

Book # 7, Dr. 14

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Sewer Survey

CITY OF WHITE BEAR

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

Road Acc't. No.....

Date Filed 1933

File 14

Alignment
8th St. Sewer

A-Lt. A-Rt.

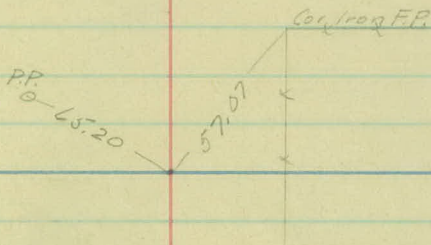
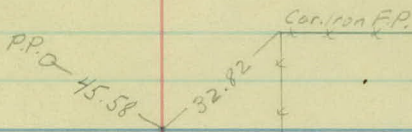
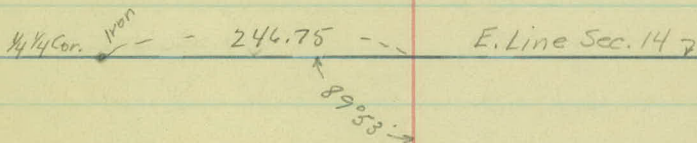
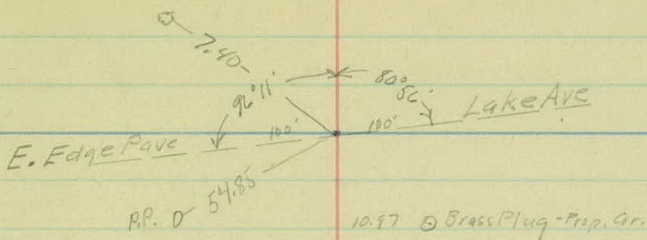
29+86.65 P.D.T.

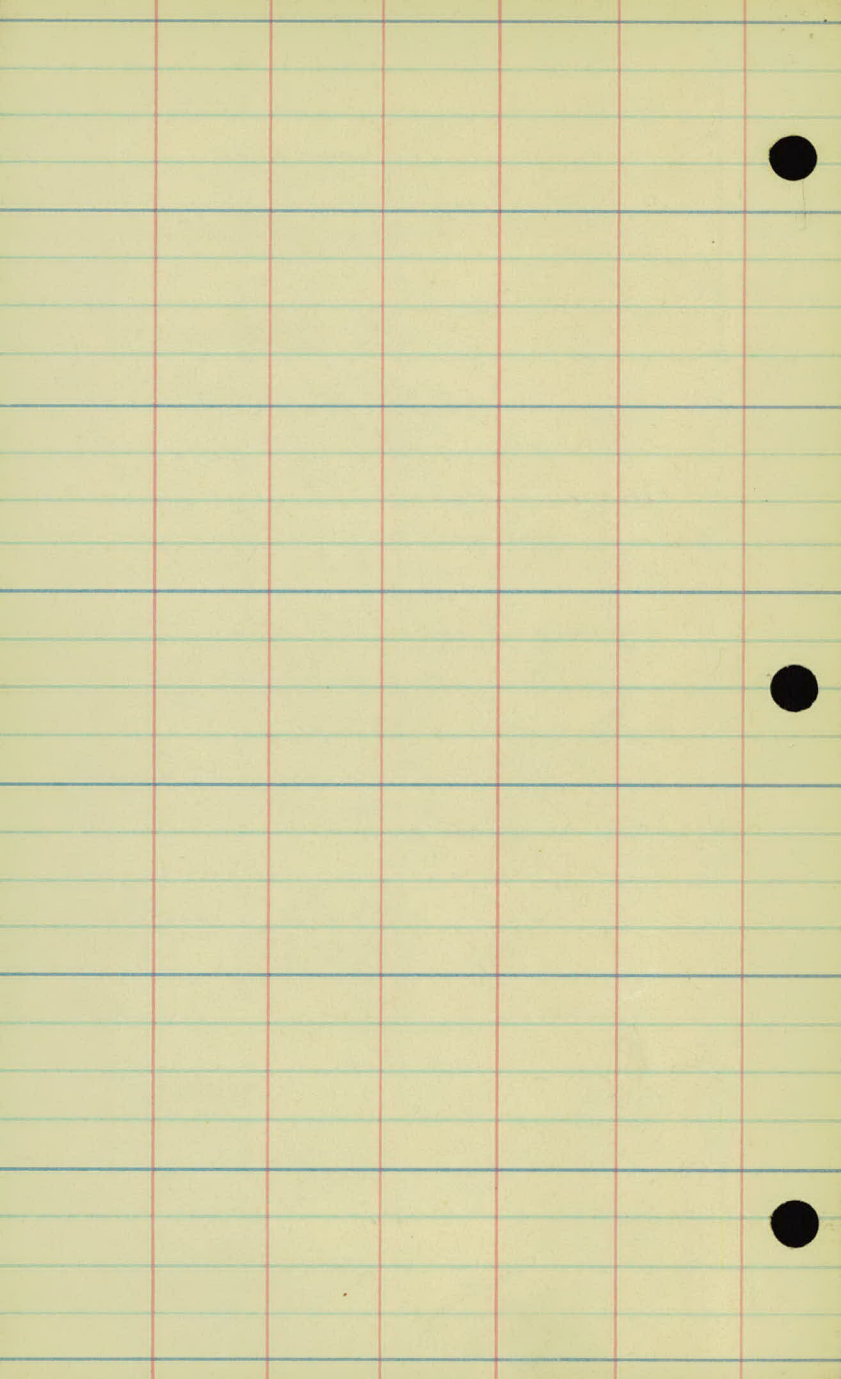
29+70.75

17+32.3 P.D.T.

0+26.3 P.I. 89°59'

0+00





Topog.
8th St. Sewer.

5

4

3

2

1

0+00

1-3-33

+95-E Dr.

+95-E Dr.

+90-E Rd E

+07-E St.

+26-Hyd. 34.5'
+01-M.H. 4'
+00-E Rd 4'

+77-S.W. E

6" Conc.

S.W.

+67-E Dr.

+19-E Alley

+19-E Alley
+04-E Dr.

+68.5-Curb 10.5'
+53.5-Curb 25.5'

68' St.

7.5'

15' Rad.

+68.5-Curb 25.5'
+53.5-Curb 40.5'

Sewer

+32.5-M.H. 7.5'

+00-Curb 9'-F. 17'

Cess Pool

Sanitary

12

11

10

9

8

7

6

+85- $\frac{1}{2}$ R.R. Track

+62- $\frac{1}{2}$ Dr.

+00-Rd 1'

+41- $\frac{1}{2}$ R.R. Track

+26.5- $\frac{1}{2}$ R.R. Track

+55-Hyd. 21'

+44-M.H. 6'

+00- $\frac{1}{2}$ Rd 2'

+20- $\frac{1}{2}$ Dr.

+07- $\frac{1}{2}$ Dr.

+35- $\frac{1}{2}$ St.

+34-M.H. 2'

+00- $\frac{1}{2}$ 2 Dr.

+42- $\frac{1}{2}$ St.

Box Culv.
+12-12"X24"X22'

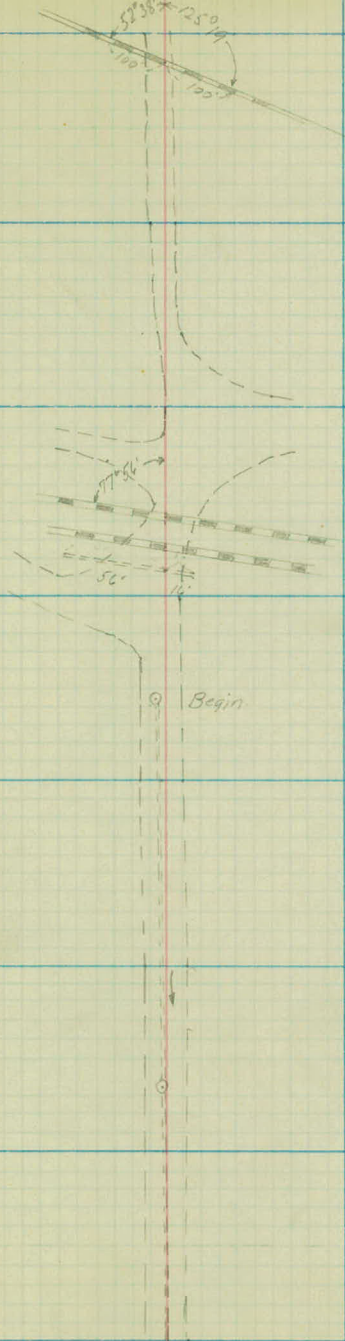
+04- $\frac{1}{2}$ Dr.

+56- $\frac{1}{2}$ Dr.

+00-Rd 4

+35- $\frac{1}{2}$ St.

Rd 4



19

18

17

16

15

14

13

+02 - F. 8'

+00 - Rd. 15'

19

+69 - F. Cor. 6'

+29.5 - S.T.H. 41.
+02 - S. 100 39.1
+00 - Rd. 13'

18' Pavement

18

+12 - E Dr.
+00 - Rd. 9'

17

+60 - M.H. 7'

Begin

+40 - E Alley
+00 - Rd. 9'

+40 - E Alley

16

+05 - E Dr.

+65 - E Dr.

15

+58 - M.H. 6.5'

+58 - E St.

14

+00 - Rd. 6'

+02 - E P.R. Track

+13 - 12' x 24' Vitr. X Drain

13



26

25

24

23

22

21

20

Rd. 18'

+64-M.H. 17.5'

Rd. 17'

+83-E Alley

+00-Rd. 17'

+02-M.H. 11.5'
+00-E X-St.

+00-Rd. 15'
+00-Rd. 15'

+96-F. Cor. 12'

+76-Tr. 4'

+53-Tr. 4'

+26-Tr. 4'

+75-F. Cor. 12'

+85-Hyd. 19'

+64-E X-St.

+40-E Dr.

+83-E Alley

+18-E Alley
+12-F. Cor. 8'

26

25

24

23

22

21

20

33

32

31

30

29

28

27

1-3-33

Lake

+45-Edge of Lake

± Lake Ave

+74.5-± Lake Ave

Curv

+46-Stop Sp. 7'

+44-Tr. 1'

Rd. 19'

+57-F. Cor. 11'

+98-Tr. 1'

+75-Tr. 2'

+57-Tr. 2'

+37-Tr. 2'

+25-Dr.

+12-Tr. 2'

+07-M. H. 18.5'

Rd. 18'

+93-Dr.

+90-Tr. 2'

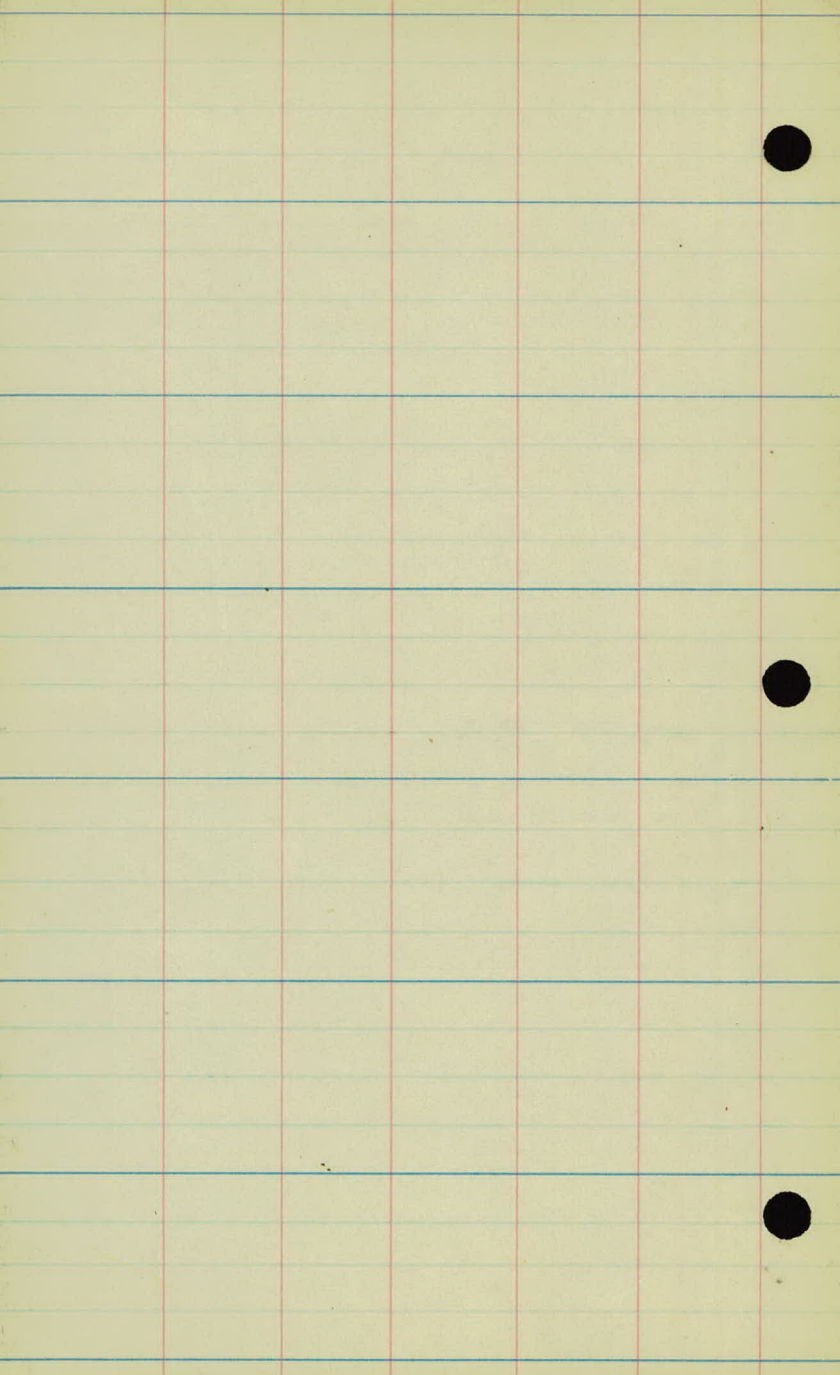
+70-Tr. 2'

+46-F. Cor. 12'

+40-Tr. 5'

+18-Tr. 5'

Rd. 18'



Levels
8th St. Sewer

B.M. 5.40 941.20 ✓ 935.80

0+00 6.4 934.8.

+24.3 P.I. 6.4 34.8.

+32.5 Top of M.H.

+32.5 Flow Line 8"

+50 6.4 34.8.

1 5.8 35.4.

2 5.4 35.8.

3 4.9 36.3.

4 4.4 36.8.

+01 Top M.H.

+01 Flow Line

5 4.6 36.6.

Spk. in P.P. S.E. Cor. W.B. Ave + 8th St.

935.3.

$$\begin{array}{r} 6.4 \\ 5.9 \\ \hline 10 \end{array}$$

Top of CessPool

6.4

$$\begin{array}{r} 6.0 \\ 7.5 \\ \hline \end{array}$$

935.2.

$$\begin{array}{r} 11.2 \\ 7.5 \\ \hline \end{array}$$

929.4.

6.4

5.8

5.4

4.9

4.4

$$\begin{array}{r} 4.4 \\ 4 \\ \hline \end{array}$$

936.8

$$\begin{array}{r} 12.0 \\ 4 \\ \hline \end{array}$$

929.2.

4.6

941.20 ✓

6 4.4 936.8.

7 4.3 36.9.

T.P. 7.52 945.05 ✓ 3.67 937.53 ✓

+34 Top M.H.

+34 Flow Line 8"

8 7.2 37.45.

9 6.4 38.65.

+44 Top M.H.

+44 Flow Line 8"

10 6.5 38.55.

+12 Box Culv. X-Drain

+26 R.R. Track 6.6 38.45.

+41 R.R. Track 6.5 38.55.

B.M. 4.53 945.02 ✓ 4.53 940.52 940.49

11 5.4 39.62.

+35 4.8 40.22.

4.4

4.3

$$937.05 \cdot \frac{8.0}{2}$$

$$930.55 \cdot \frac{14.5}{2}$$

7.6

6.4

$$938.75 \cdot \frac{6.3}{6}$$

$$931.35 \cdot \frac{13.2}{6}$$

$$935.75 \cdot \frac{9.3}{56}$$

$$\frac{9.1}{16} \quad 935.95$$

6.5

6.4

6.5

Spk. in L.P. 15' Lt. 10+80

5.4

4.8

945.02 ✓

12

5.8

939.22

+85

E Tracks

6.5

38.52

13

6.5

38.52

+02

E Tracks

6.5

38.52

+13

X-Drain

14

4.9

40.12

+58

Top M.H.

+58

Flow Line 8"

15

3.0

42.02

T.P.

4.91

947.85 ✓

2.08

947.94 ✓

16

3.8

44.05

+60

Top M.H.

+60

Flow Line 8"

17

3.2

44.65

18

4.5

43.35

5.8

6.5

6.5

6.5

$$936.52. \frac{8.5}{15}$$

$$\frac{8.5}{9} \quad 936.52.$$

4.9

$$941.62. \frac{3.4}{6.5}$$

$$935.02. \frac{10.0}{6.5}$$

3.0

3.8

$$944.65. \frac{3.2}{7}$$

$$936.05. \frac{11.8}{7}$$

3.2

4.5

947.85 ✓

18+29.5 $\pm$ S.T.H. #1

5.1 942.75

19

5.7 42.15

20

5.8 42.05

21

5.3 42.55

22

6.6 41.25

+02 Top M.H.

+02 Flow Line 15"

B.M.

5.68 947.23 ✓ 6.30

941.55 ✓ 941.55

23

6.3 40.93

24

4.4 42.83

25

4.4 42.83

+64 Top M.H.

5.2 42.03

+64 Flow Line 8"

26

6.7 40.53

5.1

$$942.25. \quad \begin{array}{r} 5.0 \\ 15 \end{array} \quad 5.7$$

$$942.55. \quad \begin{array}{r} 5.8 \\ 15 \end{array} \quad 5.8$$

$$942.85. \quad \begin{array}{r} 5.0 \\ 15 \end{array} \quad 5.3$$

6.6

$$941.15. \quad \begin{array}{r} 6.7 \\ 11.5 \end{array}$$

$$933.25. \quad \begin{array}{r} 14.6 \\ 11.5 \end{array}$$

Spk. in L.P. S.E. Cor. Moorehead & 8th St.

$$940.83. \quad \begin{array}{r} 6.4 \\ 17 \end{array} \quad 6.3$$

$$941.93. \quad \begin{array}{r} 5.3 \\ 17 \end{array} \quad 4.4$$

$$942.13. \quad \begin{array}{r} 5.1 \\ 17 \end{array} \quad 4.4$$

$$942.13. \quad \begin{array}{r} 5.1 \\ 12.5 \end{array} \quad 5.2$$

$$923.13. \quad \begin{array}{r} 2.41 \\ 17.5 \end{array}$$

$$941.63. \quad \begin{array}{r} 5.6 \\ 18 \end{array} \quad 6.7$$

947.23 ✓

27 6.2 941.03.

28 4.4 42.83.

+07 Top M.H.

+07 Flow Line 8"

29 2.4 44.83.

B.M. 1.77 947.30 ✓ 1.69 945.54 ✓ 945.53

+45 1.9 45.40.

+74 E Lake Ave 5.4 43.90.

+95 3.3 44.00.

30 6.3 41.00.

T.P. 0.85 936.45 ✓ 11.70 935.60 ✓

+18 Toe of Slope 7.4 29.05.

+28 8.8 27.65.

31+45 Edge Lake 15.3 21.15.

T.P. 11.92 947.52 ✓ 0.85 935.60 ✓

B.M. 1.99 945.53 ✓

$$942.13. \frac{5.1}{18} \quad 6.2$$

$$943.03. \frac{4.2}{18} \quad 4.4$$

$$943.13. \frac{4.1}{18.5}$$

$$935.43. \frac{11.8}{18.5}$$

$$944.13. \frac{3.1}{19} \quad 2.4$$

Spk. in L.P. N.W. Cor. Lake Ave & 8th St.

1.9

3.4

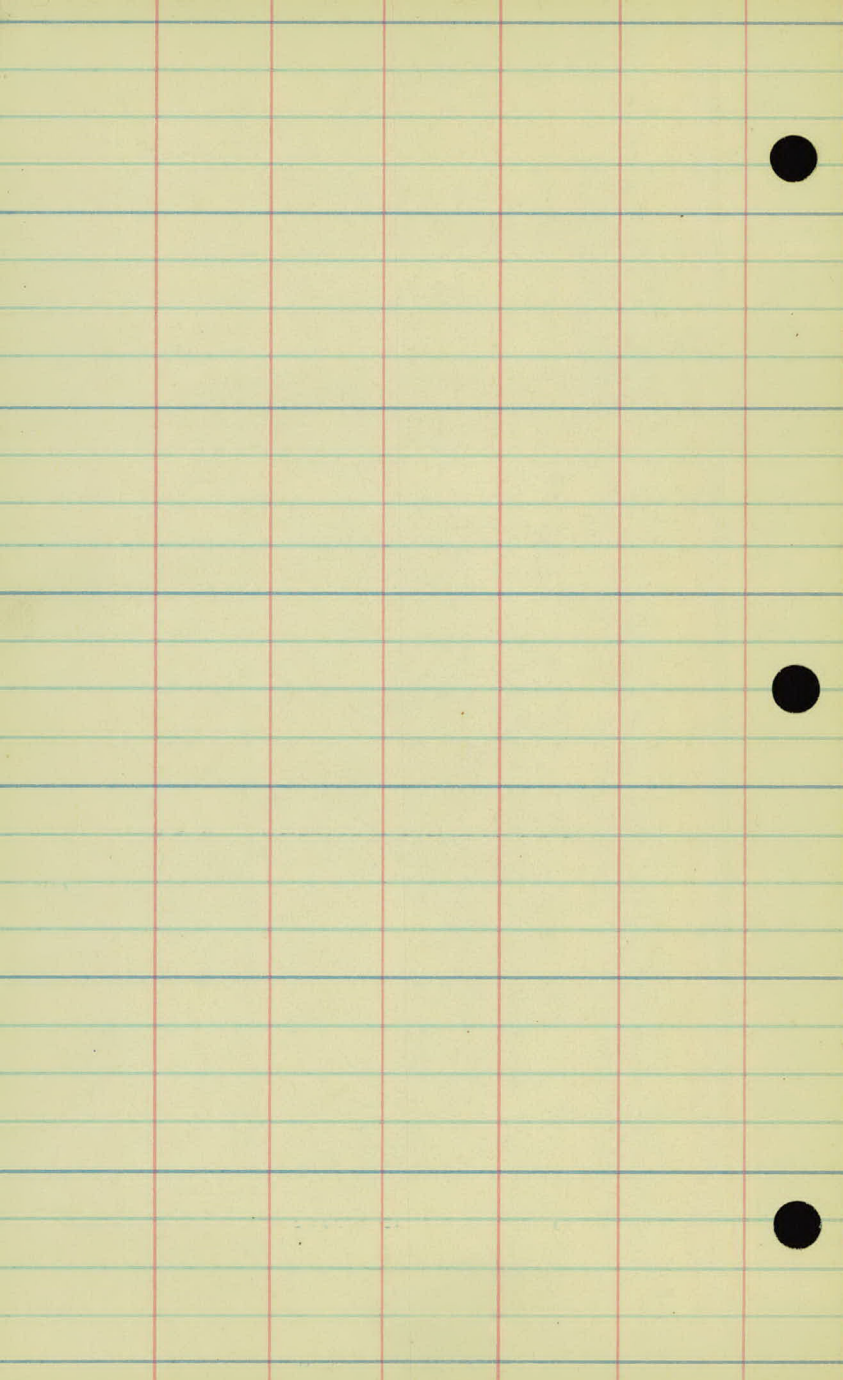
3.3

6.3

7.4

8.8

15.3



Check Levels

8th St. Sewer

B.M.	3.43	939.70 ✓		936.27	
B.M.			3.90	935.80 ✓	
T.P.	2.84	941.65 ✓	0.89	938.81 ✓	
B.M.	5.66	946.15 ✓	1.16	940.49 ✓	
T.P.	4.69	947.60 ✓	3.24	942.91 ✓	
B.M.			6.05	941.55 ✓	
T.P.	4.25	947.94 ✓	3.91	943.69 ✓	
B.M.	1.94	947.47 ✓	2.41	945.53 ✓	
T.P.	3.47	947.16 ✓	3.78	943.69 ✓	
B.M.			5.61	941.55 ✓	941.55
T.P.	4.09	947.77 ✓	3.48	943.68 ✓	
B.M.	1.36	941.84 ✓	7.29	940.48 ✓	940.49
T.P.	1.82	940.61 ✓	3.05	938.79 ✓	
B.M.			4.84	935.77 ✓	935.80
B.M.			4.37	936.24 ✓	936.27

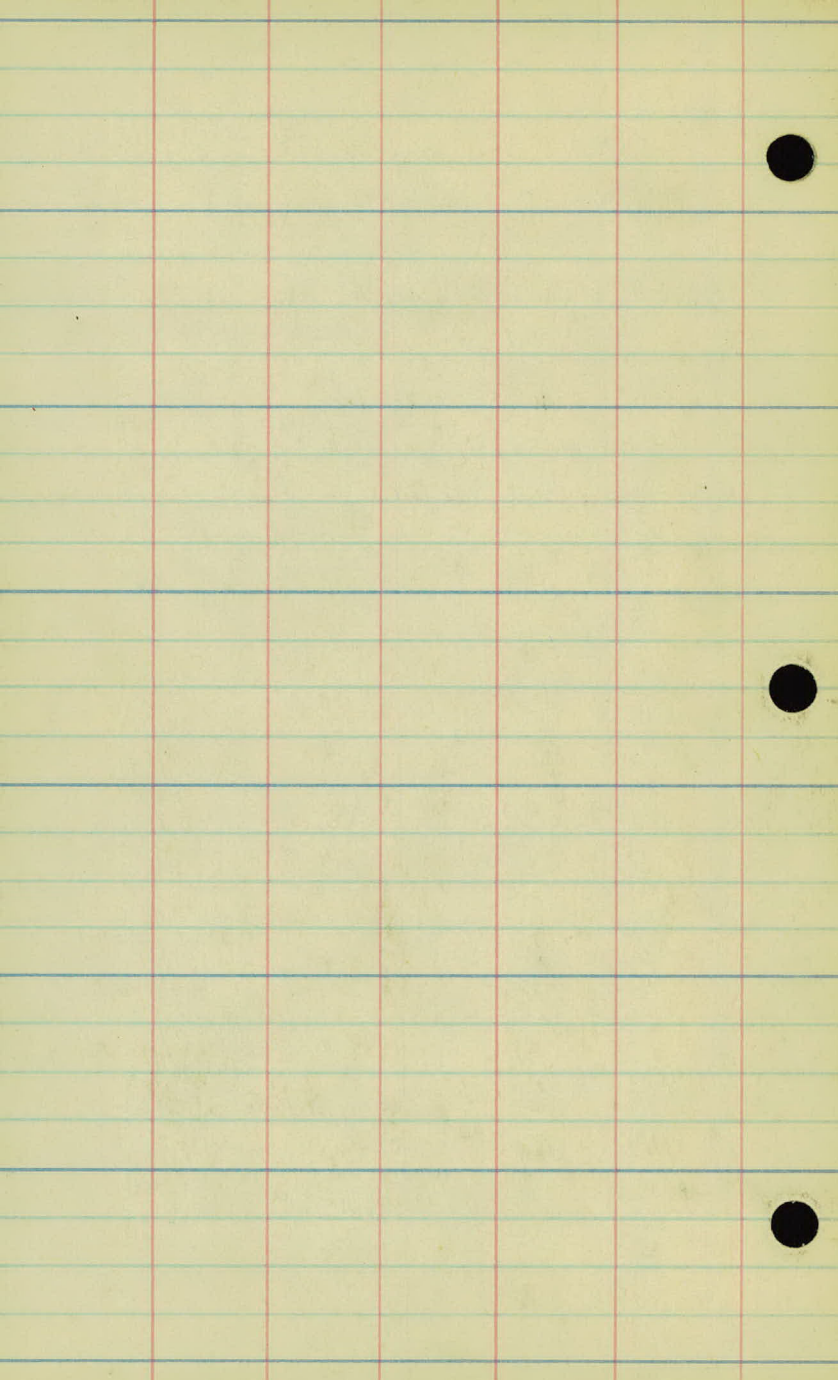
Spk. in P.P. S.E. Cor. 7th St. & W.B. Ave

" " " " " 8th St. " " "

Spk. in L.P. 15th Lt. Sta. 10+80

Spk. in L.P. S.E. Cor. Moorehead & 8th

Spk. in L.P. N.W. Cor. Lake Ave & 8th St.



Check Levels

B. E. Sewer.

B.M.	3.67	943.11 ✓		939.44 ✓	
B.M.	3.06	942.02 ✓	4.15	938.96 ✓	938.96
B.M.	4.45	938.37 ✓	8.10	933.92 ✓	933.91
T.P.	3.63	938.34 ✓	3.64	934.73 ✓	
B.M.			4.36	934.00 ✓	934.00
T.P.	7.38	942.79 ✓	2.95	935.41 ✓	
B.M.	0.45	942.61 ✓	0.63	942.16 ✓	942.18
T.P.	4.07	940.97 ✓	5.71	936.90 ✓	
B.M.			4.71	936.26 ✓	936.27

Spk. in P.P. 100' N.W. Int. Shady Lane & S.T.H. #1

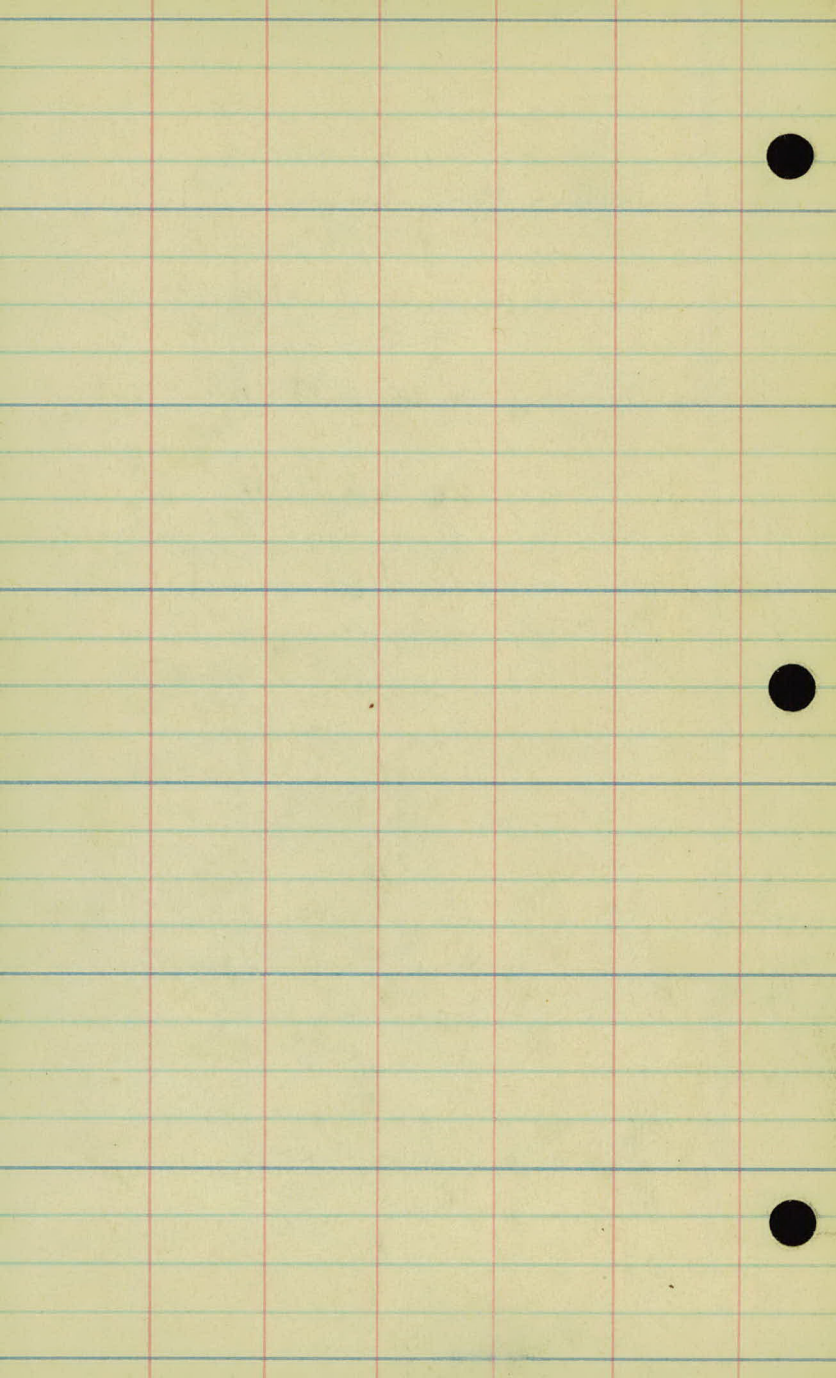
Top of Hyd. Cor. Shady Lane & R.R. Ave

Spk. in P.P. 38' Rt. Sta. 35+50

Spk. in 24" Maple 66' Rt. Sta. 25+16

Top of Hyd. N.E. Cor. W.B. Ave & 4th St.

Spk. in P.P. S.E. Cor. W.B. Ave & 7th St.



Level 5

Banning Ave Sewer

B.M. 5.13 940.93 ✓ 935.80

0400

6.1 934.83.

+26.3 P.I.

6.1 934.83.

+32.5 Top M.H.

+32.5 Flow Line

+50

6.1 934.83.

1

5.5 935.43.

2

5.1 935.83.

3

4.6 936.33.

+95.4 P.I.

4.1 936.83.

+99.5 Top M.H.

+99.5 Flow Line

4

4.1 936.83.

Spk. in P.P. S.E. Cor. W.B. Ave & 8th St.

935.33.

$$\begin{array}{r} 5.6 \\ 10 \end{array} \quad \begin{array}{l} \text{Tip of Cess Pool} \\ 6.1 \end{array}$$

6.1

935.23.

$$\begin{array}{r} 6.7 \\ 2.5 \end{array}$$

$$\begin{array}{r} 11.5 \\ 7.5 \end{array} \quad 929.43.$$

6.1

5.5

5.1

4.6

4.1

$$936.83. \quad \begin{array}{r} 4.1 \\ 5 \end{array}$$

$$929.23. \quad \begin{array}{r} 11.7 \\ 5 \end{array}$$

4.1

940.93 ✓

5 4.8 936.13.

6 4.7 36.23.

7 4.6 36.33.

+59 Top M.H.

+59 Flow Line 8"

+59 East Invert

8 4.0 936.93.

B.M. 1.52 942.39 ✓ 0.06 940.87 ✓ 940.87

9 5.4 36.99.

10 4.7 37.69.

11 4.7 37.69.

+18 Top M.H.

+18 Flow Line 8"

+18 East Invert

12 5.5 36.89.

13 5.8 36.59.

4.8

4.7

4.6

937.03. $\frac{3.9}{6}$

928.23. $\frac{12.7}{6}$

930.13. $\frac{10.8}{6}$

4.0

Top of Hyd. Cor. 7th Division

5.4

4.7

4.7

937.79. $\frac{4.6}{7}$

927.49. $\frac{14.9}{7}$

929.79. $\frac{12.6}{7}$

5.5

5.8

942.39 ✓

14 6.0 936.39

+77 Top M.H.

+77 Flow Line

+77 East Invert

+86.35 P.I. 5.2 3719

B.M. 5.06 943.42 4.02 938.37 938.36

15 6.4 37.02

+07 X-Drain

+09 X-Drain

+15 5.7 3772

+93 Top M.H.

+93 Flow Line

16 5.5 3792

+45 5.2 38.22

+63 6.5 36.92

6.0

$$937.19. \frac{5.2}{7}$$

$$926.79. \frac{15.6}{7}$$

$$927.09. \frac{15.3}{7}$$

5.2

Spk. in P.P.-N.E. Cor. 5th + Division

6.4

$$\frac{7.7}{8.5} \quad 935.72.$$

$$935.71. \frac{7.7}{3.5}$$

5.7

$$938.22. \frac{5.2}{10}$$

$$929.72. \frac{13.7}{10}$$

5.5

5.2

6.5

943.42 ✓

16 + 90

5.4 938.02

+ 95

6.7 36.72

17

5.9 37.52

B.M.

4.78

943.14 ✓

5.06

938.36

+ 7.5

Top of Rail

4.9 38.24

18

5.0 38.14

+ 10

Top of Rail

4.8 38.34

+ 25

4.2 38.94

19

4.2 38.34

T.P.

~~2.88~~

942.78 ✓

3.24

939.90 ✓

20

4.7 38.08

21

4.8 37.98

+ 80.94

P.I.

4.8 37.98

B.M.

2.20

942.80 ✓

2.20

940.58

940.60

22

4.8 38.00

23

5.1 37.70

5.4

6.7

5.9

4.9

5.0

4.8

4.2

4.8

4.7

4.8

4.8

4.8

5.1

942.80 ✓

24 5.5 937.80

25 5.5 937.80

T.P. 4.85 942.53 ✓ 5.12 937.68 ✓

+42 Top of C.B.

+42 Flow Line

+61 Top of M.H. 5.3 37.23

+61 Flow Line 12.1 30.43

+61 C.B. Invert 10.9 31.63

+81 Top of C.B.

+81 Flow Line

26 5.3 37.23

27 5.1 37.43

28 5.1 37.43

29 5.1 37.43

5.5

5.5

$$936.43. \frac{6.1}{25}$$

$$\frac{6.2}{13}$$

936.33.

$$933.63. \frac{8.9}{25}$$

$$\frac{9.9}{13}$$

932.63.

5.3

12.1

10.9

$$936.13. \frac{6.4}{25}$$

$$\frac{6.4}{14}$$

913.13.

$$932.73. \frac{9.8}{25}$$

$$\frac{9.8}{14}$$

932.73.

5.3

5.1

5.1

5.1

942.53 ✓

29+31 Top C.B.

+31 Flow Line

+43 Top M.H. 5.1 937.43

+43 Bottom M.H. 13.4 29.13

+43 Flow Line 12.9 29.63

+43 C.B. Invert 10.1 32.43

+43 Top of 6" Water Main 12.3 30.23

+72 Top C.B.

+72 Flow Line

+72 Invert 6" Vit.

30 5.1 37.43

31 4.7 37.83

T.P. 5.23 943.62 4.14 938.39 ✓

32 5.8 37.82

+95 Top C.B.

+95 Flow Line

33+12 Top M.H. 4.9 38.72

+12 Flow Line 15.0 28.62

+12 C.B. Invert 11.0 32.62

$$936.13. \frac{6.4}{26}$$

$$\frac{6.2}{12}$$

$$936.33.$$

$$933.63. \frac{8.9}{26}$$

$$\frac{9.1}{12}$$

$$933.43.$$

$$5.1$$

$$13.4$$

$$12.9$$

$$10.1$$

$$12.3$$

$$936.53. \frac{6.0}{30}$$

$$\frac{6.0}{12}$$

$$936.53.$$

$$933.93. \frac{8.6}{30}$$

$$\frac{8.8}{12}$$

$$933.73.$$

$$\frac{8.4}{12}$$

$$934.13.$$

$$5.1$$

$$4.7$$

$$5.8$$

$$937.52. \frac{6.3}{27}$$

$$\frac{5.7}{12}$$

$$937.92.$$

$$934.72. \frac{8.9}{27}$$

$$\frac{8.7}{12}$$

$$934.92.$$

$$4.9$$

$$15.0$$

$$11.0$$

943.62



33+28

Top C.B.

+28

Flow Line

34

4.7 938.92.

35

4.5 39.12.

36

4.6 39.02.

+56

Top C.B.

+56

Flow Line

+74

Top M.H.

4.7 38.92.

+74

Flow Line

15.7 27.92.

+74

C.B. Invert

103 3332.

+74

Top C.B.

+74

Flow Line

+92

Top C.B.

+92

Flow Line

$$937.82 \cdot \frac{5.8}{23}$$

$$\frac{5.7}{10} \quad 937.92 \cdot$$

$$934.62 \cdot \frac{9.0}{23}$$

$$\frac{8.9}{10} \quad 934.72 \cdot$$

4.7

4.5

4.6

$$\frac{5.7}{9} \quad 937.72 \cdot$$

$$\frac{9.2}{9} \quad 934.42 \cdot$$

4.7

15.7

10.3

$$937.82 \cdot \frac{5.8}{27}$$

$$935.02 \cdot \frac{8.6}{27}$$

$$\frac{6.3}{6} \quad 937.52 \cdot$$

$$\frac{9.2}{6} \quad 934.42 \cdot$$

943.62 ✓

37

5.0 958.62

38

4.5 39.12

B.M. 0.33 940.23 ✓ 3.70 939.92 939.90

+76 L S.T.H. #1 1.3 58.93

39

Shoulder 1.6 38.63

T.P. 0.54 929.05 ✓ 11.72 928.51 ✓

+18.7 Flow Line - End of Sewer 3.1 25.95

41+20 Top of Ice on Lake Shore 7.7 21.35

T.P. 11.70 940.21 ✓ 0.54 928.51 ✓

B.M. 0.31 939.90 ✓

5.0

4.5

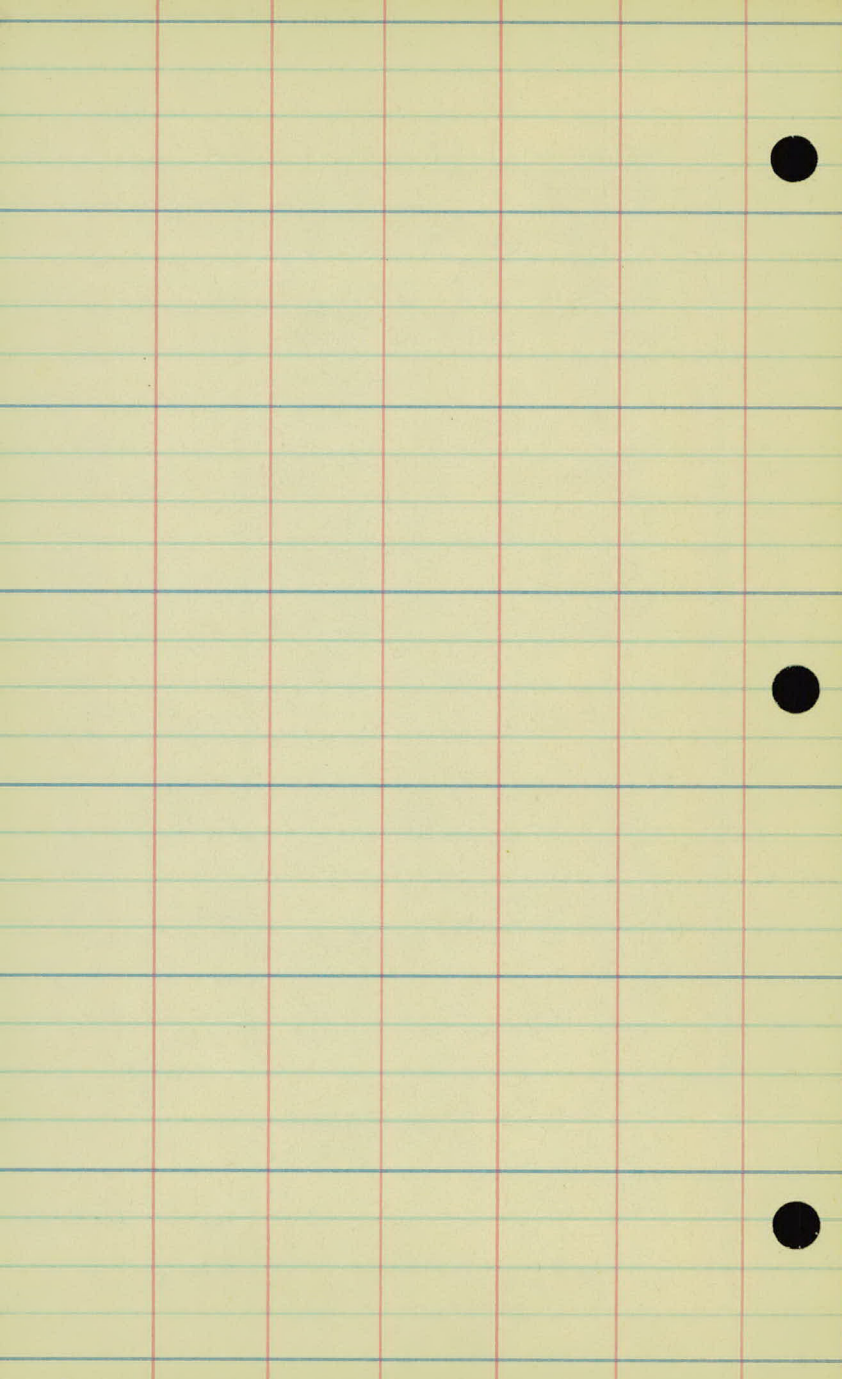
Spk. in L.P. - S.E. Cor. S.T.H. #1 & Banning Ave

1.3

1.6

3.1

7.7



Check Levels
Banning Ave Sewer.

B.M.	5.13	940.93		935.80
B.M.	1.90	942.77	0.06	940.87
B.M.	4.60	942.96	4.41	938.36
T.P.	2.88	942.78	3.06	939.90
B.M.			2.18	940.60
T.P.	5.26	942.94	5.10	937.68
B.M.			2.38	940.56
T.P.	4.51	944.03	3.42	939.52
B.M.	3.65	943.55	4.13	939.90
T.P.	4.01	942.23	5.33	938.22
B.M.			2.78	939.45
				939.44

Spk. in P.P. S.E. Cor. W.B. Ave & 8th St.

Top of Hyd. Cor. 7th & Division Sts.

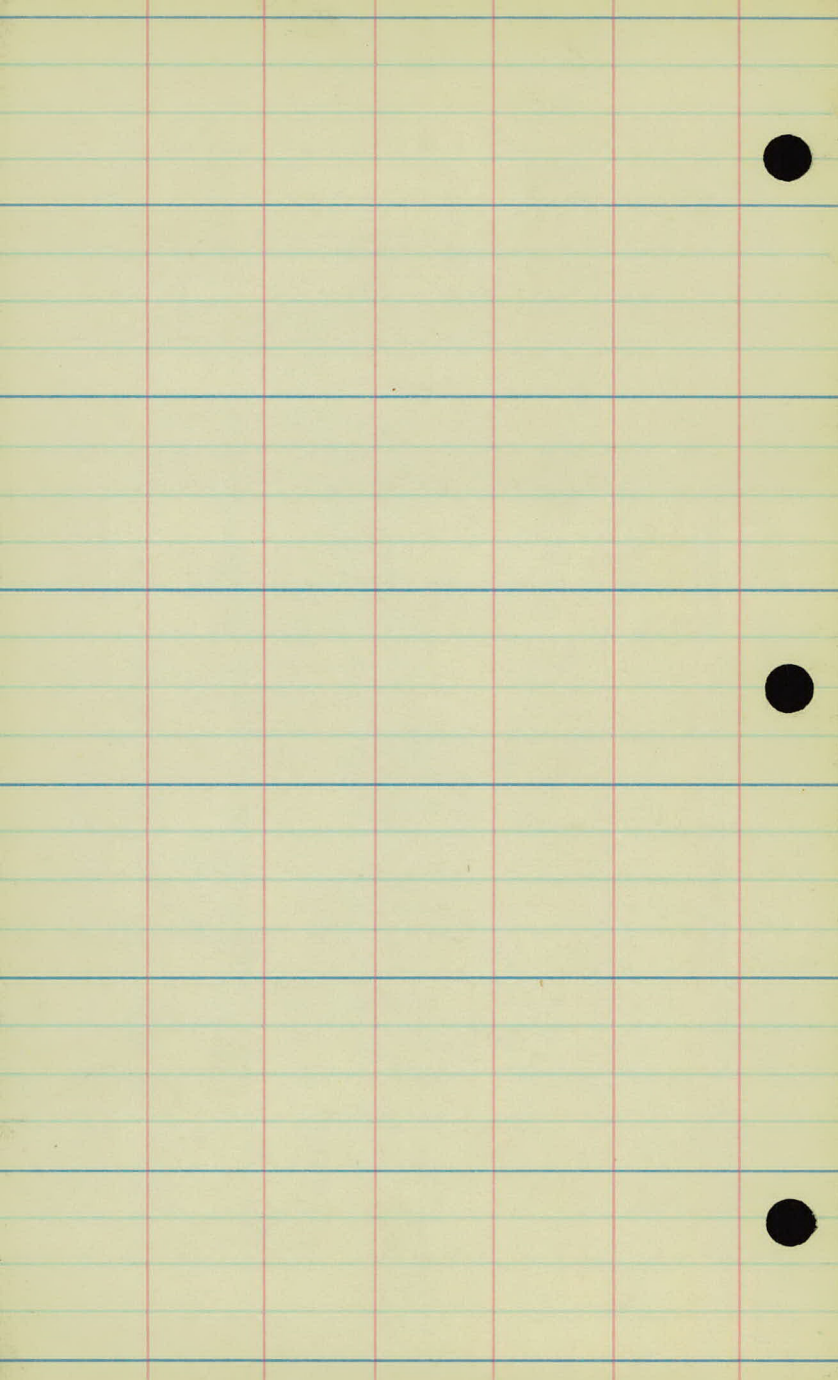
Spk. in P.P. N.E. Cor. 5th & " "

Top of Hyd. N.E. Cor. 5th & Banning

Top of Hyd. N.E. Cor. 3rd & Banning

Spk. in L.P. S.E. Cor. S.T.H. #1 & Banning

Spk. in P.P. 100' N.W. Int. Shady Lane & S.T.H. #1



Alignment
Banning Ave Sewer

A-Lt. A-Rt.

3+95.4 P.I.

90°00'

0+26.3 P.I.

89°59'

0+00

T.P. $\circ$ 37.0 ——— 46.12 $\circ$ Hyd.

P.P. $\circ$ 45.58 ——— 32.82 ——— Cor. Iron F.P. $\times$

P.P. $\circ$ 65.20 ——— 57.07 ——— Cor. Iron F.P. $\times$

A-Lt. A-Rt.

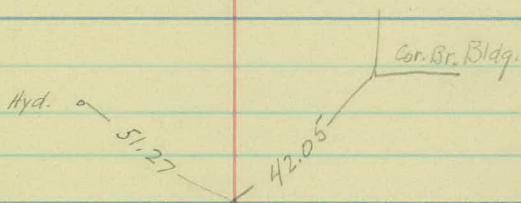
39+18.70 End

21+80.94 P.I.

89°55'

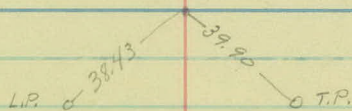
17+71.75 P.O.T. R.R. To Main Line

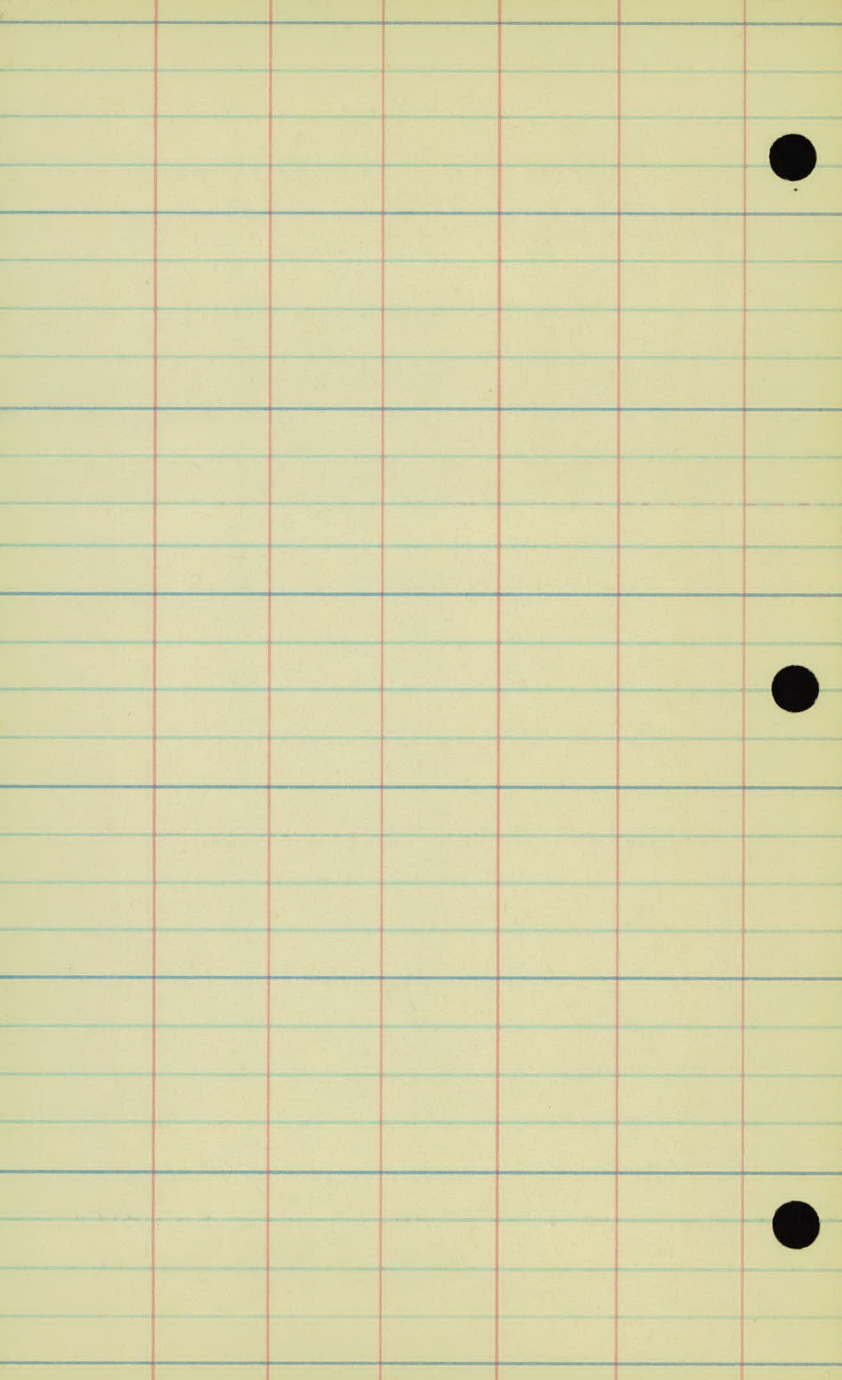
14+86.35 P.I. 90°03'



44090' 114040'

A small, faint handwritten note in the center of the page, possibly indicating a distance or measurement. It consists of two numbers, "44090'" and "114040'", separated by a small symbol that looks like a cross or a plus sign.





Topog.

Banning Ave Sewer

2

1

0+00

+67-~~E~~ Dr.

+19-~~E~~ Alley

+19-~~E~~ Alley

+04-~~E~~ Dr.

7.5'

8' 4" St.

+68.5-Curb 10.5'

+53.5-Curb 25.5'

+68.5 Curb 25.5'

+53.5-Curb 40.5'

+32.5-M.H. 7.5'

+00-Curb 9'-F. 17'

C.B. Cess Pool

5

4

3

+89-£ Dr.

+36-T.P. 11'

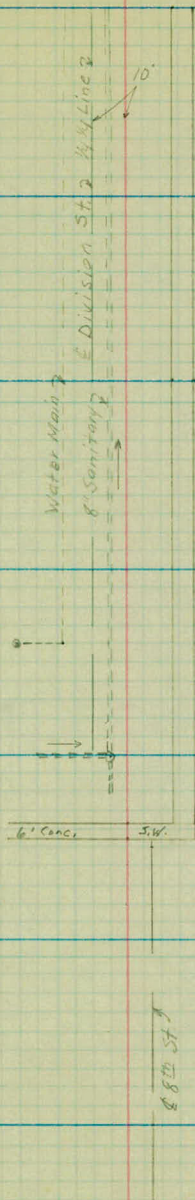
+00-S.W. 13'

+53-T.P. 11'

+30-Hyd. 31'

£ 8th St.
+99.5-M.H. 5'

+77-S.W. £



8

7

6

+90-Hyd. 30'

+59-M.H. 6'

Division St. & NW Line



Water Main

8" Sanitary

6" Conc. SW.

+100-S.W. 12.5'
+95-T.P. 11'

E 7th St.

+13-Tr. 8'

+84-Tr. 8'

+63-T.P. 11'

11

10

9

+92-T.P. 11'

+70-Tr. 10'

+18-M.H. 7'

£ 6th St.

+100-S.W. 12.5'

+60-T.P. 11'

Water Main 2

8" Sanitary

SW

+100-S.W. 12.5'

+93-£ Dr.

+26-T.P. 11'

14

13

12

+94-M.H. 9'

+77-M.H. 7'

Same M.H.
+80.35

S. Line Sec. 14
E 5th St.

+48-T.P. 11'

S.W. 12.5'

+64-T.P. 10'

10'

+18-T.P. 11'

M.H. Line 12
8" Sanitary

S.W.

+100-S.W. 12.5'

17

16

15

+88-E R.R. Track

+78.5-E " "

+72-E " " Main Line

+56-E " " Main Line

+43-E " "

+7.5-E R.R. Track

+93-Guy Wire 5'

+35-E Dr.

+93-M.H. 10'

+09-12"X20" C.M.
X-Drain 3.5'

E. & W. E. Sec. 142

Rd.

Begin.

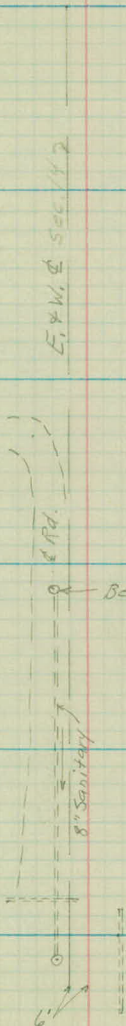
8" Sanitary

+45-Tr. 6'

+24-Tr. 7'

+17-2 Tr. 2'

+07-E. End X-Drain 8.5'
12"X28" C.M. & Vit



20

19

18

+82-T.P. 7'

+07-T.P. 7'

+81-E Dr.

+67-T.P. 7'

6' S.W.

8' S.W.

+47-S.W. 13'

+25-E Main St.

+10' E R.R. Track.

23

22

21

+55-Dr.

+81-P.P. 16'

Curb 2

6' S.W.

+97-Curb 13'
+93-Cor. S.W. 18'

Same Cor.

+63-Cor. S.W. 12'
+57-Beg. Curb 3-5'
+55-T.P. 6'

6' S.W.

+00-S.W. 12'

E. & W. Sec. 14

4.0725 ft. 2

26

25

24

+81-C.B. 25'-2'x2'

+61-M.H. 2'

+42-C.B. 25'-2'x2'

24" VIT



Begin. Storm Sewer 4th St.

+42-C.B. 13'-2'x2'

+41-End Curb & S.W. 14'

E Banning Ave

Curb 2

10' S.W.

Curb 2

6' S.W.

+27-4 Dr.

+19-P.P. 16'

+00-Curb 14'-S.W. 18'

29

28

27

+72-C.B. 30'-2'X2'

+72-C.B. 12'-2'X2'

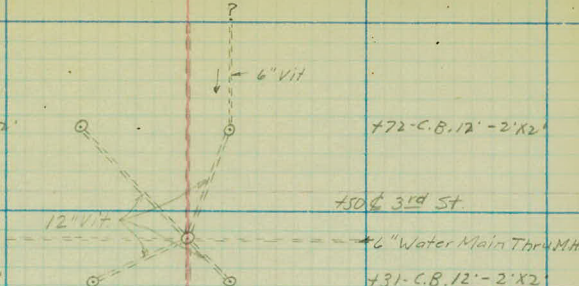
+43-M.H. E

+31-C.B. 26'-2'X2'

+50 3rd St

6" Water Main Thru M.H.

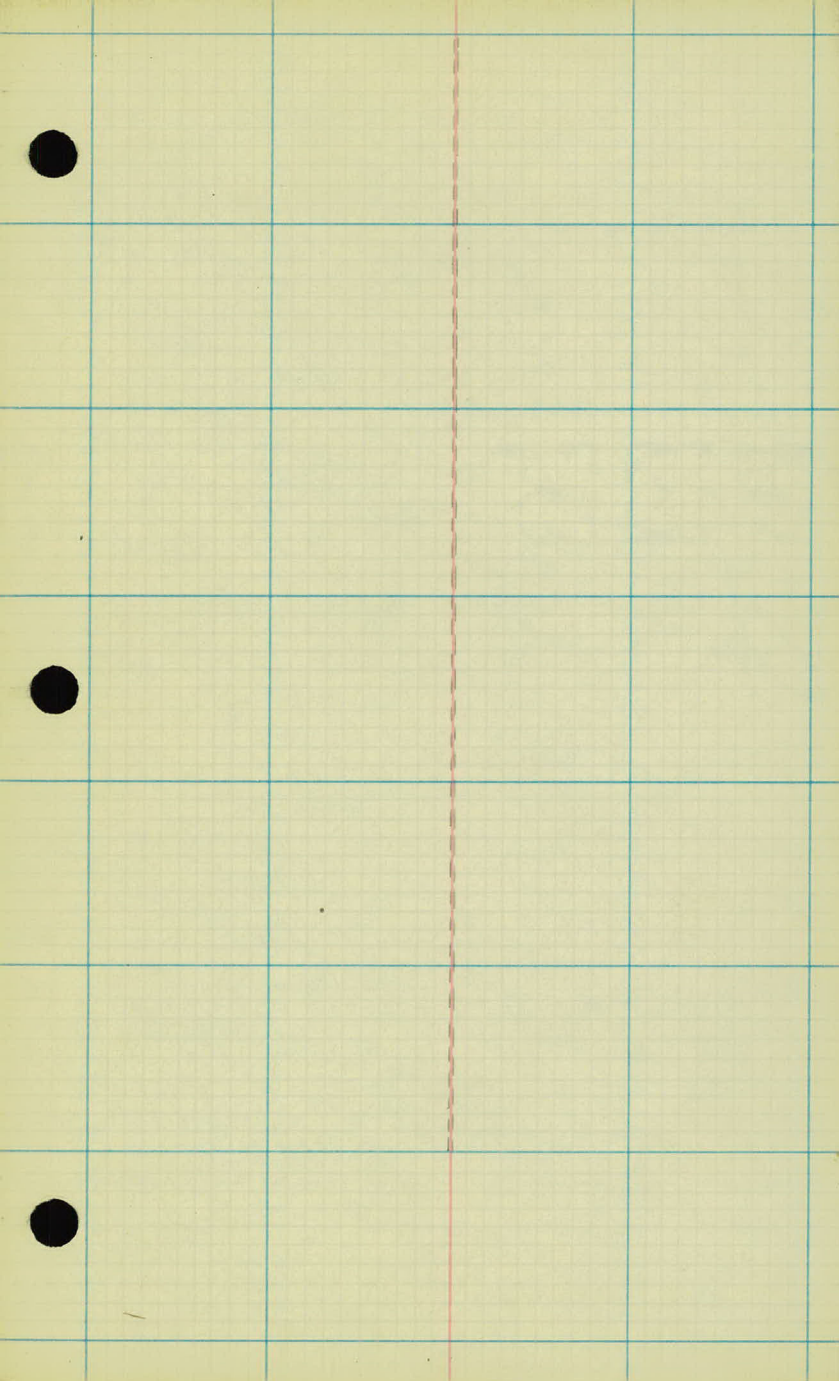
+31-C.B. 12'-2'X2'



32

31

30



35

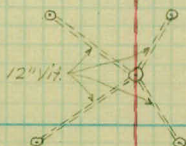
34

33

+28-C.B. 23'

+12-M.H. 4

+95-C.B. 27'



+28-C.B. 10'

4 2 74 St.

+95-C.B. 12'

38

37

36

+76- $\angle$ S.T.H. #1.

$\leftarrow 55^{\circ}48' \rightarrow$

+74-C.B. 27'



+92-C.B. 6'

$\angle$ 12 $\frac{1}{2}$ St.
+74-M.H. $\angle$

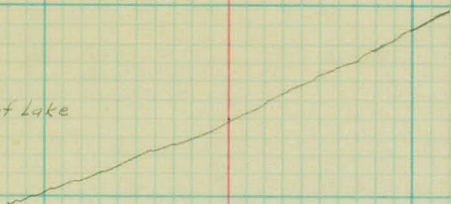
+56-C.B. 9'

41

40

39

+20 - Edge of Lake

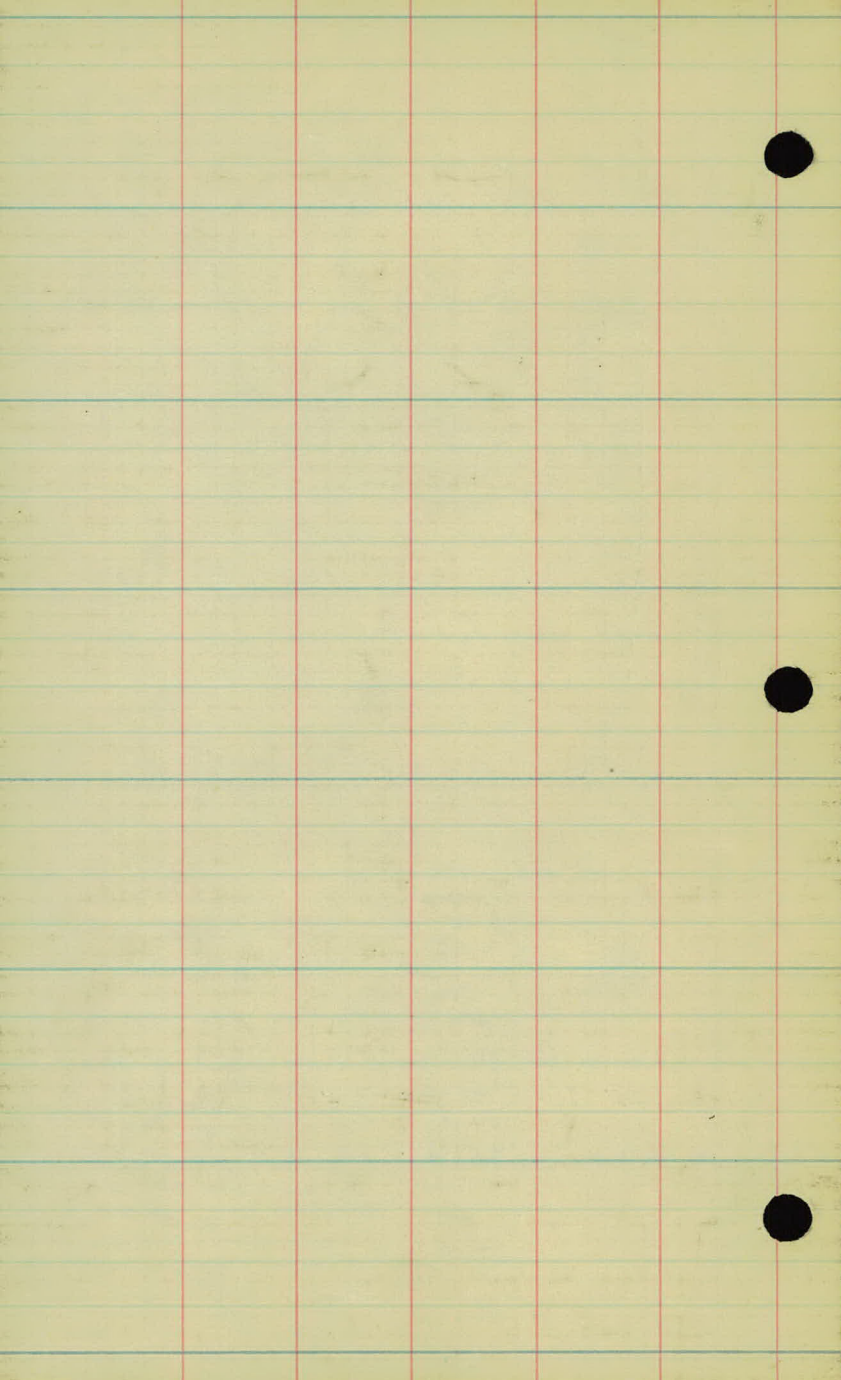


+18.7 - End 2.5'

+03.7 - A-174



2' X 8' Conc. Headwall



Alignment

Sec. Tie

5th St. Sewer

9+26.0 Sec. Line - E B.E. Ave

9+02.5 End of Storm Sewer

7+06.0 E M.H.

3+47.5 E M.H.

0+00 E M.H.

→ Z →

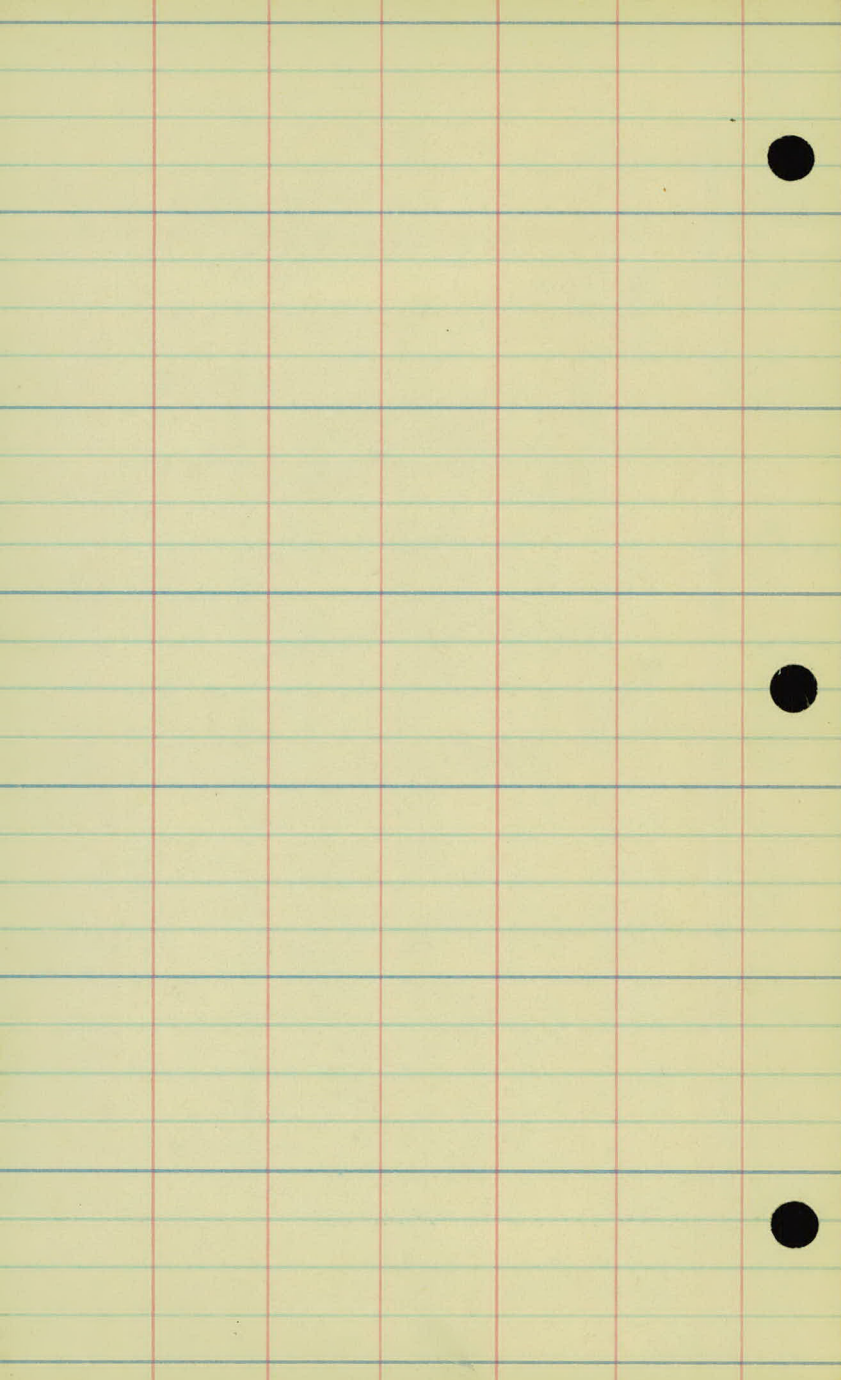
Gen. Sec. 14

← 15.5 →



← 15.5 →





Topog.

5th St. Sewer

1

0+00

- 15 - Curb
- 16 - C.B. 13.5'
- 33 - E W.B. Ave
- 50 - C.B. 13.5'
- 51 - Curb

- 73 - Beg. 12" C.M.
6" X 3' Conc. Headwall } E

15.5'

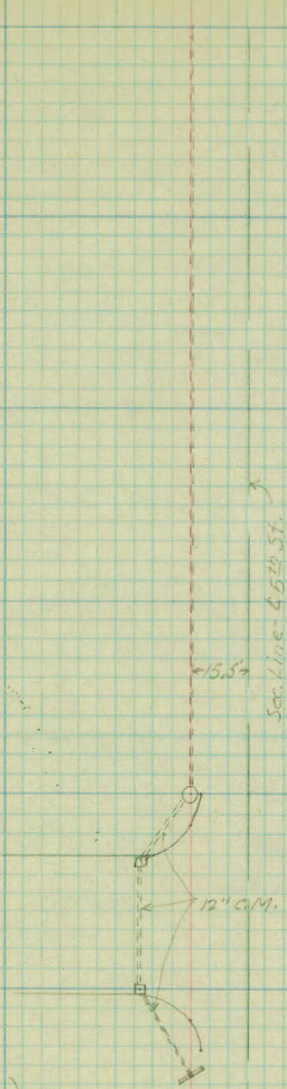
Sec. Line - 45th St.

+00 - End Curb 2.5'

-05 - Curb E

-58 - Curb E

-66 - Beg. Curb 2.5'



4

3

2

+47.5-M.H. 4
+39-End Inlet. 19'

12" V7



7

6

5

+06-M.H. 4

①

10

9

8

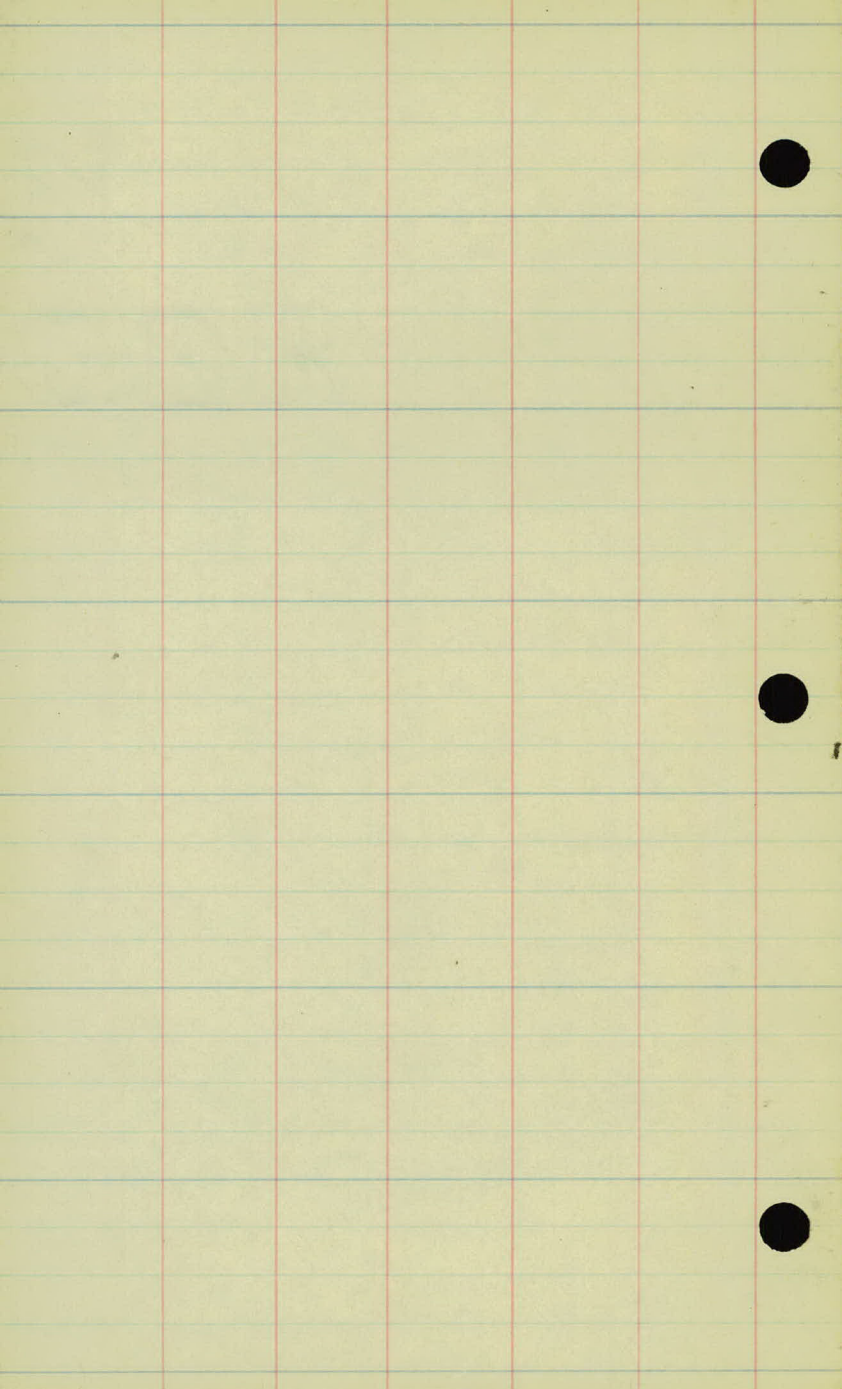
+26'-4" B. E. Ave.

15.5'

+02.5'-End

+09'-12" X 33" C. M. X Drive

1



Level/s

5th St. Sewer.

B.M.	0.34	942.54 ✓	942.18
T.P.	4.76	941.68 ✓	5.62 936.92 ✓
0-73	Flow Line 12" C.M.	7.4	934.28.
0-50	Top C.B.		
0-50	Flow Line		
0-16	Top C.B.		
0-16	Flow Line		
0+00	Top M.H.	5.9	35.78.
100	Bot. M.H.	9.7	31.98.
100	Flow Line	9.0	32.68.
1		5.7	35.98.
2		5.7	35.98.
3		5.7	35.98.
+47.5	Top M.H.	6.3	35.38.
+47.5	Bot. M.H.	10.3	31.38.
+47.5	Flow Line	9.3	32.38.

Hyd. N.E. Cor. W.B. Ave & 4th St.

7.4

$$\begin{array}{r} 935.08. \\ 6.6 \\ \hline 13.5 \end{array}$$

$$\begin{array}{r} 932.98. \\ 8.7 \\ \hline 13.5 \end{array}$$

$$\begin{array}{r} 935.08. \\ 6.6 \\ \hline 13.5 \end{array}$$

$$\begin{array}{r} 932.88. \\ 8.8 \\ \hline 13.5 \end{array}$$

5.9

9.7

9.0

5.7

5.7

5.7

6.3

10.3

9.3

941.68 ✓

4 6.3 935.38.

5 6.6 35.08.

T.P. 2.78 938.92 ✓ 5.54 936.14 ✓

6 4.1 34.82.

7 3.8 35.12.

+06 Top M.H. 3.9 35.02.

+06 Bot. M.H. 7.9 31.02.

+06 Flow Line 7.0 31.92.

8 5.1 33.82.

9 4.8 34.12.

+02.5 Flow Line - End. of Sewer. 7.3 31.62.

B.M. 4.91 934.01 ✓ 934.00

6.3

6.6

4.1

3.8

3.9

7.9

7.0

5.1

4.8

7.3

Spk. in 24" Maple 66' Rt. Sta. 25+16 - B. E. Survey

