

PLANS SURVEY
COUNTY RD. A2

PROJ. 24-57 { From West Co. Line
 { To Cleveland Ave.

MAINTENANCE { From Cleveland Ave.
 { To Lexington Ave.

RD. 9/16 N° 65

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

Date Filed 8-8-24

File No. "11"

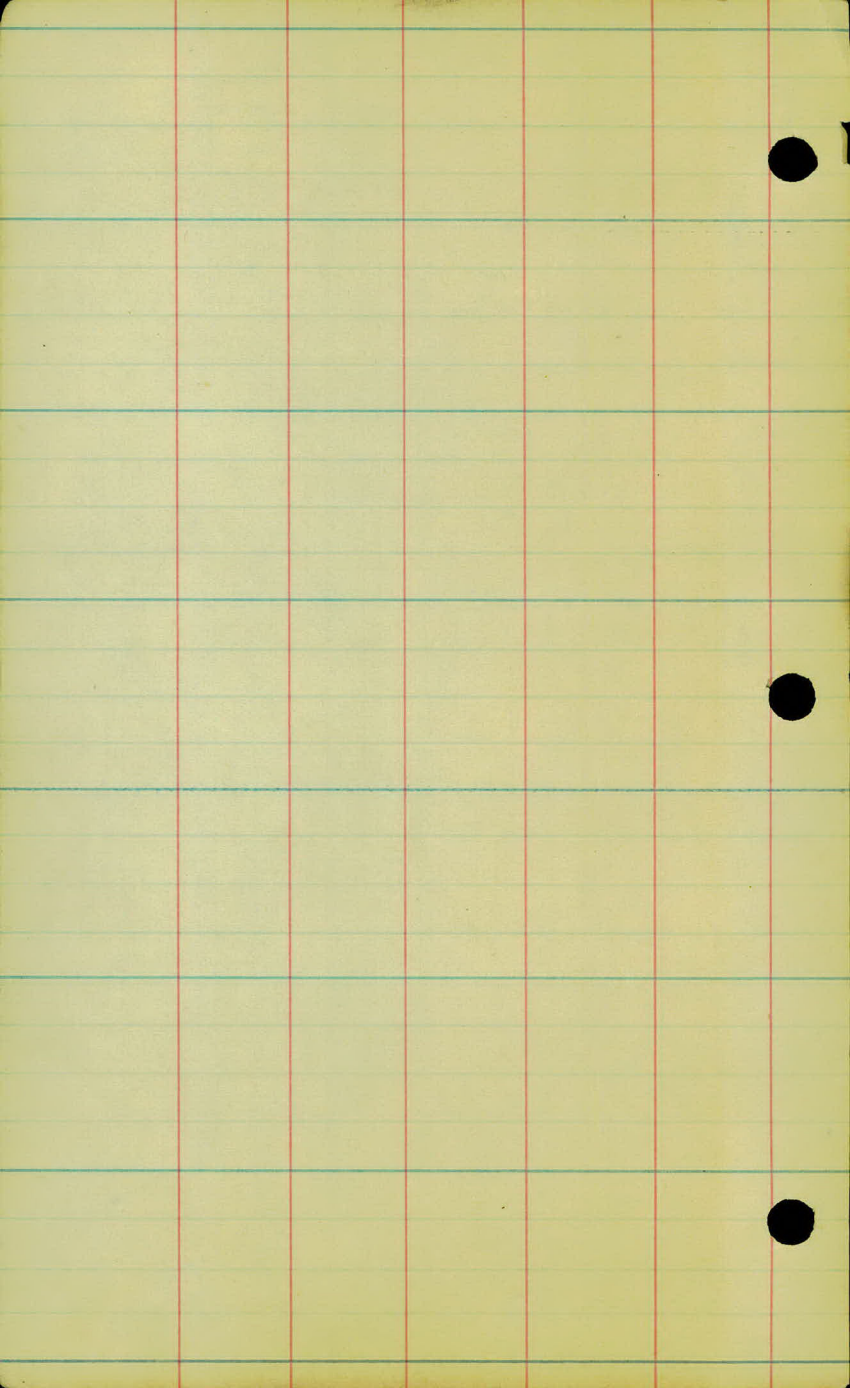
1
PROJ-24-57

COUNTY ROAD "A-2"

West County Line to Cleveland Ave.

INDEX

Art. Topog.	Sta. 0+00 to 12+63	P-2-P-4
"	" Sta. 26+27' to 74+00	P-5-P-12



FINAL TOPOG

PROJ-24-57

EUSTIS ST - West to Sta. 12463

station.

(5+82 - 24" X 30' Cross Drain)

5400

4400

+22 2 St. Rt.

3400 24" X 25' C.M.

2400

+64 2 Alley Lt.
+62 2 Alley Rt.

1400

+12 1 East St.

0400

+93-T.P. 32'

W.H.G.
PERSONS
Soul up
E. N. 10
McJannet

April 17 1925

2

Brush.

+63-T.P. 32'

+09-F-32'

x x x

15'

duly.

+16-T.P. 34'

+57-F. Cor. 33

12' x 24' C.M.

15'

195

70

12' x 24' C.M.

+45-14' tree 36"

+17-14' tree 36"

F-33'

+60-T.P. 32'

+30-F. Cor. 32'

8' x 47' C.M.

131

70

195

+33

x +19-E.F. 36

x Lawn.

x x x +30-F. Cor. 32'

18' x 47' C.M.

See Original Notes for Jo g in Aliq east.

Station

+63 End of Grading.

+49 18" x 31' C.M.

12+00

+90 L Drive Lt.

+60 R Drive Rt.

11+00

10+00

+96 R Drive Lt.

9+00

+10 R Drive Rt.

8+00

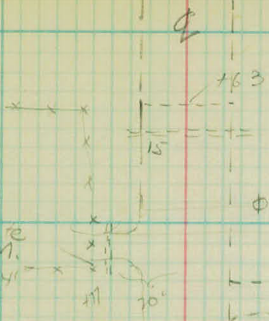
7+00

+32 R St. Lt. & Rt.

6+00

+63-F.C. 1 2 1'

14' Gate
12" X 8" C.M.
+79-F.C. 1 2 4'

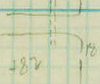


CULTIV.

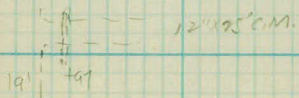
+43-Pa Line X 1 1/2 X 1 1/2
+70-T.P. 20' X 1 1/2 X 1 1/2
+98-Pa. Line X 1 1/2 X 1 1/2

+46'-6" Tree 3 1/4
+24-6" Tree 3 1/4
+12-2" EW 1 9" 436"
12" X 8" C.M.
+82-T.P. 3 3 1'

LAND.

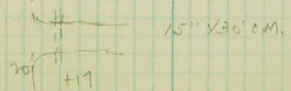
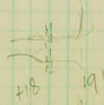


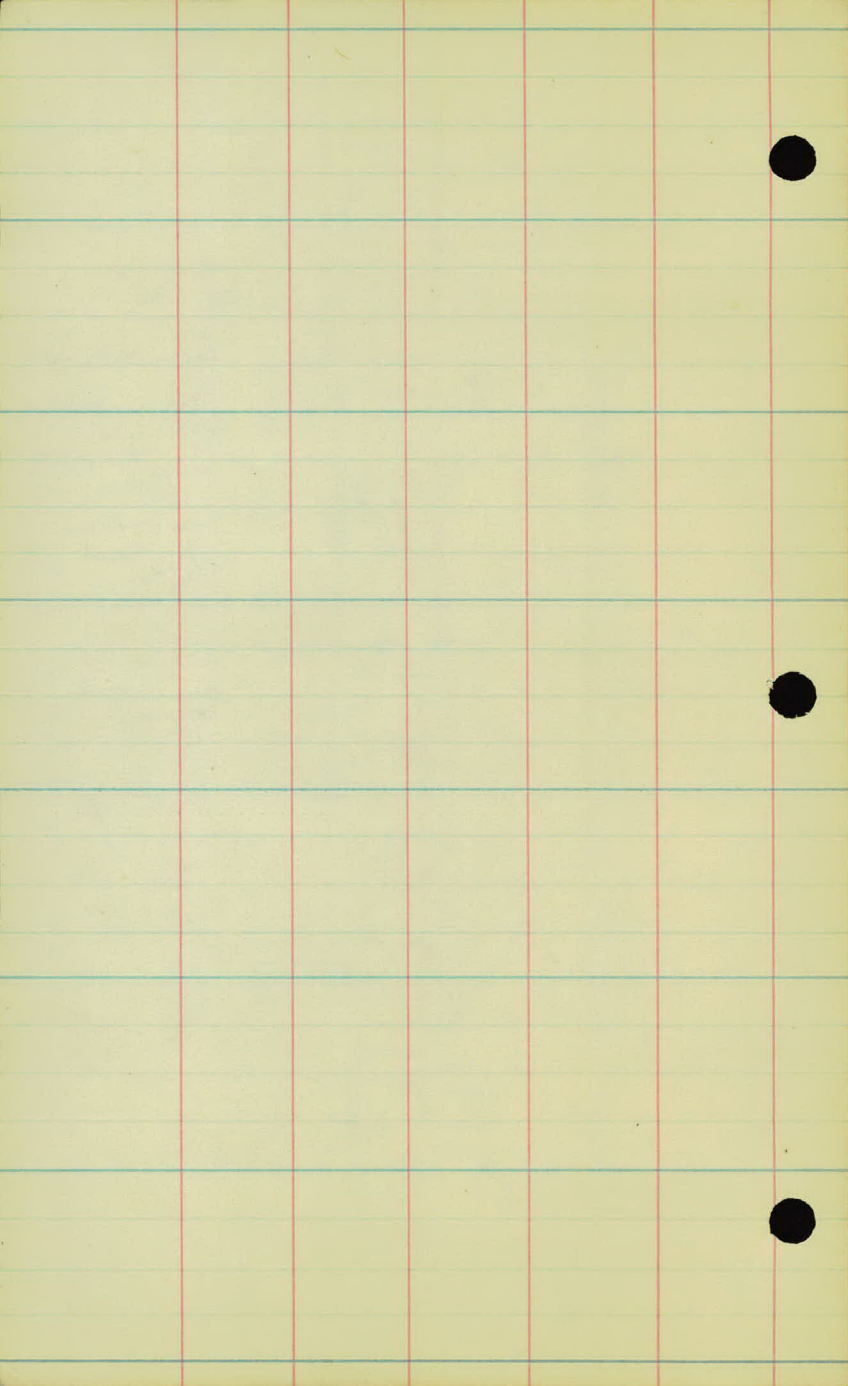
+24-T.P. 4 1'



TIMBER.

15" X 30" C.M.
+16-6" Oak 2 1/2
+11-8" Oak 2 3 1'





FINAL TOPOG

Proj - 24-57

EUSTIS ST. to sta. 79+00

station

31+00

+49 24" X 34 C.M.

30+00

29+00

28+00

27+00

26+00

+86-6" Oak 21'
+32-6" TW 21'

+63-T.P. 28'

+76-8" S/P 22'

+79-3" EVR 21' 25'

+44-T.P. 27'

+95-10" Oak 25'
+80-6" Oak 27'
+87-8" Oak 25'
+57-6" Oak 17'

+27-5" S/P 27'

+22-T.P. 27'

Scattered Oaks

Nursery Grounds

+47-10" Elm 27'

+06-T.P. 28'

+20-10" Oak 28'

culv

+22-T.P. 28'
+66-S.W. 28'

+47-T.P. 28
Pnk culv

+47

16'
+37'

+43-T.P. 28'
+44-S culv

See Orig Notes for Log in Align West

Station

168- 24" x 50' C.M.

38+00

37+00

120 - R.F. Ent. D.

36+00

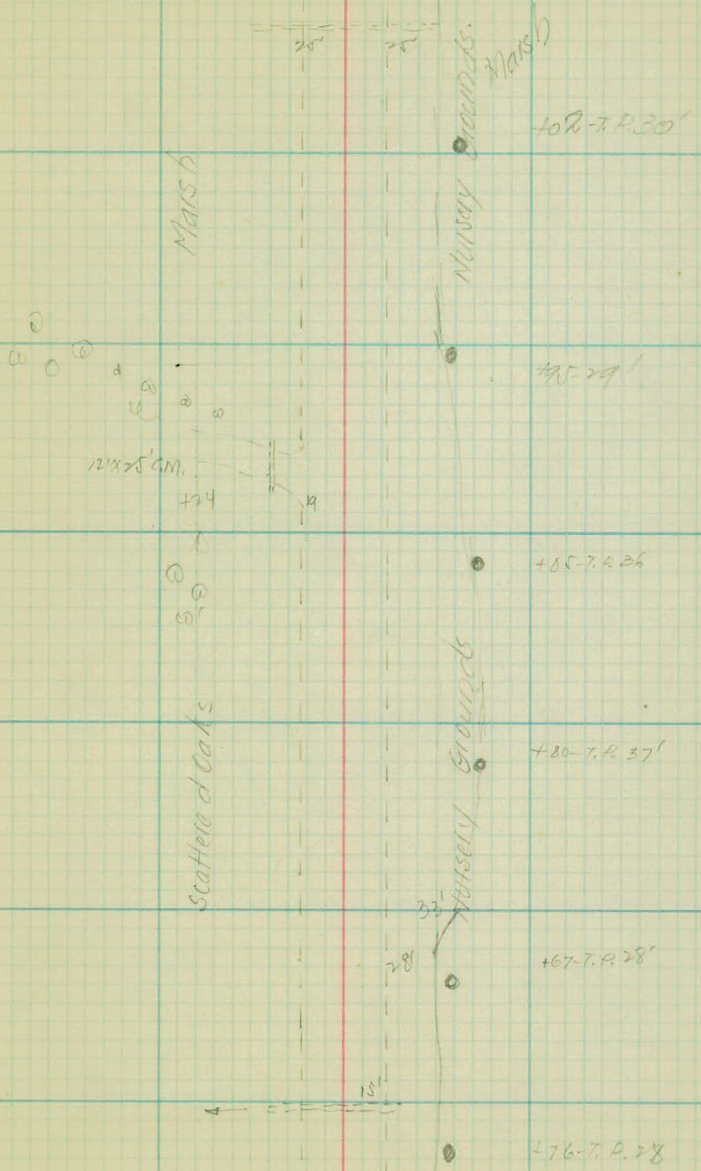
35+00

34+00

33+00

199 24" x 36' C.M.

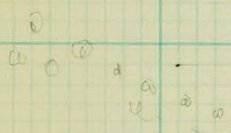
32+00



Marsh

Nursery Grounds
Marsh

102-7.P.30'



2x5' CM.

74

75-29'



85-7.P.26

Scattered Oaks

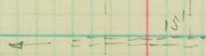
Nursery Grounds

80-7.P.37'

33'

67-7.P.28'

28'



13'

76-7.P.28

station

45

44

43

42

41

40

39

- 3 175-8" Oak 30'
- 5 149-8" Oak 30'
- 126-7" Oak 27'

Golf course.

Tee off

A Map.

+30 G.W. 73'

+12-7.7. 27'

station

52

+48- 2 FEET 14.

51

50

+76

24' x 58'

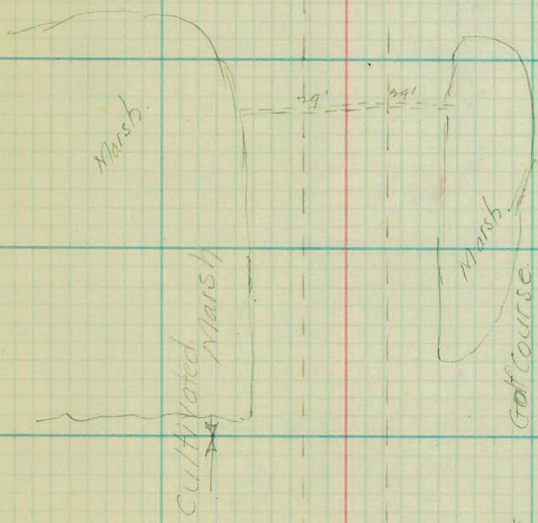
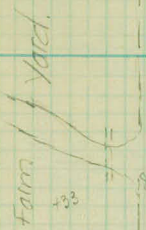
49

48

47

46

15¹/₂ x 25' C.M.



- Scattered oaks
- +50-4' oak 29'
- +23-12' oak - 28'
- +35-6' oak - 26'
- +30-6' oak - 23'
- +09-6' oak 30'
- 02-8' sp 23'

station

59

58

57

56

+91 Int of F. Ent Lt

+31

18" x 36" CM

55

54

53

F-76'

F-75'

F-75'

+81-E-78'

F-43'

Pasture

15" x 55" 150

16

19'

pot Hole

Scattered Oaks

+144-8" oak 67-16

F-22

+75-8" 74 5/8 p. 72'

+03-8" oak-24'

F-24'

+62-8" oak 24'

F-23'

+58-F-24'

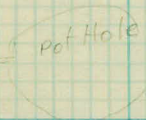
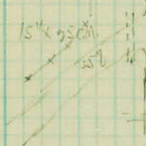
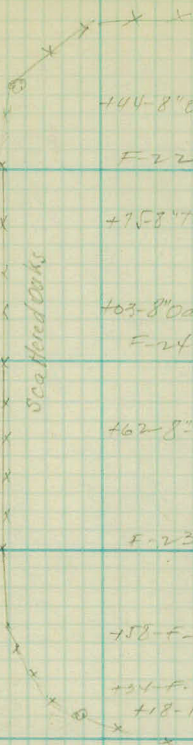
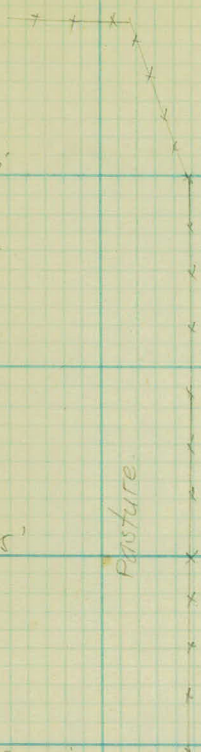
+34-F-31

+18-12" oak 6 F-32

+34-12" oak 78'



Scattered Oaks



station

417 - 2 Cleveland Ave

66

65

64

63

62

450 - 2 Drive Lt.

61

60

+65 - 8" Oak 29'
+47 - 7" Oak 48'
+60 - 6" Oak 38'

+78 - 2" Oak 28'
+13 - F. Oak 30'
+12 - P.P. 37'
+57 - G.W. 19'

+94 - 7" Oak 43'
+84 - 10" P.P. 36'

+93 - 4" P.P. 5'

+02 - 8" Oak 27'

Golf course

Golf course

Scattered oak

15' x 25' M.

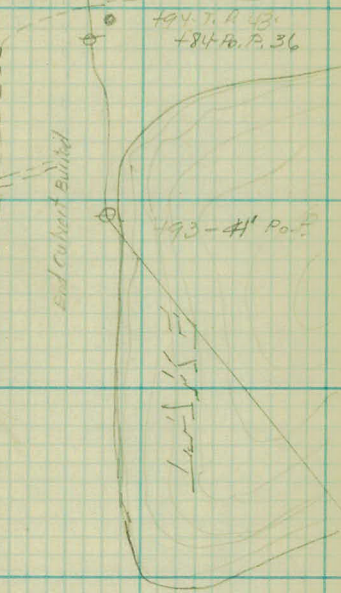
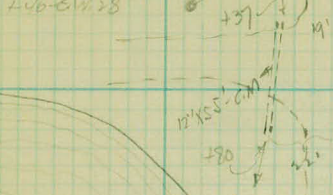
102

Timber Walk

104 - E Walk 27'

End Cabinet Building

+94 24" M.



Station

74700

74480 - Big County gravel.

741 - Q.F. ENT II.

73

72

71

70

69

68

67

+80-R.S. 29'
 +73-11' tree 28'
 +52-10' tree 28'
 +27-14' tree 26'
 +08-14' tree 26'

+82-8' tree 27'
 +64-Po.P. 28'

+28-P.P. 28'

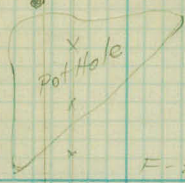
+42-P.P. 28'

+58-P.P. 28'
 +46-G.W. 32'
 +34-6" Plum Tree 29'
 +27-G.W. 29'
 +16-G.P. 32'



Cultivated
 Golf basins.

24' Roadway



+87-T.P. 29'
 cultv.

+43-T.P. 29'

F-35'
 +44-T.P. 28'

F-35'

+54-T.P. 28'

F-31'

+62-T.P. 28'

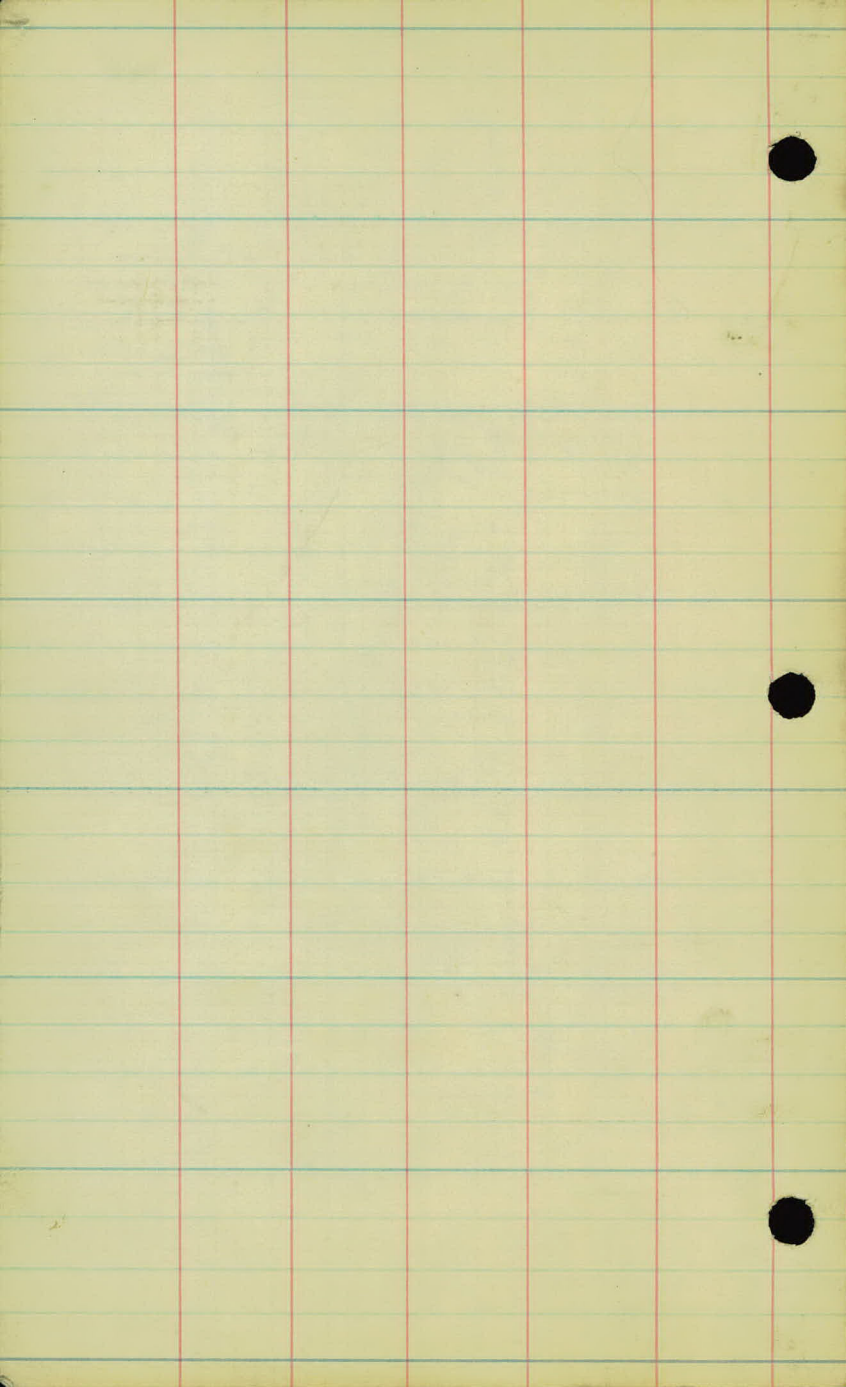
F-34'

+80-T.P. 28'

+04 T.P. 26'

+02-F. cor 3V

Pasture



Project 24-57

Road ^{AND} # 65 - Maintenance
Alignment Notes

Survey Made March + Aug 1924

W. Carlson.

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

8-8-24

Date Filed 3-27-24

File No. "11" (24-57)

Oak Str. (Eustis Str.)
and Broadway

Byg. Map 2/1924

STATION

HT.

L

R.

19+97.3

13+18.25

P.O.T. 2 Spring St.

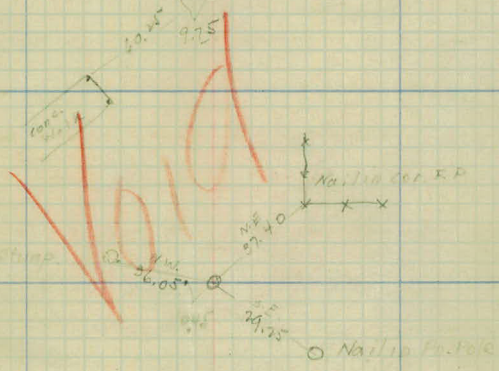
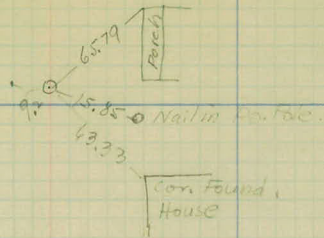
N 0° 4' W

~~1010~~

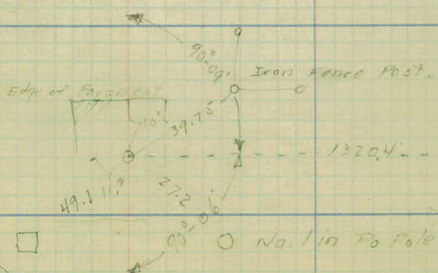
6+59

P.O.T. 2 Iron St.

6+00



R.I.S. SPIKE



Iron Post

Station Pt. L R.

59+83.9 P.O.T.

N. 89° 24' E.

5437 P.O.T.

39+61.6 Mon.

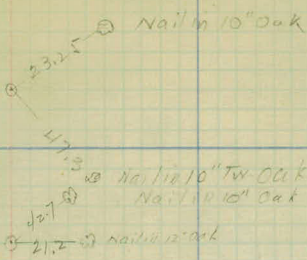
35+20 P.O.T.

2+99.3 P.O.T.
Nall Est. by O.

N. 89° 24' E.

26+37.1 P.I. \perp Broadway. 90°-08'

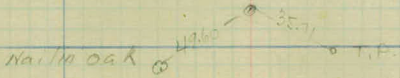
394.6
131.4
52.8



16.37
6.66
32.69
38.35

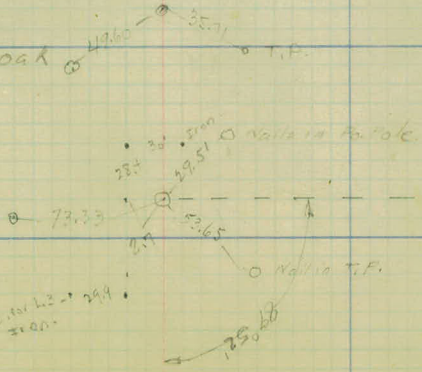


370.5
22.7
6.1
29.6
33.5



11.0

Nail in T.P.



N.F. for L.S. = 299
3000

Station Pt. L R

145+18.95 P.O.T.
↳ Hamline Ave

N. 88° 36' E.

118+70.25 Mon. 0°-47'
↳ Snelling Ave.

N. 89° 23' E.

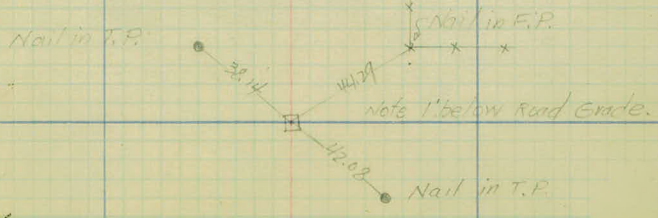
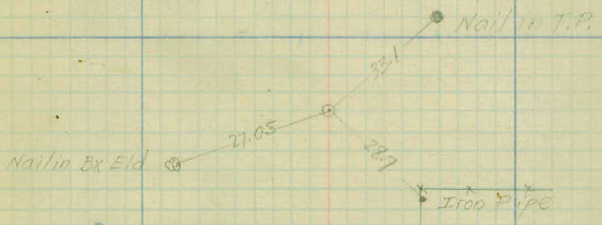
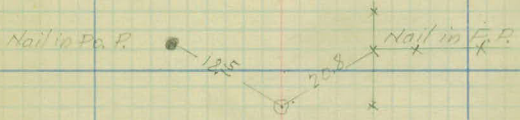
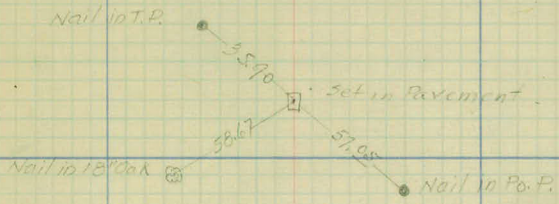
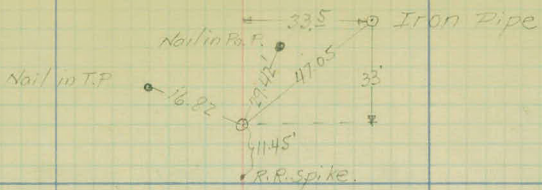
72+33.7 P.O.T.

73+56.9 P.O.T.

N. 89° 23' E.

P.I. Begin Rd #65
66+13.2 Mon. 0°-11' End of Proj. 2A-5'
↳ Cleveland Ave.

N. 89° 34' E.



Station Pt. L. R.

189+66.1 P.O.T.
↳ Victoria St.

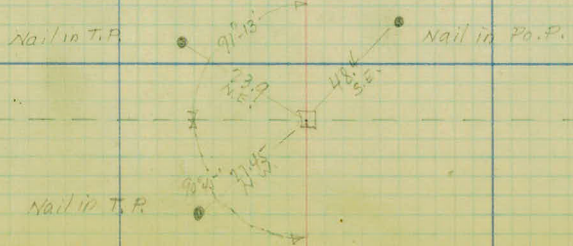
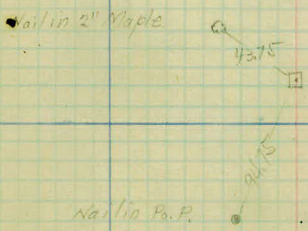
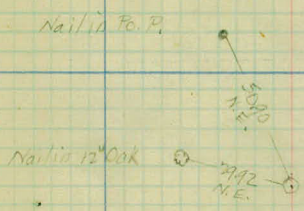
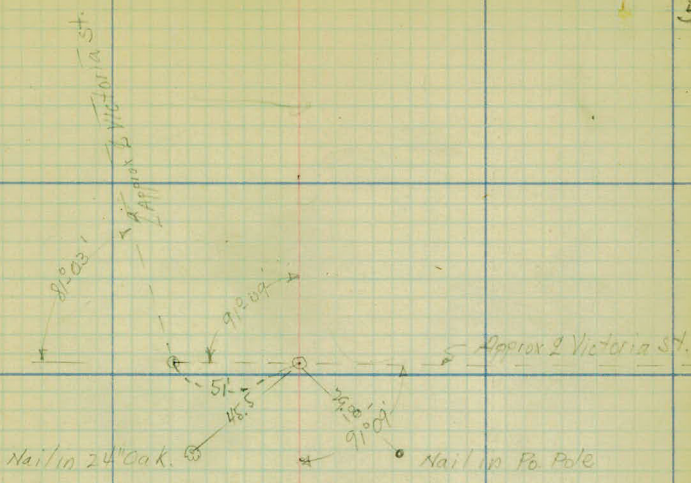
187+75.7 P.O.T.

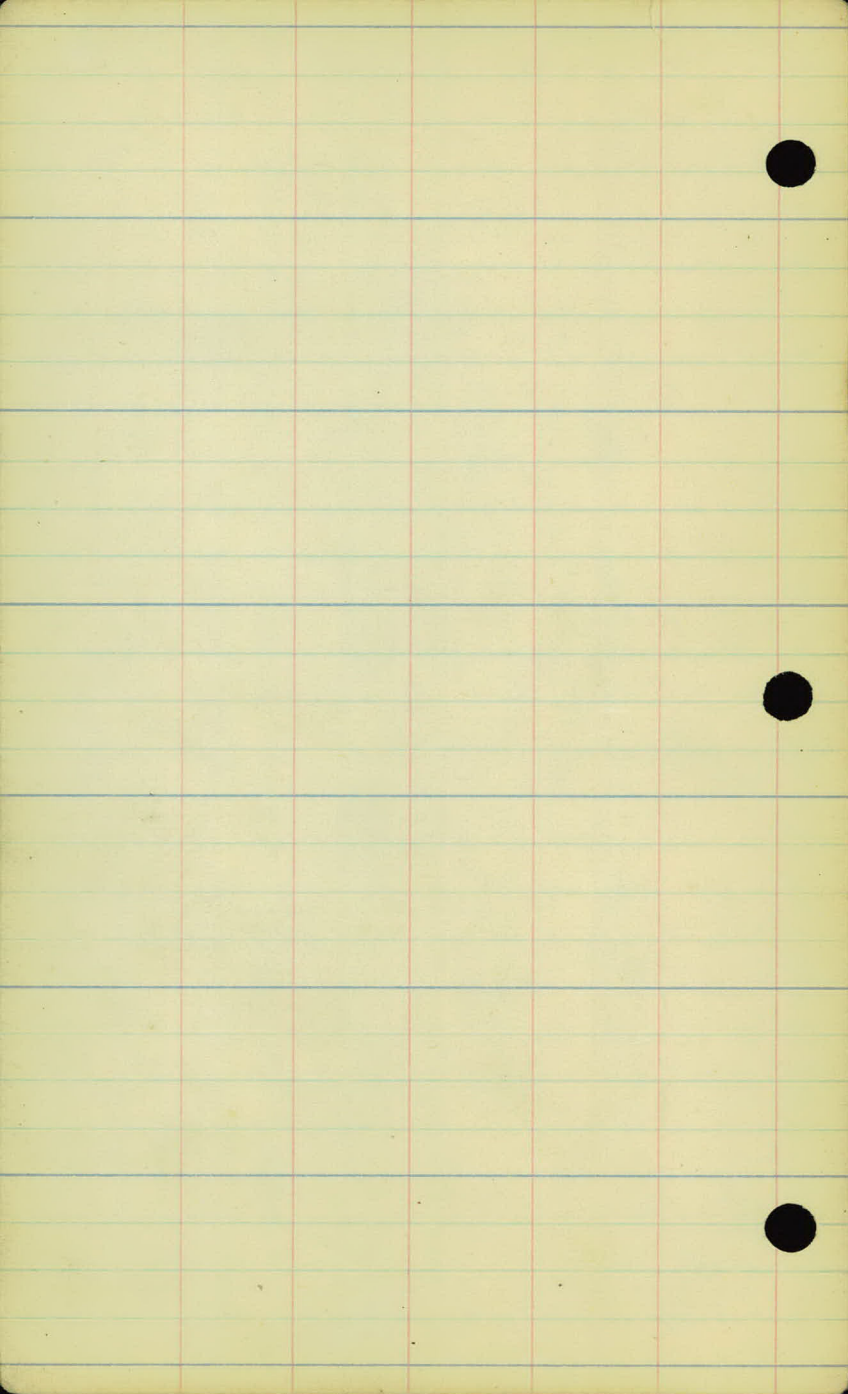
184+66.2 P.O.T.
1/4 cor.
Mor.

End Rd. #65

171+57.00 P.I. 1959
↳ Mor. Lexington Ave.

N. 89° 36' E.





Project 24-57

Art. Topography.

station.

1+50

1+00

0+50

0+00

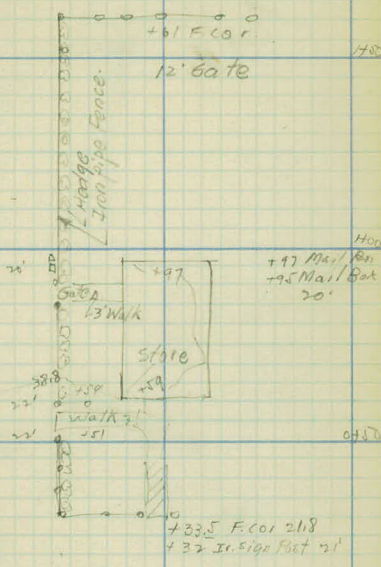
- 0+50

- 1+00

Void

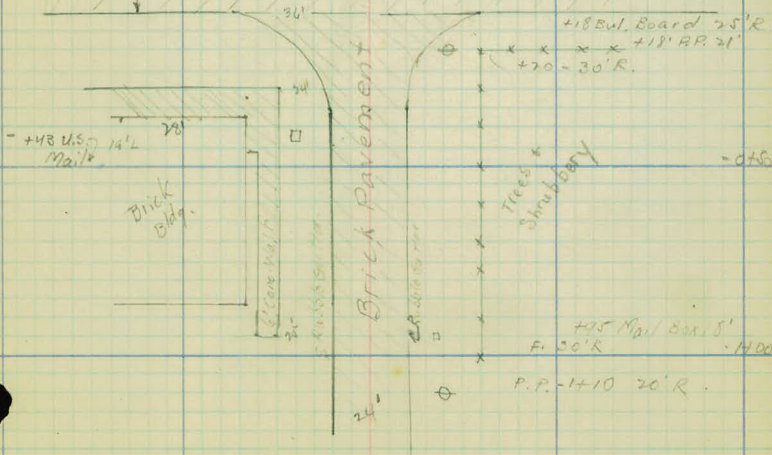
Vacant Lots.

SE Roadway.



+28 Wood Sign 24'
+22 T.P. 38'

10' Concrete Pavement.



Scale 1" = 50'

5100

+ 89 E Alley.

4150

4100

3150

3100

2150

2100

+ 69 E Alley

1150

+89-12" x 18' C.M.

+73 M. Box 10'
Hedge

Vacant Lots

VOID

+15 Po. Pole 2'

LAWN

+81 M. Box 9'

+65-4' conc. Walk 3'
+56-2" Elm 42'

S. Road.

+55 Steps & Walk

+27-2" Elm 42'
+26-2" Elm 42'
+24-4' conc. Wk.
+26-2" Elm 42'

+48 M. B. 9'
+37-2" N. Box 9'
+37-Brick Post
Hedge
+17-2" x Elm 35'
+10-Brick Post

+01 Pa. P. 92'
+98-Brick Post

+89-6" Ash 39'
+79-4' conc. Wk
+77
+68-4" B. E. 35'
+61-Brick Post

+53 S. Drive
-conc. curb.

+22-4' conc. Wk.

+20-4' Mail Box
+15-2" Elm 21'

+06 3-6" conc. Wk
+00-2" Elm 21'

+87-1" Elm 21'
+81 Po. P. 21'

Vacant Lots

Station 1017

8

+50

7

+59 e Ione St.

+50

+4 1/2 — 12" X 32' C.M.
12" X 8' C.M.

6

+50

5

+43-8" Oak 41'

+34-10" Oak 35'

+17 End of Trees
11 Trees

+97 Guy Pole 22'

+80 Beg 6-10" Oaks

+112-2 1/2" Elm 28'
+43-12" - 14'R

(3)
+33-8" Stk 15'

+116-8" Tree 28'

+11-2" Rd Sign 6'R

+101-1/2" 16-18" R 8'

+80-12" Stk 15'

+71 Pb. Pole 12'

+69 F. Cor

4 Road

+69-4' Conc. Wk

23'
20'
22'

+57-3-3 Conc. Wk 11'
+50

+20-12" Oak

VOID

4" Elm

2" Elm
+209-4" Bx Eld.

Wayon White

+101

+10 Mail Bars

+88

+24 2" Elm Post

+89 F. Corner

+75-12" Stk

10' 10' 10' 22'

+147-12" Stk 20'

+141-12" Stk 28'

+28 Pb. P. 22'

+21

6" M. Bx 6'

+22 +22-12" Stk 28'

+24-2" Stk 20'

+26-12" Stk 17'

+98-8" Stk 20'

+72-12" Stk 21'

Vacant Lots

1/2" Road for S.W.

Elm Oaks

Vacant Lot

2 1/2" Lane

+45-4" Bx Eld

+31-4' Conc Wk

+17-4" Bx Eld

+36-16" Oak 23'

+22 M. Bx 9'

+24-12" Stk 29'

+104 M. Bx 9'

+103 Pb. P. 22'

station

11

+50

10

+50

9

+50

8

School Grounds

5' Road

100-12" Oak 30' R, 11
+86-10" Oak 23'
+81-12" Oak 23'
+80-10" Sp. 16'

+60-14" Stump 10'
+58-14" Oak 21'

+118 Bag Tree 5

+42-14" Oak 24
+46-12" Sp. 10'

+15-12'x16' C.M.

+15 P.P. 12'
+18 } 6 M. Bares
+07 }

+95-2.5' Conc. W.R.

+87-18" Oak 40'

+74-1x1' Wood Box 9'

Void

Brush
Stumps
Brush
Stumps

+06-2.5' Conc. Walk

+96-12'x16' C.M.

8' Conc. Walk

+37-10" Sp. 14'
+35-12" Oak 20'

+16-12" Sp. 17'

+06 } 5 M. Bares
+98 }

+27 P.P. 11

+19-12" Sp. 17' R

+62 Driv. Ent.

station

14

+50

+12.75 Spring St

13

+50

12

+50

11

+73-8' Bx Eld
+09-2' con. Wk

+93-12' N6' C.M.



+45 cor. Wk

+45-10' Stp 32'
 +36-2' Stp 22'
 +32-8" Oak 34'
 +12-M. Bx 3'R
 +10-12" Stump 20' 14

+96-10' Stp 10'

+79-8' Stp 12'

+59 M. Bx 2'R

+56 " " 2'R

+50

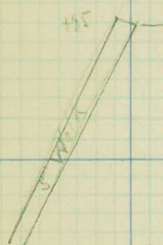
+37 P. 13'

+00-10' Stump 20' 13

10' Oak.
 +38' 1/2" Oak Boxed
 +71

+70

Void



+16 Iron Flap 10'

Road

+46 P. 13'

+30-24" Oak 30'

+10 M. Bx 4'

+40 12

School

+94-20' Oak 45'

+91-12" Oak 23'

+70-2" Bx Eld 21

+70

+38-5' conc. Wk

+40-12" Oak 30'
 +39-12" Oak 21'
 +27 P. 12'
 +16-24" Oak 28'

+10-2' conc. Wk

Station

17

+50

16

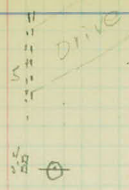
+50

15

+50

14

+16 Fesc. x x x x 36'
+41-10 Poplar x x x x 40'



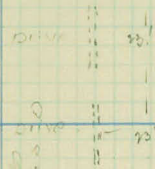
+44-12'X16' C.M.

+36-16" Oak 30'
+32-12" Oak 25'
+29 Fo. P. 13'
+10 }
+08 M. Bx

17

+20-2' Core. Wk. 42'
+07-12" Bx Eld. 36'

+97-12" Bx Eld. 36'
+84-8" Bx Eld. 36'
+77-12" X 16' C.M.

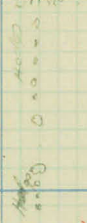


+58-10" Sp. 28'

+50

+52-24" Oak 16'
+46-12" X 16'

+18-12" Bx Eld. 40'
+06-14" Bx Eld. 40'



+16 M. Bx 5'
+10 }

16

VOID

+82-6" Bx 24' 29'
+63-8" Bx Eld. 34'

+85 Fo. P. 13'
+82-12" Sp. 11'
+70-10" Oak 28'
+66-12" Sp. 20'

+50

Hedge
+45 Hedge 34'

+32-10" Bx Eld. 39'



+22-12" X 16' C.M.

+07-24" Sp. 28'

15

+01-12" X 16' C.M.

+77-10" Bx Eld. 38'

+80-8" Oak 28'
+67-12" Oak 35'
+65 Fo. P. 13'
+61 }
+59 M. Bx 8'
+57-12" Sp. 18'

+50

station

20

+50

19

+50

18

+50

17

J.B. Road

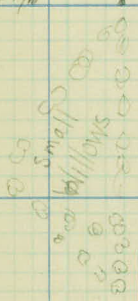
+46-8" 180 31'
+76 F. Cor. 21'
+74 P. P. 15'
+74 Ir. Rd. Sign 9'

20

+52 Ir. Rd. Sign

31'

19



+15-10" Oak 28'
+06-Po. P. 12'

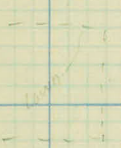
19

Void

+67 2" oak 49'

+65
+48
S.M. BR 2

18



+75
+75 Po. P. 12'
+72 3M. 80 13'

18

+70-18" Oak 44'

+83-24" Oak 26'

17

Station

23

+50

22

+50

21

+50

20

+74-10" Sp 39'
+64-8" Sp 39'
+63-10" Oak 42'

+43-0" Sp 41'

+35-2" Bx Eld 29'
+25-2" Bx Eld 38'
+21-16" Oak Sp 38'
+14-2" Bx Eld

+03-2" Bx Eld. 38'

+29-6" Oak 37'

+78-10" Sp 36'
+71-10" Sp 36'

+60-6" Oak -36'

+43-8" Stump 35'

+31-8" Oak 35'

+69 End of Trees

+07 Beg trees

Cultivated

12" Elms

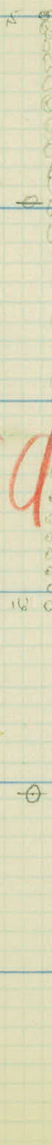
39'

6-8" Oaks

- 41'

Void

St. Road



+51 Po. P. 12' 750

Nuisery Grounds 22

+70

+45 Beg of Nuisery Grounds

+31 Maples 6-10"

+11 - Maples

+09 - E. 21'

21

+77 Po. P. 12'

+71 End of Fence 121'

+69-18" Elm 30'

+50

+42-36" Elm 30'

+14 8" Tree 30'

20

2' Fence

station

26

+50

25

+50

24

+50

23

+37.1 T 17'

+83-10' Oak 5"
+74-12' Oak 4"
+70-7-6-4"

+89 T.P. 5'

+56 P.O.P. 10'

+23 End of Hedge
+89 of Hedge
6' En

+94 E. F. Ent.

+89 End of F

Void

Nursery Grounds

Cultivated.

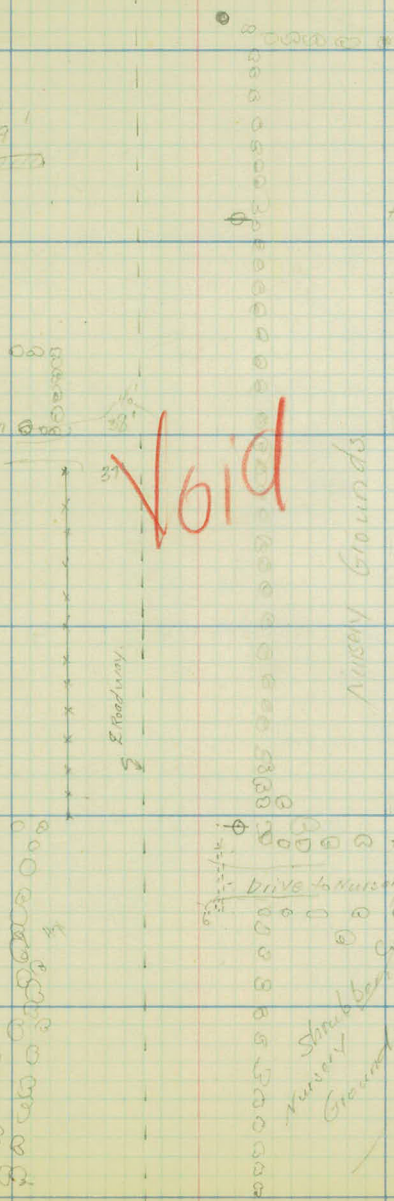
2 Roadway

+00 809 F-35'

stumps & brush

+93 P.O.P. 11'
+83-12' x 16' G.M.
Drive to Nursery

Stumps & brush
Nursery Grounds



Station

29

28

27

+37.± 2 Broadway

Broj. 24-57

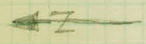
+37.± 2 Broadway.

26

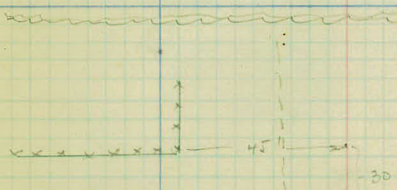
+43 -10" Oak 7'

+93 Fern Cor. 28'

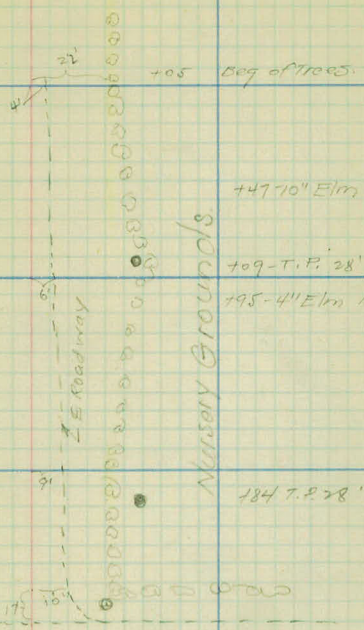
+100 -10" Oak 17'



+57 Fern 28'
+47 Po. P. 28'
+42 -18" slip. 11'



Roadway



+05 Bog of trees.

+47-10" Elm 27'

+09-T.P. 28'

+95-4" Elm 18'

184 T.P. 28'

Nursery Grounds

station

35

34

33

32

31

30

29

+97 F. Ent. L

+97 End of Trees 17
+95 T.P. 26'

Heavy Oaks

SE Road

+83 - T.P. 27'

Grave of small Elms

+69 T.P. 27'

+34 Bag of 6" Elms 27'

Heavy Oaks

+39 - 155 ft 6'

+78 T.P. 28'

+49 - 18" Stp 10'
+45 - 4" Oak 22'
+36 - 6" Oak 21'
+22 TW Oak 21'

+64 - T.P. 27'

+06 Bag of Shubs
+06 End of Trees

+57 - 6" Stp 8'
+44 - 8" Stp 7'
+37 - 8" Oak 21'
+27 - 10" Stp 11'

+44 T.P. 27'

+57 - 8" Oak 17'
+50 - 8" Oak 12'
+3 - 3" Oak 19'
+28 - 8" Oak 11'
+25 TW Oak 8'

+56 - 10" Elms 27'

+23 T.P. 27'

Nursery Grounds

Small Oaks

24'

station

41

40

39

+66

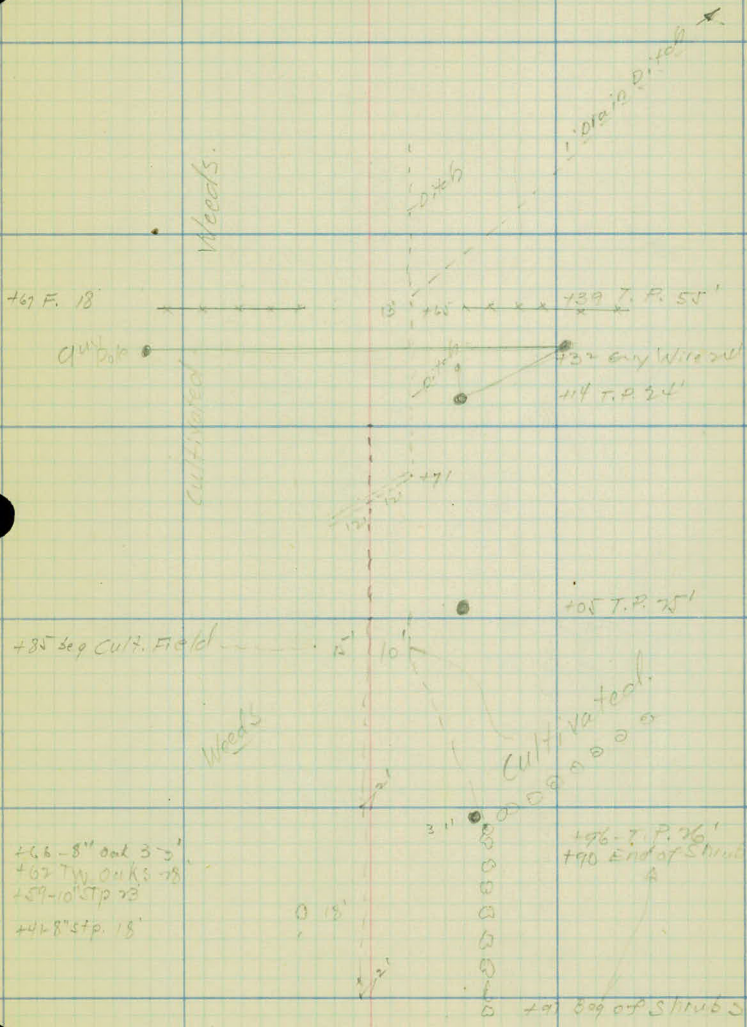
15" X 24' C.M.

38

37

36

35



station

47

46

45

44

43

42

41

station

53

52

51

50

49

+43

1/2" X 20' C.M.

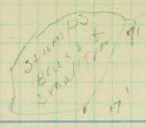
48

47

+50 - end of blurb

+59 Bcg. + Brush & Small Trees
3"

+60. 5 - 0.5 Bus & 18"



+52 P. Ent. L.

+42 - 10" Stp 13

Hay Meadow



+72 - 12" Oak 24'

+77 - 16" Oak 21'
+72 - 4" Oak 24'

+90 - 9" Stp 17

+75 F. Cor.
+76 - 2" - 34' tree

Tree Line 470

4-10" Oaks

Tree Line

+75 Edge of Tree 36'

Small Group Willow
+51 - 9" Willow 11'

+75 - 12" W. Willow 17'

+73 - 2-4" Trees 18'

+81 - 8" Stp. N'

Wire down

station

59

58

57

56

55

10" X 20" C.M.

54

53

52

4 12" Oaks
thick

+98-Will. Stp. 9'

+53-50 will Stps 10'

+178-Oaks E 23

+153-Boys of Trees

3' oak
4' oak

+84-6' Stp 17'
+80-6' Stp 17' R

+76-6' Stp 10' L

+86-4' 4" E 10' 9'

+65-10" Oak 23

Golf Course

+12-Will Stps 10

19'
16'

23'
23'

6' Stp

12" oak

10" oaks

+96 F. Ent
+89 F. Cor. 17'

Dot Hole
E. 1.303.2
+177-6" oak

E-Road

+15 Will Stps 12'

+178-Will Stp 6'
+109-Will Stps 16'

Hay Meadow

Stump
oaks

More

+95-4" oak 24'

20'

12' 8"

16'



station

65

176

12' x 20' C.M.

64

63

62

61

60

59

+75 Gvy Post 6'
+59 Gvy. 11.15'S L.

9'



115' 115' 115' 115' 115'

60'

20'

+93 Pa. 40

26'

Flat P.M.
+19-36'R.

Golf Course

57'

40'

+39 P.P. 53



32'

16'

+04.64 oak 28'

+06.4 oak 29'

+59 18" oak 25
+45 large oak
on 21'

+70.7" 11' 19'
+54.70" 11' 16'
+34.2 11' 20'

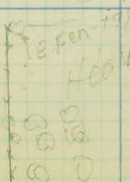
37' End of trees

+18-4" Pop 14'
+62 F. Cop. 26'
+77-6" Pop. 17'
+37-5" 12'
+16-Will 11' 9'



+80 F. L. 26'

19'



+12 Fen 12'
+11 Holly 11'

station

71

70

69

68

67

Begin Rd #65
End Proj. 24-57

+17 - 2 Cleveland AVE.

66

65

+73- To. P. 18'



+92 E. Stumps 12

+59 P. P. 17'

+467
50p Will. Sipa 12

+21- To. P. - 17' L.

Cultivated

+92 T. P. 17'

+57 P. P. 16 18'

+34 Apple tree 18'

+41 Apple tree 28'

+12 E. of Rastley Park

+79 - pop. Raspberry plants

+12- T. P. 16

+64 Plum tree 28'

+51 Qu. White

+46- T. P. 19' L.

+20- 10' x 26' CNL

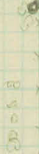
+05- 3 Ma. 180x21'

Small Apple & Plum Trees

+16



19' 2' Woods



Power Wire

+75- T. P. 17'

+54- End Will. 16 13'

+25- 100p Will. 13'

+52- T. P. 17'

+98- 12" Pop. 14'

+94- 10" Pop. 13'

Cultivated

800 T. P. 17'

irrigated

+68- T. P. 18'

+53- F. C. C. 19' R

+51- P. P. 32'

+38

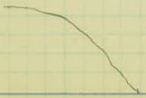
+06

+94 T. P. 37

+82 P. P. 34

Small Brush

SWINE TRAIL



Station

77

76 ⁺⁰³ L. F. ENT. Left

75

74

+42 R. F. ENT. Left

+00 L. F. ENT. Left

73

72

71

station

83

82

81

80

145 ft F. E. Pt.

79

78

77

+47 - P.O.P.

Hay Meadow

cultivated.

+89 - T.P.

+12

Cultivated

+52

+42 - T.P.

+66 - P.O.P.

+04

Cultivated
Nursery Ground

+51 - T.P.

+82 - P.O.P.

Cabbage

16' - 16'

+56 T.P.

+36

Drive

+06 - P.O.P. 15'

clover field

+25 T.P.

cult. + Stain
galle
Patch

+89

+47

Cultivated

station

89

88

87

190

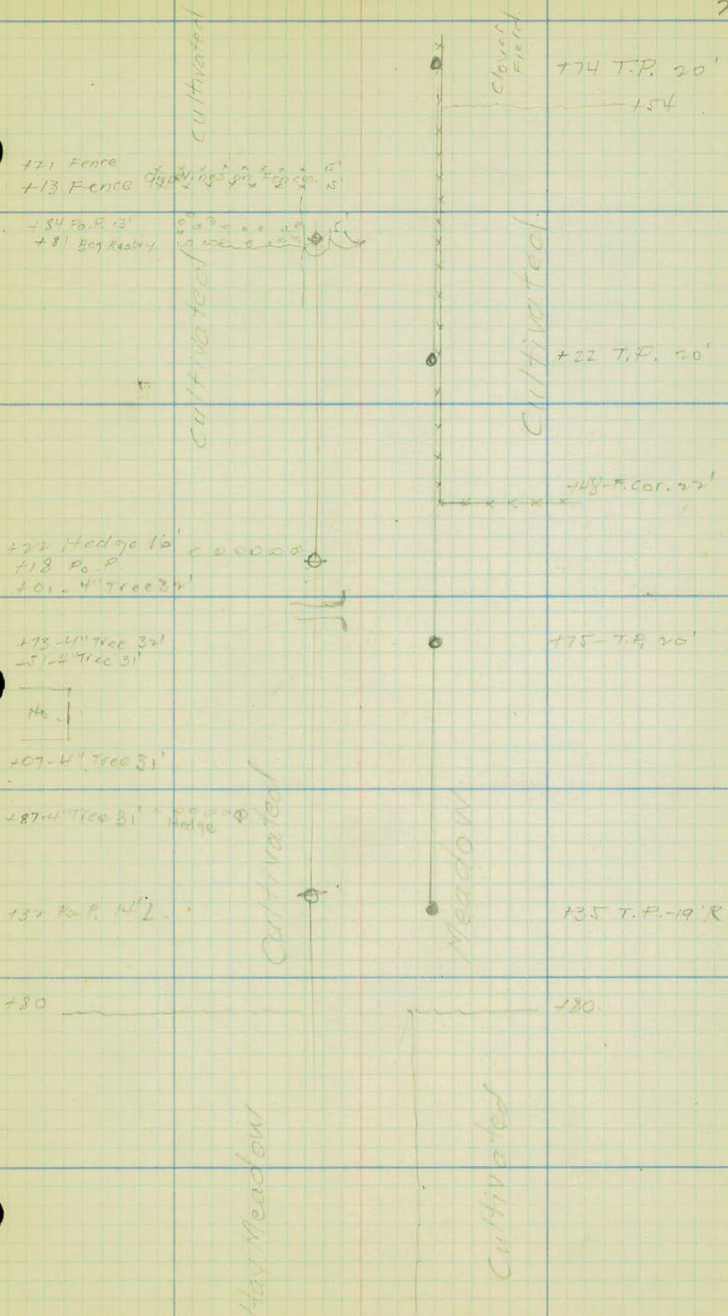
F. Ent. L.

86

85

84

83



+21 Fence
 +13 Fence

+84 F. 2 13'
 +81 Bay Rosby

+72 Hedge 16'
 +18 P. P.
 +01 - 4" Tree 31'

+73 - 4" Tree 32'
 +51 - 4" Tree 31'



+07 - 4" Tree 31'

+87 - 4" Tree 31' + Hedge

+32 P. P. N^o 2

+80

Clover Field

774 T.P. 20'

154

cultivated

cultivated

Cultivated

+22 T.P. 20'

+48 - F. Cor. 22'

+75 - T.P. 20'

Cultivated

Meadow

+35 T.P. - 19' R

Hay Meadow

Cultivated

+80

station

+12 E Road Right.

96

+65 - Walk 3' - 21' L.

+28 F. ENT.

95

94

93

92

91

90

- +12 -
- +08 Po. P. 15'
- +03 Bay Folio 2
- +96-6" Apple Tree 30'
- +72-6" Elm 34'
- +60- Lilac Bush 25'
- +49-6" Pine 34'
- +44 Lilac Bush 38'
- +39-6" Elm 34'

+11-3" Tree 34'

+98

+27 Po. P. - 15'

+43 Po. P.

+64 Po. P.

Cultivated

Yard

Driveway

Cultivated

Cabbage

White Fence

Cultivated

569 sq. ft. 10
 750 sq. ft. 17 R
 state
 Land 10/16 17 R

+04-7. P. 38'

+03 Fence Cor.

+847. P. - 18'

+86-7. P. 18'

+15 T. R.

+58 Fence
 Wire Gate
 supposed town road

+41 Fence.

+21 T. P. 20'

Clover Field

21'

Station.

102

101

100

99

98

97

96

+78 R. L. 17'

Hay Meadow.

79994



+99



+53 - 7.4" PoD 13'

cultivated

cultivated

+89 Po. P.



Station

108

107

106

105

104

103

102

Station

110

113

117

111

110

109

108

station

120

119

+82.8 Edge of Pavement
+70.28 Monument
+67.8 Edge Pavement

+13 Pa-P, 15' L.
+72 T.P., 28' L.

118

117

116

115

114

Cultivated

clover field

+37-T.P. 15'
+38-Guy Wire 1045'

+42-10' Oak E 4. 33'
+42-Fence 32' x x x +2

+89-Hwy Sign 47'

+95-41 Max Boxes 26'
+92 T.P. 41' R

Concrete 20' Pavement

+50-2.5 x 2.5-conc. Glob 25'
+36-13 P. 18'

+49-End of 8" tile 16'
+56-Hwy Sign 25'
(62-62)

Scattered 12" Oaks

+72-P.O. P. 17'
+54-Guy Wire 17'

6-10' Oaks (thick)

Tire Line

Tire Line

Open field

+99-6' Oak 12'

Cultivated

116

Station

126

125

+38 FENT L.

124

123

122

+30 F. Ent. L.

121

120

+80 T.P. 15'

clover field



+98

16'

+33 T.P. 16'



cultivated



Cultivated foot

+88 T.P. 16'



+44 T.P. 17'



Cultivated



9'

clover field

+01 T.P. 18'



+18 M.B.K. 9'

Station

+ 78 2 F. Entr. R.

132

131

130

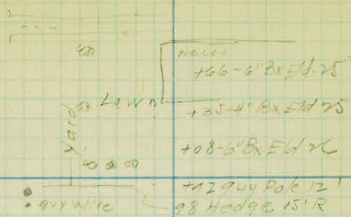
129

128

127

126

+82 T.P. 141



+29 T.P. 141

+75 - T.P. 151

+28 T.P. 151

Clover Field

Cultivated.

Station

138

137

136

+17 R.F. ENT

135

134

133

132

+75 T.P. 13

Cult.

Dover Field 475'



+29 T.P. 13



+69 P.O. P

+24 - T.P. 13



+11 P.O.P. 12'

+21 - T.P. 13'

Dover Field.



+76 Apple Tree 39'
9 0 0 510 Apple Trees
- DRIVE -
0 0 +88 Apple Tree 40'

+68 M. Box 12'

+50 P.O.P. 12'

Cultivated

Cultivated

+97 P.O. P. 12'
+97 M. Box 10'



144

143

142

123

Z. F. ENT. R.

141

140

139

138

+12 - Po.P. 12'

+21 T.P. 12'

+51 - Po.P. 13'

+71 - T.P. 12'

+05 - M. Box 13
+04 Guy W. 11'
+88 - Po.P. 13'

+22 - T.P. 13'

cultivated

cultivated.

+32 Po.P. 12'
+11

150

149

148

147

146

+18.95 @ Hamline Ave.

145

144

+21 T.P. - 8'

+27 B.P. - 11'

+59 T.P. 9'

+61 P.O.P. 12'

+94 T.P. 10'

+92 P.O.P. 13'

+57 T.P. 11'

+47 P.O.P. 12'

+32 T.P. 11'

+00

+01 P.O. Line 1/2'

+07

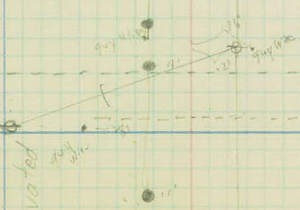
+66 T.P. 11'

cultivated

cultivated

cultivated

cultivated



156

155

154

+40

10" x 21" Vit.

153

152

151

150

+51 P.O.P. - 11'

+33 T.R. - 9'

Hay Meadow

+12 P.O.P. - 11'

+90 10" oaks 20'
+89 10" oaks 20'

+65 T.R. - 9'

cultivated.



cultivated

+43 P.O.P. - 11'

+85 T.R. - 8'

+71 P.O.P. - 11'

162

+10 2 F. ENT.

161

160

130 2 F. ENT. L.

159

158

157

156

+90-T.P.-11'

+22-T.P. 10'

+79 M.Bx 11'
 +22 Hedge
 +16-4" Elm 24'

+99-8" Bx Ed. 30'
 +24-6" Bx Ed. 30'
 +70-6" Elm 24'
 +56-Hedge
 +56-T.P.-11'

+04-T.P.-10'

Cultivated

Cultivated

+12-Apple Tree 26'
 +66 Plum Tree 25'
 +57-Plum Tree 25'
 +49-P.P. 12'
 +45-Apple Tree 24'
 +34-Apple Tree 24'
 +52-M.Box 12'
 +27-Apple Tree 24'

+22 Spruce 22'
 +4-Bushes 20'
 +64 " " "
 +54-Lilac Bushes 17'
 +43-Plum Tree 22'
 +31-Plum Tree 21'
 +27-Bushes 18'
 +17-Apple Tree 22'

+95-Plum Tree 22'
 +98-P.P. 11'

+27
 +29-P.P.-11'

Hay Meadow

Yard

Cultivated

1710

137

Cultivated

Cultivated

168

167

166

165

164

163

162

+75-T.P.-10'



+84-Po.P. 12'

+03-T.P.-10'



+31-Po.P. 12'

Clover Field.

+34 T.P.-11'



+90



+73-Po.P.-11'

Cultivated

+64 T.P.-11'



Cultivated.

+10 Po. P.-11'

174

173

End Rd #65

172

+79 12" X 41' C.M. (New Curb placed 1924)

+57⁰⁰ Mon. Lexington Ave.

+35 12" X 30.7 C.M. (New Curb. placed 1924)

171

+54 R. F. Ent. L. 10" X 18' C.M.

170

169

168

+61-P.O. R. 8'

+16

cultivated

⊕ 6

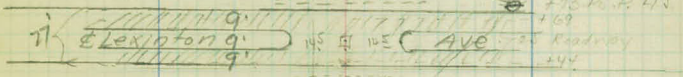
cultivated

+10-P.O. 6 1/2 8'

⊕ 5

Mon.

Revised Topog
Aug 6, 1924



+29-T.R. 73'

+12-P.O. 12'

+68-T.R. 9'

+36-Hed' 21'
+34 M.B.K. 8'

Clover Field

cultivated

+53-P.O. 12'

104.

F Ent. R.

180

179

178

177

+23

2 PIN. Ent L. 10" x 23' 1/2" Tile.

176

175

174

+37-Po.P. 9'

+08-M.Bx 11'

La

+75-Po.F. 9'

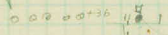
⊕

-00 Po.P. 8'

⊕

+38-M.Bx. 10'

Row/
+34-Trees 2'



End of Hedge +17-22'

Large Boulder

+98 1" Tree-15'

+67 1" Tree-24'

Lawn

+74-Po.P. 8'

+18-Hedge 2'

+17-

cultivated

cultivated

cultivated.

186

185

+66,2 Stone Mod.

+64 F. Ent L.

184

+21

F. Ent. R.

183

182

181

180

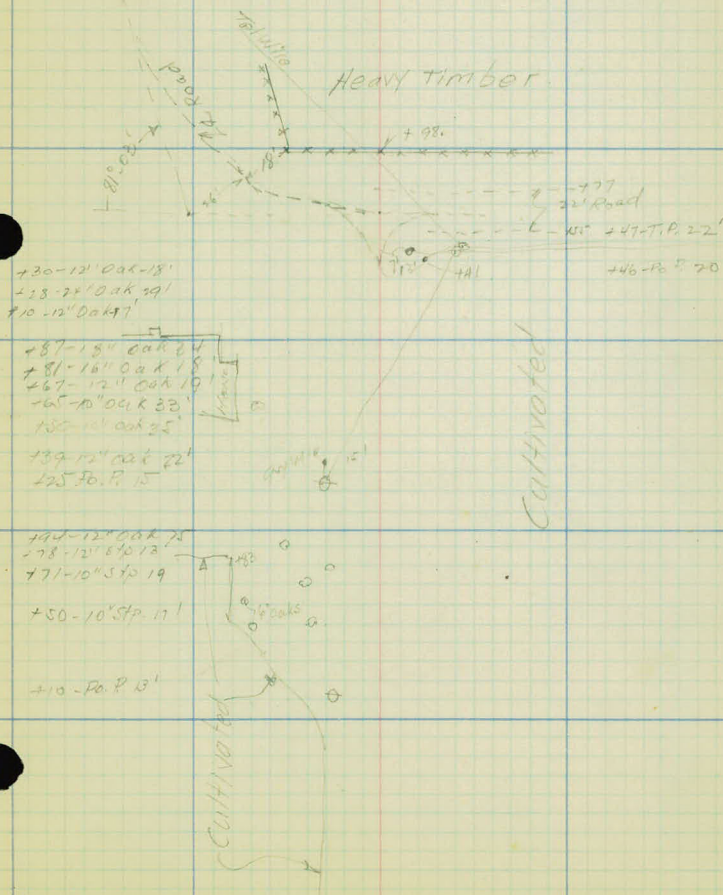
1664 Victoria St.

189

188

187

186



+30-12" Oak 18'
 +38-28" Oak 29'
 +10-12" Oak 9'

+87-18" Oak 24'
 +81-16" Oak 18'
 +67-12" Oak 10'
 +65-10" Oak 33'
 +55-14" Oak 25'
 +39-12" Oak 22'
 +25 Fo. P. 15'

+44-12" Oak 7'
 +78-12" S.P. 12'
 +77-10" S.P. 19'

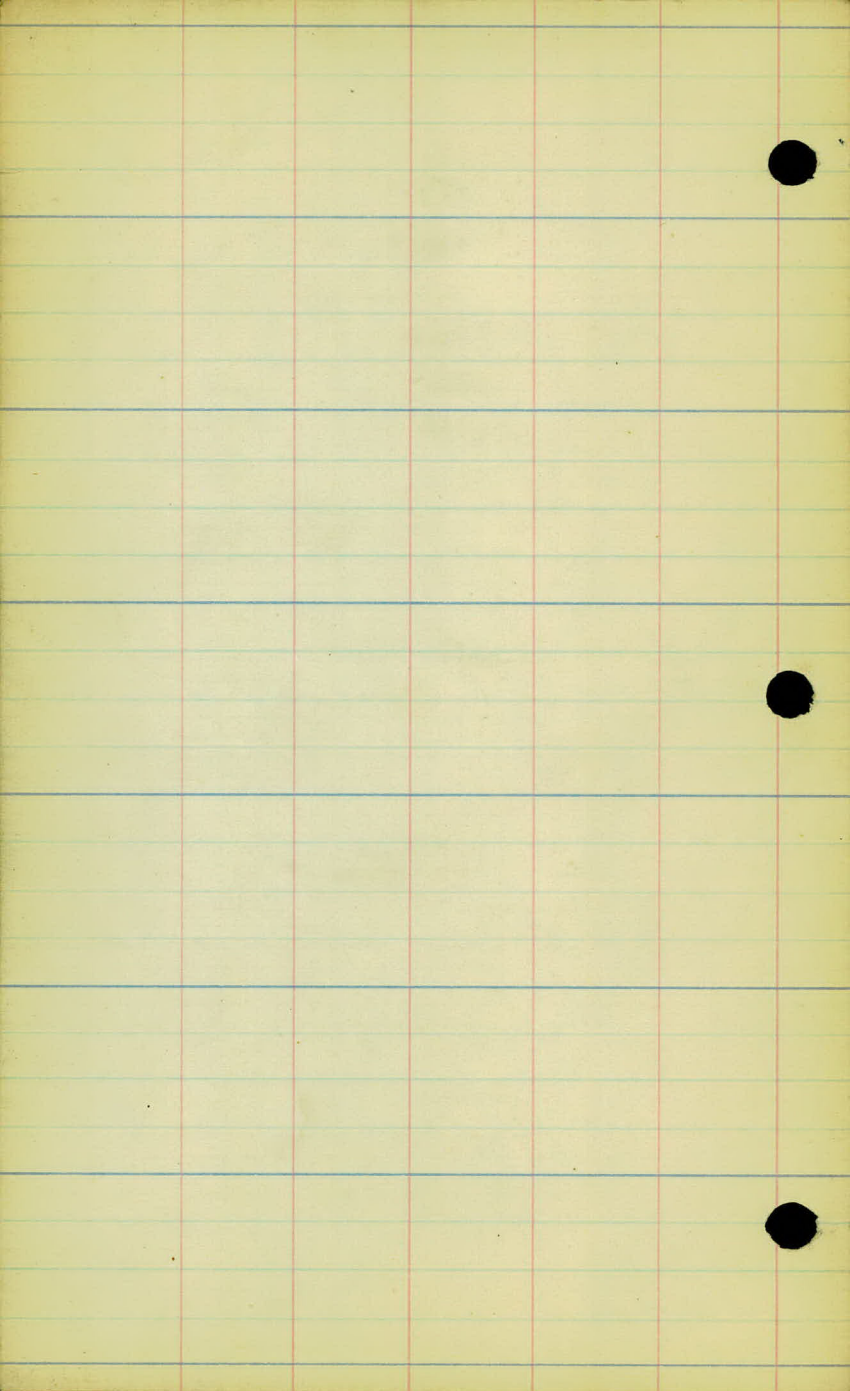
+50-10" S.P. 11'

+10- Fo. P. 13'

+46-16" S. 20'

Cultivated

Cultivated



Project 24-57.

Bench - Levels.

	+	H.I	-	Elev.
B.M.	1.43	305.64		304.21
T.P.	5.76	304.69	6.71	298.93
T.P.	7.25	310.75	1.19	303.50
T.P.	11.88	312.60	10.03	300.72
T.P.	4.76	316.31	1.05	311.55
B.M.			4.88	311.43
T.P.	4.47	315.11	5.67	310.64
T.P.	7.64	318.79	3.96	311.15
T.P.	4.77	320.04	3.52	315.27
B.M.	5.44	325.01	0.47	319.57
T.P.	4.97	329.48	0.50	324.51
T.P.	6.66	336.14	0.00	329.48
T.P.	8.38	344.50	0.02	336.12
B.M.			1.66	342.84
T.P.	5.05	343.96	5.59	338.91
T.P.	10.34	353.70	0.60	343.36
T.P.	0.92	345.77	8.85	344.85
B.M.			3.32	342.45
T.P.	0.79	339.33	7.23	338.54
T.P.	0.06	329.91	9.48	329.85
T.P.	0.35	319.55	10.71	319.20
T.P.	0.26	308.59	11.22	308.33
T.P.	0.26	297.06	11.79	296.80
B.M.	11.54	303.53	5.07	291.99
T.P.	8.00	310.83	0.70	302.83
T.P.	3.11	310.53	3.41	307.42

W.H.C.
C.E.J.
M.S.B.
T.P. } Mar. 19, 1924

R.R. spike in 24" Oak 170' L. Sta. 170+54
(Lexington Ave. Datum) (105' L. - 78+16)

Top stake 161

Top Stake 149

R.R. spike in P. Pole 49' L. Sta. 145+00 (Hamline Ave)

Top Stake 142

" " 134

" " 126

Top of Monument (Snelling Ave)

" " Stake 110

" " " 103

R.R. spike in T.P. 20' R. Sta. 92+75

Top Stake 88

" " 79

" " 69

R.R. spike in 12" P. Pole 39' R. Sta. 66+51 (Cleveland Ave)

Top Stake 62

" " 53

" Rock

" Stake 45

" " 42+70

R.R. spike in 6" Pole 60' L. 39+37

Nail in T.P. 27' R. Sta 31+64

	+	H.I	-	Elev.
		310.53		
T.P.	9.77	313.74	6.56	303.97
B.M.			8.54	305.20
T.P.	7.47	320.61	0.54	313.20
T.P.	9.83	330.29	0.21	320.46
B.M.	4.04	333.34	0.99	329.30
T.P.	0.04	323.76	9.62	323.72
B.M.			5.39	318.37
	<u>+</u>		<u>-</u>	
	+145.24		-131.08	318.37
	<u>-131.08</u>			304.21
	14.16 ✓			<u>14.16</u> ✓

For I Levels see next page.

Top Stake 27

R.R. spike in 10" Oak - 27' L. Sta 27+00

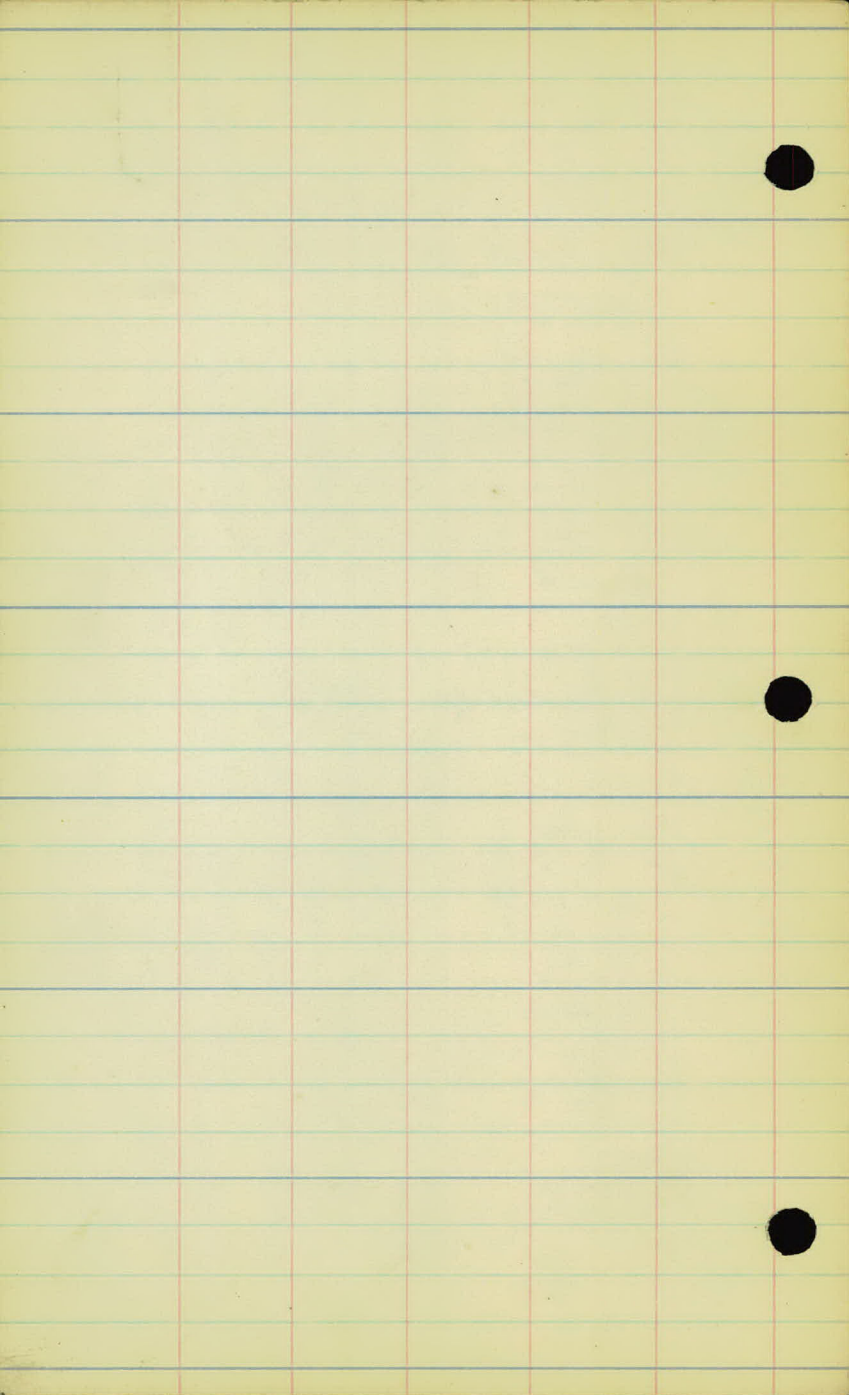
Top stake 23

" " 17

R.R. spike in 10" Oak - 23' R. Sta 10+86

Top of Stake 4

R.R. spike in T.P. 35' R. Sta 0+25



Project 24-57

Center Line Levels.

Station	+	H.I	-	Elev.
B.M.	4.24	322.61 ✓		318.37 ✓
B.M.			4.63	317.98 = 264.43 Proj-23-

South from Carpenter Ave.

0+00			4.93	317.68 ✓
-0+10			5.06	317.55 ✓
-0+29			6.16	316.45 ✓
-0+50			7.27	315.24 ✓
-1+06			10.49	312.12 ✓

(North on Electric)

0+00			4.93	317.68 ✓
0+10			4.82	317.65 ✓
0+32			4.6	318.0 ✓
1			4.0	318.6 ✓
+68			3.2	319.4 ✓
2			2.8	319.8 ✓

T.S.	10.49	332.31 ✓	0.79	321.82 ✓
------	-------	----------	------	----------

3			11.0	321.3 ✓
+78			9.2	323.1 ✓
4			2.6	324.7 ✓

Void

323.7

+70			6.1	326.2 ✓
+90			5.5	326.8 ✓
5			5.2	327.1 ✓

6			4.0	328.3 ✓
+			4.1	328.2 ✓

7			4.2	328.1 ✓
8			3.9	328.4 ✓

R.R. spike in T.P. 95' R. Sta. 0+25
Spike N.W. cor. Lorpenleur & EUSTIS.

2 Lorpenleur. top of Pavement.

" " "

" " "

" " "

" " "

= 2 Lorpenleur Ave.

2 Alley

Top stake 3.

1 Ione St.

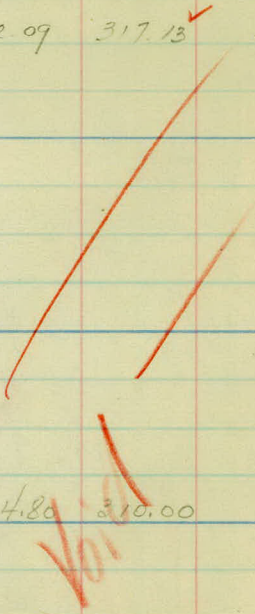
Station		H.S.		Elev.
		332.31 ✓		
T.P.	3.15	331.92 ✓	3.54	328.77 ✓
9			4.0	327.9 ✓
10			4.6	327.3 ✓
+50			4.7	327.2 ✓
B.M.	2.58	331.88 ✓	2.62	329.30 ✓
11			4.7	327.2 ✓
+50			4.7	327.2 ✓
12			5.0	326.9 ✓
+50			5.6	326.3 ✓
13			5.7	326.2 ✓
+31			5.3	326.7 ✓
14			6.5	325.4 ✓
+60			7.6	324.3 ✓
15			8.4	323.5 ✓
+50			9.6	322.3 ✓
16			10.8	321.1 ✓
T.P.	0.22	320.87 ✓	11.23	320.65 ✓
+50			0.7	320.12 ✓
17			2.9	318.0 ✓
+45			2.9	317.0 ✓
18			5.2	315.7 ✓
+30			5.9	315.0 ✓
19			6.2	314.7 ✓
+20			6.0	314.9 ✓
+75			5.3	315.6 ✓

W.M.

R.R. Spike in 10" Oak, 23' R. Sta. 10+86

Top of Sa End of G.M. Culv. 16+45

Station	+	H.I	-	Elev.
		320.87 ✓		
20			5.1	315.8 ✓
+65			5.7	315.2 ✓
21			5.8	315.1 ✓
T.P.	2.09	317.13 ✓	5.83	315.04 ✓
+60			2.6	314.5 ✓
22			2.9	314.2 ✓
+50			4.2	312.9 ✓
23			4.7	312.4 ✓
+55			5.9	311.2 ✓
24			6.7	310.4 ✓
25			9.1	309.0 ✓
26			11.3	305.8 ✓
B.M.			11.95	305.18 ✓
B.M.	4.80	310.00		305.20 ✓
+37.1			4.2	305.8 ✓
+40.5			6.5	303.5 ✓
27			6.9	303.1 ✓
+60			2.5	302.5 ✓
28			6.5	303.5 ✓
+40			4.8	305.2 ✓
29			5.8	304.2 ✓
30			9.7	302.3 ✓
T.P.	6.44	307.42 ✓	9.02	300.98 ✓
31			7.1	300.3 ✓
+40			4.9	302.5 ✓



Proj. 24-57

302.3 300.3

Notch in E. Post Rt. 21+10

R.R. spike in 10" Oak 27 Lt. Sta 27+00

Station	+	H.I	-	Elev.
		307.42 ✓		
31+75			2.1	304.3 (circled) 305.3 (circled)
32			8.2	304.2 ✓
+50			7.0	300.4 ✓
33			7.9	299.5 ✓
+50			5.5	301.9 ✓
34			2.2	305.2 ✓
T.P.	11.90	318.38 ✓	0.94	306.48 ✓
+40			11.0	307.4 ✓
35			9.2	309.2 ✓
+35			7.6	308.8 ✓
+70			11.7	306.7 ✓
T.P.	0.11	306.61 ✓	11.88	306.50 ✓
36			1.8	304.8 ✓
+40			5.4	301.2 ✓
+65			7.8	298.8 ✓
T.P.	0.15	295.97 ✓	10.79	295.82 ✓
37			0.6	295.4 ✓
+55			5.0	291.0 ✓
38			5.9	290.1 ✓
39			5.5	290.5 ✓
B.M.			4.00	291.97 ✓
B.M.	5.39	297.38 ✓		291.99 ✓
39+61.6			6.6	290.8 ✓
40			7.0	290.4 ✓
41			6.9	290.5 ✓

R.R. spike in Guy P.O. 6d Lt. 39+37

W.H.G.
eck.
Cahin Aug 1, 24
Franke

Station	+	T.I. ✓	-	E/cv.
		297.38		
42			4.8	292.6
+50			7.6	294.8
T.P.	9.63	306.32 ✓	0.69	296.69 ✓
43			7.9	298.4
+50			5.4	300.9
44			3.0	303.3
T.P.	8.43	314.16 ✓	0.59	305.73 ✓
+50			8.2	06.0
45			6.7	07.5
+40			6.7	07.5
46			6.3	07.9
+35			3.7	10.5
+70			1.4	13.8 12.8
47			2.6	11.6
+45			4.8	09.4
T.P.	8.42	317.80 ✓	4.78	309.38 ✓
+75			9.4	08.4
48+00			10.9	06.9
+50			13.9	03.9
49			14.6	03.2
+60			14.1	03.7
50			13.1	04.7
+50			10.3	07.5
51			4.2	-13.6
B.M	9.72	325.65 ✓	1.87	315.93 ✓

74.
Nail in 8" Oak Rt sta. 51708

Stations	+	H. I. ✓	-	Elev
		325.65		
51+33			7.2	18.5
+455			4.6	21.1
T.P.	10.25	334.78 ✓	1.12	324.53 ✓
52			11.2	23.6
+50			8.6	26.2
53			6.1	28.7
+37			5.1	29.7
54			8.2	26.6
+50			9.7	25.1
55			10.5	24.3
56			9.2	25.6
+30			7.7	27.1
57			6.4	28.4
T.P.	11.57	340.54 ✓	5.81	328.97 ✓
58			10.9	29.6
59			7.1	33.4
+50			3.6	36.9
60			1.4	39.1
T.P.	3.16	241.97 ✓	1.73	238.81 ✓
+50			2.0	39.0
61			3.4	38.6
+50			3.0	39.0
+80			2.5	38.5
62			4.7	37.3
+30			7.0	35.0

2 Drive Lt.

Top Rock

Station	+	H.I. ✓	-	Elev.
		241.97		
63			7.5	334.5
+50			7.9	34.1
64			8.1	33.9
+34			8.7	33.3
Water Elev.			8.2	33.8
65			7.3	34.7
+36			5.6	36.4
66			2.5	39.5
+08	End Proj, 24-57		1.4	40.6
T.P.	4.56	244.77	176	340.21 ✓
B.M.			2.30	342.47 ✓
	4.54	346.99 ✓		342.45 ✓
66+17	Begin Rd #65		6.1	40.9
+40			6.9	40.1
67			6.2	40.8
+50			5.0	42.0
68			3.4	43.6
+40			2.8	44.2
T.P.	5.50	349.67 ✓	2.82	344.17 ✓
69			5.2	44.5
70			4.9	44.8
+60			5.0	44.7
71			4.8	44.9
+70			3.9	45.8

Water Elev. Lake on Lt. Aug 1, 1924

} R.R. spike in 12" Poplar. 39' R. Sta. 66+51
 (Cleveland Ave.)
 to Cleveland Ave. / to Levels on Cleveland }

4.6 ^A	4.9	6.7	6.8
150	100	100	200

Station	+	H.I. ✓	-	Elev.
		349.67		
T.P.	8.79	355.26 ✓	3.20	346.47 ✓
72			8.7	46.6
+65			6.0	49.3
73			4.1	50.6
+41			4.5	50.8
74			6.3	49.0
75			8.8	46.5
76			10.2	45.1
T.P.	4.04	348.46 ✓	10.84	344.42 ✓
77			4.0	44.5
78			3.7	44.6
79			5.5	43.0
+44			6.3	42.2
80			6.8	41.7
81			7.3	41.2
B.M.	2.72	344.62 ✓	6.56	341.90 ✓
+60			3.1	41.5
82			3.7	40.9
+50			4.5	40.1
83			4.6	40.0
+40			4.8	39.8
84			5.5	39.1
+70			5.4	39.2
85			5.0	39.6
86			4.5	40.1

2 Drive Lt.

4 " Lt.

2 Drive Lt.

2 Drive Rt.

Nail in T.P. #31 19' Rt. Sta. 81+00

Station	+	H. I. ✓	-	Elev.
		344.62		
86+55			4.0	340.6
86+89			4.5	40.1
87+00			4.6	40.0
T.P.	4.25	344.23 ✓	4.64	339.98 ✓
+47			4.3	39.9
88			5.2	39.0
89			5.2	39.0
90			3.3	40.9
91			2.8	41.4
+40			3.5	40.7
92			4.6	39.6
B.M.			1.38	342.85 ✓
✓	0.66	343.50 ✓		342.84 ✓
93			5.2	38.3
94			6.8	36.7
95			8.0	35.5
+27				
96			10.1	33.4
B.M.	2.88	335.93 ✓	10.45	333.05 ✓
+50			3.1	32.8
97			3.7	32.2
98			5.1	30.8
99			4.9	31.0
100			4.8	31.1
101			5.1	30.8

9 Drive Lt.

R.R. spike in T.P. 20' Rt. Sta. 92+75

E Drive Lt.

Nail in Guy P. 15' Lt. Sta. 96+02

Station	+	H.I	-	E/cv.
		335.93 ✓		
101+50			5.8	330.1.
102			5.5	30.4.
T.P.	3.44	333.68 ✓	5.69	330.24 ✓
+50			3.7	30.0.
103			4.9	28.8.
104			6.5	27.2.
+40			7.2	26.5.
105			8.3	25.4.
+55			8.9	24.8.
106			9.0	24.7.
+60			9.0	24.7.
107			9.1	24.6.
T.P.	6.30	330.59 ✓	9.39	324.29 ✓
108			6.1	24.5.
+60			5.8	24.8.
109			6.0	24.6.
+50			6.2	24.4.
110			6.6	24.0.
111			7.9	22.7.
+60			8.1	21.5. 22.5
112			8.6	22.0.
T.P.	5.11	325.67 ✓	10.03	320.56 ✓
113			5.0	20.7.
114			6.0	19.7.
115			5.5	20.2.



Station	+	H.I.	-	Elev.
		325.67		
115+50			5.5	320.2
116			5.4	20.3
117			6.5	19.2
118			6.5	19.2
+62.8			6.11	19.56
118+70.25			6.10	19.57
B.M.			6.13	319.54
	1.70	321.27		319.57
118+82.7			1.79	319.48
119			3.0	18.3
+25			4.3	17.0
120			4.6	16.7
121			5.0	16.3
+30			5.0	16.3
122			6.1	15.2
123			5.6	15.7
124			6.2	15.1
+38			6.2	15.1
T.P.	3.43	319.25	5.45	315.82
125			4.5	14.8
126			4.6	14.7
127			4.9	14.4
128			4.5	14.8
129			4.2	15.1
130			4.5	14.8

Edge of Pavement (West)

Top of Monument Snelling Ave.

Edge of Pavement (East)

Drive Lt.

Drive Lt.

Nashua T.P. Lt. Sta 1237 89

Station	+	H.I. ✓	-	Elev.
		319.25 ✓		
T.P.	1.55	316.47 ✓	4.33	314.92 ✓
131			3.0	13.5 .
132			4.6	11.9 .
+ 18			5.7	10.8 .
133			5.8	10.7 .
134			5.7	10.8 .
T.P.	3.77	314.77 ✓	5.47	311.00 ✓
135			4.1	10.7 .
+ 16			4.1	10.7 .
136			4.2	10.6 .
137			5.0	09.8 .
138			4.6	10.2 .
139			3.8	11.0 .
140			4.4	10.4 .
T.P.	4.14	315.16 ✓	3.75	311.02 ✓
141			4.7	10.5 .
+ 22			4.5	10.7 .
142			4.7	10.5 .
143			4.8	10.4 .
144			5.8	09.4 .
+ 45			5.7	09.7 (circled) 09.5
145			4.2	11.0 .
+ 108			3.8	11.4 .
+ 119			3.7	11.5 .
+ 127			3.8	11.4 .

Trail in T.P. Lt. 129+75

2 Drive Rt.

Trail in T.P. Rt. Sta 134+31

Aug. 6-1924

2 Drive Rt.

Top of Rock Lt. Sta. 140+20

2 Drive Rt.

2 Hamline Ave.

Station	+	H.I. ✓	-	Elev.
		315.16		
B.M.		✓	3.71	311.45 ✓
✓	5.90	317.33		311.43 ✓
145			6.2	11.1.
146			5.7	11.6.
+60			5.0	12.3.
147			4.8	12.5.
148			4.3	13.0.
T.P.	1.21	313.42 ✓	5.12	312.21 ✓
149			2.5	10.9.
150			5.4	08.0.
151			8.8	04.6.
T.P.	2.27	305.08 ✓	10.61	302.81 ✓
152			3.8	301.3.
153			5.0	300.1.
154			4.9	300.2.
155			2.5	302.6.
T.P.	7.59	311.13 ✓	1.54	303.54 ✓
+50			7.5	303.6.
156			6.3	04.8.
+55			5.3	05.6 05.8
157			5.0	06.1.
+47			4.7	06.4.
158			5.0	06.1.
159			5.0	06.1.
+30			5.4	06.7 05.7

R.R. spike in P.O. Pole 49' Lt. Sta. 145+00 (Hamline Ave)

Nail in P.O. P.

Nail in R.R. Rt. Sta. 151+70

153+40 = 10" Vit. Calc. See Drainage Notes

Nail in T.P. Lt. Sta. 155+33

2. Drive Lt.

Station	+	H.I. ✓	-	Elev.
		311.13		
160		✓	5.9	305.2
T.P.	0.73	306.35	5.51	305.62 ✓
161			3.3	03.1
+			3.4	03.0
162			5.0	01.4
163			6.0	300.4
164			6.8	299.6
165		✓	6.8	299.6
T.P.	4.07	304.48	594	300.41 ✓
166			5.0	299.5
167			5.0	99.5
168			5.0	99.5
169			5.4	99.1
170			4.6	99.9
754			3.7	300.8
171			3.1	301.4
728			2.2	02.3
742.5		✓	2.10	302.38
T.P. 757	5.06	307.53	2.01	302.47 ✓
B.M.			3.32	304.21 ✓

Nail in R.R. Lt. Sta 160+22

to Drive Rt.

Nail in T.P. Lt. Sta. 165+34

to Drive Lt.

W. Edge Pavement

top of Man & Lexington Ave.

R.R. Spike in 24' Oak 170' Lt. Sta. 170+54

(Lexington Ave Datum 15' Lt. 28'16)

W.H.G. to here

Eck. Calvin Aug 6, 1924

Frank

Station

+

H.I

-

Elev.

Project 24-57

Cross-Sections

Station.	Elev.
3+78	322.1
3+00	321.3
2+00	319.8
+68	319.4
1+00	318.6
0+32	318.0
0+10	317.65
0+00	317.68
-0+10	317.55
-0+29	316.45
-0+50	315.34
-1+00	312.12

L				S	R				
$\frac{-0.3}{40}$	$\frac{-0.4}{31}$	$\frac{-0.9}{28}$	$\frac{-0.6}{17}$		$\frac{-0.3}{9}$	$\frac{-0.8}{12}$	$\frac{+0.2}{16}$	$\frac{+0.4}{30}$	$\frac{+2.1}{34}$

$\frac{+0.3}{40}$	$\frac{+0.3}{33}$	$\frac{0.0}{27}$	$\frac{-0.2}{21}$	$\frac{0.0}{14}$	$\frac{-0.2}{11}$	$\frac{-0.4}{14}$	$\frac{-0.2}{29}$	$\frac{-0.1}{33}$
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$\frac{-2.7}{40}$	$\frac{-2.5}{29}$	$\frac{-1.3}{25}$	$\frac{-0.7}{17}$	$\frac{-0.3}{7}$	$\frac{-1.2}{15}$	$\frac{-1.3}{19}$	$\frac{-0.7}{21}$	$\frac{-0.2}{33}$
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$\frac{-2.1}{33}$	$\frac{-1.9}{20}$	$\frac{-0.5}{11}$	$\frac{-0.4}{13}$	$\frac{-1.4}{24}$	$\frac{-0.9}{32}$
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Void

$\frac{-2.0}{32}$	$\frac{-0.6}{14}$	$\frac{-0.3}{19}$	$\frac{+0.1}{24}$	$\frac{+0.2}{32}$
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$\frac{-1.9}{33}$	$\frac{-0.7}{28}$	$\frac{-0.7}{14}$	$\frac{+0.1}{22}$	$\frac{+0.4}{33}$
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$\frac{-3.30}{100}$	$\frac{-1.65}{50}$	$\frac{0.00}{50}$	$\frac{+0.92}{50}$	$\frac{+2.10}{100}$
----- Pavement -----				

$\frac{-3.32}{100}$	$\frac{-1.62}{50}$	$\frac{0.00}{50}$	$\frac{+0.92}{50}$	$\frac{+2.07}{100}$
----- Pavement -----				

$\frac{-3.38}{100}$	$\frac{-1.60}{50}$	$\frac{0.00}{50}$	$\frac{+0.90}{50}$	$\frac{+2.02}{100}$
----- Pavement -----				

$\frac{+0.34}{32}$	$\frac{+0.8}{24}$	$\frac{0.0}{23.5}$	$\frac{-0.06}{13}$	$\frac{0.00}{14}$	$\frac{+0.14}{14}$	$\frac{0.0}{18}$	$\frac{+0.9}{22}$	$\frac{+2.2}{25}$	$\frac{+2.1}{29}$	$\frac{+1.6}{33}$
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$\frac{+1.05}{30.5}$	$\frac{+0.95}{28}$	$\frac{+0.1}{19}$	$\frac{-0.2}{18}$	$\frac{-0.25}{12}$	$\frac{0.00}{12}$	$\frac{-0.21}{12}$	$\frac{-0.93}{16}$	$\frac{-0.3}{19}$	$\frac{-0.1}{24}$	$\frac{+2.9}{27}$	$\frac{+2.3}{33}$
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$\frac{+0.2}{33}$	$\frac{+0.1}{20}$	$\frac{-0.15}{17}$	$\frac{+0.07}{12}$	$\frac{0.00}{12}$	$\frac{+0.04}{12}$	$\frac{-0.69}{16}$	$\frac{-0.1}{19}$	$\frac{-0.5}{28}$	$\frac{-0.7}{33}$
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Station	Elev.
+50	327.2
11	327.2
+50	327.2
10	327.3
9	327.9
8	328.4
7	328.1
+	328.2
6	328.3
5	327.1
+90	326.8
+70	326.2
4	324.7

L £ R

$$\begin{array}{cccc} +1.8 & +1.8 & +0.1 & +0.3 \\ \hline 50 & 25 & 18 & 11 \end{array}$$

$$\begin{array}{cccc} -0.2 & -1.1 & -1.1 & -0.2 & +0.1 \\ \hline 7 & 5 & 9 & 10 & 33 \end{array}$$

$$\begin{array}{cccc} -2.2 & -1.5 & -2.0 & -2.0 & -0.8 & -0.2 & +0.3 \\ \hline 50 & 28 & 27 & 25 & 24 & 19 & 11 \end{array}$$

$$\begin{array}{ccc} +0.1 & +1.3 & +1.8 \\ \hline 7 & 25 & 33 \end{array}$$

$$\begin{array}{cccc} -1.4 & -1.9 & -0.4 & +0.4 \\ \hline 50 & 26 & 21 & 10 \end{array}$$

$$\begin{array}{cccc} -0.1 & -1.3 & +0.1 & +0.4 \\ \hline 2 & 4 & 21 & 33 \end{array}$$

$$\begin{array}{cccc} +0.9 & -0.7 & -0.9 & -1.1 & -1.1 & -0.4 & +6.5 \\ \hline 50 & 33 & 28 & 27 & 24 & 22 & 10 \end{array}$$

$$\begin{array}{ccc} 0.0 & -1.8 & -0.4 \\ \hline 2 & 5 & 33 \end{array}$$

$$\begin{array}{cccc} -0.8 & -0.6 & -1.1 & -1.1 & 0.0 & +0.5 \\ \hline 45 & 28 & 26 & 23 & 22 & 10 \end{array}$$

$$\begin{array}{cccc} +0.1 & -1.1 & -1.0 & -0.7 \\ \hline 3 & 7 & 13 & 33 \end{array}$$

$$\begin{array}{cccc} -0.2 & +0.1 & 0.0 & -0.6 & -0.6 & -0.3 \\ \hline 40 & 29 & 24 & 23 & 21 & 7 \end{array}$$

$$\begin{array}{cccc} -0.3 & -1.4 & -1.4 & 0.0 & 0.0 & +0.1 \\ \hline 6 & 8 & 11 & 14 & 25 & 33 \end{array}$$

$$\begin{array}{cccc} -1.2 & -1.1 & -1.0 & -1.8 & -1.8 & -0.9 & +0.1 \\ \hline 40 & 23 & 24 & 23 & 20 & 18 & 6 \end{array}$$

$$\begin{array}{cccc} -0.5 & -0.7 & -1.2 & -0.5 & -0.2 & +0.1 & +0.1 \\ \hline 8 & 11 & 14 & 15 & 22 & 24 & 33 \end{array}$$

$$\begin{array}{cccc} -2.3 & -1.4 & -0.6 & 0.0 \\ \hline 40 & 27 & 16 & 6 \end{array}$$

$$\begin{array}{cc} +0.1 & +0.1 \\ \hline 14 & 50 \end{array}$$

$$\begin{array}{cccc} -1.4 & -0.1 & -0.1 & -1.3 & -0.6 & -0.3 & +0.2 \\ \hline 40 & 30 & 23 & 21 & 17 & 15 & 5 \end{array}$$

$$\begin{array}{cccc} -0.1 & -1.1 & -1.1 & +1.5 & +1.2 \\ \hline 7 & 9 & 12 & 14 & 33 \end{array}$$

$$\begin{array}{cccc} +0.2 & +1.2 & +1.4 & -1.2 & -1.2 & -0.4 & 0.0 \\ \hline 40 & 26 & 22 & 20 & 16 & 14 & 5 \end{array}$$

$$\begin{array}{cccc} -0.3 & -0.9 & -0.9 & +2.2 & +2.2 \\ \hline 8 & 9 & 13 & 14 & 33 \end{array}$$

$$\begin{array}{cccc} +0.6 & +1.2 & +1.4 & -1.2 & -1.2 & -0.4 & +0.1 \\ \hline 40 & 33 & 22 & 20 & 17 & 15 & 5 \end{array}$$

$$\begin{array}{ccc} +0.4 & +1.4 & +1.9 \\ \hline 11 & 21 & 33 \end{array}$$

$$\begin{array}{cccc} +1.3 & +1.4 & -1.2 & -1.2 & -0.3 & +0.1 \\ \hline 40 & 22 & 19 & 18 & 15 & 5 \end{array}$$

$$\begin{array}{cccc} 0.0 & -0.8 & +3.0 & +3.3 \\ \hline 8 & 11 & 16 & 33 \end{array}$$

$$\begin{array}{cccc} -0.8 & -0.4 & -0.7 & -0.2 & 0.0 \\ \hline 40 & 27 & 19 & 16 & 5 \end{array}$$

$$\begin{array}{cccc} -0.1 & -1.0 & +1.9 & +2.7 \\ \hline 8 & 12 & 16 & 33 \end{array}$$

£ Recd

Station	Elev.
+45	317.0
17	318.0
+50	320.1
16	321.1
+50	322.3
15	323.5
+60	324.3
14	325.4
+40	
+31	326.7
13	326.2
+50	326.3
12	326.9

-0.2



L F R

$\frac{+0.1}{50}$	$\frac{-0.8}{34}$	$\frac{-0.4}{24}$	$\frac{0.0}{17}$	51	$\frac{0.0}{8}$	$\frac{+0.3}{26}$	$\frac{+1.2}{33}$
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$\frac{+1.2}{50}$	$\frac{+0.7}{34}$	$\frac{+0.1}{32}$	$\frac{0.0}{26}$	$\frac{-0.8}{24}$	$\frac{0.0}{20}$	$\frac{+0.4}{11}$	75	$\frac{-0.1}{3}$	$\frac{-0.8}{6}$	$\frac{+1.6}{10}$	$\frac{+4.7}{33}$
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$\frac{+0.3}{50}$	$\frac{+0.3}{37}$	$\frac{-0.5}{30}$	$\frac{+0.4}{24}$	$\frac{0.0}{19}$	$\frac{+0.3}{11}$	52	$\frac{-0.7}{3}$	$\frac{-0.9}{6}$	$\frac{+3.1}{10}$	$\frac{+4.9}{33}$
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$\frac{-0.6}{50}$	$\frac{-0.1}{26}$	$\frac{-0.6}{24}$	$\frac{0.0}{19}$	$\frac{+0.4}{10}$	53	$\frac{0.0}{4}$	$\frac{-1.0}{8}$	$\frac{+0.6}{10}$	$\frac{+0.7}{33}$
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$\frac{+0.7}{50}$	$\frac{+0.6}{33}$	$\frac{0.0}{28}$	$\frac{-0.6}{23}$	$\frac{+0.2}{19}$	$\frac{+0.6}{10}$	54	$\frac{-0.2}{5}$	$\frac{-0.6}{9}$	$\frac{+1.4}{11}$	$\frac{+0.2}{33}$
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$\frac{+1.0}{50}$	$\frac{+0.6}{24}$	$\frac{+0.6}{10}$	55	$\frac{-0.7}{4}$	$\frac{+0.5}{10}$	$\frac{-0.1}{33}$
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$\frac{-1.1}{50}$	$\frac{-0.1}{27}$	$\frac{-0.5}{22}$	$\frac{0.0}{20}$	$\frac{+0.4}{10}$	72	$\frac{-0.4}{3}$	$\frac{-1.1}{5}$	$\frac{-1.1}{9}$	$\frac{-0.2}{10}$	$\frac{+1.2}{33}$
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$\frac{+1.1}{50}$	$\frac{+1.0}{40}$	$\frac{+0.8}{29}$	$\frac{+0.1}{24}$	$\frac{+0.5}{11}$	65	$\frac{0.0}{2}$	$\frac{-0.4}{7}$	$\frac{+2.2}{9}$	$\frac{+4.3}{33}$
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$\frac{+0.4}{50}$	$\frac{-0.1}{27}$	$\frac{+0.4}{11}$	54	$\frac{-0.1}{7}$	$\frac{+4.6}{12}$	$\frac{+6.2}{33}$
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$\frac{-0.7}{50}$	$\frac{-0.4}{26}$	$\frac{+0.3}{11}$	52	$\frac{-0.2}{10}$	$\frac{+0.8}{14}$	$\frac{+1.4}{33}$
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$\frac{-1.5}{50}$	$\frac{-1.0}{33}$	$\frac{-0.5}{32}$	$\frac{+0.6}{11}$	57	$\frac{+0.8}{10}$	$\frac{+1.1}{21}$	$\frac{+1.7}{33}$
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$\frac{-1.5}{50}$	$\frac{-1.6}{29}$	$\frac{-0.2}{24}$	$\frac{+0.3}{11}$	56	$\frac{-0.1}{3}$	$\frac{-1.6}{6}$	$\frac{-1.2}{33}$
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$\frac{-1.6}{50}$	$\frac{-1.0}{28}$	$\frac{-0.9}{24}$	$\frac{0.0}{18}$	$\frac{+0.1}{10}$	58	$\frac{-0.2}{3}$	$\frac{-1.2}{5}$	$\frac{-1.2}{9}$	$\frac{-0.1}{11}$	$\frac{-0.3}{33}$
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void

Station	Elev.
23	312.4
+50	312.9
22	314.2
+60	314.5
21	315.1
+65	315.2
20	315.8
+75	315.6
+20	314.9
19	314.7
+30	315.0
18	315.7

Station.	Elev.
+40	305.2 ✓
28	303.5 ✓
+60	302.5 ✓
27	303.1 ✓
76+40.1	303.5 ✓

~~205~~ Proj. 24-57

+37.1 Δ Survey turns directly east. 305.8

+41.1 90°
 26 305.8

25 308.0

24 310.4

23+55 311.2

Station.	Elev.
735	308.8 ✓
35	309.2 ✓
140	307.4 ✓
34	305.2 ✓
+50	301.9 ✓
33	299.5 ✓
+50	300.4 ✓
32	304.2 ✓
+75	305.3 304.3
+40	302.5 ✓
31	300.3 ✓
30	300.3 302.3
19	304.2 ✓

$$\begin{array}{r} +2.7 \\ 32 \end{array} \quad \begin{array}{r} +7.7 \\ 30 \end{array} \quad \begin{array}{r} +0.3 \\ 21 \end{array} \quad \begin{array}{r} +0.6 \\ 13 \end{array}$$

$$\begin{array}{r} 0.0 \\ 3 \end{array} \quad \begin{array}{r} +2.0 \\ 6 \end{array} \quad \begin{array}{r} +2.0 \\ 10 \end{array} \quad \begin{array}{r} +4.6 \\ 11 \end{array} \quad \begin{array}{r} +6.6 \\ 33 \end{array}$$

$$\begin{array}{r} +6.2 \\ 22 \end{array} \quad \begin{array}{r} +6.6 \\ 29 \end{array} \quad \begin{array}{r} +0.2 \\ 20 \end{array} \quad \begin{array}{r} +0.6 \\ 15 \end{array} \quad \begin{array}{r} +0.6 \\ 3 \end{array}$$

$$\begin{array}{r} +0.3 \\ 3 \end{array} \quad \begin{array}{r} +2.5 \\ 10 \end{array} \quad \begin{array}{r} +7.9 \\ 23 \end{array}$$

$$\begin{array}{r} -3.6 \\ 33 \end{array} \quad \begin{array}{r} -0.9 \\ 25 \end{array} \quad \begin{array}{r} -1.0 \\ 23 \end{array} \quad \begin{array}{r} -0.2 \\ 19 \end{array}$$

$$\begin{array}{r} 0.0 \\ 3 \end{array} \quad \begin{array}{r} +5.8 \\ 8 \end{array} \quad \begin{array}{r} +7.3 \\ 33 \end{array}$$

$$\begin{array}{r} -9.3 \\ 33 \end{array} \quad \begin{array}{r} -7.6 \\ 25 \end{array} \quad \begin{array}{r} -0.8 \\ 12 \end{array}$$

$$\begin{array}{r} -0.4 \\ 3 \end{array} \quad \begin{array}{r} -0.7 \\ 2 \end{array} \quad \begin{array}{r} -0.2 \\ 12 \end{array} \quad \begin{array}{r} +0.7 \\ 33 \end{array}$$

$$\begin{array}{r} -7.5 \\ 33 \end{array} \quad \begin{array}{r} -8.2 \\ 40 \end{array} \quad \begin{array}{r} -0.6 \\ 9 \end{array}$$

$$\begin{array}{r} 0.0 \\ 6 \end{array} \quad \begin{array}{r} -3.2 \\ 12 \end{array} \quad \begin{array}{r} -1.7 \\ 20 \end{array} \quad \begin{array}{r} -1.4 \\ 33 \end{array}$$

$$\begin{array}{r} -6.1 \\ 33 \end{array} \quad \begin{array}{r} -3.6 \\ 16 \end{array} \quad \begin{array}{r} -0.7 \\ 6 \end{array}$$

$$\begin{array}{r} +0.4 \\ 20 \end{array} \quad \begin{array}{r} +1.1 \\ 33 \end{array}$$

$$\begin{array}{r} -2.5 \\ 33 \end{array} \quad \begin{array}{r} -0.5 \\ 9 \end{array} \quad \begin{array}{r} 0.0 \\ 3 \end{array}$$

$$\begin{array}{r} +0.5 \\ 15 \end{array} \quad \begin{array}{r} +2.3 \\ 33 \end{array}$$

$$\begin{array}{r} -2.1 \\ 22 \end{array} \quad \begin{array}{r} +0.7 \\ 7 \end{array}$$

$$\begin{array}{r} 0.0 \\ 8 \end{array} \quad \begin{array}{r} +0.1 \\ 16 \end{array} \quad \begin{array}{r} +1.6 \\ 33 \end{array}$$

$$\begin{array}{r} -3.9 \\ 33 \end{array} \quad \begin{array}{r} -0.2 \\ 9 \end{array} \quad \begin{array}{r} +0.1 \\ 3 \end{array}$$

$$\begin{array}{r} +0.3 \\ 14 \end{array} \quad \begin{array}{r} +1.7 \\ 33 \end{array}$$

$$\begin{array}{r} -4.4 \\ 33 \end{array} \quad \begin{array}{r} -2.0 \\ 14 \end{array} \quad \begin{array}{r} -0.3 \\ 8 \end{array}$$

$$\begin{array}{r} +0.1 \\ 5 \end{array} \quad \begin{array}{r} +0.7 \\ 7 \end{array} \quad \begin{array}{r} +3.8 \\ 33 \end{array}$$

$$\begin{array}{r} -3.9 \\ 33 \end{array} \quad \begin{array}{r} -1.2 \\ 8 \end{array} \quad \begin{array}{r} -0.3 \\ 5 \end{array}$$

$$\begin{array}{r} +0.2 \\ 8 \end{array} \quad \begin{array}{r} +0.8 \\ 10 \end{array} \quad \begin{array}{r} +2.5 \\ 33 \end{array}$$

$$\begin{array}{r} -1.5 \\ 33 \end{array} \quad \begin{array}{r} -1.1 \\ 10 \end{array} \quad \begin{array}{r} -0.1 \\ 6 \end{array}$$

$$\begin{array}{r} +0.6 \\ 12 \end{array} \quad \begin{array}{r} +1.2 \\ 33 \end{array}$$

$$\begin{array}{r} -2.4 \\ 30 \end{array} \quad \begin{array}{r} -1.8 \\ 27 \end{array} \quad \begin{array}{r} -2.5 \\ 24 \end{array} \quad \begin{array}{r} -2.5 \\ 23 \end{array} \quad \begin{array}{r} -1.7 \\ 22 \end{array} \quad \begin{array}{r} -1.5 \\ 12 \end{array}$$

$$\begin{array}{r} 0.0 \\ 8 \end{array} \quad \begin{array}{r} +0.6 \\ 11 \end{array} \quad \begin{array}{r} +1.7 \\ 33 \end{array}$$

Station.

Elev.

42

292.6 ✓

41

290.5 ✓

40

290.4 ✓

+61.6

290.8 ✓

39

290.5 ✓

+60

-0.1

290.0 ✓

38

290.1 ✓

+55

291.0 ✓

37

295.4 ✓

+65

299.8 ✓

+40

301.2 ✓

36

304.8 ✓

35+70

306.7 ✓

L. E R

$\frac{-1.6}{33}$ $\frac{-1.7}{9}$ $\frac{-0.4}{6}$ 48 $\frac{-0.4}{9}$ $\frac{-2.2}{14}$ $\frac{-2.0}{23}$ $\frac{-1.3}{25}$ $\frac{-1.2}{33}$

$\frac{-0.8}{33}$ $\frac{-1.5}{10}$ $\frac{-0.7}{8}$ 69 $\frac{0.0}{3}$ $\frac{-1.1}{13}$ $\frac{-1.8}{14}$ $\frac{-1.3}{15}$ $\frac{-1.0}{33}$

$\frac{-0.7}{33}$ $\frac{-1.4}{9}$ $\frac{-0.5}{7}$ 70 $\frac{0.0}{3}$ $\frac{-0.4}{12}$ $\frac{-2.3}{14}$ $\frac{-1.1}{15}$ $\frac{-1.1}{33}$

$\frac{-1.3}{33}$ $\frac{-1.8}{10}$ $\frac{-0.3}{6}$ 66 $\frac{-0.4}{10}$ $\frac{-2.8}{14}$ $\frac{-1.6}{15}$ $\frac{-1.2}{33}$

$\frac{-0.9}{33}$ $\frac{-1.2}{10}$ $\frac{-0.3}{9}$ 55 $\frac{-0.6}{9}$ $\frac{-1.4}{11}$ $\frac{-1.8}{12}$ $\frac{-1.4}{13}$ $\frac{-1.0}{33}$

W.H.C.
Rock
Culiville
Penn.
Aug 1, 1924

$\frac{-0.8}{33}$ $\frac{-1.2}{10}$ $\frac{-2.7}{12}$ $\frac{-0.3}{11}$ 53 $\frac{-0.5}{8}$ $\frac{-1.6}{10}$ $\frac{-1.1}{15}$ $\frac{-1.2}{33}$

$\frac{-0.9}{33}$ $\frac{-1.1}{13}$ $\frac{-2.7}{11}$ $\frac{-0.3}{9}$ 51 $\frac{-0.4}{9}$ $\frac{-1.3}{10}$ $\frac{-0.8}{14}$ $\frac{-1.0}{33}$

$\frac{-1.4}{33}$ $\frac{-1.7}{17}$ $\frac{-0.7}{12}$ $\frac{0.0}{6}$ 60 $\frac{-0.2}{5}$ $\frac{-1.6}{10}$ $\frac{-1.7}{33}$

$\frac{-4.7}{33}$ $\frac{-3.4}{17}$ $\frac{-0.1}{9}$ 05 $\frac{0.0}{3}$ $\frac{-4.1}{10}$ $\frac{-4.6}{33}$

$\frac{-1.2}{33}$ $\frac{-4.4}{19}$ $\frac{-2.8}{10}$ 01 $\frac{-0.1}{3}$ $\frac{-5.8}{11}$ $\frac{-5.2}{33}$

$\frac{0.3}{33}$ $\frac{-2.4}{16}$ $\frac{0.0}{11}$ 00 $\frac{-1.1}{2}$ $\frac{-6.3}{18}$ $\frac{-6.2}{32}$

$\frac{1.45}{33}$ $\frac{1.20}{18}$ $\frac{10.7}{10}$ 00 $\frac{-0.2}{5}$ $\frac{+1.0}{10}$ $\frac{+2.2}{33}$

$\frac{1.47}{33}$ $\frac{1.67}{20}$ $\frac{10.6}{22}$ $\frac{10.8}{12}$ 00 $\frac{+1.9}{7}$ $\frac{+3.0}{10}$ $\frac{+6.6}{11}$ $\frac{+6.6}{33}$

Station	Elev.
47+75	308.4 ✓
+45	309.4 ✓
47	311.6 ✓
	312.8
+70	313.8
+35	310.5 ✓
46	307.9 ✓
+40	307.5 ✓
45	307.5 ✓
+50	306.0 ✓
44	303.2 ✓
+50	300.9 ✓
43	298.4 ✓
42+50	294.8 ✓

Lt. £ Rt.

$\frac{-0.8}{33}$	$\frac{+1.1}{16}$	$\frac{+0.4}{13}$	0.	$\frac{+0.8}{7}$	$\frac{+4.0}{11}$	$\frac{+3.6}{33}$
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$\frac{0.0}{33}$	$\frac{+1.3}{16}$	$\frac{0.0}{14}$		$\frac{+0.3}{9}$	$\frac{+1.0}{11}$	$\frac{+0.8}{33}$
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$\frac{+3.0}{33}$	$\frac{+3.3}{17}$	$\frac{+1.5}{14}$		$\frac{+0.5}{7}$	$\frac{+1.0}{10}$	$\frac{-1.5}{33}$
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$\frac{+3.1}{33}$	$\frac{+4.0}{18}$	$\frac{+1.3}{13}$		$\frac{+0.5}{5}$	$\frac{+2.3}{9}$	$\frac{-0.4}{33}$
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	$\frac{+0.7}{33}$	$\frac{0.0}{18}$		$\frac{-0.6}{8}$	$\frac{-2.0}{14}$	$\frac{-3.7}{33}$
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	$\frac{+0.2}{33}$	$\frac{-0.2}{18}$		$\frac{-1.0}{11}$	$\frac{-3.6}{15}$	$\frac{-4.5}{33}$
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$\frac{+4.5}{33}$	$\frac{+2.7}{14}$	$\frac{0.0}{11}$		$\frac{-0.1}{12}$	$\frac{+0.8}{14}$	$\frac{-0.2}{33}$
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$\frac{+5.5}{33}$	$\frac{+4.7}{25}$	$\frac{+3.5}{18}$	$\frac{+0.6}{11}$	$\frac{-0.1}{11}$	$\frac{+1.4}{14}$	$\frac{+0.3}{33}$
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$\frac{+3.8}{33}$	$\frac{-+4.0}{19}$	$\frac{+3.5}{14}$	$\frac{+0.5}{11}$	$\frac{0.0}{10}$	$\frac{+0.5}{12}$	$\frac{-2.6}{33}$
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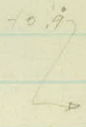
	$\frac{-1.3}{33}$	$\frac{+1.5}{16}$	$\frac{+0.2}{11}$	$\frac{-0.5}{9}$	$\frac{-2.6}{33}$	
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$\frac{+0.9}{33}$	$\frac{-1.4}{13}$	$\frac{0.0}{10}$		$\frac{-0.4}{8}$	$\frac{+1.3}{11}$	$\frac{+1.2}{18}$	$\frac{+0.3}{20}$	$\frac{-0.3}{33}$
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$\frac{-1.5}{33}$	$\frac{+0.5}{12}$	$\frac{0.0}{10}$		$\frac{-0.2}{8}$	$\frac{+0.8}{10}$	$\frac{-0.4}{20}$	$\frac{-2.1}{33}$
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$\frac{-2.1}{33}$	$\frac{-1.6}{13}$	$\frac{-0.3}{9}$		$\frac{-0.2}{6}$	$\frac{-2.1}{14}$	$\frac{-2.8}{33}$
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station	Elev.
53	328.7 ✓
+50	326.2 ✓
52	323.6 ✓
+70	322.0 ✓
+55	321.1 ✓
+33	318.5 ✓
51	313.6 ✓
+50	307.5 ✓
50	304.7 ✓
✓	
+60	303.7 ✓
49	303.2 ✓
+50	303.9 ✓
48+00	306.9 ✓



Lt. E Rt.

$\frac{+2.4}{33}$	$\frac{+2.5}{13}$	$\frac{0.0}{10}$	$\frac{+0.5}{5}$	61	$\frac{+0.2}{8}$	$\frac{0.0}{16}$	$\frac{+1.9}{18}$	$\frac{+2.3}{33}$
-------------------	-------------------	------------------	------------------	----	------------------	------------------	-------------------	-------------------

$\frac{+0.6}{33}$	$\frac{+0.4}{12}$	$\frac{-0.5}{10}$	26	$\frac{0.0}{9}$	$\frac{-0.4}{18}$	$\frac{+0.6}{20}$	$\frac{+1.0}{33}$
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$\frac{-1.0}{33}$	$\frac{+1.2}{12}$	$\frac{-0.2}{9}$	117	$\frac{+0.1}{10}$	$\frac{+0.1}{20}$	$\frac{+2.8}{24}$	$\frac{+3.1}{33}$
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$\frac{+1.2}{33}$	$\frac{+4.4}{13}$	$\frac{+0.3}{8}$	27	$\frac{+0.3}{18}$	$\frac{+4.9}{24}$	$\frac{+5.3}{33}$
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$\frac{-3.3}{33}$	$\frac{0.0}{4}$	16	$\frac{+0.1}{7}$	$\frac{+0.3}{20}$	$\frac{+4.0}{24}$	$\frac{+3.4}{33}$
-------------------	-----------------	----	------------------	-------------------	-------------------	-------------------

$\frac{-5.3}{33}$	$\frac{-3.3}{15}$	$\frac{-0.4}{6}$	22	$\frac{0.0}{10}$	$\frac{+0.4}{20}$	$\frac{+1.3}{22}$	$\frac{+0.8}{33}$
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$\frac{-5.4}{33}$	$\frac{-2.4}{10}$	$\frac{-0.4}{5}$	17	$\frac{+0.3}{9}$	$\frac{+0.3}{33}$
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$\frac{-3.4}{33}$	$\frac{-3.1}{10}$	$\frac{-0.2}{3}$	74	$\frac{0.0}{12}$	$\frac{-1.2}{17}$	$\frac{-0.6}{33}$
-------------------	-------------------	------------------	----	------------------	-------------------	-------------------

$\frac{-2.9}{33}$	$\frac{-2.3}{9}$	$\frac{-0.2}{4}$	106	$\frac{+0.2}{8}$	$\frac{-2.3}{14}$	$\frac{-2.8}{33}$
-------------------	------------------	------------------	-----	------------------	-------------------	-------------------

$\frac{-2.0}{33}$	$\frac{-1.8}{9}$	$\frac{-0.3}{5}$	117	$\frac{+0.2}{7}$	$\frac{-1.8}{15}$	$\frac{-2.0}{33}$
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$\frac{-1.2}{33}$	$\frac{-1.6}{12}$	$\frac{-0.1}{8}$	111	$\frac{-0.3}{9}$	$\frac{-1.5}{12}$	$\frac{-1.9}{33}$
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$\frac{-2.0}{33}$	$\frac{-2.0}{13}$	$\frac{0.0}{7}$		$\frac{-1.0}{7}$	$\frac{-2.1}{12}$	$\frac{-2.2}{33}$
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$\frac{+3.3}{33}$	$\frac{-3.6}{16}$	169	$\frac{+0.9}{7}$	$\frac{+1.0}{33}$
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Elev

60 339.1 ✓

+50 336.9 ✓

59 333.4 ✓

58 329.6 ✓

57 328.4 ✓

130 327.1 ✓

56 325.6 ✓

+60 +03 324.6 ✓

55 324.3 ✓

+50 325.1 ✓

54 326.6 ✓

770 -12 328.5 ✓

03137 329.7 ✓

$$\begin{array}{r} +3.2 \\ 33 \end{array} + \begin{array}{r} +3.1 \\ 27 \end{array} = \begin{array}{r} 3.0 \\ 19 \end{array} - \begin{array}{r} 1.0 \\ 16 \end{array} = \begin{array}{r} 0.0 \\ 9 \end{array}$$

$$\begin{array}{r} 0.0 \\ 9 \end{array} + \begin{array}{r} +2.8 \\ 18 \end{array} = \begin{array}{r} +1.7 \\ 33 \end{array}$$

$$\begin{array}{r} +1.1 \\ 33 \end{array} + \begin{array}{r} +1.0 \\ 26 \end{array} = \begin{array}{r} -1.2 \\ 15 \end{array} + \begin{array}{r} +0.3 \\ 12 \end{array} = 36$$

$$0.0 + \begin{array}{r} +1.5 \\ 12 \end{array} = \begin{array}{r} +2.6 \\ 13 \end{array} - \begin{array}{r} 0.6 \\ 33 \end{array}$$

$$\begin{array}{r} -1.1 \\ 33 \end{array} - \begin{array}{r} 1.1 \\ 18 \end{array} = \begin{array}{r} +0.3 \\ 8 \end{array} = 21$$

$$\begin{array}{r} +0.1 \\ 14 \end{array} - \begin{array}{r} 1.0 \\ 20 \end{array} = \begin{array}{r} -1.1 \\ 24 \end{array} - \begin{array}{r} 1.1 \\ 33 \end{array}$$

$$\begin{array}{r} +0.9 \\ 33 \end{array} + \begin{array}{r} +0.9 \\ 8 \end{array} = \begin{array}{r} +0.2 \\ 6 \end{array} = 19$$

$$\begin{array}{r} +0.7 \\ 6 \end{array} + \begin{array}{r} +1.1 \\ 16 \end{array} = \begin{array}{r} +0.3 \\ 33 \end{array}$$

$$\begin{array}{r} -2.0 \\ 33 \end{array} - \begin{array}{r} 2.0 \\ 20 \end{array} = \begin{array}{r} -1.0 \\ 9 \end{array} = \begin{array}{r} 0.0 \\ 5 \end{array} = 41$$

$$\begin{array}{r} 0.0 \\ 8 \end{array} - \begin{array}{r} 0.5 \\ 10 \end{array} = \begin{array}{r} +0.1 \\ 12 \end{array} + \begin{array}{r} +1.6 \\ 33 \end{array}$$

$$\begin{array}{r} +0.7 \\ 33 \end{array} + \begin{array}{r} +1.4 \\ 6 \end{array} = \begin{array}{r} +0.5 \\ 3 \end{array} = 17$$

$$\begin{array}{r} +0.7 \\ 9 \end{array} + \begin{array}{r} +1.4 \\ 11 \end{array} = \begin{array}{r} +2.3 \\ 33 \end{array}$$

$$\begin{array}{r} +1.0 \\ 33 \end{array} + \begin{array}{r} +1.2 \\ 17 \end{array} = \begin{array}{r} +1.2 \\ 7 \end{array} + \begin{array}{r} +0.2 \\ 4 \end{array} = 22$$

$$\begin{array}{r} +0.7 \\ 7 \end{array} + \begin{array}{r} +0.4 \\ 16 \end{array} = \begin{array}{r} +0.5 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array} = \begin{array}{r} 0.0 \\ 8 \end{array} = 10.0$$

$$\begin{array}{r} -0.3 \\ 6 \end{array} - \begin{array}{r} 1.0 \\ 9 \end{array} = \begin{array}{r} -1.5 \\ 33 \end{array}$$

$$\begin{array}{r} -3.0 \\ 33 \end{array} - \begin{array}{r} 1.6 \\ 11 \end{array} = \begin{array}{r} 0.0 \\ 5 \end{array} = 10.5$$

$$\begin{array}{r} -0.1 \\ 6 \end{array} - \begin{array}{r} 1.4 \\ 10 \end{array} = \begin{array}{r} -2.3 \\ 33 \end{array}$$

$$\begin{array}{r} -4.0 \\ 33 \end{array} - \begin{array}{r} 1.8 \\ 11 \end{array} = \begin{array}{r} -0.2 \\ 6 \end{array} = 11$$

$$\begin{array}{r} +0.2 \\ 8 \end{array} - \begin{array}{r} 0.5 \\ 12 \end{array} = \begin{array}{r} -0.5 \\ 17 \end{array} + \begin{array}{r} +0.7 \\ 20 \end{array} = \begin{array}{r} +0.7 \\ 33 \end{array}$$

$$\begin{array}{r} -1.4 \\ 33 \end{array} - \begin{array}{r} 2.6 \\ 13 \end{array} = \begin{array}{r} 0.0 \\ 6 \end{array} = 10$$

$$\begin{array}{r} -0.3 \\ 9 \end{array} - \begin{array}{r} 0.8 \\ 13 \end{array} = \begin{array}{r} +0.2 \\ 33 \end{array}$$

$$\begin{array}{r} -1.5 \\ 33 \end{array} = \begin{array}{r} +0.6 \\ 3 \end{array} = 63$$

$$\begin{array}{r} +0.8 \\ 7 \end{array} + \begin{array}{r} +1.3 \\ 20 \end{array} = \begin{array}{r} +2.3 \\ 24 \end{array} + \begin{array}{r} +2.1 \\ 33 \end{array}$$

$$\begin{array}{r} +2.2 \\ 33 \end{array} + \begin{array}{r} +3.0 \\ 14 \end{array} = \begin{array}{r} +0.1 \\ 11 \end{array} = 51$$

$$\begin{array}{r} +0.4 \\ 11 \end{array} + \begin{array}{r} +1.6 \\ 18 \end{array} = \begin{array}{r} +5.5 \\ 33 \end{array}$$

Station.	Elev.
66	339.5 ✓
+36	336.4 ✓
65	334.7 ✓
+34	333.3 ✓
64	333.9 ✓
+50	334.1 ✓
63	334.5 ✓
+30	335.0 ✓
62	337.3 ✓
+80	338.5 ✓
+50	339.0 ✓
61	338.6 ✓
60+50	339.0 ✓

Lt Q Rt

-3.5 -2.3 2.5 0.0 0.0 0.0
33 8 9 19 33

-2.1 4.6 +1.0 +1.3 +1.0 +1.0 -0.4 -0.4
33 4 10 15 21 21 33 33

-1.0 7.3 +1.0 +2.5 +2.5 +2.7 +1.0
33 10 14 21 27 33

Est. -1.0 8.7 +1.7 +3.7 +3.7
33 19 25 33

Est. -1.0 8.1 +1.0 +3.1 +3.1
33 17 33 39

Est. 0.0 7.8 +1.1 +3.0 +3.0
33 26 33 42

-0.5 7.5 +0.9 +2.7 +2.6
33 22 27 33

0.0 7.0 +0.7 +1.8 +2.5 +2.5 +2.7
33 6 8 16 23 33

f. road

-2.5 -1.8 4.7 +0.6 +0.5 +1.6
33 6 5 15 33

-3.4 -1.0 3.5 0.0 -1.0 +0.9 +2.4
33 7 12 19 21 33

-2.9 -1.4 0.0 0.0 -0.7 -0.8 +1.3 +2.5
33 11 5 6 10 14 17 33

-2.7 -1.8 +0.2 3.4 -0.3 -0.5 +1.5
33 21 6 9 12 33

-0.5 -0.7 -3.3 -1.0 0.0 3.0 -0.5 +1.0 +1.3
33 24 20 15 8 9 13 33

Station

Elev.

71 344.9 ✓

+60 344.7 ✓

70 344.8 ✓

+54 +0.2 344.7 ✓

69 344.5 ✓

+40 344.2 ✓

68 343.6 ✓

+50 342.0 ✓

67 340.8 ✓

+53 340.2 ✓

66+40 340.1 ✓

+17 340.9 ✓

66+08 340.6 ✓

Begin Rd #65

End Proj. 24-57

Lt. Z Rt.

-2.9 -2.3 -0.4 0.0 0.9
33 14 10 6

-0.7 -0.8 -2.2 -3.0
7 14 16 33

-3.4 -2.5 -0.9 0.0 5.0
33 13 10 6

0.0 -0.5 -4.0 -4.2
6 11 19 33

-1.1 -2.1 -0.8 -0.1
33 15 10 6

-0.2 -1.3 -2.5 -2.5
7 11 19 33

-0.1 +0.4 -1.3 -0.4
33 18 15 6

-0.5 -1.3 -1.3 +1.6 +1.4
7 10 12 18 33

+1.1 +0.7 -0.9 -0.5
33 17 14 6

-0.6 -1.3 +2.2 +1.8
8 12 19 33

+0.5 +1.0 -1.0 -0.4
33 18 14 6

-0.5 -1.4 -1.4 +1.4 +1.4
7 11 13 19 33

+3.6 +2.6 +1.6 -1.1 -2.4
33 20 16 13 7

-0.3 -1.3 -1.4 +1.0
7 14 20 33

+4.7 +2.4 -0.6 0.0
33 19 13 6

-0.2 -1.3 -0.7 -0.4 -0.4
7 13 15 20 33

+0.9 +0.5 0.0 -0.3
33 23 11 6

-0.3 -1.3 -1.3 0.0 +0.6 +0.6
7 10 14 15 20 33

-1.1 -0.9 -0.3
33 27 7

-0.6 +0.8 +1.0
15 20 33

-2.3 -1.8 -0.2
33 20 14

-0.5 -1.4
23 33

+0.3
33

-0.2
33

+0.5
33

-0.2
33

Station.

Elev.

80+00

341.7 ✓

79+44

342.2 ✓

79

343.0 ✓

78

344.6 ✓

77

344.5 ✓

76

345.1 ✓

75

346.5 ✓

74

349.0 ✓

73+41

350.8 ✓

73

350.6 ✓

72+65

349.3 ✓

72+00

346.6 ✓

71+70

345.8 ✓

Lt.

L

Rt.

$$\begin{array}{ccc} \frac{0.0}{33} & \frac{-0.8}{15} & \frac{-0.4}{8} \end{array} \quad 61 \quad \begin{array}{ccc} \frac{-0.4}{8} & \frac{-1.9}{17} & \frac{-2.7}{33} \end{array}$$

$$\begin{array}{ccc} +0.2 & \frac{0.0}{21} & \frac{0.0}{8} \end{array} \quad 33 \quad \begin{array}{ccc} \frac{-0.2}{5} & \frac{-1.2}{17} & \frac{-1.0}{33} \end{array}$$

$$\begin{array}{ccc} +0.5 & \frac{0.0}{19} & \frac{-0.2}{8} \end{array} \quad 31 \quad \begin{array}{ccc} \frac{-0.6}{8} & & \frac{-0.9}{33} \end{array}$$

$$\begin{array}{ccc} \frac{-0.2}{33} & \frac{-0.8}{11} & \frac{-0.4}{7} \end{array} \quad 39 \quad \begin{array}{ccc} \frac{-0.7}{8} & & \frac{-1.3}{33} \end{array}$$

$$\begin{array}{ccc} \frac{-0.9}{33} & \frac{-1.2}{12} & \frac{0.0}{6} \end{array} \quad 40 \quad \begin{array}{ccc} \frac{-0.3}{7} & \frac{-1.1}{13} & \frac{-1.3}{33} \end{array}$$

$$\begin{array}{ccc} \frac{-1.5}{33} & \frac{1.3}{20} & \frac{-0.3}{8} \end{array} \quad \begin{array}{ccc} \frac{-0.6}{7} & \frac{-1.0}{17} & \frac{-1.1}{33} \end{array}$$

$$\begin{array}{ccc} \frac{-0.4}{33} & \frac{-0.9}{17} & \frac{-0.2}{8} \end{array} \quad \begin{array}{ccc} \frac{-0.2}{6} & \frac{-0.8}{14} & \frac{-0.7}{33} \end{array}$$

$$\begin{array}{ccc} \frac{-0.2}{33} & & \frac{-0.6}{10} \end{array} \quad \begin{array}{ccc} \frac{-0.5}{12} & & \frac{-0.7}{33} \end{array}$$

$$\begin{array}{ccc} +0.2 & & \frac{0.0}{13} \end{array} \quad \begin{array}{ccc} \frac{-0.3}{6} & \frac{-0.3}{18} & \frac{-0.3}{33} \end{array}$$

$$\begin{array}{ccc} \frac{+1.1}{33} & \frac{+0.7}{22} & \frac{-0.2}{11} \end{array} \quad \begin{array}{ccc} \frac{-0.5}{7} & \frac{-1.0}{12} & \frac{-0.7}{18} & \frac{+0.1}{33} \end{array}$$

$$\begin{array}{ccc} +4.0 & \frac{+3.0}{18} & \frac{0.0}{14} & \frac{-0.2}{9} \end{array} \quad \begin{array}{ccc} \frac{-0.5}{7} & \frac{-0.9}{12} & \frac{-0.3}{18} & \frac{0.0}{33} \end{array}$$

$$\begin{array}{ccc} \frac{+1.3}{33} & \frac{+1.3}{17} & \frac{-0.8}{12} & \frac{-0.2}{7} \end{array} \quad \begin{array}{ccc} \frac{-0.2}{6} & \frac{-0.7}{11} & \frac{+0.2}{18} & \frac{+1.0}{33} \end{array}$$

$$\begin{array}{ccc} \frac{-0.5}{33} & \frac{+0.5}{19} & \frac{-0.8}{16} & \frac{-0.4}{7} \end{array} \quad \begin{array}{ccc} \frac{-0.3}{6} & \frac{-1.0}{15} & \frac{+0.8}{18} & \frac{+0.5}{33} \end{array}$$

Station.	Elev.
87+00	340.0 ✓
+55	340.6 ✓
86	340.1 ✓
+45	340.2 ✓
+0.6	
85	339.6 ✓
+70	339.2 ✓
84	339.1 ✓
+50	339.8 ✓
83	340.0 ✓
+50	340.1 ✓
82+00	340.9 ✓
+60	341.5 ✓
81	341.2 ✓

Station.

Elev.

+40

-0.3

336.4

94

336.7 ✓

+50

-0.7

337.6

93

338.3 ✓

+50

-0.8

338.8

92

339.6 ✓

+40

340.7 ✓

91

341.4 ✓

90

340.9 ✓

89

339.0 ✓

+55

0.0

339.0 ✓

88

339.0 ✓

87+47

339.9 ✓

Lt. L. Rt.

-4.2 -3.0 -0.1 7.1 0.2 -0.9 -0.5 -0.6 -0.6
33 21 7 6 12 15 20 33

-3.2 -3.0 -0.1 6.1 -0.2 -1.5 -2.0 -2.0
33 19 7 6 12 20 33

-1.6 -1.0 -0.3 -0.1 4.9 -0.1 -1.4 -1.5 -2.0
33 17 12 7 6 13 20 33

+0.6 +1.1 +0.5 0.0 5.3 -0.4 +2.1 +1.3 +0.6
33 26 14 9 11 15 23 33

-0.6 +0.3 0.0 3.4 -0.2 0.0 +2.0 +3.3 +2.8
33 12 6 6 12 16 18 33

-1.4 -0.3 4.6 -0.1 -1.3 -1.0 +4.2 +4.0
33 9 10 15 18 22 33

-0.9 -0.6 -0.4 3.8 -0.7 +1.7 +4.2 +5.2 +5.2
33 15 7 10 16 17 22 33

-0.4 -0.3 -0.2 1.8 -0.2 -0.5 +2.4 +3.2 +3.2
33 14 6 6 11 14 21 33

-1.5 -0.7 -0.3 3.3 -0.2 -0.8 -0.9 -0.4 0.4
33 9 5 7 10 15 21 33

-2.4 -1.6 -0.3 5.2 -0.3 -1.4 -1.4 -1.4
33 22 5 11 22 33

-1.6 -1.3 -0.2 5.2 -0.3 -0.8 -0.5 -0.4 -0.7
33 11 5 7 11 14 23 33

-0.7 -0.9 -0.2 5.2 0.0 -1.4 -1.6 -1.4
33 11 5 11 19 33

-0.8 -1.0 -0.4 4.3 -0.2 -0.9 -0.4 +0.3
33 10 6 6 10 14 33

Station Elev

150 330.1 ✓

+25 -0.3 330.5

101 330.8 ✓

+85 -0.2 330.9

100 331.1 ✓

+50 +0.2 331.2

99 331.0 ✓

98 330.8 ✓

97 332.2 ✓

+50 332.8 ✓

96 333.4 ✓

+45 -0.9 334.6

95 335.5 ✓

Lt.

R

Rt.

$$\begin{array}{r} -0.2 \\ 33 \end{array} \quad \begin{array}{r} -1.1 \\ 28 \end{array} \quad \begin{array}{r} -0.3 \\ 24 \end{array} \quad \begin{array}{r} -0.1 \\ 18 \end{array} \quad \begin{array}{r} -0.4 \\ 9 \end{array}$$

$$\begin{array}{r} +0.8 \\ 13 \end{array} \quad \begin{array}{r} +2.6 \\ 17 \end{array} \quad \begin{array}{r} +2.8 \\ 33 \end{array}$$

$$\begin{array}{r} +3.6 \\ 33 \end{array} \quad \begin{array}{r} +2.0 \\ 24 \end{array} \quad \begin{array}{r} -0.5 \\ 11 \end{array}$$

$$\begin{array}{r} 0.0 \\ 11 \end{array} \quad \begin{array}{r} +0.6 \\ 24 \end{array} \quad \begin{array}{r} +3.1 \\ 29 \end{array} \quad \begin{array}{r} +3.2 \\ 33 \end{array}$$

$$\begin{array}{r} +1.3 \\ 33 \end{array} \quad \begin{array}{r} +2.5 \\ 20 \end{array} \quad \begin{array}{r} -0.5 \\ 8 \end{array}$$

$$\begin{array}{r} -0.6 \\ 13 \end{array} \quad \begin{array}{r} +1.1 \\ 24 \end{array} \quad \begin{array}{r} +4.2 \\ 33 \end{array}$$

$$\begin{array}{r} +0.5 \\ 33 \end{array} \quad \begin{array}{r} +1.8 \\ 18 \end{array} \quad \begin{array}{r} +1.2 \\ 15 \end{array} \quad \begin{array}{r} -0.5 \\ 9 \end{array}$$

$$\begin{array}{r} -0.4 \\ 9 \end{array} \quad \begin{array}{r} +2.5 \\ 14 \end{array} \quad \begin{array}{r} +4.3 \\ 20 \end{array} \quad \begin{array}{r} +4.8 \\ 33 \end{array}$$

$$\begin{array}{r} -0.4 \\ 33 \end{array} \quad \begin{array}{r} -0.2 \\ 15 \end{array} \quad \begin{array}{r} -0.1 \\ 13 \end{array}$$

$$\begin{array}{r} -0.3 \\ 9 \end{array} \quad \begin{array}{r} +0.5 \\ 14 \end{array} \quad \begin{array}{r} +1.1 \\ 20 \end{array} \quad \begin{array}{r} +1.4 \\ 33 \end{array}$$

$$\begin{array}{r} -2.0 \\ 33 \end{array} \quad \begin{array}{r} -1.2 \\ 13 \end{array} \quad \begin{array}{r} -0.2 \\ 7 \end{array}$$

$$\begin{array}{r} -0.8 \\ 14 \end{array} \quad \begin{array}{r} -0.6 \\ 19 \end{array} \quad \begin{array}{r} -0.6 \\ 33 \end{array}$$

$$\begin{array}{r} -5.0 \\ 33 \end{array} \quad \begin{array}{r} -4.3 \\ 23 \end{array} \quad \begin{array}{r} -0.8 \\ 11 \end{array}$$

$$\begin{array}{r} -0.3 \\ 9 \end{array} \quad \begin{array}{r} -2.2 \\ 14 \end{array} \quad \begin{array}{r} -2.6 \\ 18 \end{array} \quad \begin{array}{r} -2.6 \\ 33 \end{array}$$

$$\begin{array}{r} -5.1 \\ 33 \end{array} \quad \begin{array}{r} -4.1 \\ 19 \end{array} \quad \begin{array}{r} -3.5 \\ 16 \end{array} \quad \begin{array}{r} -0.7 \\ 11 \end{array}$$

$$\begin{array}{r} -0.5 \\ 8 \end{array} \quad \begin{array}{r} -3.4 \\ 15 \end{array} \quad \begin{array}{r} -3.3 \\ 33 \end{array}$$

$$\begin{array}{r} -4.8 \\ 33 \end{array} \quad \begin{array}{r} -3.9 \\ 19 \end{array} \quad \begin{array}{r} -0.5 \\ 11 \end{array}$$

$$\begin{array}{r} -0.3 \\ 8 \end{array} \quad \begin{array}{r} -2.8 \\ 14 \end{array} \quad \begin{array}{r} -2.4 \\ 33 \end{array}$$

$$\begin{array}{r} -3.8 \\ 33 \end{array} \quad \begin{array}{r} -3.6 \\ 19 \end{array} \quad \begin{array}{r} -0.6 \\ 11 \end{array}$$

$$\begin{array}{r} -0.1 \\ 9 \end{array} \quad \begin{array}{r} -3.7 \\ 15 \end{array} \quad \begin{array}{r} -4.1 \\ 21 \end{array} \quad \begin{array}{r} -1.4 \\ 33 \end{array}$$

$$\begin{array}{r} -0.4 \\ 33 \end{array} \quad \begin{array}{r} -1.8 \\ 16 \end{array} \quad \begin{array}{r} -0.6 \\ 11 \end{array} \quad \begin{array}{r} -0.1 \\ 8 \end{array}$$

$$\begin{array}{r} -0.4 \\ 8 \end{array} \quad \begin{array}{r} -3.6 \\ 12 \end{array} \quad \begin{array}{r} -5.1 \\ 33 \end{array}$$

$$\begin{array}{r} +1.9 \\ 33 \end{array} \quad \begin{array}{r} +0.8 \\ 18 \end{array} \quad \begin{array}{r} 0.0 \\ 15 \end{array}$$

$$\begin{array}{r} -0.3 \\ 8 \end{array} \quad \begin{array}{r} 0.8 \\ 10 \end{array} \quad \begin{array}{r} -2.6 \\ 18 \end{array} \quad \begin{array}{r} -3.5 \\ 21 \end{array} \quad \begin{array}{r} -3.9 \\ 33 \end{array}$$

$$\begin{array}{r} +0.4 \\ 33 \end{array} \quad \begin{array}{r} +0.6 \\ 20 \end{array} \quad \begin{array}{r} -0.0 \\ 13 \end{array} \quad \begin{array}{r} -0.2 \\ 10 \end{array}$$

$$\begin{array}{r} -0.5 \\ 10 \end{array} \quad \begin{array}{r} +0.5 \\ 15 \end{array} \quad \begin{array}{r} +0.2 \\ 19 \end{array} \quad \begin{array}{r} -0.5 \\ 21 \end{array} \quad \begin{array}{r} -0.9 \\ 33 \end{array}$$

Station		Elev.
107		324.6 ✓
+60		324.7 ✓
106		324.7 ✓
+55		324.8 ✓
105		325.4 ✓
+40		326.5 ✓
104		327.2 ✓
103		328.8 ✓
+75	-0.7	329.4
+37	0.0	330.1
+30	-0.3	330.1
+10	0.0	330.4
102		330.4 ✓

Lt.

Rt.

Rt.

$$\frac{-3.0}{33} \quad \frac{-2.8}{19} \quad \frac{-0.6}{75} \quad \frac{-0.3}{7}$$

$$\frac{-0.4}{6} \quad \frac{-1.2}{11} \quad \frac{-2.7}{14} \quad \frac{-2.7}{33}$$

$$\frac{-2.0}{33} \quad \frac{-1.9}{75} \quad \frac{-0.6}{11} \quad \frac{-0.3}{8}$$

$$\frac{-0.4}{7} \quad \frac{-0.5}{10} \quad \frac{-1.7}{18} \quad \frac{-1.8}{33}$$

$$\frac{-1.7}{33} \quad \frac{-2.1}{75} \quad \frac{-0.3}{8}$$

$$\frac{-0.3}{6} \quad \frac{-1.0}{10} \quad \frac{-2.7}{13} \quad \frac{-3.3}{33}$$

$$\frac{-3.7}{33} \quad \frac{-3.6}{79} \quad \frac{-1.8}{11} \quad \frac{-0.2}{7}$$

$$\frac{-0.2}{6} \quad \frac{-1.1}{11} \quad \frac{-3.6}{14} \quad \frac{-3.0}{21} \quad \frac{-3.0}{33}$$

$$\frac{-3.1}{33} \quad \frac{-2.9}{76} \quad \frac{-0.5}{10} \quad \frac{-0.2}{7}$$

$$\frac{-0.4}{6} \quad \frac{-0.7}{9} \quad \frac{-1.9}{13} \quad \frac{-2.1}{18} \quad \frac{-1.3}{33}$$

$$\frac{0.0}{33} \quad \frac{0.0}{17} \quad \frac{-1.1}{14} \quad \frac{-0.3}{8}$$

$$\frac{-0.6}{11} \quad \frac{+1.7}{15} \quad \frac{+2.6}{33}$$

$$\frac{-0.4}{33} \quad \frac{-1.0}{14} \quad \frac{-0.3}{8}$$

$$\frac{-0.4}{12} \quad \frac{+0.7}{15} \quad \frac{+1.6}{33}$$

$$\frac{-1.2}{33} \quad \frac{-1.1}{19} \quad \frac{-0.1}{14}$$

$$\frac{-0.5}{12} \quad \frac{+0.9}{16} \quad \frac{+1.0}{33}$$

$$\frac{+1.4}{33} \quad \frac{+1.0}{22} \quad \frac{-0.3}{15}$$

$$\frac{-0.2}{12} \quad \frac{+1.1}{14} \quad \frac{+2.2}{33}$$

$$\frac{-3.7}{33} \quad \frac{-1.6}{28} \quad \frac{+0.2}{16} \quad \frac{-0.3}{8}$$

$$\frac{0.0}{11} \quad \frac{+2.2}{14} \quad \frac{+3.1}{17} \quad \frac{+3.8}{26} \quad \frac{+4.6}{33}$$

$$\frac{-4.3}{33} \quad \frac{-4.0}{26} \quad \frac{+1.6}{20} \quad \frac{+0.3}{14} \quad \frac{-0.3}{7}$$

$$\frac{-0.3}{12} \quad \frac{+0.5}{33} \quad \frac{+5.3}{34}$$

$$\frac{-4.0}{33} \quad \frac{-4.0}{24} \quad \frac{+1.0}{19} \quad \frac{0.0}{12} \quad \frac{-0.3}{8}$$

$$\frac{-0.0}{12} \quad \frac{-0.5}{32} \quad \frac{+5.0}{33}$$

$$\frac{-3.8}{33} \quad \frac{-3.8}{24} \quad \frac{-0.6}{19} \quad \frac{-0.3}{12} \quad \frac{-0.3}{9}$$

$$\frac{+0.2}{12} \quad \frac{+1.8}{15} \quad \frac{+3.8}{33}$$

station

Elev.

115 320.2 ✓

114 319.7 ✓

113 320.7 ✓

+55 -0.8 321.2 ✓

112 322.0 ✓

+60

322.5
321.5

111 322.7 ✓

+45 -0.7 323.3 ✓

110 324.0 ✓

+50 324.4 ✓

109 324.6 ✓

+60 324.8 ✓

108 324.5 ✓

Lt.

Z

Rt.

$$\begin{array}{cccc} -0.7 & -1.1 & -0.7 & -0.3 \\ \hline 33 & 29 & 15 & 7 \end{array}$$

$$\begin{array}{ccc} -0.5 & -1.7 & -2.3 \\ \hline 7 & 16 & 33 \end{array}$$

$$\begin{array}{ccc} -2.2 & -2.6 & -0.4 \\ \hline 33 & 15 & 10 \end{array}$$

$$\begin{array}{ccc} -0.5 & -2.5 & -1.1 \\ \hline 7 & 18 & 33 \end{array}$$

$$\begin{array}{cccc} -4.2 & -3.0 & -1.1 & -0.2 \\ \hline 33 & 16 & 11 & 6 \end{array}$$

$$\begin{array}{ccc} -0.5 & -1.4 & +0.7 \\ \hline 11 & 16 & 33 \end{array}$$

$$\begin{array}{cccc} -3.6 & -3.6 & -2.6 & -0.7 & -0.4 \\ \hline 33 & 21 & 19 & 10 & 6 \end{array}$$

$$\begin{array}{ccc} -0.6 & +0.4 & +1.8 \\ \hline 11 & 17 & 33 \end{array}$$

$$\begin{array}{ccc} -0.9 & -0.5 & -0.4 \\ \hline 33 & 24 & 11 \end{array}$$

$$\begin{array}{ccc} -0.4 & +1.2 & +1.9 \\ \hline 9 & 16 & 33 \end{array}$$

$$\begin{array}{ccc} -0.5 & -0.0 & -0.7 \\ \hline 33 & 20 & 10 \end{array}$$

$$\begin{array}{cccc} -0.5 & +0.8 & +1.2 & +0.6 \\ \hline 12 & 14 & 20 & 33 \end{array}$$

$$\begin{array}{cccc} -0.9 & -0.6 & -0.6 & -0.3 \\ \hline 33 & 26 & 12 & 8 \end{array}$$

$$\begin{array}{ccc} -0.2 & -0.0 & -0.4 \\ \hline 6 & 19 & 33 \end{array}$$

$$\begin{array}{cccc} -1.1 & -0.5 & -0.0 & -0.7 & -0.4 \\ \hline 33 & 17 & 14 & 11 & 9 \end{array}$$

$$\begin{array}{ccc} -0.4 & +0.9 & +1.1 \\ \hline 9 & 19 & 33 \end{array}$$

$$\begin{array}{cccc} +1.9 & +1.6 & +1.0 & -0.6 \\ \hline 33 & 21 & 14 & 12 \end{array}$$

$$\begin{array}{cccc} -0.4 & -0.4 & +1.3 & +2.4 & +2.4 \\ \hline 7 & 10 & 13 & 25 & 33 \end{array}$$

$$\begin{array}{ccc} +4.1 & +3.8 & -0.1 \\ \hline 33 & 17 & 13 \end{array}$$

$$\begin{array}{cccc} -0.5 & -0.0 & +1.4 & +2.4 \\ \hline 9 & 12 & 24 & 33 \end{array}$$

$$\begin{array}{c} +4.9 \\ \hline 33 \end{array}$$

$$\begin{array}{ccc} -4.9 & +2.6 & -0.7 \\ \hline 33 & 16 & 10 \end{array}$$

$$\begin{array}{cccc} -0.6 & +0.3 & +0.1 & +0.7 \\ \hline 10 & 14 & 24 & 33 \end{array}$$

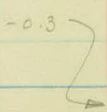
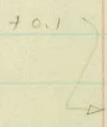
$$\begin{array}{ccc} +0.8 & -0.0 & -0.9 \\ \hline 33 & 15 & 11 \end{array}$$

$$\begin{array}{ccc} -0.7 & -1.5 & -1.2 \\ \hline 10 & 16 & 33 \end{array}$$

$$\begin{array}{cccc} -1.0 & -1.8 & -0.9 & -0.4 \\ \hline 33 & 16 & 12 & 7 \end{array}$$

$$\begin{array}{cccc} -0.2 & -1.2 & -2.8 & -2.6 \\ \hline 6 & 11 & 18 & 33 \end{array}$$

Station	Elev.	
122	315.2 ✓	
121	316.3 ✓	
120	316.7 ✓	
+25	317.0 ✓	
119	318.3 ✓	
+82.7	319.48 ✓	Pavement
+62.8	319.56 ✓	Pavement
+50	319.3 ✓	
118	319.2 ✓	
117	319.2 ✓	
+50	320.0 ✓	
116	320.3 ✓	
115 +50	320.2 ✓	



Lt. L Rt.

$$\begin{array}{cccccc} -0.9 & -0.9 & -1.1 & -0.7 & 4 & 0.0 & -0.9 & -0.4 \\ \hline 33 & 19 & 11 & 7 & & 9 & 16 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.2 & -0.3 & -0.4 & & 5 & -0.2 & -1.0 & -1.2 \\ \hline 33 & 18 & 10 & & & 8 & 15 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.6 & -0.9 & -0.3 & & 6 & -0.3 & -1.2 & -0.8 \\ \hline 33 & 15 & 6 & & & 9 & 14 & 33 \end{array}$$

$$\begin{array}{cccccc} 0.0 & -0.3 & 0.0 & & 8 & -0.3 & -1.0 & -1.1 \\ \hline 33 & 15 & 7 & & & 8 & 14 & 33 \end{array}$$

$$\begin{array}{cccccc} -1.6 & -1.0 & 0.0 & & 12 & -0.5 & -1.2 & -2.1 \\ \hline 33 & 23 & 13 & & & 11 & 12 & 33 \end{array}$$

$$\begin{array}{cccccc} +0.07 & & & & & & & -0.04 \\ \hline 33 & & & & & & & 33 \end{array}$$

$$\begin{array}{cccccc} +0.1 & & & & & & & 0.0 \\ \hline 33 & & & & & & & 33 \end{array}$$

$$\begin{array}{cccccc} -1.3 & 0.0 & -0.3 & & 11 & -0.7 & -0.2 & -1.3 & -2.6 \\ \hline 33 & 24 & 17 & & & 12 & 15 & 22 & 33 \end{array}$$

$$\begin{array}{cccccc} -1.3 & -2.0 & -1.3 & -0.7 & -0.2 & 45 & -0.7 & -1.7 & -0.9 & -1.4 \\ \hline 33 & 30 & 19 & 14 & 10 & & 10 & 17 & 23 & 33 \end{array}$$

$$\begin{array}{cccccc} -1.2 & -1.6 & -2.0 & -0.5 & & -0.3 & -2.5 & -2.6 & -1.8 & -1.9 \\ \hline 33 & 25 & 14 & 8 & & 6 & 16 & 25 & 27 & 33 \end{array}$$

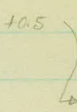
$$\begin{array}{cccccc} -1.1 & -1.4 & -0.6 & & & -0.5 & -1.3 & -1.0 & -0.3 & -0.4 \\ \hline 33 & 16 & 16 & & & 12 & 16 & 23 & 25 & 33 \end{array}$$

$$\begin{array}{cccccc} +2.0 & -0.6 & -1.1 & -0.4 & & -0.3 & +0.2 & +0.0 & +0.7 & 0.3 \\ \hline 36 & 30 & 18 & 9 & & 9 & 13 & 23 & 16 & 33 \end{array}$$

$$\begin{array}{cccccc} +1.4 & -0.3 & -1.0 & 0.0 & & -0.5 & -0.0 & +0.4 & & 0.0 \\ \hline 36 & 30 & 18 & 8 & & 10 & 21 & 33 & & 18 \end{array}$$

Station	Elev.
135	310.7 ✓
134	310.8 ✓
133	310.7 ✓
132	311.9 ✓
131	313.5 ✓
130	314.8 ✓
129	315.1 ✓
128	314.8 ✓
127	314.4 ✓
126	314.7 ✓
125	314.8 ✓
124	315.1 ✓
123	315.7 ✓

station	Elev.
145	311.0 ✓
+75	310.2 ✓ 309.0
+45	309.7 ✓ 309.5
144	309.4 ✓
143	310.4 ✓
142	310.5 ✓
+22	310.7 ✓
141	310.5 ✓
140	310.4 ✓
139	311.0 ✓
138	310.2 ✓
137	309.8 ✓
136	310.6 ✓



Lt. C Rt.

$\frac{-1.2}{33}$ $\frac{-12}{21}$ $\frac{-0.7}{16}$ 40 $\frac{-1.3}{20}$ $\frac{-2.5}{24}$ $\frac{-2.9}{33}$

$\frac{-0.7}{33}$ $\frac{-1.1}{14}$ $\frac{-0.7}{9}$ $\frac{-0.2}{7}$ 42 $\frac{-0.2}{9}$ $\frac{-1.6}{13}$ $\frac{-2.0}{19}$ $\frac{-1.8}{33}$

$\frac{-0.4}{33}$ $\frac{-0.5}{14}$ $\frac{-0.2}{6}$ 43 $\frac{-0.3}{10}$ $\frac{-0.9}{12}$ $\frac{-1.4}{18}$ $\frac{-1.4}{33}$

$\frac{-0.3}{33}$ $\frac{-0.4}{14}$ $\frac{-0.1}{11}$ $\frac{-0.1}{6}$ 48 $\frac{-0.3}{10}$ $\frac{-0.8}{14}$ $\frac{-1.2}{20}$ $\frac{-1.2}{33}$

$\frac{-0.5}{33}$ $\frac{-0.3}{11}$ $\frac{-0.2}{6}$ 49 $\frac{-0.3}{7}$ $\frac{-0.9}{11}$ $\frac{-1.1}{33}$

$\frac{-0.9}{33}$ $\frac{-1.1}{13}$ $\frac{-0.2}{6}$ 47 $\frac{-0.3}{8}$ $\frac{-0.8}{11}$ $\frac{-1.0}{17}$ $\frac{-0.7}{33}$

$\frac{-0.7}{33}$ $\frac{-0.5}{11}$ $\frac{-0.2}{6}$ 45 $\frac{-0.3}{8}$ $\frac{-0.5}{17}$ $\frac{-0.6}{33}$

$\frac{-0.6}{33}$ $\frac{-0.4}{11}$ $\frac{0.0}{6}$ 41 $\frac{-0.3}{8}$ $\frac{-0.6}{15}$ $\frac{-1.6}{18}$ $\frac{-0.8}{21}$ $\frac{-0.7}{33}$

$\frac{-0.6}{33}$ $\frac{-0.4}{12}$ $\frac{-0.3}{6}$ 44 $\frac{-0.4}{7}$ $\frac{-1.2}{11}$ $\frac{-0.8}{17}$ $\frac{-1.2}{19}$ $\frac{-1.0}{33}$

$\frac{-1.0}{33}$ $\frac{-0.5}{12}$ $\frac{-0.3}{7}$ 42 $\frac{-0.3}{7}$ $\frac{-1.2}{10}$ $\frac{-1.1}{15}$ $\frac{-1.2}{33}$

$\frac{-0.8}{33}$ $\frac{-0.7}{14}$ $\frac{-0.2}{7}$ 44 $\frac{-0.2}{7}$ $\frac{-1.2}{13}$ $\frac{-1.1}{17}$ $\frac{-0.6}{33}$

$\frac{-0.8}{33}$ $\frac{-1.1}{15}$ $\frac{-0.2}{12}$ $\frac{-0.1}{7}$ 40 $\frac{-0.1}{8}$ $\frac{-0.4}{14}$ $\frac{-0.6}{33}$

$\frac{-1.1}{33}$ $\frac{-1.1}{13}$ $\frac{-0.4}{6}$ 42 $\frac{-0.2}{8}$ $\frac{-0.7}{16}$ $\frac{-0.6}{33}$

Station.

Elev.

152

301.3 ✓

151

304.6 ✓

150

308.0 ✓

149

310.9 ✓

+45

-1.1

311.9 ✓

148

313.0 ✓

+50

+0.1

313.1 ✓

147

312.5 ✓

+60

312.3 ✓

146

311.6 ✓

+35

311.1 ✓

+27

311.4 ✓

145+08

311.4 ✓

Lt. Lt. Rt.

$-\frac{0.2}{33}$	$-\frac{.11}{9}$	$-\frac{.02}{3}$	38	$-\frac{.01}{10}$	$-\frac{.17}{15}$	$-\frac{.19}{33}$
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$+\frac{1.3}{33}$	$-\frac{.02}{11}$	$\frac{0.0}{6}$	28	$+\frac{0.2}{10}$	$-\frac{.04}{16}$	$-\frac{.01}{33}$
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$+\frac{0.2}{33}$	$-\frac{.01}{11}$	$\frac{0.0}{4}$	52	$\frac{0.0}{10}$	$-\frac{.15}{17}$	$-\frac{2.3}{33}$
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$-\frac{.04}{33}$	$-\frac{.06}{10}$	$-\frac{.01}{3}$	25	$-\frac{.02}{8}$	$-\frac{.09}{13}$	$-\frac{.17}{33}$
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$+\frac{1.8}{33}$	$+\frac{0.2}{8}$	$\frac{0.0}{4}$	20	$-\frac{.01}{8}$	$-\frac{.03}{12}$	$+\frac{.16}{17}$	$+\frac{.11}{33}$
-------------------	------------------	-----------------	----	------------------	-------------------	-------------------	-------------------

$+\frac{2.4}{33}$	$\frac{0.0}{9}$	$-\frac{.03}{5}$	39	$-\frac{.03}{7}$	$-\frac{.08}{12}$	$-\frac{.08}{14}$	$+\frac{0.4}{16}$	$-\frac{.07}{33}$
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$+\frac{1.8}{33}$	$-\frac{.03}{9}$	$\frac{0.0}{5}$	38	$-\frac{.04}{8}$	$-\frac{.13}{12}$	$-\frac{.13}{17}$	$-\frac{2.2}{33}$
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$+\frac{0.7}{33}$	$-\frac{.03}{10}$	$-\frac{.02}{6}$	48	$-\frac{.02}{8}$	$-\frac{.13}{13}$	$+\frac{1.0}{19}$	$+\frac{1.8}{33}$
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$-\frac{.03}{33}$	$-\frac{.08}{9}$	$-\frac{.03}{5}$	50	$\frac{0.0}{7}$	$-\frac{.07}{12}$	$-\frac{.07}{15}$	$+\frac{0.6}{18}$	$+\frac{0.7}{33}$
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$-\frac{.13}{33}$	$-\frac{.13}{10}$	$-\frac{.03}{5}$	51	$-\frac{.02}{8}$	$-\frac{.12}{13}$	$-\frac{.16}{33}$
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$-\frac{.14}{33}$	$-\frac{.14}{12}$	$-\frac{.02}{7}$	64	$-\frac{.07}{16}$	$-\frac{.16}{23}$	$-\frac{.24}{33}$
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$+\frac{0.3}{33}$	38	$-\frac{.07}{33}$
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$+\frac{0.3}{33}$	39	$-\frac{.07}{33}$
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Station.

Elev.

161 303.1 ✓

160 305.2 ✓

+60 -0.7 305.4 ✓

159 306.1 ✓

158 306.1 ✓

+47 306.4 ✓

157 306.1 ✓

+55

305.8
305.6 ✓

156 304.8 ✓

+50 303.6 ✓

155 302.6 ✓

154 300.2 ✓

153 300.1 ✓

L. L. R.

$-\frac{1.9}{33}$	$-\frac{1.2}{14}$	$-\frac{0.1}{11}$	$-\frac{0.2}{5}$	23	$-\frac{0.3}{8}$	$-\frac{0.3}{33}$
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$-\frac{0.5}{33}$	$-\frac{0.3}{12}$	$\frac{0.0}{6}$	59	$-\frac{0.2}{7}$	$-\frac{0.4}{13}$	$-\frac{0.7}{33}$
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$-\frac{0.3}{33}$	$-\frac{0.6}{15}$	$-\frac{0.2}{12}$	$\frac{0.0}{6}$	17	$-\frac{0.2}{8}$	$-\frac{0.5}{14}$	$-\frac{0.5}{33}$
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$-\frac{0.4}{33}$		$-\frac{0.4}{7}$	40	$-\frac{0.2}{6}$	$-\frac{1.5}{14}$	$-\frac{1.1}{33}$
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$-\frac{1.2}{33}$	$-\frac{1.2}{14}$	$-\frac{0.3}{5}$	50	$-\frac{0.4}{6}$	$-\frac{1.6}{12}$	$-\frac{1.6}{33}$
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$-\frac{1.5}{33}$	$-\frac{1.3}{13}$	$-\frac{0.3}{6}$	40	$-\frac{0.1}{5}$	$-\frac{1.5}{11}$	$-\frac{1.0}{33}$
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$-\frac{0.2}{33}$	$-\frac{0.5}{13}$	$-\frac{0.1}{7}$	10	$-\frac{0.2}{5}$	$-\frac{0.8}{9}$	$\frac{0.0}{14}$	$\frac{0.0}{33}$
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$-\frac{0.7}{33}$	$-\frac{1.0}{12}$	$-\frac{0.1}{6}$	53	$-\frac{0.2}{5}$	$-\frac{1.0}{10}$	$-\frac{0.2}{15}$	$-\frac{0.1}{33}$
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$-\frac{1.1}{33}$	$-\frac{1.0}{12}$	$-\frac{0.3}{6}$	13	$-\frac{0.3}{6}$	$-\frac{1.3}{11}$	$-\frac{0.1}{18}$	$-\frac{0.3}{33}$
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$-\frac{1.0}{33}$	$-\frac{0.9}{11}$	$-\frac{0.5}{6}$	10	$-\frac{0.5}{8}$	$-\frac{1.3}{14}$	$-\frac{1.4}{33}$
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$-\frac{0.4}{33}$	$-\frac{1.3}{11}$	$-\frac{0.2}{5}$	25	$-\frac{0.3}{9}$	$-\frac{1.5}{14}$	$-\frac{1.1}{33}$
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$-\frac{1.1}{33}$	$-\frac{1.9}{12}$	$\frac{0.0}{3}$	14	$-\frac{0.1}{9}$	$-\frac{2.9}{16}$	$-\frac{2.8}{33}$
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$-\frac{1.9}{33}$	$-\frac{1.6}{10}$	$-\frac{0.0}{3}$	50	$\frac{0.0}{9}$	$-\frac{2.9}{17}$	$-\frac{2.7}{33}$
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station	Elev.
171 +435	302.38 ✓
+28	302.3 ✓
171	301.4 ✓
+54	300.8 ✓
170	299.9 ✓
169	299.1 ✓
168	299.5 ✓
167	299.5 ✓
166	299.5 ✓
165	299.6 ✓
164	299.6 ✓
163	300.4 ✓
162	301.4 ✓

Lt. ♀ Rk

$$\frac{+0.05}{33}$$

$$\frac{-0.05}{33}$$

$$\frac{-.41}{33} \quad \frac{-.41}{18} \quad \frac{-0.7}{9} \quad \dots \quad \frac{-0.9}{13} \quad \frac{-1.3}{17} \quad \frac{-1.1}{33}$$

$$\frac{+0.5}{33} \quad \frac{0.0}{15} \quad \frac{0.0}{6} \quad \dots \quad \frac{-0.3}{8} \quad \frac{-0.6}{10} \quad \frac{-0.6}{33}$$

$$\frac{-0.3}{33} \quad \frac{+0.2}{8} \quad \frac{0.0}{5} \quad \dots \quad \frac{-0.3}{7} \quad \frac{-1.2}{13} \quad \frac{-1.5}{33}$$

$$\frac{-1.0}{33} \quad \frac{-1.6}{13} \quad \frac{-0.2}{4} \quad \dots \quad \frac{-0.4}{2} \quad \frac{-1.3}{12} \quad \frac{-1.7}{33}$$

$$\frac{-1.4}{33} \quad \frac{-1.5}{14} \quad \frac{-0.3}{4} \quad \dots \quad \frac{-0.3}{7} \quad \frac{-1.2}{16} \quad \frac{-1.0}{33}$$

$$\frac{-1.2}{33} \quad \frac{-1.3}{12} \quad \frac{-0.4}{4} \quad \dots \quad \frac{-0.5}{7} \quad \frac{-1.7}{16} \quad \frac{-1.0}{33}$$

$$\frac{-0.7}{33} \quad \frac{-1.4}{15} \quad \frac{-0.4}{5} \quad \dots \quad \frac{-0.5}{6} \quad \frac{-2.4}{15} \quad \frac{-2.9}{33}$$

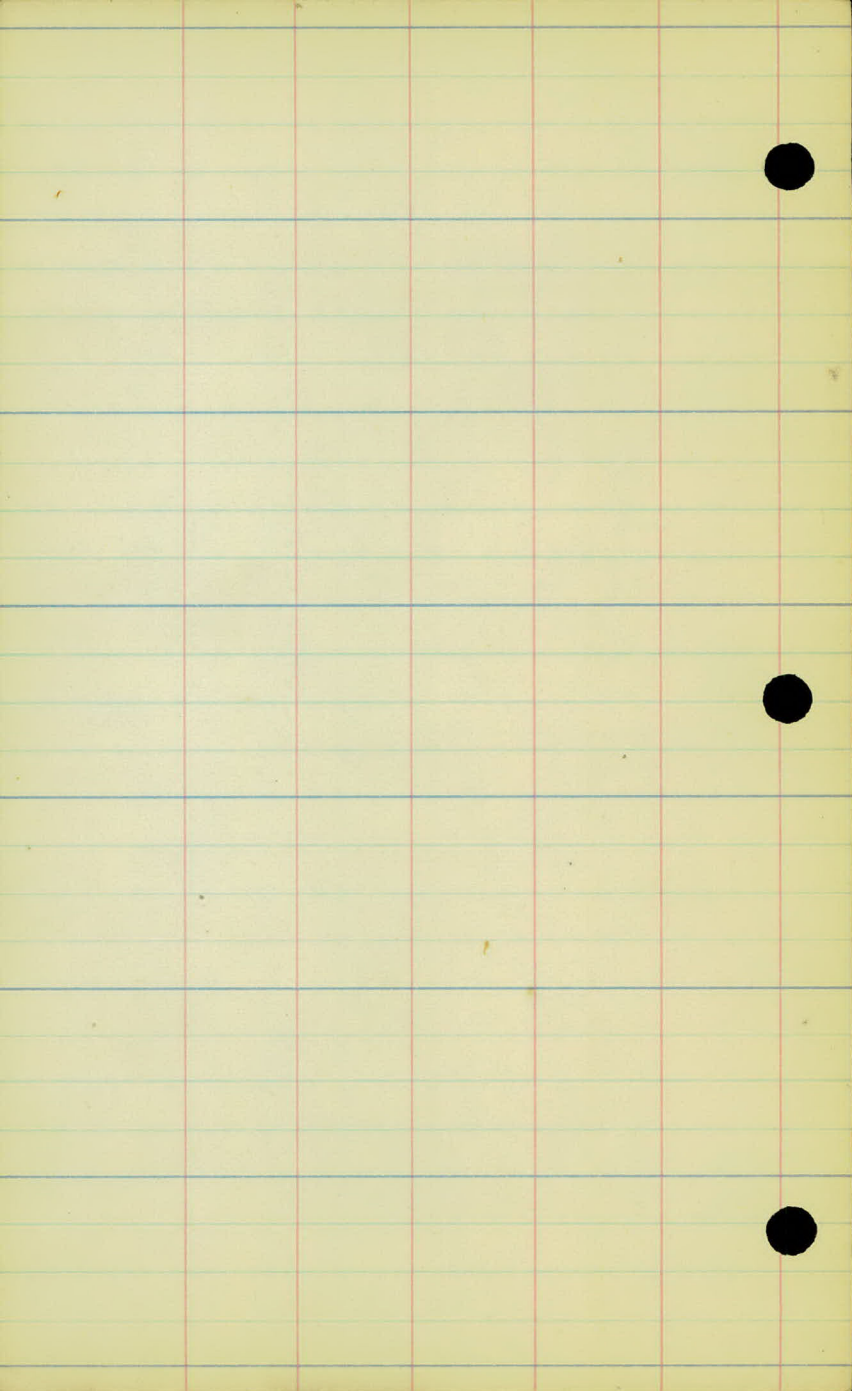
$$\frac{-0.9}{33} \quad \frac{-1.4}{13} \quad \frac{-0.4}{6} \quad \dots \quad \frac{-0.4}{7} \quad \frac{-0.7}{12} \quad \frac{-0.5}{33}$$

$$\frac{-0.3}{33} \quad \frac{-0.8}{12} \quad \frac{0.0}{9} \quad \dots \quad \frac{-0.4}{7} \quad \frac{-1.7}{15} \quad \frac{-0.8}{33}$$

$$\frac{-2.1}{33} \quad \frac{-2.1}{12} \quad \frac{-0.5}{8} \quad \frac{-0.2}{4} \quad \dots \quad \frac{-0.4}{7} \quad \frac{-1.6}{12} \quad \frac{-2.4}{19} \quad \frac{-2.3}{33}$$

$$\frac{-2.1}{33} \quad \frac{-2.4}{13} \quad \frac{-1.3}{10} \quad \frac{-0.2}{6} \quad \dots \quad \frac{-0.5}{9} \quad \frac{-1.3}{15} \quad \frac{-1.9}{33}$$

$$\frac{-2.3}{33} \quad \frac{-1.8}{13} \quad \frac{-0.9}{9} \quad \frac{-0.2}{4} \quad \dots \quad \frac{-0.3}{6} \quad \frac{-1.1}{11} \quad \frac{-0.8}{33}$$



Project 2457

Drainage Notes

Station Present Culv. Recom'd Culv.

171+35 12" X 30.7' C.M. New culv. placed
Ext. 16.7' Rt. + 14' Lt. 1924 - Co. Proj 24-02.

153+40 10" X 21' Vit. Clean + Extend.
Ext. 7' Lt. + 14' Rt. O.K.

145+37 12" X ?' C.M.

144+95 12" X 7' C.M.

118+50 12" X 7' C.M.

64+26 12" X 20' C.M. Remove, Extend & Relay
See Logog. Notes. @ new road loc.

55+34 10" X 20' C.M. CR + extend. ?
Ext. 1' Rt. 12' Lt.

48+43 12" X 20' C.M. Full of dirt
Ext. 9' Rt + 11' Lt. Remove Relay @ 48+00

49+00 24" X ?' C.M.

W.H.G.
Elk.
Gokwin
Frank } Aug 7, 1924

Left. 2 Right

Inv. Elev. 300.5

Drains. Lt.

$\frac{300.1}{28}$	$\frac{300.5}{14}$	$\frac{301.2}{16.7}$	74.0 = ditch.
	2	2	76

Inv Elev. 297.5

Drains. Rt.

97.1
22

Drains Rt.

Hamline Ave Inter.

Drains Rt.

@ Snelling Ave.

Drains Rt.

Drains Lt.

Inv. Elev. 316.8

Drains. Lt.

$\frac{318.5}{25}$

El. Pot Hole Lt. 314.3

Inv Elev 301.0

Drains Rt.

Drains Rt.

Station Present Culv. Recomd Culv.

38+66 15" x 24' C.M. Or. extend ?
Ext. 12' H x 12' L.

33+00 P. 12" x ? C.M.

27+60 15" x ? C.M.

West from Eustis to Co. Line

0+80 15" x ? C.M.

2+50 15" x ? C.M.

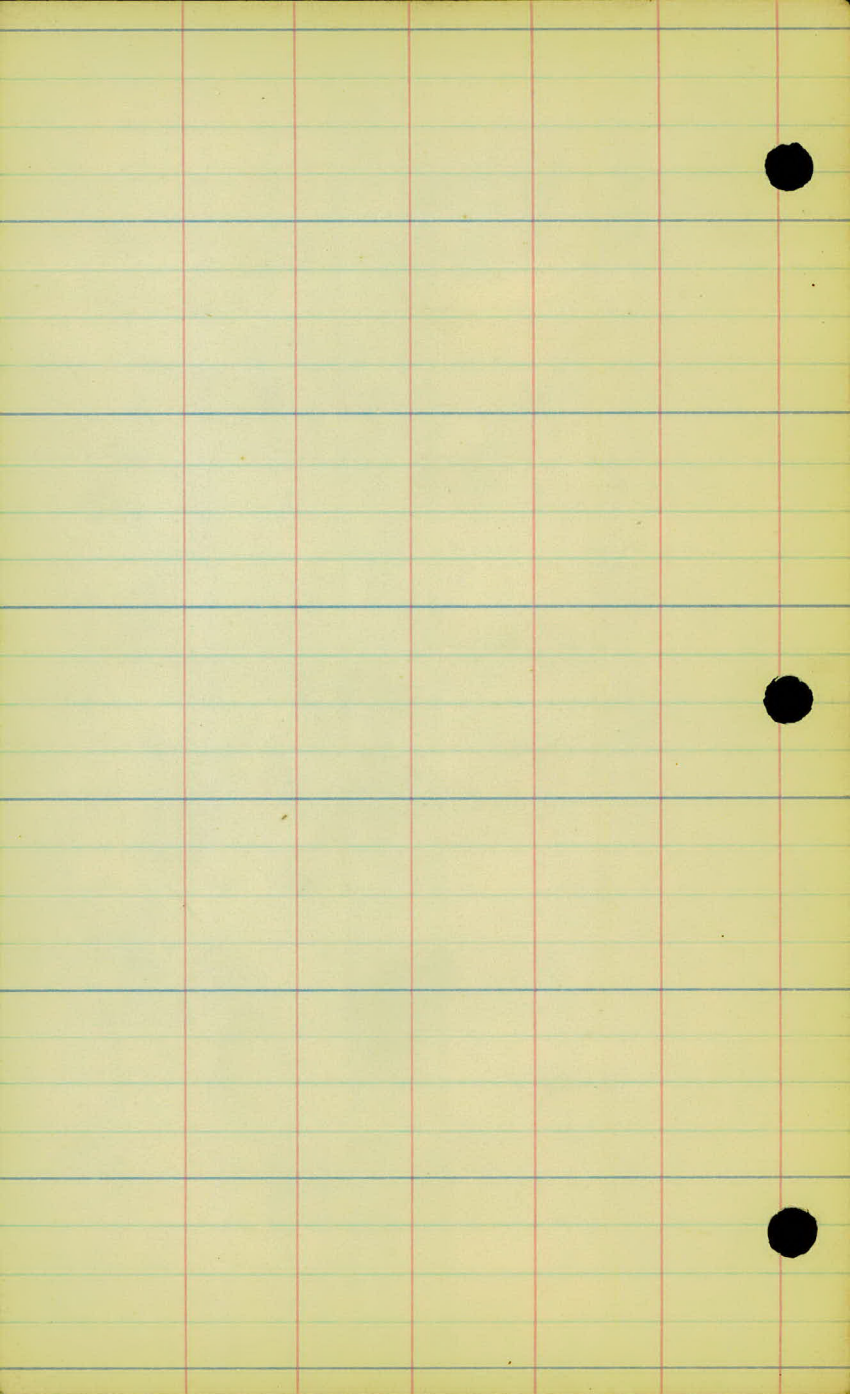
6+00 15" x ? C.M.

Inv. Elev. 987.4 Ditch along Road East.

Drains. Rt. for Joppy.

Drains Lt.

Drains Lt.



Project 24-57

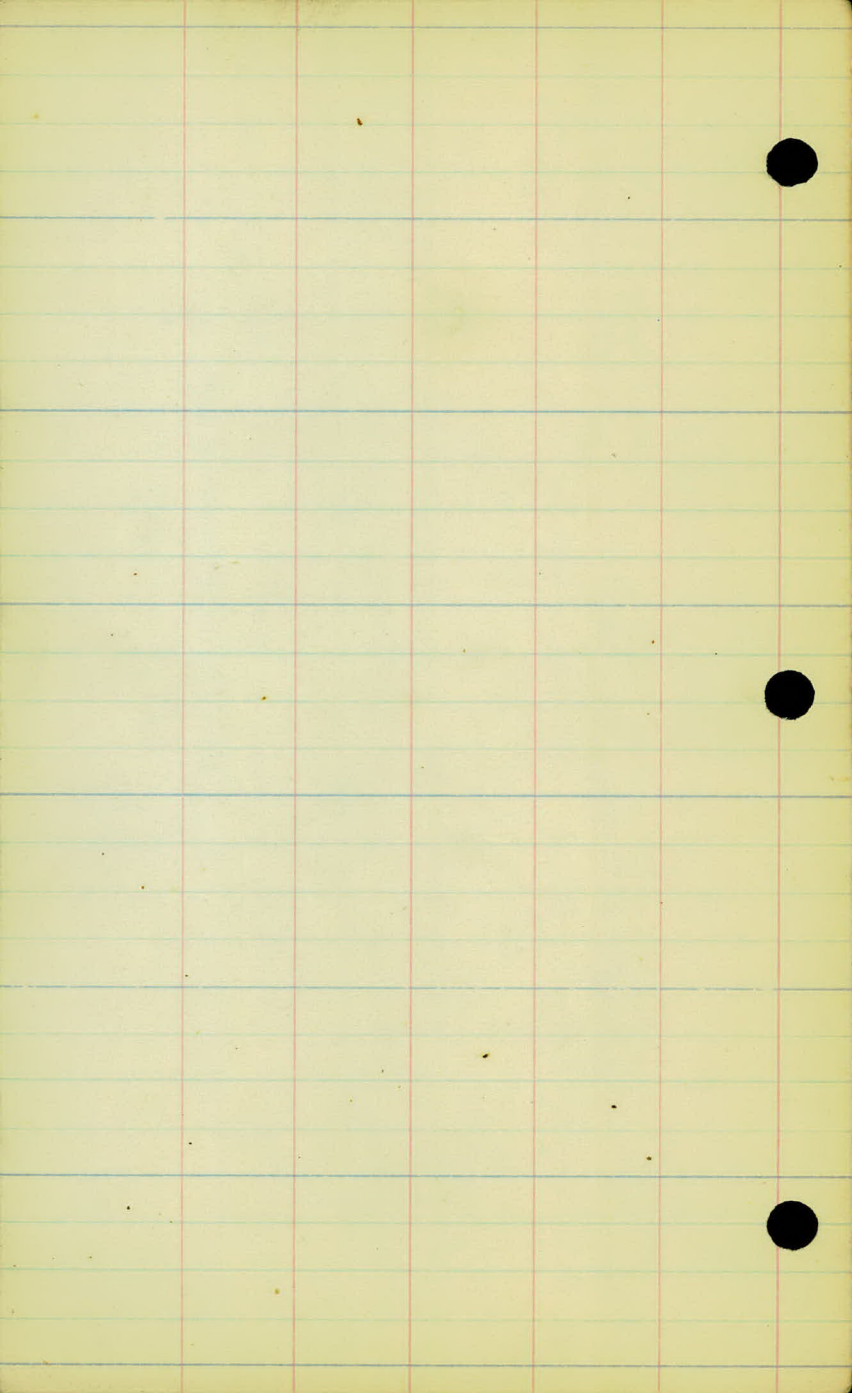
West on Broadway from

Oak St. to the West Co. Line.

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Alignment Notes	page	91-92
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± Levels	"	97-99
X-section	"	100-103

Proj. 24-57



Project 24-57

Alignment Notes

West on Broadway from
Oak St to West Co. Line.

Station Pt. L R

13+15.5 E.M.L. of R.R.

N. 89° 36' E.

12+81.36 P.O.T.

7+97.4 P.O.T.

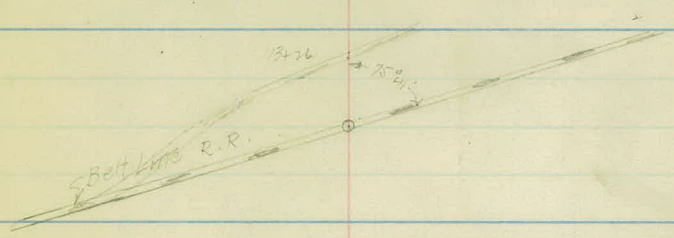
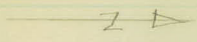
5+17.2 P.O.T.

3+56.25 P.O.T.

N. 89° 36' E.

0+00

W.H.C.
C.E.J. } 2/24
M.S.D. }
T.F. } 24



Nail

Nail in T. Pole

341

33'

125-53

96'

44' 10" 10"
000
44' 10" 10"
000

Nail

Nail in T.P.

27.5

Nail in T.P.

43.4
Nail in T.P. 10' 10"
Iron More

Nail in T.P.

90

63

(Eustis) To Oak St.

33'

37.27

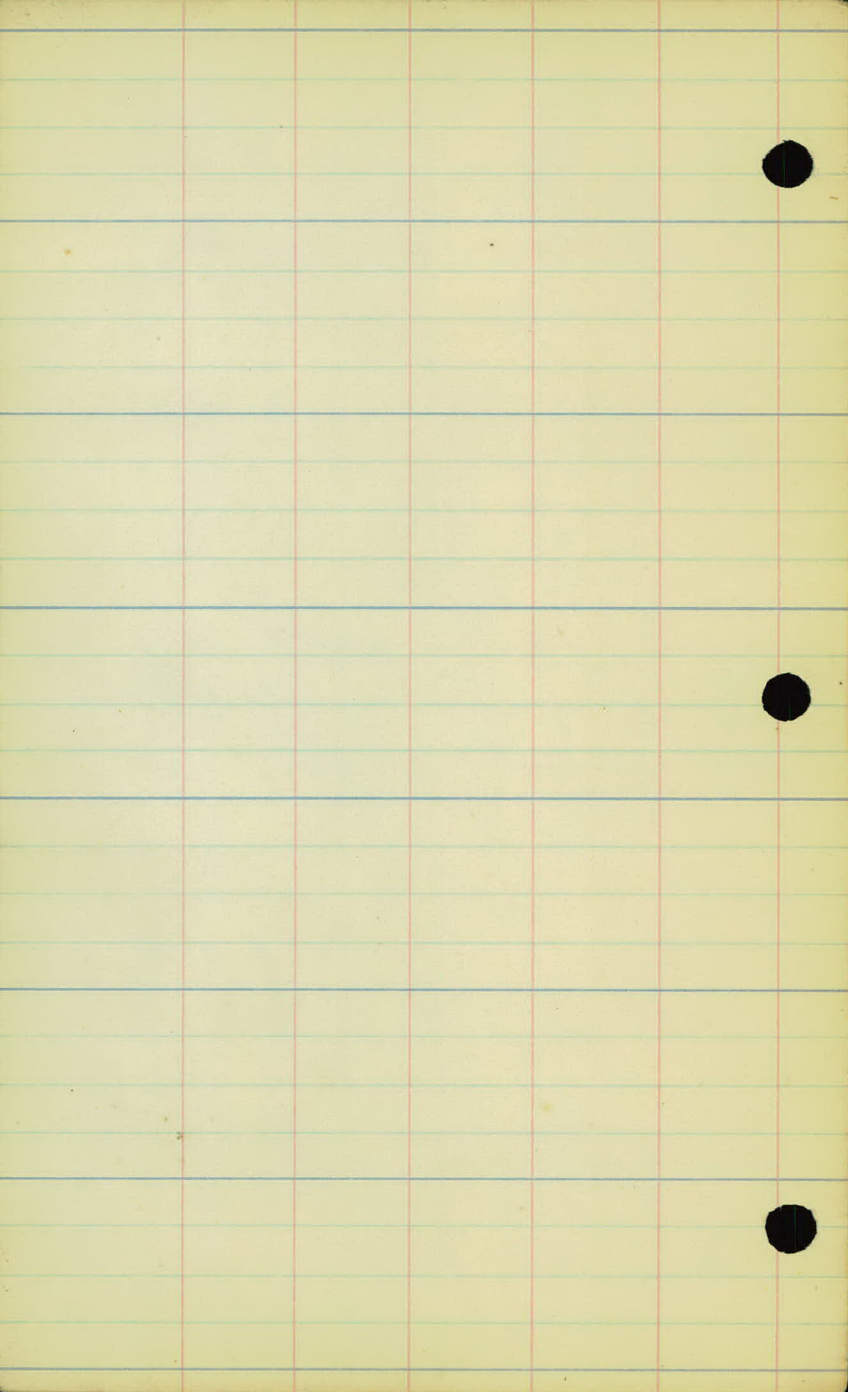
Nail in T.P.

1/4 Sec. line

30

N.E. Cor. Oak & Selway

Iron More



Project 24-57

Art. Topog.

West on Broadway from
Oak st. to West Co. Line

Station.

5

4

126 S St. (Not Graded thru)

3

2

1

0000

Station

11

735 - 1104 Gate 41

10

9

8

7

6

+ 2 ST (Not Graded this)

5

Iron Gate

+37-12" Oak 1'

Fence 2 1/2' left

+62 - Pine 0 1/2'
+54 - 1 1/2" Pine 8'

+46 - Apple trees
+43 - 1 1/2" Pine
+43 - 1 1/2" Pine
+42 - 7" Pine 3 1/2'

+85 - T.P. 2 1/2'
+82 - R. Cor. 0.0

+247 - R. 20'

+96 T.P. 19'

+49 - 1 1/2" Oak 15'

+17 - 8" Oak 7 1/2'
+12 - 10" Oak 7 1/2'
+04 - 2 - 10'

Cultivated

Small

Brush

+70

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+75

+42 - 10 1/2" Oak 19'

+04 - 10 1/2" Oak 15'

+04 - T.N. Oak 15'

+89 - 7 1/2" Oak 1 1/2' / 198'

+00 - 3" Oak 8'

+58 - 10 1/2" Oak 4'

+48 - 8" Oak 5'

+47 - 12" Oak 1'

+12 - 5 - 8" Oak 3'

+14 - 7" Oak 2'

+72 - 10" Oak 3'

+05 - 8" Oak 9'

+59 - 8" Oak 7 1/2'

+53 - 12" Oak 5'

+45 - 7 1/2" Oak 3'

+42 - 12" Oak 17'

+73 - 10" Oak 6'

+19 - 4 - 6" Oaks 2'

+74 - 8" Oak 3'

End of Fence

+71 - 7 1/2" Oak 8'

+47 - 8" Oak 20'

+77 - 8" Oak 9'

+40 - 12" Oak 8'

+24 - 2 1/2" Oak 8'

+64 - 6" Oak 15'

+52 - 6" Oak 3'

+00 - 10" Oak 1'

+95 - 2 1/2" Oak 8'

+20" Oak 19'

Travelled Road

Small
Brush

9

8

7

6

Station

+66.5 R.R. Fence 8 Corner

+76 2 Pass Tck.

+15.5 2 M. Line

13

+80 Tel Line 7-Wire for. to R.R.

+63 R.R. Fence.

+42. 7-Wire fo. Line. +60-2 Steel Tower 80 R

12

+12-2 Steel Tower 80 R

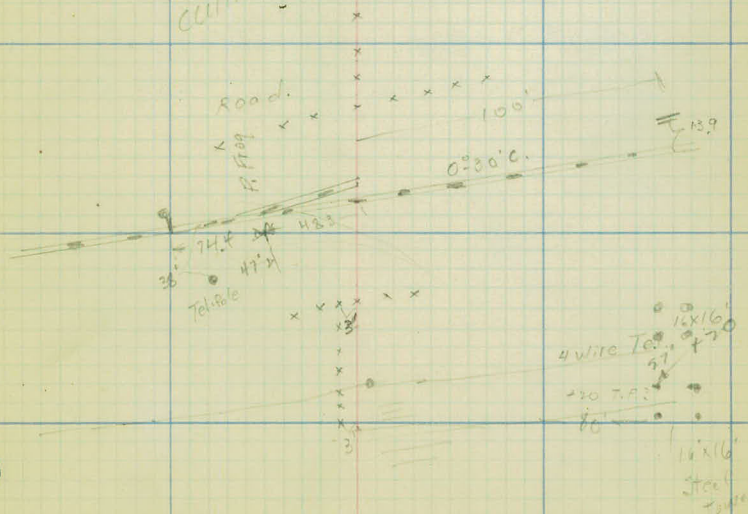
+98 7-Wire fo. Line.

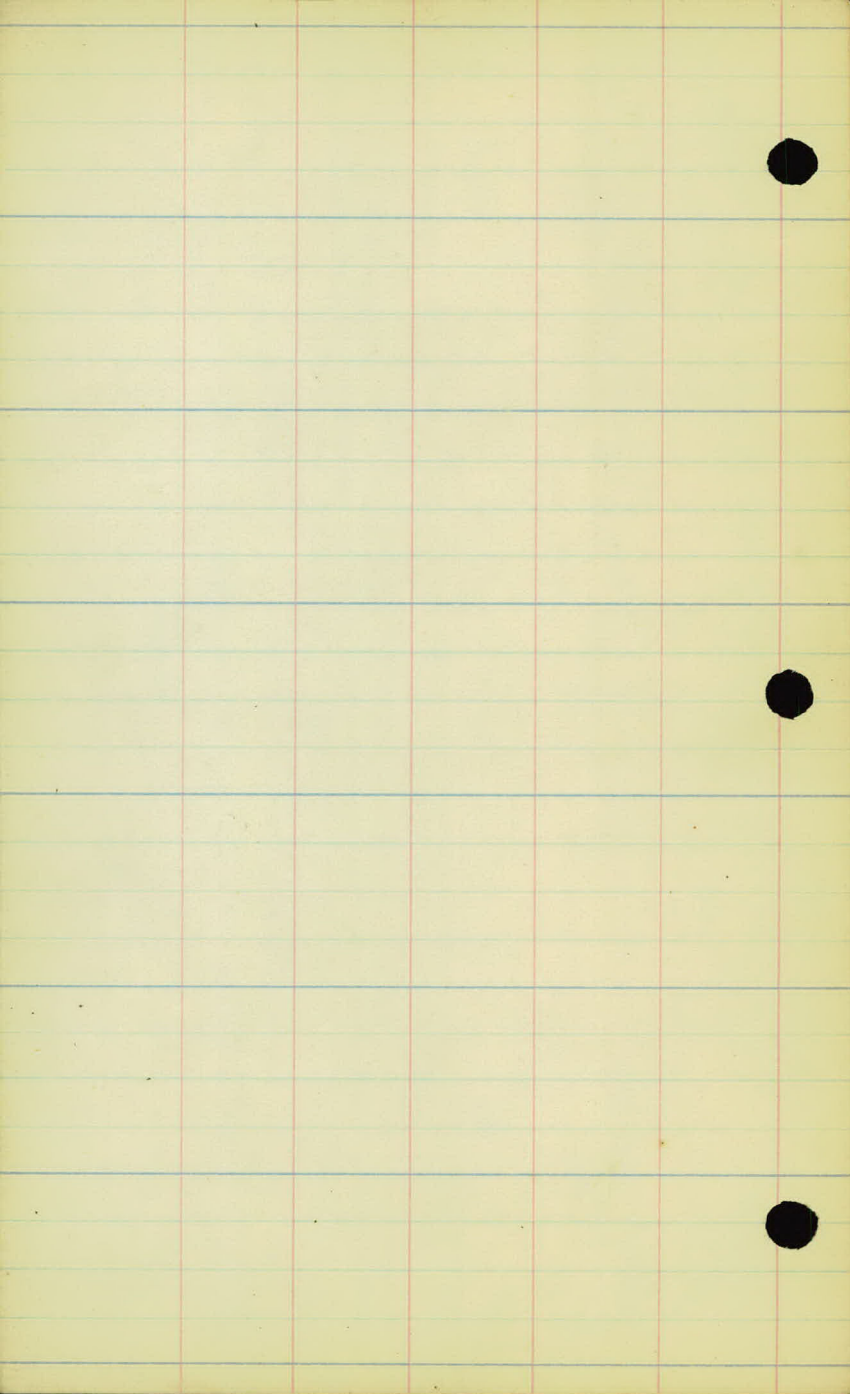
11

Hennipen County

cut over land
6" x 14" oak stamps

cultivated.





Project 24-57

Center Line Levels

on Broadway

0100 & Oak St going West
to West County Line.

Station	#	H.I.		Elev.
	6.58	313.78		305.20 ✓
0+00			7.3	306.5
+10			6.8	307.0
+20			7.2	06.6
+75			5.5	08.3
1			4.5	09.3
+50			3.5	10.3
+80			6.2	07.6
2			7.9	05.9
+50			10.7	03.1
3			10.5	03.3
T.P.	7.41	309.86 ✓	11.23	302.45 ✓
+45			6.0	03.9
+70			4.0	05.9
4			3.9	06.0
+50			3.7	06.2
+80			1.1	08.7
5			2.0	07.9
+65			7.2	02.7
6			7.3	02.6
+50			5.6	04.3
7			1.8	08.1
T.P.	8.47	316.95 ✓	1.38	308.48 ✓
+60			5.5	11.5
8			4.6	12.4

W.H.C. } 98
C.E.J. }
M.S.A. } 3/21/24
T.F. }

R. R. spike in 10" Oak N.E. Cor. Broadway & Oak.

E Broadway

Top. Iron. Mon. 5+56 - 38' R.

Station	+	H.I.	-	Elev.
		316.95		
8+6.5			4.1	312.9
9			5.4	11.6
+50			7.5	09.5
10			8.9	08.1
+45			8.7	08.3
11			9.0	08.0
T.P.	4.16	309.81	11.30	305.65
12			7.9	301.9
+63			8.4	01.4
+75			2.0	07.8
+81			7.6	07.2
13			12.0	296.8
T.P.	2.14	302.17	11.78	298.03
+06			8.7	293.3
+15.5			7.44	294.73
+26			7.78	294.39
+44			8.8	293.4
	11.69	309.72		298.03
+51			3.6	306.1
+58			3.0	06.7
+70			7.8	01.9
14			9.7	300.0
15			11.9	297.8
B.M.			1.09	308.63
T.P.	6.92	315.98	0.66	309.06
	7.92	314.72	9.17	306.81
B.M.			9.55	305.18 = 305.20

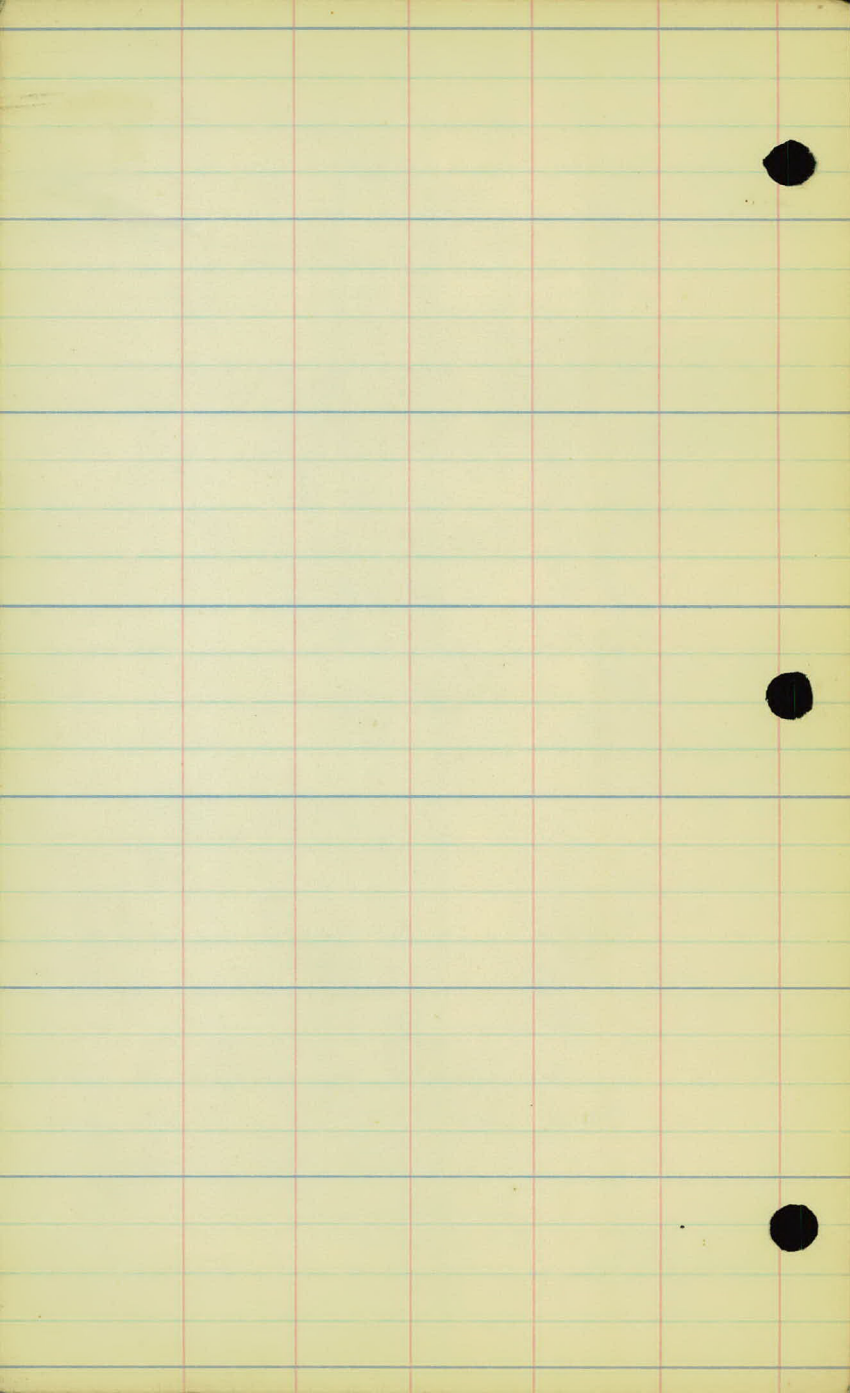
top of Rock

top of Rail

" " "

N. R. Spike in T.P. 80' L. Sta 12460

N.W. cor. Broadway & Oak.



Project 24-57

Cross - Sections

West on Broadway from Oak St
to West County Line.

Station	Elev.
↓	306.0 ✓
3 +70	305.9 ✓
3 +45	303.9 ✓
3	303.3 ✓ L
+50	303.1 ✓
2	305.9 ✓
1 +80	307.6 ✓
1 +50	310.3 ✓
1	309.3 ✓
0+75	308.3 ✓
0+30	306.6 ✓
0+00	306.5 ✓

L E R

$$\frac{-2.0}{33}$$

63

$$\frac{-0.8}{33}$$

$$\frac{-0.7}{33}$$

$$\frac{0.0}{8}$$

65

$$\frac{-1.2}{33}$$

X

$$\frac{+1.6}{33}$$

$$\frac{+0.7}{18}$$

107

$$\frac{-1.6}{33}$$

$$\frac{+2.2}{33}$$

$$\frac{+1.5}{27}$$

$$\frac{+1.6}{20}$$

111

$$\frac{-0.2}{33}$$

$$\frac{+4.4}{33}$$

$$\frac{+3.0}{28}$$

$$\frac{+2.8}{21}$$

116

$$\frac{-2.4}{33}$$

$$\frac{+3.1}{33}$$

$$\frac{+1.0}{29}$$

$$\frac{+1.2}{21}$$

125

$$\frac{-0.7}{33}$$

$$\frac{+1.0}{33}$$

$$\frac{-0.2}{25}$$

$$\frac{+0.2}{16}$$

67

$$\frac{+1.2}{23}$$

$$\frac{+1.4}{33}$$

$$\frac{+1.3}{33}$$

$$\frac{+0.7}{25}$$

$$\frac{-0.2}{15}$$

45

$$\frac{+1.1}{33}$$

$$\frac{-0.4}{33}$$

52

$$\frac{+1.1}{2}$$

$$\frac{+1.8}{30}$$

$$\frac{+0.2}{33}$$

$$\frac{-0.2}{33}$$

62

$$\frac{+0.2}{33}$$

$$\frac{+0.4}{33}$$

82

$$\frac{-0.4}{33}$$

$$\frac{-0.1}{33}$$

100

$$\frac{-0.1}{33}$$

Station	Elev.
+0+00	308.1 ✓
+50	309.5 ✓
9	311.6 ✓
+65	312.9 ✓
8	312.4 ✓
+60	311.5 ✓
7	308.1 ✓
+50	304.3 ✓
6	307.6 ✓
+65	302.7 ✓
5	307.9 ✓
+80	302.8 ✓
+450	306.2 ✓

$\frac{+1.0}{33}$ $\frac{+0.4}{12}$ $\frac{.4}{.1}$ $\frac{-0.3}{10}$ $\frac{-1.4}{17}$ $\frac{2.7}{33}$ $\frac{-2.7}{33}$

$\frac{-1.4}{33}$ $\frac{-1.4}{19}$ $\frac{-0.7}{4}$ $\frac{2.0}{.1}$ $\frac{+0.2}{11}$ $\frac{+0.3}{17}$ $\frac{+1.0}{30}$ $\frac{0.0}{33}$

$\frac{-1.8}{33}$ $\frac{-1.5}{17}$ $\frac{-0.4}{3}$ $\frac{5.0}{.1}$ $\frac{-0.5}{5}$ $\frac{-0.3}{18}$ $\frac{-0.1}{33}$

$\frac{-2.1}{33}$ $\frac{-1.4}{14}$ $\frac{3.6}{.1}$ $\frac{0.0}{5}$ $\frac{-1.0}{21}$ $\frac{-0.9}{33}$

$\frac{-0.7}{33}$ $\frac{-0.8}{17}$ $\frac{4.2}{.1}$ $\frac{+0.6}{5}$ $\frac{-0.6}{9}$ $\frac{-1.0}{29}$ $\frac{-0.9}{33}$

$\frac{-0.2}{33}$ $\frac{-0.1}{17}$ $\frac{5.1}{.1}$ $\frac{+0.8}{11}$ $\frac{-0.3}{11}$ $\frac{0.0}{24}$ $\frac{-0.9}{27}$ $\frac{-0.4}{33}$

$\frac{-0.3}{33}$ $\frac{+0.1}{21}$ $\frac{+0.7}{17}$ $\frac{8.4}{.1}$ $\frac{-0.4}{5}$ $\frac{-0.7}{9}$ $\frac{-0.7}{24}$ $\frac{-1.6}{26}$ $\frac{-1.0}{33}$

$\frac{+0.3}{33}$ $\frac{2.0}{.1}$ $\frac{+0.4}{25}$ $\frac{+0.3}{33}$

$\frac{0.0}{32}$ $\frac{10.0}{.1}$ $\frac{+1.6}{32}$

3/26/24
 Rain.

$\frac{-0.1}{33}$ $\frac{-0.2}{18}$ $\frac{9.7}{.1}$ $\frac{+0.8}{22}$ $\frac{+1.2}{33}$

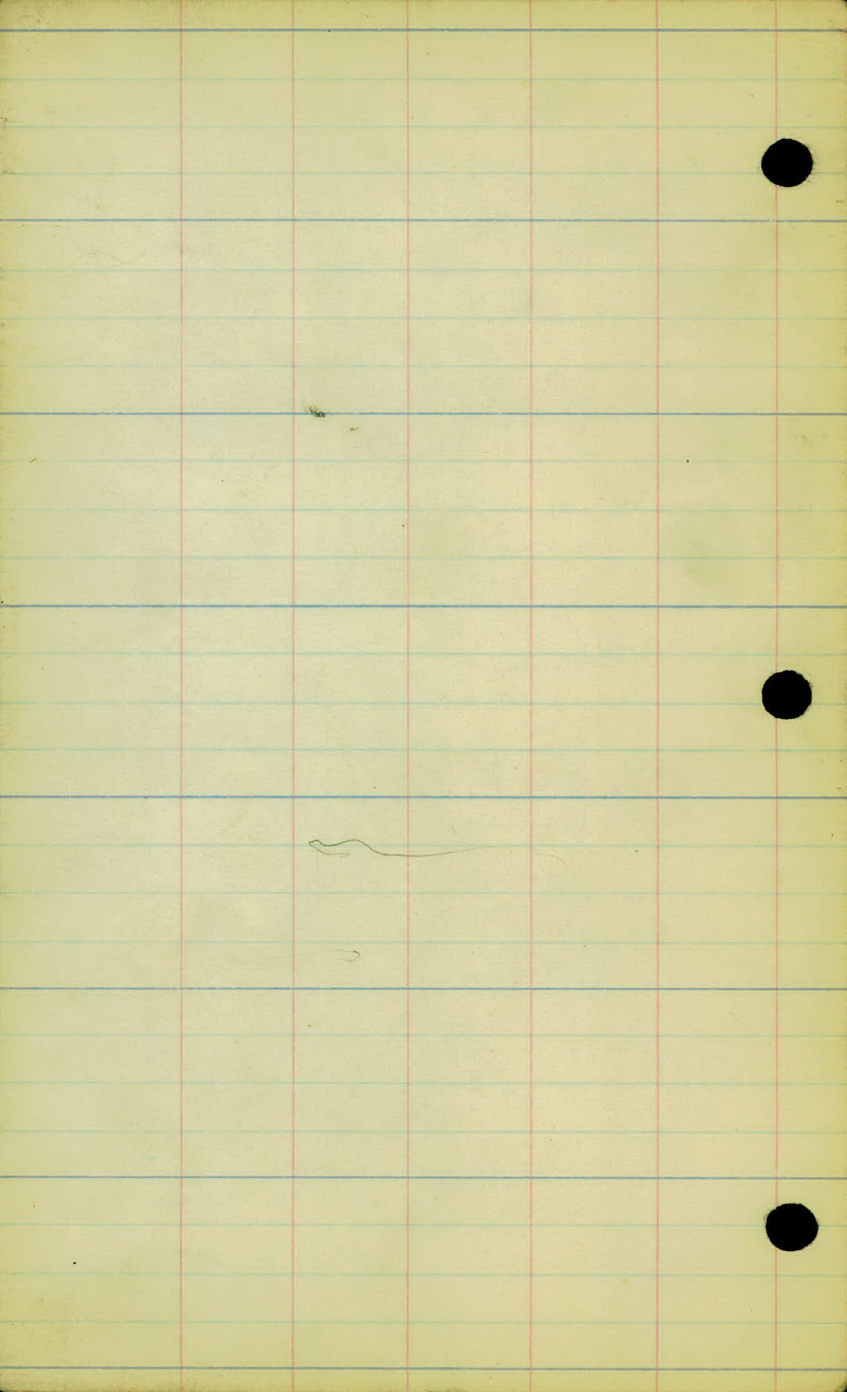
$\frac{0.0}{33}$ $\frac{+1.8}{17}$ $\frac{1.5}{.1}$ $\frac{-2.1}{26}$ $\frac{-3.8}{39}$ $\frac{-2.1}{33}$

$\frac{-1.6}{33}$ $\frac{-0.3}{28}$ $\frac{+0.4}{14}$ $\frac{3.6}{.1}$ $\frac{-1.8}{16}$ $\frac{-2.4}{20}$ $\frac{-2.1}{29}$ $\frac{-2.9}{33}$

$\frac{+0.4}{33}$ $\frac{+0.4}{30}$ $\frac{6.1}{.1}$ $\frac{-0.6}{11}$ $\frac{-1.6}{33}$

Station	Elev.
+70	301.9 ✓
1358	306.7 ✓
1251	306.1 ✓
+44	293.4 ✓
+26	294.4 ✓
+13	294.7 ✓ \rightarrow top of Rail
13	296.8 ✓
+81	307.2 ✓
+75	307.8 ✓
163	301.4 ✓
12	301.9 ✓
11	308.0 ✓
10+45	302.3 ✓

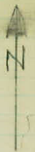
L	Z	R
$\frac{-2.2}{33}$	5	$\frac{+1.3}{20}$ $\frac{+6.8}{33}$
$\frac{-5.2}{32}$ $\frac{+1.0}{20}$	15	$\frac{-1.1}{19}$ $\frac{+13.3}{33}$
$\frac{-2.0}{32}$ $\frac{+1.1}{19}$	20	$\frac{+2.8}{17}$ $\frac{+12.8}{33}$
$\frac{+12.0}{33}$ $\frac{+12.1}{20}$ $\frac{0.0}{7}$	12.8	$\frac{-0.2}{19}$ $\frac{+1.7}{26}$ $\frac{+0.9}{32}$
$\frac{-1.4}{33}$ $\frac{-1.4}{31}$ $\frac{-0.5}{15}$	13.8	$\frac{-0.0}{33}$
$\frac{-0.7}{32}$	12.8	$\frac{-1.1}{32}$
$\frac{-3.1}{33}$ $\frac{-2.4}{17}$	11.5	$\frac{+2.4}{17}$ $\frac{+7.3}{32}$
$\frac{-5.8}{33}$ $\frac{-2.9}{16}$	11	$\frac{-2.0}{18}$ $\frac{-2.9}{32}$
$\frac{-4.6}{33}$ $\frac{-2.2}{14}$ $\frac{0.0}{4}$	9.4	$\frac{-2.0}{12}$ $\frac{-6.1}{26}$ $\frac{-6.0}{32}$
$\frac{+0.2}{32}$	10.8	$\frac{-0.5}{27}$ $\frac{-0.2}{32}$
$\frac{+1.0}{33}$ $\frac{+6.3}{9}$ $\frac{+0.8}{4}$	10.9	$\frac{-1.2}{18}$ $\frac{-2.0}{32}$
$\frac{+0.2}{32}$ $\frac{+0.1}{22}$	4.7	$\frac{-1.0}{4}$ $\frac{-2.1}{22}$ $\frac{-3.9}{32}$
$\frac{+1.1}{33}$ $\frac{+0.8}{17}$	11.5	$\frac{-1.9}{9}$ $\frac{-2.7}{15}$ $\frac{-3.2}{24}$ $\frac{-3.4}{32}$



Project 24-57

104

Broadway 66'



Summer

St.

Iron pipe

Spring 60'

St.

Ione 60'

St.

Iron pipe

Iron Pipe

Out. Dr. Rd. 599 394

Sec. 17

Larpenieur

Ave. 1320.4

Sec. 20

5/4 Cor.

29.0
17'

30'

13

232'

385'

5291

2147

265'

598.52

599.32

40.5'

596.34

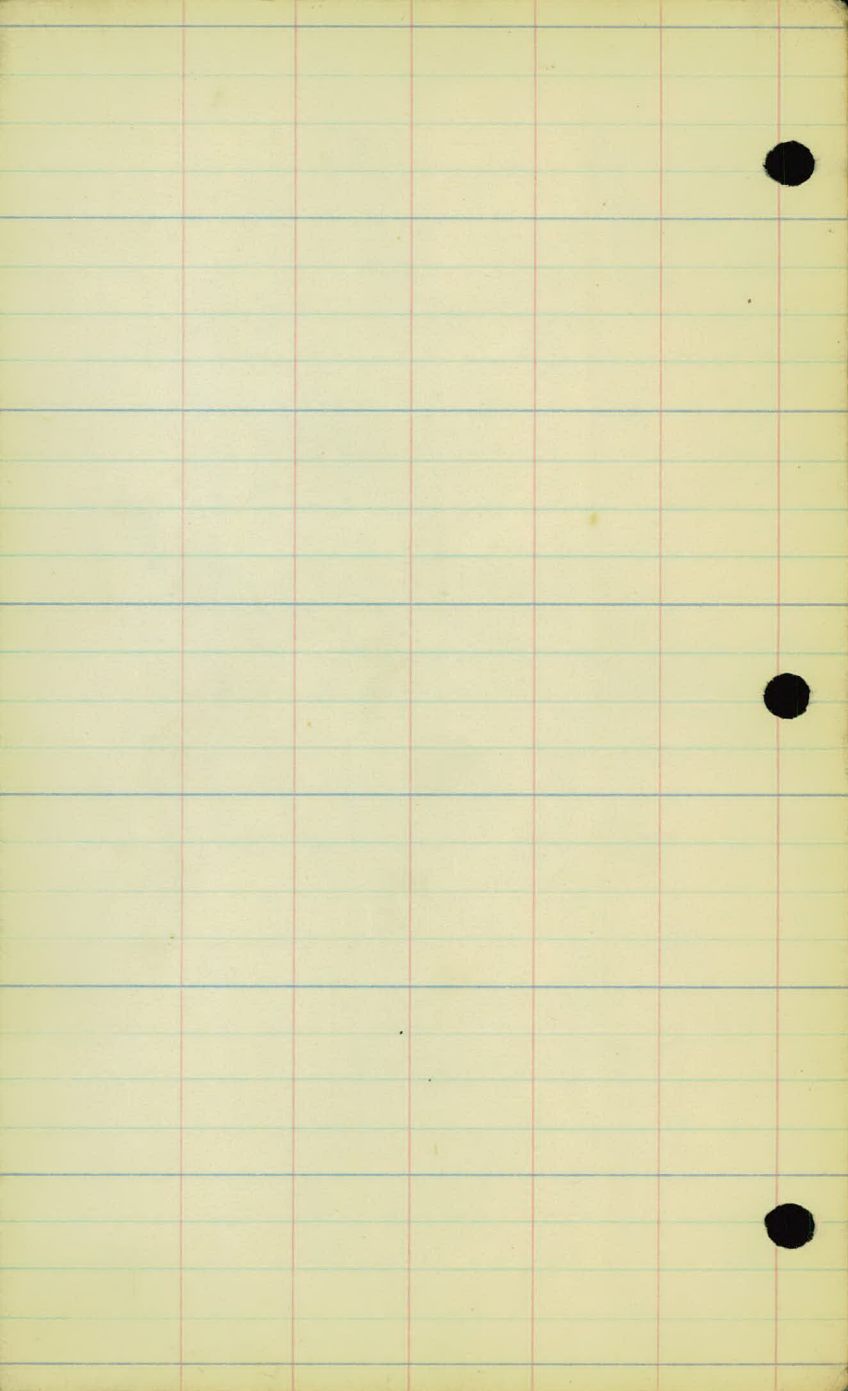
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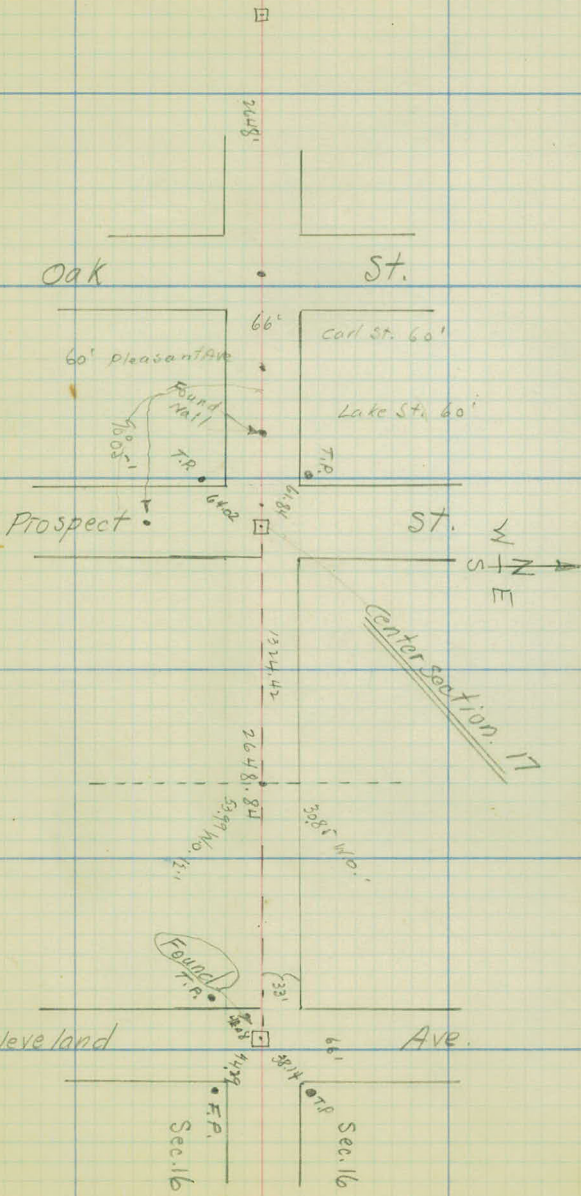
596.33

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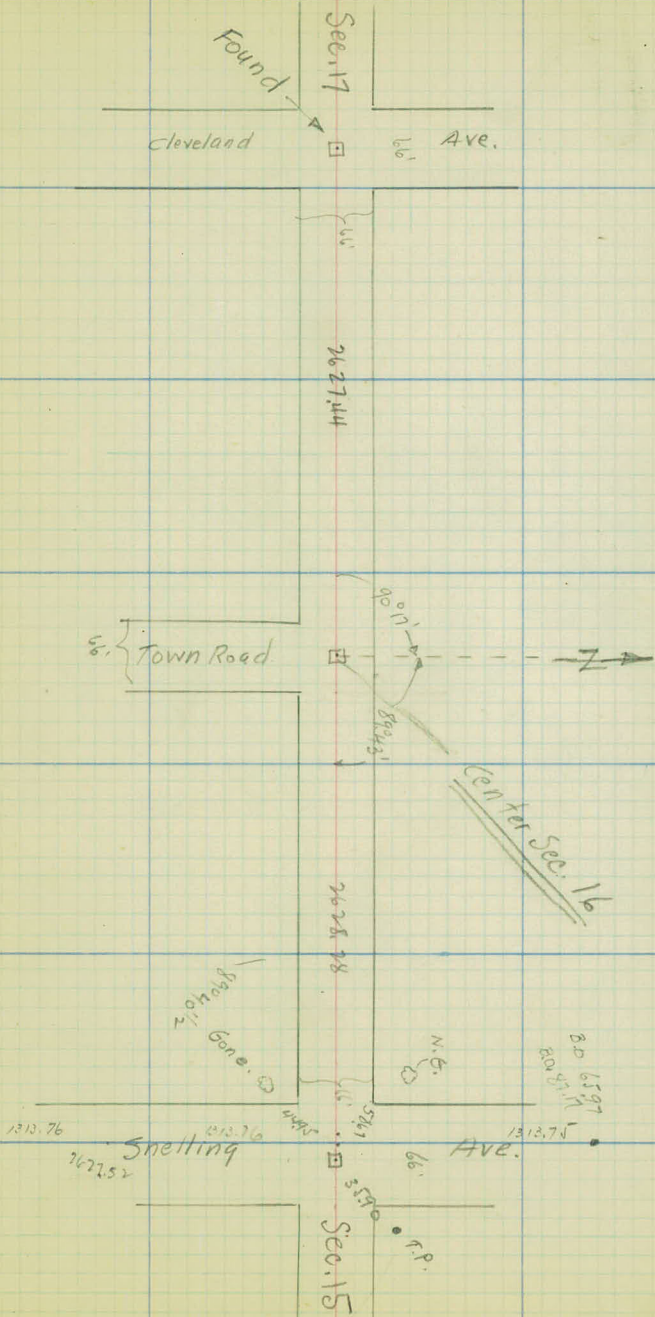
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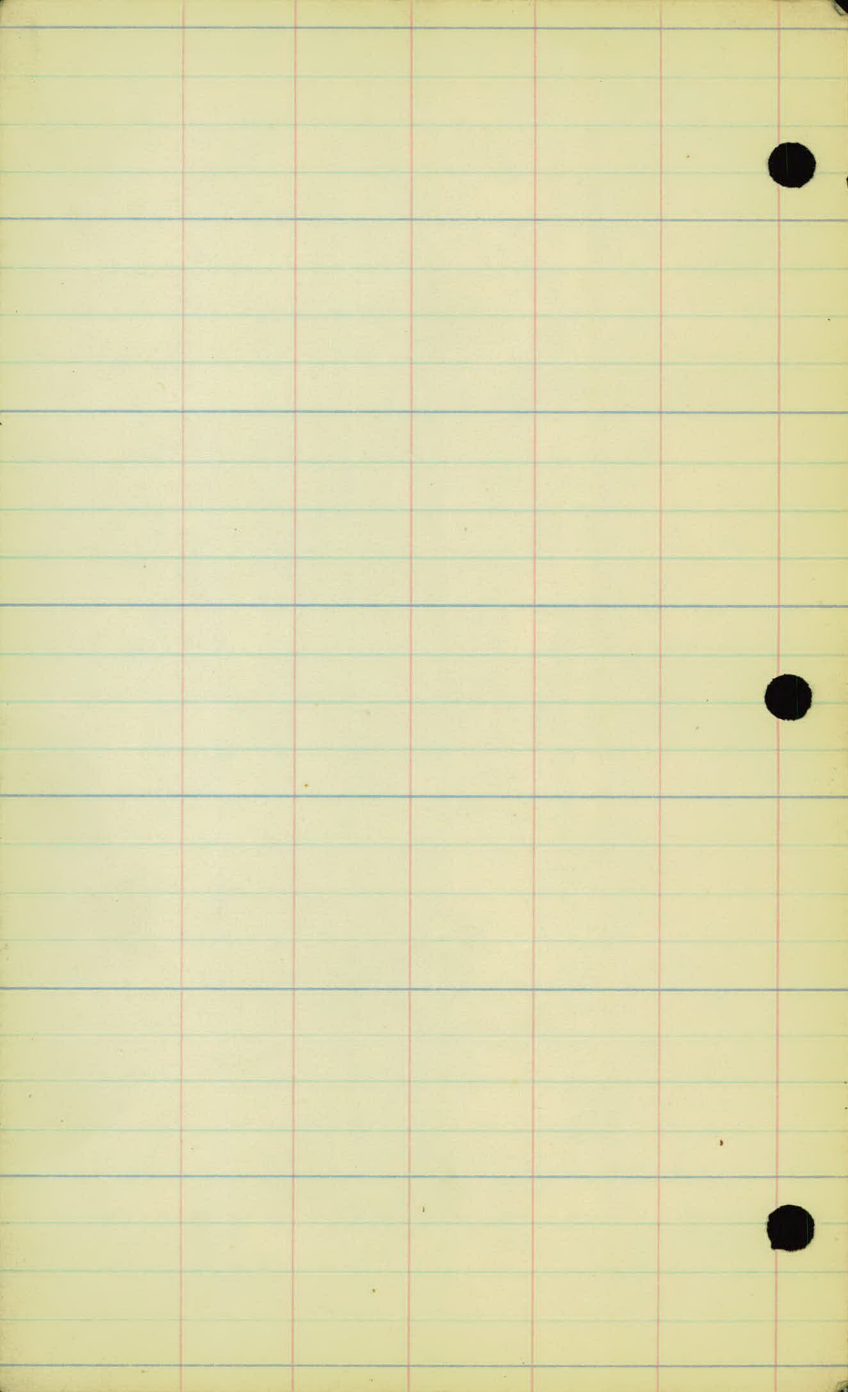






2627441
26 21 24
√ 3.5 5.97
x 4





Sec. 16

Snelling Ave.

Hamline Ave.

Ave.

Center Sec. 15
Dellwood Ave.

Sedalia Ave.

Lexington Ave.

Sec. 14

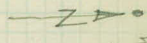
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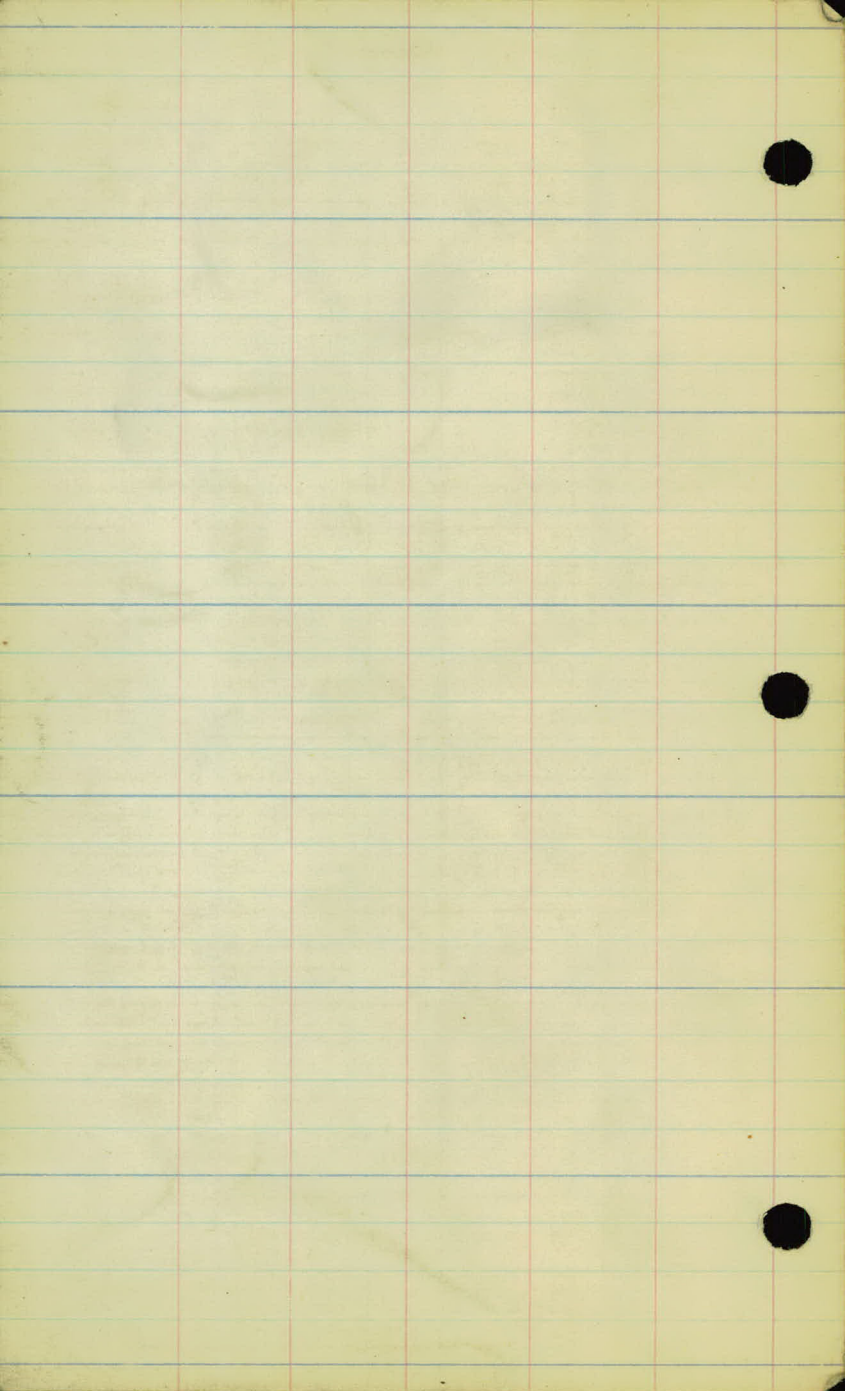
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97
98
99
100

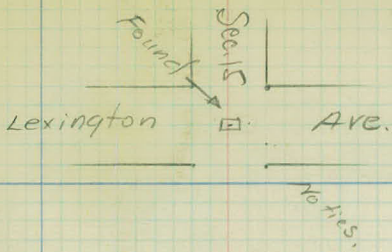
1173
1174
1175
1176
1177
1178
1179
1180
1181
1182
1183
1184
1185
1186
1187
1188
1189
1190
1191
1192
1193
1194
1195
1196
1197
1198
1199
1200

All ties gone

Found



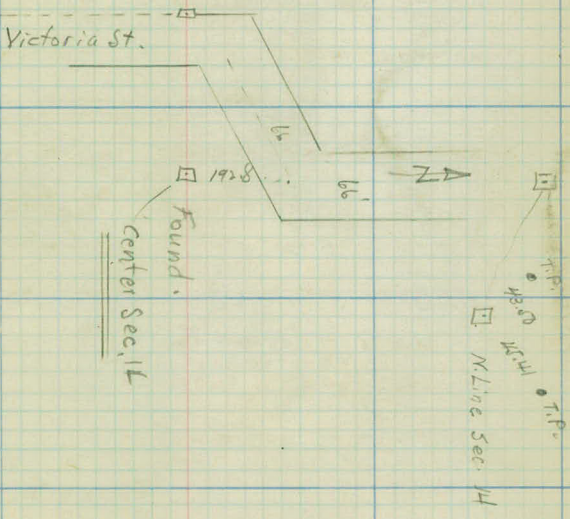




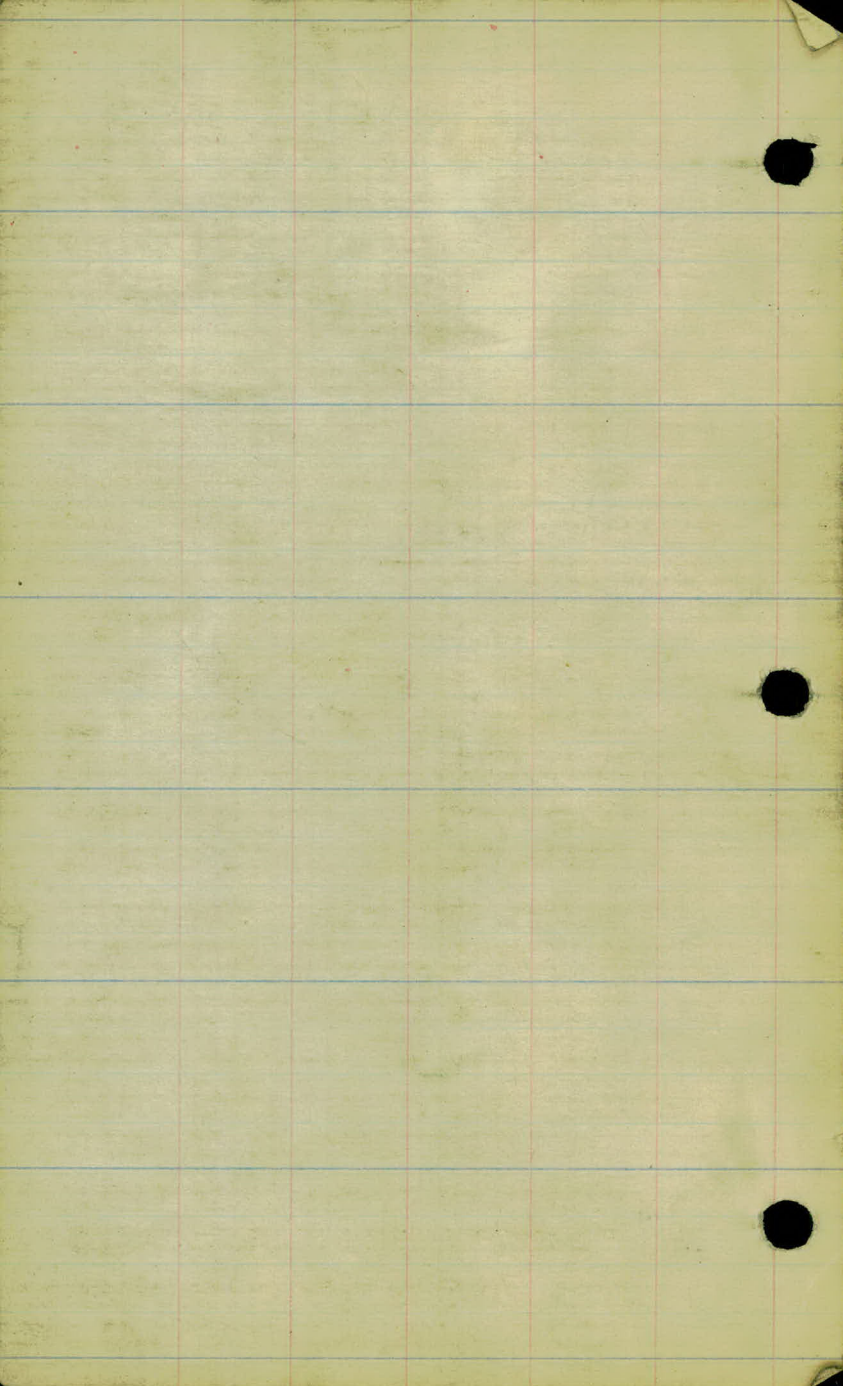
172612

No ties.

Victoria St.



[]



105+60

Pl. 24" C.M.

X

110+00

Ent. R.

Pl. 12" x C.M.

X

105+60

— 110+00

15 trees, 8 stumps

X

110 — 118

12 trees

X

118+85

Pl. 18" C.M.

Dr. R.

X

121+30

Ent. L. Pl. 12" C.M.

X

124+38

Ent. L. Pl. 12" C.M.

X

132+78

Ent. R. Pl. 12" C.M.

X

135+17

" " " " " "

X

141+22

" " " " " "

No. Culv. Regd. X

137+40

Pl. 18" C.M.

Dr. R.

X

145+00

Pl. 15" C.M.

Dr. R.

X

145+40

" " " " " "

X

150+00

Build Ent L

Pl. 12" C.M.

X

153+40

Take out old culv.

Pl. 24" C.M.

X

155+50

Ent. R. Pl. 12" C.M.

X

155+70

" " " " " "

X

156+80

" " " " " "

X

159+30

" L " " " "

X

160+50

" R. " " " "

X

170+50

" L

Culv. imp. Cond. ok X

30+50 Pl. 24" C.M. X

28 — 31
13 trees X

33+00 Pl. 24" C.M. X

34-36 13 trees X

36+00 Ent. L

P. 15" C.M. 24' from 38+66 X

38+66 Rem. 15" C.M.
Pl. 24" C.M. X

45+50-49+00
24 trees X

48+43 12" C.M. imp.
leave imp. Y bury X

49+20 Pl. 24" C.M. X

50 — 52
17 trees X

51+50 Ent. L
P. 15" C.M. X

53 - 54 8 trees - 4 stumps
0.1 Cl. Br X

55+34 Pl. 18" C.M.
Imp. 10" x 20' C.M. X

56+00 Ent. L
P. 15" C.M. X

24-57

9/5/4

10 - 8 - 10 trees Cl x Gr X

8+30 F.E.R. ~~Pl. 12" C.M.~~
No Culv. Reqd X

6+50 - 8+00 7 trees Cl x Gr X

6+20 St. Int. R x L. X
Pl. 15" C.M. x 30'

5+80 Pl. 24" C.M.
Dr. L. X

6+00 - 4+50 6 trees Cl x Gr X
0.2 A.C.L.Br

3+50 - 4+50

3 stumps - 1 tree X

3+50 - 2+50 X
4 trees

3+50 Ent. R. X
Pl. 15" C.M.

2+50 Pl. 24" C.M. X
Dr. R.

2+50 - 1+50
1 tree - 1 stump X

1+10 Ent. R. No Culv. X
0+00 R x L Pl. 18" C.M. Culv x X

57 - 60 + 50
2 1/2 trees
10 stumps
0.1 A.C.I.B.
+
Ent R.W.L.
Pl - 12" C.M. R. +
None on left

61 + 20
Ent R.W.L.
Pl - 12" C.M. R. +
None on left

64 + 20
Pl. 22" C.M.
X

66 + 35
Pl. 18" C.M.
X

66 + 50 - 67 + 50
0.1 A.C.I.B.
X

68 + 50
2 trees
X

70 + 50
11 + 50
0.05 A.C.I.B.
X

73 + 00
9 73 + 10
Ent L.
No cuts reqd.
X

76 + 100
Ent L. - 12" C.M. photo X

76 + 00
400 c.t. in pile stocked
available for use as fill
X

79 + 45
Ent R.
Pl. 12" C.M.
X

81 + 50
Ent L. Pl. 12" C.M.
X

85 + 00
Ent R. Pl. 12" C.M.
X

86 + 40
Ent L. No. cuts reqd.
X

95 + 30
Ent L. Pl. 12" C.M.
X

96 + 10
Ent R. Pl. 12" C.M.
X

Final Sections.

Co. Rd A₂

Carley
Crane
Berthodume
Maberry

12/1/24

Office of Ramsey Co. Engineer	
ST. PAUL, MINN.	
Date Filed	12-2-24
File No.	11

Rd # 605

Sta.	+	H.I.	-	B.R.	Elev
B.M.	4.53	346.98			342.45
T.P.	9.30	353.91	2.37		344.61

73+30

73+41

3.2

74

4.9

75

7.3

76

8.7

77

9.3

T.P.

1.28

346.44

8.75

345.16

78

1.9

79

3.4

+44

4.2

80

4.7

LT ♀ RT

(check)

Spike in 12" poplar 39' RT stable 66+51

0.0 of County grading

D.W. 2.9/33 3.0/20.3 3.7/14.7 ³¹3.7/12.5 3.9/15.4 3.9/19.3 3.4/22 3.4/33

6.0/33 5.6/20.8 6.4/20.2 6.6/16.8 5.2/12.7 ⁴⁹5.3/13.8 6.7/18.0 6.6/20 5.6/23.4 5.6/33

⁷⁴7.8/33 8.0/25.0 9.1/20.5 8.9/16.8 7.7/13.2 7.4/10 7.9/14.5 9.4/19.2 8.1/23.8 8.1/33

⁸¹10.2/33 10.0/22.6 11.0/22.0 10.8/17.5 8.8/13.0 9.2/12.7 9.5/14.7 11.0/19.0 11.0/20.0 10.0/24.0 10.4/33

⁹⁴10.2/33 10.4/24 11.6/23 11.7/19 9.4/11 9.7/14 11.4/19 11.4/21 10.7/24 10.8/33

¹⁸2.0/33 2.4/24 3.4/23 4.0/21 4.2/18 3.8/17 2.0/12 2.7/12 3.7/17 3.6/18 2.9/21 3.1/33

³⁴2.9/33 3.4/23 4.9/21 4.6/17 3.4/14 3.6/11 5.1/15 5.1/17 4.1/21 4.4/33

⁴²4.8/33 4.9/23 5.7/22 5.6/18 4.2/14 4.4/13 5.5/18 5.7/33

⁴⁷5.0/33 5.6/22 6.4/21 6.7/18 5.4/14 4.9/13 6.2/16 6.8/19 7.3/33

Sto. + H.F. - P.R. E/ov.

346.44

81

5.1

B.M.

Removed

341.90

+60

5.1

82

5.5

+50

6.2

83

6.3

+50

6.7

84

7.1

+70

7.1

85

6.7

T.B.

3.89 344.91 ✓

5.42

341.02 ✓

+45

4.7

86

4.6

LT E RT

52

6.5/33 6.8/19 6.6/16 5.4/13 5.7/13 6.5/15 6.7/17 6.8/33

Nail in tele pole #31 19 RT sta 81 + 00
5.2/33 5.2/20 6.4/19 6.2/16 5.2/13 5.2/13 6.1/17 5.7/19 5.1/20 4.9/33

53

7.0/23 6.6/20 7.3/19 6.9/16 5.9/13 5.5/13 6.3/15 6.4/18 5.2/22 4.9/33

63

10.1/33 9.2/21 6.6/13 6.3/13 7.3/16 7.4/18 6.7/22 6.3/33

64

8.6/33 7.7/18 7.4/15 6.7/13 6.2/13 7.2/16 7.4/19 6.4/22 6.0/33

66

8.3/33 7.3/20 8.9/19 8.1/15 7.4/13 6.5/12 7.3/15 7.6/18 7.0/21 5.7/23 5.4/33

73

11.3/33 10.8/20 7.4/13 7.2/12 8.4/17 8.5/20 7.7/21 7.4/33

72

9.3/33 9.2/27 9.5/20 7.4/13 7.2/13 8.3/16 7.6/21 7.3/33

68

7.6/33 7.7/26 8.7/24 8.4/17 7.4/14 6.8/12 7.9/16 7.7/20 6.5/21 5.9/33

47

4.7/33 4.6/27 6.2/24 6.6/21 6.3/18 4.8/13 5.9/12 6.3/16 6.2/20 5.9/21 4.4/33

48

5.2/33 5.6/23 6.0/22 6.0/16 5.9/13 4.7/12 6.2/16 6.1/20 5.0/21 4.4/33

Sta. + H.I. - P.P. Elev
344.91 ✓

86 +55

4.3

87

4.8

+47

5.1

88

5.7

+55

5.8

89

5.8

90

3.9

RT. 6.66 348.26 ✓ 3.31 341.60 ✓

91

6.9

+40

7.4

92

8.5

B.M.

Manual

6.53

342.85

+50

9.3

L F RT

(4.3)

5.7/33 6.0/18 5.6/15 4.7/13 4.4/12 6.1/17 5.7/20 4.3/21 3.8/33

(4.9)

6.5/33 6.0/16 5.1/12 5.0/12 6.3/15 6.3/20 5.2/21 4.9/33

(5.0)

5.9/33 6.0/15 5.3/13 5.2/12 6.5/15 6.5/20 4.7/21 4.6/33

(5.9)

6.9/33 6.4/15 5.8/13 5.8/13 7.4/17 7.3/33

(5.9)

7.7/33 7.2/16 6.2/14 5.6/13 6.4/15 6.4/33

(5.9)

7.9/33 7.7/17 7.3/16 6.9/15 5.9/13 7.2/17 7.3/33

(4.9)

5.5/33 5.1/14 4.4/12 4.1/11 7.3/17 7.8/23 4.4/27 4.3/33

(6.9)

7.2/33 7.1/22 8.0/20 8.9/15 7.3/13 7.1/12 9.1/15 8.8/20 3.9/27 2.6/33

(7.6)

8.6/33 8.4/21 9.2/20 9.1/14 7.8/12 7.8/13 9.2/15 9.3/20 7.4/23 1.9/27 1.4/33

(8.1)

10.4/33 9.7/22 10.4/21 10.9/16 8.8/13 8.8/12 10.3/15 10.3/20 9.3/22 3.9/27 4.1/33

(9.5)

R.R. sp. 117 f.p. 20' RT 92+75

10.1/33 9.7/22 10.8/21 10.6/15 9.5/13 9.7/12 11.7/15 11.7/20 6.7/26 6.4/33

Sta	+	H.I	-	R.R.	Elev
		348.26 ✓			
93				10.0	
	+50			10.7	
	T.P.	1.65	338.30 ✓	11.61	336.65 ✓
94				1.5	
	+40			1.9	
95				2.8	
	+45			3.7	
96				5.0	
B.M.					333.05
	+50			5.6	
97				6.2	
98				7.4	
99				7.2	
	+50			7.1	

Lt Lt Lt

10.0

7.3/33 9.3/22 11.0/21 10.9/16 10.1/14 10.6/12 12.4/16 12.4/22 11.4/25 9.6/26 10.2/33

10.7

12.7/33 12.1/18 10.7/15 11.0/12 12.3/15 13.3/20 13.1/22 13.4/33

1.6

5.3/33 4.8/21 2.0/13 2.0/11 3.2/14 3.6/21 3.4/33

1.9

5.6/33 4.5/20 2.3/15 2.2/11 4.0/14 3.9/20 2.6/21 2.8/33

2.8

1.6/33 2.1/19 2.9/18 3.3/11 4.4/14 4.8/19 3.9/21 4.9/33

3.7

1.9/33 2.4/22 3.9/14 4.1/13 6.3/16 6.6/18 7.6/19 8.4/33

4.9

6.0/33 6.5/19 5.2/15 5.0/14 9.9/19 10.4/33

5.3

Nail in guy pole 15' Lt sta 96+02
7.8/33 9.6/20 6.9/13 5.6/14 9.7/20 9.8/33

6.1

10.7/23 10.2/21 6.4/15 6.6/16 8.5/19 9.0/33

7.5

12.5/33 11.7/21 7.9/15 7.7/16 10.6/20 10.7/33

7.8

12.0/33 11.4/21 7.8/15 7.7/13 9.4/17 9.5/33

7.1

9.0/33 8.1/25 8.9/17 7.6/13 7.4/12 9.5/17 9.6/22 7.6/24 7.2/33

Sta + H.I. - R.R. Elev

338.30

100

7.2

TR

6.03

337.46

6.87

331.43

+85

6.6

101

6.7

+25

7.0

+50

7.0

102

6.9

✓ +10

7.0

+30

7.4

+37

+75

8.1

103

8.6

LT

E

RT

(7.2)

7.5/33	7.1/27	9.8/24	9.3/18	7.4/14	7.3/12	9.9/17	9.6/23	5.4/27	5.6/33
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(6.6)

5.8/33	5.4/30	9.6/25	9.4/18	6.9/13	7.1/11	8.4/13	9.2/16	8.4/21	1.7/29	1.4/33
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

(6.7)

4.3/33	4.1/30	9.2/25	8.9/17	7.2/13	7.2/11	9.0/14	9.4/17	9.0/21	3.3/29	2.5/33
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

(7.0)

4.1/33	5.5/28	8.6/25	8.3/18	7.2/15	7.2/12	8.7/14	9.3/19	4.0/27	3.5/33
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

(7.4)

9.1/33	8.9/29	8.1/26	8.8/25	8.7/31	7.4/15	7.3/11	9.2/15	9.5/18	9.1/21	4.2/27	4.0/33
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

(7.1)

11.2/33	10.1/24	8.8/22	7.6/14	7.5/12	10.1/15	10.6/18	10.2/22	5.8/33	1.8/36	6.1/28
---------	---------	--------	--------	--------	---------	---------	---------	--------	--------	--------

(7.1)

12.2/33	11.6/25	9.0/21	7.4/14	7.6/12	10.0/15	10.6/23	5.3/30	4.7/34	1.6/35
---------	---------	--------	--------	--------	---------	---------	--------	--------	--------

(7.4)

11.5/33	9.1/29	10.0/26	8.4/23	9.0/22	8.5/18	7.4/13	7.7/12	9.9/15	9.7/20	3.0/27	2.7/33
---------	--------	---------	--------	--------	--------	--------	--------	--------	--------	--------	--------

(8.1)

7.8/33	8.3/25	9.6/23	9.4/16	8.4/13	8.1/12	10.1/14	10.3/20	9.9/22	6.4/24	6.9/33
--------	--------	--------	--------	--------	--------	---------	---------	--------	--------	--------

(8.7)

10.7/33	10.5/23	9.7/15	8.9/13	8.6/14	10.2/16	10.3/23	8.1/24	8.1/33
---------	---------	--------	--------	--------	---------	---------	--------	--------

Sta + H.F. - R.R. Elev.
337.46

104 10.3

+40
T.P. 4.44 329.54 12.36 11.0 325.10

105 4.0

+55 4.4

106 4.6

+60 4.7

107 5.0

108 5.0

+60 4.8

109 4.9

+50 5.2

LT±RT

(10.3)

10.8/33	10.8/38	11.3/46	10.5/13	10.3/14	11.4/17	11.7/22	9.1/24	8.6/33
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(11.0)

11.3/33	11.2/38	11.6/47	11.1/42	10.9/13	11.9/17	12.2/22	8.9/24	8.6/33
---------	---------	---------	---------	---------	---------	---------	--------	--------

(4.1)

7.5/33	7.5/38	4.8/44	4.3/13	6.3/18	6.7/22	6.2/23	6.4/33
--------	--------	--------	--------	--------	--------	--------	--------

(4.7)

8.4/33	8.5/22	4.9/17	4.9/12	8.8/18	8.8/33
--------	--------	--------	--------	--------	--------

(4.8)

6.5/33	6.5/21	4.6/18	5.0/13	7.4/17	8.2/33
--------	--------	--------	--------	--------	--------

(4.8)

6.8/33	6.9/20	5.4/17	5.0/12	6.6/15	6.8/33
--------	--------	--------	--------	--------	--------

(4.9)

8.4/33	8.0/23	5.0/18	5.4/12	8.1/16	7.9/33
--------	--------	--------	--------	--------	--------

(5.0)

5.8/33	6.2/25	6.9/16	5.5/13	5.2/15	7.3/19	7.6/33
--------	--------	--------	--------	--------	--------	--------

(4.7)

2.5/31	7.4/24	7.7/17	5.1/13	5.0/11	6.1/14	5.9/33
--------	--------	--------	--------	--------	--------	--------

(4.9)

0.0/32	7.3/24	7.4/15	5.0/12	5.3/12	7.6/15	8.3/21	7.7/25	3.8/29
--------	--------	--------	--------	--------	--------	--------	--------	--------

(5.1)

1.1/33	1.1/32	8.0/25	8.2/17	5.7/12	5.5/12	7.1/16	7.9/20	7.3/26	2.7/30	2.7/33
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

Sto. + H.I. - R.R. Elev.
329.54 ✓

110

5.6

+45⁻

6.2

111

6.8

+60

7.3

112

7.7

+55⁻

8.4

T.P.

5.23

324.41 ✓

10.36

319.18 ✓

113

3.7

114

4.5

115⁻

4.2

+50

4.0

116

3.7

Lt ♀ Rt

(5.5)

4.0/33 4.2/28 7.8/23 8.4/19 8.9/16 5.7/13 5.9/12 7.9/16 8.4/21 7.9/25 3.5/28 3.4/33

(6.2)

7.5/33 8.4/31 7.5/23 8.3/22 8.0/18 8.4/16 6.4/12 6.6/13 8.7/18 9.2/21 8.9/24 5.6/29 5.7/33

(6.8)

7.6/33 2.5/25 8.8/20 9.0/16 7.0/11 7.0/13 9.6/19 9.0/23 7.3/26 7.3/33

(7.0)

7.7/33 7.4/22 8.5/20 9.2/17 8.9/15 7.7/12 7.4/13 9.7/18 9.7/20 9.2/22 5.9/25 5.9/33

(7.5)

9.2/33 9.3/28 8.8/23 9.4/22 9.1/16 7.9/12 8.2/14 9.9/18 9.6/21 5.8/24 5.5/33

(8.3)

12.4/33 12.7/25 11.3/19 8.6/18 9.0/13 11.3/18 11.2/21 7.7/25 7.6/29 6.8/33

(3.7)

7.7/33 7.9/20 4.0/14 4.3/15 5.7/16 6.1/24 5.2/25 3.7/33

(4.0)

6.9/33 2.7/19 4.9/14 5.4/12 6.9/17 6.9/33

(4.2)

5.1/33 5.7/31 6.2/26 6.9/24 6.3/19 4.3/13 4.7/12 6.9/17 7.2/22 6.3/25 6.5/33

(4.2)

3.8/33 4.5/30 5.1/24 6.4/23 7.0/20 6.6/17 4.3/13 4.4/14 6.0/18 6.0/24 4.1/26 4.0/33

(4.1)

3.3/33 4.6/28 5.1/23 6.6/22 6.5/16 3.9/12 4.2/14 6.2/18 5.7/24 3.6/26 3.8/33

Sta + M.I. - R.R. Elev

324.41

+50

4.1

117

4.8

118

4.9

B.M. 4.91 324.45 4.91 319.50 319.54

+50

4.7

+628

+827

1.62 321.16

4.91

4.9

319.54

119

1.9

+25

2.6

120

3.2

121

4.2

122

5.2

Lt

±

Rt.

(4.4)

5.8/33 5.6/20 5.9/15 4.2/12 4.4/12 6.8/18 7.0/23 5.0/25 4.7/33

(5.2)

6.8/33 7.0/16 5.1/13 5.2/12 8.1/20 7.8/25 6.7/27 6.9/33

(5.2)

6.5/33 6.3/31 7.6/28 7.8/19 5.3/15 5.6/14 6.9/16 6.2/23 6.6/33

Top of 772017. Swelling Ave

6.8/33 5.4/30 4.9/21 5.2/23 7.7/29 7.6/35

± Swelling Ave. same section

(5.0)

4.8/33 5.0/16 5.0/19 5.2/33

(2.9)

3.0/33 3.2/23 2.0/21 2.1/13 4.1/17 4.3/23

(4.2)

3.9/33 4.1/28 4.2/16 3.2/14 3.0/13 5.1/16 5.4/33

(4.5)

5.0/33 5.3/21 4.9/19 5.3/15 3.5/12 3.5/13 5.7/17 5.3/33

(4.9)

5.1/33 5.4/15 4.8/14 4.3/11 5.9/14 6.1/33

(6.0)

6.9/33 7.0/15 5.8/12 5.4/13 6.4/16 6.5/33

Sta	+	H.I.	-	P.R.	Elev.
		321.16			
123				5.2	
	B.M				315.82
124				6.3	
125				6.5	
126				6.6	
	T.P.	4.70	318.91	6.95	314.21
127				4.5	
128				4.1	
129				4.0	
	B.M	4.3			314.92
130				4.3	
131				5.6	
132				7.1	
133				8.1	

4 4 12

(53)

7.0/33 7.4/20 6.8/16 6.1/14 5.5/12 6.3/17 6.3/33

Nail in T.P. Lt 123 + 89

6.4/33 7.1/22 7.6/19 6.7/10 (64) 6.6/13 7.3/18 7.9/21 7.4/24 7.3/33

(64)

6.8/33 7.2/22 7.7/19 6.8/12 6.6/13 7.9/20 7.5/21 7.5/33

(65)

6.9/33 7.0/22 7.7/18 6.8/12 6.9/14 8.2/20 7.4/23 7.2/33

(43)

5.3/33 5.4/23 5.9/20 4.8/12 4.7/11 6.1/19 5.2/23 5.0/33

(41)

5.0/33 5.1/22 5.7/19 4.7/13 4.6/13 5.8/20 5.3/22 5.5/33

(38)

4.9/33 5.0/23 5.7/19 4.7/10 4.1/10 4.7/14 5.7/19 5.0/23 4.8/33

Nail in T.P. Lt 129 + 73

5.5/33 5.3/23 6.1/19 4.5/11 (41) 4.7/11 5.9/18 5.2/23 5.1/33

(54)

6.7/33 6.6/24 7.0/20 5.9/11 6.0/11 7.5/20 7.1/22 6.7/23 6.4/33

(70)

7.1/33 7.3/24 8.2/23 8.6/20 7.3/14 7.3/9 8.0/12 7.9/33

(82)

8.8/33 8.9/23 9.4/18 8.4/12 8.2/8 8.7/11 9.0/23 7.7/33

Sta + H.I. - R.R. Elev.

318.91 ✓

8.2

134

B.M. 4.19 315.54 ✓ 7.56 311.35 ✓ 311.00

Moved

135

4.9

136

5.1

137

5.7

138

5.4

139

4.7

140

5.3

141

5.2

+22

5.0

142

5.2

I.P. 6.46 317.25 ✓ 4.75 ✓ 310.79

143

7.0

4 2 at

(81)
9.0/33 9.1/21 9.6/19 8.7/12 8.1/7 8.7/10 8.7/33

Nail in T.P. Rt. Sta 134+31

5.9/33 5.8/23 6.4/19 5.2/12 (48) 4.9/8 5.3/17 5.4/33

(49)
6.0/33 6.1/23 6.7/20 6.5/17 5.7/13 5.1/12 5.6/14 5.6/33

(57)
6.6/33 6.7/24 7.3/19 6.3/14 5.7/12 6.3/13 6.4/33

(53)
6.0/33 6.2/22 6.7/19 5.8/13 5.8/14 6.2/16 6.4/18 6.1/33

(45)
5.4/33 5.8/22 6.0/18 5.1/13 5.1/16 5.8/18 5.6/33

(51)
5.6/33 5.8/22 6.3/18 5.4/12 5.6/15 6.7/17 6.2/19 6.0/33

(50)
5.7/33 5.8/24 6.4/20 5.4/13 5.2/14 5.7/16 5.6/33

(48)
5.5/33 5.8/23 6.3/20 5.3/13 5.2/13 5.4/23 5.5/33

(50)
5.4/33 6.1/23 6.7/20 5.6/12 5.3/12 6.3/22 5.7/33

(6.9)
7.4/33 7.8/23 8.5/20 8.2/17 7.2/11 7.3/11 7.7/13 8.1/33

Sta + H.I. - R.R. Elev

317.25

7.4

144

+45

7.5

+75

7.0

145

6.1

B.M.

5.84 3 11.41 311.43

+08

6.0

+27

5.9

+35

5.8

146

5.5

+60

5.0

147

4.7

+50

4.2

T.P.

3.75 317.14

3.86

313.39

7.9
8.2/33 8.3/33 8.8/20 8.6/17 7.5/10 7.8/12 8.7/14 9.2/33

7.8
8.4/33 8.6/22 8.3/14 7.6/12 8.1/12 9.0/14 9.3/33

8.3
8.0/33 8.2/20 7.2/14 7.6/15 9.2/19 9.2/33

6.3
5.9/33 6.0/22 6.8/26 6.8/33 40172/12C

512, 117 T.P. 49' Lt. 5 + 9 145 + 00
5.4/33 5.6/20 5.9/24 6.5/33

5.9
5.4/33 5.7/21 6.4/25 6.7/33

6.2
7.1/33 7.3/25 5.7/21 6.4/33 7.9/27 8.0/33

5.7
6.7/33 6.7/30 7.2/29 6.8/16 5.8/14 5.7/13 7.0/18 7.7/27 6.9/29 7.2/33

5.0
4.8/33 4.9/29 6.9/27 7.2/21 4.9/14 5.3/13 7.4/17 7.8/21 7.3/29 3.8/32

4.8
4.0/32 6.7/29 7.1/22 6.8/19 4.8/13 5.3/13 7.7/17 7.2/28 3.4/32

4.2
1.9/33 7.0/21 6.0/17 4.3/14 4.9/12 8.0/12 8.2/24 7.7/30 6.7/31

Nail in T.P. Lt sta. 148 + 05

5 + 0. + HJ ✓ - R.R. Flev

317.14

148

4.2

+45

5.1

149

6.2

150

9.0

Z.T.

1.11

306.34 ✓

11.91

305.23 ✓

151

1.4

152

4.8

153

6.0

154

5.7

155

3.8

+50

2.6

156

1.5

LT 2 154

(4.1)

5.8/33 0.9/32 6.1/27 6.6/21 5.9/17 4.5/14 4.8/12 6.3/17 8.1/21 7.6/29 6.0/33

(5.2)

3.3/33 3.2/29 6.1/21 6.9/17 5.1/13 5.4/13 7.0/16 7.7/21 7.2/20 4.3/32

(6.2)

6.7/33 6.8/27 7.9/26 7.2/26 6.5/14 6.5/15 7.6/19 8.1/25 7.6/26 8.1/33

(9.1)

9.2/33 9.0/29 9.7/27 9.4/15 9.0/14 9.6/14 10.6/17 11.7/24 11.0/25 11.4/33

(1.1)

0.7/33 0.8/28 1.3/27 1.4/21 2.0/20 1.9/15 1.5/14 1.7/14 2.1/15 2.7/23 1.7/24 1.9/33

(5.0)

5.2/33 5.5/17 4.9/15 5.0/18 6.5/21 6.8/33

(6.2)

8.1/33 8.1/19 6.3/16 6.7/17 8.9/21 8.8/33

(6.1)

7.9/33 8.3/19 5.4/15 6.1/16 8.8/21 8.9/33

(3.1)

3.8/33 4.1/28 6.1/24 6.0/19 4.3/15 4.0/14 5.4/18 5.1/22 5.0/33

(2.7)

3.6/33 3.6/28 5.0/24 4.9/18 3.8/17 3.2/13 2.9/12 4.3/16 4.5/20 3.5/21 3.9/33

(1.5)

2.6/33 2.6/27 3.8/28 3.2/17 1.9/13 2.9/14 3.4/15 3.3/20 1.4/21 1.8/33

Sta + H.I. - R.R. Elev
306.34 ✓

+55

8.5

T.P.

5759 310.58 ✓

1.35

304.99 ✓

157

4.4

+47

4.3

158

4.6

159

4.6

+60

5.0

160

5.2

161

7.5

162

9.2

T.P.

5.33 304.37 ✓

1.154

299.04 ✓

163

4.0

164

4.7

St E RV

0.5

1.4/33 0.9/27 2.2/25 2.1/18 0.7/14 0.9/12 2.1/15 2.3/19 0.8/21 0.3/33

4.5

4.4/33 4.0/25 6.1/24 6.2/18 4.3/13 7.8/13 6.1/15 6.0/20 4.2/22 4.2/33

4.2

5.8/33 5.5/23 6.4/22 6.0/17 4.7/14 4.6/12 6.4/16 6.3/20 4.9/21 5.1/33

4.5

5.7/33 5.6/23 6.3/22 5.9/16 4.9/14 5.9/12 6.4/16 6.5/19 5.7/21 6.0/33

4.5

4.9/33 5.2/19 5.6/17 5.3/13 4.8/12 4.8/14 6.0/16 6.2/19 5.5/20 5.5/33

5.2

5.3/33 5.6/21 6.4/20 6.4/16 5.2/12 4.9/13 6.4/16 6.2/19 5.7/20 5.6/33

5.4

6.0/33 5.8/22 7.0/21 7.0/17 5.5/12 5.6/13 7.1/16 6.8/19 5.6/20 5.9/33

7.5

9.1/33 9.0/24 9.8/23 9.7/17 7.9/13 7.5/13 8.6/14 8.8/18 7.8/20 7.7/33

9.2

11.5/33 11.3/26 11.9/25 11.2/17 9.6/13 9.2/13 10.8/15 10.4/22 9.8/23 9.7/33

4.0

6.0/33 6.4/25 6.9/24 6.2/17 4.2/13 4.3/15 6.2/19 6.6/24 5.7/25 5.9/33

4.8

6.9/33 6.7/26 7.6/25 6.3/16 4.7/13 5.1/13 7.5/19 7.9/25 6.8/26 7.9/33

Sta + HJ ✓ - R.R. Elev
30437

163 4.6

166 4.9

167 5.0

168 5.0

169 5.3

170 4.4 300.13 ✓
T.P. 7.48 307.61 ✓ 4.24

754 6.7

171 6.1

728 End of County work 5.3

1435

B.M. 5.18 302.43 302.47 ✓

B.M. 3.45 304.76 304.21 ✓

St & RT

(48)

5.8/33

5.3/33 5.5/26 6.9/25 6.6/18 4.8/13 5.0/13 7.0/18 7.7/21 7.6/25 5.7/26

(49)

5.8/33 5.7/27 7.6/26 7.0/18 5.1/14 5.0/13 7.9/19 7.4/22 7.3/25 5.6/26 5.7/33

(49)

5.6/33 5.8/27 7.2/26 7.0/19 5.2/12 5.3/13 8.2/20 8.6/26 7.6/28 7.8/33

(49)

6.1/33 6.2/25 7.3/24 6.8/17 5.2/12 5.4/13 7.7/18 7.5/25 5.9/27 5.8/33

(53)

7.1/33 7.1/25 8.0/24 7.7/17 5.4/12 5.5/14 6.9/17 7.1/25 5.8/28 5.7/33

(45)

5.5/33 6.9/24 6.6/23 6.8/20 6.1/15 4.4/12 4.7/13 7.4/18 7.3/26 6.4/28 6.0/33

(68)

7.2/33 7.1/25 8.9/22 7.8/15 6.8/14 7.4/14 9.4/14 9.5/26 8.7/28 8.3/33

(62)

5.6/33 6.0/24 8.2/21 7.8/16 6.0/14 6.4/13 8.1/17 8.2/24 7.3/26 6.8/33

(53)

6.7/33 6.2/22 6.8/20 6.8/17 5.5/13 5.6/15 - 6.4/19 6.5/33

Lexington

Top of main of Lexington Ave.
Spike in 24" oak 170' Lt. Sta 170 + 54

Sta + H.T. - R.R. E 100

02470