Book - 40 - Or. 6

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

C.W.A. CONS'T. Survey

HAMLINE AVE.

From Co. Rd. "A" To Co. Rd. "B"

Road Acc't. No. 9

Date Filed 1934 File

CROSS SECTIONS

HAMLINE AVE.

CO RD "A" TO

0+00 TO 61+50

JAY ANDREWS
D. ROCHELLE
H. DALY.
L. NICKLE.
E. GOLISCH.

FEB - 1934.

	F.S.	H.I.	B.S.	Elev.
BM Spike Hamline + Co Rd "A"	4.08	104.08		100.00
0+00 ℄ "A" Mon			4.83	
0+10 Edge Pav "A"			4.98	
0+30 Breast R.			4.91	
0+50			4.82	
1+00			4.22	
1+50			3.78	
1+66 ℄ Drive R 20'W			3.08	
2+00			2.62	
2+26 ℄ Drive L 20'W			2.28	
2+50			1.96	
3+00			1.45	
⊙	3.04	104.68	1.44	101.64

HAMLINE AVE.

Co Rd "A"

Edge Pav't

Edge Pav't

8" Crown

0.0

0.0 0.0 0.0

X	F		F		F	C	C			F	C		C		C		X						
0.7	0.9		1.6		1.6	0.4	0.6			0.8	0.4		1.7		1.4		1.7		1.6				
32.4	33		31		28	26	24	0.0		14	18		19		21		24		30.2				
X	F		F		F		F	C	C														
0.9	0.9		0.5		1.3		1.2	0.3	0.4	0.5													
30.4	33		25		24		21	19	18	15	0.0												
												C	F	C	C	C	C	X					
												0.1	0.1	0.8	0.9	1.0	1.2	1.5					
												8.0	13	16	18	21	24	30.0					
X	F		F		F		F		C	C													
0.8	0.8		0.5		1.4		1.4	0.9	0.0	0.8													
34.6	33		24		22		20	19	18	14.6	0.0												
												C	C	F	F	C	C	C	C	X			
												0.2	0.2	0.6	0.6	0.3	0.3	0.6	0.6	0.6			
												7.0	8.0	11	13	14	18	21	24	28.2			
	X																						
	1.5		1.5		1.5		1.3	0.4	0.2														
	36		33		23		19	18	16.6	0.0													
												C	C	F	C	C	C	C	X				
												0.4	0.0	0.7	0.1	0.3	0.1	0.1	0.4				
												2.4	12	15	18	21	24	27	27.2				
F		F		F		F																	
1.3		1.3		0.7		1.4	1.4	0.1															
35.6		33		23		21	19	18	13.5	0.0													
												C	F	C	C	C	C	C	C	X			
												0.2	0.2	0.8	0.8	0.7	0.4	1.4	1.5	0.2			
												7.6	11	13	14	15	18	21	24	27			
X	F		F		F		F		C	C													
0.8	0.8		0.6		1.5		1.5	0.3	0.2														
34.6	33		23		22		19	18	17.8	0.0													
												C	C	F	F	F	C	C	X				
												0.2	0.7	0.2	0.2	0.2	0.5	0.7	0.9				
												8.3	13	15	18	21	24	28.8					
X	F		F		F		F	C	C														
0.0	1.3		0.8		0.8		0.0	0.2															
3.3	23		22		19		18	13	0.0														
												C	F	C	C	C	C	X					
												0.2	0.5	0.4	1.2	1.3	1.5						
												5.6	13	16	18	21	24	30					

		105.68		
3+50			2.96	
3+86 Drive L-20'W			3.13	
4+00			3.27	
4+50 Drive L-20'W			3.79	
4+60				
4+97 Drive L-20'W			4.89	
5+00			4.95	
+10				
5+50			6.21	
5+65 Drive L-20'W			6.44	
5+86 Break R			6.63	
6+00			6.97	
6+27 Drive L-20'W			7.41	
6+50			7.75	
⊙	784	100.79	7.73	97.95

L. R.

X C 0.2/33.4 C 0.2/33 C 0.3/23 F 0.9/21 F 0.9/19 C 0.1/18 C 0.4/11.7 0.0 C 0.4/8.4 0.0/13 0.0/15 C 1.0/17 C 0.8/18 C 1.0/21 C 1.8/24 X C 2.0/31.0

X C 0.7/34.4 C 0.7/33 C 0.7/23 F 0.8/21 F 0.7/19 C 0.2/18 C 0.5/11.6 0.0 C 0.4/8.0 C 0.1/12 F 0.5/13 F 0.5/15 C 0.3/16 C 0.3/18 C 1.2/21 C 1.9/24 X C 1.7/30.4

0.0 C 0.4/8.4 0.0/12 F 0.4/15 C 0.1/17 C 0.4/18 C 0.9/21 C 1.8/24 C 1.8/30.6

X C 0.9/34.8 C 0.9/33 C 0.6/23 F 0.6/21 F 0.6/19 C 0.3/18 C 0.5/12 0.0

0.0 C 0.2/8.9 F 0.2/12 F 0.7/15 F 0.5/18 C 0.5/21 C 1.8/24 X C 2.0/31.0

X C 0.3/33.6 C 0.3/33 F 0.2/23 F 0.6/22 F 0.6/19 C 0.2/18 C 0.4/12 0.0

X C 0.6/34.2 C 0.6/33 C 0.3/23 F 0.8/21 F 0.1/19 C 0.2/18 C 0.7/12 0.0 C 0.3/9.0 0.0/11 F 0.9/15 F 1.0/18 DC 1.1/21 C 0.6/24 X C 0.6/28.2

0.0 DC 0.0/24

Reset at 3.1

C 0.2/33.4 C 0.2/33 F 0.6/23 F 1.4/22 F 1.4/20 F 1.0/19 F 0.1/18 C 0.7/12.4 0.0 C 0.3/9.0 F 0.6/18 ~~X F 2.5/23~~ -3.1/27.3

X 0.0/33 F 0.7/23 F 1.3/22 F 1.2/20 F 0.8/19 0.0/18 C 0.4/13 0.0 C 0.3/8.0 F 1.1/18 ~~X F 4.1/26.2~~ -4.9/32.7

HI

100.79

6+88 Drive-L-20'W			3.30	
7+00			3.40	
7+09 12" C.I Pipe H9-14				
7+16			3.46	
7+50			3.96	
7+64 Drive L-20'W			4.08	
8+00			4.12	
8+22 Fire Hy.L			4.21	
8+45 Drive L-20'W			4.44	
8+50			4.50	
8+55 Break-L			4.52	
8+87				
9+00			4.79	
9+50			5.19	
9+59 Corr Iron Pipe #9-16			5.25	
10+00			5.32	
⊙	6.21	101.68	5.32	95.47

L R

X										X				
C	C	F	F	F	F	C	C		C	F	F	F	F	
0.1	0.1	0.7	1.3	1.3	0.8	0.0	0.25		0.3	0.4	0.9	0.9	3.5	
32.1	33	24	23	21	19	18	12.6	0.0	8.0	18	19.8	27	27	
									C	F	DC	DC	DC	
								0.0	0.7	0.3	0.8	0.3	0.7	
									8.5	18	21	24	24.4	
X									C	F	DC	DC	DC	
0.8	0.7	0.1	0.5	0.5	0.1	0.8	0.7		0.3	0.7	1.0	1.0	1.0	— —
34.6	33	24	23	21	19	18	12.5	0.0	7.5	18	21	24	26	

X														
C	C	F	F	C					C	F	DC	DC	DC	X
0.8	0.7	0.7	0.4	0.1	0.25				0.7	0.0	1.5	1.1	0.8	
34.6	33	23	19	18	11.2	0.0			8.0	18	21	24	25.6	

														X
C	C	C	C	C					C	F	DC	DC	DC	
1.3	1.8	0.5	1.1	0.8					0.3	0.7	1.5	1.5	0.9	
35.6	33	10	18	11.0	0.0				9.0	18	21	24	25.8	

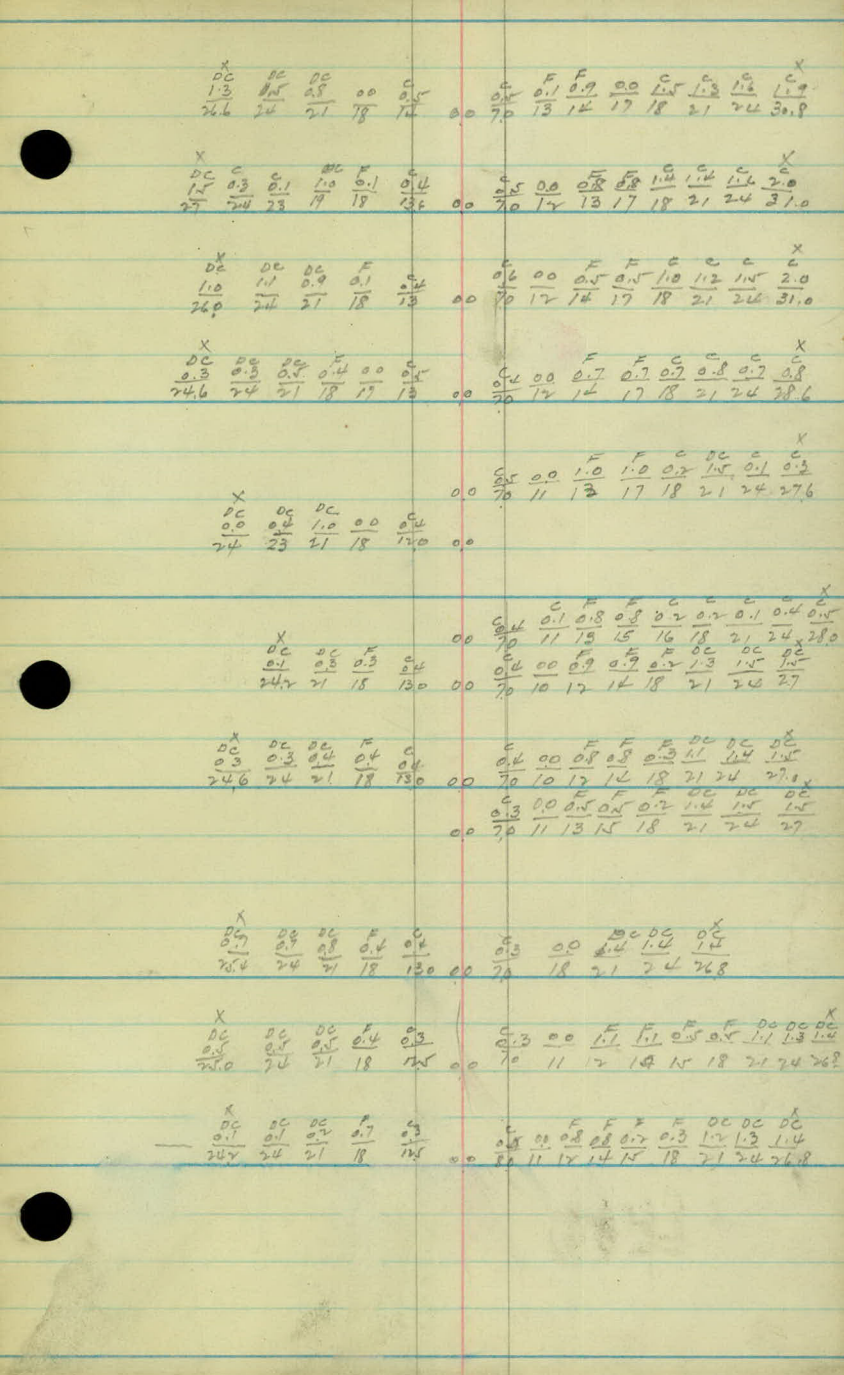
X														
C	C	C	C	F	C	C								
3.3	3.1	2.3	0.0	0.1	0.7	0.7								
39.6	33	26	23	19	18	11.5	0.0							
													DC.	
													0.0	
X													0.2	
C	C	C	C	F	F	C	C		C	F	DC			
3.0	2.9	2.2	0.6	0.5	0.7	0.6			0.3	0.3	0.0			
39.0	33	26	22	19	18	11.7	0.0		8.0	18	24			

X													X	
C	C	C	C	F	F	C	C		C	F	F			
3.3	3.7	2.2	1.0	0.5	0.4	0.7	—		0.3	1.1	3.6			
39.1	33	26	22	19	18	12.2	0.0		8.0	18	35.2			

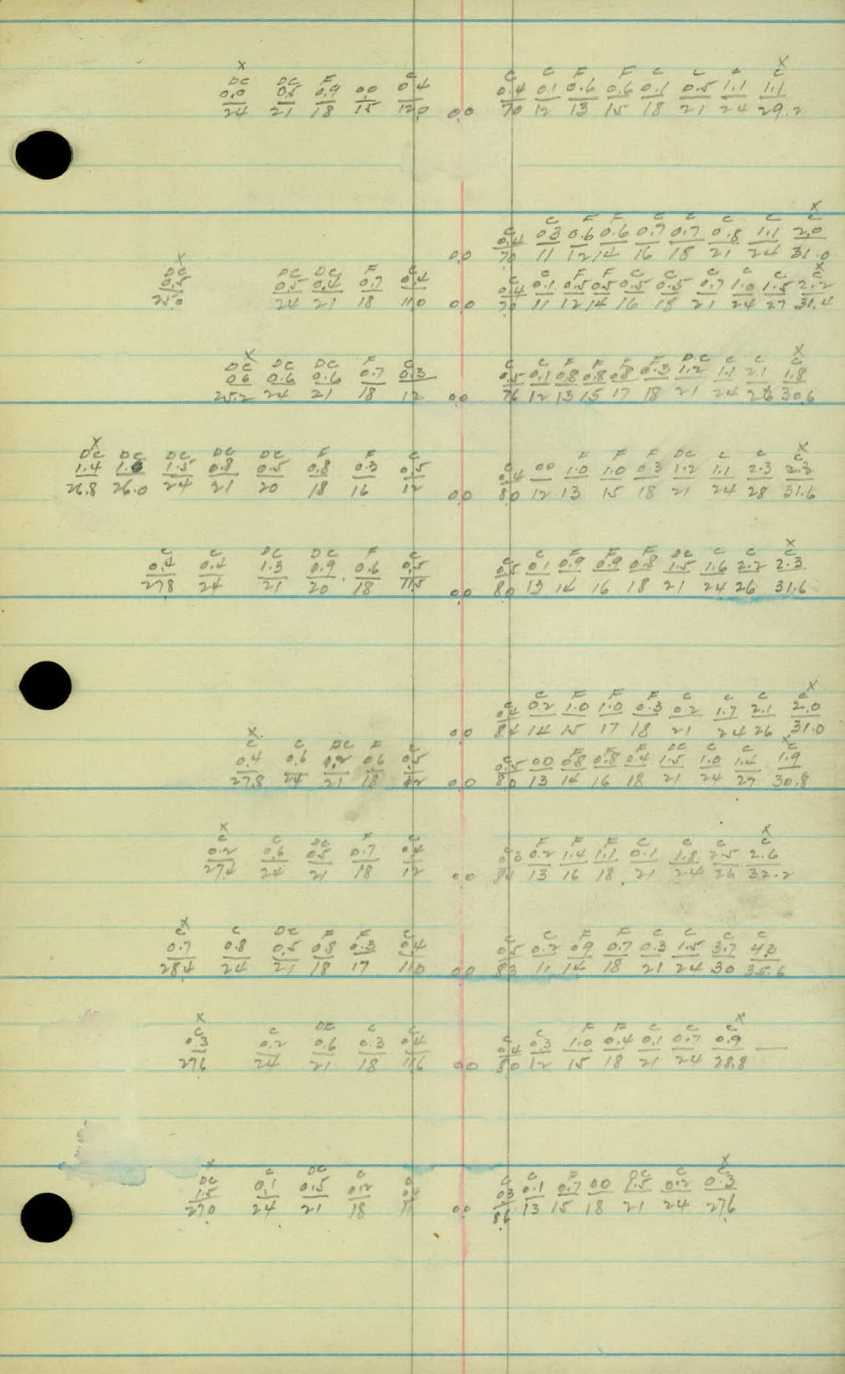
X													X	
C	C	C		F	C	C			C	F	F		F	
2.0	1.9	2.4	0.0	0.1	0.6	0.7			0.4	0.5	1.2		9.6	
37.0	33	25	22	19	18	12	0.0		8.0	16.5	18		37.4	

		101.68		
10+50			5.95	
11+00			5.19	
11+31 - End of City Sec. on Left				
11+43 ± Drive L-20'W			4.88	
11+50			4.88	
12+00			4.99	
12+50			5.05	
12+89 So L Garden			5.16	
13+00			5.18	
13+08 - 12" C.I. Pipe				
13+22 ± 25 Rt. Garden & Roadway East 26'W -			5.03	
13+50			4.98	
13+54 N.L. Garden			5.00	
14+00			4.57	
ⓔ	5.89	103.00	4.57	97.11

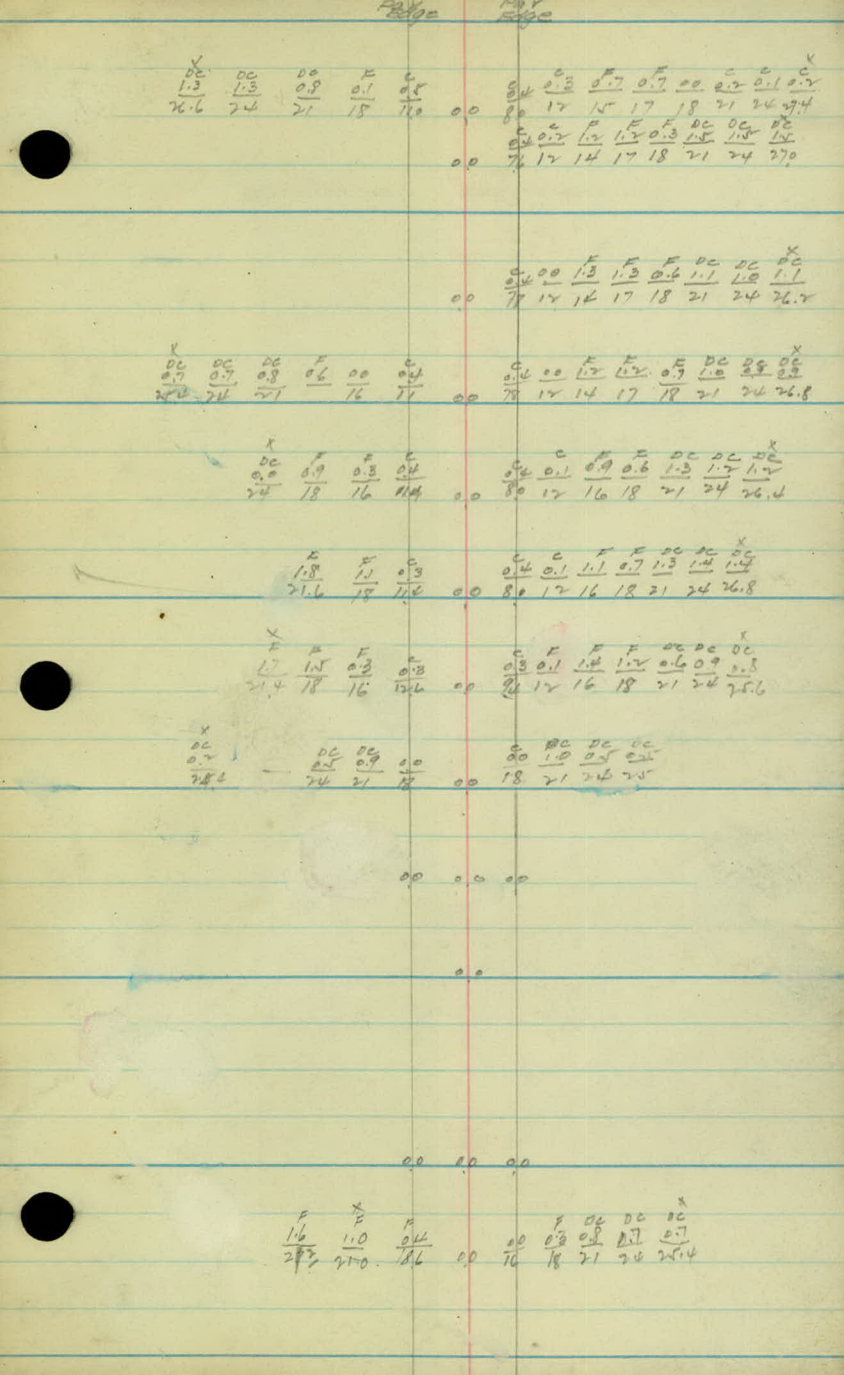
		103.00		
14+50			5.39	
15+00			5.03	
15+50			5.01	
16+00			4.79	
16+45			4.63	
16+50				
16+59 Drive R-20'W			4.59	
16+70				
17+00			4.51	
17+50			4.35	
17+80				
17+90 2 Drive R-20'W			4.15	
18+00			4.09	
18+50			3.66	
19+00			3.13	
⊙	901	102.88	3.13	99.87



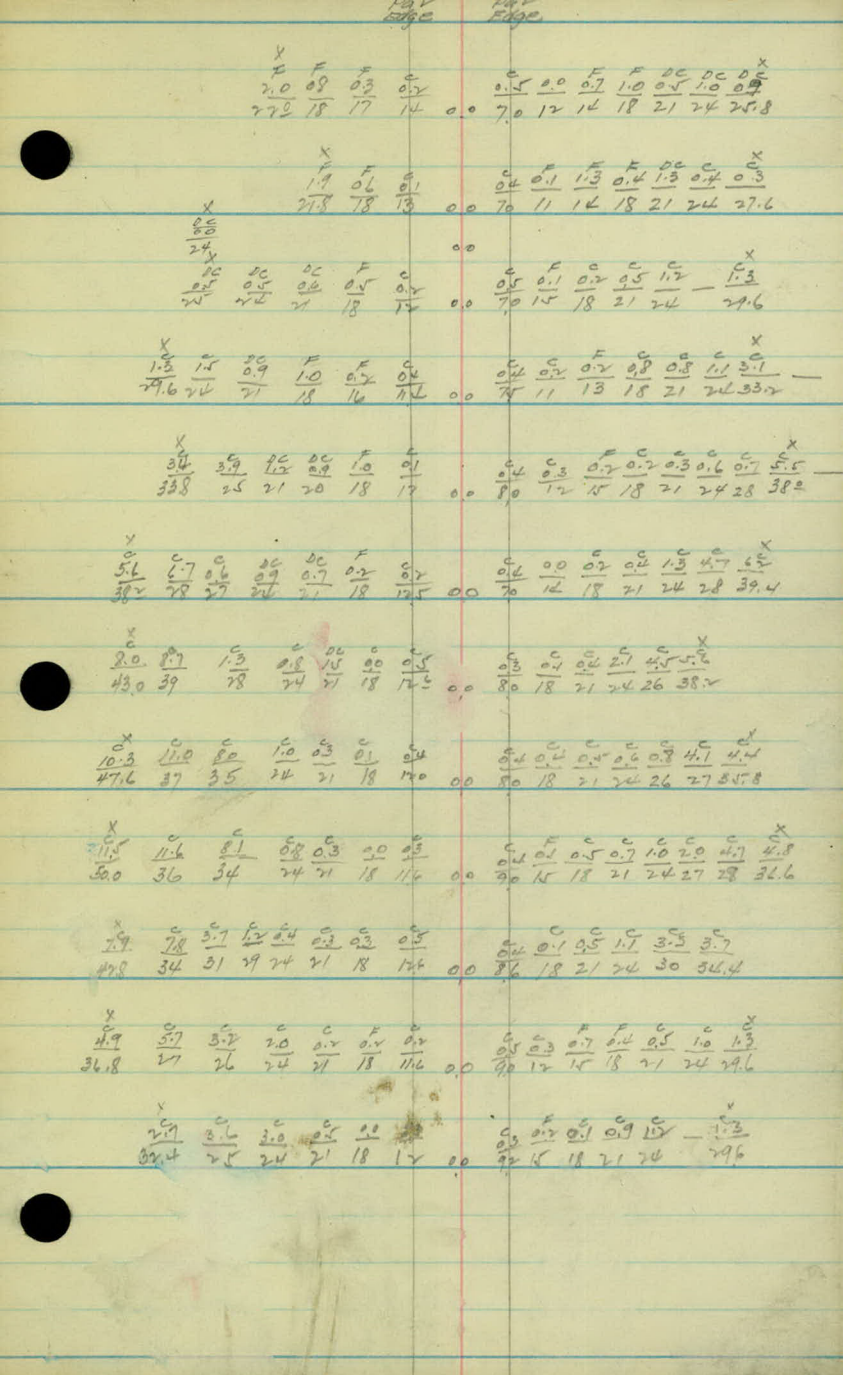
	108.88	
19+50		8.42
19+68 Drive R.		8.13
19+78		
20+00		7.64
20+50		6.98
21+00		6.20
21+50		5.27
21+64 Drive R		5.10
+75		
22+00		4.59
22+50		3.93
23+00		3.60
23+50		3.33
23+61 Drive L		3.28
23+73		
23+89 ✓ R		3.33



		108.88		
24+00			3.32	
24+20				
⊙	5.13	110.71	3.30	105.58
24+30			3.10	
24+40 Drive R.			5.10	
24+50			5.09	
25+00			5.00	
25+50			4.76	
26+00			4.30	
26+12.50 L "A"			4.02	
26+33 So Line Par			3.69	
26+44.44 L "A"			3.44	
BM Spike "A"	7.76	113.24	4.73	105.98
26+55 No Line Par			5.85	
26+75 No Line "A"			5.58	



		41		
		113.24		
27+00			5.49	
27+50			4.33	
27+75				
28+00			3.41	
28+50			1.14	
⊙	5.99	118.09	1.14	117.10
29+00			5.11	
29+50			4.53	
30+00 – P.O.T. Nail			4.61	
30+50			4.77	
31+00			5.07	
31+50			5.23	
32+00			5.50	
32+50			6.09	



		118.09		
32+88				
33+00	C		6.48	
⊙	0.83	117.26	6.48	111.61
33+09 - 4" ø Ryan Av			0.91	
33+36			1.25	
33+50			1.49	
34+00			2.27	
34+50			3.07	
+ 83				
35+00			4.32	
⊙ St-35 Nail			4.32	108.12

Rail Edge

Rail Edge

C 0.4 / 9.2 | C 0.2 / 12 | F 0.3 / 15 | F 0.4 / 17 | C 0.7 / 18 | C 1.0 / 21 | C 1.7 / 24 | X C 1.3 / 29.6

X C 2.0 / 31.0 | C 3.0 / 28 | C 3.1 / 24 | DC 1.1 / 21 | 00 / 18 | 00 / 15 | C 0.3 / 11.5 | 0.0

C 0.4 / 10.2 | C 0.1 / 14 | F 0.6 / 16 | F 0.4 / 18 | C 0.3 / 21 | C 2.9 / 24 | X C 3.7 / 33.2 | 0.0

X C 0.9 / 28.8 | C 0.3 / 24 | DC 1.5 / 21 | 00 / 18 | C 0.4 / 11 | 0.0

C 0.2 / 10.2 | C 0.1 / 13 | F 0.8 / 15 | F 0.8 / 18 | C 0.1 / 21 | C 3.2 / 24 | X C 3.4 / 33.8

X DC 1.7 / 26.8 | DC 1.2 / 24 | DC 0.9 / 21 | F 0.6 / 18 | 00 / 15 | C 0.3 / 11.0 | 0.0

C 0.3 / 10.2 | F 1.1 / 15 | F 1.1 / 18 | DC 1.5 / 21 | C 4.4 / 25 | X C 3.8 / 34.6

X DC 0.8 / 26.6 | DC 0.8 / 24 | DC 1.3 / 21 | F 0.3 / 18 | C 0.5 / 11 | 0.0

C 0.3 / 9.6 | 00 / 13 | F 1.4 / 17 | F 1.4 / 18 | DC 2.4 / 21 | C 1.5 / 24 | C 1.3 / 30 | X C 4.7 / 36.4

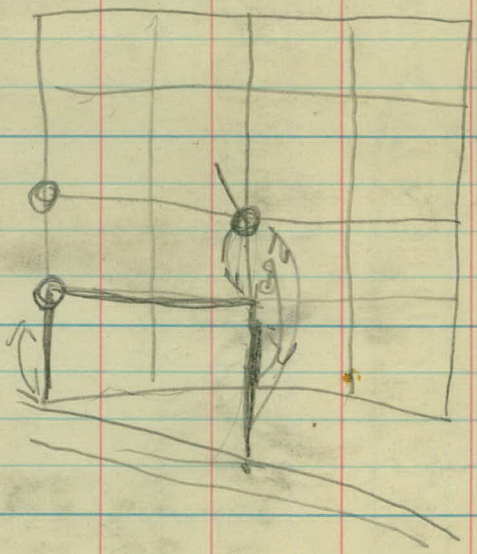
— | F 0.2 / 27 | C 0.1 / 18 | C 0.6 / 11 | 0.0

— | — | X C 2.5 / 23.0 | F 0.5 / 18 | 00 / 16 | C 0.4 / 11 | 0.0

C 0.4 / 9.3 | C 0.1 / 13 | F 1.1 / 18 | DC 0.5 / 21 | DC 0.8 / 24 | DC X 0.8 / 26.6

116.85
4.81
121.07
7.24
119.28

8.39
7.9
49



CROSS-SECTIONS

HAMLINE AVE

STA 35+50 to 61+50

G.J. Murphy
E.J. Topley
L.O. Pratt
W. White
M. Groetch.

March - 1924

3-12-34

Sta	+	π	−	Elev.
B.M.	2.03	110.15		108.12
35+50				
36+00				
36+50				
37+00				

3-14-34

B.M.	2.05	110.17		108.12
37+50				

Nail in pavement 5th 35+00

6.5/50 -2.8/26.1 3.8/18 3.8/9 3.4/0 3.5/10 3.4/19 -4.6/31.8 7.0/50

6.9/50 -2.6/25.8 4.3/18 4.1/10 4.1/0 4.4/10 4.3/19 -4.7/32.1 9.4/50

6.7/50 -2.5/25.1 5.0/13 4.6/10 4.4/0 4.7/10 4.6/18 -3.0/27.0 8.3/50

-1.1/21.3 5.8/50 5.6/23 6.7/11 5.1/14 4.6/10 4.4/0 4.9/11 5.7/18 -2.7/26.1 6.6/31 5.8/50

Nail in pavement at 35+00

6.1/50 6.2/15 4.9/13 4.4/11 4.4/0 4.8/11 7.2/29 7.3/26 6.9/50

Sta	+	A 110.17	−	Elev 108.12
38.00			∠	
38+50				
39+00				
B.M.	2.15	110.27 ✓		108.12 ✓
X	6.17	110.69 ✓	5.75	104.52 ✓
39+50				
40+00				
40+50				
41+00				
41+50				

C 0.8 / 28.6 — 3.9/50 — 4.3/25 — 6.4/19 — 6.5/18 — 4.7/11 — 4.5/0 — 4.9/11 — 6.6/20 — 6.7/24 — 5.8/50

3.4/50 Private Drive — 4.7/17 — 4.4/0 — 4.8/11 — 6.3/19 — 6.8/28 — 7.5/50 — F 1.5/22.5

C 0.7/27.4 — 4.3/50 — 5.0/24 — 6.5/20 — 6.9/19 — 6.4/18 — 4.8/12 — 4.4/0 — 4.8/10 — 6.2/18 — 6.8/26 — 6.5/50 — F 1.9/23.7

Spike in pavement + 26+00

Private Driveway — 5.0/50 — 5.3/19 — 5.4/10 — 5.1/0 — 5.3/9 — 6.5/19 — 6.4/24 — 5.8/50 — D.C 0.6/25.2

F 1.5/21.0 — 6.2/50 — 6.6/19 — 5.8/16 — 5.2/11 — 4.4/0 — 5.0/10 — 6.0/17 — 5.2/19 — 4.0/60 — C 0.3/24.6

F 2.1/24.3 — 6.1/50 — 6.6/20 — 6.4/18 — 4.9/10 — 4.6/0 — 4.9/15 — 5.2/19 — 5.7/21 — 1.7/50 — C 2.5/32.0

F 2.3/24.9 — 6.5/50 — 6.5/19 — 4.9/11 — 4.4/0 — 4.5/9 — 4.5/15 — 3.2/50 — Private Driveway.

F 1.4/23.1 — 6.4/50 — 6.5/18 — 4.8/11 — 4.5/0 — 4.6/10 — 5.2/15 — 6.2/19 — 6.9/50 — F 1.4/22.2

Sta.	+	℄	−	Elev.
		110.69 ✓		
42+00				
42+50				
43+00				
		✓		✓
X	7.80	114.60	3.89	106.80
43+50				
44+00				
44+50				
45+00				

F. 2.2 / 24.6 — 6.1/50 6.5/19 4.9/11 4.3/0 4.5/9 5.2/17 6.2/20 6.1/50 F. 1.7 / 23.1

D.C 0.3 / 24.6 — 5.5/50 5.8/20 4.7/12 4.1/0 4.3/9 6.2/17 5.8/50 F. 1.7 / 21.4

D.C 1.0 / 26.0 — 2.7/50 4.6/22 4.0/10 3.8/6 4.2/9 6.0/17 5.8/19 5.5/30 5.0/50 D.C 0.4 / 24.8

C. 2.0 / 31.0 — 5.0/50 5.6/25 7.4/17 7.4/12 7.2/6 7.5/7 9.0/16 8.3/19 8.7/33 9.5/50 D.C 0.7 / 24.4

C. 1.6 / 30.2 — 5.1/50 5.5/26 7.7/17 7.0/12 6.7/6 7.0/8 9.1/17 8.2/19 8.9/34 8.7/50 D.C 0.4 / 24.8

C. 0.9 / 28.8 — 6.6/50 6.7/24 7.6/18 6.7/12 6.3/6 6.5/8 8.5/16 8.2/19 8.8/33 9.2/50 D.C 0.0 / 24.

D.C 0.8 / 25.6 — 6.2/50 6.8/21 7.2/19 6.3/12 5.9/6 6.0/7 8.0/16 7.2/19 7.2/34 7.8/50 D.C 0.9 / 25.8

Sta	+	H.I.	−	Elev.
		114.60 ✓		
45+50				
		✓		✓
B.M.	6.36	115.40	5.56	109.04
46+00				
46+50				
47+00				
47+50				
48+00				
48+50		✓		✓
X	6.04	116.94	4.50	110.90

C. 0.4 / 24.8 | 4.8/50 | 5.1/22 | 6.1/19 | 5.3/11 | 4.9/0 | 5.2/8 | 6.5/15 | 5.4/18 | 5.7/33 | 6.0/50 | D.C 1.2/26.4

D.C. 1.5 / 27.0 | 4.9/50 | 4.1/23 | 6.2/19 | 5.2/12 | 4.8/0 | 6.2/8 | 6.3/15 | 4.4/18 | 7.1/50 | D.C. 1.8/27.6

D.C 1.0 / 26.0 | 5.5/50 | 5.2/24 | 6.4/19 | 4.9/13 | 4.4/0 | 4.7/8 | 5.1/14 | 3.9/19 | 4.1/50 | C. 0.8/26.6

D.C 0.4 / 24.8 | 6.3/50 | 5.3/24 | 6.1/20 | 4.6/12 | 4.1/0 | 4.3/10 | 5.3/14 | 3.7/19 | 3.0/35 | 3.0/50 | C. 1.1/29.2

D.C 0.2 / 24.4 | 6.1/50 | 5.1/23 | 5.8/20 | 4.4/12 | 3.9/0 | 4.2/10 | 5.4/15 | 4.7/19 | 4.0/36 | 3.9/50 | D.C 1.3/26.6

D.C 0.3 / 24.6 | 5.8/50 | 5.1/24 | 5.7/20 | 3.9/12 | 3.7/0 | 4.0/8 | 5.4/15 | 4.2/19 | 3.6/35 | 3.8/50 | D.C 1.3/26.6

Private Driveway | 4.0/50 | 3.6/12 | 3.4/0 | 3.7/10 | 4.4/15 | 4.2/15 | 4.6/34 | 4.7/50 | D.C 1.0/26.0

3-20-34

Sta.	+	H.	−	Elev.
BM	5.98	116.88 ✓		110.90
49+00				
49+50				
50+00				
50+50				
		✓		✓
X	7.21	119.28	4.81	112.07
51+00				
51+50				
52+00				

Top of No End of Culv 48+50

C 1.7 / 30.4

DC 1.1 / 26.2 4.6 / 50 5.3 / 17 4.7 / 12 4.5 / 0 4.8 / 8 5.5 / 15 2.2 / 21 2.4 / 27 4.6 / 50

DC 1.1 / 26.2 4.6 / 50 4.5 / 25 5.1 / 17 4.4 / 11 4.1 / 0 4.3 / 8 4.7 / 23 5.7 / 50 DC 1.0 / 26.2

C 1.4 / 29.8 4.1 / 50 3.1 / 22 4.9 / 17 4.4 / 10 4.0 / 0 4.4 / 8 4.9 / 13 8.7 / 35 9.6 / 50 F. 1.5 / 21.0

I 2.5 / 23.0 5.0 / 50 4.9 / 32 6.7 / 27 6.9 / 20 5.0 / 15 4.4 / 10 4.1 / 0 4.6 / 8 5.0 / 12 6.8 / 17 6.6 / 50 F. 1.5 / 21.0

C. 6.4 / 39.8

F. 1.5 / 21.0 8.4 / 50 6.9 / 20 7.8 / 15 7.5 / 11 7.2 / 0 7.5 / 8 8.4 / 15 7.6 / 22 2.0 / 27 0.5 / 50

F. 4.0 / 30.0 12.9 / 50 12.3 / 30 10.9 / 19 8.9 / 14 8.3 / 10 7.9 / 0 8.2 / 8 8.8 / 16 7.6 / 24 2.0 / 33 1.2 / 50 C. 6.7 / 40.4

F. 4.5 / 31.5 14.3 / 50 13.3 / 21 9.8 / 15 9.2 / 11 8.8 / 0 9.4 / 9 9.4 / 50 Incomplete

Sta.	+	HI	−	Elev.
		✓		
BM.	5.34	116.24		110.90
		✓		✓
X	3.58	113.29	6.53	109.71
53+50				
54+00				
54+50				
55+00				
55+50				

Top of No End Cuk. Sta 48+50

C 1.0/29. 2.9/50 2.4/33 4.7/19 4.0/13 3.7/0 4.0/8 4.3/16 3.6/50 Filling Sta yard.

DC 0.8/25. 4.6/50 3.9/32 5.0/20 4.2/13 3.7/0 4.1/9 4.7/18 3.9/23 3.9/50 DC 1.5/27

D.C. 0.5/25. 5.1/50 5.3/29 5.3/19 4.5/13 4.1/0 4.4/10 5.0/18 3.5/23 2.6/50 C 1.3/29.

DC 0.8/25. 6.4/50 5.5/25 5.8/19 5.0/13 4.6/0 4.9/9 5.5/17 4.2/25 3.0/50 C. 0.9/28.

DC 0.2/24 x 7.5/50 7.0/29 6.4/18 5.6/13 5.0/0 5.2/9 6.0/16 4.8/25 3.8/50 C 0.6/28.

Sta	+	HI	-	Elev
		113.29 ✓		
56+00				
		✓		✓
X	4.06	111.65	5.70	107.59
56+50				
57+00				
57+50				
58+00				
58+50				

DC 0.2/24.4 7.8/50 7.2/28 6.8/18 5.8/13 5.3/0 5.5/9 6.1/18 5.2/24 4.5/50 C 0.7/28.4

DC 0.2/24.4 6.7/50 6.0/27 4.7/12 4.2/0 4.3/9 4.9/17 3.4/20 1.7/50 C 2.3/31.6

DC 0.2/24.4 7.1/50 6.4/31 6.0/17 5.1/12 4.6/0 4.8/10 5.1/17 3.3/20 1.1/50 C 2.8/32.6

DC 0.5/25.2 7.5/50 6.9/31 6.7/17 5.9/12 5.4/0 5.5/12 6.1/17 4.3/22 2.9/50 C 1.7/30.4

(0.5 added to ditch depth) DC 0.5/25.2 8.8/50 7.6/17 6.5/11 6.0/0 6.0/10 6.7/18 4.8/22 2.9/50 C 1.7/30.4

(0.5 added to ditch depth) DC 0.2/24.4 10.1/50 8.6/22 7.0/10 6.6/0 6.7/9 7.2/18 5.1/22 3.4/50 C 2.7/32.4

Sta	+	π	−	Elev
		111.65 ✓		
59+00				
		3-21-34		
T.P.	2.65 ✓	112.36		109.71 ✓
		✓		
X	2.94	108.17	7.13	105.23 ✓
59+50				
60+00				
60+50				
61+00				

(0.5 added to ditch depth)

DC 0.3/24.6 10.6/50 9.1/21 7.5/10 7.2/0 7.3/10 7.6/18 6.3/23 4.3/50 C 1.9/30.8

DC 1.5/27.0 4.9/50 4.6/25 5.3/16 4.7/10 4.3/0 4.4/9 4.6/17 4.2/20 2.9/50 C 0.9/28.8

C 0.2/27.4 5.0/50 4.7/20 5.5/16 5.1/10 4.8/0 5.0/10 5.6/19 5.1/21 3.1/50 C 1.0/29.-

C 0.2/27.4 6.7/50 5.9/21 6.4/14 6.1/11 5.8/0 5.9/9 6.0/12 5.0/28 4.0/50 C 1.5/30.-

DC 1.2/26.4 8.3/50 7.6/23 7.8/16 7.4/11 7.1/0 7.1/8 8.1/20 7.2/21 5.6/34 4.8/50 C 1.1/29.2

Sta	+	℄	−	Elev.
		108.17		
61+50				
			3-22-34	
X			9.65	98.52 ✓
62+00				
62+50				
63+00				

$\frac{-1.7}{23.1}$ $\frac{11.2}{50}$ $\frac{10.8}{24}$ $\frac{9.1}{11}$ $\frac{8.9}{10}$ $\frac{9.2}{9}$ $\frac{9.7}{20}$ $\frac{7.4}{32}$ $\frac{6.2}{50}$ $\frac{\text{C}\,1.6}{30.2}$