

Book- 3, Dr. 14

X

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Curbing Plan Survey

BANNING AVE.

THIRD ST.

SECOND ST.

From..... To.....

White Bear Lake

Road Acc't. No.

Date Filed.....

File.....

33 KID. ✓

X Sections Notes
Banning St From Lake Ave
to
W 4th St.

B.M. 3.24 943.14 ✓ 939.90
0+00 ± S.T.H. #1 Rt. Ang. 38.88

+24 End Rad. Lt. 38.8

+44 End Rad. Rt. 39.1

1 39.1

+50 38.9

+66⁹ Appr. Prop. line S. side W 1st St. 38.9

✓ same readings for appr. ± 1st St. 39.1

+26⁹⁰ Appr. N. prop line 1st St. 39.1

+50 39.1

3 39.2

+50 39.2

4 T.P. 4.33 943.61 ✓ 3.86 939.28 ✓ 39.3

+50 39.2

Spt in S.E. cor. S.T.H. #1 & Bonning.

$\frac{31}{33} \frac{32}{27} \frac{40}{22} \frac{44}{22} \frac{46}{426} \frac{41}{20} \frac{32}{32}$

x

$\frac{33}{31} \frac{33}{23} \frac{40}{15} \frac{44}{15} \frac{43}{4.3} \frac{45}{10} \frac{45}{31}$

x

$\frac{35}{29} \frac{35}{23} \frac{38}{17} \frac{44}{15} \frac{42}{10} \frac{40}{4.0} \frac{46}{15} \frac{42}{15} \frac{35}{22} \frac{39}{31}$

x

$\frac{40}{29} \frac{38}{23} \frac{41}{16} \frac{46}{14} \frac{41}{7} \frac{48}{4.0} \frac{51}{12} \frac{42}{19} \frac{40}{21} \frac{40}{30}$

x

$\frac{39}{29} \frac{41}{23} \frac{43}{15} \frac{48}{13} \frac{44}{9} \frac{49}{4.2} \frac{50}{13} \frac{44}{20} \frac{43}{23} \frac{43}{30}$

(5.6 Top C.B.)

$\frac{41}{30} \frac{42}{23} \frac{42}{17} \frac{50}{14} \frac{45}{8} \frac{49}{4.2} \frac{49}{12} \frac{44}{18} \frac{43}{22} \frac{43}{30}$

2 x wk.

Top C.B.

$\frac{39}{31} \frac{39}{25} \frac{39}{12} \frac{40}{4.0} \frac{50}{13} \frac{516}{19} \frac{50}{20} \frac{45}{23} \frac{45}{30}$

x (5.27-Top C.B.)

$\frac{40}{31} \frac{40}{24} \frac{38}{18} \frac{49}{15} \frac{43}{10} \frac{50}{4.0} \frac{47}{13} \frac{44}{16} \frac{43}{30}$

x

$\frac{39}{30} \frac{39}{24} \frac{38}{18} \frac{46}{15} \frac{43}{9} \frac{45}{4.0} \frac{47}{10} \frac{43}{15} \frac{43}{17} \frac{45}{30}$

x

$\frac{38}{30} \frac{39}{24} \frac{38}{18} \frac{44}{15} \frac{41}{8} \frac{45}{3.9} \frac{47}{11} \frac{44}{15} \frac{46}{18} \frac{46}{30}$

$\frac{39}{30} \frac{39}{24} \frac{39}{17} \frac{45}{14} \frac{40}{8} \frac{45}{3.9} \frac{44}{13} \frac{44}{17} \frac{44}{30}$

$\frac{37}{30} \frac{38}{24} \frac{39}{18} \frac{43}{16} \frac{42}{10} \frac{43}{3.8} \frac{47}{10} \frac{45}{13} \frac{43}{19} \frac{43}{30}$

x

$\frac{44}{30} \frac{44}{24} \frac{43}{19} \frac{50}{15} \frac{48}{9} \frac{49}{4.4} \frac{53}{8} \frac{50}{13} \frac{47}{17} \frac{47}{30}$

✓
943.61

5

38.9

+26.9

Appr. S. prop. line 2nd St W. 38.8

+56.9

Appr. E 2nd St.

38.8

+86.9

Appr. N. prop. line 2nd St 38.6

6

38.5

+5.0

38.3

7

38.2

+5.0

38.0

8

37.8

→ So. Endeavouring Rt.

+5.0

37.6

+24

✓

✓

37.7

B.M. 1.75 942.31 3.08 940.53 940.56

+91

Appr. S. prop. line 3rd St.

← 37.7

Left

±

RIGHT.

x
 $\frac{4.5}{30}$ $\frac{4.5}{24}$ $\frac{3.6}{22}$ $\frac{4.1}{18}$ $\frac{5.2}{16}$ $\frac{5.0}{9}$ 4.7 $\frac{5.0}{8}$ $\frac{5.5}{13}$ $\frac{5.2}{17}$ $\frac{4.8}{23}$ $\frac{4.7}{30}$

y
 $\frac{4.6}{30}$ $\frac{4.6}{24}$ $\frac{4.2}{19}$ $\frac{5.4}{15}$ $\frac{5.1}{8}$ 4.8 $\frac{5.1}{9}$ $\frac{5.3}{15}$ $\frac{5.1}{20}$ $\frac{5.0}{30}$
 (5.55 C.B.) (5.66 C.B.)

$\frac{4.7}{30}$ $\frac{4.7}{15}$ 4.8 $\frac{5.0}{15}$ $\frac{5.3}{30}$

x (5.56 C.B.) (6.20 C.B.)

$\frac{5.0}{30}$ $\frac{5.0}{24}$ $\frac{5.0}{21}$ $\frac{5.8}{19}$ $\frac{5.1}{17}$ 5.0 $\frac{5.3}{14}$ $\frac{6.2}{17}$ $\frac{5.4}{20}$ $\frac{5.2}{30}$

x
 $\frac{5.3}{30}$ $\frac{5.2}{24}$ $\frac{5.4}{21}$ $\frac{6.0}{19}$ $\frac{5.6}{16}$ $\frac{5.2}{13}$ 5.1 $\frac{5.4}{9}$ $\frac{6.1}{18}$ $\frac{5.7}{19}$ $\frac{5.4}{30}$

$\frac{6.2}{30}$ $\frac{5.4}{28}$ $\frac{5.4}{24}$ $\frac{5.9}{20}$ $\frac{6.4}{19}$ $\frac{5.6}{11}$ 5.3 $\frac{5.6}{11}$ $\frac{6.2}{19}$ $\frac{5.8}{20}$ $\frac{5.5}{30}$

$\frac{6.2}{30}$ $\frac{5.7}{29}$ $\frac{5.6}{24}$ $\frac{6.0}{20}$ $\frac{6.6}{19}$ $\frac{5.9}{12}$ 5.4 $\frac{5.8}{11}$ $\frac{6.1}{17}$ $\frac{5.8}{20}$ $\frac{5.8}{30}$

$\frac{6.1}{30}$ $\frac{5.6}{29}$ $\frac{5.8}{24}$ $\frac{6.5}{19}$ $\frac{6.0}{13}$ 5.6 $\frac{6.0}{12}$ $\frac{6.1}{17}$ $\frac{5.9}{23}$ $\frac{6.0}{30}$

$\frac{5.9}{30}$ $\frac{5.9}{24}$ $\frac{5.8}{23}$ $\frac{6.4}{19}$ $\frac{6.2}{12}$ 5.8 $\frac{6.1}{12}$ $\frac{6.2}{15}$ $\frac{5.8}{17}$ $\frac{5.8}{23}$ $\frac{5.8}{30}$

Top Curb
 $\frac{6.0}{30}$ $\frac{6.1}{24}$ $\frac{6.3}{20}$ $\frac{6.2}{14}$ 6.0 $\frac{6.2}{15}$ $\frac{6.3}{20}$ $\frac{6.4}{22}$ $\frac{5.9}{23}$ $\frac{5.7}{32}$

$\frac{6.0}{30}$ $\frac{6.1}{24}$ $\frac{6.3}{20}$ $\frac{6.1}{11}$ 5.9 $\frac{6.1}{13}$ $\frac{6.3}{20}$ $\frac{6.4}{23}$ $\frac{6.0}{23}$ $\frac{5.8}{32}$

Top Hyd NE cor 3rd St + Banning

→ $\frac{4.8}{30}$ $\frac{4.9}{20}$ $\frac{5.5}{20}$ $\frac{5.0}{14}$ 4.6 $\frac{4.9}{15}$ $\frac{5.0}{20}$ $\frac{5.4}{23}$ $\frac{4.6}{23}$ $\frac{4.3}{31}$

✓
94231

9 37.7

+ 19⁵⁰ Appr. E 3rd St. 37.7

+ 49 Appr. N. line of 3rd St. 37.5

10 37.5

+ 50 37.5

11 37.5

+ 50 37.4

12 37.4

+ 50 37.3

+ 80 Appr. S. prop. line 4th St W. 37.4

+ 89 Curb line 37.4

13 37.4

+ 09.5 Appr. E 4th St. ✓ 37.4
B.M. 1.75 940.56

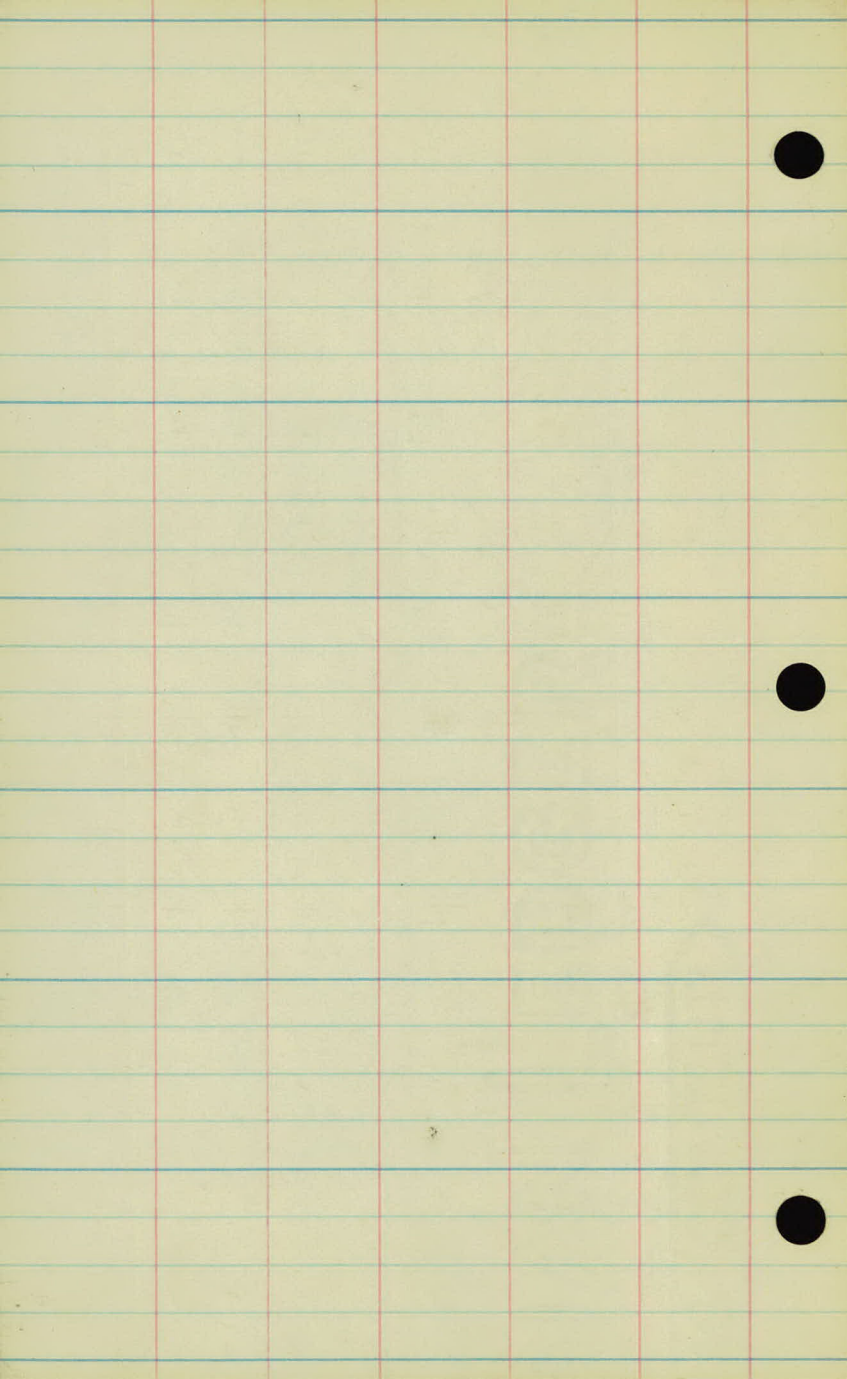
Lt.

K

N.T.

 $\frac{4.9}{31} \frac{4.9}{24} \frac{5.5}{22} \frac{5.62}{C.B.} \frac{4.9}{12} 4.6 \frac{4.9}{15} \frac{5.4}{24} \frac{5.62}{C.B.} \frac{5.3}{24} \frac{4.6}{26} \frac{4.6}{30}$
 $\frac{4.4}{30} \frac{4.5}{16} 4.6 \frac{4.9}{14} \frac{4.8}{30} \left(\frac{6.00}{C.B.} \right)$
 $\frac{4.9}{30} \frac{4.9}{24} \frac{4.9}{19} \frac{5.7}{19} \frac{5.2}{17} 4.8 \frac{5.1}{12} \frac{5.9}{19} \frac{5.1}{20} \frac{5.2}{24} \frac{5.1}{30}$
 $\frac{4.9}{30} \frac{4.9}{24} \frac{5.0}{21} \frac{5.6}{20} \frac{5.2}{14} 4.8 \frac{5.2}{13} \frac{5.7}{18} \frac{5.4}{19} \frac{5.2}{24} \frac{5.0}{30}$
 $\frac{5.0}{30} \frac{5.0}{24} \frac{5.2}{20} \frac{5.5}{19} \frac{5.1}{13} 4.8 \frac{5.3}{13} \frac{5.6}{17} \frac{5.2}{18} \frac{5.1}{24} \frac{5.1}{29} \frac{5.2}{30}$
 $\frac{4.9}{30} \frac{4.9}{24} \frac{5.4}{19} \frac{5.2}{13} 4.8 \frac{5.2}{11} \frac{5.6}{17} \frac{5.3}{18} \frac{5.0}{24} \frac{4.9}{30}$
 $\frac{4.9}{30} \frac{4.9}{24} \frac{5.5}{19} \frac{5.2}{16} 4.9 \frac{5.3}{12} \frac{5.7}{17} \frac{5.2}{18} \frac{5.2}{24} \frac{5.3}{30}$
 $\frac{5.0}{30} \frac{5.0}{24} \frac{5.5}{18} \frac{5.1}{13} 4.9 \frac{5.2}{12} \frac{5.6}{17} \frac{5.2}{20} \frac{4.9}{24} \frac{5.2}{30}$
 $\frac{4.9}{30} \frac{5.1}{24} \frac{5.2}{21} \frac{5.7}{17} \frac{5.5}{13} 5.0 \frac{5.2}{13} \frac{5.6}{18} \frac{5.0}{20} \frac{4.9}{24} \frac{4.9}{30}$
 $\frac{5.1}{30} \frac{5.2}{24} \frac{5.3}{20} \frac{6.2}{20} \frac{5.4}{13} 4.9 \frac{5.1}{14} \frac{5.8}{19} \frac{5.0}{19} \frac{4.8}{24} \frac{4.8}{30}$
 $\frac{5.2}{31} \frac{5.2}{21} \frac{6.5}{21} \frac{5.7}{18} \frac{5.2}{9} 4.9 \frac{5.4}{16} \frac{5.9}{18} \frac{5.0}{18} \frac{5.0}{30}$
 $\frac{5.3}{30} \frac{5.4}{18} 4.9 \frac{5.1}{13} \frac{5.2}{30}$
 $\frac{5.2}{30} \frac{5.1}{14} 4.9 \frac{5.0}{13} \frac{5.1}{30}$

Top Hyd. N.E. cor 3rd + Banning.



Transit Notes

2nd St. W from
Burson Ave To Clark St

2+64 W. prop. line Clark St.

0+00

2nd and Burson Ave.

2977
Cor
Eng. Ho.

24.87
20" B.F.

20" Box
32.26
84.70
30' 5" Elm.

3

2

1 + 00

0 + 00

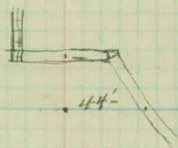
+64 Curb 18.3

S.W. 23.2
+02 Ctr Dbl Dr. way Eng. Ho.

+89 Beg Rad Curb 18.8

inside S.W. 27.8

+255 Beg. Sw. 45' Conc.
+17 T.P. 28' 285' inside



+57- P.P. 172

+33- 24" B.E. 203

+92- 20" B.E. 205

+68 Pr. Dr.

+52- 18" B.E. 205

+45 P.P. 175

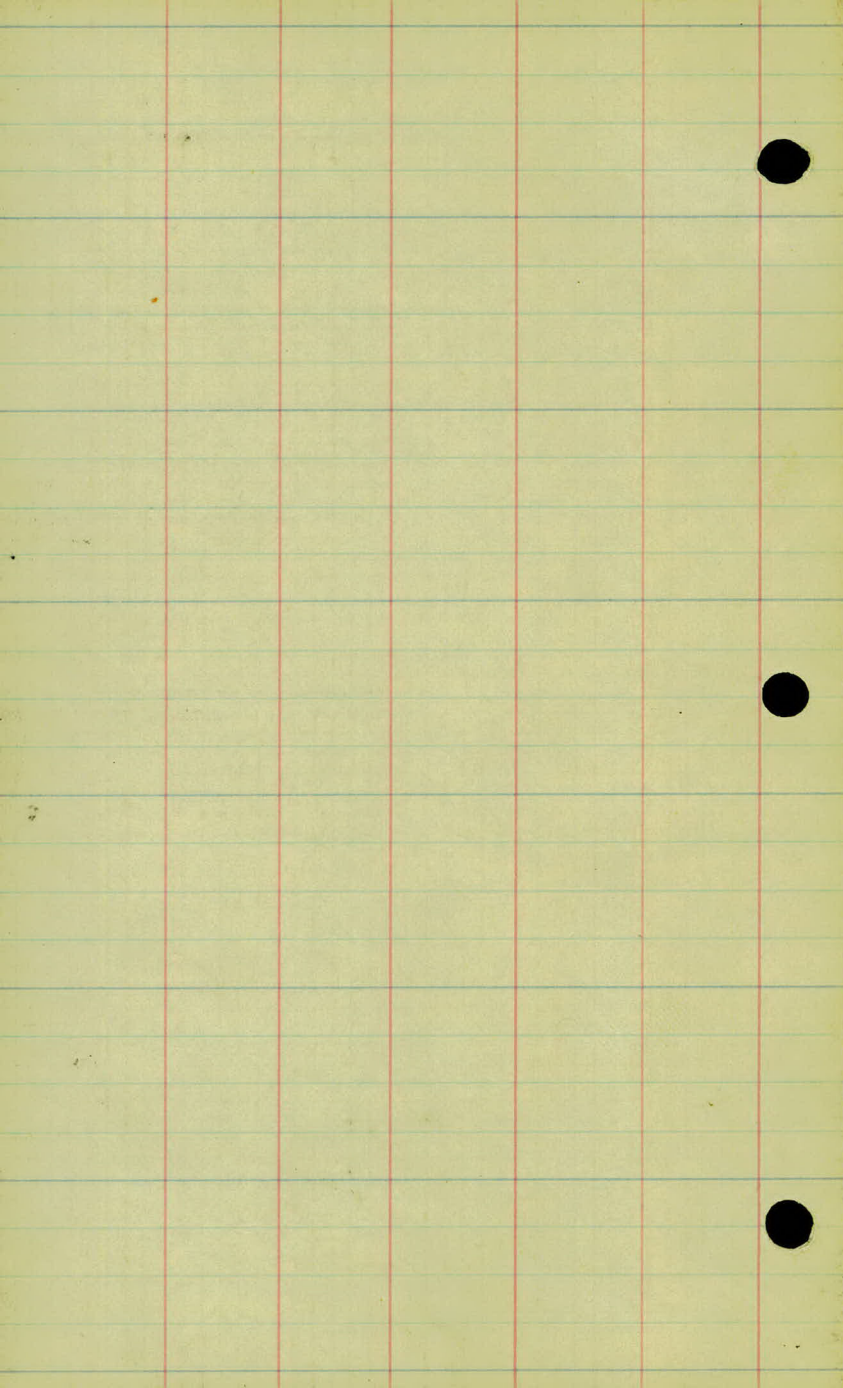
+39- 6" Elm 215

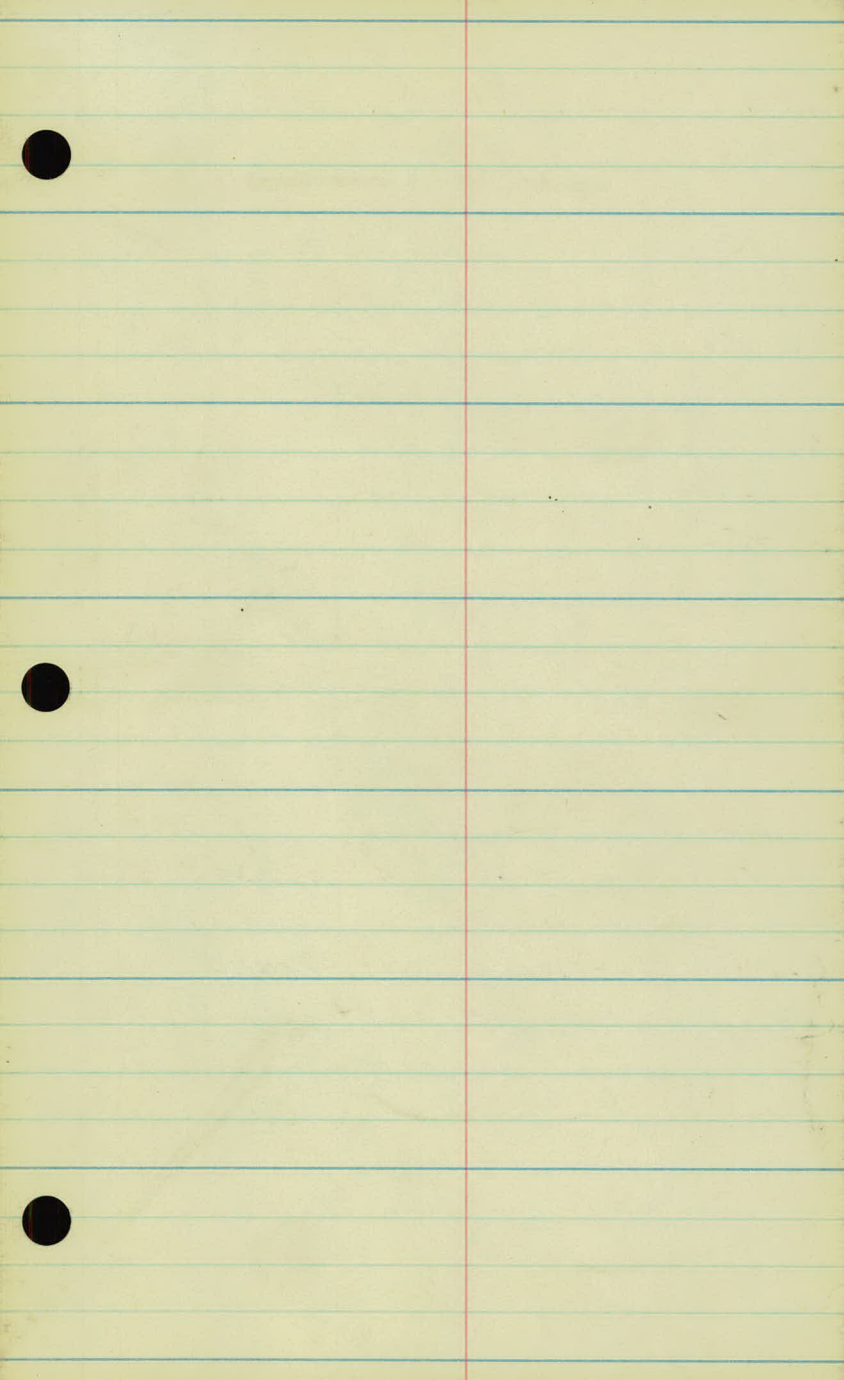
+27- 2x4- Stone Tpl 16'

+15- 8" Elm 21

+43 PP 178
Face.

+275 Ctr X Walk
45' Conc.





B.M. 2.22 946.24 ✓ 944.02
 0+00 42.6

+30 42.1

+50 41.8

1 41.3

+50 40.8

2 40.3

+50 39.6

+64
 T.P. 4.90 prop. line. ✓ 39.5
 944.20 6.94 939.30

{ B.M. 3.02 947.04 944.02
 2+89 Beg. Curb Rd. Lt. 40.49

Cor. Iron base S.W. cor base water tower.

$\frac{23}{33}$ $\frac{24}{20}$ $\frac{34}{15}$ $\frac{34}{7}$ 36 $\frac{36}{12}$ $\frac{37}{32}$

$\frac{30}{31}$ $\frac{35}{29}$ $\frac{35}{24}$ $\frac{37}{18}$ $\frac{37}{7}$ 41 $\frac{39}{12}$ $\frac{40}{18}$ $\frac{38}{30}$

$\frac{35}{30}$ $\frac{36}{29}$ $\frac{38}{24}$ $\frac{38}{22}$ $\frac{41}{18}$ $\frac{40}{11}$ 44 $\frac{46}{14}$ $\frac{38}{15}$ $\frac{37}{18}$ $\frac{42}{26}$ $\frac{40}{32}$

$\frac{41}{30}$ $\frac{45}{29}$ $\frac{45}{24}$ $\frac{50}{18}$ 49 $\frac{52}{18}$ $\frac{45}{16}$ $\frac{44}{18}$ $\frac{47}{25}$ $\frac{46}{31}$

$\frac{42}{30}$ $\frac{51}{28}$ $\frac{51}{23}$ $\frac{57}{18}$ $\frac{56}{14}$ 54 $\frac{59}{16}$ $\frac{53}{16}$ $\frac{51}{18}$ $\frac{52}{23}$ $\frac{56}{26}$ $\frac{57}{30}$

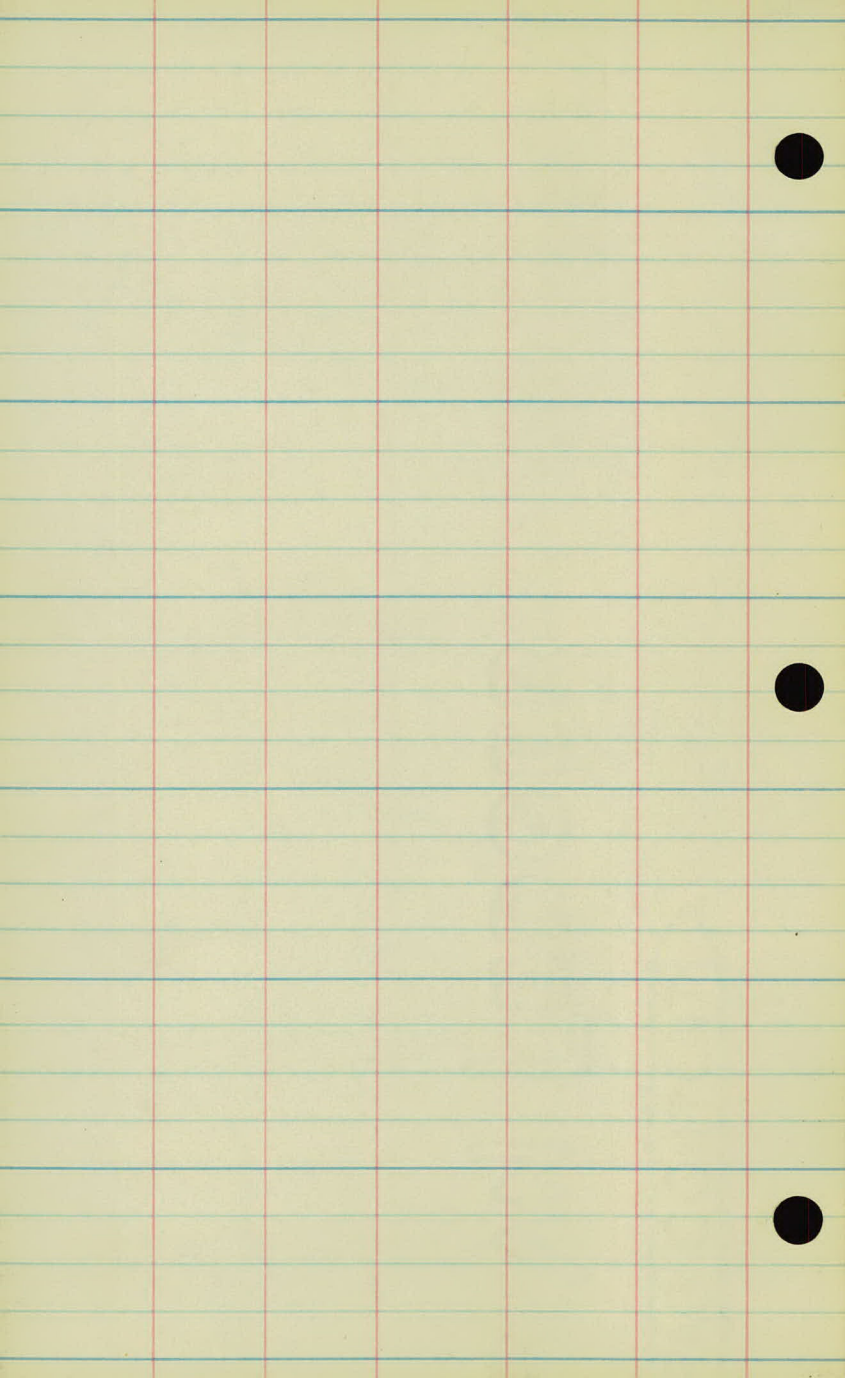
$\frac{65}{30}$ $\frac{61}{23}$ $\frac{65}{20}$ $\frac{65}{16}$ $\frac{63}{14.59}$ $\frac{63}{12}$ $\frac{66}{16}$ $\frac{61}{17}$ $\frac{61}{18}$ $\frac{62}{25}$ $\frac{61}{30}$

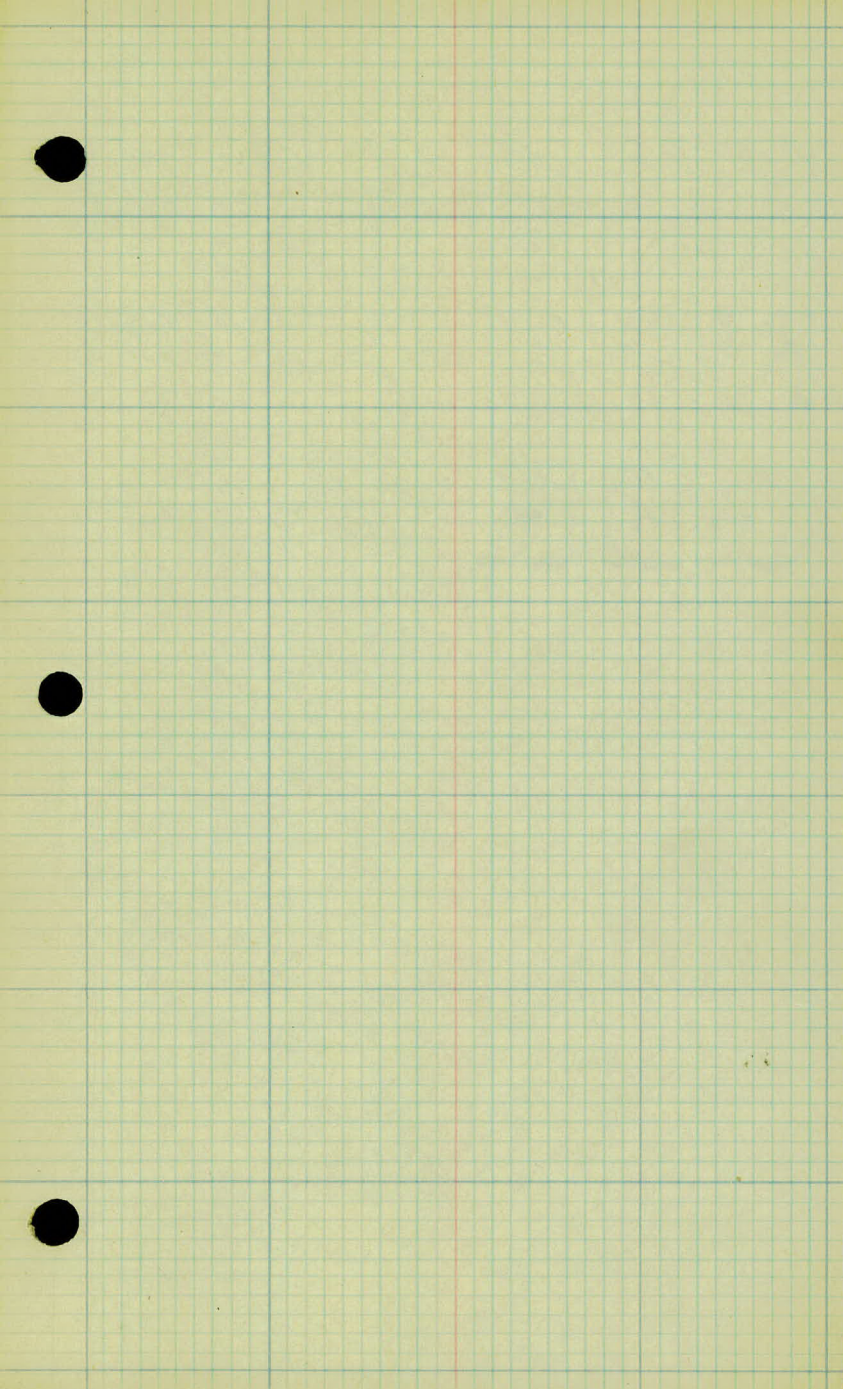
$\frac{64.5}{30}$ $\frac{65}{23}$ $\frac{66}{18}$ $\frac{73}{18}$ $\frac{68}{13}$ 66 $\frac{70}{13}$ $\frac{74}{16}$ $\frac{68}{16}$ $\frac{67}{18}$ $\frac{68}{23}$ $\frac{68}{30}$

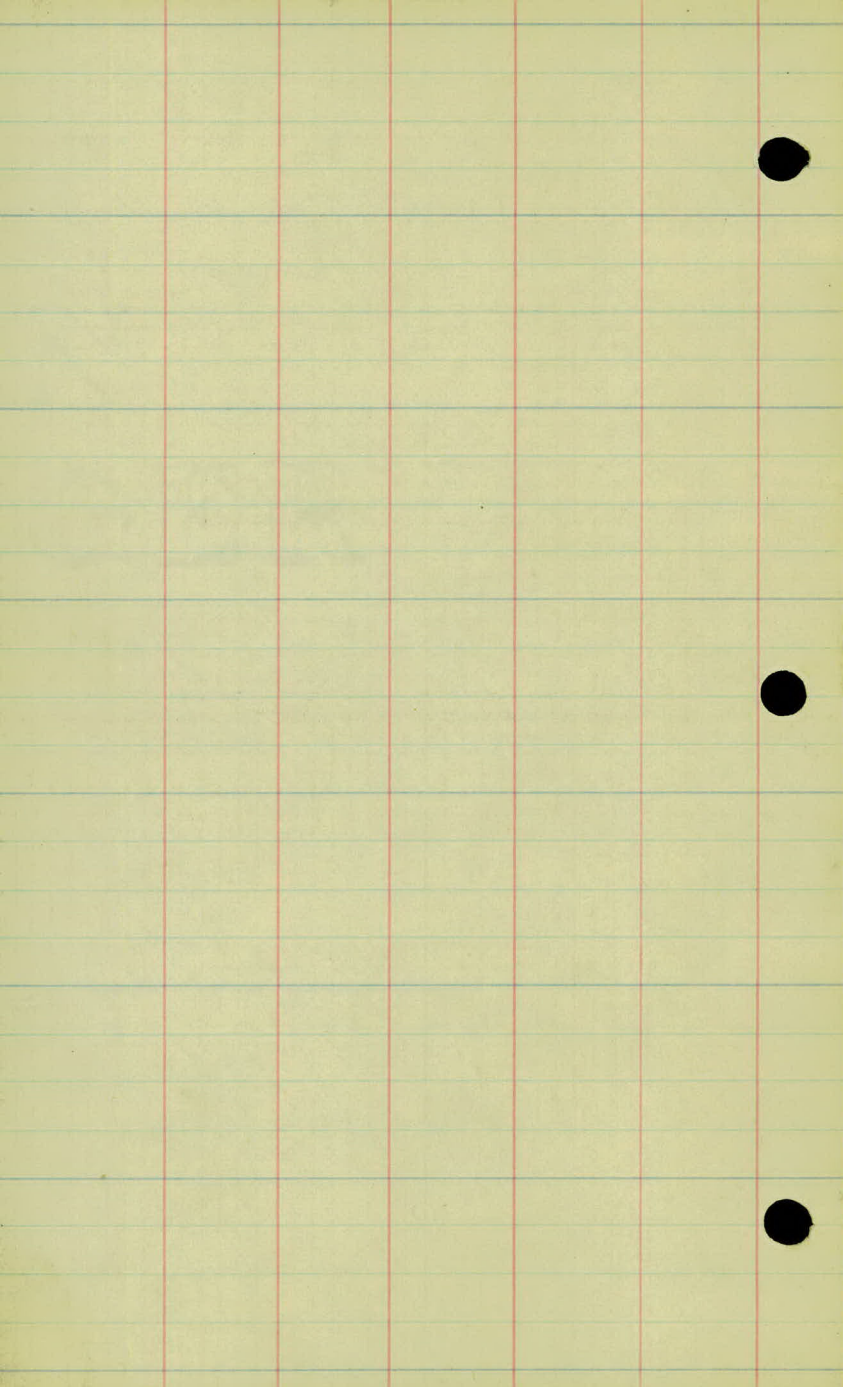
$\frac{66.5}{30}$ $\frac{67}{23}$ $\frac{68}{18}$ $\frac{75}{18}$ $\frac{70}{14}$ 67 $\frac{71}{13}$ $\frac{76}{16}$ $\frac{70}{16}$ $\frac{68}{18}$ $\frac{71}{30}$

$\frac{59}{30}$ $\frac{65.4}{23}$ $\frac{67.6}{18}$ $\frac{72.6}{18}$ $\frac{68}{13}$ 6.55 $\frac{70}{13}$ $\frac{72}{16}$ $\frac{66}{17}$ $\frac{66}{18}$ $\frac{65}{23}$ $\frac{68}{30}$

40.28







3rd St. W.

Cook Ave To S.T.H. #1 (Stewart Ave)

3 + 75.⁶⁹

± S.T.H. #1

40
3 + 35.69

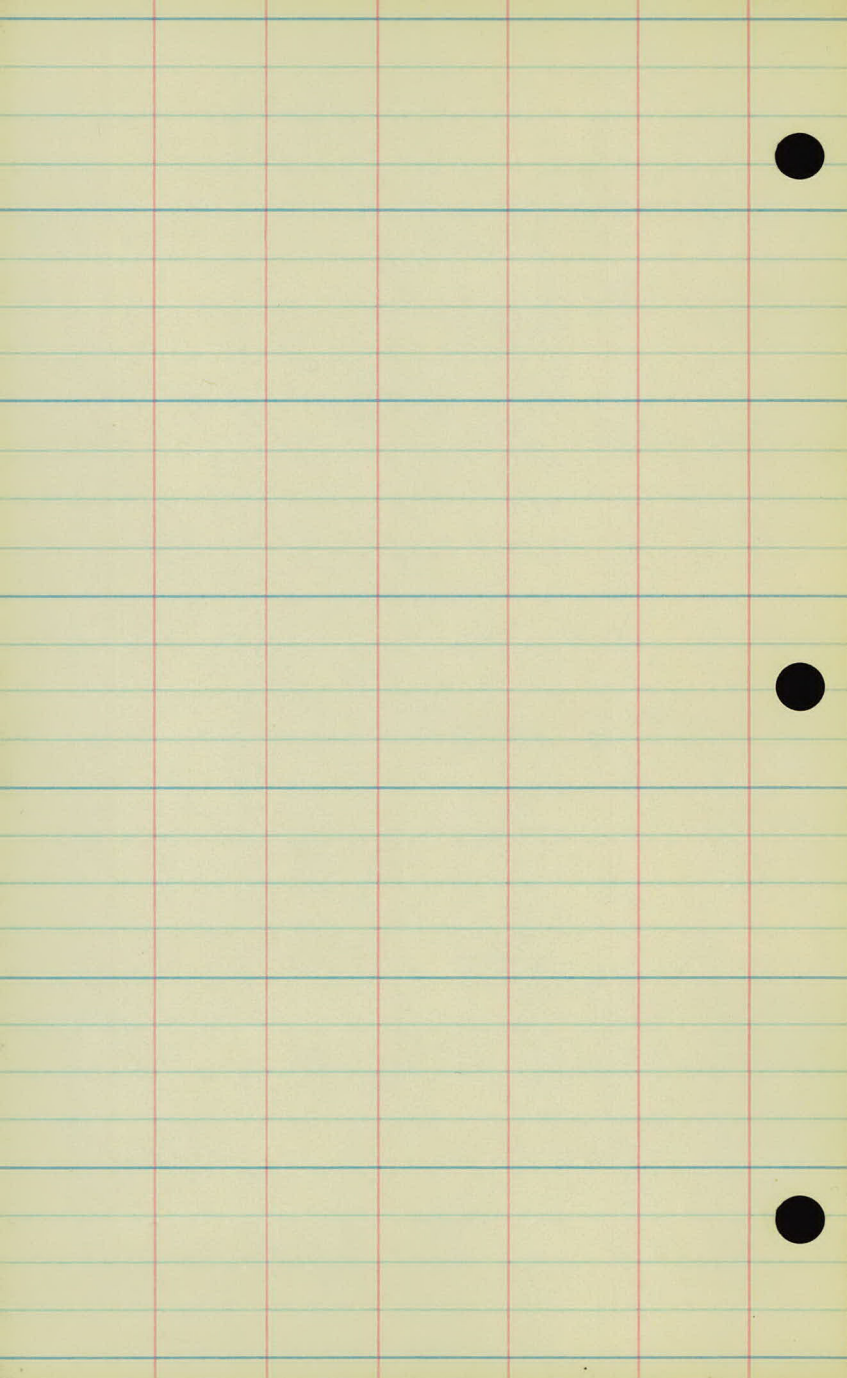
0 + 00

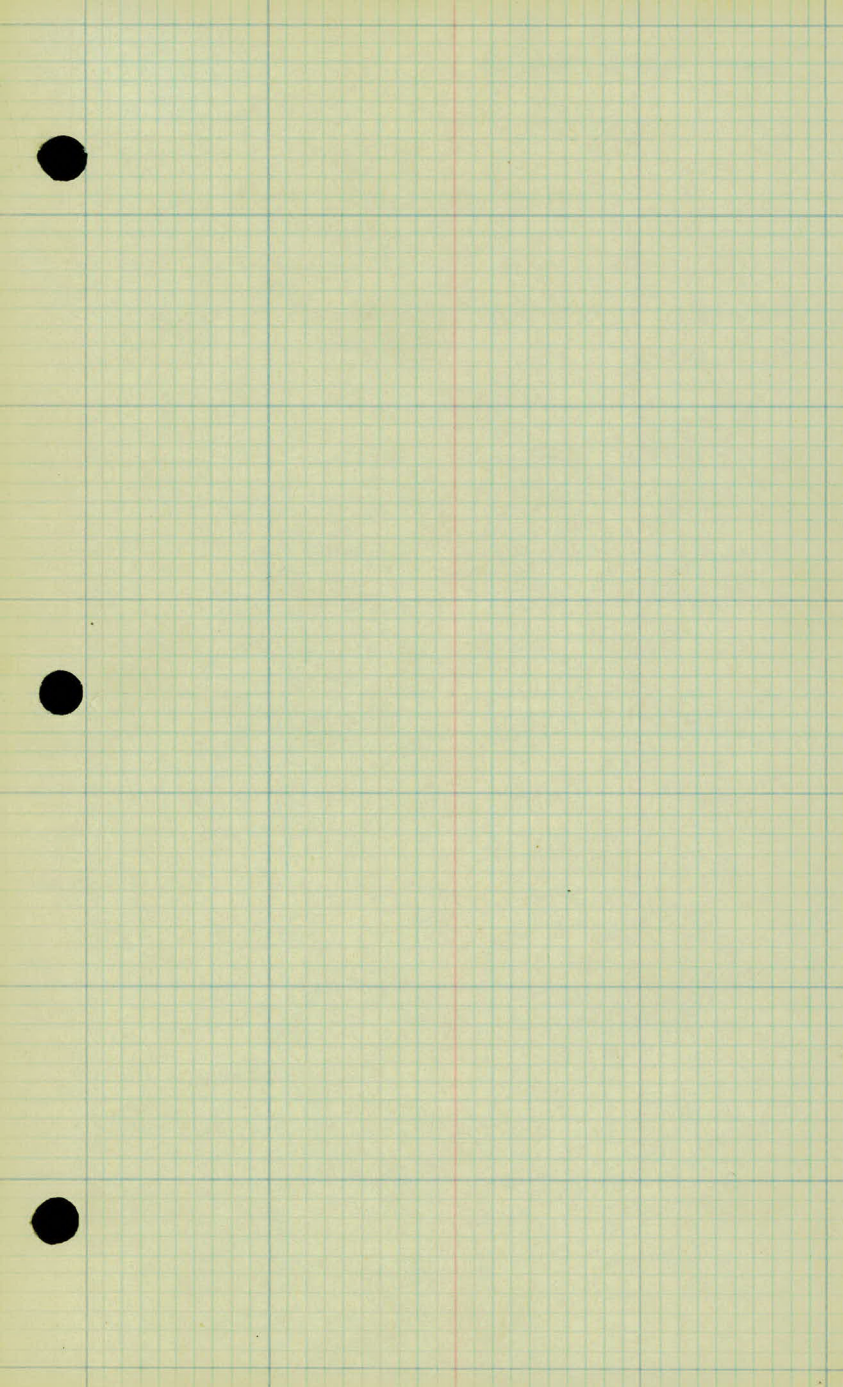
± Cook Ave. & 3rd St

Hyd 4204 2911 Guy Pole.
2. Pav. STH. #1

Top M.H.

T.P. 7997 3575 Mail Box





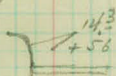
3

2

1

0+00

+60 End Rod 26.5
 +53 E.P. 18.5
 +41 End Curb Rod. 11'
 +39 Ctr. 4⁵ Conc. X Wk.
 +36.5 S.W. line



S.W. 21.8

+13 T.P. 20.5
 S.W. 23'

+71 M.H. 0.4 Rt.

S.W. 21.7

+08 T.P. 20.7
 S.W. 22.8

+84 P.U.M.H. 14.5

+85 Pr. Dr.

+60 Pr. Dr.

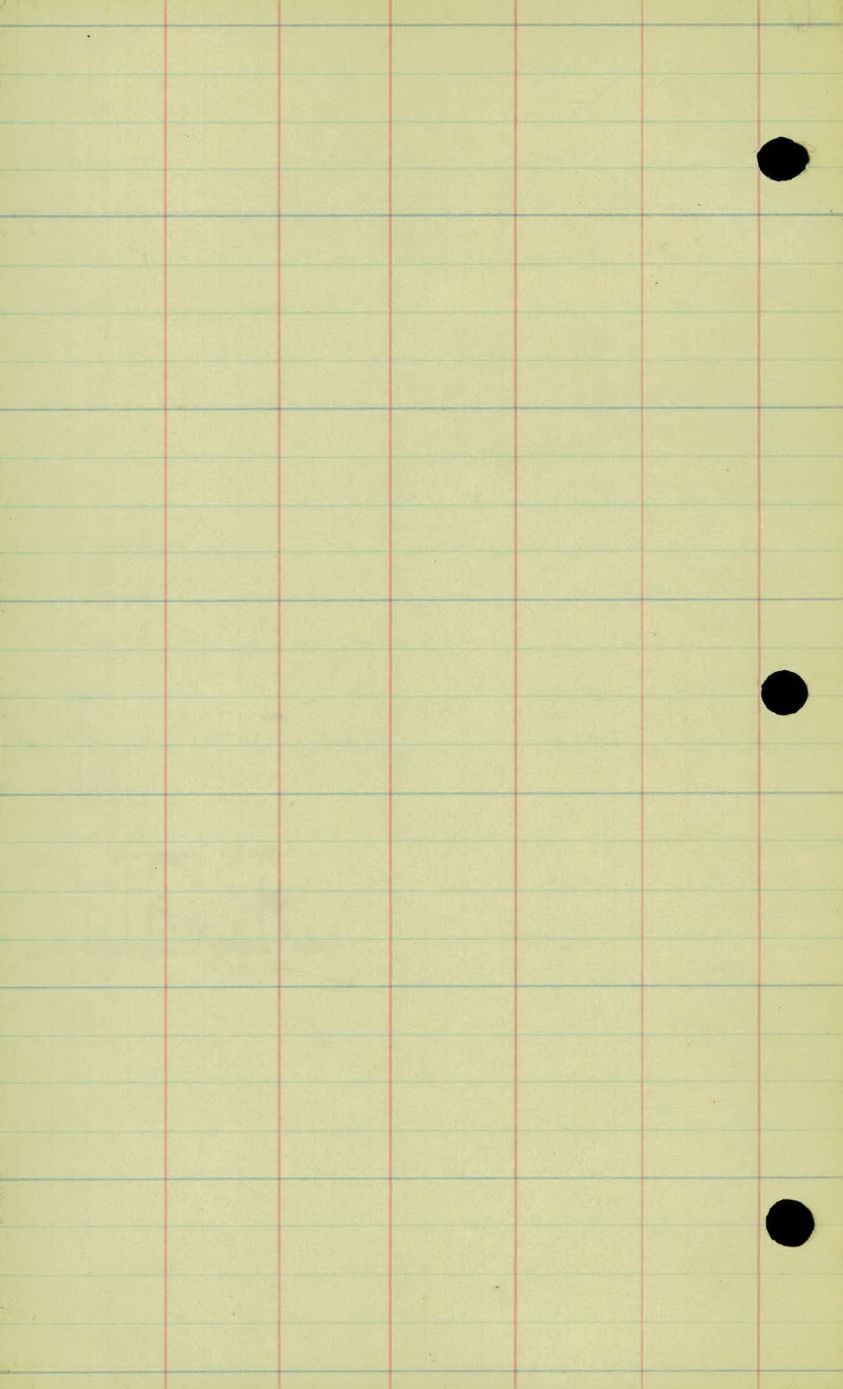
S.W. 22'

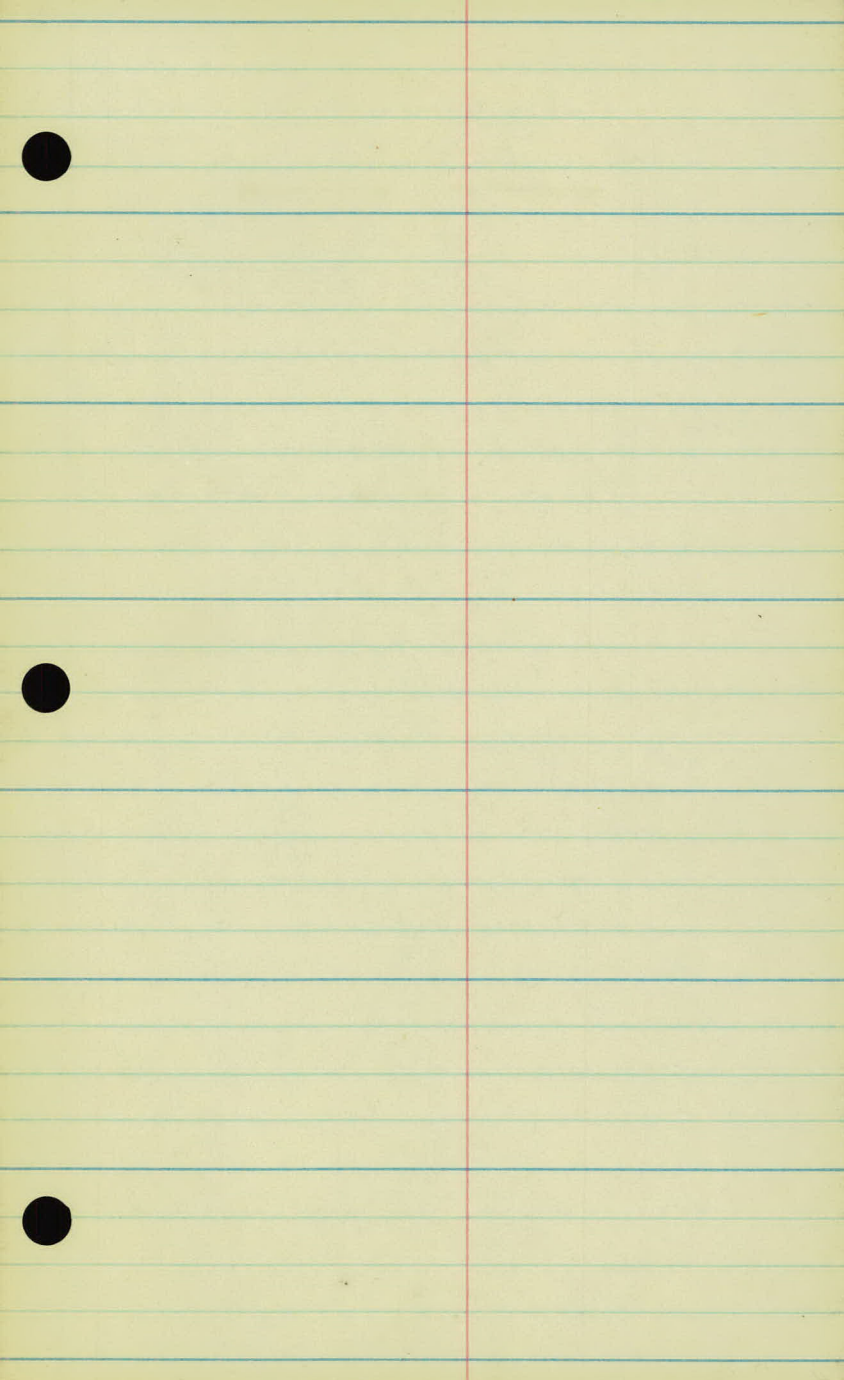
S.W. 22.5

+23 Rd Sq. 18.5
 +21 P.P. 19.2
 +17 X Dr. 12" X 43.5 CM
 +17 SW 23' S. Edge.

20. 23'

+18 S.W. 22.6
 X Wk. 23.7 N.





BM 1.78 942.34 ✓ 940.56
0 +00 ± Cook 37.99

+30 37.8

1 37.9

+50 38.0

✓ 38.3

+50 38.4

3 38.6

+36⁵ inside S.W. line W. side Stewart 38.7

+60 38.8

+75⁶⁹ ± Pine. ✓ 38.6

BM 1.78 940.56

Top Hyd 3rd & Banning

$\frac{46}{30} \frac{48}{23} \frac{47}{14} 4.35 \frac{47}{9} \frac{48}{22} \frac{49}{30}$

5.95 col. 14.

6.15 col. 14.

$\frac{49}{30} \frac{50}{22} \frac{48}{18} \frac{44}{14} \frac{54}{13} \frac{48}{9} 4.5 \frac{47}{11} \frac{50}{15} \frac{49}{18} \frac{50.5}{22} \frac{5.0}{30}$

$\frac{44}{30} \frac{47}{22} \frac{44}{18} \frac{45}{12} \frac{52}{11} \frac{48}{8} 4.4 \frac{47}{11} \frac{50}{15} \frac{45}{16} \frac{45}{18} \frac{46}{22} \frac{48}{30}$

$\frac{3.9}{30} \frac{42}{22} \frac{42}{18} \frac{43}{13} \frac{47}{12} \frac{46}{8} 4.3 \frac{45}{10} \frac{48}{15} \frac{43}{15} \frac{43}{18} \frac{42}{23} \frac{43}{30}$

$\frac{3.7}{28} \frac{38}{22} \frac{38}{18} \frac{39}{14} \frac{46}{11} \frac{44}{8} 4.0$

$\frac{43}{11} \frac{45}{15} \frac{40}{16} \frac{3.8}{18} \frac{3.8}{23} \frac{3.8}{30}$

$\frac{2.3}{30} \frac{33}{28} \frac{34}{22} \frac{31}{18} \frac{36}{13} \frac{45}{11} \frac{42}{6} 3.9 \frac{42}{13} \frac{45}{16} \frac{39}{18} \frac{36}{21} \frac{3.6}{23} \frac{3.6}{28} \frac{3.6}{30}$

$\frac{2.2}{30} \frac{31}{28} \frac{32}{22} \frac{30}{18} \frac{36}{13} \frac{44}{11} \frac{41}{6} 3.7 \frac{3.9}{11} \frac{45}{16} \frac{3.7}{18} \frac{33}{23} \frac{3.1}{28} \frac{3.1}{30}$

$\frac{2.7}{30} \frac{29}{22} \frac{30}{18} \frac{32}{14} \frac{39}{11} 3.6 \frac{3.5}{13} \frac{32}{17} \frac{30}{18} \frac{31}{23} \frac{29}{30}$

$\frac{3.5}{30} \frac{34}{26} \frac{35}{12} 3.5 \frac{41}{15} \frac{42}{21} \frac{42}{30}$

$\frac{3.4}{30} \frac{36}{14} 3.7 \frac{39}{16} \frac{41}{30}$

Banning
5-0
48
STA. #1

3. ✓

Transit Notes.

Banning Street
Lake Ave To W. 4th St.

13+09.5 Appr. £ 4th St W.

13+00

755

9+16.90 £ 3rd St. (Rec.)

5+56.90 £ 2nd St (Rec.)

1+96.70 £ 1st St. (Rec.)

30

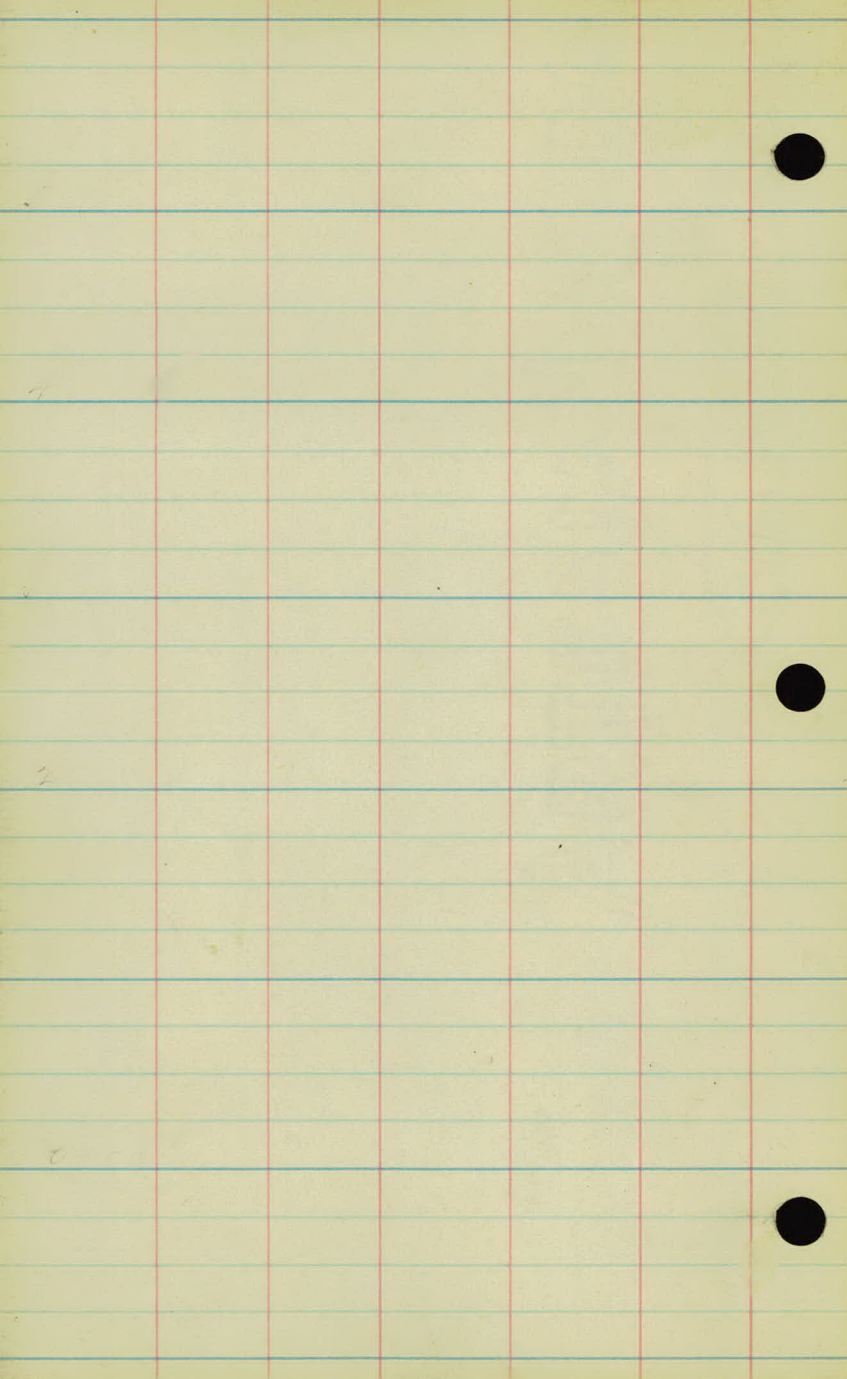
56.9

0+00 £ pave Lake Ave (S.T.H. #1)

EP. 3756 H471 Hyd.
13700

S.T.H.

60° P.P.
No. 1
2127° EP.



Topog Survey.

Banning Street
Lake Ave To 4th St W.

5

4

3

2

1

0400

+87 P.P. 22'
 +83.5 End X.Wk. 14.5
 +86 inside edge walk N. side 2nd St.
 +74.5 C.B. 19.5
 +51 M.H. 6.5
 +42 C.B. 17'
 +36 Rd Sq. 22'
 +20-12" Map. 22'
 S.W. 24.5 E. Edge.
 +96-15" Map. 22'
 +75-12" Map 21.5

+32-20" Elm 21'
 +31 M.H. 0.3 Lt
 +09-18" Map. 21.5
 S.W. 24' E. Edge.

+85-30" Map. 21'
 +72 Pr. Dr.
 +66 End F 30'
 +32 Pr. walk 4' Conc. 17.5
 +20-15" Map. 21'
 +04-18" Map 21'
 S.W. 23.8 F 30'
 +92 Pr. walk 17.5

+81-15" Map. 21'
 +62-30" Map. 21'
 +46-20" Map. 21'
 +25 F. Cor. 30'
 +26-20" Elm 21'
 (+25 Prop. line or inside edge of S.W. 6' Conc.)
 +14 C.B. 16'
 X Walk 23.5 E. Edge

+96 M.H. 20.5
 +78 C.B. 14'
 +74 Rd Sq. 19.5

S.W. 23.5 = 4.5 Conc Walk

+95 T.P. 19'
 +86 F. Cor. 32'
 +83 E. X Wk. 10.5
 +74.5 C.B. 19.5
 +51 M.H. 6.5
 +43 C.B. 15.6
 +40 E.P. 19'
 +255 F. Cor 30.4
 F 30

+21 P.P. 19.5
 F 30

+77 T.P. 19.5

+43 Pr. Dr.

+00 P.P. 20.5
 F 30

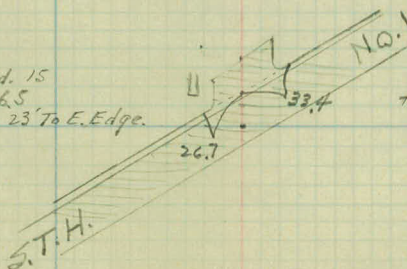
+66 Pr. Dr.

+27 Hyd. 20.5
 +17.8 M.H. 2
 +16 P.P. 21'
 F 30
 +98 C.B. 19'

+06 P.P. 21'
 F 30

+24 End Road. 15
 +17 Rd Sq. 16.5
 +16 End S.W. 23 To E. Edge.

+57 P.P. 20.5
 +53 F. Cor. 30.4
 +44 End Road. 15.3
 +37 Rd Sq. 23.7
 +34 Edge Conc Appro.
 +17 Curb line.



11

10

9

8

7

6

+87 Dr. way.

+56 Pr. Dr. Bryngs & Co. Feed.
+35 P.P. 22

11 SW 28.5

+59 P.P. 22'

10 { +19 Pr. Dr. 19.3 To 2' x 9.5 }
{ Conc. Apron }
S.W. 28.6 W. Edge.

+48 S.W. line 23.8 cor.

+41 Curb 19.5

+40 C.B. 19.0

+40 P.P. 21.2

x Walk 23.8 4.5 Conc.

+05 M.H. Tel. 13'

9

+99 C.B. 19.4

+90 End Curb 19.5

+91.0 Prop. line S. Side 3rd St.

+89 Cor. Bus Depot. 29.9

+58 Beg. Curb. 19.5

+51 Ent To Bus Depot

+12.5 P.P. 22'

+09 Cor. Bus Depot 30' S.W. 24'

8

+49 Pr. Dr.

+41 M.H. 13.5

+39 P.P. 22'

7

S.W. 24

6

S.W. 24.5 E. Edge.

+29-12" Ash 21.5
+24 Pr. Dr.

+06 Pr. Dr. S.W. 28.8 E. Edge

+73-30" Elm 20.5

+63 Pr. Dr.

+48-8" Map. 19.5

+36 Pr. Dr.

+21-15" Elm 19.6

S.W. 28.8 E. Edge

+48 S.W. Cor. 28.6

+40 C.B. 18.7

x Walk 24.9

+20 M.H. 8'

+99 C.B. 23'

+99.5 End Curb 23.5

+91.0 Prop. line

+27 End. F. 31.6

2.5 Conc. Gutter { +24 Beg. Curb 23.2
+24 Beg. S.W. 23.2

F 31.5

+90 P.P. 18.5

+87 E. Cor. 31'

+81 Pr. Dr.

+64 Cor. Barn

+39 P.P. 18'

+82 Pr. Dr.

+75 End. F. 31.5

+66 Stump 22.5

+34-18" Map. 22.5

+19-12" Map. 22.5

+02.20" Map. 22.5

F 32

13

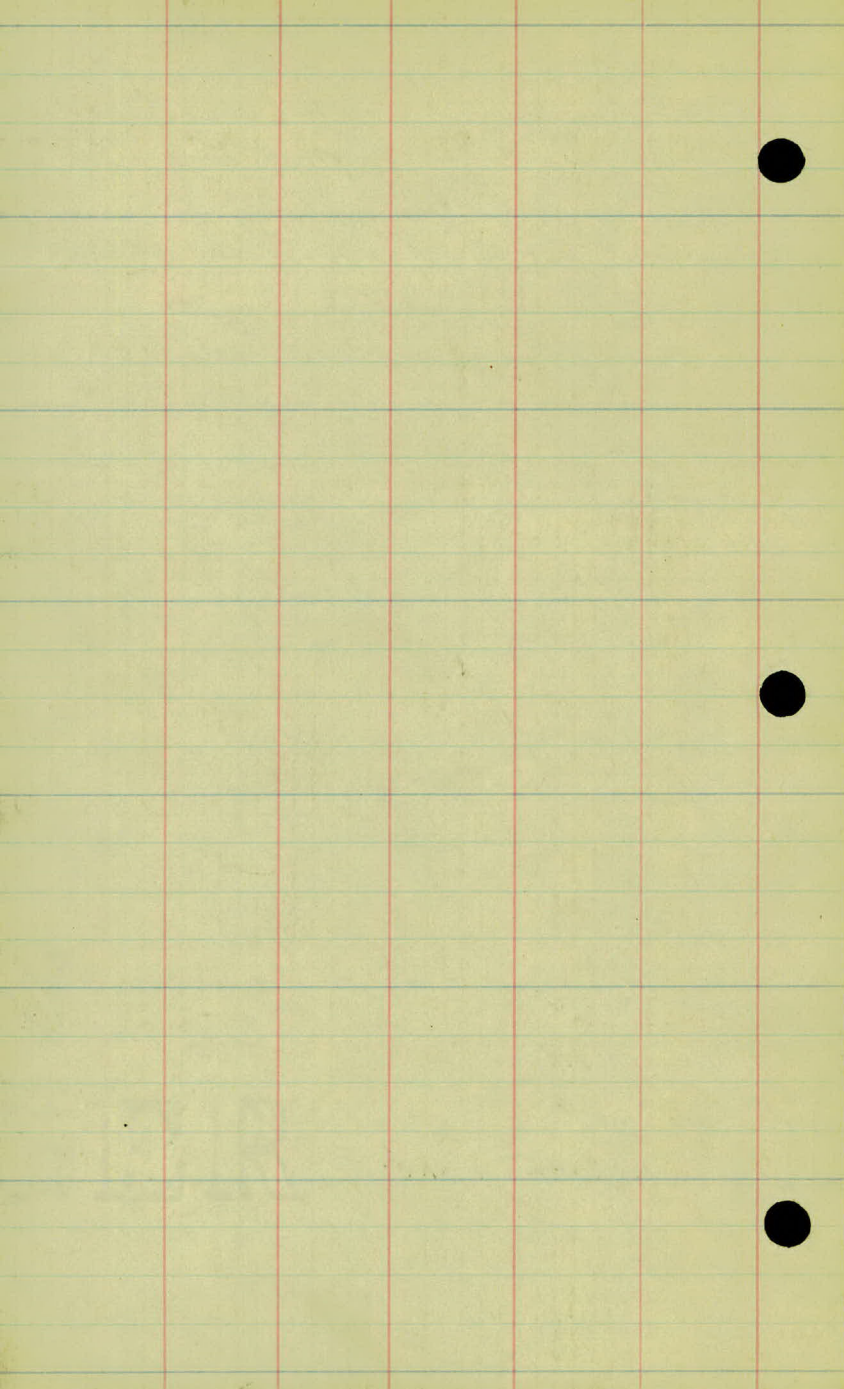
12

+89 Curb. 20.5
+89 C.B. 20'
+80 S.W. line 284 cor.
+79 Cor. Eldg 31.6

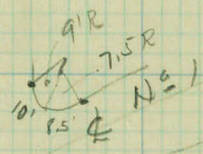
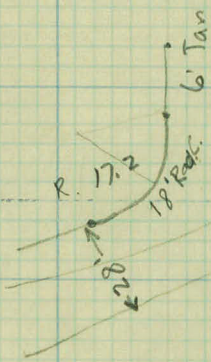
+38 P.F. 21.8

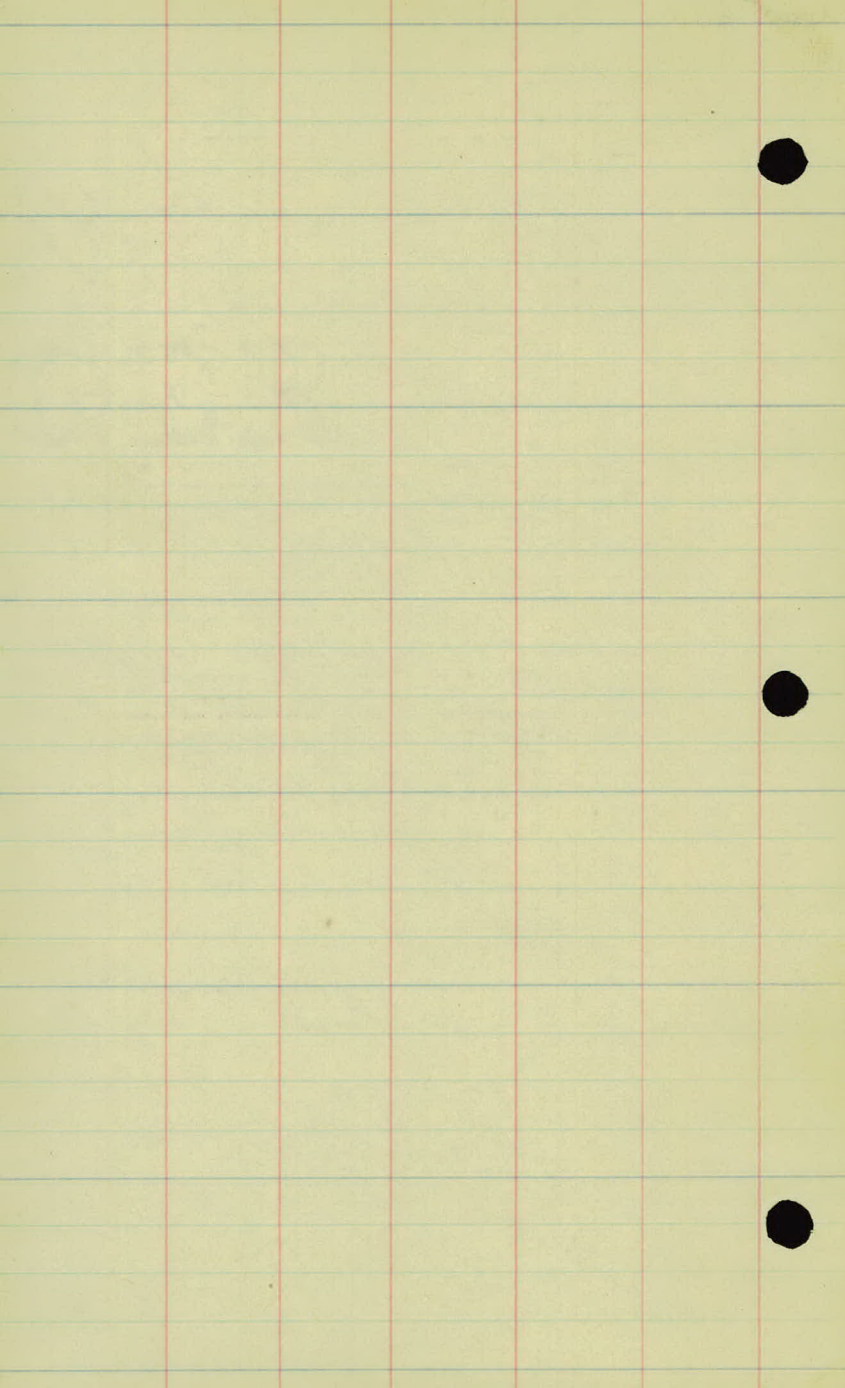
+00 Cor. 3 Car Gar. S.W. 26.5

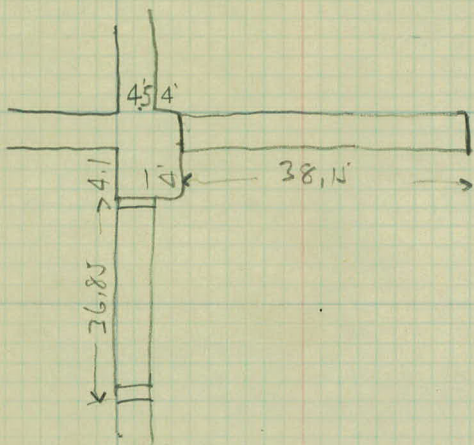
+90 Curb 18.9
+90 C.B. 18.5
+80 S.W. line
+69-12" map. 22.4
+35-20" E/m 22'
+20-20" E/m 22'
+05-20" E/m 22.4
S.W. 28



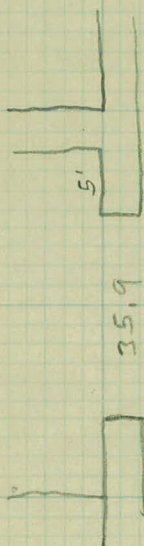
BAN

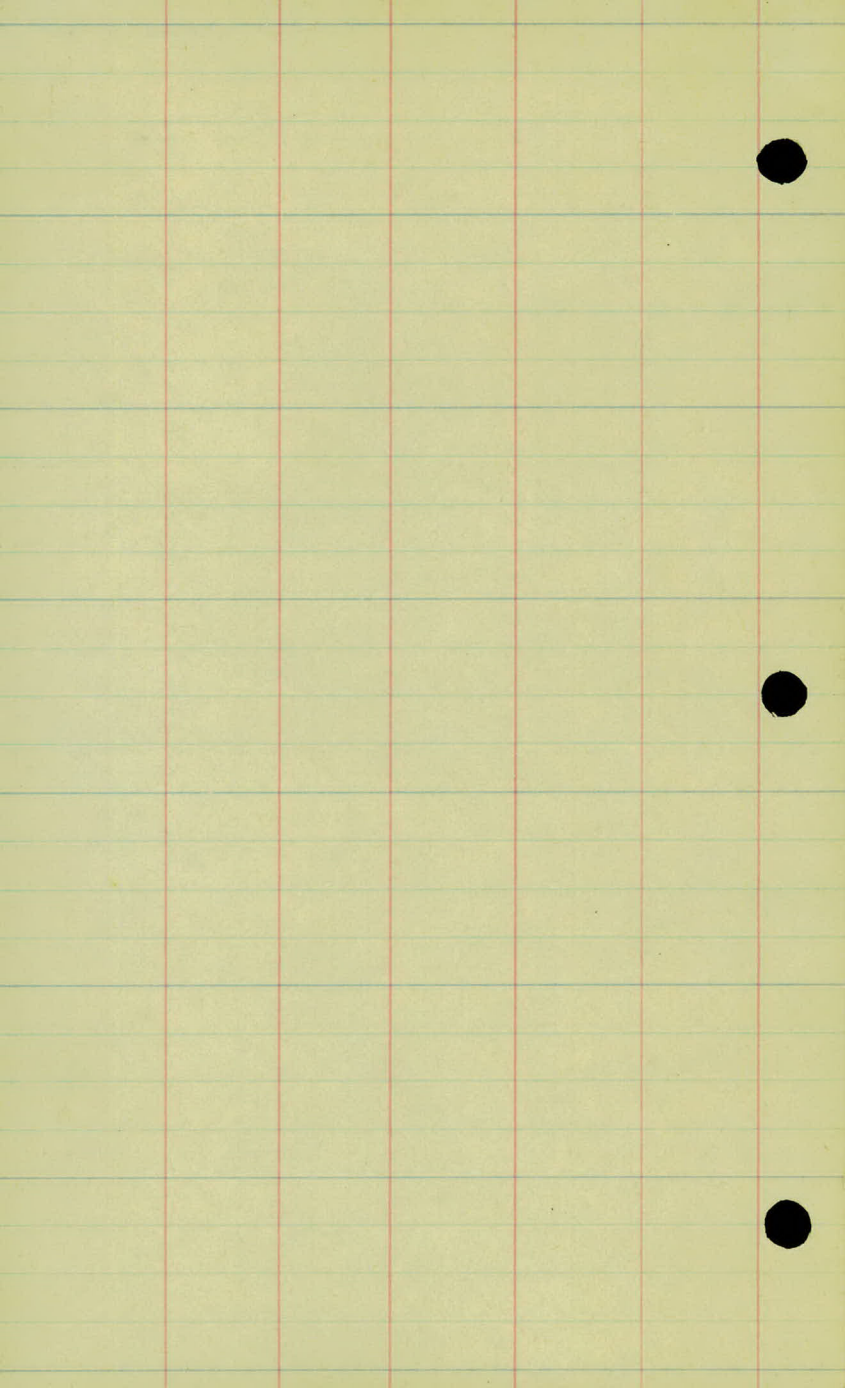




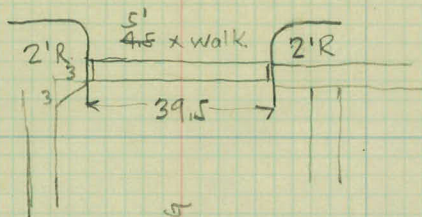


2ND

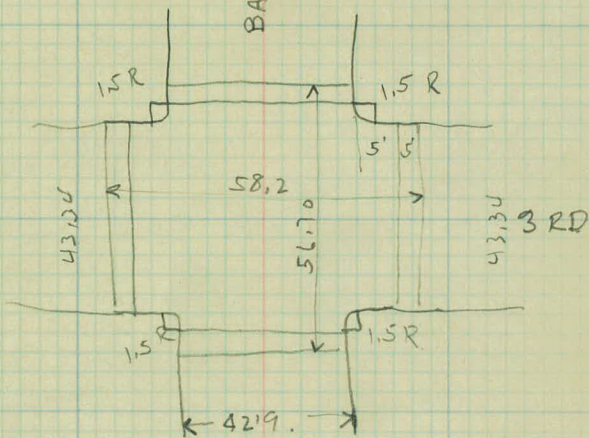




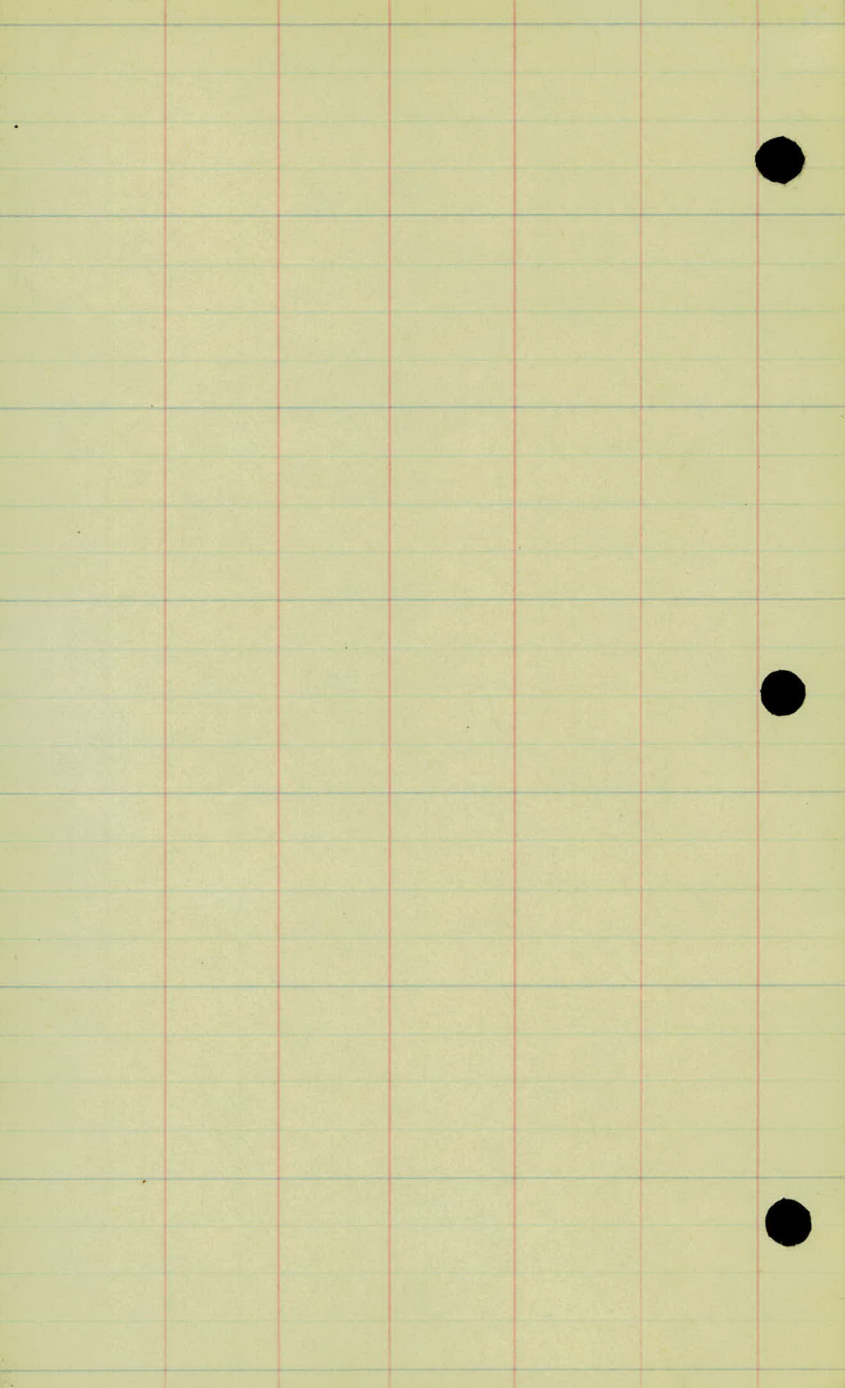
4th.

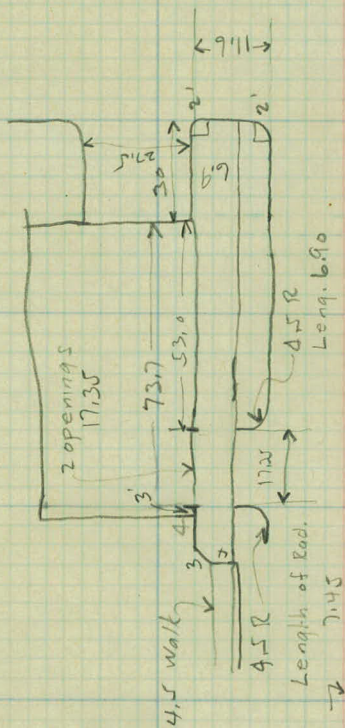


BANNING



7748 NoFE.





± 2nd → 7.45

4.5 R
Length 6.90

