

Book #42 - Dr #8

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan Survey

EAST AVE.

From Highwood Rd. To Carver Ave.

Road Acc't. No. 75

Date Filed 9-19-30

File

9-19-30

Transit Notes *Highwood Road*
East Ave From ~~Linwood Ave~~
To Carver Ave.

ELEV. 854.95

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

Date Filed *9-19-30*

File No.

Sta

15' OK

23

25' 49"

2°

16' OK

61

AFTON LOWER

$\Delta R4 \Delta Lt$

39+18.8 E Highwood Ave

26+11.1

1307.7

13+03.4

0°03'

0+00

Carver Rd.

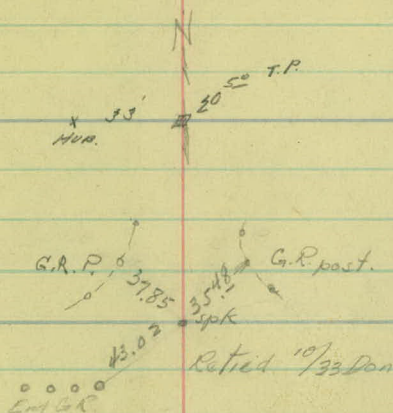
Apr. 25-30 Fair.

Apr. 28-30 Cloudy. (Eclipses)

Weber
Skoglund
Bell
Stenman.

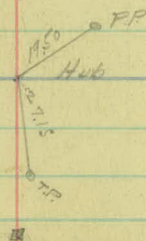
54.12 39.44° PP.

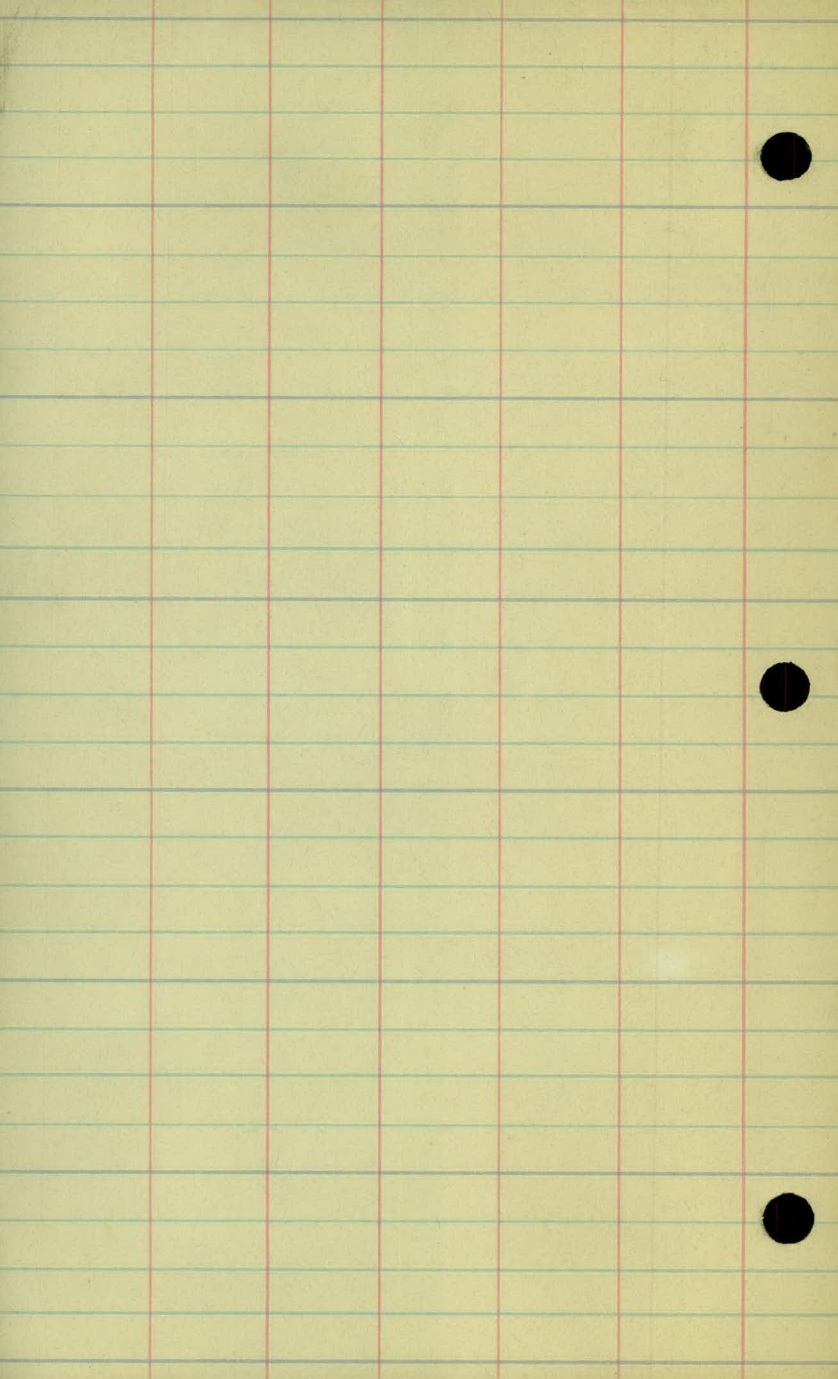
10/33 LINWOOD.



Mont

Mont





Topog. Notes

East Ave Corner To Highroad

May. 2-30

Weber
Skoglund
Bell
Strenman

6

5

4

3

2

0+00

0-12.5

Carver Ave.

Cultivated

X

Pasture

+15-18" Stump 5 X

Cultivated

Y

\$ Present



Pasture

+5

+80 End Brush

+40 Light Brush

Pasture

X

Cultivated

Y 0+14 P.R. 15'

Hub.

Traveled Rd.

12.5

13 + 0.34

12

11

10

9

8

7

Cult.

→ x x x x x x x → Mont

+57-6" B.E. 2'

→ Light + Clearing

+80-4-4" Sts.
+75-12" St. 10'

+40-18" Stump 20'

→ Cultivation

+50 Beg. Cult.

Cultivation

+13-12" Stump 22'
+09-12" Stump 9'
+97-12" Stump 8'
+88-10" Stump 19'

Slumpy Hills

+30-12" Stump 20'

+85-12" Stump 24'

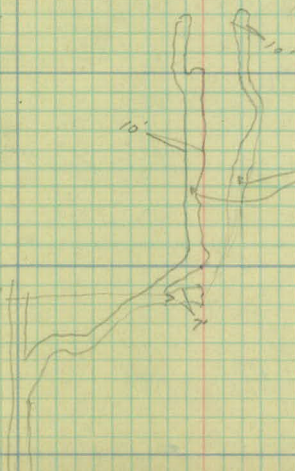
+30 End Ditch

+35 Beg. Slumpy Hills
+32 End Ditch

+83 End Ditch

Washouts.

Pasture



20

19

18

17

16

15

14

Cultivation

Cultivation

25-4" Stumps
10 6" "
1 8" "

35-4" Stumps
11 6" "
1 10" "

Cultivation

15-4" Stumps
8 6" "
4 8" "
1 10" "
1 12" "

1-4" Stump
7-6" "
2-8" "
5-12" "
2-15" "

27

26

25

24

23

22

21

F 11 R.

"0

Hay field

Cultivated

+59-12" Stump 8

+27-12" Stump 6

26 + 68 6'

+25 End Clearing

+11 = 1 1/2 4' Oaks.

+11 = 110 ft

+17-10" Oak 17'

Heavy Clearing

+63-6" B.O. 20'
+60-20 B.O. 3'

+21-12" Oak 17'

+91-2-6" Oak 28'
+91 8" Oak 13
+95 18" Oak 30'
+95 12" Oak 20'
+62-15" B.O. 34'

Cultivated x Hay Field

x 60

+54 Beg Woods
+40 End Cult.

34

33

32

31

30

29

28

Berry Patch 4'

+82-18" B.O. 30'

+46-12" B.O. 15'

+44-8" Oak 23'

+38-12" Oak 28'

+15-6" B.O. 22'

+11-10" B.O. 15'

F 6'

+89-8" W.O. 20'

+60-12" W.O. 26'

+14-8" W.O. 33'

+11-6" W.O. 30'

+09-8" W.O. 23'

F 3'

+75 Δ in Rd

+75 Edge of Berry Patch 15'

1-6" Stumps

5-8" "

2-12" "

1-12" "

80'

Field Drive

10-6" Stumps

4-8" "

3-10" "

3-12" "

1-6" Stump

1-12" "

5-6" Stumps

1-10" "

1-12" "

F 10

1-6" Stump

2-8" "

8-10" "

3-8" Stump

3-10" "

1-12" "

+52 End Cut H.

+30 = Δ F.

2-6" Stumps

3-8" "

1-12" "

2-15" "

1-12" Stump.

+48 12" W.O. - 26'

+46 10" W.O. - 8'

+20-8" W.O. 11'

+18-6" W.O. - 18'

Oak Woods

+65-8" 12" - 21-22'

+59-8" Oak 11'

+50-8" Oak 21'

+41-12" W.O. 20'

+30 F Int.

F 3' R4

Stumpy Hills

Cultivation

142
39

Highwood Ave.

38

37

36

35

Highwood Ave.
100' Culv. 4'

$\frac{12}{4} \times \frac{18}{4} = 12' \times 18' \text{ C.M.}$

+92 F. Cor.

+75-12" Oak 29'
+68-8" Oak 26'
+51-12" Oak 29'
+43-8" Oak 19'
+34-8" Oak 24'
+31-12" Oak 26'
+22-4" Oak 12'
+21-8" Oak 25'
+21-10" Oak 21'
+12-6" Oak 13'

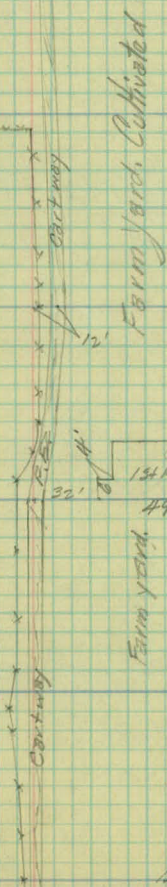
+57-6" Oak 20'
+42-12" Oak 20'
+19-6" Oak 12'
+15-10" Oak 10'
+11-12" Oak 24'
+9-12" B.O. 27'
+9-12" B.O. 19'
+87-15" B.P. 33'
+83-15" B.O. 18'
+93-17" " " 28'

+10-10" Stump 17'

+94-10" Stump 14'
+82-8" Stump 12'

+53-12" 8" Stump 9'
+48-8" Oak 16'
+45-12" Oak 24'

Scattered Oakes.



+95-15" Stump 14'
+92-10" Stump 13'

F 2' Dk = 12'

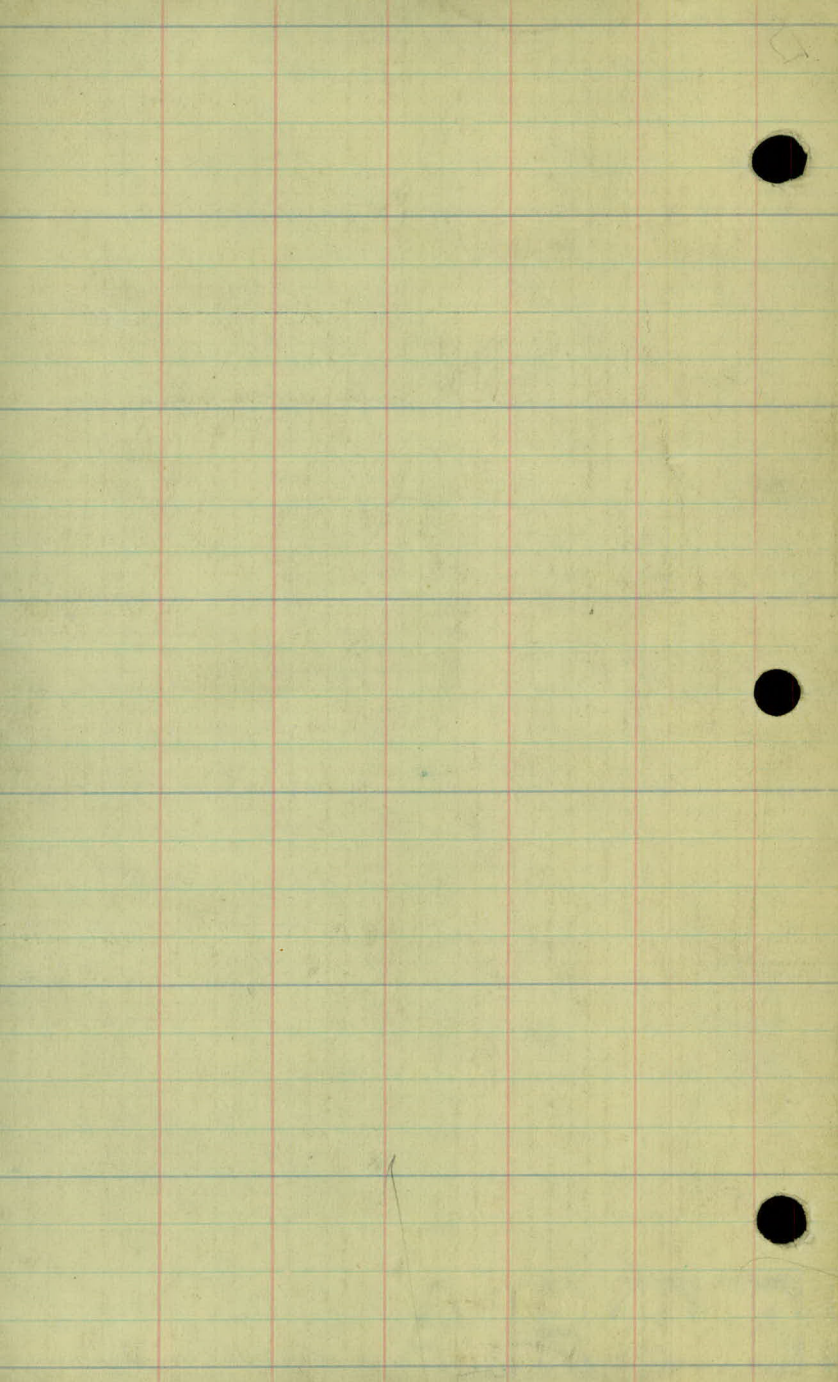
+408' Stump 2'
Comb.
Ch. Coop.
Wood Shed.
(Shed House)

100- Ben Shed. 32'

+20 End Cult. 5'

+82 Beg. Cult. 4'
+82 End Berry
Patch 5'

Berry Patch 4'



Bench Levels

HIGHWOOD ROAD

~~Linnwood Ave~~ To Carver Ave

B.M.	+	H.I.	-	951.44	
	11.67	963.11			
T.P.	0.33	959.61	3.83	959.28	
" "	0.84	948.71	11.74	947.87	
" "	1.40	944.69	5.42	943.29	
" "	0.70	932.87	12.52	932.17	
" "	0.10	920.46	12.51	920.36	
" "	0.10	908.31	12.25	908.21	
" "	0.41	896.45	12.27	896.04	
" "	0.15	884.77	11.83	884.62	
B.M.	10.17	890.00	4.94	879.83	} 6.41 +
B.M.	6.88	892.12	3.76	886.24	
B.M.	7.15	899.35	0.92	892.20	May 2-30
T.P.	12.05	909.98	1.42	897.93	
T.P.	12.40	919.08	3.30	906.68	
B.M.			3.70	915.38	
T.P.	11.58	929.54	1.12	917.96	
" "	12.50	941.26	0.78	928.76	
" "	0.66	937.52	4.40	936.86	
B.M.			5.36	932.16	
T.P.	0.93	927.30	11.15	926.37	
" "	0.08	915.21	12.17	915.13	
" "	0.08	903.11	12.18	903.03	
" "	0.41	891.10	12.42	890.69	
" "	0.21	879.30	12.01	879.09	
" "	0.42	867.72	12.00	867.30	
" "	5.08	862.73	10.07	857.65	
B.M.			7.78	854.95	

Spike in 12" Oak 60' N.W. Int of Linwood & East Ave.

Apr. 28-30 Cloudy (Eclipses)

{ Weber Notes
Stoogun &
Ball Road
Stenman Ave }

Spike in T.P. 25' N.E. of Sta. 39+18.3 End Proj

Spike in 12" W.O. 25' Lt Sta. 33+10

" " " " 40' Lt. Sta. 29+68

Top Rock 100' Lt Sta. 23+80

Spike in 20" B.O. 3' Rt Sta 23+60

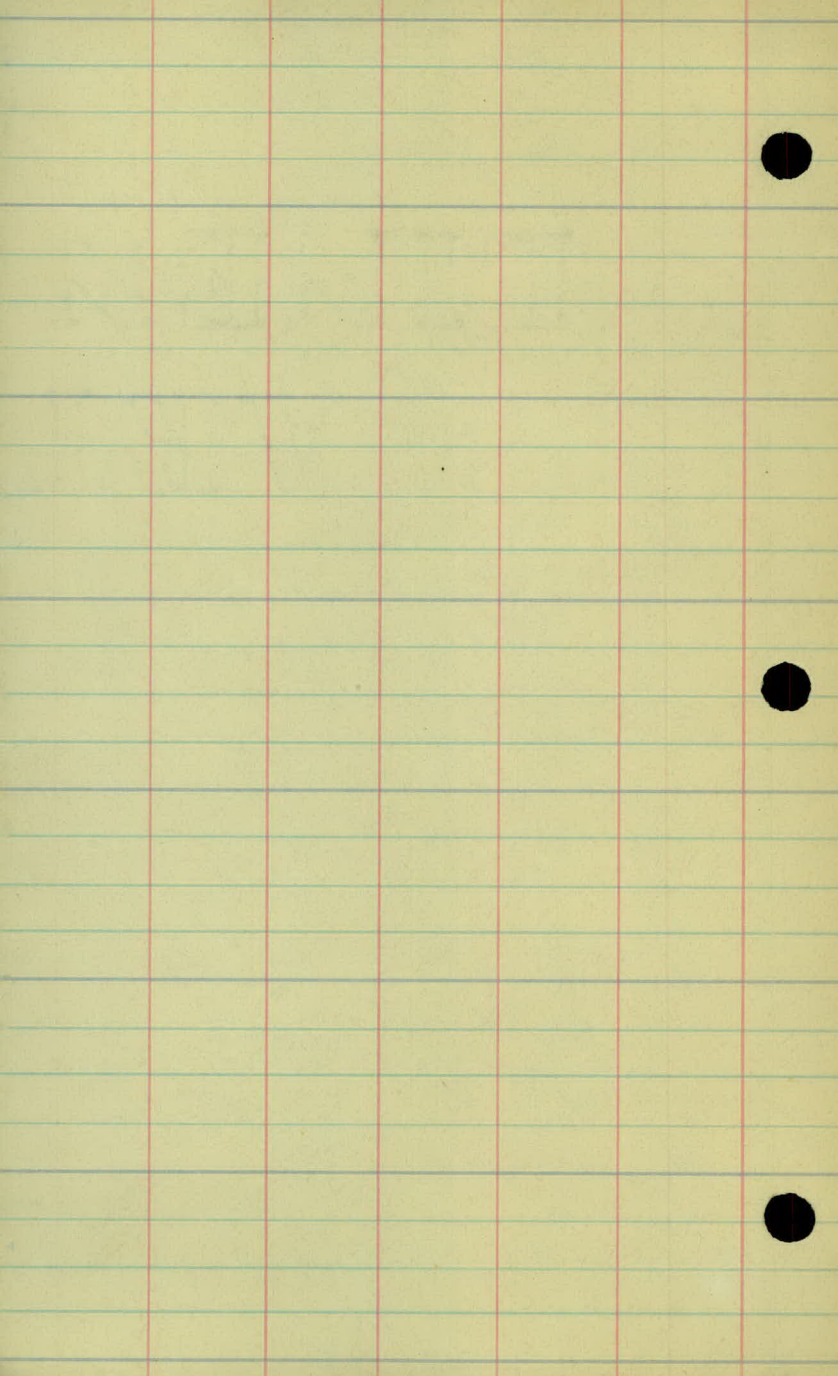
Top Stake. 8' Lt. - 23+45'

Top Rock 2 - 20+75

S.E. cor Mont 13+03.4

Nail in 3rd F.P. 160' Rt Sta 3+90

Spike in P.P. 15' Rt. Sta. 0+14'



X Sections

Sta.	+	H.I.	-	Elev
	7.27	862.22		854.95
0-12	± Present Traveled Rd.			855.1

0+00				54.3
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+27				53.3
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+78				58.0
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1				58.3
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+50				57.2
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2				58.8
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+30				59.5
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+50				57.9
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+84				53.0
-----	--	--	--	------

3				52.6
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T.P.	8.64	861.96	8.90	853.32
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+58				52.0
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4				56.7
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Fair
May 3-30 Lt L Right

spike in R.P. 15 Rt. 0+14

Carver. $\frac{8.3}{50}$ $\frac{7.7}{25}$ 7.1 $\frac{6.7}{25}$ $\frac{6.7}{50}$ Ave.

$\frac{8.4}{40}$ $\frac{8.4}{33}$ 7.9 $\frac{7.4}{9}$ $\frac{7.7}{21}$ $\frac{7.7}{33}$ $\frac{7.7}{40}$

$\frac{10.1}{40}$ $\frac{10.1}{33}$ $\frac{9.6}{3}$ 8.9 $\frac{8.8}{11}$ $\frac{8.4}{33}$ $\frac{8.4}{40}$

$\frac{6.0}{40}$ $\frac{5.7}{33}$ $\frac{4.2}{5}$ 4.2 $\frac{4.1}{4}$ $\frac{5.0}{13}$ $\frac{5.3}{33}$ $\frac{5.6}{40}$

$\frac{5.6}{40}$ $\frac{5.4}{33}$ $\frac{4.1}{10}$ 3.9 $\frac{3.8}{4}$ $\frac{4.5}{7}$ $\frac{5.2}{33}$ $\frac{5.3}{40}$

$\frac{8.4}{40}$ $\frac{8.0}{30}$ $\frac{5.1}{5}$ 5.0 $\frac{5.1}{5}$ $\frac{6.0}{13}$ $\frac{7.3}{33}$ $\frac{7.5}{40}$

$\frac{8.7}{40}$ $\frac{8.0}{33}$ $\frac{4.0}{6}$ 3.4 $\frac{3.0}{6}$ $\frac{4.4}{20}$ $\frac{6.1}{33}$ $\frac{6.7}{40}$

$\frac{9.1}{40}$ $\frac{8.3}{33}$ $\frac{3.7}{6}$ 2.7 $\frac{3.5}{12}$ $\frac{6.0}{33}$ $\frac{6.7}{40}$

$\frac{11.3}{40}$ $\frac{10.5}{33}$ $\frac{9.9}{27}$ $\frac{5.9}{6}$ $\frac{4.8}{20}$ $\frac{5.3}{20}$ $\frac{6.3}{33}$ $\frac{6.5}{40}$

$\frac{11.4}{40}$ $\frac{11.3}{33}$ $\frac{10.2}{11}$ 9.2 $\frac{8.7}{11}$ $\frac{7.8}{33}$ $\frac{7.7}{40}$

$\frac{11.2}{40}$ $\frac{11.0}{33}$ $\frac{10.0}{10}$ 9.6 $\frac{8.7}{14}$ $\frac{8.0}{33}$ $\frac{7.6}{40}$

Nail in Stump 5 Lt 5 Rt. 3+15

$\frac{11.0}{40}$ $\frac{10.8}{33}$ $\frac{10.4}{4}$ 10.0 $\frac{9.5}{13}$ $\frac{9.1}{33}$ $\frac{8.8}{40}$

$\frac{9.7}{40}$ $\frac{9.2}{33}$ $\frac{9.8}{17}$ $\frac{6.8}{13}$ $\frac{6.3}{7}$ 5.3 $\frac{6.0}{2}$ $\frac{6.3}{20}$ $\frac{6.0}{33}$ $\frac{6.2}{40}$

861.96

+ 28

855.5

+50

55.2

5

56.5

+50

59.2

T.P. 11.28 872.59 0.65 861.31

6

63.6

T.P. 10.13 881.53 1.19 871.40

+50

71.5

7

79.7

+20

80.8

+50

79.0

+70

78.2

+75 Top Ditch running West.

78.2

+81

Top

"

"

"

74.5

+86

78.1

Lt

L

Rt

$\frac{9.0}{40}$	$\frac{9.0}{33}$	$\frac{8.4}{14}$	$\frac{7.3}{4}$	6.5	$\frac{6.5}{9}$	$\frac{6.0}{22}$	$\frac{4.5}{33}$	$\frac{4.0}{40}$
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$\frac{8.2}{40}$	$\frac{8.0}{33}$	$\frac{7.6}{6}$	6.8	$\frac{6.3}{10}$	$\frac{5.5}{33}$	$\frac{4.8}{40}$
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$\frac{5.5}{40}$	$\frac{6.2}{33}$	$\frac{6.2}{5}$	5.5	$\frac{5.0}{15}$	$\frac{4.1}{33}$	$\frac{3.8}{40}$
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$\frac{0.0}{40}$	$\frac{0.4}{33}$	$\frac{2.4}{13}$	$\frac{1.5}{5}$	2.8	$\frac{4.0}{9}$	$\frac{4.2}{15}$	$\frac{3.3}{21}$	$\frac{2.6}{33}$	$\frac{2.4}{40}$
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Top Rock 35' Rt. 54. 54.85

$\frac{1.3}{5.0}$	$\frac{4.0}{33}$	$\frac{7.5}{17}$	$\frac{8.0}{6}$	9.0	$\frac{10.0}{13}$	$\frac{11.5}{30}$	$\frac{12.5}{33}$	$\frac{11.2}{37}$	$\frac{10.7}{40}$
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$\frac{5.6}{50}$	$\frac{7.0}{33}$	$\frac{10.5}{13}$	$\frac{10.2}{5}$	10.0	$\frac{12.0}{11}$	$\frac{12.5}{33}$	$\frac{13.4}{40}$
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$\frac{3.6}{40}$	$\frac{2.8}{33}$	$\frac{2.0}{29}$	$\frac{2.4}{14}$	$\frac{1.4}{7}$	1.8	$\frac{3.0}{16}$	$\frac{4.1}{33}$	$\frac{4.6}{40}$
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$\frac{5.8}{40}$	$\frac{4.5}{33}$	$\frac{2.5}{15}$	$\frac{1.0}{5}$	0.7	$\frac{1.5}{7}$	$\frac{2.4}{33}$	$\frac{2.8}{40}$
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$\frac{7.7}{40}$	$\frac{7.3}{33}$	$\frac{6.0}{22}$	$\frac{3.2}{8}$	2.5	$\frac{2.1}{70}$	$\frac{2.4}{33}$	$\frac{3.0}{40}$
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L Ditch → $\frac{11.6}{50}$ $\frac{9.2}{41}$ $\frac{8.2}{33}$ $\frac{6.5}{15}$ 3.3 $\frac{2.3}{13}$ $\frac{2.5}{33}$ $\frac{2.8}{40}$

↓ Ditch ↓

$\frac{11.5}{50}$	$\frac{10.8}{40}$	$\frac{8.6}{33}$	$\frac{6.4}{13}$	3.3	$\frac{2.4}{3}$	$\frac{2.0}{20}$	$\frac{2.4}{33}$	$\frac{2.5}{40}$
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$\frac{8.5}{50}$	$\frac{10.6}{47}$	$\frac{10.8}{40}$	$\frac{1.33}{33}$	$\frac{9.5}{15}$	7.0	$\frac{3.3}{2}$	$\frac{2.1}{11}$	$\frac{2.3}{33}$	$\frac{2.5}{40}$
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$\frac{7.8}{40}$	$\frac{7.5}{35}$	$\frac{9.3}{23}$	$\frac{9.5}{20}$	$\frac{6.7}{18}$	$\frac{4.7}{9}$	3.4	$\frac{3.4}{13}$	$\frac{2.0}{11}$	$\frac{2.2}{33}$	$\frac{2.4}{40}$
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+ H.I. - Elev
88.53

8 879.4

T.P. 11.60 891.72 1.41 880.12

+50 83.5

T.P. 3.29 894.61 0.40 891.32

9 May 5-30 Fair 88.7

+28 91.8

+30 92.1

T.P. 12.25 903.57 3.29 891.32

+50 94.4

+70 96.1

10 898.7

T.P. 8.75 911.93 0.39 903.18

+50 903.0

+68 05.2

+85 09.3

T.P. 7.0 918.04 0.89 911.04

11 12.6

T.P. 6.01 922.85 1.20 916.84

+30 18.4

Lt

L

Rt

62	63	56	83	83	2.1	15	1.6	1.7
<u>40</u>	<u>33</u>	<u>15</u>	<u>12</u>	<u>7</u>		<u>11</u>	<u>33</u>	<u>40</u>

98	95	10.0	14.0	14.0	8.2	8.5	10.0	9.2	9.1
<u>40</u>	<u>24</u>	<u>11</u>	<u>7</u>	<u>3</u>		<u>8</u>	<u>23</u>	<u>33</u>	<u>40</u>

Top Rock 2 Rt Sta 9+21

4.7	5.0	5.6	9.2	9.2	5.9	6.3	6.7	9.0	9.0	6.8	6.8	9.1	9.1	7.3
<u>40</u>	<u>33</u>	<u>78</u>	<u>15</u>	<u>2</u>		<u>9</u>	<u>21</u>	<u>24</u>	<u>27</u>	<u>29</u>	<u>31</u>	<u>32</u>	<u>35</u>	<u>36</u>

76
40

0.0	1.0	2.3	6.5	6.5	2.8	2.8	3.4	6.6	6.6	5.0	5.0	7.5	7.5	4.6	4.6
<u>40</u>	<u>33</u>	<u>14</u>	<u>12</u>	<u>7</u>	<u>5</u>		<u>14</u>	<u>15</u>	<u>23</u>	<u>24</u>	<u>29</u>	<u>30</u>	<u>32</u>	<u>34</u>	<u>40</u>

10.5	0.5	1.8	2.5	2.5	3.0	3.7	3.5	4.0
<u>40</u>	<u>33</u>	<u>13</u>	<u>7</u>		<u>15</u>	<u>33</u>	<u>30</u>	<u>40</u>

7.6	8.3	9.6	10.0	9.2	8.3	9.2	9.5
<u>40</u>	<u>33</u>	<u>22</u>	<u>3</u>		<u>5</u>	<u>33</u>	<u>40</u>

8.3	8.1	8.4	7.5	7.5	7.6	7.1	6.3
<u>40</u>	<u>33</u>	<u>2</u>		<u>11</u>	<u>24</u>	<u>33</u>	<u>40</u>

9.0	8.5	5.5	4.9	4.5	4.2	2.5	1.0
<u>40</u>	<u>33</u>	<u>4</u>		<u>3</u>	<u>18</u>	<u>33</u>	<u>40</u>

14.6	13.8	12.5	8.9	6.7	7.7	7.7	6.5	6.0	3.5
<u>40</u>	<u>33</u>	<u>16</u>		<u>22</u>	<u>24</u>	<u>26</u>	<u>28</u>	<u>33</u>	<u>40</u>

13.0	11.8	10.0	6.7	5.9	4.6	6.3	6.3	5.0	4.7
<u>40</u>	<u>33</u>	<u>14</u>		<u>4</u>	<u>29</u>	<u>32</u>	<u>35</u>	<u>38</u>	<u>40</u>

10.0	8.7	5.7	2.6	0.3	0.0	1.0	4.0	4.0	1.0
<u>40</u>	<u>33</u>	<u>6</u>		<u>18</u>	<u>40</u>	<u>41</u>	<u>49</u>	<u>51</u>	<u>53</u>

14.0	12.0	9.6	9.0	5.4	3.3	1.4	1.4	1.6
<u>40</u>	<u>33</u>	<u>16</u>	<u>5</u>		<u>11</u>	<u>27</u>	<u>33</u>	<u>40</u>

12.2	11.7	8.5	8.4	7.4	4.5	2.7	1.0	1.0
<u>40</u>	<u>33</u>	<u>16</u>	<u>70</u>	<u>6</u>		<u>15</u>	<u>33</u>	<u>40</u>

Sta.	+	^{H.I.} 922.85	-	Elev.	
T.P.	6.43	927.93	1.35	921.50	
11 + 50				921.5	
T.P.	9.88	937.68	0.13	927.80	
12		$ \begin{array}{r} 37.71 \leftarrow \\ \underline{0.15} \\ 937.56 \end{array} $		29.2	
+35				32.7	
+70				34.3	
13				32.4	
B.M.		5.55	952.13	932.16	
+07				32.0	
T.P.	10.82	948.38	0.15	937.56	
+50				36.2	
14				40.8	
+42				39.7	
15				47.1	
T.P.	3.94	951.85	0.47	947.91	
+15		(Top of the world.)		48.9	
+50				46.4	
16				41.1	
T.P.	0.81	943.41	7.25	942.60	

Lt L Rt.

Nail in Stump to Rt Sta. 11+30

$\frac{12.7}{40}$ $\frac{11.5}{33}$ $\frac{9.5}{15}$ $\frac{9.2}{6}$ 6.4 $\frac{4.8}{11}$ $\frac{1.8}{37}$ $\frac{18}{40}$

$\frac{12.8}{40}$ $\frac{12.5}{33}$ $\frac{11.3}{17}$ $\frac{9.8}{4}$ 8.5 $\frac{7.8}{5}$ $\frac{8.1}{15}$ $\frac{6.4}{33}$ $\frac{6.0}{40}$

$\frac{8.6}{40}$ $\frac{8.4}{33}$ $\frac{7.0}{13}$ 5.0 $\frac{4.0}{4}$ $\frac{4.8}{18}$ $\frac{4.6}{33}$ $\frac{4.6}{40}$

$\frac{6.3}{40}$ $\frac{6.0}{30}$ $\frac{5.1}{16}$ $\frac{3.3}{5}$ 3.4 $\frac{2.9}{6}$ $\frac{4.5}{17}$ $\frac{5.5}{33}$ $\frac{5.8}{40}$

$\frac{3.8}{40}$ $\frac{3.8}{33}$ $\frac{4.3}{16}$ 5.3 $\frac{5.3}{11}$ $\frac{4.8}{33}$ $\frac{4.6}{40}$

S.E. Cor. Ment Sta. 13+03.4

$\frac{4.6}{40}$ $\frac{4.6}{30}$ $\frac{5.0}{7}$ 5.7 $\frac{6.0}{33}$ $\frac{6.0}{40}$

$\frac{12.8}{40}$ $\frac{12.8}{33}$ $\frac{12.5}{5}$ $\frac{11.8}{3}$ 12.2 $\frac{11.6}{25}$ $\frac{11.8}{33}$ $\frac{11.8}{40}$

$\frac{8.0}{40}$ $\frac{8.0}{33}$ $\frac{8.0}{7}$ $\frac{7.0}{3}$ 7.6 $\frac{9.3}{33}$ $\frac{9.3}{40}$

$\frac{8.5}{40}$ $\frac{8.3}{33}$ $\frac{7.8}{6}$ 8.7 $\frac{9.3}{18}$ $\frac{10.4}{33}$ $\frac{10.7}{40}$

$\frac{6.7}{40}$ $\frac{5.6}{33}$ $\frac{2.1}{5}$ 1.3 $\frac{0.8}{21}$ $\frac{1.3}{33}$ $\frac{2.0}{40}$

$\frac{8.8}{40}$ $\frac{8.0}{33}$ $\frac{5.0}{13}$ $\frac{4.0}{5}$ 3.0 $\frac{3.0}{24}$ $\frac{4.0}{33}$ $\frac{4.8}{40}$

$\frac{7.8}{40}$ $\frac{7.3}{33}$ $\frac{5.7}{6}$ $\frac{5.0}{3}$ 5.5 $\frac{7.0}{19}$ $\frac{8.0}{33}$ $\frac{8.5}{40}$

$\frac{9.3}{40}$ $\frac{9.8}{33}$ $\frac{10.8}{7}$ $\frac{10.2}{5}$ 10.8 $\frac{11.8}{12}$ $\frac{13.7}{33}$ $\frac{14.2}{40}$

Top Rock 5.4+ Sta. 15+95

Station	+	H.I.	-	Elev
		943.41		
+50				940.4
17				35.6
+72				38.7
18				36.7
+45				31.9
19				33.2
+50				34.4
T.P.	0.56	934.89	9.08	934.33
20				33.1
+50				30.7
B.M.			6.13	928.76
21				26.1
+40				24.8
T.P.	2.48	926.88	10.49	924.40
+75				23.8
22				22.5

Lt

£

Pt.

$\frac{3.0}{40}$	$\frac{3.3}{33}$	$\frac{3.6}{7}$	$\frac{2.7}{5}$	3.0	$\frac{3.2}{28}$	$\frac{3.5}{33}$	$\frac{3.8}{40}$
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$\frac{5.7}{40}$	$\frac{6.0}{33}$	$\frac{6.4}{5}$	7.8	$\frac{8.7}{20}$	$\frac{9.4}{33}$	$\frac{9.7}{40}$
------------------	------------------	-----------------	-----	------------------	------------------	------------------

$\frac{6.9}{40}$	$\frac{6.8}{33}$	$\frac{4.8}{4}$	4.7	$\frac{5.4}{20}$	$\frac{5.5}{33}$	$\frac{6.0}{40}$
------------------	------------------	-----------------	-----	------------------	------------------	------------------

$\frac{8.9}{40}$	$\frac{8.8}{33}$	$\frac{7.4}{6}$	6.7	$\frac{7.3}{13}$	$\frac{7.0}{33}$	$\frac{7.0}{40}$
------------------	------------------	-----------------	-----	------------------	------------------	------------------

$\frac{11.7}{40}$	$\frac{11.7}{33}$	11.5	$\frac{11.2}{8}$	$\frac{10.8}{33}$	$\frac{10.7}{40}$
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$\frac{12.4}{40}$	$\frac{11.8}{33}$	$\frac{10.8}{17}$	10.2	$\frac{11.4}{15}$	$\frac{11.6}{33}$	$\frac{11.6}{40}$
-------------------	-------------------	-------------------	------	-------------------	-------------------	-------------------

$\frac{12.5}{40}$	$\frac{12.0}{33}$	$\frac{10.7}{19}$	9.0	$\frac{8.6}{7}$	$\frac{9.3}{13}$	$\frac{9.3}{33}$	$\frac{9.1}{40}$
-------------------	-------------------	-------------------	-----	-----------------	------------------	------------------	------------------

$\frac{7.0}{40}$	$\frac{6.0}{33}$	$\frac{3.0}{6}$	1.8	$\frac{1.5}{6}$	$\frac{1.5}{40}$	$\frac{1.5}{40}$
------------------	------------------	-----------------	-----	-----------------	------------------	------------------

$\frac{7.6}{40}$	$\frac{7.2}{33}$	$\frac{5.2}{10}$	4.2	$\frac{5.2}{10}$	$\frac{5.2}{22}$	$\frac{5.2}{33}$	$\frac{5.2}{40}$
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Top Rock £ Sta 20+75

$\frac{7.7}{40}$	$\frac{8.2}{33}$	$\frac{8.8}{11}$	8.8	$\frac{9.3}{10}$	$\frac{8.7}{33}$	$\frac{8.3}{40}$
------------------	------------------	------------------	-----	------------------	------------------	------------------

$\frac{9.5}{40}$	$\frac{10.2}{33}$	$\frac{10.4}{11}$	10.1	$\frac{10.1}{12}$	$\frac{9.3}{33}$	$\frac{8.8}{40}$
------------------	-------------------	-------------------	------	-------------------	------------------	------------------

$\frac{5.1}{40}$	$\frac{5.4}{33}$	$\frac{4.6}{10}$	3.1	$\frac{0.9}{15}$	$\frac{0.5}{25}$	$\frac{1.2}{33}$	$\frac{2.0}{40}$
------------------	------------------	------------------	-----	------------------	------------------	------------------	------------------

$\frac{8.5}{40}$	$\frac{8.5}{33}$	$\frac{7.0}{15}$	4.4	$\frac{3.7}{15}$	$\frac{3.7}{33}$	$\frac{4.2}{40}$
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Sta.	+	H1 ✓	-	E/cv	
		926.88			
+40					918.1
23					18.9 ✓
B.M.	2.84	918.22 ✓	11.51	915.37 ✓	915.38
+50					14.8
T.P.	2.12	908.81 ✓	11.53	906.69 ✓	
24					06.5
+50					900.1
T.P.	10.89	914.79 ✓	4.91	903.90 ✓	
25					06.3
+30					11.8
+85					04.0
26					02.3
T.P.	0.20	903.50 ✓	11.49	903.30 ✓	
+16					May 12 - 30 901.3
					Cool & windy
+50					897.9
27					93.9
T.P.	0.90	892.44 ✓	11.96	891.54 ✓	
+50					87.7

Left Right

$\frac{11.0}{40}$ $\frac{10.4}{33}$ 88 $\frac{6.8}{5}$ $\frac{4.0}{33}$ $\frac{2.5}{40}$

$\frac{15.6}{40}$ $\frac{14.8}{33}$ $\frac{10.1}{5}$ 80 $\frac{3.4}{16}$ $\frac{0.5}{27}$ $\frac{+1.5}{40}$

Spike in 20" Oak 3' Rt side. 23+60.

$\frac{9.0}{40}$ $\frac{8.0}{33}$ $\frac{5.4}{13}$ 34 $\frac{2.1}{20}$ $\frac{1.6}{33}$ $\frac{1.6}{40}$

$\frac{6.0}{40}$ $\frac{5.1}{33}$ $\frac{3.4}{10}$ 23 $\frac{2.3}{18}$ $\frac{1.4}{33}$ $\frac{1.6}{40}$

$\frac{9.7}{40}$ $\frac{9.7}{33}$ 87 $\frac{8.2}{18}$ $\frac{7.5}{33}$ $\frac{7.1}{40}$

$\frac{11.2}{40}$ $\frac{10.8}{33}$ $\frac{9.5}{9}$ 85 $\frac{7.3}{19}$ $\frac{6.3}{33}$ $\frac{6.1}{40}$

$\frac{5.4}{40}$ $\frac{5.0}{33}$ $\frac{3.8}{5}$ 30 $\frac{3.5}{20}$ $\frac{4.3}{33}$ $\frac{5.0}{40}$

$\frac{8.3}{40}$ $\frac{8.3}{33}$ $\frac{9.3}{10}$ 10.8 $\frac{12.0}{15}$ $\frac{11.4}{33}$ $\frac{11.0}{40}$

$\frac{10.2}{40}$ $\frac{10.2}{33}$ $\frac{10.2}{20}$ $\frac{11.3}{8}$ 12.5 $\frac{12.8}{13}$ $\frac{12.0}{33}$ $\frac{11.6}{40}$
Nail in F.P. near. Meet.

$\frac{1.8}{40}$ $\frac{2.0}{33}$ $\frac{2.2}{11}$ 22 $\frac{1.7}{19}$ $\frac{1.1}{33}$ $\frac{0.7}{40}$

$\frac{5.0}{40}$ $\frac{5.0}{33}$ $\frac{5.0}{14}$ 5.6 $\frac{5.7}{14}$ $\frac{5.5}{33}$ $\frac{5.0}{40}$

$\frac{7.8}{40}$ $\frac{8.0}{33}$ $\frac{8.1}{10}$ 9.6 $\frac{9.8}{11}$ $\frac{10.6}{33}$ $\frac{10.6}{40}$

$\frac{3.5}{40}$ $\frac{3.7}{33}$ $\frac{4.3}{15}$ 4.7 $\frac{3.7}{11}$ $\frac{3.7}{19}$ $\frac{1.8}{33}$ $\frac{1.0}{40}$

892.44

28 884.9

+35 84.2

+60 86.8

T.P. 9.82 901.40 0.86 891.58

29 95.8

+18 95.2

T.P. 3.34 895.54 9.20 892.20

B.M. 6.78 888.76

+50 87.4

T.P. 0.74 884.13 12.15 883.39

30 77.6

+20 75.6

T.P. 9.80 892.74 1.19 882.94

31 84.2

+50 86.3

T.P. 8.78 901.39 0.13 892.61

+88 98.7

32 97.4

T.P. 1.0 891.07 11.32 890.07

Left

L

Right.

7.5

$\frac{9.5}{40}$	$\frac{9.0}{33}$	$\frac{8.5}{16}$	7.5	$\frac{6.7}{19}$	$\frac{5.8}{33}$	$\frac{5.6}{40}$
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$\frac{10.1}{40}$	$\frac{9.8}{33}$	$\frac{8.8}{16}$	8.2	$\frac{7.7}{19}$	$\frac{7.7}{33}$	$\frac{7.7}{40}$
-------------------	------------------	------------------	-----	------------------	------------------	------------------

$\frac{7.1}{40}$	$\frac{7.1}{33}$	$\frac{6.1}{16}$	5.6	$\frac{4.6}{15}$	$\frac{4.1}{33}$	$\frac{4.4}{40}$
------------------	------------------	------------------	-----	------------------	------------------	------------------

$\frac{4.5}{40}$	$\frac{4.2}{33}$	$\frac{4.7}{16}$	5.6	$\frac{6.8}{11}$	$\frac{10.8}{33}$	$\frac{11.8}{40}$
------------------	------------------	------------------	-----	------------------	-------------------	-------------------

$\frac{1.8}{40}$	$\frac{2.3}{33}$	$\frac{4.5}{12}$	6.2	$\frac{7.6}{9}$	$\frac{11.4}{33}$	$\frac{12.5}{40}$
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Spike 10" B. Out.

95' Lt Sta. 30+00

$\frac{2.4}{40}$	$\frac{3.3}{33}$	$\frac{6.5}{13}$	8.1	$\frac{9.7}{8}$	$\frac{12.4}{33}$	$\frac{13.5}{40}$
------------------	------------------	------------------	-----	-----------------	-------------------	-------------------

$\frac{3.4}{40}$	$\frac{4.2}{33}$	$\frac{5.4}{16}$	6.5	$\frac{7.4}{11}$	$\frac{8.5}{33}$	$\frac{8.7}{40}$
------------------	------------------	------------------	-----	------------------	------------------	------------------

$\frac{6.6}{40}$	$\frac{7.0}{33}$	$\frac{8.0}{15}$	8.5	$\frac{8.5}{18}$	$\frac{8.1}{33}$	$\frac{8.5}{40}$
------------------	------------------	------------------	-----	------------------	------------------	------------------

$\frac{7.8}{40}$	$\frac{8.0}{33}$	$\frac{8.2}{22}$	8.5	$\frac{8.2}{14}$	$\frac{7.5}{33}$	$\frac{7.2}{40}$
------------------	------------------	------------------	-----	------------------	------------------	------------------

$\frac{7.2}{40}$	$\frac{7.2}{33}$	$\frac{7.0}{18}$	6.4	$\frac{6.0}{15}$	$\frac{4.2}{33}$	$\frac{3.6}{40}$
------------------	------------------	------------------	-----	------------------	------------------	------------------

$\frac{5.6}{40}$	$\frac{5.1}{33}$	$\frac{3.8}{19}$	2.7	$\frac{2.0}{15}$	$\frac{3.3}{33}$	$\frac{3.4}{40}$
------------------	------------------	------------------	-----	------------------	------------------	------------------

$\frac{6.4}{40}$	$\frac{6.0}{33}$	$\frac{4.3}{17}$	4.0	$\frac{3.1}{12}$	$\frac{3.8}{33}$	$\frac{3.3}{40}$
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Notice.
(Rotten weather)

891.07

+50

885.9

+71

82.1

33

84.6

B.M. 052 886.76 4.82 886.25 886.24

+50

80.7

T.P. 027 875.12 11.91 874.85

34

67.8

T.P. 034 863.45 12.01 863.11

+40

54.5

T.P. 016 854.97 8.64 854.81

+65

45.8

+90

43.8

35

43.9

+50

43.4

36

45.4

+50

51.9

T.P. 7.92 862.59 0.30 854.67

+73

56.6

Left £ Right

$$\frac{10.7}{40} \quad \frac{9.5}{33} \quad \frac{7.5}{17} \quad 5.2 \quad \frac{4.0}{14} \quad \frac{0.8}{33} \quad \frac{0.3}{40}$$

$$\frac{12.5}{40} \quad \frac{12.1}{33} \quad \frac{10.3}{15} \quad 9.0 \quad \frac{6.5}{22} \quad \frac{6.1}{33} \quad \frac{6.1}{40}$$

$$\frac{9.0}{40} \quad \frac{8.7}{33} \quad \frac{7.0}{16} \quad 6.5 \quad \frac{6.6}{16} \quad \frac{7.6}{33} \quad \frac{8.6}{40}$$

spike 10 12 14 0 25 14 + sta 33 + 10

$$\frac{1.2}{40} \quad \frac{1.7}{33} \quad \frac{4.5}{7} \quad 6.1 \quad \frac{8.7}{15} \quad \frac{11.2}{33} \quad \frac{12.2}{40}$$

$$\frac{1.0}{40} \quad \frac{2.3}{33} \quad \frac{5.8}{11} \quad 7.3 \quad \frac{9.4}{16} \quad \frac{12.0}{33} \quad \frac{13.5}{40}$$

$$\frac{4.2}{40} \quad \frac{5.2}{33} \quad \frac{7.5}{16} \quad 9.0 \quad \frac{10.3}{11} \quad \frac{12.0}{23} \quad \frac{14.0}{26} \quad \frac{14.5}{33} \quad \frac{15.5}{40}$$

$$\frac{7.3}{40} \quad \frac{7.5}{33} \quad \frac{10.8}{9} \quad 9.2 \quad \frac{8.7}{8} \quad \frac{10.7}{16} \quad \frac{10.4}{33} \quad \frac{10.0}{40}$$

$$\frac{12.6}{40} \quad \frac{12.6}{33} \quad \frac{11.4}{10} \quad \frac{11.0}{7} \quad 11.2 \quad \frac{10.8}{12} \quad \frac{10.8}{33} \quad \frac{10.3}{40}$$

$$\frac{13.2}{40} \quad \frac{13.0}{33} \quad \frac{11.8}{8} \quad \frac{11.0}{6} \quad 11.1 \quad \frac{10.8}{14} \quad \frac{10.7}{33} \quad \frac{10.5}{40}$$

$$\frac{14.5}{40} \quad \frac{14.2}{33} \quad \frac{13.0}{11} \quad \frac{12.0}{7} \quad 11.6 \quad \frac{11.4}{13} \quad \frac{11.0}{33} \quad \frac{10.5}{40}$$

$$\frac{14.0}{40} \quad \frac{13.4}{33} \quad \frac{11.7}{14} \quad \frac{9.3}{8} \quad 9.6 \quad \frac{9.5}{9} \quad \frac{6.8}{33} \quad \frac{6.5}{40}$$

$$\frac{11.3}{40} \quad \frac{10.3}{33} \quad \frac{6.0}{7} \quad \frac{3.0}{3} \quad 3.1 \quad \frac{2.3}{5} \quad \frac{3.8}{7} \quad \frac{2.8}{14} \quad \frac{0.5 + 0.5}{33} \quad \frac{0.5}{40}$$

$$\frac{15.5}{40} \quad \frac{14.3}{33} \quad \frac{10.5}{16} \quad \frac{11.8}{11} \quad \frac{7.7}{5} \quad 6.0 \quad \frac{4.5}{9} \quad \frac{5.0}{14} \quad \frac{1.2}{33} \quad \frac{0.4}{40}$$

862.59
T.P. 7.12 869.29 0.42 862.17
37

861.6

+13

64.6

+18

67.6

T.P. 8.53 877.31 0.51 868.78

+50

72.6

T.P. 6.54 883.71 0.14 877.17

38. 76.3

+50

78.8

+93

79.9

39. Bottom Ditch W. 79.4

+07

79.2

+12

Bottom Gutter. 78.2

+18⁸

£

78.7

B.M. 3.86 879.85 879.83

Lt

±

R4.

$$\frac{164}{40} \quad \frac{12.6}{33} \quad \frac{6.9}{4} \quad \frac{8.0}{3} \quad 7.7 \quad \frac{3.7}{23} \quad \frac{0.0}{32} \quad + \frac{2.0}{40}$$

$$\frac{12.7}{40} \quad \frac{10.6}{33} \quad \frac{3.4}{1} \quad 4.7 \quad \frac{3.9}{10} \quad + \frac{2.2}{22} \quad + \frac{4.2}{33}$$

$$\frac{11.5}{40} \quad \frac{9.8}{33} \quad \frac{4.1}{11} \quad 1.7 \quad \frac{3.2}{2} \quad \frac{3.0}{10} \quad \frac{0.0}{19} \quad + \frac{3.0}{23} \quad + \frac{5.2}{33}$$

$$\frac{14.5}{40} \quad \frac{12.5}{33} \quad \frac{7.4}{13} \quad 4.7 \quad \frac{3.3}{4} \quad \frac{6.2}{7} \quad \frac{5.8}{15} \quad \frac{1.5}{19} \quad \frac{0.5}{33}$$

$$\frac{15.8}{40} \quad \frac{14.7}{33} \quad \frac{9.5}{10} \quad 7.4 \quad \frac{5.8}{10} \quad \frac{3.0}{33} \quad \frac{2.3}{40}$$

$$\frac{12.7}{40} \quad \frac{11.7}{33} \quad \frac{7.7}{15} \quad 4.9 \quad \frac{3.7}{12} \quad \frac{2.0}{33} \quad \frac{1.0}{40}$$

$$\frac{10.7}{40} \quad \frac{9.7}{33} \quad \frac{5.7}{13} \quad 3.8 \quad \frac{2.3}{15} \quad \frac{1.3}{33} \quad \frac{0.8}{40}$$

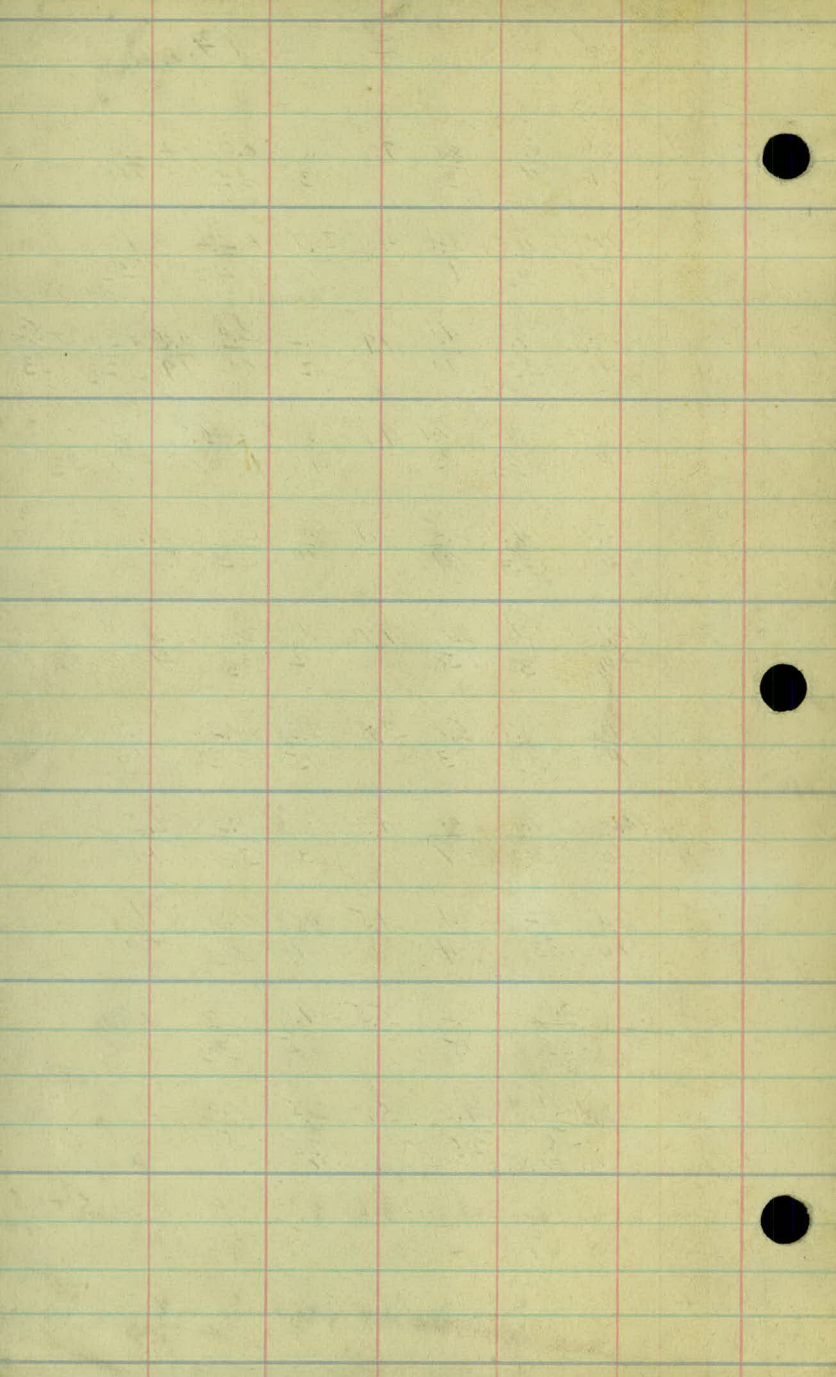
$$\frac{10.6}{40} \quad \frac{9.6}{33} \quad \frac{6.8}{9} \quad 4.3 \quad \frac{3.2}{13} \quad \frac{1.2}{33} \quad \frac{0.5}{40}$$

$$\frac{8.4}{40} \quad \frac{8.2}{33} \quad \frac{6.1}{14} \quad 4.5 \quad \frac{3.5}{16} \quad \frac{1.8}{33} \quad \frac{1.4}{40}$$

$$\frac{9.0}{40} \quad \frac{8.6}{33} \quad \frac{7.2}{15} \quad 5.5 \quad \frac{4.0}{15} \quad \frac{2.3}{33} \quad \frac{1.8}{40}$$

$$\frac{9.4}{50} \quad \frac{7.3}{25} \quad 5.0 \quad \frac{2.5}{25} \quad \frac{0.3}{50}$$

Spike in T.S. End Proj.



Final X-sec.

Snelling Ave.

Road No 8

12 - Pages.

Maintenance Work.

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

Date Filed

File No.

13

Station	+ B.M.	H.I. 201.63	- Elev.	Elev. 200.00
-1+00	1.63		4.2	197.4
-0+30			4.5	197.1
0+00 (Mon.)			4.8	196.8
0+40			5.2	196.4
1+00			6.0	195.6
2+00			8.2	193.4
+50			9.4	192.2
T.P.	0.99	193.28	9.34	192.29
3+00			2.8	190.5
3+55			5.0	188.3
4+00			6.8	186.5
4+40			8.4	184.9
T.P.	0.48	185.41	8.35	184.93
5+00			2.6	182.8
6+00			5.3	180.1

Lt.

L

Rt.

W.H.C.

(2)

Eck.

Sept 8/1924

Gobin

Figure

R.R. Spike in 30" Tree 200' So. of Mon 0100

3.1	3.7	5.1	5.0	4.1	4.2	(4.1)	4.4	5.5	5.2	4.3	3.6	6.1	6.3
33	26	23	18	17			10	12	16	18	24	30	33

(0100 Bog Cut Lt.)

5.9	6.0	6.4	5.9	4.6	4.5	(4.5)	4.7	5.7	5.4	4.6	5.4
33	25	24	17	16			11	13	16	20	33

(+17 Bog cut Rt.)

6.9	6.6	6.0	4.9	4.8	(4.7)	5.3	5.7	5.5
33	24	18	17			11	12	33

6.5	6.9	6.4	5.3	5.2	(5.2)	5.6	6.4	6.2	5.2
33	26	18	16			13	14	27	33

6.8	6.9	7.2	7.4	6.3	6.0	(5.9)	6.3	6.8	6.8	5.1
33	29	28	18	16			12	13	25	33

7.4	7.4	8.8	9.5	8.3	8.2	(7.9)	8.2	9.0	9.0	5.8	5.8
33	30	26	16	15			12	14	27	32	33

X

7.0	7.0	8.4	10.5	10.5	9.4	9.1	(9.1)	9.4	10.3	10.1	4.9	4.9
33	30	27	19	17	16			13	15	27	32	33

Y

19.48	19.40	2.9	3.5	2.7	2.8	(2.9)	2.9	4.1	4.0	0.0	19.35
33	30	24	17	15			13	16	25	30	33

(150 = 0.0 cut Lt.)

4.4	5.4	5.8	5.2	5.0	(4.8)	5.5	7.1	7.0	6.9
33	21	18	17			14	18	23	33

(140 = 0.0 cut Rt.)

8.4	8.3	6.9	6.8	(6.7)	7.1	8.4	8.5	8.0	7.5
33	19	17			14	17	21	23	33

10.3	10.0	8.8	8.4	(8.3)	8.8	10.8	11.6	11.3	10.8
33	18	16			14	17	23	24	33

4.1	5.0	2.8	2.6	(2.4)	3.3	6.8	7.0
33	20	16			14	18	33

6.0	6.5	5.5	5.3	(5.2)	5.6	7.4	7.2
33	19	17			14	17	33

Station	+	14.5 185.44	-	Elev.
6+65			7.4	178.0
7+00			8.5	176.9
T.P.	1.53	176.77	10.17	175.24
8+00			3.0	173.8
9+00			6.0	170.8
9+50			7.3	169.5
B.M.	0.82	169.60	7.99	168.78
10+00			1.7	167.9
10+50			2.8	166.8
11+00			4.0	165.6
12+00			6.1	163.5
13+00			8.0	161.6
14+00			7.6	160.0
T.P.	3.84	162.59	10.85	158.75
15+00			3.2	158.8
15+50			4.2	158.4

24.

R

R1

2

7.3

7.2	7.6	7.6	7.4	7.5	8.2	8.3
$\frac{33}{33}$	$\frac{19}{19}$	$\frac{17}{17}$		$\frac{13}{13}$	$\frac{16}{16}$	$\frac{33}{33}$

8.4

9.4	9.8	8.8	8.5	8.8	10.3	10.8
$\frac{33}{33}$	$\frac{20}{20}$	$\frac{18}{18}$		$\frac{13}{13}$	$\frac{16}{16}$	$\frac{33}{33}$

3.0

5.6	5.5	3.5	3.0	3.4	5.7	5.8	5.8
$\frac{33}{33}$	$\frac{22}{22}$	$\frac{19}{19}$		$\frac{11}{11}$	$\frac{15}{15}$	$\frac{28}{28}$	$\frac{33}{33}$

6.0

7.8	7.7	5.8	6.0	6.4	8.0	8.2	7.5	7.2
$\frac{33}{33}$	$\frac{23}{23}$	$\frac{19}{19}$		$\frac{13}{13}$	$\frac{16}{16}$	$\frac{23}{23}$	$\frac{25}{25}$	$\frac{33}{33}$

7.4

8.6	8.8	6.9	7.3	8.2	9.2	7.6	8.3	8.3
$\frac{33}{33}$	$\frac{23}{23}$	$\frac{19}{19}$		$\frac{15}{15}$	$\frac{18}{18}$	$\frac{27}{27}$	$\frac{30}{30}$	$\frac{33}{33}$

R.R. spike in T.P. 37' L. 9488 (Spike as been drove in)

3.0	2.6	1.0	1.7	6.8	2.5	2.6	3.5	3.4	2.4	2.4
$\frac{33}{33}$	$\frac{26}{26}$	$\frac{23}{23}$			$\frac{8}{8}$	$\frac{18}{18}$	$\frac{20}{20}$	$\frac{28}{28}$	$\frac{29}{29}$	$\frac{33}{33}$

2.1

2.8	3.9	4.1	2.6	2.8	3.5	3.6	4.9	5.0	4.0	4.0
$\frac{33}{33}$	$\frac{29}{29}$	$\frac{19}{19}$	$\frac{17}{17}$		$\frac{8}{8}$	$\frac{17}{17}$	$\frac{20}{20}$	$\frac{28}{28}$	$\frac{29}{29}$	$\frac{33}{33}$

4.0

4.2	5.4	5.4	3.9	4.0	4.2	6.0	6.3	5.5	5.0
$\frac{33}{33}$	$\frac{30}{30}$	$\frac{20}{20}$	$\frac{17}{17}$		$\frac{16}{16}$	$\frac{18}{18}$	$\frac{27}{27}$	$\frac{29}{29}$	$\frac{33}{33}$

6.0

5.9	7.3	7.2	6.1	6.1	6.2	8.6	8.5	7.7	7.2
$\frac{33}{33}$	$\frac{31}{31}$	$\frac{20}{20}$	$\frac{17}{17}$		$\frac{14}{14}$	$\frac{17}{17}$	$\frac{25}{25}$	$\frac{28}{28}$	$\frac{23}{23}$

8.0

10.1	10.3	10.4	8.5	8.0	8.3	10.4	10.2	8.3
$\frac{33}{33}$	$\frac{31}{31}$	$\frac{20}{20}$	$\frac{18}{18}$		$\frac{14}{14}$	$\frac{16}{16}$	$\frac{26}{26}$	$\frac{33}{33}$

9.5

12.0	12.4	12.1	10.4	9.6	9.7	11.6	12.1	11.4	10.3
$\frac{33}{33}$	$\frac{30}{30}$	$\frac{21}{21}$	$\frac{18}{18}$		$\frac{15}{15}$	$\frac{17}{17}$	$\frac{26}{26}$	$\frac{27}{27}$	$\frac{33}{33}$

3.9

7.0	7.3	7.0	4.6	3.8	4.1	5.5	5.4	5.0	5.0
$\frac{33}{33}$	$\frac{30}{30}$	$\frac{21}{21}$	$\frac{19}{19}$		$\frac{14}{14}$	$\frac{16}{16}$	$\frac{25}{25}$	$\frac{28}{28}$	$\frac{33}{33}$

9.2

7.6	6.2	7.1	5.2	4.2	4.2	5.5	5.6	5.1	4.8
$\frac{33}{33}$	$\frac{30}{30}$	$\frac{20}{20}$	$\frac{18}{18}$		$\frac{14}{14}$	$\frac{15}{15}$	$\frac{23}{23}$	$\frac{24}{24}$	$\frac{33}{33}$

station	+	H. I. 162.59	-	Elev.
16+00			4.7	157.9
16+50			4.9	157.7
17+00			4.8	157.8
17+50			4.6	158.0
18+00			4.6	158.0
18+50			4.9	157.7
19+00			5.2	157.4
19+50			5.3	157.3
20+00			5.0	157.6
20+50			4.7	157.9
T.P.	7.83	✓ 166.42	4.00	✓ 158.59
21+00			8.3	158.1
22+00			7.4	159.0
23+00			6.3	160.1
B.M.			10.31	✓ 156.11

L.

S

Rt.

4

$\frac{2.1}{33}$ $\frac{7.9}{21}$ $\frac{5.4}{16}$ $\frac{4.7}{41}$ $\frac{4.6}{16}$ $\frac{5.6}{19}$ $\frac{5.8}{25}$ $\frac{5.2}{27}$ $\frac{5.0}{33}$

$\frac{10.0}{33}$ $\frac{8.9}{19}$ $\frac{6.2}{15}$ $\frac{4.9}{19}$ $\frac{4.5}{19}$ $\frac{5.6}{22}$ $\frac{6.1}{29}$ $\frac{5.4}{30}$ $\frac{5.2}{33}$

$\frac{9.8}{33}$ $\frac{8.5}{19}$ $\frac{5.8}{15}$ $\frac{4.8}{17}$ $\frac{5.0}{17}$ $\frac{6.1}{19}$ $\frac{6.5}{28}$ $\frac{5.4}{29}$ $\frac{5.0}{33}$

$\frac{8.3}{33}$ $\frac{6.9}{19}$ $\frac{5.3}{16}$ $\frac{4.6}{15}$ $\frac{5.2}{15}$ $\frac{6.7}{18}$ $\frac{7.2}{24}$ $\frac{6.1}{27}$ $\frac{5.5}{33}$

$\frac{8.1}{33}$ $\frac{7.3}{22}$ $\frac{5.1}{17}$ $\frac{4.6}{14}$ $\frac{5.1}{14}$ $\frac{6.9}{17}$ $\frac{7.2}{26}$ $\frac{6.0}{28}$ $\frac{5.9}{33}$

$\frac{9.3}{33}$ $\frac{8.4}{20}$ $\frac{5.5}{16}$ $\frac{4.9}{16}$ $\frac{5.2}{16}$ $\frac{7.1}{19}$ $\frac{7.1}{27}$ $\frac{5.4}{30}$ $\frac{5.4}{33}$

$\frac{9.9}{33}$ $\frac{8.8}{20}$ $\frac{6.2}{16}$ $\frac{5.1}{17}$ $\frac{5.3}{17}$ $\frac{6.2}{20}$ $\frac{6.3}{29}$ $\frac{4.8}{30}$ $\frac{4.8}{33}$

$\frac{9.6}{33}$ $\frac{8.6}{20}$ $\frac{6.1}{17}$ $\frac{5.2}{17}$ $\frac{5.3}{17}$ $\frac{6.5}{20}$ $\frac{6.7}{29}$ $\frac{4.8}{32}$ $\frac{4.8}{33}$

$\frac{9.3}{33}$ $\frac{8.4}{21}$ $\frac{5.3}{16}$ $\frac{5.0}{16}$ $\frac{5.5}{16}$ $\frac{6.5}{18}$ $\frac{6.2}{29}$ $\frac{4.9}{31}$ $\frac{4.9}{33}$

$\frac{10.0}{33}$ $\frac{9.1}{23}$ $\frac{5.2}{17}$ $\frac{4.7}{14}$ $\frac{5.2}{14}$ $\frac{6.6}{17}$ $\frac{6.1}{29}$ $\frac{4.7}{31}$ $\frac{4.5}{33}$

$\frac{12.9}{33}$ $\frac{12.2}{20}$ $\frac{8.5}{15}$ $\frac{8.3}{14}$ $\frac{9.0}{14}$ $\frac{10.1}{28}$ $\frac{10.0}{29}$ $\frac{8.9}{30}$ $\frac{8.6}{33}$

$\frac{13.6}{33}$ $\frac{11.8}{24}$ $\frac{10.9}{19}$ $\frac{7.9}{15}$ $\frac{7.7}{15}$ $\frac{9.0}{18}$ $\frac{9.0}{31}$ $\frac{8.0}{33}$

$\frac{12.3}{33}$ $\frac{11.3}{24}$ $\frac{10.4}{19}$ $\frac{6.7}{14}$ $\frac{6.4}{17}$ $\frac{7.4}{19}$ $\frac{7.4}{27}$ $\frac{4.3}{33}$

R.R. spike 30" Cottonwood Lt 22+80 (spike drove in)

station	+	H.I. ✓ 166.42	-	L	Elev.
23+70			5.2	161.2	
24+00			4.6	161.8	
24+54			4.0	162.4	
25+00			3.6	162.8	
25+50			3.0	163.4	
26+00			2.4	164.0	
26+50			1.9	164.5	
27+00			1.6	164.8	
T.P.	2.67	166.22 ✓	2.87		163.55 ✓
27+50			1.9	164.3	
28+00			2.4	163.8	
28+50			2.8	163.4	
29+00			3.3	162.9	
29+60			4.1	162.1	

Lt.

L

Rt.

5

11.9 10.8 7.2 5.5 5.2 5.0 5.6 5.3 0.4
 33 27 17 14 17 19 28 34

2.6 8.4 8.5 5.0 4.6 4.7 5.3 5.2 0.0
 33 25 20 15 16 18 26 33

2.8 2.8 2.8 4.4 4.0 3.7 4.5 4.4 0.6 0.6
 33 21 25 18 15 17 25 30 33

8.8 7.2 4.3 3.6 3.6 4.5 4.5 2.3 2.4
 33 24 19 13 19 22 27 33

9.1 6.1 3.2 3.0 2.8 3.9 3.6 2.8 3.0
 33 21 18 14 16 21 25 33

8.5 5.9 4.3 2.5 2.4 2.5 3.5 3.4 2.5 2.5
 33 23 19 16 17 19 25 27 33

9.9 7.4 5.0 2.4 1.9 2.1 3.0 2.8 1.6 1.9
 33 25 18 14 18 20 26 28 33

9.3 6.5 5.4 2.1 1.8 1.7 2.2 1.8 1.0 0.8
 33 25 20 16 16 18 24 26 33

Nail in P.O.P. 16' 18' 28' 09' (163.51)

5.9 4.5 2.9 1.9 2.1 2.5 2.2 1.6 1.0
 33 23 20 14 16 19 22 33

5.4 4.4 3.2 2.2 2.4 2.1 3.6 3.5 2.6
 33 24 21 12 14 16 20 33

5.6 4.8 3.7 3.5 2.8 2.8 3.8 3.8 2.8 2.8
 33 24 20 12 13 15 17 18 33

5.5 4.9 4.0 3.8 3.3 3.4 4.2 4.0 2.1 2.0
 33 22 17 11 15 17 23 27 33

5.8 5.8 6.4 6.3 4.5 4.0 4.8 4.7 2.3 1.6
 33 30 29 21 10 15 17 24 28 33

Station	+	H.I	-	Elev
		166.22		
30+00			4.3	161.9
30+45			4.9	161.3
31+00			5.6	160.6
31+50			6.1	160.1
32+00			6.8	159.4
32+50			7.5	158.7
	4.29	162.36	8.15	158.07
33+00			4.3	158.1
33+35			4.6	157.8
34+00			5.0	157.4
34+50			4.8	157.6
35+00			4.7	157.7
T.P.	4.24	161.49	5.11	157.25
35+50			4.1	157.4
35+68			4.1	157.4

L.

L.

R.I.

$\frac{6.2}{33}$ $\frac{6.0}{29}$ $\frac{6.5}{28}$ $\frac{6.6}{21}$ $\frac{4.1}{16}$ $\frac{4.2}{4.3}$ $\frac{4.4}{15}$ $\frac{5.3}{18}$ $\frac{5.2}{24}$ $\frac{3.1}{28}$ $\frac{3.2}{33}$

$\frac{7.2}{33}$ $\frac{7.8}{29}$ $\frac{7.5}{21}$ $\frac{5.4}{17}$ $\frac{5.5}{11}$ $\frac{4.8}{4.9}$ $\frac{5.0}{14}$ $\frac{6.3}{17}$ $\frac{6.3}{22}$ $\frac{3.3}{27}$ $\frac{1.9}{33}$

$\frac{8.5}{23}$ $\frac{8.4}{30}$ $\frac{8.9}{29}$ $\frac{8.6}{21}$ $\frac{5.8}{16}$ $\frac{5.6}{5.7}$ $\frac{6.8}{13}$ $\frac{6.6}{17}$ $\frac{3.7}{22}$ $\frac{3.6}{27}$ $\frac{3.6}{33}$

$\frac{9.5}{33}$ $\frac{9.0}{29}$ $\frac{9.5}{27}$ $\frac{9.2}{23}$ $\frac{6.0}{16}$ $\frac{6.1}{6.1}$ $\frac{8.0}{15}$ $\frac{8.0}{18}$ $\frac{4.7}{24}$ $\frac{4.6}{29}$ $\frac{4.6}{33}$

$\frac{11.7}{33}$ $\frac{10.6}{22}$ $\frac{6.7}{15}$ $\frac{6.7}{6.8}$ $\frac{7.2}{16}$ $\frac{8.1}{19}$ $\frac{9.1}{25}$ $\frac{6.2}{33}$

$\frac{13.3}{33}$ $\frac{12.8}{22}$ $\frac{7.6}{14}$ $\frac{7.5}{7.5}$ $\frac{7.8}{17}$ $\frac{9.5}{19}$ $\frac{9.7}{28}$ $\frac{7.5}{32}$ $\frac{7.5}{33}$

$\frac{11.5}{33}$ $\frac{8.9}{21}$ $\frac{5.0}{15}$ $\frac{4.3}{4.3}$ $\frac{4.4}{14}$ $\frac{6.4}{17}$ $\frac{6.7}{22}$ $\frac{5.1}{31}$ $\frac{4.8}{33}$

$\frac{11.8}{33}$ $\frac{10.0}{21}$ $\frac{5.3}{13}$ $\frac{4.6}{4.6}$ $\frac{4.9}{14}$ $\frac{6.9}{18}$ $\frac{7.3}{28}$ $\frac{5.7}{31}$ $\frac{5.7}{33}$

$\frac{12.1}{33}$ $\frac{10.9}{22}$ $\frac{5.2}{14}$ $\frac{5.0}{5.0}$ $\frac{5.0}{15}$ $\frac{7.6}{20}$ $\frac{7.6}{29}$ $\frac{6.8}{31}$ $\frac{6.5}{33}$

$\frac{11.3}{33}$ $\frac{10.0}{21}$ $\frac{5.2}{15}$ $\frac{4.8}{4.8}$ $\frac{5.1}{15}$ $\frac{6.8}{18}$ $\frac{7.0}{25}$ $\frac{5.9}{27}$ $\frac{5.5}{33}$

$\frac{10.0}{33}$ $\frac{8.2}{18}$ $\frac{4.9}{13}$ $\frac{4.7}{4.7}$ $\frac{5.1}{15}$ $\frac{6.7}{18}$ $\frac{7.3}{24}$ $\frac{6.1}{26}$ $\frac{6.2}{33}$

P.I.

$\frac{8.1}{33}$ $\frac{7.1}{26}$ $\frac{4.4}{14}$ $\frac{4.1}{4.1}$ $\frac{4.4}{13}$ $\frac{4.7}{15}$ $\frac{5.3}{33}$

$\frac{7.5}{33}$ $\frac{7.5}{25}$ $\frac{4.1}{14}$ $\frac{4.1}{4.1}$ $\frac{4.5}{9}$ $\frac{6.2}{16}$ $\frac{5.8}{21}$ $\frac{6.8}{25}$ $\frac{6.8}{33}$

Station	+	H. I.	-	Elev.
		161.49		
36+00			4.7	156.8
36+50			4.9	156.6
37+00			4.7	156.8
37+22			4.7	156.8
T.P.	4.84	162.50	3.83	157.66
37+65			5.6	156.9
38+00			5.7	156.8
38+14.45	N+S		5.6	156.9
38+14.45	E&W.		5.6	156.9
38+36			5.7	156.8
38+60			5.6	156.9
39			5.7	156.8
40			5.6	156.9
41			5.3	157.2

Lt.

L

Rt.

(rain) 7

$$\begin{array}{r} 58 \\ 33 \end{array} \quad \begin{array}{r} 5.4 \\ 29 \end{array} \quad \begin{array}{r} 5.9 \\ 22 \end{array} \quad \begin{array}{r} 5.0 \\ 18 \end{array}$$

(4.6)

$$\begin{array}{r} 4.7 \\ 18 \end{array} \quad \begin{array}{r} 4.4 \\ 27 \end{array} \quad \begin{array}{r} 4.5 \\ 37 \end{array} \quad \begin{array}{r} 4.6 \\ 44 \end{array}$$

$$\begin{array}{r} 7.3 \\ 33 \end{array} \quad \begin{array}{r} 8.0 \\ 32 \end{array} \quad \begin{array}{r} 8.4 \\ 28 \end{array} \quad \begin{array}{r} 5.5 \\ 22 \end{array} \quad \begin{array}{r} 5.4 \\ 14 \end{array}$$

(4.8)

$$\begin{array}{r} 4.9 \\ 33 \end{array} \quad \begin{array}{r} 4.1 \\ 33 \end{array}$$

$$\begin{array}{r} 8.2 \\ 33 \end{array} \quad \begin{array}{r} 7.8 \\ 22 \end{array} \quad \begin{array}{r} 5.4 \\ 16 \end{array}$$

(4.6)

$$\begin{array}{r} 4.7 \\ 13 \end{array} \quad \begin{array}{r} 5.1 \\ 18 \end{array} \quad \begin{array}{r} 7.2 \\ 21 \end{array} \quad \begin{array}{r} 6.7 \\ 25 \end{array} \quad \begin{array}{r} 5.3 \\ 33 \end{array} \quad \begin{array}{r} 5.0 \\ 33 \end{array}$$

$$\begin{array}{r} 9.2 \\ 33 \end{array} \quad \begin{array}{r} 8.6 \\ 19 \end{array} \quad \begin{array}{r} 5.2 \\ 13 \end{array}$$

(4.7)

$$\begin{array}{r} 4.7 \\ 11 \end{array} \quad \begin{array}{r} 5.5 \\ 15 \end{array} \quad \begin{array}{r} 6.6 \\ 33 \end{array}$$

Top Corner EP. N.W. Cor.

$$\begin{array}{r} 10.8 \\ 33 \end{array} \quad \begin{array}{r} 10.8 \\ 28 \end{array} \quad \begin{array}{r} 6.1 \\ 12 \end{array}$$

(5.5)

$$\begin{array}{r} 5.6 \\ 12 \end{array} \quad \begin{array}{r} 6.3 \\ 19 \end{array} \quad \begin{array}{r} 6.5 \\ 22 \end{array} \quad \begin{array}{r} 8.6 \\ 33 \end{array} \quad \begin{array}{r} 8.1 \\ 33 \end{array}$$

Sept 11, 1924

$$\begin{array}{r} 12.1 \\ 33 \end{array} \quad \begin{array}{r} 11.8 \\ 24 \end{array} \quad \begin{array}{r} 6.0 \\ 12 \end{array}$$

(5.6)

$$\begin{array}{r} 5.7 \\ 24 \end{array} \quad \begin{array}{r} 6.0 \\ 35 \end{array}$$

$$\begin{array}{r} 12.5 \\ 33 \end{array} \quad \begin{array}{r} 11.1 \\ 22 \end{array} \quad \begin{array}{r} 6.1 \\ 12 \end{array}$$

(5.5)

$$\begin{array}{r} 5.6 \\ 33 \end{array}$$

$$\begin{array}{r} 5.8 \\ 33 \end{array}$$

(5.5)

$$\begin{array}{r} 5.6 \\ 33 \end{array}$$

$$\begin{array}{r} 9.4 \\ 40 \end{array} \quad \begin{array}{r} 6.5 \\ 35 \end{array}$$

(5.6)

$$\begin{array}{r} 5.7 \\ 23 \end{array} \quad \begin{array}{r} 6.2 \\ 30 \end{array} \quad \begin{array}{r} 6.9 \\ 40 \end{array} \quad \begin{array}{r} 6.6 \\ 50 \end{array} \quad \begin{array}{r} 8.2 \\ 50 \end{array}$$

$$\begin{array}{r} 10.1 \\ 33 \end{array} \quad \begin{array}{r} 10.1 \\ 30 \end{array} \quad \begin{array}{r} 6.1 \\ 24 \end{array}$$

(5.8)

$$\begin{array}{r} 5.6 \\ 14 \end{array} \quad \begin{array}{r} 6.7 \\ 21 \end{array} \quad \begin{array}{r} 6.8 \\ 24 \end{array} \quad \begin{array}{r} 8.6 \\ 28 \end{array} \quad \begin{array}{r} 8.9 \\ 33 \end{array} \quad \begin{array}{r} 8.9 \\ 33 \end{array}$$

$$\begin{array}{r} 9.5 \\ 33 \end{array} \quad \begin{array}{r} 8.1 \\ 28 \end{array} \quad \begin{array}{r} 6.0 \\ 22 \end{array}$$

(5.7)

$$\begin{array}{r} 5.7 \\ 13 \end{array} \quad \begin{array}{r} 6.4 \\ 17 \end{array} \quad \begin{array}{r} 8.5 \\ 27 \end{array} \quad \begin{array}{r} 9.2 \\ 33 \end{array} \quad \begin{array}{r} 8.2 \\ 33 \end{array}$$

$$\begin{array}{r} 9.8 \\ 33 \end{array} \quad \begin{array}{r} 8.7 \\ 29 \end{array} \quad \begin{array}{r} 5.9 \\ 23 \end{array}$$

(5.7)

$$\begin{array}{r} 5.6 \\ 13 \end{array} \quad \begin{array}{r} 6.0 \\ 17 \end{array} \quad \begin{array}{r} 7.3 \\ 21 \end{array} \quad \begin{array}{r} 7.8 \\ 26 \end{array} \quad \begin{array}{r} 8.6 \\ 33 \end{array} \quad \begin{array}{r} 7.2 \\ 33 \end{array}$$

$$\begin{array}{r} 7.7 \\ 34 \end{array} \quad \begin{array}{r} 9.0 \\ 33 \end{array} \quad \begin{array}{r} 8.9 \\ 28 \end{array} \quad \begin{array}{r} 5.8 \\ 33 \end{array} \quad \begin{array}{r} 5.3 \\ 14 \end{array}$$

(5.6)

$$\begin{array}{r} 5.3 \\ 14 \end{array} \quad \begin{array}{r} 5.6 \\ 15 \end{array} \quad \begin{array}{r} 6.0 \\ 18 \end{array} \quad \begin{array}{r} 6.5 \\ 22 \end{array} \quad \begin{array}{r} 8.8 \\ 27 \end{array} \quad \begin{array}{r} 9.4 \\ 30 \end{array} \quad \begin{array}{r} 8.3 \\ 33 \end{array} \quad \begin{array}{r} 7.5 \\ 33 \end{array}$$

Station	+	H.I	-	Elev.
		162.50		
41+30			5.0	157.5
41+65			4.4	158.1
42+00			3.7	158.8
43+00			2.2	160.3
T.P.	7.30	168.04	1.76	160.74 161.74
44+00			6.7	161.3
45+00			6.0	162.0
45+75			5.7	162.3
46+00			5.5	162.5
46+50			5.1	162.9
47+00			5.1	162.9
48+00			5.9	162.1
49+00			6.6	161.4
49+60			7.8	160.2

Lt.

Z

Rt.

8

(5.3)

6.5	7.7	7.7	5.0	5.0	5.2	5.8	8.7	9.0	8.2	8.0
33	31	28	22		15	18	23	28	30	33

(4.7)

5.0	6.3	6.4	4.3	4.4	4.4	5.3	9.3	9.3	8.3	6.1	6.8
36	33	26	22		11	15	20	23	24	29	33

(4.0)

5.1	5.7	5.7	3.7	3.7	4.0	5.2	5.9	7.1	7.7
37	32	26	22		13	16	24	27	33

(2.4)

16.3	3.9	3.9	2.5	2.2	2.6	4.8	4.8	3.8	4.8
37	31	25	22		11	15	21	22	33

(6.9)

4.9	6.2	8.1	6.9	6.8	6.7	6.7	9.0	9.0	8.1	8.8
37	32	25	21	13		11	15	19	21	33

(6.2)

4.4	7.4	7.4	5.9	6.2	6.2	7.9	6.0	7.2	7.6
36	32	23	20		11	14	20	21	33

(5.8)

4.5	6.5	6.8	5.8	5.7	5.7	7.2	7.2	6.7	7.0
35	31	24	21		11	14	20	21	33

(5.6)

4.7	6.4	6.4	5.7	5.7	5.4	7.2	7.0	5.7	5.0	5.7	6.0
34	32	24	20		11	14	21	22	27	31	33

(5.3)

3.0	5.2	5.5	5.0	5.1	5.3	6.4	6.2	4.8	3.8	3.7	4.9
34	32	22	21		12	14	20	21	27	31	33

(5.3)

0.9	5.2	5.7	4.8	5.1	5.3	6.3	6.1	3.4	2.4	3.0
34	31	23	22		11	13	19	22	30	33

(5.8)

4.8	7.2	7.2	5.8	5.9	5.9	7.0	7.2	4.4	4.5	4.8
33	32	23	21		10	12	20	22	30	33

(6.8)

4.2	7.9	7.9	6.5	6.6	6.5	7.9	7.7	4.0	4.5	4.5
34	31	23	21		10	12	20	22	28	33

(7.4)

5.3	9.1	9.1	8.0	7.8	8.0	9.2	8.9	4.7	4.8
34	31	23	21		11	13	20	23	33

station	t	H.I. ✓ 168.04	-	E/ov	
50+00			9.2	158.8	✓
T.P. for chert			6.01		162.03
50+52			10.8	157.2	
T.P.	0.02	✓ 156.06	12.00		✓ 156.04
51+00			0.8	155.3	
51+54			3.6	152.5	
52+00			5.7	150.4	
52+52		✓	7.8	148.3	
T.P.	2.41	146.57	11.90		✓ 144.16
53+00			0.4	146.2	
54+00			3.7	142.9	
55+00			6.4	140.2	
56+00			6.4	140.2	
57+00			4.2	142.4	
57+37		✓	3.5	143.1	
T.P. for chert.	11.45	153.75	4.27		✓ 142.30
58+00			9.5	144.3	

Lt.

Z

Rt.

9

6.3	10.2	10.5	7.2	9.2	9.4	10.5	10.4	6.1	5.9
33	30	22	18	12	12	13	21	25	33

Nail 10 P.O.P. Rt. 50410 = 1162.02

8.9	8.9	12.5	12.3	11.2	10.8	10.9	12.1	12.1	8.9	7.2
33	32	28	22	18	11	11	13	22	25	33

0.2	2.1	1.9	0.9	0.8	1.2	2.2	1.9	156.7	158.3
35	28	20	17	12	12	13	23	21	33

2.7	5.6	5.1	3.6	3.6	3.7	4.7	4.7	2.3	1.5
34	29	21	17	13	15	17	25	25	33

6.3	6.3	8.3	7.8	5.8	6.0	7.0	7.0	5.6	4.3
33	32	29	21	17	14	16	19	25	33

1.6	10.5	8.0	7.8	8.0	10.8	10.3	10.3
33	21	17	16	20	26	33	

6.4	5.8	0.6	0.4	0.6	4.8	5.1
33	26	18	16	23	33	

10.5	10.0	3.9	2.7	4.2	9.7	10.0
33	28	18	16	24	33	

11.6	11.6	7.6	6.6	6.1	6.1	11.3	11.3
33	24	19	11	16	23	33	

11.3	11.3	7.0	6.4	6.8	11.3	11.3
33	25	18	16	23	33	

10.3	9.9	4.8	4.2	4.8	10.0	10.0
33	27	18	17	27	33	

9.5	9.2	4.0	3.5	3.6	8.2	8.2
33	26	17	18	25	33	

Nail in T.P. Rt. 57 + 42

12.5	11.5	11.2	9.7	9.5	9.5	10.5	12.2	9.1
33	24	15	13	15	17	30	35	

Sept 12, 1924

Station	+	H.I.	-	Elev.
		153.75		
58+33			9.0	144.8
59+00			7.8	146.0
59+33			7.2	146.6
60+00			6.4	147.4
T.P.	8.31	156.13	5.93	147.82
60+45			8.4	147.7
61+00			7.9	148.2
61+68			7.0	149.1
62+00			6.2	149.9
62+47			5.2	150.9
62+84			4.5	151.6
63+00			4.3	151.8
B.M. for check.			0.39	155.74
63+45			3.7	152.4
64+00			3.3	152.8

Lt.

L

Rt.

10

$$\begin{array}{r} 3.7 \quad 3.8 \quad 10.9 \quad 11.0 \quad 9.2 \\ 33 \quad 31 \quad 23 \quad 15 \quad 12 \end{array}$$

9.0

4.9

$$\begin{array}{r} 9.0 \quad 10.1 \quad 10.6 \quad 7.0 \\ 15 \quad 16 \quad 31 \quad 34 \end{array}$$

$$\begin{array}{r} 2.1 \quad 2.1 \quad 10.0 \quad 9.5 \quad 8.0 \\ 33 \quad 31 \quad 24 \quad 15 \quad 13 \end{array}$$

7.8

7.8

$$\begin{array}{r} 8.0 \quad 9.4 \quad 9.2 \quad 6.9 \\ 17 \quad 22 \quad 31 \quad 34 \end{array}$$

$$\begin{array}{r} 0.6 \quad 0.6 \quad 8.8 \quad 8.9 \quad 7.8 \\ 33 \quad 31 \quad 25 \quad 15 \quad 13 \end{array}$$

7.2

7.2

$$\begin{array}{r} 7.4 \quad 8.3 \quad 8.7 \quad 5.0 \quad 4.8 \\ 17 \quad 19 \quad 24 \quad 30 \quad 33 \end{array}$$

$$\begin{array}{r} 0.6 \quad 0.6 \quad 8.4 \quad 8.2 \quad 6.7 \\ 33 \quad 31 \quad 24 \quad 14 \quad 13 \end{array}$$

6.4

6.4

$$\begin{array}{r} 6.6 \quad 7.5 \quad 7.6 \quad 4.6 \quad 4.5 \\ 16 \quad 18 \quad 28 \quad 31 \quad 33 \end{array}$$

$$\begin{array}{r} 6.6 \quad 6.7 \quad 10.1 \quad 10.0 \quad 8.9 \\ 33 \quad 28 \quad 23 \quad 13 \quad 12 \end{array}$$

8.4

7.5

$$\begin{array}{r} 8.6 \quad 9.9 \quad 9.7 \quad 7.7 \quad 7.7 \\ 15 \quad 17 \quad 28 \quad 31 \quad 33 \end{array}$$

$$\begin{array}{r} 9.2 \quad 8.7 \quad 9.6 \quad 7.4 \quad 8.1 \\ 33 \quad 24 \quad 23 \quad 13 \quad 12 \end{array}$$

7.9

7.8

$$\begin{array}{r} 8.1 \quad 9.4 \quad 9.7 \quad 10.0 \\ 15 \quad 17 \quad 29 \quad 33 \end{array}$$

$$\begin{array}{r} 6.8 \quad 7.6 \quad 7.3 \quad 8.0 \quad 8.0 \quad 7.0 \\ 33 \quad 28 \quad 23 \quad 22 \quad 13 \quad 11 \end{array}$$

7.0

6.9

$$\begin{array}{r} 6.9 \quad 8.2 \quad 8.1 \quad 6.7 \quad 6.8 \\ 15 \quad 18 \quad 27 \quad 30 \quad 33 \end{array}$$

$$\begin{array}{r} 3.3 \quad 3.2 \quad 7.1 \quad 7.8 \quad 7.1 \quad 6.4 \\ 33 \quad 30 \quad 28 \quad 22 \quad 13 \quad 12 \end{array}$$

6.2

6.1

$$\begin{array}{r} 6.4 \quad 7.8 \quad 7.9 \quad 5.1 \quad 5.0 \\ 17 \quad 19 \quad 28 \quad 31 \quad 33 \end{array}$$

$$\begin{array}{r} 15.1 \quad 5.6 \quad 6.0 \quad 7.2 \quad 6.9 \quad 5.4 \\ 33 \quad 30 \quad 26 \quad 24 \quad 22 \quad 14 \end{array}$$

5.2

5.1

$$\begin{array}{r} 5.3 \quad 6.3 \quad 6.8 \quad 2.9 \quad 2.9 \\ 16 \quad 18 \quad 27 \quad 32 \quad 33 \end{array}$$

$$\begin{array}{r} 2.9 \quad 2.9 \quad 6.5 \quad 6.1 \quad 4.8 \\ 33 \quad 27 \quad 22 \quad 14 \quad 12 \end{array}$$

4.5

4.3

$$\begin{array}{r} 5.4 \quad 6.4 \quad 6.8 \quad 3.2 \quad 3.2 \\ 17 \quad 18 \quad 28 \quad 32 \quad 33 \end{array}$$

$$\begin{array}{r} 2.6 \quad 2.6 \quad 5.7 \quad 5.8 \quad 4.1 \\ 33 \quad 29 \quad 24 \quad 14 \quad 12 \end{array}$$

4.3

4.2

$$\begin{array}{r} 4.7 \quad 6.3 \quad 7.0 \quad 3.6 \quad 3.6 \\ 17 \quad 18 \quad 28 \quad 32 \quad 33 \end{array}$$

R.R. Spike in 30° Oak Lt. 63+14

$$\begin{array}{r} 1.4 \quad 1.2 \quad 5.3 \quad 5.5 \quad 3.9 \\ 33 \quad 29 \quad 24 \quad 14 \quad 12 \end{array}$$

3.7

3.6

$$\begin{array}{r} 4.2 \quad 6.0 \quad 6.4 \quad 3.3 \quad 3.3 \\ 17 \quad 19 \quad 30 \quad 32 \quad 33 \end{array}$$

$$\begin{array}{r} 1.4 \quad 1.2 \quad 5.0 \quad 4.8 \quad 3.7 \\ 33 \quad 29 \quad 25 \quad 14 \quad 12 \end{array}$$

3.3

3.2

$$\begin{array}{r} 3.6 \quad 5.4 \quad 6.0 \quad 2.6 \quad 2.6 \\ 16 \quad 18 \quad 27 \quad 30 \quad 33 \end{array}$$

station	+	H.I.	-	Elev.
		156.13		
65+00			2.2	153.9
65+32			2.1	154.0
65+76			2.0	154.1
T.P.	7.19	161.16	2.16	153.97
66+00			7.2	154.0
66+50			7.2	154.0
67+00			7.1	154.1
67+30			7.0	154.2
68+00			6.4	154.8
68+52			5.3	155.9
69+00			4.1	157.1
69+30			3.3	157.9
70+00			1.2	160.0
T.P.	8.99	169.14	1.01	160.15
71+00			7.1	162.0

Lt.

Rt.

Rt.

11

0.4 0.4 4.0 4.2 2.4 2.2 2.8 4.0 4.7 0.2 0.2
 33 28 25 15 12 18 19 29 32 33

0.4 0.4 4.0 4.2 2.2 2.1 2.6 3.8 4.0 0.4 0.4
 33 29 25 13 12 18 20 29 32 33

3.0 3.2 4.0 3.5 2.6 2.0 2.6 3.4 4.0 1.5 1.5
 33 26 24 14 12 18 20 30 32 33

(+90 on cut Lt. & Rt.)

10.8 10.1 8.5 7.6 7.2 7.7 9.1 9.0
 33 22 18 12 18 24 33

11.5 10.9 7.6 7.2 7.5 8.1 7.6
 33 24 19 22 25 33

11.3 10.5 7.6 7.1 7.4 9.5 9.5 7.9 7.7
 33 23 19 23 27 28 29 33

12.5 12.1 11.3 7.1 9.1 8.9
 33 26 18 22 25 33

13.9 13.2 7.0 6.4 7.1 9.7 9.7
 33 25 18 24 27 33

10.8 9.8 5.8 5.3 5.6 7.7 7.8
 33 24 18 24 29 33

6.0 6.1 4.4 4.1 4.2 5.4 5.6 4.2
 33 23 21 20 23 32 34

3.5 4.2 4.8 4.2 3.6 3.3 3.5 4.9 4.6 2.0
 33 23 22 14 10 20 23 33 35

1620 1620 24 25 1.2 1.3 2.5 2.4 1631
 33 34 21 13 12 22 23 31 35

X6 in F.P. 69+40

4.4 4.4 8.3 8.4 7.3 7.1 7.3 8.4 8.0 4.4
 33 25 22 12 10 22 24 33 37

(Rain)

Station	+	H.I	-	Elev.	
		169.14			
71+40			6.5	162.6	
72+00			5.4	163.7	
72+34			5.0	164.1	
73+00			4.6	164.5	
73+50			5.1	164.0	
74+00			6.4	162.7	
74+75			8.2	160.3	
75+00			9.9	159.2	
T.P.	2.22	159.25	12.11		1570.3
75+54			2.7	156.6	
76+00			4.6	154.7	
76+30			5.3	154.0	
76+54.2			5.7	153.6	
B.M.			4.30		154.95
76+88			8.6	151.3	

Lt.

Rt.

Rt.

(Rain)

12

(6.4)

47	47	43	7.7	7.8	6.7	6.5	6.6	7.9	7.6	4.8
33	30	26	22	12	70	22	24	33	36	

(5.3)

40	40	2.8	6.8	6.6	5.6	5.4	5.8	7.0	6.5	0.8
33	30	25	22	13	11	22	23	32	32	36

(4.8)

2.8	1.5	6.2	6.3	5.1	5.0	5.1	6.0	5.6	169.7
33	26	22	12	11	21	23	31	37	

(4.8)

1.2	1.0	5.1	6.0	4.8	4.6	5.1	5.8	5.6	0.3
33	24	20	12	10	23	25	32	36	

(5.0)

2.4	1.4	5.9	6.2	5.2	5.1	5.1	6.8	6.7	3.3
33	24	20	73	11	23	24	32	35	

(6.2)

3.3	3.1	7.6	7.5	6.7	6.4	7.0	8.2	8.3	5.7
33	23	18	11	10	24	25	34	37	

(5.9)

8.0	7.6	10.4	10.4	9.1	8.8	7.6	10.9	10.9	8.3
33	22	19	10	8	25	26	37	41	

(9.8)

11.6	11.0	11.5	11.5	10.1	9.9	10.6	11.4	11.8	-0.0 Cut + Rt.
33	20	19	10	8	25	27	34		

(2.7)

4.7	4.7	3.3	3.6	2.8	2.7	3.4	6.6
33	25	20	10	8	28	34	

(4.8)

6.1	5.6	5.4	4.9	4.6	4.7	4.9	8.2
33	29	20	17	19	30	36	

(5.5)

5.8	6.4	6.4	6.0	5.7	5.3	5.3	6.3
49	48	45	42	25	17	31	33

(6.2)

5.3	5.4	5.4	5.7	5.8	7.4	7.4	6.5	6.4
50	40	20	10	10	15	18	19	33

R.R. spike in 30° Oak

NW Cor. Road Int.

Same as

8.0 original

W.H.C.

Eck.

Galvin Sept 12, 1904

Franko

