

PLANS SURVEY
COUNTY ROAD "F"

From S.T.H.N°1

To Bellaire Ave.

CO. PROJ. N° 25-57

ROAD ½ N° 56

of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed

3/14/25

File No.

1

~ PROJECT 25-57 ~

COUNTY ROAD "F"

From Trunk Highway No. 1 to Bellaire Ave.

| | |
|----------------------------|----------------------------|
| | Transit Notes - 3 pages |
| | Topography " - 13 pages |
| O. R. Van Krevelen - T | Cross-section " - 11 pages |
| A. L. Pearson - Headchain | Check levels - 1 page |
| A. M. McIntyre - Rearchain | Cross Culverts - 1 page |
| M. Galvin - Stake-artist | |

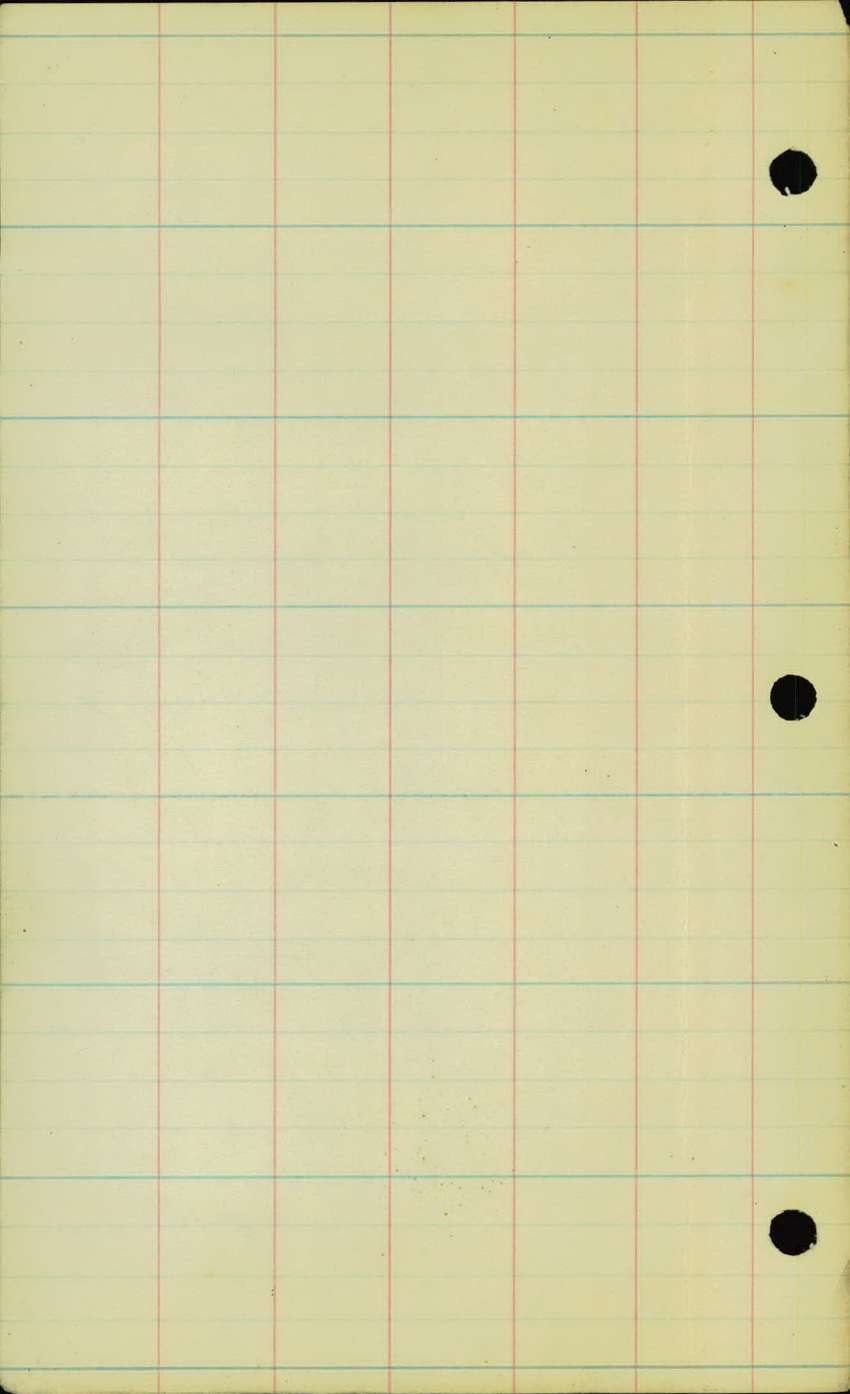
Begun March 9 - 1925

Complete March 13 - 1925

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

Date Filed 3-14-25

File No. 1





| STATION | POINT | ANG. LT. | ANG. RT. | CALC. BRG. | DBL. ANG. |
|---------|-------|----------|----------|------------|-----------|
|---------|-------|----------|----------|------------|-----------|

| | | | | | |
|---------|--------|--|--|--|--|
| 20+00.0 | P.O.T. | | | | |
|---------|--------|--|--|--|--|

| | | | | | |
|--------|--------|--|--|--|--|
| 7+26.2 | P.O.T. | | | | |
|--------|--------|--|--|--|--|

EAST ✓

| | | | | | |
|--------|--------|----------------------|--|--|--|
| 0+00.0 | P.O.T. | BEGINNING OF PROJECT | | | |
|--------|--------|----------------------|--|--|--|

March 9-1925 - Rained all day.

O.R. Van Krevelen - T

A.L. Pearson - H.C.

A.M. McIntyre - R.C.

M. Galvin - S.A.

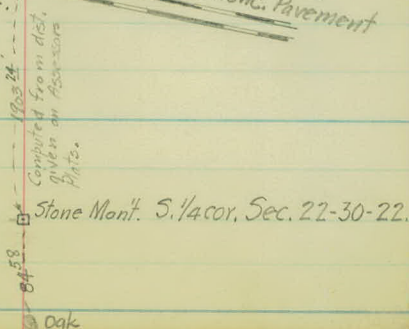
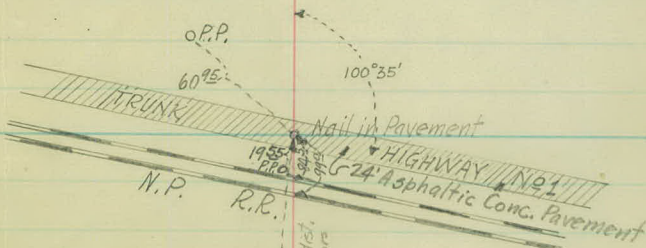
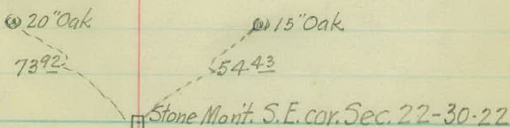
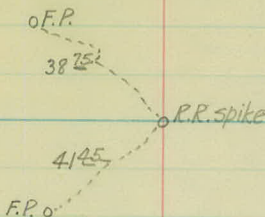
March 10-1925

Cold & Very windy.

Not working in P.M.

March 11-1925

Cold & windy.



STATION POINT ANG. LT. ANG. RT. CALC. BEG. DBL. ANG.

66+70.0 P.O.T.

N. 89° 20' E.

60+00.4 P.I. 00° 35'

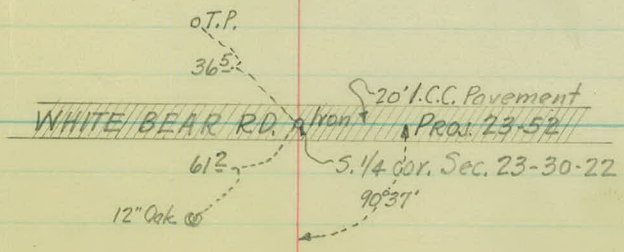
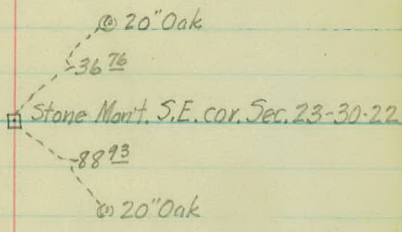
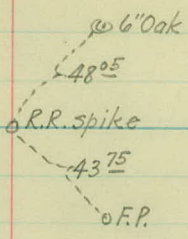
X 01° 10'

N. 89° 55' E.

33+55.15 P.I. 00° 05'

X 00° 10'

EAST

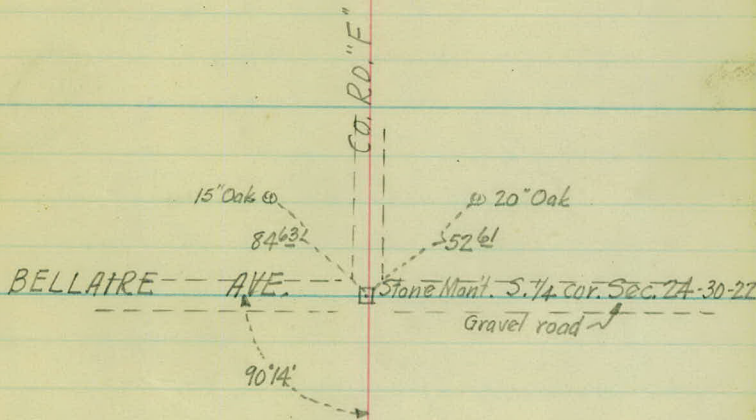


| STATION | POINT | ANG. LT. | ANG. RT. | CALC. BRG. | DBL. ANG. |
|---------|-------|----------|----------|------------|-----------|
|---------|-------|----------|----------|------------|-----------|

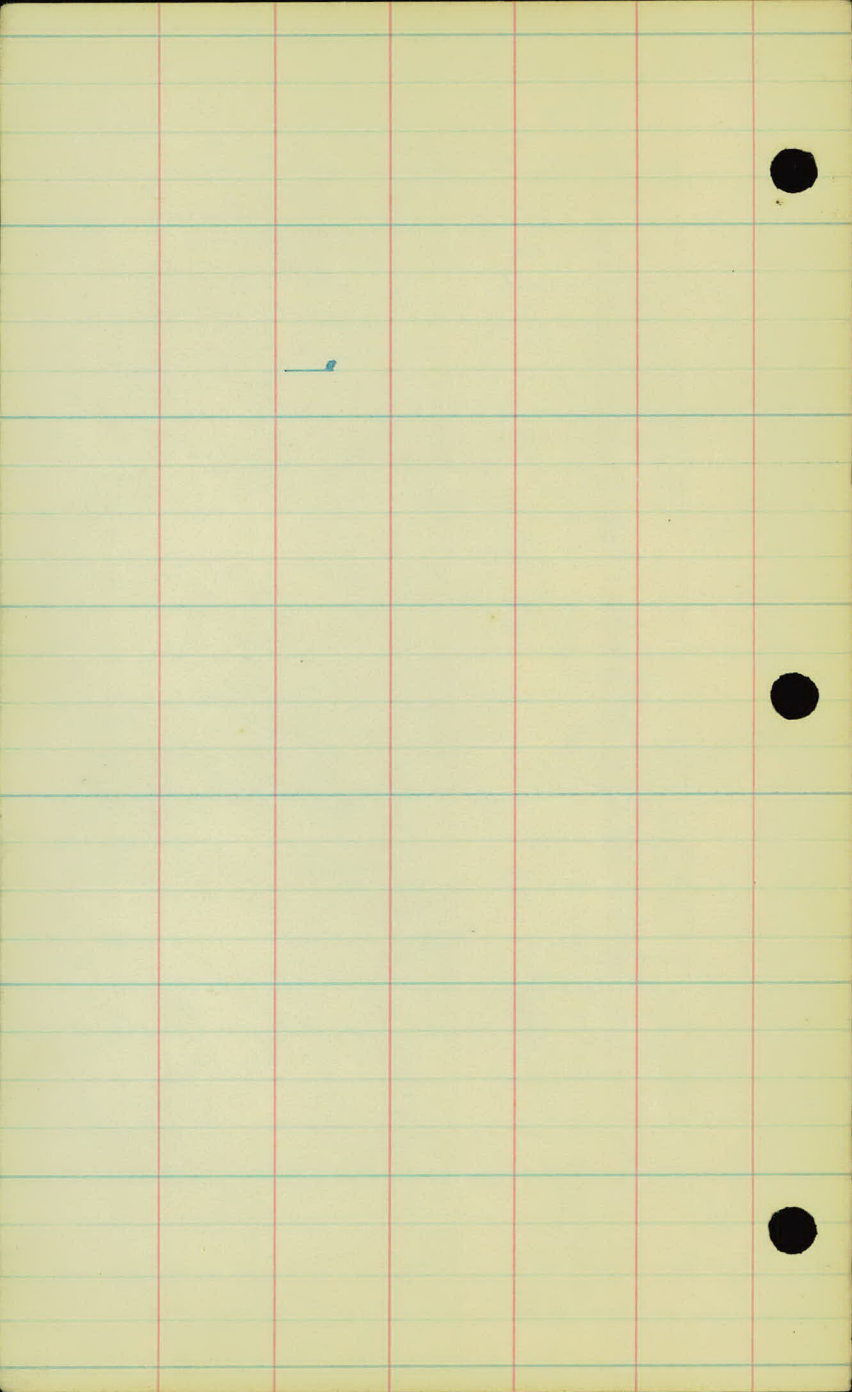
| | | | | | |
|---------|--------|--|----------------|--|--|
| 86+39.2 | P.O.T. | | END OF PROJECT | | |
|---------|--------|--|----------------|--|--|

| | | | | | |
|----------|--------|--|--|--|--|
| 74+69.75 | P.O.T. | | | | |
|----------|--------|--|--|--|--|

N. 89° 20' E. ↑



No ties available R.R. spike



PROJECT 25-57

COUNTY ROAD "F"

From T.H.#1 to Bellaire Ave.

TOPOGRAPHY

Road

Lt.

Rt.

4

3

2

1

0

± within old road bed limits

-4-

+87-P.P. 29'

Low spot

27'

Orchard

①

+40

O.R. Van Kovelon-Rec.
A.L. Pearson
A.M. McIntyre } Chain
M. Galvin

March 12-1925.

Cold & Windy.

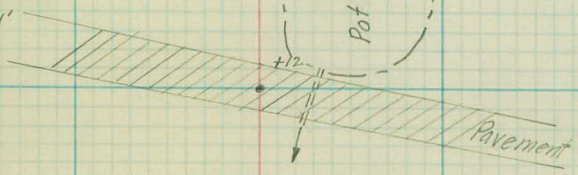
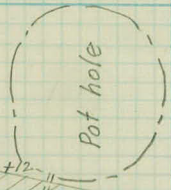
+40-P.P. 29'

Cultivated

Cultivated

+97-P.P. 30'

+35-P.P. 31'



Pavement

Road

Lt. Rt.

11

10

9

8

7

6

5

± within old road bed limits

+51-T.P.16'

+36-10" X 26' C.M.

F.33'

F.33'

+04-T.P.16'

Pasture

Cultivated

+28-6" Tree 19'
+20-6" Tree 25'

F.33'
+93-10" Tree 24'

Brush

+43-T.P.16'
+37-18" Tree 24'

F.33'

Brush

Farmyard

+41-P.P.21'

+17-5 Mail boxes 11'
+12-T.P.19'

ROAD +22

+91-F.C.35'

+90-F.C.33'

+53-ROAD

+36-T.P.21'-P.P.28'

Brush

F.22'

Low spot

Water now standing

Orchard

+09-F.C.24'

Road

Lt.

Rt.

18

17

16

15

14

13

12

& within old road bed limits

-18-

+43-4" Tree 28'

+04-2" Tree, 28'
F. 33'

+51-4" Tree 28'

+18-2" Tree 28'
F. 33'

+79-2" Tree 28'

+57-Mail box 17'

+37-2" Tree 29'

F. 33'
+97-2" Tree 29'

+56-4" Tree 29'

+14-6" Tree 29'
F. 33'

+73-6" Tree 29'

F. 33'

+48-4" Tree 29'

F. 33'

+66-4" Tree 29'

F. 33'

Cultivated

+85-6" Tree 21'

(3)

+09-T.P. 15'
+02-4" Tree 21'

+51-2" Tree 23'

Waste land

F.E. +60

+49-T.P. 16'

Cultivated

+21-6" Tree 20'

+81-T.P. 16'

+38-6" Tree 20'

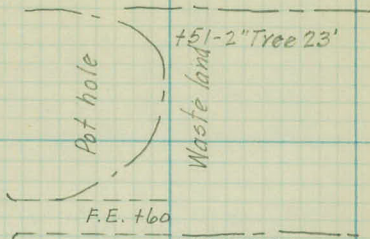
+96-6" Tree 20'

+55-4" Tree 20'

+23-T.P. 16'

+72-2" Tree 19'

Pasture



Road

LT.

RT.

25

24

23

22

21

20

19

⊕ within old road bed limits

-25-

(4)

+70-2" Tree 26'

+63-6" Tree 23'

F. 31'

+21-2" Tree 23'

+81-T.P. 16'
+81-6" Tree 23'

+04-2" Tree 26'
F. 33'

F. 33'

Cultivated

Cultivated

+17-T.P. 15'
+14-2" Tree 23'

F. 33'

+54-T.P. 15'

F. 33'

+08-4" Tree 21'

+74-4" Tree 28'

+34-F.C. 33' x
+34-6" Tree 24'

+33-Iron sign 19'

F. 33'

HIGHLAND AVE. +00
10" X 30" C.M.
Cond. good.

+69-T.P. 16'
+08-4" Tree 21'

Pasture

F. 33'

Road

Lt.

Rt.

32

31

30

29

28

27

26

4 within old road bed limits

-32-

(5)

+76-2" Tree 25'

x

+69-10" Tree 24'

+35-2" Tree 25'

x

+29-5" Tree 24'

F. 27'

+94-2" Tree 25'

x

+41- T.P. 17'

+12-6" Tree 25'
F. 28'

+03-8" Tree 25'

+70-6" Tree 25'

x

+27-5" Tree 25'

F. 28'

Cultivated

x

Cultivated

+78-6" Tree 25'
+75- T.P. 17'

+36-6" Tree 25'

+00-3" Tree 26' F. 29'

x

+58-6" Tree 25'

+54-6" Tree 25'

F. 29'

x

+10- T.P. 17'

+76-3" Tree 26'

+71-8" Tree 23'

+56-3" Tree 26'

x

+29-2" Tree 24'

F. 30'

+89-5" Tree 24'

+48-10" Tree 24'
+45- T.P. 16'

x

F. 30'

Road

Lt.

Rt.

39

38

37

36

35

34

33

& within old road bed limits

F. 26'

F. 26'

F. 26'

F. 26'

F. 26'

Cultivated

+89 - Begin row of trees about 50' apart - 23' from ϕ

+16 - Begin row of trees about 60' apart - 24' from ϕ

Cultivated

+75-T.P. 4'

+25-P.P. 18'

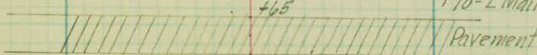
+92-T.P. 6'

+55-P.P. 18'

+84-P.P. 17'

+87-F.C. 26'
+79-T.P. 29'

+79-15" X 30' C.M. - Cond' good.
+70-2 Mail boxes 21'



+20-F.C. 27'

+27-24" Tree 17'
+27-Light pole 17'
+11-T.P. 17'

Road

Lt.

Rt.

46

45

44

43

42

41

40

± within old road bed limits

-46-

+50-F.C. 27'

F. 27'

F. 26'

F. 26'

F. 26'

F. 26'

F. 26'

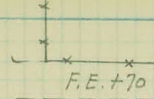
F. 26'

Cultivated

+50-End row of trees about 50' apart - 23' from Φ

+39-End row of trees about 60' apart - 24' from Φ

Cultivated



+79-F.C. 31' - T.P. 7'

(7)

+22-P.P. 20'

+21-T.P. 6'

+68-P.P. 19'

+69-T.P. 5'

+06-P.P. 18'

+10-T.P. 5'

+43-P.P. 18'

+32

Farmyard

F.E. +85

Garden

+60-T.P. 5'

F.E. +18

Road

LT.

RT.

53

52

51

50

49

48

47

Narrow trail

± within old road bed limits X

Meadow

+44-F.C.15'

+34-F.E

F.15'

F.31'

Cultivated

F.16'

F.31'

Meadow

F.16'

+92-F.C.31'

F.E.+78

+66-F.C.31'

+45-F.C.28'+16'

F.28'

+93-T.P.7'

+48-R.P.31'

Cultivated

F.27'

F.31'

Meadow

+42-T.P.7'

F.27'

F.31'

+80-P.P.25'

F.27'

+10-30" Tree 21'

Road

LT.

RT.

60

10'

59

10'

58

2'

57

Narrow trail

56

55

54

+02-F.C. 2'

Brush 8' wide
on E.

Lane

Cultivated

+15-F. 19'
+02-F.C. 33'

Cultivated

F. 33'

Timbered Pasture

+42-20" Tree 18'
+28-2-10" Trees 26'
F. 32'
+85-12" Tree 18'
+81-12" Tree 17'
+50-2-24" Trees 21'

F. 32'

+86-3-20" Trees 22'
+64-8" Tree 18'

+31-F.C. 10'

F. 32'

Meadow

+53-F.C. 32'
+53-20" Tree 20'

F. 12'

F. 31'

Meadow

F. 15'

F. 31'

Road

LT.

RT.

67

14'

66

15'

65

17'

64

18'

63

18'

62

16'

61

14'

Narrow trail

Road

LT.

RT.

74

6'

73

10'

72

13'

71

Narrow trail

13'

70

13'

69

15'

68

15'

Cultivated

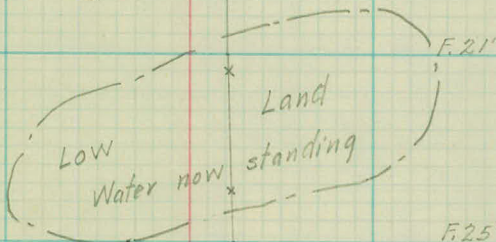
Cultivated

+30-Brush line

+38-12" Tree 20'
+21-F.C. 20'

Cultivated

Pasture



F. 25'
+93-12" Tree 25'

Cultivated

Pasture

+25-16" Tree 27'

F. 27'

+88-12" Tree 27'
+72-12" Tree 27'

+70-End of brush on 8' wide

F. 24'
+97-10" Tree 24'

F. 28'

Road

Lt.

Rt.

81

80

79

78

77

76

75

Narrow trail

3'

Cultivated

Brush

Cultivated

Road

Lt.

Rt.

86

85

84

83

82

Narrow trail

CO. RD. "F."

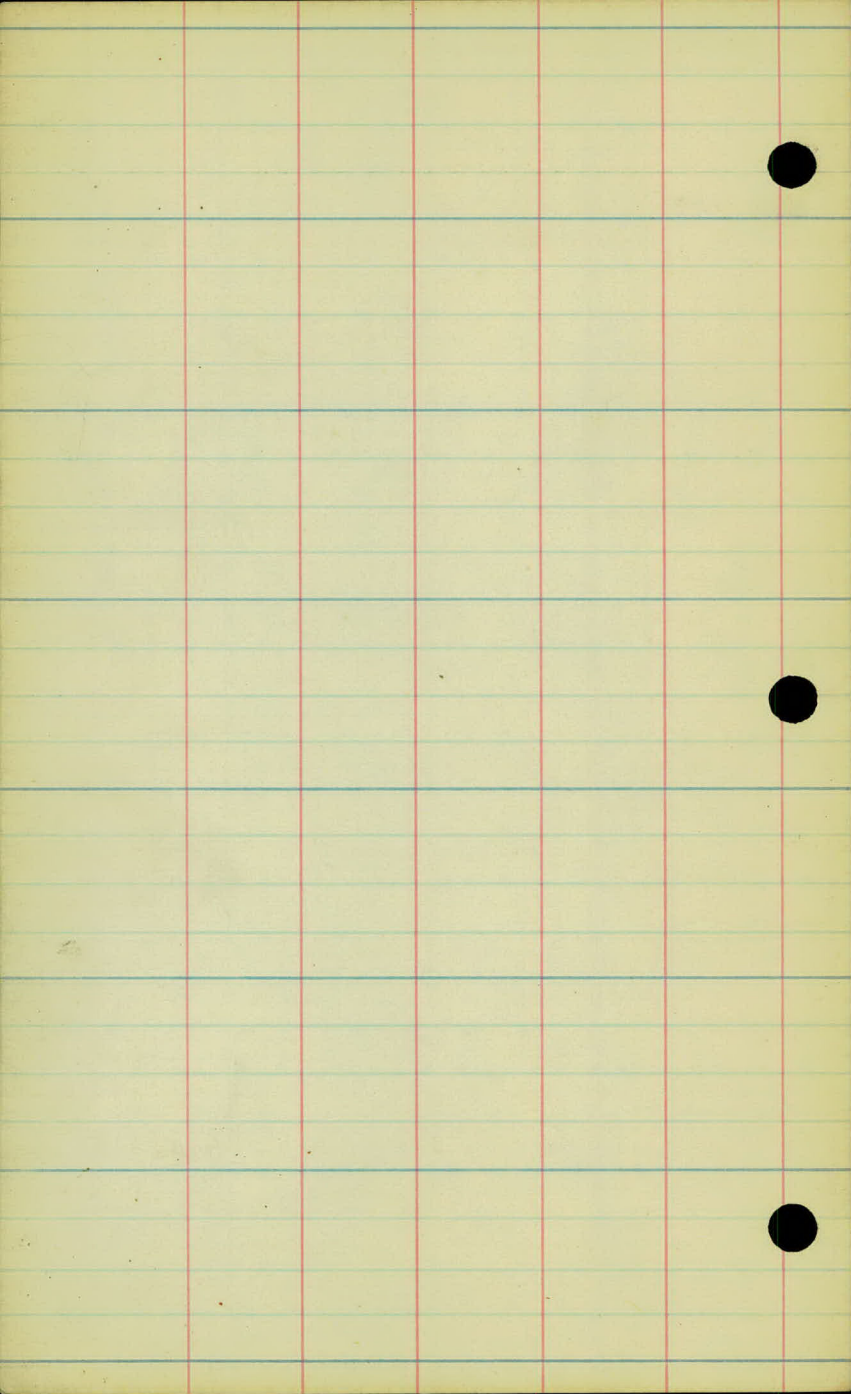
BELLAIRE
+20 - Iron Gd. sign 17'

+39.2' ± AVE. Gmrel road.

Cultivated



Cultivated



PROJECT 25-57

CROSS-SECTIONS

| STATION | B.S. | H.I. | F.S. | ROD | ELEV. |
|-------------------------------|------|------------------|------|------|----------|
| B.M. | 3.16 | 934.32 ✓ | | | 931.16 |
| B.M. | 7.56 | 937.36 ✓ | 4.52 | | 929.80 ✓ |
| 0+00 | | £ of pavement | | 7.82 | 929.54. |
| +12 | | edge of pavement | | 7.95 | 29.41. |
| +24 | | | | 8.5 | 28.9. |
| SANDY LOAM FOR ENTIRE PROJECT | | | | | |
| 1 | | | | 7.2 | 30.2. |
| +40 | | | | 5.4 | 32.0. |
| 2 | | | | 3.2 | 34.2. |
| +50 | | | | 4.7 | 32.7. |
| 3 | | | | 6.7 | 30.7. |
| T.P. | 5.25 | 934.71 ✓ | 7.90 | | 929.46 ✓ |
| +50 | | | | 4.9 | 29.8. |
| 4 | | | | 4.9 | 29.8. |
| +50 | | | | 6.2 | 28.5. |
| 5 | | CK. O.R.V.K. | | 7.2 | 927.5. |

-0+00-

March 12-1925

Cold & Windy

O.R. Van Krevelen - Rec. ①

A.L. Pearson - T

A.M. McIntyre - Rod

M. Galvin - C.

Lake Improvement B.M. #13-Sp. in T.P. on east side of T.H. #1 at intersection of old T.H. #1 R.R. spike in P.P. - 1' Lt. of Sta. (0-23) and north of Co. Rd. "F"

$\frac{8.08}{200}$ $\frac{8.05}{100}$ 7.82 $\frac{7.06}{100}$ $\frac{5.95}{200}$

$\frac{8.0}{33}$ 7.95 $\frac{7.7}{33}$

$\frac{8.9}{33}$ $\frac{8.9}{26}$ 8.5 $\frac{8.2}{8}$ $\frac{10.0}{17}$ $\frac{11.4}{21}$ $\frac{12.6}{33}$

$\frac{6.4}{33}$ $\frac{7.0}{12}$ $\frac{7.3}{11}$ 7.2 $\frac{7.3}{8}$ $\frac{9.1}{14}$ $\frac{9.9}{28}$ $\frac{11.0}{33}$

$\frac{3.7}{33}$ $\frac{3.6}{19}$ $\frac{5.6}{10}$ 5.4 $\frac{5.4}{8}$ $\frac{6.6}{13}$ $\frac{2.7}{33}$

$\frac{2.0}{33}$ $\frac{1.3}{19}$ $\frac{3.8}{9}$ 3.2 $\frac{3.0}{10}$ $\frac{1.0}{14}$ $\frac{1.4}{33}$

$\frac{5.8}{33}$ $\frac{4.8}{16}$ $\frac{5.1}{9}$ 4.7 $\frac{4.7}{9}$ $\frac{3.4}{13}$ $\frac{2.0}{33}$

$\frac{10.7}{33}$ $\frac{9.7}{23}$ $\frac{7.1}{10}$ 6.7 $\frac{7.3}{16}$ $\frac{6.2}{33}$

$\frac{7.0}{33}$ $\frac{6.7}{21}$ $\frac{5.2}{10}$ 4.9 $\frac{4.6}{22}$ $\frac{4.0}{33}$

$\frac{5.9}{33}$ $\frac{5.2}{17}$ $\frac{5.5}{9}$ 4.9 $\frac{5.4}{11}$ $\frac{3.6}{15}$ $\frac{3.4}{33}$

$\frac{9.2}{33}$ $\frac{8.2}{16}$ $\frac{6.7}{9}$ 6.2 $\frac{6.0}{12}$ $\frac{3.9}{33}$

$\frac{10.7}{33}$ $\frac{10.1}{18}$ $\frac{7.6}{10}$ 7.2 $\frac{7.3}{12}$ $\frac{6.5}{14}$ $\frac{4.0}{33}$

| STATION | B.S. | H.I. | F.S. | ROD | ELEV. |
|---------|------|----------------------|------|------|----------|
| 6 | | 934.71 | | 7.3 | 927.4 |
| +45 | | | | 7.4 | 27.3 |
| 7 | | | | 7.3 | 27.4 |
| +22 | | ♀ of road on R. | | 6.4 | 28.3 |
| B.M. | | | | 3.54 | 931.17 |
| T.P. | 6.21 | 934.35 ✓ | 6.57 | | 928.14 ✓ |
| +50 | | | | 5.5 | 28.9 |
| 8 | | | | 4.8 | 29.6 |
| 9 | | | | 6.2 | 28.2 |
| 10 | | | | 8.0 | 26.4 |
| 11 | | | | 8.6 | 25.8 |
| +36 | | Culv. 10" X 26" C.M. | | | |
| 12 | | | | 8.1 | 26.3 |
| T.P. | 9.29 | 935.53 ✓ | 8.11 | | 926.24 ✓ |
| +60 | | | | 8.1 | 27.4 |
| 13 | | Ch. O.R.K.K. | | 7.0 | 928.5 |

| | | | | | | |
|-------------------|------------------|-----------------|-----|------------------|------------------|------------------|
| $\frac{10.7}{33}$ | $\frac{9.5}{15}$ | $\frac{7.8}{9}$ | 7.3 | $\frac{7.3}{12}$ | $\frac{6.5}{15}$ | $\frac{5.0}{33}$ |
|-------------------|------------------|-----------------|-----|------------------|------------------|------------------|

| | | | | |
|------------------|-----|------------------|------------------|------------------|
| $\frac{7.6}{33}$ | 7.4 | $\frac{7.2}{14}$ | $\frac{5.7}{23}$ | $\frac{4.2}{33}$ |
|------------------|-----|------------------|------------------|------------------|

| | | | |
|------------------|------------------|-----|------------------|
| $\frac{6.4}{33}$ | $\frac{7.6}{15}$ | 7.3 | $\frac{7.1}{33}$ |
|------------------|------------------|-----|------------------|

| | |
|-----|-------------------|
| 6.4 | $\frac{2.1}{100}$ |
|-----|-------------------|

R.R. spike in 8" Oak - 50' Rt. - Sta. 7+67

| | | | | | | |
|------------------|------------------|------------------|-----|------------------|------------------|------------------|
| $\frac{3.8}{33}$ | $\frac{4.1}{17}$ | $\frac{6.0}{13}$ | 5.5 | $\frac{5.6}{15}$ | $\frac{4.1}{17}$ | $\frac{4.2}{33}$ |
|------------------|------------------|------------------|-----|------------------|------------------|------------------|

| | | | | | | |
|------------------|------------------|------------------|-----|------------------|------------------|------------------|
| $\frac{4.2}{33}$ | $\frac{3.9}{18}$ | $\frac{5.4}{14}$ | 4.8 | $\frac{5.1}{14}$ | $\frac{4.0}{16}$ | $\frac{4.1}{33}$ |
|------------------|------------------|------------------|-----|------------------|------------------|------------------|

| | | | | | | |
|------------------|------------------|------------------|-----|------------------|------------------|------------------|
| $\frac{7.4}{33}$ | $\frac{6.4}{16}$ | $\frac{7.0}{13}$ | 6.2 | $\frac{6.6}{16}$ | $\frac{5.8}{17}$ | $\frac{5.6}{33}$ |
|------------------|------------------|------------------|-----|------------------|------------------|------------------|

| | | | | | |
|------------------|------------------|-----|-----------------|------------------|------------------|
| $\frac{9.0}{33}$ | $\frac{9.0}{14}$ | 8.0 | $\frac{8.6}{8}$ | $\frac{7.7}{22}$ | $\frac{9.7}{33}$ |
|------------------|------------------|-----|-----------------|------------------|------------------|

| | | | | | | | |
|-------------------|-------------------|------------------|-----|------------------|-------------------|------------------|------------------|
| $\frac{10.3}{33}$ | $\frac{10.3}{14}$ | $\frac{9.0}{10}$ | 8.6 | $\frac{9.1}{10}$ | $\frac{10.4}{14}$ | $\frac{9.6}{25}$ | $\frac{9.8}{33}$ |
|-------------------|-------------------|------------------|-----|------------------|-------------------|------------------|------------------|

| | | |
|---|---------------------|---------------------|
| ← | $\frac{11.0}{23.4}$ | $\frac{10.9}{23.5}$ |
|---|---------------------|---------------------|

| | | | | | | |
|-------------------|-------------------|------------------|-----|-----------------|-------------------|-------------------|
| $\frac{10.5}{33}$ | $\frac{10.3}{14}$ | $\frac{8.5}{11}$ | 8.1 | $\frac{8.7}{8}$ | $\frac{10.2}{14}$ | $\frac{10.3}{33}$ |
|-------------------|-------------------|------------------|-----|-----------------|-------------------|-------------------|

| | | | | | |
|------------------|------------------|------------------|-----|------------------|------------------|
| $\frac{9.8}{33}$ | $\frac{9.5}{21}$ | $\frac{8.4}{13}$ | 8.1 | $\frac{8.3}{21}$ | $\frac{8.1}{33}$ |
|------------------|------------------|------------------|-----|------------------|------------------|

| | | | | | | |
|------------------|------------------|------------------|-----|------------------|------------------|------------------|
| $\frac{6.6}{33}$ | $\frac{6.0}{20}$ | $\frac{7.8}{17}$ | 7.0 | $\frac{7.1}{14}$ | $\frac{5.2}{17}$ | $\frac{4.5}{33}$ |
|------------------|------------------|------------------|-----|------------------|------------------|------------------|

| STATION | B.S. | H.I. | F.S. | ROD | ELEV. |
|---------|------|-----------------|------|------|----------|
| 13+60 | | 935.53 | | 5.0 | 930.5 |
| 14 | | | | 5.0 | 30.5 |
| +60 | | | | 5.0 | 30.5 |
| 15 | | | | 4.8 | 30.7 |
| +50 | | | | 4.6 | 30.9 |
| 16 | | | | 3.6 | 31.9 |
| +60 | | | | 2.3 | 33.2 |
| 17 | | | | 1.2 | 34.3 |
| T.P. | 8.78 | 943.04 ✓ | 1.27 | | 934.26 ✓ |
| B.M. | | | | 6.86 | 936.18 |
| +70 | | | | 6.4 | 36.6 |
| 18 | | | | 5.0 | 38.0 |
| T.P. | 6.39 | 946.93 ✓ | 2.50 | | 940.54 ✓ |
| +50 | | | | 7.1 | 39.8 |
| 19 | | | | 6.2 | 40.7 |
| +65 | | ck. o. r. v. k. | | 5.0 | 941.9 |

$$\frac{4.3}{33} \quad \frac{4.0}{20} \quad \frac{6.2}{18} \quad 5.0 \quad \frac{5.5}{14} \quad \frac{4.0}{16} \quad \frac{3.2}{27} \quad \frac{3.5}{33}$$

$$\frac{3.6}{33} \quad \frac{3.3}{19} \quad \frac{6.2}{17} \quad 5.0 \quad \frac{5.5}{13} \quad \frac{3.3}{17} \quad \frac{3.0}{33}$$

$$\frac{5.8}{33} \quad \frac{5.0}{19} \quad \frac{6.2}{18} \quad 5.0 \quad \frac{5.4}{13} \quad \frac{4.2}{16} \quad \frac{4.1}{33}$$

$$\frac{6.9}{33} \quad \frac{6.1}{16} \quad \frac{5.1}{12} \quad 4.8 \quad \frac{6.2}{14} \quad \frac{6.3}{33}$$

$$\frac{6.6}{33} \quad \frac{6.0}{15} \quad \frac{4.9}{12} \quad 4.6 \quad \frac{5.3}{18} \quad \frac{4.8}{33}$$

$$\frac{4.6}{33} \quad \frac{4.3}{16} \quad \frac{4.8}{14} \quad \frac{3.9}{11} \quad 3.6 \quad \frac{4.2}{12} \quad \frac{3.2}{16} \quad \frac{2.7}{33}$$

$$\frac{3.0}{33} \quad \frac{3.3}{15} \quad 2.3 \quad \frac{2.7}{8} \quad \frac{3.6}{14} \quad \frac{3.4}{33}$$

$$\frac{3.9}{33} \quad \frac{3.8}{19} \quad \frac{1.7}{13} \quad 1.2 \quad \frac{1.6}{9} \quad \frac{4.6}{17} \quad \frac{4.6}{33}$$

R.R. spike in 15" Oak - 200' Rt. Sta. 17+10

$$\frac{6.5}{33} \quad \frac{6.6}{18} \quad \frac{7.5}{15} \quad 6.4 \quad \frac{7.1}{15} \quad \frac{6.7}{17} \quad \frac{7.1}{33}$$

$$\frac{3.6}{33} \quad \frac{3.6}{18} \quad \frac{5.7}{14} \quad 5.0 \quad \frac{5.7}{12} \quad \frac{4.2}{16} \quad \frac{4.7}{33}$$

$$\frac{3.4}{33} \quad \frac{3.6}{19} \quad \frac{7.9}{12} \quad 7.1 \quad \frac{7.8}{12} \quad \frac{3.9}{17} \quad \frac{4.7}{33}$$

$$\frac{2.5}{33} \quad \frac{2.5}{16} \quad \frac{6.6}{10} \quad 6.2 \quad \frac{6.8}{12} \quad \frac{3.9}{16} \quad \frac{4.6}{33}$$

$$\frac{5.1}{33} \quad \frac{6.1}{14} \quad 5.0 \quad \frac{6.4}{12} \quad \frac{5.7}{19} \quad \frac{5.8}{33}$$

| STATION | B.S. | H.I. | F.S. | ROD | ELEV. |
|---------|------|----------|------|-----|----------|
| 20 | | 946.93 | | 5.0 | 941.9. |
| 21 | | | | 5.2 | 41.7. |
| 22 | | | | 5.6 | 41.3. |
| 23 | | | | 6.6 | 40.3. |
| T.P. | 2.11 | 942.03 ✓ | 7.01 | | 939.92 ✓ |
| 24 | | | | 4.7 | 37.3. |
| 25 | | | | 4.7 | 37.3. |
| 26 | | | | 5.2 | 36.8. |
| 27 | | | | 4.7 | 37.3. |
| 28 | | | | 4.1 | 37.9. |
| T.P. | 2.67 | 940.69 ✓ | 4.01 | | 938.02 ✓ |
| 29 | | | | 2.5 | 38.2. |
| 30 | | | | 7.1 | 33.6. |
| +40 | | | | 8.5 | 32.2. |
| 31 | | | | 8.6 | 932.1. |

ck. O.R.V.K.

$\frac{6.2}{33}$ $\frac{6.5}{18}$ $\frac{5.8}{15}$ 5.0 $\frac{5.2}{33}$

$\frac{4.7}{33}$ $\frac{5.3}{16}$ $\frac{5.9}{13}$ $\frac{5.5}{8}$ 5.2 $\frac{6.1}{13}$ $\frac{5.6}{17}$ $\frac{5.8}{33}$

$\frac{5.4}{33}$ $\frac{6.0}{15}$ $\frac{6.0}{12}$ 5.6 $\frac{6.3}{11}$ $\frac{5.2}{24}$ $\frac{5.4}{33}$

$\frac{6.9}{33}$ $\frac{7.1}{14}$ $\frac{7.1}{11}$ 6.6 $\frac{7.4}{8}$ $\frac{6.8}{15}$ $\frac{5.9}{25}$ $\frac{6.6}{33}$

$\frac{5.8}{33}$ $\frac{5.7}{12}$ 4.7 $\frac{5.2}{9}$ $\frac{5.2}{16}$ $\frac{4.8}{27}$ $\frac{5.5}{33}$

$\frac{4.8}{33}$ $\frac{4.9}{17}$ $\frac{5.3}{9}$ 4.7 $\frac{5.4}{11}$ $\frac{5.0}{24}$ $\frac{5.5}{33}$

$\frac{5.2}{33}$ $\frac{5.2}{17}$ $\frac{5.5}{12}$ 5.2 $\frac{5.3}{15}$ $\frac{5.5}{33}$

$\frac{5.1}{33}$ $\frac{4.8}{8}$ 4.7 $\frac{5.3}{15}$ $\frac{4.4}{27}$ $\frac{5.0}{33}$

$\frac{4.4}{33}$ $\frac{4.6}{9}$ 4.1 $\frac{4.8}{7}$ $\frac{4.4}{15}$ $\frac{3.7}{28}$ $\frac{4.3}{33}$

$\frac{2.7}{33}$ $\frac{2.7}{18}$ $\frac{3.4}{15}$ 2.5 $\frac{3.3}{10}$ $\frac{3.2}{15}$ $\frac{2.4}{17}$ $\frac{1.9}{33}$

$\frac{6.7}{33}$ $\frac{6.8}{19}$ $\frac{7.6}{15}$ 7.1 $\frac{7.8}{14}$ $\frac{7.0}{16}$ $\frac{6.1}{33}$

$\frac{9.3}{33}$ $\frac{9.5}{13}$ 8.5 $\frac{9.2}{8}$ $\frac{9.3}{25}$ $\frac{8.6}{30}$ $\frac{8.9}{33}$

$\frac{10.0}{33}$ $\frac{9.7}{13}$ $\frac{9.0}{8}$ 8.6 $\frac{9.1}{13}$ $\frac{9.9}{16}$ $\frac{10.0}{25}$ $\frac{9.6}{33}$

| STATION | B.S. | H.I. | F.S. | ROD | ELEV. |
|---------|------|----------------------|------|------|----------|
| 31+40 | | 940.69 | | 6.7 | 934.0 |
| 32 | | | | 3.4 | 37.3 |
| T.P. | 5.88 | 945.88 ✓ | 0.69 | | 940.00 ✓ |
| +50 | | | | 6.4 | 39.5 |
| 33 | | | | 5.4 | 40.5 |
| +25 | | | | 4.8 | 41.1 |
| +35 | | | | 4.7 | 41.2 |
| +45 | | edge of pavement | | 4.80 | 41.08 |
| +55.15 | | ¢ of pavement | | 4.73 | 41.15 |
| +65 | | edge of pavement | | 4.80 | 41.08 |
| +78 | | | | 4.6 | 41.3 |
| +79 | | Culv. 15" X 30' C.M. | | | |
| +85 | | | | 4.7 | 41.2 |
| B.M. | | | | 4.38 | 941.50 |
| 34 | | | | 4.7 | 941.2 |

CR.O.R.V.K.

- 31440 -

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$\frac{6.4}{33}$ $\frac{7.4}{22}$ $\frac{8.1}{21}$ $\frac{8.1}{15}$ $\frac{7.0}{9}$ 6.7 $\frac{7.4}{8}$ $\frac{7.2}{22}$ $\frac{6.4}{28}$ $\frac{6.8}{33}$

$\frac{2.0}{33}$ $\frac{2.4}{26}$ $\frac{3.6}{23}$ $\frac{4.9}{22}$ $\frac{4.7}{15}$ $\frac{3.7}{8}$ 3.4 $\frac{3.7}{13}$ $\frac{2.4}{24}$ $\frac{2.2}{33}$

$\frac{5.4}{33}$ $\frac{5.0}{27}$ $\frac{6.7}{22}$ $\frac{8.2}{20}$ $\frac{8.4}{16}$ $\frac{7.3}{11}$ 6.4 $\frac{7.0}{13}$ $\frac{5.7}{21}$ $\frac{5.5}{33}$

$\frac{4.8}{33}$ $\frac{4.9}{22}$ $\frac{7.5}{18}$ $\frac{7.5}{15}$ $\frac{5.8}{11}$ 5.4 $\frac{5.9}{9}$ $\frac{4.9}{20}$ $\frac{5.2}{33}$

$\frac{4.6}{33}$ $\frac{4.5}{25}$ $\frac{6.5}{21}$ $\frac{6.6}{18}$ $\frac{5.2}{13}$ 4.8 $\frac{5.0}{12}$ $\frac{4.2}{15}$ $\frac{4.5}{33}$

$\frac{6.5}{33}$ $\frac{6.5}{22}$ $\frac{5.0}{18}$ 4.7 $\frac{5.0}{13}$ $\frac{6.4}{17}$ $\frac{6.7}{33}$

$\frac{4.6}{33}$ 4.80 $\frac{4.8}{33}$

$\frac{4.00}{200}$ 4.73 $\frac{5.85}{200}$

$\frac{4.6}{33}$ 4.80 $\frac{4.9}{33}$

$\frac{6.1}{33}$ $\frac{6.1}{19}$ $\frac{5.0}{16}$ 4.6 $\frac{5.2}{10}$ $\frac{6.4}{13}$ $\frac{6.8}{33}$

$\frac{6.7}{39.2}$ $\frac{6.9}{39.0}$ →

$\frac{4.0}{33}$ 4.7 $\frac{4.6}{33}$

R.R. spike in T.P. - 28' Lt. - Sta. 33+80

$\frac{4.1}{33}$ $\frac{4.3}{27}$ $\frac{4.8}{14}$ 4.7 $\frac{5.3}{20}$ $\frac{5.3}{33}$

| STATION | B.S. | H.I. | F.S. | ROD | ELEV. |
|---------|------|----------|------|------|----------|
| 35 | | 945.88 | | 5.1 | 940.8 |
| 36 | | | | 5.4 | 40.5 |
| 37 | | | | 5.3 | 40.6 |
| 38 | | | | 5.0 | 40.9 |
| 39 | | | | 4.0 | 41.9 |
| T.P. | 5.69 | 948.40 ✓ | 3.17 | | 942.71 ✓ |
| 40 | | | | 5.7 | 42.7 |
| 41 | | | | 4.9 | 43.5 |
| B.M. | | | | 5.77 | 942.63 |
| 42 | | | | 4.5 | 43.9 |
| 43 | | | | 4.2 | 44.2 |
| 44 | | | | 3.7 | 44.7 |
| 45 | | | | 3.9 | 44.5 |
| 46 | | | | 4.5 | 43.9 |
| T.P. | 3.62 | 949.35 ✓ | 2.67 | | 945.73 ✓ |
| 47 | | | | 5.8 | 943.6 |

CK. O.R. V.K.

$$\frac{5.3}{33} \quad \frac{5.7}{12} \quad \frac{4.8}{5} \quad 5.1 \quad \frac{6.4}{21} \quad \frac{6.4}{33}$$

$$\frac{5.5}{33} \quad \frac{5.7}{12} \quad \frac{5.2}{4} \quad 5.4 \quad \frac{6.8}{20} \quad \frac{7.0}{33}$$

$$\frac{5.3}{33} \quad \frac{5.7}{15} \quad \frac{5.1}{5} \quad 5.3 \quad \frac{6.8}{19} \quad \frac{6.7}{33}$$

$$\frac{5.4}{33} \quad \frac{4.5}{9} \quad \frac{4.9}{4} \quad 5.0 \quad \frac{6.8}{16} \quad \frac{6.9}{33}$$

$$\frac{3.9}{33} \quad \frac{4.4}{10} \quad \frac{3.9}{4} \quad 4.0 \quad \frac{5.9}{18} \quad \frac{6.0}{33}$$

$$\frac{5.8}{33} \quad \frac{5.8}{12} \quad \frac{5.5}{4} \quad 5.7 \quad \frac{7.0}{19} \quad \frac{7.4}{33}$$

$$\frac{4.9}{33} \quad \frac{5.2}{14} \quad \frac{4.6}{4} \quad 4.9 \quad \frac{5.9}{14} \quad \frac{6.1}{33}$$

On N.W. cor. of bottom conc. step of house - 75 Rt. Sta. 40+88

$$\frac{5.0}{33} \quad \frac{5.0}{12} \quad \frac{4.3}{4} \quad 4.5 \quad \frac{5.3}{7} \quad \frac{5.6}{33}$$

$$\frac{4.8}{33} \quad \frac{4.9}{25} \quad \frac{4.9}{12} \quad \frac{4.1}{3} \quad 4.2 \quad \frac{5.1}{10} \quad \frac{5.2}{33}$$

$$\frac{4.6}{33} \quad \frac{4.7}{11} \quad \frac{3.5}{3} \quad 3.7 \quad \frac{4.3}{6} \quad \frac{4.7}{33}$$

$$\frac{4.6}{33} \quad \frac{4.6}{12} \quad \frac{3.7}{3} \quad 3.9 \quad \frac{4.8}{6} \quad \frac{5.3}{33}$$

$$\frac{4.2}{33} \quad \frac{4.6}{23} \quad \frac{4.7}{11} \quad \frac{4.2}{4} \quad 4.5 \quad \frac{5.5}{8} \quad \frac{5.5}{33}$$

$$\frac{5.3}{33} \quad \frac{5.5}{5} \quad 5.8 \quad \frac{6.1}{18} \quad \frac{5.6}{33}$$

| STATION | B.S. | H.I. | F.S. | ROD | ELEV. |
|---------|------|----------|------|------|----------|
| 48 | | 949.35 | | 5.6 | 943.8- |
| 49 | | | | 5.6 | 43.8. |
| 50 | | | | 5.3 | 44.1. |
| 51 | | | | 4.3 | 45.1. |
| 52 | | | | 4.0 | 45.4. |
| 53 | | | | 3.2 | 46.2. |
| T.P. | 5.09 | 952.33 ✓ | 2.11 | | 947.24 ✓ |
| 54 | | | | 5.7 | 46.6. |
| 55 | | | | 5.5 | 46.8. |
| 56 | | | | 4.2 | 48.1. |
| B.M. | | | | 4.78 | 947.55. |
| 57 | | | | 5.6 | 46.7. |
| 58 | | | | 7.5 | 44.8. |
| 59 | | | | 5.0 | 47.3. |
| 60 | | | | 1.9 | 950.4. |

CK. O.R.V.K.

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(17)

O.R. VanKrevelen - Rec.
H.L. Pearson - T
A.M. McIntyre - Rod
M. Galvin - Chain

March 13-1925

Cold & Windy

$\frac{5.3}{33}$ $\frac{5.3}{7}$ 5.6 $\frac{5.2}{33}$

$\frac{5.4}{33}$ $\frac{5.2}{10}$ 5.6 $\frac{4.7}{33}$

$\frac{4.1}{33}$ $\frac{4.6}{18}$ $\frac{5.1}{16}$ $\frac{4.6}{8}$ 5.3 $\frac{5.3}{8}$ $\frac{5.2}{33}$

$\frac{3.7}{33}$ $\frac{3.9}{4}$ 4.3 $\frac{4.8}{33}$

$\frac{3.6}{33}$ $\frac{3.7}{4}$ 4.0 $\frac{3.9}{33}$

$\frac{3.3}{33}$ 3.2 $\frac{2.7}{33}$

$\frac{6.1}{33}$ $\frac{6.0}{15}$ 5.7 $\frac{5.3}{33}$

$\frac{4.4}{33}$ $\frac{4.7}{12}$ 5.5 $\frac{5.9}{33}$

$\frac{4.2}{33}$ 4.2 $\frac{5.6}{33}$

R.R. spike in 20" Oak - 44' Rt. Sta. 56 + 70

$\frac{4.9}{33}$ 5.6 $\frac{6.3}{17}$ $\frac{5.5}{33}$

$\frac{8.3}{33}$ $\frac{8.3}{17}$ 7.5 $\frac{9.8}{15}$ $\frac{9.8}{33}$

$\frac{5.1}{33}$ 5.0 $\frac{3.7}{33}$

$\frac{2.4}{33}$ 1.9 $\frac{2.2}{33}$

| STATION | B.S. | H.I. | F.S. | ROD | ELEV. |
|---------|-------|----------|-------|------|----------|
| | | 952.33 | | | |
| T.P. | 9.50 | 961.56 ✓ | 0.27 | | 952.06 ✓ |
| 61 | | | | 10.1 | 951.5. |
| 62 | | | | 8.7 | 52.9. |
| 63 | | | | 4.5 | 57.1. |
| 64 | | | | 5.3 | 56.3. |
| 65 | | | | 3.2 | 58.4. |
| T.P. | 12.98 | 972.78 ✓ | 1.76 | | 959.80 ✓ |
| 66 | | | | 10.8 | 62.0. |
| +40 | | | | 9.3 | 63.5. |
| 67 | | | | 9.4 | 63.4. |
| B.M. | | | | 4.36 | 968.42. |
| +50 | | | | 12.0 | 60.8. |
| 68 | | | | 14.3 | 58.5. |
| T.P. | 7.57 | 968.61 ✓ | 11.74 | | 961.04 ✓ |
| +40 | | | | 11.0 | 57.6. |
| 69 | | | | 11.3 | 957.3. |

CL. O.R.V.K.

| | | |
|-------------------|------|-------------------|
| $\frac{10.9}{33}$ | 10.1 | $\frac{10.6}{33}$ |
|-------------------|------|-------------------|

| | | |
|------------------|-----|------------------|
| $\frac{9.8}{33}$ | 8.7 | $\frac{7.7}{33}$ |
|------------------|-----|------------------|

| | | |
|------------------|-----|------------------|
| $\frac{6.2}{33}$ | 4.5 | $\frac{4.9}{33}$ |
|------------------|-----|------------------|

| | | |
|------------------|-----|------------------|
| $\frac{6.3}{33}$ | 5.3 | $\frac{4.9}{33}$ |
|------------------|-----|------------------|

| | | |
|------------------|-----|------------------|
| $\frac{3.4}{33}$ | 3.2 | $\frac{3.1}{33}$ |
|------------------|-----|------------------|

| | | |
|-------------------|------|------------------|
| $\frac{14.0}{33}$ | 10.8 | $\frac{8.0}{33}$ |
|-------------------|------|------------------|

| | | |
|-------------------|-----|------------------|
| $\frac{13.0}{33}$ | 9.3 | $\frac{6.2}{33}$ |
|-------------------|-----|------------------|

| | | | | |
|-------------------|-----|------------------|------------------|------------------|
| $\frac{13.7}{33}$ | 9.4 | $\frac{8.1}{21}$ | $\frac{6.9}{23}$ | $\frac{5.7}{33}$ |
|-------------------|-----|------------------|------------------|------------------|

R.R. spike in 6" Oak - 37' Rt. Sta. 67+00

| | | | | |
|-------------------|------|------------------|------------------|------------------|
| $\frac{14.8}{33}$ | 12.0 | $\frac{9.9}{20}$ | $\frac{6.7}{25}$ | $\frac{5.0}{33}$ |
|-------------------|------|------------------|------------------|------------------|

| | | | | |
|-------------------|------|-------------------|------------------|------------------|
| $\frac{16.0}{33}$ | 14.3 | $\frac{11.9}{22}$ | $\frac{6.3}{29}$ | $\frac{5.1}{33}$ |
|-------------------|------|-------------------|------------------|------------------|

| | | | | |
|-------------------|------|------------------|------------------|------------------|
| $\frac{12.6}{33}$ | 11.0 | $\frac{9.0}{21}$ | $\frac{5.3}{25}$ | $\frac{3.9}{33}$ |
|-------------------|------|------------------|------------------|------------------|

| | | | | | |
|-------------------|------|-------------------|-------------------|------------------|------------------|
| $\frac{13.7}{33}$ | 11.3 | $\frac{10.4}{12}$ | $\frac{10.4}{22}$ | $\frac{8.8}{26}$ | $\frac{8.0}{33}$ |
|-------------------|------|-------------------|-------------------|------------------|------------------|

| STATION | B.S. | H.I. | F.S. | ROD | ELEV. |
|---------|-------|----------|--------|-------|----------|
| | | 968.61 | | | |
| T.P. | 5.47 | 961.29 ✓ | 12.79 | | 955.82 ✓ |
| 70 | | | | 9.9 | 951.4. |
| +30 | | | | 13.1 | 48.2. |
| T.P. | 0.75 | 949.35 ✓ | 12.69 | | 948.60. |
| 71 | | | | 6.8 | 42.6. |
| +50 | | | | 10.6 | 38.8. |
| 72 | | | | 10.2 | 39.2. |
| +50 | | | | 6.0 | 43.4. |
| 73 | | | | 2.3 | 47.1. |
| T.P. | 10.50 | 958.43 ✓ | 1.42 | | 947.93 ✓ |
| B.M. | | | | 10.98 | 947.45. |
| +40 | | | | 8.2 | 50.2. |
| 74 | | | | 4.0 | 54.4. |
| +50 | | | | 1.8 | 56.6. |
| 75 | | | | 1.2 | 57.2. |
| T.P. | 2.99 | 960.34 | 1.08 ✓ | | 957.35 ✓ |
| 76 | | | | 4.2 | 956.1. |

CK. O.R.V.K.

| | | | | | |
|-------------------|------------------|-----|------------------|------------------|------------------|
| $\frac{14.1}{33}$ | $\frac{11.2}{7}$ | 9.9 | $\frac{8.3}{24}$ | $\frac{6.3}{27}$ | $\frac{5.4}{33}$ |
|-------------------|------------------|-----|------------------|------------------|------------------|

| | | | | | |
|-------------------|------|------------------|-------------------|------------------|------------------|
| $\frac{16.0}{33}$ | 13.1 | $\frac{11.7}{5}$ | $\frac{11.7}{25}$ | $\frac{9.2}{28}$ | $\frac{8.3}{33}$ |
|-------------------|------|------------------|-------------------|------------------|------------------|

| | | | |
|------------------|-----|------------------|------------------|
| $\frac{8.9}{33}$ | 6.8 | $\frac{6.4}{20}$ | $\frac{7.0}{33}$ |
|------------------|-----|------------------|------------------|

| | | | |
|-------------------|------|------------------|-------------------|
| $\frac{10.3}{33}$ | 10.6 | $\frac{8.9}{16}$ | $\frac{10.0}{33}$ |
|-------------------|------|------------------|-------------------|

| | | | | |
|------------------|------|------------------|-------------------|-------------------|
| $\frac{9.1}{33}$ | 10.2 | $\frac{9.9}{18}$ | $\frac{10.7}{21}$ | $\frac{11.2}{33}$ |
|------------------|------|------------------|-------------------|-------------------|

| | | | | | | | |
|------------------|------------------|-----|-----------------|-----------------|------------------|------------------|------------------|
| $\frac{5.5}{33}$ | $\frac{6.6}{15}$ | 6.0 | $\frac{6.1}{7}$ | $\frac{6.7}{9}$ | $\frac{6.6}{20}$ | $\frac{8.4}{24}$ | $\frac{9.6}{33}$ |
|------------------|------------------|-----|-----------------|-----------------|------------------|------------------|------------------|

| | | | | |
|------------------|------------------|-----|------------------|------------------|
| $\frac{1.3}{33}$ | $\frac{2.4}{16}$ | 2.3 | $\frac{3.5}{20}$ | $\frac{5.1}{33}$ |
|------------------|------------------|-----|------------------|------------------|

R.R. spike in '20" Oak-100' Rt. Sta. 73+40

| | | |
|------------------|-----|-------------------|
| $\frac{7.0}{33}$ | 8.2 | $\frac{10.0}{33}$ |
|------------------|-----|-------------------|

| | | |
|------------------|-----|------------------|
| $\frac{3.4}{33}$ | 4.0 | $\frac{6.3}{33}$ |
|------------------|-----|------------------|

| | | | | |
|------------------|------------------|-----|------------------|------------------|
| $\frac{1.6}{33}$ | $\frac{2.6}{13}$ | 1.8 | $\frac{1.8}{10}$ | $\frac{3.0}{33}$ |
|------------------|------------------|-----|------------------|------------------|

| | | | | |
|------------------|------------------|-----|-----------------|------------------|
| $\frac{2.1}{33}$ | $\frac{2.7}{13}$ | 1.2 | $\frac{1.0}{9}$ | $\frac{2.1}{33}$ |
|------------------|------------------|-----|-----------------|------------------|

| | | | | |
|------------------|-----------------|-----|-----------------|------------------|
| $\frac{4.4}{33}$ | $\frac{4.1}{9}$ | 4.2 | $\frac{4.2}{6}$ | $\frac{5.3}{33}$ |
|------------------|-----------------|-----|-----------------|------------------|

| STATION | B.S. | H.I. | F.S. | ROD | ELEV. |
|---------|------|------------------|------|-----|----------|
| 77 | | 960.34 | | 5.0 | 955.3 |
| 78 | | | | 4.6 | 55.7 |
| 79 | | | | 4.0 | 56.3 |
| 80 | | | | 2.1 | 58.2 |
| T.P. | 5.31 | 965.35 ✓ | 0.30 | | 960.04 ✓ |
| 81 | | | | 5.5 | 59.9 |
| 82 | | | | 5.1 | 60.3 |
| 83 | | | | 5.0 | 60.4 |
| +65 | | | | 5.5 | 59.9 |
| 84 | | | | 6.8 | 58.6 |
| T.P. | 4.83 | 960.44 ✓ | 9.74 | | 955.61 ✓ |
| 85 | | | | 7.0 | 53.4 |
| 86 | | | | 7.7 | 52.7 |
| +20 | | | | 6.4 | 54.0 |
| +28 | | edge of road bed | | 5.8 | 954.6 |

Ch. O.R.V.K.

$$\frac{5.1}{33} \quad \frac{4.7}{17} \quad \frac{5.6}{14} \quad 5.0 \quad \frac{4.8}{9} \quad \frac{6.0}{33}$$

$$\frac{4.3}{33} \quad 4.6 \quad \frac{5.0}{12} \quad \frac{5.9}{33}$$

$$\frac{3.3}{33} \quad \frac{3.6}{16} \quad \frac{5.0}{14} \quad 4.0 \quad \frac{3.9}{11} \quad \frac{4.5}{33}$$

$$\frac{2.8}{33} \quad \frac{2.8}{17} \quad \frac{3.9}{14} \quad 2.1 \quad \frac{2.2}{12} \quad \frac{3.0}{33}$$

$$\frac{6.5}{33} \quad \frac{5.8}{18} \quad \frac{6.8}{15} \quad \frac{6.0}{12} \quad 5.5 \quad \frac{6.7}{33}$$

$$\frac{6.5}{33} \quad \frac{6.1}{18} \quad \frac{6.2}{17} \quad \frac{5.4}{10} \quad 5.1 \quad \frac{5.2}{33}$$

$$\frac{5.5}{33} \quad \frac{5.5}{18} \quad \frac{6.4}{15} \quad 5.0 \quad \frac{5.4}{33}$$

$$\frac{5.5}{33} \quad \frac{5.7}{22} \quad \frac{6.8}{18} \quad \frac{5.5}{8} \quad 5.5 \quad \frac{5.4}{33}$$

$$\frac{4.9}{33} \quad \frac{4.8}{25} \quad \frac{7.8}{15} \quad \frac{6.5}{5} \quad 6.8 \quad \frac{6.9}{33}$$

$$\frac{9.0}{33} \quad \frac{8.6}{15} \quad 7.0 \quad \frac{7.3}{5} \quad \frac{9.1}{33}$$

$$\frac{8.5}{33} \quad \frac{8.8}{18} \quad 7.7 \quad \frac{9.3}{33}$$

$$\frac{8.5}{33} \quad \frac{8.0}{13} \quad \frac{6.5}{6} \quad 6.4 \quad \frac{5.9}{12} \quad \frac{8.0}{18} \quad \frac{8.6}{33}$$

$$\frac{6.4}{33} \quad 5.8 \quad \frac{5.2}{33}$$

| STATION | B.S. | H.I. | F.S. | ROD | ELEV. |
|---------|--------------------|--------|------|-----|---------|
| | | 960.44 | | | |
| 86+39.2 | ☒ of Bellaire Ave. | | | 5.3 | 955.1- |
| | B.M. | | 5.76 | | 954.68. |
| 87 | | | | 4.0 | 56.4- |
| 88 | | | | 1.0 | 959.4. |

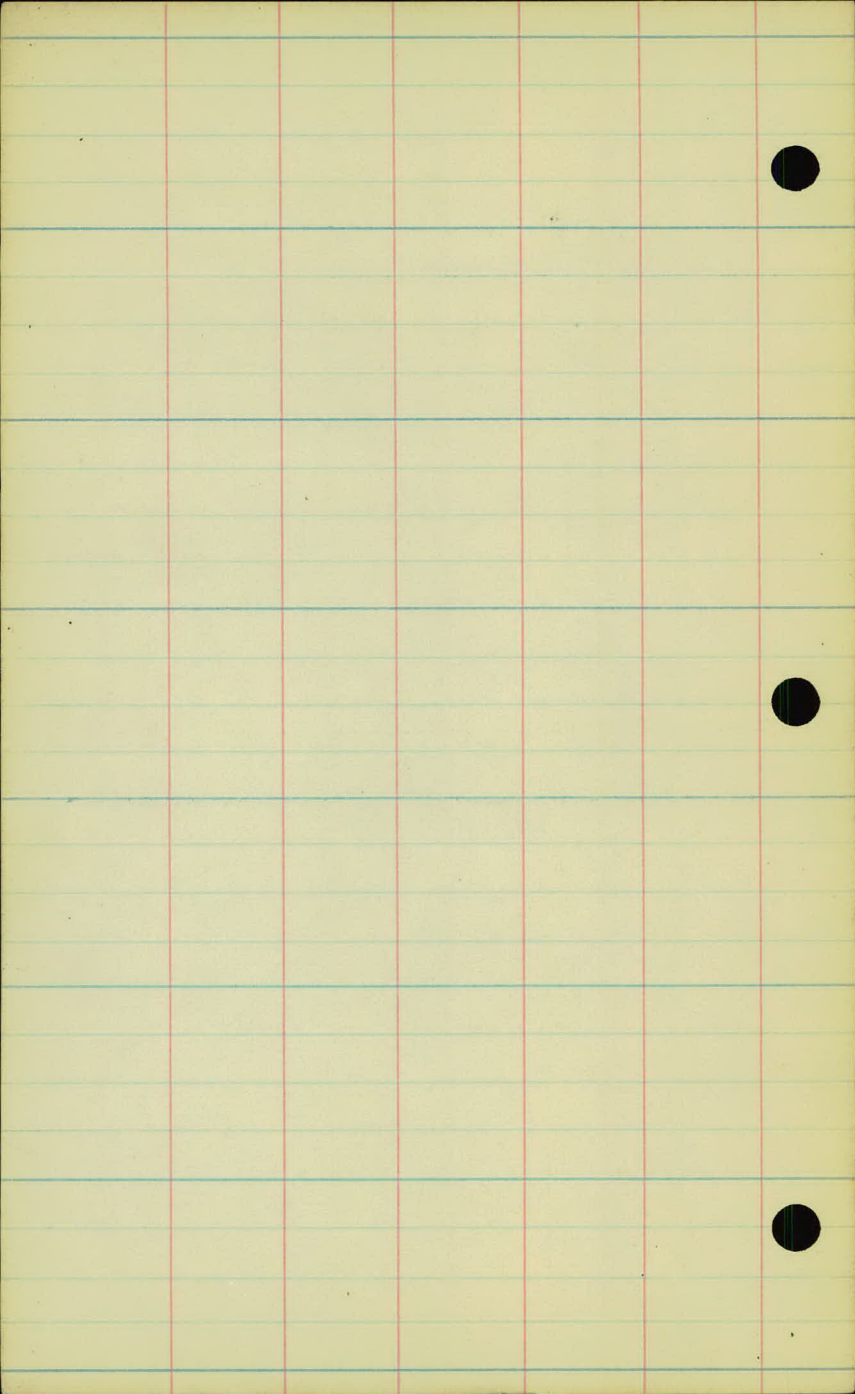
-86+39.2-

$$\frac{6.5}{100}$$

5.3

$$\frac{3.6}{100}$$

R.R. spike in 24" Oak - 32' Rt. Sta. 86+75



PROJECT 25-57

CHECK LEVELS

| POINT | B.S. | H.I. | F.S. | ELEV. | |
|-------|-------|--------|---------|--------|--------|
| B.M. | 6.14 | 960.82 | | | 954.68 |
| T.P. | 3.14 | 963.51 | 0.45 | 960.37 | |
| T.P. | 1.25 | 958.31 | 6.45 | 957.06 | |
| B.M. | | | 10.85 ✓ | 947.46 | 947.45 |
| T.P. | 12.90 | 968.44 | 2.77 | 955.54 | |
| B.M. | | | 0.02 ✓ | 968.42 | 968.42 |
| T.P. | 2.63 | 959.47 | 11.60 | 956.84 | |
| T.P. | 5.57 | 952.94 | 12.10 | 947.37 | |
| B.M. | | | 5.36 ✓ | 947.58 | 947.55 |
| T.P. | 3.51 | 948.97 | 7.48 | 945.46 | |
| T.P. | 3.20 | 948.34 | 3.83 | 945.14 | |
| B.M. | | | 5.69 ✓ | 942.65 | 942.63 |
| T.P. | 5.31 | 946.09 | 7.56 | 940.78 | |
| B.M. | | | 4.56 ✓ | 941.53 | 941.50 |
| T.P. | 3.64 | 942.02 | 7.71 | 938.38 | |
| T.P. | 5.80 | 946.95 | 0.87 | 941.15 | |
| T.P. | 2.06 | 938.42 | 10.59 | 936.36 | |
| B.M. | | | 2.25 ✓ | 936.17 | 936.18 |
| T.P. | 3.93 | 934.45 | 7.90 | 930.52 | |
| B.M. | | | 3.26 ✓ | 931.19 | 931.17 |
| T.P. | 3.17 | 934.28 | 3.34 | 931.11 | |
| B.M. | | | 4.45 ✓ | 929.83 | 929.80 |
| B.M. | | | 3.10 | 931.18 | 931.16 |

(62.25)

954.68
931.18
23.50

85.75
62.25
23.50

Ch. O.R.V.K.

O.R. Van Krevelen - Rec.

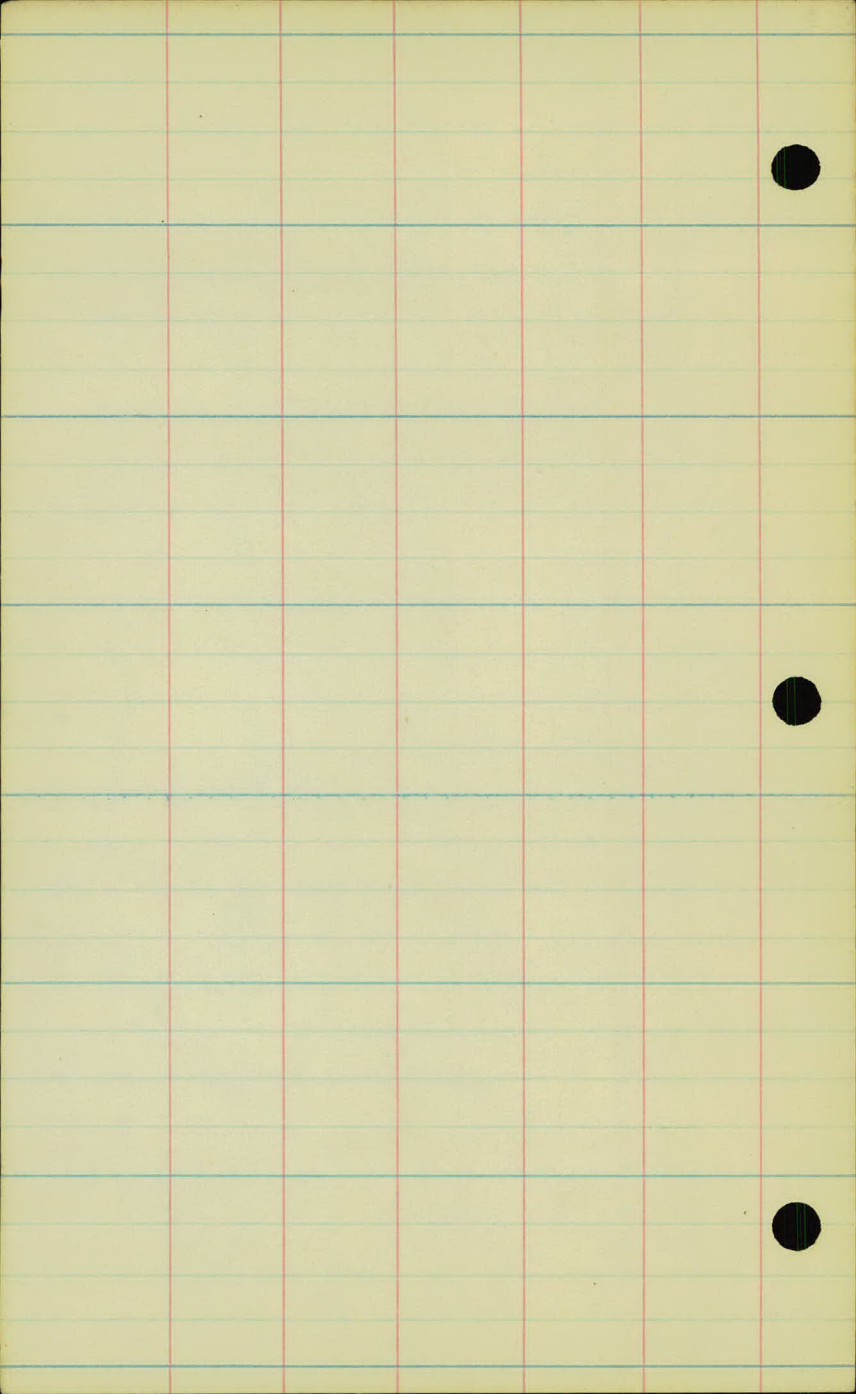
A.L. Pearson - T

A.M. McIntyre - Rod

M. Galvin - Car

March 13-1925

Cold & Windy



PROJECT 25-57

~ Cross Culverts ~

STATION PRESENT CULV. RECOMMENDED CULV. DRAIN

6+45

✓

18" X

C.M.

Drains Lt.

11+36

10" X 26' C.M.

24" X

C.M.

Drains Lt.

24+00

✓

24" X

C.M.

Drains Rt.

30+80

✓

May need equalizer.

33+79

15" X 30' C.M.

Large enough

Drains Rt.

57+90

✓

24" X

C.M.

Drains Rt.

71+80

✓

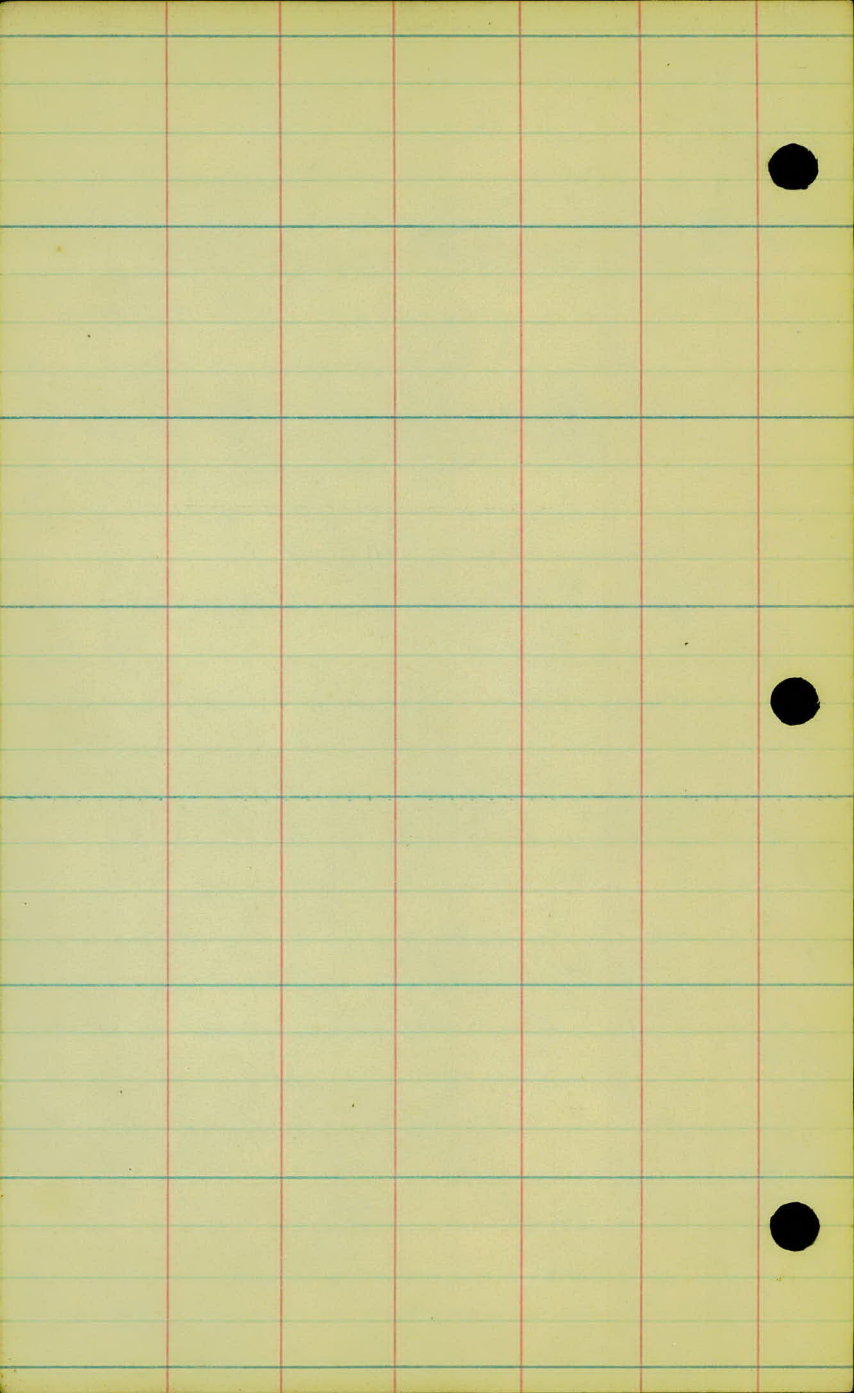
24" X

C.M.

Drains Rt.

Invert Elev. 923.3

Invert Elev. 939.0 May have to be extended.



Plans in Hand Inspection

(E.G.B.)
P.J.W.
H.D.V.K.

3/23/25

Sta 0+00 no x culv. here ✓

Sta 6+53 Road Int. L. No culv. here ✓

7+22 F.E.R. P. 15" X 30' ✓

~~6+45 Pl. 24" C.M. 7~~ ✓

11+36 10" C.M. 17p. remove poor. congl ✓

Pl. 24" Port. Culv.

Sta 11+00 — 12+00 mile
cover with o. & A. Clearing ✓

Special ditch grade ^{light} to drain
pot hole right 17+00 ✓

get clay for Surfacing 0+00 — 7+00
from cut 18 — 19+50 ✓

20+00 10" X 30' C.M. 17p. Cor. 10t. ✓

remove & replace here

Sandy from 22+00 — 33+00 ✓

30+80 Do not put in x culvert
not necessary ✓

40+18 x 40+85 if ditch ✓

section catch put in culvert

~~46+80~~ ⁴⁹⁺¹⁰ ClxGr. 1 tree ✓

55+60 — 59+06 ✓

ClxGr 11 trees

57+90 do not put

potholes culv. in — no trees ✓

60+00 — 66+70

23 stumps Gr ✓

6 trees ClxGr

66+70-71+00 12 trees ClxGr ✓

8 stumps Gr

60+00 — 73+00

70+50 — 56+30

Include stems ✓

for mooring fence

71+50 Pl — 21" Post. Culv ✓

71+00 — 73+00

BlxGr. 2 trees ✓

Gr — 2 stumps

73+00 — end of god ✓

Sandy — needs shaping

76+00 — 84+00

Bl. Br. — 8' wide ✓

clxgr. — 7 trees

86+ no culv. reqd. ✓

02470