

Boo k- 20 - Dr 6

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Preliminary Survey

LITTLE CANADA ROAD

From McMenemy St. To Edgerton St.

Road Acc't. No. 7

Date Filed 6-11-35

File 6

May 13-35

Shoog
Bell
Lorie
Goloberg

- Tangent line -

- X -

Section's

- New Canada Rd. -

From
Mc Menemy to

Edgerton Sts.

+ H.1 - EIV

B.M. 9²⁷ 209²⁷ 300⁰⁰ Assumed.

T.P. 13⁰⁴ 221²⁷ 1¹⁴ 208¹³

7

0700 Little Canada R. + McMenemy St. 19.00

209²⁷
- 1¹⁴
208¹³
+ 13⁰⁴
21¹⁷

0750

18.07

170

15.77

T.P. 7³⁸ 223⁴⁸ 5⁰⁷ 216¹⁰

1750

15.50

2700

15.90

2750

13.77

3700

14.77

T.P. 3.99 215.73 11.74 211.74

- L -

$$\begin{array}{r}
 221.17 \\
 - 5.07 \\
 \hline
 216.10 \\
 + 7.38 \\
 \hline
 223.48 \\
 - 11.74 \\
 \hline
 211.74 \\
 + 3.99 \\
 \hline
 215.73
 \end{array}$$

Top of Mont at Cemetery.
Nail in Gaud Rail Post.

19.2

$$\begin{array}{r}
 2' \\
 \underline{50}
 \end{array}$$

$$\begin{array}{r}
 2' \\
 \underline{30}
 \end{array}$$

22

$$\begin{array}{r}
 24 \\
 \underline{27}
 \end{array}$$

18.9

$$\begin{array}{r}
 24 \\
 \underline{50}
 \end{array}$$

20.8

$$\begin{array}{r}
 \times 0.5 \\
 \hline
 60
 \end{array}
 \begin{array}{r}
 0.5 \\
 \hline
 50
 \end{array}
 \begin{array}{r}
 2' \\
 \hline
 45
 \end{array}
 \begin{array}{r}
 3.5 \\
 \hline
 37
 \end{array}
 \begin{array}{r}
 3.8 \\
 \hline
 22
 \end{array}
 \begin{array}{r}
 3.3 \\
 \hline
 11
 \end{array}
 \begin{array}{r}
 32
 \end{array}
 \begin{array}{r}
 34 \\
 \hline
 17
 \end{array}
 \begin{array}{r}
 17.0 \\
 43 \\
 \hline
 50
 \end{array}
 \begin{array}{r}
 7.9 \\
 \hline
 64
 \end{array}
 \begin{array}{r}
 7.7 \\
 \hline
 73
 \end{array}$$

22.8

$$\begin{array}{r}
 22.8 \\
 + 1.5 \\
 \hline
 50
 \end{array}
 \begin{array}{r}
 0.5 \\
 \hline
 34
 \end{array}
 \begin{array}{r}
 2.0 \\
 \hline
 25
 \end{array}
 \begin{array}{r}
 5.0 \\
 \hline
 7
 \end{array}
 \begin{array}{r}
 5.5 \\
 \hline
 17
 \end{array}
 \begin{array}{r}
 4.4 \\
 \hline
 32
 \end{array}
 \begin{array}{r}
 5.5 \\
 \hline
 46
 \end{array}
 \begin{array}{r}
 9.6 \\
 \hline
 50
 \end{array}
 \begin{array}{r}
 11.1 \\
 10.2 \\
 \hline
 50
 \end{array}$$

22.5

$$\begin{array}{r}
 1.0 \\
 \hline
 50
 \end{array}
 \begin{array}{r}
 1.5 \\
 \hline
 42
 \end{array}
 \begin{array}{r}
 3.5 \\
 \hline
 20
 \end{array}
 \begin{array}{r}
 6.4 \\
 \hline
 9
 \end{array}
 \begin{array}{r}
 8.0 \\
 \hline
 4
 \end{array}
 \begin{array}{r}
 8.8 \\
 \hline
 11
 \end{array}
 \begin{array}{r}
 8.0 \\
 \hline
 23
 \end{array}
 \begin{array}{r}
 9.0 \\
 \hline
 37
 \end{array}
 \begin{array}{r}
 13.7 \\
 \hline
 54
 \end{array}
 \begin{array}{r}
 13.7 \\
 \hline
 60
 \end{array}$$

22.5

$$\begin{array}{r}
 0.8 \\
 \hline
 50
 \end{array}
 \begin{array}{r}
 1.5 \\
 \hline
 37
 \end{array}
 \begin{array}{r}
 3.7 \\
 \hline
 17
 \end{array}
 \begin{array}{r}
 7.6 \\
 \hline
 5
 \end{array}
 \begin{array}{r}
 10.0 \\
 \hline
 18
 \end{array}
 \begin{array}{r}
 9.8 \\
 \hline
 28
 \end{array}
 \begin{array}{r}
 9.2 \\
 \hline
 42
 \end{array}
 \begin{array}{r}
 10.1 \\
 13.2 \\
 \hline
 55
 \end{array}
 \begin{array}{r}
 13.7 \\
 \hline
 65
 \end{array}$$

19.5

$$\begin{array}{r}
 4.0 \\
 \hline
 50
 \end{array}
 \begin{array}{r}
 4.3 \\
 \hline
 36
 \end{array}
 \begin{array}{r}
 5.5 \\
 \hline
 25
 \end{array}
 \begin{array}{r}
 5.0 \\
 \hline
 13
 \end{array}
 \begin{array}{r}
 9.8 \\
 \hline
 7
 \end{array}
 \begin{array}{r}
 11.2 \\
 \hline
 18
 \end{array}
 \begin{array}{r}
 10.9 \\
 \hline
 33
 \end{array}
 \begin{array}{r}
 10.1 \\
 \hline
 46
 \end{array}
 \begin{array}{r}
 10.6 \\
 \hline
 50
 \end{array}
 \begin{array}{r}
 11.1 \\
 \hline
 62
 \end{array}
 \begin{array}{r}
 13.2 \\
 \hline
 70
 \end{array}$$

18.0

$$\begin{array}{r}
 5.5 \\
 \hline
 60
 \end{array}
 \begin{array}{r}
 5.5 \\
 \hline
 46
 \end{array}
 \begin{array}{r}
 7.0 \\
 \hline
 37
 \end{array}
 \begin{array}{r}
 7.8 \\
 \hline
 20
 \end{array}
 \begin{array}{r}
 8.8 \\
 \hline
 9
 \end{array}
 \begin{array}{r}
 9.3 \\
 \hline
 17
 \end{array}
 \begin{array}{r}
 12.0 \\
 \hline
 27
 \end{array}
 \begin{array}{r}
 11.4 \\
 \hline
 38
 \end{array}
 \begin{array}{r}
 11.1 \\
 \hline
 50
 \end{array}
 \begin{array}{r}
 12.0 \\
 \hline
 65
 \end{array}
 \begin{array}{r}
 13.7 \\
 \hline
 75
 \end{array}
 \begin{array}{r}
 15.7 \\
 \hline
 75
 \end{array}$$

+ H.1 — EIV

215⁷³

215⁷³
- 760
208.13

3+25

13.23

+ 40

210⁷⁸
4.95

11.93

+ 80

215⁷³
- 7.61
208.12

10.33

4+00

B.M.

795

210⁷⁸ ✓

09.4

4+17

08.9

+50

07.73

5+00

06.43

T.P.

044

208⁵⁷ ✓

7.60

208.13 ✓

5+50

05.37

6+0

03.97

+50

02.87

7+0

01.87

- L -

$$\begin{array}{r} 215.73 \\ BM - 4.95 \\ \hline 210.78 \end{array}$$

- R

17.0

 $\frac{27}{50}$
 $\frac{18}{35}$
 $\frac{25}{16}$

25

 $\frac{30}{6}$
 $\frac{50}{12}$
 $\frac{40}{15}$
 $\frac{37}{29}$
 $\frac{45}{42}$
 $\frac{61}{50}$
 $\frac{71}{60}$

09.6

09.3

 $\frac{64}{50}$
 $\frac{52}{24}$
 $\frac{38}{9}$

38

 $\frac{41}{14}$
 $\frac{40}{26}$
 $\frac{50}{39}$
 $\frac{70}{50}$

08.7

09.6

 $\frac{61}{50}$
 $\frac{54}{29}$

54

 $\frac{54}{15}$
 $\frac{61}{28}$
 $\frac{96}{41}$
 $\frac{108}{50}$

04.9

05.2

 $\frac{105}{50}$
 $\frac{58}{26}$
 $\frac{62}{17}$

63

 $\frac{61}{14}$
 $\frac{66}{25}$
 $\frac{76}{50}$

08.1

25' left of Sta. 3+97 shk. in Tel. Pole. 08.0

02.7

 $\frac{130}{50}$
 $\frac{100}{31}$
 $\frac{21}{17}$

68

 $\frac{68}{10}$
 $\frac{72}{20}$
 $\frac{77}{50}$

05.5

 $\frac{102}{50}$
 $\frac{85}{21}$

80

 $\frac{86}{16}$
 $\frac{91}{33}$
 $\frac{180}{50}$

97.7

05.9

 $\frac{98}{50}$
 $\frac{96}{32}$

93

 $\frac{98}{16}$
 $\frac{100}{26}$
 $\frac{240}{50}$

91.7

05.6

 $\frac{30}{50}$
 $\frac{32}{36}$
 $\frac{42}{21}$
 $\frac{35}{6}$

32

 $\frac{38}{16}$
 $\frac{50}{27}$
 $\frac{131}{42}$
 $\frac{142}{50}$

97.3

05.4

 $\frac{32}{50}$
 $\frac{36}{27}$
 $\frac{54}{21}$
 $\frac{54}{16}$
 $\frac{50}{11}$

46

 $\frac{50}{16}$
 $\frac{60}{34}$
 $\frac{80}{45}$
 $\frac{85}{50}$

00.1

04.6

 $\frac{40}{50}$
 $\frac{38}{29}$
 $\frac{65}{19}$
 $\frac{65}{14}$

57

 $\frac{57}{7}$
 $\frac{67}{23}$
 $\frac{62}{28}$
 $\frac{75}{38}$
 $\frac{90}{50}$

99.6

03.9

 $\frac{47}{50}$
 $\frac{56}{23}$
 $\frac{71}{18}$
 $\frac{73}{11}$

67

 $\frac{66}{7}$
 $\frac{72}{18}$
 $\frac{73}{25}$
 $\frac{71}{33}$
 $\frac{91}{50}$

99.5

+ H.1 - EIV
20857

7+50

21077
8.23

01.17

8+00

202.54

00.57

+50

00.17

9+00

99.77

+50

99.67

10+0

99.47

+50

98.87

T.P

225

20225 ✓

8.57

200.00 ✓

11+00

98.45

11+43⁹⁰

P.1.

97.75

12+0

96.85

12+50

96.75

T.P.

1022

21077 ✓

170

200.55 ✓

B.M

8.23

202.54 ✓

13+00

99.9

- L -

R

02.6

$$\begin{array}{r} 60 \\ 50 \end{array} \quad \begin{array}{r} 66 \\ 22 \end{array} \quad \begin{array}{r} 81 \\ 16 \end{array} \quad \begin{array}{r} 81 \\ 9 \end{array} \quad 74 \quad \begin{array}{r} 72 \\ 8 \end{array} \quad \begin{array}{r} 81 \\ 25 \end{array} \quad \begin{array}{r} 77 \\ 32 \end{array} \quad \begin{array}{r} 87 \\ 50 \end{array}$$

99.9

01.9

$$\begin{array}{r} 67 \\ 50 \end{array} \quad \begin{array}{r} 74 \\ 25 \end{array} \quad \begin{array}{r} 88 \\ 18 \end{array} \quad \begin{array}{r} 87 \\ 9 \end{array} \quad 80 \quad \begin{array}{r} 75 \\ 12 \end{array} \quad \begin{array}{r} 84 \\ 25 \end{array} \quad \begin{array}{r} 78 \\ 38 \end{array} \quad \begin{array}{r} 84 \\ 50 \end{array}$$

00.2

00.9

$$\begin{array}{r} 77 \\ 50 \end{array} \quad \begin{array}{r} 86 \\ 29 \end{array} \quad \begin{array}{r} 90 \\ 9 \end{array} \quad 84 \quad \begin{array}{r} 80 \\ 12 \end{array} \quad \begin{array}{r} 87 \\ 27 \end{array} \quad \begin{array}{r} 82 \\ 30 \end{array} \quad \begin{array}{r} 76 \\ 38 \end{array} \quad \begin{array}{r} 72 \\ 50 \end{array}$$

01.4

98.9

$$\begin{array}{r} 97 \\ 50 \end{array} \quad \begin{array}{r} 100 \\ 30 \end{array} \quad \begin{array}{r} 98 \\ 7 \end{array} \quad \begin{array}{r} 89 \\ 4 \end{array} \quad 88 \quad \begin{array}{r} 82 \\ 12 \end{array} \quad \begin{array}{r} 87 \\ 23 \end{array} \quad \begin{array}{r} 88 \\ 29 \end{array} \quad \begin{array}{r} 74 \\ 37 \end{array} \quad \begin{array}{r} 69 \\ 50 \end{array}$$

01.7

98.6

$$\begin{array}{r} 100 \\ 50 \end{array} \quad \begin{array}{r} 102 \\ 33 \end{array} \quad \begin{array}{r} 106 \\ 14 \end{array} \quad \begin{array}{r} 21 \\ 5 \end{array} \quad 89 \quad \begin{array}{r} 84 \\ 11 \end{array} \quad \begin{array}{r} 90 \\ 22 \end{array} \quad \begin{array}{r} 88 \\ 27 \end{array} \quad \begin{array}{r} 70 \\ 37 \end{array} \quad \begin{array}{r} 65 \\ 50 \end{array}$$

02.1

97.6

$$\begin{array}{r} 110 \\ 50 \end{array} \quad \begin{array}{r} 101 \\ 28 \end{array} \quad \begin{array}{r} 108 \\ 22 \end{array} \quad \begin{array}{r} 105 \\ 10 \end{array} \quad \begin{array}{r} 95 \\ 6 \end{array} \quad 91 \quad \begin{array}{r} 87 \\ 11 \end{array} \quad \begin{array}{r} 91 \\ 20 \end{array} \quad \begin{array}{r} 91 \\ 26 \end{array} \quad \begin{array}{r} 81 \\ 31 \end{array} \quad \begin{array}{r} 72 \\ 37 \end{array} \quad \begin{array}{r} 68 \\ 50 \end{array}$$

01.8

96.0/126
50
$$\begin{array}{r} 126 \\ 34 \end{array} \quad \begin{array}{r} 115 \\ 31 \end{array} \quad \begin{array}{r} 122 \\ 24 \end{array} \quad \begin{array}{r} 112 \\ 10 \end{array} \quad \begin{array}{r} 101 \\ 6 \end{array} \quad 97 \quad \begin{array}{r} 93 \\ 10 \end{array} \quad \begin{array}{r} 98 \\ 21 \end{array} \quad \begin{array}{r} 97 \\ 26 \end{array} \quad \begin{array}{r} 84 \\ 31 \end{array} \quad \begin{array}{r} 76 \\ 39 \end{array} \quad \begin{array}{r} 74 \\ 50 \end{array}$$

01.2

Top of Mount 33' Right Sta. 8+49

$$\begin{array}{r} 85 \\ 50 \end{array} \quad \begin{array}{r} 77 \\ 33 \end{array} \quad \begin{array}{r} 61 \\ 28 \end{array} \quad \begin{array}{r} 68 \\ 23 \end{array} \quad \begin{array}{r} 41 \\ 6 \end{array} \quad 38 \quad \begin{array}{r} 35 \\ 12 \end{array} \quad \begin{array}{r} 20 \\ 23 \end{array} \quad \begin{array}{r} 40 \\ 27 \end{array} \quad \begin{array}{r} 28 \\ 31 \end{array} \quad \begin{array}{r} 18 \\ 38 \end{array} \quad \begin{array}{r} 16 \\ 50 \end{array}$$

00.7

92.9

$$\begin{array}{r} 84 \\ 50 \end{array} \quad \begin{array}{r} 80 \\ 35 \end{array} \quad \begin{array}{r} 65 \\ 27 \end{array} \quad \begin{array}{r} 73 \\ 21 \end{array} \quad \begin{array}{r} 49 \\ 6 \end{array} \quad 45 \quad \begin{array}{r} 39 \\ 16 \end{array} \quad \begin{array}{r} 43 \\ 26 \end{array} \quad \begin{array}{r} 43 \\ 30 \end{array} \quad \begin{array}{r} 27 \\ 38 \end{array} \quad \begin{array}{r} 25 \\ 50 \end{array}$$

99.8

93.3

$$\begin{array}{r} 90 \\ 50 \end{array} \quad \begin{array}{r} 85 \\ 37 \end{array} \quad \begin{array}{r} 70 \\ 18 \end{array} \quad 54 \quad \begin{array}{r} 43 \\ 11 \end{array} \quad \begin{array}{r} 37 \\ 21 \end{array} \quad \begin{array}{r} 40 \\ 32 \end{array} \quad \begin{array}{r} 40 \\ 38 \end{array} \quad \begin{array}{r} 50 \\ 47 \end{array} \quad \begin{array}{r} 25 \\ 60 \end{array}$$

99.8

93.8

$$\begin{array}{r} 85 \\ 50 \end{array} \quad \begin{array}{r} 77 \\ 35 \end{array} \quad 55 \quad \begin{array}{r} 38 \\ 13 \end{array} \quad \begin{array}{r} 30 \\ 27 \end{array} \quad \begin{array}{r} 36 \\ 41 \end{array} \quad \begin{array}{r} 44 \\ 47 \end{array} \quad \begin{array}{r} 33 \\ 50 \end{array} \quad \begin{array}{r} 20 \\ 60 \end{array}$$

99.0

+05 +05
65 70

T. Pole 7' Right Sta. 13+26

$$\begin{array}{r} 98.3 \\ 50 \end{array} \quad \begin{array}{r} 125 \\ 50 \end{array} \quad \begin{array}{r} 130 \\ 30 \end{array} \quad 109 \quad \begin{array}{r} 103 \\ 13 \end{array} \quad \begin{array}{r} 111 \\ 18 \end{array} \quad \begin{array}{r} 104 \\ 31 \end{array} \quad \begin{array}{r} 108 \\ 42 \end{array} \quad \begin{array}{r} 112 \\ 47 \end{array} \quad \begin{array}{r} 95 \\ 53 \end{array}$$

01.3

$$\begin{array}{r} 83 \\ 60 \end{array} \quad \begin{array}{r} 62 \\ 63 \end{array} \quad \begin{array}{r} 57 \\ 72 \end{array}$$

+ 4.1 - EIV
21077 ✓

13+50

03.57

14+0

T.P.

14+50

15+0

T.P. +50

16

①

15

+50

16

+50

17

①

6.42

215.42 ✓

1.77

209.00 ✓

21077
- 177

209.00
6.42

215.42
6.06

209.36
2.12

213.48

08.57

12.12

14.62

11.12

12.18

07.58

10.66

220.02 ✓

4.12

209.36 ✓

0.41

207.42 ✓

13.01

207.01 ✓

- 2 -
01.8

$$\frac{94}{50}$$

$$\frac{87}{25}$$

$$72$$

$$\frac{68}{7}$$

$$\frac{104}{18}$$

$$\frac{98}{32}$$

$$\frac{103}{48}$$

$$\frac{50}{58}$$

$$\frac{47}{68}$$

00.5

07.5

$$\frac{33}{50}$$

$$\frac{33}{26}$$

$$22$$

$$\frac{22}{2}$$

$$\frac{97}{19}$$

$$\frac{92}{33}$$

$$\frac{97}{49}$$

$$\frac{28}{60}$$

$$\frac{28}{68}$$

01.1

13.9

$$\frac{15}{50}$$

$$\frac{18}{24}$$

$$\frac{14}{4}$$

$$33$$

$$\frac{130}{15}$$

$$\frac{141}{21}$$

$$\frac{137}{33}$$

$$\frac{140}{48}$$

$$\frac{50}{64}$$

$$\frac{50}{70}$$

01.4

01.2

$$08$$

$$\frac{141}{18}$$

$$\frac{137}{32}$$

$$\frac{142}{47}$$

$$\frac{9.5}{63}$$

$$\frac{3.6}{70-75}$$

x 4.1. 213.48 2

03.0

$$1.3$$

$$\frac{12.5}{17}$$

$$\frac{12.2}{31}$$

$$\frac{12.4}{45}$$

$$\frac{2.8}{60}$$

$$\frac{2.7}{65}$$

05.5

$$5.1$$

$$\frac{13.8}{17}$$

$$\frac{13.4}{30}$$

$$\frac{13.8}{43}$$

$$\frac{8.0}{55}$$

$$\frac{7.5}{62}$$

17.9

$$\frac{2.1}{50}$$

$$\frac{2.1}{15}$$

$$\frac{1.4}{6}$$

$$5.4$$

17.9

$$\frac{2.1}{50}$$

$$\frac{2.5}{23}$$

$$\frac{1.8}{9}$$

$$7.8$$

17.0

$$\frac{3.0}{50}$$

$$\frac{4.0}{36}$$

$$\frac{5.3}{17}$$

$$\frac{7.8}{8}$$

$$12.4$$

11.8

$$\frac{8.2}{50}$$

$$\frac{7.8}{29}$$

$$\frac{10.6}{8}$$

$$15.2$$

10.3

$$\frac{7.7}{50}$$

$$\frac{11.4}{32}$$

$$\frac{12.7}{15}$$

$$19.0$$

- R -

$$\begin{array}{r} 209.36 \\ 10.66 \\ \hline 220.02 \\ 13.01 \\ \hline 207.01 \\ 41 \end{array}$$

+ H.1 - EIV

207.42

16+50

04.82

17

06.00

+50

207.42

11.73

195.69

98.40

143

197.12

18

95.40

+50

94.40

T.P.

143

197.12

1173

195.69

17+50

18+0

+50

19+0

90.9

+50

87.3

187.45

187.39

0

0.06

197.75

9.73

197.69

20

82.8

-2-

R

01.4

2.6 $\frac{6.6}{6}$ $\frac{7.7}{12}$ $\frac{9.7}{16}$ $\frac{9.1}{30}$ $\frac{9.5}{43}$ $\frac{6.0}{50}$ $\frac{7.4}{60}$

96.1

6.4 $\frac{8.8}{5}$ $\frac{9.8}{11}$ $\frac{11.7}{14}$ $\frac{10.8}{29}$ $\frac{11.3}{40}$ $\frac{16.7}{45}$ $\frac{11.3}{53}$ $\frac{14.7}{61}$

over H/2

07.7 $\frac{+0.3}{50}$ $\frac{2.0}{34}$ $\frac{4.0}{13}$ 9.0 $\frac{10.4}{3}$ $\frac{11.4}{11}$ $\frac{13.7}{16}$ $\frac{12.9}{29}$ $\frac{13.4}{43}$

05.6 $\frac{1.8}{50}$ $\frac{6.0}{24}$ 12.0

02.1 $\frac{5.3}{50}$ $\frac{10.1}{24}$ 13.0

87.9

-1.3

$\frac{92}{54}$

$\frac{122}{66}$

87.1

1.7 $\frac{30}{2}$ $\frac{34}{11}$ $\frac{52}{16}$ $\frac{45}{29}$ $\frac{55}{42}$ $\frac{100}{48}$ $\frac{140}{61}$

83.7

2.7 $\frac{60}{11}$ $\frac{64}{14}$ $\frac{62}{30}$ $\frac{71}{43}$ $\frac{134}{55}$

96.9

88.9

$\frac{0.2}{46}$ $\frac{2.0}{31}$ $\frac{3.0}{16}$ $\frac{3.2}{5}$ 6.2 $\frac{8.0}{4}$ $\frac{9.1}{14}$ $\frac{8.3}{30}$ $\frac{8.7}{40}$ $\frac{9.1}{46}$ $\frac{8.2}{49}$ $\frac{9.5}{55}$

91.7

84.9

$\frac{5.4}{50}$ $\frac{7.0}{38}$ $\frac{8.0}{21}$ $\frac{7.0}{6}$ 9.8 $\frac{12.1}{4}$ $\frac{12.0}{10}$ $\frac{11.1}{15}$ $\frac{11.3}{30}$ $\frac{10.7}{47}$ $\frac{12.2}{48}$ $\frac{12.4}{52}$

$\frac{11.0}{55}$

84.8

80.7

$\frac{2.7}{50}$ $\frac{4.6}{19}$ $\frac{3.8}{4}$ 4.6 $\frac{5.6}{3}$ $\frac{5.4}{11}$ $\frac{3.4}{17}$ $\frac{2.7}{31}$ $\frac{3.3}{43}$ $\frac{6.8}{53-60}$

187.45

197.75

20+50

76.3

183.13

175.73

0

7.40

193.43

11.72

186.03

21

72.10

+29

74.1

+45

Shoulder

79.8

+51

Edge Conc Pave

80.1

B.M.

Ctr Monument +3.52 =

80.1

+60.75

£ Pavement Edgerton

197.85
117.2
86.03

79.3

$\frac{8.2}{50}$ $\frac{9.2}{20}$ $\frac{11.1}{7}$ 11.1 $\frac{10.1}{7}$ $\frac{5.7}{18}$ $\frac{4.8}{32}$ $\frac{5.6}{45}$ $\frac{11.7}{56}$ $\frac{14.0}{66}$

81.9

74.7

$\frac{8.4}{53}$ $\frac{10.2}{38}$ $\frac{11.6}{15}$ 11.0 $\frac{10.0}{7}$ $\frac{3.6}{14}$ $\frac{2.4}{35}$ $\frac{3.6}{60}$ $\frac{9.2}{60}$ $\frac{10.2}{67}$

79.5

W.S. 10.1

79.8

Rt-Reverse

$\frac{(4.1)}{75}$ $\frac{3.3}{50}$ $\frac{3.0}{29}$ $\frac{3.8}{15}$ $\frac{4.3}{6}$ 9.0

Lt.

$\frac{9.0}{8}$ $\frac{9.0}{28}$ $\frac{8.1}{50}$

75.0

81.5

$\frac{4.4}{89}$ $\frac{1.6}{50}$ $\frac{3.3}{18}$ 3.3 $\frac{3.2}{24}$ $\frac{3.4}{49}$ 79.7

81.5

79.5

$\frac{0.35}{85}$ $\frac{11.6}{50}$ $\frac{2.43}{23}$ 3.03 $\frac{3.35}{24}$ $\frac{3.63}{50}$ $\frac{3.97}{79}$ $\frac{4.17}{100}$

81.7

$\frac{0.42}{78}$ $\frac{1.40}{50}$ $\frac{1.18}{28}$

77.4

3.00 $\frac{3.40}{24}$ $\frac{3.70}{50}$ $\frac{4.11}{100}$

18+50 Trees End

8-60

17+80 Trees

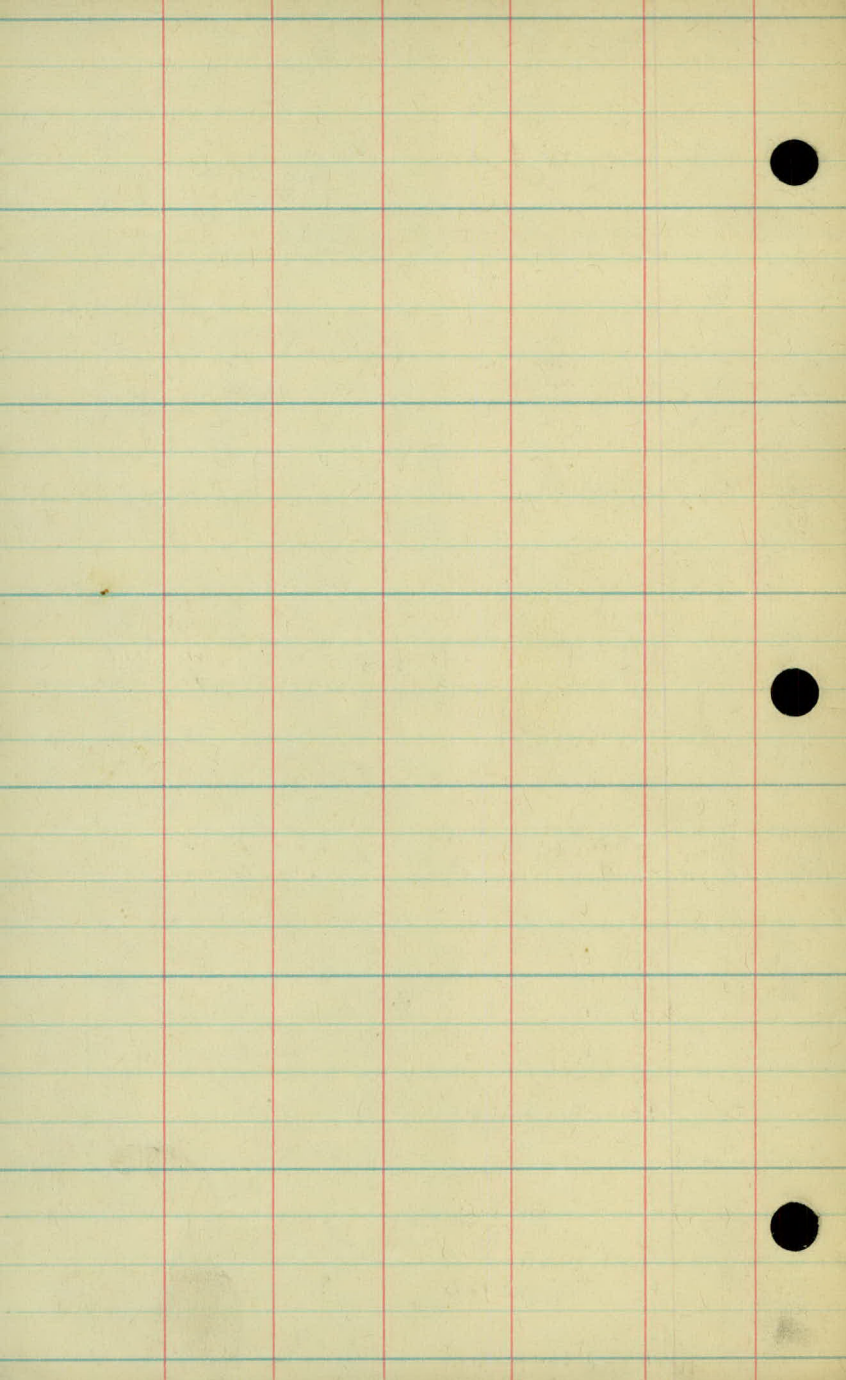
8-60

17+62 End Row Oaks

12

16+95 Beg Row Oaks

12
16+95-8 Oaks



Little Canada Road
Alignment by Deeds
Mc Menemy to Edgerton

3+39.90

Section Line Crosses

2+99.67

P.I.

$\Delta 29^{\circ} 00' R$ Boat SpK Inp.

1+93.72

POT

Set 2"x2" Hub

0+00

Mc Menemy

T.P. 60.08

3°42'

T.P. 54.75

Stp. 11

38.85

T.P. 25.75

590.45' N

M.C.

212' R

58

9/7

P.P. 77.41

71.88 L.R.

43.83 Guy Pole

21+60.75 Intersection Edgerton

15+00 P.O.I. Set 1"x2" Hub

8+50 P.I. $\Delta 3^{\circ}43'$ Rt. Beat Spk Inp

T.P. 0-51.15-33.00-Mon
47.08
24" Tr

