

Book - 64 - Dr. 6

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

PLAN Survey

($\frac{1}{2}$ Mi. TRACK)

RAMSEY CO. FAIR GROUNDS

From To

Road Acc't. No.

Date Filed 1935

File 6

1/2 Mile Track
Ramsey Co. Fair Grounds

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Plant complete
July - 18

W. H. Carlson.

June-1935

Sta. Point Δ Lt. Δ Rt.

10+71.61	P.T.	45°00'
+50		42°38.3'
10		37°10.3'
+50		31°42.3'
9		26°14.3'
+50		20°46.3'
8		15°18.4'
+50		9°50.4'
7		4°22.4'
6+60.0°	P.O.C.	0°00'
+50		45°00'
6		43°54.4'
+50		38°26.9'
5		32°58.4'
+50		27°30.5'
4		22°02.5'
+50		16°34.5'
3		11°06.5'
2+48.39	P.C.	5°38.54'
		0°00'

$0+0=$
 $26+40$ } Equation

W.H.C.
Wilke
Heine
Hendrix

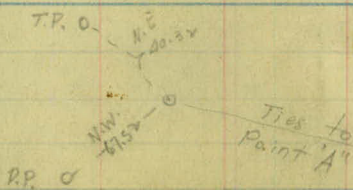
June 7, 1935

For ties see page 3

Sta. Point Δ Lt. A Rt.

0+00 } Equation
26+40 }

+91.61	P.T.	45° 00'
+50		40° 29.1
23		34° 59.1
+50		29° 31.1
22		24° 03.1
+50		18° 35.1
21		13° 07.2
+50		7° 39.2
20		2° 11.2
+80	P.O.C.	00° 00'
+50		45° 00'
19		41° 43.3
+50		36° 15.3
18		30° 47.3
+50		25° 19.3
17		19° 51.3
+50		14° 23.3
16		8° 55.3
+50		3° 27.4
15+68.39	P.C.	00° 00'



325.04'

P1#2

P1#1

22° C.
Δ 90°
T. 262.04
R. 262.04
Arc. 411.61

15+71.61

2+48.39

30'

30' 43'

33' 13+20

0+0 26+40

496.78'

248.39'

524.08'

15+48.39

23+91.61

22° C.

22° C.

Inside edge of track

A 53'

90°

P1#3

60'

P.P.

19+80.0

7354

7354

P1#4

57.15'

P.P.

10+20.86

7+58.82

5+10.43

2+62.04

0+0

6+60

①

②

③

④

⑤

19+80.0

Base Line for X-sec. See P. 18

day - culv.

5+88

174.0
 340.41
 1570.85

N.E. Cor. Sec. 14

Mon.

Mon.

662.15

P.D.

660.42

O.T.P.

Point A

40.32

675.2

660.43

1/2 mile Track

End & Beg.

2641.7

Drilled Hole

Base

Ball

Bldg's

N

W.

E

RE 7649.3

2648.6

1320.85

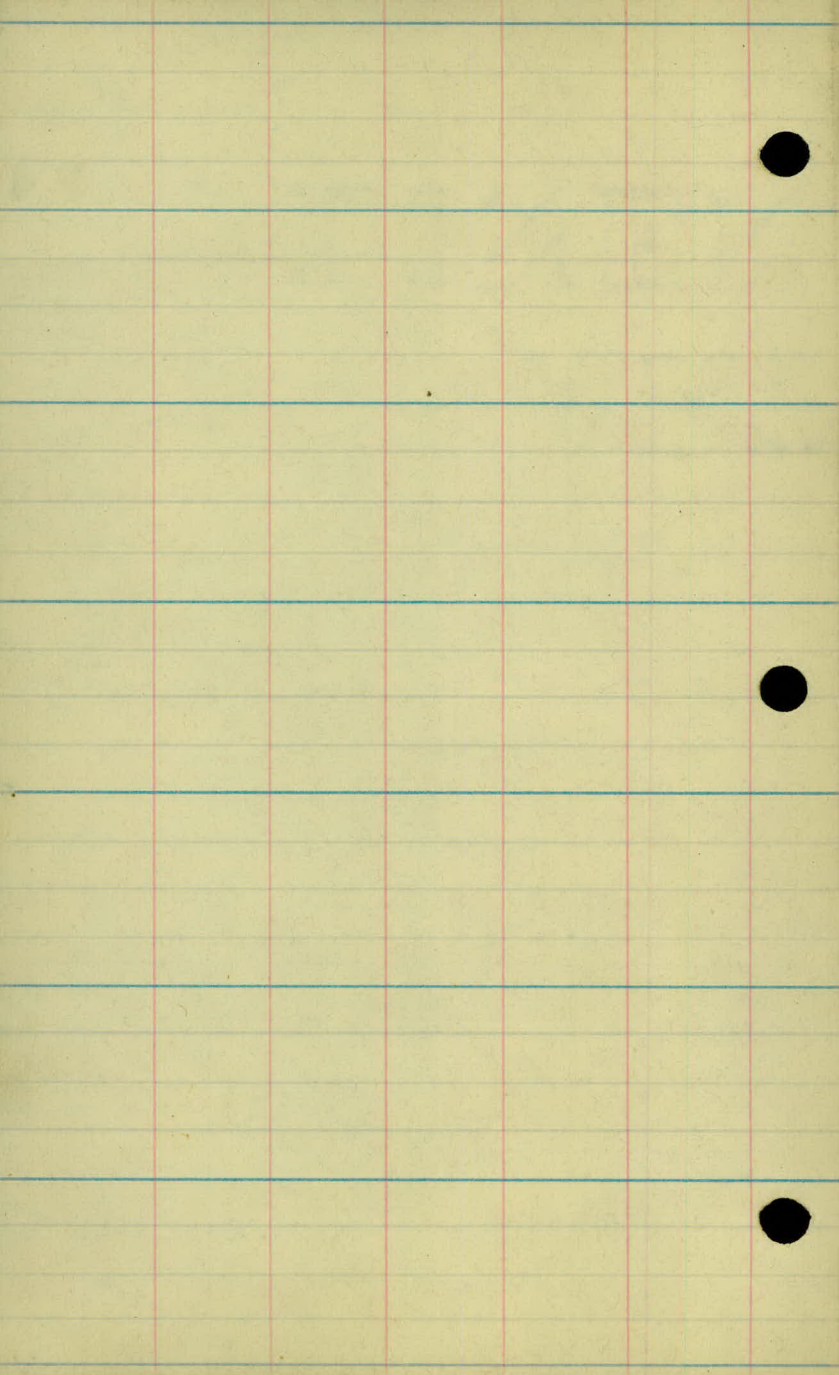
1324.3

Center Sec. 14 - T. 30 - R. 22

Mon.

Mon.

2 Bldg / Eagle M.J.



Topography

5

4

3

2

1

$0+0=$

$26+40$

1410 Cor. Barn - 46.5
0405 Cor. Barn - 46.4

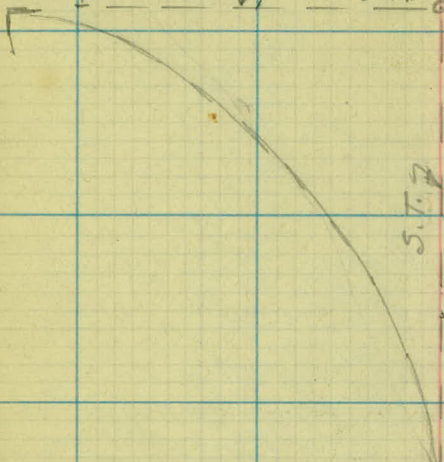
045 Cor. Barn - 46.5
-0401.5 Cor. Barn - 46.5



P.I. #1
S+1043

2+0

S.T. ↓ No



S.T. ↓

P.C. 2+48.39

Inside edge of track

735

731

A

89'

0+78

Hay → Cull

Req. 0+0

End 26+40

Topog cont'd
from P. 9

+76 - Cor. Gar. 74'
+58 - Cor. Gar. 74'
+48 - 15' Oak 69'
+50 - Cor. Ho. 88'

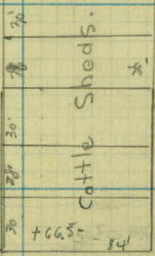
+79 - Cor. Ho. 88
+40 - 15' Oak 69'
+91 - E. 86'
+86 - Curb Line 91'

510. 36' Pav - 6" Curb

+50 Curb Line

+47.73.5 74'

+58 - Storm Sewer
M.H. 274' c.B.
L.T. + R



Poultry Hb.

+32 - Poultry
102'

0190 - Woven Wire 1/4 B.
73'

0466 - R. Field Foul Line
Seq. Woven Wire 73
+44 E. Board F. 73

+13 - Grap. Ch. E. 61'
F. 73

13

12

11

10

9

8

7

100

6

P.T. 10+71.61



6+60



+80

19

18

17

16

15

14

13

Note:
See Page 10
for Topography

Hay Meadow

P.C. 15+68.39

13+20 = $\frac{1}{4}$ Mi. Post

$$26+40=0+00$$

26

25

24

Topog - cont'd P-6

Bag = 0100

End = 26+40

+40 - F, 73'

+35 - 12" oak 65'

± Trail / 50'

+62 - Tree 55'

+30 - Tree 55'

F-73', Bag Trees

+43 - E. Timber

+22 - Bag. Board Fence
73

P.T. 23+91.61

+91 { Timber 58'
F-70'
Wire

2+0

F-69'
210 - Timber 55'

1+0

140 - Timber 52'
F. 68'

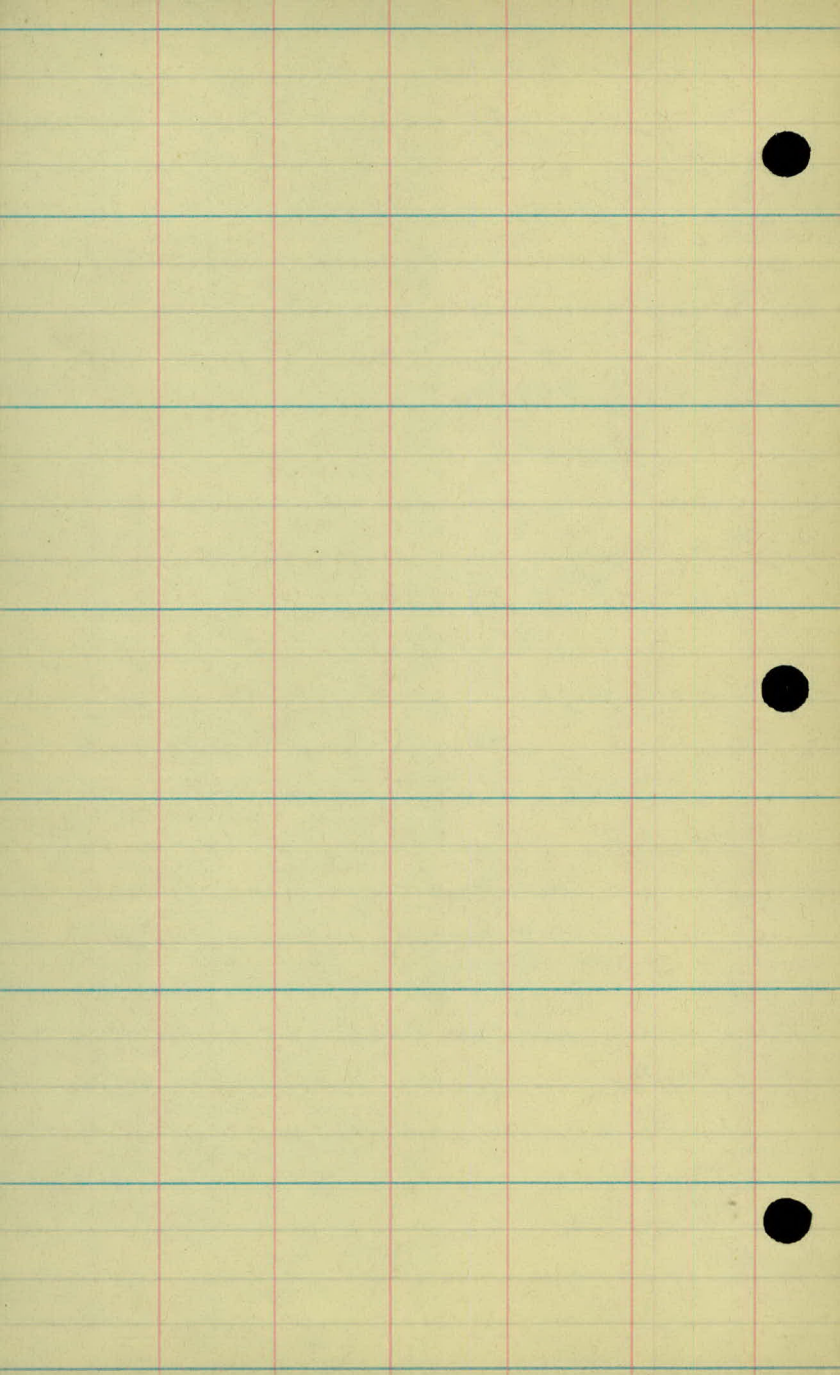
S.T. 7



P.I. #4 = 0100

Inside Edge Track
21

20



Topography/
along Bald Eagle Ave. (going south)
oto = Point 'A'

+60.42

6

5

4

+25.4 = 19+80 73.54' Lt.

3

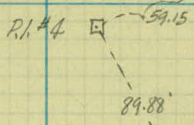
2

1

oto

Pav. 10'
 +60-Ent.
 +51-F Line 35'
 +38-Beg. Trees
 +10-T.P. 19'
 +06-12" Oak 26'

Pav. 10'
 +60-Sewer M.H.
 14'



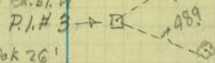
+10-8" Oak-30'
 +80-T.P. 20'
 +58-24" Oak-26'
 +09-14" Oak-25'

+92-36" Oak-27'
 +68-10" Oak 30'
 +52-T.P.-20'
 +41-8" Oak-24'
 +23-10" Oak 29'
 +16-10" Oak 28'
 +10-6" Ex. El. 23'

+97-10" Oak-23'
 +84-6" Ex. El. 25'
 +75-24" Oak-26'
 +70-6" Ex. El. 24'
 +69-6" Ex. El. 28'
 +51-8" Oak-25'
 +27-30" Oak-27'
 +10-T.P.-20'

+92-10" Oak-28'
 +75-8" Ex. El. 37'
 +64-6" Ex. El. 37'
 +54-4-6" Ex. El. 37'
 +48-10" Wh. Oak. 22'
 +33-10" Ex. El. 29'
 +33-15" Wh. Oak. 26'
 +08-6" Ex. El. 35'
 +02-8" Wh. Oak 27'

+92-P.P.-21'
 +87-6" Ex. El. 27'
 +77-Tri. 8" Ex. El. 24'
 +48-15" W. Oak 26'
 +06-0" Oak 24'
 +02-S.W. Gr. Garden
 Pav. 10'



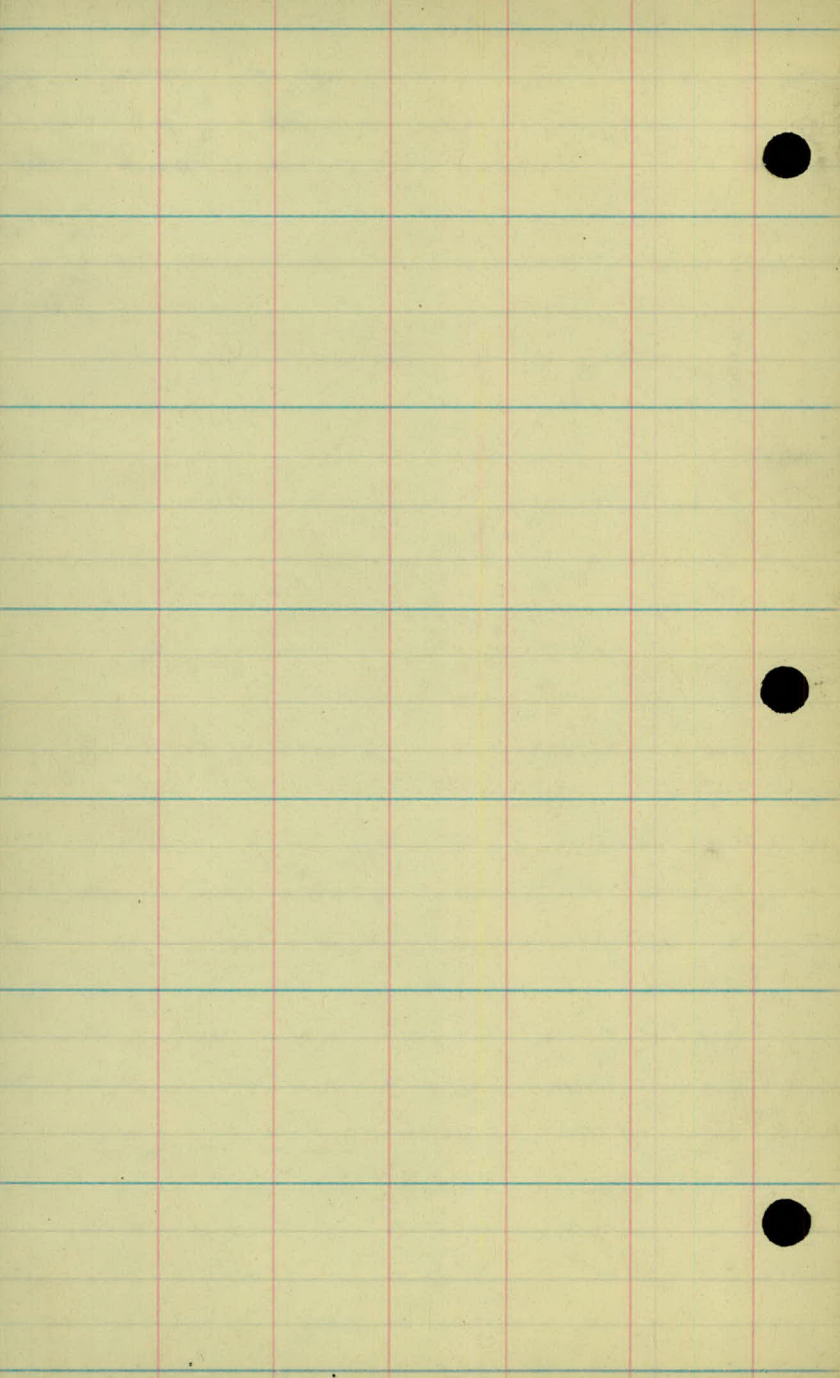
+0 +26-Hedge 33
 Hedge East 130 ft.

To St. Paul ↑

Concrete Base Block Top

Point A

Pav. 10'



Cross sections.

Sta.	+	T	-	Elev.
B.M.	2.52	940.86		938.34
			5.52	935.34
T.P.	6.12	942.29	4.69	936.17
26+40 0+00			5.2	37.1
0+50			6.0	36.3
1+0			7.3	35.0
1+50			8.6	33.7
2+0			8.3	34.0
2+48.39 P.C.			7.6	34.7
T.P.	3.03	938.33	6.99	935.30
3			3.6	34.7
B.M.			1.98	936.35
450			3.4	34.9
4+0			3.7	34.6
450			3.9	34.4
5			3.3	35.0

Top Stake

Top M.H.
Ring

Top Hyd. 9th & Bald Eagle Rn

- Top of Pavement of Bald Eagle (S.W. Cor. Property)

6460.42-

Top of Stake 27750

$$\frac{5.0}{70}$$

$$\frac{5.2}{70}$$

$$\frac{5.1}{35}$$

$$\frac{5.1}{73}$$

$$\frac{5.7}{10}$$

$$\frac{6.0}{10}$$

$$\frac{6.0}{35}$$

$$\frac{5.5}{73}$$

$$\frac{7.4}{10}$$

$$\frac{7.3}{10}$$

$$\frac{7.0}{35}$$

$$\frac{6.6}{73}$$

$$\frac{8.7}{10}$$

$$\frac{8.6}{10}$$

$$\frac{7.6}{35}$$

$$\frac{6.4}{73}$$

$$\frac{8.5}{10}$$

$$\frac{8.3}{10}$$

$$\frac{7.6}{35}$$

$$\frac{6.4}{73}$$

$$\frac{7.8}{10}$$

$$\frac{7.6}{10}$$

$$\frac{7.0}{35}$$

$$\frac{6.6}{73}$$

$$\frac{3.8}{10}$$

$$\frac{3.6}{10}$$

$$\frac{2.5}{35}$$

$$\frac{2.3}{60}$$

$$\frac{2.0}{80}$$

3+24 M.H. 136.5 - Lt.

$$\frac{3.7}{10}$$

$$\frac{3.4}{10}$$

$$\frac{3.0}{35}$$

Top of Pav 20
End 7363

$$\frac{2.8}{63}$$

$$\frac{2.2}{78}$$

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

$$\frac{3.7}{10}$$

$$\frac{3.3}{35}$$

$$\frac{3.0}{100}$$

$$\frac{2.9}{139}$$

$$\frac{3.7}{10}$$

$$\frac{3.4}{10}$$

$$\frac{3.7}{35}$$

$$\frac{4.1}{80}$$

$$\frac{4.0}{125}$$

$$\frac{3.7}{10}$$

$$\frac{3.3}{10}$$

$$\frac{2.7}{35}$$

$$\frac{3.4}{70}$$

$$\frac{3.0}{100}$$

Inside edge of Track

Sta.	T	π	-	Elev.
------	---	-------	---	-------

938.33

5+50			25	35.8
------	--	--	----	------

6+0			3.0	35.3
-----	--	--	-----	------

6+60 -			3.1	35.2
--------	--	--	-----	------

B.M.			0.26	938.07
------	--	--	------	--------

7+0			3.1	35.2
-----	--	--	-----	------

7+50			2.8	35.5
------	--	--	-----	------

8+0			3.6	34.7
-----	--	--	-----	------

8+50			4.5	33.9
------	--	--	-----	------

9+0			4.7	33.6
-----	--	--	-----	------

9+50			4.7	33.6
------	--	--	-----	------

10+0			4.4	33.9
------	--	--	-----	------

+50			4.1	34.2
-----	--	--	-----	------

+71.61	PC		3.5	34.8
--------	----	--	-----	------

T.P.	7.95	943.43	2.85	935.48
------	------	--------	------	--------

4.

4

Rt

14

$$\frac{2.8}{10}$$

$$\frac{2.5}{10}$$

$$\frac{1.9}{20}$$

$$\frac{2.5}{35}$$

$$\frac{2.6}{65}$$

$$\frac{3.5}{10}$$

$$\frac{3.0}{10}$$

$$\frac{1.9}{35}$$

$$\frac{0.7}{50}$$

$$\frac{3.2}{10}$$

$$\frac{3.1}{10}$$

$$\frac{2.3}{15}$$

$$\frac{1.4}{35}$$

$$\frac{0.8}{41}$$

Nail in Flag Pole 70' Rt. Sta. +70

$$\frac{3.6}{10}$$

$$\frac{3.1}{10}$$

$$\frac{2.3}{20}$$

$$\frac{1.6}{35}$$

$$\frac{1.0}{41}$$

$$\frac{3.2}{10}$$

$$\frac{2.8}{10}$$

$$\frac{2.1}{20}$$

$$\frac{2.4}{35}$$

$$\frac{1.7}{50}$$

$$\frac{3.4}{10}$$

$$\frac{3.6}{10}$$

$$\frac{3.2}{35}$$

$$\frac{2.4}{88}$$

$$\frac{4.3}{10}$$

$$\frac{4.5}{10}$$

$$\frac{5.0}{35}$$

$$\frac{4.4}{75}$$

$$\frac{4.3}{100}$$

$$\frac{4.0}{130}$$

$$\frac{4.7}{10}$$

$$\frac{4.7}{10}$$

$$\frac{5.0}{35}$$

$$\frac{5.1}{80}$$

$$\frac{4.8}{100}$$

$$\frac{4.6}{130}$$

$$\frac{4.5}{10}$$

$$\frac{4.7}{10}$$

$$\frac{4.8}{35}$$

$$\frac{4.5}{70}$$

$$\frac{4.4}{100}$$

$$\frac{4.5}{10}$$

$$\frac{4.4}{10}$$

$$\frac{4.4}{35}$$

$$\frac{4.2}{68}$$

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

$$\frac{4.1}{10}$$

$$\frac{3.8}{35}$$

$$\frac{3.5}{61}$$

$$\frac{3.4}{10}$$

$$\frac{3.5}{10}$$

$$\frac{3.4}{35}$$

$$\frac{3.2}{63}$$

Sta.	+	π	-	Elev.
		943.43		
11 to			76	35.8
+50			59	37.5
12			49	38.5
+50			45	38.9
13			53	38.1
+50			6.1	37.3
14			7.1	36.3
+50			7.4	36.0
15			7.6	35.8
+68.39	P.C.		7.8	35.6
16			8.0	35.4
+50			7.9	35.5
T.P.	7.93	943.97	7.39	936.04

Lt.

Z

Rt.

15

$$\frac{7.4}{10}$$

$$\frac{7.6}{10}$$

$$\frac{8.1}{35}$$

$$\frac{8.0}{63}$$

$$\frac{5.6}{10}$$

$$\frac{5.9}{10}$$

$$\frac{6.6}{35}$$

$$\frac{7.4}{63}$$

$$\frac{4.6}{10}$$

$$\frac{4.9}{10}$$

$$\frac{5.9}{35}$$

$$\frac{6.8}{63}$$

$$\frac{4.2}{10}$$

$$\frac{4.5}{10}$$

$$\frac{5.9}{35}$$

$$\frac{7.1}{63}$$

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

$$\frac{5.3}{10}$$

$$\frac{6.6}{35}$$

$$\frac{7.3}{63}$$

$$\frac{5.9}{10}$$

$$\frac{6.1}{10}$$

$$\frac{6.8}{35}$$

$$\frac{7.4}{63}$$

$$\frac{6.6}{10}$$

$$\frac{7.0}{10}$$

$$\frac{7.3}{35}$$

$$\frac{7.7}{63}$$

$$\frac{7.2}{10}$$

$$\frac{7.4}{10}$$

$$\frac{7.5}{35}$$

$$\frac{7.7}{63}$$

$$\frac{7.5}{10}$$

$$\frac{7.6}{10}$$

$$\frac{7.9}{35}$$

$$\frac{8.0}{63}$$

$$\frac{7.6}{10}$$

$$\frac{7.8}{10}$$

$$\frac{7.9}{35}$$

$$\frac{8.0}{63}$$

$$\frac{7.9}{10}$$

$$\frac{8.0}{10}$$

$$\frac{7.8}{35}$$

$$\frac{7.8}{64}$$

$$\frac{7.6}{10}$$

$$\frac{7.9}{10}$$

$$\frac{8.1}{35}$$

$$\frac{8.4}{73}$$

Sta.	+	π	-	Elev.
		943.97		
17+0			8.7	35.3
+50			8.5	35.5
18+0			27	36.3
+50			7.2	36.8
19			6.8	37.2
+50			6.0	38.0
+80	P.O.C.		5.4	38.6
20			5.2	38.8
			4.59	939.38
+50			5.3	38.7
21			6.0	38.0
+50			7.6	36.4
22			8.7	35.3
T.P.	5.02	941.21	7.76	936.19

Lt.

L

Pt.

16

$$\begin{array}{r} 8.5 \\ 10 \end{array}$$

87

$$\begin{array}{r} 8.6 \\ 35 \end{array}$$

$$\begin{array}{r} 8.8 \\ 75 \end{array}$$

$$\begin{array}{r} 7.1 \\ 102 \end{array}$$

$$\begin{array}{r} 8.3 \\ 10 \end{array}$$

$$\begin{array}{r} 8.5 \\ 10 \end{array}$$

$$\begin{array}{r} 8.7 \\ 35 \end{array}$$

$$\begin{array}{r} 8.9 \\ 75 \end{array}$$

$$\begin{array}{r} 8.6 \\ 100 \end{array}$$

$$\begin{array}{r} 8.9 \\ 157 \end{array}$$

$$\begin{array}{r} 7.5 \\ 10 \end{array}$$

$$\begin{array}{r} 7.7 \\ 10 \end{array}$$

$$\begin{array}{r} 8.4 \\ 35 \end{array}$$

$$\begin{array}{r} 8.7 \\ 75 \end{array}$$

$$\begin{array}{r} 8.6 \\ 100 \end{array}$$

$$\begin{array}{r} 8.6 \\ 126 \end{array}$$

$$\begin{array}{r} 7.0 \\ 10 \end{array}$$

$$\begin{array}{r} 7.2 \\ 10 \end{array}$$

$$\begin{array}{r} 7.4 \\ 35 \end{array}$$

$$\begin{array}{r} 8.4 \\ 74 \end{array}$$

$$\begin{array}{r} 6.6 \\ 10 \end{array}$$

$$\begin{array}{r} 6.8 \\ 10 \end{array}$$

$$\begin{array}{r} 7.3 \\ 35 \end{array}$$

$$\begin{array}{r} 6.7 \\ 52 \end{array}$$

$$\begin{array}{r} 5.7 \\ 10 \end{array}$$

$$\begin{array}{r} 6.0 \\ 10 \end{array}$$

$$\begin{array}{r} 5.8 \\ 35 \end{array}$$

$$\begin{array}{r} 5.8 \\ 40 \end{array}$$

$$\begin{array}{r} 5.0 \\ 10 \end{array}$$

$$\begin{array}{r} 5.4 \\ 10 \end{array}$$

$$\begin{array}{r} 4.8 \\ 35 \end{array}$$

$$\begin{array}{r} 5.0 \\ 40 \end{array}$$

$$\begin{array}{r} 7.50 \\ 73.54 \\ \text{Top \& Pav.} \end{array}$$

$$\begin{array}{r} 5.1 \\ 10 \end{array}$$

$$\begin{array}{r} 5.2 \\ 10 \end{array}$$

$$\begin{array}{r} 4.9 \\ 35 \end{array}$$

$$\begin{array}{r} 4.9 \\ 41 \end{array}$$

Top Stake 20750

$$\begin{array}{r} 5.5 \\ 10 \end{array}$$

$$\begin{array}{r} 5.3 \\ 10 \end{array}$$

$$\begin{array}{r} 5.2 \\ 35 \end{array}$$

$$\begin{array}{r} 4.5 \\ 50 \end{array}$$

$$\begin{array}{r} 5.9 \\ 10 \end{array}$$

$$\begin{array}{r} 6.0 \\ 10 \end{array}$$

$$\begin{array}{r} 6.2 \\ 35 \end{array}$$

$$\begin{array}{r} 5.2 \\ 80 \end{array}$$

$$\begin{array}{r} 7.4 \\ 10 \end{array}$$

$$\begin{array}{r} 7.6 \\ 10 \end{array}$$

$$\begin{array}{r} 7.8 \\ 35 \end{array}$$

$$\begin{array}{r} 7.4 \\ 100 \end{array}$$

$$\begin{array}{r} 6.5 \\ 120 \end{array}$$

$$\begin{array}{r} 8.6 \\ 10 \end{array}$$

$$\begin{array}{r} 8.7 \\ 0 \end{array}$$

$$\begin{array}{r} 8.6 \\ 35 \end{array}$$

$$\begin{array}{r} 8.6 \\ 70 \end{array}$$

$$\begin{array}{r} 8.6 \\ 100 \end{array}$$

$$\begin{array}{r} 8.8 \\ 135 \end{array}$$

$$\begin{array}{r} 8.8 \\ 160 \end{array}$$

Sta.	+	π	-	Elev
		941.21		
12+50			5.9	35.3
13			6.1	35.1
+50			5.7	35.5
2+91.61			5.3	35.9
14+0			5.3	35.9
+50			5.0	36.2
25+0			4.7	36.5
+50			4.0	37.2
26			3.9	37.3
Eq. +40 - End. Ver-Sec. 14+0 to 60			4.1	37.1
	5.20	940.07	6.34	934.87
B.M.			1.72	938.35 - 938.34

Lt.

E

Rt.

17

$$\frac{5.7}{10}$$

5.9

$$\frac{5.9}{35}$$

$$\frac{5.8}{60}$$

$$\frac{5.5}{100}$$

$$\frac{5.5}{120}$$

$$\frac{5.9}{10}$$

6.1

$$\frac{5.6}{35}$$

$$\frac{5.3}{55}$$

$$\frac{5.0}{90}$$

L Trail

$$\frac{5.6}{10}$$

5.7

$$\frac{5.1}{35}$$

$$\frac{5.0}{50}$$

$$\frac{5.0}{76}$$

$$\frac{5.5}{10}$$

5.3

$$\frac{4.9}{35}$$

$$\frac{4.6}{50}$$

$$\frac{4.6}{73}$$

$$\frac{5.5}{10}$$

5.3

$$\frac{4.9}{35}$$

$$\frac{4.5}{50}$$

$$\frac{4.4}{73}$$

$$\frac{5.0}{10}$$

5.0

$$\frac{4.5}{35}$$

$$\frac{4.1}{50}$$

$$\frac{3.8}{73}$$

$$\frac{4.4}{10}$$

4.7

$$\frac{3.9}{35}$$

$$\frac{3.6}{50}$$

$$\frac{4.0}{73}$$

$$\frac{3.9}{10}$$

4.0

$$\frac{3.8}{35}$$

$$\frac{3.7}{50}$$

$$\frac{3.5}{73}$$

$$\frac{3.6}{10}$$

3.9

$$\frac{3.8}{35}$$

$$\frac{3.9}{50}$$

$$\frac{4.0}{73}$$

$$\frac{3.9}{10}$$

4.2

$$\frac{4.1}{35}$$

$$\frac{5.1}{73}$$

Top Hyd. 9th & Bald Eag 18

Sta.	+	F	-	Elev.
040 = (19+20)	3.93	943.31		939.38
050				939.1
1+0				39.3
+50				39.3
2+0				38.5
+62.04				38.0
3				38.3
+50				38.5
4				38.3
+50				38.0
5				37.7
+50				37.6
6+0				37.5
T.P.	7.24	943.13	7.42	935.89

Top Stake 20+50

$$\begin{array}{r} 135 \\ 5.8 \\ \hline 100 \end{array} \quad \begin{array}{r} 5.0 \\ \hline 50 \end{array} \quad \begin{array}{r} 4.2 \\ \hline 50 \end{array} \quad \begin{array}{r} 4.5 \\ \hline 50 \end{array} \quad \begin{array}{r} 5.1 \\ \hline 100 \end{array} \quad \begin{array}{r} 135 \\ 5.1 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 7.7 \\ \hline 193 \end{array} \quad \begin{array}{r} 4.9 \\ \hline 100 \end{array} \quad \begin{array}{r} 4.1 \\ \hline 50 \end{array} \quad \begin{array}{r} 4.0 \\ \hline \end{array} \quad \begin{array}{r} 4.7 \\ \hline 50 \end{array} \quad \begin{array}{r} 5.4 \\ \hline 100 \end{array} \quad \begin{array}{r} 7.2 \\ \hline 150 \end{array} \quad \begin{array}{r} 7.9 \\ \hline 193 \end{array}$$

193	100	50	50	100	150	193
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	<u>40</u>	<u>5.0</u>	<u>6.2</u>	<u>7.1</u>	<u>7.8</u>	<u>7.9</u>
225		50	100	150	200	225

	<u>48</u>	<u>61</u>	<u>67</u>	<u>73</u>	<u>78</u>	<u>78</u>
244	50	100	150	200	244	

752' 5.3 6.9 7.1 7.5 7.8 7.6
 50 100 150 200 252

50	$\frac{6.8}{50}$	$\frac{7.4}{100}$	$\frac{7.7}{150}$	$\frac{7.6}{200}$	$\frac{7.3}{250}$
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$$\begin{array}{r} 48 \\ \hline \end{array} \quad \begin{array}{r} 6.5 \\ \hline 50 \end{array} \quad \begin{array}{r} 7.1 \\ \hline 100 \end{array} \quad \begin{array}{r} 7.3 \\ \hline 150 \end{array} \quad \begin{array}{r} 7.1 \\ \hline 200 \end{array} \quad \begin{array}{r} 66 \\ \hline 252 \end{array}$$

$$\begin{array}{r} 50 \\ \hline \end{array} \quad \begin{array}{r} 6.1 \\ \hline 50 \end{array} \quad \begin{array}{r} 7.2 \\ \hline 100 \end{array} \quad \begin{array}{r} 7.0 \\ \hline 100 \end{array} \quad \begin{array}{r} 6.5 \\ \hline 200 \end{array} \quad \begin{array}{r} 6.1 \\ \hline 282 \end{array}$$

$$\begin{array}{r} 53 \\ \hline \end{array} \quad \begin{array}{r} 70 \\ \hline \end{array} \quad \begin{array}{r} 72 \\ \hline \end{array} \quad \begin{array}{r} 68 \\ \hline \end{array} \quad \begin{array}{r} 62 \\ \hline \end{array} \quad \begin{array}{r} 58 \\ \hline \end{array}$$

$$\begin{array}{r} 56 \\ \div 50 \\ \hline 1.12 \end{array}$$

$$\begin{array}{r} 5.7 \\ \times 6.2 \\ \hline 114 \\ 342 \\ \hline 353.4 \end{array}$$

$\begin{array}{r} 937.5 \\ \hline 58 \end{array}$
 $\begin{array}{r} 65 \\ \hline 50 \end{array}$
 $\begin{array}{r} 66 \\ \hline 100 \end{array}$
 $\begin{array}{r} 67 \\ \hline 150 \end{array}$
 $\begin{array}{r} 74 \\ \hline 200 \end{array}$
 $\begin{array}{r} 8.3 \\ \hline 252 \end{array}$

5.8	6.5	6.6	6.7	7.0	8.0
	<u>50</u>	<u>100</u>	<u>150</u>	<u>200</u>	<u>250</u>

Sta.

+

 π

-

Elev.

943.13

6+50

36.9

7

36.1

+58.82

35.1

8

33.6

+50

32.8

9

32.4

+50

32.9

10

34.4

B.M.

5.10

 $10+20.86 = (6+60)$

Lt.

L

Rt.

19

252'

248'

234

208'

165

73

$$\begin{array}{r} 6.2 \\ \hline 50 \end{array} \quad \begin{array}{r} 6.9 \\ \hline 50 \end{array} \quad \begin{array}{r} 7.1 \\ \hline 100 \end{array} \quad \begin{array}{r} 8.1 \\ \hline 150 \end{array} \quad \begin{array}{r} 9.2 \\ \hline 200 \end{array} \quad \begin{array}{r} 9.4 \\ \hline 252 \end{array}$$

$$\begin{array}{r} 7.0 \\ \hline 50 \end{array} \quad \begin{array}{r} 7.7 \\ \hline 50 \end{array} \quad \begin{array}{r} 8.6 \\ \hline 100 \end{array} \quad \begin{array}{r} 10.1 \\ \hline 150 \end{array} \quad \begin{array}{r} 9.9 \\ \hline 200 \end{array} \quad \begin{array}{r} 9.3 \\ \hline 252 \end{array}$$

$$\begin{array}{r} 8.0 \\ \hline 50 \end{array} \quad \begin{array}{r} 10.0 \\ \hline 50 \end{array} \quad \begin{array}{r} 11.1 \\ \hline 100 \end{array} \quad \begin{array}{r} 11.0 \\ \hline 150 \end{array} \quad \begin{array}{r} 9.6 \\ \hline 200 \end{array} \quad \begin{array}{r} 8.6 \\ \hline 252 \end{array}$$

$$\begin{array}{r} 9.5 \\ \hline 50 \end{array} \quad \begin{array}{r} 11.5 \\ \hline 50 \end{array} \quad \begin{array}{r} 12.1 \\ \hline 100 \end{array} \quad \begin{array}{r} 11.0 \\ \hline 150 \end{array} \quad \begin{array}{r} 9.5 \\ \hline 200 \end{array} \quad \begin{array}{r} 8.6 \\ \hline 248 \end{array}$$

$$\begin{array}{r} 10.3 \\ \hline 50 \end{array} \quad \begin{array}{r} 12.1 \\ \hline 100 \end{array} \quad \begin{array}{r} 11.2 \\ \hline 100 \end{array} \quad \begin{array}{r} 10.4 \\ \hline 150 \end{array} \quad \begin{array}{r} 9.0 \\ \hline 200 \end{array} \quad \begin{array}{r} 9.4 \\ \hline 234 \end{array}$$

$$\begin{array}{r} 10.7 \\ \hline 50 \end{array} \quad \begin{array}{r} 11.8 \\ \hline 50 \end{array} \quad \begin{array}{r} 10.3 \\ \hline 100 \end{array} \quad \begin{array}{r} 9.8 \\ \hline 150 \end{array} \quad \begin{array}{r} 9.0 \\ \hline 200 \end{array} \quad \begin{array}{r} 9.8 \\ \hline 208 \end{array}$$

$$\begin{array}{r} 10.2 \\ \hline 50 \end{array} \quad \begin{array}{r} 10.7 \\ \hline 50 \end{array} \quad \begin{array}{r} 8.9 \\ \hline 100 \end{array} \quad \begin{array}{r} 8.5 \\ \hline 165 \end{array}$$

$$\begin{array}{r} 8.7 \\ \hline 50 \end{array} \quad \begin{array}{r} 8.8 \\ \hline 50 \end{array} \quad \begin{array}{r} 8.2 \\ \hline 73 \end{array}$$

Completed Sections
next page

Don't next page

Sta.

+

N

-

Elev.

6.70

943.05

936.35

1450

39.3

210

38.5

162.04

38.0

3

38.3

+50

38.5

4

38.3

+50

38.0

5

37.7

+50

37.6

6

37.5

top M.H. Ring.

$$\begin{array}{r} 7.5 \\ 275 \end{array} \quad \begin{array}{r} 7.0 \\ 200 \end{array} \quad \begin{array}{r} 5.0 \\ 150 \end{array} \quad \begin{array}{r} 4.2 \\ 100 \end{array} \quad \begin{array}{r} 3.7 \\ 50 \end{array}$$

$$\frac{3.8}{\underline{\quad}}$$

$$\begin{array}{r} 7.4 \\ 277 \end{array} \quad \begin{array}{r} 6.0 \\ 200 \end{array} \quad \begin{array}{r} 4.6 \\ 150 \end{array} \quad \begin{array}{r} 4.1 \\ 100 \end{array} \quad \begin{array}{r} 4.2 \\ 50 \end{array}$$

$$\frac{4.6}{\underline{\quad}}$$

$$\begin{array}{r} 7.3 \\ 252 \end{array} \quad \begin{array}{r} 5.9 \\ 200 \end{array} \quad \begin{array}{r} 4.6 \\ 150 \end{array} \quad \begin{array}{r} 4.6 \\ 100 \end{array} \quad \begin{array}{r} 4.6 \\ 50 \end{array}$$

$$\frac{5.1}{\underline{\quad}}$$

$$\begin{array}{r} 7.3 \\ 252 \end{array} \quad \begin{array}{r} 5.8 \\ 200 \end{array} \quad \begin{array}{r} 4.4 \\ 150 \end{array} \quad \begin{array}{r} 4.0 \\ 100 \end{array} \quad \begin{array}{r} 4.2 \\ 50 \end{array}$$

$$\frac{4.8}{\underline{\quad}}$$

$$\begin{array}{r} 7.2 \\ 252 \end{array} \quad \begin{array}{r} 5.0 \\ 200 \end{array} \quad \begin{array}{r} 3.8 \\ 150 \end{array} \quad \begin{array}{r} 3.3 \\ 100 \end{array} \quad \begin{array}{r} 3.6 \\ 50 \end{array}$$

$$4.6$$

$$\begin{array}{r} 6.7 \\ 252 \end{array} \quad \begin{array}{r} 4.3 \\ 200 \end{array} \quad \begin{array}{r} 3.1 \\ 150 \end{array} \quad \begin{array}{r} 3.0 \\ 100 \end{array} \quad \begin{array}{r} 3.2 \\ 50 \end{array}$$

$$4.8$$

$$\begin{array}{r} 6.1 \\ 252 \end{array} \quad \begin{array}{r} 3.8 \\ 200 \end{array} \quad \begin{array}{r} 3.1 \\ 150 \end{array} \quad \begin{array}{r} 3.2 \\ 100 \end{array} \quad \begin{array}{r} 3.1 \\ 50 \end{array}$$

$$5.1$$

$$\begin{array}{r} 5.2 \\ 252 \end{array} \quad \begin{array}{r} 3.2 \\ 200 \end{array} \quad \begin{array}{r} 3.0 \\ 150 \end{array} \quad \begin{array}{r} 3.3 \\ 100 \end{array} \quad \begin{array}{r} 4.2 \\ 50 \end{array}$$

$$5.4$$

$$\begin{array}{r} 4.4 \\ 252 \end{array} \quad \begin{array}{r} 3.0 \\ 200 \end{array} \quad \begin{array}{r} 2.9 \\ 150 \end{array} \quad \begin{array}{r} 3.6 \\ 100 \end{array} \quad \begin{array}{r} 4.7 \\ 50 \end{array}$$

$$5.5$$

$$\begin{array}{r} 4.1 \\ 252 \end{array} \quad \begin{array}{r} 3.0 \\ 200 \end{array} \quad \begin{array}{r} 2.8 \\ 150 \end{array} \quad \begin{array}{r} 3.5 \\ 100 \end{array} \quad \begin{array}{r} 4.9 \\ 50 \end{array}$$

$$\begin{array}{r} 937.5 \\ 56 \\ 0 \end{array} \quad 5.6$$

$$\begin{array}{r} 43.1 \\ 3.0 \end{array}$$

943.05

6+50

36.9

7+

36.1

7+58.82

35.1

8

33.8

+50

32.8

9

32.4

+50

32.9

10

34.4

$$\begin{array}{r} 4.5 \\ 757 \overline{) 200} \end{array} \quad \begin{array}{r} 3.7 \\ 150 \end{array} \quad \begin{array}{r} 4.1 \\ 100 \end{array} \quad \begin{array}{r} 4.8 \\ 50 \end{array} \quad \begin{array}{r} 5.5 \\ 50 \end{array} \quad 6.2$$

$$\begin{array}{r} 6.7 \\ 752 \overline{) 200} \end{array} \quad \begin{array}{r} 5.7 \\ 200 \end{array} \quad \begin{array}{r} 5.8 \\ 150 \end{array} \quad \begin{array}{r} 6.4 \\ 100 \end{array} \quad \begin{array}{r} 6.4 \\ 50 \end{array} \quad 10$$

$$\begin{array}{r} 8.2 \\ 752 \overline{) 200} \end{array} \quad \begin{array}{r} 8.0 \\ 200 \end{array} \quad \begin{array}{r} 7.8 \\ 150 \end{array} \quad \begin{array}{r} 7.5 \\ 100 \end{array} \quad \begin{array}{r} 7.3 \\ 50 \end{array} \quad 8.0$$

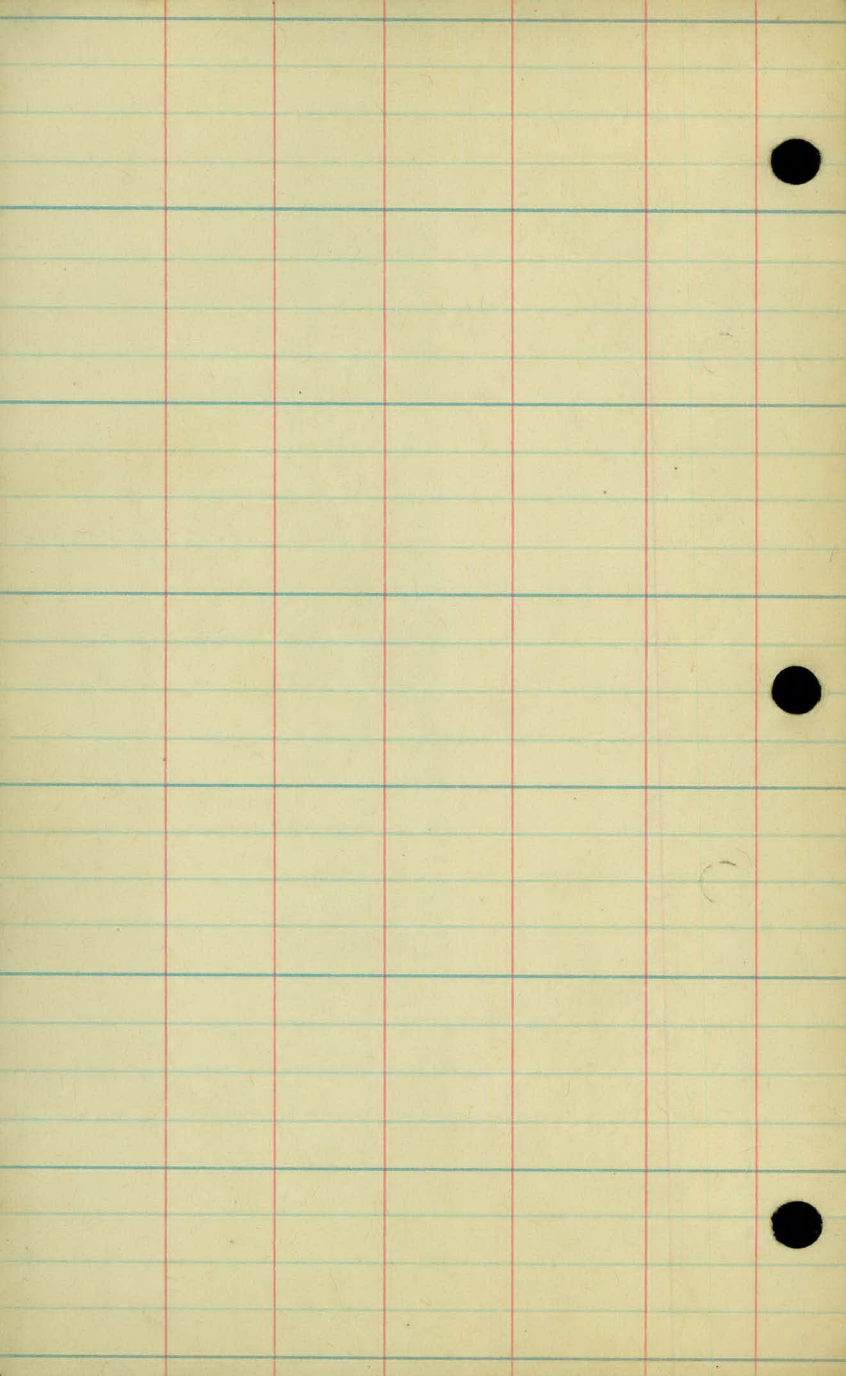
$$\begin{array}{r} 9.0 \\ 248 \overline{) 200} \end{array} \quad \begin{array}{r} 9.2 \\ 200 \end{array} \quad \begin{array}{r} 8.8 \\ 150 \end{array} \quad \begin{array}{r} 8.3 \\ 100 \end{array} \quad \begin{array}{r} 8.2 \\ 50 \end{array} \quad 9.5$$

$$\begin{array}{r} 9.2 \\ 234 \overline{) 200} \end{array} \quad \begin{array}{r} 9.3 \\ 200 \end{array} \quad \begin{array}{r} 8.7 \\ 150 \end{array} \quad \begin{array}{r} 8.4 \\ 100 \end{array} \quad \begin{array}{r} 8.8 \\ 50 \end{array} \quad 10.3$$

$$\begin{array}{r} 9.5 \\ 208 \overline{) 200} \end{array} \quad \begin{array}{r} 9.3 \\ 200 \end{array} \quad \begin{array}{r} 8.5 \\ 150 \end{array} \quad \begin{array}{r} 8.3 \\ 100 \end{array} \quad \begin{array}{r} 8.8 \\ 50 \end{array} \quad 10.7$$

$$\begin{array}{r} 9.1 \\ 165 \overline{) 200} \end{array} \quad \begin{array}{r} 8.7 \\ 150 \end{array} \quad \begin{array}{r} 8.2 \\ 100 \end{array} \quad \begin{array}{r} 8.7 \\ 50 \end{array} \quad 10.2$$

$$\begin{array}{r} 8.3 \\ 73 \overline{) 200} \end{array} \quad \begin{array}{r} 8.5 \\ 50 \end{array} \quad 8.7$$



±

30'

Elev. 35.3

±

±

262.04'

±

±

262.04'

±

30'

±

Elev. 35.0
Elev. 34.0

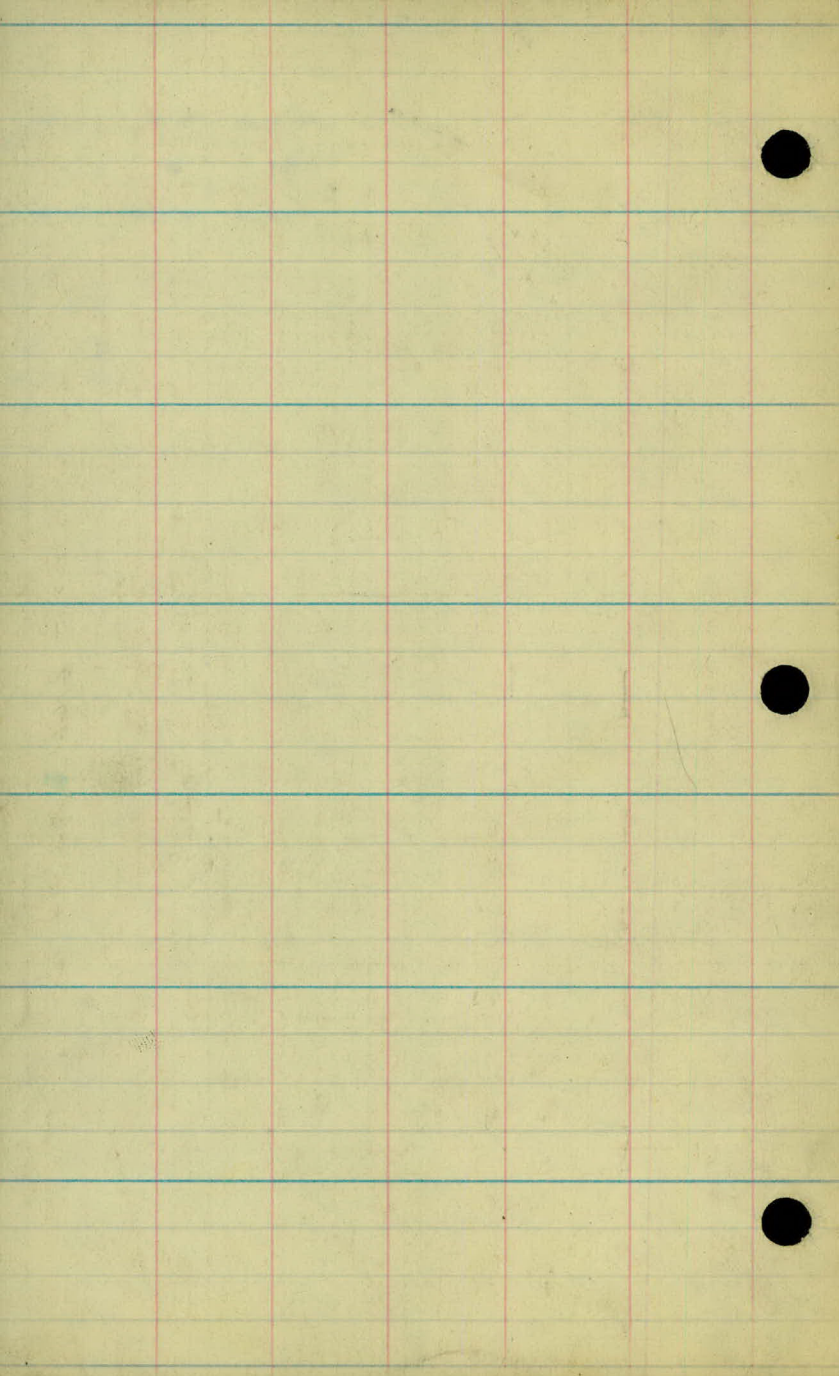
Elev. 35.0
Elev. 34.0

35.0

Typical Section on Tangent.

22°

section thru 1948 - 6760



1
Slope Stakes

Race Track

Sta.	+	π	-	Elev.
	1.96	940.80		938.34
	6.45	942.29	4.46	935.84

0+0

0+50

1+0

1+50

2+0

2+48.39

3+0

T.P.	2.09	938.89	5.49	936.80
------	------	--------	------	--------

3+50

B.M.

2.50 936.39

4+0

4+50

5+0

5+50

Dit.
Grade
Lt.
8.8 - Rad
33.5 22-2.5

Grade
Lt Rt
Rad = 6.3 5.8 - Rad
36.0 36.5

$\frac{8.85}{33.45}$ 22-2.55 $\frac{5.6}{21}$ $\frac{5.1}{5.9}$ $\frac{6.3}{36.0}$ $\frac{5.8}{36.5}$ $\frac{6.1}{10.2} / 27.6$

$\frac{8.9}{33.4}$ 22-2.6 $\frac{7.4}{21}$ $\frac{5.1}{7.2}$ $\frac{6.3}{36.0}$ $\frac{5.8}{36.5}$ $\frac{7.1}{-1.3} / 30.9$

$\frac{8.95}{33.35}$ 22-2.65 $\frac{8.1}{21}$ $\frac{5.1}{8.7}$ $\frac{6.3}{36.0}$ $\frac{5.8}{36.5}$ $\frac{8.0}{-2.2} / 33.6$

$\frac{9.0}{33.3}$ 22-2.7 $\frac{8.7}{21}$ $\frac{5.1}{8.5}$ $\frac{6.3}{36.0}$ $\frac{5.5}{36.8}$ $\frac{7.6}{-2.1} / 33.3$

$\frac{9.15}{33.25}$ 22-2.75 $\frac{8.0}{21}$ $\frac{5.1}{7.8}$ $\frac{6.3}{36.0}$ $\frac{5.1}{27.2}$ $\frac{7.1}{-2.0} / 33.0$

$\frac{9.1}{33.2}$ 22-2.8 $\frac{7.9}{21}$ $\frac{5.1}{7.6}$ $\frac{6.3}{36.0}$ $\frac{4.7}{37.6}$ $\frac{6.5}{-1.8} / 32.4$

736.80 Topena W. Curb.

$\frac{5.15}{33.15}$ 22-2.85 $\frac{4.3}{21}$ $\frac{5.1}{4.1}$ $\frac{7.9}{36.0}$ $\frac{0.9}{38.0}$ $\frac{3.6}{-2.9} / 35.4$

M. H.

$\frac{5.8}{33.1}$ 22-2.90 $\frac{4.9}{21}$ $\frac{5.1}{4.4}$ $\frac{7.9}{36.0}$ $\frac{0.9}{38.0}$ $\frac{3.9}{-2.0} / 36.0$

$\frac{5.8}{33.15}$ 22-2.85 $\frac{4.6}{21}$ $\frac{5.1}{4.5}$ $\frac{7.9}{36.0}$ $\frac{0.9}{38.0}$ $\frac{4.2}{-3.8} / 37.5$

$\frac{5.8}{33.2}$ 22-2.80 $\frac{4.1}{21}$ $\frac{5.1}{4.1}$ $\frac{7.9}{36.0}$ $\frac{0.9}{38.0}$ $\frac{3.7}{-2.8} / 35.4$

$\frac{5.8}{33.25}$ 22-2.75 $\frac{4.0}{21}$ $\frac{5.1}{3.2}$ $\frac{7.9}{36.0}$ $\frac{0.9}{38.0}$ $\frac{3.1}{-2.2} / 36.6$

Low
Spot

Sta.	+	-	Elev.	
			938.89	
640				
6450				
7				
+50				
8				
T.P.	G.1	942.10	2.89	936.00
				top stake 21-18.14 840
+50				
			4.08	938.02
9				in Flag Pole
+50				
+71				
10				
+50				
11				
+50				
+71				

Dit
grade
Lt.

Grade

Lt

Rt

91.001.

$$333 \quad 10-2.7 \quad \frac{4.7}{21} \quad 5 \frac{1/38}{-0.9} \quad \frac{2.9}{36.0} \quad \frac{0.9}{38.0} \quad \frac{2.6}{-1.7} / 32.1$$

$$3335 \quad 10-2.65 \quad \frac{4.6}{21} \quad 5 \frac{1/38}{-0.9} \quad \frac{2.9}{36.0} \quad \frac{0.9}{38.0} \quad \frac{2.3}{-1.6} / 31.2$$

$$334 \quad 10-2.60 \quad \frac{4.5}{21} \quad 5 \frac{1/38}{-0.9} \quad \frac{2.9}{36.0} \quad \frac{0.9}{38.0} \quad \frac{2.5}{-1.6} / 31.8$$

$$3345 \quad 10-2.55 \quad \frac{3.9}{21} \quad 5 \frac{1/37}{-0.8} \quad \frac{2.9}{36.0} \quad \frac{0.9}{38.0} \quad \frac{2.0}{-2.1} / 30.8$$

$$335 \quad 10-2.5 \quad \frac{3.8}{21} \quad 5 \frac{1/44}{-1.5} \quad \frac{2.9}{36.0} \quad \frac{0.9}{38.0} \quad \frac{3.8}{-2.9} / 35.7$$

$$3355 \quad 10-2.45 \quad \frac{2.9}{21} \quad 5 \frac{1/5.3}{-2.2} \quad \frac{6.10}{36.0} \quad \frac{4.10}{38.0} \quad \frac{2.5}{-4.4} / 40.2$$

$$\frac{8.5}{336} \quad 10-2.4 \quad \frac{8.4}{21} \quad 5 \frac{1/8.4}{-2.3} \quad \frac{6.1}{36.0} \quad \frac{4.1}{38.0} \quad \frac{8.6}{-4.5} / 40.5$$

$$3365 \quad 10-2.35 \quad \frac{8.4}{21} \quad 5 \frac{1/8.4}{-2.3} \quad \frac{6.1}{36.0} \quad \frac{4.1}{38.0} \quad \frac{8.3}{-4.2} / 39.6$$

$$337 \quad 10-2.3 \quad \frac{8.3}{21} \quad 5 \frac{1/8.4}{-2.3} \quad \frac{6.1}{36.0} \quad \frac{4.3}{37.8} \quad \frac{8.2}{-3.4} / 38.7$$

$$3375 \quad 10-2.25 \quad \frac{2.9}{21} \quad 5 \frac{1/7.9}{-1.8} \quad \frac{6.1}{36.0} \quad \frac{4.6}{37.5} \quad \frac{7.7}{-3.1} / 36.3$$

$$338 \quad 10-2.2 \quad \frac{6.2}{21} \quad 5 \frac{1/6.3}{-2.2} \quad \frac{6.1}{36.0} \quad \frac{5.0}{37.1} \quad \frac{6.9}{-1.9} / 32.7$$

$$3385 \quad 10-2.15 \quad \frac{4.2}{21} \quad 5 \frac{1/4.5}{-1.6} \quad \frac{6.1}{36.0} \quad \frac{5.0}{36.7} \quad \frac{5.2}{-10.2} / 27.6$$

$$3387 \quad 10-2.15 \quad \frac{4.2}{21} \quad 5 \frac{1/3.5}{-1.6} \quad \frac{6.1}{36.0} \quad \frac{5.6}{36.5} \quad \frac{4.5}{-1.1} / 30.3$$

Sta. + - Elev.

942.10

12

+50

13

+20

T.P.

+50

5.39

943.24

2.15

937.95 = 1402 137.20

14

+50

+68.79

15

+68.79

16

+50

(+68.79)

17

+50

Dit
grade
lt.grade
lt. R1.

4

$$3394 \text{ B-21} \quad \frac{3.1}{21} \quad 5' \frac{3.0}{4.6} \quad \frac{6.1}{36.0} \quad \frac{5.6}{36.5} \quad \frac{4.5}{+1.1} / 30.3$$

$$3395 \text{ B-20S} \quad \frac{2.7}{21} \quad 5' \frac{3.0}{4.1} \quad \frac{6.1}{36.0} \quad \frac{5.6}{36.5} \quad \frac{4.8}{+1.3} / 30.9$$

$$340 \text{ B-20} \quad \frac{3.6}{21} \quad 5' \frac{4.1}{4.1} \quad \frac{6.1}{36.0} \quad \frac{5.6}{36.5} \quad \frac{5.2}{+0.5} / 38.2$$

$$3405 \text{ B-19S} \quad \frac{5.5}{21} \quad 5' \frac{6.1}{4.2} \quad \frac{7.3}{36.0} \quad \frac{6.4}{36.5} \quad \frac{6.6}{+0.2} / 27.6$$

$$3410 \text{ B-19} \quad \frac{6.2}{21} \quad 5' \frac{6.8}{4.5} \quad \frac{7.3}{36.0} \quad \frac{6.8}{36.5} \quad \frac{7.3}{-0.5} / 28.5$$

$$3415 \text{ B-18S} \quad \frac{6.8}{21} \quad 5' \frac{7.3}{0.0} \quad \frac{7.34}{36.0} \quad \frac{6.84}{36.5} \quad \frac{7.6}{-0.8} / 29.4$$

$$342 \text{ B-18} \quad \frac{7.2}{21} \quad 5' \frac{7.5}{0.2} \quad \frac{7.34}{36.0} \quad \frac{6.14}{36.8} \quad \frac{7.7}{-1.2} / 30.6$$

$$3428 \text{ B-17S} \quad \frac{7.2}{21} \quad 5' \frac{7.7}{-0.4} \quad \frac{7.34}{36.0} \quad \frac{6.14}{37.2} \quad \frac{7.8}{-1.8} / 32.4$$

$$343 \text{ B-17} \quad \frac{7.3}{21} \quad 5' \frac{7.8}{-0.5} \quad \frac{7.34}{36.0} \quad \frac{5.74}{37.6} \quad \frac{7.8}{-2.1} / 33.3$$

$$3438 \text{ B-16S} \quad \frac{7.5}{21} \quad 5' \frac{7.6}{-0.3} \quad \frac{7.34}{36.0} \quad \frac{5.54}{37.8} \quad \frac{8.1}{-2.6} / 34.8$$

High ft.

$$344 \text{ B-16} \quad \frac{7.5}{21} \quad 5' \frac{8.0}{-0.1} \quad \frac{7.34}{36.0} \quad \frac{5.34}{38.0} \quad \frac{8.2}{-2.9} / 35.9$$

$$3445 \text{ B-16S} \quad \frac{7.2}{21} \quad 5' \frac{7.6}{-0.3} \quad \frac{7.34}{36.0} \quad \frac{5.34}{38.0} \quad \frac{8.1}{-2.8} / 35.4$$

Sta.

+

A

-

Elev.

943.34

18

B.M.

6.14

937.20

Dike in T.P.
N.W. Cor. of
Track

+50

19

+50

T.P.

2.77

941.32

479

938.55

+80

20

+50

21

+50

22

+50

471.61

Dist
Grade
ft.

Grade
ft ft

5

$$34.3 \quad 101.7 \quad \begin{array}{r} 66 \\ 24 \end{array} \begin{array}{l} / 7.0 \\ S' / 70.3 \end{array} \quad \begin{array}{r} 7.32 \\ 36.0 \end{array} \quad \begin{array}{r} 5.32 \\ 38.0 \end{array} \quad \begin{array}{r} 7.7 \\ -24 / 34.2 \end{array}$$

$$34.25 \quad 101.15 \quad \begin{array}{r} 6.3 \\ 11.0 \end{array} \begin{array}{l} / 6.5 \\ S' / 10.8 \end{array} \quad \begin{array}{r} 7.32 \\ 36.0 \end{array} \quad \begin{array}{r} 5.32 \\ 38.0 \end{array} \quad \begin{array}{r} 7.4 \\ -1.8 / 32.4 \end{array}$$

$$34.2 \quad 101.18 \quad \begin{array}{r} 8.7 \\ 11.6 \end{array} \begin{array}{l} / 6.0 \\ S' / 11.3 \end{array} \quad \begin{array}{r} 7.3 \\ 36.0 \end{array} \quad \begin{array}{r} 5.3 \\ 38.0 \end{array} \quad \begin{array}{r} 6.5 \\ -1.2 / 30.6 \end{array}$$

$$34.15 \quad 101.85 \quad \begin{array}{r} 4.7 \\ 12.0 \end{array} \begin{array}{l} / 5.3 \\ S' / 12.0 \end{array} \quad \begin{array}{r} 7.3 \\ 36.0 \end{array} \quad \begin{array}{r} 5.3 \\ 38.0 \end{array} \quad \begin{array}{r} 5.3 \\ -2.0 / 27 \end{array}$$

$$34.12 \quad \begin{array}{r} 5.32 \\ 36.0 \end{array} \quad \begin{array}{r} 5.32 \\ 38.0 \end{array}$$

$$34.1 \quad 101.9 \quad \begin{array}{r} 2.3 \\ 13.0 \end{array} \begin{array}{l} / 2.7 \\ S' / 13.6 \end{array} \quad \begin{array}{r} 5.32 \\ 36.0 \end{array} \quad \begin{array}{r} 5.32 \\ 38.0 \end{array} \quad \begin{array}{r} 2.5 \\ 10.8 / 29.4 \end{array}$$

$$34.05 \quad 101.95 \quad \begin{array}{r} 2.6 \\ 12.7 \end{array} \begin{array}{l} / 2.7 \\ S' / 12.6 \end{array} \quad \begin{array}{r} 5.32 \\ 36.0 \end{array} \quad \begin{array}{r} 5.3 \\ 38.0 \end{array} \quad \begin{array}{r} 2.6 \\ 10.7 / 29.1 \end{array}$$

$$34.0 \quad 102.0 \quad \begin{array}{r} 3.3 \\ 12.0 \end{array} \begin{array}{l} / 3.4 \\ S' / 11.9 \end{array} \quad \begin{array}{r} 5.32 \\ 36.0 \end{array} \quad \begin{array}{r} 5.32 \\ 38.0 \end{array} \quad \begin{array}{r} 3.5 \\ -0.2 / 27.6 \end{array}$$

$$33.95 \quad 102.05 \quad \begin{array}{r} 4.6 \\ 10.7 \end{array} \begin{array}{l} / 5.0 \\ S' / 10.3 \end{array} \quad \begin{array}{r} 5.32 \\ 36.0 \end{array} \quad \begin{array}{r} 5.32 \\ 38.0 \end{array} \quad \begin{array}{r} 5.1 \\ -1.8 / 32.4 \end{array}$$

$$33.90 \quad 102.1 \quad \begin{array}{r} 5.8 \\ -0.5 \end{array} \begin{array}{l} / 6.0 \\ S' / -0.7 \end{array} \quad \begin{array}{r} 5.32 \\ 36.0 \end{array} \quad \begin{array}{r} 5.32 \\ 38.0 \end{array} \quad \begin{array}{r} 6.1 \\ -2.8 / 33.4 \end{array}$$

$$33.85 \quad 102.15 \quad \begin{array}{r} 5.8 \\ 21 \end{array} \begin{array}{l} / 5.8 \\ S' / 5.6 \end{array} \quad \begin{array}{r} 5.32 \\ 36.0 \end{array} \quad \begin{array}{r} 5.32 \\ 38.0 \end{array} \quad \begin{array}{r} 6.0 \\ -2.7 / 33.1 \end{array}$$

$$33.81 \quad 102.2 \quad \begin{array}{r} 5.7 \\ 21 \end{array} \begin{array}{l} / 5.7 \\ S' / -0.7 \end{array} \quad \begin{array}{r} 5.32 \\ 36.0 \end{array} \quad \begin{array}{r} 5.32 \\ 38.0 \end{array} \quad \begin{array}{r} 5.8 \\ -2.5 / 33.5 \end{array}$$

26. + 7 - Elev.

941.32

23

+50

B.M.

1.96

940.30

2.96

{ 938.36
938.34

Kyd.

23+91.61

6.45

942.29

4.46

935.84

24

+50

25

+50

26

26+40=0100

Dit
Grade
H.

Grade
L R+

6

$$33.8 \quad 2.2 \quad 21 \frac{5.7}{-0.4} \quad 5 \frac{6.0}{-0.7} \quad \frac{5.32}{26.0} \quad 3.4 \quad \frac{5.8}{-2.7} / 34.2$$

$$33.75 \quad 2.2 \quad 21 \frac{5.8}{-0.6} \quad 5 \frac{5.7}{-0.4} \quad \frac{5.3}{26.0} \quad 3.7 \quad \frac{5.5}{-1.8} / 32.4$$

$$33.74 \quad 26.0 \quad 37.4$$

$$33.7 \quad 2.3 \quad 21 \frac{6.6}{-0.1} \quad 5 \frac{6.4}{-0.1} \quad \frac{6.3}{26.0} \quad 5.1 \quad \frac{6.2}{-1.2} / 30.6$$

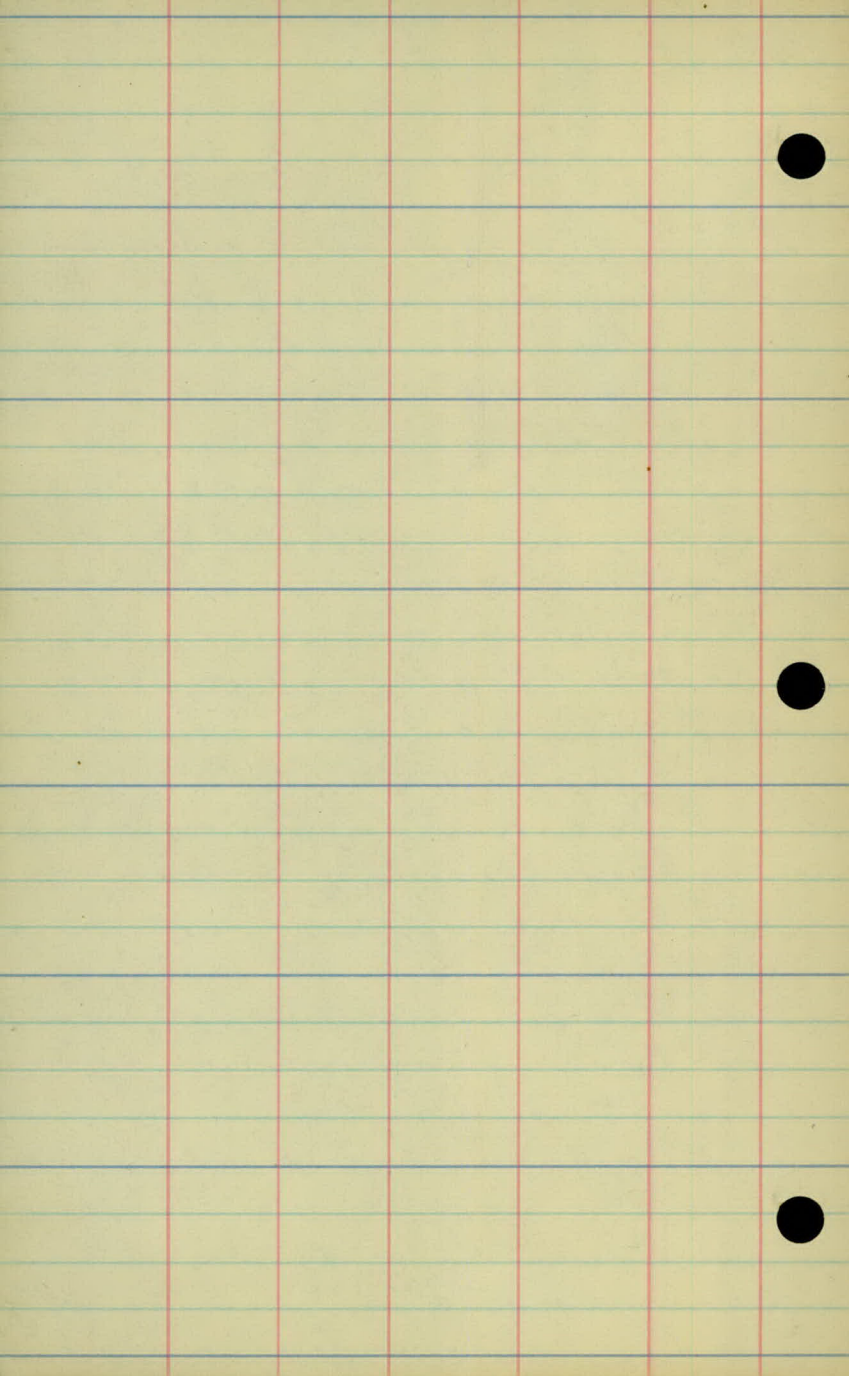
$$33.65 \quad 2.2 \quad 21 \frac{6.0}{-0.1} \quad 5 \frac{6.2}{-0.1} \quad \frac{6.3}{26.0} \quad 5.5 \quad \frac{5.8}{-0.3} / 28.5$$

$$33.6 \quad 2.4 \quad 21 \frac{5.7}{-0.6} \quad 5 \frac{5.8}{-0.6} \quad \frac{6.3}{26.0} \quad 5.8 \quad \frac{5.0}{+0.8} / 29.4$$

$$33.57 \quad 2.45 \quad 21 \frac{5.1}{-1.2} \quad 5 \frac{5.1}{-1.2} \quad \frac{6.3}{26.0} \quad 5.8 \quad \frac{5.0}{+0.8} / 29.4$$

$$33.54 \quad 2.5 \quad 21 \frac{4.6}{-1.4} \quad 5 \frac{4.9}{-1.4} \quad \frac{6.3}{26.0} \quad 5.8 \quad \frac{5.0}{+0.8} / 29.4$$

$$33.5 \quad 2.5 \quad 21 \frac{5.1}{-1.1} \quad 5 \frac{5.2}{-1.1} \quad \frac{6.3}{26.0} \quad 5.8 \quad \frac{5.1}{+0.7} / 29.1$$



Slope stake

In Side of Track

B.M.	6.49	943.69		937.20	
T.P.	2.57	942.80	3.46	940.23	
50' 200				36.2	6.6
100' 180				36.4	6.4
150' 180				36.8	6.0
200 0				37.0	5.8
T.P.	3.58	942.31	4.07	938.73	

200				36.2	6.1
150				36.4	5.9
100				36.8	5.7
50				36.8	5.5
0				37.0	5.3

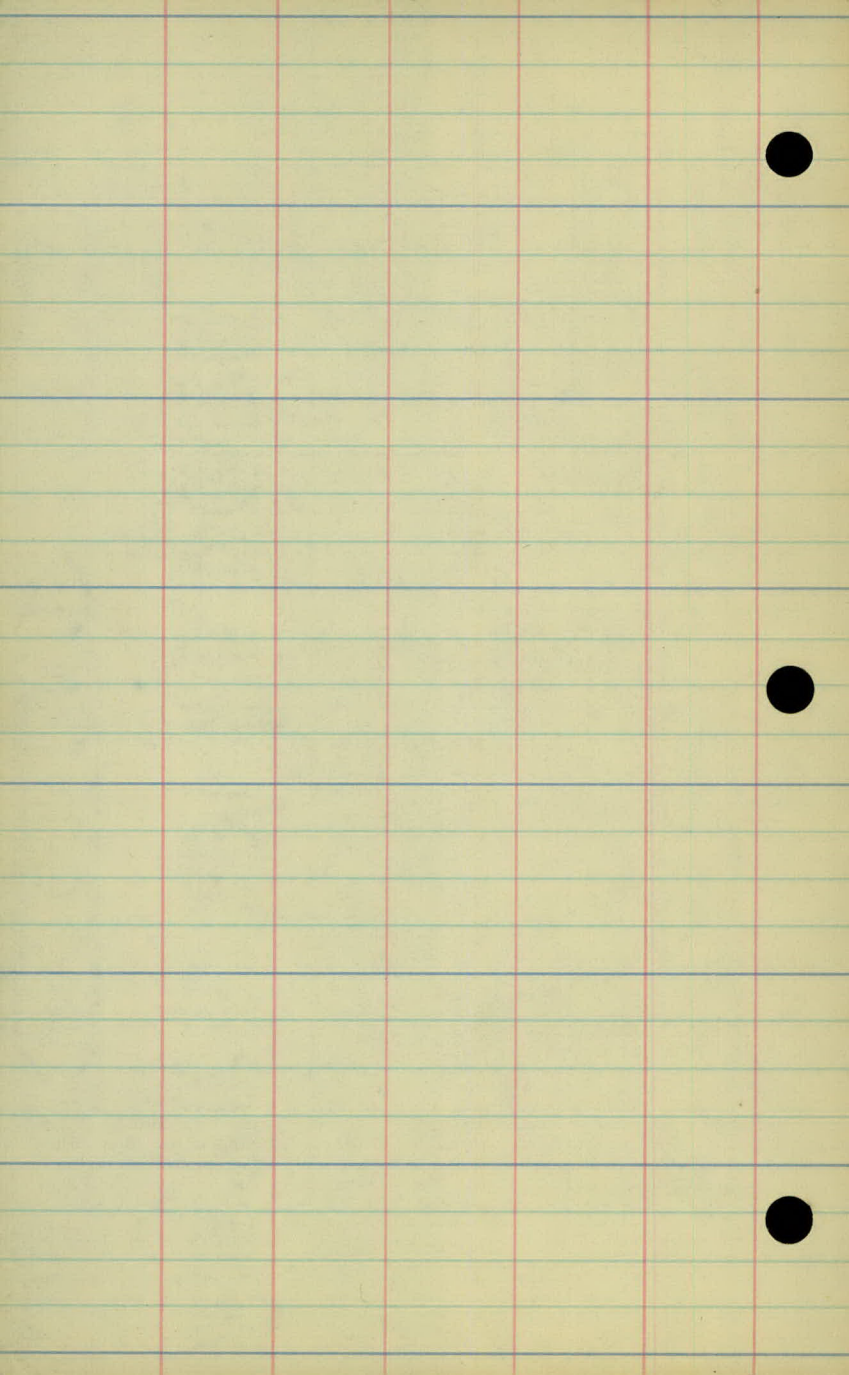
938.02
 Aug 31/19

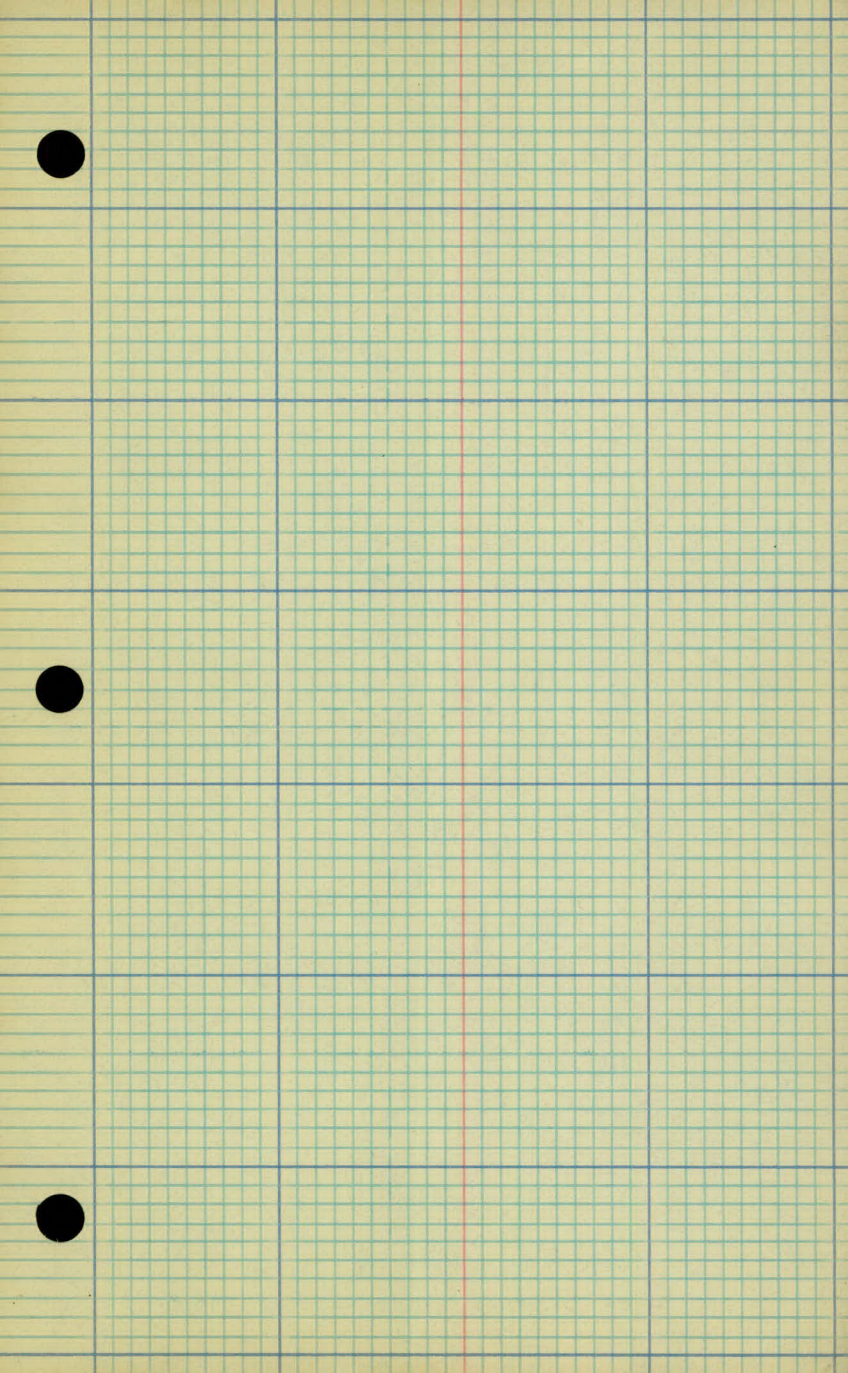
362 364 366 368 370 368 366 364 362

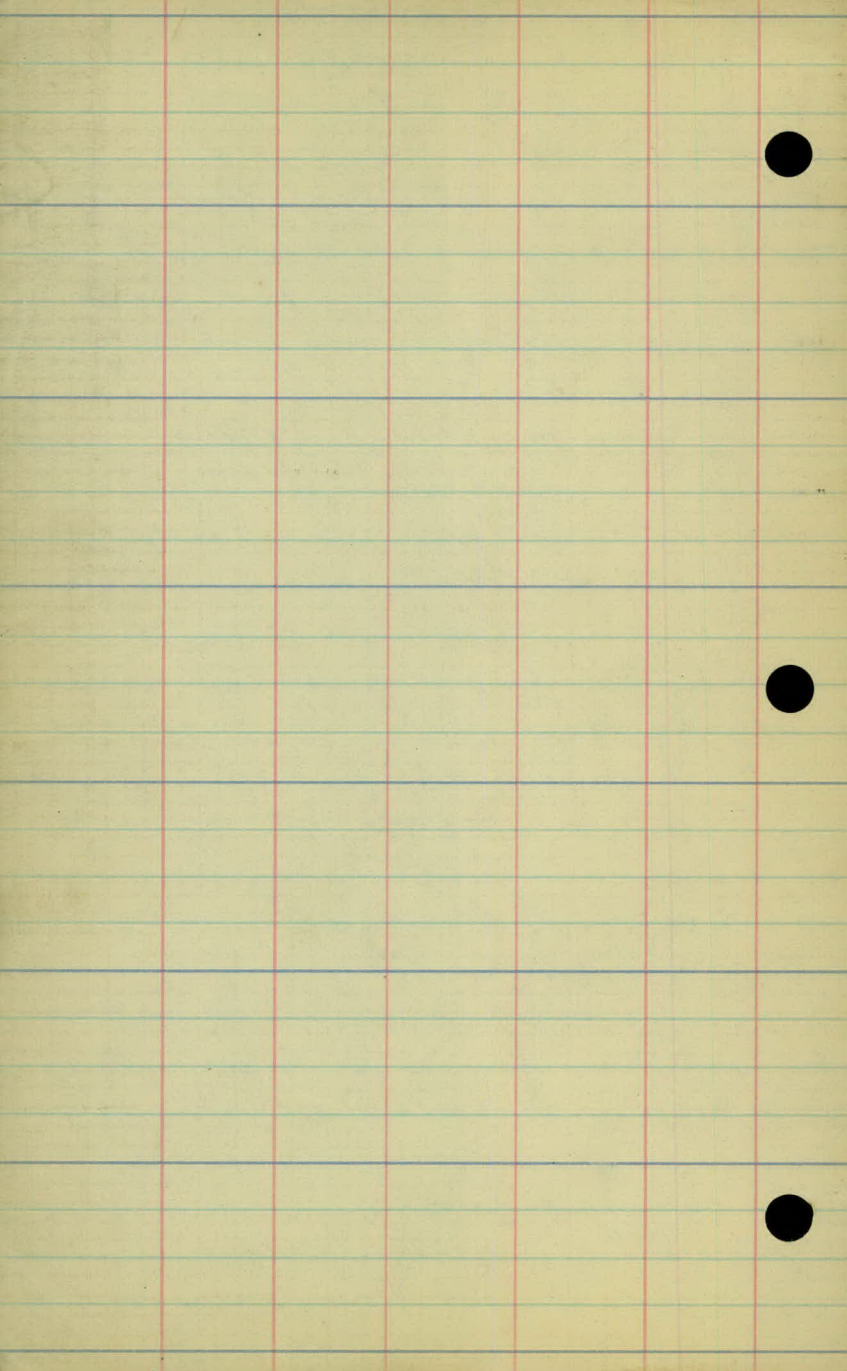
200 150 100 50 0 50 100 150 200

58

362 364 366 368 370 368 366 364 362







Revised Grade
inside of Track.





$$\begin{array}{r}
 22 \int 9000 = 1409.0909 \\
 \underline{88} \\
 200 \\
 \underline{198} \\
 20
 \end{array}$$

22° Curve
 T = 262.04
 L.C. 409.09
 R = 762.04

73
78

$$\begin{array}{r}
 409.09 \\
 \underline{4} \\
 1636.36
 \end{array}$$

$$\begin{array}{r}
 2640' \\
 1636.36 \\
 \hline
 1003.64 = St.
 \end{array}$$

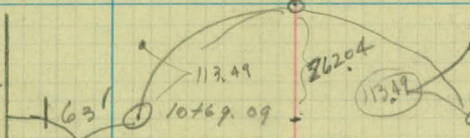
$$\begin{array}{r}
 250.91 \\
 \underline{489} \\
 489
 \end{array}$$

$$\begin{array}{r}
 575.88 \\
 524.08 \\
 \hline
 51.80
 \end{array}$$

$$\begin{array}{r}
 1501.82 - St. away \\
 \underline{250.91} \\
 1250.91
 \end{array}$$

$$\begin{array}{r}
 2450.91 \\
 \underline{4409.09} \\
 6460.00
 \end{array}$$

$$\begin{array}{r}
 1320 \\
 1128.9 \\
 \hline
 911.1
 \end{array}$$



$$\begin{array}{r}
 1069.09 \\
 \underline{250.91} \\
 1320.00 \\
 1570.91
 \end{array}$$

$$\begin{array}{r}
 20 \\
 143'
 \end{array}$$

$$\begin{array}{r}
 262.04 \\
 1128.9 \\
 \hline
 148.55
 \end{array}$$

$$\begin{array}{r}
 1320
 \end{array}$$

$$\begin{array}{r}
 0 + 0 = 262.04
 \end{array}$$

$$\begin{array}{r}
 73 \\
 52408 \\
 250.91 \\
 \hline
 847.99 \\
 250.91 \\
 \hline
 1098.90 \\
 1098.90 \\
 \hline
 1128.9
 \end{array}$$

$$\begin{array}{r}
 15470.91
 \end{array}$$

$$\begin{array}{r}
 23 + 89.09
 \end{array}$$

$$\begin{array}{r}
 762.04
 \end{array}$$

$$\begin{array}{r}
 19480.00
 \end{array}$$

$$\begin{array}{r}
 1570.91 \\
 4119.09 \\
 \hline
 1980.00
 \end{array}$$

$$\begin{array}{r}
 51.80 \\
 2 \\
 \hline
 103.60
 \end{array}$$

$$\begin{array}{r}
 73 \\
 262.04 \\
 501.88 \\
 262.04 \\
 30. \\
 \hline
 1128.90
 \end{array}$$

$$\begin{array}{r}
 1570.91 \\
 4119.09 \\
 \hline
 1980.00 \\
 23187.99 \\
 \underline{250.91} \\
 2640.00
 \end{array}$$

470.
80.
75
J w J

13729.59 P.T. 45.00'

+50

23

+50

22

+50

21

+50

2040

19480

P.O.C.

02.00'
WS

+50

19

+50

18

+50

17

+50

16

3.12'

1870.91

ADC.

Est. N L on E line
of Fair Grounds -

call Mr Freeman

Est 526

to make appointment
for meeting him on site.

9.00

*

1.12
46
9
3
9
17
50
10
14
14
19
21
23
14
14
18
11
3
4
5
7
8
22
1.11
210
266
246
1.77
1.03
55
43
48
21
30
27
30
45
68
94
1.45
1.26
94
214
1.74
1.07
50
37
37
40
30
5
46
83
1.34
1.69
1.29

36.47*

*

3
40
1.23
1.70
1.57
1.59
1.40
1.66
1.86
1.71
1.15
1.03
1.26
70
1.00
1.34
2.20
3.02
3.14
2.79
2.16
64
51
31
6
16
32
75
46
94
1.08
1.18
98
55
32
9
1
27
81
1.07
1.07
1.00
57
8
19

46.36*

1.99
4.53
4.21
2.03
66
34
78
1.38
1.80
1.75
2.04
1.39
19

23.09*

4
13
59
1.94
1.54
1.33
65
65
80
43
22
3.14
7.79
15.82
10.53
12.81
15.50
10.97
5.00
40

90.28*

2.12
6.82
8.78
7.94
9.02
5.92
9.77
11.97
12.57
12.25
12.44
13.31
11.21
5.40
15.5

131.07*

20
3.12
5.84
9.81
8.94
6.66
3.53
28

38.38*

36.47
23.09
131.07

190.63*

46.36
90.28
38.38

175.02*

