

PLANS SURVEY  
CLEVELAND AVE.

From 6<sup>th</sup> Str.

To Minn. Belt Line Ry.

CO. PROJ. N<sup>o</sup> 25-01

ROAD  $\frac{1}{2}$  N<sup>o</sup> 5

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

Date Filed 8/8/24

File No. "1"

25-01

Project 25-53

S.R. # 5

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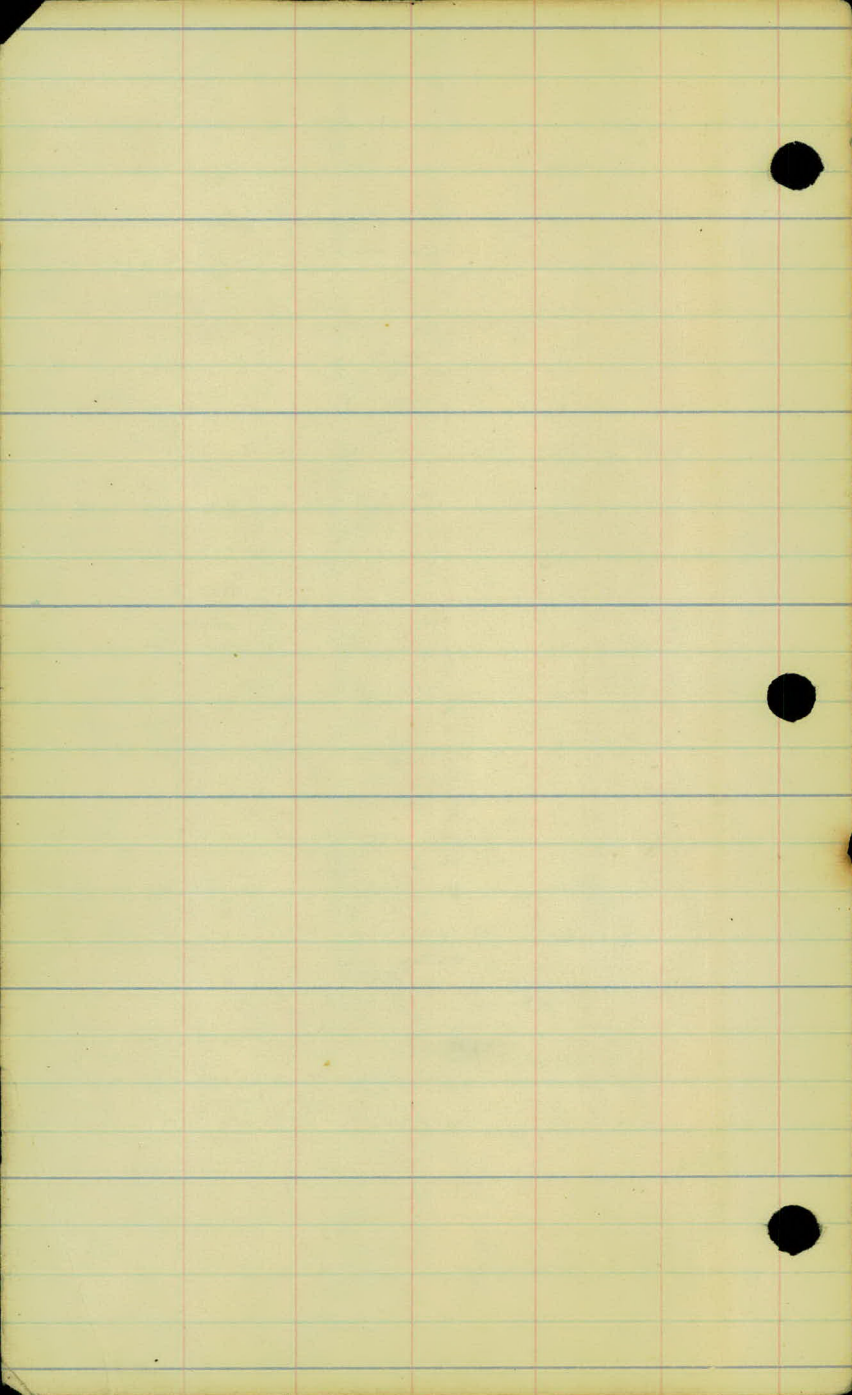
Sept 2-6-1924

Office of Ramsey Co. Engineer  
 ST. PAUL, MINN.  
 Date Filed 8/8/24  
 File No. 1

25-53

25-01

CLEVELAND AVE - NEW BRIGHTON



Alignment.

Project 25-53

Station. Point Lt. Rt. Bear.

✓  
N. 81° 05' W.

21+98.40

P.I. S1° 13'  
± Front St.

(computed dist. #745)

19+74.6

Monument Not Found Estab.  
the corner. (ties taken from Township Plat Book)

12+16.2 (computed) ± 8th St

6+57.9 (computed) ± 7th St

✓  
N. 0° 08' E.

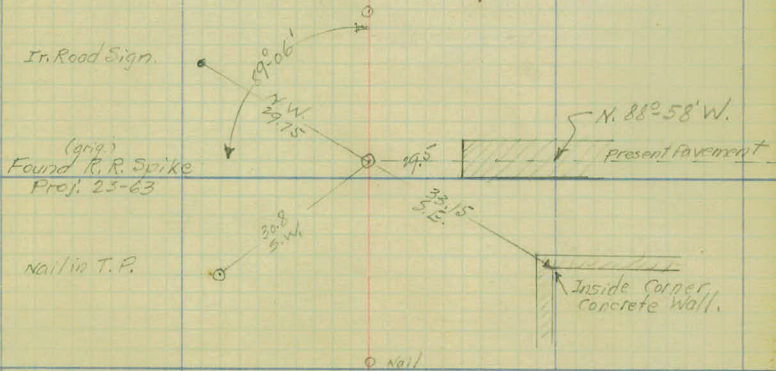
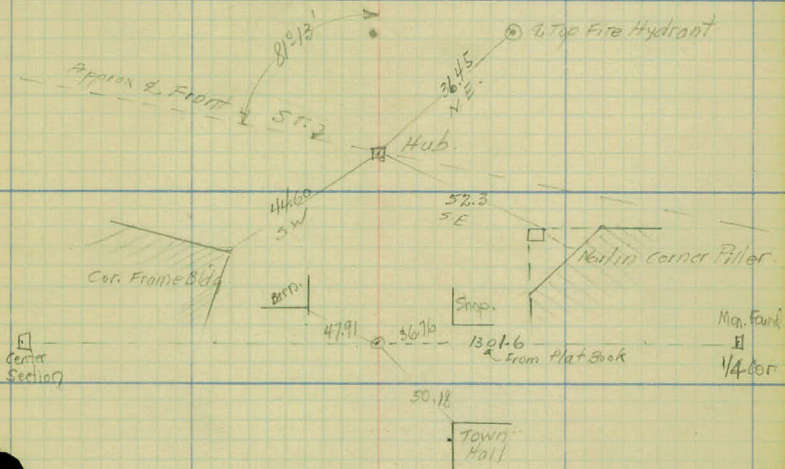
0+00 = 108+26.9

± 6th St.

Proj. 2323

-5+00

✓  
N. 0° 08' W.

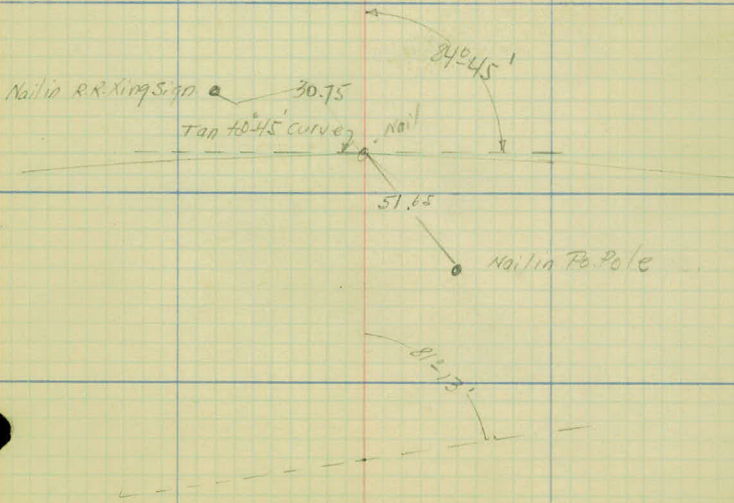


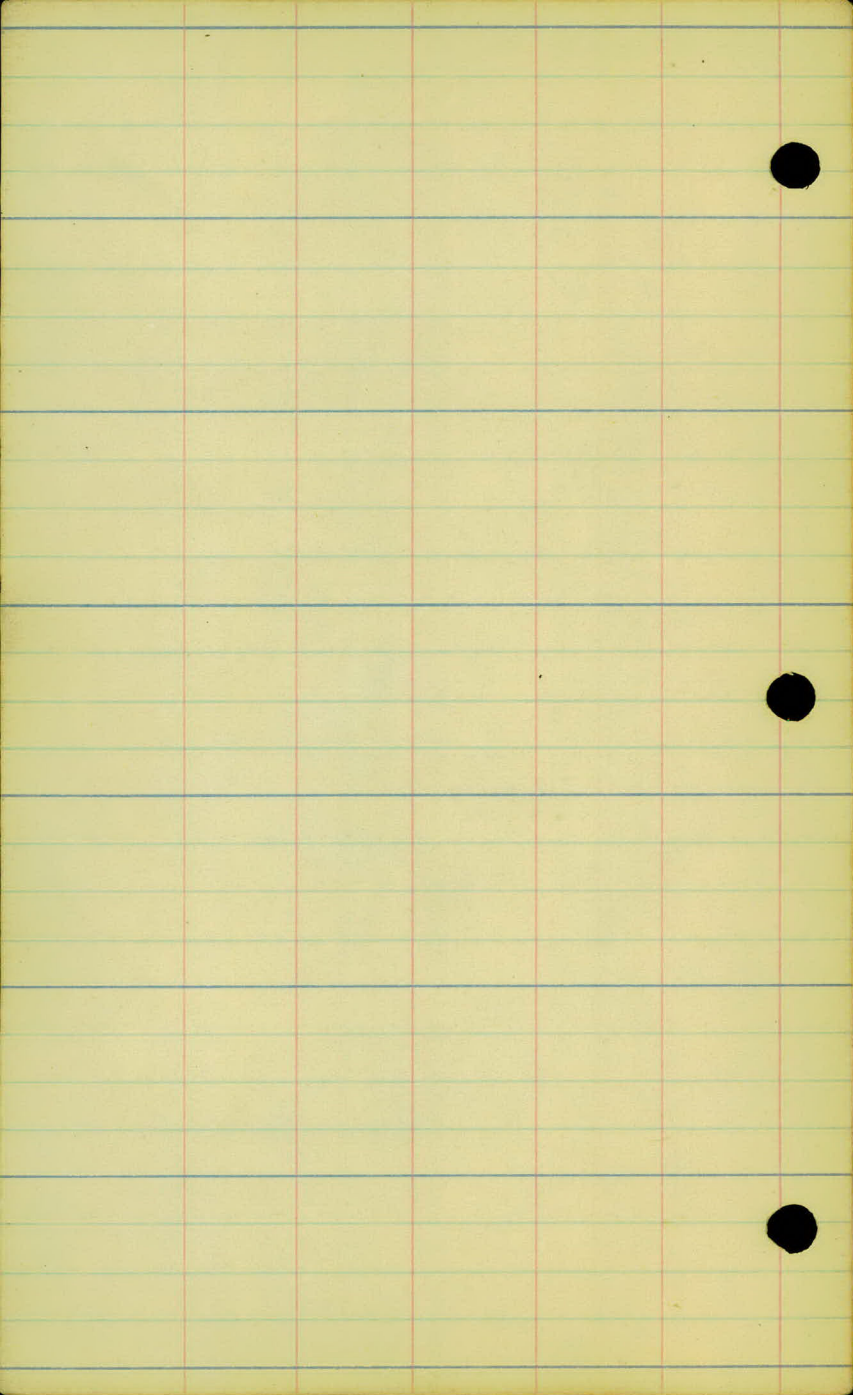
W.H.C.  
 Eck.  
 Galvin  
 Frank  
 Sept 3, 1924

Station      Point      Lt.      Rt.      Bear.

27781.3      R.R.

✓  
N. 81°-05' W.





Art. Topog.

Project 25-53

station.

+150

+100

+50

+00

E 6th St.

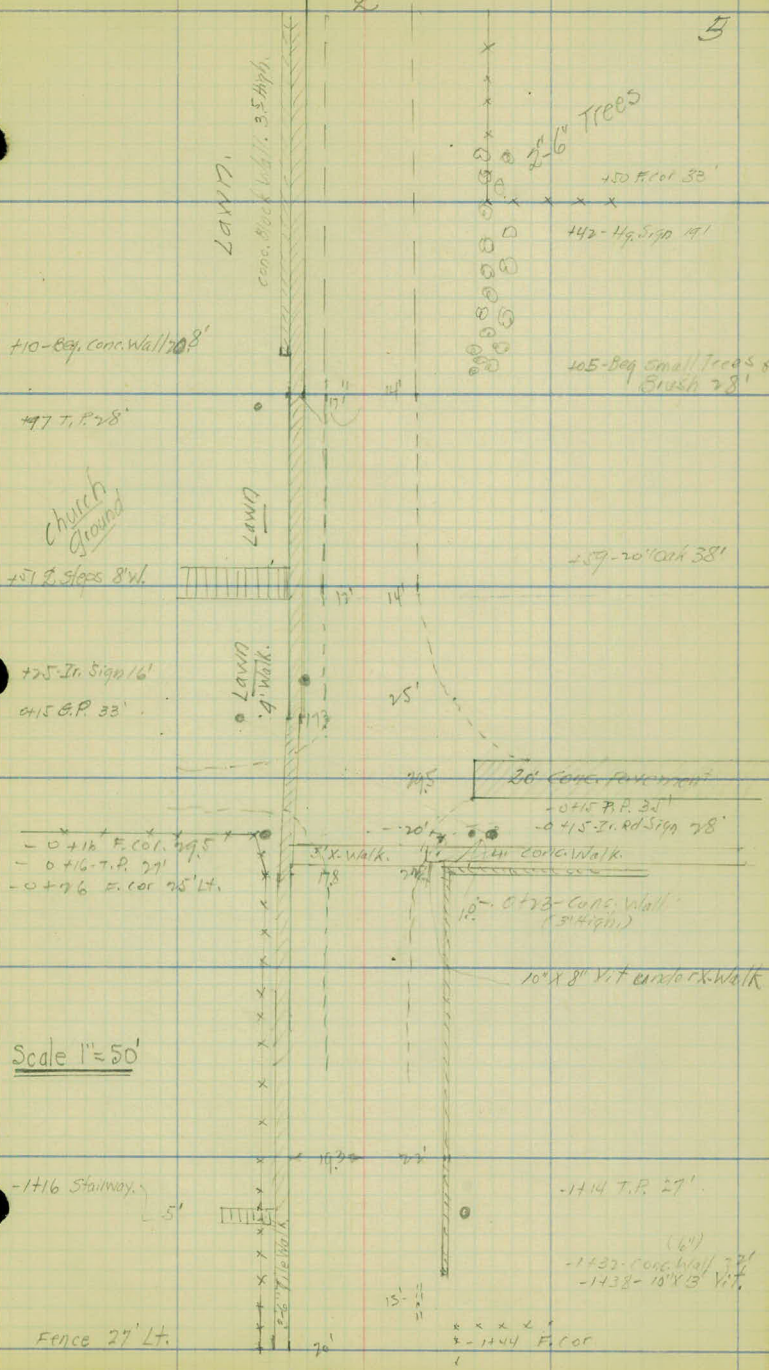
-0+50

-100

W.H.C.  
Eck.  
Calvin.  
Frank

Sept 4, 1924

-150



Scale 1" = 50'

Fence 27' Lt.

(64)  
 -1432 Conc. Wall 27'  
 -1438-10'x13' Vit.

-1414 T.P. 27'

-1416 Stairway

10'x8' Vit curbs or x-walk

-0473 Conc. Wall (5'4" high)

14' Conc. Walk

20' Conc. Fence

-0415 T.P. 30'

-0415 In. Rd Sign 78'

-059-20' Oak 38'

105-Bay Small Trees & Bush 28'

142-49.5' Sign 49'

150 F. Cor 32'

42' 6" Trees

LAWN

conc. Block Wall 3.5' high

LAWN

LAWN  
4' Walk

Church Ground

+10-Bay conc. Wall 70' 8"

+97 T.P. 28'

+072 Steps 8' w.

+25 In. Sign 16'

+415 G.P. 33'

-0416 F. Cor. 29.5'  
 -0416 T.P. 27'  
 -0476 F. Cor 25' Lt.

70'

15'

10' 2"

10' 2"

7' 8"

25'

13'

14'

14'

2

x x x x  
-1444 F. Cor

Station.

4750

4400

3750

3400

2750

2400

1750

Fence 31' Lt.

+68 E. Fen & Int. 26'

+44-4' 4" W. Walk Ent.

+38-Fen. 31

+79.5 Beg Walk 17.6

+15-Drive (100 ft. Gate) (10')

+82-T.P. 27'

+87-F. Log & Int.  
+88-T.P. 27'

+61-3' Elm 32'

+55-B. Fen. 29'

+22-Hq. Sq. 15'

139-E. Fen. 29'

+12-End. conc. Wall (21.3) yard.

Fen. 29'

+24-4' Step + Carb. Step.

+68-F. Int 29'

+41 T.P. 28'

Cultivated

+99 Hq. Sq. 15'

Fence 30' Rt.  
195-P.R. 28'

24" Trees.

LAWN

conc. brick wall

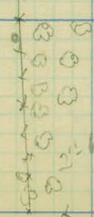
roadway

DRIVE

LAWN

LAWN

LAWN



8+00

station

7+50

7+00

(57.9) + 58.2  
(computed) L 7th St.

6+50

6+00

5+50

5+00

4+50



station.

11+00

10+50

10+00

9+50

9+00

8+50

8+00



Station.

14+00

13+50

+16.4

(16.4) (computed) to 8<sup>th</sup> street

13+00

12+50

12+00

11+50

11+00

+05-T.P. 25  
Fence 28'

+80-8"x8" Vit.

Fence 27'

St. Not cut thru

Fence 35'

+92-7/4" Pole 34'

+79-Feo. Int.  
+63-T.R. 25'

+90-8"x8" Vit.

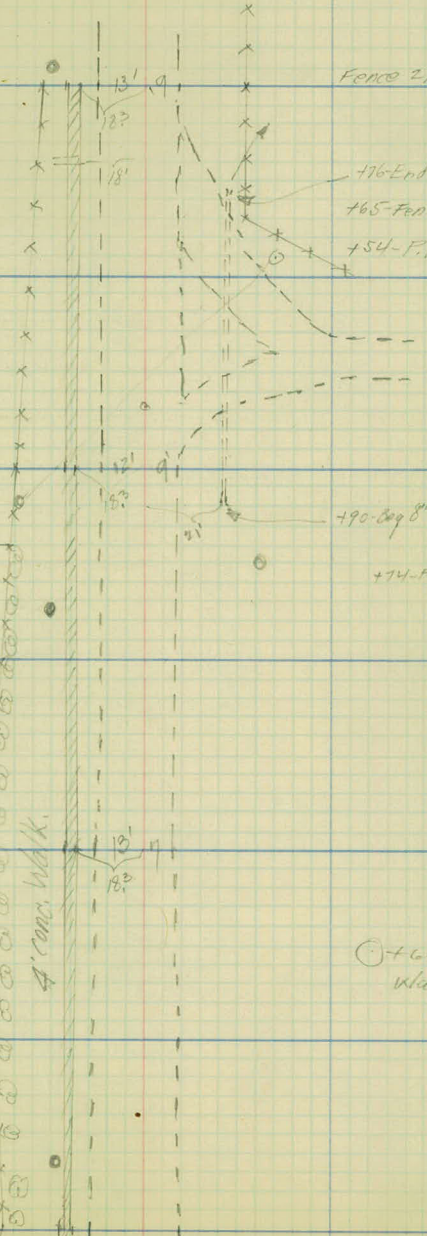
+74-P.P. 21'

Fence 41'

Small Oaks.  
4' conc. Walk.

+18-T.P. 24

+66  
Water tower



station.

17+00

+75    24" x 69'    vit + C.M. cut.    38' 1/4 x 31' R1.  
?    ?

16+50

16+00

15+50

15+00

14+50

14+00

Fence 25'

+80-10'x105' Vit.

Low Land

+57-T.P. 26'

+10-6" Will

Fence 35'

+99-4" Will

+92-10" Will

+84-16" Will 38'

+55-F. Int.

+42-10'x7' Vit under Walk

+37-T.P. 25'

Fence 33'

+83-4" oak 24'

Willows & Brush

Brush

Brush

4 con. Walk

16'

10?

18'

14'

19.5'

35'

18'

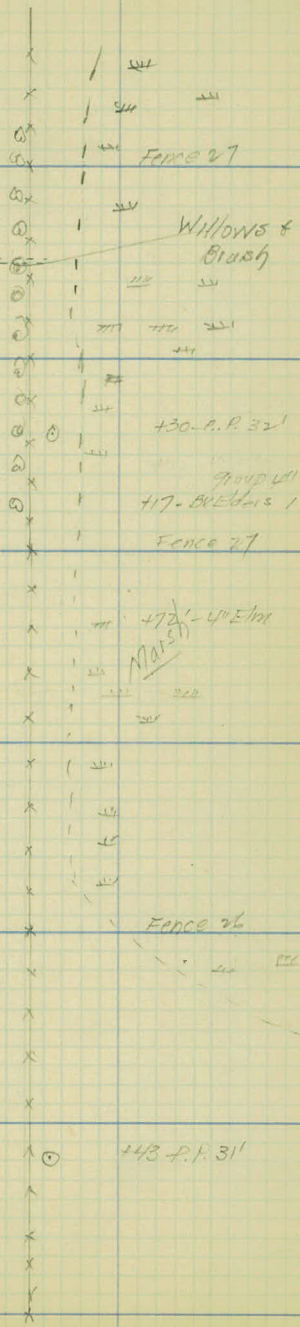
14'

19.5'

5'

8'

6'



Fence 27

Willows & Brush

+30-P.P. 32'

GROUP 41  
+17-BUILDING 17'

Fence 27

+72'-4" Elm  
Map 51

Fence 26

+43-P.P. 31'

Station.

20700

19750

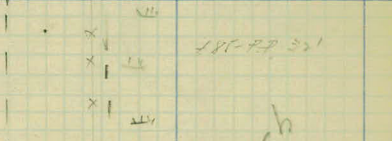
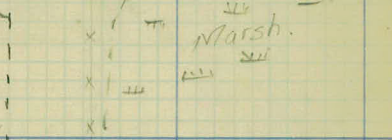
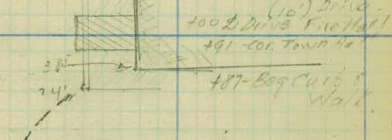
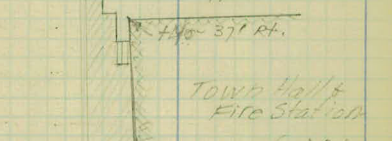
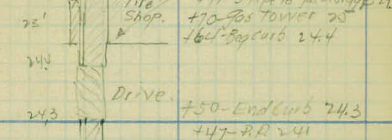
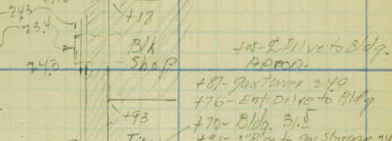
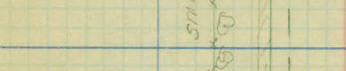
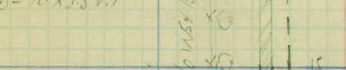
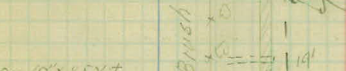
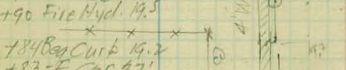
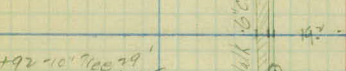
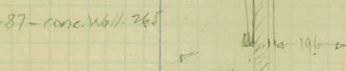
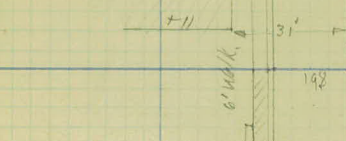
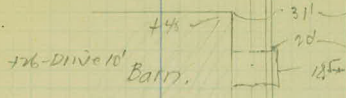
19400

18750

18400

17750

17400



+87-conc. Wall 265

+65-conc. Wall 265

+34-T.P. 25

+92-10' Tree 29

+90 Fire Hyd. 19.5

+84 Bay Curb 19.2

+83-F. Cor. 37

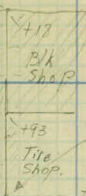
+80-B' EX. EL. 30

+20-10'x5.5'x7

+98 T.P. 25

Small Trees Willows Bush

Roadway



1st-2 Drive to Bldg. 2000.

+87- Gas Tower 249

+76- End Drive to Bldg

+70- Bldg. 31.5

+91- 3' Pipe to Gas Storage 249

+70 Gas Tower 25

+65 Bay Curb 24.4

Drive +50- End Curb 24.3

+47- RR 241

+40- 37' ft.

Town Hall & Fire Station

(10) Drive

+00- Drive Fire Hall

+91- Cor. Town H

+87- Bay Curb & Wall

+60- Fen. Cor. 26

Marsh

+98-T.P. 25

Marsh

Station.

23400

23450

Extended

22700

2198.4

to Front St. P.I.

(2) Catch Basins

25' dia. Brick,

3.5' deep.

24" Iron Grate for Cover.

See Drainage Notes.

21450

21400

20450

20400

Continued Next page

+124-End.Curb 20.7

201

Page, Subcon. Stalk. Bldg

+163-T.P. 27.7

+144-Con Bld. 30'  
+138-Con.Curb. 23.8  
+136-Catch Basin 24'

+157-Ext. 10' Vit  
27.87

+130-21.41.21  
+128-Ext. 23.00 23.1  
+124-Ext. 23.8  
+122-Ext. 24.1  
+10-Ext. 29.1

S. Front St

Conc. Found.  
Not in Use  
+198-Cor.

+130-Catch Basin 26'

+129-Curb Cor  
+176-Con.Curb 25.1  
+170-Con.Bld. 24.3  
+165-T.P. 25.8

S Walk

(2) 1" x 1/2" x 3/4" chaps  
spanning over curb

+127-Log in Curb 32.6  
+11 Gas Tower 31.9  
+101-Gas Tower 30.2

+149-Curb Cor. 29.5  
+165-Curb Cor. 26.2

+156-Con Bld. 35'  
+133-Gas Tower 26.5

Vacant Bldg.

+182-T.P. 25.5  
+181-Con Bld 43.4  
+172-Fire Hydr. 25'

+156-T.P. 20.5  
+154-Beg. Curb 22.5

Drive

Bank.

Confession

Imp.

+140-E. Curb 20.5

6" Walk-6" Curb

7" Walk-6" Curb

+184  
+164  
+162  
24 Log in  
Curb 24.2

243

Station.

24400

23750

23400

22750

22400

double tie for GB's

21798.4

E

+19

↳ Drive to Garage  
P. 2101 &  
Drain under

+88 Gas Tower.

+78 Cor. Curb

+12.5

Barber

+58 Cor. Bldg.

Vacant Lots

+99 Cor. Bldg Groc. &  
Drygoods

+78 Cor. Bldg.

+77 Gas Tower 26'

+71 Gas Tower 26'

+67 Kerosene Tower 26'

cont. to  
50' 00"

+31 Cor. Bldg. 33'

+73 Cor. Curb 24.5

+72 C.B. 24.3

E Fifth Ave.

24'  
934  
24.5

16'

Anderson St.

21.5

+35-8" Tin 35'

Blank Walk

+16

Warehouse

+92 Cor. Bld. 40'

32.5

+91 End. Walk 29.7

307

+77 Log in Curb 30.7

32.5

+75 Cor. Bldg. 30.3

+75 T.P. 30.5

+72 Log in Curb

Store & Saloon

+36 Cor. Bld 40.8

33.5

+20 Cor. Curb

+25 C.B. 33.5

End of Tile.  
see page 12

station.

27+00

26+50

26+00

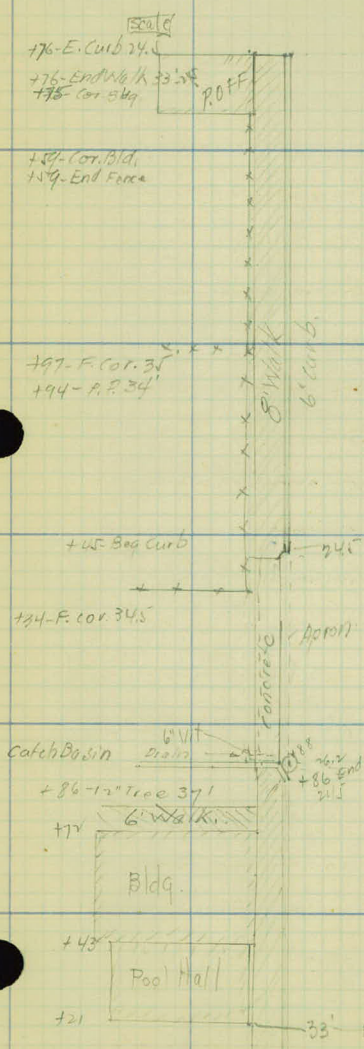
25+50

25+00

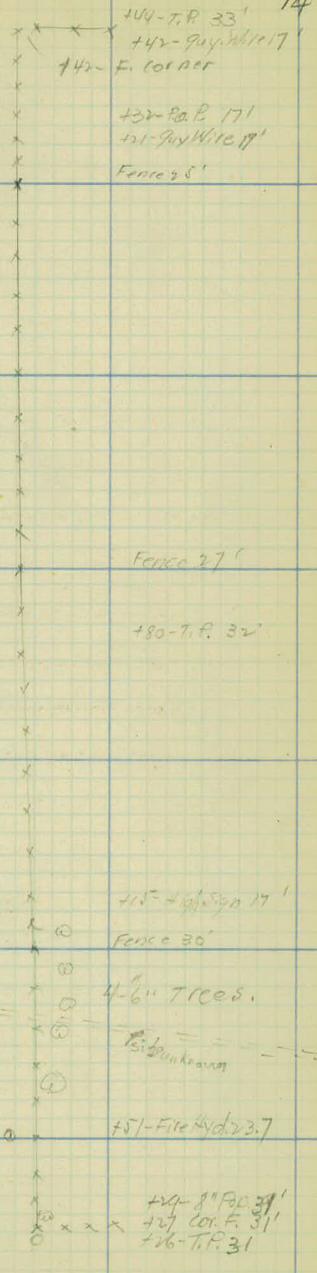
24+50

24+00

Vacant Grounds



Shoulder Road



Station.

29100

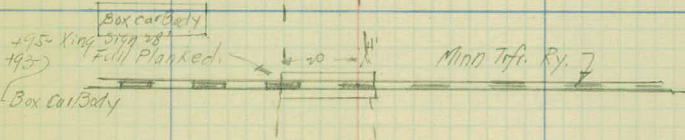
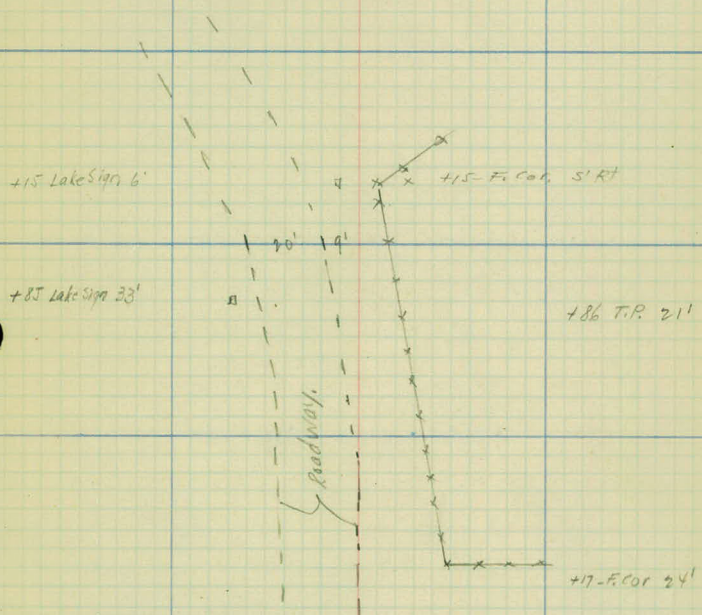
28750

28100

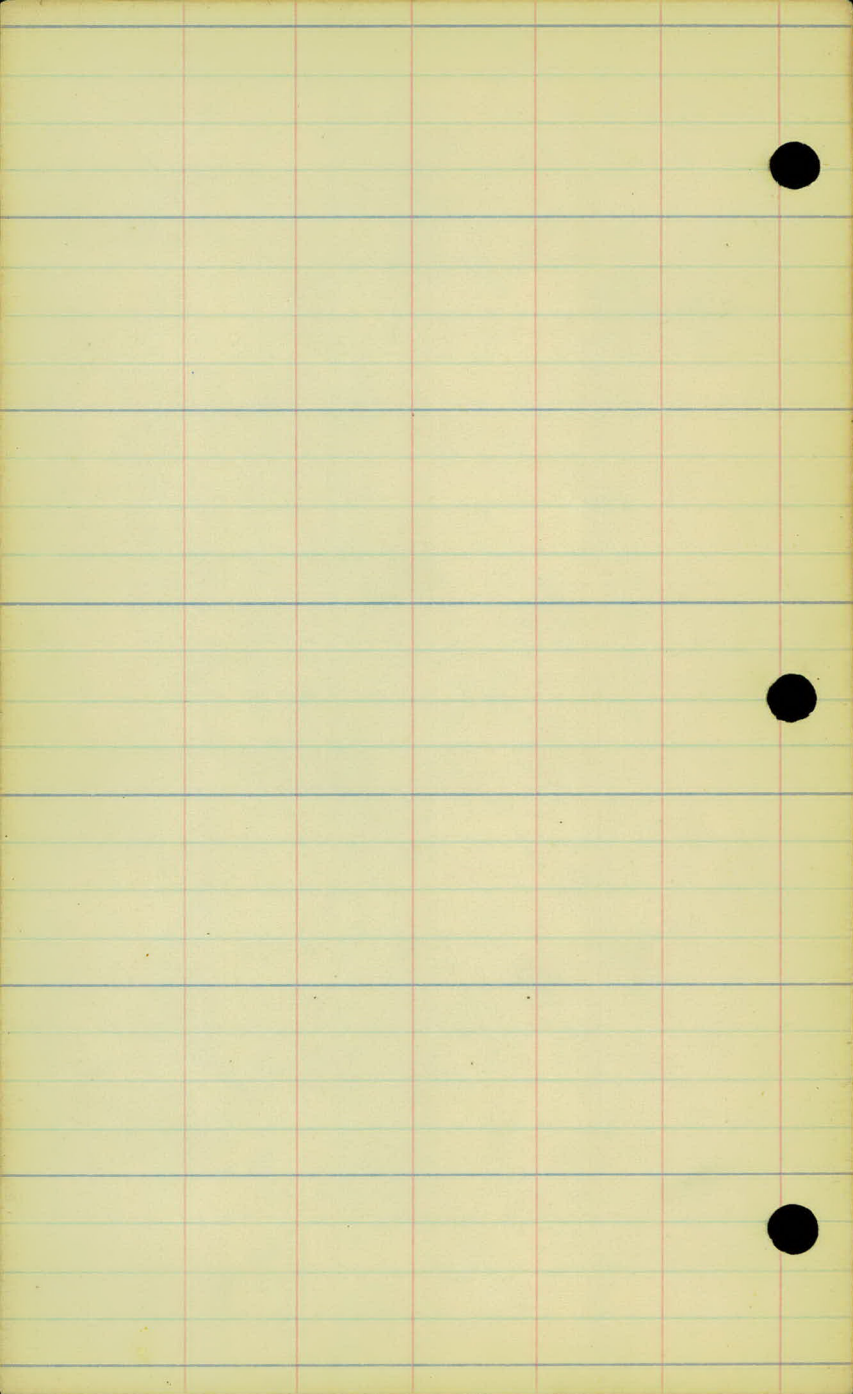
2781.2 @ R.R. Single Track

27750

27100



+64 - R.R. King Sign 14'



E Levels.

Project 25-53

| Station                                    | + -  | H. I.  | - | Elev.  |
|--|------|--------|---|--------|
| B.M. (Same as Proj. 1368)                  | 3.67 | 227.82 |   | 224.15 |
| <u>Levels East on 6th St. and Pavement</u> |      |        |   |        |
|  |      | 227.82 |   |        |

|        |  |      |        |
|--------|--|------|--------|
| 0+00 = |  | 5.0  | 222.8  |
| 0+29.5 |  | 4.19 | 223.63 |
| 0+50   |  | 4.00 | 223.82 |
| 1+00   |  | 3.53 | 224.29 |
| 1+50   |  | 3.05 | 224.77 |
| 2+00   |  | 2.53 | 225.29 |

Levels South on Cleveland Ave

|      |  |      |       |
|------|--|------|-------|
| 0+00 |  | 5.0  | 222.8 |
| 0+20 |  | 5.2  | 222.6 |
| 1+00 |  | 8.0  | 219.8 |
| 2+00 |  | 11.3 | 216.5 |
| 3+00 |  | 14.4 | 213.4 |

Levels West on 6th St.

|      |  |     |       |
|------|--|-----|-------|
| 0+00 |  | 5.0 | 222.8 |
| 0+20 |  | 4.7 | 223.1 |
| 0+50 |  | 2.7 | 225.1 |
| 0+85 |  | 0.0 | 227.8 |

Levels Project 25-01  
227.83

|      |  |     |       |
|------|--|-----|-------|
| 0+00 |  | 5.0 | 222.8 |
| 0+50 |  | 5.5 | 222.3 |
| 1+00 |  | 6.0 | 221.8 |
| 1+50 |  | 6.3 | 221.5 |
| 2+00 |  | 6.7 | 221.1 |

Spike in T.P. SE. cor. Cleveland + 6<sup>th</sup> St.

W.H.C.  
Eck. Sept. 4  
Gahlin 1924  
Franke

(Windy)

Int. of 6<sup>th</sup> & Cleveland Ave or 5<sup>th</sup> Ave.

Top & End of Pavement.

" P. Pavement.

Int. of 6<sup>th</sup> & Cleveland.

Int. of 6<sup>th</sup> & Cleveland.

Int. of 6<sup>th</sup> & Cleveland Ave.

| station | +    | H.I.   | -     | Elev.  |
|---------|------|--------|-------|--------|
|         |      | 227.82 |       |        |
| 2+50    |      |        | 7.4   | 220.4  |
| 3+00    |      |        | 8.3   | 219.5  |
| 3+50    |      |        | 9.1   | 218.7  |
| T.P.    | 1.95 | 220.77 | 9.00  | 218.82 |
| 4       |      |        | 2.7   | 218.1  |
| +50     |      |        | 3.6   | 217.2  |
| 5       |      |        | 4.5   | 216.3  |
| +50     |      |        | 5.2   | 215.6  |
| 6       |      |        | 6.0   | 214.8  |
| +57.9   |      |        | 6.9   | 213.9  |
| B.M.    | 0.03 | 217.14 | 3.66  | 217.11 |
| 7       |      |        | 4.0   | 213.1  |
| +50     |      |        | 4.9   | 212.2  |
| 8       |      |        | 5.7   | 211.4  |
| +50     |      |        | 6.4   | 210.7  |
| 9       |      |        | 7.5   | 209.6  |
| +50     |      |        | 8.6   | 208.5  |
| 10      |      |        | 9.3   | 207.8  |
| +50     |      |        | 10.3  | 206.8  |
| 11      |      |        | 11.6  | 205.5  |
| T.P.    | 1.26 | 206.91 | 11.49 | 205.65 |
| +50     |      |        | 2.4   | 204.5  |
| 12      |      |        | 3.4   | 203.5  |
| +50     |      |        | 4.6   | 202.3  |
| 13      |      |        | 5.7   | 201.2  |
| +16     |      |        | 6.3   | 200.6  |

± 7th St.

Top of Fire Hydrant - S.E. Cor. 7th St.

± 8th St.

8.2  
50

| Station | +    | H.I    | -     | Elev.  |
|---------|------|--------|-------|--------|
|         |      | 206.91 |       |        |
| 13+50   |      |        | 7.2   | 199.7  |
| 14      |      |        | 8.5   | 198.4  |
| +50     |      |        | 10.2  | 196.7  |
| 15      |      |        | 11.9  | 195.0  |
| T.P.    | 0.34 | 195.39 | 11.86 | 195.05 |
| +50     |      |        | 2.0   | 193.4  |
| 16      |      |        | 3.9   | 191.5  |
| +50     |      |        | 5.6   | 189.8  |
| 17      |      |        | 6.4   | 189.0  |
| +50     |      |        | 6.5   | 188.9  |
| 18      |      |        | 6.3   | 189.1  |
| +50     |      |        | 6.0   | 189.4  |
| B.M.    | 2.45 | 195.39 | 2.45  | 192.94 |
| 19      |      |        | 5.6   | 189.8  |
| +50     |      |        | 5.2   | 190.2  |
| 20+00   |      |        | 4.9   | 190.5  |
| +50     |      |        | 4.6   | 190.8  |
| 21      |      |        | 4.4   | 191.0  |
| +50     |      |        | 4.7   | 190.7  |
| +98.4   |      |        | 5.9   | 189.5  |
| B.M.    |      |        | 3.98  | 191.41 |
| 22+00   |      |        | 5.9   | 189.5  |
| +50     |      |        | 5.3   | 190.1  |
| 23      |      |        | 5.1   | 190.3  |
| +50     |      |        | 4.9   | 190.5  |

Top Fire Hydrant. Lt. 1890 (near Town Hall)

S Front St.

Top Fire Hydrant N.E. corner Front St. &

| Station | +    | H.I.   | -    | Elev.  |
|---------|------|--------|------|--------|
|         |      | 195.39 |      |        |
| 24      |      |        | 4.8  | 190.6  |
| B.M.    | 3.96 | 197.35 | 2.00 | 193.39 |
|         | +50  |        | 6.5  | 190.9  |
| 25      |      |        | 6.5  | 190.9  |
|         | +50  |        | 6.2  | 191.2  |
| 26      |      |        | 5.8  | 191.6  |
|         | +50  |        | 5.2  | 192.2  |
| 27      |      |        | 5.0  | 192.4  |
|         | +50  |        | 4.8  | 192.6  |
| 27      |      |        | 4.56 | 192.79 |
|         |      |        | 4.45 | 192.90 |
| 28      |      |        | 5.5  | 191.9  |
| 29      |      |        | 6.4  | 191.0  |
| B.M.    | 4.25 | 197.58 | 4.02 | 193.33 |

Top Rail Elev. (East Rail)

|             |  |  |      |        |
|-------------|--|--|------|--------|
| going South |  |  | 3.90 | 193.68 |
| 1400        |  |  |      |        |
| 2400        |  |  | 3.08 | 194.50 |
| going North |  |  |      |        |
| 1400        |  |  | 6.08 | 194.50 |
| 2400        |  |  | 7.32 | 190.26 |

(check Levels.)

|      |       |        |      |        |
|------|-------|--------|------|--------|
| B.M. | 2.36  | 195.69 |      | 193.33 |
| B.M. |       |        | 2.30 | 193.39 |
| B.M. | 3.74  | 195.15 | 4.28 | 191.41 |
| B.M. |       |        | 2.72 | 192.93 |
| T.P. | 11.31 | 202.61 | 3.85 | 191.30 |

Top Hydrant 24+51 Rt.

Top of East Rail

" " West Rail

Nail in R.R. Xing Sign Lt. 27+95

(Windy.)

Nail in R.R. Xing Sign Lt. 27+95

Top Fire Hyd. Rt. 24+51

" " " X.P. Cor. Front & Cleveland.

" " " Lt. 18+90 Near Town Hall

+ H.I. - Elev.

202.61

T.P. 10.76 212.70 0.67 201.94

T.P. 6.11 218.46 0.35 212.35

B.M. 1.37 217.09

" 4.86 221.97 corrected 217.11

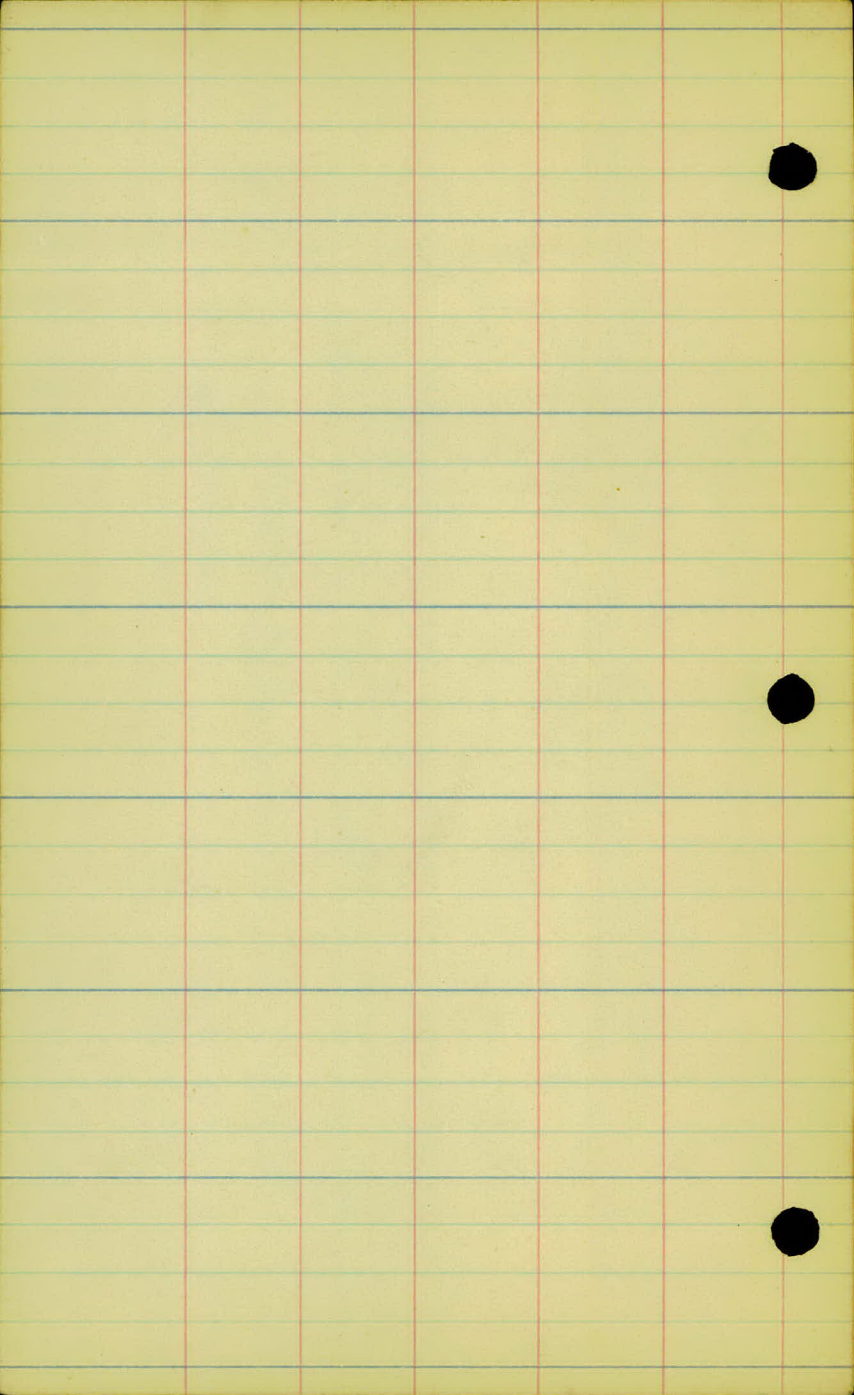
T.P. 6.43 226.89 1.51 220.46

B.M. 2.74 224.15

Top. Hydrant S.E. cor. 7th St.

" " "

R.R. Spike in P. Pole S.E. cor. 6th & Cleveland.



X-Sections:

Project 25-53

Station

Elev.

X-sections Weston 6<sup>th</sup> St.

|      |      |       |
|------|------|-------|
| 0+85 |      | 227.8 |
| 0+39 | +1.3 | 224.4 |
| 0+21 | +0.3 | 223.1 |
| 0+00 |      | 222.8 |

Lt.

L

Rt.

23

$$\begin{array}{ccccccccc} +2.2 & +1.8 & +0.9 & 0.0 & 0.0 & -0.4 & +0.6 & +1.8 & +4.6 & +4.6 \\ \hline 30 & 15 & 8 & 5 & 1 & 8 & 12 & 20 & 27 & 30 \end{array}$$

$$\begin{array}{ccccccc} +3.5 & +1.5 & -0.2 & 0.0 & -0.1 & +1.2 & +7.5 \\ \hline 30 & 15 & 5 & 1 & 8 & 19 & 31 \end{array}$$

$$\begin{array}{ccc} -0.6 & & 0.6 \\ \hline 30 & & 30 \end{array}$$

$$\begin{array}{ccc} -0.5 & & 0.0 \\ \hline 30 & & 30 \end{array}$$

station

Elev.

X-Sections East on 6<sup>th</sup> St.

1+50 224.77 •

1+00 224.79 •

0+50 223.82 •

0+29.5 End Pave. 223.63 •

0+00 222.8 •

X-Sections South on Cleveland Ave

1+00 219.8 •

0+50 225.1

0+20 222.6

223.7

0+00 222.8 •

Lt. L Rt.

19  
18  
17  
16

$\frac{-0.9}{33}$   $\frac{-0.2}{22}$   $\frac{-0.1}{10}$   $00$   $\frac{-0.1}{10}$   $\frac{-0.2}{15}$   $\frac{-0.1}{17}$   $\left(\frac{0.5}{19} \frac{-0.4}{23}\right)$   $\frac{+1.6}{21}$   
 --- Ave. --- walk.

$\frac{+3.1}{33}$   $\frac{+3.1}{27}$   $\frac{-0.9}{22}$   $\frac{-1.1}{18}$   $\frac{-0.1}{13}$   $\frac{-0.1}{10}$   $00$   $\frac{-0.1}{10}$   $\frac{-0.1}{15}$   $\frac{-0.5}{16}$   $\frac{-0.6}{18}$   $\left(\frac{0.3}{19} \frac{0.2}{23}\right)$   $\frac{+2.4}{21}$   
 --- Ave. --- walk.

$\frac{+6.1}{33}$   $\frac{-0.7}{21}$   $\frac{-1.1}{18}$   $\frac{-0.2}{13}$   $\frac{-0.1}{10}$   $00$   $\frac{-0.1}{10}$   $\frac{-0.2}{14}$   $\frac{-0.6}{17}$   $\left(\frac{0.3}{19} \frac{-0.2}{24}\right)$   $\frac{+2.1}{21}$   
 --- Ave. --- walk.

$\frac{+6.8}{33}$   $\frac{-1.0}{27}$   $\frac{-1.2}{23}$   $\frac{0.0}{18}$   $\frac{-0.1}{10}$   $00$   $\frac{-0.1}{10.00}$   $\frac{-0.2}{15}$   $\frac{-0.7}{17}$   $\left(\frac{0.2}{18} \frac{-0.3}{23}\right)$   $\frac{+2.3}{21}$   
 --- Ave. --- walk.

$\frac{+0}{30}$   $00$   $\frac{-0.5}{30}$

$\frac{+4.1}{22}$   $\frac{+1.2}{22}$   $\frac{0.0}{17}$   $\frac{-0.6}{15}$   $\frac{-0.4}{11}$   $00$   $\frac{-0.4}{16}$   $\frac{0.0}{17}$   $\frac{0.0}{20}$   $\frac{+0.2}{26}$

$\frac{+4.3}{42}$   $\frac{+1.2}{22}$   $\frac{-0.6}{16}$   $\frac{-0.5}{11}$   $00$   $\frac{-0.5}{15}$   $\frac{0.0}{17}$   $\frac{-0.1}{18}$   $\frac{+0.4}{25}$

$\frac{+0.1}{21}$   $0.0$   $\frac{+0.1}{22}$   $\frac{+0.3}{30}$

E. Ave. =  $\frac{+0.9}{19.5}$   $\frac{+0.9}{16}$   $\frac{+0.2}{8}$   $0.0$   $\frac{+0.5}{21}$   $\frac{+1.1}{30}$

Station

Elev.

X-sections Proj 25-53 Going North.

3+50

218.7

3+12

-0.2

219.3

219.7

3+00

219.5

2+50

220.4

2+00

221.1

1+50

221.5

1+10

0.0

221.8

1+00

221.8

0+50

222.3

0+37

-0.2

222.6

0+27

-0.11

222.8

0+20

222.9

0+10

+0.1

222.9

0+00

222.8

↑

↓

Sandy Soil on Rt.  
Possible Borrow on Rt.

4" 6" Rock Road Surface  
Crushed Rock & Coarse Gravel.

Note: Figures in Brackets are Top & Edge of Side Walks.

City Water Supply

Lt.      R.      Rf.

$$\begin{array}{r} +4.0 \quad +1.7 \quad \left( \begin{array}{cc} +1.3 & +1.3 \end{array} \right) \quad -0.4 \quad 0.0 \\ 33 \quad 24 \quad \left( \begin{array}{cc} 21 & 17.2 \end{array} \right) \quad 14 \end{array} \quad \begin{array}{r} -0.3 \quad -1.4 \\ 13 \quad 33 \end{array}$$

$$\begin{array}{r} +5.7 \quad +4.5 \quad \left( \begin{array}{cc} +4.8 & +1.6 \\ 20.8 & 20.8 \end{array} \right) \quad +1.5 \quad -0.2 \quad 0.0 \\ 31 \quad 28 \quad \left( \begin{array}{cc} 14.6 & \end{array} \right) \quad 16 \quad 14 \end{array} \quad \begin{array}{r} -0.2 \quad -0.4 \quad -0.4 \\ 12 \quad 28 \quad 33 \end{array}$$

Entire

$$\begin{array}{r} +9.0 \quad +5.0 \quad \left( \begin{array}{cc} +4.8 & +1.6 \\ 21.0 & 21.0 \end{array} \right) \quad +1.2 \quad -0.2 \quad 0.0 \\ 34 \quad 26 \quad \left( \begin{array}{cc} 17.2 & \end{array} \right) \quad 16 \quad 12 \end{array} \quad \begin{array}{r} -0.2 \quad +0.2 \quad +0.2 \\ 12 \quad 25 \quad 33 \end{array}$$

$$\begin{array}{r} +9.4 \quad +5.3 \quad \left( \begin{array}{cc} +5.0 & +1.1 \\ 20.8 & 20.8 \end{array} \right) \quad +1.2 \quad +2.3 \quad 0.0 \\ 34 \quad 27 \quad \left( \begin{array}{cc} 19 \end{array} \right) \quad 15 \quad 14 \end{array} \quad \begin{array}{r} -0.2 \quad +0.4 \quad +4.0 \quad +3.5 \\ 14 \quad 18 \quad 29 \quad 35 \end{array}$$

$$\begin{array}{r} +9.5 \quad +5.3 \quad \left( \begin{array}{cc} +5.0 & +1.8 \\ 20.8 & 20.8 \end{array} \right) \quad +1.8 \quad -0.2 \quad 0.0 \\ 34 \quad 26 \quad \left( \begin{array}{cc} 16.6 \end{array} \right) \quad 15 \quad 11 \end{array} \quad \begin{array}{r} -0.3 \quad -0.5 \quad +2.9 \quad +6.4 \quad +6.1 \quad +4.2 \quad +1.2 \\ 13 \quad 15 \quad 21 \quad 28 \quad 40 \quad 55 \quad 100 \end{array}$$

$$\begin{array}{r} +9.6 \quad +5.3 \quad \left( \begin{array}{cc} +5.0 & +1.9 \\ 20.8 & 20.8 \end{array} \right) \quad +1.7 \quad 0.0 \quad 0.0 \\ 34 \quad 25 \quad \left( \begin{array}{cc} 16.7 \end{array} \right) \quad 16 \quad 11 \end{array} \quad \begin{array}{r} -0.3 \quad -0.7 \quad 0.0 \quad +4.9 \quad +8.3 \quad +2.9 \quad +4.7 \\ 12 \quad 16 \quad 21 \quad 29 \quad 33 \quad 40 \quad 100 \end{array}$$

$$\begin{array}{r} +9.1 \quad +5.2 \quad \left( \begin{array}{cc} +5.0 & +1.8 \\ 20.8 & 20.8 \end{array} \right) \quad +1.7 \quad 0.0 \quad 0.0 \\ 34 \quad 26 \quad \left( \begin{array}{cc} 17.0 \end{array} \right) \quad 15 \quad 12 \end{array} \quad \begin{array}{r} -0.5 \quad -1.0 \quad -0.5 \quad +4.5 \quad +8.4 \quad +8.1 \quad +5.7 \\ 12 \quad 16 \quad 20 \quad 27 \quad 29 \quad 40 \quad 100 \end{array}$$

walk + walk

$$\begin{array}{r} +9.5 \quad +9.5 \quad \left( \begin{array}{cc} +1.1 & +1.1 \\ 20.5 & 17.2 \end{array} \right) \quad +1.7 \quad 0.1 \quad 0.0 \\ 40 \quad 35 \quad \left( \begin{array}{cc} 17.2 \end{array} \right) \quad 16 \quad 12 \end{array} \quad \begin{array}{r} -0.3 \quad -0.6 \quad -0.6 \quad +6.5 \quad +8.2 \quad +2.0 \quad +5.7 \\ 9 \quad 15 \quad 20 \quad 29 \quad 30 \quad 40 \quad 100 \end{array}$$

$$\begin{array}{r} +9.5 \quad +9.3 \quad \left( \begin{array}{cc} +1.4 & +1.3 \\ 20.7 & 17.0 \end{array} \right) \quad 0.0 \quad 0.0 \\ 40 \quad 35 \quad \left( \begin{array}{cc} 17.0 \end{array} \right) \quad 12 \end{array} \quad \begin{array}{r} -0.3 \quad -0.2 \quad 6.6 \quad +8.4 \quad +8.2 \quad +5.2 \\ 15 \quad 21 \quad 32 \quad 33 \quad 40 \quad 100 \end{array}$$

walk

$$\begin{array}{r} +9.1 \quad +9.1 \quad \left( \begin{array}{cc} +1.0 & +0.9 \\ 20.7 & 16.9 \end{array} \right) \quad -0.4 \quad 0.0 \\ 40 \quad 35 \quad \left( \begin{array}{cc} 16.9 \end{array} \right) \quad 12 \end{array} \quad \begin{array}{r} -0.2 \quad -0.2 \quad -0.7 \quad 0.0 \quad +8.0 \quad +7.6 \quad +4.9 \\ 12 \quad 19 \quad 21 \quad 26 \quad 33 \quad 40 \quad 100 \end{array}$$

walk

$$\begin{array}{r} +4.7 \quad \left( \begin{array}{cc} +0.8 & +0.7 \\ 20.9 & 17.0 \end{array} \right) \quad -0.2 \quad 0.0 \\ 33 \quad \left( \begin{array}{cc} 17.0 \end{array} \right) \quad 13 \end{array} \quad \begin{array}{r} +0.2 \quad 0.0 \quad -0.5 \quad -0.6 \quad 0.0 \quad +6.7 \quad +4.7 \\ 13 \quad 22 \quad 25 \quad 30 \quad 33 \quad 31 \quad 100 \end{array}$$

walk.

$$\begin{array}{r} +1.1 \quad \left( \begin{array}{cc} +0.4 & +0.4 \\ 21.5 & 17.7 \end{array} \right) \quad +0.2 \quad 0.0 \\ 33 \quad \left( \begin{array}{cc} 17.7 \end{array} \right) \quad 18 \quad 11 \end{array} \quad \begin{array}{r} 0.0 \quad +0.2 \quad +0.9 \quad +0.2 \\ 6 \quad 18 \quad 29.5 \end{array}$$

walk.

$$\begin{array}{r} +1.1 \quad +0.5 \quad 0.0 \\ 30 \quad 21 \quad - \end{array} \quad \begin{array}{r} +0.2 \quad +0.9 \quad +0.9 \\ 8 \quad 16 \quad 29.5 = \text{Entire.} \end{array}$$

| Station | Elev.                 |
|---------|-----------------------|
| 9100    | 209.6                 |
| 8750    | 210.7                 |
| 8400    | 211.4                 |
| 7750    | 212.2                 |
| 7100    | 213.1                 |
| 6780    | 213.5<br><u>214.3</u> |
| 6760    | 213.9                 |
| 6736    | 214.5<br><u>215.</u>  |
| 6700    | 214.8                 |
| 5750    | 215.6                 |
| 5700    | 216.3                 |
| 4795    | 217.5                 |
| 4700    | 218.1                 |

(4"-6" Rock Road Surface  
crushed Rock & coarse gravel)

Lt.                      R.                      Rt.

$$\frac{+0.5}{33} \left( \frac{+0.2}{22.8} \frac{+0.2}{19.2} \right) - \frac{0.3}{17} \quad 00 \quad \frac{0.0}{11} \frac{+0.7}{15} \quad \frac{+0.8}{30} \frac{+0.8}{33}$$

$$\frac{-1.7}{33} \frac{0.0}{25} \left( \frac{+0.1}{22.8} \frac{+0.1}{19} \right) - \frac{0.4}{17} \quad 00 \quad \frac{-0.5}{10} \frac{0.0}{12} \quad \frac{+1.4}{30} \frac{+1.4}{33}$$

$$\frac{-4.2}{33} \frac{0.0}{24} \left( \frac{+0.1}{22.7} \frac{+0.2}{18.9} \right) \quad 00 \quad \frac{-0.4}{11} \frac{+0.2}{13} \quad \frac{+1.8}{33}$$

$$\frac{-4.0}{33} \left( \frac{0.0}{21.9} \frac{0.0}{18.3} \right) \quad 00 \quad \frac{-0.3}{8} \frac{-0.7}{10} \quad \frac{-0.3}{13} \frac{0.0}{16} \quad \frac{+0.8}{30} \frac{+4.4}{37}$$

$$\frac{-3.5}{33} \frac{-0.6}{24} \left( \frac{-0.1}{21.8} \frac{0.0}{17.8} \right) \quad 00 \quad \frac{-0.4}{8} \frac{-0.8}{11} \quad \frac{-0.6}{14} \frac{-1.0}{16} \quad \frac{+0.7}{29} \frac{+3.2}{35}$$

$$\frac{-1.1}{33} \left( \frac{+0.1}{21.3} \frac{+0.1}{12.2} \right) \quad 00 \quad \frac{-0.1}{12} \frac{-0.6}{15} \quad \frac{-0.7}{17} \frac{-0.6}{30} \quad \frac{+0.5}{33}$$

$$\frac{-0.5}{33} \left( \frac{+0.1}{21.7} \frac{+0.1}{17.7} \right) \quad 00 \quad \frac{+0.2}{9} \quad \frac{+0.5}{33}$$

$$\frac{-1.9}{33} \frac{-0.7}{26} \left( \frac{-0.1}{21.8} \frac{-0.1}{17.8} \right) - \frac{0.3}{16} \quad 00 \quad \left( \frac{-0.2}{10} \frac{0.0}{22} \frac{+0.1}{33} \right)$$

$$\frac{-3.2}{33} \frac{-0.3}{26} \left( \frac{+0.2}{21.7} \frac{+0.2}{17.7} \right) - \frac{0.2}{15} \quad 00 \quad \frac{-0.2}{11} \left( \frac{0.0}{18.0} \frac{+0.1}{21.7} \right) - \frac{0.3}{33}$$

$$\frac{-3.2}{33} \frac{-0.1}{25} \left( \frac{+0.1}{21.5} \frac{+0.1}{17.6} \right) \frac{+0.1}{16} - \frac{0.4}{15} \quad 00 \quad \frac{-0.4}{11} \left( \frac{0.0}{17.7} \frac{+0.1}{21.7} \right) \frac{+0.6}{33}$$

$$\frac{+0.2}{33} \frac{+0.6}{30} \left( \frac{+0.8}{21.1} \frac{+0.8}{17.6} \right) \frac{+0.1}{17} - \frac{0.3}{13} \quad 00 \quad \frac{-0.1}{14} \left( \frac{+0.2}{17.6} \frac{+0.2}{21.2} \right) \frac{+1.1}{33}$$

$$\frac{+0.9}{33} \left( \frac{+1.0}{21.6} \frac{+1.0}{17.6} \right) - \frac{0.3}{14} \quad 00 \quad \frac{-0.3}{13} \left( \frac{+0.2}{17.6} \frac{+0.2}{21.5} \right) \frac{+1.3}{25} \frac{+1.0}{33}$$

$$\frac{+0.3}{33} \left( \frac{+0.9}{21.5} \frac{+0.8}{17.5} \right) - \frac{0.3}{14} \quad 00 \quad \frac{-0.3}{13} \frac{-0.3}{25} \quad \frac{-0.4}{33}$$

| Station |      | Elev. |
|---------|------|-------|
| 14+50   |      | 196.7 |
| 14+00   |      | 198.4 |
| 13+75   | -0.6 | 199.1 |
| 13+50   |      | 199.7 |
| 13+00   |      | 201.2 |
| 12+83   | -0.7 | 201.6 |
| 12+50   |      | 202.3 |
| 12+00   |      | 203.5 |
| 11+50   |      | 204.5 |
| 11+00   |      | 205.5 |
| 10+50   |      | 206.8 |
| 10+00   |      | 207.8 |
| 9+50    |      | 208.5 |

Possible Borrow Pit on left.  
(Side Banks) Sandy Soil 4' x 4'

(4"-6" Rock Road Surface  
crushed Rocks coarse part)

9+00

L L R.

$$\begin{array}{c} -4.9 \quad -1.5 \quad (+1.3 \quad -1.3) \quad -1.0 \quad 0.0 \\ \hline 33 \quad 24 \quad (223 \quad 183) \quad 14 \end{array} \quad \begin{array}{c} -0.2 \quad -1.6 \quad -8.6 \quad -8.6 \\ \hline 7 \quad 12 \quad 24 \quad 33 \end{array}$$

$$\begin{array}{c} -1.4 \quad (-0.7 \quad -0.7) \quad 0.0 \quad 0.0 \\ \hline 33 \quad (222 \quad 182) \quad 9 \end{array} \quad \begin{array}{c} -0.6 \quad -4.1 \quad -5.3 \quad -5.4 \\ \hline 12 \quad 19 \quad 27 \quad 33 \end{array}$$

$$\begin{array}{c} 0.0 \quad (-0.5 \quad -0.5) \quad 0.0 \quad 0.0 \\ \hline 33 \quad (222 \quad 182) \quad 8 \end{array} \quad \begin{array}{c} -0.7 \quad -2.0 \quad -3.6 \\ \hline 15 \quad 24 \quad 33 \end{array}$$

$$\begin{array}{c} +1.4 \quad +0.7 \quad (-0.3 \quad -0.3) \quad 0.0 \quad 0.0 \\ \hline 33 \quad 30 \quad (222 \quad 182) \quad 9 \end{array} \quad \begin{array}{c} -0.2 \quad -1.0 \quad -1.6 \\ \hline 9 \quad 16 \quad 33 \end{array}$$

$$\begin{array}{c} +0.4 \quad (-0.4 \quad -0.6) \quad -0.2 \quad 0.0 \\ \hline 33 \quad (222 \quad 182) \quad 10 \end{array} \quad \begin{array}{c} -0.4 \quad -0.2 \quad -0.7 \quad -0.6 \\ \hline 9 \quad 13 \quad 17 \quad 33 \end{array}$$

$$\begin{array}{c} +5.5 \quad 0.0 \quad (-0.7 \quad -0.7) \quad 0.0 \quad 0.0 \\ \hline 33 \quad 27 \quad (227 \quad 187) \quad 10 \end{array} \quad \begin{array}{c} -0.6 \quad -1.7 \quad +0.2 \quad +2.0 \quad +3.7 \\ \hline 12 \quad 23 \quad 26 \quad 36 \quad 39 \end{array}$$

$$\begin{array}{c} +8.1 \quad +4.5 \quad 0.0 \quad (-0.3 \quad -0.3) \quad 0.0 \quad 0.0 \\ \hline 36 \quad 31 \quad 25 \quad (225 \quad 185) \quad 10 \end{array} \quad \begin{array}{c} -0.2 \quad -0.7 \quad 0.0 \quad +2.7 \quad +6.4 \\ \hline 10 \quad 18 \quad 29 \quad 35 \quad 41 \end{array}$$

$$\begin{array}{c} +9.5 \quad +0.7 \quad (-0.1 \quad -0.2) \quad -0.2 \quad 0.0 \\ \hline 35 \quad 25 \quad (222 \quad 182) \quad 16 \end{array} \quad \begin{array}{c} -0.5 \quad +1.2 \quad +9.2 \\ \hline 15 \quad 33 \quad 44 \end{array}$$

$$\begin{array}{c} +9.5 \quad +7.3 \quad +3.4 \quad (0.0 \quad -0.1) \quad 0.0 \quad 0.0 \\ \hline 35 \quad 33 \quad 28 \quad (222 \quad 182) \quad 10 \end{array} \quad \begin{array}{c} -0.4 \quad 0.0 \quad +4.5 \quad +8.7 \\ \hline 15 \quad 26 \quad 35 \quad 41 \end{array}$$

$$\begin{array}{c} +9.4 \quad +3.3 \quad (0.0 \quad 0.0) \quad -0.2 \quad 0.0 \\ \hline 35 \quad 28 \quad (224 \quad 184) \quad 10 \end{array} \quad \begin{array}{c} -0.6 \quad -0.6 \quad +4.2 \quad +10.4 \\ \hline 13 \quad 22 \quad 33 \quad 39 \end{array}$$

$$\begin{array}{c} +8.2 \quad +0.8 \quad (0.0 \quad 0.0) \quad -0.2 \quad 0.0 \\ \hline 34 \quad 25 \quad (225 \quad 187) \quad 16 \end{array} \quad \begin{array}{c} -0.6 \quad -0.5 \quad +8.0 \\ \hline 13 \quad 22 \quad 34 \end{array}$$

$$\begin{array}{c} +6.4 \quad (+0.1 \quad +0.1) \quad -0.3 \quad 0.0 \\ \hline 33 \quad (229 \quad 189) \quad 16 \end{array} \quad \begin{array}{c} -0.5 \quad +0.4 \quad +6.3 \\ \hline 15 \quad 24 \quad 34 \end{array}$$

$$\begin{array}{c} +4.6 \quad +0.8 \quad (0.0 \quad 0.0) \quad -0.2 \quad 0.0 \\ \hline 33 \quad 28 \quad (225 \quad 190) \quad 15 \end{array} \quad \begin{array}{c} 0.3 \quad +0.2 \quad +5.5 \\ \hline 12 \quad 23 \quad 33 \end{array}$$

Station

Elev.

20+46

+0.3

190.8  
190.2

20+00

190.5

19+50

190.2

19+00

189.8

18+87

+0.3

189.7  
189.1

18+50

189.4

18+00

189.1

17+50

188.9

17+00

189.0

16+50

189.8

16+00

191.5

15+50

193.4

15+00

195.0

Note: Figures in Brackets are  
+0 curb & sidewalk.

(4'-6" Road Surface  
Crushed Rock & Coarse Gravel)

L. L. R.

$$\begin{array}{r} -0.7 \\ 33 \end{array} \begin{array}{c} (-0.4 \quad -0.6) \\ 27 \quad 20.5 \end{array} \begin{array}{c} -1.2 \quad -0.3 \\ 20.5 \quad 10 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.1 \\ 10 \end{array} \begin{array}{c} -0.4 \\ 24.4 \end{array} \begin{array}{c} (0.0 \quad +0.1) \\ 24.4 \quad 32 \end{array}$$

$$\begin{array}{r} -0.3 \\ 33 \end{array} \begin{array}{c} (-0.2 \quad -0.4) \\ 26.0 \quad 19.8 \end{array} \begin{array}{c} -0.7 \quad -0.3 \\ 19.8 \quad 10 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.1 \\ 10 \end{array} \begin{array}{c} -0.4 \\ 24.3 \end{array} \begin{array}{c} (0.0 \quad +0.1) \\ 24.3 \quad 31 \end{array}$$

$$\begin{array}{r} +3.5 \\ 33 \end{array} \begin{array}{c} +0.1 \\ 26 \end{array} \begin{array}{c} -0.1 \\ 19.2 \end{array} \begin{array}{c} (4.2) \\ 19.2 \end{array} \begin{array}{c} -0.2 \\ 10 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.2 \\ 10 \end{array} \begin{array}{c} -1.0 \\ 24.3 \end{array} \begin{array}{c} (-0.7 \quad -0.5) \\ 24.3 \quad 31 \end{array} \begin{array}{c} -0.4 \\ 33 \end{array}$$

$$\begin{array}{r} -2.2 \\ 33 \end{array} \begin{array}{c} (0.0 \quad 0.0) \\ 23.6 \quad 19.2 \end{array} \begin{array}{c} -0.6 \quad -0.1 \\ 19 \quad 12 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.3 \\ 9 \end{array} \begin{array}{c} -1.1 \\ 24 \end{array} \begin{array}{c} (-0.8 \quad -0.5) \\ 24 \quad 33 \end{array}$$

$$\begin{array}{r} -2.8 \\ 33 \end{array} \begin{array}{c} -0.6 \\ 24 \end{array} \begin{array}{c} (-0.1 \quad -0.1) \\ 23.4 \quad 18.8 \end{array} \begin{array}{c} -0.4 \quad -0.2 \\ 18.8 \quad 13 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

Seq.

$$\begin{array}{r} -0.3 \\ 10 \end{array} \begin{array}{c} -1.1 \\ 18 \end{array} \begin{array}{c} -1.1 \\ 24 \end{array} \begin{array}{c} (-0.7 \quad -0.4) \\ 24 \quad 33 \end{array}$$

arith  
Seq.

$$\begin{array}{r} -3.2 \\ 33 \end{array} \begin{array}{c} -1.8 \\ 27 \end{array} \begin{array}{c} (-0.1 \quad -0.1) \\ 23.7 \quad 19.7 \end{array} \begin{array}{c} -0.3 \\ 14 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.1 \\ 9 \end{array} \begin{array}{c} -1.0 \\ 15 \end{array} \begin{array}{c} -1.5 \\ 24 \end{array} \begin{array}{c} -1.8 \\ 33 \end{array}$$

$$\begin{array}{r} -4.1 \\ 33 \end{array} \begin{array}{c} -0.8 \\ 26 \end{array} \begin{array}{c} (-0.2 \quad -0.2) \\ 23.5 \quad 19.1 \end{array} \begin{array}{c} -0.3 \\ 14 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.2 \\ 8 \end{array} \begin{array}{c} -7.0 \\ 20 \end{array} \begin{array}{c} -7.0 \\ 33 \end{array}$$

$$\begin{array}{r} -6.7 \\ 33 \end{array} \begin{array}{c} -0.6 \\ 26 \end{array} \begin{array}{c} (+0.2 \quad +0.2) \\ 23.8 \quad 19.6 \end{array} \begin{array}{c} -0.0 \\ 13 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.2 \\ 8 \end{array} \begin{array}{c} -5.3 \\ 18 \end{array} \begin{array}{c} -8.0 \\ 24 \end{array} \begin{array}{c} -8.0 \\ 33 \end{array}$$

$$\begin{array}{r} -7.5 \\ 35 \end{array} \begin{array}{c} -1.5 \\ 28 \end{array} \begin{array}{c} (-0.1 \quad 0.0) \\ 24.2 \quad 20.2 \end{array} \begin{array}{c} -0.1 \\ 16 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.1 \\ 7 \end{array} \begin{array}{c} -1.2 \\ 17 \end{array} \begin{array}{c} -8.0 \\ 27 \end{array} \begin{array}{c} -8.0 \\ 33 \end{array}$$

$$\begin{array}{r} -8.2 \\ 30 \end{array} \begin{array}{c} -0.2 \\ 26 \end{array} \begin{array}{c} (+0.3 \quad +0.5) \\ 24 \quad 20 \end{array} \begin{array}{c} 0.0 \\ 10 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.2 \\ 11 \end{array} \begin{array}{c} -8.1 \\ 26 \end{array} \begin{array}{c} -8.1 \\ 33 \end{array}$$

$$\begin{array}{r} -2.3 \\ 33 \end{array} \begin{array}{c} -1.3 \\ 27 \end{array} \begin{array}{c} (+0.3 \quad +0.4) \\ 23.5 \quad 19.5 \end{array} \begin{array}{c} -0.1 \\ 17 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.3 \\ 9 \end{array} \begin{array}{c} -1.1 \\ 13 \end{array} \begin{array}{c} -9.7 \\ 29 \end{array} \begin{array}{c} -9.7 \\ 33 \end{array}$$

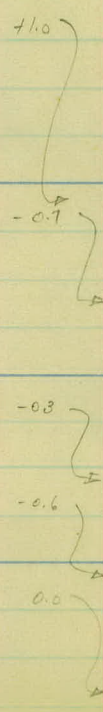
$$\begin{array}{r} -6.9 \\ 34 \end{array} \begin{array}{c} -0.6 \\ 25 \end{array} \begin{array}{c} (-0.1 \quad 0.0) \\ 23.2 \quad 19.2 \end{array} \begin{array}{c} -0.0 \\ 16 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.1 \\ 7 \end{array} \begin{array}{c} -0.9 \\ 12 \end{array} \begin{array}{c} -7.5 \\ 22 \end{array} \begin{array}{c} -7.2 \\ 33 \end{array}$$

$$\begin{array}{r} -5.6 \\ 33 \end{array} \begin{array}{c} -0.7 \\ 25 \end{array} \begin{array}{c} (-0.3 \quad -0.2) \\ 23.0 \quad 19.0 \end{array} \begin{array}{c} -0.2 \\ 17 \end{array} \begin{array}{c} 00 \\ - \end{array}$$

$$\begin{array}{r} -0.3 \\ 10 \end{array} \begin{array}{c} -7.4 \\ 25 \end{array} \begin{array}{c} -8.5 \\ 33 \end{array}$$

| Station | Elev. |
|---------|-------|
| 2450    | 190.9 |
| 2400    | 190.6 |
| 23750   | 190.5 |
| 23000   | 190.3 |
| 2250    | 190.1 |
| 2230    | 189.8 |
| 2231.4  | 188.8 |
| 2198.4  | 189.5 |
| 2176    | 190.1 |
| 2165    | 190.4 |
| 2127    | 191.0 |
| 2100    | 191.0 |



New Gravel Road Surface  
crushed rock.

4" - 6" Rock Road Surface  
(crushed Rock + coarse gravel)

Lt.                      R1.

$$\left( \begin{array}{cc} -0.3 & -0.5 \\ 33 & 24.5 \end{array} \right) \begin{array}{cc} -1.0 & -0.2 \\ 24.5 & 10 \end{array} \begin{array}{c} 00 \\ \\ \end{array} \quad \begin{array}{ccc} -0.7 & -1.0 & -2.3 & -4.6 \\ 10 & 17 & 28 & 33 \end{array}$$

top walk curb.

$$\left( \begin{array}{cc} -0.3 & -0.3 \\ 33 & 24.5 \end{array} \right) \begin{array}{cc} -0.6 & -0.1 \\ 24.5 & 10 \end{array} \begin{array}{c} 00 \\ \\ \end{array} \quad \begin{array}{ccc} -0.2 & 0.0 & -3.0 & -4.2 & -6.6 \\ 10 & 17 & 21 & 29 & 33 \end{array}$$

$$\left( \begin{array}{cc} -0.1 & -0.1 \\ 33 & 24.5 \end{array} \right) \begin{array}{cc} -0.8 & -0.1 \\ 24.5 & 10 \end{array} \begin{array}{c} 00 \\ \\ \end{array} \quad \begin{array}{ccc} -0.1 & 0.0 & -5.0 & -8.2 \\ 10 & 21 & 29 & 33 \end{array}$$

$$\left( \begin{array}{cc} +0.2 & +0.1 \\ 33 & 24.5 \end{array} \right) \begin{array}{cc} -0.9 & -0.3 \\ 24.5 & 10 \end{array} \begin{array}{c} 00 \\ \\ \end{array} \quad \begin{array}{ccc} -0.2 & & & \\ 10 & & & \end{array} \quad \left( \begin{array}{cc} -0.8 & -0.7 \\ 32 & 40 \end{array} \right)$$

Plank walk.

$$\left( \begin{array}{cc} +0.5 & +0.3 \\ 33 & 24.5 \end{array} \right) \begin{array}{cc} -0.6 & -0.2 \\ 24.5 & 10 \end{array} \begin{array}{c} 00 \\ \\ \end{array} \quad \begin{array}{ccc} -0.2 & -0.9 & -1.3 \\ 10 & 25 & 33.5 \end{array} \quad \left( \begin{array}{cc} -0.6 & -0.5 \\ 33.5 & 44 \end{array} \right)$$

$$\left( \begin{array}{cc} +0.8 & +0.6 \\ 33 & 24.5 \end{array} \right) \begin{array}{cc} -0.5 & -0.4 \\ 24.5 & 10 \end{array} \begin{array}{c} 00 \\ \\ \end{array} \quad \begin{array}{ccc} -0.2 & -1.5 \\ 12 & 33.5 \end{array} \quad \left( \begin{array}{cc} +0.5 & -0.4 \\ 33.5 & 40 \end{array} \right)$$

top walk curb

Going East on Front St.

21+98.4 @

Sept, 6, 1924

$$\begin{array}{ccc} -0.4 & -1.0 & -0.2 \\ 30 & 24 & 10 \end{array} \begin{array}{c} 00 \\ \\ \end{array} \quad \begin{array}{ccc} -0.4 & -1.8 & -3.0 \\ 10 & 23 & 33 \end{array}$$

Extended

$$\begin{array}{ccc} +0.3 & +0.2 & \\ 30 & 10 & 00 \end{array} \quad \begin{array}{ccc} -0.1 & -0.2 & \\ 10 & 33 & \end{array}$$

$$\left( \begin{array}{cc} +0.3 & +0.3 \\ 33 & 25.1 \end{array} \right) \begin{array}{cc} -0.8 & -0.1 \\ 25.1 & 10 \end{array} \begin{array}{c} 00 \\ \\ \end{array} \quad \begin{array}{ccc} 0.0 & -0.8 & -1.1 \\ 10 & 25 & 33 \end{array}$$

End curb.

$$\left( \begin{array}{cc} +0.2 & 0.0 \\ 36 & 26.6 \end{array} \right) \begin{array}{cc} -0.8 & -0.1 \\ 26.6 & 10 \end{array} \begin{array}{c} 00 \\ \\ \end{array} \quad \begin{array}{ccc} 0.0 & -1.0 & \\ 10 & 26.3 & \end{array} \quad \left( \begin{array}{cc} +0.2 & +0.3 \\ 26.3 & 33 \end{array} \right)$$

End curb.

$$\left( \begin{array}{cc} -0.4 & -0.5 \\ 41 & 32.6 \end{array} \right) \begin{array}{cc} -1.1 & -0.3 \\ 32.6 & 10 \end{array} \begin{array}{c} 00 \\ \\ \end{array} \quad \begin{array}{ccc} -0.2 & -0.8 & -0.0 & +0.2 \\ 10 & 25 & 25 & 33 \end{array}$$

$$\left( \begin{array}{cc} -0.5 & -0.7 \\ 35 & 29.0 \end{array} \right) \begin{array}{cc} -1.0 & -0.2 \\ 29 & 10 \end{array} \begin{array}{c} 00 \\ \\ \end{array} \quad \begin{array}{ccc} 0.0 & -0.6 & \\ 10 & 24.7 & \end{array} \quad \left( \begin{array}{cc} +0.1 & +0.0 \\ 24.7 & 33 \end{array} \right)$$

| Station               |      | Elev. |
|-----------------------|------|-------|
| 29+00                 |      | 191.0 |
| 28+50                 | -0.3 | 191.4 |
| 28+15                 | -0.2 | 191.7 |
| 28+00                 |      | 191.9 |
| 27+86                 | 0.0  | 192.8 |
| End of Proj.<br>27+77 | +0.3 | 192.8 |
| 27+45                 | +0.1 | 192.5 |
| 27+00                 |      | 192.4 |
| 26+76                 | +0.2 | 192.4 |
| 26+50                 |      | 192.2 |
| 26+00                 |      | 191.6 |
| 25+45                 | +0.2 | 191.1 |
| 25+00                 |      | 190.9 |
| 24+86                 | 0.0  | 190.9 |

New Gravel Road Surface  
 4" 6" Crushed Rock Underneath gravel.

| Lt.               |                   |                   | Rt.               | Rt.               |                  |   |
|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|---|
| $\frac{0.0}{33}$  | $\frac{+1.0}{16}$ | 0.0               | $\frac{-0.1}{14}$ | $\frac{-0.1}{33}$ |                  |   |
| $\frac{-0.0}{33}$ | $\frac{+1.3}{27}$ | $\frac{+0.3}{14}$ | 0.0               | $\frac{-0.6}{5}$  | $\frac{-1.8}{9}$ | $\frac{-5.6}{15}$ $\frac{-7.1}{18}$ $\frac{-8.1}{25}$ $\frac{-9.1}{33}$ |

|                  |                   |     |                   |                   |                   |
|------------------|-------------------|-----|-------------------|-------------------|-------------------|
| $\frac{0.0}{33}$ | $\frac{-0.2}{23}$ | 0.0 | $\frac{-0.7}{10}$ | $\frac{-0.1}{24}$ | $\frac{-9.8}{33}$ |
|------------------|-------------------|-----|-------------------|-------------------|-------------------|

|                   |                  |     |                   |                   |
|-------------------|------------------|-----|-------------------|-------------------|
| $\frac{+0.2}{33}$ | $\frac{0.0}{20}$ | 0.0 | $\frac{-0.6}{12}$ | $\frac{-3.0}{33}$ |
|-------------------|------------------|-----|-------------------|-------------------|

|                   |                   |                   |     |                   |                   |
|-------------------|-------------------|-------------------|-----|-------------------|-------------------|
| $\frac{-0.2}{33}$ | $\frac{-0.2}{24}$ | $\frac{+0.2}{18}$ | 0.0 | $\frac{-0.8}{18}$ | $\frac{-1.0}{33}$ |
|-------------------|-------------------|-------------------|-----|-------------------|-------------------|

R.R. See Level/Notes

|                   |                  |     |                 |                   |                   |
|-------------------|------------------|-----|-----------------|-------------------|-------------------|
| $\frac{-0.3}{33}$ | $\frac{0.0}{18}$ | 0.0 | $\frac{0.0}{6}$ | $\frac{-0.9}{18}$ | $\frac{-1.2}{33}$ |
|-------------------|------------------|-----|-----------------|-------------------|-------------------|

|                   |                   |                  |     |                   |                   |                   |                   |
|-------------------|-------------------|------------------|-----|-------------------|-------------------|-------------------|-------------------|
| $\frac{+0.3}{33}$ | $\frac{-0.3}{20}$ | $\frac{0.0}{10}$ | 0.0 | $\frac{-0.2}{10}$ | $\frac{-0.1}{18}$ | $\frac{-4.7}{29}$ | $\frac{-4.7}{33}$ |
|-------------------|-------------------|------------------|-----|-------------------|-------------------|-------------------|-------------------|

|                   |                   |                  |     |                   |                   |                   |                   |
|-------------------|-------------------|------------------|-----|-------------------|-------------------|-------------------|-------------------|
| $\frac{+0.2}{33}$ | $\frac{-0.2}{24}$ | $\frac{0.0}{10}$ | 0.0 | $\frac{-0.4}{10}$ | $\frac{-0.6}{14}$ | $\frac{-4.7}{24}$ | $\frac{-5.3}{33}$ |
|-------------------|-------------------|------------------|-----|-------------------|-------------------|-------------------|-------------------|

|  |                     |                   |     |                   |                   |                   |                   |
|--|---------------------|-------------------|-----|-------------------|-------------------|-------------------|-------------------|
| $\left(\frac{+0.2}{33} \frac{+0.2}{24.5}\right)$ | $\frac{-0.4}{24.5}$ | $\frac{-0.1}{10}$ | 0.0 | $\frac{-0.4}{10}$ | $\frac{-0.5}{15}$ | $\frac{-4.7}{28}$ | $\frac{-5.7}{33}$ |
|--|---------------------|-------------------|-----|-------------------|-------------------|-------------------|-------------------|

End Curve  
Walk

|  |                     |                   |     |                   |                   |                   |                   |
|--|---------------------|-------------------|-----|-------------------|-------------------|-------------------|-------------------|
| $\left(\frac{+0.1}{33} \frac{+0.1}{24.5}\right)$ | $\frac{-0.4}{24.5}$ | $\frac{-0.2}{10}$ | 0.0 | $\frac{-0.3}{10}$ | $\frac{-0.4}{15}$ | $\frac{-2.7}{25}$ | $\frac{-3.9}{33}$ |
|--|---------------------|-------------------|-----|-------------------|-------------------|-------------------|-------------------|

|  |                     |                   |     |                   |                   |                   |                   |
|--|---------------------|-------------------|-----|-------------------|-------------------|-------------------|-------------------|
| $\left(\frac{+0.1}{33} \frac{+0.1}{24.5}\right)$ | $\frac{-0.3}{24.5}$ | $\frac{-0.1}{10}$ | 0.0 | $\frac{-0.3}{10}$ | $\frac{-1.2}{19}$ | $\frac{-2.7}{25}$ | $\frac{-2.8}{33}$ |
|--|---------------------|-------------------|-----|-------------------|-------------------|-------------------|-------------------|

|  |                     |                  |     |                   |                   |                   |
|--|---------------------|------------------|-----|-------------------|-------------------|-------------------|
| $\left(\frac{+0.2}{33} \frac{+0.1}{24.5}\right)$ | $\frac{-0.4}{24.5}$ | $\frac{0.0}{10}$ | 0.0 | $\frac{-0.2}{10}$ | $\frac{-2.4}{28}$ | $\frac{-2.8}{33}$ |
|--|---------------------|------------------|-----|-------------------|-------------------|-------------------|

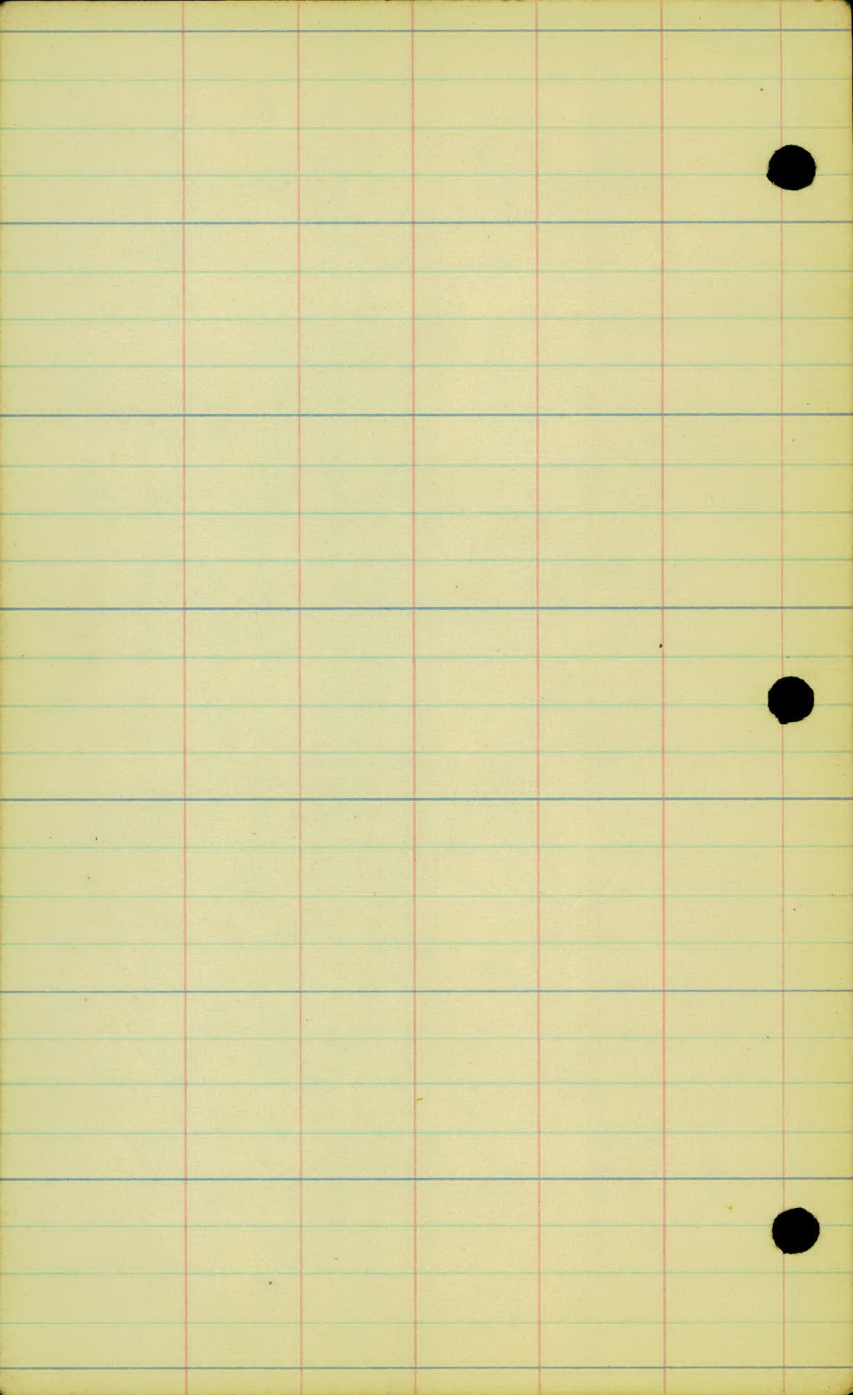
Top Walk to curb.  
By curb

|  |                     |                  |     |                   |                   |                   |                   |
|--|---------------------|------------------|-----|-------------------|-------------------|-------------------|-------------------|
| $\left(\frac{-0.5}{33} \frac{-0.1}{24.5}\right)$ | $\frac{-0.6}{24.5}$ | $\frac{0.0}{10}$ | 0.0 | $\frac{-0.4}{10}$ | $\frac{-0.5}{16}$ | $\frac{-3.0}{30}$ | $\frac{-3.6}{33}$ |
|--|---------------------|------------------|-----|-------------------|-------------------|-------------------|-------------------|

Top Walk to curb.

|  |                     |                   |     |                   |                   |                   |
|--|---------------------|-------------------|-----|-------------------|-------------------|-------------------|
| $\left(\frac{-0.5}{33} \frac{-0.6}{24.5}\right)$ | $\frac{-1.1}{24.5}$ | $\frac{-0.2}{10}$ | 0.0 | $\frac{-0.6}{10}$ | $\frac{-0.6}{19}$ | $\frac{-3.8}{33}$ |
|--|---------------------|-------------------|-----|-------------------|-------------------|-------------------|

End Curve



Drainage

Proj 25-53

Station. Present Culy. Recombd Culy.

24+88 C.B. 24' Lt. New frame & Cover  
" 18" x 18" Brick.  
Cover 12' x 15" (Iron Grate)  
10" Vit Tile

21+80 C.B. 26' Lt. New frame & Cover  
" 2'-6" dia. Brick.  
Cover 18' x 24" (Iron Grate)

22+25 C.B. 33.5 Rt. New frame & Cover  
" 2'-6" dia. Brick  
Cover 15" x 20" (Iron Grate)

22+57 End of 10" Vit. 27' Rt. OK.

16+75 24" x 69' } C.M.  
                  } Vit Remove  
Ext. 38' Lt. & 31' Rt. 24" Conc. at Elev. 181.3

W.H.C. }  
Eck. } sept 6, 1924  
Galin }  
Franke }

Top Grate Elev. 189.6  
Bot C.B. " 187.4  
Drains Rt.

See Art. Topog

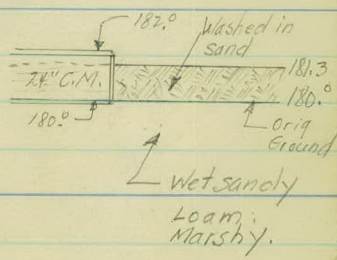
Top Grate Elev. 189.0  
Bot C.B. " 186.0  
Drains North

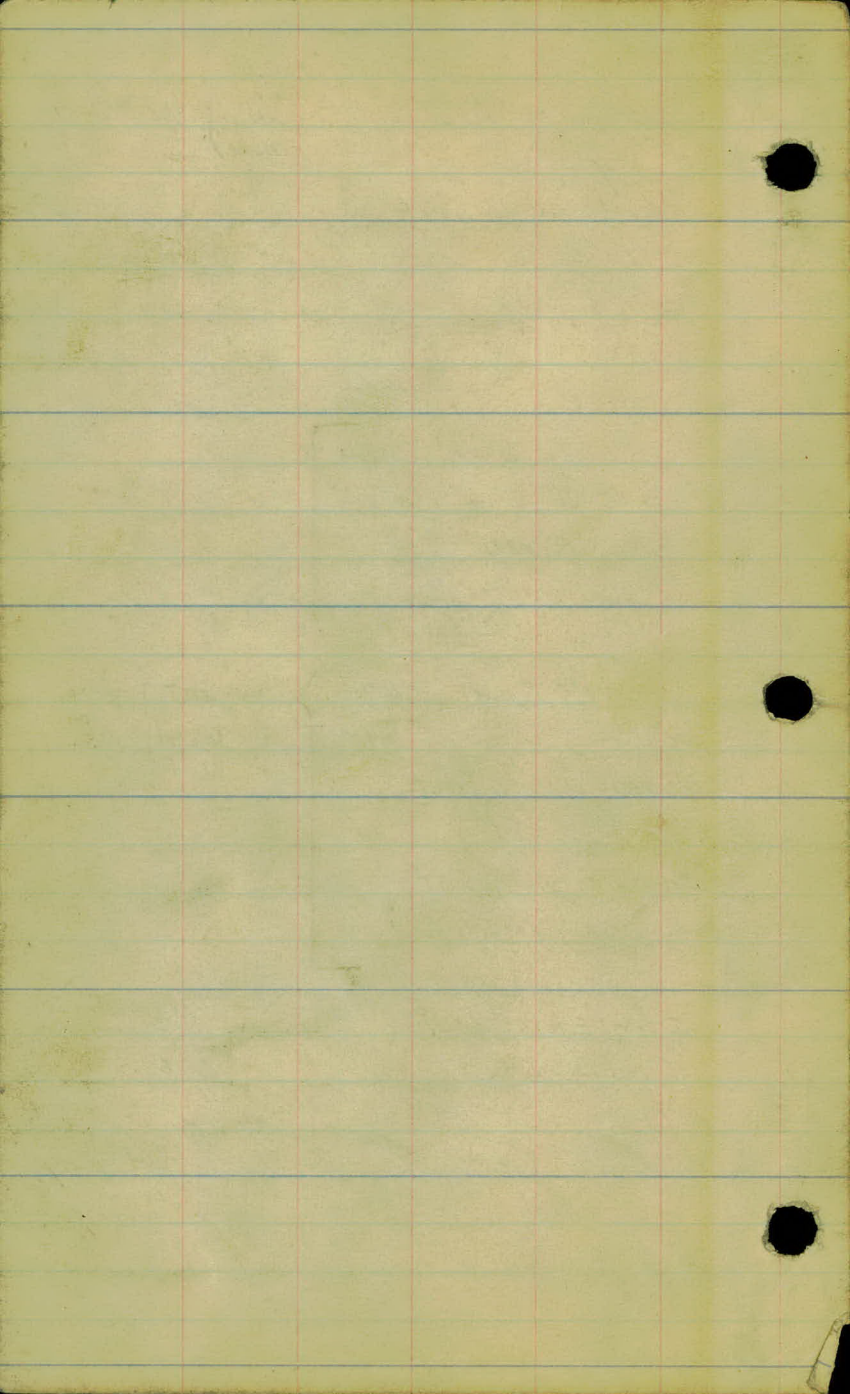
Top Grate Elev. 187.7  
Bot C.B. " 184.2  
Drains Northeast

See Art. Topog  
for locations.

Inv. Elev. 180.4  
Drains Northeast.

Inv. Elev. 180.0  
Drains Lt.





02475