

Book- 47 - Dr. 6

PIKE ISLAND

FROM. 0+00 + 31+00

FILE No 10

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

5/4/26

"10"

Pike Island Survey.

X Sections from Sta. 0+00
to Sta 31+00.

1

Sta.	+	H.I.	-	Ref	Elev.
B.M.	2.50	811.14 ✓		808.66	
0-36 ³				4.74	806.42 ✓
0-18				4.49	06.67 ✓
0+00				4.95	06.21 ✓
T.P.	2.31	810.97 ✓	2.50	808.64 ✓	
0+21				4.4	06.4
0+45				4.4	06.4
0+ Cross Drain					
1+00				3.7	07.3
1+48				5.2	05.8
T.P.	10.43	816.03	5.37	805.60	
1+68	C. Road.			11.8	04.2
1+83				12.8	03.2
2+00				9.5	06.5
2+ Cross Drain					
150				8.4	07.4

4/6/26
Snow.

Proj (25-58)

Spt in 30" Tree 102 H. Sta. 11462

		Top of Pavement		Top of Rail	
5.5	5.0	4.15	4.10		
50	246	4.74	33.2	34.5	
		Top of New Mendota Bridge		Top of Rail	
5.59	5.3	4.78	4.01	4.03	
177.4	50	23.8	4.47	33.2	35.2
				Top of Rail	
5.3	5.24	5.98	5.94		
50	32.3	4.95	34.8	36.7	
				Top of Rail	
7.0	7.2	5.2	5.3	4.2	3.52
109	100	37	3	4.4	2.9
				Top of Rail	
15.4	14.6	12.7	9.4	3.8	2.98
78	82	45	7	4.4	2.3

7.6 = Outlet

		Top of Rail			
13.8	12.7	9.2	2.5	1.21	
82	62	8	3.7	27	45
				Above H. 2	
17.4	12.9	13.0	10.1	6.7	5.0
101	80	55	40	3	5.2
					13
					23
					3)
					42
					47

		Top of Rail			
18.0	16.2	13.1	12.9	7.0	6.7
80	53	22	12	12.8	8
				Top of Rail	
180	14.3	14.3	14.2	11.9	7.6
80	34	24	12	7	9.5
					19
					40
					4.3
					5.1
					3.96
					54

13.5 = Outlet

		Top of Rail			
21.7	17.7	17.7	17.5	11.7	6.4
88	65	57	45	30	8.4
					24
					4.7
					3.1
					2.85
					60

Sta.	+	H.I.	-	Red.	Elev.
		816.03	✓		
3+00				7.3	808.7.
+50				7.4	08.4.
+60				8.9	07.1.
+68	}	Bottom of ditch		11.8	04.2.
+71				11.8	04.2.
+72				10.1	05.9.
4+00				10.4	05.6.
T.P.	2.84	809.77.	7.10	806.93.	
+50				5.6	804.2.
5+00				12.4	797.2
+16				15.9	73.9.
T.P.	0.37	798.02.	12.12	797.65.	
+22				9.0	88.0 89.0
+25				8.8	89.2
+30	} Road.			8.4	89.4 88.4
+41				8.1	89.9.
T.P.	0.54	786.84.	11.70	786.32.	
T.P.	6.27	780.59.	12.54	774.32.	
B.M.			9.97	770.62.	
+75				6.4	74.2.

4/10/26
snow

pk ditch.

top of Rail

19.7	12.8	19.4	13.5	11.2	4.8	2.1	1.82
88.7	74	72	62	27	7.9	31	61

pk ditch

Ditch.

Above H.I.
Top of Rail

19.7	18.0	17.7	13.2	9.9	6.0	6.8	6.8	2.7	10.5
88.7	74	65	46	29	74	26	32	37	68

19.9	18.5	14.2	7.4	5.9
88.7	80	40	10.4	40

13.8	12.8	7.8	5.1	4.7
88.7	61	39	5.6	30

pk. Rd.

13.8	13.3	10.6	11.2	14.8	19.0	28.3	29.2
88.7	52	49	18	12.6	24	47	66

pk. Rd.

13.8	15.1	12.3	13.1	16.2	23.2	29.0	26.6	28.2
88.7	51	46	17	15.7	7	25	44	64

pk. Rd.

2.0	5.9	10.1	11.6	15.1
88.7	42	8.8	15	38

pk. Rd.

2.0	6.3	12.0	17.8	25.0	32.0	42.9	46.0
88.7	33	8.1	19	32	47	63	93

Sp. K. in Tree 45 ft. 5 + 2.6 + 1.5

11.54	11.8	11.8	9.0	4.3	9.5	17.8	21.3	23.8
88.7	63	38	17	9	64	75	41	30

Above H.I. pk. Rd.

Sta.	+	H.I.	-	Ref.	Elev.
		780.59			
6+00				8.2	772.4
+40				6.4	74.0
7+00				6.8	73.8
+60				10.0	70.4
T.P.	7.77	780.59	9.97	770.62	
8+00				8.7	71.9
+41				9.7	70.9
+81				11.2	69.4
T.P.	0.37	771.65	9.31	771.28	
+80				2.4	69.1
9+00				4.5	67.2
+40				8.2	63.5
10+00				14.7	57.0
T.P.	0.36	759.55	12.46	759.19	
+34				5.9	53.7
T.P.	4.23	752.14	11.62	747.93	

p. 2. R. 1. Above H. 2

+15.6	+14.8	+12.6	+0.5	5.1		10.9	15.4	14.3	16.3
90	74	59	55	5.1	8.2	11	19	40	75

p. 2. R. 1.

+13.3	+12.9	+11.2	1.7			9.1	11.0	11.7	
89	82	59	54	6.6		23	50	20	

p. 2. R. 1.

53	+14.7	+14.5	+15.4	+5.3	+4.2	3.5		8.2	11.3	12.6
90	87	73	67	60	50	35	4.8	27	50	60

p. 2. R. 1.

+17.0	+14.4	+11.0	+0.3	0.7	1.0	1.6	6.4		14.1	18.9
97	91	75	65	54	36	20	12	10.0	22	40

p. 2. R. 1.

+15.5	+10.4	+9.0	4.3	5.3	4.5	5.9		13.2	19.0	22.8
95	84	68	45	37	24	9	5.7	10	34	62

p. 2. R. 1.

+18.2	+18.0	+8.5	0.0	8.0	8.1			16.6	26.8	26.4	55.0
90	81	44	44	27	12	9.7		19	53	63	71

p. 2. R. 1.

+25.0	+25.0	0.0	9.9	11.2				13.0	20.3	50.0	55.0
90	70	40	24	5	11.2			7	29	51	63

p. 2. R. 1.

Abut	+3.5	+2.2	1.7	2.6				4.0	11.8	12.8	22.0	47.0
	42	29	22	2	2.6			9	18	33	53	63

p. 2. R. 1.

Top of Conc. X Brge

Abut.	+7.2	+7.2	2.5					4.3	5.49	7.3	15.0	22.0	47
	42	32	20	4.5				3	15.5	15.5	35	53	70

p. 2. R. 1.

+26.0	+23.4	+20.3	+10.0	6.9				7.7	8.8	35.8	41.0	
70	42	30	25	4	8.2			9	24	69	93	

p. 2. R. 1.

+27.0	+16.5	+23.0	+18.7	+10.9	14.7			14.0	14.6	25.0	39.0	43.2
87	70	54	35	30	2	14.7		15	25	42	64	97

p. 2. R. 1.

+38.5	+31.4	+18.3	+26.0	+15.0	5.3			5.2	6.3	20.3	28.0	29.7
84	71	44	37	27	3	5.9		14	29	53	64	91

+ 3.20
90

Sta.	+	H.I.	-	Red.	Elev.
		752.16			
+67				3.0	749.2
11 +00				6.1	46.1
+35				8.5	43.7
T.P.	0.80	743.45	9.51	742.65	
+72				2.5	41.0
12 +00				3.8	39.7
+40				5.8	37.7
+75				7.3	36.2
+84				8.0	35.5
+87				12.5	31.0
13 +00				12.4	30.9
+04				9.0	34.5
+41				9.4	33.9
+77				11.2	32.3
B.M.	2.03	740.06	5.42	738.03	
14 +00				9.1	31.0
+40				11.1	29.0

4/7/26

$\begin{array}{r} +29.0 \\ 102 \end{array}$
 $\begin{array}{r} +288 \\ 83 \end{array}$
 $\begin{array}{r} +310 \\ 60 \end{array}$
 $\begin{array}{r} +250 \\ 39 \end{array}$
 $\begin{array}{r} +180 \\ 20 \end{array}$
 $\begin{array}{r} 28 \\ 2 \end{array}$
 $\begin{array}{r} 3.0 \\ 3.0 \end{array}$
 $\begin{array}{r} 1.6 \\ 12 \end{array}$
 $\begin{array}{r} 2.6 \\ 24 \end{array}$
 $\begin{array}{r} 13.0 \\ 44 \end{array}$
 $\begin{array}{r} 14.6 \\ 50 \end{array}$
 $\begin{array}{r} 20.0 \\ 60 \end{array}$
 $\begin{array}{r} 21.0 \\ 78 \end{array}$

2. M1

$\begin{array}{r} +29.6 \\ 100 \end{array}$
 $\begin{array}{r} +283 \\ 82 \end{array}$
 $\begin{array}{r} +278 \\ 65 \end{array}$
 $\begin{array}{r} +258 \\ 51 \end{array}$
 $\begin{array}{r} 3.9 \\ 9 \end{array}$
 $\begin{array}{r} 6.8 \\ 5 \end{array}$
 $\begin{array}{r} 6.8 \\ 3 \end{array}$
 $\begin{array}{r} 4.1 \\ 4.1 \end{array}$
 $\begin{array}{r} 5.5 \\ 9 \end{array}$
 $\begin{array}{r} 5.9 \\ 17 \end{array}$
 $\begin{array}{r} 12.3 \\ 28 \end{array}$
 $\begin{array}{r} 20.8 \\ 52 \end{array}$
 $\begin{array}{r} 22.2 \\ 69 \end{array}$
 $\begin{array}{r} 26.4 \\ 80 \end{array}$

2. M1

$\begin{array}{r} +224 \\ 94 \end{array}$
 $\begin{array}{r} +160 \\ 70 \end{array}$
 $\begin{array}{r} 0.0 \\ 40 \end{array}$
 $\begin{array}{r} 8.6 \\ 14 \end{array}$
 $\begin{array}{r} 12.3 \\ 12 \end{array}$
 $\begin{array}{r} 11.8 \\ 4 \end{array}$
 $\begin{array}{r} 8.8 \\ 2 \end{array}$
 $\begin{array}{r} 8.5 \\ 8.5 \end{array}$
 $\begin{array}{r} 6 \\ 6 \end{array}$
 $\begin{array}{r} 1.7 \\ 1.7 \end{array}$
 $\begin{array}{r} 14.4 \\ 30 \end{array}$
 $\begin{array}{r} 22.5 \\ 59 \end{array}$
 $\begin{array}{r} 32.3 \\ 82 \end{array}$

2. M1

$\begin{array}{r} 0.0 \\ 75 \end{array}$
 $\begin{array}{r} 3.7 \\ 48 \end{array}$
 $\begin{array}{r} 6.4 \\ 54 \end{array}$
 $\begin{array}{r} 6.7 \\ 14 \end{array}$
 $\begin{array}{r} 2.6 \\ 9 \end{array}$
 $\begin{array}{r} 2.5 \\ 2.5 \end{array}$
 $\begin{array}{r} 2 \\ 2 \end{array}$
 $\begin{array}{r} 9 \\ 9 \end{array}$
 $\begin{array}{r} 13.3 \\ 25 \end{array}$
 $\begin{array}{r} 19.0 \\ 38 \end{array}$
 $\begin{array}{r} 21.2 \\ 72 \end{array}$

2. M1

$\begin{array}{r} 0.0 \\ 75 \end{array}$
 $\begin{array}{r} 8.0 \\ 55 \end{array}$
 $\begin{array}{r} 9.1 \\ 46 \end{array}$
 $\begin{array}{r} 11.6 \\ 40 \end{array}$
 $\begin{array}{r} 17.2 \\ 25 \end{array}$
 $\begin{array}{r} 10.0 \\ 21 \end{array}$
 $\begin{array}{r} 9.0 \\ 15 \end{array}$
 $\begin{array}{r} 7.8 \\ 12 \end{array}$
 $\begin{array}{r} 4.0 \\ 4 \end{array}$
 $\begin{array}{r} 3.8 \\ 3.8 \end{array}$
 $\begin{array}{r} 7 \\ 7 \end{array}$
 $\begin{array}{r} 7.5 \\ 11 \end{array}$
 $\begin{array}{r} 15.0 \\ 24 \end{array}$
 $\begin{array}{r} 19.7 \\ 27 \end{array}$
 $\begin{array}{r} 24.5 \\ 76 \end{array}$

2. M1

$\begin{array}{r} 0.0 \\ 65 \end{array}$
 $\begin{array}{r} 4.8 \\ 52 \end{array}$
 $\begin{array}{r} 7.4 \\ 37 \end{array}$
 $\begin{array}{r} 7.4 \\ 30 \end{array}$
 $\begin{array}{r} 9.2 \\ 22 \end{array}$
 $\begin{array}{r} 5.5 \\ 14 \end{array}$
 $\begin{array}{r} 5.6 \\ 5 \end{array}$
 $\begin{array}{r} 5.8 \\ 5.8 \end{array}$
 $\begin{array}{r} 17.2 \\ 20 \end{array}$
 $\begin{array}{r} 24.2 \\ 48 \end{array}$
 $\begin{array}{r} 26.4 \\ 77 \end{array}$

2. M1

$\begin{array}{r} +215 \\ 70 \end{array}$
 $\begin{array}{r} +130 \\ 55 \end{array}$
 $\begin{array}{r} 6.6 \\ 28 \end{array}$
 $\begin{array}{r} 6.7 \\ 13 \end{array}$
 $\begin{array}{r} 7.3 \\ 7.3 \end{array}$
 $\begin{array}{r} 10.1 \\ 7 \end{array}$
 $\begin{array}{r} 20.6 \\ 33 \end{array}$
 $\begin{array}{r} 25.2 \\ 50 \end{array}$
 $\begin{array}{r} 28.3 \\ 72 \end{array}$

2. M1

$\begin{array}{r} +37.0 \\ 700 \end{array}$
 $\begin{array}{r} +39.3 \\ 100 \end{array}$
 $\begin{array}{r} +31.7 \\ 70 \end{array}$
 $\begin{array}{r} +19.7 \\ 69 \end{array}$
 $\begin{array}{r} +13.0 \\ 55 \end{array}$
 $\begin{array}{r} 7.7 \\ 28 \end{array}$
 $\begin{array}{r} 8.1 \\ 13 \end{array}$
 $\begin{array}{r} 8.3 \\ 6 \end{array}$
 $\begin{array}{r} 12.4 \\ 12.4 \end{array}$
 $\begin{array}{r} 14 \\ 14 \end{array}$
 $\begin{array}{r} 25.3 \\ 31 \end{array}$
 $\begin{array}{r} 28.4 \\ 71 \end{array}$

2. M1

$\begin{array}{r} +38.3 \\ 85 \end{array}$
 $\begin{array}{r} +39.3 \\ 100 \end{array}$
 $\begin{array}{r} +29.4 \\ 68 \end{array}$
 $\begin{array}{r} +17.4 \\ 67 \end{array}$
 $\begin{array}{r} +14.9 \\ 61 \end{array}$
 $\begin{array}{r} 14.8 \\ 47 \end{array}$
 $\begin{array}{r} 4.7 \\ 33 \end{array}$
 $\begin{array}{r} 9.8 \\ 10 \end{array}$
 $\begin{array}{r} 9.8 \\ 8 \end{array}$
 $\begin{array}{r} 9.8 \\ 9.8 \end{array}$
 $\begin{array}{r} 10.5 \\ 5 \end{array}$
 $\begin{array}{r} 23.9 \\ 24 \end{array}$
 $\begin{array}{r} 28.5 \\ 41 \end{array}$
 $\begin{array}{r} 31.9 \\ 82 \end{array}$

2. M1

$\begin{array}{r} +39.3 \\ 90 \end{array}$
 $\begin{array}{r} +37.0 \\ 73 \end{array}$
 $\begin{array}{r} +30.2 \\ 60 \end{array}$
 $\begin{array}{r} +18.4 \\ 42 \end{array}$
 $\begin{array}{r} 19.4 \\ 38 \end{array}$
 $\begin{array}{r} 2.2 \\ 22 \end{array}$
 $\begin{array}{r} 9.8 \\ 13 \end{array}$
 $\begin{array}{r} 11.2 \\ 4 \end{array}$
 $\begin{array}{r} 11.2 \\ 11.2 \end{array}$
 $\begin{array}{r} 11.4 \\ 9 \end{array}$
 $\begin{array}{r} 22.0 \\ 25 \end{array}$
 $\begin{array}{r} 22.3 \\ 34 \end{array}$
 $\begin{array}{r} 31.3 \\ 49 \end{array}$
 $\begin{array}{r} 35.3 \\ 85 \end{array}$

2. M1

Spk. in P.P. 30 ft. Sta. 12 + 55.
 $\begin{array}{r} +42.7 \\ 100 \end{array}$
 $\begin{array}{r} +42.3 \\ 74 \end{array}$
 $\begin{array}{r} +28.4 \\ 56 \end{array}$
 $\begin{array}{r} +13.0 \\ 34 \end{array}$
 $\begin{array}{r} 12.0 \\ 20 \end{array}$
 $\begin{array}{r} 4.6 \\ 17 \end{array}$
 $\begin{array}{r} 8.7 \\ 5 \end{array}$
 $\begin{array}{r} 8.9 \\ 2 \end{array}$
 $\begin{array}{r} 9.1 \\ 9.1 \end{array}$
 $\begin{array}{r} 8.5 \\ 4 \end{array}$
 $\begin{array}{r} 11.0 \\ 17 \end{array}$
 $\begin{array}{r} 27.7 \\ 42 \end{array}$
 $\begin{array}{r} 31.8 \\ 83 \end{array}$

2. M1

$\begin{array}{r} +42.7 \\ 73 \end{array}$
 $\begin{array}{r} +32.0 \\ 61 \end{array}$
 $\begin{array}{r} +14.0 \\ 50 \end{array}$
 $\begin{array}{r} 12.4 \\ 15 \end{array}$
 $\begin{array}{r} 4.0 \\ 22 \end{array}$
 $\begin{array}{r} 9.3 \\ 13 \end{array}$
 $\begin{array}{r} 10.8 \\ 4 \end{array}$
 $\begin{array}{r} 10.9 \\ 2 \end{array}$
 $\begin{array}{r} 11.1 \\ 11.1 \end{array}$
 $\begin{array}{r} 10.9 \\ 7 \end{array}$
 $\begin{array}{r} 27.3 \\ 33 \end{array}$
 $\begin{array}{r} 29.6 \\ 41 \end{array}$
 $\begin{array}{r} 33.3 \\ 75 \end{array}$

Stg.	+	H. I.	-	Ref	Elev.
		740.06			
15+00				13.3	726.8.
T.P.	1.24	728.83.	12.47	727.59	
+30				2.9	25.9.
16+00				5.0	23.8.
T.P.	3.30	725.67.	6.44	722.37.	
+40				3.2	22.5.
+73				4.9	20.8.
17+00				6.4	19.3.
+35				7.4	18.1.
+75				8.8	16.9.
18+00				9.2	16.5.
T.P.	3.95	719.45.	10.19	715.50.	
+30				3.6	15.9.
+55				2.8	14.7.
+74				1.2	18.3.
+83				2.1	17.4.
19+00				0.3	19.2.

4/8/26

+41.5
100

→ 2 Rd.
 +41.0 +330 +173 +27 +28 120 133 13.9 250 287 362 ✓
 84 76 63 49 33 14 4 13.9 8 25 38 81

→ 2 Rd.
 +51.8 +510 +503 +343 +260 +153 24 30 2.9 16.3 20.5 25.0 ✓
 100 78 85 66 53 38 16 4 2.9 1 27 53 85

→ 2 Rd.
 +51.5 +497 +180 +61 3.9 4.7 6.4 15.4 19.5 22.4 ✓
 100 87 43 28 19 5 5.0 7 28 44 73

→ 2 Rd.
 +534 +534 +320 +190 +118 +32 21 30 50 2.5 12.1 21.3 ✓
 110 100 82 54 38 23 17 12 4 3.2 3 21 75

→ 2 Rd.
 +52.4 +530 +470 +260 +120 +100 25 44 4.4 4.4 15.0 19.8 21.9 ✓
 110 78 85 57 39 25 12 10 3 4.9 8 25 54 81

→ 2 Rd.
 +50.0 +500 +448 +35.2 +328 43 4.5 6.9 13.0 18.6 20.4 ✓
 110 76 85 72 50 13 4 6.4 7 23 58 83

→ 2 Rd.
 +450 +440 +45.2 +170 +177 +79 00 6.8 7.6 7.5 11.8 17.8 20.0 ✓
 110 100 88 61 45 34 27 7 7.4 1 10 19 52 80

→ 2 Rd.
 +35.0 +360 +307 +21.5 +141 +12.7 +15.7 +100 3.6 9.2 7.1 12.0 16.3 18.7 ✓
 90 80 79 65 57 48 39 33 13 8.8 7 16 28 59 62

→ 2 Rd.
 +32.5 +33.5 +33.5 +20.1 +12.9 +2.3 3.0 8.2 10.2 10.1 10.1 15.5 18.1 ✓
 90 78 72 57 55 30 14 7 7.2 4 11 25 35 58

→ 2 Rd.
 +31.0 +310 +310 +100 +1.8 +0.5 4.9 5.2 7.2 8.8 7.9 9.3 12.2 ✓
 75 55 51 55 18 4 2.8 14 19 24 37 41 50 75

+24.0
55

→ 2 Rd.
 +24.0 +24.0 +24.0 +11.2 +5.6 +2.2 5.7 6.5 6.3 7.8 12.1 ✓
 49 42 38 34 23 13 0.3 11 24 37 45 60

S + a.	+	H. I.	-	Red.	Elev.
		719.45			
+13				2.9	716.6.
+37				10.4	19.9.
B.M.	8.88	721.72.	6.61	712.84.	
+52				3.1	18.6.
+68				1.7	19.8.
+79				3.7	18.0.
20 + 00				1.1	20.4.
T.P.	10.29	726.92.	5.09	714.63.	
+22				4.1	22.8.
+22	Top of Wall.			1.9	25.0.
+32				3.9	23.0.
+62				8.6	18.3.
21 + 00				11.2	15.7.
+40				11.9	15.0.
+57 ³				11.4	15.5.
T.P.	4.37	720.35.	10.94	715.98.	
22 + 00				10.1	10.3.
+12				11.9	08.5.
+18	Q. Rd.			12.2	08.2.
+25				12.2	08.2.
+30				10.2	10.2.

4/17/26

LT.

RT.
2.00

$\begin{array}{r} +18.4 \quad +23.0 \quad +23.0 \quad +10.7 \quad +7.0 \quad 0.3 \\ 48 \quad 39 \quad 34 \quad 33 \quad 22 \quad 13 \quad 2.9 \end{array}$
 $\begin{array}{r} 3.5 \quad 6.6 \quad 6.9 \quad 6.6 \quad 10.6 \quad 12.4 \\ 8 \quad 14 \quad 24 \quad 40 \quad 49 \quad 62 \end{array}$

$\begin{array}{r} +22.0 \\ 60 \end{array}$
 $\begin{array}{r} +20.7 \quad +17.7 \quad +17.0 \quad +17.0 \quad +14.0 \quad +4.5 \\ 71 \quad 50 \quad 44 \quad 39 \quad 37 \quad 13 \quad +0.4 \end{array}$
 $\begin{array}{r} 2.0 \quad 7.0 \quad 7.6 \quad 7.3 \quad 10.6 \quad 13.9 \\ 8 \quad 14 \quad 28 \quad 42 \quad 50 \quad 69 \end{array}$

SpK in 30" Tree 50 ft. Sta. 17 + 70.

$\begin{array}{r} +17.2 \quad +14.0 \quad +4.8 \quad +4.5 \quad +6.7 \quad +3.0 \\ 57 \quad 42 \quad 19 \quad 10 \quad 7 \quad 7 \quad 1.1 \end{array}$
 $\begin{array}{r} 5.8 \quad 9.5 \quad 10.6 \quad 11.0 \quad 13.6 \\ 11 \quad 20 \quad 33 \quad 38 \quad 62 \end{array}$

728.1 = Elev. Top of Manhole 24.5 + 9.20 +

723.1 = " Bottom of Manhole

$\begin{array}{r} +26.0 \quad +13.5 \quad +0.5 \quad 2.9 \quad 4.9 \\ 72 \quad 50 \quad 32 \quad 17 \quad 8 \quad 3.9 \end{array}$
 $\begin{array}{r} 5.6 \quad 11.7 \quad 14.2 \quad 14.2 \quad 16.9 \\ 3 \quad 14 \quad 29 \quad 34 \quad 68 \end{array}$

$\begin{array}{r} +25.7 \quad +17.6 \quad 5.1 \\ 81 \quad 51 \quad 23 \quad 8.6 \end{array}$
 $\begin{array}{r} 9.2 \quad 11.3 \quad 14.2 \quad 14.2 \quad 14.6 \quad 16.4 \\ 8 \quad 14 \quad 32 \quad 35 \quad 42 \quad 63 \end{array}$

$\begin{array}{r} +64.3 \quad +54.3 \quad +41.3 \quad +27.8 \quad +20.0 \quad +10.0 \quad 10.4 \\ 98 \quad 97 \quad 80 \quad 60 \quad 47 \quad 40 \quad 13 \quad 11.2 \end{array}$
 $\begin{array}{r} 13.0 \quad 14.2 \quad 16.2 \\ 21 \quad 35 \quad 53 \end{array}$

$\begin{array}{r} +48.8 \quad +57.7 \quad +35.5 \quad +23.2 \\ 108 \quad 100 \quad 67 \quad 48 \quad 11.9 \end{array}$
 $\begin{array}{r} 14.7 \quad 15.6 \quad 17.0 \\ 15 \quad 34 \quad 61 \end{array}$

$\begin{array}{r} +66.0 \quad +66.0 \quad +56.8 \quad +43.2 \quad +26.0 \quad +13.0 \quad 0.2 \\ 120 \quad 114 \quad 109 \quad 85 \quad 59 \quad 40 \quad 20 \quad 11.4 \end{array}$
 $\begin{array}{r} 14.7 \quad 16.1 \quad 17.3 \\ 8 \quad 34 \quad 68 \end{array}$

$\begin{array}{r} +7.1 \quad 0.0 \quad 4.3 \quad 8.6 \\ 61 \quad 34 \quad 19 \quad 9 \quad 10.1 \end{array}$
 $\begin{array}{r} 11.1 \quad 11.2 \quad 11.9 \\ 13 \quad 32 \quad 64 \end{array}$

$\begin{array}{r} +4.7 \quad 0.0 \quad 4.9 \quad 9.6 \quad 12.5 \\ 74 \quad 54 \quad 34 \quad 14 \quad 4 \quad 12.2 \end{array}$
 $\begin{array}{r} 11.3 \quad 10.4 \quad 10.6 \\ 10 \quad 39 \quad 54 \end{array}$

Sta.	+	H.I.	-	Red.	Elev.
		720.35			
22 + 45 ⁴⁵				9.4	711.0.
T.P.	10.13	728.69.	1.79	718.56.	
22 + 45 ⁴⁵	Top of Stone Pier.			4.0	24.7.
22 + 50 ⁵	Top of Rail			1.82	26.89.
22 + 53 ³	Top of Rail			1.55	27.14.
22 + 60 ⁵	Top of Stone Pier			4.2	24.5.
T.P.	1.92	717.90.	12.71	715.98.	
21 + 85	Manhole Mt, Plank Cover.			7.85	10.05.
				12.85	05.05.
T.P.	4.74	710.02.	12.62	705.28.	
22 + 60 ⁵				1.9	08.1.
22 + 67				2.9	07.1.
22 + 75				5.7	04.3.
22 + 80				7.9	02.1.
22 + 85	Q. Rd.			8.1	01.9.
22 + 94				8.2	01.8.
23 + 00				9.3	700.7.
+ 29				11.4	698.6.
+ 38				13.0	97.0.
T.P.	5.26	703.87.	11.41	698.61.	
+ 78				6.4	97.5.
24 + 00				7.8	96.1.

4/9/20

$\begin{array}{r} +64.33 \ 100 \ 120 \ 147 \ 147 \ 147 \ 12.0 \\ -62.46 \ 32 \ 17 \ 16 \ 12 \ 8 \ 5 \ 7.4 \\ +7.0 \\ \hline 100. \end{array}$
 $\begin{array}{r} 5.5 \ 0.0 \ 13.0 \ 15.7 \ 15.5 \\ 11 \ 20 \ 25 \ 26 \ 46 \end{array}$

$\begin{array}{r} 0.55 \ 0.85 \ 1.22 \ 1.50 \ 2.96 \ 3.47 \\ 150 \ 100 \ 50 \ 50 \ 100 \ 150 \end{array}$

$\begin{array}{r} 0.22 \ 0.56 \ 0.72 \ 1.05 \ 2.71 \ 3.27 \\ 150 \ 100 \ 50 \ 50 \ 100 \ 150 \end{array}$

Top of Brick Work.

Bottom of Manhole.

$\begin{array}{r} +12.0 \ 12 \ 22 \ 39 \ 5.7 \ 6.0 \ 5.7 \ 4.1 \\ -59 \ 37 \ 30 \ 21 \ 18 \ 13 \ 10 \ 8 \ 1.9 \\ +16.7 \ 16.6 \\ 73 \ 88 \end{array}$
 $\begin{array}{r} +4.3 \ 13.0 \ 17.6 \ 17.4 \\ 12 \ 24 \ 25 \ 57 \end{array}$

$\begin{array}{r} 7.6 \ 7.6 \ 9.2 \ 8.6 \ 8.8 \ 9.0 \\ 50 \ 30 \ 10 \ 17 \ 32 \ 58 \end{array}$

$\begin{array}{r} 8.4 \ 9.2 \ 10.0 \ 8.6 \ 9.3 \\ 50 \ 25 \ 13 \ 22 \ 50 \end{array}$

$\begin{array}{r} 13.2 \ 12.7 \ 13.0 \ 12.0 \\ 50 \ 34 \ 50 \ 50 \end{array}$

$\begin{array}{r} 7.1 \ 6.7 \ 6.5 \ 6.4 \\ 50 \ 30 \ 22 \ 50 \end{array}$

$\begin{array}{r} 6.8 \ 7.8 \ 6.8 \ 6.3 \\ 50 \ 29 \ 30 \ 50 \end{array}$

Sta.	T	H.I.	-	Red.	Elev.
		703.87			
+17				6.3	697.6
+23				9.8	741.
+81				5.0	98.9.
25+00				4.6	99.3
+47				5.2	98.7.
+58				11.2	92.7.
+74				12.9	91.0.
26+00				13.4	90.3.
T.P.	2.50	703.81	2.54	701.31.	
+04	Shore line.			14.0	89.8.
+25				14.3	89.5.
+40				16.7	87.1.
+50				17.9	85.9.
+75				17.3	86.5.
27+00				17.7	86.1.
+15				16.5	87.3.
+25				16.0	87.8.
+50				16.0	87.8.

4/9/24

$\frac{7.2}{50}$	$\frac{5.9}{19}$	$\frac{6.4}{34}$	$\frac{7.3}{50}$
------------------	------------------	------------------	------------------

$\frac{7.1}{50}$	$\frac{8.7}{24}$	$\frac{9.8}{30}$	$\frac{10.0}{50}$
------------------	------------------	------------------	-------------------

$\frac{4.1}{50}$	$\frac{4.4}{30}$	$\frac{5.0}{17}$	$\frac{5.9}{17}$	$\frac{8.2}{33}$	$\frac{8.3}{50}$
------------------	------------------	------------------	------------------	------------------	------------------

$\frac{3.7}{50}$	$\frac{3.7}{21}$	$\frac{4.4}{35}$	$\frac{6.1}{35}$	$\frac{12.8}{58}$	$\frac{13.7}{94}$
------------------	------------------	------------------	------------------	-------------------	-------------------

$\frac{2.9}{50}$	$\frac{3.7}{28}$	$\frac{5.2}{9}$	$\frac{10.6}{7}$	$\frac{12.9}{20}$	$\frac{13.7}{85}$
------------------	------------------	-----------------	------------------	-------------------	-------------------

$\frac{3.0}{50}$	$\frac{4.5}{12}$	$\frac{11.2}{18}$	$\frac{13.3}{18}$	$\frac{13.7}{65}$	$\frac{14}{14}$
------------------	------------------	-------------------	-------------------	-------------------	-----------------

$\frac{3.5}{50}$	$\frac{3.5}{37}$	$\frac{6.2}{25}$	$\frac{10.2}{17}$	$\frac{12.3}{10}$	$\frac{12.9}{34}$	$\frac{13.7}{34}$
------------------	------------------	------------------	-------------------	-------------------	-------------------	-------------------

$\frac{6.5}{58}$	$\frac{11.1}{45}$	$\frac{12.6}{37}$	$\frac{13.6}{3}$	$\frac{13.7}{3}$
------------------	-------------------	-------------------	------------------	------------------

Sph. in 6" tree 55 H 54 25 + 50.

4/10/24

Sta.	+	H. I.	-	Red.	Flev.
		703.81			
+75				14.7	489.1
28+00				14.9	88.9
722	Shore Line.			14.0	89.8
+41				9.4	494.4
	7.75	710.00	1.54	702.25	
+68				5.8	704.2
29+00				5.2	04.8
+30				4.7	05.3
30+00				5.6	04.4
+50				5.9	04.1
31+00				8.4	01.4
13.M.			5.14	704.86	

4/10/26

$\frac{14.4}{50}$	$\frac{14.3}{20}$	$\frac{14.9}{50}$
-------------------	-------------------	-------------------

$\frac{14.0}{55}$	$\frac{13.5}{50}$	$\frac{12.4}{33}$	$\frac{11.7}{18}$	$\frac{14.0}{140}$	$\frac{14.0}{15}$	$\frac{6.2}{21}$	$\frac{2.0}{40}$	$\frac{0.7}{60}$
-------------------	-------------------	-------------------	-------------------	--------------------	-------------------	------------------	------------------	------------------

$\frac{9.7}{50}$	$\frac{8.2}{24}$	$\frac{7.4}{7.4}$	$\frac{1.6}{18}$	$\frac{1.3}{41}$	$\frac{0.1}{60}$
------------------	------------------	-------------------	------------------	------------------	------------------

$\frac{14.2}{50}$	$\frac{13.3}{28}$	$\frac{8.0}{11}$	$\frac{5.8}{5.8}$	$\frac{5.6}{23}$	$\frac{6.4}{45}$	$\frac{4.7}{60}$
-------------------	-------------------	------------------	-------------------	------------------	------------------	------------------

$\frac{11.1}{50}$	$\frac{7.4}{30}$	$\frac{5.7}{14}$	$\frac{5.2}{5.2}$	$\frac{4.4}{24}$	$\frac{4.5}{50}$
-------------------	------------------	------------------	-------------------	------------------	------------------

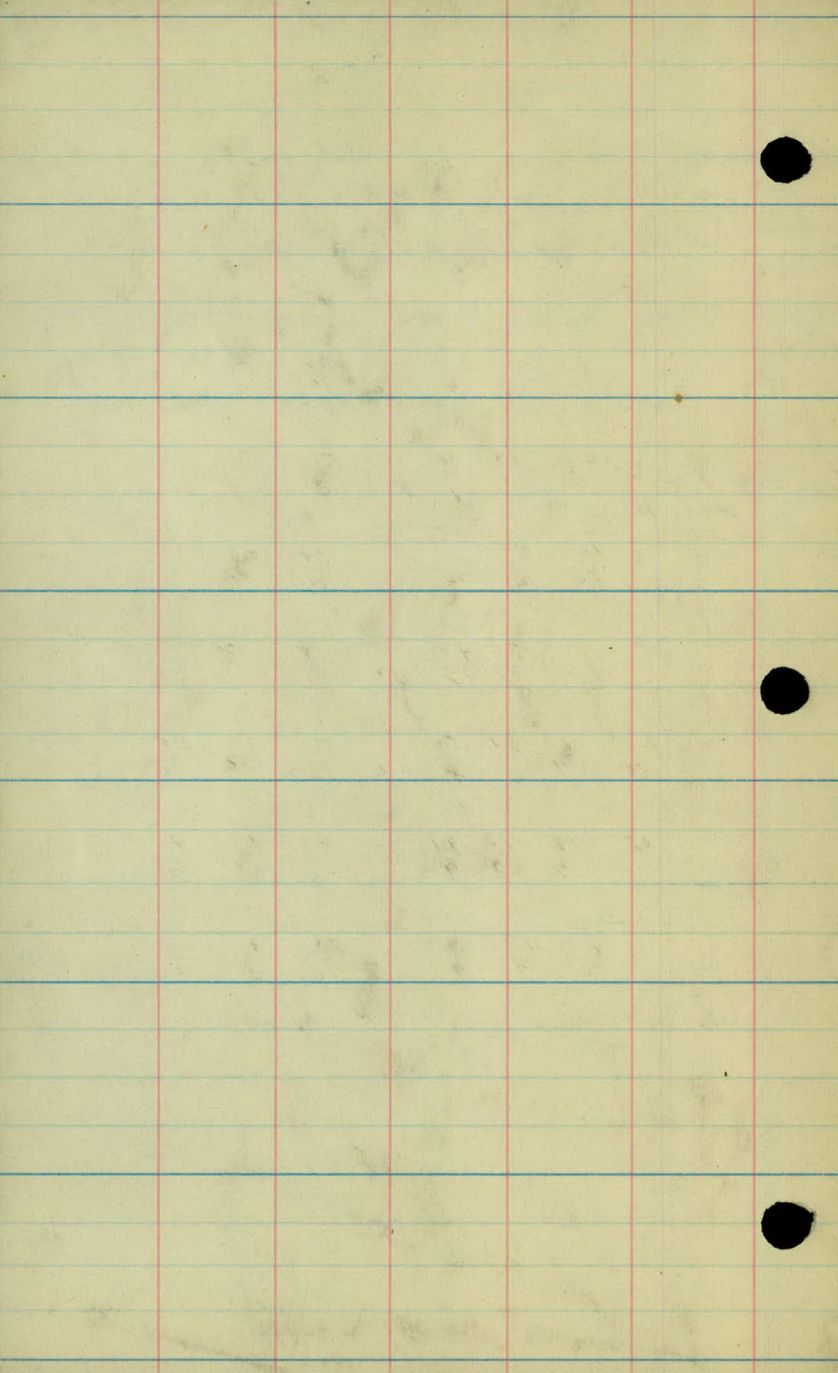
$\frac{11.3}{50}$	$\frac{7.8}{28}$	$\frac{4.9}{12}$	$\frac{4.7}{4.7}$	$\frac{3.8}{16}$	$\frac{3.0}{30}$
-------------------	------------------	------------------	-------------------	------------------	------------------

$\frac{12.3}{50}$	$\frac{11.5}{27}$	$\frac{8.1}{4}$	$\frac{5.6}{4}$	$\frac{5.6}{5.6}$	$\frac{5.5}{12}$	$\frac{4.3}{20}$	$\frac{5.4}{50}$
-------------------	-------------------	-----------------	-----------------	-------------------	------------------	------------------	------------------

$\frac{12.0}{50}$	$\frac{11.2}{34}$	$\frac{11.8}{22}$	$\frac{9.9}{9}$	$\frac{5.9}{5.9}$	$\frac{4.9}{14}$	$\frac{3.7}{23}$	$\frac{4.4}{50}$
-------------------	-------------------	-------------------	-----------------	-------------------	------------------	------------------	------------------

$\frac{14.1}{50}$	$\frac{11.7}{37}$	$\frac{12.0}{17}$	$\frac{8.4}{8.4}$	$\frac{5.6}{10}$	$\frac{4.8}{31}$	$\frac{5.4}{50}$
-------------------	-------------------	-------------------	-------------------	------------------	------------------	------------------

Sph. in Root of Large Tree at Sta. 30+00.



Pike Island Survey.
x sections on line
Revision from Sta. 31+00
to Sta. 21+00.

Sta.	+	M. I.	-	Red.	Elev.
B.M.	3.18	708.04		704.86	
31+00				37	04.3
				37	04.3
30+00				3.6	04.4
+30				32	04.8
+10				6.9	01.1
29+00				8.7	99.3
+84				11.4	96.6
+68				13.3	94.7
	1.45	697.62	11.87	696.17	
+45				5.6	92.0
+20	Edge of River.		Top of water	8.45	89.1
28+00				89.	88.7
+75				10.2	87.4
+50				10.4	87.2
+25				11.7	85.9

4/15/26

11.

81

$$\begin{array}{r} 9.2 \\ 50 \end{array} \quad \begin{array}{r} 10.5 \\ 36 \end{array} \quad \begin{array}{r} 9.5 \\ 25 \end{array} \quad \begin{array}{r} 4.4 \\ 7 \end{array} \quad 3.7 \quad \begin{array}{r} 2.1 \\ 13 \end{array} \quad \begin{array}{r} 2.8 \\ 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 12.2 \\ 50 \end{array} \quad \begin{array}{r} 9.1 \\ 36 \end{array} \quad \begin{array}{r} 8.3 \\ 20 \end{array} \quad 3.4 \quad \begin{array}{r} 3.2 \\ 9 \end{array} \quad \begin{array}{r} 2.4 \\ 20 \end{array} \quad \begin{array}{r} 3.2 \\ 50 \end{array}$$

$$\begin{array}{r} 12.4 \\ 45 \end{array} \quad \begin{array}{r} 9.4 \\ 47 \end{array} \quad \begin{array}{r} 7.1 \\ 20 \end{array} \quad \begin{array}{r} 5.2 \\ 5 \end{array} \quad 3.2 \quad \begin{array}{r} 2.8 \\ 20 \end{array} \quad \begin{array}{r} 2.6 \\ 50 \end{array}$$

$$\begin{array}{r} 13.2 \\ 85 \end{array} \quad \begin{array}{r} 12.5 \\ 60 \end{array} \quad \begin{array}{r} 9.1 \\ 44 \end{array} \quad \begin{array}{r} 9.6 \\ 31 \end{array} \quad \begin{array}{r} 6.4 \\ 20 \end{array} \quad \begin{array}{r} 5.9 \\ 6 \end{array} \quad 6.9 \quad \begin{array}{r} 3.8 \\ 11 \end{array} \quad \begin{array}{r} 3.0 \\ 20 \end{array} \quad \begin{array}{r} 2.9 \\ 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 13.3 \\ 70 \end{array} \quad \begin{array}{r} 13.3 \\ 60 \end{array} \quad \begin{array}{r} 11.7 \\ 46 \end{array} \quad \begin{array}{r} 9.6 \\ 38 \end{array} \quad \begin{array}{r} 9.1 \\ 30 \end{array} \quad \begin{array}{r} 11.3 \\ 24 \end{array} \quad \begin{array}{r} 11.3 \\ 20 \end{array} \quad \begin{array}{r} 9.5 \\ 11 \end{array} \quad 8.7 \quad \begin{array}{r} 6.2 \\ 2 \end{array} \quad \begin{array}{r} 3.8 \\ 20 \end{array} \quad \begin{array}{r} 3.1 \\ 32 \end{array} \quad \begin{array}{r} 3.9 \\ 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 14.2 \\ 70 \end{array} \quad \begin{array}{r} 13.3 \\ 50 \end{array} \quad \begin{array}{r} 14.4 \\ 33 \end{array} \quad \begin{array}{r} 13.4 \\ 20 \end{array} \quad 11.4 \quad \begin{array}{r} 7.9 \\ 20 \end{array} \quad \begin{array}{r} 4.8 \\ 32 \end{array} \quad \begin{array}{r} 5.9 \\ 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 15.1 \\ 65 \end{array} \quad \begin{array}{r} 14.2 \\ 50 \end{array} \quad \begin{array}{r} 13.3 \\ 20 \end{array} \quad 13.3 \quad \begin{array}{r} 13.1 \\ 20 \end{array} \quad \begin{array}{r} 10.7 \\ 36 \end{array} \quad \begin{array}{r} 6.2 \\ 43 \end{array} \quad \begin{array}{r} 6.0 \\ 60 \end{array}$$

$$\begin{array}{r} 7.7 \\ 34 \end{array} \quad \begin{array}{r} 7.5 \\ 46 \end{array} \quad \begin{array}{r} 6.8 \\ 20 \end{array} \quad 5.6 \quad \begin{array}{r} 5.7 \\ 20 \end{array} \quad \begin{array}{r} 8.4 \\ 34 \end{array} \quad \begin{array}{r} 8.4 \\ 53 \end{array} \quad \begin{array}{r} 5.0 \\ 68 \end{array}$$

$$\begin{array}{r} 8.7 \\ 20 \end{array} \quad 8.5 \quad \begin{array}{r} 8.9 \\ 20 \end{array}$$

$$\begin{array}{r} 10.4 \\ 20 \end{array} \quad 8.9 \quad \begin{array}{r} 20 \\ 20 \end{array}$$

$$\begin{array}{r} 10.5 \\ 20 \end{array} \quad 10.2 \quad \begin{array}{r} 10.0 \\ 20 \end{array}$$

$$\begin{array}{r} 10.4 \\ 20 \end{array} \quad 10.4 \quad \begin{array}{r} 10.6 \\ 20 \end{array}$$

$$\begin{array}{r} 11.4 \\ 20 \end{array} \quad 11.7 \quad \begin{array}{r} 11.9 \\ 20 \end{array}$$

Sta.	+	H.I.	-	Red.	Elev.
		697.62			
27+00				12.3	85.3
+87				11.4	86.2
+75				9.2	88.4
+67	Edge of River			8.45	89.2
+51				7.4	90.2
+39				6.7	90.9
		8.93	704.80.	1.75	695.87.
B.M.		4.15	705.46.	3.49	701.31.
+25				8.7	98.8
+14					
26+00				6.0	99.5
+95				5.6	99.9
+87				6.8	98.7
+82				6.8	698.7.
+70				4.7	700.8
+30				5.6	699.9
25+00				5.4	700.1
		3.38	704.33.	4.51	710.75.

4/15/26

Lt.

Rt.

$\frac{124}{20}$

12.3

$\frac{12.0}{20}$

$\frac{10.6}{20}$

11.4

$\frac{11.5}{20}$

$\frac{9.1}{20}$

9.2

$\frac{9.6}{20}$

$\frac{8.5}{20}$

8.5

$\frac{8.6}{20}$

$\frac{4.8}{50}$ $\frac{6.8}{42}$ $\frac{7.3}{39}$ $\frac{7.5}{20}$

7.4

$\frac{7.4}{20}$ $\frac{7.8}{50}$ ✓

$\frac{5.6}{50}$ $\frac{5.4}{41}$ $\frac{5.2}{20}$

6.7

$\frac{6.8}{20}$ $\frac{7.2}{50}$

Spk. in 6" tree

$\frac{7.3}{50}$ $\frac{7.7}{20}$

8.7

$\frac{8.3}{12}$ $\frac{11.6}{20}$ $\frac{14.4}{37}$ $\frac{15.0}{50}$

$\frac{7.4}{50}$ $\frac{8.2}{20}$

6.0

$\frac{6.1}{20}$
 $\frac{5.3}{20}$ $\frac{5.3}{41}$ $\frac{7.4}{50}$ $\frac{14.0}{68}$

$\frac{7.1}{50}$ $\frac{7.8}{32}$ $\frac{6.1}{20}$

4.7

$\frac{4.5}{20}$ $\frac{5.1}{50}$

$\frac{5.7}{50}$ $\frac{5.6}{20}$

5.4

$\frac{5.4}{20}$ $\frac{5.4}{50}$

$\frac{5.9}{50}$ $\frac{5.4}{20}$

5.4

$\frac{5.4}{20}$ $\frac{5.6}{50}$

Sta.	+	H.I.	-	Ref.	Elev.
		704.33			
+75					65 97.8
+50					6.1 98.2
+30					4.5 99.8
24 +00					5.9 98.4
+50					8.4 95.9
+32					6.9 99.4
+20					3.9 00.4
		12.68	716.03.	0.98	703.35.
23 +00					11.4 04.6
22 +88					9.4 06.6
22 +73					3.4 12.6
22 +63					3.4 12.6
22 +54					5.1 10.9
					6.91 Above 12.2
					14.91 722.94.
22 +48					2.7 13.3
22 +41					3.8 12.2
		10.35	723.34.	3.02	713.01.
		9.02	731.20.	1.18	722.18.
22 +60 ³⁰					3.52 27.68
					Top of Rail
22 +55 ¹⁰					3.82 27.38
					Top of Rail

17.

17.

4/15/56

4.8	6.0		6.8	7.1	6.8
50	20	6.5	20	36	50

7.8	5.6	5.4		7.1	8.4
50	20	15	4.1	20	50

3.5	4.0	4.9	5.0		6.7	7.8
50	38	34	20	4.5	20	50

3.0	3.7		7.0	7.7
50	20	5.9	20	50

7.1	7.5		7.2	7.1
50	31	8.4	34	50

Above H.I.

12.2	10.4	2.9	3.6		4.1	5.4	5.5
50	39	37	24	3.9	25	40	50

11.7	11.7	1.0	8.0		12.3	15.6	16.1
78	68	45	15	11.4	4	39	50

11.3	11.0	18.0		9.0	12.9	14.4
50	25	16	3.4	8	33	50

19.2	18.3	110.6	16.0	16.0	1.4		9.0
50	39	28	13.5	9.5	9.5	5.1	9.5 - Pier

Bottom of I. Beam

124.5	116.5	9.0	13.0	5.1	6.3	10.2	10.3	7.6
70	55	39	19	3.8	4	17	21	29

2.52	2.74	3.12		4.15	4.65	5.28
150	100	50		50	100	150

2.79	3.11	3.38		4.42	5.09	5.52
150	100	50		50	100	150

Sta	+	H.I.	-	Rod	Elev.
		791.20			
	0.16	719.15	12.21	718.99	
22+31				8.3	710.9
22+22				5.7	13.5
22+07				2.9	16.3
22+00				3.2	16.0
21+50				2.6	16.6
21+25				4.2	715.0
	6.22	718.89	6.48	712.67	
B.M.			6.02	712.87	

4/15/24

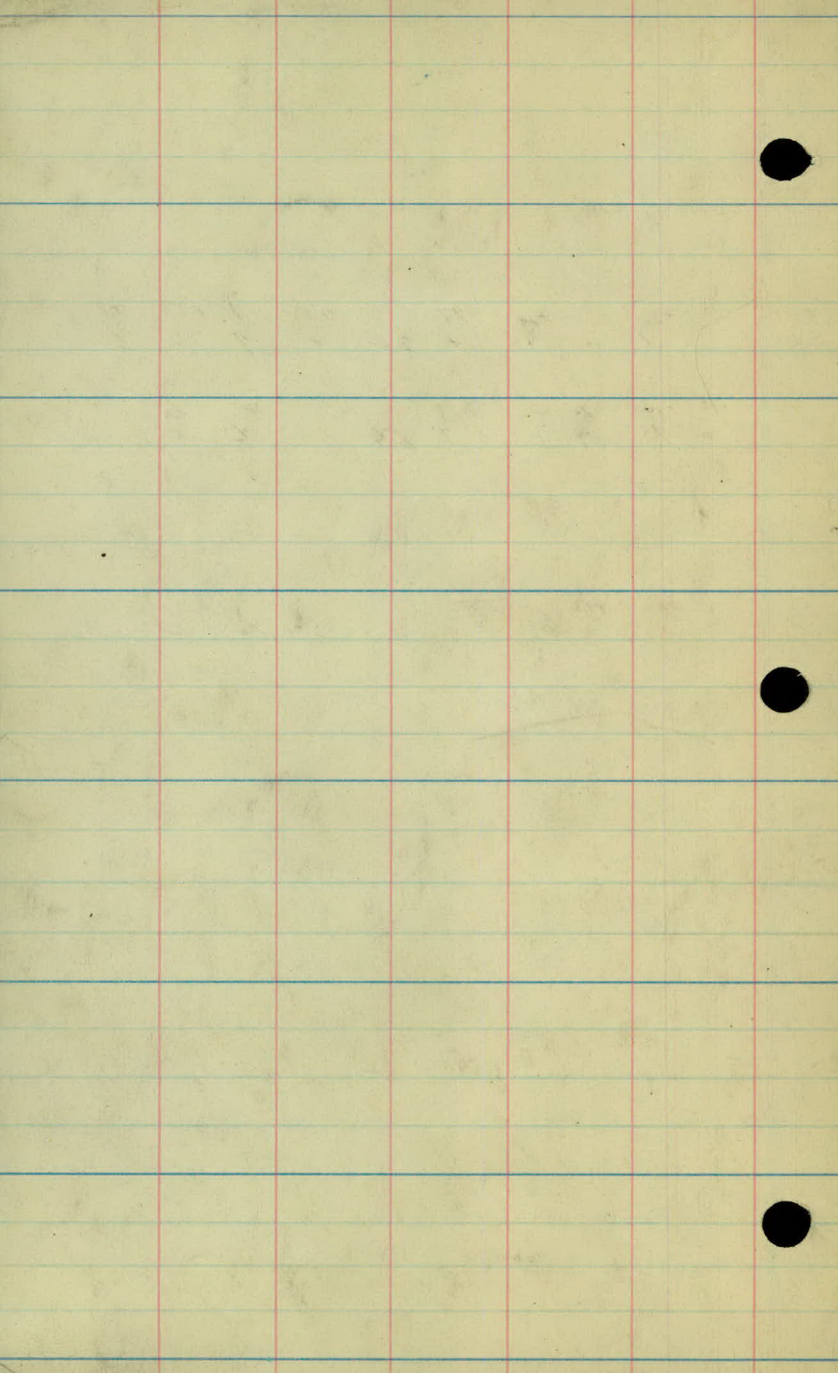
Lt.

Rt.

<u>+52.0</u>	<u>+44.2</u>	<u>+29.5</u>	<u>+22.0</u>	<u>+14.6</u>	<u>+7.7</u>		<u>7.2</u>	<u>10.1</u>	<u>10.0</u>	<u>9.8</u>
100	84	60	44	33	24	3.2	10	27	34	50

<u>+75.0</u>	<u>+66.0</u>	<u>+46.3</u>	<u>+37.5</u>	<u>+15.8</u>	<u>+7.6</u>	<u>0.0</u>		<u>6.1</u>	<u>8.4</u>	<u>9.0</u>
105	100	73	57	33	10	7	2.4	7	34	50

<u>+75.0</u>
110



Pike Island Survey

Road No # 98.

Check Levels From Sta 0+00
to End of Proj.

Sta.	+	H. I.	-	Elev.
B.M.	2.30	810.96		808.66
	0.38	798.89	12.45	798.51
	0.34	786.79	11.44	786.45
	0.67	780.93	4.53	780.26
B.M.			10.31	770.62 770.62
	0.39	768.73	12.59	768.34
	0.92	757.22	12.43	756.30
	0.73	745.45	12.50	744.72
B.M.			7.43	738.02 738.03
	1.50	735.14	11.71	733.74
	1.88	726.92	10.20	725.04
	2.22	717.30	11.84	715.08
B.M.			4.47	712.83 712.84
	1.29	706.39	12.20	705.10
	5.57	703.62	8.34	698.05
B.M.			2.30	701.32

4/17/24

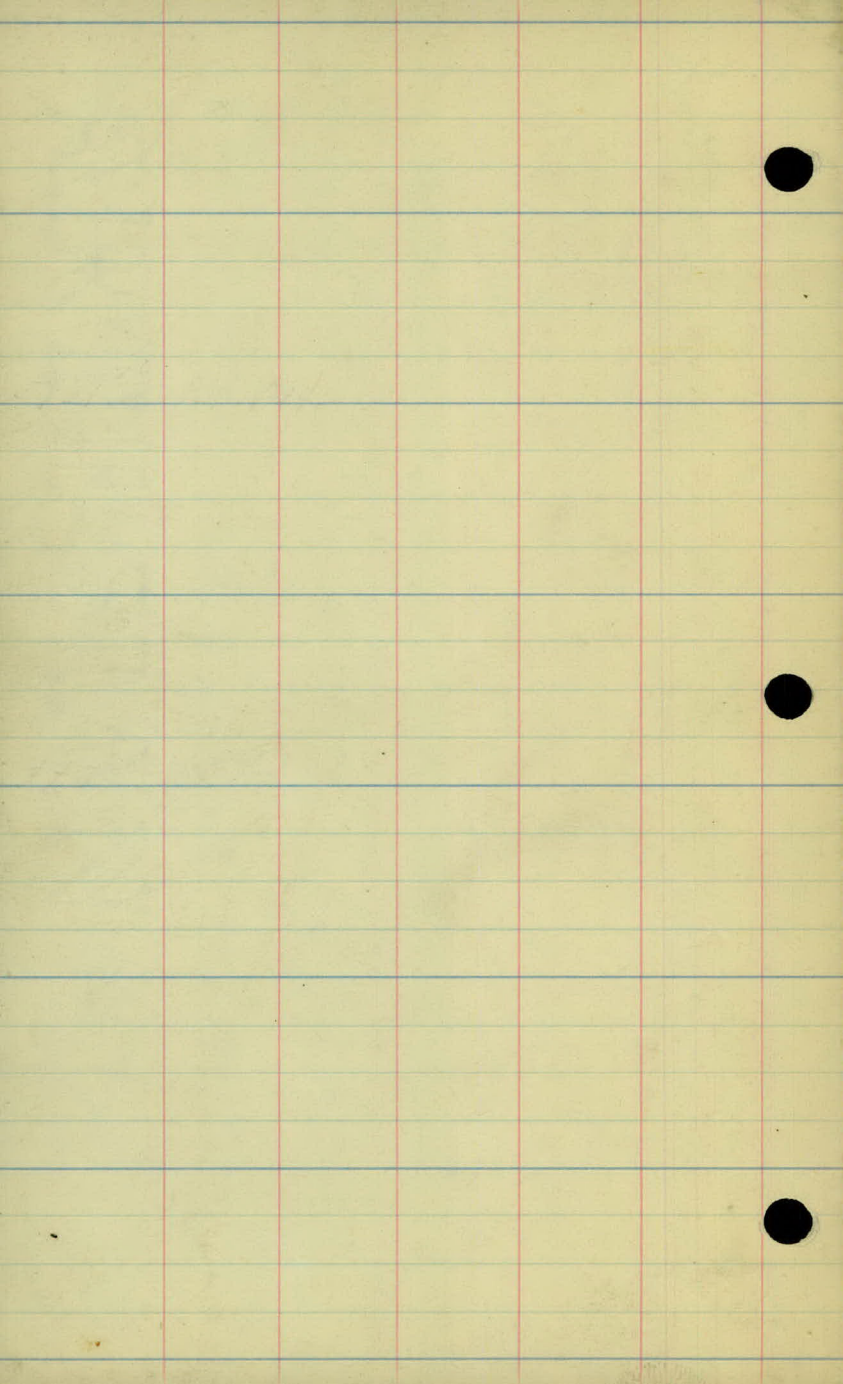
SpK. in 30" Tree 102 Rt. Sta. 11+62. Proj. #25-58.

SpK. in Tree 65 Rt. Sta. 6+25.

SpK. in P.P. 30' Lt. Sta. 12+55.

SpK. in 30" Tree 50 Rt. Sta. 19+70.

SpK. in 8" Tree 30 Rt. Sta. 25+45.



Proj. From To

Computed by H.J.G
4-7-26

Pike Island Survey
Alignment.
Road $\frac{9}{16}$ # 98.

Crane
Austin
McIntyre
Berthoume
Frank.

Sta. Point Lt. Rt.

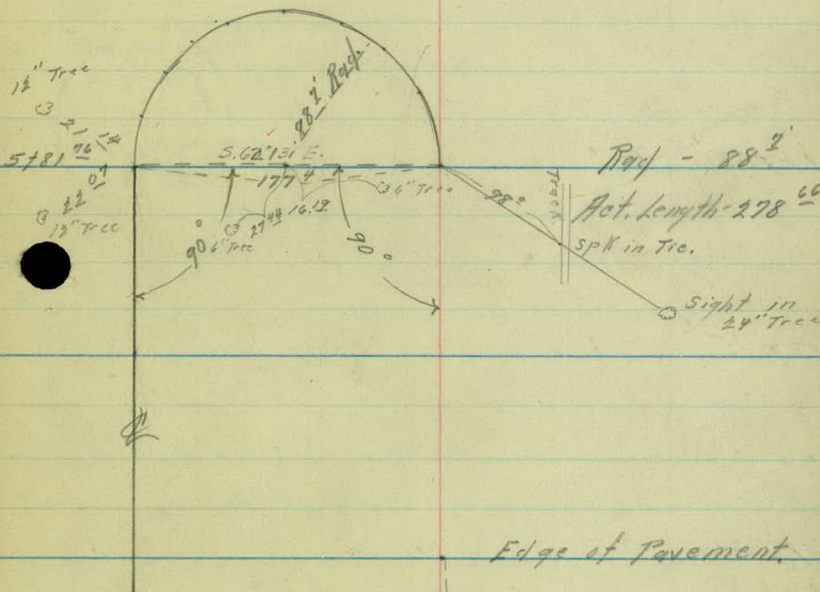
N. 27° 47' E.

5+81⁷⁶ End. Rod.

3+0.3¹⁸ Beg. Rod.

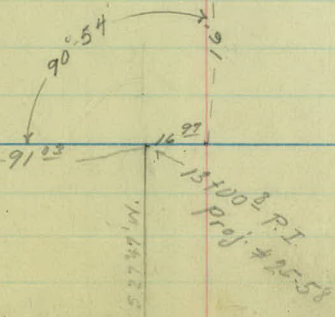
S. 27° 47' W.

0+00



Edge of Pavement.

Mendota Bridge



Sta. Point Lt. Pt.

✓
16+02⁴⁵ P.T.

✓
N. 49° 33' E.

15+04² P.I. 19° 44'

✓
14+05¹² P.C.

✓
N. 69° 17' E.

✓
12+75² P.T.

11+11⁵⁰ P.I. 41° 30'

✓
9+30⁰⁷ P.C.

✓
N. 27° 47' E.

3/30/26

14705¹²

+25 - 0°-59⁶

+50 - 2°-14⁶

+75 - 3°-29⁶

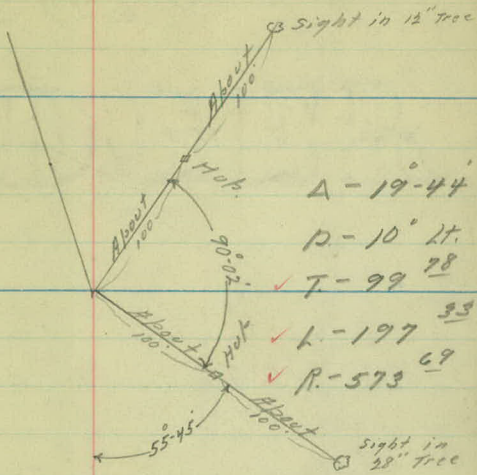
15700 - 4°-44⁶

+25 - 5°-59⁶

+50 - 7°-14⁶

+75 - 8°-29⁶

16702⁴⁵ - 9°-52



A - 19°-44

D - 10° 11

✓ T - 99⁷⁸

✓ L - 197³³

✓ R - 573⁶⁹

10" Tree

P.R.O. 38⁴³

7730²⁷

+50 - 1°-11²

+75 - 2°-41²

10700 - 4°-11²

+25 - 5°-41²

+50 - 7°-11²

+75 - 8°-41²

11700 - 10°-11²

+25 - 11°-41²

+50 - 13°-11²

+75 - 14°-41²

12700 - 16°-11²

+25 - 17°-41²

+50 - 19°-11²

+75 - 20°-45¹

A - 41°-30

D - 12° 11

✓ T - 181²³

✓ L - 345⁸³

✓ R - 478³⁴



Sta. Point Lt. Mt.



22+52⁹⁰ P.O.T. Center of C. M. & St. Paul Ry.

N. 72° 43' E.

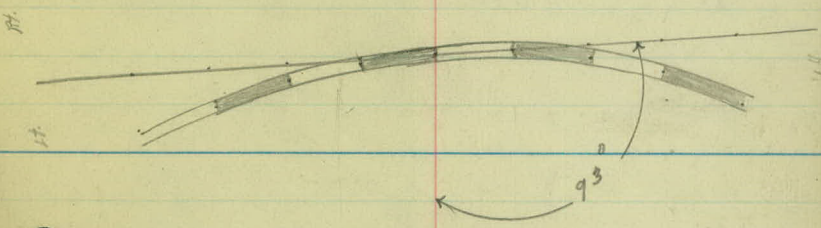
21+57² P.I.

23°-10'

20+21² P.O.T.

4/1/28

1400 ft. Track 7.81 ft.
 0425 ft. Track 4.04 ft.
 0450 ft. Track 2.31 ft.
 0425 ft. Track 0.99 ft.
 0400
 0425 ft. Track 0.10 ft.
 0450 ft. Track 1.49 ft.
 0425 ft. Track 4.40 ft.
 1400 ft. Track 8.74 ft.



53 02
 46 21
 12" Tree
 12" Tree

46 12
 35 91
 10" Tree
 4" Tree

Sta. Point. Lt. Rt.

30+00 P.O.T.

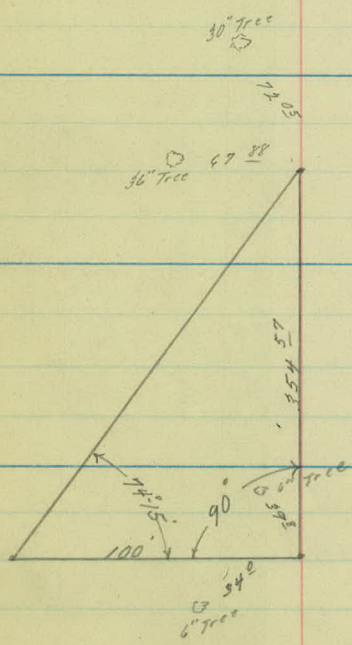
N. 72° 43' E.

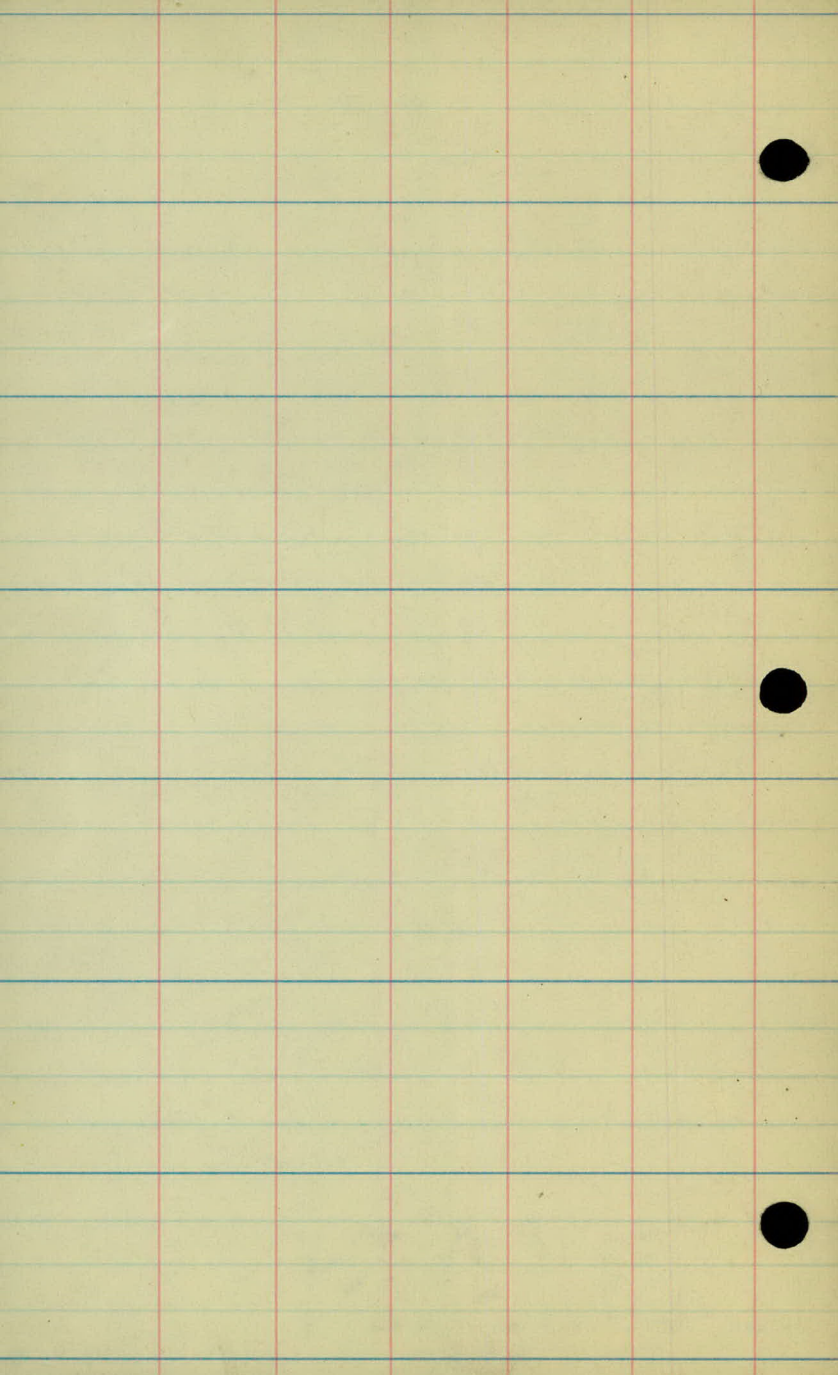
28+88¹² P.O.T.

25+33⁶⁰ P.O.T.

4/1/26

Spk. in Root of large Tree.





#98

Pike Island Survey

Art Topog

Ref. #98.

4+00

1550 to 4+00 - 23 - ^{12"} Trees

155 Cross Drain
Double 6" Vitr.

3+00

130 Cross Drain 29' H.
130 E. Rd. 44' H.
130 Cross Drain
Double 6" Vitr.

187 Side Drain 76' H.

145 Side Drain 81⁵/₁₁' H.
12" x 44 Vitr.

2+00

1+00

0+00

10700

5x5



7116² Center of River

7700

16 1142

7-13² - 13² 7 8183² Center of River

8100

7700



6700

5700

4750 - 5700 - 10 Trcos

4700

4/3/20

100 ft. Rd. 15

150 ft. Rd. 11 ft

116² Center of
Cond. Pier 142

183² Center of
Cond. Pier 131 ft

116² Center of
Cond. Pier 127

183² Center of
Cond. Pier 131 ft

130 ft. Rd. 14

100 ft. Rd. 14

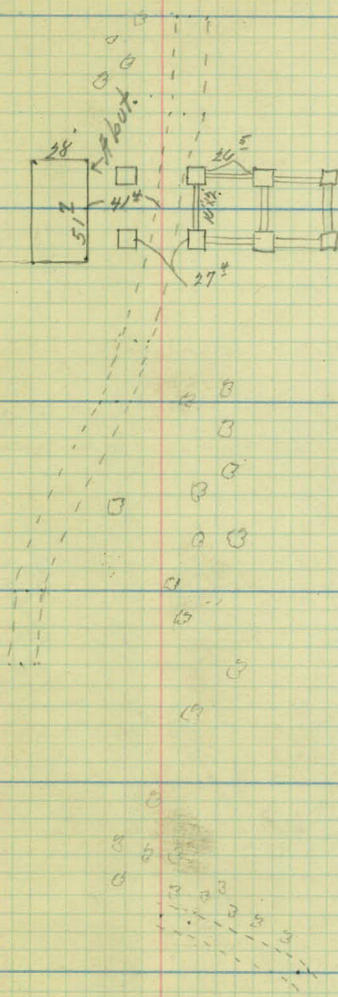
100 ft. Rd. 12

100 ft. Rd. 75

100 ft. Rd.

115 ft. Rd. 16 ft

100 ft. Rd. 85



16+00

15+00

14+00

13+00

12+00

11+00

10+00

100 ϕ . Rd. 6

150 ϕ . 7.1

100 ϕ . Rd. 4

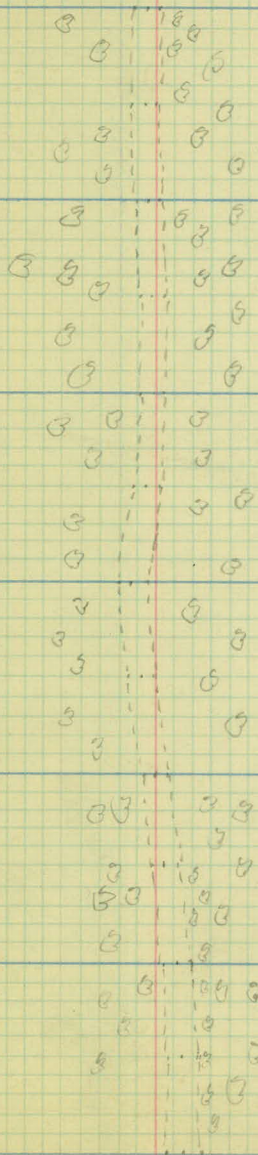
150 ϕ . Rd. 3

100 ϕ . Rd. 2

150 ϕ . Rd. 5

100 ϕ . Rd. 13

150 ϕ . Rd. 8



100 ϕ . Rd.

150 ϕ . Rd. 4

100 ϕ . Rd. 11

150 ϕ . Rd. 13

22+00

21+00

20+00

19+00

18+00

17+00

16+00

4/3/24

Rd. 15

191 Man Hole 14

157 1/2 Rd. 14 34

Rd. 36

150 End of Wall 4
150 Rd. 34

Rd. 32

150 Rd. 29

100 Rd. 34

150 Rd. 14

100 Rd. 10

150 Rd. 2

140 Rd. Trail

122 Wall 2

107 Man Hole 11
Wall 7 1/2
4 High

Sewer Line

137 Foot Path

100 Stone Retaining
Wall 13 ft. 15 High

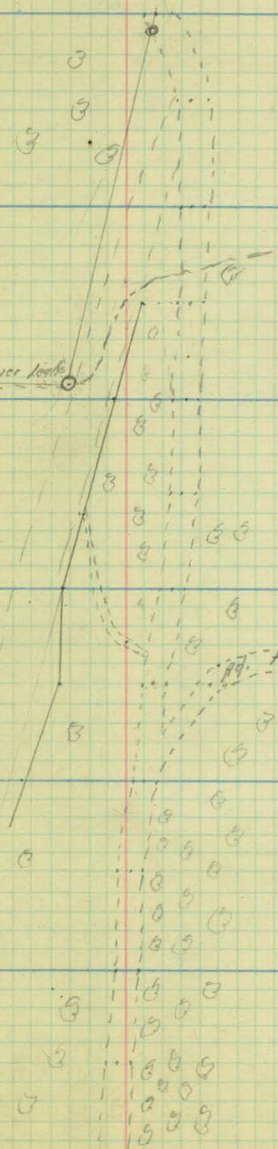
181 Foot Path

150 Wall 35

100 Stone Retaining
Wall 5 1/2
About 20 High

100 Rd. 1

150 Rd. 4



26+00

25+00

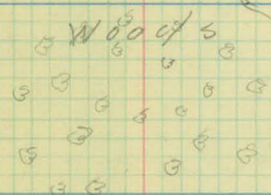
24+00

23+00

22+00

4/3/24

River

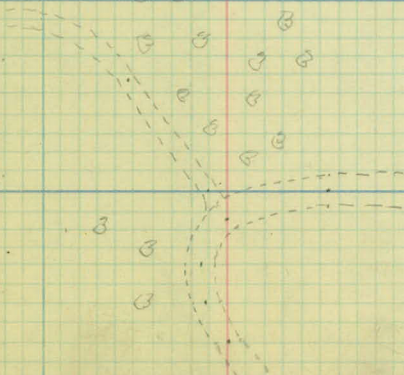


157 ft. Trail 52

100 ft. Trail 10

160 ft. R. 13

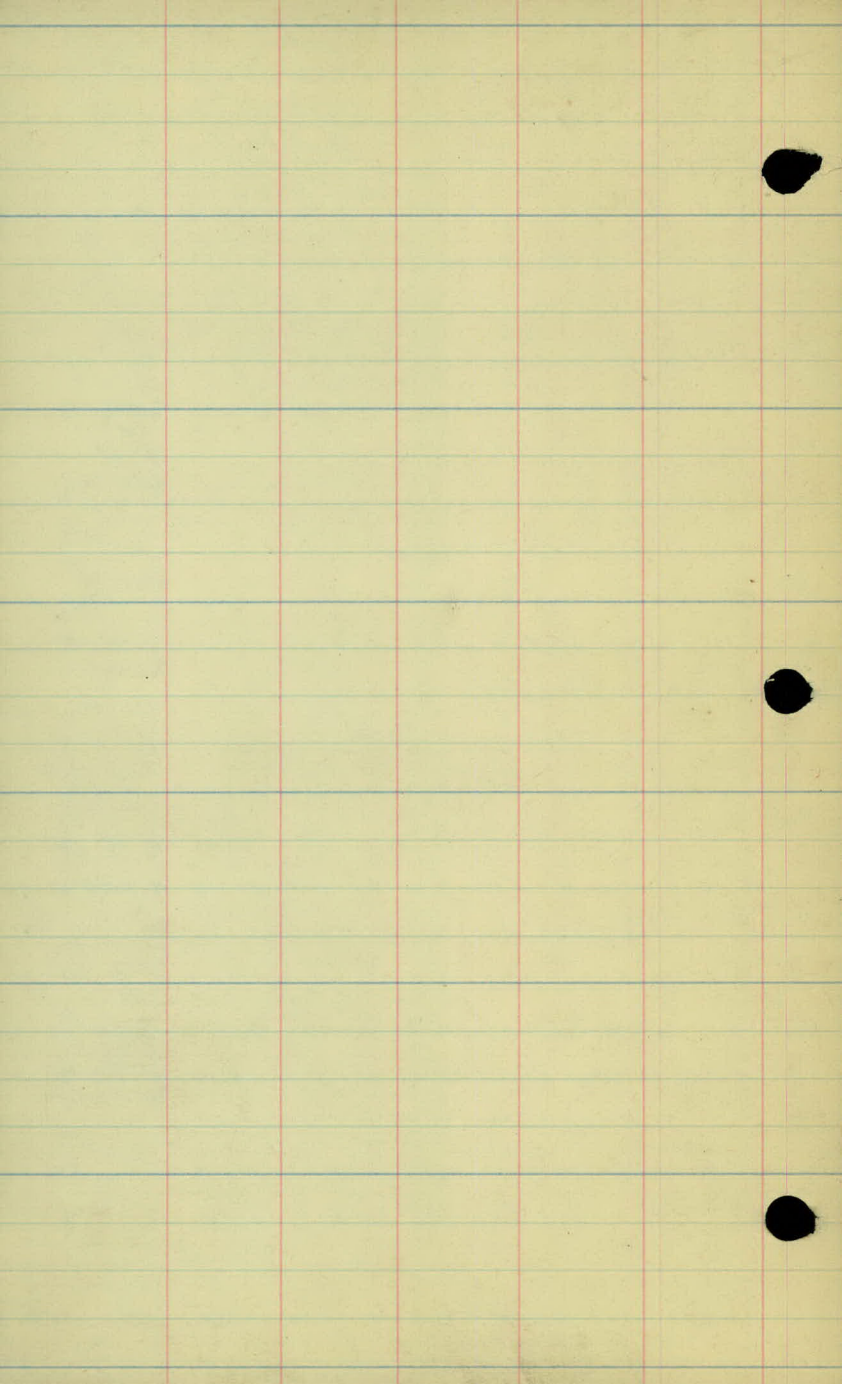
140 ft. R. 11

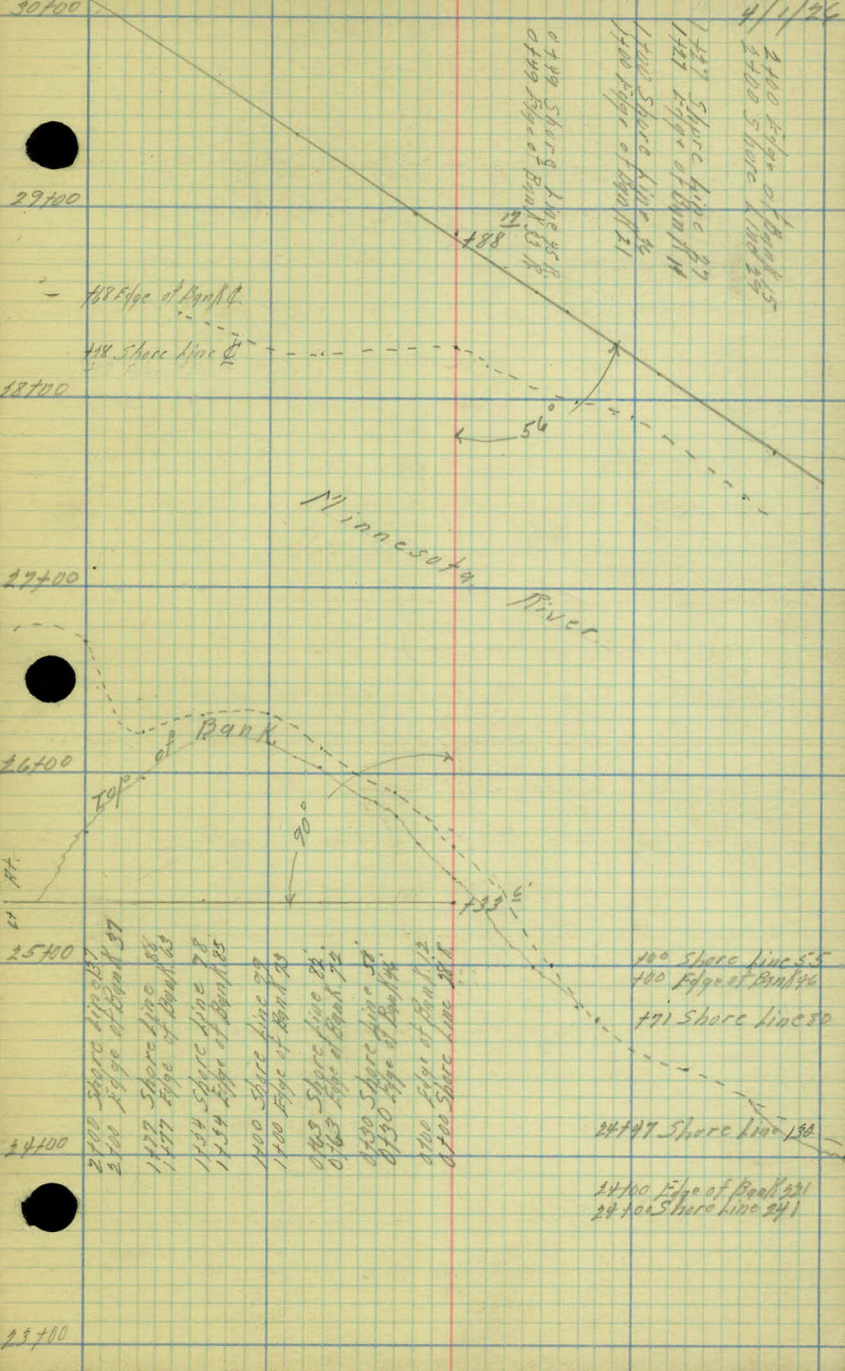


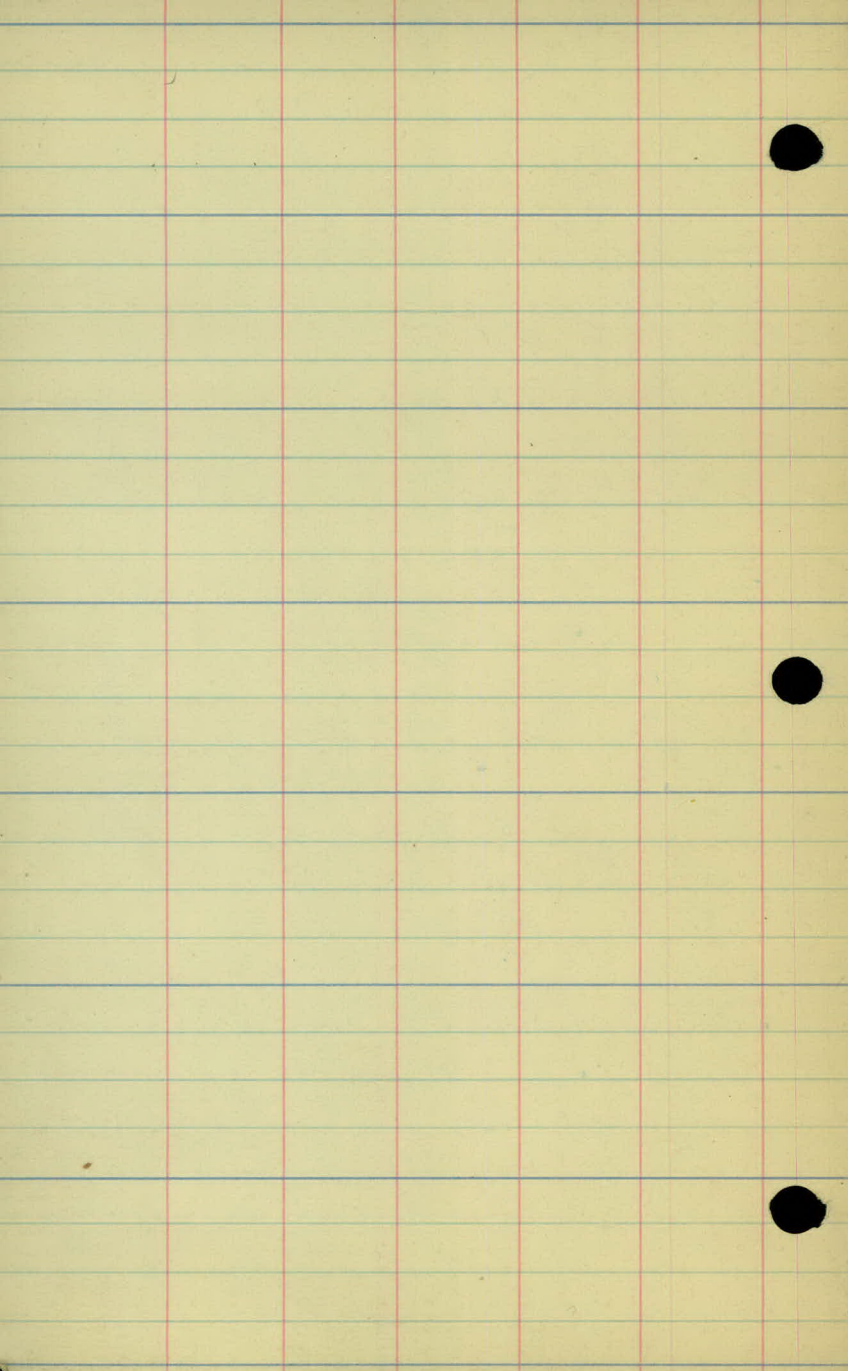
100 ft. R. 14

186 ft. R. 1

120 ft. R. 16







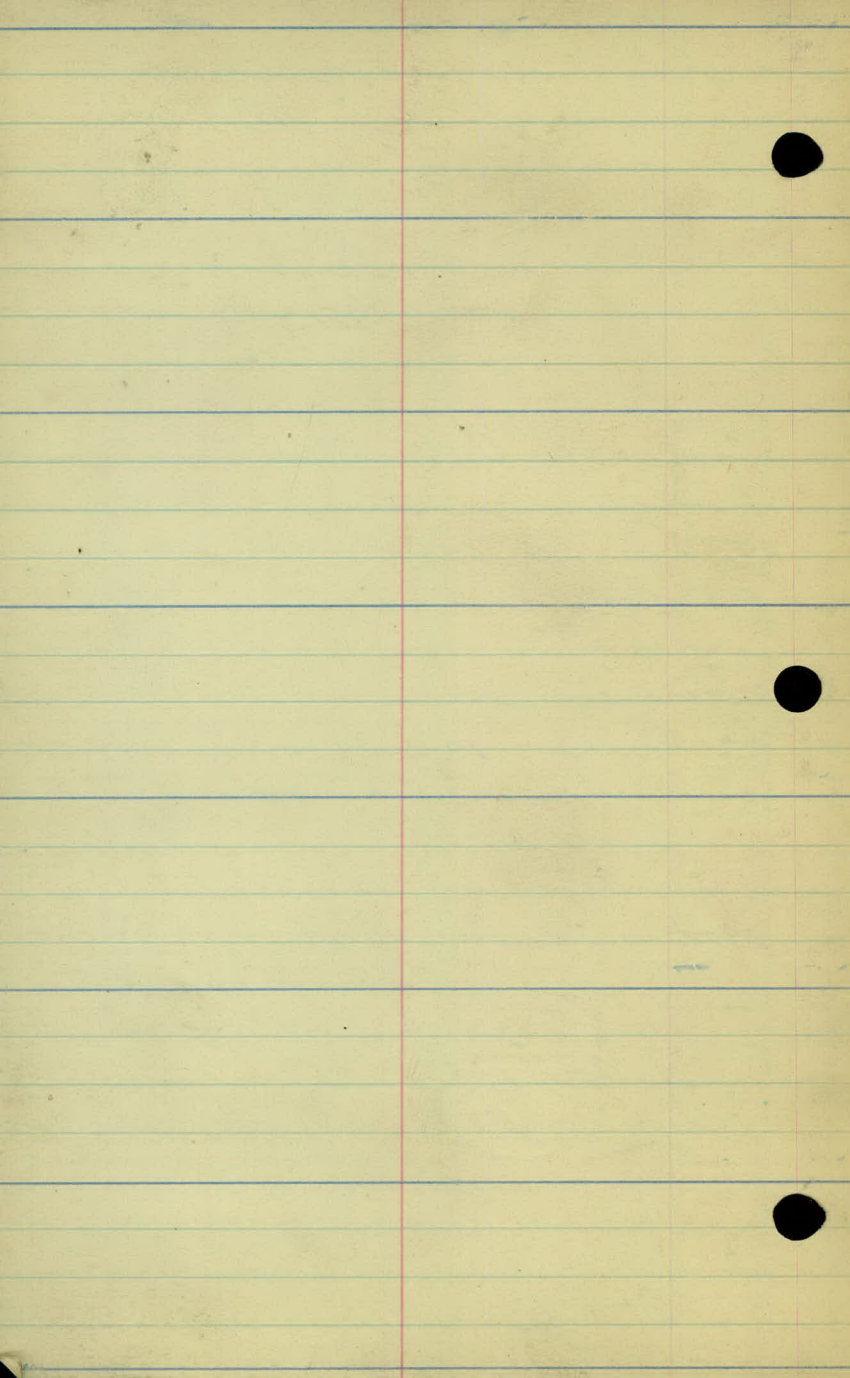
4/1/28

3742 Shore line 8
 3400 Shore line 13
 2759 shore line 102
 2400 shore line 112

1700 shore line 114 17
 0775 Edge of Bank
 0762 Edge of Bank
 0725 Shore line 88
 0725 Edge of Bank 14

28 188 17

56°



30400

+76-8"-T-15'
 +61-9"-T-16'
 +57-20"-T-20'
 +46-12"-T-34'
 +39-8"-T-34'
 +20-10"-T-31'
 +11-24"-T-20'

29400

+90-24"-T-40'

F. 145 N

+74-24"-T-15'

+13-30"-T-9'

43 E.C.R. 7' R.

100 F. 63

+85-12"-T-27'

+82-30"-T-27'

+62-15"-T-30' R.

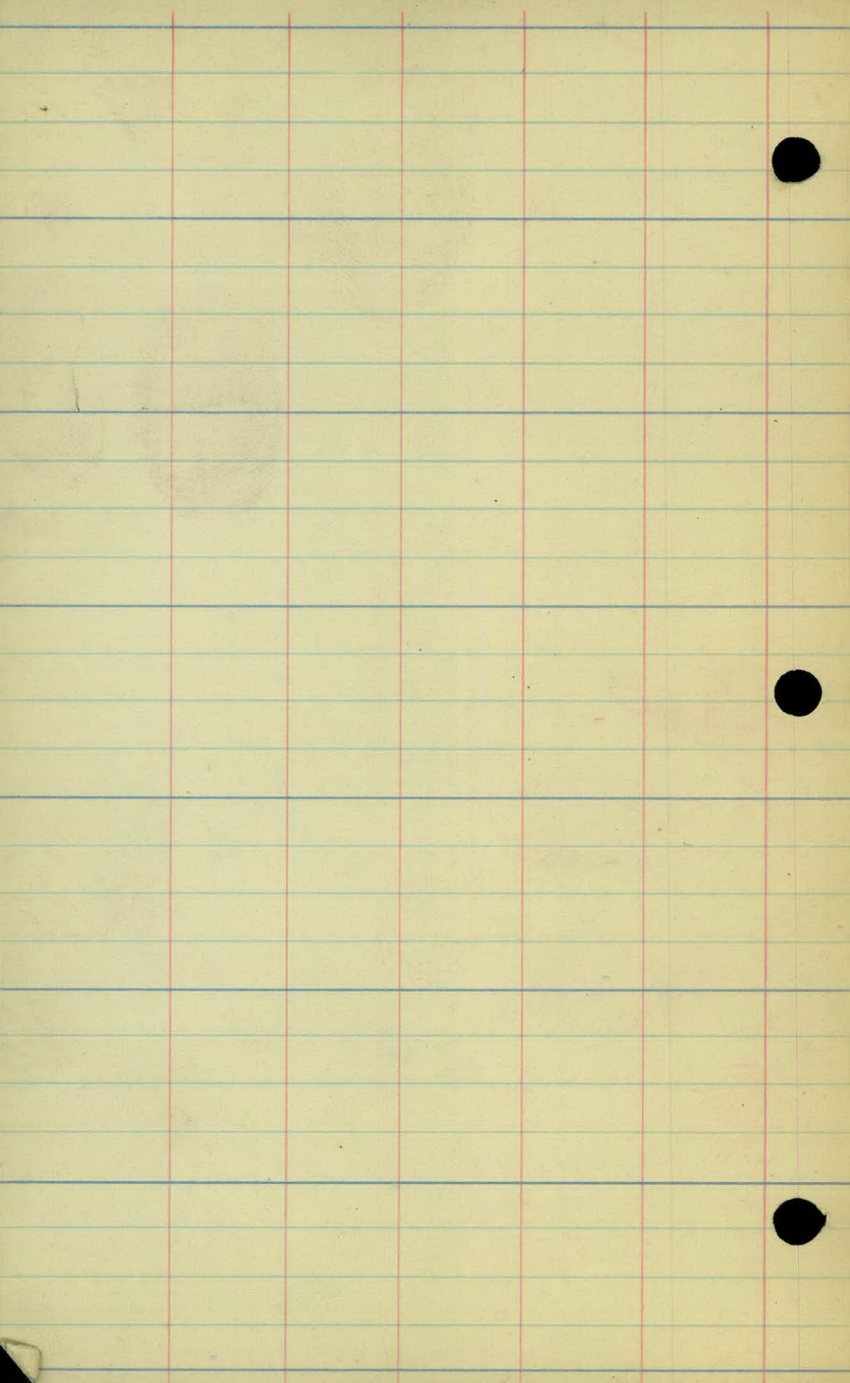
+43-15"-T-37' R.

+41-14"-T-42' R.

+36-24"-T-14' R.

28400

27400

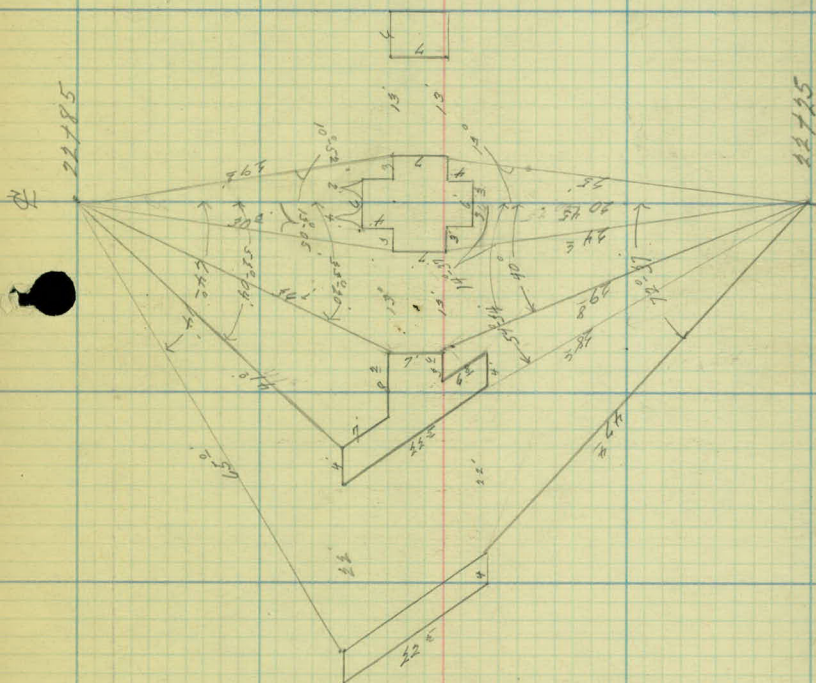


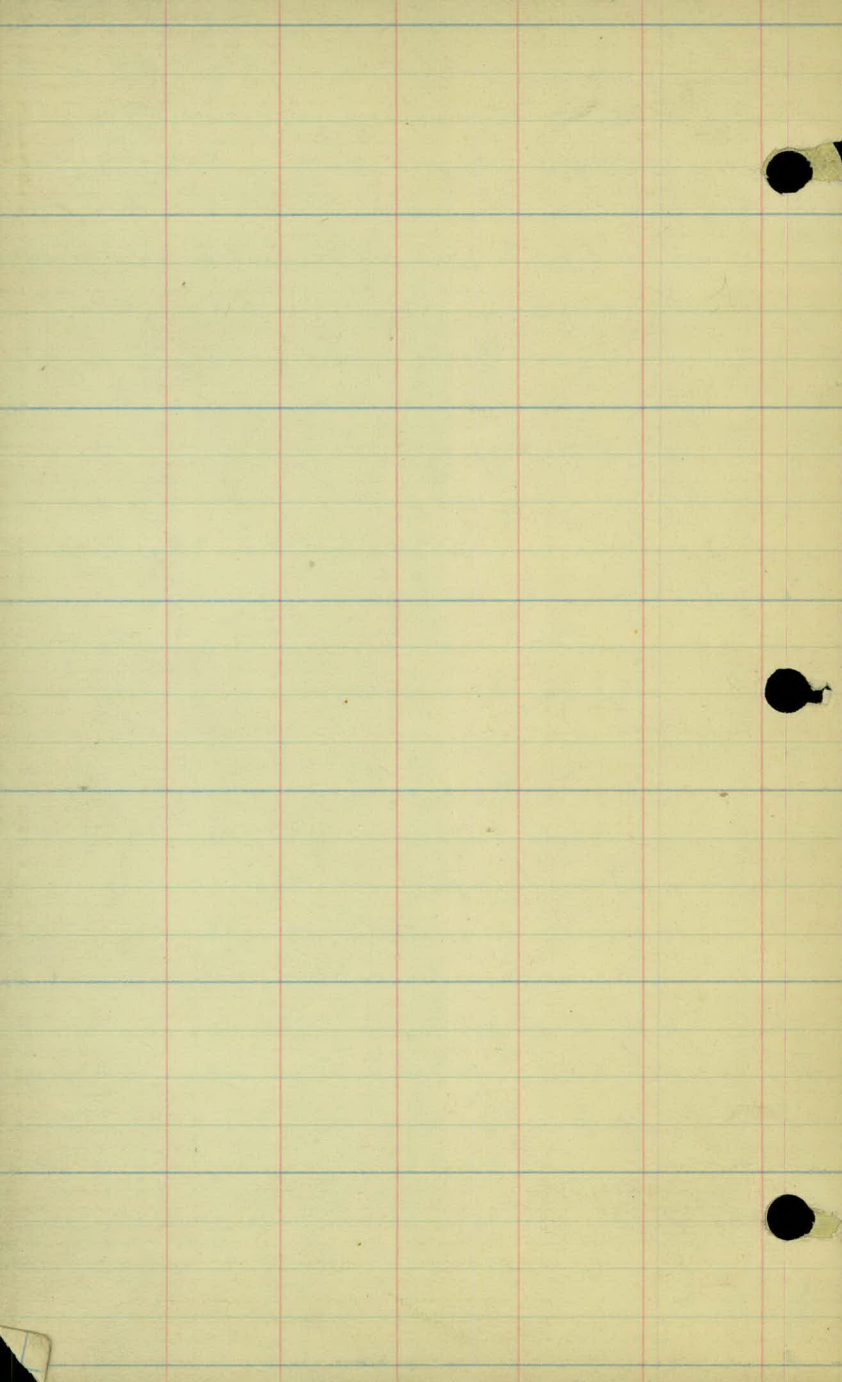
Location of Stone Arch
Bridge at Sta. 2275-2²²

373
637
50

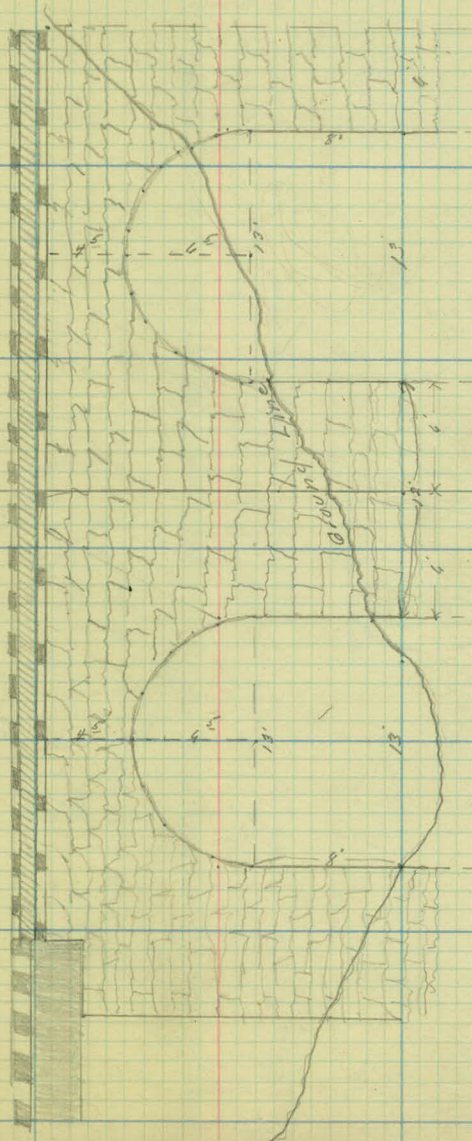
28
143

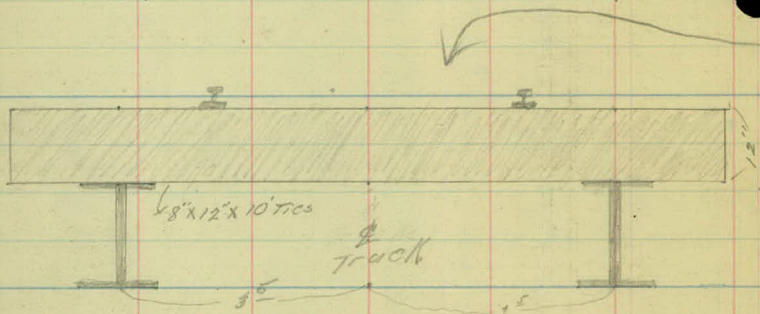
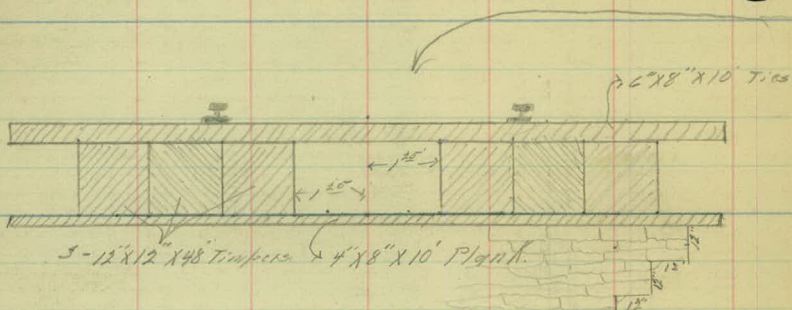
11





Stone Arch Bridge





8" x 12" x 10' Timbers

Top of Nail

2 I. Beams 27" x 11" x 27"

2-8" x 12" x 10' Timbers

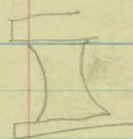
2-12" x 12" x 8' Timbers

4" x 8" x 10' Timbers

12" x 12" Timber

12.5'

4



Pike Island Survey.
Line Revision from 14104⁶⁹
to Sta. 30100.

Sta. Point Lt. Rt.

12+57⁶⁸ P.O.T.

20+21⁹⁵ P.O.T.

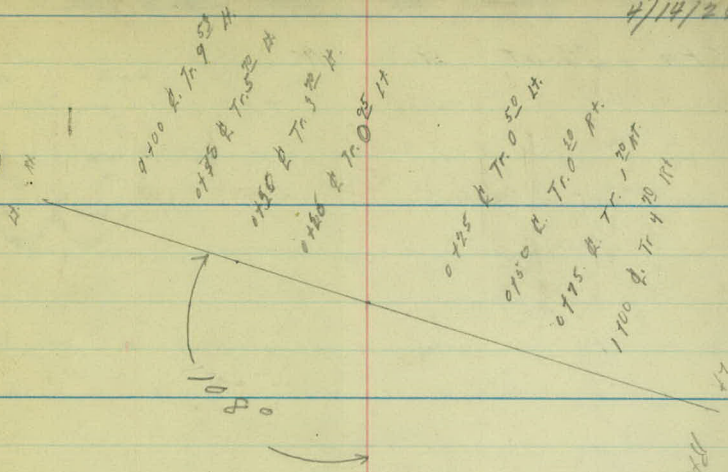
16+02⁸⁵ P.T.

15+04⁹ P.L. 19°-49'

14+04⁶⁷ P.C.

49°-27'

4/14/26



Sta. Point. Lt. Rt.

30+00 P.O.T.

28+25⁰⁰ P.O.T.

25+95⁹² P.O.T.

25+28⁵⁴ P.T.

24+27³ P.L.

33°-30'

23+19¹² P.C.

27 Feb 00

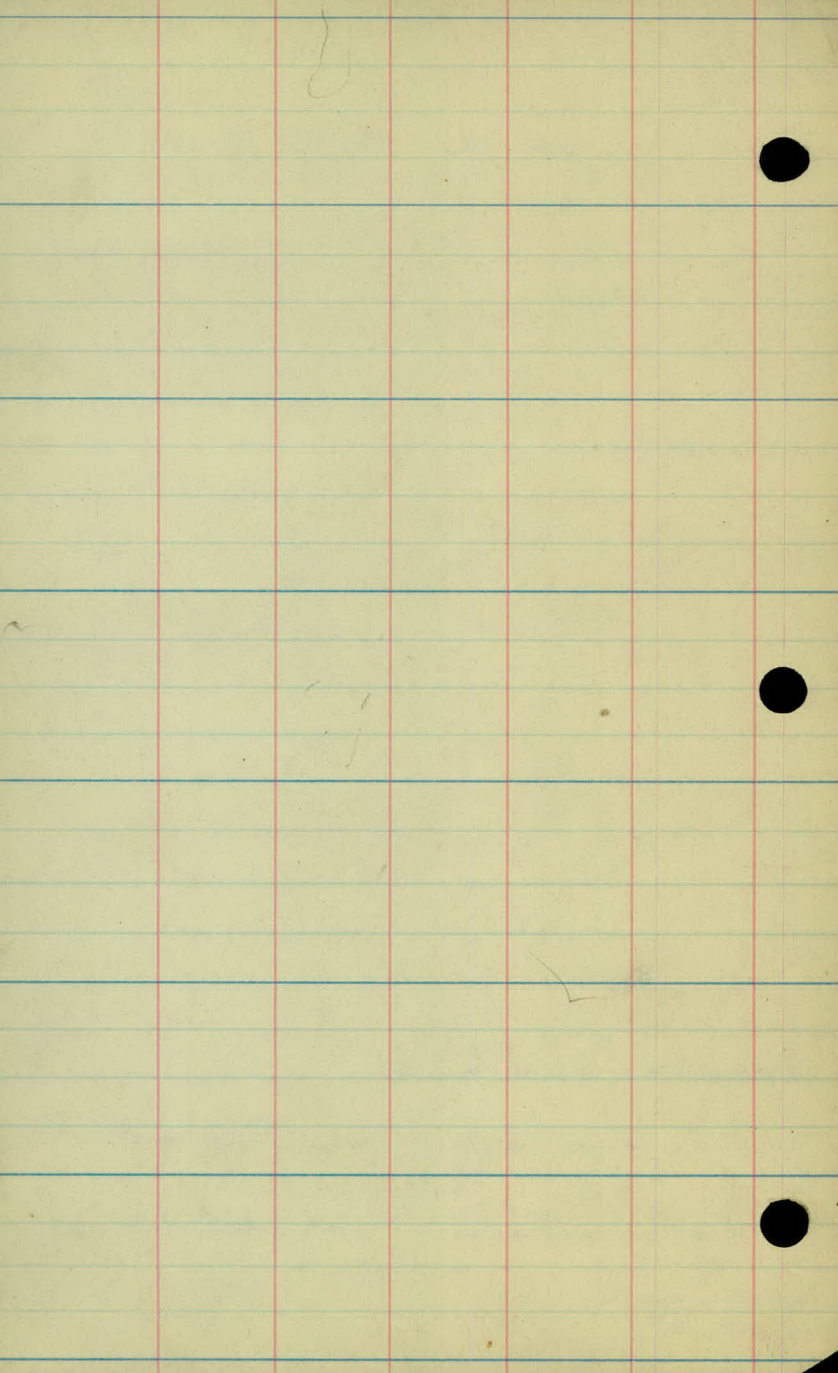
8" Tree 23 10. Nail in stump,

17 50
4" Tree

23/19 12

150 - 2°-28' 10" Tree
24+100 - 6°-28' 59 18.2
150 - 10°-28'
15+100 - 14°-28' 53 17
125 - 16°-45' 8" Tree

A - 33°-50'
D - 16° 11.
T - 108 13
L - 209 57
R - 359 26



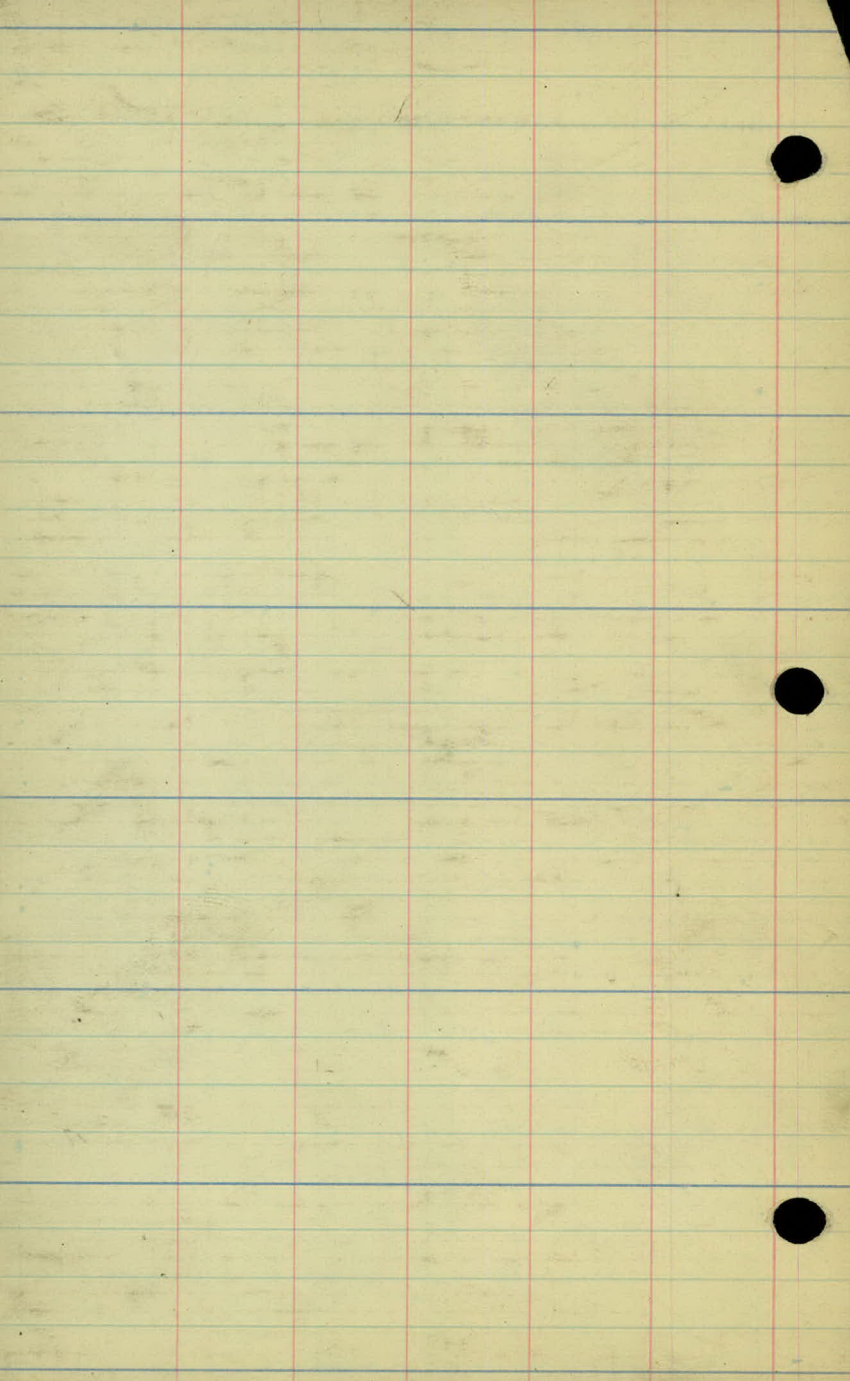
+72² Pier. 14¹
+91² Pier. 13²

+51² Pier. 12²
+50² Pier. 8²



+65² Pier. 8²
+64¹ Pier. 12²

+45² Pier. 15²
+42² Pier. 14¹



4/17/24

Miss. River.

730 Shore line 260 W.
730 Shore line 210 W.

4305 horse line 2102

400 Shore Line 130

776, Shore line 159

776 Shore line Q.

439 Toe of Bank

724 Top of Bank C.

Feb 7th of Bank 100

+20 Top of Sand 80 ft

100 Shore Line 2754

400 Type of Bank 96 ft

+00900. of Bank 110' 11

128 Shore, line, 288'

F28 Toe of Bgn K 140 ft
448 Toe of Bgn K 140 ft

728 Top of Band 129 ft.

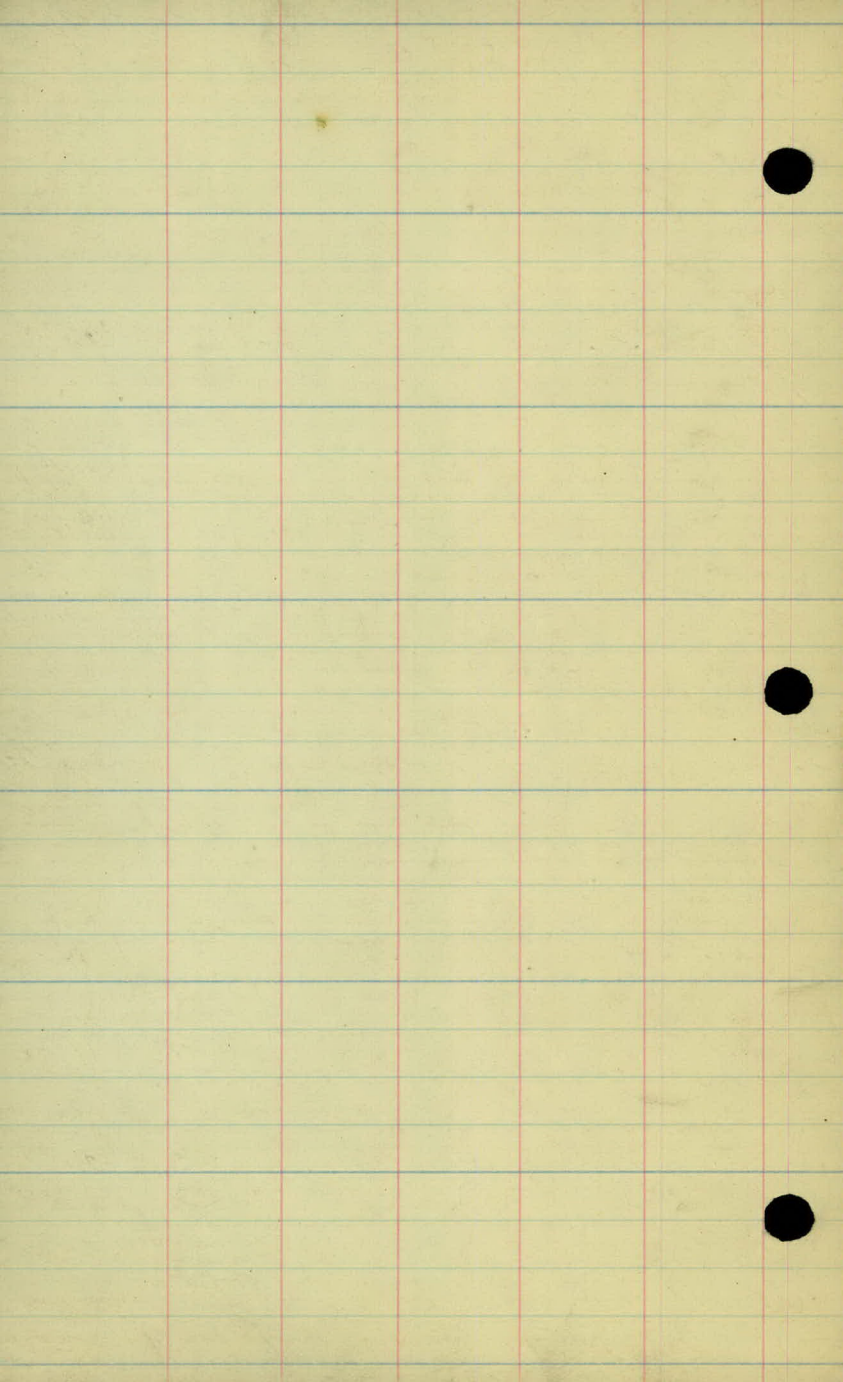
750 Q. Rd 105

421 ♀. Nov 44

+10 G. R.

+76 Q. R. 29,

Q. R. 47





Soundings

- # 1 On Φ at Sta. 26+42
Gravel 690.4 = Ground Elev.
Wet Gravel 670.4 ^{1" Pipe} Driven With 5/lb mallet.
0.08 Penetration With 5/lb mallet.
- #2 20' ft. at Sta. 26+42
Gravel 690.4 = Ground Elev.
Wet Gravel 672.4 ^{1" Pipe} Driven With 8/lb mallet
0.10 Penetration With 8/lb mallet
- #3 20' ft. at Sta. 26+42
Gravel 691.8 = Ground Elev.
Wet Gravel 681.8 ^{1" Pipe} Driven With 8/lb mallet.
0.10 Penetration With 8/lb mallet
- #4 On Φ at Sta. 26+46
Gravel 689.4 = Ground Elev.
Wet Gravel 674.4 ^{1" Pipe} Driven With 8/lb mallet.
0.10 Penetration With 8/lb mallet.
- #5 20' ft. Sta. 26+66
Gravel 689.4 = Ground Elev.
Wet Gravel 669.4 ^{1" Pipe} Driven With 8/lb mallet
0.10 Penetration 8/lb mallet

4/28/21

Sounding

#6 20' Rt. Sta. 26+44

Gravel 689.4 = Ground Elev.

Wet Gravel 674.4 1" Pipe Driven With 8/lb mallet
0.10 = Penetration With 8/lb mallet

#7 On Φ at Sta. 28+20.

Gravel 689.3 = Ground Elev.

Wet Sand 669.3 1" Pipe Driven With 8/lb mallet
0.06 = Penetration

#8 20' Rt. of Sta. 28+20.

Gravel 689.2 = Ground Elev.

Wet Gravel 674.2 1" Pipe Driven With 8/lb mallet
0.07 = Penetration

#9 20' Lt. of Sta. 28+20.

Gravel 688.9 = Ground Elev.

Wet Gravel 668.9 1" Pipe Driven With 8/lb mallet
0.06 = Penetration With 8/lb mallet

#10 On Φ at Sta. 28+50

Gravel 692.5 = Ground Elev.

Wet Gravel 680.5 1" Pipe Driven With 8/lb mallet
0.08 Penetration With 8/lb mallet

4/24/20

Sounding

#11 20' Rt. of Sta. 28+50

Gravel 692.4 Ground Elev.

Wet Gravel 677.6 1" Pipe Driven With 8 1/16 mall.

0.05 = Penetration With 8 1/16 mall.

#12 20' Lt. of Sta. 28+50.

Gravel 692.4 Ground Elev.

Wet Gravel 675.4 1" Pipe Driven With 8 1/16 mall.

0.08 = Penetration With 8 1/16 mall.

4/23/24

