

BK 9 - Dr. 13

OFFICE OF COUNTY ENGINEER  
RAMSEY CO. MINN.

Plan

Survey

47N.B.2

7<sup>th</sup> Ave New Brighton  
From Sch. Dist #18 To Co. Rd F

Road Acc't. No. ....

Date Filed 4/40 & 8-47 File .....

PLAN SURVEY

SEVENTH AVE.

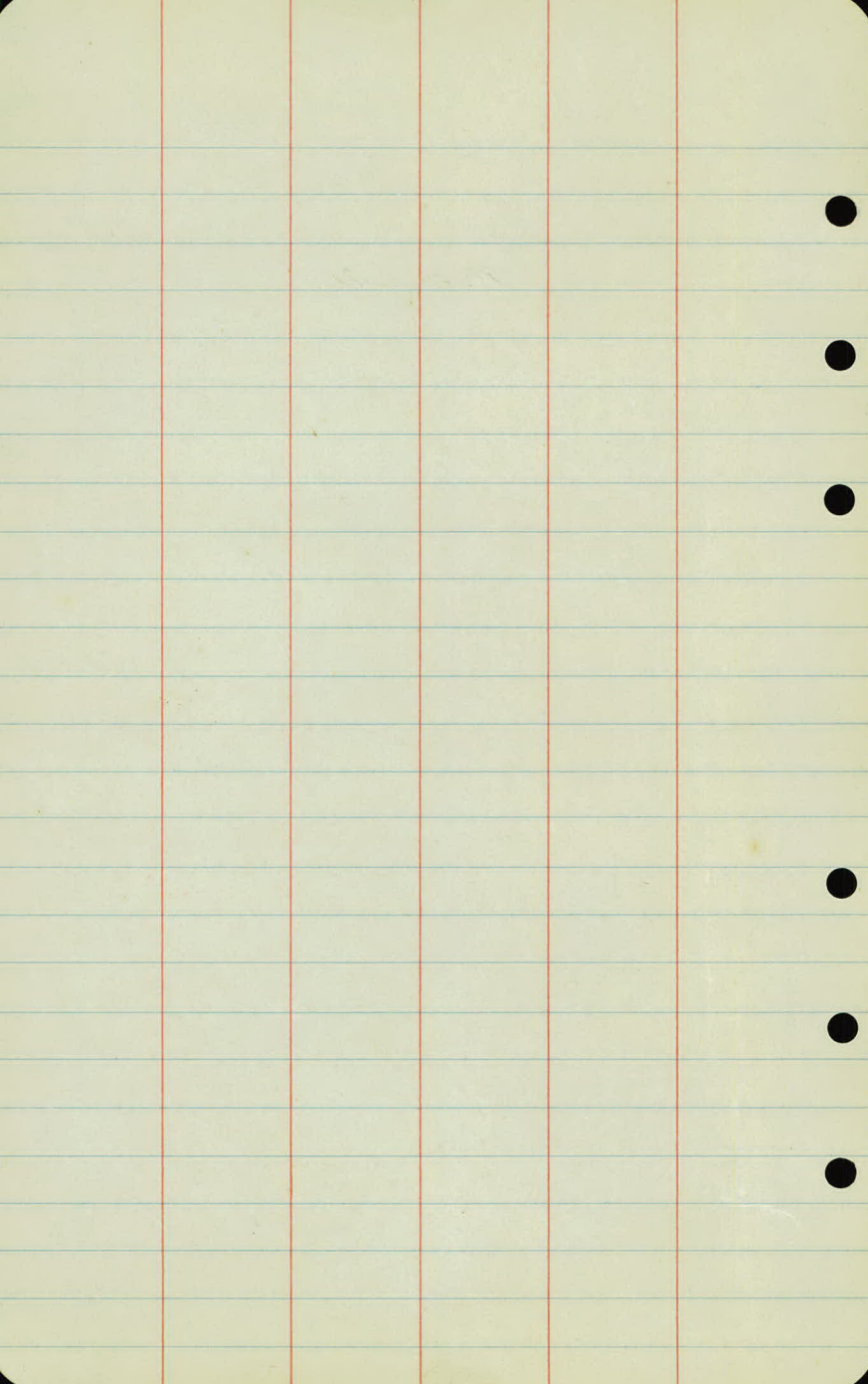
School Yard to Co. Rd. "F"

Village of New Brighton

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| Topog.    | P. 3-5  |
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Rec'd  
8-1-27 W.B.



1

*Alignment*

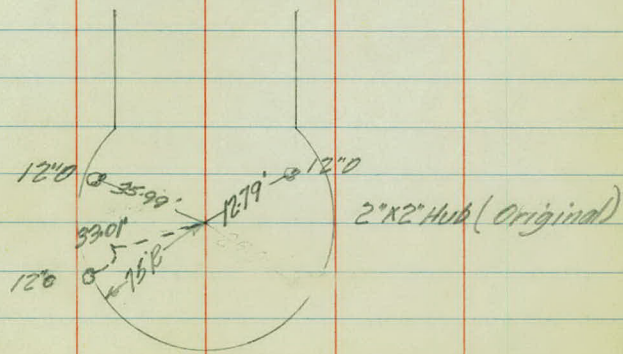
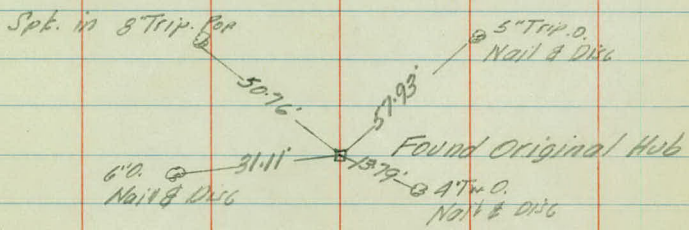
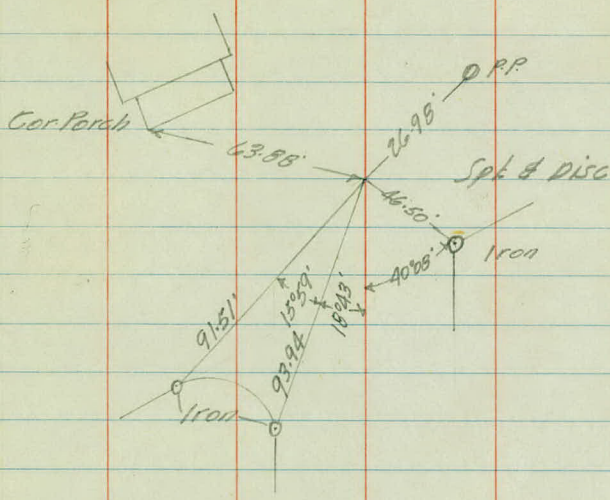


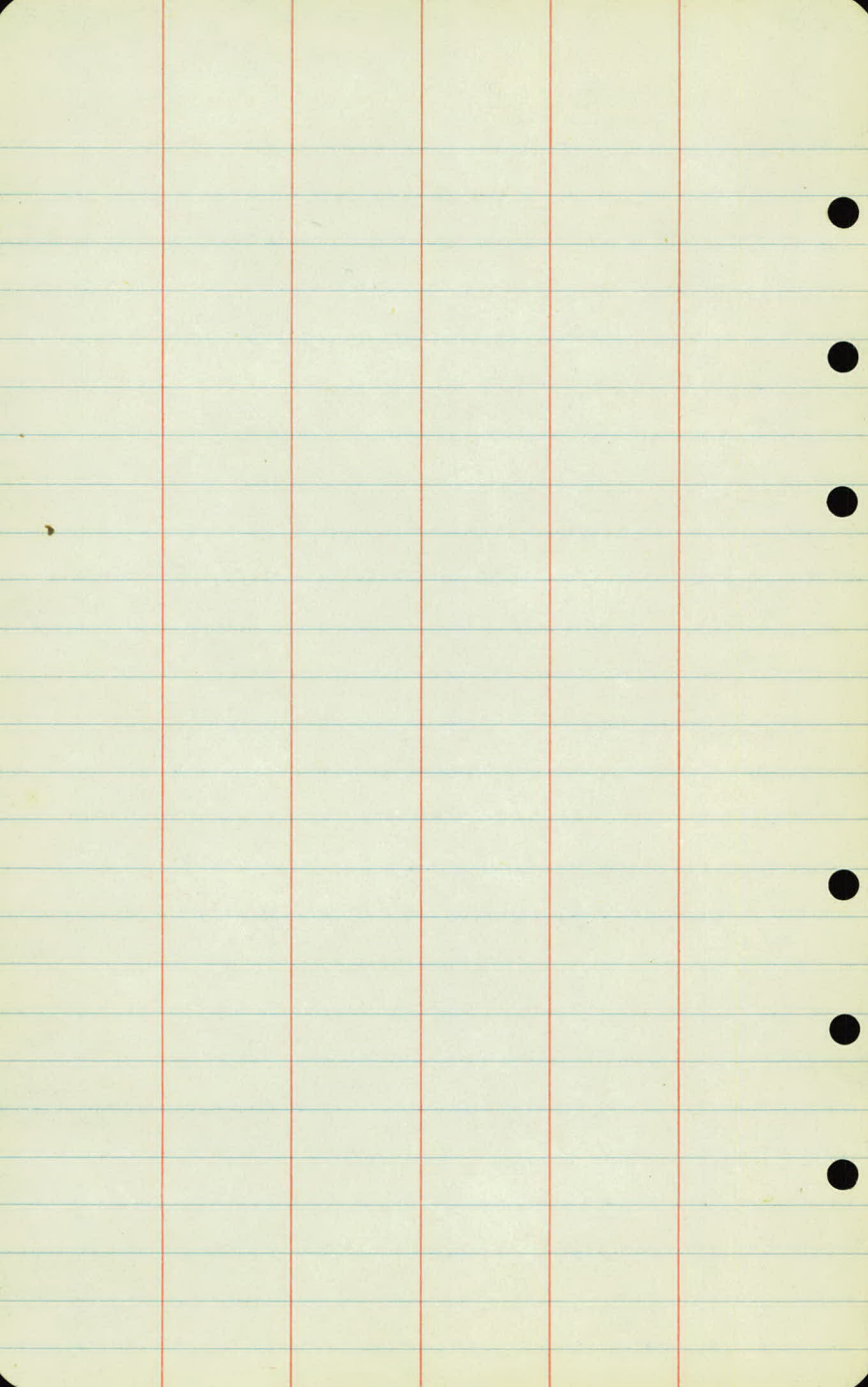
| Sta | Point | $\Delta L$ | $\Delta E$ |
|-----|-------|------------|------------|
|-----|-------|------------|------------|

12 +30.25 = Approx.  $\angle$  Co Rd. "F"

3 +17.60 P.O.T. =  $\angle$  9<sup>th</sup> St

0 +00 =  $\angle$  75'E. Turnaround





# MOTOR SUPPLY & MACHINE COMPANY

157 West Sixth Street

St. Paul, Minnesota

GA 3809

Bm. Top Stake Noorda 7+00

5.47

L4

8.3

25

4+86 - 897.4

1.4 5.0 4.0 3.2 100 130 154

3.5 4.0 58 82 100 50

7.5 4.0 3.3 3.5 5.4 700 160 132 100 50

5+00 5.6

5.8

5+26

8.2 5.9 4.8 3.9 200 172 160 131

3.4 3.8 100 75

5.7 6.0 50 100 6.6 132

8.2 165

3.8 8.2 165

905.7 99.9 5

900.75 5.47 905.72 897.4 8.3

905.7 00.1 5.6

## CHECK BRAKES-

Reline with

Raybestos



"America's Biggest Selling Brake Lining"



Topography

+01-24°0-35'

+53-5°0-21'  
+51-6°0-18'

+33-10°Pop 21'

+09-8°0-22'

4

+59-3-8'Pop-35'

+58-3°0-4'

+34-6°Tw 0-13'

+13-5°0-31'

3

+28-4°0-13'  
+09-5°0-38'

2

+94-4°0-27'

+77-5°0-12'  
+74-10°0-34'  
+37-5°Tw 0-5'  
+30-4°0-23'

1

+45-5°0-18'  
+35-8°0-49'  
+21-8°0-49'  
+17-4°0-4'  
+10-12°0-35'

0

+93-10°0-11'  
+52-10°0-29'  
+78-6°0-59'  
+46-13°0-51'  
+35-4°0-4'

+

+91-8°0-21'

+59-4°0-14'

+73-4°Tw 0-10'

+57-8°0-28'

+52-4°Tw 0-18'

+47-4°0-5'

+16-6°0-4'

+09-2°Tw 0-11'  
Water-50'

+56-4°Tw 0-6'  
+47-6°0-15'

Water-35'

+78-8°0-19'

+52-5°0-17'  
+46-6°0-3'-28'

+55-12°0-26'  
+53-12°0-17'  
+48-6°0-14'  
+36-6°Tw 0-20'  
+04-15°0-12'  
+02-12°0-9'

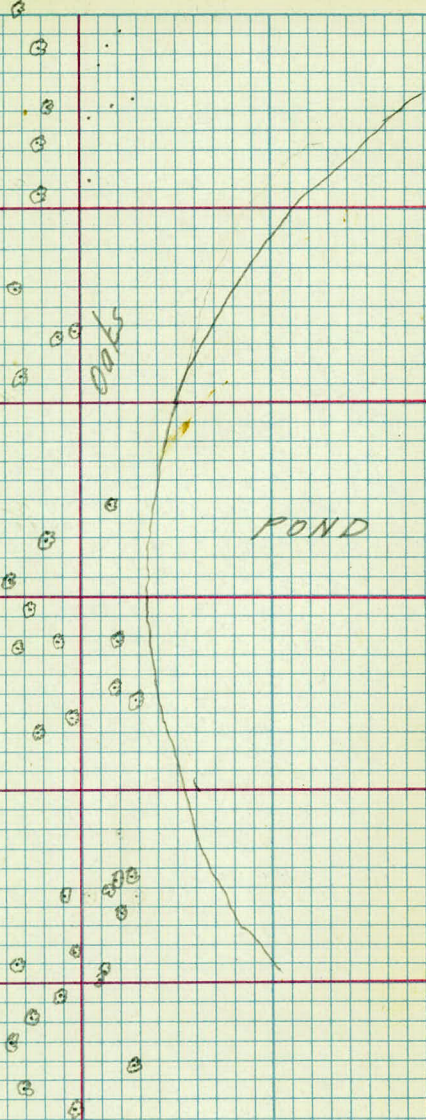
+58-6°0-27'



scattered

oaks

POND



+42 Bl. Top - 0

12

+15 Bl. Top - 0 +16 Hyd. - 97'  
E Trail - 2'

+35-41 Top - 22'  
+32 SW. Cor. Fenced - 59'

11

Trail - 5'

+80 SE. Cor. Ho. - 60'

+85 SW. Cor. Gar - 59'

+90 Int. Trail & Drive - 10'  
+90 NW. Cor. Shed - 50'

10

E Driveway - 10'

Trail - 10'

9

Trail - 15'

8

Trail - 5'

7

Trail - 2'

6

15 15' 20' 0" - 30'

+60 Rd - 15' - 10'

+53 20' 0" - 42'

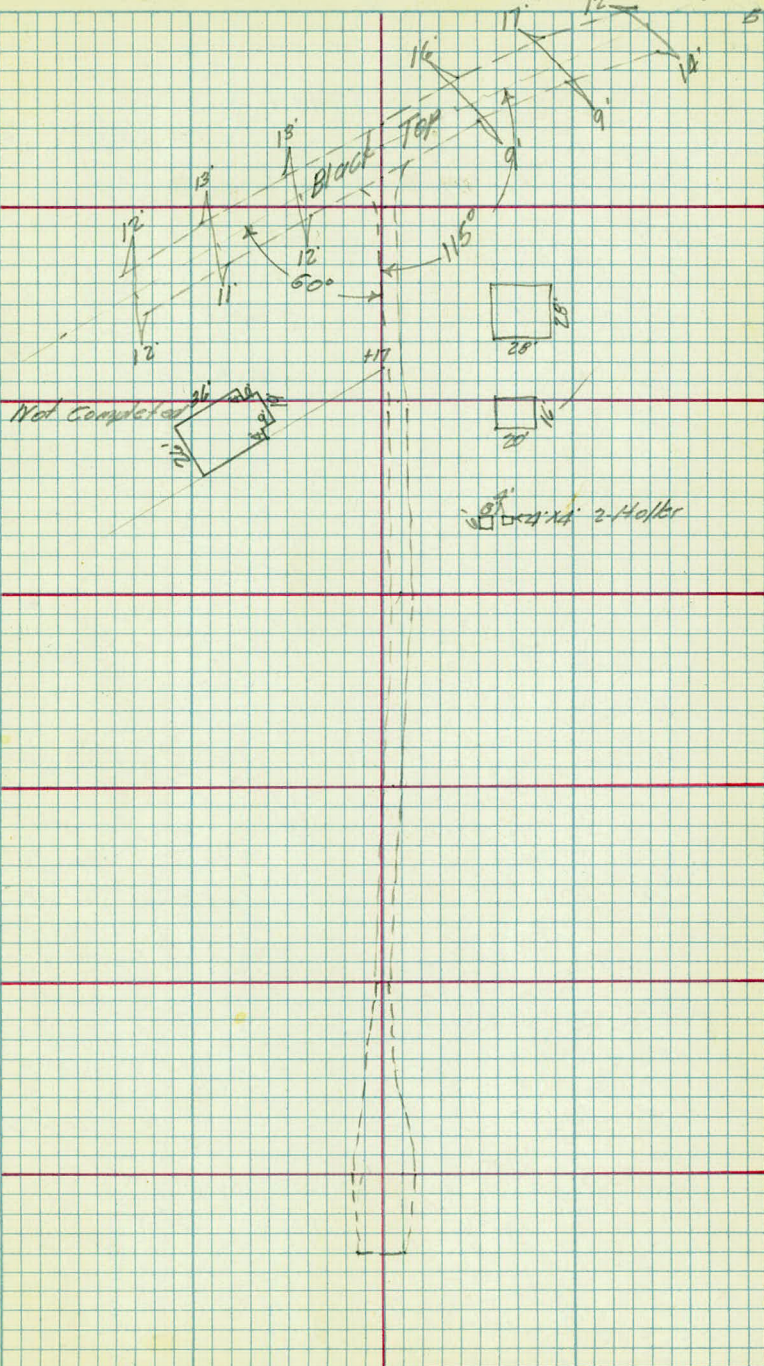
+36 Stump - 34'  
+54 20' 0" - 34'

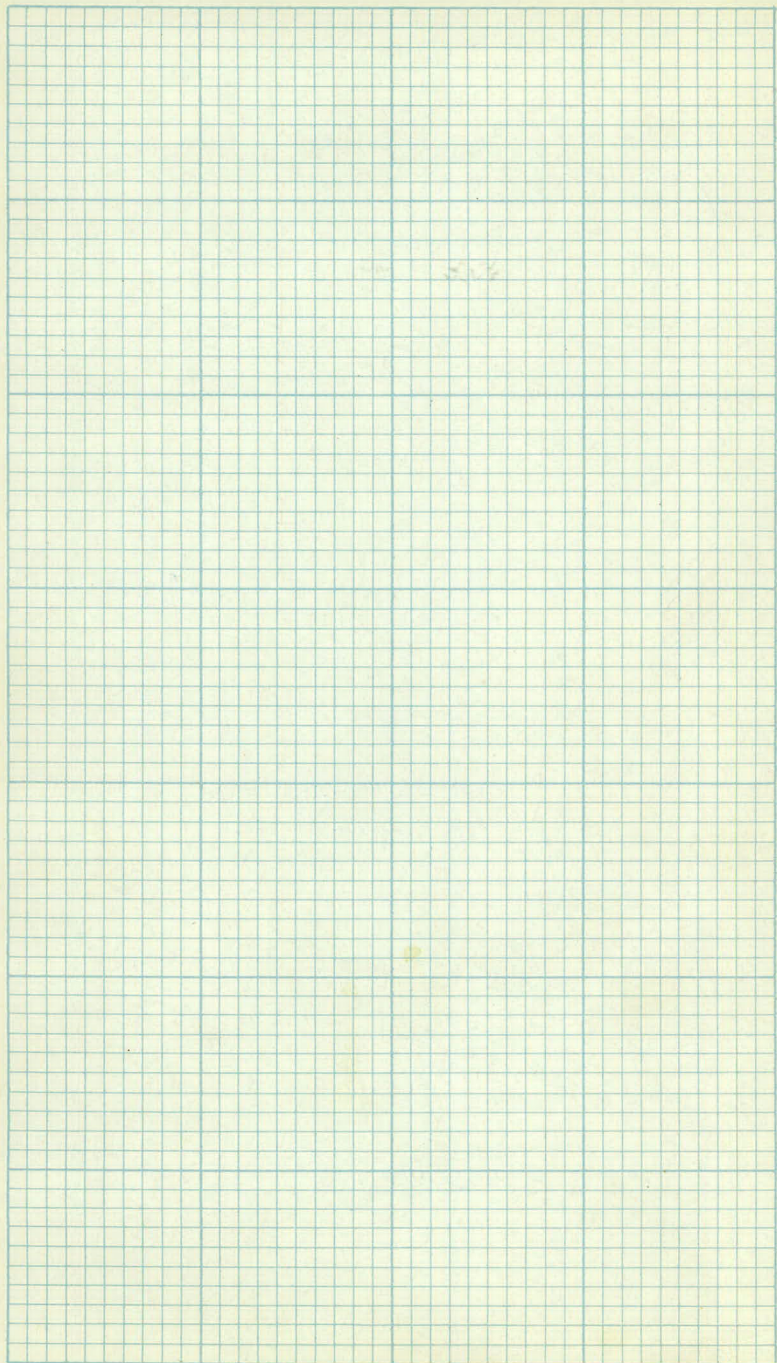
5

+15 20' 0" - 33'

+14 20' 0" - 36'







x sections



| Sta  | +    | $\pi$  | -     | Elev.    |
|------|------|--------|-------|----------|
| B.M. | 2.82 | 911.37 |       | (908.55) |
| T.P. | 1.82 | 901.73 | 11.46 | 899.91   |
| B.M. | 3.54 | 901.80 | 3.47  | 898.26   |

0 - 88 = Elev of Sch. Yard 07.8

-69 00.5

-37 97.8

0 +00 94.5

+37 93.4

+75 93.7

1 93.4

R.A. 7-31-41  
 M.B.  
 E.K.  
 B.W.

Top Hyd S.E. Cor. 8<sup>th</sup> St & Long Lake Rd.

Spt. 10" Pop N.W. Cor. 8<sup>th</sup> St & 7<sup>th</sup> Ave.

6.0 16.0 6.0 LX

10.7 0.0 1.3 1.3 2.0 LX  
 50 25 25 50

3.4 3.4 4.0 4.6 4.3 LX  
 50 25 25 50

6.0 5.9 6.6 7.3 8.0 7.0 6.3 LX  
 75 50 25 25 50 75

8.0 7.9 8.4 9.8 9.7 LX  
 50 25 25 50

7.5 7.5 8.1 9.8 11.5 LX  
 50 25 25 50

7.0 7.1 7.3 8.4 9.4 11.1 12.7 LX  
 50 33 25 17 33 50

| Sta | + | $\pi$ | - | Elev |
|-----|---|-------|---|------|
|     |   | 90180 |   |      |

|   |     |  |  |      |
|---|-----|--|--|------|
| 1 | +50 |  |  | 93.6 |
|---|-----|--|--|------|

|   |  |  |  |      |
|---|--|--|--|------|
| 2 |  |  |  | 93.6 |
|---|--|--|--|------|

|  |     |  |  |      |
|--|-----|--|--|------|
|  | +45 |  |  | 93.8 |
|--|-----|--|--|------|

|  |       |  |  |      |
|--|-------|--|--|------|
|  | +87.6 |  |  | 94.3 |
|--|-------|--|--|------|

|   |        |  |  |      |
|---|--------|--|--|------|
| 3 | +17.60 |  |  | 94.5 |
|---|--------|--|--|------|

|  |       |  |  |      |
|--|-------|--|--|------|
|  | +47.6 |  |  | 94.8 |
|--|-------|--|--|------|

|   |  |  |  |      |
|---|--|--|--|------|
| 4 |  |  |  | 95.9 |
|---|--|--|--|------|

|  |     |  |  |      |
|--|-----|--|--|------|
|  | +45 |  |  | 95.9 |
|--|-----|--|--|------|



L

A

R

55 60 68 8.2 9.9 10.9 12.8 15.0 4  
 50 32 16 12 25 36 50

48 56 66 8.2 9.8 12.4 14.0 15.1 <sup>W.S.</sup> 4  
 50 30 16 9 23 30 38

3.8 4.2 5.0 5.8 7.1 8.0 9.5 11.0 12.7 15.1 4  
 50 38 25 15 8 10 19 25 39

3.2 4.0 5.0 6.5 7.5 9.2 10.9 13.0 14.4 14.8 4  
 50 33 21 6 12 27 36 41 50

7.3

4.2 4.2 5.0 5.8 7.0 7.8 8.6 9.9 12.1 4  
 50 44 30 14 10 20 33 50

5.1 5.4 6.4 7.0 8.1 9.1 10.0 4  
 50 25 13 27 41 50

3.1 4.3 5.9 7.4 8.9 4  
 50 50 25 50  
 25  
 h.s.

| Sto  | +     | $\pi$  | -    | Elev   |
|------|-------|--------|------|--------|
|      |       | 901.80 |      |        |
| 4    | +86   |        |      | 99.4   |
| T.P. | 12.83 | 913.56 | 1.07 | 900.73 |
| 5    |       |        |      | 00.1   |
|      | +26   |        |      | 99.9   |
|      | +63   |        |      | 99.7   |
| 6    |       |        |      | 99.1   |
|      | +30   |        |      | 99.2   |
|      | +36   |        |      | 99.3   |
|      | +79   |        |      | 99.8   |

L

4

E

1.6 3.0 4.4 4.5 5.6 ✓  
50 25 25 50

13.2 13.6 14.2 15.0 13.5 13.5 15.8 15.6 ✓  
50 35 19 9 5 20 50

12.7 12.7 13.2 13.7 13.9 13.2 13.5 ✓  
50 37 24 13 29 50

10.5 10.5 13.7 13.9 14.2 13.5 9.2 9.2 ✓  
50 40 24 10 29 36 50

13.7 14.5 14.5 13.8 5.8 5.9 ✓  
50 22 21 32 50

6.4 5.3 14.2 14.4 14.4 13.0 7.0 3.4 3.0 ✓  
50 39 30 11 26 37 40 50

5.2 4.8 14.0 14.3 14.3 13.2 7.0 2.9 2.4 ✓  
50 33 22 12 23 35 37 50

3.6 2.5 8.4 14.0 13.8 1 13.0 5.5 0.4 0.0 ✓  
50 32 30 20 19 32 36 50



| Sta. | +    | $\pi$<br>913.56 | -     | Elev.  |
|------|------|-----------------|-------|--------|
| 7    |      |                 |       | 00.0   |
| T.P. | 1.38 | 901.63          | 13.31 | 900.25 |
| +50  |      |                 |       | 98.4   |
| 8    |      |                 |       | 96.8   |
| +50  |      |                 |       | 96.4   |
| 9    |      |                 |       | 95.4   |
| +10  |      |                 |       | 94.6   |
| +50  |      |                 |       | 93.4   |
| 10   |      |                 |       | 92.4   |

L

E

E

144 149 138 136 133 133 ✓  
 50 27 17 34 50  
 Tap stake rt. sta. 7

42 39 32 30 30 ✓  
 50 25 25 50

48 48 48 44 42 ✓  
 50 25 25 50

50 57 52 47 47 ✓  
 50 23 25 50

70 72 62 61 62 ✓  
 50 24 28 50

72 75 70 66 65 ✓  
 50 25 25 50

79 84 82 80 79 ✓  
 50 25 19 50

93 91 92 90 89 ✓  
 50 25 24 50

| Sta | +    | $\pi$  | -    | Elev.  |
|-----|------|--------|------|--------|
|     |      | 901.63 |      |        |
| 10  | +25  |        |      | 91.9   |
|     | +50  |        |      | 91.6   |
| 11  |      |        |      | 90.3   |
| T.P | 2.71 | 893.42 | 1092 | 890.71 |
|     | +26  |        |      | 89.4   |
|     | +40  |        |      | 88.7   |
|     | +74  |        |      | 88.5   |
|     | +87  |        |      | 87.5   |
| 12  |      |        |      | 87.2   |

L

E

R

114 92 92 97 96 91 96 ✓  
50 35 17 22 35 50

118 108 100 100 110 112 ✓  
50 25 22 26 50

120 120 119 113 109 114 115 ✓  
Ground at ho. 50 27 30 32 50

43 42 40 36 31 35 ✓  
50 26 12 33 50

45 46 47 46 40 39 = Ground at ho ✓  
50 24 17 39 50

84 81 51 49 56 58 47 48 46 ✓  
50 42 31 1 9 12 29 50

63 78 76 48 50 59 60 49 47 \$5.0 ✓  
50 41 18 7 4 7 14 32 50

60 65 66 69 62 66 49 50 50 ✓  
50 28 26 12 8 15 37 50



| Sta | + | $\pi$  | - | Elev |
|-----|---|--------|---|------|
|     |   | 893.42 |   |      |

|    |     |  |  |      |
|----|-----|--|--|------|
| 12 | +07 |  |  | 87.3 |
|----|-----|--|--|------|

|  |     |  |  |      |
|--|-----|--|--|------|
|  | +15 |  |  | 86.9 |
|--|-----|--|--|------|

|                              |  |  |  |      |
|------------------------------|--|--|--|------|
| +30.25 Profile of Co. Rd 'F' |  |  |  | 87.4 |
|------------------------------|--|--|--|------|

|      |  |  |      |        |
|------|--|--|------|--------|
| B.M. |  |  | 6.52 | 886.90 |
|------|--|--|------|--------|

|      |      |        |      |        |
|------|------|--------|------|--------|
| T.P. | 6.73 | 894.01 | 6.14 | 887.28 |
|------|------|--------|------|--------|

|      |       |        |      |        |
|------|-------|--------|------|--------|
| T.P. | 11.31 | 905.32 | 0.00 | 894.01 |
|------|-------|--------|------|--------|

|      |      |        |      |        |
|------|------|--------|------|--------|
| T.P. | 6.35 | 910.69 | 0.93 | 904.34 |
|------|------|--------|------|--------|

|      |  |  |      |                 |
|------|--|--|------|-----------------|
| B.M. |  |  | 2.18 | 908.51 (908.55) |
|------|--|--|------|-----------------|

8-1-47

12

L

E

R

59 66 61  
44 14

65 76 49 50  
11 22 34 50

LX

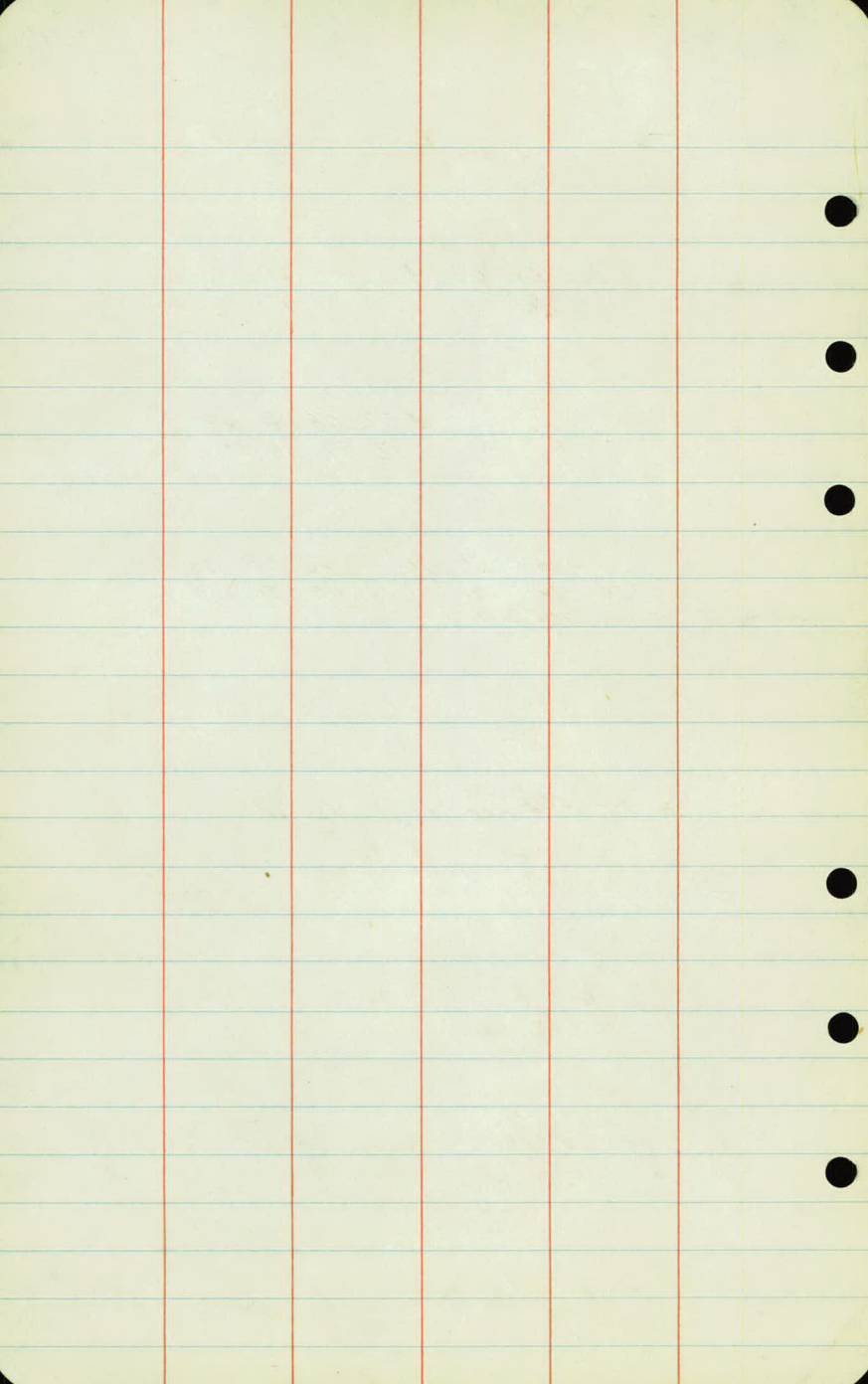
65 72 68 89 68 LX  
12 17 49 50

57 57 59 60 62 63 66  
150 100 50 50 100 150

4

Top Hyd. S.E. Cor. 7<sup>th</sup> Av. & Co. Rd. 'F'

Top Hyd. S.E. Cor. 8<sup>th</sup> St. & Long Lake Rd.



Additional Xsection

7<sup>th</sup> Ave.

sta 5163 to sta 1415

New Brighton

Rec.

8/20/47



| Sta  | +     | $\pi$  | - | Elev.  |
|------|-------|--------|---|--------|
| T.P. | 14.82 | 915.07 |   | 900.25 |
| 5    | +63   |        |   | 899.7  |
| 6    |       |        |   | 899.1  |
|      | +30   |        |   | 99.2   |
|      | +36   |        |   | 99.3   |
|      | +79   |        |   | 99.8   |
| 7    |       |        |   | 900.0  |
|      | +15   |        |   | 899.8  |

7 +00 = check shot at E = 15.1

K.A. 820-47  
A.M.  
R.K.  
P.W.

2

Top stake rt. sta. 7100

15.4

|     |     |     |     |     |     |     |     |   |
|-----|-----|-----|-----|-----|-----|-----|-----|---|
| 142 | 123 | 120 | 104 | 97  | 106 | 124 | 162 | ✓ |
| 150 | 100 | 50  | 50  | 100 | 140 | 163 | 200 |   |

16.0

|      |     |     |    |    |     |     |     |     |      |   |
|------|-----|-----|----|----|-----|-----|-----|-----|------|---|
| 17.8 | 131 | 114 | 99 | 71 | 5.8 | 6.6 | 8.6 | 124 | 15.5 | ✓ |
| 200  | 147 | 100 | 59 | 50 | 100 | 138 | 165 | 200 | 230  |   |

15.9

|     |     |     |    |    |     |     |     |     |      |   |
|-----|-----|-----|----|----|-----|-----|-----|-----|------|---|
| 195 | 129 | 97  | 76 | 45 | 3.5 | 4.7 | 6.3 | 99  | 14.4 | ✓ |
| 200 | 144 | 100 | 50 | 50 | 100 | 140 | 161 | 200 | 246  |   |

TOP P.E. bank

15.8

|     |     |     |    |     |     |     |     |      |   |
|-----|-----|-----|----|-----|-----|-----|-----|------|---|
| 195 | 125 | 94  | 71 | 3.3 | 4.3 | 5.8 | 9.5 | 14.7 | ✓ |
| 200 | 144 | 100 | 50 | 100 | 140 | 161 | 200 | 246  |   |

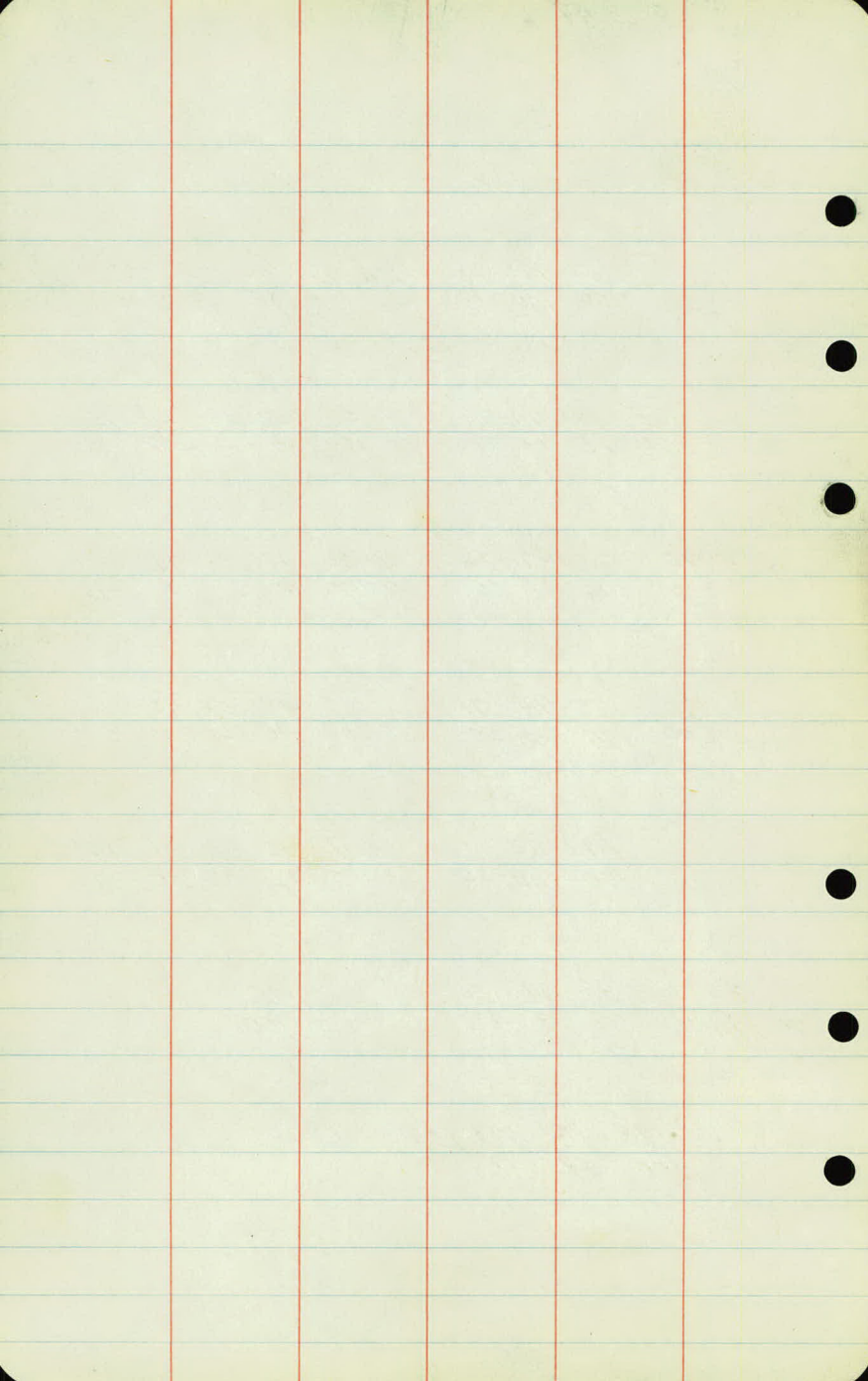
15.3

|     |     |    |     |     |     |     |     |      |   |
|-----|-----|----|-----|-----|-----|-----|-----|------|---|
| 142 | 83  | 52 | 1.6 | 1.1 | 2.2 | 6.0 | 8.1 | 14.1 | ✓ |
| 150 | 100 | 50 | 50  | 100 | 142 | 180 | 200 | 246  |   |

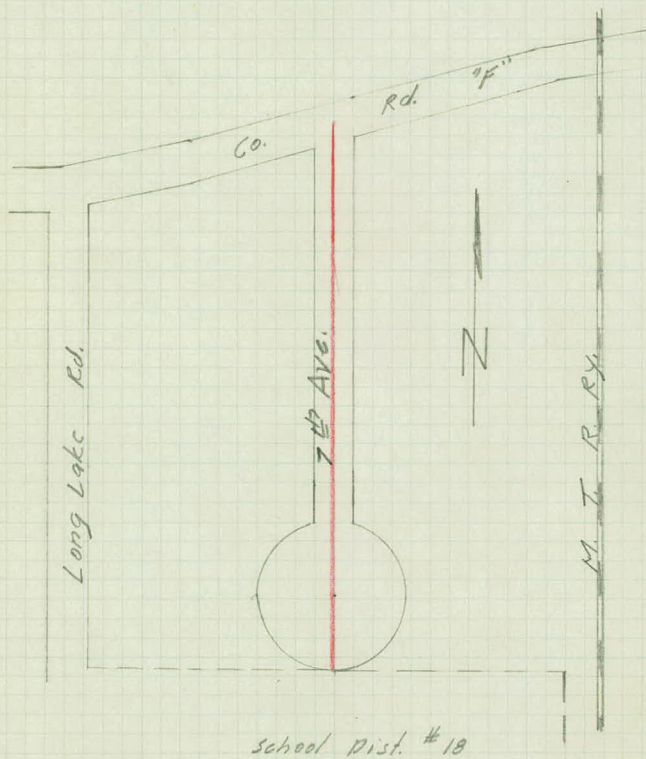
15.1

|     |     |     |     |    |     |     |   |
|-----|-----|-----|-----|----|-----|-----|---|
| 172 | 134 | 9.6 | 8.3 | 49 | 156 | 151 | ✓ |
| 160 | 144 | 110 | 100 | 63 | 42  | 100 |   |

|      |     |     |     |   |
|------|-----|-----|-----|---|
| 17.8 | 181 | 173 | 153 | ✓ |
| 100  | 57  | 32  |     |   |



PLAN SURVEY  
7<sup>th</sup> Ave.  
New Brighton



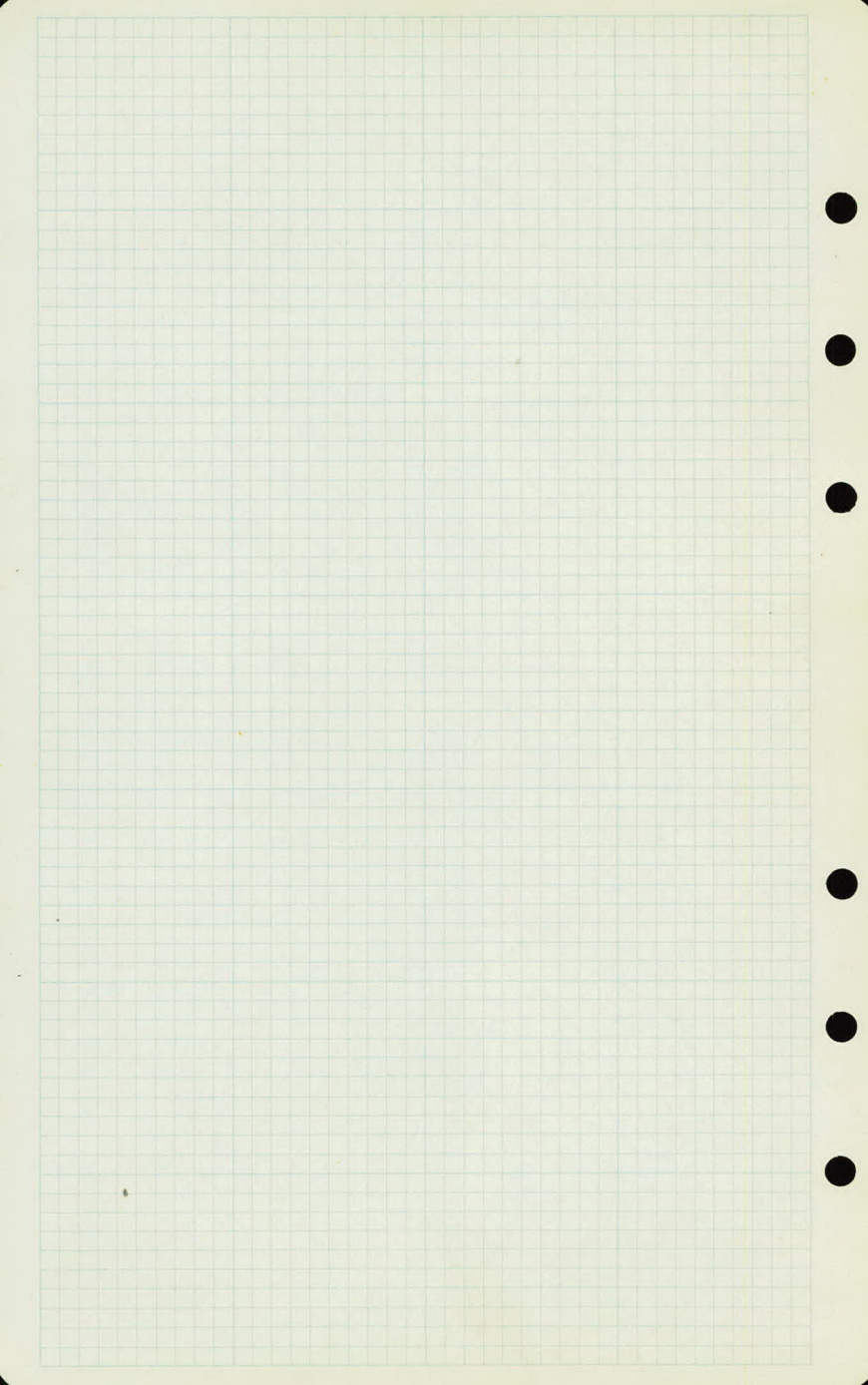
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10/30/39

See Revised 1947 notes





Alignment

| Sta. | Point | $\Delta Lt.$ | $\Delta Rt.$ |
|------|-------|--------------|--------------|
|------|-------|--------------|--------------|

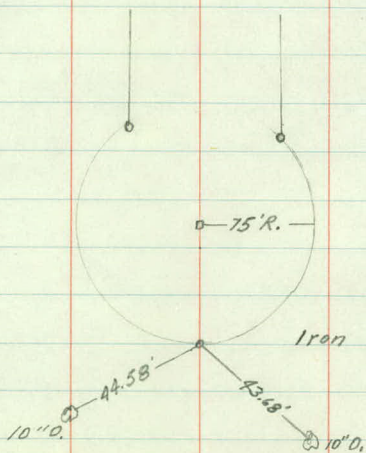
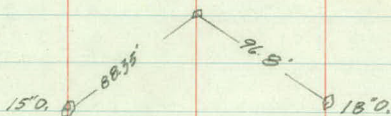
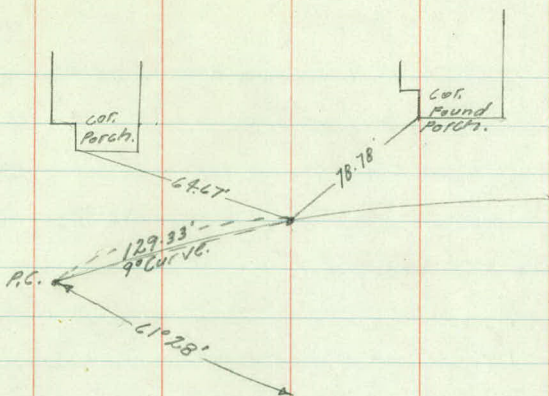
|    |                             |  |  |
|----|-----------------------------|--|--|
| 13 | 103.27 = P.Q.C. Co. Rd. "F" |  |  |
|----|-----------------------------|--|--|

11+13.23

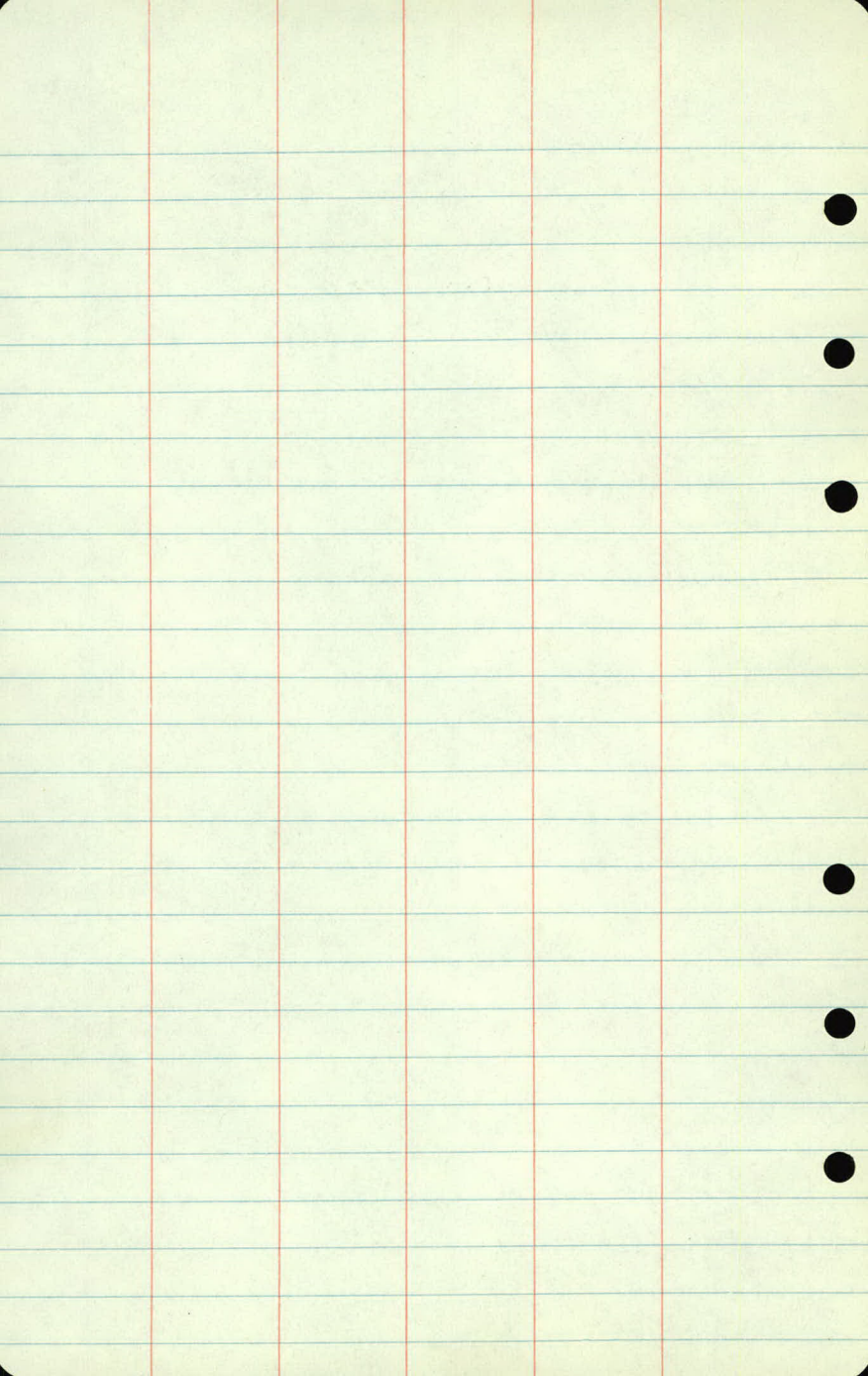
|   |        |        |  |
|---|--------|--------|--|
| 7 | 172.13 | P.O.T. |  |
|---|--------|--------|--|

0 +00

0 +00







# Topography

+90-12" Swamp-25'  
+90-12" Oak-33'  
+86-10" Oak-37'  
+73-18" Oak-32'  
+68-10" Oak-30'  
+57-4" Oak-20'  
+07-4" Pop-21'

5

+55-4" Oak-22'

+86-15" Oak-9' 15" Oak-37'  
+53-10" Oak-22'  
+63-8" Oak-22' +65-18" Oak-95'

+27-6" Oak-30'  
+10-4" Oak-33'

+34-6" Twp Willow-35'  
+12-4" Oak-4'  
+08-4" Pop-11'

4

Swamp-65'

3

Swamp-35'

+51-5" Oak-13'

+53-6" Oak-19'  
+00 Swamp-39'

2

+12-8" Oak-6'

Swamp-56'

+20-9" Oak-10'

+35-6" Oak-30'  
+30-8" Oak-26'  
+28-8" Oak-17'  
+24-5" Oak-14'

1

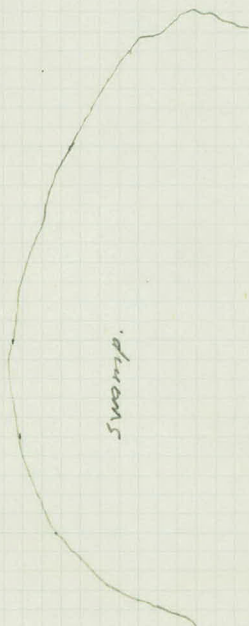
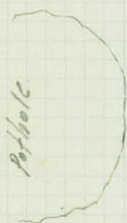
+11-6" Oak-20'

+73-4" Oak-2'  
+90-8" Oak-35'

+80-8" Oak-13'  
+76-6" Oak-10'

+70-6" Oak-11'  
+57-6" Oak-28'  
+25-8" O.-32'

0400





13

+89-B. Top AS R

12

+24-36" Oak-23'

11

7

+29-20" Oak-22'  
 +27-12" Oak-11'  
 +16-13" Tw Oak-29'  
 +12-10" Oak-20'

+30-8" Shump-33'  
 +10-12" Oak-25'

6

+96-6" Oak-39' +93-8" Oak-25' +95-5" Shump-10  
 +91-12" Oak-28' +81-15" Oak-13'  
 +32-15" Oak-42' +70-12" Oak-10'  
 +35-8" Oak-29' +63-6" Oak-23'  
 +24-8" Oak-7'  
 +20-15" Oak-14'  
 +17-21" Oak-27'  
 +12-12" Oak-1' +50-15-13'  
 +03-12" Oak-25'  
 +01-8" Oak-7'

+94-13" Tw Oak-5'

+74-15" Oak-30'

+33-6" Oak-42'

+28-6" Oak-35'

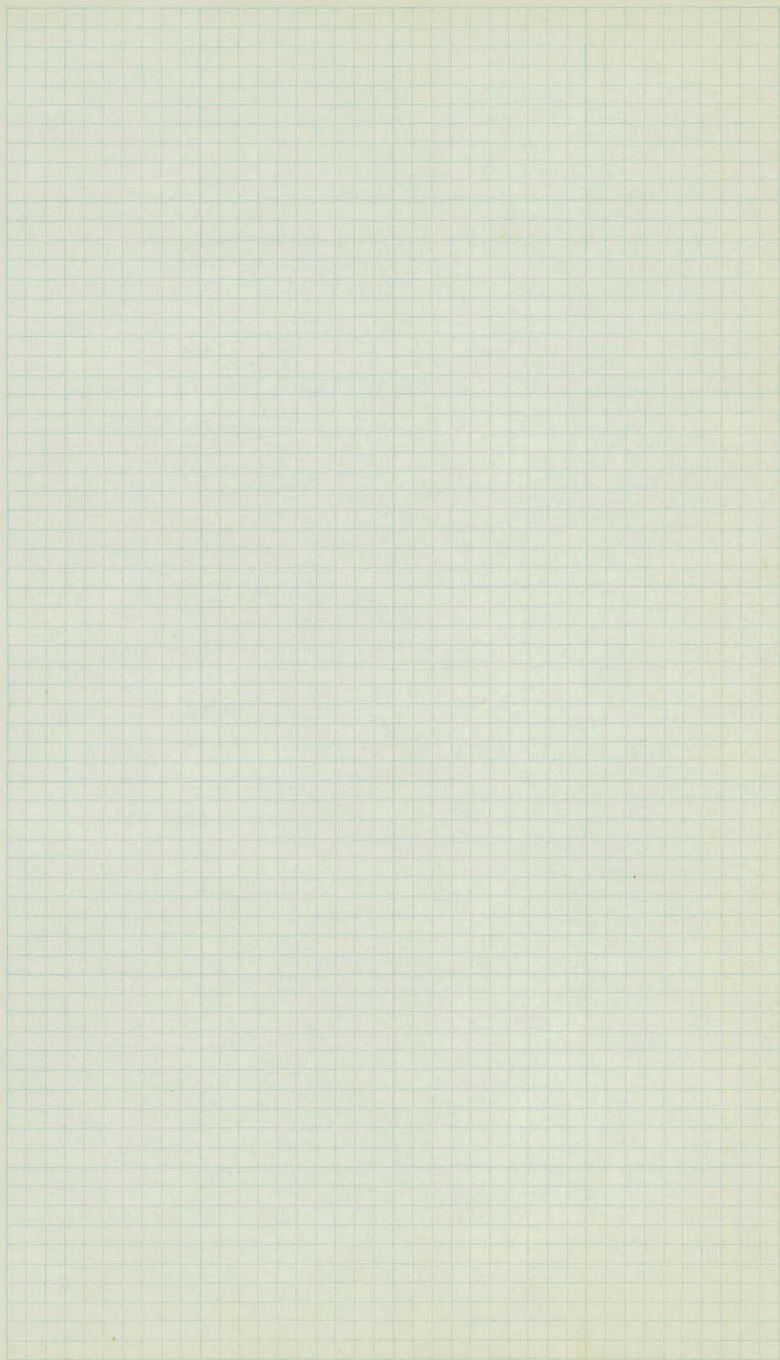
+27-15" Oak-25'

+17-20" Oak-1' 12" Oak-44'

+07-15" Oak-68'

+03-8" Oak-15'

193-600k-25'



Topography

Co. Rd "F"

0+00 = P.C. of Curve.



2

10' 13'

9' 13'

1

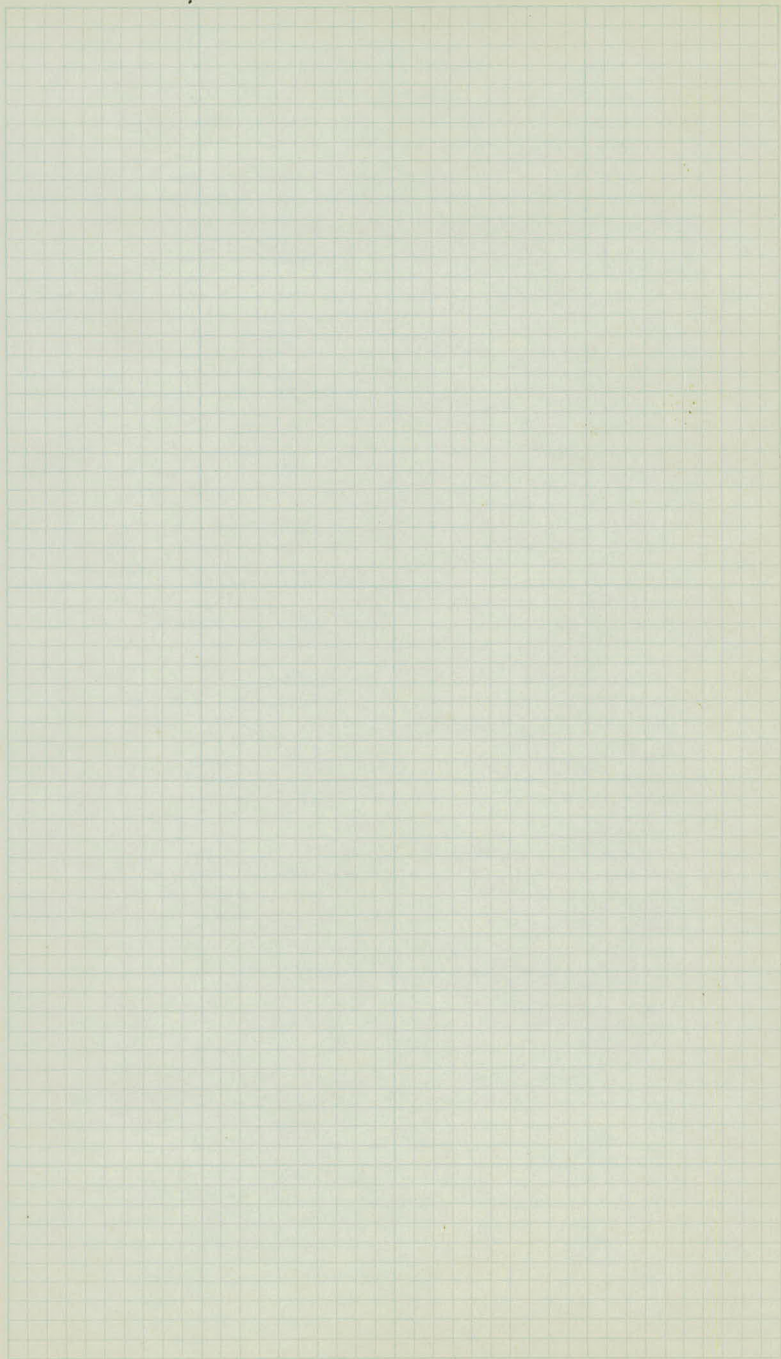
8' 14'

6' 14'

0400

5' 13'





x sections



| Sta                                  | +     | $\pi$  | -     | Elev   |
|--------------------------------------|-------|--------|-------|--------|
| B.M.                                 | 13.10 | 900.69 |       | 887.59 |
| T.P.                                 | 13.00 | 913.55 | 0.14  | 900.55 |
| T.P.                                 | 1.03  | 912.66 | 1.92  | 911.63 |
| T.P.                                 | 5.49  | 905.80 | 12.35 | 900.31 |
| B.M.                                 |       |        | 3.94  | 901.86 |
| Elev of Ground at N.W. Cor. School = |       |        |       | 905.8  |
| 0                                    | - 27  |        |       | 04.0   |
|                                      | +50   |        |       | 05.8   |
|                                      | +70   |        |       | 07.4   |
| -1                                   | +100  |        |       | 08.6   |
| 0                                    | +100  |        |       | 01.3   |
|                                      | +140  |        |       | 97.2   |
|                                      | +75   |        |       | 94.2   |
| T.P.                                 | 4.55  | 899.72 | 10.63 | 915.17 |
| 1                                    |       |        |       | 93.4   |
|                                      | +50   |        |       | 93.0   |

Lt

k

Rt.

Top Mount Long Lake Rd. &amp; Co. Rd. E"

Spk in 5" Trip. Out 12' Rt. 0+00

1.890+1.6+2.8

|                 |                 |                 |                 |                 |
|-----------------|-----------------|-----------------|-----------------|-----------------|
| $\frac{50}{50}$ | $\frac{36}{35}$ | $\frac{45}{24}$ | $\frac{54}{24}$ | $\frac{64}{50}$ |
|-----------------|-----------------|-----------------|-----------------|-----------------|

|                 |                 |                 |                 |                 |                  |                 |
|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|
| $\frac{62}{75}$ | $\frac{68}{50}$ | $\frac{78}{25}$ | $\frac{86}{25}$ | $\frac{99}{48}$ | $\frac{103}{75}$ | $\frac{94}{75}$ |
|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|

|                 |                 |                  |                  |                  |                  |                  |                  |
|-----------------|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|
| $\frac{98}{75}$ | $\frac{97}{50}$ | $\frac{102}{39}$ | $\frac{106}{21}$ | $\frac{116}{23}$ | $\frac{125}{45}$ | $\frac{135}{75}$ | $\frac{113}{75}$ |
|-----------------|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|

|                 |                 |                 |                 |                 |                 |                 |                 |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| $\frac{55}{75}$ | $\frac{54}{76}$ | $\frac{56}{25}$ | $\frac{63}{10}$ | $\frac{67}{28}$ | $\frac{86}{50}$ | $\frac{86}{75}$ | $\frac{65}{75}$ |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|

|                 |                 |                 |                 |                 |                 |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| $\frac{60}{50}$ | $\frac{59}{37}$ | $\frac{60}{17}$ | $\frac{67}{35}$ | $\frac{90}{50}$ | $\frac{95}{50}$ |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|

| Sta. | +     | $\pi$  | -    | Elev.   |
|------|-------|--------|------|---------|
|      |       | 899.72 |      |         |
| 2    |       |        |      | 93.3.   |
|      | +50   |        |      | 93.2.   |
| 3    |       |        |      | 93.1.   |
|      | +50   |        |      | 94.2.   |
| 4    |       |        |      | 94.4.   |
|      | +50   |        |      | 94.7.   |
| I.P. | 9.70  | 905.77 | 3.65 | 896.07. |
| 5    |       |        |      | 895.4.  |
|      | +50   |        |      | 896.8.  |
| 6    |       |        |      | 00.0.   |
|      | +50   |        |      | 04.2.   |
| I.P. | 11.03 | 916.19 | 0.66 | 905.11. |
| 7    |       |        |      | 08.7.   |

11.

4

21.

$$\frac{47}{50} \quad \frac{48}{25} \quad \frac{56}{9} \quad \frac{64}{21} \quad \frac{77}{50} \quad \frac{124}{50}$$

$$\frac{95}{50} \quad \frac{37}{25} \quad \frac{44}{20} \quad \frac{65}{20} \quad \frac{92}{27} \quad \frac{103}{34} \quad \frac{115}{39} \quad \frac{127}{50} \quad \frac{135}{50}$$

$$\frac{26}{50} \quad \frac{32}{31} \quad \frac{44}{17} \quad \frac{66}{18} \quad \frac{94}{53} \quad \frac{129}{50} \quad \frac{138}{50}$$

$$\frac{16}{50} \quad \frac{24}{33} \quad \frac{37}{17} \quad \frac{55}{13} \quad \frac{74}{26} \quad \frac{93}{43} \quad \frac{130}{50} \quad \frac{135}{50}$$

$$\frac{22}{50} \quad \frac{28}{31} \quad \frac{35}{18} \quad \frac{53}{18} \quad \frac{73}{38} \quad \frac{96}{50} \quad \frac{121}{50}$$

$$\frac{31}{50} \quad \frac{32}{34} \quad \frac{39}{17} \quad \frac{50}{12} \quad \frac{57}{41} \quad \frac{76}{50} \quad \frac{97}{50}$$

$$\frac{83}{50} \quad \frac{87}{36} \quad \frac{93}{17} \quad \frac{109}{22} \quad \frac{118}{36} \quad \frac{127}{50} \quad \frac{135}{50}$$

$$\frac{67}{50} \quad \frac{74}{27} \quad \frac{80}{17} \quad \frac{90}{22} \quad \frac{98}{36} \quad \frac{105}{50} \quad \frac{110}{50}$$

$$\frac{48}{50} \quad \frac{55}{21} \quad \frac{58}{50} \quad \frac{57}{50} \quad \frac{58}{50}$$

$$\frac{16}{50} \quad \frac{16}{35} \quad \frac{14}{18} \quad \frac{16}{20} \quad \frac{12}{38} \quad \frac{11}{50} \quad \frac{09}{50}$$

$$\frac{95}{50} \quad \frac{82}{23} \quad \frac{74}{21} \quad \frac{68}{50} \quad \frac{62}{50}$$



| Sta. | +    | $\pi$  | -     | Elev.   |
|------|------|--------|-------|---------|
|      |      | 916.14 |       |         |
| 7    | +37  |        |       | 11.3.   |
|      | +70  |        |       | 129.    |
|      | +76  |        |       | 13.0.   |
|      | +86  |        |       | 99.3    |
| 8    | +10  |        |       | 98.7    |
| T.P. | 0.53 | 903.21 | 18.40 | 902.14. |
| 7    | +86  |        |       | 99.3.   |
| 8    | +10  |        |       | 98.7.   |
|      | +28  |        |       | 98.1.   |
| 9    |      |        |       | 96.3.   |
|      | +50  |        |       | 95.5.   |
| 10   |      |        |       | 93.7.   |

Lt

R

Rt

$$\frac{7.2}{50} \quad \frac{5.7}{50} \quad \frac{4.8}{24} \quad \frac{4.3}{50} \quad \frac{3.6}{50}$$

$$\frac{5.4}{50} \quad \frac{4.1}{24} \quad \frac{3.2}{23} \quad \frac{2.8}{50} \quad \frac{2.2}{50}$$

$$\frac{5.4}{50} \quad \frac{4.5}{32} \quad \frac{3.7}{19} \quad \frac{3.1}{4} \quad \frac{8.0}{4} \quad \frac{11.0}{50}$$

$$\frac{4.5}{50} \quad \frac{3.8}{26} \quad (-16.8)$$

$$\frac{4.9}{50}$$

$$(-18.4)$$

$$\frac{4.0}{50} \quad \frac{4.4}{50}$$

$$\frac{4.4}{31} \quad \frac{4.6}{50} \quad \frac{4.5}{50}$$

$$\frac{6.0}{50} \quad \frac{5.7}{24} \quad \frac{5.2}{9} \quad \frac{5.0}{50} \quad \frac{5.0}{50}$$

$$\frac{7.2}{50} \quad \frac{6.8}{30} \quad \frac{7.0}{30} \quad \frac{6.6}{30} \quad \frac{6.0}{50}$$

$$\frac{8.6}{50} \quad \frac{8.2}{25} \quad \frac{7.8}{25} \quad \frac{7.2}{25} \quad \frac{7.2}{50}$$

$$\frac{9.3}{50} \quad \frac{9.6}{25} \quad \frac{9.6}{24} \quad \frac{9.0}{24} \quad \frac{9.3}{50}$$

| Sta. | +                         | -       | Elev.             |
|------|---------------------------|---------|-------------------|
|      |                           | 903.27  |                   |
| 10   | +50                       |         | 892.8.            |
| 11   |                           |         | 891.6             |
|      | +50                       |         | 890.4.            |
| T.P. | 2.64                      | 892.51. | 13.40 887.87.     |
| 12   |                           |         | 891.              |
|      | +32                       |         | 88.2.             |
| +64  | Parrott & Co. Co. Rd. "F" |         | 883.              |
| +70  | "                         | "       | 850.              |
| +80  |                           |         | 84.8.             |
| +85  |                           |         | 86.4.             |
|      |                           |         | 871.              |
| B.M. |                           | 5.33    | 887.187.          |
| B.M. |                           | 4.90    | 887.61. (887.59). |

1480/39  
K.P.  
L.C.  
M.D.G.  
M.B.

12

Lt

R

Rt

$$\frac{101}{50} \quad \frac{106}{36} \quad \frac{107}{24} \quad \frac{105}{29} \quad \frac{103}{29} \quad \frac{103}{50}$$

$$\frac{130}{50} \quad \frac{110}{35} \quad \frac{110}{18} \quad \frac{147}{27} \quad \frac{112}{27} \quad \frac{115}{50}$$

$$\frac{132}{50} \quad \frac{129}{23} \quad \frac{129}{22} \quad \frac{125}{22} \quad \frac{126}{50}$$

$$\frac{31}{50} \quad \frac{35}{41} \quad \frac{34}{26} \quad \frac{34}{6} \quad \frac{34}{11} \quad \frac{25}{34} \quad \frac{25}{34} \quad \frac{34}{34} \quad \frac{29}{50}$$

$$\frac{44}{50} \quad \frac{42}{29} \quad \frac{43}{22} \quad \frac{41}{22} \quad \frac{39}{50}$$

$$\frac{45}{50} \quad \frac{43}{25} \quad \frac{42}{28} \quad \frac{42}{28} \quad \frac{42}{50}$$

$$\frac{79}{100} \quad \frac{77}{50} \quad \frac{84}{25} \quad \frac{75}{18} \quad \frac{82}{50} \quad \frac{89}{50} \quad \frac{89}{100}$$

$$\frac{77}{50} \quad \frac{77}{50} \quad \frac{86}{50}$$

$$\frac{58}{50} \quad \frac{61}{50} \quad \frac{64}{50}$$

$$\frac{51}{50} \quad \frac{54}{50} \quad \frac{58}{50}$$

Top S.E. Cor Lower Conc Steps Front Stucco Ho. N.E. Cor "F" + 7<sup>th</sup> AVG

Top Mont Long Lake Rd + Co. Rd. "F"



Sta

+

$\pi$

-

Elev