

PLANS SURVEY
NORTH ST. PAUL ROAD

From White Bear Ave.

To East Co. Line.

CO. PROJ. N^o 23-54

RD. ^o/₁₆ N^o 36

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

Last Filed 6-16-23

"6"

North St. Paul Road

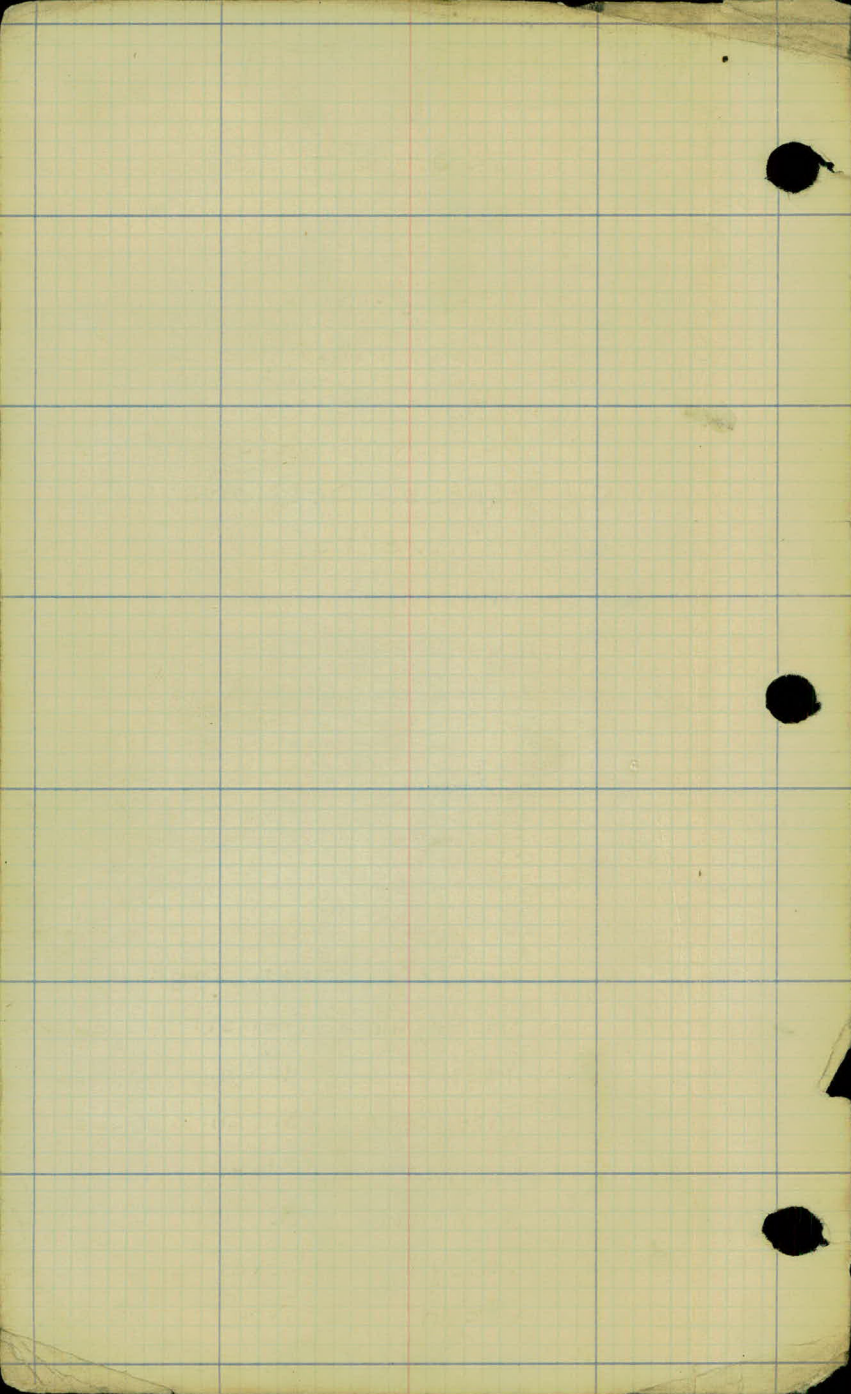
Job 23-54

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1	5	Transit Notes
6	28	Topography
27	37	± Levels
38	39	• Check Levels
40	51	Cross - Sections
52	53	Culverts

6/16/23

"6"

Reister	Asst. Engr.
MacDonald	Transit
Neber	• Hd. Ch.
Ruttenberg	R. Ch.
Franko	Staker
McMenas	B. Shot
Carley	Level
Stark	Rod



N. LINE

TRANSIT NOTES

3/1/23

Job-23-54

N LINE

TRANSIT NOTES

Sheet 26
3/26/23

Sta.	Point	L & R	Bearing
------	-------	-------	---------

15+94.4 Pot.

N. 50° 04' E.

5+01.7	EC.	25° 05'	} 10° CR Δ 50° 10' P.I. - 2+68.5 ST - 268.5 ✓ LC - 501.7 ✓
5+00		25° 00'	
4+00		20° 00'	
3+00		15° 00'	
2+00		10° 00'	
1+00		5° 00'	
0+00	BC.	0° 00'	

N. 0° 06' W.

Mon. POT.

131.85
26 23.70

TRANSIT NOTES

N-LINE

3/26/23

(2)

Mon-W 1/4 Cor Sec-14

Foresight

(Tie) Iron Sign P. 14.55



1/4 1/4 line

1311.85

TP-24.65

1044.15

39°51'

TP-29.95

TP-60.7

5+017 EC.

TP-31.9

TP-29.95

1311.85

89°59'

268.5

100 CR
450 0/10

440.3

268.5

0+00 B.C.

711.8

Old Cor. Sec-14

WHITE BEAR AVE

Mon. Cor. Carpenter +
White Bear Ave.

Sta	Point	ΔL	ΔR	Bearing
<u>N LINE</u>				
137+09.8	P.I.	$103^{\circ} 24'$		$N. 0^{\circ} 25' W.$
		$51.42'$		

103+99.3 POT

83+75.8 POT

$N. 51^{\circ} 17' E.$

70+44.2 P.I.

$2^{\circ} 22'$
 $1^{\circ} 11'$

53+66.3 POT

49+26.9 POT

$N. 50^{\circ} 06' E.$

36+91.9 P.I. Mon

$0^{\circ} 02'$

$N. 50^{\circ} 04' E.$

18+59.3 POT

N LINE

END LINE

Co. Line RA

Sign Post 23.8

599
Wetline Sign

DIVISION ST

137409.8

NOTE:-

Curve shown on Next Page

Sign Post 69.6
Highlight 41.5

TP 48.8

TP 37.75

RR SPIKE

Mon. NE Cor Sec 147

RR Spike

TP 95.95
4155

TP 45.0

2/28/23

Sec. Line

STREET

To White Bear

Railway Co. TRK

RR Spike

TP 53.2

TP 48.1

Sec. 147

TP 33.4

42.55 T.P.

Mon. Nat Found - RR spike placed from Ties.

325'

2/27/23

N LINE ALIGNMENT NOTES

Sta.	Point	ΔL	ΔR	Beating
------	-------	------------	------------	---------

137+91A EC
 137+50
 137+00
 136+50
 136+13.1 BC

25° 51'	} 29° CL			
19° 51'		} $\Delta 51' 42" L$		
12° 36'			} P.I. = 137+098	
5° 21'				} S.T. = 96.7
0° 00'				

N. 0° 25' W.

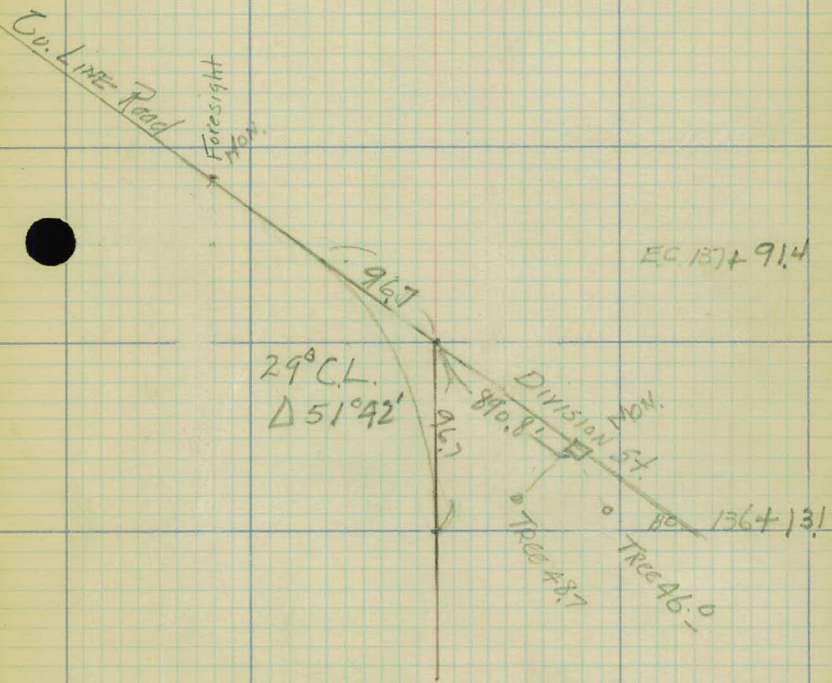
N LINE

ALIGNMENT NOTES

Sheet 4 of 5

3/1/23 (4)

Banister - Asst Emr.
MacDonald Transit
Weber - Hd Ch.
Rottenberg - R. Ch.
Franke - Stakes
McNenas - B Shot
Carley - Level
Stark - Rod



Additional Notes

Sheet 5 of 5

(5)

N LINE

3/2/23

PBR

County Rd "C"

Tree 30.2
mon

Tree 39.1

Division St

51°47'2
SP22

cont'd

7th Ave

RAMSEY CO

WASH. CO.

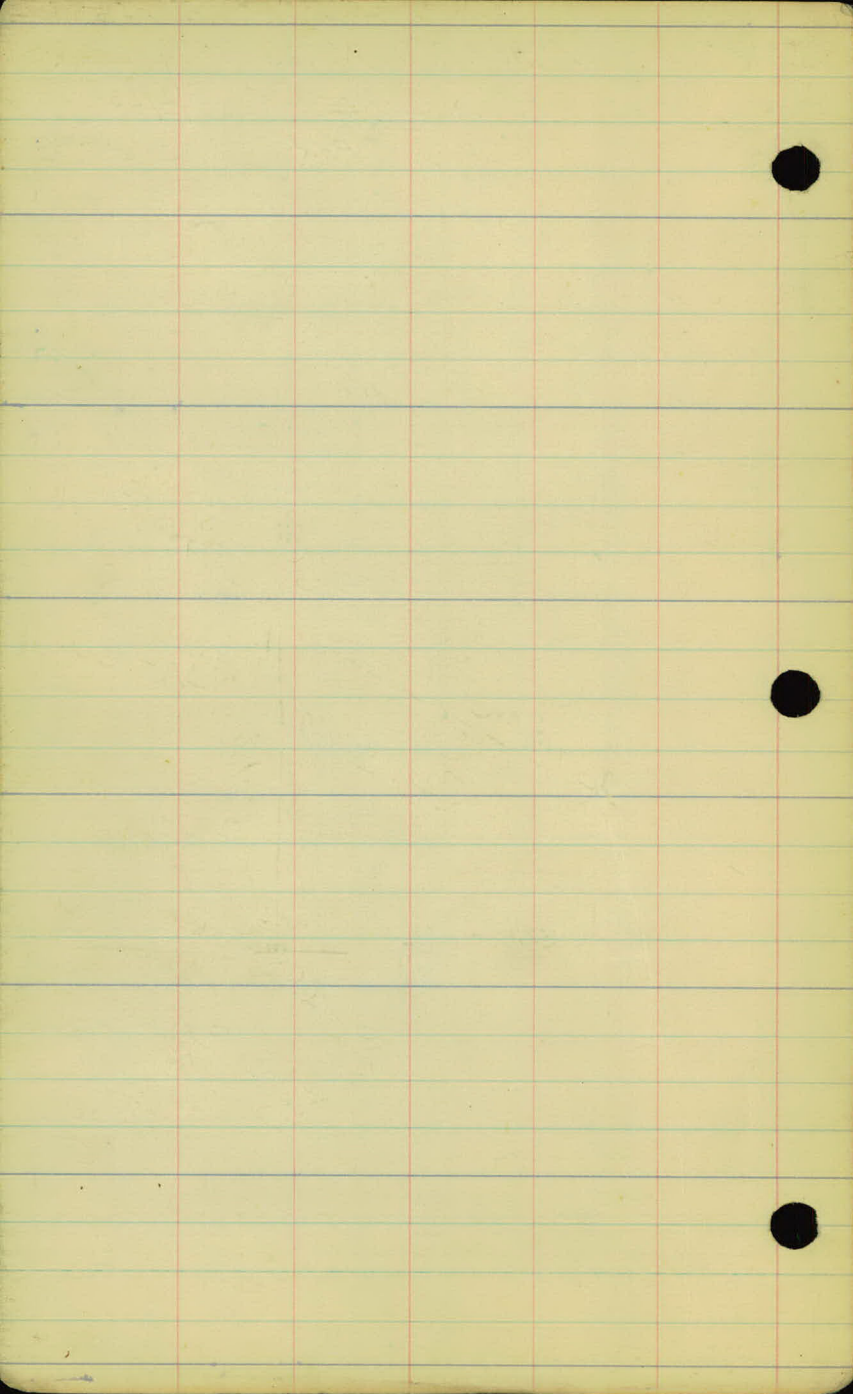
8.068

NINTH AVE.
EIGHTH AVE.

Tree 49.9
mon

~~Tree 48.7~~
TREE 46.0

~~Tree 46.0~~



N LINE

ARTIFICIAL
Topography

3/2/23

MacDonald Note
Marranus - Ch.
Rottenberg ch.

NLINE

ARTIFICIAL Topography

3/2/23

6

5

4

3

2

1

0+00

⑦ 3/2/23
MacDonald-N
McMinnus Ch.
Ruttenberg Ch

NLINE ARTIFICIAL Topog.

+70 PP 36'R ⊕

+58 PP 36'R ⊕

+45 PP 35'R

+40 PP 10'R

+72 PP 30' L
+62 PP 25' L
+52 PP 30' L
+40 PP 25' L
+28 PP 15' L

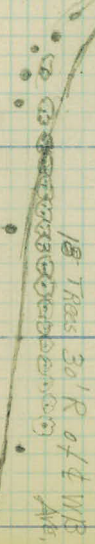
+60 PP 10' L

White Bear Ave

Cult Field

Wharf X

Cult Field



18' Trass 30' R of WB Ave

+57 Tree 30' R
+45 Tower Pole 15' R

N LINE ARTIFICIAL Topography

13

12

11

10

9

8

7

+25 EXO Marsh

+05 PP 36'R



Marshy

+05 PP 36'R

Marshy

+50 EXO Marsh

+97 FCE +95 P.P.
+82 C/FCE 21
+66 FCE

+88 PP 36'R

Cult Field

Cult Field

+82 PP 36'R

+74 PP 36'R

NLINE ART. Topog.

sheet 4 of 25

20

19

18

17

16

15

14

N LINE
PR. Topog.

+15 TP 33'L
100 FCB 36'L

+15 PP 36'R
Fcb 52'R

+50 TP 33'L

+10 PP 36'R

Coll Field

Coll Field

+60 PP 36'R

[Fcb 33'L
+20 TP 30'L

+10 PP 36'L

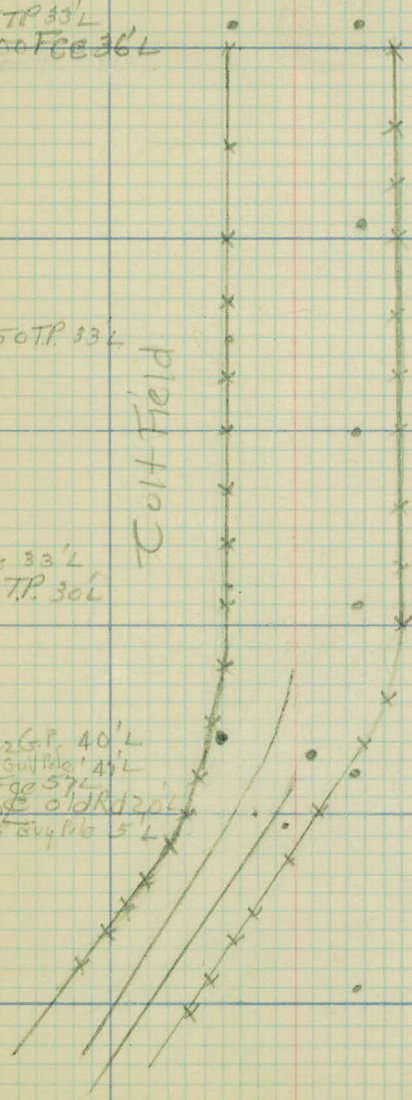
+42 Guy P 40'L
+20 Guy P 45'L
+60 Fcb 57'L
+100 o'd R 120'L
+95 Guy P 5'L

+37 Guy P 10'R
+25 PP 36'R
+60 Fcb 10'A

+75 Fcb ext

+10 PP 36'R

+25 PP 36'R



NLINE

ART. Topog.

27

26

25

24

23

22

21

+92 TP 33'L

N/LINE

ART. Topog.

+70 PP 36'R

+00 Fce 36'L

+00 Fce 50'R

+62 TP 33'L

+62 PP 36'R

+37 TP 33'L

+55 PP 36'R

+00 Fce 36'L

+00 Fce 50'R

+12 TP

Cult Field

Cult Field

+41 PP 36'R

+78 TP 33'L

+40 TP 36'R

+00 Fce 36'L

+31 PP 36'R

+00 Fce 52'R

+43 TP 33'L

+22 PP 36'R

N LINE

ART. Topog.

34

33

32

31

30

29

28

N LINE

ART. Topog.

41

40

39

38

37

36

35

N LINE
Art. Topog.

+76 TP 33'L

+80 PP 36'R

+54 TP 33'L

+92 PP 36'R

≈ 15'
Macadam
10' shoulders

+15 TP 33'L

30'L
Scrub Timber

+82 TP 36'R

Scrub Timber
30'R

END Fee R 50'

+76 TP 36'R

+92 TP 33'L

+75 Cor Fee Pat.
(END Cult Field)
Fee Form

+60 (END of
Cult Field)
COR

+61 PP 36'R

+60 TP 33'L

+50 PP 36'R

N LINE

DET. TOPOG.

48

47

46

45

44

43

42

N LINE TOP 09.

sheet 8 of 21 (13)
+97 mill Box
22' R

+74 END Fce L 36' L

+44 TP 33' L

+51 PP 36' R
{ +25 END Fce
45' R

+17 TP 33' L

+42 PP 36' R

+34 PP 36' R

+94 Fce 36' L
+88 TP 33' L

+50 mill Box 15' R
+31 PP 36' R
+21 Fce 42' R
+25 Q Morris Ave

+05 END Fce 36' L

+79 TP 33' L

Morris Ave.

+25 Fce 20' L

+23 P.P. 36' R

+29 TP 33' L

+15 PP 36' R

+10 TP 33' L

+10 PP 36' R

N LINE ART. Topog.

54

53

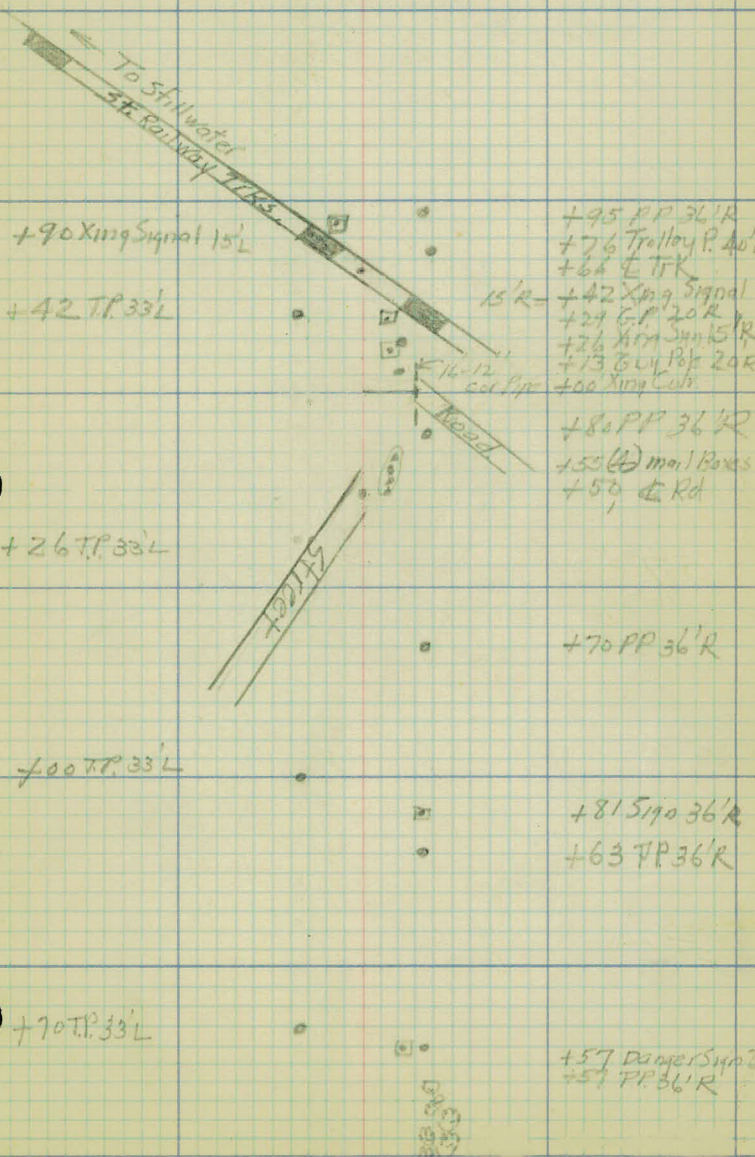
52

51

50

49

NLINE ARTIFICIAL Topography,



N LINE

Sheet 10 of 21
ARTIFICIAL Topog.
3/2/23

60

59

58

57

56

55

54

N LINE

Artificial Topog.

sheet 100/21

2/27/23

(15)

+29 P.P. 37'R

+76 TP 32'L

+22 P.P. 37'R

+47 TP 32'L

+33 P.P. 37'R

+73 Xing Sign 8'L

+42 TP 32'L

+24 Mail Box 19'R
+21 P.P. 37'R

+93 TP 32'L

+09 P.P. 37'R

+62 TP 32'L

+02 P.P. 37'R

+11 Xing Sign 8'L

NLINE ARTIFICIAL TOPOG.

67

66

65

64

63

62

61

N LINE Artificial Topog.

sheet 11 of 21
16

+72 PP

+33 TP L

3/1/23

+67 PP 37'R

+58 TP 32'L

+59 PP 37'R

+80 TP 32'L

+51 PP 37'R

+52 TP L 32'

+53 PP 37'R

+48 TP 32'L

+48 PP 37'R

+12 TP 32'L

+38 PP 37'R

N LINE ARTIFICIAL TOPOG.

74

73

72

71

70

69

68

N LINE Artificial Topog.

Sheet 12 of 21 (17)
3/1/23

+25 PP 32' R

+90 T.P. 30'

+15 PP 32' R

+60 TP 30' L

+68 PP 32' R

+80 Sign 33' L

+37 TP 30' L

+98 PP 32'
+80 (2) mail boxes

+13 TP 32' L

+42 E Rd

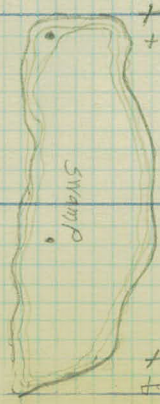
+60 END Swamp
+91 PP 37' R

+67 TP

+82 PP 37' R

Kimball St

Cult Field
CA # 670



+00 Beginning Swamp
+00 E Rd

sheet 13 of 2

NLINE ARTIFICIAL Topog

3/1/23

81

80

79

78

77

76

75

ARTIFICIAL
N LINE
3/1/43

R plat 13 of 24
①

+57 TP 31'L

+79 TP 32'R

← 30' Roadway Graded

81

+68 TP 32'R

+28 TP 31'L

80

LAWN

500' Line ↓

+62 TP 32'R

+43 Welcome Sign 20'R

+20 Blvd Sign 20'R

+13 Road Sign 19'R

+94 +00 TP 31'L

+77 End 12' Cor. 1.5'

+52 End Stone Wall 24'L
+50 1/2 South St

LAWN

44.0' Long .145'R

+50 TP 32'R

+14 End Stone Wall 52'L

78

← 18' MACADAM

+12 TP 31'L

+48 TP 32'R

1/2 SOUTH ST

77

+48 TP 31'L

+41 TP 32'R

CULT. FIELD

CULT. FIELD

76

+19 TP 31'L

+32 T.P. 32'R

75

NLINE ^{sheet 14 of 21} ARTIFICIAL Topog 3/1/23

88

87

86

85

84

83

82

N LINE ARTIFICIAL TOPOG.

Sheet 14921

(19)

88

+85 TP 35' L
+75 St Sign 37' L



+19 P.P. 33' R

87

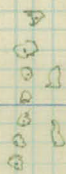
+35 TP
+67 Guy Pole



+20 P.P. 33' R
+12 St.

86

+40 TP 32' L



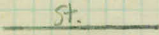
+50 Trees 55' R

+10 P.P. 33' R

+75 Trees 55' R

85

+94 St Sign 32' L
+60 L Street



+02 P.P. 33' R

84

+09 TP 35' L



+95 P.P. 33' R

83

+85 TP 30' L



< 20' Macadam

+85 P.P. 32' R

92

LAWN

+10 Tree 44' R
+00 Tree 44' R

NLINE

ARTIFICIAL TOPOG.

95

94

93

92

91

90

89

NLINE Artificial Topog.

sheet 15 of 21 (20)

+73 P.P. 33' R

+57 ϕ 1st St NW

ϕ 1st St NW

+45 T.P. 37' L
+15 T.P. 37' L

+70 Triv Drive
30' L
16'-12" Cor. Pipe



Trees 40' R

+66 T.P. 33' R

+65 ϕ Penn Pl. NW
+58 St. Sign 37' L

Flag Place



+72 Tree 40' R
+59 P.P. 33' R

+90 T.P. 35' L

Timber 55' L

LOWN

+50 P.P. 33' R

+64 T.P. 35' L

+80 LOWN 52' R

+44 P.P. 33' R

+45 T.P. 35' L

+27 P.W. Drive 30' L
16'-12" VITRICE



+34 P.P. 33' R

+17 T.P. 35' L

+27 P.P. 33' R

N LINE

ARTIFICIAL
Topog.

sheet 16 of 21

3/1/23

102

101

100

99

98

97

96

NLINE ARTIFICIAL Topog

+90 TP 36' L

+90 PP 33' R

+25 Hydrant 35' L
+10 TP 36' L

+82 PP 33' R

+70 PP 33' R

+52 TP 36' L

+94 Guy P. 53' R
+71 PP 33' R

LOW
Ground

Marshy

+60 PP 33' R

+95 TP 33' L

+41 PP 33' R

+23 Mail Box 47' L
+18 Hydrant 35' L
+16 Sign 36' L

109

108

107

106

105

104

103

N LINE

ARTIFICIAL TOPOG.

Sheet 17 of 21 (3-D)
3/1/23

+50 TP 35' L

+47 PP 33' R

+05 TP 35' L
+00 Hydrant 35' L

+38 PP 33' R

{ +10 $\frac{1}{2}$ Driveway
50' 12" Cur. Pipe
27' R

+60 TP 35' L

+30 PP 33' R

+25 PP 33' R

+05 TP 35' L

+10 PP 33' R

+60 St. Sign 35' L

Helen St.

+06 PP 33' R
+99 E Helen St.

+80 Hydrant 35' L
+70 TP 35' L

+00 PP 33' R

N LINE

sheet 18 of 21
ARTIFICIAL Topog.

3/1/23

116

115

114

113

112

111

110

N LINE

ARTIFICIAL 01 1909

sheet 18 of 21
+95 P.P. 33R

+68 Filing Station 38L
+60 T.P. 35L

(23)

+88 P.P. 33R

+08 T.P. 35L

+75 P.P. 33R

+92 T.P. 35L

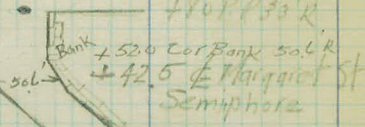
+71 P.P. 33R

+41 T.P. 35L

+14 Sta. Sign 36L

+70 P.P. 33R

+25 #40 Bank 35L
+20 Police Ho. 35L
+17 T.P. 35L



+67 P.P. 33R

+88 T.P. 35L

+52 P.P. 33R

N LINE ARTIFICIAL Topog. 3/1/23

123

122

121

120

119

118

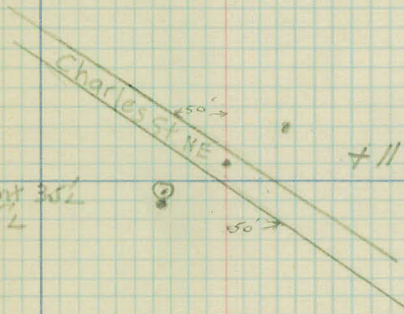
117

+70 T.P. 35'L

+25 P.P. 33'R

+34 T.P. 35'L

+15 P.P. 33'R



+30 P.P. 33'R
+11 Charles St NE

+95 Hydrant 35'L
+90 T.P. 35'L

+25 P.P. 33'R

+40 T.P. 35'L

+12 P.P. 33'R

+53 Gas Pump 37'L
+36 Gas Pump 37'L

+100 P.P. 33'R

+98 T.P. 35'L

+30 Oil Pump

+12 Hydrant 35'L

N LINE ARTIFICIAL Topog 3/2/23

MacDonald Notes
McManus Ch.
Butterberg Ch.

130

129

128

127

126

125

124

+97 T.P. 37'L

+97 P.P. 33'R

25

NLWE Art. Topog.

LOWLAND

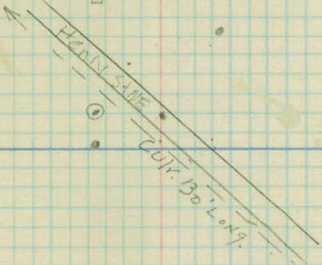
+85 T.P. 38'L
+83 St sign 37'L

+14 P.P. 33'R

+64 P.P. 33'R

+21 Hydrant 35'L
+04 T.P. 35'L

+20 Henry St. NE
+06 Curb 24"
Curb Pipe 130'L
D. Left



+35 T.P. 35'L

+30 P.P. 33'R

+83 Tree 22'L

+20 P.P. 33'R

+05 T.P. 35'L

+10 P.P. 33'R

+80 Hydrant 35'L
+75 T.P. 37'L

+05 P.P. 33'R

+50 T.P. 35'L

+23 P.P. 33'R

Sheet 21 of 21
NLINE ARTIFICIAL Topog. 3/2/23

137

136

135

134

133

132

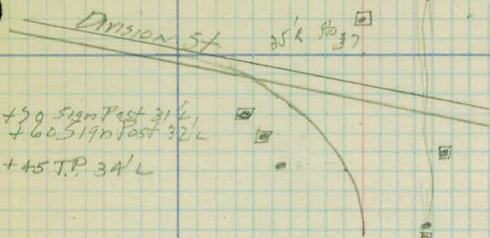
B1

NLINE ART. Topog.

sheet 21 of 21

3/2/23

(26)



+100 Sign 35'R

+59 Sign Post 31'L
+60 Sign Post 32'L
+45 TP 34'L

+50 Sign 45'R

+12 TP 33'R
+08 Sign Post 32'R

+62 Sign 36'L

+42 Sign 57'R

+09 TP 37'L

+19 PP 33'R

+74 TP 37'L

+19 PP 33'

+34 TP 37'L

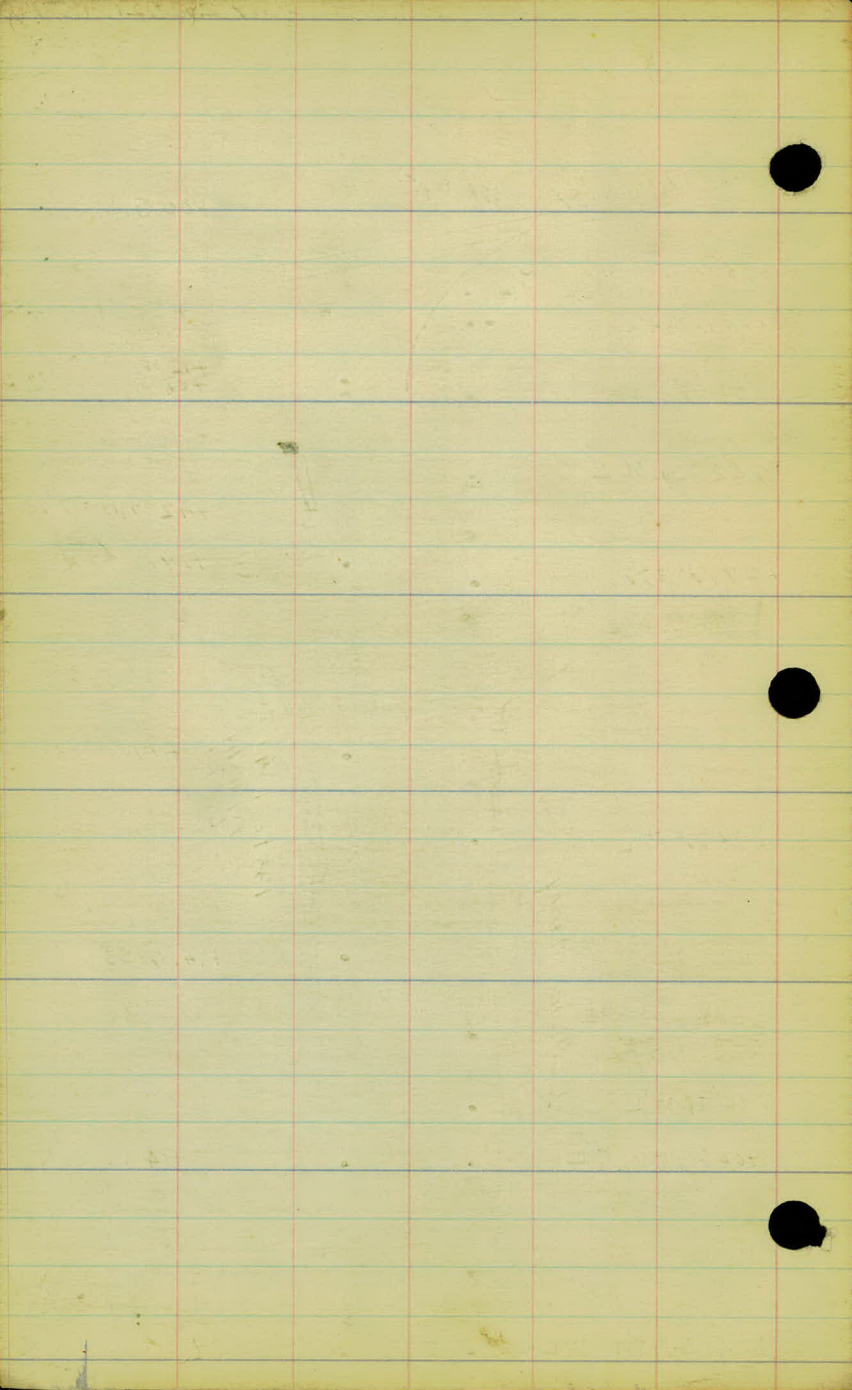
+14 PP 33'R

+04 Guy Pole 37'L

+04 PP 33'R

Low Land Marshy.
50'L

133 to 134 + 50
Marshy
50'R



Sheet #1 of 11 sheets

N. Line Levels

M. W. Carley - Level

W. St. Paul - Rod.

Job. N^o 5.
No. St. Paul Road.

2/27/23

Sta.	+	H.I.	-	Red	Elev.
B.M.	4.42	251.21			246.79
0+00				2.7	248.5
1+00				1.3	249.9
T.P.	11.30	260.70	1.81		249.10
1+20				10.6	250.1
1+60				12.2	248.5
1+90				10.8	249.9
2+00				8.8	251.9
2+60				7.2	253.5
3+00				4.7	256.0
T.P.	14.92	270.69	1.93		258.77
3+70	27.64			8.3	262.4
4+00				7.5	263.2
4+20				7.6	263.1
5+00				4.2	266.5
5+80				0.5	269.2
6+00				0.0	270.0
T.P.	7.64	277.29	1.09		269.65
6+60			4.78	7.6	269.7
7+00				7.5	269.8
8+00				6.8	270.5
9+00				5.4	271.9
9+45				3.8	273.5

270.0

270.7

27.64
 4.78

 22.86

269.65
 4.78

 246.79
 22.86

N. Line Levels

Carley-level Stock Road

R.R. spike in tele. pole N.W. for Carpenter & W. Bear A.

Edge of road

Bottom of ditch

2/27/22

Sta	+	H.I.	-	Rod	Elev.
	7.64	277.29			
10+00				7.3	270.0 ✓
B.M.				1.95	275.34 ✓
10+60 T.P.				11.5	265.8 ✓
10+80	6.53	273.10 ✓	10.72		266.57 ✓
10+65				8.7	264.4 ✓
11+00				9.2	263.9 ✓
12+00				10.2	262.9 ✓
13+00				9.9	263.2 ✓
13+40				8.1	264.7 ✓
13+75				4.6	268.5 ✓
14+00				3.9	269.2 ✓
14+70				0.6	272.5 ✓
15+00				0.0	273.1 ✓
T.P.	<u>10.70</u>	282.34 ✓	1.96		271.64 ✓
15+15	24.87			9.3	273.0 ✓
15+75				4.1	278.2 ✓
15+95				0.0	282.3 ✓
16+00				+1.0	283.3 ✓
16+12				+1.0	283.3 ✓
16+16				0.5	281.8 ✓
T.P.	11.23	293.20 ✓	<u>0.37</u>		281.97 ✓
17+00			12.55	9.2	284.0 ✓
	24.87		281.97		
	<u>12.55</u>		<u>269.65</u>		
	12.32		12.32		

N. line. Levels

Spike in tele pole 40' R of sta 9+96

2/27/23

Sta	+	MI	-	Red	FlcV
	11.23	293.20			
18+00				6.8	286.4√
19+00				4.6	288.6√
20+00				3.5	289.7√
BM ₁				0.90	292.30√
21+00				2.4	290.8√
22+00				2.4	290.8√
T.P.	4.82	295.61√	2.41	2.41	290.79√
23+00				5.2	290.1√
24+00				5.1	290.5√
25+00				5.5	290.1√
26+00				5.5	290.1√
27+00				5.1	290.5√
T.P.	<u>5.35</u>	295.84√	5.12		290.49√
28+00	21.90			5.2	290.4√ 1.6
29+00				4.9	290.9√
30+00				4.9	290.9√
BM ₁	7.33	297.02√	<u>6.15</u>		289.69√
31+00			13.68	6.0	291.0√
32+00				5.7	291.3√
33+00				5.0	292.0√
34+00				4.6	292.4√
35+00				4.4	292.6√
	21.90		289.69		
	<u>13.68</u>		<u>281.97</u>		
	7.72		7.72		

N. Line Levels

Sheet #1 of 11 sheets (A)
30
Carley-Level Stake-Rod

Spike in tele. pole 35' R of sta 20+15

Spike in tele. pole 35' L of 30+40

2/28/23

Sta	+	H.I	-	Red	Elev.
	7.33	297.02			
36+00				4.6	292.7 ✓
T.P.	2.42	294.31 ✓	5.13		291.87 ✓
37+00				2.8	291.5 ✓
38+00				3.7	290.6 ✓
39+00				4.6	289.7 ✓
40+00				5.6	288.7 ✓
B.M.				8.14	286.17 ✓
41+00				6.7	287.9 ✓
42+00				7.1	287.2 ✓
T.P.	10.70	299.23 ✓	5.78		288.53 ✓
42+75	20.45			11.9	287.3 ✓
43+00				11.6	287.6 ✓
44+00				9.5	289.7 ✓
45+00				6.5	292.7 ✓
46+00				3.9	295.8 ✓
47+00		303.48		0.9	298.3 ✓
T.P.	4.85	315.04	0.60		298.63 ✓
48+00			11.51	3.5	311.5 ✓ 300.0
49+00				3.1	311.9 ✓ 300.4
50+00				4.0	311.0 ✓ 299.5
51+00				6.2	308.8 ✓ 297.3
52+00				9.3	305.7 ✓ 294.5
	26.95		398.63		
	11.51		289.69		
	8.94		8.94		

N. Line Levels

Edge of cone, base on tele pole sta 39+75

2/28/23

Sfo	+	H.L.	-	Rad	F/106
	9.85	303.48			
53+00				12.3	291.2 ^v
TR	1.69	292.70 ^v	12.47		291.01 ^v
				2.37	290.32 ^v
				2.53	290.27 ^v
54+00				3.6	289.11 ^v
55+00				7.3	285.4 ^v
56+00				10.3	282.4 ^v
TR	1.67	281.57 ^v	12.80		279.90 ^v
57+00				2.5	279.11 ^v
58+00				6.1	275.5 ^v
59+00				9.2	272.4 ^v
60+00				12.6	269.0 ^v
TR	9.09	268.97 ^v	12.69		268.93 ^v
61+00	8.25			2.5	266.5 ^v
62+00				4.3	264.7 ^v
63+00				5.9	263.6 ^v
TR				7.63	261.34 ^v
64+00				6.9	262.6 ^v
65+00				7.0	262.0 ^v
TR	4.54	266.39 ^v	7.12		261.85 ^v
66+00			45.03	4.9	261.5 ^v
67+00				5.0	261.4 ^v
	45.03		298.63		
	<u>8.25</u>		<u>281.85</u>		
	36.78		36.78		

M. line Levels

Carley Level steel rod

53550

Top of S. rail on str. car crossing.
" " " " " " " "

Edge of conc. base on tele. pole structure

2/28/23

Sta	+ H.T.	- Rod	Flev.
	4.54	266.39	
68+00			4.9 261.5 ✓
69+00			4.0 262.4 ✓
70+00			2.6 263.8 ✓
B.M.	7.76	273.68 ✓	0.47 265.93 ✓
70+44.2			9.3 269.4 ✓
71+00			8.9 265.3 ✓
72+00			6.5 267.2 ✓
73+00			3.7 270.0 ✓
74+00			0.5 273.2 ✓
T.P.	10.41	283.32 ✓	0.77 272.91 ✓
75+00			6.7 276.6 ✓
76+00			3.6 279.7 ✓
77+00			0.4 282.9 ✓
T.P.	10.64	293.63 ✓	0.33 282.99 ✓
78+00			7.2 286.4 ✓
79+00			4.0 289.6 ✓
80+00			1.1 292.8 ✓
T.P.	9.46	302.03 ✓	1.06 292.57
B.M.	42.81		4.96 297.07 ✓
81+00			6.3 296.7 ✓
82+00			4.8 297.8 ✓
83+00			3.4 298.6 ✓
T.P.	5.05	303.92 ✓	3.16 298.87 ✓

42.81
 5.79
37.02

298.87
 266.85
37.02

3.16
 5.79

N. Line Levels

Sheet # 7 of 11 sheets (17)
23
Carley-level stery-rod

Spike in tele. pole 35' L. of sta. 70+25
Read int.

Error 0.66

Corrected
M. W.
Carley.

Spike in green tele pole 25' R. of sta. 70+25

2/28/23

5+0 + H.I. - Red Flow

5.05 303.92

84+00			4.5	299.4
85+00			4.9	299.0
86+00			6.3	297.6
87+00			9.1	294.8
88+00			12.9	291.0
TR	0.02	291.63	12.91	291.01
89+00			4.0	287.6
90+00			7.8	284.8
B.M.			10.14	280.89
91+00			11.7	279.9
TR	0.09	278.17	12.95	278.08
92+00			3.0	275.2
93+00			6.3	271.9
94+00			8.7	269.5
95+00			10.6	267.6
96+00			11.6	266.6
TR	4.70	271.71	11.16	267.01
97+00	9.86		5.0	266.7
98+00			4.6	267.1
99+00			4.4	267.3
100+00			4.0	267.7
B.M.	6.27	273.49	5.49	267.22

291.03

287.0

283.2

280.69

279.3

41.51

298.87

267.22

31.65

41.51

9.56

31.65

Sheet # 8 of 11 sheets 18
37
Carley-Level stork road

N. Line Levels

Spike in tele. pole 35' R of sta 90+20

Spike in tele. pole 40' L of sta 100+10

2/28/23

Sta	+ H.I.	-	Rod Elev.
	6.27	273.99	
101+00			5.3 268.2 ✓
102+00			5.0 268.5 ✓
103+00			4.8 268.7 ✓
104+00			4.6 268.9 ✓
105+00			3.6 269.9 ✓
106+00			2.6 270.9 ✓
TR	7.15	278.32	2.22 271.27 ✓
107+00			6.4 271.9 ✓ 277.0
108+00			5.8 272.5 ✓ 70.6
109+00			4.2 274.1 ✓ 70.2
110+00			2.7 275.6 ✓ 75.7
111+00			1.3 277.0 ✓ 77.1
TR	7.19	284.96	0.66 277.77 ✓
112+00	20.61		6.5 278.5 ✓
R.M.			4.10 280.86 ✓
113+00			4.9 280.1 ✓
114+00			4.2 280.8 ✓
115+00			3.0 282.0 ✓
115+00			2.1 283.9 ✓ 282.9
116+00			2.0 283.0 ✓
TR	8.47	291.35	2.08 282.88 ✓
117+00			4.95 6.9 284.4 ✓
	20.61		282.88
	4.95		267.22
	15.66		15.66

278.4V

278.32

277.0

70.6

70.2

75.7

77.1

115+00 must be plus,

282.9

Sheet #9 of 11 sheets (35) 19
Carley Levels Start-End

N. Line Levels

Top of hydrant on S.E. Cor of Margaret Ave
30'6 Sta 112+27

2/28/23

Sta.	+	H.T.	-	Red	Flies
	8.97	291.35			
118+00				5.7	285.6 ✓
119+00				4.2	287.1 ✓
120+00				3.6	288.7 ✓
121+00				1.0	290.3 ✓
122+00				0.3	291.0 ✓
B.M.	7.04	295.12 ✓	0.27		291.08 ✓
123+00				6.2	291.9 ✓
124+00				5.2	292.9 ✓
125+00				4.5	293.6 ✓
126+00				5.0	293.1 ✓
127+00				6.4	291.7 ✓
T.P.	4.35	295.80 ✓	6.67		291.45 ✓
128+00	19.86			4.5	291.3 ✓
129+00				4.7	291.1 ✓
130+00				4.6	291.2 ✓
131+00				3.7	292.1 ✓
132+00				2.1	293.7 ✓
B.M.	11.27	303.76 ✓	3.31		292.99 ✓
133+00			10.25	8.4	295.9 ✓
134+00				6.8	297.0 ✓
135+00				4.1	299.7 ✓
136+00				2.1	301.7 ✓
	19.86		292.49		
	<u>10.25</u>		282.88		
	9.61		9.61		

N. Line Levels

Corley level started

Spike in tele pole 35' L of sta 122+30

Spike in tele pole 35' L of sta 122+30

2/28/25

Sta	+	H.I.	-	Red	Level
	11.27	303.76			
137+00				0.0	303.76 ✓
B.M.	6.90	308.91 ✓		1.75	302.01 ✓
137+50				5.1	303.8 ✓
137+88.1 E.C.				5.0	303.9 ✓

Sheet #11 of 11 sheets 11

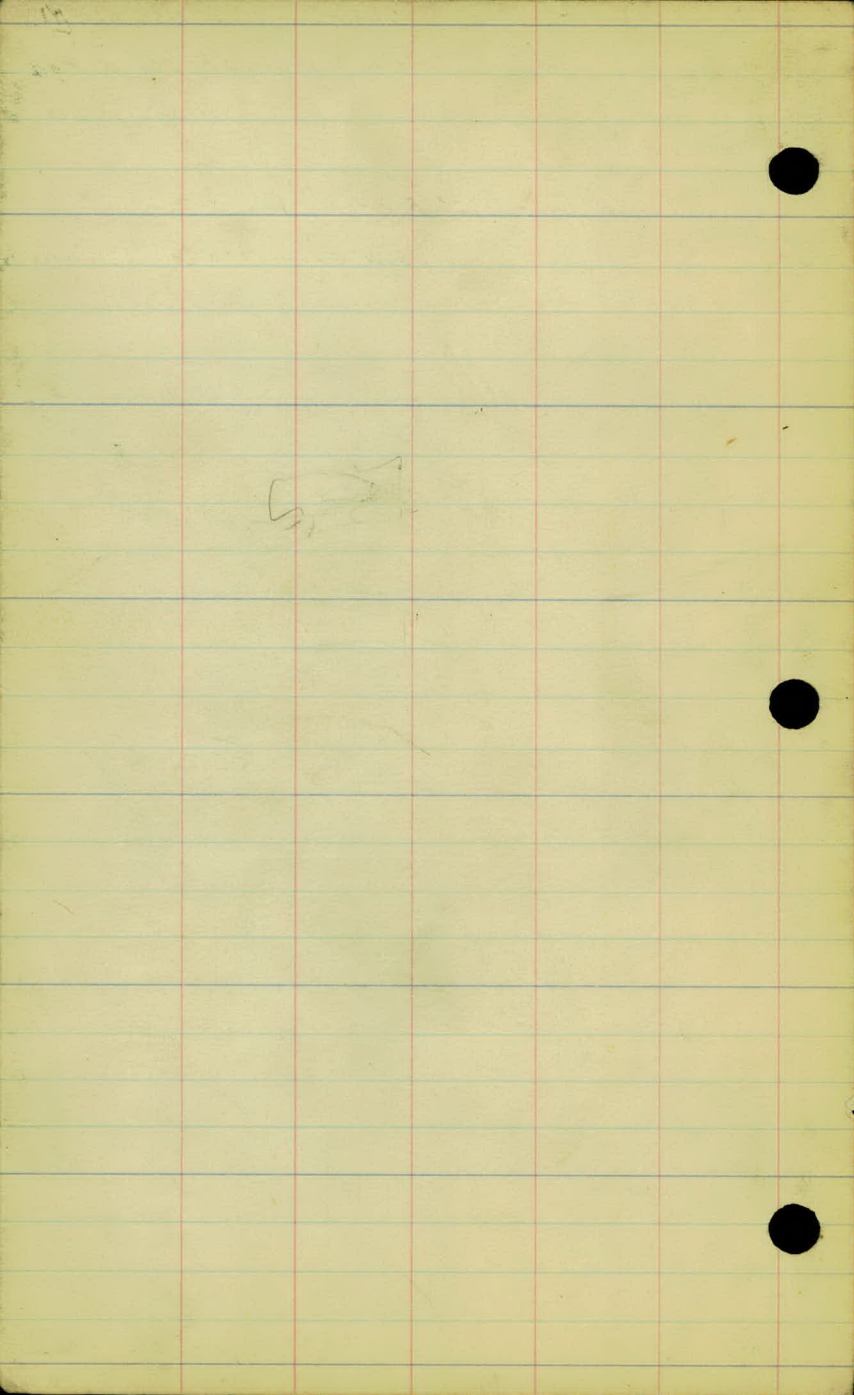
37

Machine Levels

Carley-Level start-Pad

Nail in tele pole 40' Ref sta 136+12

S.W. Cor. 7th Ave + Division St



Check Levels

Job #5

N. Line.

2/28/23

Check levels on job #5 N. line

2/28/23

Carley-Level / Sterk-Rat

Station	+	H.L.	-	Elev.
B.M.	1.74	303.75		302.01
B.M.	3.47	395.96	11.26	392.49 ✓
T.P.	3.79	396.62	3.13	392.83
B.M.			5.54	391.08 ✓
T.P.	0.0	386.92	9.70	386.92
B.M.	0.14	381.00	6.06	380.86 ✓
T.P.	0.97	373.47	8.50	372.50
B.M.	4.18	371.40	6.25	367.22 ✓
T.P.	10.35	381.23	0.52	370.88
B.M.	11.16	392.05	0.34	380.89 ✓
T.P.	11.44	303.11	0.38	291.67
T.P.	2.04	299.80	5.35	297.76
B.M.			2.69	297.11 ✓
T.P.	0.28	287.51	12.57	287.23
T.P.	0.75	275.56	12.70	274.81
B.M.	1.56	267.48	9.64	265.92 ✓
T.P.	6.30	268.51	5.27	262.21
B.M.			7.17	261.34 ✓
T.P.	11.50	279.80	0.21	268.30
T.P.	11.07	290.65	0.22	279.58
	92.10			302.01
	<u>69.67</u>			<u>279.58</u>
	22.43			22.43

Check levels on job #5 N. line.

2/28/23/

Corley-level / Sterk-rod

Station	+	H.I.	-	Elev.
T.P.	11.07	290.65		
B.M.	11.65	301.98	0.32	290.33 ✓
T.P.	1.87	300.55	3.30	298.68
T.P.	6.17	294.72	12.00	288.55 ✓
B.M.	11.04	297.21	8.55	286.17 ✓
B.M.	5.48	295.17	7.52	289.69 ✓
T.P.	3.98	294.54	4.61	290.56
B.M.	0.20	292.50	2.29	292.30 ✓
T.P.	0.13	280.04	12.59	279.91
B.M.	4.35	279.69	4.70	275.34 ✓
T.P.	1.03	268.30	12.42	267.27
T.P.	0.79	256.80	12.29	256.01
T.P.	5.38	251.68	10.15	246.30
B.M.	<u>63.14</u>		<u>4.89</u>	<u>246.79</u> ✓
			<u>95.93</u>	

95.93 279.58

63.14 246.79

32.79 32.79

N. Line Xsections.

Sheet # 1 of 12 sheets

(46)

1

N LINE

3/2/23

Job # 5

North St. Paul Road

3/1/23

X sections N-Line

X

27.14

0+00

248.5 ✓

1+00

249.9 ✓

2+00

251.9 ✓

3+00

256.0 ✓

4+00

263.2 ✓

5+00

266.5 ✓

6+00

270.7 ✓

7+00

269.8 ✓

8+00

270.5 ✓

9+00

271.9 ✓

10+00

270.0 ✓

11+00

263.9 ✓

12+00

262.9 ✓

13+00

263.2 ✓

Plowed field Heavy clay

$$\frac{+0.2}{33} \quad \frac{-1.3}{26} \quad \frac{-1.3}{16} \quad \frac{-0.1}{6}$$

$$\frac{+0.2}{33} \quad \frac{-0.2}{27} \quad \frac{+0.7}{19} \quad \frac{+0.8}{12}$$

$$\frac{+1.0}{33} \quad \frac{+0.4}{24} \quad \frac{-0.9}{18} \quad \frac{-2.2}{12} \quad \frac{-1.7}{8} \quad \frac{-1.4}{2}$$

$$\frac{-1.0}{33} \quad \frac{-0.8}{23} \quad \frac{-0.5}{12}$$

$$\frac{-1.0}{33} \quad \frac{-0.8}{25} \quad \frac{-0.6}{15}$$

$$\frac{-2.3}{33} \quad \frac{-1.8}{24} \quad \frac{-1.0}{15}$$

$$\frac{+0.5}{33} \quad \frac{+0.5}{28} \quad \frac{+0.8}{17}$$

$$\frac{-0.3}{33} \quad \frac{0.0}{19}$$

$$\frac{+0.8}{33} \quad \frac{+1.0}{26}$$

$$\frac{-2.0}{33} \quad \frac{-1.5}{25}$$

$$\frac{-3.0}{33} \quad \frac{-2.5}{31} \quad \frac{-2.0}{18}$$

$$\frac{-0.8}{33} \quad \frac{-0.6}{24}$$

$$\frac{+0.4}{33} \quad \frac{+0.2}{14}$$

$$\frac{0.0}{33} \quad \frac{+0.3}{24}$$

Sheet #2 of 12 sheets

(41)

$$\frac{-0.2}{10} \quad \frac{-0.3}{12} \quad \frac{-1.5}{16} \quad \frac{-3.0}{26} \quad \frac{-2.0}{33}$$

$$\frac{0.0}{3} \quad \frac{-1.3}{8} \quad \frac{-2.2}{16} \quad \frac{-1.2}{23} \quad \frac{-0.6}{33}$$

$$\frac{+0.5}{8} \quad \frac{+1.0}{33}$$

$$\frac{+0.6}{10} \quad \frac{+2.8}{20} \quad \frac{+3.0}{33}$$

$$\frac{+1.0}{13} \quad \frac{+2.0}{28} \quad \frac{+2.5}{33}$$

$$\frac{+0.5}{13} \quad \frac{+0.7}{24} \quad \frac{+1.2}{33}$$

$$\frac{-0.5}{21} \quad \frac{-1.2}{29} \quad \frac{-1.5}{33}$$

$$\frac{0.0}{24} \quad \frac{+0.8}{33}$$

$$\frac{+0.5}{21} \quad \frac{+0.8}{33}$$

$$\frac{+0.6}{10} \quad \frac{+2.5}{23} \quad \frac{+3.2}{33}$$

$$\frac{+0.8}{3} \quad \frac{+2.5}{18} \quad \frac{+4.8}{33}$$

$$\frac{+1.5}{17} \quad \frac{+2.2}{28} \quad \frac{+2.5}{33}$$

$$\frac{0.0}{19} \quad \frac{+0.5}{33}$$

$$\frac{0.0}{15} \quad \frac{+0.8}{21} \quad \frac{+1.5}{33}$$

3/11/23

Xsections N. Line

14+00	269.2 ✓		
15+00	273.1 ✓		
16+00	283.3 ✓		
17+00	284.0 ✓	X	X
18+00	286.4 ✓		
19+00	288.6 ✓		
20+00	289.7 ✓		
21+00	290.8 ✓		
22+00	290.8 ✓		
23+00	290.9 ✓		
24+00	290.5 ✓		
25+00	290.1 ✓		
26+00	290.1 ✓		
27+00	290.5 ✓		

Open fields

open fields

$$\frac{+1.4}{33} \quad \frac{+1.5}{18}$$

$$\frac{-0.2}{17} \quad \frac{-2.3}{29} \quad \frac{-2.7}{33}$$

$$\frac{+2.2}{33} \quad \frac{+1.0}{16}$$

$$\frac{-1.1}{16} \quad \frac{-2.0}{28} \quad \frac{-2.3}{33}$$

$$\frac{-1.8}{33} \quad \frac{-1.5}{28} \quad \frac{-1.8}{15} \quad \frac{-2.2}{10} \quad \frac{-0.3}{6}$$

$$\frac{-0.3}{10} \quad \frac{-2.5}{14} \quad \frac{-2.4}{23} \quad \frac{-4.0}{28} \quad \frac{-5.0}{33}$$

$$\frac{+4.5}{33} \quad \frac{+2.5}{22} \quad \frac{0.0}{13} \quad \frac{0.0}{9}$$

$$\frac{-0.1}{5} \quad \frac{+0.5}{9} \quad \frac{+1.4}{18} \quad \frac{+1.5}{25} \quad \frac{+1.0}{33}$$

$$\frac{+6.0}{33} \quad \frac{+5.0}{30} \quad \frac{+4.3}{27} \quad \frac{+2.1}{20} \quad \frac{0.0}{15} \quad \frac{0.0}{8}$$

$$\checkmark \frac{-0.3}{6} \quad \frac{0.0}{9} \quad \frac{+0.4}{14} \quad \frac{+2.1}{18} \quad \frac{+0.5}{33}$$

$$\frac{+2.5}{33} \quad \frac{+0.5}{26} \quad \frac{+1.0}{20} \quad \frac{0.0}{6}$$

$$\checkmark \frac{-0.3}{7} \quad \frac{+0.2}{16} \quad \frac{+0.5}{33}$$

$$\frac{+0.3}{33} \quad \frac{+1.0}{19} \quad \frac{-0.5}{13} \quad \frac{-0.2}{8}$$

$$\checkmark \frac{-0.3}{7} \quad \frac{-0.2}{11} \quad \frac{+0.3}{17} \quad \frac{+1.2}{20} \quad \frac{+1.5}{33}$$

$$\frac{+4.8}{33} \quad \frac{+2.0}{22} \quad \frac{-0.3}{12} \quad \frac{0.0}{5}$$

$$\frac{-0.2}{4} \quad \frac{0.0}{10} \quad \frac{+1.1}{22} \quad \frac{+2.1}{28} \quad \frac{+1.8}{33}$$

$$\frac{+3.0}{33} \quad \frac{+1.0}{22} \quad \frac{+0.2}{16} \quad \frac{0.0}{9}$$

$$\frac{+0.2}{2} \quad \frac{+0.3}{9} \quad \frac{+0.8}{13} \quad \frac{+2.5}{21} \quad \frac{+2.48}{23.53}$$

$$\frac{+3.2}{33} \quad \frac{+1.0}{30} \quad \frac{+0.8}{22} \quad \frac{+0.5}{15} \quad \frac{0.0}{5}$$

$$\checkmark \frac{0.0}{8} \quad \frac{+0.4}{11} \quad \frac{+0.8}{18} \quad \frac{+1.5}{22} \quad \frac{+3.0}{26} \quad \frac{+3.0}{33}$$

$$\frac{+1.5}{33} \quad \frac{-0.3}{23} \quad \frac{+0.2}{13} \quad \frac{+0.2}{6}$$

$$\checkmark \frac{0.0}{6} \quad \frac{+0.1}{11} \quad \frac{-0.2}{18} \quad \frac{0.0}{24} \quad \frac{+1.2}{26} \quad \frac{+1.8}{33}$$

$$\frac{-2.2}{33} \quad \frac{0.5}{25} \quad \frac{+0.3}{14} \quad \frac{+0.4}{9} \quad \frac{+0.2}{4}$$

$$\checkmark \frac{-0.2}{5} \quad \frac{+0.4}{12} \quad \frac{-1.5}{19} \quad \frac{+0.8}{23} \quad \frac{+1.5}{26} \quad \frac{+3.0}{33}$$

$$\frac{-4.8}{33} \quad \frac{-4.8}{23} \quad \frac{-0.3}{14} \quad \frac{0.0}{9}$$

$$\checkmark \frac{0.0}{7} \quad \frac{0.0}{15} \quad \frac{-0.2}{20} \quad \frac{-2.8}{25} \quad \frac{6.0}{33}$$

$$\frac{+1.5}{33} \quad \frac{+1.0}{25} \quad \frac{-1.0}{19} \quad \frac{0.0}{11} \quad \frac{-0.1}{6}$$

$$\checkmark \frac{0.0}{10} \quad \frac{+0.3}{15} \quad \frac{+0.6}{27} \quad \frac{+2.8}{33}$$

3/1/23

Sta X sections N. Line

28+00	290.6 ✓
29+00	290.9 ✓
30+00	290.9 ✓
31+00	291.0 ✓
32+00	291.3 ✓
33+00	292.0 ✓
34+00	293.4 ✓
35+00	292.6 ✓
36+00	292.4 ✓
37+00	291.5 ✓
38+00	290.6 ✓
39+00	289.7 ✓
40+00	288.7 ✓
41+00	287.9 ✓

X

X

Woods

Woods X

X

L

⊖

R

43

Sheet # 9 of 12 sheets

$$\frac{-2.0}{33} \quad \frac{-1.8}{26} \quad \frac{-1.2}{20} \quad \frac{-0.3}{12} \quad \frac{-0.2}{5}$$

$$\checkmark \frac{0.0}{6} \quad \frac{-0.2}{14} \quad \frac{-0.8}{23} \quad \frac{-1.5}{33}$$

$$\frac{+2.8}{33} \quad \frac{+2.0}{31} \quad \frac{+0.3}{17} \quad \frac{0.0}{6}$$

$$\frac{-0.3}{5} \quad \frac{+0.2}{13} \quad \frac{-0.5}{20} \quad \frac{-0.9}{27} \quad \frac{+1.5}{33}$$

$$\frac{-0.6}{33} \quad \frac{-0.8}{21} \quad \frac{+0.3}{18} \quad \frac{+0.1}{6}$$

$$\frac{0.0}{5} \quad \frac{+0.2}{11} \quad \frac{0.0}{17} \quad \frac{-1.0}{23} \quad \frac{-1.2}{33}$$

$$\frac{-3.2}{33} \quad \frac{-2.0}{19} \quad \frac{0.0}{14}$$

$$\frac{-0.2}{8} \quad \frac{+0.4}{16} \quad \frac{-2.0}{23} \quad \frac{-4.0}{33}$$

$$\frac{-4.0}{33} \quad \frac{-3.0}{18} \quad \frac{+0.2}{11} \quad \frac{-0.1}{3}$$

$$\frac{-0.2}{11} \quad \frac{0.0}{22} \quad \frac{-0.5}{33}$$

$$\frac{+1.5}{33} \quad \frac{-0.6}{27} \quad \frac{-0.5}{18} \quad \frac{+0.5}{14} \quad \frac{-0.1}{4}$$

$$\frac{-0.2}{11} \quad \frac{0.0}{21} \quad \frac{-0.6}{27} \quad \frac{0.0}{33}$$

$$\frac{+2.2}{33} \quad \frac{+0.5}{32} \quad \frac{-1.0}{23} \quad \frac{-0.5}{13} \quad \frac{0.0}{6}$$

$$\frac{-0.4}{9} \quad \frac{-0.4}{21} \quad \frac{-0.5}{23} \quad \frac{-0.5}{33}$$

$$\frac{+2.8}{33} \quad \frac{+0.7}{32} \quad \frac{-0.2}{24} \quad \frac{0.0}{13}$$

$$\checkmark \frac{-0.2}{9} \quad \frac{0.0}{20} \quad \frac{0.0}{28} \quad \frac{-0.3}{33}$$

$$\frac{+4.5}{33} \quad \frac{+1.5}{31} \quad \frac{-0.3}{23} \quad \frac{0.0}{12}$$

$$\checkmark \frac{-0.2}{12} \quad \frac{-1.0}{23} \quad \frac{-0.5}{29} \quad \frac{+0.8}{33}$$

$$\frac{+1.2}{33} \quad \frac{+0.5}{26} \quad \frac{+0.2}{12}$$

$$\checkmark \frac{+0.3}{13} \quad \frac{-0.8}{18} \quad \frac{-3.2}{23} \quad \frac{-4.4}{33}$$

$$\frac{-6.0}{33} \quad \frac{-6.0}{24} \quad \frac{-5.5}{22} \quad \frac{0.0}{11}$$

$$\frac{-0.2}{13} \quad \frac{-5.0}{26} \quad \frac{-5.0}{33}$$

$$\frac{-1.5}{33} \quad \frac{-4.0}{22} \quad \frac{-3.2}{18} \quad \frac{0.0}{12} \quad \left(\frac{0.2}{7} \right)$$

$$\checkmark \frac{-0.3}{17} \quad \frac{-4.0}{25} \quad \frac{-4.8}{33}$$

$$\frac{-5.5}{33} \quad \frac{-5.5}{28} \quad \frac{4.2}{19} \quad \frac{-0.3}{11}$$

$$\checkmark \frac{-0.2}{8} \quad \frac{+0.3}{17} \quad \frac{-2.5}{25} \quad \frac{-3.5}{33}$$

$$\frac{9.0}{33} \quad \frac{8.7}{28} \quad \frac{0.4}{12} \quad \frac{-0.2}{6}$$

$$\checkmark \frac{0.0}{9} \quad \frac{-0.1}{16} \quad \frac{-9.0}{33}$$

3/1/23

Sta Xsections N. Line

42+00	287.2 ✓		
43+00	287.6 ✓	X	X
44+00	289.7 ✓	Platted Lots	Platted Lots
45+00	292.7 ✓		
46+00	295.8 ✓		
47+00	298.3 ✓	X	X
48+00	300.0 (211.9)	Field	Field
49+00	300.4 (211.9)	X	X
50+00	299.5 (211.0)		Platted Lots
51+00	297.3 (205.8)	Platted Lots	
52+00	294.2 (205.7)		
53+00	291.2 ✓		
54+00	289.1 ✓	X	X
55+00	285.9 ✓		

3/1/23

Sta.

Elev.

56+00

282.9 ✓

57+00

279.1 ✓

58+00

275.5 ✓

59+00

272.4 ✓

60+00

269.0 ✓

61+00

266.5 ✓

62+00

264.7 ✓

63+00

263.6 ✓

64+00

262.6 ✓

65+00

262.0 ✓

66+00

261.5 ✓

67+00

261.4 ✓

68+00

261.5 ✓

69+00

262.4 ✓

Plowed fields

clay + sand

Plowed fields

clay + sand

L E R (45)
 N. Line Levels, Sheet #6 of 12 sheets

$$\begin{array}{ccccccc} -3.5 & -3.5 & -0.7 & -0.4 & \sqrt{-0.4} & 0.0 & -0.0 \\ 33 & 26 & 15 & 7 & 10 & 25 & 33 \end{array}$$

$$\begin{array}{cccccccc} -1.0 & -0.6 & +0.2 & -0.2 & \sqrt{-0.5} & 0.0 & -1.0 & -1.0 & -0.5 \\ 33 & 20 & 17 & 8 & 12 & 18 & 23 & 26 & 27 \end{array}$$

$$\begin{array}{ccccccc} -1.2 & +0.4 & -0.3 & -0.4 & \sqrt{-0.3} & 0.0 & -0.7 & -0.3 \\ 33 & 18 & 9 & 6 & 12 & 23 & 26 & 28 \end{array}$$

$$\begin{array}{ccccccccc} +1.8 & -0.5 & -1.0 & -0.7 & -0.2 & \sqrt{-0.5} & 0.0 & -0.7 & -0.8 & +1.7 \\ 33 & 31 & 23 & 18 & 8 & 11 & 18 & 22 & 28 & 33 \end{array}$$

$$\begin{array}{ccccccc} -1.2 & -1.2 & +0.3 & -0.1 & \sqrt{-0.2} & +0.7 & -1.0 & -1.5 \\ 33 & 22 & 14 & 8 & 11 & 18 & 24 & 33 \end{array}$$

$$\begin{array}{ccccccc} -2.1 & -2.5 & -0.1 & -0.2 & \sqrt{-0.4} & 0.0 & -1.0 & -1.0 \\ 33 & 20 & 15 & 7 & 10 & 18 & 21 & 33 \end{array}$$

$$\begin{array}{ccccccc} -2.0 & -2.0 & -0.6 & -0.9 & \sqrt{-0.1} & 0.0 & -1.5 & -2.0 & -1.5 \\ 33 & 29 & 24 & 8 & 9 & 16 & 20 & 25 & 33 \end{array}$$

$$\begin{array}{ccccccc} -2.0 & -1.1 & 0.0 & -0.2 & \sqrt{0.2} & 0.0 & -1.2 \\ 33 & 23 & 17 & 7 & 9 & 16 & 33 \end{array}$$

$$\begin{array}{ccccccc} -1.5 & -2.1 & -2.0 & 0.0 & -0.6 & \sqrt{0.3} & -0.2 & -2.1 & -2.6 \\ 33 & 28 & 23 & 17 & 11 & 9 & 15 & 20 & 33 \end{array}$$

$$\begin{array}{cccccccc} -3.2 & -2.9 & -0.5 & -0.9 & \sqrt{-0.4} & -0.2 & -3.7 & -2.0 & -1.2 \\ 33 & 25 & 20 & 10 & 10 & 15 & 22 & 28 & 33 \end{array}$$

$$\begin{array}{cccccccc} -4.8 & -3.7 & -0.6 & -0.5 & \sqrt{0.5} & -0.1 & -2.4 & -2.7 & -2.6 & -2.6 \\ 33 & 28 & 18 & 11 & 10 & 16 & 22 & 26 & 30 & 33 \end{array}$$

$$\begin{array}{ccccccc} -5.0 & -4.7 & -0.4 & -0.4 & \sqrt{-0.3} & 0.0 & -2.0 & -2.0 & -2.0 \\ 33 & 26 & 16 & 9 & 9 & 15 & 22 & 31 & 33 \end{array}$$

$$\begin{array}{ccccccc} -1.5 & -1.9 & -2.1 & -0.6 & \sqrt{0.1} & +0.3 & -1.1 & -0.7 \\ 33 & 27 & 23 & 11 & 8 & 14 & 19 & 33 \end{array}$$

$$\begin{array}{ccccccc} -1.0 & -0.3 & -0.2 & -0.3 & \sqrt{0.4} & -0.1 & -2.4 & -2.2 \\ 33 & 23 & 18 & 10 & 8 & 14 & 19 & 33 \end{array}$$

3/1/23

Sta	Elev
70+00	263.8 ✓
71+00	265.3 ✓
72+00	267.2 ✓
73+00	270.0 ✓
74+00	273.2 ✓
75+00	276.6 ✓
76+00	279.7 ✓
77+00	282.9 ✓
78+00	286.4 ✓
79+00	289.6 ✓
80+00	292.5 ✓
81+00	295.7 ✓
82+00	297.5 ✓

Cultivated Fields

Cultivated Fields

X

X

Plotted lots

Plotted lots

L

E

R

46

N. Line Xsections

Sheet #7 of 12 sheets

$$\frac{+1.0}{33} \frac{+0.5}{29} \frac{-1.0}{27} \frac{0.0}{23} \frac{-0.1}{18} \frac{-0.5}{11} \sqrt{\frac{-0.3}{7}} \frac{-0.6}{16} \frac{-1.1}{19} \frac{-2.8}{22} \frac{-3.0}{29} \frac{-1.5}{33}$$

$$\frac{0.0}{33} \frac{-0.2}{18} \frac{-0.5}{11} \sqrt{\frac{-0.3}{8}} \frac{-0.5}{15} \frac{-1.0}{24} \frac{-2.3}{25} \frac{-1.5}{27} \frac{+1.7}{33}$$

$$\frac{-2.3}{33} \frac{-1.5}{22} \frac{-0.5}{17} \frac{-0.3}{10} \sqrt{\frac{0.2}{5}} \frac{0.0}{12} \frac{+0.5}{29} \frac{+2.0}{33}$$

$$\frac{-1.5}{33} \frac{-1.5}{21} \frac{-0.3}{18} \frac{-0.3}{10} \sqrt{\frac{0.3}{6}} \frac{0.0}{15} \frac{0.0}{28} \frac{+3.0}{33}$$

$$\frac{-1.0}{33} \frac{-1.2}{22} \frac{-0.2}{18} \frac{-0.3}{13} \sqrt{\frac{0.3}{7}} \frac{0.0}{13} \frac{-1.0}{29} \frac{+2.0}{33}$$

$$\frac{0.0}{33} \frac{-1.5}{22} \frac{0.0}{17} \frac{-0.2}{11} \sqrt{\frac{0.2}{8}} \frac{+0.2}{19} \frac{-1.3}{18} \frac{-1.0}{33}$$

$$\frac{-5.0}{33} \frac{-1.5}{22} \frac{-0.2}{17} \frac{-0.3}{9} \sqrt{\frac{-0.1}{6}} \frac{+0.3}{18} \frac{-0.7}{20} \frac{-0.7}{24} \frac{-2.8}{33}$$

$$\frac{0.0}{33} \frac{-1.0}{29} \frac{-0.3}{19} \frac{-0.3}{9} \sqrt{\frac{-0.3}{7}} \frac{-0.5}{15} \frac{-0.5}{29} \frac{+1.0}{33}$$

$$\frac{-1.3}{33} \frac{-0.7}{18} \frac{-0.2}{10} \sqrt{\frac{-0.5}{8}} \frac{0.0}{15} \frac{0.0}{30} \frac{+1.1}{33}$$

$$\frac{+0.3}{33} \frac{+0.3}{25} \frac{-0.5}{24} \frac{-0.4}{10} \sqrt{\frac{0.2}{10}} \frac{-0.8}{13} \frac{-0.8}{16} \frac{+0.5}{33}$$

$$\frac{+0.8}{33} \frac{-0.7}{28} \frac{-0.2}{11} \sqrt{\frac{0.1}{10}} \frac{-0.4}{19} \frac{+1.7}{20} \frac{+2.5}{33}$$

$$\frac{+1.0}{33} \frac{+0.7}{29} \frac{-0.8}{18} \frac{-0.3}{10} \sqrt{\frac{-0.3}{10}} \frac{-0.8}{12} \frac{-0.8}{19} \frac{+1.0}{20} \frac{+2.0}{27} \frac{+2.0}{33}$$

$$\frac{+2.0}{33} \frac{0.0}{31} \frac{-0.2}{8} \sqrt{\frac{0.5}{9}} \frac{-0.7}{12} \frac{-0.7}{15} \frac{+2.0}{27} \frac{+2.2}{33}$$

3/1/23

Station

Elev.

83+00

298.6 ✓

84+00

299.4 ✓

85+00

299.0 ✓

86+00

297.6 ✓

87+00

294.8 ✓

88+00

291.0 ✓

89+00

287.0
287.8

90+00

283.2
284.8

91+00

279.3
279.9

92+00

275.2 ✓

93+00

271.9 ✓

94+00

269.5 ✓

95+00

267.6 ✓

267.3

+0.3

plotted lots

plotted lots

plotted lots

N. Line Xsections

Sheet # 8 of 12 sheets

(47) 8

$$\begin{array}{cccc|cccc} +1.0 & +1.2 & -0.2 & \sqrt{-0.1} & -0.6 & +2.0 & +2.3 & +3.0 \\ \hline 33 & 28 & 12 & 10 & 19 & 22 & 29 & 33 \end{array}$$

$$\begin{array}{cccc|cccc} +2.8 & +2.5 & +0.2 & \sqrt{0.0} & -0.7 & -0.2 & +2.0 & +3.0 \\ \hline 33 & 27 & 18 & 13 & 19 & 22 & 27 & 33 \end{array}$$

$$\begin{array}{cccc|cccc} +1.1 & +1.5 & -0.6 & -0.4 & \sqrt{0.8} & 0.0 & +2.2 & +2.5 \\ \hline 33 & 20 & 15 & 10 & 12 & 19 & 25 & 33 \end{array}$$

$$\begin{array}{cccc|cccc} +0.3 & +1.5 & +1.0 & -0.6 & -0.5 & -0.4 & +2.5 & +1.0 \\ \hline 33 & 28 & 18 & 15 & 11 & 10 & 28 & 33 \end{array}$$

$$\begin{array}{cccc|cccc} +1.2 & 0.0 & -1.0 & -1.1 & -0.6 & -0.5 & -0.8 & +0.5 \\ \hline 33 & 23 & 19 & 15 & 11 & 8 & 13 & 33 \end{array}$$

$$\begin{array}{cccc|cccc} -0.5 & -1.2 & -0.6 & -0.3 & \sqrt{0.3} & -0.5 & -0.8 & 0.0 & 0.0 \\ \hline 33 & 29 & 17 & 13 & 8 & 15 & 18 & 22 & 33 \end{array}$$

$$\begin{array}{cccc|cccc} -1.8 & -0.5 & -0.5 & -0.5 & -0.5 & 0.0 & -0.7 & \\ \hline 33 & 12 & 10 & 21 & 25 & & 33 & \end{array}$$

$$\begin{array}{cccc|cccc} -1.5 & -1.8 & -0.4 & \sqrt{0.5} & -1.2 & -0.3 & -0.6 & \\ \hline 33 & 29 & 12 & 11 & 27 & 29 & 33 & \end{array}$$

$$\begin{array}{cccc|cccc} -2.3 & -3.0 & -0.4 & -0.5 & -1.0 & -1.8 & -1.4 & -1.8 \\ \hline 33 & 31 & 12 & 11 & 17 & 28 & 30 & 33 \end{array}$$

$$\begin{array}{cccc|cccc} -2.8 & -3.5 & -0.9 & -0.6 & -0.5 & -0.6 & -1.8 & -2.0 \\ \hline 33 & 31 & 23 & 19 & 10 & 16 & 28 & 33 \end{array}$$

$$\begin{array}{cccc|cccc} -2.5 & -3.8 & -1.2 & -0.7 & \sqrt{0.4} & -1.0 & -2.5 & \\ \hline 33 & 31 & 19 & 13 & 10 & 17 & 33 & \end{array}$$

$$\begin{array}{cccc|cccc} -3.0 & -2.5 & -1.2 & -0.4 & \sqrt{0.2} & -0.5 & -2.0 & \\ \hline 33 & 32 & 32 & 11 & 8 & 15 & 33 & \end{array}$$

$$\begin{array}{cccc|cccc} -1.0 & -1.6 & -1.2 & -0.6 & -0.5 & -0.2 & -0.0 & -0.2 \\ \hline 33 & 33 & 27 & 20 & 14 & 9 & 18 & 33 \end{array}$$

3/1/23

Station	Elev	
96+00	266.6 ✓	266.3 +0.3
97+00	266.7 ✓	266.6 +0.1
98+00	267.1 ✓	266.9 +0.2
99+00	267.3 ✓	267.2 +0.1
100+00	267.7 ✓	267.5 +0.2
101+00	268.2 ✓	267.8 +0.4
102+00	268.5 ✓	268.1 +0.4
103+00	268.7 ✓	268.4 +0.3
+15	268.7	End of concrete sidewalk on R
104+00	268.9 ✓	268.8 +0.1
105+00	269.9 ✓	269.5 +0.4
106+00	270.9 ✓	270.3 +0.6
	272.0	
107+00	(271.9)	271.3 +0.7
+51	272.2	End of ^{Concrete} sidewalk on R
+87	272.6	" " " " R
108+00	272.6	272.6 0.0

Platted lots

Platted lots

Platted lots

L E R

(48)

N. Line Xsections, sheet # 9, of 12 sheets

$\frac{-0.8}{33}$ $\frac{-0.2}{15}$ $\sqrt{\frac{-0.4}{11}}$ $\frac{-0.8}{17}$ $\frac{-1.2}{29}$ $\frac{-2.3}{33}$ $\frac{-1.2}{34}$

$\frac{-2.6}{33}$ $\frac{-1.6}{28}$ $\frac{-1.5}{32}$ $\frac{-0.3}{13}$ $\sqrt{\frac{-0.2}{10}}$ $\frac{-0.3}{15}$ $\frac{-2.2}{33}$ $\frac{-1.0}{34}$

$\frac{-2.0}{33}$ $\frac{-1.5}{23}$ $\frac{-1.2}{21}$ $\frac{-0.5}{13}$ $\sqrt{\frac{0.3}{10}}$ $\frac{-0.5}{15}$ $\frac{-1.0}{17}$ $\frac{-2.2}{33}$ $\frac{-1.0}{34}$

$\frac{-1.5}{33}$ $\frac{-1.5}{27}$ $\frac{-0.8}{17}$ $\frac{-0.2}{12}$ $\sqrt{\frac{-0.2}{11}}$ $\frac{-0.5}{15}$ $\frac{-1.2}{18}$ $\frac{-2.0}{33}$ $\frac{-1.2}{33}$

$\frac{-1.0}{33}$ $\frac{-1.4}{31}$ $\frac{-1.0}{19}$ $\frac{-0.3}{12}$ $\sqrt{\frac{0.2}{11}}$ $\frac{0.6}{15}$ $\frac{-1.1}{18}$ $\frac{-1.5}{33}$

$\frac{-0.5}{50}$ $\frac{-1.0}{33}$ $\frac{-1.5}{31}$ $\frac{-0.6}{25}$ $\frac{-0.8}{23}$ $\frac{-0.2}{13}$ $\sqrt{\frac{0.2}{10}}$ $\frac{-0.5}{15}$ $\frac{-1.2}{19}$ $\frac{-1.5}{26}$ $\frac{-1.0}{33}$ $\frac{-0.2}{50}$

$\frac{-2.5}{50}$ $\frac{0.3}{36}$ $\frac{0.1}{33}$ $\frac{-0.5}{30}$ $\frac{-0.7}{20}$ $\frac{-0.7}{13}$ $\sqrt{\frac{-0.2}{10}}$ $\frac{-0.6}{15}$ $\frac{-0.8}{18}$ $\frac{-1.2}{20}$ $\frac{-2.5}{28}$ $\frac{-1.0}{33}$

$\frac{-1.3}{50}$ $\frac{-0.4}{47}$ $\frac{-0.6}{36}$ $\frac{-0.5}{33}$ $\frac{-1.0}{31}$ $\frac{-0.5}{25}$ $\frac{-1.6}{16}$ $\frac{-0.3}{11}$ $\sqrt{\frac{0.2}{11}}$ $\frac{-0.5}{15}$ $\frac{-0.7}{18}$ $\frac{-0.3}{23}$ $\frac{-0.2}{43}$ $\frac{-0.2}{48}$ $\frac{-0.2}{50}$

$\frac{-1.9}{50}$ $\frac{-0.7}{46}$ $\frac{-0.8}{36}$ $\frac{-1.1}{33}$ $\frac{-0.8}{33}$ $\frac{-0.3}{43}$ $\frac{-0.2}{48}$ $\frac{-0.3}{50}$

$\frac{-3.4}{50}$ $\frac{-1.6}{44}$ $\frac{-1.6}{38}$ $\frac{-1.0}{33}$ $\frac{-1.2}{28}$ $\frac{-0.9}{13}$ $\sqrt{\frac{0.0}{10}}$ $\frac{-0.3}{15}$ $\frac{-0.5}{25}$ $\frac{-1.0}{30}$ $\frac{-1.5}{31}$ $\frac{-1.6}{33}$

$\frac{-2.6}{50}$ $\frac{-1.5}{44}$ $\frac{0.3}{35}$ $\frac{1.5}{33}$ $\frac{1.8}{32}$ $\frac{1.5}{29}$ $\frac{-0.5}{14}$ $\sqrt{\frac{-0.3}{10}}$ $\frac{-0.4}{14}$ $\frac{-1.0}{18}$ $\frac{-1.5}{28}$ $\frac{-2.0}{38}$ $\frac{-1.5}{38}$

$\frac{2.6}{50}$ $\frac{-1.2}{46}$ $\frac{-1.2}{37}$ $\frac{-1.5}{33}$ $\frac{-1.8}{32}$ $\frac{-1.5}{30}$ $\frac{-0.9}{14}$ $\sqrt{\frac{-0.2}{11}}$ $\frac{-0.9}{15}$ $\frac{-1.0}{24}$ $\frac{-2.1}{31}$ $\frac{-1.5}{33}$ $\frac{-1.5}{40}$

$\frac{1.3}{50}$ $\frac{1.0}{46}$ $\frac{-1.2}{36}$ $\frac{1.4}{33}$ $\frac{1.8}{30}$ $\frac{1.5}{29}$ $\frac{-0.5}{14}$ $\sqrt{\frac{-0.2}{12}}$ $\frac{-0.3}{16}$ $\frac{-1.0}{33}$ $\frac{-0.5}{50}$

$\frac{-0.7}{50}$ $\frac{-0.5}{47}$ $\frac{-0.9}{37}$ $\frac{-1.0}{32}$ $\frac{-0.7}{33}$ $\frac{0.2}{43}$ $\frac{-0.2}{50}$

$\frac{-0.5}{50}$ $\frac{-0.6}{48}$ $\frac{-0.9}{34}$ $\frac{-1.1}{33}$ $\frac{-0.6}{33}$ $\frac{-0.5}{45}$ $\frac{0.4}{50}$

$\frac{-0.6}{50}$ $\frac{-0.6}{48}$ $\frac{-0.8}{38}$ $\frac{-1.0}{33}$ $\frac{-0.5}{17}$ $\frac{0.2}{10}$ $\frac{0.4}{18}$ $\frac{0.4}{33}$ $\frac{0.0}{45}$ $\frac{0.0}{50}$

Drive way to Fire hall

3/1/23

Station	Elev.	
109+00	274.2 <u>274.1</u>	74.1 +0.1
+82	275.5 275.7	
110+00	<u>275.6</u>	75.6 +0.1
+45	276.2 <u>277.1</u>	
111+00	<u>277.0</u>	76.9 +0.2
+78	278.1	
112+00	278.5 ✓	78.2 +0.3
+50	279.4	E of Margaret St
113+00	280.1 ✓	79.4 +0.7
+12		
114+00	280.8 ✓	80.3 +0.5
		Plotted lots
115+00	282.0 ✓	81.2 +0.8
		Plotted lots
116+00	283.0 ✓	82.3 +0.7
		Plotted lots
117+00	284.4 ✓	83.5 +0.9
		Plotted lots
118+00	285.6 ✓	84.7 +0.9
		Plotted lots
119+00	287.1 ✓	86.2 +0.9
		Plotted lots
120+00	288.7 ✓	88.1 +0.6
+45	289.5	End of side walk on Right
121+00	290.3 ✓	90.3 +0.0 End of side walk on Left

3/1/23

Station	Elev.
122+00	291.0 ✓
123+00	291.9 ✓
124+00	292.9 ✓
125+00	293.6 ✓
126+00	293.1 ✓
127+00	291.7 ✓
128+00	291.3 ✓
129+00	291.1 ✓
130+00	291.2 ✓
131+00	292.1 ✓
132+00	293.7 ✓
133+00	295.9 ✓ X

Plotted lots

Plotted lots

X

L R (50)
 N. Line Xsections Sheet #11 of 12 sheets

$\frac{-0.2}{56}$	$\frac{-0.3}{39}$	$\frac{-0.2}{33}$	$\frac{-0.5}{23}$	$\frac{-0.8}{18}$	$\frac{-0.9}{13}$	$\frac{+0.8}{11}$	$\frac{-0.8}{15}$	$\frac{+0.1}{22}$	$\frac{+0.6}{33}$	$\frac{+0.8}{37}$	$\frac{+0.9}{43}$	$\frac{+1.3}{50}$
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------

$\frac{0.0}{33}$	$\frac{-1.0}{20}$	$\frac{-0.5}{13}$	$\frac{-0.9}{10}$	$\frac{-0.8}{15}$	$\frac{+0.5}{23}$	$\frac{-0.3}{33}$
------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------

$\frac{-0.2}{33}$	$\frac{-0.9}{19}$	$\frac{-0.5}{13}$	$\frac{-0.5}{10}$	$\frac{-0.0}{15}$	$\frac{0.0}{22}$	$\frac{0.0}{33}$
-------------------	-------------------	-------------------	-------------------	-------------------	------------------	------------------

$\frac{-0.3}{33}$	$\frac{-0.6}{29}$	$\frac{-1.0}{17}$	$\frac{-0.6}{12}$	$\frac{-0.6}{12}$	$\frac{-1.5}{17}$	$\frac{-1.1}{25}$	$\frac{0.0}{28}$	$\frac{0.0}{33}$
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	------------------	------------------

$\frac{-0.8}{33}$	$\frac{-0.9}{18}$	$\frac{-0.7}{12}$	$\frac{-0.6}{12}$	$\frac{-1.1}{15}$	$\frac{-0.8}{18}$	$\frac{-0.3}{33}$
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------

$\frac{-1.0}{33}$	$\frac{-1.3}{16}$	$\frac{-0.5}{12}$	$\frac{-0.5}{12}$	$\frac{-1.1}{18}$	$\frac{-0.6}{26}$	$\frac{-0.6}{33}$
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------

$\frac{-1.6}{33}$	$\frac{-0.6}{29}$	$\frac{-1.4}{23}$	$\frac{-2.3}{12}$	$\frac{-0.5}{12}$	$\frac{-1.3}{17}$	$\frac{-0.3}{29}$	$\frac{-1.5}{33}$
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------

$\frac{-2.8}{33}$	$\frac{-2.3}{19}$	$\frac{-0.7}{18}$	$\frac{-0.5}{12}$	$\frac{-1.2}{18}$	$\frac{-2.0}{33}$
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------

$\frac{-2.7}{33}$	$\frac{-2.5}{20}$	$\frac{-0.5}{11}$	$\frac{-0.5}{12}$	$\frac{-1.7}{18}$	$\frac{-3.7}{19}$	$\frac{-3.1}{21}$	$\frac{-1.0}{24}$	$\frac{-2.0}{33}$
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$\frac{-2.5}{33}$	$\frac{-0.5}{25}$	$\frac{-1.0}{23}$	$\frac{-2.7}{21}$	$\frac{-2.5}{19}$	$\frac{-1.0}{18}$	$\frac{-0.5}{7}$	$\frac{-0.3}{12}$	$\frac{-1.0}{18}$	$\frac{-2.0}{19}$	$\frac{-2.0}{21}$	$\frac{-1.2}{22}$	$\frac{-0.5}{25}$
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$\frac{-2.5}{33}$	$\frac{-0.3}{24}$	$\frac{-1.3}{22}$	$\frac{-2.8}{20}$	$\frac{2.4}{19}$	$\frac{1.0}{14}$	$\frac{-0.5}{9}$	$\frac{-0.4}{11}$	$\frac{-1.0}{18}$	$\frac{-2.6}{20}$	$\frac{-2.8}{21}$	$\frac{-1.5}{22}$	$\frac{-0.2}{24}$	$\frac{-2.0}{33}$
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$\frac{-2.5}{33}$	$\frac{-0.8}{22}$	$\frac{-1.8}{19}$	$\frac{-3.1}{18}$	$\frac{-2.8}{17}$	$\frac{-0.7}{13}$	$\frac{-0.5}{9}$	$\frac{-0.2}{12}$	$\frac{-0.4}{15}$	$\frac{-1.5}{19}$	$\frac{-3.0}{20}$	$\frac{-3.1}{22}$	$\frac{-2.1}{23}$	$\frac{-2.0}{33}$
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------

3/1/23

Station

Elev.

134+00

297.0 ✓

135+00

299.7 ✓

136+00

301.7 ✓

137+00

303.8 ✓

137+50

303.8 ✓

137+88.1 S.C.

303.9 ✓

X

X

Cultivated fields

M. Carley Recording
 W. Stark Hand-level
 T. Franke Tape
 D. Webber Rod.

L R (57)
 N. Line Xsections Sheet #12 of 12 sheets.

$$\frac{-2.9}{33} \quad \frac{-1.8}{16} \quad \frac{-0.3}{11} \quad \frac{-0.3}{8} \quad \sqrt{\frac{0.0}{11}} \quad \frac{-0.5}{15} \quad \frac{-2.5}{22} \quad \frac{-2.5}{33}$$

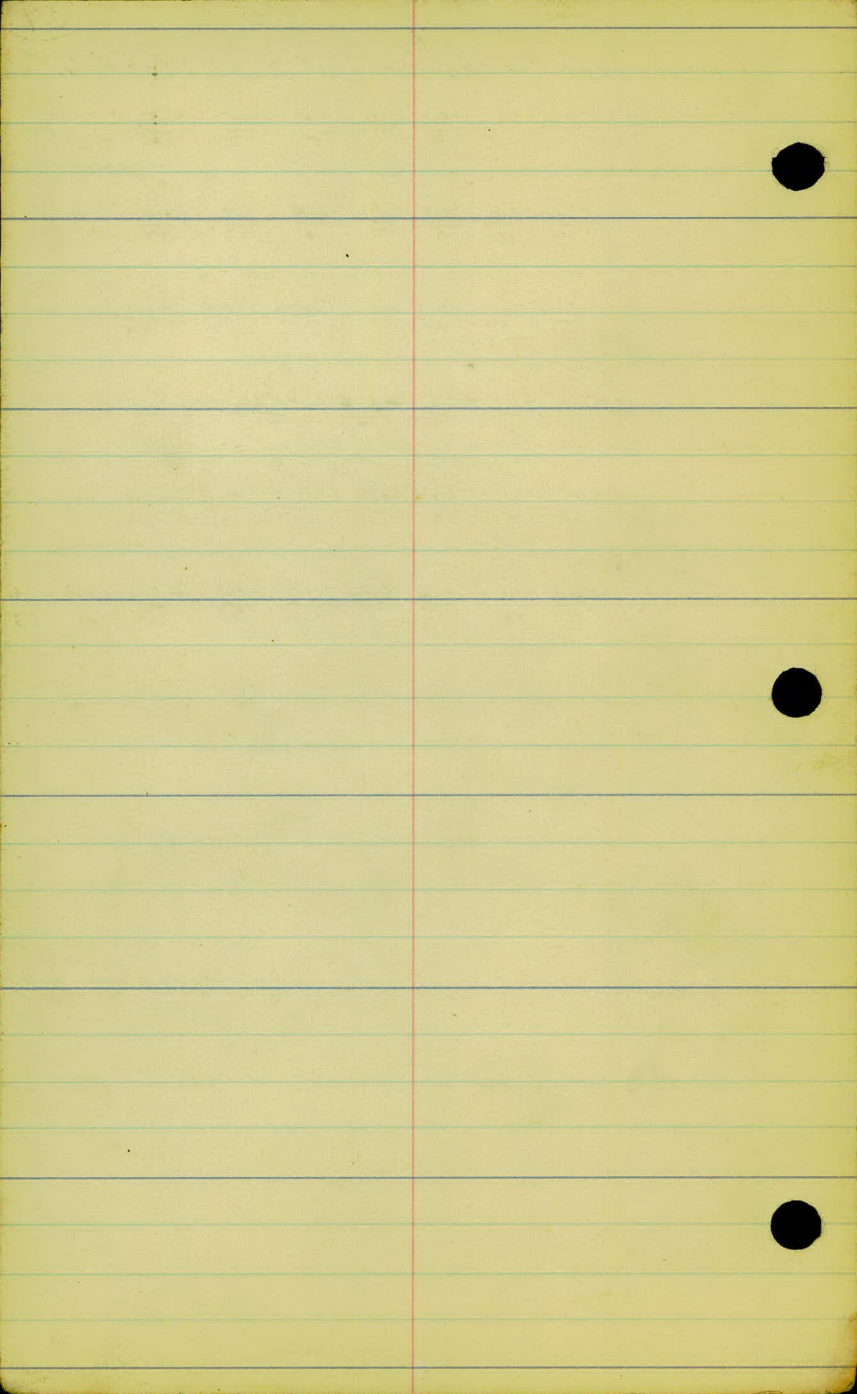
$$\frac{-3.0}{33} \quad \frac{-2.2}{16} \quad \frac{-0.3}{9} \quad \sqrt{\frac{0.0}{12}} \quad \frac{-0.5}{16} \quad \frac{-2.1}{23} \quad \frac{-2.6}{33}$$

$$\frac{-2.7}{33} \quad \frac{-2.0}{15} \quad \frac{-0.5}{9} \quad \sqrt{\frac{0.0}{14}} \quad \frac{-0.8}{17} \quad \frac{-1.0}{26} \quad \frac{-1.0}{33}$$

$$\frac{-2.5}{33} \quad \frac{-1.9}{12} \quad \frac{-0.6}{7} \quad \sqrt{\frac{+0.6}{7}} \quad \frac{-0.6}{28} \quad \frac{-0.1}{33}$$

$$\frac{-1.0}{33} \quad \frac{-1.7}{24} \quad \frac{-1.5}{15} \quad \frac{-0.8}{10} \quad \sqrt{\frac{+5.2}{13}} \quad \frac{0.0}{17} \quad \frac{+1.1}{31} \quad \frac{+3.0}{33}$$

$$\frac{+1.0}{33} \quad \frac{-1.2}{27} \quad \frac{-0.1}{20} \quad \frac{-0.4}{13} \quad \frac{-0.1}{10} \quad \frac{-1.3}{14} \quad \frac{-1.3}{21} \quad \frac{+0.2}{24} \quad \frac{+7.6}{31} \quad \frac{+7.6}{33}$$



CULVERTS LIST

N LINE

3/2/23

Carley - Notes

Station 65+28

Culvert

Station 95+60

2 Culverts

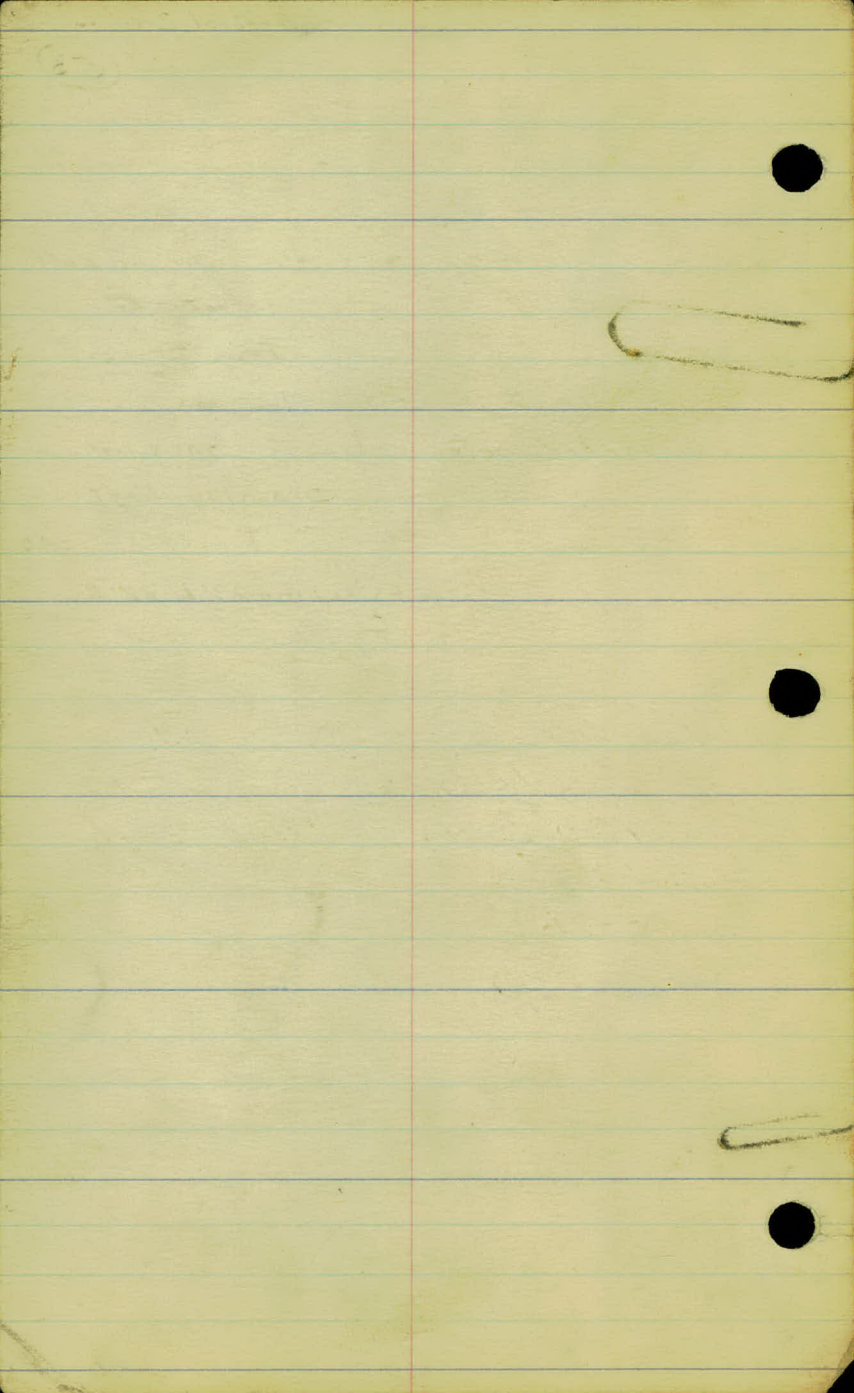
Corrugated Metal 18" X 39' Drains Left
 outlet - 4.5
 Invert - 4.2

X ext 21' L. 18' R.

2 Corrugated metal culverts 24" X 111'
 Draining Left
 Invert Elev - 4.0
 Extending 29' L 82' R

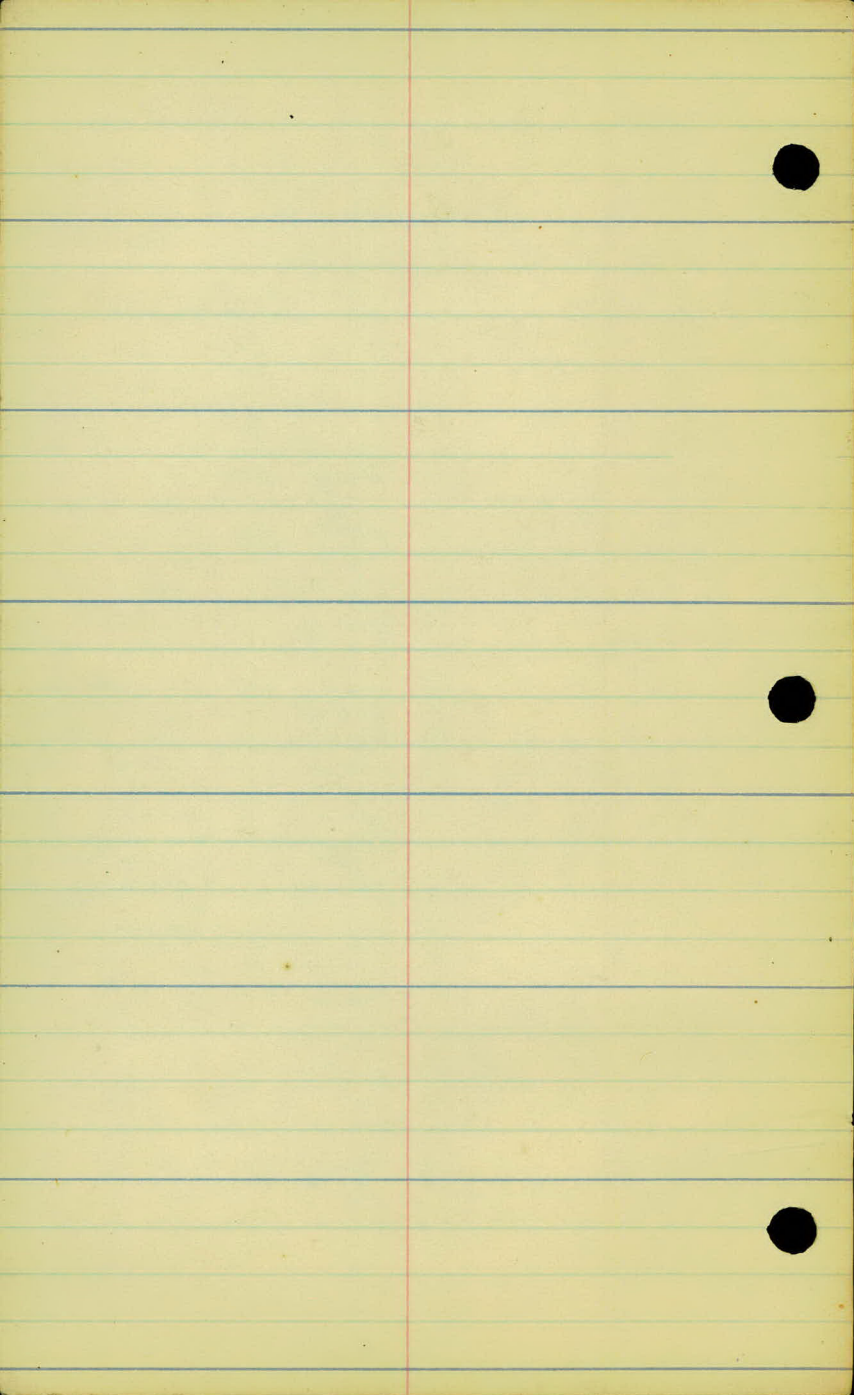
1- 12" Cor. I Pipe across Rd.
 at Sta. 129+06.

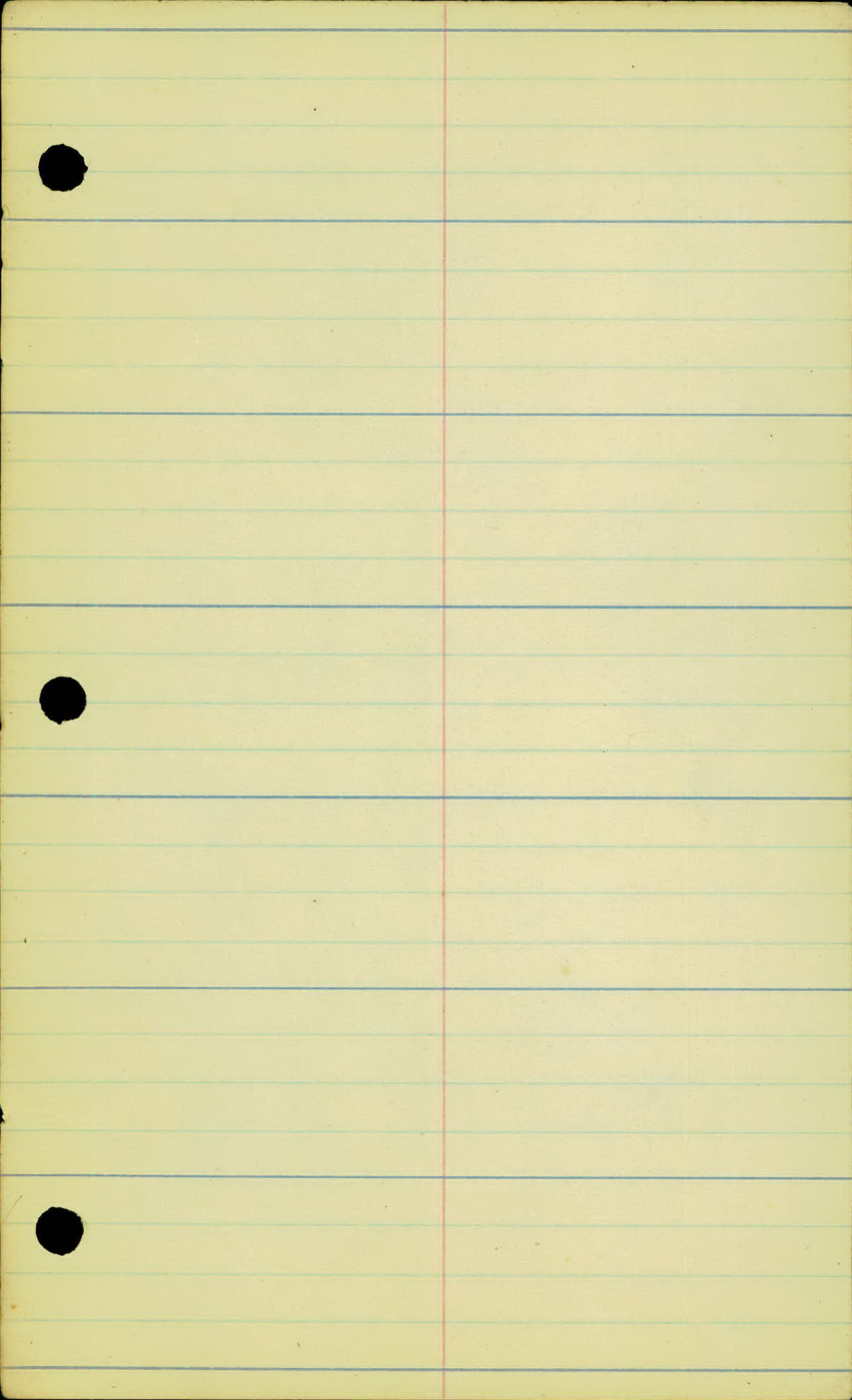
130' Long Drains Left
 outlet - 4.0
 Invert - 3.6



Sta. 50' L. Surf. \neq 50' H. Surf. Walk

111+78	77.5	77.7	278.1	78.3
112	78.3	78.5	78.5	78.3
+50	79.0	79.4	79.4	78.7
113	79.9	80.1	80.1	78.7
+12	80.4	80.8	80.8	79.4
114	81.6	81.8	82.0	80.5
115	82.8	83.0	83.0	82.5
116	84.0	84.4	84.4	83.4
117	84.7	85.6	85.6	84.7
118	85.7	87.1	87.1	86.2
119	87.9	88.7	88.7	86.5
120	87.8	89.5	89.5	88.4
+45	90.2	90.3	90.3	89.4
121	90.2	90.3	90.3	89.8





Profiles in North St. Paul
along 7th Street.

Co. Proj. 25-54

Sta	50' L. Walk	Surf.	±	50' R. Surf.	Walk
95		66.6	2	67.6	67.3
96		65.8		66.6	65.4
97		64.7		66.7	65.7
98		65.1		67.1	66.1
99		65.8		67.3	66.1
100		66.7		67.7	66.2
101		67.7		68.2	68.0
102		69.0		68.5	67.9 68.5
103		67.4		68.7	68.3 68.5
+15		66.6		68.7	68.4 68.5
104		65.5		68.9	67.3
105		67.3		69.9	68.4
106		68.3		70.9	69.2
107		70.7		72.0	71.5
+51		71.5		72.2	72.0
+87		72.1		72.6	72.2
108		72.0		72.6	72.6
109		73.3		74.2	74.4
+82	75.3	75.1		75.5	75.6
110		75.6		75.7	76.2
+45	75.6			76.2	76.5
111	75.5			77.1	77.2

Proj. 23-54 - No St. Paul 5-31-23

Plans in hand inspection - ^{EGB} RJW

12+00 P-P3 24" X ✓
equalizer

Begin Scarifying 16+50 - ~~95+00~~
to end of bridge
14' wide ✓

15+00 - 16+00
Bl & Gr. 2 trees ✓

26+00 Do not put in
any culvert

25+00 - 27+00
P.G.R. R & L ✓

27+90 F.E. R & L
P. 12" x 25' L.
P. 12" x 25' R ✓

Provide stems of L, R & S.R. ✓

P.G.R. R. 36+80 - 44+50

P.G.R. L 37+30 - 44+50 ✓

43+00 - Do not place
culv under road
road ✓

47+25 Cl. & Gr. one tree ✓

45+20 Road Int. R & L

P. 15" x 30' R.

No. culv. req. L ✓

P. 6" Tile R & L

45+25 - 53+60

4-tile outlet lendwall ✓

49+40 Ent. R. ✓

No culv. req. summit.

52+40 Road Int. L

P. 15" x 40' ✓

52+70 Road Int. R ✓

12" x 16' C.M. imp.

Cond. OK. leave in place

Under Street Gas Truck R

12" x 16' C.M. Cond. OK. ✓

P.G.R. R. 53+70 - 56+50

P.G.R. L. 53+85 - 56+50 ✓

58+00 Ent. R.

10" x 10" C.M. 117p remove

P. 12" x 25' ✓

62+10 F.E.L. ✓

No curb req.

65+28 Imp. 18" x 39" C.M.

Cond. OK

Lengthen with 18" C.M. ✓

3' on each end

67+80 Ent. R. 12" x 12" C.M. 117p

Cond OK

Lengthen 6' with 12" C.M.

Int. Kimball St. no curb.

Req. see profile ✓

70+75 Ent. L. P. 12" x 25' ✓

72+00 - 75+00

P. 6" tile R. 2 head walls. ←

P. 6" Tile Drain
R. 76+30 - 88+00 ✓
L. 76+30 - 94+00 ✓

78+50 Int South Ave R & L,

Inf. R. 12" x 52' C.M. ✓
Cond. OK,
leave in place

78+50 - 95+00
Use town section ✓

108+10 12" x 50' C.M. in place
remove - not req.

125+10 Ent. R. ✓
P 12" x 25'

137+10 ~~Ent. R.~~ Road Int R.
P 15" x 30' ✓

P. 6" Drain L
58+00 - 60+50 ✓

P 6" Drain Tile R & L
33+00 - 36+80 ✓

P 6" Tile Drain RYL

27+00 - 29+50 ✓

P 6" Tile Drain RYL

15+50 - 27+00 ✓

3+50 - 10+00

P. 6" Tile Drain ✓
RYL

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

Date Filed

6/14/23

File No.

"6"

FK
JM
RG

June 12, 1956
Hot 95°

1

No. St. Paul Road

Paving Plan

6 pages

~~Draw up~~
S.P.L.

Sta

£

Note: Sta 3+30 to 6+10 Left
Continued Ent. for Parking

1+00

Edge Bt 10' Rt

1+79 Edge B.T. 10' Lt

3+30 x

3+55 £ 30' Ent Lt

5+15 30' Service Sta Ent Lt

5+72 Parking Lot Ent

6+10 x

6+81 Ent Lt

June 12, 1956

2

sta

±

6+93

Ent Rt

+81

7+14

Ent Rt

+93

7+83 Ent Lt

15+60 Beg Ripley Lt

15+81

Ent Rt

16+97 End Ripley st Lt

38+82

Ent Rt

41+90

Ent Rt

Sta

£

44+90

Beg R. Rt

45+00

Beg R. Lt

45+29

£ St N-S

45+46

End R Rt

45+85 End R Lt

June 12, 1956

3

Sta

47+42

Ent Rt.

47+52 Ent Lt.

48+41 Ent Lt.;

49+14 Ent Lt.

49+51

Ent Rt.

50+72

Ent Rt.

Sta

£

52+50 £ St. Lt E-W St

53+54 £ X-street N-S

57+44 Ent Lt E-W Road

58+08

Ent Rt

62+12 Ent Lt N-S Road

67+26 Beg St Rdd Lt

67+69

Ent Rt

68+21 End St Lt

69+70

Beg E. Ave Road Rt

FK
JM
RG

June 13, 1954

4

£

Sta
70+44

Box E Ave R Lt £ E Ave Sa

71+00

End E Ave N. Rt.

71+25 End E Ave R. Lt

72+46 Ent Lt

73+14 Ent Lt

73+64

Ent Rt

73+80 Ent Lt

76+19

Ent Rt

78+50

£ Co Rd "B"

£

Sta

80+67 Ent Lt

82+27 Ent Lt

84+42

Ent Rt

84+60 £ Oak Hill Place NW 20st Lt

86+09 £ Double Ent

87+12

£ 2nd St N.W.

88

Ent Rt

89+41

Ent Rt

89+80 Ent Lt

90+24

Ent Rt

June 13, 1956

5

sta

90+76

Ent Rt .

91+39 Ent Lt .

92+30

Ent Rt .

92+75

Ent Rt .

93+61 \pm Penn Pl. NW Lt

94+65 Ent Lt

95+59 \pm 1st St N-S .

121+11

\pm Charles St .

Begin 64' st 20' Paving on \pm .

Sta

±

122+05 40' Service Sta, Ent Lt.

122+65 40' Ent Rt.

122+76 40' Service Sta Ent Lt.

123+06 Ent Rt.

123+56 Ent Lt.

123+75 Ent Rt.

124+06 Ent Lt.

124+49 Ent Rt.

125+35 Ent Rt.

+35 End of 64' Wide St.

June 13, 1956

6

Sta.

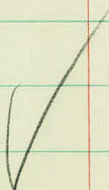
125+47 Ent Lt

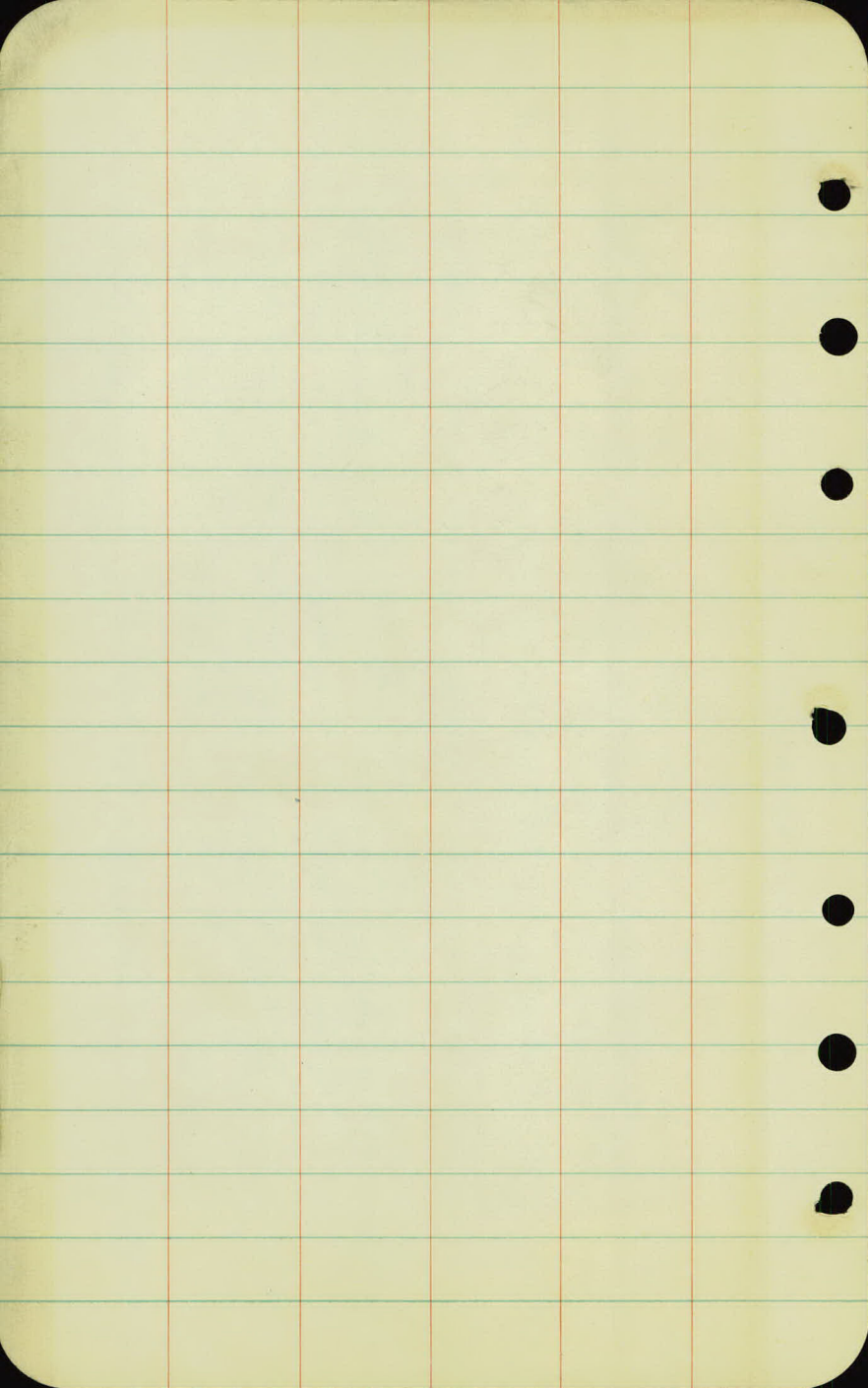
125+98 Ent Lt

128+40 Ent to E-W-Street ^{Rt. only}

129+23 $\$$ Henry St $\$$

133+86 Begin Ent Area Rt
Continue to End





U 2450