

Book # 36 Dr # 8

MAINT. SURVEY
VICTORIA STREET

From Near Cen. Sec. 35

To Co. Rd. "E"

RD. $\frac{1}{2}$ N^o ~~16~~ 21

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

Date Filed 5-15-24

File No. "13"

VICTORIA ST.

ROAD #16

Req. near center Sec. 35, north to Co. Rd. "E."

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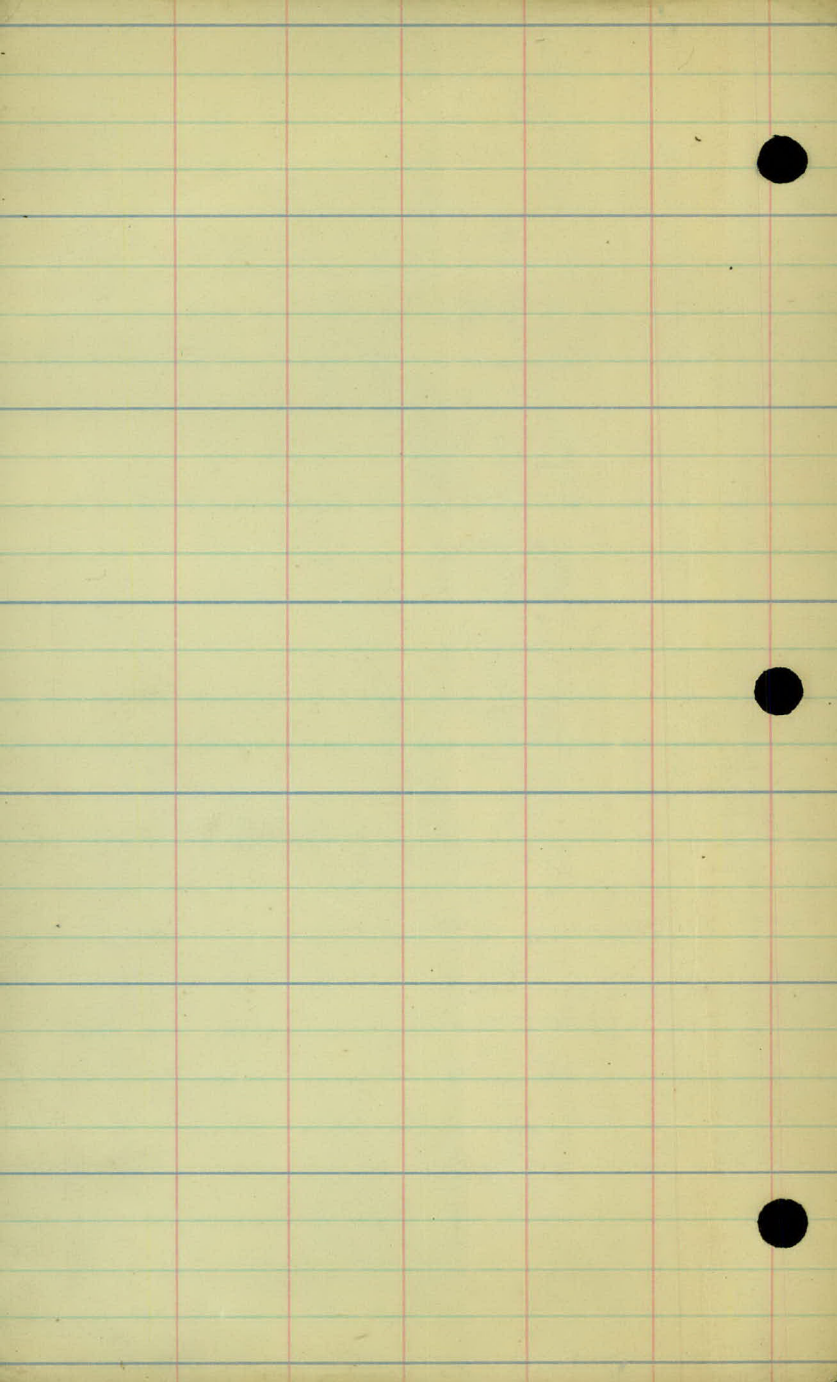
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Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 5-15-24

File No. "13"

Rec. - 5-15-24



Alignment +

Victoria St.

Rocid #16

Near center section 35 to Co. Rd "E"

Station	pt.	L	R
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8+34.2	P.O.T.		
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6+74.69 ✓	P.T.	18°-05'	
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6+50		15°-36.8"	20° C.L.
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6+00		10°-36.8'	Δ 36°-10'
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+50		5°-36.8'	P.I. 5+87.9
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5+00		0°-36.8'	S.T. 74.04 ✓ C.L. 180.83 ✓
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4+93.86 ✓	P.C.	0°-00'	Cor. 19 50' ch.
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3+45.24 ✓	P.T.		
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		3°-35'	
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3+00		2°-54.3'	3° C.R.
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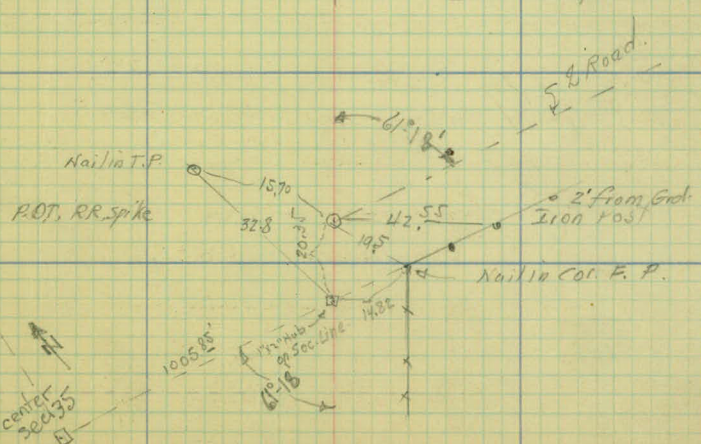
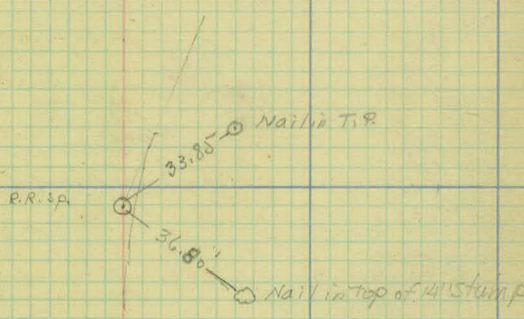
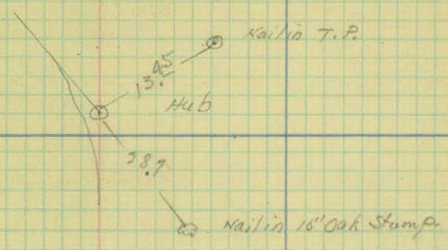
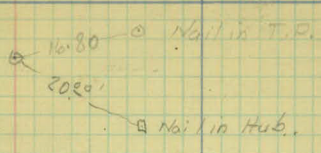
+50		2°-09.3'	Δ 7°-10'
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2+00		1°-24.3'	P.I. 2+25.95
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1+50		0°-39.3'	S.T. 119.60 ✓
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1+06.35 ✓	P.C.	0°-00'	C.L. 238.89 ✓
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0+00	P.O.T. Approx S. Road West East		
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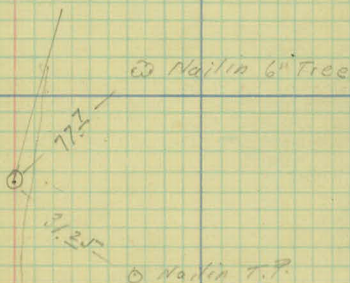
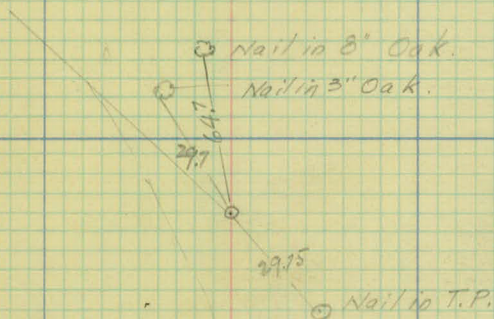
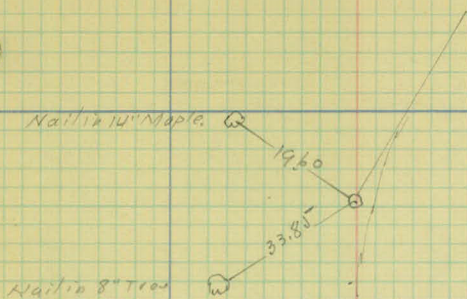
center
sec 35
E1

Station Pt. Lt. Rt.

22+00. 52 ✓ P.T. 10°-00' 12°-30' C.R.
 +50 6°-50½' Δ 20°-00'
 21 3°-43' P.I. 21+21.5
 20+40. 52 ✓ P.C. S.T. 80.98' ✓
 C.L. 160.00 ✓

16+35. 39 ✓ P.T. 26°-10'
 16 21°-55.2' 24° C.L.
 +50 15°-55.2' Δ 52°-20'
 15 9°-55.2' P.I. 15+35.50
 14+50 3°-55.2' S.T. 118.16 ✓
 14+17.34 ✓ P.C. C.L. 218.05 ✓
 28' Cor. 50' h.

10+59. 56 ✓ P.C. 0°-40' 1° C.R.
 10+00 Δ 12°-20'
 +50 0°-22.1' P.I. 9+93.00
 0°-07.1' S.T. 66.01 ✓
 9+26. 23 ✓ P.C. 0°-00' C.L. 133.33 ✓

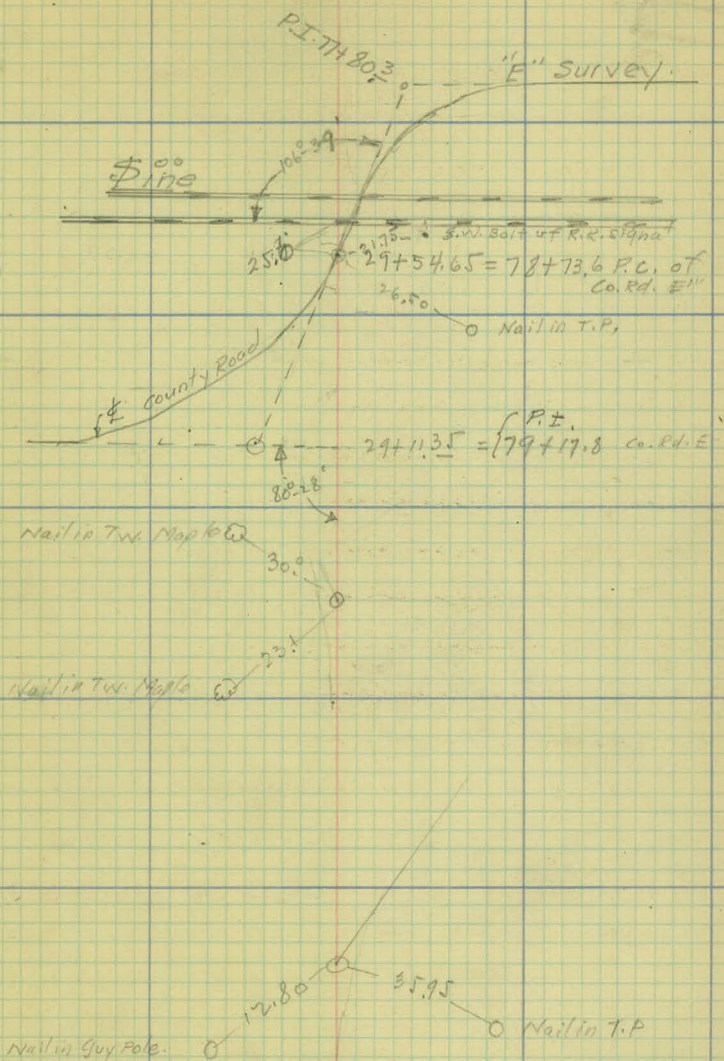


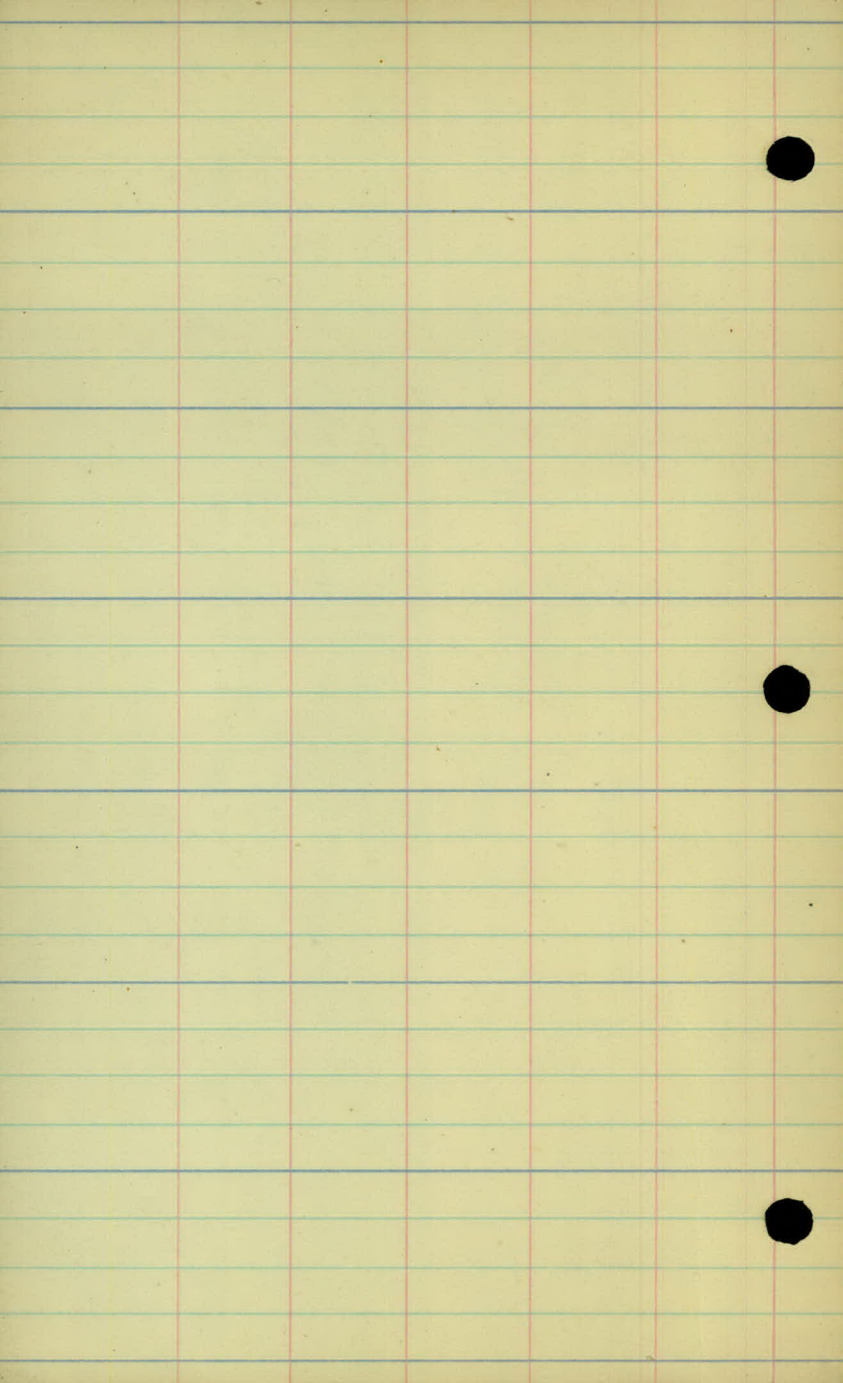
Station pt. L R

$29+54.65 = 78+73.6 = \text{P.C. Co. Road "E" Survey}$ $5^{\circ}36'$

$26+41.88 \checkmark$	P.T.	$1^{\circ}45\frac{1}{2}'$	2°C.L.
26		$1^{\circ}20.4'$	$\Delta 3^{\circ}31'$
+50		$0^{\circ}50.4'$	P.I. $25+54$
25		$0^{\circ}20.4'$	S.T. $87.95 \checkmark$
$24+66.05 \checkmark$	P.C.	$0^{\circ}00'$	L.C. $175.83 \checkmark$

$23+65.64 \checkmark$	P.T.	$23^{\circ}35'$	29°C.R.
+50		$21^{\circ}18.9'$	$\Delta 47^{\circ}10'$
23		$14^{\circ}00.9'$	P.I. $22+90.18$
$22+50$		$6^{\circ}48.9'$	S.T. $87.18 \checkmark$
$22+03.20 \checkmark$	P.C.		C.L. $162.64 \checkmark$





Art. Topog

Victoria St.

Road # 16

+80 12" x 23' C.M.

3

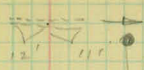
2

1

0+00 L Road Rt.

-1400

-2400



+72-T.P. 21'

+44 T.P. 26'

Hall Meadon / 744-24' U/p. 14

+12-T.P. -22'
+10-guy W/ 29'



-0415-F. Cor. 13'

Timber

Stumps & Brush at Cultivated

+12-guy wire 21'
+10-T.P. 13'

-0415

-1+15-T.P. 15'

456

12'X31 C.M.

9

8

7

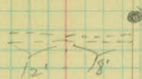
6

5

4

3

+68 T.P. - 19'



2 Small Brush

+43 T.P. 17'

+08 T.P. 16'

Cultivated

Cultivated

 1944 W. 1030
 +88 T.P. 28
 +60 Small Brush 22

Group with for

1738 30'

Cultivated

Hay
Meadow

+83 T.P. 16'

15

14

13

12

11

10

9

+99-T.P. 27'
+99-9yW 35'

+76-T.P. 14'

cultivated.

+49-T.P. 17'

+20-T.P. 18'

Brush
Mars
+60

cultivated.

cultivated

+67- R. F. E. Left.

21

20 Lake Shore 165' Rt.

+77 P. E. Lt.

+12 12" X 37 C.M.

19

18 Lake Shore Mud Lake 220' Rt.

17

16

15

+45-10" N 10p 38'
 +28-10" Ma 26'
 +26- T.P. 14, 9, P. 23

+75-24" M 9. 10'
 Map
 Trees
 +20-10" M 9. 33'

+88-18" Oak 31'
 +77-12" 12 4' C. NA
 +77-

+19-30" Ma. 34'
 +04 App 1" 31'
 +85 "
 +72 "
 +67 App 1" Tree 37'

Cultivated

20
 +50'
 Stumps
 Trees
 24'

+89-5p 8" F. 14'
 +68-8" 5p. +F. 18'
 +29 T.P. - N'

Stumps
 Trees
 +02 T.P. - 19'

+86-24" 5p 22'
 +64-8" 5p. 20'

8'

19'
 21'
 20'

+51- T. P. 18'
 +30-24" 5p 21'

Wet
 Meadow
 +07 T.P. 19'

+35-20" 5p 25'
 +20-6" 5p. 25'
 +12-10" 5p. 27'

+03-8" 5p. 27'
 +85-6" 5p. 35'
 +80 T.P. 26'-94y W. 34'
 +60 4" Tree 20

24' +50 -3" Trees

+25 Lake Shore 160' Rt.

27

26

Lake Shore 125' Rt.

25

Lake Shore 120' Rt.

130 Lake Shore 143' Rt.

24

23

22

21

+63 - 24" Maple

+34 24" Pop.

+02-12" Maple &

End of Trees

+78

+76-14" Maple 20'

+58-8" Maple 18'

+39-8" 7w. 1 Mar. 18'

+2070" N. 18'

28

①—27'

27'

21

247 23.

87

3

62-T. P. 25'

+ 75-21. Rd. Sign 13'

434-T.P. 251

405-T. R. 31'

791 T.P. 24'
944.P. 35'

944.9. 35'

+69- T. P. 14'

+68- F. Cor. 3

+45-F. 22'

cultivated

② stamps.

754/65

+11 E Co. Rd. E. West.

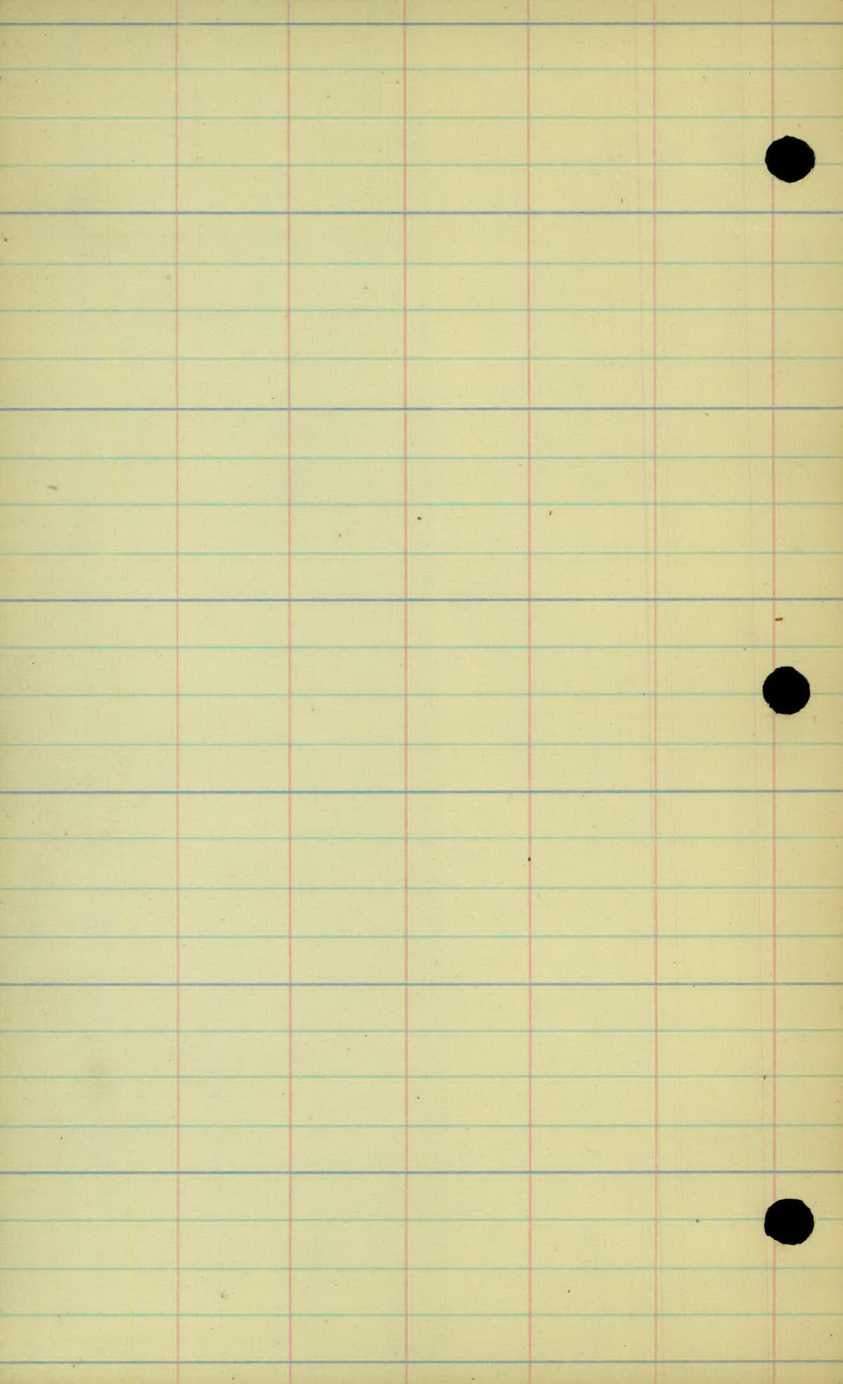
29

28

+24 12" x 31' C.M.

27

26



Bench & L Levels.

Victoria Street

Road #16.

Station.	+	H.I	-	Elev.
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Bench Levels.

B.M.	2.21	264.88✓		262.67
T.P.	11.15	275.14✓	0.89	263.99✓
T.P.	1.05	276.18✓	-0.01	275.13✓
B.M.	4.83	275.13✓	5.88	270.30✓
T.P.	2.02	268.79✓	8.41	266.72✓
T.P.	0.85	257.65✓	11.94	256.80✓
B.M.			9.71	247.94✓

± Levels

-2+00			7.3	250.4✓
-1+00			7.9	49.8✓
0+00			8.5	49.2✓
1+00			8.8	48.9✓
2			8.6	49.1✓
3			9.2	48.5✓
4			8.6	49.1✓
5			6.4	51.3✓
+50			4.8	52.9✓
6			2.9	54.8✓
+50			0.7	57.0✓
T.P.	10.68	267.65✓	0.68	256.97✓
7			8.2	59.5✓
+50			6.0	61.7✓
8			4.3	63.4✓

W.H.C.
M.C.E. } 5-2-24
M.S.A.
T.F.

R.R. spike T.P. Rt. Sta. 29+30 = Co. Rd "E" Lt. 78+89

R.R. spike in 8" Oak 45' Rt. Sta. 15+80

Nail in T.P. Rt. Sta. 5+88

R.R. spike in 8" Tree Rt. Sta. - 0+45

E Road East.

Station.	+	H.I	-	Elev.
		267.65		
9			2.9	264.8 ✓
+50			2.7	65.0 ✓
10			2.4	65.3 ✓
11			1.1	66.6 ✓
T.P.	7.81	274.53 ✓	-0.93	266.72 ✓
12			6.4	68.1 ✓
13			5.3	69.2 ✓
+40			4.7	69.8 ✓
+75			4.1	70.4 ✓
14			5.8	70.7 ✓
+50			3.9	70.6 ✓
15			3.9	70.6 ✓
+50			3.7	70.8 ✓
16			4.1	70.4 ✓
B.M.	3.19		4.22	270.31 ✓
L	3.19	273.49 ✓		270.30 ✓
+50			4.1	69.4 ✓
17			4.5	68.0 ✓ 69.0
18			4.6	67.9 ✓
19			3.9	69.6 ✓
20			1.6	71.9 ✓
T.P.	4.32	277.27 ✓	-0.54	272.95 ✓
+40			4.6	73.3 ✓
21			1.7	75.6 ✓
+22			1.4	75.9 ✓
+50			2.1	75.2 ✓

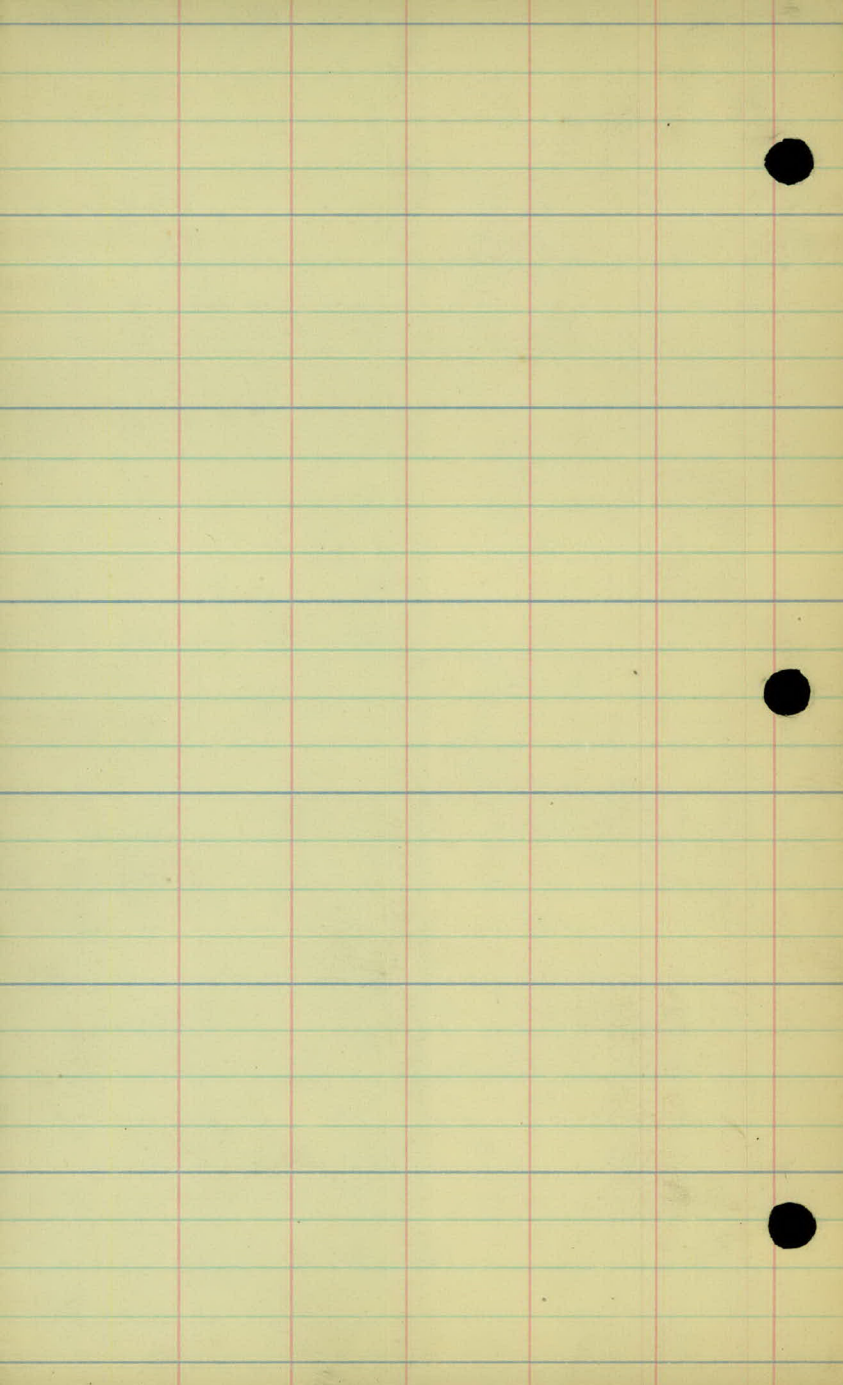
R.R. Spike 8" Oak, 45 R. Sta 15780

Station	+	H.I	-	Elev.
		277.27		
22			4.0	273.3 ✓
+50			5.7	71.6 ✓
23			7.8	69.5 ✓
+50			9.8	67.5 ✓
24			11.6	65.7 ✓
T.P.	0.42	266.08 ✓	11.61	265.66 ✓
25			3.2	62.9 ✓
26			4.6	61.5 ✓
27			6.2	59.9 ✓
28			6.0	60.1 ✓
+80			5.4	60.7 ✓
29			5.8	60.3 ✓
+54.65			7.1	59.0 ✓
+80.3			7.37	258.71 ✓
B.M.			3.41	262.67 ✓

Rod 15.3
250.8 ✓ Elev. water Mud Lake.

250.8 ✓ Elev. water Mud Lake.

Top Rail $+80.3 = \underline{\underline{\$^{00}}}$ Dino



Cross Sections

Victoria street

Road # 16

Station		Elev.
+45	+0.1	248.6 ✓ P.T.
3+00		248.5 ✓
+50	-0.6	248.5 ✓
2+00		249.1 ✓
+50	+0.3	249.2 ✓
1+00		248.9 ✓
0+60	0.0	249.0 ✓
0+30	-0.2	249.0 ✓
0+00		249.2 ✓ Int. Road East.
-0+20	-0.5	249.3 ✓
-1+00		249.8 ✓
-2+00		250.4 ✓

Lt.

4
rod.

Rt.

17

-0.3	-1.6	-0.5	5.3	-0.6	-3.8	-4.9
33	12	9		9	14	33

-0.2	-1.3	-0.5	5.4	-0.4	-4.1	-5.5
33	14	10		8	14	33

+1.1	-0.7	-0.1	5.4	-0.7	-2.2	-6.2
33	14	10		10	13	33

+3.0	-0.5	-0.5	4.8	-0.8	-0.4	-1.4	-7.3	-7.5
33	14	10		12	13	19	29	33

+3.0	-0.4	-0.2	4.7	-0.5	-2.1	-7.2
33	15	10		10	22	34

+0.5	-0.5	-0.2	5.0	-0.5	-1.5	-2.4
33	17	10		10	14	33

-1.2	-1.1	-0.6	4.9	-0.3	-1.1	-0.8
33	17	11		9	13	33

-0.6	-1.2	-0.3	4.9	-0.6	-1.2	-0.3	-1.8	-1.9
33	16	9		9	15	22	27	33

-0.8	-0.8	-0.5	4.7	-1.5	-1.6
33	17	13		25	33

-1.4	-0.9	-0.1	4.6	-0.8	-1.5	-1.5	-2.2
33	13	11		9	11	18	33

-2.1	-1.1	-1.1	-1.1	-0.3	4.1	-0.3	-0.7	-1.4	-1.5	0.0	-0.1
33	18	15	13	12		8	10	11	17	28	33

0.0	+0.9	-1.0	-0.5	3.5	-0.5	-1.2	-0.3	-1.4
33	20	17	11		10	17	19	33

Note:

X-Sections taken
With Wye Level

W.H.G.

M.S.A.

M.C.E.

T.P.

5-2-24

Station

Elev.

+50

265.0 ✓

9+00

264.8 ✓

+50

-0.4

264.4 ✓

8+00

263.4 ✓

+50

261.7 ✓

7+00

259.5 ✓

+50

257.0 ✓

6+00

254.8 ✓

+50

252.9 ✓

5+00

251.3 ✓

+80

+0.4

250.8 ✓

+60

+1.3

250.4 ✓

4+00

249.1 ✓

Lt.

Rd.

Rt.

18

$$\begin{array}{ccccccccc} -2.6 & -1.9 & -0.5 & 3.0 & -0.3 & -2.7 & -3.6 & -4.4 \\ \hline 33 & 12 & 9 & & 12 & 15 & 30 & 33 \end{array}$$

$$\begin{array}{ccccccccc} -1.1 & -1.1 & -1.4 & -1.4 & -0.3 & 3.2 & -0.3 & -1.4 & -1.7 \\ \hline 33 & 16 & 15 & 13 & 8 & & 10 & 19 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +1.9 & +1.1 & -0.7 & -0.5 & 5.4 & -0.4 & -0.6 & +0.8 & +1.1 \\ \hline 33 & 17 & 14 & 9 & & 11 & 16 & 17 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +1.1 & +0.3 & -0.9 & -0.5 & 4.6 & -0.3 & -0.6 & +0.9 & +1.5 \\ \hline 33 & 16 & 13 & 9 & & 12 & 19 & 20 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +1.9 & +0.7 & -0.7 & -0.5 & 6.2 & -0.4 & -0.4 & +1.5 & +2.8 \\ \hline 33 & 16 & 13 & 9 & & 11 & 18 & 19 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +4.1 & +1.7 & -0.6 & -0.2 & 8.5 & -0.5 & -0.8 & +1.2 & +2.3 \\ \hline 33 & 19 & 13 & 8 & & 10 & 15 & 18 & 33 \end{array}$$

T.P.

$$\begin{array}{ccccccccc} +6.4 & -0.1 & -1.1 & -0.6 & 5.1 & -0.3 & -1.1 & 0.0 & 0.0 \\ \hline 33 & 20 & 16 & 13 & & 7 & 18 & 20 & 33 \end{array}$$

$$\begin{array}{ccccccccc} -1.4 & -0.8 & -0.7 & 7.3 & -0.1 & -1.2 & -1.2 & -0.5 & -0.5 & -0.3 \\ \hline 33 & 13 & 9 & & 10 & 17 & 20 & 22 & 28 & 33 \end{array}$$

$$\begin{array}{ccccccccc} -2.5 & -1.5 & -0.5 & 9.2 & -0.3 & -1.4 & -1.2 & -1.3 \\ \hline 33 & 10 & 6 & & 11 & 15 & 18 & 33 \end{array}$$

T.P.

$$\begin{array}{ccccccccc} -1.5 & -0.4 & 2.5 & -0.4 & -0.7 & -1.0 & -0.6 & +0.7 \\ \hline 33 & 9 & & 11 & 17 & 18 & 21 & 33 \end{array}$$

$$\begin{array}{ccccccccc} -0.4 & -0.8 & -0.3 & 3.0 & -0.3 & -0.6 & 0.0 \\ \hline 33 & 12 & 9 & & 11 & 22 & 33 \end{array}$$

$$\begin{array}{ccccccccc} -1.6 & -1.3 & -0.7 & 3.4 & -0.2 & -1.0 & -1.6 & -1.3 \\ \hline 33 & 13 & 10 & & 10 & 15 & 17 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +1.7 & -1.9 & -0.9 & 4.7 & -0.7 & -1.1 & -5.9 \\ \hline 33 & 12 & 9 & & 10 & 15 & 33 \end{array}$$

Station

Elev.

15+50

270.8 ✓

15+00

270.6 ✓

+25

-0.1

270.6 ✓

14+00

270.7 ✓

+77

-0.2

270.5 ✓

+32

+0.4

~~269.6~~268.8

13+00

269.2 ✓

+60

-0.5

268.7 ✓

12+00

268.1 ✓

+55

-0.8

267.3 ✓

11+00

266.6 ✓

+60

-0.8

265.8 ✓

10+00

265.3 ✓

Lt.

Z
Rad

Rt.

19

$$\begin{array}{ccccccc} +2.4 & +0.7 & -0.6 & 4.5 & -0.4 & -0.8 & -1.9 & -1.5 & -1.9 \\ \hline 33 & 15 & 11 & & 8 & 17 & 20 & 23 & 33 \end{array}$$

$$\begin{array}{ccccccc} +2.0 & 0.0 & -0.6 & 4.7 & -0.1 & -0.5 & -2.7 \\ \hline 33 & 16 & 12 & & 7 & 14 & 33 \end{array}$$

$$\begin{array}{ccccccc} +1.6 & -0.7 & -0.4 & 4.8 & -0.3 & -0.5 & +0.2 & 0.0 \\ \hline 33 & 15 & 10 & & 9 & 14 & 18 & 33 \end{array}$$

$$\begin{array}{ccccccc} +2.4 & +0.2 & -0.9 & -0.6 & 4.7 & -0.4 & -0.6 & +2.7 & +3.6 \\ \hline 33 & 19 & 17 & 11 & & 8 & 14 & 19 & 33 \end{array}$$

$$\begin{array}{ccccccc} +2.5 & +0.7 & -1.0 & -0.6 & 4.9 & -0.5 & -0.9 & +3.3 & +3.5 \\ \hline 33 & 20 & 16 & 10 & & 9 & 12 & 19 & 33 \end{array}$$

T.P.

$$\begin{array}{ccccccc} -0.4 & -1.5 & -0.6 & -0.5 & 3.7 & -0.6 & -1.2 & -0.4 & +0.3 \\ \hline 33 & 16 & 13 & 9 & & 9 & 14 & 17 & 33 \end{array}$$

$$\begin{array}{ccccccc} -2.8 & -2.8 & -0.5 & 4.1 & -0.5 & -1.0 & +0.1 \\ \hline 33 & 15 & 11 & & 10 & 15 & 33 \end{array}$$

$$\begin{array}{ccccccc} -3.4 & -3.1 & -0.6 & 4.6 & -0.5 & -1.9 & -1.5 \\ \hline 33 & 14 & 9 & & 10 & 14 & 33 \end{array}$$

$$\begin{array}{ccccccc} -0.5 & -1.3 & -0.5 & -0.4 & 5.2 & -0.3 & -0.6 & -0.8 \\ \hline 33 & 16 & 11 & 9 & & 10 & 14 & 33 \end{array}$$

$$\begin{array}{ccccccc} +0.6 & -0.8 & -0.2 & -0.3 & 6.0 & -0.3 & -0.4 & -0.7 \\ \hline 33 & 15 & 11 & 9 & & 10 & 15 & 33 \end{array}$$

$$\begin{array}{ccccccc} -1.4 & -1.1 & -0.5 & 6.8 & -0.4 & -2.7 & -2.7 \\ \hline 33 & 13 & 9 & & 9 & 15 & 33 \end{array}$$

$$\begin{array}{ccccccc} -2.1 & -1.7 & -0.6 & 7.6 & -0.2 & -1.2 & -1.0 \\ \hline 33 & 13 & 10 & & 10 & 15 & 33 \end{array}$$

T.P.

$$\begin{array}{ccccccc} -2.4 & -1.8 & -0.6 & 2.7 & -0.2 & -1.6 & -1.6 & -0.9 & 0.0 \\ \hline 33 & 12 & 9 & & 11 & 15 & 19 & 20 & 33 \end{array}$$

Station

Elev.

21 +50

275.2 ✓

+22

275.9 ✓

21+00

275.6 ✓

+40

273.3 ✓

20+00

271.9 ✓

+40

+0.6

270.2 ✓

19+00

269.6 ✓

+62

-0.5

269.1 ✓

18

267.9 ✓

+60

0.0

269.0

268.0

17+00

269.0

268.0

+50

-1.0

269.4 ✓

16+00

270.4 ✓

Lt.

Red

Rt.

20

$$\begin{array}{ccccccccc} +3.5 & +2.7 & +0.6 & -0.2 & 8.0 & -0.9 & +5.3 & +4.2 \\ \hline 33 & 21 & 19 & 10 & & 9 & 16 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +2.6 & +2.5 & -0.3 & 7.4 & -0.7 & +5.5 & +6.0 \\ \hline 33 & 18 & 11 & & 11 & 20 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +3.1 & +2.7 & -0.4 & -0.5 & 7.7 & -0.7 & -0.5 & +5.6 & +6.1 \\ \hline 33 & 17 & 11 & 8 & & 10 & 13 & 21 & 31 \end{array}$$

$$\begin{array}{ccccccccc} +2.9 & +2.6 & -0.3 & -0.2 & 10.1 & -0.5 & -0.7 & +0.5 & +2.4 & +1.8 \\ \hline 33 & 18 & 12 & 10 & & 10 & 16 & 18 & 26 & 33 \end{array}$$

T.P.

$$\begin{array}{ccccccccc} +0.2 & +0.2 & -1.0 & -1.0 & -0.4 & 2.5 & -0.5 & -1.6 & -3.6 \\ \hline 33 & 21 & 18 & 15 & 9 & & 10 & 20 & 33 \end{array}$$

$$\begin{array}{ccccccccc} -0.6 & -1.5 & -1.7 & -0.3 & 4.2 & -0.5 & -0.9 & -6.8 & -8.5 \\ \hline 33 & 30 & 22 & 11 & & 8 & 11 & 23 & 33 \end{array}$$

$$\begin{array}{ccccccccc} -0.1 & -1.3 & -1.7 & -0.5 & 4.8 & -0.8 & -4.0 & -5.8 & -6.7 \\ \hline 33 & 21 & 17 & 10 & & 9 & 16 & 22 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +0.8 & -0.4 & -1.0 & -1.0 & -0.4 & 5.3 & -0.4 & -1.4 & -1.9 & -2.7 \\ \hline 33 & 18 & 16 & 14 & 10 & & 9 & 13 & 20 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +4.7 & +2.1 & 0.0 & -0.2 & 5.5 & -0.5 & -2.2 & -4.1 \\ \hline 33 & 19 & 14 & 9 & & 10 & 20 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +3.5 & +0.5 & -0.1 & 5.4 & -0.8 & -2.4 & -3.2 & -4.3 & 5.2 \\ \hline 33 & 16 & 10 & & 10 & 13 & 18 & 28 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +1.5 & +0.2 & -0.6 & 5.4 & -0.5 & -4.0 & -6.8 \\ \hline 33 & 16 & 9 & & 9 & 18 & 33 \end{array}$$

T.P.

$$\begin{array}{ccccccccc} +0.4 & -0.3 & -0.5 & 6.0 & -0.4 & -0.7 & -1.9 & -2.8 \\ \hline 33 & 15 & 8 & & 8 & 12 & 15 & 33 \end{array}$$

$$\begin{array}{ccccccccc} +2.2 & +1.3 & -0.5 & 5.0 & -0.1 & -0.4 & -1.1 & -1.1 & -0.1 & -0.8 \\ \hline 33 & 24 & 14 & & 8 & 15 & 16 & 21 & 23 & 33 \end{array}$$

Station

Elev.

+75

-0.4

260.2 ✓

+42

-0.7

260.6 ✓

26

261.5 ✓

+72

+0.3

261.8 ✓

+50

-0.8

262.1 ✓

25

262.9 ✓

+66

+0.8

263.7 ✓

+24

+1.2

264.9 ✓

24+00

265.7 ✓

+50

267.5 ✓

23+00

269.5 ✓

+50

271.6 ✓

22+00

273.3 ✓

Lt.

E
Red.

Rt.

21

$$\begin{array}{ccccccc} +2.2 & +1.5 & -0.9 & -1.2 & -1.2 & -0.6 & \\ 33 & 26 & 20 & 18 & 14 & 11 & 6.7 \end{array} \quad \begin{array}{ccc} -0.7 & -2.9 & -5.5 \\ 9 & 16 & 33 \end{array}$$

$$\begin{array}{ccccccc} +2.3 & 1.1 & +0.3 & -1.0 & -1.0 & -0.4 & 6.3 \\ 33 & 23 & 18 & 17 & 14 & 11 & \end{array} \quad \begin{array}{ccc} -0.5 & -2.1 & -3.7 \\ 10 & 14 & 33 \end{array}$$

$$\begin{array}{ccccccc} -1.0 & -0.6 & -1.4 & -0.3 & 5.1 & -0.4 & -1.5 & -2.8 \\ 33 & 20 & 14 & 10 & \end{array} \quad \begin{array}{ccc} 12 & 15 & 33 \end{array}$$

$$\begin{array}{ccccccc} -2.9 & -2.9 & -2.1 & -0.5 & 5.1 & -0.5 & -1.4 & -2.6 \\ 33 & 23 & 16 & 10 & \end{array} \quad \begin{array}{ccc} 11 & 14 & 33 \end{array}$$

$$\begin{array}{ccccccc} -3.1 & -2.6 & -0.7 & 4.8 & -0.6 & -2.7 & -4.0 \\ 33 & 16 & 10 & \end{array} \quad \begin{array}{ccc} 12 & 17 & 33 \end{array}$$

$$\begin{array}{ccccccc} -2.6 & -2.2 & -0.5 & 4.0 & +0.7 & -3.0 & -3.2 \\ 33 & 15 & 10 & \end{array} \quad \begin{array}{ccc} 11 & 15 & 33 \end{array}$$

$$\begin{array}{ccccccc} -1.0 & -1.4 & -0.6 & 3.7 & -0.3 & -2.6 & -4.1 \\ 33 & 16 & 10 & \end{array} \quad \begin{array}{ccc} 16 & 15 & 33 \end{array}$$

$$\begin{array}{ccccccc} +0.4 & -0.5 & -0.5 & 2.0 & -0.7 & -4.6 & -5.6 \\ 33 & 16 & 12 & \end{array} \quad \begin{array}{ccc} 10 & 17 & 33 \end{array}$$

T.P.

5-2-24

$$\begin{array}{ccccccc} +1.0 & -1.0 & -0.4 & 9.8 & -0.8 & -3.2 & -6.5 \\ 33 & 18 & 9 & \end{array} \quad \begin{array}{ccc} 10 & 15 & 33 \end{array}$$

$$\begin{array}{ccccccc} +3.8 & +2.5 & -0.7 & -0.7 & 8.0 & -0.8 & -3.0 \\ 33 & 24 & 13 & 10 & \end{array} \quad \begin{array}{ccc} 16 & 33 \end{array}$$

$$\begin{array}{ccccccc} +3.8 & +1.8 & -0.1 & -0.5 & 6.1 & -0.6 & +0.7 & -1.8 \\ 33 & 15 & 13 & 9 & \end{array} \quad \begin{array}{ccc} 16 & 18 & 33 \end{array}$$

$$\begin{array}{ccccccc} +0.9 & +0.3 & -0.2 & 4.0 & -0.7 & -0.8 & -0.1 & -1.9 \\ 33 & 17 & 8 & \end{array} \quad \begin{array}{ccc} 11 & 14 & 16 & 33 \end{array}$$

T.P.

$$\begin{array}{ccccccc} +4.0 & +2.1 & +0.2 & 10.1 & -0.6 & -0.7 & +0.8 & +0.9 \\ 33 & 23 & 15 & \end{array} \quad \begin{array}{ccc} 7 & 12 & 13 & 33 \end{array}$$

Station

Elev.

29154.65 = { 28473.6 =
20.00' E" 259.0 ✓
Survey.

+15 -0.4 259.9 ✓

29100 260.3 ✓

+84 +0.3 260.6 ✓

+50 0.0 260.6 ✓

+20 -0.3 260.3 ✓

28100 260.1 ✓

+36 0.0 259.9 ✓

27 259.9 ✓

W.H.C.

M.C.E.

T.F.

S.B.

5/12/24

$$\frac{+1.7}{33} \quad \frac{+1.3}{16} \quad \frac{-0.8}{12} \quad \frac{-0.2}{8} \quad 66 \quad \frac{-0.2}{12} \quad \frac{-0.6}{14} \quad \frac{-0.6}{15} \quad \frac{+1.9}{18} \quad \frac{+2.4}{33}$$

$$\frac{-0.5}{33} \quad 57 \quad \frac{-0.4}{11} \quad \frac{-0.6}{15} \quad \frac{+1.4}{18} \quad \frac{+1.4}{33}$$

$$\frac{-1.0}{33} \quad 53 \quad \frac{-0.5}{13} \quad \frac{-0.7}{33}$$

$$\frac{+0.7}{33} \quad \frac{+1.2}{16} \quad \frac{-1.1}{13} \quad \frac{-0.5}{7} \quad 50 \quad \frac{-0.5}{11} \quad \frac{-0.7}{18} \quad \frac{+2.1}{22} \quad \frac{+1.9}{33}$$

$$\frac{+0.8}{33} \quad \frac{+0.9}{15} \quad \frac{-1.2}{13} \quad \frac{-1.2}{11} \quad \frac{-0.7}{9} \quad 50 \quad \frac{-0.6}{11} \quad \frac{-0.5}{18} \quad \frac{+1.8}{21} \quad \frac{+1.7}{33}$$

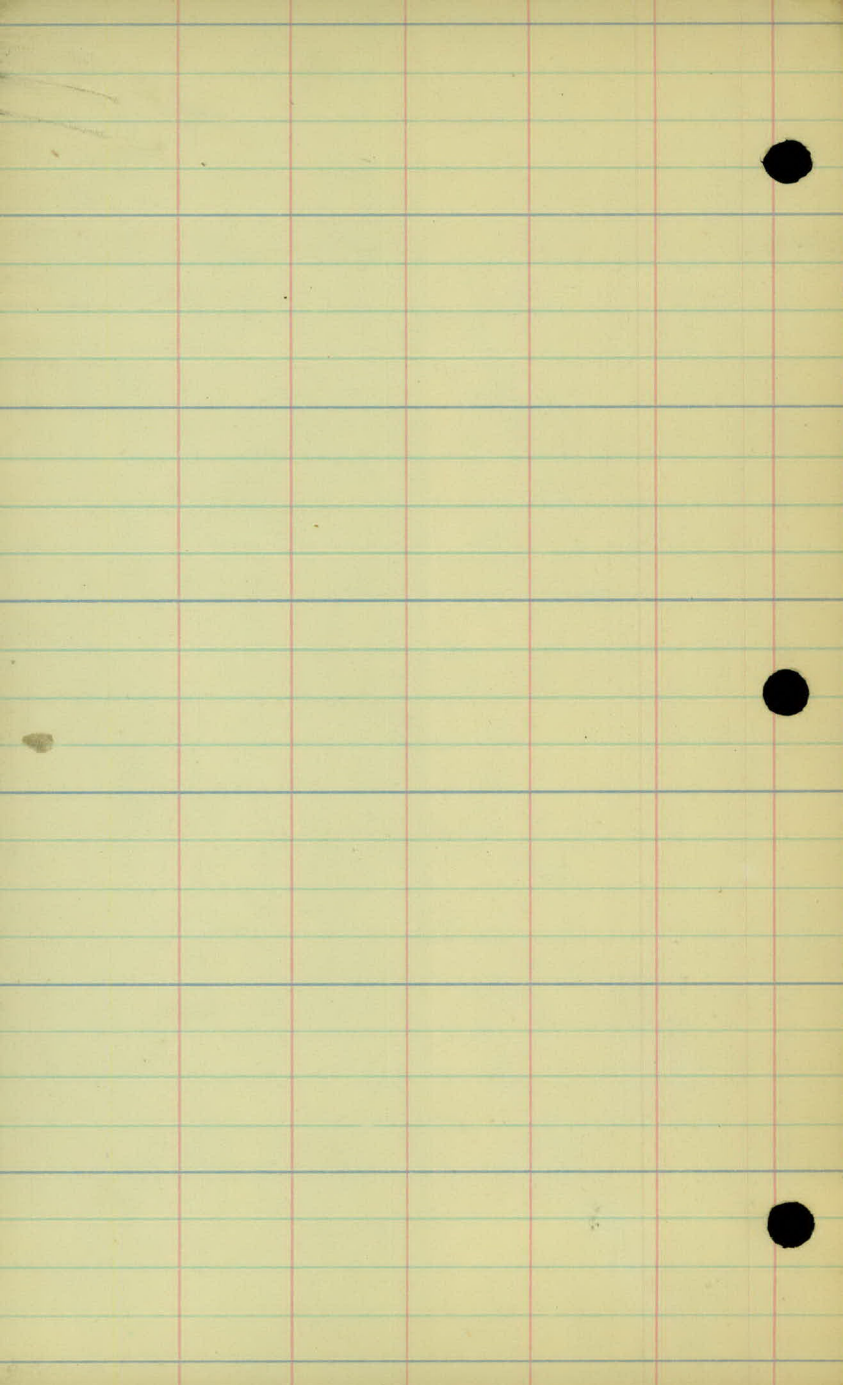
$$\frac{+0.2}{33} \quad \frac{-0.2}{14} \quad \frac{-1.4}{13} \quad \frac{-1.4}{11} \quad \frac{-0.6}{9} \quad 53 \quad \frac{-0.4}{12} \quad \frac{-1.0}{16} \quad \frac{-1.0}{17} \quad \frac{-0.2}{19} \quad \frac{+0.0}{33}$$

T.P.

$$\frac{-0.4}{33} \quad \frac{-1.0}{15} \quad \frac{-1.5}{13} \quad \frac{-0.6}{10} \quad 69 \quad \frac{-0.3}{12} \quad \frac{-1.7}{17} \quad \frac{-1.9}{33}$$

$$\frac{-0.8}{33} \quad \frac{-0.8}{18} \quad \frac{-1.2}{16} \quad \frac{-1.2}{14} \quad \frac{-0.5}{12} \quad 70 \quad \frac{-0.6}{9} \quad \frac{-3.9}{16} \quad \frac{-5.2}{33}$$

$$\frac{+1.2}{33} \quad \frac{+0.8}{27} \quad \frac{-1.1}{22} \quad \frac{-1.2}{17} \quad \frac{-1.2}{14} \quad \frac{-0.6}{12} \quad 70 \quad \frac{-0.7}{9} \quad \frac{-4.2}{17} \quad \frac{-5.1}{33}$$



Drainage Notes.

Victoria Street

Road # 16

Station Present Culvert

27+24 12" X 34' C.M.
Ext. 16' R. & 15' L.

19+12 12" X 37' C.M.
Ext. 14' R. 18' L.

9+56 12" X 31' C.M.
Ext. 18' R. & 12' L.

3+80 12" X 23' C.M.
Ext. 11' R. & 12' L.

W.H.C.

M.C.E.

M.A.S. 5-2-24

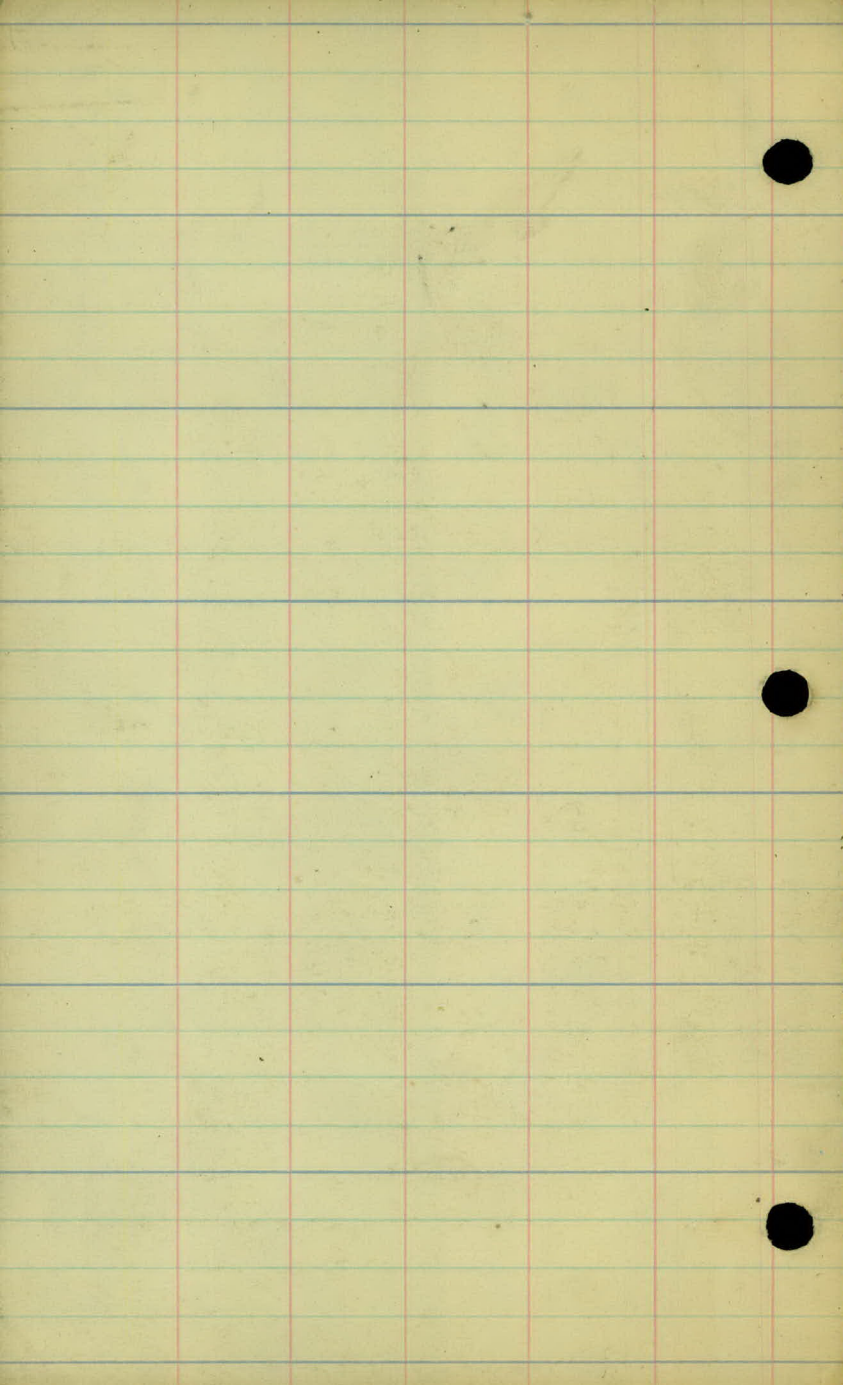
T.F.

INV. Elev. 256.7 55.8 54.4 → To Lake.
 Drains R. 16 16 30

INV. Elev. 264.9 264.9 62.1 → To Lake
 Drains R. 19 19 50

INV. Elev. 261.5 61.6 60.7
 Drains R. 18 20 35

INV. Elev. 246.8 46.3 44.8
 Drains R. 11 11 20



Victoria Str. - R/ # 16 -

5-19-24

R.J.W.
X.D.K.
M.W.C.

0+00 - Road R. - No Culv. Req. -

3+80 - Inp. - 12" X 24" C.M. - Remove. -

P. 24" P₂ - Drains R. -

7+35 - R. - F.E. - P. 12" X 24" C.M. - from 3+80

9+56 - Inp. - 12" X 30" C.M. - Drains R. -

P 24" P₂ - ? - See Cross Sec

Put in - Ditch Grade from 17 to 19+12

19+12 - Inp. - 12" X 38" C.M. - Rem. -

P - 24" P₂

19+77 - L. - F.E. Inp - 12" X 24" C.M. 7 R. 3/4 K

21+67 - L - F.E. No Culv. Req. -

27+24 - Inp - 12" X 30" C.M. Rem.

P - 24" P₃

29+00 - Co. Rd. E. L - F.E. R. - No Culv. Req. -

Sta.

B.S.

H.I.

F.S.

Grade

96.5