25 42 24 18 14 14 22 22 30 37
(40.)

49.5 47.5
0.3 2.3
75 52

STA.

+

λ

-

ELEV.

^{.78}
949.75

181 + 07

✓

+ 50

✓

182

✓

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

Lt.

£

Nov. 15, 1971

109

Rt.

39.1 39.2 41.0 41.5 41.5 41.3 40.7 41.9 44.6
10.4 10.6 8.8 8.3 8.3 8.5 9.1 7.9 5.2
31 24 20 14 13 21 29 38

37.8 34.8 34.3
12.0 15.0 15.5
42 64 75

46.6 47.9
1.2 1.9
75 60

36.7 36.0 40.7 41.0 40.8 40.1 40.3 39.6 42.9
11.1 11.8 9.1 8.8 9.0 9.0 9.5 10.0 6.9
30 25 19 14 13 19 25 36

34.5 32.1 29.3
15.3 17.7 20.5
47 66 75

46.6 46.7
3.0 3.1
75 57

34.2 37.8 40.0 40.2 40.3 40.1 38.6 37.4 36.7
15.6 12.0 9.8 9.6 9.5 9.7 11.2 12.4 11.1
34 24 20 14 13 22 23 24

31.5 27.3
18.3 22.5
63 75

42.1 40.6
7.7 9.2
75 36

Sta.	+	Δ	-	Elev.
------	---	----------	---	-------

		^{.78} 949.75		
--	--	--------------------------	--	--

T.P.	3.51	^{.75} 943.72	9.54	^{.24} 940.21
------	------	--------------------------	------	--------------------------

182+50

✓

183

✓

T.P.	1.70	^{.39} 936.30	9.06	^{.69} 934.66
------	------	--------------------------	------	--------------------------

Lt.

♀

Rt.

♀ STATION 182

29.7 31.8 34.4 39.0 39.2 39.0 37.7 35.7 37.2
14.0 11.9 53 4.7 4.5 4.7 6.0 8.0 6.5
45 32 20 14 13 21 24 26

30.0 25.5 25.5
13.7 18.2 18.2
57 69 75

36.5 36.0
52 5.7
75 35

29.5 33.4 37.2 37.7 38.0 37.7 37.1 34.5 35.2 35.9
14.2 10.3 6.5 6.0 5.7 6.0 6.6 9.2 8.5 7.8
34 23 17 13 14 19 27 35 75

27.9 24.6
15.8 19.1
55 75

♀ STATION 184

STA.

+

π

-

Elev.

936.^{.39}~~36~~

183+50

✓

184+00

✓

+50

✓

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

Nov. 18

111

Lt.

£

RT.

29.9	31.6	31	36.3	36.1	36.1	34.4	32.1	33.2
6.5	4.8	1.3	0.1	0.0	0.3	2.0	4.3	3.2
30	24	20	15		13	21	28	30

27.4	27.9	27.5	26.2
8.5	8.5	8.9	10.2
37	47	58	75

32.7	32.3	33.0
3.7	4.1	3.2
75	52	39

29.1	30.7	34.1	34.6	34.7	34.3	33.5	31.7	31.0
6.7	3.7	2.3	1.8	1.7	2.1	2.9	4.7	5.2
27	21	19	13		13	19	24	27

28.1	28.4	28.6	28.4	27.2
8.3	8.0	7.8	8.0	9.2
31	41	52	62	75

31.3	31.4	32.5	32.0
5.1	5.0	3.9	9.4
75	49	34	31

29.4	30.3	30.9	32.5	33.0
2.0	6.1	5.5	3.9	3.4
49	29	22	18	14

33.1	32.7	31.8	30.7	30.2
3.8	3.7	4.6	5.7	6.2
13		20	26	28

29.5
6.9
75

30.8	31.3	31.7	31.8	30.6	29.7
5.6	5.1	4.7	4.6	5.8	6.7
75	61	51	37	30	29

STA.

+

π

-

Elev.

³⁹
~~936.36~~

185

✓

+50

✓

BM

2.66

³⁹
930.38

8.64

⁷⁵
927.~~72~~ ⁷²
927.~~73~~

186+00

+21

GUTTER LINE

DK
LAD
GM
PH
RR

30° C-LDY

Nov. 18, 1971/112

Lt.

C

RT.

29.9	29.8	30.1	30.3	31.5	30.3	29.9	28.0
6.5	6.6	6.3	5.1	4.9	5.3	6.1	8.4
97	40	22	13	13	21	24	27

29.5
6.9
75

32.6
3.8
75

31.5
4.9
61

31.1
4.7
44

30.9
4.5
39

29.4
7.0
29

28.1	28.5	28.3	29.6	29.8	29.5	28.8	27.5	26.1	28.1
7.7	7.9	8.1	6.8	6.6	6.9	7.6	8.9	9.7	8.3
75	58	30	14	13	22	27	28	30	

31.6
9.8
75

32.5
3.9
38

31.3
5.1
57

30.9
5.5
39

TOP HYD. N.W. COR TILLER LANE

26.2	26.2	26.4	27.2	27.9	28.0	27.8	27.2	29.8	29.9
4.2	4.2	4.0	3.2	2.5	2.4	2.6	3.2	0.6	0.6
75	53	31	22	14	12	20	37		

23.1
7.3
100

23.1
6.7
75

24.6
5.8
59

26.0
4.4
34

27.0
3.4
14

27.3
3.1
13

27.0
3.4
27

25.1
4.7
27

25.99
4.41
41

25.6
4.8
50

CB

STA + T - ELEV

930.38

186
+37 ± TILLER LN LT

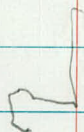
+50 GUTTER LN

187.00

+07 20" RCP 29' R 9.39 97

+56

✓
188
+00



+07 M.H. 9.04 921.34

+21 12" CMP 23' R 11.81

Collected

1.06 924.38 7.08 923.30 923.32

DK
LPO
GM

11-18-71

113

LT

2

RT

22.1	23.5	22.86	24.3	25.1	26.1	26.8	26.5	25.9	26.0	26.1	26.9
7.7	6.9	6.54	6.1	4.7	3.7	3.6	3.9	4.5	4.4	4.3	4.0
150	100	89	75	41	13		12	28	50	75	100

MT

23.1	22.1	24.2	25.4	26.2	26.3	26.0	25.3	25.3
7.0	6.7	6.2	5.0	4.2	4.1	4.4	5.1	5.07
100	90	66	39	15		13	23	29

25.8	24.4	22.6	24.0	24.4	24.6	24.3	23.9	24.1	25.2	21.1	30.4
4.6	6.0	7.8	6.4	6.0	5.8	6.1	6.5	6.3	5.2	3.3	0.0
75	50	39	29	14		12	17	22	32	39	57

25.1	22.6	19.6	22.6	22.9	23.0	22.9	22.6	20.8	21.5	23.9	25.4	27.5
5.3	7.8	10.8	7.8	7.5	7.4	7.5	7.9	9.6	8.9	6.5	5.0	2.9
75	49	28	20	14		12	19	24	26	30	50	67

16.5	16.1	16.8	21.5	21.7	21.9	21.6	21.2	20.1	20.0	21.2	21.7	23.2
13.9	14.3	13.6	8.9	8.7	8.5	8.8	9.2	10.3	10.4	9.2	8.7	7.2
75	52	27	19	13		3	19	22	25	29	58	75

30.0
0.4
80

STA + π — ELEV

924.38

188
+50 $\angle$ Dr. Rr

+64 12" CMP 23' Rr 6.59

189

+50

190

5.97 926.76 3.59 920.27^{.79} 920.79^{.78}

+50

191

DK
LPD
GM

114

17.2	16.8	16.8	20.5	20.9	21.1	20.8	20.6	21.4	22.9
7.2	7.6	7.6	3.9	3.5	3.3	3.6	3.8	3.0	1.5
75	61	25	20	13	13	13	27	50	75

WATER

16.8	16.6	16.7	19.6	19.9	20.2	19.9	19.7	18.1	18.2	19.5	21.0	22.4
7.6	7.8	7.7	4.8	4.5	4.2	4.5	5.2	6.3	6.2	4.9	3.4	2.0
75	44	28	20	13	13	13	18	22	29	36	50	75

WATER

16.6	16.9	17.3	16.8	16.7	19.1	19.6	20.0	19.5	18.7	17.7	17.8	19.0	21.2	22.3
7.8	7.5	7.1	7.6	7.7	3.3	4.8	4.4	4.9	5.7	6.7	6.6	5.2	3.2	2.1
75	55	28	26	24	20	13	14	24	26	29	36	52	75	

17.9	17.8	17.1	16.65	18.4	19.7	20.0	20.1	19.7	19.3	17.34	17.6	19.5	21.3	21.7
6.5	6.6	7.3	7.75	6.0	4.7	4.4	4.3	4.7	5.1	7.06	6.8	4.9	3.1	2.7
75	62	33	28	27	19	13	13	13	18	24	29	36	62	75

Spike for P.P. Sta. 190+6 RT. 12" CMP

17.3	17.2	17.2	18.1	19.9	20.3	20.3	20.0	19.7	19.4	18.1	17.0	17.8	19.9
7.4	7.5	7.5	8.6	6.8	6.4	6.4	6.7	7.0	7.3	8.6	8.7	8.9	6.8
75	60	46	27	21	14	14	18	23	23	24	30	40	45

20.5
6.2
75

16.2	16.7	17.9	20.4	20.7	20.9	20.6	20.2	20.0	18.3	18.4	19.3	20.2
10.5	10.0	8.8	6.3	6.0	5.8	6.1	6.5	6.7	8.4	8.3	7.4	6.5
75	45	26	20	14	14	14	19	23	26	28	34	52.3

20.4
6.4
75

Sta + π - ELEV

926.76

191
+50

T.P. 5.81 927.73 4.84 921.92

192

+50

+74

193+03 $\angle$ CANNON AVE

+19

KG
DS
DK
PH

250 CLOUD, SNOW
LT E

RT

115

16.3	14.8	14.7	20.7	21.2	21.4	21.0	20.5	19.5	18.4	19.3	20.2	20.5
10.4	11.9	12.0	6.0	5.5	5.3	5.7	6.2	8.2	8.3	7.4	6.5	6.2
75	51	32	20	14		14	19	27	31	34	54	75

Sta 192+00 E

15.4	14.8	14.4	14.8	20.9	21.6	21.9	21.5	20.4	19.7	18.7	20.6	21.2	21.3
12.3	12.9	13.3	12.9	6.8	6.1	5.8	6.2	1.3	9.0	9.0	7.1	5.5	5.4
75	65	50	28	19	12		2	20	23	29	36	56	75

14.1	14.0	15.3	21.6	22.2	22.5	22.2	21.2	19.1	19.8	20.4	22.0	22.7
13.6	13.7	12.4	6.1	5.5	5.2	6.5	6.5	8.6	8.9	7.3	5.7	5.0
75	50	31	19	12		12	19	22	28	30	32	53

22.7
5.0
75

14.1	14.0	14.6	15.6	21.9	22.6	22.8	22.4	21.1	19.38	21.0	22.1	23.6	24.2
13.6	13.7	13.1	12.1	5.8	5.1	4.9	5.3	6.6	8.32	6.7	5.0	4.1	3.5
75	66	40	30	19	12		12	19	21	26	32	48	75

CUL
15" LAMP

14.1	14.0	14.6	15.6	22.4	23.1	23.2	23.0	23.28	23.8	24.9
13.6	13.7	13.1	12.1	5.3	4.6	1.5	4.7	4.42	3.9	2.8
75	66	40	30	20	12		12	38	75	175

M.H.

14.1	14.8	16.6	22.6	23.4	23.4	23.1	23.2	23.4
13.6	12.9	11.1	5.1	4.3	4.3	4.6	4.5	4.3
75	52	29	20	12		12	50	75

STA	+	Δ	—	ELEV.
193 +34		927.73		
+60				
+91	15" CMP 22' Rt	5.64		
194	Dr. Rt			
BM	9.95	937.43	0.25	927.48 927.48
+21	15" S.C.P.	15.00	22' Rt	
+29				
+36				
+59				
195				

KG
OS.
OK.
RH.

300° R

116

14.5	16.0	18.1	23.1	23.6	23.6	23.3	22.1	20.91	22.2	23.9	24.4	24.5
3.2	11.7	9.6	4.6	9.1	4.1	4.4	5.0	6.89	5.6	3.8	3.3	3.2
75	45	27	19	12		12	18	21	24	30	52	75

15" CMP

16.2	17.2	19.3	21.6	21.1	21.2	23.7	24.1	24.1	23.8	23.3	22.5	22.5	23.9	24.8	25.2
11.5	10.5	8.4	6.1	6.6	6.5	4.0	3.6	3.6	3.9	4.4	5.2	5.2	3.8	2.9	2.5
75	55	42	31	27	24	18	12		12	18	20	23	28	50	75

19.6	22.6	24.8	27.0	23.1	22.7	24.2	24.5	24.5	24.3	24.1	24.6	25.3	25.1
8.1	5.1	2.9	0.7	4.6	3.0	3.5	3.2	3.2	3.4	3.6	3.1	2.4	2.0
75	56	44	34	27	22	19	12		12	24	33	55	75

HYD NE CORNER CANNON AVE

25.5	27.2	30.5	23.6	24.5	24.8	24.8	24.6	24.4	23.4	24.1	25.3
11.9	10.2	6.9	13.8	12.9	12.6	12.6	12.8	13.0	14.0	13.3	12.1
75	60	35	23	20	12		12	19	22	40	75

28.1	29.5	31.8	23.7	24.5	24.9	24.9	24.7	24.2	23.0	25.4	24.1	24.9	24.9
9.3	7.9	5.6	13.7	12.9	12.5	12.5	12.7	13.2	14.4	12.0	9.7	8.2	8.2
75	62	36	23	20	12		12	21	24	31	47	75	75

32.0	33.6	33.9	24.4	24.8	25.2	25.2	25.0	24.4	26.3	29.0	29.0
5.4	4.2	3.5	13.0	12.6	12.2	12.2	12.4	13.0	11.1	9.4	8.4
75	65	36	22	20	12		12	24	36	45	75

31.7	33.2	33.6	24.6	25.3	25.7	25.9	25.5	25.1	26.6	28.1	29.2
5.7	4.2	3.8	12.8	12.1	11.7	11.6	11.9	12.3	10.8	9.3	8.2
75	60	36	22	20	12		12	23	34	45	75

STA + π - ELEV.

937.93

195+19

+34

+59

196+00

T.P.

10.19

937.16

10.46

926.97

+50

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

Lt.

11-19-71

Rt.

117

30.0	29.5	28.5	30.3	29.4	25.4	25.9	26.0	25.8	25.2	27.4	28.8	29.5
7.4	7.9	8.9	7.1	13.0	12.0	11.5	11.4	11.6	12.2	10.0	8.6	7.9
75	55	44	33	21	18	12		12	22	35	45	75

31.2	32.1	32.5	24.9	25.1	26.1	26.2	26.0	25.3	27.3	29.1	29.7
6.2	5.3	4.9	12.5	11.7	11.3	11.2	11.4	12.1	10.1	8.3	7.7
75	55	35	22	20	12		12	24	30	44	75

31.8	32.9	33.7	24.9	25.9	26.4	26.4	26.3	25.5	27.7	29.4	29.8
5.6	4.5	3.7	12.5	11.5	11.0	11.0	11.1	11.9	9.7	8.0	7.6
75	55	35	22	20	12		12	25	31	51	75

31.3	34.0	35.4	25.7	26.3	26.8	27.0	26.7	26.4	29.0	29.5	30.7
6.1	3.4	2.0	11.7	11.1	10.6	10.4	10.7	11.2	8.4	7.9	6.7
75	54	36	22	19	12		12	25	32	52	75

Sta. 196100

29.4	30.4	31.4	24.4	27.2	27.5	27.6	27.4	27.1	28.8	29.3	30.0
7.8	6.8	5.8	12.8	10.0	9.7	9.6	9.8	10.1	8.4	7.9	7.0
64	40	35	23	17	12		12	20	31	56	75

21.5
21.5
9.7
75

STA + π - ELEV

937.16

196+70

✓

197+00

B.M. 0.56 932.39 5.33 931.84^{.83} (931.83)

+25

+56

198+00

+21

2.99 929.40

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

LT

E

RT

118

28.3	29.0	25.4	27.2	27.7	27.8	27.1	27.5	28.9	29.2	29.9
8.9	8.2	11.8	10.0	9.5	9.4	9.5	9.7	8.3	8.0	7.3
40	32	24	19	12		12	22	31	51	75

28.8
8.4
57

26.2
11.0
75

21.7	23.4	25.5	21.6	28.0	28.2	28.0	27.8	28.6	29.6
15.5	13.8	11.7	9.6	9.2	9.0	9.2	9.4	8.6	7.6
75	41	24	19	12		12	20	47	75

Top Hyp 197+00±

19.5	20.8	21.9	21.8	28.2	28.4	28.0	28.6	29.7	30.1
12.9	11.6	10.5	4.6	4.2	4.0	4.4	3.8	2.7	2.3
75	44	28	18	12		20	31	56	75

16.8	17.3	19.1	21.9	28.5	28.7	28.5	27.5	27.7	29.8	29.9
15.6	15.1	13.3	4.5	3.9	3.7	3.9	4.9	4.7	2.6	2.5
75	50	34	18	12		12	23	34	60	75

16.4	16.4	18.3	28.3	28.7	28.9	28.7	27.3	28.8	28.7	30.0
16.0	16.0	14.6	4.1	3.7	3.5	3.7	5.1	3.6	3.7	2.4
75	46	37	17	12		12	21	30	53	75

M.H 41 RT

STA + Δ - ELEV

932.39

198+50

✓

+63

15.14 917.25

+63

7.05 925.34

199

T.P

3.04 935.30 0.13 932.26

+18

6.81

926.78
928.49

+37

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

LT

E

RT

119

11-19-71

16.5	17.5	28.5	29.1	29.3	29.0	28.2	25.8	26.2	28.1
15.9	14.9	3.9	3.3	3.1	3.4	4.2	6.6	6.2	3.7
75	43	18	12		12	19	23	35	43



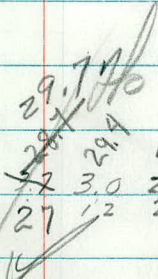
30.3
2.1
75

24" R.C.P 38' LT

S.D 34' RT

18.1	18.1	28.1	29.4	29.7	29.7	29.7	29.7	29.7	29.7	30.7	31.3
14.3	14.3	3.7	3.0	2.7	3.0	2.7	5.0	2.9	1.7	1.1	
75	36	19	12	27	12	20	23	35	54	75	

ROCK BIT



TOP CONC PEDESTAL S.W COR ROCKS DRIVE IN STA 199/04

Culvert 22' RT

30.2	29.9	29.8	30.1	31.9
5.1	5.4	5.5	4.6	3.4
12	26	47	75	



STA.

+

X

-

Elev.

935.30

23' Rt.

+54

N. end 12" C.M.P. Inv. 927.86

+89 24" R.C.P. 50' Rt. Inv. 920.00

✓

+ 89

14.88

920.42

920.42

+

+ 89

22' Rt.

200

S. end 12" C.L.V. Inv. 929.25

✓

B.M.

5.35 940.41

0.24

935.06

935.08

K.G.
D.D.
D.D.
K.H.

Nov. 19, 1971

Lt.

£

RT.

120

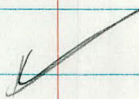
18.8	18.5	20.5	29.1	30.2	30.5	30.2	29.7	27.96	30.4	31.2	32.1
16.5	16.8	4.8	5.9	5.1	4.8	5.1	5.6	7.34	4.9	4.1	3.2
75	61	32	19	12		12	21	23	27	41	52
								CMP			BIT
								12"			



32.9
29
75

12" C M P 35.5' Lt. *Plugged with dirt*

24.8	25.3	21.0	30.2	31.2	31.3	31.2	30.7	29.75	30.9
19.5	10.0	8.3	5.1	4.1	4.0	4.1	4.6	5.55	4.4
75	48	26	19	12		12	22	22	26
								CMP	
								12"	



33.3 32.4 32.2
20 2.9 31
75 59 42
BIT

S.W. BOLT CORNER ROCKS DRIVE IN SIGN

STN. + π - Elev.

940.41

200+17 $\angle$ ENT RT

+36 CUL 18" CMP 25' RT 10.52

929.99

929.89

+50 +51 18" CMC. 22' RT. Inv. 929.23

+66 ^{S.} GUTTER HARRIET RT

+81 $\angle$ HARRIET RT

+96

201+12 CUL 15" CMP 22' RT 9.96

930.18

930.45

+16 15" CMC. 21' RT. Inv. 930.84

+36 $\angle$ ENT RT

+46 15" CMC 22' RT. Inv. 931.41

+50

202

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

FAIR 350

Lt.

L

RT

121

28.1 29.0 31.6 28.5 29.9 30.8 31.4 31.6 31.5 31.8 32.9 33.8
12.3 11.4 8.8 11.9 11.4 9.6 9.0 8.8 8.9 8.6 7.5 6.6
75 52 35 25 21 18 14 15 31 55 75

36.6 37.2 38.9 30.8 30.8 31.6 32.1 32.2 33.0 31.8 30.7 30.1 31.6 33.3 33.1 33.9
3.8 3.2 1.5 9.6 9.6 8.8 8.3 8.2 8.4 8.4 9.7 9.7 8.8 7.1 6.7 6.5
75 59 34 24 21 19 14 15 21 23 27 31 45 55 75

36.6 38.0 38.4 30.9 30.6 31.7 32.4 32.5 32.5 32.6 32.7
4.0 2.4 2.0 9.5 7.8 8.7 8.0 7.9 8.0 7.9 7.8 7.7
75 42 35 25 21 19 14 15 32 52 75

36.4 36.2 37.5 31.9 30.4 30.3 32.6 32.6 32.8 32.6 32.9 32.7 33.5 33.8 34.0
4.0 4.2 2.9 2.5 10.0 10.1 7.8 7.8 7.6 7.8 7.5 7.2 6.9 6.6 6.4
75 60 42 35 25 22 20 14 15 45 75 100 125 150

34.4 35.2 36.2 30.6 30.7 31.9 32.9 32.9 32.8 32.1 32.8 32.8
6.0 5.2 4.2 9.4 9.7 8.5 7.5 7.1 7.6 7.1 7.6 7.6
75 59 34 25 21 20 14 15 35 54 75

32.1 33.2 34.4 31.2 31.9 32.6 33.4 33.8 33.4 33.2 33.5 34.0
6.3 7.2 6.0 9.2 9.0 7.8 7.0 6.6 7.0 7.2 6.9 6.4
75 50 30 24 21 19 14 15 25 49 75

31.6 32.1 33.9 31.4 31.5 32.9 33.7 34.0 33.7 32.9 31.9 31.9 33.4 33.7 34.1 A
8.8 8.3 6.5 9.0 8.9 7.5 6.7 6.4 6.7 7.5 8.5 8.5 7.0 6.7 6.0
75 60 29 24 21 19 14 14 19 21 24 30 45 75

31.9 32.1 32.4 31.5 32.1 33.7 34.3 34.6 34.3 33.5 32.9 32.5 33.8 34.4 35.0
8.5 8.3 8.0 8.9 8.3 6.7 6.1 5.8 6.1 6.9 7.5 7.9 6.6 6.0 5.4
75 52 30 26 21 19 14 13 19 22 24 29 51 75

Sta.

+

X

-

Elev.

940.41

202 +45 ± ENT RT

+50 ± ENT LT

203

+50

204

936.64

B. M. 656 ^{:70} 943.72 3.26 937.15 ¹⁴ ~~937.16~~

+07 8" V.I.T. 21' LT 13.67

+45 24" RCP. 42' RT 12.19 931.51

24" RCP 27' LT 12.93 930.77

+50

205

Lt.

♀

RT.

32.8	32.9	32.1	31.9	32.4	34.1	34.7	35.0	34.1	34.3	34.5	35.3
7.6	7.5	7.7	8.5	8.0	6.3	5.7	5.4	5.7	6.1	5.9	5.1
75	52	31	27	22	20	14	✓	13	24	41	75

34.3	34.1	34.4	34.9	35.1	34.0	35.0	35.1
6.1	6.3	6.0	5.5	5.3	6.0	5.4	5.0
75	32	19	14	✓	21	35	58

34.0	34.2	35.0	33.6	33.9	34.4	35.6	35.3	34.6	35.1	36.1	36.3
6.4	6.2	5.4	6.8	6.9	5.6	5.0	4.8	5.1	5.8	5.3	4.5
75	47	30	25	22	20	14	✓	14	22	29	50

35.5	35.1	35.8	34.0	34.2	35.1	35.9	36.0	35.1	35.3	35.6	37.2
4.9	4.7	4.6	6.4	6.2	5.3	4.5	4.4	1.6	5.3	5.1	4.8
75	51	30	25	22	20	15	✓	13	21	40	56

33.3	33.3	33.0	33.3	32.8	32.8	35.2	35.8	36.2	35.8	34.0	34.8	35.5
7.1	7.1	7.4	7.1	7.6	7.6	5.2	4.6	4.2	4.6	5.4	6.4	5.6
75	67	54	32	27	23	20	14	✓	13	23	39	56

Hyd STA 204+70[±] R_T

32.1	32.1	31.4	31.7	35.8	36.0	36.5	36.0	34.8	34.5	33.5	32.4
11.6	11.6	12.3	12.0	8.3	7.7	7.2	7.7	8.9	9.2	10.2	11.3
75	35	29	27	20	14	✓	13	27	43	59	75

30.1	30.1	31.6	35.8	36.3	36.1	36.7	35.1	35.2	34.1	33.1
13.0	13.0	12.1	7.9	7.4	7.0	7.5	8.1	8.5	9.0	10.0
75	40	28	19	13	✓	13	27	44	63	75

ELEV + π - Elev

943.^{.70}~~72~~

205+50

206

B.M.

10.70 948.^{.48}~~50~~

592

937.^{.78}~~80~~

937.^{.78}~~80~~

1

206+50

✓

207+00

✓

KG
DS
OK
PH

LT

4

RT

11-24-71

123

31.1	31.1	36.7	37.1	37.4	37.0	35.7	35.4	33.8	32.5
12.6	12.6	7.0	6.6	6.3	6.7	8.0	8.3	9.9	11.2
75	26	19	13	13	31	51	70	75	

31.9	31.9	32.2	31.8	38.0	38.1	38.2	37.1	36.6	35.3
11.8	11.8	11.5	11.9	5.7	5.3	5.0	6.5	6.6	8.4
75	56	33	28	19	13	13	36	58	75

NAIL IN TREE STA 206+67 LT

32.9	33.2	34.4	38.0	39.7	40.0	39.5	38.5	37.7	37.9
15.6	15.3	14.1	9.5	8.8	8.5	9.0	10.0	10.8	10.6
75	54	31	22	14	14	24	45	75	

34.3	35.9	40.5	41.0	41.3	40.9	40.0	40.6	40.2
14.2	12.6	8.0	7.5	7.2	7.6	8.5	7.9	8.3
51	33	23	14	14	22	28	46	

33.6	39.6	40.1
14.9	8.9	8.4
75	75	65

STA	+	π	-	ELEV.
		948. ⁴⁸ 50		

207+50

✓

208+00

✓

BM	6.50	954. ¹⁹	0.81	947. ⁶⁷ 69	(947.69)
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KP
DS
LPD
DK
PH

LT

29 NOV. 1971 124
CLOUDY RT
20°

36.2	37.6	41.5	42.2	42.5	42.2	41.6	41.3	42.6
12.3	10.9	7.0	6.3	6.0	6.3	6.9	7.2	5.9
52	30	22	14	1	14	20	24	26

34.5
14.0
75

46.2 45.2 44.0
2.3 3.3 4.5
75 65 50

39.0	40.5	43.2	43.7	43.8	43.6	43.1	42.8	43.8
9.5	8.0	5.2	4.8	4.7	4.9	5.4	5.7	4.7
50	29	21	14	✓	14	20	23	26

37.3
11.2
75

49.5 48.4 47.9 45.9
+1.0 0.1 0.6 2.6
75 66 58 41

TOP HYDRANT RT STA 208+00

STA	+	π	-	ELEV.
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		954.19		
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208+50				
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✓				
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209+00				
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✓				
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+50				
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✓				
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LT

E

29 NOV. 1971

R_T

125

43.4	43.4	44.7	45.0	45.1	44.8	44.2	45.6	46.7
10.8	10.8	9.5	9.2	9.1	9.4	10.0	8.6	7.5
25	22	19	14		14	22	25	42

44.8	43.1	39.9				50.2	48.3
9.4	11.1	14.3				4.0	5.9
29	49	75				75	56

45.1	45.0	45.9	46.3	46.4	46.1	45.6	46.5	47.0
9.1	9.2	8.3	7.9	7.8	8.1	8.6	7.7	7.2
26	23	21	14		14	22	31	45

48.2	48.5	46.7				49.5	49.0
6.0	5.7	7.5				4.7	5.2
31	50	75				75	62

46.3	46.2	46.9	47.2	47.5	47.3	46.8	47.5	47.6
7.9	8.0	7.3	7.0	6.7	6.9	7.4	6.7	6.6
25	21	19	14		14	21	25	33

49.8	49.2	48.3	46.9			49.9	47.9
4.4	5.0	5.9	7.3			4.3	6.3
30	47	63	75			75	48

STA	+	π	-	ELEV.
		954.19		

210+00

✓

BM	2.53	954. ⁷⁴ 75	1.96	952.23	952. ²¹ 22
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210+50

✓

211+00

LT

29 NOV. 1971
RT

126

47.0	47.1	48.2	48.7	48.9	48.6	48.2	49.3	48.5
7.2	7.1	6.0	5.5	5.3	5.6	6.0	4.9	5.7
25	22	20	14		14	22	26	35

48.5	47.9	46.8	44.8		51.8	48.4
5.7	6.3	7.4	9.4		2.4	5.8
29	50	64	75		75	46

TOP HYDRANT RT 211+00

48.4	47.6	47.9	49.0	49.5	49.8	49.5	49.4	49.0	51.4
6.4	7.2	6.9	5.8	5.3	5.0	5.3	5.4	5.8	3.4
30	28	23	21	14		14	23	40	63

48.2	47.3
6.6	7.5
52	75

53.0
1.8
75

47.1	47.1	46.0	47.6	47.9	49.2	50.0	50.2	50.0	50.0	50.8	51.7	53.2
7.7	7.1	6.8	7.2	6.9	5.6	4.8	4.6	4.8	4.8	4.0	3.1	1.6
75	52	30	27	23	26	14	14	30	53	69	75	

STA + π - ELEV.

954.⁷⁴~~75~~

211+50

✓

+66

4.39 50.36

212+00

✓

LT

29 Nov. 1971

RT

127

46.8	46.5	47.7	49.1	50.1	50.3	50.2	50.6	51.1	52.1
8.0	8.3	7.1	5.6	4.7	4.5	4.6	4.2	3.7	2.7
42	33	27	21	14		14	28	50	75

47.0	46.5
7.8	8.3
63	75

TOP MH 41 - RT

48.9	47.8	48.1	49.2	49.8	50.0	49.8	50.3	52.4	52.5
5.9	7.0	6.7	5.6	5.0	4.8	5.0	4.5	2.4	2.3
48	42	32	24	14		14	37	57	75

48.3
6.5
73

STA + 1 - ELEV.

954.⁷⁴~~75~~

212+50

+66 = $\neq$ ENT. RT

213+00

BM 2.11 951.69 5.16 ~~949.58~~⁵⁸ (949.58)

+56

✓

L7

29 NOV 1971
RT

128

42.9	44.5	46.3	48.1	49.3	49.2	49.2	50.1	51.1	52.1
11.9	10.3	8.5	6.7	5.5	5.6	5.6	4.7	3.7	2.7
75	65	52	38	14	14	14	32	53	75

43.8	46.7	48.4	48.9	49.0	49.1	49.1	49.7	50.56	50.7
11.0	8.1	6.4	5.9	5.8	5.7	5.7	5.04	4.19	4.1
75	48	28	14	14	14	24	32	68	75

conc. conc.

44.4	45.8	47.8	48.3	48.5	48.4	48.4	49.25	49.92	50.32
10.4	9.0	7.0	6.5	6.3	6.4	6.4	5.50	4.82	4.43
75	53	28	14	14	14	25	34	53	75

conc conc conc

TOP HYDRANT S.E. COR CO. RD E

44.1	45.0	46.9	47.5	47.5	47.5	47.6	48.4	47.93
7.6	6.7	4.8	4.2	4.2	4.2	4.1	3.3	3.76
75	61	30	16	14	14	29	47	62

conc.

49.23
2.46
75
conc.

STA + π - ELEV.

951.69

214+00 = GUTTER LT

+35 = £ CO. RD E

✓

+64 = GUTTER LT.

215+00

✓

LT

E

29 NOV 1971 29

RT

45.3	45.5	46.2	46.8	47.0	47.0	47.1	47.2
6.4	6.2	5.5	4.9	4.7	4.7	4.6	4.5
75	63	40	15	✓ 15	15	50	75

46.47	46.1	46.3	46.5	46.6	46.8	47.0	47.3	47.6
5.22	5.6	5.4	5.2	5.1	4.9	4.7	4.4	4.1
62	61	38	12	✓ 21	21	51	75	100
CONC MED.								

45.86	45.21
5.83	6.48
100	150
CONC.	CONC.

48.1	47.9
3.6	3.8
150	125

45.3	45.3	45.8	46.1	46.0	45.9	46.1	46.3
6.4	6.4	5.9	5.6	5.7	5.8	5.6	5.4
75	42	16	✓ 13	13	33	80	75

44.2	42.5	42.5	44.9	45.1	45.1	45.0	45.4	45.3	45.3
7.5	9.2	9.2	6.8	6.6	6.6	6.7	6.3	6.4	6.4
42	41	32	25	17	✓ 13	13	21	31	35

43.7
8.0
75

42.5	42.7
9.2	9.0
75	45
BLDG.	

STA	+	π	-	ELEV.
		951.69		
215+50				
✓				
TP	4.22	948.39	7.52	944.17
216+00				
✓				
+50				

D.S. D.H.
L.R.D. P.H

LT

29 Nov. 1971
E RT

130

41.1	42.7	44.2	44.7	44.5	44.3	44.9	44.6	44.2
10.6	9.0	7.5	7.0	7.2	7.4	6.8	7.1	7.5
34	30	26	14		15	23	39	65

TOP WALL

39.6	43.0	43.5
12.1	8.7	8.2
44	50	75

41.1	41.3
10.6	10.4
75	66

BOTTOM WALL

TOP PK E STA 216+00

38.2	39.6	43.8	44.1	44.2	44.2	44.1	43.8	43.8
10.2	8.8	4.6	4.3	4.2	4.2	4.3	4.6	4.6
44	35	26	12		12	24	32	54

38.8	40.9
9.6	7.5
53	75

43.8
4.6
75

40.0	41.6	43.5	44.1	44.1	44.2	44.2	44.8	44.8
8.4	6.8	4.9	4.3	4.3	4.2	4.2	3.6	3.6
35	28	24	12		12	49	57	60

38.7	38.3	39.4
9.7	10.1	9.0
40	53	75

STA + π - ELEV.

948.39

216+85

✓

217

✓

+ 17

+ 29 N. RAIL OF S. TRACKS

217 26.5

214 28

- 2985

LT

E

RT

38.9 41.3 43.0 43.9 43.9 44.0 44.3 44.4
9.5 7.1 5.4 4.5 4.5 4.4 4.1 4.0
46 33 26 12 12 12 42 75

37.6 36.7
10.8 11.7
60 75

37.0 39.7 43.0 43.8 43.9 43.9 44.2 43.8
10.4 8.7 5.4 4.6 4.5 4.5 4.2 4.6
45 36 28 12 12 12 42 75

35.9 35.4
12.5 13.0
55 75

42.3 42.6 42.5 43.9 43.8 43.9 43.1 43.0 43.0
6.1 5.8 5.9 4.5 4.6 4.5 5.3 5.4 5.4
75 45 29 12 12 12 44 66 75

43.48 43.47 42.50 43.66 43.79 43.80 43.83 43.98 44.11
4.91 4.92 4.89 4.73 4.60 4.59 4.56 4.41 4.28
100 75 50 25 25 50 75 100

STA + ³⁹ π - ELEV.

948.39

217+39 S. RAIL OF N. TRACKS

Set New Grade @ 944.26
From R.R. 7-10-75 W.R.L.

+ 50

+ 63

✓

T.P. 2.54 945.76 5.17 943.22

218+00

✓

D.S D.H
L.P.D. P.H

30-NOV-71

132

43.44 43.49 43.57 43.64 43.78 43.74 43.89 44.07 44.20
4.95 4.90 4.82 4.75 4.61 4.65 4.50 4.32 4.19
100 75 50 25 25 25 50 75 100

42.5 42.7 43.1 43.8 43.8 43.8 42.7 42.9 43.3
5.9 5.7 5.3 4.6 4.6 4.6 5.7 5.5 5.1
75 40 19 12 12 34 48 75

34.9 37.0 40.6 42.8 43.6 43.7 43.7 43.3 42.2 39.3
13.5 11.4 7.8 5.6 4.8 4.7 4.7 4.9 6.2 9.1
44 37 29 21 12 12 21 34 43

33.4 34.2
14.6 14.2
60 75

37.2 37.3 38.4
11.2 11.1 10.0
75 62 54

TOP OF PK STA. 218+00

33.6 37.6 42.8 42.9 43.3 43.2 43.0 42.0 39.1
12.2 8.2 3.0 2.9 2.5 2.6 2.8 3.8 6.7
40 29 21 12 12 22 34 48

32.7 33.2
13.1 12.6
59 75

34.1 34.5
11.7 11.3
75 69

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

		945.76		
--	--	--------	--	--

218+14				
--------	--	--	--	--

✓				
---	--	--	--	--

+28				
-----	--	--	--	--

✓				
---	--	--	--	--

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

✓				
---	--	--	--	--

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

LT

30-NOV-71
RT

133

33.7 37.9 42.3 42.8 43.0 43.1 43.0 41.9 38.5
12.1 7.9 3.5 3.0 2.8 2.7 2.8 4.1 7.3
39 30 22 12 12 21 36 50

33.3 31.7 29.2 29.6 33.9 36.1
12.5 14.1 16.6 16.2 11.9 9.7
50 55 64 75 75 57

32.9 34.4 32.1 42.2 42.6 42.7 42.9 42.9 41.3 39.8
12.9 11.4 7.7 3.6 3.2 3.1 2.9 2.9 4.5 6.0
47 36 27 20 12 12 19 37 46

31.8 30.0 29.7 32.9 34.5 33.4 34.8
14.0 15.8 16.1 12.9 11.3 12.9 11.0
51 53 62 65 75 75 63

34.7 36.3 41.3 42.1 42.3 42.5 42.5 40.3 39.3
11.1 9.5 4.5 3.7 3.5 3.3 3.3 5.5 6.5
42 31 22 12 12 21 43 49

29.5 29.6 41.0 34.1 33.9 34.2
16.3 16.2 11.8 11.7 11.9 11.6
51 56 63 75 75 68

STA + π - ELEV.

945.76

219+00

✓

TP 8.88 947.62 7.02 938.74

TP 5.78 950.18 3.22 944.40

BM 0.60 949.58 949.58

D.S. D.K.
L.P.D. P.H. LT

30-NOV-71

134

33.6 35.2 40.4 40.8 41.1 41.1 40.8 38.2 34.1
12.2 10.6 5.4 5.0 4.7 4.7 5.0 7.6 11.7
40 32 23 12 12 20 47 54

33.4 38.6 39.2 33.0 33.6 33.4
12.4 17.0 16.6 12.8 12.3 12.4
47 51 57 60 75 75

TOP HYD. RT STA. 220+15

TOP OF WALL

TOP HYD. S.E. COR. CO RD. E

STA

+

π

-

ELEV.

X-SECTIONS LEXINGTON AVE.

Sta. 180+94 - 187+00 Rt.

Sta. 193+03 - 197+00

Sta. 200+00 - 204+00

Sta. 206+50 - 213+35

CREW:

June, 1978

R.M.

P.D.

P.K.

T.P.

945.58

180+94 S. End

Colvert 940.51

181+00

+13 N. end

Colv. 940.01

+50

+70 S. end

Colv. 938.44

+80

£ Driveway

+90 N. end

Colv. 937.95

+61 Top MH

943.34

182+00

+43 S. end

Colv. 936.27

+51

£ Driveway

+63 N. end

Colv. 935.99

T.P. Top Rock

938.53

183+00

+22 S. end

Colv. 934.09

E RT.

2 of 15

Top Hyd SW. Cor. Ingerson Rd

$$941.6 \quad \frac{41.5}{14} \quad \frac{42.2}{26} \quad \frac{44.0}{42} \quad \frac{48.2}{58} \quad \frac{48.7}{77}$$

$$941.1 \quad \frac{41.9}{14} \quad \frac{41.5}{20} \quad \frac{41.0}{23} \quad \frac{41.4}{30} \quad \frac{46.5}{50} \quad \frac{47.27 \text{ Gar}}{77 \text{ Apr}}$$

$$940.6 \quad \frac{40.4}{13} \quad \frac{40.3}{20} \quad \frac{40.9}{34} \quad \frac{42.5}{61} \quad \frac{43.0}{79}$$

$$940.2 \quad \frac{40.1}{15} \quad \frac{39.7}{21} \quad \frac{38.9}{25} \quad \frac{40.3}{32} \quad \frac{42.4}{69}$$

$$939.5 \quad \frac{39.1}{15} \quad \frac{38.9}{44} \quad \frac{39.9}{82}$$

$$938.0 \quad \frac{37.7}{15} \quad \frac{37.3}{18} \quad \frac{35.7}{23} \quad \frac{36.1}{42} \quad \frac{37.7}{70}$$

183+30 ± Driveway

+42 Inv. N. end Culv. 933.21

+50

+96 Inv. S. end Culv. 931.35

184+00

+16 Inv. N. end Culv. 930.90

+50

185+00

T.P. edge road 929.69

+50

+90 ± Drive

186

+21 Top C.B. RT. 925.87

+37 " MH RT. 926.27

+53 " C.B. RT. 925.30

£

P.T.

3 of 15

$$937.1 \quad \frac{36.7}{15} \quad \frac{35.5}{38} \quad \frac{35.5}{79}$$

$$936.5 \quad \frac{36.1}{15} \quad \frac{35.7}{19} \quad \frac{33.0}{27} \quad \frac{34.0}{37} \quad \frac{34.8}{47} \quad \frac{35.1}{71}$$

$$934.5 \quad \frac{33.8}{15} \quad \frac{33.0}{35} \quad \frac{33.7}{80}$$

$$933.1 \quad \frac{32.6}{15} \quad \frac{32.1}{20} \quad \frac{30.4}{28} \quad \frac{31.8}{35} \quad \frac{33.5}{70}$$

$$931.5 \quad \frac{30.9}{15} \quad \frac{30.2}{22} \quad \frac{28.7}{26} \quad \frac{30.8}{34} \quad \frac{32.3}{64}$$

$$929.8 \quad \frac{29.4}{15} \quad \frac{28.7}{23} \quad \frac{27.3}{28} \quad \frac{30.8}{37} \quad \frac{33.1}{60}$$

$$928.3 \quad \frac{28.1}{15} \quad \frac{28.7}{26} \quad \frac{31.9}{68}$$

186

+21

~~Gravel~~

Conc. Curb

926.75 Top
926.45 Gutter

+53

"

"

"

926.32 Top
925.97 Gutter

+37

£

Carlton

Drive

187+00

+07

Inv. 20" CMC.

920.85

B.M.

927.75

927.72

E

RT.

4 of 15

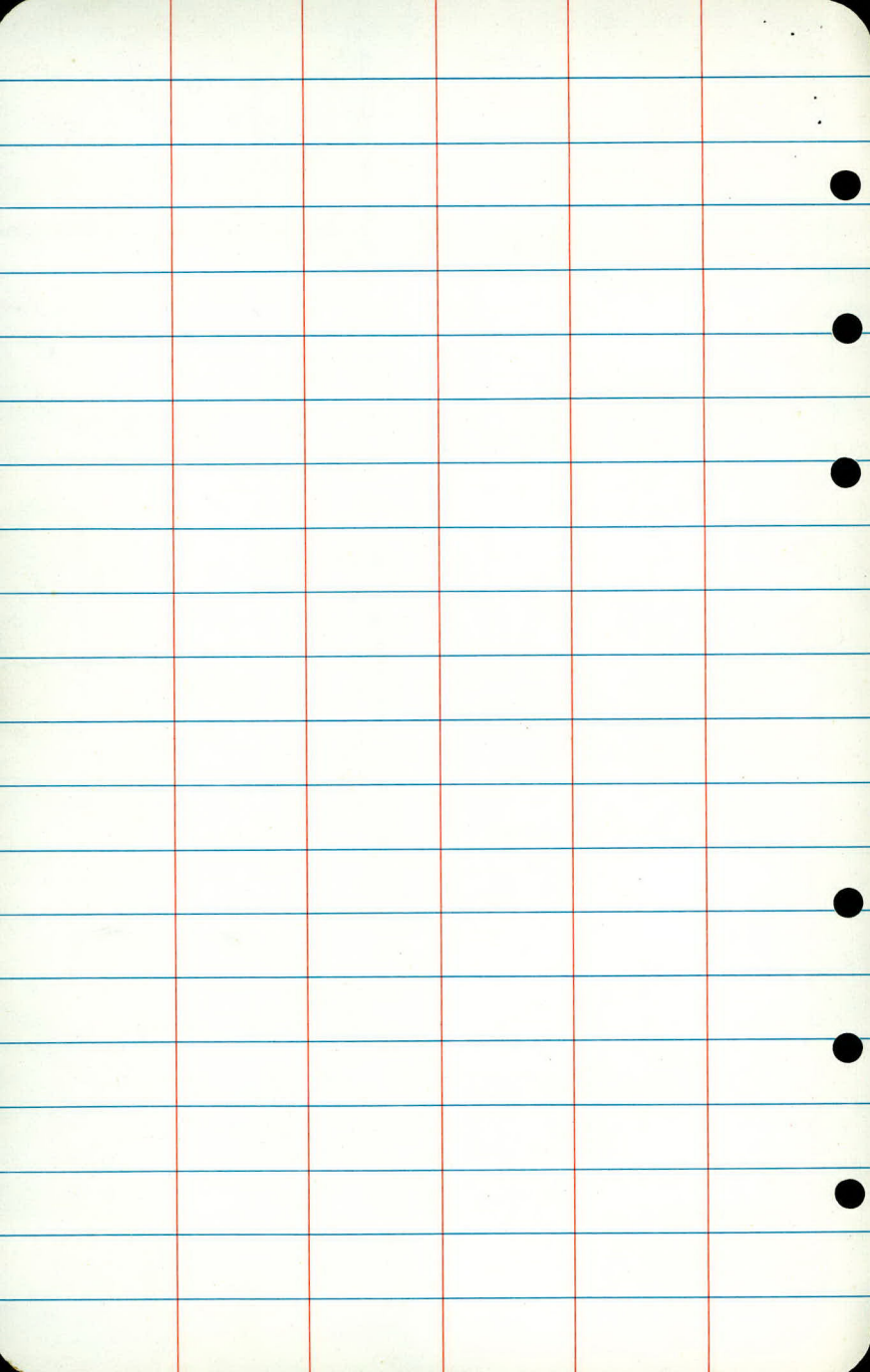
926.8

 $\frac{926.4}{15}$ $\frac{927.1}{65}$ $\frac{928.1}{92}$

924.6

 $\frac{24.4}{15}$ $\frac{24.6}{22}$ $\frac{27.5}{38}$ $\frac{31.3}{58}$ $\frac{32.1}{76}$

Top Hyd N.W. Cor. Tiller Lane



B.M.

927.48

193+03

+19

+34

+60

194

+29

+36

LT.

6 of 15

Top Hyd N.E. Cor. Cannon Ave

$$\begin{array}{r} 13.7 \\ 40 \\ \hline \end{array} \quad \begin{array}{r} 17.0 \\ 30 \\ \hline \end{array} \quad \begin{array}{r} 22.3 \\ 21 \\ \hline \end{array} \quad \begin{array}{r} 22.9 \\ 13 \\ \hline \end{array} \quad 923.2$$

Edge Pond

$$\begin{array}{r} 14.0 \\ 42 \\ \hline \end{array} \quad \begin{array}{r} 22.7 \\ 20 \\ \hline \end{array} \quad \begin{array}{r} 23.3 \\ 13 \\ \hline \end{array} \quad 923.4$$

Edge Pond

$$\begin{array}{r} 13.7 \\ 50 \\ \hline \end{array} \quad \begin{array}{r} 16.1 \\ 45 \\ \hline \end{array} \quad \begin{array}{r} 18.6 \\ 26 \\ \hline \end{array} \quad \begin{array}{r} 22.6 \\ 20 \\ \hline \end{array} \quad \begin{array}{r} 23.5 \\ 13 \\ \hline \end{array} \quad 923.6$$

Edge Pond

$$\begin{array}{r} 16.3 \\ 60 \\ \hline \end{array} \quad \begin{array}{r} 17.1 \\ 50 \\ \hline \end{array} \quad \begin{array}{r} 20.5 \\ 25 \\ \hline \end{array} \quad \begin{array}{r} 23.3 \\ 20 \\ \hline \end{array} \quad \begin{array}{r} 24.0 \\ 13 \\ \hline \end{array} \quad 924.0$$

$$\begin{array}{r} 23.5 \\ 46 \\ \hline \end{array} \quad \begin{array}{r} 26.7 \\ 33 \\ \hline \end{array} \quad \begin{array}{r} 22.9 \\ 25 \\ \hline \end{array} \quad \begin{array}{r} 23.9 \\ 20 \\ \hline \end{array} \quad \begin{array}{r} 24.4 \\ 13 \\ \hline \end{array}$$

↓

$$\begin{array}{r} 20.9 \\ 66 \\ \hline \end{array} \quad \begin{array}{r} 19.9 \\ 76 \\ \hline \end{array}$$

$$\begin{array}{r} 29.8 \\ 51 \\ \hline \end{array} \quad \begin{array}{r} 31.0 \\ 37 \\ \hline \end{array} \quad \begin{array}{r} 6.2 \\ 28 \\ \hline \end{array} \quad \begin{array}{r} 24.1 \\ 22 \\ \hline \end{array} \quad \begin{array}{r} 24.8 \\ 13 \\ \hline \end{array}$$

↓

$$\begin{array}{r} 26.2 \\ 52 \\ \hline \end{array} \quad \begin{array}{r} 23.9 \\ 58 \\ \hline \end{array} \quad \begin{array}{r} 25.1 \\ 76 \\ \hline \end{array}$$

$$\begin{array}{r} 29.7 \\ 50 \\ \hline \end{array} \quad \begin{array}{r} 32.1 \\ 36 \\ \hline \end{array} \quad \begin{array}{r} 28.1 \\ 30 \\ \hline \end{array} \quad \begin{array}{r} 24.4 \\ 20 \\ \hline \end{array} \quad \begin{array}{r} 24.9 \\ 13 \\ \hline \end{array}$$

↓

$$\begin{array}{r} 24.3 \\ 52 \\ \hline \end{array} \quad \begin{array}{r} 25.7 \\ 74 \\ \hline \end{array}$$

194 + 59

195

+19

+34

+59

LT

7 of 15

$$\begin{array}{r} 24.7 \\ 51 \end{array}$$

$$\begin{array}{r} 31.7 \\ 33 \end{array}$$

$$\begin{array}{r} 28.8 \\ 28 \end{array}$$

$$\begin{array}{r} 24.8 \\ 22 \end{array}$$

$$\begin{array}{r} 25.2 \\ 13 \end{array}$$

$$\begin{array}{r} 25.6 \\ 61 \end{array}$$

$$\begin{array}{r} 29.7 \\ 44 \end{array}$$

$$\begin{array}{r} 32.4 \\ 34 \end{array}$$

$$\begin{array}{r} 29.7 \\ 28 \end{array}$$

$$\begin{array}{r} 25.2 \\ 22 \end{array}$$

$$\begin{array}{r} 25.6 \\ 13 \end{array}$$

$$\begin{array}{r} 25.7 \\ 47 \end{array}$$

$$\begin{array}{r} 25.8 \\ 66 \end{array}$$

$$\begin{array}{r} 29.7 \\ 42 \end{array}$$

$$\begin{array}{r} 30.7 \\ 34 \end{array}$$

$$\begin{array}{r} 28.2 \\ 29 \end{array}$$

$$\begin{array}{r} 25.1 \\ 23 \end{array}$$

$$\begin{array}{r} 25.9 \\ 13 \end{array}$$

$$\begin{array}{r} 25.5 \\ 46 \end{array}$$

$$\begin{array}{r} 25.5 \\ 55 \end{array}$$

$$\begin{array}{r} 25.2 \\ 47 \end{array}$$

$$\begin{array}{r} 31.1 \\ 33 \end{array}$$

$$\begin{array}{r} 29.1 \\ 30 \end{array}$$

$$\begin{array}{r} 25.2 \\ 23 \end{array}$$

$$\begin{array}{r} 26.1 \\ 13 \end{array}$$

$$\begin{array}{r} 25.5 \\ 55 \end{array}$$

$$\begin{array}{r} 25.3 \\ 48 \end{array}$$

$$\begin{array}{r} 31.0 \\ 30 \end{array}$$

$$\begin{array}{r} 25.4 \\ 22 \end{array}$$

$$\begin{array}{r} 26.4 \\ 13 \end{array}$$

$$\begin{array}{r} 5.8 \\ 91 \end{array}$$

196

+50

+70

197

B.M.

931.80 931.83

$$\frac{32.2}{32}$$

$$\frac{29.1}{26}$$

$$\frac{26.2}{22}$$

$$\frac{26.7}{17}$$

$$\downarrow \frac{26.3}{46}$$

$$\frac{25.8}{60}$$

$$\frac{26.6}{78}$$

$$\frac{27.1}{57}$$

$$\frac{26.8}{45}$$

$$\frac{29.1}{33}$$

$$\frac{27.0}{18}$$

$$\frac{27.4}{13}$$

$$\frac{28.2}{71}$$

$$\downarrow \frac{26.9}{56}$$

$$\frac{26.7}{44}$$

$$\frac{28.6}{33}$$

$$\frac{26.9}{22}$$

$$\frac{27.6}{13}$$

$$\frac{27.7}{65}$$

$$\downarrow \frac{26.1}{46}$$

$$\frac{27.5}{33}$$

$$\frac{26.8}{26}$$

$$\frac{27.4}{19}$$

$$\frac{27.9}{13}$$

$$\frac{26.2}{68}$$

Top Hyd RT. approx. 197+00+

B.M.

931.83

200+00

199+88 Inv. C.W. 920.12

+17

46

+63

+81

201

+25

+25 Inv. Culv. 925.36 @ 50' out Lt.
24" R.C.P.

+50

L.T.

Hyd 204+70 Rt.

937.14

9 OF 15

Top Hyd Rt. @ approx 197+00

$$\begin{array}{r} 27.0 \\ 67 \end{array}$$

$$\begin{array}{r} 26.7 \\ 42 \end{array}$$

$$\begin{array}{r} 29.4 \\ 22 \end{array}$$

$$\begin{array}{r} 31.1 \\ 18 \end{array}$$

$$\begin{array}{r} 31.2 \\ 13 \end{array}$$

931.4

$$\begin{array}{r} 27.2 \\ 103 \end{array}$$

22.58

$$\begin{array}{r} 30.3 \\ 113 \end{array}$$

$$\begin{array}{r} 31.3 \\ 77 \end{array}$$

31.4

$$\begin{array}{r} 21.4 \\ 29 \end{array}$$

$$\begin{array}{r} 31.6 \\ 13 \end{array}$$

32.05

Top Curb

32.44

Top Curb

$$\begin{array}{r} 31.62 \\ 113 \end{array}$$

Gutter

$$\begin{array}{r} 32.01 \\ 57 \end{array}$$

Gutter

$$\begin{array}{r} 32.5 \\ 13 \end{array}$$

932.6

$$\begin{array}{r} 31.4 \\ 200 \end{array}$$

$$\begin{array}{r} 31.7 \\ 150 \end{array}$$

$$\begin{array}{r} 32.1 \\ 100 \end{array}$$

$$\begin{array}{r} 32.4 \\ 50 \end{array}$$

$$\begin{array}{r} 32.7 \\ 13 \end{array}$$

32.00

Top

32.48

Top Curb

$$\begin{array}{r} 31.54 \\ 113 \end{array}$$

Gutter

$$\begin{array}{r} 32.01 \\ 59 \end{array}$$

Gutter

$$\begin{array}{r} 33.1 \\ 13 \end{array}$$

933.1

$$\begin{array}{r} 27.3 \\ 49 \end{array}$$

$$\begin{array}{r} 30.7 \\ 42 \end{array}$$

$$\begin{array}{r} 32.8 \\ 35 \end{array}$$

$$\begin{array}{r} 33.2 \\ 15 \end{array}$$

$$\begin{array}{r} 28.0 \\ 97 \end{array}$$

$$\begin{array}{r} 29.5 \\ 79 \end{array}$$

$$\begin{array}{r} 32.3 \\ 115 \end{array}$$

$$\begin{array}{r} 26.4 \\ 50 \end{array}$$

$$\begin{array}{r} 27.1 \\ 46 \end{array}$$

$$\begin{array}{r} 33.0 \\ 30 \end{array}$$

$$\begin{array}{r} 33.8 \\ 13 \end{array}$$

$$\begin{array}{r} 27.4 \\ 65 \end{array}$$

$$\begin{array}{r} 32.8 \\ 110 \end{array}$$

202

+50

T.P.

935.31

203

+50

+74 Inv. 12" R.C.P. Culv. 930.59
32' Lt.

204

204 +00 Inv. 12" R.C.P. Culv. 930.78

32' Lt

B.M.

936.65 937.14

L.T.

4 10 of 15

↓

$\frac{26.8}{50}$	$\frac{27.6}{33}$	$\frac{34.0}{20}$	$\frac{34.5}{13}$
$\frac{27.6}{52}$	$\frac{30.2}{77}$	$\frac{33.9}{107}$	

↓

$\frac{27.4}{34}$	$\frac{29.6}{30}$	$\frac{34.6}{20}$	$\frac{35.1}{13}$
$\frac{28.8}{37}$	$\frac{29.8}{47}$	$\frac{28.6}{55}$	$\frac{28.7}{70}$
		$\frac{24.0}{100}$	

↓

$\frac{28.6}{33}$	$\frac{30.6}{30}$	$\frac{35.0}{18}$	$\frac{35.5}{13}$
$\frac{30.3}{38}$	$\frac{33.3}{63}$	$\frac{29.8}{88}$	$\frac{32.7}{110}$

↓

$\frac{29.4}{32}$	$\frac{31.0}{31}$	$\frac{35.4}{20}$	$\frac{36.0}{13}$
$\frac{30.9}{34}$	$\frac{35.4}{68}$		

↓

$\frac{33.7}{38}$	$\frac{32.0}{32}$	$\frac{35.3}{20}$	$\frac{35.9}{13}$
$\frac{34.7}{69}$	$\frac{34.2}{94}$		

Top Hyd 204 + 70 ± RT

1

206+50
214

T.P.

931.35

B.M.

935.09 935.08

B.M.

936.64

206+50

207

+50

Top Hyd 208 947.69

Top " 211 952.21

" " SE C. R. E 94958.

11 OF 15

± Sta. 200+00

Top SW. bolt of sign @ 199+75±

LT.

±

RT.

Top Hyd. Sta 204+70± Rt.

↓ $\frac{32.2}{44}$ $\frac{39.0}{22}$ $\frac{39.5}{14}$ 940.0 $\frac{39.5}{14}$ $\frac{39.4}{23}$ $\frac{38.1}{45}$ ↓

$\frac{31.2}{65}$ edge water

$\frac{35.5}{94}$ $\frac{37.0}{74}$

↓ $\frac{39.8}{28}$ $\frac{40.6}{22}$ $\frac{40.9}{15}$ 941.4 $\frac{41.0}{17}$ $\frac{40.7}{24}$ $\frac{40.1}{49}$ ↓

$\frac{32.2}{47}$ $\frac{31.3}{65}$ Edge Water

$\frac{39.3}{100}$ $\frac{00.0}{77}$

↓ $\frac{32.5}{53}$ $\frac{41.9}{29}$ $\frac{42.2}{19}$ 942.7 $\frac{42.2}{18}$ $\frac{42.2}{27}$ $\frac{43.7}{36}$ ↓

$\frac{31.3}{66}$ edge water

$\frac{45.9}{92}$ $\frac{45.8}{69}$

208

T.P.

943.95

B.M. Top Hyd ^{Sta} 208+00 947.71 947.69

+67 £ ENT. LT.

209

+50

LT.

£

RT.

12 OF 15

$$\begin{array}{r} 43.5 \\ 39 \end{array} \quad \begin{array}{r} 44.0 \\ 26 \end{array} \quad \begin{array}{r} 43.7 \\ 19 \end{array} \quad 943.9 \quad \begin{array}{r} 43.5 \\ 20 \end{array} \quad \begin{array}{r} 43.1 \\ 30 \end{array} \quad \begin{array}{r} 46.4 \\ 45 \end{array}$$

$$\begin{array}{r} 34.3 \\ 64 \end{array} \quad \begin{array}{r} 32.6 \\ 74 \end{array} \quad \begin{array}{r} 31.3 \\ 89 \end{array} \quad \begin{array}{l} \text{Edge} \\ \text{Water} \end{array} \quad \begin{array}{r} 49.6 \\ 100 \end{array} \quad \begin{array}{r} 48.9 \\ 68 \end{array}$$

$$\begin{array}{r} 45.5 \\ 34 \end{array} \quad \begin{array}{r} 45.5 \\ 25 \end{array} \quad 945.7 \quad \begin{array}{r} 45.3 \\ 21 \end{array} \quad \begin{array}{r} 45.1 \\ 29 \end{array} \quad \begin{array}{r} 48.9 \\ 57 \end{array}$$

$$\begin{array}{r} 44.3 \\ 82 \end{array} \quad \begin{array}{r} 43.7 \\ 100 \end{array} \quad \begin{array}{r} 52.2 \\ 100 \end{array} \quad \begin{array}{r} 51.6 \\ 85 \end{array}$$

Top Wall

$$\begin{array}{r} 45.4 \\ 42 \end{array} \quad \begin{array}{r} 47.3 \\ 35 \end{array} \quad \begin{array}{r} 46.2 \\ 26 \end{array} \quad 946.6 \quad \begin{array}{r} 46.1 \\ 25 \end{array} \quad \begin{array}{r} 45.9 \\ 34 \end{array} \quad \begin{array}{r} 48.9 \\ 62 \end{array}$$

Bottom Wall

Top Wall

Bottom Wall

$$\begin{array}{r} 42.2 \\ 42 \end{array} \quad \begin{array}{r} 40.9 \\ 50 \end{array} \quad \begin{array}{r} 36.9 \\ 50 \end{array} \quad \begin{array}{r} 50.4 \\ 100 \end{array}$$

$$\begin{array}{r} 47.7 \\ 30 \end{array} \quad \begin{array}{r} 47.4 \\ 28 \end{array} \quad 947.9 \quad \begin{array}{r} 47.4 \\ 27 \end{array} \quad \begin{array}{r} 47.3 \\ 36 \end{array} \quad \begin{array}{r} 49.5 \\ 66 \end{array}$$

Top Wall

Bottom Wall

$$\begin{array}{r} 48.1 \\ 35 \end{array} \quad \begin{array}{r} 45.9 \\ 44 \end{array} \quad \begin{array}{r} 41.8 \\ 44 \end{array} \quad \begin{array}{r} 50.2 \\ 100 \end{array}$$

Bottom Wall

Top Wall

$$\begin{array}{r} 36.5 \\ 51 \end{array} \quad \begin{array}{r} 40.3 \\ 51 \end{array}$$

210

T.P.

949.78

+50

211

B.M. ^{Sta} Top Hyd 211+00 952.12 952.21

+50

+50

B.M.

$$\begin{array}{r}
 \text{LT.} \\
 48.5 \\
 \hline
 29
 \end{array}
 \begin{array}{r}
 \text{Curb} \\
 49.6 \text{ T} \\
 49.2 \text{ G} \\
 \hline
 3
 \end{array}
 949.8$$

$$\begin{array}{r}
 \text{Curb} \\
 9.7 \text{ Top RT} \\
 9.1 \text{ Gutter} \\
 \hline
 3
 \end{array}
 13 \text{ OF } 15$$

$$\begin{array}{r}
 48.8 \\
 \hline
 45
 \end{array}
 \begin{array}{r}
 \text{Top Wall} \\
 46.0 \\
 \hline
 42
 \end{array}
 \begin{array}{r}
 \text{Bottom} \\
 42.4 \\
 \hline
 42
 \end{array}$$

$$\begin{array}{r}
 52.4 \\
 \hline
 90
 \end{array}
 \begin{array}{r}
 51.0 \\
 \hline
 68
 \end{array}
 \begin{array}{r}
 48.4 \\
 \hline
 40
 \end{array}$$

35
Kil.

$$\begin{array}{r}
 \text{Bottom Wall} \\
 36.6 \\
 \hline
 51
 \end{array}
 \begin{array}{r}
 \text{Top Wall} \\
 40.7 \\
 \hline
 51
 \end{array}$$

$$\begin{array}{r}
 49.3 \\
 \hline
 31
 \end{array}
 \begin{array}{r}
 \text{Curb} \\
 50.4 \text{ T} \\
 49.9 \text{ G} \\
 \hline
 4
 \end{array}
 950.6$$

$$\begin{array}{r}
 \text{Curb} \\
 50.4 \text{ T} \\
 49.9 \text{ G} \\
 \hline
 5
 \end{array}
 \begin{array}{r}
 49.2 \\
 \hline
 33
 \end{array}
 \begin{array}{r}
 49.2 \\
 \hline
 44
 \end{array}$$

$$\begin{array}{r}
 49.4 \\
 \hline
 35
 \end{array}
 \begin{array}{r}
 37.2 \\
 \hline
 77
 \end{array}
 \begin{array}{r}
 37.8 \\
 \hline
 90
 \end{array}$$

$$\begin{array}{r}
 54.1 \\
 \hline
 100
 \end{array}
 \begin{array}{r}
 53.3 \\
 \hline
 81
 \end{array}$$

$$\begin{array}{r}
 49.8 \\
 \hline
 32
 \end{array}
 \begin{array}{r}
 \text{Curb} \\
 50.8 \\
 50.3 \\
 \hline
 5
 \end{array}
 951.0$$

$$\begin{array}{r}
 \text{Curb} \\
 50.8 \text{ T} \\
 50.2 \text{ G} \\
 \hline
 9
 \end{array}
 \begin{array}{r}
 49.6 \\
 \hline
 34
 \end{array}
 \begin{array}{r}
 50.5 \\
 \hline
 49
 \end{array}$$

$$\begin{array}{r}
 50.0 \\
 \hline
 39
 \end{array}
 \begin{array}{r}
 37.7 \\
 \hline
 79
 \end{array}$$

$$\begin{array}{r}
 54.5 \\
 \hline
 100
 \end{array}
 \begin{array}{r}
 54.8 \\
 \hline
 86
 \end{array}
 \begin{array}{r}
 51.8 \\
 \hline
 66
 \end{array}$$

$$\begin{array}{r}
 50.1 \\
 \hline
 40
 \end{array}
 \begin{array}{r}
 \text{Curb} \\
 50.5 \\
 49.9 \\
 \hline
 32
 \end{array}
 \begin{array}{r}
 \text{Curb} \\
 50.9 \text{ T} \\
 50.4 \text{ G} \\
 \hline
 7
 \end{array}
 951.1$$

$$\begin{array}{r}
 \text{Curb} \\
 51.0 \text{ T} \\
 50.4 \text{ G} \\
 \hline
 4
 \end{array}
 \begin{array}{r}
 \text{Curb} \\
 50.3 \text{ T} \\
 49.8 \text{ G} \\
 \hline
 35
 \end{array}
 \begin{array}{r}
 51.4 \\
 \hline
 56
 \end{array}$$

$$\begin{array}{r}
 37.9 \\
 \hline
 84
 \end{array}$$

$$\begin{array}{r}
 54.5 \\
 \hline
 100
 \end{array}$$

212

+71 $\pm$ ENT. RT.

213

+35 $\pm$ ENT RT

T.P.

Sta 213+00

948.74

B.M.

Top Hyd SE. Cor
G.R.D. E

949.68

949.58

2

Curb

$$\begin{array}{r} 50.1 \text{ T} \\ 49.6 \text{ G} \\ \hline 34 \end{array}$$

Curb

$$\begin{array}{r} 50.5 \text{ T} \\ 50.1 \text{ G} \\ \hline 5 \end{array}$$

Curb

$$\begin{array}{r} 950.2 \text{ T} \\ 950.8 \text{ G} \end{array}$$

Curb

$$\begin{array}{r} 50.0 \text{ T} \\ 49.4 \text{ G} \\ \hline 34 \end{array}$$

14 of 15

$$\begin{array}{r} 51.0 \\ \hline 49 \end{array}$$

$$\begin{array}{r} 49.3 \\ \hline 46 \end{array} \quad \begin{array}{r} 39.4 \\ \hline 92 \end{array}$$

$$\begin{array}{r} 52.6 \\ \hline 100 \end{array} \quad \begin{array}{r} 52.8 \\ \hline 83 \end{array}$$

Curb

$$\begin{array}{r} 49.6 \text{ T} \\ 49.0 \text{ G} \\ \hline 9 \end{array}$$

Curb

$$\begin{array}{r} 49.7 \text{ T} \\ 49.1 \text{ G} \\ \hline 2 \end{array}$$

949.2

$$\begin{array}{r} 48.5 \\ \hline 35 \end{array}$$

Conc.

$$\begin{array}{r} 50.08 \\ \hline 49 \end{array}$$

Conc.

$$\begin{array}{r} 50.61 \\ \hline 73 \end{array}$$

Curb

$$\begin{array}{r} 49.1 \text{ T} \\ 48.6 \text{ G} \\ \hline 34 \end{array}$$

$$\begin{array}{r} 48.5 \\ \hline 46 \end{array}$$

$$\begin{array}{r} 51.3 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 42.0 \\ \hline 96 \end{array}$$

Curb

$$\begin{array}{r} 49.1 \text{ T} \\ 48.6 \text{ G} \\ \hline 9 \end{array}$$

Curb

$$\begin{array}{r} 49.3 \text{ T} \\ 48.7 \text{ G} \\ \hline 2 \end{array}$$

948.7

Curb

$$\begin{array}{r} 48.6 \text{ T} \\ 48.1 \text{ G} \\ \hline 34 \end{array}$$

Conc.

$$\begin{array}{r} 49.71 \\ \hline 48 \end{array}$$

Curb

$$\begin{array}{r} 48.4 \text{ T} \\ 47.9 \text{ G} \\ \hline 34 \end{array}$$

$$\begin{array}{r} 47.7 \\ \hline 52 \end{array} \quad \begin{array}{r} 43.3 \\ \hline 96 \end{array}$$

Conc.

$$\begin{array}{r} 50.75 \\ \hline 100 \end{array}$$

Curb

$$\begin{array}{r} 48.5 \text{ T} \\ 48.0 \text{ G} \\ \hline 9 \end{array}$$

Curb

$$\begin{array}{r} 48.7 \text{ T} \\ 48.1 \text{ G} \\ \hline 3 \end{array}$$

948.1

$$\begin{array}{r} 47.7 \\ \hline 34 \end{array}$$

Conc.

$$\begin{array}{r} 49.27 \\ \hline 56 \end{array}$$

Curb

$$\begin{array}{r} 48.0 \text{ T} \\ 47.5 \text{ G} \\ \hline 34 \end{array}$$

$$\begin{array}{r} 47.0 \\ \hline 54 \end{array}$$

Conc.

$$\begin{array}{r} 49.98 \\ \hline 100 \end{array}$$

T. P.

950.57

B. M.

947.69 947.69

949.58

213+93

+94

CATCH BASIN

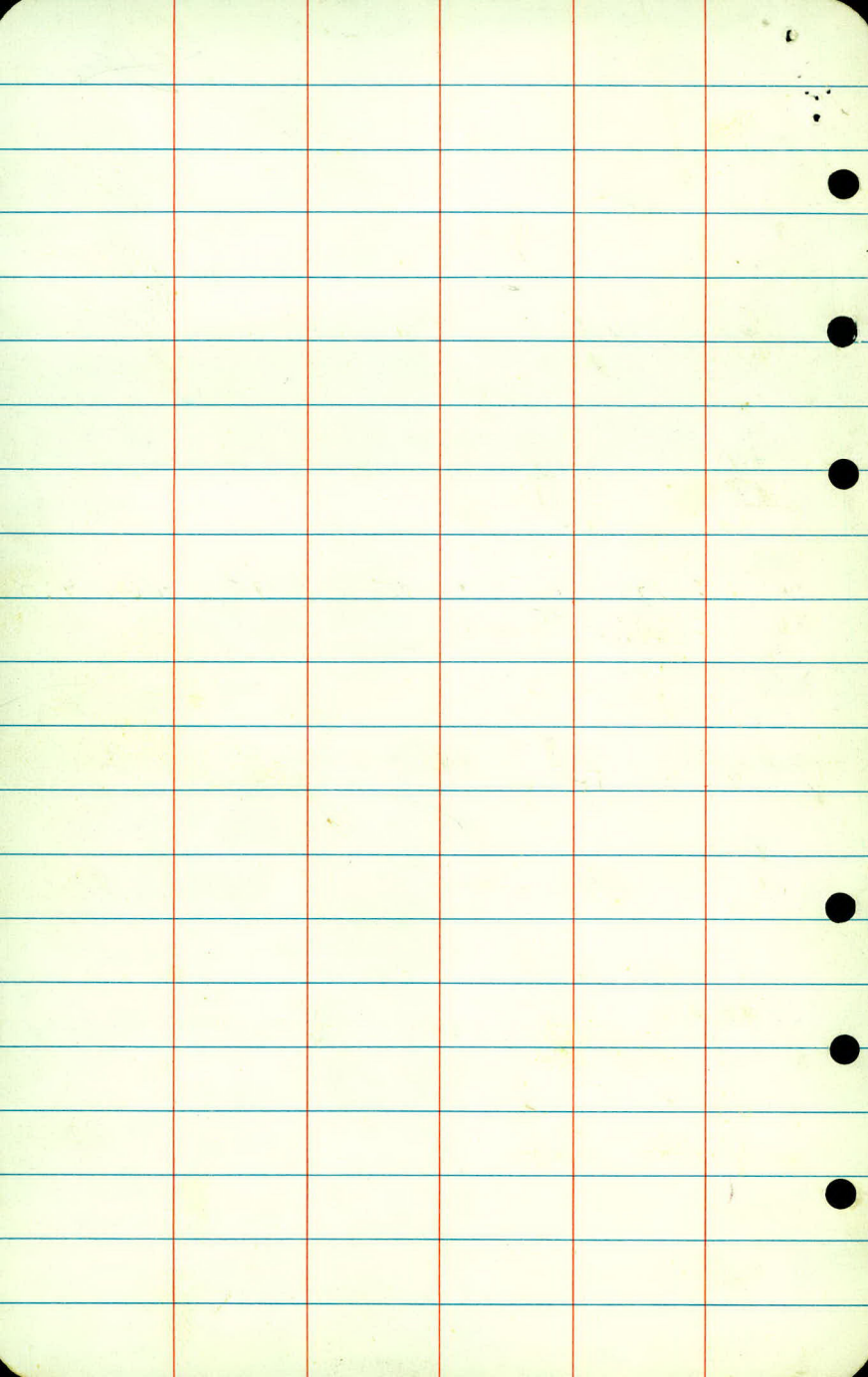
Rt 65'

Top Blktp.

Top Hyd Rt. Sta. 208+00

94.12	95.57	95.17	96.4	947.15	946.9	46.6	47.0
100	69	69	35		35	64	100
	T.C. CURB						
	GUTTER						

946.58



LEXINGTON AVE.

CULVERT

STA 204+45

CULVERT
Sta 204+45

B.m.

947.67

B.m.

936.63 936.64

204+45

24" R.C.P.



93 1.47

93 0.79

93 0.75

93 0.64

Top Hyd. Rt. Sta. 208+00

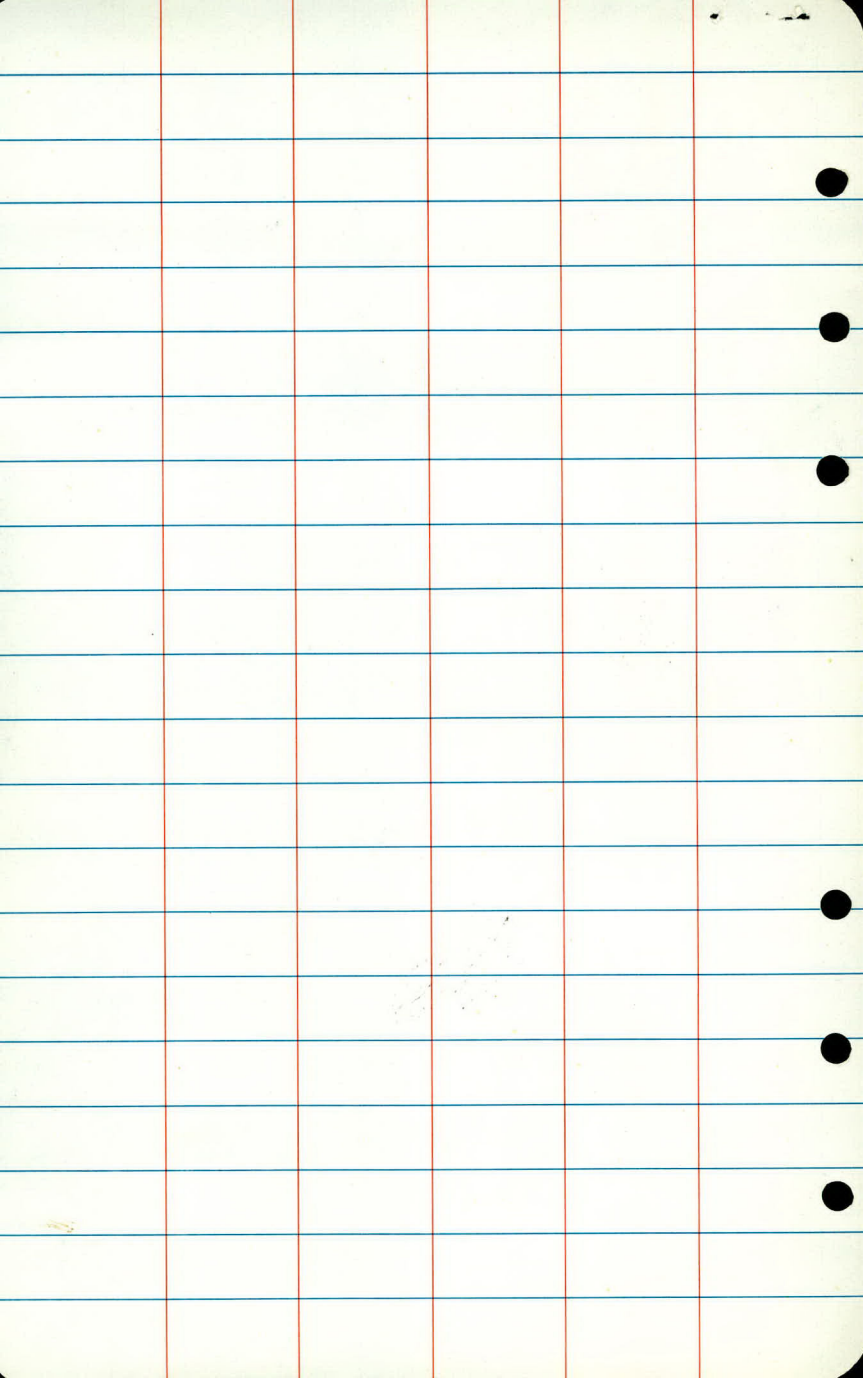
Top Hyd Sta 204+70 ± Rt.

Inv. Culv. E. end } Sta 204+45

" " W. end

" " N. end

" " S. end



ML.
MR
JT
BO
RE

July 17, 78

SUNNY 85° 1

POND ELEVATIONS

LEXINGTON AVE

193+00 TO 207+00

POND ELEV.
Sta 193-207

STA	+	T	-	EL(E)	
B.M.	4.44	941.08		936.64	
			10.05	931.03	
			10.82	930.26	
T.P.	11.92	950.64	2.36	938.12	
B.M.			2.97	947.67	947.67
B.M.	0.38	935.46		935.08	
			19.15	916.31	
			19.61	915.85	
T.P.	5.61	937.79	3.28	932.18	
T.P.			6.41	931.38	931.35
B.M.	1.29	928.77		927.48	
			15.30	913.47	
			15.12	913.65	
T.P.	6.34	932.15	2.96	925.81	
			0.34	931.81	931.83

Top of HYD 204+70 $\pm$ Rt

ELEV. OF POND AT 207+00

INVERT ELEV 208+12 182' LT (36" R.C.P.)

P.K. & 206+00

Top of HYD 208+00 Rt

Top S.W. BOLT OF SIGN @ 199+75

ELEV OF POND 199+00

(36" R.C.P.)
INVERT ELEV. 198+90 205' LT

END CURB Top CURB

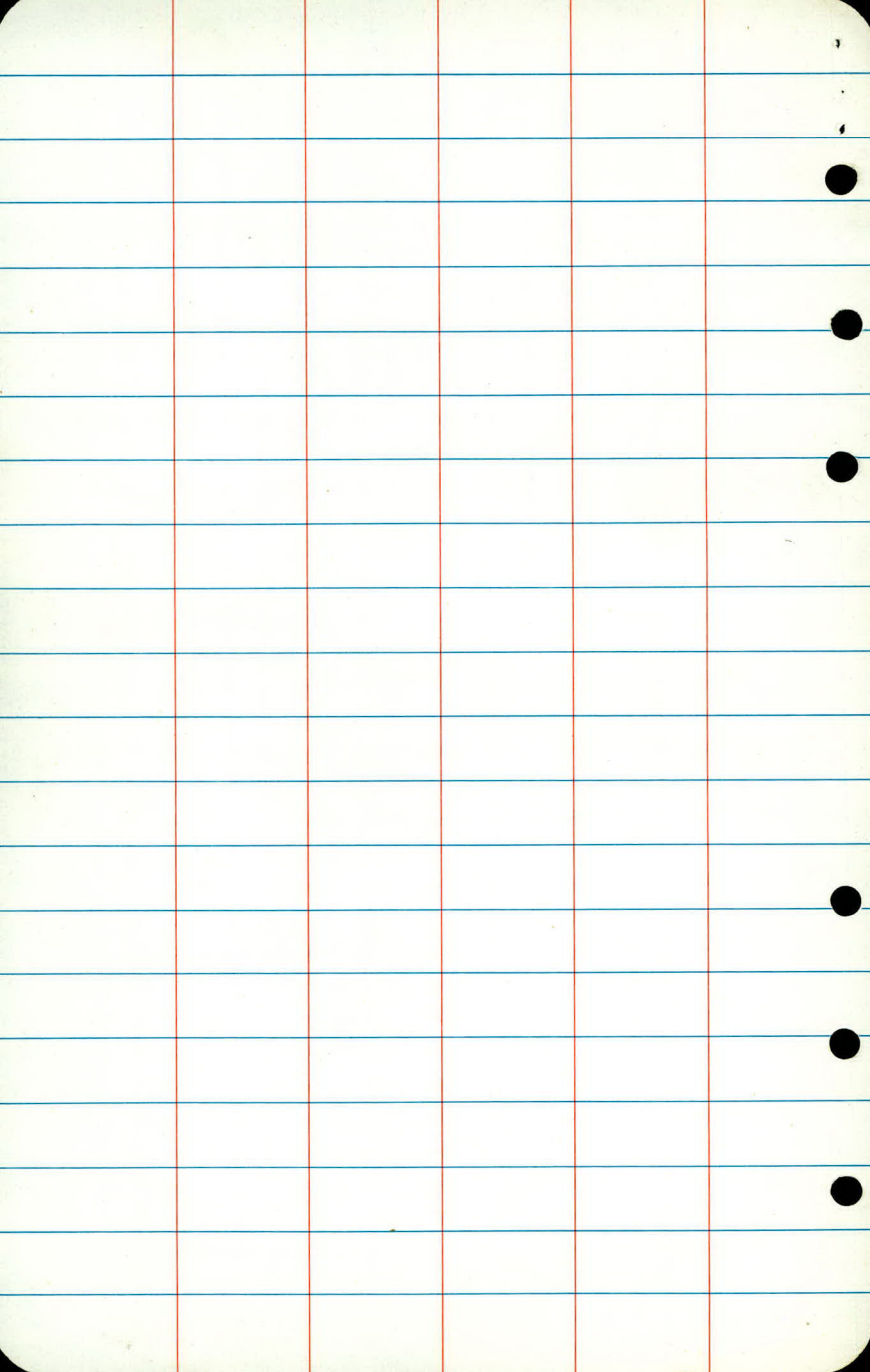
P.K. & 200+00

Top of HYD N.E. Cor LEXINGTON + CANNON

ELEV OF POND 193+00

INVERT ELEV 191+50 50 LT (12" R.C.P.)

P.K. & 195+00



BENCH LEVELS

LEXINGTON AVE

Co Rd D TO Co Rd E

Corrected and balanced.

*Correct Bench Elev. Circled
Jk*

BENCH
Levels
D to E

+

 π

-

ELEY

B M	6.50	931.12			924.62
-----	------	--------	--	--	--------

B M	2.05	932.66	0.51	930.61	930.62
-----	------	--------	------	--------	--------

B M	8.67	938.63	2.70	929.96	929.96
-----	------	--------	------	--------	--------

B M	4.37	941.90	1.10	937.53	937.53
-----	------	--------	------	--------	--------

B M	6.94	947.43	1.41	940.49	940.49
-----	------	--------	------	--------	--------

B M	3.46	950.38	0.51	946.92	946.93
-----	------	--------	------	--------	--------

B M	4.45	950.54	4.29	946.09	946.12
-----	------	--------	------	--------	--------

B M	0.88	946.44	4.98	945.56	945.58
-----	------	--------	------	--------	--------

T.P.	1.24	939.22	8.46	937.98	
------	------	--------	------	--------	--

B.M.	1.92	929.65	11.49	927.73	927.72
------	------	--------	-------	--------	--------

B.M.	1.38	924.70	6.33	923.32	923.32
------	------	--------	------	--------	--------

B.M.	7.06	927.85	3.91	920.79	920.78
------	------	--------	------	--------	--------

B M	5.93	933.42	0.36	927.49	927.48
-----	------	--------	------	--------	--------

B M	4.05	935.88	1.59	931.83	931.82
-----	------	--------	------	--------	--------

B M	4.26	939.35	0.79	935.09	935.08
-----	------	--------	------	--------	--------

B M	6.00	943.16	2.19	937.16	937.14
-----	------	--------	------	--------	--------

B M	10.15	947.95	5.36	937.80	937.78
-----	-------	--------	------	--------	--------

DESCRIPTION

32

5.99 x ⁰¹ HYD S W COR CO RD D

0.65, ⁰² HYD STA 164+00 LT

7.57 / HYD STA 166+00 RT

2.96 / HYD STA 168+30[±] LT

6.43 x ⁰¹ HYD NE CORNER GLENHILL AVE

0.81 / HYD NE CORNER EDGEWATER AVE

0.53 x ⁰¹ HYD STA 176+10[±] LT

7.58 x ⁰¹ HYD S. W CORNER INGERSON AVE

10.25 x ⁰¹ ♀ STA 183+00

4.41 / HYD NW CORNER TILLER LAKE

2.53 x ⁰² SOUTH GROUND CONDUIT ON CYLINDER STA 188+06[±] RT

6.70, ⁰¹ SPIKE IN PP STA 190+68[±] RT

4.34, ⁰¹ HYD NE CORNER CANNON AVE

3.26 / HYD STA 197+10[±] RT

2.07, ⁰² S. W. COR ^{BOLT} ROCKS DRIVE IN SIGN STA 199+80[±] RT

0.64 / HYD STA 204+70[±] RT

9.89 x ⁰¹ SPIKE IN COTTONWOOD TREE 206+67[±] LT

+

K

-

ELEV.

947.95

9.87

B.M.

6.57

954.26

0.26

947.69

(947.69)

B.M.

1.22

953.44

2.04

952.22

4.53

(952.21)

B.M.

3.86

949.58

2.64

(949.58)

Low 1.6

H₁ by 21

944.34 TOP HYD AT LAURIE
 950.66 TOP HYD AT SANDHURST
 929.29 HYD N OF 36
 922.88 Grand view
 932.35 B²
 937.78 SEXTANT
 934.07 TRANSIT
 920.64 Brooks
 901.33 OAKCREST LT
 898.15 OAK CREST. RT
 895.47 ROSE
 899.49 RR TRACKS
 910.20 ASH BACH RD
 923.49
 938.92 CO. RD C HYD-SW COR
 937.71 N. OF C WOODHILL
 917.94 JUDITH
 908.86 OLD LEX
 890.72 N. OF C²

892.01

888.68

Josephine RD

891.20

898.50

910.59

924.62

Co. RD. D

BENCH LEVELS
LEXINGTON AVENUE
CORD "E" TO CORD "D"

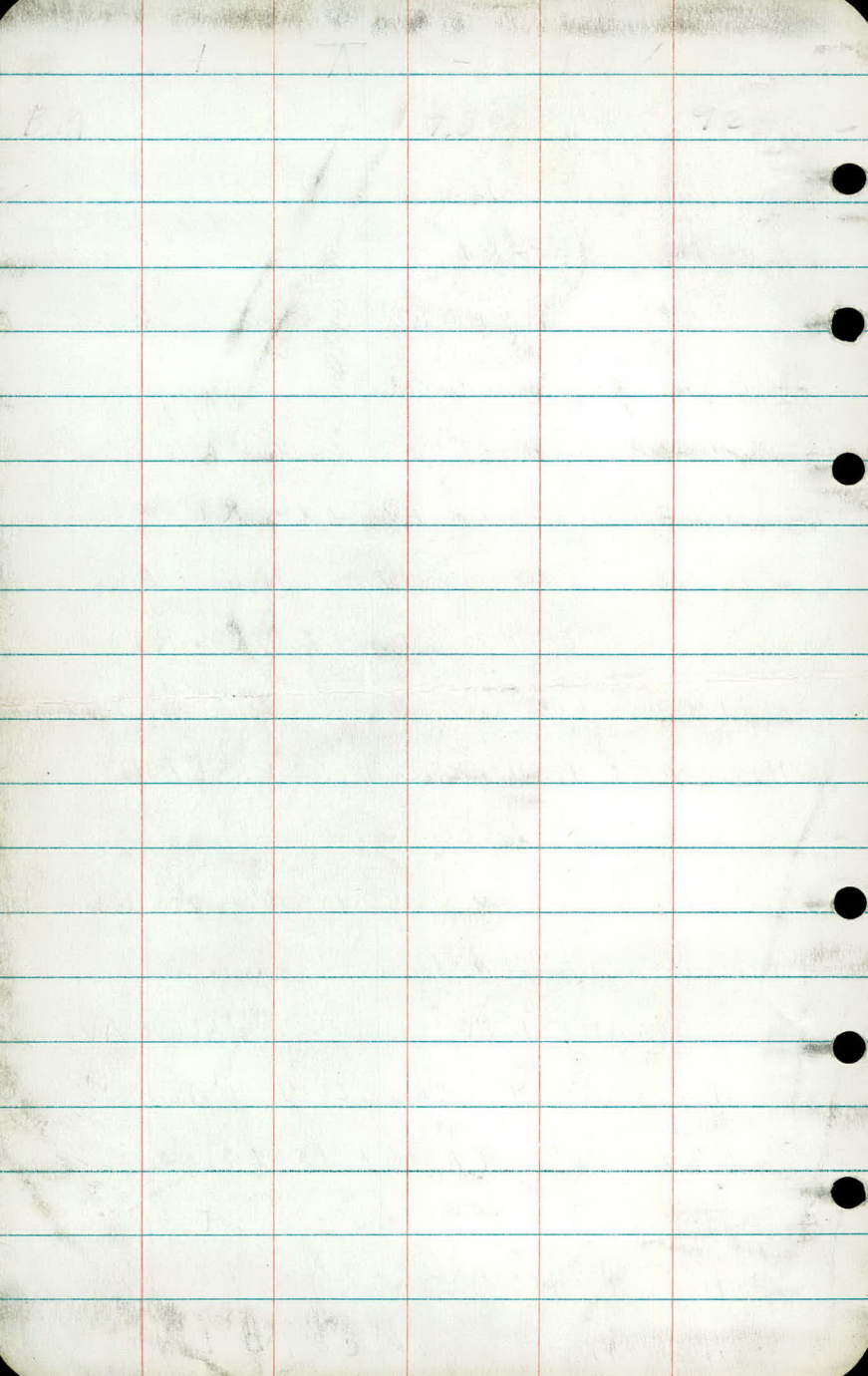
"Check"

Checked incorrect
plane and discard
or disregard
JH

	+	π	-	ELEV	
B.M	4.27	954.01			949.74
B.M	1.28	953.64	1.65	952.36	
B.M	0.26	948.10	5.80	947.84	
B.M	3.67	941.61	10.16	937.94	
B.M	2.53	939.83	4.31	937.30	
B.M	0.72	935.97	4.58	935.25	
B.M	2.10	934.09	3.98	931.99	
B.M	0.78	928.44	6.43	927.66	
B.M	3.87	924.84	7.47	920.97	
B.M	9.52	933.04	1.32	923.52	
B.M	11.69	939.62	5.11	927.93	
T.P	8.92	947.11	1.43	938.19	
B.M	5.03	950.81	13.3	945.78	
B.M	3.90	950.22	4.49	946.32	
B.M	0.65	947.78	3.09	947.13	
B.M	2.07	942.76	7.09	940.69	
B.M	0.44	938.17	5.03	937.73	
B.M	2.74	932.90	8.01	930.16	
B.M	1.09	931.92	2.07	930.83	926.02
B.M			7.09	924.83	924.62

DESCRIPTION

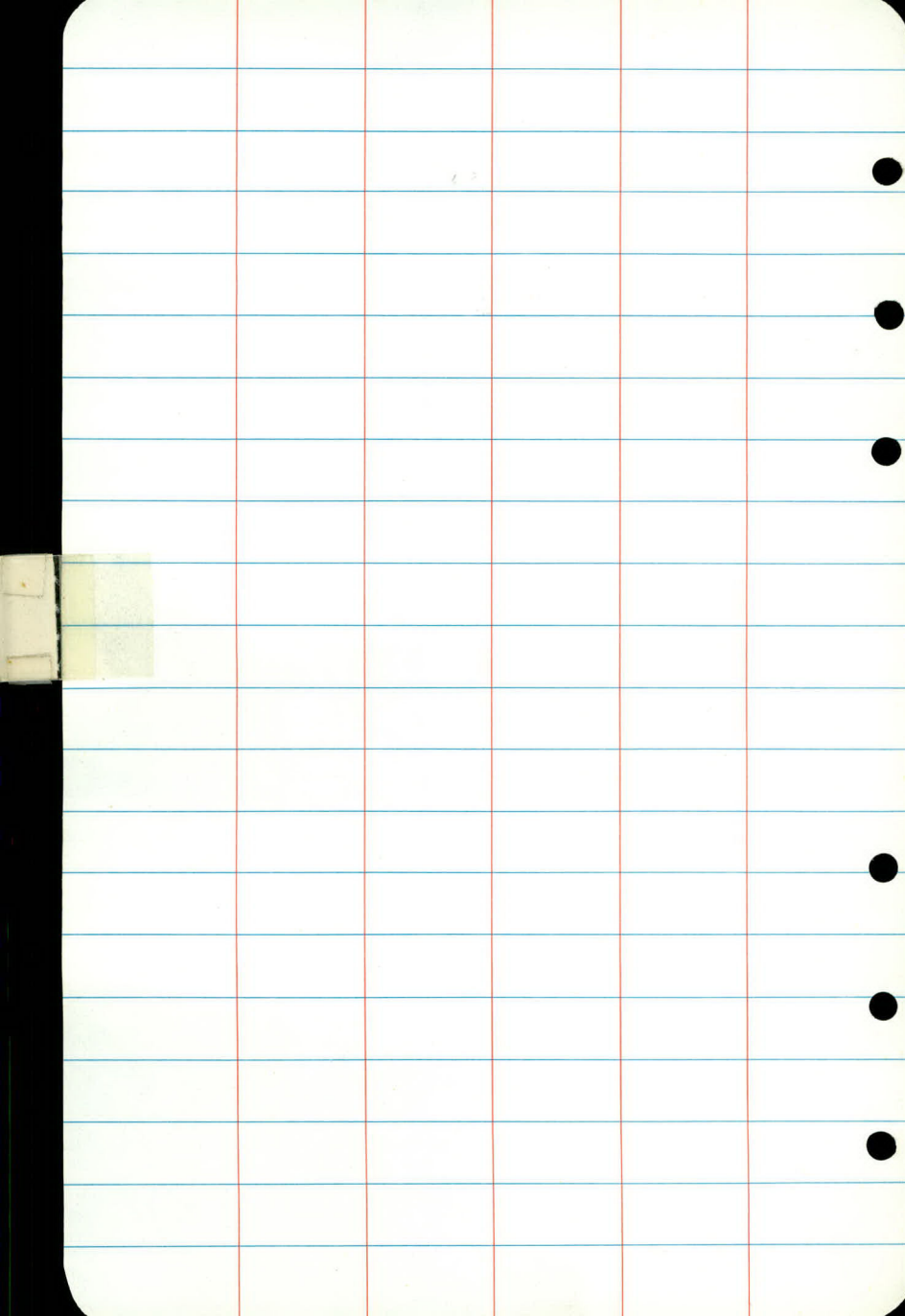
- 2.62 HYDRANT S.E COR. CO RD "E"
- 4.52 HYDRANT - RT. - ST 211 + 00
- 9.90 HYDRANT - RT. - ST 208 + 00
- 0.64 SPIKE IN COTTENWOOD TREE 206 + 67 LT
- 2.05 HYD STA 204 + 70 RT
- 3.26 S.W CORNER BOLT IN ROCK DRIVE IN SIGN 199 + 80 RT
- 4.33 HYDRANT STA 197 + 10 RT
- 6.69 HYDRANT N.E CORNER CANYON AVE
- 2.55 SPIKE IN PP STA 190 + 68 RT
- 4.41 SOUTH GROUND CONDUIT ON CYLINDER 188 + 06 R.
- 10.26 HYDRANT N.W COR. TILLER LANE
- 7.59 & STA 183 + 00
- 0.54 HYDRANT S.W COR. INGERSON RD
- 0.81 HYDRANT STA 176 + 10 LT.
- 6.44 HYDRANT N.E COR EDGEWATER AVE
- 2.96 HYDRANT N.E COR GLENHILL AVE
- 7.57 HYDRANT STA 168 + 30 LT
- 0.67 HYDRANT STA 166 + 00 RT
- 6.00 HYDRANT STA 164 + 00 LT
- HYDRANT S.W COR CO RD "D"



STRUCTURES

Co. Rd. "D" to Co. Rd. "E"

M.H. 3
C.B. 3

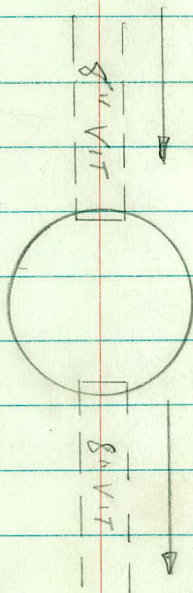


163416

Lt 20'

MH 7

50B



FL TO TOP = 8.55

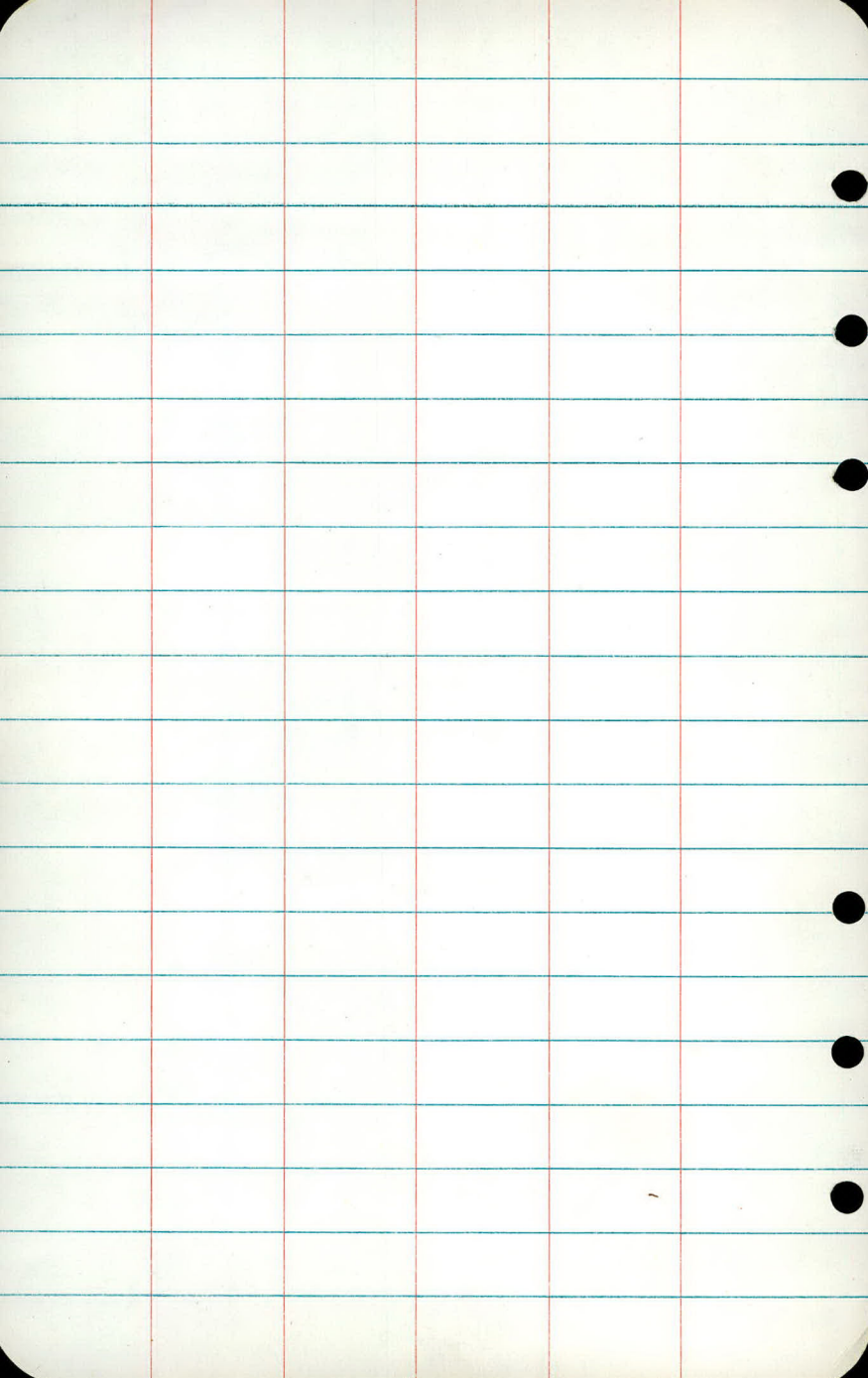
1.6 SECTION.

1.4 SECTION.

4.4 ECC. CONE

3 RINGS

9" CASTING

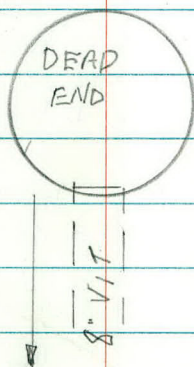


164+40

LT 20'

MH 8

50C

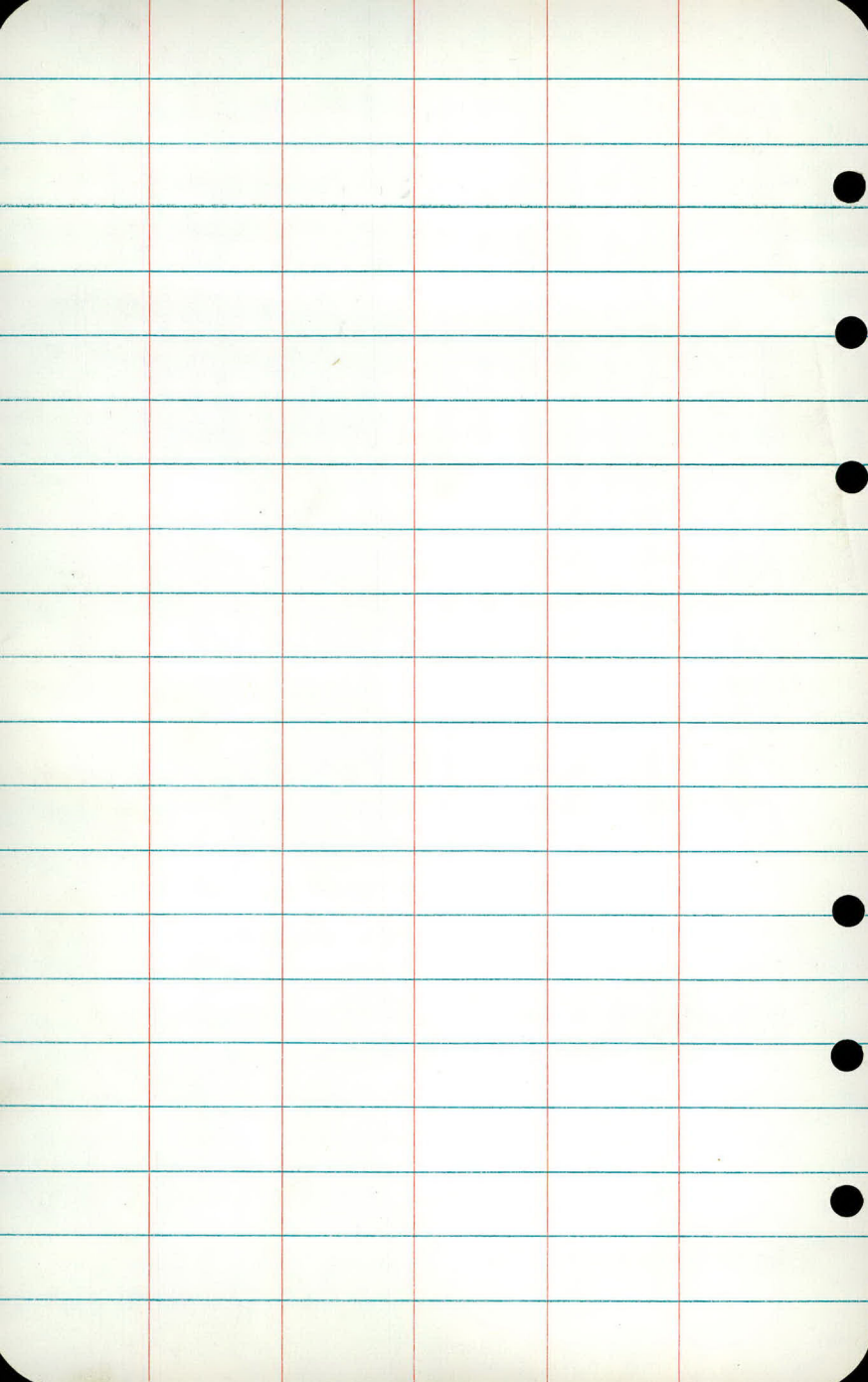


FL TO TOP = 7.5

2.0 SECTION

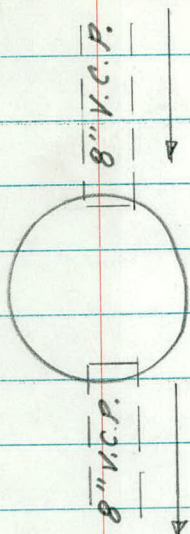
4.4 ECC. CONE

9" CASTING

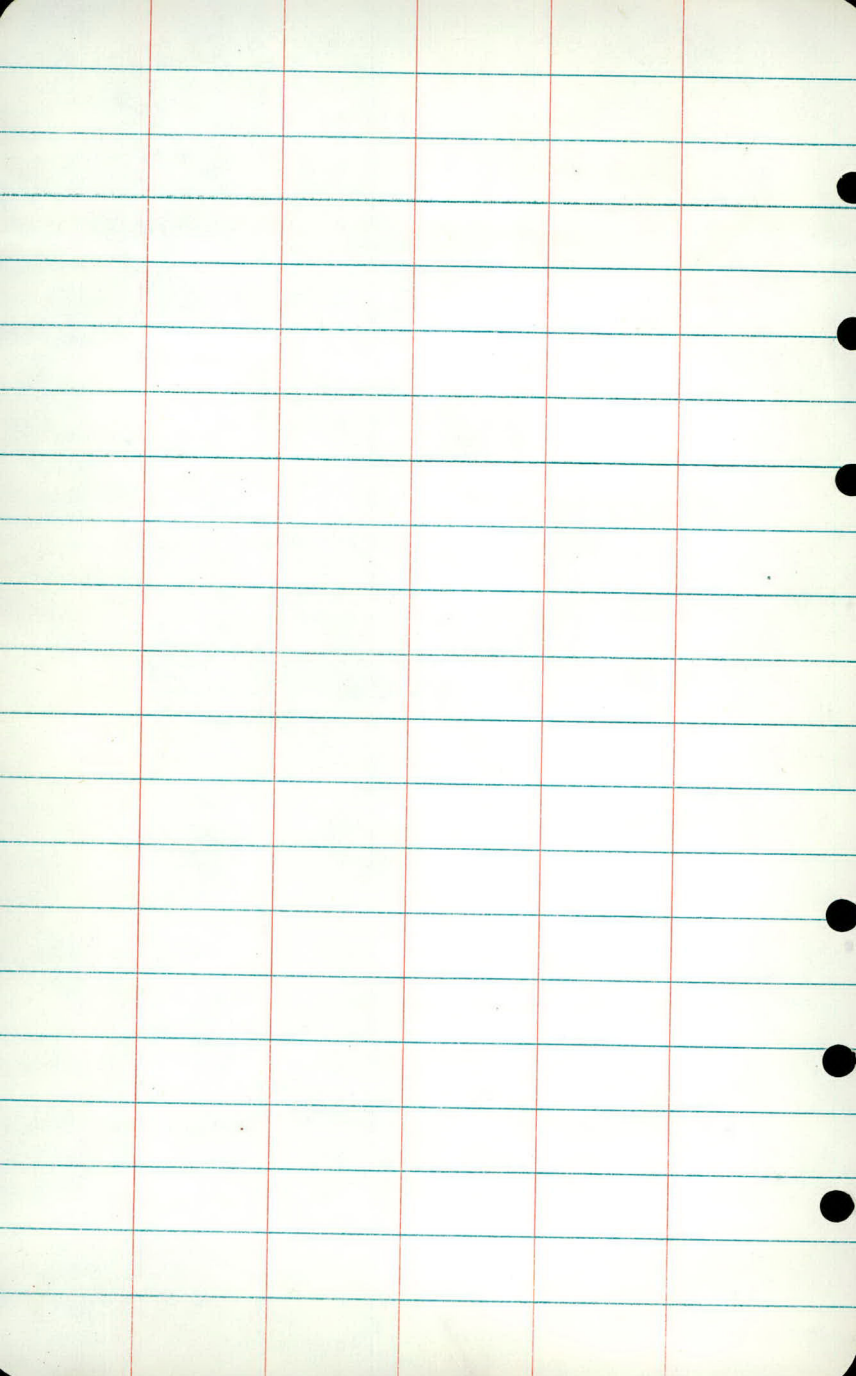


164+55

39' RT MH 9 500



4' Eccentric cone
10" casting
8 rings
 $1\frac{1}{2}'$ section (bottom)
Top to Inv. 9.25'

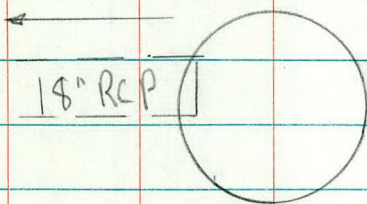


165+20

28' RT

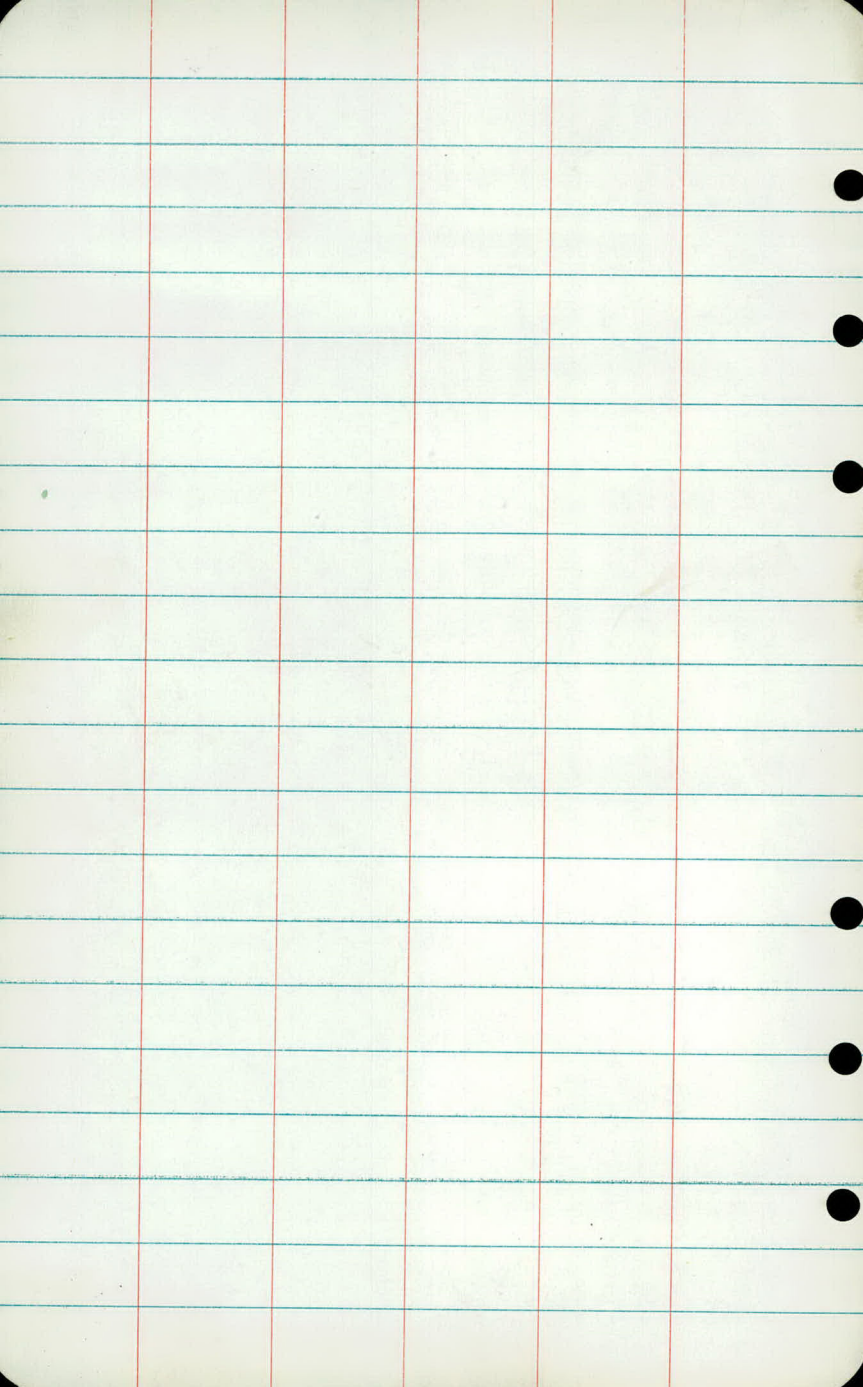
SD 10

50 E



BLOCK

FL TO TOP = 6.20



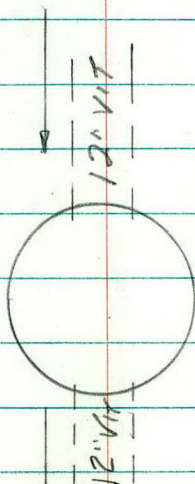
167+33

39' RT

MH 11

51

Sanitary



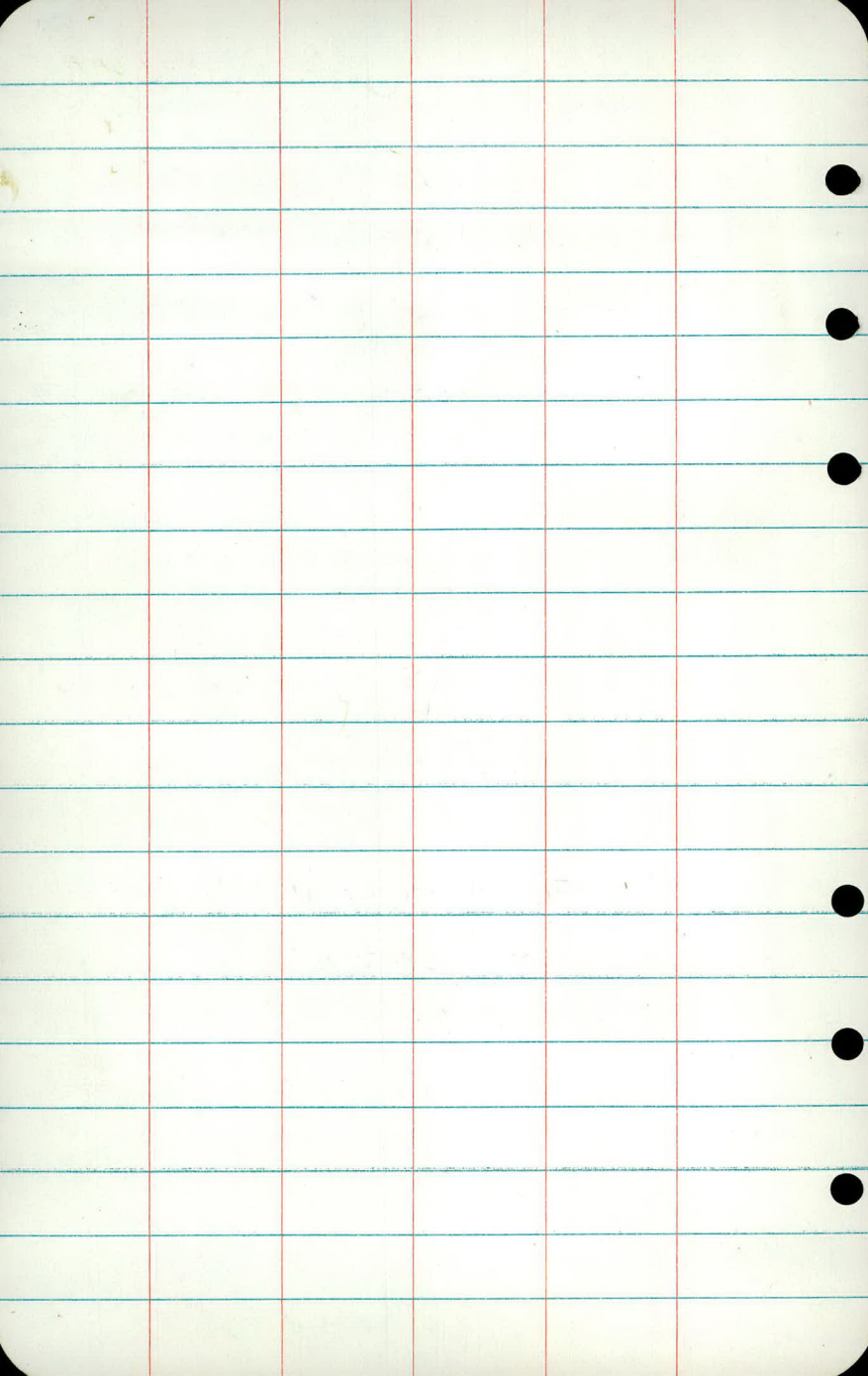
FL TO TOP = 10.8

3.0 SECTION

4.4 CONCENTRIC CONE

7 RINGS

9" CASTING



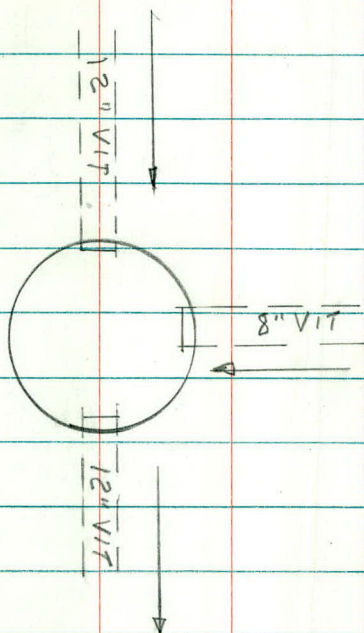
169+80

38' RT

MH 12

52,

SANITARY



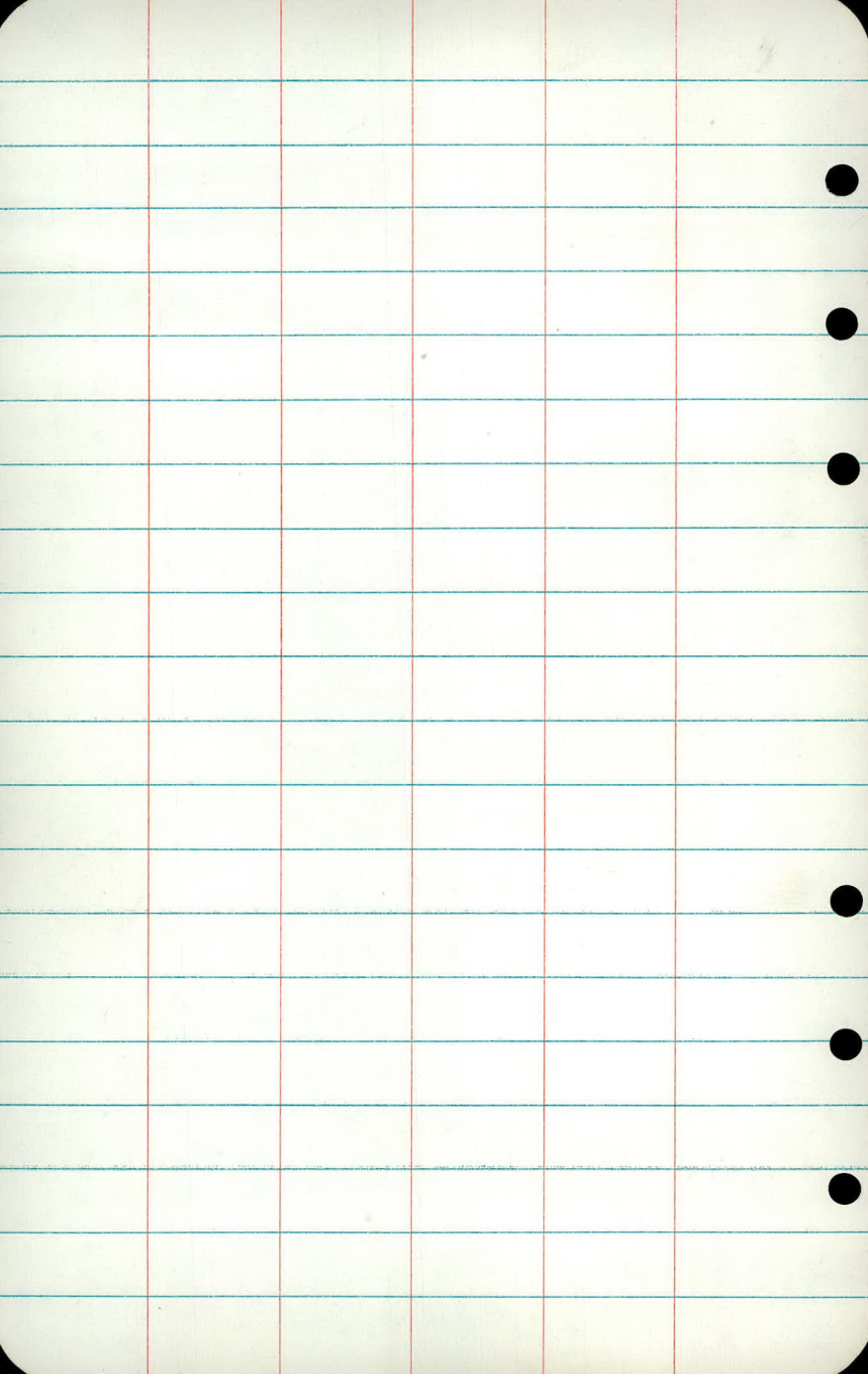
FL TO TOP = 10.25

4.0 SECTION

4.4 ECC. CONE

3 RINGS

9" CASTING



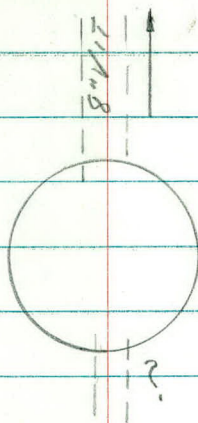
170+75

40' LT

MH 13

52A

SANITARY



FL TO TOP = 9.60

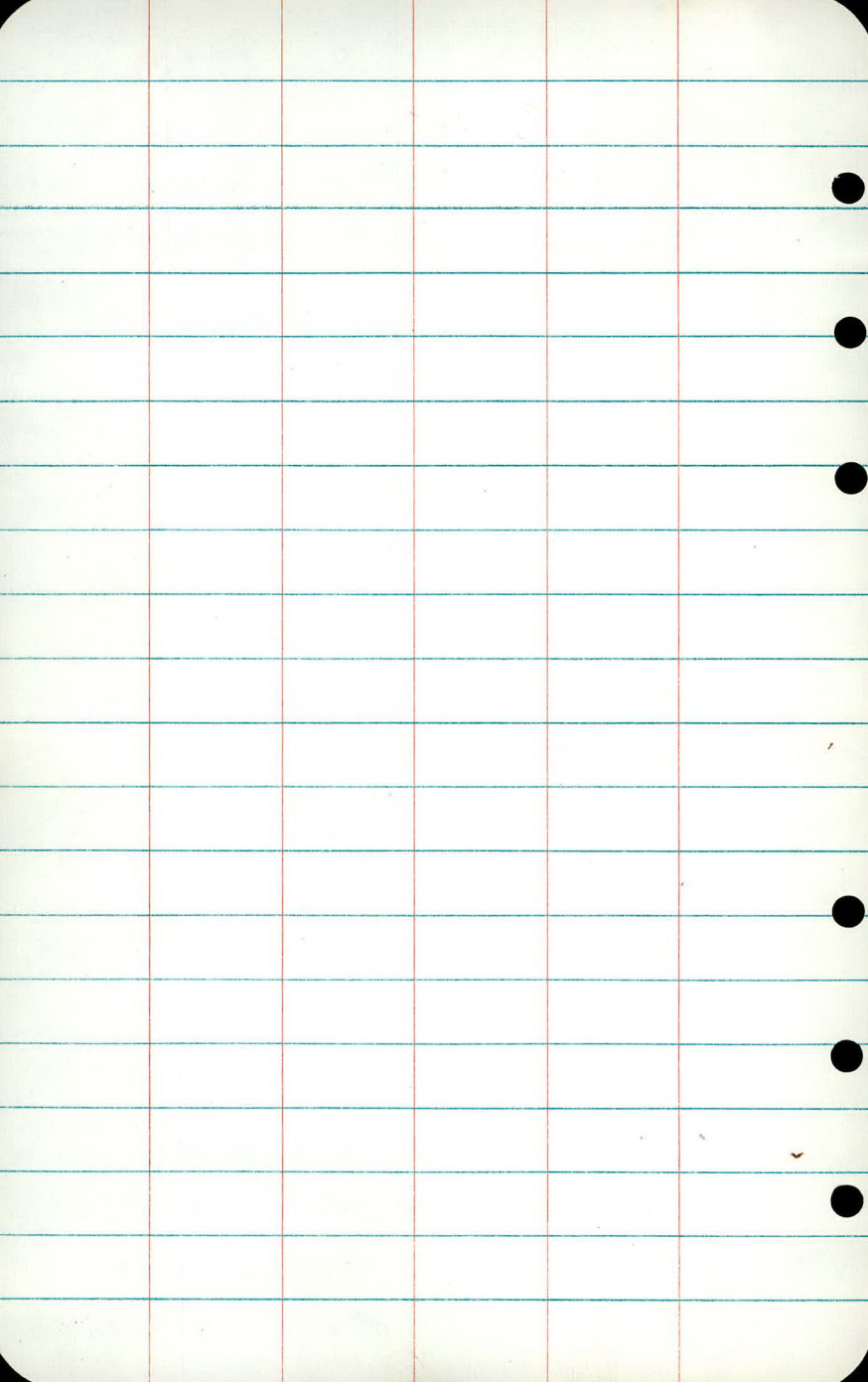
2'0 SECTION

1'0 SECTION

4'4 ECC. CONC

1 ring

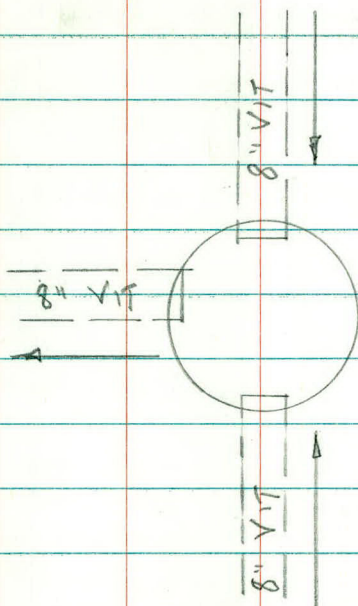
9" CASTING



172+06

40 LT MH 14^{52B}

SANITARY



FL TO TOP = 14.20

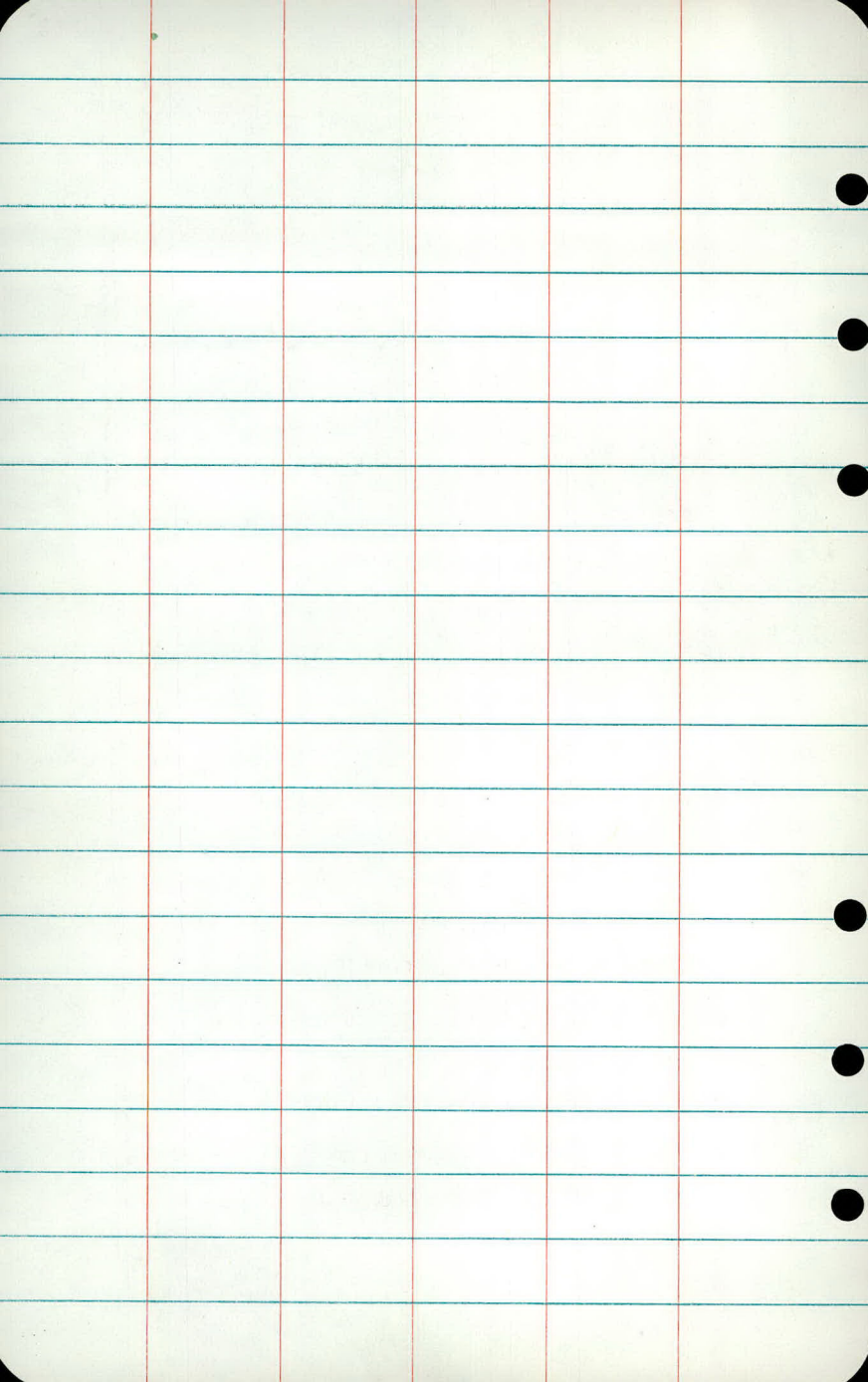
4.0 SECTION

4.0 SECTION

4.4 ECC. CONE

6 RINGS

9\"/>



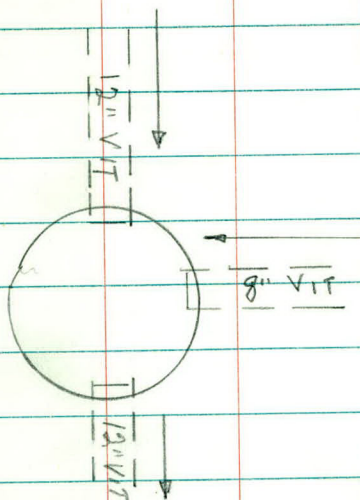
173+10

41' RT

MH 15

520

SANITARY



FL TO TOP =

FL TO TOP = 13.70

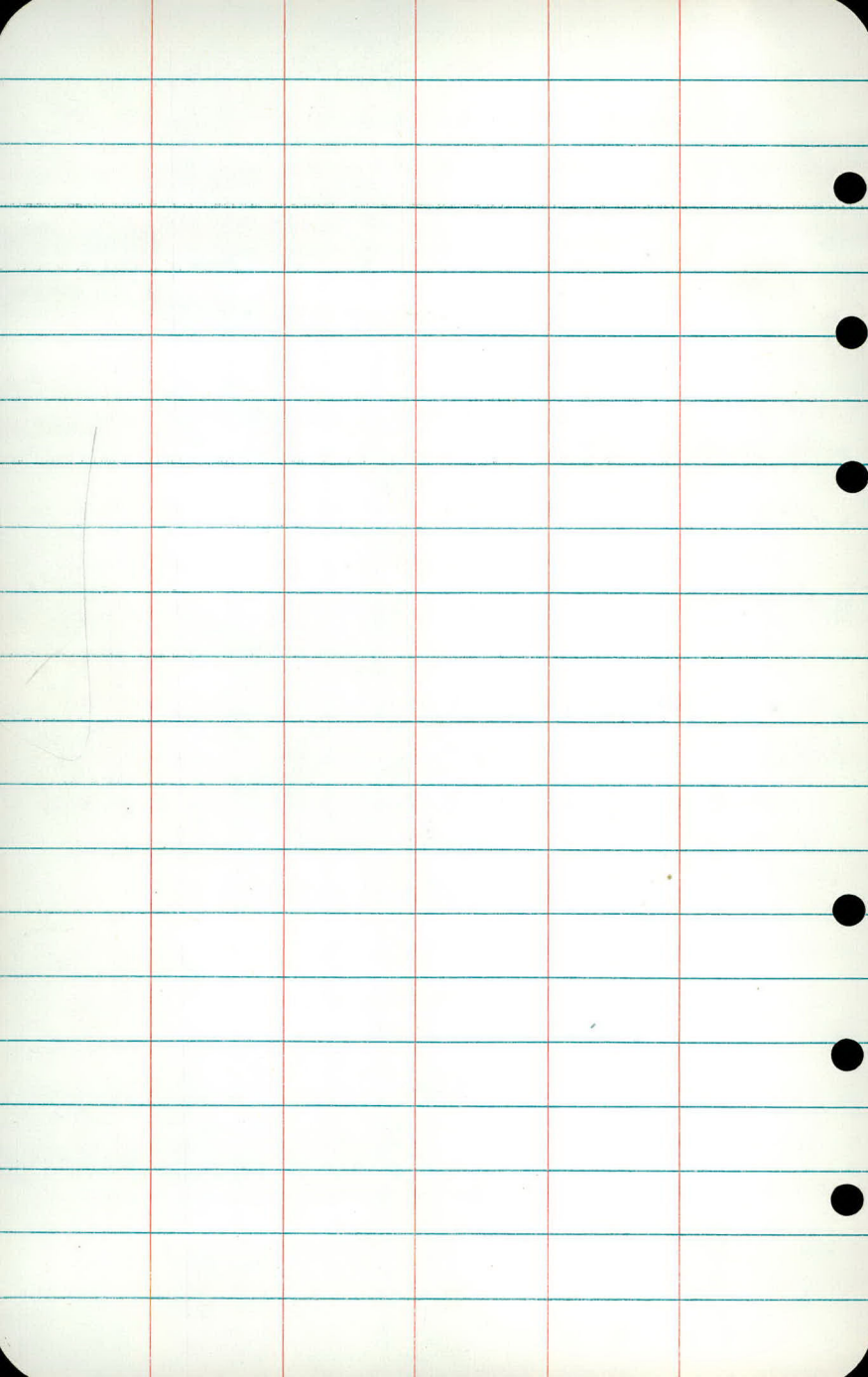
4.0 SECTION

4.0 SECTION

4.4 ECC. Cone

1 ring

9" CASTING

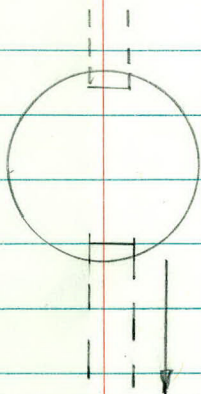


174 + 18

39' LT

MH 16

SANITARY



FL TO TOP = 9.40

.8' SECTION

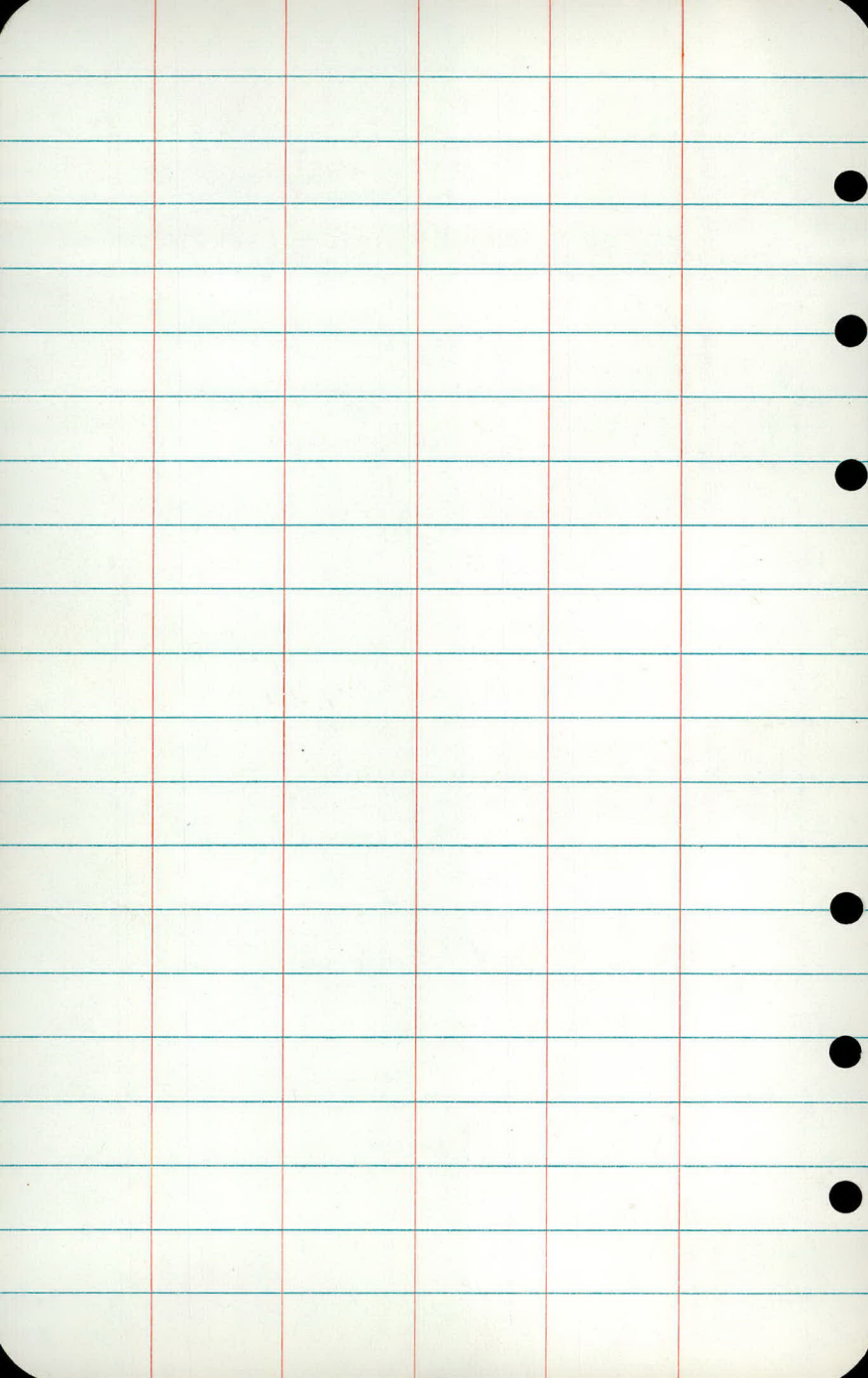
1.4 SECTION

1.0 SECTION

4.4 ECC. CONE

3 RINGS

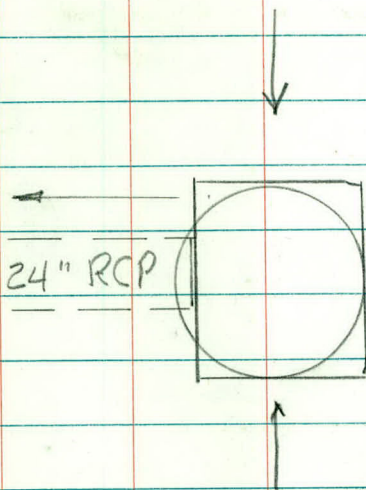
9" CASTING



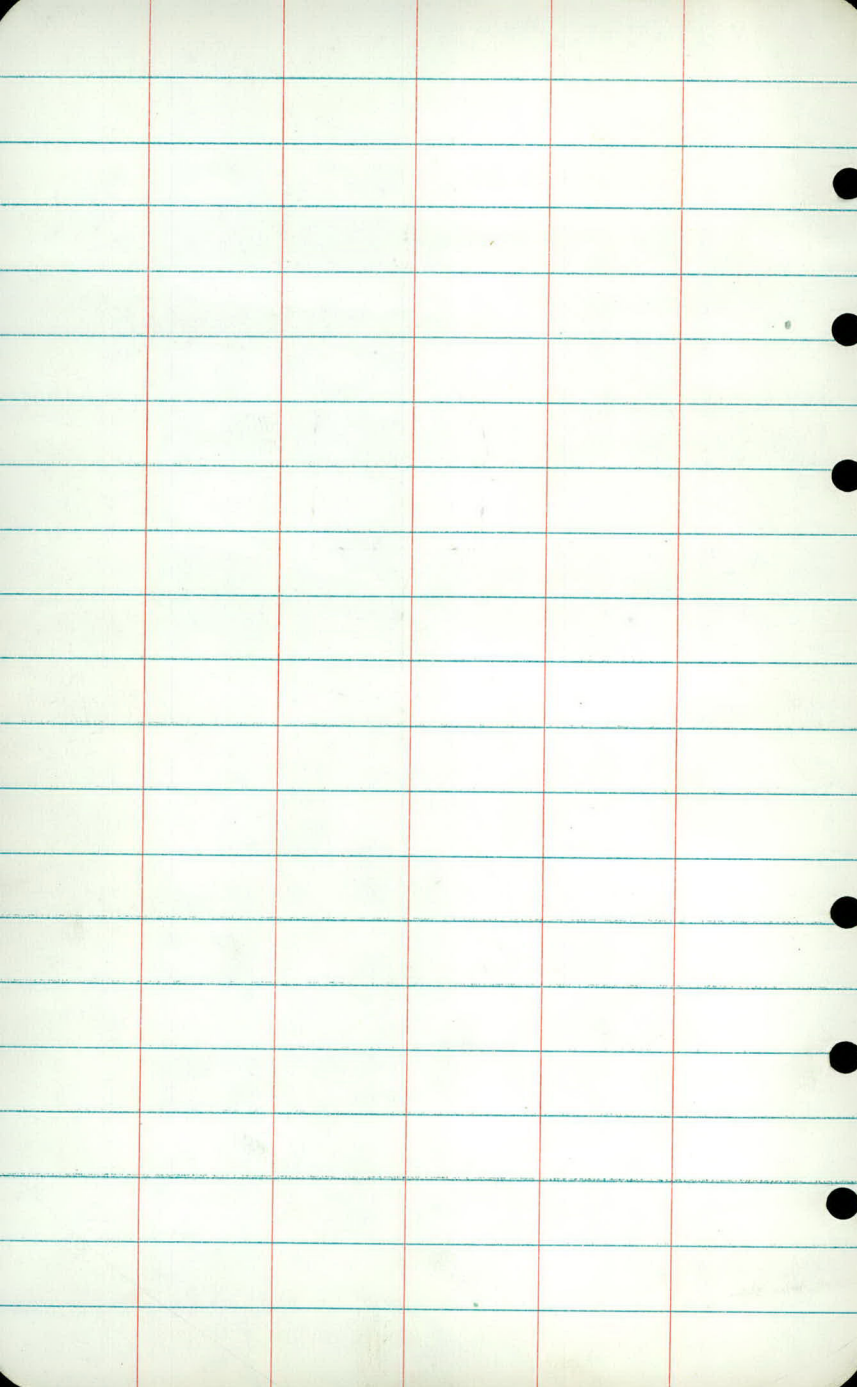
175+15

22' RT CB 17

53.



FL TO TOP =



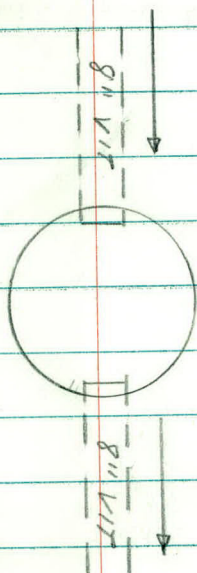
176709

40' RT

MH 18

53A

SANITARY



FL TO TOP = 14.15

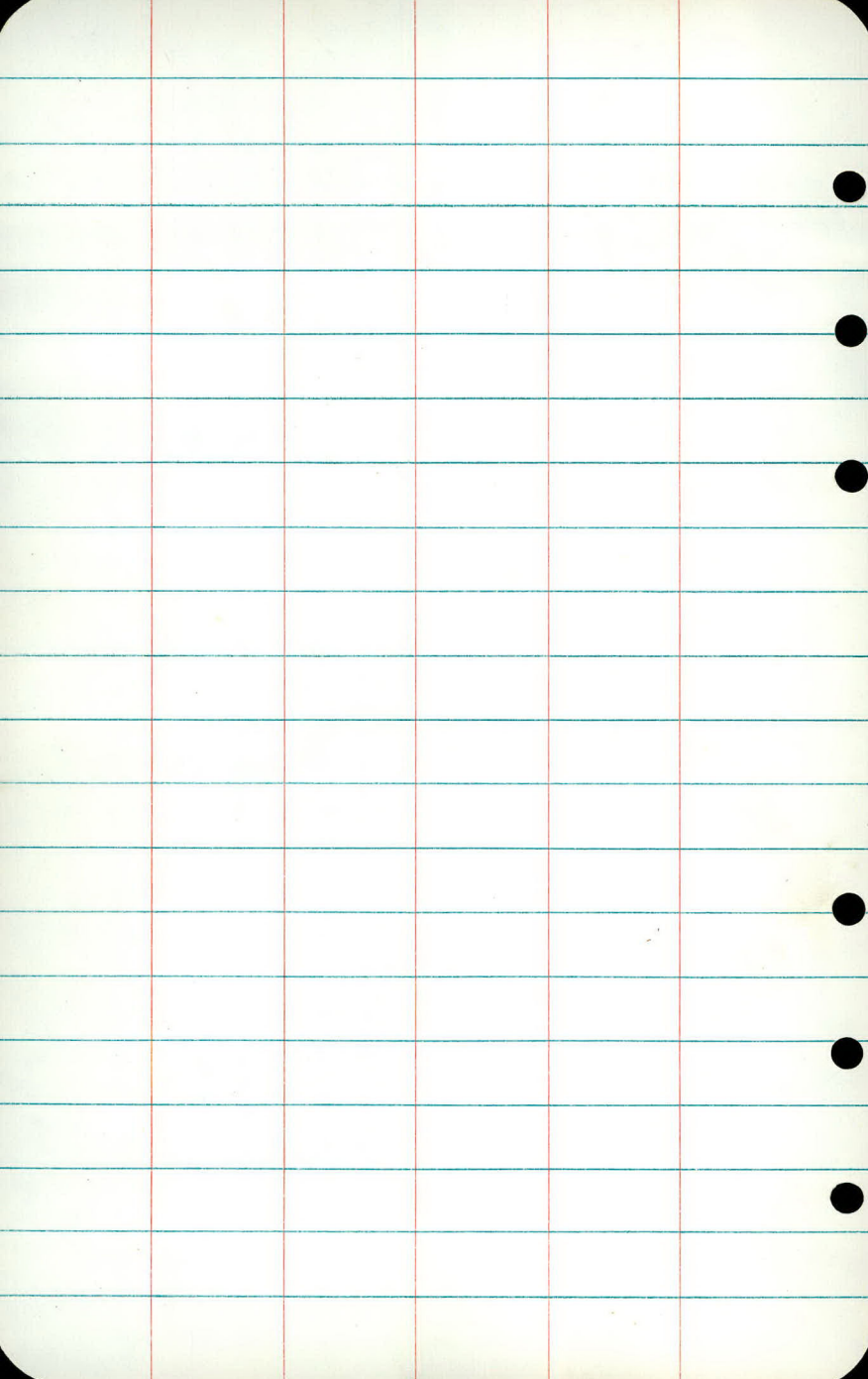
4'0 SECTION

3'0 SECTION

4'4 ECC. CONE

4 RINGS

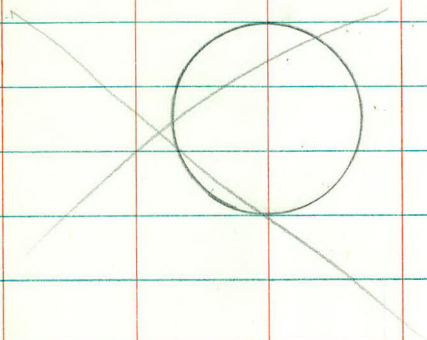
9\"/>

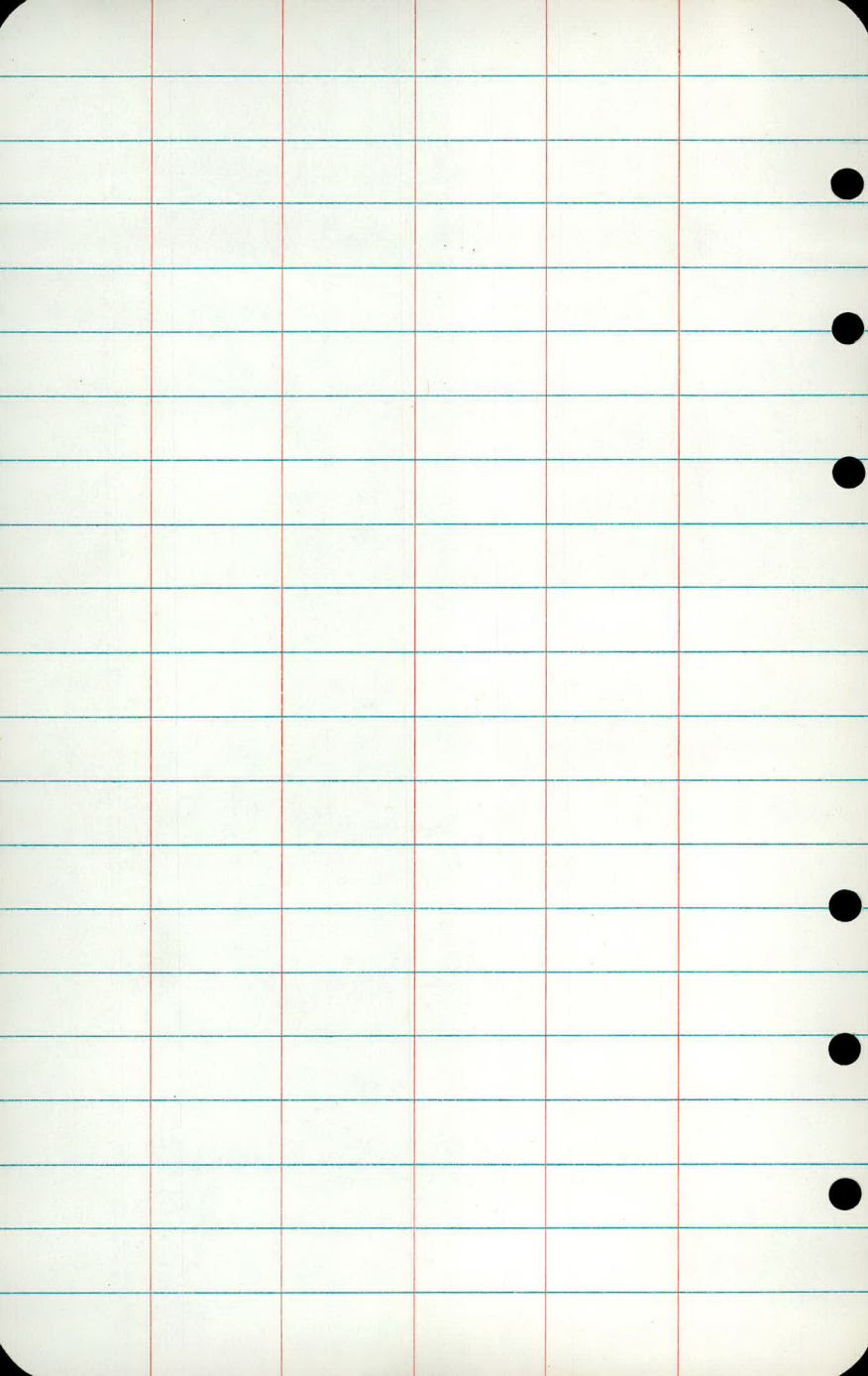


176 + 3t

40' LT

538
MH

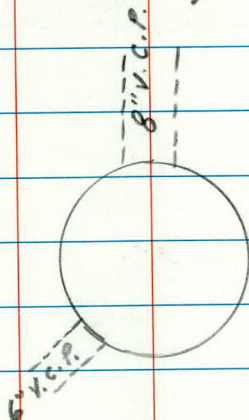




177 + 07

25' LT

MH 19 Sanitary



Top to Inv. = 11.9'

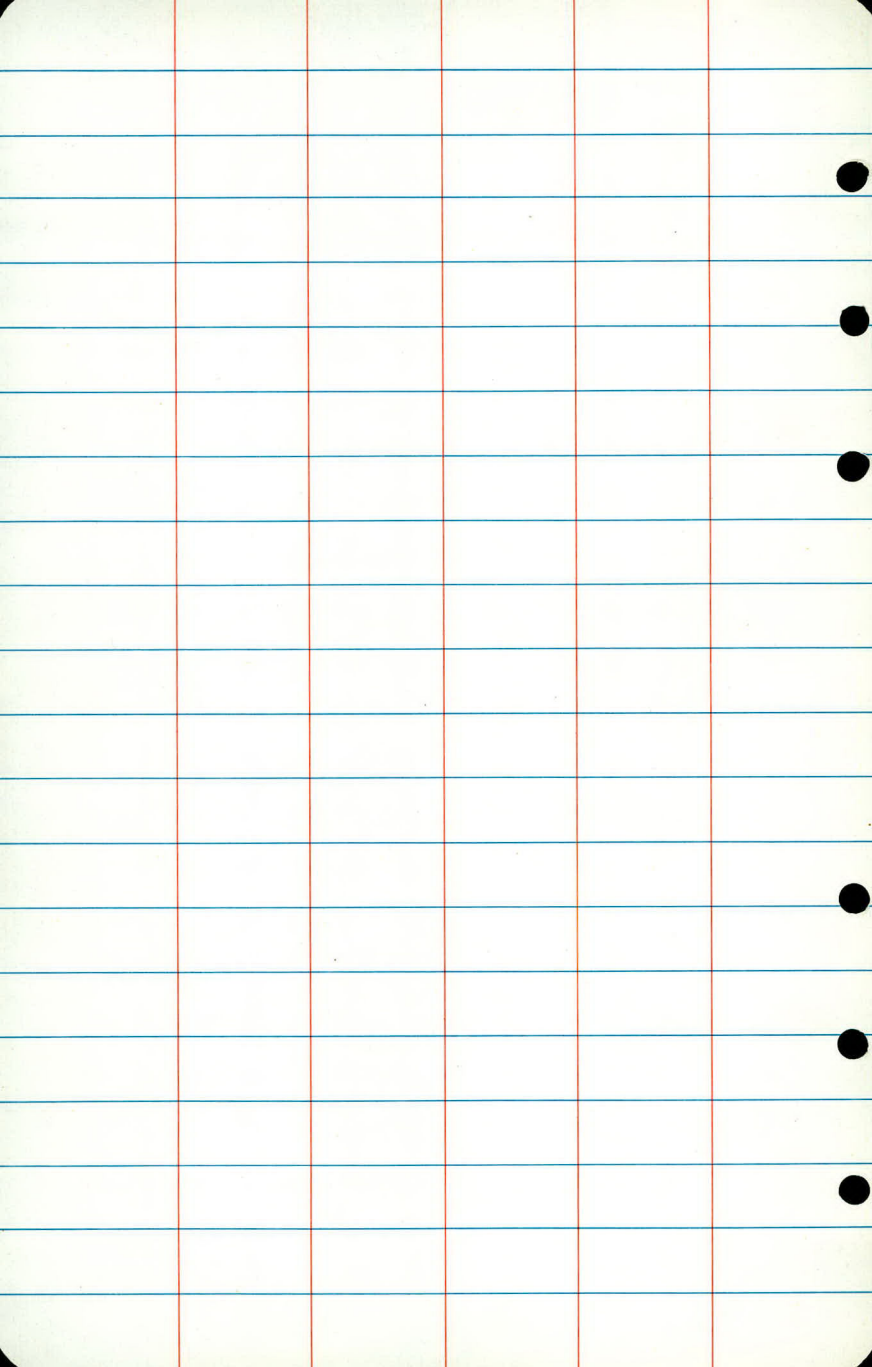
1- 64" section

1- 1' section

1- 4.4 cone section (eccentric)

2 rings

11" casting
steps



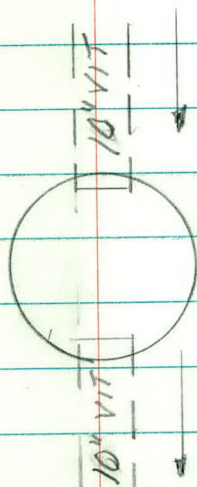
177+89

40' R7

MH 53C

SANITARY

20



FL TO TOP = 12.15

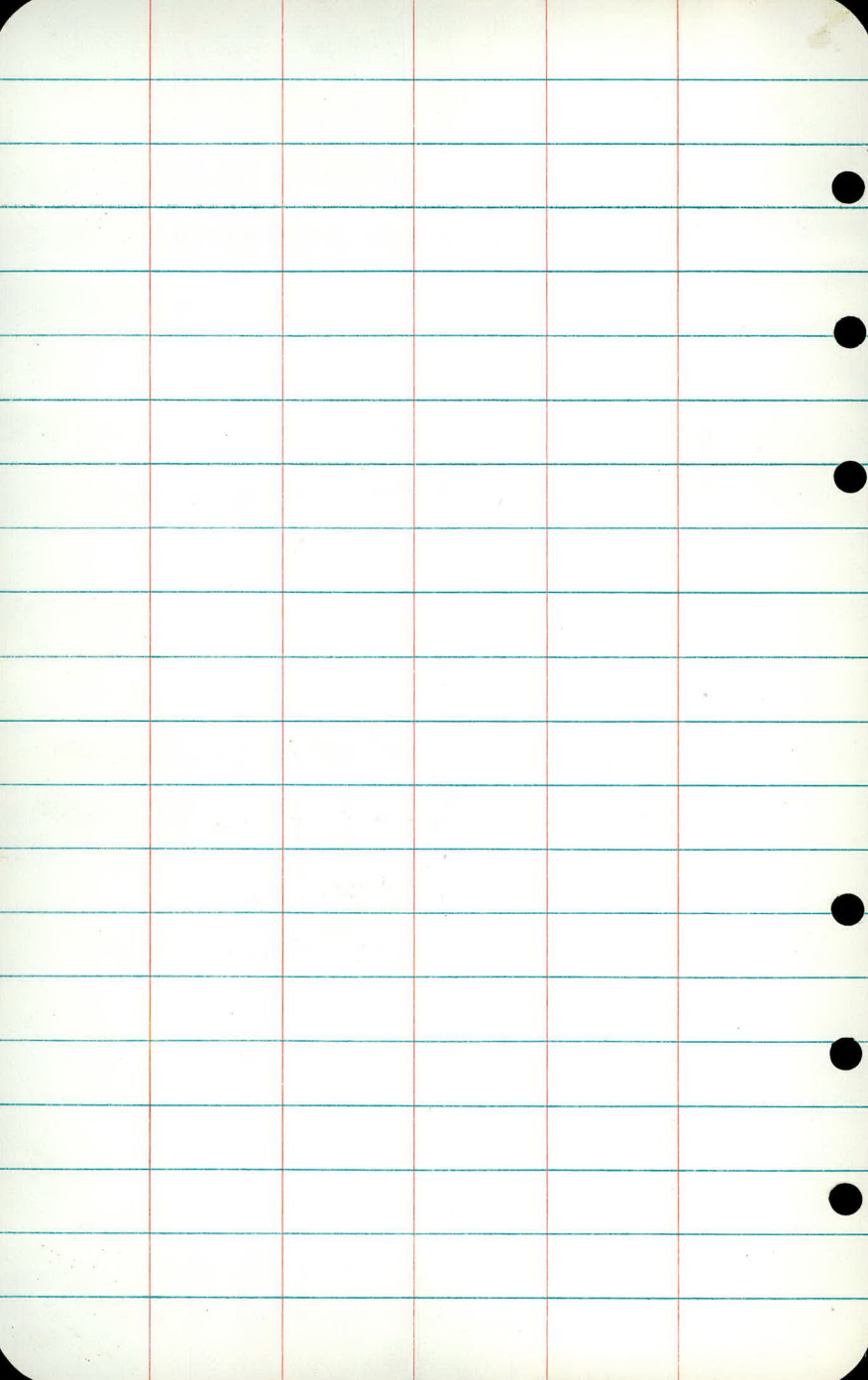
2'6 SECTION

2'7 SECTION

4'4 ECC. CONE

5 RINGS

9" CASTING



179+77

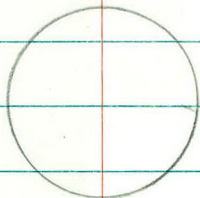
55' RT

MH

54

GAS

21

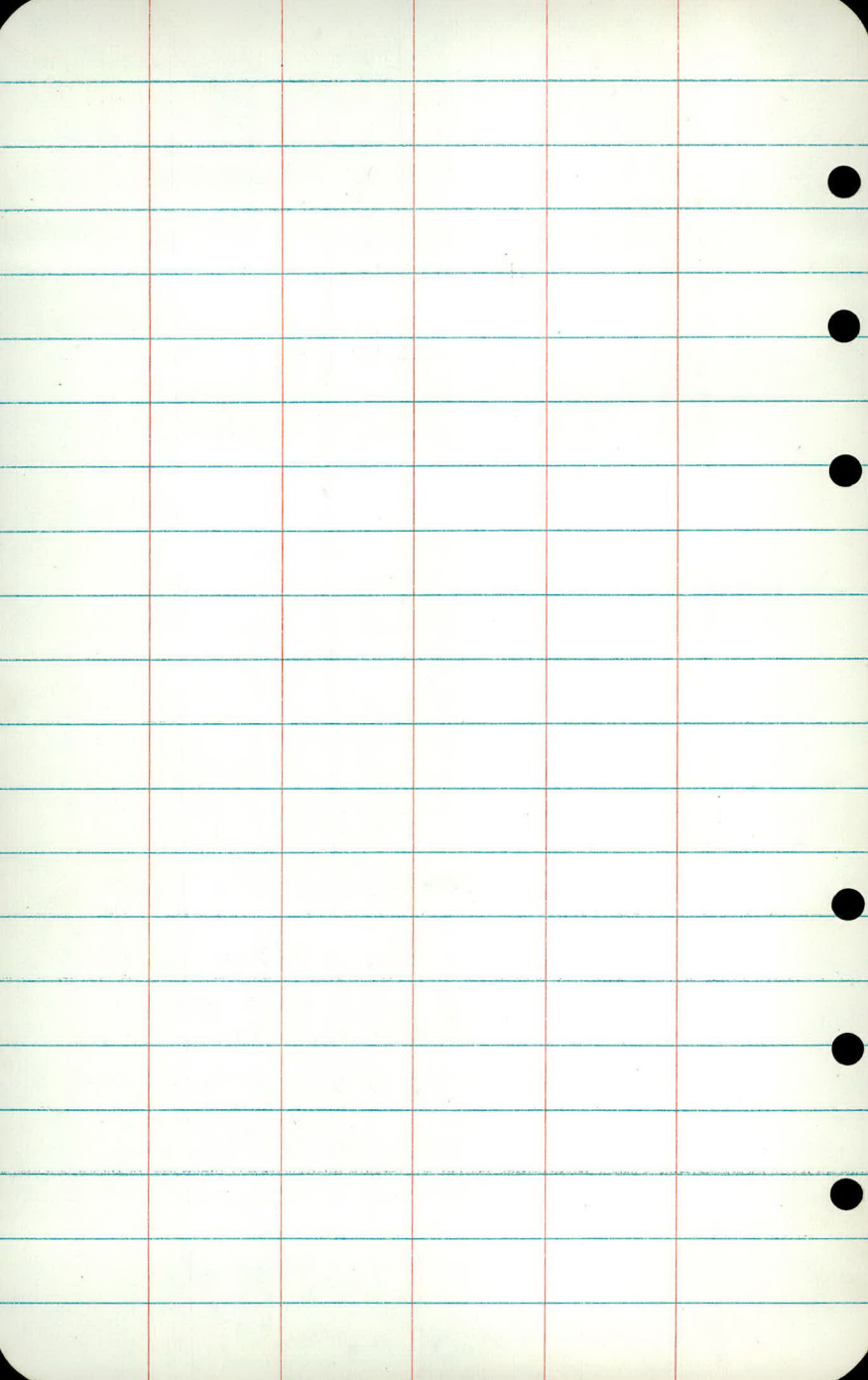


FL TO TOP = 6.9

5.4 STRUCTURE

6" BRICKS

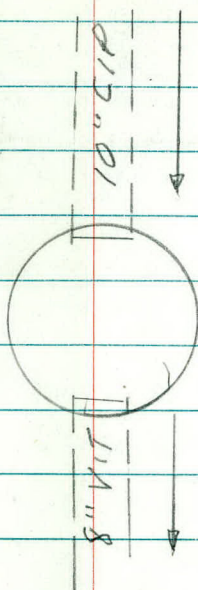
1'0 CASTING



179+88

39'RT MH 22

55



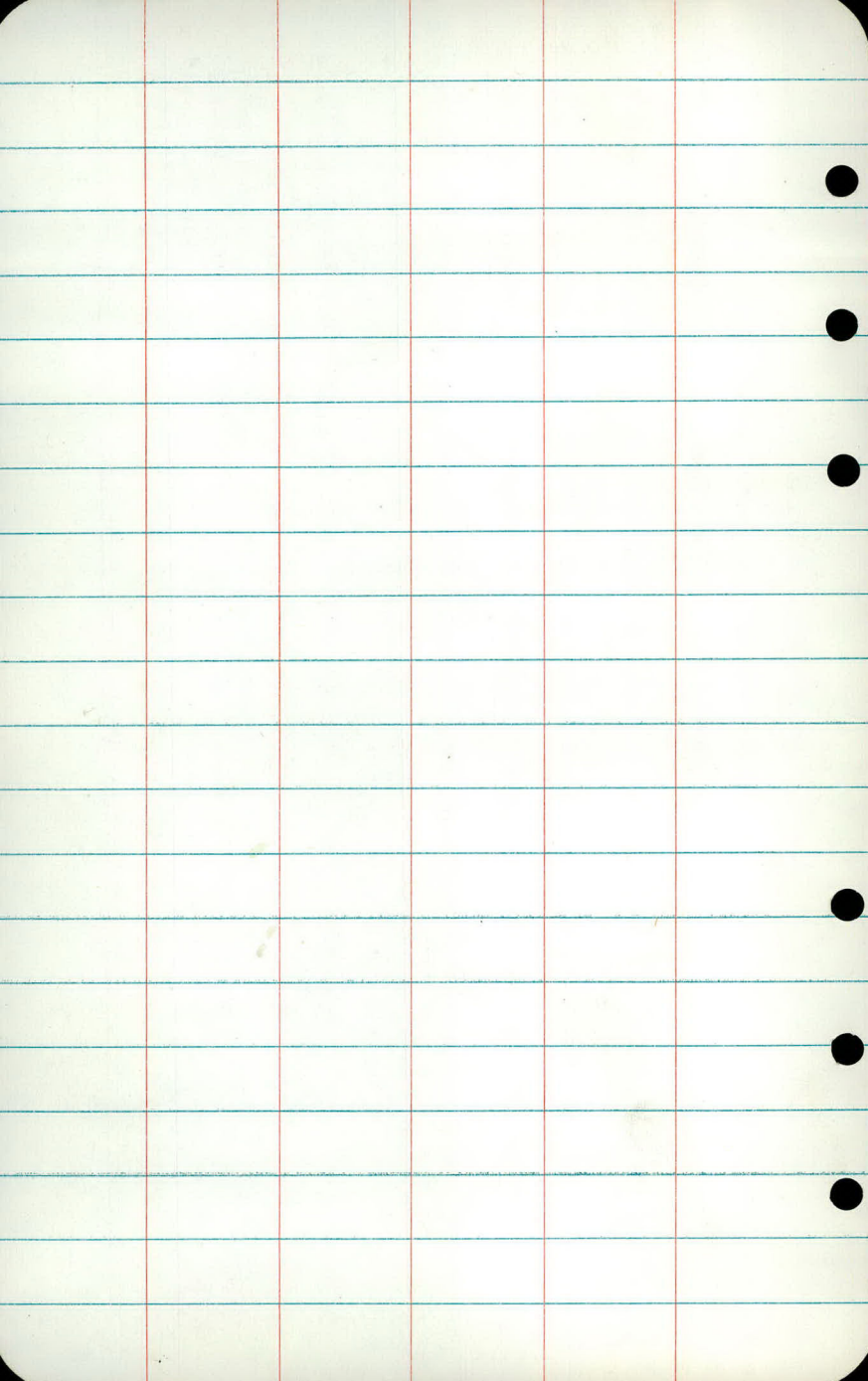
FL TO TOP = 7.8

2.0 SECTION

4.4 CONCENTRIC COLE

3 RINGS

9\"/>



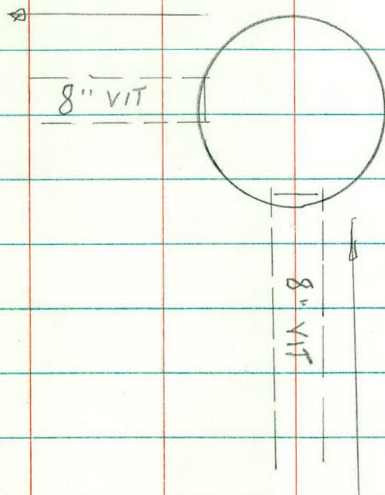
180+10

42' LT

55A

MH

23



FL TO TOP = 11.59

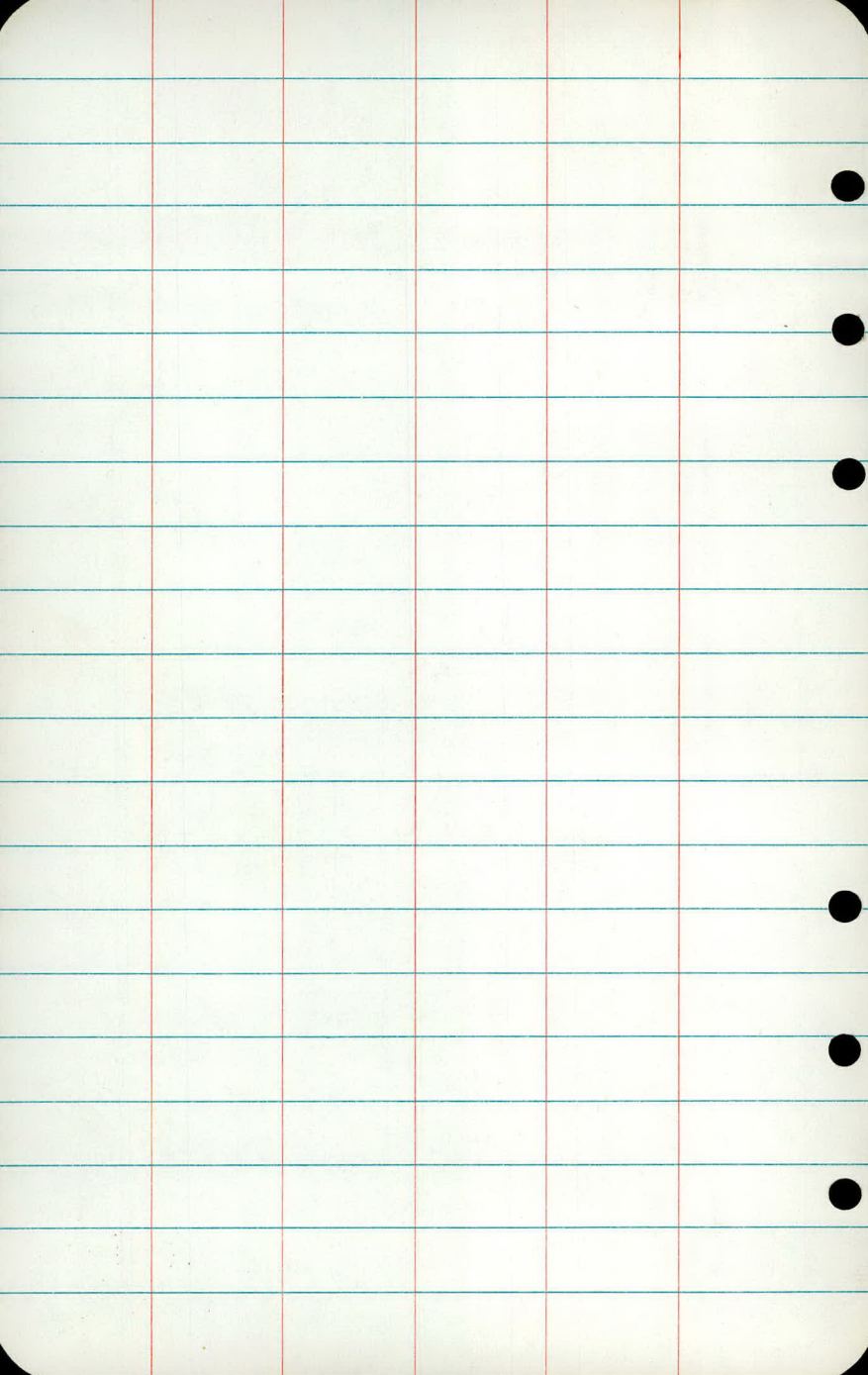
4.0 SECTION

1.0 SECTION

4.4 ECC. CONE

5 RINGS

9" CASTING



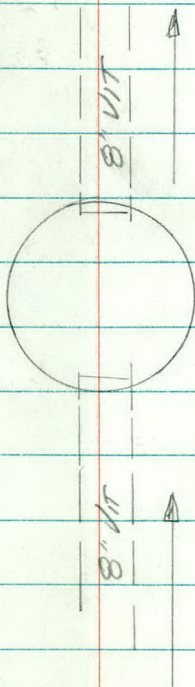
181+59

39' RT

SANITARY

MH 25

Top Casting 943.30



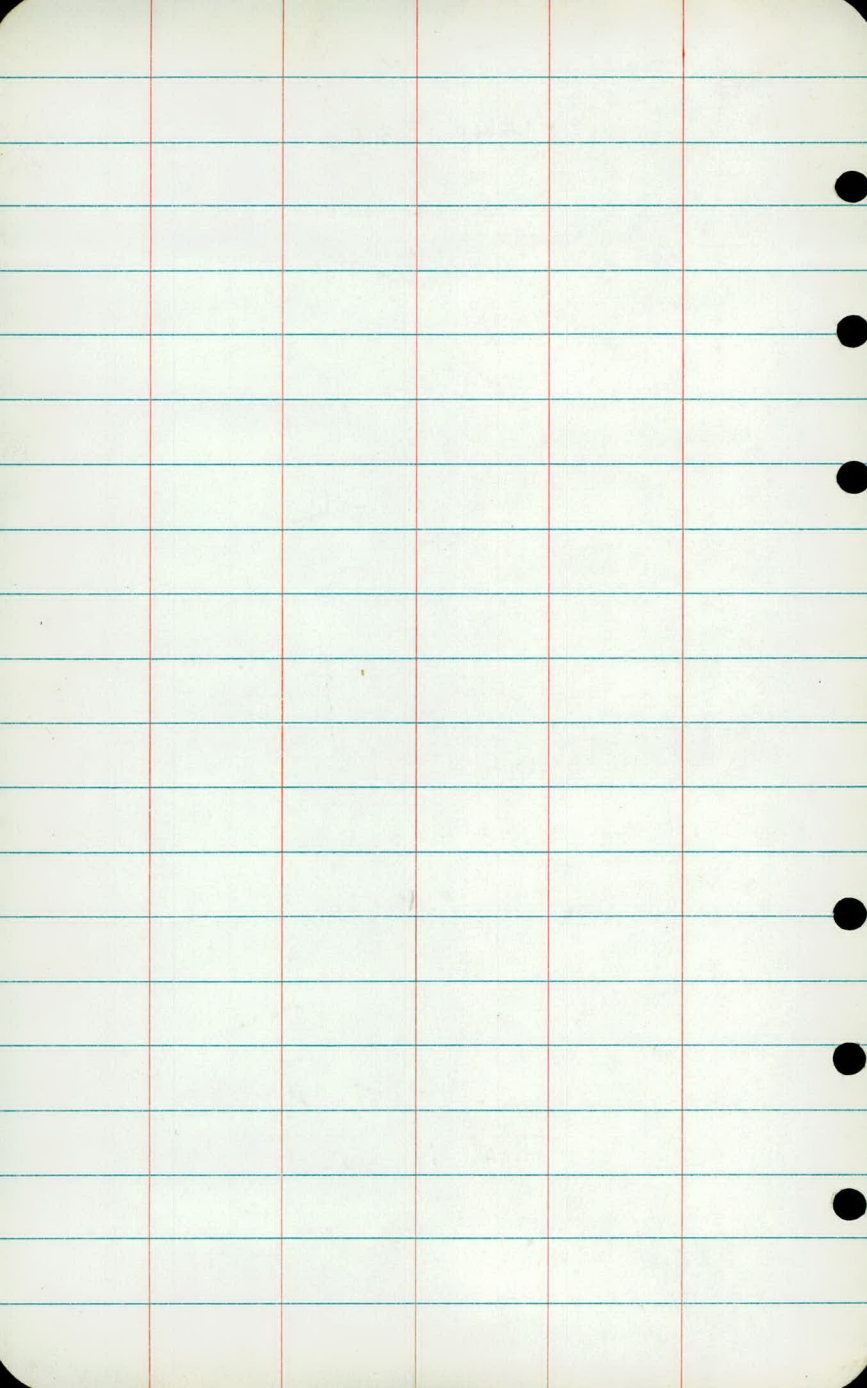
F.L. to Top 13.9

3.3' SECTION

5.2' ECC CONE

22 RINGS 2"

9" CASTING



183+97

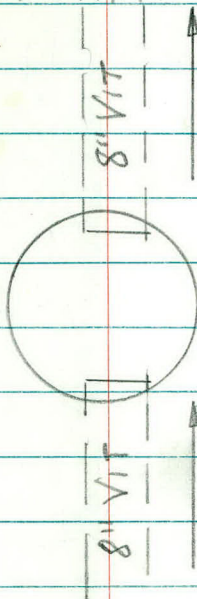
39' RT MH

56.

SANITARY

26

Top Casting 932.72



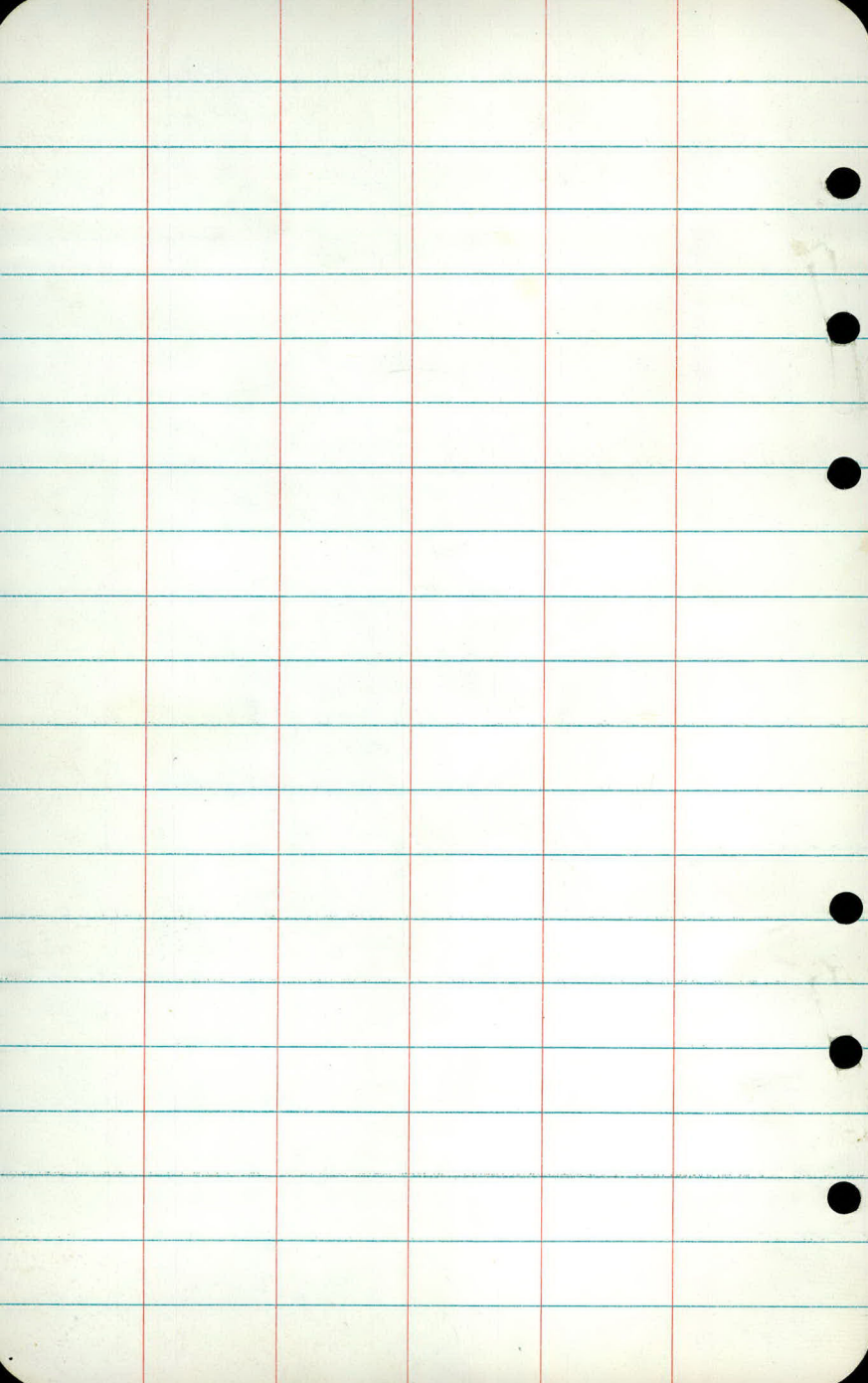
FL TO TOP = 8.65

1.8 SECTION

4.4 ECC. CONE

4 RINGS

9" CASTING

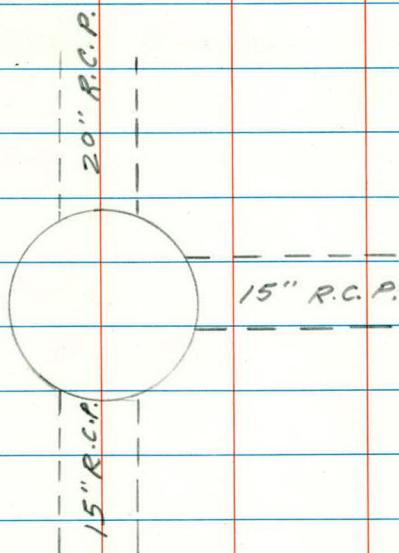


186+21

30' Rt.

C.B.

27

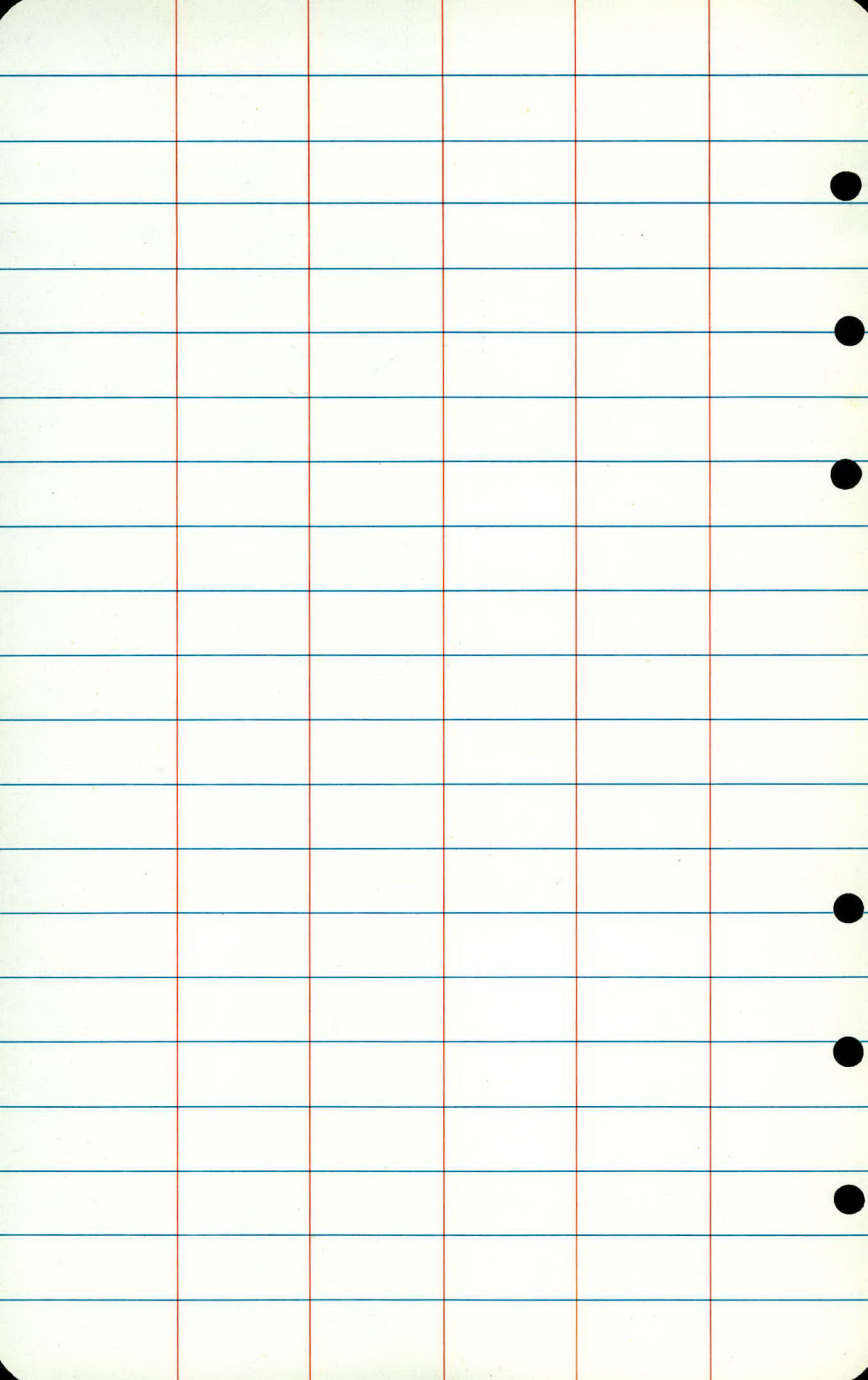


Top Casting to Inv. = 4.05'

11" C.B. casting (concentric)

1 - 1' Cone Section

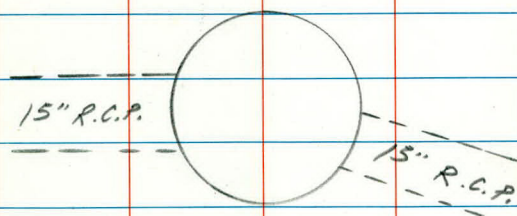
2 rows 6" block



186+21

278' RT.

Storm
M.H.



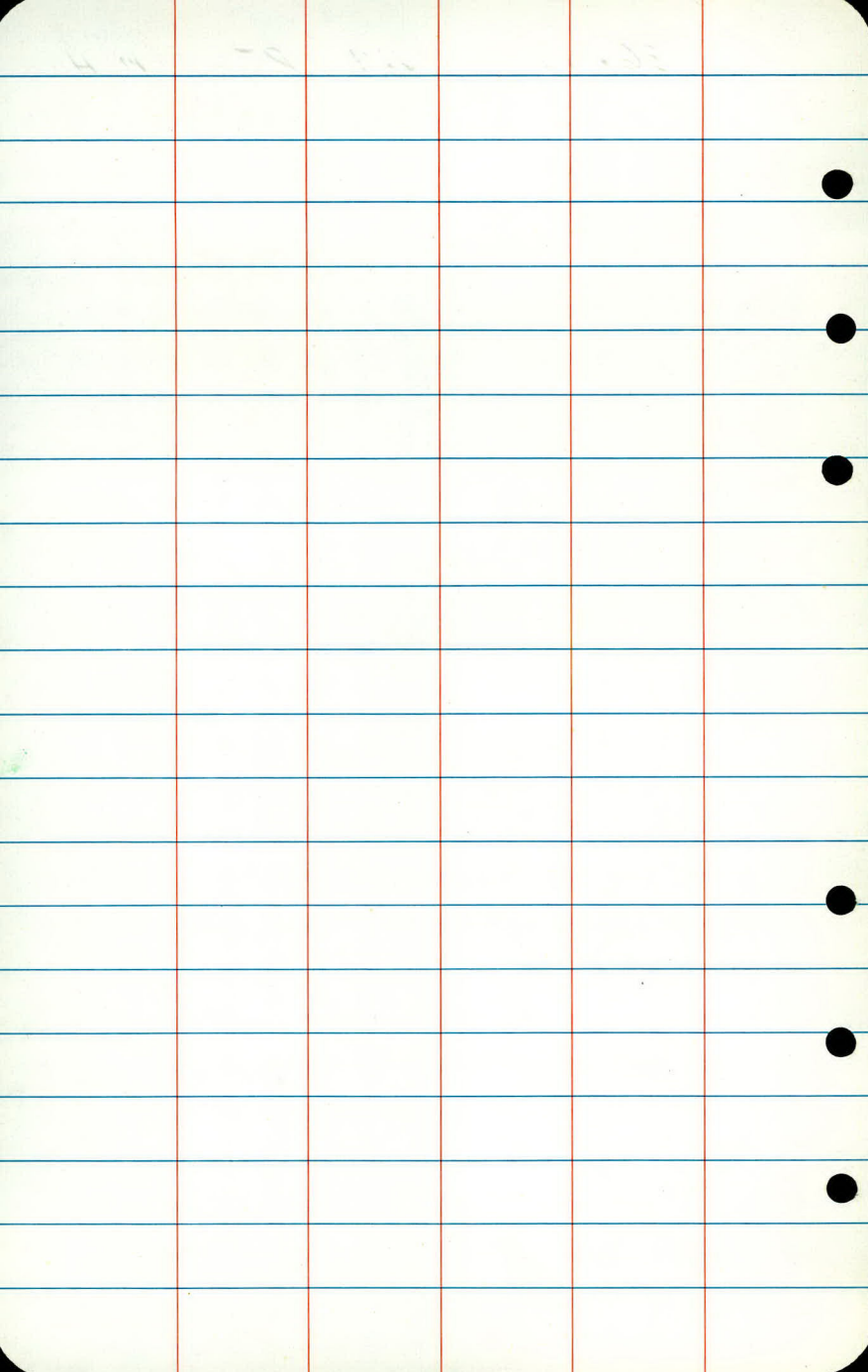
Top M.H. Elev. = 936.44

Top Ring to Inv. = 4.55

3 rings

11" casting

2'-5" cone section

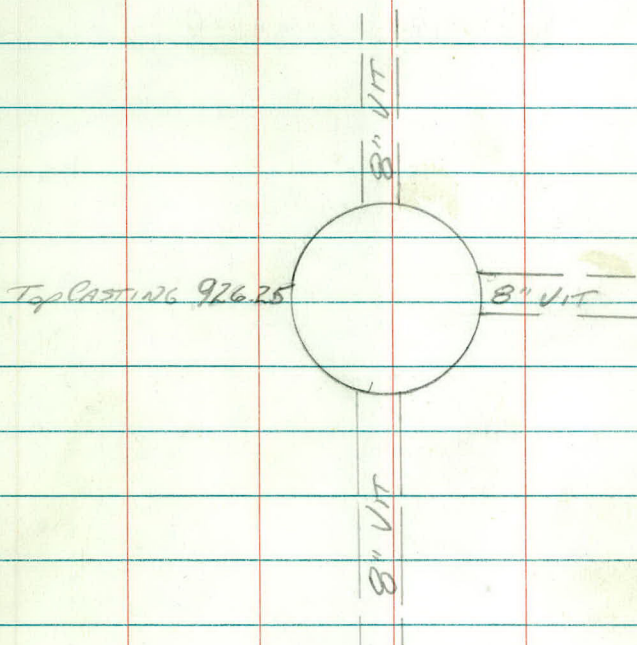


186+37

38' RT MH.

57.

28



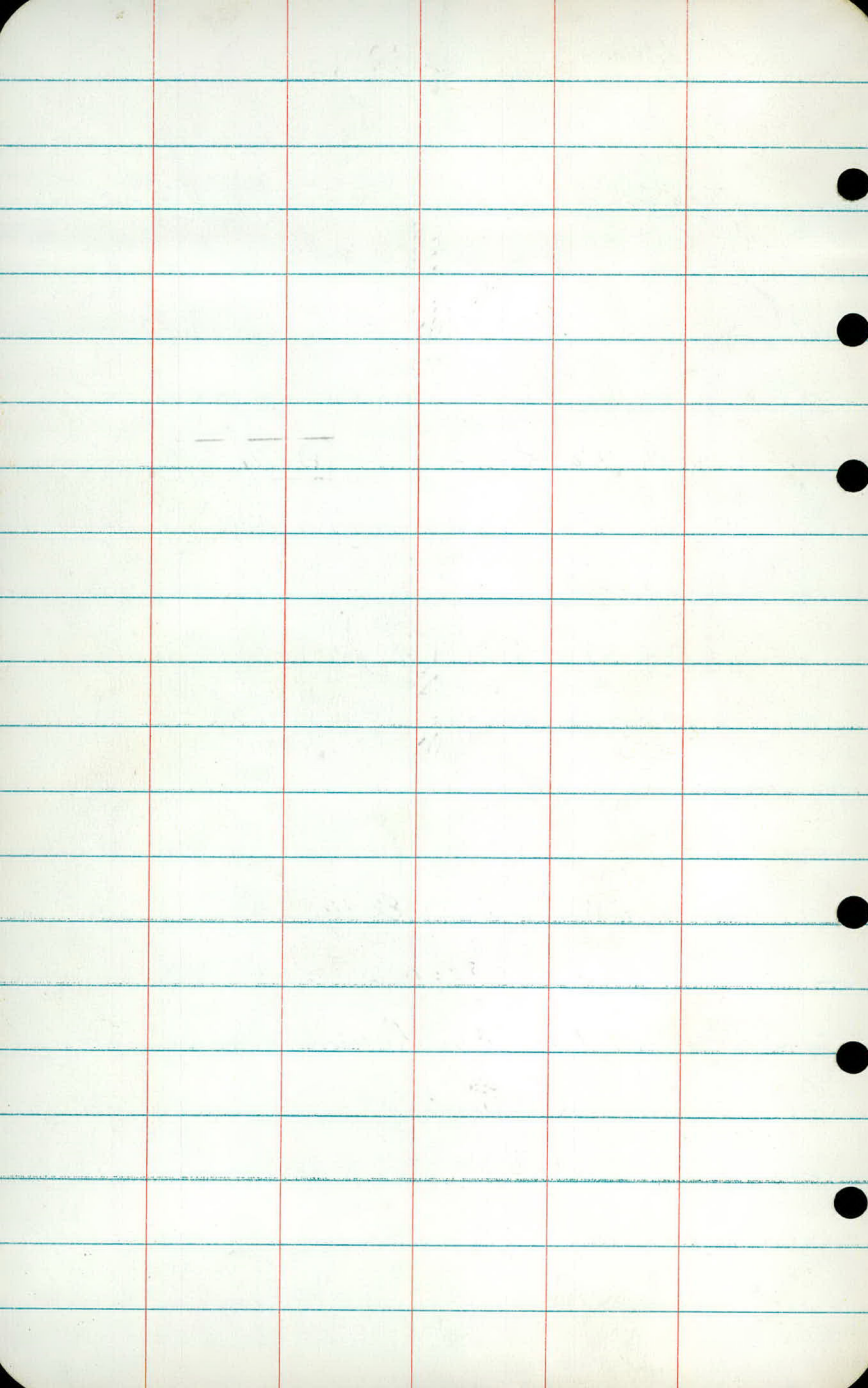
F.L. to Top 8.40

2.8' Section

4.0' EEC CONE

2 RINGS

4" CASTING

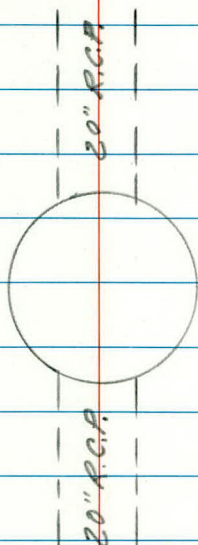


186+54

30' RT.

C.B.

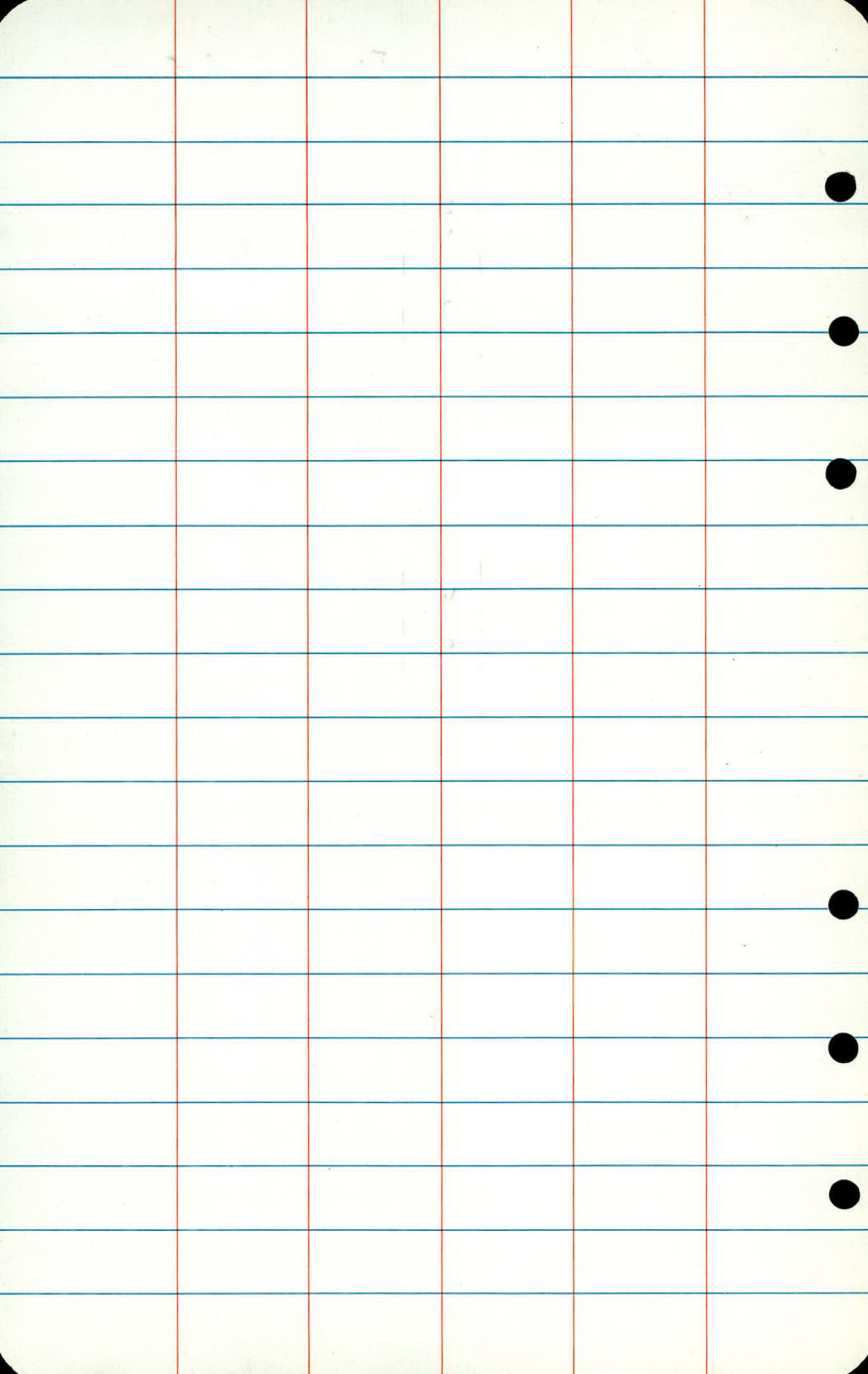
29



Top Casting to Inv. = 3.88

11" C.B. casting

2' 5" Cone

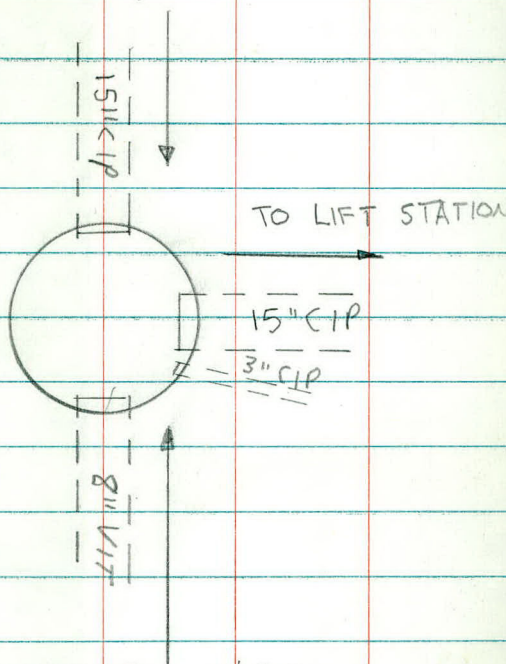


188+07

38' RT MH

SANITARY

30



FL TO TOP = 14.90

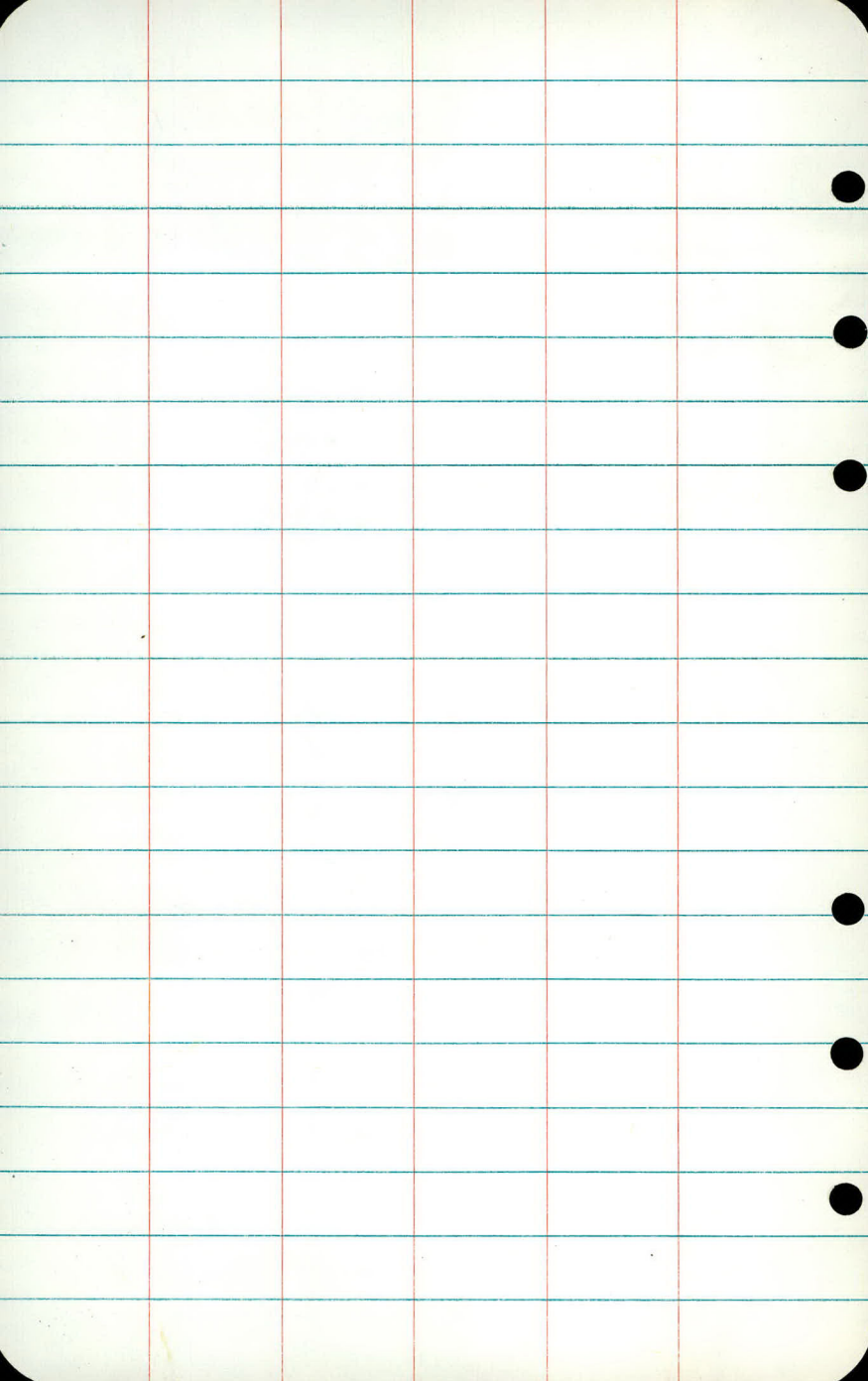
4'0 SECTION

4'0 SECTION

5'0 SECTION

4" MEXICAN HAT

5" CASTING

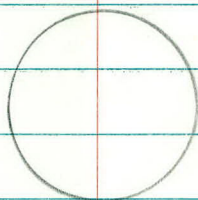


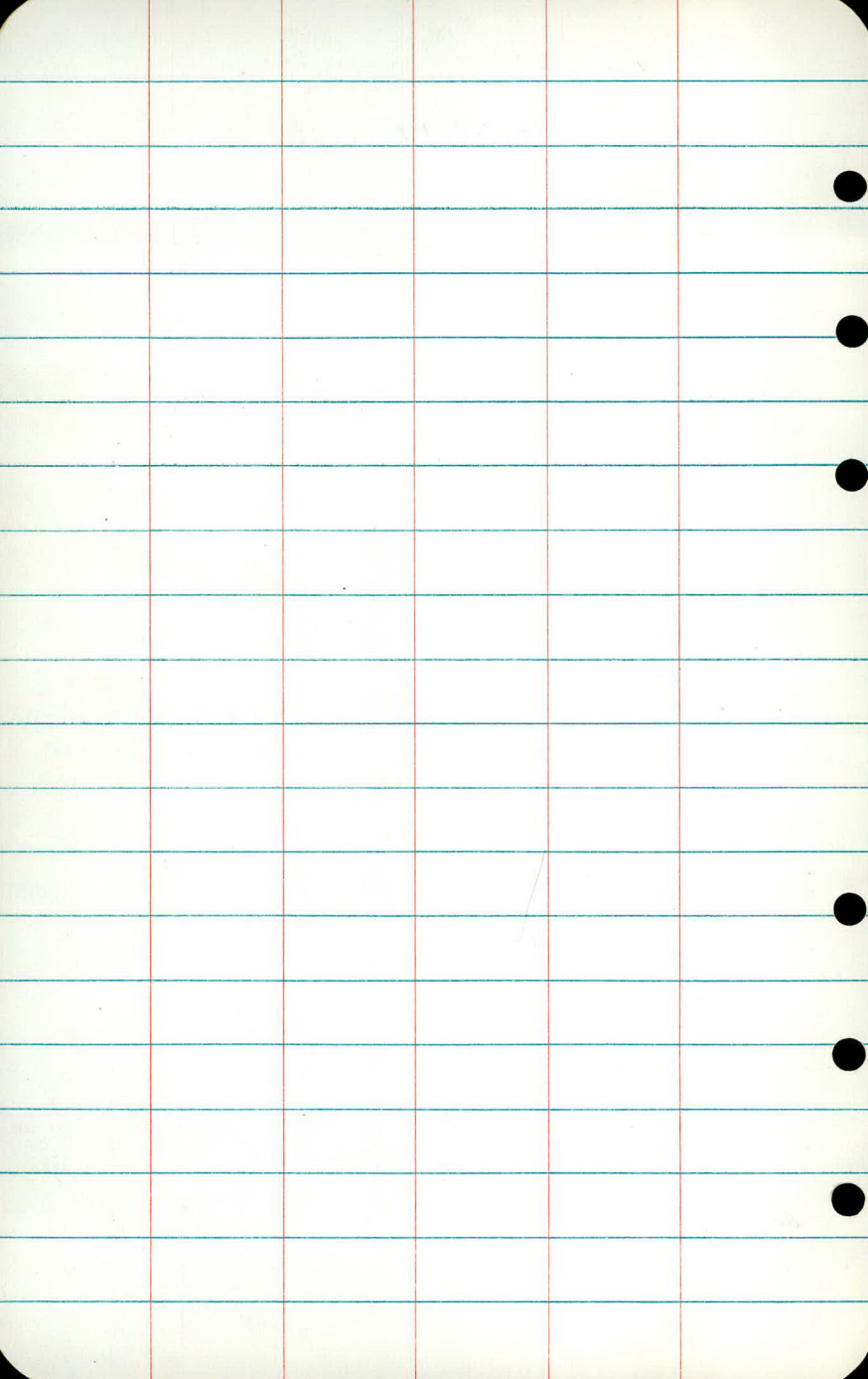
103+65

36'RT

MH

STORM BEEHIVE

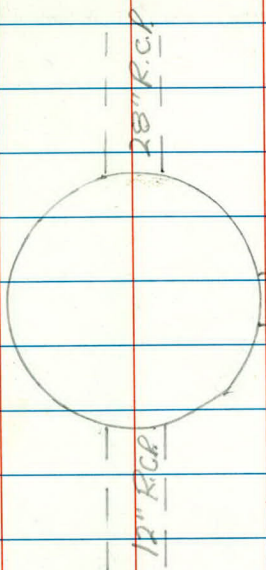




190+00 LT 28'

STORM SEWER

MH 32



Top Casting 9/9.54

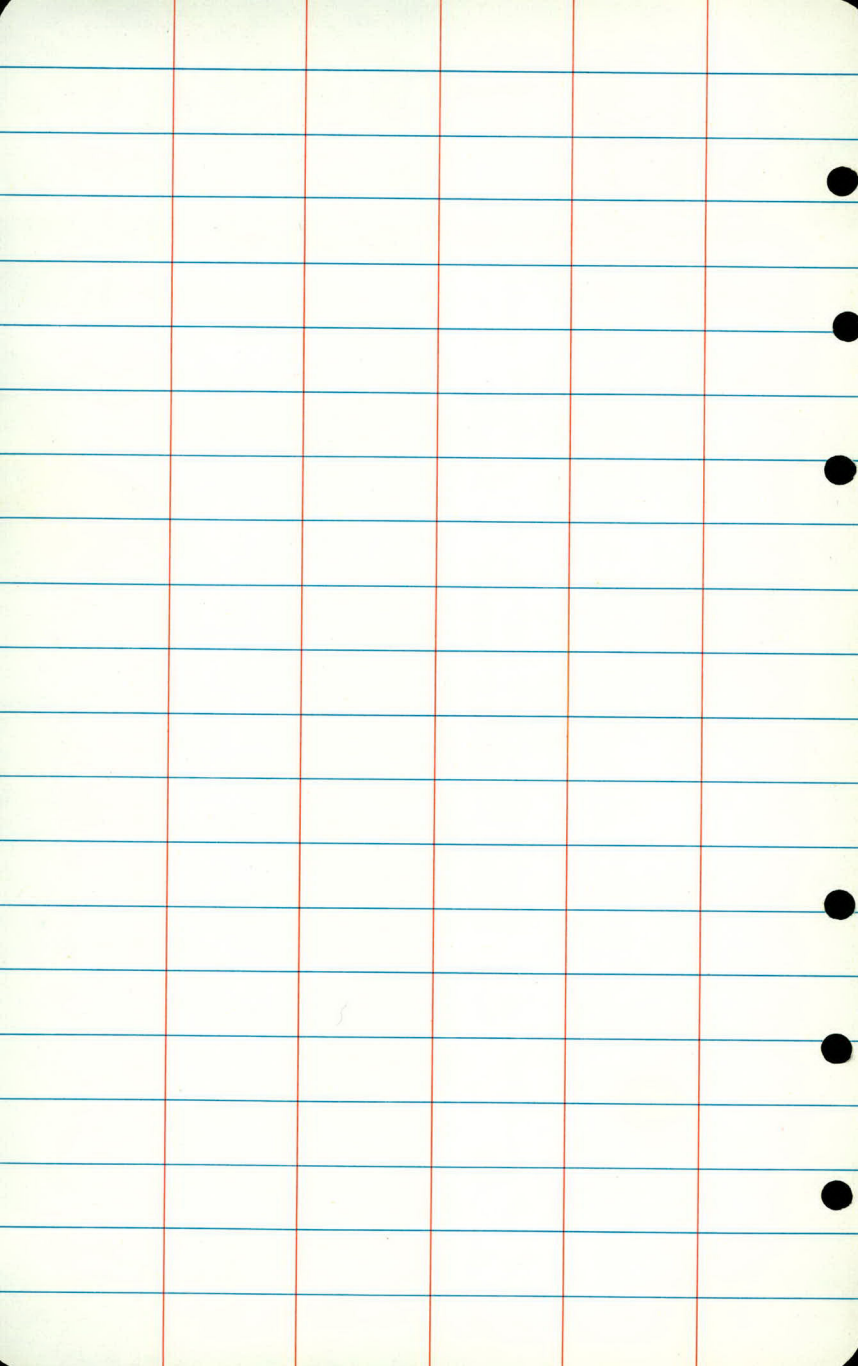
18" ARCH CMP

E.L. to Top 5.80

BLOCK CONST

0.5 SECTION

9" CASTING

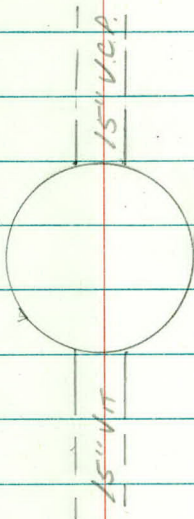


190+32

R+38'

SANITARY MH 33

Top CASTING 920.31

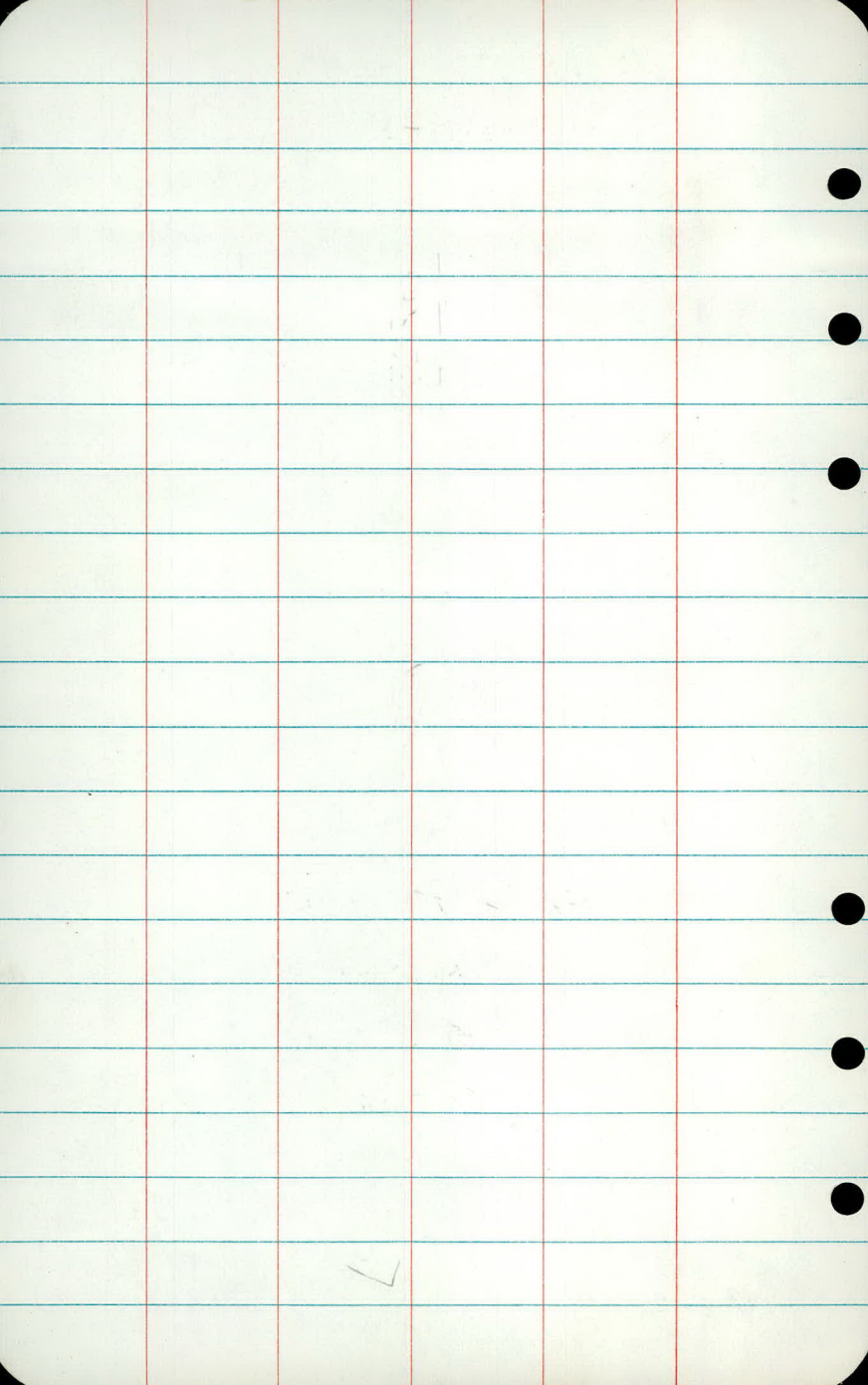


F.L. To Top 7.25'

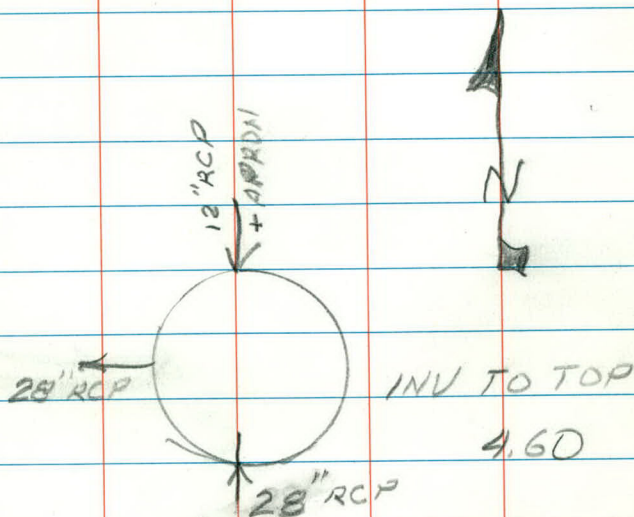
1.0' SECTION

A.O. ECCONE

9" CASTING



191+47 LT 50
STORM MH 34



CASTING 11"

4' RINGS

BLOCK T ROLL

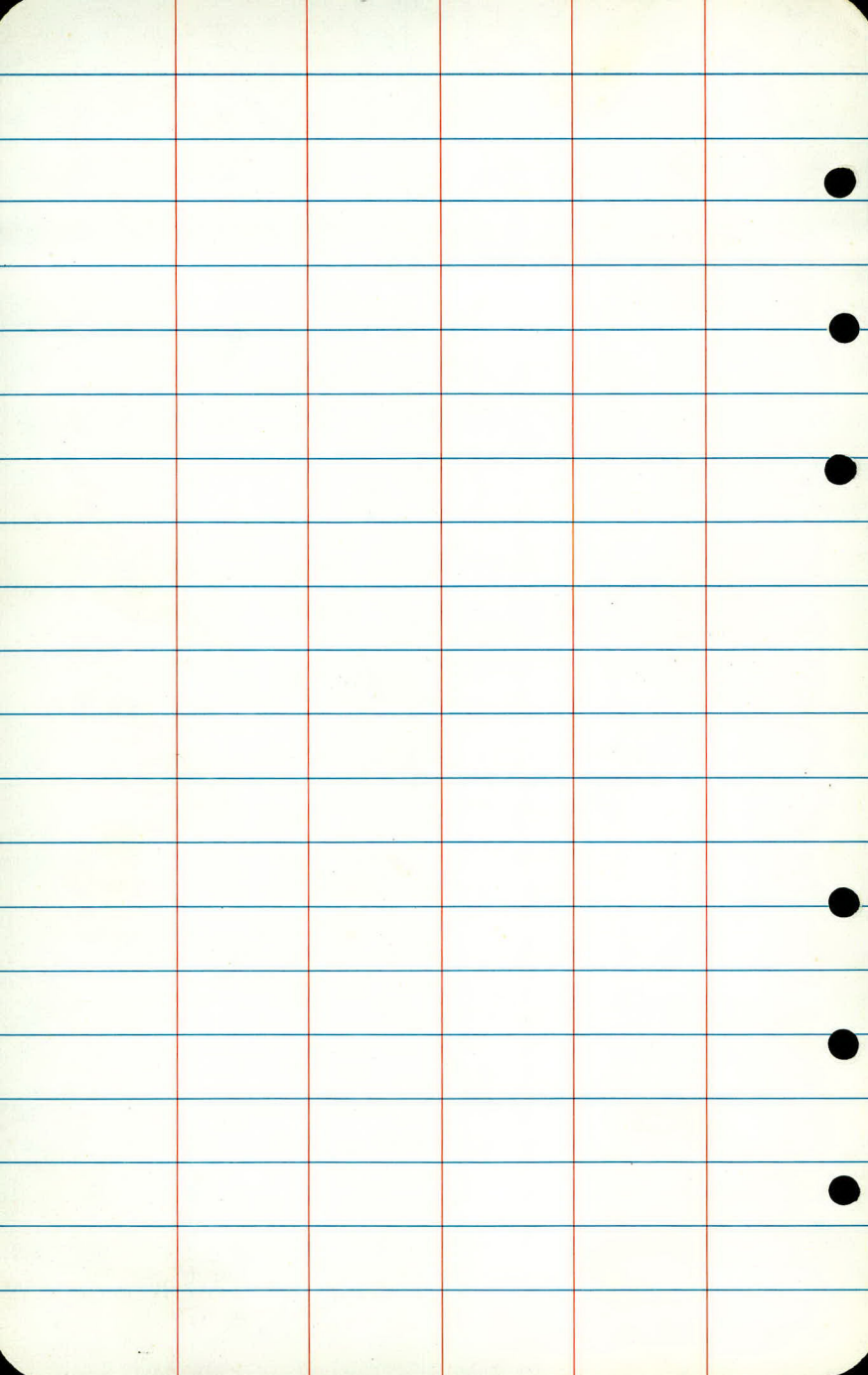
191+59 LT 50' APRDN 12"
189+90 LT 30' APRDN 12"

TOP HYD. RT NE COR. CANNON 927.48

APRDN 191+59 913.67

MH 191+47 916.58

APRDN 189+90 915.15



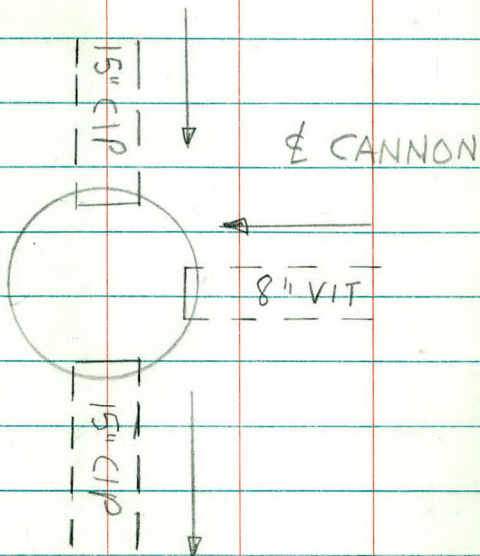
193+03

38'RT

58.

SANITARY MH 36

Top Casting 923.30



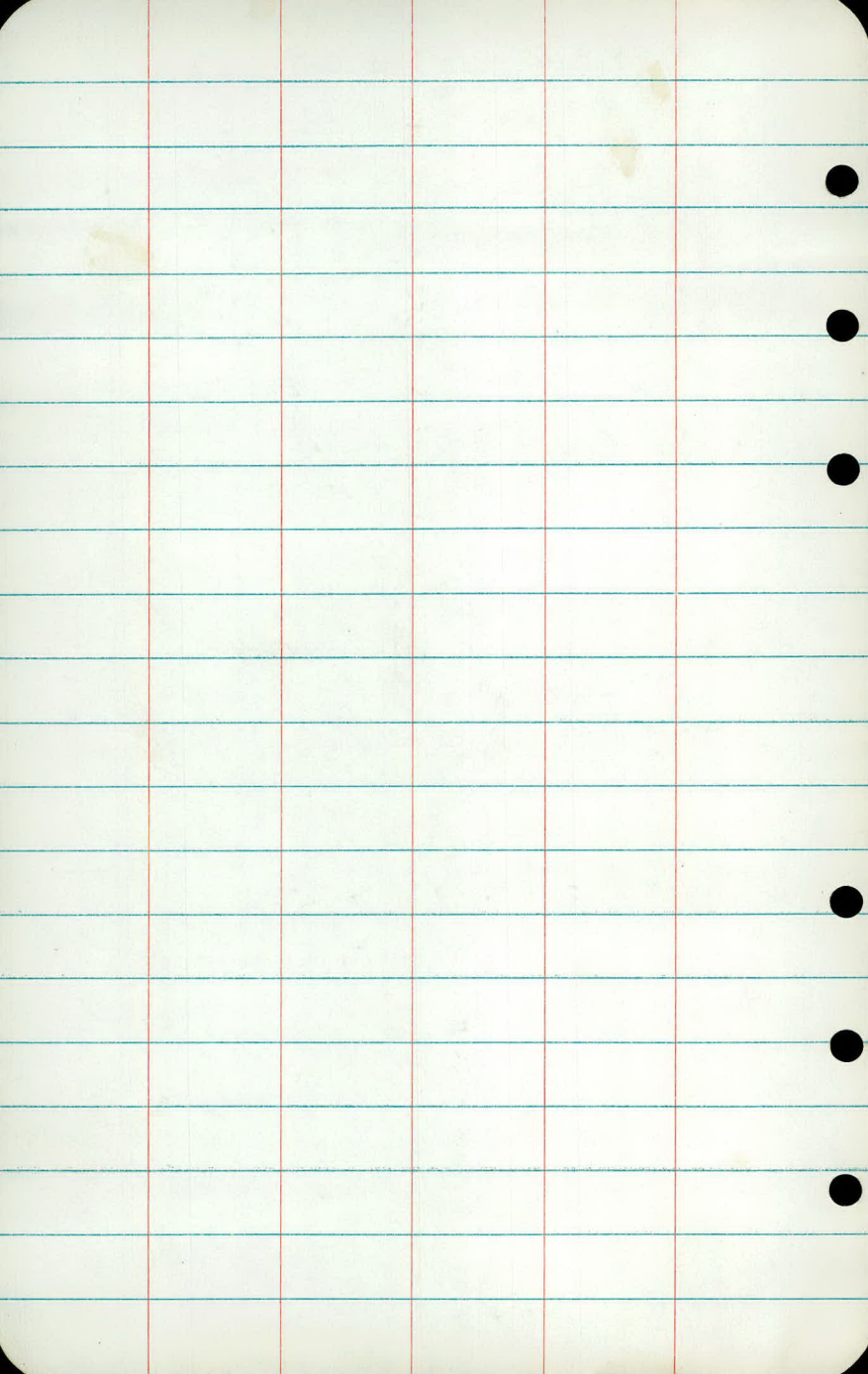
FL TO TOP = 9.00

3'0 SECTION

4.4 ECC. CONE

1 ring

11\"/>



195+65

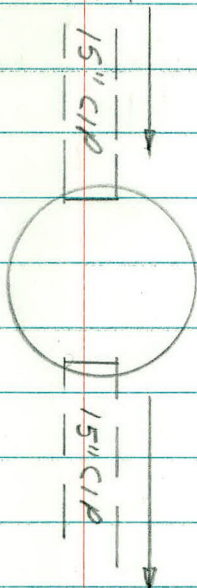
40' RT

MH

SANITARY

37

Top CASTING 928.31



FL TO TOP = 10.45

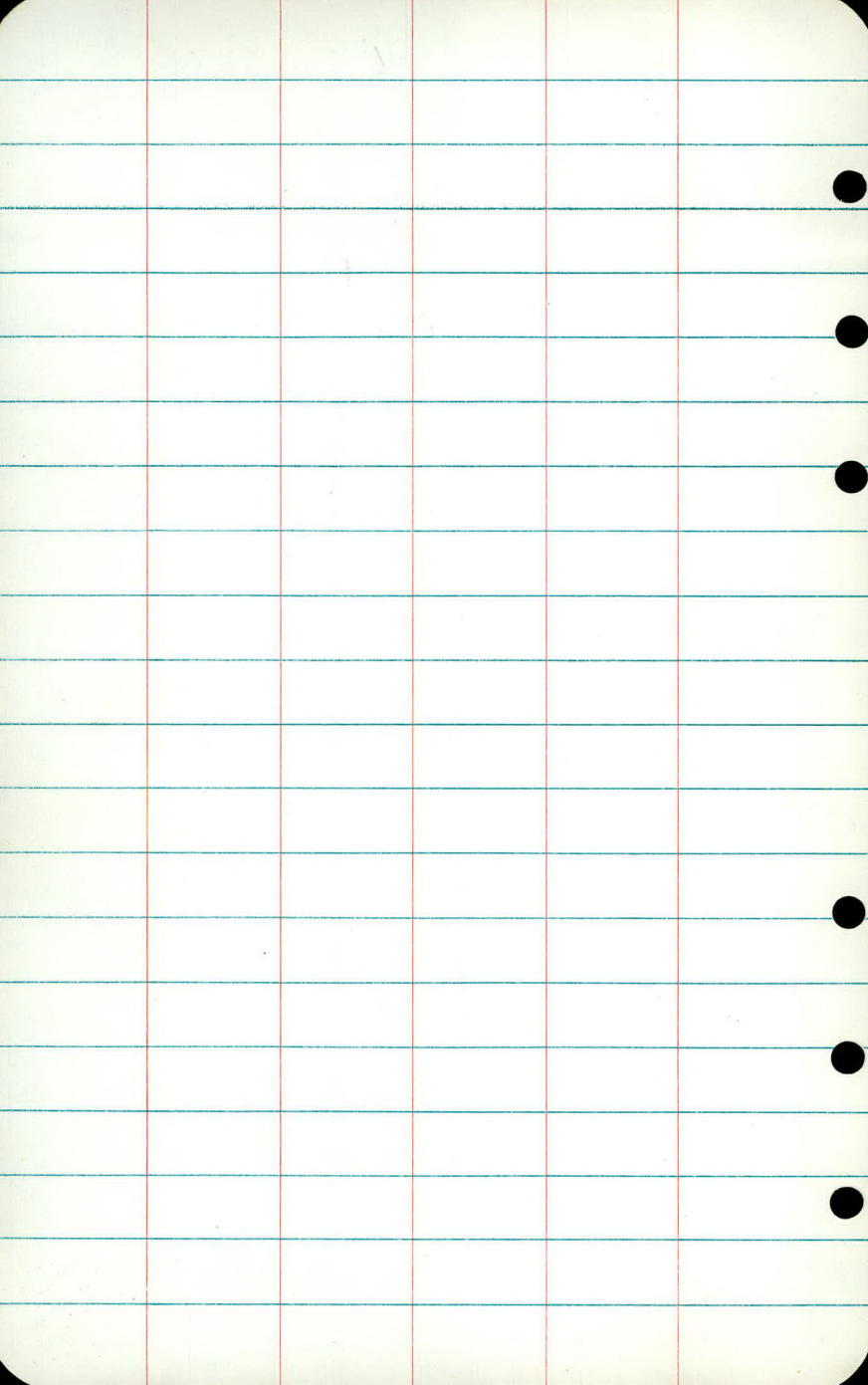
1.5 SECTION

2.6 SECTION

4.4 ECC. CONE

4 RINGS

9" CASTING



198+21

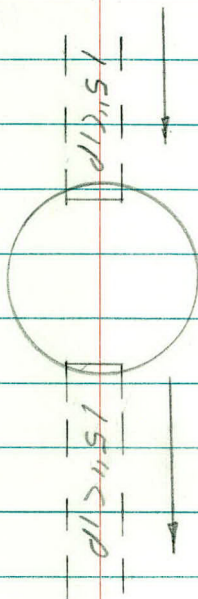
41' RT

MH

59.

SANITARY

38



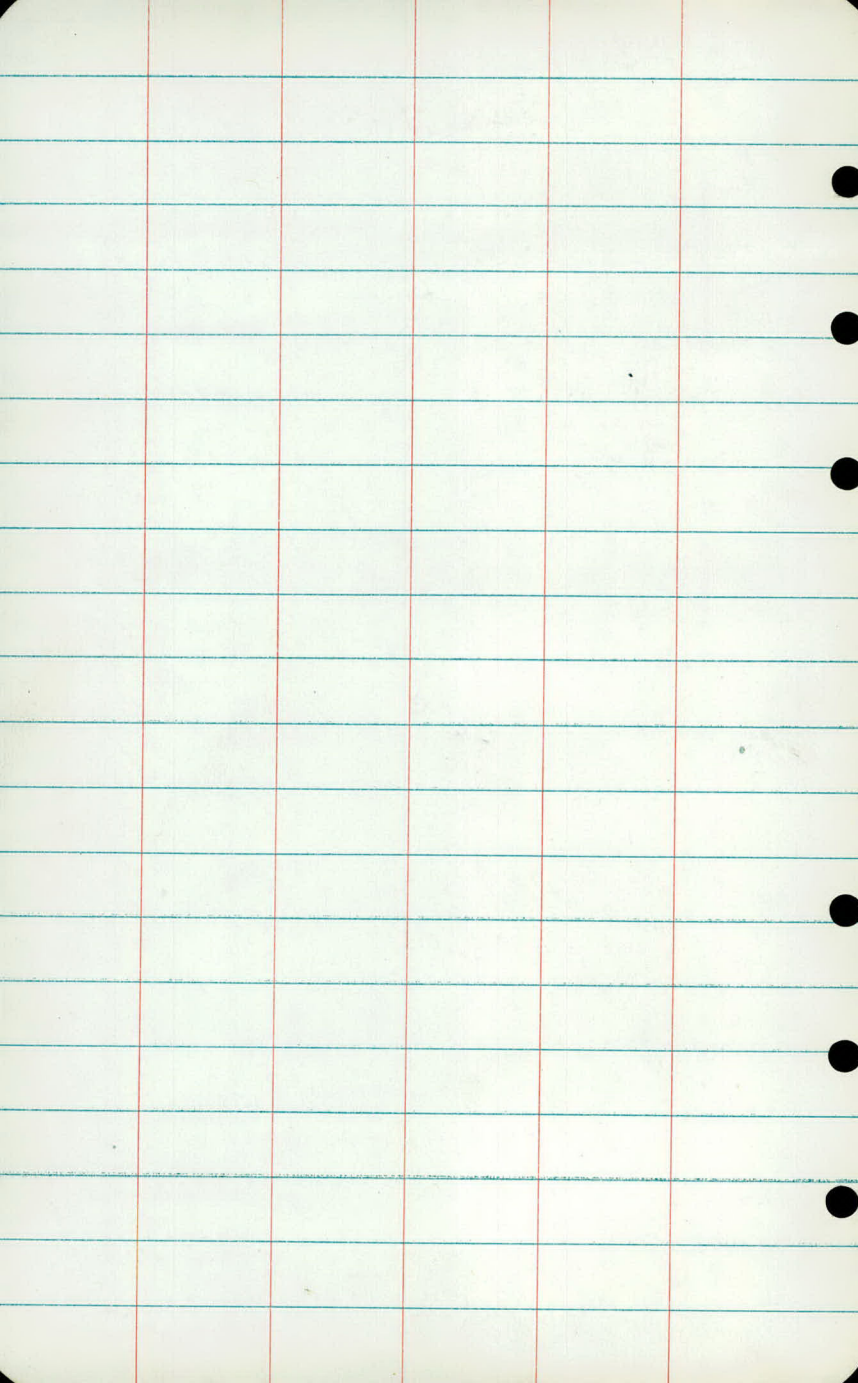
FL TO TOP = 9.95

3.7 SECTION

4.4 ECC. CONE

3 RINGS

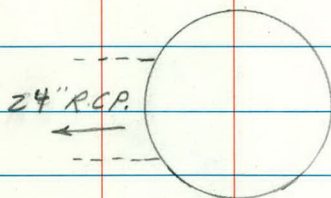
9" CASTING



198 + 63

35' RT.

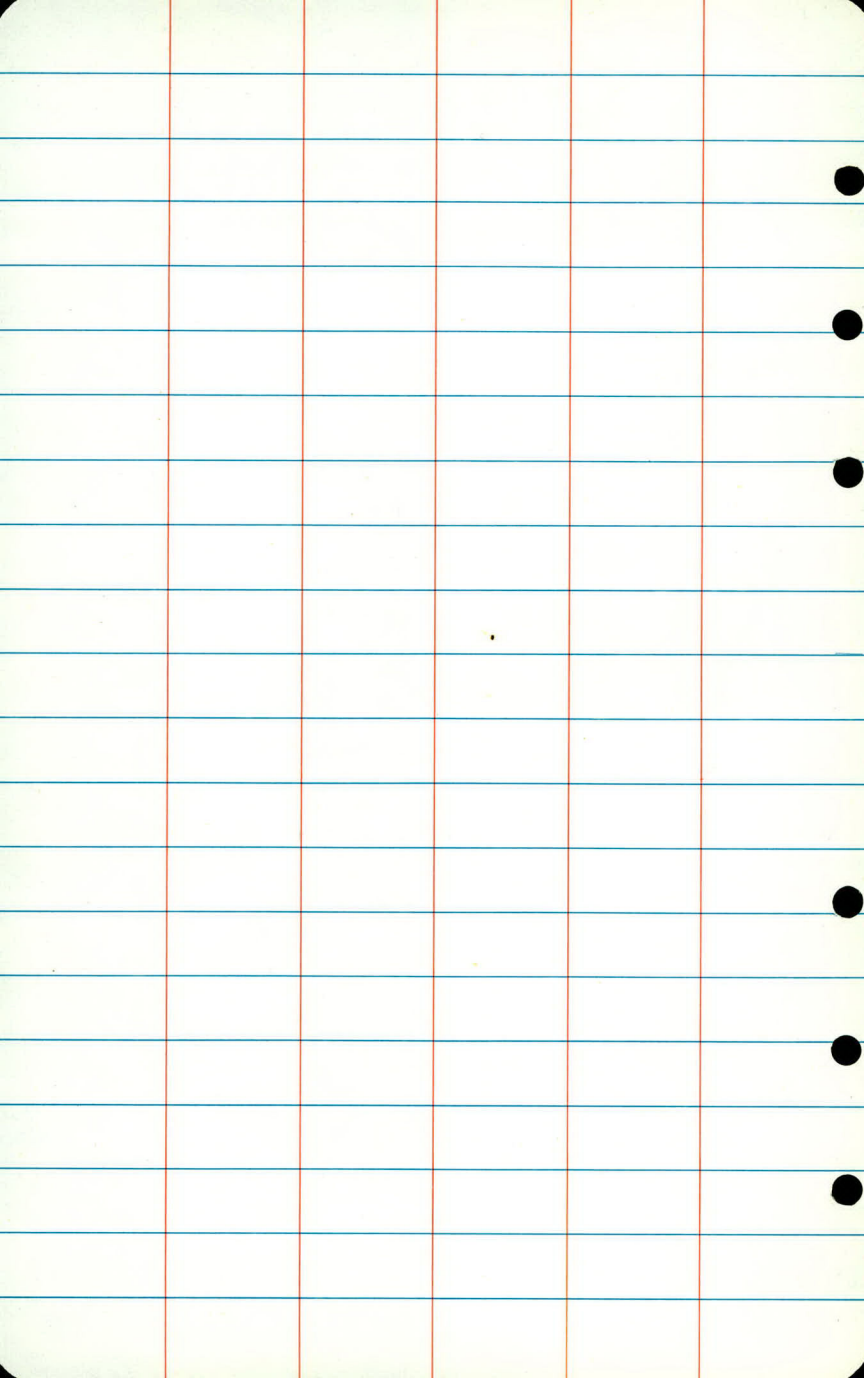
C.B.



Block construction

8" C.B. casting

6'-9" deep M.H. (Top to inv.)



198+63

41' RT

SD

60.

STORM

39

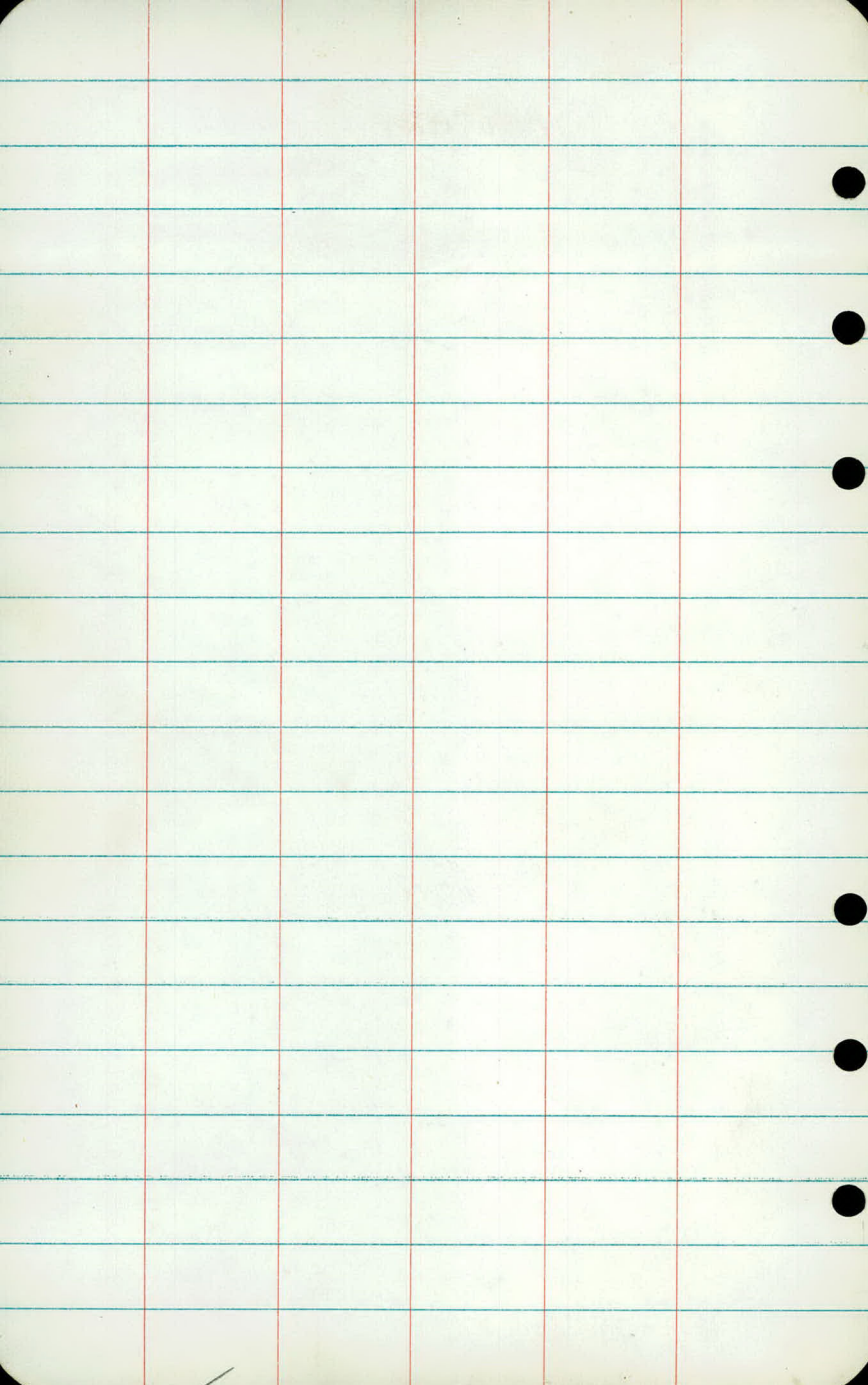
24" RCP



FL TO TOP = 6.60

BLOCK CONST.

7" CASTING



200+81

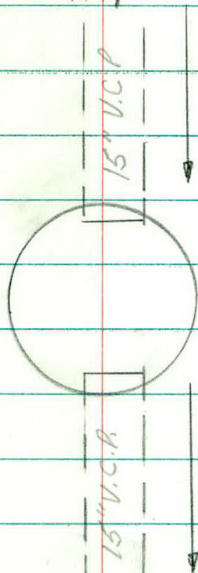
41 'RT

MH

40

SANITARY

Top CASTING 932.86



Under 2' Block top

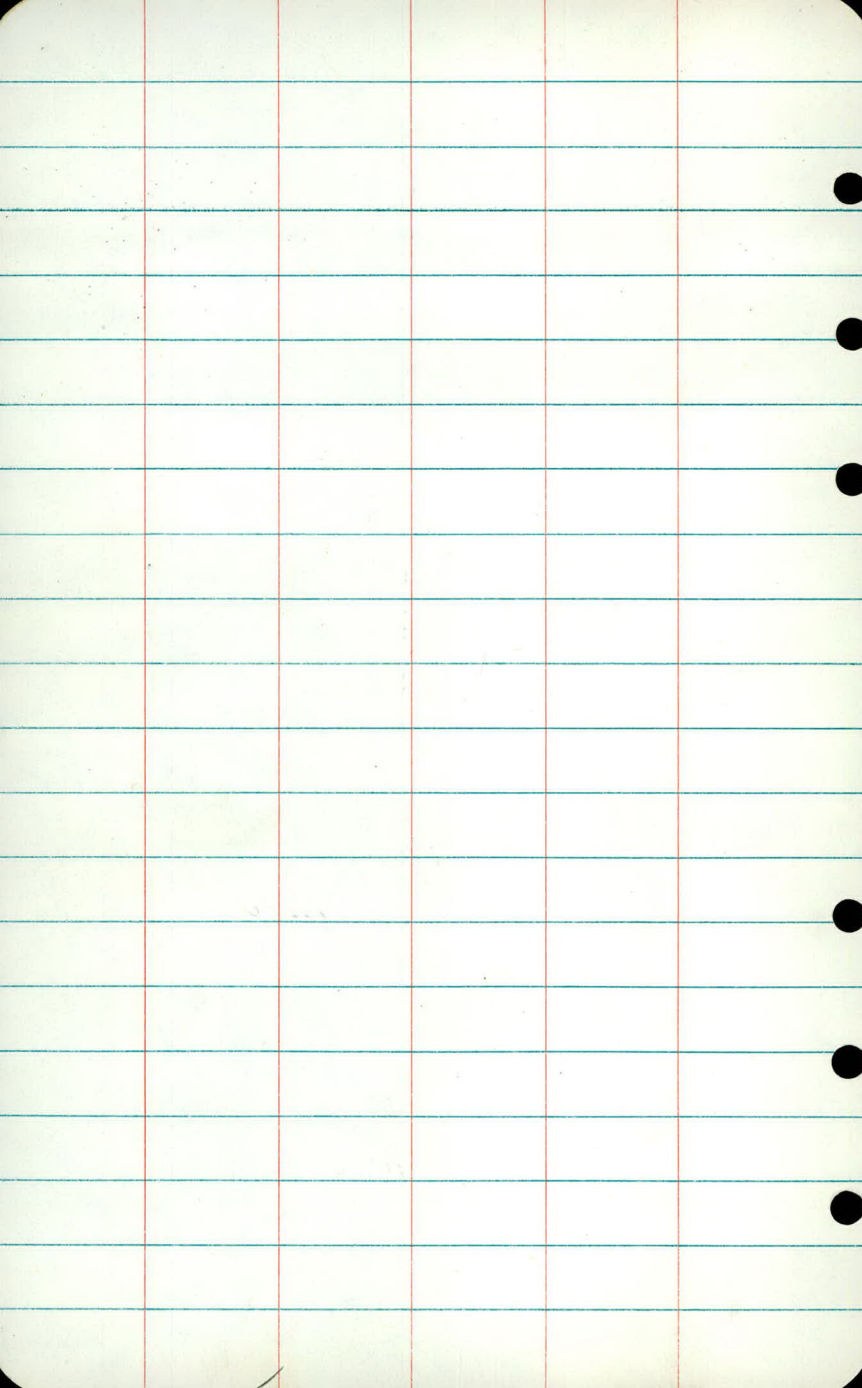
FL TO TOP = 11.70

4.0' SECTION

5.0 ACC CONE

5 RINGS

9" CASTING



203+43

43' RT

MH

61.

41

SANITARY

15" RCP



Top CASTING 935.53

15" RCP

FL to top = 13.9

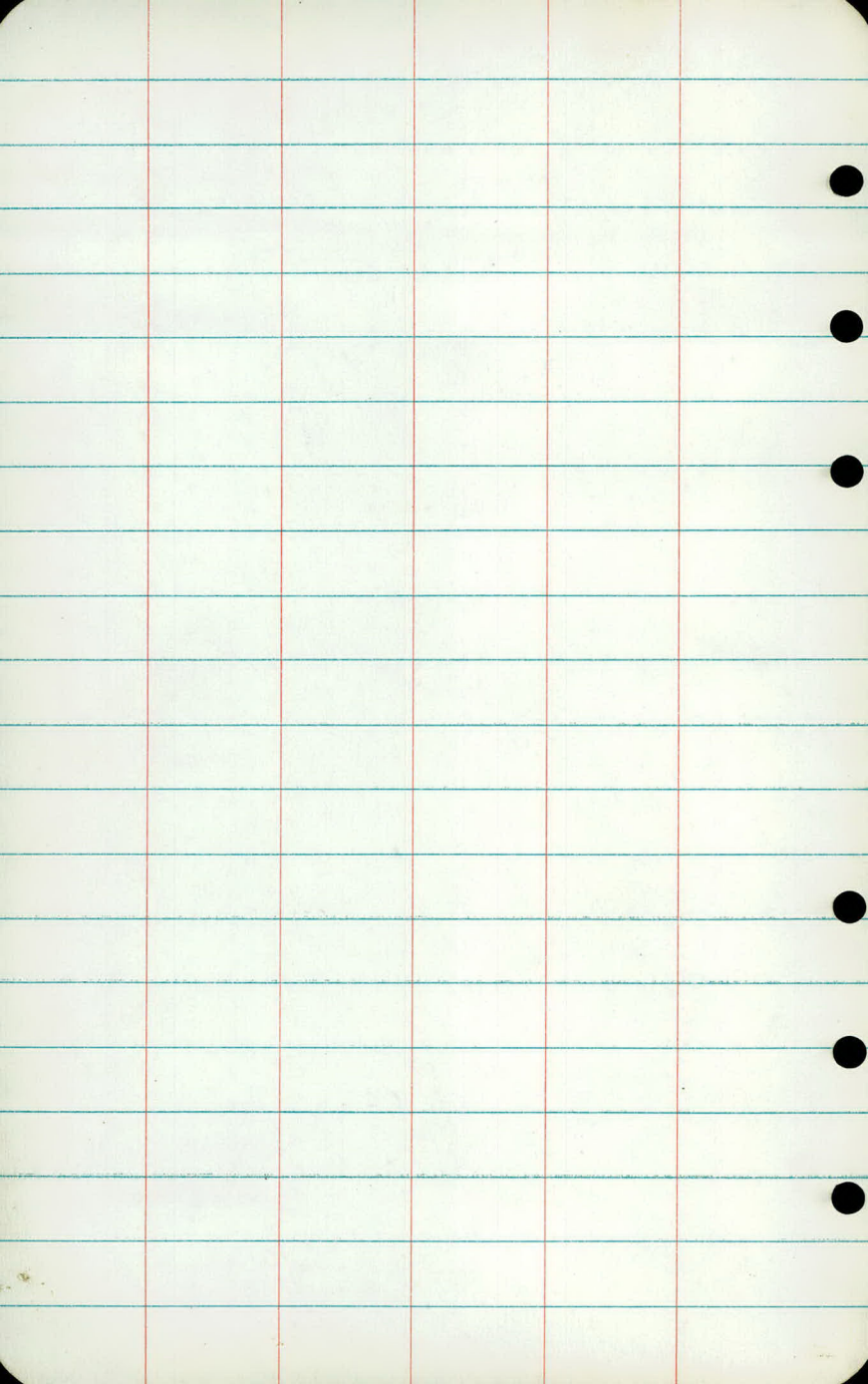
4.0 Section

3.0 Section

4.4 Ecc. Conen

3 adj. rings (0.7)

11" casting



206+15

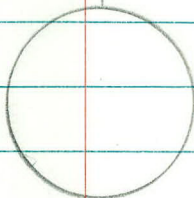
RT 41'

M/H

SANITARY

42

15" RCP



15" RCP



FL to top = 15.1'

4.5' Section

3' "

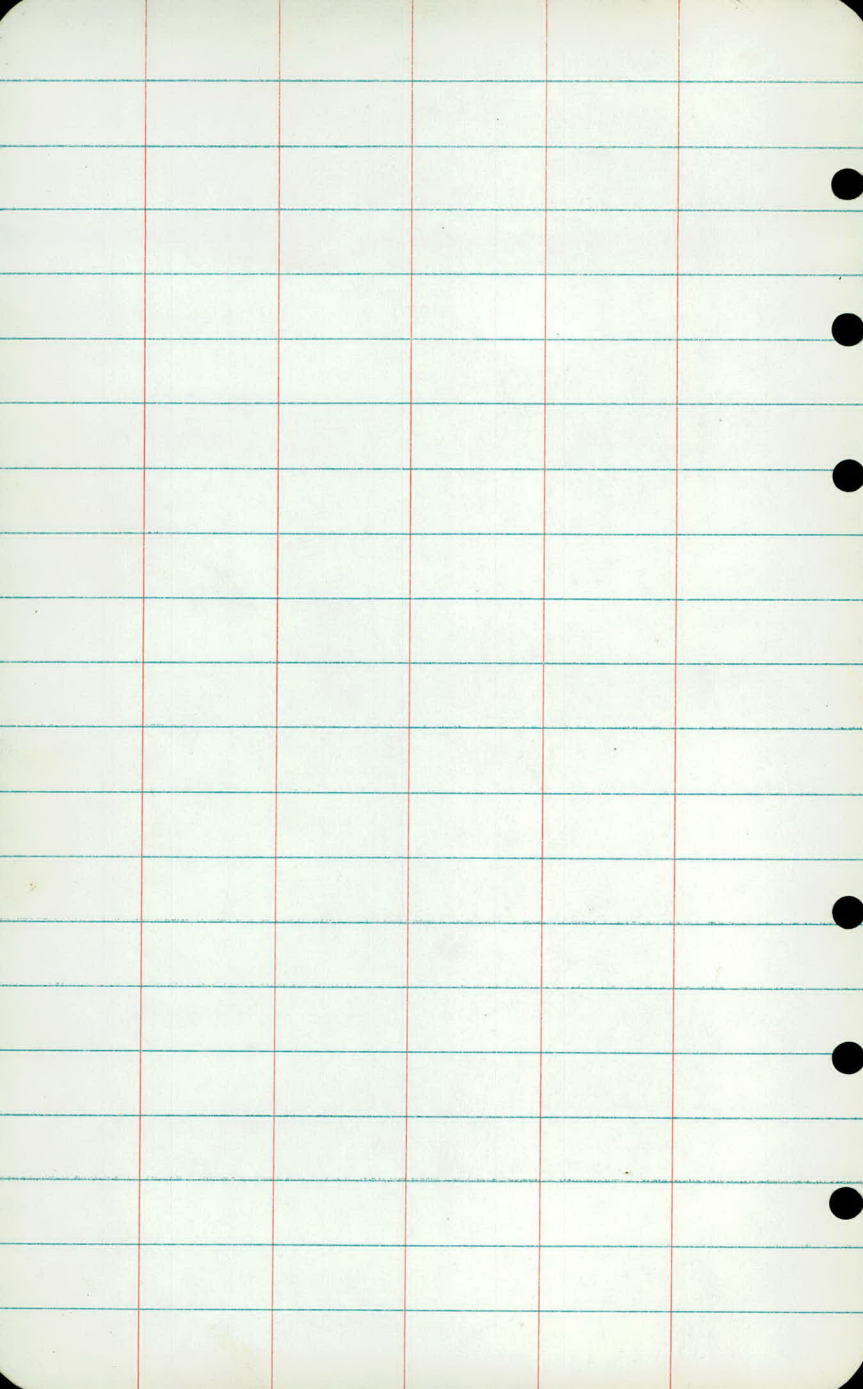
1' "

4.4 Ecc Cone

3 Adj. rings (0.7')

11" casting

Top Casting 931.28



208+90

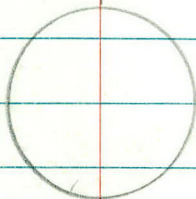
41' RT

MH

SANITARY

43

15" REP



15" REP



Top Casting 946.

FL to Top = 24.45

5.0 SECTION

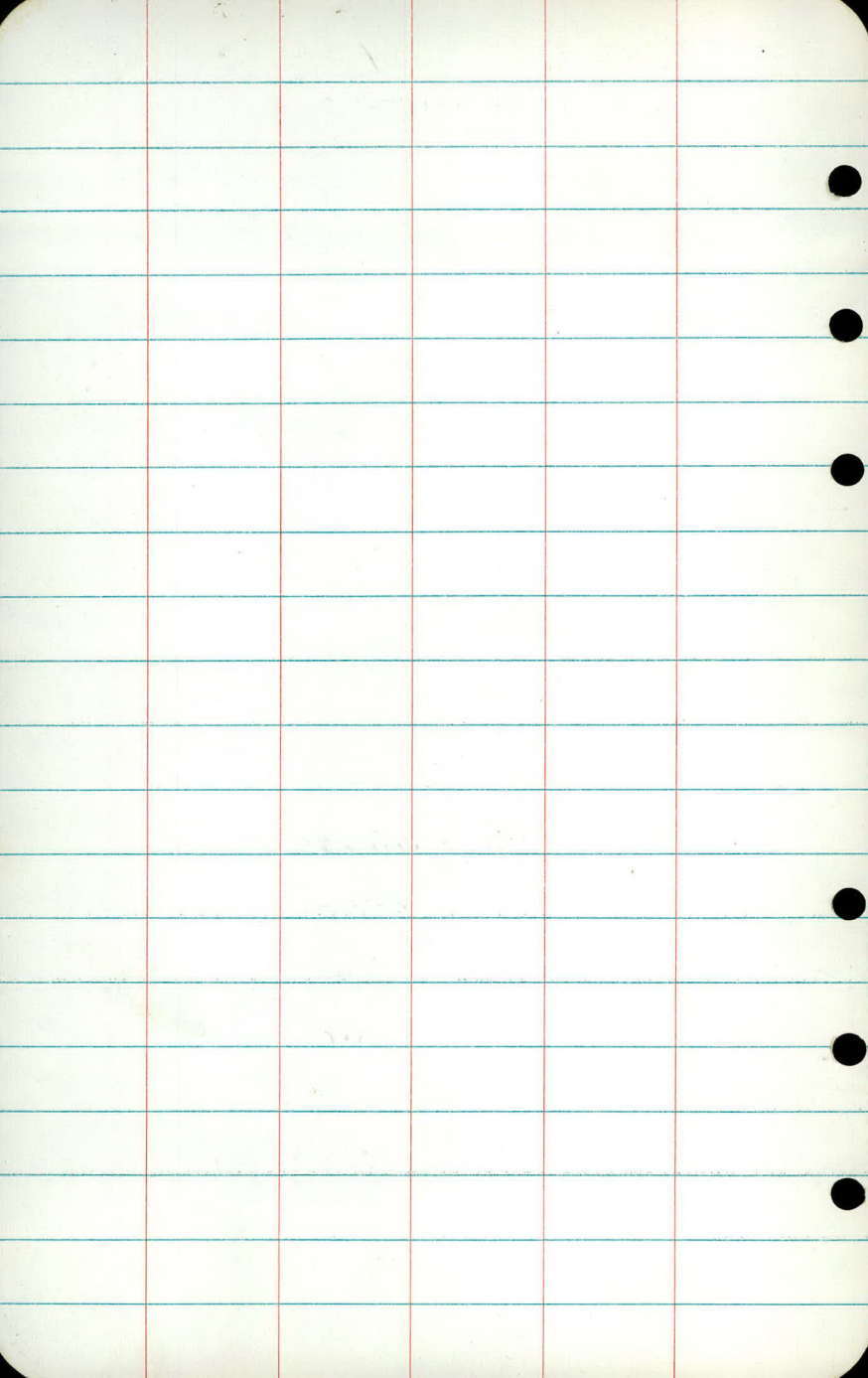
5.0 SECTION

5.0 SECTION

5.0 ECC CONE

15 RINGS

9" CASTING



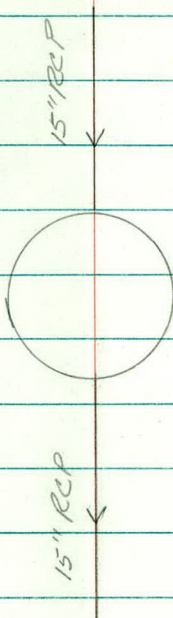
211466

41' R_T

MH

SANITARY

44



FL to Top = 25' ±

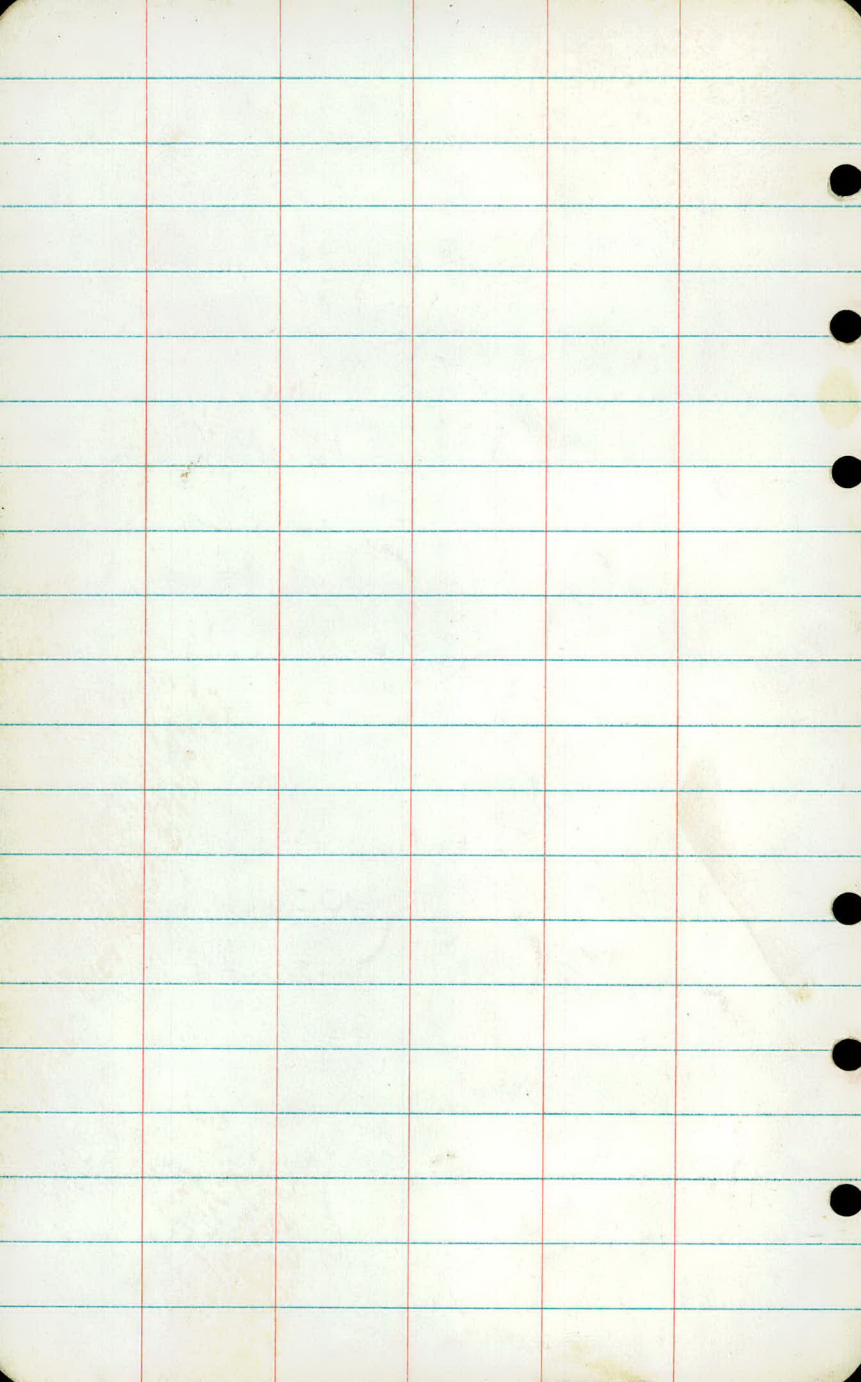
4 X 4.5" Sections = 18.0

1.0' Section 19.0

4.4' Ecc. Conc 23.4

No rings

11" Casting 24.3

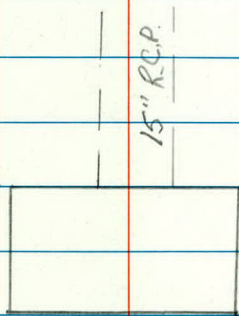


213 + 94

RT 64'

CATCH BASIN

CB 45



Top Casting 946.87

F.L. to Top 1.50

Block Const.

