

BK 30 - Dr. 14

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan.....Survey

Seventh ~~Ave~~ ST......

From White Bear Ave To Lake Ave.....

Road Acc't. No. (W.B.C).....

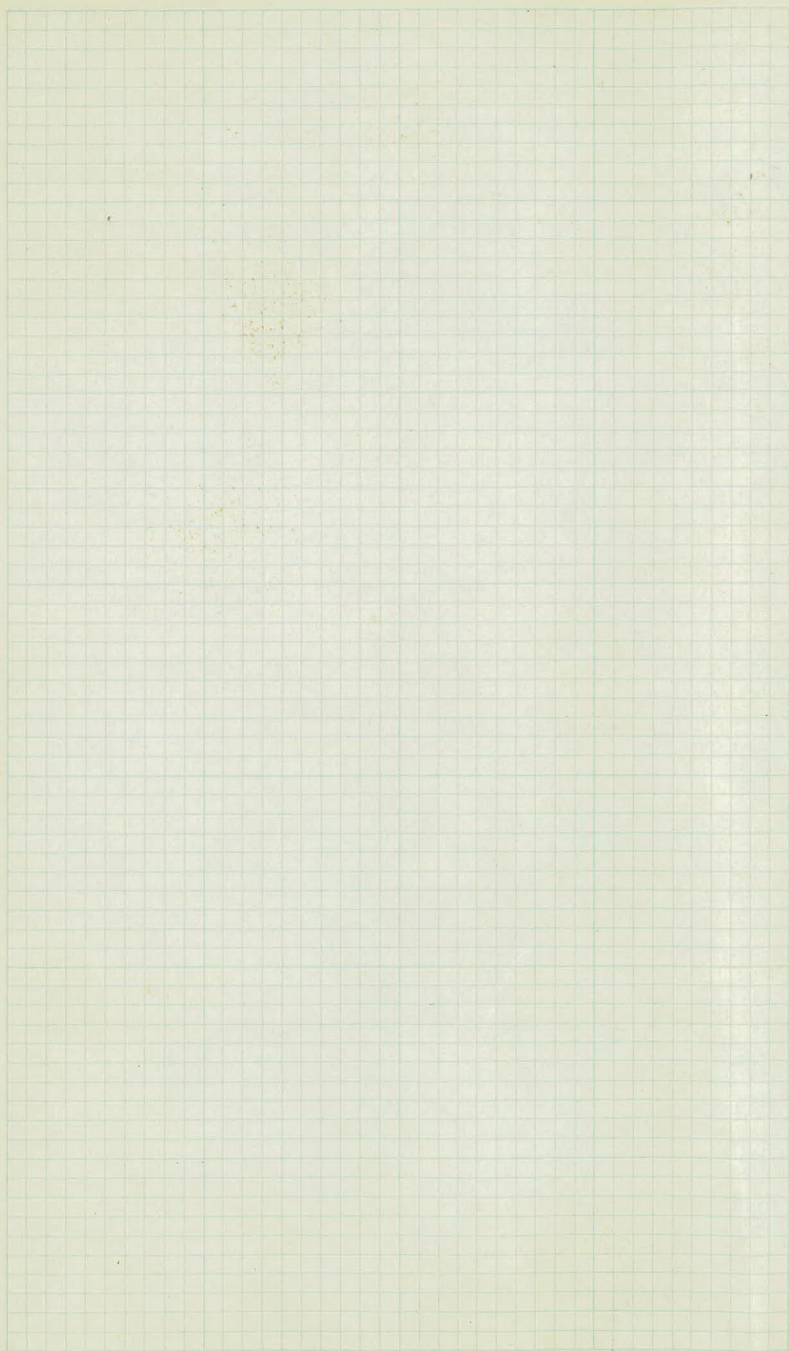
Date Filed 10/39.....

File.....

PLAN SURVEY
SEVENTH AVE.
from
White Bear Ave to Lake Ave.
Town of White Bear.

INDEX

Align.	- 1-5
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Alignment

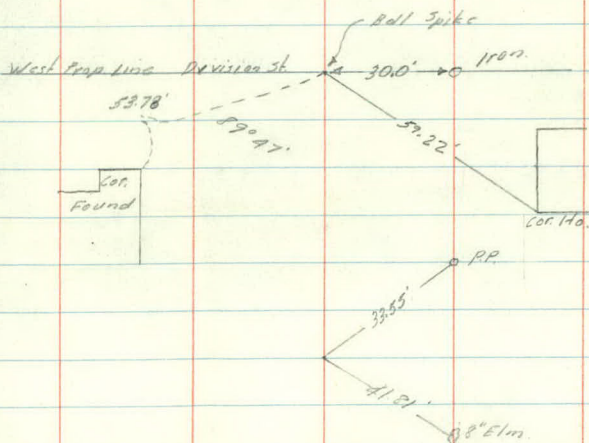
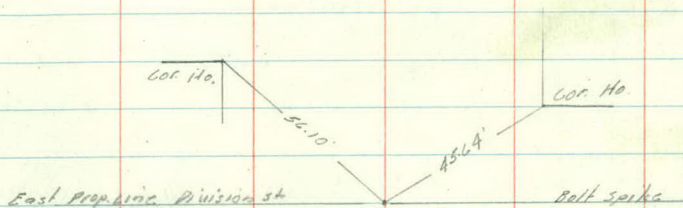
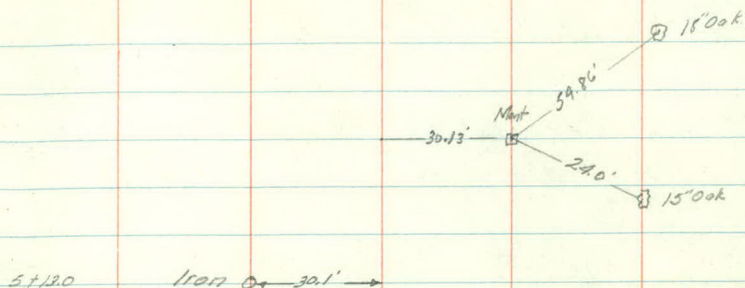
Sta	Point	Δ Lt	Δ Rt
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7	+27.26	P.O.T.	West Prop Line Railroad Ave.
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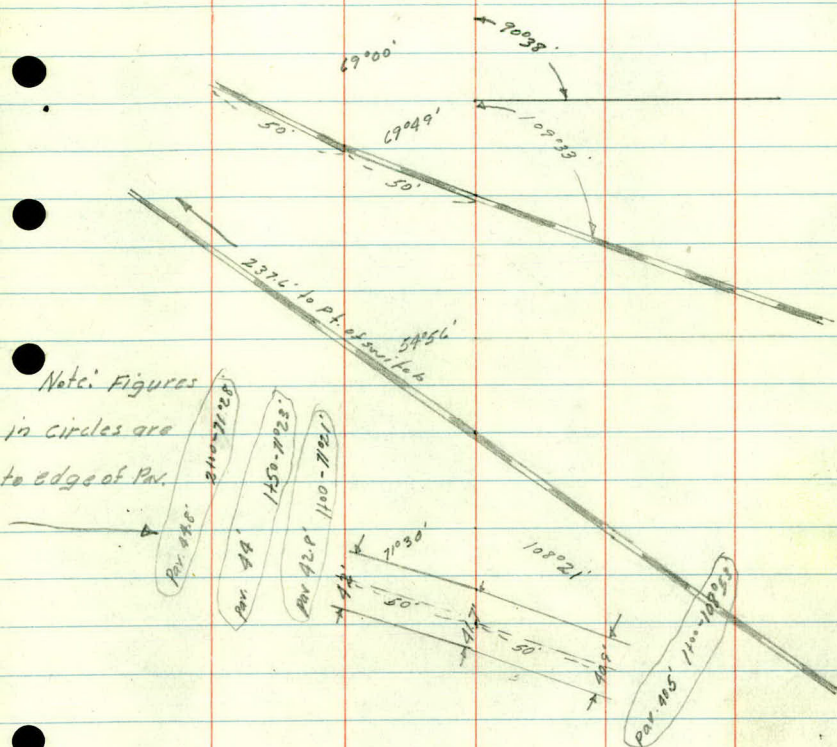
8	+99.23	P.I.	$1^{\circ}51'$
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3	+99.79	P.I.	$2^{\circ}39'$
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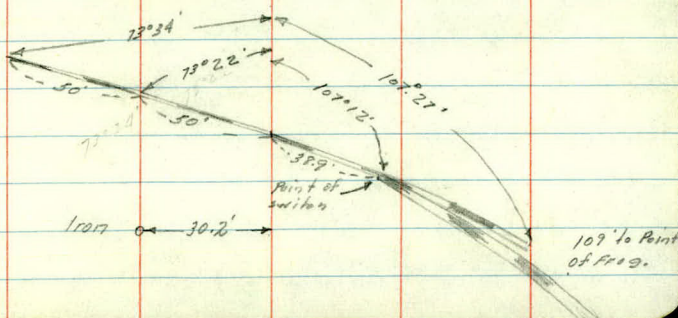
0	+00	to White Bear Ave.	
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Sta.	Point	ΔL	ΔR
10	460.99	P.O.T. = 0100 & Bonding Ave	
10	460.29	P.O.T. = R.R. Track	
10	479.80	P.O.T. = R.R. Track	
9+	98.6	= E. Edge of Pav.	
9	476.62	P.O.T. = S.T.H. #61	
9	485.52	P.O.T. = R.R. Track	} Main Line
8	498.66	P.O.T. = R.R. Track	



Parallel to west Track



81 27.86

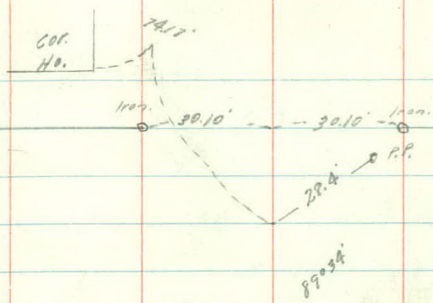
Sta.	Pivot	DLT	ΔRT
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21	+68.17	P.I. = 4. Marchwood Ave	0°22'
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18	+34.64	P.Q.T. Ford Prop Line Stewart Ave	
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14	+23.30	P.I.	0°11'
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89°14'



Iron - 30.25 -
(R.R. Iron)
(21 + 27.41 - 26.86)

S. Prop. Line
P 50.54
R.R. Iron

60 ft
N Prop
Line

89°45'

18 + 35.14 - 100 - 25.65

326.51 32.54 302.25 Iron

Cor Ho.
Water Table

N Prop. Line
Iron

Iron 32.48' 332.68' Iron

Coak

Arc.

Cor No.

65 ft
R.R. Iron

67.91'

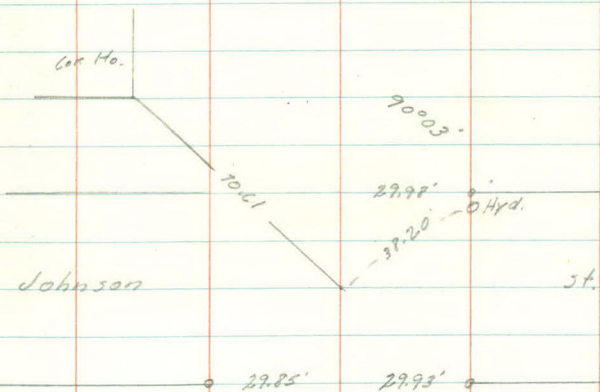
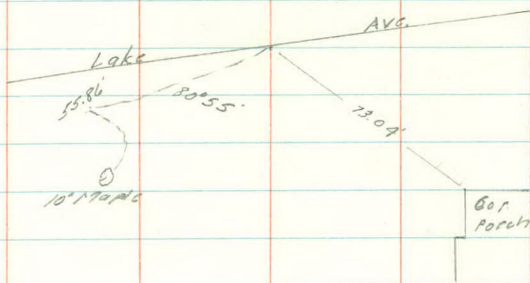
89°14'

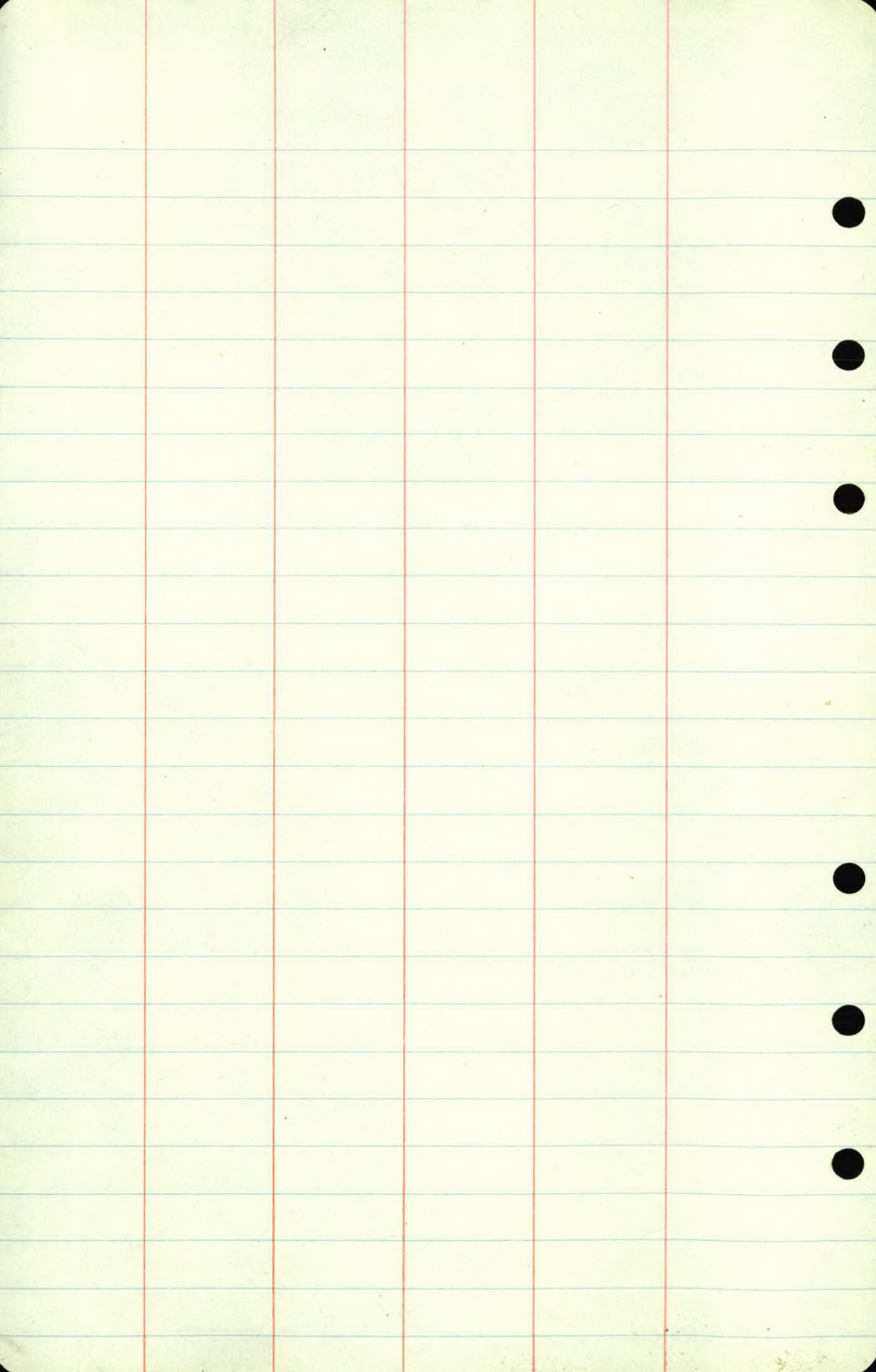
332.7'

Sta	Point	ΔL	ΔR
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29	198.44		
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25	130.55	P.I.	$0^{\circ}05'$
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Topography



197-R Drive -

+92-End Hedge-27'
+88-R 2' Walk-17.7'
+63-Cor Ho.-38'
+56-Cor Hedge-
+50-R 3' Walk
+11-Cor Ho.-45'

4

+97-Beg. S.W. 26.5'-21.8'
+89-Cor Hedge-38'
+98-18' Oak-29'
+66.9-Man hole-3.2'
+41.3-End. S.W. 28.3'-28.8'-17.9'

6 S.W.

3

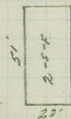
+81-S.W. Cor. Ho.-51'

2

S.W.-26.7'-22.2'
+90-10' Box E/Dok-29'
E2-
+75-End Hedge-30'

1

+07-Beg Hedge-81'
+98-18' Box E/Dok-28'
+88-S.W. Cor. Ho.-38.5'
+77-End Hedge-30'
+67-18' Box E/Dok-38'
+33-End Curb-13'
+25-Cor Hedge-30'
+24.5-S.W.
+20.5-S.W.
+19-Beg. S.W.-25'
0+00 Beg End-27.5'



+27-Edge Bl Top.

-0.02-Manhole 05 Rt.

-18-Face Curb.

+97-RH-23'

+58-24' R Elder-38'
+45-R Drive

+19-Cor Ho.-43'
+14-T.P.-20.6'

14' 13'

+82-Edge Bl Top.
+57-Edge Bl Top.

+97-Beg. S.W. 23.7'-28.2'

+71-RH-23'

+70-Hyd.-29'

+49-T.P.-33'

+41.3-End S.W.-197-21.7'-26.2'

+39-RH-20'

+35-T.P.-19'

+27-8' R Elder-30'

14' 12'

+94-Cor Ho.-37.5'

+75-End Hedge-13' Oak-30'

+57-12' Manhole-30'

+15-Beg. Hedge-29'

+94-Cor. Box-37'

+91-T.P.-32'-10' R Elder-31'

+90-RH-21'

+63-18' Oak-20'

+54-Cor Hedge-31'

+45-G.R.-22'

S.W.-24.2'-28.7'

+46-G.R.-24'

+31-End Curb-17'

+26-Beg. Hedge-31'

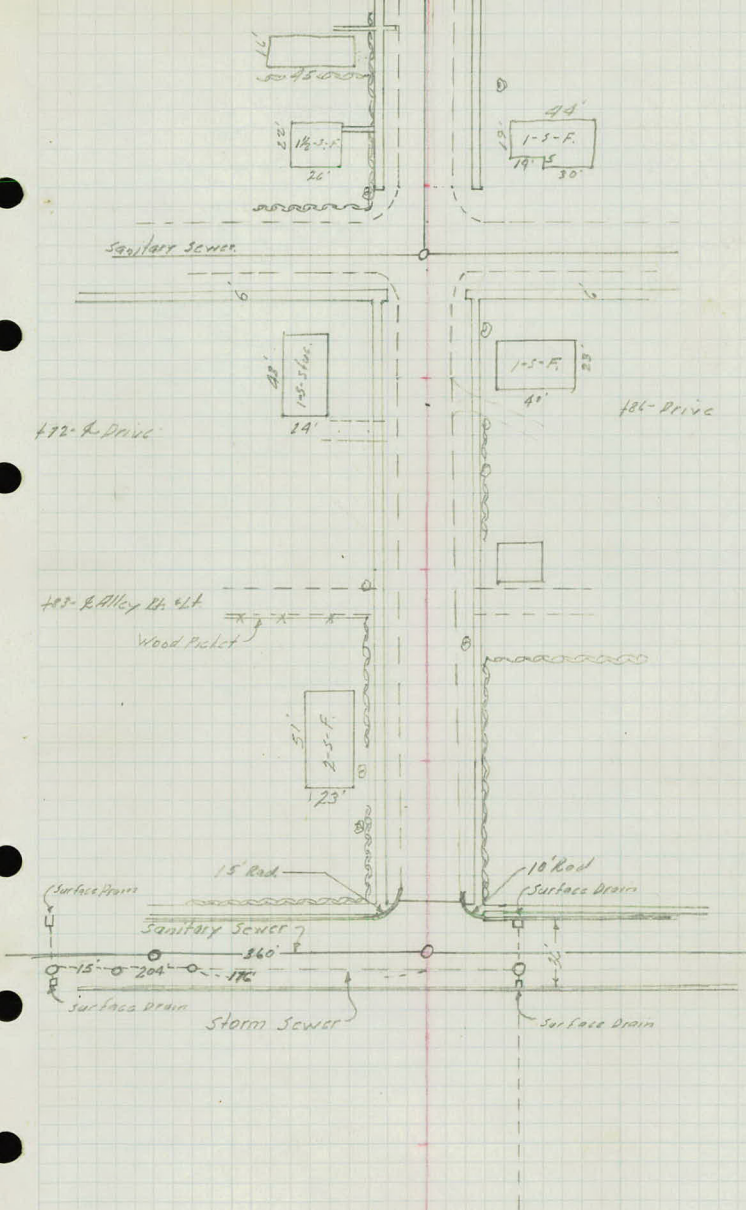
+25-RH-22'

+24.5-Edge S.W.

+20.5-Edge S.W.

+18.5-Beg. S.W.-29.5'

-09-Manhole-47'



+96-42" Oak-20.5'

+82-Cor Ho.-35'

+75-R Drive-

+68-P.P-18.5'

+50-Drive

+49-18" Oak-13'

+32-End Conc. Floor-30'-44'

+25-Bas. Conc. Floor-27.5'-49'

+22.5-S.W.-24-28.5'

+19-Cor. S.W.-24' P.P.-17.5'

11'

14' 10'

+13-Bas. S.W.-26'-21.5'

+16-End 1" Cast Iron Pipe-41'

+79-End 1" Cast Iron Pipe-20'

+39-End-S.W.-21.5'

+20-Edge Highway Burm-29'

+05-S.W.-25.9'-21.9'

10

+39-End. S.W.-22.9-27.9'

S.W.-22.9-27.9'

+56-C.B.-44'

+55-S.W.-25.7'-21.8'

+24-Bas. S.W. +33-Manhole-37.6'

+15 Plank King-12.6'

9 End S.W.-21.6' Plank King-15'

+91-End 18" C.M.-31'

18" 47' 6" 19'

+26-P.P-20' +12-Bas. S.W.

+45-S.W.-23.9'-27.8'

+15-Plank King-3.9'

Plank King-5'

+97-End-S.W.-23.9'

+75-End 18" C.M.-36'

+69-P.P-18'

+49-24" Oak-30'

+38-T.P-18'

+26-Manhole-28'

8

14' 10'

+56-Hyd.-20'

+28-Cor Ho.-56'

+17-R Drive-

+09-End Hedge-29'

+01-18" B. Elder-31'

+57-2.2' Walk

+77-Cor Ho.-59' +93-24" B. Elder-31'

+77-F.C. Cor.-27' Bay. Hedge-20'

+74-4" Spruce-34'

+52-5' Cedar-31'

+39-4' 2" Walk

+29-Cor Ho.-50'

+28-F.C. Cor.-27.6'

+23-Bay S.W.-26.3-21.0'

+72-18" Oak-34'

+29-Bas. S.W.-21.7-26.2'

+19-P.P-21'

T.P.-18.6'

7

+22-6'

54-

15'

+78-End S.W.-26.1-21.6'

+72-End-S.W.-21.8-22.3'

+64-36" Elm-30.5'

+62-15" Spruce-19'

+29-Cor Ho.-45'

+29-18" Elm-30'

+12-P.P-22'

6

14' 14'

+19-R Drive-

+01-18" Oak-30'

+63-6" Ash-29' cor Ho-41'

+50-9' Drive

+40-Shut off Valve-21.3'

+34-8.5' Walk

+25-30" Elm-30'

+16-Cor Ho-37.5'

+12-Lowest Stone Wall

+05-20" Maple-36'

5

+80-18" Ash-29'

+79-Cor Ho.-39.5'

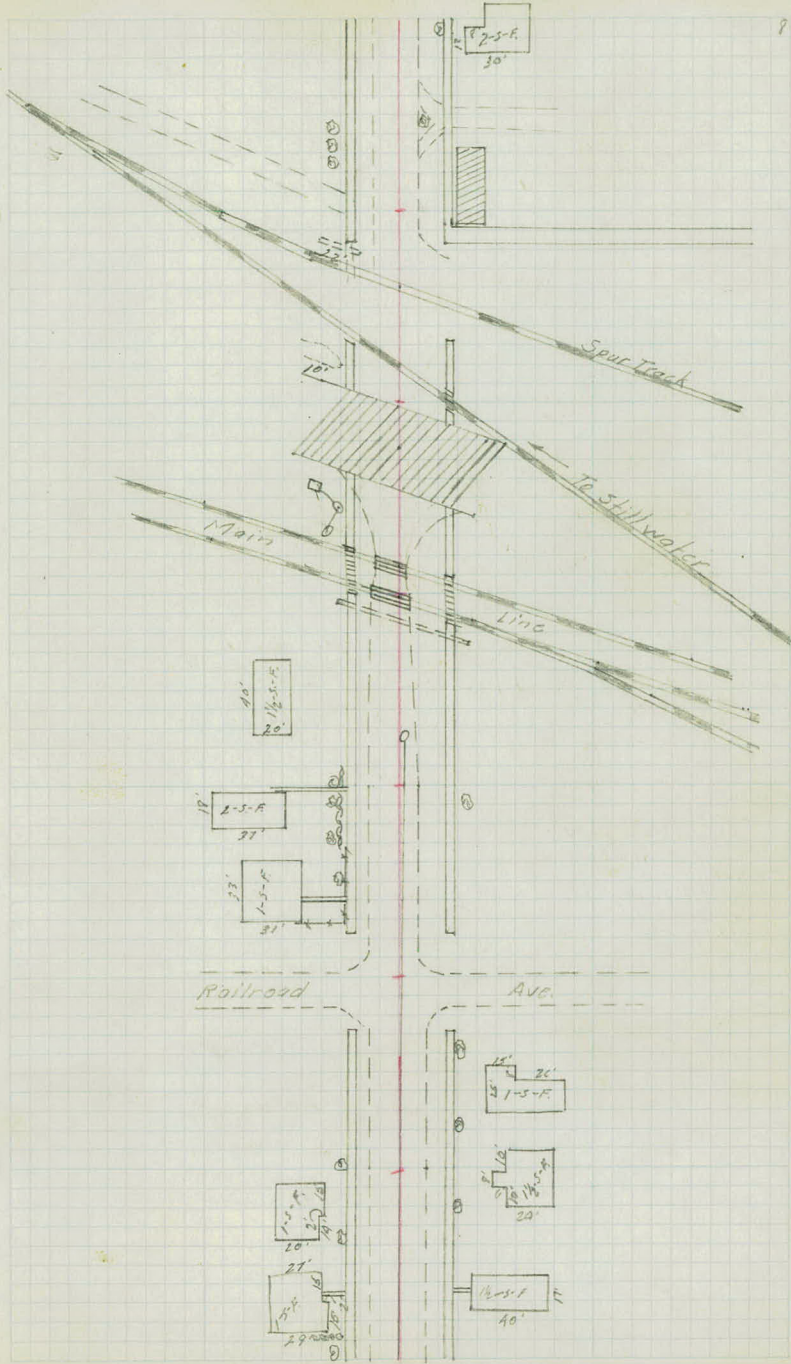
+78-4' Drive

+68-T.P-19'

+56-4' Drive

+35-3' Walk

+26-Cor Ho-37'



18

+78-2.4' Walk-20.6'
 +79-4' Drain Tile-20'-27'
 +91-15' Hedge-32'
 +78-18' Maple-32'
 +67-Cor Ho.-49'
 +57-8' Elm-32'
 +34 S.W.-55.5'-21'
 +27-Hyd-39.5'

10+Edge Pav

10+Edge Pav.

+70-Cor Ho.-35'

+94-S.W.-25'-29.5'

+36-PP-19'

+83-19.H.-2.5'

17

+55-Cor Hedge-28'
 +53-2.10' X 24.6' M
 +36-Bos Hedge-27'
 +52-1.2' B Elder-19'
 G.R.-19' Hedge-29'
 +94-0' B Elder-19'
 +81-2-3' Walk.
 +60-Hedge
 +50-12' B Elder-18'
 +39-End Hedge-27'
 +13-2.3' Walk-19'
 +22-Cor Ho.-39'
 +17-15 Box Elder-20'
 +13-Cor Hedge-27'

10

14

11' 16"

+88-Cor Ho.-48'

+80-2.3' Walk.

16

+104-L Alley

+95-End Hedge-26'-T.P.-19'

+87-3' Elm-38'

+72-End Hedge-31'

Cor Ho.-49'

+73-3' Walk-13' Shut off Valve-22.5'

+98-Cor Ho.-53'

+28-Cor Hedges

+25-10' Ash-30'

+17-Bos Hedge-31'

+16-2.2.5' Walk

+02-12' Ash-30'

15

13' 13"

+96-2.3' Walk-19.7'

+69-Cor Ho.-52'

+67-T.P.-20'

+50-009 S.W.-15.3'-20.8' Hedge 27'

+44-30' Elm-54'

+23.5' Manhole-0.5'

+79-PP-18'

+70-Cor Ho.-40'

+55-15' Elm-32'

+50-109 S.W. 24.8'-29.3'

14

+115 Trav. Rd.

+102-PP-19'

+99-End S.W.-26.2'-20.7'

+79-T.P.-20'

+99-Cor S.W.-24.8'

+94-End Hedge-32'

+80-8' Maple-34'

+86-8' Maple-21'

+68-8' Maple-21'

+57-10' Maple-21'

+29-Cor Ho.-41'

+19-61.8' Walk-15.7'

+07-5' Cor Ho.-19'

13

+44-Cor Ho.-40'

+11-Cor Cor. 66'

+15-Edge Conc Drive-19.2'-27.7'

+06-Edge Conc Drive-19.2'-27.7'

+70-Bos Hedge-31'

+75-Cor Drive-24.3' +78-Cor Drive-14.8'

+67-Cor Cor.-55'

+62-End Hedge-31' +61-End Conc Drive-24.3'

+56-36' Oak-22' +61-Cor Drive-16.8'

+43-PP-19' Bos Hedge-30' Fz-30'

12

+42-T.P.-21'

+23.5' Manhole-2'

+09-Cor Ho.-46'

+01-24' B Elder-33'

4.3' Walk-21.5'

+56-Res. T/c Wall 11' High - 25'
 +82-12" Elm - 18'
 +57-PP - 14.5'
 +51-Beg. S.W. - 25' - 20.5'
 +50-Ctr. C.B. - 19.7'
 +49-14" Elm - 27' - T.P. - 32'
 +11-End S.W. - 24.8'
 +10.5-Ctr. C.B. - 19.6'
 +09.5-S.W. - 16.7'
 S.W. - 14.7'

25

+96-18" Elm - 27'

+22-K 2' Walk -
 +17-Cor. Ho. - 45'
 +05-30' Cuff - 26'
 S.W. - 25.1' - 20.6'

24

+72-End Hedge - 27'
 +58-Cor. Cedar Hedge - 27'
 +57-T.P. - 18'
 +18-K A/ly

23

+95-Q 4' Walk -
 +90-S.W. Cor. Ho. -

+37-5" Spruce - 30'
 +31-K 4' Walk -
 +25-5" Spruce - 30'
 +17-Cor. Ho. - 58'
 S.W. - 25' - 20.6'

22

+88-Beg. S.W. - 25' - 20.6'

+49-End S.W. - 25.2' - 20.7'
 +37-Fc. Cor. - 28'
 +28-24" Boxwood - 29'

21

+96-Q 3' Walk
 +86-Cor. Ho. - 42'

20

S.W. - 25' - 20.5'
 +78-Fc. Cor. - 28'
 +83-Q A/ly

+67-Cor. Ho. - 58'
 +62-12" Elm - 25' 176-12" Elm - 25'
 +52-Hyal - 32'
 +50-Ctr. C.B. - 20'
 +48-Res. S.W. - 25.8' - 30.3'
 +38.8-M.H. - 0.5'
 +14-End S.W. - 28.2' - 29.7'
 +10.5-Ctr. C.B. - 19.7'
 +04.5-S.W. - 15'
 12' 13' Cor. Wall - 30' S.W. - 15'

12' 13'

+72-10" Elm - 19'
 +74-5" Elm - 19'
 +51-10" Elm - 19'
 +30-Cor. Ho. - 34'
 +21-K 3' Walk - Top steps - 34'
 +18-12" Elm - 19'
 12' 13' +01-10" Elm - 19' S.W. - 25.1' - 29.8'
 +61-C.P. - 19'
 +57-Res. Cobble Walk - 30' - Fc.
 +48-End Hedge Drive - 30' - 37'
 +37-End Stone Wall - 30' - 37'
 +34-K Drive
 +34-C Cherry - 20'
 +44-Q Drive
 +32-K 4' Walk - Top steps - 22.2'
 +10-C Cherry - 20'
 14' 14' +27-Cor. Ho. - 65'
 +27-Res. Stone Wall - 30'

14' 14'

+81-T.P. - 20'
 +66-Q Tw. Coll. - 19'
 +43-8" Tw. Coll. - 19'

12' 14'

S.W. - 25.2' - 29.7'
 +88-PP - 24'
 +84-14' S.W. - 25.2' - 29.7'
 +7.5" Maple - 2'

+48-End S.W. - 24.8' - 29.2'

12' 13'

+02-T.P. - 20'

+65-Cor. Ho. - 43'

+26-K 12" End. to Barnwood

12' 12'

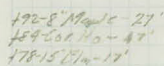
S.W. - 25' - 29.5'
 +76-PP - 23'
 +86-Q A/ly

+45-C.P. - 20'

+14-18" Maple - 32'

19

14' 14'



$\frac{12}{18}$
 $\frac{2}{156}$ Curb.

1X 6' Head wall.
 †18- End 12' C.M. - 36'
 †11- 18" Oak - 15'

1'X6' Head wall
 †16- End 12' C.M. - 36'

30

†85- Surface Drain - 22'
 †84- End Curb Rad - 27.5'
 †79- Box Curb - 10.8'
 †72- End S.W. - 25.5-21'
 †20- P.P. - 15'

†91- End Curb Rad - 30.5'
 †83- Box Curb - 17-3'
 †77- End S.W. - 26-30'
 †63- 3" Maple - 23'
 †48- 10" Maple - 23'

†26- 12" Elm - 23'

29

†99- End Conc. Wall

13' 15'

Cor. Ho - 50'
 †91- 15" Elm - 23'
 †74- Range 10/10 -
 †74- 15" Elm - 23'
 †51- Cor. Conc. Ent. - 22'
 †40- Cor. Conc. Ent. - 22'
 †48- 12" M.H. - 0.5'
 †38- Cor. Conc. - 10'
 †35- 15" Ash - 23'
 †27- Range 10/10 to 60' -
 †13- 10" Elm - 24'

28

†95- Cor. Wall 20' - 25'
 †87- Cor. Wall 36' - 25' Conc. Drive - 14'
 †76- 30" Maple - 22'
 †57- 4' Walk - Top Steps - 50'
 †31.5- Cor. Conc. Wall - 25'
 Conc. Ent. - 14'
 †22- Cor. Cor. - 51'
 †22- End Wall - 25' Conc. End Wall.
 †20- P.P. - 14.5'

12' 16'

†92- 4' Walk -
 †82- 20" Maple -
 †75- Cor. Ho. - 50'
 †61- 20" Maple - 24'
 †40- 10" Maple - 30'
 †25- 4' Walk - 19.5'
 †23- Cor. Ho. - 60'
 †12- Head Ho. - 10'
 †06- 20" Maple - 23.5- 34'

27

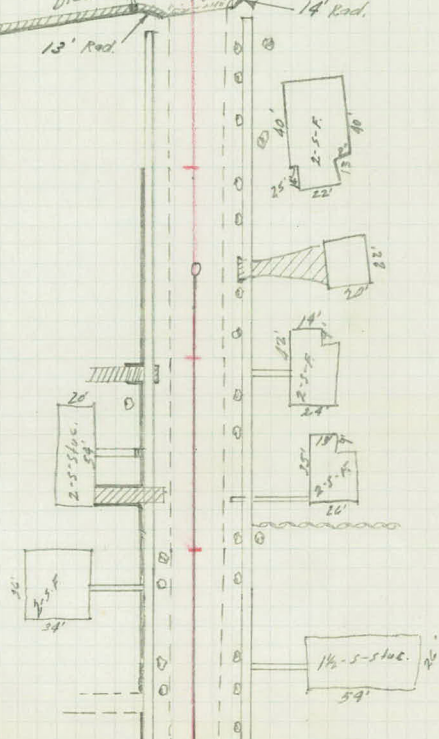
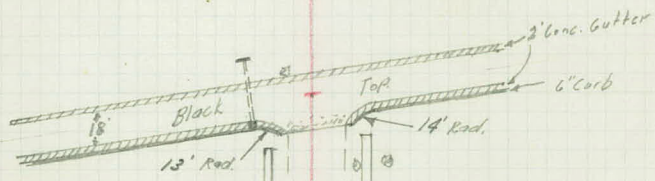
S.W. - 252' - 207'
 †96- 10" Elm - 17'
 †83- 10" Elm - 17'
 †80- 6.5' Walk - Top Steps - 27.5'
 †64- Cor. Ho. - 52'
 †41- 18" Elm - 16'
 †27- 15" Elm - 16'
 †23- Res. Masonry Wall - 25'
 †17- 6' Drive -
 †14- End T.L. Wall - 25'

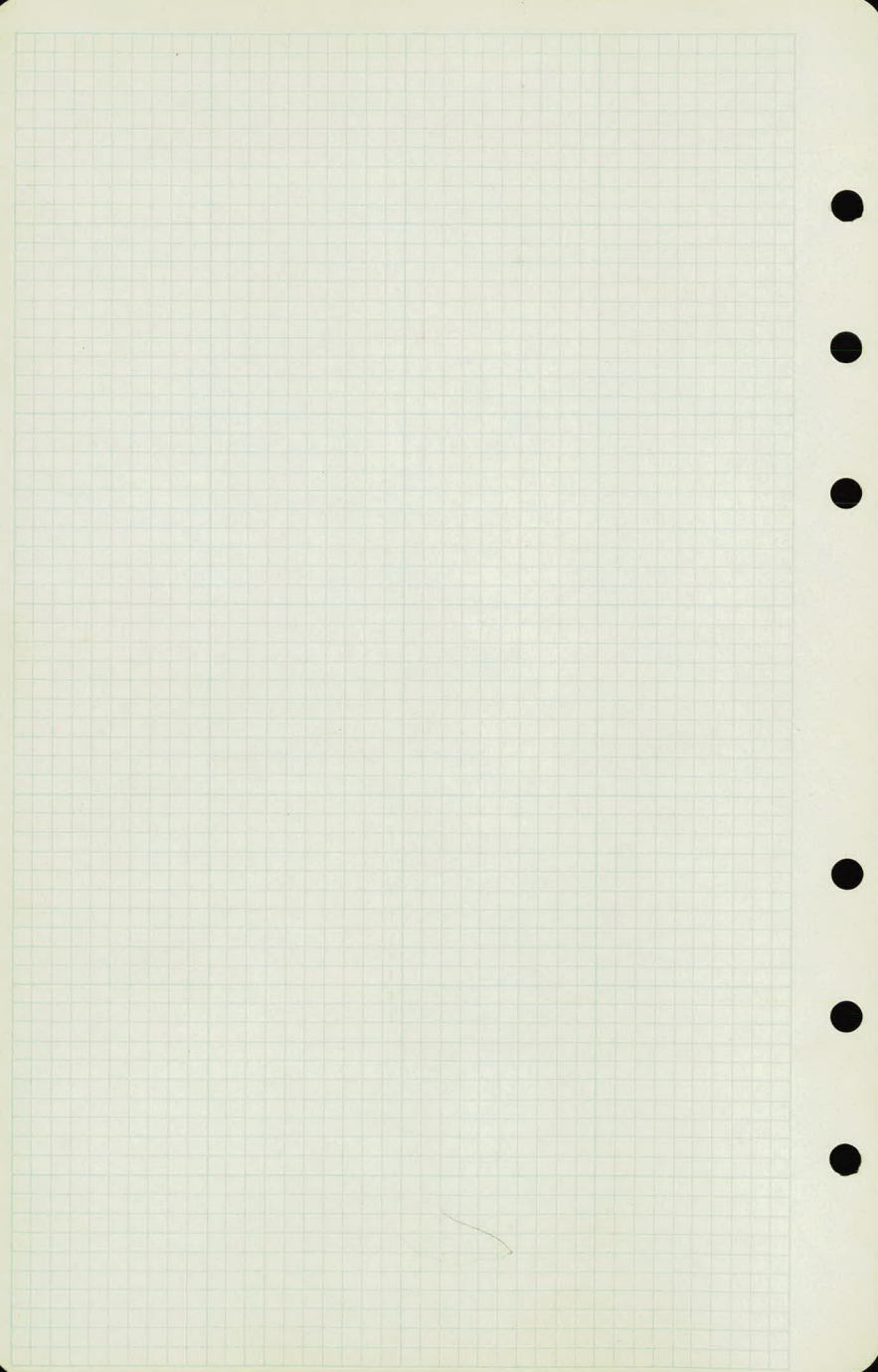
11' 16'

S.W. - 255' - 300'
 †85- 20" Elm - 24'
 †82- 15" Elm - 25'
 †78- 6' Walk -
 †66- 20" Elm - 24'
 †25- Cor. Ho. - 59'
 †08- 10" Maple - 25'

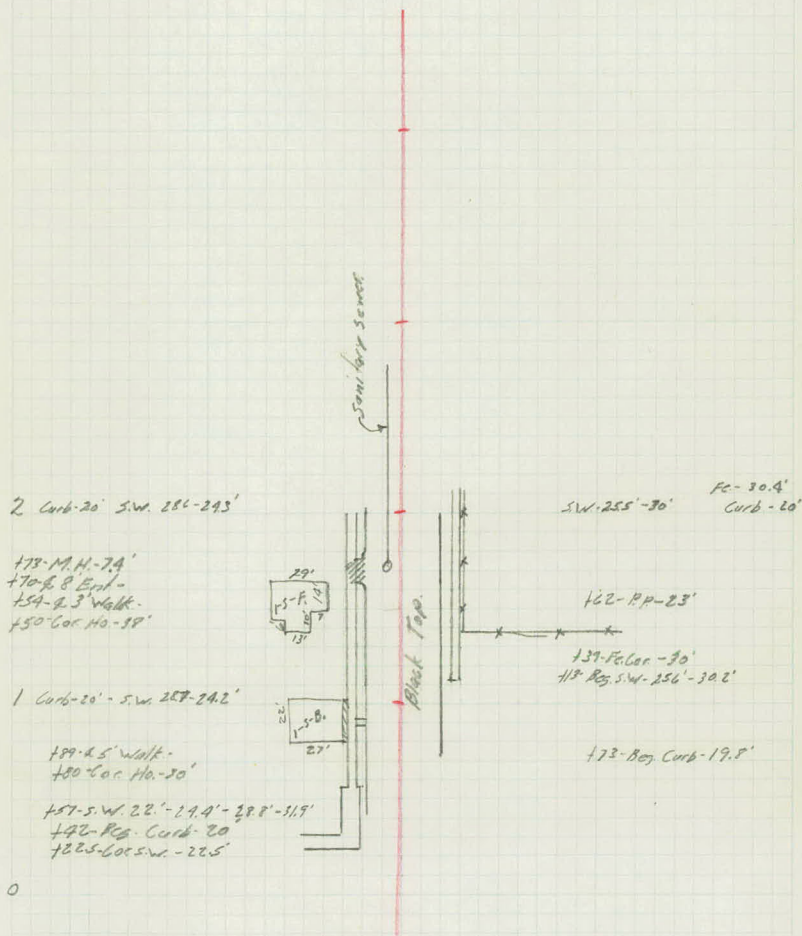
26

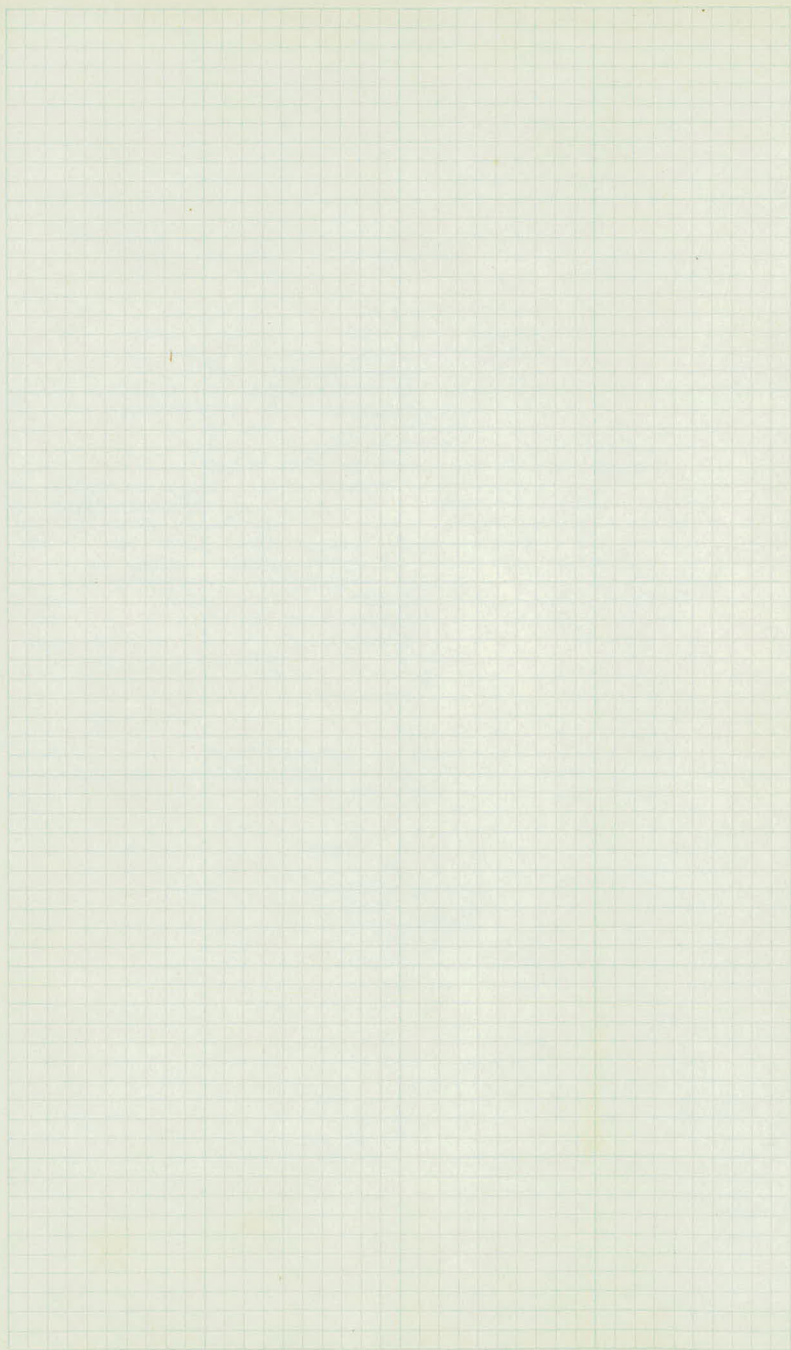
8' 14'





Topography Banning Ave.





xsections

7th St.

White Bear

Sta.	+	X	-	Elev.
B.M.	0.17	941.04		(941.27)
B.M.			531	935.73
0	-0.9	Flow Line Storm Sewer		
0	+0.0			35.7
	+18	Gutter Line		35.25
	+27			35.64
	+32	End Curb Rt. & Lt. Top		
	+55			35.9
1	+0.0			36.3
	+50			36.5
	+83			36.6
2				36.6
	+20			36.8

Top Hyd SE Cor 7th St & Division St.

Top E. Edge Rm of M.H. 7th St & W. 8th Ave

31.77
9.27
39.5

31.42
9.62
176

35.73

28.46
(Sanitary Sewer)
12.58
05

31.10
9.94
47

5.31
50

35.74

To Surface Drain
39.5 from 2. 2.00

6.29
150

6.21
100

6.12
50

6.02
26

5.93
14

5.84
16

5.79
27

5.81
47.3

5.89
50

5.90
50

5.86
100

5.80

35.76

5.2
50

5.26
24.8

5.30
20.3

5.15
14.7

5.25
14.7

5.4
17.7

5.92
17.7

5.32
25.4

5.29
22.8

5.28
50

35.77

35.90
5.14

35.76
5.28

35.87

5.0
50

4.9
26

5.17
25.5

5.2
21

5.4
14

5.7
13

5.2
11

5.1
9

5.3
15

5.8
18

5.3
20.7

5.14
22.2

5.12
24

5.3
50

5.1

36.08

4.1
38

4.6
28

4.96
25.8

5.04
21.3

5.1
17

5.4
14

5.1
8

4.7
7

4.8
15

5.5
18

4.9
24.2

4.98
22.8

4.92
21

4.6
31

4.7
50

36.12

36.34

4.3
50

4.6
29

4.70
26.1

4.72
27.6

4.8
16

5.4
13

4.9
7

4.5
8

4.7
14

5.3
18

4.8
24

4.72
28.5

4.3
31

4.3
50

36.32

36.49

4.8
50

4.55
26.4

4.61
21.9

5.2
13

4.7
8

4.4
7

4.6
15

5.4
24.8

4.56
28.2

4.57
50

4.5

36.47

36.53

4.7
50

4.5
38

4.51
26.8

4.56
22.3

4.7
16

5.2
13

4.7
8

4.4
7

4.7
14

5.4
17

5.0
23.4

4.63
27.8

4.65
38

4.3

36.39

36.74

4.2
50

4.8
27.9

4.33
22.9

4.4
16

5.0
13

4.5
8

4.2
7

4.5
14

5.1
16

4.7
25.9

4.3
22.3

4.3
29

3.9
50

36.74

Sta.	+	T	-	Elev.
		941.04		
3				36.8
+39.79				36.7
B.M.	1.50	942.37	0.17	940.87
+42.6				36.7
+55				36.8
+66.4 Sanitary Sewer Flow Line				
+70				37.3
+87				36.6
B.M.	1.62	942.49	1.50	940.87
+90				36.7
+99.83				36.9
4	+50			36.9

36.91
 $\frac{38}{50} \quad \frac{40.8}{28} \quad \frac{41.3}{27.4} \quad \frac{44}{17} \quad \frac{47}{14} \quad \frac{49}{8} \quad \frac{42}{7} \quad \frac{45}{13} \quad \frac{47}{17} \quad \frac{42}{11.8} \quad \frac{40.8}{26.8} \quad \frac{39}{37}$

37.19
 $\frac{39}{50} \quad \frac{38.5}{28.8} \quad \frac{38.5}{24} \quad \frac{39}{18} \quad \frac{48}{14} \quad \frac{45}{8} \quad \frac{43}{8} \quad \frac{45}{12} \quad \frac{48}{16} \quad \frac{42}{16} \quad \frac{39.3}{22} \quad \frac{38.6}{26.4} \quad \frac{37}{50}$

Top Hyd S.E. Cor. 7th St + Division St

$\frac{52.2}{50} \quad \frac{51.7}{19.7} \quad \frac{52}{17} \quad \frac{6.0}{13} \quad \frac{5.8}{6} \quad \frac{57}{7} \quad \frac{59}{13} \quad \frac{62}{18} \quad \frac{54}{20.3} \quad \frac{52.5}{50} \quad \frac{51}{50}$

$\frac{6.5}{200} \quad \frac{6.4}{200} \quad \frac{6.4}{150} \quad \frac{6.2}{100} \quad \frac{6.0}{50} \quad \frac{6.0}{18} \quad \frac{5.8}{12} \quad \frac{5.6}{21} \quad \frac{6.1}{50} \quad \frac{57}{100} \quad \frac{56}{150} \quad \frac{59}{200}$
 C.B. 395' Approx 1
 $\frac{70.5}{Top} \quad \frac{24.0-32.97}{FlowLine} \quad \frac{28.32}{14.05} \quad \frac{37.32}{50.5}$
 $\frac{35.32}{2.2' Top}$

$\frac{5.4}{50} \quad \frac{5.1}{50} \quad \frac{5.0}{50}$

$\frac{6.9}{300} \quad \frac{6.6}{250} \quad \frac{6.5}{200} \quad \frac{6.5}{150} \quad \frac{6.2}{100} \quad \frac{6.1}{50} \quad \frac{6.0}{26} \quad \frac{6.0}{16} \quad \frac{5.8}{13} \quad \frac{5.8}{23} \quad \frac{5.6}{50} \quad \frac{5.5}{100} \quad \frac{5.5}{150} \quad \frac{5.3}{200}$
 $\frac{35.42}{C.B. 395'} \quad \frac{6.9.5}{Top} \quad \frac{7.9.8}{FlowLine}$

$\frac{5.4}{50} \quad \frac{5.2}{28} \quad \frac{5.7}{22} \quad \frac{6.3}{17} \quad \frac{6.0}{11} \quad \frac{5.8}{14} \quad \frac{6.1}{18} \quad \frac{5.4}{20} \quad \frac{5.2}{28} \quad \frac{5.1}{50}$

37.25
 $\frac{5.5}{50} \quad \frac{52.2}{26.4} \quad \frac{52.3}{22} \quad \frac{59}{16} \quad \frac{60}{13} \quad \frac{57}{9} \quad \frac{56}{9} \quad \frac{59}{15} \quad \frac{60}{17} \quad \frac{54}{23.9} \quad \frac{53.5}{28.4} \quad \frac{52.9}{50} \quad \frac{50}{50}$

37.39
 $\frac{5.4}{50} \quad \frac{5.1}{26.4} \quad \frac{50.9}{22} \quad \frac{5.1}{17} \quad \frac{5.9}{15} \quad \frac{5.7}{10} \quad \frac{5.6}{9} \quad \frac{5.7}{14} \quad \frac{6.0}{17} \quad \frac{5.5}{23.9} \quad \frac{52.6}{28.3} \quad \frac{52.0}{50} \quad \frac{49}{50}$

37.29

Sta	+	X	-	Flex
		942.49		
5				37.2
	+50			37.2
6				37.5
	+71.5			37.7
	+94	= Approx. to Railroad Ave.		37.8
7	+27.26			37.9
	+60			38.0
8				38.4
B.M.	2.83	943.64	1.68	940.81
	+26	Manhole		
	+60			38.4
+80	see next sheet			
+87				38.4

Lt

L

Rt

37.46

<u>53</u>	<u>508</u>	<u>51</u>	<u>54</u>	<u>57</u>	<u>55</u>	<u>53</u>	<u>57</u>	<u>60</u>	<u>53</u>	<u>514</u>	<u>505</u>	<u>51</u>
50	265	22	18	16	11		10	14	16	238	283	50

37.44

37.48

<u>52</u>	<u>501</u>	<u>504</u>	<u>52</u>	<u>55</u>	<u>54</u>	<u>53</u>	<u>56</u>	<u>58</u>	<u>53</u>	<u>506</u>	<u>50</u>	<u>44</u>	<u>41</u>
50	264	21.9	17	15	11		7	12	16	238	283	34	50

37.49

37.49

<u>52</u>	<u>50</u>	<u>509</u>	<u>50</u>	<u>54</u>	<u>52</u>	<u>50</u>	<u>54</u>	<u>57</u>	<u>52</u>	<u>506</u>	<u>502</u>	<u>44</u>	<u>37</u>
50	263	21.8	17	15	9		7	12	17	239	283	30	50

37.47

37.49

<u>55</u>	<u>51</u>	<u>50</u>	<u>507</u>	<u>49</u>	<u>58</u>	<u>49</u>	<u>48</u>	<u>51</u>	<u>54</u>	<u>52</u>	<u>505</u>	<u>498</u>	<u>47</u>
50	47	26.4	21.9	19	16	8		7	12	14	238	283	50

37.51

<u>55</u>	<u>54</u>	<u>53</u>	<u>52</u>	<u>49</u>	<u>48</u>	<u>47</u>	<u>48</u>	<u>48</u>	<u>46</u>	<u>36</u>	<u>34</u>	<u>34</u>
200	150	100	50	22	6		8	24	50	100	150	200

37.54

<u>42</u>	<u>45</u>	<u>495</u>	<u>501</u>	<u>48</u>	<u>51</u>	<u>49</u>	<u>46</u>	<u>50</u>	<u>47</u>	<u>51</u>	<u>505</u>	<u>42</u>	<u>40</u>
50	29	26.3	21.8	17	19	11		10	13	237	282	30	50

37.44

37.92

<u>40</u>	<u>42</u>	<u>457</u>	<u>463</u>	<u>45</u>	<u>49</u>	<u>46</u>	<u>45</u>	<u>49</u>	<u>48</u>	<u>46</u>	<u>461</u>	<u>455</u>	<u>43</u>	<u>38</u>
30	28	26.3	21.7	18	15	11		9	13	19	237	283	30	50

37.94

38.24

<u>29</u>	<u>37</u>	<u>425</u>	<u>481</u>	<u>45</u>	<u>43</u>	<u>41</u>	<u>42</u>	<u>45</u>	<u>44</u>	<u>427</u>	<u>421</u>	<u>42</u>
50	29	26.2	21.7	16	11		7	11	15	24	285	50

38.28

Top Hyd, Lt Sta Rt

38.80

31.69

484

11.95

Top

Flowline

38.49

<u>40</u>	<u>41</u>	<u>515</u>	<u>519</u>	<u>50</u>	<u>52</u>	<u>52</u>	<u>55</u>	<u>55</u>	<u>523</u>	<u>517</u>	<u>55</u>
28	28	26.1	27.2	17	11		6	15	242	287	50

38.47

<u>41</u>	<u>47</u>	<u>508</u>	<u>505</u>	<u>53</u>	<u>52</u>
30	36	26.4	21.9	15	

+39
-49

+55

Sta	+	π	-	Elev.
		948.64		

8	+80	In R.R. Ditch Parallel to Tracks.		38.4
---	-----	-----------------------------------	--	------

	+93	Parallel to Tracks.		38.4
--	-----	---------------------	--	------

	+96.1	Top Rail		38.49
--	-------	----------	--	-------

9	+101.3	" "		38.51
---	--------	-----	--	-------

	+11	" "		38.46
--	-----	-----	--	-------

	+16.1	" "		38.60
--	-------	-----	--	-------

Manhole Lt.

	+39			38.7
--	-----	--	--	------

	+49			38.3
--	-----	--	--	------

	+55	Edge Pav.		38.12
--	-----	-----------	--	-------

Catch Basin

11

12

12

Flow Line

35.80

38.46

38.39

Flow Line

36.08

74 67 71 784 54 518 515 53 52 51 54 526 525 57 756 73 68
150 100 50 33 51 275 228 74 5 16 259 243 36 251 50 100

(Culv. Under) NE End
St. 1st. 20 End
36.24 35.74

+ 74 74 74 74 74 7.9
200 250 300 355 427 477

6.8 6.8 6.9 6.9 6.9 6.9
400 350 300 250 200 150

38.49

38.38

61 57 515 515 52 52 53 57 56 524 526 57 6.2
50 29 275 22.7 13 4 11 24 25 298 31 50

515

513

518

509

34.62

27.72

9.02

59.2

Bottom

Top open Grate Cover

38.61

38.65

55 60 59 502 502 48 49 52 45 499 489 54 55
50 38 30 258 21.9 10 12 19 237 278 34 50

38.49

38.16

54 51 515 515 51 58 53 548
50 29 256 216 18 10 20

547 553 552 538 531
100 50 50 100

34.37

37.64

9.27

6.0

Bottom

Top Grate

Sta + π - E/cx

945.64

9 +24

38.6

T.P. 5.44 949.24

4.84

938.90

9 +98.6

38.69

10 +16.8 Top Riv. 1

38.55

+22.7 " "

38.57

Lt

R.

PL

Top Gate

37.14 34.64

50 57 58 57 57 65 90
50 100 150 200 235 240

Manhole 235' South of C.C. line & 11' East of E. of East Track

37.89

33.24

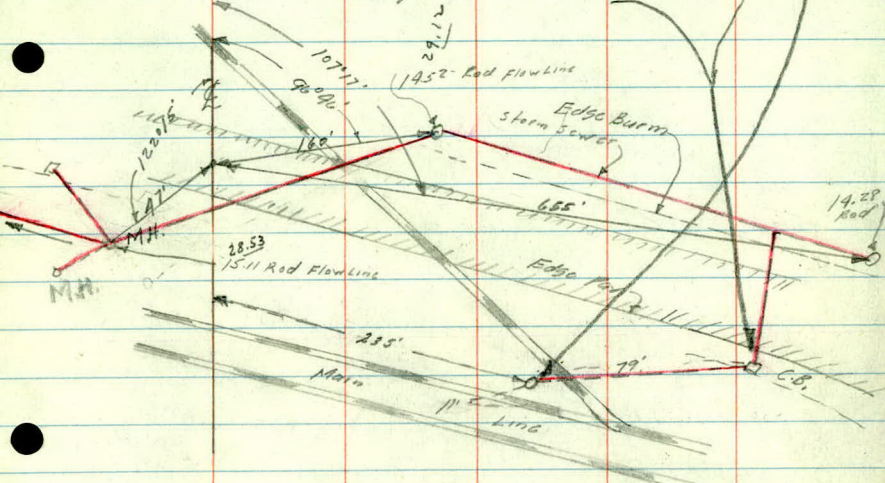
5.75

10.40

Top Gate

Flow Line

(C.B. 314' S. of E. and 10' W. of Pav.)



Top End Curb:

533 547 555 576 574
100 50 50 50 100

38.82

38.39

54 53 542 542 569 579 583 588 56 57
50 27 256 216 16 24 25.2 34 50

307

Sta	+	T	-	Elev.
-----	---	---	---	-------

944.24

10	+81			38.5
----	-----	--	--	------

+41	West Gutter Banning Ave.			38.5
-----	--------------------------	--	--	------

+57.6	Top Rail			38.42
-------	----------	--	--	-------

+60.5	to Banning Ave			38.3
-------	----------------	--	--	------

+62.9	Top Rail			38.37
-------	----------	--	--	-------

				37.74
+80	East Gutter Line Banning Ave. also East R.R. ditch 1/4			

+89				38.1
-----	--	--	--	------

11				38.4
----	--	--	--	------

+50				39.7
-----	--	--	--	------

LT

L

RT

Water standing

38.59

$\frac{45}{50} \quad \frac{49}{41} \quad \frac{60}{38} \quad \frac{565}{256} \quad \frac{574}{219} \quad \frac{57}{13} \quad \frac{60}{23} \quad \frac{62}{27} \quad \frac{58}{50} \quad \frac{57}{50}$

Tail

$\frac{54}{50} \quad \frac{61}{47} \quad \frac{60}{234} \quad \frac{572}{254} \quad \frac{571}{216}$

$\frac{57}{15} \quad \frac{59}{34} \quad \frac{62}{486} \quad \frac{579}{682} \quad \frac{556}{72} \quad \frac{56}{76} \quad \frac{62}{100} \quad \frac{61}{150} \quad \frac{615}{200} \quad \frac{612}{200}$

$\frac{615}{350} \quad \frac{615}{300} \quad \frac{615}{250}$

582

$\frac{59}{50} \quad \frac{58}{27} \quad \frac{59}{50} \quad \frac{582}{100} \quad \frac{58}{150} \quad \frac{570}{200} \quad \frac{595}{200}$

587

CNV
+36.84

CNV
+37.42

$\frac{72}{150} \quad \frac{71}{100} \quad \frac{71}{50} \quad \frac{740}{416} \quad \frac{56}{30} \quad \frac{503}{215} \quad \frac{682}{20.2} \quad \frac{65}{18} \quad \frac{64}{50} \quad \frac{6.33}{100} \quad \frac{6.3}{150} \quad \frac{6.29}{200} \quad \frac{6.38}{250} \quad \frac{6.41}{250} \quad \frac{6.35}{300}$

switch

S. End CNV
at 25.34

N End
(WV)

$\frac{7.9}{200} \quad \frac{70}{209} \quad \frac{75}{250} \quad \frac{78}{300} \quad \frac{77}{350} \quad \frac{74}{400} \quad \frac{74}{436}$

38.79

39.07

$\frac{45}{50} \quad \frac{64}{44} \quad \frac{60}{42} \quad \frac{55}{34} \quad \frac{545}{26} \quad \frac{554}{217} \quad \frac{58}{18} \quad \frac{60}{76} \quad \frac{60}{9} \quad \frac{61}{76} \quad \frac{6.8}{17} \quad \frac{56}{23.9} \quad \frac{57}{50} \quad \frac{5.35}{50}$

39.26

39.41

$\frac{53}{50} \quad \frac{53}{34} \quad \frac{498}{261} \quad \frac{501}{216} \quad \frac{57}{15} \quad \frac{57}{8} \quad \frac{58}{6} \quad \frac{5.9}{10} \quad \frac{60}{14} \quad \frac{57}{16} \quad \frac{51}{24} \quad \frac{486}{28.5} \quad \frac{483}{49.2} \quad \frac{485}{50} \quad \frac{52}{50}$

40.19

40.15

$\frac{47}{50} \quad \frac{45}{30} \quad \frac{405}{26.2} \quad \frac{414}{21.7} \quad \frac{44}{16} \quad \frac{51}{14} \quad \frac{47}{8} \quad \frac{46}{8} \quad \frac{52}{12} \quad \frac{42}{22.9} \quad \frac{418}{25.3} \quad \frac{409}{50} \quad \frac{41}{50}$

Sta.	+	π	-	Elev.
		949.24		
12				40.6
	+ Manhole			
T.P.	5.43	946.86	2.81	941.43
+50				41.4
+70	End pt.			41.6
13				41.7
+50				41.9
+99				42.1
14	+ 23.3 Approx E. of Cook Ave.			42.34
+50				41.9
15				41.3
+50				40.9

L.T.

2

R.T.

40.94
 $\frac{34}{50} \frac{32}{30} \frac{330}{256} \frac{336}{214} \frac{34}{16} \frac{41}{15} \frac{36}{8} \frac{36}{7} \frac{41}{13} \frac{44}{17} \frac{39}{241} \frac{333}{286} \frac{331}{31} \frac{18}{36} \frac{11}{36}$

35.24 41.43
9.0 281
 Flow Line Top

41.66
 $\frac{58}{50} \frac{55}{30} \frac{52}{261} \frac{522}{216} \frac{53}{18} \frac{59}{13} \frac{56}{8} \frac{55}{7} \frac{56}{11} \frac{60}{12} \frac{57}{241} \frac{514}{286} \frac{519}{30} \frac{42}{30} \frac{L.O.}{30}$

41.91
 $\frac{61}{50} \frac{53}{33} \frac{495}{261} \frac{50}{216} \frac{52}{15} \frac{56}{13} \frac{54}{9} \frac{53}{6} \frac{53}{11} \frac{56}{164} \frac{559}{240} \frac{495}{284} \frac{49}{43} \frac{46}{50} \frac{435}{50}$

42.15
 $\frac{54}{50} \frac{52}{27} \frac{471}{257} \frac{479}{212} \frac{50}{15} \frac{55}{13} \frac{52}{8} \frac{52}{8} \frac{54}{11} \frac{55}{16} \frac{50}{243} \frac{465}{289} \frac{461}{34} \frac{44}{39} \frac{39}{50}$

42.29
 $\frac{43}{40} \frac{457}{254} \frac{462}{209} \frac{47}{16} \frac{53}{13} \frac{50}{8} \frac{50}{7} \frac{51}{10} \frac{53}{18} \frac{47}{246} \frac{465}{221} \frac{457}{31} \frac{33}{41} \frac{31}{41}$

42.23
 $\frac{49}{50} \frac{42}{30} \frac{463}{252} \frac{471}{207} \frac{50}{17} \frac{59}{14} \frac{49}{7} \frac{48}{10} \frac{52}{15} \frac{53}{148} \frac{46}{50} \frac{466}{50}$

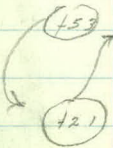
6
 8 1/2 ft.
 42.34 42.26
 $\frac{54}{357} \frac{61}{300} \frac{62}{250} \frac{58}{200} \frac{57}{150} \frac{55}{100} \frac{59}{50} \frac{50}{20} \frac{452}{700} \frac{12.13}{Flowline} \frac{52}{50} \frac{59}{100} \frac{62}{150} \frac{65}{200}$

42.14
 $\frac{50}{50} \frac{50}{30} \frac{472}{261} \frac{475}{207} \frac{51}{14} \frac{57}{12} \frac{53}{7} \frac{50}{8} \frac{52}{16} \frac{52}{19} \frac{45}{249} \frac{463}{229} \frac{445}{35} \frac{48}{50} \frac{45}{50}$

41.79
 $\frac{50}{50} \frac{507}{252} \frac{512}{207} \frac{53}{15} \frac{61}{13} \frac{59}{7} \frac{56}{8} \frac{59}{12} \frac{61}{17} \frac{57}{25} \frac{497}{226} \frac{42}{31} \frac{42}{40}$

41.35
 $\frac{60}{50} \frac{58}{30} \frac{551}{252} \frac{557}{207} \frac{57}{14} \frac{64}{12} \frac{62}{6} \frac{60}{7} \frac{62}{13} \frac{64}{16} \frac{58}{25} \frac{545}{235} \frac{542}{34} \frac{52}{50} \frac{53}{50}$

41.44

Sta	+	π	-	Elev
		946.86		
16				40.8
T.P.	4.76	945.89	5.73	941.13
+50				40.7
17				40.9
	to Culvert			40.8
				40.8
+73	Ditch Rt.			40.8
+78				40.8
+83	Manhole			
+86	Edge Pav.			40.60
B.M.	3.21	945.48	3.62	942.27
18	103.4			40.54
+10				40.6

41

4.

41

40.97

41.11

$\frac{67}{50}$ $\frac{65}{52}$ $\frac{589}{251}$ $\frac{592}{207}$ $\frac{65}{12}$ $\frac{63}{8}$ $\frac{61}{8}$ $\frac{63}{8}$ $\frac{66}{15}$ $\frac{589}{249}$ $\frac{575}{294}$ $\frac{62}{39}$ $\frac{65}{50}$

40.19
40.89

40.91

$\frac{57}{50}$ $\frac{57}{27}$ $\frac{50}{252}$ $\frac{50}{207}$ $\frac{53}{16}$ $\frac{53}{13}$ $\frac{59}{8}$ $\frac{52}{7}$ $\frac{53}{15}$ $\frac{56}{19}$ $\frac{53}{249}$ $\frac{501}{294}$ $\frac{47}{40}$ $\frac{43}{50}$

40.95

40.95

$\frac{52}{50}$ $\frac{50}{30}$ $\frac{494}{251}$ $\frac{502}{206}$ $\frac{50}{15}$ $\frac{53}{12}$ $\frac{52}{7}$ $\frac{50}{8}$ $\frac{52}{16}$ $\frac{57}{19}$ $\frac{53}{25}$ $\frac{497}{294}$ $\frac{47}{32}$ $\frac{43}{48}$

40.99

40.94

$\frac{53}{50}$ $\frac{49}{251}$ $\frac{492}{206}$ $\frac{52}{13}$ $\frac{60}{11}$ $\frac{596}{96}$ $\frac{51}{96}$ $\frac{51}{144}$ $\frac{53}{144}$ $\frac{612}{16}$ $\frac{61}{18}$ $\frac{53}{249}$ $\frac{50}{294}$ $\frac{46}{32}$ $\frac{44}{50}$

40.76

40.67

$\frac{54}{50}$ $\frac{513}{251}$ $\frac{511}{206}$ $\frac{53}{10}$

$\frac{51}{6}$ $\frac{53}{15}$ $\frac{59}{17}$ $\frac{59}{19}$ $\frac{48}{25}$ $\frac{525}{27.5}$ $\frac{522}{50}$ $\frac{53}{50}$

Pitch

40.63

$\frac{51}{7}$ $\frac{54}{15}$ $\frac{59}{25}$ $\frac{65}{25}$ $\frac{522}{28.5}$ $\frac{526}{28.5}$ $\frac{64}{50}$ $\frac{63}{100}$ $\frac{61}{150}$ $\frac{61}{200}$

SW.

40.70

40.58

$\frac{53}{50}$ $\frac{519}{251}$ $\frac{519}{207}$ $\frac{52}{13}$ $\frac{51}{10}$ $\frac{53}{249}$ $\frac{531}{234}$ $\frac{531}{50}$

40.60

34.99

$\frac{5.29}{Top}$ $\frac{1090}{Flowline}$

$\frac{485}{100}$ $\frac{509}{50}$ $\frac{529}{50}$ $\frac{538}{50}$ $\frac{537}{100}$

Top Hyd. N.E. Cor. Steward Ave. & 7th St.

$\frac{446}{100}$ $\frac{47}{50}$ $\frac{494}{50}$ $\frac{497}{50}$ $\frac{502}{100}$

40.74

40.55

$\frac{45}{50}$ $\frac{474}{24.9}$ $\frac{478}{204}$ $\frac{50}{10}$ $\frac{49}{7}$ $\frac{51}{19}$ $\frac{52}{252}$ $\frac{490}{226}$ $\frac{493}{50}$ $\frac{52}{50}$

Sta	+	π	-	Elev.
		945.48		
18	+15			40.8
	+14			
	+27			40.7
	+65			40.9
	+ Drain Tilt pt.			4
19				40.7
	+50			41.0
	+27			41.4
20				41.4
	+50			41.8
T.P.	494	947.31	3.11	942.37
21				41.9

LT

4

RT

40.77

40.60

66 61 54 54 50 471 476 49 51 47 52 52 49 486 488 49 54 50 53
100 87 80 50 31 249 204 14 7 8 16 20 252 296 350 50 100 150

67 62 49
150 200 250

40.83

40.78

53 51 465 471 49 52 48 48 52 53 50 473 47 56 56
50 30 249 205 15 12 6 8 14 16 252 297 50 50

41.04

41.00

43 44 444 452 47 51 52 49 46 48 52 50 45 459 448 46 49
50 31 249 205 16 14 11 7 8 14 15 20 251 296 33 50

4039

502

Fluwing

41.25

41.12

40 423 428 46 50 49 48 50 52 52 49 440 436 44
28 251 206 17 12 5 8 10 14 16 250 295 36

41.48

41.46

36 41 40 402 42 48 46 46 48 50 47 41 411 402 43 45
50 31 254 208 15 12 6 7 11 14 19 248 293 34 50

41.68

41.65

31 38 384 45 43 41 46 393 383 35
50 250 205 11 6 11 25 295 50

41.69

41.67

20 23 379 388 39 45 42 41 44 46 40 386 379 29 28
50 28 249 245 13 10 7 8 13 16 26 285 32 50

41.97

41.96

L.O. 1.9 351 355 36 42 39 37 39 43 39 360 352 26 20 44 46
28 25 205 14 10 7 8 14 15 25 285 32 42 46 50.2

42.16

42.21

L.O. 48 515 521 52 57 55 54 56 59 55 52 58 51 40 1.0
27 249 203 13 11 7 8 12 15 18 25 295 31

Sta.	+	X	-	Elev.
		947.31		
21	+37			41.8
	+67	Manhole Rt.		
	+	R. Morehead Ave.		
	+98			42.1
B.M.			6.25	941.06 (941.00)
22	+50			42.3
23				42.3
	+50			42.1
I.P.	4.18	946.02	5.47	941.84
24				41.8
	+50			41.3
25		West Prop Line		40.8
	+	Flow Line C.B. Right		

Lt

R

Rk

42.37

42.33

$\frac{54}{50} \frac{494}{250} \frac{50}{206} \frac{51}{16} \frac{58}{14} \frac{56}{9} \frac{55}{8} \frac{56}{13} \frac{58}{18} \frac{53}{25} \frac{502}{296} \frac{498}{296} \frac{49}{50}$

42.07 32.77
 $\frac{5.24}{Top}$ $\frac{14.54}{Bottom}$

42.38

42.39

$\frac{43}{50} \frac{48}{30} \frac{493}{252} \frac{496}{207} \frac{50}{16} \frac{55}{12} \frac{53}{8} \frac{52}{7} \frac{55}{10} \frac{57}{14} \frac{53}{19} \frac{496}{252} \frac{492}{296} \frac{49}{33} \frac{46}{50}$

Top Hyd. N.E. Cor. 6th St & Marchwood Ave

$\frac{45}{50} \frac{46}{31} \frac{488}{250} \frac{497}{206} \frac{50}{16} \frac{55}{12} \frac{53}{6} \frac{50}{9} \frac{53}{18} \frac{56}{21} \frac{51}{21} \frac{485}{252} \frac{483}{296} \frac{47}{32} \frac{43}{50}$

42.36

42.51

$\frac{47}{45} \frac{495}{252} \frac{498}{207} \frac{49}{16} \frac{53}{15} \frac{53}{7} \frac{50}{7} \frac{52}{11} \frac{55}{17} \frac{55}{22} \frac{50}{22} \frac{492}{251} \frac{48}{30} \frac{30}{30} \frac{24}{50}$

42.48

42.23

$\frac{64}{50} \frac{483}{250} \frac{480}{205} \frac{54}{14} \frac{53}{8} \frac{52}{8} \frac{53}{14} \frac{54}{14} \frac{51}{25} \frac{508}{296} \frac{36}{50}$

42.29

42.02

$\frac{36}{50} \frac{34}{26} \frac{373}{250} \frac{381}{206} \frac{445}{15} \frac{442}{9} \frac{42}{11} \frac{43}{12} \frac{47}{17} \frac{40}{17} \frac{405}{251} \frac{40}{30} \frac{218}{30} 1.0.$

41.48

41.50

$\frac{38}{34} \frac{39}{29} \frac{454}{250} \frac{455}{206} \frac{50}{15} \frac{49}{8} \frac{47}{9} \frac{49}{16} \frac{49}{18} \frac{46}{25} \frac{453}{30} \frac{452}{30} \frac{25}{30} \frac{2.3}{36}$

40.44 41.52

+98 Shot at 15 Volts
40.44 14.3

$\frac{503}{50} \frac{508}{146} \frac{53}{146} \frac{53}{9} \frac{52}{9} \frac{53}{154} \frac{58}{154} \frac{516}{50} \frac{52}{50}$

39.20 40.46 40.48 39.32
 $\frac{6.82}{Flowline}$ $\frac{5.56}{Top}$ $\frac{5.54}{Top}$ $\frac{6.70}{Flowline}$

Sta	+	π	-	Elev.
		946.02		
25	+30	5 Johnson Ave		40.5
		Manhole Storm Sewer		→
	+	Flow Line C.B. Rt & Lt		
B.M.			1.88	949.14 (949.10)
	+60	East Prop Line		40.6
26				40.7
	+50			40.8
27				41.3
	+27	W Drive Lt		41.7
	+50			42.10
T.P.	2.73	946.43	2.32	949.70
	+90	W Drive Lt		42.4
28				42.5
	+	Manhole		

LT

2

RT

$\frac{55}{50}$ $\frac{55}{50}$ $\frac{56}{50}$

940.11 935.27
Top F.L.

39.32 40.50 40.54 39.34

$\frac{67}{Flowline}$ $\frac{552}{Top}$ $\frac{548}{Top}$ $\frac{668}{Flowline}$

Top Hyd. S.E. Cor Johnson Ave & 7th St

$\frac{37}{50}$ $\frac{40}{37}$ $\frac{49}{25.3}$ $\frac{50}{25.3}$ $\frac{50.3}{20.8}$ $\frac{50}{16}$ $\frac{59}{12}$ $\frac{54}{10}$ $\frac{57}{17}$ $\frac{60}{19}$ $\frac{50}{25.9}$ $\frac{49.3}{29.9}$ $\frac{49.8}{51}$

$\frac{31}{50}$ $\frac{37}{33}$ $\frac{42}{25.1}$ $\frac{48.9}{25.1}$ $\frac{48.3}{20.7}$ $\frac{49}{15}$ $\frac{53}{8}$ $\frac{53}{11}$ $\frac{56}{18}$ $\frac{56}{22}$ $\frac{51}{28.9}$ $\frac{48.9}{30}$ $\frac{48.2}{50}$ $\frac{47}{50}$

$\frac{28}{50}$ $\frac{34}{37}$ $\frac{36}{25.2}$ $\frac{46.1}{25.2}$ $\frac{46.2}{20.7}$ $\frac{46}{18}$ $\frac{52}{15}$ $\frac{52}{16}$ $\frac{54}{21}$ $\frac{48}{25.5}$ $\frac{45.3}{29.9}$ $\frac{45.2}{50}$ $\frac{49}{50}$

$\frac{2.1}{50}$ $\frac{2.9}{39}$ $\frac{30}{25.1}$ $\frac{42.5}{25.1}$ $\frac{42.5}{20.6}$ $\frac{43}{16}$ $\frac{49}{13}$ $\frac{47}{19}$ $\frac{51}{21}$ $\frac{45}{25.5}$ $\frac{41.4}{30}$ $\frac{41.5}{30}$ $\frac{49}{50}$ $\frac{53}{50}$

$\frac{430}{50}$ $\frac{492}{14}$ $\frac{43}{14}$

$\frac{0.0}{43}$ $\frac{0.5}{30}$ $\frac{2.8}{25.1}$ $\frac{34.5}{25.1}$ $\frac{36.4}{20.7}$ $\frac{41}{16}$ $\frac{40}{18}$ $\frac{46}{20}$ $\frac{49}{25.6}$ $\frac{36.6}{30}$ $\frac{36.3}{50}$ $\frac{3.2}{50}$

$\frac{0.8}{50}$ $\frac{1.40}{35.9}$ $\frac{3.4}{25.0}$ $\frac{3.5}{20.5}$ $\frac{31.1}{18.8}$ $\frac{41}{10}$ $\frac{40}{10}$

$\frac{1.0}{50}$ $\frac{1.6}{22}$ $\frac{2.65}{25.1}$ $\frac{3.28}{25.1}$ $\frac{3.95}{20.6}$ $\frac{40}{13}$ $\frac{3.8}{6}$ $\frac{3.9}{8}$ $\frac{4.2}{18}$ $\frac{4.5}{20}$ $\frac{3.9}{25.5}$ $\frac{3.7}{30}$ $\frac{3.69}{48}$ $\frac{3.3}{48}$

43.15 35.38

$\frac{3.28}{Top}$ $\frac{11.05}{Flowline}$

Sta	+	π	-	Elev
		946.43		
28	+50			43.0
29				42.9
	+50			42.0
	+71			41.4
+78	Beg. Curb Lt.			41.4
+84	Beg. Curb Rt.			41.3
+88	Gutter Parallel to Lake Ave.			41.15
+	& Lake Ave			41.02
B.M.		4.99		941.44

A-24-39
K.A.
L.B.H.
L.C.
A.B.

Lt.

d.

Rt.

43.60

$\frac{12}{50} \frac{14}{34} \frac{222}{251} \frac{283}{251} \frac{289}{206} \frac{31}{16} \frac{36}{12} \frac{36}{7} \frac{34}{8} \frac{39}{14} \frac{41}{225} \frac{377}{257} \frac{334}{30} \frac{232}{50} \frac{41}{50}$

43.11

43.44

$\frac{32}{50} \frac{30}{36} \frac{299}{251} \frac{297}{207} \frac{31}{16} \frac{37}{12} \frac{36}{7} \frac{35}{8} \frac{38}{15} \frac{40}{19} \frac{33}{256} \frac{314}{30} \frac{312}{30} \frac{28}{50}$

43.31

43.20

$\frac{41}{50} \frac{41}{30} \frac{323}{259} \frac{311}{21} \frac{34}{16} \frac{44}{7} \frac{44}{11} \frac{45}{14} \frac{46}{18} \frac{37}{255} \frac{351}{30} \frac{343}{32} \frac{31}{50} \frac{30}{50}$

43.00

43.12

$\frac{42}{50} \frac{39}{30} \frac{331}{256} \frac{331}{211} \frac{37}{18} \frac{52}{12} \frac{50}{8} \frac{51}{14} \frac{51}{17} \frac{50}{21} \frac{38}{256} \frac{374}{20} \frac{364}{34} \frac{33}{50} \frac{34}{50}$

42.77

41.45

$\frac{45}{50} \frac{43}{28} \frac{50}{17} \frac{546}{17} \frac{50}{15} \frac{54}{24} \frac{40}{30} \frac{35}{30}$

41.44

$\frac{51}{193} \frac{551}{193} \frac{499}{29} \frac{45}{50} \frac{36}{50}$

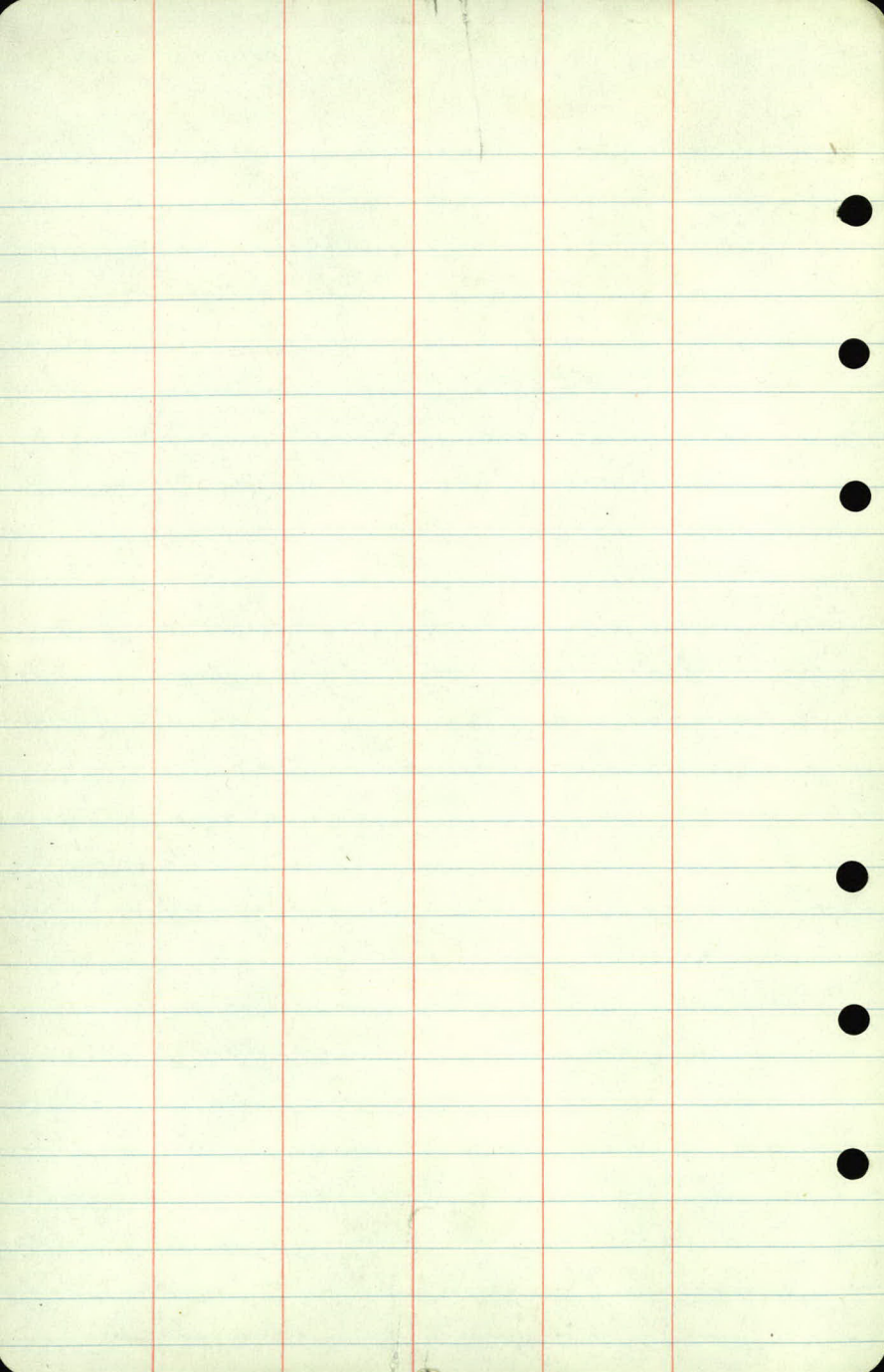
40.70

(Top Grate)

$\frac{551}{50} \frac{573}{32} \frac{549}{23} \frac{525}{23} \frac{565}{50} \frac{607}{100} \frac{628}{150} \frac{658}{150}$

$\frac{529}{50} \frac{541}{50} \frac{583}{50}$

Top Bcg. Curb Rt.



SEVENTH STREET

staking notes

Curbing

Sta	+	π	-	Grade
B.M.	5.49	941.22		935.75 935.73

0 +31

+33

+50

+75

1

+25

+50

165.14 }
 100.14 } Alley
 P.I.

2 +100.14

+25

+50

Gr. Rod. Curb Curb
 Gr. Rod. Grade Lt. & Grade Rt. Gr. Rod.

Top East Edge Rim M.H. 7th St. & White Bear Ave.

4.97
 494
 501
 507
 512
 ROSE W. 0125 TO 1125 Lt.

			35.76	5.46
5.32	35.90			
5.27	35.95	35.81	5.41	
5.21	36.01	35.85	5.37	
5.14	36.08	35.90	5.32	
5.07	36.15	35.95	5.27	
5.01	36.21	36.0	5.22	
	36.25	36.03		
4.89	36.34	36.10		
4.78	36.44	36.24	4.98	
4.69	36.53	36.37	4.85	

Sta. + π - Grade

991.22

2 +62 Lt.

+75 Rt.

+82 Lt.

+96 Rt.

3

+25

+39.78

+54.78 Rt. + Lt.

+70 M.H. & Division St

36.87

+89.83 Rt. & Lt.

+99.83

36.95

B.M.,

0.39

941.25

0.38

940.84

(940.87)

Gr. Rod.	Gr. Rod.	Curb & Grade Lt.	Curb & Grade Rt.	Gr. Rod.
----------	----------	------------------	------------------	----------

36.58

36.51

4.71 ✓

36.65

36.63

✓ 4.50

36.72

36.65

4.57 ✓

✓ 4.41

36.81

36.79

4.43 ✓

✓ 4.35

36.87

36.87

4.35 ✓

4.23

3.92
+0.31

4.27

Top Hyd S.E. Cor. 7th & Division

Sta.	+	π	-	Grade	Cor. Prod.
------	---	-------	---	-------	------------

941.25

4	+25			36.98	
---	-----	--	--	-------	--

	+35	Rt.		36.99	
--	-----	-----	--	-------	--

	+50			37.01	
--	-----	--	--	-------	--

T.P.	5.28	942.29	4.24	937.01	
------	------	--------	------	--------	--

	+55	Rt.		37.01	
--	-----	-----	--	-------	--

	+75			37.04	
--	-----	--	--	-------	--

	+87	Lt.		37.05	
--	-----	-----	--	-------	--

5				37.06	
---	--	--	--	-------	--

	+07	Lt.		37.07	
--	-----	-----	--	-------	--

	+25			37.09	
--	-----	--	--	-------	--

	+40	Lt.		37.10	
--	-----	-----	--	-------	--

	+46	Rt.		37.11	
--	-----	-----	--	-------	--

Gr. Rod.

4.27 ✓

4.26

4.24 ✓

5.25 ✓

5.23 ✓

5.20 ✓

Sta	+	π	-	Grade
		942.29		
5	+50			37.12
	+75			37.15
	+83 RL			37.15
6				37.17
	+03 Lt.			37.17
	+23 Lt.			37.20
	+25			37.20
	+50			37.23
	+67.26			37.24
	+82.26			
7	+12.24			

Gr. Rod

✓
5.17

✓
5.14

5.14

✓
5.12

✓
5.09

✓
5.06

✓
5.05

Sta.	+	π	-	Grade
		942.29		
7	+27.26			37.33
	+50			37.34
	+75			37.77
8				38.0
	+07 Lt.			38.01
	+25			38.07
	+27 Lt.			38.07
	+38.26 Rt.			38.08
	+57.26 Lt.			38.12
B.M.	4.11	944.92	1.46	940.83
10	+9.5.49			38.98
11	+25			39.36

940.81

Gr. Rod.

4.86 ✓

4.75 ✓

4.52 ✓

4.29 ✓

4.22 ✓

4.21 ✓

4.17

Top Hyd Lt. 5/2.8456

5.94 ✓

5.56

Sta	+	π	-	Grade
		944.92		
11	+33 Lt.			39.52
	+50			39.76
	+75			40.12
12				40.47
	+25			40.83
	+50			41.19
	+60 Rt.			41.33
	+80 Rt.			41.62
	+90			41.76
13				41.78
T.P.	4.90	946.67	3.15	41.77
+01 Lt.				41.78

Gr. Rod.

5.40 ✓

5.16 ✓

4.80 ✓

4.45 ✓

4.09 ✓

3.73

3.59 ✓

4.75 3.38

3.30

3.16 ✓

3.14

4.89

Sta + π - Grade

946.67

13 +21 Lt.

41.81

+25

41.82

+50

41.86

+75

41.90

+93.05

41.94

14 +08.05

+38.55

B.M.

368

945.95

(942.27)

+53.55

+75

15

+25

Gr. Rod. Gr. Rod. Curb & Curb Gr. Rod.
Grade Lt. Grade Rt.

✓
4.85

✓
4.81

✓
4.77

✓
4.73

Top Hyd N.E. Cor 75th & Stewart.

4.66

✓ 3.94

42.01

42.15

3.80

4.52

✓
41.2

41.83

41.96

3.99

✓
4.34

41.61

41.72

4.23

✓
4.55

41.40

41.48

4.17

Sta. + π - Grade

995.95

15 +50

+75

+83.85 RL & Lt.

16 +23.85 RL & Lt.

+50

+75

17

+25

+54.16 RL & Lt.

B.M.

3.27

995.54

942.27

18 +39.64 RL & Lt.

+50

Gr. Road.	Curb Grade L.H.	Curb Grade Rt.	Gr. Road.
-----------	--------------------	-------------------	-----------

✓ 4.77	40.18	41.26	✓ 4.69
--------	-------	-------	--------

✓ 4.99	40.96	41.04	✓ 4.91
--------	-------	-------	--------

	40.89	4.95	
--	-------	------	--

	40.71	40.74	
--	-------	-------	--

✓ 5.28	40.67	40.68	✓ 5.27
--------	-------	-------	--------

✓ 5.32	40.63	40.62	✓ 5.33
--------	-------	-------	--------

✓ 5.36	40.59	40.55	✓ 5.40
--------	-------	-------	--------

✓ 5.40	40.55	40.49	✓ 5.46
--------	-------	-------	--------

✓ 5.45	40.50	40.41	✓ 5.51
--------	-------	-------	--------

✓ 4.84	40.70	40.55	✓ 4.99
--------	-------	-------	--------

Top Hyd. N.E. Cor. 7⁵/₈ Stewart.

4.77	40.77	40.62	4.92
------	-------	-------	------

Sta. + π - Grade

945.54

18 +75

19

+25

+50

+66.27 Rt. & Lt.

20 +66.27 Rt. & Lt.

T.P. 5.42 947.14 382 941.72

+25

+50

+75

21

+37.90 Rt. & Lt.

Gr. Rod	Curb Grade Lt	Curb Grade Rt	Gr. Rod
---------	------------------	------------------	---------

✓ 9.66	40.88	40.75	✓ 9.79
--------	-------	-------	--------

✓ 4.59	41.00	40.88	✓ 4.66
--------	-------	-------	--------

✓ 4.92	✓ 41.12	41.01	✓ 4.53
--------	---------	-------	--------

✓ 4.31	41.23	41.14	✓ 4.40
--------	-------	-------	--------

4.23	41.31	41.22	4.32
------	-------	-------	------

4.05	41.49	41.43	4.11
------	-------	-------	------

5.66	41.58	41.51	✓ 5.63
------	-------	-------	--------

5.55	41.69	41.65	✓ 5.49
------	-------	-------	--------

✓ 5.33	41.81	41.78	✓ 5.36
--------	-------	-------	--------

✓ 5.22	41.92	41.90	✓ 5.24
--------	-------	-------	--------

5.06	42.09	42.10	5.04
------	-------	-------	------

Sta.	+	x	-	Grade
B.M.	2.85	946.99		949.14

21	+98.44			42.24
----	--------	--	--	-------

22	+25			42.21
----	-----	--	--	-------

	+50			42.18
--	-----	--	--	-------

	+75			42.15
--	-----	--	--	-------

23				42.12
----	--	--	--	-------

	+29.36			42.08
--	--------	--	--	-------

	+69.36			42.04
--	--------	--	--	-------

	+80			42.02
--	-----	--	--	-------

24				42.0
----	--	--	--	------

	+25			
--	-----	--	--	--

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

Gr. Rod	Gr. Rod	Curb Grade Lt.	Curb Grade Rt.	Grade Rd.
---------	---------	-------------------	-------------------	-----------

Tophyd S.E. Cor. Johnson & 7th

4.75 ✓

4.78 ✓

4.81 ✓

4.84 ✓

4.87 ✓

4.99 ✓

5.34 ✓

41.65

41.69

5.30 ✓

5.70 ✓

41.29

41.39

5.60 ✓

Sta

+

π

-

Grade

946.99

24 +75

25 +05.55 R/Lt.

B.M.

+24

948.38

2.85

944.14

(944.14)

+55.55

+75

26

+09 Lt.

+25

+29 Lt.

+50

+75

41.43

27

41.65

Gr. Rod	Gr. Rod	Curb Grade Lh	& Curb Grade Rt	Gr. Rod
---------	---------	------------------	--------------------	---------

6.05	40.94	41.08	5.91
------	-------	-------	------

6.49	40.5	40.7	6.29
------	------	------	------

Top Hyd. S.E. Cor Johnson & 7th

7.88 ✓	40.5	40.7	7.68 ✓
--------	------	------	--------

7.73 ✓	40.65	40.81	7.57 ✓
--------	-------	-------	--------

7.55 ✓	40.83	40.94	7.44 ✓
--------	-------	-------	--------

40.90

	41.07	7.81
--	-------	------

41.04

7.18	41.20	41.20	7.18 ✓
------	-------	-------	--------

6.95

6.73

Sta.	+	X	-	Grade
		948.38		
27	+17 Lt.			41.8
	+25			41.88
	+37 Lt.			41.98
	+50			42.10
	+75			41.30
	+81 Lt.			42.34
28				42.50
	+01 Lt.			42.5
	+25			42.7
	+35 Rt.			42.77
	+55 Rt.			42.93

Gr. Rod

Gr. Rod

Curb & Curb
Grade Lt. Grade Rt.

Gr. Rod

✓
6.50

✓
6.28

✓
6.08

✓
5.88

✓
5.68

Sta.	+	π	-	Grade
------	---	-------	---	-------

948.38

28	+50			42.89
----	-----	--	--	-------

T.P.	1.07	946.94	5.51	742.87
------	------	--------	------	--------

	+75			43.09
--	-----	--	--	-------

29

+25

+50

+

+65

+73.6

B.M.

5.53

941.91

941.44

Gr. Rod	Gr. Rod.	Curb Grade Lt.	Curb Grade Rt.	Gr. Rod.
---------	----------	-------------------	-------------------	----------

5.49

3.85

4.25

42.69 ✓

42.71

4.23 ✓

10.9

4.65

42.29

42.32

4.62 ✓

11.0

5.05

41.89

41.94

5.00

41.43

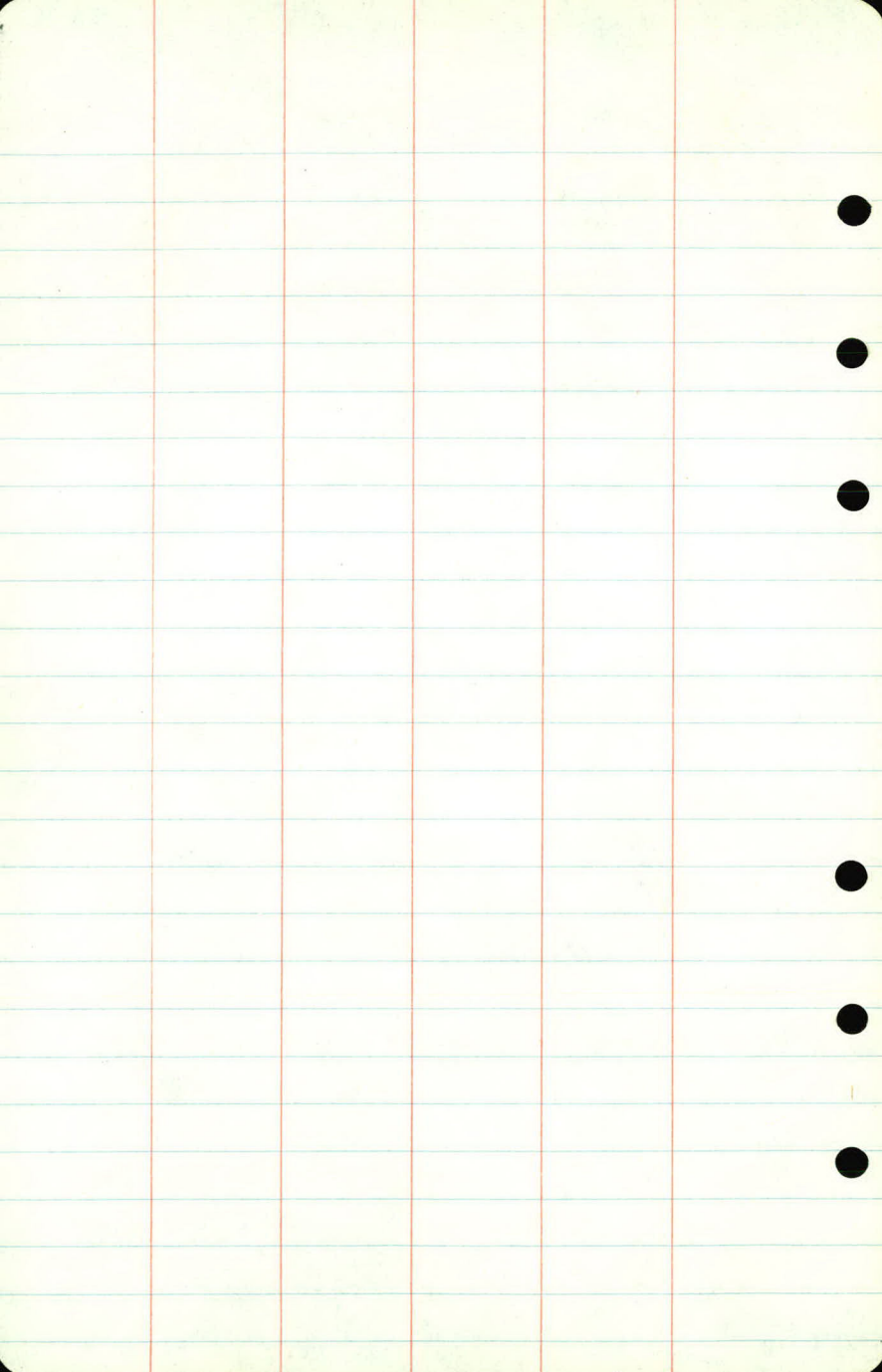
41.71

5.23

41.99

5.93

41.51



staking Notes
storm sewer
7th + Banning

Sta.	+	π	-	Elev.
B.M.	2.57	949.38		(940.81)
0	100 = S.T.H. (M.H.)			31.9
	+25			32.0
	+50			32.1
	+75			32.20
1	+027 M.H.			32.31
	+99.5 M.H. & G.B.			32.5
				35.87 T.M.
2	+08 G.B.			35.27 F.Linc
				39.63 T.M.
	+67.2 G.B.			36.93 F.Linc
B.M.		2.57		940.81

Ger. Rod.

B/UC
Tops.

Top Hyd. Lt 8456

11.48

$$\begin{array}{r} 4.15 \\ + 7.33 \\ \hline \end{array}$$

11.38

$$\begin{array}{r} 3.88 \\ + 7.50 \\ \hline \end{array}$$

11.28

$$\begin{array}{r} 3.78 \\ + 7.50 \\ \hline \end{array}$$

11.18

$$\begin{array}{r} 3.78 \\ + 7.4 \\ \hline \end{array}$$

11.07

$$\begin{array}{r} 3.87 \\ + 7.30 \\ \hline \end{array}$$

10.88

$$\begin{array}{r} 5.08 \\ + 5.8 \\ \hline \end{array}$$

Top + 0.35

4.51

8.11

$$\begin{array}{r} 4.49 \\ + 3.6 \\ \hline \end{array}$$

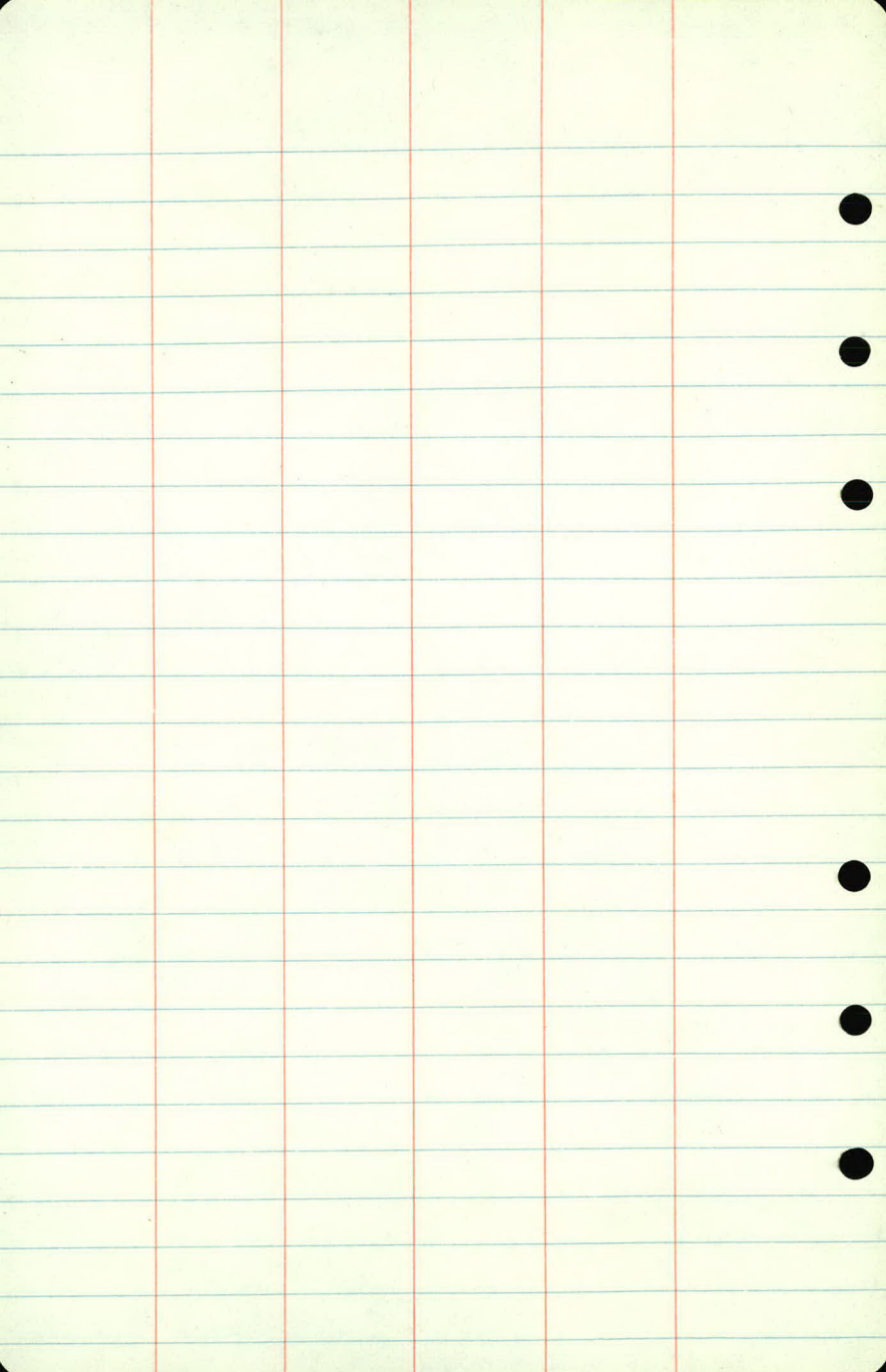
3.75

6.95

$$\begin{array}{r} 3.75 \\ + 3.2 \\ \hline \end{array}$$

Top Hyd.

$$\begin{array}{r} 11.07 \\ 10.88 \\ \hline .19 \end{array}$$



stern schwer

stern schwer

Sta	+	-	Grade
B.M.	363	945.90	(942.27)
17	+39.16	Curb Lt.	40.50
	+39.46	Curb Rt.	40.40
	+	C.B.Lt.	37.30
	+	C.B.Rt.	36.90
18	+19.6	C.B.Rt.	37.31
	+	C.B.Lt.	37.47
	+19.6	M.H.	36.32
	+50		36.28
	+75		36.25
19			36.21
	+25		36.17

G.C. Rod.

Blue
Tops.

Top Hyd. NE. G.C. Stewart L. 7th

5.40

5.50

5.60

$\frac{5.10}{+3.5}$

5.70

$\frac{5.3}{+3.7}$

5.59

$\frac{5.29}{+3.30}$

5.93

$\frac{5.15}{+3.30}$

5.58

✓ 10.01 18.11 9.6'

$\frac{5.28}{+4.30}$

5.62

$\frac{5.42}{+4.2}$

5.65

$\frac{5.45}{+4.2}$

5.69

$\frac{5.29}{+4.4}$

5.73

$\frac{5.03}{+4.7}$

Sta

+

T

-

Grade

945.90

19 450

36.13

+75

36.09

20

36.06

+25

36.02

+50

35.98

+75

35.94

21

35.91

+25

35.87

T.P.

4.69

946.66

393

941.97

+50

35.83

+5817 M.H.

35.82

+75

35.79

Gr. Rod.

8/40
10x3

9.77

4.77
+5.0

9.71

4.71
+5.1

9.89

4.84
+5.50

9.88

4.58
+5.50

9.92

4.32
+5.60

9.96

4.16
+5.80

9.99

3.89
+6.10

10.03

3.93
+6.10

10.83

5.33
+5.50

10.84

5.04
+5.8

10.87

4.77
+6.10

Sta.	+	π	-	Grade
------	---	-------	---	-------

		946.66		
--	--	--------	--	--

22				
----	--	--	--	--

				35.76
--	--	--	--	-------

	125			
--	-----	--	--	--

				35.72
--	--	--	--	-------

	150			
--	-----	--	--	--

				35.68
--	--	--	--	-------

	175			
--	-----	--	--	--

				35.64
--	--	--	--	-------

23				
----	--	--	--	--

				35.61
--	--	--	--	-------

	125			
--	-----	--	--	--

				35.57
--	--	--	--	-------

	150			
--	-----	--	--	--

				35.53
--	--	--	--	-------

	175			
--	-----	--	--	--

				35.49
--	--	--	--	-------

24				
----	--	--	--	--

				35.46
--	--	--	--	-------

T.P.				
------	--	--	--	--

	309			
--	-----	--	--	--

		949.95		
--	--	--------	--	--

			480	
--	--	--	-----	--

				941.86
--	--	--	--	--------

	125			
--	-----	--	--	--

				35.42
--	--	--	--	-------

	150			
--	-----	--	--	--

				35.38
--	--	--	--	-------

Gr. Rod.

Bluc.
Tops

10.90

$$\begin{array}{r} 4.6 \\ +6.3 \\ \hline \end{array}$$

10.94

$$\begin{array}{r} 4.94 \\ +6.0 \\ \hline \end{array}$$

10.98

$$\begin{array}{r} 4.88 \\ +6.10 \\ \hline \end{array}$$

11.02

$$\begin{array}{r} 4.82 \\ +6.20 \\ \hline \end{array}$$

11.05

$$\begin{array}{r} 4.75 \\ +6.30 \\ \hline \end{array}$$

11.09

$$\begin{array}{r} 4.79 \\ +6.30 \\ \hline \end{array}$$

11.13

$$\begin{array}{r} 4.83 \\ +6.30 \\ \hline \end{array}$$

11.17

$$\begin{array}{r} 4.77 \\ +6.40 \\ \hline \end{array}$$

11.20

$$\begin{array}{r} 4.80 \\ +6.40 \\ \hline \end{array}$$

9.53

$$\begin{array}{r} 3.33 \\ +6.20 \\ \hline \end{array}$$

9.57

$$\begin{array}{r} 3.57 \\ +6.0 \\ \hline \end{array}$$

Sta

+

π

-

Grade

944.95

24 +75

35.34

25

35.30

+

N.H. of Johnson Ave.

35.27

B.M.

0.84

944.11

(944.19)

Gr. Red.

Blue
Tops.

961

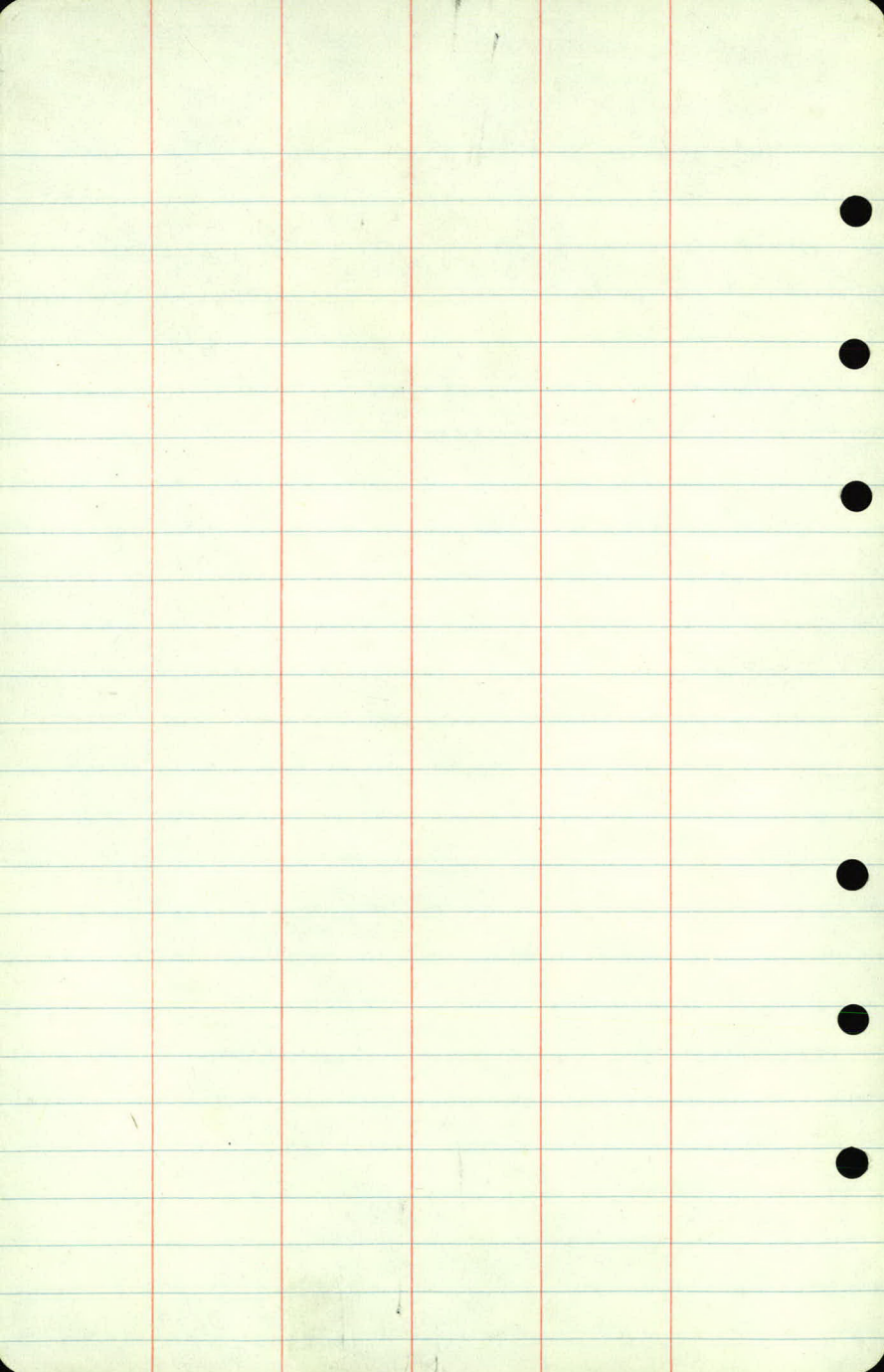
3.91
+5.70

965

4.35
+5.00

968

Tep Hyd Johnsons 7th



Storm Sewer Survey

7th St. W. Bear.

Alignment

No. Side of Street.

W. Bear Ave. to Division St.

Survey 9/6/40

Plan Completed 9/7/40

5 Pages.

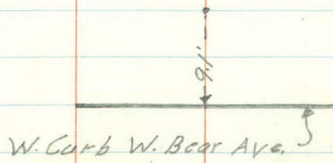
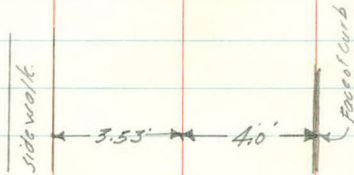
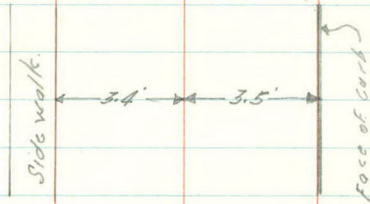
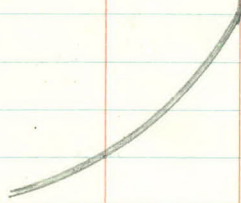
3 +99.32 = Face of Curb N.E. Cor. 7th & Division St.

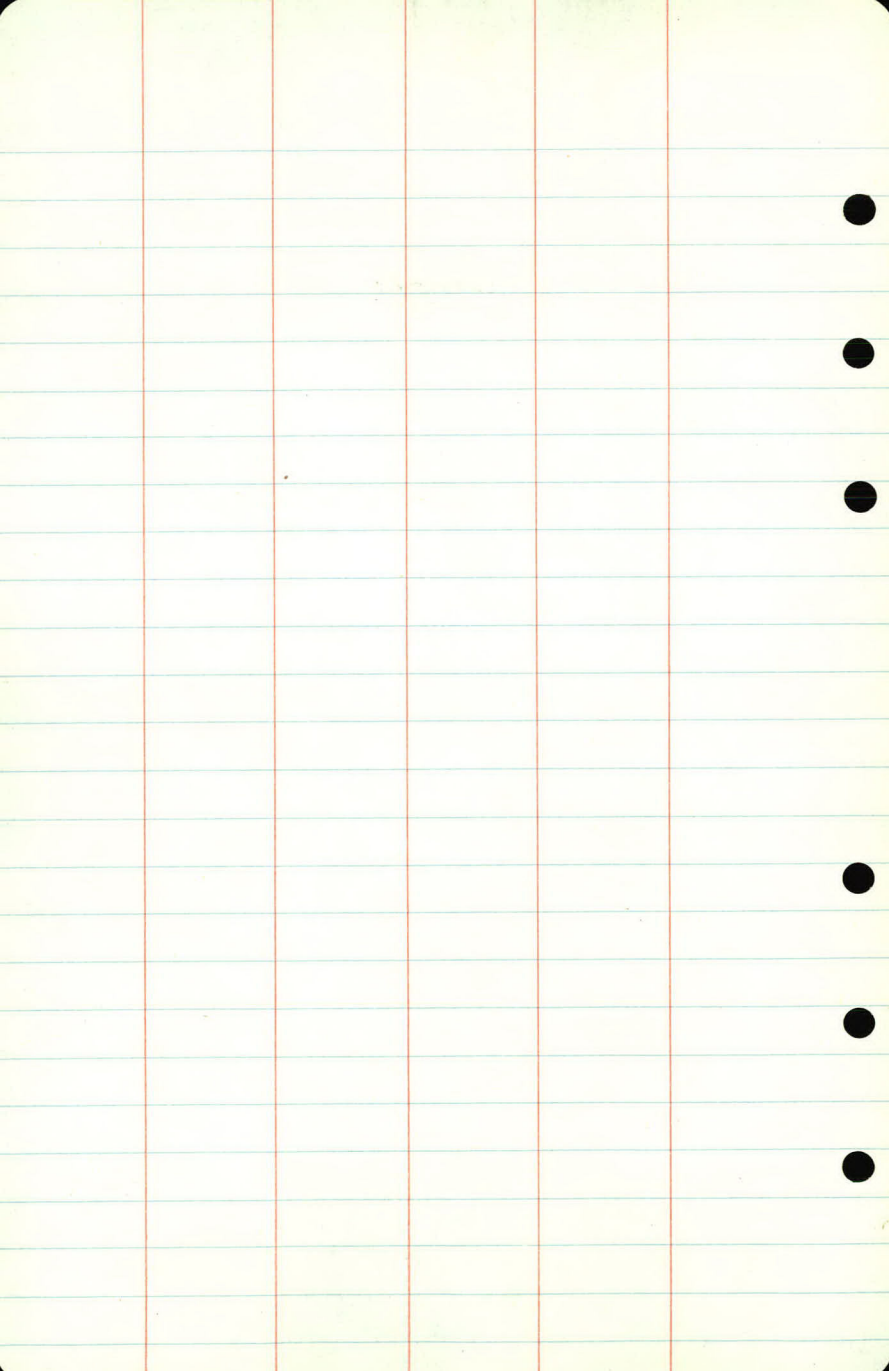
3 +47

0 +46

0 +00 = & storm sewer

9-6-40
K. H.
L. O.
M. B.





Levels.

Sta.	+	π	-	Elev
B.M.	0.61	941.48		940.87

Flow Line Storm Sewer at M.H. 10.35 31.13

0 +00 5.95 35.53

Flow Line Sanitary Sewer at M.H. 13.0 28.48

+08 5.9 35.6

+17 5.86 35.62

+25 5.3 36.2

+31.6 6.17 35.31

+31.6 5.57 35.91

+50 5.4 36.1

1 5.3 36.2

+82.4 5.14 36.34

Top Hyd. S.E. Cor. 7th & Division St.

12" Vit. Pipe

8" Vit. Pipe

Top Curb

Top Curb

Sta	+	π	-	Elev
		941.48		
1	+82.4		5.5	36.0
2			5.4	36.1
	+02.1		5.5	36.0
	+02.1		5.05	36.43
	+76		4.72	36.76
	+76		5.0	36.5'
	+86.5		5.0	36.5
	+86.5		4.67	36.81
3			4.7	36.8
	+50		4.41	37.07
	+58.3		4.53	36.95'

Top Curb

Top Curb

Top Curb

W. Edge S.W.

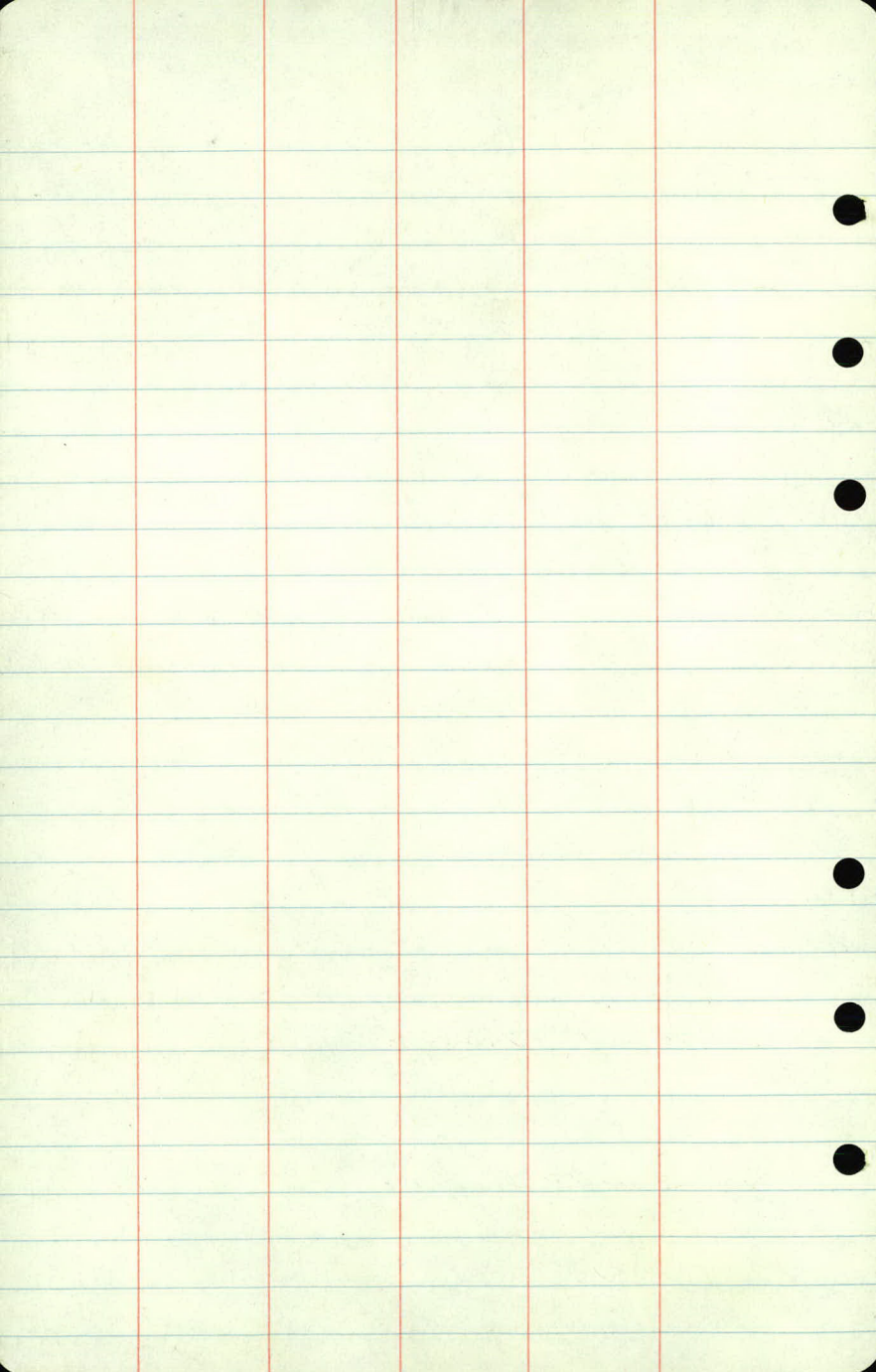
Top Curb

Sta	+	T	-	Elev.
		941.48		
3	+58.3		5.1	36.4
	+62		5.1	36.4
	+72		4.4	37.1
	+79		4.3	37.2
	+86		4.6	36.9
	+96		5.3	36.2
	+99.32		5.2	36.3
	+99.32		4.64	36.84
Top Curb			4.70	36.78
F.L. Sanitary Sewer		Along Division St	13.14	28.34
B.M.			0.61	940.87

Top Curb.

Ctr. Rod S.E. Cor. 7th & Division St.

Top Hydr. S.E. Cor. 7th & Division St.



Seventh Street

Storm sewer

staking Notes.

Sta	+	π	-	Grade
B.M.	0.67	941.54		940.87

0	+00			32.10
---	-----	--	--	-------

	+25			32.17
--	-----	--	--	-------

	+50			32.24
--	-----	--	--	-------

	+75			32.32
--	-----	--	--	-------

1				32.39
---	--	--	--	-------

	+25			32.47
--	-----	--	--	-------

	+50			32.54
--	-----	--	--	-------

	+75			32.62
--	-----	--	--	-------

2				32.69
---	--	--	--	-------

	+25			32.77
--	-----	--	--	-------

	+50			32.84
--	-----	--	--	-------

9-25-40
K.A.
L.C.
M.B.

Gr. Rod

Cut
or
stakes.

Top Hyd. S.E. Cor. 7th + Division sts.

9.44

$$\begin{array}{r} 6.03 \\ +3.31 \\ \hline \end{array}$$

9.37

$$\begin{array}{r} 6.38 \\ +2.99 \\ \hline \end{array}$$

9.30

$$\begin{array}{r} 5.40 \\ +3.90 \\ \hline \end{array}$$

9.22

$$\begin{array}{r} 5.32 \\ +3.90 \\ \hline \end{array}$$

9.15

$$\begin{array}{r} 5.35 \\ +3.80 \\ \hline \end{array}$$

9.07

$$\begin{array}{r} 5.27 \\ +3.80 \\ \hline \end{array}$$

9.0

$$\begin{array}{r} 5.3 \\ +3.7 \\ \hline \end{array}$$

8.92

$$\begin{array}{r} 5.12 \\ +3.8 \\ \hline \end{array}$$

8.85

$$\begin{array}{r} 5.18 \\ +3.67 \\ \hline \end{array}$$

8.77

$$\begin{array}{r} 4.97 \\ +3.80 \\ \hline \end{array}$$

8.70

$$\begin{array}{r} 4.80 \\ +3.90 \\ \hline \end{array}$$

Sta	+	π	-	Grade
		941.54		
2	+75			32.92
3				32.99
	+25			33.07
	+50			33.14
	+75			33.22
4				33.30
F.L.C.B. S.E. Cor.				33.50
B.M.			0.67	940.87 (940.87)

Gr. Rod.

cut
on
stakes.

8.62

4.72
+3.90

8.55

4.65
+3.90

8.47

4.57
+3.90

8.40

4.40
+4.0

8.32

4.40
+3.92

8.24

4.40
+3.84

8.04

4.54
+3.50

