

PLANS SURVEY  
COUNTY ROAD H<sup>2</sup>

From W  $\frac{1}{4}$  Cor. - 8-30-23

To E  $\frac{1}{4}$  Cor. - 8-30-23

CO. PROJ. No 24-60

AND

EXH X-SECTIONS.

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

Date Filed 8-21-24

File No. "10"

Co. Road H<sup>2</sup>

*Alignment notes from  
Sta 0+00 to End of Proj.*

FROM W. 1/4 COR. SEC. 8-30-23

To E. 1/4 " " " "

Project 24-60

By P.J. Crane.

*Recd. 8-7-24*

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

Date Filed 8/21/24

File No. "10" (24-60)

Sta. Point. Lt. Pt.

52+64<sup>56</sup> P.O.T.

47+00 P.O.T.

38+18<sup>83</sup> P.O.T.

26+36<sup>7</sup> P.O.T.

18+34<sup>4</sup> P.O.T.

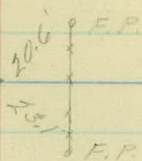
0+00 1/4 Cor. on the W. line x  
Sec. 8-30-13

S. 89-56'E.

1/4 Cor. on the E. line  
 Sec. 8. Stone Mont.  
 About 2' down n. 55.9  
 20' Oak

36.2° T.P.

30.13° Cor. F. Post.



0 T.P.  
 8.46'

Hub n 35.0'

6" Oak D 3.40'

center of sec. 8.

Stone Mont.

13.00 T.P.

6" Oak B

46.25'

24.55" Hub

21.75° T.P.

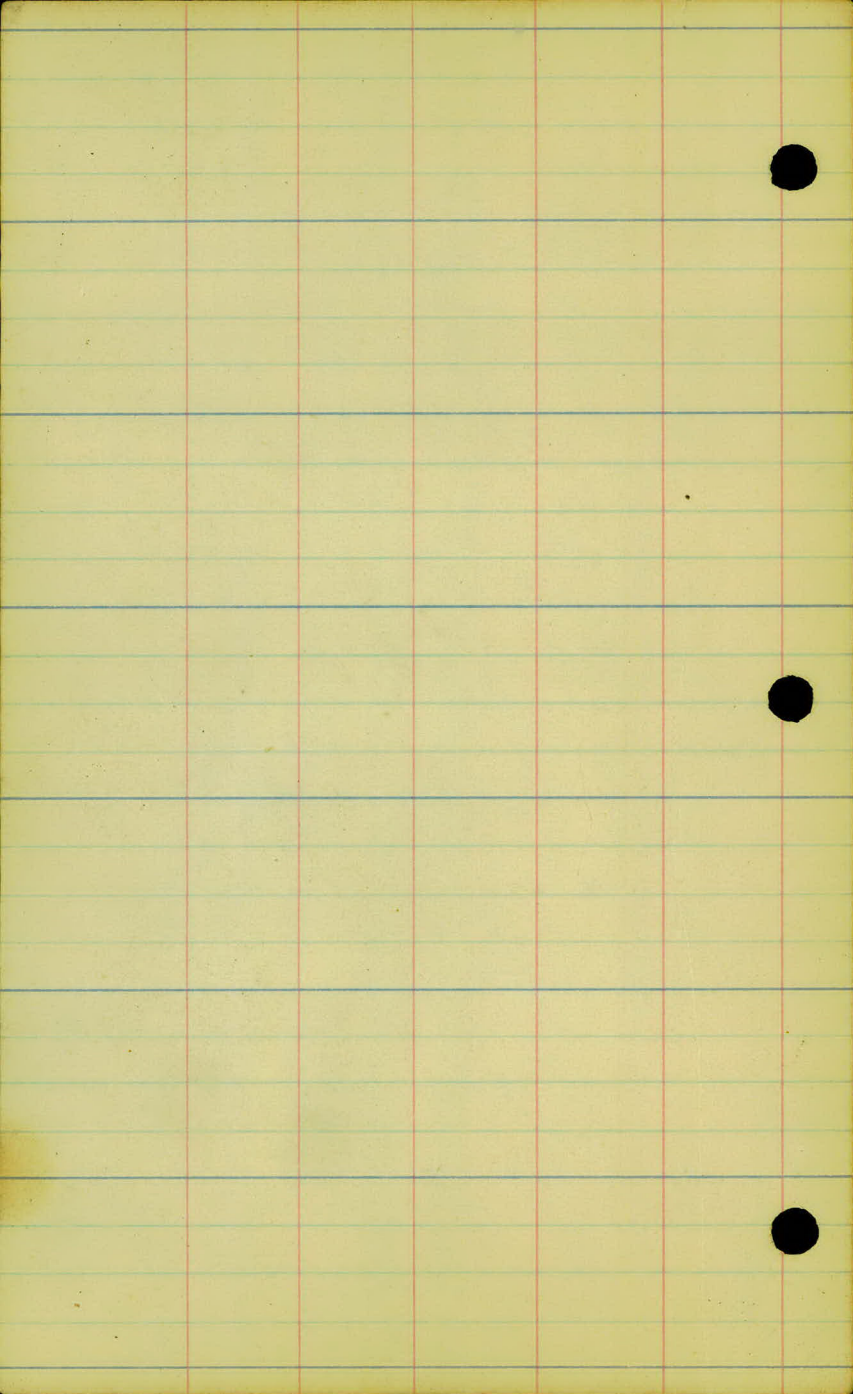
Stone Mont.  
 New

89°-20'  
 35.10 T.P.

New Brighton Ry.

5.00' Hub

S.W. Cor.  
 sec. 8.



Art. Topog. from  
Sta. 0+00 to End of Proj.

Sta.

old Road  
L. & R. of g

Lt. Rt.

5700

0 0

4700

0 0

3700

0 0

2700

0 0

1700

0 0

0700

0 0

F. 13' R.

+36 T.P. 12' R.

F. 12' R.

+03 T.P. 13' R.  
F. 13' R.

F. 13' R.

+77 T.P. 13' R.

F. 15' R.

+36 T.P. 15' R.

+48 15" T. 17' L.  
+30 12" T. 27' L.

Brush

Traveled Road

Cultivated field.

Brush

New Brighton Road

Sta.

Lt.

Rt.

11

9'

10

4'

9

4'

8

4'

7

1'

6

0'

5



sta.

Lt.

Rt.

17

00

16

00

15

1'

14

2'

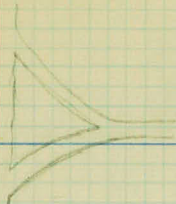
13

3

12

4'

11



F. Ent.

+73 T.P. 12' R.

+09 End of F.

+39 T.P. 11' R.

F. 12' R.

F. 12' R.

F. 12' R.

+61 T.P. 12' R.

F. 12' R.

+30 T.P. 13' R.

Cultivated

Cultivated

Meadow

5th

Lt.

Rt.

23

5'

22

4'

21

3'

20

2'

19

2'

18

1'

17

0

0

Cultivated field.

Cultivated field



Meadow.

T.P. 18' R.

+93 T.P. 50'

+57 T.P. 14' R.

+17 T.P. 12' R.

+10 F. Ent.

sta.

H.

RT

27

3'

28

2'

27

1'

26

2'

2'

25

2'

3'

24

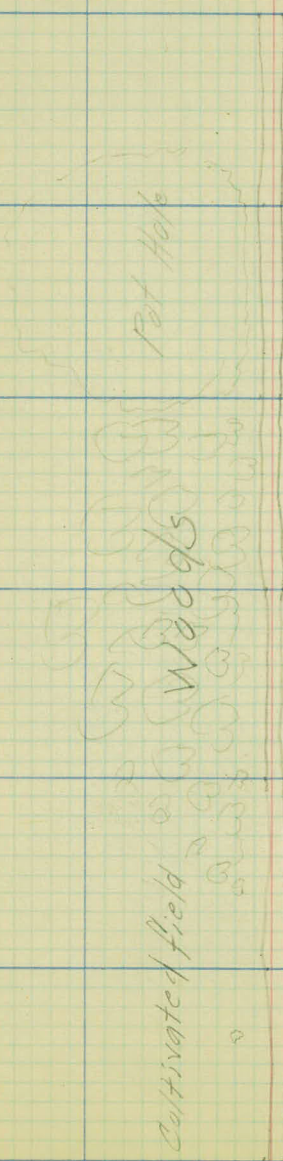
2'

5'

23

2'

3'



Pot Hole

Woods

Cultivated field

Cultivated field

Meadow

486 T.P. 12 R

495 T.P. 13 R

490 T.P. 15 R

497 T.P. 14 R

549.

Lt.

Rt.

35

9'

34

8'

33

7'

32

7'

31

7'

30

5'

29

3'

Meadow



Cultivated field

Cultivated field

768 F.F.H.

777 T.P. 5' R.

782 T.P. 6' R.

799 T.P. 8' R.

834 T.P. 12' R.

39.

67.

87.

41

13'

40

12'

39

11'

38

11'

37

9'

36

8'

35

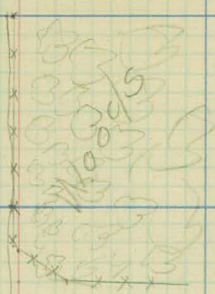
9'

F 2' L.

F 2' L.

+77 T.P. 1' L.  
+77 F. 2' L.

Cultivated  
↔



Meadow

Cultivated field

+27 T.P. 2

+28 T.P. 3 R.

+29 T.P. 4 R.

Sta.

Lt.

Rt.

47

5'

46

10'

45

14

44

14

43

14'

42

14'

41

13'

F. 17' R  
794 T.P. 5' R

F. 15' R

758 T.P. 2' R

F. 10' R

Cultivated field

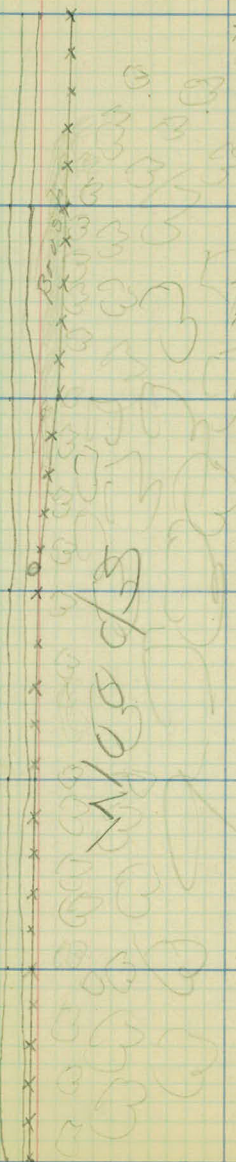
710 T.P. 5' L

F. 1' L

772 T.P. 2' L

F. 2' L

719 T.P. 2' L



Sta.

Lt.

Rt.

52

00

00

51

00

00

50

00

00

49

00

00

48

3'

47

5'

Cleveland Ave.

F. 24' R.  
+47 End of F.

Farm Yard.

F. 22' R.  
+83 T.P. 17' R.

+34 F.E.

F. 20' R.



60000

+09 T.P. 13' R.  
F. 20' R.

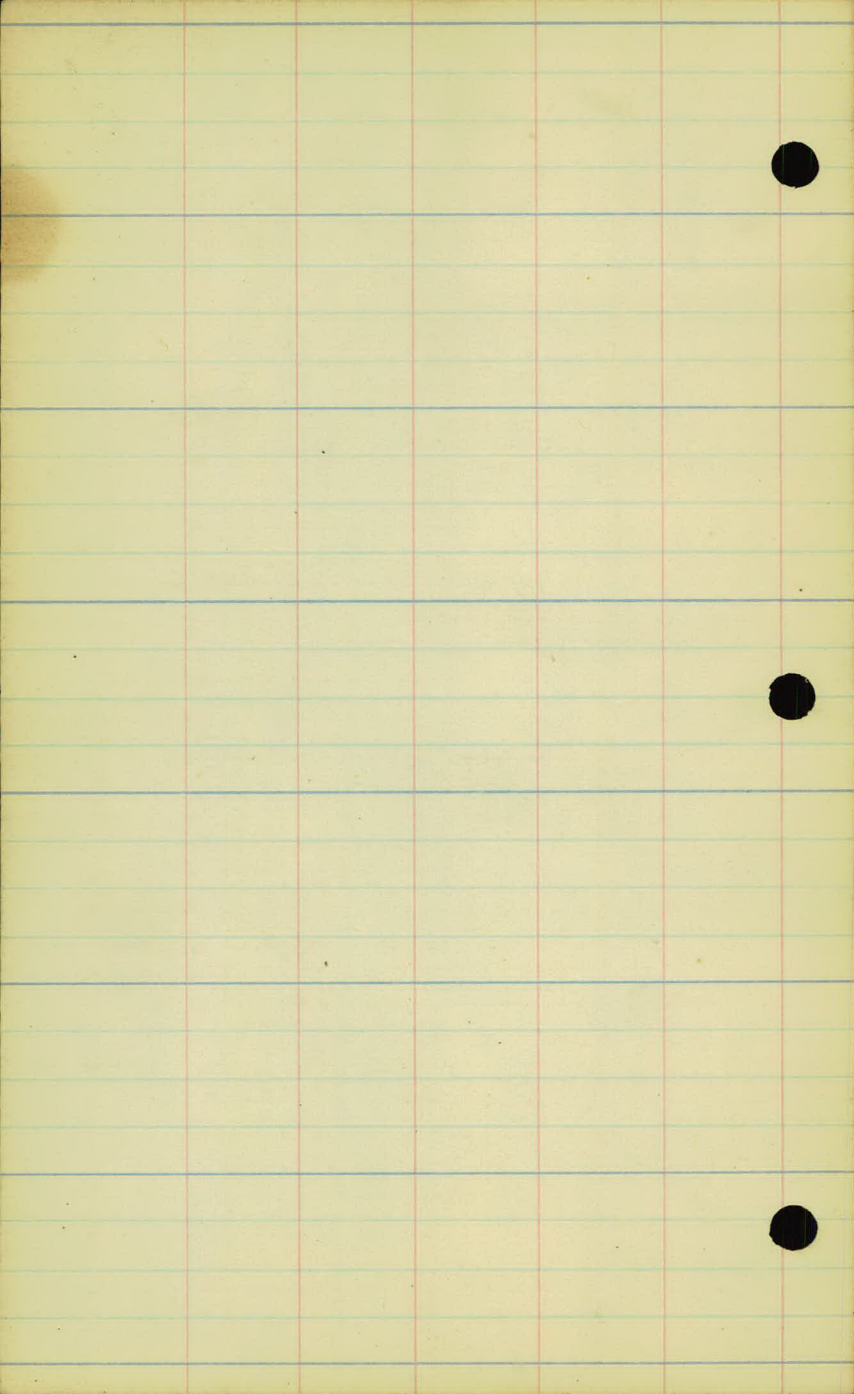
Cultivated field.

Pasture

F. 19' R.

+49 T.P. 9' R.

F. 19' R.



Center line levels  
and X sec. from Sta 0+00  
to End of Proj.

Sta.	+	H.I.	-	Rod	Elev.
B.M.	3.17	211.15 ✓			207.98 ✓
- 2+00				4.3	204.9 ✓
- 1+00				5.1	204.1 ✓
- 0+20				5.0	206.2 ✓
0+00	Center of N. Brighton Rd.			4.3	206.9 ✓
+ 24				4.4	206.6 ✓
+ 33				4.4	206.4 ✓
1+00				3.4	207.8 ✓
+ 57				2.4	208.6 ✓
T.P.	4.64	214.79 ✓	1.00	210.15 ✓	
2				4.7	210.1 ✓
3				4.5	210.3 ✓
4				4.9	209.9 ✓
T.P.	5.74	215.65 ✓	4.90	209.89 ✓	
5				6.8	208.9 ✓
6				7.0	208.7 ✓
7				9.1	209.6 ✓

(From Proj # 18 survey,

Spk. in T.P. 34' Pt. Sta. 72+85.

Spk. in T.P. 15' Pt. Sta. 0+30.

17.

$\frac{-1.7}{33}$   $\frac{-1.2}{25}$   $\frac{-0.9}{13}$   $\frac{-1.0}{16}$   $\frac{-0.5}{17}$   $\frac{-1.3}{28}$   $\frac{-2.5}{33}$

$\frac{-0.8}{150}$   $\frac{-0.9}{100}$   $\frac{-0.7}{50}$   $\frac{-0.3}{50}$   $\frac{-0.9}{100}$   $\frac{-1.1}{150}$

$\frac{-1.5}{33}$   $\frac{-1.0}{19}$   $\frac{-0.9}{10}$   $\frac{-0.9}{10}$   $\frac{-0.7}{19}$   $\frac{-1.8}{33}$

$\frac{+1.0}{33}$   $\frac{+1.1}{21}$   $\frac{-0.8}{18}$   $\frac{-0.8}{10}$   $\frac{-0.6}{10}$   $\frac{-0.1}{14}$   $\frac{+1.9}{23}$   $\frac{+1.6}{33}$

$\frac{+0.3}{33}$   $\frac{+0.5}{20}$   $\frac{-1.0}{17}$   $\frac{-0.6}{10}$   $\frac{-0.9}{10}$   $\frac{-0.5}{11}$   $\frac{+0.7}{17}$   $\frac{+0.8}{33}$

$\frac{+0.3}{33}$   $\frac{+0.6}{19}$   $\frac{-0.8}{16}$   $\frac{-0.4}{11}$   $\frac{+0.1}{6}$   $\frac{-0.4}{8}$   $\frac{-0.9}{10}$   $\frac{0.0}{16}$   $\frac{+0.4}{33}$

$\frac{-0.9}{33}$   $\frac{-0.5}{17}$   $\frac{-1.2}{15}$   $\frac{-1.2}{10}$   $\frac{+0.1}{5}$   $\frac{-0.1}{7}$   $\frac{-1.3}{13}$   $\frac{-1.2}{33}$

$\frac{-0.6}{33}$   $\frac{-0.7}{17}$   $\frac{-1.3}{15}$   $\frac{-0.9}{9}$   $\frac{-0.2}{5}$   $\frac{-1.0}{9}$   $\frac{-1.3}{13}$   $\frac{-0.9}{33}$

$\frac{-1.5}{33}$   $\frac{-1.0}{17}$   $\frac{-2.1}{15}$   $\frac{-1.3}{8}$   $\frac{-0.1}{5}$   $\frac{-0.2}{7}$   $\frac{-0.9}{13}$   $\frac{-0.1}{33}$

$\frac{-1.2}{33}$   $\frac{-1.6}{10}$   $\frac{-0.5}{5}$   $\frac{-0.5}{10}$   $\frac{-1.5}{14}$   $\frac{-0.4}{33}$

$\frac{-0.8}{33}$   $\frac{-1.3}{18}$   $\frac{-0.8}{8}$   $\frac{0.0}{4}$   $\frac{0.0}{7}$   $\frac{-0.7}{11}$   $\frac{+0.2}{33}$

$\frac{-1.5}{33}$   $\frac{-0.7}{19}$   $\frac{-0.7}{14}$   $\frac{-1.1}{14}$   $\frac{-0.1}{6}$   $\frac{+0.1}{6}$   $\frac{-0.4}{9}$   $\frac{+0.7}{33}$

Sta.	T	H.I.	-	Rod.	Elev.
		215.65			
8				4.3	211.4 ✓
9				3.5	212.2 ✓
10				3.0	212.7 ✓
T.P.	4.89	219.59 ✓	2.95	212.70 ✓	
11				5.5	214.1
B.M.				7.05	212.54 <u>212.50</u>
12				4.3	215.3 ✓
13				4.4	215.2 ✓
14				4.8	214.8 ✓
15				3.9	215.7 ✓
14				4.2	215.4 ✓
17				4.1	215.5 ✓
T.P.	4.90	220.91 ✓	3.58	216.01 ✓	
18				4.8	216.1 ✓
19				4.2	216.7 ✓
20				5.2	215.7 ✓

14.  
-0.5  
33

15.

-0.4 -1.3 -1.0 -0.7 -0.4 -1.0 -0.4 +0.1  
19 18 16 13 9 10 11 33

-0.5 -0.2 -0.7 00 -0.3 -0.9 -0.7 -0.6  
33 15 14 9 5 8 11 33

-0.4 -0.2 -0.4 -0.4 -0.8 -0.4 -0.2  
33 14 13 7 8 9 33

-0.6 -0.7 -0.8 -0.2 -0.9 -0.3 -0.4  
33 15 11 5 9 17 33

R.R. Spk. in 10" Oak 50' Lt. Sta. 11 + 33.

-1.7 -1.2 -0.5 -0.2 -0.9 -0.7 -1.2  
33 20 13 5 9 10 33

-1.6 -0.8 -0.3 -0.6 -0.6 -0.8  
33 18 11 9 10 33

-1.1 -0.7 -0.9 -0.1 -0.7 -0.2 -0.3  
33 17 11 8 9 10 33

-1.8 -0.5 -1.2 -0.3 -0.3 -0.8 00 +0.2  
33 11 10 7 7 10 11 33

-1.2 -0.7 -0.2 -0.5 +0.1 +0.5  
33 11 8 8 10 33

-0.8 -0.5 -0.3 00 -0.1 -0.3 +0.1  
33 12 10 4 8 26 33

-0.5 -0.1 -0.9 -0.2 -0.5 -0.1 00  
33 10 9 6 9 10 33

-0.5 00 -0.7 +0.1 -0.1 -0.7 00 -0.1  
33 10 8 5 11 9 10 33

-0.1 00 -0.4 -0.1 +0.1 00  
33 8 6 5 8 33

Sta.	+	H.I.	-	Back	Elev
		220.91 ✓			
21				5.1	215.8 ✓
22				4.4	214.5 ✓
23				4.2	214.7 ✓
T.P.	5.90	222.98 ✓	3.83	217.08 ✓	
24				4.4	214.4 ✓
25				6.3	214.7 ✓
B.M.				3.98	219.00 ✓
+40				6.8	216.2 ✓
T.P.	5.37	219.04 ✓	9.29	213.69 ✓	
26				5.7	213.4 ✓
+63				8.4	210.5 ✓
27				10.1	209.0 ✓
T.P.	1.92	211.45 ✓	19.53	209.53 ✓	
28				4.3	210.2 ✓
+50				4.4	210.1 ✓
29				3.8	210.7 ✓
T.P.	7.21	215.86 ✓	2.80	208.65 ✓	
30				5.7	210.2 ✓
+50				5.0	210.9 ✓
31				4.8	211.1 ✓

Lt.

Rt.

$\frac{+0.3}{33}$	$\frac{+0.1}{8}$	$\frac{-0.5}{6}$	$\frac{-0.1}{4}$	$\frac{+0.5}{8}$	$\frac{-0.7}{18}$	$\frac{-0.7}{33}$
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$\frac{-0.5}{33}$	$\frac{00}{8}$	$\frac{-0.8}{6}$	$\frac{-0.2}{2}$	$\frac{00}{11}$	$\frac{-0.7}{14}$	$\frac{-0.5}{25}$	$\frac{-0.9}{33}$
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$\frac{-0.6}{33}$	$\frac{-0.2}{8}$	$\frac{-0.7}{5}$	$\frac{-0.2}{2}$	$\frac{-0.4}{11}$	$\frac{-0.9}{24}$	$\frac{-0.9}{33}$
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$\frac{-0.4}{33}$	$\frac{-0.4}{21}$	$\frac{+0.6}{12}$	$\frac{-1.0}{8}$	$\frac{-1.2}{4}$	$\frac{00}{1}$	$\frac{-0.1}{6}$	$\frac{-0.4}{12}$	$\frac{-0.5}{33}$
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$\frac{+1.2}{33}$	$\frac{+1.4}{17}$	$\frac{+1.1}{8}$	$\frac{-0.8}{6}$	$\frac{-0.3}{4}$	$\frac{-0.7}{9}$	$\frac{+0.9}{12}$	$\frac{+1.1}{33}$
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R.R Spk in 8" Oak 35' Lt. Sta. 25+12

$\frac{+2.1}{33}$	$\frac{+1.9}{10}$	$\frac{-0.7}{7}$	$\frac{-0.5}{9}$	$\frac{+1.0}{11}$	$\frac{+2.5}{33}$
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$\frac{+1.9}{33}$	$\frac{+2.7}{21}$	$\frac{-0.2}{14}$	$\frac{-0.7}{12}$	$\frac{-0.7}{9}$	$\frac{+0.1}{4}$	$\frac{-0.3}{8}$	$\frac{+1.0}{9}$	$\frac{+2.8}{22}$	$\frac{+3.5}{33}$
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$\frac{-1.0}{33}$	$\frac{-0.7}{23}$	$\frac{-1.3}{19}$	$\frac{-0.4}{11}$	$\frac{-0.7}{9}$	$\frac{-0.5}{7}$	$\frac{00}{10}$	$\frac{+0.9}{33}$
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$\frac{-1.5}{24}$	$\frac{-1.3}{33}$
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$\frac{-3.1}{33}$	$\frac{-1.6}{13}$	$\frac{-0.5}{9}$	$\frac{-0.3}{5}$	$\frac{-0.6}{7}$	$\frac{-1.3}{9}$	$\frac{-1.3}{13}$	$\frac{-0.6}{14}$
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$\frac{-4.5}{33}$	$\frac{-4.0}{16}$	$\frac{-0.3}{11}$	$\frac{-0.2}{6}$	$\frac{-2.4}{10}$	$\frac{-3.0}{19}$	$\frac{-1.8}{23}$	$\frac{-2.1}{33}$
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$\frac{-1.2}{33}$	$\frac{-1.0}{22}$	$\frac{-1.6}{17}$	$\frac{-0.6}{15}$	$\frac{00}{9}$	$\frac{-0.2}{4}$	$\frac{+0.2}{5}$	$\frac{-0.8}{14}$	$\frac{-0.7}{33}$
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Nail in T.P. 15' Sta. 29+35

$\frac{+0.2}{33}$	$\frac{-0.5}{22}$	$\frac{-1.2}{21}$	$\frac{-1.2}{19}$	$\frac{-0.7}{18}$	$\frac{+0.1}{9}$	$\frac{-0.4}{4}$	$\frac{-1.2}{12}$	$\frac{-2.1}{33}$
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$\frac{-0.3}{33}$	$\frac{-0.6}{24}$	$\frac{-1.3}{20}$	$\frac{-0.6}{18}$	$\frac{+0.1}{13}$	$\frac{+0.1}{7}$	$\frac{-0.5}{6}$	$\frac{-1.6}{33}$
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Sta.	+	H.I.	-	Rod.	Elev.
		215.84			
34				5.3	210.4
32				5.1	210.8
33				2.2	213.7
T.P.	9.72	223.83	1.75	214.11	
34				7.5	214.3
35				6.2	217.6
36				4.4	219.4
37				4.4	219.4
38				4.3	219.5
T.P.	4.10	224.39	3.54	220.29	
39				4.7	219.7
B.M.				2.58	221.81
40				5.0	219.4
41				4.5	219.9
T.P.	3.32	223.95	3.74	220.63	
42				4.4	219.6
43				5.1	218.9 219.9

Lt.

Rt.

$$\begin{array}{ccccccccccc} -0.4 & -0.4 & -1.2 & -0.3 & +0.3 & +0.5 & -0.2 & -1.1 & -1.7 \\ 33 & 24 & 20 & 18 & 14 & 8 & 5 & 13 & 33 \end{array}$$

$$\begin{array}{ccccccccccc} -0.3 & -0.6 & -0.7 & +0.4 & +0.7 & +0.2 & -0.6 & -1.1 \\ 33 & 24 & 19 & 13 & 8 & 3 & 8 & 33 \end{array}$$

$$\begin{array}{ccccccccccc} -0.4 & -0.1 & -0.1 & -0.2 & +0.3 & -0.4 & -0.8 \\ 33 & 24 & 21 & 17 & 7 & 4 & 33 \end{array}$$

$$\begin{array}{ccccccccccc} 00 & +0.5 & -0.3 & +0.5 & +0.3 & 00 & -1.0 \\ 33 & 22 & 19 & 14 & 8 & 4 & 33 \end{array}$$

$$\begin{array}{ccccccccccc} +0.4 & +0.4 & 00 & +0.6 & +0.7 & +0.1 & -0.6 \\ 33 & 22 & 20 & 15 & 9 & 4 & 33 \end{array}$$

$$\begin{array}{ccccccccccc} +0.5 & +0.4 & -0.2 & +0.4 & +0.1 & -0.2 & -1.7 \\ 33 & 22 & 20 & 19 & 8 & 4 & 33 \end{array}$$

$$\begin{array}{ccccccccccc} +0.1 & +0.2 & -0.2 & +0.3 & +0.3 & -0.4 & -1.2 \\ 33 & 22 & 20 & 18 & 9 & 7 & 33 \end{array}$$

$$\begin{array}{ccccccccccc} -0.6 & -0.3 & -0.7 & -0.2 & -0.1 & -0.7 & -1.0 \\ 33 & 24 & 22 & 18 & 10 & 4 & 33 \end{array}$$

$$\begin{array}{ccccccccccc} -0.6 & -0.6 & -0.8 & -0.3 & -0.2 & -0.7 & -0.4 \\ 33 & 27 & 23 & 17 & 11 & 4 & 33 \end{array}$$

R.R. SpK in 10" Col 45' Trt. 5+9, 39+80.

$$\begin{array}{ccccccccccc} 00 & +0.4 & +0.4 & -0.1 & -0.5 & -0.5 & +0.2 & -0.1 & +0.6 & +1.3 \\ 33 & 19 & 12 & 5 & 4 & 3 & 8 & 3 & 5 & 33 \\ -0.1 & +0.9 \\ 33 & 23 \end{array}$$

$$\begin{array}{ccccccccccc} -0.6 & -0.6 & +0.1 & -0.5 & -0.8 & -0.8 & -0.4 & +1.0 \\ 33 & 24 & 14 & 7 & 4 & 4 & 3 & 33 \end{array}$$

$$\begin{array}{ccccccccccc} -1.2 & -0.7 & -0.1 & -1.0 & -0.4 & +0.8 & +1.0 \\ 33 & 22 & 13 & 4 & 3 & 24 & 33 \end{array}$$

$$\begin{array}{ccccccccccc} -0.6 & -0.6 & +0.2 & +0.4 & +0.1 & -0.7 & -0.3 & -0.4 & +0.2 & +0.5 \\ 33 & 24 & 21 & 15 & 4 & 4 & 3 & 4 & 17 & 33 \end{array}$$

Sta.	+	H.I.	-	Rod	Elev.
		223.95 ✓			
44				4.3	219.7 ✓
T.P.	5.27	225.69 ✓	3.53	220.42 ✓	
45				4.7	221.0 ✓
T.P.	6.10	227.25 ✓	4.54	221.15 ✓	
46				6.8	220.5 ✓
+54				6.2	221.1 ✓
47				6.0	221.3 ✓
+35				6.8	220.5 ✓
48				9.7	217.6 ✓
T.P.	0.89	218.95 ✓	9.19	218.06 ✓	
+50				4.2	214.8 ✓
49				6.5	212.5 ✓
T.P.	3.13	212.08 ✓	10.00	208.95 ✓	
50				3.5	208.4 ✓
+75				5.1	207.0 ✓
51				5.9	206.4 ✓
52				4.4	205.7 ✓
+45				5.9	206.2 ✓

$$\frac{+0.3}{33} \quad \frac{+0.2}{26}$$

Rt.

$$\frac{-0.1}{24} \quad \frac{+0.4}{21} \quad \frac{+0.5}{14} \quad \frac{+0.3}{6} \quad \frac{-0.4}{3} \quad \frac{00}{2} \quad \frac{-0.1}{4} \quad \frac{+0.4}{6} \quad \frac{+0.1}{23} \quad \frac{-0.1}{33}$$

$$\frac{-0.5}{33} \quad \frac{-0.1}{24} \quad \frac{+0.2}{14} \quad \frac{+0.3}{9} \quad \frac{-0.6}{3} \quad \frac{-0.1}{1} \quad \frac{00}{7} \quad \frac{-0.2}{18} \quad \frac{-0.1}{33}$$

$$\frac{+0.4}{33} \quad \frac{+0.8}{22} \quad \frac{+0.7}{18} \quad \frac{+1.1}{11} \quad \frac{+1.1}{6} \quad \frac{+0.5}{2} \quad \frac{+0.5}{15} \quad \frac{+0.4}{33}$$

$$\frac{+0.7}{33} \quad \frac{+0.8}{16} \quad \frac{+0.9}{9} \quad \frac{+0.8}{3} \quad \frac{+0.2}{2} \quad \frac{+1.0}{4} \quad \frac{+0.8}{11} \quad \frac{+0.4}{15} \quad \frac{+1.0}{26} \quad \frac{+0.8}{33}$$

$$\frac{+0.7}{33} \quad \frac{+0.7}{18} \quad \frac{-0.1}{13} \quad \frac{00}{5} \quad \frac{+0.1}{6} \quad \frac{+1.3}{11} \quad \frac{+1.6}{16} \quad \frac{+0.8}{33}$$

$$\frac{+1.1}{33} \quad \frac{+1.0}{21} \quad \frac{+0.2}{14} \quad \frac{-0.2}{12} \quad \frac{00}{4} \quad \frac{-0.5}{4} \quad \frac{+1.2}{9} \quad \frac{+1.5}{18} \quad \frac{+1.5}{33}$$

$$\frac{-1.0}{33} \quad \frac{-0.1}{12} \quad \frac{-0.4}{9} \quad \frac{00}{5} \quad \frac{-0.2}{8} \quad \frac{+1.0}{10} \quad \frac{+1.5}{19} \quad \frac{+1.5}{33}$$

$$\frac{-3.0}{33} \quad \frac{-1.6}{13} \quad \frac{+0.1}{7} \quad \frac{00}{7} \quad \frac{+0.5}{18} \quad \frac{+1.0}{33}$$

$$\frac{-4.9}{33} \quad \frac{-3.7}{19} \quad \frac{-2.8}{13} \quad \frac{-0.3}{7} \quad \frac{-0.4}{6} \quad \frac{-1.1}{9} \quad \frac{-0.5}{19} \quad \frac{+0.4}{33}$$

$$\frac{-3.8}{33} \quad \frac{-3.2}{23} \quad \frac{-3.4}{17} \quad \frac{-0.1}{7} \quad \frac{-0.8}{7} \quad \frac{-0.9}{12} \quad \frac{-0.3}{20} \quad \frac{+0.4}{33}$$

$$\frac{-0.2}{33} \quad \frac{-0.3}{27} \quad \frac{-0.7}{14} \quad \frac{-0.1}{10} \quad \frac{-0.4}{9} \quad \frac{-1.5}{11} \quad \frac{-1.9}{14} \quad \frac{-0.9}{16} \quad \frac{-0.5}{23} \quad \frac{-0.2}{33}$$

$$\frac{+1.3}{33} \quad \frac{+0.3}{21} \quad \frac{-1.0}{17} \quad \frac{-1.1}{12} \quad \frac{00}{8} \quad \frac{-0.7}{10} \quad \frac{-1.6}{11} \quad \frac{-1.7}{14} \quad \frac{-0.9}{15} \quad \frac{-0.9}{22} \quad \frac{-1.0}{33}$$

$$\frac{+0.1}{33} \quad \frac{-0.5}{25} \quad \frac{-0.4}{18} \quad \frac{-0.8}{16} \quad \frac{-1.4}{33}$$

Sta.	+	H.I.	-	Red.	Elev.
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		212.08 ✓			
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52 + 4 <sup>50</sup>	Center of Cleveland Ave.	54		206.5 ✓	
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+77				4.0	206.1 ✓
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B.M.			4.17	207.91 ✓	
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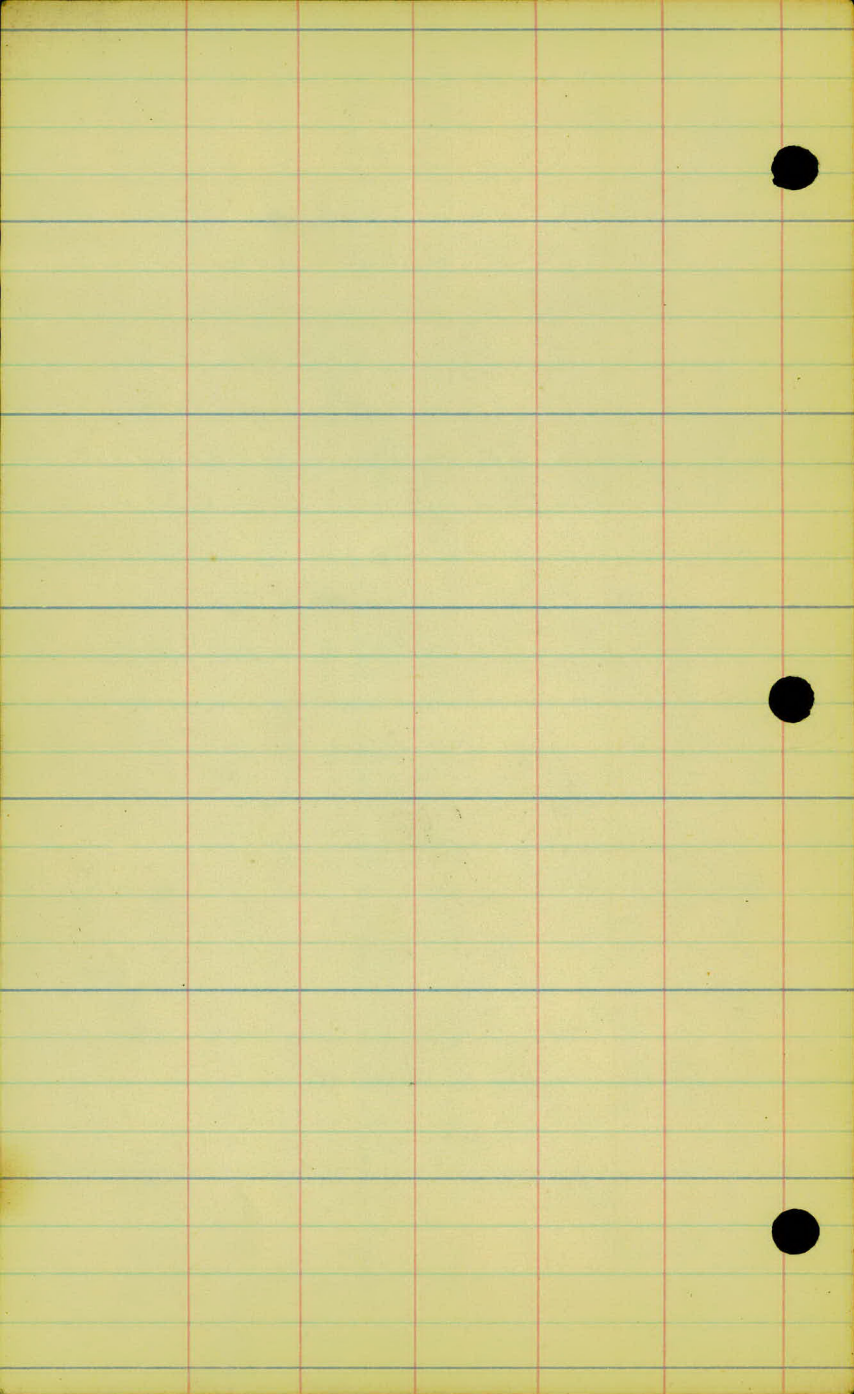
Lt.

Rt.

$\frac{+2.9}{200}$	$\frac{+1.6}{100}$	$\frac{+0.5}{33}$	$\frac{-0.7}{33}$	$\frac{-1.3}{100}$	$\frac{-1.9}{200}$
--------------------	--------------------	-------------------	-------------------	--------------------	--------------------

$\frac{+0.5}{33}$	$\frac{+0.3}{14}$	$\frac{-0.3}{20}$	$\frac{-0.6}{33}$
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R.R. Spk. in 20" Oak. 33' Lt. Sta. 52 + 25.



Check levels from  
Sta. 0+00 to End of Proj.

Sta.	+	H.I.	-	Elev.
B.M.	3.54	211.54		207.98
T.P.	8.08	217.35	2.27	209.27
B.M.			4.78	212.57, 212.56
T.P.	5.29	221.12	1.52	215.83
T.P.	3.74	221.04	3.82	217.30
B.M.			2.03	219.01 - 219.00
T.P.	10.19	221.37	9.84	211.18
T.P.	3.92	224.03	1.24	220.11
B.M.			2.21	221.82, 221.81
T.P.	5.15	225.03	4.15	219.88
T.P.	0.70	215.15	10.58	214.45
B.M.			7.24	207.89, 207.91

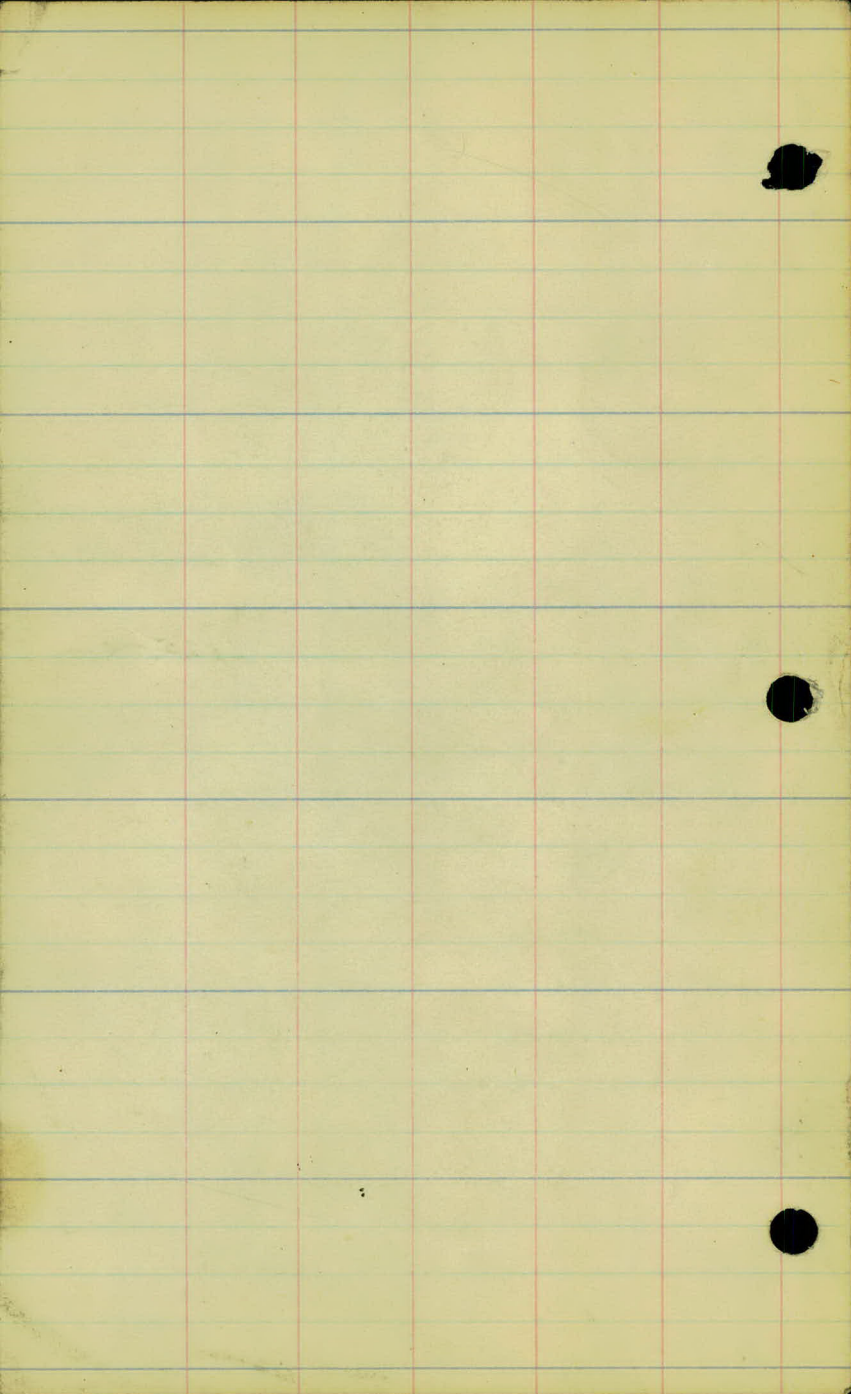
Spk. in T.P. 15' Rt. Sta. 0+30

R.R. Spk. in 10" Oak 50' Lt. Sta. 11+33

R.R. Spk. in 8" Oak 35' Lt. Sta. 25+12,

R.R. Spk. in 10" Oak 45' Rt. Sta. 39+80

R.R. Spk. in 20" Oak 33' Lt. Sta. 52+25.



C. Road. H. v. Proj. v. 60

52+47 Place 18" C.M. Emb. ✓

51+35 F.B.L. Pl. 12" B.M. ✓

44+50 — 46+50  
C.C. Br. 20' x 200' 0.1 Acre

46+50 — 39+50 ✓

6b & Gr. 30 trees

32+68 F.B.L. Pl. 12" B.M. ✓

31+40 Pl. 18" B.M. ✓

28+50 Pl. 24" B.M. ✓

27+00 — 24+50

6b Br. 20' x 250' = 0.1 Acre ✓

6b & Gr. 5 trees

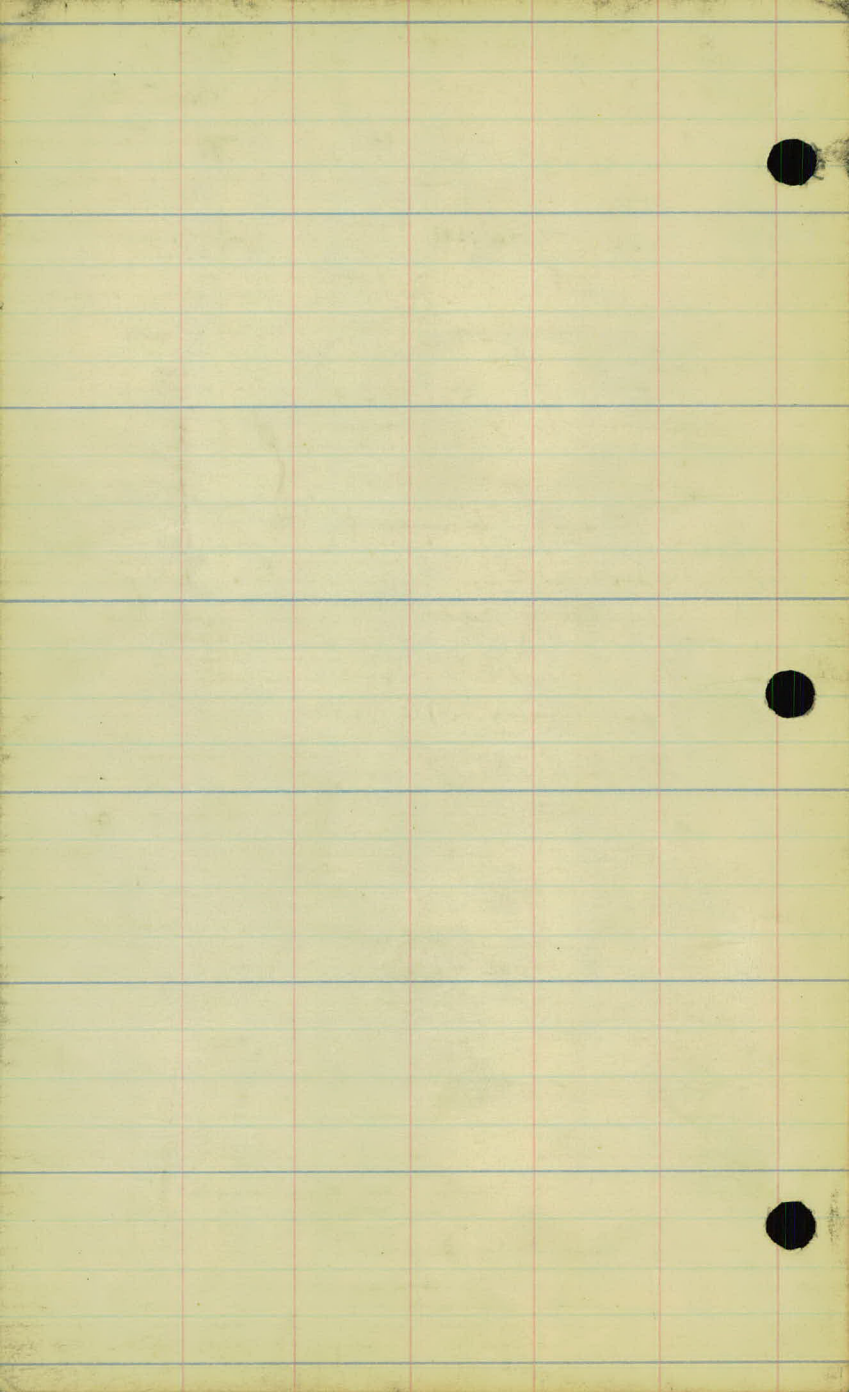
17+10 F.B.L. Pl. 12" x 24" B.M. ✓

5+50 Pl. 18" B.M. ✓

10+40 — 7+50 ✓

6b 6 trees

0+20 Pl. 18" B.M. ✓



Final X-Sec.

County Proj. # 24-60

County Road "H-2"

Bet New Brighton Road & Cleveland Ave.

Office of Ramsey Co. Engineer  
ST. PAUL, MINN.  
Date Filed 12-5-24  
File No. 10"

Station	+	H.I	-	Elev.
B.M.	4.59	217.13 ✓		212.54.
T.P.	5.05	214.37 ✓	7.81	209.32 ✓

0+00

0+26

0+38

1+00

1+57 ✓

2+00

3+00

4+00

5+00

6+00

T.P.	7.78	217.10 ✓	5.05 ✓	209.32 ✓
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7+00

8+00

It. 2 Rt.

R.R. spike in 10' oak 50' L. Sta. 11733

Nail 10 T.R. Rt. Sta. 5775

$\frac{81}{33}$   $\frac{75}{75}$   $\frac{81}{33}$

$\frac{92}{33}$   $\frac{89}{18}$   $\frac{95}{17}$   $\frac{83}{13}$   $\frac{78}{78}$   $\frac{82}{14}$   $\frac{89}{16}$   $\frac{84}{20}$   $\frac{91}{24}$   $\frac{99}{33}$

$\frac{67}{33}$   $\frac{67}{22}$   $\frac{87}{47.5}$   $\frac{92}{14}$   $\frac{86}{12.5}$   $\frac{77}{78}$   $\frac{80}{13}$   $\frac{85}{14}$   $\frac{85}{16}$   $\frac{48}{21}$   $\frac{63}{33}$

$\frac{67}{33}$   $\frac{62}{19}$   $\frac{73}{17.6}$   $\frac{82}{16.5}$   $\frac{82}{12}$   $\frac{68}{8}$   $\frac{66}{66}$   $\frac{65}{95}$   $\frac{69}{12.5}$   $\frac{77}{16}$   $\frac{61}{19.6}$   $\frac{57}{33}$

$\frac{54}{18.5}$   $\frac{74}{16}$   $\frac{61}{12}$   $\frac{59}{8}$   $\frac{58}{58}$   $\frac{61}{10}$   $\frac{65}{12}$   $\frac{70}{15}$   $\frac{57}{17.6}$   $\frac{54}{33}$

$\frac{51}{33}$   $\frac{49}{17.6}$   $\frac{66}{15.5}$   $\frac{63}{14}$   $\frac{53}{12}$   $\frac{53}{9}$   $\frac{56}{43}$   $\frac{55}{10}$   $\frac{56}{12}$   $\frac{62}{16}$   $\frac{56}{17}$   $\frac{56}{33}$

$\frac{48}{33}$   $\frac{49}{16}$   $\frac{61}{15}$   $\frac{50}{12}$   $\frac{47}{10}$   $\frac{50}{41}$   $\frac{50}{12}$   $\frac{56}{14}$   $\frac{60}{15.5}$   $\frac{52}{17}$   $\frac{48}{33}$

$\frac{59}{33}$   $\frac{55}{18}$   $\frac{66}{15.5}$   $\frac{65}{12}$   $\frac{52}{10}$   $\frac{50}{8.5}$   $\frac{48}{43}$   $\frac{49}{8.5}$   $\frac{52}{12}$   $\frac{61}{16}$   $\frac{50}{17.5}$   $\frac{48}{33}$

4420 = 0.0 Ditch Lt.

$\frac{67}{33}$   $\frac{72}{13}$   $\frac{54}{10}$   $\frac{44}{8}$   $\frac{50}{53}$   $\frac{52}{9.5}$   $\frac{56}{12}$   $\frac{73}{16}$   $\frac{65}{17}$   $\frac{64}{21}$   $\frac{57}{33}$

$\frac{66}{33}$   $\frac{66}{19}$   $\frac{63}{13}$   $\frac{55}{11.5}$   $\frac{57}{9}$   $\frac{57}{57}$   $\frac{56}{11}$   $\frac{70}{15}$   $\frac{62}{16.5}$   $\frac{57}{33}$

470 - Bog Ditch Lt.

$\frac{88}{33}$   $\frac{82}{18}$   $\frac{86}{17}$   $\frac{86}{14}$   $\frac{78}{12}$   $\frac{72}{9}$   $\frac{73}{75}$   $\frac{74}{8}$   $\frac{76}{12}$   $\frac{83}{15}$   $\frac{74}{16}$   $\frac{70}{33}$

$\frac{62}{33}$   $\frac{63}{21}$   $\frac{74}{20}$   $\frac{74}{15}$   $\frac{67}{13}$   $\frac{64}{11}$   $\frac{61}{57}$   $\frac{62}{8.5}$   $\frac{68}{13}$   $\frac{72}{16}$   $\frac{60}{17}$   $\frac{57}{33}$

Station	+	H.I	-	Elev.
		217.10		
9+00				
10+00				
11+00				
B.M.	7.07	219.61	4.56	212.54
12+00				
13+00				
14+00				
15+00				
16+00				
17+00				
T.P.	4.51	220.99	3.15	216.46
18+00				
19+00				
20+00				

Lt. R. Rt.

$\frac{54}{33}$   $\frac{58}{21}$   $\frac{62}{19}$   $\frac{64}{12}$   $\frac{64}{12}$   $\frac{51}{10}$   $\frac{53}{44}$   $\frac{54}{9}$   $\frac{56}{13}$   $\frac{64}{16}$   $\frac{58}{17}$   $\frac{57}{33}$

$\frac{48}{33}$   $\frac{48}{18}$   $\frac{58}{17.6}$   $\frac{55}{14}$   $\frac{49}{13}$   $\frac{45}{9}$   $\frac{46}{44}$   $\frac{48}{9}$   $\frac{48}{13}$   $\frac{57-48}{16}$   $\frac{49}{18}$   $\frac{49}{33}$

$\frac{46}{33}$   $\frac{40}{17}$   $\frac{45}{16}$   $\frac{3.5}{12.8}$   $\frac{3.3}{9.5}$   $\frac{3.2}{30}$   $\frac{3.3}{8}$   $\frac{3.6}{12}$   $\frac{4.3}{15}$   $\frac{3.3}{14.5}$   $\frac{3.5}{33}$

$\frac{54}{33}$   $\frac{51}{17.6}$   $\frac{62}{16}$   $\frac{46}{13}$   $\frac{44}{10}$   $\frac{45}{43}$   $\frac{48}{8}$   $\frac{56}{13}$   $\frac{6.2}{15}$   $\frac{51}{17}$   $\frac{5.6}{33}$

$\frac{61}{33}$   $\frac{51}{18}$   $\frac{60}{16}$   $\frac{46}{13}$   $\frac{44}{9.5}$   $\frac{46}{44}$   $\frac{47}{9}$   $\frac{50}{12.5}$   $\frac{57}{15}$   $\frac{4.9}{17}$   $\frac{5.3}{33}$

$\frac{60}{33}$   $\frac{53}{16}$   $\frac{60}{15}$   $\frac{51}{12}$   $\frac{46}{9.7}$   $\frac{47}{48}$   $\frac{48}{10}$   $\frac{50}{12}$   $\frac{61}{13.5}$   $\frac{49}{12.5}$   $\frac{5.2}{33}$

$\frac{57}{33}$   $\frac{47}{14}$   $\frac{54}{16}$   $\frac{45}{13}$   $\frac{40}{10}$   $\frac{39}{39}$   $\frac{40}{9}$   $\frac{48}{12}$   $\frac{49}{15}$   $\frac{3.7}{16.5}$   $\frac{3.9}{33}$

$\frac{56}{33}$   $\frac{50}{16}$   $\frac{56}{15}$   $\frac{47}{11.5}$   $\frac{40}{9}$   $\frac{40}{47}$   $\frac{43}{8}$   $\frac{4.6}{12}$   $\frac{5.2}{15.5}$   $\frac{4.3}{16}$   $\frac{3.8}{33}$

$\frac{48}{33}$   $\frac{46}{16}$   $\frac{53}{13.6}$   $\frac{46}{11}$   $\frac{42}{9}$   $\frac{41}{41}$   $\frac{43}{9}$   $\frac{45}{12}$   $\frac{54}{15}$   $\frac{41}{16}$   $\frac{4.0}{33}$

ratio 7.0 Rt. sta. 17+70

$\frac{58}{33}$   $\frac{50}{15.5}$   $\frac{60}{14.5}$   $\frac{50}{11}$   $\frac{49}{9}$   $\frac{47}{49}$   $\frac{5.1}{9}$   $\frac{5.1}{11.6}$   $\frac{5.2}{14.5}$   $\frac{5.2}{13.8}$   $\frac{1.9}{33}$

$\frac{49}{33}$   $\frac{44}{16}$   $\frac{53}{14}$   $\frac{44}{11}$   $\frac{42}{10}$   $\frac{41}{47}$   $\frac{42}{8}$   $\frac{4.3}{12}$   $\frac{5.1}{15}$   $\frac{4.3}{16}$   $\frac{4.3}{33}$

$\frac{55}{33}$   $\frac{58}{14.6}$   $\frac{62}{13.5}$   $\frac{51}{9}$   $\frac{50}{53}$   $\frac{5.5}{10}$   $\frac{6.2}{12.5}$   $\frac{5.4}{16.5}$   $\frac{5.2}{33}$

Station	+	H.I	-	Elev
		220.97		
21+00				
22+00				
23+00				
T.P.	6.96	223.01	4.92	216.05 -
24+00				
25+00				
B.M.	3.99	223.01	3.99	219.02 -
25+40				
26+00				
T.P.	1.36	216.45	7.92	215.09 -
26+63				
27+00				
28+00				
28+50				
29+00				

50	47	5.6	51	49	48	48	48	58	5.5	57
33	14	13	10	8	(57)	9.5	12	17	17	33

49	47	5.6	47	46	40	40	45	5.3	47	5.5
33	14.5	13.4	10	7.5	(45)	7.0	13	7.6	12	33

48	48	5.6	4.5	46	40	40	46	5.7	5.0	5.3
33	14.5	13	9.5	7	(40)	10	12	17	18	33

Nail in T. D 23+46

68	68	7.5	7.9	67	66	6.7	7.2	7.9	7.4	7.2
33	14.5	13	9.6	7.5	(66)	19	13.7	17	20	33

49	52	8.0	8.3	7.8	7.4	7.2	7.7	8.2	8.0	5.1	5.1
33	18.7	15	13.5	11	7.5	(63)	10.5	14.5	17	19.5	23.5

49	49	8.5	8.5	8.1	7.9	7.9	8.3	8.8	8.4	4.6	4.0
33	19	16.5	11	8	(68)	9	13.5	16	14.6	24	33

8.0	8.0	10.7	10.9	10.4	7.8	7.4	7.8	9.9	10.7	10.5	6.5	6.1
33	20	17	15	13.6	9	(9.0)	10	13	16	19	25	33

Nail in T.R. rt. str. 26+24

(Dec. 4, 1924)

20	20	26	7.3	5.6	5.4	5.1	5.2	5.7	6.6	6.6	5.7	5.2
33	23	21	14	11	9	(60)	7.5	12	15	20	21	33

10.0 ditch Lt.

+80-0.00 ditch RT

10.4	9.3	6.5	6.2	6.2	6.3	6.5	7.9	8.0	5.5
33	16	12	8	(7.5)	10	13	14.6	27	33

13.4	13.0	8.3	8.2	8.0	8.1	8.3	12.4	11.9	11.1	11.1
33	16	11	9	(7.3)	9	12	18	20	23	33

11.5	11.4	2.9	2.3	2.5	2.6	2.7	10.2
33	17	12.6	9	(9.4)	12	14	33

29	18.0	12.4	8.5	8.3	2.1	2.3	2.5	2.5
33	20	17	14	9	(8.8)	9	12	14

Sta.	+	H.I.	-	Elev.
		216.45		
30+00				
T.P.	11.65	222.64	5.46	210.99
31+00				
31+36				
32+00				
33+00				
34+00				
35+00				
36+00				
37+00				
38+00				
T.P.	5.25	225.17	2.72	219.92
39+00				
40+00				

$$\begin{array}{cccccccccccc} \frac{6.1}{33} & \frac{6.4}{23} & \frac{7.7}{20} & \frac{7.2}{18} & \frac{6.6}{15.5} & \frac{7.1}{15} & \frac{7.0}{13} & \frac{6.6}{12} & \frac{4.6}{(63)} & \frac{6.7}{11} & \frac{7.0}{12} & \frac{7.4}{14} & \frac{8.2}{19} & \frac{8.5}{33} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{11.8}{33} & \frac{12.1}{23} & \frac{12.6}{19} & \frac{12.0}{16.5} & \frac{12.8}{16} & \frac{12.5}{13.6} & \frac{12.1}{12.5} & \frac{12.0}{11} & \frac{11.8}{(11.5)} & \frac{11.8}{10} & \frac{12.0}{13} & \frac{12.7}{15} & \frac{13.3}{21.5} & \frac{13.1}{33} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{12.3}{33} & \frac{12.5}{24} & \frac{13.0}{22} & \frac{12.8}{19.6} & \frac{12.3}{18} & \frac{12.2}{15.5} & \frac{12.6}{15.4} & \frac{12.0}{12} & \frac{11.6}{(12.0)} & \frac{12.0}{10.6} & \frac{12.2}{12} & \frac{13.0}{14.6} & \frac{13.3}{20.5} & \frac{13.3}{33} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{12.0}{33} & \frac{12.1}{26} & \frac{11.7}{21} & \frac{11.9}{15} & \frac{12.5}{15} & \frac{11.6}{11} & \frac{11.2}{(11.6)} & \frac{11.5}{10.6} & \frac{12.8}{15.4} & \frac{13.0}{22.6} & \frac{12.8}{33} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{9.6}{33} & \frac{9.6}{18} & \frac{9.3}{16} & \frac{9.8}{14.5} & \frac{9.1}{11} & \frac{8.9}{(8.9)} & \frac{8.9}{11} & \frac{9.9}{15} & \frac{10.2}{23} & \frac{10.0}{33} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{6.2}{33} & \frac{6.6}{22} & \frac{6.1}{17} & \frac{7.3}{16} & \frac{6.1}{11} & \frac{5.8}{(6.3)} & \frac{5.7}{10} & \frac{6.9}{14.5} & \frac{7.3}{23} & \frac{7.5}{33} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{4.7}{33} & \frac{5.2}{25} & \frac{4.6}{17} & \frac{5.6}{16} & \frac{4.8}{12} & \frac{4.2}{(5.0)} & \frac{4.7}{13} & \frac{5.5}{15.5} & \frac{6.1}{25} & \frac{5.6}{26} & \frac{5.8}{33} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{2.7}{33} & \frac{2.9}{18} & \frac{4.0}{16} & \frac{3.2}{11} & \frac{2.7}{(3.2)} & \frac{3.2}{12} & \frac{4.3}{16} & \frac{4.9}{26} & \frac{4.6}{26.7} & \frac{4.9}{33} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{3.1}{33} & \frac{3.0}{17.6} & \frac{3.7}{15.5} & \frac{3.1}{12} & \frac{2.7}{10} & \frac{2.6}{(3.1)} & \frac{2.8}{10.6} & \frac{3.1}{12.7} & \frac{4.2}{15} & \frac{4.6}{26} & \frac{4.2}{27} & \frac{4.1}{33} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{3.6}{33} & \frac{3.6}{16} & \frac{4.0}{18} & \frac{3.3}{12} & \frac{3.0}{9.5} & \frac{2.7}{(3.0)} & \frac{2.9}{10} & \frac{3.5}{13.5} & \frac{4.0}{15.5} & \frac{4.2}{25.6} & \frac{4.0}{26} & \frac{4.0}{33} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{6.3}{33} & \frac{6.2}{15.5} & \frac{5.8}{12} & \frac{5.5}{9} & \frac{5.4}{(5.5)} & \frac{5.6}{7} & \frac{5.8}{12} & \frac{6.4}{17} & \frac{6.4}{23} & \frac{6.0}{26} & \frac{5.8}{33} \end{array}$$

$$\begin{array}{cccccccccccc} \frac{5.9}{33} & \frac{5.7}{16} & \frac{6.1}{14} & \frac{5.5}{12} & \frac{5.1}{(5.8)} & \frac{5.1}{13} & \frac{6.4}{16} & \frac{5.4}{18} & \frac{4.7}{28} & \frac{4.7}{33} \end{array}$$

Station	+	H.I	-	Elev
		225.17		
41+00				
42+00				
43+00				
44+00				
45+00				
T.P.	3.37	224.80	3.74	221.43 -
46+00				
+54				
47+00				
+35				
48+00				
+50				
T.P.	1.80	215.16	11.44	213.36 -
49+00				

Lt.

E

Rt.

6

$\frac{60}{33}$	$\frac{56}{31}$	$\frac{62}{30.5}$	$\frac{55}{17}$	$\frac{60}{16}$	$\frac{55}{12}$	$\frac{45}{53}$	$\frac{47}{11}$	$\frac{51}{13.4}$	$\frac{57}{15.6}$	$\frac{48}{16.5}$	$\frac{46}{25}$	$\frac{43}{33}$
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$\frac{67}{33}$	$\frac{64}{32}$	$\frac{74}{30.6}$	$\frac{60}{18}$	$\frac{6.8}{17}$	$\frac{60}{13}$	$\frac{54}{9.5}$	$\frac{50}{5.6}$	$\frac{52}{10}$	$\frac{59}{14}$	$\frac{52}{19}$	$\frac{49}{24}$	$\frac{46}{33}$
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$\frac{68}{33}$	$\frac{64}{30.5}$	$\frac{76}{29.5}$	$\frac{6.2}{17}$	$\frac{6.8}{15}$	$\frac{6.7}{11}$	$\frac{5.4}{6.5}$	$\frac{5.6}{10}$	$\frac{6.4}{12}$	$\frac{6.8}{14.5}$	$\frac{7.3}{17}$	$\frac{6.3}{18.6}$	$\frac{6.0}{33}$
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$\frac{53}{33}$	$\frac{55}{28.5}$	$\frac{61}{27}$	$\frac{5.8}{17}$	$\frac{61}{16}$	$\frac{59}{14}$	$\frac{50}{11.5}$	$\frac{45}{5.5}$	$\frac{50}{10}$	$\frac{57}{12}$	$\frac{56}{13.5}$	$\frac{6.8}{16}$	$\frac{5.6}{17}$	$\frac{5.5}{33}$
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$\frac{47}{33}$	$\frac{45}{20}$	$\frac{48}{15.5}$	$\frac{42}{11}$	$\frac{30}{4.2}$	$\frac{3.8}{10}$	$\frac{4.6}{12.5}$	$\frac{5.7}{15.5}$	$\frac{6.0}{17}$	$\frac{4.9}{18.4}$	$\frac{4.6}{20}$	$\frac{4.7}{33}$
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$\frac{39}{33}$	$\frac{44}{18}$	$\frac{3.4}{11}$	$\frac{3.1}{4.3}$	$\frac{3.2}{9}$	$\frac{4.1}{11.6}$	$\frac{4.7}{14.7}$	$\frac{4.3}{16}$	$\frac{4.1}{21}$	$\frac{3.8}{33}$
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$\frac{3.3}{33}$	$\frac{3.0}{25}$	$\frac{4.5}{20}$	$\frac{3.6}{11}$	$\frac{3.3}{3.7}$	$\frac{3.9}{9}$	$\frac{4.2}{14.6}$	$\frac{3.4}{17}$	$\frac{3.6}{26}$	$\frac{2.2}{30}$	$\frac{2.7}{33}$
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$\frac{2.8}{33}$	$\frac{2.8}{24}$	$\frac{5.8}{20}$	$\frac{5.8}{17}$	$\frac{4.8}{12}$	$\frac{4.4}{3.5}$	$\frac{5.0}{9}$	$\frac{5.3}{15}$	$\frac{2.0}{20}$	$\frac{2.7}{33}$
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$\frac{3.4}{33}$	$\frac{3.2}{24}$	$\frac{6.6}{18.6}$	$\frac{6.7}{16}$	$\frac{5.8}{12}$	$\frac{5.6}{4.3}$	$\frac{5.7}{9}$	$\frac{6.5}{13}$	$\frac{6.6}{15}$	$\frac{3.0}{20}$	$\frac{2.6}{33}$
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$\frac{8.4}{33}$	$\frac{7.7}{22.7}$	$\frac{7.4}{20}$	$\frac{4.3}{16}$	$\frac{8.3}{11}$	$\frac{7.5}{9.2}$	$\frac{7.8}{9}$	$\frac{8.4}{12}$	$\frac{8.5}{17.6}$	$\frac{5.7}{21.5}$	$\frac{5.8}{33}$
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$\frac{12.9}{33}$	$\frac{11.8}{18}$	$\frac{10.3}{12.6}$	$\frac{9.7}{10}$	$\frac{9.2}{10.0}$	$\frac{9.4}{10}$	$\frac{9.8}{13}$	$\frac{10.6}{16}$	$\frac{10.6}{18.5}$	$\frac{9.4}{20}$	$\frac{9.1}{33}$
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$\frac{7.8}{33}$	$\frac{6.3}{19.7}$	$\frac{2.2}{13}$	$\frac{1.9}{9}$	$\frac{1.5}{2.7}$	$\frac{1.6}{9}$	$\frac{2.2}{12.6}$	$\frac{3.9}{16.7}$	$\frac{4.0}{19}$	$\frac{3.1}{20.5}$	$\frac{2.5}{33}$
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station	+	H.I	-	Elev.
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215.16

50+00

51+00

52+00

+45

+64.55

B.M.

7.28

207.88

0791

Lt.

L

Rt.

7

$\frac{10.1}{33}$	$\frac{9.6}{23}$	$\frac{9.8}{18.6}$	$\frac{5.4}{12}$	50	$\frac{5.3}{9}$	$\frac{5.7}{12}$	$\frac{7.8}{18.4}$	$\frac{7.8}{20}$	$\frac{6.9}{21}$	$\frac{6.2}{33}$
				(6.6)						

$\frac{9.1}{33}$	$\frac{9.4}{17}$	$\frac{7.7}{11.4}$	$\frac{7.4}{11}$	7.4	$\frac{7.4}{10}$	$\frac{8.7}{12.6}$	$\frac{10.2}{16}$	$\frac{10.4}{19.5}$	$\frac{9.5}{21}$	$\frac{8.9}{33}$
				(8.8)						

$\frac{8.3}{33}$	$\frac{9.1}{21.5}$	$\frac{10.5}{20}$	$\frac{10.6}{16}$	$\frac{8.7}{10.5}$	8.7	$\frac{8.9}{9}$	$\frac{9.9}{13}$	$\frac{10.7}{15.6}$	$\frac{7.0}{20}$	$\frac{10.4}{21}$	$\frac{10.6}{33}$
					(9.5)						

$\frac{8.6}{33}$	$\frac{8.8}{31}$	$\frac{10.2}{28}$	$\frac{10.3}{26}$	$\frac{9.1}{21}$	$\frac{8.7}{14}$	8.4	$\frac{8.8}{12}$	$\frac{9.9}{19.5}$	$\frac{11.3}{24}$	$\frac{11.4}{26}$	$\frac{10.4}{29}$	$\frac{10.9}{33}$
						(9.0)						

 $\frac{8.2}{33}$ 
 $\frac{8.7}{8.7}$ 
 $\frac{9.4}{33}$ 

R.R. Spike in 20" Oak Lt. Sta. 52+25



U2473