

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

From Victoria St. to Rice St.

CO. PROJ. 26-50

RD. % N<sup>o</sup> 66

FILE N<sup>o</sup> 1

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

Date Filed 4-25-25

File No. "1" (26-50)

..... Cross Sections  
Sta. B. S. P. L. F. S. Gr. R. Gr. R.

COUNTY ROAD "B" 2

PROJECT 26-50

Victoria St. to Rice Street.

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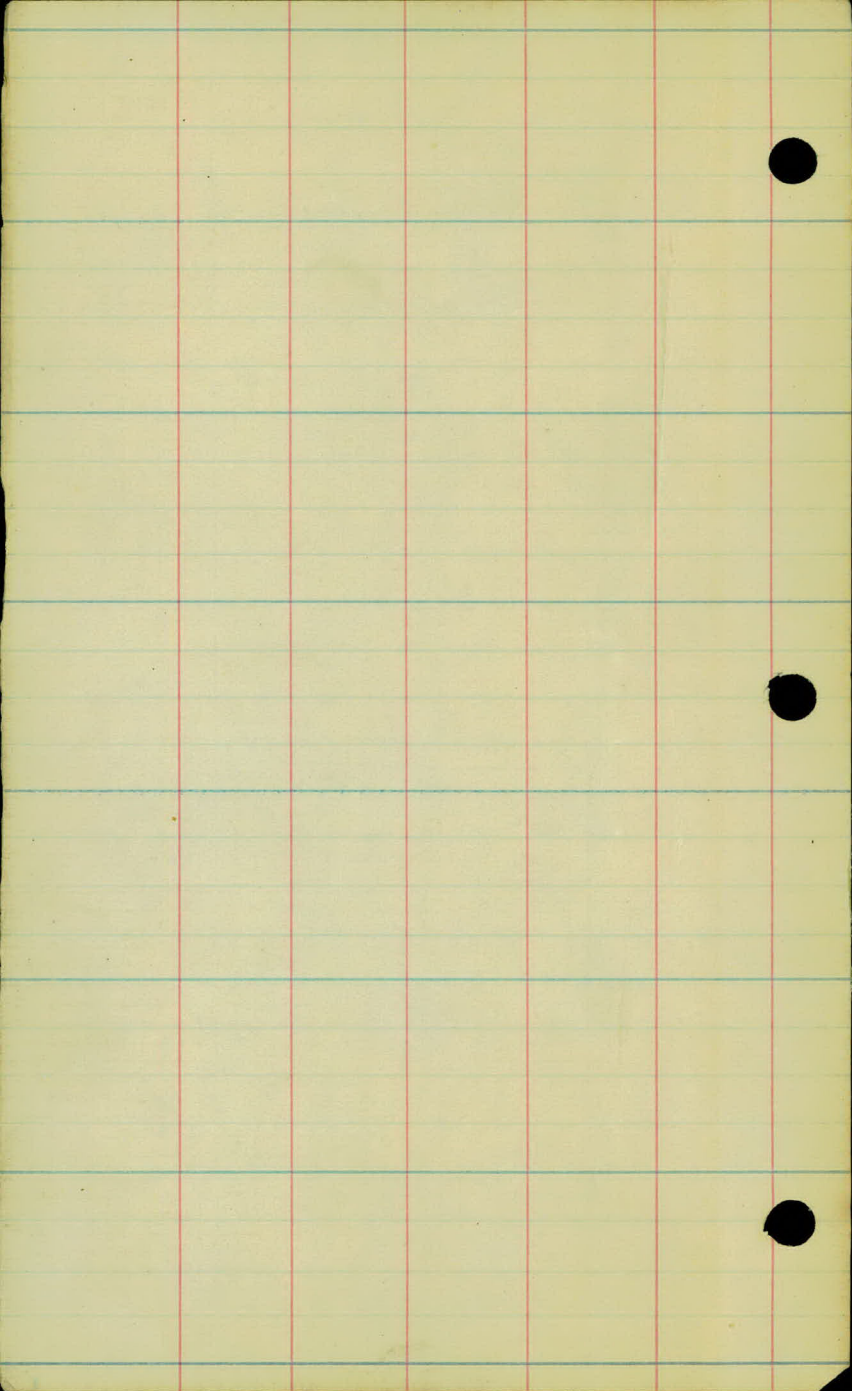
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Office of Ramsey Co. Engineer  
 ST. PAUL, MINN.

Date Filed 4-25-25

File No. 1

checked HOUK & ORVK.



ALIGNMENT

Station Point Lt. & Rt. Bear.

78+65.<sup>00</sup> Mon.

56+28.8 P.O.T.  
Hub

52+40.6 P.O.T.  
Mon.

N88°24'E.

26+26.<sup>50</sup> P.I. 1°36'  
Mon.

13+4.3 P.O.T.

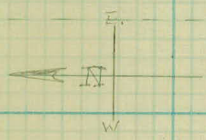
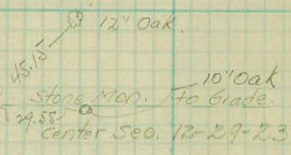
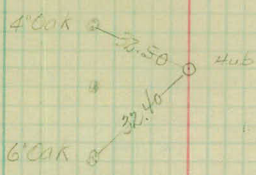
East.

0+00

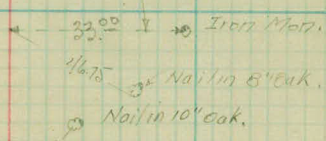
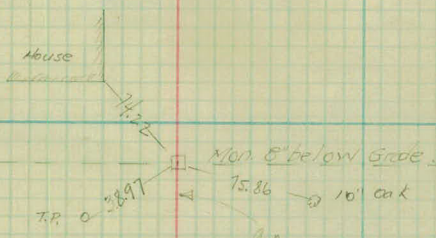
2 Rice St.

Man. set in Pavement.

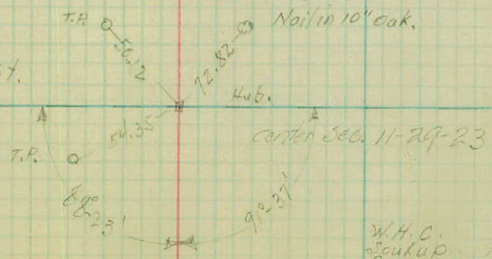
Finish April 24, 1975



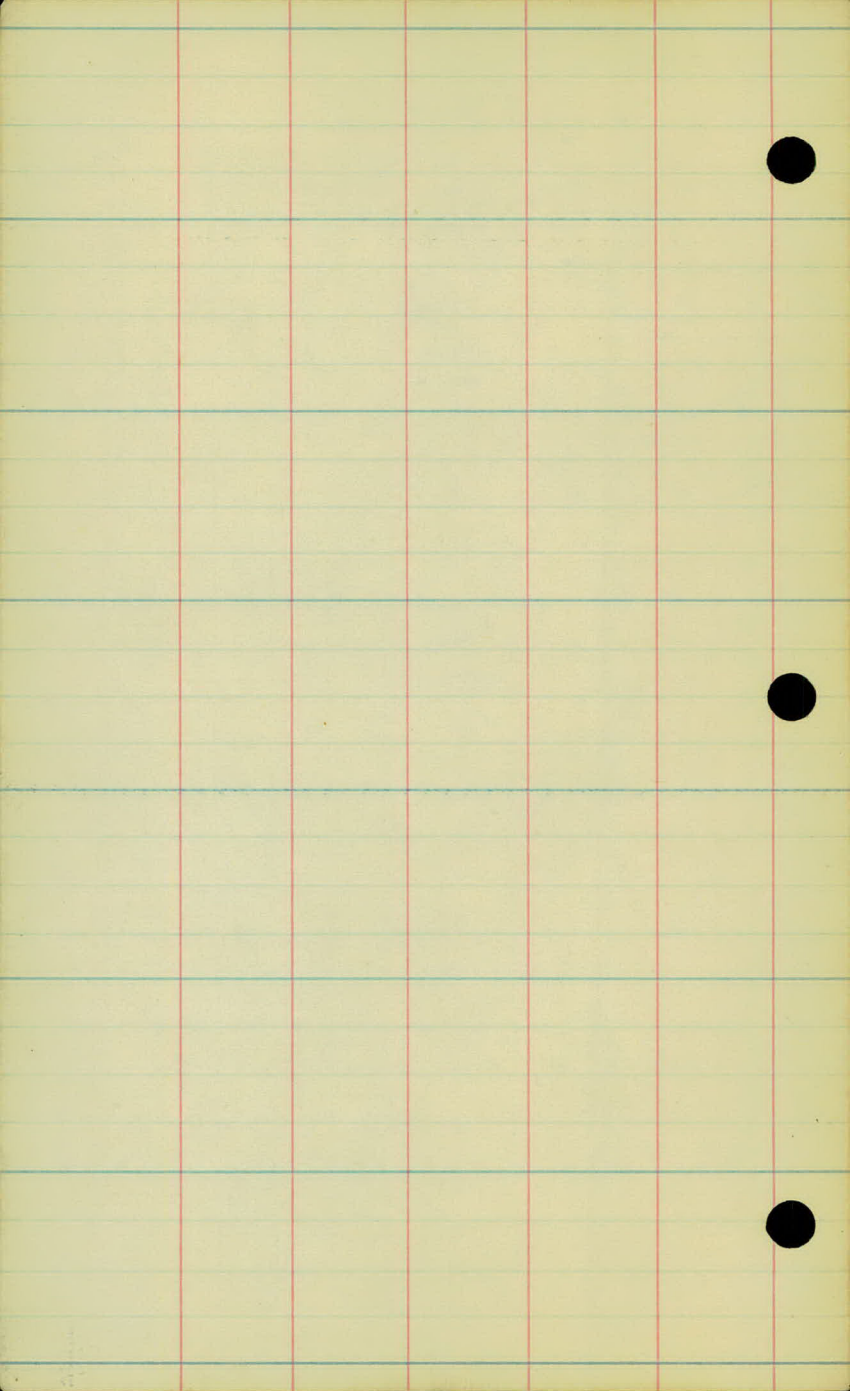
2 Dale St.



2 Victoria St.



W.H.C.  
 Soukup  
 Parsons  
 Galvin  
 Mc Intyre  
 April  
 20, 1975



TOPOGRAPHY

Station

4+00

+52 E. Ent (RT) Lt.

3+00

+28 F. Ent Rt.

2+00

1+00

+15 12" X ? C.M.

0+00 E. Victoria

-0+19 T.S.T. & T. Co. X109

-1+00

+92-T.P. 15'

Cultivated

+34-F. Cor. 17'

+12-12" Tree 24'

F-18'

+90-8" Tree 24'

+73-T.P. 15'

+63-6" Tree 24'

+61-F. 18'

+43-E.F. 18'

+20-6" Tree 24'

Farm Yard

Cultivated

+70-M. Br. 12'

+90-4" Tree 24'

+74-F. Cor. 18'

+64-T.P. 16'

+46-P.P. 18'

+39-12" Oak-F.F. 27'

F-28

Cultivated  
S.S.T. & T. Co.

+57-T.P. 16'

Tracked  
Roadway

New Brighton Elec.  
House

+48-T.P. 16'  
+34-Gr. 16'  
+20-12" Oak 16'  
+26-12" Stp. 22'

+33-P.P. 18'  
+71-Gr. 18'  
+63-F. 27'  
+40-A.F. 23'  
+30-F. Cor. 47'

+20-P.P. 27'

+02-4-1" Tree 5'

Hay Meadows

A Cultivated

W.H.C.  
Soulup  
Frisch  
Galvin  
McIntire

April 21, 1925

station

1100

1000

900

800

700

600

500

F-18' P.6

136-T.P.13'

F-18'

107-T.P.13'

F-18

6"-10" Oaks scattered

123-F. Cor. 20'  
118-2" Oak 21.5'

177-T.P.11'

cultivated

148-T.P.14'

cultivated

120-T.P.11'

5' 1/2 marked  
5' 1/2 Roadway



Station

18

17

16

15

14

13

12



Station

25

24

23

22

21

20

19

+54-T.P. N'

175 4" oak 20

+15-T.P. B'

76'

cultivated.

178 8" oak 20  
E. F.

+97-T.P. B'

F-21

Meadow.

F-24'

+69-T.P. B'

F-24'

+41-T.P. B'

F-23'

+11-T.P. B'



station

32

31

30

29

28

27

159 Int F. Ent St.

+26.5 to Dale St.

26



Station

39

38

37

36

35

177 R. F. ENT Lt.

34

33

F21

F10

+33-6' Oak -17'  
-27-5' Oak 19  
-7-10' Oak 31  
+248' Oak 31

pasture

198-6' 100 321  
124-6' Tree 21  
Brush, + Stumps  
Cultivated

cultivated

cultivated

16' x 7' Vit.



Station

46

45

44

+06 R.F. Ent Rt

43

+17 R.F. Ent Lt

42

41

40

+82-4" Tree 27'

17" x 20" C.M. 3 Wt.  
109 F. Cor. 22'

F-22'

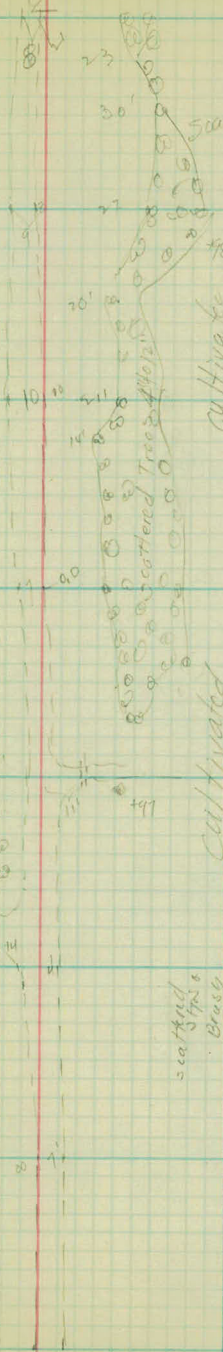
Pasture

Cultivated

W: 10" Stump  
10-5 Stumps  
Cultivated

W: 10" Stump  
10-5 Stumps  
Cultivated

W: 10" Stump  
10-5 Stumps  
Cultivated



Cultivated

Cultivated

Scattered  
Stumps  
Brass

- +30-10" TW 23'
- +15-12" Tree 22'
- 12" x 18" C.M.
- +95-12" Tree 22'
- +52-14" Tree 22'
- +65-10" Tree 22'
- +61-41" Tree 23'
- +49-8" Sp. 20'
- +35-6" 4" Tree 20'
- +32-13" Tree 23'
- +27-8" Pl. Tree 31'

- +98-10" Sp. 31'
- +82-6" Tree 31'
- +61-10" Pl. 20'
- +26-10" Sp. 31'
- +25-24" Sp. 24'
- +17-14" Sp. 23'
- +25-12" Sp. 22'

Scattered  
Tree 2

12" Sp. 15'

Station

53

52

51

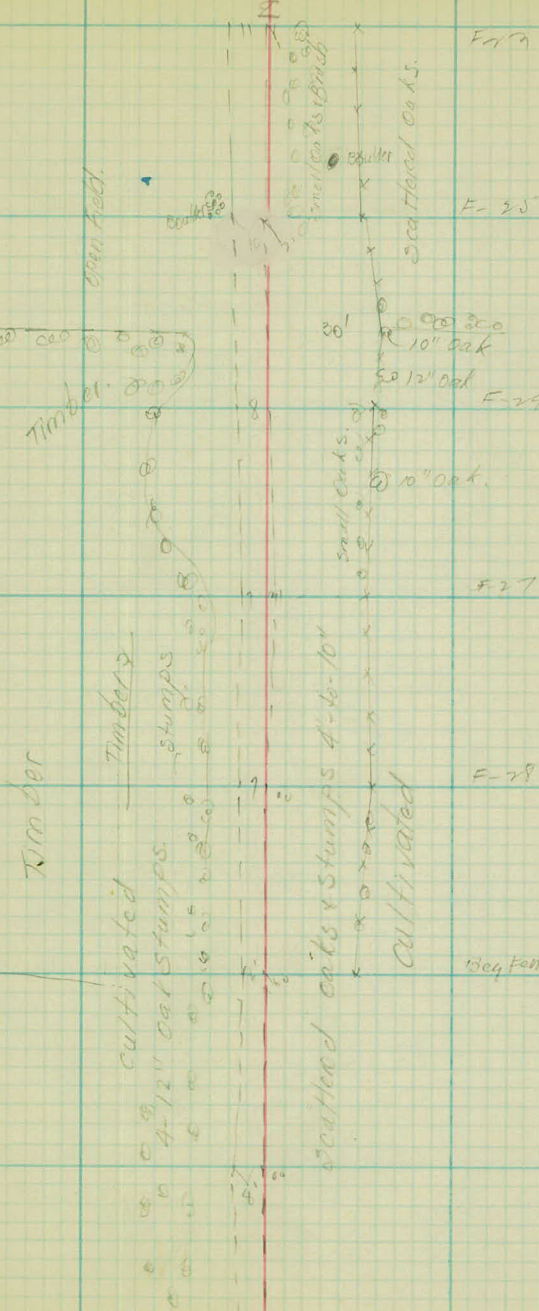
50

49

48

47

446



open field.

Timber

Timber

Timber

stumps

cultivated  
4-12" oak stumps.

Scattered oaks & Stumps 4'-6'-10'

cultivated

Bog fence

F-27

F-25

F-29

F-27

F-28

Small oaks & Bush

Scattered oaks.

10" oak

12" oak

10" oak.

small oaks.

Bog

station

60

59

58

HV R.F. ENT LT.

57

56

55

54

60

10' x 20'

Brush & Oaks 4" to 10"

+48-3' x 6' Boulder 17

boulders

2 Boulders E-241

59

Large Boulder

10" oak  
8" oak  
10" oak  
10" oak  
4" oak

F-26

cultivated

3 Small Trees

58

+92-6" Tree 29'

+60-2" Tree 30'

10' x 20' CM

F-271

Shrubbery

2 x 3-1" Tree  
+19-6" oak 15'  
F-28

57

+60-2" Tree 28'

+47-4" Tree 28'

+28-6" Tree 26'

+6-0" Tree 24'

Large Boulders

Brush

F-25

56

Scattered Oaks

55

Scattered Boulders

Large Small Rock Pile

3" oak

F-25

Station

67

66

+38

10" x 24' CM.

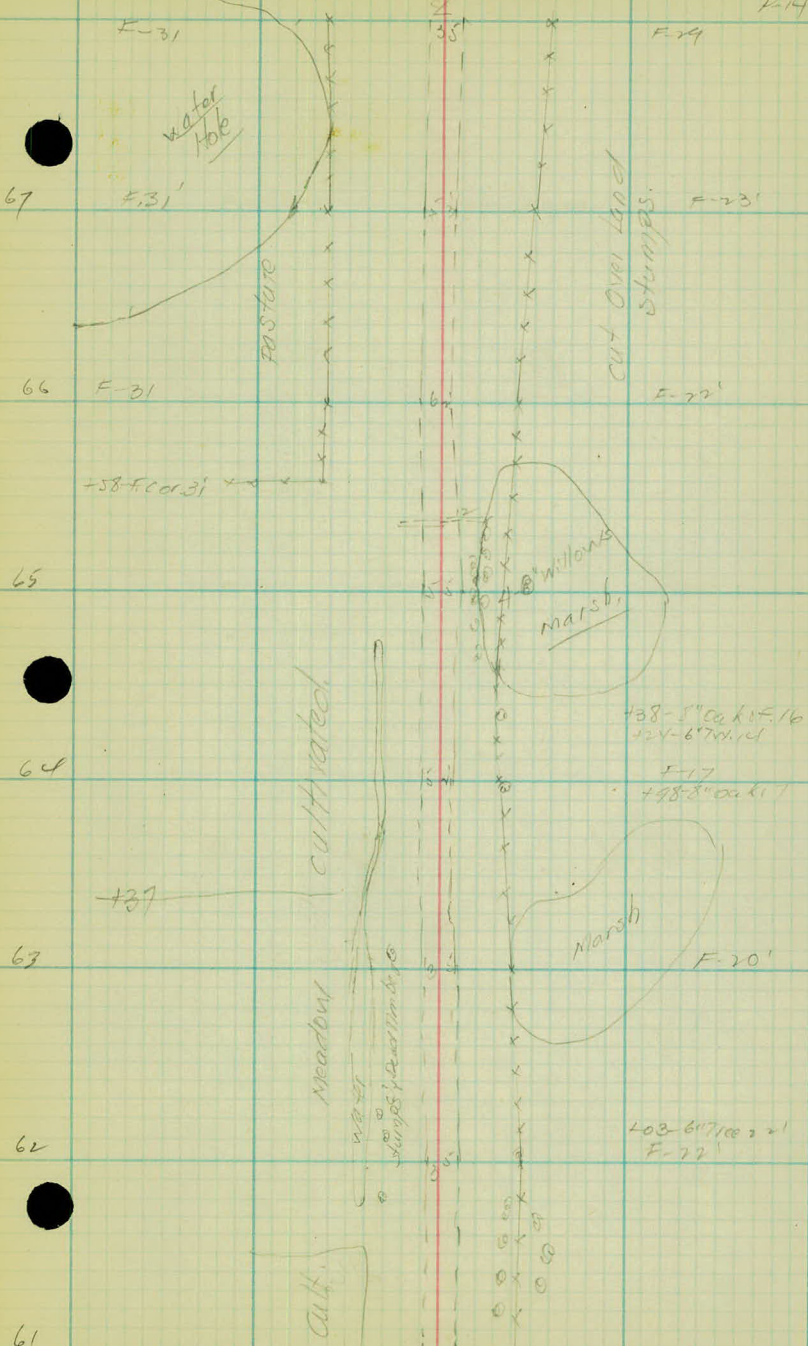
65

64

63

62

61



67

F-31

water hole

F-31

PASTURE

F-14

F-29

F-20

Cut Over Land Stumps.

66

F-31

F-22

+58-F or 31

65

Willows Marsh

+58-5" oak 15' 16'  
+24-6" tree 14'

64

cultivated

F-17

+98-8" oak 17'

+37

63

Meadow

Marsh

F-20

62

water stumps

+03-6" tree 20'  
F-22

61

Cult.



station

74

73

72

71

70

69

68



Station

79

465- 2 Rice St. Mon.

78

77

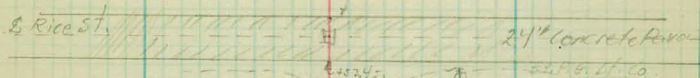
76

75

White,  
Soukup  
Rice etc  
Cable  
Merrill  
April 21, 1925

79

+16.2 edge of basement



78

+31 F. cot. 27'  
+01-10" brick 28'  
F-18

246. Elec. St. P. 36

77

F-36'

cultivated

cultivated

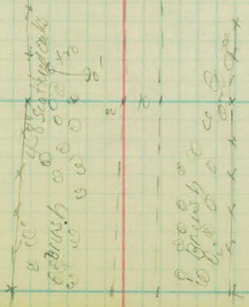
400 F-29

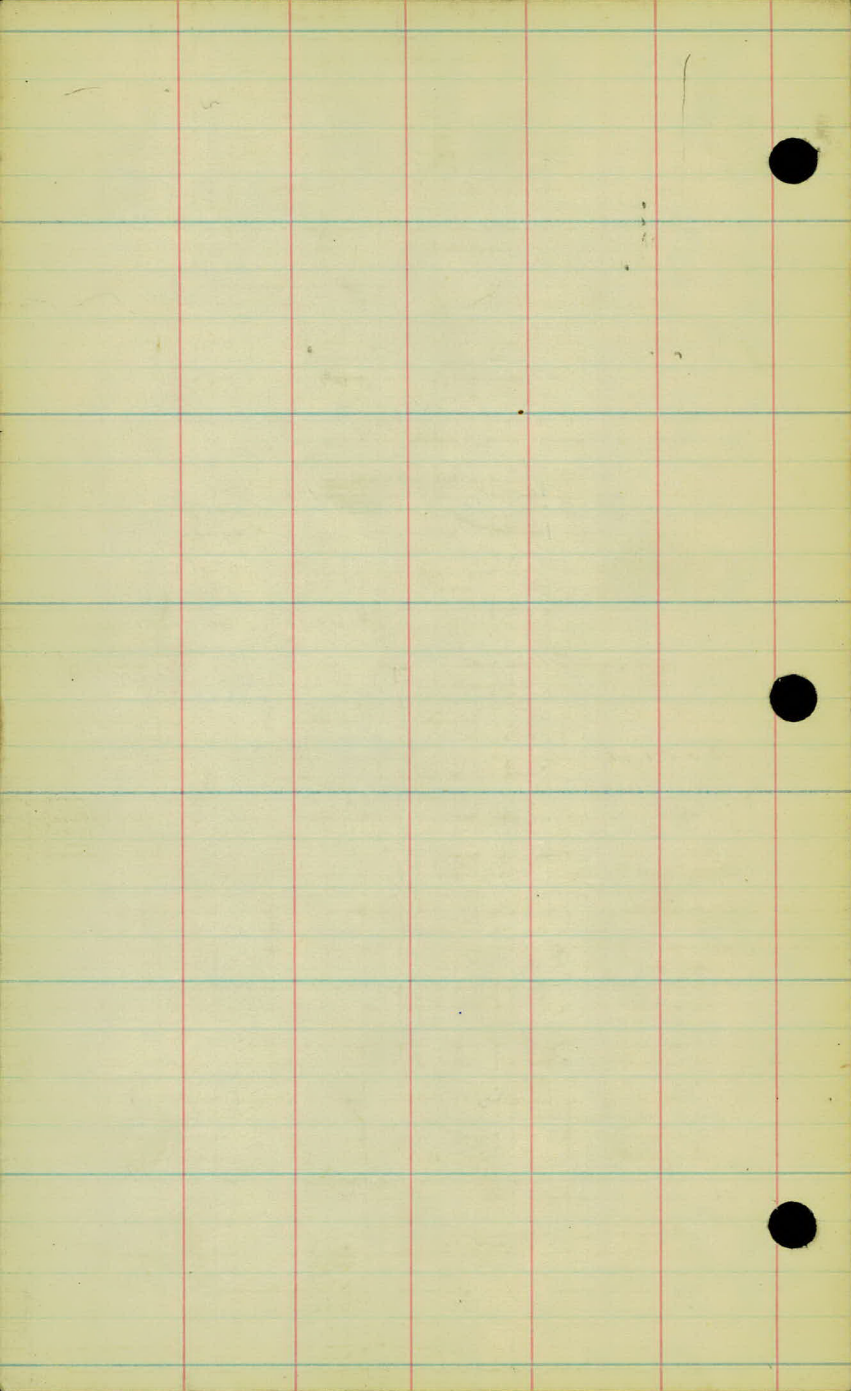
76

F-26'

F-29'

75





LEVELS

Station	+	H.I	-	Rod	Elev.
B.M.	2.31	939.39 ✓			937.08
T.P.	6.21	939.39 ✓	6.21		933.18 ✓
T.P.	4.23	942.82 ✓	0.80		938.59 ✓
T.P.	4.52	942.89 ✓	4.45		938.37 ✓
T.P.	4.22	943.72 ✓	3.39		939.50 ✓
B.M.	3.56	943.72 ✓	3.56		940.16 ✓
-0+15				6.3	37.4
0+00				5.4	38.3
0+25				5.0	38.7
0+50				4.0	39.7
1+00				3.9	39.8
+40				3.6	40.1
2+00				4.3	39.4
2+50				4.7	39.0
3+00				4.8	38.9
T.P.	4.72	943.31 ✓	5.13		938.59 ✓
4+00				4.4	38.9
5+00				5.2	38.0
6+00				5.0	38.3
7+00				4.1	39.2
8+00				3.1	40.2
9+00				2.9	40.4
10+00				2.3	41.0
T.P.	2.37	943.30 ✓	2.38		940.93 ✓
1+50				2.2	41.1
11+00				3.0	40.3

L. Imp. B.M. Spike in 18. Pole N.E. cor. Co. Road B & Victoria.

W.H.C.  
 Soutup  
 Persons  
 Galvin  
 McIntyre

April 23, 75

R.R. spike in 10" oak 26' ht. Sta. 0+62

	North.				South		
to Victoria	$\frac{115}{200}$	$\frac{85}{100}$	$\frac{66}{50}$	54	$\frac{47}{50}$	$\frac{48}{100}$	$\frac{18}{200}$

Station	+	H.I	-	Rod	Elev.
		943.30			
12+00				43	939.0 ✓
13+00				48	38.5 ✓
B.M.	5.71	944.12 ✓	4.89		938.41 ✓
14+00				56	38.5 ✓
15+00				53	38.8 ✓
16				42	39.9 ✓
16+00				43	39.9 ✓
17+00				51	39.0 ✓
18+00				48	39.3 ✓
19+00				51	39.0 ✓
T.P.	3.98	943.04 ✓	5.06		939.06 ✓
20+00				48	38.2 ✓
21+00				53	37.7 ✓
22+00				47	38.3 ✓
23+00				46	39.4 ✓
24+00				45	37.5 ✓
25+00				47	38.3 ✓
T.P.	2.96	941.28 ✓	4.12		938.92 ✓
26+00				42	37.9 ✓
B.M.	4.13	941.88 ✓	4.13		937.75 ✓
26+26.5				3.8	38.1 ✓
+65				43	37.6 ✓
27+00				43	37.6 ✓
28+00				43	37.6 ✓

R.R. spike in 8" oak 40' rt. sta. 13704.

Top Stake 19

(93775). spike in T.P. 33' Lt. Sta. 26706

(2 rakst)  $\frac{4.5}{100}$   $\frac{4.2}{50}$  north south.  $\frac{3.5}{50}$   $\frac{3.1}{100}$

Station	+	H.I	-	Rod	Elev.
		941.88			
29+00				1.4	937.5
30+00				3.2	38.7
T.P.	7.28	946.24 ✓	2.92		938.96 ✓
31+00				6.6	39.6
32+00				5.7	40.5
33+00				4.7	41.5
34+00				4.5	41.7
35+00				3.3	42.9
36+00				3.5	42.7
T.P.	10.08	953.10 ✓	3.22		943.02 ✓
37+00				7.8	43.3
38+00				8.3	44.8
39+00				6.3	46.8
B.M.	5.64	953.10 ✓	5.64		947.46 ✓
40+00				4.3	48.8
41+00				2.3	50.8
42+00				0.6	52.5
T.P.	7.65	962.66 ✓	0.09		953.01 ✓
43+00				7.4	55.3
44+00				3.7	59.0
T.P.	12.80	974.72 ✓	0.74		961.92 ✓
45+00				11.7	63.0
45				9.2	65.5
46+00				6.5	68.2

Top Stake 36

e.e. spike in 10" oak 70' Lt. Sta. 39+27

Top Stake 4100

Station	+	H.I	-	Rod	Elev.
		974.72			
47+00				1.3	734.
T.P.	10.87	984.88 ✓	0.41		974.31 ✓
48+00				6.1	78.8.
49+00				0.7	84.2.
T.P.	11.65	996.36 ✓	0.17.		984.71 ✓
50+00				5.6	90.8.
51+00				6.3	96.1.
T.P.	5.73	1001.77 ✓	0.32		996.04 ✓
+50				4.2	97.6.
52+00				3.6	98.3.
+40.6				3.90	997.87.
B.M.	5.06	1001.77 ✓	5.06		996.71 ✓
53+00				4.4	97.4.
+55				5.1	96.7.
54+00				5.8	96.0.
+50				6.6	95.2.
55+00				8.6	93.2.
+50				10.1	91.7.
56+00				11.7	90.1.
T.P.	0.44	990.54 ✓	11.67		990.10 ✓
+30				1.9	88.6.
57+00				4.7	85.8.
+55				7.1	83.4.
58+00				10.0	80.5.
T.P.	0.73	978.50 ✓	12.27		978.27 ✓

top. Stake 47

Top of Stone MoD.

R.R. spike in 10" oak 33' et. Sta. 52+50

Station	+	H.I	-	Rod	Elev.
		978.50			
59+00				2.9	75.6
60+00				7.8	70.7
T.P.	0.15	966.15 ✓	12.50		966.00 ✓
61+00				8.8	65.4
62+00				5.5	60.7
63+00				8.9	57.3
64+00				11.6	54.6
+50				12.1	54.1
65+00				12.3	53.9
T.P.	5.04	959.12 ✓	12.07		954.08 ✓
+38				5.2	53.9
S.M.	4.30	959.12 ✓	4.30		954.82 ✓
66+00				5.0	54.1
67+00				3.2	55.9
68+00				0.3	58.8
T.P.	9.12	962.75 ✓	0.19		958.93 ✓
68+60				7.7	61.1
69+00				6.5	62.3
+50				5.1	63.7
70+00				5.8	63.0
+50				5.2	63.6
71+00				6.1	62.7
+35				6.8	62.0
72+00				8.9	59.9
+50				10.2	58.6
73+00				10.3	58.5

78  
invert

73  
invert

R.R. Spike 12" Oak T&L sta 65+75

Station	+	H.I	-	Rod	Elev.
		968.75			
T.P.	8.35	967.02 ✓	10.08		958.67 ✓
73+20				8.5	58.5 ✓
74+00				8.1	58.9 ✓
75				7.4	59.6 ✓
75+00				6.5	60.5 ✓
76+00				2.6	61.4 ✓
77				1.0	66.0 ✓
T.P.	8.62	975.06 ✓	0.58		966.44 ✓
77+00				6.6	68.5 ✓
78				5.5	69.6 ✓
78+00				5.2	69.9 ✓
79				4.44	970.62 ✓
80				4.35	970.71 ✓
81				4.46	970.60 ✓
B.M.				3.44	971.62 ✓

975.06

check Levels on Rice St. to Co. Road "B"

T.P.	4.80	976.30 ✓	3.56	971.50 ✓	
T.P.	6.64	965.39 ✓	11.55	964.75 ✓	
T.P.	10.09	952.70 ✓	12.78	952.61 ✓	
T.P.	2.90	943.41 ✓	12.19	940.51 ✓	
B.M.			4.22	939.19 ✓	39.75 ✓

West Edge Pavement.

Top Stone Mon.  $\angle$  Rice St.

East Edge Pavement

Spike in Lt. P. 36 ft. Sta. 78-140

Spike in Lt. P. Rice & Co. Road "B"



X-SECTIONS

station

Elev.

4400

938.9.

+65

+0.1

939.0.

3400

938.9.

+50

-0.4

939.0.

2400

939.4.

+50

+0.2

940.0.

1400

939.8.

0450

+0.8

939.5.

0425

938.7.

0418

+0.2

939.5.

0412

0.0

938.3.

0400

938.3.

H. L. Pt.

$\frac{+0.1}{33}$   $\frac{+0.1}{24}$   $\frac{0.0}{14}$   $\frac{-0.9}{13}$   $\frac{-0.5}{8}$   $\frac{0.0}{}$   $\frac{-0.9}{10}$   $\frac{-0.9}{33}$

$\frac{+0.6}{33}$   $\frac{0.0}{14}$   $\frac{-0.6}{12}$   $\frac{0.0}{}$   $\frac{-0.9}{11}$   $\frac{-1.2}{23}$   $\frac{-1.2}{33}$

$\frac{+0.3}{33}$   $\frac{0.0}{14}$   $\frac{-1.0}{12}$   $\frac{-0.4}{9}$   $\frac{0.0}{}$   $\frac{-0.5}{10}$   $\frac{-1.2}{33}$

$\frac{-1.1}{33}$   $\frac{0.0}{20}$   $\frac{-0.2}{13}$   $\frac{-1.1}{11}$   $\frac{-0.6}{8}$   $\frac{0.0}{}$   $\frac{-0.7}{14}$   $\frac{-1.1}{33}$

$\frac{-0.7}{33}$   $\frac{+0.6}{18}$   $\frac{-0.3}{17}$   $\frac{-0.4}{14}$   $\frac{-1.2}{12}$   $\frac{-0.6}{9}$   $\frac{0.0}{}$   $\frac{-0.7}{10}$   $\frac{-1.5}{15}$   $\frac{-1.0}{17}$   $\frac{-0.9}{33}$

$\frac{0.7}{33}$   $\frac{+0.4}{22}$   $\frac{+0.3}{18}$   $\frac{-0.2}{17}$   $\frac{-0.4}{14}$   $\frac{-1.2}{13}$   $\frac{-0.7}{8}$   $\frac{0.0}{}$   $\frac{-0.6}{10}$   $\frac{-1.4}{15}$   $\frac{-1.1}{16}$   $\frac{-1.3}{19}$   $\frac{-0.5}{21}$   $\frac{-0.7}{33}$

$\frac{-0.7}{33}$   $\frac{-0.3}{23}$   $\frac{-0.3}{14}$   $\frac{-1.5}{12}$   $\frac{-0.4}{6}$   $\frac{0.0}{}$   $\frac{-0.6}{10}$   $\frac{-1.2}{14}$   $\frac{-0.5}{18}$   $\frac{-0.9}{23}$

$\frac{-1.0}{33}$   $\frac{0.0}{21}$   $\frac{-0.3}{14}$   $\frac{-1.2}{11}$   $\frac{-0.6}{8}$   $\frac{0.0}{}$   $\frac{-0.3}{13}$   $\frac{-0.5}{19}$   $\frac{+0.6}{26}$   $\frac{+0.5}{33}$

$\frac{+0.8}{33}$   $\frac{+1.2}{20}$   $\frac{+0.7}{15}$   $\frac{-0.9}{11}$   $\frac{-0.4}{9}$   $\frac{0.0}{}$   $\frac{-0.2}{12}$   $\frac{-0.5}{20}$   $\frac{0.0}{33}$

$\frac{-2.2}{33}$   $\frac{-1.6}{14}$   $\frac{-0.7}{9}$   $\frac{0.0}{}$   $\frac{-0.4}{20}$   $\frac{-0.6}{33}$

$\frac{-1.1}{33}$   $\frac{-0.7}{18}$   $\frac{-0.4}{7}$   $\frac{0.0}{}$   $\frac{-0.3}{16}$   $\frac{-0.2}{33}$

$\frac{-0.8}{33}$   $\frac{0.0}{}$   $\frac{-0.5}{33}$

W.H.C.  
Soukup  
Persons  
Calvin  
MS 2114 R  
April 22, 75

station Elev

10400 941.0

+50 10.2 940.6

9400 940.4

+50 10.2 940.4

8400 940.2

+50 10.6 939.8

7400 939.2

+50 10.4 938.7

6400 938.3

+50 10.2 938.2

5400 938.0

4450 10.3 938.3

L. 2 H.

$$\begin{array}{cccccc} -0.9 & -0.6 & 0.0 & -0.8 & -0.6 & 0.0 \\ \hline 33 & 19 & 16 & 13 & 7 & \end{array} \quad \begin{array}{cccc} -0.3 & -1.1 & -1.6 & -1.1 & -1.1 \\ \hline 6 & 10 & 16 & 18 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.9 & -0.6 & -0.2 & -1.0 & -0.7 & 0.0 \\ \hline 33 & 21 & 17 & 13 & 7 & \end{array} \quad \begin{array}{cccc} -0.5 & -1.3 & -1.2 & -0.9 \\ \hline 8 & 12 & 19 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.9 & -0.4 & -0.2 & 0.9 & -0.9 & -0.4 & 0.0 \\ \hline 33 & 20 & 16 & 14 & 7 & 7 & \end{array} \quad \begin{array}{ccc} -0.2 & -1.3 & -1.1 \\ \hline 6 & 12 & 33 \end{array}$$

$$\begin{array}{cccccc} -1.0 & -0.5 & -0.4 & -1.0 & -1.1 & -0.5 & 0.0 \\ \hline 33 & 20 & 17 & 14 & 10 & 7 & \end{array} \quad \begin{array}{ccc} -0.2 & -1.3 & -0.9 \\ \hline 7 & 12 & 33 \end{array}$$

$$\begin{array}{cccccc} -1.0 & -0.8 & -0.2 & -0.8 & -0.4 & 0.0 \\ \hline 33 & 22 & 18 & 10 & 7 & \end{array} \quad \begin{array}{ccc} -0.2 & -1.1 & -1.1 \\ \hline 8 & 11 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.9 & -0.6 & -0.2 & -0.5 & -0.8 & -0.2 & 0.0 \\ \hline 33 & 22 & 17 & 15 & 11 & 5 & \end{array} \quad \begin{array}{ccc} -0.4 & -1.1 & -1.2 \\ \hline 7 & 11 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.9 & -0.2 & -1.3 & -0.8 & -0.4 & 0.0 \\ \hline 33 & 17 & 12 & 10 & 7 & \end{array} \quad \begin{array}{ccc} -0.2 & -1.0 & -1.1 \\ \hline 6 & 10 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.6 & 0.0 & -0.3 & -0.8 & -0.4 & 0.0 \\ \hline 33 & 18 & 12 & 10 & 7 & \end{array} \quad \begin{array}{ccc} -0.4 & -1.3 & -1.2 \\ \hline 11 & 13 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.9 & -0.5 & -0.1 & -0.4 & 0.0 \\ \hline 33 & 14 & 13 & 9 & \end{array} \quad \begin{array}{cc} -0.7 & -1.6 \\ \hline 10 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.7 & -0.7 & 0.0 & -0.4 & -1.0 & -0.6 & 0.0 \\ \hline 33 & 14 & 16 & 12 & 10 & 8 & \end{array} \quad \begin{array}{ccc} -0.6 & -1.5 & -1.9 \\ \hline 8 & 12 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.6 & -0.6 & -1.2 & -0.4 & 0.0 \\ \hline 33 & 14 & 12 & 8 & \end{array} \quad \begin{array}{cc} -0.8 & -1.6 \\ \hline 10 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.5 & 0.0 & -0.9 & -0.4 & 0.0 \\ \hline 33 & 14 & 11 & 8 & \end{array} \quad \begin{array}{ccc} -0.6 & -1.0 & -1.2 \\ \hline 8 & 18 & 33 \end{array}$$

Station

Elev.

16+40

-0.7

940.5

939.1

16+00

939.8

+60

939.9

15+00

938.8

14+00

938.5

13+50

0.0

938.5

13+00

938.5

12+50

-0.4

939.4

938.6

12+00

939.0

11+50

-0.4

940.7

939.9

11+00

940.3

10+50

+0.7

941.0

Lt. Lt. Rt.

$\frac{-1.3}{33}$   $\frac{-0.8}{13}$   $\frac{-1.3}{9}$   $\frac{-0.4}{5}$   $\frac{0.0}{0.0}$   $\frac{-0.8}{9}$   $\frac{-1.4}{16}$   $\frac{-1.5}{19}$   $\frac{-0.8}{20}$   $\frac{-0.3}{33}$

$\frac{-1.8}{33}$   $\frac{-0.9}{12}$   $\frac{-1.4}{10}$   $\frac{-0.7}{7}$   $\frac{0.0}{0.0}$   $\frac{-0.2}{10}$   $\frac{-1.4}{18}$   $\frac{-0.7}{20}$   $\frac{-0.3}{33}$

$\frac{-2.1}{33}$   $\frac{-1.2}{14}$   $\frac{-1.6}{11}$   $\frac{-1.0}{8}$   $\frac{0.0}{0.0}$   $\frac{-0.4}{10}$   $\frac{-1.4}{18}$   $\frac{-0.7}{19}$   $\frac{-0.4}{33}$

$\frac{-1.2}{33}$   $\frac{-0.4}{13}$   $\frac{-1.4}{11}$   $\frac{-1.4}{10}$   $\frac{-0.4}{5}$   $\frac{0.0}{0.0}$   $\frac{-0.5}{10}$   $\frac{-1.3}{14}$   $\frac{-1.3}{17}$   $\frac{-0.8}{18}$   $\frac{-0.3}{33}$

$\frac{-1.1}{33}$   $\frac{-0.7}{14}$   $\frac{-1.1}{8}$   $\frac{-0.5}{5}$   $\frac{0.0}{0.0}$   $\frac{-0.3}{8}$   $\frac{-1.2}{14}$   $\frac{-1.0}{18}$   $\frac{-0.6}{33}$

$\frac{-0.8}{33}$   $\frac{-0.5}{16}$   $\frac{-1.0}{11}$   $\frac{-1.2}{10}$   $\frac{-1.1}{9}$   $\frac{-0.6}{6}$   $\frac{0.0}{0.0}$   $\frac{-0.4}{9}$   $\frac{-0.2}{13}$   $\frac{-0.6}{33}$

$\frac{-1.7}{33}$   $\frac{-0.7}{19}$   $\frac{-0.3}{17}$   $\frac{-0.7}{13}$   $\frac{-1.0}{10}$   $\frac{-0.6}{7}$   $\frac{0.0}{0.0}$   $\frac{-0.5}{8}$   $\frac{-1.3}{12}$   $\frac{-1.5}{16}$   $\frac{-0.9}{18}$   $\frac{-0.9}{33}$

$\frac{-1.1}{33}$   $\frac{-0.5}{18}$   $\frac{0.0}{16}$   $\frac{-0.7}{13}$   $\frac{-0.7}{7}$   $\frac{0.0}{0.0}$   $\frac{-0.5}{7}$   $\frac{-1.4}{12}$   $\frac{-1.5}{15}$   $\frac{-1.0}{18}$   $\frac{-0.9}{33}$

$\frac{-1.4}{33}$   $\frac{-0.6}{18}$   $\frac{-0.2}{16}$   $\frac{-0.8}{14}$   $\frac{-1.0}{10}$   $\frac{-0.7}{6}$   $\frac{0.0}{0.0}$   $\frac{-0.4}{8}$   $\frac{-1.0}{12}$   $\frac{-0.8}{18}$   $\frac{-0.5}{33}$

$\frac{-1.5}{33}$   $\frac{-0.9}{17}$   $\frac{-0.4}{15}$   $\frac{-0.2}{10}$   $\frac{-1.0}{9}$   $\frac{0.0}{0.0}$   $\frac{-0.2}{8}$   $\frac{-1.2}{14}$   $\frac{-1.3}{17}$   $\frac{-0.7}{22}$   $\frac{-0.3}{33}$

$\frac{-1.3}{33}$   $\frac{-0.6}{18}$   $\frac{-0.3}{15}$   $\frac{-0.9}{9}$   $\frac{0.0}{0.0}$   $\frac{-0.3}{8}$   $\frac{-1.1}{13}$   $\frac{-1.1}{16}$   $\frac{-0.4}{19}$   $\frac{-0.3}{33}$

$\frac{-1.2}{33}$   $\frac{-0.6}{16}$   $\frac{-1.2}{14}$   $\frac{-1.2}{10}$   $\frac{-0.6}{7}$   $\frac{0.0}{0.0}$   $\frac{0.5}{9}$   $\frac{-1.1}{14}$   $\frac{-1.1}{33}$

W.H.C.  
Soukup  
Persons  
Galvin  
McIntyre  
April 23 1975

station		Elev.
25+00		938.3
24+30	0.0	937.5
24+00		937.5
23+00		938.4
22+30	+0.3	938.6
22+00		938.3
21+00		937.7
20+00		938.2
19+00		939.0
18+50	0.0	939.3
18+00		939.3
17+00		939.0

L<sub>t</sub>      Z      ext.

$$\frac{-0.9}{33} \frac{-0.9}{17} \frac{-0.6}{14} \frac{-1.5}{12} \frac{-0.2}{5} \frac{0.0}{1} \quad \frac{-0.3}{10} \frac{-1.3}{15} \frac{-2.1}{20} \frac{-1.4}{21} \frac{-0.9+0.5}{24} \frac{0.0}{33}$$

$$\frac{-2.9}{33} \frac{-1.5}{17} \frac{-0.8}{13} \frac{-1.2}{12} \frac{-0.4}{7} \frac{0.0}{1} \quad \frac{-0.6}{11} \frac{-1.8}{19} \frac{-1.1}{20} \frac{-1.1}{24} \frac{-0.1}{26} \frac{+0.2}{33}$$

$$\frac{-3.0}{33} \frac{-1.8}{19} \frac{-1.0}{15} \frac{-1.4}{11} \frac{-0.7}{9} \frac{-0.3}{1} \frac{0.0}{1} \quad \frac{-0.4}{16} \frac{-1.7}{17} \frac{-1.0}{20} \frac{0.0}{33}$$

$$\frac{-2.6}{33} \frac{-1.5}{18} \frac{-1.0}{12} \frac{-1.5}{11} \frac{-0.5}{6} \frac{0.0}{1} \quad \frac{-0.1}{16} \frac{-1.1}{18} \frac{+0.3}{20} \frac{+0.9}{33}$$

$$\frac{-2.2}{33} \frac{0.8}{14} \frac{-1.4}{12} \frac{-0.5}{7} \frac{0.0}{1} \quad \frac{-0.4}{16} \frac{-1.5}{18} \frac{-1.6}{20} \frac{0.0}{33}$$

$$\frac{-1.6}{33} \frac{-0.6}{13} \frac{-1.2}{12} \frac{-0.3}{7} \frac{0.0}{1} \quad \frac{-0.4}{16} \frac{-1.5}{18} \frac{-0.7}{20} \frac{-0.3}{33}$$

$$\frac{-1.4}{33} \frac{-0.9}{13} \frac{-1.2}{11} \frac{-0.5}{7} \frac{0.0}{1} \quad \frac{-0.4}{16} \frac{-1.5}{16} \frac{-1.6}{19} \frac{-1.1}{20} \frac{-0.4}{33}$$

$$\frac{-1.4}{33} \frac{-0.9}{14} \frac{-1.2}{11} \frac{-0.7}{8} \frac{0.0}{1} \quad \frac{-0.6}{16} \frac{-1.7}{15} \frac{-1.7}{18} \frac{-1.0}{19} \frac{0.4}{33}$$

$$\frac{-1.3}{33} \frac{-0.5}{14} \frac{-1.1}{11} \frac{-0.7}{8} \frac{0.0}{1} \quad \frac{-0.9}{16} \frac{-1.7}{18} \frac{-1.0}{19} \frac{-0.7}{33}$$

$$\frac{-1.5}{33} \frac{-0.8}{14} \frac{-1.3}{10} \frac{-0.9}{7} \frac{0.0}{1} \quad \frac{-0.7}{16} \frac{-1.6}{15} \frac{-1.6}{18} \frac{-0.8}{19} \frac{-0.8}{33}$$

$$\frac{-1.2}{33} \frac{-0.6}{13} \frac{-1.1}{11} \frac{-0.5}{9} \frac{0.0}{1} \quad \frac{-0.4}{8} \frac{-1.0}{16} \frac{-2.1}{18} \frac{-1.4}{19} \frac{-0.6}{33}$$

$$\frac{-1.4}{33} \frac{-0.5}{14} \frac{-1.1}{11} \frac{-0.8}{8} \frac{0.0}{1} \quad \frac{-0.8}{16} \frac{-1.9}{18} \frac{-1.3}{19} \frac{-0.8}{33}$$

station

Elev.

78+50 -0.2 937.4 .

28+00 937.6 .

+50 0.0 937.6 .

27+00 937.6 .

+72 -0.2 937.4 .

+48 1.0 937.6 .

+43 1.0 937.7 .

+38 -0.4 937.7 .

+26.5 938.1 .

+15 -0.4 938.5 937.7

26+00 937.7 .

25+55 1.0 938.1 .

Lt.

Q

Rt.

$\frac{-0.7}{33}$   $\frac{-11}{15}$   $\frac{-0.7}{9}$   $\frac{0.0}{1}$   $\frac{-0.8}{9}$   $\frac{-1.5}{18}$   $\frac{-1.5}{22}$   $\frac{-1.7}{26}$   $\frac{-1.5}{33}$

$\frac{-1.1}{33}$   $\frac{-14}{26}$   $\frac{-1.7}{16}$   $\frac{-1.0}{11}$   $\frac{0.0}{1}$   $\frac{-0.6}{6}$   $\frac{-2.7}{14}$   $\frac{-3.0}{22}$   $\frac{-2.3}{28}$   $\frac{-1.9}{33}$

$\frac{-1.9}{33}$   $\frac{-1.8}{15}$   $\frac{-0.6}{8}$   $\frac{0.0}{1}$   $\frac{-0.8}{10}$   $\frac{-2.7}{18}$   $\frac{-3.0}{23}$   $\frac{-2.1}{28}$   $\frac{-1.5}{33}$

$\frac{-1.8}{33}$   $\frac{-1.2}{21}$   $\frac{-1.4}{15}$   $\frac{-0.4}{7}$   $\frac{0.0}{1}$   $\frac{-0.2}{10}$   $\frac{-2.4}{20}$   $\frac{-2.7}{29}$   $\frac{-0.9}{33}$

$\frac{-0.1}{33}$   $\frac{-0.8}{15}$   $\frac{0.0}{1}$   $\frac{-0.5}{13}$   $\frac{-2.3}{23}$   $\frac{-2.6}{29}$   $\frac{-1.0}{33}$

$\frac{-1.0}{33}$   $\frac{-1.0}{20}$   $\frac{-1.7}{18}$   $\frac{-1.7}{12}$   $\frac{-0.4}{8}$   $\frac{0.0}{1}$   $\frac{-0.3}{16}$   $\frac{-1.0}{23}$   $\frac{-1.9}{33}$

$\frac{-2.1}{33}$   $\frac{-1.4}{11}$   $\frac{-0.4}{9}$   $\frac{0.0}{1}$   $\frac{-0.4}{19}$   $\frac{-1.0}{27}$   $\frac{-1.5}{31}$   $\frac{-1.8}{33}$

$\frac{-0.5}{33}$   $\frac{0.0}{1}$   $\frac{-0.1}{33}$

$\frac{-0.4}{33}$   $\frac{0.0}{1}$   $\frac{0.0}{33}$

$\frac{-0.6}{33}$   $\frac{0.0}{1}$   $\frac{0.0}{33}$

$\frac{-0.4}{33}$   $\frac{-0.4}{30}$   $\frac{1.3}{28}$   $\frac{-1.0}{23}$   $\frac{-0.5}{18}$   $\frac{0.0}{1}$   $\frac{-0.2}{13}$   $\frac{-0.7}{22}$   $\frac{0.9}{25}$   $\frac{-0.5}{26}$   $\frac{-0.4}{33}$

$\frac{-0.1}{33}$   $\frac{-0.2}{14}$   $\frac{-1.2}{13}$   $\frac{-0.3}{6}$   $\frac{0.0}{1}$   $\frac{-0.4}{11}$   $\frac{-1.2}{16}$   $\frac{-1.3}{19}$   $\frac{1.05}{22}$   $\frac{1.03}{33}$

station

Elev.

3700

943.3 .

3600

942.7 .

3500

942.9 .

+65

+11

942.8 .

3400

941.7 .

3300

941.5 .

3200

940.5 .

3100

939.6 .

3050

+0.7

939.4 .

3000

938.7 .

2950

+0.6

938.1 .

2900

937.5 .

L<sub>t</sub>      L      R<sub>t</sub>

$$\begin{array}{cccccc|c} -1.5 & -1.3 & -1.4 & -2.6 & -2.5 & -0.6 & 0.0 & +0.2 & -1.4 & -1.4 & -0.9 & -1.4 \\ \hline 33 & 16 & 12 & 11 & 9 & 6 & & 4 & 15 & 18 & 26 & 33 \end{array}$$

$$\begin{array}{cccccc|c} -1.1 & -1.3 & -2.7 & -2.5 & -0.9 & & 0.0 & +0.3 & -0.9 & -1.4 & -2.0 & -0.8 & -1.3 \\ \hline 33 & 12 & 11 & 9 & 7 & & & 4 & 15 & 18 & 19 & 20 & 33 \end{array}$$

$$\begin{array}{cccccc|c} -1.1 & -1.1 & -2.3 & -2.5 & -0.7 & & 0.0 & +0.3 & -0.3 & -2.0 & -2.0 & -0.5 & -1.0 \\ \hline 33 & 12 & 12 & 10 & 7 & & & 4 & 15 & 17 & 19 & 20 & 33 \end{array}$$

$$\begin{array}{cccccc|c} -1.2 & -1.0 & -2.1 & -2.1 & -0.6 & & 0.0 & +0.1 & -0.3 & -2.2 & -2.3 & -0.9 & -1.2 \\ \hline 33 & 12 & 12 & 11 & 8 & & & 4 & 14 & 17 & 19 & 20 & 33 \end{array}$$

$$\begin{array}{cccccc|c} -1.3 & -1.6 & -2.4 & -1.3 & -0.9 & & 0.0 & +0.3 & -0.4 & -1.6 & -1.6 & -0.9 & -1.0 \\ \hline 33 & 12 & 12 & 10 & 8 & & & 4 & 15 & 18 & 20 & 21 & 33 \end{array}$$

$$\begin{array}{cccccc|c} -1.2 & -0.8 & -1.7 & -1.6 & -0.8 & & 0.0 & +0.2 & -0.3 & -1.5 & -1.4 & -0.2 & -0.4 \\ \hline 33 & 12 & 11 & 9 & 7 & & & 3 & 15 & 17 & 19 & 20 & 33 \end{array}$$

$$\begin{array}{cccccc|c} -1.1 & -0.8 & -1.5 & -0.5 & & & 0.0 & +0.3 & -0.6 & -1.4 & -1.5 & -0.7 & -0.3 \\ \hline 33 & 15 & 11 & 7 & & & & 3 & 15 & 18 & 20 & 21 & 33 \end{array}$$

$$\begin{array}{cccccc|c} -0.4 & -0.3 & -1.2 & -1.2 & -0.4 & & 0.0 & -0.7 & -1.4 & -1.4 & -0.2 & -0.1 \\ \hline 33 & 15 & 12 & 10 & 8 & & & 14 & 15 & 17 & 19 & 33 \end{array}$$

$$\begin{array}{cccccc|c} -0.2 & & 0.0 & -0.9 & & & 0.0 & -0.3 & -1.3 & -1.3 & -0.1 & -0.1 \\ \hline 33 & & 12 & 11 & & & & 13 & 16 & 17 & 18 & 33 \end{array}$$

$$\begin{array}{cccccc|c} +0.2 & -0.1 & -1.2 & -1.3 & -0.6 & & 0.0 & -0.3 & -0.8 & -1.5 & -1.0 & -0.2 & 0.0 \\ \hline 33 & 15 & 13 & 11 & 9 & & & 7 & 14 & 17 & 17 & 22 & 33 \end{array}$$

$$\begin{array}{cccccc|c} -0.2 & -0.6 & -1.7 & -0.5 & & & 0.0 & -0.9 & -1.5 & -1.8 & -1.0 & -0.2 \\ \hline 33 & 16 & 13 & 7 & & & & 13 & 16 & 19 & 22 & 33 \end{array}$$

$$\begin{array}{cccccc|c} -1.2 & -1.1 & -1.8 & -1.9 & -0.9 & & 0.0 & -1.1 & -2.1 & -1.4 & -0.8 \\ \hline 33 & 18 & 16 & 13 & 8 & & & 10 & 16 & 22 & 33 \end{array}$$

station		Elev.
43135	+1.4	956.7
43100		955.3
170	+1.7	954.8
170	+0.6	953.1
42100		952.5
150	+1.0	951.8
41100		950.8
160	+1.1	949.9
40100		948.8
39127	+1.5	947.3
39100		946.8
38100		944.8

Lt.

Σ

Rt.

$$\begin{array}{cccc} -0.2 & 2.2 & -1.7 & -0.4 \\ \hline 33 & 21 & 12 & 9 \end{array}$$

0.0

$$\begin{array}{ccc} +0.2 & -0.7 & -0.7 \\ \hline 5 & 8 & 33 \end{array}$$

$$\begin{array}{cccccc} +0.4 & -1.7 & -2.5 & -2.7 & -0.7 & 0.0 \\ \hline 33 & 22 & 18 & 14 & 9 & 5 \end{array}$$

0.0

$$\begin{array}{cc} +0.2 & 0.0 \\ \hline 13 & 33 \end{array}$$

$$\begin{array}{cccc} -0.6 & -1.5 & -1.6 & +0.3 \\ \hline 33 & 27 & 16 & 6 \end{array}$$

0.0

$$\begin{array}{cccc} +0.3 & 0.0 & -0.9 & -1.3 \\ \hline 6 & 14 & 17 & 33 \end{array}$$

$$\begin{array}{cc} -0.5 & +0.4 \\ \hline 33 & 7 \end{array}$$

0.0

$$\begin{array}{cccc} 0.0 & +0.1 & -1.1 & -2.0 \\ \hline 21 & 13 & 18 & 33 \end{array}$$

$$\begin{array}{cccc} -1.2 & -1.1 & +0.3 & -1.0 & +0.2 \\ \hline 33 & 21 & 17 & 13 & 8 \end{array}$$

0.0

$$\begin{array}{ccc} +0.3 & +0.2 & -1.3 \\ \hline 4 & 14 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.2 & -0.9 & -1.7 & -1.8 & -0.9 & 0.0 \\ \hline 33 & 18 & 14 & 12 & 10 & 3 \end{array}$$

0.0

$$\begin{array}{ccc} 0.0 & -0.8 & -1.6 \\ \hline 14 & 15 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.4 & 0.0 & -1.4 & -1.2 & -0.6 & +0.2 \\ \hline 33 & 18 & 15 & 12 & 10 & 3 \end{array}$$

0.0

$$\begin{array}{cccc} -0.2 & 0.0 & +0.8 & +0.5 \\ \hline 11 & 17 & 18 & 33 \end{array}$$

$$\begin{array}{cccccc} +0.7 & +0.4 & -1.4 & -1.5 & -0.5 & +0.3 \\ \hline 33 & 18 & 15 & 12 & 10 & 3 \end{array}$$

0.0

$$\begin{array}{cccccc} +0.3 & -0.7 & -0.7 & +1.2 & +1.2 \\ \hline 16 & 17 & 19 & 21 & 33 \end{array}$$

$$\begin{array}{cccccc} 0.0 & -0.3 & -1.8 & -1.7 & -0.7 \\ \hline 33 & 17 & 14 & 11 & 9 \end{array}$$

0.0

$$\begin{array}{cccccc} 0.0 & -1.2 & -1.2 & +0.4 & +0.2 \\ \hline 14 & 16 & 19 & 20 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.8 & -0.8 & -1.3 & -1.3 & -0.4 \\ \hline 33 & 18 & 15 & 10 & 7 \end{array}$$

0.0

$$\begin{array}{cccccc} -0.3 & -1.4 & -1.4 & -0.5 & -0.5 \\ \hline 14 & 15 & 18 & 19 & 33 \end{array}$$

$$\begin{array}{cccccc} -1.1 & -1.3 & -2.0 & -2.0 & -0.7 \\ \hline 33 & 13 & 12 & 9 & 7 \end{array}$$

0.0

$$\begin{array}{cccccc} +0.2 & -0.5 & -1.4 & -1.4 & -1.0 & -1.4 \\ \hline 3 & 16 & 17 & 19 & 20 & 33 \end{array}$$

$$\begin{array}{cccccc} -0.9 & -1.0 & -2.1 & -2.0 & -0.6 \\ \hline 33 & 11 & 10 & 8 & 3 \end{array}$$

0.0

$$\begin{array}{cccccc} 0.0 & -0.6 & 1.9 & -2.0 & -1.1 & -1.3 \\ \hline 11 & 14 & 16 & 18 & 19 & 33 \end{array}$$

station

Elev.

48+50

+2.6

981.4 .

48+00

978.8 .

+50

+2.8

976.2 .

47+00

973.4 .

+65

+2.1

971.5 .

+25

+1.2

969.4 .

46+00

968.2 .

45+60

+3.1

966.1 .

45+00

963.0 .

+65

-1.8

961.2 .

+35

+1.2

960.2 .

44+00

959.0 .



station Elev.

57+50 -0.3 997.8 .

+20 -0.1 998.1 .

32+00 998.2 .

+75 -0.2 998.0 .

+65 +0.4 997.9 .

+45 +1.4 997.5 .

51+00 996.1 .

+63 -1.5 994.6 .

+50 -1.0 993.6 .

50+00 990.8 .

49+40 +2.6 986.8 .

49+00 984.2 .

L. S. D.

$$\begin{array}{cccccc} \frac{90}{33} & -\frac{18}{19} & -\frac{96}{14} & \frac{0.0}{9} & \frac{00}{1} & -\frac{2.1}{13} & -\frac{2.2}{33} \end{array}$$

$$\begin{array}{cccccc} \frac{122}{33} & -\frac{04}{11} & -\frac{0.1}{9} & \frac{00}{1} & -\frac{10}{7} & -\frac{29}{13} & -\frac{45}{33} \end{array}$$

$$\begin{array}{cccccccc} \frac{126}{33} & \frac{119}{19} & \frac{104}{17} & -\frac{0.8}{13} & \frac{0.0}{8} & \frac{00}{1} & -\frac{0.7}{5} & -\frac{0.8}{16} & -\frac{2.4}{30} & -\frac{3.5}{33} \end{array}$$

$$\begin{array}{cccccccc} \frac{143}{33} & \frac{141}{25} & \frac{105}{20} & -\frac{0.4}{10} & \frac{0.0}{9} & \frac{00}{1} & -\frac{10}{11} & -\frac{0.6}{15} & \frac{18}{19} & \frac{10.6}{29} & -\frac{1.3}{33} \end{array}$$

$$\begin{array}{cccccccc} \frac{150}{36} & \frac{113}{32} & \frac{0.0}{9} & \frac{00}{1} & -\frac{0.9}{6} & -\frac{1.1}{15} & \frac{1.9}{19} & -\frac{1.6}{27} & \frac{0.8}{33} \end{array}$$

$$\begin{array}{cccccccc} \frac{15.5}{36} & -\frac{2.0}{26} & -\frac{2.1}{21} & -\frac{1.0}{17} & -\frac{0.1}{9} & \frac{00}{1} & -\frac{0.2}{3} & -\frac{1.8}{9} & -\frac{1.8}{13} & -\frac{0.7}{17} & \frac{1.9}{20} & \frac{10.1}{33} \end{array}$$

$$\begin{array}{cccccccc} \frac{15.3}{33} & \frac{15.0}{29} & -\frac{0.2}{20} & \frac{0.0}{10} & \frac{00}{1} & \frac{00}{2} & -\frac{2.4}{14} & -\frac{2.2}{20} & \frac{1.0}{24} & \frac{10.3}{29} & -\frac{1.1}{33} \end{array}$$

$$\begin{array}{cccccccc} \frac{14.3}{33} & \frac{14.0}{22} & \frac{10.2}{15} & \frac{00}{1} & -\frac{0.4}{8} & -\frac{2.0}{16} & -\frac{1.8}{24} & -\frac{1.1}{28} & -\frac{2.0}{33} \end{array}$$

$$\begin{array}{cccccccc} \frac{14.5}{33} & \frac{14.7}{22} & \frac{10.4}{15} & \frac{00}{1} & \frac{10.6}{11} & \frac{1.0}{14} & \frac{0.0}{27} & -\frac{2.4}{33} \end{array}$$

$$\begin{array}{cccccccc} \frac{14.4}{33} & \frac{13.1}{20} & \frac{0.0}{15} & \frac{10.2}{9} & \frac{00}{1} & \frac{00}{6} & -\frac{1.6}{15} & -\frac{2.1}{19} & -\frac{3.2}{33} \end{array}$$

$$\begin{array}{cccccccc} \frac{15.5}{33} & \frac{12.7}{21} & \frac{10.2}{17} & \frac{10.5}{9} & \frac{00}{1} & \frac{00}{4} & -\frac{2.6}{12} & -\frac{3.2}{26} & \frac{12.1}{33} \end{array}$$

$$\begin{array}{cccccccc} \frac{15.8}{33} & \frac{14.1}{24} & \frac{11.5}{19} & \frac{10.7}{9} & \frac{00}{1} & \frac{00}{5} & -\frac{2.3}{12} & \frac{2.2}{26} & -\frac{1.0}{33} \end{array}$$

Station  
57+00

Elev.  
985.8

56+65

+15

987.3

+35

-0.8

988.1

+15

-0.6

989.5

56+00

990.1

+58

-1.5

991.1

+25

-0.6

992.6

55+00

993.2

+62

+1.4

994.6

+30

-0.9

995.1

54+00

996.0

+35

-0.5

996.9

53+00

997.4

Lt.                      Lt.                      Rt.

-3.0	-1.5	0.0	-0.4	0.0	-0.5	+1.5	+2.5
33	19	15	12		12	78	33

-4.1	-2.0	+0.5	-0.4	0.0	0.0	+1.9	+4.0	+5.3
33	23	17	14	1	3	6	23	33

-2.5	-2.0	+0.9	-0.3	0.0	+1.0	+4.5	+5.8	+5.6
33	28	18	13		5	9	24	33

0.0	+2.0	-0.2	0.0	+0.4	+6.0	+7.7
33	20	15		9	14	33

+6.0	+7.3	+1.5	-0.2	0.0	0.0	+3.4	+7.6	+7.9
33	27	20	13		10	15	18	33

+8.3	+8.3	+1.1	0.0	0.0	+1.3	+8.2	+8.2
33	31	23	15		15	25	33

+8.2	+8.2	+2.3	+0.4	0.0	+0.4	+2.3	+3.4	+8.1	+7.8
33	30	24	16	1	10	18	22	28	33

+2.0	+7.0	+2.0	0.0	0.0	-1.0	-0.8	+0.6	+4.8	+4.8
33	30	21	10		3	13	18	23	33

+6.3	+6.2	+0.4	0.0	+3.2	+2.7	+3.2
33	29	15		7	22	33

+4.3	+3.4	+0.3	0.0	+0.4	+2.2	+4.2	+5.8
33	21	14		1	4	21	33

+1.5	+0.4	+0.4	0.0	0.0	+3.3	+2.2	+9.7
33	19	2	1	5	22	33	

+0.6	0.0	+0.3	0.0	+1.8	+4.5	+5.7
33	28	12	1	5	24	33

April 24, 1975

station

Elev.

61+00 → 965.4 •

+60 +2.1 967.5 •

+25 -1.3 969.4 •

60+00 → 970.7 •

+60 -2.8 972.8 •

59+00 → 975.6 •

+46 -2.1 978.4 •

58+00 → 980.5 •

+90 +0.6 981.1 •

+70 -1.4 982.2 •

+60 -2.2 983.6 •

57+00 → 985.8 •

Lt.      £      Rt.

$$\begin{array}{r} -77 \\ 33 \end{array} \quad \begin{array}{r} -72 \\ 25 \end{array} \quad \begin{array}{r} -39 \\ 15 \end{array} \quad \begin{array}{r} +0.2 \\ 5 \end{array} \quad \begin{array}{r} 00 \\ 5 \end{array} \quad \begin{array}{r} 00 \\ 6 \end{array} \quad \begin{array}{r} -2.3 \\ 10 \end{array} \quad \begin{array}{r} -2.0 \\ 16 \end{array} \quad \begin{array}{r} +2.1 \\ 21 \end{array} \quad \begin{array}{r} +4.4 \\ 28 \end{array} \quad \begin{array}{r} +6.0 \\ 33 \end{array}$$

$$\begin{array}{r} -46 \\ 33 \end{array} \quad \begin{array}{r} -44 \\ 28 \end{array} \quad \begin{array}{r} -2.7 \\ 14 \end{array} \quad \begin{array}{r} -0.1 \\ 8 \end{array} \quad \begin{array}{r} 00 \\ 7 \end{array} \quad \begin{array}{r} 00 \\ 7 \end{array} \quad \begin{array}{r} -1.6 \\ 10 \end{array} \quad \begin{array}{r} -1.6 \\ 14 \end{array} \quad \begin{array}{r} +0.7 \\ 18 \end{array} \quad \begin{array}{r} +3.5 \\ 29 \end{array} \quad \begin{array}{r} +4.5 \\ 33 \end{array}$$

$$\begin{array}{r} -2.1 \\ 33 \end{array} \quad \begin{array}{r} -1.0 \\ 24 \end{array} \quad \begin{array}{r} -0.1 \\ 6 \end{array} \quad \begin{array}{r} 00 \\ 6 \end{array} \quad \begin{array}{r} +0.2 \\ 7 \end{array} \quad \begin{array}{r} -4.7 \\ 11 \end{array} \quad \begin{array}{r} -0.9 \\ 16 \end{array} \quad \begin{array}{r} 0.0 \\ 23 \end{array} \quad \begin{array}{r} +1.4 \\ 33 \end{array}$$

$$\begin{array}{r} 00 \\ 33 \end{array} \quad \begin{array}{r} +0.8 \\ 23 \end{array} \quad \begin{array}{r} -0.4 \\ 19 \end{array} \quad \begin{array}{r} +0.1 \\ 8 \end{array} \quad \begin{array}{r} 00 \\ 6 \end{array} \quad \begin{array}{r} 00 \\ 6 \end{array} \quad \begin{array}{r} -0.8 \\ 11 \end{array} \quad \begin{array}{r} -0.8 \\ 24 \end{array} \quad \begin{array}{r} -0.3 \\ 33 \end{array}$$

$$\begin{array}{r} +2.3 \\ 33 \end{array} \quad \begin{array}{r} +2.5 \\ 24 \end{array} \quad \begin{array}{r} -1.3 \\ 18 \end{array} \quad \begin{array}{r} -1.3 \\ 14 \end{array} \quad \begin{array}{r} +0.1 \\ 9 \end{array} \quad \begin{array}{r} 00 \\ 5 \end{array} \quad \begin{array}{r} 0.0 \\ 5 \end{array} \quad \begin{array}{r} -0.6 \\ 9 \end{array} \quad \begin{array}{r} -0.5 \\ 23 \end{array} \quad \begin{array}{r} -0.7 \\ 33 \end{array}$$

$$\begin{array}{r} +0.9 \\ 33 \end{array} \quad \begin{array}{r} +1.5 \\ 27 \end{array} \quad \begin{array}{r} -1.4 \\ 23 \end{array} \quad \begin{array}{r} -1.6 \\ 15 \end{array} \quad \begin{array}{r} +0.3 \\ 9 \end{array} \quad \begin{array}{r} 00 \\ 5 \end{array} \quad \begin{array}{r} 0.0 \\ 5 \end{array} \quad \begin{array}{r} -0.8 \\ 9 \end{array} \quad \begin{array}{r} -0.9 \\ 17 \end{array} \quad \begin{array}{r} +0.9 \\ 22 \end{array} \quad \begin{array}{r} +0.9 \\ 33 \end{array}$$

$$\begin{array}{r} +4.1 \\ 33 \end{array} \quad \begin{array}{r} +4.1 \\ 32 \end{array} \quad \begin{array}{r} -1.6 \\ 23 \end{array} \quad \begin{array}{r} -1.9 \\ 18 \end{array} \quad \begin{array}{r} 0.0 \\ 12 \end{array} \quad \begin{array}{r} 00 \\ 3 \end{array} \quad \begin{array}{r} +0.6 \\ 3 \end{array} \quad \begin{array}{r} -1.0 \\ 11 \end{array} \quad \begin{array}{r} -1.2 \\ 21 \end{array} \quad \begin{array}{r} +5.4 \\ 28 \end{array} \quad \begin{array}{r} +5.2 \\ 33 \end{array}$$

$$\begin{array}{r} +2.1 \\ 33 \end{array} \quad \begin{array}{r} +2.1 \\ 31 \end{array} \quad \begin{array}{r} -1.4 \\ 25 \end{array} \quad \begin{array}{r} -1.3 \\ 17 \end{array} \quad \begin{array}{r} +0.8 \\ 12 \end{array} \quad \begin{array}{r} 00 \\ 3 \end{array} \quad \begin{array}{r} +0.5 \\ 3 \end{array} \quad \begin{array}{r} -1.5 \\ 10 \end{array} \quad \begin{array}{r} -2.1 \\ 21 \end{array} \quad \begin{array}{r} +4.4 \\ 28 \end{array} \quad \begin{array}{r} +4.4 \\ 33 \end{array}$$

$$\begin{array}{r} +0.7 \\ 33 \end{array} \quad \begin{array}{r} -1.4 \\ 31 \end{array} \quad \begin{array}{r} +0.9 \\ 25 \end{array} \quad \begin{array}{r} -2.2 \\ 19 \end{array} \quad \begin{array}{r} +0.2 \\ 12 \end{array} \quad \begin{array}{r} 0.0 \\ 2 \end{array} \quad \begin{array}{r} +0.3 \\ 2 \end{array} \quad \begin{array}{r} -1.9 \\ 10 \end{array} \quad \begin{array}{r} -2.2 \\ 22 \end{array} \quad \begin{array}{r} +3.6 \\ 28 \end{array} \quad \begin{array}{r} +3.6 \\ 33 \end{array}$$

$$\begin{array}{r} -1.1 \\ 33 \end{array} \quad \begin{array}{r} -1.3 \\ 26 \end{array} \quad \begin{array}{r} 0.0 \\ 18 \end{array} \quad \begin{array}{r} +0.4 \\ 9 \end{array} \quad \begin{array}{r} 00 \\ 2 \end{array} \quad \begin{array}{r} 0.0 \\ 2 \end{array} \quad \begin{array}{r} -1.8 \\ 12 \end{array} \quad \begin{array}{r} -2.4 \\ 16 \end{array} \quad \begin{array}{r} -2.3 \\ 22 \end{array} \quad \begin{array}{r} +1.4 \\ 29 \end{array} \quad \begin{array}{r} +1.1 \\ 33 \end{array}$$

$$\begin{array}{r} -3.2 \\ 33 \end{array} \quad \begin{array}{r} -2.1 \\ 24 \end{array} \quad \begin{array}{r} -0.6 \\ 19 \end{array} \quad \begin{array}{r} -0.6 \\ 14 \end{array} \quad \begin{array}{r} 00 \\ 11 \end{array} \quad \begin{array}{r} -1.9 \\ 11 \end{array} \quad \begin{array}{r} -2.1 \\ 19 \end{array} \quad \begin{array}{r} -1.1 \\ 23 \end{array} \quad \begin{array}{r} -1.4 \\ 33 \end{array}$$

$$\begin{array}{r} -2.6 \\ 33 \end{array} \quad \begin{array}{r} -1.7 \\ 25 \end{array} \quad \begin{array}{r} 0.0 \\ 17 \end{array} \quad \begin{array}{r} 00 \\ 4 \end{array} \quad \begin{array}{r} 0.0 \\ 4 \end{array} \quad \begin{array}{r} -1.0 \\ 7 \end{array} \quad \begin{array}{r} -1.8 \\ 28 \end{array} \quad \begin{array}{r} -1.3 \\ 33 \end{array}$$

station		Elev.
66+00		954.1
+50	-0.3	953.8
65+00		953.9
+60	0.0	954.0
+40	-0.6	954.0
64+00		954.6
+62	-0.8	955.6
+30	-0.9	956.4
63+00		957.3
+50	-1.8	958.9
62+00		960.7
61+50	+2.5	963.2

Lt. L Rt.

$$\begin{array}{cccc|c|ccc} -3.1 & -3.7 & -0.8 & 0.0 & -0.4 & -2.7 & -2.7 \\ \hline 33 & 13 & 7 & & 9 & 15 & 33 \end{array}$$

$$\begin{array}{cccc|c|ccc} -2.3 & -2.7 & -2.6 & 0.8 & 0.0 & -0.7 & -2.5 & -2.6 & -2.5 \\ \hline 33 & 29 & 11 & 7 & & 8 & 14 & 21 & 33 \end{array}$$

$$\begin{array}{cccc|c|ccc} -0.7 & -2.3 & -1.7 & -0.6 & 0.0 & -0.5 & -3.0 & -4.2 \\ \hline 33 & 20 & 14 & 7 & & 7 & 12 & 33 \end{array}$$

$$\begin{array}{cccc|c|ccc} +2.0 & -1.7 & -3.2 & -0.6 & 0.0 & -0.3 & -2.4 & -3.0 & -4.0 \\ \hline 33 & 29 & 17 & 10 & & 5 & 12 & 16 & 33 \end{array}$$

$$\begin{array}{cccc|c|ccc} +2.6 & +2.6 & -3.1 & -0.2 & 0.0 & -0.4 & -1.4 & -0.8 & -1.7 \\ \hline 33 & 29 & 17 & 11 & & 6 & 9 & 14 & 33 \end{array}$$

$$\begin{array}{cccc|c|ccc} +2.2 & +2.2 & -0.3 & -3.6 & -3.7 & -0.1 & 0.0 & -0.9 & +1.1 & -0.5 \\ \hline 33 & 30 & 24 & 19 & 7 & 13 & & 10 & 14 & 33 \end{array}$$

$$\begin{array}{cccc|c|cccc} -0.8 & -0.6 & -2.0 & -4.4 & -4.4 & -0.4 & 0.0 & -0.2 & -1.4 & -2.0 & -1.2 & -2.6 \\ \hline 33 & 27 & 23 & 20 & 19 & 11 & & 3 & 7 & 11 & 13 & 33 \end{array}$$

$$\begin{array}{cccc|c|cccc} -4.1 & -4.0 & -5.3 & -5.6 & -3.0 & -2.2 & -0.6 & 0.0 & -0.4 & -2.6 & -3.5 & -4.0 & -4.5 \\ \hline 33 & 29 & 24 & 21 & 19 & 14 & 8 & 4 & 6 & 11 & 15 & 19 & 33 \end{array}$$

$$\begin{array}{cccc|c|ccc} -5.8 & -5.8 & -6.3 & -6.8 & -5.6 & -1.2 & 0.0 & -0.3 & -3.4 & -4.0 & -4.5 \\ \hline 33 & 31 & 30 & 19 & 16 & 8 & 3 & 7 & 11 & 19 & 33 \end{array}$$

$$\begin{array}{cccc|c|ccc} -7.0 & -7.0 & -8.5 & -9.0 & -7.6 & -5.8 & -2.2 & -0.1 & 0.0 & -3.7 & -5.1 & -5.2 \\ \hline 33 & 30 & 27 & 19 & 17 & 13 & 8 & 3 & 7 & 13 & 20 & 33 \end{array}$$

$$\begin{array}{cccc|c|ccc} -8.6 & -8.6 & -10.0 & -10.2 & -8.3 & -7.2 & +0.2 & 0.0 & +0.5 & -4.1 & -3.5 & -1.0 \\ \hline 33 & 30 & 29 & 24 & 22 & 16 & 4 & & 7 & 14 & 24 & 33 \end{array}$$

$$\begin{array}{cccc|c|ccc} -9.8 & -8.6 & -7.5 & 0.0 & 0.0 & 0.0 & -3.0 & -3.1 & -0.6 & +3.2 \\ \hline 33 & 32 & 16 & 4 & & 7 & 12 & 19 & 22 & 33 \end{array}$$

station Elev.

71+00 962.7 .

+30 -0.1 962.9 .

70+00 963.0 .

+70 -0.1 962.9 .

+35 +1.1 963.4 .

69+00 962.3 .

+65 -1.0 961.3 .

+20 +0.9 959.7 .

68+00 958.8 .

+50 +1.4 959.3 .

67+00 955.9 .

66+55 -1.0 954.9 .



Station		Elev.
+33	+2.0	966.4 .
76+00		964.4 .
+50	+1.8	962.3 .
75+00		960.5 .
+45	+0.4	959.3 .
74+00		958.9 .
+45	-0.1	958.8 .
73+00		958.5 .
+50	-1.5	958.4 .
72+00		959.9 .
71 + 70	+0.8	960.7 .
71 + 40	+1.1	961.8 .

4.

L

Rt.

$$\frac{+11}{33} \quad \frac{+02}{26} \quad \frac{00}{15} \quad \frac{-07}{10} \quad \frac{00}{3} \quad \frac{00}{0}$$

$$\frac{-06}{1} \quad \frac{-06}{7} \quad \frac{-01}{8} \quad \frac{00}{14} \quad \frac{-07}{24} \quad \frac{+15}{78} \quad \frac{+17}{33}$$

$$\frac{+08}{33} \quad \frac{-15}{29} \quad \frac{+08}{27} \quad \frac{-08}{12} \quad \frac{+05}{4} \quad \frac{+05}{1} \quad \frac{00}{0}$$

$$\frac{00}{7} \quad \frac{+05}{8} \quad \frac{+05}{11} \quad \frac{-07}{23} \quad \frac{+13}{27} \quad \frac{+17}{33}$$

$$\frac{-12}{33} \quad \frac{-12}{29} \quad \frac{-19}{11} \quad \frac{+01}{3} \quad \frac{00}{0}$$

$$\frac{+05}{10} \quad \frac{-13}{16} \quad \frac{-13}{24} \quad \frac{-05}{26} \quad \frac{+03}{33}$$

$$\frac{-51}{33} \quad \frac{-52}{29} \quad \frac{-40}{12} \quad \frac{+02}{4} \quad \frac{00}{0}$$

$$\frac{+02}{10} \quad \frac{-25}{18} \quad \frac{-10}{33}$$

$$\frac{-62}{33} \quad \frac{-61}{22} \quad \frac{-51}{15} \quad \frac{+03}{3} \quad \frac{00}{0}$$

$$\frac{+01}{9} \quad \frac{-43}{20} \quad \frac{-50}{33}$$

$$\frac{-30}{33} \quad \frac{-26}{31} \quad \frac{-24}{8} \quad \frac{00}{2} \quad \frac{00}{0}$$

$$\frac{-01}{13} \quad \frac{-19}{28} \quad \frac{00}{33}$$

$$\frac{-19}{33} \quad \frac{-06}{12} \quad \frac{-17}{8} \quad \frac{00}{0}$$

$$\frac{-03}{13} \quad \frac{-13}{25} \quad \frac{+12}{30} \quad \frac{+15}{33}$$

$$\frac{-51}{33} \quad \frac{-30}{7} \quad \frac{00}{0}$$

$$\frac{+03}{2} \quad \frac{+05}{8} \quad \frac{-01}{14} \quad \frac{-22}{27} \quad \frac{-09}{30} \quad \frac{-05}{33}$$

$$\frac{-83}{33} \quad \frac{-60}{11} \quad \frac{00}{0}$$

$$\frac{+07}{2} \quad \frac{+02}{14} \quad \frac{-25}{28} \quad \frac{-18}{30} \quad \frac{-14}{33}$$

$$\frac{-60}{33} \quad \frac{-64}{31} \quad \frac{-41}{19} \quad \frac{-21}{6} \quad \frac{00}{0}$$

$$\frac{+01}{14} \quad \frac{-12}{27} \quad \frac{+03}{30} \quad \frac{+05}{33}$$

$$\frac{-40}{33} \quad \frac{-22}{20} \quad \frac{-14}{7} \quad \frac{-05}{7} \quad \frac{00}{0}$$

$$\frac{+03}{13} \quad \frac{00}{26} \quad \frac{+21}{29} \quad \frac{+19}{33}$$

$$\frac{-32}{33} \quad \frac{-05}{11} \quad \frac{00}{0}$$

$$\frac{00}{13} \quad \frac{-08}{24} \quad \frac{+27}{29} \quad \frac{+40}{33}$$

Station

Elev.

78+65 = 2 Pavement 970.71 .

78+52.4      970.62 .

+48    -0.3      970.3 .

140    0.0      969.9 .

+30    0.0      969.9 .

78+00      969.9 .

+50    -0.4      969.5 .

77+00      968.5 .

76+55    -0.9      967.6 .

H.

Rt.

$\frac{+0.4}{33}$

0.0

$\frac{-0.3}{33}$

Edge of Pavement

$\frac{+0.1}{33}$

$\frac{-0.2}{20}$

0.0

$\frac{+0.4}{26}$

$\frac{+0.7}{33}$

$\frac{-2.6}{33}$

$\frac{-1.6}{12}$

$\frac{+0.2}{7}$

0.0

$\frac{+0.3}{19}$

$\frac{-1.1}{23}$

$\frac{-1.4}{33}$

$\frac{+3.5}{33}$

$\frac{+3.5}{27}$

$\frac{+0.4}{24}$

$\frac{-1.5}{20}$

$\frac{-1.2}{11}$

$\frac{0.0}{4}$

0.0

$\frac{0.0}{16}$

$\frac{-0.9}{24}$

$\frac{-0.6}{29}$

$\frac{+2.5}{34}$

$\frac{+5.8}{33}$

$\frac{+4.4}{27}$

$\frac{-1.3}{21}$

$\frac{-1.6}{12}$

$\frac{0.0}{7}$

0.0

$\frac{-0.3}{15}$

$\frac{-0.9}{20}$

$\frac{-0.4}{31}$

$\frac{+2.7}{33}$

$\frac{+3.8}{33}$

$\frac{+4.0}{20}$

$\frac{+4.4}{25}$

$\frac{+0.8}{24}$

$\frac{-1.6}{20}$

$\frac{-1.8}{9}$

$\frac{-0.5}{5}$

0.0

$\frac{0.0}{12}$

$\frac{-0.4}{20}$

$\frac{+0.2}{19}$

$\frac{+3.3}{34}$

$\frac{+2.0}{33}$

$\frac{+4.0}{27}$

$\frac{+2.0}{26}$

$\frac{-1.1}{21}$

$\frac{-1.4}{5}$

$\frac{0.0}{1}$

0.0

$\frac{-0.3}{3}$

$\frac{-0.3}{9}$

$\frac{0.0}{11}$

$\frac{-0.6}{19}$

$\frac{-0.6}{28}$

$\frac{+3.9}{32}$

$\frac{+2.3}{35}$

$\frac{+1.5}{33}$

$\frac{+2.1}{28}$

$\frac{+2.6}{26}$

$\frac{-0.9}{21}$

$\frac{-1.2}{7}$

$\frac{+0.2}{5}$

0.0

$\frac{-0.5}{2}$

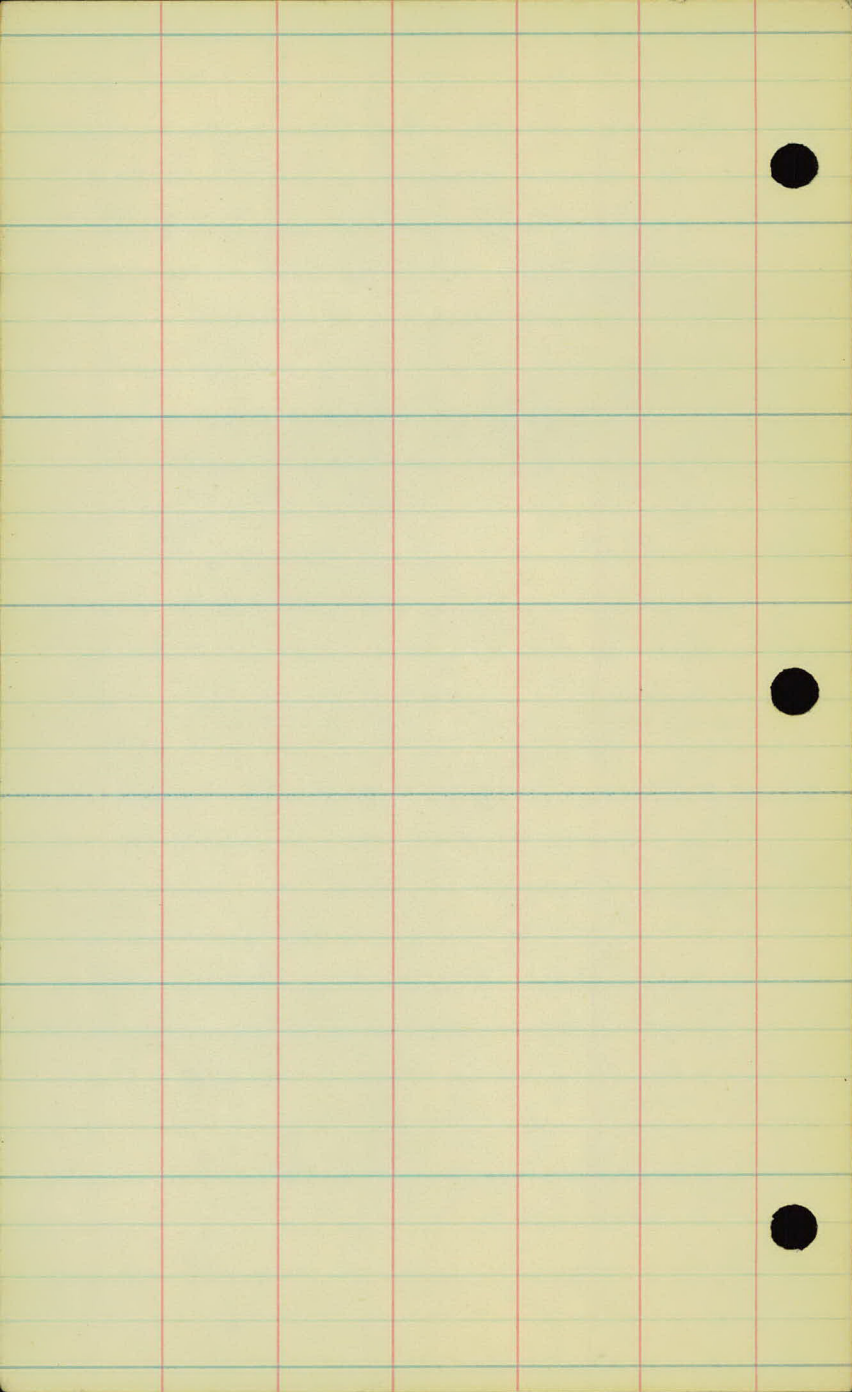
$\frac{-0.5}{7}$

$\frac{-0.1}{9}$

$\frac{-0.8}{19}$

$\frac{-0.8}{18}$

$\frac{+2.6}{33}$



DRAINAGE.

Station	Present Culv.	Recom'd Culv.
65+38	10" X 24" C.M. Ext. 12' Rt. & 12' Lt.	18" X 7" C.M.

74+50		24" X ? C.M.
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Notes

No other X-Drains required.

W.H.C.  
Sourkup  
Persons  
Co. Inc.  
McIntyre

P. 44

April 23, 1925

Drains Lt.

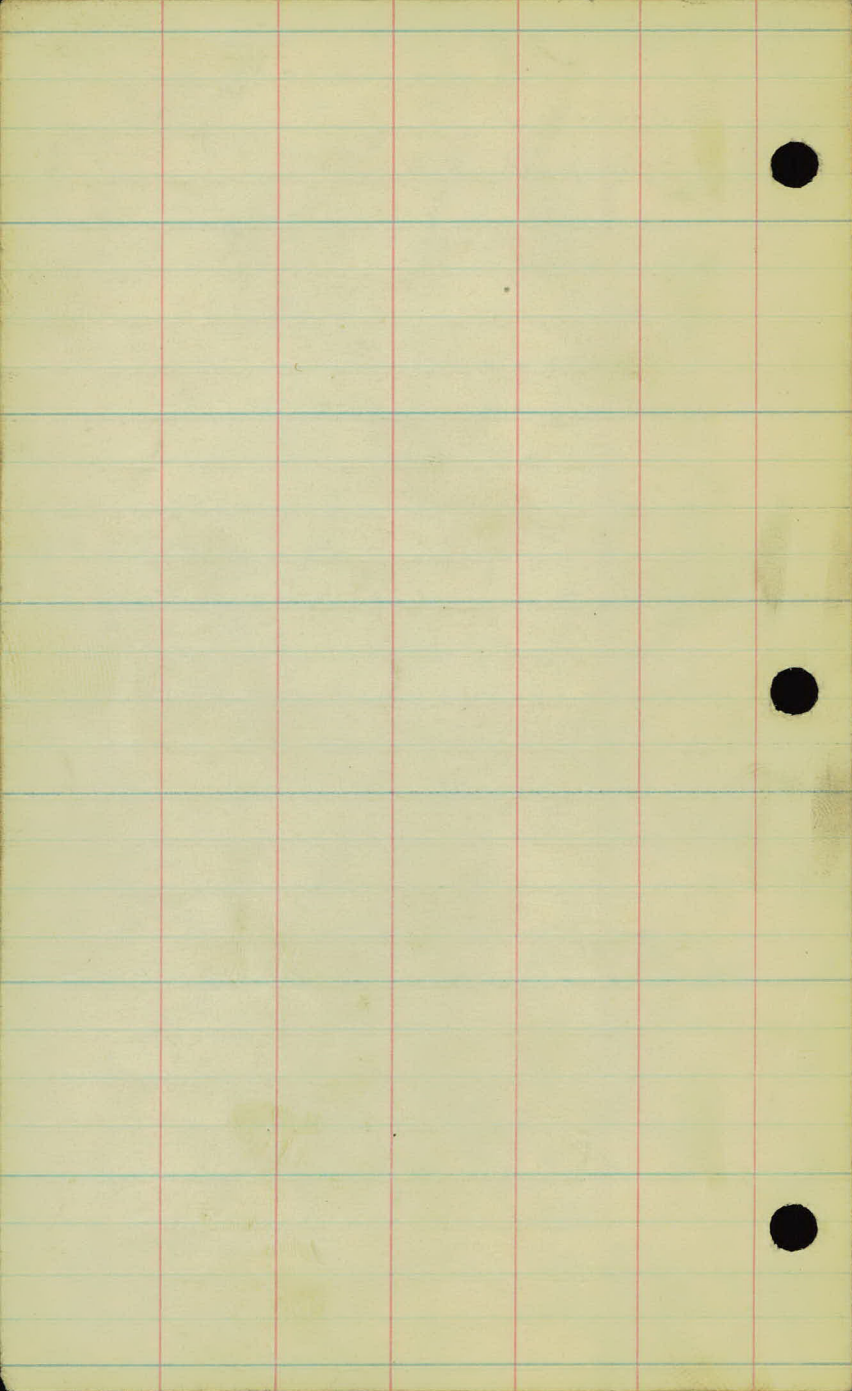
(Used as equalizer)

Invert Elev.  $951.3$   
 $\frac{12}{12}$

$950.7$   
 $\frac{12}{12}$  Drains N.E. to small Lake

Drains Lt.

$951.3$   
 $\frac{12}{12}$   
 $950.7$   
 $\frac{12}{12}$   
 $951.3$   
 $\frac{12}{12}$   
 $950.7$   
 $\frac{12}{12}$



3-2-26

P.R.B  
H.D.VK

Plans-in-Hand Insp.

Co. Rd. B2

Proj. 26-50

0+00 Put in 30' Radius ✓

0+15- Inp. - 12" X 24' C.M. Rt. ✓

Pl - 18" P<sub>3</sub> - Drains Lt.

0+30 Cl & Gr. 1 Tr. Lt. ✓

0+40 to 2+40 Cl & Gr. 16 Tr. Rt. ✓

2+28 Rt. - Pl. - 12" X 24' C.M. F.E. ✓

0 to 2+50 Move 2 P.P. - Rt. ✓

3+50<sup>2</sup> Lt. - Pl. - 12" X 24' C.M. F.E. ✓

5+00 P. - 24" P<sub>3</sub> Cross Drain. - Drain Rt. ✓

9+50 to 13+00 Cl & Gr. 22 Tr. Rt. ✓

15+00 Rt. - P 12" X 24' C.M. F.E. ✓

15+00 to 26+00 - Cl & Gr. 50 Tr. Rt. ✓

26+50 Dale Street - Drains North ✓  
Pl. - 18" P<sub>2</sub> - both sides of  
Dale - (26+20 & 26+70(?))  
Put in 30' Radius each way  
200 C.Y. Ditching North on  
Dale str. -

26+59. - F.E. Lt. No Culi. Req. ✓  
—

42+17 - Lt. - F.E. - Imp. 12" x 20" C.M. ✓  
Pl. - 15" x 24" C.M. -

43+06 - Rt. F.E. Imp. 18" x 18" C.M. ✓  
Pl. - 15" x 24" C.M. -

41+50 to 52+50 - 45' Trs. - Cl. & Gr. Rt. - ✓  
—

42+50 to 45+50 ~~Lt~~ Brush 1/4 acre. ✓  
12 Trs. -

45+50 to 51+00 Lt. 50 Stamps. - ✓  
—

51+20 - F.E. Rt. - Pl. - 15" x 24" C.M. - ✓  
—

51+00 to 52+40 - Cl. & Gr. 7 tracs. ✓  
& 8 Stps. - Lt. -

52+50 to 57+75. - Cl. & Gr. - Rt. & Lt. ✓  
 17 Trs. - 8 Stps. -  
 ———

57+74 F.E. Lt. - 10' x 20' C.M. Inpy ✓  
 Pl. - 15" x 24" C.M. - ✓  
 ———

58 to 62+50 - Rt. & Lt. Cl. & Gr. ✓  
 14 Trs. - 4 Stps. -  
 ———

62+00 to 68+00 - G.R. - Rt. & Lt. ✓  
 ——— - OK. on Prof. - ✓

64+00 to 65+00 Cl. - 11 Trs. Rt. ✓  
 ———

65+38 - Inpy. 10' x 24" C.M. Remr. ✓  
 Pl. - 24" P. - Drains. Lt. - ✓  
 ———

64 to 65 - Lt. Reep Ditch open. - ✓  
 ———

68+50 - Rt. F.E. - Pl. - 15" x 24" C.M. - ✓  
 ———

68+50 to 71+50 - Rt. & Lt. Cl. & Gr. 14 Trs. ✓  
 ———

67+50 No Cul. Reg. - Drains Rt. & Lt. ✓  
 ———

71+50 to 78+50 - Rt. & Lt. Cl. & Gr. - 35 Trs. ✓  
 ———

G.P. 72 to 76. O.K. on Plans. - ✓

78+65. - 30' Radius. R. & Lt. ✓  
on Rice Street. -

78+45. - Note Gas. Co. Poles to be Moved. -  
Rice St. Circuit Light # 13

End.

78-86

29

V 2490