

BK 41 Dr 16

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

..... Plan Survey

..... Mc Cartens Blvd No
.....

From So. McCarrans To Elmer Stv.

Road Acc't. No. 45

Date Filed..... File.....

BK 41 Dr 16

M^cCARRON'S BLVD.

Plan survey

Vicinity of Ditch

Index

Alignment 1-2

Topography 3-5

Cross Sections 6-8

5/6/40

R.P.

A.M.

L.G.

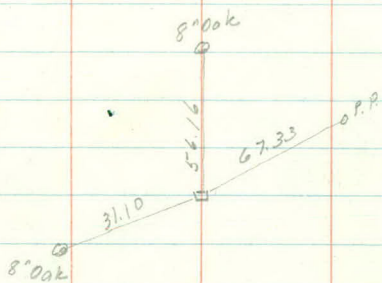
C.P.

Done 7/19/40
WGB

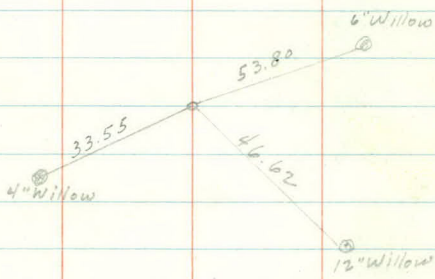
Sta.	Pt.	Angle		Curve Data.
		Lt.	Rt.	
+67.04	P.T.		24° 46'	
+50			23° 14'	
15			18° 44'	A - 49° 32' Rt.
+50			14° 14'	D - 18°
14 + 39.32	P.I.		49° 32'	T - 147.46
14			9° 44'	L - 275.18
+50			5° 14'	R - 319.623
13			0° 44'	E - 30°
12 + 91.86	P.C.			
+82.40	P.T.	7° 39'		A 15° 17½' Lt.
+50		6° 16'		D 7°
6		4° 31'		T 109.95
5 + 80.90	P.I.	15° 17½'		L 218.45
+50		2° 46'		R 819.02
5		1° 01'		E 7°
4 + 70.95	P.C.			
0 + 00	P.D.T.			

845-58 12100

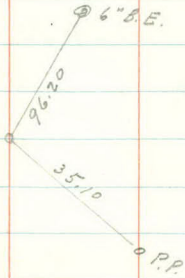
(2)



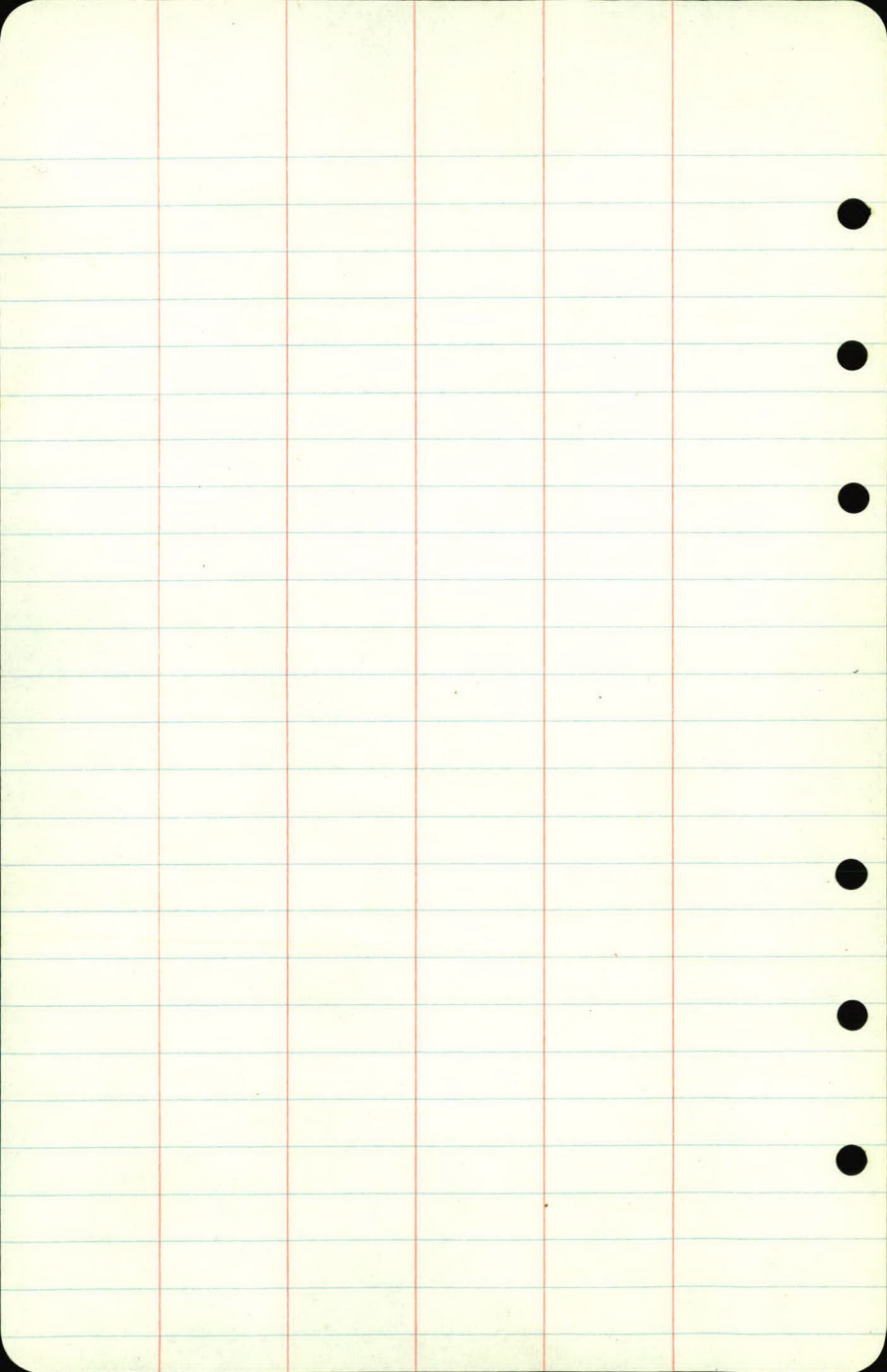
2"x2" Hub.



Bolt/Spike



Spike



3
MELCARIZON'S BLVD.

Topography

6 12 13

4'
21' +34- 48" x 44' C.M.

23

5 13 10

+75 Reg. To D.H.L.
+71 End
18" x 20' C.M. 18'

+50 Reg. Swamp 100

+20 A.P. 45

4 13 12

3 12 +05 End Frost Ball 14

+65 Reg. Frost Ball

2 17 12 +98 15" x 36' C.M. (skewed) 14'
+80 Frost Ball Ends 19'

+50 Reg. Frost Ball

1 10 12

0 11 12

Swamp 90

+81 Rgc Tie X Fe

+50 Swamp 85

Swamp 50

+69 Triple 25

+65 Twin 26

+61 Twin 26

+59 Swamp 21

Swamp 65

+78 18" Will 29

+56 Rgc Tie Ent

+35 Double Ent

21" x 50" Vit. 18'

+09 Fe. Cor 29

+00 Hedge 30

Fe. 29

+94 Spruce 38

+66 Spruce 37

+48 Sapling 34

+00 Hedge 29

Fe. 24

+39 18" Ash 21

+19 Triple 15" Will 24

+15 Bog Hedge 28

+05 Ent

21" x 20" C.M. 17'

+90 End 15" C.M. 16'

+95 End Hedge 30

+97 18" Will 32

Fe. 21

+89 Cor Hedge 31

+84 Δ Ditch 30

+73 Rgc Tie 2' Ditch

Fe. 21

+84 P.P. 36'

+74 2" Will 27

+36 18" Will 22'

+34 Δ Ditch 41

+66 4" B.E. 31

+61 P.P. 19

+58 4" B.E. 31

+50 4" B.E. 31

+41 4" B.E. 32

+31 4" B.E. 31

+15 4" B.E. 31

+08 4" B.E. 31

+46 2" Ash 31

+92 12" Pop 31

+85 4" B.E. 31

+73 Ent

18" x 20" C.M. 19'

+56 4" B.E. 32

+45 P.P. 20

+37 4" B.E. 32

+28 4" B.E. 32

+20 4" B.E. 32

+03 4" B.E. 32

+95 4" B.E. 32

+85 4" B.E. 33

+69 4" B.E. 33

+52 4" B.E. 33

+36 4" B.E. 33

+25 P.P. 21

+21 4" B.E. 33

+02 4" Stump 33

+04 Ent

15" x 8" C.M. 17'

+89 6" B.E. 33

+73 6" B.E. 33

+56 6" B.E. 33

+40 15" Pop 33

+23 6" B.E. 33

+100 P.P. 22

+91 6" B.E. 33

+53 Sapling 34

+30 Sapling 34

+09 Sapling 33

13

12

11

10

12

11

9

+ 99 Rge Tie x Fe. ¹²

11

8

11

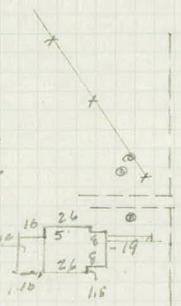
10

7

12

12

+34 4" Ash 32
 +29 4" Ash 37
 +25 X Fe. 25
 +13 Ent.
 +02 6" Ash 31
 +93 4" wall 21 Garage
 +76 Cor. Ho 55



+78 P.P. 21

+44 P.P. - 21

+85 End Fe 26
 +40 2" BE 23
 +12 Fe Cor. 27



+15 P.P. 20

16

15

14

Cross Sections
McCarron's Blvd.

Sta.	t	Δ	-	Elev.
B.M.	9.47	855.05		845.58
T.P.	9.75	863.99	0.81	854.24
T.P.	9.48	872.91	0.56	863.43
0+00			3.8	69.1
+50			6.1	66.8
1			8.0	64.9
+50			9.9	63.0
2			11.8	61.1
+50			13.9	59.00
T.P.	0.39	860.78	12.52	860.39
3			4.4	56.4
+50			7.0	53.8
4			9.3	51.5
+50			11.4	49.4
T.P.	2.55	885.67	11.66	849.12
P.C. +70			3.0	48.7

Spike P.P. 26 Rl. Sta 5+84

$\frac{4.7}{50}$ $\frac{5.5}{21}$ $\frac{4.9}{14}$ $\frac{4.5}{12}$ $\frac{4.2}{38}$ $\frac{4.8}{12}$ $\frac{4.2}{32}$ $\frac{2.4}{36}$ $\frac{0.3}{50}$

$\frac{8.1}{50}$ $\frac{7.7}{36}$ $\frac{8.1}{22}$ $\frac{7.9}{17}$ $\frac{6.7}{13}$ $\frac{6.5}{6.1}$ $\frac{7.0}{12}$ $\frac{6.5}{14}$ $\frac{4.7}{30}$ $\frac{3.9}{38}$ $\frac{3.9}{50}$

Ditch $\rightarrow$ $\frac{9.8}{100}$ $\frac{10.0}{50}$ $\frac{10.0}{23}$
 $\frac{8.8}{50}$ $\frac{9.0}{27}$ $\frac{8.8}{20}$ $\frac{9.4}{19}$ $\frac{10.2}{18.17}$ $\frac{8.5}{14}$ $\frac{8.0}{8.0}$ $\frac{8.4}{12}$ $\frac{8.9}{13}$ $\frac{9.0}{16}$ $\frac{8.4}{17}$ $\frac{6.7}{34}$ $\frac{5.3}{50}$

$\frac{9.7}{50}$ $\frac{10.5}{21}$ $\frac{11.7}{19.18}$ $\frac{10.6}{13}$ $\frac{10.5}{9.9}$ $\frac{11.5}{13}$ $\frac{10.6}{15.17}$ $\frac{9.3}{19}$ $\frac{8.5}{25}$ $\frac{7.8}{36}$ $\frac{7.8}{50}$

59.68 $\rightarrow$ $\frac{13.23}{F.L.}$

$\frac{9.9}{50}$ $\frac{11.3}{20}$ $\frac{13.3}{18.16}$ $\frac{11.6}{14}$ $\frac{12.5}{11.8}$ $\frac{14.0}{13}$ $\frac{12.9}{16.18}$ $\frac{11.6}{19}$ $\frac{10.8}{25}$ $\frac{10.8}{50}$

$\frac{15.08}{F.L.}$ 57.83

$\frac{8.9}{50}$ $\frac{10.4}{35}$ $\frac{11.6}{22}$ $\frac{15.7}{16.14}$ $\frac{14.1}{11}$ $\frac{14.6}{13.9}$ $\frac{16.2}{14}$ $\frac{14.8}{17.19}$ $\frac{15.9}{20.23}$ $\frac{14.9}{25.27}$ $\frac{14.4}{29}$ $\frac{14.4}{50}$

$\frac{0.0}{50}$ $\frac{1.3}{37}$ $\frac{2.2}{24}$ $\frac{6.3}{17.15}$ $\frac{4.6}{12}$ $\frac{4.4}{4.4}$ $\frac{5.1}{13}$ $\frac{5.2}{19}$ $\frac{7.3}{24.26}$ $\frac{6.3}{29}$ $\frac{5.6}{50}$

$\frac{6.9}{50}$ $\frac{6.5}{35}$ $\frac{6.5}{26}$ $\frac{9.3}{20.18}$ $\frac{7.5}{13}$ $\frac{7.5}{7.0}$ $\frac{8.2}{11}$ $\frac{8.2}{19}$ $\frac{8.2}{20.23}$ $\frac{8.4}{25}$ $\frac{8.2}{33}$ $\frac{8.2}{50}$

$\frac{7.9}{50}$ $\frac{9.3}{31}$ $\frac{9.7}{25}$ $\frac{11.0}{21.19}$ $\frac{9.8}{14}$ $\frac{10.3}{9.3}$ $\frac{1.7}{15}$ $\frac{11.0}{17.19}$ $\frac{11.6}{21}$ $\frac{11.2}{29}$ $\frac{11.2}{50}$

$\frac{13.9}{50}$ $\frac{11.7}{17}$ $\frac{11.6}{11}$ $\frac{12.2}{13}$ $\frac{14.5}{16.19}$ $\frac{13.8}{21}$ $\frac{13.9}{50}$

$\frac{5.4}{50}$ $\frac{5.3}{27}$ $\frac{5.6}{25.23}$ $\frac{3.7}{19}$ $\frac{3.3}{11}$ $\frac{3.7}{3.0}$ $\frac{7.3}{11}$ $\frac{5.5}{18.20}$ $\frac{6.1}{27}$ $\frac{6.1}{50}$

Sta.	+	π	-	Elev.
		851.67		
5			4.0	47.7
+34	Sec 4hr 48" C.M.		5.0	46.7
+50			5.0	46.7
6			4.7	47.0
+50			4.1	47.6
R.T. 489			3.3	48.4
7 +50			2.1	49.6
8			1.5	50.2
B.M.	12.79	958.37	6.09	845.58
+50			7.6	50.8
+75			7.2	51.2
9			6.7	51.7
+50			6.2	52.2
10			6.1	52.3

845.58

$$\begin{array}{r} 7.6 \quad 7.7 \quad 6.9 \quad 6.1 \quad 4.6 \\ 50 \quad 39 \quad 31 \quad 18 \quad 14 \quad 40 \end{array} \quad \begin{array}{r} 4.4 \quad 8.3 \quad 7.3 \quad 8.4 \quad 8.5 \\ 12 \quad 20 \quad 21 \quad 23 \quad 34 \quad 50 \end{array}$$

40.54

$$\begin{array}{r} 10.2 \quad 11.13 \quad 10.4 \quad 5.3 \\ 50 \quad 21 \quad 21 \quad 11 \end{array} \quad \begin{array}{r} 5.2 \quad 10.6 \quad 11.03 \quad 10.8 \quad 9.0 \quad 9.0 \\ 12 \quad 23 \quad 23 \quad 40 \quad 42 \quad 50 \end{array}$$

FL 40.64

$$\begin{array}{r} 9.0 \quad 9.3 \quad 8.1 \quad 6.7 \\ 50 \quad 26 \quad 17 \quad 11 \end{array} \quad \begin{array}{r} 5.2 \quad 8.5 \quad 9.2 \\ 50 \quad 13 \quad 25 \quad 50 \end{array}$$

$$\begin{array}{r} 8.4 \quad 6.8 \quad 5.4 \\ 50 \quad 18 \quad 11 \end{array} \quad \begin{array}{r} 5.1 \quad 7.6 \quad 7.9 \quad 6.2 \quad 5.7 \quad 7.1 \quad 7.1 \\ 12 \quad 19 \quad 30 \quad 34 \quad 39 \quad 43 \quad 50 \end{array}$$

$$\begin{array}{r} 7.0 \quad 5.3 \quad 5.9 \quad 5.5 \quad 4.7 \\ 50 \quad 33 \quad 27 \quad 20 \quad 11 \end{array} \quad \begin{array}{r} 4.6 \quad 6.7 \quad 8.1 \quad 3.8 \quad 4.0 \\ 12 \quad 20 \quad 22 \quad 24 \quad 33 \quad 50 \end{array}$$

$$\begin{array}{r} 6.2 \quad 4.1 \quad 4.9 \quad 4.1 \quad 4.6 \quad 3.9 \\ 50 \quad 31 \quad 28 \quad 23 \quad 20 \quad 18 \quad 16 \quad 12 \quad 3.3 \end{array} \quad \begin{array}{r} 3.8 \quad 5.8 \quad 4.1 \quad 5.1 \\ 14 \quad 21 \quad 26 \quad 30 \quad 50 \end{array}$$

$$\begin{array}{r} 5.3 \quad 2.3 \quad 3.1 \quad 2.6 \quad 3.6 \quad 2.6 \\ 50 \quad 31 \quad 25 \quad 20 \quad 17 \quad 16 \quad 10 \quad 2.1 \end{array} \quad \begin{array}{r} 2.7 \quad 3.4 \quad 3.1 \quad 5.0 \quad 5.7 \\ 11 \quad 16 \quad 20 \quad 37 \quad 50 \end{array}$$

$$\begin{array}{r} 3.1 \quad 2.6 \quad 2.0 \quad 2.7 \quad 2.0 \\ 50 \quad 34 \quad 18 \quad 17 \quad 15 \quad 12 \end{array} \quad \begin{array}{r} 2.5 \quad 5.8 \quad 6.2 \\ 16 \quad 38 \quad 50 \end{array}$$

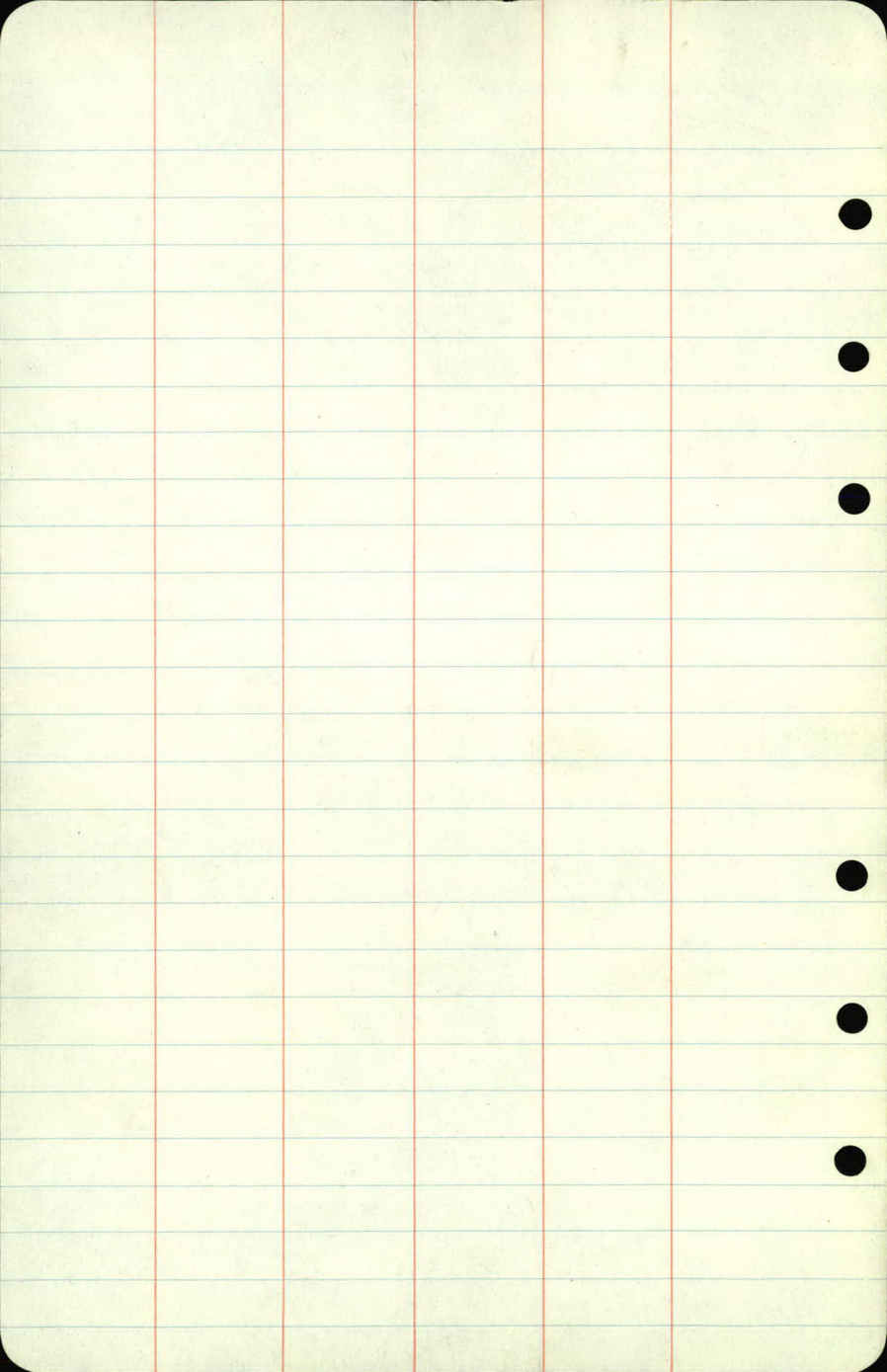
$$\begin{array}{r} 5.4 \quad 5.6 \quad 6.6 \quad 8.4 \quad 8.0 \\ 50 \quad 30 \quad 23 \quad 18 \quad 16 \quad 12 \end{array} \quad \begin{array}{r} 8.1 \quad 2.6 \quad 9.7 \quad 13.5 \quad 14.0 \\ 12 \quad 18 \quad 20 \quad 38 \quad 50 \end{array}$$

$$\begin{array}{r} 2.3 \quad 2.6 \quad 7.7 \quad 7.3 \\ 50 \quad 33 \quad 18 \quad 16 \quad 12 \end{array} \quad \begin{array}{r} 7.7 \quad 8.6 \quad 12.5 \quad 13.5 \\ 13 \quad 20 \quad 37 \quad 50 \end{array}$$

$$\begin{array}{r} 2.4 \quad 2.6 \quad 6.8 \\ 50 \quad 32 \quad 16 \end{array} \quad \begin{array}{r} 7.3 \quad 8.2 \quad 8.3 \quad 12.1 \\ 12 \quad 15 \quad 16 \quad 22 \quad 50 \end{array}$$

$$\begin{array}{r} 2.5 \quad 1.5 \quad 4.5 \quad 7.0 \quad 6.5 \\ 50 \quad 29 \quad 21 \quad 17 \quad 15 \quad 14 \end{array} \quad \begin{array}{r} 6.7 \quad 7.1 \quad 6.0 \quad 6.5 \quad 9.2 \\ 12 \quad 15 \quad 19 \quad 23 \quad 33 \quad 50 \end{array}$$

$$\begin{array}{r} 6.7 \quad 4.6 \quad 5.3 \quad 7.1 \quad 6.5 \\ 50 \quad 33 \quad 22 \quad 18 \quad 16 \quad 13 \end{array} \quad \begin{array}{r} 6.5 \quad 6.9 \quad 6.0 \quad 5.4 \quad 6.3 \quad 8.0 \\ 11 \quad 13 \quad 15 \quad 18 \quad 25 \quad 32 \quad 50 \end{array}$$

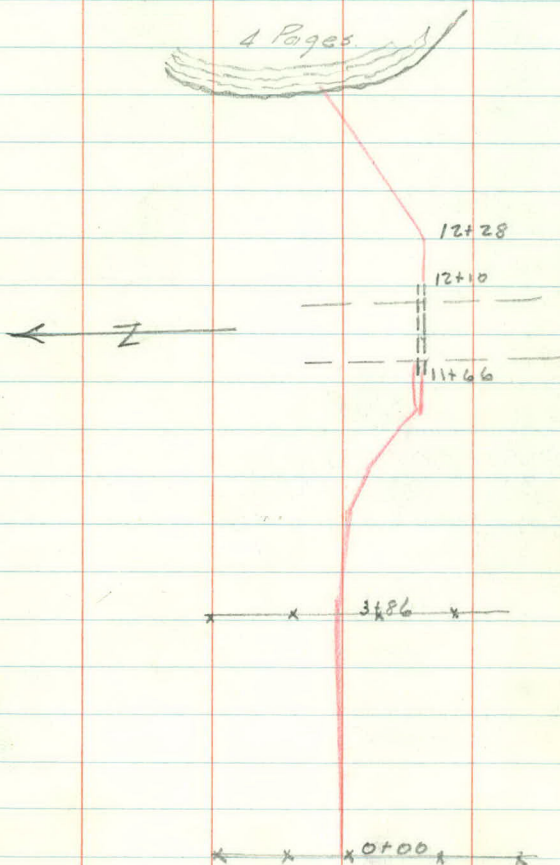


Drainage Ditch M^e Carrons Blvd. N.

3/6/40

R. Pease
A. Moeschter
L. Goldberg
C. Fewer.

4 Pages



	+	π	-	Elev
B.M.	6.77	856.91		850.14
T.P.	6.14	862.72	0.33	856.58
T.P.	4.25	862.14	4.83	857.89
T.P.	7.36	860.55	8.95	853.19
T.P.	2.26	856.29	6.52	854.03
B.M.	6.80	852.38	10.71	845.58
Water Level - $3/6/40 = 840.65$		<u>check.</u>	11.81	840.57
T.P.	2.53	851.07	3.84	848.54
0+00			6.5	44.6 Fe. x 5 $\frac{1}{2}$
+50			6.4	44.7
1			6.5	44.6
+50			6.8	44.3
2			6.9	44.2
+50			6.9	44.2
3			6.9	44.2
+50			6.4	44.7
4			7.2	43.9
+50			7.4	43.7
5			7.6	43.5
+50			7.5	43.6
6			7.8	43.3
+50			7.2	43.9
7			7.5	43.6
+50			8.3	42.8
8			8.6	42.5

Spike in Fe. Bst. Lt. of Ent. to Ice Ho. on S. Blvd. (Lake Level B.M.)

Spike in T.P. 50' Lt. 12+10

Sta.				Elev.
		851.07		
8+50		8.5	42.6	
9		9.0	42.1	
+50		9.3	41.8	
10		8.8	42.3	
+50		8.3	42.8	
11		9.0	42.1	
+50		9.5	41.6	
T.P.	5.81	852.43	4.45	846.62.
+66-	FL-48" C.M.	11.70	40.73	
+75	shldr.	6.0	46.4	
+89	±	5.6	46.8	
+99	shldr.	5.8	46.6	
12+10	FL-48" C.M.	11.69	40.74	
+28		11.6	40.8	
+50		11.5	40.9	
13		11.6	40.8	
+50		12.1	40.3	
14		12.0	40.4	
+50		12.0	40.4	

$$\begin{array}{ccccccc} 9.2 & 9.2 & 9.0 & 11.7 & & 11.7 & 8.9 \\ 25 & 14 & 5 & 2 & 11.6 & 2 & 5 \end{array} \quad \begin{array}{cc} 9.2 & 9.1 \\ 14 & 25 \end{array}$$

$$\begin{array}{ccccccc} 9.3 & 9.2 & 9.4 & 11.5 & & 11.5 & 9.7 \\ 25 & 14 & 4 & 1.5 & 11.5 & 1.5 & 3 \end{array} \quad \begin{array}{cc} 9.3 & 9.2 \\ 15 & 25 \end{array}$$

$$\begin{array}{ccccccc} 7.6 & 8.7 & 10.0 & 11.6 & & 11.6 & 10.1 \\ 25 & 8 & 2 & 1.5 & 11.6 & 1.5 & 2 \end{array} \quad \begin{array}{cc} 9.6 & 9.3 \\ 11 & 25 \end{array}$$

$$\begin{array}{ccccccc} 9.9 & 9.8 & 10.1 & 12.1 & & 12.1 & 10.1 \\ 25 & 9 & 2 & 1.5 & 12.1 & 1.5 & 2 \end{array} \quad \begin{array}{cc} 9.9 & 9.7 \\ 12 & 25 \end{array}$$

$$\begin{array}{ccccccc} 10.6 & 10.1 & 10.9 & 12.0 & & 12.0 & 10.8 \\ 25 & 10 & 2 & 1 & 12.0 & 1 & 3 \end{array} \quad \begin{array}{cc} 10.5 & \\ & 25 \end{array}$$

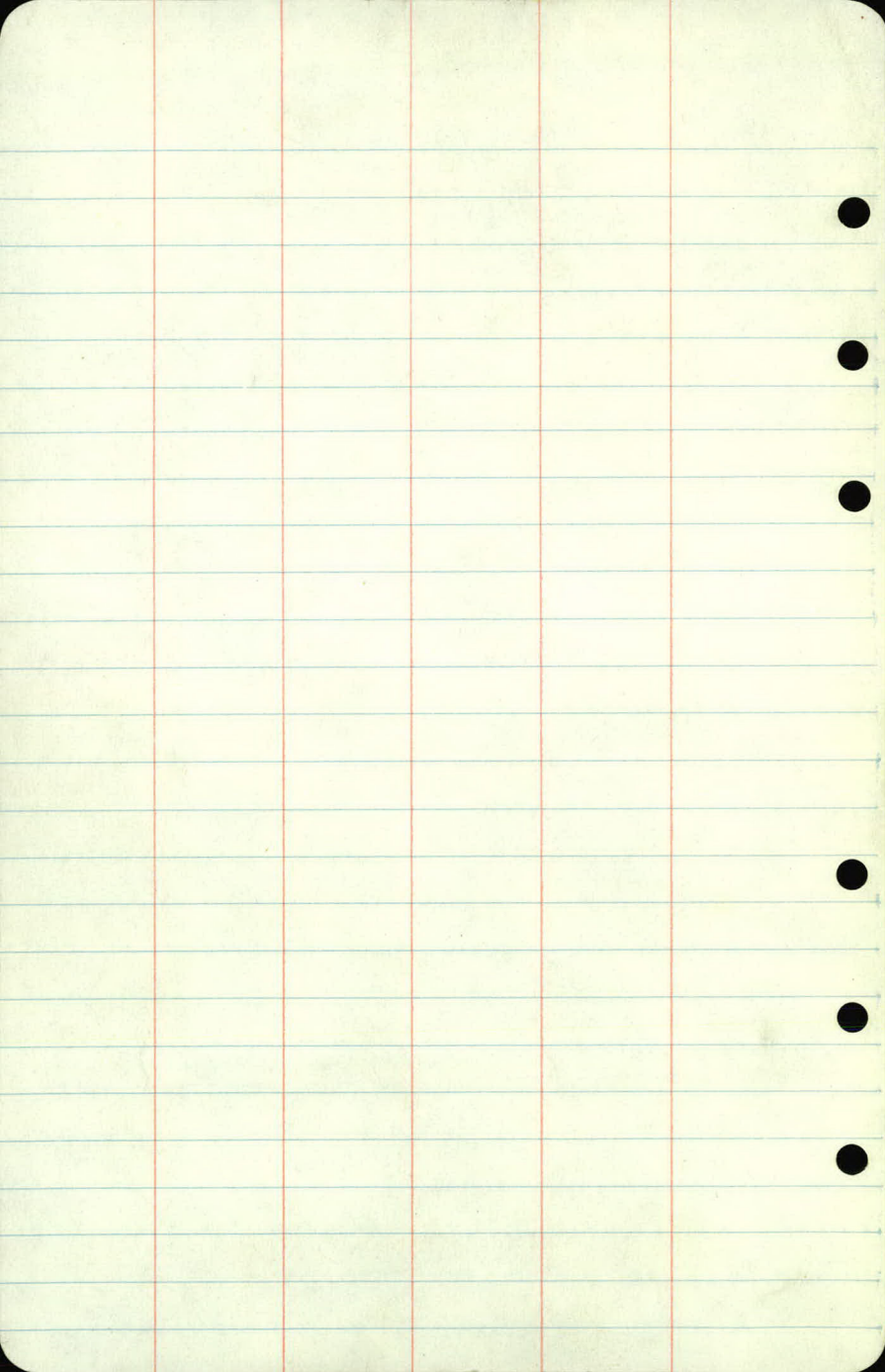
$$\begin{array}{ccccccc} 10.8 & 10.8 & 12.0 & & 12.0 & 10.8 & 10.8 \\ 25 & 2 & 1 & 12.0 & 1 & 2 & 25 \end{array}$$

Sta.	+	π	-	Elev.
		852.43		
15			12.5	439.9
+50	Lake		13.1	39.3
B.M.			6.80	845.63
				(845.58)

$$\begin{array}{r} 10.9 \\ 2.5 \end{array} \quad \begin{array}{r} 10.8 \\ 2 \end{array} \quad \begin{array}{r} 12.5 \\ 1 \end{array} \quad 12.5 \quad \begin{array}{r} 12.5 \\ 1 \end{array} \quad \begin{array}{r} 10.9 \\ 2 \end{array} \quad \begin{array}{r} 10.9 \\ 2.5 \end{array}$$

$$\begin{array}{r} 12.0 \\ 2.5 \end{array} \quad \begin{array}{r} 12.0 \\ 2 \end{array} \quad \begin{array}{r} 13.1 \\ 1 \end{array} \quad 13.1 \quad \begin{array}{r} 13.1 \\ 1 \end{array} \quad \begin{array}{r} 12.0 \\ 2 \end{array} \quad \begin{array}{r} 12.0 \\ 2.5 \end{array}$$

Spike T.P 50.2t 12210



Line Revision

McCarrans Blvd N.

at Elmer St.

Drawn up
WJB June 20-1940

Sta	Point	ΔL	ΔR
-----	-------	------------	------------

5+18.81 P.T.

P.I. 4+66.05

$\Delta = 17^{\circ}04'$

D-16° Lt.

4 +66.05 P.I. 17°04'

T 53.91'

L 106.67

R 359.26

4+12.14 P.C.

3 +78.75 P.T.

23°15'

+70

21°56' $\Delta = 469.30'$

+40

17°26' D-30° Rt.

3 +06.75 P.I.

T-83.00'

3

11°26' L-155.00'

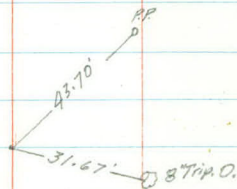
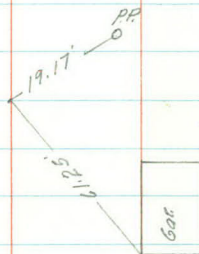
+50

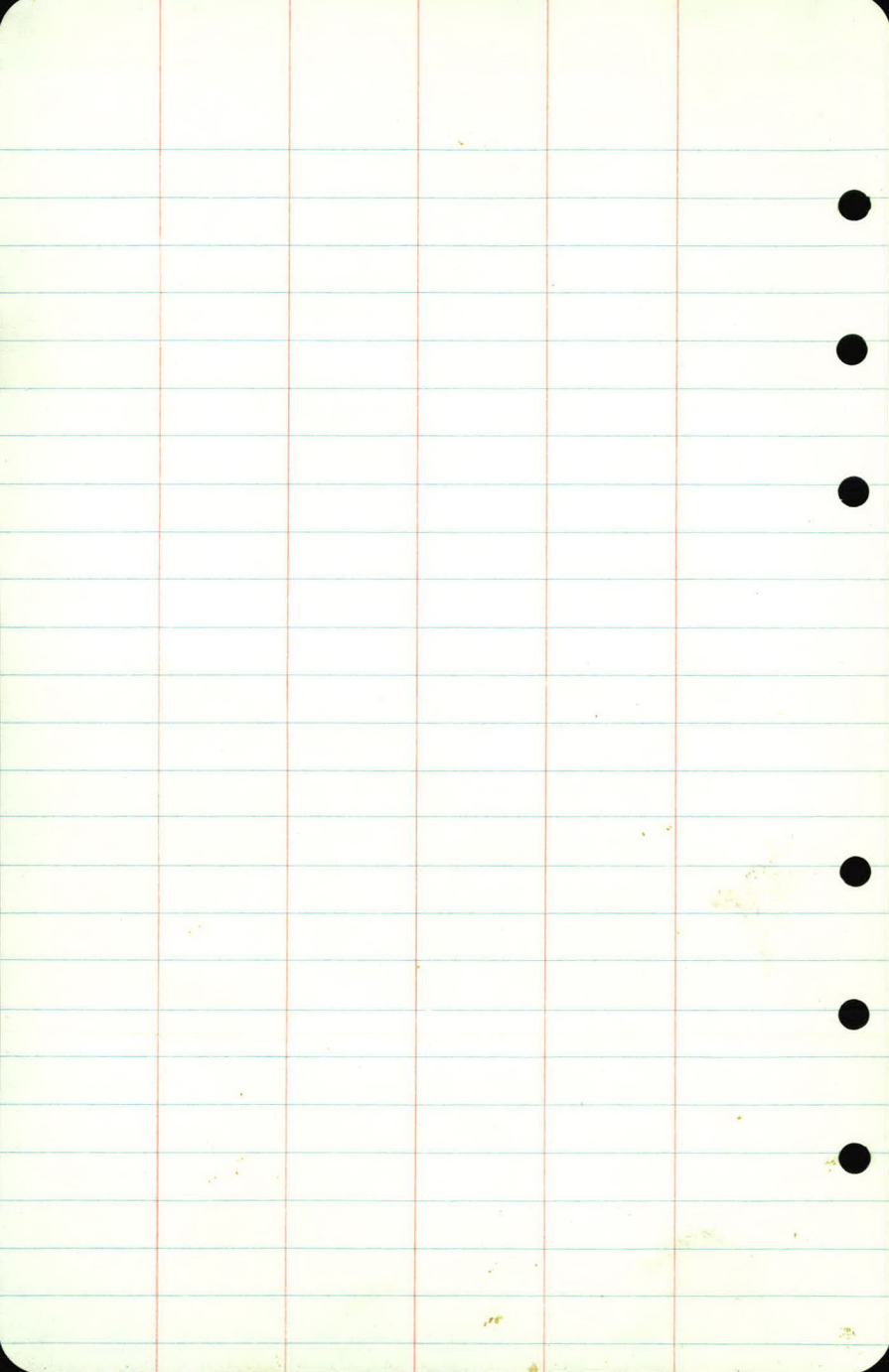
3°56.2' R-193.19'

2 +23.75 P.C.

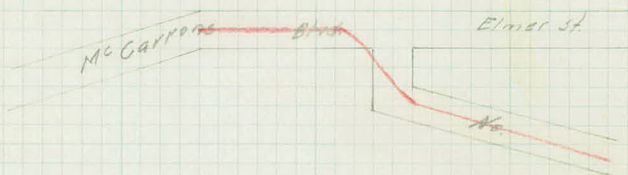
0°00'

6-17-40.



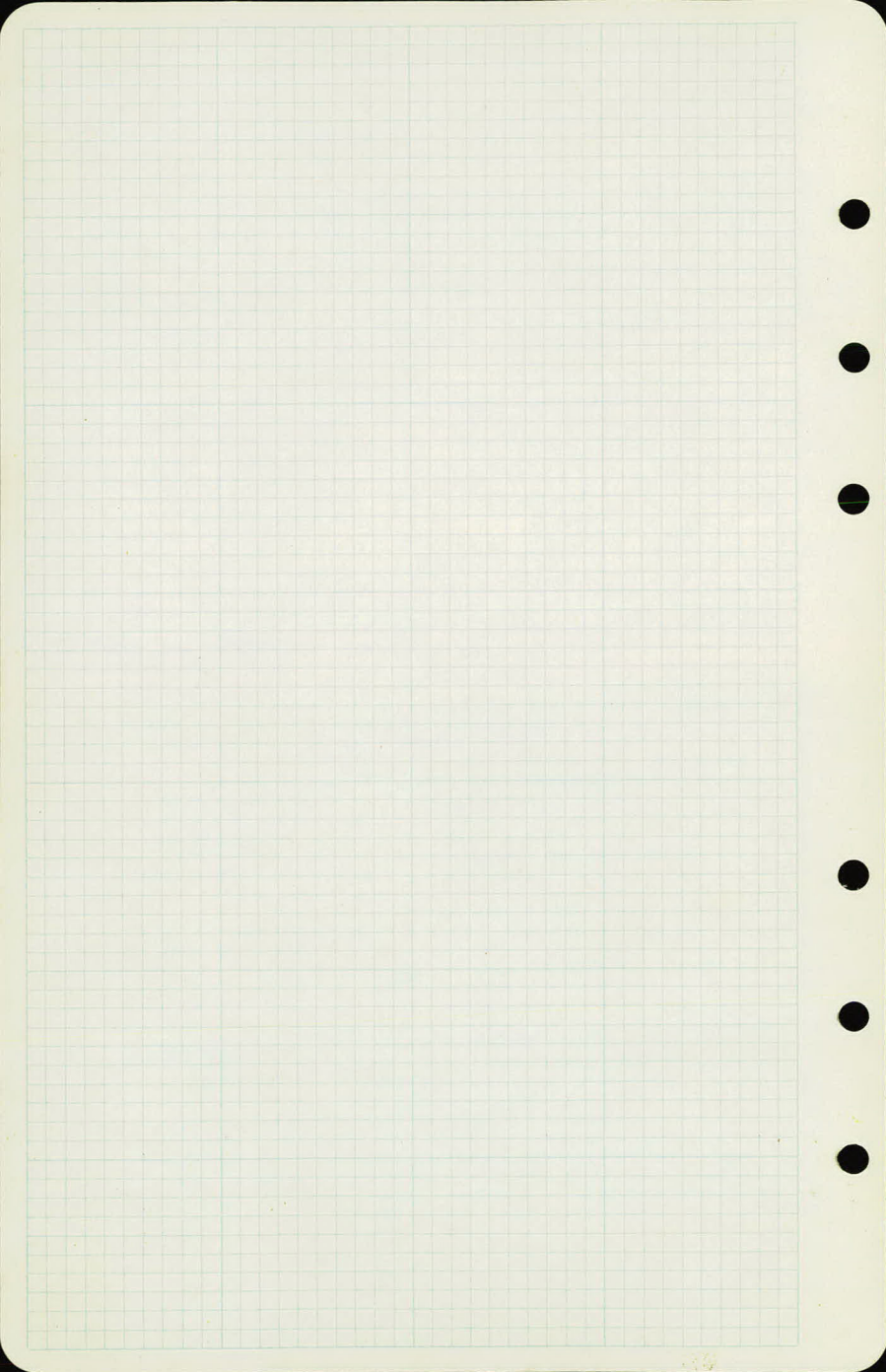


PLAN SURVEY
McCARRONS BLVD. NORTH
AT
Elmer St.



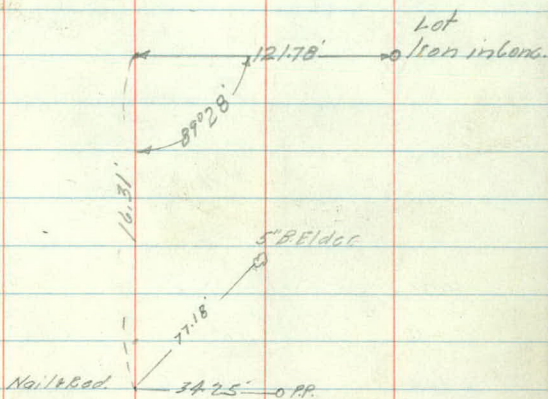
INDEX.	
Align	1-3
Topog.	4-6
Xsections	7-9

H. A.
6-3-40

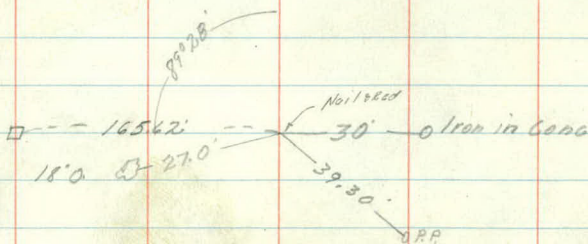


Alignment

Sta	Point	$\Delta Lt.$	$\Delta Rt.$
4	+00.44 P.T.		48°49'
	+80		24°44.3'
	+60		20°44.3' $\Delta - 57°39'$
	+40		16°44.3' $D - 40° -$
3	+36.75 P.I.		T = 80.44'
	+20		12°44.3' $L - 144.13'$
3		20.44	80°44.3' $R - 144.19'$
	+80		4°44.3'
2	+56.31 P.C.		0°00'
0	+00		



N.W. Cor. of S.W. 1/4 of N.E. 1/4 13-29-33



Sta	Point	ΔL	ΔR
-----	-------	------------	------------

+99.54	P.T.	$14^{\circ}06.1'$	
--------	------	-------------------	--

+80		$16^{\circ}58.5'$	
-----	--	-------------------	--

			$\Delta - 28^{\circ}12'$
--	--	--	--------------------------

+60		$7^{\circ}46.5'$	
-----	--	------------------	--

			$D - 32^{\circ} -$
--	--	--	--------------------

4	+56.97	P.I.	
---	--------	------	--

			$T - 45.56'$
--	--	--	--------------

+40		$4^{\circ}34.5'$	
-----	--	------------------	--

		$20.13'$	
--	--	----------	--

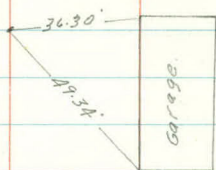
			$L - 88.13'$
--	--	--	--------------

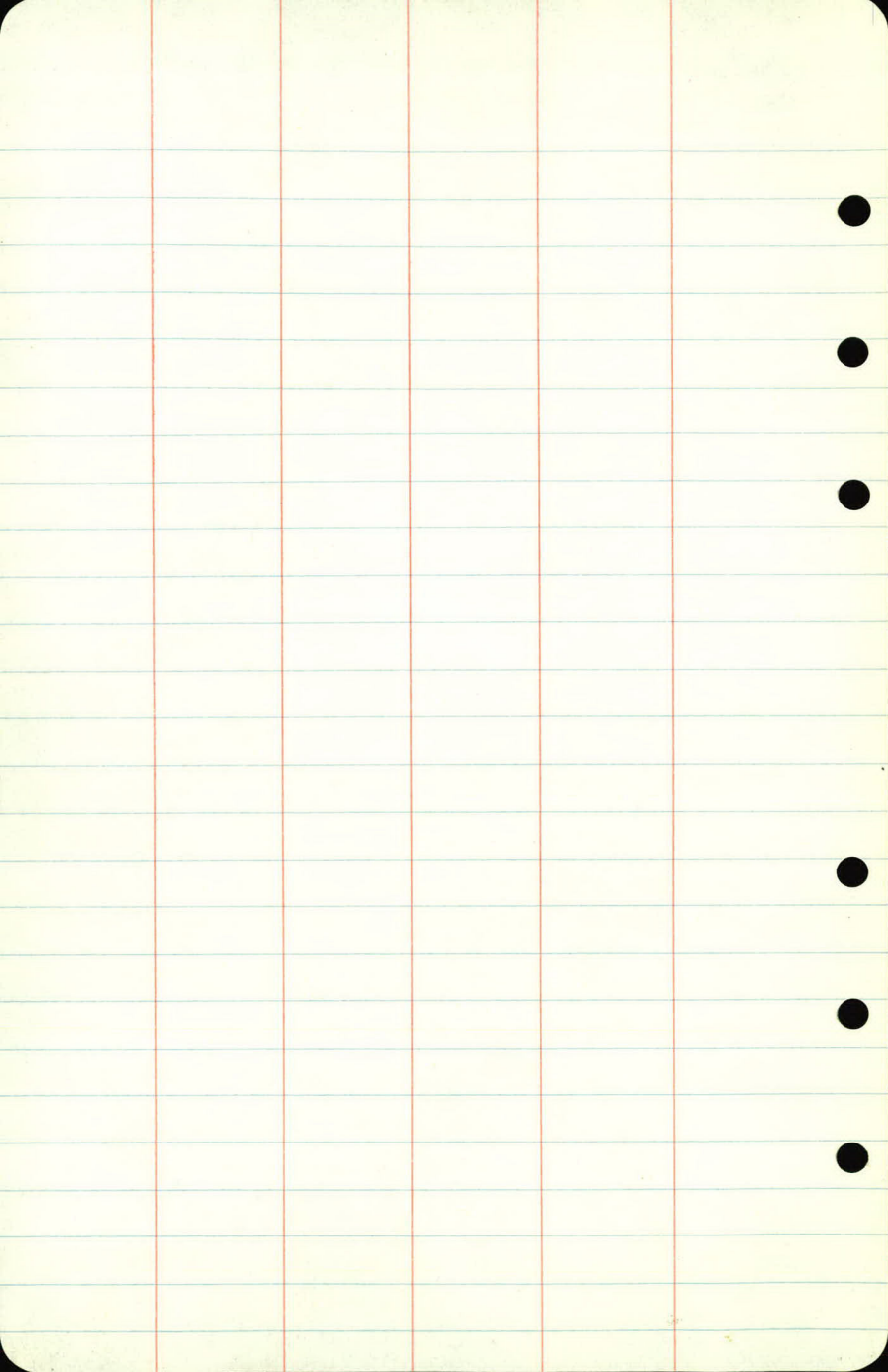
+20		$1^{\circ}22.5'$	
-----	--	------------------	--

			$R - 181.40'$
--	--	--	---------------

4	+11.41	P.C.	
---	--------	------	--

		$0^{\circ}00'$	
--	--	----------------	--





Topography

End 12'6" M - 39'
 12' x 20'6" M. Ent.
 +87-End 12'6" M - 24'
 +82-Lill 140 Hedge - 26'

+40-12" Tr. R.E. - 32'

5 +17-T.P.-22'
 15' Basswood - 26'

9'

+15-8" Pop - 33'

+87-6" Pop - 32'

+79-PP-20' +60-Rd-40'

+75-Rangefield Ho. -

+54-Cor. Ho. - 43'

+40-9'

+51-4" Elm - 14'

+65-Cor. Gorge - 4'

+40-Cor. Gorge - 30' Rd. - 9'

+28-Fe - 46' Edge Ent.

+20-8" O - 34'

+18-6" O - 26'

+36-18" Elm - 29'

+150-16-21' - Proposed Limit of widening

+12-6" Pop - 55" R.E. - 28'

4 +02-M.H. - 16'

End Road - 10'

10' FG - 18'

Road - 85'

+80-83g. Road - 53'

+80-5" Pop - 14' +93-3" Tr. R.E. - 21'

+73-6" Elm - 23' R.E. - 14'

+65-5" Elm - 21'

+56-5" R.E. - 26'

+54-5" R.E. - 24'

+36-Ent. 24' x 24'6" M. +40 31'

8' +43-PP-10' +47-12-13'

+35-8" Pop - 40'

+27-8" R.E. - 18'

+07-15" O - 24'

3

8'

16' +03-12" Tr. O - 22' + FG.

+44-PP-20'

+73-6" Tr. R.E. - 25' Limit of proposed widening

+29-15" O - 32' + FG.

+24-15" O - 30'

+21-15" O - 31'

+13-5" Pop - 30' + FG.

2'

18' +07-5" Pop - 31'

+77-30" O - 25'

+74-15" Tr. O - 29' + FG.

+67-5" Pop - 28'

+60-18" O - 31'

+56-20" O - 32'

+28-20" O - 27'

+21-20" O - 28' + FG.

+15-15" O - 29'

15' +07-15" O - 28'

+90-24" O - 30'

+85-30" O - 27' + FG.

+75-15" O - 30'

+57-15" O - 27'

+47-24" O - 30' Pop. with FG.

+44-24" O - 27' = End FG.

+36-Ent. 18"6" M. - 18'

+17-1/2 Road.

+01-End 18"6" M. - 15'

+23-Ent. 15" x 20'6" M.

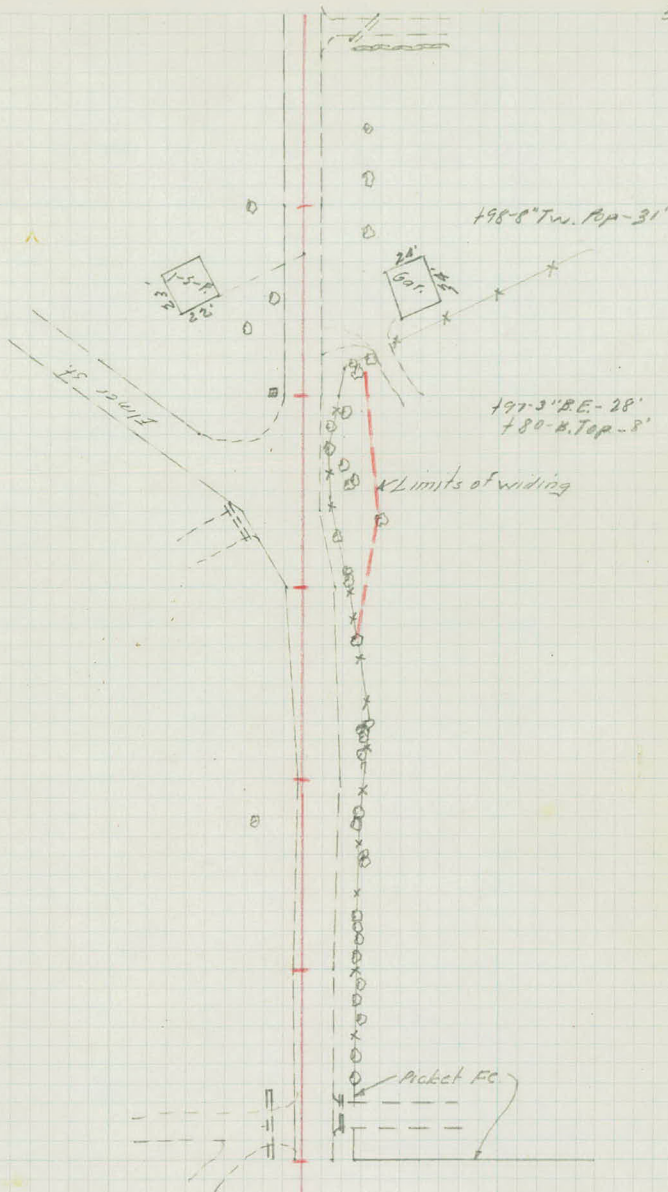
20'

0+00

4'

15'

FG. Cor. - 26.5'



8

10' 10'

7

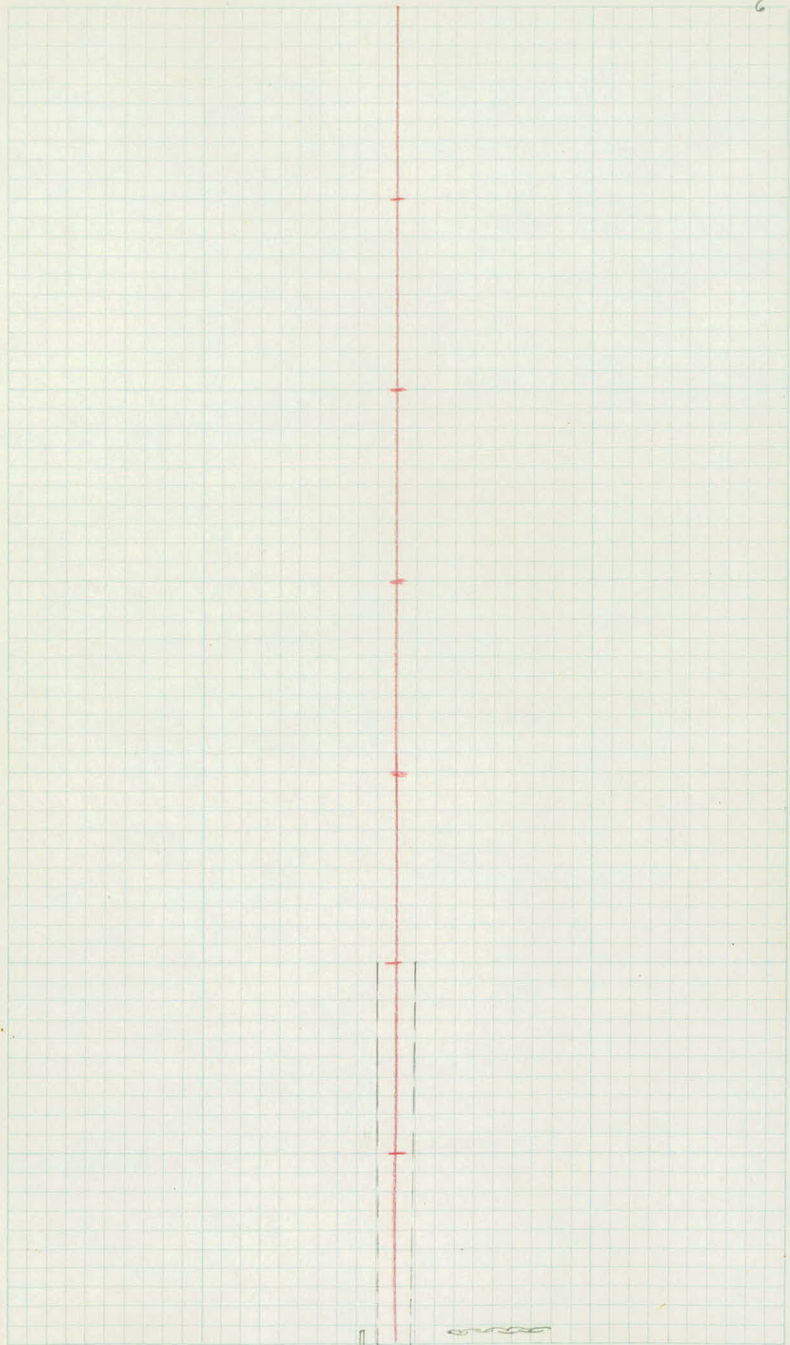
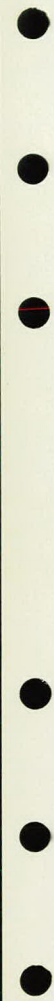
11' 9'

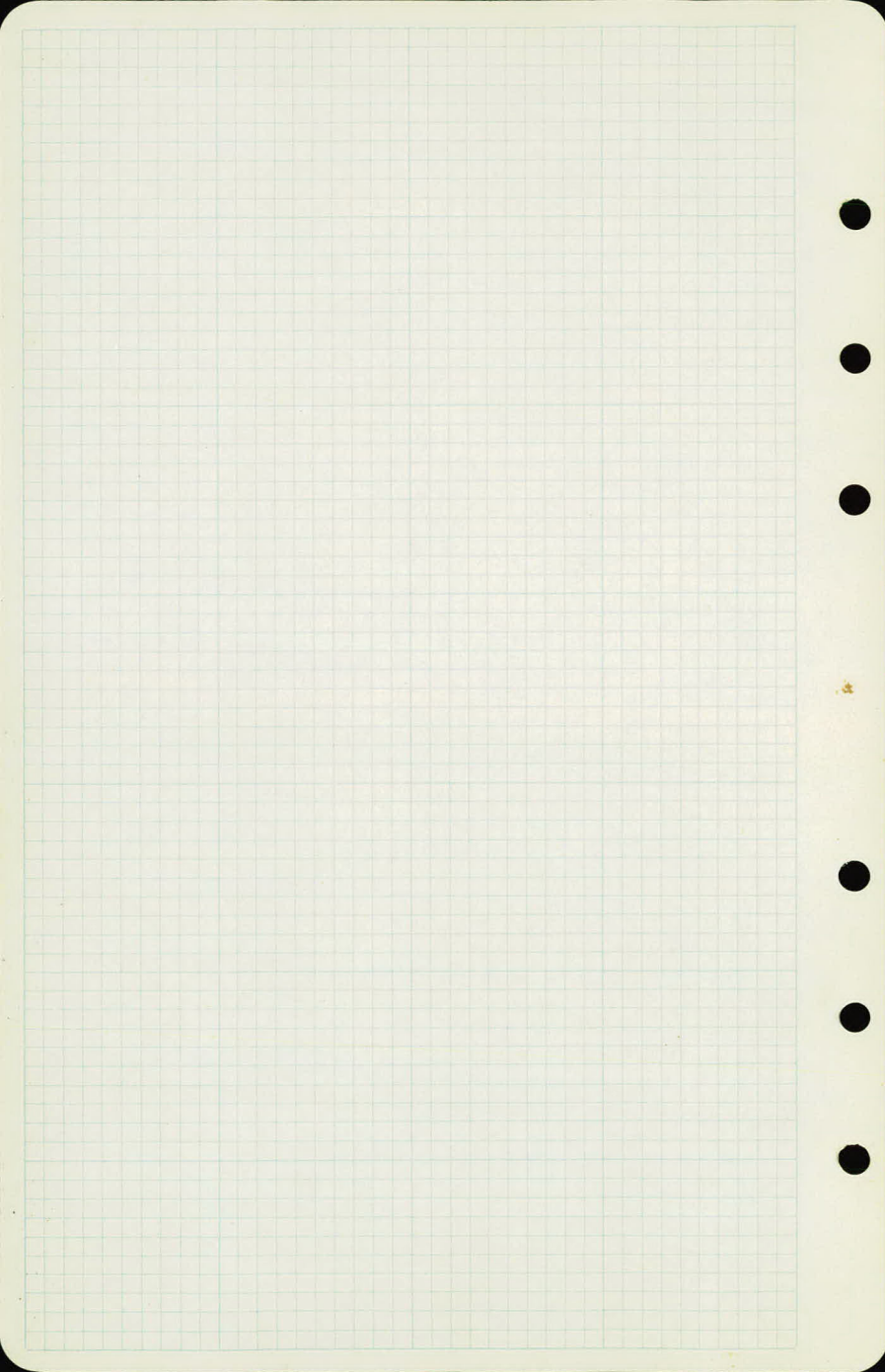
6

107-End 28' G.M. - 18'

10' 9'

105-P.P. 20' Hodge - 28'





X Sections

Sta	+	π	-	Elev
B.M.	8.97	886.61		(877.64)
0	+50			78.8
1				82.40
T.P.	11.46	897.59	0.48	886.13
	+50			85.7
2				89.1
	+50			92.60
T.P.	9.60	905.79	1.40	896.19
3				96.2
	+40			98.8
	+70			99.2
4				98.8
	+02		6.25	99.14
	+11.4			98.5

Lt.

C.

Rt.

Spike in 20° 0.33' Lt 0-02

45	55	100	91	85	81	78	78	85	90	96	98	85	78	79
50	24	18	17	13	5	5	14	18	19	22	23	28	50	

26	26	42	55	55	47	45	42	41	47	52	57	57	45	32	36
50	26	22	20	17	15	5	6	15	20	21	23	25	32	50	

116	120	136	134	124	122	119	117	121	125	130	130	116	106	95	98	95
50	22	19	17	14	3	7	16	20	22	23	25	29	33	42	50	

74	75	61	95	109	109	92	87	85	82	88	92	57	57	45	51	51
50	33	26	20	18	16	14	2	8	18	24	27	29	33	40	50	

15	17	14	64	64	54	52	50	46	52	58	35	25	38		
50	34	27	19	17	15	2	10	20	25	28	34	50			

60	70	106	106	99	97	96	95	102	105	83	92	101	55		
50	32	26	24	22	4	8	16	21	24	37	50				

66	58	58	63	70	80	79	44	52	72	87				
50	47	32	12	7	9	14	20	38	50	s.s.				

35	55	66	71	39	51	76
50	22	9	14	66	50	

124	120	64	69	70	75	77	51	62	85
50	39	22	10	8	14	17	33	50	

Elev. Top M.H. Lt. see Plan for grade & Location 79.14

126	114	47	71	73	13	77	79	57	73	91
50	31	21	15	10	8	16	21	36	50	

Sta.	+	T	-	Elev.
		905.79.		
4	+34			98.2
	+60			97.7
T.P.	8.51	905.68.	8.62	897.17.
5				96.7
	+50			95.4
	+86			94.2
	+87		14.19	91.49
6			12.0	93.7
	+50		14.4	91.3
7			16.7	89.0
T.P.	5.16	902.90.	7.94	897.74.
T.P.	0.05	889.21.	13.74	889.16.
B.M.			11.56	877.65. 877.64.

Lt

K

Rt

$$\frac{12.5}{50} \frac{0.1}{21} \frac{8.0}{9} \frac{7.6}{9} \frac{7.8}{9} \frac{8.4}{21} \frac{8.8}{34} \frac{8.9}{43} \frac{9.5}{50}$$

$$\frac{12.0}{43} \frac{8.0}{24} \frac{8.6}{10} \frac{8.1}{9} \frac{8.3}{9} \frac{9.5^2}{40} = \text{Elev. Garage floor.}$$

$$\frac{10.1}{50} \frac{7.2}{29} \frac{8.0}{18} \frac{9.1}{14} \frac{9.0}{8} \frac{9.0}{9} \frac{9.6}{13} \frac{9.8}{15} \frac{9.1}{33} \frac{9.0}{42} \frac{10.3}{44} \frac{11.3}{44} \frac{12.0}{50}$$

$$\frac{3.8}{50} \frac{4.3}{27} \frac{10.1}{16} \frac{10.4}{9} \frac{10.3}{10} \frac{11.0}{14} \frac{11.2}{17} \frac{10.4}{34} \frac{10.7}{37} \frac{11.7}{37} \frac{12.8}{50}$$

$$\frac{6.5}{50} \frac{7.1}{27} \frac{11.4}{17} \frac{11.5}{9} \frac{11.5}{9} \frac{12.1}{17} \frac{12.9}{17} \frac{11.4}{19} \frac{12.1}{24} \frac{16.1}{50}$$

FL. W. End Eng. Culv.

Sph. in 20" 0.33' 10-02

Sta

+

π

-

Elev.

Slope stakes

McCarrons Blvd. North

at

Elmer St.

Sta	+	π	-	Grade
B.M	12.45	890.09		(877.64)
	13.35	903.24	0.20	889.89
0	+50			787
1				82.2
	+50			857
	+75			
2				89.2
	+24 P.G.			
	+50			
	+75			
3				
	+40			
	+70			

12-20-40

SUPGL
Grade Rod Elev. Widening

spt in 20" 0.33' Lt. sta. 0-02

14.2
58
5.4

-0.4 0.0

-0.7 0.6

14.2
120 = 13.2

-1.2

2.5

R. 23.6

300' 9.3
2.49

10.2

-1.6

5.0

R. 22.8

300' 8.3
2.39

8.6

-1.9

5.0

100 = 22.2

28.4' 7.5
2.31

6.9

-1.9

5.0

22.2

27.0' 6.5
2.24

5.1

1.8

4.9

22.3

27.9' 4.3
2.28

4.4

1.4

3.4

21.6

27.2' 2.6
2.28

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

		903.24		
--	--	--------	--	--

3	+79	P.T.		
---	-----	------	--	--

4				
---	--	--	--	--

B.M.			597	897.27
------	--	--	-----	--------

Gr Rod.	super Elev.	Widening		
---------	----------------	----------	--	--

4.6				
-----	--	--	--	--

	1.2			
--	-----	--	--	--

		2.5		
--	--	-----	--	--

			21.1	
--	--	--	------	--

				$21.1 \frac{3}{4} / \frac{44}{22.6}$
--	--	--	--	--------------------------------------

4.8				
-----	--	--	--	--

	0.7			
--	-----	--	--	--

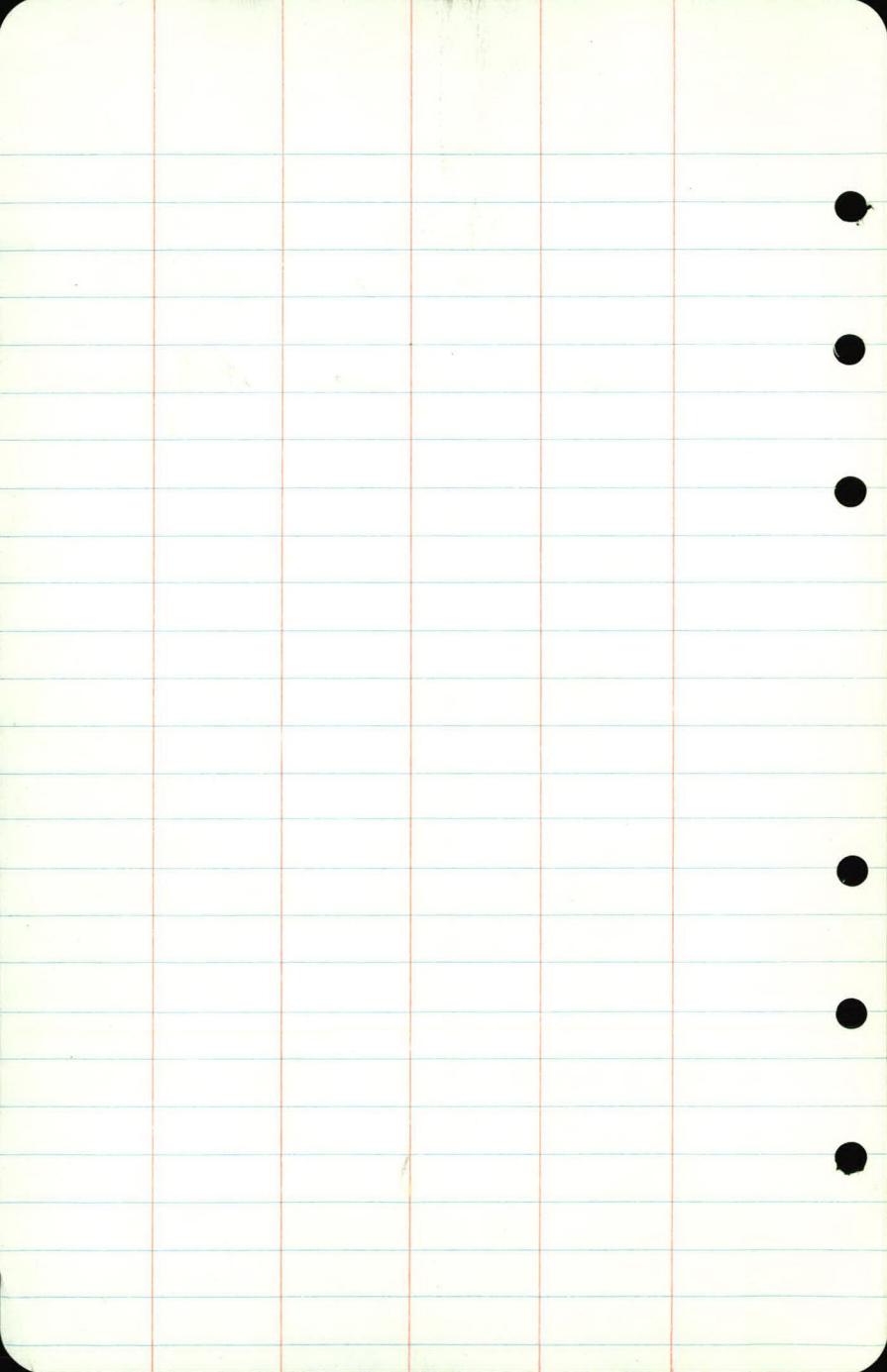
		0.6		
--	--	-----	--	--

			20.3	
--	--	--	------	--

				$20.3 \frac{1}{2} / \frac{46}{22.2}$
--	--	--	--	--------------------------------------

Top Lower West Hinge of West door Rt. side 4+

		0.0		
--	--	-----	--	--



Slope stakes
McCarrons Blvd. Ditch

Sta	+	π	-	Grade
B.M.	765	853.25		945.60 (945.58)
3	+00			944.2
	+50			44.0
4				43.8
	+50			43.6
5				43.4
	+50			43.2
6				43.0
	+50			42.8
7				42.6
	+50			42.4
8				42.2

9-20-40
K.D.
L.C.
A.M.
L.G.
C.F.

Gr. Rod.

Lt

R

Rt.

Spl. in P.P. 50' Lt sta 12+10.

9.05

$\frac{87}{+0.4}$

9.25

$4.4' / \frac{81}{+1.2}$

$\frac{72.5}{+2.0}$

$\frac{82}{+0.9/3.8'}$

9.45

$4.2' / \frac{84}{+1.1}$

$\frac{74.3}{+2.0}$

$\frac{83}{+1.2/4.4'}$

9.65

$4.4' / \frac{85}{+1.2}$

$\frac{76.5}{+2.0}$

$\frac{85}{+1.2/4.4'}$

9.85

$4.8' / \frac{86}{+1.4}$

$\frac{78.5}{+2.0}$

$\frac{86}{+1.3/4.6'}$

10.05

$4.4' / \frac{89}{+1.2}$

$\frac{80.5}{+2.0}$

$\frac{86}{+1.5/5.0'}$

10.25

$4.6' / \frac{90}{+1.3}$

$\frac{82.5}{+2.0}$

$\frac{89}{+1.4/2.8'}$

10.45

$5.2' / \frac{89}{+1.6}$

$\frac{84.5}{+2.0}$

$\frac{89}{+1.6/5.2'}$

10.65

$5.0' / \frac{9.2}{+1.5}$

$\frac{86.5}{+2.0}$

$\frac{93}{+1.4/4.8'}$

10.85

$5.4' / \frac{9.2}{+1.7}$

$\frac{88.5}{+2.0}$

$\frac{93}{+1.6/5.2'}$

11.05

$5.0' / \frac{96}{+1.5}$

$\frac{90.5}{+2.0}$

$\frac{97}{+1.4/4.8'}$

Sta.	+	Σ	-	Grade
		853.25		
8	+50			42.0
I.P.	7.87	851.66	9.46	843.79
9				41.8
	+50			41.6
10				41.4
B.M.	5.96	851.56	6.08	845.58
	+50			41.2
11				41.0
	+50			40.8
	+66 = N. End Culv.			40.73
B.M.	6.32	851.90	5.96	845.58
12	+10 = S. End Culv.			40.74
	+50			40.68
13				40.61
	+30			40.57

Gr. Rod.

Lt

A

Rt.

11.25

$$50' / \frac{98}{+15}$$

$$\frac{925}{+20}$$

$$\frac{96}{+17} / 54'$$

9.86

$$50' / \frac{84}{+15}$$

$$\frac{786}{+20}$$

$$\frac{84}{+15} / 50'$$

10.06

$$58' / \frac{82}{+19}$$

$$\frac{806}{+20}$$

$$\frac{82}{+19} / 58'$$

10.26

$$50' / \frac{88}{+15}$$

$$\frac{826}{+20}$$

$$\frac{90}{+13} / 46'$$

10.34

$$46' / \frac{80}{+13}$$

$$\frac{834}{+20}$$

$$\frac{88}{+15} / 50'$$

10.54

$$58' / \frac{87}{+19}$$

$$\frac{834}{+20}$$

$$\frac{91}{+14} / 48'$$

10.74

$$56' / \frac{89}{+18}$$

$$\frac{874}{+20}$$

$$\frac{87}{+20} / 60'$$

Spk 17 BP 50 Lt. sta. 12+10

(11.16)

11.31

$$67' / \frac{92}{+21}$$

$$\frac{951}{+20}$$

$$\frac{92}{+21} / 67'$$

11.37

$$67' / \frac{92}{+21}$$

$$\frac{931}{+20}$$

$$\frac{92}{+21} / 67'$$

11.44

$$85' / \frac{84}{+20}$$

$$\frac{944}{+20}$$

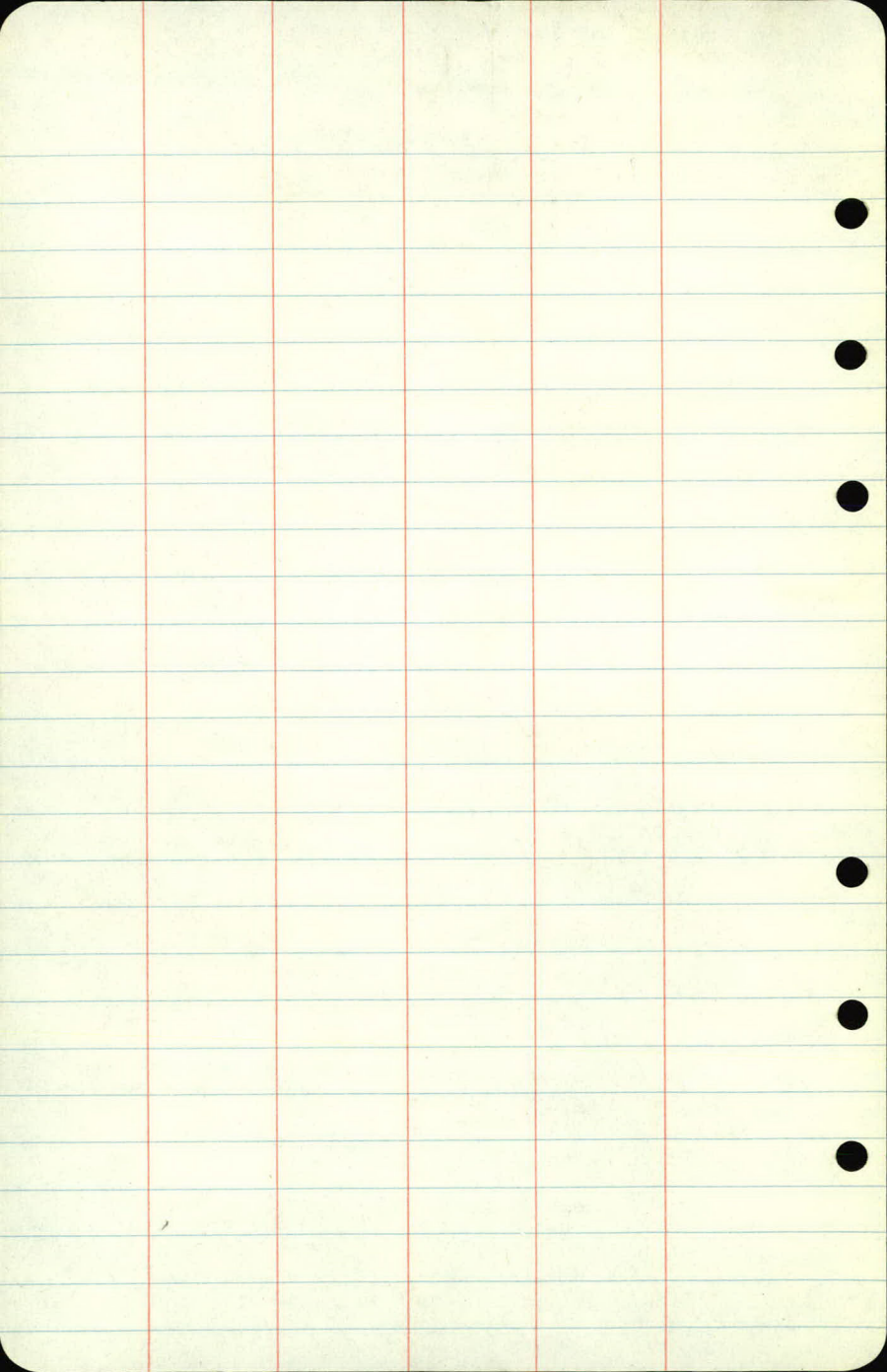
$$\frac{96}{+18} / 61'$$

11.48

$$59' / \frac{98}{+17}$$

$$\frac{948}{+20}$$

$$\frac{97}{+18} / 61'$$



18" Willow N.

39.64
29.85
57.47
P.P.
6" B.E.

Triple 12" Will

17.53
12.61
46.70
T.P.
18" Will

TIES TO LOT IRONS ON.

MC CARRON'S BLVD NO.

