


PLANS SURVEY
COUNTY ROAD "C"

From the West Co. Line
To Cleveland Ave.
CO. PROJ. NO. 23-06
RD. % NO.  7

Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 3-16-23

File No. "3"

File No 3

INDEX
Description
Alignment

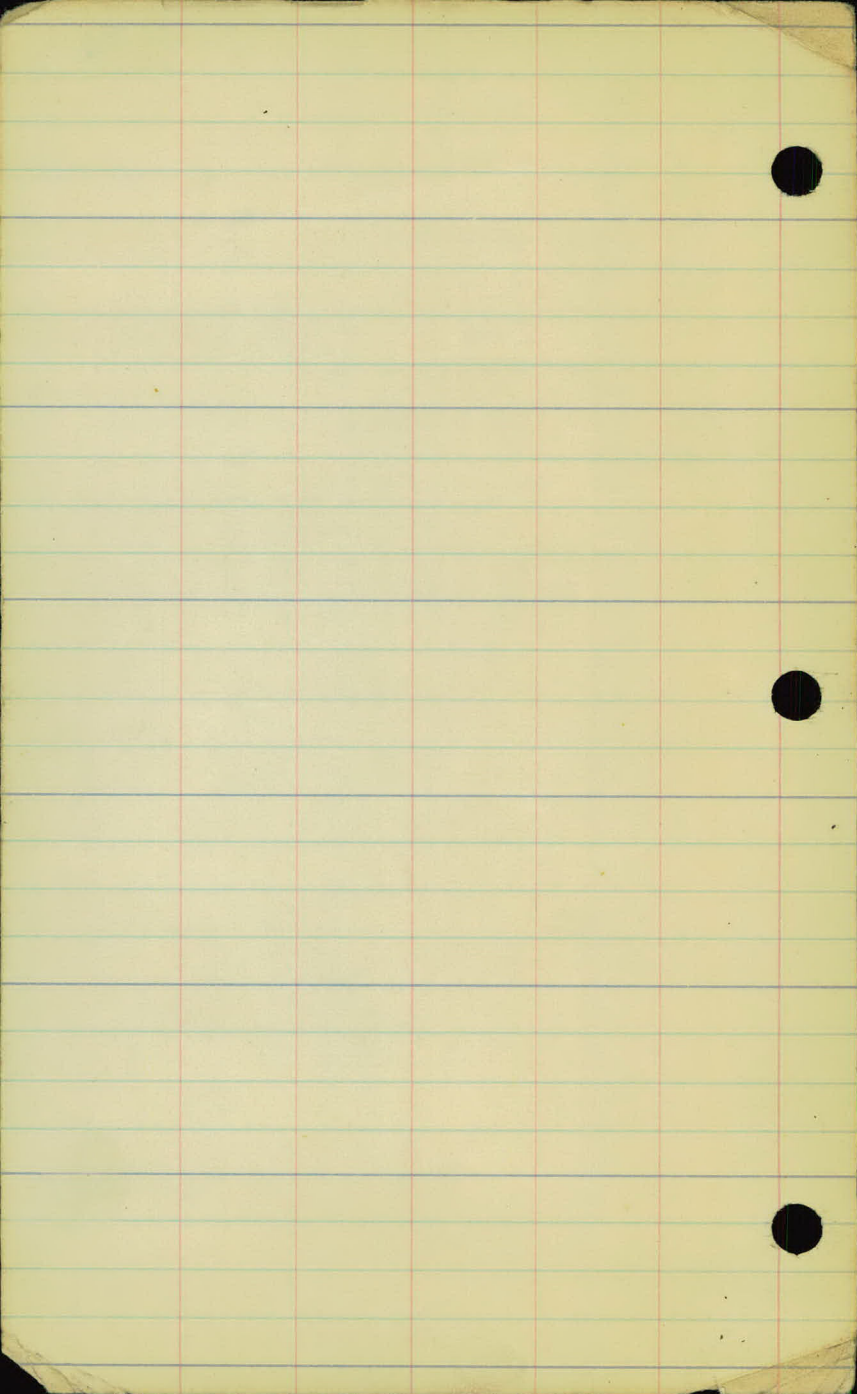
Page	Description
1	Alignment
2 to 10	Topography
11 to 17	Levels.
19 to 27	Cross Sections
29. -	Colverts.

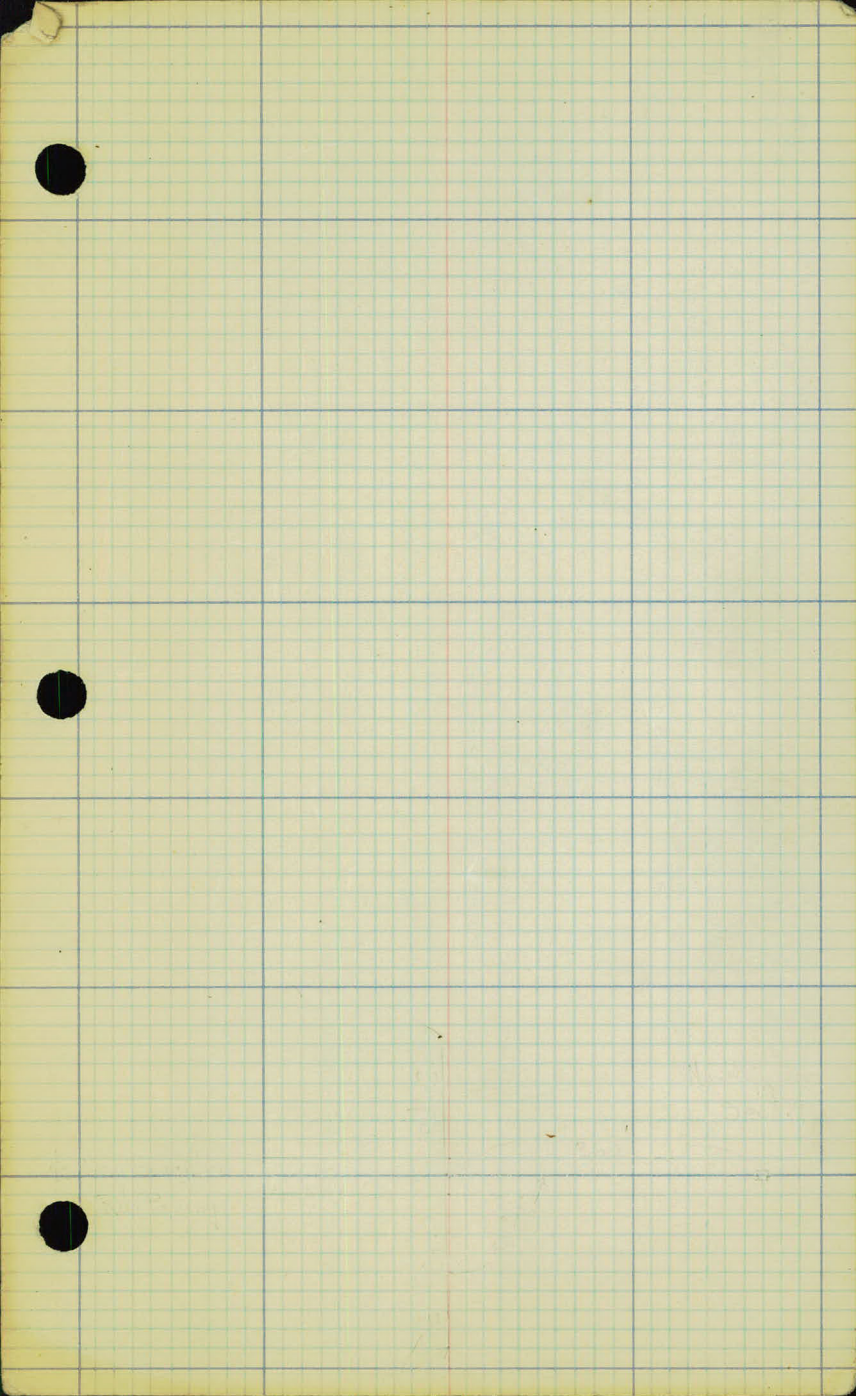
Job. N^o 23-06

Co. Rd. C.

West Co. Line to Cleveland Ave

G. Reiffer Inst.
E. Tierney level,
H. L. Persons Rod
W. Wickhusen Hd. Chain
J. Mahoney R. Chain.
J. Carr Stakes
M. Galvin Flag





3-13-23

Co. Road C.

Station	Point	Left & Right	Calc. Mag. Bearings
---------	-------	--------------	---------------------

N 88°-12' E

53+02.45 P.I. 1°-43'

N 89°-55' E N 84-15' E

26+52.1 P.I. 0°-5'

16+00 P.O.T

N 90°-00 E

0+00 = N.W. Corner Sect. 8.

N.E. Cor. Sect 8 R.R. Spike ⊕ Cleveland Ave

12" oak



N.W.
41.2

So. W.
57.7

6" oak



14" Oak
Govt. Bear
Tree



N.E.
59.1

S.E.
41.1

Power Pole



North 1/4 Cor. Sect. 8

Ment



Ref. Stake

S.E.
26.0

Tel. Pole

S.W.
27.6

Tel. Pole
#18812

S.E.
47.2

West Co. Line & Co. Rd. C.
R.R. Spike
S.W. Corner Sect. 5

S.
30.1

Iron Rd. Sign

21.9

Co. Trd. C.

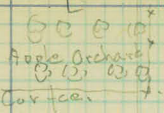
3-13-23

0700

R.C. Line

L E R

(2)



@+62-26 L Cor. Fce

@+33-23 R T. Pole

5+00

4+00

@+00 - end Fce 21 Fce



@+40 - Barn
300' L

@+34-26 R T. Pole

@+31-12 L Mail Box

3+00

@+27-2 Ha. 150' L

@+70 - Drive Left
Need 15' Culv.

@+54 - 26 R Tel. Pole

2+00

@+00 - 21 R Fce

1+00

@+66 - 26 R Tel. Pole
Ab wires

Cult Field

0+00

Cult Fields

@+46 - 26 R Fce end
@+42 - 23 x 23 R 2 Tel. Pole

@+16 - 24 R Iron Rod sign

@+15 - 23 R Fce

@+00 - 21 R Fce

Cult.

Co. Rd. C.

3-13-23

L E

R

(3)

@+55-21' R T. Pole

@+46- end fce.

11+00 @00-20' L old fce

@+61-20' R T. Pole

10+00 @+05 Cult. under Rd.

20' 20'

@00-24' R old fce

Cult. field

9+00 @00-13' L old fce

@+32-24' R T. Pole

Cult. field

8+00 @00

@+41-24' R T. Pole

Cult. field

@+48-26' R. Beginning old

7+00

@00-160' R edge of woods

@+64-26' fce. Cor. +
2 wires db

@+56-24' R T. Pole

@+14-21' Fict. Cor. +
6+00 @00-21' Apple Tree
Apple Orchard

15' 15'

@+08 Cult. under Rd

Cult. field

Co. Rd. C.

3-13-23

L E R

@+4-15 L T. Pole
2 wire

@+32-11 L Mail Bx

@+10-Drive L. ---
Need 20' Culv. ---

@+96-4 Ho. 200L

@+29-21 R T. Pole

@+11-20 R T. Pole
46 wires

field

@+00-23 R old ice.

@+53-21 R T. Pole

Cult.

@+51-21 R T. Pole

field

@+16-20 x 26 R 2 T. Poles

Cult.

@+21-25 L-14 oak

@+09-18 L 14 oak

@+17-00-36 L-12 oak

Cult.

@+00-36 L 12 oak

17

16

15

14+00

13+00

12+00



Co. Rd. C.

3-13-23

17

- @+61-20' R T. Pole
- @+57-20' R " -3 Tree
- @+51-20' R -3 Tree
- @+39-20' R 4 oak
- @+34-18' R 4 oak
- @+17-20' R " -4 oak
- @+14-22' R -4 oak
- @00-22' R old fence

18

@+24-15' L T. Pole

- @+76-15' R -3 oak
- @+20-20' R T. Pole
- @00-22' R old fence

Cult. field

Cult. field

19

@+66-13' L T. Pole
2 wire

@+47-20' R T. Pole
46 wires

20

@00-22' R old fence

21

@+12-14' L T. Pole

@+50-21' R T. Pole

Cult. field
clay soil

field

22

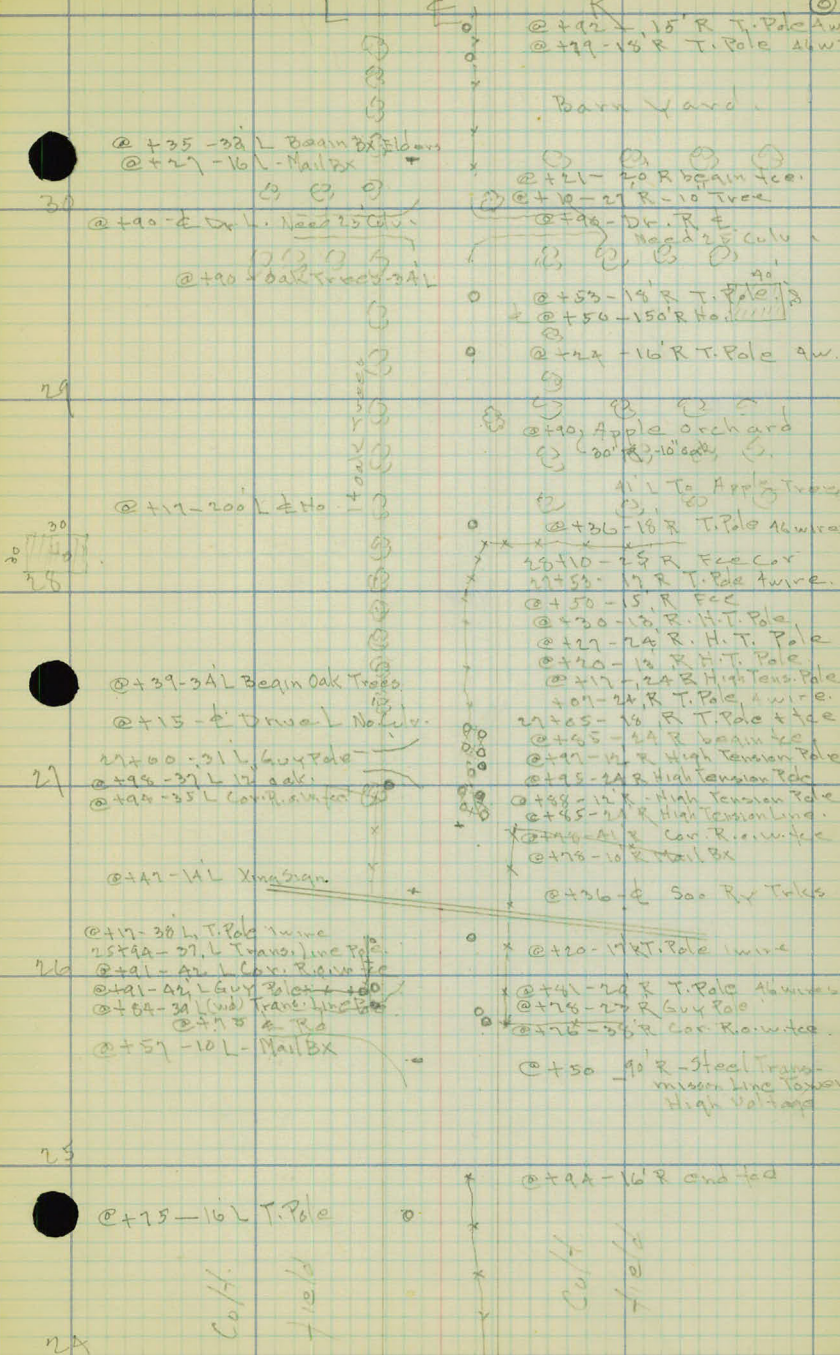
@+24-21' R T. Pole
@00-22' R old fence

Cult. Clay Soil

23

3-13-23

Co. Rd. C.



6

@+42-15 R T. Pole 4w
 @+29-15 R T. Pole 4w

Barn Yard

30
 @+35-32 L Beam Box Elders
 @+27-16 L Mail Bx
 @+90-4 Dr L. Need 25 Culu.
 @+90 Oak Trees 34L

@+21-20 R beam box
 @+10-21 R-10 Tree
 @+90-Dr. R. Need 25 Culu.
 @+53-15 R T. Pole 90
 @+50-150 R Ho. 1111

29
 @+17-200 L Ho.

@+24-16 R T. Pole 9w
 @+10 Apple orchard
 (20' x 10' each)
 11 To App. Trees

30
 28

27
 @+39-34 L Begin Oak Trees
 @+15-4 Drwa L No Culu.
 27+00-31 L Guy Pole
 @+94-37 L 12 oak.
 @+94-35 L Comp. in field
 @+17-11 L Xing Sign

@+36-18 R T. Pole 16 wires
 25+10-25 R Fee Car
 27+53-17 R T. Pole wire.
 @+50-15 R FCC
 @+30-12 R. H. T. Pole
 @+27-24 R. H. T. Pole
 @+20-12 R. H. T. Pole
 @+17-24 R High Tens. Pole
 107-24 R T. Pole 4 wire.
 27+65-18 R T. Pole 4 ice
 @+65-24 R beam box
 @+77-12 R High Tension Pole
 @+95-24 R High Tension Pole
 @+98-12 R High Tension Pole
 @+65-23 R High Tension Line.
 27+45-12 Car. Riv. in field
 @+75-10 R Mail Bx

26
 @+17-38 L T. Pole wire
 25+94-27 L Trans. line Pole
 @+91-42 L Car. Riv. in field
 @+81-42 L Guy Pole in field
 @+64-31 (wid) Trans. line in field
 @+75-4 Rd
 @+57-10 L Mail Bx

@+36-4 500 R Trks
 @+20-17 R T. Pole wire
 @+41-24 R T. Pole 4 wires
 @+76-23 R Guy Pole
 @+75-35 R Car. Riv. in field
 @+50 90 Steel Trans. mission line tower High Voltage

25
 @+75-16 L T. Pole

@+94-16 R end fed
 Coll. Field
 Coll. Field

2X

Co. Rd. C.

3-13-23

L ↓ ± R (7)

@+15-26 L T. Pole Aw.
@+60-02 Barn Oak Trees 35 L
@+50-36 L Fce.

@+71-16 R-10" oak
@+57 4, Drive R
@+45-6 R Mail Box.
40 20 old Cor.
15" H. 5" Cul. ing
15" Ho. 100 L Need.

36 @+03-35 L-16" oak

@ 00-16 R 10" oak

@+64-35 L 10" oak
@41-35 L 8 oak

35 @+08-26 L -T. Pole Aw.

@+34-15 R T. Pole

@+42-32 L
Cul. ing
10" H. 5" Cul. ing

@+46-18 R T. Pole Aw.

34 @00-33 L-11" oak

@+91-18 R-1" Tree

@+50-34 L Fce.
@+29-26 L T. Pole Aw.

@+55-16 R-6-3" Trees

@+35-19 R T. Pole Aw.

33

Cul. ing
10" H. 5" Cul. ing

@+34-33 L-18" oak

@+48-15 R T. Pole

@+19-20 R end tree 60'

@+19-19 R T. Pole

32

@+93-34 L 12" oak

@00-4 Barn 30 R

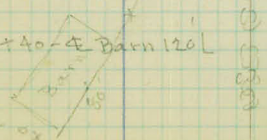
Barn
111 11

@+47-34 L Cor. fce.

@+31-33 L End Bx 20 R

31

@+40-4 Barn 120 L



30

3-13-23

Co. Rd. C.

A2

@+50-31' L Fce
@+48-26' L Guy Pole

Cult. field

@+53-25' L T. Pole

A1

@+41-26' Guy Pole
@+40-22' R Fce
@+32-31' L 12" oak
End Oak Trees

Cult. field

A0

@+44-24' T. Pole
@+40-31' L Fce

39

@+32-26' T. Pole

Cult. field

38

@+40-31' L Fce
@+40-26' L Oak Trees

37

36

~~30' No. 100' 30' band~~
@+32-33' R T. Pole

@+00-21' R Fce. (8)

@+28-20' R-8" oak
@+13-10' R 8" oak
@+13-11' R T. Pole
@+00-20' R Fce

@+40-16' R 6" oak

@+63-17' R-10" oak

@+34-15' R-10" oak
@+23-15' R 8" oak

@+22-16' R Fce

@+54-11' R T. Pole
@+25-15' R-10" oak

@+52-14' R 12" oak

@+45-15' R 8" oak

@+45-16' R 12" oak
@+50-16' R-12" oak
@+56-14' R-10" oak
@+54-17' R T. Pole
@+50-16' R-Fce
@+46-16' R-6" oak
@+35-17' R 16" oak

@+15-15' R 8" oak
@+40-17' R-8" oak

@+41-17' R-8" oak

@+49-17' R-6" oak

@+45-11' R-16" oak

@+22-11' R Tel. Pole
@+49-19' R Fce Cor. w.w.

@+48-16' R 10" oak

3-14-23

Co. Rd. C.

47+50

18" Corr. Culw. 34' lg. under Rd. 1 Flows ^{North} ~~West~~

L E R

@ +80 - 90' R end N.

A8 @ +00 - 24' L T.Pole

@ 90 - 20' R Fcc

@ +50 Culv. under Rd.

17 17

A7 @ 00 - 40' L edge Marsh
@ 00 - 34' L Fcc

@ +60 - 21' R Begin fence
@ +59 - 21' R Fcc Cor w.w

@ +42 - 24' L - T.Pole

16 18

@ +50 - 50' R Begin N

A6 @ 00 - 100' L - edge Marsh

@ +50 - 33' L - 4-5" inflow

@ 00 - 22' R Fcc

@ +42 - 25' L - T.Pole

side
flowing

@ +45 - 34' L - 8" oak

AA @ +05 - 24' L - 1" oak

@ +10 - 39' L - 12" oak

A3 @ +18 - 25' L - T.Pole
@ 00 - 34' L - fcc w.w.

@ 00 - 15' R Fcc

Cult. field

Cult

A2

3-14-23

Co. Rd. C

53

@53+02.45-204.8L to
53+02.45 E of

- @+73-21 L Iron Rd sign
- @+70-23 L Fce Cor
- @+66-33 L 14' oak
- @+56-14 L T. Pole
- @+35-26 L 8 oak
- Oak Timber
- @+0A-2A L 8 oak
- @00-32 L Fce
- @+0A-3A L 8 oak
- @+84-24 L T. Pole

52

@+A2-34 L 8 oak

51

- @+05-25 L T. Pole
- @+00-31 L Fce

50

- @00-31 L Fce
- @+61-23 L T. Pole

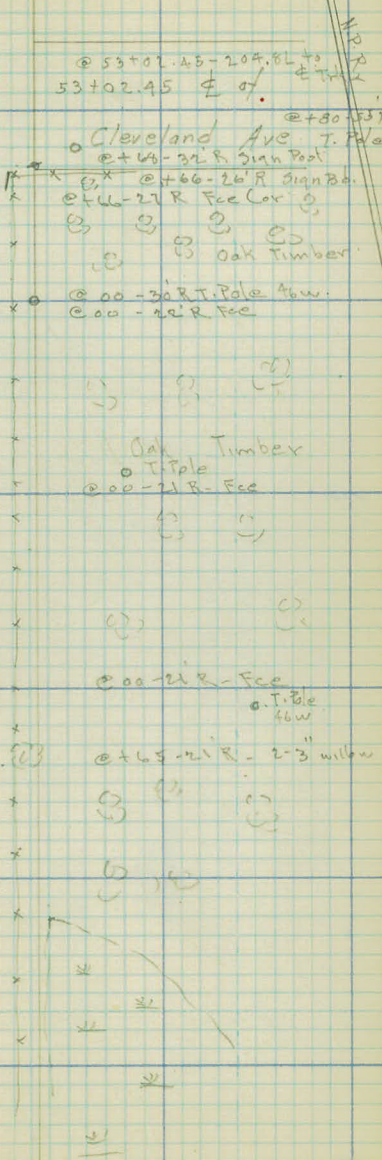
A9

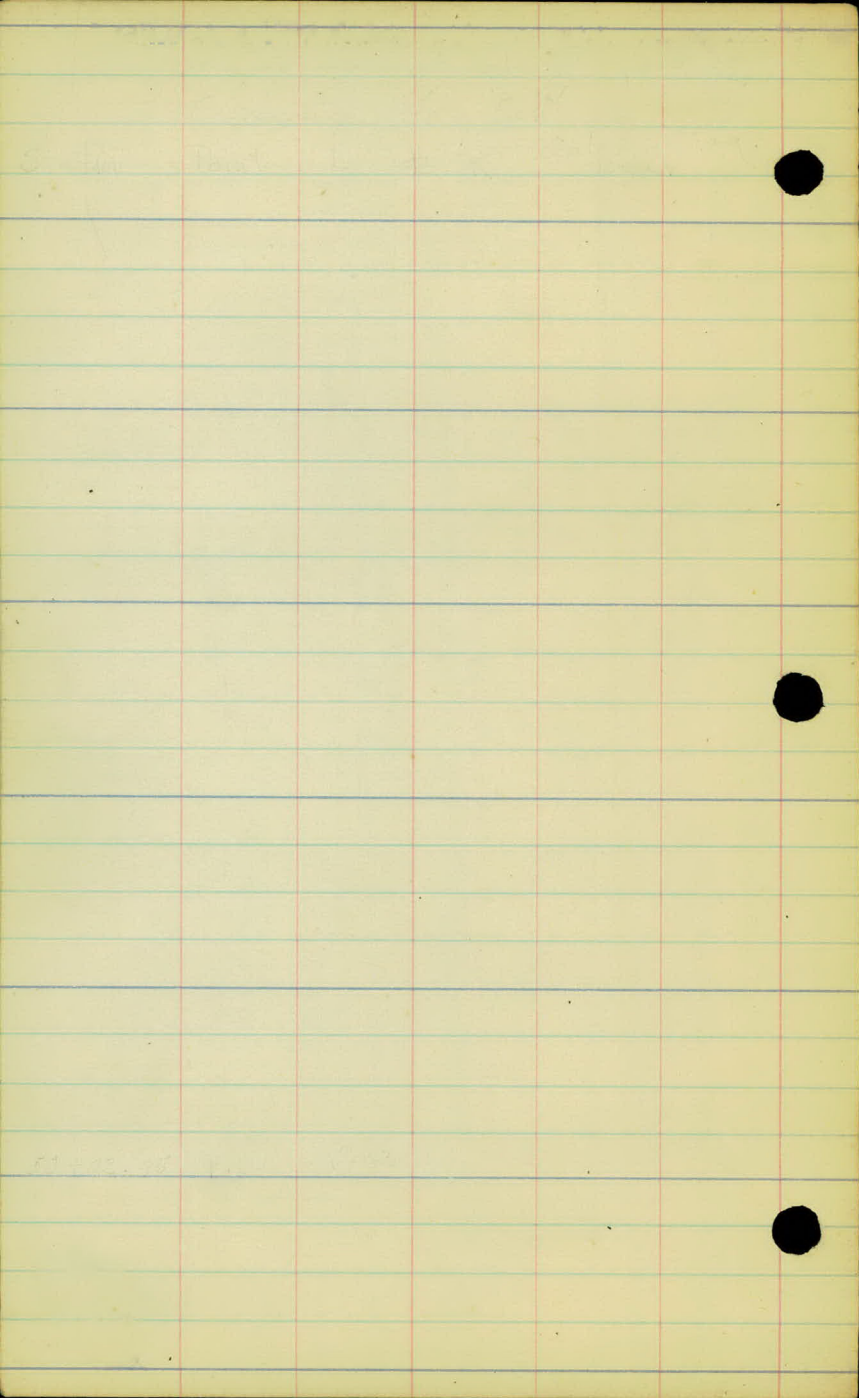
A8

- Cleveland Ave T. Pole
- @+46-32 R Sign Post
- @+66-26 R Sign Post
- @+46-27 R Fce Cor
- Oak Timber
- @00-30 RT. Pole 46w
- @00-42 R Fce

Oak Timber
T. Pole
@00-21 R Fce

- @00-21 R Fce
- @+65-21 R 2-3 willow





Nrail N.P. Ry - Cleveland Ave (11)

City Rd C - from W. City line
to Cleveland Ave.

Check levels —

Cty Rd. C from B.M. N. Rail
N.P. Ry - Cleveland Ave. to B.M

B.M	1.37	227.51		226.14
B.M	1.60	218.56	10.55	216.96
	8.19	216.95	9.80	208.76
	9.73	226.18	0.50	216.45
B.M				9.19 216.99
	10.67	236.69	0.16	226.02
	8.69	244.75	0.63	236.06
B.M				6.72 238.03
	11.58	255.99	0.34	244.41
	8.76	264.56	0.19	255.80
	3.08	257.16	10.48	254.08
B.M.				7.59 249.57
	5.94	259.34	3.76	253.40
B.M			4.88	254.46
	6.96			249.57
	41.29			28.32
	28		23.29	
			41	

N. Rail - N. P. Ry - Cleveland Ave

Sp in T.P N.W Cor Int. Cleve & Cty Rd - C

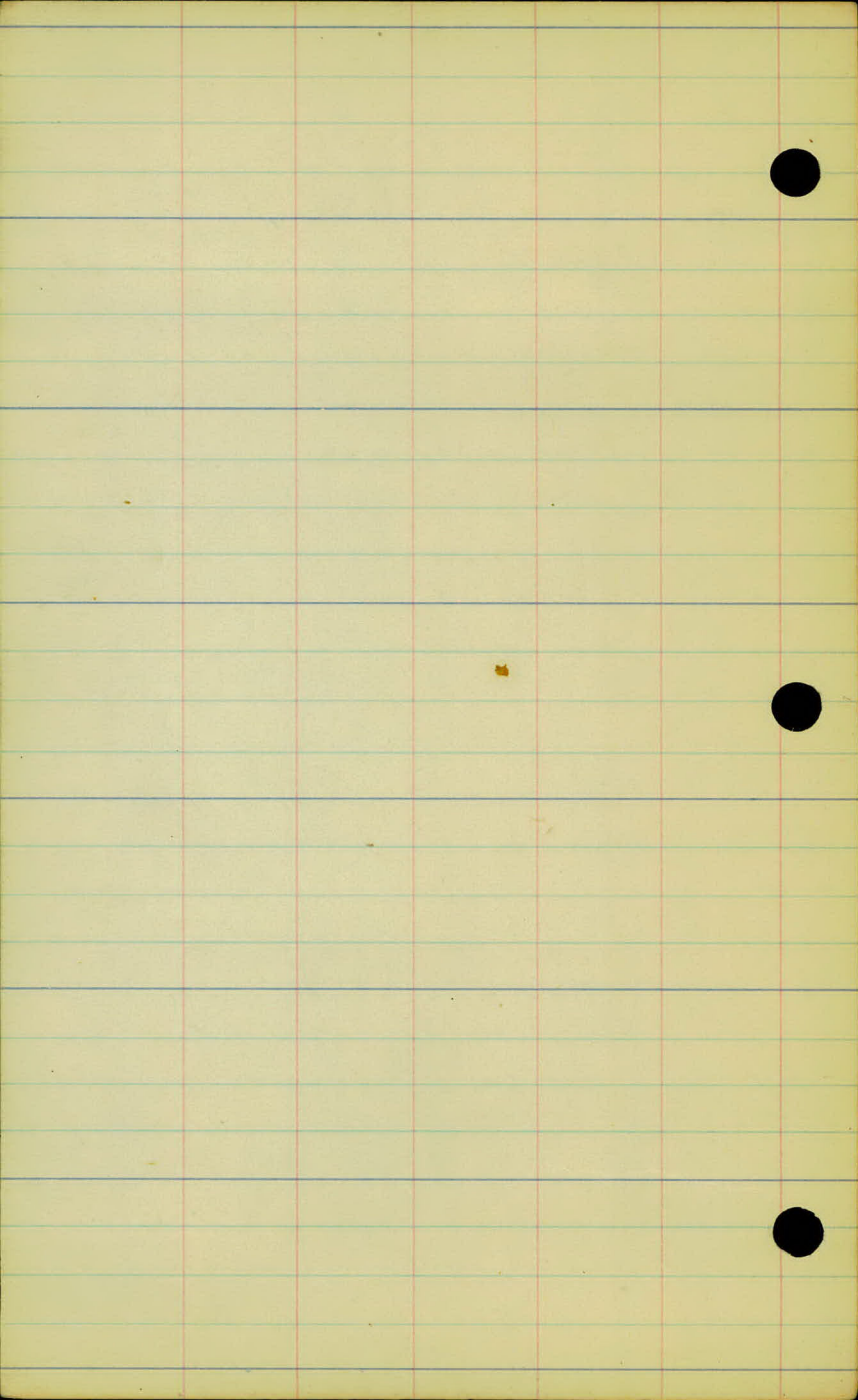
Nail
Sp. in 15" Oak R

(At. Belt Line Xing)

R.R. Sp. in 15" Oak R

Sp. in T.P # 18818 L

Sp. in T.P L # 18825





± Levels

From W. Cty line to Cleveland.

B.M	4.94	259.40 ✓		254.46 ✓
-1+00			7.6	251.8.
-2			9.8	249.6.
-3			13.4	246.0.
0+00			5.7	253.7.
1+00			5.0	254.4.
2+00			5.7	253.7.
3+00			5.8	253.6.
4+00			5.4	254.0.
5+00			5.3	254.1.
	2.31	256.93 ✓	4.78	254.62 ✓
6+00			2.9	254.0.
7			4.4	252.5.
8			4.5	252.4.
9			8.23	248.7.
10			7.35	249.5.
105			4.6	252.3.
			4.5	252.4.
			5.5	251.4.
			5.5	251.4.
			5.46	251.4.
			6.88	250.5.
11			4.33	252.6.
12			1.6	255.3.
B.M			7.37	249.56.

Spike in T.P. R. ^{at} W. City Line.

12" Cor. I Culv. in place
El. at R end culv (Top Culv)
✓ L ✓ ✓ ✓

15" Cor. I Culv. in place
El. Rt. end. (Top culv)
✓ h ✓ ✓ ✓

Nail in T.P. R 7+90

256.92

10.38 264.20 3.11

253.82

13

6.8 257.4

14

5.5 258.7

15

4.4 259.8

16

4.2 260.0

17

5.8 258.4

18

8.0 256.2

1.73 257.88 8.05

256.15

19

3.3 254.6

20

4.6 253.3

21

7.1 250.8

22

9.9 248.0

23

0.44 246.95 11.37

246.51

23

2.2 244.8

24

4.4 242.6

25

6.0 241.0

26

6.8 240.2

+36

6.56 240.39

+52

7.47 239.5

B.M

2.87 240.86 8.96

237.99

27

2.8 238.1

+18

28

3.8 237.1

29

4.7 236.2

+95

F.E - R+L

5.7 235.2

30

5.8 235.1

31

7.2 233.7

Top W Rail Belt Line King
Top Monument
Sp in 15" Oak L

240.86

32		8.3	232.6
33		9.5	231.4
	0.41	231.51	9.76
			231.10
34		1.7	229.8
35		3.3	228.2
36		5.5	226.0
+50		6.6	224.9
37		7.9	223.6
38		10.0	221.5
39		11.9	219.6
	2.29	221.71	12.09
			219.42
40		3.1	218.6
41		4.5	217.2
B.M		4.77	216.94
42		5.4	216.3
43		6.4	215.3
44		7.4	214.3
45		8.9	212.8
	2.30	214.61	9.40
			212.31
46		3.1	211.5
47		5.2	209.4
48		6.0	208.6
49		5.3	209.3
50		2.5	212.1
	9.66	222.31	1.96
			212.65
51		9.4	214.9
+34		6.5	215.8

Nail 12" Oak L Sta 41+00

222.31

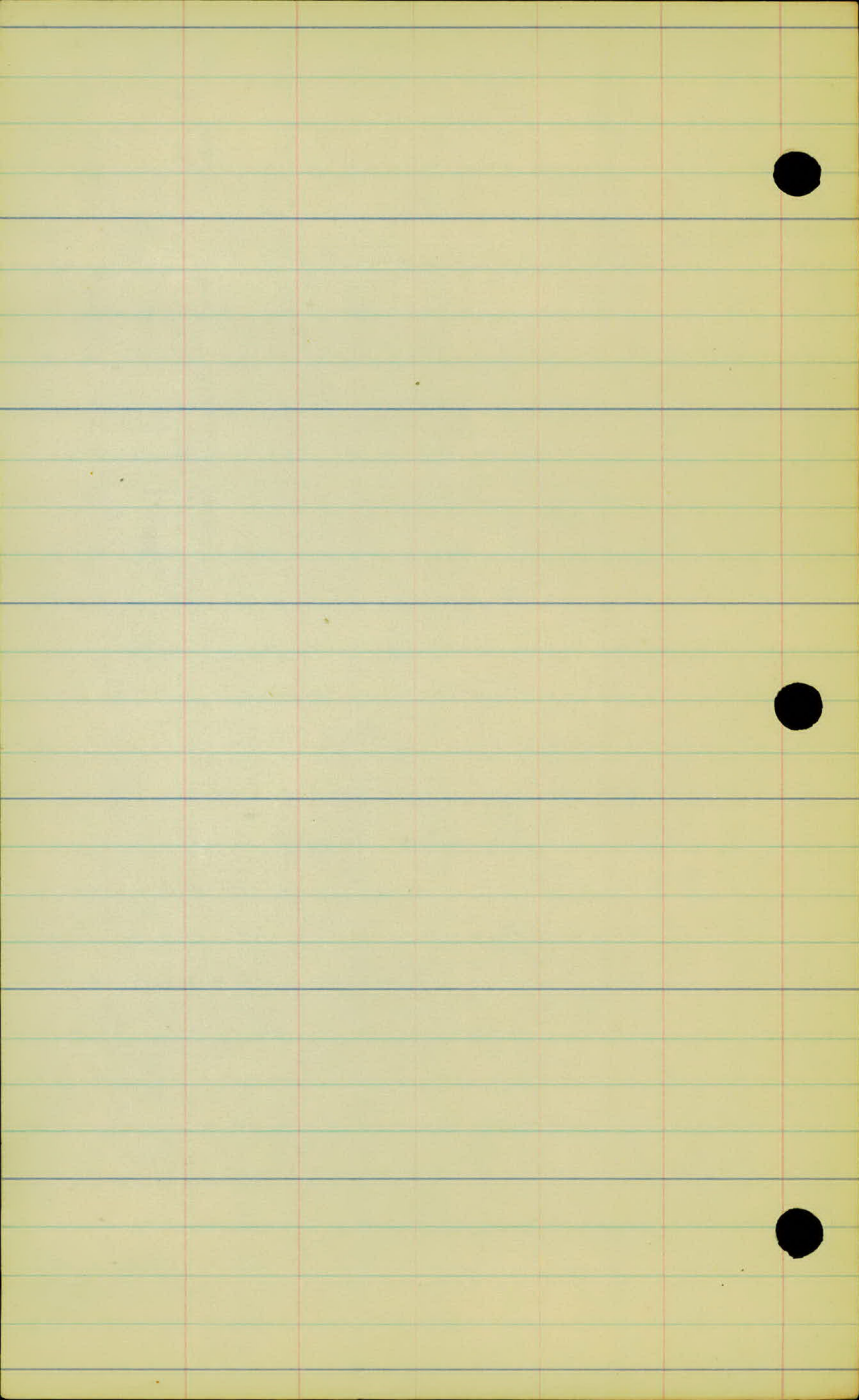
+ 66		5.7	216.6
52		5.3	217.0
53 + 02.45	End job	2.7	219.6
B.M.	10.61	227.51	5.41
			216.90

Shots on E Cty Rd C E of Cleveland.

100		6.8	220.7
200		4.7	222.8
300		3.2	224.3
B.M.		1.41	226.10

Sp. in T.P. N.W. Cor. Int. Cty Rd. C + Cleve.

N. Rail N.P. Ry tracks.



3/13/23

Elev.

6 254.0 ✓

5 254.1 ✓

4 254.0 ✓

3+00 253.6 ✓

2+00 253.7 ✓

1+00 254.4 ✓

0+00 253.7 ✓

-1+00 251.8 ✓

- 3/14/23

18 256.2 ✓

Tierney - Rec

Galvan - h - level

17 258.4 ✓

Mahoney Rad

16 260.0 ✓

15 259.8 ✓

14 258.7 ✓

13 257.4 ✓

12 255.3 ✓

11 252.6 ✓

+05 251.4 ✓ 40'-15" Culv. in place (For El. See & notes)

10 251.4 ✓

9 252.4 ✓

8 252.3 ✓

+10 252.4 ✓ 12'-28' Corr. I Culv. in place (For El. See & Notes)

7+00 252.5 ✓

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
-1.5 / 33 -1.3 / 17 -0.3 / 12 -0.5 / 12 -0.2 / 21 +1.3 / 29 +1.0 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
-1.2 / 33 0.0 / 15 -0.3 / 14 -0.4 / 10 0.0 / 13 +0.9 / 22 +1.5 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
+1.9 / 33 +1.7 / 15 -0.2 / 14 -0.3 / 7 +1.3 / 12 0.0 / 20 +1.0 / 24 0.0 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
+2.1 / 33 +1.7 / 15 -0.1 / 15 -0.4 / 9 +0.7 / 12 +0.3 / 15 0.0 / 25 +1.2 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
0.7 / 33 0.0 / 16 -0.3 / 13 -0.1 / 9 +0.5 / 14 +1.3 / 22 +1.4 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
0.0 / 33 -1.1 / 14 -0.2 / 10 -0.1 / 8 -0.3 / 13 -0.6 / 14 0.0 / 19 +1.5 / 26 +1.9 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
+0.9 / 33 +0.8 / 16 -0.5 / 15 -0.1 / 12 -0.2 / 9 -0.4 / 12 +0.1 / 13 0.0 / 20 -0.5 / 26 +0.7 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
-0.7 / 33 -0.8 / 22 -1.1 / 15 0.0 / 12 -0.4 / 7 -2.7 / 12 -2.0 / 23 -4.0 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
-0.4 / 33 -0.4 / 26 -0.6 / 18 +0.3 / 10 -0.3 / 6 -2.0 / 12 -2.3 / 20 -2.1 / 26 -3.0 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
L.O -0.1 / 24 -0.6 / 17 +0.3 / 11 -0.1 / 6 -1.6 / 12 -2.4 / 19 -2.3 / 25 -3.3 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
+3.2 / 33 +3.8 / 25 +1.9 / 17 -0.0 / 16 +0.2 / 11 0.0 / 6 -0.3 / 8 +1.0 / 11 +1.5 / 21 -1.4 / 27 -0.5 / 28 -1.7 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
+0.7 / 33 +0.4 / 26 -0.5 / 17 +0.1 / 11 -0.1 / 7 -3.1 / 13 -3.6 / 17 -3.2 / 24 -3.6 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
-3.9 / 33 -3.8 / 19 -0.1 / 11 -0.4 / 8 -4.4 / 17 -6.0 / 33 \checkmark

\checkmark \checkmark \checkmark \checkmark \checkmark \checkmark \checkmark
-3.6 / 33 -3.5 / 18 -0.2 / 10 -0.3 / 9 -4.5 / 16 -8.0 / 26 -6.0 / 33 \checkmark

→ + 72 40.2 ✓
+ 66 41.0 ✓ Same El. as 25

25 241.0 ✓

24 242.6 ✓

+ 55 43.6 ✓ 1.0' higher than 24

23 244.8 ✓

22 248.0 ✓

+ 33 50.3 ✓ .5 Lower than 21

21 250.8 ✓

+ 70 251.5 ✓ .7 higher than 21

20 253.3 ✓

19 254.6 ✓

+ 30 254.7 ✓

+ 21 54.8 ✓

+ 15 54.8 ✓
F.E. L 6.4' Lower than 19

- 34 229.8 ✓
- 33 231.4 ✓
- 32 232.6 ✓
- 31 233.7 ✓
- 30 235.1 ✓ F.E R+L
- 29 236.2 ✓
- 28 237.1 ✓
- +18 38.1 ✓ E Rdwy along R.R L.
- 27 238.1 ✓
- +55 39.2 ✓ ^{is higher than 27}
Along ft. Emb.
- +52 239.5 ✓
- +36 240.4 ✓ E R.R Tracks
- +16 40.2 ✓ ^{same as 26}
along ft. R.R Emb.
- 26 240.2 ✓
- +80 40.2 ✓ E Roadway L along R.R.

L R

$\frac{+1.0}{33}$	$\frac{+1.0}{23}$	$\frac{-0.6}{20}$	$\frac{-0.6}{18}$	$\frac{-0.4}{16}$	$\frac{-0.2}{8}$	$\frac{+1.5}{14}$	$\frac{+1.7}{33}$	✓	(22)
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$\frac{+1.2}{33}$	$\frac{+1.0}{23}$	$\frac{-0.5}{20}$	$\frac{-0.3}{8}$	$\frac{-0.8}{9}$	$\frac{-0.8}{12}$	$\frac{0.0}{14}$	$\frac{+1.0}{22}$	$\frac{+1.0}{33}$	✓
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$\frac{-0.5}{36}$	$\frac{-0.5}{17}$	$\frac{-0.2}{14}$	$\frac{-0.5}{8}$	$\frac{-1.1}{16}$	$\frac{-0.2}{20}$	$\frac{0.0}{33}$	✓
-------------------	-------------------	-------------------	------------------	-------------------	-------------------	------------------	---

$\frac{-1.0}{33}$	$\frac{-1.5}{20}$	$\frac{-0.5}{15}$	$\frac{-0.7}{9}$	$\frac{-1.5}{11}$	$\frac{+0.5}{20}$	$\frac{0.0}{33}$	✓
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$\frac{-0.5}{45}$	$\frac{-0.2}{15}$	$\frac{0.0}{36}$	✓
-------------------	-------------------	------------------	---

$\frac{-1.0}{33}$	$\frac{-1.7}{20}$	$\frac{-2.0}{18}$	$\frac{-0.4}{12}$	$\frac{-0.5}{10}$	$\frac{-1.4}{12}$	$\frac{-1.4}{18}$	$\frac{+0.4}{22}$	$\frac{+0.8}{33}$	✓
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	---

$\frac{-2.0}{33}$	$\frac{-2.4}{20}$	$\frac{-0.3}{12}$	$\frac{-0.5}{10}$	$\frac{-2.2}{16}$	$\frac{-2.2}{18}$	$\frac{-1.8}{23}$	$\frac{-1.8}{33}$	✓
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	---

$\frac{-2.0}{39}$	$\frac{-2.0}{22}$	$\frac{-0.6}{11}$	$\frac{-0.3}{10}$	$\frac{-3.0}{16}$	$\frac{-2.4}{22}$	$\frac{-2.4}{33}$	✓
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	---

$\frac{-0.5}{33}$	$\frac{-2.5}{29}$	$\frac{-2.7}{18}$	$\frac{-0.5}{12}$	$\frac{-0.5}{10}$	$\frac{-3.5}{16}$	$\frac{-3.5}{33}$	✓
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	---

$\frac{-4.5}{33}$	$\frac{-3.5}{22}$	$\frac{-0.4}{11}$	$\frac{-0.3}{9}$	$\frac{-4.0}{16}$	$\frac{-5.5}{29}$	$\frac{-6.5}{33}$	✓
-------------------	-------------------	-------------------	------------------	-------------------	-------------------	-------------------	---

$\frac{0.0}{44}$	$\frac{0.0}{44}$	✓
------------------	------------------	---

$\frac{-4.5}{33}$	$\frac{-4.5}{29}$	$\frac{-0.1}{11}$	$\frac{0.0}{10}$	$\frac{-4.5}{23}$	$\frac{-4.5}{33}$	✓
-------------------	-------------------	-------------------	------------------	-------------------	-------------------	---

$\frac{-3.2}{33}$	$\frac{-2.0}{20}$	$\frac{-0.7}{12}$	$\frac{-0.2}{10}$	$\frac{-4.7}{20}$	$\frac{-4.7}{33}$	✓
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	---

$\frac{-4.5}{33}$	$\frac{-4.5}{23}$	$\frac{-0.7}{12}$	$\frac{-0.7}{10}$	$\frac{-3.5}{46}$	✓
-------------------	-------------------	-------------------	-------------------	-------------------	---

36

226.0 ✓

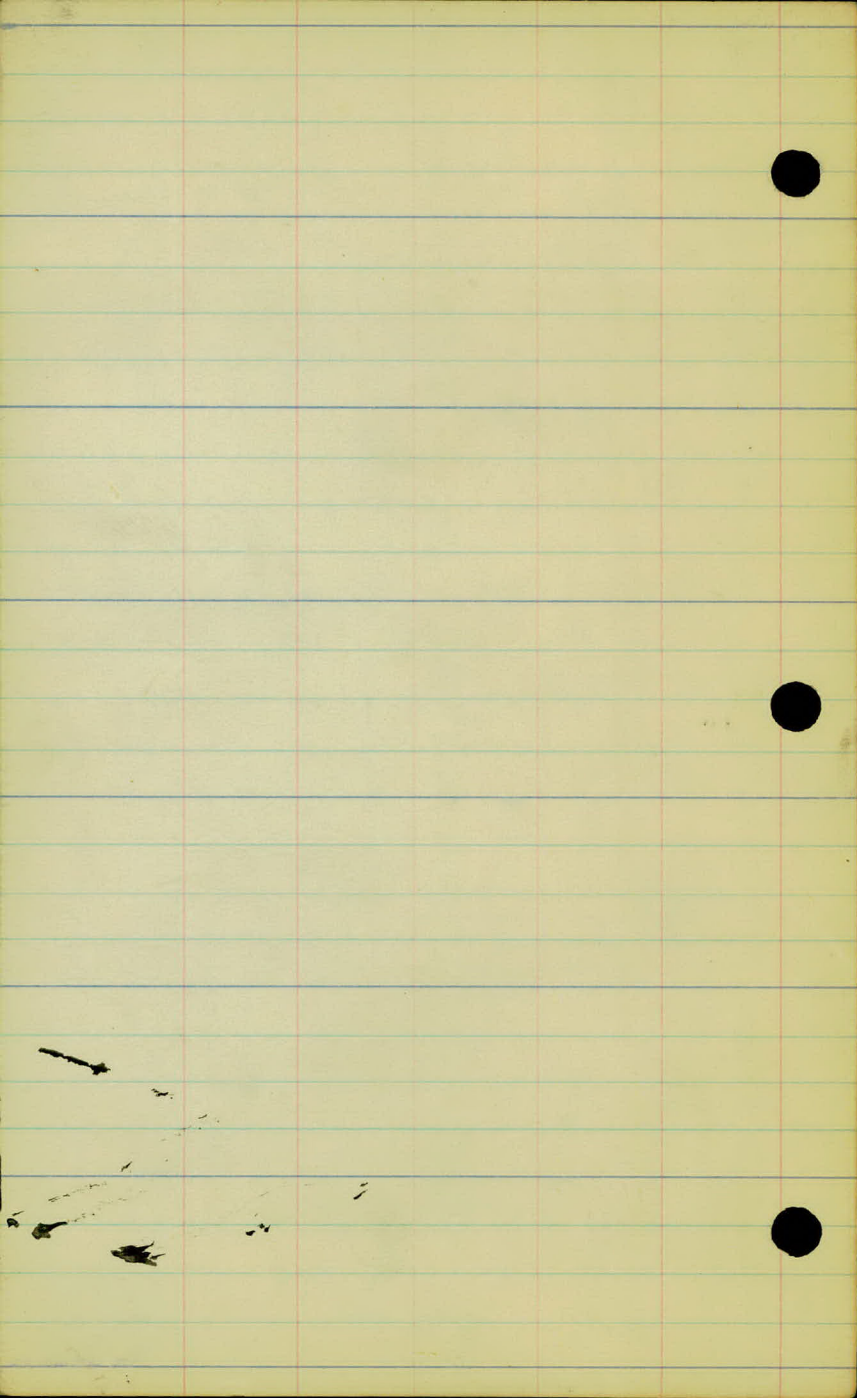
35

228.2 ✓

L & R

(23)

$\begin{array}{r} \downarrow \\ +1.0 \\ \hline 33 \end{array}$	$\begin{array}{r} \downarrow \\ +1.0 \\ \hline 25 \end{array}$	$\begin{array}{r} \downarrow \\ 00 \\ \hline 24 \end{array}$	$\begin{array}{r} \downarrow \\ -0.3 \\ \hline 6 \end{array}$	$\begin{array}{r} \downarrow \\ -0.8 \\ \hline 7 \end{array}$	$\begin{array}{r} \downarrow \\ -0.8 \\ \hline 10 \end{array}$	$\begin{array}{r} \downarrow \\ +3.0 \\ \hline 16 \end{array}$	$\begin{array}{r} \downarrow \\ +3.0 \\ \hline 33 \end{array}$	✓
$\begin{array}{r} \downarrow \\ -1.0 \\ \hline 33 \end{array}$	$\begin{array}{r} \downarrow \\ 00 \\ \hline 22 \end{array}$	$\begin{array}{r} \downarrow \\ -0.5 \\ \hline 20 \end{array}$	$\begin{array}{r} \downarrow \\ 00 \\ \hline 6 \end{array}$	$\begin{array}{r} \downarrow \\ +1.5 \\ \hline 12 \end{array}$	$\begin{array}{r} \downarrow \\ +2.2 \\ \hline 16 \end{array}$	$\begin{array}{r} \downarrow \\ +2.2 \\ \hline 33 \end{array}$	✓	

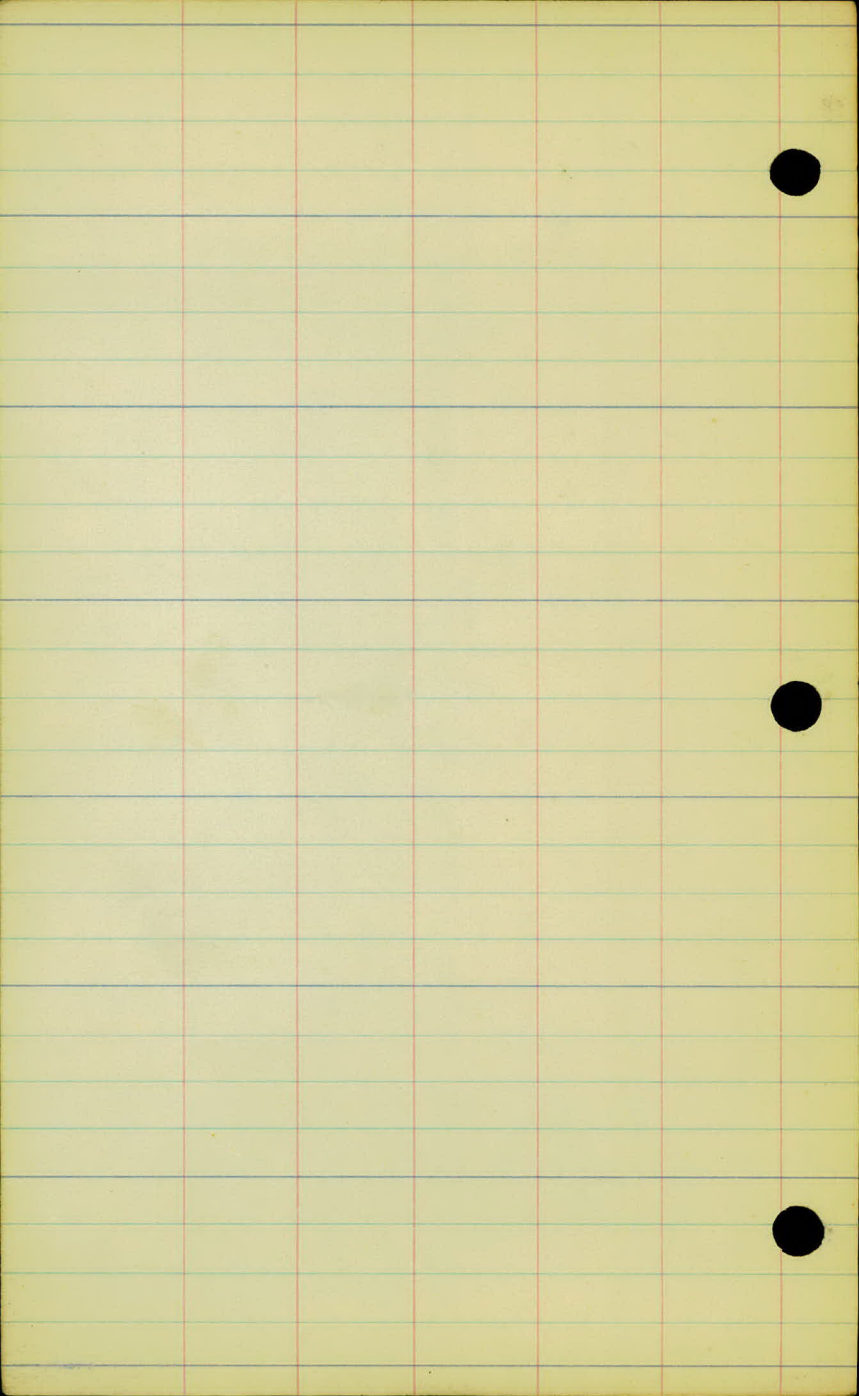


(24)

Co. Pol. C.

3-14-23

48	2086 ✓
47	2094 ✓ -
46	2115 ✓
45	2128 ✓
44	2143 ✓
43	2153 ✓
42	2163 ✓
41	2172 ✓
40	2186 ✓
39	2196 ✓
38	2215 ✓
37	2236 ✓





Co. Rd. C.

3-14-23.

Readings East on Co. Rd. C.

" South " Cleveland Ave.

" North " " "

+65 18.7 $\frac{1}{2}$ ^v elev. 1.7 above \pm 52+00

52 217.0^v

+50 16.4 $\frac{1}{2}$ ^v elev. 1.5 above \pm 51+00

51 214.9^v

50 212.1^v

49 209.3^v

Sta. 53+02.45 E

$\frac{3.8}{33}$	$\frac{3.0}{100}$	$\frac{1.0}{200}$	
$\frac{3.8}{33}$	$\frac{1.0}{100}$		To R.
$\frac{3.8}{33}$	$\frac{6.0}{100}$	$\frac{6.8}{200}$	To L

$\frac{-2.9}{33}$ $\frac{-1.9}{24}$ $\frac{-2.5}{22}$ $\frac{-0.7}{20}$ $\frac{-0.1}{3}$ 4.2 ✓ $\frac{-0.3}{10}$ $\frac{-1.9}{15}$ $\frac{-1.4}{16}$ $\frac{-0.4}{20}$ $\frac{-0.3}{33}$

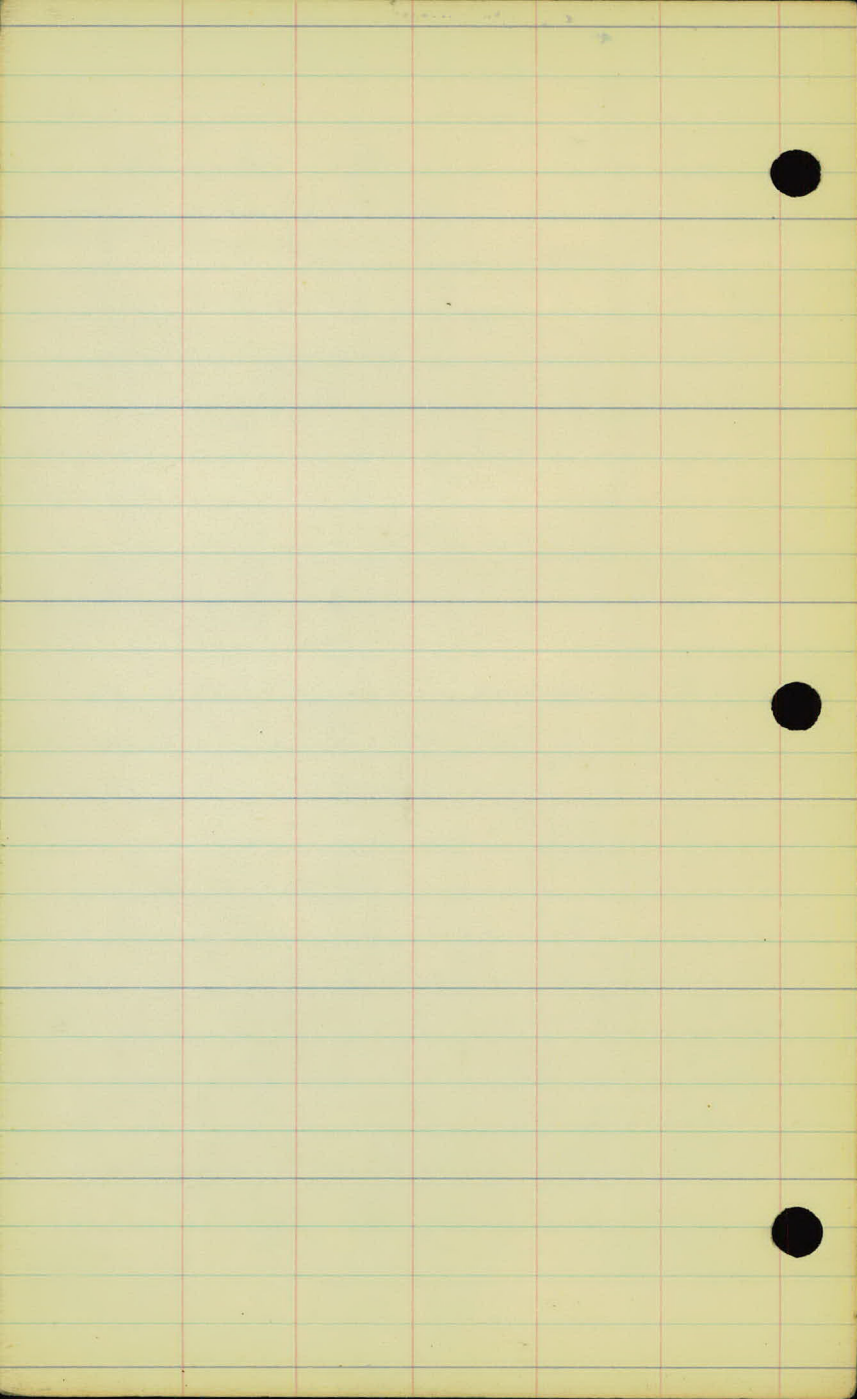
$\frac{+10.0}{33}$ $\frac{+8.6}{28}$ $\frac{+6.6}{24}$ $\frac{-1.6}{18}$ $\frac{-0.4}{10}$ $\frac{-0.1}{3}$ 1.6 ✓ $\frac{-0.6}{9}$ $\frac{-1.3}{13}$ $\frac{-1.8}{16}$ $\frac{-2.0}{20}$ $\frac{-1.5}{26}$ $\frac{-1.5}{33}$

$\frac{+4.5}{33}$ $\frac{+4.5}{30}$ $\frac{-1.5}{23}$ $\frac{-1.7}{16}$ $\frac{-0.6}{13}$ $\frac{0.0}{3}$ 0.5 ✓ $\frac{-0.3}{13}$ $\frac{-3.8}{21}$ $\frac{-3.5}{25}$ $\frac{-1.2}{33}$ $\frac{+2.0}{40}$

$\frac{-3.7}{33}$ $\frac{-3.9}{26}$ $\frac{-3.6}{22}$ $\frac{-0.5}{17}$ $\frac{+0.2}{3}$ 1.8 ✓ $\frac{-0.6}{11}$ $\frac{-2.5}{16}$ $\frac{-4.8}{22}$ $\frac{-4.9}{33}$

Level $\frac{-5.3}{33}$ $\frac{-5.0}{26}$ $\frac{-3.3}{19}$ $\frac{-0.5}{13}$ $\frac{+0.1}{3}$ 1.6 ✓ $\frac{-0.4}{7}$ $\frac{-4.4}{20}$ $\frac{-4.7}{23}$ $\frac{-3.3}{30}$ $\frac{-2.7}{33}$

Level (500) $\frac{-3.8}{33}$ $\frac{-3.6}{21}$ $\frac{-0.6}{17}$ $\frac{0.0}{3}$ 4.1 ✓ $\frac{-0.5}{13}$ $\frac{-2.9}{16}$ $\frac{-3.1}{21}$ $\frac{-3.3}{23}$ $\frac{-3.3}{33}$



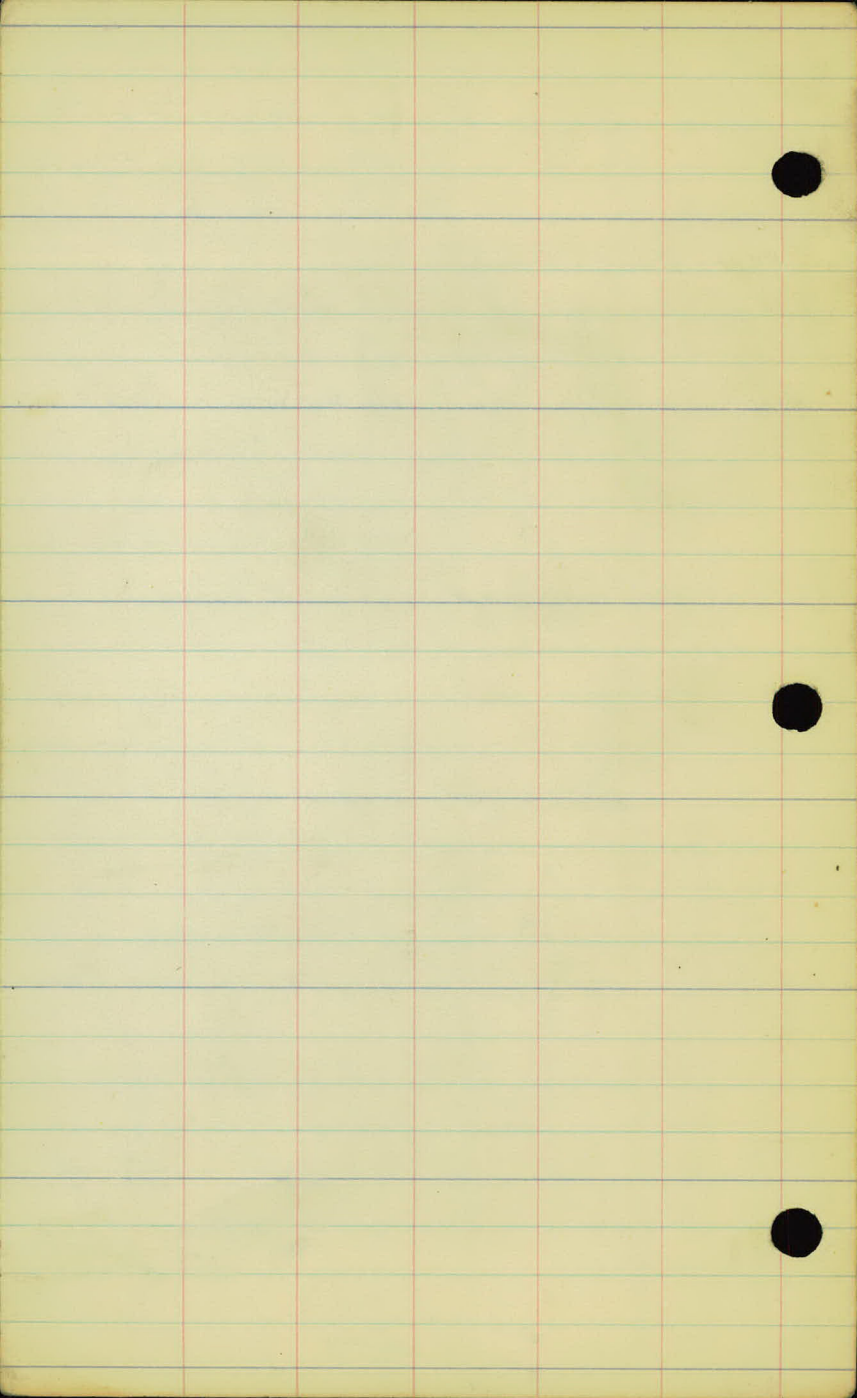
Co/verts. Co. Rd. C.

76+08 - 30'-12" Cor. in place. 7/18"

10+05 - 40'-15" Cor. in place. 7/18"

47+50 34'-18" Corr. in place

Invert elev. 4.4 below ϕ elev. Sta. 47+00 Drains left.



Co. Rd. C.

Cleveland Ave to Lake Owasso
Blvd.

Alignment Notes. Pages 1-3 incl.

G. Reiter Inst.

W. Wikhusen Hd Chain

J. Mahoney Rr "

M. Galvin Flag

Co. Rd. C. From Cleveland ³⁻¹⁴⁻²³ and Faby

Station Point L E R Calc. Mag. Bear.

See Note

72+03.6 P.1 5°-53' ✓

N87°-00'E N84°-00'E

N81°-01'E N78°-00'E

69+62.7 P.1 2°-34' ✓

N78°-33'E N75°-00'E

60+95.2 P.1 5°-14' ✓

N83°-47'E

59+40.90 P.1 2°-28' ✓

N86°-15'E N79°-00'E

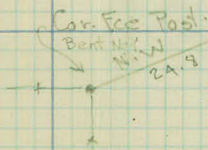
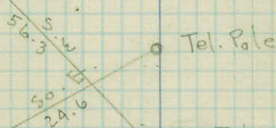
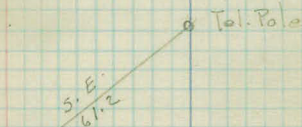
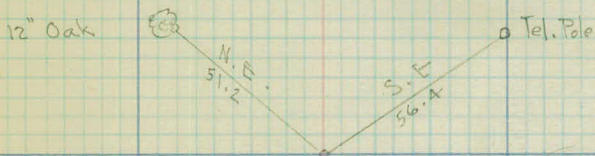
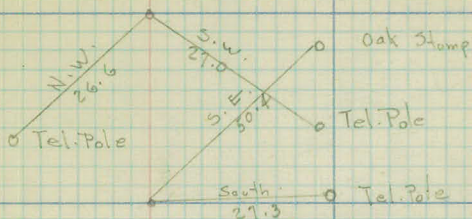
57+55.2 P.1 1°-51' ✓

N88°-12'E N85°-00'E

53+02.45 P.1 1°-43' ✓

N89°-55'E

Notes } 72+03.6 Orig. Sta. } Sta.
 (= 72+13.6) } 10' Long.



± Cleveland Ave N.W. Cor. Sect. 9.

Co. Rd. C.

Station Point L & R

Sale. Mag.
Bear

N00-56W N3-30E

131+95.5

Mont.
P.I.

91°-31'

S89°-25'E

N88°-00E

119+38.5

P.I.

2°-02' ✓

S87°-23'E N90°-00E

105+83.9

P.I.

0°-21' ✓

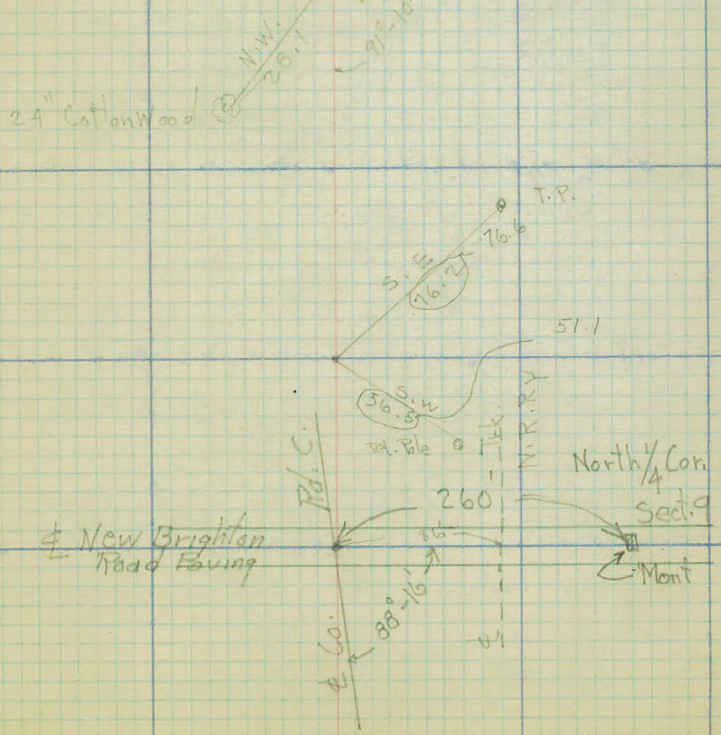
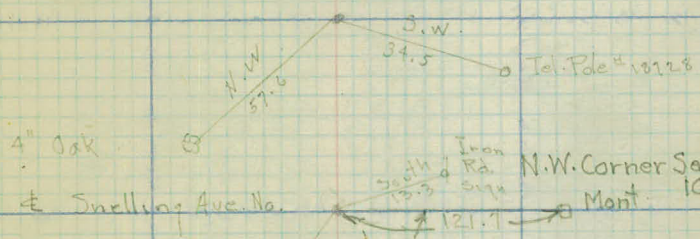
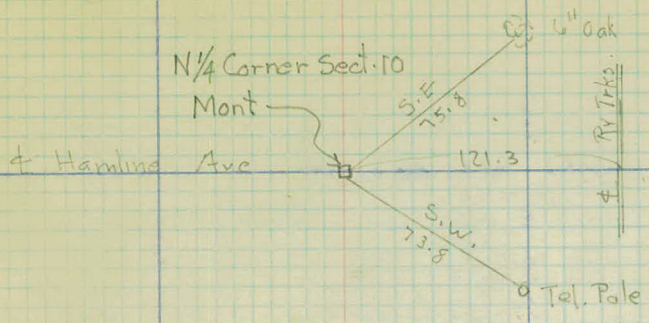
87+84.9 P.O.T.

S87°-44'E

79+37.7 P.I.

5°-16' ✓

N87°-00E N84°-00E



Station	Point	Left	Right	Calc. Bear.	Mag.
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184+78.0	∅ Lake Owasso Blvd.				
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387°-07'E

N90°-00'E

178+28.6	P.1				
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3°-42'

N89°-11'E N86°-15'E

165+61.8	P.1.				
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0°-48'

✓

N89°-59'E

139+39.8	P.1.				
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90°-55'

N87°-00'E

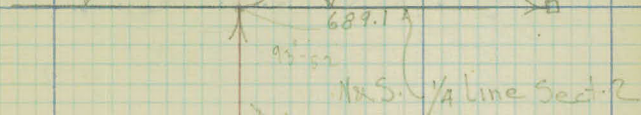
N00°-56'W

3. 15-123
Co. Rd. C

(3)

N & S 1/4 Line Sect. 2

North 1/4 Corner Sect. 11

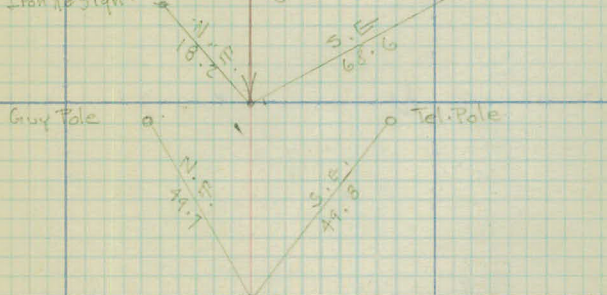


Iron Rd Sign

Elect. Pole

Gray Pole

Tel. Pole



Lexington Ave.

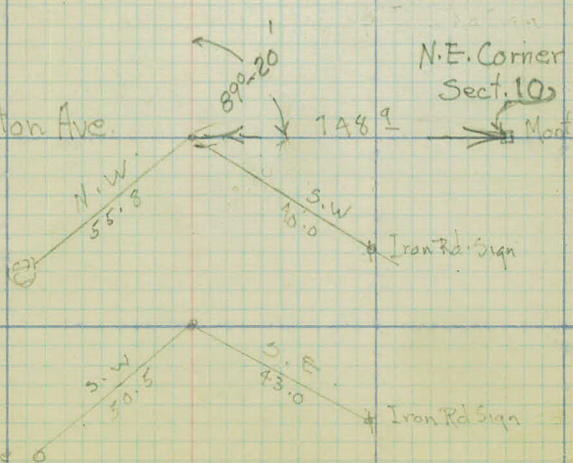
N.E. Corner Sect. 10

N.W. oak

Iron Rd Sign

Tel. Pole

Iron Rd Sign



Co. Rd. C.

3-15-23

Station Point Left & Right

Calc. Mag.
Bearing

U 2447