

W. BK. 57 Dr. 14
B.K. 57 Dr. 14

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan.....Survey

Eighth St., (W.B.C.).....

From S.T.H. #61..... To Johnson St......

Road Acc't. No.

Date Filed 8-15-49..... File.....

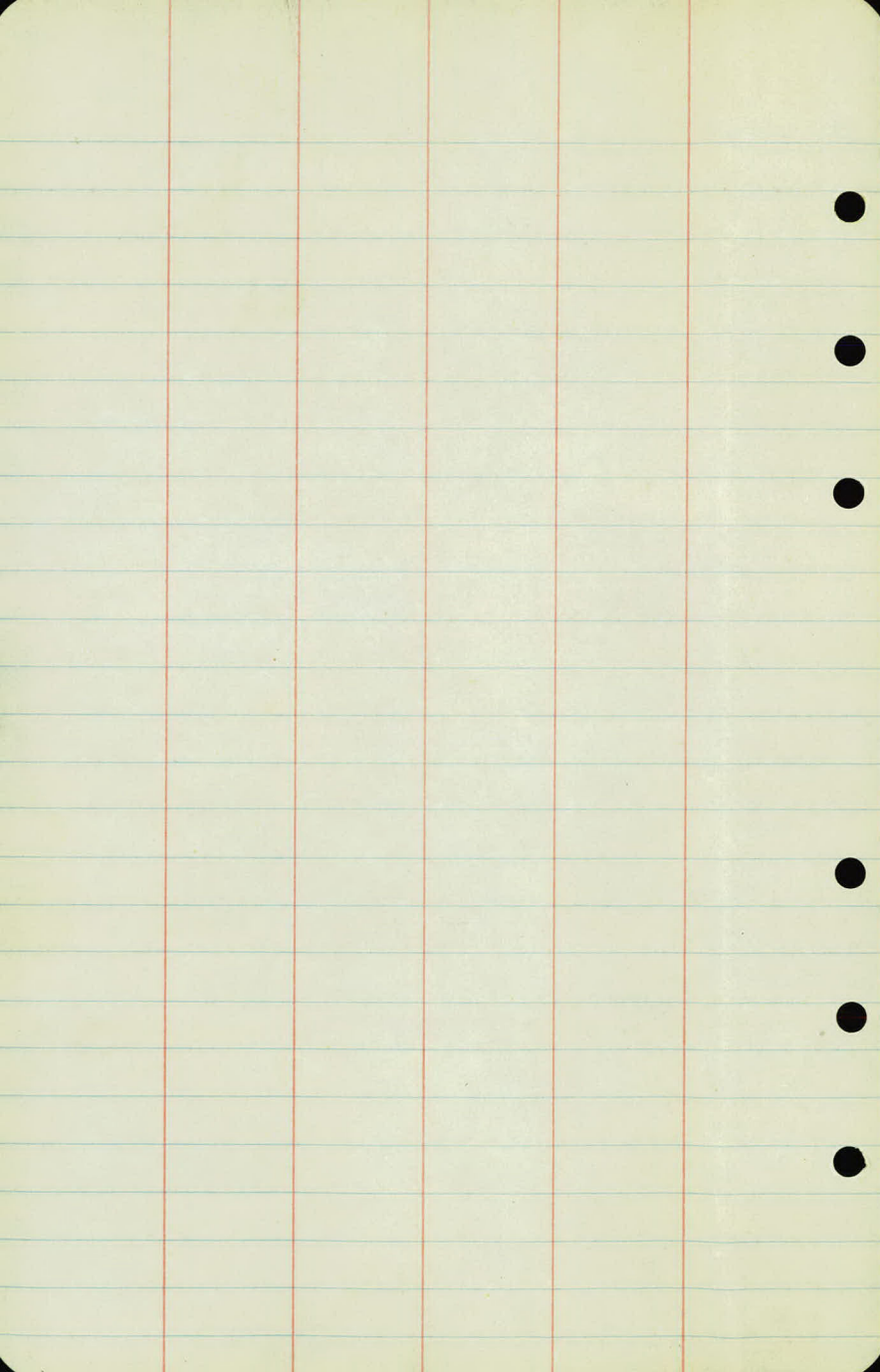
Plan Survey
Eight Street
from
STH #61 to Johnson St.

Alignment #1	pages	1-3
Alignment #2	"	4-7
Topography	"	8-14
Bench Levels	"	15-16
X Sections	"	17-31

5-13-49
to
5-17-49

Rec. 5-19-49
L.C.

G.B.
A.M.
M.B.



Alignment #1

Sta	Pt	Lt.	Rt.
-----	----	-----	-----

3+19.80	POT	¢	Cook St.
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2+89.70	PI		0°58 $\frac{3}{4}$ "
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1+69.62	POT	¢	Track N.P. Stillwater Branch
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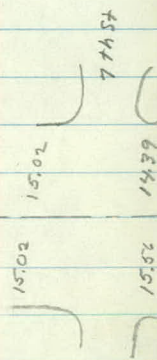
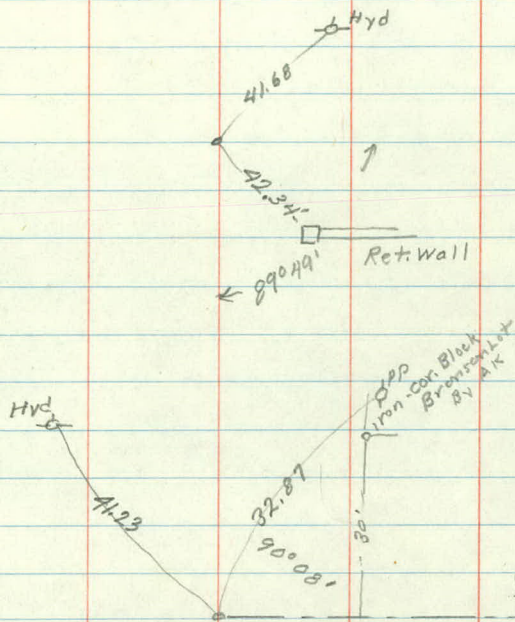
0+00		¢	N Bound Lane STH #61
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Sta	Pt	Δ Lt	Δ Rt
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14+26.18	PI		
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10+64.05	POT		☉ Moorehead St
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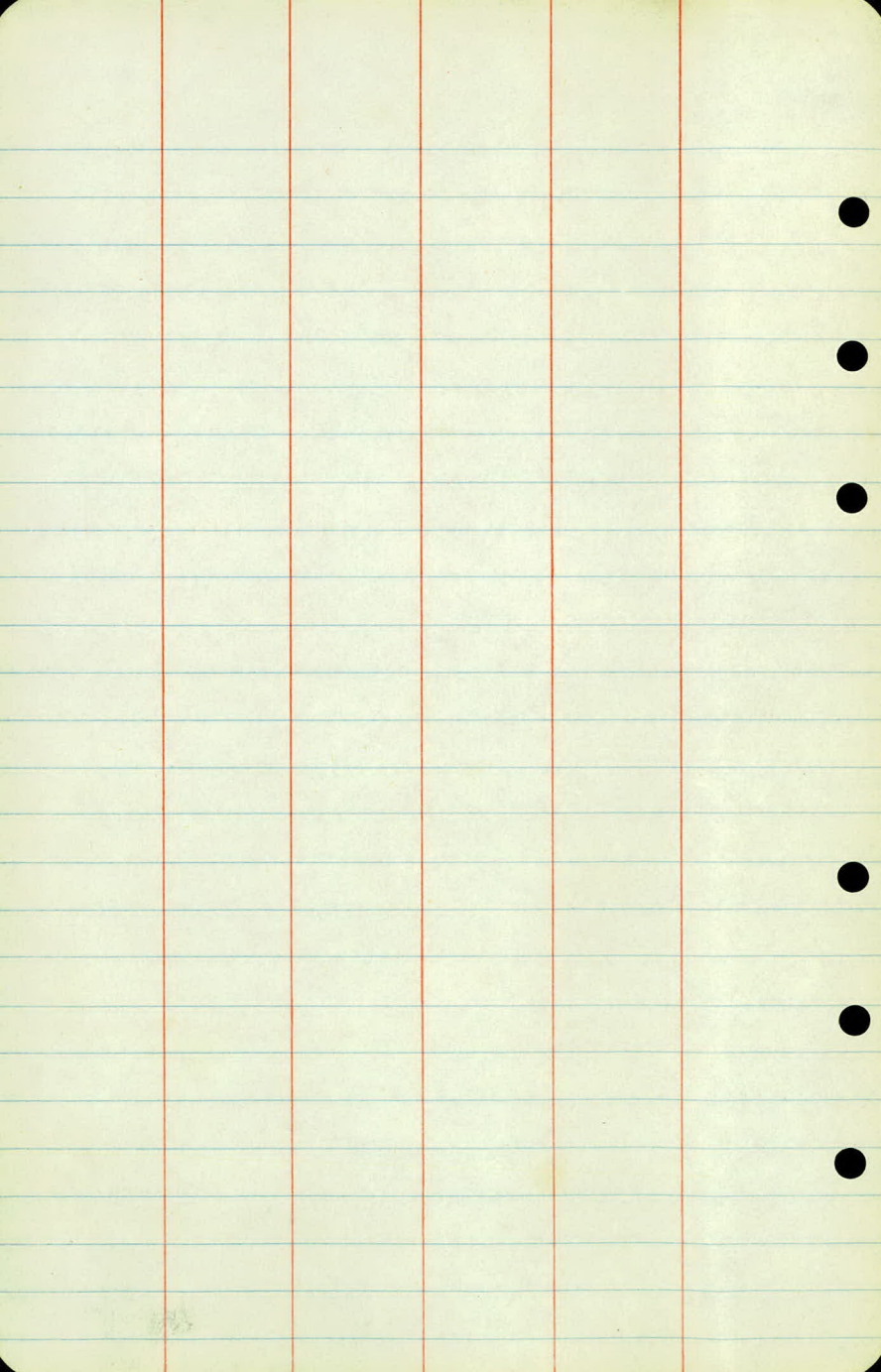
6+90.43	PI	0°04 $\frac{1}{2}$ '	☉ Stewart St
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46.62 - 37.79 - 4 PP

± Pavement

89°50'



Alignment # 2

Sta

Pt

Δ L+

Δ R+

1+70.95

0+01.51
1+51.00

POT

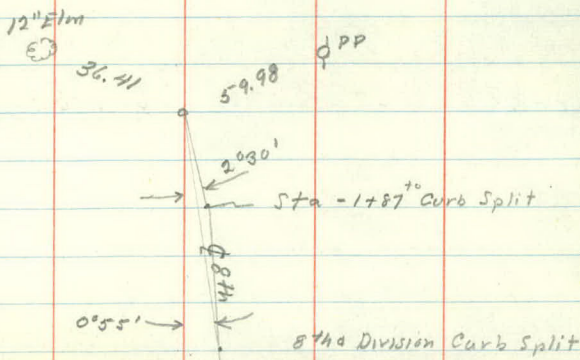
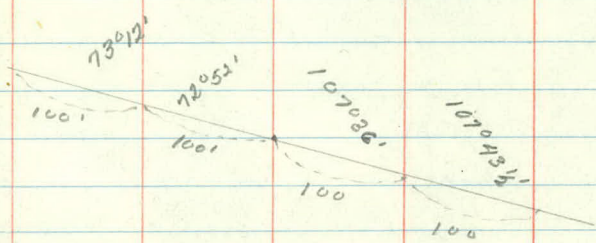
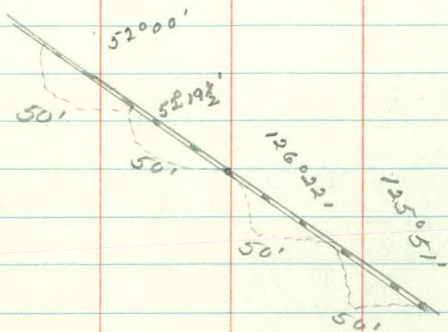
☒ N.B. Lane STH #61

0+00

PT

Drill hole in Pavc STH #61

1.51' W of ☒ N.B. Lane



Sta

Pt

$\Delta L +$

$\angle R +$

6 + 90.43

PI

0°06'

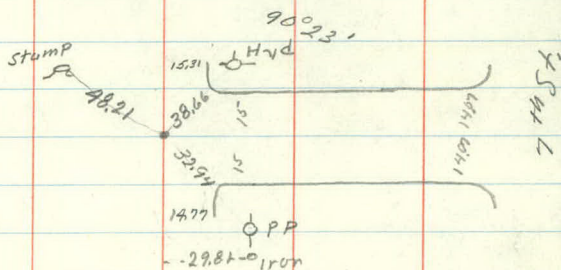
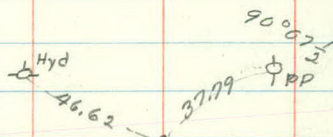
$\angle$ Stewart

3 + 19.94

POT

$\angle$ Cook St.

6



Sta

Pt

Alt

Lat

14+26.10

PI

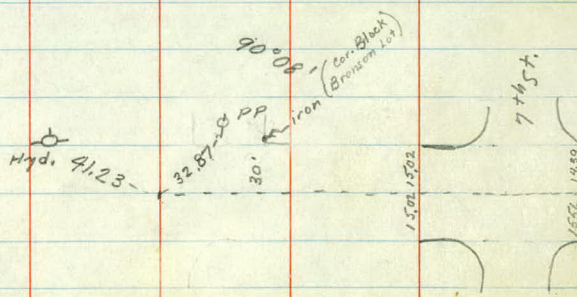
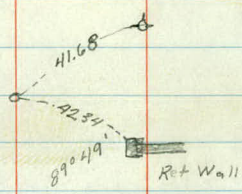
E Johnson St

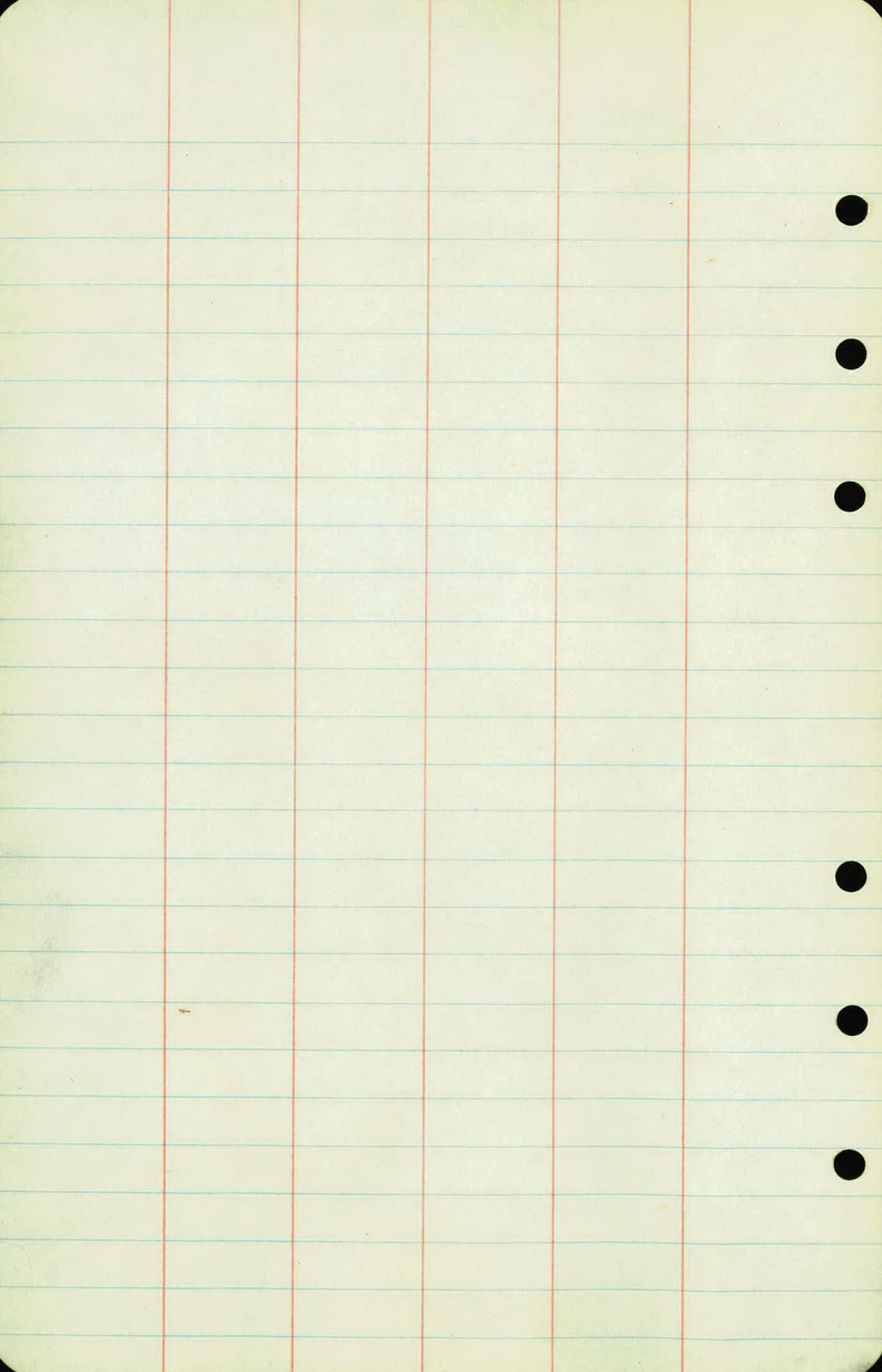
10+64.05

POT

Moorehead

E





8

Topography

5-16-49

B.

3)

(Alignment #2)

+63 20" BE 33.
+60 15 BE 41.

+39 Car Base Dwell 43.
+10 20" Twn Oak 41.

2)

W Rail 44' .

9. 11

N End 12" Wit. -19 . +70.95 2 Track

+55 Lilac Hedge 48 .

+75 W Rail -10' .

+65 12" Wit 21 .

+50 W. Rail 23' .

+39 Tol. Pole 19 .
+38 Beg Lilac Hedge 30 .
+31 12" Pole 32 .
+28 2 15" Ent SW 28 .
+27 Fe. Car 31 .
+14 4" M -32 .
+03 end Rad -12 .

+28 RR Xing Sgn. 32' .

+25 W Rail - 64' .

Ch. Fe 30

141

+89 Chain Fe Car 30 .
+88 Beg Rad 30 .
+77 E Sta Ent. .
+71 Ptm Rad 38 .
+61 Ptm Rad 15 .
+51 end Rad 38 .
+57 Beg Drive R-10 .

+56 PD -22 .

+35 end Rad 9 .
+38 Beg Rad 31 .
+28 Ptm Rad 17 .
+30 2 15" Drive 31' .
+31 15" Elm 18 .
+24 edge Pav 43 .

+33 end R -15 .
+08 beg R -35 .

+19 MH -13 .

edge Pav 37.8 .

DT00

-10.6 R Ptm Island 24.
-8.9 W edge Pav N Lane
-15 R Tie to Sta Ent.
-18.6 E edge Pav S.B. Lane
-32.4 W " " "
-98.2 West Rail
-119 West Rail

Topography
Eight St

+63 20" BE 33'
+60 15" BE -42'

+50

+17 RR Xing Sgh -18'

+34 Cor. Base Dwell -42
+10 20" Turn Out -40'

2

W Rail 46.

10 10

+95 Nend 12" V. t -19

+82 PP 55
~~+95 N End 12" V. t -19'~~

+75 W R -10'

+69.62 @ Track

+56 Lilac Hedge 50'

+50

+39 Tel P -21
+38 Beg Lilac Hedge NE 32
+30 Pop 34
+28 @ 18" Ent SW -38
+27 Fe Cor. 33
+14 7" M -34
+03 end R -14

+65-12" V. t 19
+50 Wist Rd 1-23
+28 RR X Sgh -
+25 W Rail -55

+89 Chain Fe Cor 33
+88 Beg R. 33
+77 @ Sta Ent.
+71 Pton R -41

11

+61 P. on R. -18

+51 ~~end~~ R 41
+51 Beg Drive R -13
+50

+56-PP -19'

+35 end R -12
+38 beg R 35
+28 Pton R 20
+38 15" Elm -22
+30 @ 15" Sto. Drive -35
+24 edge Pav 50
+22 Mt -18'

+35-end R -11
+12 Beg R -25

+10.6 E Edge Pav.

+0+00 Pav edge 27' @ N. Bound Lane

-10.6 W Edge Pav N Lane

-10.6 Rad Plat Islands 23

-15 R Tie to Sta Ent.

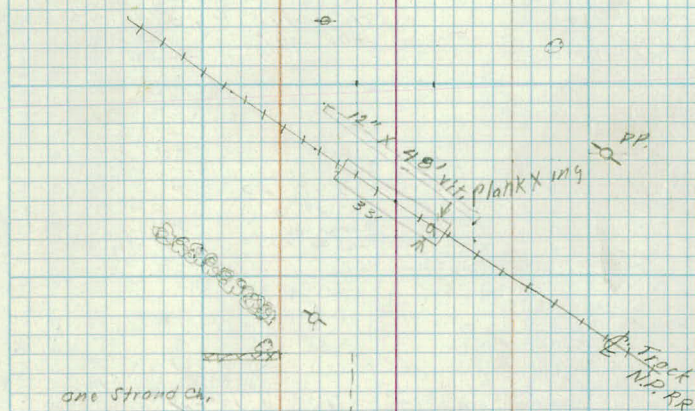
-20 Edge SB Lane
-30.4 @ SB Lane)
-41 W edge SB Lane
-99.6 W Rail
-114.4 W Rail.

5-16-49

GB
MB.
AM

Base
Phill

24



+91 24" Pop -34

+62 Coca C. Sgn -36

Gravel Drives

Sod

Sod

edge Box 29-67

00 5B Lane 104

STH #61 N.B. Lane

STH #61 S.B. Lane

6 1" Loc. 28

14' 15'

+68 Med Dump Bean - 21

+50

+22 Two Oak - 41
+22 12" Tr Oak - 37
+21 end R - 14
+10 Beg R 30
+03 ♀ Alky

+90 Cor WWF 30
+88 3" Elm - 20
+85-15" BE 32

+67 Top Step - 27
+67 Bot Step - 24
+67 2 2' Ent SW 14.5 to 24
+43 Beg Plank curb 2nd - 14

+50

+41 3" Elm - 20
+40 Beg WWF 30
+40 end Picket Fe - 30
+34 Lilac Hedge N 31
+31 8" Ch. Elm - 20
+15-15" Ch. Elm - 20
+06 Top 3' step 29 7' Ent.
+06 Bot 3' step 27 7' Ent.

4

+99 8" Elm - 20
+84 8" Ch. Elm - 20

+75 Beg 8" Black Rct Wall N - 30
+62 Beg 8" Black Rct Wall N - 30
+62 End Fe - 30
+51 5" Ch. Elm - 20
+50 Picket Fe 30

+50

+44 Stump - 43

+98 12" Apple - 41
+82 bush x 33
+78 Top 3' step - 25
+78 Bot 3' step - 23
+78 Beg 2' ent SW 17
+75 Bush x 33
+62 - 3" plum - 38
+57 bush - 33

+33 end Shrub - 33
+27 Bush x - 33
+24 Beg Shrub - 33
+20 Top 3' step - 25
+20 Bot 3' step - 23
+16 end R - 13
+08 Beg R 32
+03 ♀

+97 end Rod - 31
+91 PP 23
+90 Fe. Cor 30
70 end Hedge 31
+88 Beg Alky R - 13

+26 ♀ 12' Ent Drive 31

+99 8" Elm - 20
+84 8" Ch. Elm - 20

+77 Bush - 32

+51 Fe. Cor 30

+49.9 end curb R - 15.52 15.31

+40 Hyd - 33
+34.9 Beg Curb R - 30

+19 Mt - 51

+19.7 Beg Blk Top S - 18
+19.8 ♀ Cook

+04.7 end Curb R 30

3

11

+99 15" BE 36

+89.70 Beg Curb R 15 14.77
+97 PP - 25

+20 MH-6'

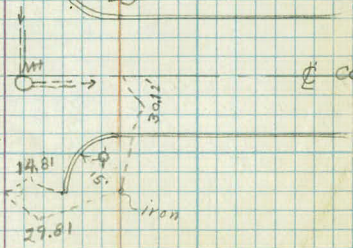
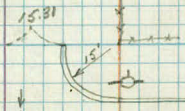
+87 Aptin Carbing 145
+89 end carb 18'
+97 end Alley R -301

+43 12" DE-33'

Conc Drive

Gate across Drive

E Cook



9
 +93 Cor 2' Hedge 31
 +72 5' conc post - 30'
 +81 ϕ Alley
 +67 + ϕ 10' Lilac Hedge - 32
 +50 4" Plum - 37

14 13
 +90 PR 24'
 +81 ϕ Alley
 +71 Row Lamb. S - 45'

+7
 +64 end. Lily - 27
 +31 Lily Bed - 27

8
 +86 24" BE - 28'

14 14
 +73 Bush 27
 +772 R.M. - 31
 +87 cor. Gar. 42', conc. Slab 47.5 - 52.5
 +65 conc. Drive 37 & 48

+50
 +49 15" BE - 30
 +38 12" Pine - 33
 +25 end R - 14
 +21 Hyd 35
 +19 Water Sho. 35

+49 cor circ. Drive 18
 +45 edge Drive 34
 +35 Cor. 10' Circ. Driv 18.5
 +24 end R 14
 +22 PP - 22

7 Beg R - 45'
 +82 M1 76'
 +75 end R - 30
 +58 Beg R 13'

+99.5 Pavement Beg R 45'
 +90.43 ϕ Stewart
 +81.8 Pavement +79 M1 65

+76 end R - 31'
 +66 PP - 24'
 +60 Beg R - 15'
 +51 Cor Brick Retw. S - 30

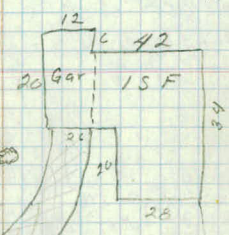
+50
 +49 6" Tr. BE - 42
 +47 6" Twin Oak - 29
 +38 Bush - 43
 +24 1" Bk Lac. 29

~~64~~
 +18 6" Pine - 41
 +48 Ce. - 32
 +44 20" Elm - 32
 +35 Pine - 38
 +25 Bush - 32
 +16 Shrub - 36
 +10 15" Bass W - 32

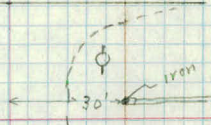
6 14 15

2

9



Stewart.



12

14 12

+97 3" Elm - 32 .

+91 cor Gor 51 } No ent.
+69 cor Gor -51 }

+74 3" Elm - 32 .

+50

+62 Cor. Ho. 38 .

+39 6' step 37 .

+39 & 2' Ent SW - 22 .

+25 Cor. Ho - 38 .

11

13 12

+91 12x30' Cm - 15 .

+96 end R - 13 .

+83 Water Shutoff - 34' .

+55 F. Hyd - 34 .

+75 Beg R - 30 .

+64.05 Moorehead St.

+96 end R - 12

+91 12" x 30' Cm - 15' .

+86 PP - 26' .

+75 Beg R - 30' .

+63 - M-1 4.5 .

+50

+

(+37 - 15' 12" x 30' Cm + 37 - 15)

+51 end R - 29' .

+34 4 in Rat W - 30.5 .

+32 Beg R to W N.C. 80 .

+32 Beg R - 13 .

+50 end R 27 .

+32 Beg R - 13 .

+32 20" Elm 53 .

+32 20" Elm - 38 .

+16 Bush - 35' .

10

14 13 Silver Maple 33 . Cor Ho 43 .

+86 2' Ent SW .

+86 & 5.0' step 26-30 .

+66 & Grov. Drive .

+57 ctr. Water W 45' .

+5

+50

+87 5 Maple - 33 .

+76 5 Maple 33 .

+63 & 5' steps 37-41 .

+60 Cor Ho 43 .

+56 water Shutoff - 19 .

+46 6" Plum - 39 .

+35 Bush 41 .

+26 c" M - 37 .

+18 6" M - 36 .

+11 4" Elm - 36 .

+58 end Hedge 31 .

+52 c" M - 37 .

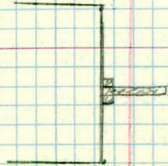
+28 4" M - 37 .

+03 4" Maple 33 .

9

Hedge 31 . 14 13

1-5
Gar



Moorehead

MT

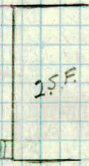
2' conc Ret wall
0.7' Thick



8' dia well
curb.
4' above ground



25 F



+50

+1

+245 MH

+16 MH-10

+26 18' ϕ Johnson

+11 end Curb R 25

+07 Ctr MH 19.5

+007 Beg Curb R 15

+11 end Curb R

+07 Ctr MH-19.5

+01 Beg Curb R

14

+98.2 ϕ 4.4' SW 15.8

+96 end of curb 15

+98.2 ϕ 4 1/2' SW

+96 end of curb-15.8

+96 Beg SW-15

+96 cor. R + Wall-30

+67 18" M-25

+52 cor Ho 46

+50

+19 Cor Ho -46

+97 8" Elm -25

+25 8" elm -25

+16 ϕ 5' int SW 30

+11 end Pocket Fe N-32

+09 20" BE -35

+04 4" Elm -24

+04 end Hedge -31

13 Hedge 31 14' 14

+82 3" Elm -24

+75 4" Plum -33

+74 cor. 3' Hedge -30

+66 ϕ 10" Gar. Drive

+53 20" Pop 49

+53 20" Tri Pop 40

+53 20" Turn Pop -32

+50

+42 ϕ Alley

+88 end Row Cedar 35

+84 PP-22

+47 stump -39

+33 Fe S -30

+29 36" C-49

+17 Stump -27

+13 Row Cedar @ 4' otrs -35

+99 ϕ 10' Drive

+87 40" Pop -51

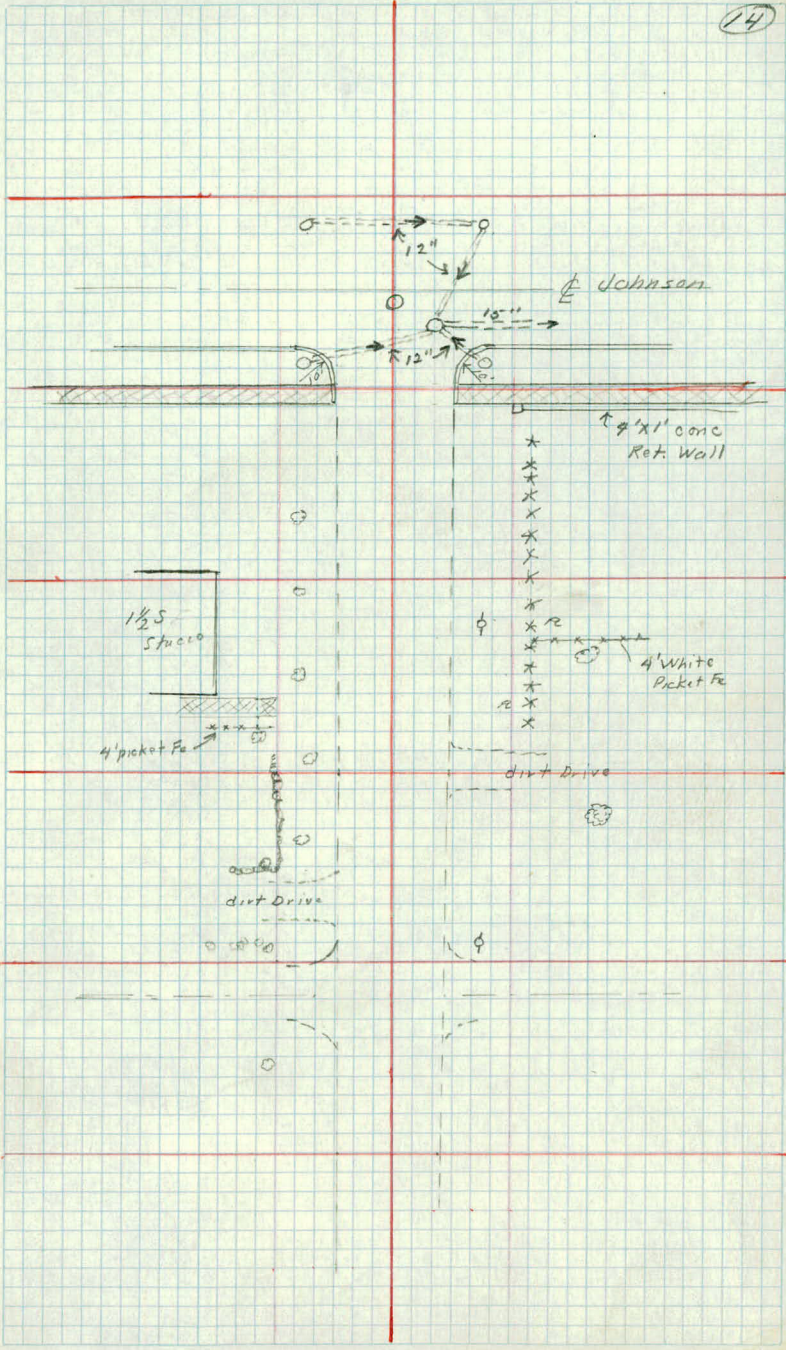
+55 PP-22

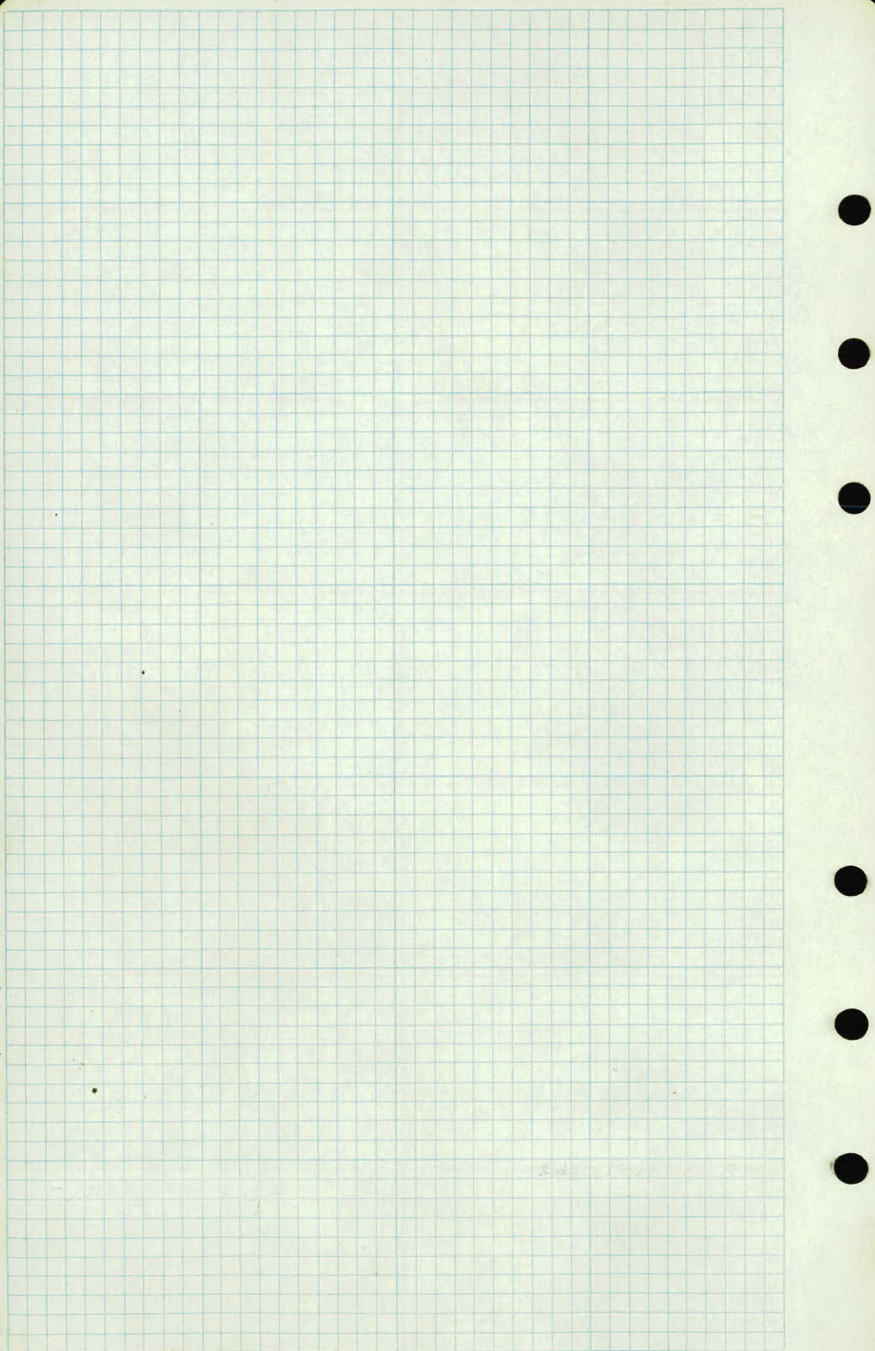
+42 ϕ alley

12

+33 3" BE-22

14 12





Bench Levels

Sta	+	π	-	Elev
-----	---	-------	---	------

BM	0.64	946.22		945.58
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BM	5.05	947.73	354	942.68
----	------	--------	-----	--------

BM	2.86	949.59	1.00	946.73
----	------	--------	------	--------

BM			5.57	944.02
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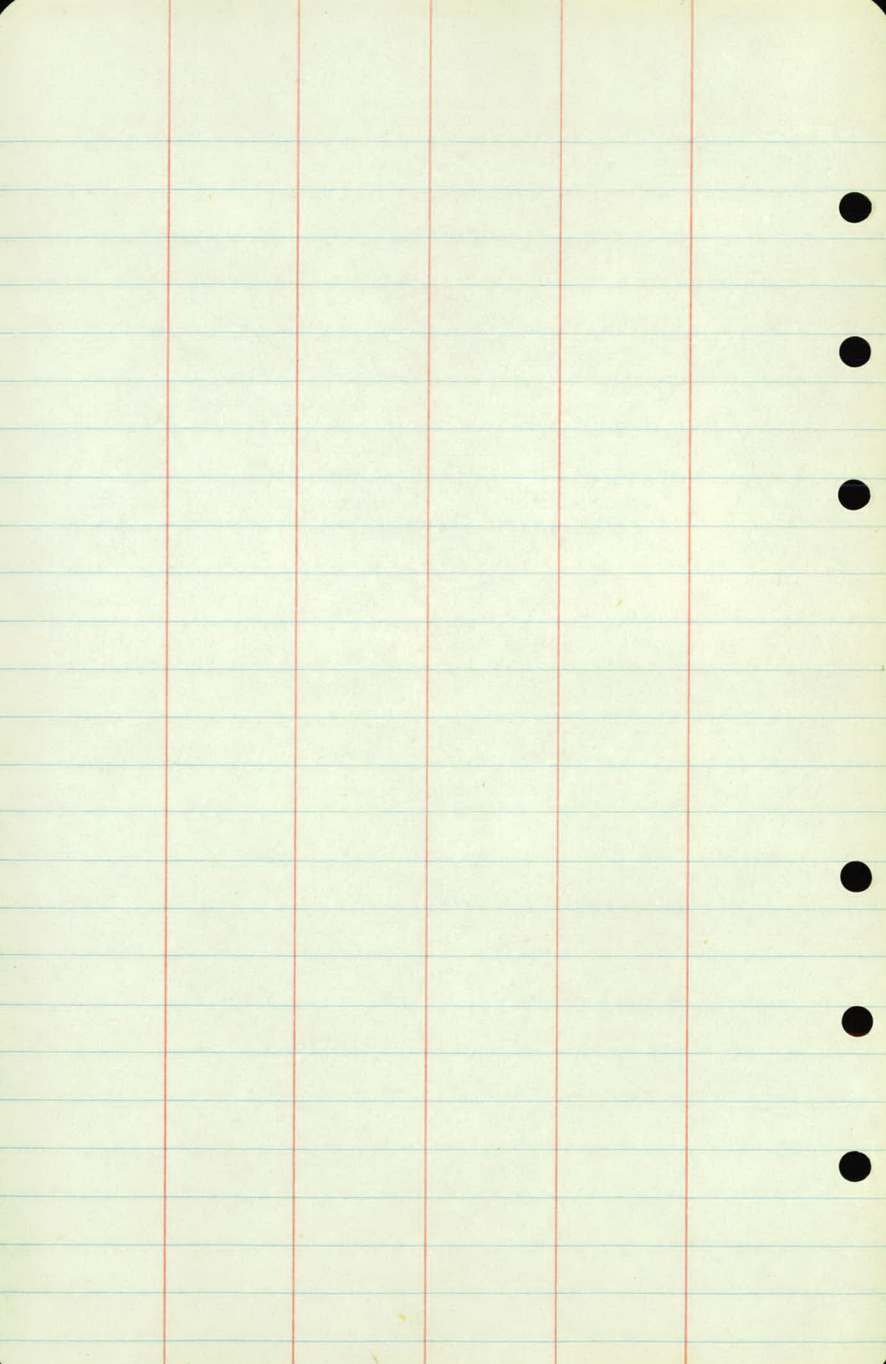
KA 641-41
944.01

Top Hyd. SE Cor. 8th & Johnson

Top hyd NE cor 8th & Moorehead.

Top hyd NE cor. 8th & Stewart

Top hyd SE cor 8th & Cook



X Sections

Sta	+	π	-	Elev
-----	---	-------	---	------

BM	0.15	944.17		944.02
----	------	--------	--	--------

0 +00				39.10
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- 8.5				
-------	--	--	--	--

- 19				
------	--	--	--	--

- 29.5				
--------	--	--	--	--

- 39.5				
--------	--	--	--	--

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

ϕ NB Lane 39.10
Profile

+ 12				
------	--	--	--	--

E edge Pav 39.27

+ 30				
------	--	--	--	--

39.9

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

39.7

~~OK~~

L+

Q

R+

Top hyd SE Cor. 8th & Cook

<u>4.08</u>	<u>4.6</u>	<u>5.95</u>	<u>5.19</u>	<u>5.07</u>	<u>4.87</u>	<u>4.9</u>
50	36	29	25.5			50

P

1

5.22 = 38.95 Elev

5.20 = 38.97 "

5.32 = 38.85 "

5.48 = 38.69 "

<u>5.82</u>	<u>5.51</u>	<u>5.32</u>	<u>5.13</u>	<u>5.07</u>	<u>5.0</u>	<u>5.07</u>	<u>5.15</u>
200	150	100	50		50	100	150
							<u>5.28</u>
							200

ENB lane

<u>5.19</u>	<u>5.09</u>	<u>4.90</u>	<u>4.6</u>	<u>4.7</u>	<u>4.3</u>	<u>4.0</u>
50	32		13	28	33	50

			4.3				
<u>4.9</u>	<u>4.6</u>	<u>4.6</u>	<u>4.5</u>	<u>4.6</u>	<u>4.3</u>	<u>4.4</u>	<u>4.3</u>
50	30	16	7	16	18	34	50

<u>4.3</u>	<u>4.4</u>	<u>3.9</u>	<u>4.3</u>	<u>4.7</u>	<u>4.9</u>	<u>4.5</u>	<u>4.8</u>	<u>5.3</u>	<u>4.5</u>	<u>4.3</u>	<u>4.5</u>
50	35	32	19	16	11		10	16	18	32	50

Sta	+	π	-	Elev
-----	---	-------	---	------

944.17

0 + 73		Profile Drive Lt		39.4
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1				39.1
---	--	--	--	------

+ 28		end Ent SW Lt		
------	--	---------------	--	--

+ 34				38.8
------	--	--	--	------

BM	1.12	945.14	0.15	944.02
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1 + 50				38.8
--------	--	--	--	------

+ 6.5				38.6
-------	--	--	--	------

+ 70.9		¢ track		
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Lt.

Q

Rt.

$\frac{3.8}{50} \quad \frac{4.3}{32} \quad \frac{5.1}{10} \quad 4.8 \quad \frac{5.2}{9} \quad \frac{5.8}{15} \quad \frac{4.9}{18} \quad \frac{4.8}{33} \quad \frac{4.7}{50}$

$\frac{3.2}{50} \quad \frac{3.5}{30} \quad \frac{4.8}{27} \quad \frac{4.9}{20} \quad \frac{5.6}{14} \quad \frac{5.4}{7} \quad 5.1 \quad \frac{5.4}{7} \quad \frac{6.0}{15} \quad \frac{5.1}{17} \quad \frac{5.1}{32} \quad \frac{4.4}{60}$

$\frac{3.74}{30} \quad 40.43$

$\frac{3.6}{50} \quad \frac{3.6}{31} \quad \frac{4.9}{24} \quad \frac{5.1}{18} \quad \frac{6.0}{14} \quad \frac{5.6}{7} \quad 5.4 \quad \frac{5.7}{10} \quad \frac{5.9}{13} \quad \frac{5.4}{15} \quad \frac{6.0}{25} \quad \frac{6.1}{50} \quad \frac{5.71}{68}$

$\frac{5.6}{91} \quad \frac{7.4}{84} \quad \frac{7.0}{76}$

Reg 5-17/49
GB MB
HM

$\frac{5.5}{50} \quad \frac{5.6}{31} \quad \frac{6.8}{15} \quad \frac{6.8}{10} \quad 6.3 \quad \frac{6.4}{9} \quad \frac{6.8}{13} \quad \frac{6.59}{26} \quad \frac{6.67}{34} \quad \frac{7.8}{43}$

$\frac{5.8}{50} \quad \frac{6.0}{37} \quad \frac{7.1}{29} \quad \frac{6.5}{14} \quad \frac{6.5}{11} \quad 6.5 \quad \frac{6.56}{3} \quad \frac{6.65}{19} \quad \frac{6.7}{21} \quad \frac{6.32}{23} \quad \frac{6.8}{26} \quad \frac{5.9}{50}$

38.58

6.66 WR rail

38.49 6.65 E Rail

Sta	+	π	-	Elev
-----	---	-------	---	------

945.14

+95

38.9

#2

39.0

+25

39.7

+44

40.1

+50

40.2

Lt

Q

Rt

W Rail

$\frac{7.2}{50}$ $\frac{7.3}{41}$ $\frac{6.56}{33}$ $\frac{6.79}{25}$ $\frac{7.4}{22}$ $\frac{6.2}{9}$ $\frac{6.9}{15}$ $\frac{6.7}{18}$ $\frac{5.5}{30}$ $\frac{6.0}{36}$ $\frac{6.4}{50}$

$\frac{6.5}{9}$ $\frac{6.1}{10}$ $\frac{6.6}{17}$ $\frac{8.88}{19 \leftarrow FL}$

$\frac{7.7}{28}$ $\frac{8.7}{26}$ $\frac{8.5}{23}$ $\frac{5.7}{17}$ $\frac{6.1}{11}$ $\frac{6.5}{9}$ $\frac{6.1}{9}$

$\frac{6.5}{10}$ $\frac{6.6}{15}$ $\frac{6.0}{17}$ $\frac{5.8}{28}$ $\frac{6.1}{50}$

$\frac{6.7}{36}$ $\frac{6.53}{48}$ $\frac{6.95}{53}$ $\frac{7.4}{55}$ $\frac{7.2}{70}$

$\frac{8.8}{51}$ $\frac{5.8}{44}$ $\frac{6.0}{22}$ $\frac{5.1}{28}$ $\frac{5.2}{18}$ $\frac{5.6}{15}$ $\frac{5.4}{4}$ $\frac{5.4}{14}$ $\frac{6.4}{18}$ $\frac{5.7}{30}$ $\frac{5.4}{30}$ $\frac{5.9}{50}$

$\frac{5.9}{9}$ $\frac{5.6}{11}$

$\frac{5.0}{29}$ $\frac{4.2}{18}$ $\frac{5.2}{15}$ $\frac{5.1}{12}$ $\frac{5.5}{10}$ $\frac{5.2}{7}$ $\frac{5.0}{7}$

$\frac{5.3}{7}$ $\frac{6.1}{12}$ $\frac{5.0}{25}$ $\frac{4.3}{43}$

$\frac{5.4}{33}$ $\frac{5.6}{50}$

$\frac{4.2}{50}$ $\frac{3.7}{32}$ $\frac{4.5}{27}$ $\frac{4.5}{18}$ $\frac{5.1}{15}$ $\frac{5.2}{11}$ $\frac{5.4}{9}$ $\frac{5.1}{7}$ $\frac{5.9}{12}$ $\frac{5.0}{21}$ $\frac{4.1}{43}$

$\frac{5.1}{6}$

Sta + π - Elev

945.14

2 +68

40.4

+89.7

40.8

3

41.0

+04.7

Curb R+ 41.0

+19.9

± Cook St 41.3

+34.9

Curb R+ 41.5

49.9

41.7

Lt

C

Rt

2.8 4.1 4.1 4.6 5.1 4.9 4.7 4.9 5.6 4.9 4.5 3.8
31 27 20 16 11 8 8 15 18 29 50

2.5
50

2.8 2.6 3.9 4.6 4.9 4.5 4.3 4.7 5.2 5.0 4.4 4.1 4.1
50 31 26 13 11 7 10 12 15 15 30 50

end curb

4.1

2.7 2.8 3.7 4.4 4.8 4.4 4.1 4.2 4.7 4.6 4.7
50 30 27 14 12 8 8 18 30 50

4.20 4.10

2.3 2.3 3.6 4.2 4.5 4.2 3.8 3.9 4.4 4.1 4.0 3.9 3.8
50 31 26 14 12 8 7 18 30 50 100 150

3.97 (Top MH San Sewer 8" E + S 6.00 to FL)

2.0 1.9 3.7 4.1 4.4 4.0 3.6 3.7 7.4 4.03 3.98
50 29 24 14 13 8 8 19 30 50

1.7 1.6 3.2 3.5 4.3 3.5 3.7 3.84 3.2 3.5 3.4
50 31 24 17 13 5 8 15 25 30 50

end curb

Sta + π - Elev

945.14

41.8

+62

Profile Top + Bottom of Drive way Cut Lt.

42.0

+75

Profile top & Bot. of Drive way Cut Lt

4.

42.4

+05

Top Bott Step (6" step)

B.M

4.85

948.87

1.12

944.02

+34

43.1

+41

43.2

Ent SW Lt

+89

44.2

+95

West edge Alley

44.3

L+

2

R+

1.0	1.1											
1.8	3.0	3.0	3.4	4.0	3.5	3.5	4.1	3.2	3.0	2.6		
50	31	24	16	13	8	7	15	21	29	50		

1.0	1.0											
1.8	2.6	2.8	3.4	3.1	3.4	3.8	3.0	3.0				
50	31	25	17		9	15	23	44				
		3.3	3.9									
		7	14									

1.0	0.7	2.2	2.8	3.4	3.0	2.7	3.0	3.5	3.2	2.5	1.0	1.0
48	30	24	17	14	7		7	14	16	28	30	44

$153 = 43.61$

3.8	4.2	5.5	6.2	6.7	6.2	5.8	6.0	6.4	5.9	4.9	4.3	4.8
50	29	26	16	14	8		7	14	17	28	30	50

3.5	3.2	5.4	5.7	6.5	6.2	5.7	5.9	6.3	5.8	4.8	4.3	4.8
50	30	23	16	15	8		8	14	16	28	30	50

5.28

3.2	3.1	4.9	5.1	5.8	5.3	4.7	4.9	5.5	5.0	4.6	3.7	3.6
50	30	23	15	15	8		8	15	17	28	30	50

4.4	5.5	5.6	5.0	4.6	4.3
50	29	14	7	15	28

Sta + π - Elev

948.87

5

44.3

+08

Edge of alley 44.5

+10

Top of

5.8

+14

44.7

Top Bott. Step. Rt

+50

44.8

+80

SWent Rt

6

43.9

+1

+50

+50

43.4

+59

43.4

+65

5?

43.3

L+

C

R+

4.6

$$\left(\begin{array}{cccc} 4.5 & 4.9 & 4.8 & 4.5 \\ 8 & 15 & 28 & 50 \end{array} \right)$$

$$\frac{4.4}{50} \quad \frac{4.9}{31} \quad \frac{5.2}{15} \quad \frac{4.7}{9} \quad 4.4$$

$$\begin{array}{cccccccccccc} & & & & & 4.2 & & & & & & H0 \\ \frac{2.6}{50} & \frac{2.4}{33} & \frac{3.0}{26} & \frac{4.8}{16} & \frac{5.3}{14} & \frac{4.7}{9} & \frac{4.3}{9} & \frac{4.8}{15} & \frac{4.4}{19} & \frac{4.1}{24} & \frac{3.1}{27} & \frac{3.0}{48} \end{array}$$

$$3.45 = 45.42$$

$$\begin{array}{cccccccccccc} \frac{1.5}{50} & \frac{0.8}{30} & \frac{3.7}{24} & \frac{4.7}{15} & \frac{5.1}{14} & \frac{4.5}{8} & 4.1 & \frac{4.3}{7} & \frac{5.1}{15} & \frac{4.1}{17} & \frac{4.4}{23} & \frac{2.8}{27} & \frac{2.8}{50} \end{array}$$

$$4.35 = 45.52$$

$$\begin{array}{cccccccccccc} H0 & & & & & & 5.0 & & & & & H0 \\ \frac{1.4}{38} & \frac{1.5}{30} & \frac{4.1}{24} & \frac{5.2}{16} & \frac{5.6}{14} & \frac{5.1}{7} & \frac{5.1}{10} & \frac{5.4}{16} & \frac{4.7}{17} & \frac{4.6}{23} & \frac{2.5}{27} & \frac{2.3}{45} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{2.5}{50} & \frac{2.4}{30} & \frac{5.1}{23} & \frac{5.9}{15} & \frac{6.1}{14} & \frac{5.8}{8} & 5.5 & \frac{5.8}{9} & \frac{6.2}{16} & \frac{5.4}{17} & \frac{5.2}{24} & \frac{3.7}{27} & \left(\begin{array}{c} 5.3 \\ 6.0 \\ 3.5 \\ 42 \end{array} \right) \end{array}$$

$$\begin{array}{cccccccccccc} \frac{4.3}{50} & \frac{4.2}{30} & \frac{5.7}{24} & \frac{6.2}{14} & \frac{5.8}{7} & 5.5 & \frac{5.9}{9} & \frac{6.1}{16} & \frac{5.5}{17} & \frac{6.0}{30} & \frac{6.4}{50} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{5.1}{50} & \frac{4.7}{30} & \frac{5.9}{24} & \frac{6.3}{16} & \frac{6.0}{10} & 5.6 & \frac{5.8}{8} & \frac{6.3}{16} & \frac{6.1}{20} & \frac{5.6}{32} & \frac{6.0}{30} & \frac{6.4}{50} \end{array}$$

Sta + π - Elev

946.87

+70

43.3

T.P. 1.67 946.40 2/5 946.72 946.73

MH. Rt & Lt

+815

edge Pav.

42.66

5+20

(Top MH.

8" W

8.55 to invert.

8" Stub out to to E same Elev.)

L+

C

R+

$$\begin{array}{r} \frac{6.0}{50} \quad \frac{6.0}{30} \quad \frac{6.2}{20} \quad \frac{5.9}{7} \end{array}$$

$$\begin{array}{r} 5.6 \quad \frac{5.9}{9} \quad \frac{6.4}{19} \quad \frac{6.4}{50} \end{array}$$



+825 on S.-76 } TOP MH
8"N - 760 to FL } 5.69

TOP MH } +79-66'
5.92 } water. Shutoff
6' to Bottom

$$\begin{array}{r} \frac{5.73}{50} \end{array}$$

$$5.74$$

$$\begin{array}{r} \frac{5.89}{50} \end{array}$$

$$\frac{3.20}{6} = 44.70$$

end 5-17-49

MB.

Sta	+	π	-	Elev.
B.M	0.34	947.07		946.73
6+90.43		ϕ Stewart		42.72
7+00		edge of Pave.		42.71
+04				42.9
+11				43.0
+16				43.1
+21				43.1
+36		West Cor. Conc Drive		
+48				42.9

5-16-49

GB MB.
AM

R7

(25)

L7

L

Top Hyd NE Cor 8th & Johnson.

<u>5.35</u>	<u>4.82</u>	<u>4.50</u>	<u>4.34</u>	<u>4.35</u>	<u>4.50</u>	<u>4.77</u>	<u>5.09</u>	<u>5.41</u>
200	150	100	50		50	100	150	200

<u>4.54</u>	<u>4.36</u>	<u>4.38</u>
50		50

<u>4.2</u>	<u>4.7</u>	<u>4.4</u>	<u>4.2</u>	<u>4.4</u>	<u>4.4</u>	<u>4.5</u>
50	30	18		16	37	50

<u>3.4</u>	<u>3.8</u>	<u>4.8</u>	<u>4.5</u>	<u>4.1</u>	<u>4.1</u>	<u>4.6</u>	<u>4.7</u>	<u>4.4</u>	<u>4.4</u>
50	32	22	15	7	5	15	22	25	50

<u>2.8</u>	<u>3.2</u>	<u>4.5</u>	<u>4.8</u>	<u>4.7</u>	<u>4.1</u>	<u>4.2</u>	<u>4.8</u>	<u>4.5</u>	<u>4.9</u>	<u>5.0</u>
50	32	23	18	15	7	5	15	19	25	50

<u>2.3</u>	<u>2.3</u>	<u>2.9</u>	<u>2.4</u>	<u>2.9</u>	<u>2.2</u>	<u>4.0</u>
37	37	30	22	15	7	

<u>4.8</u>	<u>4.5</u>	<u>4.8</u>	<u>5.1</u>
15	17	26	50

<u>4.99</u>	<u>4.208</u>
18.5	

<u>2.0</u>	<u>2.5</u>	<u>4.0</u>	<u>4.7</u>	<u>5.1</u>	<u>4.4</u>	<u>5.1</u>	<u>4.99</u>	<u>4.79</u>	<u>4.9</u>
50	30	36	17	15	7	15	18.5	34	50

Sta	+	π	-	Elev
+86		947.07 Garage		Floor, E Door.

7+	88			42.8
----	----	--	--	------

8				42.7
---	--	--	--	------

+35				42.7
-----	--	--	--	------

TP	4.04	946.89	4.22	942.85
+69				42.9

+76				42.9
-----	--	--	--	------

+86				42.9
-----	--	--	--	------

+92				42.8
-----	--	--	--	------

Lt

Q

Rt

$$\frac{9.19}{48} = 42.88$$

~ Ho. ancor

$$\begin{array}{cccccccccccc} \frac{2.1}{50} & \frac{3.0}{29} & \frac{4.0}{26} & \frac{4.7}{16} & \frac{5.1}{15} & \frac{4.7}{9} & 4.3 & \frac{4.4}{5} & \frac{5.4}{15} & \frac{5.0}{23} & \frac{4.5}{43} \end{array}$$

- Gr. @ Gar

$$\begin{array}{cccccccccccc} \frac{2.2}{50} & \frac{3.1}{29} & \frac{4.0}{26} & \frac{4.3}{19} & \frac{4.7}{11} & \frac{5.1}{15} & 4.4 & \frac{4.7}{8} & \frac{5.4}{15} & \frac{4.8}{30} & \frac{4.6}{42} \end{array}$$

$$\frac{4.6}{5}$$

$$\begin{array}{cccccccc} \frac{2.7}{50} & \frac{2.3}{30} & \frac{4.2}{27} & \frac{4.8}{16} & \frac{5.1}{15} & \frac{4.7}{9} & 4.4 \end{array}$$

$$\begin{array}{cccc} \frac{4.6}{7} & \frac{5.4}{15} & \frac{5.2}{29} & \frac{5.4}{50} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{2.7}{50} & \frac{3.2}{30} & \frac{3.9}{27} & \frac{4.2}{22} & \frac{4.8}{19} & \frac{4.8}{14} & \frac{4.4}{9} & 4.0 & \frac{4.3}{7} & \frac{4.9}{13} & \frac{5.1}{30} & \frac{5.7}{50} \end{array}$$

$$\begin{array}{cccccc} \frac{3.4}{50} & \frac{4.3}{28} & \frac{4.2}{14} & \frac{4.3}{9} & 4.0 \end{array}$$

$$\begin{array}{ccccc} \frac{4.2}{6} & \frac{4.8}{13} & \frac{4.4}{21} & \frac{4.4}{34} & \frac{5.1}{50} \end{array}$$

$$\begin{array}{cccc} \frac{3.3}{50} & \frac{4.1}{25} & \frac{4.8}{14} & \frac{4.2}{5} \end{array}$$

$$\begin{array}{cccccc} 4.0 & \frac{4.3}{6} & \frac{4.8}{14} & \frac{4.3}{23} & \frac{4.2}{33} & \frac{4.8}{50} \end{array}$$

$$\frac{1.6}{50}$$

X

$$\begin{array}{ccccc} \frac{3.6}{26} & \frac{4.5}{21} & \frac{4.9}{14} & \frac{4.4}{8} & 4.1 \end{array}$$

$$\begin{array}{cccccc} \frac{4.3}{6} & \frac{4.8}{14} & \frac{4.0}{18} & \frac{4.0}{28} & \frac{4.7}{32} & \frac{5.0}{50} \end{array}$$

Sta	+	π	-	Elev
		946.89		

9				42.8
---	--	--	--	------

+50				42.3
-----	--	--	--	------

+58	Note	Water shut off	Lt @ 9+56 out 19	42.2
-----	------	----------------	------------------	------

+61		Profile Wedge	Drive Lt	42.2
-----	--	---------------	----------	------

+71		Profile		42.0
-----	--	---------	--	------

+73				
-----	--	--	--	--

+74		Shoulder		41.9
-----	--	----------	--	------

+85		Bot step		
-----	--	----------	--	--

10				41.4
----	--	--	--	------

Lt

C

Rt

$\frac{2.5}{50}$ $\frac{2.9}{30}$ $\frac{3.7}{25}$ $\frac{4.2}{16}$ $\frac{4.9}{15}$ $\frac{4.4}{8}$ ^{4.1} $\frac{4.3}{6}$ $\frac{4.8}{14}$ $\frac{4.0}{18}$ $\frac{4.1}{28}$ $\frac{4.5}{30}$ $\frac{4.7}{50}$

$\frac{2.5}{50}$ $\frac{2.4}{30}$ $\frac{4.1}{26}$ $\frac{4.4}{17}$ $\frac{5.2}{14}$ $\frac{4.7}{7}$ $\frac{4.6}{6}$ $\frac{4.7}{6}$ $\frac{5.2}{15}$ $\frac{4.2}{25}$ $\frac{4.6}{31}$ $\frac{4.6}{50}$

$\frac{2.5}{50}$ $\frac{2.4}{30}$ $\frac{4.1}{26}$ $\frac{4.6}{17}$ $\frac{5.2}{14}$ $\frac{4.8}{7}$ $\frac{4.7}{9}$ $\frac{5.0}{9}$ $\frac{5.4}{12}$ $\frac{4.9}{19}$ $\frac{4.4}{27}$ $\frac{4.5}{38-50}$

$\frac{2.6}{50}$ $\frac{3.5}{32}$ $\frac{4.8}{19}$ $\frac{5.2}{14}$ $\frac{4.9}{8}$ $\frac{4.7}{8}$

$\frac{4.9}{6}$ $\frac{5.4}{13}$ $\frac{4.6}{26}$ $\frac{4.6}{51}$

Both of steps

$\frac{2.6}{50}$ $\frac{3.6}{32}$ $\frac{5.0}{19}$ $\frac{5.5}{14}$ $\frac{5.1}{6}$ $\frac{4.9}{7}$ $\frac{5.2}{7}$ $\frac{5.6}{13}$ $\frac{4.5}{26}$ $\frac{4.9}{43}$

Ho

$\frac{2.3}{50}$ $\frac{2.3}{32}$ $\frac{4.1}{26}$ $\frac{5.1}{18}$ $\frac{5.6}{13}$ $\frac{5.1}{7}$ $\frac{5.0}{7}$

$\frac{5.2}{5}$ $\frac{5.6}{14}$ $\frac{4.6}{26}$ $\frac{4.9}{43}$

Ho

Grav. at Ho $4.04 - 42.85$

$\frac{2.3}{44}$ $\frac{2.3}{31}$ $\frac{5.0}{24}$ $\frac{5.6}{16}$ $\frac{5.9}{14}$ $\frac{5.6}{7}$ $\frac{5.5}{7}$ $\frac{5.8}{7}$ $\frac{6.0}{13}$ $\frac{5.1}{19}$ $\frac{5.0}{29}$ $\frac{4.6}{30}$ $\frac{4.1}{43}$

Sta + π - Elev

946.89

10+ 29

41.1

+ 34

Bott. & top Ret. Wall to N on Lt.

41.1

+ 37

12" cm X Drain

41.1

+ 45

41.0

+ 50

N Gutter 41.0

+ 64

ϕ Moore head 41.0

+ 76

40.8

+ 83

40.8

L+

Q

R+

$\frac{3.6}{50}$ $\frac{2.6}{31}$ $\frac{5.5}{24}$ $\frac{6.0}{16}$ $\frac{6.5}{15}$ $\frac{6.0}{7}$ 5.8 $\frac{6.1}{5}$ $\frac{6.6}{13}$ $\frac{5.8}{22}$ $\frac{5.7}{28}$ $\frac{4.8}{31}$ $\frac{4.8}{50}$ ✓

$\frac{4.18}{50}$ $\frac{4.22}{31}$ $\frac{4.22}{31}$ $\frac{5.8}{21}$ $\frac{6.6}{16}$ 5.8 $\frac{6.3}{8}$ $\frac{6.7}{14}$ $\frac{5.9}{21}$ $\frac{5.8}{28}$ $\frac{5.0}{30}$ $\frac{9.8}{50}$ ✓
 $\frac{6.1}{7}$ ✓

$\frac{6.4}{50}$ $\frac{6.5}{34}$ $\frac{6.1}{22}$ $\frac{7.3}{18}$ $\frac{7.2}{16}$ $\frac{6.2}{9}$ 5.8 $\frac{6.1}{6}$ $\frac{7.5}{14}$ $\frac{7.4}{16}$ $\frac{5.9}{21}$ $\frac{5.9}{29}$ $\frac{5.6}{50}$ ✓
FL FL

$\frac{6.7}{50}$ $\frac{6.7}{29}$ $\frac{7.5}{23}$ $\frac{6.7}{20}$ $\frac{6.0}{8}$ 5.9 $\frac{6.1}{8}$ $\frac{6.9}{17}$ $\frac{6.8}{20}$ $\frac{6.2}{26}$ $\frac{5.8}{50}$ ✓

$\frac{7.3}{50}$ $\frac{7.0}{29}$ $\frac{6.2}{11}$ 5.9 $\frac{6.2}{4}$ $\frac{6.9}{23}$ $\frac{6.8}{50}$ ✓

$\frac{7.1}{100}$ $\frac{6.8}{50}$ $\frac{6.5}{30}$ 5.9 $\frac{5.8}{4}$ $\frac{13.48}{4}$ $\frac{5.9}{30}$ $\frac{6.1}{50}$ $\frac{5.9}{100}$ ✓
41.00
Top Mt
10" San N&S
FL San S

$\frac{4.2}{50}$ $\frac{6.8}{25}$ $\frac{6.3}{10}$ 6.1 $\frac{6.1}{10}$ $\frac{6.5}{20}$ $\frac{6.3}{50}$ ✓

$\frac{6.6}{50}$ $\frac{6.2}{26}$ $\frac{7.3}{30}$ $\frac{6.8}{18}$ $\frac{6.3}{7}$ 6.1 $\frac{6.4}{9}$ $\frac{6.8}{20}$ $\frac{5.8}{27}$ $\frac{5.8}{50}$ ✓

Sta + π - Elev

946.89

10+91

40.8

+95

40.7

11

40.7

+40

Stop

Lt.

+50

41.0 

TP ~~150~~ 3.92 946.60 4.22 942.67 942.68

+75

New Garage Rt. No Floor

12.

41.3

+32

41.7

Lt

C

Rt

FL

$\frac{6.5}{50}$	$\frac{6.1}{20}$	$\frac{7.6}{17}$	$\frac{7.63}{15}$	$\frac{6.3}{7}$	6.1	$\frac{6.2}{6}$	$\frac{7.57}{15}$	$\frac{7.3}{17}$	$\frac{5.7}{23}$	$\frac{6.1}{50}$
------------------	------------------	------------------	-------------------	-----------------	-----	-----------------	-------------------	------------------	------------------	------------------

FL

$\frac{5.6}{50}$	$\frac{5.7}{25}$	$\frac{6.0}{18}$	$\frac{7.1}{15}$	$\frac{6.6}{14}$	$\frac{6.3}{6}$	6.2	$\frac{6.4}{7}$	$\frac{6.5}{13}$	$\frac{7.0}{14}$	$\frac{7.1}{17}$	$\frac{5.7}{23}$	$\frac{6.1}{50}$
------------------	------------------	------------------	------------------	------------------	-----------------	-----	-----------------	------------------	------------------	------------------	------------------	------------------

6.2	$\frac{6.4}{7}$	$\frac{6.5}{13}$	$\frac{7.0}{14}$	$\frac{7.1}{17}$	$\frac{5.7}{23}$	$\frac{6.1}{50}$
-----	-----------------	------------------	------------------	------------------	------------------	------------------

5.99 40.90

HO

$\frac{5.5}{38}$	$\frac{5.5}{32}$	$\frac{6.1}{27}$	$\frac{6.2}{18}$	$\frac{6.9}{14}$	$\frac{6.1}{6}$	5.9	$\frac{6.3}{7}$	$\frac{6.7}{13}$	$\frac{6.0}{18}$	$\frac{5.7}{30}$	$\frac{5.3}{50}$
------------------	------------------	------------------	------------------	------------------	-----------------	-----	-----------------	------------------	------------------	------------------	------------------

Top Hyd Moorehead & Bth

42.43

417

5.3

$\frac{5.4}{50}$	$\frac{5.5}{31}$	$\frac{5.4}{17}$	$\frac{6.2}{15}$	$\frac{5.5}{7}$	$\frac{5.4}{6}$	$\frac{6.2}{13}$	$\frac{5.8}{14}$	$\frac{5.2}{22}$	$\frac{5.2}{32}$	$\frac{4.4}{50}$
------------------	------------------	------------------	------------------	-----------------	-----------------	------------------	------------------	------------------	------------------	------------------

$\frac{5.7}{50}$	$\frac{5.4}{30}$	$\frac{5.2}{17}$	$\frac{6.0}{15}$	$\frac{5.2}{7}$	4.9	$\frac{5.2}{7}$	$\frac{5.8}{12}$	$\frac{5.3}{27}$	$\frac{4.4}{50}$
------------------	------------------	------------------	------------------	-----------------	-----	-----------------	------------------	------------------	------------------

Sta + π - Elev

946.60

12 + 49

41.8

+ 55

41.8

13

41.9

+15

Ent Sw Lt

+34

41.9

+50

41.9

+95

41.6

+99

Top Ret wall
w edge SW

41.6

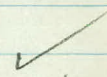
L+

C

R+

$\frac{5.3}{50} \quad \frac{5.2}{33} \quad \frac{5.5}{23} \quad \frac{5.7}{14} \quad \frac{5.2}{8} \quad 4.8$

$\frac{5.1}{6} \quad \frac{5.6}{10} \quad \frac{5.2}{28} \quad \frac{4.4}{50}$



$\frac{5.0}{50} \quad \frac{5.0}{30} \quad \frac{5.1}{17} \quad \frac{5.8}{14} \quad \frac{5.0}{6} \quad 4.8$

$\frac{5.1}{7} \quad \frac{5.6}{13} \quad \frac{4.9}{19} \quad \frac{4.6}{26} \quad \frac{3.0}{31} \quad \frac{2.9}{50}$



$\frac{4.8}{50} \quad \frac{4.7}{29} \quad \frac{5.0}{17} \quad \frac{5.6}{14} \quad \frac{4.8}{6} \quad 4.7$

$\frac{5.3}{11} \quad \frac{5.2}{14} \quad \frac{4.6}{26} \quad \frac{3.5}{30} \quad \frac{3.6}{37} \quad \frac{3.2}{50}$
 $\frac{4.8}{5}$

$\frac{4.79}{30} \quad 41.81$

H0

$\frac{4.4}{44} \quad \frac{4.3}{21} \quad \frac{5.6}{15} \quad \frac{4.9}{7} \quad 4.7$

$\frac{5.0}{6} \quad \frac{5.5}{12} \quad \frac{4.9}{17} \quad \frac{4.7}{25} \quad \frac{2.5}{30} \quad \frac{1.7}{50}$



$\frac{4.1}{44} \quad \frac{4.4}{19} \quad \frac{5.5}{15} \quad \frac{5.1}{9} \quad 4.7$

$\frac{4.9}{5} \quad \frac{5.7}{13} \quad \frac{4.9}{17} \quad \frac{4.6}{24} \quad \frac{3.5}{32} \quad \frac{1.7}{50}$

$\frac{4.2}{50} \quad \frac{4.5}{32} \quad \frac{4.8}{18} \quad \frac{5.4}{14} \quad \frac{5.1}{7} \quad 5.0$

$\frac{5.5}{12} \quad \frac{4.8}{19} \quad \frac{4.5}{26} \quad \frac{1.8}{33} \quad \frac{1.7}{50}$



$\frac{4.46}{50} \quad \frac{4.49}{22} \quad \frac{4.99}{15} \quad \frac{5.5}{15} \quad \frac{5.3}{8} \quad 5.0$
 41.61
 11

$\frac{5.6}{15} \quad \frac{5.0}{15} \quad \frac{4.67}{25} \quad \frac{4.49}{31} \quad \frac{4.70}{50}$
 101
 0.97
 11

Sta	+	π	-	Elev
19		946.60		41.6

+01

E Edg

41.6

Note

19+01 water shut off +01 - 50' LT

?

+11?

41.5

+16

Top NH Storm

+24.5

Top NH

12" in from E, NWE SW

4.90 to 15" FL out to S.

41.7

+26

Top NH

San. S. 18.4 to FL NCS

7.4 to FL in from E

13m

1.03 945.57

945.58

Lt				Q	Rt.			
		41.65 end		5.0		41.56		
<u>4.54</u>	<u>4.4</u>	<u>4.95</u>	<u>5.5</u>	5.0	<u>4.7</u>	<u>5.0</u>	<u>4.71</u>	<u>4.77</u> ✓
50	22	15	15		15	15	25	50

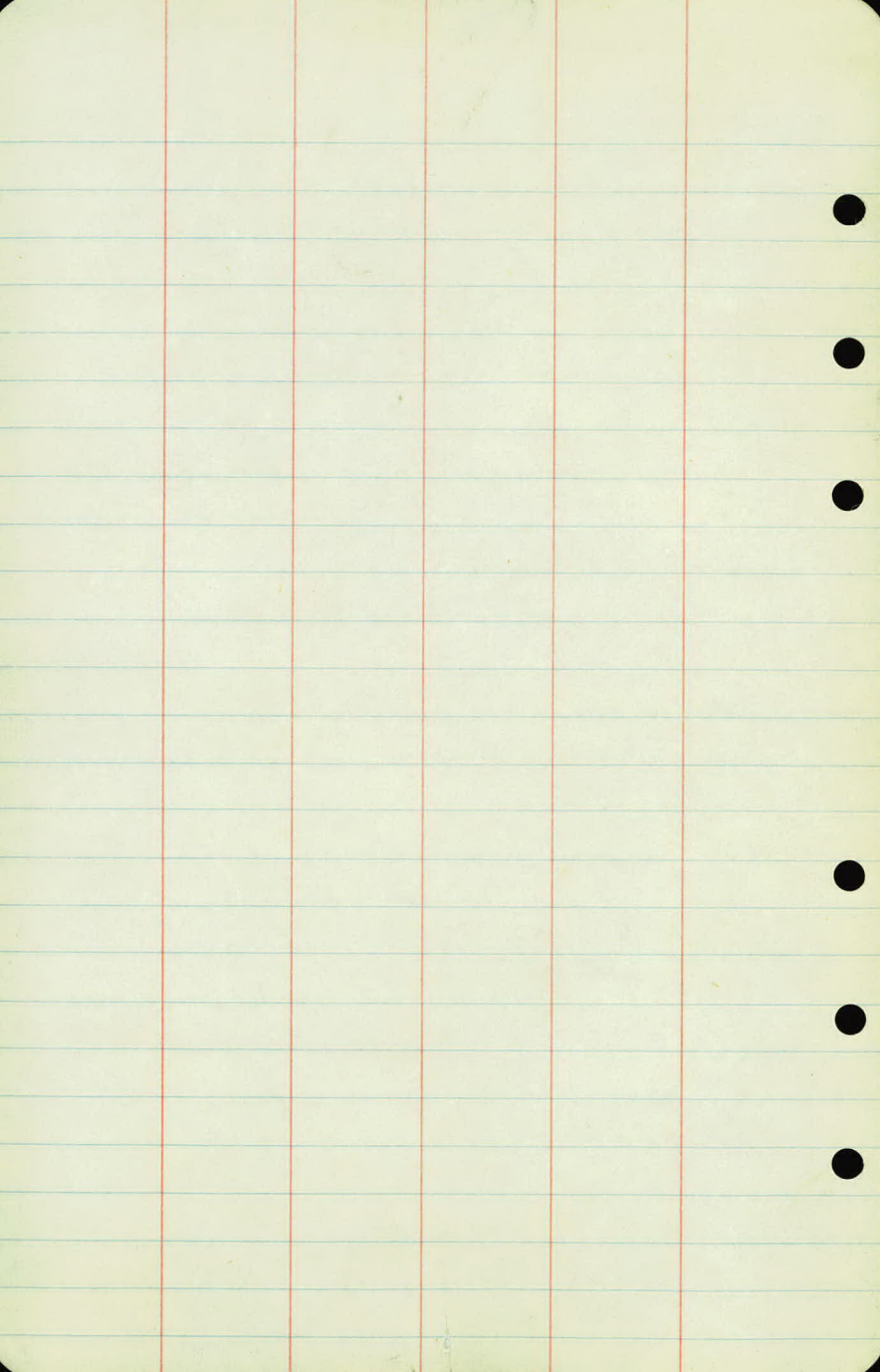
<u>4.80</u>	<u>4.95</u>				<u>5.09</u>	<u>5.0</u>		
5.3	5.5	5.4	5.1	5.4	5.6	5.6		
50	25.5	13		13	25	50		

5.08 41.52
10

4.88 41.72

<u>4.7</u>	<u>5.0</u>	4.9		<u>5.2</u>	<u>5.3</u>
100	50			50	100

Top Hyd SE cor 8th & Johnson



$$\begin{array}{r} \text{B.M. } 945.58 \checkmark \\ \underline{0.81} \\ 946.39 \end{array}$$

$$\text{H.O. 2 E 60 + sta. 0180} = 41 = 42.29$$

$$\text{Ent. 3. v. rt. 1147} = 4.22 \quad 42.17$$

$$\text{Ent. 3. v. Lt 1158} = 4.55 \quad 41.84$$

$$\text{E Driveway Lt. } 2.76 = \overset{43.63}{\underline{43.53}}$$

$$\text{E Driveway Lt. } 2.95 = \overset{43.44}{\underline{41.44}}$$

$$\begin{array}{r} 47.4 \\ \underline{3.81} \\ 43.60 \end{array}$$

PLAN SURVEY

EIGHT ST.

Johnson Ave to Lake Ave

Alignment	page	1-2
Topography	"	3-5
X Sections	"	6-11

Rec. 5/6/49 1100 AM
H.C.

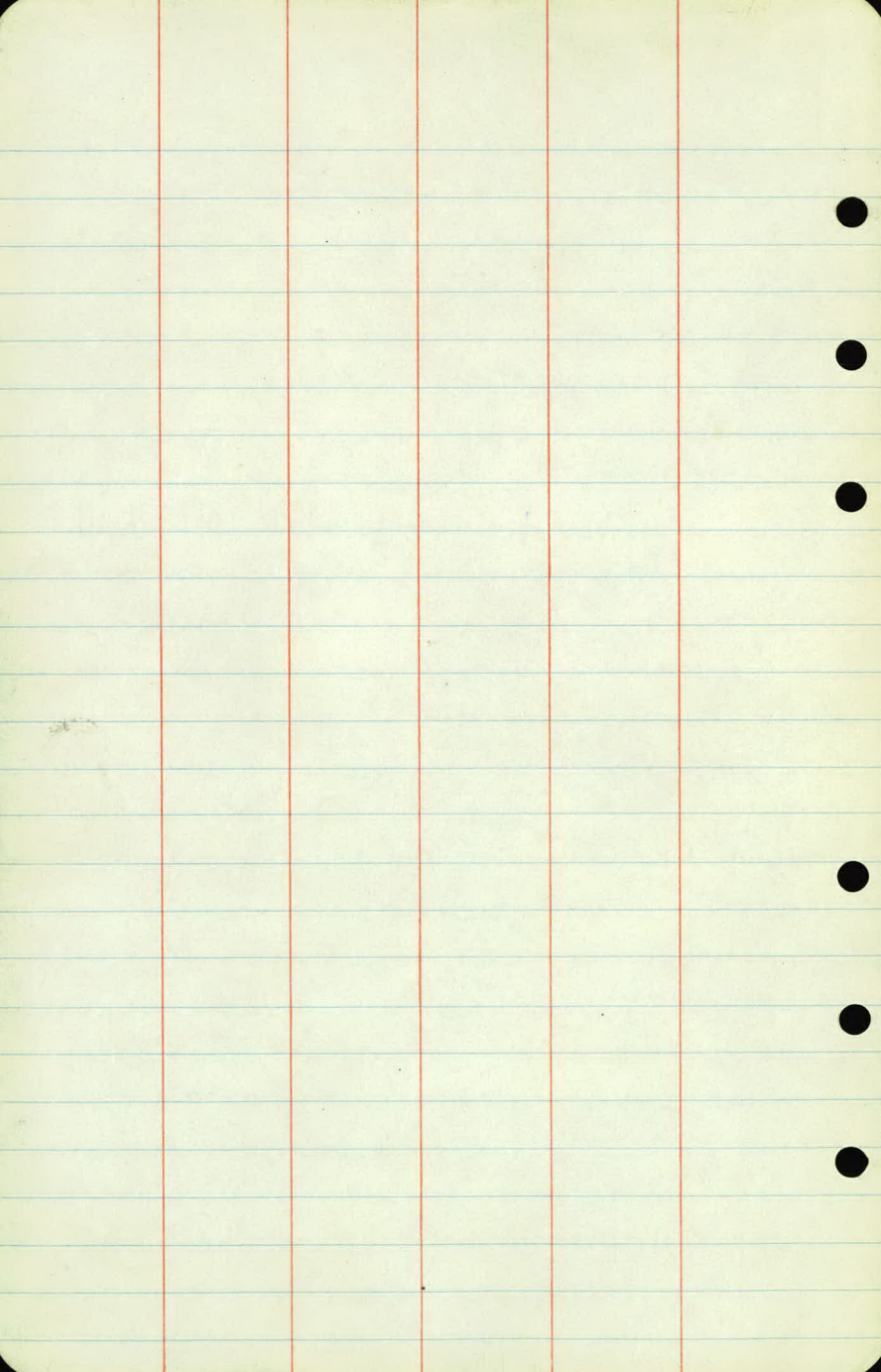
5-5-49

GB

AM

MB

BC



Alignment

Sta

Pt

4+07.92

POT

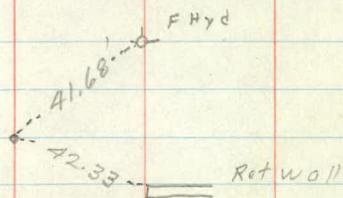
of Lake Ave.

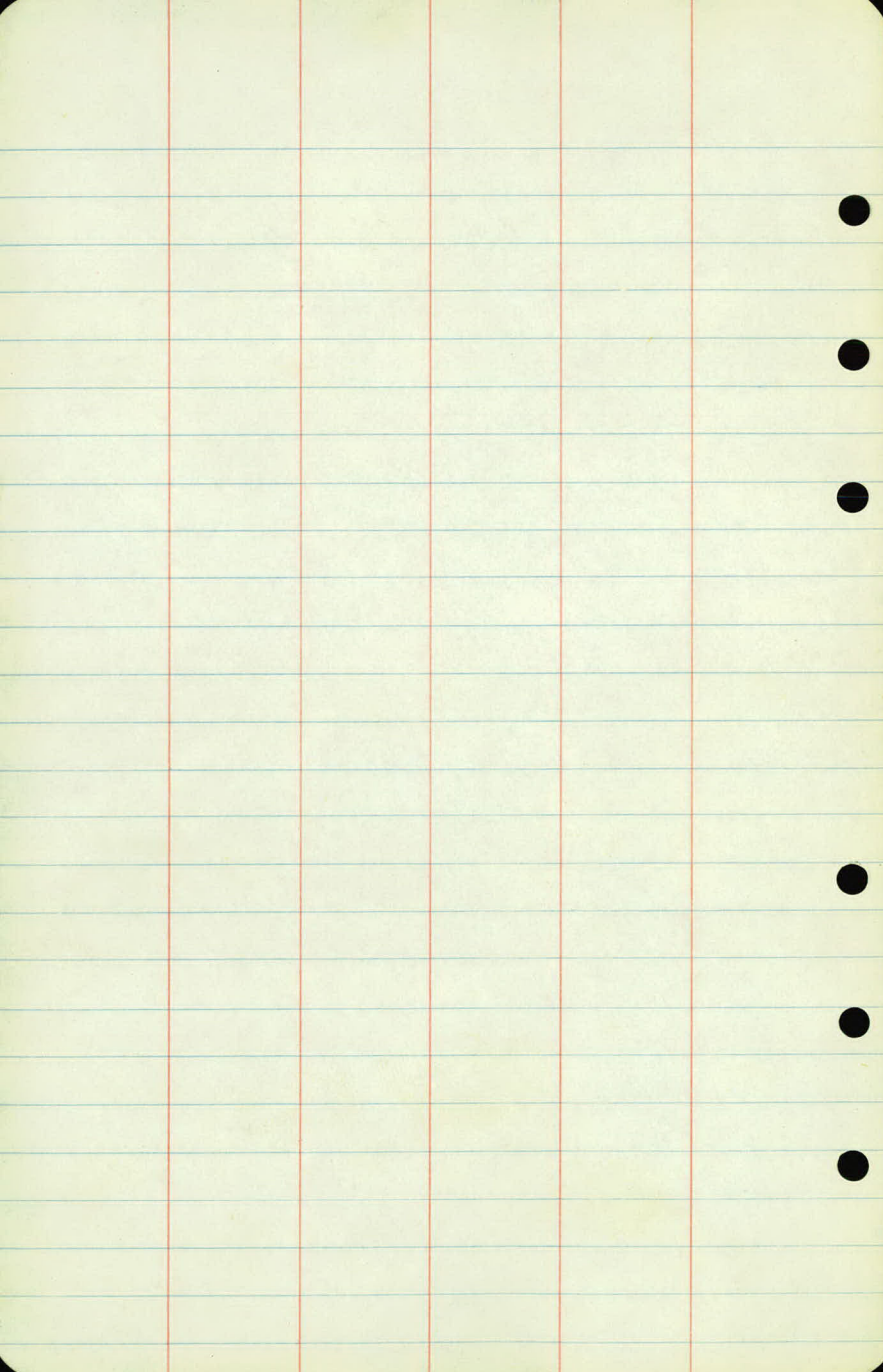
0+00

POT

of Johnson

E





Topography.

5-5-49

GIB
AND
MR
BC

3 Pck. Fe 31 14

- +77 ϕ 15" Ent. f3'step-19.
- +74 end Ret Wall
- +72 6" Lombardy -22.
- +71 Beg Conc Ret Wall -19'.
- +69 Bush 17.
- +69 Bush -21.
- +69
- +52 - 16" Elm -19'.

11 Fe 30'

- +80 2' ent SW -19'
- +72 8" Elm -20
- +65 Beg Fe 30 (Iron Picket)
- +61 ϕ Drive
- +56nd Fe 30

+42 Fe Cor. -32 (w. Picket)

+41 NW cor conc Drive 31. +42.5 NW (San).

- +22^{SW} Cor. Conc Drive -32.
- +20 Fe N 32.
- +20 PP-23.

+46 16" Birch-20'

- +24 12" Red M. -21
- +03 4" BE -21

2 13 10 Fe 30'

- +92 ϕ 2' Ent Step 30'.
- +71 28" BE -23.
- +69 cor Ho -49.

- +80 X Fe. -30'
- +75 4 3/4" BE -24'

- +58. ϕ 2' Ent SW -29.
- +57 end Fe -32'.

+52 15" BE -24.

- +59 cor Ho -53
- +53 BE -23

- +46 Cor. Ho -49.
- +29 PP-231
- +18 Beg Lilac -32'.
- +17 ϕ 2 1/2" SW -30'.
- +14 end Hedge 32'.

+08 10" Cm conc HW -24'.

+13 SW cor Ho -55'.

+ Hedge 32' 12 10

- +47 ϕ ent SW -30'.
- +47 ϕ 4 1/2" conc Step 29'
- +35 3" Elm -23'
- +33 Fe beg. -30'
- +34 cor Ho 53'.
- +12 R Tie to ent
- +17 ϕ Drive 12
- +09 15" Birch-22

- +9
- +83 Stump -23'.

+87 32" Elm -22

- +77 5" Elm -21.
- +77 NW cor Ho 55'.

+99 OPEN Grate MH 13.5
Samp only.

+54 5' Elm -24'.

- +30 Stump -24.
- +27 cor. Hedge -21 (ϕ 3').

- +25 end of R 15
- +19 C. Bus MH 20
- +15 beg Rod -25 10'R

- +32 6" Elm 23'
- +25 end of Rod -15
- +19 C. Bus MH 20
- +15 beg Rod -25 10'R

0+00

+79 to 84 Conc HW • 17'
 + 83-8' Lcmd. 21'
 + 93 Ctn 4 Bushes - 21'

Gutter →
 Conc Drive

25 ft

+88 30" BE-23
 +30 end Lilac H.P.
 Reg 2' Fe - 32'

25.F.

+91.4" Elm 20'

9'

Rail Fe

dirt Drive

4

5

+19 ~ edge Gutter
+17 edge Pav

4

+80 PM-18
+71 - Bush - 11
+89 - Sw. Cor. 4, Sw - 18.5
+62 10" pop. 19

+98 end Ck Rad - 27
+98.5 Beg Ck Rad - 17
+90 E. cor. - 30
+90.5 Edge of Bl. Top
+89 Big Rad 10'

+52 6" M. Ash - 20

+18 24" Elm 20
+11 8 1/2" F.S. SW - 23
+65 Bush 22
+61 W. S. off - 22'

+32 4" ? 20
+11 - 5" ? 20

3

14 11

+82. Beg Rod 12'

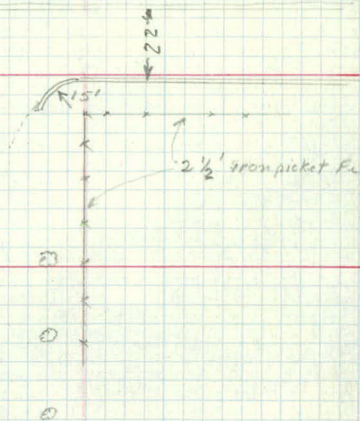
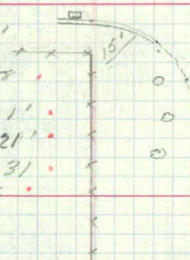
+87 End 5th St.

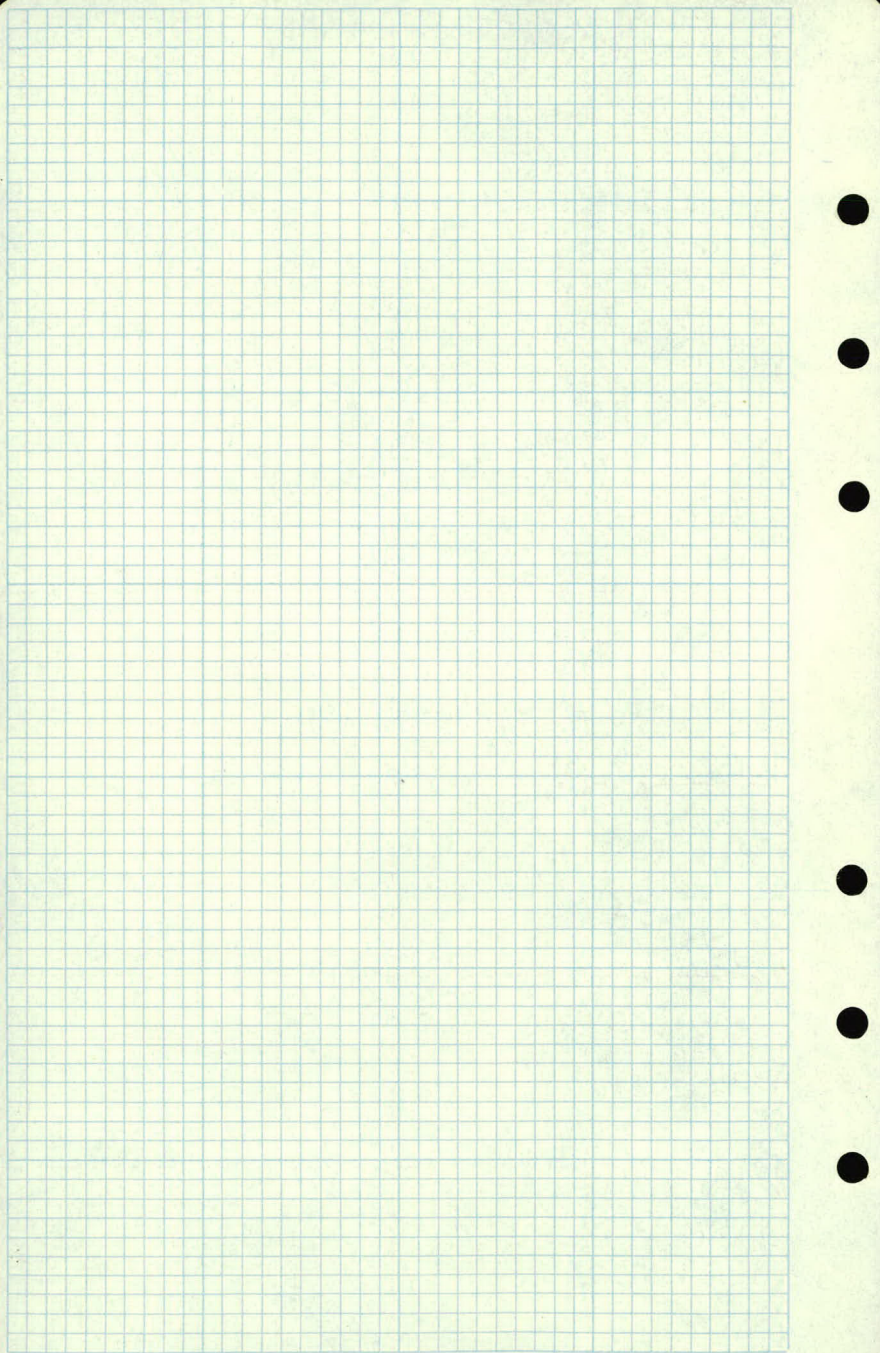
+87 Fd Cor. 31'

+88 Beg Curb 21'

+96 end Curb R. 31'

+97 C.B. - 31'





6

X Sections

Sta	+	π	-	Elev
BM	1.80	947.38		945.58
- 01		San MH(FL)	(-7.4 to 8")	(-18.5 outlet)
0+00		E Johnson		41.7
- 50				41.8
-100				42.0
Storm MH		FL outlet		10.77
"		FL East		9.07
+ 15		Gutter		41.5
+ 15		T/curb		41.5
+19		FL C.Bas outlet		
+25				41.4
+35				41.5

Lt

Q

Rt

Top Hyd 8th & Johnson

$$\frac{5.5}{100}$$

$$\frac{5.7}{50}$$

5.7

$$\frac{6.0}{50}$$

$$\frac{6.2}{100}$$



5.6

5.4

$$\frac{6.0}{50}$$

$$\frac{6.2}{25}$$

5.9

$$\frac{6.3}{25}$$

$$\frac{6.4}{50}$$



$$\frac{5.53}{50}$$

$$\frac{5.63}{25}$$

5.9

$$\frac{5.83}{25}$$

$$\frac{5.85}{50}$$



$$\frac{38.86}{8.52} \div 20$$

$$\frac{38.65}{8.83} \div 20$$

$$\frac{41.68}{\text{end curb}} \left(\frac{5.7}{15} \quad \frac{6.2}{15} \right)$$

$$\frac{5.7}{30}$$

6.0

$$\frac{6.3}{15}$$

$$\frac{5.7}{15}$$

$$\frac{5.7}{30}$$

$$\frac{5.9}{50}$$



$$\frac{6.7}{30}$$

$$\frac{6.4}{28}$$

$$\frac{6.3}{19}$$

$$\frac{5.8}{15}$$

$$\frac{6.0}{11}$$

5.9

$$\frac{6.3}{12}$$

$$\frac{6.5}{15}$$

$$\frac{5.8}{18}$$

$$\frac{5.4}{30}$$

$$\frac{5.4}{30}$$

$$\frac{5.9}{50}$$

$$\frac{5.9}{50}$$



Sta	+	π	-	Elev
		947.38		
0 + 70				41.5
+ 99		Open Grate Sump		
1				41.6
+ 08		FL 10" cm		
+ 17				41.8
		ent SW		
+ 58				42.2
2				42.6
+ 32				43.0
+ 415		Sam MH. 7.9' to FL		

L+

C

R+

41.7 41.3

$\frac{6.8}{30}$ $\frac{6.5}{28}$ $\frac{6.5}{22}$ $\frac{6.2}{17}$ $\frac{6.1}{11}$ 5.9 $\frac{6.3}{10}$ $\frac{6.8}{14}$ $\frac{6.3}{17}$ $\frac{5.5}{30}$ $\frac{6.1}{12}$

40.9

Top
 $\frac{7.4}{13}$

Bottom (52)
 $\frac{12.4}{13}$

$\frac{6.5}{58}$ $\frac{6.5}{30}$ $\frac{6.4}{23}$ $\frac{6.0}{14}$ $\frac{5.9}{10}$ 5.8 $\frac{6.6}{12}$ $\frac{6.7}{15}$ $\frac{6.4}{19}$ $\frac{5.7}{30}$ ✓ $\frac{5.1}{50}$

40.37
7.01

41.2
Ent SW

✓ $\frac{6.2}{30}$ $\frac{5.9}{21}$ $\frac{5.9}{12}$ 5.6 $\frac{5.8}{6}$ $\frac{6.4}{15}$ $\frac{6.1}{30}$ $\frac{5.7}{50}$ ✓

42.6
 $\frac{5.22}{-} = +47$

41.5
Ent SW

HO $\frac{5.5}{49}$ ✓ $\frac{5.53}{29}$ $\frac{5.4}{15}$ $\frac{5.4}{10}$ 5.2 $\frac{5.4}{5}$ $\frac{6.0}{13}$ $\frac{6.0}{20}$ $\frac{6.2}{29}$ $\frac{5.0}{50}$ ✓

✓ $\frac{3.0}{47}$ $\frac{3.2}{35}$ $\frac{3.5}{31}$ $\frac{3.1}{16}$ $\frac{2.9}{10}$ 4.8 $\frac{5.2}{8}$ $\frac{5.5}{16}$ $\frac{6.1}{30}$ $\frac{7.0}{50}$ ✓

cone Drive

✓ $\frac{3.57}{50}$ $\frac{3.81}{32}$ $\frac{3.9}{23}$ $\frac{4.7}{14}$ $\frac{4.5}{9}$ 4.4 $\frac{4.8}{4}$ $\frac{4.6}{11}$ $\frac{4.7}{20}$ $\frac{5.0}{30}$ $\frac{5.8}{50}$ ✓

Sta	+	π	-	Elev
		947.38		43.5
+60				Profile Drive Rts

+77		Ent. SW Rts + Lt		
-----	--	------------------	--	--

3				43.9
---	--	--	--	------

+11		Ent SW Lt		
-----	--	-----------	--	--

+50				44.2
-----	--	--	--	------

TP	4.15	948.30	3.23	944.15
----	------	--------	------	--------

+79				44.2
-----	--	--	--	------

+88				44.2
-----	--	--	--	------

L+

£

R+

✓ $\frac{2.9}{50-31}$ $\frac{2.9}{19}$ $\frac{4.1}{19}$ $\frac{4.0}{9}$ 3.9 $\frac{4.3}{11}$ $\frac{4.0}{18}$ $\frac{4.0}{30}$ $\frac{9.8}{50}$ ✓

SW
2.826
44.56

SW
3.12
44.26

✓ $\left(\frac{2.4}{47}\right)$ $\frac{2.4}{30}$ $\frac{2.7}{25}$ $\frac{3.7}{15}$ $\frac{3.5}{19}$ $\frac{3.7}{11}$ $\frac{2.6}{16}$ $\frac{3.0}{30}$ ✓ $\left(\frac{1.9}{55}\right)$
HO HO

$\frac{2.15}{23}$ 44.731

✓ $\frac{2.2}{50}$ $\frac{2.2}{31}$ $\frac{2.3}{20}$ $\frac{3.2}{12}$ 3.2 $\frac{3.3}{9}$ $\frac{2.5}{14}$ $\frac{2.4}{30}$ $\frac{1.7}{50}$ ✓

✓ $\frac{3.3}{50}$ $\frac{3.3}{30}$ $\frac{3.3}{22}$ $\frac{3.7}{15}$ $\frac{4.1}{12}$ 4.1 $\frac{4.3}{10}$ $\frac{3.2}{17}$ $\frac{2.9}{30}$ ✓ $\frac{2.9}{50}$

SW
 $\frac{3.58}{50}$ $\frac{3.58}{30}$ $\frac{3.74}{18}$ $\frac{4.2}{15}$ 4.1 $\frac{4.6}{11}$ $\frac{4.2}{15}$ $\frac{3.9}{30}$ ✓ $\frac{4.0}{50}$
7-30
30

Sta	+	π	-	Elev
		998.30		
				44.13

+ 96				Curb Sec Lt
------	--	--	--	-------------

+ 97		FL. C Bas. Outlet		12" vit.
------	--	-------------------	--	----------

+ 96				Curb Sec Rt.
				44.13

4405.12

☒ Lake Ave 44.07

+ 19				43.8
------	--	--	--	------

+ 20

+ 31				43.9
------	--	--	--	------

+ 40

FL. Storm S.

L+

4

R+

44.39

{

$$\frac{381}{50}$$

$$\frac{3.91}{32}$$

$$4.17$$

$$\frac{430}{50}$$

$$\frac{4.39}{32}$$

$$\frac{2.09}{36}$$

44.02

$$\left\{ \begin{array}{l} \frac{4.28}{27} \\ 4.17 \\ \frac{4.72}{27} \end{array} \right.$$

$$\frac{4.38}{50}$$

$$\frac{4.84}{50}$$

$$\frac{4.10}{100}$$

$$\frac{4.14}{50}$$

$$\frac{4.23}{50}$$

$$\frac{4.65}{50}$$

$$\frac{5.13}{100}$$

$$4.5$$

$$4.6$$

$$\frac{4.9}{31}$$

$$35.56$$

$$\frac{12.74}{12}$$

Sta	+	π	-	Elev
		948.30		
B.M.			2.72	945.58
B.M.			2.71	945.59
B.M.	3.13	948.72		945.59
Bag. of Curb road rt.			4.58	44.14
End of Curb road rt.			4.66	44.06
Bag. Curb road Lt.			4.19	44.53
L				
End of Curb road Lt.			4.32	44.40
Top M.H. @ 2+42.5			5.54	43.18
Sw. at prop. line on left.			4.05	44.67

Lt

Q

Rt

RR Spk in P.P. NW cor. Lake & 8th

Sta

+

π

-

Elev