

Dr. 6 - BK. 118

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

PLAN Survey

NORTH COUNTY LINE ROAD

From S.T.H. No. 61 To PORTLAND AV

Road Acc't. No. 19

Date Filed

File

Topography.

No. Co. Line Road.

452.61 - W. of T. #61 to Portland Ave.

12-7

12 - 15" x 8' C.M. (16-12')

14

+94.31 - 2 T.H. 26'

+11.03 - 2 N.P.R.R.

13

12

+60 10-10

11

10-13'

Gravel 20%

10

10-10

9

190-246.120'

Yard.

Cult.

+28-F.cor. 32'

+28-F.cor. 21'

+03.31-Edge of

T.H. #61

+60-T.P. 65'

+85.31-W. edge

R.R. T.O. 196/6-6

Note Wiles only
4-5' above Top R.R.
+79-R.R.T.P. 35'

+40-T.P. 65'

+40-T.P. 60'

Old T.H.

+29

+94-P.P. 44'

+03

+81-Edge 24

+31-P.P. 16'

+85-P.P. 17'

Wasteland

Waste land.

Sec. 1
Sec. 2

10 10

21

9-10

20

9-9

19

9-10

18

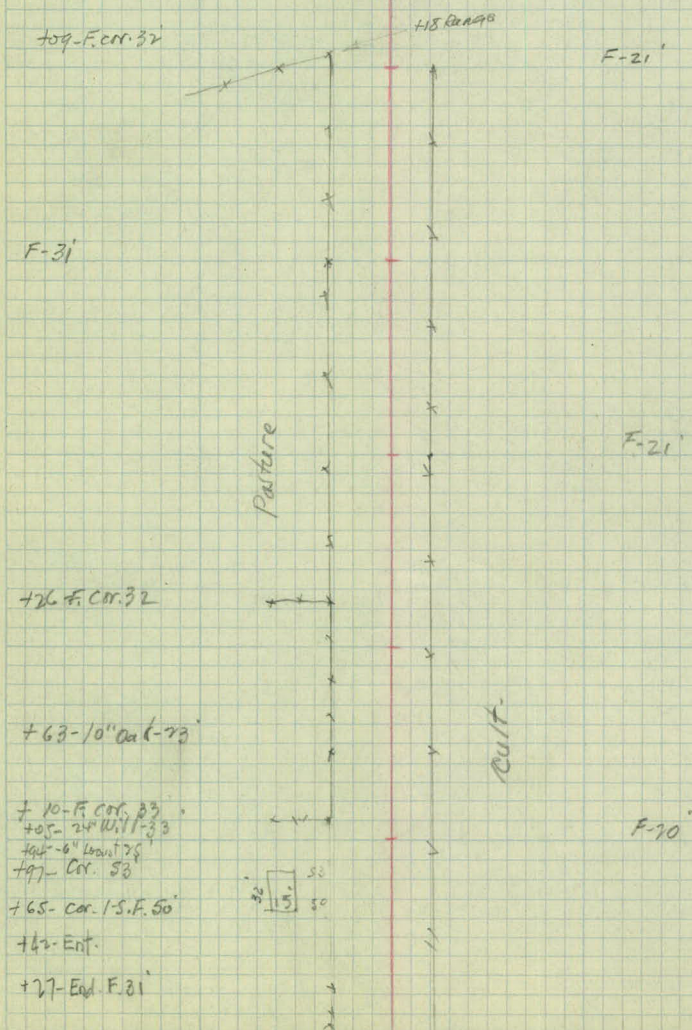
8-9'

17

11-9'

16

15



28

27

11 - 8'

26

25

10 - 10

24

10 - 11'

23

10 - 11

22

F-31'

F-22'

F-31'

F-24'

cult.

cult.

TS2-FCOR: 32'

TS2-FCOR: 23'

Pasture

cult.

8 10

35

34

10 - 9'

33

32

10 - 9'

31

30

11 - 10

29

x x x
x
+62-F. cor. 20'

F-21'

F-21'

+47-End Fence 32'

Cultivated

x

x

Pasture

F-32'

x

x

x

x

+05-F. cor. 22'

42

9 - 10

41

40

7 - 12'

39

38

8' - 12'

37

36

+48-T.P. 16'

Cult.

+88-T.P. 17'

Cult.

2 Wires.

+97-T.P. 19'



+67-T.P. 50'



Cult.

49

48

47

8-8'

46

12-6'

45

12-8

44

12-6'

43

+29-T.P. 16

cut.

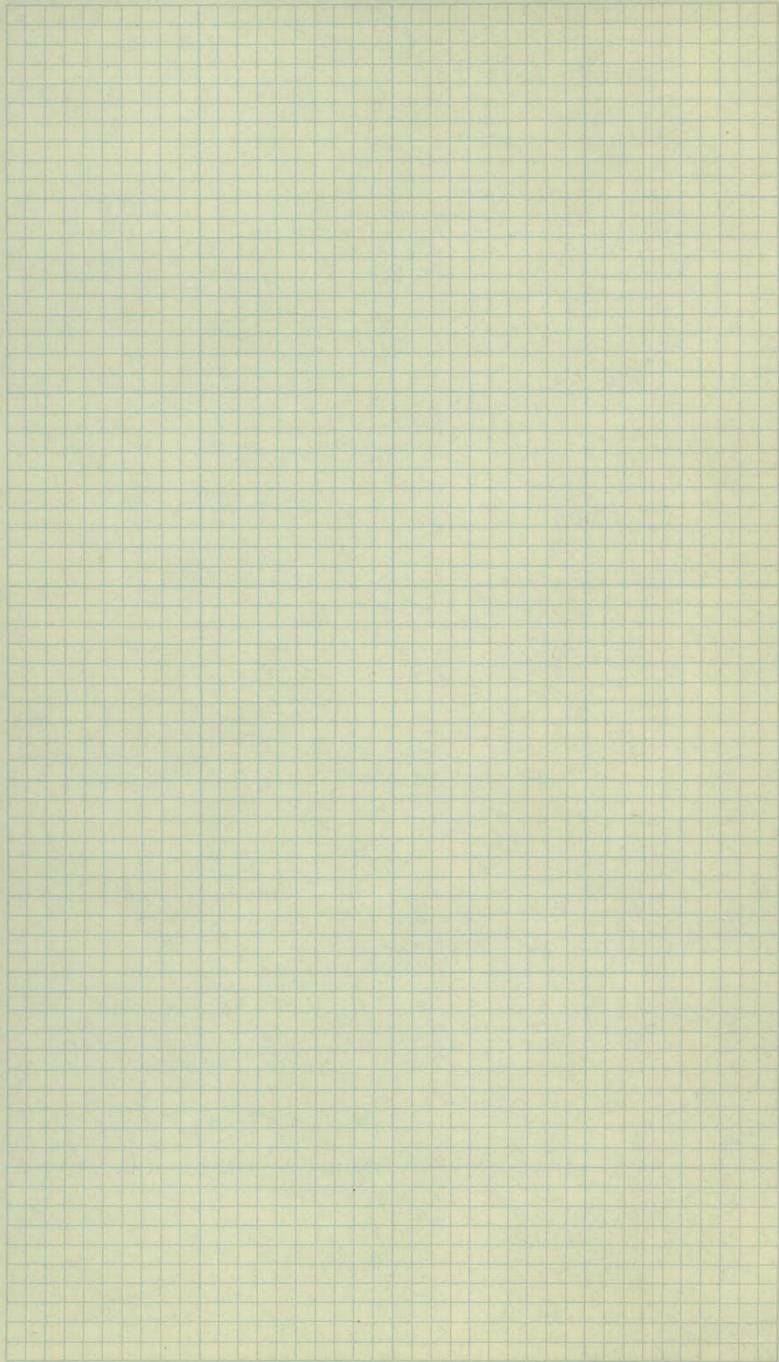


1

cut.

+14-T.P.





9

Bench Levels
(No. Co. Line Road)

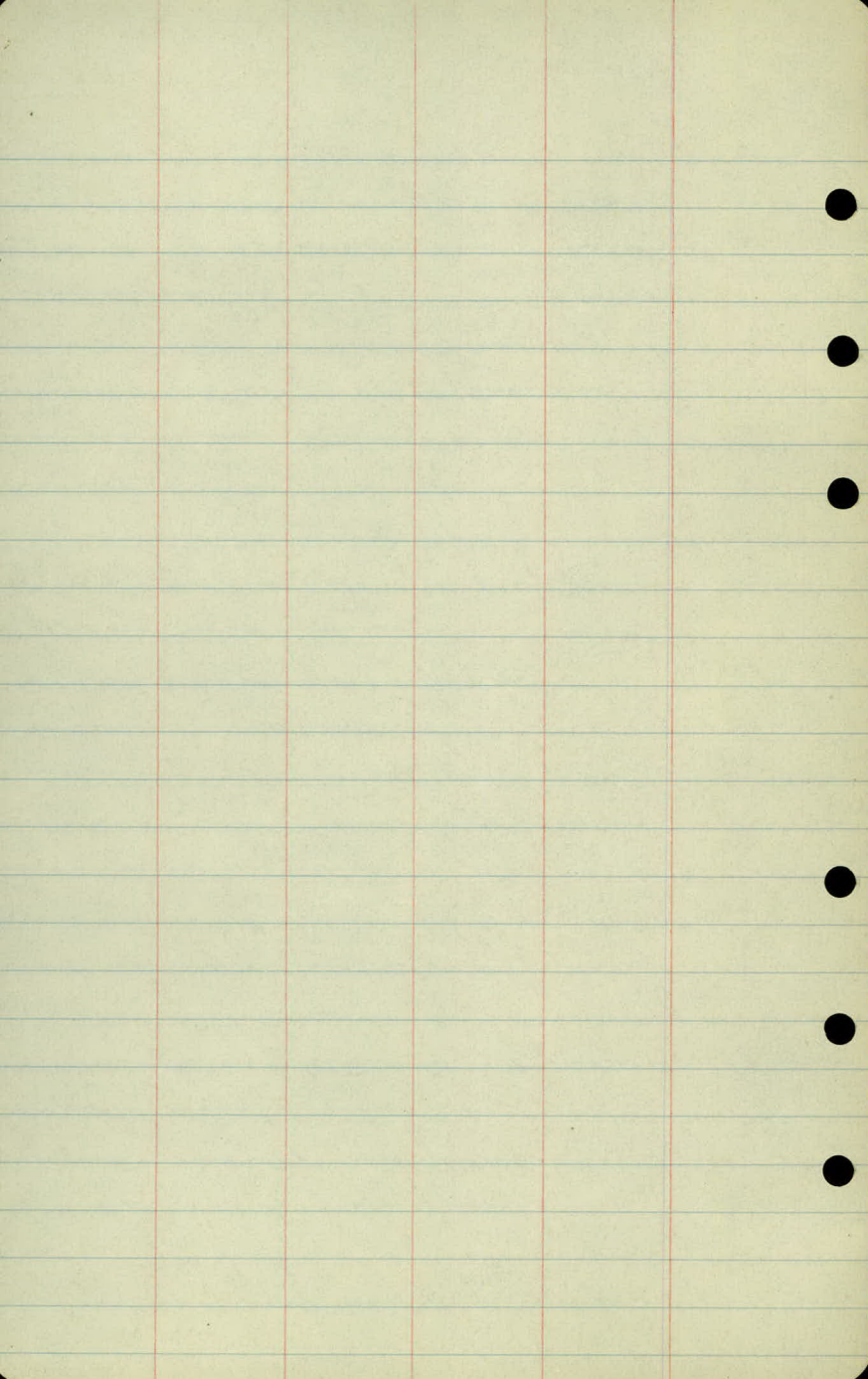
Bratton	}	21
Wilke		18
Gillen		37

Note: Above bench levels are run along S. to Hy. #61 from a bench on top of culvert headwall about 400' South of Bald Eagle Tct. to intersection of Hy. #61 & No. County line road a distance of about 2 miles. (Punch hole in pavement is the B.M. Elev. 940.75)

	+	✓ K	-	Elev.
B.M.	14.07	936.07		924.00
T.P.			5.78	920.29
	2.84	933.13		
T.P.			3.24	919.89
	5.21	935.40		
T.P.			1.26	933.94
	10.25	944.19		
T.P.			10.85	933.34
	0.31	933.65		
T.P.			10.76	922.89
	0.07	924.96		
T.P.			3.87	919.09
	1.77	920.86		
T.P.			4.67	916.19
	5.17	921.36		
T.P.			4.92	916.44
	6.79	923.23		
T.P.			0.16	923.05
	14.06	935.11		
T.P.			1.07	934.04
	9.11	943.15		
T.P.			3.07	940.08
T.P.	3.69	942.77	4.62	939.15
	5.93	945.08		
B.M.			4.23	940.75

Top of East Hoodwall T.Hy. #61
Bald Eagle Tct.

Top of pavement at intersection S.T.Hy. #61 and
Co. Rd. "J." (Hole in pavement) (N. Co. line)



11
Cross sections.

No. Co, Line Rd.

Sta.	+	K ₁	-	Elev.
B.M.	8.40	949.15		940.75

9441?

42.5-

10

43.2-

+50

43.4-

11

43.4-

+50

43.2-

+82

42.8-

+88

42.6-

12

42.2-

+28

41.4-

+41

40.0-

+52

42.6-

Lt.

E

Rt.

12

Top of pavement T. Hy #61 + Co Rd. J.

$$\frac{74}{50} \quad \frac{6.8}{38} \quad \frac{6.6}{21} \quad \frac{7.1}{11} \quad \frac{6.7}{-} \quad \frac{7.2}{11} \quad \frac{7.1}{18} \quad \frac{74}{23} \quad \frac{8.5}{50}$$

$$\frac{8.1}{50} \quad \frac{6.2}{19} \quad \frac{6.4}{12} \quad \frac{6.0}{-} \quad \frac{6.6}{13} \quad \frac{6.3}{20} \quad \frac{6.6}{27} \quad \frac{8.1}{50}$$

$$\frac{8.1}{50} \quad \frac{8.0}{33} \quad \frac{7.5}{21} \quad \frac{7.6}{16} \quad \frac{6.3}{12} \quad \frac{5.8}{-} \quad \frac{6.3}{13} \quad \frac{6.1}{19} \quad \frac{6.1}{23} \quad \frac{6.5}{50}$$

$$\frac{8.2}{50} \quad \frac{8.1}{30} \quad \frac{7.6}{19} \quad \frac{7.4}{14} \quad \frac{6.4}{11} \quad \frac{5.8}{-} \quad \frac{6.0}{12} \quad \frac{6.3}{17} \quad \frac{6.1}{21} \quad \frac{5.8}{36} \quad \frac{5.7}{50}$$

$$\frac{6.2}{50} \quad \frac{5.3}{27} \quad \frac{6.1}{21} \quad \frac{6.1}{15} \quad \frac{6.0}{-} \quad \frac{6.1}{11} \quad \frac{6.2}{17} \quad \frac{5.6}{20} \quad \frac{5.6}{35} \quad \frac{5.4}{50}$$

$$\frac{6.4}{50} \quad \frac{6.6}{33} \quad \frac{6.7}{21} \quad \frac{6.5}{12} \quad \frac{6.4}{-} \quad \frac{7.0}{15} \quad \frac{7.9}{19} \quad \frac{6.3}{22} \quad \frac{4.1}{32} \quad \frac{5.1}{50}$$

$$\frac{8.2}{50} \quad \frac{7.5}{26} \quad \frac{7.1}{16} \quad \frac{6.6}{-} \quad \frac{7.1}{17} \quad \frac{7.8}{21} \quad \frac{7.5}{43} \quad \frac{7.5}{50}$$

$$\frac{7.5}{50} \quad \frac{7.4}{27} \quad \frac{6.7}{13} \quad \frac{7.0}{-} \quad \frac{7.8}{30} \quad \frac{8.2}{50}$$

$$\frac{7.3}{50} \quad \frac{7.5}{25} \quad \frac{7.8}{-} \quad \frac{7.9}{27} \quad \frac{8.0}{50}$$

$$\frac{8.8}{50} \quad \frac{8.1}{44} \quad \frac{8.5}{27} \quad \frac{9.2}{-} \quad \frac{8.8}{29} \quad \frac{9.0}{50}$$

$$\frac{7.9}{50} \quad \frac{7.3}{39} \quad \frac{7.0}{24} \quad \frac{6.6}{-} \quad \frac{6.9}{23} \quad \frac{7.0}{50}$$

Sta.	+	Σ	-	Elev.
17+65		949.15		34.4
12+65				<u>34.4</u>
12+78	W.R.R. Ditch			32.5-
12+89				34.6-
13+00				35.7-
13+06				37.95-
+16				37.95-
+20				36.1-
+27				35.2-
+38				42.4-
+53				42.0-
+63				41.8-

Sta.	+	K	-	Elev
13+68		949.15		39.2
+74				38.7
+80				40.6
13+94.31	at I.T. Hy. #61			40.8
14+10				41.1
+16				41.1
+23				41.1
+28				41.1
+50				41.2
15				40.5
+58				39.1
16				37.1

Note: These sections may not be perfect
 as we have 10' of snow along side of
 road to contend with. However they
 should serve the purpose. ~~9/27~~ 9/27

Lt.

E

Rt.

14

$$\frac{10.4}{50}$$

$$\frac{10.0}{50}$$

$$\frac{10.7}{50}$$

$$\frac{10.3}{50}$$

$$\frac{10.5}{50}$$

$$\frac{10.7}{50}$$

$$\frac{8.4}{50}$$

$$\frac{8.6}{50}$$

$$\frac{8.7}{50}$$

$$\frac{8.0}{100}$$

$$\frac{8.4}{100}$$

$$\frac{8.7}{100}$$

$$\frac{8.0}{100}$$

$$8.1$$

$$\frac{8.6}{100}$$

$$\frac{10.2}{50} \quad \frac{9.7}{25} \quad \frac{8.3}{17} \quad 8.1 \quad \frac{8.3}{12} \quad \frac{9.0}{18} \quad \frac{10.4}{50}$$

$$\frac{9.7}{50} \quad \frac{9.0}{19} \quad \frac{8.3}{14} \quad 8.1 \quad \frac{8.3}{12} \quad \frac{9.0}{50}$$

$$\frac{6.8}{50} \quad \frac{6.8}{22} \quad \frac{7.7}{18} \quad 8.1 \quad \frac{8.3}{10} \quad \frac{7.2}{18} \quad \frac{7.0}{23} \quad \frac{7.5}{50}$$

$$\frac{7.2}{50} \quad \frac{7.1}{24} \quad \frac{7.2}{23} \quad \frac{9.9}{19} \quad \frac{8.8}{14} \quad 8.0 \quad \frac{8.0}{13} \quad \frac{7.4}{17} \quad \frac{6.7}{21} \quad \frac{7.2}{24} \quad \frac{7.9}{50}$$

$$\frac{8.0}{50} \quad \frac{7.8}{27} \quad \frac{10.3}{24} \quad \frac{9.8}{19} \quad \frac{9.2}{13} \quad \frac{8.7}{12} \quad \frac{9.1}{12} \quad \frac{8.8}{16} \quad \frac{7.5}{21} \quad \frac{8.7}{50}$$

$$\frac{10.3}{50} \quad \frac{10.3}{44} \quad \frac{10.2}{30} \quad \frac{10.0}{22} \quad \frac{10.3}{15} \quad \frac{10.1}{10} \quad \frac{10.8}{14} \quad \frac{10.2}{18} \quad \frac{9.8}{22} \quad \frac{10.7}{50}$$

$$\frac{12.1}{50} \quad \frac{12.0}{20} \quad \frac{12.5}{13} \quad \frac{12.1}{10} \quad \frac{12.5}{10} \quad \frac{11.6}{19} \quad \frac{12.1}{26} \quad \frac{12.4}{50}$$

Sta.	+	✓	-	Elev.
16+50		949.15		35.6

B.M.	3.12	943.87		940.75
------	------	--------	--	--------

17				35.0
----	--	--	--	------

+50				34.6
-----	--	--	--	------

18				34.0
----	--	--	--	------

+50				33.5
-----	--	--	--	------

19				33.3
----	--	--	--	------

T.P.

+50				32.9
-----	--	--	--	------

T.P.		8.90	935.17	
------	--	------	--------	--

	4.51	939.68		
--	------	--------	--	--

20				33.0
----	--	--	--	------

+50				33.2
-----	--	--	--	------

21				33.1
----	--	--	--	------

+50				33.3
-----	--	--	--	------

17.

18.

19.

15

$\frac{14.4}{50}$ $\frac{14.2}{70}$ $\frac{14.5}{18}$ $\frac{14.5}{14}$ $\frac{14.0}{11}$ $\frac{13.6}{11}$ $\frac{14.0}{11}$ $\frac{14.2}{16}$ $\frac{14.0}{24}$ $\frac{14.0}{50}$

$\frac{10.6}{50}$ $\frac{10.1}{23}$ $\frac{10.2}{16}$ $\frac{10.2}{15}$ $\frac{9.4}{11}$ $\frac{8.9}{11}$ $\frac{9.3}{11}$ $\frac{9.6}{19}$ $\frac{9.6}{19}$ $\frac{9.5}{24}$ $\frac{9.4}{50}$

$\frac{10.2}{50}$ $\frac{10.2}{30}$ $\frac{10.0}{24}$ $\frac{10.2}{16}$ $\frac{9.9}{11}$ $\frac{9.3}{11}$ $\frac{9.5}{11}$ $\frac{10.1}{15}$ $\frac{9.6}{17}$ $\frac{9.5}{23}$ $\frac{9.5}{50}$

$\frac{10.9}{50}$ $\frac{10.9}{34}$ $\frac{10.4}{19}$ $\frac{11.3}{14}$ $\frac{10.5}{11}$ $\frac{9.9}{11}$ $\frac{10.1}{11}$ $\frac{10.0}{16}$ $\frac{9.5}{20}$ $\frac{10.2}{29}$ $\frac{10.0}{50}$

$\frac{11.8}{50}$ $\frac{11.8}{29}$ $\frac{11.9}{21}$ $\frac{11.3}{15}$ $\frac{10.9}{11}$ $\frac{10.4}{11}$ $\frac{11.1}{15}$ $\frac{11.2}{18}$ $\frac{10.6}{23}$ $\frac{10.6}{50}$

$\frac{11.4}{50}$ $\frac{11.4}{34}$ $\frac{12.4}{25}$ $\frac{10.6}{18}$ $\frac{11.3}{14}$ $\frac{10.7}{12}$ $\frac{10.6}{11}$ $\frac{10.8}{11}$ $\frac{11.6}{16}$ $\frac{10.9}{21}$ $\frac{11.1}{26}$ $\frac{11.2}{50}$

$\frac{11.5}{50}$ $\frac{11.5}{33}$ $\frac{11.4}{29}$ $\frac{12.7}{23}$ $\frac{11.1}{17}$ $\frac{11.1}{11}$ $\frac{11.0}{11}$ $\frac{11.1}{9}$ $\frac{11.8}{16}$ $\frac{11.2}{23}$ $\frac{11.2}{50}$

12.1 in Cor. Fin. Post 32' Lt. 21.0. 20+09

$\frac{7.4}{50}$ $\frac{7.2}{33}$ $\frac{8.4}{26}$ $\frac{7.5}{21}$ $\frac{7.7}{15}$ $\frac{7.0}{12}$ $\frac{6.7}{11}$ $\frac{6.8}{10}$ $\frac{7.6}{18}$ $\frac{7.5}{19}$ $\frac{7.3}{24}$ $\frac{7.1}{50}$

$\frac{7.7}{50}$ $\frac{8.6}{29}$ $\frac{8.6}{23}$ $\frac{7.0}{20}$ $\frac{7.5}{16}$ $\frac{6.8}{13}$ $\frac{6.5}{11}$ $\frac{7.0}{10}$ $\frac{8.0}{14}$ $\frac{7.5}{18}$ $\frac{7.2}{23}$ $\frac{7.4}{50}$

$\frac{7.1}{50}$ $\frac{7.3}{27}$ $\frac{8.3}{22}$ $\frac{7.1}{18}$ $\frac{6.8}{12}$ $\frac{6.6}{11}$ $\frac{7.0}{11}$ $\frac{7.7}{15}$ $\frac{7.5}{22}$ $\frac{7.3}{50}$

$\frac{7.2}{50}$ $\frac{7.1}{29}$ $\frac{8.2}{25}$ $\frac{6.8}{20}$ $\frac{7.1}{16}$ $\frac{6.9}{12}$ $\frac{6.4}{11}$ $\frac{6.9}{10}$ $\frac{7.5}{14}$ $\frac{6.9}{19}$ $\frac{6.9}{26}$ $\frac{6.9}{50}$

$\frac{2}{18}$
 $\frac{37}{19}$

Sta.	+	K ₁ ✓	-	Elev.
22		939.68		33.1
+50				33.2
23				33.4
+50				33.4
24				33.2
+50				33.2
25				33.3
+50				33.4
26				33.5 ✓
T.R.			4.66	938.02 ✓
	6.15	✓ 941.17		
+50				33.6
27				33.9
+50				33.8

Lt.

E

Rt.

$$\frac{7.2}{50} \quad \frac{7.2}{78} \quad \frac{7.9}{26} \quad \frac{7.1}{20} \quad \frac{7.0}{14} \quad \frac{6.6}{10} \quad \frac{6.8}{16} \quad \frac{7.0}{21} \quad \frac{6.6}{50}$$

$$\frac{6.8}{50} \quad \frac{6.8}{34} \quad \frac{7.2}{28} \quad \frac{6.7}{19} \quad \frac{7.6}{15} \quad \frac{6.9}{12} \quad \frac{6.5}{11} \quad \frac{6.7}{17} \quad \frac{6.7}{22} \quad \frac{6.7}{50}$$

$$\frac{6.8}{50} \quad \frac{6.9}{24} \quad \frac{6.9}{17} \quad \frac{7.4}{18} \quad \frac{7.4}{13} \quad \frac{6.6}{12} \quad \frac{6.3}{11} \quad \frac{6.6}{16} \quad \frac{6.7}{50}$$

$$\frac{6.4}{50} \quad \frac{6.4}{32} \quad \frac{6.4}{25} \quad \frac{6.4}{19} \quad \frac{6.7}{12} \quad \frac{6.3}{11} \quad \frac{6.6}{15} \quad \frac{6.6}{22} \quad \frac{6.7}{33} \quad \frac{6.6}{50}$$

$$\frac{6.6}{50} \quad \frac{6.6}{32} \quad \frac{6.8}{24} \quad \frac{6.5}{18} \quad \frac{7.5}{14} \quad \frac{7.0}{12} \quad \frac{6.5}{11} \quad \frac{6.7}{17} \quad \frac{7.0}{22} \quad \frac{7.0}{50}$$

$$\frac{6.6}{50} \quad \frac{6.8}{31} \quad \frac{7.0}{24} \quad \frac{7.0}{15} \quad \frac{7.0}{12} \quad \frac{6.5}{11} \quad \frac{6.7}{14} \quad \frac{6.8}{19} \quad \frac{6.2}{21} \quad \frac{6.0}{25} \quad \frac{6.2}{50}$$

$$\frac{6.7}{50} \quad \frac{6.7}{32} \quad \frac{6.7}{13} \quad \frac{6.4}{17} \quad \frac{6.8}{13} \quad \frac{6.4}{10} \quad \frac{6.6}{14} \quad \frac{6.5}{18} \quad \frac{6.3}{23} \quad \frac{5.5}{15}$$

$$\frac{6.4}{50} \quad \frac{6.4}{31} \quad \frac{6.3}{25} \quad \frac{6.4}{16} \quad \frac{6.7}{14} \quad \frac{6.3}{10} \quad \frac{6.5}{14} \quad \frac{6.2}{21} \quad \frac{5.5}{30} \quad \frac{5.5}{50} \quad \frac{4.4}{50}$$

$$\frac{6.1}{50} \quad \frac{6.1}{33} \quad \frac{6.1}{23} \quad \frac{6.4}{18} \quad \frac{6.6}{13} \quad \frac{6.2}{10} \quad \frac{6.3}{17} \quad \frac{5.5}{23} \quad \frac{5.5}{38} \quad \frac{5.0}{50} \quad \frac{4.4}{50}$$

Nail in Fence Post 20' Lt. 112.26+00

$$\frac{7.7}{50} \quad \frac{7.7}{31} \quad \frac{7.8}{24} \quad \frac{7.1}{18} \quad \frac{7.9}{14} \quad \frac{7.6}{10} \quad \frac{7.8}{16} \quad \frac{7.1}{24} \quad \frac{6.9}{50}$$

$$\frac{8.1}{50} \quad \frac{8.1}{33} \quad \frac{7.9}{21} \quad \frac{8.1}{16} \quad \frac{7.9}{12} \quad \frac{7.3}{10} \quad \frac{7.4}{14} \quad \frac{7.0}{23} \quad \frac{6.7}{50}$$

$$\frac{8.8}{50} \quad \frac{8.8}{30} \quad \frac{6.7}{18} \quad \frac{8.4}{12} \quad \frac{7.6}{11} \quad \frac{7.4}{10} \quad \frac{7.3}{16} \quad \frac{6.7}{23} \quad \frac{6.3}{36} \quad \frac{6.0}{50}$$

Sta. + K ✓ - Elev.
 941.17

28 33.5

+50 33.4

29 33.4

+50 33.6

30 33.5

+50 33.4

31 33.5

+50 33.5

32 33.5

T.P. ✓ 5.08 936.09 ✓

6.30 941.39

+50 33.9

33 33.9

4.

2

84.

$\frac{8.1}{50}$ $\frac{8.1}{33}$ $\frac{8.1}{20}$ $\frac{8.2}{14}$ $\frac{8.0}{11}$ 7.7 $\frac{7.8}{10}$ $\frac{7.4}{14}$ $\frac{6.6}{24}$ $\frac{6.2}{50}$

$\frac{8.0}{50}$ $\frac{8.0}{31}$ $\frac{8.1}{20}$ $\frac{8.5}{13}$ $\frac{8.0}{11}$ 7.8 $\frac{7.8}{10}$ $\frac{7.6}{16}$ $\frac{7.2}{24}$ $\frac{7.1}{50}$

$\frac{7.5}{50}$ $\frac{7.5}{32}$ $\frac{7.9}{20}$ $\frac{8.5}{15}$ $\frac{8.0}{12}$ 7.8 $\frac{8.0}{10}$ $\frac{8.3}{13}$ $\frac{7.3}{23}$ $\frac{7.4}{50}$

$\frac{8.1}{50}$ $\frac{8.1}{32}$ $\frac{8.6}{22}$ $\frac{8.6}{14}$ $\frac{8.1}{12}$ 7.6 $\frac{7.8}{10}$ $\frac{8.0}{13}$ $\frac{7.5}{23}$ $\frac{8.1}{50}$

$\frac{7.7}{50}$ $\frac{7.7}{31}$ $\frac{7.7}{23}$ $\frac{8.1}{19}$ $\frac{8.4}{17}$ $\frac{8.1}{14}$ 7.7 $\frac{7.9}{10}$ $\frac{8.3}{14}$ $\frac{8.0}{23}$ $\frac{7.6}{50}$

$\frac{7.7}{50}$ $\frac{7.7}{30}$ $\frac{7.9}{24}$ $\frac{7.5}{19}$ $\frac{8.5}{16}$ $\frac{8.0}{14}$ 7.8 $\frac{8.0}{10}$ $\frac{8.3}{14}$ $\frac{7.7}{20}$ $\frac{7.8}{25}$ $\frac{8.0}{50}$

$\frac{7.8}{50}$ $\frac{7.9}{26}$ $\frac{7.7}{21}$ $\frac{8.3}{17}$ $\frac{8.6}{15}$ $\frac{8.2}{14}$ 7.7 $\frac{8.0}{10}$ $\frac{8.5}{14}$ $\frac{7.6}{19}$ $\frac{8.0}{24}$ $\frac{7.8}{50}$

$\frac{8.0}{50}$ $\frac{8.0}{31}$ $\frac{7.7}{24}$ $\frac{7.9}{19}$ $\frac{8.3}{16}$ $\frac{8.0}{14}$ 7.7 $\frac{8.0}{10}$ $\frac{8.2}{14}$ $\frac{7.8}{20}$ $\frac{7.9}{25}$ $\frac{8.0}{50}$

$\frac{7.6}{50}$ $\frac{7.7}{33}$ $\frac{7.7}{23}$ $\frac{7.8}{16}$ $\frac{7.8}{14}$ 7.7 $\frac{7.9}{10}$ $\frac{8.4}{14}$ $\frac{7.6}{20}$ $\frac{7.8}{24}$ $\frac{7.9}{50}$

Nail in fence Post 30' Lt. 5th. 31+50

$\frac{8.6}{50}$ $\frac{8.6}{27}$ $\frac{8.8}{21}$ $\frac{9.2}{17}$ $\frac{8.8}{14}$ 8.5 $\frac{9.0}{9}$ $\frac{9.0}{14}$ $\frac{8.4}{19}$ $\frac{8.8}{28}$ $\frac{8.7}{50}$

$\frac{8.7}{50}$ $\frac{8.7}{34}$ $\frac{8.6}{24}$ $\frac{8.8}{14}$ $\frac{8.8}{11}$ 8.1 $\frac{9.0}{9}$ $\frac{9.0}{14}$ $\frac{8.7}{20}$ $\frac{9.0}{27}$ $\frac{8.9}{50}$

Sta.	+	π ✓	-	Elev.
33+50		944.39		33.9

34				34.1
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+50				34.5
-----	--	--	--	------

35				34.7
----	--	--	--	------

+50				35.2
-----	--	--	--	------

B.M.		✓	7.39	935.00 ✓
	7.39	944.39		

36				35.6
----	--	--	--	------

+50				35.9
-----	--	--	--	------

37				36.0
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+50				36.0
-----	--	--	--	------

38				36.4
----	--	--	--	------

+50				37.3
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39				37.5
----	--	--	--	------

	L.T.				L	R.T.				
$\frac{8.5}{50}$	$\frac{8.5}{28}$	$\frac{8.5}{21}$	$\frac{8.8}{16}$	$\frac{8.8}{12}$	$\frac{8.5}{10}$	$\frac{8.7}{15}$	$\frac{8.7}{19}$	$\frac{8.9}{21}$	$\frac{8.9}{50}$	
$\frac{8.7}{50}$	$\frac{8.2}{22}$	$\frac{8.3}{16}$	$\frac{8.6}{12}$	$\frac{8.3}{11}$	$\frac{8.6}{16}$	$\frac{8.3}{20}$	$\frac{8.7}{27}$	$\frac{8.7}{50}$		
$\frac{7.8}{50}$	$\frac{7.8}{27}$	$\frac{7.7}{20}$	$\frac{8.0}{14}$	$\frac{8.0}{12}$	$\frac{7.9}{11}$	$\frac{8.3}{14}$	$\frac{7.8}{19}$	$\frac{8.1}{25}$	$\frac{8.3}{50}$	
$\frac{7.2}{50}$	$\frac{7.2}{21}$	$\frac{7.2}{15}$	$\frac{7.0}{11}$	$\frac{7.7}{11}$	$\frac{8.0}{11}$	$\frac{7.2}{16}$	$\frac{7.5}{21}$	$\frac{7.9}{27}$	$\frac{7.8}{50}$	
$\frac{7.0}{50}$	$\frac{7.0}{21}$	$\frac{7.0}{14}$	$\frac{7.0}{11}$	$\frac{7.2}{11}$	$\frac{7.5}{11}$	$\frac{6.5}{16}$	$\frac{6.5}{21}$	$\frac{6.8}{27}$	$\frac{6.5}{50}$	

Top of Mon. Str.

$\frac{6.9}{50}$	$\frac{6.8}{25}$	$\frac{6.1}{15}$	$\frac{6.5}{10}$	$\frac{6.8}{11}$	$\frac{7.0}{11}$	$\frac{6.1}{16}$	$\frac{6.1}{22}$	$\frac{6.5}{50}$		
$\frac{6.4}{50}$	$\frac{6.4}{23}$	$\frac{6.3}{16}$	$\frac{6.4}{11}$	$\frac{6.5}{12}$	$\frac{6.8}{12}$	$\frac{6.0}{16}$	$\frac{6.4}{20}$	$\frac{6.3}{26}$	$\frac{6.4}{50}$	
$\frac{6.5}{50}$	$\frac{6.5}{38}$	$\frac{6.2}{23}$	$\frac{6.3}{17}$	$\frac{6.2}{11}$	$\frac{6.4}{12}$	$\frac{6.6}{12}$	$\frac{6.1}{18}$	$\frac{6.1}{24}$	$\frac{6.3}{50}$	
$\frac{6.3}{50}$	$\frac{6.3}{30}$	$\frac{6.3}{21}$	$\frac{6.4}{15}$	$\frac{6.6}{10}$	$\frac{6.4}{12}$	$\frac{6.6}{12}$	$\frac{4.8}{17}$	$\frac{5.9}{23}$	$\frac{6.5}{27}$	$\frac{6.5}{50}$
$\frac{5.7}{50}$	$\frac{5.7}{27}$	$\frac{5.7}{20}$	$\frac{5.9}{15}$	$\frac{6.0}{9}$	$\frac{6.0}{12}$	$\frac{6.1}{12}$	$\frac{5.5}{17}$	$\frac{5.4}{24}$	$\frac{5.4}{29}$	$\frac{6.1}{50}$
$\frac{5.0}{50}$	$\frac{5.0}{22}$	$\frac{5.2}{19}$	$\frac{5.2}{18}$	$\frac{5.4}{12}$	$\frac{5.1}{12}$	$\frac{5.5}{12}$	$\frac{4.8}{17}$	$\frac{4.8}{23}$	$\frac{4.8}{31}$	$\frac{5.6}{50}$
$\frac{4.9}{50}$	$\frac{4.9}{20}$	$\frac{4.7}{16}$	$\frac{4.9}{11}$	$\frac{4.9}{12}$	$\frac{5.3}{12}$	$\frac{4.5}{16}$	$\frac{4.5}{24}$	$\frac{5.2}{50}$		

Sta	+	π ✓	-	Elev.
		947.39		✓
T.P.		✓	2.50	939.89
39+50	6.80	946.69		37.6
40				37.8
+50				38.7
41				39.9
+50				40.3
42				40.4
+50				40.4
43				40.2
+50				39.8
44				38.7
+50				37.9

ht. £ Rt.

Nail in Tel. Pole 20' Lt. 210 39+00
 $\frac{8.9}{50}$ $\frac{9.2}{14}$ $\frac{9.4}{9.1}$ $\frac{8.6}{11}$ $\frac{8.6}{17}$ $\frac{8.7}{26}$ $\frac{8.7}{71}$ $\frac{8.7}{50}$

$\frac{7.7}{50}$ $\frac{7.9}{34}$ $\frac{8.1}{24}$ $\frac{8.3}{16}$ $\frac{8.7}{10}$ $\frac{8.9}{8.9}$ $\frac{9.2}{11}$ $\frac{9.1}{16}$ $\frac{8.7}{27}$ $\frac{9.7}{50}$

$\frac{7.0}{50}$ $\frac{7.0}{30}$ $\frac{7.2}{16}$ $\frac{7.9}{10}$ $\frac{8.1}{7}$ $\frac{8.0}{8.0}$ $\frac{8.4}{10}$ $\frac{7.7}{17}$ $\frac{8.5}{26}$ $\frac{9.7}{50}$

$\frac{6.5}{50}$ $\frac{6.2}{17}$ $\frac{6.4}{9}$ $\frac{7.0}{7}$ $\frac{6.8}{6.8}$ $\frac{7.3}{9}$ $\frac{6.0}{16}$ $\frac{6.9}{27}$ $\frac{8.4}{40}$ $\frac{9.6}{50}$

$\frac{5.7}{50}$ $\frac{5.7}{23}$ $\frac{5.6}{15}$ $\frac{6.1}{10}$ $\frac{6.4}{8}$ $\frac{6.4}{6.4}$ $\frac{6.3}{10}$ $\frac{5.0}{15}$ $\frac{6.1}{24}$ $\frac{6.7}{43}$ $\frac{7.2}{50}$

$\frac{5.6}{50}$ $\frac{5.3}{25}$ $\frac{5.3}{16}$ $\frac{6.4}{11}$ $\frac{6.3}{9}$ $\frac{6.3}{6.3}$ $\frac{6.4}{9}$ $\frac{5.6}{14}$ $\frac{5.4}{22}$ $\frac{6.8}{50}$

$\frac{5.5}{50}$ $\frac{5.5}{33}$ $\frac{5.5}{20}$ $\frac{5.8}{16}$ $\frac{6.5}{17}$ $\frac{6.3}{6.3}$ $\frac{6.5}{9}$ $\frac{5.7}{13}$ $\frac{5.2}{21}$ $\frac{5.2}{50}$

$\frac{5.0}{50}$ $\frac{5.1}{34}$ $\frac{5.4}{23}$ $\frac{5.9}{19}$ $\frac{6.3}{17}$ $\frac{6.5}{6.5}$ $\frac{6.7}{10}$ $\frac{5.6}{13}$ $\frac{4.3}{17}$ $\frac{4.3}{50}$

$\frac{5.6}{50}$ $\frac{5.6}{31}$ $\frac{5.0}{24}$ $\frac{6.2}{19}$ $\frac{7.0}{16}$ $\frac{6.9}{6.9}$ $\frac{7.2}{8}$ $\frac{6.5}{13}$ $\frac{4.7}{25}$ $\frac{4.7}{50}$

$\frac{7.6}{50}$ $\frac{6.6}{27}$ $\frac{7.2}{18}$ $\frac{8.0}{14}$ $\frac{8.0}{8.0}$ $\frac{7.6}{8}$ $\frac{7.0}{11}$ $\frac{6.1}{15}$ $\frac{6.5}{22}$ $\frac{6.5}{50}$

$\frac{9.6}{50}$ $\frac{8.4}{25}$ $\frac{8.0}{19}$ $\frac{9.0}{13}$ $\frac{8.8}{8.8}$ $\frac{8.4}{9}$ $\frac{7.5}{14}$ $\frac{7.5}{21}$ $\frac{7.8}{50}$

Sta.	+	$\uparrow \downarrow$	-	Elev
45		946.69		37.4.

+50				37.3.
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46 + 16.75 (P.T. of Portland Ave.)				37.2.
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T.R.			8.5v ✓	938.17
	5.9v ✓	944.09		

B.M.			4.56	939.53 ✓
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		Lt.		£		Rt.		
$\frac{11.0}{50}$	$\frac{10.5}{33}$	$\frac{10.1}{26}$	$\frac{9.5}{14}$	$\frac{9.3}{1}$		$\frac{8.6}{16}$	$\frac{8.6}{22}$	$\frac{8.6}{50}$

$\frac{10.8}{50}$	$\frac{10.2}{25}$	$\frac{9.5}{18}$	$\frac{9.4}{1}$	$\frac{9.4}{8}$	$\frac{9.1}{14}$	$\frac{9.4}{18}$	$\frac{9.7}{26}$	$\frac{9.7}{50}$
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$\frac{10.0}{50}$	$\frac{10.2}{26}$	$\frac{9.5}{20}$	$\frac{9.4}{13}$	$\frac{9.5}{1}$	$\frac{9.8}{8}$	$\frac{10.8}{16}$	$\frac{10.9}{22}$	$\frac{10.9}{50}$
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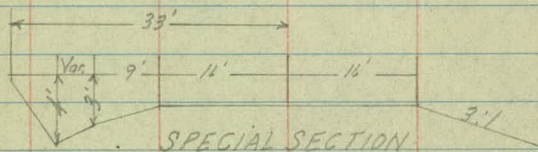
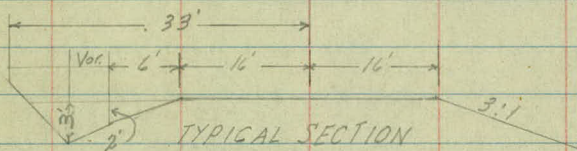
Spike in 20" Oak at intersection of
No. Co. Line & Portland Ave.

Note: Present grade on Portland.
approx Level
Portland Survey later.

Sta	+	π	-	Elev
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No. Co. Line

S. T. H. 61 to Portland Ave.



From sta 16+00 to 36+00

Sta	+	π	-	Grade
B.M.	476	943.51		940.75

14

+50

40.1

15

39.5

+50

38.9

16

38.3

+50

37.7

17

37.1

T.P.

3.26

937.52

10.95

934.56

+50

36.7

18

36.2

+50

35.9

19

35.6

Gr. Rd.

Lt

E

Rt.

Top Pavement T.H. 61 & Co. Rd "J"

$$5.4 \quad 33 \begin{array}{r} 3.5 \\ +1.9 \\ \hline \end{array} \quad \begin{array}{r} 4.4 \\ +1.0 \\ \hline \end{array} \quad \begin{array}{r} 3.8 \\ +1.6 \\ \hline 33.0 \end{array}$$

$$6.0 \quad 33.0 \begin{array}{r} 4.3 \\ +1.7 \\ \hline \end{array} \quad \begin{array}{r} 5.1 \\ +4.9 \\ \hline \end{array} \quad \begin{array}{r} 4.7 \\ +1.3 \\ \hline 33.0 \end{array}$$

$$6.6 \quad 33.0 \begin{array}{r} 6.3 \\ +2.9 \\ \hline \end{array} \quad \begin{array}{r} 6.5 \\ +9.1 \\ \hline \end{array} \quad \begin{array}{r} 6.7 \\ +2.3 \\ \hline 33.0 \end{array}$$

$$7.2 \quad 33.0 \begin{array}{r} 8.6 \\ +2.6 \\ \hline \end{array} \quad \begin{array}{r} 8.4 \\ +1.2 \\ \hline \end{array} \quad \begin{array}{r} 8.5 \\ +2.5 \\ \hline 33.0 \end{array}$$

$$7.8 \quad 33.0 \begin{array}{r} 10.7 \\ +2.1 \\ \hline \end{array} \quad \begin{array}{r} 14.0 \\ +2.2 \\ \hline \end{array} \quad \begin{array}{r} 10.6 \\ +2.4 \\ \hline 33.0 \end{array}$$

$$8.4 \quad 33.0 \begin{array}{r} 11.7 \\ +2.7 \\ \hline \end{array} \quad \begin{array}{r} 10.6 \\ +2.2 \\ \hline \end{array} \quad \begin{array}{r} 11.1 \\ +2.9 \\ \hline 33.0 \end{array}$$

$$1.1 \quad 33.0 \begin{array}{r} 4.5 \\ +2.9 \\ \hline \end{array} \quad \begin{array}{r} 8.2 \\ +2.1 \\ \hline \end{array} \quad \begin{array}{r} 3.3 \\ +2.7 \\ \hline 33.0 \end{array}$$

$$1.6 \quad 33.0 \begin{array}{r} 4.8 \\ +2.8 \\ \hline \end{array} \quad \begin{array}{r} 4.0 \\ +2.4 \\ \hline \end{array} \quad \begin{array}{r} 3.9 \\ +2.7 \\ \hline 33.0 \end{array}$$

$$1.7 \quad 33.0 \begin{array}{r} 5.3 \\ +2.6 \\ \hline \end{array} \quad \begin{array}{r} 4.3 \\ +2.4 \\ \hline \end{array} \quad \begin{array}{r} 4.6 \\ +2.4 \\ \hline 33.0 \end{array}$$

$$2.2 \quad 33.0 \begin{array}{r} 5.3 \\ +2.9 \\ \hline \end{array} \quad \begin{array}{r} 4.5 \\ +2.3 \\ \hline \end{array} \quad \begin{array}{r} 5.2 \\ +2.8 \\ \hline 33.0 \end{array}$$

Sta	+	π	-	Grade
		927.82		
19	+50			35.5
20				35.3
	+50			35.3
21				35.3
	+50			
22				
	+50			
23				
	+50			
T.P.	4.93	938.32	4.93	923.39
24				
	+50			35.3

Gr. Rod

Lst.

L

Rt

$$2.3 \quad 32 / \frac{53}{R.10}$$

$$\frac{47}{-24}$$

$$\frac{5.2}{R.11} / 33.0$$

$$2.5 \quad 32.0 / \frac{5.6}{R.09}$$

$$\frac{49}{-24}$$

$$\frac{5.7}{R.08} / 33.0$$

$$2.5 \quad 32.0 / \frac{5.8}{R.07}$$

$$\frac{48}{-23}$$

$$\frac{5.6}{R.09} / 33.0$$

$$2.5 \quad 32.0 / \frac{5.3}{R.12}$$

$$\frac{48}{-23}$$

$$\frac{5.6}{R.09} / 33.0$$

$$2.5 \quad 32.0 / \frac{5.9}{R.11}$$

$$\frac{46}{-21}$$

$$\frac{5.2}{R.13} / 32.0$$

$$2.5 \quad 32.0 / \frac{5.2}{R.12}$$

$$\frac{48}{-23}$$

$$\frac{5.1}{R.14} / 33.0$$

$$2.5 \quad 32.0 / \frac{5.1}{R.14}$$

$$\frac{47}{-22}$$

$$\frac{5.3}{R.12} / 33.0$$

$$2.5 \quad 32.0 / \frac{4.7}{R.18}$$

$$\frac{46}{-20}$$

$$\frac{4.5}{R.17} / 32.0$$

$$2.5 \quad 32.0 / \frac{4.6}{R.19}$$

$$\frac{45}{-20}$$

$$\frac{4.5}{R.17} / 32.0$$

$$3.0 \quad 32.0 / \frac{5.2}{R.15}$$

$$\frac{5.3}{-23}$$

$$\frac{5.9}{R.11} / 33.0$$

$$3.0 \quad 32.0 / \frac{5.7}{R.13}$$

$$\frac{5.2}{-22}$$

$$\frac{5.1}{R.19} / 33.0$$

Sta	+	Δ	-	Grade
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		938.32		
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25				35.3
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+50				
-----	--	--	--	--

26				
----	--	--	--	--

+50				
-----	--	--	--	--

27				35.3
----	--	--	--	------

+50				
-----	--	--	--	--

28				
----	--	--	--	--

+50				
-----	--	--	--	--

29				
----	--	--	--	--

+50				
-----	--	--	--	--

T.P	5.01	938.57	482	933.50
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30				35.3
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Gr Rod

Lt

E

Rt

$$3.0 \quad 33.0 / \frac{54}{R.16}$$

$$\frac{51}{-2.1}$$

$$\frac{44}{R.26} / 33.0$$

$$3.0 \quad 33.0 / \frac{51}{R.19}$$

$$\frac{49}{-1.9}$$

$$\frac{40}{R.30} / 33.0$$

$$3.0 \quad 33.0 / \frac{49}{R.21}$$

$$\frac{48}{-1.8}$$

$$\frac{38}{R.32} / 33.0$$

$$3.0 \quad 33.0 / \frac{50}{R.20}$$

$$\frac{47}{-1.7}$$

$$\frac{42}{R.28} / 33.0$$

$$3.0 \quad 33.0 / \frac{57}{R.13}$$

$$\frac{45}{-1.5}$$

$$\frac{41}{R.29} / 33.0$$

$$3.0 \quad 33.0 / \frac{56}{R.14}$$

$$\frac{46}{-1.6}$$

$$\frac{35}{R.35} / 33.0$$

$$3.0 \quad 33.0 / \frac{54}{R.16}$$

$$\frac{49}{-1.9}$$

$$\frac{39}{R.31} / 33.0$$

$$3.0 \quad 33.0 / \frac{54}{R.16}$$

$$\frac{50}{-2.0}$$

$$\frac{48}{R.22} / 33.0$$

$$3.0 \quad 33.0 / \frac{42}{R.22}$$

$$\frac{49}{-1.9}$$

$$\frac{51}{R.19} / 33.0$$

$$3.0 \quad 33.0 / \frac{52}{R.16}$$

$$\frac{48.2}{-1.8}$$

$$\frac{51}{R.19} / 33.0$$

$$3.3 \quad 33.0 / \frac{50}{R.23}$$

$$\frac{52}{-1.9}$$

$$\frac{51}{R.22} / 33.0$$

Sta + π - Grade

938.51

30 +50

35.3

31

+50

32

+50

33

+50

34

35.3

+50

35.4

35

35.4

+50

35.5

3M 7.26 948.26 3.54

(985.00)
985.03

Gr. Rod

Lt

F

Rt

3.3

$$33.0 / \begin{array}{r} 51 \\ R 22 \end{array}$$

$$\begin{array}{r} 53 \\ -2.0 \end{array}$$

$$\begin{array}{r} 54 \\ R 19 \end{array} / 33.0$$

3.3

$$33.0 / \begin{array}{r} 52 \\ R 21 \end{array}$$

$$\begin{array}{r} 52 \\ -1.9 \end{array}$$

$$\begin{array}{r} 54 \\ R 19 \end{array} / 33.0$$

3.3

$$33.0 / \begin{array}{r} 55 \\ R 18 \end{array}$$

$$\begin{array}{r} 52 \\ -1.9 \end{array}$$

$$\begin{array}{r} 53 \\ R 20 \end{array} / 33.0$$

3.3

$$33.0 / \begin{array}{r} 51 \\ R 22 \end{array}$$

$$\begin{array}{r} 51 \\ -1.8 \end{array}$$

$$\begin{array}{r} 53 \\ R 20 \end{array} / 33.0$$

3.3

$$33.0 / \begin{array}{r} 49 \\ R 24 \end{array}$$

$$\begin{array}{r} 48 \\ -1.5 \end{array}$$

$$\begin{array}{r} 50 \\ R 23 \end{array} / 33.0$$

3.3

$$33.0 / \begin{array}{r} 50 \\ R 23 \end{array}$$

$$\begin{array}{r} 48 \\ -1.5 \end{array}$$

$$\begin{array}{r} 52 \\ R 21 \end{array} / 33.0$$

3.3

$$33.0 / \begin{array}{r} 48 \\ R 25 \end{array}$$

$$\begin{array}{r} 45 \\ -1.5 \end{array}$$

$$\begin{array}{r} 51 \\ R 22 \end{array} / 33.0$$

3.3

$$33.0 / \begin{array}{r} 44 \\ R 29 \end{array}$$

$$\begin{array}{r} 46 \\ -1.3 \end{array}$$

$$\begin{array}{r} 48 \\ R 25 \end{array} / 33.0$$

3.2

$$33.0 / \begin{array}{r} 40 \\ R 32 \end{array}$$

$$\begin{array}{r} 42 \\ -1.0 \end{array}$$

$$\begin{array}{r} 44 \\ R 28 \end{array} / 33.0$$

3.2

$$33.0 / \begin{array}{r} 38 \\ R 37 \end{array}$$

$$\begin{array}{r} 39 \\ -0.7 \end{array}$$

$$\begin{array}{r} 40 \\ R 32 \end{array} / 33.0$$

3.1

$$33.0 / \begin{array}{r} 34 \\ R 31 \end{array}$$

$$\begin{array}{r} 35 \\ -0.4 \end{array}$$

$$\begin{array}{r} 29 \\ + 32 \end{array} / 33.0$$

Top Mont 35+42.05

Sta	+	Δ	-	Grade
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942.36

36

35.6

Begin 3'
pitch

+50

35.8

37

35.9

+50

36.1

38

36.9

+50

36.5

39

36.7

+50

36.9

40

37.1

+50

37.3

41

37.4

T.P.

1.73

940.53

Gr. Rod

L_t

I

K_t

$$6.7 \quad 33.0 / \frac{6.8}{R.2.9}$$

$$\frac{68}{-0.1}$$

$$\frac{63}{+0.9} / 33.0$$

$$6.5 \quad 33.0 / \frac{5.8}{+0.6}$$

$$\frac{64}{+0.1}$$

$$\frac{64}{+0.1} / 33.0$$

$$6.4 \quad 33.0 / \frac{6.5}{R.2.9}$$

$$\frac{63}{+0.1}$$

$$\frac{63}{+0.1} / 33.0$$

$$6.2 \quad 33.0 / \frac{6.2}{R.3.0}$$

$$\frac{65}{-0.3}$$

$$\frac{63}{R.2.9} / 33.0$$

$$6.0 \quad 33.0 / \frac{5.7}{+0.3}$$

$$\frac{57}{+0.1}$$

$$\frac{5.7}{+0.3} / 33.0$$

$$5.8 \quad 33.0 / \frac{4.8}{+1.0}$$

$$\frac{52}{+0.6}$$

$$\frac{5.0}{+0.8} / 33.0$$

$$5.6 \quad 33 / \frac{4.7}{+0.9}$$

$$\frac{49}{+0.8}$$

$$\frac{46}{+1.0}$$

$$5.4 \quad 33.0 / \frac{4.7}{+0.7}$$

$$\frac{48}{+0.6}$$

$$\frac{46}{+0.8} / 33.0$$

$$5.2 \quad \frac{3.6}{+1.6}$$

$$\frac{45}{+0.7}$$

$$\frac{49}{+0.3} / 33.0$$

$$5.0 \quad 33.0 / \frac{3.5}{+2.5}$$

$$\frac{36}{+1.4}$$

$$\frac{49}{+0.1} / 33.0$$

$$4.9 \quad 33.0 / \frac{1.8}{+3.1}$$

$$\frac{25}{+2.4}$$

$$\frac{3.4}{+1.5} / 33.0$$

Sta	+	π	-	Grade
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41	+50			376
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42				377
----	--	--	--	-----

	+50			377
--	-----	--	--	-----

43				378
----	--	--	--	-----

	+50			378
--	-----	--	--	-----

44				377
----	--	--	--	-----

	+50			377
--	-----	--	--	-----

45				376
----	--	--	--	-----

B.M.

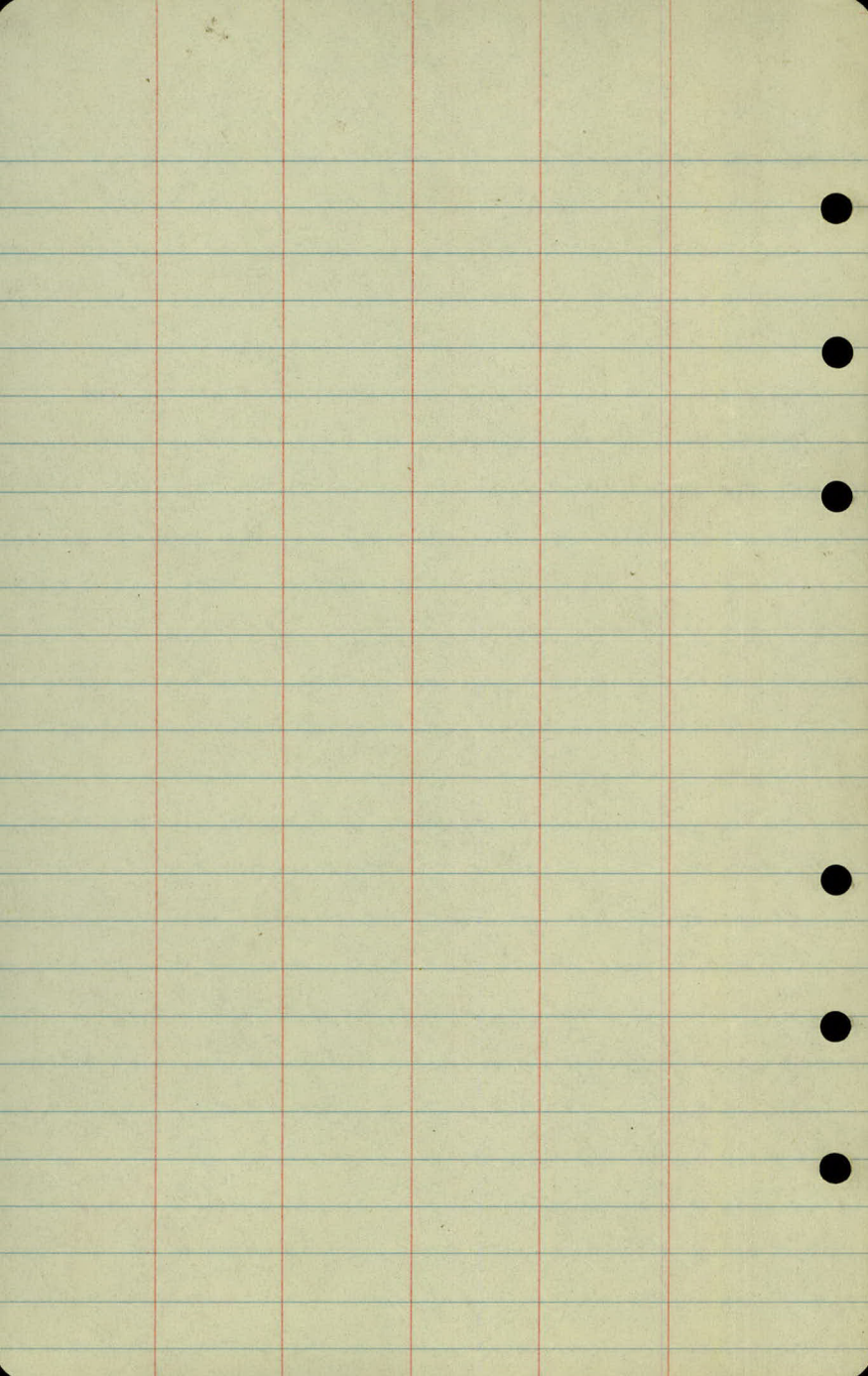
Gr. Rod.

Lt

E

Rt

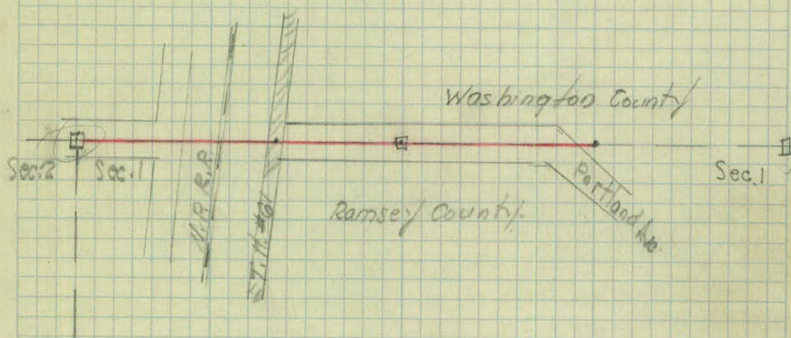
Spk in 20" Oak, Int Co. Rd. & Portland Ave.



Plan Survey.

North County Line Road

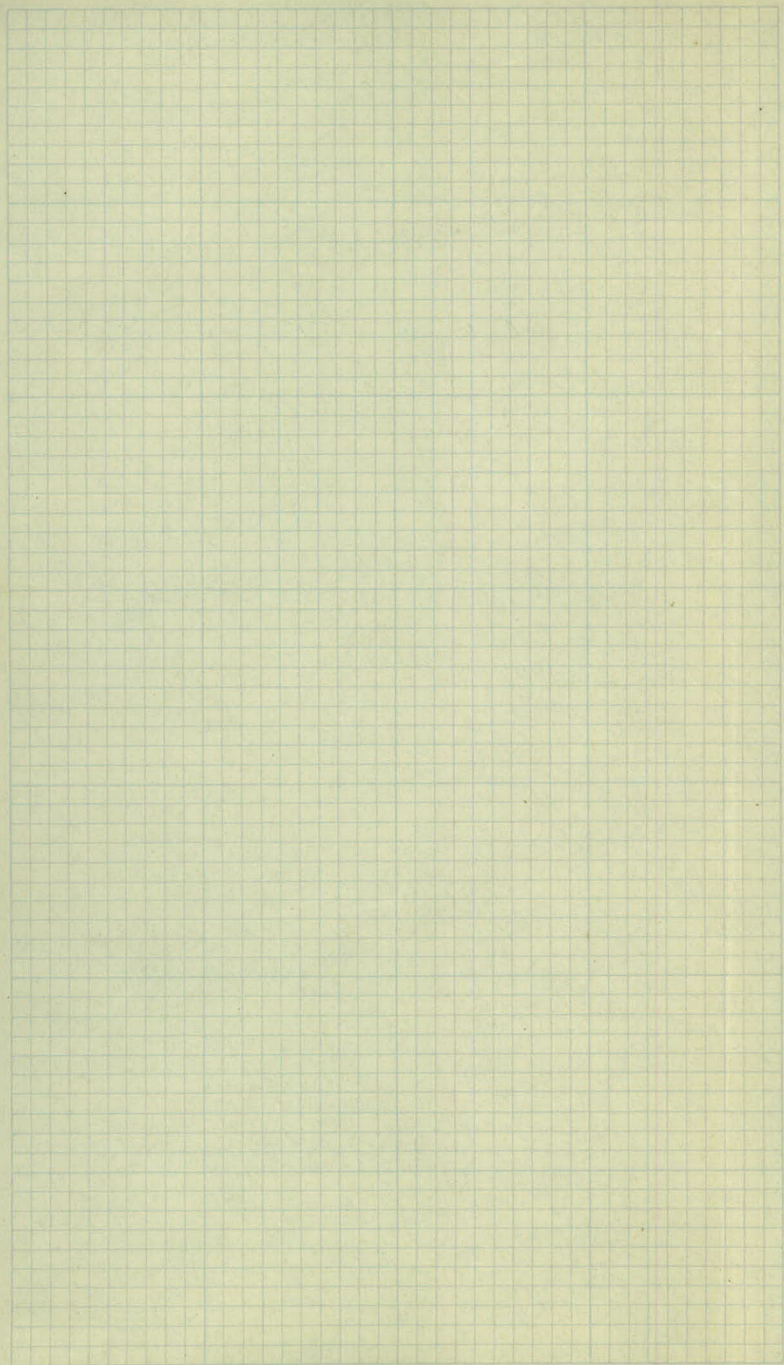
452.61 W. T.H. #61 to Portland Ave.



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W. X. Carlson
Feb. 20, 1937 ✓



1
alignment

North County Line Rd.

432.61 West T.H. #61 to Portland Ave.

Sta.	Point	Angle	4	5	6	7	8	9	10	11	12
48+72.35											
46+16.75	End of Portland from South										
35+62.05	Mont.	0°-01'									
13+94.31	Q.T.H. #61										
13+11.03	E.N.P.R.R.										
9+41.70	Mont.										

48+72.35

46+16.75 = End of Portland from South

35+62.05 Mont. 0°-01'

13+94.31 Q.T.H. #61

13+11.03 E.N.P.R.R.

9+41.70 Mont.

E.O. Line

Wash
Ransley 2

1374.79 10005.

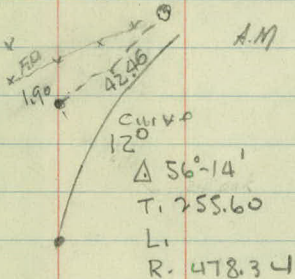
W.H.C.

K.A.

L.B.H. Feb. 18, 1937

A.M.

1/4-1/4 cor. as Estab.
Rt. of Portland Ave.



19.91 x F.R. x x x

48472.35
3562.80
1310.30

