

PLANS SURVEY

# STATE HIGHWAY 52

From end of S.T.H. location to Ramsey Co. Proj. 25-58

Sta. 992+71 to 1089

RAMSEY CO. PROJ. 27-52

Road % S.T.H. 52

File No 12

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

Date Filed

1/20/27

File No

12

Pros. 27-52-B - S.T.H. #52

Levels on curb in place and  
tracks in place - Sta. 1089+00 to 1091+00

4-12-28

C.W.S.

A.L.P.

E.F.

T.L.W.

Sta	+	HI ✓	-	Elev
BM	3.74	809.63		805.89

10 89+00

+25

+50

+75

10 90+00

+25

+50

10 91+00

05.32 04.72 04.92 04.92

$\frac{481}{TC}$   $\frac{491}{BC}$   $\frac{471}{R}$   $\frac{471}{R}$

80 4.97 04.97

$\frac{466}{R}$   $\frac{466}{R}$

05.32 04.60 04.85 04.86

$\frac{481}{TC}$   $\frac{503}{BC}$   $\frac{478}{R}$   $\frac{477}{R}$

04.89 04.90

$\frac{474}{R}$   $\frac{473}{R}$

05.32 04.56 04.83 04.81 04.68

$\frac{481}{TC}$   $\frac{507}{BC}$   $\frac{488}{R}$   $\frac{482}{R}$   $\frac{495}{R}$

04.72

$\frac{491}{R}$

05.18 04.13 04.73 04.67 04.62

$\frac{445}{TC}$   $\frac{550}{BC}$   $\frac{491}{R}$   $\frac{456}{R}$   $\frac{501}{R}$

04.66

$\frac{497}{R}$

05.11 04.37 04.59 04.57 04.64

$\frac{452}{TC}$   $\frac{526}{BC}$   $\frac{504}{R}$   $\frac{506}{R}$   $\frac{499}{R}$

04.58

$\frac{525}{R}$

04.77 04.18 04.46 04.50 04.55

$\frac{486}{TC}$   $\frac{540}{BC}$   $\frac{517}{R}$   $\frac{513}{R}$   $\frac{509}{R}$

04.54

$\frac{519}{R}$

04.71 03.97 04.30 04.39 04.49

$\frac{492}{TC}$   $\frac{566}{BC}$   $\frac{533}{R}$   $\frac{524}{R}$   $\frac{514}{R}$

04.51

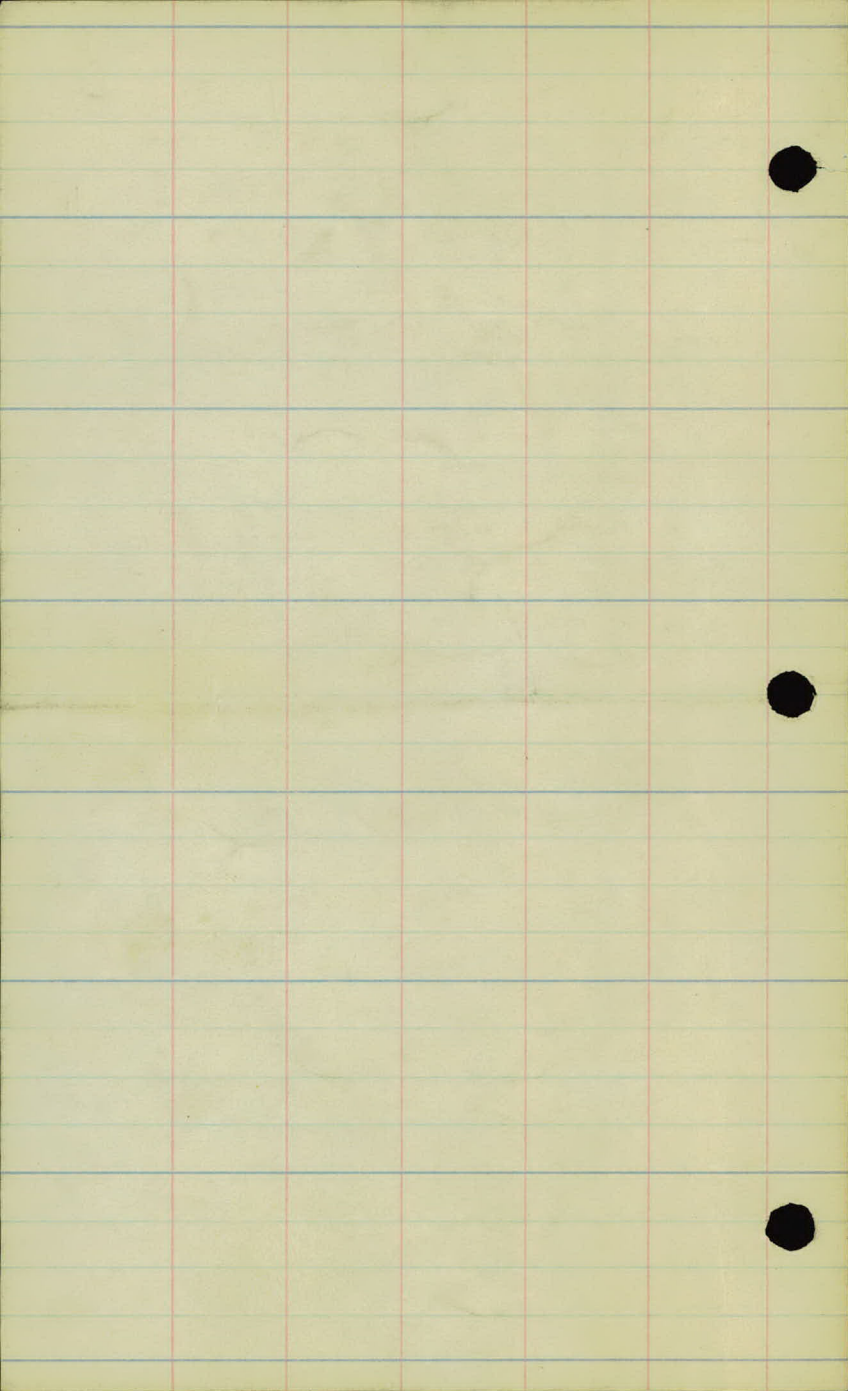
$\frac{512}{R}$

04.63 04.13 04.38 04.47 04.31

$\frac{500}{TC}$   $\frac{550}{BC}$   $\frac{525}{R}$   $\frac{516}{R}$   $\frac{532}{R}$

04.41

$\frac{522}{R}$



STATE HIGHWAY No 50

6

REVISION

From the End of 1st Proj. to 60 Proj. 25-58

Station 14771 to Station 1089

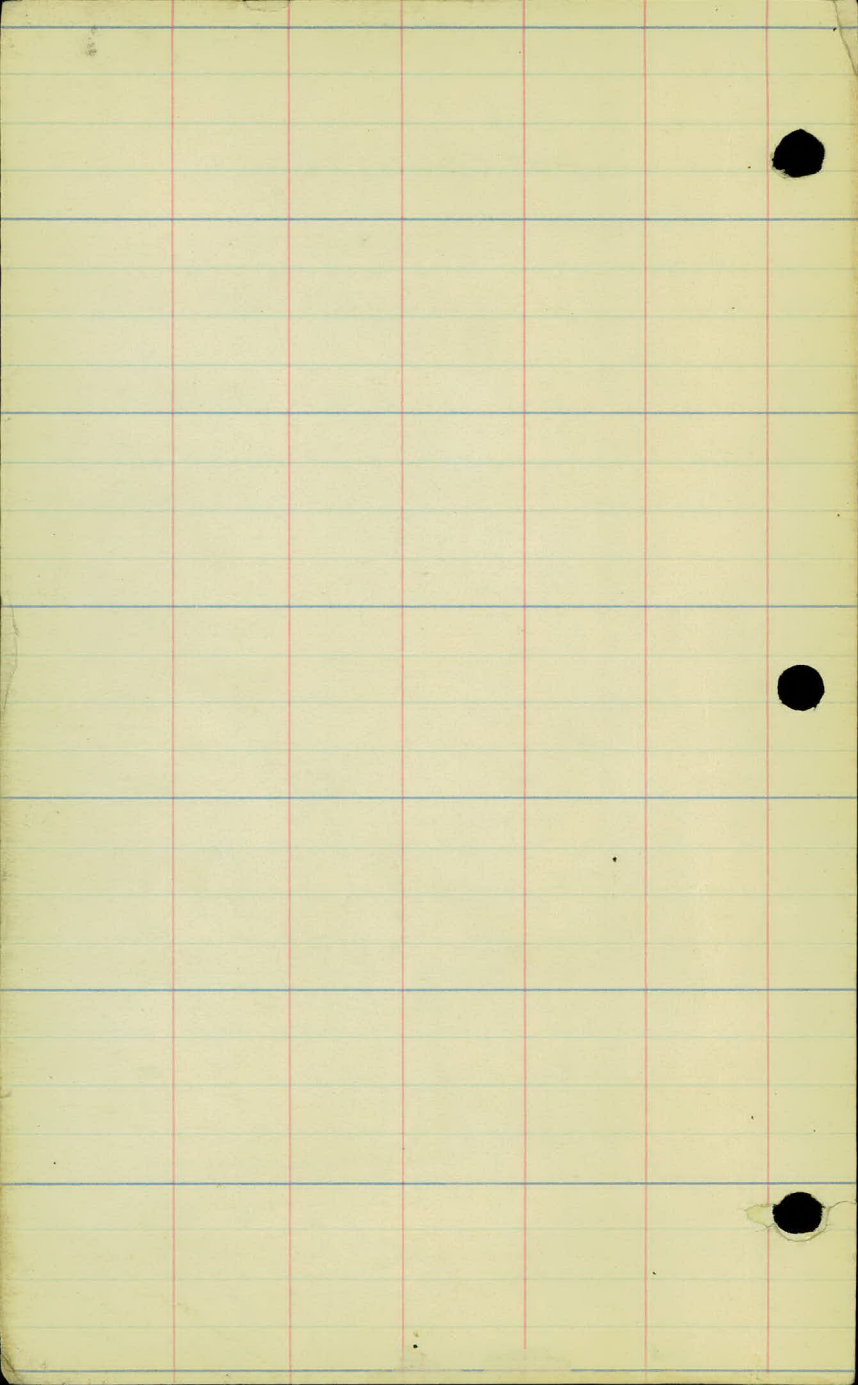
Michigan State Highway Engineer  
Date Filed  
File No.

~~9/12/26~~  
~~12~~

12-20-26  
H. S. [unclear]

November 1926  
December 1926

12



Alignment.

Station	Point	H.	A	Rt.	Descr.
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1039+57. <sup>00</sup>	P.O.T.				
<del>Eq.</del> 1039+589					

1017+02+	P.O.T.				
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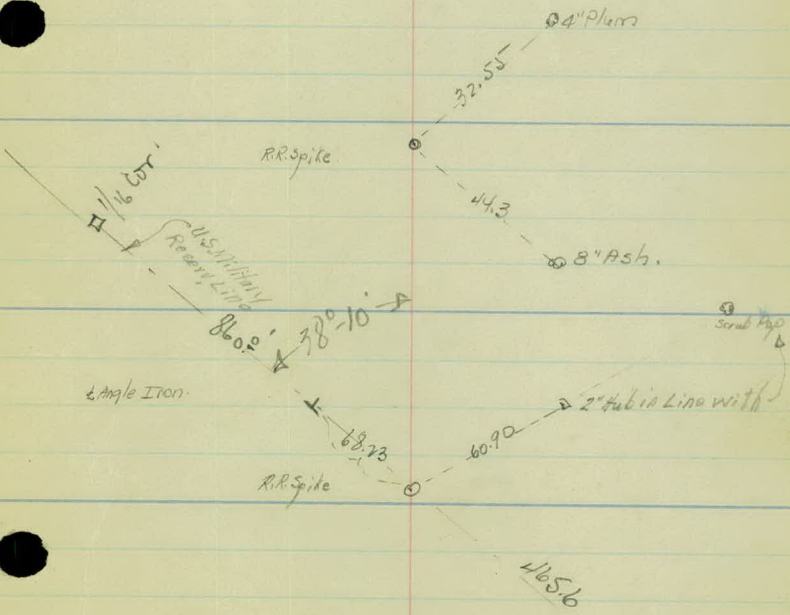
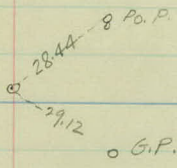
<del>Eq.</del> 992+66.2					
992+71. <sup>00</sup>	P.O.T.				
↑	from Map.				

W.H.C.

A.L.P.

Dec. 19 76

W.G.A.  
E.T.S.



Angle Iron

30
3109
32

Station Point Lt.  $\Delta$  Rt. Bear.

S-78°-16'E

1072+89. <sup>05</sup>	P.T.	5°-00'	5°-C. Rt.
+50		4°-01.4'	$\Delta$ 10°-00'
1072		2°-46.4'	P.I. 1071+89.31
+50		1°-31.4'	T. 100.3.
1071		0°-16.4'	L. 200.00.
1070+89. <sup>05</sup>	P.C.	0°-00'	R. 1146.28.

S-88°-16'E

1066+98. <sup>98</sup>	P.T.	31°-24.5'	26°-C. <del>Lt.</del>
+50		25°-02.5'	$\Delta$ 62°-44'
1066		18°-32.5'	P.I. 1065+93.1
+50		12°-02.5'	T. 135.72
1065		5°-32.5'	R. 222.97
1064+57. <sup>38</sup>	P.C.	0°-00'	

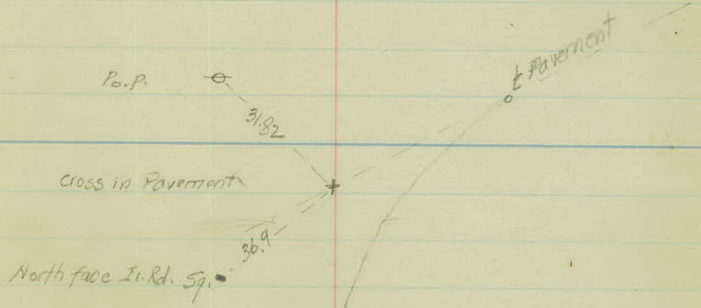
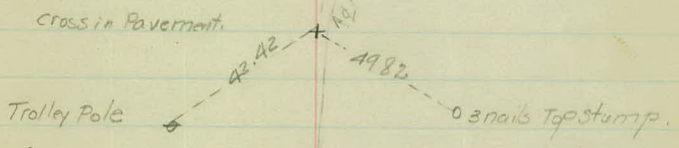
N-78°-55'E

W.H.C.

Nov. 15, 1976

A.L.P.

R.R.



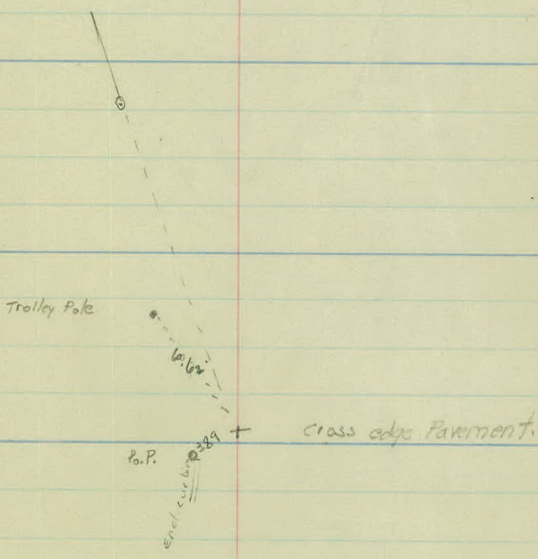
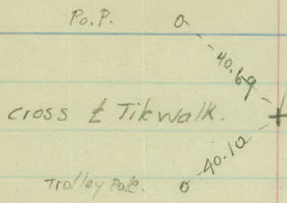
Station Point Lt. Δ Rt. Bear.  
 5-81°-50'E.

1085 + 30.24	P.T.	7°-51'	8°-C.Rt.
1085		6°-18.5'	Δ 15°-02'
+50		4°-18.5'	P.I. 1084736.9
1084		2°-18.5'	T. 94.58.
+50		0°-18.5'	L. 187.92.
1083 + 42.32	P.C.	0°-00'	R. 716.78.

N-83°-08'E.

1076 + 68.28	P.T.	9°-18'	
+50		8°-50.6'	
1076		7°-35.6'	
+50		6°-20.6'	5°-C.Lt.
1075		5°-05.6'	Δ 18°-36'
+50		3°-50.6'	P.I. 1074184. <sup>00</sup>
1074		2°-35.6'	T. 187.72.
+50		1°-20.6'	L. 37200.
1073		0°-05.6'	R. 1146.28.
1072 + 96.28	P.C.	0°-00'	

5-78°-16'E.



End Curbing

Station Point Lt.  $\Delta$  Rt. Bear

1089404.<sup>00</sup> End

2-81250'

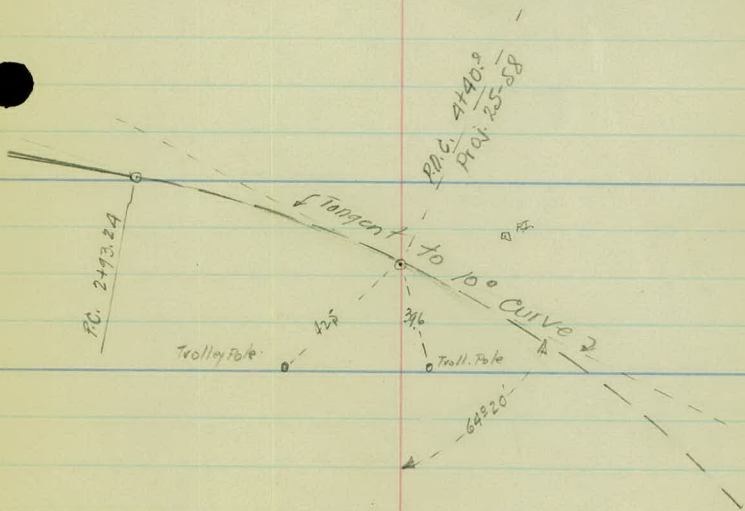
W.H.C.

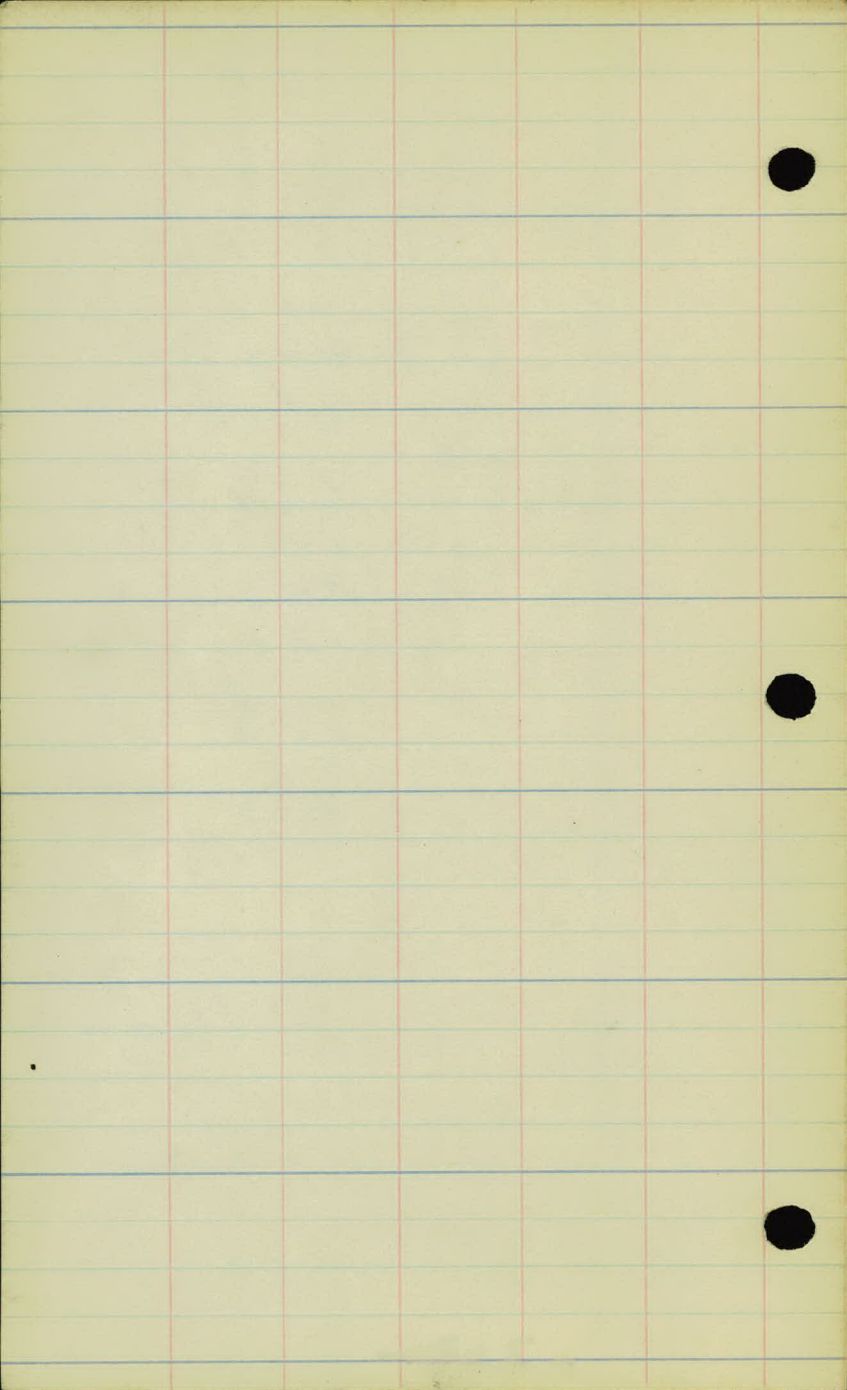
A.L.P.

R.R.

Nov. 16, 1925

P 5





Topography.

Station 985 to station 1064

989

988

987

986

985

FBI Shoulder Line of Road  
see X-5007075

996

995

994

993

992

991

990

989

+81- 12' Pop. 30'

∞ ∞ ∞

Trees &  
Bush

∞  
∞  
∞  
∞  
∞  
∞

∞  
∞  
∞  
∞

+56- 36" Cott  
on Sec. Line

1003

1002

↳ Drainage Ditch.

1001

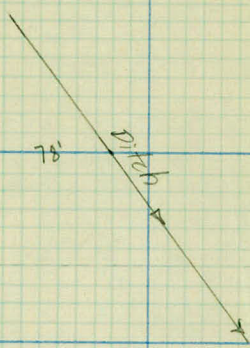
1000

999

998

997

996



1010

1009

1008

1007

1006

1005

1004

1003

30'



ditch.

21'



158-101-157

1017

1016

1015

+06 - 18" x 34" Vit

1014

1013

1012

1011

1010



1022

1021

733 2 Road Lt.

1020

101900

1018

1017

End Brush 20

1073

Soukup  
D.S.  
T.M.  
M.G.

Brush 20

Woods + Brush

End Brush 31  
(1020)

+27 B. Wood End 22'

Brush 21  
(1021)

+42 Swamp 18'



By Brush 21  
(1020)

+28 Tree 38'

1017

+41 Tree 34'

+29 End Brush 24'  
Brush 24'

+10 End Brush 20'  
Brush 20'  
1018

Brush 23'

+2 G. B.M. 15'  
Brush 21'

1017

Note:  
These notes extracted  
from survey of  
Oct 11, 1926  
D17-1064  
By Soukup

1020700

1029700

740 R Road Rt.

1028100

1027700

1026400

1025400

1024400

1023



1037

1036

r

1035

1034

1033

1032

463  $\frac{1}{2}$  Road To Coal Yard

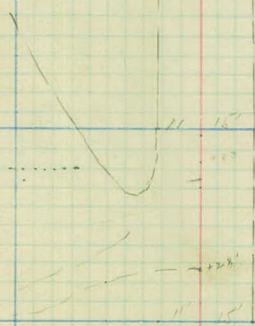
1031

Co. 11th Regt. 1st Div.

+ 73 Regt. 1st Div. Field  
+ 73 End. Small 101

+ 76 Regt. 1st Div. 20'

+ 76 Regt. 1st Div. 16'



North

1041

400 Tree 37'

+80 Tree 26'

+66 End Building 71'

+41 Tree 27'

+83 Flower Pot 27'

+22 Flower Pot 27'

+8

+15 Tree 26'

1040

+15 Tree 26'

+90 Bag Building 71'

+147 B Road RT

+145 B Drive Lt

+205 B side Walk

1039

+78 Tree 26'

+60 Tree 27'

+60 G.P.P. 21'

+54 Fence line 35'

+33 Hydrant 26'

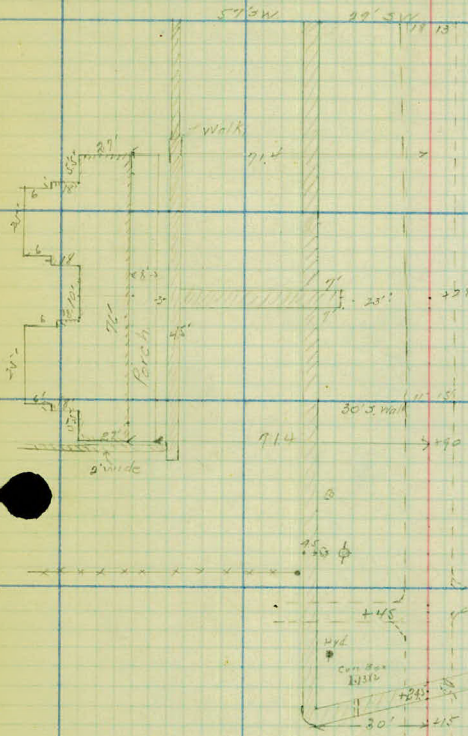
+38 End of Hatched Wall 70'

+37 Conduit Box 19' 3x2

+16 Bag Side Walk 30'

1038

41



+74 PP 35  
 +77 Trce 38

40

+82 Trce 37  
 +61 Bag Comp 24  
 +68 PP 251

+39 Rd Sign 23  
 +38 G.P.P. 251

+13 Guy Wire 24  
 +08 Guy Wire 24

39

+51 Rd Sign 13

10 44

+95 Tree 26'  
+94 Bay Bldg 72'

+73 ± Drive Lt

+

+49 Hydrant 23.5'  
+45 Water Valve 37.5'  
+23 Bay Building 72'  
+22 End sidewalk 58.5'  
+28 C. B. 26'

10 43

+01 Tree 26'

+76 Tree 26'

+

+49 Tree 29'

+25 Tree 26'

10 42

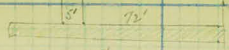
+19 End Building 72.4'

+82 Bay Building 72.4'

+27 Tree 27'

10 41

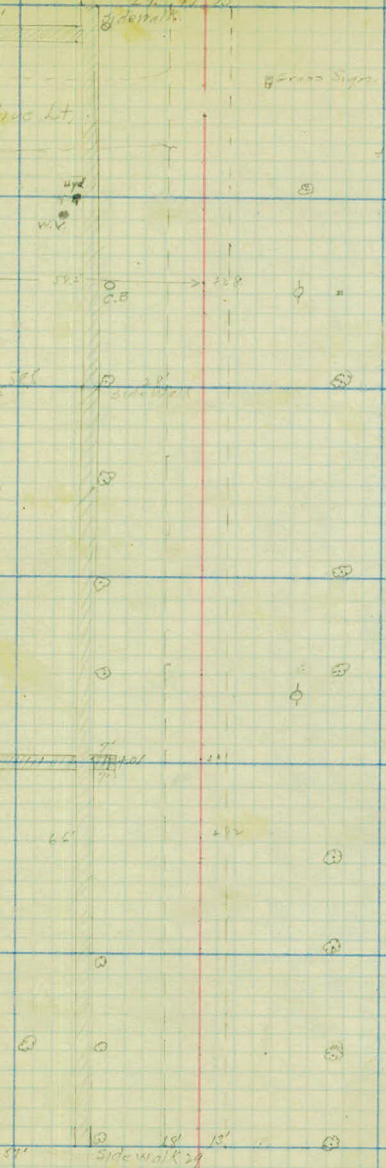
+22 Tree 48'  
+26 Tree 29'  
+01 Tree 29'



29.5 30.0 30.5

+73 E Drive Lt.

157  
Wood Bldg.  
PAIS  
Ware House  
General Supplies  
157



# Glass Signs

+81 Glass Sign 175

+54 Tree 29

+26 SWire 17  
+26 PP 26

+03 Tree 38

43

+50 Tree 38

+27 Tree 38

+19 PP 255

47

+76 Tree 31

+50 Tree 37

+24 Tree 37

+01 Tree 37

44

18' 13'  
Sidewalk 29

1047

+97 Tree 26'

166<sup>2</sup> End Bldg 72.2

+54 Tree 25'

+45<sup>2</sup> Beg Bldg 72.2

1046

+215 End Bldg 72.7

+09 Tree 26'

+09 Beg Bldg 72.7

+93.5 End Bldg 72.7

+73 Beg Bldg 72.7

+35 \$ Drive Rt.

+65 Tree 25'

160. CB 16.5

+185 End Bldg 72.5

1045200

+20 Tree 26'

+73 C.B. 15.5

+73 Tree 26

1044100

+30 Tree 26

31 SW

Salvage  
Ware House  
1484

72.9

+165

1585  
Wood  
Ware House  
No 6  
1585

72.9

+147

+ 36 PF 28

+29 Tree 40

1582  
Grand Blk  
Ware House No 5  
1582

72.9

+109

205 SW

46

1582  
Grand Blk  
Ware House No 5  
1582

72.9

+173

72.9

+73

+13 Cross 28  
+53 Tree 40

+

+28 PF 27

+29 Tree 37

+19 18 VP Cross 40

43

1582  
Grand Blk  
Ware House No 5  
1582

+185

72.9

29 SW

Grand Blk  
Ware House No 5

+31 PF 30

+32 BW 35

+36 Tree 40

44

1582  
Grand Blk  
Ware House No 5  
1582

72.9

+190

26 SW

1050

+99 Man Hole 53'  
+98 End Feroc 57'

+77 water Turn off 39'

+60 # Drive RT

+63 # Drive Lt

1049

+18 Man Hole 53  
+12 # Fence 56  
+33 End Bldg 72  
+10 Free 26  
+01 Beg Bldg 72  
+01 Beg Fence 55

+78 Cross P Line

+72 C.B. 192  
+70 Rd Sign 25'

+79 E Minnehaha Ave

+31 C.B. 192  
+24 1/2 End Bldg

1048

+96 Tree 27

+64 Tree 27'

+49 C.B. 42'

1047

+24 Beg Bldg 735  
+08 End Bldg 735  
+00 Beg Bldg 735'

323.08' 19

+77 PP 28"

+77 Tree 40'

205.5

Fire Stations

205.5

152'

Gate

52'

12'

+27 Tree 40

+21 Hydrant 43  
+00 Tree 40'

+99 Tree 40'

5.02

13.5'

100.0  
Wool Bldg  
Utilities  
Warehouse

100.0

38  
2  
38  
2  
38  
2

16'

+92 EW 28

+78 Tree 27

+62 PP 29

+26 Row Trees 30  
+24 End 28'

+52 Tree 40

+52 PP 28

+31 EW 31'

+70 Tree 40'

+03 Tree 40'

Oil Storage Bldg

23.5  
20.5

47

10.53

+ 51.6 End Bldg 775

1052

+ 26 Tree 49'

+ 20 Tree 31'

+ 19

+ 16 Beg Bldg 77

+ 91' Tree 48

+ 88 Beg Bldg 775

+ 77 Tree 31'

+ 49 End Bldg 73

1051

+ 69 Tree 29

+ 32 Tree 29'

+ 35 Beg Bldg 73

+ 40 Tree 29'

1050



1056

+96 Tree 33

+40 8" Water Pipe

+76  $\Phi$  Drive It

+40 Hydrant 365

1055

+79 Tree 30

+

+48 Tree 32

1054

+84 Tree 60

+80 Tree 47

+39 Tree 46

+19 Tree 65

+105 Bay Bldg 74.5

+05 Tree 34

1053

94 P.P. 30'

170 S.W. 80'



+50 Post 90'

+81 Post 30'

+26 Tree 42

SW 37' 17' +99x

71'

+99 End Grand Stand 71'

+77GW37  
+77RP29

181 0  
106x  
Polo Grand Stand  
106x Fence

745' ————— +850

+28 Tree 41

+01 Tree 41

+95 End Grand Stand 71'

+90 ————— 71'

181 26

Brick Bldg 1st. Quarter  
1028  
1023

745' ————— +105

+89 P.P. 29

+51 Tree 41

5

5x

3

1057

+96 End Bldg 76'

+78 Beg Bldg 76'

+47 End Bldg 75.5'

1058

1057

+57 Ends, side Wal 838'

+525 Beg Bldg 755'

48 Tree 34

+22 Tree 335'

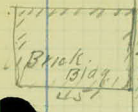
1056

+99 Man Hole 536'

71.5 246

+96  
+76

+94 Tree 43'  
+87 C.B. 20'



2W 71.5

95.5

+147

+40 Tree 54'

130.5

+13 PP 31'

+100 Tree 54'

Brick Tank Garage  
Right Side Walk

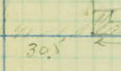
Gravel drive for car

+85 C.B. 20'

+60 Tree 53'

+20 Tree 53'

+11 PP 30'



+59  
+10.5

SW 87.16

51

56

1062

+97 Man Hole 56

1061

1060

+18 Beg Bldg. 76  
+14 Man Hole 56'

+64 Beg Bldg. 76'  
+60 Hyd 37.

+30 E Drive Lt

1059

SW 7/5

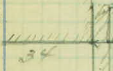
Brickside Walk L.W.

Brick Bldg  
Garage

Gravel Drive

+29 P.P. 32  
+27 Target area 32

61

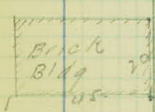


76' → +15

+16 P.P. 31  
+16 Tree 43

60

SW 7/5 18' 17'



84

+86 C.B. 20  
+69 Tree 43

+64

+55 Tank. 49

+44 Tree 435

SW 7/5

+14 P.P. 36  
+14 SW 54

59

1065

+00 End SW 93'

+428 End Bldg 785

1064

+355 Beg Bldg 77

+18 Water Valve 41

1063

+21 9 side Walk Rt

+10 End Bldg 76'

1062

+63 PP 28'



79.5 SW 73.5 43.8

+43 Tree 43'  
+37 Rd 39.7 26'

+14 Tree 45'

64

108.2

108.2



77' 105.5'

+57 PP 31'

SW 72 15' 17'

63



15 S.W. 20  
No Polo Grounds  
+3 PP 31'  
+39 Edge Cross 14'



76' 10'

SW 77.5 15'

62

19.2'  
Travel Approach

Polo Grounds

1068

1067

+02 EPP 35.5

+00 St+RR 56  
+00 St+RR 66

+40 Edge curb E  
+39 Edge Curb φ

+00 Pav 63  
+00 curb 72  
+00 Pav 21  
+00 Curb 185  
+50 Curb 35.5  
+40 E.P.P 53'  
+19 St+RR 83.5  
+19 St+RR 73  
+19 Beg Curb 59'  
+19 Pav 48  
+19 Curb 95

1066

+70 St+RR 10.5  
+70 St+RR 112.5  
+94 GW 72  
+92 Curb 70  
+92 Pav 27  
+70 Pav 92.5  
+70 Pav 46  
+70 Gyp Wire 25  
+57 PP 1'

+05 \$ Rd Rd

+92 E curb 15.5  
+79 GW 125  
+88 PP 78  
+76 GW 15  
+50 Curb 62  
+48 Rd Sign 62  
+46 Pav 70  
+46 Curb Road 34  
+196 P 34  
+07 GW 46 +07 GW 31

1065

TOPOGRAPHY

station 1064 - 1089

line near chapel.

1067

+50

1066

+50

1065

+50

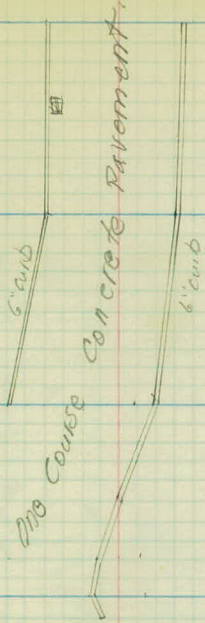
1064

+29-C.B.

+03-T.P. 25'  
curb 19.6  
± 77k. 50.5  
10' c.c.

+16-P.P. 50'

curb 16.2



Two Course Concrete Pavement

curb 28.6

curb 9' 6" curb

+11-End Rod curb 6.5  
Face curb 7.4  
+95-B. curb 4.5

All distances to  
Face of Curb  
6" curb

+28-24" Pop. 44'  
+16-X 119 curb

+00-12" E/m 4'

10'R.

+16-E. curb 45'

+74-24" Pop. 16'

+61-P.P. 9'

+53-16" E/m 27'

+23-6.7 23

+00 Int. Road

+23-24" Pop. 27'

+23-P.P. 314

67

66

65

+50

1070

+50

1069

+50

1068

1067+50

curb 17.9  
# Track 50'  
10' c.c.

+60-2 Walk 14  
+50-7. P. 395

+38-12 Elm 29'

curb 17.8  
# Track 50'  
10' c.c.

+64- Fire Lt. 38'

+77-7. Pop 10. 39.1  
+14-36" Pop 37

curb 17.8  
# Track 50.7  
10' c.c.  
+58-10" Elm 395

+64-30" Pop 37

+38-18" Elm 37  
+13-24" Pop 365  
+05-7. P. 375

curb 17.9  
# Trk 505  
10' c.c.  
+87-14" Pop. 355  
+64-24 19.33

Elm. P.P. 10' O.C.

10' Cinder

6" Curb

One Course Concrete Pavement  
Built 1976

6" curb

curb 18' 5-8

+86-P.P. 50'

+64 Fire Hyd 45.8

+28-24" Pop 34'  
+22-2 Walk 12'  
+17-12" Pop 35'  
curb 17.8

+90-24" P.P. 34'  
+84-1 Walk 50'-10" W.W. 6  
+78-P.P. 50'

+40-20" Pop 30'  
+28-2" Pop 35'

curb 17.8

+44-P.P. 50'

+21-2 N.H. 22'

curb 17.9

Walk

1074

+50

1073

+50

1072

+50

1071

2 Track 58.6  
10' c.c.

+72-6" Tree 4'

+01-36" Pop 15  
Curb 8.0

2 Track 65.3  
10' c.c.

+87-Trol Pole 55'

+96-10" Pop 23'

+77-6" Elm 28'

+76-C. Bas 17'

Curb 15.2

2 Track 70.3  
10' c.c.

Curb 17.8

2 Track 68.7  
10' c.c.

+80-10" Elm 52'

+73-Trolley Pole 55'

+57-24" Pop 51'

2 Track 73'

+34-24" Elm 47'

+10-30" Pop 14'

Curb 18'

2 Track 57'

10' c.c.

+81-10" Elm 42'

+68-Trol. Pole 42'

+62-30" Pop 40'

+12-36" Pop 38'

curb. 3.8' P. 9

+84-E Curb 25.7

Curb 21'  
+47-P.R. 24.5

+17-20" Pop 46'  
Curb 18'

+47-10" Pop 28' 24.5

+21-10" Pop.  
+20-P.R. 42

Curb 17.8'

+44-10" Pop 34'

+16-10" Pop. 32'

The Course Concrete Pavement

+50

1077

+88 - cor. Ordinance 108'  
ATAV

+50

1076

+50

+30 - 2 Road

1075

1074+50

± Track 104

10' c.c.  
+98-24" Pop.

+79-20" Pop.

+52-8" E.M. 59'

± Track 177

+41-Trol. Po. 17'

+26-24" Pop. 60'

+01-24" Pop. 62'

± Track 326  
10' c.c.

± Track 396  
10' c.c.

+48-20" Pop. 67'

+31-Trol. Po. 75'

± Track 454  
10' c.c.

+77-20" Pop. 68'

+81-20" Pop. 68'

+61-10" Pop. 68'

± Track 48.8

+40-20" Pop. 61'

+20-20" Pop. 61'

+15-Trol. Po. 35'

+06-14" Pop. 61'

± Track 534  
10' c.c.

+96-8" E.M. 54'

+90-20" Pop. 70'

+60-Trol. Po. 40'

Fence. x  
Ordinary  
Blade

Open Grounds

+29-20" Pop. 74'

+59-24" Pop. 16'  
curb 42'

Concrete Pav.  
+13-3, curb 27.8  
curbing 52.5

+20-E. curb 6 12.6  
+20-P.P. 11.5

+60- curb 45

+52-B. Curb 45'

One course

1081

+50 L Road Lt 5 RT

1080

+50

1079

+95- L Road

+50

+44 Cor Ordinance 34. 101'

1078

2 Track 6'  
10' c.c.

+39-24' Ex. El. 38

2 Track 1.3  
- 1.3

+74-Troll. Po. 22'

+71-30' Pop. 39'

+63-14' Ex. El. 25'

X

+15-Cor. chapel 59'

Drop  
180 Cor chapel 76'

+73-Troll. Po. 23'

+60-16' Ex. El. 16'  
+56-30' Pop. 40'

+33-30' Pop. 23'

2 Track 8.3

2 Track 1.6

+79-24' Pop. 43'

+68-Troll. Po. 25'

+62-Troll. Po. 4'

150-Track

+43-30' Maple 50'

+18- Fir. H. yd. 45'

+10- 70' Pop. 47'

2 Track 4'  
10' c.c.

+95-4' Tree 28'

+68-4' Elm 30'

+61- Troll. Po. 34'

+77-24' Pop. 40'

+02-24' Pop. 37'

+57-Troll. Po. 47'

+48-20' Pop. 50'

Drd. B119.4

+50

1084

+50

+45- 2 Street

1083

+50

1082

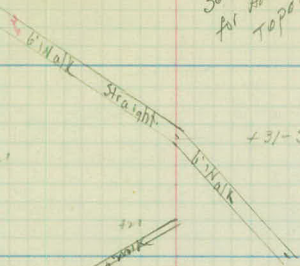
1081+50

100 2' End Walk 100'  
+99-30" Pop 74'  
+83-10" Elm 51'  
+80-710/1. P. 81'

+85-2 + B. 2' Walk 82'  
+70-30" Pop. 33'  
+57-71" Elm 14'  
+53-24" Pop 58'

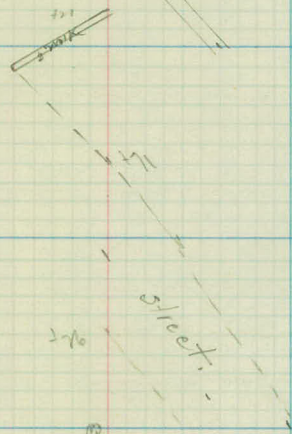
LAWN

See Station for Additional Topog.



+40-12" Elm 42'  
+75-70" Pop. 25'  
+20-Tree Lt. 44'  
+07-14" Elm 9'  
+98-Troll. P. 24'  
+95-2 + Bag 2' Type Walk 24'

+43-30" Pop. 4'  
+31-Side 6' Walk 119'  
+29-12" Elm 73'  
+ Walk 39'



+17-18" Elm 21'  
+00-36" Pop 3'  
+ Track 55'  
10' c.c.  
+88-Troll. 145'  
+75-Troll. Pa 52'

+70-14" Elm 21'  
+54-24" Pop 36'  
+33-12" Elm 53'  
+17-24" Pop. 68'

+ Track 725'  
10' c.c.  
+36-24" Map 413'

+20-18" Elm 111'  
+63-36" Pop. 29'  
+20-24" Elm 47'

+07-24" Pop 40'  
+02-Tree Hpl. 09'  
+ Track 15'  
10' c.c.

+74-Troll. P. 3 1/2'

+82-Troll. P. 5'

See Station for Additional Topog.

ELEC. R.R. WHEEL

1055 2 Loc. R.R. See Reg 75-58  
for ties to Elec. R.R.

1088

+50

1087

+50

+285- C.B.

1086

+50

1085

P-13

+47-10" Bx. El. 28

+10-6" Birch 29'

+86-20" Bx. El. 46'

+68-28" Maple 33'

+49-20" Elm 24'

+14-25' Walk 17'

+76-c. B. 20'

+80-30" Maple 20'

+73-24' Walk 25'

+39-14" Bx. El. 50'

190.

1/2" Road.

Low D.

+10-36" Bp 54'

194 E. 2nd Ave. 25'

+91 File 195  
+87 Arc. 26 1/2'  
+82 B. Rad. Cur 0 G.  
+78-24" Elm 19'

Cur 26



+73-12" Elm 16'

+03-10" Ex. Gr. 41'

+93-30" Maple 50'

See Stadia  
for Add  
Topog

Low D

1089+50

1089+00

1088+50

155, S 2<sup>nd</sup> Sec. A.R., see Proj 2558 An Ties to <sup>Sec.</sup> R.R.

See Proj 25-57 for Curb & Paving Details & Topog.

Tangent to 10° curve.

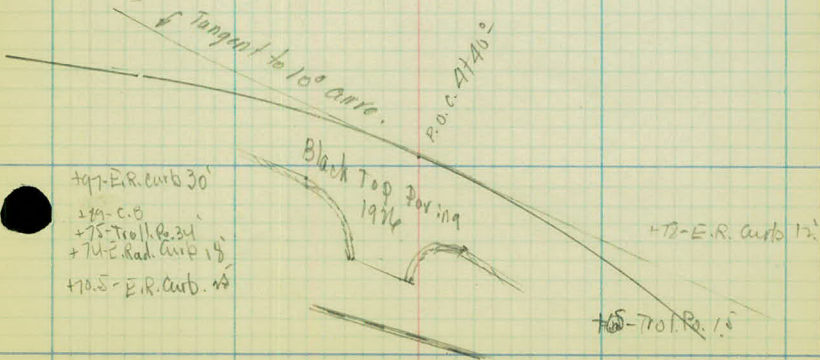
P.O.C. 4746.0

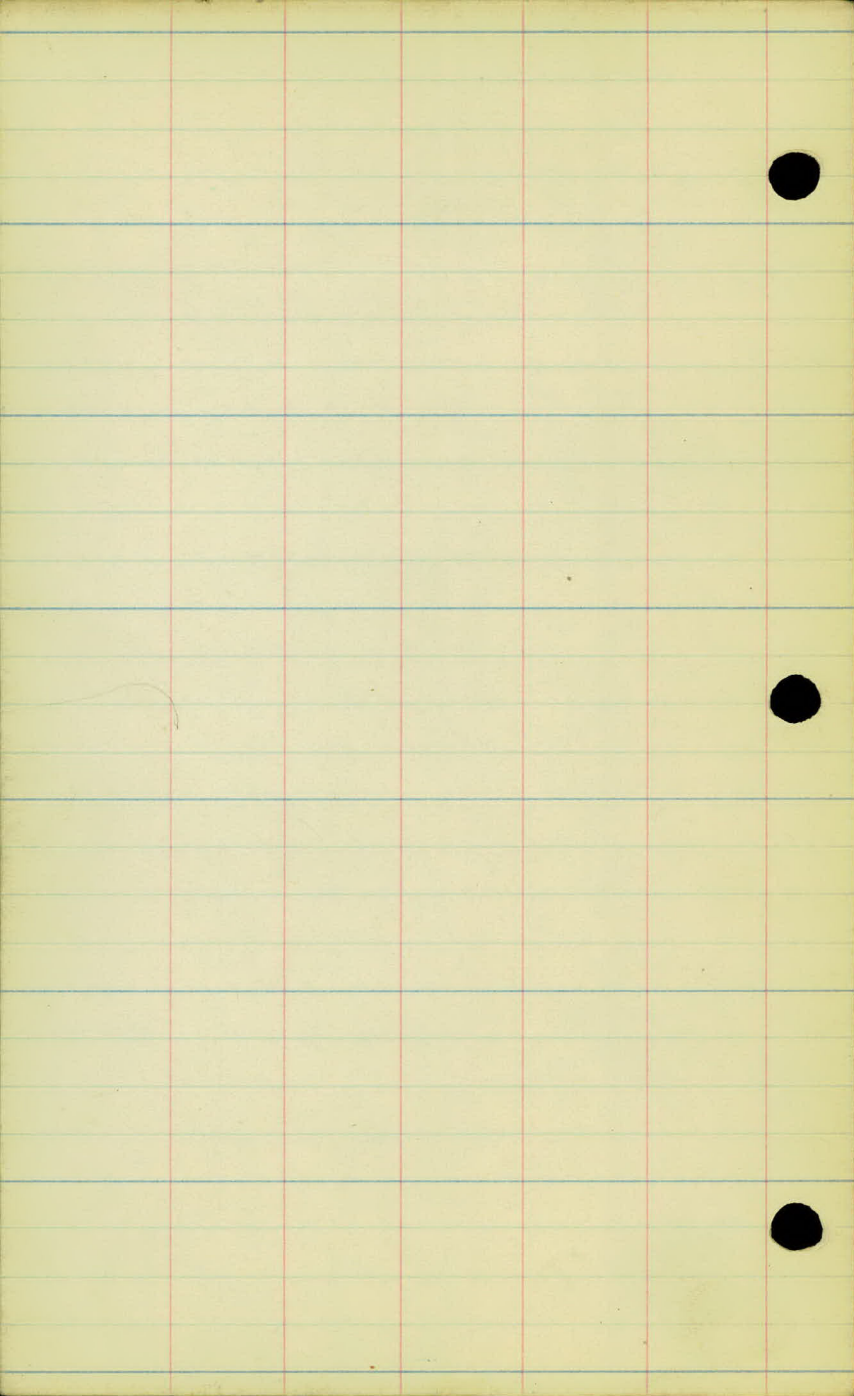
Black Top Paving  
1976

- +97-E.R. curb 30'
- +99-C.O.
- +75-Trol. Pa. 34'
- +74-E. Rad. Curb 15'
- +10.5-E.R. Curb. 15'

+12-E.R. curb 12'

+6-Trol. Pa. 15'





STADIA

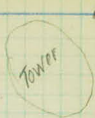
Point	North = 0°00' Azimuth clock wise	Azimuth	Stadia	Dist.
Sta. 1082+00		83°08'	1.41	142
14" Elm		56°08'	2.13	215
Trol. P.		53°30'	2.05	207
16" Elm		53°23'	1.89	191
12" "		50°05'	1.70	172
24" Maple		46°03'	1.45	147
24" "		39°46'	1.24	
12" Elm		19°12'	0.91	
14" Elm		40°08'	0.83	
14" Bx. El.		316°50'	0.99	
12" " "		307°08'	1.36	
28" " "		300°00'	1.55	
Arc Lt.		283°17'	2.57	
24" Maple		280°50'	3.20	✓
Front cor. Fr. Bldg		287°01'	3.50	✓
" " " "		289°50'	3.20	✓
Cor. Porch, Barracks		298°02'	2.40	
" " " "		333°26'	1.61	
" " " "		12°18'	1.55	
" " " "		45°44'	2.48	
∠ Street 24' Wide		43°38'	1.04	
" " " "		289°38'	1.43	
" " " "		275°18'	3.63	✓
Int. of Road to Barracks		281°06'	2.34	
Beg 6' Walk.		279°30'	3.22	✓

Note:  
Stadia correction =

Dist 100 = Stadia 99'  
Corr = 1/2 Plus

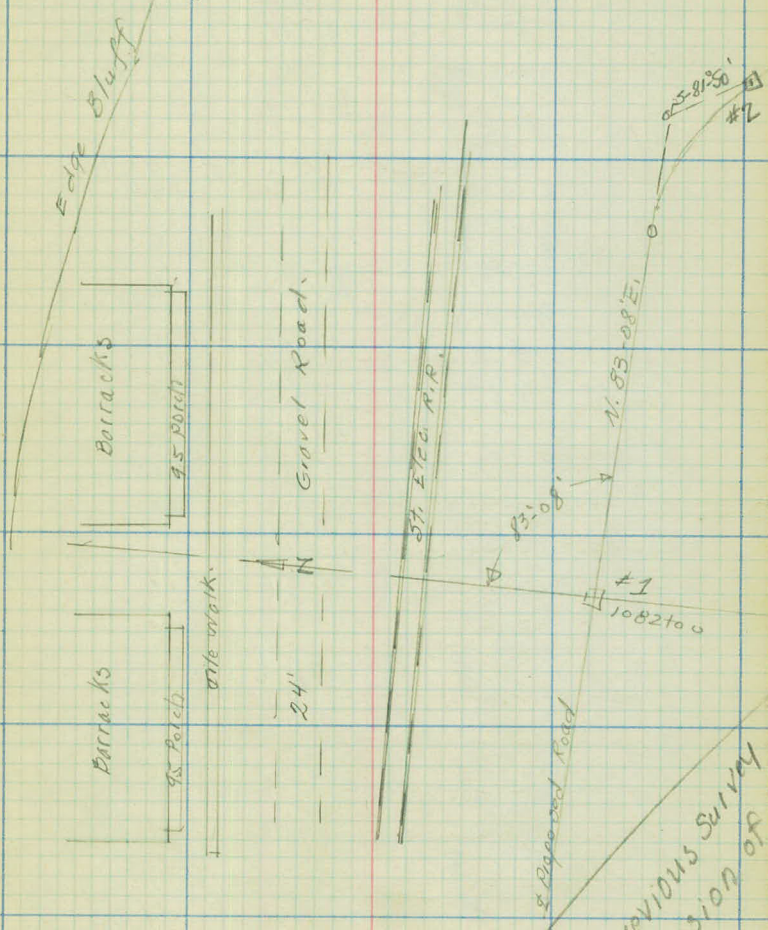
2107 Fence

W.H.C.  
A.L.P.  
R.R.  
Nov. 18, 1926



P. 16

Road



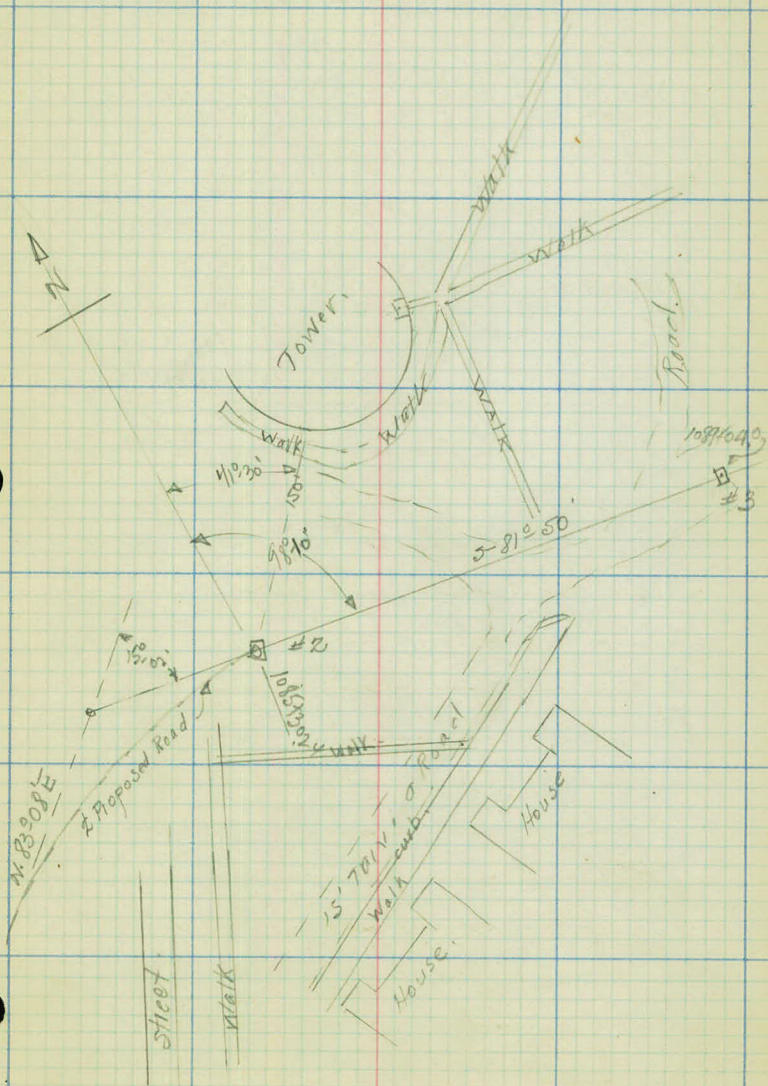
Note!  
See previous survey  
for dimension of  
Bluffs

Point	Azimuth	Stadia	Dist.
□ #1			
End of 6' Walk	290°-22	2.60	✓
Edge " " ✓	290°-39	2.44	✓
E Road 15' Wide	347°-15	2.77	
Edge Bluff	347°-15	3.16	

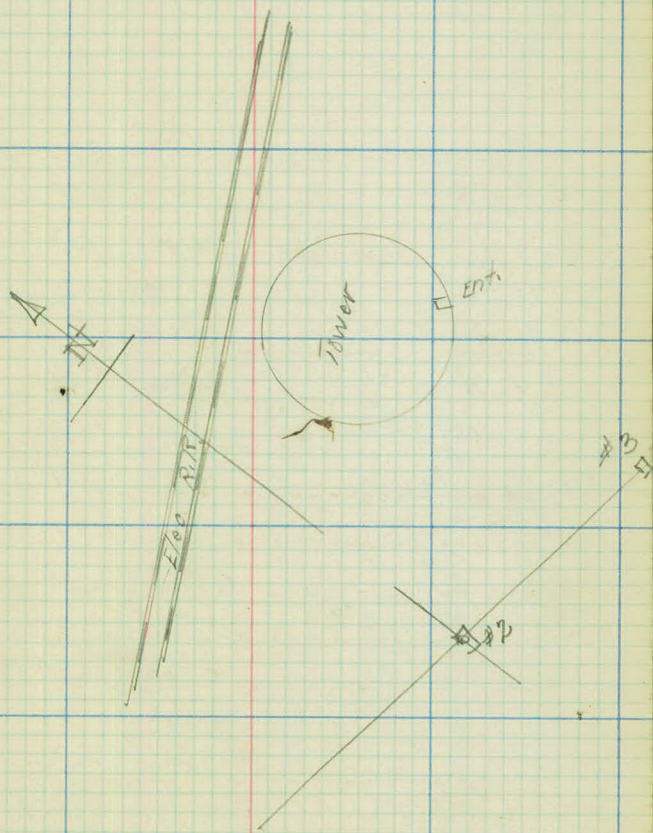
□ 2 Sta. 10.25+30.24	98°-10'		
Cor. Porch House } ✓ ✓ ✓ }	120°-45	1.55	
✓ ✓ ✓ }	153°-41	1.40	
✓ ✓ ✓ }	172°-38	1.54	
✓ ✓ ✓ }	194°-46	2.05	
2 Road (15' Tarvia)	207°-50	1.83	
Edge Curb	205°-02	1.92	
2 Walk (5' Wide)	204°-18	1.91	
12" Bx El.	202°-30	1.94	
24" Maple	209°-26	1.60	
24" ✓	206°-46	1.46	
24" ✓	200°-05	1.25	
20" ✓	196°-43	1.14	
20" ✓	191°-33	1.52	
24" Bx El.	177°-45	1.44	
12" ✓ ✓	172°-22	1.22	
24" Elm	166°-42	1.15	
30" Maple	70°-02	0.78	

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

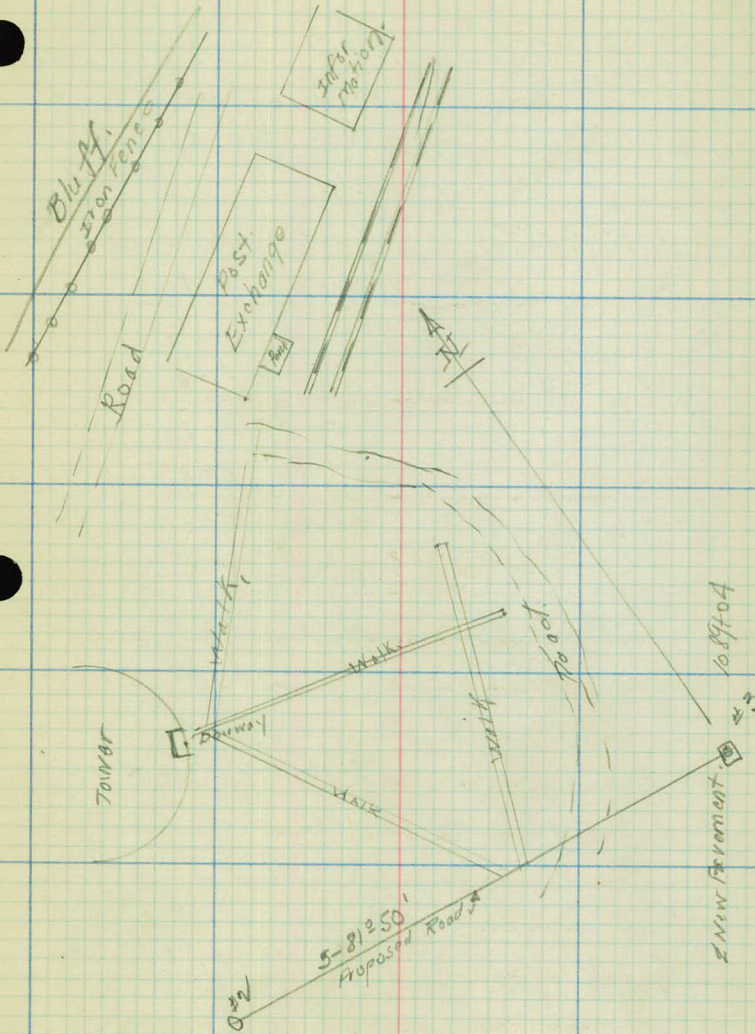
Nov. 19, 1926 <sup>AM</sup>



Point	Azimuth	Stadia	Dist.
B 2			
24" Maple	138°33'	0.75	
20" "	153°00'	1.24	
Int. Walk to Barracks	148°28'	1.05	
12" Bx. El.	145°00'	1.09	
17" Bx. El.	131°55'	1.14	
End 2' Tile Walk	180°00'	0.97	
2' Tile Walk	223°00'	0.70	
2' Street	248°50'	3.08	
2' Walk 6' Wide	237°30'	2.74	
Int. of 3 Roads	94°48'	1.43	
✓ ✓ 3 Walks	55°45'	1.80	
2 of Walk <sup>(5)</sup> around Tower	40°15'	0.70	
Face of Tower	41°30'	1.50	
24" Bx. El.	15°52'	2.04	
2 and end of 4' Walk	25°43'	1.06	
8" Bx. El.	27°43'	0.99	
10" El. in	45°20'	0.94	
2 Road	24°00'	1.26	
Trol. Pole	29°48'	1.43	
End 5' Walk	132°48'	1.54	
2 Track	21°55'	1.43	
✓ ✓	18°10'	1.49'	
✓ Road	16°20'	1.82	
Trol. Pole	10°00'	1.97	
Po. P.	5°00'	1.83	
24" Maple	3°54'	1.98	



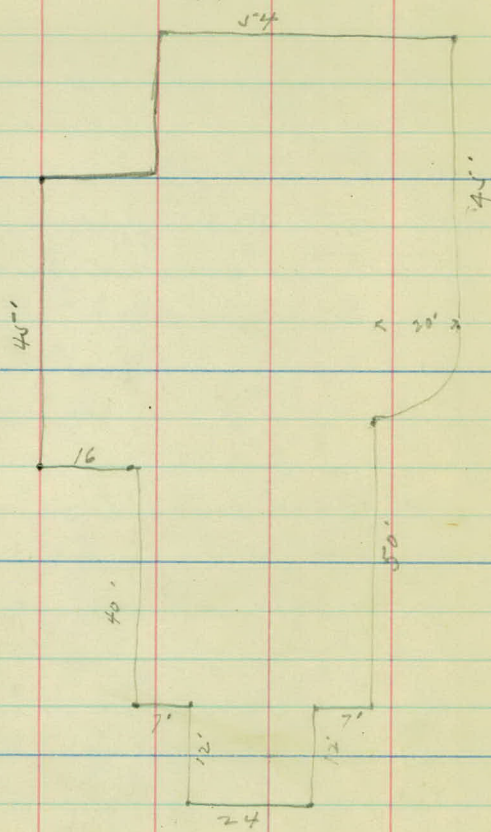
Point	Azimuth	Stadia	Dist.
H 2			
10" Elm	338° 50'	1.50	
Trod. Po	334° 40'	1.58	
20" Elm	379° 03'	1.48	
Req. 6' Walk	521° 20'	1.98	
⊥ Road to Barracks	319° 00'	2.00	
20" Elm	331° 45'	2.14	
Δ 6' Walk	4° 10'	1.75	
Edge Bluff	36° 20'	4.40 ✓	
Iron Fence	36° 20'	4.27 ✓	
⊥ Tilo Walk	36° 20'	3.80 ✓	
⊥ Road	36° 20'	3.40 ✓	
Edge Bluff	15° 10'	3.14 ✓	
Req. Iron Fence	14° 53'	3.40 ✓	
Edge Bluff	331° 20'	3.67 ✓	
Δ 3-1089+04	98° 10'		
⊥ Road	290° 30'	1.24	
✓ ✓	341° 25'	1.34	
✓ -	344° 15'	2.45	
✓ Track	341° 00'	2.82	
✓ ✓	340° 39'	2.92	
Cor. Exchange Bldg	339° 47'	3.12	
✓ " Porch	341° 35'	3.04	
✓ " "	341° 35'	3.08	
✓ ✓ Bldg	0° 39'	3.60	1



Point	Azimuth	stadia	Dist.
23			
Cor. Inf. Bldg	2°-13'	3.67	~
✓ ✓ ✓	6°-57'	3.86'	~
£ Track	7°-25'	3.76	x
✓ ✓	7°-43'	3.18	s
✓ Dummy Track	6°-55'	2.68	
✓ ✓ ✓	346°-40'	0.79	
20" Maple	312°-00'	1.15	
Int. Walks	319°-10'	1.39	
20" Maple	328°-40'	1.16	
End Tile Walk	337°-40'	1.37	
30" Maple	337°-40'	1.41	
30" ✓	343°-08'	1.86'	
End Tile Walk	341°-50'	3.43	✓
30" Maple	339°-16'	2.58	
Trol. Po.	346°-20'	2.59'	
End Walk	346°-02'	2.44	
✓ ✓	357°-28'	1.67	
✓ ✓	4°-22'	1.57	
12" Elm	5°-17'	1.54	
End Walk	0°-28'	1.34	
Trol. Po.	0°-05'	1.11	
Po. P.	357°-00'	1.18	
✓ ✓	331°-10'	0.68	
Doorway to Tower	305°-33'	2.85	

chappel

Chappel

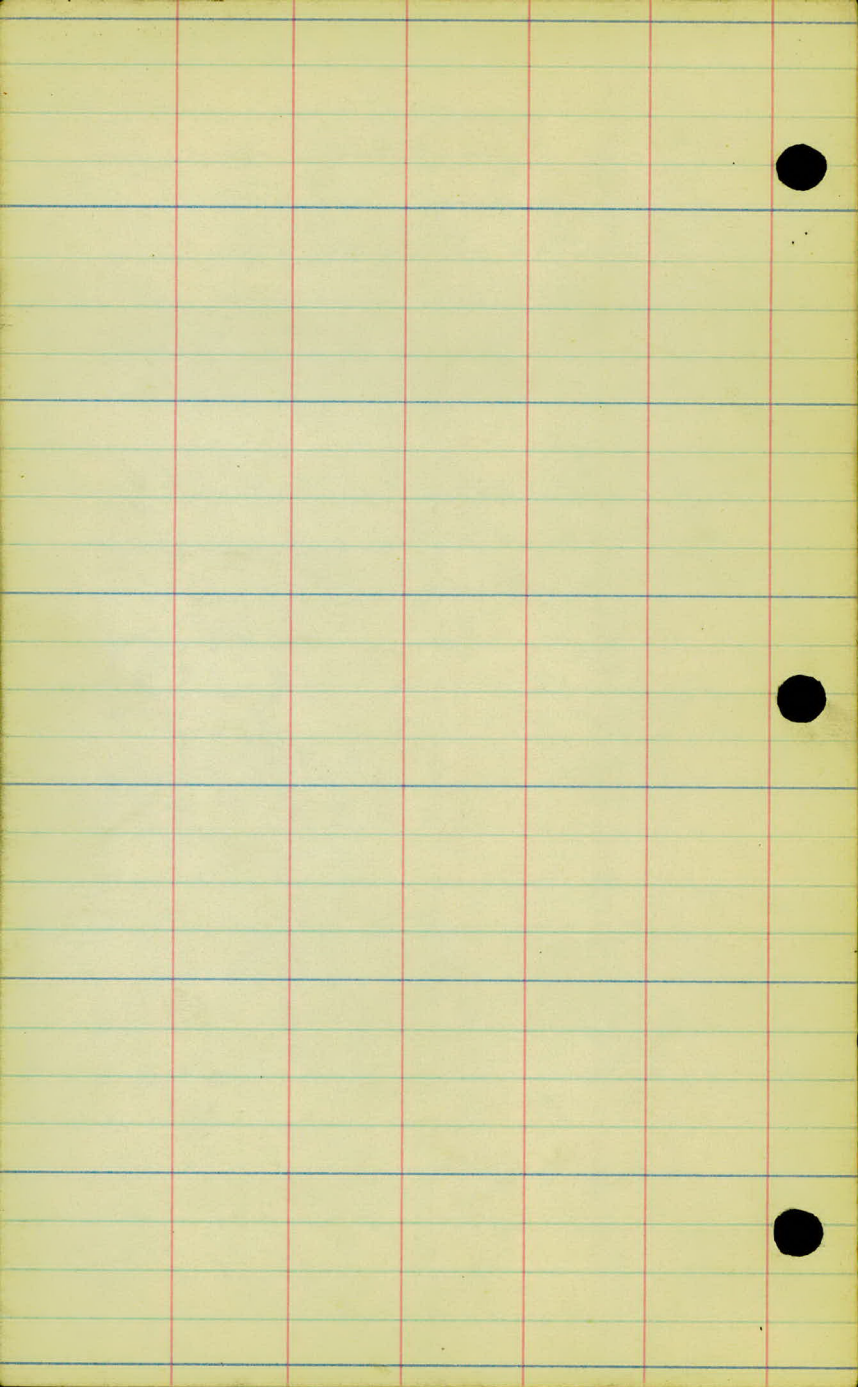


Round Tower - 47' Dia.

$$\begin{array}{r} 1200 \\ 25 \overline{) 3000} \\ \underline{500} \\ 2500 \\ \underline{2500} \\ 0 \end{array}$$

$$\begin{array}{r} 1200 \\ 25 \overline{) 3000} \\ \underline{500} \\ 2500 \\ \underline{2500} \\ 0 \end{array}$$

$$\begin{array}{r} 1600 \\ 25 \overline{) 4000} \\ \underline{500} \\ 3500 \\ \underline{3500} \\ 0 \end{array}$$



£ Levels.

stations	+	H.I	-	Elev.
B.M.	5.26.	818.92.		813.66.
988			+ 2.0	819.2.
989			1.7	172.
990			3.4	15.5.
991			4.5	14.4.
992			4.7	14.2.
Eq 711 = 662			5.1	13.8.
993			5.0	13.9.
994			4.8	14.1.
995			5.2	13.7.
996			5.4	13.5.
997			5.0	13.9.
998			4.9	14.0.
T.P.	5.52	819.62.	4.82	814.10.
999			5.5	14.1.
1000			5.0	14.6.
01			5.0	14.6.
02			4.8	14.8.
03			4.6	15.0.
04			4.5	15.1.
1005			4.4	15.2.
06			4.3	15.3.
T.P.	6.32	821.55.	4.39	815.23.
07			5.6	16.0.
1008			5.4	16.2.

W.H.C.  
A.L.P.  
W.G.A.  
5

Dec. 17, 1926

40' cont 100' Rt. Sta 991750

Reservation Line

Station	+	H.I	-	Elev.
		821.55		
1009			4.7	816.9.
1010			4.6	17.0.
11			4.6	17.0.
12			4.6	17.0.
13			4.5	17.1.
14			4.6	17.0.
T.P.	6.00	822.85.	4.70	816.85.
1015			5.3	17.6.
B.M.	5.00	822.85.	5.00	817.85.
16			4.7	18.2.
17			4.6	18.3.
18			4.8	18.1.
19			4.6	18.3.
1020			4.6	18.3.
21			4.8	18.1.
22			5.1	17.8.
T.R	3.44	821.38.	4.91	817.94.
23			4.1	17.3.
24			4.6	16.8.
1025			4.9	16.5.
26			4.8	16.6.
27			4.8	16.6.
28			5.3	16.1.
29			5.7	15.7.
1030			6.4	15.0.

Spike in 24" Poplar 40' H. Sta. 1015790

Station	+	H.I	-	Elev.
		821.38		
T.P.	3.28	818.32	6.34	815.04
B.M.	1.27	818.32	1.27	817.05
1031			4.2	14.1
32			4.7	13.6
33			5.1	13.2
34			6.0	12.3
1035			6.5	11.8
T.P.	4.52	816.25	6.59	811.73
36			4.7	11.6
37			4.7	11.6
38			4.6	11.7
39			4.8	11.5
1040			4.4	11.9
41			4.1	12.2
42			3.9	12.4
43			4.7	11.6
T.P.	4.00	815.62	4.63	811.62
44			4.7	10.9
B.M.	5.64	815.62	5.64	809.98
1045			4.8	10.8
46			4.7	10.9
47			4.6	11.0
48			4.5	11.1
49			5.8	11.8
1050			3.3	12.3

12" Tree 168' Lt. Sta 1029+30

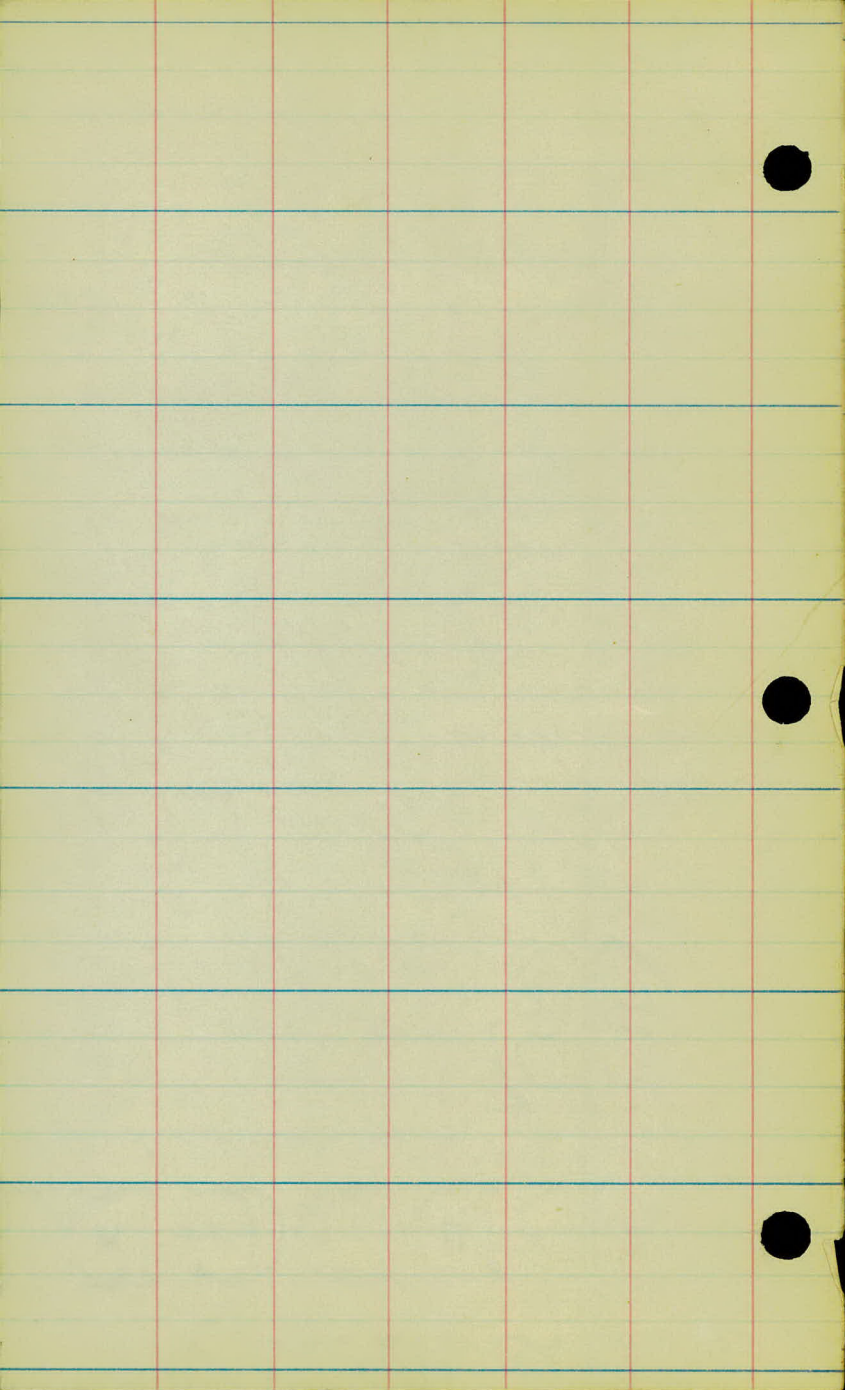
P.P. T.H. #52 25' Rt. 1046+35

Station	+	H.I	-	E lev.
		815.62.		
T.P.	3.30	816.29.	2.63	812.99.
1051			3.9	12.4.
52			4.1	12.2.
53			4.4	11.9.
54			4.2	12.1.
1055			4.6	11.7.
56			4.9	11.4.
57			5.3	11.0.
T.P.	4.18	814.75.	5.72	810.57.
58			4.3	10.5.
59			4.5	10.3.
1060			4.5	10.3.
61			4.1	10.7.
62			3.8	11.0.
63			4.5	10.3.
64			4.6	10.2.
B.M.			4.52	810.23.

W.H.C.  
A.L.P.  
W.A.  
E.T.S.

Dec. 17. 1926

R.R. 28' St. Sta. 1060128



X-sections

Station.		Elev.
997		8 13.9.
996		13.5.
995		13.7.
+50	+04	14.1.
994		14.1.
993		13.9.
992 + 66.7 Eq. 992 + 71.0		13.8.
992		14.2.
991		14.4.
990		15.5.
989		17.2.
988	+2.0	8 19.2.



station	Elev.
1009	816.9.
08	16.7.
07	16.0.
06	15.3.
1005	15.7.
04	15.1.
03	15.0.
02	14.8.
01	14.6.
1000	14.6.
999	14.1.
998	814.0.

Lt. Lt. Rt.

$\frac{17}{40}$   $\frac{-14}{36}$   $\frac{-45}{32}$   $\frac{-45}{30}$   $\frac{-22}{26}$   $\frac{-0.5}{17}$

19  $\frac{-04}{13}$   $\frac{-14}{18}$   $\frac{-13}{21}$   $\frac{-11}{40}$

$\frac{-25}{40}$   $\frac{-25}{36}$   $\frac{-44}{32}$   $\frac{-44}{30}$   $\frac{-2.5}{21}$   $\frac{-0.5}{16}$

55  $\frac{-03}{13}$   $\frac{-18}{18}$   $\frac{-13}{22}$   $\frac{-13}{40}$

$\frac{-11}{40}$   $\frac{-11}{36}$   $\frac{-36}{31}$   $\frac{-36}{29}$   $\frac{-16}{28}$   $\frac{-0.5}{15}$

58  $\frac{-03}{13}$   $\frac{-20}{17}$   $\frac{-15}{40}$

$\frac{-16}{40}$   $\frac{-16}{35}$   $\frac{-35}{32}$   $\frac{-35}{30}$   $\frac{-15}{28}$   $\frac{-04}{15}$

65  $\frac{-03}{13}$   $\frac{-19}{19}$   $\frac{-14}{40}$

$\frac{-20}{40}$   $\frac{-20}{35}$   $\frac{-40}{31}$   $\frac{-40}{29}$   $\frac{-17}{27}$   $\frac{-0.8}{16}$

65  $\frac{-03}{12}$   $\frac{-23}{17}$   $\frac{-17}{21}$   $\frac{-13}{40}$

$\frac{-15}{40}$   $\frac{-21}{35}$   $\frac{-42}{33}$   $\frac{-42}{31}$   $\frac{-22}{28}$   $\frac{-1.5}{20}$   $\frac{-0.5}{15}$

37  $\frac{-03}{12}$   $\frac{-20}{18}$   $\frac{-14}{22}$   $\frac{-13}{40}$

$\frac{-13}{40}$   $\frac{-15}{28}$   $\frac{-04}{14}$

24  $\frac{-05}{12}$   $\frac{-23}{18}$   $\frac{-21}{40}$

$\frac{-23}{40}$   $\frac{-22}{24}$   $\frac{-32}{20}$   $\frac{-22}{16}$   $\frac{-0.5}{13}$

60  $\frac{-04}{12}$   $\frac{-25}{18}$   $\frac{-26}{40}$

$\frac{-17}{40}$   $\frac{-22}{19}$   $\frac{-03}{14}$

47  $\frac{-03}{13}$   $\frac{-18}{16}$   $\frac{-22}{40}$

$\frac{-16}{40}$   $\frac{-16}{20}$   $\frac{-04}{14}$

13  $\frac{-03}{14}$   $\frac{-03}{20}$   $\frac{+06}{30}$   $\frac{-23}{40}$

$\frac{-07}{40}$   $\frac{-20}{21}$   $\frac{-02}{14}$

42  $\frac{-07}{15}$   $\frac{-14}{19}$   $\frac{-14}{40}$

$\frac{-14}{40}$   $\frac{-19}{19}$   $\frac{-01}{13}$

50  $\frac{-02}{13}$   $\frac{-14}{18}$   $\frac{-12}{40}$

station

Elev.

21

818.1.

1020

183.

19

183.

18

181.

17

183.

16

182.

1015

176.

14

17.0.

13

17.1.

12

17.0.

11

17.0.

1010

817.0.

4.

2

et.

$\frac{-0.8}{40}$     $\frac{-1.1}{24}$     $\frac{-1.8}{20}$     $\frac{-0.7}{13}$

41

$\frac{-0.3}{14}$     $\frac{-2.3}{19}$     $\frac{-1.4}{24}$     $\frac{-1.3}{40}$

$\frac{+0.4}{40}$     $\frac{-0.4}{13}$

45

$\frac{-0.5}{13}$     $\frac{-3.2}{17}$     $\frac{-3.2}{20}$     $\frac{-1.2}{23}$     $\frac{-1.2}{40}$

$\frac{-1.4}{40}$     $\frac{-0.8}{24}$     $\frac{-2.3}{20}$     $\frac{-2.3}{18}$     $\frac{-0.5}{13}$

45

$\frac{-0.6}{13}$     $\frac{-2.8}{17}$     $\frac{-2.0}{20}$     $\frac{-0.7}{16}$     $\frac{-0.9}{40}$

$\frac{-1.5}{40}$     $\frac{-1.5}{23}$     $\frac{-2.3}{20}$     $\frac{-2.3}{19}$     $\frac{-0.6}{14}$

45

$\frac{-0.5}{13}$     $\frac{-2.8}{18}$     $\frac{-2.8}{20}$     $\frac{-1.2}{22}$     $\frac{-1.2}{40}$

$\frac{-2.0}{40}$     $\frac{-2.0}{26}$     $\frac{-3.0}{24}$     $\frac{-3.0}{19}$     $\frac{-0.5}{13}$

45

$\frac{-0.5}{13}$     $\frac{-2.2}{18}$     $\frac{-2.2}{20}$     $\frac{-1.3}{24}$     $\frac{-0.9}{40}$

$\frac{-2.2}{40}$     $\frac{-2.8}{26}$     $\frac{-2.6}{20}$     $\frac{-0.5}{14}$

41

$\frac{-0.4}{12}$     $\frac{-2.5}{17}$     $\frac{-2.5}{19}$     $\frac{-0.8}{24}$     $\frac{-0.8}{40}$

$\frac{-2.9}{40}$     $\frac{-2.5}{21}$     $\frac{-0.5}{14}$

52

$\frac{-0.4}{12}$     $\frac{-2.0}{19}$     $\frac{-1.9}{40}$

$\frac{-3.3}{40}$     $\frac{-3.5}{29}$     $\frac{-0.2}{13}$

41

$\frac{-0.3}{13}$     $\frac{-2.6}{20}$     $\frac{-1.8}{25}$     $\frac{-2.5}{40}$

$\frac{-3.1}{40}$     $\frac{-3.1}{35}$     $\frac{-4.1}{32}$     $\frac{-4.1}{30}$     $\frac{-2.0}{28}$     $\frac{-2.0}{21}$     $\frac{-0.4}{15}$

47

$\frac{-0.5}{14}$     $\frac{-1.6}{19}$     $\frac{-1.8}{40}$

$\frac{-1.4}{40}$     $\frac{-1.4}{35}$     $\frac{-3.3}{33}$     $\frac{-3.3}{31}$     $\frac{-1.7}{20}$     $\frac{-0.4}{15}$

52

$\frac{-0.4}{13}$     $\frac{-1.1}{17}$     $\frac{-0.4}{40}$

$\frac{-1.9}{40}$     $\frac{-1.6}{35}$     $\frac{-3.7}{31}$     $\frac{-3.7}{29}$     $\frac{-2.2}{27}$     $\frac{-0.6}{16}$

51

$\frac{-0.6}{14}$     $\frac{-1.6}{17}$     $\frac{-1.0}{25}$     $\frac{-0.7}{40}$

$\frac{-1.3}{40}$     $\frac{-1.3}{37}$     $\frac{-3.4}{32}$     $\frac{-3.4}{30}$     $\frac{-2.0}{27}$     $\frac{-0.4}{15}$

40

$\frac{-0.3}{13}$     $\frac{-1.8}{17}$     $\frac{-1.5}{21}$     $\frac{-1.2}{40}$

Station Elev.

1032 813.6.

31 14.1.

1030 15.0.

29 15.7.

+40 -0.1 }  
16.0.

28 16.1.

27 16.6.

26 16.6.

1025 16.5.

24 16.8.

23 17.3.

1022 817.8.

Lt.

Z

Et.

$$\begin{array}{ccccc} \frac{-0.4}{40} & \frac{-0.7}{24} & \frac{-1.7}{19} & \frac{-1.3}{14} & \frac{-0.1}{10} \end{array}$$

6.9

$$\begin{array}{ccccc} \frac{-0.3}{14} & \frac{-2.4}{20} & \frac{-2.4}{22} & \frac{-1.3}{28} & \frac{-1.6}{40} \end{array}$$

$$\begin{array}{ccccc} \frac{-0.1}{40} & \frac{-1.7}{22} & \frac{-2.3}{18} & \frac{-1.8}{15} & \frac{0.0}{10} \end{array}$$

6.4

$$\begin{array}{ccccc} \frac{-0.2}{14} & \frac{-2.3}{21} & \frac{-1.8}{24} & \frac{-2.0}{40} & \end{array}$$

$$\begin{array}{ccccc} \frac{-0.0}{40} & \frac{-1.0}{29} & \frac{-2.1}{18} & \frac{-1.4}{14} & \frac{-0.2}{9} \end{array}$$

3.6

$$\begin{array}{ccccc} \frac{-0.4}{15} & \frac{-1.6}{19} & \frac{-1.8}{24} & \frac{-0.6}{25} & \frac{-0.7}{40} \end{array}$$

$$\begin{array}{ccccc} \frac{-0.8}{40} & \frac{-0.9}{22} & \frac{-2.0}{19} & \frac{-1.8}{16} & \frac{-0.5}{12} \end{array}$$

5.0

$$\begin{array}{ccccc} \frac{-0.1}{15} & \frac{-2.6}{19} & \frac{-2.1}{22} & \frac{-0.5}{25} & \frac{-0.6}{40} \end{array}$$

$$\begin{array}{ccccc} \frac{-1.1}{40} & \frac{-1.2}{23} & \frac{-2.1}{19} & \frac{-0.9}{15} & \frac{-0.5}{12} \end{array}$$

4.6

$$\begin{array}{ccccc} \frac{-0.2}{15} & \frac{-1.1}{20} & \frac{-1.1}{40} & \end{array}$$

$$\begin{array}{ccccc} \frac{-0.9}{40} & \frac{-1.1}{22} & \frac{-2.0}{19} & \frac{-1.7}{16} & \frac{-0.5}{11} \end{array}$$

4.5

$$\begin{array}{ccccc} \frac{-0.1}{14} & \frac{-1.4}{19} & \frac{-1.5}{22} & \frac{+0.4}{40} & \end{array}$$

$$\begin{array}{ccccc} \frac{-1.3}{40} & \frac{-1.1}{22} & \frac{-2.1}{19} & \frac{-2.4}{16} & \frac{-0.3}{12} \end{array}$$

4.9

$$\begin{array}{ccccc} \frac{-0.2}{14} & \frac{-2.2}{18} & \frac{-2.2}{20} & \frac{-0.5}{34} & \frac{-0.3}{40} \end{array}$$

$$\begin{array}{ccccc} \frac{-1.3}{40} & \frac{-1.2}{23} & \frac{-1.7}{19} & \frac{-2.0}{16} & \frac{-0.2}{12} \end{array}$$

3.9

$$\begin{array}{ccccc} \frac{-0.3}{14} & \frac{-1.9}{18} & \frac{-1.4}{24} & \frac{-1.5}{40} & \end{array}$$

$$\begin{array}{ccccc} \frac{-2.1}{40} & & \frac{-1.5}{19} & \frac{-0.1}{12} & \end{array}$$

6.7

$$\begin{array}{ccccc} \frac{-0.4}{15} & \frac{-1.8}{20} & \frac{-1.2}{40} & \end{array}$$

$$\begin{array}{ccccc} \frac{-0.3}{40} & \frac{-0.7}{24} & \frac{-1.1}{20} & \frac{-1.5}{19} & \frac{-0.2}{12} \end{array}$$

6.0

$$\begin{array}{ccccc} \frac{-0.2}{15} & \frac{-1.3}{20} & \frac{-1.8}{22} & \frac{-0.8}{28} & \frac{-0.8}{40} \end{array}$$

$$\begin{array}{ccccc} \frac{-1.3}{40} & \frac{-1.2}{23} & \frac{-1.5}{21} & \frac{-1.5}{19} & \frac{-0.3}{12} \end{array}$$

5.5

$$\begin{array}{ccccc} \frac{-0.3}{16} & \frac{-1.5}{21} & \frac{-0.7}{40} & \end{array}$$

$$\begin{array}{ccccc} \frac{-1.4}{40} & \frac{-1.4}{24} & \frac{-2.3}{21} & \frac{-1.7}{19} & \frac{-0.1}{13} \end{array}$$

5.0

$$\begin{array}{ccccc} \frac{-0.4}{15} & \frac{-1.9}{19} & \frac{-1.0}{40} & \end{array}$$

Station

Elev.

1043

811.6.

42

12.4.

41

12.2.

1040

11.9.

~~49.~~ 570  
+589

+93

11.8.

39

11.5.

38

11.7.

37

11.6.

36

11.6.

1035

11.8.

34

12.3.

1033

813.2.

ct. Z ct. 100 + 5.7  
1.7

$\frac{-0.5}{40}$   $\frac{-0.4}{30}$   $\frac{-0.2}{15}$  46  $\frac{0.0}{13}$   $\frac{-1.6}{17}$   $\frac{-1.6}{20}$   $\frac{-0.4}{22}$   $\frac{-1.0}{40}$

$\frac{1.1}{40}$   $\frac{0.0}{24}$   $\frac{-0.1}{16}$  48  $\frac{-0.2}{12}$   $\frac{-2.4}{16}$   $\frac{-2.4}{19}$   $\frac{-0.2}{23}$   $\frac{-0.6}{40}$

side walk

$\frac{1.8}{40}$   $\frac{10.5}{23}$   $\frac{-0.1}{15}$  49  $\frac{-0.2}{13}$   $\frac{-3.8}{16}$   $\frac{-3.8}{18}$   $\frac{-1.0}{22}$   $\frac{-1.1}{40}$

$\frac{2.1}{40}$   $\frac{10.2}{22}$   $\frac{0.0}{15}$  40  $\frac{-0.2}{13}$   $\frac{-2.5}{19}$   $\frac{-2.5}{21}$   $\frac{-1.2}{23}$   $\frac{-1.6}{40}$

$\frac{-0.2}{40}$   $\frac{-0.2}{13}$  44  $\frac{0.0}{15}$   $\frac{-0.6}{40}$

$\frac{-0.6}{40}$   $\frac{-1.1}{38}$   $\frac{-2.4}{18}$   $\frac{-2.4}{15}$   $\frac{-0.3}{11}$  52  $\frac{-0.2}{14}$   $\frac{-1.7}{19}$   $\frac{-1.4}{40}$

$\frac{-0.8}{40}$   $\frac{-1.2}{21}$   $\frac{-2.5}{19}$   $\frac{-2.5}{16}$   $\frac{-0.1}{10}$  50  $\frac{-0.3}{14}$   $\frac{-2.6}{19}$   $\frac{-2.6}{21}$   $\frac{-1.1}{24}$   $\frac{-0.8}{40}$

$\frac{-0.9}{40}$   $\frac{-1.4}{22}$   $\frac{-2.2}{19}$   $\frac{-2.2}{16}$   $\frac{-0.1}{11}$  51  $\frac{-0.3}{15}$   $\frac{-1.6}{19}$   $\frac{-1.6}{40}$

$\frac{-0.3}{40}$   $\frac{-1.4}{21}$   $\frac{-1.4}{18}$   $\frac{-0.1}{10}$  52  $\frac{-0.2}{15}$   $\frac{-2.0}{19}$   $\frac{-2.0}{21}$   $\frac{-0.8}{24}$   $\frac{-1.4}{40}$

$\frac{-1.4}{40}$   $\frac{-1.4}{22}$   $\frac{-2.5}{19}$   $\frac{-2.5}{16}$   $\frac{-0.3}{11}$  63  $\frac{-0.1}{15}$   $\frac{-1.8}{19}$   $\frac{-1.8}{21}$   $\frac{-1.1}{24}$   $\frac{-1.3}{40}$

$\frac{-1.3}{40}$   $\frac{-0.9}{24}$   $\frac{-2.2}{20}$   $\frac{-2.2}{17}$   $\frac{-0.4}{12}$  43  $\frac{-0.3}{15}$   $\frac{-2.5}{19}$   $\frac{-2.5}{21}$   $\frac{-1.0}{34}$   $\frac{-1.2}{40}$

$\frac{-0.8}{40}$   $\frac{-0.7}{13}$   $\frac{-2.1}{19}$   $\frac{-2.0}{16}$   $\frac{-0.3}{11}$  70  $\frac{-0.2}{15}$   $\frac{-2.2}{20}$   $\frac{-2.2}{22}$   $\frac{-0.7}{24}$   $\frac{-0.8}{40}$

Station

Elev.

1054

812.1.

53

11.9.

52

12.2.

51

12.4.

1050

12.3.

49

11.8.

+48

+0.8

11.9.

48

11.1.

47

11.0.

46

10.9.

1045

10.8.

1044

8/0.9.

	LT.	Z	RT.
	$\frac{-07}{40}$	$\frac{-1.2}{30}$	$\frac{-08}{20}$
	$\frac{-04}{40}$	$\frac{-07}{30}$	$\frac{-07}{20}$
	$\frac{-05}{40}$	$\frac{-05}{30}$	$\frac{-06}{20}$
	$\frac{-08}{40}$	$\frac{-05}{30}$	$\frac{-05}{17}$
	$\frac{-03}{40}$	$\frac{-03}{28}$	$\frac{-04}{17}$
	$\frac{-02}{40}$	$\frac{-05}{26}$	$\frac{-04}{16}$
	$\frac{00}{40}$		
	$\frac{-04}{40}$	$\frac{-06}{24}$	$\frac{-05}{17}$
	$\frac{-06}{40}$		$\frac{-05}{18}$
	$\frac{-05}{40}$	$\frac{-06}{22}$	$\frac{-03}{14}$
	$\frac{+08}{40}$	$\frac{00}{26}$	$\frac{03}{19}$
	$\frac{+09}{40}$	$\frac{00}{27}$	

covered ice & snow.

side walk.

Station.

Elev.

1064

810.2.

63

103.

62

11.0.

61

107.

1060

10.3.

59

103.

58

105.

57

11.0.

56

11.4.

1055

811.7.

Lt.

E

Rtr to here

Dec. 20, 1926

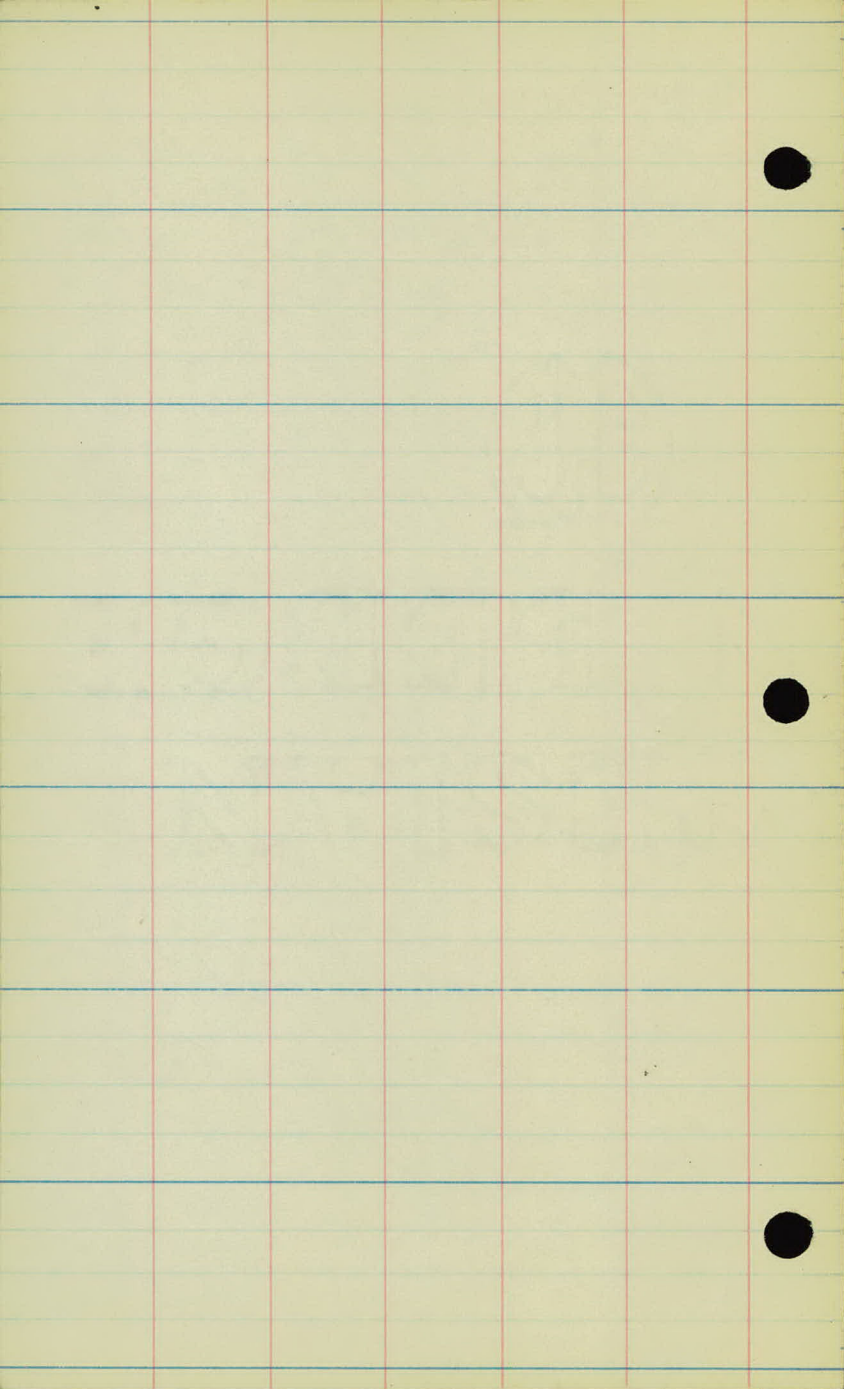
W.H.C.

D.L.P.

Wx

	$-\frac{.21}{40}$	$-\frac{.22}{27}$	$-\frac{.09}{16}$	50	$-\frac{.04}{17}$	$-\frac{.12}{29}$	$+\frac{.03}{35}$	$+\frac{.03}{40}$
	$-\frac{.07}{40}$	$-\frac{.15}{27}$	$-\frac{.08}{20}$	49	$-\frac{.02}{17}$	$-\frac{.08}{28}$	$-\frac{.02}{33}$	$-\frac{.02}{40}$
	$-\frac{.10}{40}$	$-\frac{.11}{32}$	$-\frac{.07}{21}$	48	$-\frac{.02}{17}$	$-\frac{.11}{29}$		$-\frac{.11}{40}$
	$-\frac{.06}{40}$	$-\frac{.08}{28}$	$-\frac{.06}{21}$	48	$-\frac{.03}{18}$	$-\frac{.08}{27}$		$-\frac{.08}{40}$
	$-\frac{.03}{40}$	$-\frac{.05}{32}$	$-\frac{.05}{20}$	50	$-\frac{.02}{18}$		$-\frac{.03}{40}$	
	$-\frac{.04}{40}$	$-\frac{.04}{32}$	$-\frac{.04}{20}$	51	$-\frac{.02}{18}$	$-\frac{.03}{26}$		$-\frac{.01}{40}$
	$-\frac{.04}{40}$	$-\frac{.06}{33}$	$-\frac{.05}{20}$	50	$-\frac{.04}{19}$	$-\frac{.05}{25}$		$-\frac{.01}{40}$
	$-\frac{.05}{40}$	$-\frac{.06}{32}$	$-\frac{.06}{21}$	55	$-\frac{.04}{17}$			$-\frac{.07}{40}$
	$-\frac{.03}{40}$	$-\frac{.10}{30}$	$-\frac{.04}{20}$	50	$-\frac{.03}{17}$	$-\frac{.07}{26}$		$-\frac{.09}{40}$
	$-\frac{.08}{40}$	$-\frac{.08}{30}$	$-\frac{.05}{18}$	51	$-\frac{.04}{17}$	$-\frac{.10}{30}$		$-\frac{.08}{40}$

Side Walk along Carriage.



Drainage

Station	Culv. kind.	Recom'd Culv.
---------	-------------	---------------

1002+00	Buried in Ice and snow	24" P.B.
---------	------------------------	----------

1014+06	18" x Vit.	
	Extends 17' R.R. & 17' Lt.	24" R3

WNB.

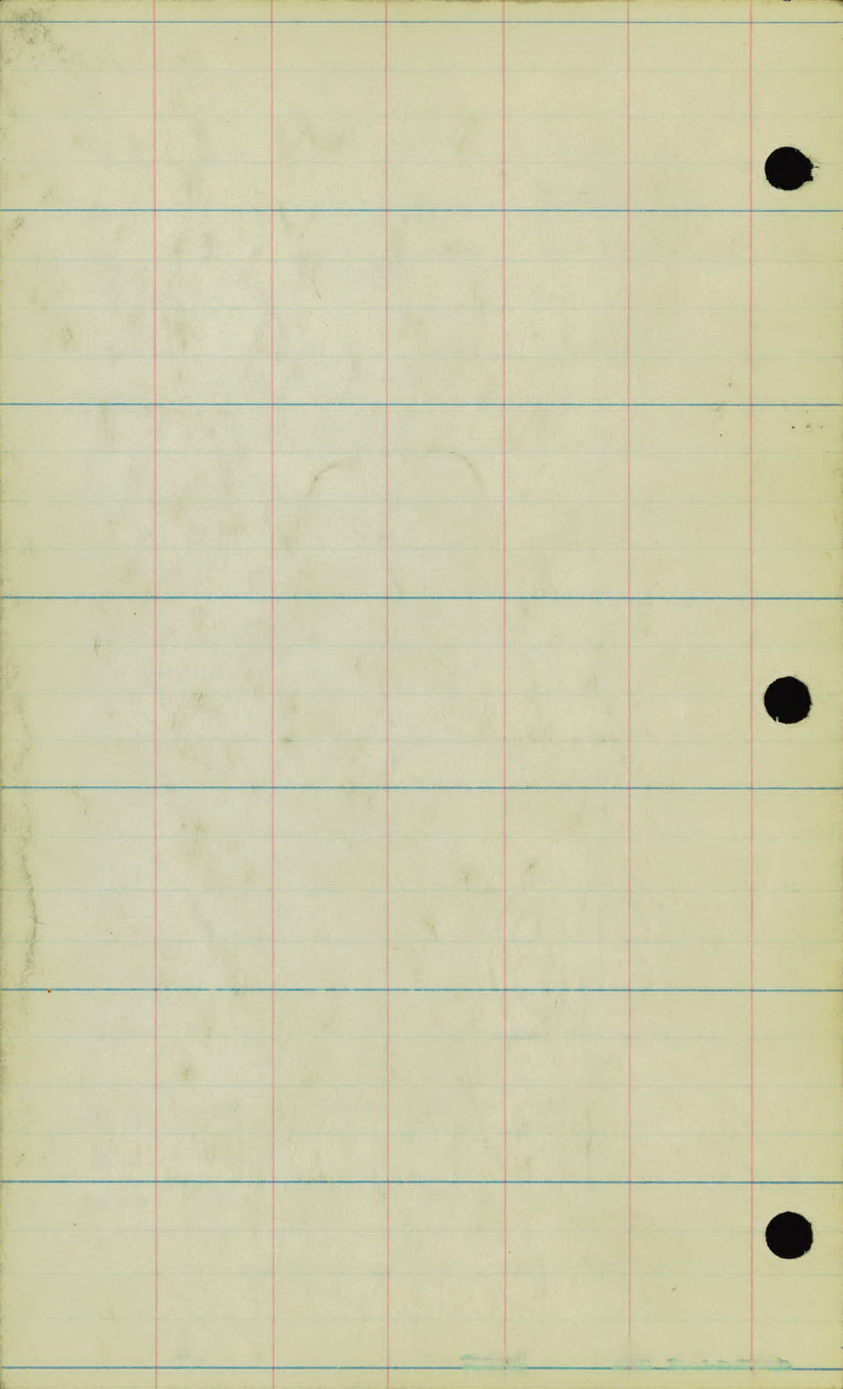
Dec 20/97

Inv. Elev. ?

Drains Rt.

Inv. Elev. 811.6

Drains Lt.



B.M. 813.66  
4.90

24" DRK - STA. 991+? R.

$\pi$  818.56  
4.58

T.P. 813.98

4.74

$\pi$  818.72

CULVERT - STA. 1002+00

8" VIT. PIPE

BOT. CULV. RIGHT =  $\frac{8.10}{810.6}$

" " LEFT = \_\_\_\_\_

DIST. FROM  $\phi$  RD.

$\phi$  DITCH

50

$\frac{8.50}{10.2}$

100

$\frac{8.65}{10.1}$

150

$\frac{8.24}{10.5}$

200

$\frac{8.74}{10.0}$

250

$\frac{8.77}{10.0}$

300

$\frac{8.60}{10.1}$

350

$\frac{9.18}{09.5}$

400

$\frac{9.35}{09.3}$

$$\begin{array}{r} \text{B.M. } 817.85 \\ 3.88 \\ \hline \Sigma 821.73 \end{array}$$

$$\begin{array}{r} 8.78 \\ 1.5 \\ \hline 10.28 \end{array}$$

$$\begin{array}{r} 8.76 \\ 1.6 \\ \hline 10.36 \end{array}$$

STA. 1014+06

BOTTOM VIT. CULVERT - 18" RIGHT =  $\frac{10.26}{11.5}$   
" " " " LEFT =  $\frac{10.20}{11.5}$

DITCH ON RIGHT INTERSECTS 1014+00

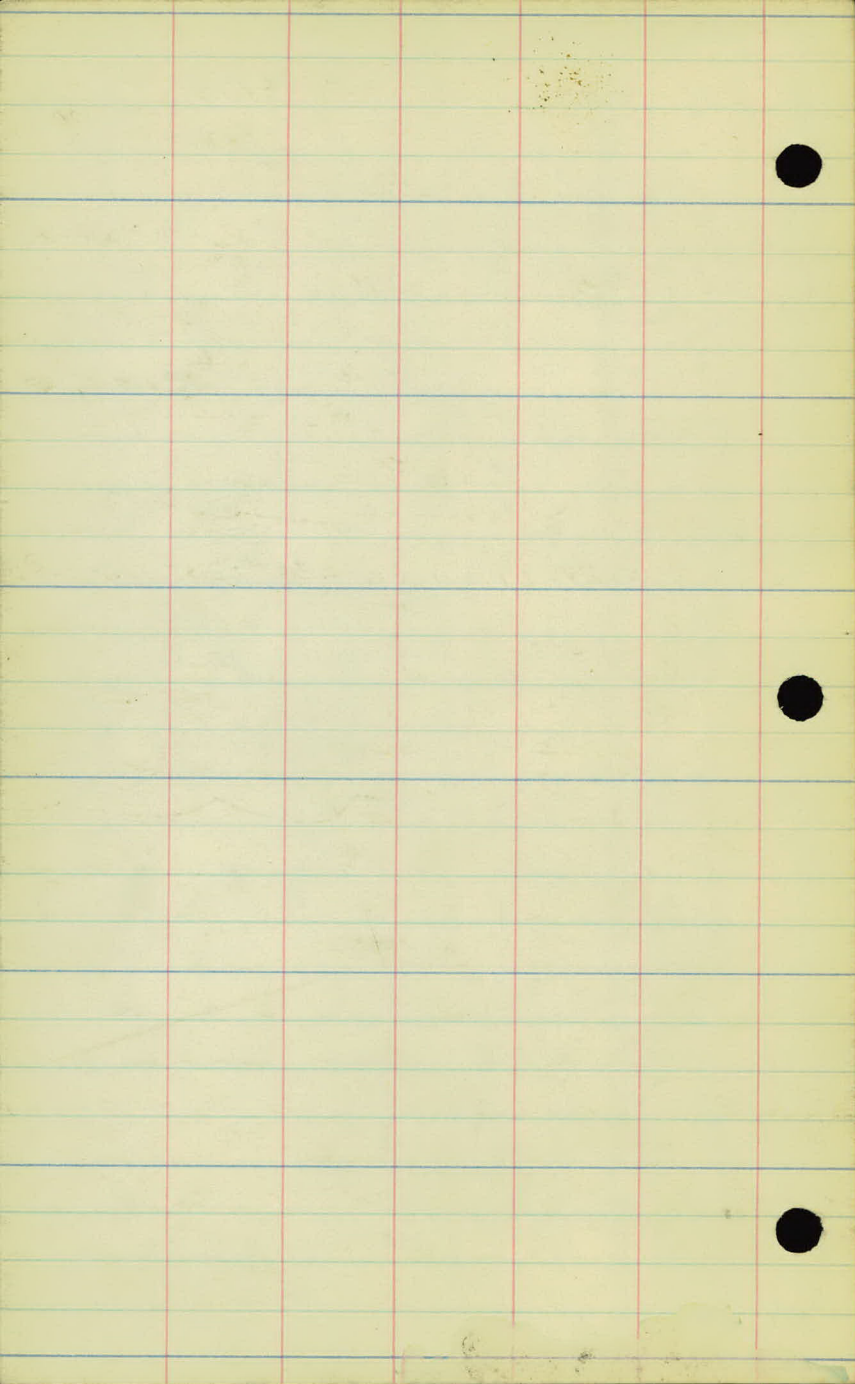
ELEV. DITCH ON RIGHT - DIS. FROM RD

25'	$\frac{10.28}{11.5}$	125 =	$\frac{9.94}{11.8}$
50'	$\frac{10.48}{11.3}$	150 =	$\frac{9.77}{12.0}$
75'	$\frac{9.88}{11.8}$	175 =	$\frac{9.84}{11.9}$
100'	$\frac{9.86}{11.8}$	200 =	$\frac{10.04}{11.7}$

H.I. = 821.73

ELEV. DITCH ON LEFT - DIST. FROM RD

50	$\frac{8.62}{13.1}$
100	$\frac{8.50}{13.2}$
150	$\frac{8.31}{13.4}$
200	$\frac{8.14}{13.6}$



Project 27-52

J.T. 17<sup>#</sup> 52 - Through Fort Snelling

At Sta. 1002+00 and running Rt. - get elevations in bottom of culvert and along off take ditch for 300' or 400'. If that isn't far enough, go until you reach an elevation of 809.0 or lower. -

—————  
"—————

+15' RIGHT

At Sta 1017+02.1 Get an elevation on the U.S. - B.M. Copy markings thereon. -

—————  
"—————

At Sta. 1014+06 - Get elevations of bottom at both end of culvert and inlet ditch to right for 200'; or to low spot.

—————  
"—————

STA. 1015+90 L. B.M. SPIKE 14" POP. 40' L.  
ELEV. 817.85

817.85 = COUNTY B.M.

5.08

π 822.93

5.61

817.32 = Gov. Δ PT. 15' R. STA. 1017+02.1

1056+58.3 ENDWALK-

OFFSET 33' L. TO BRICK WALK

1065+57.7 = END →

SIDEWALK - H.I. =

1039+57	<sup>4.97</sup> 811.65	<sup>H.I.</sup> 816.62	61+00	<sup>4.11</sup> 811.46	<sup>H.I.</sup> 815.57
40+00	<sup>3.65</sup> 812.97		62+00	<sup>4.14</sup> 811.43	
41+00	<sup>3.63</sup> 812.99		63+00	<sup>4.21</sup> 811.36	
42+00	<sup>3.94</sup> 812.68		64+00	<sup>4.11</sup> 811.46	
43+00	<sup>5.70</sup> 810.92		65+00	<sup>4.71</sup> 810.86	
44+00	<sup>5.25</sup> 810.77		1065+57.7	<sup>5.30</sup> 810.27	✓ END
45+00	<sup>5.92</sup> 810.70				
46+00	<sup>5.94</sup> 810.68	↓			
47+00	<sup>6.00</sup> 810.66	<sup>H.I.</sup> 816.66			
48+00	<sup>5.83</sup> 810.83				
49+00	<sup>5.23</sup> 811.43				
50+00	<sup>4.77</sup> 811.89				
51+00	<sup>4.78</sup> 811.88				
52+00	<sup>5.04</sup> 811.62				
53+00	<sup>5.18</sup> 811.48	↓			
54+00	<sup>4.63</sup> 811.20	<sup>H.I.</sup> 815.83			
55+00	<sup>4.91</sup> 810.92				
56+00	<sup>4.87</sup> 810.96				
56+58.3	<sup>4.84</sup> 810.99				
56+58.3	<sup>4.45</sup> 811.38				
57+00	<sup>4.11</sup> 811.72				
58+00	<sup>4.25</sup> 811.58				
59+00	<sup>5.38</sup> 810.45				
60+00	<sup>4.85</sup> 810.98	↓			

FORT SNELLING

JAN. 11, 1927

PROJ. 27-52

CATCH BASINS

STA.	RIGHT	LEFT	H.I	
1043+28		$\begin{array}{r} 5.71 \\ 810.73 \end{array}$	815.84	26'
1044+73		$\begin{array}{r} 5.85 \\ 809.99 \end{array}$	↓	15.5
1045+60		$\begin{array}{r} 5.94 \\ 809.90 \end{array}$	↓	16.5
1047+49		$\begin{array}{r} 7.11 \\ 809.94 \end{array}$	817.05	43.0
1048+31		$\begin{array}{r} 6.66 \\ 810.39 \end{array}$	↓	19.5
1048+72		$\begin{array}{r} 6.57 \\ 810.48 \end{array}$	↓	19.0
1049+18		$\begin{array}{r} 5.11 \\ 811.94 \end{array}$	↓	M.H. 53.0
1049+99		$\begin{array}{r} 4.09 \\ 812.96 \end{array}$	↓	" 53.0
1055+99		$\begin{array}{r} 5.02 \\ 811.30 \end{array}$	816.32	" 54.0
1057+85	$\begin{array}{r} 6.42 \\ 809.90 \end{array}$		↓	50.0
1058+87	$\begin{array}{r} 6.55 \\ 809.77 \end{array}$		↓	50.0
1059+86	$\begin{array}{r} 6.08 \\ 809.58 \end{array}$		815.66	50.0
1060+14		$\begin{array}{r} 5.40 \\ 810.26 \end{array}$		M.H. 56.0
1061+97		$\begin{array}{r} 4.81 \\ 810.85 \end{array}$		M.H. 56.0

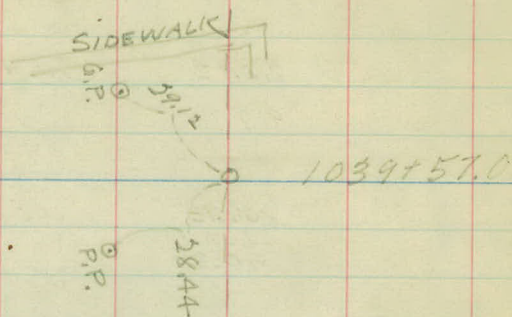
ELEV. CURB RETURN END PROJECT

L = 810.47

R = 810.52

STA. 1046+35 - ELEV. 809.98

P.P. 35' RT.



809.98 = B.M.  
 6.64  
 816.62  
 5.93

810.69 = T.P.  
 5.97

816.66 =  $\pi$   
 5.19

811.47 = T.P.  
 4.36

815.83 =  $\pi$   
 4.84

810.99 = T.P.  
 4.58

815.57 =  $\pi$   
 5.36 B.M.

810.21 = B.M. 1060+? RIGHT

809.98 ✓

5.86  
 $\pi$  815.84  
 5.16

T.P. 810.68  
 6.37

$\pi$  817.05  
 5.57

T.P. 811.48  
 4.84

$\pi$  816.32  
 6.54

T.P. 809.78  
 5.88

$\pi$  815.66  
 5.47

810.19 B.M.

①

PROJECT 27-52  
TOPOGRAPHY

1-29-27

FAIRBARN

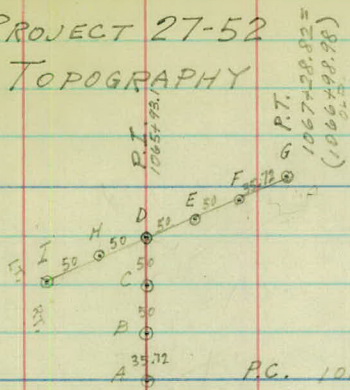
POINT	A	B	C	D	E
P.P.	31.3R	45.3R			
24" POPLAR	84.8R	74.3R			
24" POPLAR	70.4R	48.0R			
18" ELM		52.8R	45.0R		
P.P.			33.6R	51.6R	
24" POPLAR			48.5R	53.7R	
GY POLE		39.0L	19.0L		
ROAD SIGN			37.5L	37.0L	
P.P.				31.9L	
TROLLEY POLE				43.7L	
" "					
CURB					
"					
18" ELM				48.3R	27.6R
24" POPLAR					60.7R
TROLLEY POLE					37.2L
END CURB			31.2L	35.7L	
" "				38.5R	26.2R
CURB } " }					

PROJECT 27-52

TOPOGRAPHY

π A.W.L

(2)



F          G          H          I

56.0L

50.0L

50.7L      50.2L

{ 35.8 R  
  1.5 L

52.3L

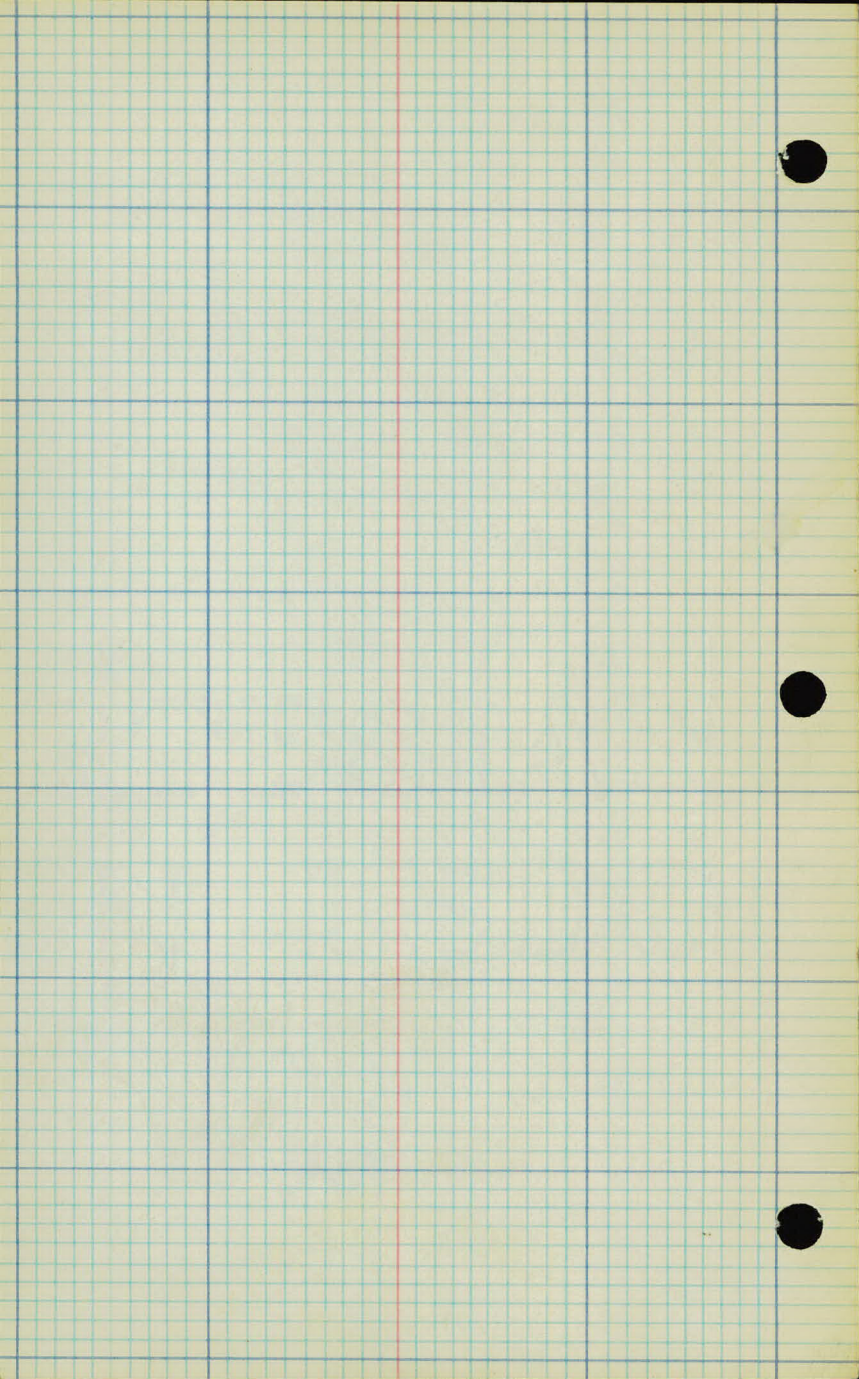
37.0R

57.3R

50.2L

{ 21.4L  
  14.0R

{ 15.9R  
  20.1L



PROJECT 27-52

A.W.L.

FEB. 10 1927

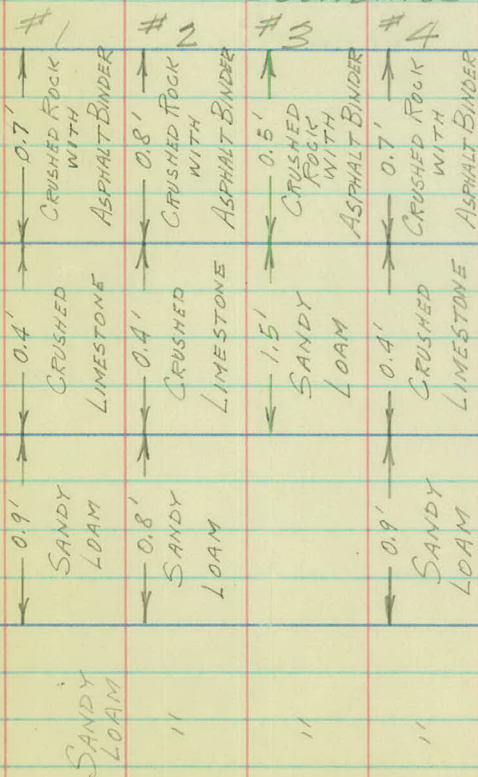
TEST HOLES

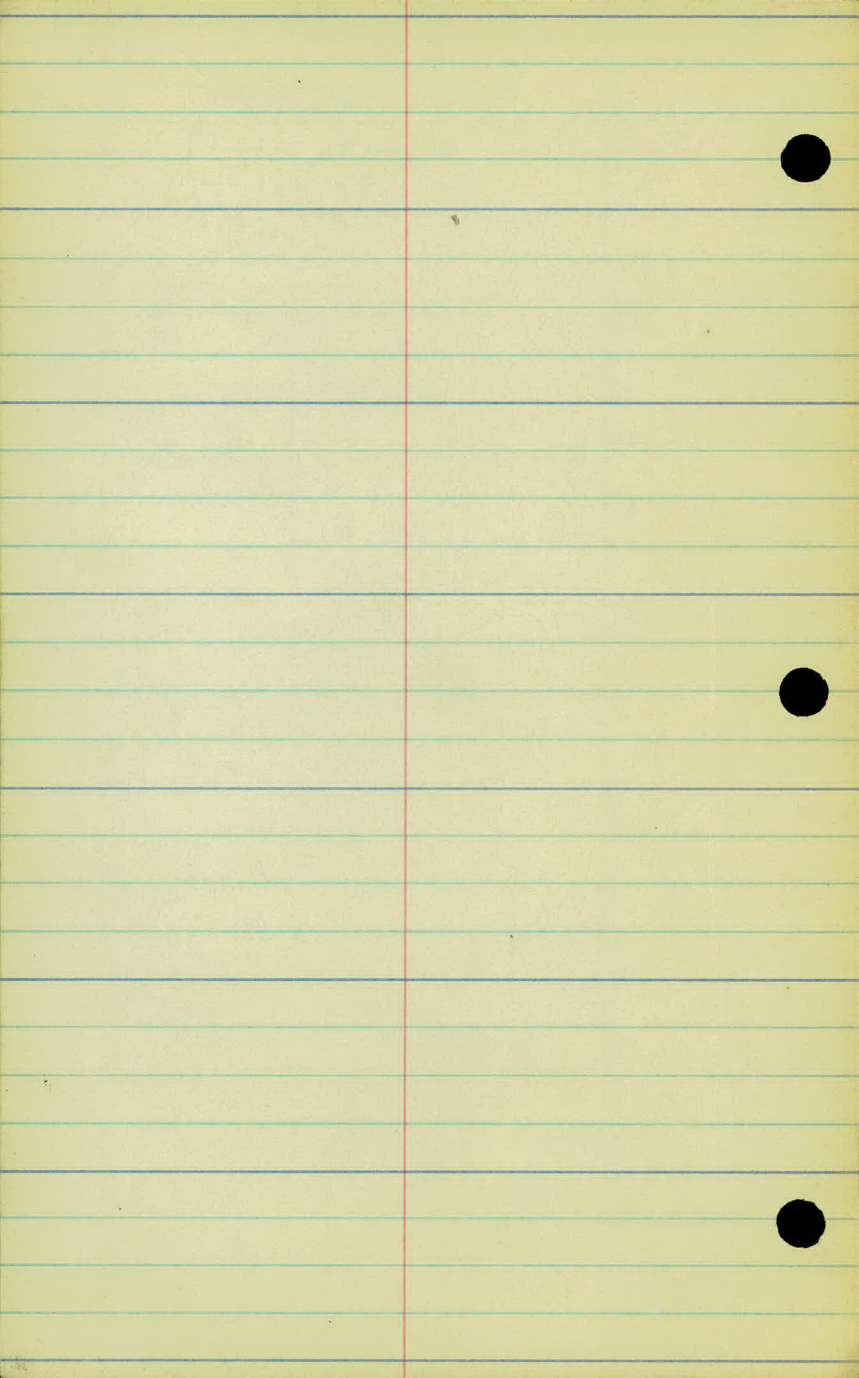
LOCATION

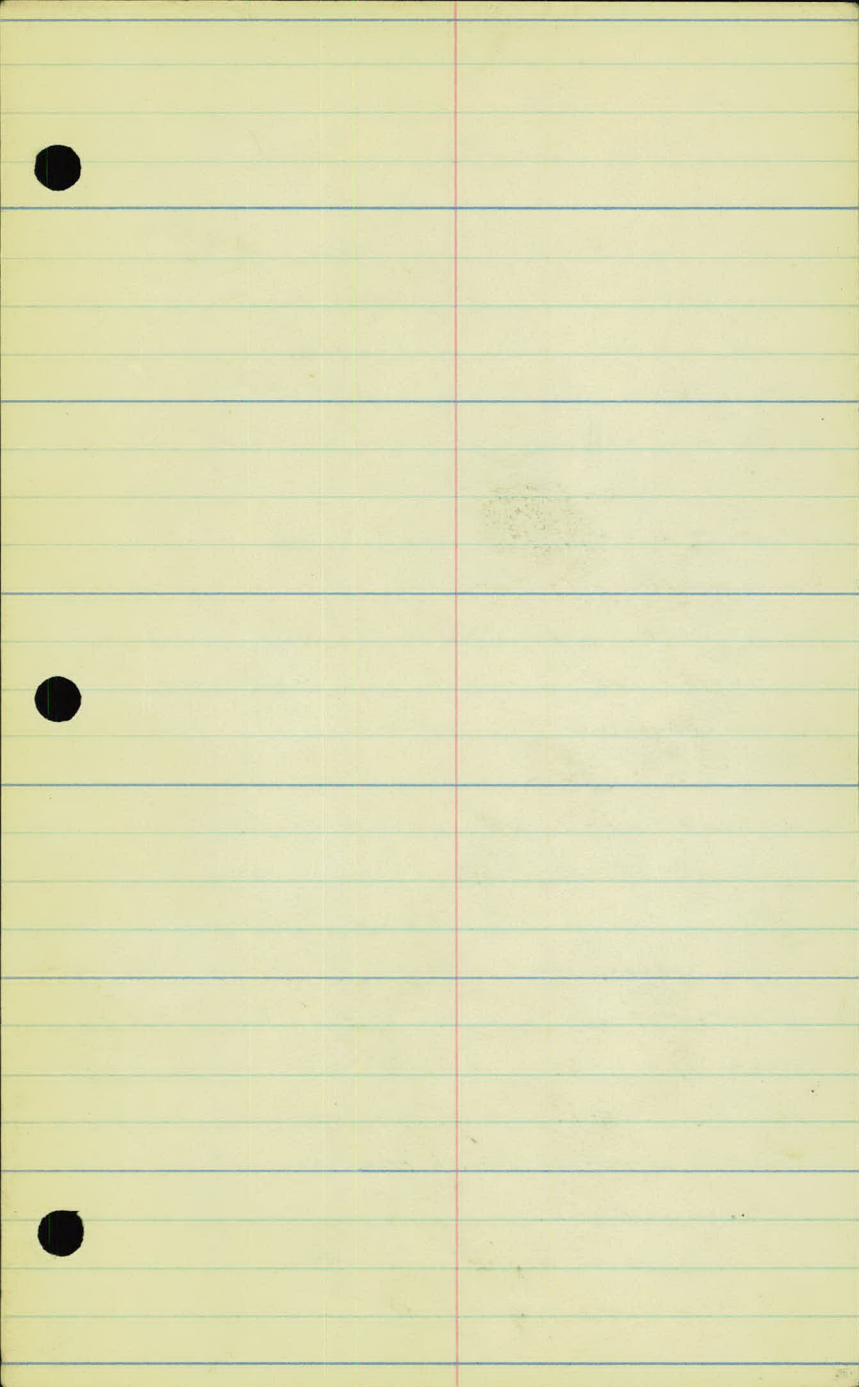
- # 1 12' RIGHT OF STA. 1040+36
- # 2 12' " OF STA. 1051+00
- # 3 12' " OF STA. 1061+50
- # 4 E OF STA. 1052+00

SOUNDINGS

TOP ROAD







## PLANS IN HAND INSPECTION.

PROJ. 27-52.

2-17-27

O.R.V.K.  
W.S.M.  
M.R.V.K.

- 993+00 F.E. on Rt P. 15" X 24' C.M. ✓
- 993+50 F.E. on Lt P. 15" X 24' C.M. ✓
- 995+00 to 996+00 - Cl. 8 trees - on Lt. ✓
- 1002+00 P. 24" X - P<sub>3</sub> ✓
- 1002+00 Cl. & Gr. 1 tree - on Rt. ✓
- 1003+30 " " 1 " - on Lt. ✓
- 1004+00 to 1014+00 - Cl. Brush — acres - on Rt. 10' wide ✓
- 1010+00 F.E. on Rt P. 15" X 24' C.M. ✓
- 1014+06 P. 24" X - P<sub>3</sub> ✓
- 1015+20 to 1018+20 - Cl. Brush — acres on Rt. 15' wide ✓
- " " Gr. 10 Trees " " ✓
- 1019+20 to 1021+50 - Cl. & Gr. 22 Trees on Rt. ✓
- 1021+00 to 1022+75 - Cl. Brush — acres on Lt. 15' wide ✓
- " " Cl. & Gr. 10 Trees " " ✓
- 1023+00 to 1024+50 - " " " 12 " " ✓
- 1023+00 to 1025+00 - " " " 9 " on Lt. ✓
- 1028+25 F.E. on Rt. P. 15" X 40' C.M. ✓
- 1031+60 F.E. on Lt. P. 15" X 40' C.M. ✓
- 1034+00 to 1035+00 - Cl. & Gr. 6 Trees on Lt. ✓
- 1031+70. - Drive on Lt.
- Cl. & Gr. trees at Radius
- Show spur tracks on Lt. near Sta. 1031+50.

Proj. # 27-52.

Art. Topog. from  
Sta. 1065 to Sta. 1076.

750

2.700

750

1.700

750

0.700

+67 Rd. 52

+95 Rd. 86

+31 Rd. 74

+20 Rd. 8 & 37

+11 Tank - 1 Rd. 10

Rd. 8 & 36

+90 Rd. 30

+85 - 18" T-45

+67 Trolley Rd. 40

+71 - 18" T-44.1

+62 Rd. 122

+53 Rd. 108

+54 - 18" T-45

+34 - 18" T-45

+17 12" T-45

+61 - 18" T-45

Rd. 8 & 37

+84 - 18" T-45

+77 Side Drain 81<sup>E</sup>

12" X 34" C.M.

+55 Side Drain 55

12" X 34" C.M.

+48 Trolley Rd. 48

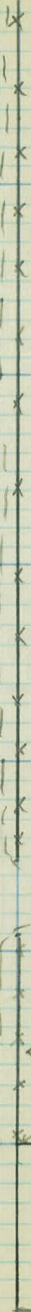
+34 - 18" T-44

Rd. 8 & 38

closed

90°

34"



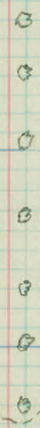
+74 Bay of F.  
Ent. to Staples

+55 Ent. of F.

← Base Line

0+00

Brick Building



750

5700

750

4700

750

5700

750

+07-30"-T-45  
+01 Trolley P. 1  
Rd. 20 & 5'

+83-12"-T-45

+58-30"-T-45

+34-16"-T-45  
+08-24"-T-44  
+12 Trolley P. 1  
Rd 20 & 5'

+89 Trolley P. 44  
+83-12"-T-45

W/ 8829

+88 Trolley P. 1

Ent. to Stables,  
+41 End of F.

+00 Box of F.

Briell  
Building

+65 End of F.

+50

8700

+50

7700

+50

6700

+50



+30

11+00

+50

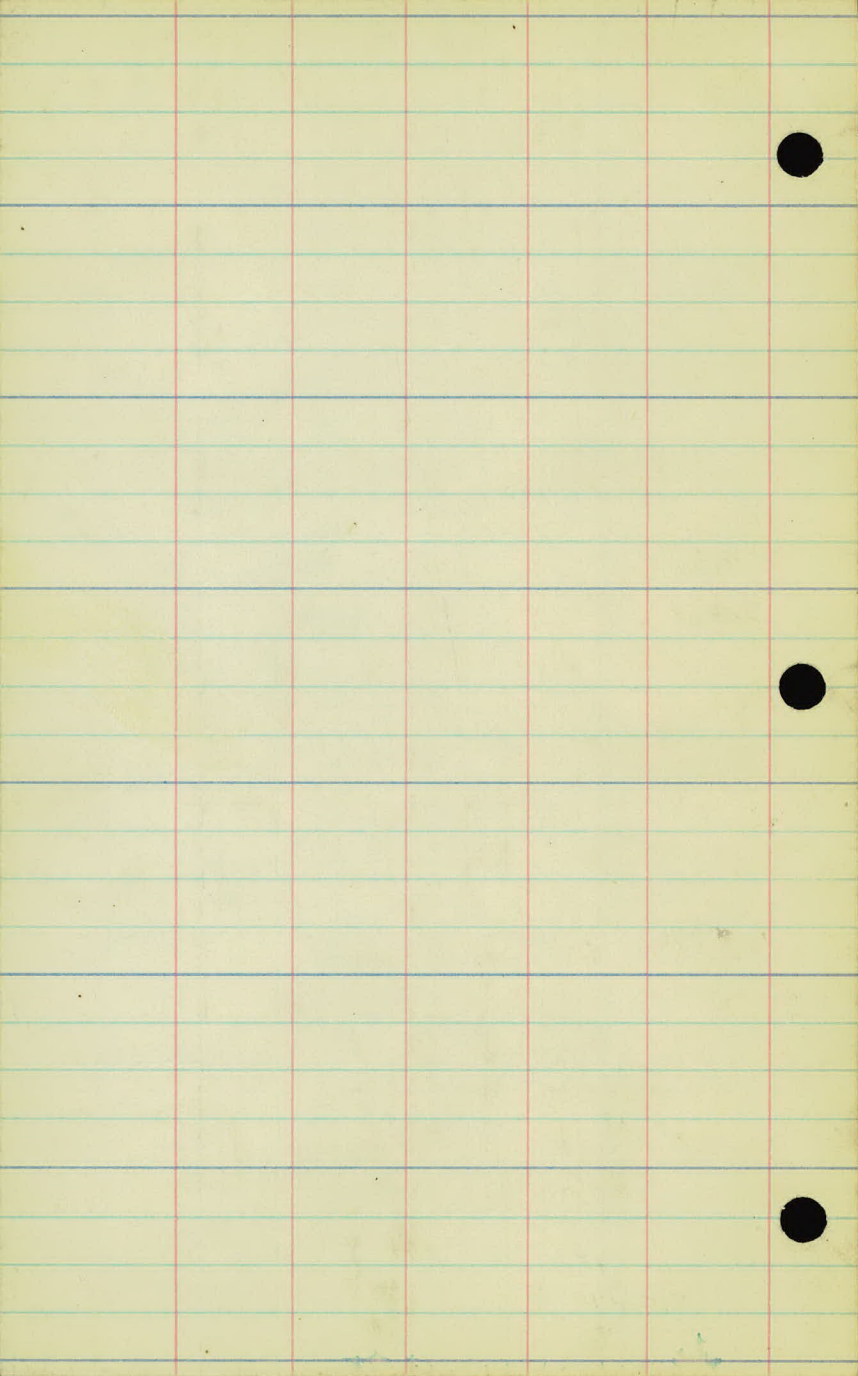
10+00

+50

9+00

+50





Levels  
of  
Jewelry

DIVA 27-52

1065+50 Δ. Sewer.

From 1064+00 to 1065+00 - Low points on L<sup>t</sup>. - Elev. 808.1

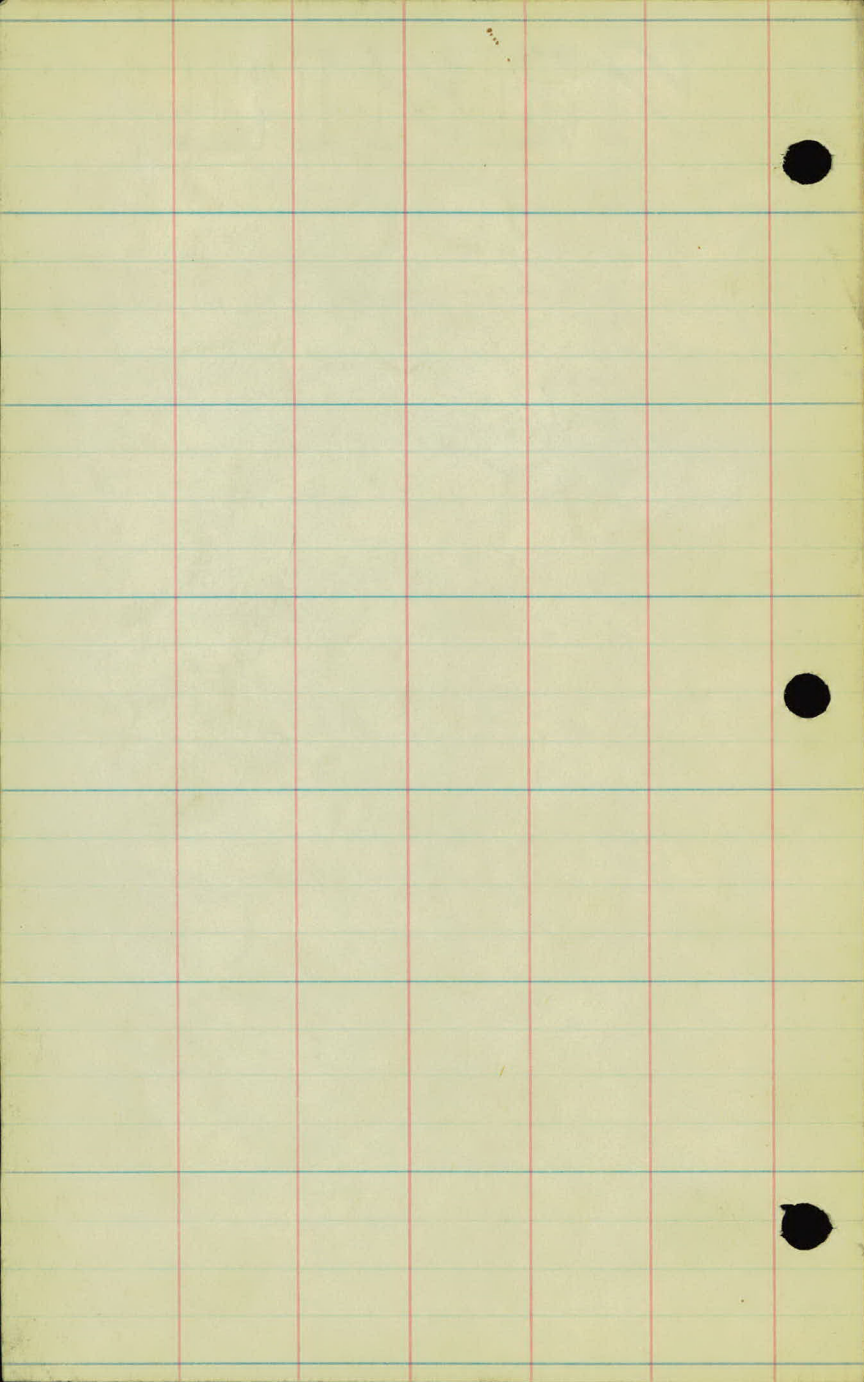
B.M. 5.31 815.31 810.00

Levels on surface along  $\frac{1}{2}$  of proposed sewer from Sta.  
1065+50 to the Pt. to Man hole.

(1065+50) 0+00	5.1	10.2
+32	55	09.8
+50	59	09.4
+70	65	08.8
1+00	65	08.8
+50	50	10.3
2+00	40	11.3
+34	35	11.4
+77	35	11.8

277'  Edge Man Hole.

Sp. in 24' Tree - 100' Rt. - Sta. 1065+75

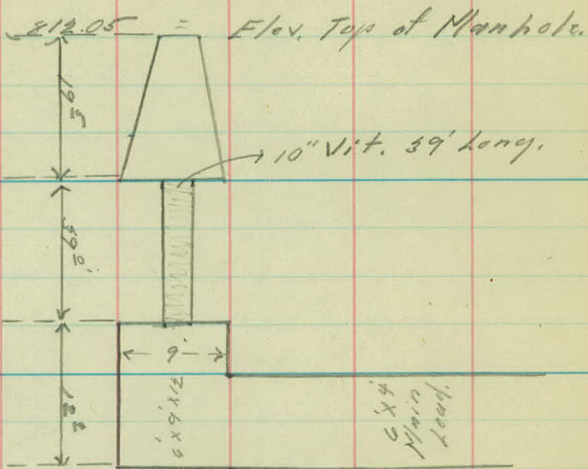


Proj. # 27-51.  
SEWER Elev.

~~VOID~~

Sta.	+	H.I.	-	Red	Elev
B.M.	4.77	815.00		810.23	
0+00				4.8	10.2
0+40				4.9	10.1
0+65				5.0	10.0
0+73				5.3	9.7
1+00				5.3	9.7
2+00				5.0	10.0
3+00				4.8	10.2
3+57				4.6	10.4
3+74	Edge of Side Walk			3.4	11.6
3+87	" " " "			3.3	11.7
4+00				4.3	10.7
4+25				4.2	10.8
5+00				5.2	9.8
5+50				5.6	9.4
6+00				5.2	9.8
6+50				4.7	10.3
6+73				4.2	10.8
7+00				3.7	11.3
7+15				3.9	11.1
7+17				3.6	11.4
7+37				2.9	12.1
7+47 <sup>6</sup>	Top of Manhole.			2.95	12.05
B.M.			4.77	810.23	

Sp. K. in P.P. 28 Mt. Std. 1060 + 25.



Proj. # 47-52

Test Holes for rock for  
storm sewer.

Sounding # 1 On  $\Phi$ . at Sta. 1043+43.

0 to 1<sup>2</sup> Gravel

1<sup>2</sup> to 3<sup>5</sup> Black loam.

3<sup>5</sup> to 5<sup>1</sup> Gravel

5<sup>1</sup> to 6+ sand.

Sounding # 2 On  $\Phi$ . at Sta. 1046+00.

0 to 1<sup>5</sup> Gravel

1<sup>5</sup> to 3<sup>5</sup> Black loam

3<sup>5</sup> to 5<sup>5</sup> Gravel

5<sup>5</sup> to 6<sup>5</sup>+ sand.

Sounding # 3 On  $\Phi$ . at Sta. 1049+00.

0 to 1<sup>5</sup> Gravel

1<sup>5</sup> to 2<sup>5</sup> Black loam.

2<sup>5</sup> to 6<sup>5</sup> Gravel

6<sup>5</sup> to 7+ Clay.

Sounding # 4 On  $\Phi$ . at Sta. 1052+00.

0 to 1<sup>5</sup> Gravel

1<sup>5</sup> to 3<sup>5</sup> Black loam

3<sup>5</sup> to 5<sup>2</sup> sandy loam

5 to 7+ Clay.

Sounding # 5 On  $\Phi$ . at Sta. 1055+00.

0 to 1 Gravel  
1 to 3 Black loam.  
3 to 4<sup>5</sup> Gravel  
4<sup>5</sup> to 8+ Clay.

Sounding # 6 On  $\Phi$ . at Sta. 1058+00.

0 to 1 Gravel.  
1 to 4 Black loam.  
4 to 8+ Clay.

Sounding # 7 On  $\Phi$ . at Sta. 1061+00.

0 to 4<sup>1/2</sup> Sandy loam  
4<sup>1/2</sup> to 7 Gravel.  
7 to Rock.

(about 2' Rock)  
on bottom

Sounding # 8 On  $\Phi$ . at Sta. 1064+00

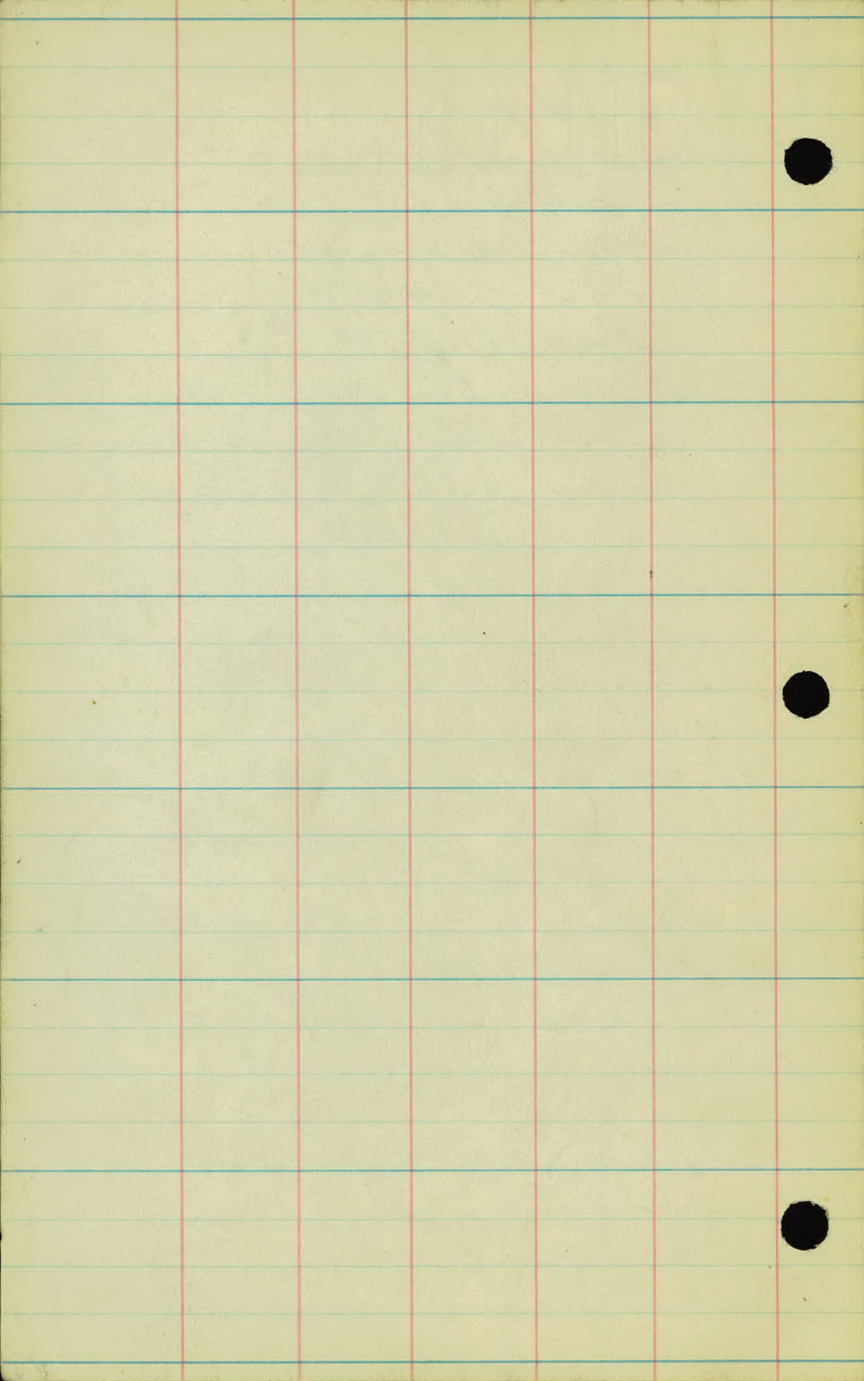
0 to 3 Black loam  
3 to 7 Gravel  
7 to Rock.

(about 2' Rock)  
on bottom

Sounding # 9 On  $\Phi$ . at Sta. 1067+00

0 to 4 Sandy loam  
4 to 7 Gravel  
7 to Rock.

1067+30<sup>5</sup>  
(about 3' Rock)  
on bottom

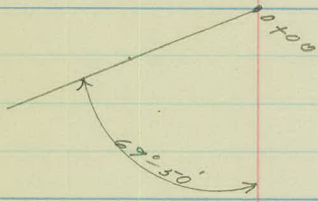


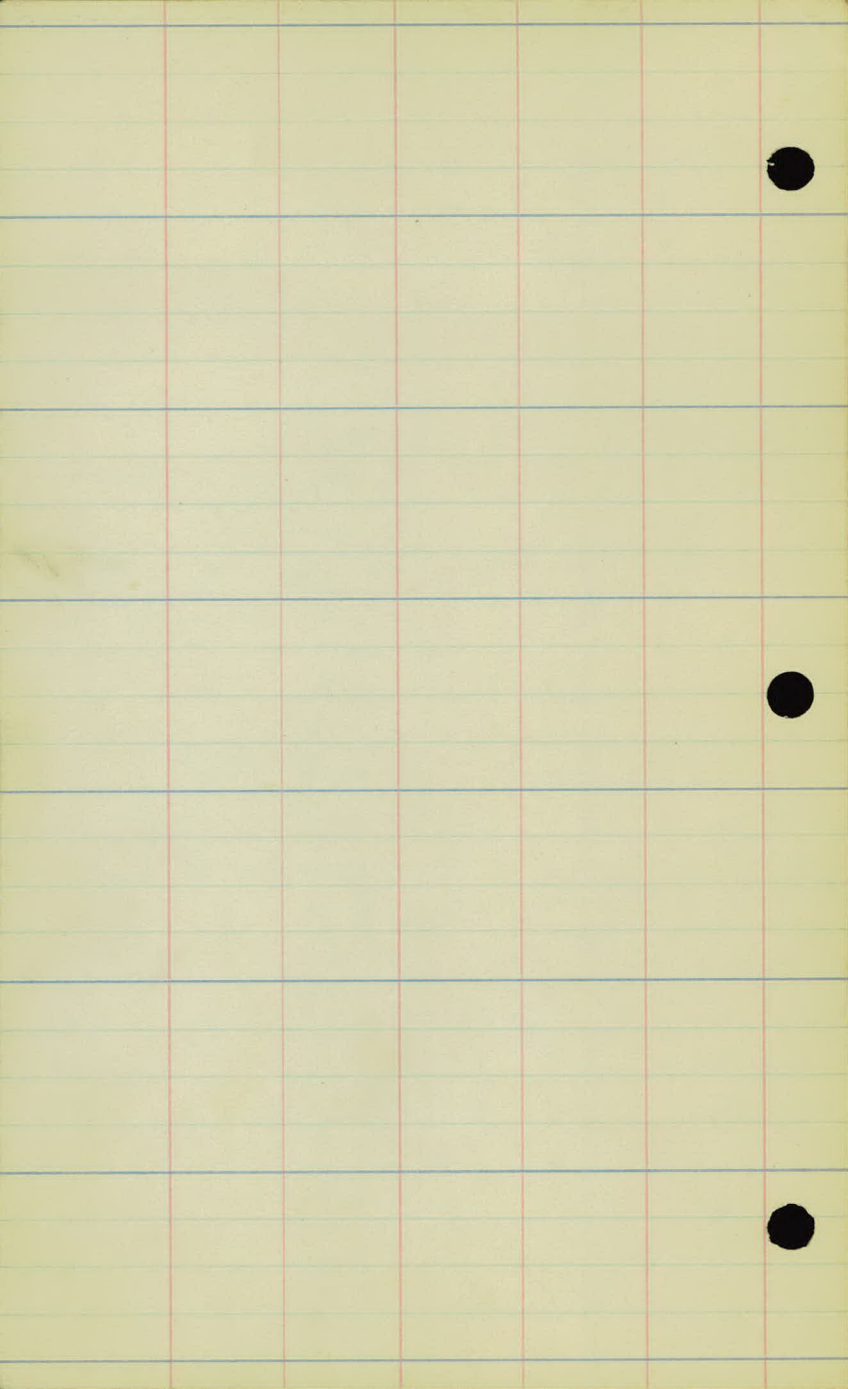
Proj. # 27-52  
Art. Topog. at Int. of  
Bloomington Rd. & Minn. Pavement.

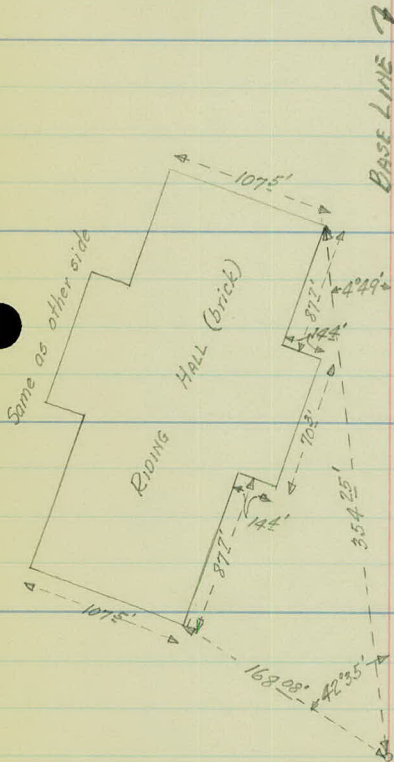
1065493<sup>10</sup> P.I.

1039457 P.O.T.

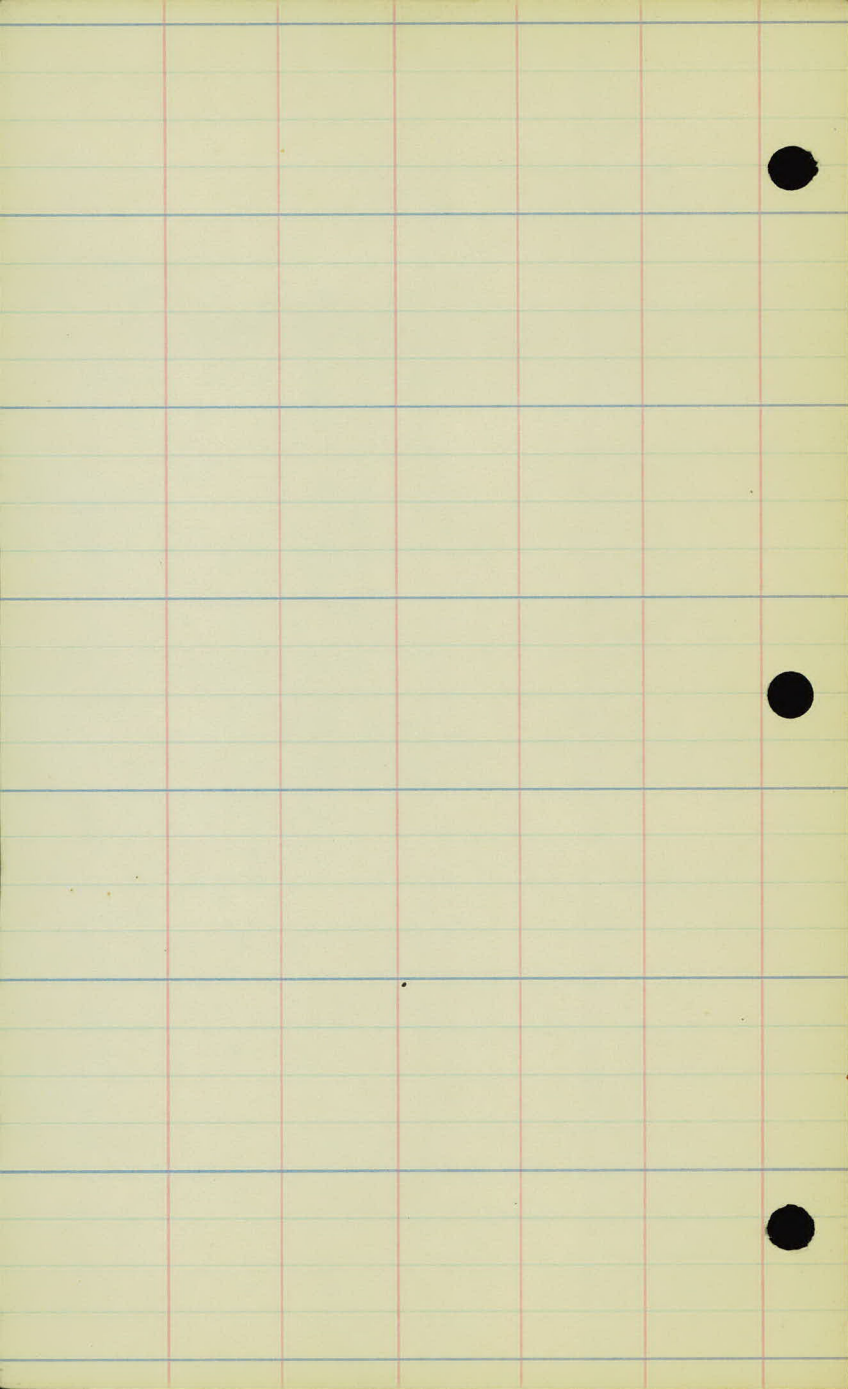
6-7-27

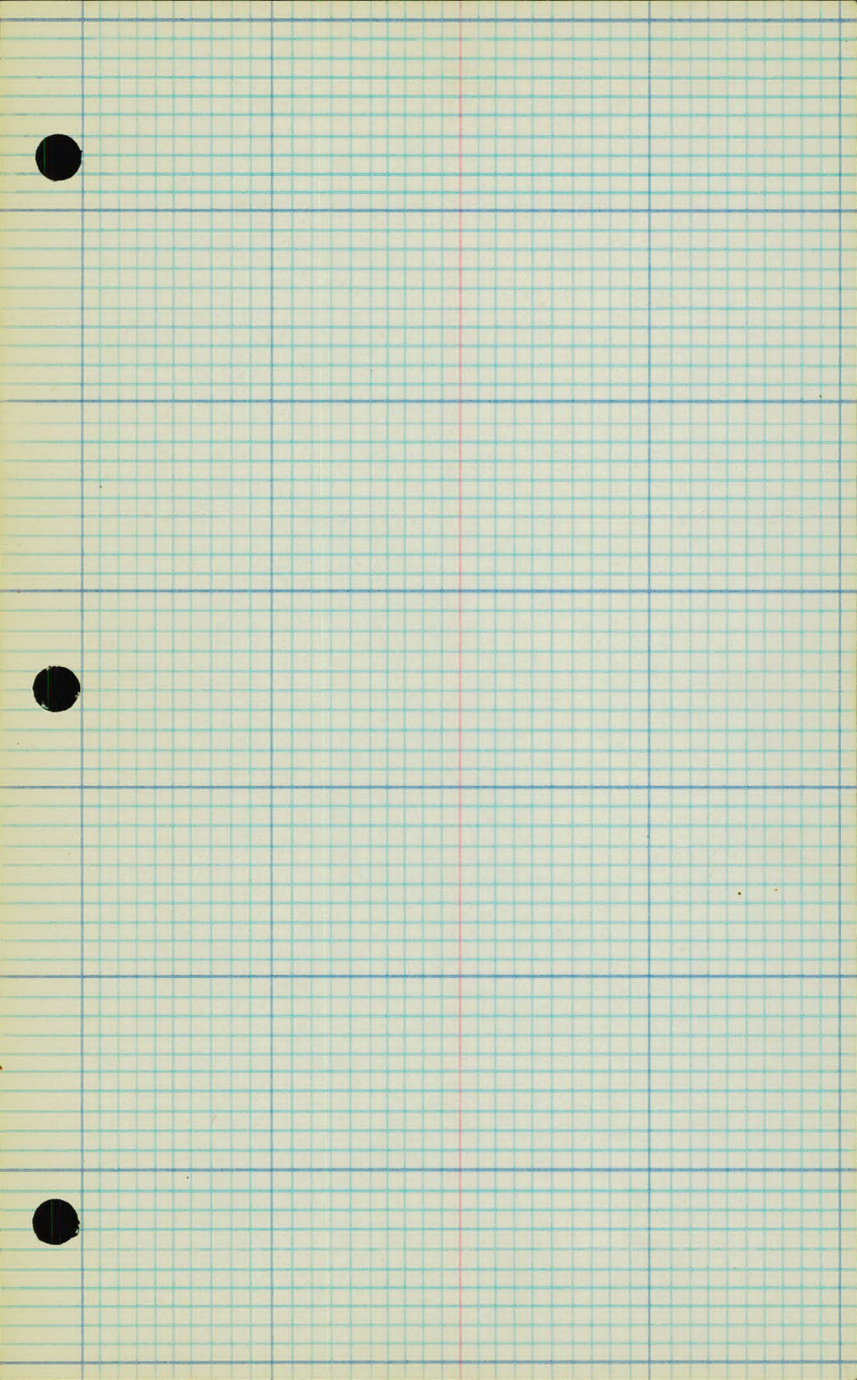






P.L. 1065793<sup>10</sup>





2+00

+50

1+00

+50

0+00

6-7-27

P.J.C.

Curp 11\*

+00 Tr. P. 75<sup>c</sup>  
Curp 24<sup>2</sup>  
R Tr. 49<sup>2</sup> & 59<sup>4</sup>

1" Trees 2' on center

+00 Curp 10<sup>5</sup>  
+00 Tree 26

+87 Tr. P. 83  
+86 P.P. 29  
Q. Tr. 49<sup>2</sup> & 58<sup>2</sup>  
Curp 25<sup>4</sup>

+88 4' Cimo Walk #1  
4' Wide.

+80 Tr. P. 55

sid. Walk to  
Building.

Q Tr. 49<sup>2</sup> & 59<sup>2</sup>

+40 End of Rail 9<sup>2</sup>

+84 I.M. Sign 13

+88 Tr. P. 84  
+07 P.P. 31<sup>5</sup>  
Curp 27<sup>2</sup>

5700

+50

4700

+50

3700

+50

2700



8+00

+50

7+00

+50

6+00

+50

5+00

Pave 10<sup>8</sup>  
+00 Beg of Curp Lt.

+00 Beg of Curp R<sup>2</sup>

3  
J B

8 12

+30 Beg of Tree

Pave 10<sup>2</sup>

Pave 16<sup>9</sup>

+70 Beg of Trees  
B B B  
B

+70 P.P. 26

Pave 9<sup>4</sup>  
+00 Far Shoulder  
Line 79.

Pave 17<sup>6</sup>  
+ Tr. 104<sup>5</sup> 2114<sup>5</sup>

+55 P.P. 24

9+00

750

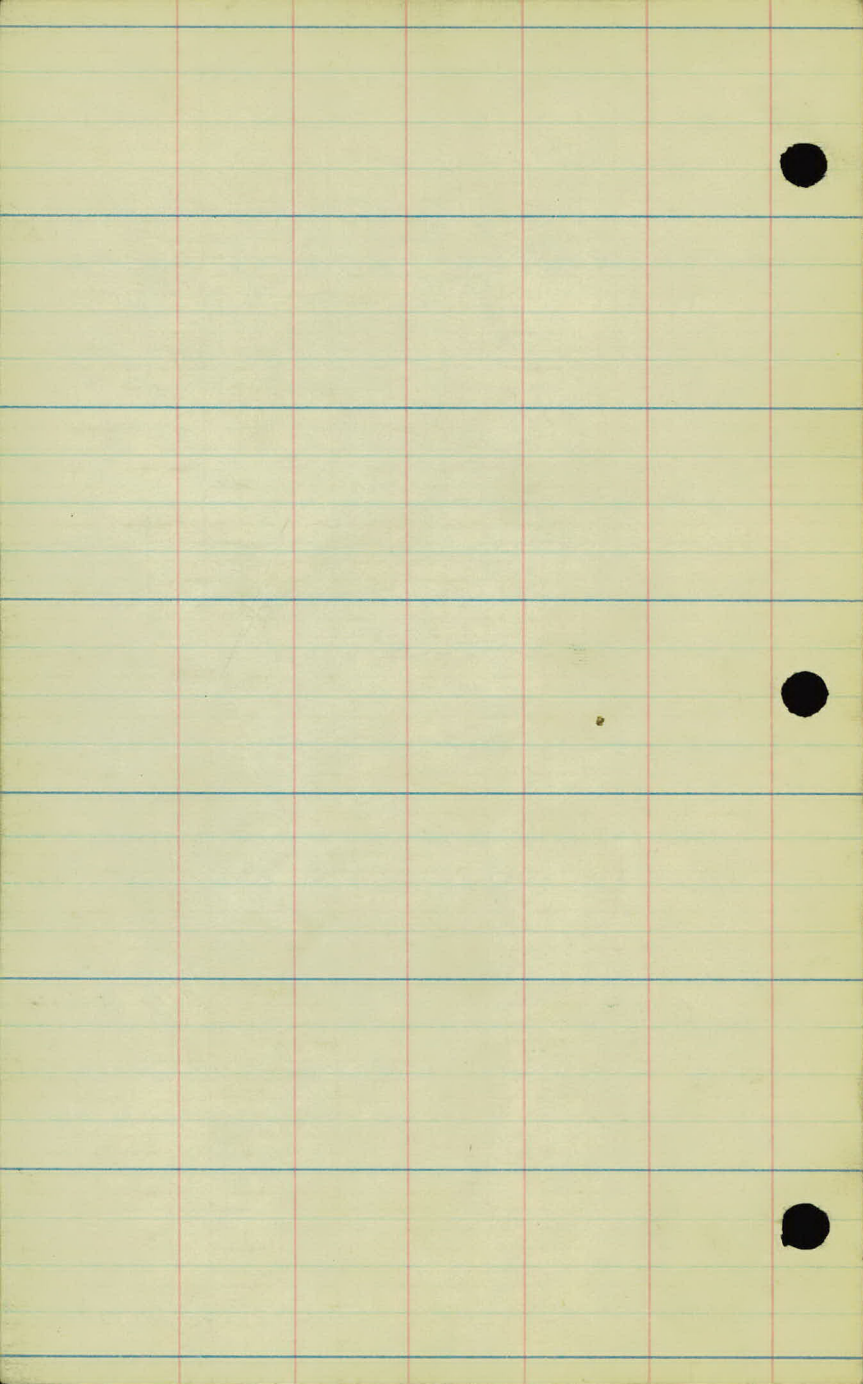
8700

6-7-27

Page 11<sup>8</sup>

Page 15<sup>8</sup>  
Corp Rt. Cont

413 P.F. 23<sup>8</sup>



C.V.S.  
D.S.  
N.Y.  
W.W.

Alignment

1074+12<sup>s</sup> - 1083+30<sup>es</sup>

Div B 27-54

1076+59<sup>E</sup>

1076+44<sup>B</sup>

1075+32<sup>Z</sup>

1075+12<sup>S</sup> Pot.

⊕ West Bound Track

⊕ East Bound Track

Edge Pav

Nail East side ⊕ 8" Box Elder

6430

⊕ 30" Cotton Wood Tree

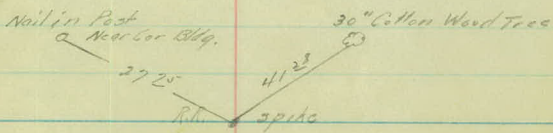
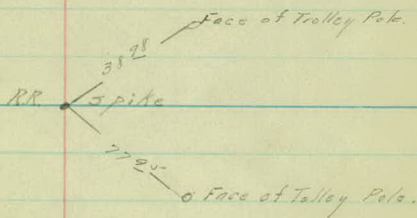
6632

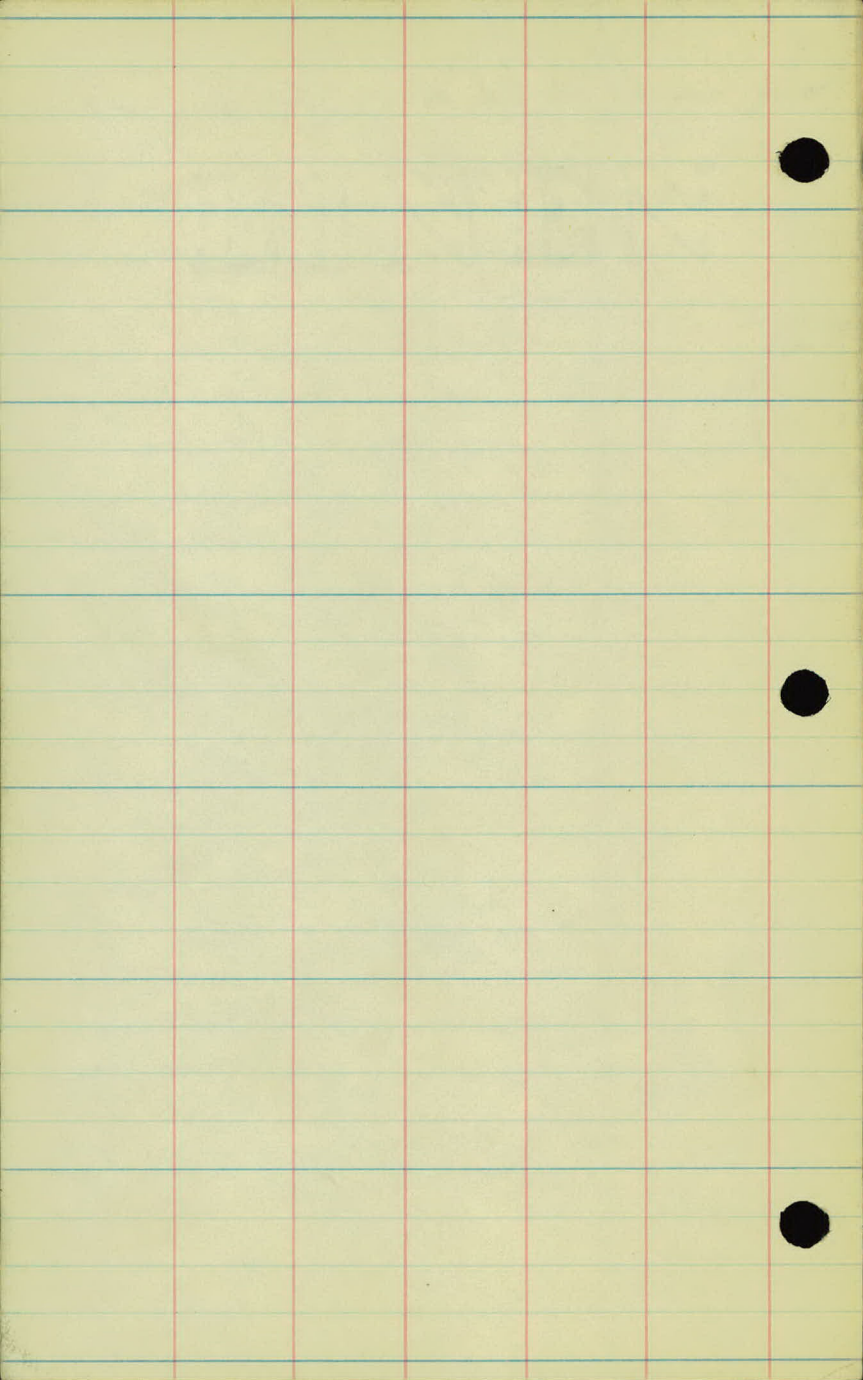
Nail in Pav.

Sta Point Alt. ART.

1053+30 <sup>23</sup>	PT.	3°-55'	
1053		3°-28'	Δ 7°-50'
+50'		3°-43'	D 3° Lt.
1081+99 <sup>3</sup>	PT	7°-50'	T 130.78
1082		10°-53'	L 261.44
+20		1°-13'	R. 1910 <sup>23</sup>
1081		0°-23'	
1080+68 <sup>22</sup>	PC	0°-00'	

1077+24<sup>13</sup> P.I. 37°-36'





Proj. # 27-52  
Alignment from Sta 1066  
to Sta. 1092+09.

Office of Ramsey Co. Engineer  
ST. PAUL, MINN.  
Date Filed 10-10-27  
File No. 12

Sta. Point A Lt. Δ Rt.

1079+59<sup>66</sup> P.T. ✓ 2°-33'

1079 2°-09' ✓

+50 1°-39' ✓

1078+12<sup>26</sup> P.I.

VOID

Δ-5°-06'

1078 1°-09' ✓

D.-2° Lt

+50 0°-39' ✓

T.-127<sup>60</sup> ✓

1077 0°-09'

L.-255<sup>00</sup> ✓

1076+84<sup>66</sup> P.C. ✓

R.-2864<sup>23</sup> ✓

1066+69<sup>2</sup> P.I.

VOID

62°-34'

1065+93<sup>L</sup> P.O.T.

7-15-27

Sta. Point.  $\Delta$  Lt.  $\Delta$  Rt.

1085+94 <sup>48</sup> P.T.  $5^{\circ}-48^{\frac{5}{2}}$  ✓

150  $4^{\circ}-48^{\frac{4}{2}}$

1085  $5^{\circ}-41$

1084+65 <sup>2</sup> P.I.

$\Delta-11^{\circ}-37$

150  $2^{\circ}-39^{\frac{4}{2}}$

D-  $4^{\circ}-30$  Lt.

1084  $1^{\circ}-26$

✓ T-129 <sup>54</sup>

150  $0^{\circ}-18^{\frac{4}{2}}$

✓ L-258 <sup>12</sup>

1083+86 <sup>56</sup> P.C. ✓

✓ R-1279 <sup>57</sup>

Begin Here

1083+18 <sup>69</sup> P.T.  $5^{\circ}-34^{\frac{5}{2}}$  ↓

1083  $5^{\circ}-17^{\frac{2}{2}}$

150  $2^{\circ}-52^{\frac{2}{2}}$

1082  $1^{\circ}-47^{\frac{2}{2}}$

1081+99 <sup>2</sup> P.I.

$\Delta-7^{\circ}-09$

150  $1^{\circ}-02^{\frac{2}{2}}$

D-  $3^{\circ}$  Lt.

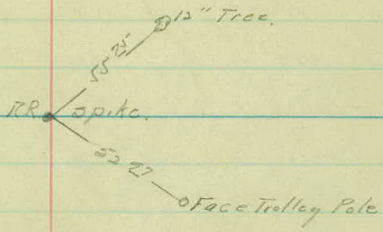
1081  $0^{\circ}-17^{\frac{2}{2}}$

✓ T-119 <sup>54</sup>

1080+80 <sup>56</sup> P.C.

✓ L-258 <sup>53</sup>

✓ R-1910 <sup>08</sup>



Sta. Point. Δ Lt. Δ Rt.

1089+35<sup>15</sup> P.T. 1°-43'  
+50 1°-39"  
1089 1°-01"

1088+86<sup>5</sup> P.I. Δ-3°-26'  
+50 0°-24' Δ-2°-30' Lt.

1088+17<sup>82</sup> P.C. ✓ T.-68<sup>68</sup> ✓  
L.-137<sup>53</sup>  
R.-2292<sup>01</sup> ✓

1088+03<sup>20</sup> P.T. ✓ 4°-24' ✓  
1088 4°-19"  
+50 3°-12"

1087+05<sup>65</sup> P.I. Δ-8°-48'  
1087 2°-04" Δ-4°-50' Rt.  
+50 0°-57' ✓ T.-98<sup>00</sup>

1086+07<sup>65</sup> P.C. ✓ L.-195<sup>55</sup>  
R.-1273<sup>57</sup> ✓

o Face Trolley Pole.

41 55

RR SPIKE 272 36' Tree



38 20

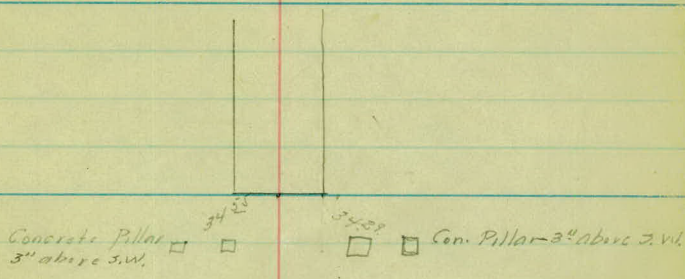
55 05

o Face Trolley Pole.

Sta. Point Δ Lt Δ Rt.

1092+09<sup>57</sup> P.O.T. Bridge Head.

1092+03 <sup>72</sup>	P.T.	26°-58'	05	
1092		26°-21'		
750		21-51		
		17°-21'	22	
1091+35 <sup>92</sup>	P.I.	53°-56'		A-53°-56'
		12-51	46.99	
1091		8°-21'		D-36° L.
		3-51		T-82 <sup>31</sup>
1090+53 <sup>61</sup>	P.C.			L-149 <sup>81</sup>
				π-141 <sup>80</sup>

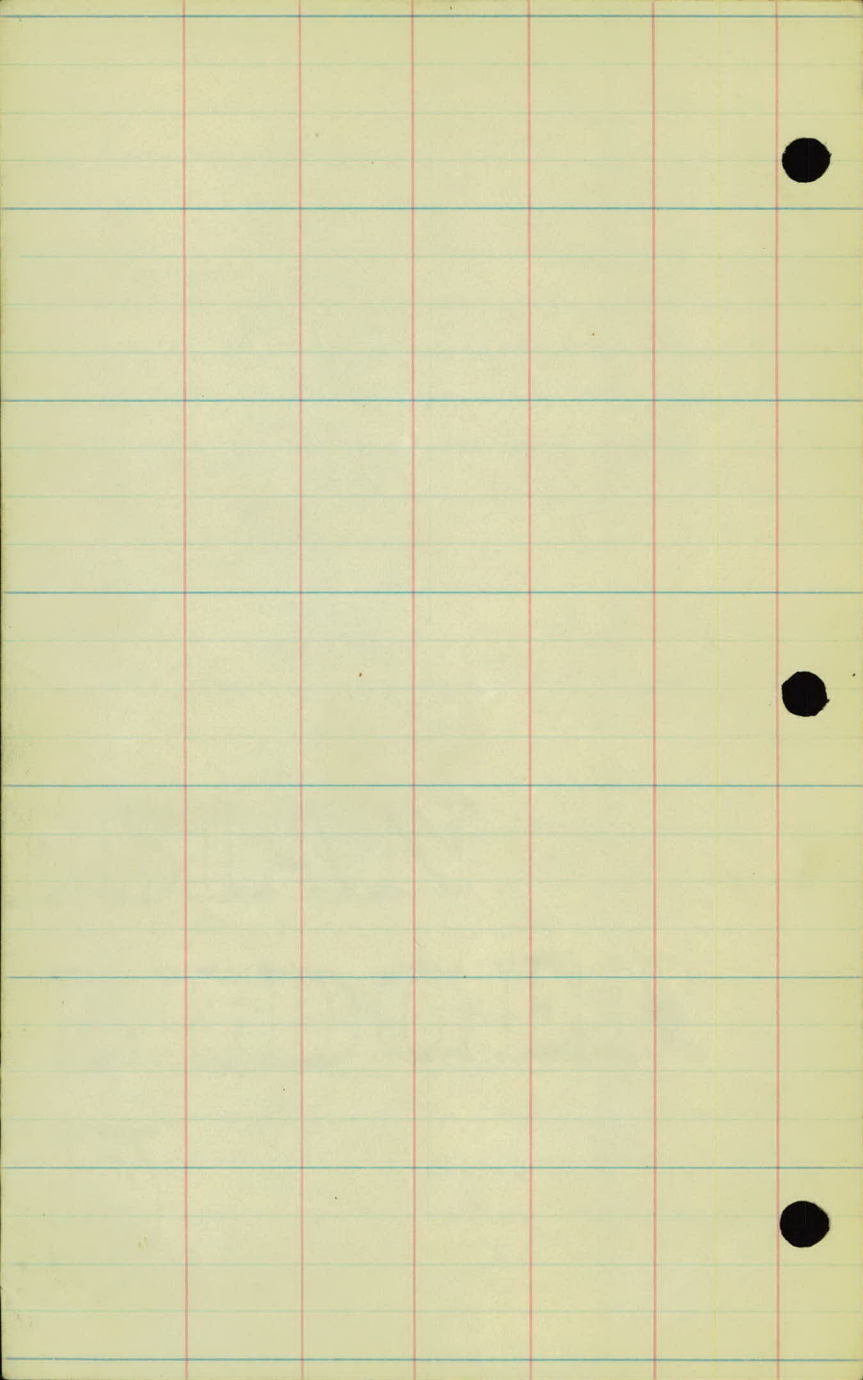


Face Rd sign Tower Ac + Pine Rd.

o  
34 25

o Face Tr Pole

24 20

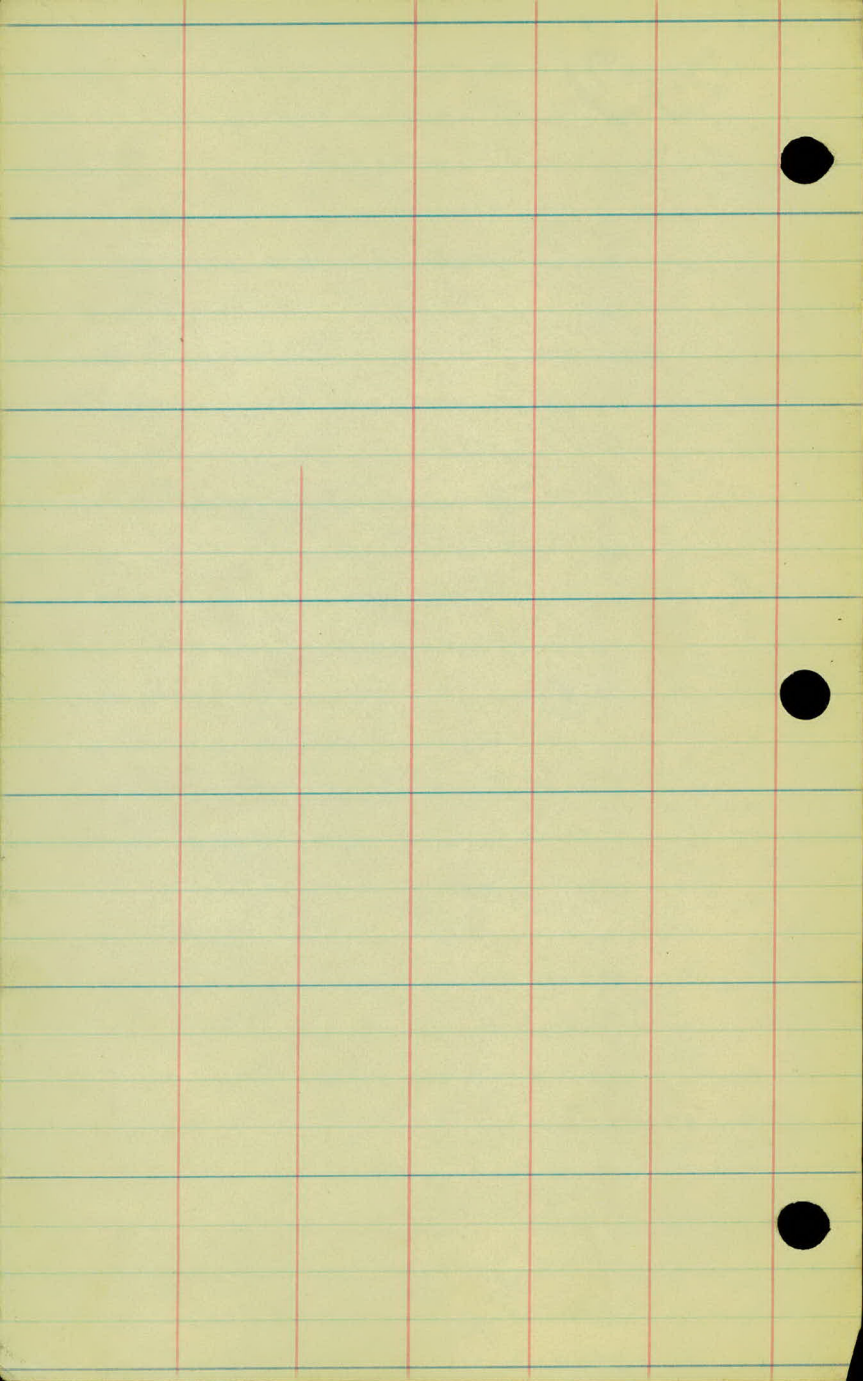


Topography.

1075+12 - 1084

Div B. 27-52

C.W.S.  
D.S.  
H.V.  
W.W.





1078

1077

+725 X Drain 12" x 35' <sup>45' RT</sup> 30.5' Lt

+598 4 Track Mpls.

+449 4 Track To St P.

1076 +32 4 CM 12" x 33.5' <sup>11' RT</sup> 22.5' Lt

1075

+94 Cor. Stop 12<sup>5</sup>  
+85 Cor. Stop 14<sup>5</sup>

+45 Cor. Bldg. End F 19<sup>5</sup>  
+46 T. 17'  
+24' F 21 Rd 17'  
+11 F 38' Rd 34'

+95 Drive W. 51  
+65 H.W. 29.5 26'  
+59 T 22'  
+47 T 33'  
+33 T 45'  
+48 B X 17'  
+19 B. X 17'

4 track 41<sup>5</sup> @ track 57<sup>0</sup>

+75 Trolley Pole 42<sup>5</sup>

End of curb shown  
on sheet 1

A+95 +50 H. Path 25'  
+60 T 25'  
+34 T 25'  
+07 T 26'  
+04 T. P. 34'

21' 16"

Rd 16' @ Track 48<sup>5</sup> 9. T. 57'

+84 T. 24'  
+60 T. 28'

Rd 15'

@ Track 36<sup>5</sup> 9. 52'

+98 T. 7'  
+87 T. P. 4'  
+60 T. P. 33  
+695 Brck X<sub>19</sub> 3.5'

+39 Brck Casing +44 B. X<sub>19</sub> 5'

on S. +39 Brck Brck King

+75 - 50" Tree 22'

20' 51

End of curb shown on sheet 1

702' edge of pavement

1084

+83 & S.W. A +84'

1083

1082

+201 & Side Walk Lt

Q 07 Drive RF 10' A+12'

1081

+30 & Drive 20' Lt A+38'

1080

+204 Drive Lt 20'

+40 & Drive 42' A+17' Rt

1079

+99 Tr 19'  
 +87 SW 17'  
 +81 SW 17'  
 +75 Tr 18'  
 +44 Tr 18'

16' 13

± Tr 17' ± Tr 27'

+35 Tr P/2 13'

+97 Tr 19'  
 +72 Tr 19'

16' 13

± Tr 18' ± Tr 42'

+94 Tr 20'  
 +67 Tr 20'  
 +61 Hyd. 22'  
 +50 Tr P/2 25'

+96 Tr 19'  
 +77 Tr 19'  
 +46 Tr 19'  
 +35 SW 17'  
 +29 SW 17'  
 +25 Tr 19'

16' 17'

± Tr 4 1/2 ± 56

+97 Tr 22

+48 Cur D 15'5"  
 +41 SW 57'-64'  
 +14 L. P 17'5" n' long  
 +01 ± Flower Pot 75'  
 SW 36'5" - 47'

167 15'  
 120 20'  
 110 42'  
 187 37'  
 175 17'

+21 Tr P 21'  
 +27 Tr 27'  
 +20 Tr 37'  
 ± Tr 56 ± Tr 56'

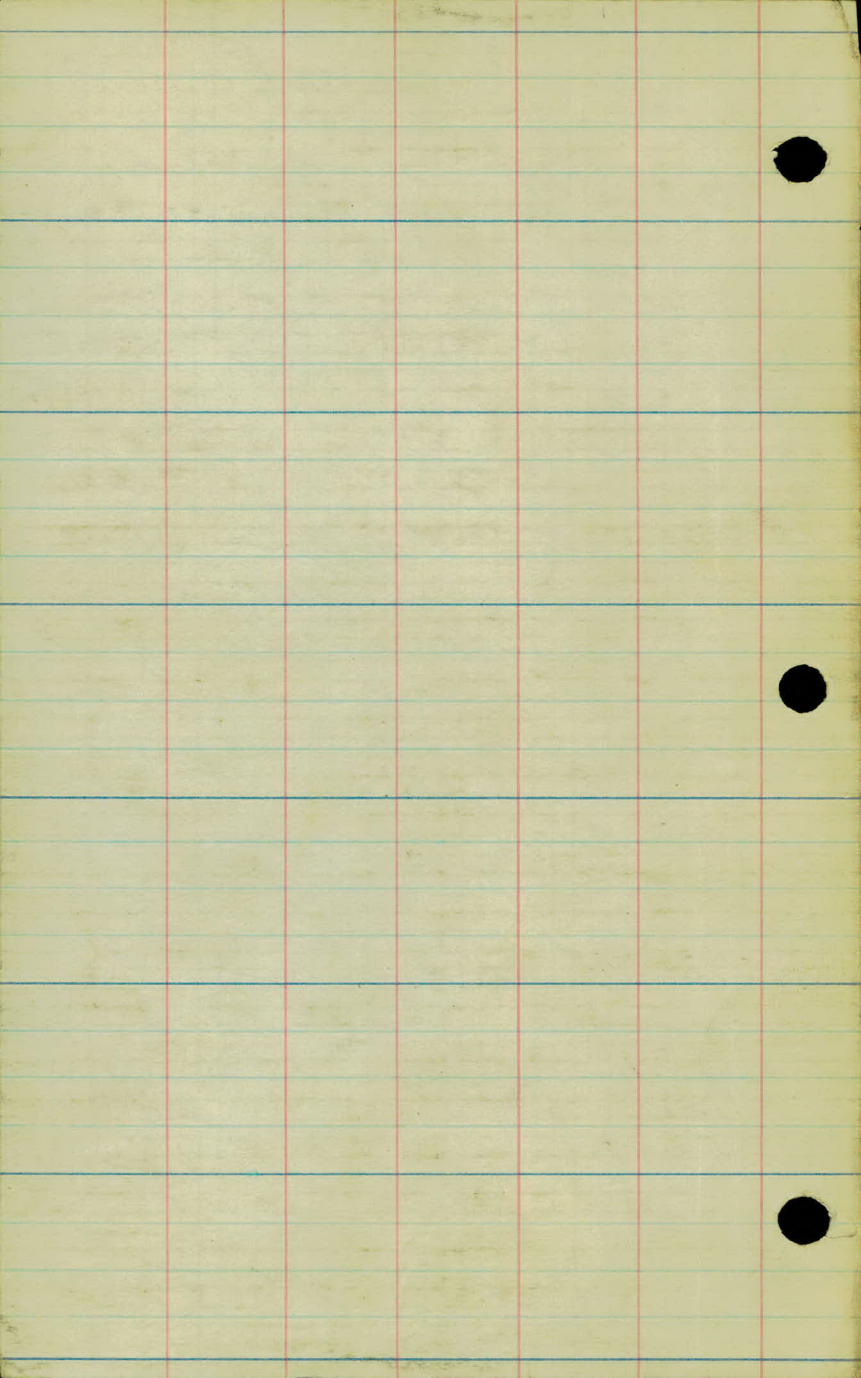
165 448  
 31' 221'  
 21' 214'  
 14' 210  
 15' 15'

+34 Tr 24'  
 +00 Tr 19'  
 ± Tr 60' ± Tr 70'

Δ 110: +48 Tr 22'  
 +52 SW 15'  
 +38 SW 19'  
 +36 Tr 25'  
 +02 End Bldg 23'

+42 20'  
 +32 25'  
 +03 30'  
 12' 23'  
 21'

+77 Hyd. 27'  
 +68 Tr 26'  
 +47 Tr 26'  
 P1 Tr 26'  
 ± Tr 42 ± Tr 66



Proj. # 27-52

Art. Topog from Sta. 1084  
to Sta. 1092.

1087

f50

1086

f50

1085

f50

1084

+100 S. 1/2 W. 1/4 R. 41

+56 - Tr. 12/e 40

+35 - P.P. 36  
+30 S. W. 1/4 R. 25<sup>E</sup>

+54 - 12" - T - 23

+42 - Tr. 12/e 23

+29 - 10" - T - 21

+93 Rec. of S. Walk 55'  
6' Wide

+49 - 15" - T - 18

+13 Tr. P. 12 19<sup>E</sup>

+65 - 12" - T - 20

+100 Q. Tr. 11<sup>Z</sup>  
+100 E. Tr. 21<sup>Z</sup>  
+90 Round Tower 57

+83 Q. S. S. W. 1/4 R. 34

+172 End of S. Walk 62'  
+60 Rec. of S. W. 1/4 R. 20

+67 Tr. 12/e 37  
+50 Q. Tr. 12<sup>E</sup>  
+50 Q. Tr. 22<sup>E</sup>

+33 End of S. Walk 58'  
4' Wide

+16 - 30" - T - 41

+100 Q. Tr. 10<sup>E</sup>  
+100 Q. Tr. 20<sup>E</sup>

+74 End of S. Walk 43'  
+64 side Walk 50<sup>E</sup>

+62 - 30" - T - 42

+54 Tr. P. 12/e 53<sup>E</sup>  
+50 Q. Tr. 9<sup>E</sup>  
+50 Q. Tr. 17<sup>E</sup>

+45 - 12" - T - 38

+19 - 30" - T - 44

+100 Q. Tr. 20<sup>E</sup>  
+100 Q. Tr. 10<sup>E</sup>

+96 - 12" - T - 52

+78 P.P. 43  
+78 - 24" - T - 61  
+54 - 45" - T - 72  
+57 Tr. P. 12/e 57

+48 E. S. Walk 56'  
1' Wide  
+50 S. W. 1/4 R. 99'  
6' Wide

+50 Q. Tr. 12<sup>E</sup>  
+50 Q. Tr. 22<sup>E</sup>

+100 Q. Tr. 27<sup>Z</sup>  
+100 Q. Tr. 17<sup>Z</sup>

1090

f50

1089

f50

1088

f50

1087

+00 Corp 15  
+00 Q. Tr. 0.7  
+00 Q. Tr. 10<sup>2</sup>

+79<sup>2</sup> Q. Spur Tr.  
+70 Q. Spur Tr. 4<sup>5</sup>H

+50 Q. Tr. 8<sup>2</sup>

+48 Switch Point  
on left Tr.

+00 Q. Tr. 4<sup>2</sup>  
+95 Corp 17

+84<sup>5</sup> Main Cor. of  
Post Exchange Bldg 25<sup>5</sup>

+50 Q. Tr. 0.10

+84-14" T. 8<sup>15</sup>  
+00 Corp 10<sup>2</sup>

+79 P.P. 15

+64 Tr. Pole 14<sup>5</sup>

+57 Corp 8<sup>2</sup>  
+56 Beg of Corp 16

+00 4'S. Wall K 69

+99 Q. Spur Tr. 24

+96 End 4'S. Wall K 27

+97 Q. Spur Tr. 67

+80 End Hedge 26<sup>2</sup>

+50 Q. Tr. 1.2

+31-10" T-33

+18 Tr. 18 1/2 23

+18 Hedge Cor. 20<sup>5</sup>

+15 Beg. 4'S. Wall K 48

+00 Q. Tr. 5<sup>2</sup>

+00 End 4'S. Wall K 44

+88-30" T-30<sup>2</sup>

+86 End Hedge 27

+50 Q. Tr. 9.2

+00 Q. Tr. 4<sup>8</sup>

+00 Q. Tr. 14<sup>2</sup>

+00 Hedge 31

+81 Tr. Pole 22.5

+52 Beg. Hedge 34

+00 Q. Tr. 9<sup>2</sup>

+00 Q. Tr. 17<sup>2</sup>

+99 4'S. Wall K 7.2

+44 Q. 5'S. Wall K 33

+57 R. Tower 49

+26<sup>5</sup> R. Tower 29<sup>5</sup>

+08 R. Tower 34<sup>2</sup>

1093

+50

1092

+92- Begin Creosote Block Paving.

+50

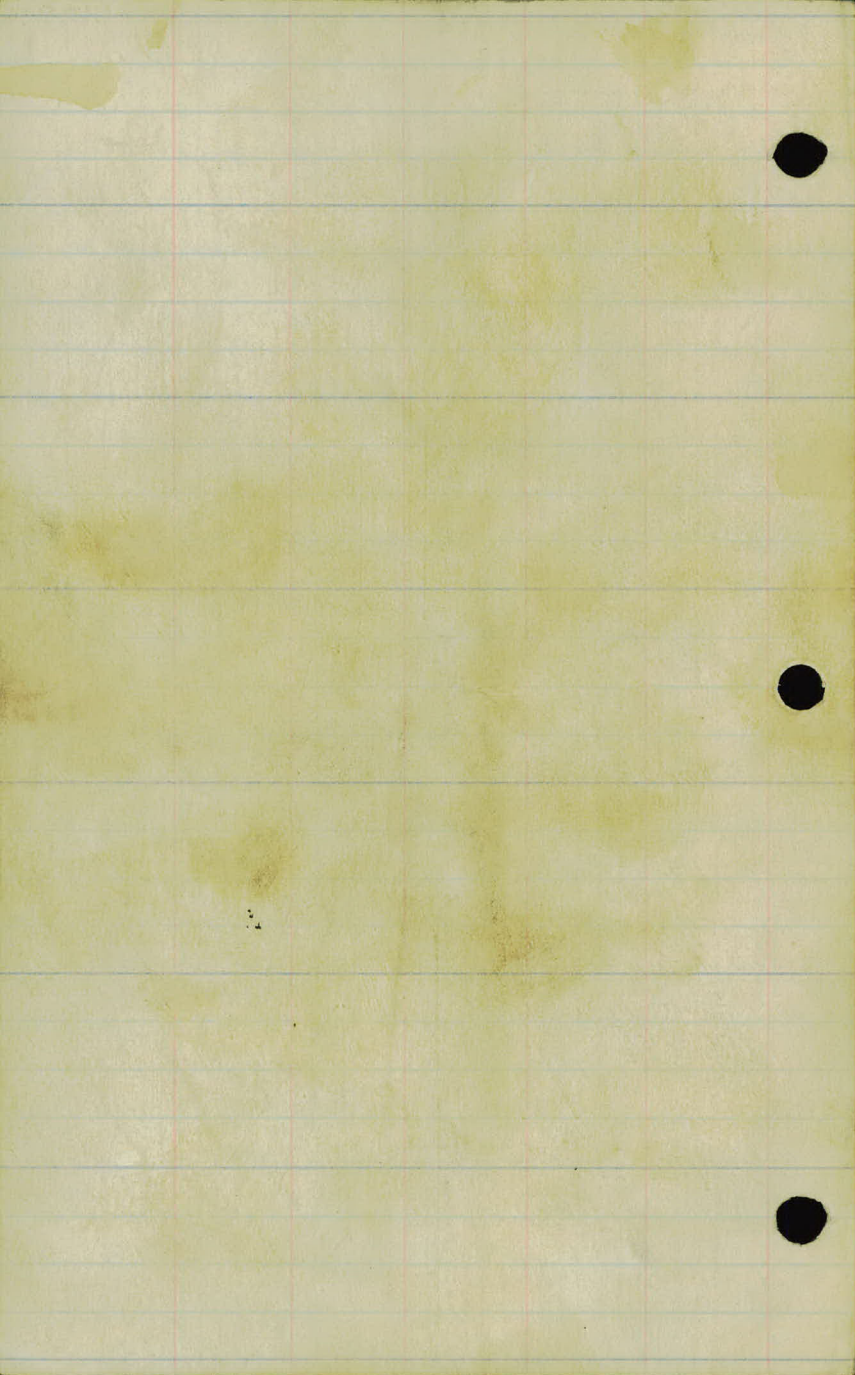
1091

Present pavement on L<sup>1</sup> between curb and tracks is O.K. from 1091 too ahead.

+50

1090





C. W. S.  
D. S.  
R. K.  
W. W.

X sections

1075+125 - 1091+50

Dir B. 27.52

Sta	+	H.I.	-	Elev
B.M.	4.24	821.78 ✓		817.54 ✓
1075+125				816.78
+32				16.5
+50				16.8
1076+00				17.0
+41		Top Rail		17.43
+49		Top Rail		17.38
+32		Culvert		15.7
+50				17.4
+72.5		Culvert		15.5
+5.7		Top Rail		17.33
+64		Top Rail		17.28
1077+00				16.9

Top Hyd. Rt sta 1079 +77

C.	P.	P.	P.
$\frac{45}{39}$	$\frac{52}{38}$	50	$\frac{52}{37}$

along Edge Pav →

$\frac{52}{34}$

$\frac{53}{40}$

$\frac{50}{24}$

P  
53

P  
 $\frac{49}{33}$

5' Right + 22 Curb.  $\frac{49}{5}$   $\frac{45}{19}$

$\frac{46}{24}$

$\frac{46}{21}$

$\frac{50}{18}$

50

$\frac{45}{24}$

$\frac{53}{24}$

$\frac{46}{21}$

49

$\frac{50}{7}$

$\frac{46}{10}$

$\frac{46}{24}$

435

440

61 Invert.

$\frac{58}{24}$

$\frac{58}{23}$

$\frac{46}{17}$

44

$\frac{46}{9}$

$\frac{60}{15}$

$\frac{52}{21}$

$\frac{52}{24}$

63 Invert.

445

45

$\frac{43}{40}$

$\frac{41}{19}$

49

$\frac{49}{4}$

$\frac{44}{6}$

$\frac{46}{18}$

$\frac{60}{26}$

$\frac{50}{32}$

$\frac{50}{40}$

Sta		HI	-	Elev
		821.28	✓	
1077+50				17.4
1078+00				16.7
+50				16.3
1079				16.1 12.1
+50				15.7
T.P.	0.59	818.13	✓	817.54 ✓
1080				14.8
+50				13.5
1081				12.2
+50				11.1
1082				10.5
+50				09.8
B.M.	136	813.08	✓	811.71 - 811.72 ✓

$$\frac{49}{18} \quad 44 \quad \frac{48}{18} \quad \frac{43}{22} \quad \frac{48}{30} \quad \checkmark$$

$$\frac{55}{20} \quad 51 \quad \frac{57}{19} \quad \frac{52}{22} \quad \frac{54}{30} \quad \checkmark$$

$$\frac{59}{22} \quad 55 \quad \frac{63}{30} \quad \checkmark$$

$$\frac{63}{24} \quad \textcircled{97} \quad \frac{64}{18} \quad \frac{64}{30} \quad \checkmark$$

$$\begin{array}{cc} SW & SW \\ \frac{68}{21} & \frac{68}{16} \end{array} \quad \frac{67}{13} \quad 61 \quad \frac{67}{16} \quad \frac{64}{19} \quad \frac{65}{30} \quad \checkmark$$

$$\frac{37}{20} \quad \frac{36}{16} \quad \frac{40}{12} \quad 33 \quad \frac{40}{15} \quad \frac{33}{16} \quad \frac{30}{20} \quad \checkmark$$

$$\frac{52}{20} \quad \frac{51}{18} \quad \frac{55}{15} \quad 46 \quad \frac{54}{16} \quad \frac{51}{17} \quad \frac{52}{20} \quad \checkmark$$

$$\frac{59}{20} \quad \frac{60}{18} \quad \frac{64}{15} \quad 59 \quad \frac{65}{14} \quad \frac{67}{20} \quad \checkmark$$

$$\frac{68}{20} \quad \frac{70}{18} \quad \frac{75}{17} \quad \frac{75}{15} \quad 70 \quad \frac{77}{20} \quad \checkmark$$

$$\frac{77}{20} \quad \frac{78}{17} \quad \frac{82}{15} \quad 76 \quad \frac{85}{20} \quad \checkmark$$

$$\frac{85}{20} \quad \frac{85}{17} \quad \frac{88}{14} \quad 83 \quad \frac{91}{20}$$

Top Hyd. Pt sta 108261

Sta		HI	-	Elev
		813.08	✓	
1083				09.5
	+50			08.8
1084				08.4
	+50			07.8
1085+00				07.3
T.P.	22d	811.14	✓	4.18 808.90 ✓
	+50			06.6
1086				06.3
	+50			06.1
1087				05.8
	+50			05.5
1088				05.2 01.2

$\frac{39}{20}$   $\frac{40}{18}$   $\frac{44}{15}$  36  $\frac{46}{19}$   $\frac{48}{20}$  ✓

$\frac{46}{20}$   $\frac{46}{19}$   $\frac{49}{16}$  43  $\frac{45}{12}$   $\frac{55}{16}$   $\frac{50}{19}$   $\frac{51}{20}$  ✓

$\frac{45}{20}$   $\frac{46}{19}$   $\frac{52}{17}$   $\frac{52}{14}$  47  $\frac{48}{11}$   $\frac{53}{15}$   $\frac{54}{20}$   $\frac{54}{24}$   $\frac{54}{30}$  ✓

$\frac{49}{20}$   $\frac{50}{18}$   $\frac{55}{15}$  53  $\frac{57}{10}$   $\frac{57}{15}$   $\frac{57}{20}$   $\frac{57}{25}$   $\frac{58}{30}$  ✓

$\frac{51}{30}$   $\frac{52}{23}$   $\frac{60}{20}$  58  $\frac{58}{4}$   $\frac{600}{8}$   $\frac{600}{12}$   $\frac{607}{18}$   $\frac{605}{23}$   $\frac{63}{30}$   $\frac{66}{34}$  ✓

$\frac{35}{30}$   $\frac{35}{25}$   $\frac{42}{19}$  45  $\frac{440}{7}$   $\frac{440}{12}$   $\frac{440}{17}$   $\frac{445}{22}$   $\frac{50}{30}$  ✓

$\frac{37}{42}$   $\frac{39}{30}$   $\frac{43}{23}$  48  $\frac{465}{9}$   $\frac{465}{14}$   $\frac{470}{19}$   $\frac{465}{24}$   $\frac{55}{30}$   $\frac{57}{30}$  ✓

51  $\frac{44}{31}$   $\frac{44}{30}$   $\frac{44}{16}$  50  $\frac{475}{10}$   $\frac{477}{15}$   $\frac{477}{20}$   $\frac{477}{25}$   $\frac{51}{33}$   $\frac{57}{50}$  ✓

$\frac{45}{46}$   $\frac{45}{15}$  53  $\frac{515}{9}$   $\frac{515}{14}$   $\frac{518}{19}$   $\frac{518}{24}$   $\frac{55}{35}$  ✓

$\frac{43}{37}$   $\frac{45}{28}$  56  $\frac{545}{7}$   $\frac{547}{12}$   $\frac{547}{17}$   $\frac{548}{22}$   $\frac{62}{31}$  ✓

$\frac{46}{30}$   $\frac{47}{14}$   $\frac{54}{12}$   $\frac{54}{11}$   $\frac{54}{107}$   $\frac{60}{107}$  59  $\frac{59}{99}$   $\frac{57}{3}$   $\frac{570}{8}$   $\frac{570}{13}$   $\frac{570}{18}$   $\frac{61}{30}$  ✓

Sta	+	HI	-	Elev.
		811.14		
+50				05.1
+86				05.0
1089				05.0
+50				04.6
T.P.	4.45	809.32	6.27	804.87
				04.6
1090				04.5
+50				
+60		Catch Basin		
1091				04.3
+50				04.6
B.M.			3.43	805.89 = 805.88

See Top. For Elev To Right of  
 Tracks along Pvc. Proj. 25-58  
 Point of 15' Red on Curb of Proj 25-58 Elev 804.02

	C.	C		T		T	T	T		
$\frac{41}{25}$	$\frac{56}{15}$	$\frac{56}{145}$	$\frac{62}{145}$	$\frac{595}{3}$	60	$\frac{597}{2}$	$\frac{605}{7}$	$\frac{595}{12}$	$\frac{62}{30}$	✓

			T	T		T	T		
$\frac{55}{255}$	$\frac{58}{166}$	$\frac{64}{166}$	$\frac{615}{7}$	$\frac{615}{2}$	61	$\frac{615}{4}$	$\frac{615}{194}$	$\frac{66}{26}$	✓

			T	T		T	T		
$\frac{58}{194}$	$\frac{58}{175}$	$\frac{64}{175}$	$\frac{630}{7}$	$\frac{620}{3}$	61	$\frac{618}{3}$	$\frac{618}{8}$	$\frac{68}{30}$	✓

SW	C.		T	T	T		T		
$\frac{58}{23}$	$\frac{58}{215}$	$\frac{66}{215}$	$\frac{630}{10}$	$\frac{620}{5}$	$\frac{620}{1}$	65	$\frac{620}{2}$	$\frac{68}{25}$	✓

SW	C.		T	T		T	T	T		
$\frac{43}{30}$	$\frac{43}{256}$	$\frac{50}{256}$	$\frac{475}{13}$	$\frac{475}{8}$	$\frac{470}{3}$	47	$\frac{474}{2}$	$\frac{480}{15}$	$\frac{495}{22}$	✓

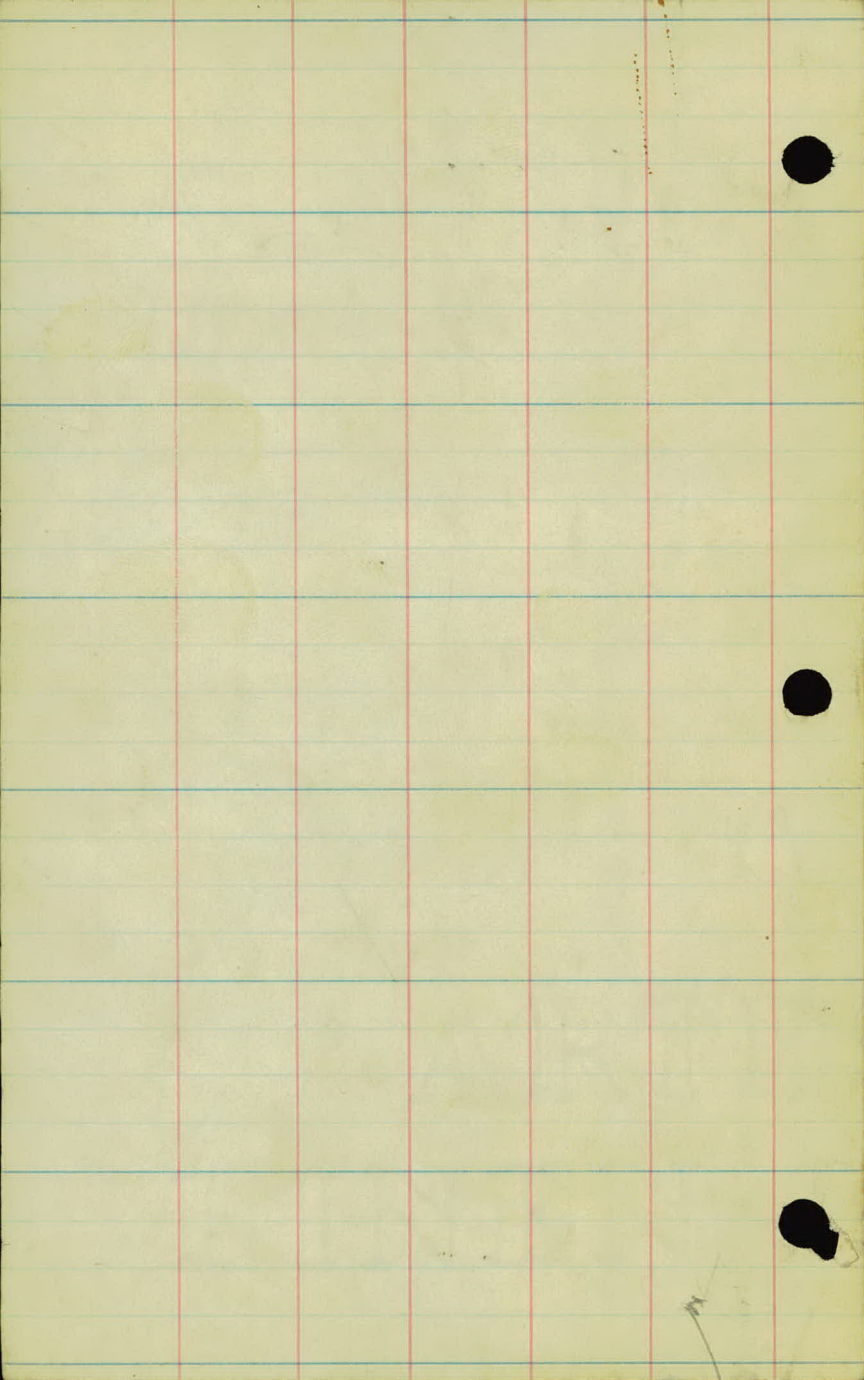
SW			T	T	T		T			
$\frac{45}{329}$	$\frac{45}{286}$	$\frac{54}{286}$	$\frac{505}{16}$	$\frac{495}{11}$	$\frac{483}{6}$	48	$\frac{477}{2}$	$\frac{480}{1}$	$\frac{52}{22}$	✓

803.8  
 $\frac{55}{27}$

SW	C.		T	T	T		T			
$\frac{47}{286}$	$\frac{47}{247}$	$\frac{52}{247}$	$\frac{490}{14}$	$\frac{490}{9}$	$\frac{500}{2}$	50	$\frac{490}{4}$	$\frac{51}{18}$	$\frac{56}{26}$	✓

			T	T		T	T	C.	C.	
	$\frac{44}{30}$	$\frac{45}{19}$	$\frac{480}{8}$	$\frac{465}{3}$	47	$\frac{480}{5}$	$\frac{465}{9}$	$\frac{52}{29.5}$	$\frac{46}{29.5}$	$\frac{46}{30}$

25. Cor it step on Int. Bldg Top First step.



Proj. # 27-52

Check Levels from Sta.  
1060 to Sta. 1092.

Sta.	+	H.I.	-	Elev.
B.M.	4.33	814.56		810.23
	6.57	816.68	4.45	810.11
B.M.			6.68	810.00
	6.58	820.69	2.57	814.11
	2.01	819.46	3.24	817.45
B.M.			1.92	817.54
B.M.	0.34	812.05	7.75	811.71
	3.37	809.42	6.00	806.65
B.M.			3.54	805.88

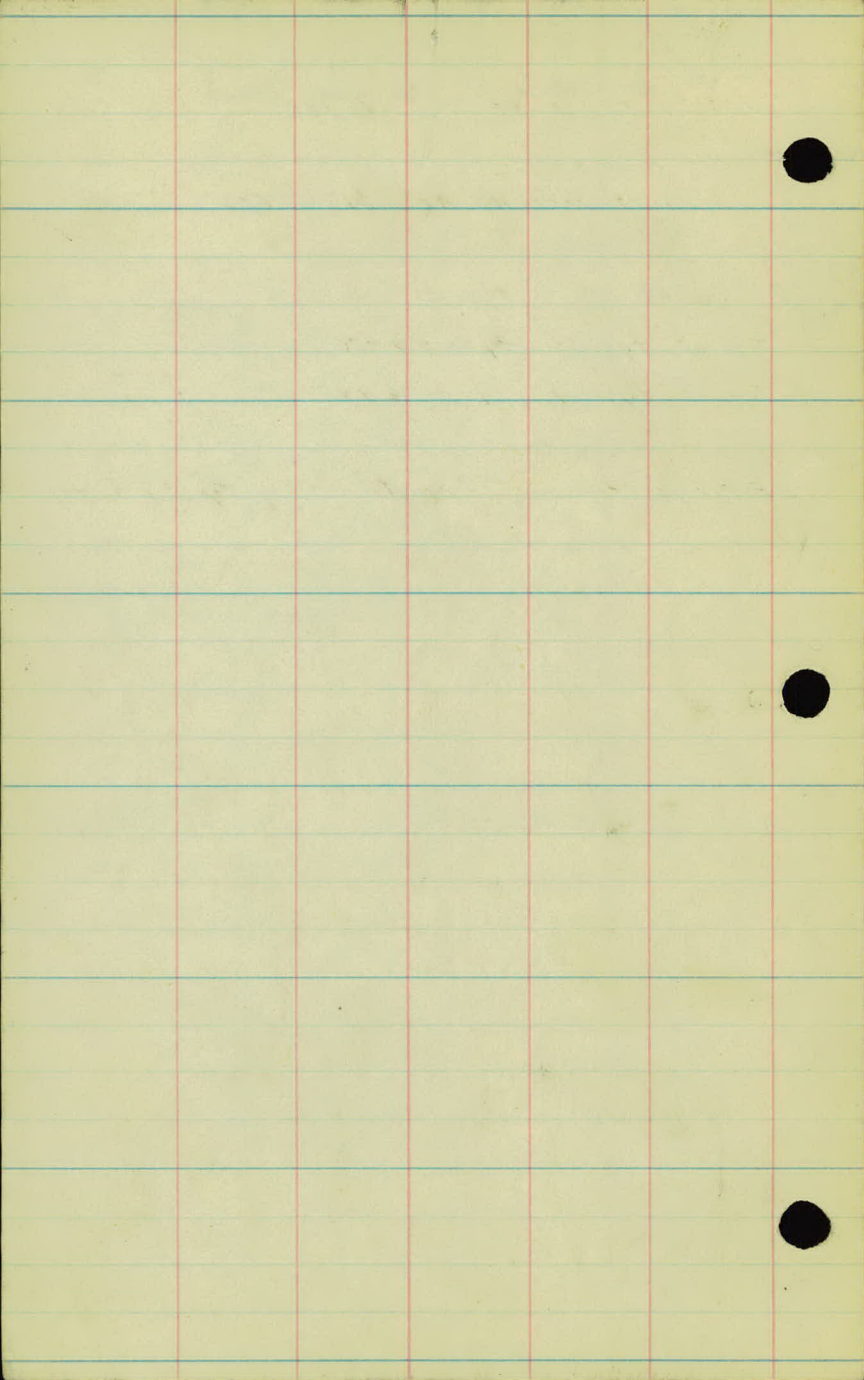
Sp. N. in P.P. 28' Rt. Sta. 1060+28.

Sp. N. in 24" Tree 100' Rt. Sta. 1067+20.

Top of Hyd. Rt. Sta. 1079+80.

Top of Hyd. Rt. Sta. 1082+75

S.E. Cor. of step on Information Bldg, Top of 1<sup>st</sup> step.



Proj # 27-52  
Art. Topog from  
Sta. 1066 to Sta. 1072.

~~VOID~~

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

Date Filed 10-10-27

File No. 12

1068

1067

1066

1065

+00 Curp 48<sup>8</sup>  
+00  $\phi$  Tr. 7'  
+00  $\phi$  Tr. 17'

+75 Tr. P. 32<sup>5</sup>

+50 Curp 27<sup>0</sup>  
47<sup>0</sup>

+00 Curp 44<sup>3</sup>  
+00  $\phi$  Tr. 6<sup>8</sup>  
+00  $\phi$  Tr. 16<sup>2</sup>  
+99 Tr. 18/c 32<sup>7</sup>

+58 Cor. of Brick  
X. 22<sup>2</sup>

+45 End of Rail 28<sup>7</sup>

+79 Tr. 18/c 15<sup>1</sup>

+03 Tr. 18/c 14<sup>5</sup>

+01 Brick Cor. 12<sup>2</sup>  
+62<sup>3</sup>  $\phi$  Track  
+51<sup>6</sup>  $\phi$  Track

+45 Brick Cor. 4<sup>5</sup>  
19' X 30

+50 End of Rail 3<sup>1</sup>  
+25<sup>8</sup> Edge of Pave



1071

1070

1069

1068

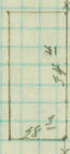
- 100 F. 15<sup>3</sup>

100 Curp 50<sup>2</sup>  
100 Q. Tr. 17  
100 Q. Tr. 17

- 144<sup>4</sup> Bay of F. 15<sup>2</sup>  
- 144<sup>2</sup> Bay 15<sup>2</sup>

145 sty No 22

- 110 Brick Bldgs<sup>2</sup>  
- 110 End of F. 1



136 P.P. 30

- 196 Tr. P. 14<sup>2</sup>

100 Curp 50<sup>2</sup>  
100 Q. Tr. 17  
100 Q. Tr. 7  
199 Tr. P. 29<sup>2</sup>  
186 56"-T-30 C.

- 151 Bay of F. 16  
- 136 End of F. 15<sup>2</sup>

161 12"-T-30 E.

118<sup>2</sup> Hyd 15<sup>2</sup>

136 24"-T-30 C.  
111 12"-T-30 E.

- 100 F. 15<sup>2</sup>

100 Curp 49<sup>2</sup>  
100 Q. Tr. 16<sup>2</sup>  
100 Q. Tr. 6<sup>2</sup>

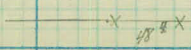
- 182 Tr. P. 14<sup>2</sup>

187 24"-T-30 P.  
178 Tr. P. 29<sup>2</sup>

- 107 F. Cor. 15<sup>2</sup>

161 12"-T-30 E.  
150 Curp 49<sup>2</sup>

197 24"-T-34 P.



1074

1073

1072

1071

- 700 F. 15<sup>4</sup>

700 Corp 75<sup>4</sup>  
700 Q. Tr. 21<sup>2</sup>  
700 Q. Tr. 11<sup>2</sup>

- 778<sup>4</sup> Bldg 15<sup>3</sup>

775 Q. Tr. 19<sup>4</sup>  
775 Q. Tr. 9<sup>2</sup>

- 744 End of F.

762 10" T-29<sup>2</sup> F.  
760 Stable 22<sup>4</sup>  
750 Tr. P. 29<sup>2</sup>  
750 Q. Tr. 17<sup>2</sup>  
750 Q. Tr. 7<sup>2</sup>  
750 Corp 26<sup>2</sup>  
737-30" T-30 C.  
725 Q. Tr. 17<sup>2</sup>  
725 Q. Tr. 7<sup>2</sup>

- 744 Bldg 15<sup>4</sup>

- 741 Tr. P. 13<sup>2</sup>

- 740 F. 15<sup>5</sup>

711-15" T-30<sup>2</sup> F.  
700 Q. Tr. 17<sup>2</sup>  
700 Q. Tr. 7<sup>2</sup>  
700 Corp 58<sup>2</sup>  
786-30" T-50 C.

- 743 Tr. P. 14

761-10" T-50 F.  
750 Corp 55<sup>2</sup>

- 702<sup>E</sup> Bay of F. 16<sup>2</sup>  
701 Hyd 18<sup>2</sup>

743 Tr. P. 29<sup>2</sup>  
736-30" T-30 C.  
700 Corp 51<sup>2</sup>

- 785 End of F. 15<sup>2</sup>

786-30" T-30 C.  
781 Stable 22

- 722 Tr. P. 14<sup>2</sup>

759 Foot Path 24  
750 Corp 50<sup>2</sup>  
735 Q. Foot Path 50  
6' Wide.  
722 Tr. P. 28<sup>2</sup>  
712-12" T-29<sup>2</sup> F.



1077

1076

1075

1074

- 189 Beg. of F. 18<sup>2</sup>  
- 170 End of F. 17<sup>2</sup>

Foundation Wall

- 100 F. 16<sup>5</sup>

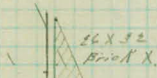
- 115 Beg. of Foundation Line 118  
2' Wide, On Surface

- 112 Tr. P. 14<sup>8</sup>

- 100 F. 15<sup>6</sup>

176 Hyd 18

- 156 Tr. P. 13<sup>5</sup>

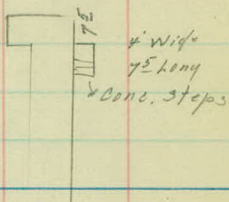


100 Q. Tr. 57<sup>2</sup>  
100 Q. Tr. 45<sup>0</sup>  
198 Tr. Pole 72<sup>2</sup>  
198 Tr. Pole 20<sup>2</sup>  
175 Q. Tr. 55<sup>2</sup>  
175 Q. Tr. 45<sup>1</sup>  
154 Cor. of Brick Crossing 40<sup>5</sup>  
196 Cor. of Brick Crossing 59<sup>2</sup>  
150 Q. Tr. 45<sup>0</sup>  
150 Q. Tr. 55<sup>1</sup>  
148 Side Drain 62<sup>2</sup>  
12" X 34" C.M.  
178 Side Drain 36<sup>2</sup>  
12" X 34" C.M.  
160-18"-T-28<sup>2</sup>  
144-18"-T-28<sup>2</sup>  
125 Q. Tr. 54<sup>2</sup>  
125 Q. Tr. 44<sup>0</sup>  
127-12"-T-28<sup>2</sup>  
11-18"-T-28<sup>2</sup>  
100 Q. Tr. 53<sup>5</sup>  
100 Q. Tr. 43<sup>5</sup>  
  
190 Beg. of Corp 190<sup>2</sup>  
187 Tr. P. 70<sup>2</sup>  
175 Q. Tr. 57<sup>2</sup>  
175 Q. Tr. 41<sup>0</sup>  
  
194 18"-T-29<sup>0</sup>  
181 Tr. P. 51<sup>2</sup>  
150 Q. Tr. 48<sup>2</sup>  
150 Q. Tr. 38<sup>5</sup>  
177-12"-T-29<sup>2</sup>  
161-20"-T-29<sup>2</sup>  
156 Tr. P. 64<sup>5</sup>  
154 End of Corp 117<sup>2</sup>  
135 Tr. P. 64<sup>2</sup>  
125 Q. Tr. 45<sup>2</sup>  
125 Q. Tr. 35<sup>0</sup>  
  
100 Q. Tr. 40<sup>5</sup>  
100 Q. Tr. 50<sup>2</sup>  
100 Corp. 101<sup>2</sup>  
175 Q. Tr. 34<sup>5</sup>  
175 Q. Tr. 24<sup>5</sup>  
174-24"-T-24<sup>2</sup>  
171-10"-T-28<sup>2</sup>  
166 Tr. P. 95<sup>2</sup>  
150-6"-T-27<sup>2</sup>  
150 Q. Tr. 29<sup>2</sup>  
150 Q. Tr. 19<sup>2</sup>  
150 Corp 89<sup>2</sup>  
  
125 Q. Tr. 25<sup>2</sup>  
125 Q. Tr. 15<sup>5</sup>

1080

45

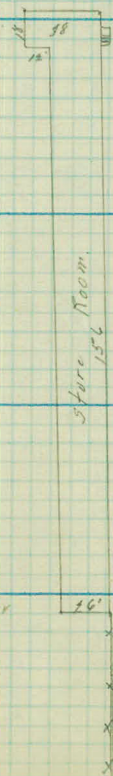
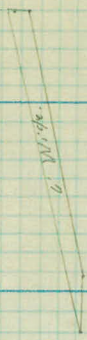
1079



1078

1077

+54 Side Wall 18"<sup>4</sup>  
 +49 Side Wall 18"<sup>4</sup>  
 +49-18"-T-26 M.  
 +57-24"-T-30 M.  
 +28 Q. Ext.  
 48" Wide  
 +03 R/W of 262



+00 Q. Tr. 68 L  
 +00 Q. Tr. 58 L  
 +00-24"-T-18 C.  
 +75 Q. Tr. 68  
 +75 Q. Tr. 58  
 +77 H/c/ 252  
 +66-18"-T-26 C  
 +60 Q. R/W 86  
 +55-0"-T-44 B.  
 +50 Q. Tr. 66 L  
 +50 Q. Tr. 56 L  
 +46-4"-T-23 C E  
 +25 Q. Tr. 65  
 +25 Tr. 55  
 +25-0"-T-28 E  
 +16 Tr. R/W 77  
 +22 Tr. R/W 39  
 +10 Q. of R/W  
 15" Wide  
 +08-24"-T-24 C.  
 +00 Q. Tr. 60 L  
 +00 Q. Tr. 50 L

+59-24"-T-28 C  
 +50 Q. Tr. 58 E  
 +50 Q. Tr. 48 E  
 +59-18"-T-22 C  
 +25 Q. Tr. 56 E  
 +25 Q. Tr. 46 E  
 +09-0"-T-21 C M  
 +05 Tr. R/W 69  
 +05 Tr. R/W 50  
 +00 Q. Tr. 55  
 +00 Q. Tr. 45  
 +85-24"-T-27 C

+75 Q. Tr. 55  
 +75 Q. Tr. 45

+58 Q. Tr. 55 L  
 +58 Q. Tr. 45 L  
 +58-12"-T-24 C

+40 End of Foundation line  
 15-11"  
 +45 Stone R/W 19"  
 +45 End of R. 19"  
 +45-12"-T-18  
 Box Elger.

+15 Q. Tr. 55 L  
 +25 Q. Tr. 45

1083

1082

1081

1080

+00 S. Walk 29<sup>5</sup>  
+98-15"-T-20 E

+74-18"-T-20 E.

+00 Side Walk 23

+76-14"-T-24 B

+71-12"-T-23 F

+46-10"-T-22 F.

+34 2.6' S. Walk 17

+25-14"-T-22 M.

+50-59 to End of  
of a Side Walk

+38. 2' of Ent.  
24 Width  
+26 End of Side Walk  
52 to 2.  
+16 P.P. 20<sup>5</sup>

+00 Q. Tr. 41<sup>5</sup>  
+00 Q. Tr. 41<sup>2</sup>

+84-30"-T-20<sup>5</sup> M

+75 Q. Tr. 45<sup>5</sup>  
+75 Q. Tr. 35<sup>5</sup>

+66-24"-T-20 C.  
+60 Hyd 21

+50 Q. Tr. 47<sup>5</sup>  
+50 Q. Tr. 37<sup>2</sup>

+31 Tr. P/c 65  
+28 Tr. P/c 26  
+25 Q. Tr. 49<sup>2</sup>  
+25 Q. Tr. 39<sup>2</sup>  
+00 Q. Tr. 51<sup>4</sup>  
+00 Q. Tr. 41<sup>2</sup>  
+77-24"-T-18<sup>5</sup> B

+75 Q. Tr. 55<sup>5</sup>  
+75 Q. Tr. 45<sup>5</sup>

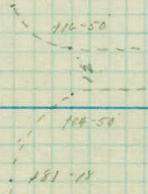
+50 Q. Tr. 59  
+50 Q. Tr. 49  
+31 Tr. P/c 79  
+31 Tr. P/c 39  
+25 Q. Tr. 61<sup>2</sup>  
+25 Q. Tr. 51<sup>2</sup>  
+27-24"-T-21<sup>5</sup> C  
+21-18"-T-26 B  
+06 Q. Tr. 11

+00 Q. Tr. 64<sup>4</sup>  
+00 Q. Tr. 54<sup>2</sup>

+75 Q. Tr. 66<sup>2</sup>  
+75 Q. Tr. 56<sup>2</sup>

+50 Q. Tr. 69<sup>2</sup>  
+50 Q. Tr. 59<sup>2</sup>

+34-24"-T-23 C.  
+25 Q. Tr. 67<sup>2</sup>  
+25 Q. Tr. 57<sup>2</sup>  
+25 Tr. P/c 81  
+25 Tr. P/c 42  
+10 Reg. Measurement  
14' W. 90.



1084

1085

1084

1083



1089

1088

1087

1086

100  $\frac{1}{2}$  Tr. 15<sup>2</sup>  
+97 Corp 13<sup>2</sup>

110  $\frac{1}{2}$  Tr. 8<sup>2</sup>  
128 End of S. Walk 47  
198 S.L. 47  
185 End of H. 1/2 31  
185-36 - T. 52 E.  
185 S.L. 30

107-14" T-20 P<sup>2</sup>  
100 Corp 15<sup>2</sup>  
100  $\frac{1}{2}$  Tr. 20  
100 S. Walk 74  
100 S.L. 71

+81 P.P. 22

100  $\frac{1}{2}$  Tr. 10<sup>2</sup>  
100 Hedge 27<sup>5</sup>  
100  $\frac{1}{2}$  S. Walk 60  
100 S.L. 25  
181 Tr. Pole 26

166 Tr. Pole 22<sup>5</sup>

+58 Corp 16<sup>2</sup>  
158 End of Corp 44

+55 Key of Hedge 26

100 S. 1/2 Walk 50  
100 S.L. 44

+44  $\frac{1}{2}$  S. Walk 25<sup>2</sup>

+26 Tower 20

+55 Tr. Pole 50

100  $\frac{1}{2}$  Tr. 11<sup>2</sup>  
100  $\frac{1}{2}$  Tr. 16<sup>2</sup>  
100 S.L. 23<sup>5</sup>  
184  $\frac{1}{2}$  S. S. Walk 23<sup>2</sup>  
169 Tr. P. 27<sup>2</sup>  
169 S.L. 26  
172 S.L. 80  
175 S.L. 22  
165 Key of S. Walk 50  
164 S.L. 29

+55 P.P. 46

+30 S. 1/2 Walk 50  
+30 S.L. 27

150 S.L. 71  
145  $\frac{1}{2}$  Rd.  
156-6-T-52  
135 End of S. Walk 44  
135 S.L. 43

119-24" T-37 13  
116 S.L. 27

1092

1091

1090

1089

+40<sup>S</sup> Catch Basin 18<sup>2</sup>

- +21 Tr. Pole 28<sup>S</sup>  
+00 Curp 17

+36<sup>B</sup> Bay of Briok  
Pave Between Tr.

+16 Tr. Pole 20



+97 End 2' Wg 11 32  
+76 End Hedge 29<sup>S</sup>  
+91 Tr. P. 28

+70 Bay. Hed 7c 34  
+68 7c - T-34 E  
+67 2' S. Wg 11 35  
+68 End of Hedge 41

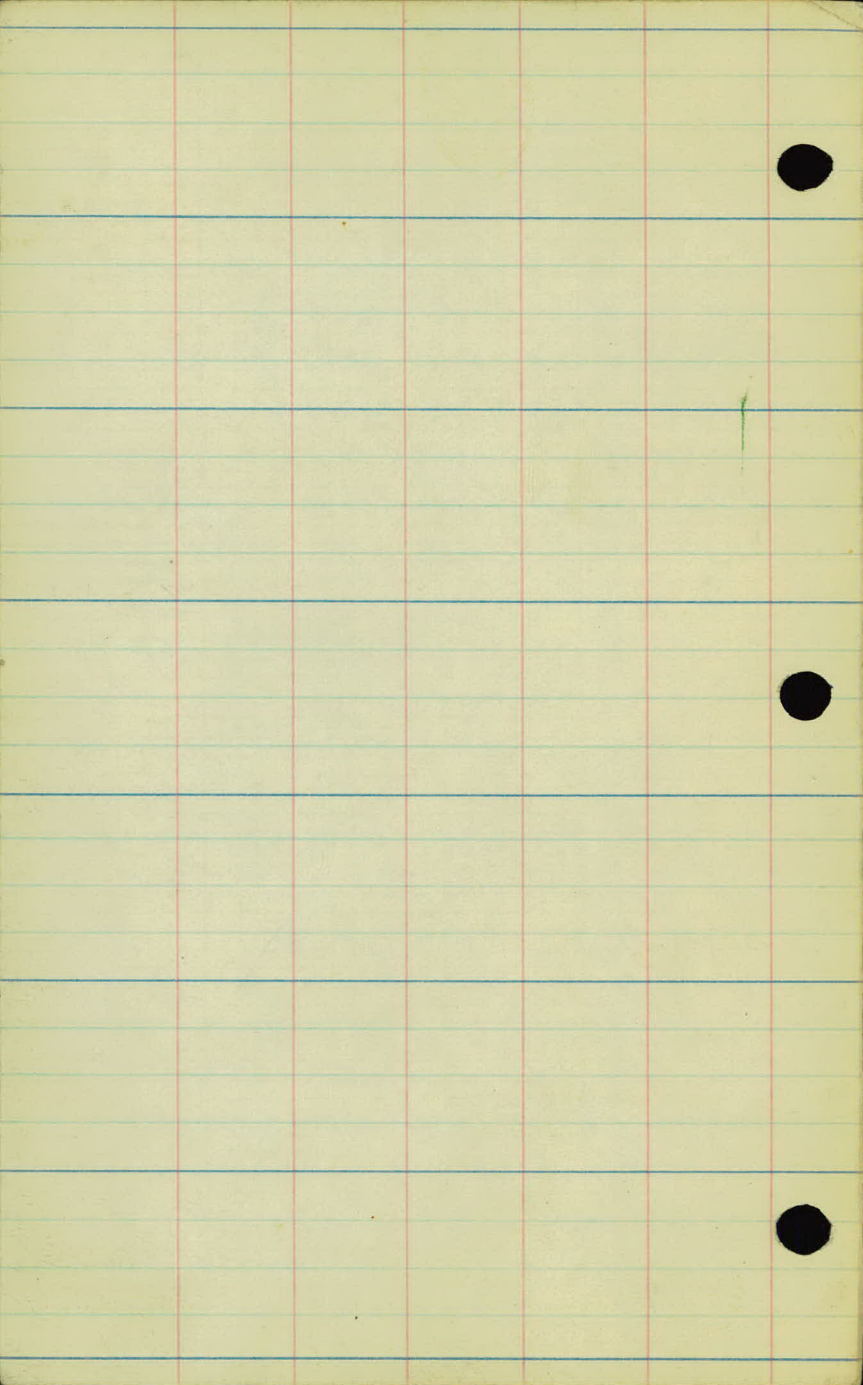
+58 Bay of Hedge 39  
+38 Tr. Pole 32

+51 S. Wall 11 32  
+10 4' S. Wg 11 22  
+96 End of 4' S Wall 39<sup>S</sup>

+81 End of Hedge 35

+31 70" - T-37 E  
+18 Tr. Pole 32  
+18 Hedge Cor. 32

+14 Bay. 4' S. Wall 11 45  
+63 8' Rd.  
16' Wide



+17 Corp 28<sup>4</sup>  
+16 Corp 35<sup>-</sup>  
+08 Corp 20<sup>-</sup>

1071

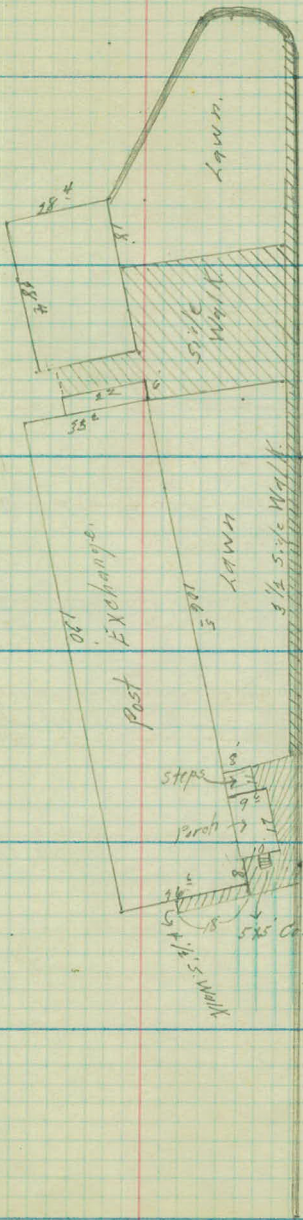
+67 Bldg 59<sup>5</sup>

+27 Bldg 51<sup>4</sup>

1090

1087

1088



+00 Corp 20

+54 Side Walk

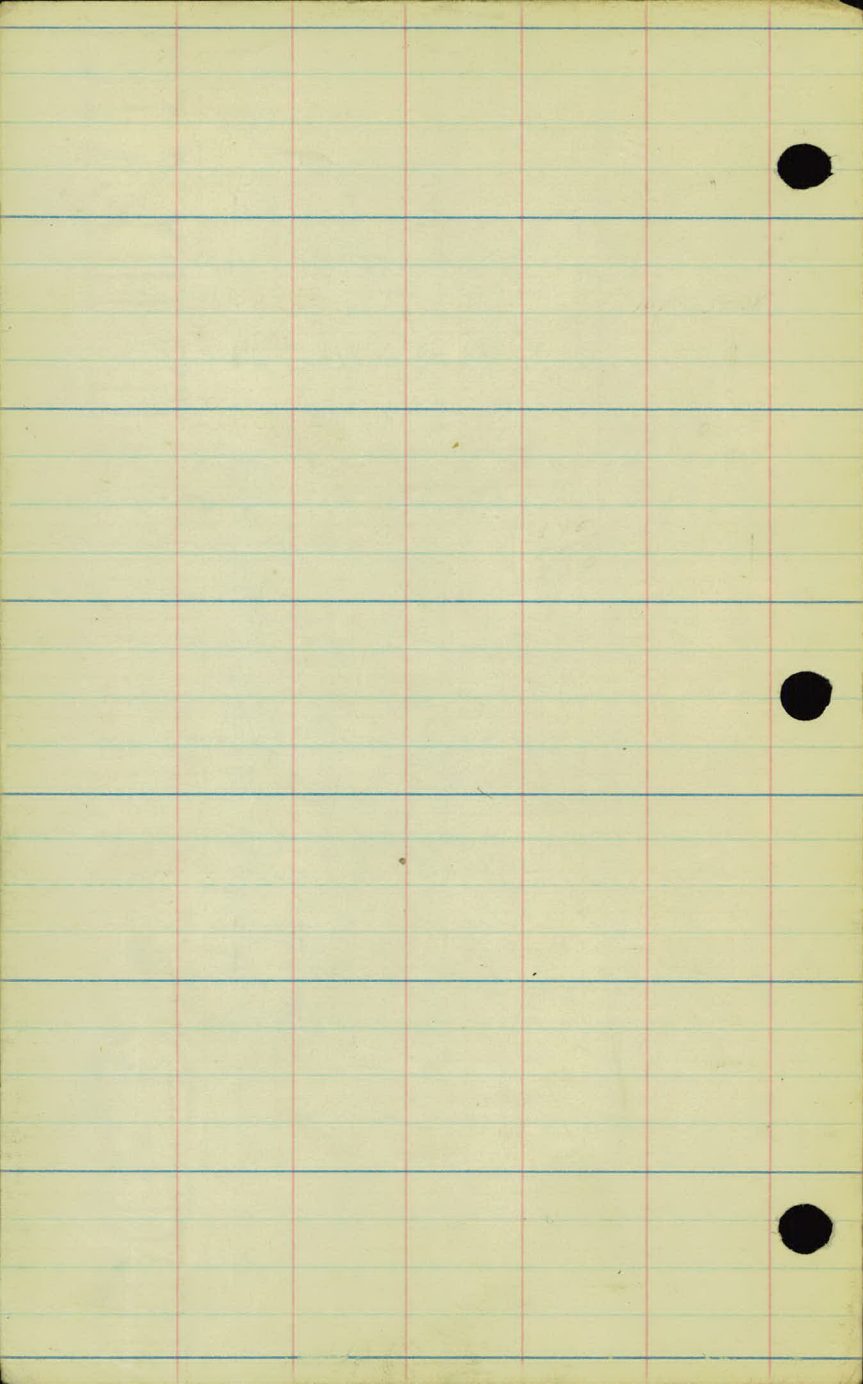
+20 Side Walk

+15 Bldg 49<sup>4</sup>

+00 Corp 17 L

1088 + 88 Bldg 22<sup>2</sup>

+00 Corp 15 L



750

1091

100<sup>th</sup> Tr. 5<sup>th</sup> R.  
& 5<sup>th</sup>  
192<sup>nd</sup> Switch Point

135<sup>th</sup> Tr. 5<sup>th</sup> R.  
& 4<sup>th</sup>

150<sup>th</sup> Sp. Tr. 11<sup>th</sup>

150<sup>th</sup> Tr. 6<sup>th</sup> R.  
& 5<sup>th</sup> L.

1090 134<sup>th</sup>

120<sup>th</sup> Tr. 8<sup>th</sup> L.  
& 5<sup>th</sup> R.

110<sup>th</sup> Tr. 4<sup>th</sup> R.  
& 6<sup>th</sup> L.

0070

16<sup>th</sup> Point

50<sup>th</sup> Tr. 7<sup>th</sup> R.

100<sup>th</sup> Tr. 8<sup>th</sup> R.

150<sup>th</sup> Tr. 8<sup>th</sup> R.

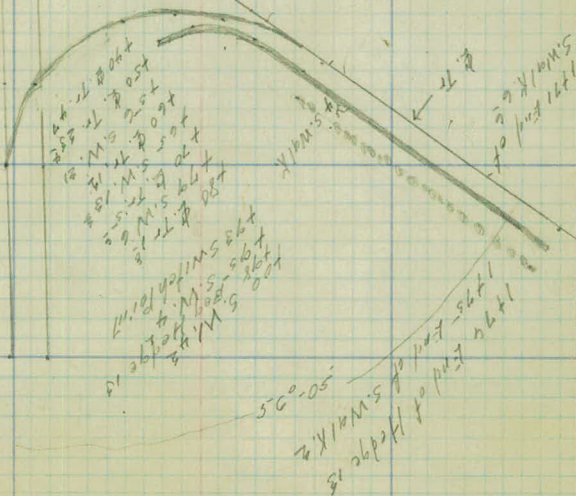
1070

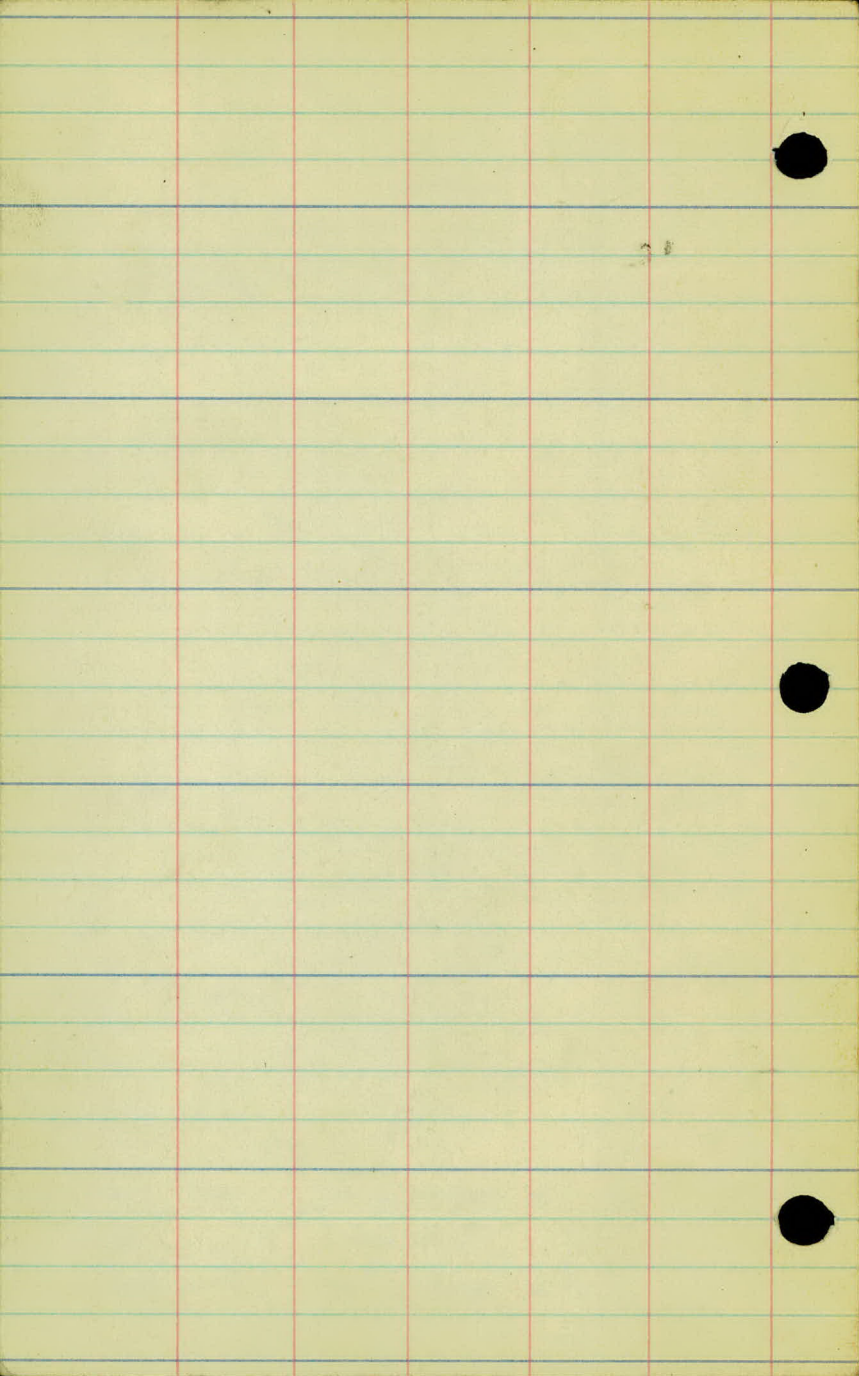
100<sup>th</sup> Tr. 3<sup>rd</sup> L. & R. R.

172<sup>nd</sup> Freq.

149<sup>th</sup> Switch Point

1089





4

1088

076-0160  
078-7440  
077-1940

41-120

01-0540  
044-5740  
4 N 5 7 4 0

075-110  
075-2840  
4 N 5 2 8 0

0400

1087+44 4' of s side Walk 35'

1087+45

90°

90°

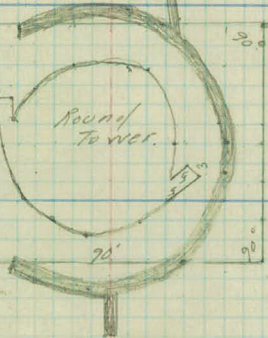
1087+27-90'

1087+14-22'

1087+100-27'

1086+85

90°



Round Tower.

60'

075-0540

075-1940

078-7440

077-1940

076-0160

0400

785 S. Walk 49'

1086+14 Beg of S. Walk 23'

776 S. Walk 44'

0700

0735-9'

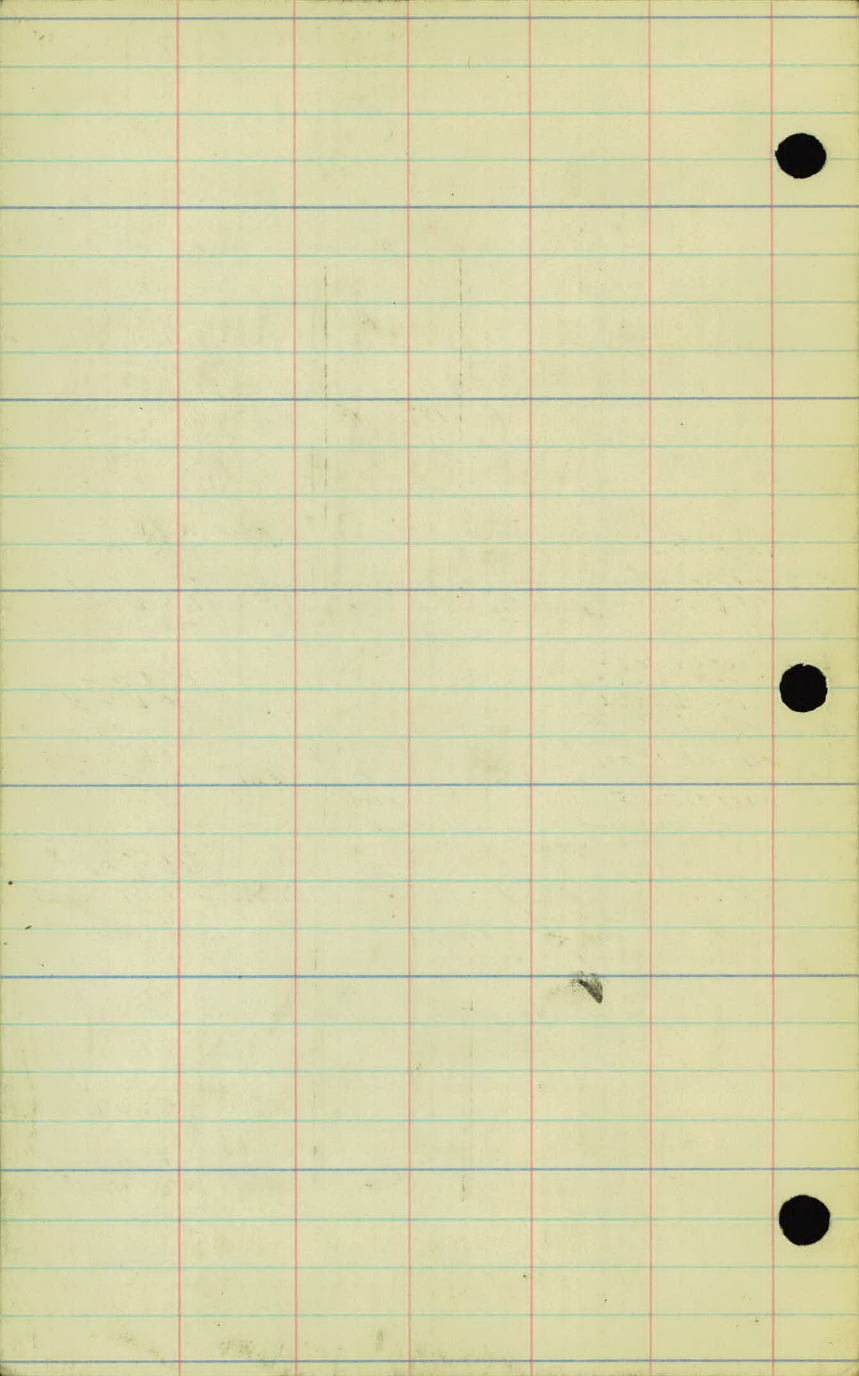
0744-6'

0758-9'

1086

1/19d





S.T.H. #52

(27-52)

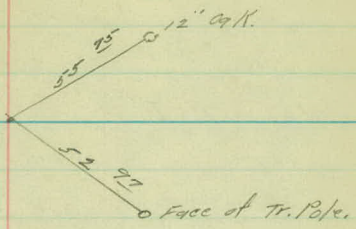
        
        
Toid

Sta. Point A Lt. A M~~X~~

<sup>93</sup>  
1085+95 P.T. 5°-13'  
+50 4°-18'  
1085 3°-18'  
<sup>9</sup>  
1084+65 P.T. A-10°-26'  
+50 2°-18' D-4° Lt.  
1084 1°-18' T-130<sup>20</sup>  
+50 0°-18' L-260<sup>23</sup>  
1083+35<sup>19</sup> P.C. R-1452<sup>69</sup>

<sup>69</sup>  
1083+18 P.T. 3°-34<sup>5</sup>'  
1083 3°-17<sup>2</sup>'  
+50 2°-32<sup>2</sup>'  
1082 1°-47<sup>2</sup>'  
<sup>7</sup>  
1081+99 P.T. 7°-09' A-7°-09'  
+50 1°-02<sup>2</sup>' D-5° Lt.  
1081 0°-17<sup>2</sup>' T-119<sup>34</sup>  
1080+80<sup>36</sup> L-238<sup>53</sup>  
R-1910<sup>08</sup>

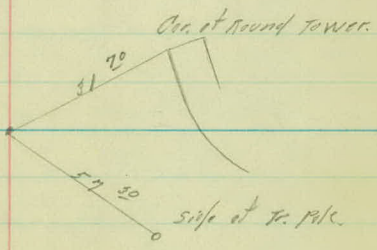
7-9-29



Sta. Point. A Lt. Δ. Rt.

1089+55 <sup>00</sup>	P.T.	2°-58 <sup>5</sup>	
150		2°-47 <sup>5</sup>	
1088		1°-47 <sup>5</sup>	
1088+82 <sup>78</sup>	P.I.	5°-47	Δ - 5°-47
150		0°-47 <sup>5</sup>	P. - 4° Lt.
1088+10 <sup>42</sup>	P.C.	0°-00	T. - 72 <sup>36</sup>
			L. - 144 <sup>58</sup>
			R. - 1432 <sup>69</sup>

1088+09 <sup>28</sup>	P.T.	3°-55	
1088		3°-43	
150		2°-43	
1087+12 <sup>25</sup>	P.I.	7°-50	Δ - 7°-50
1087		1°-43	12 - 4° Rt.
150		0°-43	T - 98 <sup>10</sup>
1086+14 <sup>15</sup>	P.C.	0°-00	L - 195 <sup>83</sup>
			R - 1432 <sup>69</sup>



Sta. Point A Lt. A Rt.

1092+21<sup>63</sup> P.O.T.

1091+39<sup>52</sup> P.I. 51°-49'

Iron Sign Post.

o

11  
2

36.47

o Side of Tr. Pole

$$183 + 36.36$$

$$183 + 18.69$$

$$\hline 17.69$$

$$119.34$$

$$\hline 137.01$$

$$130.78$$

$$3.7$$

$$3 \times 11.2$$

$$44$$

$$3 \overline{) 13.4}$$

$$\underline{12}$$

Proj. # 27-52  
Alignment from Sta 1066  
to Sta. 1092.

~~VOID~~

Received 6-27-27  
E. J. [Signature]

Sta. Point  $\Delta$  Lt.  $\Delta$  Rt.

1084+66<sup>62</sup> P.I. 8°-21' 4° C.

1082+00 P.I. 7°-09' 5° C.

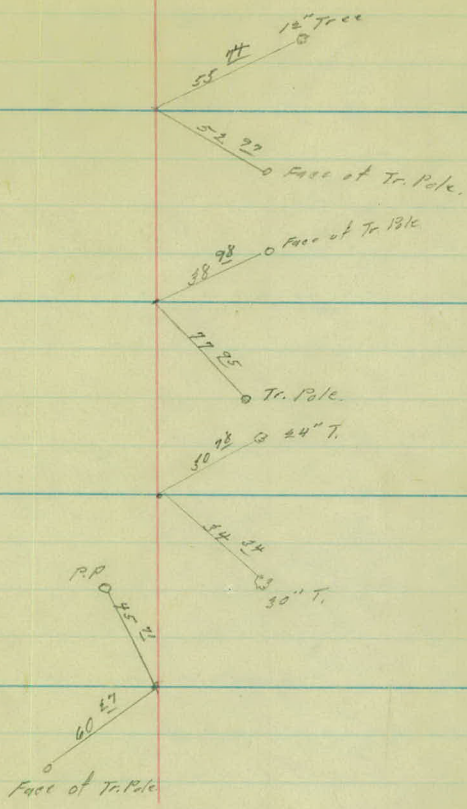
1078+12<sup>26</sup> P.I. 5°-06' 5° C.

1066+67<sup>77</sup> P.I. 62°-34' X

1065+95<sup>1</sup> P.O.T.

1059+57<sup>0</sup> P.O.T.

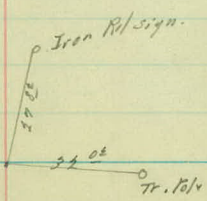
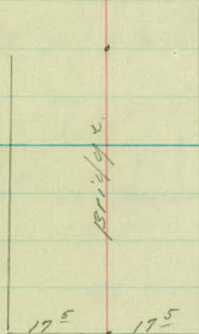
N. 28° - 55' E

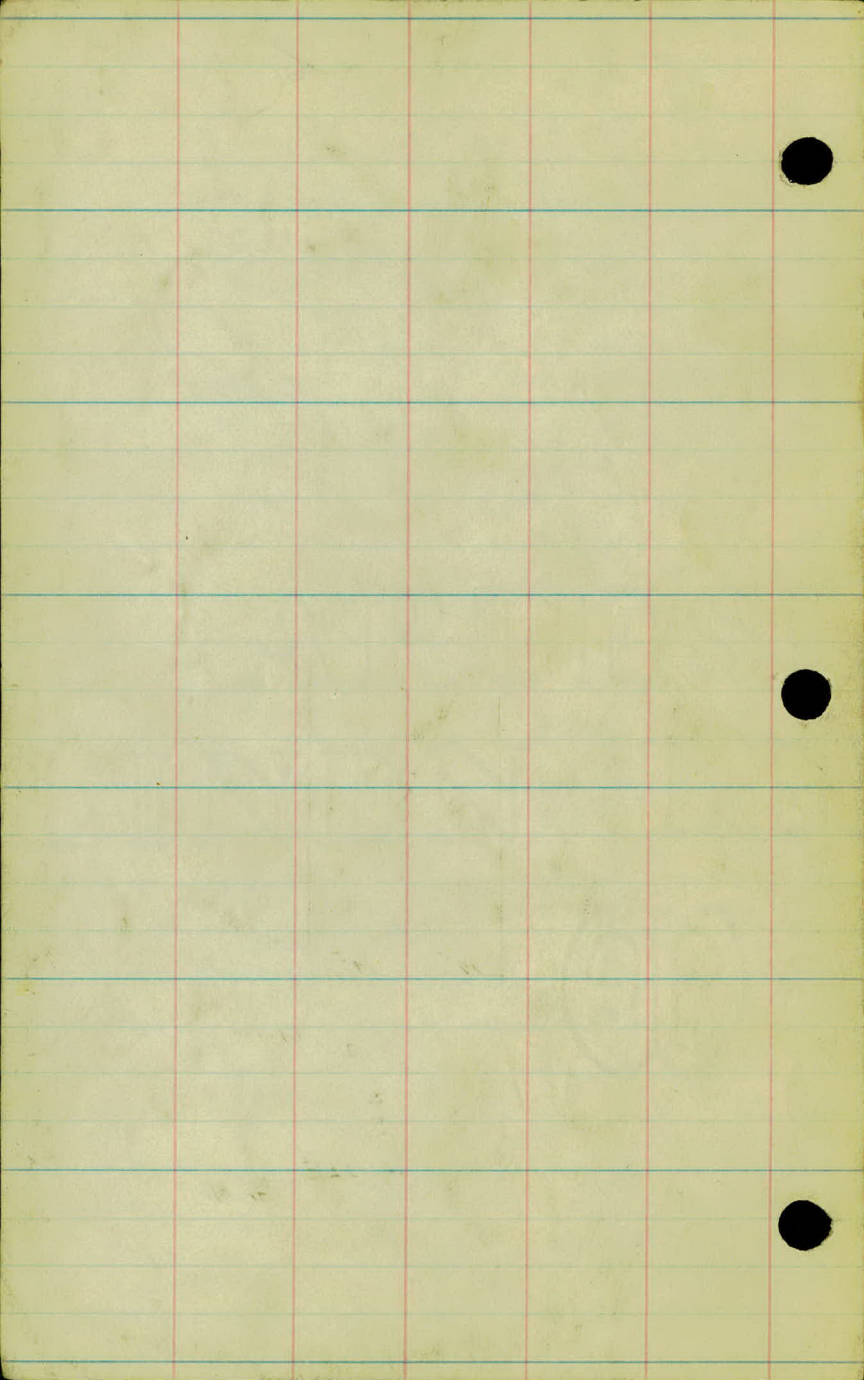


Sta. Point.  $\Delta$  Lt.  $\Delta$  Rt.

1092 + 18<sup>23</sup> P.O.T.

1091 + 46<sup>88</sup> P.I. 51<sup>2</sup>-51





Proj: # 47-52.

x sections & center line levels  
from Sta. 1066 to Sta. 1092.

~~VOID~~

Sta.	+	H.I.	-	Rod	Elev.
B.M.	5.14	815.37 ✓		810.23	
	5.51	815.37 ✓	5.51	809.86 ✓	
B.M.			5.37	810.00 ✓	
1066				5.2	10.2
+24					10.11
+49 <sup>4</sup>				4.52	10.85
+54 <sup>4</sup>				4.69	10.68
+59 <sup>2</sup>				4.63	10.74
+65 <sup>3</sup>				4.65	10.72
+69 <sup>2</sup>		P.I.		4.8	10.57
1067				5.0	10.37
+50				4.9	10.5
1068				4.5 ✓	10.9
T.P.	6.47	817.67 ✓	4.17	811.20 ✓	
+50				5.9	11.8
1069				5.5	12.2
+50				5.2	12.5
1070				5.1	12.6

SpK in P.P. 28 Mt. Sta. 1060+28

SpK in 24" tree 100 Mt. Sta. 1067+20

<u>5.33</u>	<u>5.26</u>		<u>5.04</u>	<u>5.04</u>
33	21	5.20	22	42

Top of curb

<u>5.6</u>	<u>5.2</u>	<u>4.67</u>	<u>5.29</u>		<u>5.00</u>
33	22	5	5	5.26	33

<u>5.7</u>	<u>5.9</u>		<u>4.5</u>	<u>4.7</u>
33	13	4.8	24	33

Top of Rail

<u>5.3</u>	<u>5.3</u>		<u>4.58</u>	<u>4.35</u>	<u>4.6</u>	<u>4.5</u>	<u>4.90</u>
33	17	5.0	44	19.3	20	34	44

T.R.

<u>4.9</u>	<u>4.5</u>	<u>4.8</u>		<u>4.13</u>	<u>4.01</u>	<u>4.5</u>	<u>4.4</u>
33	17	9	4.9	47	19.8	23	38

T.R.

<u>3.7</u>	<u>4.0</u>		<u>3.75</u>	<u>5.63</u>	<u>4.8</u>	<u>5.93</u>	<u>4.75</u>
33	20	4.5	47	197	27	49	49

Top of Curb  
on Pav.

T.R.

<u>6.1</u>	<u>6.1</u>	<u>6.4</u>	<u>6.1</u>		<u>5.57</u>	<u>5.52</u>	<u>6.3</u>	<u>6.6</u>
33	14	12	10	5.9	48	17.6	24	33

T.R.

<u>5.6</u>	<u>5.6</u>	<u>5.7</u>		<u>5.20</u>	<u>5.17</u>	<u>6.0</u>	<u>6.7</u>	<u>6.0</u>	<u>5.72</u>
33	15	8	5.5	46	17.5	23	33	41	42.8

Top of Curb

T.R.

<u>5.0</u>	<u>5.0</u>		<u>4.86</u>	<u>4.85</u>	<u>5.7</u>	<u>6.1</u>
33	15	5.2	47	17.7	25	33

T.R.

<u>4.7</u>	<u>4.5</u>	<u>5.0</u>		<u>4.55</u>	<u>4.50</u>	<u>5.3</u>	<u>5.8</u>	<u>5.25</u>	<u>5.95</u>
33	13	12	5.1	48	17.6	23	33	50	50

Top of Curb

Sta.	T	H.I.	-	Red	Elev.
		817.67			
	+50			4.9	12.8
1071				4.4	13.3
	+50			3.9	13.8
1072				5.3	14.4
	+50			2.9	14.8
T.P.	6.45	821.33	2.79	814.88	
1073				6.4	14.9
	+50			6.1	15.2
1074				5.7	15.6
	+50			5.3	16.0
1075				4.9	16.4
	+50			4.6	16.7
1074				4.2	17.1
	+50			4.0	17.3

T.R.  
 $\frac{46}{33}$   $\frac{46}{15}$  4.9  $\frac{486}{49}$   $\frac{419}{197}$   $\frac{5.2}{24}$   $\frac{5.9}{33}$

T.R. Top of Deck  
 $\frac{4.3}{33}$   $\frac{4.5}{25}$   $\frac{4.5}{16}$  4.4  $\frac{482}{49}$   $\frac{5.75}{197}$   $\frac{4.8}{24}$   $\frac{5.5}{36}$   $\frac{4.4}{42}$   $\frac{4.39}{502}$   $\frac{5.07}{502}$

T.R.  
 $\frac{3.2}{33}$   $\frac{3.8}{15}$  3.9  $\frac{3.46}{4.8}$   $\frac{3.43}{19.6}$   $\frac{4.4}{35}$   $\frac{4.5}{33}$

T.R.  
 $\frac{3.6}{33}$   $\frac{3.1}{14}$   $\frac{3.4}{11}$  3.3  $\frac{3.18}{48}$   $\frac{3.10}{197}$   $\frac{3.7}{24}$   $\frac{4.2}{37}$   $\frac{3.6}{45}$   $\frac{3.45}{57}$   $\frac{4.12}{51}$

T.R.  
 $\frac{2.9}{33}$   $\frac{2.9}{16}$  2.9  $\frac{2.82}{4.5}$   $\frac{2.74}{19.5}$   $\frac{3.4}{23}$   $\frac{4.1}{35}$

T.R.  
 $\frac{6.4}{33}$   $\frac{6.4}{15}$  6.4  $\frac{6.11}{48}$   $\frac{6.10}{196}$   $\frac{6.7}{23}$   $\frac{7.2}{35}$   $\frac{6.4}{48}$   $\frac{6.05}{587}$   $\frac{6.75}{587}$

Building. T.R.  
 $\frac{6.2}{133}$  6.1  $\frac{5.7}{5.4}$   $\frac{5.83}{204}$   $\frac{6.5}{24}$   $\frac{7.1}{33}$

T.R. Top of Deck  
 $\frac{5.7}{33}$   $\frac{5.8}{16}$  5.7  $\frac{5.32}{94}$   $\frac{5.53}{244}$   $\frac{6.0}{28}$   $\frac{5.6}{40}$   $\frac{5.2}{50}$   $\frac{5.10}{75}$   $\frac{5.79}{75}$

T.R.  
 $\frac{5.4}{33}$   $\frac{5.4}{16}$  5.3  $\frac{5.3}{12}$   $\frac{5.00}{167}$   $\frac{5.12}{318}$   $\frac{5.4}{33}$

T.R. Top of Deck  
 $\frac{4.6}{33}$   $\frac{4.7}{14}$  4.7  $\frac{5.1}{22}$   $\frac{4.68}{273}$   $\frac{4.59}{426}$   $\frac{5.1}{44}$   $\frac{5.2}{70}$   $\frac{4.8}{82}$   $\frac{4.41}{100}$   $\frac{5.75}{100}$

T.R.  
 $\frac{4.1}{33}$   $\frac{4.2}{16}$   $\frac{4.4}{13}$  4.4  $\frac{4.7}{20}$   $\frac{4.5}{26}$   $\frac{4.40}{36}$   $\frac{4.12}{512}$

T.R.  
 $\frac{3.8}{33}$   $\frac{3.8}{16}$   $\frac{4.2}{11}$  4.2  $\frac{4.6}{41}$   $\frac{4.2}{27}$   $\frac{4.4}{32}$   $\frac{5.2}{36}$   $\frac{4.5}{40}$   $\frac{4.12}{442}$   $\frac{3.90}{50.6}$

T.R.  
 $\frac{3.7}{33}$   $\frac{4.0}{17}$  4.0  $\frac{4.4}{40}$   $\frac{4.2}{27}$   $\frac{4.1}{32}$   $\frac{5.2}{36}$   $\frac{5.2}{37}$   $\frac{3.90}{424}$   $\frac{3.90}{598}$   $\frac{4.0}{60}$   $\frac{4.3}{74}$

Sta.	+	H.I.	-	Rod	Elev.
		821.33			
1077				3.7	17.6
	+50			3.9	17.4
T.P.	2.68	819.74	4.05	817.28	
1078				3.2	16.8
	+50			3.5	16.5
1079				3.7	16.1
	+50			4.3	15.7
B.M.				2.42	817.54
1080				5.2	14.8
	+50			6.4	13.6
T.P.	0.51	813.98	6.49	813.47	
1081				1.7	12.3
	+50			2.8	11.2
1082				3.4	10.6
	+50			4.1	09.9
1083				4.5	09.5
B.M.				2.24	811.72

<u>42</u>	<u>42</u>	<u>38</u>		<u>40</u>	<u>44</u>	<u>46</u>	<u>40</u>	<u>41</u>	<u>5.8</u>	<u>54</u>	<u>46</u>	<u>42</u>	<u>410</u>
33	78	14	3.7	13	17	24	27	31	34	39	41	42	576

T.R.

Building

<u>4.6</u>		<u>42</u>	<u>44</u>	<u>38</u>	<u>44</u>	<u>54</u>	<u>54</u>	<u>46</u>	<u>4.5</u>	<u>4.5</u>
174	3.9	10	18	22	32	35	39	42	42.7	57.

T.R.

Building

<u>3.7</u>	<u>3.4</u>		<u>3.8</u>	<u>3.3</u>	<u>3.8</u>	<u>4.5</u>	<u>4.5</u>	<u>3.7</u>	<u>3.62</u>	<u>3.60</u>
29	12	3.2	15	20	32	35	38	42	42.7	57.7

T.R.

Building

<u>40</u>	<u>38</u>		<u>44</u>	<u>46</u>	<u>50</u>
26	14	3.5	15	28	35

Building

<u>45</u>	<u>410</u>		<u>45</u>	<u>43</u>	<u>43</u>	<u>62</u>	<u>54</u>	<u>5.23</u>	<u>499</u>
265	12	3.9	15	27	37	44	48	52.5	65.2

T.R.

Top of S. Walk

<u>42</u>	<u>44</u>	<u>48.7</u>	<u>5.03</u>	<u>5.0</u>	<u>4.5</u>	<u>48</u>	<u>46</u>	<u>47</u>	<u>6.3</u>
33	25	24	186	17	11	43	14	23	406

Top of Hyd Mt. Sta. 1079 + 80

S. Walk	<u>3.95</u>	<u>3.7</u>	<u>5.8</u>	<u>5.8</u>	<u>5.2</u>	<u>5.8</u>	<u>5.1</u>	<u>5.6</u>	<u>5.8</u>	<u>7.2</u>	<u>7.0</u>	<u>6.80</u>	<u>6.65</u>
	39	37	18	16	7	52	15	29	42	50	53	561	71

T.R.

<u>6.9</u>	<u>7.1</u>	<u>6.7</u>		<u>7.0</u>	<u>7.2</u>
33	18	12	64	20	33

<u>1.7</u>	<u>1.8</u>	<u>2.7</u>	<u>2.0</u>		<u>2.4</u>	<u>2.8</u>	<u>3.1</u>	<u>2.4</u>	<u>2.30</u>	<u>2.25</u>
33	20	17	10	17	16	35	47	47	521	677

T.R.

1.53 Top of S. Walk 14.

<u>2.5</u>	<u>2.8</u>	<u>3.3</u>	<u>3.0</u>		<u>3.2</u>	<u>3.9</u>	<u>4.2</u>	<u>3.6</u>	<u>3.06</u>	<u>2.82</u>
37	21	18	12	2.8	11	33	40	44	46.5	214

T.R.

<u>3.3</u>	<u>3.7</u>	<u>4.0</u>	<u>3.4</u>		<u>4.3</u>	<u>4.7</u>	<u>4.1</u>	<u>3.87</u>	<u>3.68</u>
33	21	20	8	3.4	16	33	36	39.2	57.2

T.R.

<u>4.1</u>	<u>4.3</u>	<u>4.6</u>		<u>4.9</u>	<u>5.0</u>	<u>5.8</u>	<u>5.8</u>	<u>4.8</u>	<u>4.53</u>	<u>4.45</u>
33	18	16	4.1	17	27	29	30	33	36	50.8

T.R.

<u>4.8</u>	<u>4.8</u>	<u>5.2</u>		<u>5.5</u>	<u>6.0</u>	<u>5.5</u>	<u>5.32</u>	<u>5.14</u>
33	19	16	4.5	20	23	27	29.4	47.2

T.R.

Top of Hyd Mt. Sta. 1082 + 75.

Sta.	+	H.I.	-	Rod	Elev.
		813.98 ✓			
+50				5.2	08.8
1084				5.6	08.4
+56				6.5	07.7
1085				6.7	07.3
T.P.	2.13	811.01 ✓	5.10	808.88 ✓	
+50				4.3	06.7
1086				4.6	06.4
+50				4.8	06.2
1087				5.0	06.0
+59				5.4	05.6
1088				5.6	05.4
+50				5.8	05.2
1089				6.1	04.9
T.P.	6.24	810.38 ✓	6.87	804.14 ✓	
+50				5.62	04.76

T.R.

	<u>5.2</u>	<u>5.4</u>	<u>5.7</u>		<u>5.5</u>	<u>6.4</u>	<u>6.4</u>	<u>5.9</u>	<u>5.85</u>	<u>5.76</u>
	33	19	17	5.2	12	16	17	19	216	266

5.67 Top of S.Walk etc.

T.R.

<u>5.4</u>	<u>5.3</u>	<u>6.1</u>	<u>6.1</u>		<u>5.7</u>	<u>6.24</u>	<u>6.30</u>	<u>6.5</u>	<u>7.2</u>	<u>6.9</u>	<u>7.0</u>	<u>6.7</u>
33	21	19	16	5.6	10	13.7	287	32	85	37	50	70

T.R.

T.R.

<u>5.8</u>	<u>5.7</u>	<u>6.4</u>	<u>6.4</u>		<u>6.61</u>	<u>6.63</u>	<u>6.7</u>
33	25	21	17	6.3	3.6	209	306

T.R.

T.R.

<u>6.1</u>	<u>6.1</u>	<u>6.8</u>	<u>6.5</u>	<u>6.7</u>		<u>6.95</u>	<u>6.95</u>	<u>7.2</u>	<u>7.8</u>
33	29	26	14	2	6.7	2.4	174	28	63

T.R.

T.R.

<u>3.3</u>	<u>3.5</u>	<u>4.0</u>	<u>4.1</u>		<u>4.27</u>	<u>4.34</u>	<u>4.8</u>	<u>4.8</u>
33	28	25	19	4.3	1.7	16.5	26	32.5

T.R.

T.R.

<u>3.8</u>	<u>4.2</u>	<u>4.6</u>		<u>4.53</u>	<u>4.56</u>	<u>5.4</u>	<u>5.9</u>	<u>5.5</u>
42.2	30	17	4.6	0.80	15.1	22	36	37.2

T.R.

T.R.

<u>4.2</u>	<u>4.5</u>	<u>4.6</u>		<u>4.80</u>	<u>4.88</u>	<u>5.5</u>
40.6	25	22	4.80	18.9	33	

T.R.

T.R.

<u>4.2</u>	<u>4.4</u>	<u>4.9</u>	<u>5.03</u>		<u>5.06</u>	<u>5.3</u>
50.4	25	16	0.80	5.0	14.2	27.7

T.R.

T.R.

<u>4.5</u>	<u>4.7</u>	<u>5.19</u>	<u>5.5</u>	<u>5.39</u>		<u>5.44</u>	<u>5.8</u>	<u>6.5</u>	<u>6.5</u>
33	18	15.9	15.7	1.3	5.4	13.8	26	28	33

T.R.

T.R.

<u>4.4</u>	<u>4.6</u>	<u>5.3</u>	<u>5.7</u>	<u>5.67</u>		<u>5.61</u>	<u>5.9</u>	<u>6.4</u>
33	17	13.6	13	3.3	5.6	12.7	24	33

T.R.

T.R.

<u>4.6</u>	<u>4.7</u>	<u>5.48</u>	<u>6.1</u>	<u>5.81</u>		<u>5.82</u>	<u>6.1</u>	<u>6.4</u>
23	25	14.5	14.5	2.9	5.8	12.1	25	33

T.R.

T.R.

<u>5.7</u>	<u>6.3</u>	<u>6.14</u>		<u>6.05</u>	<u>6.4</u>	<u>6.6</u>
14	14	3.9	6.1	11.3	27	33

T.R.

T.R.

<u>3.9</u>	<u>5.0</u>	<u>5.03</u>	<u>5.7</u>	<u>5.55</u>		<u>5.65</u>	<u>6.1</u>	<u>6.05</u>
15	20	15.8	15.8	4.8	5.62	10.2	19	40

T.R.

Sta.	t	H.I.	-	Rod	Elev.
1090		810.58 ✓		5.7	04.7
	+50			5.9	04.5
1091				6.0	04.4
	+46 <sup>88</sup>			5.64	04.72
	+50			5.66	04.72
	+75			5.81	04.57
1094				5.6	04.8
B.M.				4.50	805.88
B.M.				5.88	804.50 ✓
				5.05	Hyd.

Top of S. Walk

				T.R.		T.R.		
46	5.32	5.36	60	5.79		5.80	5.9	6.1
54	214	16.9	16.9	5.3	5.7	7.7	30	5.3

Top of S.W.

				T.R.		T.R.		
5.3	5.65	6.3	6.05			5.86	6.0	6.1
36	18.8	18.6	6.3	5.9		8.9	28	5.3

Top of S. Walk

Top of Curb

5.4	5.6	5.32	5.0	5.7	5.77	6.3	6.01	6.00	6.1
71	5.33	5.35	5.0	24	20	20	8.2	6.0	7.9

Edge of Pav.

T.R.

5.7	5.5	5.86	5.79			5.80	6.33	5.72	6.40
69	45	208	3.6	5.66		9	22.5	22.6	38

Top of Curb

T.R.

5.66	5.89	5.75				5.84	6.17	5.67	6.6
42	19.8	24	5.66			10	17.8	17.8	33

Top of Curb

T.R.

5.5	5.55	5.76				5.74	6.10		
50	345	11.6	5.81			5.7	3.3		

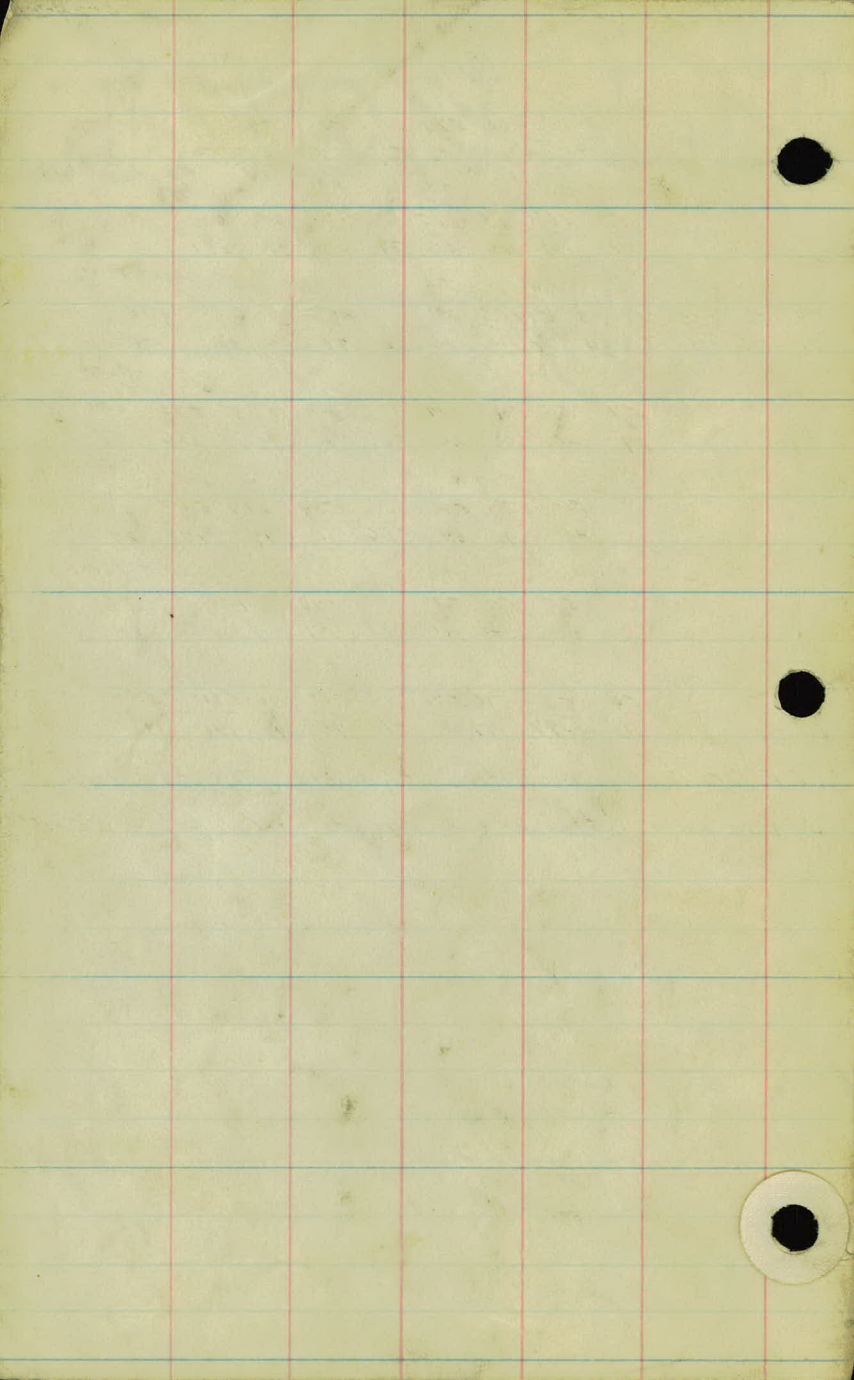
Edge of Pav.

T.R.

54	5.20	5.76	5.70			5.64	5.76	5.21	5.35
36	7.7	17.7	8	5.6		7.5	17.6	17.6	33

S.E. Cor. of Step on International Bldg. Top of 1<sup>st</sup> step.

Spt. in large Cotton wood Lt. Sta. 34 On Proj. # 25-58



2/6/28

CWS  
A.M.C.  
A.B.  
W.A.

Alignment  
Ditch Right Sta 1014+00

S.T.H. #52  
FORT SHELING  
PROJ. 27-52 "A"

FIVE WITH  
27-52

Lt Rt.

11+95 P.I. 48°-29'

10+00 P.I. 3°-18'

8+00 P.I. 7°-18'

7+25 P.I. 8°-40'

6+00 P.I. 4°-53'

0+00

( 749-28 )

1014 100

Sta	Point	Lt	Rt
-----	-------	----	----

22 + 31.50

Bridge.

20 + 85.8

12°-58'

17 + 97.0

35°-22'

14 + 66.5 P.I.

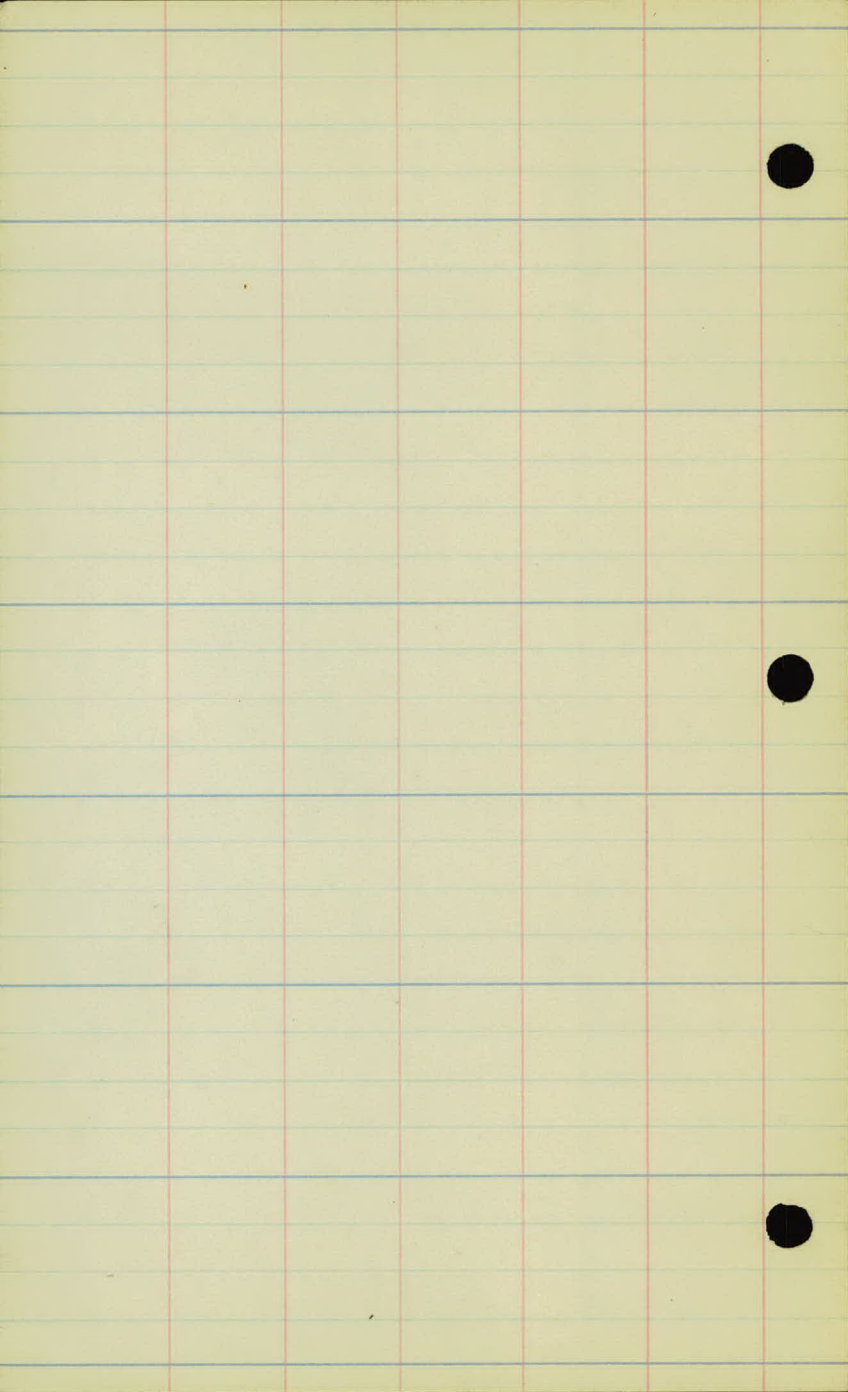
36°-00'

14 + 25 P.I.

35°-38'



Center of Arch  
of Bridge



2/3/28

Topography  
lett 3<sup>rd</sup> 1014+00  
Ditch

CWS  
A Mc.  
A B.  
W.A.

5

4

3

200

100

000

+30 Tr 12"

Timber

Timber

Waste land.

Waste land.

18" V.P.

Project

27-52

11

10

9

8

7

6

+76 Tr. 12.

+95 Tr. 15'

+25 3-1/2 15'

17

16

15

14

13

12

Q.  
Pitch

S.L. +97 4-20'

4-20'

Golf Course

S.L. 5-21'

S.L. 5-21'

+66<sup>5</sup>  
+61.5 End Cut B  
+28.000 Cut on A.  
+25.500 4-20  
S.L. 5-21'

S.L. +66<sup>5</sup> 4-20'

S.L. 5-21'

Golf Course

Meadow

S.L. 5-21

A

23

+31<sup>5</sup> B Bridge.

22

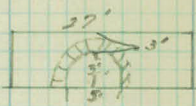
21

20

15" X 18 V.P.

19

18



+10 End Tree W

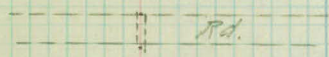
+90 Beg Cluster  
Tree 15'

+75 Tr 10'

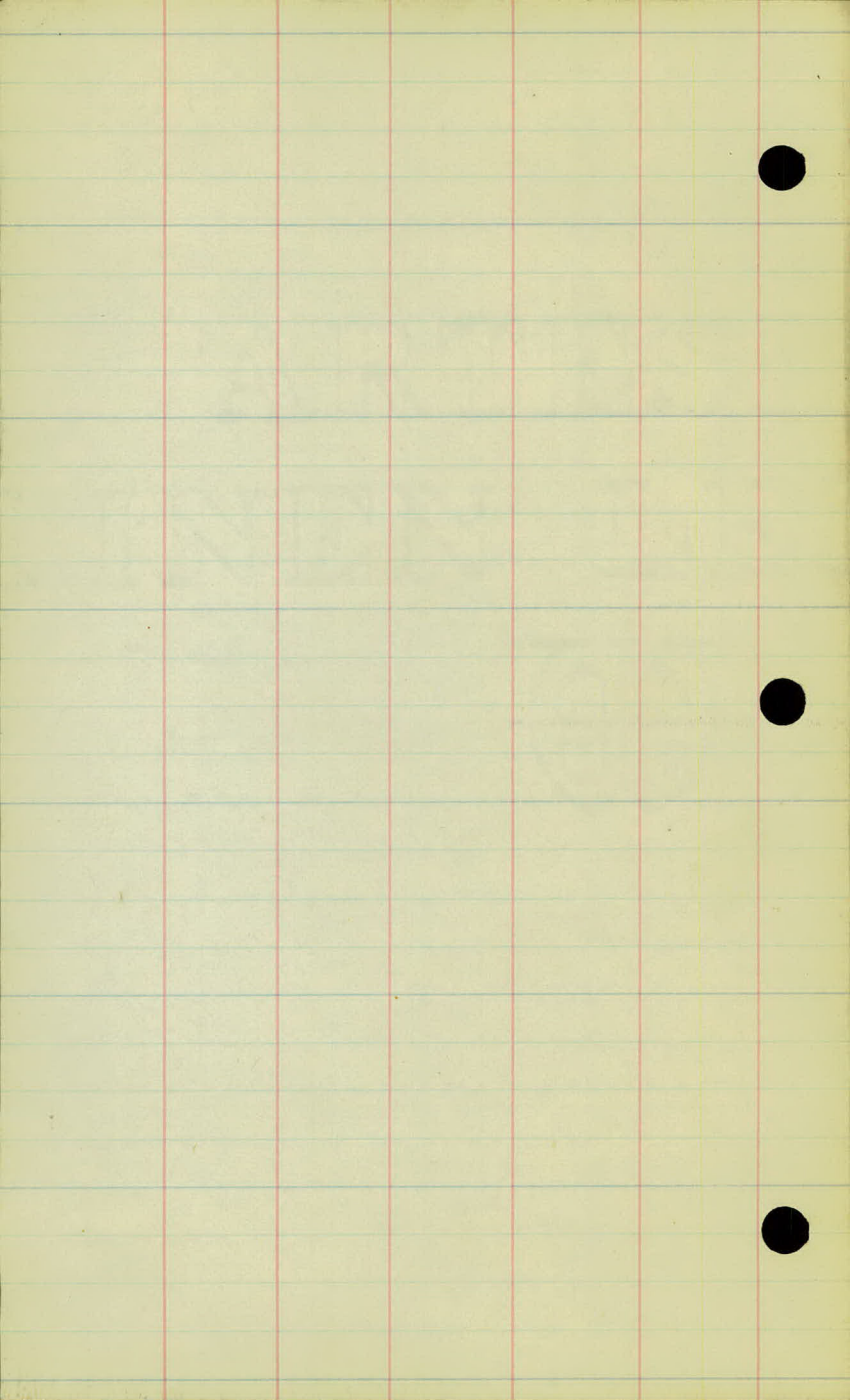
Yard

Yard.

+36 End Culu. to  
+18 Beg Culu 2



36. 1' - 28



3/6/28

CWS.

A.M.C.

A.B.

W.A.

£ levels

lets sta 101400

Ditch

Sta	+	H.I.	-	Elev.
B.M.	3.94	821.79		817.85
0+00				
+				
+16				10.3 811.5
1+00				10.1 11.7
2+00				10.3 11.5
3+00				10.0 11.8
4+00				10.0 11.8
T.P.	4.04	821.68	4.10	817.64
5+00				10.3 11.4
6+00				10.2 11.5
7+00				10.9 10.8
8+00				10.7 11.0
9+00				11.1 10.6
10+00				11.0 10.7

spike in 24" Polar 40' at Sta 1015+90  
to Road.

End V.P. Culu.

Stn		H.I.	-	Elev	
11+00		821.68		10.8	10.9
B.M.	274	819.01	5.41	816.27	
	+95			8.5	10.5
12+00				8.5	10.5
13+00				8.3	10.7
14+00				8.4	10.6
	+29			9.1	9.9
	+61.5			9.4	9.6
15+00				9.2	9.8
16+00				9.5	9.5
17+00				9.9	9.1
	+99			10.2	8.8
18+00				10.2	8.8
T.P.	552	816.11	8.42	810.59	

spike in 5" Oak 30' 40' + 11 + 25.

Bottom V.P. inlet

" " outlet.

Sta	+	H.I	-	Elev.
13+00		816.11		7.8 8.3
+18				7.8 8.3
+37				7.8 8.3
20+00				7.0 7.8 8.3 9.1
+20				7.8 8.3
21+00				8.1 8.0
22+00				9.6 6.5
+31.5				10.0 806.1

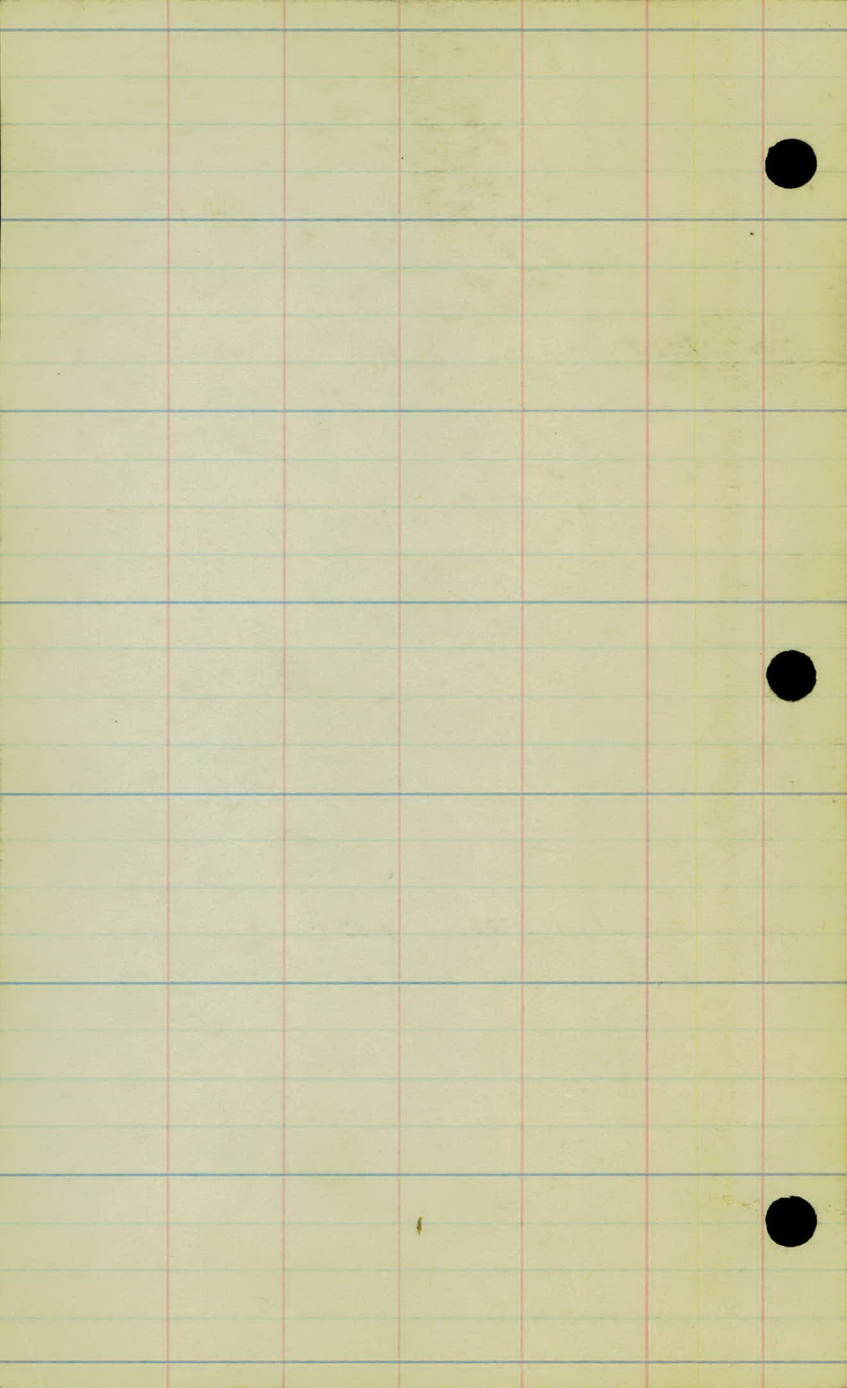
B.M.	3.43	816.11	3.43	812.68
T.P.	8.66	819.25	5.52	810.59
B.M.	5.52	821.79	2.98	816.27 = 816.27
T.P.	4.19	921.85	4.13	917.66
B.M.			3.97	917.88 = 912.85

intake V.P.

Outlet V.P.

Nail in top stump 35 ft stg 22 + 27

2 pits in



U2500