UNDER-PASS LOCATION

CENTERVILLE-ROAD

CO. PROJ. 23-03

RD. % Nº 2

Centerville Road.

"L" hine Underpass

Transit Notes

Sta. 0+00 - 22+92±

2 - Pages

R.F. Austin - Transit
Skoglun
Ruhenberg } chain
Walsh - Stake Artist
Callen - Rear Flag.

① of 2

4-17-23
Calc.
Bears.

℄
Ang L Ang R

12+36 "L" Int. "N.C." Line 11+86

9+00 ± ✓ E.C.

N63°-08'E ✓

7+61 I P.I 62°55' ✓

5+85.6 ✓ B.C.

4+51.4 ℄ R.R

N0°-13'E ✓

2+07.4 Mont. 0°13' ✓

0+75 ± P.O.T.

N0°-0'E ✓

0+00 End Pavement Edgerton St.

4-17-23 ① of 2

"L" Line

℄

Sta.	Def.
5+85.6	0°00'
6+00	1°26'
+50	6°26'
7+00	11°26'
+50	16°26'
8+00	21°26'
+50	26°26'
9+00	31°26'
+00.2	31°27½'

20° Curve. RH.

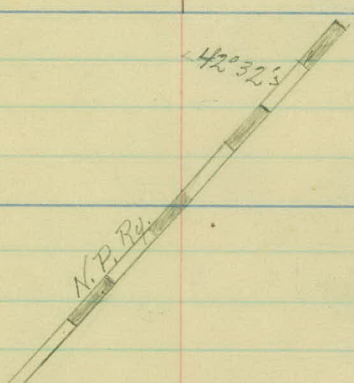
Δ = 62°55'

S.T. = 1+76 ✓

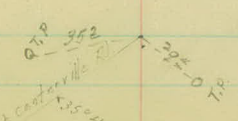
B.C. = 5+85.6

Length = 314.1 ✓

E.C. = 9+00.2



[9] Mont. Cent. Sec 32



(2) of

4-17-23

Ang. L & Ang. R. Calc. Bear

"L" line

Equation { 22+92.2 "L" line = 21+45.0 "S.C." line

N37°-35'E

22+92.2 E.C.

20+34.2 P.I 5°09'

17+77.2 B.C.

14+42.5 E.C.

N32°-26'E

13+68.2 P.I 30°42'

N63°-08'E

12+89.2 B.C.

17+77.2 - 0°00'
18+00 - 0°07'
19+00 - 0°37'
20+00 - 1°07'
21+00 - 1°37'
22+00 - 2°07'
+92.2 - 2°34½'

1° Curve. Rt.
Δ = 5°09'
S.T. = 257.1 ✓
B.C. = 17+77.2
length = 515.0 ✓
E.C. = 22+92.2

Sta. Def.
12+89.2 - 0°00'
13+00 - 1°06'
+50 - 6°06'
14+00 - 11°06'
+42.5 - 15°21'

20° Curve. left.
Δ = 30°42'
S.T. = 79.9 ✓
B.C. = 12+89.9
length = 1+53.5 ✓
E.C. = 14+42.5

Ang. h ∠ Ang. R.

Centerville Road

"L" line

Sta. 0+00 to 22+92.2

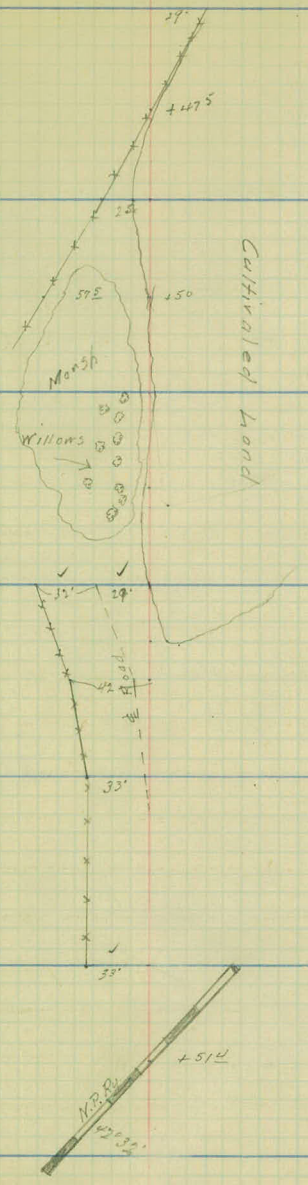
Antiticial Topography.

3 Pages

R.E. Austin Notes
Skooglun
Rattenberg } chain.

0 of 3 4-19-29

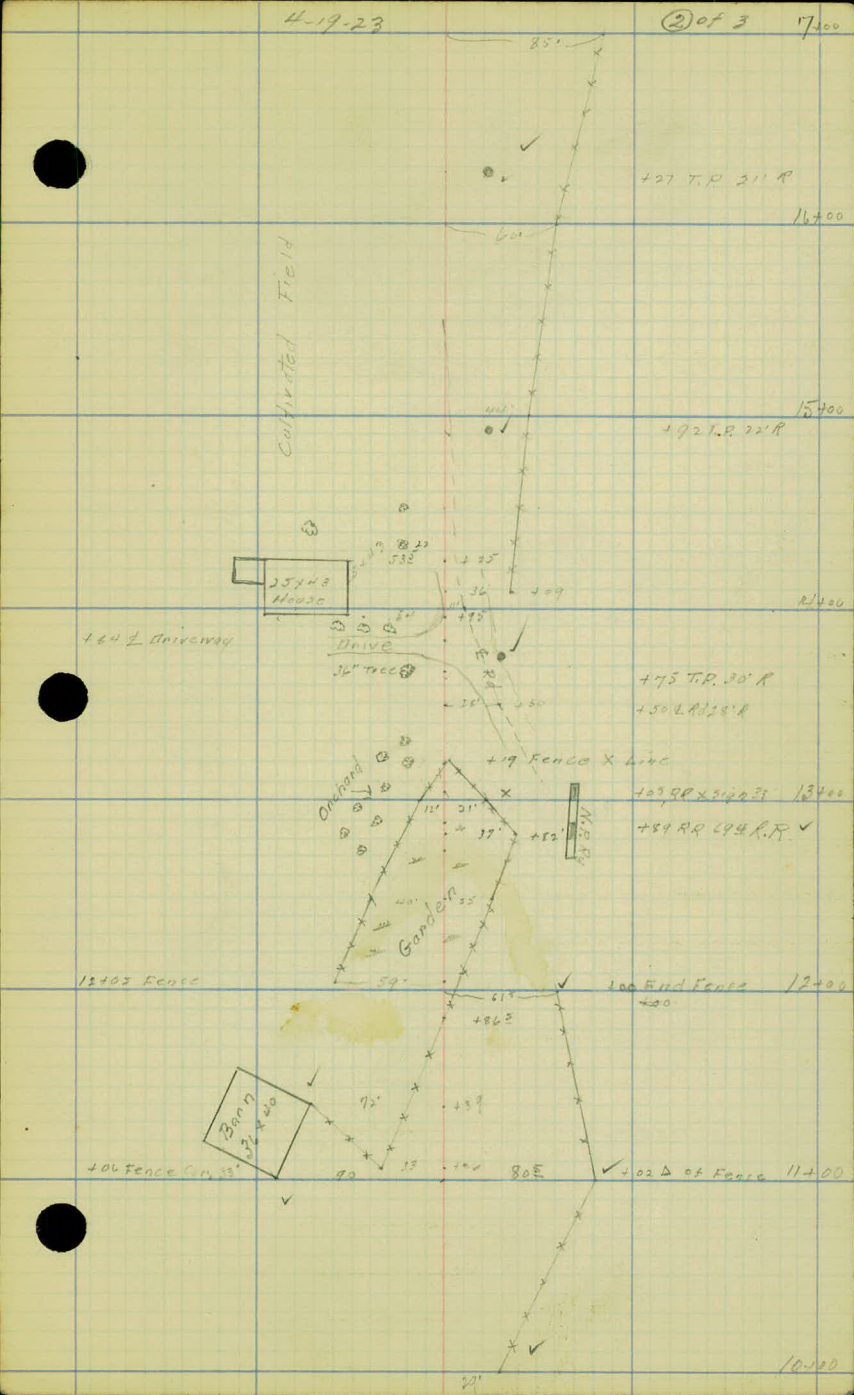
"L" line



Topography for Sta. 0+00 To 5+00
Same as N.C. line

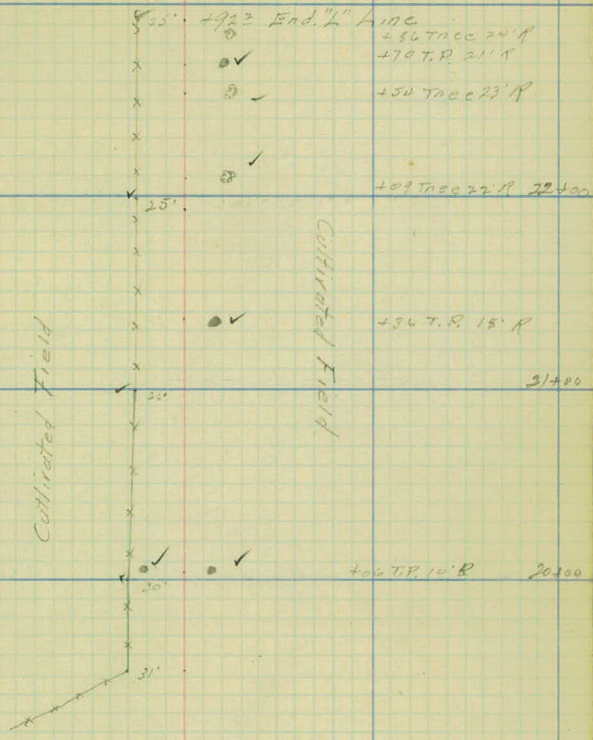
(2) of 3

"h" hire


17+00
85'
+27 T.P. 31° R
16+00
60'
Cultivated Field
15+00
+92 T.P. 22° R
25'x43' House
Barn
+64 ℄ Driveway
Drive
36" Tree
+75 T.P. 30° R
+50 L.A. 38° R
+19 Fence X Line
Orchard
+03 RR x 31.0 ft
13+00
+84 RR 694 R.R.
Garden
12+03 Fence
100 End Fence
12+00
Barn 32'x40'
+04 Fence Cor.
+02 Δ of Fence
11+00
10+00

"L" line

"L" Line


33' +19+2 End "L" Line
+86 Tree 24' R
+70 T.R. 21' R
+50 Tree 23' R
+09 Tree 22' R
22+00
25'
Cultivated Field
+36 T.R. 18' R
31+00
30'
Cultivated Field
+06 T.R. 19' R
20+00
30'
406 Gate R 21' L
453 Beg Fence 31' L
31'
17+00
+79 T.R. 18' R
Cultivated Field
18+00
Cultivated Field
+50 T.R. 20' R
17+00

"L" Line Levels

R.H.L
W.M.

"L" Line Levels Sheet 1 of 4

Station	BS.	H.I.	F.S.	Rod	Elev
					220.00
	3.76	223.76 ✓			
0+00				4.76	219.00 ✓
-1+00				5.3	218.5 ✓
-2+00				5.9	217.9 ✓
-3+00				6.5	217.3 ✓
1+00				4.8	219.0 ✓
2+00				8.0	2158 ✓
B.M.			(7.93)		215.83 ✓
3+00				11.4	212.4 ✓
~~4+00~~			12.47		211.29 ✓
	2.65	213.94 ✓			
4+00	6.41			4.1	209.8 ✓
+53.75				4.26	209.68 ✓
+69				4.5	209.4 ✓
5+00				7.3	206.6 ✓
+85.6			18.54		201.40 ✓
	1.69	203.09 ✓	2.501		
			6.41		
6+00			19.60	1.7	201.4 ✓
+50	220.00			6.3	196.8 ✓
7+00	201.40			10.7	192.9 ✓
+50	19.60			11.6	191.5 ✓
8+00				12.1	191.0 ✓
+50				11.4	191.7 ✓
9+00				9.56	193.53 ✓

B.M. Cherry Tree N.E. Cor of Centerville-Edgerton Rds.

RIL
W.M. } 4-17-73

Mounment 2+07.4 High corner

Top of Hub 578 5.6 TP BC.

EC.

"L" Line Levels Sheet #2 of 4

Station	B.S.	H.I.	F.S.	Rod	Elev
	1.69	203.09 ✓			
9+48				8.2	194.9 ✓
10+00				6.1	197.0 ✓
+50				5.3	197.8 ✓
+84				10.5	192.6 ✓
11+00				7.1	196.0 ✓
~~11+42~~			1.06		202.03 ✓
	12.31	214.34 ✓			
11+42				10.0	204.3 ✓
12+00				4.1	210.2 ✓
			0.50		213.84 ✓
	7.90	221.74 ✓			✓
12+50	21.90			5.9	215.8 ✓
+89	2.09			2.8	218.9 ✓
13+00	19.81			2.4	219.3 ✓
50				3.7	218.0 ✓
+73				4.8	216.9 ✓
14+00	227.21			4.4	217.3 ✓
+42.5	201.40			3.7	218.0 ✓
	19.81		(2.07)		219.67 ✓
15+00				2.8	218.9 ✓
16+00				1.7	220.0 ✓
17+00				0.9	220.8 ✓
		✓	0.53		221.21 ✓ ●
	5.26	226.47	2.07		

R.I.L.
W.M. 4-17-23

203.04
1.06
202.03
1.31
216.34
0.80
213.54
7.90
221.44
2.02
219.42

221.74
0.53
221.21
5.26
226.47
3.09
223.38

T.P.

B.C.

E.C.

B.M. plain Tele Pole "SC" 13+25 15' R Elev 219.66

T.P. Top of stake 17+00

Sheet # 3 of 4 "L" Line Levels

Station	B.S.	H.I.	F.S.	Rod	Elev
	5.26	226.47 ✓			
18+00				5.3	221.2 ✓
19+00				4.7	221.8 ✓
20+00				4.3	222.2 ✓
21+00				3.7	222.8 ✓
22+00				3.4	223.1 ✓
			3.09		223.38 ✓
22+92				3.06	223.41 ✓
	5.26				22121
	3.06				220
	220				

R.L.
W.M. } 4-17-23

End of "S" Line on spike Elev 223.37

" " "L" " " "

Station	B.S.	H.I.	F.S.	Rod	Elev

"L" Line

Cross Sections

R.L.L
W.M
J.C

Sheet # 1 of 4

Station		Elev		
Station		Elev		
-3+00		217.3	R.L. W.M. J.C.	4-18-23
-2+00		217.9		
-1+00	5.1	218.5		
0+00	4.6	219.0 ✓		
+50	4.0	219.6 ✓		4.0
1+00	4.7	219.0 ✓		
+25	4.4	218.8 ✓		
2+00	7.8	215.8 ✓		
3+00	11.1	212.4 ✓		
4+00	2.2	209.8 ✓		
+51+	2.4	209.7 ✓		
+69	2.5	209.4 ✓		
5+00	5.4	206.6 ✓		
6+00	1.9	201.4 ✓		
+50	5.5	196.8 ✓		

Sheet II 1 of 4

L | ℄ | R

-.09 -.59 / .38 .29 - .24 / .27 - .24 / .23 - .10 / .21 + .04 / .15 + .21 / .10 + .01 / .10 + .03 / .15 - .38 / .22 - .33 / .26 - .20 / .27 - .18 / .33

+ .13 / .33 + .04 / .25 - .14 / .21 - .19 / .19 + .06 / .15 + .01 / .10 + .01 / .16 + .09 / .15 - .20 / .21 - .20 / .25 - .07 / .28 - .08 / .33

+ .02 / .33 - .06 / .25 - .15 / .23 - .15 / .19 + .03 / .16 .00 / .10 + .01 / .10 + .06 / .16 - .05 / .20 - .05 / .24 + .08 / .25 + .08 / .33

+ .08 / .33 + .02 / .24 - .09 / .23 - .09 / .19 + .01 / .15 + .03 / .10 - .01 / .16 + .03 / .15 - .07 / .19 - .07 / .23 + .05 / .24 + .08 / .33

℄ of Centerville Rd → + .05 / .22

℄ of Cent Rd

- 2.2 / .33 - 1.8 / .26 - 1.1 / .20 - 1.0 / .16 + .03 / .10 .00 / .22 - .01 / .33

℄ of Vadnais Blvd - 1.6 / .33 + .09 / .33 ← ℄ of Cent Rd

- .01 / .33 - .17 / .29 - .13 / .14 - .01 / .12 .06 / .12 - .07 / .16 - .07 / .20 - .01 / .22 + 3.2 / .29 + .32 / .33

- 2.2 / .33 - 1.1 / .21 - .22 / .20 - .22 / .16 - .05 / .11 - .03 / .11 - .07 / .18 - .03 / .22 + 4.2 / .33

- 4.3 / .33 - 3.7 / .19 .00 / .12 .00 / .7 - .07 / .12 - .06 / .21 - .05 / .33

- 2.9 / .33 - 1.2 / .26 + .08 / .14 + 5.1 RR - .08 / .13 - 4.1 / .20 - 6.7 / .33

- 4.2 / .33 - 3.9 / .33 - 2.2 / .15 - .04 / .7 - .01 / .21 + 2 RR .02 / .29 - 1.0 / .33

- 1.8 / .33 - 2.8 / .24 - 2.3 / .16 - .08 / .12 .00 / 6 - .01 / .12 - .09 / .18 - .05 / .22 + 1.7 / .30 - 2.1 / .33

+ 1.6 / .33 - .09 / .24 - 2.5 / .25 - 1.9 / .18 - .06 / .12 - .04 / .12 - .14 / .15 - .14 / .16 + .02 / .18 + .05 / .33

℄ of Edgerton Rd

- 2.9 / .33 - 2.7 / .26 - .05 / .20 + .00 / .8 - .04 / 6 - .09 / .8 - .09 / .9 + .09 / .11 + 1.8 / .25 + .02 / .33

Plowed Field

"L" Line Cross Section

Station		Elev		
7+00	9.8	192.4	✓	R.I.L. W.M. J.C. } 4-18-23
+50	11.0	191.5	✓	
8+00	11.0	191.0	✓	
+50	10.6	191.7	✓	
9+00	8.9	193.5	✓	
+47.5				
10+00	7.0	197.0	✓	
+50	6.3	197.6	✓	
+84	11.6	192.6	✓	
11+00	8.0	196.0	✓	
+42	-0.5	204.3	✓	
12+00	6.4	210.2	✓	
12+50	5.4	215.8	✓	

Sheet F 2 of 4

L	℄	R
	℄ of Edg R3	
$+\frac{1.1}{33}$ $+\frac{1.3}{24}$	$+\frac{1.0}{11}$ $+\frac{.06}{5}$	$+\frac{2.9}{33}$ Plowed Field
Swamp $-\frac{1.7}{33}$		$+\frac{2.5}{33}$ " "
" $-\frac{2.0}{33}$		$+\frac{2.6}{33}$ Plowed Field
" $-\frac{2.4}{33}$		$+\frac{3.0}{33}$ " "
Swamb $-\frac{3.1}{32}$ $-\frac{.30}{20}$		$+\frac{2.6}{33}$ Plowed Field
	Fence	
$-\frac{5.0}{33}$ $-\frac{1.9}{22}$		$+\frac{1.3}{27}$ Fence $+\frac{2.3}{33}$ Plowed Field
$-\frac{2.4}{33}$ $-\frac{4.8}{30}$ $-\frac{5.9}{18}$		$+\frac{1.0}{3}$ $+\frac{2.7}{24}$ $+\frac{.45}{33}$ $+\frac{.00}{50}$
? $+\frac{6.2}{33}$ $+\frac{.70}{24}$ $+\frac{2.2}{7}$		$+\frac{2.4}{10}$ $+\frac{.88}{27}$ $+\frac{1.04}{33}$ $+\frac{12.2}{50}$
$+\frac{3.9}{33}$ $+\frac{4.9}{12}$ $+\frac{.39}{6}$		$-\frac{.08}{3}$ $-\frac{3.0}{7}$ $-\frac{3.0}{12}$ $-\frac{1.8}{15}$ $+\frac{.65}{22}$ $+\frac{7.3}{33}$ $+\frac{.95}{50}$
$-\frac{1.9}{33}$ $-\frac{1.7}{19}$		$-\frac{2.0}{5}$ $-\frac{11.0}{15}$ $-\frac{11.1}{23}$ $-\frac{.96}{26}$ $-\frac{.69}{33}$ 00 47 +29 50 =
$-\frac{2.9}{33}$		$+\frac{.09}{5}$ $+\frac{1.6}{15}$ $\frac{00}{16}$ $-\frac{2.6}{22}$ $-\frac{.63}{30}$ $-\frac{15.6}{46}$ $-\frac{144}{57}$
$-\frac{2.7}{33}$		$+\frac{.06}{21}$ $\frac{0.0}{26}$ $-\frac{1.3}{30}$ $-\frac{.36}{33}$ $+\frac{84}{46}$ $-\frac{186}{58}$

Sheet #3 of 4

"L" Line Cross Sections

Station		Elev		
12+89.2	2.3	218.9	✓	R.I.L. W.M. J.E. } 4-18-23
13+00	1.9	219.3	✓	
+50	6.0	218.0	✓	
+73	6.4	216.9	✓	
14+00	6.8	217.3	✓	
15+00	5.2	218.9	✓	
16+00	4.1	220.0	✓	
17+00	3.3	220.8	✓	
18+00	3.0	221.2	✓	
19+00	5.6	221.8	✓	
20+00	5.2	222.2	✓	
20.1+00	4.6	222.8	✓	

L | ℄ | R

-1.3/33 -2.0/26 -2.0/32 -0.7/17 | -0.5/21 -2.4/33

-00/33 -1.6/20 -1.6/16 -0.5/11 -1.3/24 -3.1/33

+2.0/33 +1.5/15 | -0.6/9 -1.9/12 -1.9/13 -1.4/15 -1.2/27 -6.2/33 ℄ of Cent Rd

+3.1/33 +2.9/26 +0.5/10 | -0.9/3 -0.9/4 -0.2/6 *0.0/20 -0.4/33 ℄ of Cent Rd

+3.3/33 +2.5/26 +1.1/12 +0.8/8 -0.5/6 -0.5/5 -00/4 | +0.3/10 -0.1/25 -0.3/33 ℄ of Cent Rd

+2.1/33 -0.1/19 -1.0/15 -1.0/13 -0.2/10 | -0.5/14 -1.2/18 -1.1/33

+0.2/33 +0.1/24 -0.9/17 -0.4/12 | -0.6/12 -1.3/19 -2.0/33

+1.1/33 +0.2/22 -0.8/17 -0.8/14 -0.5/15 | -0.3/10 -0.2/12 -0.2/16 -1.1/18 -2.0/33

+0.9/33 +0.7/26 -0.1/16 -0.1/12 | -0.3/12 -1.8/33

+0.8/33 +0.6/24 -0.3/17 -0.4/11 | -0.6/10 -1.3/11 -1.7/18 -1.0/14 -2.2/33

-1.1/33 +0.6/24 -0.6/18 -0.6/16 -0.1/12 | -0.6/10 -1.3/12 -1.3/14 -0.5/15 -2.0/33

+0.6/33 +0.6/16 -0.6/14 -0.6/13 -0.1/10 | -0.9/12 -1.2/13 -1.2/14 -0.4/17 -1.7/33

"L" Line Cross Sections

Station		Elev
22+00	42	223.1 ✓
1+92.2 = 40		223.4 ✓ End of "L" Line

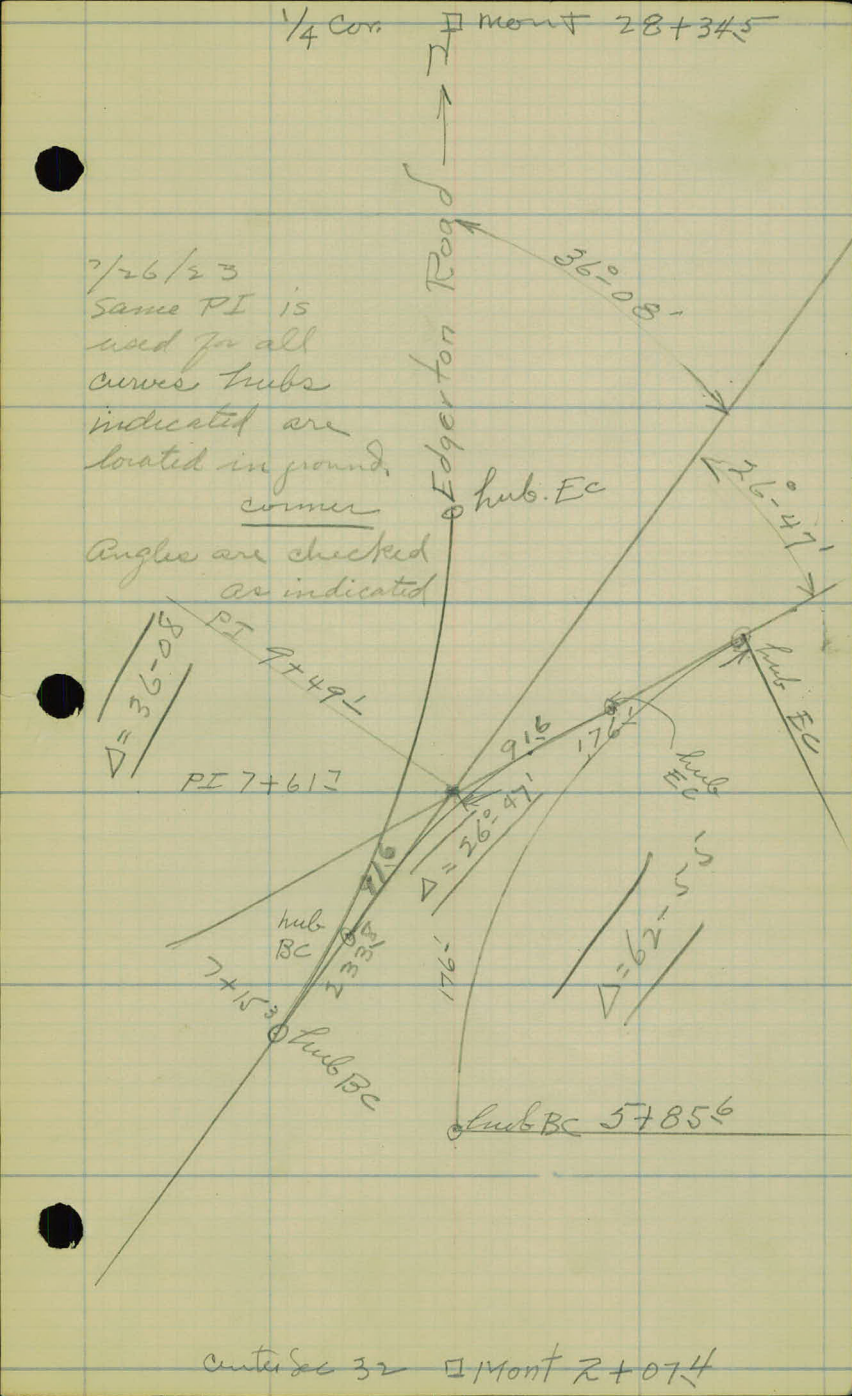
1+45 - "SC" Line

L ℄ R

$+\frac{0,3}{33}$ $+\frac{0,2}{17}$ $-\frac{0,9}{13}$ $-\frac{0,9}{11}$ $-\frac{0,3}{8}$ $-\frac{0,8}{14}$ $-\frac{1,4}{15}$ $-\frac{1,4}{16}$ $-\frac{0,8}{18}$ $-\frac{1,4}{33}$

$+\frac{0,2}{33}$ $+\frac{0,1}{14}$ $-\frac{0,9}{12}$ $-\frac{0,9}{10}$ $-\frac{0,2}{6}$ $-\frac{0,4}{14}$ $-\frac{1,3}{16}$ $-\frac{1,3}{17}$ $-\frac{0,2}{21}$ $-\frac{0,8}{33}$

"L" Line Cross Section


1/4 Cor.
Mont 28+34.5
N
Edgerton Road
36°-08'
26°-47'
hub. EC
7/26/23
Same PI is used for all curves hubs indicated are located in ground.
corner
Angles are checked as indicated
PI 9+49.1
Δ = 36-08
PI 7+61.7
hub EC
hub EC
91.6
176'
Δ = 26°-47'
176'
hub BC
7+15.3
hub BC
hub BC 5+85.6
Δ = 62-15
Center Sec 32 Mont 2+07.4

Plans on hand inspection 7/20/23
Proj. 23-03 E.G.B.
Z.J.W.
H.D.V.

0+74 F.E. to be built
R. 15" X 35'

30" Pipe under Edgerton
W Hb under new alignment
cattle pass

13+65 F.E. L.
12" X 16' C.M.P.
Cond. Ok.

15+00 Ent. R.
P. 12" X 25'

22+00 F.E. R & L.
P. 2-12" X 25'

24+50 Ent. L.
P. 12" X 25'

27+30 A.E.R.
P. 12½x25'

Vadnais Blvd - Centerville Road.

"V.h." Line

Transit Notes.

Sta. 0+00 - 11+41 ±

2-Pages.

R.E. Austin Transit
Skooglun
Rattenberg } chain.

0 of 2 4 4-18-23

Ang. L. Ang. R.

"V.L." Line

6+51.85 P.O.T.

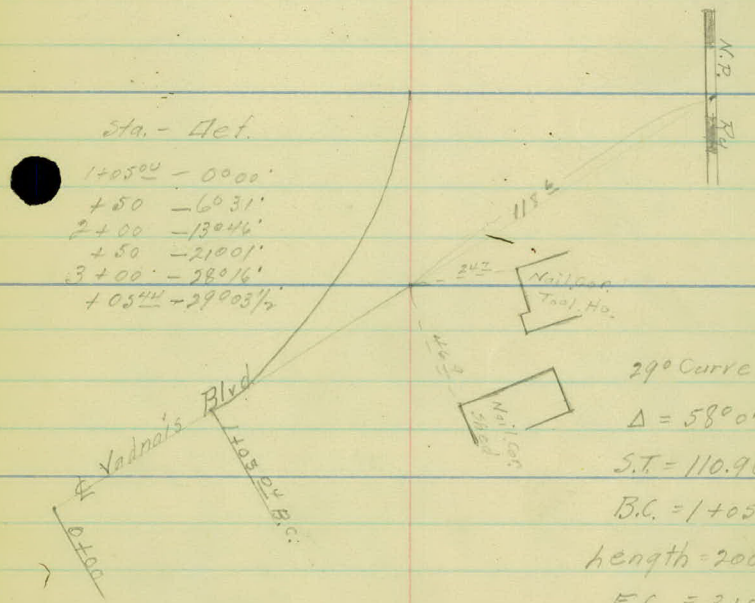
3+05 44 E.C.

2+16 0 P.I 58°07'

1+05 04 B.C.

0+00 Spike

4-18-23 ⓪ 0+22


Sta. - Det.
1+05.44 - 0°00'
+50 - 6°31'
2+00 - 13°46'
+50 - 21°01'
3+00 - 28°16'
+05.44 - 29°03½'
Vadnais Blvd
1+05.44 B.C.
0+00
N.B.
Ry
115'
N. 11,000
Tool Ho.
N. 11,000
Tool Ho.
29° Curve. L.
Δ = 58°07'
S.T. = 110.96 ✓
B.C. = 1+05.44
Length = 200.4 ✓
E.C. = 3+05.44

4-15-23

Angle Ang. R.

"V.L." line

Equation 11+41.3 "V.L" = 9+00 "h" line

10+36.8 E.C.

9+49 P.I 26° 54'

8+57.5 B.C.

"V.h." line

Sta - Def.

8+57⅝ - 0°00'

9+00 - 3°11'

+50 - 6°56'

10+00 - 10°41'

+36⅜ - 13°27'

15° Curve: Rt.

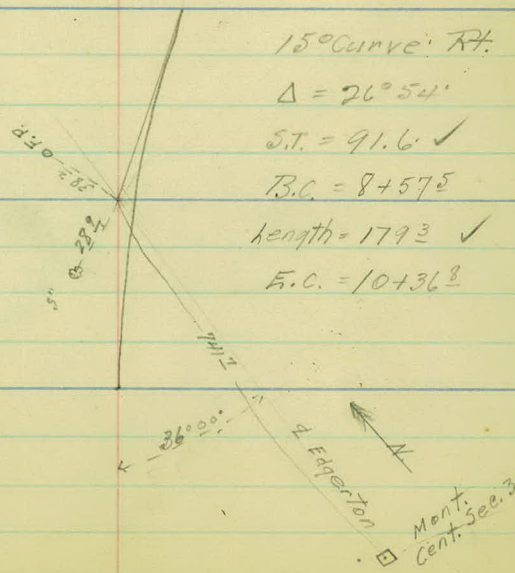
Δ = 26°54'

S.T. = 91.6 ✓

B.C. = 8+57⅝

Length = 179⅜ ✓

E.C. = 10+36⅜



Vadnais Blvd.-Centerville Road.

"V.L." line

Artificial Topography

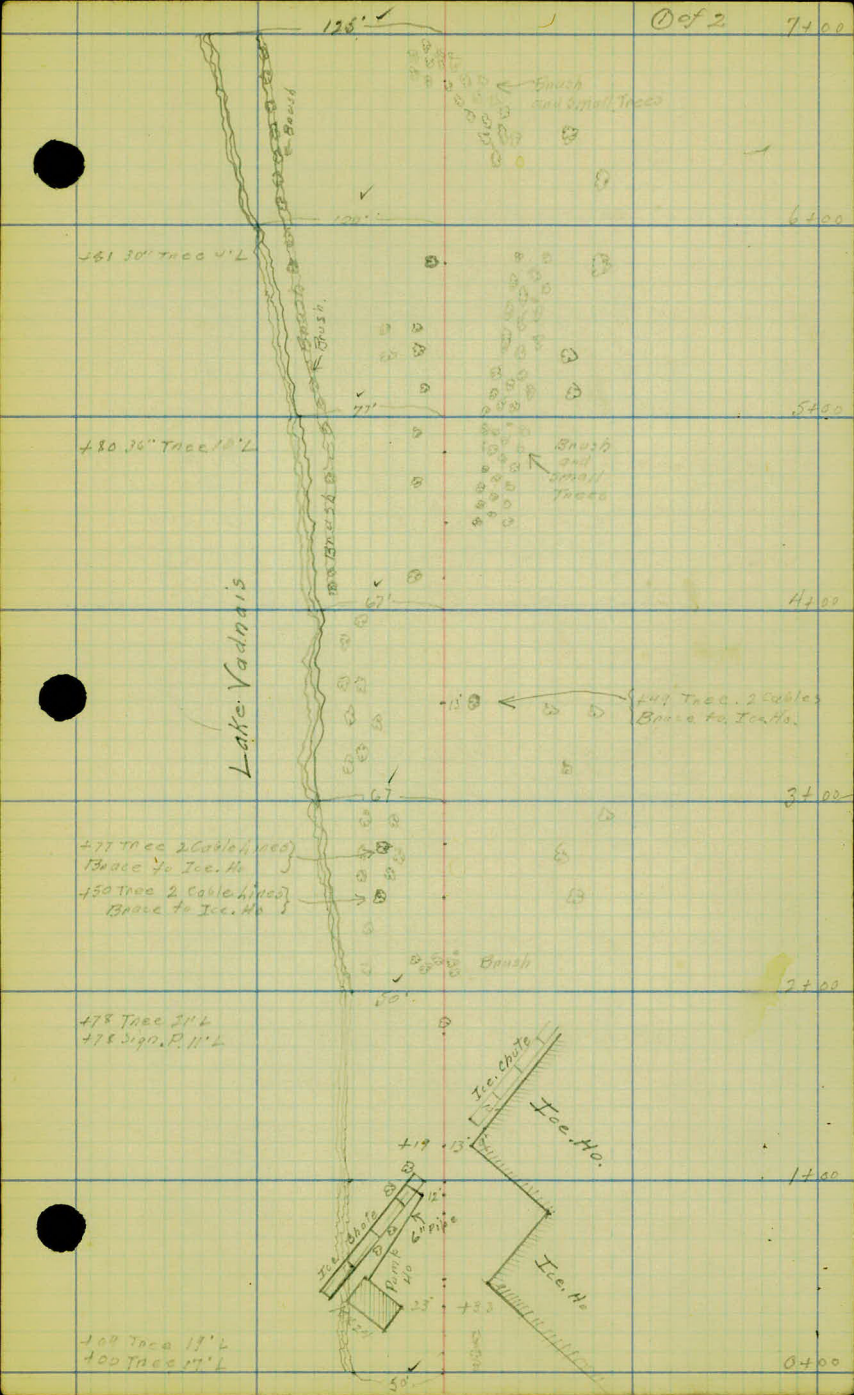
Sta. 0+00 – 11+41.5

2 Pages

R. E. Austin Notes
Skoog/un
Ruttenberg } chain

4-18-23.

"V.L." Line

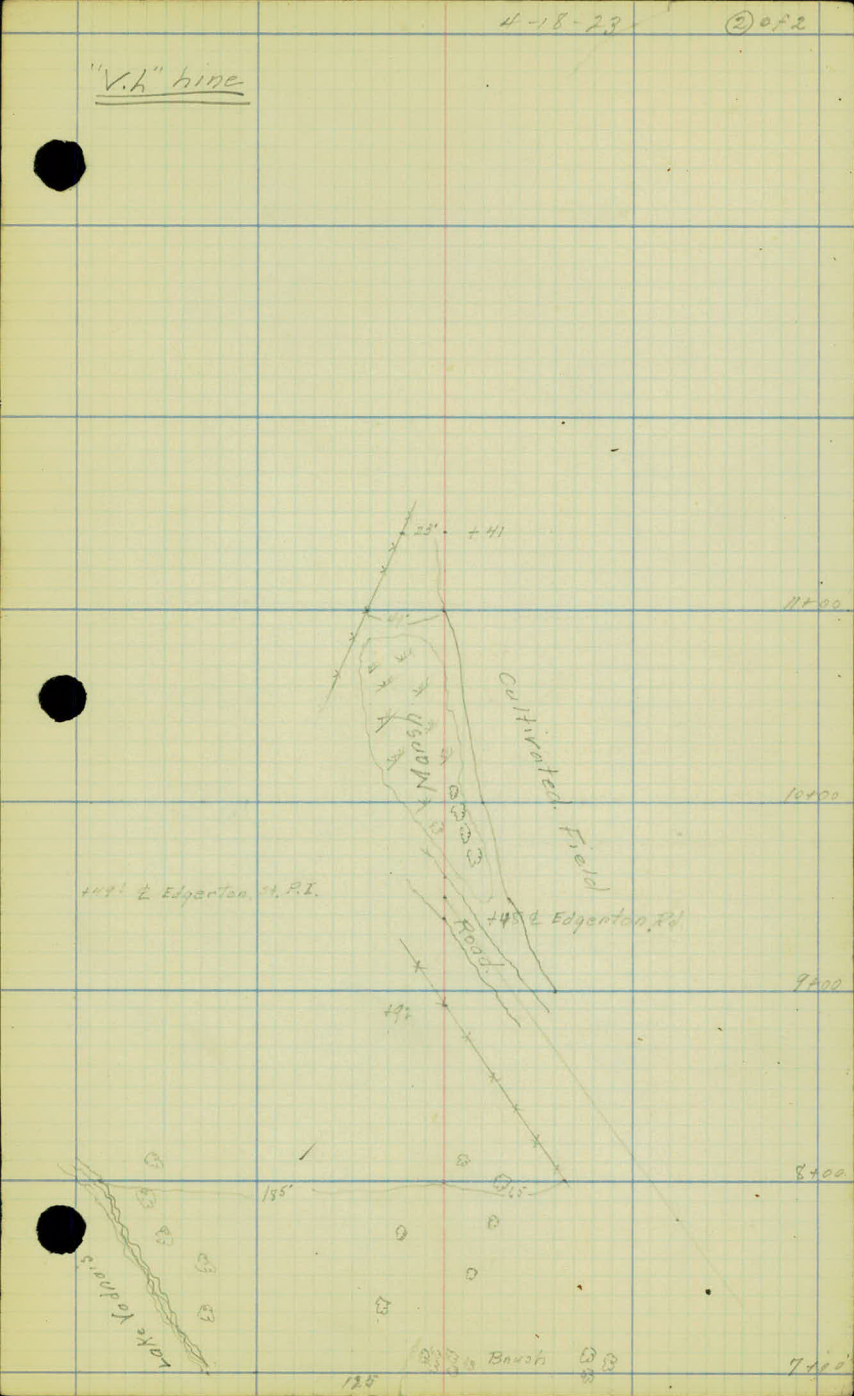

128'
Brush and Small Trees
7+00
Bound
120'
6+00
+81 30" Tree 4'L
Brush
77'
5+00
+80 36" Tree 18'L
Brush and Small Trees
Brush
Lake Vadnais
67'
4+00
+49 Tree, 2 Cables Brace to Ice Ho.
15'
67'
3+00
+77 Tree 2 Cable Lined Brace to Ice Ho.
+50 Tree 2 Cable Lined Brace to Ice Ho.
Brush
50'
2+00
+78 Tree 3'L
+78 Sign P. 11'L
Ice chute
Ice Ho.
+19
15'
1+00
Ice chute
Pump Ho
4" Pipe
Ice Ho.
+53
0+00
+09 Tree 19'L
+09 Tree 17'L
50'

(2) 052 4-18-23

"V.L. Sine

4-18-23 (2) of 2

"V.h" line



"VL" Line Levels

3 Sheets

R.I.L.
W.M. 4-18-23

"VL" Line Levels Sheet #1 of 3

Station	B.S.	H.I.	F.S.	Rod	Elev
	1.90	217.73 ✓			215.83 ✓
			12.47		205.26 ✓
	1.36	206.62 ✓			
0+00				7.6	199.0
1+00				5.3	201.3
+65				5.6	201.0
2+00				4.8	201.8
+50				6.7	199.9
+94				8.0	198.6
3+00				6.8	198.8
			11.53		195.09 ✓
	2.67	197.76 ✓			
	593				
4+00				5.6	192.2
5+00				6.7	191.1
6+00				5.9	191.9
+518				4.65	193.11
7+00				4.1	193.7
8+00			3.41		194.35 ✓
	2.98	197.33 ✓	2.741		
			593		
8+00			21.48	4.6	192.7
+575				5.79	191.54
9+00			21583	6.5	190.8
+15			194.35	6.6	190.7
			21.48		
+21				4.6	192.7
+35				4.1	193.2
+50				4.7	192.6

B.M. Mounment "L" Line 2+07.4 Elev 215.83

Top of bub

T.P.

B.C.

℄ of Edgerton road

"VL" Line Levels

Station	B.S.	H.I.	F.S.	Rod	Elev
9+55	2.98	197.33		5.0	192.3
+62				7.6	189.7
10+00				8.1	189.2
+36.8				7.6	189.7
11+00				5.5	191.8
+41.5 = "L" 9+00.2				3.83	193.50
			0.06		197.27 ✓
	7.13	204.40			
	10.11		2.99		201.41
	3.05		3.05		194.35
	7.06				7.06

Culvert

E.C.

End of "V2" Line 20140

T.P. On top of hub "L" Line B.C. 5785.6 Ele 20140

Sheet #3

"VL" Line Levels

Station	Elev
0+00	

"VL" Line
Cross Sections

Sheets

Sheet 7 of

"VL" Line Cross Section

Station	Elev	
0+00	199.0	
1+00	201.3	R.I.L. W.M. J.C. 4-19-23
+50	201.0	
2+00	201.8	
+45	201.1	
+50	199.9	
+60	200.8	
+80	200.6	
+94	198.6	
3+00	199.8	
4+00	192.2	
5+00	191.1	
6+00	191.9	
7+00	193.7	
8+00	192.7	
+57.5	191.5	

Sheet # 1 of -

L ℄ R

- 11.5/45 - 10.5/34 - 10.0/27 - 4.3/25 - 1.7/18 - 0.8/10 - 0.3/9 - 0.5/13 - 3.8/52 - 3.8/29 - 0.7/35

- 14.0/50 - 1.1.0/37 - 5.5/22 - 1.2/12 - 0.7/9 - 0.2/9 - 0.2/14 - 1.0/16 - 0.2/17 - 0.4/33

℄ of V.B.

- 14.2/58 - 12.6/39 - 5.5/17 - 0.6/6 - 10.6/5 + 0.6/13 + 0.4/24 + 0.5/33

℄ of V.B

- 13.1/50 - 7.5/34 - 3.0/19 - 0.6/12 + 0.5/7 - 0.2/10 + 0.7/26 + 0.5/37

- 5.0/33 - 0.5/18 - 0.7/4 + 0.5/12 + 1.6/33

- 3.2/33 - 0.1/20 + 0.8/7 + 1.6/7 + 2.6/33

- 5.3/33 - 2.5/23 - 1.6/16 - 2.8/12 - 2.2/6 - 0.4/2 + 0.6/12 + 0.0/14 + 0.0/19 + 1.4/26 + 1.6/33

- 5.5/33 - 4.0/28 - 5.0/24 - 4.5/18 - 1.6/13 - 0.9/11 - 0.9/8 - 0.5/8 + 0.8/13 + 0.9/33

- 4.5/33 - 4.4/31 - 4.7/28 - 4.0/23 - 1.5/18 + 0.7/9 + 0.6/7 + 1.7/3 + 3.4/33

- 9.0/45 - 6.7/33 - 6.5/26 - 3.5/20 - 1.5/12 - 2.5/9 - 2.0/5 + 2.0/33

- 4.0/55 - 2.0/45 - 1.6/33 - 1.2/4 + 3.2/5 + 7.8/24 + 8.9/33 + 10.3/45

- 1.0/33 + 0.7/4 + 5.0/20 + 12.1/45 + 12.2/65

- 2.4/33 - 1.6/7 + 4.0/14 + 16.4/43 + 17.0/65

- 3.6/33 - 3.2/23 + 5.0/17 + 13.8/27 + 15.5/67

- 1.8/33 + 4.5/33 + 11.8/44 + 15.0/58 + 15.1/78

- 1.5/33 + 2.7/33

Sheet #2 of

"VL" Line Cross Section

Station	Elev	
9+00	190.8	R.I.L. WM J.C. } 4-19-23
+15	190.7	
+21	192.7	
+55	192.3	
+62	189.7	
10+00	189.2	
+36.8	189.7	
11+00	191.8	
+41.5	193.5	

L ℄ R

℄ Eq Rd

-0.2' / 33 | +0.7' / 13 + 3.5 / 2.5 + 1.0' / 35 + 4.0' / 45 + 4.0 / 57 + 3.0 / 60 + 6.0 / 90

-1.1' / 66 - 0.5' / 20 | +2.3' / 7 + ℄ of ER 3.4' / 22 + 3.2' / 33 + 2.9' / 48 + 2.2 / 53 + 5.0 / 83

℄ of L Line

-3.2 / 63 - 3.2' / 33 - 2.7' / 13 | ℄ of ER +2.6' / 15 + 0.5' / 37 + 1.0' / 42 + 0.0' / 46 + 2.5 / 79

-3.4 / 65 - 3.3 / 53 + 0.6 / 43 + 0.8' / 33 + 0.8' / 19 | ℄ of ER -2.4' / 8 - 1.7' / 26 + 0.6' / 33 + 0.0 / 48 + 2.4 / 75

-1.0 / 79 - 0.5 / 58 + 2.6 / 48 + 3.2' / 30 + 2.6' / 10 | 0.1' / 6 + 0.6' / 20 + 2.0' / 28 + 2.0' / 33 + 2.0 / 43 + 4.5 / 76

℄ of EIR

℄ of L Line

-0.0 / 75 - 0.4' / 33 + 0.1' / 16 | +0.3' / 6 + 1.1' / 10 + 2.2' / 19 + 2.3' / 25 + 2.6' / 33 + 5.0 / 57

-0.6 / 65 - 0.7' / 33 - 0.6' / 13 | +0.5' / 5 + 1.5' / 8 + 1.6' / 14 + 3.2' / 33 + 5.0 / 48

℄ of "L" Line

-2.5 / 45 - 2.1' / 30 - 1.2' / 11 - 0.6' / 8 - 0.5' / 5 + 0.3' / 2 + 3.6' / 35

℄ of 'L' Line

-2.9' / 33 - 2.9' / 2.5 | +2.6' / 33 End of 'VL' Line =

9 to 0.2 "L" Line

Sheet #3

"VL" Line Cross Section

Station Elev;