

PLANS SURVEY

FROST AVE.

From White Bear Avenue
To Kellar Parkway

CO. PROJ. N^o 26-59

ROAD $\frac{1}{2}$ N^o 65

3

Office of the Surveyor - General
ST. PAUL, MINN.

11-3-25

"10"

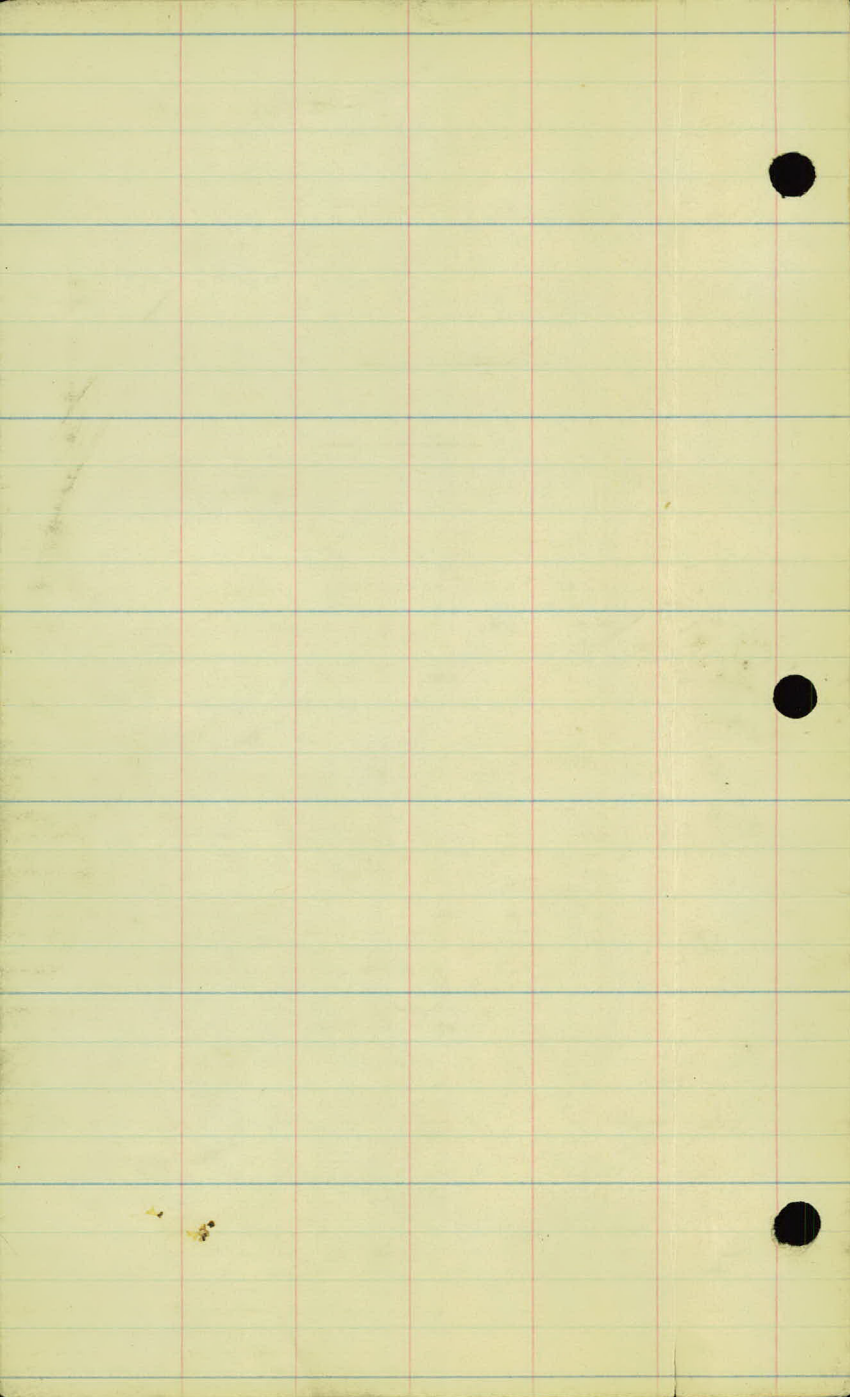
FROST AVE.

White Bear Ave. to Keller Parkway.

PROJ. - 26-59 - 05

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ALIGNMENT.

Proj. 26-59

Frost Ave.

White Bear Ave. to Keller Parkway.

Station	Point	Lt. Δ Rt.	Bear.
53+06. ¹⁰	P.I. Mon.	0°38'	N. 90° W.

50+01.5 2 Track

49+22.4 2 Track

49+14.²⁵ 2 Track

49+60.³⁰ 2 Track.

39+79.²⁰ P.O.T.

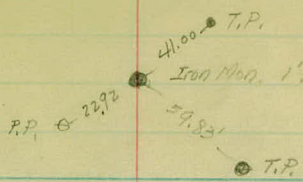
26+55.⁵ Mon.
P.O.T.

N. 90° W.

0+00 Mon.

W.H.C. 3
 E.H.F. Oct.
 M.B. 28
 J.B. 1928

E Lake St.



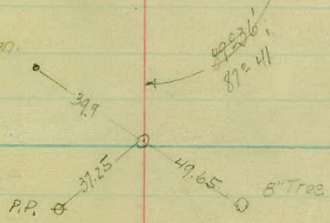
Siding

Siding

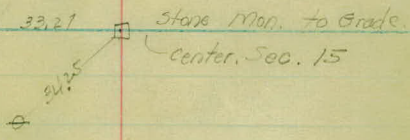
Main Line South Bound

N.P.R.R. Main Line North Bound to Line Surg.

Iron Road Sign



F.P.



89° 42'

St. White Bear Av.
 20' conc. Pav.

Mon. Set in Pavement

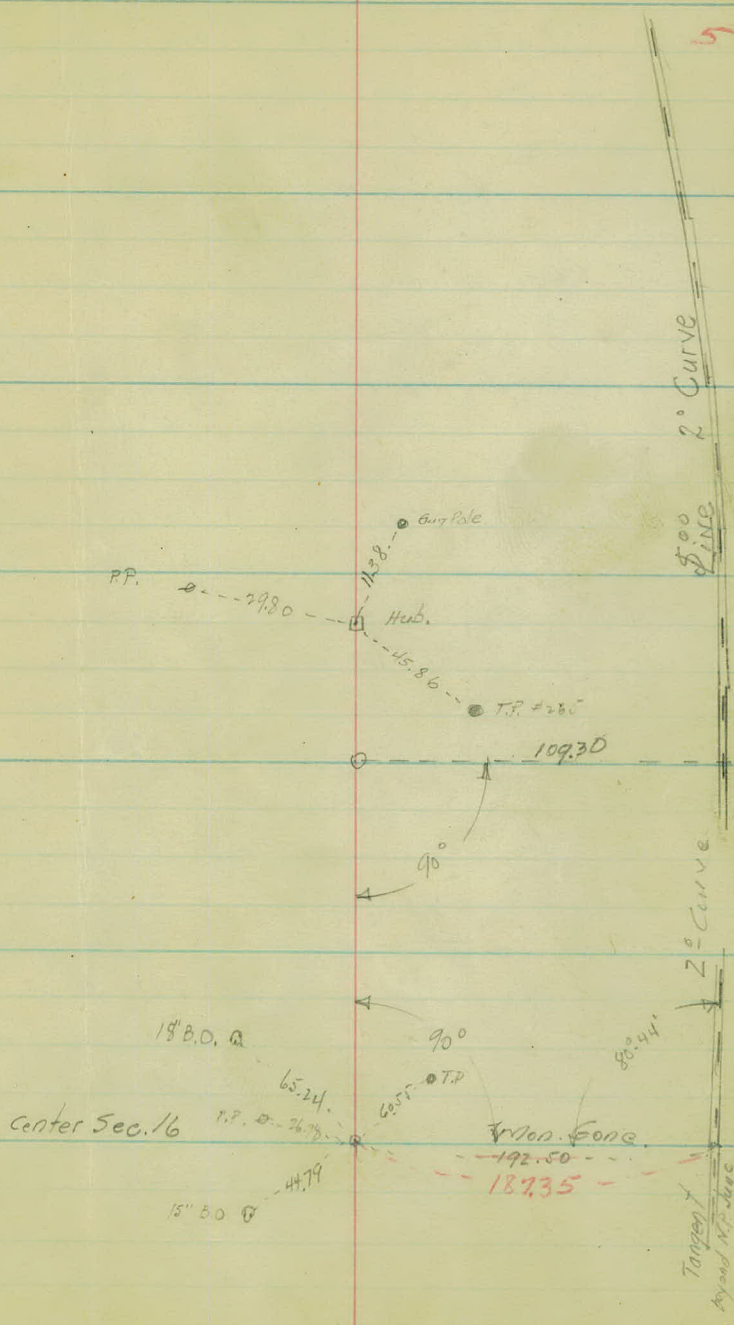
Station Point Lt. A Rt.

5-66°-10'-W

85+54.94	P.T. ✓	11°-36'	10°-C.Lt.
85+00	50.99	8°-51.2'	Δ 23°-12'
84+50	50.05	6°-21.2'	P.I. 84+40.7 ✓
84+00		3°-51.2'	T. 117.76 ✓
83+50	50.05	1°-21.2'	L. 232.00 ✓
83+22.94	51.09 P.C. ✓	0°-00'	R. 573.69 ✓

79+48.5 P.O.T

5-89°-22'-W



Station Point Lt. Δ Rt. Bear

97+55.0

97+14.6 End of Project.

5-41°-32'

50
70
20

93+17.47

✓ P.T.

9°-02'

10° C. Lt

93+00

17.49

8°-09.6'

Δ 18°-04'

+50

5002

5°-39.6'

P.I. 92+28 ✓

92+00

3°-09.6'

T. 91.2 ✓

91+50

5005

0°-39.6'

L. 180.67 ✓

91+36.8

17.2

P.C. ✓

0°-00'

R. 573.69

5-59°-56'

89+21.37

✓ P.T.

3°-22'

89+00

3°-02.8'

5° C. Lt.

88+50

2°-17.8'

Δ 6°-44'

88+00

1°-32.8'

P.I. 88+09.3

87+50

0°-47.8'

T. 112.37 ✓

87+00

0°-02.8'

L. 224.44 ✓

86+96.93

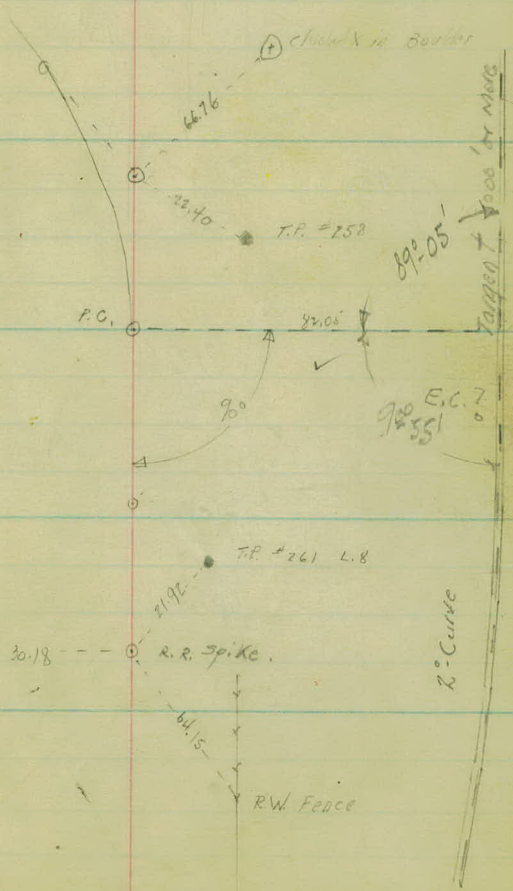
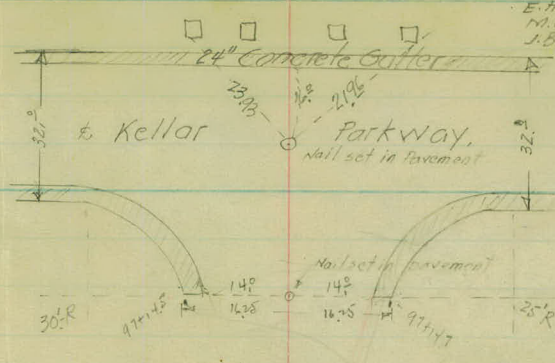
93

P.C. ✓

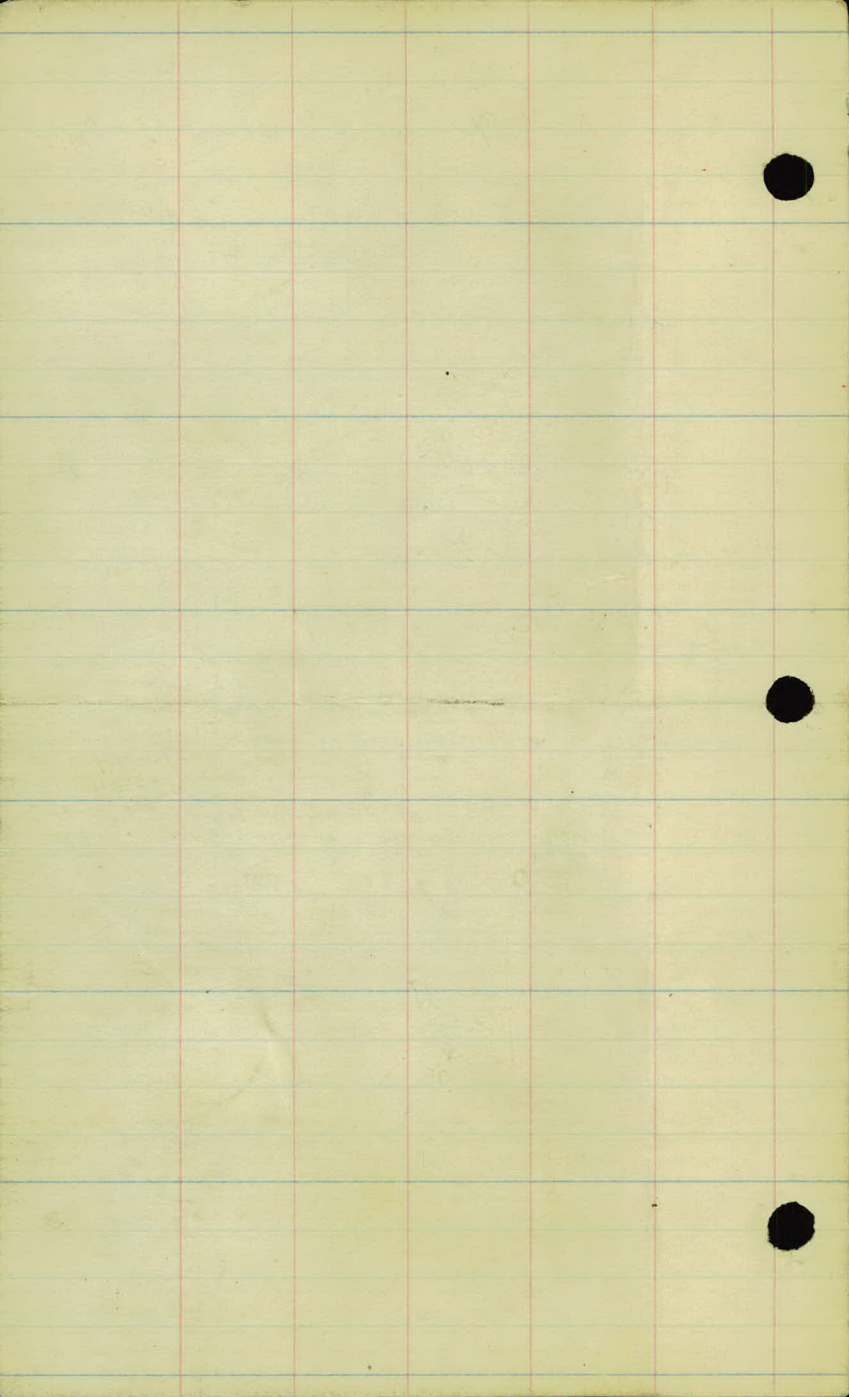
0°-00'

R. 1910.08 ✓

W.H.C.
 E.H.F.
 M.G.
 J.B. 7
 Nov 2,
 1925



$$\begin{array}{r} 17960 \\ 8905 \\ \hline 9055 \end{array}$$
$$\begin{array}{r} 17960 \\ 80048 \\ \hline \end{array}$$
$$\begin{array}{r} 17960 \\ 10743 \\ \hline 7217 \end{array}$$
$$\begin{array}{r} 20988 \\ 238 \\ \hline 2075 \end{array}$$
$$\begin{array}{r} 8905 \\ 107043 \\ \hline 9000' \\ 18004 \end{array}$$
$$\begin{array}{r} 80048 \\ 107043 \\ \hline \end{array}$$
$$\begin{array}{r} R \\ \sqrt{9000'} \\ 18004 \checkmark \end{array}$$
$$\begin{array}{r} L \\ 18004 \checkmark \end{array}$$
$$\begin{array}{r} 306052 \\ 25030 \\ \hline \end{array}$$
$$\sqrt{99012}$$
$$\begin{array}{r} 33222 \\ 8048 \\ \hline \end{array}$$
$$\begin{array}{r} \sqrt{25030} \\ \sqrt{72017} \\ \sqrt{90055} \end{array}$$
$$41310$$
$$\begin{array}{r} 37759 \\ 18004 \\ \hline \end{array}$$
$$359050$$



15 14

15 14

(P9)



T-29-N
R-22-W

16 15

16 15

found 10-18-25
R-31-01

TP-410

2642.45

Iron-1.0001
1923

Spoke Mon. Cont.

4779.15 B.0
1981

9009
132255

24B05741

18B0-1500
1981

TP-34.9

FROST AVE

EP-229Z

found 10-18-25
R-31-01

38.27 EP

3425 EP

found 10-18-25
TP-69486

TP-65.3

EP-2242

Hole #9

Gravel - coarse

3' Sand wet

4' Water seeps in

6' Covering in too fast - quit

TOPOGRAPHY

Proj. 26-59.

Station.

4100

3100

2100

1100

0120 L - 15" x 87' C.M.

0112 W. Edge Pavement.

0100 E White Bear Ave.

-0112 - E. Edge Pavement

Banks Lt. to Rt.
cut down to 100' R.
Summer of 1975.

-1100

F-301

F-241

11

+22 Co. Rd. (condition) 11'

+47-T.P. 24'

F-30'

F-24'

+77-R.P. 20'

+10-T.P. 24'

+32-R.P. 19'

Pasture

F-33'

F-23

Pasture

3-407
Boundary

+67-T.P. 24'
+68-D.F. 24'

+36-D.F. 34'

F-22

F-28'

+84-R.P. 20'

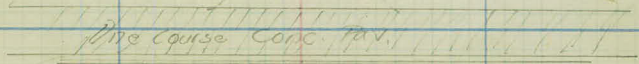
+68-G.W. 19'

+31-T.P. 63'

+25-T.P. 63'

+22-G.W. 62'

+75-T.P. 19'
+76-R.P. 25'
+22-T.P. 64'
+26-T.P. 64'
+22-G.W. 62'
+22-Inv. Rd 40



-016-Inv. Lt. 20'

-016-face curb
-016-3' face wall

Ramsey County Poor Farm.

Station

1100

1000

900

800

700

600

500

+77-Abolt. 18'

14/3

(11) F-32'

+88-T.R. 24'

+88-T.R. 18'

(10) F-40'

F-33'

Pasture. small timber

Pasture

+66-P.R. 19'

+44-T.P. 24'

+17-Δ F. 27

(4) +74-ALINE

Borrow Pit

+44-F.A. 35'

+10-T.P. 24'

+25-Δ F. 36'

(8)

+70-P.R. 19'

Large boulders
cultivated.

Small Oaks.

+85-G.W. 22
+87-G.W. 27
+24-T.P. 22
+24-T.R. 28'

(7)

F-35'

F-36'

+94-G.W. 22
+94-G.W. 25'

+41-Abc Lt. 19'

+06 Large Boulder.

+22 F. on 36'

(6)

+10 Large Boulder
18'-T.P. 18'

(5)

+04 P.R. 20'

Pasture.

Station.

18700

17700

16700

708 F. ENT RT

15700

+75 - R.P. ENT LY Gato

14700

+10 - 24" X 60' C.M.

13700

12700

+41-P.P. 17'

+30 G.W. 27'
+29 G.W. 21'

+11 P.P. 17-17'
F-34'

+99-T.P. 27'
+99-T.P. 21'
+67-G.W. 24'
+68-G.W. 27'

+80-T.P. 24'

+75-P.P. 18'

+59-T.P. 24'

cultivated.

+02 F. cor. 26'
29'-C.N.

+38-P.P. 18'

+28-T.P. 24'
F-25'

F-36

Pasture

Pasture

+63-F. cor. 38
INT+27

+33-F. cor. 38

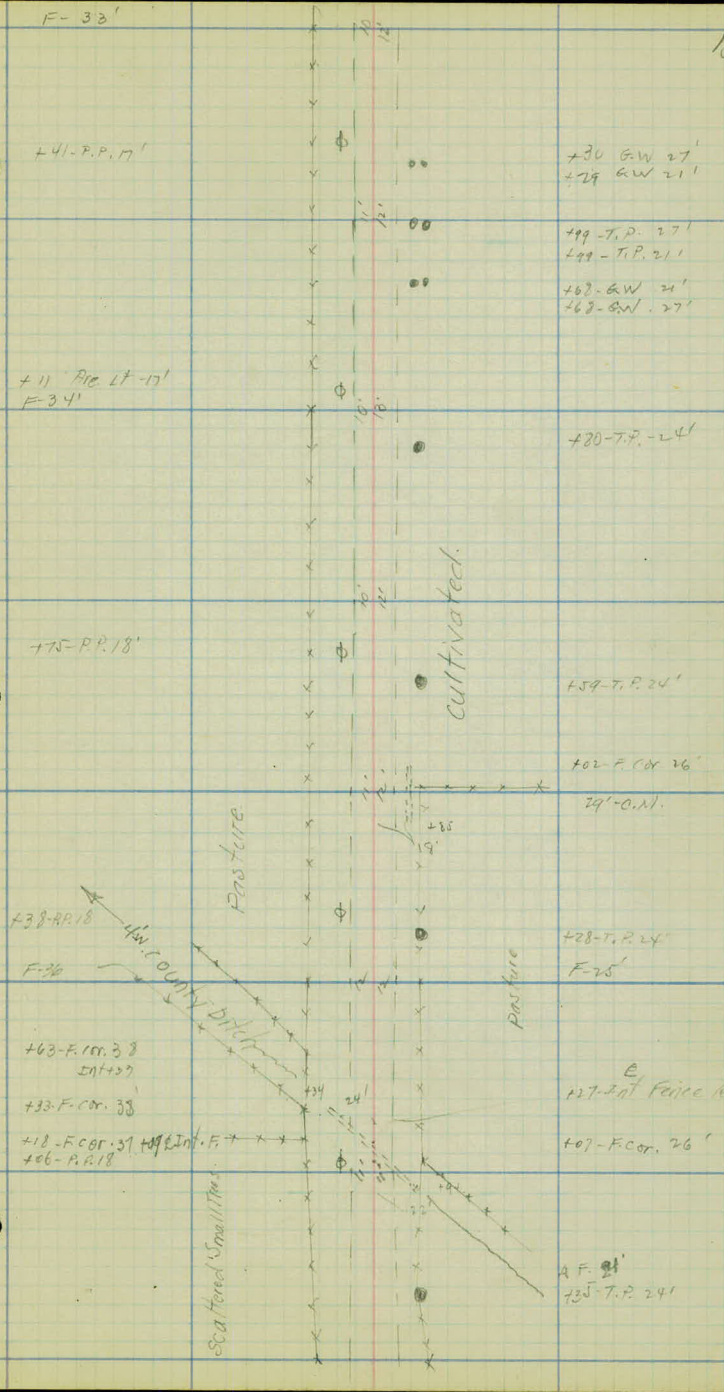
E
+27-20' Feice. 21'

+18-F. cor. 37 + 29 Int. F. +
+06-P.P. 18'

+07-F. cor. 26'

Scattered Small Trees

A.F. 21'
+35-T.P. 24'



Station.

+80 - ~~St~~ Road Rt

25700

+45 18" X ? C.M. (L. side buried)

24700

23700

+17 - White Bear Road.

22700

21700

+26 18" X 36 C.M.

20700

19700

+42-6" W.I. 24'

+92-R.P. 16'

+60-R.R. 15'

+20-Int. F. 2
+44-F. 00.33
+42-R.R. 17.16'

+30-Int. F. 2
+74-F. 00.33

+06-R.P. 17'

+74-R.P. 16'

+30-T.P. 23

+1-No Dump Sq. 18'

+16-T.P. 20'

+56-8" Oak 30'

+06-T.P. 23

+99-Co. Jr. Rd. 522
+82-T.P. 23

+18-T.P. 23'

+30-T.P. 23'

Cultivated

Rubbish Dump
Small
Pot hole.

Pasture

Small
Horse b.

Pasture

Cultivated

22

22

station.

32400

+64 F. ENT RT.

31400

+21 F. ENT RT

30400

+12 L F ENT

29400

+23 18" x 41' C.M. Good.

28400

27400

+55.5 S County Road # 71

26400

+88-P.R. 14.16'

199-T.R. 22'

15

+180-W. 25'
+118-E.W. 19'
+112-PA. 17'

+289-25'
+289-19'
+272-E.W. 25'
+272-E.W. 19'

+57-P.R. 16'

+25-P.P. 16'

12'x12' C.M.

+279-P.D. 15'

+59-P.R. 14.15'

+56 F. CO. 33

+24-P.R. 16'

cultivated.

Farm Yard.

+65-T.P. 22'

+44-(2) M. 8x15'

+28-T.P. 22'

+15-T.P. 22'

200 Sq. ft. Caution 20'

+85-T.R. 22'

Farm Yard

cultivated

cultivated.

200 cultivated.

29

Station.

479 2 Brainard St. L & RT.

39100

38100

37100

401 2 St. L & RT.

36100

35100

34100

410 2 St. L & RT.

33100

438 - N.S.P. 20'

449 - C.P. 2 1/2'
447 - Arc. Lt. 20'
446 - N.S.P. 18'
446 - R.P.
406 - T.P. 24'

448 - T.P. 20'

School Ground.

401 - T.P. 21'

431 - N.S.P. 16'
427 - P.P. 16'

Cultivated.

Cult.

471 - T.P. 21'

419 - R.P. 17' - N.S. Proving
416 - R.P. 17'

420' C.M. 20' 20'

444 - G.W. 16'

407 - R.P. 16'

418 - R.P. 20'

small
enclosed
area

443 - T.P. 21'

440

shrub

Cult.

Cultivated.

475 - T.P. 21'

499 - P.P. 16'

484 - Station 19
471 - M.B. 19

Station.

+36 - E. St. No. r South

46700

45700

+14 - Riv. Ent Lt.

44700

43700

42700

+42 - E Riv Ent Lt.

41700

40700

47

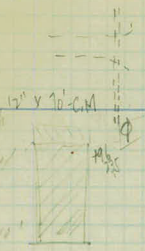
+94 - P.P. 20'
+67 - N.S.P. 76

Yard.

F-31'
+85 - T.P. 23
+67 - F. Cor. 81'
+61 - E. Xing Sq. 21'

46

195 - Front Prop.
+100 - St. St. 33'
+193 - E. W. Conc. 8' x 10'
+190 - N.S.P. 19
+174 - Cor. Town Hall
+177 - cutting 45 sq ft
+190 - Cor. Town Hall 40'

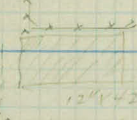


12' x 10' C.M.
12' x 6'

+16 - N.S.P. 32'
+06 - T.P. 22

45

+45 - N.S.P.
+62 - P.P. 20'



+17 - F. Co.
+32 - M.B. 5'
+06 - F. Co. 32'
+04 - Cor. 14 ft.
+32 - Cor. 51 ft. 32'
+66
+62 - T.P. 20
+62 - F. Co. 32'

44

+35 - N.S.P. 20
+31 - P.P. 20

Cultivated.



+39 - F. Cor. 31'
+39 - T.P. 21

43

+09 - N.S.P. 20
+04 - P.P. 20

Yard.



+11 - T.P. 21

42

165 - Conc. steps 28'

41

+76 - E.W. 20'
+71 - N.S.P. 20
+68 - P.P. 20

Cultivated.

Yard.

+84 - N. B. 15'
+70 - T.P. 20

40

+02 - Road Sq. 33'

+11 - N. B. 35'

Station.

+06.1 $\frac{1}{2}$ Lake St.

53700

52700

51400

+01.5 - E Pass Tik.

50400

+88.4 E Pass Tik.

+14.2 L.M.L.

+60.3 R.M.L.

N.P.R.R.

+41 R. Road to Depot.

49700

+80 - R.F. Ent L.

48700

47700

54.

18

53

+91 H.C. Lt. 18
+79-R.R. Ling Sign 18

drop 1000 1" below.

+58-T.P. 26'

+84-St. Sign 22'

+52-T.P. 26'

52

+14-P.P. 18'

51

+77-G.W. 20'
+72-P.P. 18'

+65-T.P. 26'

+74-T.P. 25'
+74-G.W. 20'
+14-R.R. Ling 21'

50

Full Planked King

+21-R.R. King 22'
+18-P.P. 19'

+01-G.W. 19'

+87-G.P. 30'

+83-T.P. 24'

+61-G.W. 25'

+44-E.F. 31'

49

48

+00-R.P. 19'
+86-P.P. 27'

+10-T.P. 23'

41

+97-P. cor. 31'

+18-P. cor. 31'

+02 cor. 31'

slong

2nd

station.

60

59

+08 12' X 44' C.M.

58

57

56

55

54 to 0

61

+99-R.P. 19'

16'
16'

19

60

Asphalt Co
Yard.

17'
16'

+07-T.P. 27'

+66-Pro. Lt. 19'

⊙

59

15'
16'

+70-T.P. 26'

+32-R.P. 19'

⊙

58

12'
16'
14'
20'

+38-T.P. 27'

57

+04-R.P. 19'

⊙
14'
14'

56

51-R.P. 11' Co.

14'
14'

+03-T.P. 27'

+70-R.P. 19'

⊙

55

Old Ward, Home
School

14'
14'

+69-T.P. 26'

54

for caution Sign

.

Station

67

66

65

64

63

62

+56 E road R. Guthrie Yard

61

68

161 P.P. 18

+90 20

67

Cultivated

Cultivated

169 T.P. 27'

125 Arc H. 19'

100 T.P. 27'

123

66

14' 16'

109 T.P. 26'

65

191 P.P. 19'

17' 14'

112 T.P. 26'

64

64

155 P.P. 19'

17' 17'

106 G.W. 29'

106 G.W. 24'

63

18' 18'

110 T.P. 29'

112 T.P. 24'

122 P.P. 19'

103 G.W. 24'

103 G.W. 29'

62

18' 12'

109 T.P. 26'

61

Station.

412 - E. F. Ent et.

74

73

72

71

70

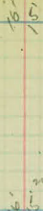
69

68

25

21

+37 - P.P. 20'



12x14' c.M.

+05 - T.P. 25'

cultivated

+97 - P.P. 20'
Hic. Lt.

+60 - T.P. 25'

+63 - P.P. 20'

+40 - T.P. 25'

11

Hay Meadow

+29 - P.P. 21'

+17 - T.P. 25'

+96 - P.P. 19'

+96 - T.P. 26'

cultivated.

Station

81

+12 2 Road Lt.

80

79

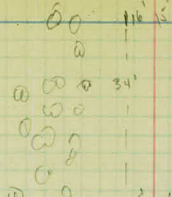
78

77

76

75

82

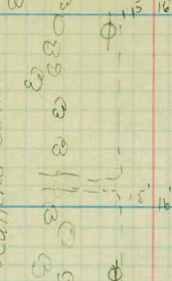


+49-T.P. 26'

81

+90-P.P. 23'

scattered corals



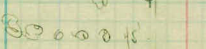
Revised Point

+03-T.P. 26'

80

+65-Point 20'

+42-300 Timber



+42-

79

1' 18'

+79-P.P. 21'

+63-T.P. 26'

78

11' 15'

Cultivated

+78-E.W. 30'
 +77-E.W. 24'
 +48-T.P. 28'
 +48-T.P. 22'

77

17' 15'

+99-P.P. 21'

+16-E.W. 28'
 +16-E.W. 22'

Cultivated

+21-T.P. 26'

76

11' 15'

+66-P.P. 21'



+04-T.P. 26'

75

Station

88

164 - 18" X 61' C.M.

87

86

85

84

83

82

Nov-3 1925
W.H.C.
E.H.F.
M.G.
J.B.

+07-P.P. 27'

+25-T.P. 18'

F-32'

88

E. Culv. 134

+31-T.P. 16'

F-33'

87

+89-P.P. 26'

+95 E. Culv.

+40-T.P. 17.5

F-30'

86

+74-H.C. 17.20

Scattered Oaks

+72-C.P. 25

+16-T.P. 22'
F-30'

75

+49-P.P. 17'

+48-C.P. 18'

F-39'

+98-T.P. 22.1

84

+31-P.P. 28'

Scattered Oaks

F-46'

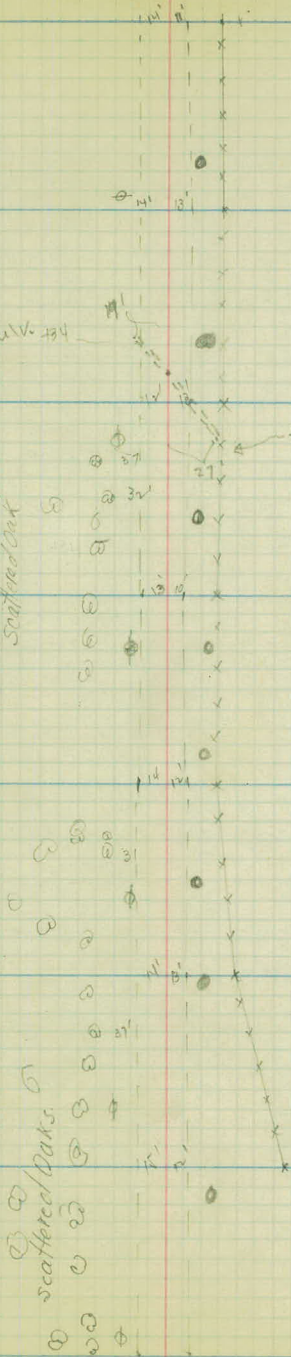
+86-T.P. 26

83

+08-P.P. 25'

82

500
5100
See P. 19 for ties to C.C.



Station.

95

94

93

92

91

90

773 Int. of Road Lt.

89

95
+20 - P.P. 3

94

93

92

91

90

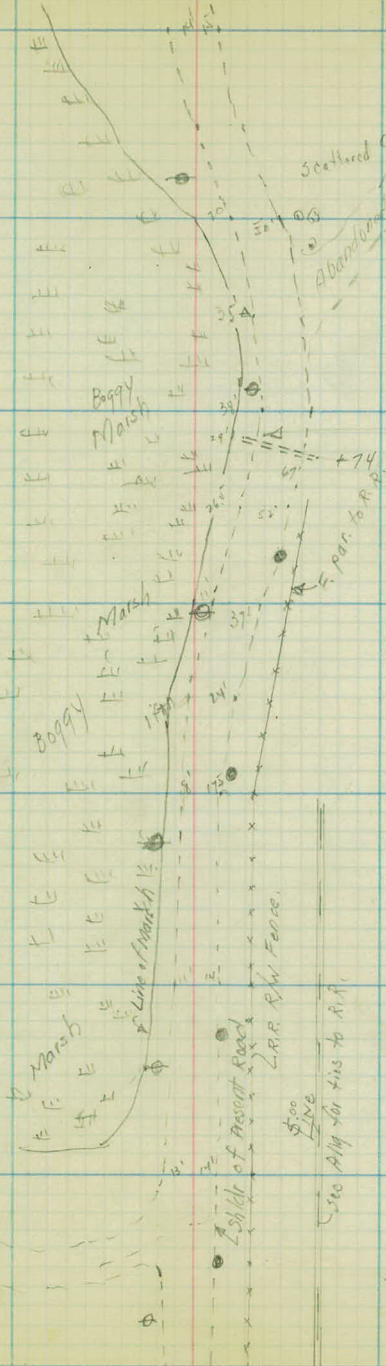
89

+72 - P.P. 16

+53 - P.P. 18

+04 - 8" Oak 35

+32 - P.P. 72



Scattered Oaks.

Abandoned Road

+38 - 8" Oak 67

+11 - 16" L.Y. 35

+88
18" x 4.5 CM.
cont'd - Good

+25 - T.P. 47

F-31

+98 - P.P. 2

+08 - T.P. 21
F-34

F-33

+74 - T.P. 15

F-34

+34 - T.P. 15

500' FIVE
Use 1/4" for this to R.F.

Station.

98

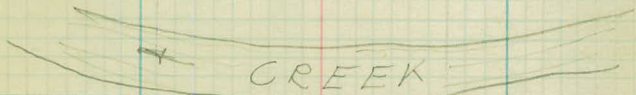
+97 - Edge Water

+58 - L Keller Bk Way.

+145 - Lt. and +14.7 Rt = Beg. Radius Gutter.

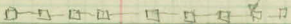
97

96



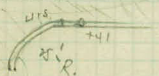
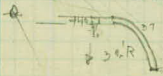
CREEK

to formal Willows Conc. G.R. with chain



Crushed Rock Base & Black Top

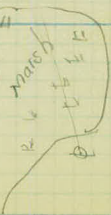
1+40 - c.B. 49'
 49'
 +44 - R. 90'



+39 - Arc Lt. 52'
 +31 - 2nd Rd. 59 79'

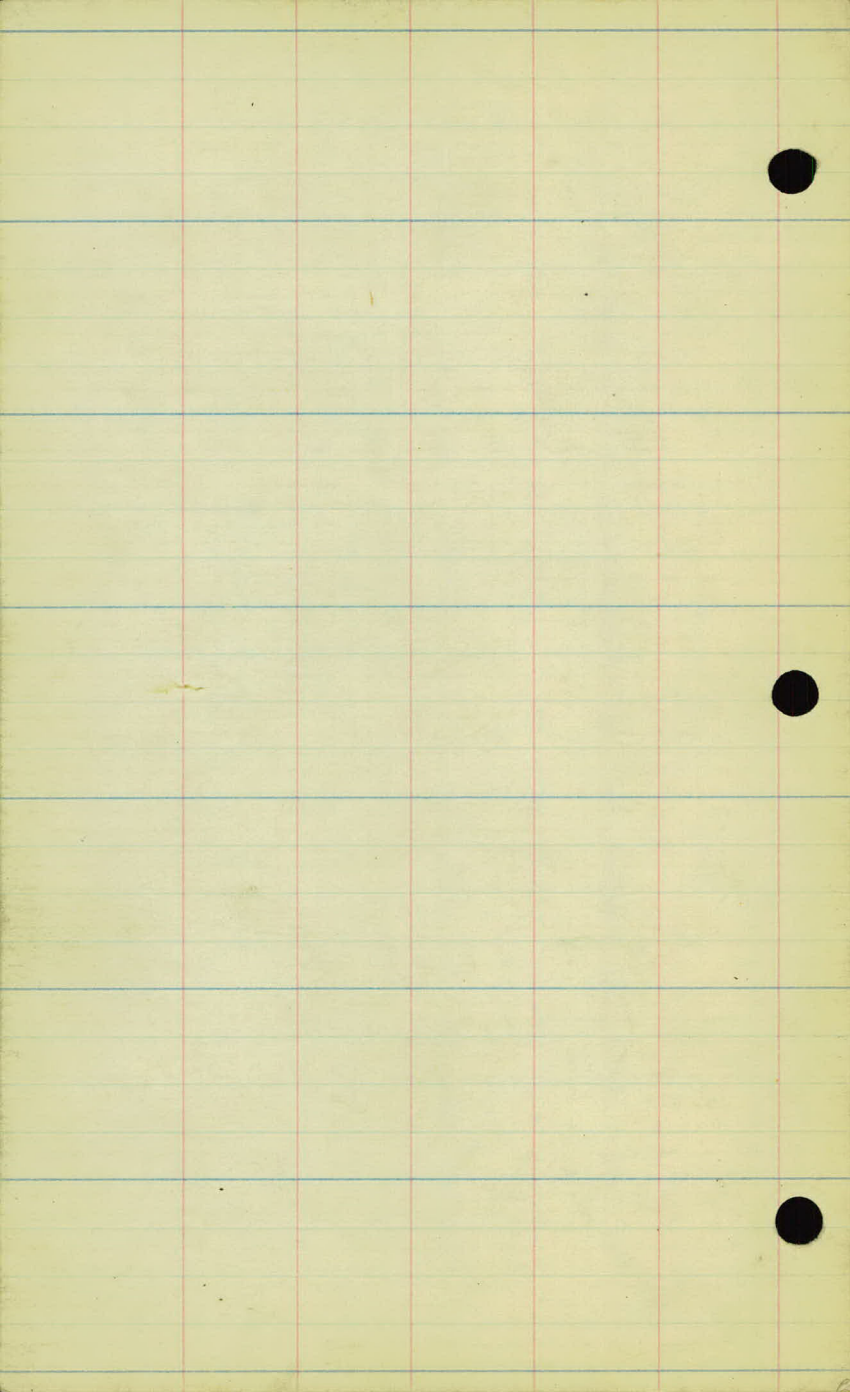
97+14.4

24" Conc Gutter.



-30 - R.P. 45'
 +22 - 14" Oak 9'
 22' 16" Oak - 26'
 +16 - 12" Oak 34'

+53 - 12" Oak 19'
 +43 - 8" Oak 20'
 scattered
 oaks.



LEVELS

Station	+	H.I	-	Elev.
B.M.	4.67	910.35 ✓		905.68
T.P.	3.83	910.68 ✓	3.50	906.85 ✓
T.P.	10.62	915.63 ✓	5.67	905.01 ✓
T.P.	11.35	926.25 ✓	0.73	914.90
T.P.	11.75	937.54 ✓	0.46	925.79 ✓
T.P.	11.41	948.65 ✓	0.50	937.24 ✓
T.P.	10.32	958.48 ✓	0.49	948.16 ✓
T.P.	12.24	971.03 ✓	0.29	958.19 ✓
B.M.	3.78	970.65 ✓	4.16	966.87 ✓
0+00			3.78	66.87 ✓
0+12			3.82	66.83 ✓
0+50			2.2	68.5 ✓
1+00			3.0	67.7 ✓
1+50			4.6	66.1 ✓
2+00			6.8	63.9 ✓
3+00			12.0	58.7 ✓
T.P.	1.08	959.26 ✓	12.47	958.18 ✓
4+00			5.3	54.0 ✓
5+00			10.1	49.2 ✓
T.P.	0.96	947.95 ✓	12.27	946.99 ✓
6+00			3.7	46.3 ✓
7+00			8.7	39.3 ✓
T.P.	0.20	935.42 ✓	12.73	935.22 ✓
8+00			1.2	34.2 ✓
9+00			6.5	28.9 ✓

L.I.B. M[#] 30-A 4. Sta.

Oct 30, 1925
Coldy Windy
W.H.C.
E.H.F.
M.G.
L.B.

Top of Stone Mon. White Bear & Co. Road A-2 Sta. 0400
"south = 4. & rt = North)
& White Bear Av.
West edge Pavement.

station	+	H.I	-	Elev.
		935.42		
10+00			120	23.4 ✓
T.P.	0.98	923.66 ✓	12.74	922.68 ✓
11			55	18.2 ✓
12			109	17.8 ✓
T.P.	0.95	911.51 ✓	13.10	910.56 ✓
13			38	07.7 ✓
B.M.	4.46	911.51 ✓	4.46	907.05 ✓
14			64	05.1 ✓
+50			67	04.8 ✓
15			42	04.7 ✓
+50			71	04.4 ✓
16+00			67	04.8 ✓
T.P.	6.08	911.13 ✓	6.46	905.05 ✓
16+50			5.6	05.5 ✓
17			5.0	06.1 ✓
+50			45	06.6 ✓
18			44	06.7 ✓
+50			42	06.9 ✓
19			45	06.6 ✓
20			53	05.8 ✓
21			54	05.7 ✓
+50			50	06.1 ✓
22+00			40	07.1 ✓
B.M.			5.44	905.69 ✓
Corrected	7.23	907.91		905.68

R.R. Spike in RR 10' Lt - Sta. 12405

L.I.B.N. # 30-A

A. Sta 22443 Lt. Pole

Station	+	H.I	-	E lev.
		907.91		
22+15			0.5	07.4 ✓
22+50			1.6	06.3 ✓
23+00			3.0	04.9 ✓
24+00			5.9	902.0 ✓
25+00			8.3	899.6 ✓
26+00			9.1	78.8 ✓
T.P.	5.25	904.57 ✓	8.59	899.32 ✓
26+55.5			5.25	99.32 ✓
27+00			5.2	99.4 ✓
28+00			5.6	99.0 ✓
29+00			5.0	99.6 ✓
+10			4.8	99.8 ✓
30+00			3.7	900.9 ✓
+15			3.2	01.4 ✓
31+00			2.2	02.4 ✓
+75			1.1	03.5 ✓
32+00			0.3	04.3 ✓
T.P.	7.27	911.48 ✓	0.36	904.21 ✓
33+00			6.0	05.5 ✓
+20			5.7	05.8 ✓
34+00			4.9	06.6 ✓
35+00			4.2	07.3 ✓
36+00			3.0	08.5 ✓
+50			2.2	09.3 ✓

↳ White Box Road.

Top S.W. Corner Stone Man.

↳ County Road #81 North only. (Top Stone Man.)

↳ FENT Lt.

↳ F. ENT Rt.

↳ F. ENT Rt.

↳ St. North & South

↳ St. North & South.

Station	+	H.I	-	Elev.
		911.48		
37+00			2.2	09.3 ✓
T.P.	4.80	913.83 ✓	2.45	909.03 ✓
38+00			4.5	09.3 ✓
39+00			4.6	09.2 ✓
+79			4.5	09.3 ✓
B.M.	3.51	913.83 ✓	3.51	910.32 ✓
40+00			4.6	09.2 ✓
41+00			5.1	08.7 ✓
42+00			6.3	07.5 ✓
T.P.	1.82	908.79 ✓	6.86	906.97 ✓
43+00			2.7	06.1 ✓
44+00			3.9	04.9 ✓
45+00			4.7	04.1 ✓
46+00			5.4	03.4 ✓
+36			5.8	03.0 ✓
47+00			6.5	02.3 ✓
T.P.	1.77	903.65 ✓	6.91	901.88 ✓
48+00			2.4	01.3 ✓
49+00			3.4	00.3 ✓
B.M.	3.09	903.65 ✓	3.09	900.56 ✓
49+60.3			3.24	899.81 ✓
+74.25			3.91	99.74 ✓
+88.4			4.14	99.51 ✓
50+00			4.32	99.33 ✓
50+01.5			4.09	99.28 ✓

2 Braford St. North & South.
R.R. spike in P.O. 30' Lt. Sta. 4000

2 Gladstone St. North & South.

L.I.B.M. #30-B Lt. Sta. 491/5

Top East Rail M.L. $\frac{3.17}{100}$
" " " M.L.

$\frac{4.45}{100}$

" " " Strk.

Top Plank Xing.
Top W. Rail Strk. $\frac{4.51}{100}$

$\frac{4.55}{100}$

Station.	+	H.I	-	Elev.
		903.65		
51+00			6.0	97.7 ✓
52+00			7.3	96.4 ✓
53+00			7.9	95.8 ✓
T.P.	3.34	899.65 ✓	7.34	896.31 ✓
53+06			4.0	95.7 ✓
54+00			4.2	95.5 ✓
55+00			4.3	95.4 ✓
56+00			5.0	94.7 ✓
57+00			6.0	93.7 ✓
58+00			6.3	93.4 ✓
59+00			5.8	93.9 ✓
T.P.	7.08	900.56 ✓	6.17	893.48 ✓
60+00			5.5	95.1 ✓
61+00			4.8	95.8 ✓
62+00			4.5	96.11 ✓
63+00			4.2	96.4 ✓
63+50			3.9	96.7 ✓
64+00			3.8	96.8 ✓
65+00			4.0	96.6 ✓
T.P.	3.45	899.85 ✓	4.16	896.40 ✓
66+00			3.4	96.5 ✓
B.M.	4.61	899.85 ✓	4.61	895.24 ✓
67+00			4.2	95.7 ✓
68+00			4.6	95.3 ✓

Nail in P.R. Lt. Sta. 524
& Lake St. No. 8 Souths.

Nov. 4, 1925

R.R. Spike in (Arc. Lt. Pole) ^{#5} Lt. Sta. 66+27

Station	+	H.I	-	Elev.
		899.85		
69+00			4.6	95.3 ✓
70+00			3.4	96.5 ✓
71+00			2.4	97.5 ✓
72+00			1.2	98.7 ✓
T.P.	7.50	905.97 ✓	1.38	898.47 ✓
73+00			6.4	99.6 ✓
74+00			5.7	900.3 ✓
75+00			5.4	900.6 ✓
76+00			4.0	02.0 ✓
77+00			3.1	02.9 ✓
78+00			1.6	04.4 ✓
78+00			1.2	04.8 ✓
T.P.	6.17	910.20 ✓	1.34	904.63 ✓
78+50			5.2	05.6 ✓
79+00			4.4	06.4 ✓
79+48.5			4.1	06.7 ✓
80+00			4.9	05.9 ✓
B.M.	3.32	910.80 ✓	3.32	907.48 ✓
81+00			7.1	03.7 ✓
81+40			8.3	902.5 ✓
82+00			11.1	899.7 ✓
T.P.	2.06	901.64 ✓	11.22	899.58 ✓
82+50			4.0	97.6 ✓
83+00			6.0	95.6 ✓

2 F. Ent. Rt.

R.R. spike in foot 20" Dak 50' H. Sta. 80+05

Station	+	H.I	-	Elev.
		90164		
83+22.95			6.9	94.7 ✓
83+50			8.3	93.3 ✓
84+00			10.7	90.9 ✓
84+50			12.7	88.9 ✓
T.P.	0.97	889.65 ✓	12.96	888.68 ✓
85+00			3.0	86.7 ✓
85+54.94			5.4	84.3 ✓
86+00			7.6	82.1 ✓
+50			9.1	80.6 ✓
87+00			10.7	79.0 ✓
87+50			12.0	77.7 ✓
88+00			12.8	76.9 ✓
T.P.	0.99	877.58 ✓	13.06	876.59 ✓
88+50			2.2	75.4 ✓
89+00			3.6	74.0 ✓
+50			4.2	72.9 ✓
90+00			6.6	71.0 ✓
90+50			8.8	68.8 ✓
91+00			10.6	67.0 ✓
91+50			12.2	65.4 ✓
T.P.	2.65	867.40 ✓	12.63	864.95 ✓
92+00			3.7	63.7 ✓
+55			5.0	62.4 ✓
+90			8.4	59.0 ✓
93+00			8.6	58.8 ✓

Top P.I. Hub.

station	+	H.I	-	Elev.
		867.40		
93+50			8.6	58.8 ✓
94+00			8.4	59.0 ✓
+50			9.4	58.0 ✓
95+00			8.2	59.2 ✓
+25			7.1	60.3 ✓
+45			3.6	63.8 ✓
T.P.	3.34	867.74 ✓	3.00	864.40 ✓
96+00			3.4	64.3 ✓
+40			4.2	63.5 ✓
+70			4.7	63.0 ✓
97+00			4.6	63.1 ✓
+145			4.59	63.15 ✓
+25			4.51	63.23 ✓
97+55			4.52	63.22 ✓
			4.74	(867.00) = 863.00
B.M.			4.10	863.64 ✓
check Levels	9.78	873.42 ✓		863.64
T.P.	11.99	885.37 ✓	0.04	873.38 ✓
T.P.	5.34	888.87 ✓	1.84	883.53 ✓
T.P.	10.40	896.83 ✓	2.44	886.43 ✓
T.P.	12.71	909.45 ✓	0.09	896.74 ✓
T.P.	8.28	914.78 ✓	2.95	906.50 ✓
B.M.			3.41	911.37 = 911.49

top stake 95+50

beg. of pavement.

Top Pavement

" " E Keller Parkway

B.M. for Proj 23-

R.R. Spike in (Arc Lt. Pole #58) Rt sta. 97+40

Nov. 5, 1925

L. Imp B.M. #37 spike in Arc. Lt. Pole at N. end conc. Bridge
over RR's Tracks at Arcade St.

Station

+

H.I

-

Elev.

X-SECTIONS

Station

Elev.

3+00

958.7 -

2+50

-2.5
↓
x

61.4 -

2+00

63.9 -

1+70

-1.2
↓
x

65.3 -

1+40

-1.2
↓
x

66.5 -

1+00

x

67.7 -

0+77

+0.6
↓
x

68.3 -

0+50

+0.2

69.5 -

0+22

+0.6
↓
x

67.4 -

0+12

66.83 -

W. Edge Pavement

0+00

966.87 -

2 Pavement

H. L Rt.

$\frac{+3.7}{33}$	$\frac{-0.6}{25}$	$\frac{-1.3}{15}$	$\frac{-0.4}{12}$	6.2	$\frac{-0.3}{11}$	$\frac{-1.2}{13}$	$\frac{+0.2}{16}$	$\frac{+0.7}{24}$	$\frac{+0.7}{33}$
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$\frac{+3.9}{33}$	$\frac{+3.9}{32}$	$\frac{-1.1}{23}$	$\frac{-1.2}{18}$	$\frac{-1.6}{16}$	$\frac{-0.6}{12}$	11.4	$\frac{-0.3}{10}$	$\frac{-1.4}{12}$	$\frac{+0.2}{14}$	$\frac{+1.3}{19}$	$\frac{+1.8}{28}$	$\frac{+2.0}{33}$
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$\frac{+3.9}{33}$	$\frac{-1.1}{22}$	$\frac{-1.8}{17}$	$\frac{-0.5}{13}$	9.4	$\frac{-0.2}{9}$	$\frac{-1.4}{12}$	$\frac{-0.3}{15}$	$\frac{+2.0}{19}$	$\frac{+1.7}{23}$	$\frac{+2.0}{33}$
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$\frac{+2.2}{38}$	$\frac{+2.2}{32}$	$\frac{-1.1}{21}$	$\frac{-1.7}{19}$	$\frac{-1.7}{15}$	$\frac{-0.5}{12}$	7.4	$\frac{-0.1}{10}$	$\frac{-1.2}{12}$	$\frac{-1.2}{15}$	$\frac{0.0}{18}$	$\frac{+2.2}{21}$	$\frac{+2.4}{26}$	$\frac{+2.5}{33}$
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-----	-------------------	-------------------	-------------------	------------------	-------------------	-------------------	-------------------

$\frac{+4.1}{33}$	$\frac{+3.6}{31}$	$\frac{+0.3}{27}$	$\frac{-0.7}{21}$	$\frac{-1.6}{19}$	$\frac{-1.5}{16}$	$\frac{-0.2}{12}$	4.7	$\frac{-0.1}{10}$	$\frac{-1.1}{13}$	$\frac{-1.1}{16}$	$\frac{0.0}{18}$	$\frac{+0.7}{23}$	$\frac{+1.7}{30}$	$\frac{+2.3}{31}$	$\frac{+2.3}{33}$
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-----	-------------------	-------------------	-------------------	------------------	-------------------	-------------------	-------------------	-------------------

$\frac{+2.6}{41}$	$\frac{+0.2}{22}$	$\frac{-1.1}{18}$	$\frac{-1.1}{15}$	$\frac{-0.3}{12}$	5.5	$\frac{-0.2}{12}$	$\frac{-0.9}{14}$	$\frac{-0.5}{17}$	$\frac{+0.6}{19}$	$\frac{+1.8}{33}$	$\frac{+2.8}{36}$
-------------------	-------------------	-------------------	-------------------	-------------------	-----	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------

$\frac{+2.9}{60}$	$\frac{+2.2}{50}$	$\frac{+0.6}{22}$	$\frac{-0.9}{18}$	$\frac{-0.9}{17}$	$\frac{-0.6}{12}$	4.9	$\frac{-0.1}{12}$	$\frac{-0.9}{15}$	$\frac{-0.9}{18}$	$\frac{+3.6}{20}$	$\frac{+1.2}{42}$	$\frac{+2.7}{45}$
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-----	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------

$\frac{+2.5}{75}$	$\frac{+1.7}{50}$	$\frac{+0.7}{33}$	$\frac{-0.3}{23}$	4.7	$\frac{-0.5}{23}$	$\frac{-1.9}{26}$	$\frac{-1.7}{28}$	$\frac{+0.3}{32}$	$\frac{+0.7}{45}$	$\frac{+0.2}{69}$	$\frac{+4.7}{75}$
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$\frac{-1.6}{43}$	$\frac{+0.3}{40}$	$\frac{-0.1}{17}$	3.8	$\frac{-0.7}{20}$	$\frac{-1.9}{40}$	$\frac{-3.2}{47}$
-------------------	-------------------	-------------------	-----	-------------------	-------------------	-------------------

$\frac{+1.54}{70}$	$\frac{+1.11}{50}$	$\frac{+0.63}{23}$	$\frac{+0.25}{16}$	1.0	$\frac{-0.23}{10}$	$\frac{-0.70}{25}$	$\frac{-1.47}{50}$	$\frac{-2.28}{75}$
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$\frac{+1.29}{130}$	$\frac{+1.10}{50}$	6.05	$\frac{-1.43}{50}$	$\frac{-2.97}{100}$
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top & payc white soil Br.

Station

Elev

8+70 -0.9 930.6 -

8+50 -2.7 31.5 -

8+00 34.2 ✓

7+50 -2.7 36.6 -

7+00 39.3 ✓

6+50 +2.6 41.9 -

6+00 44.3 ✓

5+50 -2.4 46.8 -

5+00 49.2 ✓

4+50 +2.5 51.7 -

4+00 54.0 ✓

3+50 +1.5 956.5 -

Lt. L Rt.

+45	+0.0	-1.6	-1.6	-0.8	+0.4			-0.5	-1.6	-1.6	-0.8	+2.1
33	31	20	19	17	16	13	10.3	13	17	20	21	33

+3.0	+0.4	+2.3	-0.9	-0.9	-0.1		4.3	-0.4	-1.6	-1.6	-0.5	+2.9	+4.3	+2.6
34	28	20	18	16	13			14	16	17	18	24	28	33

+0.5	+0.4	+0.9	-1.2	-1.2	-0.5		6.6	-0.2	-1.0	-1.0	+1.6	+2.1	+2.6
33	27	20	17	15	12			11	13	14	23	32	33

+4.5	+1.2	+1.4	-0.7	-1.5	-1.5	-0.4	11.2	-0.3	+0.6	-1.2	-1.2	+1.3	+1.8	+2.2
33	30	20	17	16	15	11		7	12	13	15	19	25	33

+5.6	+2.1	+0.4	-1.5	-0.7	-1.6	-1.6	-0.5	8	-0.1	-0.7	-2.0	-2.0	-0.5	+0.9	+1.1	+2.3
33	28	26	21	17	16	15	13		5	9	12	14	16	21	24	33

+5.5	+5.2	+4.9	-1.3	-1.9	-1.9	-0.7	5.1	-0.3	-1.9	-1.9	-0.2	+2.9	+3.0	+4.3	+4.3
33	30	25	16	14	13	10		10	12	13	16	21	25	27	33

+7.0	+6.9	-1.5	-1.5	-0.5		13.0	-0.6	-1.0	-1.5	+2.4	+4.0	+5.8	+6.2
33	25	15	13	10			11	12	14	24	26	30	33

+6.6	+5.7	-1.5	-1.5	-0.5		10.6	-0.1	-0.7	-1.0	-1.0	-0.8	+2.0	+2.5	+6.3
33	27	18	17	11			5	9	11	12	14	23	26	33

+5.9	+5.9	+3.8	-0.9	-0.2		8.2	-0.5	+1.5	+1.5	+1.0	+2.8	+2.8	+3.8	+4.2
33	31	23	16	11			11	12	13	15	20	24	29	33

+4.2	+3.7	+2.8	+1.8	-0.4	-2.0	-2.0	-0.4	5.8	-0.5	-1.0	+2.6	+1.9	+2.1
33	29	23	21	16	15	14	11		10	12	20	26	33

+2.4	+2.6	+0.5	+0.2	-1.0	-0.2		11.0	-0.6	-1.3	-0.6	+1.9	+4.0	0.0
33	21	18	15	14	10			11	13	15	19	28	33

+3.5	+2.4	0.0	-0.6	-0.4		15	-0.3	-1.0	-1.0	+1.2	+0.5	+0.5
33	26	22	18	11			10	13	16	21	26	33

Station

Elev.

12+93	-0.4	908.2	-
+84	-1.9	08.6	-
12+50	-2.3	10.5	-
12+00		12.8	-
11+50	-2.6	15.6	-
11+00		18.2	-
10+50	-2.7	20.7	-
10+00		23.4	-
9+68	+1.6	25.0	-
9+43	+1.5	26.5	-
+15	-0.8	28.1	-
9+00		28.9	-

4. 5. 6.

$$\begin{array}{r} -49 \\ 33 \end{array} \quad \begin{array}{r} -38 \\ 17 \end{array} \quad \begin{array}{r} 20 \\ 11 \end{array} \quad 20 \quad \begin{array}{r} -04 \\ 11 \end{array} \quad \begin{array}{r} -74 \\ 19 \end{array} \quad \begin{array}{r} 10.8 \\ 23 \end{array} \quad \begin{array}{r} -110 \\ 28 \end{array} \quad \begin{array}{r} -66 \\ 34 \end{array}$$

(6.12)

$$\begin{array}{r} -50 \\ 33 \end{array} \quad \begin{array}{r} -50 \\ 20 \end{array} \quad \begin{array}{r} -27 \\ 18 \end{array} \quad \begin{array}{r} -2 \\ 12 \end{array} \quad 16 \quad \begin{array}{r} -03 \\ 11 \end{array} \quad \begin{array}{r} -40 \\ 17 \end{array} \quad \begin{array}{r} -64 \\ 25 \end{array} \quad \begin{array}{r} -74 \\ 28 \end{array} \quad \begin{array}{r} -120 \\ 36 \end{array} \quad \begin{array}{r} -120 \\ 39 \end{array}$$

28.6.

$$\begin{array}{r} -58 \\ 33 \end{array} \quad \begin{array}{r} -56 \\ 29 \end{array} \quad \begin{array}{r} -48 \\ 20 \end{array} \quad \begin{array}{r} -04 \\ 13 \end{array} \quad 20 \quad \begin{array}{r} -11 \\ 12 \end{array} \quad \begin{array}{r} -71 \\ 22 \end{array} \quad \begin{array}{r} -83 \\ 27 \end{array} \quad \begin{array}{r} -63 \\ 33 \end{array}$$

$$\begin{array}{r} -60 \\ 33 \end{array} \quad \begin{array}{r} -60 \\ 30 \end{array} \quad \begin{array}{r} -56 \\ 22 \end{array} \quad \begin{array}{r} -04 \\ 13 \end{array} \quad 21 \quad \begin{array}{r} 20 \\ 12 \end{array} \quad \begin{array}{r} -90 \\ 26 \end{array} \quad \begin{array}{r} -99 \\ 37 \end{array} \quad \begin{array}{r} -102 \\ 33 \end{array}$$

$$\begin{array}{r} -57 \\ 33 \end{array} \quad \begin{array}{r} -60 \\ 22 \end{array} \quad \begin{array}{r} -03 \\ 13 \end{array} \quad 48 \quad \begin{array}{r} -05 \\ 13 \end{array} \quad \begin{array}{r} -67 \\ 29 \end{array} \quad \begin{array}{r} -90 \\ 33 \end{array}$$

$$\begin{array}{r} -63 \\ 33 \end{array} \quad \begin{array}{r} -63 \\ 23 \end{array} \quad \begin{array}{r} -30 \\ 14 \end{array} \quad 17 \quad \begin{array}{r} -04 \\ 13 \end{array} \quad \begin{array}{r} -95 \\ 22 \end{array} \quad \begin{array}{r} -110 \\ 33 \end{array}$$

$$\begin{array}{r} -68 \\ 33 \end{array} \quad \begin{array}{r} -55 \\ 25 \end{array} \quad \begin{array}{r} -54 \\ 23 \end{array} \quad \begin{array}{r} -01 \\ 13 \end{array} \quad 24 \quad \begin{array}{r} -07 \\ 15 \end{array} \quad \begin{array}{r} -96 \\ 27 \end{array} \quad \begin{array}{r} -104 \\ 33 \end{array}$$

$$\begin{array}{r} -20 \\ 33 \end{array} \quad \begin{array}{r} -60 \\ 28 \end{array} \quad \begin{array}{r} -52 \\ 21 \end{array} \quad \begin{array}{r} -02 \\ 14 \end{array} \quad 27 \quad \begin{array}{r} -07 \\ 15 \end{array} \quad \begin{array}{r} -79 \\ 27 \end{array} \quad \begin{array}{r} -82 \\ 33 \end{array}$$

$$\begin{array}{r} 12.8 \\ 33 \end{array} \quad \begin{array}{r} -31 \\ 26 \end{array} \quad \begin{array}{r} -30 \\ 19 \end{array} \quad \begin{array}{r} -02 \\ 14 \end{array} \quad 28 \quad \begin{array}{r} -08 \\ 16 \end{array} \quad \begin{array}{r} -52 \\ 24 \end{array} \quad \begin{array}{r} -67 \\ 33 \end{array}$$

$$\begin{array}{r} 14.5 \\ 33 \end{array} \quad \begin{array}{r} 3.0 \\ 24 \end{array} \quad \begin{array}{r} -32 \\ 18 \end{array} \quad \begin{array}{r} -05 \\ 13 \end{array} \quad 41 \quad \begin{array}{r} -06 \\ 15 \end{array} \quad \begin{array}{r} 37 \\ 20 \end{array} \quad \begin{array}{r} -32 \\ 26 \end{array} \quad \begin{array}{r} -65 \\ 28 \end{array} \quad \begin{array}{r} -18 \\ 31 \end{array} \quad \begin{array}{r} -26 \\ 33 \end{array}$$

$$\begin{array}{r} +6 \\ 33 \end{array} \quad \begin{array}{r} -03 \\ 31 \end{array} \quad \begin{array}{r} -03 \\ 25 \end{array} \quad \begin{array}{r} -07 \\ 21 \end{array} \quad \begin{array}{r} -25 \\ 19 \end{array} \quad \begin{array}{r} -25 \\ 16 \end{array} \quad \begin{array}{r} -05 \\ 15 \end{array} \quad 11 \quad \begin{array}{r} -04 \\ 13 \end{array} \quad \begin{array}{r} -15 \\ 15 \end{array} \quad \begin{array}{r} -18 \\ 17 \end{array} \quad \begin{array}{r} +28 \\ 28 \end{array} \quad \begin{array}{r} +55 \\ 33 \end{array}$$

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$$\begin{array}{r} +1.1 \\ 33 \end{array} \quad \begin{array}{r} -07 \\ 27 \end{array} \quad \begin{array}{r} -03 \\ 19 \end{array} \quad \begin{array}{r} -07 \\ 18 \end{array} \quad \begin{array}{r} -07 \\ 15 \end{array} \quad \begin{array}{r} -03 \\ 12 \end{array} \quad 12 \quad \begin{array}{r} -05 \\ 12 \end{array} \quad \begin{array}{r} 20 \\ 15 \end{array} \quad \begin{array}{r} -20 \\ 19 \end{array} \quad \begin{array}{r} -09 \\ 18 \end{array} \quad \begin{array}{r} +09 \\ 21 \end{array} \quad \begin{array}{r} +19 \\ 33 \end{array}$$

Station

Elev.

17+50 -0.5 906.6 -

17+00 06.1 -

16+50 -0.6 05.5 -

16+00 04.8 -

15+50 -0.3 04.4 -

15+00 04.7 -

14+50 -0.3 04.8 -

14+00 05.1 -

13+50 +0.8 05.9 -

133 -0.3 06.3 -

127 -1.1 06.6 -

13+00 907.7 -

Lt. Lt. Rt.

0.0	+1.0	-0.9	-0.8	-0.3	52	-0.3	-0.7	-0.7	+2.2	+2.2	+6.8
<u>33</u>	17	15	13	11		12	14	15	21	25	27
											<u>33</u>

-1.6	-1.1	-0.1	-1.0	-1.0	-0.4	56	-0.4	-0.7	-0.7	+1.1	+1.4	+6.2	+6.2
<u>33</u>	24	16	14	13	10		12	14	15	18	26	30	33

	-4.1	-3.2	-0.7		43	-0.2	-0.5	-0.4	+3.3
	<u>37</u>	17	11			12	18	25	33

	-4.8	-4.0	-0.2		52	-0.4	-1.1	-1.5	+1.5
	<u>33</u>	16	11			11	15	26	33

	-3.3	-2.7	-0.7		57	-0.4	-2.0	-2.1	-0.4
	<u>33</u>	17	12			13	16	28	33

-1.1	-1.1	-1.7	-0.7	-0.4	55	-0.4	-0.6	-1.2	-1.0
<u>33</u>	29	27	12	12		7	13	24	33

+1.3	-1.6	-1.4	-0.7		53	-0.4	-1.7	-1.7	-0.7+0.6	+4.1
<u>33</u>	30	17	14			12	19	20	21	36

-1.6	-2.1	-2.9	-0.5		50	-0.4	-2.0	-2.1	-1.0	+0.2	+2.7
<u>33</u>	30	17	12			12	18	21	24	29	33

-2.8	-4.1	-3.3	-0.5		42	-0.5	-3.4	-2.2	
<u>33</u>	25	16	11			12	19	33	

-4.3	-9.0	-9.5	-4.0	-3.1	-0.2	37	-0.4	-4.1	-4.0	-1.3
<u>33</u>	28	24	18	17	10		12	20	29	33

-4.0	-3.3	-3.6	-0.2		34	-0.4	-4.1	-5.0	
<u>33</u>	28	17	10			12	21	33	

-4.5	-5.1	-0.2		28	-0.5	-5.1	-5.6	-6.0
<u>33</u>	16	11			11	21	26	33

Station

Elev.

22+15

907.4

-

22+00

07.1

-

21+89

-0.4

06.7

-

21+75

-0.4

06.3

-

21+50

-0.4

06.1

-

21+00

05.7

-

20+50

-0.1

05.7

-

20+00

05.8

-

19+50

-0.4

06.2

-

19+00

06.6

-

18+50

+0.2

06.9

-

18+00

906.7

-

Lt. Lt. Rt.

-10	-0.7	-0.2	30	-0.9	-0.4	-0.5
50	41	22	A	18	33	50

2 White Bar Road

-0.6	-0.3	-0.3	-0.4	37	-0.2	-0.3	-1.6	-1.8
70	50	35	18		11	19	30	45

2 White Bar Road

-22	-24	-20	-0.5	36	-0.4	-1.4	-1.0	+2.5	+3.6
40	50	19	15		13	20	27	34	38

10.8	-2.3	-2.1	-0.5	40	-0.3	-1.3	-1.5	+2.2
33	27	16	12		13	20	27	35

x

-0.9	-2.1	-2.5	-0.7	37	-0.7	-1.9	-2.0	0.0
33	26	17	12		16	21	30	33

-4.5	-4.1	-1.0	6.0	-0.6	-2.8	-2.6
33	18	12		13	17	32

-4.3	-4.0	-0.3	-0.5	61	-0.5	-2.2	-2.9	-2.8
33	18	12	9		12	15	23	33

-3.5	-3.9	-0.4	6.0	-0.2	-2.2	-3.0	-2.8	-2.0
33	17	10		12	16	21	29	33

-1.8	-2.1	-0.7	36	-0.5	-1.4	-2.0	-2.0	+0.4
33	16	11		12	19	22	26	33

-1.6	-2.0	-2.5	-2.1	-1.4	-0.3	37	-0.4	-0.4	-1.1	-0.7	+2.9	+2.6
33	28	23	17	14	9		12	17	21	25	31	33

-2.4	-2.4	-1.6	-0.3	48	-0.4	-0.9	+0.2	+0.2	+2.1
33	25	17	9		12	15	19	28	33

-4.6	-1.5	-1.4	-1.0	-0.3	30	-0.4	-0.4	+1.5	+2.6	+4.1
33	15	14	12	9		11	16	19	27	33

Station

Elev.

27+50 -0.4 99.4

27+00 99.4 -

26+55.5 99.32 Road North.

26+00 98.8 -

25+45 -0.7 98.9 -

25+00 899.6 -

24+50 -1.2 00.8 -

24+00 02.0 -

23+50 +1.4 3.4 -

23+00 04.9 -

22+67 +0.9 05.8 -

22+40 +0.9 906.7 -

Lt. E. Rt.

-23	-24	-40	-0.8	4	-04	-16	-13	00	+16
33	30	20	13		14	17	28	33	36

+05	-22	-22	-05	5	-05	-12	-12	+12	
33	30	20	12		12	17	27	33	

+07	-40	-24	-05	67	-03	+04	+15		
33	24	16	11		13	33	50		

-30	-44	-41	-02	71	-02	-09	-16	-20	
33	29	19	10		8	13	17	33	

-50	-56	-56	-32	-02	71	-02	-17	-16	-13
33	30	28	17	10		13	16	22	33

-22	-82	-06	64	-08	-55	-50			
33	23	10		13	25	33			

-116	-100	-08	52	-06	-90	-101			
33	24	9		13	29	33			

-110	-90	-08	40	-08	-88	-91			
33	24	9		13	28	33			

-61	-68	-64	-05	26	-08	-53	-65		
33	29	20	9		13	24	33		

+21	+21	-48	-50	-03	25	-02	-07	-19	-19
33	32	23	17	9		8	15	25	33

+39	+30	-34	-37	-06	46	-05	-15	-28	
33	32	23	15	9		11	23	33	

-22	-27	-28	-16	37	-07	-08	-09	+12	
33	29	22	15		15	31	50	105	

White Scar 6

Station		Elev.
33+20	+0.1	05.8 ✓
33+00		05.5 ✓
32+50	+0.8	05.1 ✓
32+00		04.3 ✓
31+50	+0.8	03.2 ✓
31+00		02.4 ✓
30+50	+0.8	01.7 ✓
30+00		00.9 ✓
29+50	+0.6	900.2 ✓
29+00		99.6 ✓
28+50	+0.1	99.1 ✓
28+00		99.0 ✓

Lt. L Rt.

$\frac{+0.5}{33}$	$\frac{+0.7}{18}$	$\frac{+0.1}{76}$	$\frac{-0.1}{70}$	50	$\frac{0.0}{14}$	$\frac{+0.5}{20}$	$\frac{+0.6}{33}$
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$\frac{-0.6}{33}$	$\frac{-0.4}{28}$	$\frac{+0.2}{25}$	$\frac{0.0}{18}$	$\frac{-0.3}{12}$	54	$\frac{-0.3}{15}$	$\frac{+1.2}{22}$	$\frac{+0.7}{26}$	$\frac{+0.4}{33}$
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$\frac{+1.6}{33}$	$\frac{+1.3}{29}$	$\frac{+0.4}{27}$	$\frac{+0.6}{20}$	$\frac{-0.5}{13}$	51	$\frac{-0.5}{15}$	$\frac{-0.3}{22}$	$\frac{+0.4}{27}$	$\frac{+2.4}{31}$	$\frac{+4.4}{33}$
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$\frac{+1.5}{33}$	$\frac{+1.0}{29}$	$\frac{+0.3}{27}$	$\frac{+0.4}{17}$	$\frac{-0.1}{10}$	42	$\frac{-0.5}{75}$	$\frac{-0.5}{18}$	$\frac{-0.3}{25}$	$\frac{+0.6}{28}$	$\frac{+2.0}{31}$	$\frac{+2.0}{33}$
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$\frac{-0.2}{33}$	$\frac{-0.3}{26}$	$\frac{-0.2}{11}$	50	$\frac{-0.3}{13}$	$\frac{+1.4}{27}$	$\frac{+1.6}{33}$	+
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$\frac{-0.2}{33}$	$\frac{-0.2}{20}$	$\frac{-1.0}{76}$	$\frac{-0.4}{14}$	41	$\frac{-0.5}{13}$	$\frac{-0.3}{28}$	$\frac{+1.0}{33}$
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$\frac{-0.2}{33}$	$\frac{-1.1}{22}$	$\frac{-1.2}{76}$	$\frac{-0.2}{12}$	48	$\frac{-0.3}{14}$	$\frac{-0.1}{26}$	$\frac{+0.1}{33}$
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$\frac{-2.1}{33}$	$\frac{-1.9}{29}$	$\frac{-2.6}{24}$	$\frac{-0.1}{15}$	76	$\frac{-0.4}{12}$	$\frac{-0.5}{23}$	$\frac{-0.9}{34}$
-------------------	-------------------	-------------------	-------------------	----	-------------------	-------------------	-------------------

$\frac{-2.0}{33}$	$\frac{-2.4}{24}$	$\frac{-2.9}{18}$	$\frac{-0.3}{10}$	35	$\frac{-0.2}{13}$	$\frac{-2.6}{18}$	$\frac{-2.1}{33}$
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$\frac{-4.1}{33}$	$\frac{-3.5}{25}$	$\frac{-3.3}{15}$	$\frac{-0.5}{70}$	41	$\frac{-0.3}{13}$	$\frac{-2.6}{17}$	$\frac{-2.7}{25}$	$\frac{-2.2}{33}$
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$\frac{-4.6}{33}$	$\frac{-3.4}{27}$	$\frac{-3.7}{76}$	$\frac{-0.5}{70}$	46	$\frac{-0.3}{13}$	$\frac{-2.4}{19}$	$\frac{-2.4}{27}$	$\frac{-1.5}{33}$
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$\frac{-4.1}{33}$	$\frac{-3.7}{17}$	$\frac{-0.5}{70}$	41	$\frac{-0.6}{13}$	$\frac{-2.2}{17}$	$\frac{-2.4}{18}$	$\frac{-0.2}{34}$
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station

Elev.

39+00

09.2 ✓

38+50

0.0

09.3 ✓

38+00

09.3 ✓

37+50

-0.1

09.2 ✓

37+00

09.3 ✓

36+50

09.3 ✓

to Road.

36+00

08.5 ✓

35+50

+0.6

07.9 ✓

35+00

07.3 ✓

34+50

+0.3

06.9 ✓

34+00

06.6 ✓

33+50

-0.5

06.1 ✓

L. R. RT.

$\frac{-31}{33}$	$\frac{-23}{30}$	$\frac{-22}{24}$	$\frac{-31}{22}$	$\frac{-30}{16}$	$\frac{-06}{12}$	36	$\frac{-05}{14}$	$\frac{-13}{16}$	$\frac{-12}{22}$	$\frac{-04}{24}$	$\frac{-92}{28}$	$\frac{+02}{30}$
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$\frac{-29}{33}$	$\frac{-20}{29}$	$\frac{-20}{22}$	$\frac{-30}{16}$	$\frac{-05}{12}$	37	$\frac{-05}{13}$	$\frac{-17}{16}$	$\frac{-21}{23}$	$\frac{-12}{25}$	$\frac{-09}{30}$	$\frac{-05}{33}$
------------------	------------------	------------------	------------------	------------------	----	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{-28}{33}$	$\frac{-24}{22}$	$\frac{-23}{20}$	$\frac{-21}{16}$	$\frac{-03}{11}$	38	$\frac{-04}{14}$	$\frac{-16}{16}$	$\frac{-18}{26}$	$\frac{-09}{28}$	$\frac{-11}{33}$
------------------	------------------	------------------	------------------	------------------	----	------------------	------------------	------------------	------------------	------------------

$\frac{-20}{33}$	$\frac{-15}{23}$	$\frac{-27}{20}$	$\frac{-24}{16}$	$\frac{-04}{12}$	35	$\frac{-04}{14}$	$\frac{-22}{17}$	$\frac{-18}{25}$	$\frac{-26}{29}$	$\frac{-07}{33}$
------------------	------------------	------------------	------------------	------------------	----	------------------	------------------	------------------	------------------	------------------

$\frac{-07}{33}$	$\frac{-04}{21}$	$\frac{-16}{18}$	$\frac{-15}{13}$	$\frac{-04}{11}$	34	$\frac{-04}{13}$	$\frac{-13}{15}$	$\frac{-15}{25}$	$\frac{-04}{29}$	$\frac{+03}{33}$
------------------	------------------	------------------	------------------	------------------	----	------------------	------------------	------------------	------------------	------------------

$\frac{-06}{50}$	$\frac{-05}{33}$	$\frac{-02}{13}$	35	$\frac{-02}{13}$	$\frac{-01}{33}$	$\frac{0.0}{50}$
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$\frac{+01}{33}$	$\frac{-07}{20}$	$\frac{-17}{19}$	$\frac{-15}{14}$	$\frac{-04}{11}$	42	$\frac{-05}{13}$	$\frac{-21}{15}$	$\frac{-18}{26}$	$\frac{-06}{30}$	$\frac{-10}{33}$
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$\frac{-30}{33}$	$\frac{-20}{30}$	$\frac{-20}{26}$	$\frac{-20}{20}$	$\frac{-20}{18}$	$\frac{-22}{15}$	$\frac{-05}{11}$	48	$\frac{-04}{13}$	$\frac{-25}{16}$	$\frac{-27}{27}$	$\frac{-16}{31}$	$\frac{-16}{33}$
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$\frac{+4}{33}$	$\frac{-41}{29}$	$\frac{-25}{26}$	$\frac{-24}{20}$	$\frac{-32}{19}$	$\frac{-32}{14}$	$\frac{-04}{11}$	34	$\frac{-04}{13}$	$\frac{-27}{16}$	$\frac{-24}{28}$	$\frac{-20}{28}$	$\frac{-18}{33}$
-----------------	------------------	------------------	------------------	------------------	------------------	------------------	----	------------------	------------------	------------------	------------------	------------------

$\frac{-38}{33}$	$\frac{-26}{29}$	$\frac{-24}{26}$	$\frac{-24}{21}$	$\frac{-22}{20}$	$\frac{-25}{13}$	$\frac{-08}{11}$	38	$\frac{-05}{13}$	$\frac{-21}{17}$	$\frac{-20}{26}$	$\frac{-21}{33}$
------------------	------------------	------------------	------------------	------------------	------------------	------------------	----	------------------	------------------	------------------	------------------

$\frac{-23}{33}$	$\frac{-16}{18}$	$\frac{-11}{14}$	$\frac{-07}{11}$	41	$\frac{-05}{15}$	$\frac{-14}{17}$	$\frac{-08}{23}$	$\frac{-15}{30}$	$\frac{-06}{33}$
------------------	------------------	------------------	------------------	----	------------------	------------------	------------------	------------------	------------------

$\frac{-12}{33}$	$\frac{-06}{30}$	$\frac{-06}{20}$	$\frac{-03}{9}$	49	$\frac{-02}{20}$	$\frac{00}{22}$	$\frac{-02}{33}$
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Station

Elev.

44+50

-0.4

05.3

04.5

44+00

04.9

43+50

-0.9

07.0

05.2

43+00

06.1

42+50

-0.8

08.3

06.7

42+00

07.5

41+50

-0.5

09.2

08.2

41+00

08.7

40+50

-0.1

09.1

40+00

09.2

+79

09.3

± Street Brainard

39+50

0.0

09.3

L

L

R

$$\begin{array}{r} -1.5 \\ 33 \end{array} \quad \begin{array}{r} -1.1 \\ 26 \end{array} \quad \begin{array}{r} -2.4 \\ 23 \end{array} \quad \begin{array}{r} -2.5 \\ 16 \end{array} \quad \begin{array}{r} -0.4 \\ 11 \end{array}$$

27

$$\begin{array}{r} -0.3 \\ 12 \end{array} \quad \begin{array}{r} -2.8 \\ 17 \end{array} \quad \begin{array}{r} -3.0 \\ 22 \end{array} \quad \begin{array}{r} -2.9 \\ 32 \end{array} \quad \begin{array}{r} -2.4 \\ 33 \end{array}$$

$$\begin{array}{r} -1.0 \\ 33 \end{array} \quad \begin{array}{r} -1.1 \\ 25 \end{array} \quad \begin{array}{r} -2.1 \\ 23 \end{array} \quad \begin{array}{r} -2.0 \\ 16 \end{array} \quad \begin{array}{r} -0.3 \\ 12 \end{array}$$

25

$$\begin{array}{r} -0.3 \\ 12 \end{array} \quad \begin{array}{r} -3.2 \\ 18 \end{array} \quad \begin{array}{r} -2.7 \\ 20 \end{array} \quad \begin{array}{r} -2.1 \\ 33 \end{array}$$

$$\begin{array}{r} -1.1 \\ 33 \end{array} \quad \begin{array}{r} -1.0 \\ 28 \end{array} \quad \begin{array}{r} -2.0 \\ 23 \end{array} \quad \begin{array}{r} -1.5 \\ 14 \end{array} \quad \begin{array}{r} -0.4 \\ 12 \end{array}$$

26

$$\begin{array}{r} -0.5 \\ 13 \end{array} \quad \begin{array}{r} -3.2 \\ 18 \end{array} \quad \begin{array}{r} -3.4 \\ 30 \end{array} \quad \begin{array}{r} -3.4 \\ 33 \end{array}$$

$$\begin{array}{r} -0.6 \\ 38 \end{array} \quad \begin{array}{r} 1.2 \\ 30 \end{array} \quad \begin{array}{r} -1.5 \\ 24 \end{array} \quad \begin{array}{r} -2.3 \\ 23 \end{array} \quad \begin{array}{r} -2.1 \\ 17 \end{array} \quad \begin{array}{r} -0.4 \\ 12 \end{array}$$

27

$$\begin{array}{r} -0.6 \\ 13 \end{array} \quad \begin{array}{r} -3.1 \\ 16 \end{array} \quad \begin{array}{r} -3.3 \\ 20 \end{array} \quad \begin{array}{r} -2.8 \\ 21 \end{array} \quad \begin{array}{r} -3.3 \\ 33 \end{array}$$

$$\begin{array}{r} 1.2 \\ 33 \end{array} \quad \begin{array}{r} -0.4 \\ 29 \end{array} \quad \begin{array}{r} -1.3 \\ 17 \end{array} \quad \begin{array}{r} -0.4 \\ 13 \end{array}$$

21

$$\begin{array}{r} -0.5 \\ 12 \end{array} \quad \begin{array}{r} -1.4 \\ 15 \end{array} \quad \begin{array}{r} -1.5 \\ 21 \end{array} \quad \begin{array}{r} -2.0 \\ 33 \end{array}$$

$$\begin{array}{r} +3.6 \\ 33 \end{array} \quad \begin{array}{r} +0.5 \\ 28 \end{array} \quad \begin{array}{r} -0.6 \\ 21 \end{array} \quad \begin{array}{r} -0.4 \\ 13 \end{array}$$

32

$$\begin{array}{r} -0.8 \\ 14 \end{array} \quad \begin{array}{r} -1.6 \\ 17 \end{array} \quad \begin{array}{r} -1.0 \\ 19 \end{array} \quad \begin{array}{r} -1.4 \\ 28 \end{array} \quad \begin{array}{r} 0.2 \\ 32 \end{array} \quad \begin{array}{r} 0.7 \\ 33 \end{array}$$

$$\begin{array}{r} +3.6 \\ 34 \end{array} \quad \begin{array}{r} +0.6 \\ 30 \end{array} \quad \begin{array}{r} -0.2 \\ 15 \end{array}$$

46

$$\begin{array}{r} -0.6 \\ 13 \end{array} \quad \begin{array}{r} -1.2 \\ 16 \end{array} \quad \begin{array}{r} -0.8 \\ 19 \end{array} \quad \begin{array}{r} -0.6 \\ 26 \end{array} \quad \begin{array}{r} +1.0 \\ 33 \end{array}$$

$$\begin{array}{r} +2.1 \\ 33 \end{array} \quad \begin{array}{r} +0.7 \\ 32 \end{array} \quad \begin{array}{r} +0.7 \\ 25 \end{array} \quad \begin{array}{r} -0.6 \\ 22 \end{array} \quad \begin{array}{r} -0.9 \\ 17 \end{array} \quad \begin{array}{r} -0.6 \\ 13 \end{array}$$

41

$$\begin{array}{r} -0.6 \\ 13 \end{array} \quad \begin{array}{r} -1.1 \\ 15 \end{array} \quad \begin{array}{r} -0.5 \\ 20 \end{array} \quad \begin{array}{r} -0.3 \\ 27 \end{array} \quad \begin{array}{r} +1.2 \\ 33 \end{array}$$

$$\begin{array}{r} +1.2 \\ 33 \end{array} \quad \begin{array}{r} +0.2 \\ 31 \end{array} \quad \begin{array}{r} -0.4 \\ 26 \end{array} \quad \begin{array}{r} -0.9 \\ 21 \end{array} \quad \begin{array}{r} -1.1 \\ 16 \end{array} \quad \begin{array}{r} -0.5 \\ 14 \end{array}$$

27

$$\begin{array}{r} -0.5 \\ 14 \end{array} \quad \begin{array}{r} -0.8 \\ 18 \end{array} \quad \begin{array}{r} 0.0 \\ 20 \end{array} \quad \begin{array}{r} -0.2 \\ 27 \end{array} \quad \begin{array}{r} +0.6 \\ 33 \end{array}$$

$$\begin{array}{r} +0.2 \\ 33 \end{array} \quad \begin{array}{r} +0.1 \\ 31 \end{array} \quad \begin{array}{r} -0.2 \\ 25 \end{array} \quad \begin{array}{r} -0.5 \\ 15 \end{array}$$

36

$$\begin{array}{r} -0.4 \\ 19 \end{array} \quad \begin{array}{r} -0.2 \\ 33 \end{array}$$

$$\begin{array}{r} -1.1 \\ 30 \end{array} \quad \begin{array}{r} -0.6 \\ 33 \end{array} \quad \begin{array}{r} -0.2 \\ 13 \end{array}$$

25

$$\begin{array}{r} 0.0 \\ 14 \end{array} \quad \begin{array}{r} +0.3 \\ 33 \end{array} \quad \begin{array}{r} 0.0 \\ 30 \end{array}$$

$$\begin{array}{r} -1.0 \\ 33 \end{array} \quad \begin{array}{r} -0.3 \\ 30 \end{array} \quad \begin{array}{r} -0.7 \\ 22 \end{array} \quad \begin{array}{r} -0.6 \\ 15 \end{array}$$

35

$$\begin{array}{r} -0.1 \\ 13 \end{array} \quad \begin{array}{r} -0.2 \\ 17 \end{array} \quad \begin{array}{r} +0.2 \\ 23 \end{array} \quad \begin{array}{r} +0.2 \\ 33 \end{array}$$

Station

Elev.

49+56

-0.3

00.7 99.9

Near end of Ties.

49+40

-0.1

00.4 00.2

± Road to Depot Rd

49+00

00.3 ✓

48+50

-0.6

01.7 00.7

48+00

01.3 ✓

47+50

-0.6

02.9 01.7

47+00

02.3 ✓

46+68

-0.5

02.5 ✓

46+36

03.0 -

± Gladstone St.

46+00

03.4 -

45+50

-0.4

04.5 03.7

45+00

04.1 -

Station		Elev.		
53+30	-0.2	95.9	95.5	
53+06.1		95.7	✓	± Lake Street
53+0.0		95.8	✓	
52+80	-0.3	96.3	✓	
52+35	-0.4	96.0	✓	
52+00		96.4	✓	
51+80	+0.3	96.7	✓	
51+40	-0.2	97.6	97.2	
51+25	-0.3	97.4	✓	
51+00		97.7	✓	
50+50	+0.9	98.6	✓	
50+05.5	-0.1	99.2	✓	far end of Ties
50+00		99.53	✓	

L.H.

2

R.H.

$$\begin{array}{r} -19 \\ 33 \end{array} \quad \begin{array}{r} -25 \\ 23 \end{array} \quad \begin{array}{r} -03 \\ 18 \end{array}$$

47

$$\begin{array}{r} -02 \\ 17 \end{array} \quad \begin{array}{r} -20 \\ 23 \end{array} \quad \begin{array}{r} -29 \\ 33 \end{array}$$

$$\begin{array}{r} -04 \\ 50 \end{array} \quad \begin{array}{r} +04 \\ 33 \end{array} \quad \begin{array}{r} 00 \\ 11 \end{array}$$

48

$$\begin{array}{r} 00 \\ 23 \end{array} \quad \begin{array}{r} -07 \\ 33 \end{array} \quad \begin{array}{r} -03 \\ 50 \end{array}$$

$$\begin{array}{r} +22 \\ 33 \end{array} \quad \begin{array}{r} -02 \\ 26 \end{array} \quad \begin{array}{r} 00 \\ 13 \end{array}$$

49

$$\begin{array}{r} +01 \\ 14 \end{array} \quad \begin{array}{r} -03 \\ 33 \end{array}$$

$$\begin{array}{r} -23 \\ 33 \end{array} \quad \begin{array}{r} -24 \\ 27 \end{array} \quad \begin{array}{r} -21 \\ 18 \end{array} \quad \begin{array}{r} -03 \\ 13 \end{array}$$

50

$$\begin{array}{r} -03 \\ 15 \end{array} \quad \begin{array}{r} -10 \\ 18 \end{array} \quad \begin{array}{r} -16 \\ 33 \end{array}$$

$$\begin{array}{r} -01 \\ 33 \end{array} \quad \begin{array}{r} -01 \\ 30 \end{array} \quad \begin{array}{r} -10 \\ 20 \end{array} \quad \begin{array}{r} -04 \\ 14 \end{array}$$

47

$$\begin{array}{r} -06 \\ 13 \end{array} \quad \begin{array}{r} -16 \\ 13 \end{array} \quad \begin{array}{r} -23 \\ 33 \end{array}$$

18

$$\begin{array}{r} -14 \\ 33 \end{array} \quad \begin{array}{r} -14 \\ 26 \end{array} \quad \begin{array}{r} -01 \\ 11 \end{array}$$

42

$$\begin{array}{r} -04 \\ 13 \end{array} \quad \begin{array}{r} -18 \\ 18 \end{array} \quad \begin{array}{r} -26 \\ 33 \end{array}$$

$$\begin{array}{r} -34 \\ 33 \end{array} \quad \begin{array}{r} -30 \\ 20 \end{array} \quad \begin{array}{r} -05 \\ 11 \end{array}$$

46

$$\begin{array}{r} -02 \\ 15 \end{array} \quad \begin{array}{r} -11 \\ 21 \end{array} \quad \begin{array}{r} -15 \\ 29 \end{array} \quad \begin{array}{r} -18 \\ 33 \end{array}$$

$$\begin{array}{r} -33 \\ 33 \end{array} \quad \begin{array}{r} -32 \\ 17 \end{array} \quad \begin{array}{r} -01 \\ 11 \end{array}$$

44

$$\begin{array}{r} -05 \\ 17 \end{array} \quad \begin{array}{r} -22 \\ 21 \end{array} \quad \begin{array}{r} -17 \\ 28 \end{array} \quad \begin{array}{r} -11 \\ 33 \end{array}$$

$$\begin{array}{r} -05 \\ 33 \end{array} \quad \begin{array}{r} -08 \\ 15 \end{array} \quad \begin{array}{r} -02 \\ 11 \end{array}$$

37

$$\begin{array}{r} -08 \\ 17 \end{array} \quad \begin{array}{r} -23 \\ 21 \end{array} \quad \begin{array}{r} -33 \\ 33 \end{array}$$

$$\begin{array}{r} -06 \\ 33 \end{array} \quad \begin{array}{r} -06 \\ 20 \end{array} \quad \begin{array}{r} -01 \\ 14 \end{array}$$

29

$$\begin{array}{r} -02 \\ 16 \end{array} \quad \begin{array}{r} -07 \\ 18 \end{array} \quad \begin{array}{r} -05 \\ 33 \end{array}$$

$$\begin{array}{r} -30 \\ 33 \end{array} \quad \begin{array}{r} -36 \\ 23 \end{array} \quad \begin{array}{r} -36 \\ 17 \end{array} \quad \begin{array}{r} -05 \\ 11 \end{array}$$

20

$$\begin{array}{r} -06 \\ 17 \end{array} \quad \begin{array}{r} -27 \\ 22 \end{array} \quad \begin{array}{r} -30 \\ 33 \end{array}$$

$$\begin{array}{r} -06 \\ 33 \end{array} \quad \begin{array}{r} -02 \\ 16 \end{array}$$

20

$$\begin{array}{r} 00 \\ 16 \end{array} \quad \begin{array}{r} -03 \\ 19 \end{array} \quad \begin{array}{r} -04 \\ 33 \end{array}$$

Exception N.F.R.R.

Station		Elev.	
59+00		93.9	✓
58+50	+0.1	93.5	✓
58+00		93.4	✓
57+50	-0.2	93.5	✓
57+00		93.7	✓
56+50	-0.5	94.2	✓
56+00		94.7	✓
55+50	-0.2	95.2	✓
55+00		95.4	✓
54+50	+0.1	95.6	✓
54+00		95.5	✓
53+66	0.0	95.5	✓

Lt.

8

Rt.

W.H.C.
A.L.P.
R.G.
M.G.

$\frac{-41}{33}$ $\frac{-30}{20}$ $\frac{-05}{16}$

$\frac{-08}{16}$ $\frac{-43}{24}$ $\frac{-51}{33}$

$\frac{-42}{33}$ $\frac{-46}{26}$ $\frac{-34}{19}$ $\frac{-09}{15}$ $\frac{-04}{10}$

$\frac{-03}{14}$ $\frac{-32}{20}$ $\frac{-42}{27}$ $\frac{-57}{30}$ $\frac{-59}{33}$

$\frac{-51}{33}$ $\frac{-42}{23}$ $\frac{-06}{15}$

$\frac{-04}{14}$ $\frac{-36}{19}$ $\frac{-50}{21}$ $\frac{-59}{33}$

Dec. 1-1925

$\frac{-44}{33}$ $\frac{-44}{20}$ $\frac{-09}{16}$

$\frac{-02}{13}$ $\frac{-49}{24}$ $\frac{-6.5}{33}$

$\frac{-31}{33}$ $\frac{-38}{30}$ $\frac{-3.2}{21}$ $\frac{-0.5}{16}$

$\frac{-03}{13}$ $\frac{-53}{24}$ $\frac{-6.6}{33}$

$\frac{-28}{30}$ $\frac{-27}{21}$ $\frac{-07}{17}$

$\frac{-04}{15}$ $\frac{-42}{23}$ $\frac{-47}{33}$

$\frac{-20}{33}$ $\frac{-30}{30}$ $\frac{-3.6}{27}$ $\frac{-36}{22}$ $\frac{-09}{17}$

$\frac{-05}{15}$ $\frac{-24}{20}$ $\frac{-44}{28}$ $\frac{-5.0}{33}$

$\frac{-01}{33}$ $\frac{-24}{26}$ $\frac{-2.8}{21}$ $\frac{-0.6}{16}$

$\frac{-08}{16}$ $\frac{-33}{20}$ $\frac{-43}{33}$

$\frac{+1.2}{33}$ $\frac{7.9}{21}$ $\frac{-0.7}{7}$

$\frac{-04}{15}$ $\frac{-2.0}{18}$ $\frac{-1.5}{25}$ $\frac{-1.9}{33}$

$\frac{+1.6}{33}$ $\frac{-11}{25}$ $\frac{-2.2}{20}$ $\frac{-0.4}{16}$

$\frac{-07}{13}$ $\frac{-2.2}{17}$ $\frac{-24}{22}$ $\frac{-2.0}{24}$ $\frac{-1.9}{33}$

$\frac{+0.4}{33}$ $\frac{+0.8}{28}$ $\frac{-1.9}{20}$ $\frac{-0.3}{16}$

$\frac{-04}{10}$ $\frac{-2.7}{20}$ $\frac{-2.9}{25}$ $\frac{-1.8}{28}$ $\frac{-1.5}{33}$

$\frac{-05}{33}$ $\frac{-0.2}{29}$ $\frac{-2.2}{20}$ $\frac{-0.8}{16}$

$\frac{-06}{14}$ $\frac{-1.6}{16}$ $\frac{-1.9}{24}$ $\frac{-2.0}{33}$

Station

Elev.

65+00

96.6 ✓

64+50

-0.1

96.7 ✓

64+00

96.8 ✓

63+50

+0.3

96.7 ✓

63+00

96.4 ✓

62+50

+0.2

96.3 ✓

62+00

96.1 ✓

61+50

0.0

96.1 ✓

61+00

95.8 ✓

60+50

+0.4

95.5 ✓

60+00

95.1 ✓

59+50

-0.4

94.7 ✓

station

Elev.

71+50

+0.7

98.2 ✓

71+00

97.5 ✓

70+50

+0.7

97.2 ✓

70+00

96.5 ✓

69+50

+0.5

95.8 ✓

69+00

95.3 ✓

68+00

95.3 ✓

67+00

95.7 ✓

66+50

-0.6

95.9 ✓

66+00

96.5 ✓

65+75

+0.1

96.4 ✓

65+50

+0.1

96.7 ✓

L.

L

Rt.

$$\begin{array}{r} -0.8 \\ 33 \end{array} \begin{array}{r} -20 \\ 31 \end{array} \begin{array}{r} -22 \\ 25 \end{array} \begin{array}{r} -0.5 \\ 17 \end{array} \quad 44 \quad \begin{array}{r} -0.3 \\ 15 \end{array} \begin{array}{r} -14 \\ 20 \end{array} \begin{array}{r} -1.0 \\ 28 \end{array} \begin{array}{r} 1.0 \\ 33 \end{array}$$

$$\begin{array}{r} -21 \\ 33 \end{array} \begin{array}{r} -16 \\ 20 \end{array} \begin{array}{r} -0.4 \\ 18 \end{array} \quad 71 \quad \begin{array}{r} -0.3 \\ 15 \end{array} \begin{array}{r} -2.7 \\ 22 \end{array} \begin{array}{r} -4.7 \\ 33 \end{array}$$

$$\begin{array}{r} -60 \\ 33 \end{array} \begin{array}{r} -12 \\ 25 \end{array} \begin{array}{r} -0.6 \\ 16 \end{array} \quad 26 \quad \begin{array}{r} -0.5 \\ 15 \end{array} \begin{array}{r} -3.9 \\ 22 \end{array} \begin{array}{r} -5.9 \\ 33 \end{array}$$

$$\begin{array}{r} -6.1 \\ 33 \end{array} \begin{array}{r} -6.5 \\ 27 \end{array} \begin{array}{r} -0.2 \\ 15 \end{array} \quad 3.3 \quad \begin{array}{r} -0.4 \\ 17 \end{array} \begin{array}{r} -5.7 \\ 26 \end{array} \begin{array}{r} -6.0 \\ 33 \end{array}$$

$$\begin{array}{r} -5.3 \\ 33 \end{array} \begin{array}{r} -3.6 \\ 24 \end{array} \begin{array}{r} -0.1 \\ 15 \end{array} \quad 2.7 \quad \begin{array}{r} -0.5 \\ 15 \end{array} \begin{array}{r} -4.7 \\ 22 \end{array} \begin{array}{r} -6.0 \\ 30 \end{array} \begin{array}{r} -2.8 \\ 33 \end{array}$$

$$\begin{array}{r} -6.3 \\ 33 \end{array} \begin{array}{r} -3.4 \\ 22 \end{array} \begin{array}{r} -0.1 \\ 15 \end{array} \begin{array}{r} -0.2 \\ 13 \end{array} \quad 4 \quad \begin{array}{r} -0.4 \\ 12 \end{array} \begin{array}{r} -0.2 \\ 14 \end{array} \begin{array}{r} -6.1 \\ 26 \end{array} \begin{array}{r} -7.0 \\ 33 \end{array}$$

$$\begin{array}{r} -1.1 \\ 33 \end{array} \begin{array}{r} -10.3 \\ 29 \end{array} \begin{array}{r} -0.6 \\ 15 \end{array} \quad 44 \quad \begin{array}{r} -0.6 \\ 14 \end{array} \begin{array}{r} -7.1 \\ 31 \end{array} \begin{array}{r} -8.7 \\ 33 \end{array}$$

$$\begin{array}{r} -9.7 \\ 33 \end{array} \begin{array}{r} -9.1 \\ 31 \end{array} \begin{array}{r} -0.5 \\ 14 \end{array} \quad 1.0 \quad \begin{array}{r} -0.5 \\ 14 \end{array} \begin{array}{r} -5.6 \\ 26 \end{array} \begin{array}{r} -9.2 \\ 33 \end{array}$$

$$\begin{array}{r} -10.2 \\ 33 \end{array} \begin{array}{r} -7.5 \\ 29 \end{array} \begin{array}{r} -0.3 \\ 12 \end{array} \quad 3.8 \quad \begin{array}{r} -0.5 \\ 15 \end{array} \begin{array}{r} -7.7 \\ 27 \end{array} \begin{array}{r} -9.4 \\ 33 \end{array}$$

$$\begin{array}{r} -7.6 \\ 33 \end{array} \begin{array}{r} -6.7 \\ 28 \end{array} \begin{array}{r} -0.6 \\ 14 \end{array} \quad 3.2 \quad \begin{array}{r} -0.7 \\ 16 \end{array} \begin{array}{r} -5.7 \\ 25 \end{array} \begin{array}{r} -6.7 \\ 33 \end{array}$$

$$\begin{array}{r} -5.0 \\ 33 \end{array} \begin{array}{r} -3.2 \\ 22 \end{array} \begin{array}{r} -0.3 \\ 16 \end{array} \quad 5.7 \quad \begin{array}{r} -0.1 \\ 17 \end{array} \begin{array}{r} -2.4 \\ 21 \end{array} \begin{array}{r} -2.8 \\ 33 \end{array}$$

$$\begin{array}{r} -4.8 \\ 33 \end{array} \begin{array}{r} -4.4 \\ 29 \end{array} \begin{array}{r} -0.6 \\ 17 \end{array} \quad 1.0 \quad \begin{array}{r} -0.5 \\ 16 \end{array} \begin{array}{r} -1.9 \\ 21 \end{array} \begin{array}{r} -1.0 \\ 29 \end{array} \begin{array}{r} +0.3 \\ 33 \end{array}$$

Station		Elev.
77+50	+0.2	904.6 ✓
77+00		044 ✓
76+50	+0.8	02.1 037 -
76+00		02.9 ✓
75+50	-0.5	02.4 ✓
75+00		02.0 ✓
74+50	+0.8	01.1 ✓
74+00		900.3 ✓
73+50	+0.3	99.9 ✓
73+00		99.6 ✓
72+50	+0.6	99.3 ✓
72+00		98.7 ✓

Station

Elev.

83+23

94.7 -

83+00

95.6 -

82+50

+20

97.6 -

82+00

899.7 ✓

81+50

-17

902.0 ✓

81+00

903.7 ✓
11

80+50

-1.0

904.9 ✓

80+00

905.9 -

79+48.5

906.7 -

79+00

906.4 -

78+50

+0.8

905.6 ✓

78+00

904.8 ✓

station

Elev.

89+00

874.0 ✓

88+50

754 ✓

88+00

76.9 ✓

87+50

77.7 ✓

87+00

79.0 ✓

86+50

80.6 ✓

86+00

82.1 ✓

85+54.24

84.3 ✓

85+00

86.7 ✓

84+50

88.9 ✓

84+00

90.9 ✓

83+50

93.3 ✓

Lt.

L

Rt.

$$\begin{array}{r} +1.8 \\ \hline 33 \end{array} \quad \begin{array}{r} -0.6 \\ \hline 20 \\ \hline 30 \end{array} \quad \begin{array}{r} -2.6 \\ \hline 20 \end{array} \quad \begin{array}{r} -0.5 \\ \hline 14 \end{array}$$

37

$$\begin{array}{r} -0.3 \\ \hline 11 \end{array} \quad \begin{array}{r} +0.4 \\ \hline 12 \end{array} \quad \begin{array}{r} +2.1 \\ \hline 19 \end{array} \quad \begin{array}{r} +2.0 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -2.5 \\ \hline 33 \end{array} \quad \begin{array}{r} -3.1 \\ \hline 26 \end{array} \quad \begin{array}{r} -2.6 \\ \hline 19 \end{array} \quad \begin{array}{r} -0.6 \\ \hline 15 \end{array}$$

32

$$\begin{array}{r} -0.4 \\ \hline 11 \end{array} \quad \begin{array}{r} 0.0 \\ \hline 14 \end{array} \quad \begin{array}{r} +2.3 \\ \hline 19 \end{array} \quad \begin{array}{r} +2.9 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -5.8 \\ \hline 33 \end{array} \quad \begin{array}{r} -5.1 \\ \hline 24 \end{array} \quad \begin{array}{r} -1.6 \\ \hline 17 \end{array} \quad \begin{array}{r} -0.7 \\ \hline 15 \end{array}$$

38

$$\begin{array}{r} -0.3 \\ \hline 12 \end{array} \quad \begin{array}{r} 0.0 \\ \hline 16 \end{array} \quad \begin{array}{r} +1.6 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -7.1 \\ \hline 33 \end{array} \quad \begin{array}{r} -6.4 \\ \hline 21 \end{array} \quad \begin{array}{r} -0.8 \\ \hline 12 \end{array}$$

39

$$\begin{array}{r} -0.6 \\ \hline 13 \end{array} \quad \begin{array}{r} -2.1 \\ \hline 19 \end{array} \quad \begin{array}{r} -2.6 \\ \hline 28 \end{array} \quad \begin{array}{r} -0.3 \\ \hline 31 \end{array} \quad \begin{array}{r} +0.9 \\ \hline 32 \end{array} \quad \begin{array}{r} +1.1 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -5.2 \\ \hline 33 \end{array} \quad \begin{array}{r} -6.5 \\ \hline 28 \end{array} \quad \begin{array}{r} -5.6 \\ \hline 24 \end{array} \quad \begin{array}{r} -5.2 \\ \hline 20 \end{array} \quad \begin{array}{r} -0.9 \\ \hline 12 \end{array}$$

36

$$\begin{array}{r} -0.3 \\ \hline 13 \end{array} \quad \begin{array}{r} -4.3 \\ \hline 22 \end{array} \quad \begin{array}{r} -4.5 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -5.0 \\ \hline 33 \end{array} \quad \begin{array}{r} -6.9 \\ \hline 27 \end{array} \quad \begin{array}{r} -6.2 \\ \hline 20 \end{array} \quad \begin{array}{r} -0.6 \\ \hline 12 \end{array}$$

31

$$\begin{array}{r} -0.6 \\ \hline 12 \end{array} \quad \begin{array}{r} -6.9 \\ \hline 22 \end{array} \quad \begin{array}{r} -8.0 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -7.7 \\ \hline 33 \end{array} \quad \begin{array}{r} -6.1 \\ \hline 22 \end{array} \quad \begin{array}{r} -0.6 \\ \hline 13 \end{array}$$

43

$$\begin{array}{r} -0.6 \\ \hline 11 \end{array} \quad \begin{array}{r} -7.6 \\ \hline 21 \end{array} \quad \begin{array}{r} -9.2 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -8.9 \\ \hline 33 \end{array} \quad \begin{array}{r} -7.8 \\ \hline 25 \end{array} \quad \begin{array}{r} -0.7 \\ \hline 14 \end{array}$$

41

$$\begin{array}{r} -0.6 \\ \hline 9 \end{array} \quad \begin{array}{r} -9.9 \\ \hline 23 \end{array} \quad \begin{array}{r} -10.6 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -4.1 \\ \hline 33 \end{array} \quad \begin{array}{r} -4.0 \\ \hline 30 \end{array} \quad \begin{array}{r} -4.4 \\ \hline 26 \end{array} \quad \begin{array}{r} -3.5 \\ \hline 19 \end{array} \quad \begin{array}{r} -0.9 \\ \hline 15 \end{array}$$

37

$$\begin{array}{r} -0.8 \\ \hline 12 \end{array} \quad \begin{array}{r} -3.2 \\ \hline 18 \end{array} \quad \begin{array}{r} -2.5 \\ \hline 22 \end{array} \quad \begin{array}{r} -1.4 \\ \hline 27 \end{array} \quad \begin{array}{r} -2.4 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -4.5 \\ \hline 33 \end{array} \quad \begin{array}{r} -2.8 \\ \hline 14 \end{array} \quad \begin{array}{r} -1.2 \\ \hline 10 \end{array}$$

44

$$\begin{array}{r} -1.0 \\ \hline 16 \end{array} \quad \begin{array}{r} -1.9 \\ \hline 18 \end{array} \quad \begin{array}{r} -0.7 \\ \hline 28 \end{array} \quad \begin{array}{r} +2.4 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -2.8 \\ \hline 33 \end{array} \quad \begin{array}{r} -2.4 \\ \hline 25 \end{array} \quad \begin{array}{r} -2.2 \\ \hline 16 \end{array} \quad \begin{array}{r} -1.0 \\ \hline 12 \end{array}$$

33

$$\begin{array}{r} -4.8 \\ \hline 13 \end{array} \quad \begin{array}{r} -2.6 \\ \hline 16 \end{array} \quad \begin{array}{r} -3.0 \\ \hline 19 \end{array} \quad \begin{array}{r} -1.2 \\ \hline 32 \end{array} \quad \begin{array}{r} -1.2 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -2.8 \\ \hline 33 \end{array} \quad \begin{array}{r} -1.9 \\ \hline 17 \end{array} \quad \begin{array}{r} -0.7 \\ \hline 14 \end{array}$$

38

$$\begin{array}{r} -0.1 \\ \hline 10 \end{array} \quad \begin{array}{r} -2.1 \\ \hline 10 \end{array} \quad \begin{array}{r} -1.6 \\ \hline 26 \end{array} \quad \begin{array}{r} +0.6 \\ \hline 31 \end{array} \quad \begin{array}{r} +0.6 \\ \hline 33 \end{array}$$

Station		E lev.
94+00		859.0 ✓
93+50	0.0	58.8 ✓
93+00		58.8 ✓
92+90	+0.2	59.0 ✓
92+55	-1.3	62.4 ✓
92+00		63.7 ✓
91+50		65.4 ✓
91+00		67.0 ✓
90+50	+1.8	68.8 ✓
90+00		71.0 ✓
89+80	+0.8	71.8 ✓
89+50	+0.7	72.5 ✓

Lt. Lt Rt

$\frac{-0.2}{33}$	$\frac{-0.3}{25}$	89	$\frac{0.0}{20}$	$\frac{+0.4}{33}$	$\frac{+0.5}{36}$	$\frac{+0.5}{39}$
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$\frac{-0.2}{33}$	$\frac{-0.2}{25}$	91	$\frac{+0.7}{20}$	$\frac{+2.4}{25}$	$\frac{+4.8}{33}$	$\frac{+4.1}{50}$
-------------------	-------------------	----	-------------------	-------------------	-------------------	-------------------

$\frac{-0.6}{33}$	$\frac{-0.6}{25}$	92	$\frac{+1.0}{11}$	$\frac{+4.1}{10}$	$\frac{+4.4}{24}$	$\frac{+4.0}{33}$
-------------------	-------------------	----	-------------------	-------------------	-------------------	-------------------

$\frac{-0.1}{33}$	$\frac{-0.1}{21}$	92	$\frac{+3.6}{7}$	$\frac{+4.2}{20}$	$\frac{+5.3}{33}$
-------------------	-------------------	----	------------------	-------------------	-------------------

$\frac{-4.3}{33}$	$\frac{-4.3}{25}$	$\frac{-4.0}{8}$	86	$\frac{+0.6}{12}$	$\frac{0.0}{26}$	$\frac{-3.2}{33}$
-------------------	-------------------	------------------	----	-------------------	------------------	-------------------

$\frac{-5.5}{33}$	$\frac{-5.3}{17}$	$\frac{-4.4}{14}$	$\frac{-4.8}{7}$	10	$\frac{-0.1}{12}$	$\frac{-0.5}{17}$	$\frac{-4.7}{25}$	$\frac{-4.9}{33}$
-------------------	-------------------	-------------------	------------------	----	-------------------	-------------------	-------------------	-------------------

$\frac{-7.0}{33}$	$\frac{-6.7}{19}$	$\frac{-0.8}{10}$	26	$\frac{-0.1}{8}$	$\frac{-0.6}{14}$	$\frac{-5.2}{21}$	$\frac{-6.2}{33}$
-------------------	-------------------	-------------------	----	------------------	-------------------	-------------------	-------------------

$\frac{-8.4}{33}$	$\frac{-2.1}{23}$	$\frac{-6.9}{18}$	$\frac{-0.2}{10}$	26	$\frac{-0.1}{9}$	$\frac{-0.2}{14}$	$\frac{-6.1}{23}$	$\frac{-5.4}{33}$
-------------------	-------------------	-------------------	-------------------	----	------------------	-------------------	-------------------	-------------------

$\frac{-9.8}{33}$	$\frac{-9.2}{27}$	$\frac{-2.3}{19}$	$\frac{-0.8}{10}$	19	$\frac{-0.1}{9}$	$\frac{-0.6}{13}$	$\frac{-5.5}{22}$	$\frac{-5.6}{33}$
-------------------	-------------------	-------------------	-------------------	----	------------------	-------------------	-------------------	-------------------

$\frac{-7.0}{32}$	$\frac{-4.0}{21}$	$\frac{-0.6}{13}$	63	$\frac{-0.2}{13}$	$\frac{-4.0}{19}$	$\frac{-4.5}{28}$	$\frac{-3.7}{30}$	$\frac{-2.6}{33}$
-------------------	-------------------	-------------------	----	-------------------	-------------------	-------------------	-------------------	-------------------

$\frac{-1.0}{33}$	$\frac{-1.7}{20}$	$\frac{-0.7}{13}$	55	$\frac{-0.7}{12}$	$\frac{-0.5}{14}$	$\frac{-1.8}{18}$	$\frac{-0.4}{33}$	$\frac{+2.2}{33}$
-------------------	-------------------	-------------------	----	-------------------	-------------------	-------------------	-------------------	-------------------

$\frac{-1.2}{33}$	$\frac{-1.8}{30}$	$\frac{-1.3}{21}$	$\frac{-0.8}{14}$	19	$\frac{-0.2}{11}$	$\frac{+0.4}{13}$	$\frac{+0.6}{16}$	$\frac{+4.7}{33}$	$\frac{+4.7}{33}$
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Station

Elev.

97+42

+0.05

63.20 ✓

97+14.5

63.15 ✓

(3cy. Pavement)

97+00

63.1 ✓

96+55

-0.5

63.2 ✓

96+35

-0.6

64.7

63.7

96+00

64.3 ✓

$\frac{6}{37}$

95+75

0.00

64.3 ✓

95+42

-0.5

63.9 ✓

95+25

+1.1

60.3 ✓

95+00

59.2 ✓

94+50

-1.2

58.0 ✓

192² Pavement +
 Crushed Rock Base
 3' Black Top.
 Conc. Gutters

878.86364
 416
 867.80 - x
 22.15
 4165

-0.45
 33 = Flowline Gutter

460

-0.49
 29 = Flowline Gutter

-2.0 -2.0 -0.4 -0.00 -0.11 465 -0.17 -0.10 -0.20 -0.23
 33 27 21 1625 14 14 1625 21 33

Gutter Pavement Gutter

-4.2 -3.6 -1.3 -0.1 46 -0.4 -0.7 -1.0
 33 27 22 11 14 33 50

-4.3 -4.0 -0.9 -0.1 47 -0.4 -1.5 -1.4 +0.7
 33 22 17 11 7 17 33 50

-3.2 -0.3 47 -1.1 -0.5 +2.2 +6.3
 33 18 14 20 27 39

-3.2 -2.1 -1.8 -0.6 54 -0.6 +0.6 +1.6 +9.8
 33 27 21 17 15 23 29 38

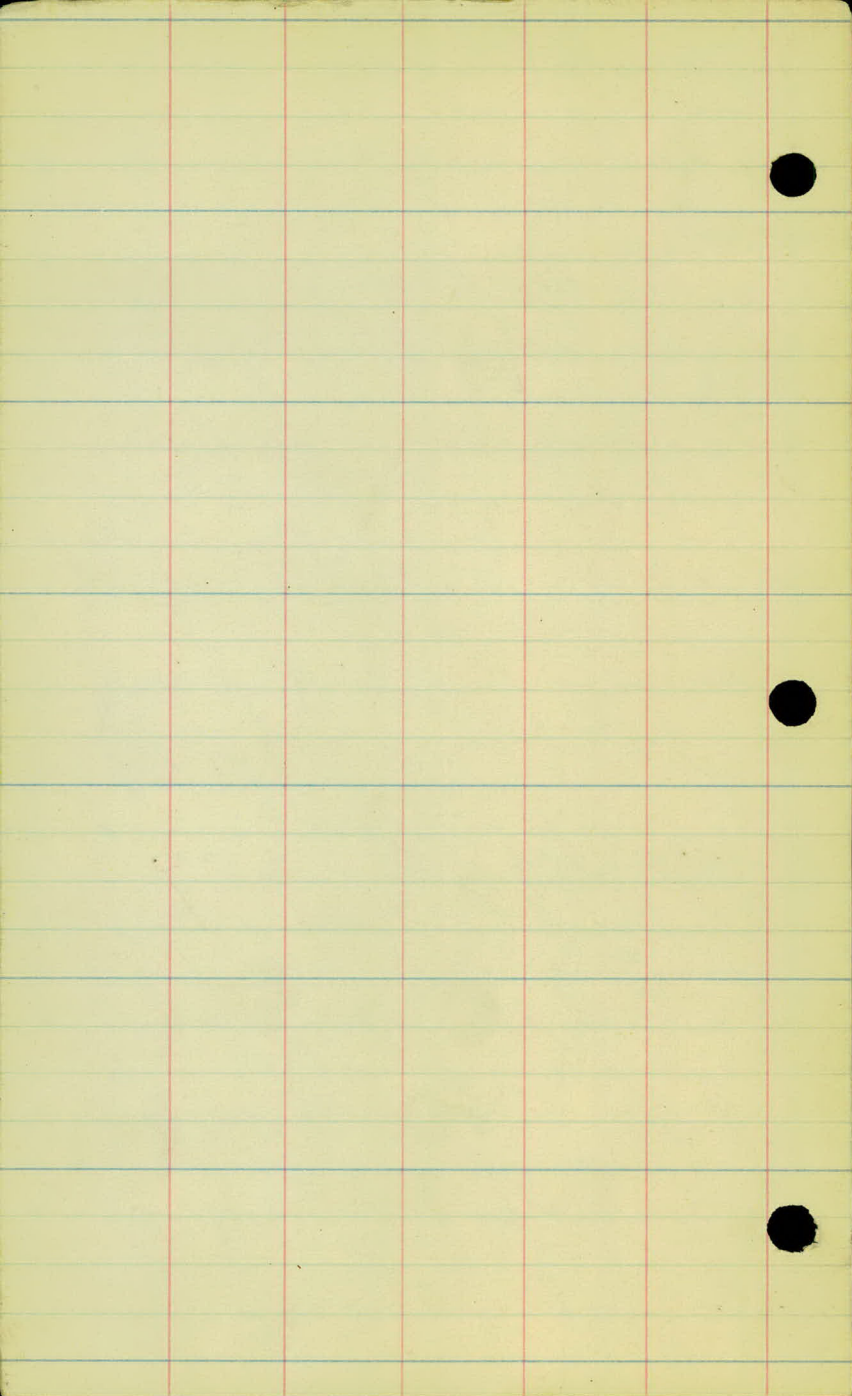
-4.3 -3.3 -0.6 54 -0.1 -0.6 +1.1 +4.4
 33 22 11 11 11 21 33 37

-4.5 -3.8 -1.2 40 +0.5 +0.3 +1.1
 33 14 6 19 33 44

-1.5 -1.2 74 +3.0 +3.7 +2.8 +4.3
 33 17 8 25 38 45

-0.4 -0.3 75 +0.7 +3.7 +4.8 +4.0 +4.5
 33 28 12 19 33 46 50

-0.4 -0.4 81 5.0 +1.3 +3.0
 33 25 24 33 36



DRAINAGE

Station	Kind	Recommended
0+20	15" X 27' C.M. EX 44' RT + 43' LT.	15" X ? P. 3
13+10	24" X 60' C.M. EX 22' RT + 24' LT.	36" X ? P. 3. clear out ditch Lt. RT.
20+26	18" X 36' C.M. EX 19.5' RT. 18.5' LT.	18" X ? P. 3.
24+45	18" X ? C.M. EX 12' LT	18" X P. 3
28+33	18" X 41' C.M. EX. 20' RT + 21' LT.	Remove carry drainage ^{to} RT to RT hole Sta. 24
58+08	12" X 44' C.M. EX 20' RT. X 24' LT.	Remove
77+16.4	18" X 61' C.M. 27'-th. X 19' LT	18" X ? P. 3
94+00		18" X ? P. 3

Drains Rt.

Inv. Elev. $\frac{96.39}{44}$ $\frac{62.7}{50}$ $\frac{64.3}{75}$

Drains Lt.

Inv. Elev. $\frac{995.6}{241}$ $\frac{897.0}{30}$ $\frac{896.5}{125}$

Drains Lt Lt.

Inv. Elev. $\frac{901.9}{18.5}$ $\frac{01.3}{30}$

Drains Lt.

Inv. Elev. $\frac{889.3}{18}$ $\frac{86.1}{30}$

Drains Lt.

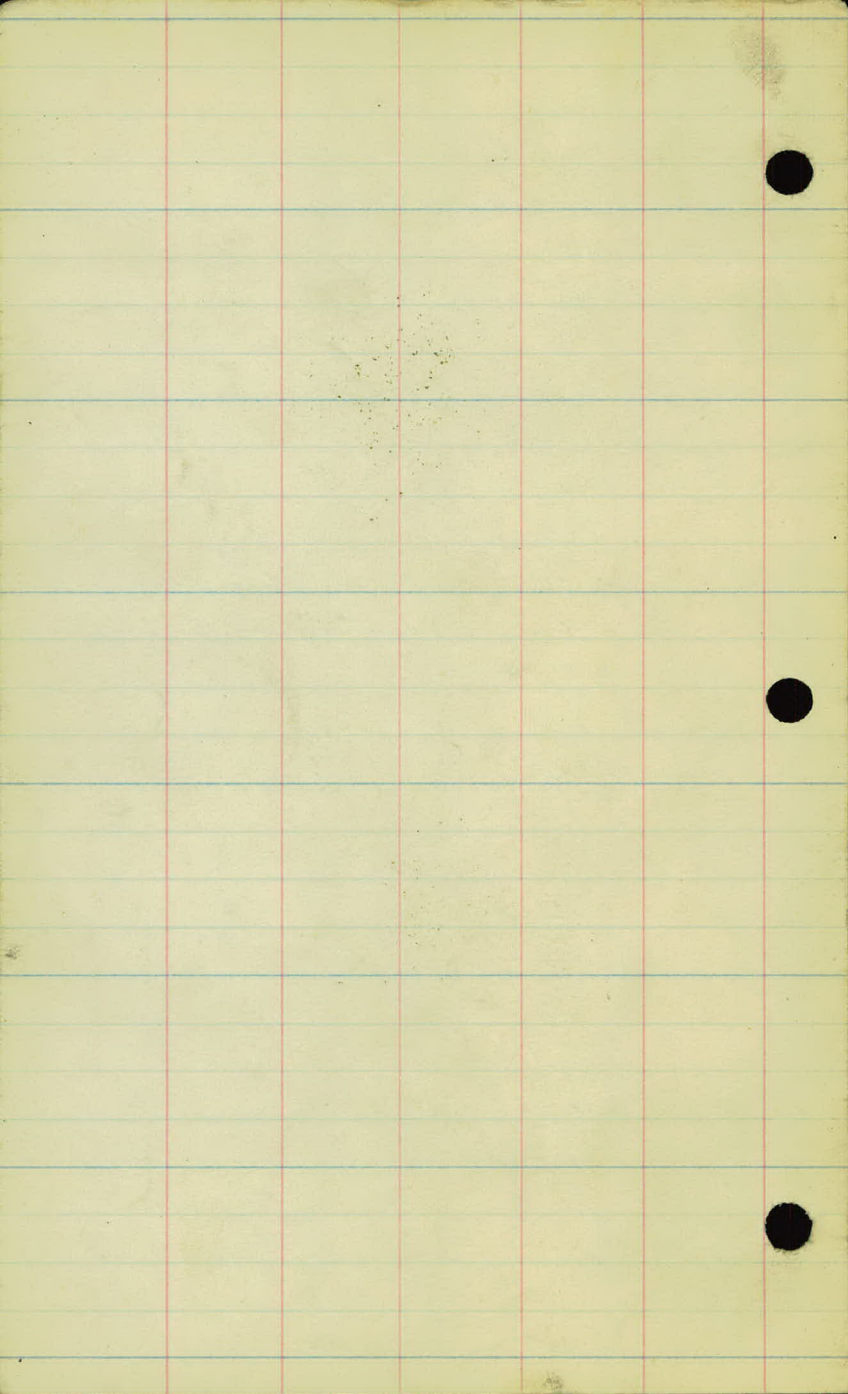
Inv. Elev. $\frac{98.6}{21}$ $\frac{95.6}{35}$

Drains. Equalizer.

Inv. Elev. 88.5 Lt. & Rt.

Drains Lt.

Inv. Elev. $\frac{70.5}{19}$ $\frac{69.9}{30}$



Plans in hand 26-05 3-18-26

H.S.K.
P.R.B.

0+12 - Put in 50' Rad on edge paving ✓

0+20 - Rem. - 15" X 87' - P. 18" P₃ - ✓

3+00 - F.E. - P. 15" X 24' - Rt. ✓

9+20 to ^{14+20 Lt.} 14+00 Rt. } G.R. Change on plans ✓

13+10 - F.E. Lt. - No Culv. Req. ✓

13+10 - Rem. - 24" X 60' C.M. - P. 24" P₃ - ✓

15+08 - Rem 12" X 29' C.M. - P. 15" X 24' ✓

14+80 - F.E. - Lt. No Culv. Req. ✓

15+00 to 16+50 - G.R. Lt. ✓

19+00 to 21+75 - G.R. - Rty Lt. - O.K. on plans. ✓

20+26 - Rem. - 18" X 36' C.M. - P. 24" P₃ ✓

22+25 - Xroads. - No Culv. Req. - ✓

22+40 to 25+40 (Lt.)
to 29+10 Lt. (G.R. - Rt & Lt.) ✓

24+45 - Rem: 18" x 40' C.M. - P. 24" P3 ✓

25+80 - R. - F.E. - P. 15" x 24' C.M. - ✓

26+56 - R. - F.E. - P. 15" x 24' C.M. ✓

28+33 - Rem. - 18" x 41' C.M. - No. Cul. Reg. -
Keep Drainage on North side
running east. ✓

29+12^{Lt.} - F.E. - Rem. - 12" x 12' -

Rep. - old 12" x 29' from 15 to 8. - ✓

30+21 - F.E. Rt. - P. 15" x 24' C.M. - ✓

31+57 - F.E. Rt. - P. 15" x 24' C.M. ✓

33+20 - Str. Xing. P. 15" x 40' C.M. Rt. ✓
No Cul. Reg. on Lt. ✓

36+48 - Str. Xing - Extend (12" x 30) to (12" x 40) ✓
No Cul. Reg. Lt. ✓

39+79 - Str Xing. - No Cul. Req. ✓

40+42 - FE - Lt. - P. 12" X 24' C.M. ✓

45+20 - F.E. - Lt. - P. 12" X 30' C.M. ✓

44+74 - Rem. - 12" X 40' C.M. - - No Cul. Req. ✓

46+36 - Str. Xing. - Rem. - 12" X 70' Lt. ✓
P. - 15" X 70' Lt. No Cul. Req. on Rt. ✓

48+80 - FE. Lt. - Rem 12" X 20' No Cul. Req. ✓

53+06 - Rt. & Lt. - P. - 2 - 15" X 40' C.M. ✓

56+00 to 60+00 - G.R. R. & Lt. Change Plan ✓

58+44 - Rem. 12' X 44' C.M. P. 24" P3 ✓

61+56 - Lt. - No Cul. Req. ✓

65+00 to 70+50 Lt. } G.R. ✓
65+50 to 70+50 Rt. }

74+12 Rt. - FE. - Rem. 12' X 14' C.M. - No Cul. Req. ✓

75+00 to 76+50 Rt. } G.R. - Change Plans ✓
77+50 Lt. }

80+12 Lt. - F.E. Pl. - 15" x 24" C.M. - ✓

83+50 to ^{87+75 R} 88+50 L. } G.R. - Change Plan. - ✓

87+16 - Imp. - 18" x 61" C.M. - Rem. - ✓
P. 24" P₃ at 90° Δ. -

89+73 - Lt. F.E. - No Cyl. Req. - ✓

89+75 - G.R. - Plans OK. on Rt. ✓
Extend to Intersection on Lt. ✓

93+75 - Leave C.M. under old road - ✓
Pl. - 24" P₃ " new " - ✓

96+70 - P. - 18" P₃ - ✓

End of Proj. - Put in 50' Rod
on edge of Pav. both ways. - ✓

Cl. & Gr. - 16 Trees. 6 Steps. - Rt ✓
of 94 to 97

U 2487

04