

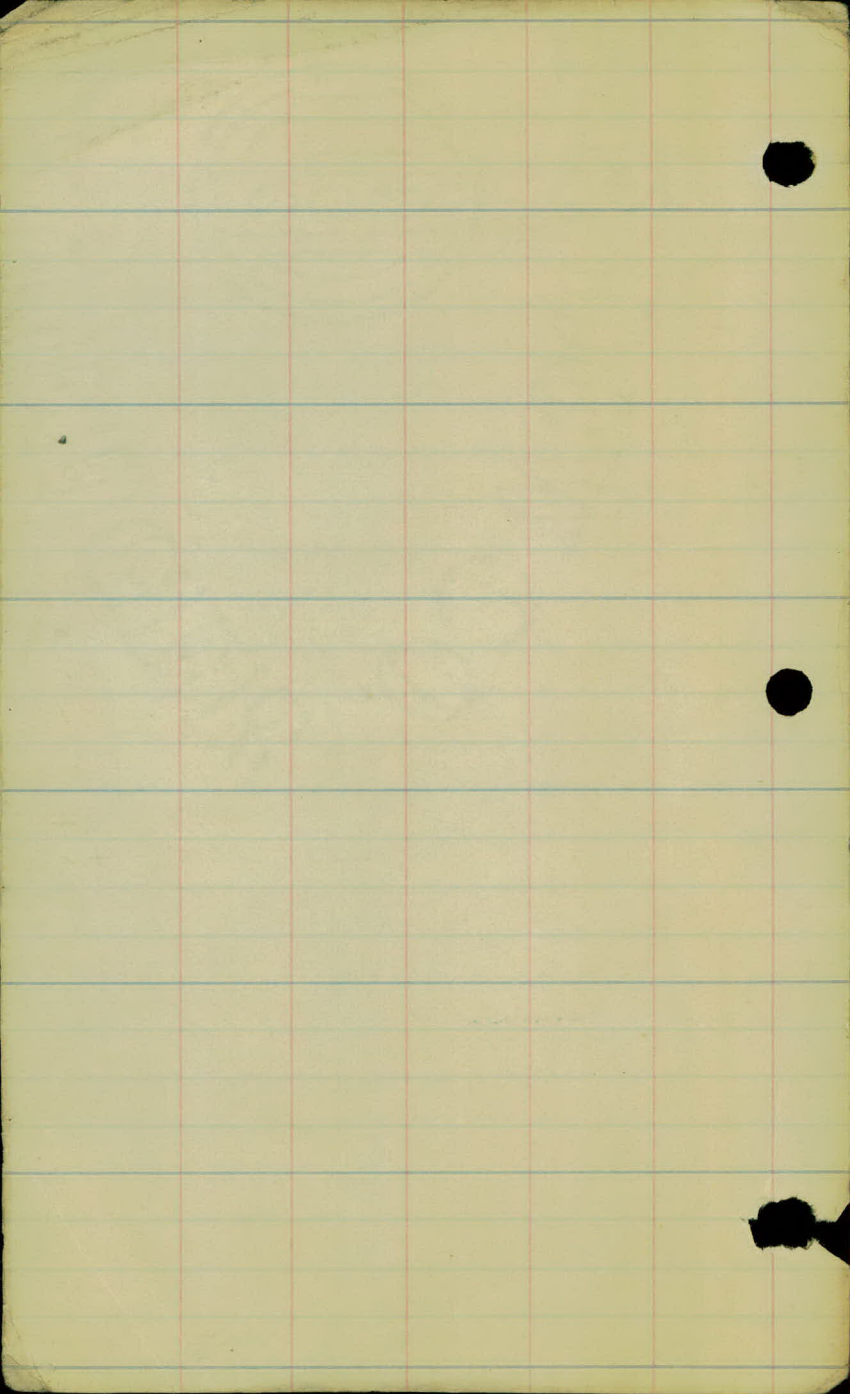
23-69

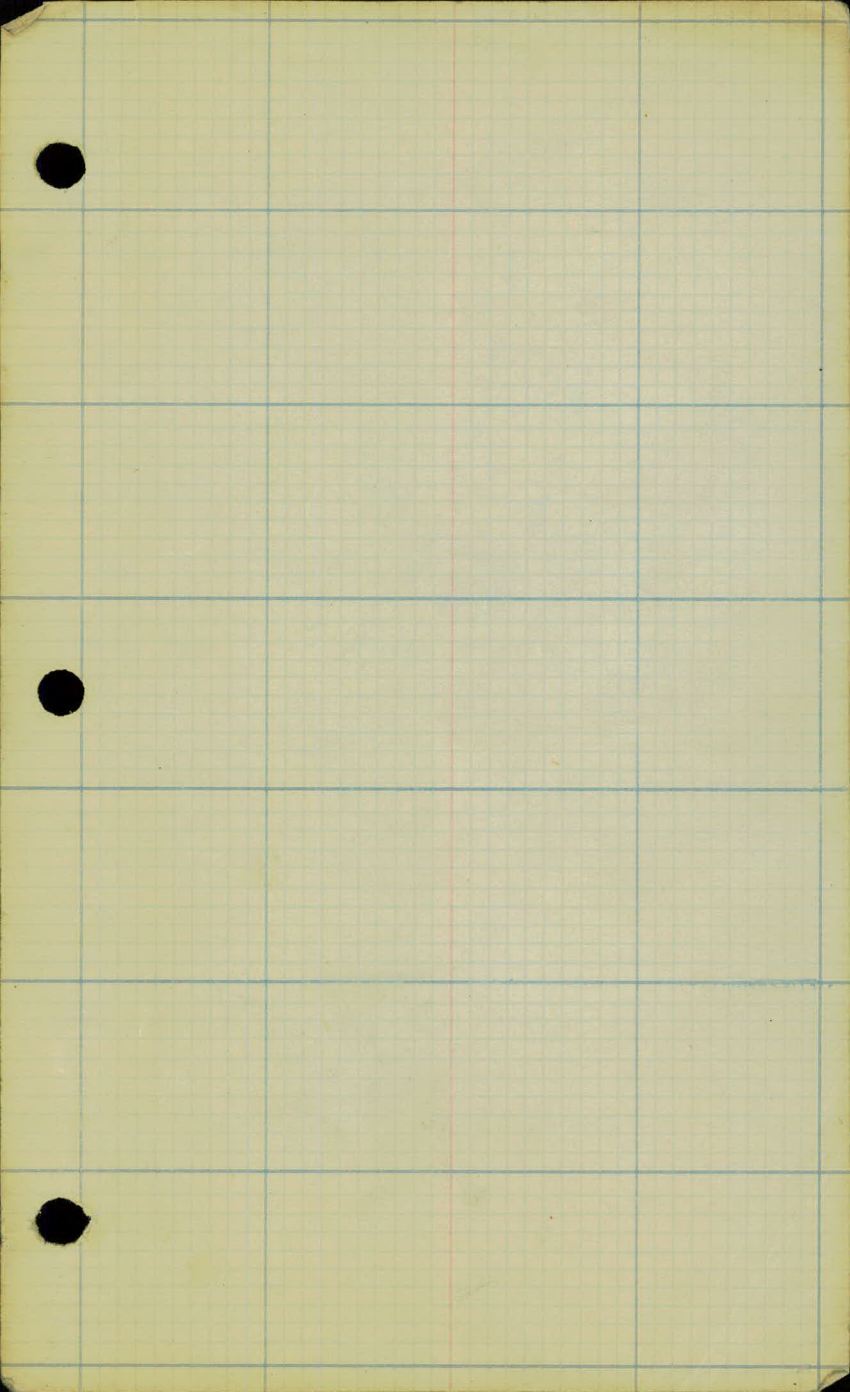
Phalen Blvd.
 8
 Connection to M.T.H. #1

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Alignment - 2" Line -	2 - 20
" AA "	12
" L.A.P. "	14
" S.P. "	13 - 17
Topography - 2" Line -	18 - 26
" K.P. "	27 - 31
Cross-Section - 2" Line -	32 - 39
" A.P. "	33
" L.A.P. "	41
" M.T.H. "	40 - 44
Check Levels	45 - 46

Office of Ramsey Co. Engineer
 ST. PAUL, MINN.
 Date filed 8/25/23
 File No. 6-22-99

Approved: _____
 District Engineer
 Road _____
 St. Paul
 Bridge
 Frank





1755.1

1678

80.1

41.3

121.4

Notes from Old Co. Surveyor's Record -

Sec. 16 - T29 N. - R. 22 W.

C - 8" Oak E-S.E. 61.37 (Found Stone above Surf.)
7" " S-S.E. 46.95

M.C. 1 - 4" Oak - N.E. 45.43 (Est.-marked new trees)
7" " - S.E. 73.94

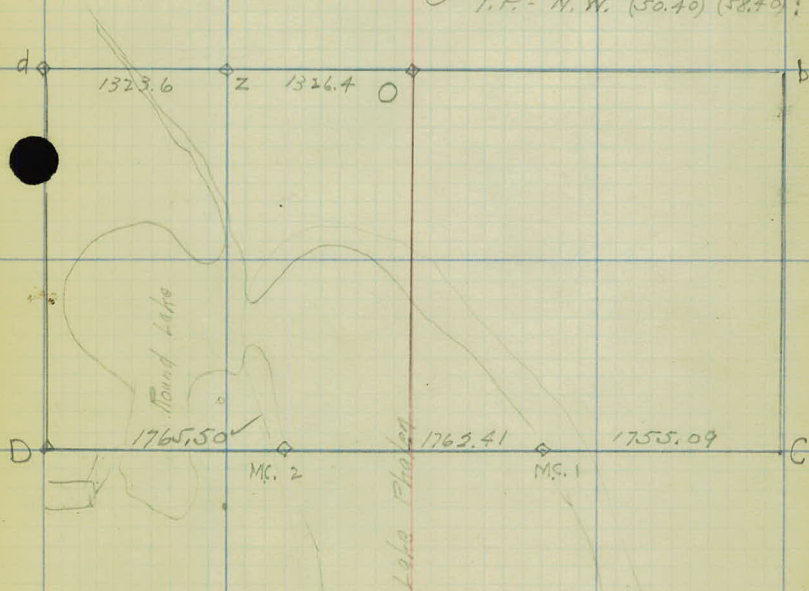
M.C. 2 - 8" Oak - N.W. 61.80
10" " - S.W. 23.40

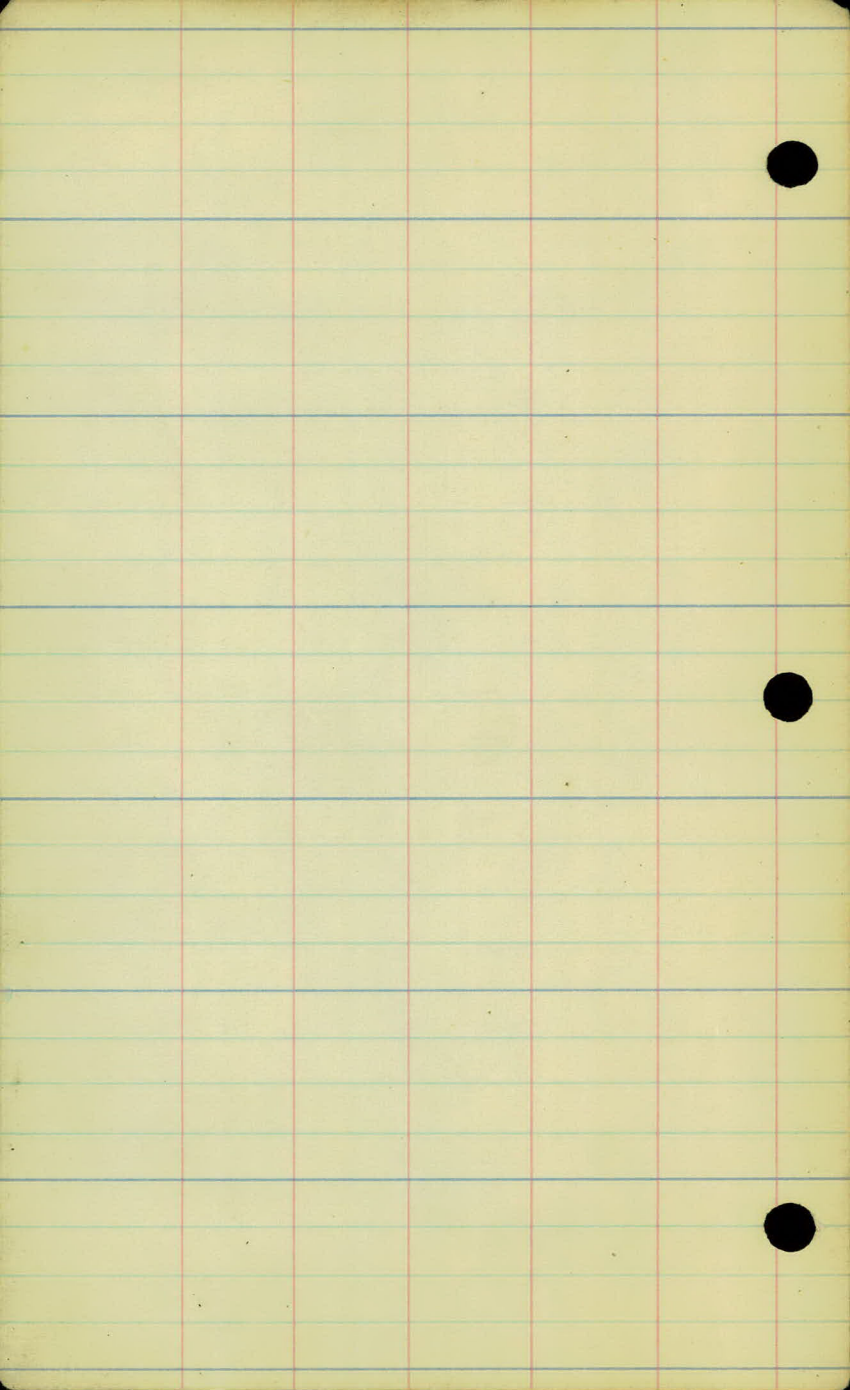
D - 8" Oak - N.E. 152.90
8" " - S.E. 76.54
4" " - N.W. 43.32

d - El. Light Pole - N.E. 37.28
Tel. Pole - N.W. 35.58

Z - 8" Oak - S.W. 25.48
8" " - S.E. 34.10

O - T.P. - N.E. 91.70 (58.40?)
T.P. - N.W. (50.40)





Sta.

⊙

Δ L.

Δ R.

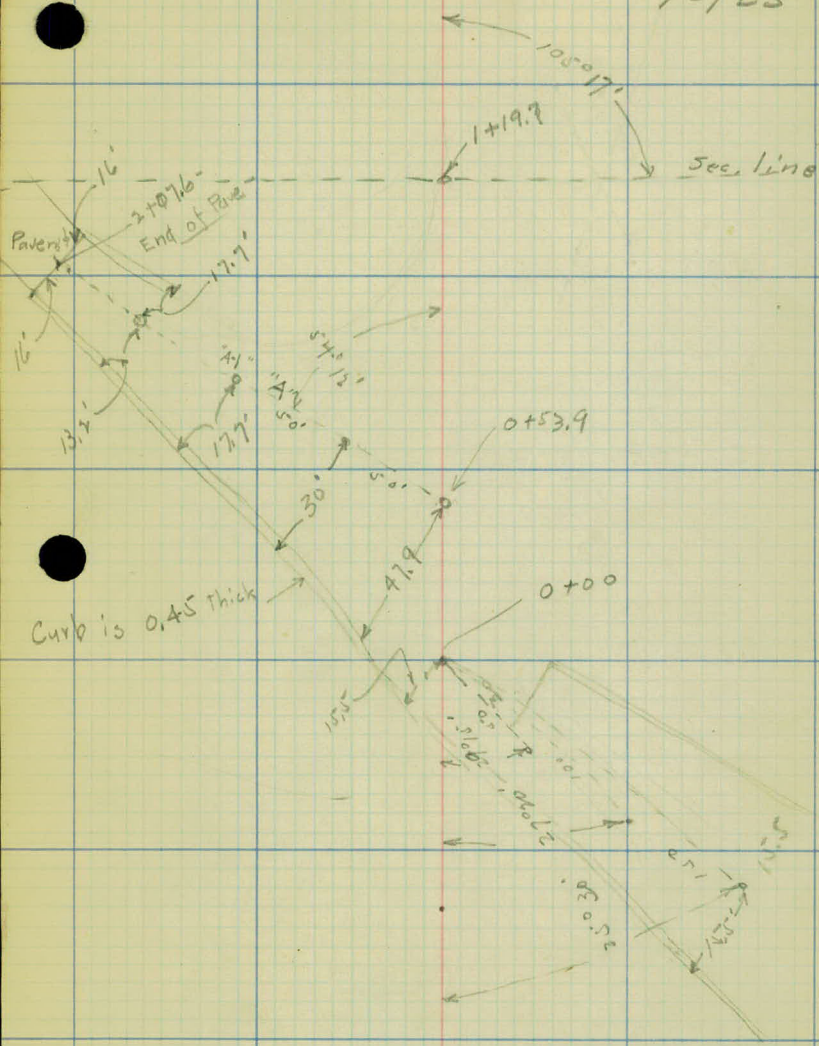
Brg's.

Dist.

0+00

Remarks

8/6/23



Sta. 0 A L, A R. Bry's Dist.

N7°58'E

3+52.7 P.T.

00-

3+50

0°13'

3

3°58'

2+76.5 P.I.

23°15'

2+50

7°43'

2

11°38'

1+92.7 P.C.

11°37½'

1+19.7 P.O.T.

N15°17'W

0+00 P.I.

Remarks

8/6/23

T - H. H. K.
H.C. - Skoglund
R.G. - Briggs
Pod. - Franke

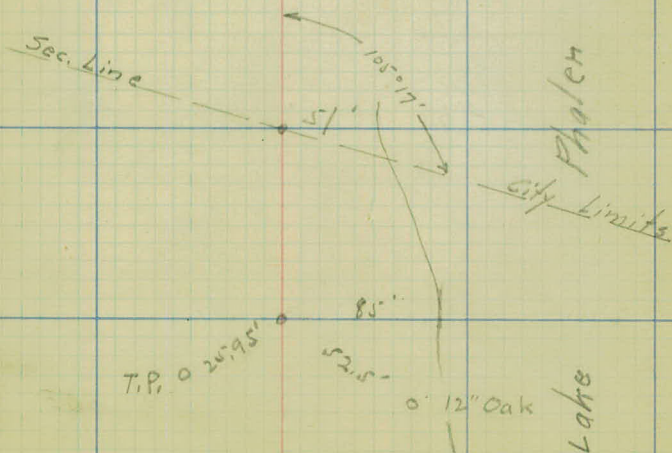
18" oak

30.2

31.2

14" oak

P.I. 2+76.5
 Δ 23° 15'
D - 15° R.
T - 78.8
L - 155.00



Sta. O Δ L. Δ R. Brg's. Dist.

11+16.1 P.T.

N-6°04'W.

11

0°50'

10+50

3°20'

10+40.0 P.I.

15°20'



10

5°53'

9+62.8 P.C.

7°40'

N21°24'W.

8+27.6 P.T.

8

2°07'

7+50

5°52'

7+32.2 P.I. 29°22'



7

9°37'

6+50

13°22'

6+31.8 P.C.

14°41'

N78°58'E.

Remarks

8/6/23

E
F
O

P.I. 107400

Δ 15°20'

D. 10° R

T. 77.2' ✓

L. 153.3' ✓

68.1'

59.05' OTR

P.I. 7432 ²/₂

Δ 29°22'

D. 15° L

T. 100.4' ✓

L. 195.8' ✓

16" oak

543'

26.1'

12" oak

Sta. © Δ L. Δ R. Brq's Dist.
N.35°026'E

14+98.9 P.T.

14+50

4°24'

14

8°54'

13+50

13°24'

13+89.4 P.I.

41°30' ✓

13 —

17°54'

12+68.3 P.C.

20°45'

12+06.5

11+93.4

11+32.2

11+20.2

N.6°04'W.

Remarks

45,311

6

8/7/23

P.I. 13+89±

TR
Δ 41°30'

D- 18° R.

T- 121.1 ✓

L- 230.6 ✓

50.4

64.7

6" Elm

End of approach

(Low steel to water)
13.4

End of span

Beginning of Bridge span

Beginning of Bridge approach

Sta. 0 Δ L. Δ R. Brg's Dist

20+05.2 P.T.

S 81° 51' E

20

0° 16'

19+50

2° 46'

19+11.0 P.I.

19° 03'

19

5° 16'

18+50

7° 46'

18+14.2 P.C.

9° 31/2'

N 79° 06' E.

17+19.2 P.T.

17

2° 00'

16+17.0 P.I.

43° 40'

16+50

7° 00'

16

12° 00'

15+50

17° 00'

15+01.0 P.C.

21° 50'

N 35° 26' E.

Remarks

8/7/23

P.I. 19+11.0
 5" Elm Δ 19° 03'
 D 10° R.
 ° T. 96.3 ✓
 L. 190.5 ✓
 30.0 °
 44.9' ° 5" Elm

12" oak o 37.8'
 12" oak o 18.0' o

P.I. 16+17.0
 Δ 43° 40'
 D 20° R.
 T. 115.4 ✓
 L. 218.3 ✓

Sta. @ A.L. ΔR. Btg's Dist

28+26⁹ P.T.

5.51°24'E.

28

0°33'

27

2°33'

26+59⁰ P.I.

13°30'

26

4°33'

25

6°33'

24+89⁴ P.C.

6°45'

5.64°54'E.

23+19⁶ P.T.

23

0°41'

22+50

2°26'

21+99⁵ P.I.

16°57'

22

4°11'

21+50

5°56'

21

7°41'

20+77⁵ P.C.

8°28½'

5.81°51'E.

Remarks

8-7-23

o 5" Elm

50.35'

P.I. 26+59.2
Δ. 13° 30'
D. 4° R.
T. 169.6' ✓
L. 337.5' ✓

5' 1/2"

o 6" Elm

o 5" Elm

54.5'

P.I. 21+99.5
Δ 16° 57'
D- 7° R.
T- 122.0 ✓
L- 242.1 ✓

49.6'

o 5" Elm

Sta. ① A L. A R. Brq's Dist.

S.51°37'E.

35+00.1 P.T.

35

34+50

200

34

4°00'

33+80.7

19°18'

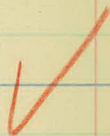
33+50

6°00'

33

8°00'

See Revised
Line



32+58.8 P.C.

9°39'

S.32°19'E.

30+25.9 P.T.

30

1°18'

29+50

3°48'

29+31.5 P.I.

19°05'

29

6°18'

28+35.1 P.C.

9°32 1/2'

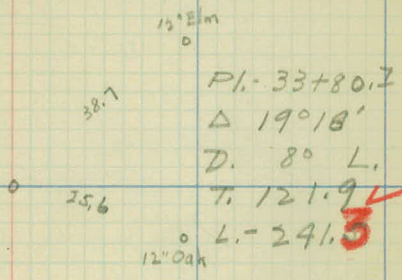
S.51°24'E.



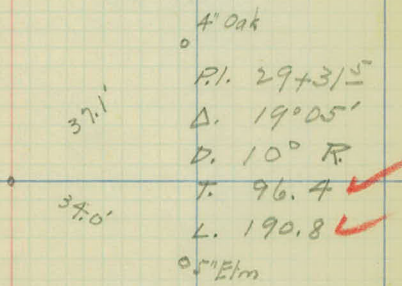
8-7-23

≡

See Revised
Line. / page 10-B.



Pl. 33+80.2
 Δ 19°18'
 D. 8° L.
 T. 121.9 ✓
 L. 241.5 ✓



4' Oak
 Pl. 29+31.5
 Δ 19°05'
 D. 10° R.
 T. 96.4 ✓
 L. 190.8 ✓
 0.5' Elm

Sta. © Δ L. Δ R. Br'g's. Dist

42+39.8 P.O.T. End of Line -

S. 15°28'E.

38+85.2 P.T.

38+50

2°30'

38

6°00'

37+50

9°30'

37+61.4 P.I.

36°09'

37

13°00'

36+50

16°30'

36+27.5 P.C.

18°04'

S. 51°37'E.

See Revised Line page 10-B



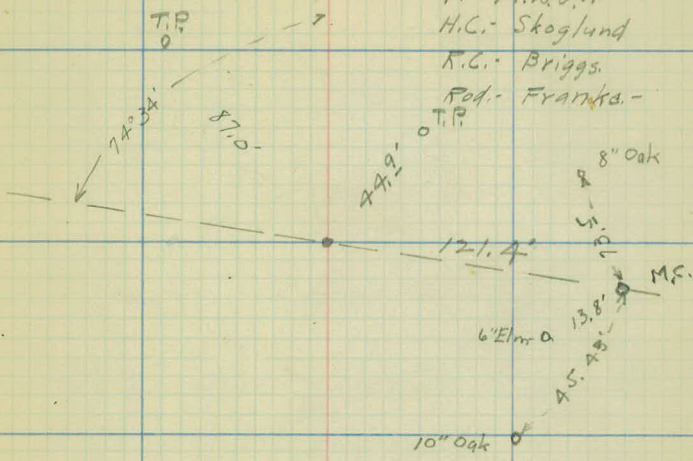
8-7-23

T. H. K. K.

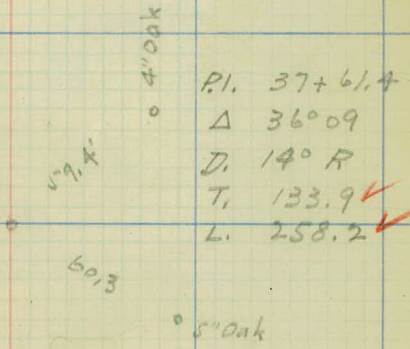
H.C. Skoglund

R.C. Briggs.

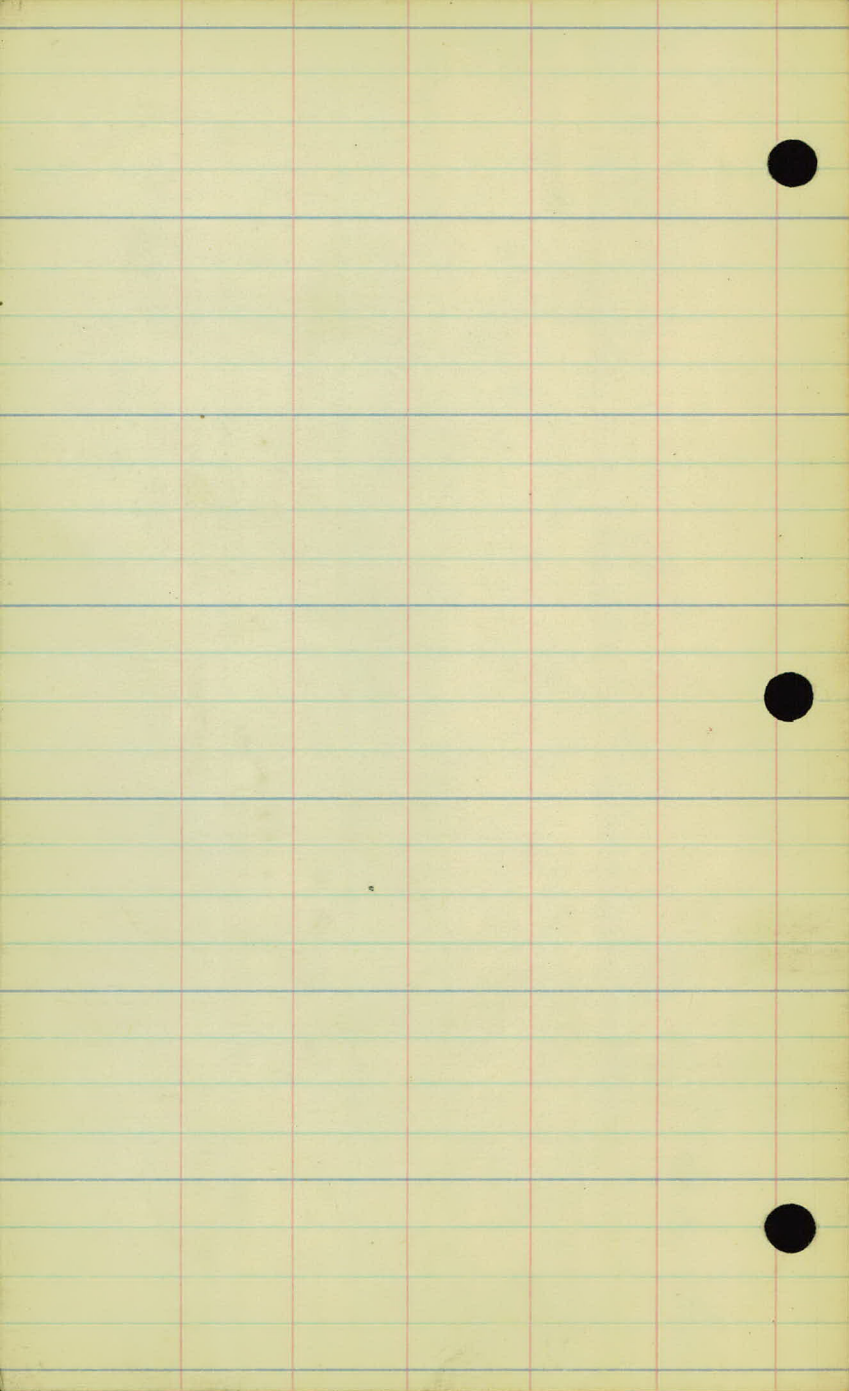
Pod. Franko.

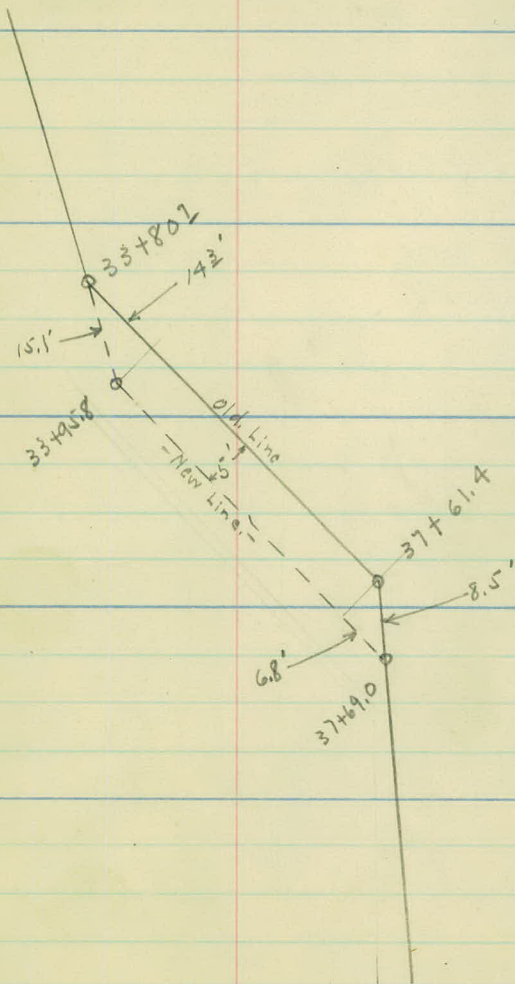


See Revised Line



P.I. 37+61.4
 Δ 36° 09
 D. 14° R
 T. 133.9 ✓
 L. 258.2 ✓





Sta. ① Δ L. Δ R. Brgs. - Dist.

38+93³ = 38+94² P.T.

37+69⁰ P.I. 36°09'

36+35¹ P.C.

35+15² P.T.

33+95.8 P.I. 19°18'

32+73² P.C.

Use original line
for all Topog. —

P.I. - 37+69.2

 Δ - 36+09'

D - 14° R.

T - 133.9'

L - 258.2'

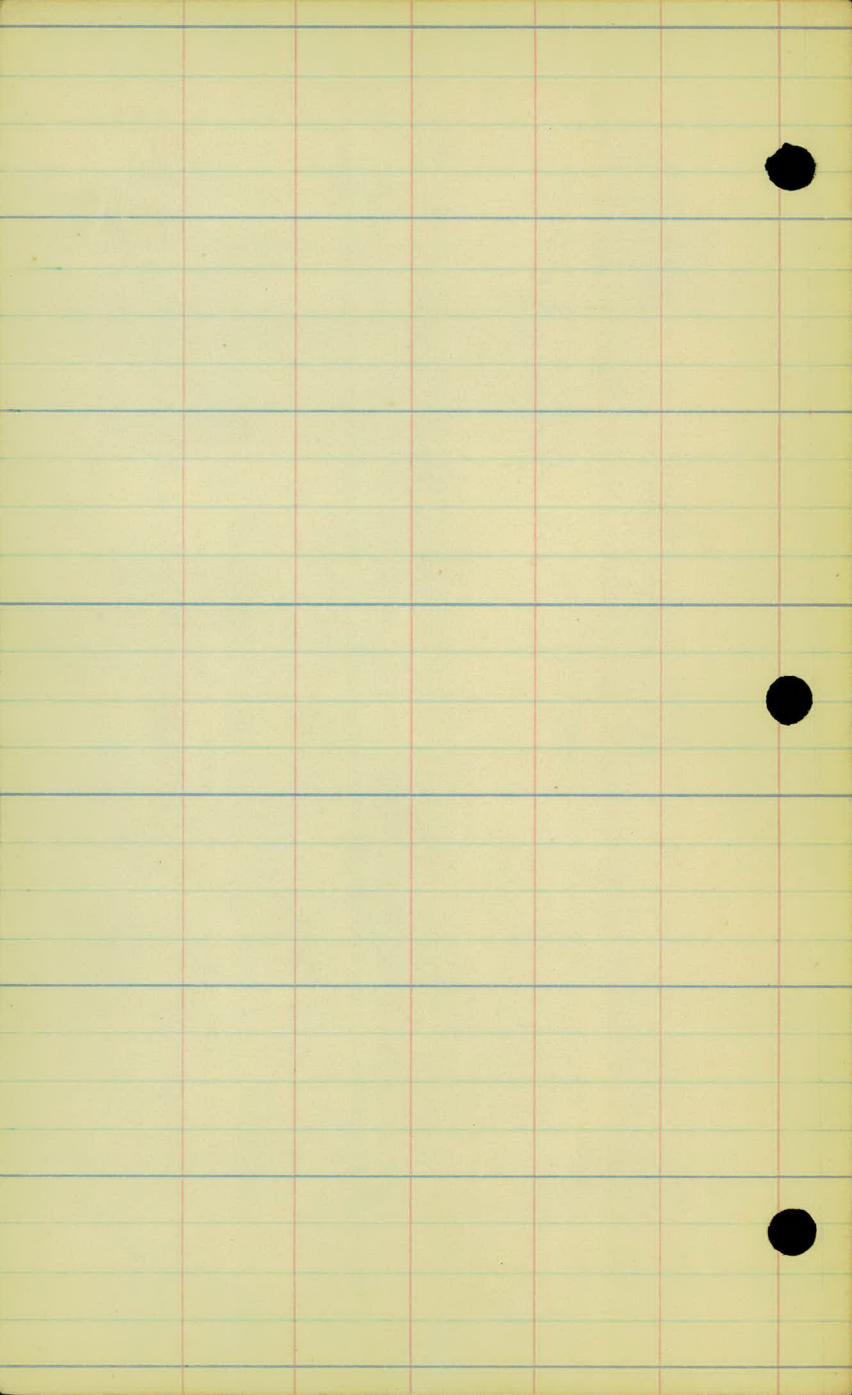
P.I. - 33+95.8

 Δ - 19° 18'

D. - 8° L.

T. - 121.9'

L - 241.3'



"AA" Line

Sta. O Δ.L. Δ.R. Brg's. Dist.

2+09[±] P.T. = 1+92' "L" -

2+07.⁶ P.I. 125°42'

0+69[±] P.C.

Revised!
See Below!

0+00.

Remarks

Same as 0+53.9
of "L" Line -

Revised on
Paper
See below

P.I. 2+07.6
A. 125° 48'
D. 90° L.
T. 138.2'
L. 139.8'
R. 70.7'

End of City Pavement.

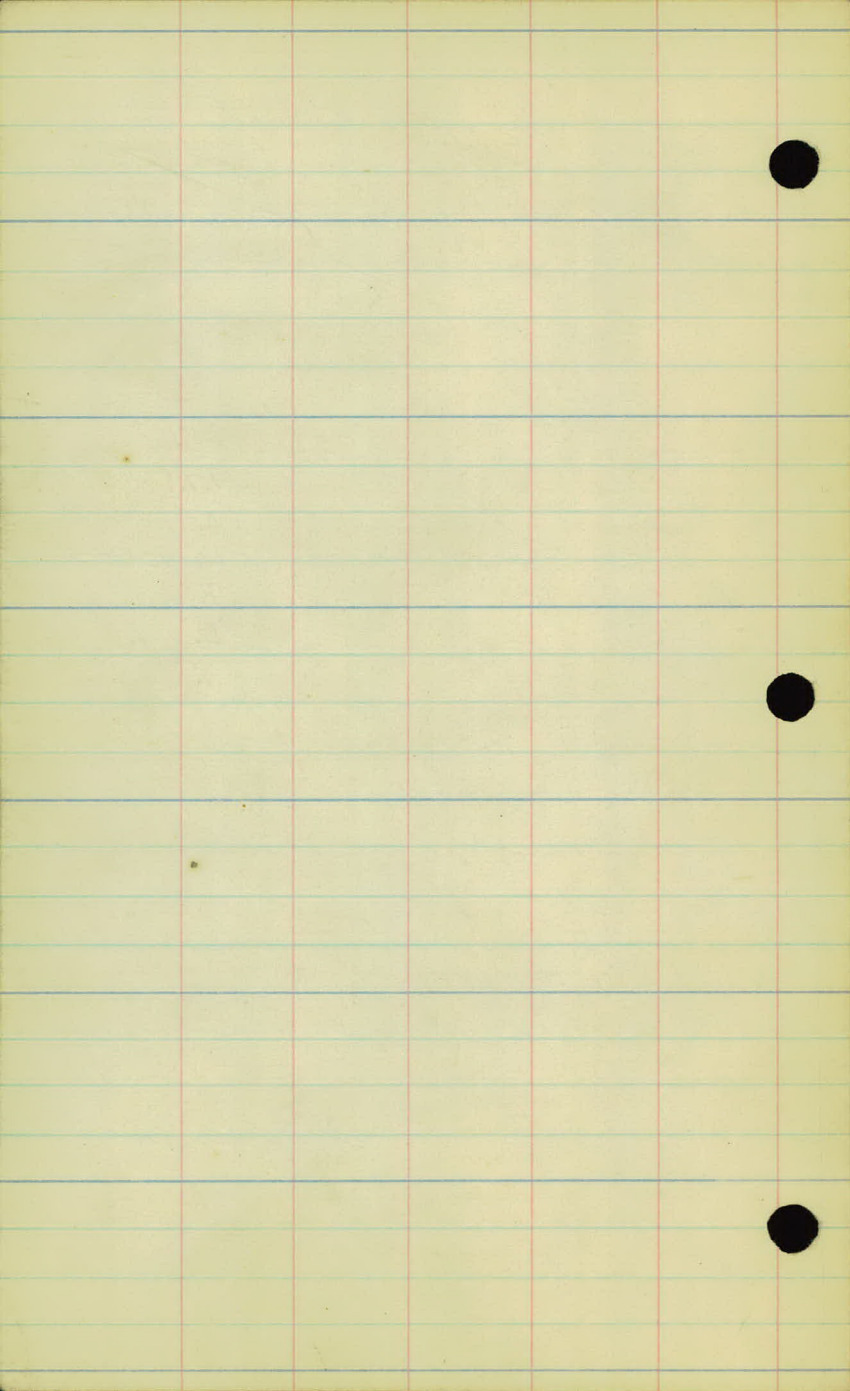
— Paper Line —

2+09.0 - P.I. =
1+94.4 - "L" -

P.I. 2+00.8
Δ 123° 01'
D 90° L.
T. 128.5'
L. 136.7'
R. 70.7'

2+00.8 - Same as -
0+65.9 of "L" Line
0+72.3 P.C.
0+00

○ End of City Pavement



- "K.P." -

Sta.	0	$\Delta L.$	$\Delta R.$	Brgs	Dist.
12+89 ⁵	=	14+98 ⁹			
13+36 ²	P.T.	✓			
	55°41'				
13+50	50°21'				P.I. 13+64±
13+75	40°21'				Δ 111°22'
13+64±	P.I.				D- 80° L.
14	30°21'				T- 111.5 ✓
14+25	20°21'				L- 139.2 ✓
14+50	10°21'				R- 77.8
14+75 ⁹	P.C.	✓			

Sta. on this curve backing 111°22' from "K.P." line

"L.K.P."

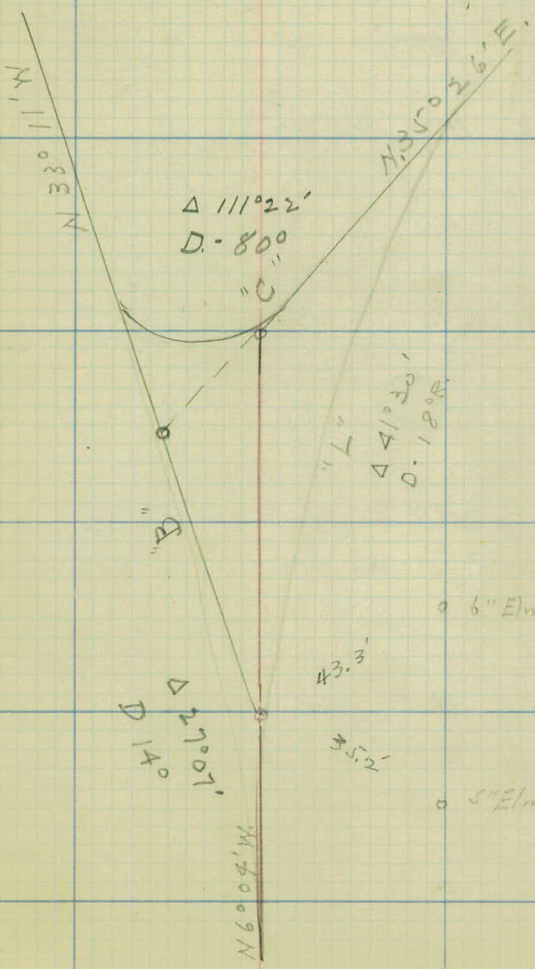
"K.P."-

14+08 ¹	P.T.				N33°11'W.
14		0°34'			
13+50		4°04'			P.I. 13+13 ³
		27°07'			Δ 27°07'
13+13 ³	"L" P.I.				D- 14° L.
					T- 98.9 ✓
					L- 193.7 ✓
13		7°34'			
12+50		11°04'			
12+14±	P.C.	13°33 ¹ / ₂ '			

N. 6°04' W. -

8-8-23

E



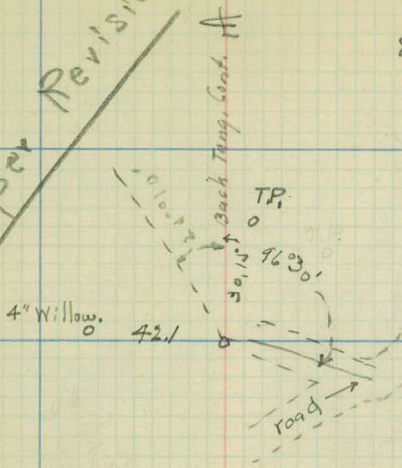
"K.P."

Sta.	W	Δ.L.	Δ.R.	Brgs	Dist.
22+82 ¹	P.T.				N.67°09'W.
22+50			3°13'		
22+20 ⁶	P.L.	25°10'			
22			8°13'		
21+56 ³	P.C.	12°35'			
					N.41°59'W.
19+54 ⁰	P.T.				
19			1°05'		
18+44 ²	P.L.	8°48'			
18			3°05'		
17+34 ⁰	P.C.	4°24'			
					N.33°11'W.

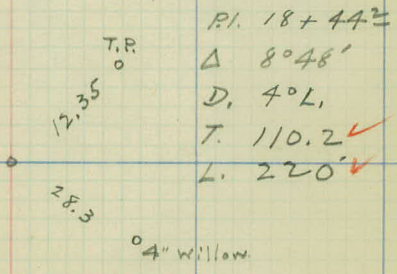
See Paper
Revision

8-8-23

See Paper Revision



P.I. 22+20.6
 Δ 25°10'
 D 20° L.
 T. 64.3 ✓
 L. 125.8 ✓



P.I. 18+44.3
 Δ 8°48'
 D. 4° L.
 T. 110.2 ✓
 L. 220 ✓

"K. P."

Sta. 0 Δ L. Δ R. Brq's. Dist.

25+88⁵ P.T.

N. 3° 29' E.

25+50

5° 47'

25+33⁰ P.I.

34° 52'

25

13° 17'

24+72² P.C.

17° 26'

24+63⁸ P.O.T.

Center of Bridge -

N. 31° 28' W.

24+55² P.T.

24+08⁰ P.I.

35° 46'

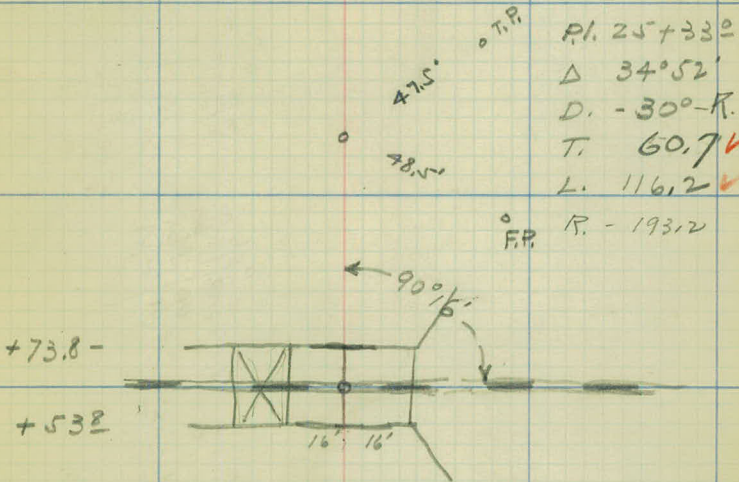
See Paper
Revision

23+55⁸ P.C.

N. 67° 09' W.

4

8-8-23



P.I. 25+33.0
 Δ 34°52'
 D. - 30'-R.
 T. 60.7 ✓
 L. 116.2 ✓
 R. - 193.2

P.I. 24+08.0
 Δ - 35°46'
 D - 36'-R. ✓
 T - 52.2 ✓
 L. - 99.4 ✓
 R. - 161.8

42.9'
 41.7'

Sta. ⓪ Δ L. Δ R. Brg's. Dist.

587°44'N.

32+91⁰ P.I. 79°30'

N 12°46'W.

29+59⁰ P.T.

28+78.4⁴ P.I. 16°15'

27+96⁵ P.C.

N. 3°29'E.

8-8-23



Sec. Line
Arcade

T.P.
o

T.P.
o

776'

24.65

33.1

of 24' Pavement

M.T.H. #1

T.P. o

98.8

P.I. 28+78.4

Δ, 16°15'

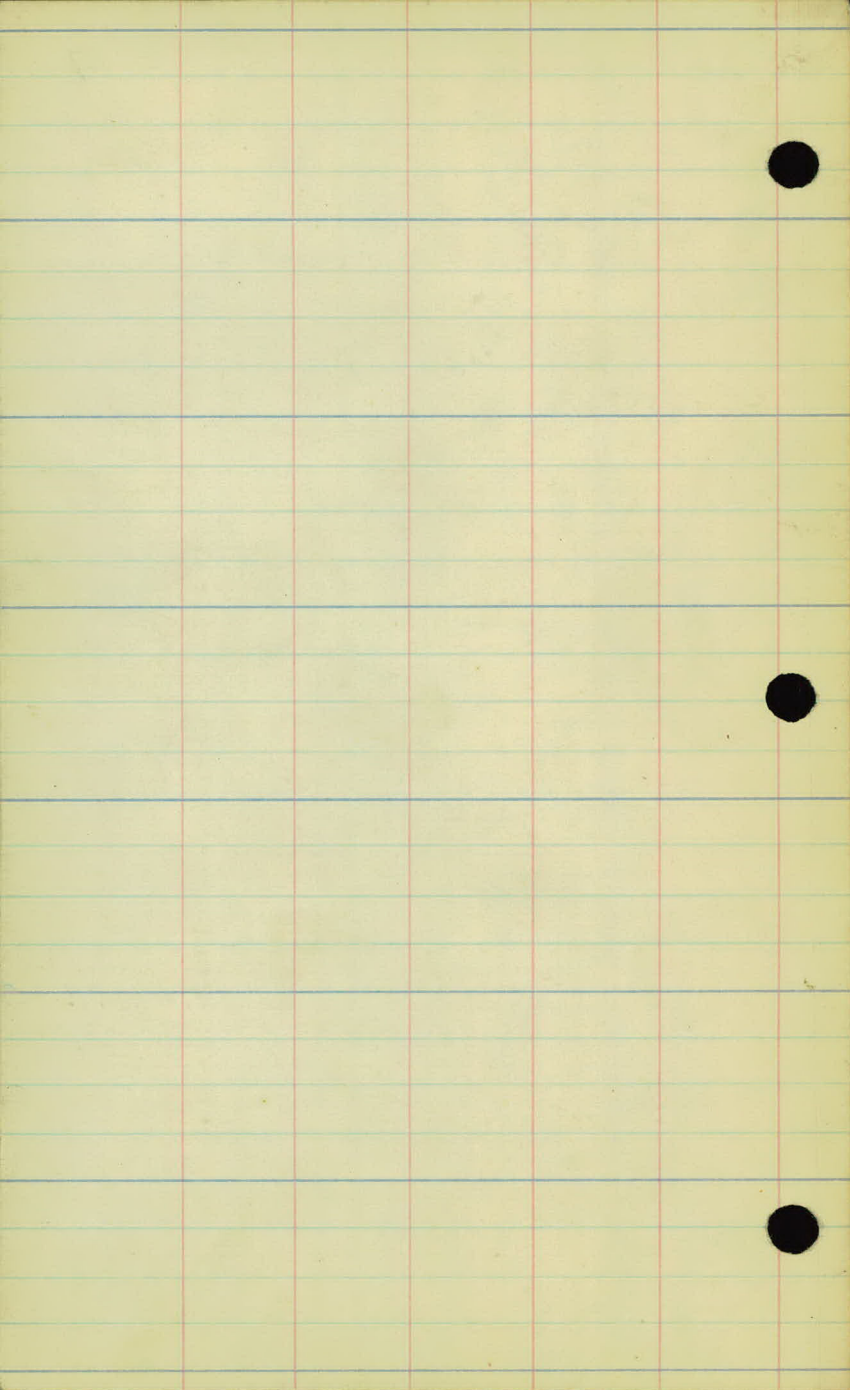
D. 10° L,

T. 81.9' ✓

L. 162.5' ✓

12.3

T.P. o





Paper Revision of
Alignment. —

Sta. 0 Δ L. Δ R. Brqs. -
24+74⁵ RT.

24+33¹ P.I. 40°00'

23+85⁶ P.C.

N64°09'W.

22+75² P.T.

22+20⁶ P.I. 22°10'

21+64² P.C.

N41°59'W.

P.I. 29+33L
 Δ . 40°00'
D. - 45°R.
T. - 47.5'
L. - 88.9'
R. - 130.6'

P.I. 22+20.6
 Δ 22°10'
D - 20' L.
T - 56.4'
L. 110.8'

Sta. Ⓣ Δ L. Δ R. Brqs. -

N 30° 29' E.

26 + 13.4 =
26 + 15.6 P.T.

25 + 76.0 P.I.

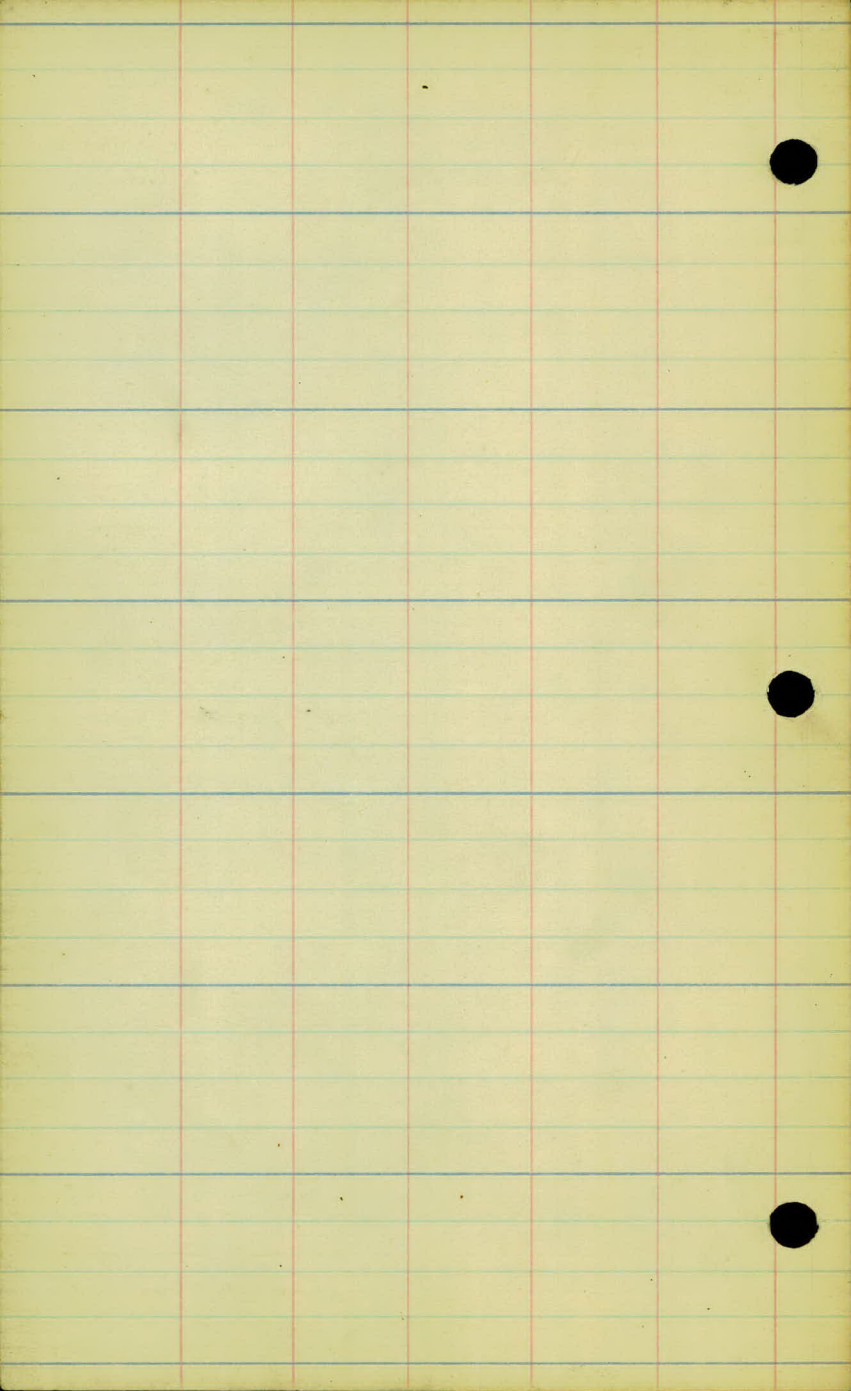
27° 38'

24 + 75.2 P.C.

N. 24° 09' W.

Tie in to original Line
 $26 + 13 \frac{1}{2} = 26 + 15 \frac{1}{2}$

P.I. $25 + 46^{\circ}$
 $\Delta 27^{\circ} 38'$
D. - 20° R.
T. - 70.8.
L - 138.2



"L" Line Topog.
L. \pm

8-9-23¹⁹
R. KAUS.

Shaglund
Franke
Briggs.-

5

16' ϕ
R 30' to Lake

4

+25' 0 16'
12" oak

R 26' to Lake

3

Phalen Park -

+50 0 15'
18" oak

14' ϕ +67

R 27' to Lake

2

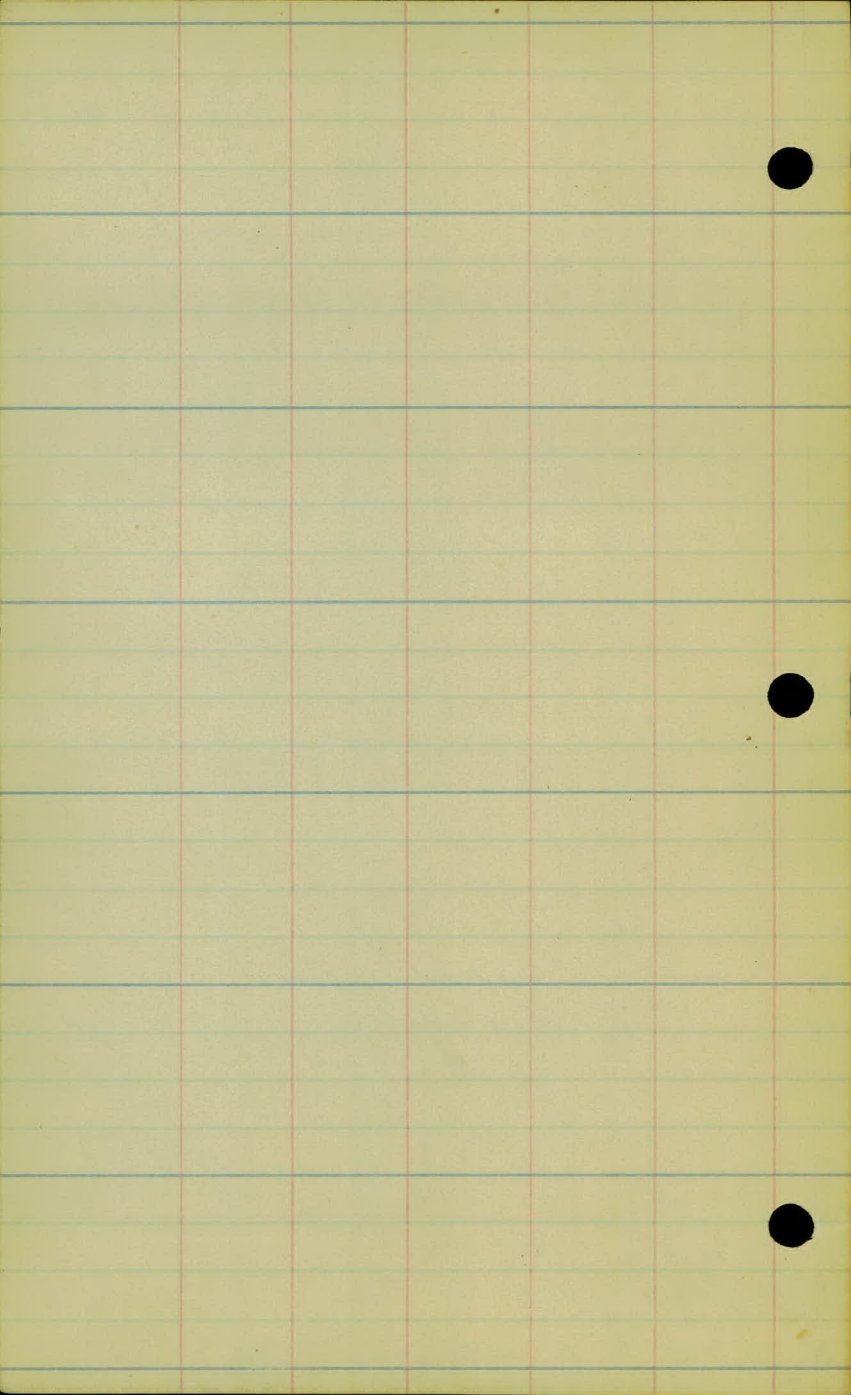
15' ϕ +35
R 30' to Lake

1

+12 14" oak
0 20'
+02 0 37
14" oak
+98 0 18'
18" oak

18' ϕ +04
R -50 to Lake

0



"L" Line

8-9-23

L

±

↗

11

25" ϕ +03
60' to Lake

10

Park

60' to Lake
33" ϕ +90

9

48' to Lake
24" ϕ +84

+75' F.E. - L



8

Phalen

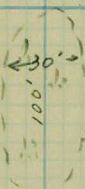
34' to Lake
24" ϕ +55

7

27' to Lake

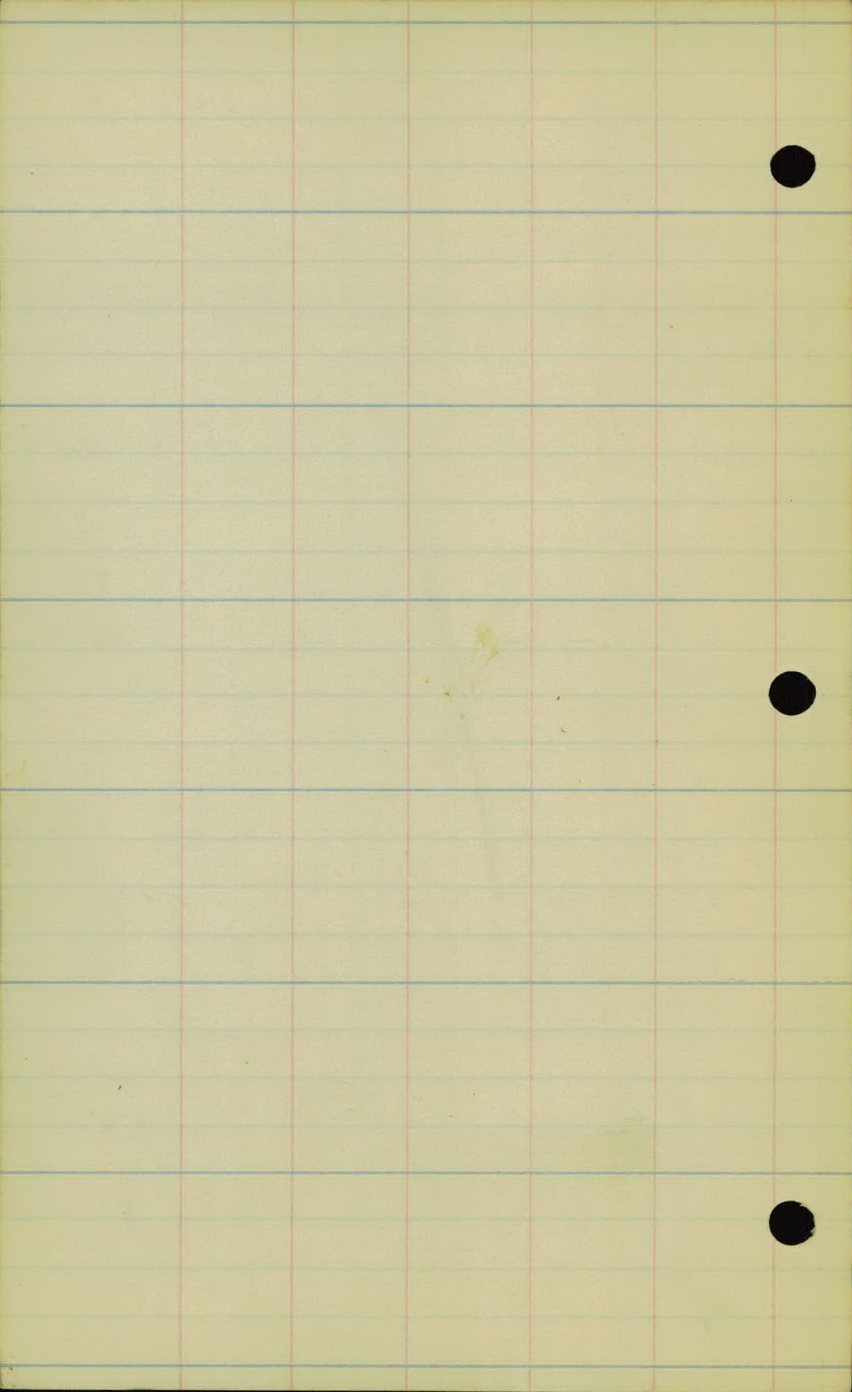
6

+33



24' ϕ Surf. Drain

20" ϕ +24
33' to Lake



"L" Line
L

23' Elm +60'
23' Willow +10'

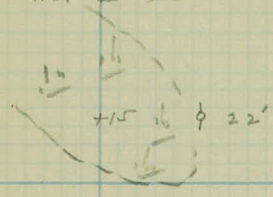
8-9-23

+40 ϕ 14'

16

F.F. L

60' to Lake - 22' to Elms



15

50' to Lake - 24' to Elms

Swamp on L. Drains N. & W.

6" Elms on R. spaced 40'

14

29' ϕ 50' to Lake

28' ϕ +89'
6" Elm

Willow Brush

21' ϕ +43'
Tree

13

52' to Lake

29' ϕ +95'
6" Elm

23' ϕ +53'

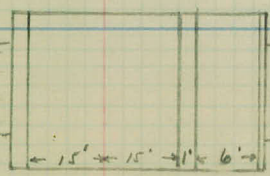
23' ϕ +40'

35' to Creek

46' to Lake

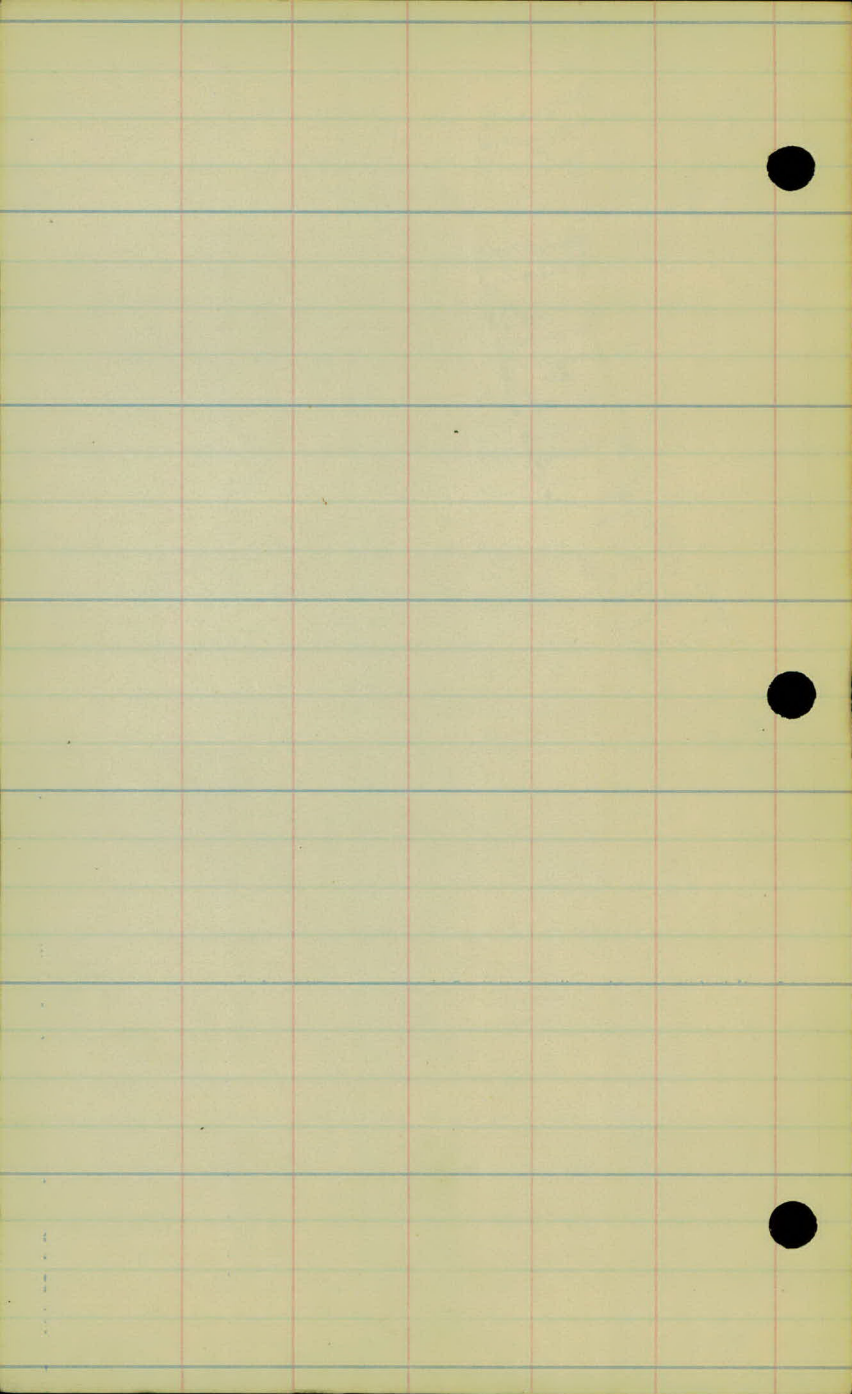
12

+07 End of Bridge



+20 Begin Bridge

11



"L" Line

L

±

↗

22

+87

Inp. - 12" X 74' Vih. Pipe with headwall

+45
Willows
○ 7'

22

39' to Lake 23' to Elms

+50

φ 5'

21

37 to Lake 20' to Elms

+20

φ 10'

20

38' to Lake 21' to Elms

+95 - 16' L to Willow

+15 - 2 Willows on L. Remove

19

φ 12

45' to Lake - 22' to Elms.

+40
8" - 17" →
Double Oak
+10
6" oak
0" - 18" →

18

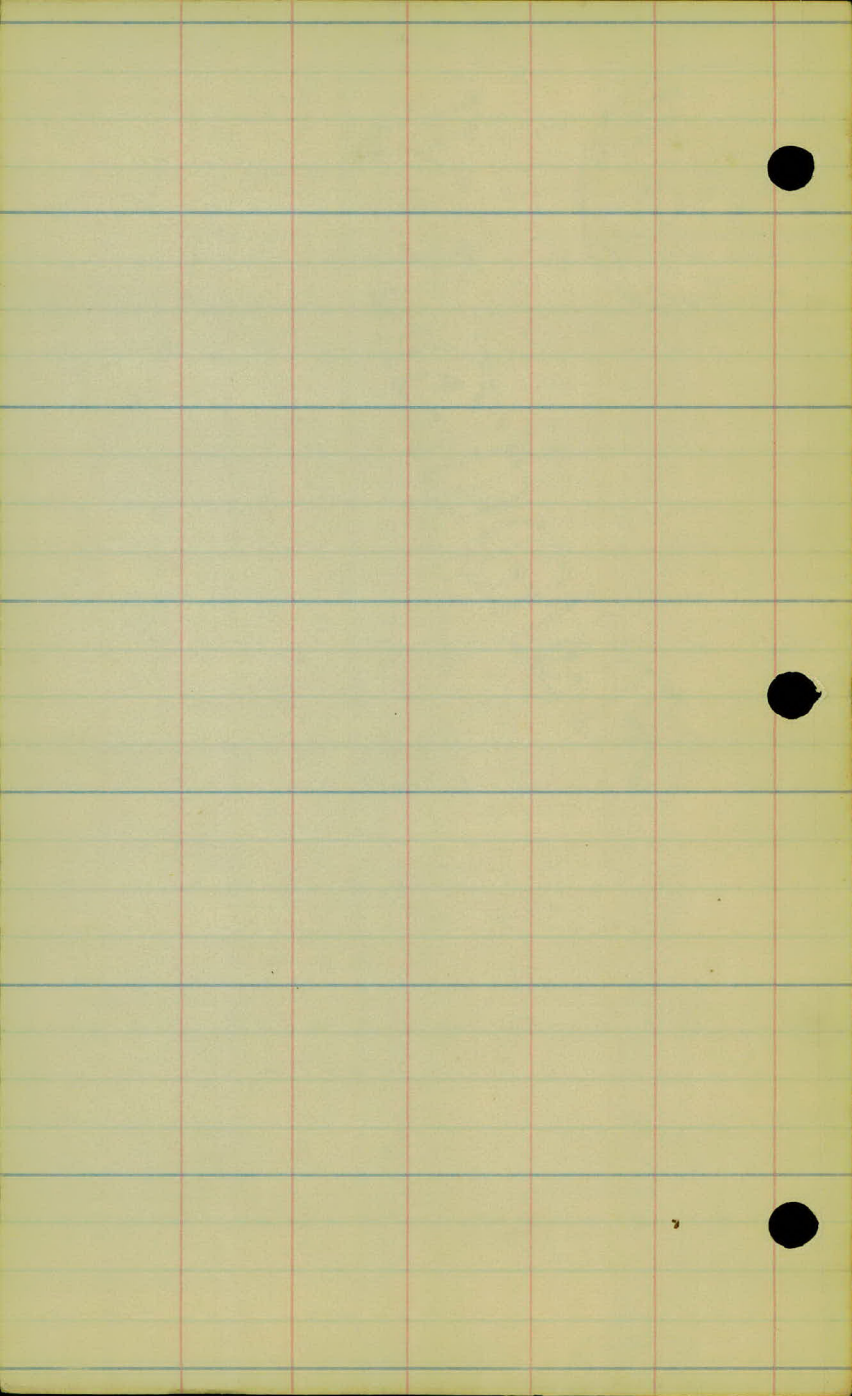
46' to Lake - 20' to Elms

+70

φ 18'

17

57' to Lake - 22' to Elms



"L" Line - L

±

R. 23
8-9-23

28

+12 Road East
+10

φ 18'

38' to Lake

20' o Elm +85'

27

18' o Elm 38' to Lake

+87 φ 12'

26

Scattered Trees -

40' to Lake

22' o Elm +70

+55 φ 8'

+26 Road N.

25

50' to Lake

+24 φ 11'

24

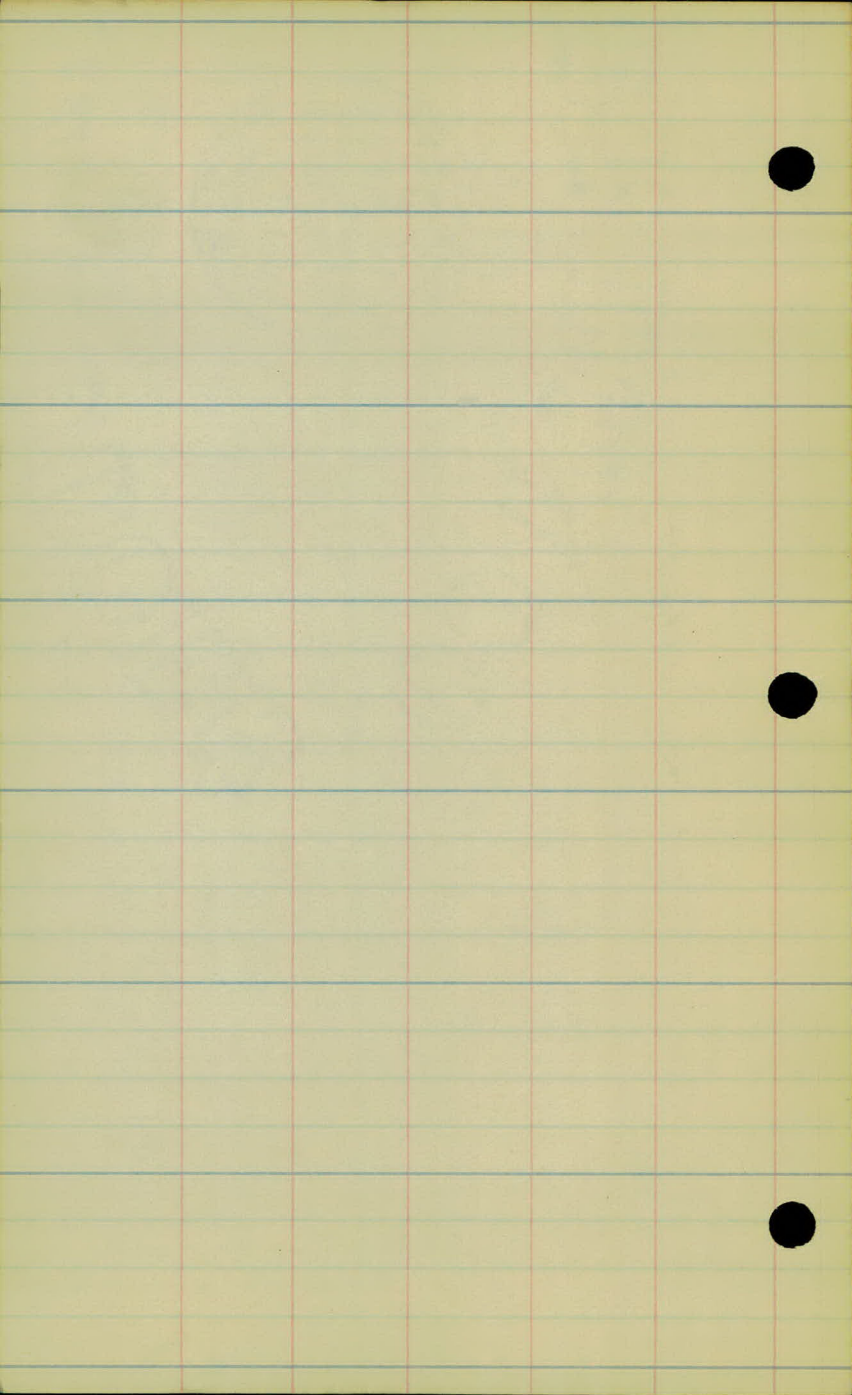
46' to Lake

18' o Elm +70

+30 FE. L

23

40' to Lake - 20' to Elms



L +75 ϕ 23' E 30' Guy +75 R 24
8-9-23

34

52' to Lake

+150 ϕ 24' 32' - 0 +45
Guy Pole

33

42' to Lake

32

+16 ϕ 30'

40' to Lake

31

44' to Lake

+85 ϕ 27'

Canoe
Dock

From Sta. 30, - Trees &
Brush between 20' from
E & Lake

30

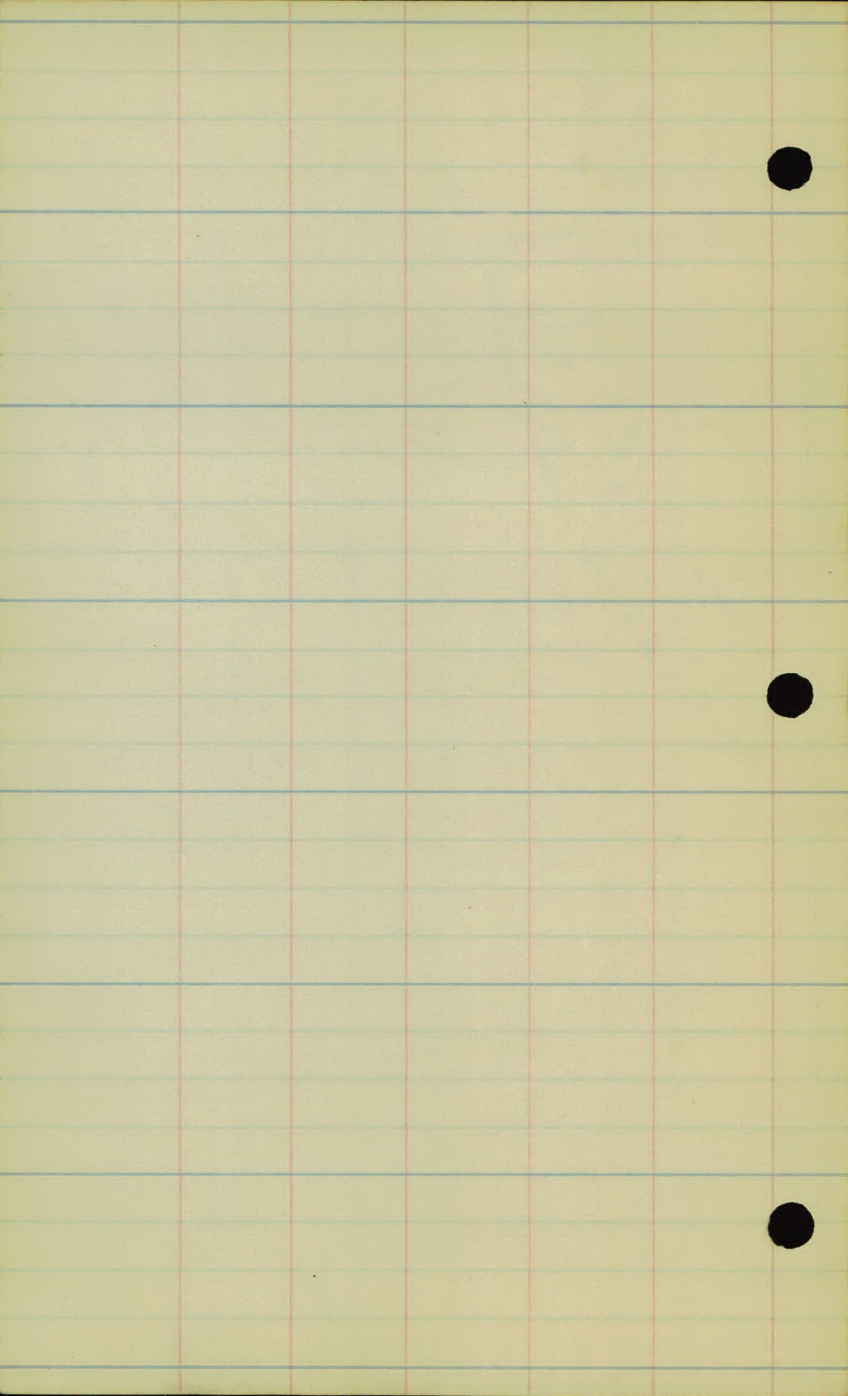
53' to Lake

Field

+58 ϕ 24'

29

20' Elm +10
48' to Lake



23' to End G.R. +95 25

8-9-23

40 +05' ϕ 44'

22' to G.R. - 70' to Lake

39

26' to G.R.

+75' ϕ 35'

38

27' to G.R. - 65' to Lake

+75' ϕ 21'
+25' F.E. - L.

37'

18' to Guard Rail -



36

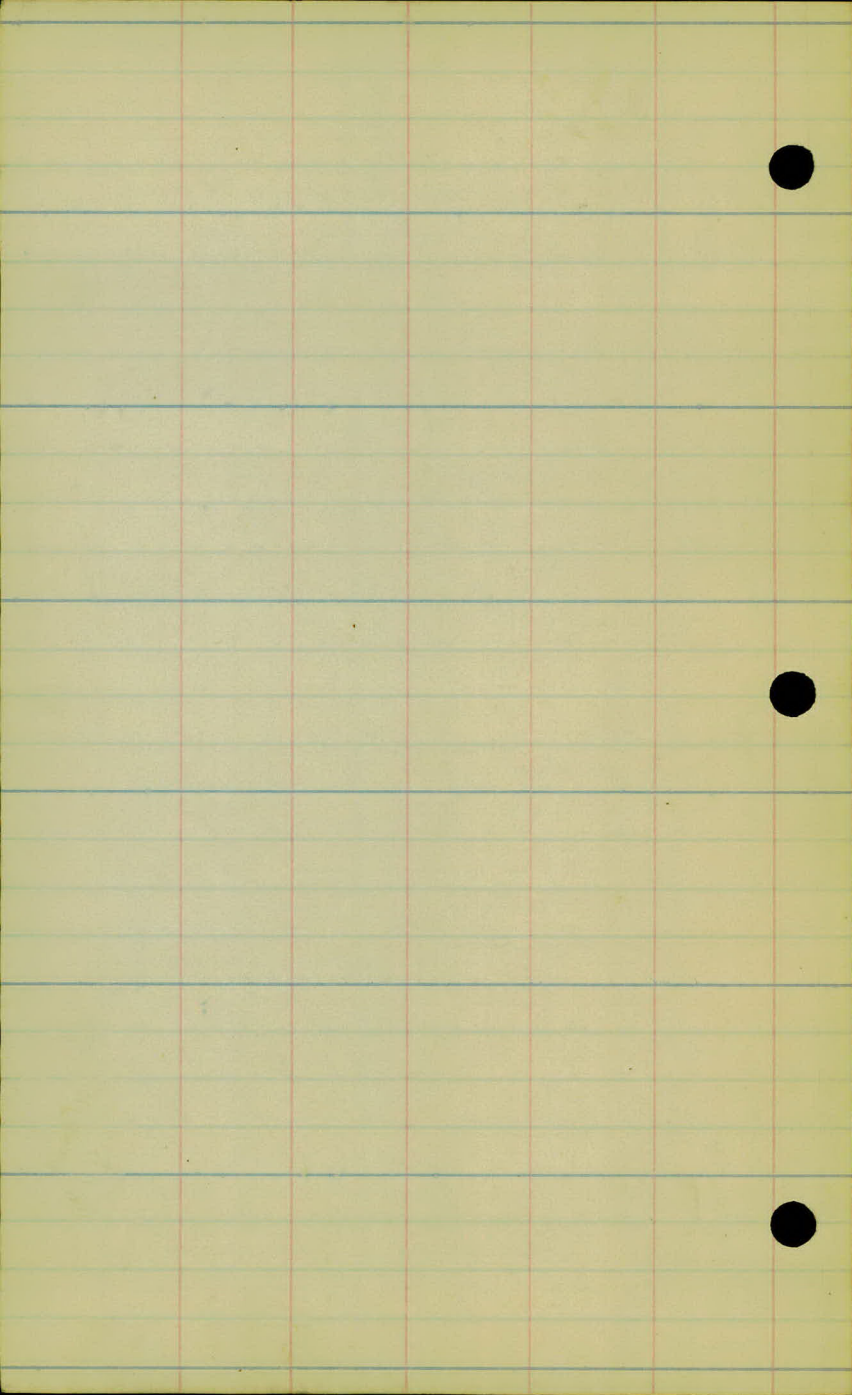
+15' ϕ 13'

40' to Lake
20' to Guard Rail
+85'

Meadow

+40 Inp. 15" X 52' C.M. Extend on L. if needed.

35



"L" Line Topog.

26

8-9-23

L

E

R.

W.D.V.C.
Skoglund
Franke
Briggs.-

o



41' Guy Pole 750

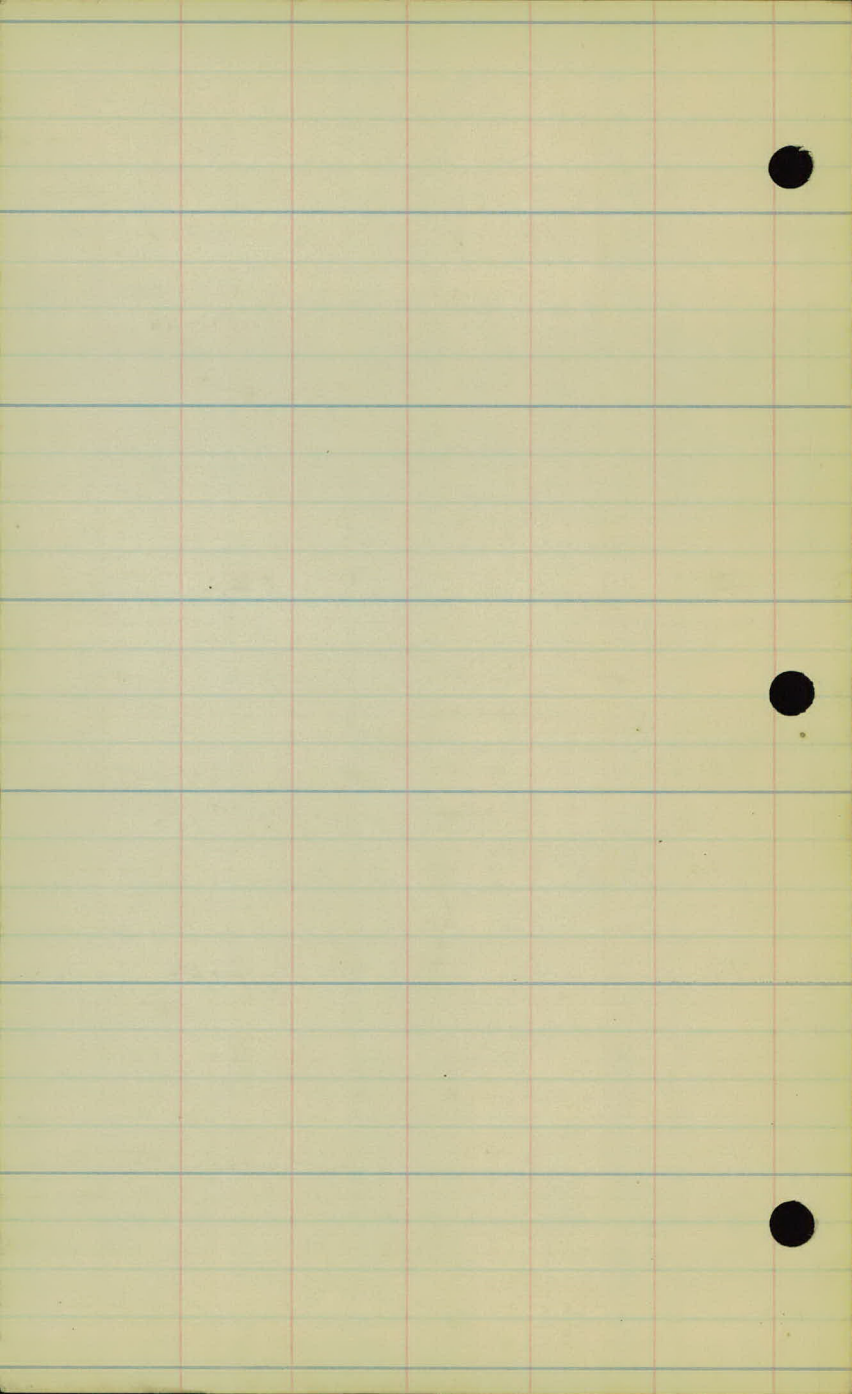
+39 Cross City limits - Road East on Line

42

113' to Lake

41

75' to Lake



K.P. Line

28

8-8-23

L

A

R

19

16' ϕ

+48

18 35' to Creek bank

17

13' ϕ

+05

16

40' to Creek bank

13' ϕ

+68

15

14

15' ϕ

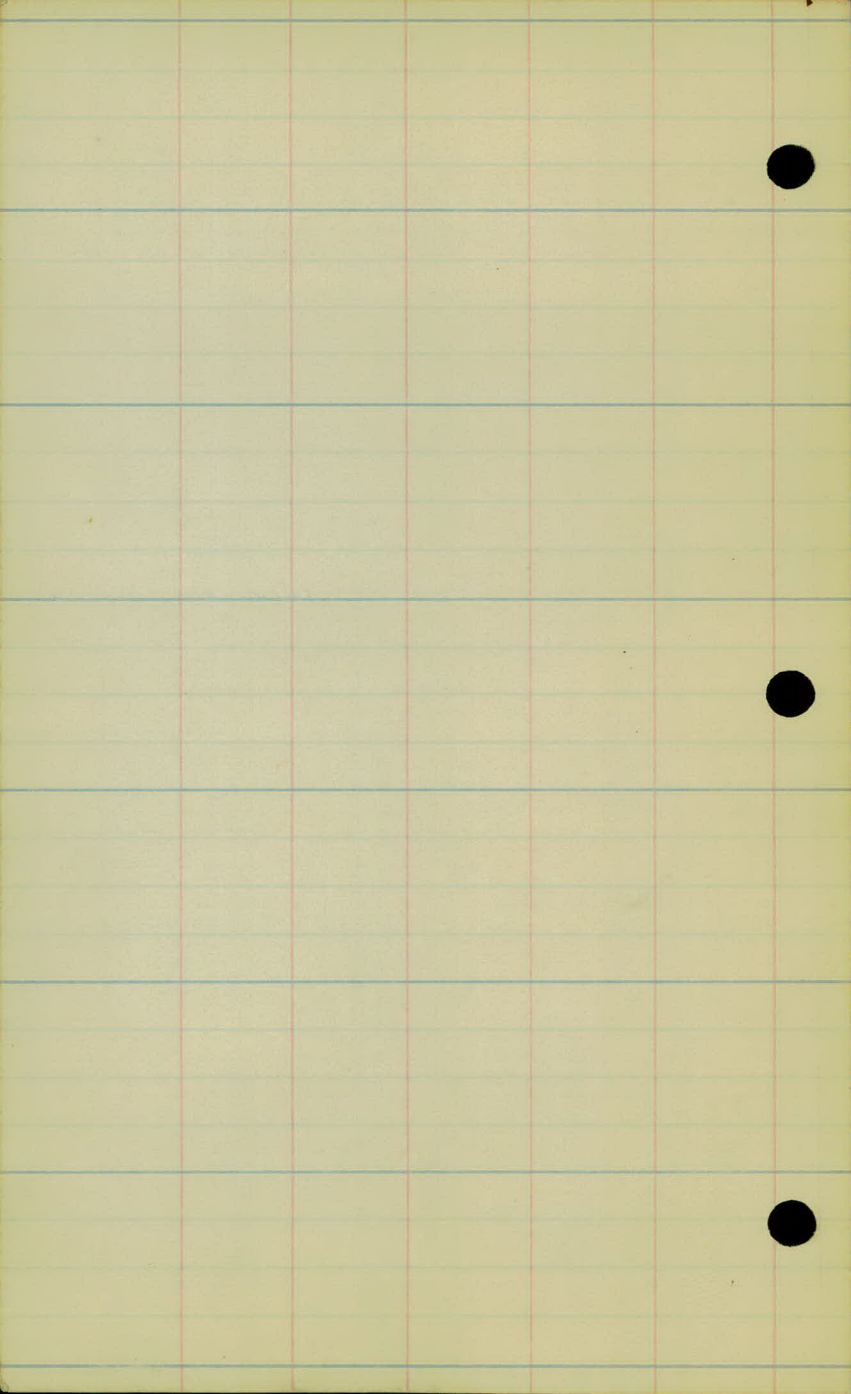
+23

1.50' to Creek bank

Small brush between shoulder & Creek

Small brush along shoulder

Marsh -



"KP" Line

8-8-23 29

⊥

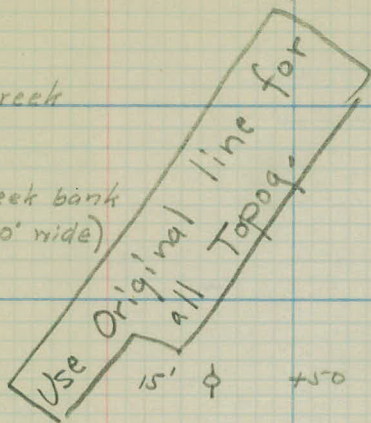
⊥

↑

24 17' to creek

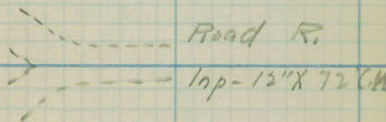
+50 - 10' to Creek bank
(Creek is 40' wide)

23

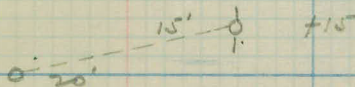


Creek

22 33' to Creek



21



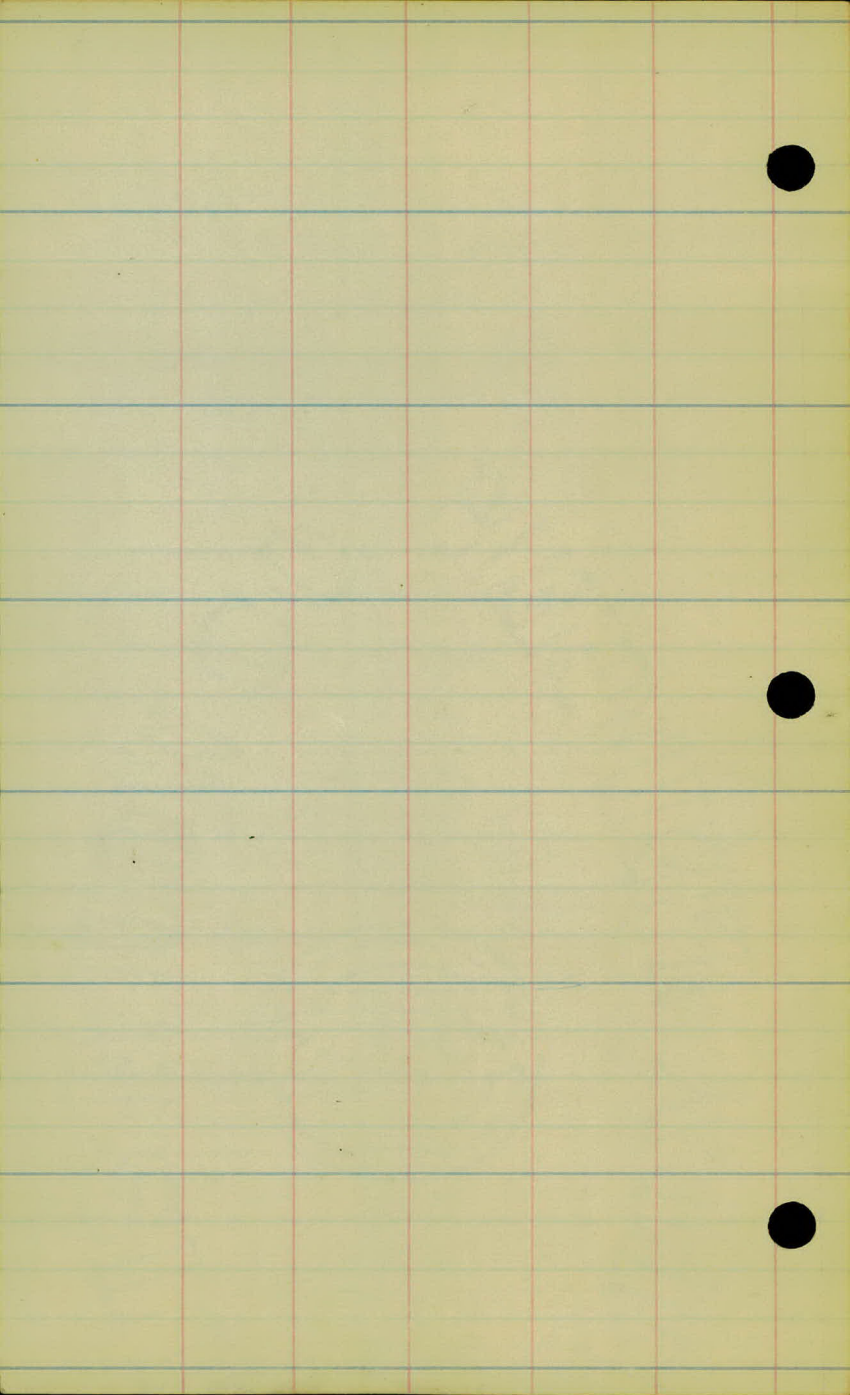
20 35' to Creek bank

5' ♂ +85

19

Willow Brush between road

— Marsh —
Small brush along
Shoulder.



L "KP"

±

#

8-8-23¹⁰⁰

29 42' to Road

+32 φ 20'

28+18 - Inp. - 12" X 28'
C.M. Good

28 30' to Road

27 25' to Creek
(Creek 30' wide)

15' φ +95

26 15' to Creek

Scattered timber

Use Original
Line for Topog.

32' φ +55

- Timber & Pasture -

25 12' to Creek

+90 φ 11'

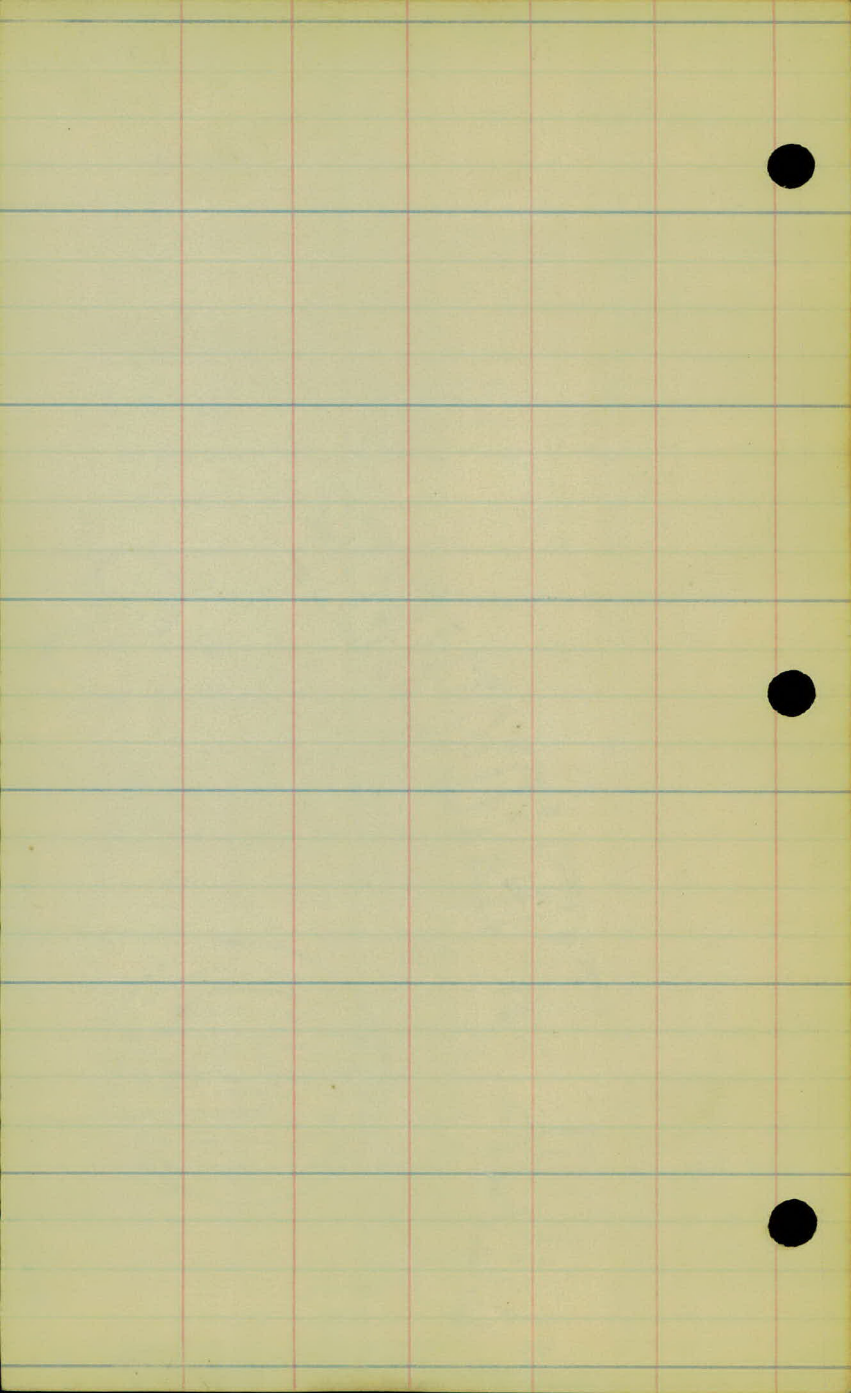
24+80 - Inp. - 12" X 33'
C.M. - Good -

+73.8

+53.8

Underpass
See attachment

24



"KP" Line.-

8-8-23

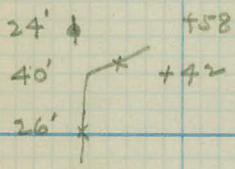


(265' L. to E. of Greek) (240' L. to road under bridge) 32+91 E. of Pavement

32+79 - Edge of Pavement - M.T.H.#1

32+70 on E. & W. Pole line - 34' R. to T.P.

32



+77

31



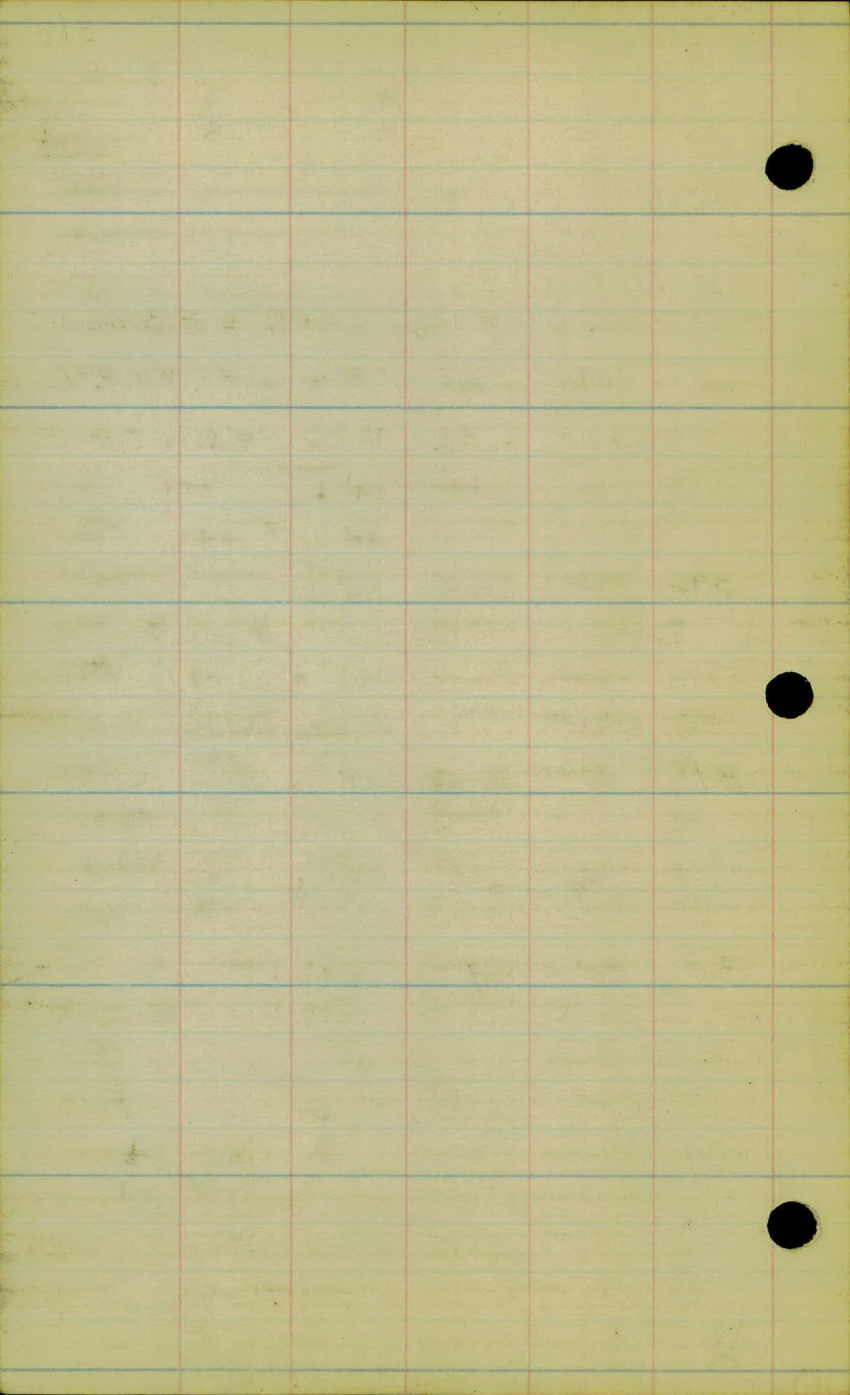
+54 0-12' --- 18' - φ

30

50' to road



29



Sta.	B.S.	H.I.	F.S.	I.R.	E.I.
B.M.-	3.45	179.14			175.69
0				3.7	175.4
50' S.E.				3.7	175.4
100' "				3.8	175.3
150' "				4.1	175.0
0+53				5.6	173.5
1				7.3	171.8
+50				9.0	170.1
----- "A-A" -----					
-50				3.3	175.8
0				4.1	175.0
+50				4.0	175.1
+75				4.4	174.7
1				5.5	173.6
W. Cor. of Island				4.5	174.6
N.E. " "				6.5	172.6
S.E. " "				5.8	173.3
1+25				6.9	172.2
	2.70	173.65	8.19		170.95
----- "L" -----					
2				4.1	169.6
				8.8	164.9
				8.2	165.5
2+50				4.7	169.0
3				5.0	168.7
+50				5.0	168.7

L.

#

R.

33

8-9-23

on Sp. in Light Pole - 75' L. of 0+50'

Carbon L. $\frac{41}{}$

Curb on

" " S. $\frac{38}{}$ " " N. $\frac{39}{}$ " " $\frac{41}{}$ " " $\frac{42}{}$ " " $\frac{44}{}$ " " $\frac{44}{}$

$\frac{46}{-0.9}$	$\frac{44}{-1.2}$	$\frac{37}{+1.3}$	$\frac{25}{+1.4}$	$\frac{12}{+0.9}$	$\frac{11}{-0.8}$	$\frac{14}{-1.4}$	$\frac{16}{-0.9}$	$\frac{21}{-1.7}$	$\frac{33}{-3.0}$
$\frac{35}{+1.5}$	$\frac{27}{+1.3}$	$\frac{17}{+0.8}$	$\frac{15}{+0.3}$	$\frac{12}{+0.3}$	$\frac{11}{-0.2}$	$\frac{15}{-1.4}$	$\frac{19}{-1.1}$	$\frac{26}{-2.1}$	$\frac{38}{-3.7}$
$\frac{53}{+1.3}$	$\frac{48}{+1.7}$	$\frac{35}{+1.5}$	$\frac{22}{+1.1}$	$\frac{12}{+0.6}$	$\frac{14}{-0.3}$	$\frac{16}{-0.8}$	$\frac{22}{-0.7}$	$\frac{26}{-0.9}$	$\frac{30}{-2.2}$

Curb S. $\frac{10}{7.2}$ ($\frac{1}{2}$ on Pavement) Curb N. $\frac{30}{}$

$\frac{117}{}$	"	"	$\frac{46}{}$	
			$\frac{26}{+0.9}$	$\frac{18}{-1.5}$
			$\frac{10}{-0.6}$	
			$\frac{30}{+1.4}$	$\frac{24}{-1.2}$
			$\frac{19}{-0.8}$	$\frac{13}{-0.5}$

end " " $\frac{41}{}$ Curb on So. $\frac{46}{}$

$\frac{31}{+1.5}$	$\frac{26}{-0.8}$	$\frac{22}{-0.4}$	$\frac{15}{-0.1}$
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$\frac{5}{2.0}$	$\frac{19}{+0.3}$	$\frac{33}{+0.8}$
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$\frac{27}{+1.9}$	$\frac{20}{-0.3}$	$\frac{13}{-0.1}$
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$\frac{13}{-0.7}$	$\frac{20}{-0.8}$	$\frac{25}{-3.1}$	$\frac{32}{-4.2}$
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Present Water elev. -

8-9-23

Normal " "

$\frac{26}{+2.5}$	$\frac{14}{-0.2}$	$\frac{12}{0.0}$
$\frac{24}{+1.8}$	$\frac{18}{-0.4}$	$\frac{1}{0.0}$
$\frac{21}{+1.0}$	$\frac{18}{-0.4}$	$\frac{9}{+0.3}$

$\frac{14}{-0.5}$	$\frac{20}{-0.8}$	$\frac{26}{-3.1}$	$\frac{25}{-4.1}$
$\frac{11}{-0.4}$	$\frac{20}{-0.2}$	$\frac{25}{-3.0}$	$\frac{33}{-3.8}$
$\frac{9}{-0.2}$	$\frac{19}{-0.1}$	$\frac{25}{-3.1}$	$\frac{31}{-3.8}$

Sta.	B.S.	H.I.	F.S.	R.R.	E.I.
		173.65			
4				4.7	169.0
5				4.6	169.1
6				4.4	169.3
+50				4.3	169.4
7				4.3	169.4
	6.69	176.04	4.30		169.35
+50				6.9	169.1
8				6.5	169.5
9				5.4	170.6
+63				4.2	171.8
10				3.1	172.9
B.M.-	8.80	182.01	2.83		173.21
10 + 50				7.0	175.0

L

≠

R.

34

8-9-23

$$\frac{23}{+3.3} \quad \frac{21}{+0.1} \quad \frac{18}{-0.6} \quad \frac{15}{-0.3} \quad \frac{10}{0.0} \quad \frac{9}{-0.5} \quad \frac{14}{-0.5} \quad \frac{18}{-0.6} \quad \frac{23}{-2.8} \quad \frac{27}{-3.6}$$

$$\frac{24}{-2.2} \quad \frac{19}{-0.3} \quad \frac{14}{-0.6} \quad \frac{8}{-0.2} \quad \frac{11}{-0.5} \quad \frac{15}{-0.4} \quad \frac{21}{-0.9} \quad \frac{29}{-3.5} \quad \frac{36}{-4.2}$$

$$\frac{23}{+0.6} \quad \frac{21}{-0.5} \quad \frac{17}{-0.9} \quad \frac{13}{-0.5} \quad \frac{8}{-0.3} \quad \frac{8}{-0.3} \quad \frac{12}{-0.5} \quad \frac{20}{-0.7} \quad \frac{24}{-1.0} \quad \frac{30}{-3.9} \quad \frac{36}{-4.5}$$

Slough
-3.5

$$\frac{26}{+0.4} \quad \frac{24}{-0.7} \quad \frac{20}{-1.0} \quad \frac{16}{-0.7} \quad \frac{10}{-0.3} \quad \frac{9}{-0.5} \quad \frac{16}{-0.6} \quad \frac{22}{-0.8} \quad \frac{29}{-3.9} \quad \frac{32}{-4.5}$$

$$\frac{27}{+1.1} \quad \frac{25}{-0.1} \quad \frac{22}{-1.0} \quad \frac{20}{-0.6} \quad \frac{8}{-0.3} \quad \frac{8}{-0.4} \quad \frac{15}{-0.6} \quad \frac{20}{-1.1} \quad \frac{25}{-4.0} \quad \frac{29}{-4.5}$$

$$\frac{24}{+1.9} \quad \frac{20}{+0.3} \quad \frac{18}{-0.7} \quad \frac{13}{-0.6} \quad \frac{8}{-0.2} \quad \frac{9}{+0.3} \quad \frac{13}{-0.1} \quad \frac{17}{-0.2} \quad \frac{22}{+0.1} \quad \frac{29}{-4.0} \quad \frac{34}{-4.3}$$

$$\frac{23}{+2.2} \quad \frac{20}{+0.2} \quad \frac{17}{-0.5} \quad \frac{11}{-0.5} \quad \frac{8}{-0.3} \quad \frac{10}{+0.2} \quad \frac{11}{0.0} \quad \frac{18}{-0.2} \quad \frac{19}{-0.1} \quad \frac{27}{-4.3} \quad \frac{30}{-1.2} \quad \frac{35}{-4.2}$$

$$\frac{32}{-3.4} \quad \frac{25}{-2.0} \quad \frac{22}{-0.8} \quad \frac{11}{-0.5} \quad \frac{12}{+0.1} \quad \frac{28}{0.0} \quad \frac{38}{-0.9} \quad \frac{43}{-5.6}$$

$$\frac{32}{-2.8} \quad \frac{25}{-0.8} \quad \frac{6}{-0.2} \quad \frac{25}{-0.3} \quad \frac{46}{-1.6} \quad \text{Top of bank}$$

$$\frac{30}{-1.9} \quad \frac{21}{-0.6} \quad \frac{8}{-0.3} \quad \frac{18}{-0.2} \quad \frac{30}{-0.2} \quad \frac{37}{-1.7}$$

Sp. in Light Pole 32' R. of 9+95-

$$\frac{30}{-1.8} \quad \frac{23}{-1.0} \quad \frac{7}{-0.5} \quad \frac{15}{-0.2} \quad \frac{20}{+0.1} \quad \frac{29}{-0.2} \quad \frac{33}{-0.7}$$

Sta.	B.S.	H.I.	F.S.	R.R.	E.I.
		182.01			
11+00				4.9	177.1
+ 20				3.8	178.2
+ 43				0.8	181.2
+ 82				0.8	181.2
12+07				4.0	178.0
+ 50				7.0	175.0
13				10.1	171.9
B.M.	3.37	174.65	10.73		171.28
13+50				3.5	171.2
14				3.9	170.8
+ 50				4.0	170.7
15				4.3	170.4

L

E

R.

35

8-9-23

$\frac{21}{-0.2}$	$\frac{13}{-0.2}$	$\frac{9}{-0.2}$	$\frac{13}{-0.1}$	$\frac{18}{-0.1}$	$\frac{24}{-0.4}$	$\frac{28}{-0.3}$
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begin. of bridge

$\frac{19}{-1.4}$	$\frac{15}{-0.4}$	$\frac{14}{0.0}$	$\frac{23}{-0.2}$
	$\frac{15}{0.0}$	$\frac{15}{+0.1}$	

Water 164.9 (16.3 below Bridge floor)

Bottom of Creek 157.2 (29 below bridge)

$\frac{15}{+0.1}$	$\frac{15}{+0.1}$
-------------------	-------------------

end of bridge

$\frac{17}{-1.2}$	$\frac{15}{+0.1}$	$\frac{15}{+0.2}$	$\frac{22}{0.0}$	$\frac{24}{-1.0}$
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$\frac{27}{-0.6}$	$\frac{14}{-0.2}$	$\frac{9}{-0.4}$	$\frac{14}{-0.6}$	$\frac{24}{-0.8}$	$\frac{29}{-1.4}$
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$\frac{32}{-1.1}$	$\frac{22}{-0.6}$	$\frac{17}{-0.3}$	$\frac{17}{-0.5}$	$\frac{28}{-0.6}$
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on Sp. in 6" E/m 29' R. of 13+45

$\frac{36}{-0.3}$	$\frac{25}{-0.3}$	$\frac{16}{-0.5}$	$\frac{24}{-0.8}$	$\frac{30}{-0.9}$
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$\frac{40}{-0.8}$	$\frac{21}{-0.3}$	$\frac{18}{-0.5}$	$\frac{30}{-0.5}$	$\frac{36}{-1.5}$
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$\frac{35}{-0.8}$	$\frac{28}{-0.8}$	$\frac{10}{-0.2}$	$\frac{13}{-0.3}$	$\frac{25}{-0.5}$	$\frac{33}{-1.6}$
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$\frac{33}{-0.6}$	$\frac{21}{-0.5}$	$\frac{11}{0.0}$	$\frac{9}{-0.3}$	$\frac{17}{-0.3}$	$\frac{27}{-0.8}$
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Sta.	B.S.	I.I.	F.S.	P.R.	EI.
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174.65

15+50				4.6	170.1
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16				4.8	169.9
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+50				5.0	169.7
-----	--	--	--	-----	-------

17				4.9	169.8
----	--	--	--	-----	-------

18				5.1	169.6
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+50				5.3	169.4
-----	--	--	--	-----	-------

5.18	174.56	5.27			169.38
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19				5.1	169.5
----	--	--	--	-----	-------

+50				5.3	169.3
-----	--	--	--	-----	-------

20				5.3	169.3
----	--	--	--	-----	-------

21				5.2	169.4
----	--	--	--	-----	-------

+50				5.0	169.6
-----	--	--	--	-----	-------

L.

E

R.

36

8-9-23

$$\frac{30}{-1.0} \quad \frac{19}{-0.2} \quad \frac{15}{-0.5} \quad \frac{9}{-0.3} \quad \frac{12}{-0.4} \quad \frac{22}{-0.6} \quad \frac{27}{-1.1} \quad \frac{33}{-2.2}$$

$$\frac{33}{-1.4} \quad \frac{18}{-0.4} \quad \frac{14}{-0.7} \quad \frac{10}{-0.5} \quad \frac{13}{-0.5} \quad \frac{18}{-0.1} \quad \frac{31}{-0.9}$$

$$\frac{28}{-0.6} \quad \frac{15}{+0.1} \quad \frac{12}{-0.4} \quad \frac{9}{-0.1} \quad \frac{14}{-0.2} \quad \frac{24}{-0.3} \quad \frac{30}{-0.7}$$

$$\frac{28}{-0.4} \quad \frac{15}{+0.4} \quad \frac{10}{-0.3} \quad \frac{16}{-0.1} \quad \frac{22}{-0.1} \quad \frac{28}{-0.7}$$

$$\frac{33}{+0.8} \quad \frac{25}{+0.4} \quad \frac{18}{-0.5} \quad \frac{11}{-0.3} \quad \frac{12}{-0.2} \quad \frac{20}{-0.3} \quad \frac{27}{-0.8}$$

$$\frac{26}{-0.8} \quad \frac{14}{-0.5} \quad \frac{8}{-0.3} \quad \frac{13}{-0.4} \quad \frac{16}{-0.1} \quad \frac{24}{-0.4}$$

$$\frac{27}{-1.3} \quad \frac{16}{-0.9} \quad \frac{9}{-0.5} \quad \frac{14}{-0.4} \quad \frac{21}{-0.4} \quad \frac{25}{-1.2}$$

$$\frac{27}{-1.2} \quad \frac{18}{-1.1} \quad \frac{9}{-0.3} \quad \frac{15}{-0.2} \quad \frac{21}{-0.3} \quad \frac{26}{-0.5}$$

$$\frac{25}{-1.4} \quad \frac{16}{-1.1} \quad \frac{9}{-0.4} \quad \frac{13}{-0.3} \quad \frac{22}{-0.2} \quad \frac{29}{-0.3}$$

$$\frac{30}{+2.6} \quad \frac{25}{+0.4} \quad \frac{17}{-0.4} \quad \frac{8}{-0.3} \quad \frac{8}{+0.2} \quad \frac{14}{0.0} \quad \frac{22}{+0.2} \quad \frac{27}{+0.6} \quad \frac{34}{-3.5}$$

$$\left. \begin{array}{l} 42 \text{ Lake} \\ -3.6 \end{array} \right\}$$

$$\frac{28}{+2.2} \quad \frac{25}{+4.7} \quad \frac{20}{+1.0} \quad \frac{12}{-0.3} \quad \frac{8}{+0.3} \quad \frac{10}{+0.3} \quad \frac{17}{+0.2} \quad \frac{25}{+0.6} \quad \frac{29}{+0.9}$$

L.

E

R.

37

8.9-23

$\frac{29}{+5.0}$	$\frac{24}{+4.3}$	$\frac{20}{+1.4}$	$\frac{14}{0.0}$	$\frac{6}{-0.1}$	$\frac{10}{+0.2}$	$\frac{20}{0.0}$	$\frac{26}{+0.1}$	$\frac{29}{+0.3}$
		6.7/	Inlet -		Outlet -		8.6/	
		$\frac{31}{-1.0}$	$\frac{25}{-1.2}$	$\frac{7}{-0.2}$	$\frac{10}{+0.1}$	$\frac{18}{+0.1}$	$\frac{26}{0.0}$	$\frac{36}{-4.1}$

$\frac{30}{+4.4}$	$\frac{24}{+3.7}$	$\frac{21}{+1.9}$	$\frac{16}{-0.1}$	$\frac{10}{-0.2}$	$\frac{7}{-0.1}$	$\frac{10}{0.0}$	$\frac{15}{-0.2}$	$\frac{17}{+0.1}$	$\frac{27}{+0.3}$	$\frac{34}{+0.6}$
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on Sp. in 6" Elm. 19' R. of 24+12

$\frac{30}{+1.4}$	$\frac{19}{+0.6}$	$\frac{8}{+0.2}$	$\frac{10}{+0.1}$	$\frac{18}{0.0}$	$\frac{24}{+0.6}$	$\frac{34}{+0.9}$
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$\frac{27}{+5.7}$	$\frac{18}{+2.3}$	$\frac{12}{-0.4}$	$\frac{6}{0.0}$	$\frac{10}{0.0}$	$\frac{16}{-0.1}$	$\frac{23}{+1.2}$	$\frac{32}{+1.2}$
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$\frac{30}{+1.4}$	$\frac{25}{-1.5}$	$\frac{19}{-1.4}$	$\frac{14}{-0.5}$	$\frac{10}{-0.4}$	$\frac{8}{-0.1}$	$\frac{14}{-0.1}$	$\frac{17}{-0.3}$	$\frac{26}{+1.2}$
-------------------	-------------------	-------------------	-------------------	-------------------	------------------	-------------------	-------------------	-------------------

$\frac{32}{-0.4}$	$\frac{21}{-0.4}$	$\frac{10}{-0.3}$	$\frac{10}{0.0}$	$\frac{16}{-0.1}$	$\frac{22}{+0.4}$	$\frac{29}{+0.5}$
-------------------	-------------------	-------------------	------------------	-------------------	-------------------	-------------------

$\frac{32}{+3.2}$	$\frac{22}{+1.9}$	$\frac{10}{+0.5}$	$\frac{8}{+0.1}$	$\frac{5}{-0.1}$	$\frac{11}{+0.1}$	$\frac{17}{-0.2}$	$\frac{20}{+0.2}$	$\frac{33}{0.0}$
-------------------	-------------------	-------------------	------------------	------------------	-------------------	-------------------	-------------------	------------------

$\frac{30}{0.0}$	$\frac{21}{-0.1}$	$\frac{9}{-0.3}$	$\frac{10}{-0.3}$	$\frac{14}{-0.5}$	$\frac{31}{-2.9}$
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$\frac{26}{+2.1}$	$\frac{23}{+0.2}$	$\frac{18}{0.0}$	$\frac{12}{-0.1}$	$\frac{10}{-0.3}$	$\frac{22}{+0.4}$	$\frac{27}{0.0}$
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Sta.	B.S.	H.I.	F.S.	R.R.	E.I.
		180.97			
31				7.2	173.8
32				7.7	173.3
+50				7.7	173.3
33				7.8	173.2
+50				7.6	173.4
34				7.5	173.5
35				6.7	174.3
B.M.	8.03	182.04 ✓	6.96		174.01 ✓
		Calc. of 35+40			
36				5.8	176.2
+50				4.3	177.7
37				2.6	179.4
		9.64 ✓	1.32		180.72 ✓

L.

E

R.

38

8-9-23

$$\begin{array}{r} 29 \\ +3.2 \end{array} \quad \begin{array}{r} 23 \\ -0.4 \end{array} \quad \begin{array}{r} 21 \\ 0.0 \end{array} \quad \begin{array}{r} 15 \\ 0.0 \end{array} \quad \begin{array}{r} 6 \\ -0.2 \end{array} \quad \begin{array}{r} 12 \\ -0.4 \end{array} \quad \begin{array}{r} 17 \\ +0.2 \end{array} \quad \begin{array}{r} 20 \\ -0.1 \end{array} \quad \begin{array}{r} 27 \\ -2.7 \end{array}$$

$$\begin{array}{r} 36 \\ +0.1 \end{array} \quad \begin{array}{r} 27 \\ -0.7 \end{array} \quad \begin{array}{r} 24 \\ -0.1 \end{array} \quad \begin{array}{r} 20 \\ -0.1 \end{array} \quad \begin{array}{r} 12 \\ -0.3 \end{array} \quad \begin{array}{r} 17 \\ -0.4 \end{array} \quad \begin{array}{r} 20 \\ -0.8 \end{array} \quad \begin{array}{r} 24 \\ -1.0 \end{array}$$

$$\begin{array}{r} 36 \\ -1.1 \end{array} \quad \begin{array}{r} 27 \\ -1.4 \end{array} \quad \begin{array}{r} 23 \\ -0.6 \end{array} \quad \begin{array}{r} 15 \\ -0.5 \end{array} \quad \begin{array}{r} 12 \\ -0.4 \end{array} \quad \begin{array}{r} 17 \\ -0.6 \end{array} \quad \begin{array}{r} 21 \\ -1.6 \end{array} \quad \begin{array}{r} 27 \\ -1.9 \end{array}$$

$$\begin{array}{r} 37 \\ -1.9 \end{array} \quad \begin{array}{r} 26 \\ -1.8 \end{array} \quad \begin{array}{r} 23 \\ -0.7 \end{array} \quad \begin{array}{r} 14 \\ -0.2 \end{array} \quad \begin{array}{r} 13 \\ -0.4 \end{array} \quad \begin{array}{r} 19 \\ -0.7 \end{array} \quad \begin{array}{r} 24 \\ -1.5 \end{array} \quad \begin{array}{r} 30 \\ -1.7 \end{array}$$

$$\begin{array}{r} 36 \\ -1.8 \end{array} \quad \begin{array}{r} 26 \\ -1.9 \end{array} \quad \begin{array}{r} 21 \\ -0.4 \end{array} \quad \begin{array}{r} 15 \\ -0.4 \end{array} \quad \begin{array}{r} 13 \\ -0.4 \end{array} \quad \begin{array}{r} 22 \\ -0.7 \end{array} \quad \begin{array}{r} 25 \\ -2.0 \end{array} \quad \begin{array}{r} 30 \\ -2.4 \end{array}$$

$$\begin{array}{r} 33 \\ -3.2 \end{array} \quad \begin{array}{r} 20 \\ -2.3 \end{array} \quad \begin{array}{r} 18 \\ -0.3 \end{array} \quad \begin{array}{r} 14 \\ -0.1 \end{array} \quad \begin{array}{r} 23 \\ -0.7 \end{array} \quad \begin{array}{r} 26 \\ -1.6 \end{array}$$

$$\begin{array}{r} 27 \\ -3.2 \end{array} \quad \begin{array}{r} 20 \\ -2.2 \end{array} \quad \begin{array}{r} 16 \\ -0.2 \end{array} \quad \begin{array}{r} 10 \\ +0.1 \end{array} \quad \begin{array}{r} 17 \\ 0.0 \end{array} \quad \begin{array}{r} 24 \\ -0.3 \end{array} \quad \begin{array}{r} 29 \\ -2.7 \end{array}$$

Sp. in Light Pole - 23' L. of 34+80

$$\begin{array}{r} 30 \\ -4.2 \end{array} \quad \begin{array}{r} 22 \\ -3.1 \end{array} \quad \begin{array}{r} 12 \\ -2.9 \end{array} \quad \begin{array}{r} 9 \\ -0.1 \end{array} \quad \begin{array}{r} 20 \\ -0.1 \end{array} \quad \begin{array}{r} 22 \\ -0.5 \end{array} \quad \begin{array}{r} 29 \\ -2.4 \end{array}$$

$$\begin{array}{r} 33 \\ -0.9 \end{array} \quad \begin{array}{r} 25 \\ -1.7 \end{array} \quad \begin{array}{r} 12 \\ -1.6 \end{array} \quad \begin{array}{r} 9 \\ -0.1 \end{array} \quad \begin{array}{r} 20 \\ -0.2 \end{array} \quad \begin{array}{r} 22 \\ -0.8 \end{array} \quad -1/2:1$$

$$\begin{array}{r} 32 \\ +0.8 \end{array} \quad \begin{array}{r} 21 \\ 0.0 \end{array} \quad \begin{array}{r} 17 \\ -0.9 \end{array} \quad \begin{array}{r} 15 \\ 0.0 \end{array} \quad \begin{array}{r} 11 \\ +0.1 \end{array} \quad \begin{array}{r} 16 \\ -0.4 \end{array} \quad \begin{array}{r} 18 \\ +0.6 \end{array} \quad \begin{array}{r} 21 \\ -0.4 \end{array}$$

Sta.	B.S.	I.I.	F.S.	R.R.	E.I. -
		190.36			
37+50				8.3	182.1
38				5.7	184.7
+50				3.4	187.0
39				2.0	188.4
	5.50	194.37	1.49		188.87
40				5.1	189.3
41				5.2	189.2
42				4.9	189.5
+40				5.0	189.4
43				5.2	189.2
44				5.0	189.4
B.M.			0.32		194.05

8-9-23

$$\frac{34}{+3.5} \quad \frac{23}{+2.1} \quad \frac{19}{-0.1} \quad \frac{14}{+0.2}$$

$$\frac{12}{-0.4} \quad \frac{21}{-0.3} \quad \frac{24}{-0.4}$$

$$\frac{30}{+2.0} \quad \frac{26}{-0.2} \quad \frac{22}{+0.2} \quad \frac{16}{+0.3}$$

$$\frac{10}{-0.3} \quad \frac{25}{-0.5} \quad \frac{28}{-0.8}$$

$$\frac{31}{+0.4} \quad \frac{25}{+0.2} \quad \frac{18}{+0.3}$$

$$\frac{9}{-0.1} \quad \frac{17}{0.0} \quad \frac{28}{0.0} \quad \frac{31}{-0.2}$$

$$\frac{33}{0.0} \quad \frac{29}{+0.2} \quad \frac{18}{+0.3}$$

$$\frac{9}{0.0} \quad \frac{25}{+0.5} \quad \frac{28}{+0.2}$$

$$\frac{42}{-0.2} \quad \frac{18}{+0.1}$$

$$\frac{11}{+0.1} \quad \frac{22}{0.0} \quad \frac{24}{-0.3}$$

$$\frac{34}{+0.4} \quad \frac{13}{0.0}$$

$$\frac{11}{+0.2} \quad \frac{19}{-0.1} \quad \frac{24}{+0.3} \quad \frac{28}{+0.1} \quad \frac{37}{-4.8}$$

$$\frac{50}{+0.7} \quad \frac{30}{+0.2}$$

$$\frac{11}{-0.1} \quad \frac{17}{-0.3} \quad \frac{20}{+0.1} \quad \frac{50}{-0.4} \quad \frac{57}{-2.7} \quad \frac{65}{-3.8} \quad \frac{72}{-7.1}$$

$$\frac{100}{+4.3} \quad \frac{75}{+2.4} \quad \frac{50}{+1.0} \quad \frac{20}{+0.5}$$

$$\frac{13}{-0.3} \quad \frac{18}{+0.5} \quad \frac{50}{-0.6} \quad \frac{57}{-1.6} \quad \frac{66}{-9.3}$$

on Sp. in Light Pole 75' L. of 42+80

Sta.

B.S.

H.I.

F.S.

R.R.

E.I.

L.

F

R.

40

Sta. B.S. H.I. F.S. I.P. E.I.

"K.P." Line

B.M. 3.03 174.31 171.28

13 2.5 171.8

+50 3.5 170.8

14 4.1 170.2

15 4.9 169.4

"L.K.P." —

14+50 4.8 169.5

+25 5.2 169.1

14 4.2 170.1

13+75 3.9 170.4

+50 3.6 170.7

L

E

R

41

8-9-23

on Sp. in 6" Elm 29' R. of 13+45 on "L" Line.

$$\frac{30}{-1.0} \quad \frac{18}{-0.4} \quad \frac{12}{-0.4} \quad \frac{15}{0.0}$$

$$\frac{26}{-1.9} \quad \frac{23}{-1.5} \quad \frac{16}{-0.7} \quad \frac{11}{-0.3} \quad \frac{18}{+0.2} \quad \frac{33}{+0.2}$$

$$\frac{28}{-1.8} \quad \frac{23}{-1.6} \quad \frac{19}{-0.9} \quad \frac{14}{-0.4} \quad \frac{17}{0.0} \quad \frac{33}{-0.1}$$

$$\frac{28}{-1.3} \quad \frac{22}{-0.9} \quad \frac{14}{-0.2} \quad \frac{10}{-0.1} \quad \frac{8}{-0.4} \quad \frac{13}{-0.6} \quad \frac{16}{-2.3} \quad \frac{24}{-4.1} \text{ L.O.}$$

$$\frac{8}{0.0} \quad \frac{11}{-1.1} \quad \frac{17}{-1.9} \quad \frac{32}{-2.2}$$

$$\frac{16}{+1.1} \quad \frac{15}{-0.8} \quad \frac{24}{-1.4}$$

$$\frac{30}{+0.3} \quad \frac{17}{+0.2} \quad \frac{15}{-1.0} \quad \frac{31}{-1.0}$$

$$\frac{15}{+0.2} \quad \frac{8}{-0.2} \quad \frac{30}{-0.8}$$

$$\frac{11}{-0.8} \quad \frac{23}{-1.0}$$

Sta.	B.S.	H.I.	F.S.	R.R.	E.I.
		174.31			
16				5.0	169.3
17				5.0	169.3
	4.81	174.33 ✓	4.79		169.52 ✓
18				5.0	169.3
19				5.2	169.1
				9.6	164.7
20				4.9	169.4
21				5.2	169.1
22				5.0	169.3
B.M.				4.58	169.75 ✓
	4.34	173.33 ✓	5.34		168.99 ✓
22+50				4.2	169.1
23				4.5	168.8
+55				4.9	168.4

L

#

R. 42

8-9-23

$$\frac{30}{-0.6} \quad \frac{25}{-0.6} \quad \frac{15}{-0.4} \quad \frac{10}{-0.1} \quad \frac{10}{-0.2} \quad \frac{17}{-1.0} \quad \frac{23}{-1.7} \quad \frac{30}{-1.0}$$

$$\frac{30}{-0.6} \quad \frac{20}{-0.3} \quad \frac{14}{-0.1} \quad \frac{9}{-0.3} \quad \frac{18}{-2.2} \quad \frac{30}{-3.3}$$

$$\frac{24}{-5.6} \quad \frac{18}{-0.7} \quad \frac{12}{-0.2} \quad \frac{8}{-0.6} \quad \frac{13}{-1.5} \quad \frac{20}{-4.0} \quad L.O.$$

$$\frac{28}{+0.4} \quad \frac{18}{-0.2} \quad \frac{13}{-0.1} \quad \frac{9}{-0.5} \quad \frac{17}{-1.2} \quad \frac{25}{-4.0} \quad L.O.$$

Water in creek

$$\frac{32}{-0.4} \quad \frac{22}{-0.3} \quad \frac{18}{-0.8} \quad \frac{15}{-0.5} \quad \frac{11}{-0.2} \quad \frac{10}{-0.4} \quad \frac{15}{-1.4} \quad \frac{22}{-3.7} \quad L.O.$$

$$\frac{30}{+0.1} \quad \frac{19}{0.0} \quad \frac{14}{-0.3} \quad \frac{10}{-0.2} \quad \frac{10}{-0.2} \quad \frac{15}{-0.2} \quad \frac{22}{-2.3} \quad \frac{29}{-2.9}$$

$$\frac{25}{-1.1} \quad \frac{20}{-0.7} \quad \frac{8}{-0.4} \quad \frac{10}{-0.2} \quad \frac{28}{-0.1} \quad \frac{45}{+0.1} \quad \text{Road} \rightarrow$$

on Sp. in 20" Oak, 100 R. of 22 + 10

$$\text{Water} \rightarrow \frac{30}{-4.4} \quad \frac{21}{-2.0} \quad \frac{17}{-0.8} \quad \frac{13}{-0.4} \quad \frac{11}{-0.5} \quad \frac{14}{-0.6} \quad \frac{19}{-1.8} \quad \frac{25}{-1.1} \quad \frac{30}{-1.8}$$

$$\frac{23}{-4.1} \quad \frac{14}{-1.3} \quad \frac{9}{-0.5} \quad \frac{13}{-0.2} \quad \frac{19}{-0.5} \quad \frac{22}{-1.3} \quad \frac{26}{-0.2} \quad \frac{33}{+0.5}$$

$$\text{Water} \rightarrow \frac{15}{-3.7} \quad \frac{9}{-1.0} \quad \frac{5}{-0.3} \quad \frac{22}{-0.1} \quad \frac{25}{-0.8} \quad \frac{27}{+0.2} \quad \frac{35}{+1.5}$$

Sta. B.S. H.I. F.S. R.R. E.I.

173.33

24

4.8 168.5

+55

5.13 173.66 4.80

4.7 168.6

168.53

+72

5.4 168.3

Cul. at 24+75

25

5.1 168.6

+50

5.2 168.5

26

5.0 168.7

27

4.5 169.2

28

1.8 71.9

Cul. at 28+18

8.68 181.16 1.18

172.48

28

9.3 71.9

L.

E

R.

43

8-9-23

Water	$\frac{20}{-3.8}$	$\frac{15}{-1.2}$	$\frac{9}{-0.5}$	$\frac{13}{-0.1}$	$\frac{18}{-0.5}$	$\frac{21}{-0.6}$	$\frac{23}{+0.7}$	$\frac{30}{+3.9}$
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Water	$\rightarrow \frac{26}{-3.9}$	$\frac{16}{-1.6}$	$\frac{13}{-1.1}$	$\frac{8}{-0.6}$	$\frac{11}{-0.7}$	$\frac{16}{-1.2}$
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No. in T.P. - L. of 25

8-10-23

Top of bridge = Base of Rail = 20.2' above Surf. at 24+72

Clear opening = 15.2'

Water	$\rightarrow \frac{25}{-3.5}$	$\frac{15}{-1.7}$	$\frac{12}{-0.6}$	$\frac{9}{-0.3}$	$\frac{8}{-0.1}$	$\frac{12}{-0.4}$	$\frac{16}{-1.3}$	Abut.
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Outlet $\frac{7.5}{16.2}$ $\frac{7.2}{17.1}$ Inlet

Water	$\rightarrow \frac{22}{-3.8}$	$\frac{14}{-1.7}$	$\frac{11}{-0.8}$	$\frac{6}{-0.1}$	$\frac{11}{-0.4}$	$\frac{15}{-0.8}$	$\frac{17}{-1.4}$	$\frac{20}{-1.2}$	$\frac{28}{+1.3}$	Abut.
-------	-------------------------------	-------------------	-------------------	------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------

Water	$\rightarrow \frac{19}{-3.7}$	$\frac{11}{-1.1}$	$\frac{7}{-0.6}$	$\frac{15}{+0.4}$	$\frac{24}{-0.2}$	$\frac{27}{-0.9}$	$\frac{30}{-0.3}$	$\frac{32}{+2.8}$
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Water	$\rightarrow \frac{19}{-3.9}$	$\frac{15}{-1.4}$	$\frac{10}{-0.6}$	$\frac{5}{-0.2}$	$\frac{13}{+0.1}$	$\frac{19}{-0.2}$	$\frac{21}{-0.6}$	$\frac{28}{+2.8}$
-------	-------------------------------	-------------------	-------------------	------------------	-------------------	-------------------	-------------------	-------------------

Water	$\frac{32}{-9.4}$	$\frac{28}{-1.6}$	$\frac{24}{-1.0}$	$\frac{17}{-0.5}$	$\frac{8}{+0.1}$	$\frac{11}{-0.4}$	$\frac{14}{+0.9}$	$\frac{17}{+4.5}$	$\frac{20}{+14.5}$	L.O.
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$\frac{32}{-3.0}$	$\frac{24}{-2.7}$	$\frac{19}{-2.1}$	$\frac{14}{-1.5}$	$\frac{9}{-0.9}$	$\frac{5}{-0.4}$	$\frac{9}{+0.2}$	$\frac{13}{-0.2}$	$\frac{16}{+0.3}$
-------------------	-------------------	-------------------	-------------------	------------------	------------------	------------------	-------------------	-------------------

Outlet $\frac{5.8}{16.9}$ Inlet $\frac{2.5}{17.1}$

$\frac{23}{+4.5}$	$\frac{27}{+7.8}$	$\frac{38}{+12.8}$
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Sta.	B.S.	I.I.	F.S.	R.R.	E.I.
		181.16			
28+50				7.7	173.5
29.				6.1	175.1
+60				4.0	177.2
30				2.3	178.9
	11.73	192.48 ✓	0.41		180.75 ✓
31				10.0	182.5
32				7.8	184.7
+91				3.9	188.6
B.M.			4.63		187.85 ✓

8-10-23

L.

≡

R.

$\frac{30}{-4.7}$	$\frac{21}{-5.2}$	$\frac{16}{-4.1}$	$\frac{11}{-0.4}$	$\frac{8}{-0.3}$
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$\frac{9}{-0.1}$	$\frac{12}{-0.2}$	$\frac{15}{-0.4}$	$\frac{19}{+3.0}$	$\frac{24}{+6.8}$	$\frac{34}{+12.0}$
------------------	-------------------	-------------------	-------------------	-------------------	--------------------

$\frac{30}{-6.6}$	$\frac{23}{-7.3}$	$\frac{13}{-0.5}$	$\frac{7}{-0.5}$
-------------------	-------------------	-------------------	------------------

$\frac{7}{-0.1}$	$\frac{10}{-0.2}$	$\frac{12}{-0.5}$	$\frac{18}{+3.7}$	$\frac{21}{+5.4}$	$\frac{29}{+9.5}$
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$\frac{36}{-8.1}$	$\frac{28}{-8.8}$	$\frac{21}{-7.2}$	$\frac{11}{-0.4}$	$\frac{7}{-0.3}$
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$\frac{6}{-0.2}$	$\frac{10}{-0.6}$	$\frac{12}{-0.9}$	$\frac{18}{+3.7}$	$\frac{21}{+6.0}$	$\frac{30}{+10.0}$
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$\frac{37}{-10.5}$	$\frac{27}{-10.6}$	$\frac{10}{-0.4}$	$\frac{6}{-0.1}$
--------------------	--------------------	-------------------	------------------

$\frac{7}{-0.1}$	$\frac{11}{-0.4}$	$\frac{13}{-0.7}$	$\frac{17}{+1.8}$	$\frac{19}{+3.3}$	$\frac{29}{+10.0}$
------------------	-------------------	-------------------	-------------------	-------------------	--------------------

$\frac{23}{-3.0}$	$\frac{20}{-1.0}$	$\frac{12}{-0.5}$
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$\frac{6}{-0.2}$	$\frac{13}{-0.5}$	$\frac{16}{-3.2}$	$\frac{21}{-5.3}$	$\frac{26}{-6.5}$	$\frac{33}{-8.5}$
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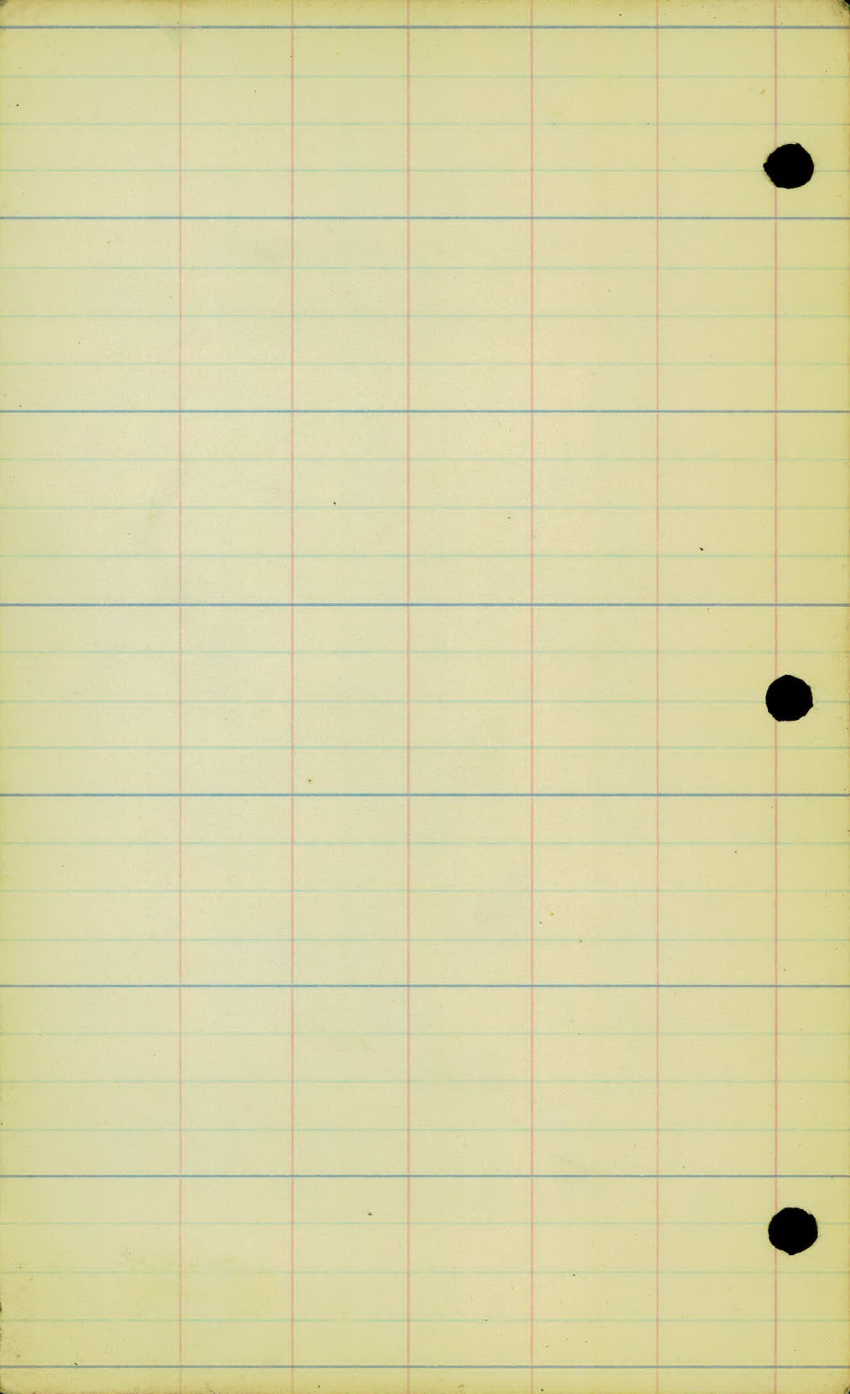
$\frac{33}{+2.6}$	$\frac{16}{+2.0}$	$\frac{12}{-0.2}$	$\frac{9}{-0.2}$
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$\frac{6}{-0.2}$	$\frac{9}{-0.4}$	$\frac{12}{+0.2}$	$\frac{16}{-0.4}$	$\frac{25}{-1.2}$	$\frac{30}{-1.8}$
------------------	------------------	-------------------	-------------------	-------------------	-------------------

$\frac{150}{-9.6}$	$\frac{100}{-0.6}$	$\frac{50}{-0.5}$
--------------------	--------------------	-------------------

$\frac{50}{+0.9}$	$\frac{100}{+2.0}$	$\frac{150}{+2.5}$
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on Sp. in 14° Oak 33° L. of 31+90



Sta.	B.S.	I.I.	F.S.	R.R.	E.I.
- Check Levels -					
B.M.	0.32	194.37			194.05
	0.75	188.75	6.37		188.00
	4.18	180.90	12.03		176.72
B.M.				6.90	174.00
	3.04	174.16	9.78		171.12
B.M.				2.40	171.76
	4.82	174.32	4.66		169.50
B.M.			3.03		171.29
B.M.	4.63	192.48			187.85
	0.27	181.02	11.73		180.75
	2.78	172.82	10.98		170.04
T.P.				4.29	168.53
	4.77	174.01	3.58		169.24
B.M.				4.27	169.74
	4.88	174.44	4.45		169.56
B.M.				3.14	171.30
	8.60	181.80	12.4		173.20
B.M.				8.58	173.22
	2.86	173.63	11.03		170.77
	8.82	178.85	3.60		170.03
B.M.			3.15		175.70

8-9-23

42+80-

34+80

24+12

13+45

8-10-23

31+90 "KP"

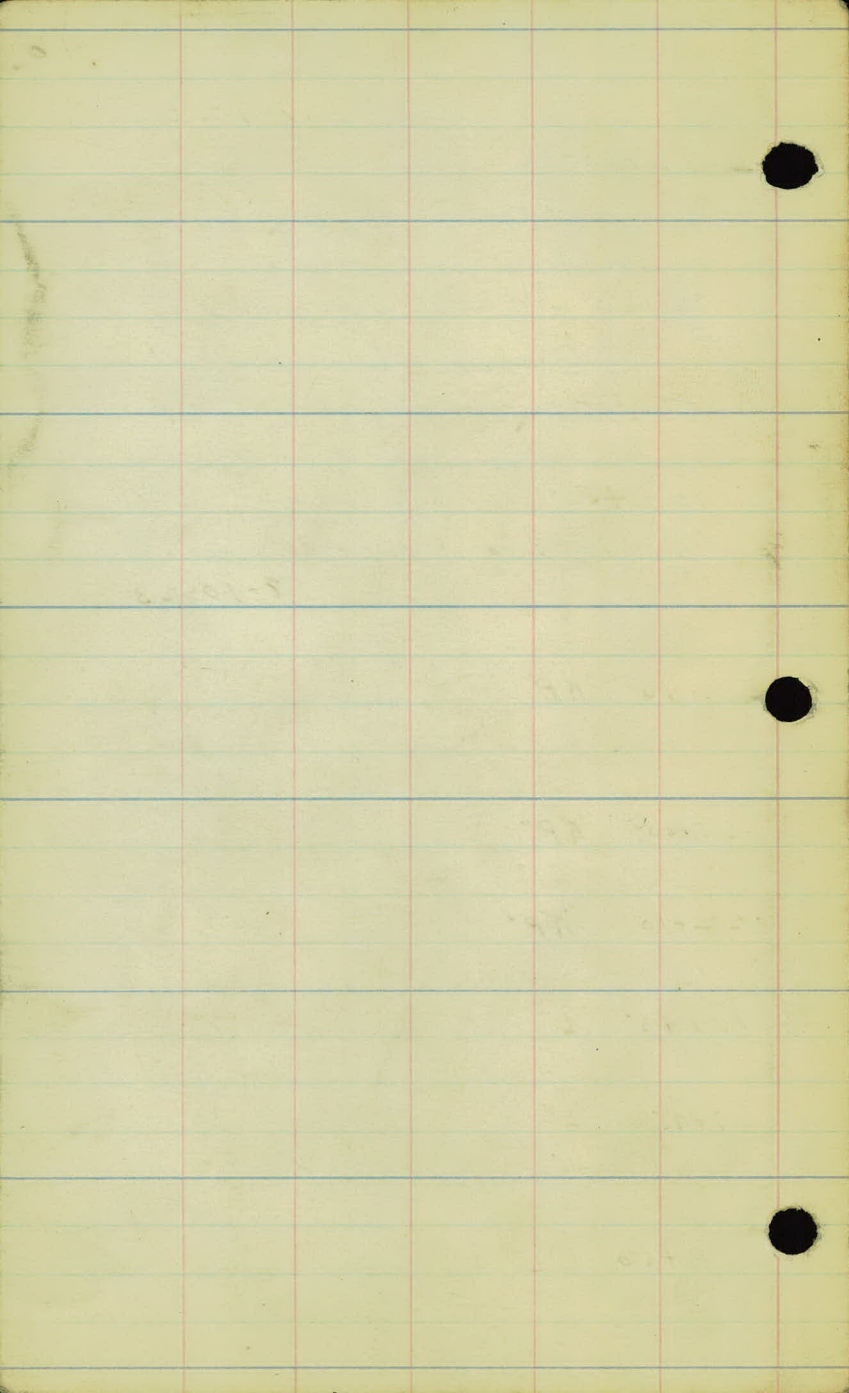
25+00 "KP"

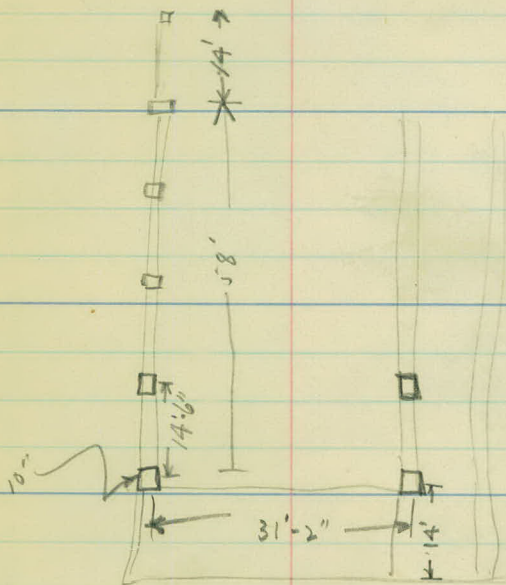
22+10 "KP"

13+45 "L"

9+95 "L"

0+50 "L"





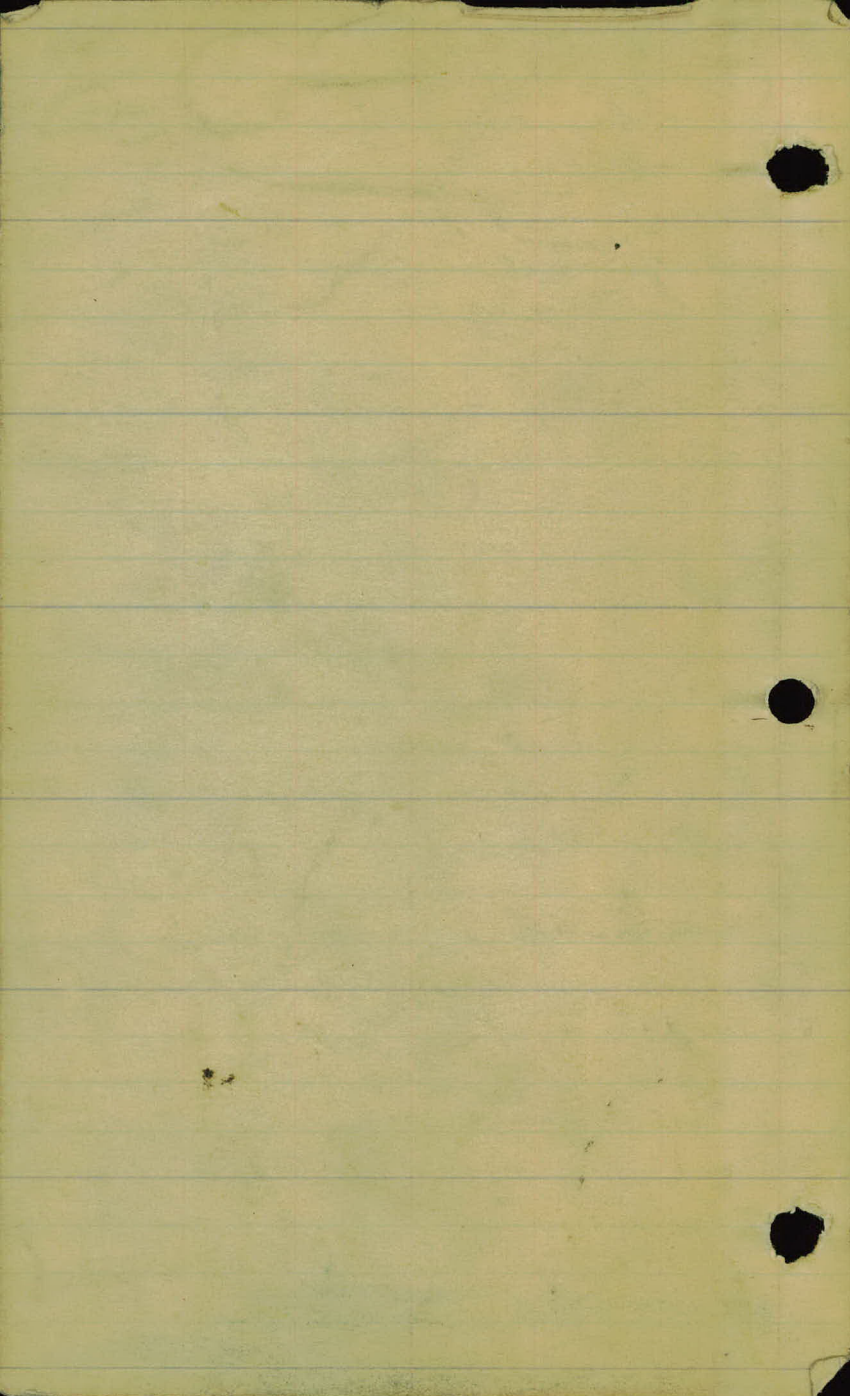
between Wheel Guards 28.7'

B.S. H.I. F.S. F.F. E.I. -

B.M.	8.81	182.02			173.21
				{ 0.74	181.28
			South End, -	{ 1.74	180.28
				{ 4.06	177.96

- North end same. -

Spin Light Pole 32' R. of 9+95
Top of Bridge floor - Highest Point
" " " Intermediate point
" " " End of Bridge



U 2461