

Book # 31 - Dr # 8

MAINT. SURVEY
EAST CO. LINE & HUDSON RD.
Intersection
RD % N^o 22

of Ramsey Co. Engineer
ST. PAUL, MINN.

Filed 6-1-25

No. "13"

EAST COUNTY LINE ROAD

Road Account # 228[#]24

Revision of Curves around
Silver Lake

Sta. 209+14.3 to 221+18.0

July 12th 1924.

A - O.R. Van Krevolen

H.C. - R. Pearson

R.C. - J. Mahoney

Sta. Point Defl. L. Defl. R. Cal. Bearing

5.2°48'W.

215+49.2	P.T.		11°00'	
215			7°34'	Δ. 22°00'
214+71.8	P.I.			D. 14°-R.
214+50			4°04'	T. 79.8'
213+92.0	P.C.		00	L. 157.2'

5.19°12'E.

212+17.0	P.T.		11°15'	
212			9°43'	Δ. 22°30'
211+55.6	P.I.			D. 18°-R.
211+50			5°13'	T. 63.6'
210+92.0	P.C.		00	L. 125.0'

5.41°42'E.

210+55.7	P.T.	20°30'		
210		12°26'		Δ. 41°00'
209+89.0	P.I.			D. 29°-L.
+50		5°11'		T. 74.7'
209+14.3	P.C.	00		L. 141.4'

5.0°42'E.

T- O.R. Van Krevelen

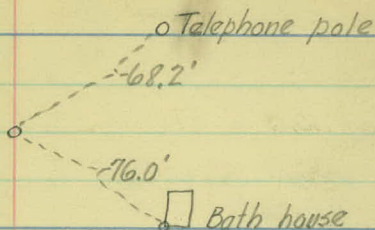
7-12-24

Windy - hot.

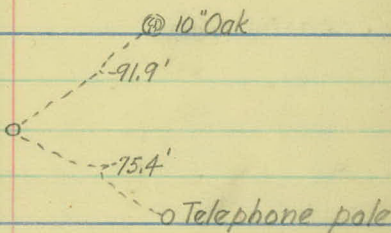
H.C. - R. Pearson

R.C. - J. Mahoney

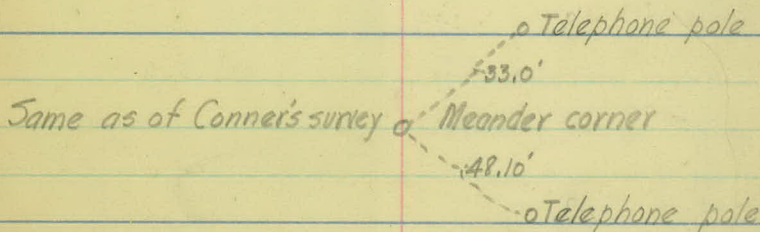
Same as 214+73.2 of
Conner's survey



Same as 211+56.7 of
Conner's survey



Same as of Conner's survey



Sta. Point Defl. L. Defl. R. Cal. Bearing

5.0°42'E. = 5.0°41'E.

221+18.0 =			
221+20.0	P.T.	18°30'	
221		16°42'	Δ. 37°00'
+50		11°42'	D. 20°-L.
220+29.3	P.I.		T. 96.3'
220		6°42'	L. 185.0'
+50		1°42'	
219+33.0	P.C.	00	

5.36°18'W.

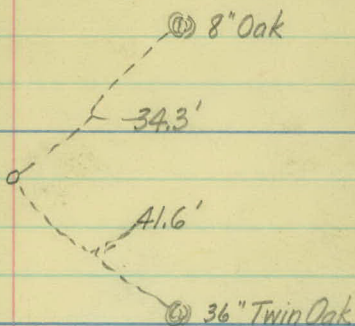
217+84.3	P.T.	16°45'	
+50		13°19'	Δ. 33°30'
217+03.5	P.I.		D. 20°-R.
217		8°19'	T. 86.7'
+50		3°19'	L. 167.5'
216+16.8	P.C.	00	

5.2°48'W.

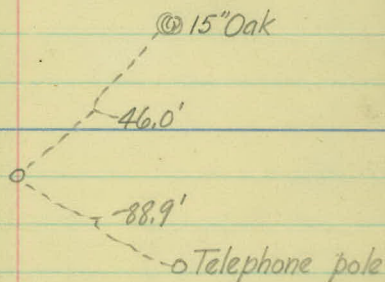
7-12-24

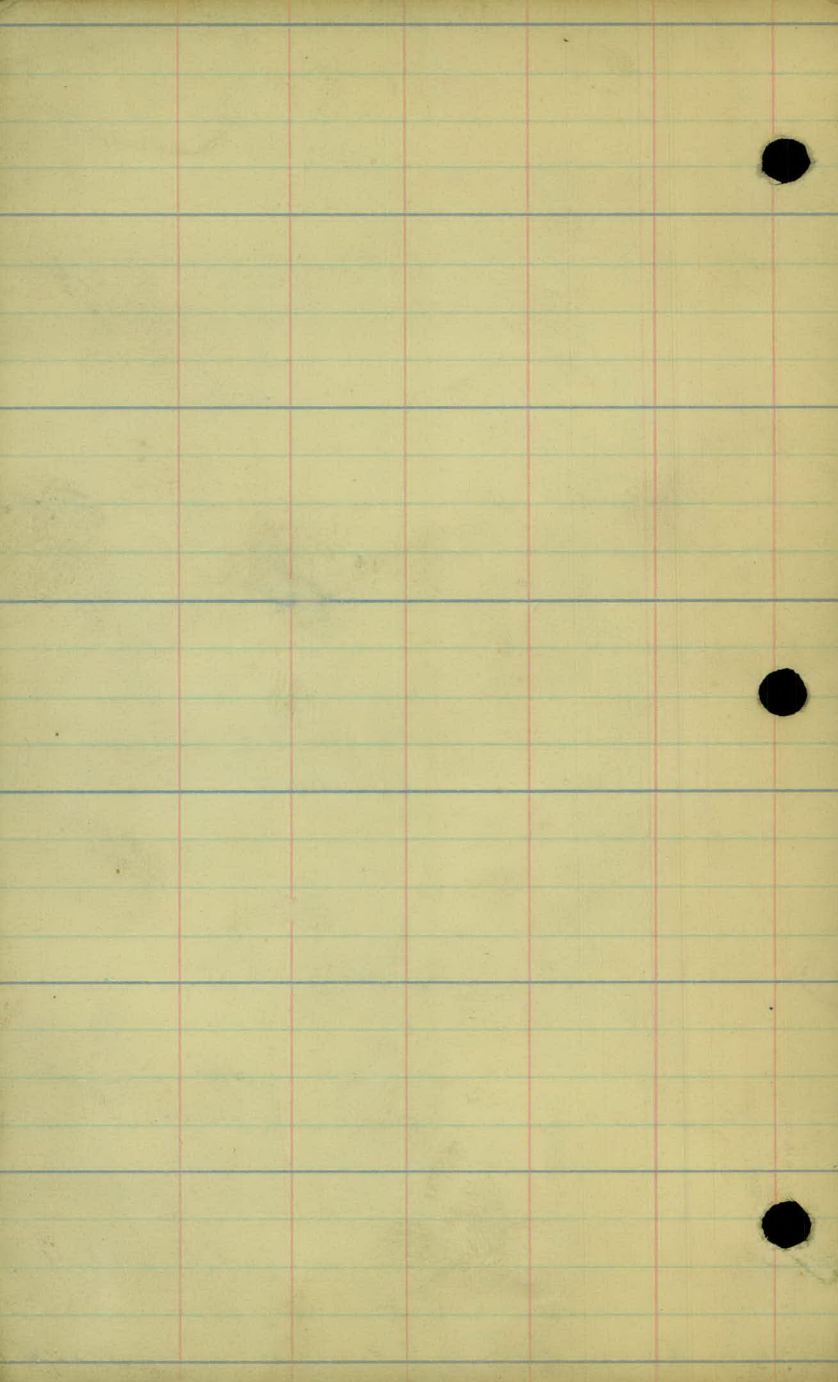
240+61.58 to MONT.

Same as 220+30.2 of
Conner's survey



Same as 217+05.4 of
Conner's survey





Survey.

Hudson Road + East Co. line Rd. Xing.

Transit Notes

Sta. 0+00 to 18+00

Road #22

Austin	}	Ponty
Skoglan.		
Benthaume		
Rexford		

5/28-4/1-1925

Station

Ang. ht. Ang. Rt.

16+52.3 P.O.T.

5+00 P.I.
Mont

0° 24'

0+00

Austin
 Skooglund
 Benthiaume
 Rexford } Panty.

E 1/4 Cor. Sec. 36

32.62 35.42

Gate P. 35.46 36.60 T.P.

So 1/4 Cor.
 Sec. 36 40.94 E.P.
 32.20 T.P.

90° 14' 90° 30' 60.71 T.P.

Hudson Road

Iron Mont.

So. E. Cor. Sec. 36. T. 29. N. 2

55.02 8 08.1 W. 0

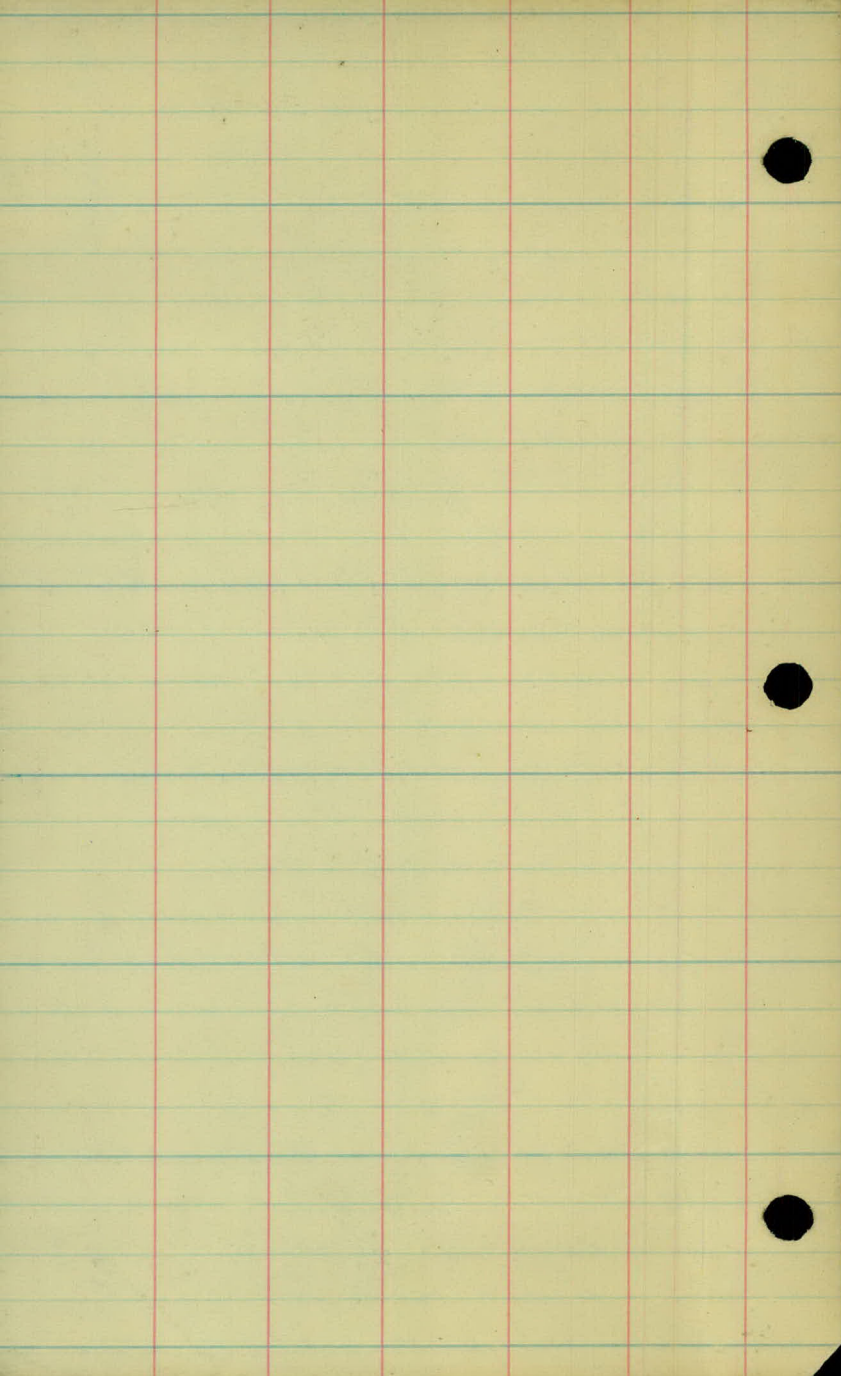
500'

12' 24' 0 T.P.
 Hub 0x00

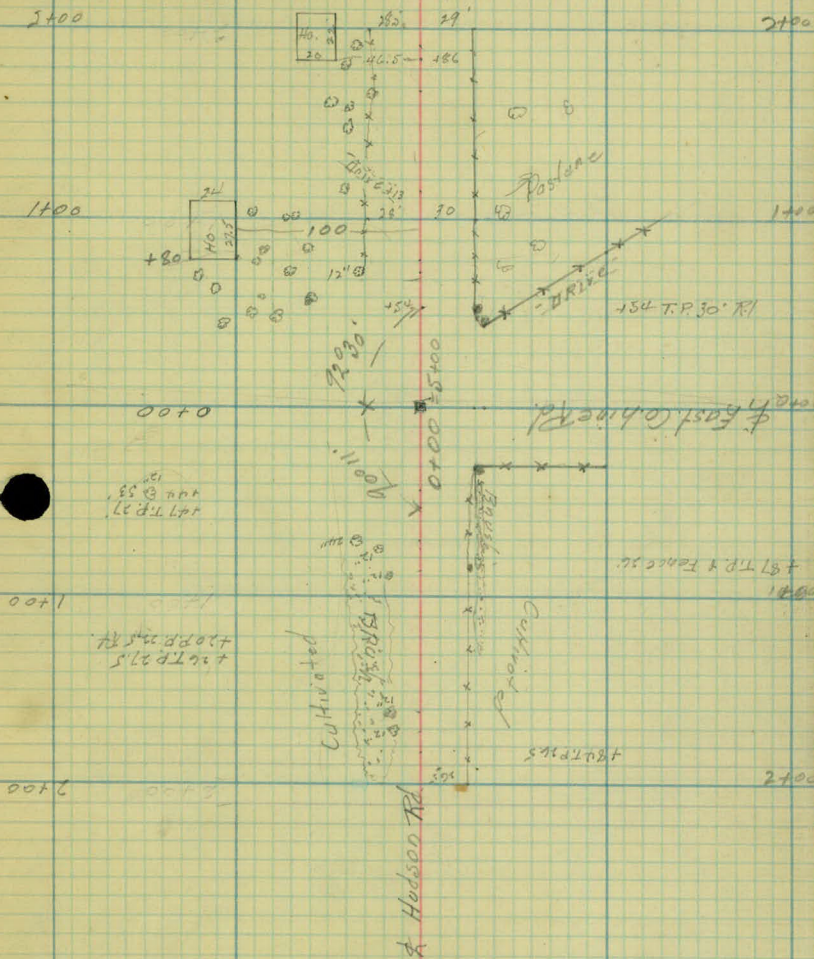
North

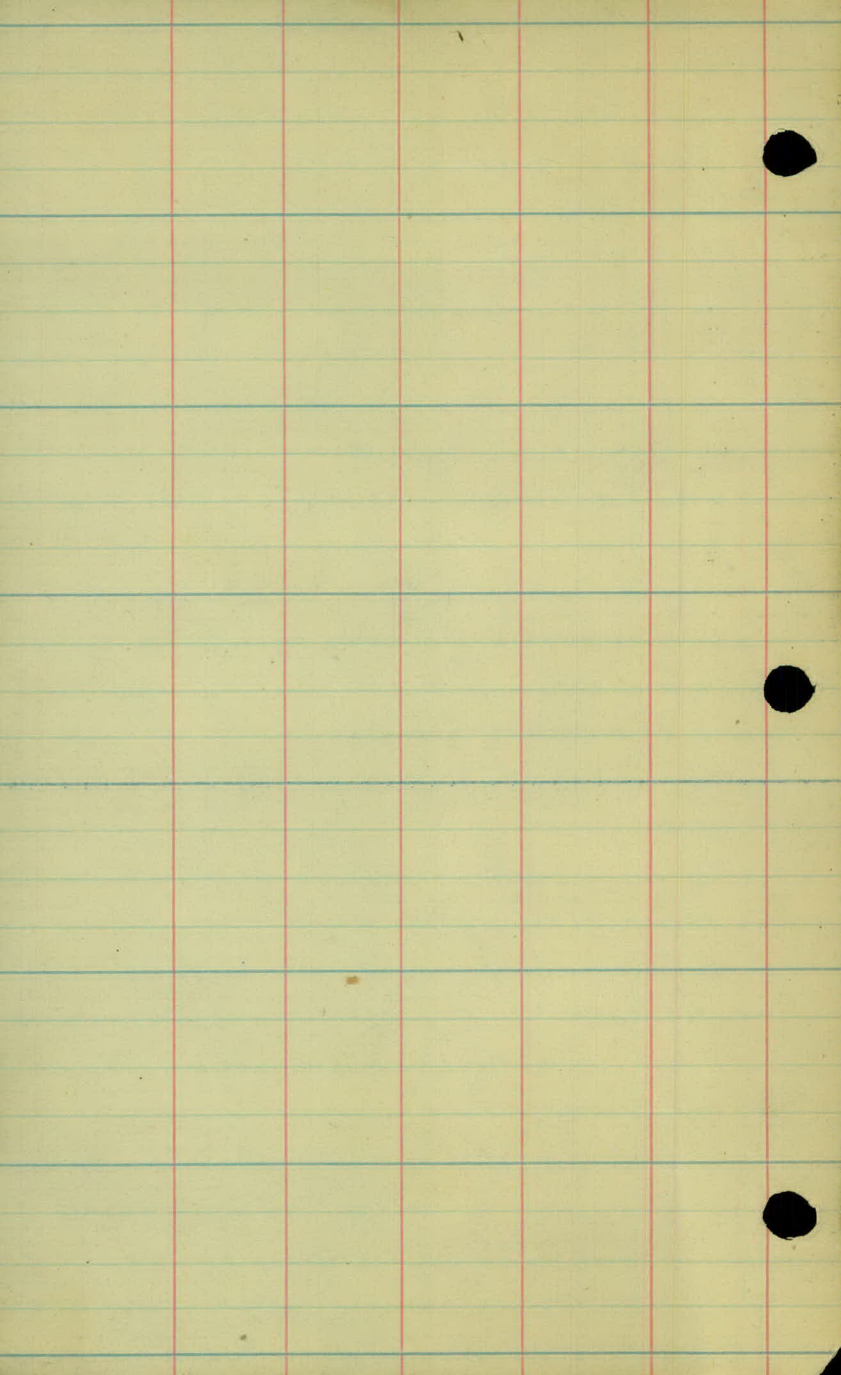
G.P. 36.71 0 T.P.

Mont. E 1/4 Cor. Sec 1
 T. 28 R. 22.



Topography. Hudson Rd + East Co. line. Intersection





18" Twin 8

7+00

+61 T.P. 22' R4.

+36 Drive

6+00

Cultivated

+29 Stop Sign 15.5' Ht.
+20 Rd. Sign 24' Ht.

+78 Rd. Sign 21' Ht.
+73 Culvert 12' Ht.
+71 T.P. + Fence Cap. 31

Hudson Rd.

19" x 47.5 C.M.P.

+56 T.P. 25.5

+21 G.P. 23.5
+20 P.P. 25.5
5' Battered Se. End Block.
12" x 41.8 C.M.P. 5+00

+71 Stop Sign 23.5
+70 Rd. Sign 29
+57 Curb 15' R4

+50 Rd. 33.5 Fence 30'

+27 T.P. 23.5

85.5 Fence R4 4+00
71.5 Rd. R4

+59 T.P. 24' R4

3+00

+59 T.P. 24' R4

2+00

Cultivated

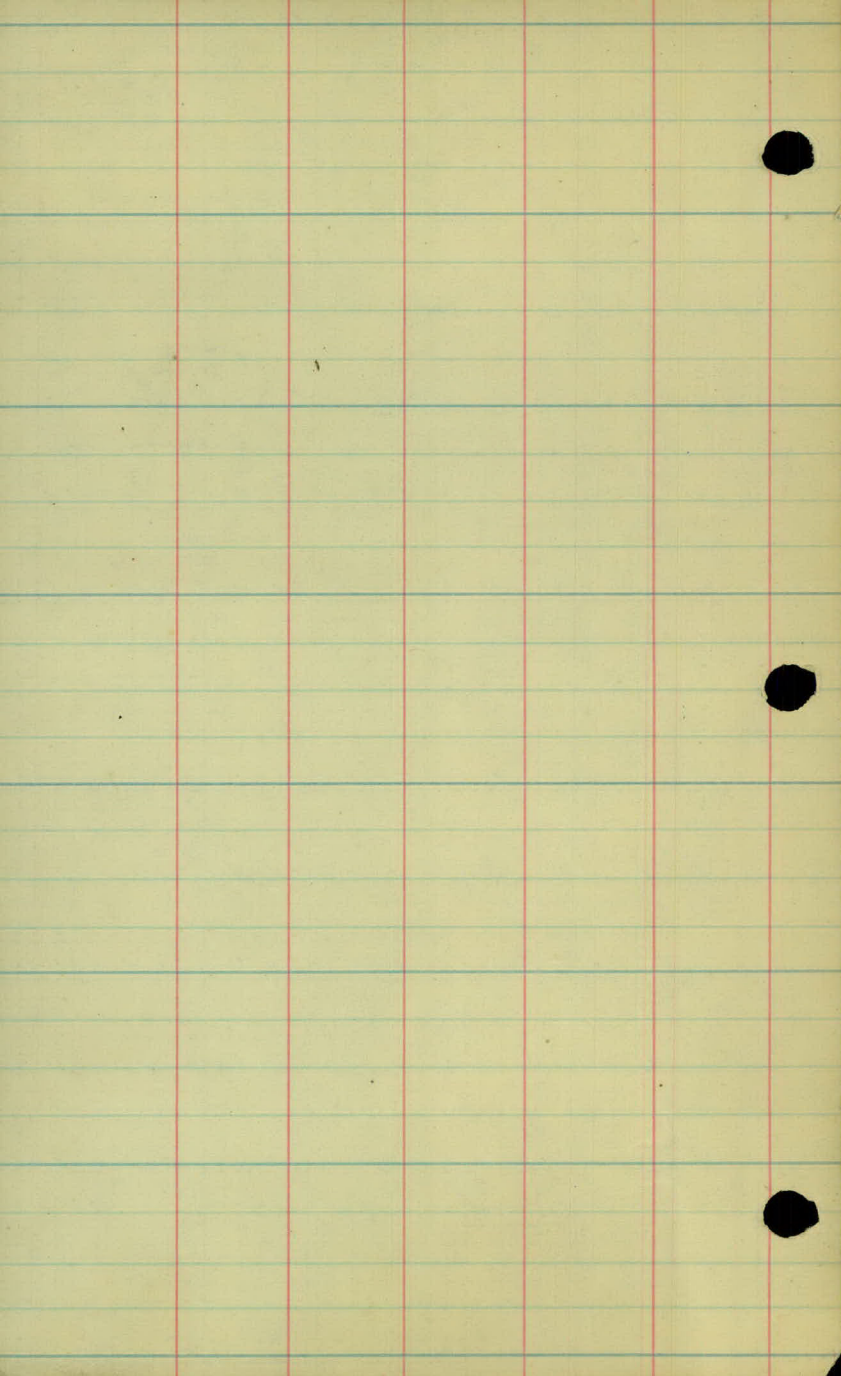
Cultivated

+20 Bcg. Fence 23.5

+30 T.P. 23.5

1+00

+00 T.P. 24' R4 0+00



14+00

13+00

12+00

11+00

10+00

9+00

8+00

7+00

+108 T.P. 8' ht.

+71 Lake Sign 30' ht.
+51 G.P. 63' ht.
+51 T.P. 24' ht.

+35 Drive
+29 - 18" X 4.5 C.M.P. 22.5'

Intake = 218.73
Invert = 215.28

+96 S.T.P. 15' ht.
+96 G.P. 53' ht.
+95 Lake = 5190 47' ht.

+55 Drive

Tanners Lake

PRESENT ROAD

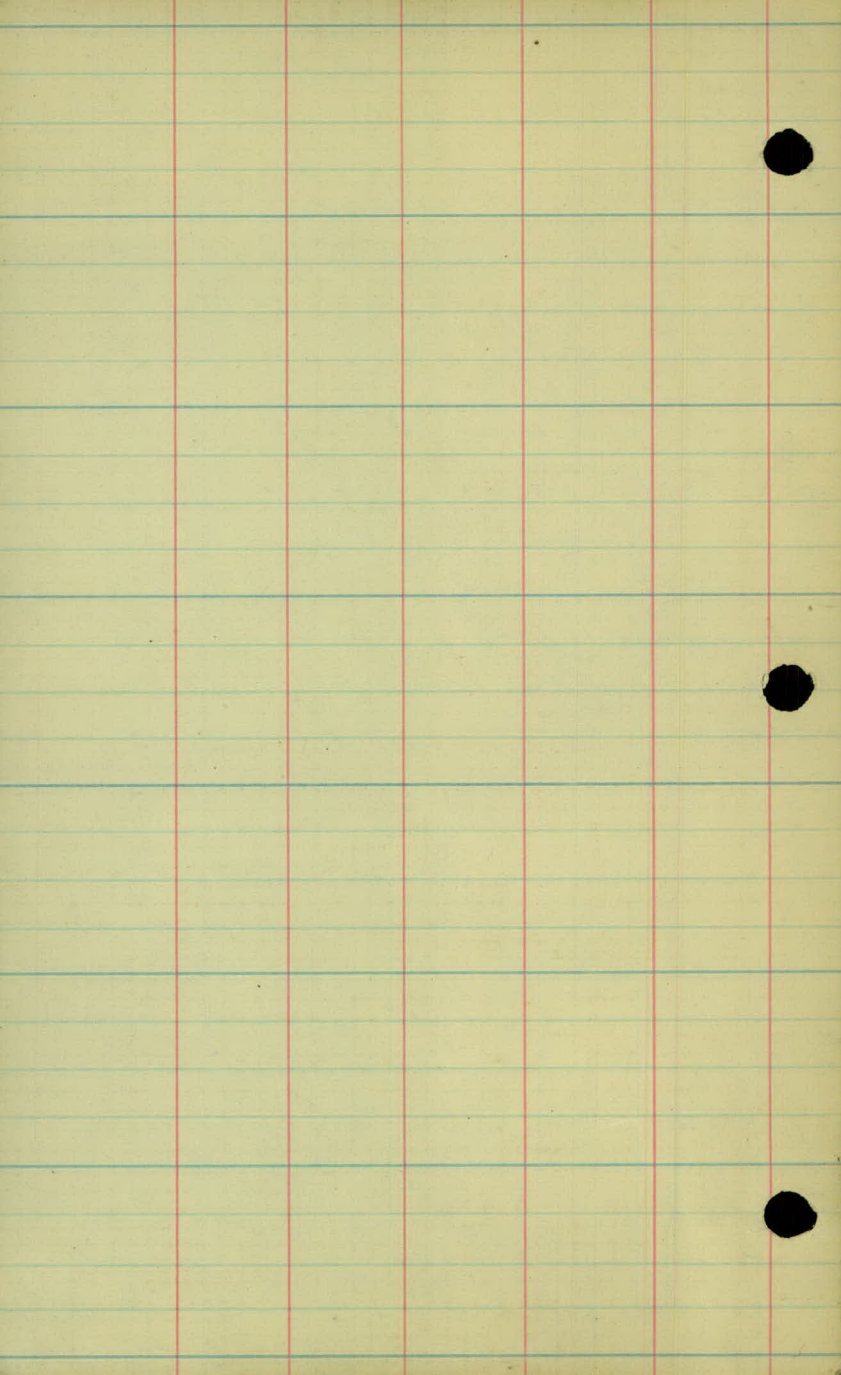
+72 T.P. 3.5 R.I.

+76 T.P. 17' R.I.

2nd Repl. 1/4

8' 4"
8' 2"
8' 0"
8' 0"
8' 0"
8' 0"
8' 0"
8' 0"
8' 0"
8' 0"

6 1/2"



18400

17400

42) T.P. 20.5 R/

16400

1500

+ 60 T.P. 10' R₁

12400

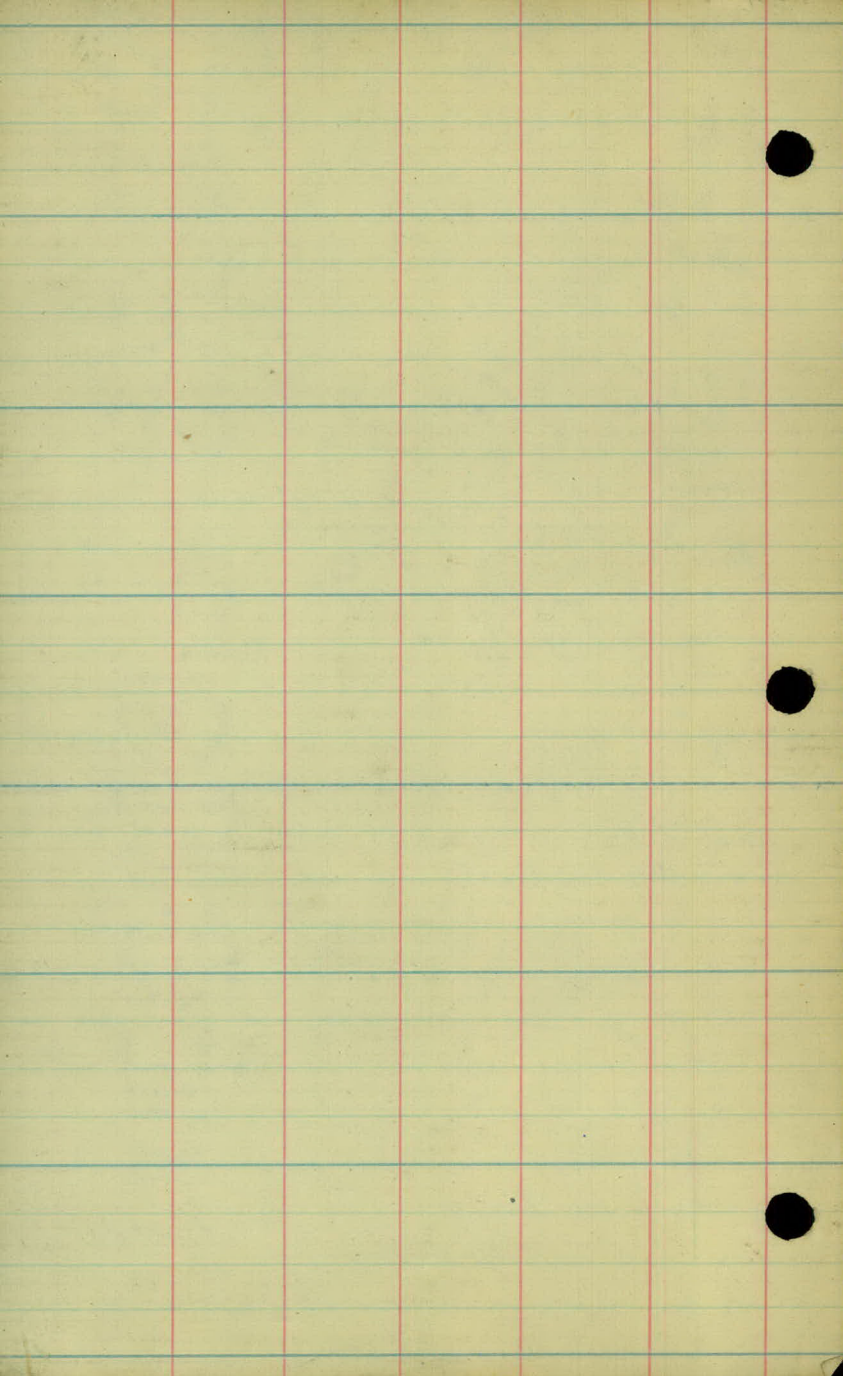
+24 F. Cor 31.2

412 Drive

483 Privé.

29

3



Hudson Road + East Co. line Intersection.

Levels + X-Sections

Sta. 0+00 to 18+00.

Flodin }
Keoglen. } Partel.
Berthiaume }
Rexford }

5/25-6/1-1925

Station + H.I. - Rod. Elev.

B.M. 0.64 293.72 ✓ 293.08 ✓

T.P. 0.45 283.04 ✓ 11.13 282.59 ✓

T.P. 0.66 272.86 ✓ 10.84 272.20 ✓

T.P. 12.03 279.61 ✓ 5.28 267.58 ✓

T.P. 11.26 290.43 ✓ 0.44 279.17 ✓

T.P. 10.21 300.41 ✓ 0.23 290.20 ✓

T.P. 4.23 304.51 ✓ 0.13 300.28 ✓

B.M. 5.42 299.09.

0 + 00 8.9 295.6.

1 + 00 6.6 97.9.

+50 5.8 98.7.

2 + 00 5.0 99.5.

T.P. 9.6 ✓ 309.05 ✓ 5.08 299.43 ✓

3 + 00 9.3 99.8.

+75 10.6 98.5.

4 + 00 11.0 (97.1) 98.1

+25 11.6 97.5.

Sp. in T. P. N. E. Cor. Upper Aston & East. Co. hinc.

Nail in F.P.

Spike in T.P. 24 Rt. Sta 0+00

5/29/25

[illegible]

$\frac{6.3}{33.0}$ $\frac{7.3}{23.5}$ $\frac{7.7}{13.5}$ $\frac{7.0}{9.3}$ $\frac{6.7}{4.7}$ 6.6 $\frac{7.0}{6.0}$ $\frac{7.3}{11.5}$ $\frac{8.1}{12.8}$ $\frac{7.5}{15.0}$ $\frac{6.5}{17.5}$ $\frac{4.7}{20.0}$ $\frac{4.7}{5.0}$ $\frac{4.2}{4.2}$

$$\left\{ \begin{array}{cccccccccccccccc} \frac{1.9}{24.5} & \frac{1.9}{21.6} & \frac{6.0}{16.5} & \frac{6.6}{15.0} & \frac{6.8}{12.7} & \frac{6.2}{9.4} & \frac{6.0}{5.0} & 5.8 & \frac{6.1}{6.0} & \frac{6.8}{12.6} & \frac{7.3}{13.4} & \frac{6.0}{17.0} & \frac{4.4}{19.6} & \frac{3.1}{20.3} \\ \frac{2.5}{28.6} & \frac{2.5}{33.0} & & & & & & & & & & \frac{3.2}{33.0} & \frac{3.2}{29.4} & \frac{2.6}{27.0} \end{array} \right\}$$

1.3	0.5	0.2	5.7	6.1	5.4	5.6	5.8	6.4	5.6	2.4	1.8	1.8
33.0	25.0	22.5	15.0	12.4	9.4	8.4	11.4	13.4	16.7	20.7	29.6	33.0

$\left(\begin{array}{cccccccccccccccccccc} 44 & 3.6 & 3.8 & 4.4 & 9.8 & 10.5 & 10.0 & 9.7 & & 9.5 & 9.9 & 9.9 & 9.8 & 9.4 & 4.4 & 3.8 \\ 31.0 & 26.0 & 24.0 & 22.0 & 14.0 & 11.2 & 10.8 & 9.2 & 9.3 & 5.0 & 9.0 & 11.3 & 13.6 & 14.6 & 24.3 & 30.6 \end{array} \right)$

2.5	3.0	4.3	10.4	11.1	11.7	11.0	11.1	11.0	11.1	10.2	9.0	2.2	2.3	3.0
272	270	255	266	132	121	110	100	80	100	154	100	200	50	100

2.7 3.2 3.3 3.5 4.5 6.8 3.0 4.0 3.6

$\begin{array}{ccccccccc} 29.3 & 31.0 & 50.0 & 100.0 & 150 & & & & 150.0 & 100.0 & 90.0 & 75.0 \\ (2.3 & 11.4 & 11.7 & 12.2 & 12.3 & 11.7 & 11.6 & & 11.1 & 11.4 & 10.3 & 9.5 & 6.5 & 1.7 & 2.5 & 6.8 \end{array}$

28.3	16.8	13.3	12.8	11.9	11.1	11.0	11.0	11.4	10.8	9.5	6.2	11.1	2.5	6.0
3.0	3.1	3.4	2.4	5.5	11.1	7.0	11.0	5.2	12.0	16.0	19.4	24.7	28.1	38.0
									12.9	11.2	6.1	4.1	5.3	7.1

[illegible]

10.2	10.5	12.5	12.8	12.8	12.1	12.2	11.6	11.9	11.8	11.0	5.0	2.1	2.9
18.0	17.3	14.4	13.4	12.2	11.0	7.6	11.6	5.0	9.1	11.9	15.6	26.4	28.0 30.8

$$\left\{ \begin{array}{cccccc} 2.0 & 2.5 & 2.8 & 3.3 & 5.3 & 6.8 \\ 29.5 & 33.7 & 50.0 & 100.0 & 150.0 & 200.0 \end{array} \right\} \quad \left\{ \begin{array}{cccccc} 12.2 & 11.7 & 10.2 & 5.0 & 7.5 & 8.0 & 8.5 & 8.2 \\ 150 & 100 & 100.0 & 65.6 & 61.0 & 50.0 & 47.4 & 39.3 \end{array} \right\}$$

$$\begin{array}{r} 100.0 \\ 12.6 \\ \hline 200.0 \end{array}$$

Station + H.I. - Rod. Elev.

309.05 ✓

4 + 40

12.2 96.9.

+ 68

12.6 96.5.

T.P.

3.58

301.17 ✓

11.46

297.59 ✓

+ 75

4.7 96.5.

+ 83

4.7 96.5.

5 + 00

1/2 Hudson Rd ✓

5.3 95.9.

T.P.

3.55

301.14

3.58

297.59 ✓

+ 14

6.1 95.0.

+ 21

6.6 94.5.

+ 29

7.4 93.7.

+ 50

8.6 92.5.

T.P.

6.46

295.40 ✓

12.20

288.94 ✓

6 + 00

5.3 90.1.

+ 28

6.6 88.8.

+ 42

7.5 87.9.

+ 70

9.1 86.3.

$\left\{ \begin{array}{cccccccccc} 2.7 & 2.3 & 12.2 & 13.2 & 13.2 & 12.6 & 12.6 & 12.3 & 11.5 & 9.8 & 8.8 & 5.3 & 9.4 \\ 34.7 & 20.4 & 16.8 & 13.2 & 11.6 & 10.6 & 8.0 & 12.2 & 12.8 & 25.7 & 37.0 & 50.0 & 55.7 & 79.0 \\ 3.0 & 4.0 & 7.0 & 9.0 & & & & & & & & 13.5 & 12.5 & 11.5 \\ 50.0 & 100.0 & 150.0 & 200.0 & & & & & & & & 200.0 & 150.0 & 100.0 \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 4.2 & 3.0 & 2.7 & 2.0 & 10.4 & 12.0 & 13.3 & 12.7 & 13.0 & 8.5 & 6.5 & 7.8 & 10.4 \\ 100.0 & 75.0 & 50.0 & 30.8 & 20.3 & 12.9 & 11.0 & 12.6 & 11.0 & 25.0 & 37.6 & 41.0 & 50.0 & 75.0 \\ 10.1 & 12.0 & & & & & & & & & & 14.6 & 14.2 & 12.2 \\ 150.0 & 200.0 & & & & & & & & & & 200.0 & 150.0 & 100.0 \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 304.5 & 305.7 & 303.3 & 0.0 & 4.9 & 5.5 & 5.5 & 4.6 & 5.1 & 6.0 & 5.5 & 7.0 & 9.8 \\ 100.0 & 77.8 & 50.0 & 24.8 & 16.4 & 11.9 & 8.3 & 4.7 & 5.0 & 12.6 & 21.6 & 29.4 & 50.0 & 100.0 \\ 9.6 & 5.2 & 5.3 & & & & & & & & & 14.5 & 12.3 \\ 150.0 & 165.0 & 200.0 & & & & & & & & & 200.0 & 150.0 \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 5.4 & 4.9 & 4.9 & 5.1 & 5.6 & 5.2 & & 5.3 & 6.2 & 7.0 & 7.5 & 9.8 & 11.5 \\ 200.0 & 150.0 & 100.0 & 50.0 & 14.3 & 6.0 & 4.7 & 15.6 & 26.4 & 32.0 & 50.0 & 100.0 & 150.0 \\ & & & & & & & & & & & 14.0 & 200.0 \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 6.3 & 5.8 & 5.2 & 4.4 & 4.1 & 4.8 & 5.1 & 5.5 & 6.0 & 6.9 & 8.9 & 11.4 & 13.5 \\ 300.0 & 250.0 & 200.0 & 150.0 & 100.0 & 50.0 & 19.8 & 5.3 & 14.0 & 30.0 & 50.0 & 100.0 & 150.0 & 200.0 \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 7.2 & 6.7 & 4.7 & 5.3 & 6.6 & & & 6.6 & 6.9 & 8.4 & 11.0 & 14.0 & 15.4 \\ 200.0 & 150.0 & 100.0 & 50.0 & 15.0 & 6.1 & & 11.0 & 21.5 & 50.0 & 100.0 & 150.0 & 200.0 \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 3.8 & 4.3 & 4.8 & 5.8 & 6.0 & 8.2 & 7.0 & 7.1 & 8.0 & 7.2 & 8.3 & 9.0 & 11.2 \\ 70.0 & 50.0 & 27.2 & 24.2 & 20.6 & 13.2 & 9.0 & 6.6 & 9.3 & 18.0 & 27.4 & 36.0 & 50.0 & 100 \\ 302.9 & 0.3 & 1.6 & 7.0 & 8.0 & 9.4 & & & & & & 15.8 & 16.3 & 15.2 \\ 70.0 & 86.0 & 100.0 & 132.0 & 150.0 & 200.0 & & & & & & 200.0 & 170.0 & 120.0 \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 5.0 & 302.5 & 304.4 & 0.0 & 7.0 & 8.6 & 7.8 & 7.8 & 8.5 & 4.2 & 7.2 & 6.3 & 3.4 \\ 100 & 50.0 & 37.0 & 50.0 & 22.0 & 12.1 & 10.7 & 7.4 & 12.2 & 17.6 & 27.5 & 50.0 & 67.0 & 71.7 \\ 8.5 & 9.4 & 10.1 & & & & & & 16.8 & 16.2 & 15.6 & 12.0 & 9.2 \\ 135.0 & 150.0 & 200 & & & & & & 200.0 & 150.0 & 132.0 & 112.0 & 100.0 \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 0.5 & 302.4 & 0.0 & 8.7 & 9.2 & 10.4 & 9.3 & 9.1 & 10.3 & 8.0 & 5.8 & 4.5 & 2.3 & 303.0 \\ 50.0 & 34.5 & 32.3 & 22.4 & 16.5 & 13.9 & 10.8 & 8.6 & 10.3 & 16.5 & 22.1 & 23.5 & 30.2 & 35.6 & 36.3 \\ 6.8 & 10.2 & 11.4 & & & & & & 18.2 & 18.6 & 18.0 & 17.5 & 10.0 & 1.0 \\ 100.0 & 150.0 & 200.0 & & & & & & 189.0 & 169.0 & 150.0 & 136.0 & 100.0 & 50.0 \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 3.3 & 2.0 & 2.4 & 4.4 & 6.4 & 7.0 & 6.0 & 6.4 & 7.3 & 5.0 & 1.2 & 5.3 & 11.2 \\ 50.0 & 37.6 & 35.1 & 31.5 & 25.0 & 14.3 & 12.2 & 5.3 & 9.8 & 11.8 & 18.7 & 21.6 & 50.0 & 77.6 \\ 5.6 & 4.8 & & & & & & & & & & 16.1 & 125.0 \\ 100.0 & 150.0 & & & & & & & & & & & \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 6.4 & 5.5 & 6.3 & 8.3 & 8.3 & 7.8 & 7.4 & 7.3 & 8.0 & 12.3 & 13.5 & 16.6 & 16.6 \\ 50.0 & 39.0 & 35.7 & 31.4 & 21.0 & 14.0 & 12.8 & 6.6 & 8.4 & 17.6 & 34.8 & 50.0 & 51.6 & 115.0 \\ 5.0 & 1.8 & & & & & & & & & & & \\ 100.0 & 150.0 & & & & & & & & & & & \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 2.7 & 4.5 & 7.0 & 9.2 & 9.0 & 8.0 & & 8.7 & 9.4 & 10.3 & 12.0 & 14.5 & 18.4 \\ 125.0 & 100.0 & 42.5 & 33.8 & 16.0 & 4.8 & 7.5 & 13.5 & 24.2 & 32.4 & 42.0 & 50.0 & 71.0 \\ & & & & & & & & & & & 21.2 & 21.2 \\ & & & & & & & & & & & 125.0 & 100.0 \end{array} \right\}$													
$\left\{ \begin{array}{cccccccccc} 6.1 & 7.5 & 9.3 & 12.0 & 12.0 & 11.0 & 11.2 & 9.8 & 9.9 & 10.1 & 17.2 & 19.7 & 22.2 \\ 47.6 & 40.5 & 36.0 & 32.3 & 30.0 & 29.1 & 16.3 & 11.9 & 9.1 & 8.3 & 12.3 & 23.5 & 50.0 & 100.0 \\ 6.1 & 1.5 & 1.7 & & & & & & & & & & \\ 50.0 & 42.4 & 100.0 & & & & & & & & & & \end{array} \right\}$													

Station	+	H.I.	—	Red.	Elev.
		295.40 ✓			
7+00					
T.P.	1.05	285.35 ✓	11.10	284.30 ✓	
7+00				1.2	284.2.
+50		✓		4.1	81.3.
B.M	3.99	281.03 ✓	8.31	277.04 ✓	
8+00				2.5	78.5.
+50		✓		5.1 ✓	75.9.
T.P.	2.24	279.28 ✓	3.99	277.04	
9+00				8.4	70.9.
+50				11.6	67.7.
10+00				13.2	66.1.
+50				15.7	63.6.
11+00				15.3	64.0.
+50		✓		15.1	64.2.
T.P.	5.85	276.55 ✓	8.58	270.70 ✓	
12+00				11.7	64.9.
+50				11.0	65.6.

51.

h

ht.

6-1-25

0.0 3.7 4.7 6.6
89.3 64.5 50.0 42.0

11.2

4.7 4.3 1.8
32.0 16.2 12.0 1.2 1.8 1.8 8.5 11.2 12.6 14.0
7.3 10.9 20.0 26.0 50.0 75.0

1.0 7.2 8.4 8.2 7.6 5.0 3.9
50.0 36.1 28.7 22.5 20.0 16.0 6.0 4.1 4.7 4.7 12.1 15.3
6.3 8.9 21.0 42.0

Spike in 18" Oak 60' best Sta. 8+10.0

5.2 6.2 6.7 5.8 2.5 2.0 3.1 9.1 9.3 11.4 11.7
50.0 40.0 30.1 24.6 18.3 6.0 2.5 5.0 13.5 22.0 30.4 40.0

8.5 8.1 4.7 3.9 4.6
50.0 32.0 24.7 12.8 1.3 5.1 9.5 11.3 12.2 13.2 } Edge
8.0 14.5 32.0 40.0 } hole

8.2 7.8 4.7 4.2 4.9
50.0 37.4 31.0 21.2 9.3 8.4 10.5 11.5 13.0
4.0 10.1 33.0

1.4 5.8 5.3 6.1 9.1 10.7 E.W. 13.2 15.5 17 Mad
46.2 38.2 28.5 16.0 10.0 5.8 11.6 20.0 37.5

10.0 6.8 6.1 7.0 9.0 11.0 E.W. 3.3 Mad 2.9 Mad
55.2 46.8 36.4 24.5 21.2 15.7 11.5 12.6 13.2 16.0 17.1
15.0 33.0

8.0 7.1 6.6 7.3 10.2 E.W. 2.7 Mad
56.4 52.5 42.0 30.1 24.2 11.5 12.6 2.9 Mad 16.8
33.0

7.8 7.2 6.9 7.5 10.0 11.5 12.8 2.3 Mad 17.2
57.2 53.9 43.3 32.4 27.2 23.0 15.0 15.3 33.0

9.0 8.0 7.5 7.1 7.4 E.W. 2.3 Mad 16.5
58.2 55.6 53.0 42.6 31.8 23.0 16.1 33.0

6.1 4.8 4.4 5.1 E.W. 2.1 Mad 13.2
57.8 51.5 39.7 29.2 22.0 11.7 33.0

6.1 5.1 4.8 5.1 8.1 E.W. 1.3 Mad 12.4
49.5 46.0 36.4 24.9 20.0 16.0 11.0 33.0

Station + H.I. — Rod Elev.

276.55 ✓

13 + 00

10.3 266.3 ✓

+ 50

10.0 66.6 ✓

14 + 00

7.1 69.5 ✓

+ 50

4.5 72.1 ✓

15 + 00

4.2 72.4 ✓

+ 50

3.3 73.3 ✓

16 + 00

2.2 74.4 ✓

B.M. 11.15 285.37 ✓ 2.33 274.22 ✓

+ 52.3

9.2 76.2 ✓

17 + 00

7.5 77.9 ✓

18 + 00

4.3 81.1 ✓

B.M. 2.32 276.54 ✓

274.22 ✓

T.P. 10.18 280.88 ✓ 5.84

270.70 ✓

B.M.

2.84 297.04 ✓

T.P. 11.18 291.78 ✓

0.28 280.60 ✓

T.P. 10.84 302.45 ✓

0.17 291.61 ✓

B.M.

3.36 299.09 ✓

H.

A

AF

	2nd				EW		1.1 Mud	1' Mud
5.3	4.8	5.2	5.2	8.1	8.7	0.8 Mud	13.3	11.7
29.3	29.7	22.0	18.0	13.0	10.0	10.7	15.0	33.0
5.3	6.0							
41.0	44.0							
					EW		1' Mud	1' Mud
6.0	5.1	4.6	5.3	7.2	8.7	1' Mud	10.7	11.4
38.5	36.0	25.3	12.0	8.4	4.0	2.0	17.0	33.0

							E.W.	0.7 Mud	0.4 Mud
6.0	4.8	4.3	4.7	4.5			8.0	8.7	10.1
33.7	29.7	19.0	8.7	5.4	7.1	2.5	6.8	18.0	33.0

							E.W.	0.6 Mud	
5.8	6.0	4.7	4.1	4.4			5.4	8.6	8.7
34.0	29.0	24.8	12.8	4.7	4.5	3.0	15.2	18.8	33.0

									E.W.	0.5 Mud
4.8	4.7	4.4	4.6	3.9			4.3	6.6	6.8	8.0
33.0	26.2	23.5	20.4	8.4	4.2	6.0	17.5	22.7	29.6	31.5

3.1	4.5	4.4	3.9	3.8			3.5	3.5	4.1	5.1
32.0	28.8	21.4	17.5	13.3	3.6	3.3	5.3	9.5	13.0	16.7

1.5	3.4	3.3	2.8	2.1			2.6	2.7	4.8	5.6
33.0	24.3	20.4	11.4	7.3	2.2	7.0	10.7	17.6	33.0	

Spike in T.P. 20' RT Sta 16+20

7.6	8.0	9.4	9.9	10.0	9.8	9.8	9.6	9.6	10.1	11.3	12.2	13.2
33.0	28.7	24.2	19.6	15.8	13.2	12.0	9.2	7.2	9.4	12.0	14.6	22.1

Spike in T.P. 20' RT. Sta. 16+20

Spike in 18" Oak bett. Sta. 8+10.

Spike in T.P. RT. Sta 0+00.

