

Book-23-Dr.6

OFFICE OF COUNTY ENGINEER  
RAMSEY CO. MINN.

----- Plain ----- Survey

----- S.T.H. 100 - S.T.H. 36 ----- CONNECTION

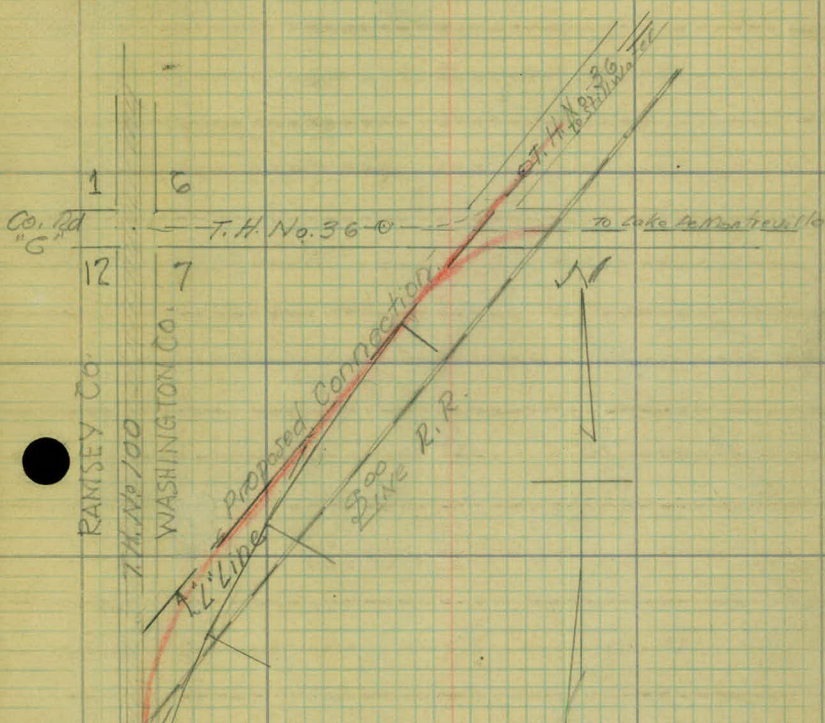
From S.T.H. 36 ----- To S.T.H. 100 -----

Road Acc't. No. -----

Date Filed 1935 -----

File -----

# Plan Survey Trunk Highway #36 & 100 Connection.



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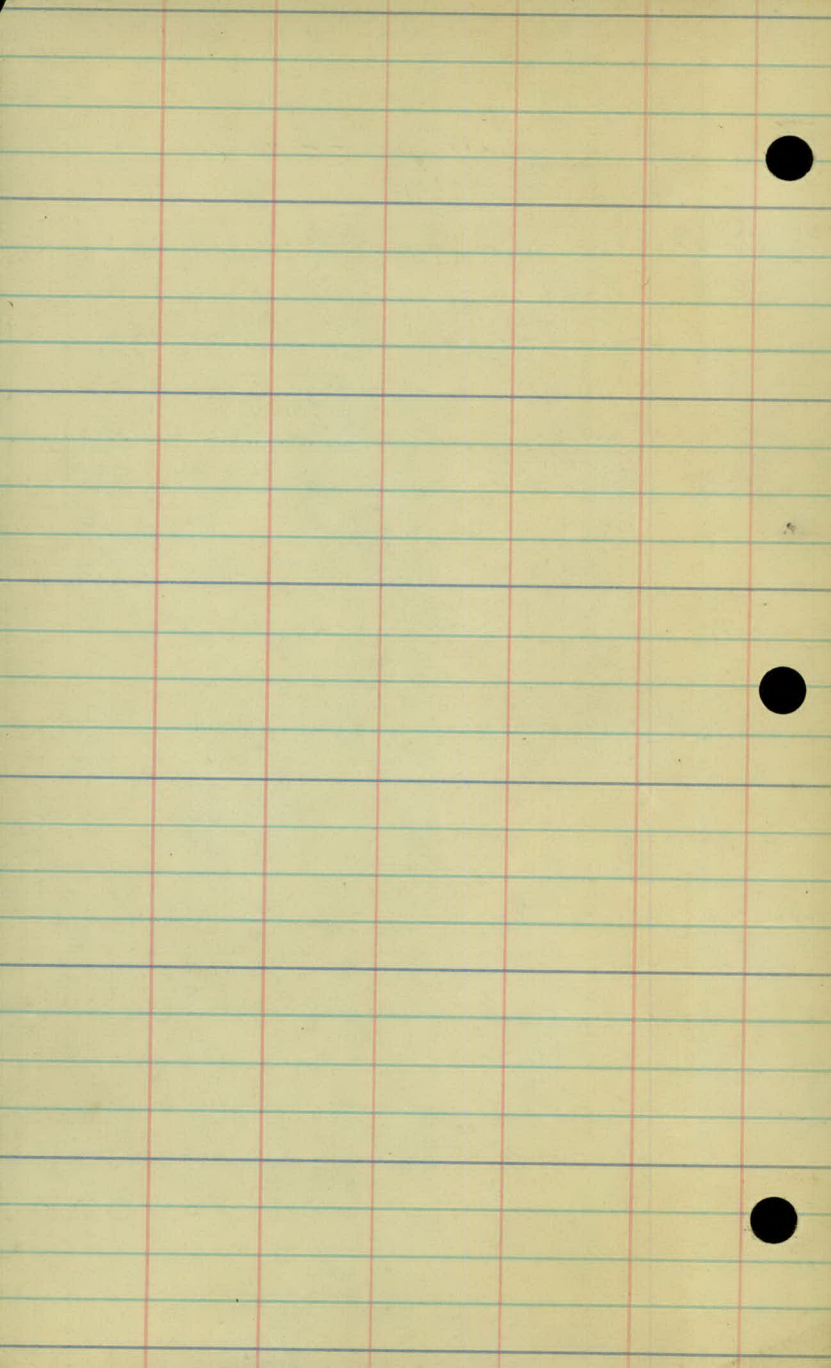
Sept. 1935

Revision "K" Line P. 20- P. 31 Oct. 17, 1935

"L" Line P. 32- Dec. 9, 1935

W. H. Carlson

Sept. 13, 1935





alignment.



Sta. Point Lt. Rt.

Eq. 7481.2 } P.T.  
17400.08 } R.O.T. (Prod)

14494.28 (P.O.T.)(S.T.H. R.I)

|          |      |        |               |
|----------|------|--------|---------------|
| 10+16.33 | P.T. | 25°49' |               |
| 10       |      | 25°00' |               |
| +50.     |      | 22°30' |               |
| 9        |      | 20°00' |               |
| +50      |      | 17°30' | P.I. = 747754 |
| 8        |      | 15°00' | A. 51°38'     |
| +50      |      | 12°30' | 10° C.Rt.     |
| 7        |      | 10°00' | T. 277.54     |
| +50      |      | 7°30'  | L.C. 516.33 ✓ |
| 6        |      | 5°00'  | R-5786.9 ✓    |
| +50      |      | 2°30'  |               |
| 5+00.00  | P.C. | 0°00'  |               |

0+00 (A Line)

2

← 130' →

39328

T.P.

 $23.78'$ 

"C" Line

6 Line

826

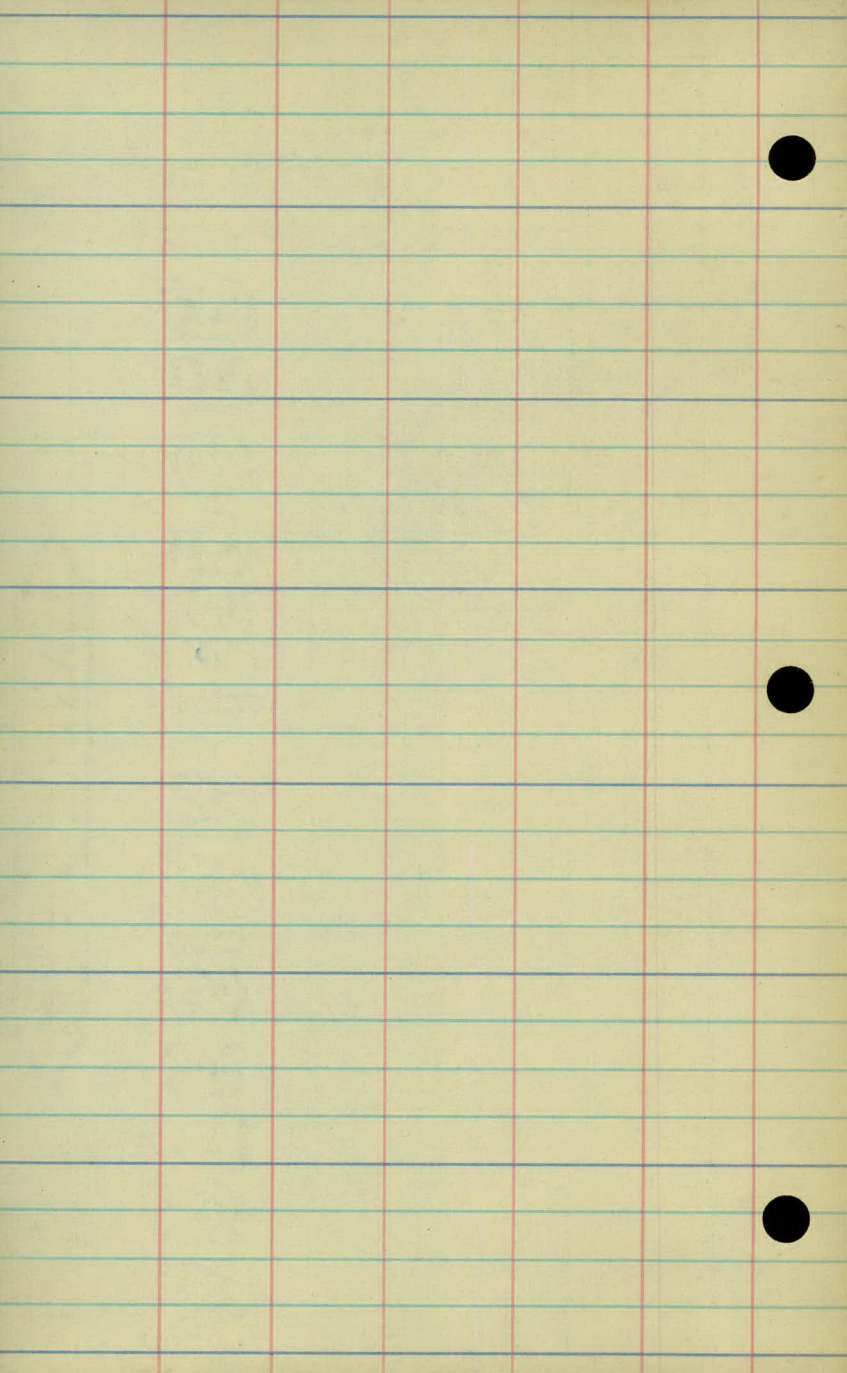
Control  
Iron plug  
in Power

~~Handwritten notes:~~

14" oak

400 "B" Line

P.C. 5100.00





Topography.

A Line

120. 1. 2

2

120. 12' + 50 120. 8'

5 + 100.00 = PC.

4

3

2

+95- E.G.R.  
14'

+87- E.G. Rail  
14'

1

G. Rail 14' G. Rail 14'

+57- E G. Rail 24' - 24' - 24'

0 + 0

G. Rail 14 G. Rail 14'

+183-RR 25'

+150-For. 36'

+122-Fl. Cor. 37'

+63-PP 34'

+43-24' Maple Fl. Cor.

+38' ENT 34'

15" x 24"  
23'

+29-10" COT - 26'

+16-PP 28'

+92-End Maple 35'

+81-Ent. Rt.

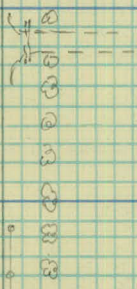
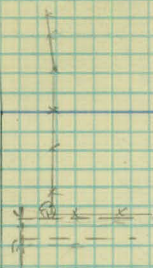
18" x 24" CM  
23'

+73-PP 28'

+61-34" x 18" Maple  
35'

+24-PP 27'

20' concrete Pavement  
T.H. #100  
70 St. Road





12

11

+16.33 P.T.

10

9

8

7

6

Pasture -

418-KP. 90  
F- 74

F-74

788-TIR 90

#27-FCOR, 74

+50-T.P. - 86'  
+50-Fence - 70'

+88-10" Mark 18"

406-T.P. 53  
Fence 37'

450-Fence 15'

496 - Fence vs E

+53-A Feb. 11

+41- E.F. 26'

486 Fence No E

437 S. E. Cor. Pkwy 6'  
4' North - 6' West

100  $5^{\circ}\text{P}/\text{km}^2$

400 - Pa U. 27'

+50 Pav. 10'

17400.08 = Ect.

Rd-17'

Rd-17'

16

Rd-19'

Rd-16'

+88.0 Cu/v. 16.0' Rt.  
18" cm. 30.0 Lt.

+75 - Rd 72  
+60 Rd  
41

+20 Rd  
19'

15

Rd  
22'

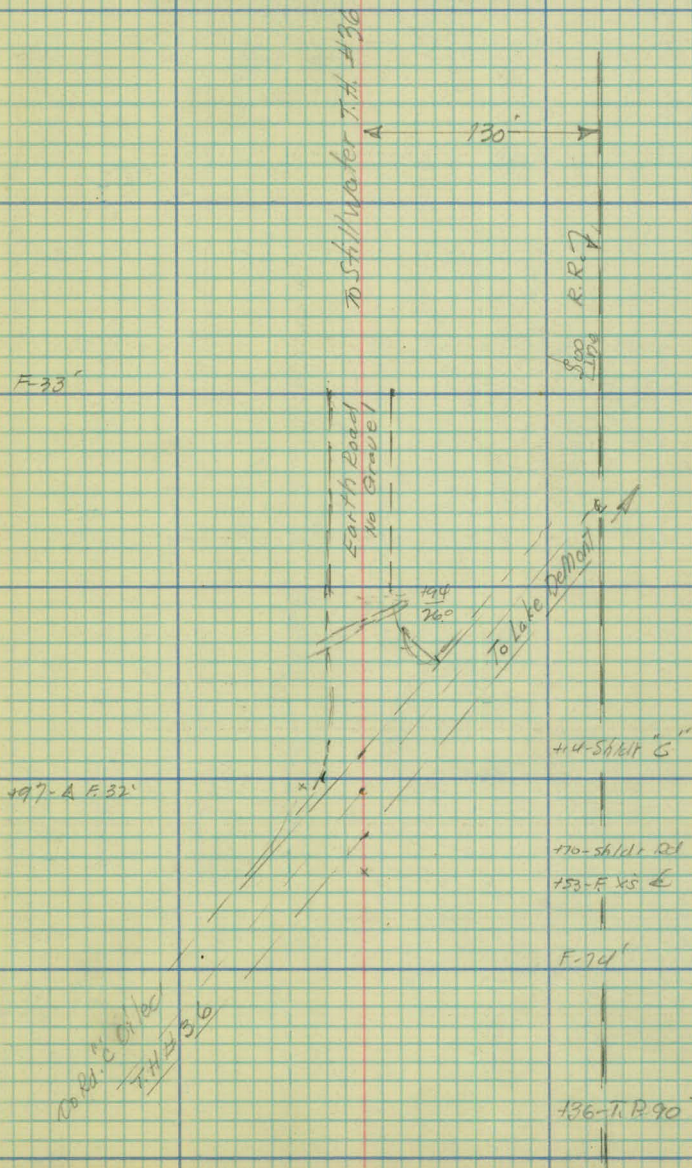
194.28 £ Co. Rd "0"

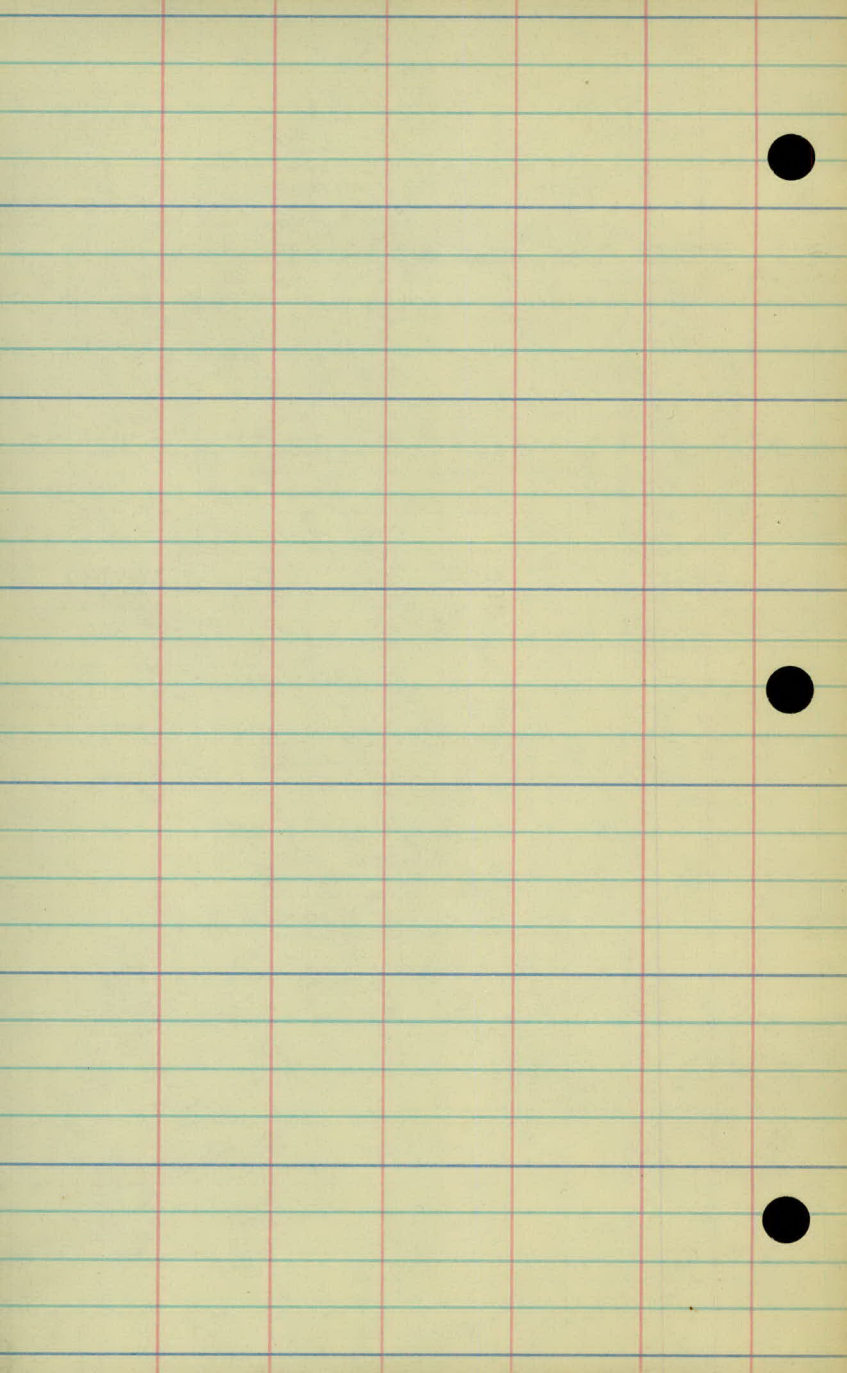
14

13



NOTE: See Highway Dept  
Plat for E & E P.O.W.  
Limits-





Topography✓

"B" Line

State Highway #100



"B" Line

+34.53 Mon.

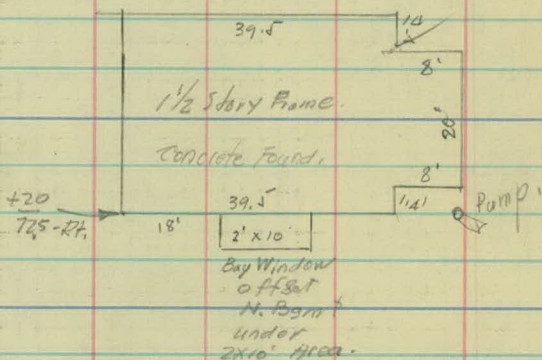
6

5

+01-24" X 40' P.C. Culv.  
20.611 = 19.1' A Rt.

4

3



2

1

24" X 40' P.3 Ca 10.

040 = (634.53' South of County Rd "C")

Co. Road "C"

Iron Hug  
in Rev.

E.T.H #36

Ramsey County

Washington County

cult.

+85-6" Pine 39'  
+80-12" Oak 33'  
+69-5" Pine 38'  
+47-14" W. Oak 32'  
+42-14" Oak 35'

+27-10" Oak 37'  
+23-End Orchard 51'

+91-14" Elm 37'  
+47-Bag Orchard 47'

+97-14" Oak 36'  
+93-8" Oak 34'

+96-12" Oak 35'  
+87-12" W. Oak 32'  
+79-12" Oak 32'  
+66-10" Oak 29'

+36-14" Oak 28'  
+99-5" Br. El. 33'

+498-End Yard

+71-Roe Will 46'  
+75-8" Maple 29'  
+60-8" Oak 27'  
+49-6" Pine 40'  
+48-6" Oak 27'  
+36-6" Pine 43'  
+29-16" Oak 28'  
+25-4" Pine 42'

See Sketch

+20-Con. Br. 725  
+20-15" W. Oak 20  
+12-Ent. 12' X 26'  
+13-12" Pine 42'

+86-8" Maple 42'  
+85-24" Oak 81'  
+73-12" Br. 60'  
+72-Ent. 15' X 24'

+22-8" Pop 52'

+87-5" Con. 35'  
+82-T.P. 28'  
+44-Cul. 19'

+65-R. R.T.P. 35'

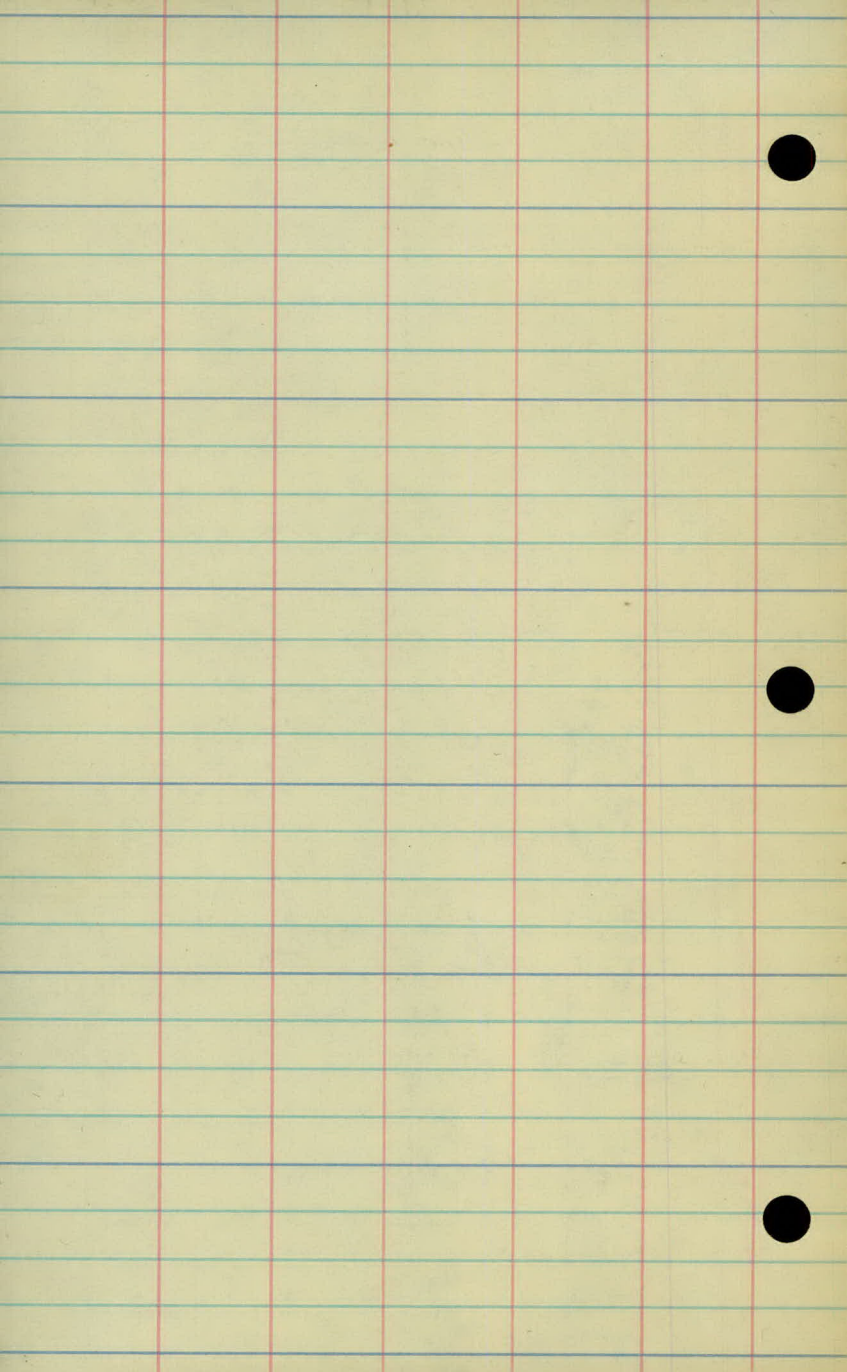
+22-Bag F. 31'  
+08-E. Pen. 28'  
+01-Bag Rad. 10'

+42-Cul. 21'

20' Concrete Paving

S. Tan

"A" Line





Topography

"C" Line

State Highway #36

Road Bed

14 13'

6

15'

± 91.8 = Intersection

5

15'

4

14'

3

13'

2

± 48 - Ent + Rt.

1

cto = ± T.H. # 100

En7'

10

+94-T.P. 19-R.R.  
+93-P.P. 21

+73-F. Cr. 27'

F-26'

+78-P.P. 21'

F-27

+66-10" Oak-32'

+44-P.P. 20'

F-26

+70-F. Cr. 76  
+15-P.P. 24'  
+0-U-F. Cr. 26

Fence Ryms N+S.  
See A Line

Barn 12' x 21'

+55-Cor. Barn 36  
+58-Cor. F. 26

+70-P.P. 26  
6x4 Privy  
10' x 16'

+Add N.W. Cor. Gate P.  
+58-Red. Tree 30  
+07-4" Pine 30

2-Story Frame  
+90-4" Pine-30  
+85-Cor. House

+60-15" Elm 46  
+56-3" Pine 31  
+50-5" Pine 36

+29-P.P. 27'

14+94-28-A Line

A Line 2

Oiled Surface

Garden

20' Cor. Gate P.P.



7496.15 =  $\frac{1500}{\text{line}}$  R.R.

Rad Bod

12 12'

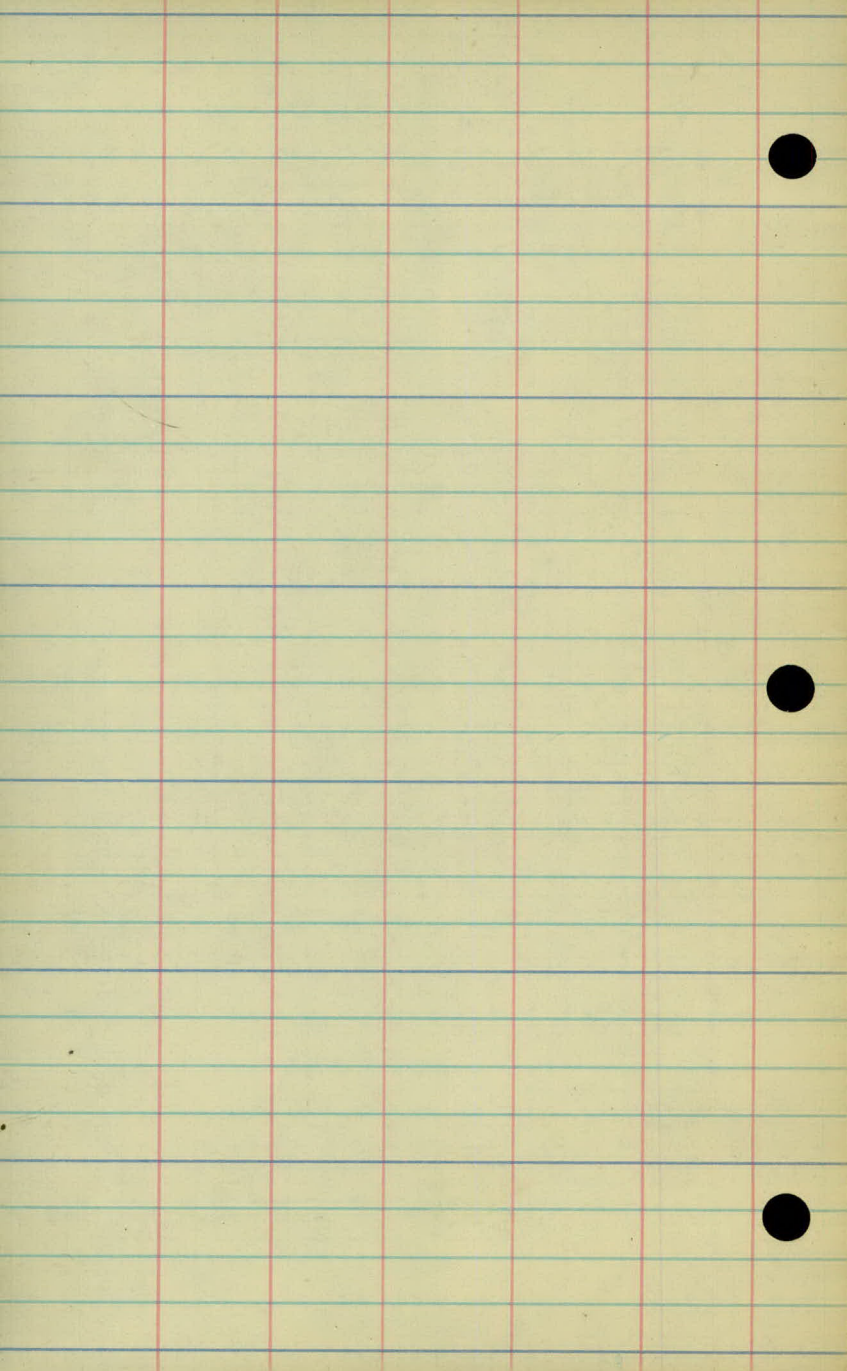
To Lake De Montauville.

136 T.P. 23'  
136 - E. Cor. 23'

To St. Paul →

148 End E. 54'

E. M.





Cross-sections

A" Line

| Sta.     | +    | $\Delta$ | -    | Elev.  |
|----------|------|----------|------|--------|
| B.M.     | 4.45 | 997.04   |      | 992.59 |
| T.B.M.   | 7.77 | 999.23   | 5.58 | 991.46 |
| "A" Line |      |          |      |        |

0+00

0+57 - 2 culv.

1+0

2+0

3+0

4+50

4+0

4+60

5+0 = P.C. 10° C.R.T.

|      |        |      |        |
|------|--------|------|--------|
| 6.95 | 998.41 | 7.77 | 991.46 |
|------|--------|------|--------|

4+50

47.

4

Rf.

13

Top Fire Hyd. N.W. Cor. Co. Rd. 'C' & E. Co. Line. W.H.G.

Top W. end Culv. N. of Line 40' Lt. 6+50

H. A. W.

 $K_A$ 

L. B. A.

9/12/25

[illegible]



Sta.                    +                     $\pi$                     -                    Elev.

998.91

640

+23      2 Track

+50

+75

~~740~~

740

+75

7450

+75

1840

+50

T.P.

5.51

1000.42

3.50

994.91

Lt.

Z

Rt.

14

94.1

$$\begin{array}{r} 4.28 \\ 190 \end{array}$$

Pav →

94.1

$$\begin{array}{r} 4.28 \\ 10 \end{array}$$

94.1

$$\begin{array}{r} 4.28 \\ 6 \end{array}$$

94.2

$$\begin{array}{r} 4.2 \\ 13 \end{array}$$

91.2

$$\begin{array}{r} 7.2 \\ 17 \end{array}$$

91.2

$$\begin{array}{r} 3.7 \\ 25 \end{array}$$

94.7

$$\begin{array}{r} 2.0 \\ 50 \end{array}$$

96.4

94.1

$$\begin{array}{r} 4.32 \\ 23 \end{array}$$

Pav →

94.2

$$\begin{array}{r} 4.17 \\ 3.5 \end{array}$$

94.2

$$\begin{array}{r} 4.17 \\ 5 \end{array}$$

Top Rail

93.8

$$\begin{array}{r} 4.6 \\ 3.1 \end{array}$$

94.6

$$\begin{array}{r} 3.8 \\ 29 \end{array}$$

95.9

$$\begin{array}{r} 2.5 \\ 50 \end{array}$$

93.9

$$\begin{array}{r} 4.50 \\ 31 \end{array}$$

Pav →

94.1

$$\begin{array}{r} 4.30 \\ 10 \end{array}$$

94.0

$$\begin{array}{r} 4.4 \\ 5 \end{array}$$

93.0

$$\begin{array}{r} 5.4 \\ 6 \end{array}$$

93.0

$$\begin{array}{r} 5.4 \\ 9 \end{array}$$

93.7

$$\begin{array}{r} 4.7 \\ 20 \end{array}$$

T. Rail

94.4

$$\begin{array}{r} 4.00 \\ 29 \end{array}$$

93.7

$$\begin{array}{r} 4.7 \\ 29 \end{array}$$

94.1

$$\begin{array}{r} 4.3 \\ 30 \end{array}$$

93.5

$$\begin{array}{r} 4.9 \\ 39 \end{array}$$

93.7

$$\begin{array}{r} 4.70 \\ 42 \end{array}$$

Pav →

93.8

$$\begin{array}{r} 4.60 \\ 19 \end{array}$$

93.7

$$\begin{array}{r} 4.7 \\ 12 \end{array}$$

91.2

$$\begin{array}{r} 7.2 \\ 7 \end{array}$$

91.2

$$\begin{array}{r} 7.2 \\ 1 \end{array}$$

92.4

$$\begin{array}{r} 6.0 \\ 60 \end{array}$$

93.1

$$\begin{array}{r} 5.3 \\ 26 \end{array}$$

94.6

$$\begin{array}{r} 3.85 \\ 26 \end{array}$$

T. Rail

94.0

$$\begin{array}{r} 4.4 \\ 50 \end{array}$$

94.1

$$\begin{array}{r} 4.4 \\ 50 \end{array}$$

89.1

$$\begin{array}{r} 9.20 \\ 9.1 \end{array}$$

= outlet cul.

89.3

$$\begin{array}{r} 9.1 \\ 9.1 \end{array}$$

inlet cul.

93.7

$$\begin{array}{r} 4.76 \\ 29 \end{array}$$

93.4

$$\begin{array}{r} 5.0 \\ 22 \end{array}$$

90.9

$$\begin{array}{r} 7.5 \\ 15 \end{array}$$

90.9

$$\begin{array}{r} 7.5 \\ 12 \end{array}$$

92.9

$$\begin{array}{r} 5.5 \\ 6 \end{array}$$

Pav →

93.5

$$\begin{array}{r} 4.92 \\ 39 \end{array}$$

93.3

$$\begin{array}{r} 5.1 \\ 32 \end{array}$$

91.1

$$\begin{array}{r} 7.3 \\ 26 \end{array}$$

90.9

$$\begin{array}{r} 7.5 \\ 20 \end{array}$$

92.1

$$\begin{array}{r} 6.3 \\ 18 \end{array}$$

91.6

$$\begin{array}{r} 6.8 \\ 4 \end{array}$$

Pav →

93.4

$$\begin{array}{r} 5.05 \\ 50 \end{array}$$

93.1

$$\begin{array}{r} 5.3 \\ 41 \end{array}$$

90.7

$$\begin{array}{r} 7.7 \\ 34 \end{array}$$

90.7

$$\begin{array}{r} 7.7 \\ 30 \end{array}$$

91.6

$$\begin{array}{r} 6.8 \\ 28 \end{array}$$

Pav →

93.2

$$\begin{array}{r} 5.25 \\ 61 \end{array}$$

92.3

$$\begin{array}{r} 6.1 \\ 53 \end{array}$$

90.7

$$\begin{array}{r} 7.7 \\ 50 \end{array}$$

90.7

$$\begin{array}{r} 7.7 \\ 41 \end{array}$$

92.3

$$\begin{array}{r} 6.1 \\ 40 \end{array}$$

Pav →

92.1

$$\begin{array}{r} 6.3 \\ 50 \end{array}$$

92.4

$$\begin{array}{r} 6.0 \\ 27 \end{array}$$

93.0

$$\begin{array}{r} 5.4 \\ 50 \end{array}$$

93.0

$$\begin{array}{r} 5.4 \\ 46 \end{array}$$

$$\begin{array}{r} 46 \\ 23 \end{array}$$

93.0

$$\begin{array}{r} 5.4 \\ 54 \end{array}$$

93.0

$$\begin{array}{r} 5.4 \\ 54 \end{array}$$

92.1

$$\begin{array}{r} 6.3 \\ 26 \end{array}$$

94.8

$$\begin{array}{r} 3.6 \\ 28 \end{array}$$

94.7

$$\begin{array}{r} 3.7 \\ 59 \end{array}$$

95.9

$$\begin{array}{r} 2.5 \\ 67 \end{array}$$

93.4

$$\begin{array}{r} 5.0 \\ 75 \end{array}$$

95.1

$$\begin{array}{r} 3.35 \\ 89 \end{array}$$

$$\begin{array}{r} 2.7 \\ 89 \end{array}$$

T. R.

95.3

$$\begin{array}{r} 3.1 \\ 68 \end{array}$$

93.2

$$\begin{array}{r} 5.2 \\ 73 \end{array}$$

94.7

$$\begin{array}{r} 3.7 \\ 64 \end{array}$$

94.7

$$\begin{array}{r} 3.7 \\ 64 \end{array}$$

94.7

$$\begin{array}{r} 3.7 \\ 64 \end{array}$$

T. R.

95.3

$$\begin{array}{r} 3.1 \\ 68 \end{array}$$

94.5

$$\begin{array}{r} 1.9 \\ 73 \end{array}$$

93.7

$$\begin{array}{r} 4.7 \\ 83 \end{array}$$

95.2

$$\begin{array}{r} 3.23 \\ 96 \end{array}$$

95.2

$$\begin{array}{r} 3.23 \\ 96 \end{array}$$

T. R.

93.0

$$\begin{array}{r} 5.4 \\ 26 \end{array}$$

93.8

$$\begin{array}{r} 4.6 \\ 50 \end{array}$$

94.9

$$\begin{array}{r} 3.5 \\ 80 \end{array}$$

97.6

$$\begin{array}{r} 1.8 \\ 89 \end{array}$$

94.9

$$\begin{array}{r} 3.5 \\ 96 \end{array}$$

95.4

$$\begin{array}{r} 3.00 \\ 111 \end{array}$$

T. R.

Sta. +  $\pi$  - Elev.

1000 ft

940 91.8

+50 92.1

1040 92.7

+50 93.4

1140 92.6

+50 92.0

1240 92.1

+50 91.7

1340 90.4

T.P. 4.48 995.08 9.82 990.60

+50 89.1

1440 88.3

+65 88.2



| LT.                       | E                        | RT.                            | IS                             |                                  |                                  |                                  |                                   |                                  |
|---------------------------|--------------------------|--------------------------------|--------------------------------|----------------------------------|----------------------------------|----------------------------------|-----------------------------------|----------------------------------|
| 91.0<br><u>9.4</u><br>50  | 91.0<br><u>9.4</u><br>20 | 91.8<br><u>8.6</u><br>26<br>25 | 92.8<br><u>6.1</u><br>64<br>92 | 94.3<br><u>5.7</u><br>100<br>110 | 94.7<br><u>3.5</u><br>110<br>121 | 96.9<br><u>6.5</u><br>121<br>132 | 93.9<br><u>4.95</u><br>132<br>143 | 95.5<br><u>ETR</u><br>143<br>154 |
| 90.5<br><u>9.9</u><br>50  | 91.4<br><u>9.0</u><br>20 | 92.1<br><u>8.3</u><br>20       | 93.0<br><u>7.4</u><br>70       | 95.1<br><u>5.3</u><br>70         | 95.4<br><u>5.0</u><br>99         | 96.7<br><u>3.7</u><br>115        | 94.1<br><u>6.3</u><br>127         | 95.6<br><u>4.8</u><br>127<br>138 |
| 91.4<br><u>9.0</u><br>50  | 91.6<br><u>8.8</u><br>30 | 92.7<br><u>7.7</u><br>35       | 94.1<br><u>6.3</u><br>74       | 95.9<br><u>4.5</u><br>74         | 96.4<br><u>4.0</u><br>100        | 97.3<br><u>3.1</u><br>108        | 93.9<br><u>6.5</u><br>118         | 95.5<br><u>4.95</u><br>129       |
| 91.3<br><u>9.1</u><br>50  |                          | 93.4<br><u>7.0</u><br>50       | 94.3<br><u>6.1</u><br>50       | 95.1<br><u>5.3</u><br>74         | 96.3<br><u>4.1</u><br>104        | 97.9<br><u>2.5</u><br>110        | 93.7<br><u>6.7</u><br>120         | 95.1<br><u>5.30</u><br>130       |
| 90.9<br><u>9.5</u><br>50  | 91.5<br><u>8.9</u><br>30 | 92.6<br><u>7.8</u><br>50       | 93.6<br><u>6.8</u><br>50       | 94.6<br><u>5.8</u><br>74         | 95.2<br><u>5.2</u><br>104        | 97.2<br><u>3.2</u><br>110        | 93.4<br><u>7.0</u><br>120         | 94.5<br><u>5.95</u><br>130       |
| 90.4<br><u>10.0</u><br>50 | 91.4<br><u>9.0</u><br>21 | 92.0<br><u>8.4</u><br>40       | 93.0<br><u>7.4</u><br>40       | 94.1<br><u>6.3</u><br>74         | 94.0<br><u>6.4</u><br>104        | 95.6<br><u>4.8</u><br>110        | 93.4<br><u>7.0</u><br>120         | 94.4<br><u>6.0</u><br>130        |
| 90.3<br><u>10.1</u><br>50 | 90.9<br><u>9.5</u><br>30 | 92.1<br><u>8.3</u><br>40       | 93.7<br><u>6.7</u><br>40       | 93.8<br><u>6.6</u><br>74         | 93.4<br><u>7.0</u><br>100        | 95.3<br><u>5.1</u><br>110        | 93.2<br><u>7.2</u><br>120         | 94.3<br><u>6.1</u><br>130        |
| 90.1<br><u>10.3</u><br>50 | 91.1<br><u>9.3</u><br>13 | 91.7<br><u>8.7</u><br>35       | 92.9<br><u>7.5</u><br>74       | 93.0<br><u>8.2</u><br>74         | 92.2<br><u>6.2</u><br>100        | 94.2<br><u>8.1</u><br>110        | 92.3<br><u>6.45</u><br>115        | 94.0<br><u>130</u>               |

|                                |                           |                                |                            |                           |                            |                           |
|--------------------------------|---------------------------|--------------------------------|----------------------------|---------------------------|----------------------------|---------------------------|
| 89.5<br><u>10.9</u><br>50      | 91.2                      | 90.4<br><u>9.0</u><br>89<br>74 | 91.5<br><u>8.9</u><br>100  | 92.7<br><u>7.7</u><br>110 | 91.9<br><u>6.85</u><br>115 | 93.6<br><u>130</u>        |
| 4.8<br>115                     | 5.3<br>101                | 6.3<br>96                      | 6.2<br>85                  | 6.2<br>50                 |                            |                           |
| 90.2<br><u>4.9</u><br>79       | 89.7<br><u>5.4</u><br>59  | 94.3<br><u>6.8</u><br>54       | 88.4<br><u>6.7</u><br>21   | 88.1<br><u>2.0</u><br>28  | 90.2<br><u>5.2</u><br>49   | 89.9<br><u>4.9</u><br>28  |
| 89.9<br><u>5.2</u><br>44       | 90.2<br><u>4.9</u><br>28  | 89.9<br><u>5.2</u><br>4        | 88.2<br><u>6.9</u><br>40   | 88.1<br><u>7.0</u><br>40  | 88.2<br><u>6.8</u><br>75   | 88.3<br><u>7.3</u><br>105 |
| 91.4<br><u>9.0</u><br>89<br>74 | 91.5<br><u>8.9</u><br>100 | 92.7<br><u>7.7</u><br>110      | 91.9<br><u>6.85</u><br>115 | 93.6<br><u>130</u>        |                            |                           |
| 90.2<br><u>4.9</u><br>79       | 89.7<br><u>5.4</u><br>59  | 94.3<br><u>6.8</u><br>54       | 88.4<br><u>6.7</u><br>21   | 88.1<br><u>2.0</u><br>28  | 90.2<br><u>5.2</u><br>49   | 89.9<br><u>4.9</u><br>28  |
| 89.9<br><u>5.2</u><br>44       | 90.2<br><u>4.9</u><br>28  | 89.9<br><u>5.2</u><br>4        | 88.2<br><u>6.9</u><br>40   | 88.1<br><u>7.0</u><br>40  | 88.2<br><u>6.8</u><br>75   | 88.3<br><u>7.3</u><br>105 |
| 91.4<br><u>9.0</u><br>89<br>74 | 91.5<br><u>8.9</u><br>100 | 92.7<br><u>7.7</u><br>110      | 91.9<br><u>6.85</u><br>115 | 93.6<br><u>130</u>        |                            |                           |

shld. #36

Sta.

+

x

-

Elev.

995.08

1470

89.9

1540

90.2

150

89.6

1640

89.6

1582

Cu IV.

1740

Lt. 90.2

Rt.

89.9

L #26

89.9  
5.2

88.2

88.1

88.2 88.3

92.1 92.5

56.111 26 = 5.2  
40

49  
18

5.2 6.9 7.0 6.9 6.8 7.0 7.60 2.60 2.60  
6 40 75 105 118 130 130 130 130

86.3

87.1

89.6

90.2

89.9

87.6

86.9

87.8

91.5

92.3

8.8  
50

8.0  
78

86.11 = 5.5  
23

89.6

49 5.2  
22

7.5 7.3

8.2 7.3

3.6 2.80

118 130

130

✓

85.8

85.8

86.5

89.1

89.6

90.3

90.0

86.6

87.1

91.1

92.0

7.3  
50

7.3  
33

8.6  
26

6.0  
86.11 = 1.9

5.5  
0

4.8  
44 = 8

5.1  
71

8.5  
63 = 86.11

8.0 4.0 3.1

100 115 130

✓

87.9

87.5

87.3

89.1

89.6

89.7

87.9

84.7

87.9

90.4

89.9 91.7

7.2  
50

7.6  
33

7.8  
24

6.0  
86.11 = 1.7

5.5  
15

7.2 7.3

104 7.3

4.7 5.2

100 108

130

✓

86.9  
8.2 5.1  
57 69 = 86.11  
90.0

84.8

10.3  
30

Flow Line

84.0

11.1  
26

Flow Line

88.9

6.2  
17

89.1

6.0

89.0

6.1  
17

Then flat Grade N.E.



Sta

+

A

-

Elev -

995.08

C Line

7196.15

E Line

540

440

340

240

T.P.

5.04

996.03

4.09

990.99

1400

040 = E.T.H#100

B.M.

3.46

$$\begin{array}{r} 992.57 \\ \hline 991.57 \end{array}$$

B.M.

4.29

991.74

24,  
North-

2

24.  
South

17

91.6

3.53

Top Rail

90.2

4.9

90.3

90.1

98.6

88.6

89.5

89.7

90.0

4.8

5.0

6.5

6.5

5.6

5.4

5.1

14

77

77

21

71

100

90.9

90.6

89.1

89.1

91.3

90.3

90.6

4.2

4.5

6.0

6.0

3.8

4.8

4.5

14

16

29

23

60

100

91.1

90.7

92.4

91.4

91.0

4.0

4.4

2.7

3.7

4.1

14

36

66

100

91.3

90.3

94.7

94.5

94.5

4.7

5.7

1.3

1.5

1.5

18

25

50

77

91.7

4.29

= 2 Rev. T.H. #100 & #86

Top Fire Hyd. N.W. cor Co. Rd. "G" & E. Co. Line

Top Plug Sec. Cor. in Pave Co. Rd. "G" & E. Co. Line

| Sta. | +    | $\pi$  | - | Elev.  |
|------|------|--------|---|--------|
| 0+0  | 4.90 | 996.64 |   | 991.74 |

"B" Line

0+0 = (63453' south of Co. Rd. "C")

3+0

4+0

5+0

6+0

6+34.53 = (E. Co. Rd. "C" + T.H. #36)

|      |  |      |        |
|------|--|------|--------|
| B.M. |  | 5.18 | 991.46 |
|------|--|------|--------|



|      |      |      |      |      |
|------|------|------|------|------|
| 92.1 | 92.1 | 92.0 | 89.0 | 88.6 |
| 4.53 | 4.53 | 4.6  | 7.6  | 8.0  |
| 0    | 10   | 17   | 24   | 60   |
| Av.  |      |      |      |      |

|      |      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|------|
| 91.5 | 91.5 | 91.4 | 91.0 | 91.7 | 87.7 | 89.4 | 89.6 | 89.5 |
| 5.1  | 5.2  | 7.6  | 8.9  | 8.9  | 7.2  | 7.0  | 7.1  | 7.1  |
| 10   | 17   | 26   | 26   | 27   | 27   | 82.6 | 55   | 100  |

87.8

4 to 1

8.85  
K. Line

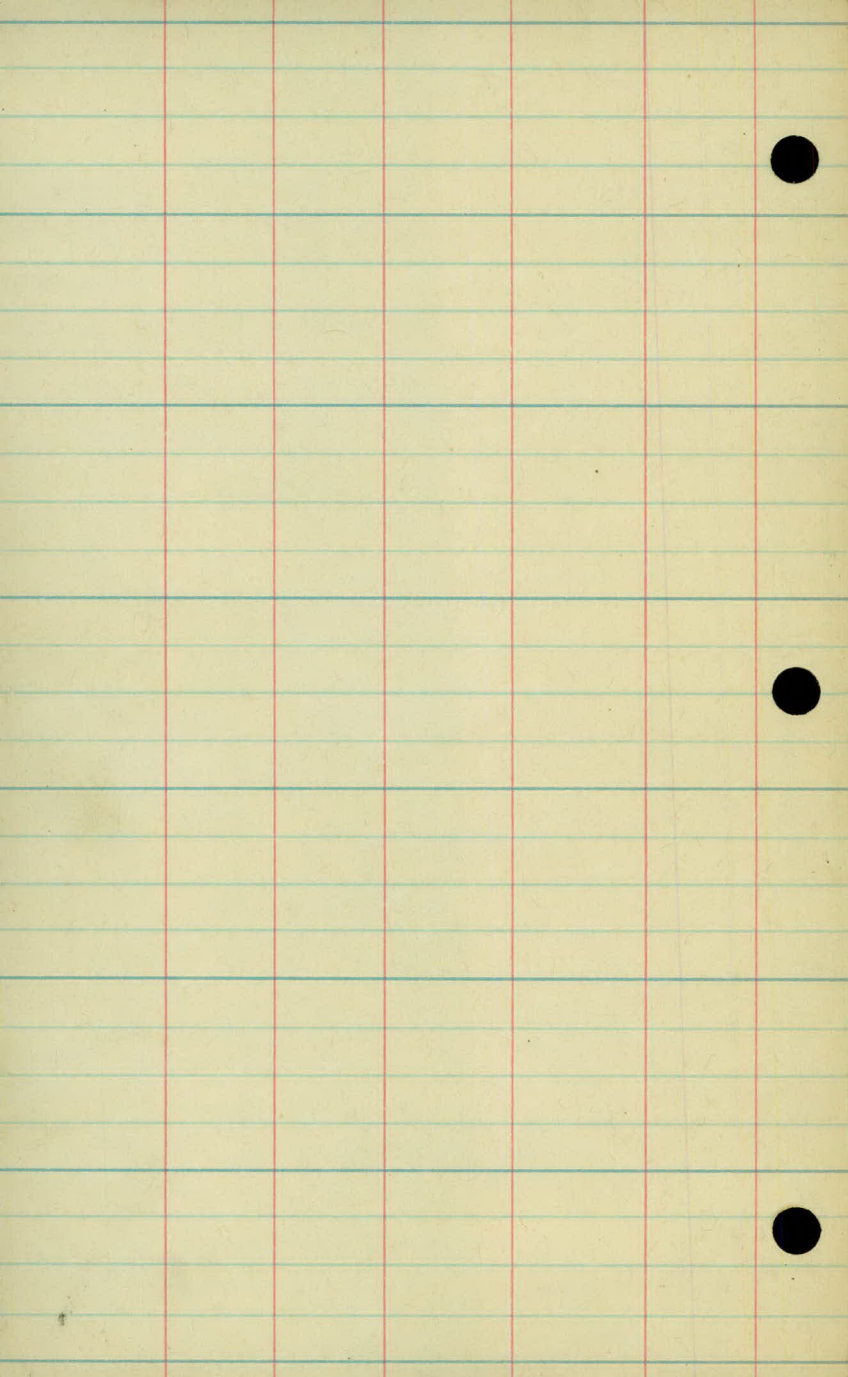
|      |      |              |      |      |      |      |
|------|------|--------------|------|------|------|------|
| 91.4 | 91.4 | 44.01 = 7.05 | 89.0 | 89.9 | 90.3 | 90.0 |
| 5.25 | 5.28 | 5.3          | 7.6  | 6.7  | 6.3  | 6.6  |
| 10   | 10   | 14           | 22   | 32   | 66   | 100  |

|      |      |      |      |      |      |
|------|------|------|------|------|------|
| 91.5 | 91.4 | 91.3 | 90.0 | 90.0 | 93.6 |
| 5.6  | 5.2  | 5.3  | 6.6  | 6.6  | 5.0  |
| 0    | 10   | 17   | 23   | 28   | 33   |

91.7

490

Top Culv. near R.R. Sec (A Line)



## Recommendations.

19

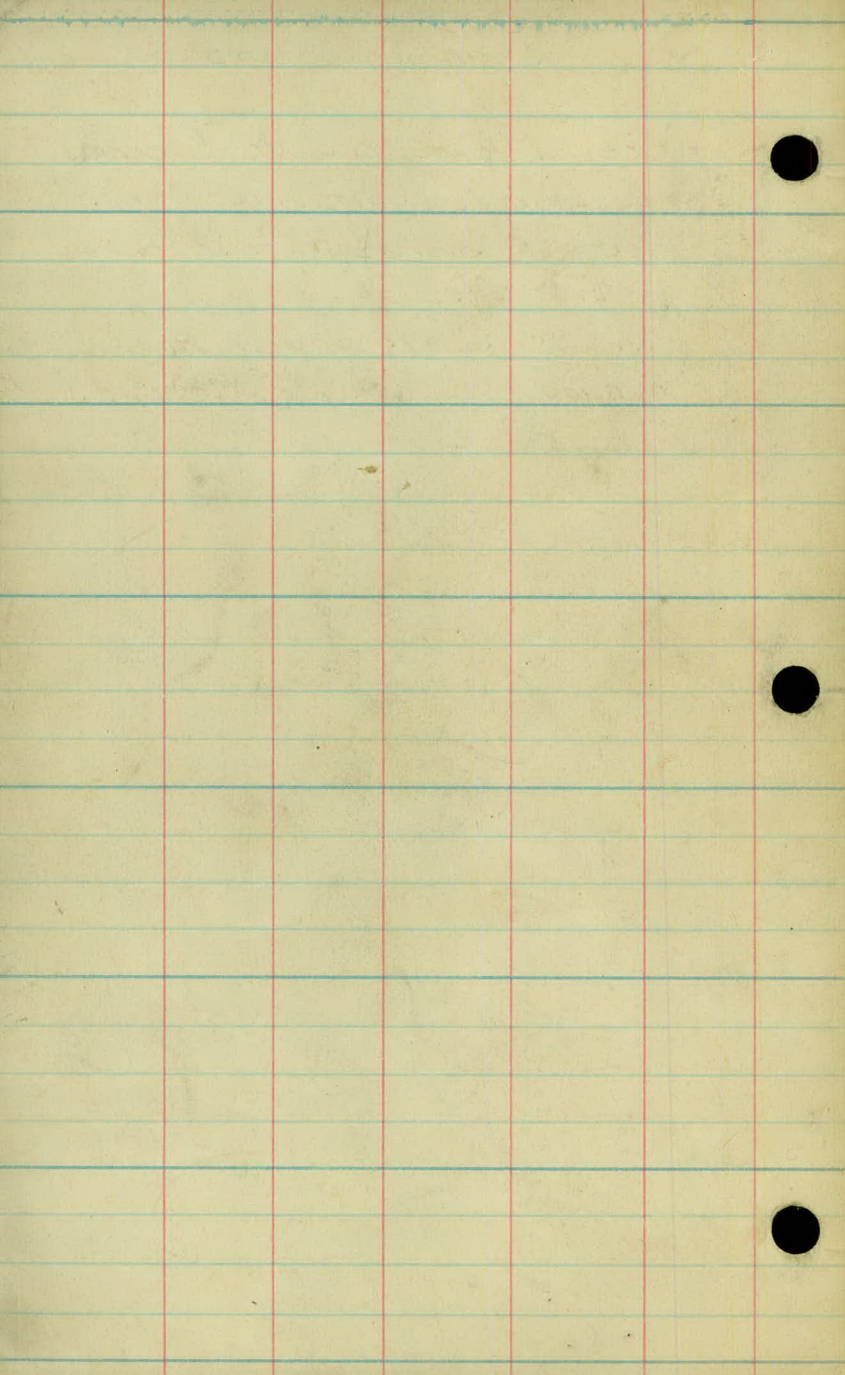
Place a 10° Curve et. to connect  
the Lake DeMontreville Road.  $\Delta 34^{\circ} 28'$

Place 25' Radius @ about Sta 76  
on Left side

Place 25' Radius @ about Sta. 16 on Left.

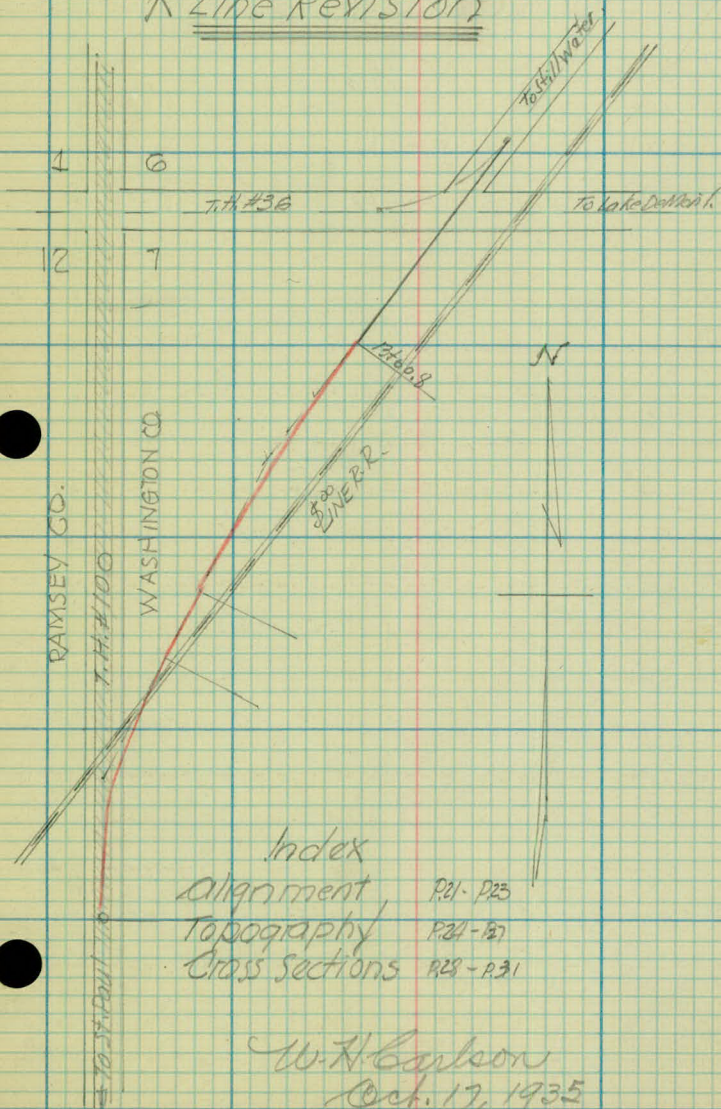
Drainage Depending on Design.





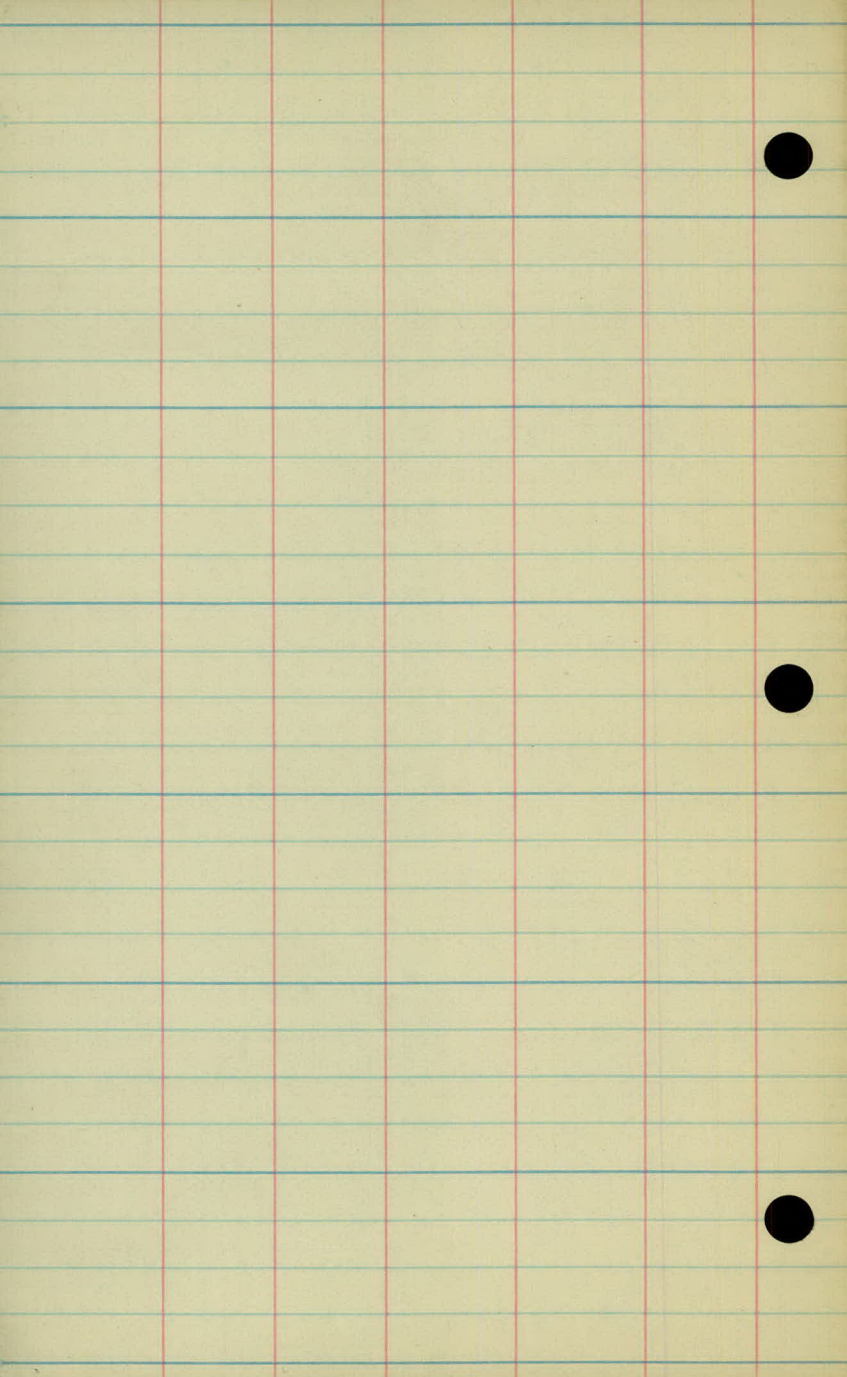
Plan Survey.  
 Truck Highway #36 & #100.  
 Connection

"K" Line Revision



Index  
 Alignment P21-P23  
 Topography P24-P27  
 Cross sections P28-P31

W. H. Carlson  
 Oct. 17, 1935





alignment.

"K" Line Revision.

| Station | Point | LT | RT |
|---------|-------|----|----|
|---------|-------|----|----|

7+35.3

P.T.

18°-11'

7+0

15°-32'

P.I. 6+18.71

+50

11°-47'

Δ 36°-22'

6

8°-02'

15° C. RT.

+50

4°-17'

T. 125.81

5

0°-32'

L. 242.44

4+92.9

P.C.

0°-00'

oto

Co. Road 'O'

Brass Plug in Pavement.

1 6  
17 7

A-591.8-

88°-54'

654.88'

36°22'

51°38'

59.27' F. Post

P.I. Drilled Hole.

15.00'

35.3

o R.P.

125.81'

100' S.W. R.R. Y

o R.R. Xing Sq.

3845

Drilled Hole

39.75'

o 24" Waplo

RAMSEY CO.

WASHINGTON CO.

± 9th

o 1/4 cor.

W.H.C.  
K.A.  
L.B.M. Oct 17, 1935



Station Point 4. <sup>4</sup> Rt.

Sta. H&I. 2 State P.T.

17400.08 P.O.T. End.

14+94.28 P.O.T. = State P.I.

13+00.8 P.T.

7°38'

13

7°36.8'

+50

6°21.8'

5° C. Rt.

12

5°06.8'

P.I. 11+49.09

+50

3°51.8'

Δ 15°-16'

11

2°36.8'

T. 153.62'

+50

1°21.8'

L. 305.23

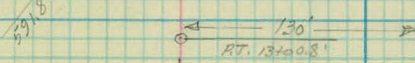
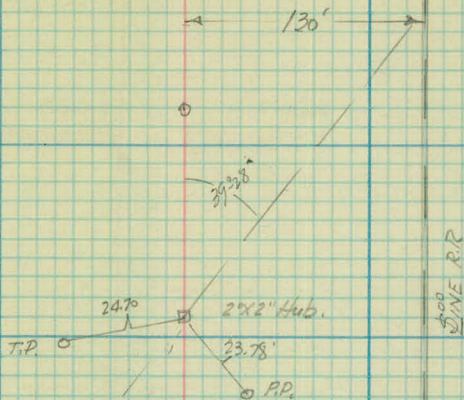
10

0°06.8'

R= 1146.28

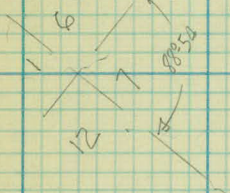
9+95.47 P.C.

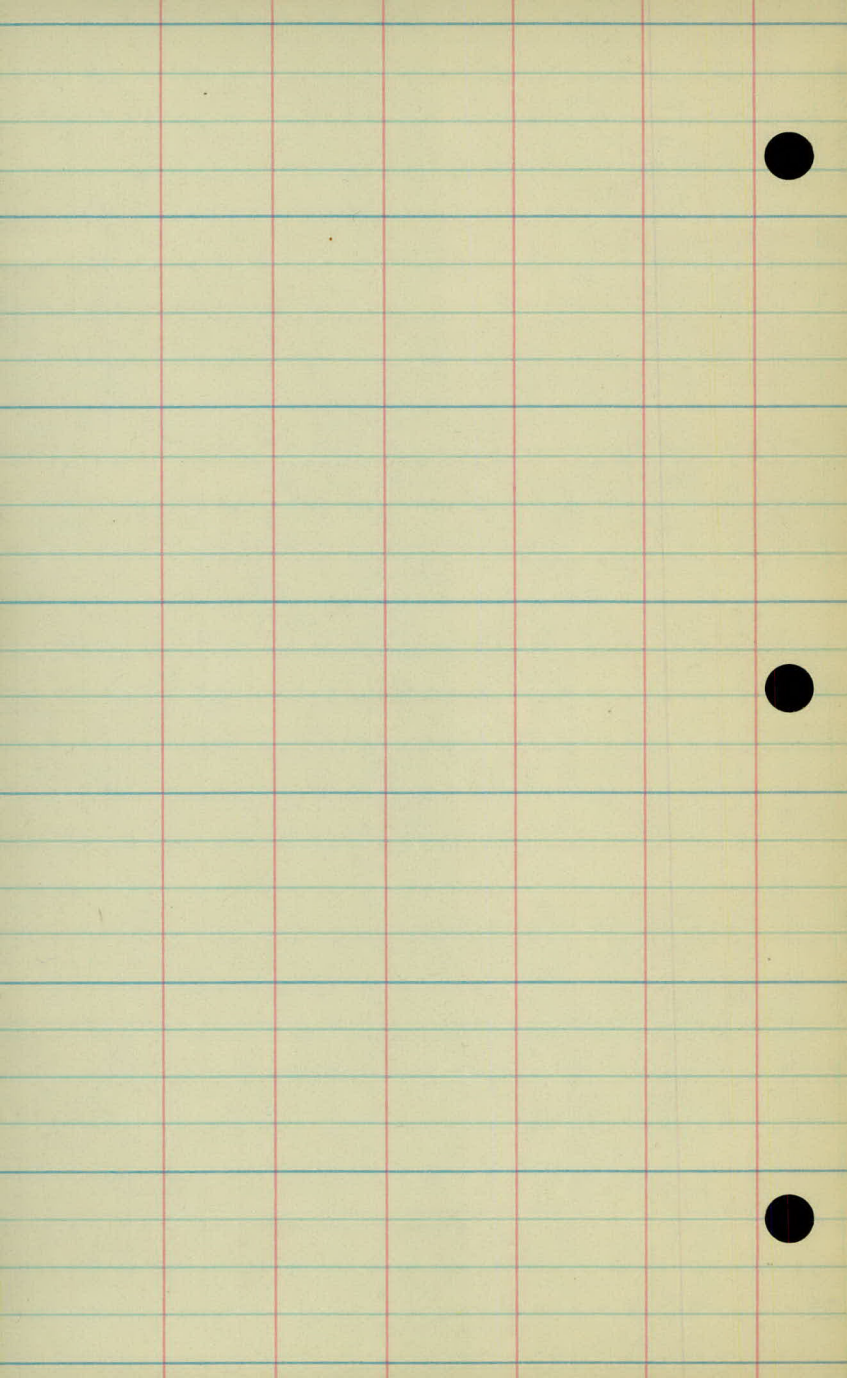
0°00'



2" Hub.

R.G. 9105.07







Topography.

"K" Line Revision.

$\frac{2}{640-28 \text{ Mo. } 5.1}$   
 $+75 \quad 19.5 \text{ Mo. } 1.2$   
 $+50 \quad 14.7 \text{ Mo. } 6.0$   
 $+25 \quad 11.7 \text{ Mo. } 8.8$   
 $10.2 \text{ Mo. } 9.8$

5  
192.9 P.C.

4

3

$\frac{+16-E.G.R.}{14} \quad \frac{+09-E.G.R.}{14}$

2

1

179- E Cyl 24" P3      24    24'

0/0

G.R.N    G.R. 141'

F-25  
F- 25

+43-F.C.M. 35'

+29-P.R. Xing Sq. 12'

+85 P.R. 34'  
+73 24' Maple Floor. 34'  
+61-Ent. 15' x 24' CM  
23'

+52-10" coll. 26'  
+39 P.P. 28'  
+15-End Maple 35'  
+04-Ent. 15' x 24' CM  
23'

+09-

+95-P.P. 28'  
+84-Bayin Row Maple  
35'

20' Concrete Pavement, T.H. #100



13

12

11

10

195.47 - P.C. 5°C. RH.

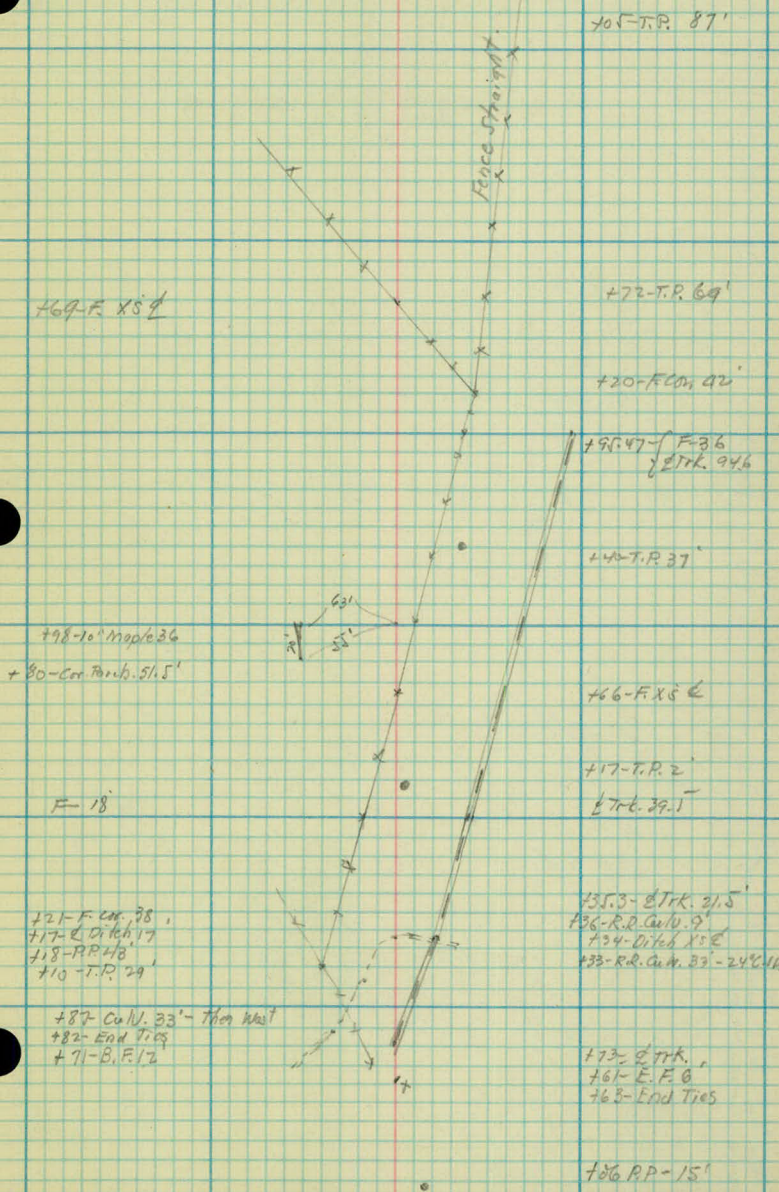
9

8

135.3 = R.T.

7

6



1740.08 End.

Rd. 17' Rd 17'

16

Rd. 19' Rd. 16'

+82 & 18" C.M. 76-Rt.  
300 ft.

+75-Rd. 22

+60 Rd. 41'

+20-Rd. 19'

15

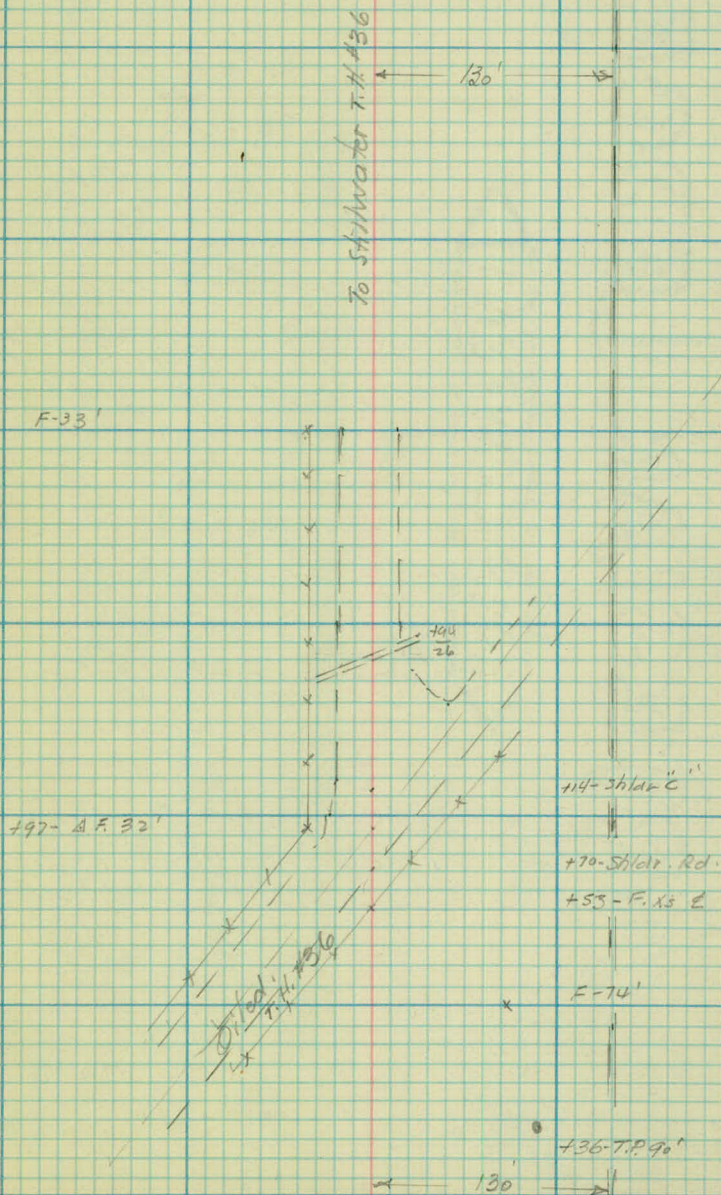
Rd. 22'

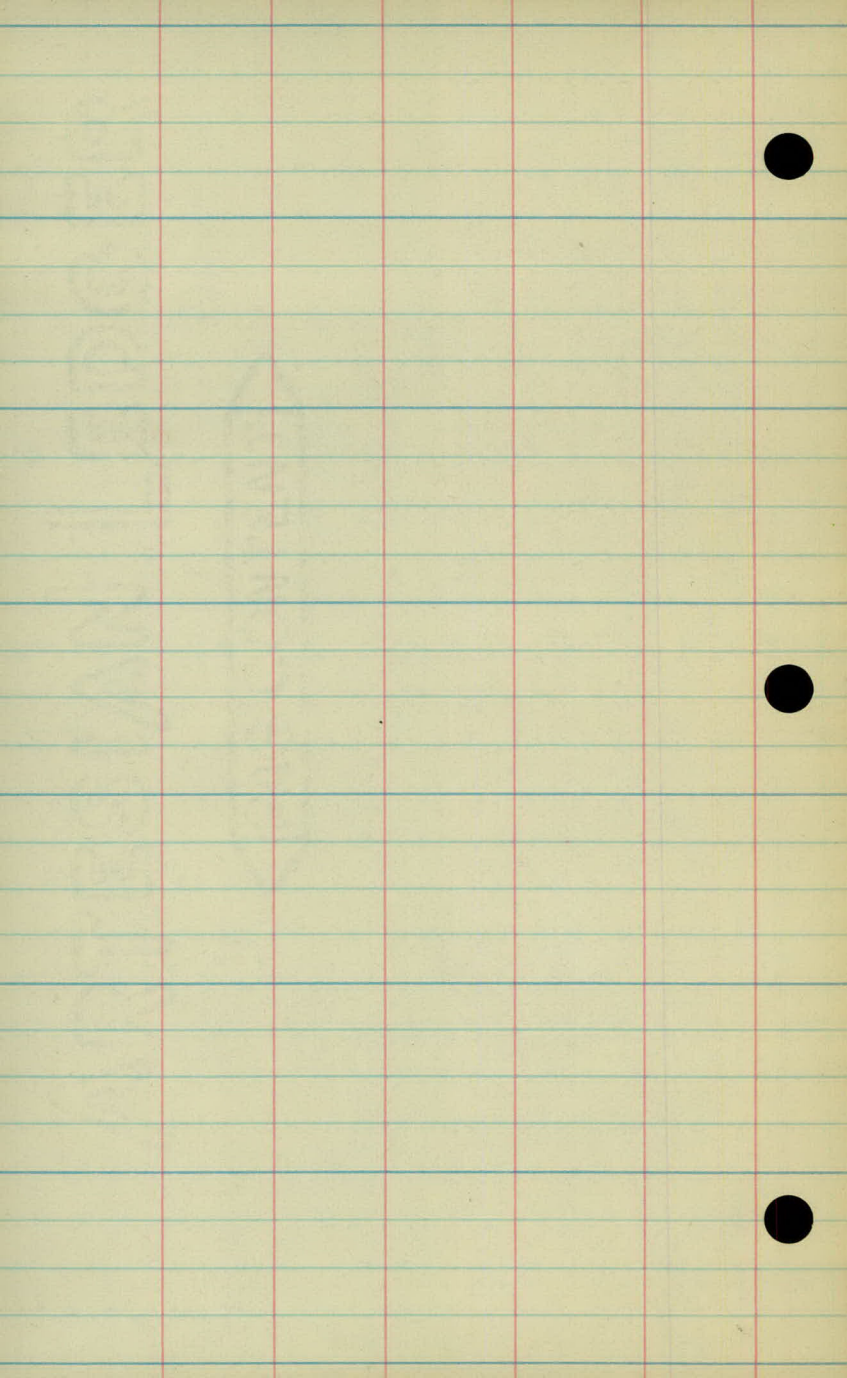
+94.28 & Co. Rd C''

14

13







Cross sections

K<sup>1</sup> Line Revision



| Sta. | +    | $\pi$  | - | Elev.  |
|------|------|--------|---|--------|
| B.M. | 7.85 | 999.31 |   | 991.46 |

0+79 -  $\frac{1}{2}$  Cu/V.

1+0

+59

2+0

+50

3+0

4+0

+77

5+0

+50

6+0

+75

lt.

2

lt

W.H.C.

29

K.A.  
L.B.H.

Oct. 17, 1935

Top W. end Culv. Lt. 6+75

$$\text{Culv} = \frac{1463}{50} \frac{106}{50} \frac{106}{23} \frac{57}{13} \frac{542}{70} - \frac{555}{70} \frac{57}{13} \frac{107}{22} \frac{108}{50} \frac{11.15}{-} = \text{Culv.}$$

$$\frac{112}{50} \frac{112}{25} \frac{56}{13} \frac{543}{70} \frac{534}{70} \frac{550}{70} \frac{58}{13} \frac{106}{22} \frac{106}{50}$$

$$\frac{108}{50} \frac{108}{33} \frac{106}{23} \frac{55}{13} \frac{537}{70} \frac{530}{70} \frac{546}{70} \frac{58}{13} \frac{107}{22} \frac{100}{50}$$

$$\frac{98}{50} \frac{93}{33} \frac{90}{21} \frac{52}{13} \frac{525}{70} \frac{520}{70} \frac{529}{70} \frac{55}{13} \frac{87}{19} \frac{92}{23} \frac{81}{25} \frac{75}{50}$$

$$\text{L.O.} \frac{49}{35} \frac{82}{26} \frac{77}{19} \frac{51}{13} \frac{505}{70} \frac{498}{70} \frac{502}{70} \frac{51}{13} \frac{85}{20} \frac{84}{24} \frac{53}{28} \frac{54}{50}$$

$$\text{L.O.} \frac{21}{37} \frac{68}{29} \frac{70}{19} \frac{47}{14} \frac{490}{70} \frac{484}{70} \frac{491}{70} \frac{50}{13} \frac{76}{19} \frac{83}{24} \frac{36}{20} \frac{48}{50}$$

$$\frac{69}{33} \frac{69}{20} \frac{51}{14} \frac{478}{70} \frac{471}{70} \frac{480}{70} \frac{50}{14} \frac{79}{21} \frac{82}{37} \frac{78}{50}$$

$$\frac{57}{50} \frac{59}{30} \frac{73}{26} \frac{70}{22} \frac{50}{15} \frac{486}{70} \frac{478}{70} \frac{482}{70} \frac{49}{14} \frac{69}{21} \frac{72}{24} \frac{61}{26} \frac{56}{50}$$

$$\frac{26}{34} \frac{69}{26} \frac{70}{23} \frac{50}{16} \frac{491}{102} \frac{486}{70} \frac{490}{98} \frac{51}{14} \frac{69}{21} \frac{70}{24} \frac{53}{27} \frac{48}{50}$$

$$\frac{66}{32} \frac{72}{30} \frac{70}{28} \frac{53}{20} \frac{508}{147} \frac{498}{70} \frac{502}{70} \frac{52}{11} \frac{74}{16} \frac{69}{24} \frac{11}{31} \frac{0.21}{50}$$

$$\frac{532}{25.9 - \text{Avg.}} \frac{519}{5.1} \frac{54}{6} \frac{77}{12} \frac{21}{19} \frac{31}{34} \frac{3.2}{34} \frac{1.7}{50}$$

$$\frac{526}{35.8 -} \frac{514}{13.4} \frac{51}{6} \frac{78}{-} \frac{77}{4} \frac{3.2}{10} \frac{2.8}{38} \frac{1.7}{50}$$

Sta.

+

T

-

Elev.

999.31

6+40

+75

10.21

1001.67

785

991.26

7+0

+25

+50

8+0

+50

9+0

+50

10+0

+50

11+0



Lt.

2

Rt.

30

T. Rail

5.23

5.05

5.5

5.6

5.2

4.4

3.3

2.5

43.2 Pav. → 13 12 = Tie

12

28

46

50

Tie

T. Rail

T. Rail

Tie

5.30

5.5

2.1

2.0

5.6

5.3

4.85

4.85

5.3

5.6

4.2

3.6

3.4

- Pav - 35

30

26

17

10

4

1.5

3.8

6

21

27

40

50

8.00

8.5

10.7

11.7

8.7

8.8

7.7

Tie

Rail

Tie

7.6

7.12

7.6

7.1

7.1

Pav. = 54

45

39

26

24

12

7.85

13.6

15.5

40

50

Tie

Rail

Tie

8.04

8.3

11.3

9.6

8.2

8.5

11.7

6.1

7.6

7.5

6.96

6.95

7.4

7.4

11.4

8.8

Pav = 67

60

50

47

38

20

13

8

15.8

17.5

22.5

24.5

28

42

52

+33

13.2

9 = C. U.

13.6

11.9

33

= F. R. R. C. U.

Pav = 84

77

67

63

41

33

7.4

7.2

8.4

7.8

6.88

6.88

7.3

7.6

8.22

8.3

10.8

10.1

10.2

7.9

11

15

22

24.5

24.5

31.5

36

Tie

Tie

Rail

9.2

9.4

8.4

6.9

6.2

6.8

5.8

8.1

7.2

7.1

6.62

9.6

6.7

4.6

1.8

12

21

28

32

35.5

37.5

9.2

8.5

7.4

6.5

6.8

5.2

8.0

6.8

6.33

Tie

Tie

Tie

Tie

Tie

5.0

3.3

15

28

35

42

47

55

55 = ETRK

6.0 = 1st H.

No.

9.8

8.8

8.5

7.9

7.3

6.6

6.8

4.6

7.7

6.7

6.14

Tie

Tie

Tie

Tie

5.0

3.2

13

10

27

39

47

55

60

68

68 = ETRK

9.7

9.0

7.8

6.6

6.0

6.1

5.0

7.8

6.7

6.09

5.0

2.8

24

39

53

61

68

73

81

81 = ETRK

9.4

8.5

7.4

6.4

5.8

4.6

5.1

3.7

7.8

7.0

6.25

5.0

2.7

24

41

55

65

71

81

86

93

9.3

8.5

7.4

6.9

6.7

5.5

4.0

8.0

7.1

6.57

5.0

3.7

26

48

76

85

93

97

106

10.0

9.0

8.8

8.3

7.5

7.0

5.2

8.3

7.2

6.8

5.0

3.0

76

60

89

98

105

109

116

- Pav. 1/2 ETRK.

Sta.

+

$\pi$

-

Elev.

1001.67

11+50

12+0

150

13+0

11.3

90.4

Lt.

4

Rt.

Top Rail

|                   |                   |                |                  |                  |                  |                   |                   |                  |                        |
|-------------------|-------------------|----------------|------------------|------------------|------------------|-------------------|-------------------|------------------|------------------------|
| $\frac{10.7}{50}$ | $\frac{10.1}{26}$ | $\frac{9.5}{}$ | $\frac{8.6}{31}$ | $\frac{7.8}{67}$ | $\frac{7.8}{96}$ | $\frac{6.3}{107}$ | $\frac{8.7}{113}$ | $\frac{26}{117}$ | $\frac{7.28}{126=272}$ |
|                   |                   |                |                  | F                |                  |                   |                   |                  |                        |

|                   |                   |                |                  |                  |                  |                  |                   |                   |                   |                   |
|-------------------|-------------------|----------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|
| $\frac{11.3}{50}$ | $\frac{10.3}{22}$ | $\frac{9.3}{}$ | $\frac{8.7}{12}$ | $\frac{7.8}{46}$ | $\frac{8.0}{71}$ | $\frac{8.6}{99}$ | $\frac{6.8}{110}$ | $\frac{9.0}{115}$ | $\frac{7.4}{119}$ | $\frac{7.4}{127}$ |
|                   |                   |                |                  |                  | F                |                  |                   |                   |                   |                   |

|                   |                   |                |                  |                  |                  |                   |                   |                   |                   |                   |
|-------------------|-------------------|----------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| $\frac{11.5}{50}$ | $\frac{11.0}{29}$ | $\frac{9.9}{}$ | $\frac{8.8}{32}$ | $\frac{8.6}{60}$ | $\frac{8.5}{79}$ | $\frac{9.4}{102}$ | $\frac{7.8}{112}$ | $\frac{9.4}{117}$ | $\frac{8.2}{122}$ | $\frac{7.8}{129}$ |
|                   |                   |                |                  |                  |                  |                   |                   |                   |                   |                   |

904

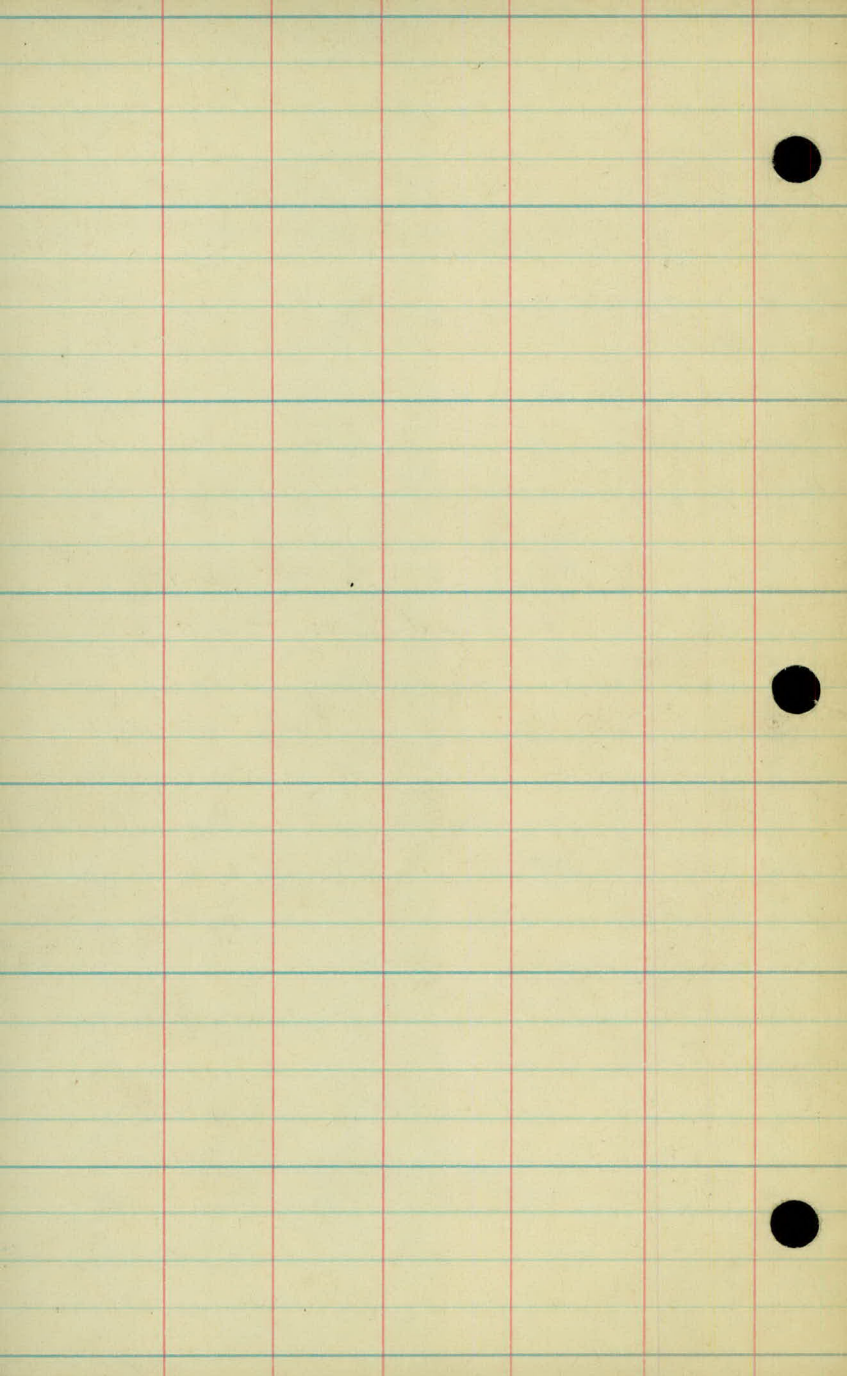
Top Rail Strk.

Note:

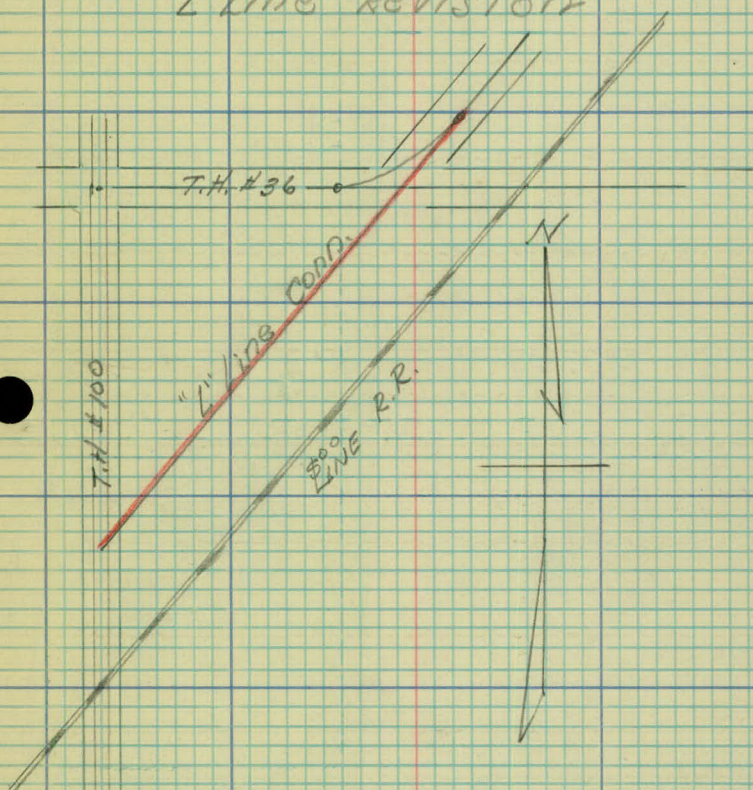
For X-Sections of Sta. 13 to to End.

See Original Notes.

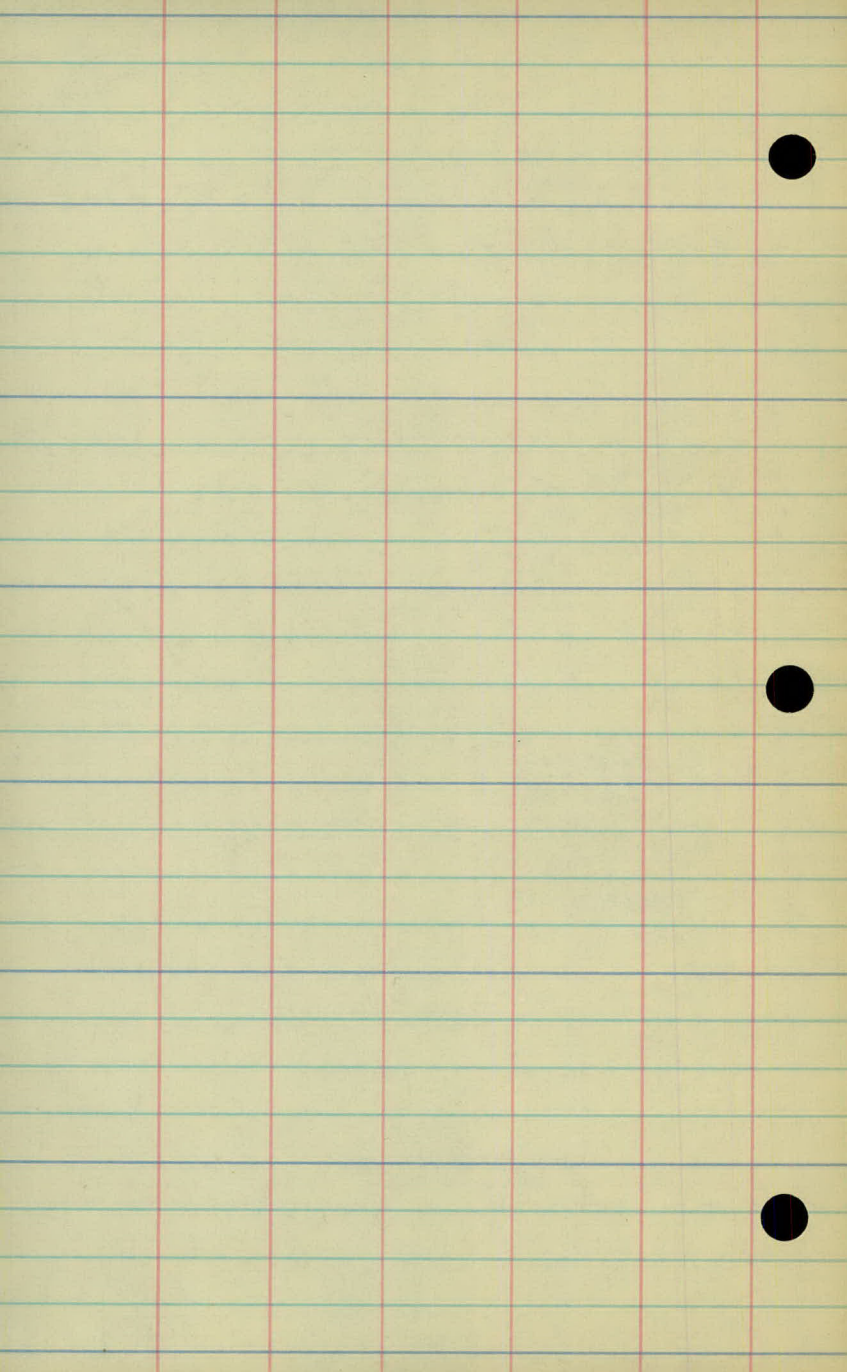




Plan Survey  
Trunk Highway #36 & #100  
Connection  
"L" Line Revision



W.H. Carlson  
Dec. 9, 1935





Alignment.  
"Z" Line

Station Point Lt.  $\Delta$  Rt.

7+81.2 P.T.

7+17+00.08 P.O.T = End.

14+94.28 (P.O.T) S.T.H. Pl.

7+38.79  
7+77.54

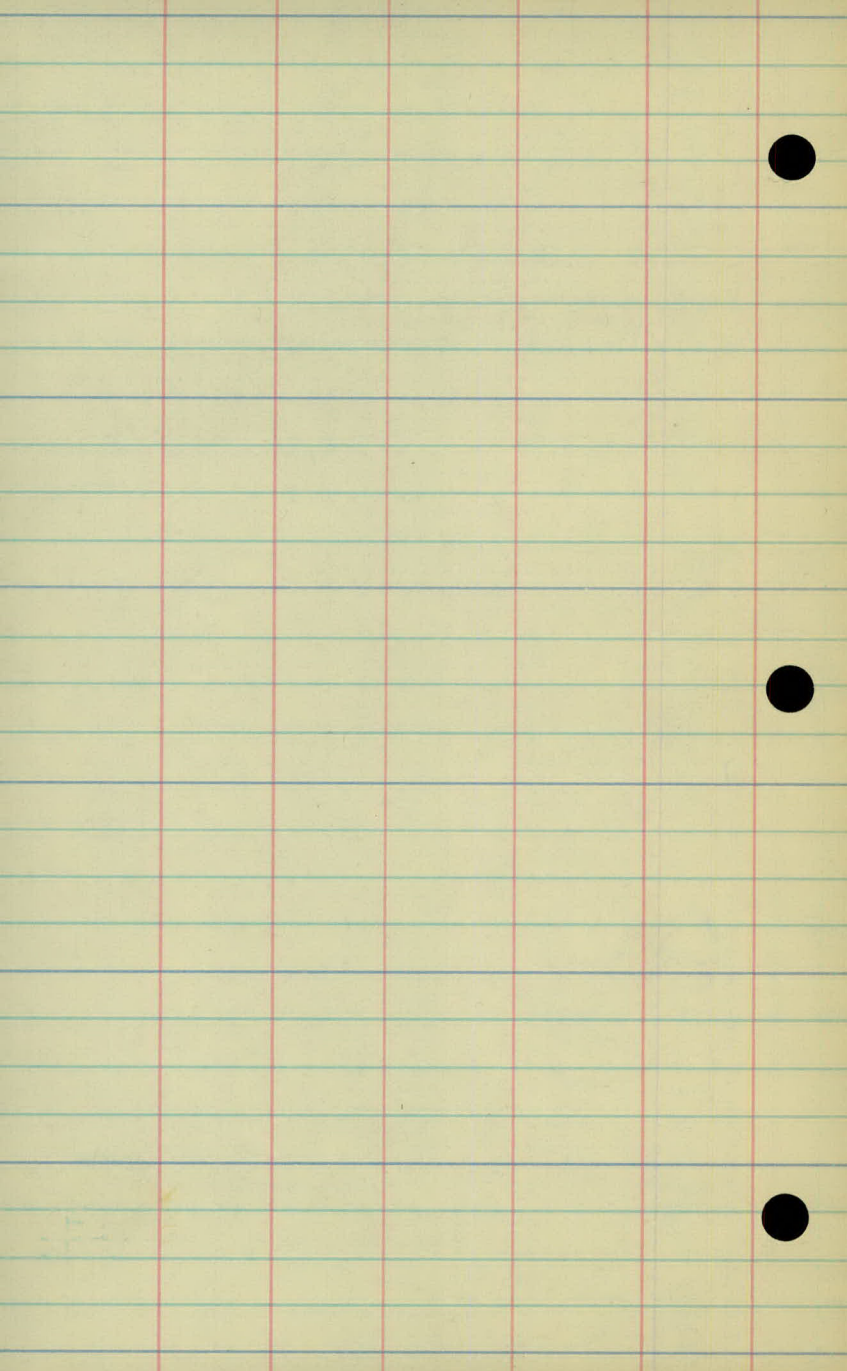
P.I.

51°38'

0+00







Topography.

"L" Line

100  
1.2

8.0'

5

4

3

2

195-E.G.R. 140

182-E.G.R. 140

1

14 GR. 14

157 ± 24" 23 - 240 ± 240

0+0

GR. 14 - GR. 140



+76-RR 31'

+16-F Cor 38'

+63-PP 34'

+43-24' Maple F Cor 34'

+38-ENT. 15" X 24"  
23'

+29-10" Cor 26'

+16-P.D. 28'

+92-Ent Maple 35'

+81-ENT. 15" X 24"  
23'

+73-RR 28'

+61-Eng. Maple 35'

+24-T.R 27'

20' Concrete Pk.

+70 St. Pk.

11

10

9

8

437-S.W. Cor. 7'

No faces EYU.

See "A" line.

for size.

15" x 24" C.M.

$$\left\{ \begin{array}{l} 7+38.79 \\ 7+77.54 \end{array} \right. =$$

7

5+71-24" P3- Rt

+66 " " Lt 21-

+11.68 E Track

19' Rt.

6

+86- F. Xs d

F-74'

+88-7.R 90'

+91-F Cor. 31

+44-6" Box Elm 12'  
 +36-5-E. Cor. Privy 4' } 6x4'  
 +31-5-W. Cor. Privy 4'  
 +27-6" Plum 25'  
 +10-4" Plum 35'  
 +8-End Road. W. 11/12'

+40-10" Box Elm 11'  
 +17-6" Box Elm 30'  
 +01-8" Plum 10'

+98-6" Plum Tree - 44'  
 +82-W. E. Cor. 0.7

+44-10" Maple 31'

+33-6" Ed. Green 48'  
 +25-6" Ed. Green 37'  
 +16-2" Ed. Green 39'  
 +14-2" Box Elm 16'  
 +09-13" Box 40'  
 +05-14" Tul. Oak 33'  
 +01-2" Ed. Green 12'

+28-Rush 6'  
 +07-8" Box Elm 6'

+90-15" Oak 16'  
 +82-15" Oak 5'  
 +76-Culv. 15' M-8  
 +51-S-Bu. Xs d

+92-12" Box Elm 23'  
 +91-4" Box Elm 11'  
 +61-End 15' W. 11'

Equation

130'

+10-Box Row. 10'

+98-End 10'

+46-10" Row 53'  
 +09-F. Cor. 31'  
 +07-P.R. 28'  
 +40-Box. F. 30'  
 +32-F. Row. 32'  
 +26-Box. Row. 10'  
 +13-End Row. 10'



17400.08 = End.

17 Rt-17

16

17-16

+82- 18" C.M  
30. Lt- 16' Rt.

+25- Rd. 22'  
+60- Rd. 40

+20 Rd  
19'  
Rt-22

15

+94.28 = 2' Co. Rd "C"

14

13

12

F-23<sup>r</sup>

+97-510.532'

Co. Rd. C<sup>1511</sup>  
 Jeep P. 9

-- 130' --

+94  
 36

+114-541dr X5 d

+70-5614 X5 E

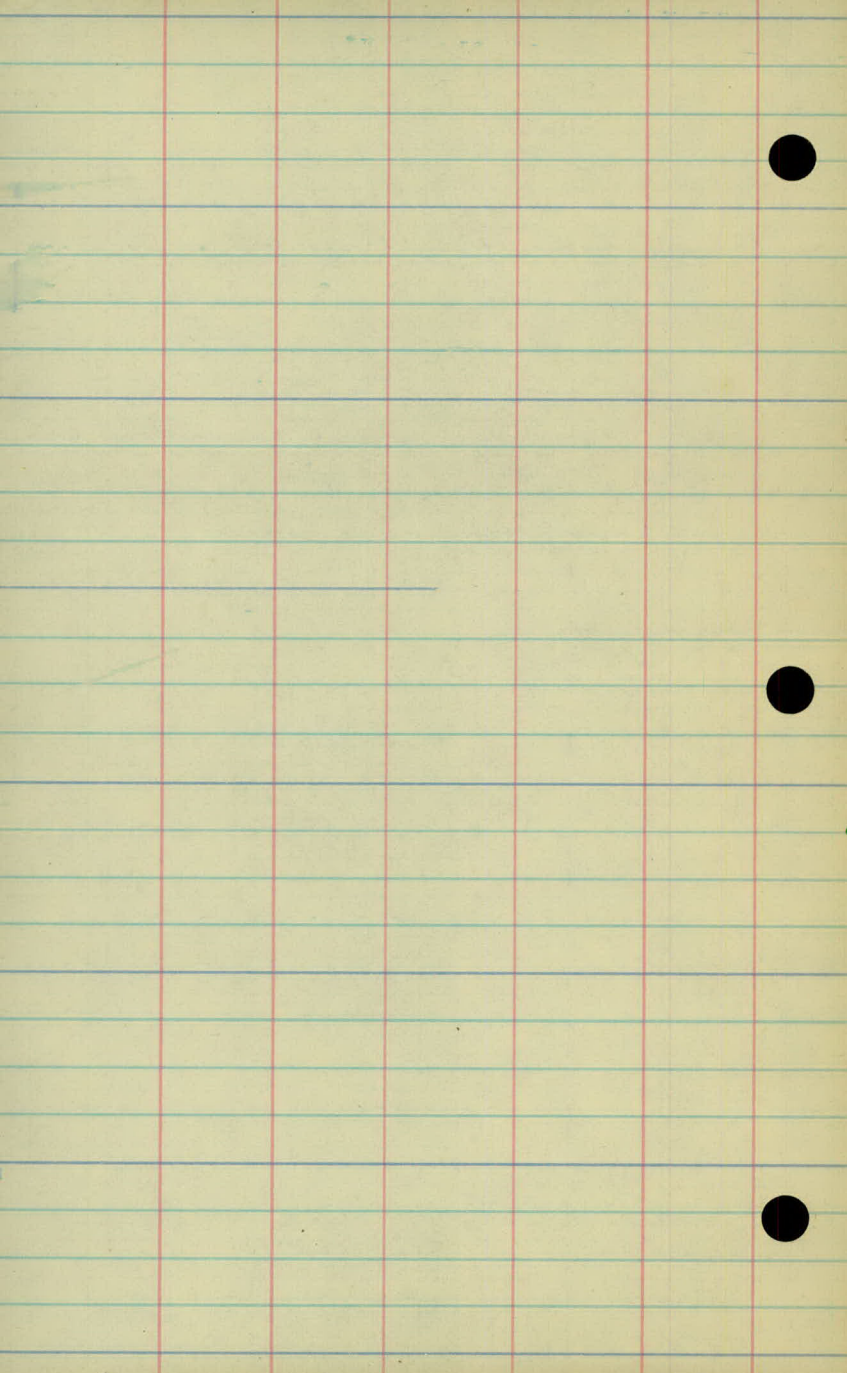
+133-7. X5 d

F-741

+136-T.P.90

F-741

+18-T.P.90





Cross sections

"L" Line.

Station    Lat     $\pi$     -    Elev.

Note:

For X-sections Sta. 0+00

to Sta. 5+00 - See Page 13

"A" Line Survey.

BM.    5.89    997.35 ✓

991.46 ✓

5+50

94.3 ✓

6+0

94.2 ✓

6+0

6+ South Rail

3.75

North Rail

3.23

6+50

94.2

7+0

93.77

+50

93.49

$$6.7 + 77.54 = 84.24$$

$$84.24 + 38.79 = 123.03$$

93.3

Cold &amp; Windy

Top W. end Culv. Lt. Jct.

|                  |                  |                  |                  |                  |                   |        |                   |                  |                  |                  |                  |                   |
|------------------|------------------|------------------|------------------|------------------|-------------------|--------|-------------------|------------------|------------------|------------------|------------------|-------------------|
| $\frac{4.0}{50}$ | $\frac{4.2}{27}$ | $\frac{5.2}{25}$ | $\frac{5.2}{21}$ | $\frac{3.3}{15}$ | $\frac{3.22}{10}$ | $3.10$ | $\frac{3.09}{10}$ | $\frac{3.4}{14}$ | $\frac{5.4}{19}$ | $\frac{5.5}{26}$ | $\frac{9.0}{24}$ | $\frac{11.5}{50}$ |
|------------------|------------------|------------------|------------------|------------------|-------------------|--------|-------------------|------------------|------------------|------------------|------------------|-------------------|

|                  |                  |                  |                   |                   |                   |                  |                  |                  |                  |                  |
|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|
| $\frac{6.7}{50}$ | $\frac{6.6}{39}$ | $\frac{4.5}{27}$ | $\frac{3.37}{10}$ | $\frac{3.20}{10}$ | $\frac{2.17}{10}$ | $\frac{3.1}{15}$ | $\frac{5.5}{22}$ | $\frac{5.5}{26}$ | $\frac{3.2}{32}$ | $\frac{2.6}{50}$ |
|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|

|                  |                  |                  |                   |                   |                   |                  |                  |                  |                  |                  |
|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|
| $\frac{7.6}{47}$ | $\frac{5.5}{32}$ | $\frac{3.6}{15}$ | $\frac{3.35}{10}$ | $\frac{3.28}{10}$ | $\frac{3.00}{10}$ | $\frac{2.5}{15}$ | $\frac{4.5}{20}$ | $\frac{4.5}{28}$ | $\frac{3.3}{29}$ | $\frac{3.4}{50}$ |
|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|

|                  |                  |                  |                   |                   |                   |                  |                  |                  |                  |                  |                  |
|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| $\frac{7.4}{50}$ | $\frac{5.8}{20}$ | $\frac{3.8}{14}$ | $\frac{3.64}{10}$ | $\frac{3.58}{10}$ | $\frac{3.61}{10}$ | $\frac{4.2}{16}$ | $\frac{6.3}{22}$ | $\frac{6.5}{25}$ | $\frac{5.2}{27}$ | $\frac{3.8}{33}$ | $\frac{3.8}{50}$ |
|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|

|                  |                  |                  |                  |                  |                   |                   |                   |                  |                  |                  |                  |                  |
|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|
| $\frac{5.1}{50}$ | $\frac{3.5}{30}$ | $\frac{6.1}{22}$ | $\frac{6.0}{20}$ | $\frac{4.0}{14}$ | $\frac{3.93}{10}$ | $\frac{3.86}{10}$ | $\frac{3.88}{10}$ | $\frac{4.1}{17}$ | $\frac{6.2}{22}$ | $\frac{6.4}{27}$ | $\frac{5.7}{31}$ | $\frac{5.6}{50}$ |
|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|

|                  |                  |                  |                  |                  |                   |                   |                   |                  |                  |                  |                  |                  |                  |
|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| $\frac{3.6}{50}$ | $\frac{2.4}{28}$ | $\frac{6.3}{22}$ | $\frac{5.9}{19}$ | $\frac{4.3}{14}$ | $\frac{4.15}{10}$ | $\frac{4.05}{10}$ | $\frac{4.04}{11}$ | $\frac{4.2}{18}$ | $\frac{6.2}{24}$ | $\frac{6.2}{27}$ | $\frac{4.9}{31}$ | $\frac{5.1}{26}$ | $\frac{5.1}{50}$ |
|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|



| Station | + | $\pi$ | — | Elev. |
|---------|---|-------|---|-------|
|---------|---|-------|---|-------|

997.35

7470

93.0

840

92.1

8437

92.9

I.P.

3.45 998.33

2.47

994.88 ✓

8482

92.5

940

91.3

9450

92.0

1040

92.7

BM.

6.87

991.46 ✓

Lt.

2

Rt.

41

$$\begin{array}{r} \text{Approx E. Pao.} \quad \frac{4.35}{27} \quad \frac{4.4}{-} \quad \frac{4.7}{14} \quad \frac{5.3}{50} \quad \frac{5.4}{66} \quad \frac{2.7}{75} \end{array}$$

$$\text{Approx E. Pao.} \quad \frac{11.75}{63} \quad \frac{2.8}{55} \quad \frac{6.9}{40} \quad \frac{6.3}{33} \quad \frac{2.3}{-} \quad \frac{4.6}{30} \quad \frac{3.9}{50} \quad \frac{2.6}{75}$$

$$\frac{8.0}{80} \quad \frac{2.7}{54} \quad \frac{6.3}{49} \quad \frac{4.5}{16} \quad \frac{4.5}{-} \quad \frac{5.2}{76} \quad \frac{4.0}{50} \quad \frac{2.9}{75}$$

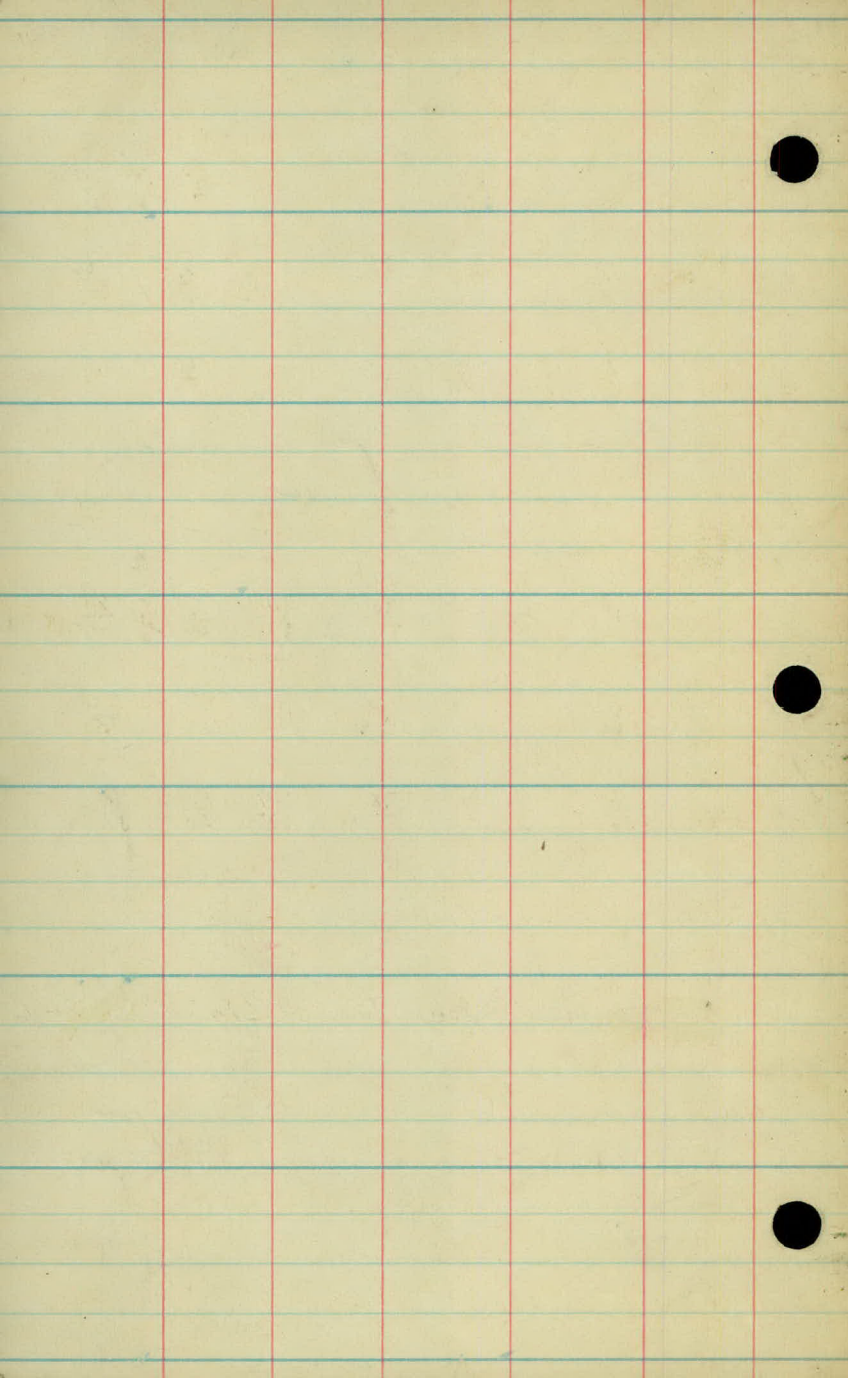
$$\frac{8.6}{50} \quad \frac{7.3}{17} \quad \frac{5.4}{9} \quad \frac{4.8}{-} \quad \frac{5.6}{8} \quad \frac{5.2}{50} \quad \frac{4.1}{75}$$

$$\frac{2.2}{50} \quad \frac{7.4}{25} \quad \frac{7.0}{-} \quad \frac{6.4}{73} \quad \frac{5.4}{40} \quad \frac{5.2}{50} \quad \frac{4.6}{75}$$

$$\frac{7.7}{50} \quad \frac{7.0}{22} \quad \frac{6.3}{-} \quad \frac{5.2}{31} \quad \frac{4.7}{43} \quad \frac{3.2}{75}$$

$$\frac{7.0}{50} \quad \frac{6.7}{28} \quad \frac{5.6}{-} \quad \frac{4.7}{23} \quad \frac{4.0}{50} \quad \frac{2.3}{50}$$

For Bal. X-Sec. See A Line P. 15-16





construction Notes.

T.H. #100 - <sup>II</sup>36 Conn.

L. RT

15+49.01

+75

15

+75

+50

14+3293

19°44'

15°39.1 P.I. 14+924.28

11°24.1 Δ 39°28'

7°09.1 D= 340

2°54.1 T= 61.35

0°00' L.C. 116.08

R= 171.0 ✓

8407.91

RT.

8+

+75

+50

+75

7+

+75

6+56.06

P.C.

25°49'

24°28.2

20°13.2'

15°58.2

11°42.2

7°28.2

3°13.2

0°00'

P.I. 7+38.79

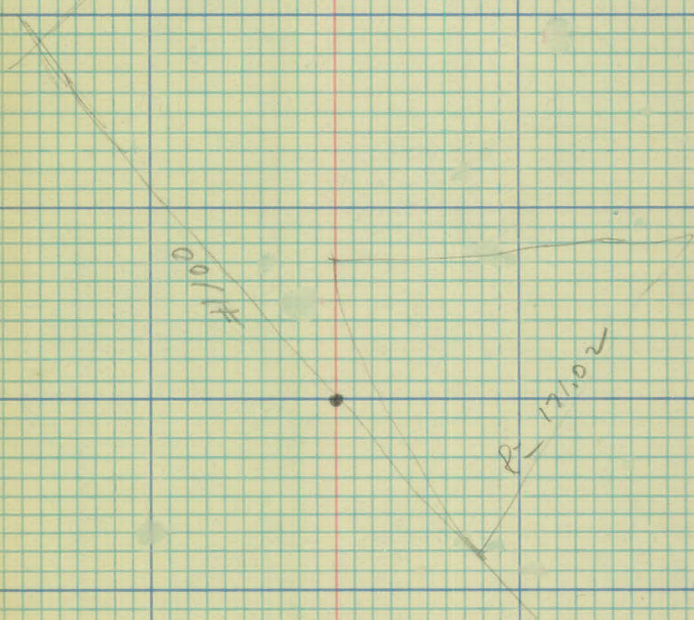
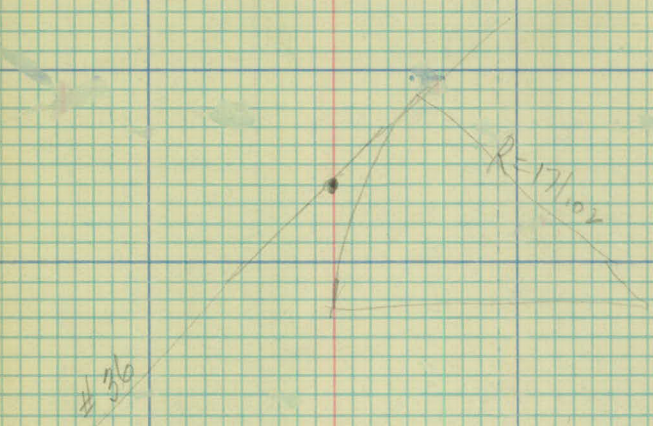
Δ 51°38'

D= 34<sup>00</sup>

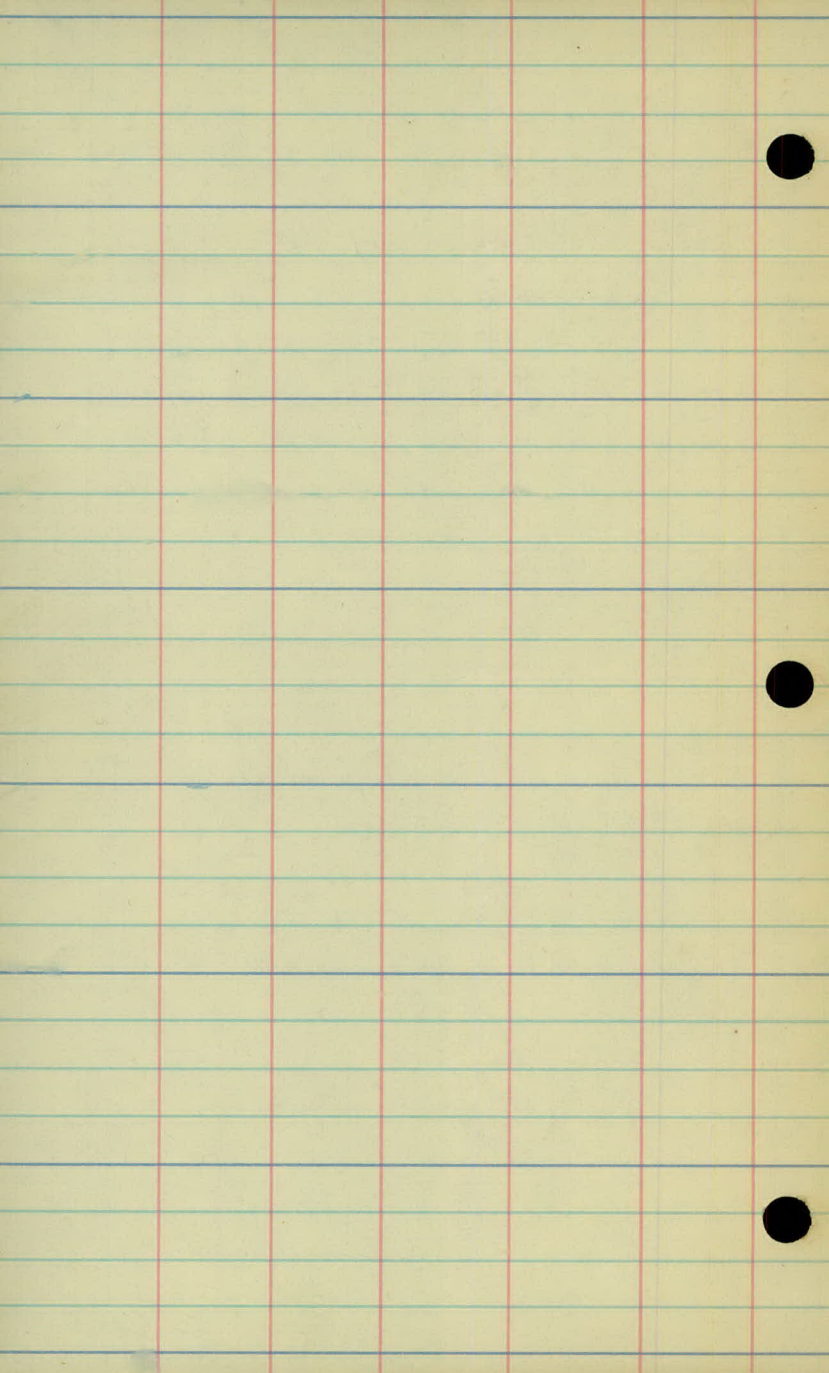
T= 82.73

L.C. 151.85

R= 171.02







Slope Stakes.

T. H. #100 and T. H. 36, Conns.

Sta. + A - Grade

B.M.

6.03

997.49

-

991.46

6+66.5

8p.

+56.06

7+00

7+75

7+38.79

92.8

+70

92.7

8

92.7

+37

92.6

+82

92.5

T.P.

4.55

998.02

4.02

993.47

9

92.5

+50

92.4



A E R

Top. W. end cu/v.

36

$\frac{40}{101.7} / 48$

$\frac{3.75}{10.25}$

375

$\frac{52}{101.0} / 48$

4.0

$\frac{6.6}{70}$

$\frac{3.5}{10.5} / 48$

4.1

$\frac{5.7}{100.0} / 48$

4.7

4.8

$\frac{6.5}{101.7}$

$\frac{5.5}{101.7}$

$\frac{5.2}{21}$

$\frac{4.0}{101.8} / 48$

4.9

$\frac{4.8}{100.0} / \frac{6.4}{100.0}$

$\frac{4.9}{100.0} / \frac{4.9}{100.0}$

$\frac{4.9}{100.0}$

$\frac{4.4}{101.5} / 48$

5.0

$\frac{4.6}{101.7} / 48$

5.5

$\frac{76.8}{101.7} / \frac{7.2}{101.7}$

$\frac{6.7}{101.2}$

$\frac{6.2}{70}$

$\frac{5.1}{101.4} / 48$

5.6

$\frac{75.8}{100.0} / \frac{7.1}{100.0}$   $\frac{24.0}{100.0} / \frac{6.8}{100.0}$

$\frac{6.0}{101.4}$

$\frac{5.1}{101.7} / 70$

$\frac{4.2}{101.4} / 48$

Sta.      +      -      Grade

998.02

1040

92.3

+50

92.2

11

92.1

+

+50

91.9

12

91.7

+50

91.4

13

91.1

+

+50

90.7

14

90.3

+33

90.0

90.0

+65

89.8

L-

E

R1.

$$\begin{array}{r} 5.7 \\ 48 \overline{) 20.7} \end{array} \quad \begin{array}{r} 6.1 \\ 20 \end{array} \quad \begin{array}{r} 5.2 \\ 10.5 \end{array} \quad \begin{array}{r} 3.6 \\ 12.1 \overline{) 48} \end{array}$$

$$\begin{array}{r} 5.8 \\ 48 \overline{) 20.6} \end{array} \quad \begin{array}{r} 5.8 \\ 20 \end{array} \quad \begin{array}{r} 4.6 \\ 11.2 \end{array} \quad \begin{array}{r} 3.0 \\ 12.8 \overline{) 48} \end{array}$$

$$\begin{array}{r} 5.9 \\ 48 \overline{) 20.5} \end{array} \quad \begin{array}{r} 5.4 \\ 20 \end{array} \quad \begin{array}{r} 5.0 \\ 10.5 \end{array} \quad \begin{array}{r} 4.3 \\ 11.6 \overline{) 48} \end{array}$$

$$\begin{array}{r} 6.1 \\ 48 \overline{) 20.0} \end{array} \quad \begin{array}{r} 6.6 \\ 20 \end{array} \quad \begin{array}{r} 6.1 \\ 0.0 \end{array} \quad \begin{array}{r} 4.9 \\ 11.2 \overline{) 48} \end{array}$$

$$\begin{array}{r} 6.3 \\ 48 \overline{) 20.1} \end{array} \quad \begin{array}{r} 6.8 \\ 20 \end{array} \quad \begin{array}{r} 5.9 \\ 10.4 \end{array} \quad \begin{array}{r} 4.1 \\ 12.2 \overline{) 48} \end{array}$$

$$\begin{array}{r} 6.6 \\ 48 \overline{) 20.2} \end{array} \quad \begin{array}{r} 7.0 \\ 20 \end{array} \quad \begin{array}{r} 6.3 \\ 10.3 \end{array} \quad \begin{array}{r} 4.7 \\ 11.9 \overline{) 48} \end{array}$$

$$\begin{array}{r} 6.9 \\ 48 \overline{) 20.0} \end{array} \quad \begin{array}{r} 8.0 \\ 20 \end{array} \quad \begin{array}{r} 7.6 \\ -0.7 \end{array} \quad \begin{array}{r} 7.0 \\ 20 \end{array} \quad \begin{array}{r} 6.6 \\ 10.3 \overline{) 48} \end{array}$$

$$\begin{array}{r} 7.3 \\ 48 \overline{) 20.0} \end{array} \quad \begin{array}{r} 7.1 \\ 27.2 \overline{) 10.0} \end{array} \quad \begin{array}{r} 8.9 \\ -1.6 \end{array} \quad \begin{array}{r} 8.6 \\ -1.7 \overline{) 20} \end{array} \quad \begin{array}{r} 8.3 \\ 10.5 \overline{) 48} \end{array}$$

$$\begin{array}{r} 7.7 \\ 48 \overline{) 20.0} \end{array} \quad \begin{array}{r} 7.7 \\ 27.2 \overline{) 10.0} \end{array} \quad \begin{array}{r} 9.7 \\ -2.0 \end{array} \quad \begin{array}{r} 9.4 \\ -2.9 \overline{) 20.8} \end{array} \quad \begin{array}{r} 9.2 \\ 10.0 \overline{) 48} \end{array}$$

$$\begin{array}{r} 8.0 \\ 48 \overline{) 20.0} \end{array} \quad \begin{array}{r} 9.8 \\ 20 \end{array} \quad \begin{array}{r} 10.1 \\ -2.1 \end{array} \quad \begin{array}{r} 9.8 \\ -1.8 \overline{) 29.2} \end{array}$$



