

Book- 19-Dr. 6

RELOCATION
COUNTY ROAD "E"

From Lexington Ave.

To Rice Street

ROAD $\frac{1}{2}$ N^o 6

Ramsey Co. Engineer
ST. PAUL, MINN.

2-26-25

1

LATITUDE & DEPARTURE CHART.

Proj. Road #6 From Lexington Ave

To Rice Street

Sta.	Dist.	Deflection		Course	Latitude		Departure		Totals	
		L.	R.		+ N	- S	+ E	- W	Latitude	Departure
② 0+00.0									0	0
	1311.0 ✓			N. 89° 57' E. ✓	1.1 ✓		1311.0 ✓			
① 13+11.0			1° 16' ✓						+ 1.1 ✓	+ 1311.0 ✓
	848.9 ✓			S. 88° 47' E. ✓		18.0 ✓	848.7 ✓			
② 21+60.0			6° 00' ✓						- 16.9 ✓	2159.7 ✓
	472.7 ✓			S. 82° 47' E. ✓		59.4 ✓	469.0 ✓			
③ 26+32.5			6° 02' ✓						76.3 ✓	2628.7 ✓
	6268.9 ✓			S. 88° 49' E. ✓		129.5 ✓	6267.6 ✓			
④ 89+01.1			77° 34' ✓						205.8 ✓	8896.3 ✓
	967.4 ✓			S. 11° 15' E. ✓		948.8 ✓	188.7 ✓			
⑤ 97+93.6			90° 00' ✓						1154.6 ✓	9085.0 ✓
	380.4 ✓			N. 78° 45' E. ✓	74.2 ✓		373.1 ✓			
⑥ 100+84.93			44° 00' ✓						1080.4 ✓	9458.1 ✓
	385.4 ✓			S. 57° 15' E. ✓		208.5 ✓	324.1 ✓			
⑦ 104+60.7			32° 55' ✓						1288.9 ✓	9782.2 ✓
	759.9 ✓			N. 89° 50' E. ✓	2.2 ✓		759.9 ✓			
⑧ 112+14.1									1286.7 ✓	10542.1 ✓

Computed by *Oliver K. L. (T)*
 Checked " *Oliver K. L. (S.C.)*
 2/10/25

CO. RD. "E"

RELOCATION

ROAD No. 6

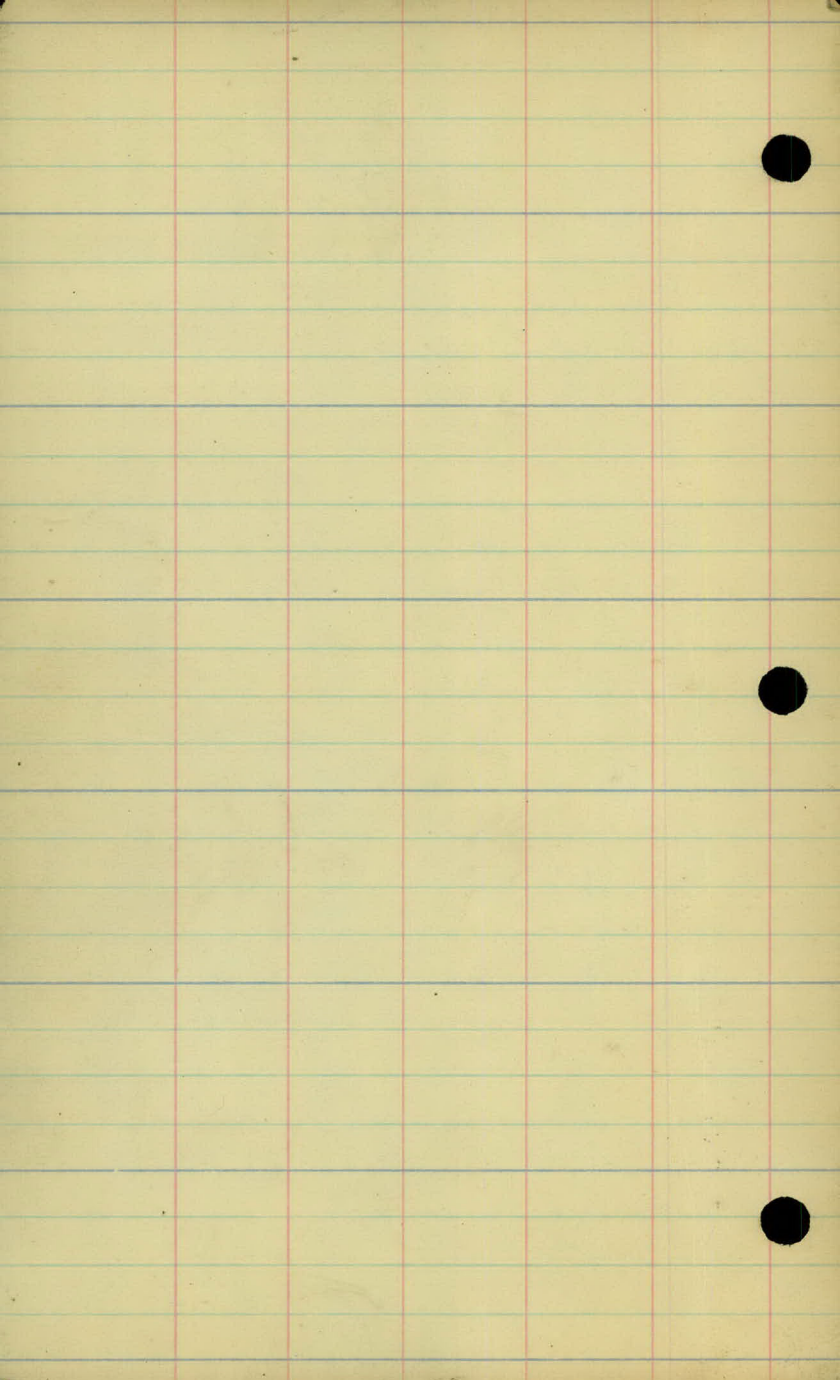
LEXINGTON AVE - RICE ST.

INDEX

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

Date Filed 2-26-25

File No. 91



ALIGNMENT

ROAD N.º. 6

RE-LOCATION

LEXINGTON AVE RICE ST.

Station Point Lt. A Rt. Bear

19+80.60 P.O.T.

5.88°47'E.

13+74.40 ✓ @ P.T.

0°38'

+50

0°30.7'

1° C. Rt.

A 7°16'

13+00

0°15.7'

PI, 13+11.00

T. 63.3 ✓

12+47.70 ✓ @ P.C.

0°00'

L. 126.7 ✓

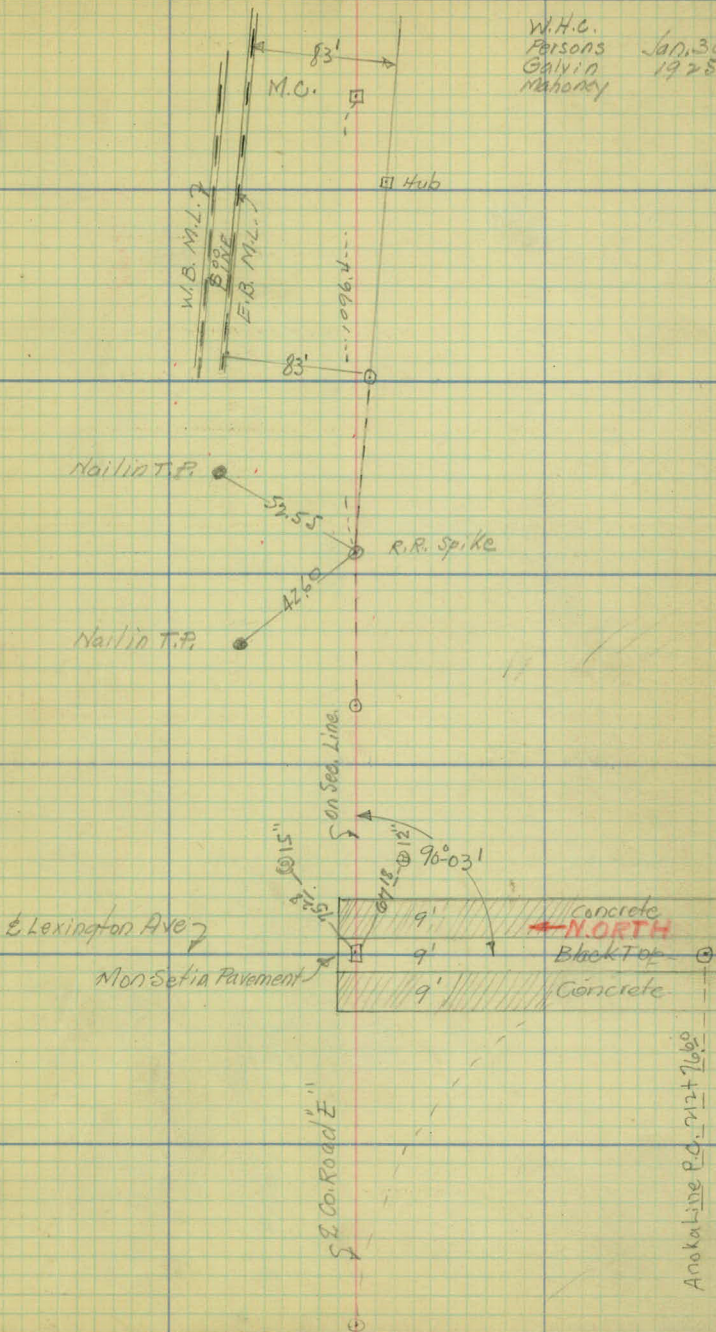
R. 5929.65'

N. 89°57'E.

0+00 Stone Mark.

W.H.C.
Folsons
Galvin
Mahony

Jan. 30
1925



Station Point Lt. A Rt. Bear.

29+45.6 P.O.T.

5.88°49'E.

27+32.9 ✓ P.T. 3°01'

3° C. Lt.

27+00 2°31'

Δ 6°02'

26+50 1°46'

P.I. 26+32.5

26+00 1°01'

T. 100.3 100.7

25+32.2 P.C. 0°00'

L. 200.7 201.1

25+31.8

R. 1910.08'

5.82°47'E.

22+59.9 ✓ P.T. 3°00'

3° C. Rt.

22+00 2°06'

Δ 6°00'

21+50 1°21'

P.I. 21+60.00

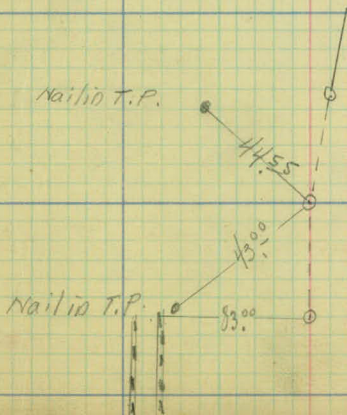
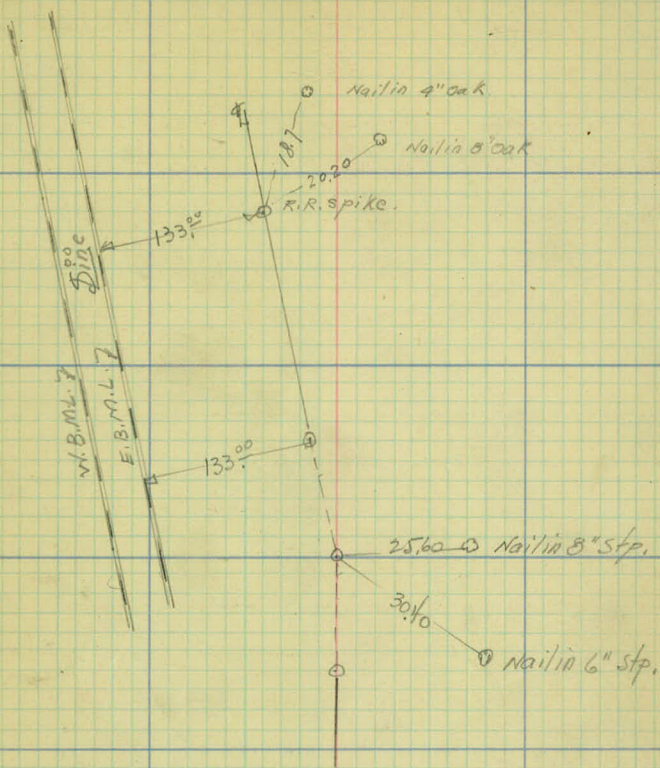
21+00 0°36'

T. 100.1 ✓

20+59.9 ✓ P.C. 0°00'

L. 200.00 ✓

R. 1910.08'



Station Point Lt. A Rt. Bear.

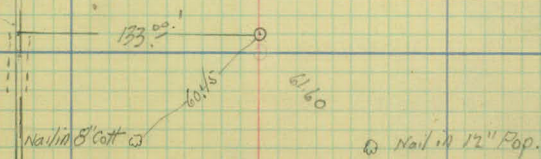
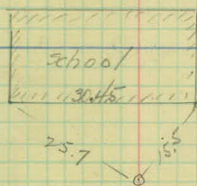
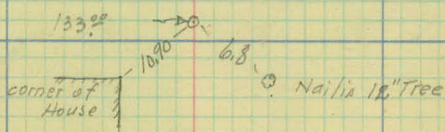
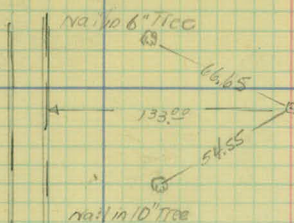
47+89.00 P.O.T.

41+99.20 P.O.T.

588°49'E.

38+75 P.O.T.

35+95.50 P.O.T.



Station Point Lt. A Rt. Bear.

75+88.85

P.O.T.

67+98.70

P.O.T.

65+57.50

P.O.T.

5.88'49'E.

57+00

P.O.T.

50+99.70

P.O.T.

"A" LINE

Nail in 8" oak 133.99' 10.83' 21.12' Nail in 10" oak

W.H.G.
Persons Feb 4,
Calvin
Mortuary 1925

Nail in 6" oak 42.70' 21.15' Nail in F.P.

Nail in F.P. 52.50' 23.85'

W.B.M. LINE
LINE
F.B.M.

Nail in 4" oak 38.88' 52.05' Nail in 6" oak

Nail in F.P. 10.35' 21.75'

Station	Point	Lt.	A	Rt.	Bear.
---------	-------	-----	---	-----	-------

92+43.07	P.T.				
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92+00					
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+50					
-----	--	--	--	--	--

91+00					
-------	--	--	--	--	--

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

90+00					
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+50					
-----	--	--	--	--	--

89+00					
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88+67.51	P.O.				
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85+00	P.O.T.				
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80+66.20	P.O.T.				
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				37°-23'	
--	--	--	--	---------	--

				33°-14'	
--	--	--	--	---------	--

				28°-14'	
--	--	--	--	---------	--

					20° C. Rt.
--	--	--	--	--	------------

				23°-14'	
--	--	--	--	---------	--

					Δ 75°-06'
--	--	--	--	--	-----------

				18°-14'	
--	--	--	--	---------	--

					P.I. 90+88.90
--	--	--	--	--	---------------

				13°-14'	
--	--	--	--	---------	--

					T. 22133 ✓
--	--	--	--	--	------------

				8°-14'	
--	--	--	--	--------	--

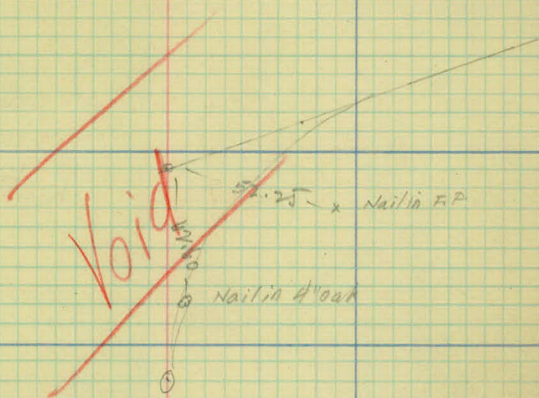
					L. 375.50
--	--	--	--	--	-----------

				3°-14'	
--	--	--	--	--------	--

				0°-14'	
--	--	--	--	--------	--

5.88°49'E.

"A" LINE



Station	Point	Lt. A	Rt.	Bear.
---------	-------	-------	-----	-------

$\rightarrow$ (18154.7)
 P.C.
 94+11.10 P.T.

52/0'

94+00

22.56.6'

4° C.R.

+50

12.56.6'

Δ 6420'

P.I 93+32.1

93+00

02.56.6'

T. 79.3

L. 158.3'

92+52.80

P.C.

0°

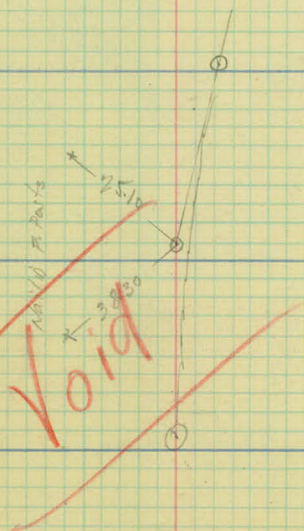
0°-00'

$\rightarrow$ (20413.0)
 P.C.C.

~~Void~~

"A" LINE

Note This curve same as
Maintenance curve of
Feb/March 1960 March
Survey data may have
been covering covered.

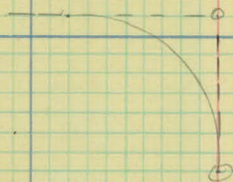


Station	Point	Lt. Δ Rt.	Bear
99+04.25 ✓	P.T.	45° 00'	N. 78° 45' E.
99+00		44° 23.1'	
+50		37° 08.1'	
98+00		29° 53.1'	
+50	P.O.C.	22° 38.1'	
97+00		15° 23.1'	P.I. 97+93.60
+50		8° 08.1'	T. 199.7 ✓
96+00		0° 53.1'	L. 310.35 ✓
95+93.90 ✓	P.C.	0° 00'	R. 199.70'

94+93.80	P.O.T		S. 11° 15' E.
90+57.56 ✓	P.T.	38° 47'	
90+00		33° 01.6'	
+50		28° 01.6'	
89+00		23° 01.6'	
+50		18° 01.6'	P.I. 89+01.10
88+00		13° 01.6'	T. 231.37 ✓
+50		8° 01.6'	L. 387.83 ✓
87+00		3° 01.6'	R. 287.94'
86+69.73 ✓	P.C.	0° 00'	

S. 88° 49' E.

"B" LINE



R.R. Sp. Ke

nail 8" Oak
67.85

77.25
Hub
nail in P.P.

7

Station	Point	Lt.	A Rt.	Bear.
---------	-------	-----	-------	-------

112+14.1	E of Pavement			
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N. 89° 50' E.

105+60.3 ✓	P.T.	16° 27.5'		
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16° C. Lt.

105+00		11° 38.1'		
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A 32° 55'

+50

7° 38.1'

P.I. 104+60.7

104+00

3° 38.1'

T. 106.13 ✓

103+54.57 ✓	P.C.	0° 00'		
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L. 105.73 ✓

R. 359.26'

101+58.97 ✓	P.T.			
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22° 00'

S. 57° 15' E.

29° C. Rt.

101+00

13° 53'

A 44° 00'

+50

6° 38'

T. 80.68 ✓

L. 151.72 ✓

100+04.25 ✓	P.C.			
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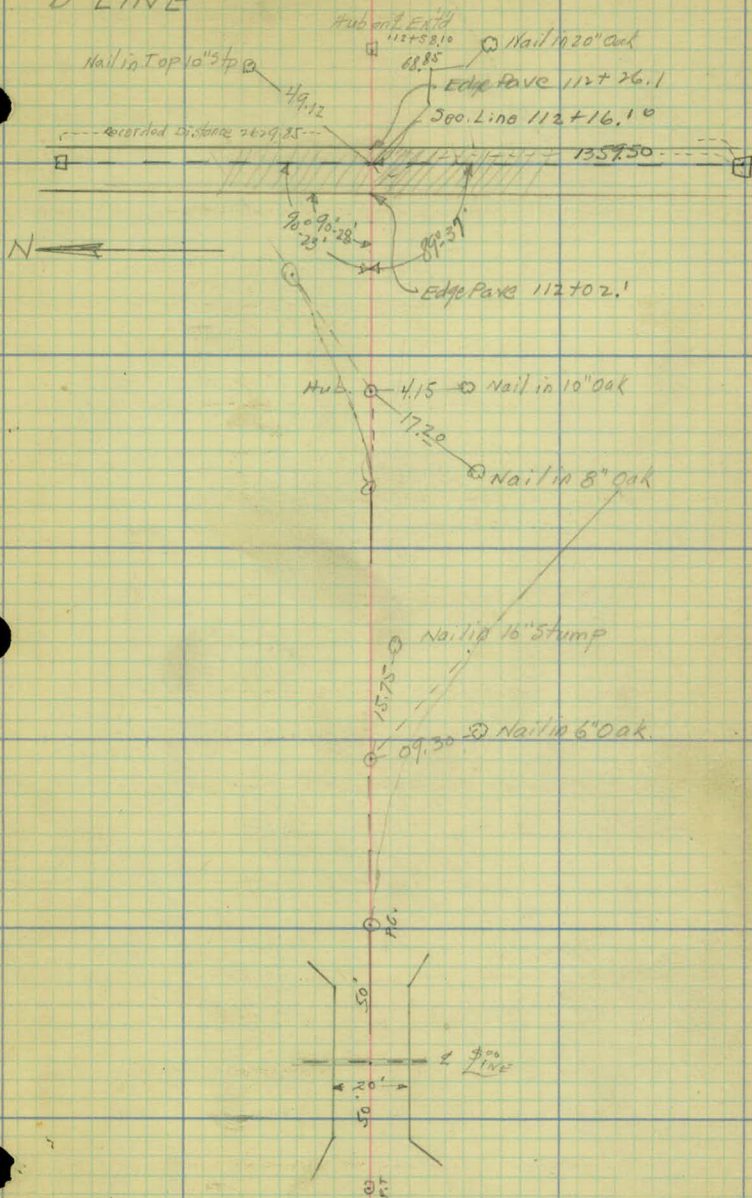
0° 00'

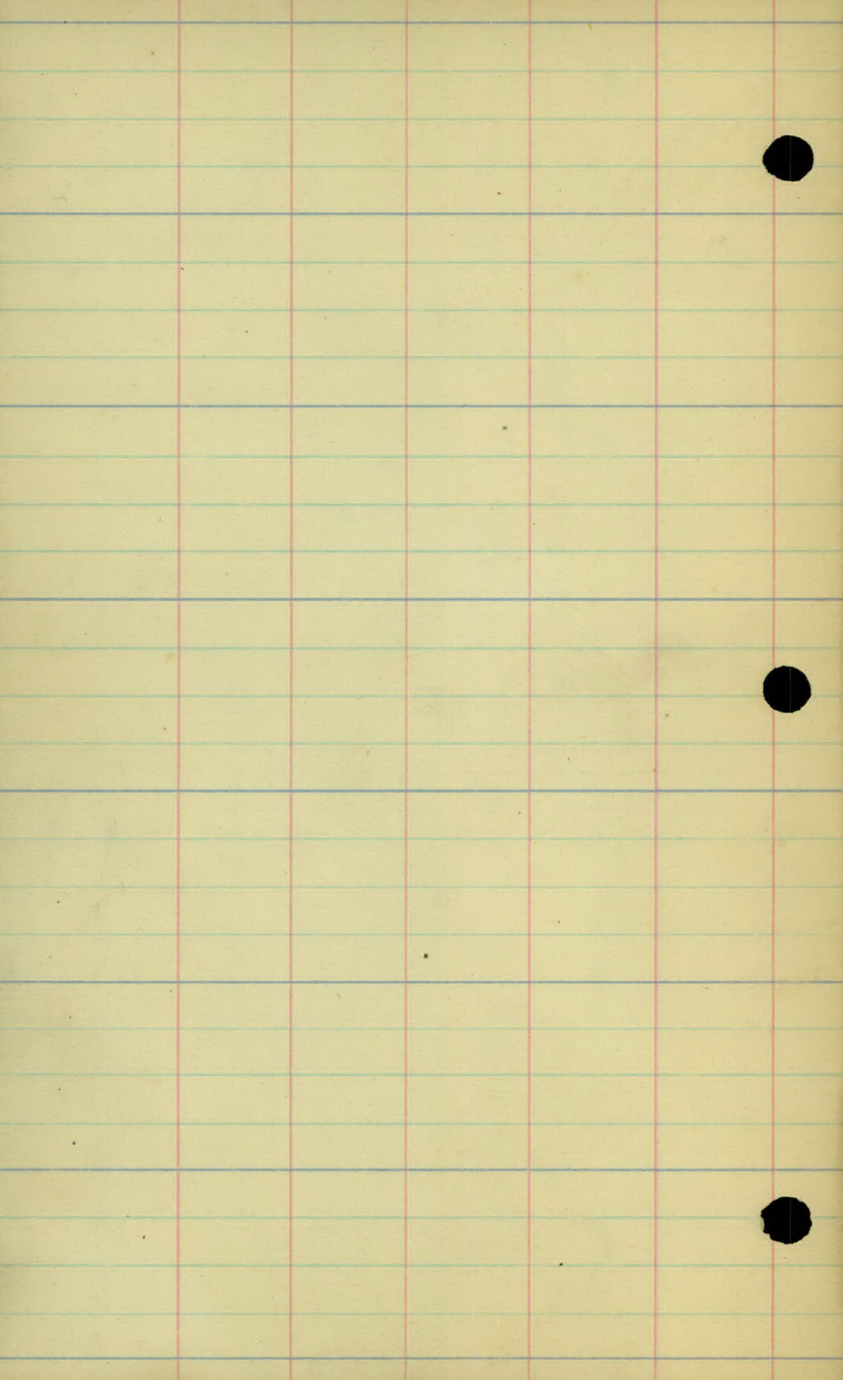
R. 199.70'

99+54.35	P.O.T.			
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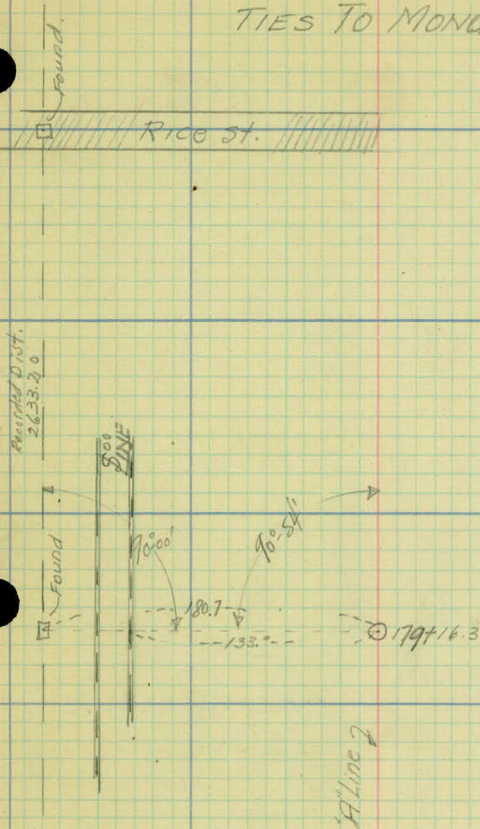
N. 78° 45' E.

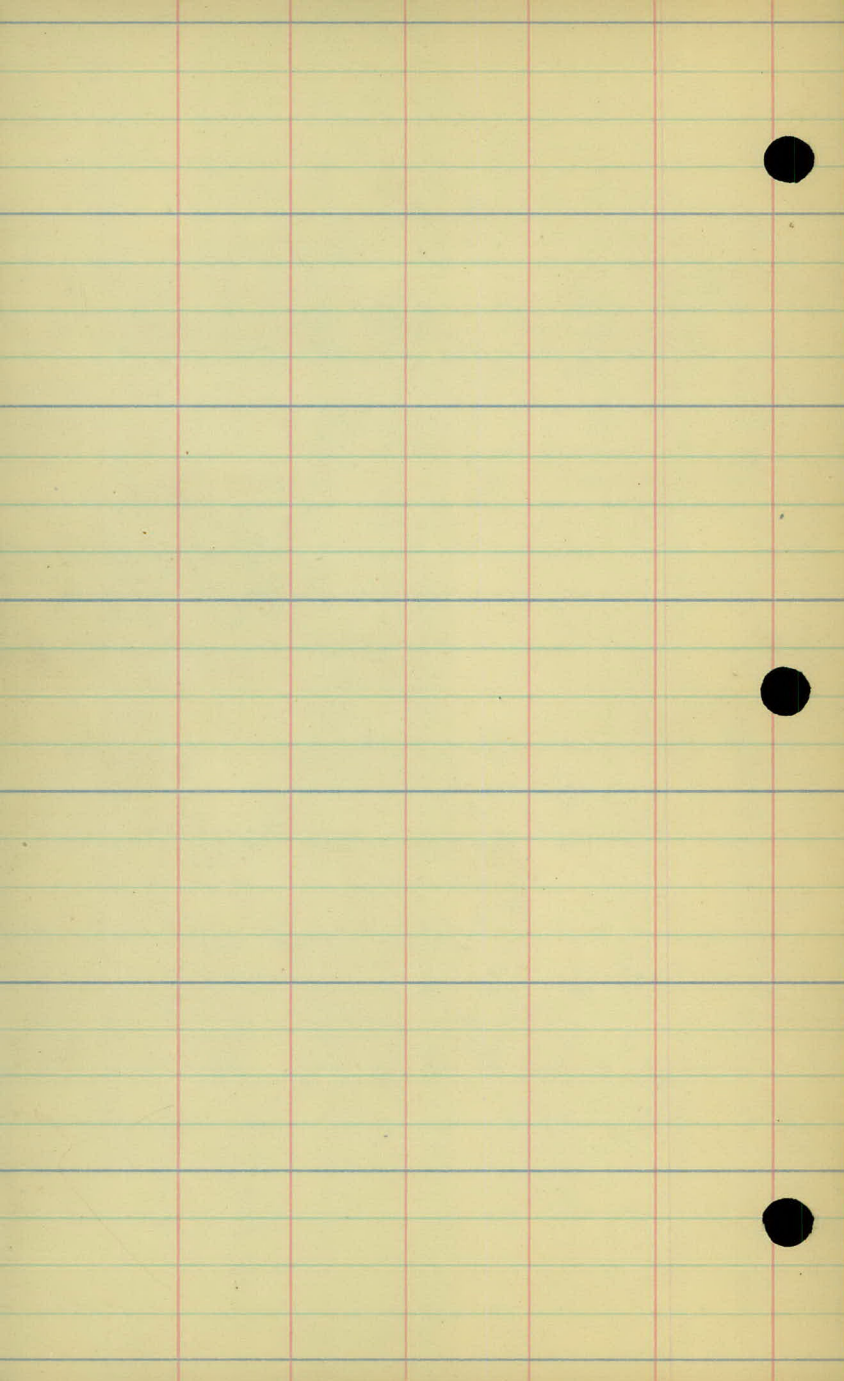
"B" LINE





TIES TO MONUMENT





ART. TOPOG

Station

400

300

200

100

000

Stone Mon & Lexington Ave Payment.

-100

F-26'

+69-T.P.-26'

F-24'

+43-T.P. 23'

F-23'

F-19'

+96-T.P. 20'

+24-Tree Line 24'

+14-Tree Sq. 15'

+56-T.P. 19'-Bart.

+50-10' Oak 28'

+47-14' Oak 29'

-0408-Tree Sq. 21'

-0412-Tree Sq. 22'

-0427-T.P. 26'

Farm
Yard

Oak Stumps
Oak Brush

Oak Stumps
Oak Brush

Scattered
oaks

F-28'

F-33'

F-32'

Scattered
oaks

F-26'

+56-Guy Pole 16'

+47-8' Oak 20'
Floor

27' Pavement

-0438-T.P. 16'
-0454-Tree Sq. 12'

cultivated

station

10

9

8

7

6

5

4/10

F-41'

24'

F-11'

+25-T.P. 38'

R.R. 544 P.

F-49'

+95-T.P. 36'

Scattered
oaks + stumps.

F-11'

10

+57-F. Cor 36'

R.R. Fen. 52'

F-33'

73'

F-10'

9

+60-T.P. 33'

Oak
Brush

+42-Bog Timber

F-33'

72'

F-9'

8

Marsh

Marsh

+12-T.P. 30'

F-31'

72'

+66-End of Oaks
F-8'

7

+11-T.P. 29'

F-29'

75'

Scattered
Oaks.

F-18

6

Oak Stumps + Brush

5

station

16

15

14

13

12

11

10

+93-T.P. 44'

F-55'

+78-T.P. 44'

+70-T.P. 33'

F-53'

+61-T.P. 43'

+76-Flog 54'

+73-T.P. 32'

+20-Flog 37'

F-36'

+74-T.P. 42'

F-35'

+84-T.P. 33'

+29-T.P. 45'

F-38"

+40-T.P. 35'

+16-T.P. 49'

F-2'

F-4'

F-6'

F-10'

F-10'

F-10'

32

7

28'

28'

24'

24'

Scattered cans & stumps.

Station

22

21

20

19

18

17

16

+91-T.P. 38'

+73-T.P. 55'

27

37

+92-E. Fore. Corner
13'

Ends P. Timber

F-52'

+94-T.P. -31'

24

F-12'

+53-T.P. 45'

F-47'

16'

F-8'

+72-T.P. 30'

+38-T.P. -100'

F-49'

24

8'

F-6'

+64-T.P. 32'

+21-T.P. 41'

F-48'

32

11'

F-2'

+46-T.P. 20'

+08-T.P. 42'

F-53

34

12'

F-2'

+16-T.P. 34'

Scattered Oaks

Station

28

27

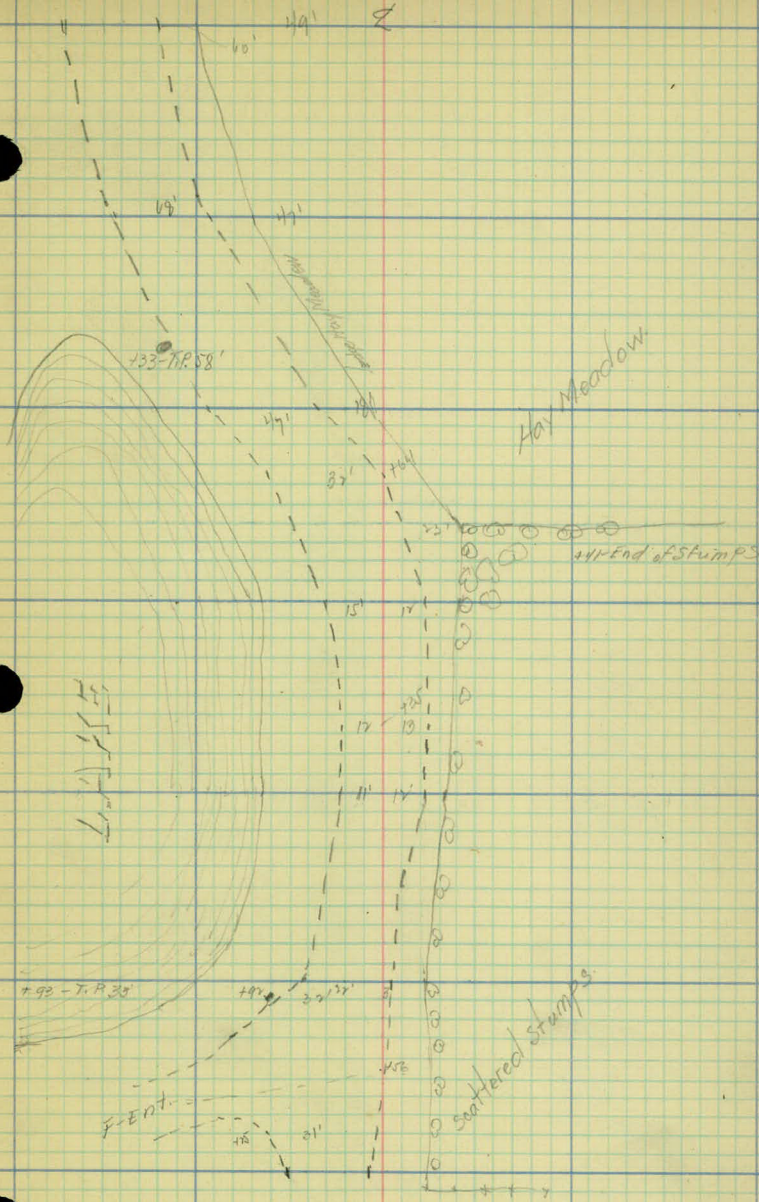
26

25

24

23

22



34

33

32

31

30

29

28

+97-4" 100' 110' 90'
 +96-4" 110' 100' 85'
 +78-4" 70' 6' 100' 24'

+59-4" 110' 47'

+30-T.P. 55'

+75-T.P. 59' 59'

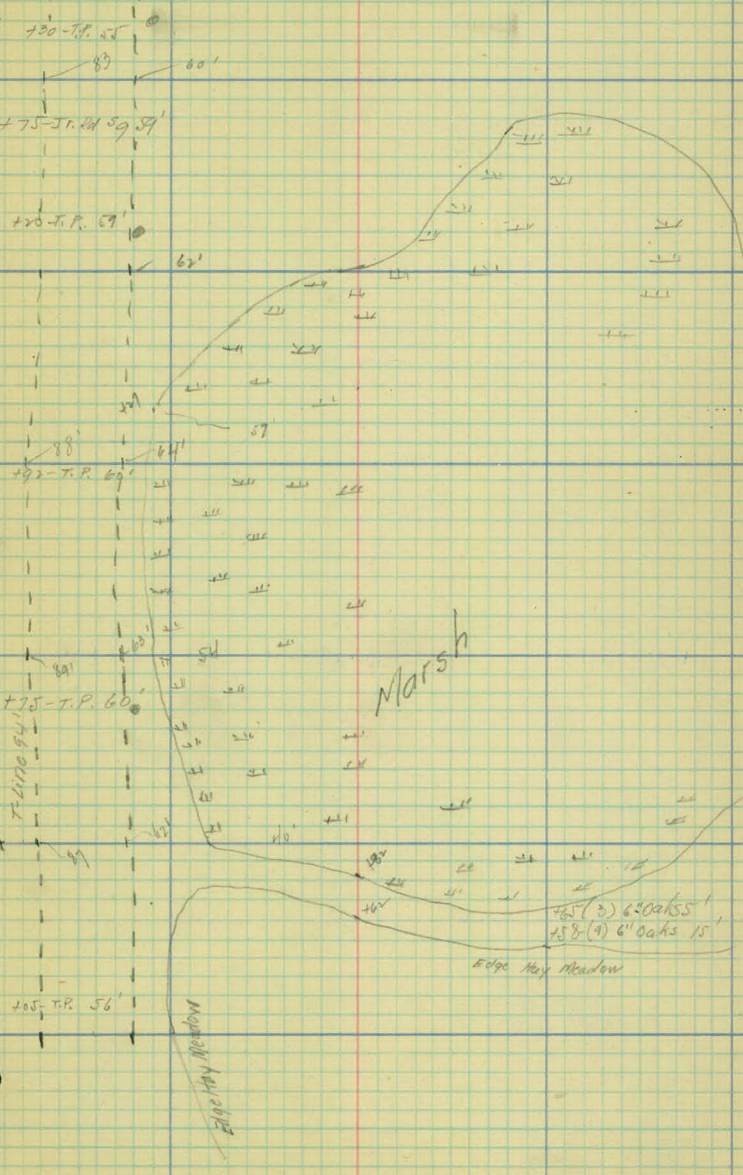
+20-T.P. 59'

+92-T.P. 69'

+75-T.P. 60'

+05-T.P. 56'

R-W 110' 97'



Marsh

+65 (3) 6" oaks 1'
 +58 (4) 6" oaks 15'

Edge Hay Meadow

Edge Hay Meadow

station

40

39

+88 - Edgebrook Hn.

+67 - A. Swings.

38

37

36

+89 Telephone Line Xing.

+62 - Victoria St.

35

34

Station

46

45

44

43

42

41

40

R-W/F 60

2

46

45

42

43

44

100 - F-Int. 59'

1-8' Trees

8000

+50-8' Trees

R-W/F 60

8000

Grass

Plot

Garden

Plot

House
41' 10"

+76 cor 1/40

+16 30' Tree 1/5
+49 - v Pump 1/8

+92 - 12" Tree 21
+82 - 8" Tree 21
+59 - 12" Tree 1/21

20
105
181

pot Hole

Station

52

51

50

49

48

47

46

A hand-drawn map on a grid background showing a trail section. The map includes several points marked with 'x' and circles. Key features and labels include:

- Top Left:** A point labeled "6' 10' Oak".
- Top Center:** A point labeled "30 Oak".
- Top Right:** A point labeled "12' Oak".
- Center:** A point labeled "10' tree".
- Bottom Left:** A point labeled "6' 1'".
- Bottom Center:** A point labeled "29'".
- Bottom Right:** A point labeled "72-75' 2' tree F".
- Far Right:** A point labeled "10' tree".
- Far Bottom Left:** A point labeled "Rock pile".
- Far Bottom Center:** A point labeled "F + 75".

The map also shows a vertical line on the left side and a horizontal line across the middle, with various other points and lines indicating a path or boundary.

pasture

 $R_{\text{eff}} = F \cdot 60'$

(3)-8" trees

(9) - 6 - 10' Trees

pasture

station

58

57

56

55

54

53

52

4

405

132

(20) 4-10" oaks

cultivated

154-6" oak - 34"

#35-8" W. Oak 37

430-6' Oak-37

F-38'

Marsh.

cultivated.

$+16-20''$ out $-37'$

F. 38

Station

64

63

62

61

60

59

58

F-37'

8

cultivated

F-34'

498-640432

cultivated

station

70

69

68

67

66

65

64

105-8" oak - 33'
F-33'

cultivated

102-4" oak - 34'
F-34'

102-6" oak - 35'

115-4" oak - 36'
F-36'

cultivated.

station

76

75

74

73

72

71

70

F-36'

F-38'

44d-16" oak 11'
+30-14" oak 70'

F-39'

F-35'

+15
8-9-4" oaks
+01

4"-10" oaks
scattered

hard oaks

500

800
brushy
small oaks

Marsh.

cultivated

station

82

81

80

79

78

77

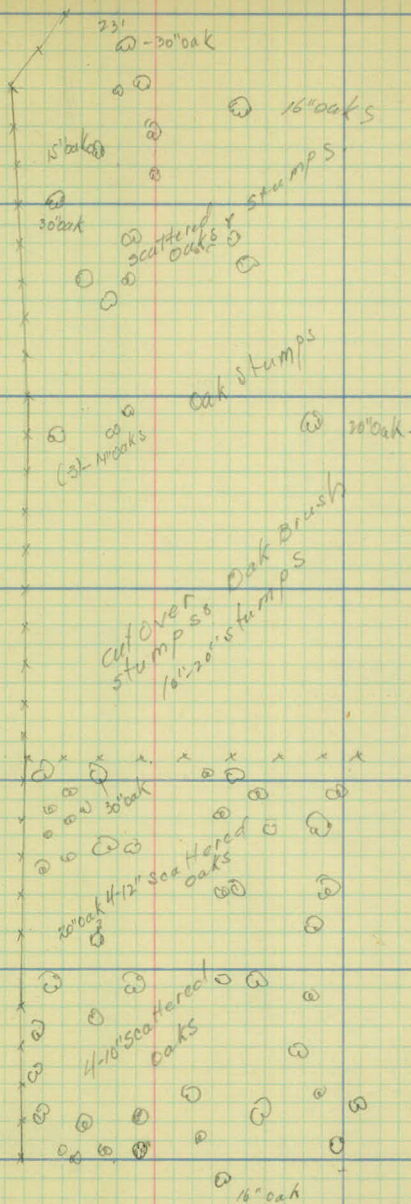
76

#61 - F A 38

F-34'

#13 - F E A 33'

#02 - 16" oak 2'



Station.

88

87

86

85

84

+71 - E Drive

83

82

Road 147 Road 122

cultivated

Hay Meadow

① 16973 - P.C. - "B" line

Hay Meadow

pitch to lake

136-0' L

20" C.M.

145-70' L

159-E.F.-12

175

130-36' oaks
End timber

94

93

92

91

90

89

88

Road Road
192' 168'

cultivated

Road Road
206' 181'

Road Road
203 179

Road Road
170 149'

cultivated

Station

100



99

78

97

96

95

small
oaks

Concrete

105' E. 245'

Bar Fence

To St. Paul +

104' EC + 1.13'

E. 16'

E. 34'

Cultivated

Road
180

Road
154'

5/11/107

106

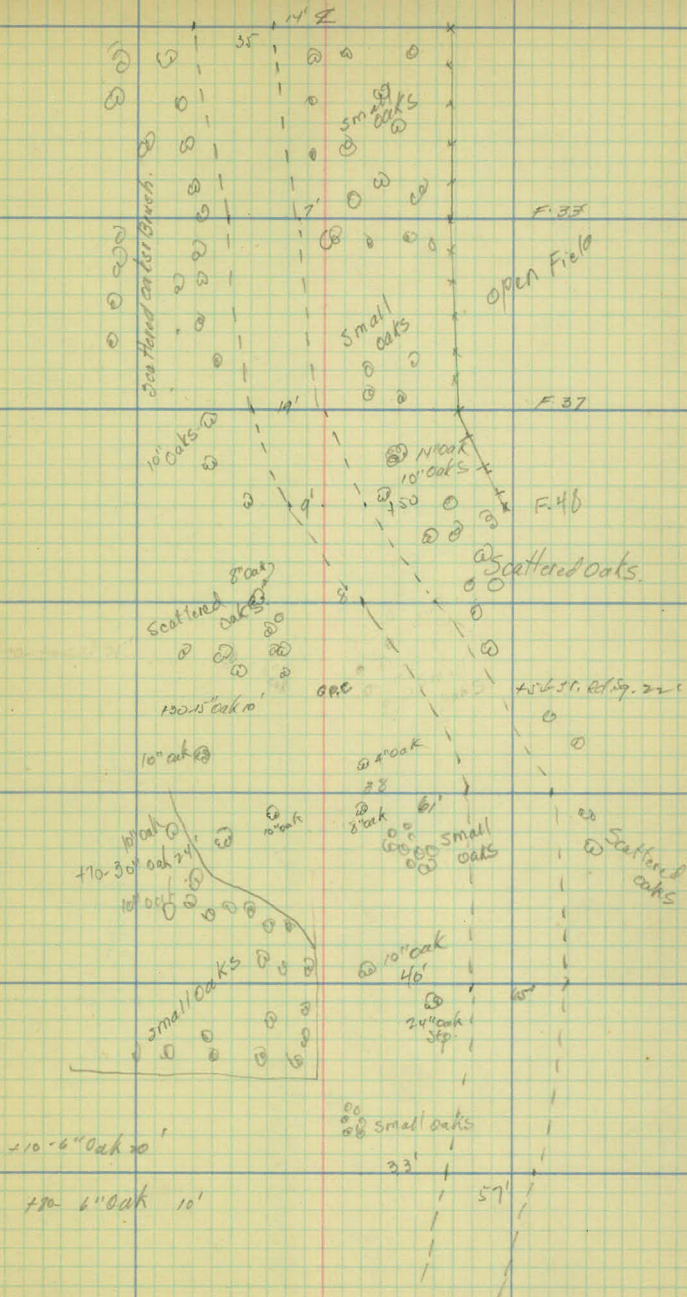
105

104

103

102

101



station

'14.' I Rice Pavement

112

111

110

109

108

107

○ ○ ○ ○ ○ ○ ○

Iron Rd. Sign

+76.1

24' Concrete Pavement

+70.1

Scattered oaks

+72 T.P. 55
+69 F.C. 94
N3-J1.39.79
+60 F.34

F-33

10' Oak + 80-90'

Open Field

Drive

Scattered oaks

50'

30'

38'

58'

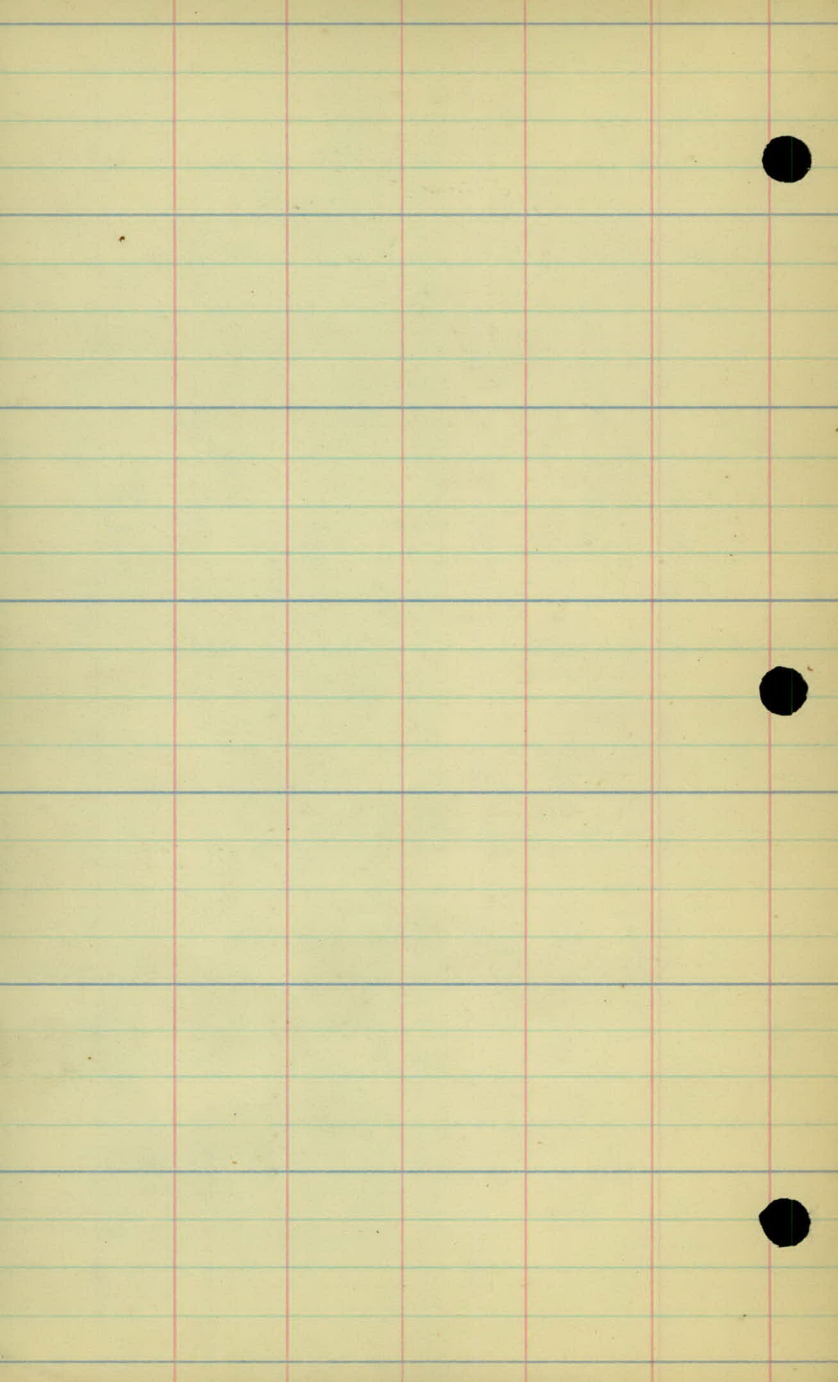
Open Field

F-33

Scattered oaks

Scattered oaks

4-10"



RE-LOCATION

ROAD No. 6

"C" LINE

Station $82+06.45$ - Sta. $102+07.85 = 105+60.3$

Station Point Lt A Rt Bear.

Eg. $102+07.85 = 105+60.3 = P.T. \text{ B'LINE}$

101+77.78 ✓ P.C. $17^{\circ}02'51''$

101+00 $13^{\circ}09'$

+50 $10^{\circ}39'$

100+00 $8^{\circ}09'$

+50 $5^{\circ}39'$

99+00 $3^{\circ}09'$

98+36.95 ✓ P.C. $0^{\circ}00'$

95+74.00 ✓ P.O.T. $L \text{ B'LINE}$

94+00 P.O.T.

82+06.45 ✓ P.T. $16^{\circ}22'$

82+00 $16^{\circ}02'6''$

+50 $13^{\circ}32'6''$

81+00 P.O.C. $11^{\circ}02'6''$

+50 $8^{\circ}32'6''$

80+00 $6^{\circ}02'6''$

+50 P.O.C. $3^{\circ}32'6''$

79+00 $1^{\circ}02'6''$

78+79.12 ✓ P.C. $0^{\circ}00'$

5-56-05 E ✓

5-88-49 E ✓

4-89-50 E ✓

$10^{\circ}00' \text{ Lt.}$

$\Delta 34^{\circ}05'$

P.I. 100+12.8

T. 175.85 ✓

L. 34.0.83 ✓

R. 573.69 ✓

$10^{\circ}00' \text{ Rt.}$

$\Delta 32^{\circ}44'$

P.I. 80+47.60

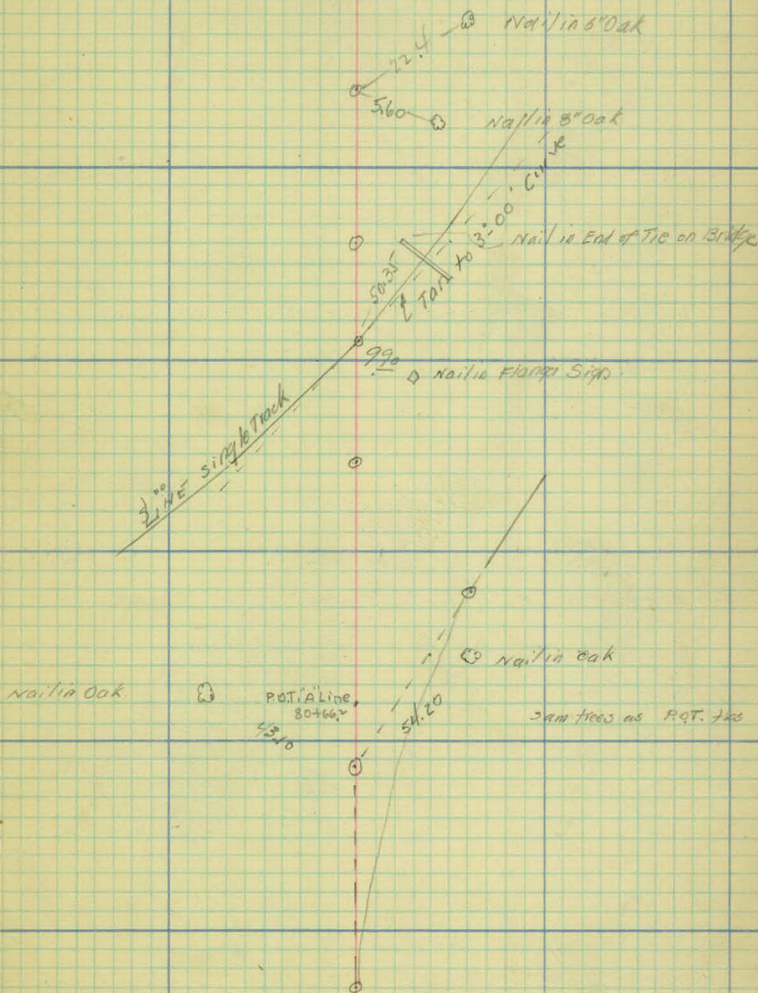
T. 168.48 ✓

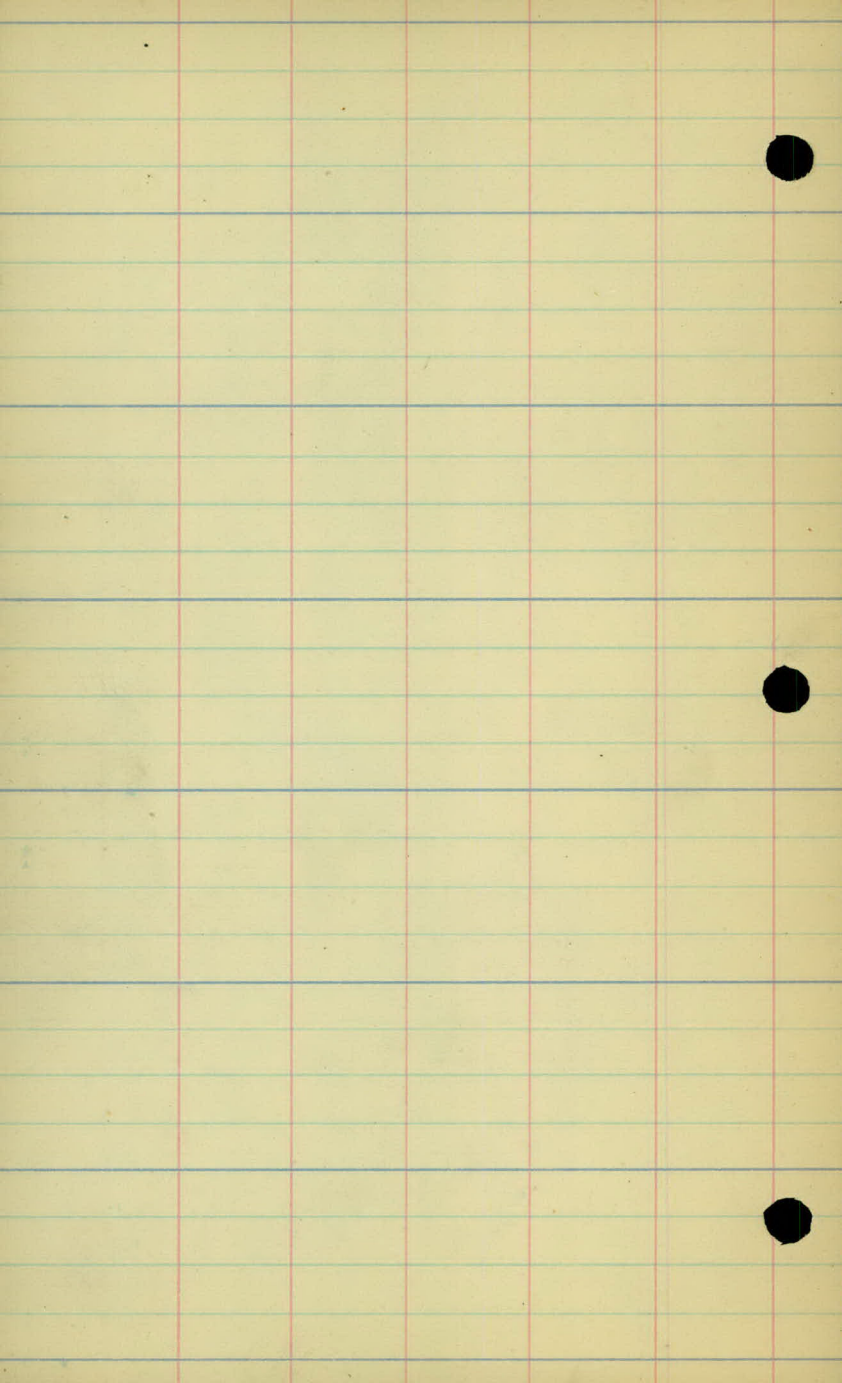
L. 327.33 ✓

R. 573.69 ✓

W.H.C.
Persons
Maharaj

Feb 11, 1975





ART-TOPOG

"C"-LINE

Station

8400

8300

8200

8100

8000

7900

78+79.12

P.C.

Hay Meadow

+23-10" Sp. F. 37'
+79-10" Sp. F. 37'

+34-F-12" Sp. 70'

+10-20" Oak 76'
F-9

+88-14" Oak 5'

+68-16" Oak 12'

+44-20" Oak 5'
+35-20" Oak 7'

+91-10" Oak 18'
+82-10" Oak 19'

Stumps &
Scattered Oak

+77-10" Oak Sp. F. X: 19'

+44-16" Oak 12'

F. 25'

+50-F-37'

+40-16" Oak 57'

+15-30" Oak 33'

+90-20" Oak 5'

+45-30" Oak Sp. 23'

+64 Sp.

+57-F. Cor. 76'

Cultivated

station.

90+00

89+00

88+00

87+00

86+00

85+00

84+00

cultivated.

Hay Meadow

ditch to lake

Hay Meadow.

Station

9600

9500

9400

9300

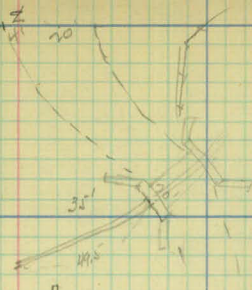
9200

9100

9000

+22(2) 8" oak

6.2



+10 - Face
CONF. 1966

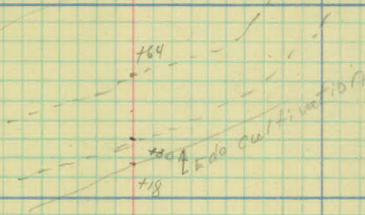
+67 - F. Sign 8'

+95 - T.P. 42

+86 - T.P. 38'

•

+64



cultivated

station

102 to 0

101 to 0

100 to 0

99 to 0

98 to 0

97 to 0

96 to 0

Fig 2

110-F 33.0

Small oak
brush

127-12' Oak 15'

F 39'

125-10' Oak 10'

Brush

Small oak

F 49'

124-8' Oak 14'

122-6' Oak 15'

Small oak
brush

145-6' Oak 27'

140-6' Oak 25'

111-10' Oak 38'

Small brush

180-8' Oak 26'

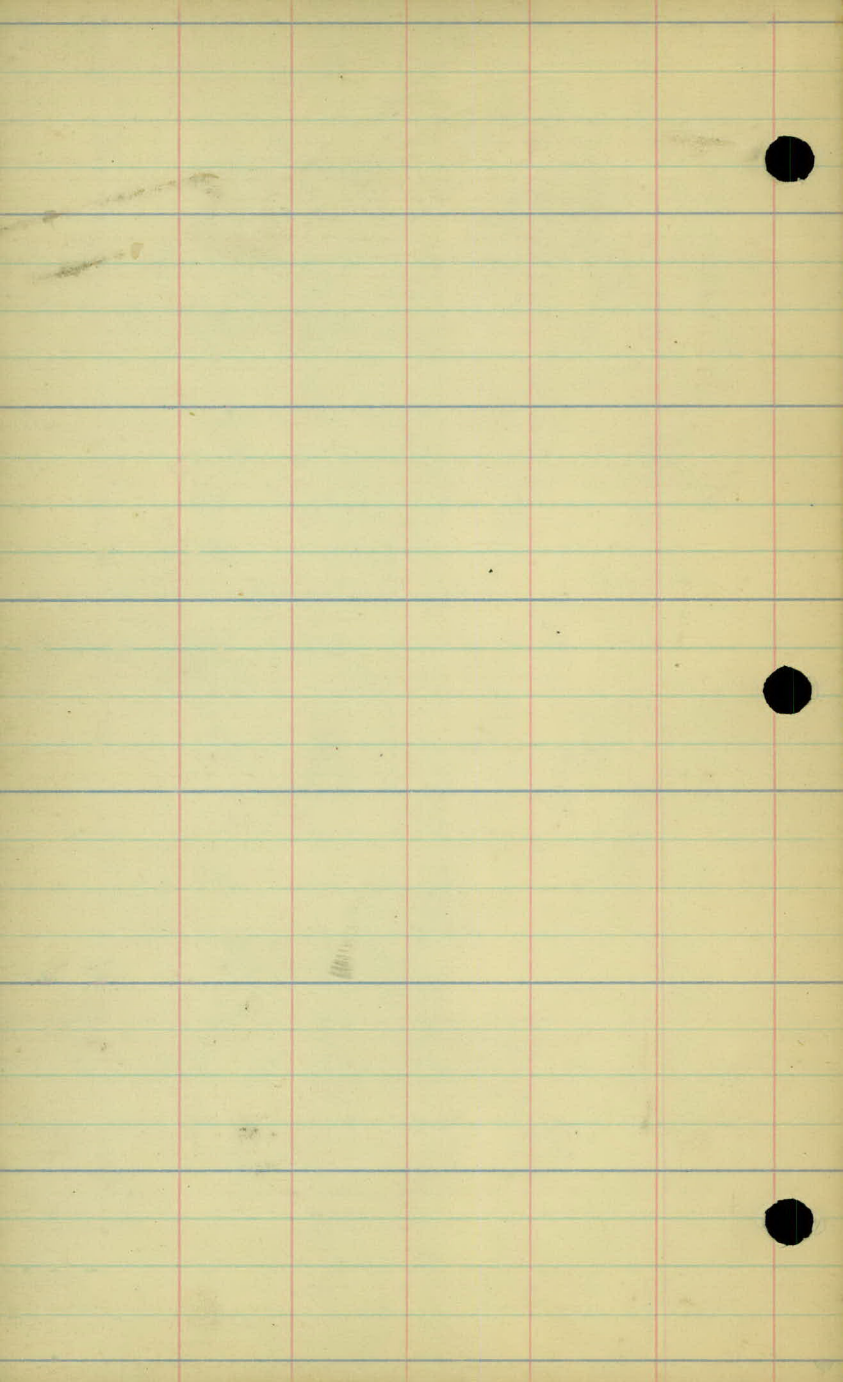
Brush

194 11.39.12'

+36

14

20



Φ LEVELS

‡ CHECK LEVELS

Station	+	H.I.	-	Rod	Elev.
B.M.	0.35	952.66 ✓			952.31
B.M.	4.65	952.06 ✓	5.25		947.41 ✓
0+00			5.28		46.18
0+50				5.5	46.6
1+00				4.7	47.4
+50				4.1	48.0
2+00				3.2	48.9
+50				3.2	48.9
3+00				3.2	48.9
+50				3.2	48.9
4+00				3.7	48.4
T.P.	2.42	950.81 ✓	3.67		948.39 ✓
+50				3.0	47.8
5+00				3.9	46.9
+50				5.0	45.8
6+00				5.9	44.9
+50				7.0	43.8
7+00				8.3	42.5
+50				9.3	41.5
8+00				9.5	41.3
+50				8.5	42.3
9+00				7.8	43.0
+50				6.6	44.2
10+00				5.5	45.3
T.P.	2.64	954.28 ✓	5.17		945.64 ✓

Rec. W.H.C.) Feb 9, 1916
* Persons } Windy &
go (No } cold.
Maiden)

R.R. Anoka Line
Spike in 30" oak 65' R.R. Sta 213+40 Co. Rd E" & Lexington.

R.R. Spike 16" oak N.E. cor Lexington & Co. Rd E" (Main St. Survey)
(El. 253.73)

Top Mon. & Lexington Ave.

Station	+	H.I.	-	Rod	Elev.
		954.28			
10+50				8.7	45.6.
11+00				8.0	46.3.
12+00				7.0	47.3.
13.				6.0	48.3.
+50				5.3	49.0.
14				5.3	49.0.
15				3.9	50.4.
B.M.	3.21	954.28	3.21		951.07
+60				3.8	50.5.
16				5.9	49.4.
+50				6.1	48.2.
17				8.4	45.9.
+50				8.4	45.9.
18				6.1	48.2.
T.P.	10.35	963.98	0.65		953.63
+40				10.6	53.4.
19				8.1	55.9.
+12				7.1	56.9.
+20				4.6	59.4.
+50				1.7	62.3.
20				0.0	64.0.
+25				0.1	63.9.
+60				2.8	61.2.
21				4.1	59.6.

R.R. spike in 10" White Oak 40' Rt. Sta 15+15

Gold Road $\frac{2.2}{52.1}$

Gold Road $\frac{1.2}{53.1}$

Gold Road $\frac{4.0}{60.0}$

Station	+	H.I	-	Rock	Elev.
		963.98			
21+50				4.8	959.2
22+00				5.3	58.7
+60				6.1	57.9
23+00				6.8	57.2
T.P.	2.01	960.14	5.85		958.13
24+00				4.2	55.9
B.M.	1.66	960.14	1.66		958.48
25				7.12	953.02
25+00				5.8	54.3
+32				6.4	53.7
26				8.0	52.1
+55				9.2	50.9
+70				10.0	50.1
+85				5.6	54.5
27+00				4.7	55.4
+30				3.9	56.2
+80				8.9	51.2
28+00				10.0	50.1
+50				7.2	50.9
29+00				5.9	54.2
T.P.	1.31	956.65	4.80		955.34
+40				0.0	56.7
+60				1.7	55.0
+75				7.8	48.9
+80				9.5	47.2

Tap 5/3/60 Sta 23700

R.R. Spike in R.R.T.P. 50' Lt Sta 23765

Top Rail Lt Sta 24

Edge Marsh

station	+	H.I.	-	Rod	Elev.
		956.65			
30+00				10.4	946.3.
31+00				10.8	45.9.
32+00				10.4	46.8.
33+00				9.4	47.3.
+50				7.5	49.2.
34+00				4.7	52.0.
+30				3.3	53.4.
+70				3.3	53.4.
35+00				4.6	54.1.
B.M.	1.96	958.16	0.45		956.20
40				3.1	55.1.
+43				4.6	53.6.
+63				3.9	54.3.
+78				4.6	53.6.
+82				3.3	55.9.
36+00				4.6	55.6.
+20				4.8	53.4.
+50				3.2	50.0.
37+00				11.2	47.0.
+30				11.7	46.5.
38+00				9.6	48.6.
+25				8.3	49.9.
+50				4.0	54.2.
39+85				1.5	56.7.
T.P.	4.77	962.58	0.35		957.81

Edge Marsh.

Edge Marsh.

R.R. spike in 16" cott. 50' ft. sta. 35730

4 Victoria St.

marsh

Station	+	H.I. /	-	Rod	Elev.
		962.58			
39+00					
+11				6.3	956.3.
+50				7.9	54.7.
40+00				7.1	53.5.
+50				7.9	54.7.
41+00				4.8	57.8.
+50				3.3	59.3.
42+00				3.0	59.6.
+05				3.9	58.7.
+80				7.0	55.6.
43+00				5.6	57.0.
+75				3.9	58.7.
+75				6.1	56.5.
44+00				7.0	55.6.
+50				10.2	52.4.
45+00				11.7	50.9.
T.P.	7.15	961.33	10.70		951.88 ✓
+60				12.4	48.9.
46+00				12.9	48.4.
+80				12.4	48.9.
47+00				11.5	49.8.
+20				10.2	51.1.
+60				3.2	58.1.
48+00				3.1	58.2.

Approx E of School Ho.

Top stake sta. 45700

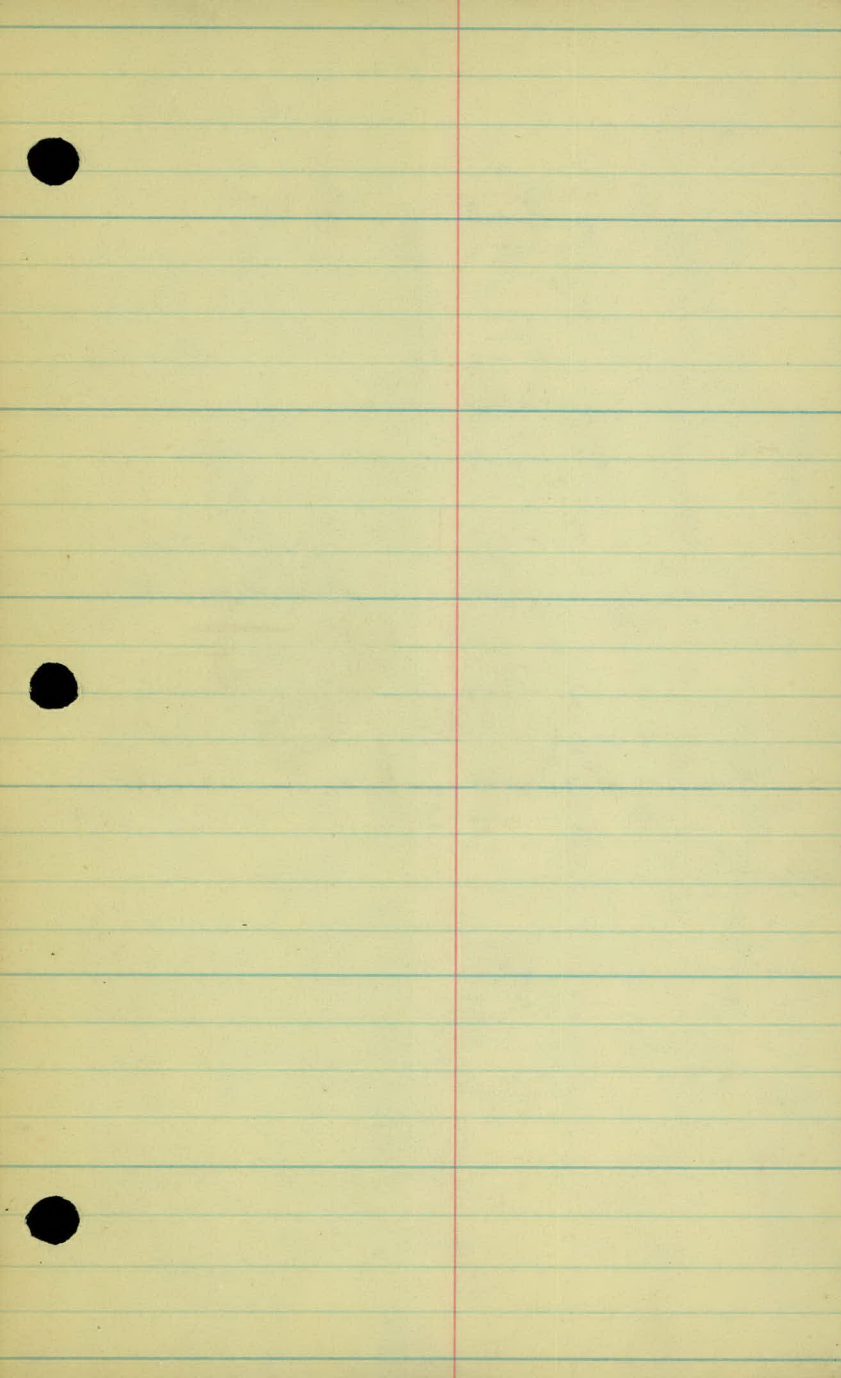
Station	+	H.I.	-	Rod	Elev.
		961.33			
48+50				4.3	957.0.
49+00				3.5	57.8.
50+00				4.4	56.9.
T.P.	1.16	959.09	3.40		957.93
+50				2.4	56.7.
51+00				1.8	57.3.
+50				3.3	55.8.
52+00				2.9	50.2.
+30				14.3	44.8.
B.M.	1.65	948.86	11.88		947.21
+80				7.3	41.6.
53+00				6.3	42.6.
+20				5.7	43.2.
+50				8.4	40.5.
54+00				10.4	38.5.
+50				10.7	38.2.
55+00				8.9	40.0.
+50				3.7	45.2.
56+00				3.8	45.1.
+50				0.5	48.4.
T.P.	2.93	951.39	0.40		948.46
57+00				4.5	46.9.
+60				7.1	44.3.
58+00				7.3	44.1.

Top Sta. to Sta. 5000

R.R. Spike in 30" Oak 30' Lt. Sta. 52175

Marsh.

Station	+	H.I.	-	Rod	Elev.
		951.39			
58+50				9.4	942.0.
59+00				10.5	40.9.
+30				10.7	40.7.
+60				13.3	38.1.
60+00				12.3	39.1.
T.P.	345	943.08	11.76		931.63
+20				3.2	39.9.
+60				6.3	36.8.
61+00				6.8	36.3.
+50				9.6	33.5.
62+00				10.2	32.9.
+70				8.2	34.9.
63+00				8.9	34.3.
+65				8.4	34.7.
64+00				6.8	36.3.
+25				6.6	36.5.
+60				8.1	35.0.
65+00				5.1	38.0.
T.P.	2.57	944.41	1.24		941.84
+40				1.6	42.2.
+70				1.5	42.9.
66+00				4.1	40.3.
+35				2.1	36.3.
67+00				10.3	34.1.



Station	+	H.I.	-	Rod	Elev.
		944.41			
67+50				10.0	84.4.
68+00				92	35.2.
T.P.	0.16	935.42	9.15		935.26 ✓
+25				1.6	33.8.
B.M.	3.16	935.42	3.16		932.26 ✓
+50				4.0	31.4.
69+00				13.3	22.1.
T.P.	0.58	924.83	11.17		924.25 ✓
+35				6.6	18.2.
+80				11.2	13.6.
T.P.	0.18	913.01	12.00		912.83 ✓
70+00				3.1	89.9.
+30				9.6	83.4.
71+00				11.8	01.2.
+50				13.4	899.8 899.6
72+00				12.4	900.6.
T.P.	0.56	902.12	11.45		901.56 ✓
+40				3.4	898.7.
+70				7.8	94.3.
73+00				8.6	93.5.
+80				9.1	93.0.
74+00				9.2	92.9.
+50				9.0	93.1.
75+00				7.8	94.3.

R.R. spike in 8" oak Lt. Sta. 68+25

(Top Rail Lt. Sta. 69+00 $\frac{9.00}{26.42}$)

Station	+	H.I	-	Rod	Elev.
		902.12 ✓			
75+50				2.6	899.5 ✓
T.P.	11.15	912.16 ✓	1.11		901.01 ✓
76+00				4.7	07.5 ✓
+75				0.8	11.4 ✓
77+00				1.3	10.9 ✓
T.P.	2.84	920.00 ✓	0.00		912.16 ✓
+25				6.2	13.8 ✓
+50				5.2	14.8 ✓
78+00				6.8	13.2 ✓
+50				9.3	10.7 ✓
+75				8.9	13.1 ✓ 11.1
79+00				5.1	14.9 ✓
+25				1.6	18.4 ✓
T.P.	6.38	925.98 ✓	0.40		919.60 ✓
+70				5.4	20.6 ✓
80+00				1.9	21.1 ✓
+66				4.5	21.5 ✓
81+00				6.1	19.9 ✓
+50				10.4	15.6 ✓
T.P.	1.68	916.07 ✓	11.59		914.39 ✓
82+00				5.3	10.2 ✓
+30				10.2	905.9 ✓
T.P.	0.47	904.61 ✓	11.93		904.14 ✓
+67				3.0	901.6 ✓

Top Rail Lt Sta 81th 8.47
17.51

Station	+	H.I.	-	Rod	Elev.
		904.61			
83+00				7.5	897.1
B.M.	5.67	904.61	5.67		898.94
+40				13.0	891.6
T.P.	1.80	896.15	10.26		894.35
84+00				9.8	86.4
85+00				10.9	85.3
86+00				11.0	85.2
+70				10.7	85.5
87+00				10.6	85.6
+50				9.3	86.9
88+00				6.0	90.2
+50				4.0	92.2
T.P.	11.37	906.90	0.62		895.53
89+00				10.4	896.5
+50				4.0	902.9
90+00				1.5	05.4
+57				1.0	05.9
T.P.	11.26	917.29	0.87		906.03
91+00				9.2	07.5
+50				2.9	08.4
92+00				6.8	10.5
+50				5.2	12.1
93+00				4.5	12.8
+50				3.9	13.4

R.R. Spike in 16" Oak 50' Rt. 83+15

Top of Hub

Station	+	H. I	-	Rod	Elev.
		917.29			
94+00				2.2	915.1
T.P.	7.43	923.52	1.20		916.09
94+50				6.7	16.8
95+00				5.9	17.6
96+00				6.8	16.7
+50				8.0	15.5
97+00				7.6	15.9
+50				6.9	16.6
98+00				8.4	15.1
+50				11.9	11.6
T.P.	8.94	921.47	10.99		912.53
99+00				14.0	07.5
+50				15.3	06.2
				1.16	09.9
				1.45	920.02
				3.80	17.67
100+00				13.7	07.8
+30				11.8	09.7
+50				7.3	14.2
101+00				2.5	19.0
B.M.	0.20	921.47	0.20		921.27
T.P.	7.95	929.21	0.21		921.26
101+55				7.5	21.7
102				6.1	23.1

Top West Rail $\frac{1}{2}$ "⁰⁰ Dia

" East " "

Bottom Steel Girder

R.R. Spike in 6" Oak 33' Lt. Sta. 101+25

Station	+	H.I.	-	Rod	Elev.
		929.21			
102+50				5.0	924.2
103				4.3	24.9
+50				5.0	24.2
104				5.3	23.9
+20				5.6	23.6
+50				4.5	24.7
105				5.0	24.2
+60				5.4	23.8
106				5.0	24.2
+50				4.5	24.7
107				4.5	24.7
+50				4.7	24.5
108				4.1	25.1
T.P.	6.17	932.18	3.20		926.01
109				6.5	25.7
110				5.9	26.3
111				5.1	27.1
+15				4.5	27.7
+50				5.5	26.7
+87				4.9	27.3
+90				6.0	26.2
112				4.3	27.9
+02				4.28	27.90
+14				4.21	27.97
B.M.	4.40	932.32	4.26		927.92
B.M. for check.			8.11		924.25

$$\begin{array}{r} 187.89 \\ 159.83 \\ \hline 28.16 \end{array}$$

$$\begin{array}{r} 52.31 \\ 29.16 \\ \hline 24.15 \end{array}$$

Old Road.

$$B.M. \text{ Loc. } \& \text{ "E" } \text{ El. } 253.73 = 947.41$$

$$B.M. \text{ Rice St } \text{ El. } 234.24 = 19.49$$

$$- 19.49 \quad 927.92$$

$$\underline{927.86}$$

106 check.

East Edge Pavement.

to Pavement.

R.R. Spike in 30" bott. (Main Survey El. 234.24)

Nail in oak N.E. cor. Rice & Vadnais Blvd

Station	+	H.I	-	Rod.	Elev,
<u>check Levels</u>					
B.M.	0.98	953.29			952.31
B.M.	4.82	952.24	5.87		947.42 = 47.41
T.P.	2.26	950.93	3.57		948.67
T.P.	8.98	953.69	6.22		944.71
B.M.	6.02	957.08	2.63		951.06 = 51.07
T.P.	7.85	964.75	0.18		956.90
B.M.	1.33	959.82	6.26		958.49 = 58.48
T.P.	2.82	953.76	8.88		950.94
T.P.	6.87	957.30	3.33		950.43
B.M.	1.12	957.30	1.12		956.18
T.P.	9.65	960.54	6.41		950.89
T.P.	1.65	961.68	0.51		960.03
T.P.	3.02	961.70	3.00		958.68
T.P.	1.36	953.40	9.66		952.04
B.M.			6.17		947.23 = 47.21
	<u>58.73</u>		<u>63.81</u>	952.31	
			58.73	5.08	
			-5.08	947.23	
B.M.	1.82	949.03			947.21 Corrected
T.P.	0.94	944.16	5.21		943.22
T.P.	5.15	942.84	6.47		937.69
T.P.	1.72	936.72	7.84		935.00
B.M.	4.43	936.72	4.43		932.29 = 32.26
T.P.	0.00	925.47	11.25		925.47
T.P.	0.10	914.86	10.71		914.76
	<u>14.16</u>		<u>42.51</u>	47.21	
			14.16	1486	
			32.35	37.35	

J. W. H. C. } cold &
Rod. Galvin } Windy
Persons } Feb. 10, 1978

R.R. Spike in 30" Oak (65' Rt. Sta 213+40) ^{Apok a 400}

" " " 16" Oak N.E. Cor Lex & Co. Rd "E" ^{Maint. Survey} (El. 253.73)

R.R. Spike in 10" White Oak 40' Rt. Sta. 15+15

R.R. Spike in R.R. Tel Pole 50' Lt. Sta. 26+65

R.R. Spike in 16" Oak. 50' Lt. Sta. 35+20

R.R. Spike in 30" Oak 30' Lt. Sta 32+75

R.R. Spike 8" Oak Lt. 68+25

station. + H.I. - Rod E/lev.

check Levels contd

		914.86			
T.P.	0.46	904.92	10.40		904.46
T.P.	11.14	915.19	0.87		904.05
T.P.	9.47	924.24	0.42		914.77
T.P.	0.23	912.98	11.49		912.75
T.B.	1.00	904.75	9.23		903.75
B.M.	0.07	899.02	5.80		898.95 = 98.94
T.P.	10.77	904.42	5.37		893.65
T.P.	11.53	915.56	0.39		904.03
T.P.	10.21	925.39	0.38		915.18
T.P.	3.48	922.36	6.51		918.88
B.M.	1.09	922.36	1.09		921.27
T.P.	8.16	929.54	0.98		921.38
T.P.	5.86	932.05	3.35		926.19
B.M.			4.12		927.93
	73.47	911.93	60.40		
	60.4	14.86			
	13.07	13.07			
B.M.	3.88	931.81			927.93
B.M.	8.02	932.23	7.60		924.21
T.P.	3.97	930.77	5.43		926.80
T.P.	3.69	928.22	6.24		924.53
B.M.			3.41		924.81
	19.56		22.68	927.93	
			19.56	24.81	
			-3.12	-3.12	

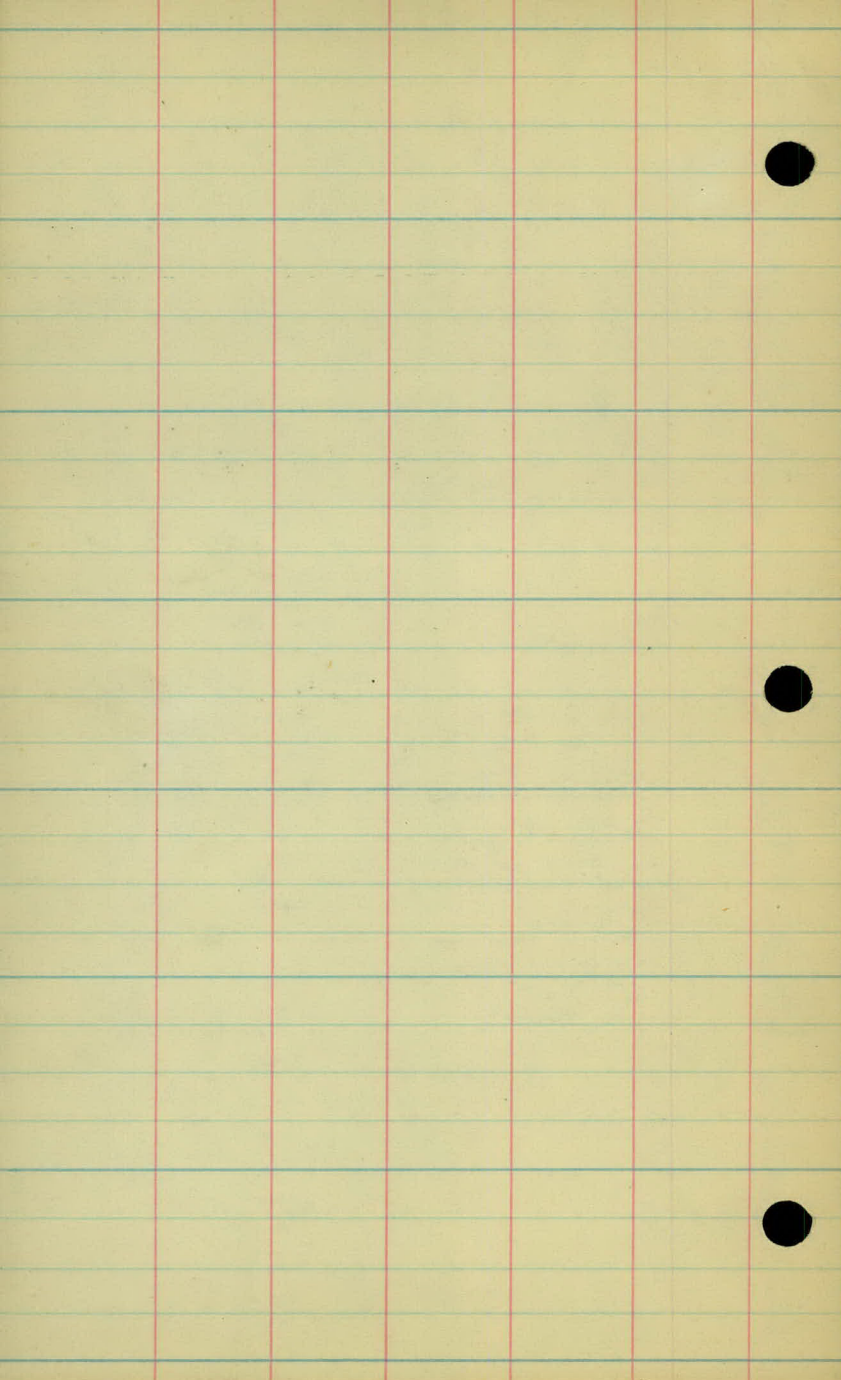
R.R. Spike in 16" Oak 50' Rt. Sta. 83+15

R.R. Spike in 6" Oak 33' Lt. Sta. 101+25

R.R. Spike 30" Cott. (E) ^{Maint Survey} 234.24

nail in Oak N.E. corner Rice & Vadnais Blvd (Vadnais Blvd
Maint Survey)
#1924.52

L.I.M. B.M. #64 - Rice St. & Owasso Blvd. ^{925.13}
924.81
.32



LEVELS

"C" LINE

Station	+	H.I	-	Rod	Elev
"C" LINE					
B.M.	9.00	907.94			898.94
T.P.	11.48	918.56	0.86		907.08
T.P.	7.43	925.82	0.17		918.39
78+79.12				14.1	11.7.
79+00				11.0	14.8.
+15				8.6	17.2.
+50				5.4	20.4.
80+00				4.5	21.3.
+50				3.4	22.4.
81+00				4.2	21.6.
+50				5.9	19.9.
82+00				9.1	16.7.
T.P.	0.77	915.60	10.99		914.83
82+50				2.4	13.2.
83+00				9.1	06.5.
T.P.	0.18	904.57	11.21		904.39
+60				4.8	899.8.
T.P.	0.16	892.92	11.81		892.76
84+00				1.1	91.8.
+20				5.0	87.9.
+50				6.8	86.1.
85+00				7.6	85.3.
+97				7.9	85.0.
86+00				2.9	84.0.
+15				7.6	85.3.

W.H.C.

PERSONS

Calvin

Mahoney

Feb. 13, 1975

R.R. Spike in 16" Oak (50' Rt. Sta. 83+15 ALIVE) $\left(\begin{array}{l} 16" \text{ LINE} \\ 100' \text{ Lt. 82+90} \end{array} \right)$

P.C. of "C" LINE

Top Stump Lt. 83+10

2 Priv Road

2 * Bottom Drainage ditch.

Station	+	H.I. ✓	-	Rod	Elev.
		892.92			
87+00				7.1	885.8.
+65				6.2	86.7.
88+00				2.9	90.0.
T.P.	11.05	902.11 ✓	1.86		891.06 ✓
+50				6.4	95.7.
89+00				2.8	99.3.
+45				2.0	900.1.
T.P.	11.80	913.56 ✓	0.35		901.76 ✓
90+00				7.4	06.2.
+50				3.6	10.0.
91+00				2.2	11.4.
+50				1.0	12.6.
T.P.	8.74	921.51 ✓	0.79		912.77 ✓
92+00				4.7	16.8.
+50				3.2	18.3.
93+00				4.0	17.5.
+50				1.7	20.8 19.8
94+00				2.3	19.2.
+20				3.0	18.5.
+27				7.3	14.2.
+45				7.8	13.7.
+74				8.8	12.7.
+80				5.9	15.6.
95+00				6.1	15.4.
+20				6.4	15.1.

E Road

Station	+	H.I.	-	Red	Elev.
		921.51			
95+45				10.2	911.3
+64				2.8	18.7
+71				1.69	919.82
+74					
+77				1.95	919.56
+90				3.7	17.8
96+00				5.7	15.8
+15				9.2	12.3
+30				9.0	12.2
+50				12.9	98.6
97+00				10.1	11.4
+50				6.2	15.3
98+00				3.5	18.0
T.P.	7.23	924.98	3.76		917.75
B.M.	3.72	924.98	3.72		921.26 = 21.27
98+50				4.5	20.5
99+00				2.7	22.3
T.P.	6.37	929.71	1.64		923.34
+50				5.7	24.0
100+00				5.5	24.2
+50				5.2	24.5
101+00				5.7	24.0
101+77.38				6.2	23.5
102+07.85 = 105+60.3				5.9	23.8
T.P.	4.89	931.86	2.74		926.97
B.M.				3.94	927.92

Top West Rail

$\frac{3.20}{200}$

$\frac{2.62}{100}$

$\frac{1.69}{100}$

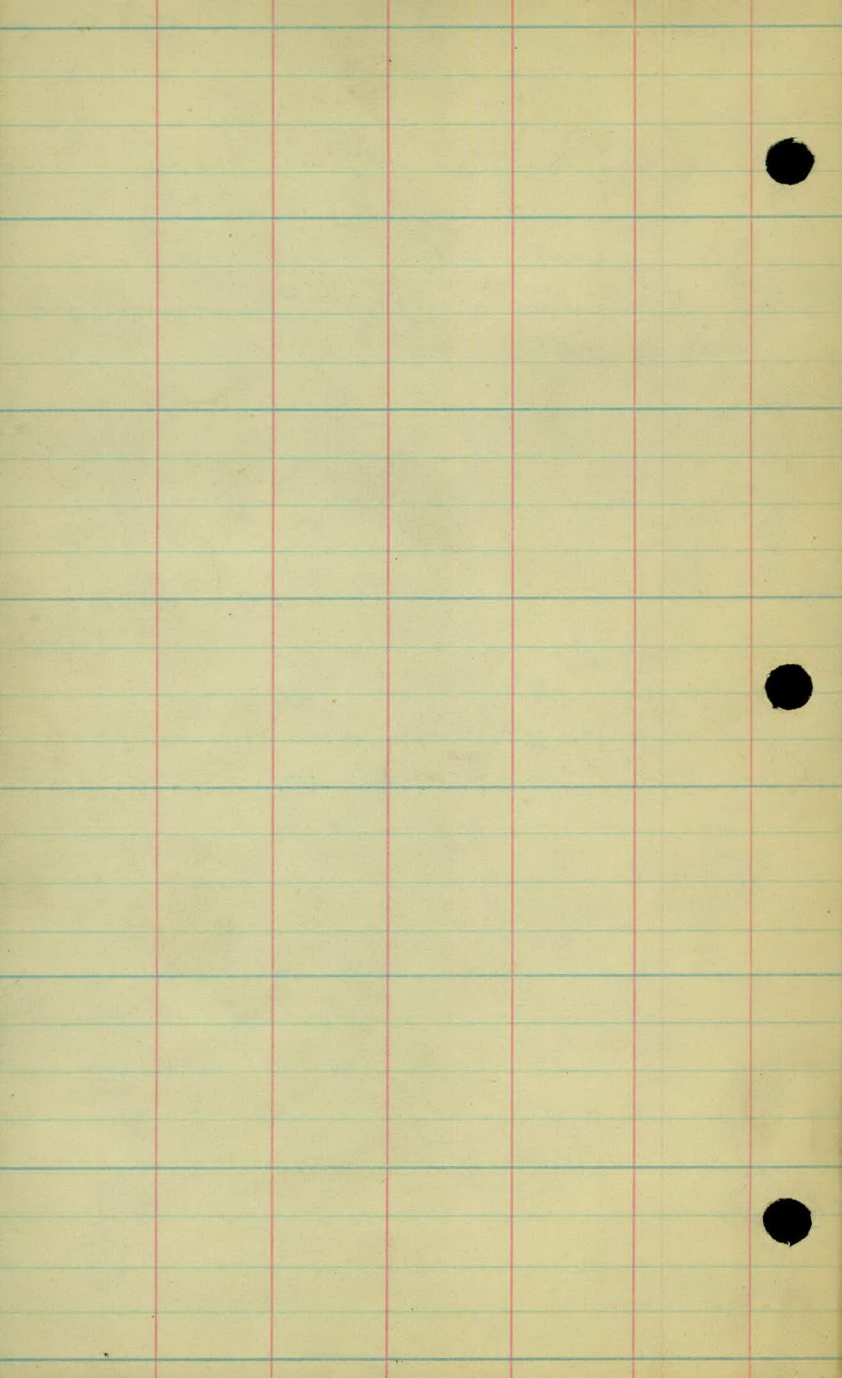
$\frac{1.27}{100}$

$\frac{0.60}{200}$

Top East Rail

R.R. in 6" Oak ^{"B" LINE} (33 Lt. Sta. 101+25) = ^{"G" LINE} (100' Lt. Sta. 96+70)

R.R. spike in cut. Ricest.



CROSS-SECTIONS

ROAD NO. 6

"A" LINE Sta. 0+00 to Sta. 78+79.12

"C" LINE " 78+79.12 to Sta. 102+07.88 = 105+60.30

"B" LINE " 105+60.30 to Sta. 112+14

Station		Elev
---------	--	------

1+00		948.4
------	--	-------

1+50	0.0	948.9
------	-----	-------

2+00		948.9
------	--	-------

2+30	-0.1	948.8
------	------	-------

2+00		948.9
------	--	-------

1+50	+0.8	948.0
------	------	-------

1+00		947.4
------	--	-------

0+66	+0.4	946.8
------	------	-------

0+45	+0.3	946.4
------	------	-------

0+13.5	-0.1	946.1
--------	------	-------

0+00		946.18
------	--	--------

-0+13.5	-0.1	946.1
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Lt.

Rt.

Rt.

+1.5	+2.0	-0.2	-0.4	+0.4	0.0	-0.1	+4.7	+5.7
33	26	22	20	9		5	13	33

-2.0	-1.6	-1.0	-0.4	0.0	0.0	-0.1	+2.0	+4.9
33	24	21	18	14		8	14	33

-0.4	-5.0	-1.2	-0.7	0.0	0.0	-0.4	-1.0	+0.0	+2.0
33	25	18	16			5	12	16	33

-2.4	-2.4	-0.7	0.0	0.0	0.0	-0.6	-1.7	-1.8	-1.0	-0.2
33	22	17				6	11	18	24	33

-1.6	-0.8	-1.9	-0.8	0.0	0.0	-0.6	-1.3	-1.1	+3.5	+3.6
33	15	21	14			9	13	22	29	33

+2.8	+3.3	-1.0	0.0	0.0	0.0	-0.4	-0.2	+5.6	+5.3
33	28	21	14			7	15	26	33

+2.0	+2.0	0.0	-0.3	0.0	0.0	-0.3	0.0	+5.2	+5.0
33	23	19	13			8	15	23	33

-0.4	+0.3	-0.5	0.0	0.0	0.0	-0.3	-0.4	+1.1	+1.6
33	20	13				7	14	16	33

-3.0	-1.1	-0.6	0.0	0.0	0.0	-0.5	-1.3	+1.7	+2.0
33	21	12				6	14	16	33

-0.7	0.0	0.0
33		10.4
		33

-0.9	0.0	0.0
33		33

-0.5	-0.5	0.0
33	10	33

On Pavement

W.H.O.
PARSONS
GALVIN
MATHERLEY

Feb. 17, 1925
Cold & Windy
Snow.

Station	Elev.
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9+50	945.3
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0.0

10+00	945.3
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9+00	943.0
------	-------

8+45	942.1
------	-------

10.8

8+00	941.3
------	-------

7+42	941.5
------	-------

-1.0

7+00	942.5
------	-------

6+60	943.8
------	-------

-1.1

6+00	944.9
------	-------

5+50	945.8
------	-------

5+00	946.9
------	-------

4+50	947.8
------	-------

+0.9

Lt.

L

Rt.

$$\frac{-0.7}{33}$$

$$\frac{0.0}{26}$$

$$\frac{+0.6}{18}$$

$$\frac{0.0}{0.0}$$

$$\frac{+1.7}{4}$$

$$\frac{+1.2}{10}$$

$$\frac{0.0}{20}$$

$$\frac{-2.2}{33}$$

$$\frac{-1.3}{33}$$

$$\frac{-1.3}{31}$$

$$\frac{0.6}{27}$$

$$\frac{0.0}{16}$$

$$\frac{0.0}{0.0}$$

$$\frac{+0.9}{4}$$

$$\frac{+2.1}{5}$$

$$\frac{+1.7}{11}$$

$$\frac{0.0}{25}$$

$$\frac{-1.0}{33}$$

$$\frac{-1.9}{23}$$

$$\frac{-1.6}{29}$$

$$\frac{0.0}{23}$$

$$\frac{+0.7}{15}$$

$$\frac{0.0}{0.0}$$

$$\frac{-1.5}{4}$$

$$\frac{-1.8}{10}$$

$$\frac{-1.7}{20}$$

$$\frac{-2.0}{33}$$

$$\frac{-3.0}{33}$$

$$\frac{0.0}{22}$$

$$\frac{+0.7}{13}$$

$$\frac{0.0}{0.0}$$

$$\frac{-4.0}{7}$$

$$\frac{-5.0}{17}$$

$$\frac{-5.8}{33}$$

$$\frac{-4.4}{33}$$

$$\frac{+0.3}{22}$$

$$\frac{+0.8}{12}$$

$$\frac{0.0}{0.0}$$

$$\frac{-3.4}{6}$$

$$\frac{-5.4}{33}$$

$$\frac{-4.6}{33}$$

$$\frac{-4.2}{30}$$

$$\frac{+0.2}{22}$$

$$\frac{+0.7}{11}$$

$$\frac{0.0}{0.0}$$

$$\frac{-0.6}{3}$$

$$\frac{-5.1}{10}$$

$$\frac{-5.6}{25}$$

$$\frac{-5.6}{33}$$

$$\frac{-2.2}{33}$$

$$\frac{-2.5}{29}$$

$$\frac{0.0}{23}$$

$$\frac{+0.6}{14}$$

$$\frac{0.0}{0.0}$$

$$\frac{-1.0}{4}$$

$$\frac{-3.4}{8}$$

$$\frac{-5.6}{18}$$

$$\frac{-4.4}{33}$$

$$\frac{+0.7}{33}$$

$$\frac{+0.7}{31}$$

$$\frac{-0.6}{28}$$

$$\frac{-0.2}{22}$$

$$\frac{0.0}{14}$$

$$\frac{0.0}{0.0}$$

$$\frac{-1.4}{5}$$

$$\frac{-0.9}{10}$$

$$\frac{-2.4}{21}$$

$$\frac{-3.2}{33}$$

$$\frac{+3.1}{34}$$

$$\frac{-0.3}{29}$$

$$\frac{-0.3}{23}$$

$$\frac{+0.3}{14}$$

$$\frac{0.0}{0.0}$$

$$\frac{0.0}{3}$$

$$\frac{+2.9}{7}$$

$$\frac{+1.7}{18}$$

$$\frac{+0.9}{23}$$

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

$$\frac{+4.2}{33}$$

$$\frac{-0.5}{24}$$

$$\frac{+0.5}{13}$$

$$\frac{0.0}{0.0}$$

$$\frac{0.0}{5}$$

$$\frac{+3.1}{9}$$

$$\frac{+2.2}{22}$$

$$\frac{+1.6}{33}$$

$$\frac{+3.7}{33}$$

$$\frac{+3.7}{22}$$

$$\frac{-0.5}{25}$$

$$\frac{+0.2}{12}$$

$$\frac{0.0}{0.0}$$

$$\frac{0.0}{5}$$

$$\frac{+1.6}{9}$$

$$\frac{+3.5}{23}$$

$$\frac{+2.9}{33}$$

$$\frac{+2.1}{33}$$

$$\frac{+2.1}{32}$$

$$\frac{-0.1}{25}$$

$$\frac{-0.4}{21}$$

$$\frac{+0.2}{11}$$

$$\frac{0.0}{0.0}$$

$$\frac{0.0}{4}$$

$$\frac{+4.0}{10}$$

$$\frac{+4.3}{25}$$

$$\frac{+4.3}{33}$$

station

Elev.

17+00

945.9

+50

-0.2

948.2

16+00

948.4

+50

+1.5

949.9

15+00

950.4

+50

+1.9

950.9

14+00

949.0

+50

949.0

13+00

948.3

+50

+0.7

948.0

12+00

947.3

+37

-0.3

946.0

11+00

946.3

Lt.				Σ	Rt.	
$\frac{+6.7}{33}$	$\frac{+2.1}{32}$	$\frac{+7.4}{23}$	$\frac{+6.5}{11}$	0.0	$\frac{-1.2}{11}$	$\frac{-3.3}{33}$

$\frac{+3.0}{33}$	$\frac{+3.8}{32}$	$\frac{+4.8}{21}$	$\frac{+3.8}{9}$	0.0	$\frac{-1.7}{10}$	$\frac{-5.4}{33}$
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$\frac{+2.4}{33}$	$\frac{+3.0}{32}$	$\frac{+3.1}{20}$	$\frac{+3.2}{7}$	0.0	$\frac{-0.2}{7}$	$\frac{+1.5}{9}$	$\frac{-0.2}{25}$	$\frac{-1.7}{33}$
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$\frac{+0.5}{33}$	$\frac{+1.7}{30}$	$\frac{+2.3}{18}$	$\frac{+1.5}{5}$	0.0	$\frac{+1.8}{8}$	$\frac{+2.4}{11}$	$\frac{+1.2}{21}$	$\frac{+0.6}{33}$
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$\frac{-0.2}{33}$	$\frac{+0.5}{30}$	$\frac{+1.2}{20}$	$\frac{+0.9}{6}$	0.0	$\frac{0.0}{5}$	$\frac{+0.8}{7}$	$\frac{+1.0}{18}$	$\frac{+0.8}{33}$
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$\frac{-1.2}{33}$	$\frac{-0.5}{27}$	$\frac{+0.2}{17}$	0.0	$\frac{-0.9}{9}$	$\frac{-2.1}{25}$	$\frac{-2.4}{33}$
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$\frac{+2.4}{33}$	$\frac{+0.8}{31}$	$\frac{+0.8}{25}$	$\frac{+1.3}{15}$	0.0	$\frac{-0.4}{8}$	$\frac{-1.1}{21}$	$\frac{-1.6}{33}$
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$\frac{+1.2}{33}$	$\frac{+0.6}{28}$	$\frac{+0.7}{25}$	$\frac{+1.0}{15}$	0.0	$\frac{-0.6}{5}$	$\frac{-1.2}{10}$	$\frac{-1.7}{25}$	$\frac{-2.1}{33}$
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$\frac{+0.3}{33}$	$\frac{-0.2}{29}$	$\frac{+0.5}{24}$	$\frac{+1.0}{13}$	0.0	$\frac{-1.0}{6}$	$\frac{-1.2}{12}$	$\frac{-1.5}{28}$	$\frac{-1.5}{33}$
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$\frac{+0.3}{33}$	$\frac{+0.3}{24}$	$\frac{+0.7}{12}$	0.0	$\frac{-0.8}{6}$	$\frac{-1.2}{11}$	$\frac{-1.8}{22}$	$\frac{-2.1}{33}$
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$\frac{-0.5}{33}$	$\frac{-0.8}{29}$	$\frac{0.0}{24}$	$\frac{+0.6}{14}$	0.0	$\frac{-1.4}{5}$	$\frac{-1.9}{12}$	$\frac{-3.1}{33}$
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$\frac{-0.2}{33}$	$\frac{+0.5}{23}$	$\frac{+0.9}{13}$	0.0	$\frac{-1.5}{7}$	$\frac{-2.3}{14}$	$\frac{-3.4}{33}$
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$\frac{-1.5}{33}$	$\frac{-1.5}{29}$	$\frac{-0.5}{25}$	$\frac{+0.2}{14}$	0.0	$\frac{-0.8}{3}$	$\frac{-0.3}{5}$	$\frac{-0.4}{20}$	$\frac{-0.7}{33}$
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Station

Elev.

23+00

957.2

+60

-0.9

957.9

22+00

958.7

+50

+10.4

959.2

21+00

959.6

+60

-3.0

961.0

20+00

964.0

+17

+3.6

959.5

19+00

955.9

+50

-3.0

952.9

18+00

948.2

17+50

-2.8

945.4

Lt

L

Rt

$\frac{-0.3}{33}$	$\frac{+0.3}{30}$	$\frac{+0.2}{27}$	$\frac{-0.7}{18}$	$\frac{+0.6}{4}$	$\frac{0.0}{1}$	$\frac{+0.2}{3}$	$\frac{+7.8}{11}$	$\frac{+7.8}{23}$	$\frac{+7.4}{33}$
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$\frac{+0.2}{33}$	$\frac{+0.3}{26}$	$\frac{+0.9}{16}$	$\frac{+0.7}{6}$	$\frac{0.0}{1}$	$\frac{+5.9}{8}$	$\frac{+5.8}{17}$	$\frac{+5.2}{33}$
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$\frac{+2.3}{33}$	$\frac{+2.3}{31}$	$\frac{0.0}{28}$	$\frac{+0.4}{24}$	$\frac{+0.8}{12}$	$\frac{0.0}{1}$	$\frac{+2.7}{4}$	$\frac{+3.5}{11}$	$\frac{+2.0}{27}$	$\frac{+1.3}{33}$
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$\frac{-1.3}{33}$	$\frac{-0.8}{29}$	$\frac{-0.3}{24}$	$\frac{+0.2}{15}$	$\frac{0.0}{4}$	$\frac{0.0}{1}$	$\frac{+1.5}{6}$	$\frac{+1.3}{10}$	$\frac{+0.7}{21}$	$\frac{0.0}{33}$
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$\frac{+1.4}{33}$	$\frac{+1.4}{32}$	$\frac{+0.3}{30}$	$\frac{0.0}{28}$	$\frac{+0.5}{24}$	$\frac{+0.9}{15}$	$\frac{+0.5}{6}$	$\frac{0.0}{1}$	$\frac{+2.1}{4}$	$\frac{+2.1}{14}$	$\frac{+1.1}{17}$	$\frac{+1.1}{33}$
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$\frac{-1.7}{33}$	$\frac{-1.7}{30}$	$\frac{-1.3}{26}$	$\frac{-0.9}{12}$	$\frac{-1.5}{5}$	$\frac{0.0}{1}$	$\frac{+2.4}{3}$	$\frac{+2.0}{9}$	$\frac{+1.3}{16}$	$\frac{+0.9}{23}$	$\frac{+0.4}{33}$
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$\frac{-5.0}{33}$	$\frac{-4.5}{31}$	$\frac{-4.1}{21}$	$\frac{-4.3}{14}$	$\frac{-5.0}{8}$	$\frac{0.0}{1}$	$\frac{-0.3}{10}$	$\frac{-1.6}{22}$	$\frac{-2.2}{33}$
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$\frac{-2.0}{33}$	$\frac{-1.8}{24}$	$\frac{-2.2}{11}$	$\frac{-2.9}{9}$	$\frac{-2.3}{6}$	$\frac{0.0}{4}$	$\frac{0.0}{1}$	$\frac{-0.6}{11}$	$\frac{-2.1}{33}$
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$\frac{+1.2}{33}$	$\frac{+1.4}{22}$	$\frac{+1.0}{11}$	$\frac{+0.2}{7}$	$\frac{0.0}{1}$	$\frac{+0.6}{3}$	$\frac{+1.7}{6}$	$\frac{+1.4}{19}$	$\frac{+1.1}{33}$
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$\frac{+2.7}{33}$	$\frac{+3.2}{23}$	$\frac{+2.6}{12}$	$\frac{0.0}{1}$	$\frac{-0.7}{12}$	$\frac{-0.9}{33}$
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$\frac{+6.0}{33}$	$\frac{+6.7}{24}$	$\frac{+6.0}{12}$	$\frac{0.0}{1}$	$\frac{-0.3}{3}$	$\frac{-1.0}{11}$	$\frac{-1.5}{33}$
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$\frac{+7.8}{33}$	$\frac{+8.5}{23}$	$\frac{+7.5}{12}$	$\frac{0.0}{1}$	$\frac{-0.8}{3}$	$\frac{-2.1}{19}$	$\frac{-2.7}{33}$
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Station		Elev.
28+00		950.1
27+75	+1.1	951.2
+33	+0.5	955.9
27+00		955.4
+80	0.0	950.9
+50	-1.2	950.9
26+00		952.1
+50	-0.4	953.9
25+00		954.3
+58	-0.6	954.7
+25	-0.6	955.3
24+00		955.9
23+50	+0.6	956.3

Lt.				Z	Rt.	
$\frac{-1.7}{33}$	$\frac{-0.6}{32}$	$\frac{-0.5}{14}$		0.0	$\frac{+1.0}{20}$	$\frac{+2.0}{33}$

$\frac{-2.0}{33}$	$\frac{-1.9}{27}$	$\frac{-0.5}{25}$	$\frac{-1.0}{12}$	0.0	$\frac{+0.5}{18}$	$\frac{+1.3}{33}$
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$\frac{-6.2}{33}$	$\frac{-6.3}{27}$	$\frac{-6.3}{19}$	$\frac{-1.2}{10}$	0.0	$\frac{-1.4}{14}$	$\frac{+2.3}{33}$
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$\frac{-6.0}{33}$	$\frac{-5.7}{18}$	$\frac{-5.7}{10}$	$\frac{-0.2}{2}$	0.0	$\frac{+2.7}{15}$	$\frac{+4.1}{25}$	$\frac{+5.4}{33}$
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$\frac{+0.6}{33}$	$\frac{+0.2}{22}$	$\frac{0.0}{9}$	0.0	$\frac{+3.0}{4}$	$\frac{+6.0}{16}$	$\frac{+8.8}{33}$
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$\frac{-3.1}{33}$	$\frac{-1.5}{29}$	$\frac{0.0}{15}$	0.0	$\frac{+0.2}{5}$	$\frac{0.0}{7}$	$\frac{-0.7}{11}$	$\frac{+2.6}{15}$	$\frac{+7.1}{33}$
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$\frac{-2.0}{33}$	$\frac{-7.2}{29}$	$\frac{-1.5}{18}$	0.0	$\frac{-0.3}{12}$	$\frac{-1.0}{14}$	$\frac{-0.7}{18}$	$\frac{+4.4}{33}$
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$\frac{-8.8}{33}$	$\frac{-7.9}{29}$	$\frac{-0.5}{14}$	0.0	$\frac{-0.3}{11}$	$\frac{-1.0}{14}$	$\frac{-0.2}{19}$	$\frac{+3.4}{33}$
-------------------	-------------------	-------------------	-----	-------------------	-------------------	-------------------	-------------------

$\frac{-9.4}{33}$	$\frac{-8.1}{25}$	$\frac{-0.4}{12}$	0.0	$\frac{-0.6}{13}$	$\frac{-1.8}{14}$	$\frac{+0.5}{16}$	$\frac{+1.9}{33}$
-------------------	-------------------	-------------------	-----	-------------------	-------------------	-------------------	-------------------

$\frac{-8.6}{33}$	$\frac{-0.4}{15}$	0.0	$\frac{-0.6}{9}$	$\frac{-1.8}{12}$	$\frac{-1.4}{23}$	$\frac{-1.1}{33}$
-------------------	-------------------	-----	------------------	-------------------	-------------------	-------------------

$\frac{-8.5}{33}$	$\frac{-1.3}{21}$	$\frac{-0.4}{16}$	$\frac{+0.6}{6}$	0.0	$\frac{-0.3}{7}$	$\frac{-0.8}{9}$	$\frac{-1.1}{20}$	$\frac{-1.1}{33}$
-------------------	-------------------	-------------------	------------------	-----	------------------	------------------	-------------------	-------------------

$\frac{-0.7}{33}$	$\frac{-0.1}{20}$	$\frac{+0.2}{8}$	0.0	$\frac{-0.6}{6}$	$\frac{+3.1}{11}$	$\frac{+3.5}{33}$
-------------------	-------------------	------------------	-----	------------------	-------------------	-------------------

$\frac{-0.9}{33}$	$\frac{+0.4}{11}$	$\frac{+0.3}{2}$	0.0	$\frac{-0.1}{3}$	$\frac{+7.5}{15}$	$\frac{+7.5}{33}$
-------------------	-------------------	------------------	-----	------------------	-------------------	-------------------

station		Elev.
140	+1.3	948.6
33100		947.3
70	0.0	946.3
32100		946.3
31100		945.9
30100	*	946.3
84	+0.8	947.1
75	+1.4	948.5
62	-1.5	954.9
45	-0.2	956.4
30	+2.4	956.6
29100		954.2
28150	+0.8	950.9
28100		950.1

$$\begin{array}{r} 14 \\ 11 \end{array}$$

$$\begin{array}{r} 43.5 \\ \underline{23} \\ 20 \end{array} \quad \begin{array}{r} 43.5 \\ \underline{28} \\ 15 \end{array} \quad \begin{array}{r} 41.5 \\ \underline{19} \\ 22 \end{array} \quad \begin{array}{r} 40.2 \\ \underline{8} \\ 32 \end{array} \quad \begin{array}{r} 0.0 \\ \underline{0} \\ 0 \end{array}$$

$$\frac{-1.0}{33}$$

७५
३३

30

$$\begin{array}{r} + 0.1 \\ 33 \\ \hline \end{array} \qquad \begin{array}{r} 0.0 \\ \hline \end{array}$$

23

$$\begin{array}{r} 410 \\ 33 \end{array} \quad \begin{array}{r} 403 \\ 18 \end{array} \quad 0.0$$

$$\frac{0.0}{33}$$

$\frac{+17}{33}$	$\frac{+1.2}{18}$	$\frac{+0.2}{6}$	$\frac{0.0}{0}$
------------------	-------------------	------------------	-----------------

0.0
33

$$\begin{array}{r} 12.0 \\ \underline{33} \end{array} \quad \begin{array}{r} 11.1 \\ \underline{19} \end{array} \quad \begin{array}{r} 0.0 \\ \underline{} \end{array}$$

$$\begin{array}{r} -2.4 \\ 33 \end{array} \quad \begin{array}{r} -1.3 \\ 18 \end{array} \quad \begin{array}{r} 0.0 \\ 10 \end{array}$$

- 6.0
33

$$\begin{array}{r} -2.6 \\ 33 \end{array} \quad \begin{array}{r} -1.3 \\ 16 \end{array} \quad \begin{array}{r} 0.0 \\ 00 \end{array}$$

$$\begin{array}{r} -0.3 \\ 17 \end{array} \quad \begin{array}{r} -0.2 \\ 33 \end{array}$$

$$\begin{array}{r} -3.3 \\ \hline 33 \end{array} \quad \begin{array}{r} -2.1 \\ \hline 20 \end{array} \quad \begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} +1.0 \\ 18 \end{array}$$

$$\begin{array}{r} -34 \\ 33 \\ \hline \end{array} \quad \begin{array}{r} -20 \\ 14 \\ \hline \end{array} \quad \begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} + 2.0 \\ 12 \end{array}$$

$$\begin{array}{r} -2.0 \\ \underline{33} \end{array} \quad \begin{array}{r} -14 \\ \underline{18} \end{array} \quad \begin{array}{r} 0.0 \\ \underline{00} \end{array}$$

$$\begin{array}{r} + 1.4 \\ \hline 14 \end{array} \quad \begin{array}{r} + 4.4 \\ \hline 33 \end{array}$$

station Elev.

37+00 947.0

+24 +0.9 947.9

+3.7 -4.7 950.9

36+00 955.6

+83 +0.5 956.1

+81 -0.3 954.0

+63 & Victoria 954.3

+47 -1.8 953.5

+45 +1.2 955.3

35+00 954.1

+50 +1.2 953.2

34+00 952.0

41

E

H.

$$\frac{0.0}{33}$$

$$\frac{-0.2}{17}$$

$$\frac{0.0}{1}$$

$$\frac{0.0}{17}$$

$$\frac{0.0}{23}$$

$$\frac{0.0}{33}$$

$$\frac{0.0}{17}$$

$$\frac{0.0}{1}$$

$$\frac{-0.2}{18}$$

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

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

$$\frac{-0.5}{19}$$

$$\frac{0.0}{1}$$

$$\frac{+0.6}{11}$$

$$\frac{-1.4}{23}$$

$$\frac{+0.6}{33}$$

$$\frac{+0.3}{15}$$

$$\frac{0.0}{1}$$

$$\frac{-0.8}{21}$$

$$\frac{-1.5}{33}$$

$$\frac{+0.5}{33}$$

$$\frac{+0.3}{17}$$

$$\frac{0.0}{1}$$

$$\frac{-1.0}{17}$$

$$\frac{-2.4}{33}$$

$$\frac{-0.2}{33}$$

$$\frac{0.0}{1}$$

$$\frac{-0.7}{33}$$

$$\frac{+0.2}{33}$$

$$\frac{0.0}{1}$$

$$\frac{-0.3}{33}$$

$$\frac{+0.1}{33}$$

$$\frac{0.0}{1}$$

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

$$\frac{+0.3}{33}$$

$$\frac{+0.2}{15}$$

$$\frac{0.0}{1}$$

$$\frac{-1.4}{25}$$

$$\frac{-2.2}{33}$$

$$\frac{+0.2}{33}$$

$$\frac{0.0}{17}$$

$$\frac{0.0}{1}$$

$$\frac{-0.1}{20}$$

$$\frac{-0.1}{33}$$

$$\frac{+1.3}{33}$$

$$\frac{+0.7}{24}$$

$$\frac{0.0}{1}$$

$$\frac{0.0}{18}$$

$$\frac{+0.4}{33}$$

$$\frac{+2.5}{33}$$

$$\frac{+2.0}{19}$$

$$\frac{0.0}{1}$$

$$\frac{-1.8}{19}$$

$$\frac{-2.1}{33}$$

Station.		Elev.
41+50		959.3
41+05	-1.4	957.8
40+52	+1.2	954.7
40+00		953.5
39+55	+0.9	954.4
39+11	+1.9	956.3
39+00		
38+85	+0.8	956.7
+75	+6.0	955.9
+22	+1.3	949.9
38+00		948.6
37+50	-1.5	947.1

Lt,

Z

Rt.

$$\begin{array}{r} -0.3 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 15 \end{array}$$

$$\begin{array}{r} -1.3 \\ 33 \end{array}$$

$$\begin{array}{r} -1.8 \\ 33 \end{array}$$

$$\begin{array}{r} -0.7 \\ 22 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} -0.6 \\ 21 \end{array}$$

$$\begin{array}{r} -1.1 \\ 33 \end{array}$$

$$\begin{array}{r} +1.2 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} -0.7 \\ 33 \end{array}$$

$$\begin{array}{r} +1.1 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} -0.5 \\ 33 \end{array}$$

$$\begin{array}{r} -0.2 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} +0.2 \\ 33 \end{array}$$

$$\begin{array}{r} -1.6 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} +1.6 \\ 28 \end{array}$$

$$\begin{array}{r} +1.5 \\ 33 \end{array}$$

School House

$$\begin{array}{r} -1.9 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} +0.9 \\ 33 \end{array}$$

$$\begin{array}{r} -1.5 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} +0.7 \\ 33 \end{array}$$

$$\begin{array}{r} -0.8 \\ 33 \end{array}$$

$$\begin{array}{r} -0.4 \\ 19 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} +0.4 \\ 5 \end{array}$$

$$\begin{array}{r} +3.2 \\ 18 \end{array}$$

$$\begin{array}{r} +4.1 \\ 31 \end{array}$$

$$\begin{array}{r} +3.6 \\ 33 \end{array}$$

$$\begin{array}{r} -0.7 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} +0.4 \\ 17 \end{array}$$

$$\begin{array}{r} +1.5 \\ 28 \end{array}$$

$$\begin{array}{r} +1.1 \\ 33 \end{array}$$

$$\begin{array}{r} +0.4 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} +0.2 \\ 33 \end{array}$$

Station		E lev.
+25	+2.0	951.8
47+00		949.8
+79	-1.2	948.6
46+00		948.4
+50	-1.7	949.2
45+00		950.9
+50	-3.2	952.4
44+00		955.6
+31	+1.9	958.9
43+00		957.0
+50	-0.6	956.4
+04	-0.8	958.8
42+00		959.6

	Lt.	Z	St.
$\frac{+2.0}{33}$	$\frac{+0.6}{17}$	$\frac{0.0}{-}$	$\frac{0.0}{33}$
$\frac{+1.1}{33}$		$\frac{0.0}{-}$	$\frac{-0.2}{33}$
$\frac{+1.0}{33}$		$\frac{0.0}{-}$	$\frac{0.0}{33}$
$\frac{0.0}{33}$		$\frac{0.0}{-}$	$\frac{0.0}{33}$
$\frac{-0.2}{33}$		$\frac{0.0}{-}$	$\frac{-0.2}{33}$
$\frac{-1.4}{33}$	$\frac{-1.2}{22}$	$\frac{0.0}{-}$	$\frac{+0.6}{24}$ $\frac{+1.0}{33}$
$\frac{-2.0}{33}$	$\frac{-1.3}{19}$	$\frac{0.0}{-}$	$\frac{+1.3}{22}$ $\frac{+2.7}{33}$
$\frac{-3.0}{33}$	$\frac{-1.6}{17}$	$\frac{0.0}{-}$	$\frac{+1.5}{21}$ $\frac{+1.6}{33}$
$\frac{-1.6}{33}$	$\frac{-0.7}{16}$	$\frac{0.0}{-}$	$\frac{-0.5}{19}$ $\frac{-0.7}{33}$
$\frac{-1.2}{33}$	$\frac{-0.8}{20}$	$\frac{0.0}{-}$	$\frac{+1.1}{18}$ $\frac{+1.5}{33}$
$\frac{+0.7}{33}$	$\frac{+0.2}{16}$	$\frac{0.0}{-}$	$\frac{-0.1}{33}$
$\frac{+1.0}{33}$		$\frac{0.0}{-}$	$\frac{-1.9}{33}$
$\frac{+0.6}{33}$	$\frac{+0.6}{16}$	$\frac{0.0}{-}$	$\frac{-1.1}{16}$ $\frac{-2.5}{33}$

station

Elev.

53+00

942.6

+67

-0.4 942.4

+35

+2.1 946.5

52+00

950.2

+50

-1.5 955.8

51+00

957.3

+50

-0.3 956.6

50+00

956.9

+50

-0.6 957.2

49+00

957.8

+50

-1.1 957.1

48+00

958.2

47+65

0.0 958.2

4.

Z

RT.

$$\begin{array}{r} +18 \\ 33 \end{array}$$

$$\begin{array}{r} +08 \\ 15 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} -07 \\ 20 \end{array}$$

$$\begin{array}{r} -11 \\ 33 \end{array}$$

$$\begin{array}{r} +26 \\ 33 \end{array}$$

$$\begin{array}{r} +10 \\ 20 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} -11 \\ 22 \end{array}$$

$$\begin{array}{r} -14 \\ 33 \end{array}$$

$$\begin{array}{r} +26 \\ 33 \end{array}$$

$$\begin{array}{r} +11 \\ 17 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} -09 \\ 22 \end{array}$$

$$\begin{array}{r} -11 \\ 33 \end{array}$$

$$\begin{array}{r} -02 \\ 33 \end{array}$$

$$\begin{array}{r} -01 \\ 20 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} -11 \\ 18 \end{array}$$

$$\begin{array}{r} -14 \\ 33 \end{array}$$

$$\begin{array}{r} -08 \\ 33 \end{array}$$

$$\begin{array}{r} -05 \\ 19 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} 00 \\ 21 \end{array}$$

$$\begin{array}{r} -05 \\ 33 \end{array}$$

$$\begin{array}{r} -06 \\ 33 \end{array}$$

$$\begin{array}{r} -02 \\ 19 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} -02 \\ 21 \end{array}$$

$$\begin{array}{r} -07 \\ 33 \end{array}$$

$$\begin{array}{r} 00 \\ 33 \end{array}$$

$$\begin{array}{r} +01 \\ 19 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} -01 \\ 25 \end{array}$$

$$\begin{array}{r} -08 \\ 33 \end{array}$$

$$\begin{array}{r} +08 \\ 17 \end{array}$$

$$\begin{array}{r} 00 \\ 17 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} +04 \\ 17 \end{array}$$

$$\begin{array}{r} +05 \\ 33 \end{array}$$

$$\begin{array}{r} +19 \\ 33 \end{array}$$

$$\begin{array}{r} +08 \\ 15 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} -04 \\ 18 \end{array}$$

$$\begin{array}{r} -07 \\ 33 \end{array}$$

$$\begin{array}{r} +14 \\ 33 \end{array}$$

$$\begin{array}{r} +07 \\ 18 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} -07 \\ 18 \end{array}$$

$$\begin{array}{r} -17 \\ 33 \end{array}$$

$$\begin{array}{r} +23 \\ 33 \end{array}$$

$$\begin{array}{r} +12 \\ 16 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} -11 \\ 21 \end{array}$$

$$\begin{array}{r} -14 \\ 33 \end{array}$$

$$\begin{array}{r} +04 \\ 33 \end{array}$$

$$\begin{array}{r} 00 \\ 18 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} -01 \\ 33 \end{array}$$

$$\begin{array}{r} +05 \\ 33 \end{array}$$

$$\begin{array}{r} 00 \\ 20 \end{array}$$

$$\begin{array}{r} 00 \\ \hline \end{array}$$

$$\begin{array}{r} -04 \\ 33 \end{array}$$

Station

Elev.

+50 -1.9 942.2

58+00 944.1

+50 +0.5 944.6

57+00 946.9

+50 948.4

56+00 945.1

+50 +5.1 945.1

55+00 940.0

+85 +0.7 939.2

54+00 938.5

+50 +2.5 941.0

+25 +0.6 943.2

53+00 942.6

Lt.

S

Pt. (Snow P.M.)

$$\frac{+1.0}{33}$$

$$\frac{+1.2}{17}$$

$$\frac{0.0}{17}$$

$$\frac{+1.8}{19}$$

$$\frac{+1.3}{33}$$

$$\frac{+0.3}{33}$$

$$\frac{0.0}{16}$$

$$\frac{0.0}{17}$$

$$\frac{+0.3}{19}$$

$$\frac{+1.0}{33}$$

$$\frac{-0.1}{33}$$

$$\frac{-0.2}{19}$$

$$\frac{0.0}{17}$$

$$\frac{+1.0}{22}$$

$$\frac{+1.6}{33}$$

$$\frac{-1.0}{33}$$

$$\frac{-0.3}{17}$$

$$\frac{0.0}{17}$$

$$\frac{+2.1}{18}$$

$$\frac{0.0}{33}$$

$$\frac{-3.0}{33}$$

$$\frac{-1.4}{17}$$

$$\frac{0.0}{17}$$

$$\frac{+1.1}{19}$$

$$\frac{-0.3}{33}$$

$$\frac{-1.1}{33}$$

$$\frac{-1.0}{15}$$

$$\frac{0.0}{17}$$

$$\frac{+1.3}{14}$$

$$\frac{+2.0}{33}$$

$$\frac{+0.1}{33}$$

$$\frac{0.0}{17}$$

$$\frac{+1.0}{14}$$

$$\frac{+2.3}{33}$$

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

$$\frac{-0.6}{18}$$

$$\frac{0.0}{17}$$

$$\frac{+0.9}{20}$$

$$\frac{+1.3}{33}$$

$$\frac{-0.2}{33}$$

$$\frac{0.0}{17}$$

$$\frac{+0.4}{23}$$

$$\frac{+0.7}{33}$$

$$\frac{-0.2}{33}$$

$$\frac{0.0}{17}$$

$$\frac{+0.4}{33}$$

$$\frac{-1.0}{33}$$

$$\frac{-1.0}{23}$$

$$\frac{-0.4}{15}$$

$$\frac{0.0}{17}$$

$$\frac{+1.3}{28}$$

$$\frac{+1.6}{33}$$

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

$$\frac{-0.5}{28}$$

$$\frac{-0.6}{15}$$

$$\frac{0.0}{17}$$

$$\frac{0.0}{21}$$

$$\frac{-0.1}{33}$$

station

E lev

+50 +0.1 934.3

63+00 934.2

+70 +2.2 935.1

62+00 932.9

+50 -2.8 933.5

61+00 936.3

+60 +0.4 936.7

+73 +0.7 939.8

60+00 939.1

+60 -1.0 938.1

+77 -0.3 940.6

59+00 940.9

Lt.

2

Rt.

$$\begin{array}{r} -1.5 \\ 33 \end{array}$$

$$\begin{array}{r} -0.8 \\ 17 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} +1.8 \\ 20 \end{array}$$

$$\begin{array}{r} +2.4 \\ 33 \end{array}$$

$$\begin{array}{r} -0.2 \\ 33 \end{array}$$

$$\begin{array}{r} -0.6 \\ 29 \end{array}$$

$$\begin{array}{r} -0.5 \\ 16 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} +1.0 \\ 21 \end{array}$$

$$\begin{array}{r} +1.3 \\ 33 \end{array}$$

$$\begin{array}{r} -0.2 \\ 33 \end{array}$$

$$\begin{array}{r} +0.4 \\ 29 \end{array}$$

$$\begin{array}{r} -0.2 \\ 26 \end{array}$$

$$\begin{array}{r} -0.2 \\ 15 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} +0.7 \\ 21 \end{array}$$

$$\begin{array}{r} +0.6 \\ 33 \end{array}$$

$$\begin{array}{r} +0.3 \\ 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ 14 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} 0.0 \\ 22 \end{array}$$

$$\begin{array}{r} 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} +1.2 \\ 33 \end{array}$$

$$\begin{array}{r} +0.4 \\ 28 \end{array}$$

$$\begin{array}{r} +0.1 \\ 14 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} +0.1 \\ 33 \end{array}$$

$$\begin{array}{r} -0.6 \\ 33 \end{array}$$

$$\begin{array}{r} -0.5 \\ 16 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} +0.3 \\ 21 \end{array}$$

$$\begin{array}{r} +0.5 \\ 33 \end{array}$$

$$\begin{array}{r} -0.1 \\ 33 \end{array}$$

$$\begin{array}{r} -0.2 \\ 17 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} +0.1 \\ 23 \end{array}$$

$$\begin{array}{r} +0.5 \\ 33 \end{array}$$

$$\begin{array}{r} -2.7 \\ 33 \end{array}$$

$$\begin{array}{r} -1.5 \\ 17 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} +1.0 \\ 18 \end{array}$$

$$\begin{array}{r} +1.2 \\ 33 \end{array}$$

$$\begin{array}{r} -2.3 \\ 33 \end{array}$$

$$\begin{array}{r} -1.2 \\ 16 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} +1.6 \\ 19 \end{array}$$

$$\begin{array}{r} +2.8 \\ 33 \end{array}$$

$$\begin{array}{r} -1.3 \\ 33 \end{array}$$

$$\begin{array}{r} -0.7 \\ 12 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} +1.2 \\ 18 \end{array}$$

$$\begin{array}{r} +2.2 \\ 33 \end{array}$$

$$\begin{array}{r} -2.5 \\ 33 \end{array}$$

$$\begin{array}{r} -1.5 \\ 17 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} +1.6 \\ 18 \end{array}$$

$$\begin{array}{r} +2.5 \\ 33 \end{array}$$

$$\begin{array}{r} -1.1 \\ 33 \end{array}$$

$$\begin{array}{r} -1.0 \\ 16 \end{array}$$

$$\begin{array}{r} 0.0 \\ 0 \end{array}$$

$$\begin{array}{r} +1.9 \\ 19 \end{array}$$

$$\begin{array}{r} +2.5 \\ 33 \end{array}$$

station

Elev.

69+00 -7.1 922.1

+50 +9.8 931.3

68+00 935.2

+50 +0.3 934.4

67+00 934.1

+36 -3.9 936.4

66+00 940.3

+57 +4.8 942.8

65+00 938.0

+60 +1.1 937.4

+26 -0.0 936.3

64+00 936.3

Lt

Z

Ry.

W.H.C. X Feb 2025
Reasons Rd
Calvin
Mahoney

$$\frac{+0.4}{33}$$

$$\frac{+0.3}{17}$$

$$\frac{0.0}{1}$$

$$\frac{-0.2}{25}$$

$$\frac{-0.2}{33}$$

$$\frac{-2.5}{33}$$

$$\frac{-1.4}{20}$$

$$\frac{0.0}{1}$$

$$\frac{-0.7}{21}$$

$$\frac{-1.4}{33}$$

$$\frac{-1.7}{33}$$

$$\frac{-1.0}{20}$$

$$\frac{0.0}{1}$$

$$\frac{0.0}{17}$$

$$\frac{-1.3}{33}$$

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

$$\frac{+0.2}{17}$$

$$\frac{0.0}{1}$$

$$\frac{0.0}{17}$$

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

$$\frac{-1.1}{33}$$

$$\frac{-0.6}{16}$$

$$\frac{0.0}{1}$$

$$\frac{+0.4}{18}$$

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

$$\frac{-0.9}{33}$$

$$\frac{-0.3}{18}$$

$$\frac{0.0}{1}$$

$$\frac{0.0}{15}$$

$$\frac{-1.1}{33}$$

$$\frac{0.0}{33}$$

$$\frac{+0.2}{17}$$

$$\frac{0.0}{1}$$

$$\frac{-0.5}{16}$$

$$\frac{-1.8}{33}$$

$$\frac{-1.1}{33}$$

$$\frac{-0.9}{20}$$

$$\frac{0.0}{1}$$

$$\frac{+0.2}{16}$$

$$\frac{-1.2}{33}$$

$$\frac{-1.7}{33}$$

$$\frac{-1.1}{19}$$

$$\frac{0.0}{1}$$

$$\frac{+1.0}{17}$$

$$\frac{+0.8}{33}$$

$$\frac{-1.6}{33}$$

$$\frac{-1.2}{18}$$

$$\frac{0.0}{1}$$

$$\frac{+2.0}{17}$$

$$\frac{+2.4}{33}$$

$$\frac{-2.3}{33}$$

$$\frac{-1.5}{17}$$

$$\frac{0.0}{1}$$

$$\frac{+1.9}{18}$$

$$\frac{+1.6}{33}$$

$$\frac{-2.6}{33}$$

$$\frac{-1.3}{14}$$

$$\frac{0.0}{1}$$

$$\frac{+1.2}{19}$$

$$\frac{+0.9}{33}$$

station		Elev.
74+00		892.9
+50	+0.4	893.3
73+00	-	893.5
+75	+1.0	894.5
+33	-1.6	899.0
72+00		900.6
+50	-1.5	899.7
71+00		901.2
+32	+2.2	903.4
70+00		909.9
+82	+3.2	913.1
69+50	+3.9	917.0

LH

Z

RH

$$\begin{array}{r} +0.5 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -0.2 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline 20 \end{array}$$

$$\begin{array}{r} +0.8 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +0.2 \\ \hline 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline 18 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline 23 \end{array}$$

$$\begin{array}{r} -0.2 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +0.6 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +0.2 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} -0.2 \\ \hline 25 \end{array}$$

$$\begin{array}{r} -0.2 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +0.5 \\ \hline 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} -0.2 \\ \hline 21 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -0.5 \\ \hline 33 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} +0.7 \\ \hline 24 \end{array}$$

$$\begin{array}{r} +0.6 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -0.6 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -0.4 \\ \hline 18 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} +0.8 \\ \hline 20 \end{array}$$

$$\begin{array}{r} +1.4 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +0.6 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +0.6 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} +0.7 \\ \hline 21 \end{array}$$

$$\begin{array}{r} +0.9 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +1.4 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +0.5 \\ \hline 19 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} -0.7 \\ \hline 22 \end{array}$$

$$\begin{array}{r} -0.9 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +0.6 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +0.4 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} +0.8 \\ \hline 22 \end{array}$$

$$\begin{array}{r} +0.8 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +0.4 \\ \hline 33 \end{array}$$

$$\begin{array}{r} -0.4 \\ \hline 27 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline 22 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +1.4 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +1.0 \\ \hline 31 \end{array}$$

$$\begin{array}{r} +1.0 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} -0.6 \\ \hline 22 \end{array}$$

$$\begin{array}{r} -0.7 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +1.2 \\ \hline 33 \end{array}$$

$$\begin{array}{r} +0.8 \\ \hline 19 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} -0.3 \\ \hline 23 \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline 33 \end{array}$$

Station Elev.
78+79.12 = Beg "C" Line 911.7

+32 -2.3 910.9

78+00 913.2

+168 +1.4 914.6

+121 +3.5 914.4

77+00 910.9

+74 +1.4 911.5

+35 +2.6 910.1

76+00 907.5

+70 -4.2

+134 +2.9 897.2

75+00 894.3

74+50 -1.1 893.2

L1.

2

pt.

$$\frac{-1.2}{33}$$

$$\frac{-1.2}{20}$$

$$\frac{0.0}{0.0}$$

$$\frac{+1.5}{76}$$

$$\frac{+3.1}{33}$$

$$\frac{+0.3}{33}$$

$$\frac{+0.5}{19}$$

$$\frac{0.0}{0.0}$$

$$\frac{-0.2}{76}$$

$$\frac{-0.3}{33}$$

$$\frac{-1.4}{33}$$

$$\frac{-0.6}{17}$$

$$\frac{0.0}{0.0}$$

$$\frac{-0.3}{18}$$

$$\frac{-0.2}{33}$$

$$\frac{-1.8}{33}$$

$$\frac{-0.6}{15}$$

$$\frac{0.0}{0.0}$$

$$\frac{+0.7}{18}$$

$$\frac{+1.1}{33}$$

$$\frac{-0.7}{33}$$

$$\frac{-0.5}{15}$$

$$\frac{0.0}{0.0}$$

$$\frac{+0.7}{76}$$

$$\frac{+1.0}{33}$$

$$\frac{+0.9}{33}$$

$$\frac{-0.2}{76}$$

$$\frac{0.0}{0.0}$$

$$\frac{+0.3}{11}$$

$$\frac{+3.2}{33}$$

$$\frac{0.0}{33}$$

$$\frac{0.0}{18}$$

$$\frac{0.0}{0.0}$$

$$\frac{+1.3}{78}$$

$$\frac{+2.3}{33}$$

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

$$\frac{-0.5}{18}$$

$$\frac{0.0}{0.0}$$

$$\frac{0.0}{14}$$

$$\frac{-1.3}{33}$$

$$\frac{+2.0}{33}$$

$$\frac{+1.1}{10}$$

$$\frac{0.0}{0.0}$$

$$\frac{-2.2}{16}$$

$$\frac{-4.4}{33}$$

$$\frac{+5.0}{33}$$

$$\frac{+2.4}{78}$$

$$\frac{0.0}{0.0}$$

$$\frac{-3.4}{19}$$

$$\frac{-4.8}{33}$$

$$\frac{+5.9}{33}$$

$$\frac{+3.3}{18}$$

$$\frac{+1.2}{5}$$

$$\frac{0.0}{0.0}$$

$$\frac{-1.4}{12}$$

$$\frac{-3.2}{33}$$

$$\frac{+2.7}{33}$$

$$\frac{+1.7}{22}$$

$$\frac{+1.4}{20}$$

$$\frac{0.0}{0.0}$$

$$\frac{-0.4}{22}$$

$$\frac{+0.2}{33}$$

$$\frac{+0.4}{33}$$

$$\frac{0.0}{18}$$

$$\frac{0.0}{0.0}$$

$$\frac{+0.4}{19}$$

$$\frac{+1.1}{33}$$

Station

Elev.

83+50

-5.3

911.8

83+00

+5.3

906.5

+78

+3.8

910.3

+50

+3.2

913.5

83+00

916.7

+50

919.9

81+00

921.6

+50

922.4

80+00

921.3

+50

920.4

+20

+3.2

918.0

79+00

914.8

L.

L

Rt.

$$\frac{-4.6}{33}$$

$$\frac{-2.6}{18}$$

$$\frac{0.0}{14}$$

$$\frac{+2.7}{14}$$

$$\frac{+5.7}{33}$$

$$\frac{-5.4}{33}$$

$$\frac{-3.1}{20}$$

$$\frac{0.3}{16}$$

$$\frac{+2.9}{16}$$

$$\frac{+5.5}{33}$$

$$\frac{-5.7}{33}$$

$$\frac{-3.5}{17}$$

$$\frac{0.0}{10}$$

$$\frac{+0.3}{10}$$

$$\frac{+3.9}{33}$$

$$\frac{-4.4}{33}$$

$$\frac{-2.1}{17}$$

$$\frac{0.0}{10}$$

$$\frac{+0.6}{10}$$

$$\frac{+1.1}{15} \quad \frac{+2.4}{33}$$

$$\frac{-4.0}{33}$$

$$\frac{-2.0}{17}$$

$$\frac{0.0}{19}$$

$$\frac{+1.2}{19}$$

$$\frac{+1.6}{33}$$

$$\frac{-2.5}{33}$$

$$\frac{-0.8}{18}$$

$$\frac{0.0}{17}$$

$$\frac{+1.2}{17}$$

$$\frac{+2.4}{33}$$

$$\frac{-1.3}{33}$$

$$\frac{-0.4}{17}$$

$$\frac{0.0}{18}$$

$$\frac{+1.2}{18}$$

$$\frac{+1.7}{33}$$

$$\frac{-1.1}{33}$$

$$\frac{-0.4}{16}$$

$$\frac{0.0}{20}$$

$$\frac{-0.1}{20}$$

$$\frac{-0.1}{33}$$

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

$$\frac{0.0}{13}$$

$$\frac{0.0}{18}$$

$$\frac{+0.6}{18}$$

$$\frac{+0.8}{33}$$

$$\frac{-1.3}{33}$$

$$\frac{-0.7}{19}$$

$$\frac{0.0}{18}$$

$$\frac{+0.6}{18}$$

$$\frac{+1.0}{33}$$

$$\frac{-2.1}{33}$$

$$\frac{-1.2}{16}$$

$$\frac{0.0}{20}$$

$$\frac{+1.6}{20}$$

$$\frac{+2.2}{33}$$

$$\frac{-2.7}{33}$$

$$\frac{-1.5}{20}$$

$$\frac{0.0}{18}$$

$$\frac{+1.5}{18}$$

$$\frac{+2.5}{33}$$

Station

Elev.

88+40 +3.7 893.7

89+00 890.0

+75 -2.5 887.5

87+00 885.8

+25 -0.5 885.3

86+00 884.0

+75 -0.2 885.0

85+00 885.3

+40 +0.9 886.2

+15 -3.5 888.3

84+00 891.8

83+78 +5.2 897.0

H

Z

H.

$$\frac{+0.6}{33}$$

$$\frac{+0.8}{21}$$

$$\frac{0.0}{20}$$

$$\frac{0.0}{20}$$

$$\frac{0.0}{33}$$

$$\frac{-0.7}{33}$$

$$\frac{-0.4}{18}$$

$$\frac{0.0}{20}$$

$$\frac{+0.1}{20}$$

$$\frac{+0.3}{33}$$

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

$$\frac{0.0}{20}$$

$$\frac{0.0}{20}$$

$$\frac{0.0}{20}$$

$$\frac{0.0}{33}$$

$$\frac{0.0}{33}$$

$$0.0$$

$$\frac{+0.1}{33}$$

$$\frac{0.0}{33}$$

$$\frac{-0.1}{18}$$

$$0.0$$

$$\frac{0.0}{26}$$

$$\frac{-0.1}{30}$$

$$\frac{+0.8}{33}$$

$$\frac{+0.9}{33}$$

$$\frac{+1.4}{8}$$

$$\frac{0.0}{20}$$

$$\frac{+1.2}{6}$$

$$\frac{+0.8}{33}$$

$$\frac{0.0}{33}$$

$$\frac{-1.0}{27}$$

$$\frac{0.0}{20}$$

$$\frac{0.0}{21}$$

$$\frac{0.0}{33}$$

$$\frac{-0.2}{33}$$

$$\frac{-0.1}{17}$$

$$\frac{0.0}{20}$$

$$\frac{0.0}{19}$$

$$\frac{+0.2}{33}$$

$$\frac{-0.7}{33}$$

$$\frac{-0.2}{17}$$

$$\frac{0.0}{20}$$

$$\frac{+0.6}{10}$$

$$\frac{+1.5}{15}$$

$$\frac{+2.2}{33}$$

$$\frac{-1.3}{33}$$

$$\frac{-0.7}{12}$$

$$\frac{0.0}{20}$$

$$\frac{+2.8}{16}$$

$$\frac{+6.0}{33}$$

$$\frac{-3.7}{33}$$

$$\frac{-2.5}{17}$$

$$\frac{0.0}{20}$$

$$\frac{+3.5}{16}$$

$$\frac{+6.9}{33}$$

$$\frac{-4.0}{33}$$

$$\frac{-2.6}{18}$$

$$\frac{0.0}{20}$$

$$\frac{+2.4}{15}$$

$$\frac{+6.1}{33}$$

Station	Elev.
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93+35	+2.1	919.6
-------	------	-------

93+00		917.5
-------	--	-------

92+35	+1.6	915.2
-------	------	-------

92+00		916.8
-------	--	-------

91+50	-3.7	913.1
-------	------	-------

91+00		911.4
-------	--	-------

90+5	+1.6	910.2
------	------	-------

90+30	+2.4	908.6
-------	------	-------

90+00		906.2
-------	--	-------

89+50	+1.6	900.9
-------	------	-------

89+00		899.3
-------	--	-------

88+70	-2.3	897.0
-------	------	-------

Lt.

Z

Rt.

$$\frac{-0.7}{33}$$

$$\frac{-0.2}{19}$$

$$\frac{0.0}{1}$$

$$\frac{0.0}{17}$$

$$\frac{-0.3}{33}$$

$$\frac{-0.3}{33}$$

$$\frac{-0.2}{19}$$

$$\frac{0.0}{1}$$

$$\frac{+0.4}{22}$$

$$\frac{+0.2}{33}$$

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

$$\frac{0.0}{25}$$

$$\frac{0.0}{1}$$

$$\frac{-0.9}{21}$$

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

$$\frac{+0.2}{33}$$

$$\frac{+0.2}{20}$$

$$\frac{0.0}{1}$$

$$\frac{-0.5}{22}$$

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

$$\frac{+0.9}{33}$$

$$\frac{+0.1}{18}$$

$$\frac{0.0}{1}$$

$$\frac{-1.0}{25}$$

$$\frac{-1.1}{33}$$

$$\frac{+0.9}{33}$$

$$\frac{+0.7}{17}$$

$$\frac{0.0}{1}$$

$$\frac{+0.2}{20}$$

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

$$\frac{+1.1}{33}$$

$$\frac{+0.3}{18}$$

$$\frac{0.0}{1}$$

$$\frac{-0.2}{17}$$

$$\frac{-0.9}{33}$$

$$\frac{+1.5}{33}$$

$$\frac{+1.8}{28}$$

$$\frac{+0.7}{16}$$

$$\frac{0.0}{1}$$

$$\frac{-1.1}{16}$$

$$\frac{-1.7}{33}$$

$$\frac{+0.7}{33}$$

$$\frac{+0.3}{23}$$

$$\frac{0.0}{1}$$

$$\frac{-1.3}{18}$$

$$\frac{-2.8}{33}$$

$$\frac{+0.5}{33}$$

$$\frac{+0.2}{21}$$

$$\frac{0.0}{1}$$

$$\frac{-1.4}{20}$$

$$\frac{-2.4}{33}$$

$$\frac{+1.8}{33}$$

$$\frac{+0.6}{22}$$

$$\frac{0.0}{1}$$

$$\frac{-0.9}{20}$$

$$\frac{-1.4}{33}$$

$$\frac{+1.0}{33}$$

$$\frac{+0.8}{16}$$

$$\frac{0.0}{1}$$

$$\frac{-0.6}{24}$$

$$\frac{-0.9}{33}$$

Station		Elev.	
95 +74	+0.6	919.3	2 nd LINE
+64	0.0	918.7	
+43	-4.5	910.9	
+18	0.0	915.4	
95+00		915.4	
+70	+1.5	916.9	
+75	-1.1	915.8	
+70	+1.0	912.7	
+46		913.7	2 nd BOARD
+26	-4.5	914.2	
+17	-0.8	892.0	
94+00		891.2	
93+90	+0.4	891.6	

14.			2	17.		
$\frac{-5.5}{33}$	$\frac{-5.6}{24}$	$\frac{-1.5}{16}$	$\frac{0.0}{0.0}$	$\frac{-0.2}{17}$	$\frac{-2.5}{33}$	
$\frac{-3.6}{33}$	$\frac{-0.8}{27}$	$\frac{+0.3}{13}$	$\frac{0.0}{0.0}$	$\frac{-1.7}{13}$	$\frac{-2.2}{28}$	$\frac{-3.6}{33}$
$\frac{+8.1}{33}$	$\frac{+8.0}{25}$		$\frac{0.0}{0.0}$	$\frac{-10.6}{20}$	$\frac{-0.8}{33}$	
$\frac{-0.1}{33}$	$\frac{-2.4}{14}$		$\frac{0.0}{0.0}$	$\frac{-0.7}{13}$	$\frac{+0.5}{23}$	$\frac{-1.5}{33}$
$\frac{+1.0}{33}$	$\frac{-1.1}{16}$		$\frac{0.0}{0.0}$	$\frac{+0.6}{11}$	$\frac{-1.0}{27}$	$\frac{-3.5}{33}$
$\frac{-0.3}{33}$	$\frac{-2.6}{20}$	$\frac{0.3}{8}$	$\frac{0.0}{0.0}$	$\frac{-1.7}{17}$	$\frac{-4.7}{23}$	$\frac{-4.8}{33}$
$\frac{-0.7}{33}$	$\frac{-0.2}{26}$	$\frac{+1.5}{18}$	$\frac{0.0}{0.0}$	$\frac{-2.1}{6}$	$\frac{-2.1}{33}$	
$\frac{+3.4}{33}$	$\frac{+5.1}{25}$	$\frac{+3.0}{6}$	$\frac{0.0}{0.0}$	$\frac{0.0}{21}$	$\frac{0.0}{33}$	
$\frac{+2.4}{33}$	$\frac{+0.5}{28}$		$\frac{0.0}{0.0}$	$\frac{-0.6}{27}$	$\frac{+3.7}{40}$	
$\frac{+0.7}{33}$			$\frac{0.0}{0.0}$	$\frac{+4.5}{11}$	$\frac{+4.5}{33}$	
$\frac{-3.7}{33}$	$\frac{-1.4}{13}$	$\frac{-4.8}{9}$	$\frac{0.0}{0.0}$	$\frac{-0.3}{22}$	$\frac{+0.7}{33}$	
$\frac{-4.7}{33}$	$\frac{-4.7}{30}$	$\frac{-0.4}{21}$	$\frac{0.0}{0.0}$	$\frac{+0.2}{21}$	$\frac{+0.2}{33}$	
$\frac{-1.1}{33}$			$\frac{0.0}{0.0}$	$\frac{+0.2}{20}$	$\frac{+0.3}{33}$	

Station		Elev.
100+00		924.2
+50		924.0
99+00		922.3
+50	-2.1	920.2
98+00		918.0
+50	-2.7	915.3
97+00		911.4
+48	-3.3	908.1
+27	0.0	912.1
+14	-3.7	912.1
96+00		915.8
95+93	+1.7	917.5

lt. ♀ Rt.

$$\begin{array}{r} 00 \\ 33 \end{array} \quad \begin{array}{r} +0.2 \\ 13 \end{array} \quad \begin{array}{r} -0.6 \\ 9 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} -0.1 \\ 16 \end{array} \quad \begin{array}{r} -0.7 \\ 24 \end{array} \quad \begin{array}{r} -0.6 \\ 33 \end{array}$$

$$\begin{array}{r} +0.8 \\ 33 \end{array} \quad \begin{array}{r} +2.2 \\ 15 \end{array} \quad \begin{array}{r} -0.8 \\ 9 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} 00 \\ 17 \end{array} \quad \begin{array}{r} -0.8 \\ 24 \end{array} \quad \begin{array}{r} +0.5 \\ 26 \end{array} \quad \begin{array}{r} +0.6 \\ 33 \end{array}$$

$$\begin{array}{r} +2.0 \\ 33 \end{array} \quad \begin{array}{r} +2.9 \\ 14 \end{array} \quad \begin{array}{r} -0.7 \\ 9 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} -0.6 \\ 14 \end{array} \quad \begin{array}{r} +3.2 \\ 22 \end{array} \quad \begin{array}{r} +3.8 \\ 33 \end{array}$$

$$\begin{array}{r} +4.3 \\ 33 \end{array} \quad \begin{array}{r} +5.3 \\ 27 \end{array} \quad \begin{array}{r} +4.3 \\ 21 \end{array} \quad \begin{array}{r} -0.8 \\ 14 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} -0.9 \\ 12 \end{array} \quad \begin{array}{r} +5.1 \\ 22 \end{array} \quad \begin{array}{r} +6.2 \\ 33 \end{array}$$

$$\begin{array}{r} +5.4 \\ 33 \end{array} \quad \begin{array}{r} +5.1 \\ 19 \end{array} \quad \begin{array}{r} -1.1 \\ 14 \end{array} \quad \begin{array}{r} -0.6 \\ 10 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} -0.9 \\ 15 \end{array} \quad \begin{array}{r} +4.1 \\ 24 \end{array} \quad \begin{array}{r} +6.6 \\ 33 \end{array}$$

$$\begin{array}{r} +4.9 \\ 33 \end{array} \quad \begin{array}{r} +7.1 \\ 25 \end{array} \quad \begin{array}{r} +6.8 \\ 20 \end{array} \quad \begin{array}{r} -1.0 \\ 11 \end{array} \quad \begin{array}{r} -0.5 \\ 7 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} -0.6 \\ 16 \end{array} \quad \begin{array}{r} +3.6 \\ 25 \end{array} \quad \begin{array}{r} +4.1 \\ 33 \end{array}$$

$$\begin{array}{r} +2.9 \\ 33 \end{array} \quad \begin{array}{r} +4.3 \\ 19 \end{array} \quad \begin{array}{r} -0.2 \\ 11 \end{array} \quad \begin{array}{r} -0.1 \\ 7 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} -0.4 \\ 19 \end{array} \quad \begin{array}{r} -1.2 \\ 27 \end{array} \quad \begin{array}{r} +1.8 \\ 29 \end{array} \quad \begin{array}{r} +2.4 \\ 33 \end{array}$$

$$\begin{array}{r} +2.7 \\ 33 \end{array} \quad \begin{array}{r} +4.1 \\ 20 \end{array} \quad \begin{array}{r} +6.0 \\ 12 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} -0.4 \\ 14 \end{array} \quad \begin{array}{r} -1.3 \\ 33 \end{array}$$

$$\begin{array}{r} -3.4 \\ 33 \end{array} \quad \begin{array}{r} -4.1 \\ 18 \end{array} \quad \begin{array}{r} -0.8 \\ 9 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} -1.1 \\ 8 \end{array} \quad \begin{array}{r} -5.0 \\ 14 \end{array} \quad \begin{array}{r} -5.6 \\ 22 \end{array} \quad \begin{array}{r} -5.6 \\ 33 \end{array}$$

$$\begin{array}{r} -3.7 \\ 33 \end{array} \quad \begin{array}{r} -3.4 \\ 28 \end{array} \quad \begin{array}{r} 0.0 \\ 17 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} 0.0 \\ 15 \end{array} \quad \begin{array}{r} +2.0 \\ 33 \end{array}$$

$$\begin{array}{r} -3.0 \\ 33 \end{array} \quad \begin{array}{r} -3.4 \\ 13 \end{array} \quad \begin{array}{r} -0.4 \\ 5 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} +2.1 \\ 16 \end{array} \quad \begin{array}{r} +3.7 \\ 29 \end{array} \quad \begin{array}{r} +3.7 \\ 33 \end{array}$$

$$\begin{array}{r} -4.4 \\ 33 \end{array} \quad \begin{array}{r} -4.4 \\ 18 \end{array} \quad \begin{array}{r} -1.9 \\ 11 \end{array} \quad \begin{array}{r} 00 \\ 00 \end{array} \quad \begin{array}{r} +0.9 \\ 12 \end{array} \quad \begin{array}{r} +1.9 \\ 21 \end{array} \quad \begin{array}{r} +1.6 \\ 29 \end{array} \quad \begin{array}{r} +0.5 \\ 33 \end{array}$$

Station		Elev
109+50	+0.1	925.8
109+00		925.7
108+50	0.0	925.1
108+00		925.1
107+50	-0.1	924.6
107+00		924.7
106+50	+0.4	924.6
106+00		924.2
105+60.30 = 8" Line 102+07.85 = End of 6" Line		
		923.8
101+50	0.0	924.0
101+00		924.0
100+50		924.5

Lt.

L

Rt.

$$\begin{array}{r} +0.6 \\ 33 \end{array} \quad \begin{array}{r} +0.9 \\ 28 \end{array} \quad \begin{array}{r} 0.0 \\ 0.0 \\ 33 \end{array}$$

$$\begin{array}{r} +0.5 \\ 33 \end{array} \quad \begin{array}{r} +0.1 \\ 27 \end{array} \quad \begin{array}{r} 0.0 \\ 0.5 \\ 33 \end{array}$$

$$\begin{array}{r} +0.7 \\ 33 \end{array} \quad \begin{array}{r} +0.3 \\ 28 \end{array} \quad \begin{array}{r} +0.2 \\ 17 \end{array} \quad \begin{array}{r} 0.0 \\ 0.5 \\ 33 \end{array}$$

$$\begin{array}{r} +0.8 \\ 33 \end{array} \quad \begin{array}{r} +0.4 \\ 27 \end{array} \quad \begin{array}{r} +0.5 \\ 21 \end{array} \quad \begin{array}{r} 0.0 \\ 0.7 \\ 33 \end{array}$$

$$\begin{array}{r} +0.6 \\ 33 \end{array} \quad \begin{array}{r} +0.1 \\ 28 \end{array} \quad \begin{array}{r} +0.8 \\ 20 \end{array} \quad \begin{array}{r} +0.3 \\ 13 \end{array} \quad \begin{array}{r} 0.0 \\ 0.8 \\ 33 \end{array}$$

$$\begin{array}{r} -0.7 \\ 33 \end{array} \quad \begin{array}{r} +0.7 \\ 24 \end{array} \quad \begin{array}{r} +0.5 \\ 11 \end{array} \quad \begin{array}{r} -0.8 \\ 8 \end{array} \quad \begin{array}{r} -0.8 \\ 4 \end{array} \quad \begin{array}{r} 0.0 \\ +0.3 \\ 15 \end{array} \quad \begin{array}{r} +0.7 \\ 33 \end{array}$$

$$\begin{array}{r} -0.7 \\ 33 \end{array} \quad \begin{array}{r} -0.2 \\ 30 \end{array} \quad \begin{array}{r} +0.7 \\ 19 \end{array} \quad \begin{array}{r} 0.0 \\ 7 \end{array} \quad \begin{array}{r} -0.4 \\ 5 \end{array} \quad \begin{array}{r} -0.4 \\ 1 \end{array} \quad \begin{array}{r} 0.0 \\ +0.3 \\ 15 \end{array} \quad \begin{array}{r} +0.9 \\ 33 \end{array}$$

$$\begin{array}{r} +0.3 \\ 33 \end{array} \quad \begin{array}{r} +0.6 \\ 29 \end{array} \quad \begin{array}{r} +1.2 \\ 17 \end{array} \quad \begin{array}{r} +0.4 \\ 5 \end{array} \quad \begin{array}{r} 0.0 \\ +0.6 \\ 3 \end{array} \quad \begin{array}{r} +1.1 \\ 33 \end{array}$$

$$\begin{array}{r} +0.9 \\ 33 \end{array} \quad \begin{array}{r} +0.3 \\ 31 \end{array} \quad \begin{array}{r} +1.5 \\ 17 \end{array} \quad \begin{array}{r} +1.0 \\ 6 \end{array} \quad \begin{array}{r} 0.0 \\ +1.0 \\ 3 \end{array} \quad \begin{array}{r} +1.1 \\ 33 \end{array}$$

$$\begin{array}{r} +0.2 \\ 33 \end{array} \quad \begin{array}{r} -0.2 \\ 30 \end{array} \quad \begin{array}{r} +0.9 \\ 15 \end{array} \quad \begin{array}{r} 0.0 \\ 11 \end{array} \quad \begin{array}{r} 0.0 \\ +0.5 \\ 3 \end{array} \quad \begin{array}{r} +0.7 \\ 33 \end{array}$$

$$\begin{array}{r} +0.1 \\ 33 \end{array} \quad \begin{array}{r} +0.5 \\ 24 \end{array} \quad \begin{array}{r} -0.2 \\ 20 \end{array} \quad \begin{array}{r} +0.6 \\ 9 \end{array} \quad \begin{array}{r} 0.0 \\ -0.3 \\ 4 \end{array} \quad \begin{array}{r} 0.0 \\ 8 \end{array} \quad \begin{array}{r} -0.1 \\ 33 \end{array}$$

$$\begin{array}{r} -0.4 \\ 33 \end{array} \quad \begin{array}{r} -0.5 \\ 16 \end{array} \quad \begin{array}{r} -1.0 \\ 14 \end{array} \quad \begin{array}{r} 0.0 \\ -0.3 \\ 9 \end{array} \quad \begin{array}{r} 0.6 \\ 18 \end{array} \quad \begin{array}{r} -1.3 \\ 33 \end{array}$$

Station

Elev.

112+14

928.0

112+02

927.9

111+97

-0.2

927.7

+92

-0.5

926.4

+66

-0.9

926.9

+27

+0.7

927.8

111+00

927.1

+50

0.0

926.3

110+00

926.3

27.

2

27.

$$\frac{+0.1}{33}$$

47

$$\frac{0.0}{33}$$

$$\frac{+0.1}{33}$$

48

H. Edge pavement $\rightarrow \frac{0.0}{33}$

$$\frac{+0.5}{33}$$

$$\frac{+0.5}{25}$$

50

$$\frac{+0.5}{22}$$

$$\frac{+0.3}{33}$$

$$\frac{0.0}{33}$$

$$\frac{0.0}{20}$$

64

$$\frac{0.0}{6}$$

$$\frac{+1.0}{7}$$

$$\frac{+1.7}{22}$$

$$\frac{+1.5}{33}$$

$$\frac{+0.7}{33}$$

$$\frac{+0.9}{3}$$

49

$$\frac{+0.9}{16}$$

$$\frac{+0.4}{25}$$

$$\frac{+0.9}{33}$$

$$\frac{-0.3}{33}$$

$$\frac{-0.6}{16}$$

$$\frac{-1.2}{14}$$

50

$$\frac{-0.6}{11}$$

$$\frac{-0.3}{16}$$

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

$$\frac{-0.2}{33}$$

$$\frac{-0.1}{27}$$

$$\frac{-0.6}{22}$$

$$\frac{+0.5}{10}$$

52

$$\frac{-0.3}{4}$$

$$\frac{0.0}{8}$$

$$\frac{0.0}{33}$$

$$\frac{+1.0}{33}$$

$$\frac{+1.2}{27}$$

$$\frac{+0.4}{14}$$

$$\frac{+0.5}{6}$$

$$\frac{0.0}{33}$$

$$\frac{+0.7}{33}$$

$$\frac{+0.3}{28}$$

$$\frac{+0.2}{19}$$

60

$$\frac{-0.1}{33}$$

Station

Elev.