

PLANS SURVEY

FULHAM STREET

From Larpenteur Ave. to Co. Rd. A?

RAMSEY CO. PROJ. 2799

Road $\frac{1}{2}$ N^o 99

File N^o 12

of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 1-19-27

File No. 12

Cross Sections

Frederickson Road
From Carpenter Ave
to County Rd. H "2"
9/6 99

Pros. 27-99

Station	+	H.I.	-	Elev.
B.M.	6.33	981.84		975.51
0+00				74.80
+15				74.2 <u>74.0</u>
+21				72.5
+26				72.6 <u>72.5</u>
+33				76.6
+50				77.4
1+00				73.2
+50				73.0
2+00				74.7
T.P.	6.74	982.10	6.48	975.36
+50				73.3
3+00				73.3
+50				75.0

Lt.

Rt.

R.R. Spike in T.P. 60' Rt. Sta. 0+20

7.35 2.10 + 6.75
33 7.04 33

8.0 7.3
33 7.6 33

9.6 9.5 9.0 9.0
33 16 7.3 15 33

9.7 9.7 9.2 9.2
33 17 9.2 15 33

7.0 5.5 5.5
33 16 5.2 33

7.4 5.7 5.5 5.4
33 10 4.4 2.0 33

10.7 9.7 9.6 6.6
33 20 8.6 2.9 33

7.6 9.5 8.5 10.0 10.0 8.0 8.2
33 18 8.8 10 14 14 18 33

6.2 6.7 8.2
33 19 7.1 33

5.5 7.3 10.0 10.2
33 4.0 8.8 2.0 33

6.5 7.5 10.2 10.6
33 11 8.8 2.0 33

6.0 5.7 6.2 8.5 9.5
33 2.4 5 7.1 1.8 33

Station	+	H.I.	-	Elev.
		982.10		
4+00				77.2'
+50				80.3'
T.P.	7.26	988.13'	1.23	980.87'
5+00				82.5'
+50				82.7'
				81.2'
6+00				81.3'
+50				80.1'
T.P.	3.82	984.85'	7.10	981.03'
7+00				77.8'
+50				77.1'
8+00				77.1'
+50				78.0'
9+00				81.5'
+30				81.5'

lt.

rt.

$\frac{3.7}{2.3}$	$\frac{4.2}{1.6}$	4.9	$\frac{6.0}{1.2}$	$\frac{6.7}{2.0}$	$\frac{6.5}{3.3}$
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$\frac{1.7}{3.8}$	$\frac{2.0}{1.9}$	1.8	$\frac{2.0}{2.4}$	$\frac{2.1}{3.3}$
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$\frac{2.5}{3.3}$	$\frac{3.3}{2.0}$	4.6	$\frac{5.7}{1.8}$	$\frac{5.8}{3.3}$
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$\frac{3.5}{3.3}$	$\frac{4.6}{1.7}$	5.4	$\frac{6.9}{2.0}$	$\frac{6.3}{3.3}$
-------------------	-------------------	-----	-------------------	-------------------

$\frac{5.0}{3.3}$	$\frac{6.0}{1.1}$	6.9	$\frac{8.2}{1.8}$	$\frac{7.0}{3.3}$
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$\frac{7.5}{3.3}$	8.0	$\frac{10.4}{3.3}$
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$\frac{5.7}{3.3}$	$\frac{6.2}{1.7}$	$\frac{6.2}{8}$	7.1	$\frac{8.2}{1.3}$	$\frac{8.5}{3.3}$
-------------------	-------------------	-----------------	-----	-------------------	-------------------

$\frac{6.7}{3.3}$	$\frac{7.7}{2.3}$	7.8	$\frac{7.4}{1.0}$	$\frac{9.7}{3.3}$
-------------------	-------------------	-----	-------------------	-------------------

$\frac{8.0}{3.3}$	$\frac{8.0}{1.7}$	7.8	$\frac{6.8}{1.6}$	$\frac{6.2}{3.3}$
-------------------	-------------------	-----	-------------------	-------------------

$\frac{7.8}{3.3}$	$\frac{7.2}{1.1}$	6.9	$\frac{6.3}{.9}$	$\frac{4.5}{2.3}$	$\frac{4.5}{3.3}$
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$\frac{5.2}{3.3}$	$\frac{4.8}{1.9}$	$\frac{4.1}{1}$	3.4	$\frac{2.2}{1.7}$	$\frac{1.8}{3.3}$
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$\frac{5.5}{3.3}$	$\frac{4.2}{1.4}$	3.4	$\frac{1.6}{1.7}$	$\frac{2.0}{3.3}$
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station	+	H.I.	-	Elev.
		984.85		
	+50			79.9' ✓
10+00				75.9' ✓
	T.P.	3.03	979.99'	7.89
	+50			975.96'
				72.6' ✓
11+00				70.8' ✓
	+50			70.8' ✓
	+72			70.3' ✓
12+00				70.9' ✓
	+50			75.5' ✓
B.M.			6.39	974.60' 978.63'
B.M.	5.33	978.96'		973.63'
12+50				
13+00				74.9' ✓
	+50			74.2' ✓
14+00				73.3' ✓

Lt.

Rt.

Cold

7.3	5.6		3.2	3.2
33	76	5.0	19	33

10.3	10.3		8.8	8.4
33	18	9.0	15	33

7.6	7.2	7.2		9.0	7.2
33	26	14	7.4	15	33

10.8	9.8		10.6	11.2
33	18	9.2	7	33

10.8	9.6		9.8	9.6
33	12	9.2	16	33

11.5	11.2	10.6		9.7	10.7	10.0
33	29	9	9.7	7	17	33

11.3	11.0	9.5		8.2	7.7
33	28	8	9.1	16	33

				3.0	2.3
			4.5	13	33

R.R. Spike 27' Lt. of Sta. 18+43

" " " " " "

8.0	7.4	6.5	5.0	4.1		
33	27	22	11	2	3.5	

5.4	4.7			2.4	0.90
33	15		4.1	16	33

6.7	5.7			2.8	2.5
33	15	4.8		12	33

7.4	9.0	8.0	7.2	6.6		4.0	3.4
33	29	28	14	7	5.7	17	33

Station	+	H.I.	-	Elev
		978.96		
+60				78.7 ✓
+75				71.8 ✓
15+00				70.3 ✓
T.P.	1.00	971.53	8.43	970.53 ✓
+50				67.3 ✓
16+00				66.2 ✓
+50				63.5 ✓
17+00				62.3 ✓
+50				60.7 ✓
T.P.	0.87	965.15	7.25	964.28 ✓
18+50		See last page for		58.3 ✓ 2191 18+00
19+00				57.0 ✓
+50				55.3 ✓
T.P.	1.53	956.25	10.48	924.72 ✓
20+00				51.2 ✓

$\frac{92}{33}$ $\frac{82}{28}$ $\frac{72}{22}$ $\frac{60}{9}$ $\frac{55}{7}$ $\frac{42}{8}$ $\frac{45}{23}$

$\frac{102}{33}$ $\frac{82}{30}$ $\frac{72}{23}$ $\frac{62}{4}$ $\frac{5.1}{7}$ $\frac{46}{7}$ $\frac{50}{33}$

$\frac{123}{33}$ $\frac{118}{20}$ $\frac{100}{19}$ $\frac{87}{7}$ $\frac{7.8}{7}$ $\frac{67}{33}$

$\frac{63}{33}$ $\frac{53}{17}$ $\frac{4.7}{16}$ $\frac{2.6}{12}$ $\frac{1.2}{33}$

$\frac{83}{33}$ $\frac{72}{20}$ $\frac{64}{10}$ $\frac{5.3}{13}$ $\frac{2.8}{33}$ $\frac{7.6}{33}$

$\frac{94}{33}$ $\frac{90}{23}$ $\frac{8.0}{11}$ $\frac{72}{22}$ $\frac{6.0}{33}$

$\frac{88}{33}$ $\frac{88}{19}$ $\frac{9.2}{20}$ $\frac{92}{20}$ $\frac{90}{33}$

Nail in T.P. 23' 11' 27' 17+23
 $\frac{110}{33}$ $\frac{104}{19}$ $\frac{110}{17}$ $\frac{113}{10.8}$ $\frac{113}{5}$ $\frac{103}{11}$ $\frac{97}{14}$ $\frac{97}{33}$

$\frac{52}{33}$ $\frac{57}{28}$ $\frac{68}{15}$ $\frac{6.9}{20}$ $\frac{65}{20}$ $\frac{58}{33}$

$\frac{67}{33}$ $\frac{74}{17}$ $\frac{8.2}{20}$ $\frac{82}{20}$ $\frac{80}{33}$

$\frac{100}{33}$ $\frac{93}{16}$ $\frac{9.9}{19}$ $\frac{10.8}{19}$ $\frac{105}{33}$

$\frac{98}{33}$ $\frac{87}{27}$ $\frac{62}{10}$ $\frac{5.1}{17}$ $\frac{47}{17}$ $\frac{44}{33}$

Station	+	H.I.	-	Elev.
		956.25		
+50				47.3' ✓
21+00				43.1' ✓
T.P.	4.04	949.35	10.92	945.33'
+22				41.5' ✓
+54				41.9' ✓
+61				38.5' ✓
22+00				37.2' ✓
T.P.	2.83	942.50	9.38	939.97'
+63				36.2' ✓
23+00				33.0' ✓
+50				32.8' ✓
24+00				31.5' ✓
+50				31.6' ✓
25+00				30.7' ✓
+50				32.0' ✓

15.6 11.0 9.2 7.8 7.3 6.4
33 16 9 9.0 5 22 33

16.4 15.8 13.8 11.2 8.7
33 21 11 13.2 17 33

ditch
12.3 8.7 8.4 5.6 3.0
33 28 7 7.9 18 33

" ditch
6.0 6.6 12.0 12.0 6.8 4.0
33 11 6 4 7.5 15 33

" ditch
5.5 6.0 7.8 12.0 12.0 ditch 7.5 7.8 4.6
33 19 8 6 3 10.9 4 11 33

ditch
4.0 7.0 8.3 12.7 12.7 ditch 10.0 8.2 5.0
33 20 8 3 1 12.2 3 11 33

ditch ditch
6.2 6.2 6.7 8.0 8.0 6.8 6.2
33 2.2 6 8 1 6.6 15 33

7.0 7.2 11.2 11.6
33 18 7.8 17 33

10.5 10.5 10.8 11.2
33 18 10.5 21 33

11.0 11.1 11.2 11.2
33 20 11.3 19 33

11.2 11.2 11.0 11.0
33 19 11.2 20 33

11.2 11.2 11.0 11.0
33 22 11.1 2.0 33

11.2 11.2 10.8 11.0
33 21 10.8 2.2 33

Station	+	H.I.	-	Elev.
		942.80		
26+00				31.7 ✓
+15				31.8 ✓
+27				38.5 ✓
+37 ⁴				38.8 ✓
B.M.			8.48	934.32 934.33
T.P.	0.50	964.78		964.28
18+00				58.7

Note chainmen missed this one on the first cross sections.

$\frac{115}{33}$ $\frac{113}{19}$ 11.1 $\frac{11.1}{21}$ $\frac{11.2}{33}$

$\frac{113}{33}$ $\frac{110}{19}$ 11.0 $\frac{11.0}{22}$ $\frac{11.0}{33}$

$\frac{4.2}{33}$ $\frac{4.0}{15}$ 4.3 $\frac{4.2}{17}$ $\frac{4.8}{23}$

$\frac{4.0}{33}$ 4.0 $\frac{4.5}{33}$

R.R. Spike in T.P. 40' Lt. Sta. 26+15

$\frac{5.3}{33}$ $\frac{5.3}{25}$ $\frac{6.0}{10}$ 6.1 $\frac{6.2}{18}$ $\frac{6.7}{33}$

station

+

H.I.

-

Elev.

1-11-27

Ch. Levels
Frederickson Road
From Harpenteur Ave
to Co. Rd. #2

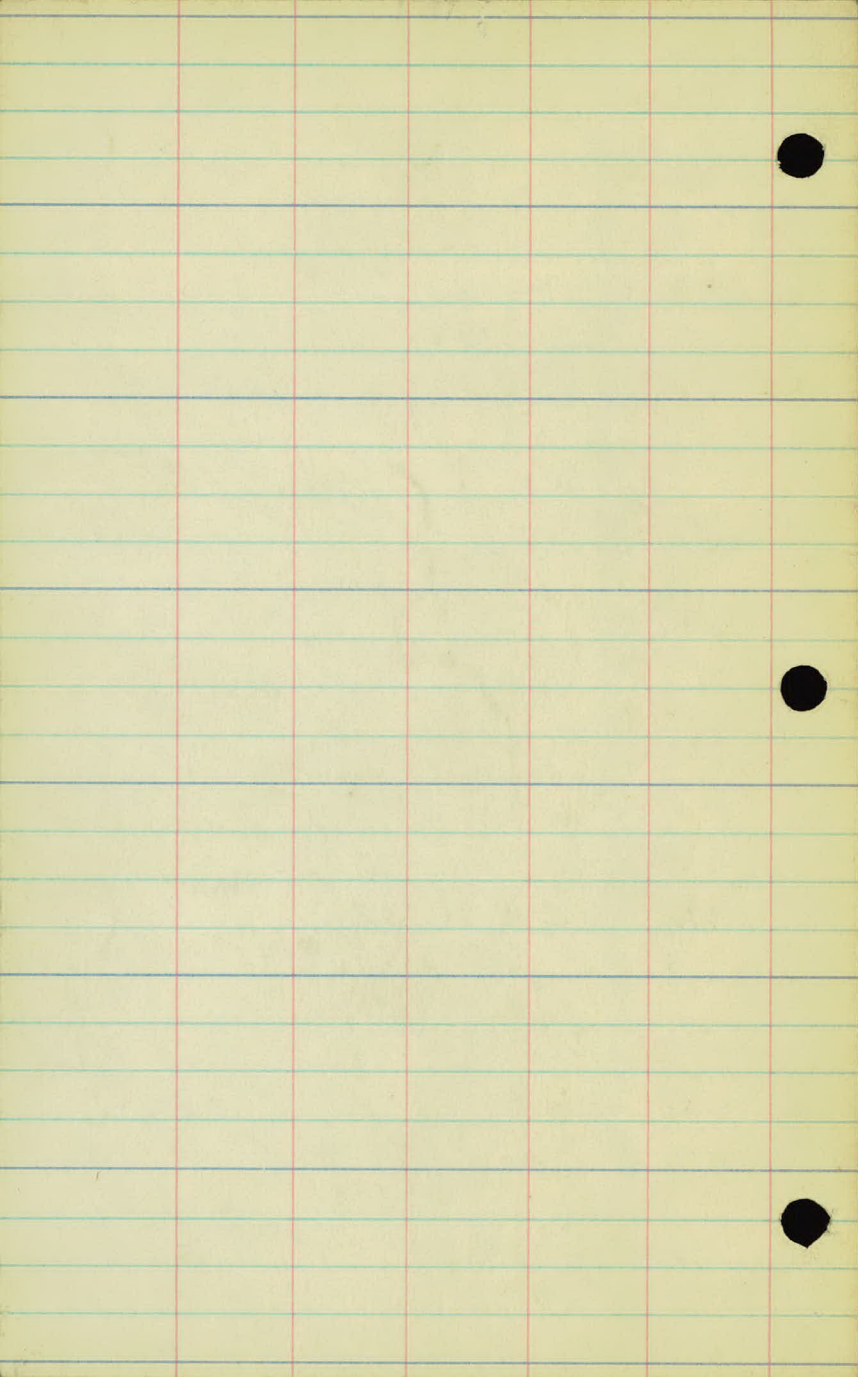
	+	H.T.	-	Elev.
B.M.	7.86	962.34		955.48
T.P.	7.60	962.83	8.11	955.23
T.P.	6.80	966.97	2.76	960.07
T.P.	8.62	973.80	1.69	965.18 ✓
T.P.	7.99	980.99	0.80	973.00
T.P.	4.45	981.17	4.27	976.92
T.P.	8.20	985.45	3.99	977.28
B.M.			3.97	981.51 ✓
T.P.	4.20	988.09	1.59	983.89
T.P.	5.53	984.75	8.27	979.22
T.P.	5.32	981.31	8.76	975.99 ✓
			5.80	975.51
B.M.	5.33	986.84		975.51
T.P.	8.55	984.54	4.85	975.99 ✓
T.P.	7.85	986.79	5.42	979.12
T.P.	1.70	985.65	3.02	983.75
B.M.			4.15	981.50
T.P.	4.04	981.30	8.39	977.26
T.P.	5.16	981.57	4.89	976.41
T.P.	1.70	975.08	8.19	973.28
B.M.	1.53	966.71	9.90	965.18 ✓
T.P.	4.05	964.15	6.62	960.09
T.P.	7.05	967.33	8.87	955.28
B.M.			6.81	955.52

R.R. spike on T.P. S.E. Cor Snelling & Karpen
Ave

nail in T.P.

R.R. spike in 40" Cotton Wood 30' Rt. N.W. Cor.

R.R. spike on T.P. S.E. Cor. Snelling & Kar. Av.



1

PROPOSED ROAD

THRU SO. 1/2 SEC. 17.

From Larpenieur Ave to Co. Road "A"
1/2 mile west of Cleveland Av.

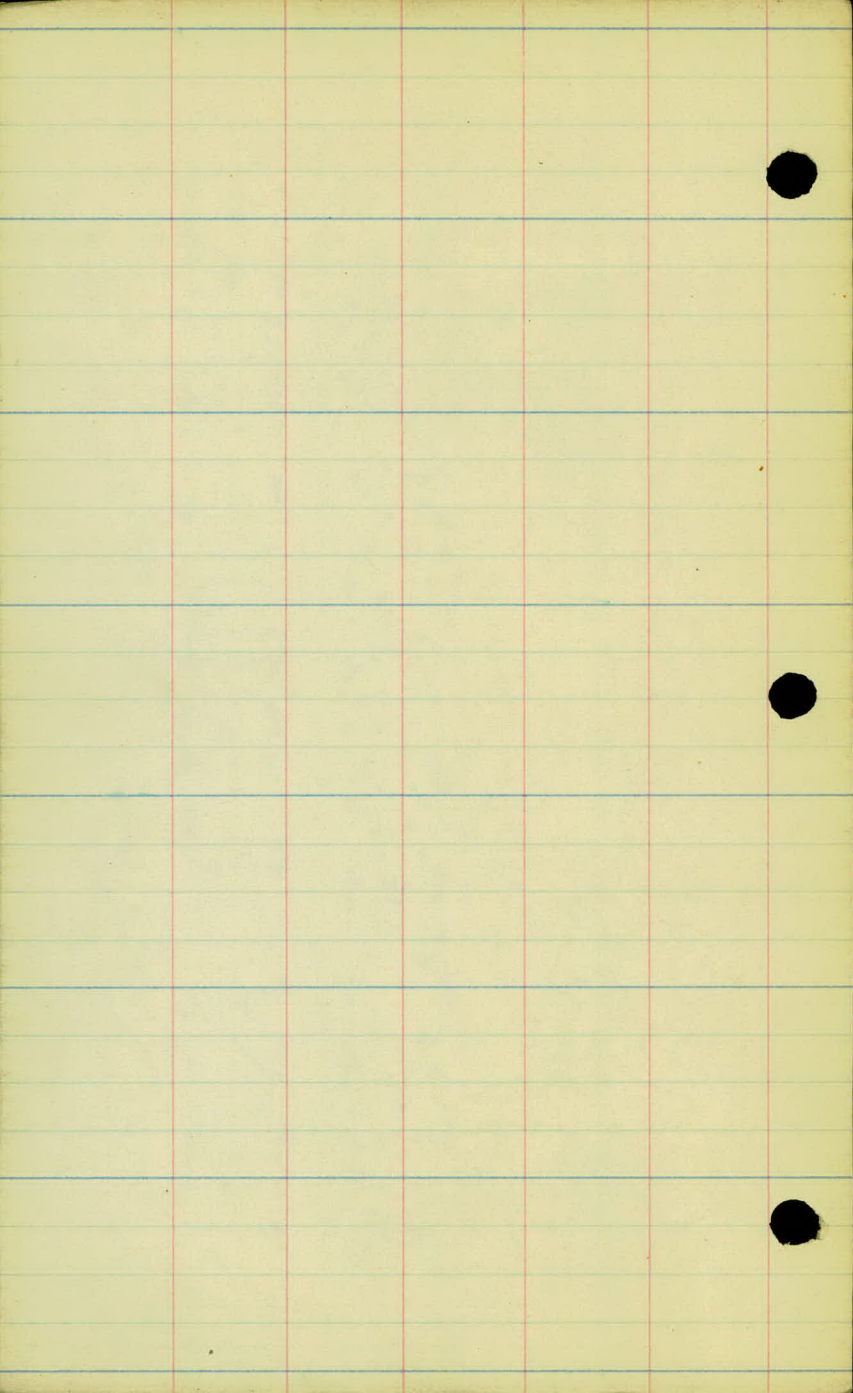
INDEX

Alignment - Sta 0 - 26+37.6 P. 2 - P. 3
Topography - " 0 - 26+37.6 P. 4 - P. 8

Prop. 27-99

21
22-61-1

OFFICE OF THE
STATE ENGINEER
DESIGNER



ALIGNMENT.

Station Point Lt. Δ Rt. Bear.

26+37.6 Mont

19+21.⁵⁵ P.O.T.

14+63.⁹⁵ P.O.T.

9+89.3 P.O.T.
Mont

5+21.9 P.O.T.

0+00 Mont

N. 15.00° S.
5.00° 31' W.

T.P. @ 61.84

Center Sec. 17

G.R. Post

L.O. Road

M. 12'

"A"-2

-17.88

G.R. Post

T.P. @ 54.14

89°55'

2614.72

T.P. @ 160.5

Nail Root 14" Tree @ 30.22

202' @ 12" Oak.

T.P. @ 24.98

Hub.

16.2' @ 10" Oak.

Iron Pipe

21.6'

Top 10" Stump

Iron Mon. @ 51.2' --- 659' Approx

23.85' @ 10" Oak.

Hub

6.35' @ 2" Oak.

90°03'

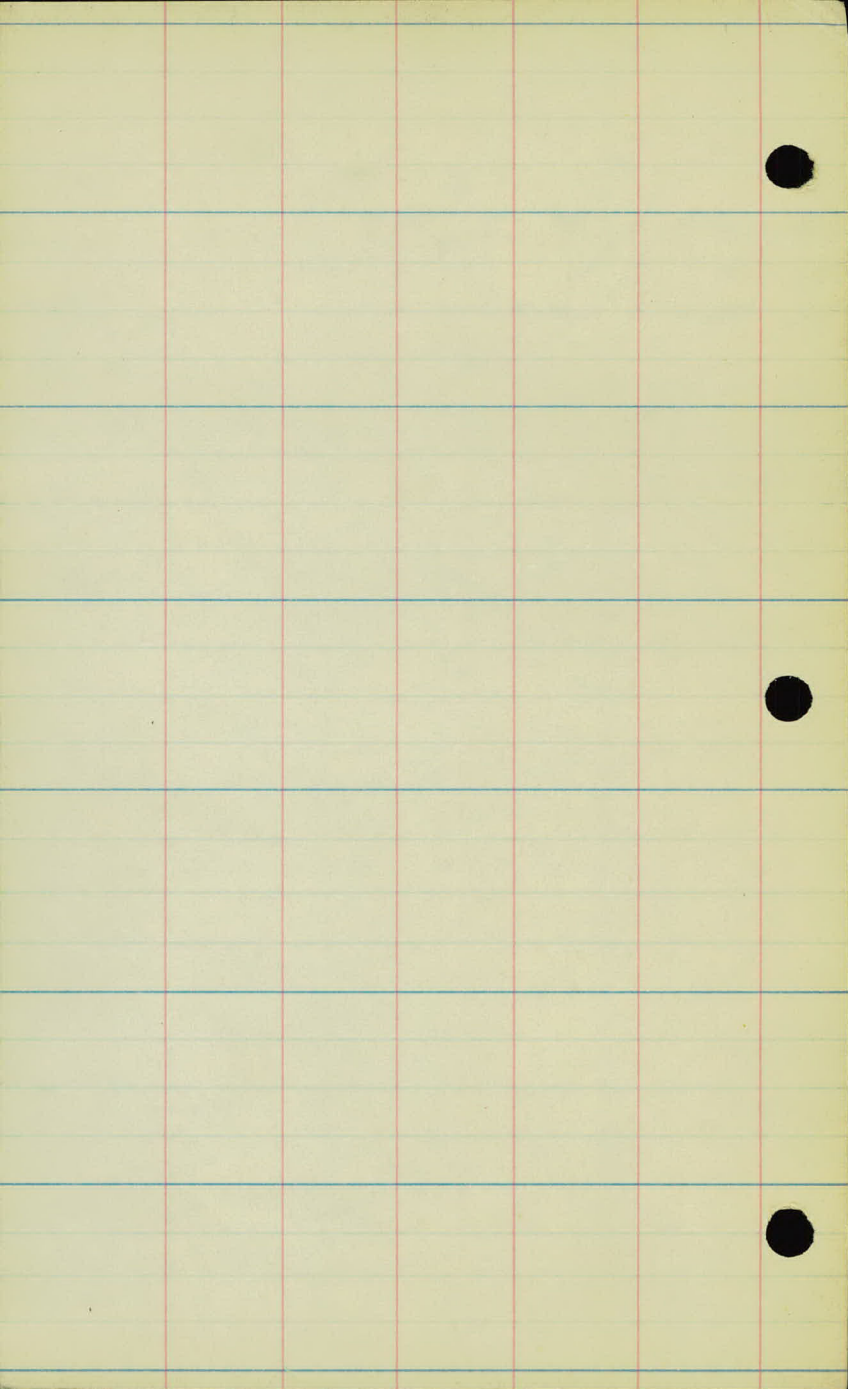
L. Loquentou

Ave.

Iron Mon. Set in Pavement

Mont.

Mont & Cleve Road Ave



TOPOGRAPHY

Station.

5+00

4+00

3+00

2+00

1+00

0+00

‡ Laipenteur Av.

Tree Line 6'

+63 - 12" Trsf. 6'
+50 - 10" Oak 7'
+45 - 8" Oak 7'

Tree Line 6'

Tree Line 6'

0.00 00 00 00

Robe Hill - Nursery Grounds
Various Young Trees.

Marsh

Tree 6'

+10 End Trees
+11
+12
Scattered Oaks 8"-12"
Brush and Shrubs
+15
+16
+17
+18
+19
+20
+21
+22
+23
+24
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+85
+86
+87
+88
+89
+90
+91
+92
+93
+94
+95
+96
+97
+98
+99
+100

+43 - E. 6" Drain Tile 5'

Tree Line 6'

+57 - Con. Trees 6'

+21 - T.P. 60'

+10.1 E. Pavement +21 - T.P. 60'

20' One Course Concrete Pavement

Station

12+00

11+00

10+00

9+00

8+00

7+00

6+00

+67-F. Cor. 77
+67-B.F. 15

+52-F. Cor. 6" High 30

Fox
Pen.

stumps
x B. 650.

+38-8" oak 9'
+22-10" stp 11'

+50-12" oak 8'

7-8" to 14" oaks

15-8" to 14" oaks.

+03-Bag South oaks 9'

+62-10" stp 10'
+52-14" stp 10'
+23-12" stp 9'
+19-12" stp 9'

Platted Property

+67-20" oak 8'

+24-14" stp 8'

+02-10" stp 7'
+93-30" stp 7'
+91-E.F. 3
+8-8" stp 8'

+63- mices 1

+31-Cor. Ho. New Home
+10-Cor. Arch 53

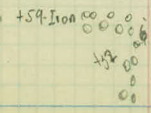


+26-10" oak 4'

+65-Bag Wagon Trail 6

+59-F. Line 27

+44-End -6



+99-10" oak 10'
+91-12" oak 10'
+71-6" oak 10'
+57-8" oak 10'
+53-14" oak 8'
+44-10" oak 9'

+09-10" stp 5'

Station

+06 - $\frac{1}{2}$ Drive

19

+02 - $\frac{1}{2}$ Drive to Home.

18

17

16

15

14

+34 - $\frac{1}{2}$ Wagon Road Lt.

13

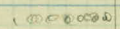
+78-T.P. 22
+85-arr. Shrub 27

+40-12" Tree 31
+40-Cor. Ho
+18-31
+16-Cor. Patch 27



End of Trail

+94-Hedge 28
+82-8" Tree 22
+67-8" App Tree 23
+44-T.P. 22
+43-74" Tree 18
+39-Cor. Ho.
+26-20" Tree 24
+23-Cor. Patch 44



8-3" Trees
1-3" Trees

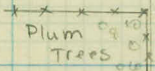
+76-E. 78
+52-B. Trees 8'
Pony



+75-8" Tree 6
+38-Rust 6

+22-T.P. 22

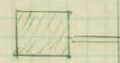
+28-F. Cor. 27
+96-F. Cor. 27
+95-T.P. 23



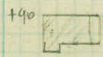
Plum Trees

Golf Course
20
4-8" Oaks
14
2-8" Oaks
+76
+60

+43-Cor. Ho
+29-2" Plk Walk 21
+19-Cor. Ho. 46
+17-2" Trees 1



+76-Cor. Patch 47
+73-T.P. 23



+45-F. Line W

+42-Cor. Patch 46
+73-T.P. 23



LAWN

+43-T.P. 50

+18-F. Cor. 16

+69-14" Stp 11
+43-E.P. 7
+20-8" Oak 20

Stamps & Brush

Station

1376 1 Co. Road "A" 2

26

25

24

23

22

21

20

+77 - G.R.
+12 - T.P. 50'

+80 - T.P. 73

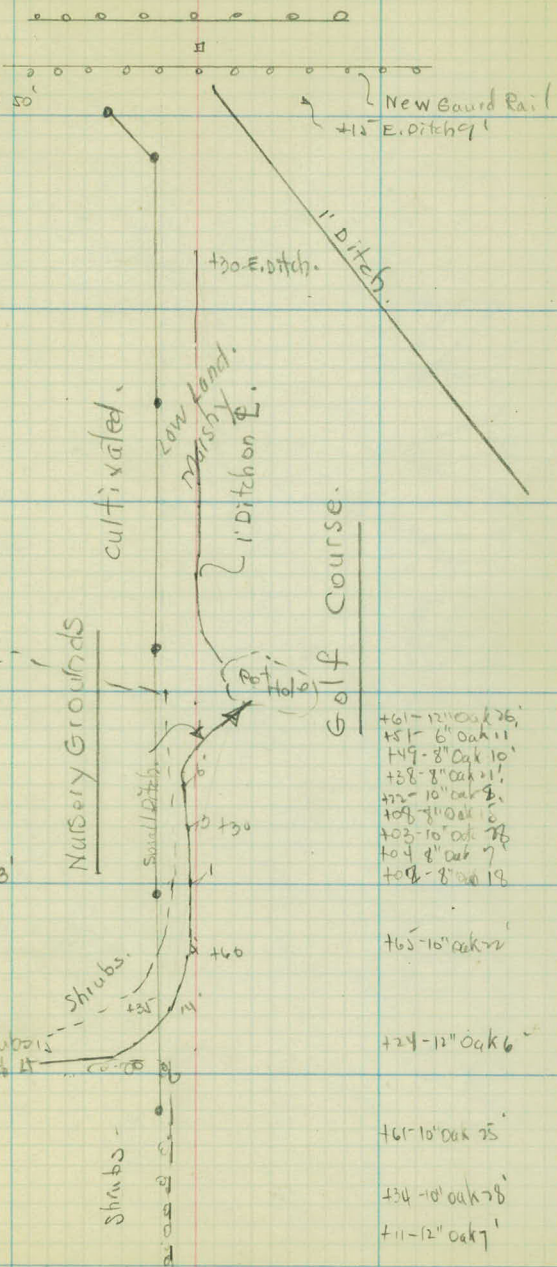
+52 - T.P. 22

+18 - T.P. 22
Edge Shrubs 8

Edge Shrubs 13
+98 - T.P. 22
4 3/4" oak 6

+07 - cor. Shrubs 13
to 8 - Int Ditch 11

+81 - T.P. 21



- +61 - 12" oak 26
- +51 - 6" oak 11
- +49 - 8" oak 10
- +38 - 8" oak 11
- +22 - 10" oak 8
- +09 - 7" oak 6
- +03 - 10" oak 7
- +04 - 8" oak 7
- +02 - 8" oak 18

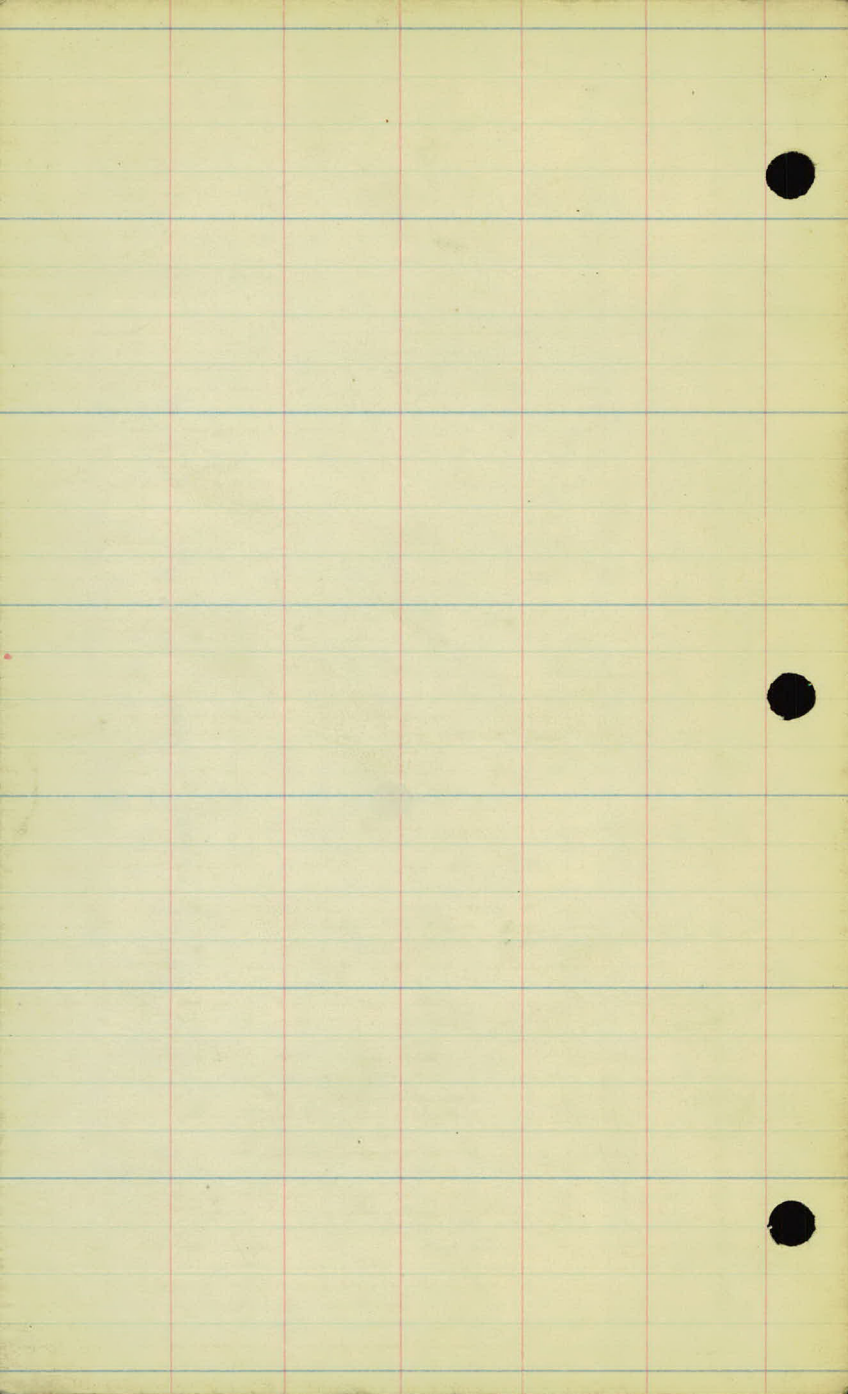
+65 - 10" oak 22

+24 - 12" oak 6

+61 - 10" oak 25

+34 - 10" oak 28

+11 - 12" oak 7



6 Levels

Frederickson Road
From Carpenter Ave
to Co. Rd. A "A"

9/2 99

Pros. 27-99

Party
{ Wilshusen
 Woodford
 Berthelme
 Messenburg

Office of Ramsey Co. Engineer
St. Paul, Minn.
Date Filed
File No.

1-18-27
12

Received 1-14-27
C. J. [Signature]

Station	+	H.I.	-	Elev
B.M.	6.18	981.69		975.51
0+00			^{inv.} 6.94	974.80
				of Carpenter Ave
+10			^{inv.} 7.05	74.64
+15			7.1	74.6
+21			7.2	72.5
+26			9.3	72.4
+33			5.1	76.6
+50			4.3	77.4
1+00			2.5	73.2
+25			9.4	72.3
+39		in ditch	9.3	72.9
+50			8.7	72.0
2+00			7.0	74.7

1-12-27

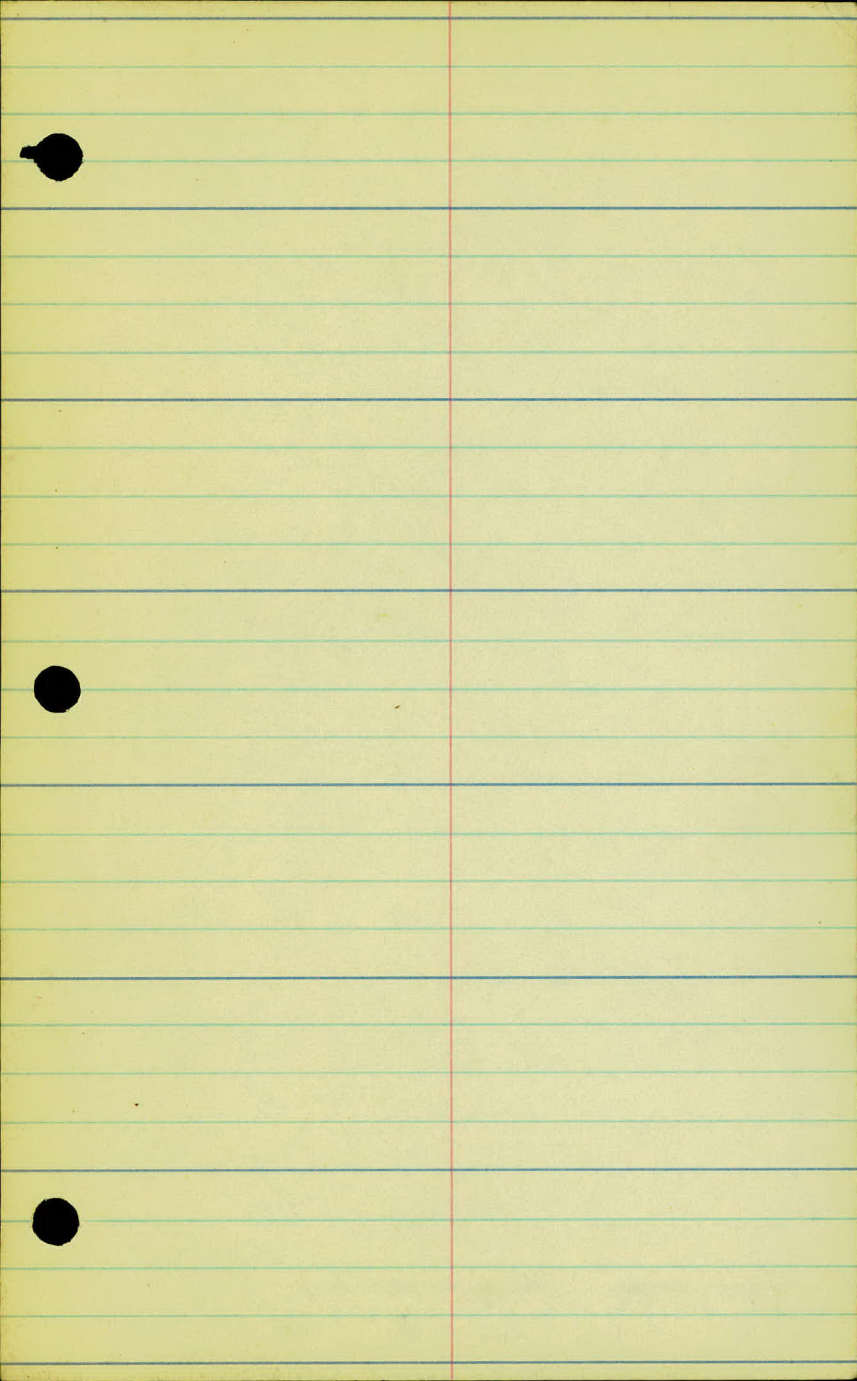
R.R. SPIKE in T.P. 60' Rt. Sta 0120

5.65 8.25 7.95 6.20

Note: Readings on P.V. 200' 100' 6.89 100'

R.Pipe to ditch
106 103
4' 50'

Station	+	M.I.	-	E/ev.
		781.69		
	+50		2.4	73.3
3+00			2.4	73.3
	+50		6.7	75.0
4+00			4.5	77.4
T.P.	8.91	986.70	3.90	977.79
	+50		6.4	80.3
5+00			3.7	83.5
	+50		4.0	82.7
6+00			5.5	81.2
	+50		6.6	80.1
7+00			8.9	77.8
	+50		9.6	77.1
8+00			9.6	77.1
	+50		8.7	78.0



Station	+	H.I.	-	Elev.
		786.70		
9+00			5.2	81.5
T.P.	0.94	780.90	6.74	779.96
+50			1.0	79.9
10+00			5.0	75.9
+50			8.3	72.6
11+00			10.1	70.8
+50			10.1	70.8
12+00			10.0	70.9
+45			5.7	75.2
13+00			6.0	74.9
T.P.	2.96	778.99	4.87	776.03
B.M.			5.36	773.63
+34	4 Road		5.0	74.0
+50			4.8	74.2
14+00			5.7	73.3
+60			5.3	73.7

lt.

rt.

R.R. spike in T.P. 27' lt 13+43
16.6 10.7
200' 100'

Station	+	H.I.	-	Elev.
		978.99		
15+00			8.7	70.3
+25			10.6	68.4
+50			11.7	67.3
16+00			12.8	66.2
T.P.	1.51	969.29	11.21	967.78
+50			5.5	62.5
17+00			7.0	62.3
+50			8.6	60.7
18+00			10.6	58.7
+50			11.0	58.3
19+00			12.3	57.0
T.P.	0.82	958.60	11.51	957.78
+50			3.3	52.3
20+00			7.4	51.2
+50			11.3	47.3



Station	+	H.I.	-	Elev.
		758.60		
T.P.	0.65	748.51	10.74	947.86
21+00			5.4	43.1
	+22		7.0	41.5
	+54		6.6	41.9
	+61		ditch 10.0	38.5
22+00			11.3	37.2
	+50		11.7	36.8
	+63		12.3	36.2
	+64		ditch 13.7	34.8
T.P.	5.37	742.46	11.42	937.09
23+00			9.5	33.0
	+60		10.2	32.3
24+00			11.0	31.5
	+50		10.9	31.6
25+00			11.8	30.7

E. ditch
12°
37

Station	I	H.I.	-	Elev.
		942.46		
+50			10.5	32.0
26+00			10.8	31.7
B.M.			8.13	934.33
+15			10.7	31.8
+27			4.0	38.5
+37 1/2			3.7	38.8

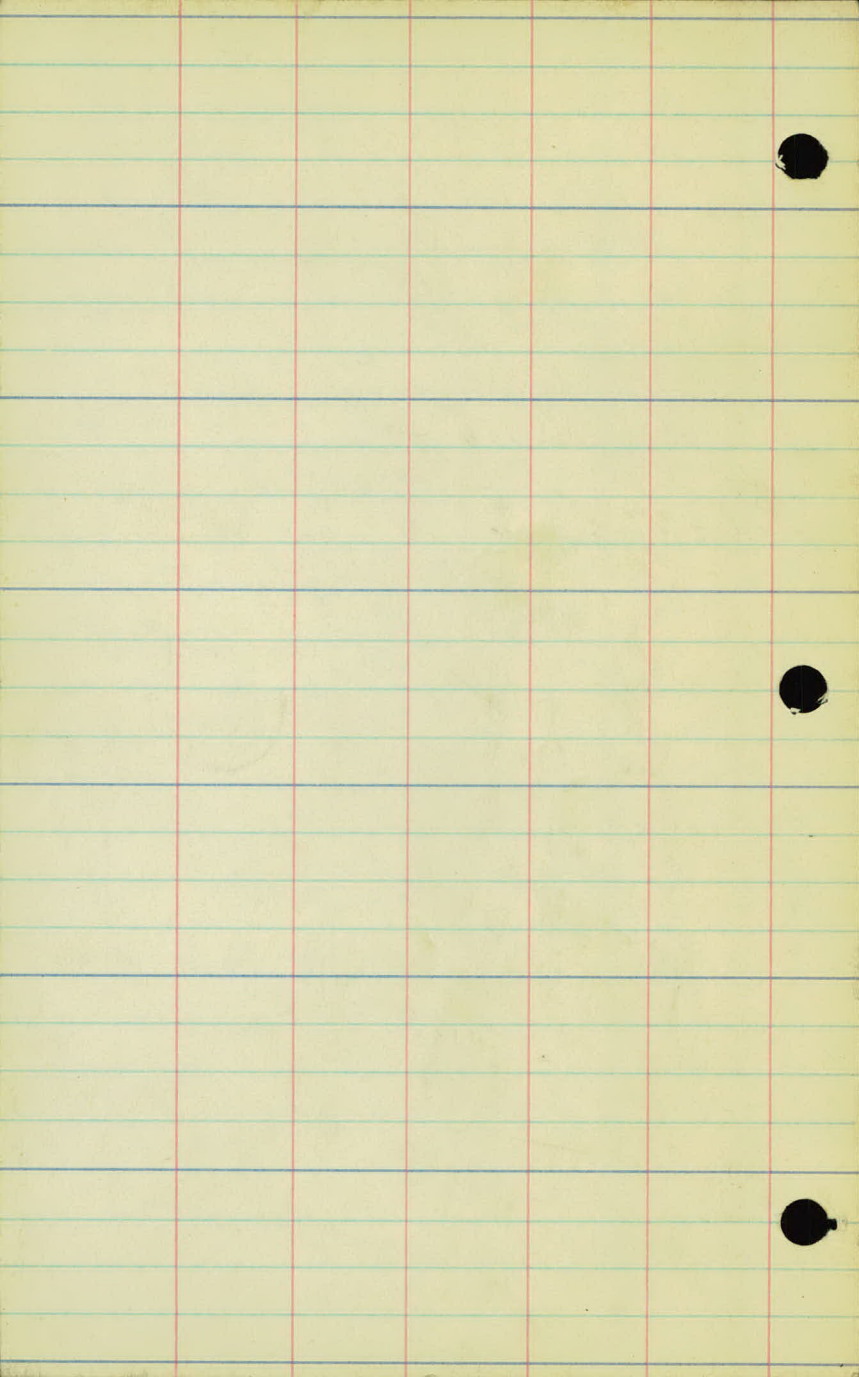
Lt.

Rt.

R.R. SPIKE 10 T.P. 40' Lt. Sta. 26+15

South shoulder of G. Rd. A "1/2"

Co. Rd. A "1/2"	$\frac{44}{100}$	31	$\frac{50}{100}$
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FULHAM STREET

Proj. 27-99

Plans in hand inspection

3-17-27

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

- ✓ 0+28 - P. 24" B₃
- ✓ 0+70 to 2+00 - Cl. 14 T. Gr. 21 T.
- ✓ 3+50 to 7+50 - Cl. 11 T. Gr. 33 T.
- ✓ 6+60 - F.E. R^t + L^t - P. 2 - 15" x 24" C.M.
- ✓ 7+75 - F.E. L^t - P. 15" x 24" C.M.
- ✓ 7+80 to 11+50 - Cl. 22 T. Gr. 63 T.
- ✓ 11+10 - P. 24" B₃
- ✓ 12+20 - F.E. R^t - No culv. req.
- ✓ 12+20 to 15+00 - Cl. 14 T. Gr. 57 T.
- ✓ 13+20 - Road Lt - No culv. req.
- ✓ 13+20 - F.E. R^t - P. 15" x 24" C.M.
- ✓ 14+50 - F.E. L^t - P. 15" x 24" C.M.
- ✓ 15+00 - " " - " "
- ✓ 15+00 to 19+00 - Cl. 74 T. Gr. 59 T.
- ✓ 18+00 - F.E. R^t + L^t - P. 2 - 15" x 24" C.M.
- ✓ 19+00 F.E. L^t - P. 15" x 24" C.M.
- ✓ 20+00 to 23+00 Cl. 16 T. Gr. 16 T.
- ✓ G.R. on and of Proj. From about 21+00 to end. (See me)
- ✓ 26+15 - P. 24" B₃.
- H.D. on R^t + L^t about 23+00 to 26+15.
- ✓ Remove necessary G.R. on A²

(over)

✓ 2+00 to 4+00 - G.R. - Rt.

✓ 10+25 to 12+25 - G.R. Rt. + Lt.

02504