

X

CONNECTION
BETWEEN
NEW BRIGHTON RD.
AND
LAKE JOHANNA BLVD.

Road $\frac{3}{4}$ c N^o 6
File N^o 10

of Ramsey Co. Engineer
ST. PAUL, MINN.

Filed 8-26-26

File No. 10

Road % #6

Alignment in Connection
Between the Lake Johanna Blvd.
and the New Brighton Rd.

(Void)
See 29-54

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

Date Filed 8-26-26

File No. 10

Recd. 7-9-26
K.D.C.

Sta. Point Lt. Rt.

11+74⁸² P.T.

10+84⁴⁰ P. I. 37°48'

9+85⁸² P.C.

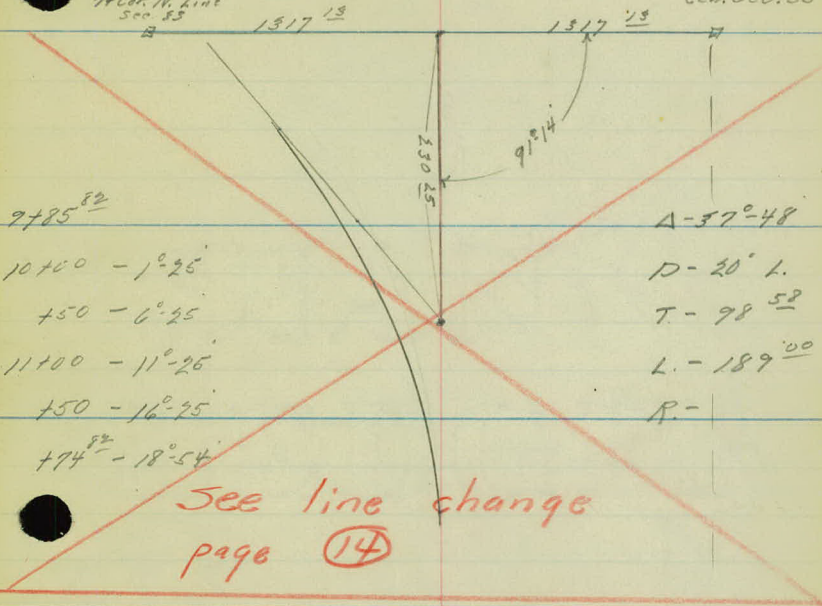
6+00 P.O.T.

0+00

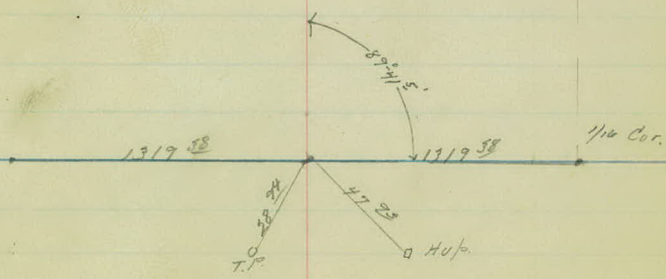
5.89°-41'E

1/4 Cor. N. line
Sec. 33

Gen. Sec. 33



See line change
page ①④



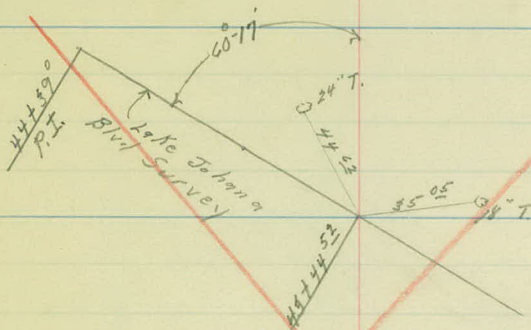
Sta. Point Lt. Lt.

~~15765⁴⁷ P.I.~~

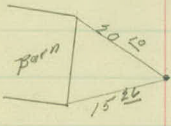
~~14732⁸² P.T.~~

~~13777⁰ P.I. 43⁰⁰-06~~

~~13713¹⁰ P.C.~~

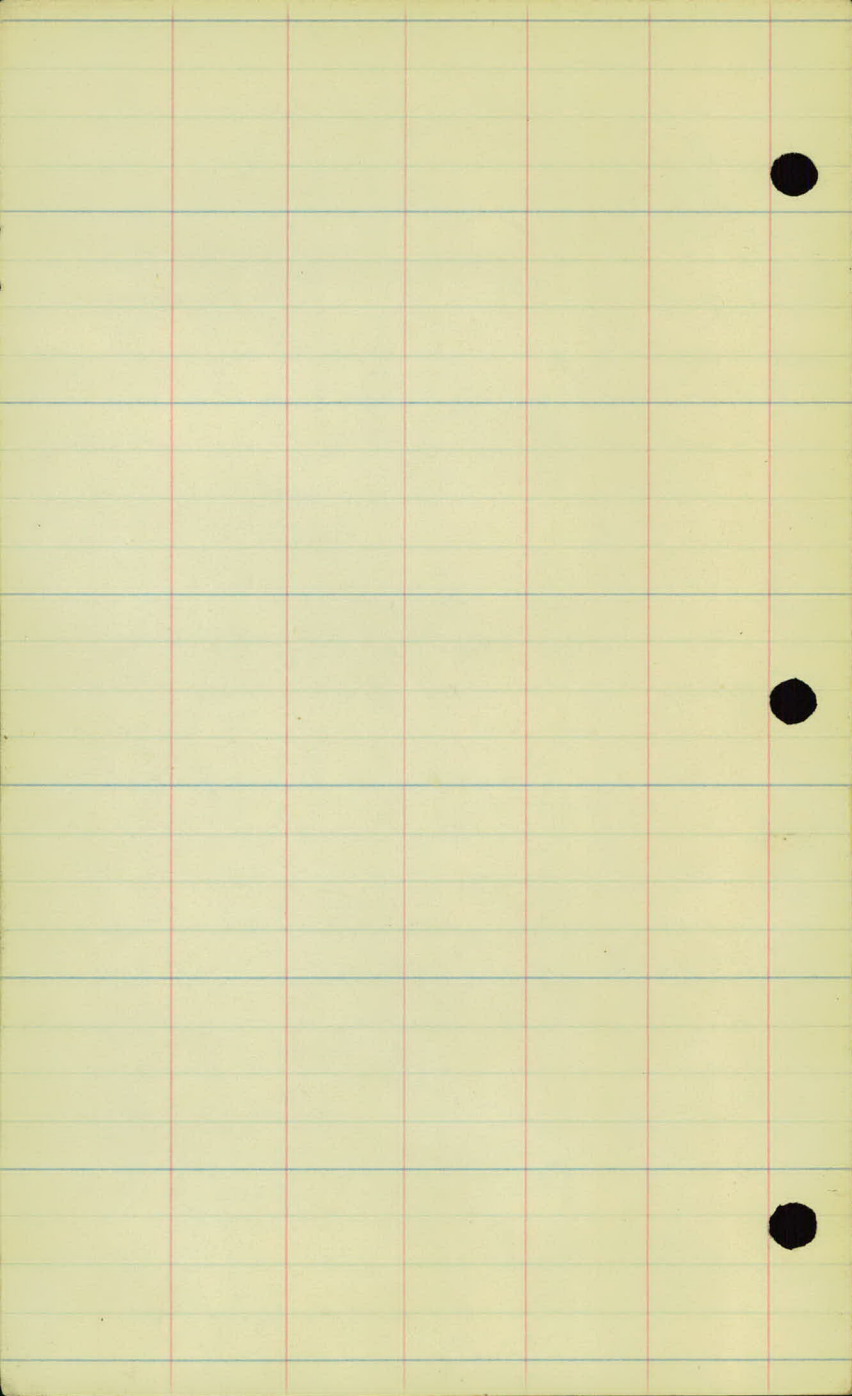


13+13¹⁰
 +50 - 6°-58'
 14+00 - 15°-38'
 +52⁸⁰ - 21°-33'



A-43°-06'
 D-36° 17'
 T-63° 90
 L-119 72
 R-161 80

See line change
 page 14



Art. Top 09.

500

400

300

200

100

000

7/7/26

(4)

Q. Trail 17'

Q. Trail 16'

+85 P.P. 23'

Q. Trail 15'

+45 P.P. 18'2"

Q. Trail 8'

+07 P.P. 12'

Q. Trail 1'

+10 Cross Drain
12" x 25" C.M.
Extends 15' N. B. 12th R.
Good Cond.

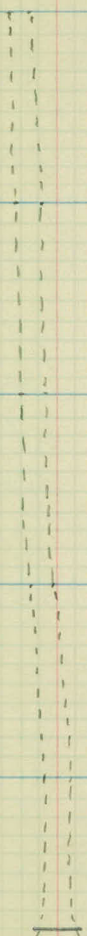
One Course
Conc.

20'

New Brighton Rd.

Hay field

Hay field



11700

10700

9700

8700

7700

6700

5700

See Line Change
page 19

7/19/22
(5)

+78 P.P. 36

+30 Q. Trail

Q. Trail 3'

+20 P.P. 44

Q. Trail 4'

+45 High Power
Line Over Head
+06 High Power Line
Over Head

Q. Trail 9'

+90 P.P. 40

Q. Trail 14'

+52 P.P. 34

Q. Trail 19'

+19 P.P. 28

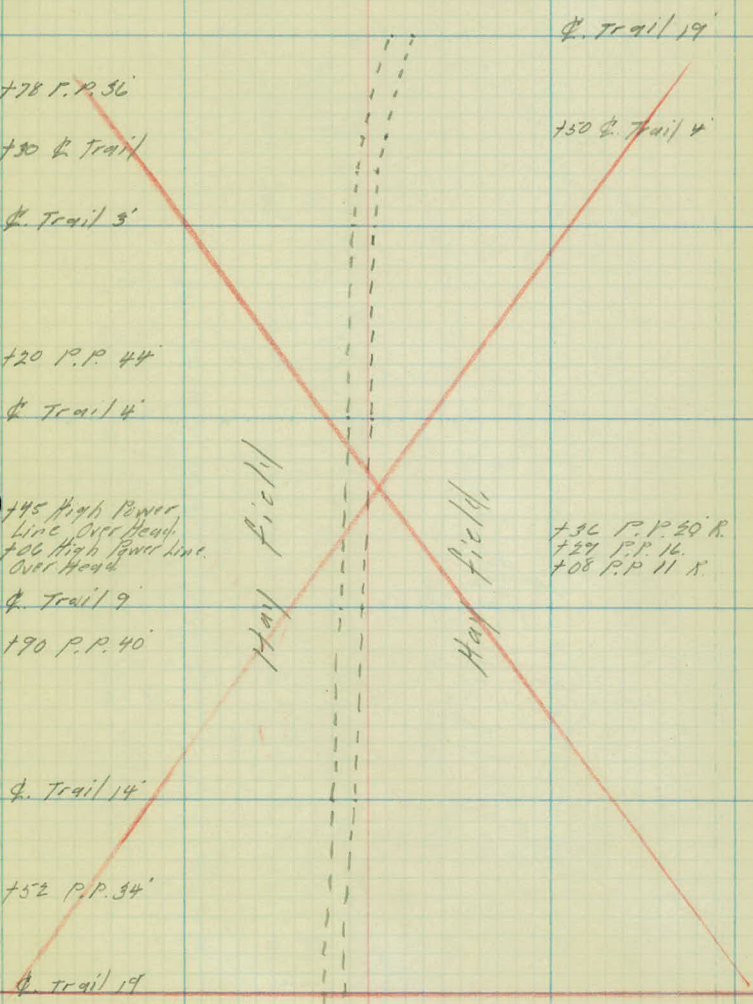
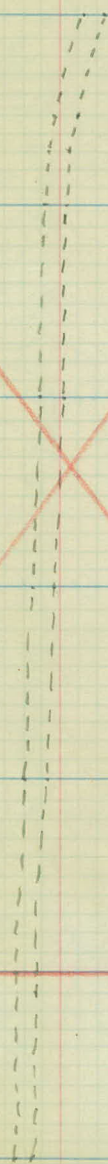
Q. Trail 19'

+30 Q. Trail 4'

+36 P.P. 20 R.
+27 P.P. 16.
+08 P.P. 11 X.

Hay field

Hay field



17+00

16+00

15+00

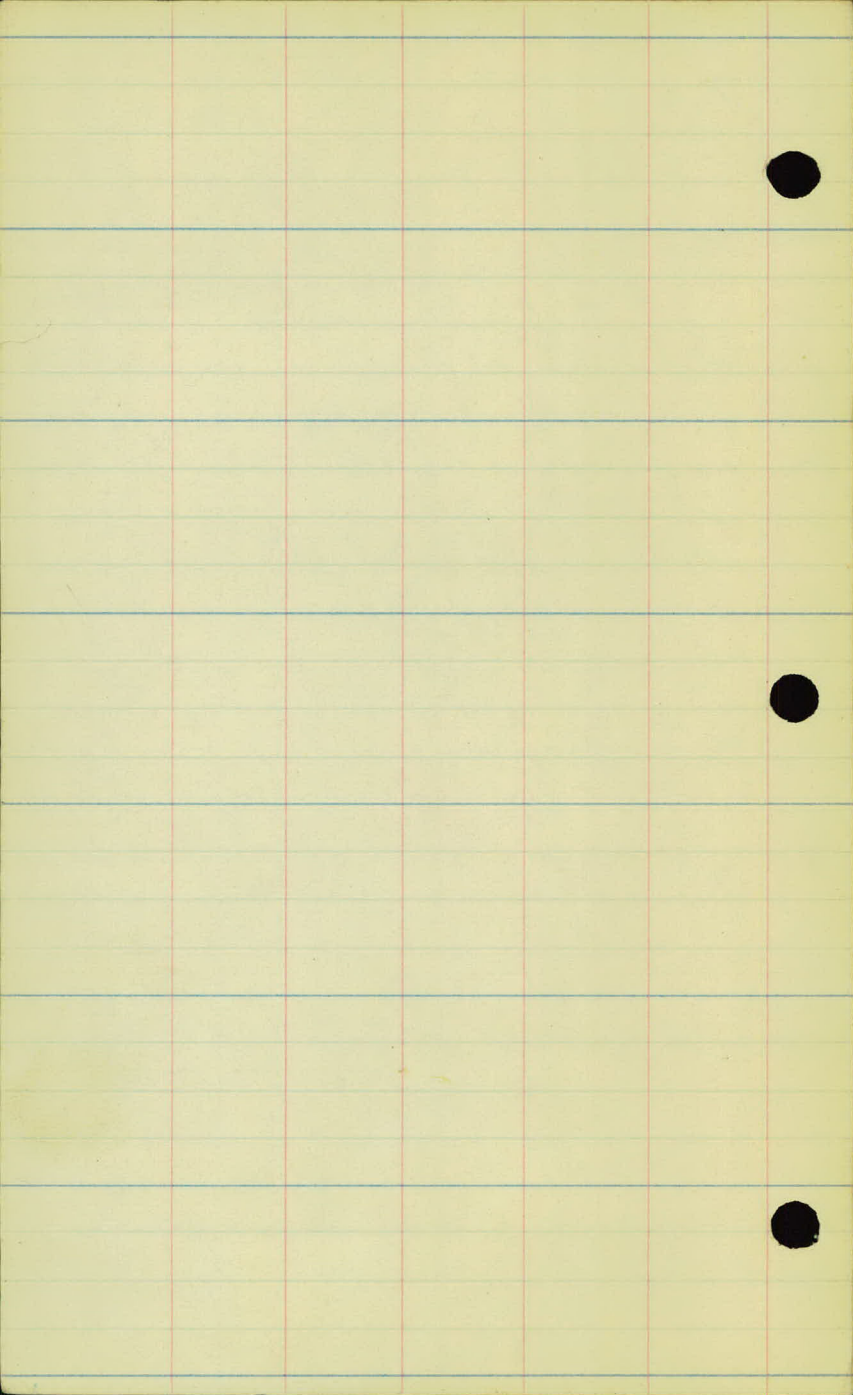
14+00

13+00

12+00

11+00

See Line Change
page 21



x. Sections and Center
Line Levels.

Sta.	+ H.I.	-	Rod	Flex.
B.M.	8.51	935.27	926.76	
0+00	¢ Pavement.		7.93	
0+10	Edge of Pavement.		7.83	
0+15			7.4	
0+19			7.7	
0+25			8.0	
0+30			8.0	
1+00			5.7	
750			4.9	
2+00			4.4	
720			4.5	
3+00			6.7	
750			7.4	
4+00			7.9	

Spk. in T.P. Lt. Sta. 0-20.

$\frac{7.07}{100}$ $\frac{8.34}{50}$ 7.73 $\frac{7.58}{50}$ $\frac{7.25}{100}$

$\frac{8.19}{33}$ 7.83 $\frac{7.50}{33}$

$\frac{8.5}{33}$ $\frac{7.9}{17}$ $\frac{8.3}{15}$ 7.6 $\frac{7.7}{12}$ $\frac{7.6}{33}$

$\frac{9.7}{33}$ $\frac{9.2}{15}$ $\frac{6.4}{15}$ 7.7 7.9 7.1 7.7 11 13 33

$\frac{9.0}{33}$ $\frac{9.2}{12}$ $\frac{8.1}{9}$ 8.0 $\frac{7.8}{10}$ $\frac{8.9}{13}$ $\frac{9.4}{33}$

$\frac{4.9}{33}$ $\frac{5.7}{13}$ $\frac{7.7}{8}$ 8.0 $\frac{7.6}{8}$ $\frac{5.8}{20}$ $\frac{5.1}{33}$

$\frac{5.6}{33}$ $\frac{5.3}{10}$ $\frac{5.3}{4}$ 5.7 $\frac{5.2}{3}$ $\frac{5.7}{12}$ $\frac{5.7}{33}$

$\frac{5.3}{33}$ $\frac{5.1}{14}$ $\frac{5.0}{10}$ $\frac{5.3}{7}$ 4.9 5.4 5.5 13 33

$\frac{3.7}{33}$ $\frac{3.5}{19}$ $\frac{4.4}{15}$ $\frac{4.1}{12}$ $\frac{4.5}{8}$ $\frac{4.1}{4}$ 4.4 4.9 5.0 17 33

$\frac{3.3}{33}$ $\frac{3.6}{19}$ $\frac{3.7}{12}$ $\frac{4.3}{8}$ $\frac{4.0}{5}$ 4.3 4.8 4.8 18 33

$\frac{6.1}{33}$ $\frac{6.2}{17}$ $\frac{6.7}{13}$ $\frac{6.4}{9}$ 6.7 7.1 6.8 12 33

$\frac{8.0}{33}$ $\frac{8.1}{30}$ $\frac{7.2}{19}$ $\frac{7.5}{15}$ $\frac{7.2}{11}$ 7.4 7.6 7.4 15 33

$\frac{8.2}{33}$ $\frac{8.0}{30}$ $\frac{7.2}{20}$ $\frac{7.7}{14}$ $\frac{7.4}{12}$ 7.9 8.2 8.2 14 33

Sta.	+	H.I.	-	Red	Elev.
		935.27			
5+00				8.5	
T.P.	4.75	932.07	7.95	917.32	
+50				4.4	
6+00				3.7	
+60				3.4	
7+00				5.3	
+50				7.2	
8+00				10.4	
+24				12.1	
T.P.	0.34	921.13	11.28	920.79	
9+00				4.7	
B.M.			5.34	915.99	
+50				4.0	
10+00				7.7	
+50				10.6	
11+00	0.85	910.42	11.54	909.57	
				5.3	

See Line Change
page (16)

$\frac{7.3}{33}$ $\frac{7.1}{23}$ $\frac{7.4}{20}$ $\frac{7.2}{16}$ 8.5 $\frac{9.1}{18}$ $\frac{9.0}{33}$

$\frac{3.2}{33}$ $\frac{3.1}{29}$ $\frac{3.5}{24}$ $\frac{3.8}{20}$ $\frac{3.6}{17}$ 4.4 $\frac{5.0}{18}$ $\frac{5.0}{33}$

$\frac{2.9}{33}$ $\frac{2.8}{29}$ $\frac{3.3}{24}$ $\frac{3.4}{16}$ 3.7 $\frac{4.0}{16}$ $\frac{5.8}{33}$

$\frac{2.7}{33}$ $\frac{3.1}{25}$ $\frac{4.4}{21}$ $\frac{4.3}{9}$ $\frac{3.6}{5}$ 3.6 $\frac{3.8}{15}$ $\frac{3.7}{33}$

$\frac{3.2}{33}$ $\frac{3.7}{25}$ $\frac{5.1}{22}$ 5.3 $\frac{5.2}{2}$ $\frac{3.9}{4}$ $\frac{3.9}{33}$

$\frac{5.0}{33}$ $\frac{5.5}{51}$ $\frac{5.4}{24}$ $\frac{7.2}{22}$ $\frac{6.8}{12}$ 7.2 $\frac{5.3}{6}$ $\frac{5.3}{22}$ $\frac{5.0}{33}$

$\frac{9.4}{33}$ $\frac{9.6}{29}$ $\frac{10.4}{27}$ $\frac{10.2}{22}$ $\frac{10.7}{21}$ $\frac{10.3}{15}$ 10.4 $\frac{10.5}{5}$ $\frac{9.0}{7}$ $\frac{8.0}{13}$ $\frac{8.8}{28}$ $\frac{8.2}{33}$

$\frac{12.7}{33}$ $\frac{13.4}{29}$ $\frac{12.5}{19}$ $\frac{12.1}{13}$ 12.1 $\frac{12.1}{3}$ $\frac{11.6}{11}$ $\frac{10.7}{18}$ $\frac{10.4}{33}$

$\frac{7.7}{33}$ $\frac{6.9}{19}$ $\frac{4.9}{15}$ 4.7 $\frac{4.7}{3}$ $\frac{5.7}{4}$ $\frac{5.9}{13}$ $\frac{4.4}{19}$ $\frac{4.5}{33}$

Nail in P.P. 11. Stg. 2+20.

$\frac{5.7}{33}$ $\frac{6.3}{21}$ $\frac{7.7}{19}$ $\frac{7.6}{18}$ $\frac{6.1}{15}$ 6.0 $\frac{6.2}{5}$ $\frac{7.2}{9}$ $\frac{7.1}{29}$ $\frac{6.5}{33}$

$\frac{5.5}{33}$ $\frac{6.2}{29}$ $\frac{8.3}{20}$ $\frac{7.5}{14}$ 7.7 $\frac{7.8}{5}$ $\frac{8.7}{7}$ $\frac{8.6}{9}$ $\frac{7.5}{10}$ $\frac{7.2}{27}$ $\frac{7.9}{33}$

$\frac{7.8}{33}$ $\frac{9.1}{18}$ $\frac{11.3}{15}$ $\frac{10.4}{10}$ 10.4 $\frac{10.7}{10}$ $\frac{12.0}{15}$ $\frac{11.6}{14}$ $\frac{10.1}{18}$ $\frac{10.0}{24}$ $\frac{11.6}{24}$ $\frac{7.7}{31}$ $\frac{7.2}{33}$

$\frac{1.6}{33}$ $\frac{1.8}{24}$ $\frac{2.5}{21}$ 3.3 $\frac{3.9}{23}$ $\frac{3.5}{25}$ $\frac{4.0}{21}$ $\frac{4.4}{33}$

Sta. + H.I. - Ref. Elev.

910.42

+50

9.8

+75

9.5

12+00

11.6

0.85 900.55 10.72 899.70

+18

2.6

+22

4.2

+50

6.6

13+00

10.7

+50

13.1

1.70 890.34 11.91 888.64

14+00

4.7

+50

5.7

15+00

5.4

+45

5.1

+65⁴⁷

4.1

+77

4.4

B.M

5.25 885.09 885.12

See line change
page 17

7/8/24

(10)

$\frac{5.7}{33}$	$\frac{5.5}{27}$	$\frac{6.0}{22}$		$\frac{7.0}{12}$	$\frac{8.6}{27}$	$\frac{8.2}{31}$	$\frac{6.9}{35}$	$\frac{7.1}{41}$
------------------	------------------	------------------	--	------------------	------------------	------------------	------------------	------------------

Q. R/L

80 Q. R/L

$\frac{7.2}{33}$	$\frac{7.6}{27}$	$\frac{8.2}{23}$	$\frac{9.5}{9.5}$	$\frac{10.4}{4}$	$\frac{10.0}{8}$	$\frac{9.1}{24}$	$\frac{10.1}{27}$	$\frac{10.1}{28}$	$\frac{9.4}{30}$	$\frac{8.0}{33}$
------------------	------------------	------------------	-------------------	------------------	------------------	------------------	-------------------	-------------------	------------------	------------------

Q. R/L

$\frac{9.8}{33}$	$\frac{9.5}{28}$	$\frac{9.8}{17}$	$\frac{11.3}{4}$	$\frac{11.4}{11.4}$	$\frac{11.1}{3}$	$\frac{10.4}{11}$	$\frac{12.1}{14}$	$\frac{12.2}{15}$	$\frac{11.5}{16}$	$\frac{11.1}{29}$	$\frac{10.9}{33}$
------------------	------------------	------------------	------------------	---------------------	------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------

$\frac{2.1}{33}$	$\frac{3.9}{13}$	$\frac{2.7}{5}$	$\frac{2.6}{2.6}$	$\frac{2.7}{2}$	$\frac{3.4}{4}$	$\frac{5.9}{14}$	$\frac{3.0}{20}$	$\frac{2.6}{26}$	$\frac{2.9}{29}$	$\frac{3.4}{31}$	$\frac{1.8}{33}$
------------------	------------------	-----------------	-------------------	-----------------	-----------------	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{7.9}{33}$	$\frac{7.0}{14}$	$\frac{6.6}{6.6}$	$\frac{6.5}{8}$	$\frac{6.3}{16}$	$\frac{6.9}{17}$	$\frac{6.8}{20}$	$\frac{4.8}{21}$	$\frac{4.4}{30}$	$\frac{3.4}{33}$
------------------	------------------	-------------------	-----------------	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{11.7}{33}$	$\frac{11.1}{24}$	$\frac{11.4}{22}$	$\frac{10.6}{12}$	$\frac{10.7}{10.7}$	$\frac{10.5}{6}$	$\frac{10.6}{12}$	$\frac{9.9}{13}$	$\frac{8.8}{26}$	$\frac{8.2}{33}$
-------------------	-------------------	-------------------	-------------------	---------------------	------------------	-------------------	------------------	------------------	------------------

11.9 888.65 = Elev. Top of Wall in R/L

$\frac{13.8}{33}$	$\frac{13.1}{22}$	$\frac{13.1}{13.1}$	$\frac{12.8}{7}$	$\frac{12.7}{16}$	$\frac{11.7}{24}$	$\frac{11.2}{33}$
-------------------	-------------------	---------------------	------------------	-------------------	-------------------	-------------------

Top of Wall

5.70

$\frac{5.3}{33}$	$\frac{4.7}{4.7}$	$\frac{4.3}{16}$	$\frac{3.7}{29.7}$	$\frac{1.56}{29.7}$	$\frac{1.8}{33}$
------------------	-------------------	------------------	--------------------	---------------------	------------------

8864 = Elev. of Plane X Base of Pump in Lt.

$\frac{6.2}{33}$	$\frac{5.7}{5.7}$	$\frac{5.3}{8}$	$\frac{4.8}{25}$	$\frac{4.9}{33}$
------------------	-------------------	-----------------	------------------	------------------

$\frac{6.3}{33}$	$\frac{5.4}{19}$	$\frac{5.8}{14}$	$\frac{5.4}{5.4}$	$\frac{5.0}{9}$	$\frac{4.7}{33}$
------------------	------------------	------------------	-------------------	-----------------	------------------

Top of Side Wall

Q. R/L

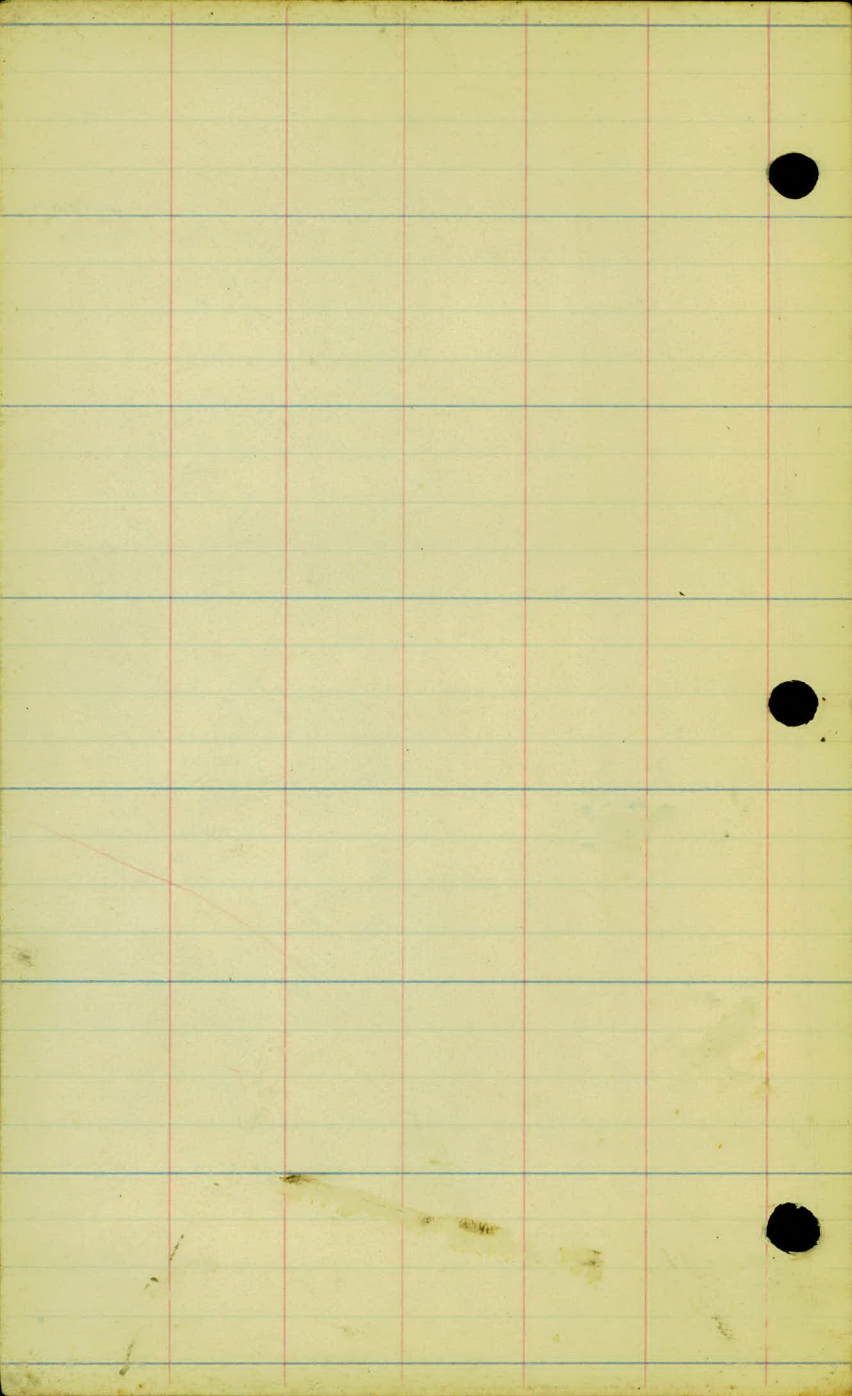
$\frac{4.5}{30}$	$\frac{4.5}{26}$	$\frac{5.3}{24}$	$\frac{5.5}{18}$	$\frac{4.0}{5.1}$	$\frac{4.0}{26}$	$\frac{3.2}{32}$
------------------	------------------	------------------	------------------	-------------------	------------------	------------------

$\frac{4.9}{33}$	$\frac{4.3}{18}$	$\frac{4.1}{4.1}$	$\frac{4.4}{13}$	$\frac{5.3}{22}$	$\frac{6.2}{33}$
------------------	------------------	-------------------	------------------	------------------	------------------

Q. R/L

$\frac{4.6}{50}$	$\frac{4.2}{27}$	$\frac{4.4}{4.4}$	$\frac{6.2}{15}$	$\frac{7.2}{33}$
------------------	------------------	-------------------	------------------	------------------

Spk. in R. Trac 35' Nt. Sta. 15 + 75



Check Levels from
Co. Rd. "E" and Hamline Ave
to 0+00 on the Connection
Between the New Brighton Rd
and the Lake Johanna Blvd.

Sta.	+	H. I.	-	Red.	Elev.
B.M.	7.02	938.09			931.07
	12.15	947.85	2.39		935.70
	2.63	943.46	7.02		940.83
	0.79	932.20	12.05		931.41
	0.83	922.93	10.10		922.10
	1.44	915.13	7.24		913.67
	0.31	904.58	10.86		904.27
	1.55	895.85	10.28		894.30
	0.54	890.30	6.11		889.74
	4.55	887.86	6.99		883.51
	7.65	891.97	5.54		882.52
			2.94		889.01
	5.03	896.20	0.80		891.17
	3.50	890.36	7.94		886.86
	4.59	890.27	4.48		885.88
B.M.			5.15		885.12
	12.44	901.13	1.60		888.67
	12.57	911.91	1.79		899.34
	7.74	921.27	1.40		911.51
	11.41	932.17	0.71		920.56
	7.98	935.30	4.85		927.32
B.M.			8.54		926.76

7/18/26

(12)

Spk. in T.P. Int. of Co. Rd. "E" & Hamline Ave.

Spk. in P.P. West End of Oak Knoll Grounds.

$$17.5^4$$

$$43 + 44.5^2$$

$$4516.208$$

Road g/c #4

Little Johning Blvd - New Brighton Rd Conn.
Line Revision from Sta. 6+59⁷⁴ to End of Proj.

Revised: 7-14-26
H.S.K.

Sta. Point Lt. Pt.

15748 ⁹⁵ P.O.T.

13729 ²⁰ P.O.T.

10740 ³⁰ P.O.T.

9738 ⁶⁰ P.T.

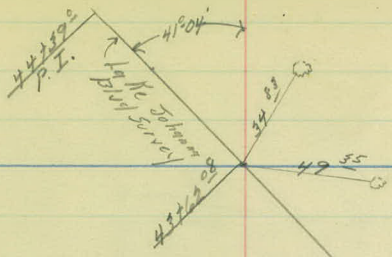
8700 P.T. 13°-56'

6759 ⁷⁴ P.C.

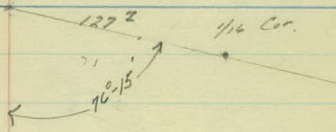
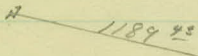
6700 P.O.T.

N 76°-23' E

S 69°-41' E



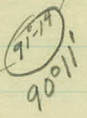
1/4 Cor. N. line Sec 33



1/4 Cor. N. line Sec 33

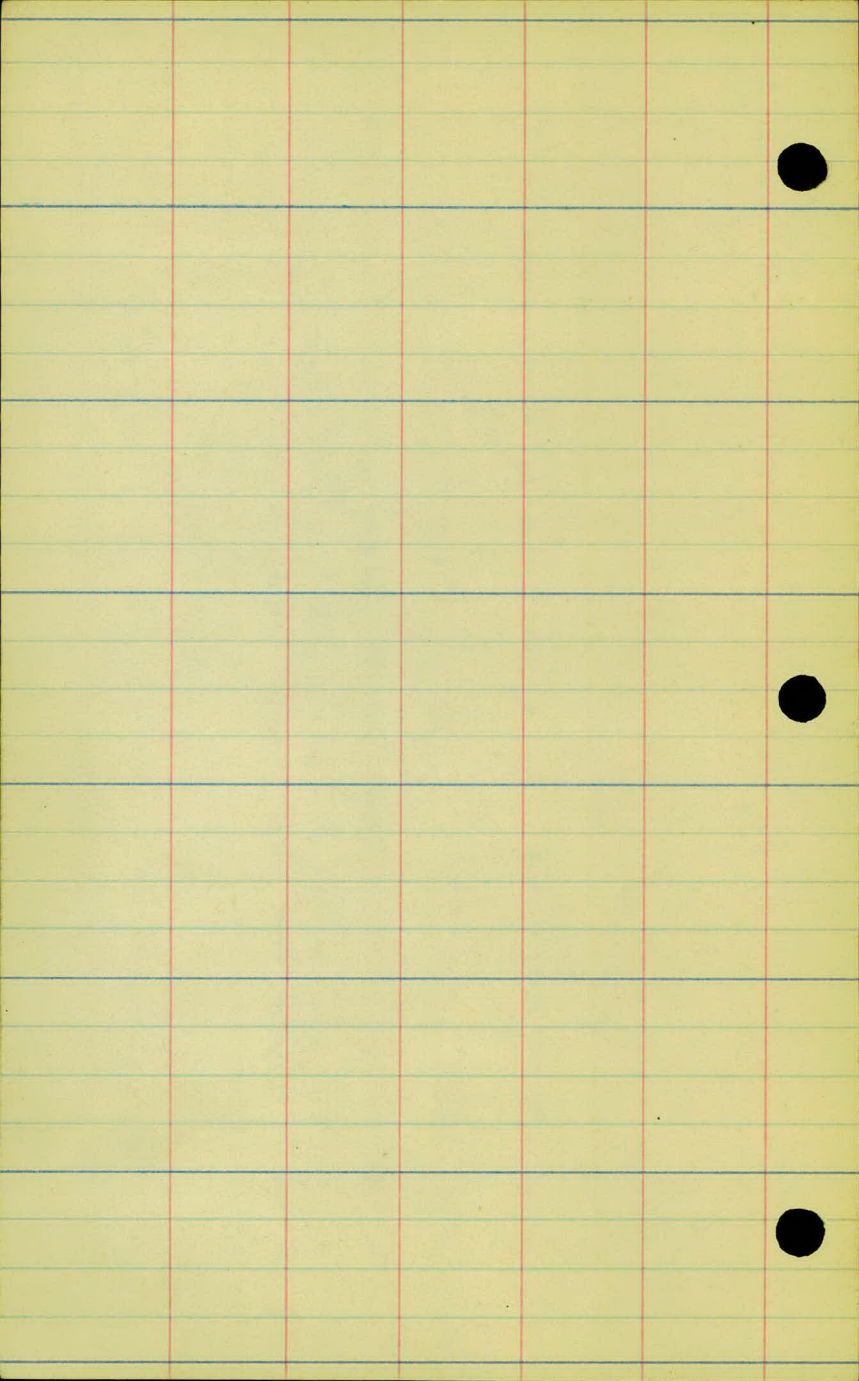


Cor. Sec 33



- 6759 ⁷²
- 7400 - 1°-00'
- 750 - 2°-15'
- 8100 - 3°-30'
- 750 - 4°-45'
- 9400 - 6°-00'
- 738 ⁶⁰ - 6°-58'

- Δ - 13°-56'
- D. - 5°-11'
- T. - 140 ⁰⁶
- L. - 278 ⁶⁶
- R. - 1146 ²⁸



Recd 9/14/46

Lake Johanna Blvd - New Brighton Rd. Conn.
X sections from Sta. 7100 to End of Proj.

Sta.	t	H.I.	-	Rod	Flex
B.M.	11.67	927.44		915.77	
T.P.	6.11	932.00	1.55	925.89	
7+00					5.3
7+50					6.7
8+00					10.2
T.P.	1.32	921.29	12.03	919.97	
7+50					2.9
9+00					7.8
7+40					5.9
10+00					5.1
7+40					6.2
11+00					13.5
T.P.	0.54	910.48	11.35	909.94	
7+50					7.4
7+84					10.5
T.P.	2.65	901.94	11.17	899.31	
12+10					5.4

Nail in P.P. Lt. Sta. 9+20 On Old line.

$\frac{2.1}{33}$	$\frac{3.6}{25}$	$\frac{4.8}{23}$	$\frac{4.8}{13}$		$\frac{5.1}{3}$	$\frac{3.8}{5}$	$\frac{4.0}{17}$	$\frac{3.8}{33}$
------------------	------------------	------------------	------------------	--	-----------------	-----------------	------------------	------------------

$\frac{4.3}{33}$	$\frac{4.8}{30}$	$\frac{5.0}{22}$	$\frac{6.6}{20}$	6.7	$\frac{6.9}{8}$	$\frac{5.3}{10}$	$\frac{5.5}{33}$
------------------	------------------	------------------	------------------	-------	-----------------	------------------	------------------

$\frac{7.6}{33}$	$\frac{9.6}{21}$	$\frac{9.5}{15}$	$\frac{10.0}{14}$	10.2	$\frac{10.5}{14}$	$\frac{9.4}{17}$	$\frac{9.7}{33}$
------------------	------------------	------------------	-------------------	--------	-------------------	------------------	------------------

$\frac{3.0}{33}$	$\frac{4.1}{24}$	$\frac{4.1}{4}$	2.9	$\frac{2.8}{18}$	$\frac{3.3}{27}$	$\frac{3.2}{33}$
------------------	------------------	-----------------	-------	------------------	------------------	------------------

$\frac{6.0}{33}$	$\frac{6.9}{31}$	$\frac{7.6}{12}$	7.8	$\frac{7.4}{8}$	$\frac{5.1}{11}$	$\frac{5.1}{30}$	$\frac{6.3}{33}$
------------------	------------------	------------------	-------	-----------------	------------------	------------------	------------------

$\frac{5.4}{33}$	$\frac{5.7}{21}$	5.9	$\frac{6.9}{15}$	$\frac{7.9}{16}$	$\frac{7.9}{17}$	$\frac{6.5}{20}$	$\frac{6.0}{24}$	$\frac{6.2}{33}$
------------------	------------------	-------	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{3.8}{33}$	$\frac{4.8}{11}$	5.1	$\frac{4.7}{5}$	$\frac{5.4}{13}$	$\frac{6.6}{27}$	$\frac{8.7}{30}$	$\frac{9.1}{33}$
------------------	------------------	-------	-----------------	------------------	------------------	------------------	------------------

$\frac{4.5}{33}$	$\frac{5.5}{12}$	6.2	$\frac{7.4}{10}$	$\frac{7.5}{18}$	$\frac{9.4}{33}$
------------------	------------------	-------	------------------	------------------	------------------

$\frac{9.2}{33}$	$\frac{11.3}{18}$	12.5	$\frac{14.5}{15}$	$\frac{15.1}{33}$
------------------	-------------------	--------	-------------------	-------------------

$\frac{5.9}{33}$	$\frac{5.9}{28}$	$\frac{7.5}{19}$	7.4	$\frac{7.6}{4}$	$\frac{8.1}{9}$	$\frac{8.8}{22}$	$\frac{8.8}{33}$
------------------	------------------	------------------	-------	-----------------	-----------------	------------------	------------------

$\frac{11.2}{33}$	$\frac{11.4}{15}$	10.5	$\frac{10.5}{3}$	$\frac{10.9}{12}$	$\frac{11.6}{20}$	$\frac{11.1}{25}$	$\frac{12.0}{33}$
-------------------	-------------------	--------	------------------	-------------------	-------------------	-------------------	-------------------

$\frac{5.7}{33}$	$\frac{5.3}{27}$	$\frac{5.8}{14}$	5.4	$\frac{3.8}{10}$	$\frac{3.1}{18}$	$\frac{4.8}{20}$	$\frac{4.8}{24}$	$\frac{3.9}{25}$	$\frac{3.1}{33}$
------------------	------------------	------------------	-------	------------------	------------------	------------------	------------------	------------------	------------------

Sta.	+	H.I.	-	Red.	Elev
		901.74			
+33				7.8	
+44	Q. Trail			8.8	
+65				10.4	
+67				9.2	
13+00				10.5	
T.P.	5.35	893.58	11.73	890.23	
+18				3.4	
+50				4.5	
+71 ²	Top of Wall				
+72				4.4	
14+00				7.8	
+50				8.8	
15+00				8.5	
T.P.	3.98	890.22	7.54	886.24	
+22				4.9	
+49	Center of Rd.			4.0	
+65				4.5	
B.M.			5.13	885.09	

$\frac{10.3}{33}$	$\frac{9.2}{16}$	7.8	$\frac{7.2}{7}$	$\frac{6.5}{17}$	$\frac{7.0}{21}$	$\frac{6.8}{24}$	$\frac{4.4}{27}$	$\frac{4.0}{32}$	$\frac{3.0}{33}$
-------------------	------------------	-----	-----------------	------------------	------------------	------------------	------------------	------------------	------------------

Above H.I.

$\frac{12.2}{33}$	$\frac{11.2}{24}$	$\frac{10.6}{7}$	$\frac{11.0}{6}$	10.4	$\frac{8.9}{2}$	$\frac{7.3}{14}$	$\frac{3.0}{24}$	$\frac{10.7}{36}$	$\frac{12.4}{43}$
-------------------	-------------------	------------------	------------------	------	-----------------	------------------	------------------	-------------------	-------------------

$\frac{12.1}{33}$	$\frac{11.7}{30}$	$\frac{10.8}{10}$	$\frac{11.2}{9}$	$\frac{10.5}{2}$	9.2	$\frac{7.6}{13}$	$\frac{5.0}{24}$	$\frac{10.7}{36}$	$\frac{12.4}{43}$
-------------------	-------------------	-------------------	------------------	------------------	-----	------------------	------------------	-------------------	-------------------

$\frac{13.1}{33}$	$\frac{13.0}{18}$	$\frac{11.8}{8}$	10.5	$\frac{8.4}{18}$	$\frac{4.9}{26}$	$\frac{2.4}{38}$	$\frac{10.5}{49}$
-------------------	-------------------	------------------	------	------------------	------------------	------------------	-------------------

$\frac{5.5}{33}$	$\frac{5.5}{22}$	$\frac{5.0}{20}$	3.6	$\frac{2.9}{9}$	$\frac{2.4}{18}$	$\frac{1.7}{39}$	$\frac{1.1}{33}$
------------------	------------------	------------------	-----	-----------------	------------------	------------------	------------------

$\frac{6.5}{33}$	$\frac{5.4}{17}$	4.5	$\frac{3.5}{33}$
------------------	------------------	-----	------------------

$\frac{8.1}{33}$	$\frac{6.9}{0}$	4.6	$\frac{4.2}{33}$
------------------	-----------------	-----	------------------

→ Top of Wall

$\frac{8.6}{33}$	7.8	$\frac{6.1}{48}$	$\frac{3.6}{48}$
------------------	-----	------------------	------------------

$\frac{9.1}{33}$	$\frac{9.1}{17}$	$\frac{8.3}{11}$	8.8	$\frac{8.0}{10}$	$\frac{8.0}{33}$
------------------	------------------	------------------	-----	------------------	------------------

→ Q. Rd.

$\frac{8.0}{36}$	$\frac{8.4}{25}$	$\frac{9.0}{16}$	8.5	$\frac{8.0}{28}$	$\frac{7.3}{49}$
------------------	------------------	------------------	-----	------------------	------------------

On Side Walk

→ Q. Rd.

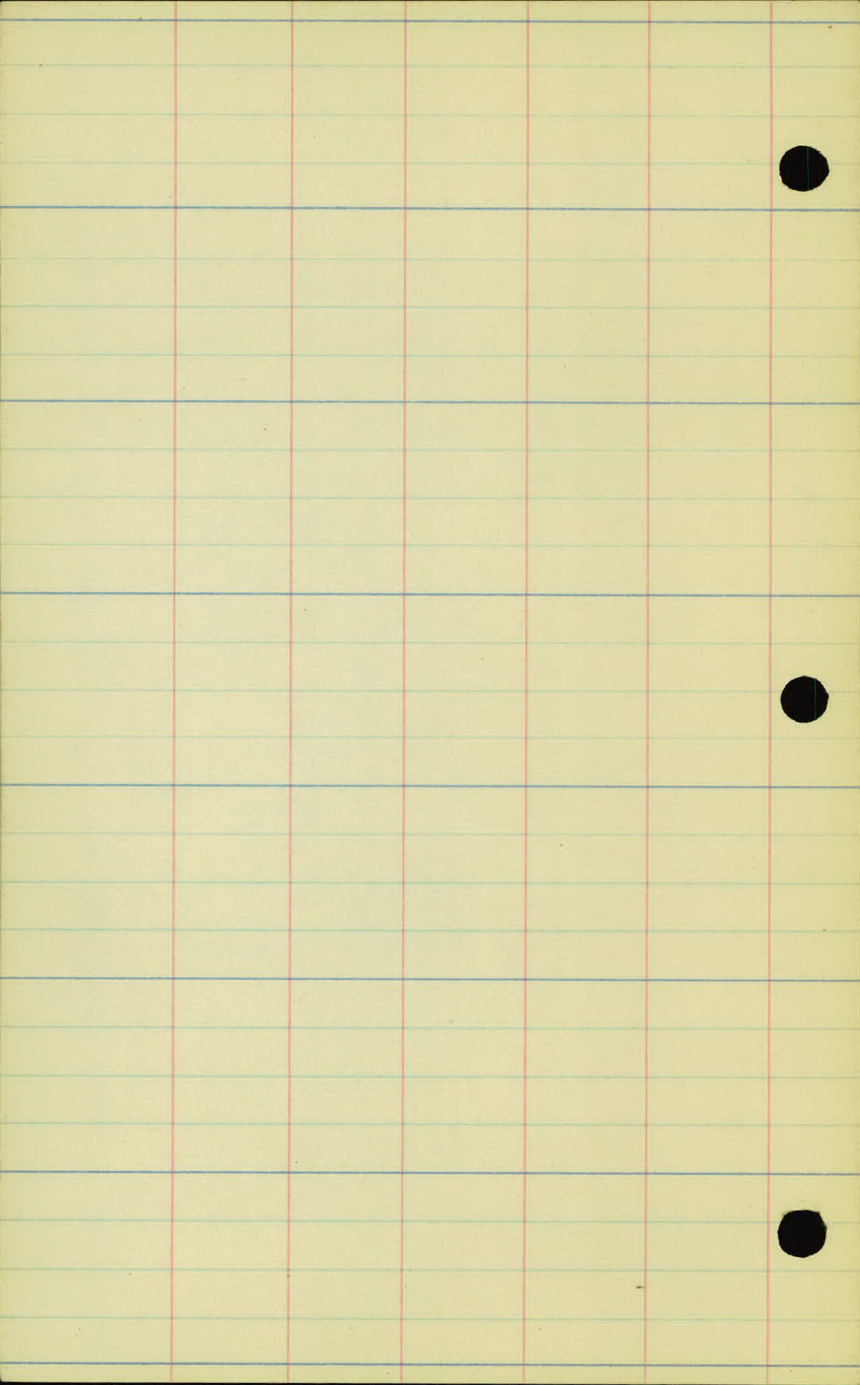
$\frac{4.4}{27}$	$\frac{4.4}{21}$	$\frac{5.3}{20}$	4.9	$\frac{3.9}{28}$	$\frac{4.0}{39}$
------------------	------------------	------------------	-----	------------------	------------------

→ Q. Rd.

$\frac{4.8}{30}$	$\frac{4.2}{15}$	4.0	$\frac{4.6}{30}$	$\frac{6.3}{39}$
------------------	------------------	-----	------------------	------------------

→ Q. Rd.

$\frac{4.2}{33}$	$\frac{4.1}{26}$	4.5	$\frac{6.1}{10}$	$\frac{6.8}{28}$	$\frac{6.8}{33}$
------------------	------------------	-----	------------------	------------------	------------------



Read 7/6 #6
Lake Johanna Blvd - New Brighton Rd.
Art. Topog. From Sta. 4100 to End of Proj.

8+00

7+00

6+00

7/15/26

(19)

4 Trail

+98 P.P. 32

4 Trail 13

+50 4 Trail 15

+50 4 Trail 19

11+00

10+00

9+00

8+00

7/13/24

(20)

Trail 70

+68 P.P. 15'

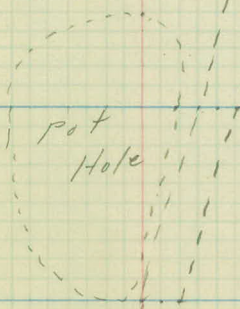
Field

Trail 45'

Trail

+50 Trail 35'

+26 P.P. 14'



Trail 21'

+50 Trail 10'

+32 P.P. 32'

+25 P.P. 28'

+15 P.P. 22'

+34 Power line
Over Head

14 + 00

+ 50

13 + 00

+ 50

12 + 00

+ 50

11 + 00

52.45
37°-44

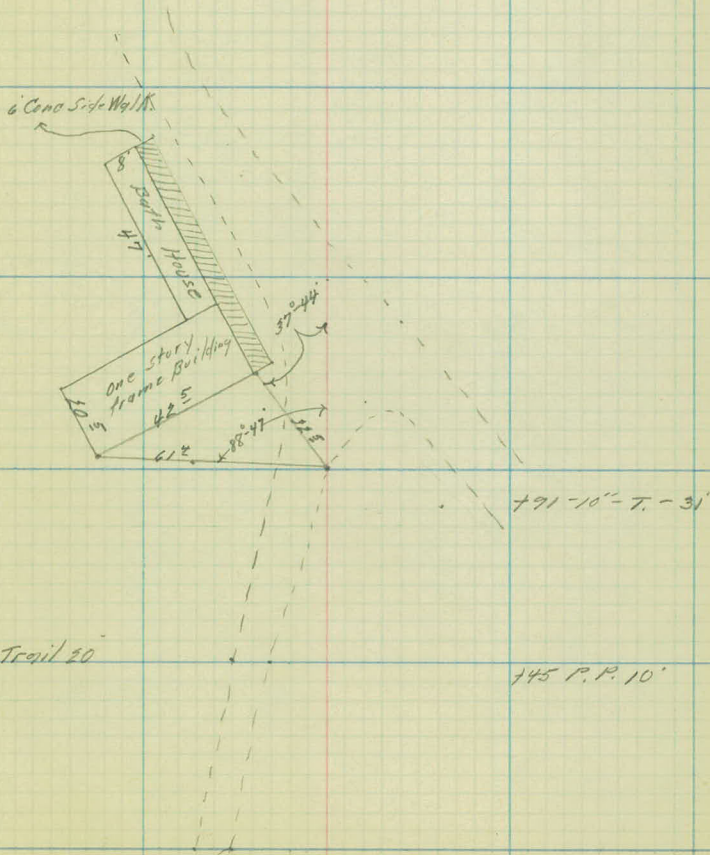
61.7
88°-47

15700

14700

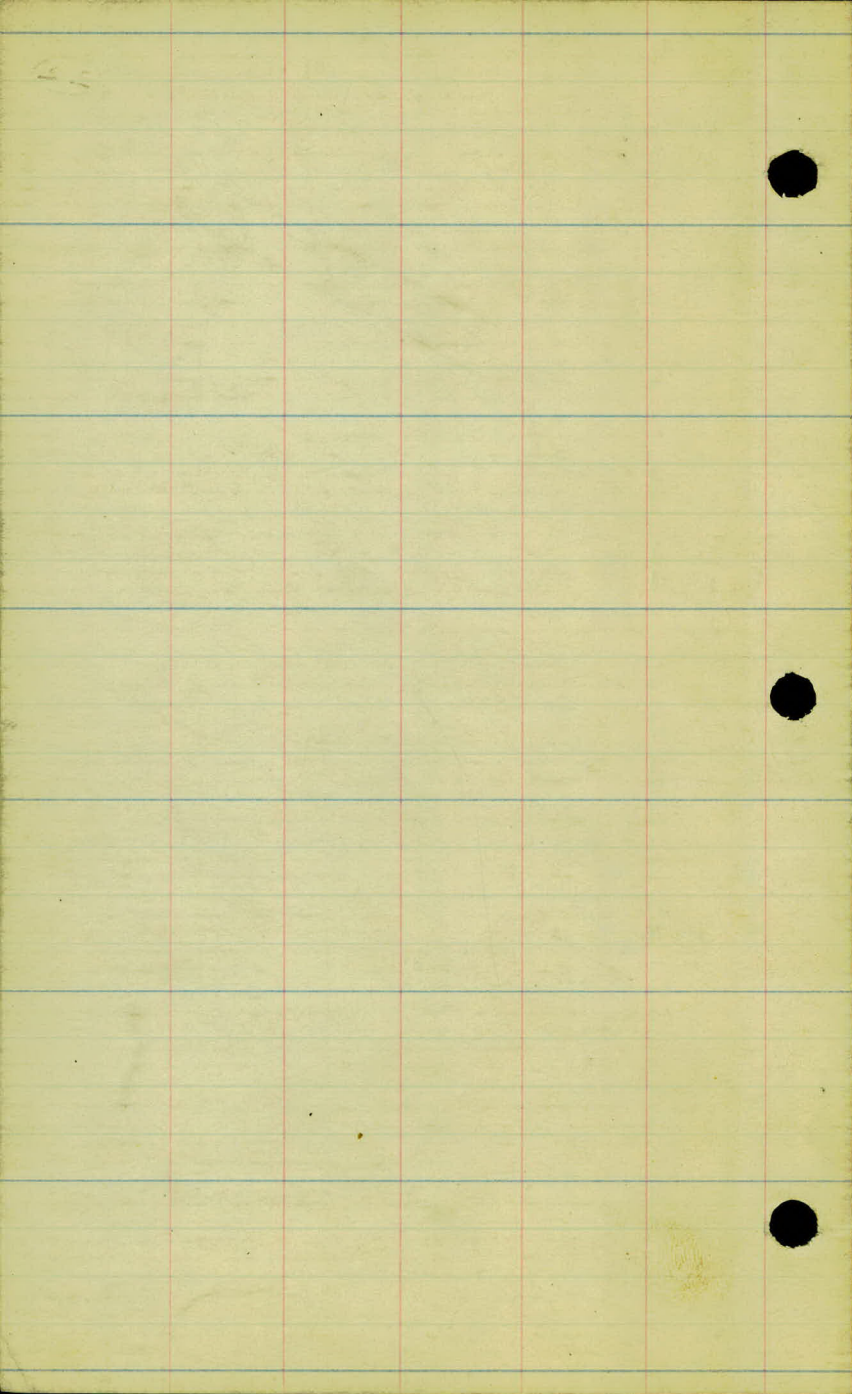
7/13/24

(22)



Q. Trail 20

145 P.P. 10'



02516