

Book # 49-Dr # 8

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Maintenance Survey

INTERSECTIONS - DAYLIGHTING

From..... To.....

Road Acc't. No.....

Date Filed 1-32

File M.

X Section Notes,
Int. Rice St and A2.

B.M. 0.08 855.88 ✓ 855.80

0+00 8.95 846.93.

1+00 4.8 51.1.

1+70 2.35 53.53.

T.P. 3.65 858.29 ✓ 124 854.64

2 3.65 54.64.

T.P. 10.18 868.08 ✓ 039 857.90.

2+67 11.0 57.1.

T.P. 8.22 870.25 ✓ 6.05 862.03

3 11.9 58.4.

+22 11.0 59.3.

+70 Top Slope $A \approx 9.1$ 61.2.

+82 Bottom Slope $A \approx 61.7$.

4+00 $L A \approx 8.1$ 62.2.

+18 Toe Slope $A \approx 62.9$.

Top Slope $A \approx 62.8$.

T.P. 13.60 876.33 ✓ 7.52 862.73

27. Cold and Windy.

Spike in Tr. 14.11 SW cor. Rice & A2

8.95 Swamp

4.7 14.5 16.5 16.5
4.8 20 39 100 140

2.4
2.35 20 65 102 136 142 150
19 27 51 100 161 200

3.7
3.65 35 50 57 86 11.6 14.3 14.6
20 23 30 61 100 200 228

28.1
11.0 11.0 12.5 0.0 3.3 6.0 10.4 13.5 17.5
18 23 36 74 100 165 200 245
28.5

11.9 11.8 13.5 0.5 2.6 6.2 10.7 14.0 17.1 17.1
19 23 36 46 100 200 230 300 315

10.8 13.0 5.2 0.2 5.0 8.8 13.8 15.5
14.0 17 25 34 38 100 200 300 330

9.0 11.2 1.4 5.3 0.0 2.7 5.0 2.5
9.1 18 24 31 63 70 100 152 175

3.5 6.3 8.5
200 300 382

8.7 9.8 8.5 7.6 5.2 3.7
8.6 28 45 100 200 300 390

7.3 6.1 4.6 3.2
100 200 300 400

7.4 9.1 8.3 6.8 5.8 4.0
14 22 26 100 200 300 390

7.2 8.4 5.2 3.5 4.0 4.0 4.0
18 22 27 100 200 300 380

876.33 ✓

T.P.
5

733

878.41 ✓

5.25

871.08 ✓

12.9 865.5

+72

T.P.

8.10

879.78 ✓

7.33

871.08 ✓

10.8 676.

6

T.P.

8.04

879.12 ✓

8.70

871.08 ✓

11.3 685.

7

7.8 713.

+12

7.4 717.

8

8.04 871.08 ✓

746.

$$\begin{array}{r}
 12.9 \quad \frac{13.0}{18} \quad \frac{14.3}{22} \quad \frac{12.8}{24} \quad \frac{12.4}{100} \quad \frac{11.0}{137} \quad \frac{2.0}{186} \quad \frac{2.0}{200} \\
 \hline
 7.7 \quad 7.7 \quad 7.7 \\
 280 \quad 300 \quad 315
 \end{array}$$

$$10.8 \quad \frac{10.8}{18} \quad \frac{11.4}{38} \quad \frac{10.0}{94} \quad \frac{7.0}{127} \quad \frac{0.8}{173} \quad \frac{0.75}{20025}$$

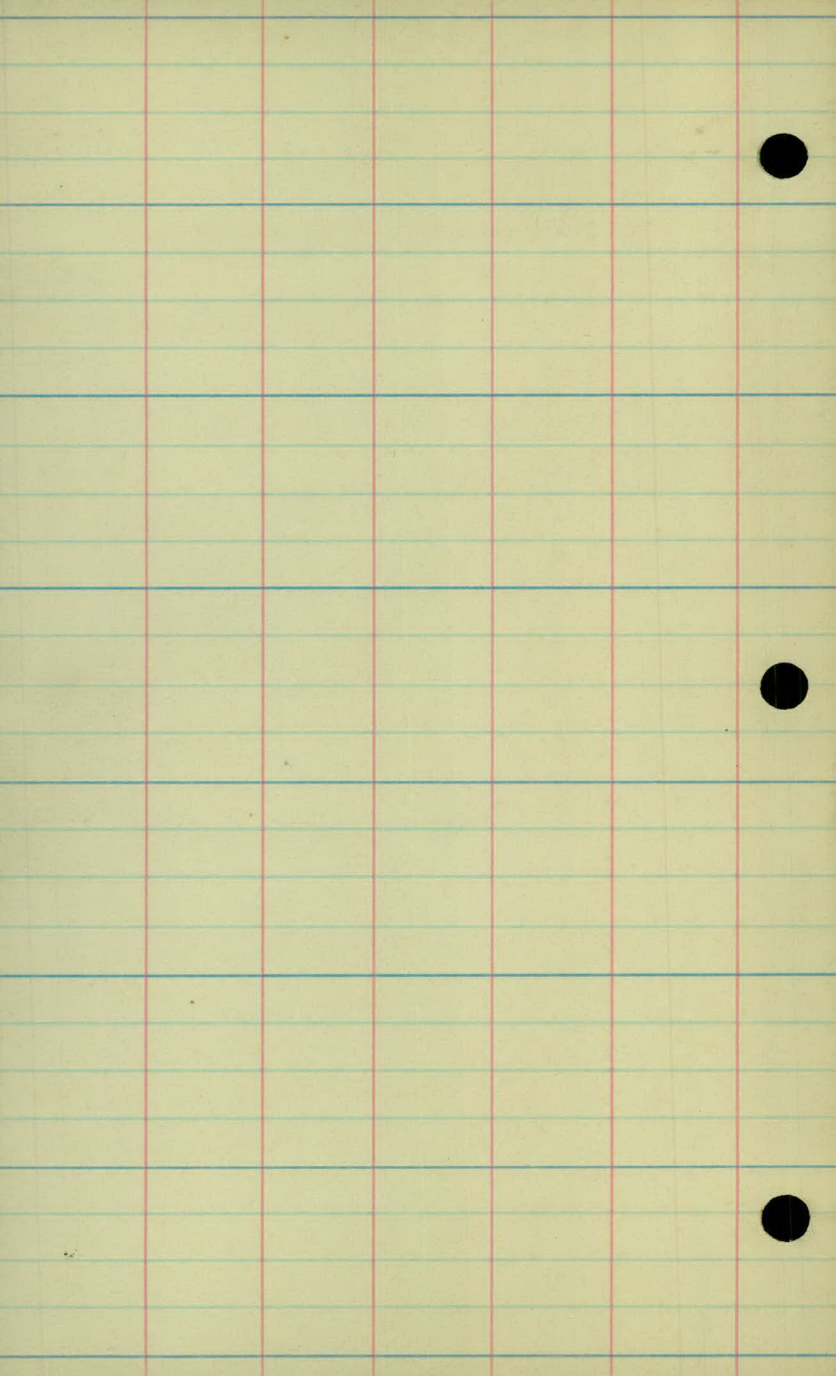
Cor. Brick Steps.

$$11.3 \quad \frac{11.0}{35} \quad \frac{7.2}{85} \quad \frac{6.0}{100} \quad \frac{2.0}{173} \quad \frac{1.5}{200} \quad \frac{2.8}{228}$$

$$7.8 \quad \frac{7.6}{17} \quad \frac{6.7}{70} \quad \frac{4.7}{100} \quad \frac{2.2}{140}$$

$$7.4 \quad \frac{7.2}{21} \quad \frac{8.6}{37} \quad \frac{10.0}{41} \quad \frac{8.7}{100} \quad \frac{7.0}{130}$$

$$4.5 \quad \frac{4.7}{21} \quad \frac{10.0}{31} \quad \frac{12.0}{50}$$



Topog Notes
Rice and A. 3

5

4

3

2

1

0+00

+98 P.P. 20'

+98 Cor. of 31'
Row Trees
6 trees

+55 T.P. 19'
+46 P.Sg. 20'

Cut.

+59 T.P. 19'

+24 I. P.Sg. 21'
+15 Rd Sg. 21'

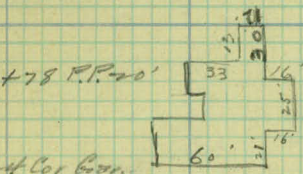
+82 Rd Sg. 31'

+61 T.P. 18'

+19 Δ F. 38'
+05-20 C.W. 113'

1 Note

+29 T.P. 19'



+78 P.P. 20'

+24 Cor. Corr.

+78 Floodlight Pole 25'
+60 P.P. 20'
1st. Street.



Hess Lane Mill

+00

+21 P.P. 20'

+35 Ent to Sunset Park

+02 E.P. 49'
+00 P.P. 19'

+32-10" Mill 55'
+28-10" Mill 57'
+24-10" Mill 55'
+21-15" Mill 42'

+67 F. Cor. 32'
+48 End Row Mills.
+42 Rd Sg. 11'

SW

SW

+00 Edge of Swamp.
+96 T.P. 21'

SWAMP

+10 Beg. Row 10 31'
12" Willows

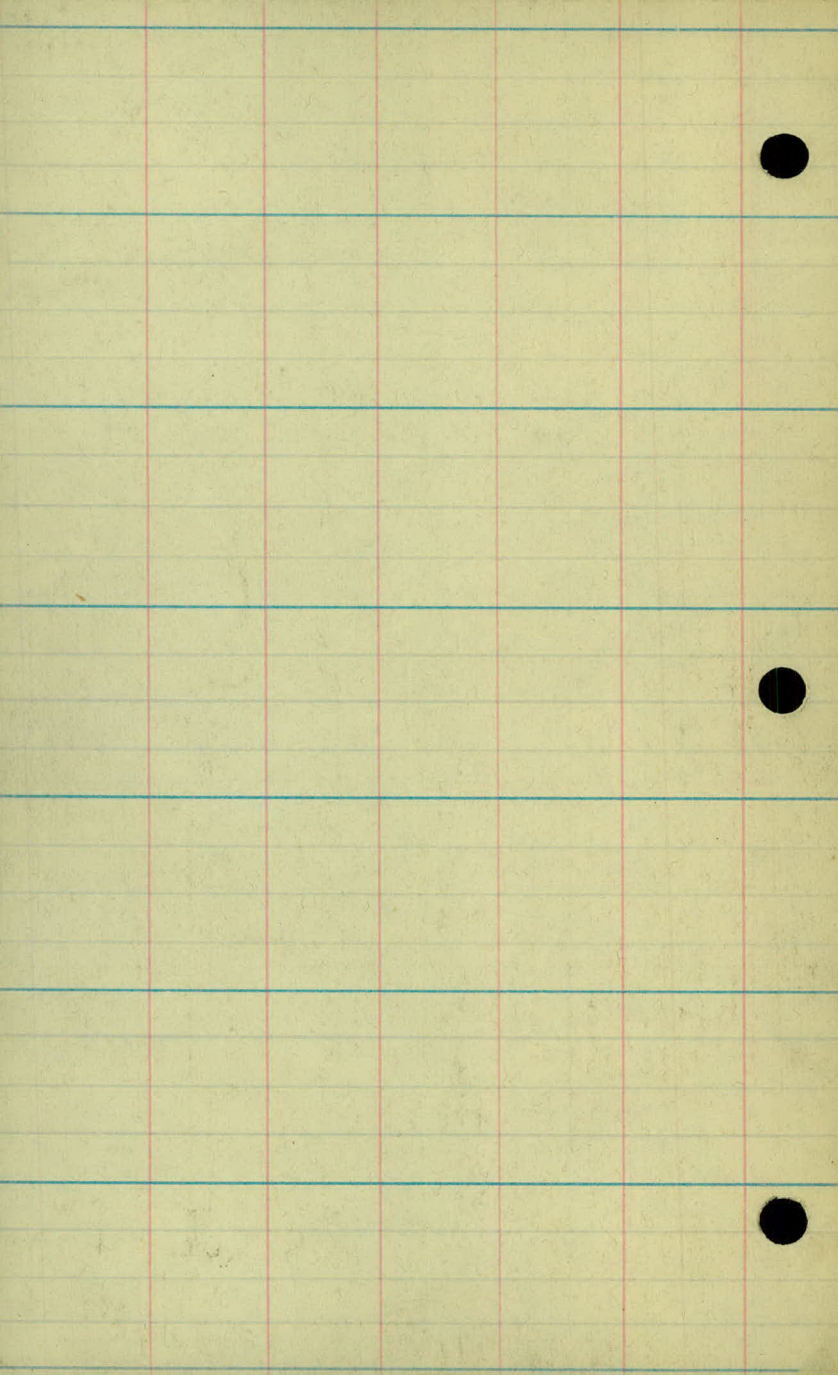
8

7

6

Pasture

○
○
+ 44 Cor Ho. 78' 8"
○
○
○
○
+ 86 End Tr.
34'
60' 21" 254 Fr.
Yard.



X Sec. Notes
Hamline Ave and
Larpenteur Ave.

B.M.	4.92	950.26 ✓	945.34	
0+00			6.7	943.6.

1			5.3	45.0.
---	--	--	-----	-------

2			4.5	45.8.
---	--	--	-----	-------

3			4.9	45.4.
---	--	--	-----	-------

3+60			5.1	45.2.
------	--	--	-----	-------

B.M.	0.60	945.94 ✓	4.92	945.34 ✓
+82			0.7	45.2.

4		£ Larp	0.6	45.3.
---	--	--------	-----	-------

+20			0.7	45.2.
-----	--	--	-----	-------

T.P.	1.59	934.87 ✓	12.66	933.28 ✓
------	------	----------	-------	----------

3+82				
------	--	--	--	--

4				
---	--	--	--	--

+20				
B.M.	3.63	948.97 ✓	945.34	
3+82			3.8	45.2.

N. W. cor mont Hamline and Larp Ave's.

$\frac{6.2}{50}$ $\frac{6.2}{29}$ $\frac{7.5}{26}$ $\frac{7.8}{22}$ $\frac{7.0}{18}$ 6.7 $\frac{7.5}{12}$ $\frac{7.0}{13}$ $\frac{6.4}{50}$

$\frac{5.6}{140}$ $\frac{5.6}{100}$ $\frac{4.6}{37}$ $\frac{5.0}{29}$ $\frac{6.6}{25}$ $\frac{6.6}{22}$ $\frac{5.8}{17}$ 5.3 $\frac{6.0}{12}$ $\frac{5.0}{17}$ $\frac{5.0}{50}$ $\frac{5.0}{100}$ $\frac{4.5}{140}$

$\frac{5.4}{228}$ $\frac{5.4}{200}$ $\frac{5.2}{150}$ $\frac{5.4}{100}$ $\frac{4.6}{50}$ $\frac{3.8}{35}$ $\frac{4.8}{27}$ $\frac{6.0}{23}$ $\frac{5.0}{18}$ 4.5 $\frac{5.5}{12}$ $\frac{4.2}{17}$ $\frac{3.6}{50}$ $\frac{3.4}{100}$ $\frac{2.2}{150}$ $\frac{2.0}{200}$ $\frac{1.2}{215}$ $\frac{4.3}{228}$

$\frac{5.2}{315}$ $\frac{5.2}{250}$ $\frac{5.5}{200}$ $\frac{6.0}{150}$ $\frac{6.5}{100}$ $\frac{5.5}{50}$ $\frac{4.4}{37}$ $\frac{5.0}{28}$ $\frac{6.3}{23}$ $\frac{5.5}{18}$ 4.9 $\frac{5.5}{12}$ $\frac{5.1}{15}$ $\frac{4.3}{44}$ $\frac{3.5}{50}$ $\frac{2.2}{100}$ $\frac{3.0}{150}$ $\frac{2.2}{200}$ $\frac{1.5}{225}$ $\frac{6.2}{241}$

$\frac{5.8}{250}$ $\frac{4.8}{290}$ $\frac{11.6}{305}$ 5.5.

R4
 $\frac{4.0}{250}$ $\frac{4.0}{238}$ $\frac{0.5}{233}$ $\frac{1.2}{216}$ $\frac{4.4}{113}$ $\frac{5.3}{150}$ $\frac{5.3}{109}$ $\frac{5.0}{50}$ $\frac{5.4}{10}$ 5.1
 $\frac{4.3}{303}$ $\frac{7.4}{321}$ $\frac{12.6}{230}$ $\frac{22.6}{345}$ $\frac{22.6}{365}$

L4
 $\frac{5.4}{18}$ $\frac{5.8}{26}$ $\frac{5.2}{31}$ $\frac{6.0}{44}$ $\frac{5.5}{150}$ $\frac{5.3}{200}$ $\frac{5.0}{250}$
 $\frac{4.0}{365}$ $\frac{4.2}{300}$

$\frac{0.4}{0.7}$ $\frac{2.2}{32}$ $\frac{4.3}{50}$ $\frac{6.6}{100}$ $\frac{9.8}{150}$ $\frac{12.5}{200}$ $\frac{13.0}{233}$ $\frac{13.0}{240}$

(26) $\frac{2.45}{50}$ $\frac{5.05}{100}$ $\frac{7.55}{150}$ $\frac{10.0}{200}$ $\frac{12.45}{250}$

0.7 $\frac{2.2}{25}$ $\frac{5.2}{28}$ $\frac{5.7}{50}$ $\frac{6.6}{100}$ $\frac{9.0}{150}$ $\frac{11.4}{200}$ $\frac{13.0}{234}$

(-10.3) $\frac{2.5}{250}$ $\frac{3.2}{268}$ $\frac{3.7}{289}$ $\frac{3.3}{300}$ $\frac{5.0}{310}$ $\frac{7.8}{350}$ $\frac{10.4}{390}$

(-10.4) $\frac{4.0}{300}$ $\frac{6.5}{350}$ $\frac{9.0}{400}$

(-10.3) $\frac{2.7}{250}$ $\frac{5.4}{300}$ $\frac{7.6}{350}$ $\frac{10.0}{390}$

$\frac{4.6}{390}$ $\frac{4.5}{350}$ $\frac{4.3}{300}$ $\frac{4.5}{250}$ $\frac{4.8}{200}$ $\frac{5.0}{150}$ $\frac{4.5}{100}$ $\frac{4.7}{40}$ 3.8

948.97 ✓

4

2 Larp.

+20

Bottom ditch

22

+32

3.6 45.4

5

3.0 46.0

B.M. 7.95 953.29 ✓ 3.63 945.34 ✓

4 +32

B.M. 6.42 951.76 ✓ 7.95 945.34 ✓

5

B.M. 8.54 953.88 ✓ 6.42 945.34 ✓

6

6.3 47.6

B.M. 7.57 952.91 ✓ 8.54 945.34 ✓

7

4.2 48.7

8

4.3 48.6

B.M. 7.57 945.34 ✓

Left

L

RIGHT.

2.5 2.80 3.05 3.3
400 300 200 100

(3.7)

5.2 6.0 6.5 7.0 7.0 7.5 3.8
390 300 200 100 50 33 30

(3.8)

3.2 2.8 3.4 4.2 4.0 4.2 5.2 5.2 4.2
370 300 200 100 50 33 30 27 23 3.6

3.5 3.5 3.5 4.1 3.4 4.5 4.3 3.8
315 300 200 100 24 22 20 19 3.0

(7.9)

9.4 7.2 6.5 5.0 4.0 3.7 3.7 4.5 5.8
15 18 50 100 150 200 250 300 350
6.2
370

(5.8)

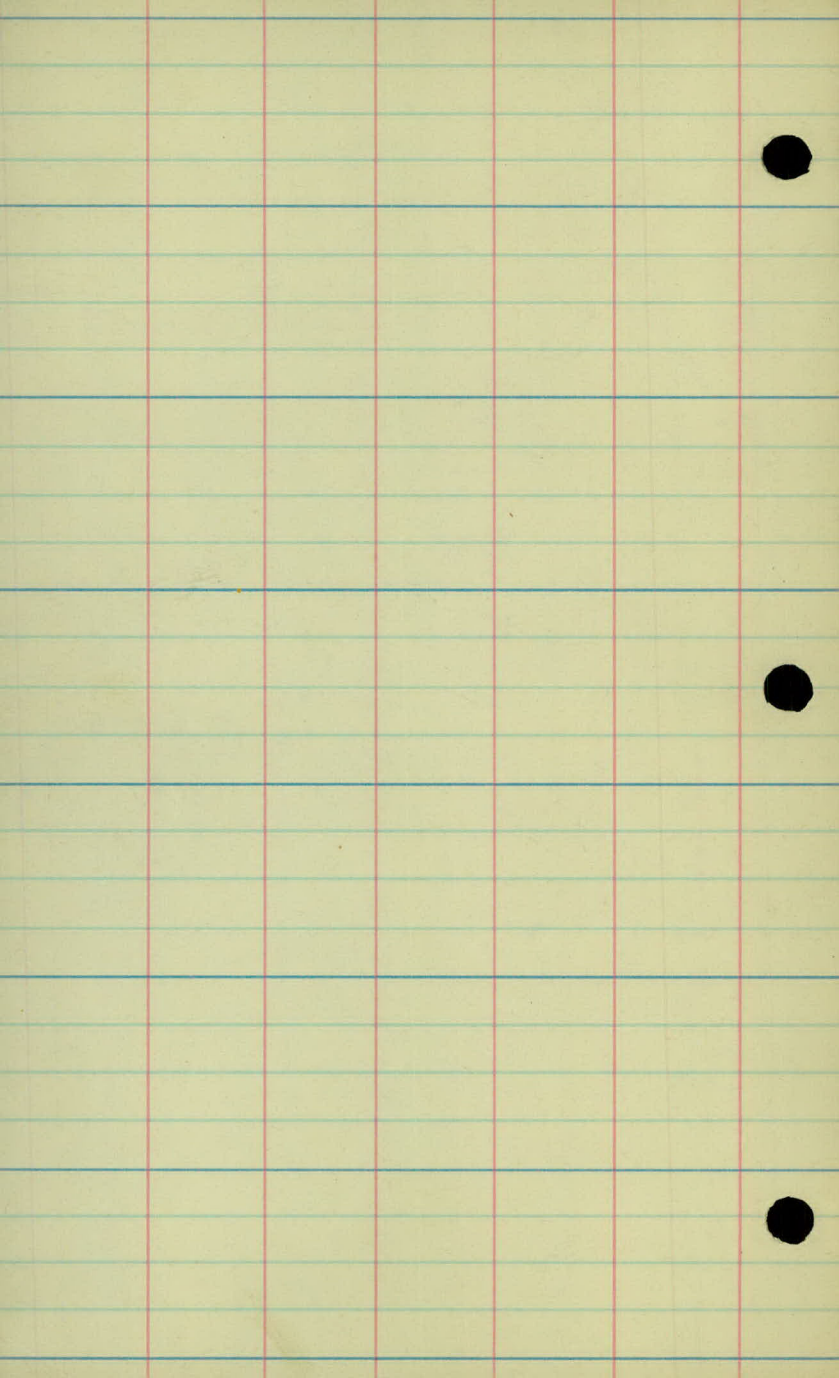
6.5 7.2 7.2 6.2 5.2 3.5 2.5 2.0 2.7 3.6 3.3
9 11 13 14 50 100 150 200 250 300 315

8.0 8.0 8.0 8.0 7.5 6.8 8.0 8.0 7.0 7.3 8.0 7.8 7.2 7.0 6.0 5.0 5.0 6.0
228 200 150 100 50 22 21 19 17 63 11 12 14 15 50 100 150 200 228

5.5 4.8 3.7 3.7 4.3 5.6 5.5 5.1 4.8 5.2 4.4 4.5 3.5 3.7 4.2 5.0
140 100 50 27 23 21 19 18 42 11 14 16 19 22 50 100 140

3.3 3.5 5.3 4.9 5.0 5.6 4.7 4.7 3.2 3.5
50 24 21 18 43 12 16 17 19 24 50

N W cor. Mont.



Topog. Notes
Hamline and Larp. Aves.

7

6

5

4

$\Delta 049' Lt.$

3

2

1

+52 Cor. Ho. 74' 45' 26' 2 St. Stucco

+33 Cor. Ho. 86' 28' 33.6' 2 St. Stucco.

+86 Cor. Ho. 207' 12' 25' 20' 25' Cor. +21 Cor. Ho. 91' 2 St. Stucco.

+37 Stop Sq. 23'
+32 Rd. Sq. 31'
+26 End G.R. 25'
+23 T.P. 31'
+21 Δ G.R. 27.5'
+15 G.R. 37'

+64 Sq. Post 24'
+62 End Row Maples 31.5'
+61 Hyd. 23'

Platted

31.5'

Platted.

F 26'

+26 Pr. Dr.
+00 Orchard.
+86-24" L.W. 30'
+86 T.P. 14'
+68 Pn. Dr.

Scattered Trees
and
Shrubbery.
F. 25

+64 Beg. Row Ev. Gr.
+58 T.P. 13'
+51 Row Trees 27'
+38 Rd. Sq. 15'
+32 F. Cor. 26'

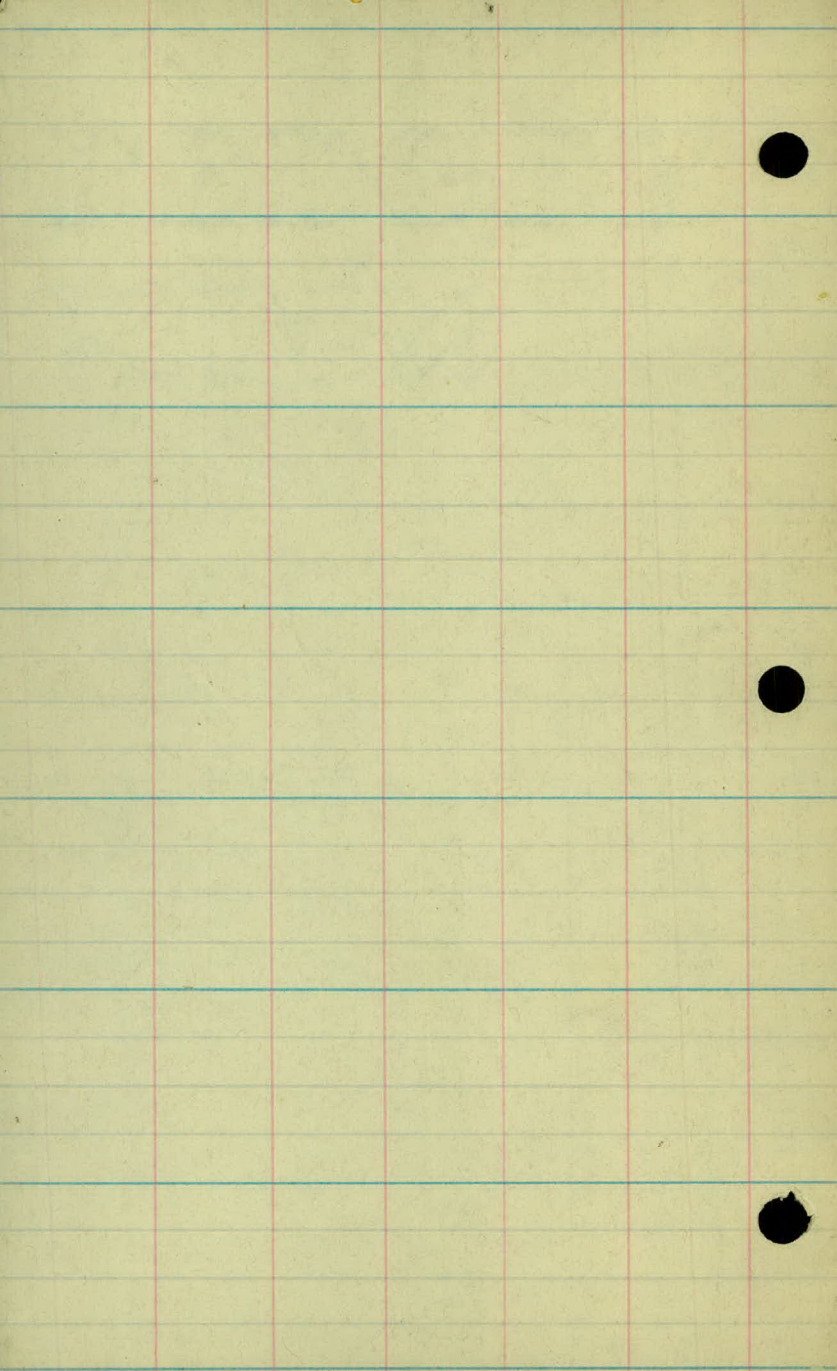
Mont.
26'

+90 Edge Conc D
+83 P.P. 17'
+76 Rd Sq. 14'

Pure Oil
Filling Sta.

+62 Cor. Conc Dr. 17'

+29 T.P. 15'
+12 Cor. Conc. Dr. 18'



Left.

£

+12

20

70.4

21

46

85

126

168

176

155

200/50

100

50

20

13

24

2

155

Int. M^cMenemy & "B"

Ang Lt Rt

6+00

5+00

4+00

19021

3+00

2

2+00

1+00

0+00

+48 R.P. 25'

Fence 26'

+84 Rd S. 19'

+35 R.P. 25'

Fence 26'

+30 F.C. 27'

+23 Rd S. 26'

+18 R.P. 26' R.P. 160'

+80 G.P. 160'

+70 F.C. 36'

Fence 37'

+94 E.P. 26'

Fence 37'

+60 E.P. 26'

Fence 23'

+97 12" O 23'

+80 Driveway

+71 15" O 33'

+63 E.P. 26'

+34 R.Fence 26'

+82 EGR 10'

CR 10'

Cultivated

McNenny St

Scattered trees

Cultivated

+29 T.P. 25'

Fence 25'

+28 T.P. 24'

Fence 25'

+34 T.P. 23'

+30 Rd S. 19'

+25 Brush 33'

+21 R.C. 26'

+18 R.P. 40'

+80 T.P. 60'

+77 R.C. 35'

+52 T.P. 24'

Fence 32'

+64 T.P. 24'

+14 Rd S. 12'

Fence 39'

Cultivated

+27 T.P. 26'

+21 R.S. 22'

+25 G.F. 38'

+14 EGR 13.5'

+10 T.P. 25'

B. Farm St

CR 13'

8+00

7+00

7+00

+62 E.R. 25'

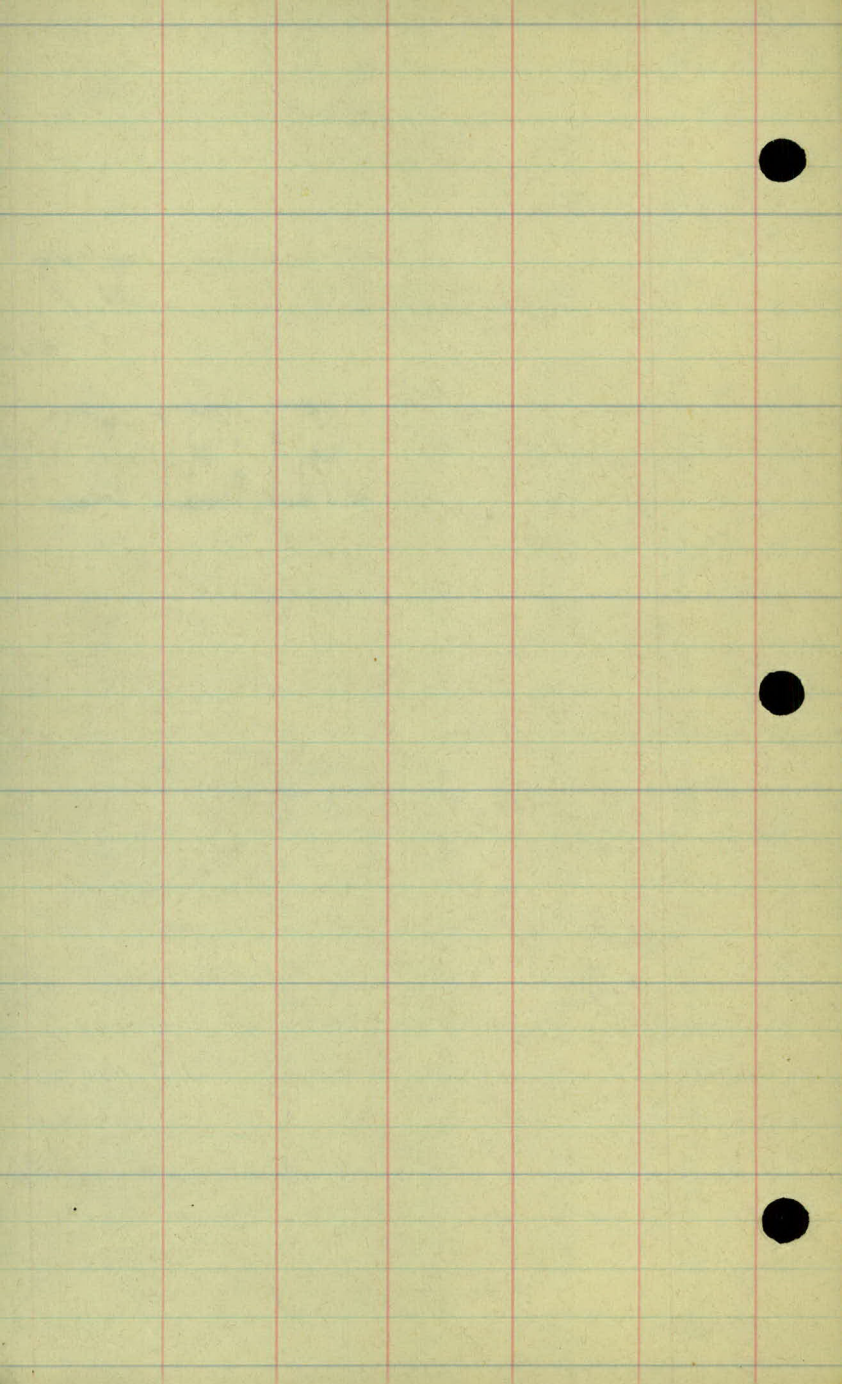
+45 Bes. Yard

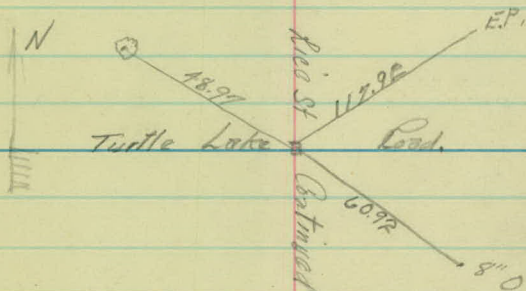
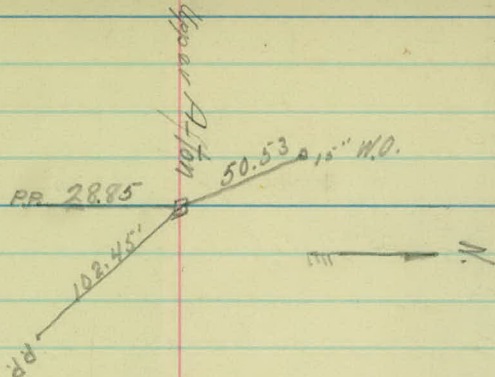
+20 Rd. S 18'

Fence 25'

+58 H.T.P. 24'

Fence 25'





	+	H. I.	-	Elev
B.M.				946.08
T.P.	0.00	946.08	✓ 13.63	✓ 932.45
	0.00	932.45	✓ 12.78	✓ 919.67
	0.34	920.01	✓	
0+00				4.1 915.9.
T.P.	8.14	927.81	✓ 0.34	✓ 919.67
0+50				7.7 920.1.
1+00				3.4 924.2
T.P.	12.65	939.54	✓ 0.92	✓ 926.89
1+00				
1+50				11.5 928.0.
2+00				7.8 931.7.
2+50				4.0 935.0.
3+00				0.2 939.3.
T.P.	8.62	948.11	✓ 0.05	✓ 939.49
B.M.	3.47	949.55	✓ 1.95	✓ 946.16
1+50				946.08
2				
+ 50				

Spoke in T.P. S.W. cor. Int. "B" and M^s Men.

$\frac{13.5}{50} \frac{10.7}{21} \frac{4.7}{11} \frac{4.1}{4.1} \frac{4.8}{16} \frac{7.7}{22} \frac{6.5}{25} \frac{6.4}{50}$

$\frac{11.8}{95} \frac{11.8}{40} \frac{10.7}{28} \frac{8.0}{19} \frac{8.7}{16} \frac{8.4}{14} \frac{7.7}{7.7} \frac{8.0}{20} \frac{9.3}{22} \frac{9.3}{27} \frac{6.7}{34} \frac{5.6}{50} \frac{1.4}{95}$

X

$\frac{1.8}{140} \frac{1.8}{100} \frac{2.8}{50} \frac{1.8}{24} \frac{5.5}{16} \frac{5.5}{16} \frac{4.5}{13} \frac{3.6}{3.6} \frac{4.5}{15} \frac{5.7}{18} \frac{6.0}{25}$

15.3

$\frac{8.2}{31} \frac{6.6}{55} \frac{3.2}{78} \frac{1.2}{100} \frac{1.1}{140}$

$\frac{6.4}{180} \frac{6.6}{100} \frac{6.6}{70} \frac{5.3}{33} \frac{13.8}{19} \frac{13.8}{12} \frac{12.3}{13} \frac{11.5}{11.5} \frac{12.5}{16} \frac{13.7}{19} \frac{13.7}{22}$

$\frac{9.8}{19} \frac{9.8}{16} \frac{8.7}{15} \frac{7.8}{7.8} \frac{8.3}{15} \frac{9.4}{18} \frac{9.4}{20}$

$\frac{6.0}{19} \frac{6.0}{19} \frac{5.0}{15} \frac{4.0}{4.0} \frac{4.7}{15} \frac{5.2}{16} \frac{5.2}{21}$

$\frac{1.5}{19} \frac{1.0}{13} \frac{0.5}{11} \frac{0.2}{0.2} \frac{1.0}{15} \frac{2.0}{17} \frac{2.0}{20}$

Nail Tel Pole RT' 2+64-24'

1+50

21.6 $\frac{9.4}{37} \frac{8.1}{42} \frac{8.7}{46} \frac{6.3}{100} \frac{5.7}{180}$

$\frac{12.6}{214} \frac{11.8}{200} \frac{10.7}{150} \frac{10.2}{100} \frac{8.0}{50} \frac{7.3}{36} \frac{17.9}{17.9} \frac{4.2}{38} \frac{4.5}{44} \frac{4.0}{50} \frac{4.2}{100} \frac{4.8}{150} \frac{5.6}{214}$

$\frac{16.6}{270} \frac{11.2}{200} \frac{7.0}{150} \frac{3.4}{100} \frac{2.0}{50} \frac{2.0}{35} \frac{14.6}{14.6} \frac{2.4}{35} \frac{3.0}{40} \frac{3.6}{100} \frac{4.2}{150} \frac{4.5}{200} \frac{4.9}{270}$

949.55 ✓

3 + 00

B.M.

5.75 951.83 ✓

3.47 946.08 ✓

+ 73

Top Slope W. side ^{6.4} 945.4 ✓
M^cHenry.

+ 85

5.6 946.2.

4 + 00

L M^cHenry. 5.0 946.8.

+ 15

4.8 947.0.

+ 25

Top Slope E. Bank ^{4.7} 947.1.

5

5.0 946.8.

6

5.0 946.8.

7

6.3 945.5.

8

B.M.

7.6 944.2.
5.75 946.08 ✓

Left.

L

Rt

(10.3)

$$\begin{array}{r} \frac{17.1}{315} \quad \frac{14.2}{250} \quad \frac{10.5}{207} \quad \frac{1.6}{140} \quad \frac{0.4}{100} \quad \frac{0.8}{50} \quad \frac{0.8}{37} \quad \frac{1.7}{32} \quad \frac{2.0}{37} \quad \frac{3.1}{100} \quad \frac{3.6}{150} \quad \frac{3.8}{200} \quad \frac{4.3}{250} \quad \frac{5.3}{300} \quad \frac{5.8}{315} \end{array}$$

$$\begin{array}{r} \frac{19.4}{373} \quad \frac{15.8}{300} \quad \frac{12.6}{250} \quad \frac{6.4}{200} \quad \frac{2.0}{150} \quad \frac{1.5}{100} \quad \frac{2.7}{36} \quad \frac{7.5}{26} \quad \frac{7.7}{20} \quad \frac{6.9}{10} \quad \frac{6.2}{6.4} \quad \frac{1.0}{9} \quad \frac{6.7}{17} \quad \frac{4.3}{26} \quad \frac{4.1}{33} \quad \frac{5.0}{100} \quad \frac{5.7}{200} \quad \frac{6.5}{250} \quad \frac{8.9}{300} \quad \frac{8.9}{370} \end{array}$$

$$\begin{array}{r} \frac{15.0}{390} \quad \frac{12.4}{300} \quad \frac{10.0}{200} \quad \frac{8.2}{100} \quad \frac{6.5}{23} \quad \frac{5.7}{12} \quad \frac{5.4}{5.6} \quad \frac{6.2}{8} \quad \frac{6.6}{30} \quad \frac{7.7}{100} \quad \frac{8.2}{200} \quad \frac{9.1}{300} \quad \frac{9.1}{390} \end{array}$$

$$\begin{array}{r} \frac{14.4}{400} \quad \frac{11.5}{300} \quad \frac{9.2}{200} \quad \frac{7.4}{100} \quad \frac{6.1}{50} \quad \frac{6.6}{100} \quad \frac{7.6}{200} \quad \frac{7.6}{300} \end{array}$$

$$\begin{array}{r} \frac{15.1}{390} \quad \frac{12.4}{300} \quad \frac{10.0}{200} \quad \frac{7.9}{100} \quad \frac{6.1}{23} \quad \frac{5.1}{12} \quad \frac{4.8}{4.8} \quad \frac{5.3}{8} \quad \frac{6.6}{18} \quad \frac{7.3}{100} \quad \frac{8.1}{200} \quad \frac{9.1}{300} \quad \frac{9.1}{390} \end{array}$$

$$\begin{array}{r} \frac{16.5}{390} \quad \frac{12.1}{300} \quad \frac{6.6}{200} \quad \frac{3.0}{150} \quad \frac{1.6}{100} \quad \frac{2.7}{26} \quad \frac{5.8}{18} \quad \frac{5.0}{10} \quad \frac{4.7}{4.7} \quad \frac{5.8}{9} \quad \frac{4.0}{19} \quad \frac{4.7}{22} \quad \frac{4.8}{100} \quad \frac{4.8}{200} \quad \times \end{array}$$

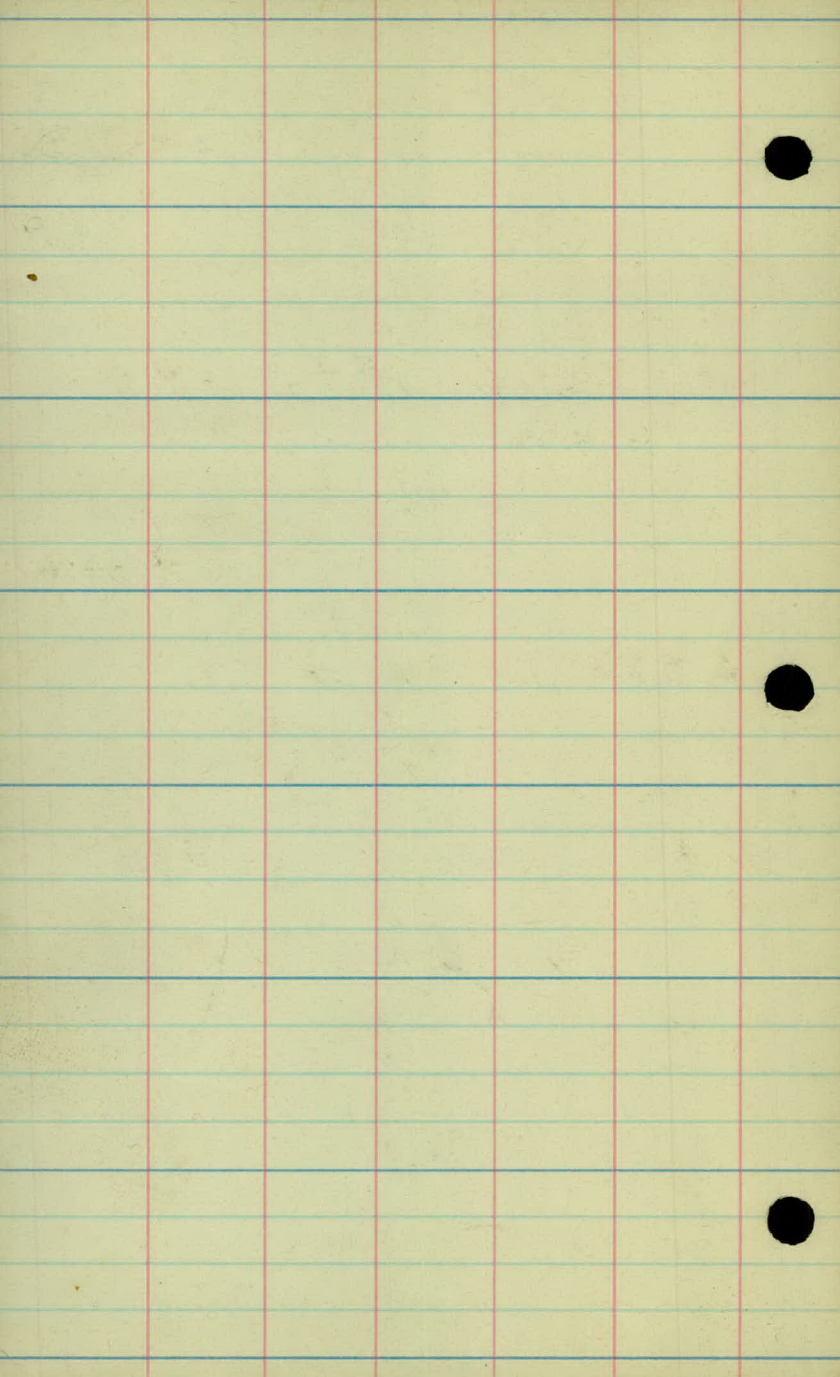
$$\begin{array}{r} \frac{9.5}{315} \quad \frac{8.7}{300} \quad \frac{6.9}{265} \quad \frac{3.8}{200} \quad \frac{1.9}{150} \quad \frac{2.3}{100} \quad \frac{5.7}{25} \quad \frac{5.0}{18} \quad \frac{5.0}{5.0} \end{array}$$

$$\begin{array}{r} \frac{7.2}{214} \quad \frac{7.2}{200} \quad \frac{6.2}{160} \quad \frac{3.5}{100} \quad \frac{2.5}{23} \quad \frac{6.1}{17} \quad \frac{5.0}{5.0} \end{array}$$

$$\begin{array}{r} \frac{5.8}{140} \quad \frac{4.2}{100} \quad \frac{2.7}{23} \quad \frac{7.1}{15} \quad \frac{6.3}{6.3} \end{array}$$

$$\begin{array}{r} \frac{5.1}{30} \quad \frac{5.1}{19} \quad \frac{8.5}{15} \quad \frac{9.6}{9.6} \end{array}$$

Clear Vision.



X Sec. Notes
Co. Road "C" and Dale St.

H.I.

B.M.	2.16	921.72	✓	919.56	✓
T.P.	13.51	926.52	✓	8.71	913.01
T.P.	9.90	936.24	✓	0.18	926.34
		933.83	✓		
T.P.	0.39	933.03	✓	2.80	933.44
		923.26	✓		921.71
T.P.	1.55	922.46	✓	12.12	920.91
					920.03
B.M.		912.44	✓	3.21	919.25
T.P.	2.36	911.64	✓	13.18	909.28
					910.08
0+00				10.6	901.8.

+65

7.7 904.7.

1

6.0 906.4.

+43

3.7 908.7.

2

		0.6	911.8.
T.P.	11.54	923.52	✓
		922.72	0.46
			911.98
			911.18

0+65

1

+43

2

T.P.	8.42	920.40	✓	11.54	911.98	✓
		919.60			911.18	

Spike in 12" Oak N.W. cor. "B" and Western Ave.

Nail in TR 18635

Spt in G.P. S.E. Cor. of Int. "C" and Dale. St

$$\begin{array}{cccccccc} +1.0 & +1.0 & 10.0 & 10.8 & 11.6 & 11.6 & 10.4 & 8.4 & 0.4 \\ 50 & 40 & 23 & 17 & 15 & 10.6 & 15 & 18 & 29 & 54 \end{array}$$

$$\begin{array}{cccccccccccc} 7.0 & 8.0 & 8.7 & & 8.5 & 6.5 & 3.5 & 4.0 & 8.8 & 11.7 \\ 24 & 17 & 15 & 7.7 & 15 & 18 & 39 & 63 & 92 & 108 \end{array}$$

$$\begin{array}{cccccccccccc} 3.5 & 5.5 & 7.0 & & 7.0 & 5.3 & 5.4 & 5.0 & 7.0 & 10.2 \\ 30 & 18 & 16 & 6.0 & 15 & 18 & 68 & 100 & 122 & 140 \end{array}$$

$$\begin{array}{cccccccccccc} 1.0 & 3.0 & 4.4 & 4.4 & 4.5 & 4.1 & 5.5 & 5.5 & 2.3 & 4.3 & 7.2 \\ 3.1 & 18 & 16 & 11 & 15 & 17 & 27 & 69 & 100 & 143 & 177 \end{array}$$

$$\begin{array}{cccccccccccc} 0.0 & 1.4 & & & 1.5 & 4.0 & 4.8 & 4.0 & 5.6 & 6.2 & 7.4 \\ 17 & 14 & 0.6 & 13 & 33 & 100 & 128 & 184 & 200 & 228 \end{array}$$

$$\begin{array}{ccc} +2.1 & +0.6 & +0.3 \\ 108 & 80 & 48 \end{array} \quad (18.8)$$

$$\begin{array}{ccc} +5.4 & +1.6 & 2.0 & 3.4 \\ 140 & 78 & 54 & 43 \end{array} \quad (17.1)$$

$$\begin{array}{ccccccc} +8.4 & +5.0 & 0.0 & 5.0 & 7.8 & 10.0 & \\ 177 & 130 & 100 & 77 & 58 & 36 \end{array} \quad (14.8)$$

$$\begin{array}{ccccccc} +9.6 & +10.0 & +7.6 & 2.2 & 7.5 & 8.2 & 10.6 \\ 228 & 198 & 175 & 105 & 75 & 63 & 30 \end{array} \quad (11.7)$$

920.40 ✓
919.60

2 + 50

6.1 914.3

3

T.P.

13.24

932.91 ✓
932.11

0.73

4.0 916.4
919.67 ✓
918.87

2 + 50

3

B.M.

209

922.15 ✓
921.35 12.85

920.06 ✓
919.26

3 + 80

B.M.

13.73

933.79 ✓
932.99 209

1.9 920.3
920.06 ✓
919.26

3 + 80

+ 92

12.7 921.1.

4

B.M.

13.70

933.76 ✓
932.96 13.73

920.06 ✓
919.26

+ 18

11.7 922.1.

+ 23

T.P.

9.31

956.67 ✓
935.87 6.40

11.7 922.1.
927.36 ✓
926.56

5

13.3 923.4.

6

11.7 925.0.

7

9.6 927.1.

LEFT

2

RIGHT

$$\frac{1.2}{34} \quad \frac{6.2}{24} \quad \frac{6.4}{18} \quad \frac{6.8}{16} \quad 6.1 \quad \frac{7.1}{14} \quad \frac{10.7}{34} \quad \frac{10.0}{42} \quad \frac{12.0}{100} \quad \frac{13.6}{200} \quad \frac{15.6}{240} \quad \frac{14.1}{268}$$

$$\frac{40}{25} \frac{45}{18} \frac{50}{16} \frac{54}{40} \frac{38}{40} \frac{78}{75} \frac{110}{155} \frac{141}{200} \frac{147}{255} \frac{127}{300} \frac{122}{314}$$

$\frac{+0.5}{268}$ $\frac{0.5}{250}$ $\frac{0.0}{189}$ $\frac{4.8}{149}$ $\frac{9.5}{98}$ $\frac{10.4}{54}$ 18.6

$$\begin{array}{r} +22 \\ \hline 314 \end{array} \quad \begin{array}{r} 22 \\ \hline 238 \end{array} \quad \begin{array}{r} 0.0 \\ \hline 188 \end{array} \quad \begin{array}{r} 7.3 \\ \hline 116 \end{array} \quad \begin{array}{r} 8.4 \\ \hline 38 \end{array} \quad \textcircled{16.5}$$

1.9 $\frac{23}{16}$ $\frac{3.5}{19}$ $\frac{4.0}{37}$ $\frac{2.2}{84}$ $\frac{4.0}{135}$ $\frac{10.7}{200}$ $\frac{9.5}{300}$ $\frac{5.5}{380}$

$\frac{0.8}{300}$	$\frac{10}{280}$	$\frac{13}{200}$	$\frac{17}{182}$	$\frac{8.5}{100}$	$\frac{10.0}{41}$	$\frac{12.2}{27}$	$\frac{13.8}{24}$	$\frac{13.8}{13}$	13.5
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$$\begin{array}{r} + 1.6 \\ 380 \end{array}$$

$\frac{0.0}{390}$	$\frac{2.0}{300}$	$\frac{4.0}{200}$	$\frac{9.0}{100}$	12.7	$\frac{12.7}{50}$	$\frac{12.7}{100}$	$\frac{12.7}{200}$	$\frac{11.5}{500}$	$\frac{8.7}{390}$
-------------------	-------------------	-------------------	-------------------	--------	-------------------	--------------------	--------------------	--------------------	-------------------

$$\begin{array}{r} +0.5 \\ \hline 400 \end{array} \quad \begin{array}{r} 1.3 \\ \hline 300 \end{array} \quad \begin{array}{r} 3.1 \\ \hline 200 \end{array} \quad \begin{array}{r} 8.5 \\ \hline 100 \end{array} \quad 12.2 \quad \begin{array}{r} 12.2 \\ \hline 100 \end{array} \quad \begin{array}{r} 11.8 \\ \hline 200 \end{array} \quad \begin{array}{r} 10.6 \\ \hline 300 \end{array} \quad \begin{array}{r} 7.6 \\ \hline 400 \end{array}$$

$\frac{0.2}{390}$	$\frac{1.8}{300}$	$\frac{4.5}{200}$	$\frac{9.3}{100}$	$\frac{11.0}{58}$	$\frac{12.7}{11.7}$	$\frac{12.5}{29}$	$\frac{12.5}{100}$	$\frac{11.0}{200}$	$\frac{8.6}{300}$	$\frac{8.6}{390}$
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[illegible]

$$\frac{80}{100} \frac{97}{81} \frac{132}{19} \frac{141}{17} 13.3 \frac{140}{16} \frac{156}{19} \frac{125}{23} \frac{122}{81} \frac{135}{155} \frac{108}{200} \frac{36}{300} \frac{18}{344}$$

$\frac{9.0}{100}$	$\frac{7.0}{57}$	$\frac{11.0}{14}$	$\frac{11.6}{11}$	$\frac{12.7}{11.7}$	$\frac{12.4}{19}$	$\frac{11.0}{40}$	$\frac{10.6}{93}$	$\frac{8.0}{200}$	$\frac{80}{240}$
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$$\frac{2.2}{64} \quad \frac{7.4}{27} \quad \frac{9.0}{22} \quad \frac{10.0}{12} \quad 9.6 \quad \frac{10.3}{15} \quad \frac{12.3}{20} \quad \frac{12.7}{39} \quad \frac{9.7}{88} \quad \frac{10.2}{100} \quad \frac{11.3}{140}$$

936.67 ✓
935.87

8

7.1

T.P.

7.70

943.87 ✓
943.07

0.50

936.17
935.37

929.4

5

6

7

8

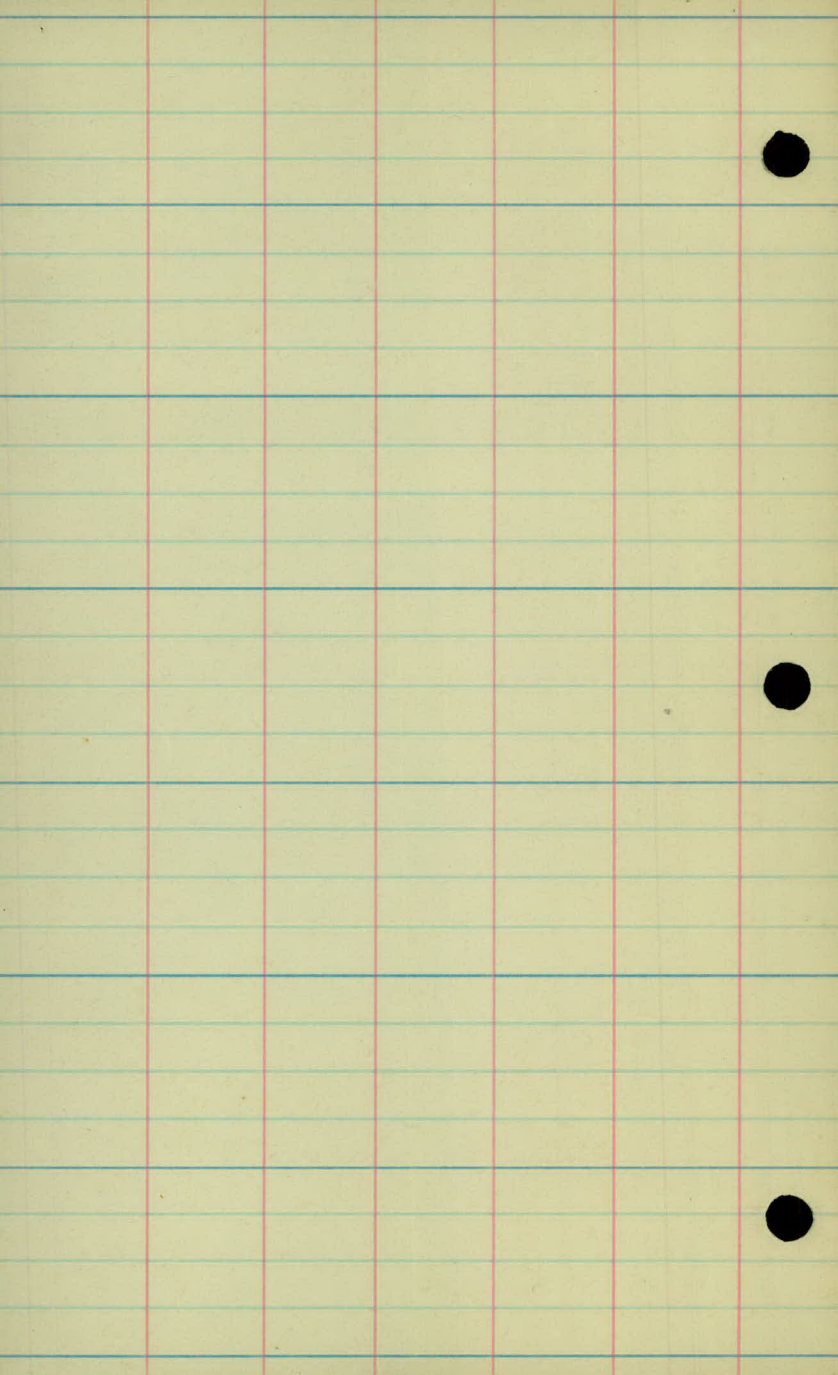
$$\frac{3.5}{27} \quad \frac{6.0}{23} \quad \frac{7.0}{13} \quad 7.7 \quad \frac{7.7}{20} \quad \frac{13.6}{30} \quad \frac{14.0}{50}$$

$$\frac{8.4}{814} \quad \frac{7.7}{300} \quad \frac{6.6}{268} \quad \frac{5.5}{261} \quad \frac{5.2}{207} \quad \frac{6.2}{178} \quad \frac{6.6}{168} \quad (20.3)$$

$$\frac{2.2}{228} \quad \frac{2.2}{210} \quad \frac{5.0}{112} \quad (18.9)$$

$$\frac{1.5}{140} \quad \frac{3.0}{105} \quad (16.8)$$

$$\frac{6.4}{50} \quad \frac{8.2}{44} \quad (14.3)$$



Topog. Notes
Co. Road "C" and Dale St.

7

6

5

4

3

2

1

+53 T.P. 16'

Waste.

+80 Δ F. 42'
+64 Δ F. 26'

+88 P.P. 22'

+21 T.P. 16'



25 St. Fr. Ho.

+70 Cor Ho 200

+58 P.P. 22'

F 21'

Pasture

Cult.

+94 T.P. 16'
+82 F.D. 21'
+58 F.A. 26'
+48 Rd. 59 20'
+27 F. Cor 147
+21 P.P. 97'

+27 P.H. 59 29'
+21 P.P. 23'

+84 T.P. 42'
+62 T.P. 16'

120'

2" B"

86'

120'
+76 G.P. 24'

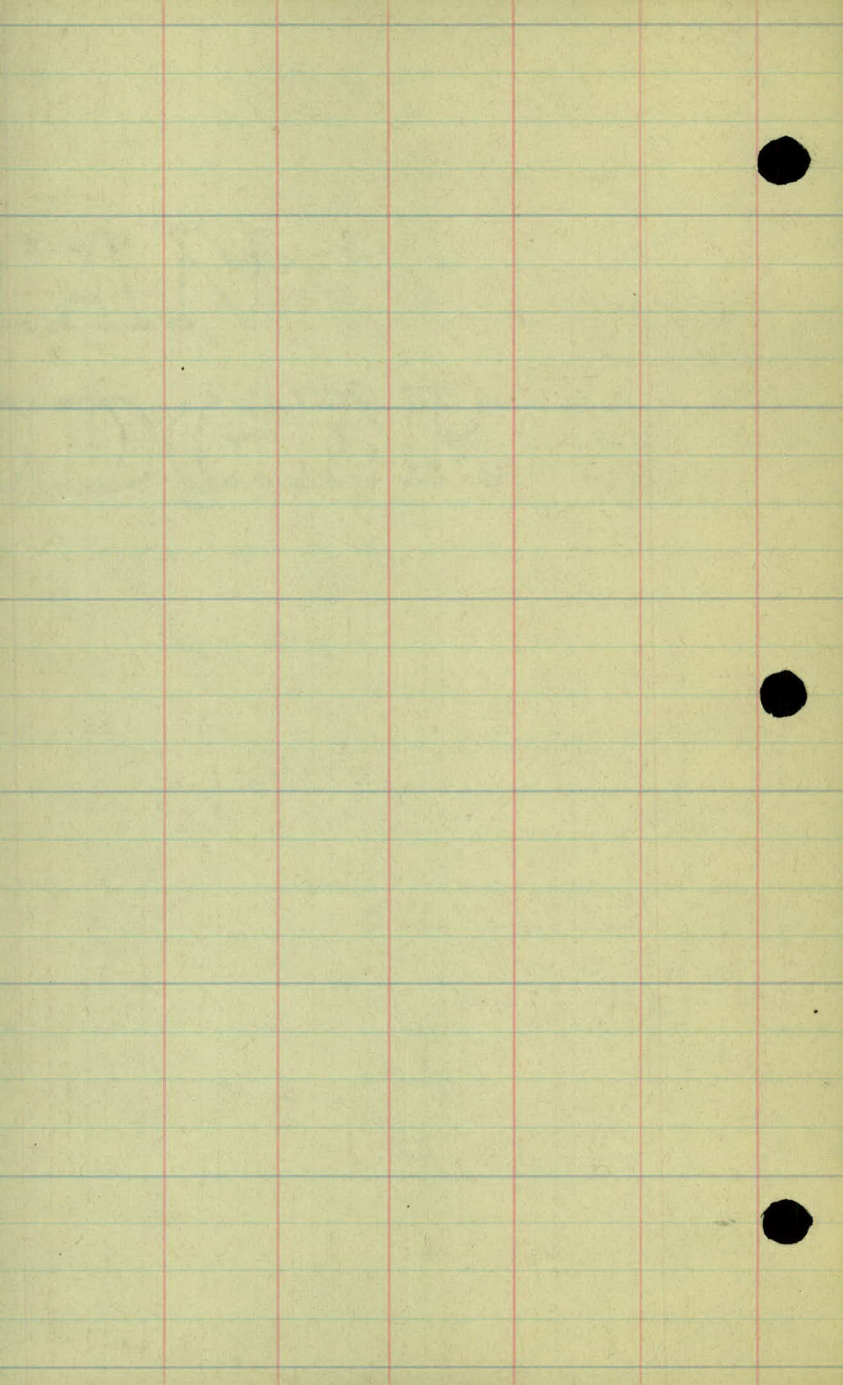
+00 Cor. Excavation for
New House. 81' Lx.
27' x 24'

+36 T.P. 17'

Cult.

Cult.

+06 T.P. 17'



X Sections Intersection
Dale and Co. Rd. "B"

B.M. 2.14 889.69 ✓ 887.55
0+00 6.1 883.6.

1 6.7 83.0.

2 5.8 83.9.

3 3.2 86.5.

+66 1.0 88.7.

+82 0.2 89.5.

T.P. 11.48 899.03 ✓ 2.14 887.55 ✓

+90 9.1 89.9.

4 ± Data St. 87 90.3.

+13 8.6 90.4.

+25 8.4 90.6.

7.14 894.74 ✓ 11.48 887.55

5 1.8 92.9.

T.P. 4.85 897.49 ✓ 2.10 892.64 ✓

5

6 1.0 96.5.

T.P. 13.71 906.35 ✓ 4.85 892.64 ✓

Shoring

Left

Right

19°E

Spk in P.P. N.W. Cor. "B" and Dale.

$\frac{10.4}{50} \frac{10.4}{29} \frac{9.4}{18} \frac{6.7}{13} 6.1 \frac{6.8}{15} \frac{9.1}{20} \frac{10.5}{50}$

$\frac{10.3}{140} \frac{10.3}{100} \frac{10.7}{76} \frac{11.0}{30} \frac{10.0}{19} \frac{7.2}{13} 6.7 \frac{7.3}{14} \frac{9.4}{19} \frac{10.6}{50} \frac{11.4}{100} \frac{11.8}{140}$

$\frac{8.0}{230} \frac{8.3}{200} \frac{9.1}{150} \frac{9.5}{100} \frac{10.5}{50} \frac{10.7}{20} \frac{6.6}{12} 5.8 \frac{6.6}{13} \frac{11.7}{23} \frac{11.6}{66} \frac{12.4}{100} \frac{13.5}{150} \frac{11.0}{200} \frac{10.6}{230}$

$\frac{7.0}{315} \frac{7.0}{250} \frac{8.0}{200} \frac{8.5}{150} \frac{9.0}{100} \frac{10.0}{31} \frac{8.5}{20} \frac{3.7}{13} 3.2 \frac{3.7}{13} \frac{8.4}{20} \frac{10.0}{28} \frac{11.5}{100} \frac{13.0}{150} \frac{12.4}{181} \frac{8.5}{200} \frac{0.0}{263} \frac{+6.5}{315}$

$\frac{5.5}{370} \frac{5.7}{300} \frac{5.0}{290} \frac{5.0}{200} \frac{5.0}{150} \frac{5.4}{100} \frac{5.0}{29} \frac{1.5}{20} 1.0 \frac{0.3}{28} \frac{8.4}{29} \frac{10.0}{100} \frac{9.6}{162} \frac{4.6}{200} \frac{0.0}{218} \frac{+6.0}{255} \frac{+9.6}{300} \frac{+8.5}{351} \frac{+2.0}{370}$

$\frac{4.0}{380} \frac{4.4}{300} \frac{4.4}{200} \frac{4.0}{100} \frac{4.0}{40} \frac{1.0}{29} 0.2 \frac{+1.6}{100} \frac{+3.0}{200} \frac{+4.6}{239} \frac{+10.9}{300} \frac{+13.4}{385}$

$\frac{7.6}{390} \frac{9.1}{300} \frac{9.4}{200} \frac{9.7}{100} \frac{9.7}{37} 9.1 \frac{6.8}{100} \frac{2.8}{200} \frac{0.1}{250} \frac{+1.5}{300} \frac{+7.2}{390}$

$\frac{7.0}{400} \frac{8.5}{300} \frac{9.0}{200} \frac{9.1}{100} 8.7 \frac{6.7}{100} \frac{2.6}{200} \frac{0.0}{250} \frac{+1.6}{300} \frac{+7.4}{400}$

$\frac{7.3}{390} \frac{8.6}{300} \frac{9.4}{200} \frac{9.4}{100} 8.6 \frac{7.0}{100} \frac{3.0}{200} \frac{+1.4}{300} \frac{+6.6}{390}$

$\frac{9.7}{390} \frac{11.1}{300} \frac{12.0}{200} \frac{11.0}{178} \frac{9.4}{167} \frac{9.4}{100} 8.4 \frac{9.1}{23} \frac{13.4}{34} \frac{19.4}{100} \frac{17.0}{200} \frac{11.8}{214} \frac{0.0}{250} \frac{+8.4}{300}$

$\frac{+13.8}{338} \frac{+15.6}{388}$

$\frac{30}{1.8} \frac{27}{23} \frac{9.5}{26} \frac{14.8}{62} \frac{20.4}{100} \frac{20.4}{138} \frac{0.0}{187} \frac{+7.4}{248} \frac{+7.4}{278}$

$\frac{+13.0}{315}$

$\frac{5.3}{315} \frac{2.4}{200} \frac{2.2}{100} \frac{3.0}{85} \frac{4.7}{21} (4.6)$

$\frac{1.7}{1.0} \frac{2.6}{15} \frac{+3.4}{20} \frac{2.8}{28} \frac{10.2}{72} \frac{19.0}{100} \frac{21.0}{150} \frac{21.0}{165} \frac{21.0}{210} \frac{24.0}{240}$

906.35 ✓

T.P.

9.87

909.99 ✓

6.23

900.12 ✓

6

18
91.99

7

12.5 8974.

8

18.0 920. ✓

T.P.

0.95 899.21 ✓

11.73

898.26 ✓

7

8

6.23

Snowing like Lice

$$\frac{1.7}{240} \quad \frac{1.7}{200} \quad \frac{0.0}{117} \quad \frac{0.7}{100} \quad \frac{3.3}{31} \quad \frac{1.37}{24} \quad \frac{146}{16} \quad \frac{13.9}{13}$$

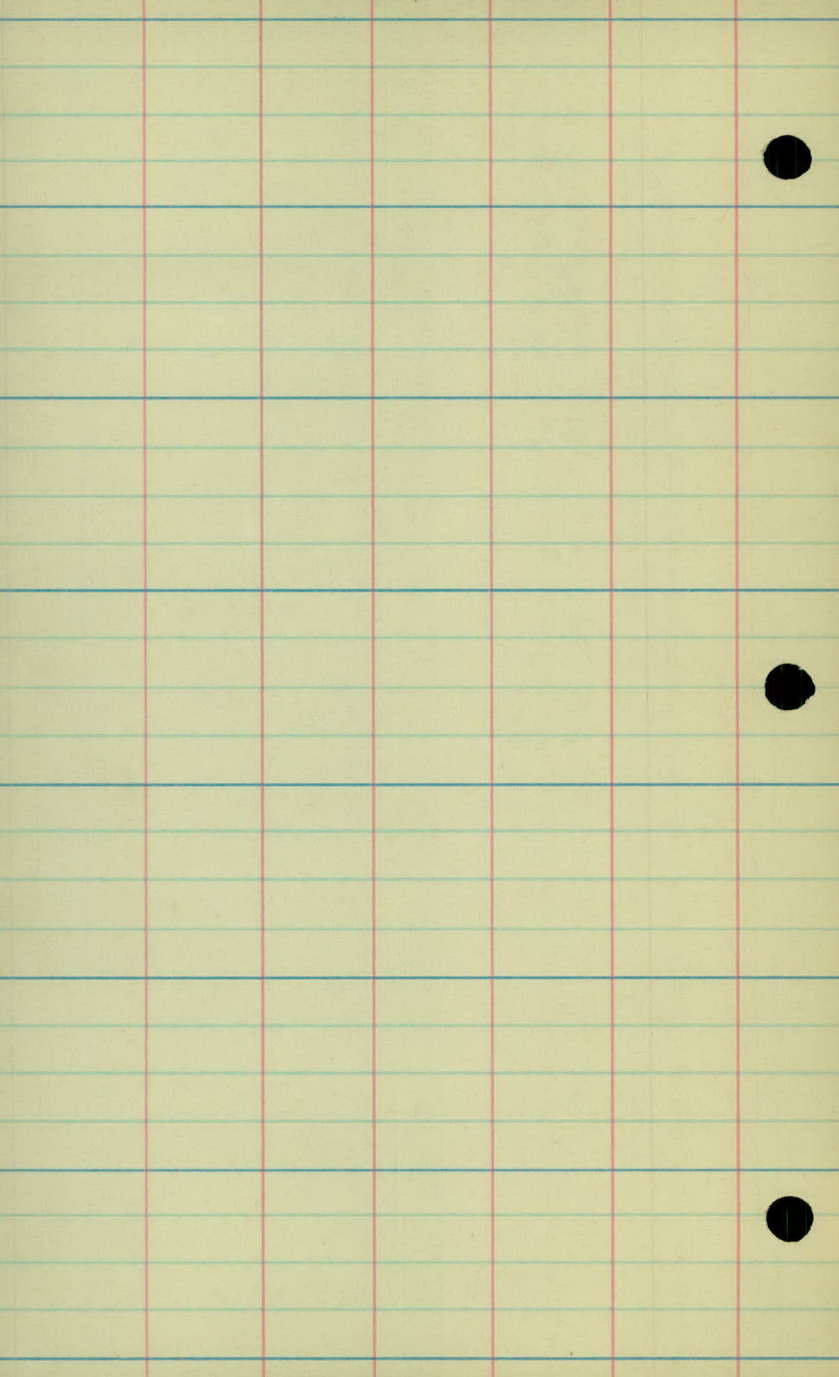
$$(13.5)$$

$$\frac{+2.0}{170} \quad \frac{+2.0}{150} \quad \frac{0.7}{100} \quad \frac{5.2}{29} \quad \frac{15.0}{14} \quad \frac{17.6}{17.6}$$

$$\frac{1.0}{50} \quad \frac{13.3}{24} \quad \frac{18.6}{15} \quad \frac{18.0}{18.0}$$

$$(1.8) \quad \frac{5.0}{19} \quad \frac{1.0}{29} \quad \frac{6.4}{83} \quad \frac{9.1}{100} \quad \frac{12.5}{127} \quad \frac{21.0}{170}$$

$$(7.2) \quad \frac{8.3}{14} \quad \frac{9.5}{19} \quad \frac{8.0}{22} \quad \frac{11.5}{50}$$



8

7

6

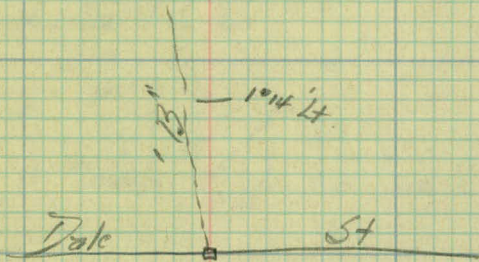
5

4

3

2

1



Co Rd.

5

4

3

2

1

0+00

+36 P.R. 24'

+19 P.R. 35'

+72 Cor Filling Sta. 49'

+43 Cor. Gavand Filling Sta. 77'

+33 P.R. 34'

+32 Sign 31'

+26 E.P. 33'

+90 G.R. End 50'

+82 P.R. 35'

+75 G.R. 24'

+50 G.R. 13'

+33 P.R. 23'

+30 T.P. 32'

G.R. 12'

+34 P.R. 23

G.R. 11'

+33 T.P. 32'

+33 P.R. 23'

G.R. 11.5

+31 P.R. 23'

G.R. 11'

Low Waste Land

Low Waste Land

Waste

+66 T.P. 28

F 26'

+48 H.P. 23-28

+39 End G.R. 16'

+35 F. Cor. 27'

+31 G.P. 31'

+25 Rd. Sq. 24'

+20 G.P. 32'

+16 Δ G.R. 37'

+10 Δ G.R. 75'

+87 Δ G.R. 47'

+82 T.P. 52'

G.R. 24 +70 Cor. Fo. 29'

+45 Cor. Found'n 29'

+36 G.P. 34'

+11 T.P. 25'

G.R. 11.5 F 27'

G.R. 11 F 27'

.24" x 46' C.M.

+73 T.P. 24'

+73 F. Cor. 28'

+54 X Dr.

+11 Beg. G.R. 12

+85 T.P. 22'

+46 T.P. 24'

8

7

6

+66 Rd Sq. 16'

+27 R.P. 22'

+73 Rd Sq. 20'

+29 R.P. 22'

x

x

x

x

x

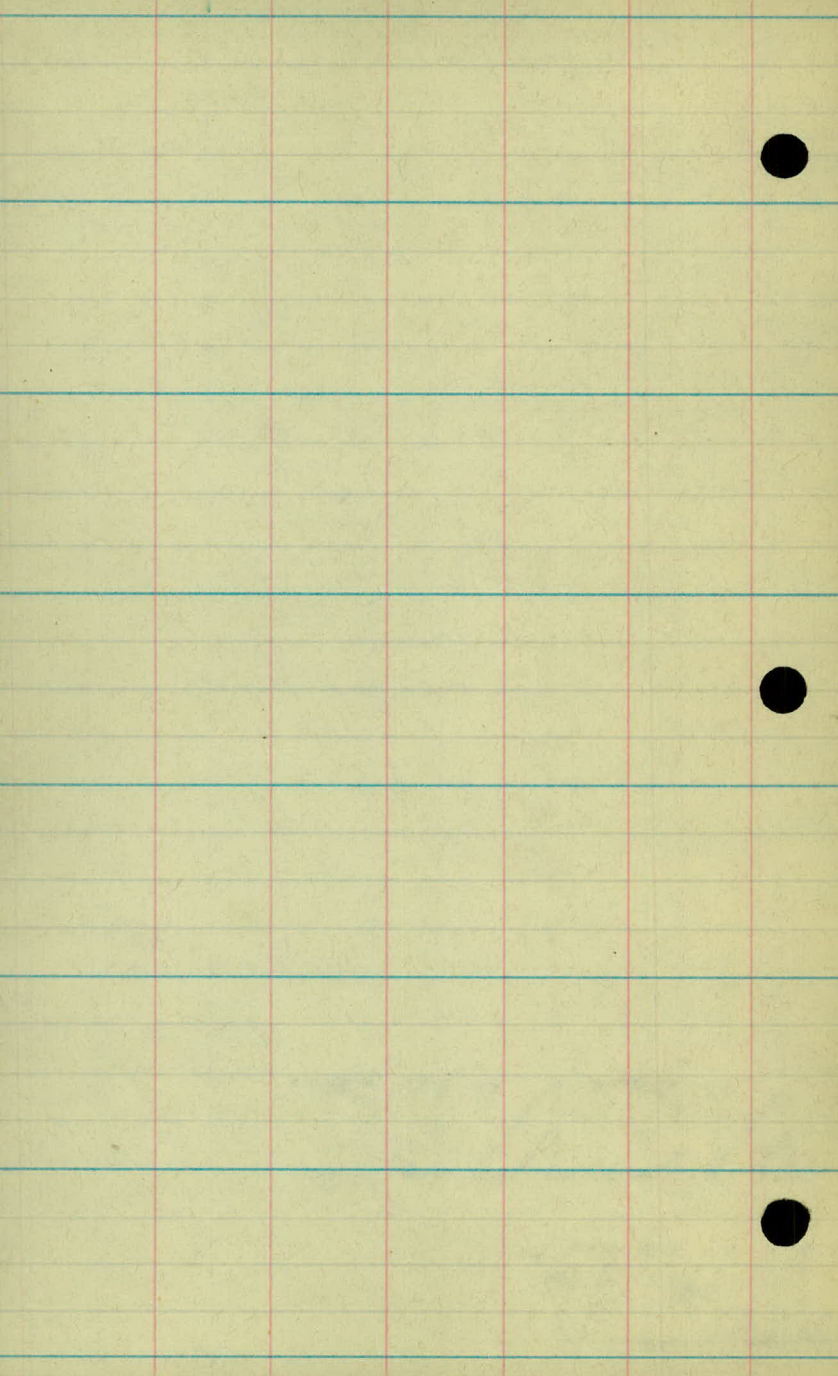
x

x

F 31'

+02. T.P. 30'
F 30'

F 28'



Intersection

X Section Notes
Co. Rd "C" and Victoria St.

Station	+	HI.	-	Elev.
B.M.	0.62	915.77		915.15
T.P.	1.93	912.05	5.65	910.12
" "	1.99	902.99	11.05	901.00
" "	5.35	906.64	1.70	901.29
" "	9.46	914.63	1.47	905.17
" "	5.63	919.21	1.05	913.58
B.M.	6.05	922.02	8.24	915.91
0+00			7.9	914.1.
+50			6.2	15.8.
B.M.	11.70	927.67	6.05	915.97
1			9.6	18.1.
T.P.	10.01	933.31	4.37	923.30
+50			13.2	920.1.
2			11.3	22.0.
+40			10.0	23.0.

Windy Cloway and Cold.

1-7-32

Left

+

RIGHT.

Spt in G.P. N.W. cor. Victoria & Onassso Blvd.

Spt. in T.P. 0+41-16' Lt. = ^{RT} (184+71) "C" Notes

$\frac{8.9}{200}$ $\frac{8.9}{150}$ $\frac{6.6}{100}$ $\frac{8.3}{50}$ 7.9 $\frac{7.8}{50}$ $\frac{8.7}{100}$ $\frac{9.3}{150}$ $\frac{9.5}{200}$

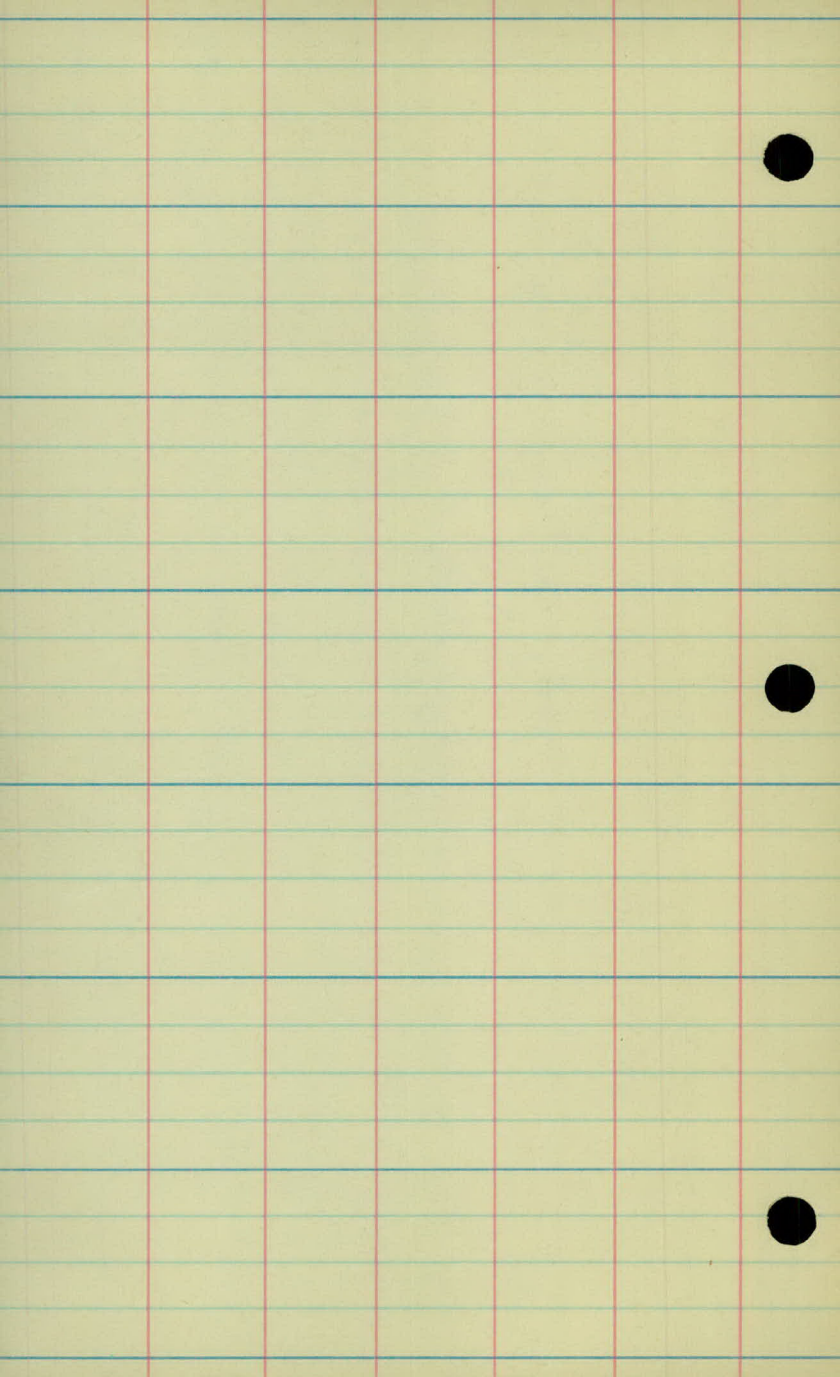
$\frac{0.0}{172}$ $\frac{2.4}{150}$ $\frac{5.4}{125}$ $\frac{5.7}{100}$ $\frac{6.9}{50}$ $\frac{6.2}{23}$ $\frac{7.2}{12}$ 6.7 $\frac{6.9}{21}$ $\frac{8.6}{50}$ $\frac{6.3}{100}$ $\frac{6.8}{150}$ $\frac{3.4}{200}$

$\frac{0.0}{200}$ $\frac{2.4}{150}$ $\frac{2.3}{100}$ $\frac{3.0}{50}$ $\frac{5.3}{24}$ $\frac{10.5}{14}$ 9.6 $\frac{10.7}{20}$ $\frac{6.3}{26}$ $\frac{6.5}{50}$ $\frac{7.3}{100}$ $\frac{5.9}{150}$ $\frac{2.8}{200}$

$\frac{5.2}{200}$ $\frac{5.5}{150}$ $\frac{5.2}{100}$ $\frac{4.1}{50}$ $\frac{5.5}{28}$ $\frac{13.4}{16}$ 13.2 $\frac{13.8}{13}$ $\frac{5.4}{25}$ $\frac{7.6}{75}$ $\frac{8.4}{100}$ $\frac{8.8}{150}$ $\frac{6.4}{200}$

$\frac{3.5}{150}$ $\frac{4.8}{100}$ $\frac{5.7}{50}$ $\frac{8.0}{27}$ $\frac{12.0}{20}$ 11.3 $\frac{12.4}{12}$ $\frac{8.8}{19}$ $\frac{6.2}{50}$ $\frac{4.9}{100}$ $\frac{5.0}{150}$

$\frac{8.9}{50}$ $\frac{9.4}{26}$ $\frac{10.3}{21}$ 10.0 $\frac{10.8}{13}$ $\frac{9.1}{16}$ $\frac{7.0}{50}$



1/11/32
Weber
Wilke
Bell

Topog Notes
County Road "C" and Victoria

+40

2

1

0+00

+29 T.P. 25'

+114 T.P. 19'

+42 T.P. 16'

+19 G.P. 25'

Cultivated Land.

+06-8" Tree 27'

+92 P.P. 25'

+69-10" Pop. 14'

+21 End. F. 24'

F. 26'

+74 P.P. 27'

+40 Δ F. 31

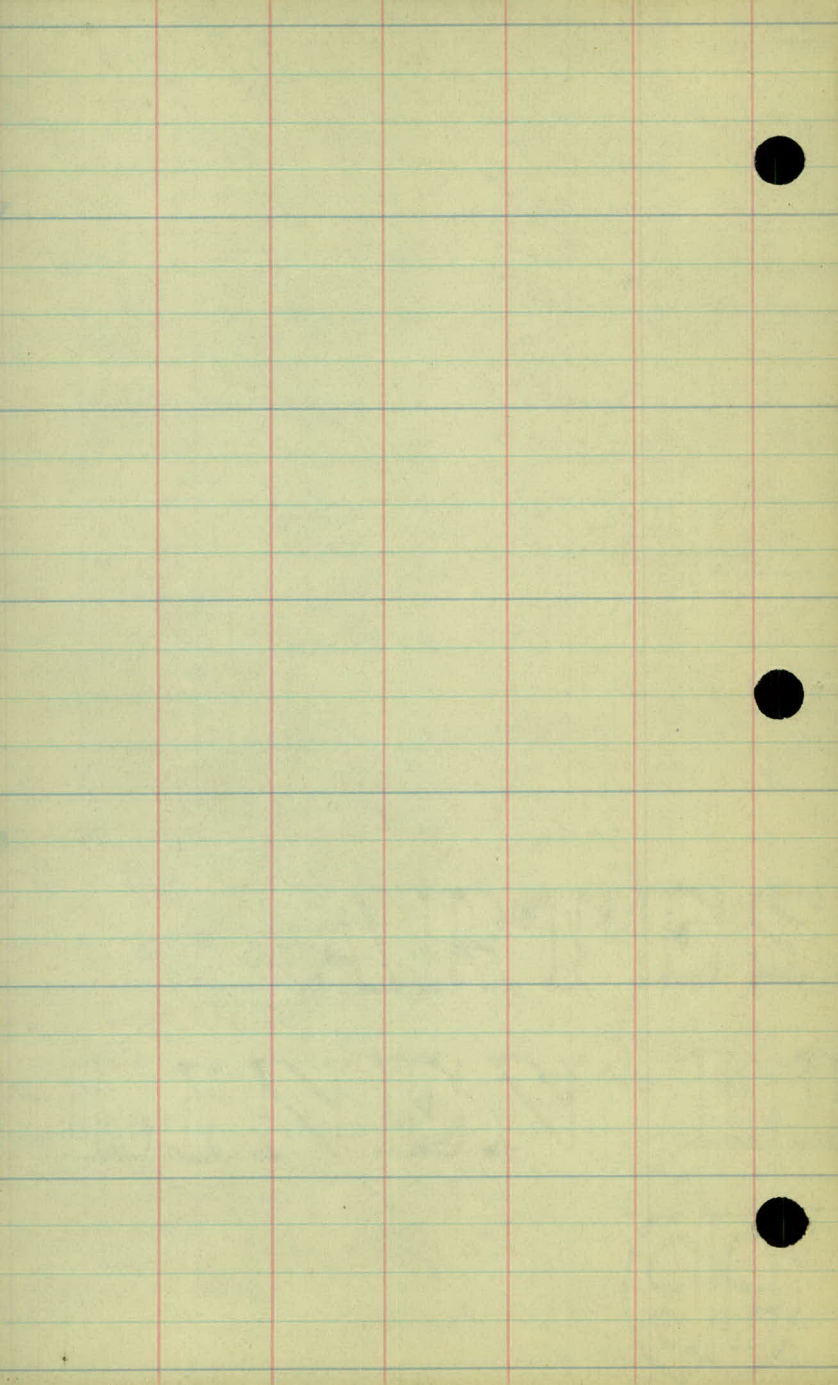
+21 F. Cor. 41'

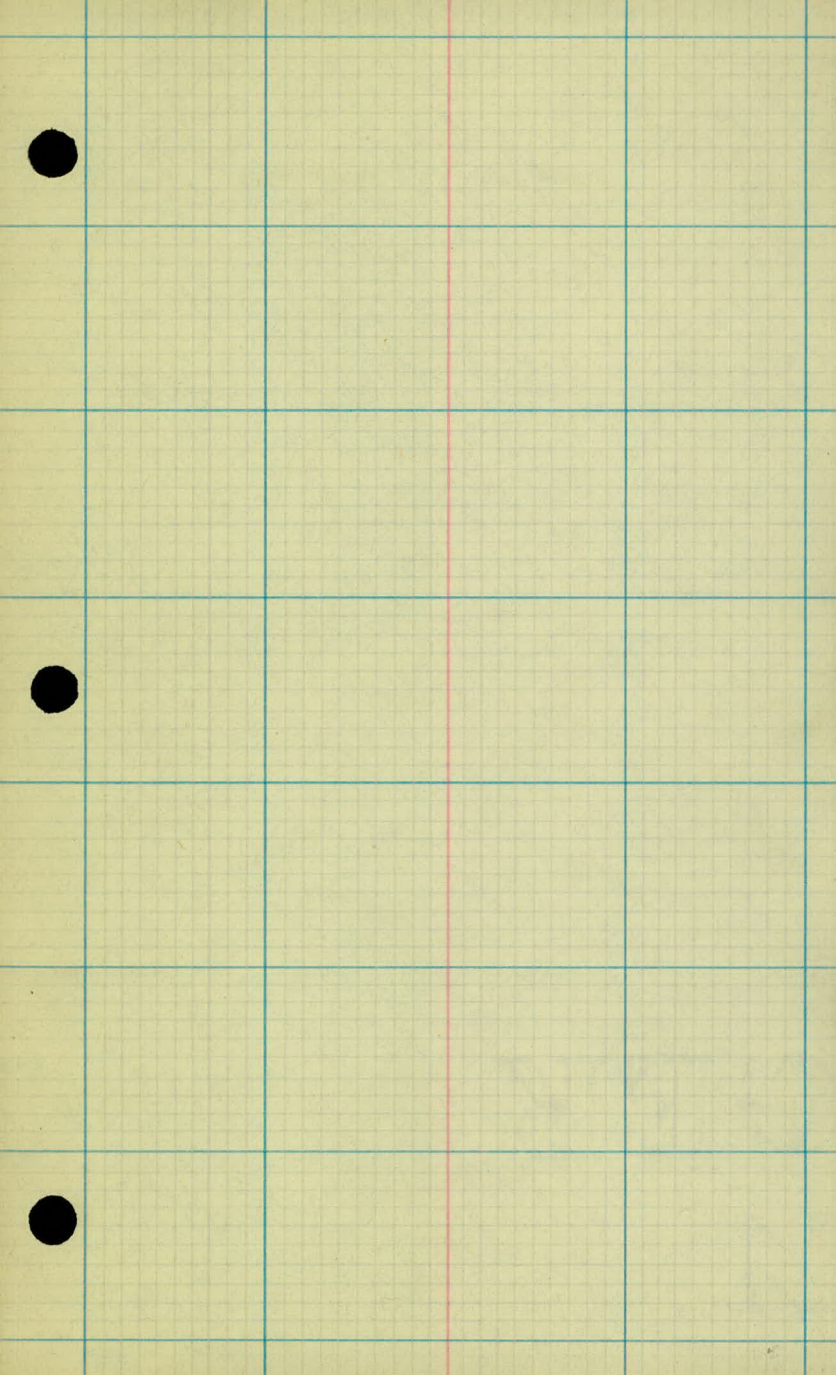
Poplar Orchard

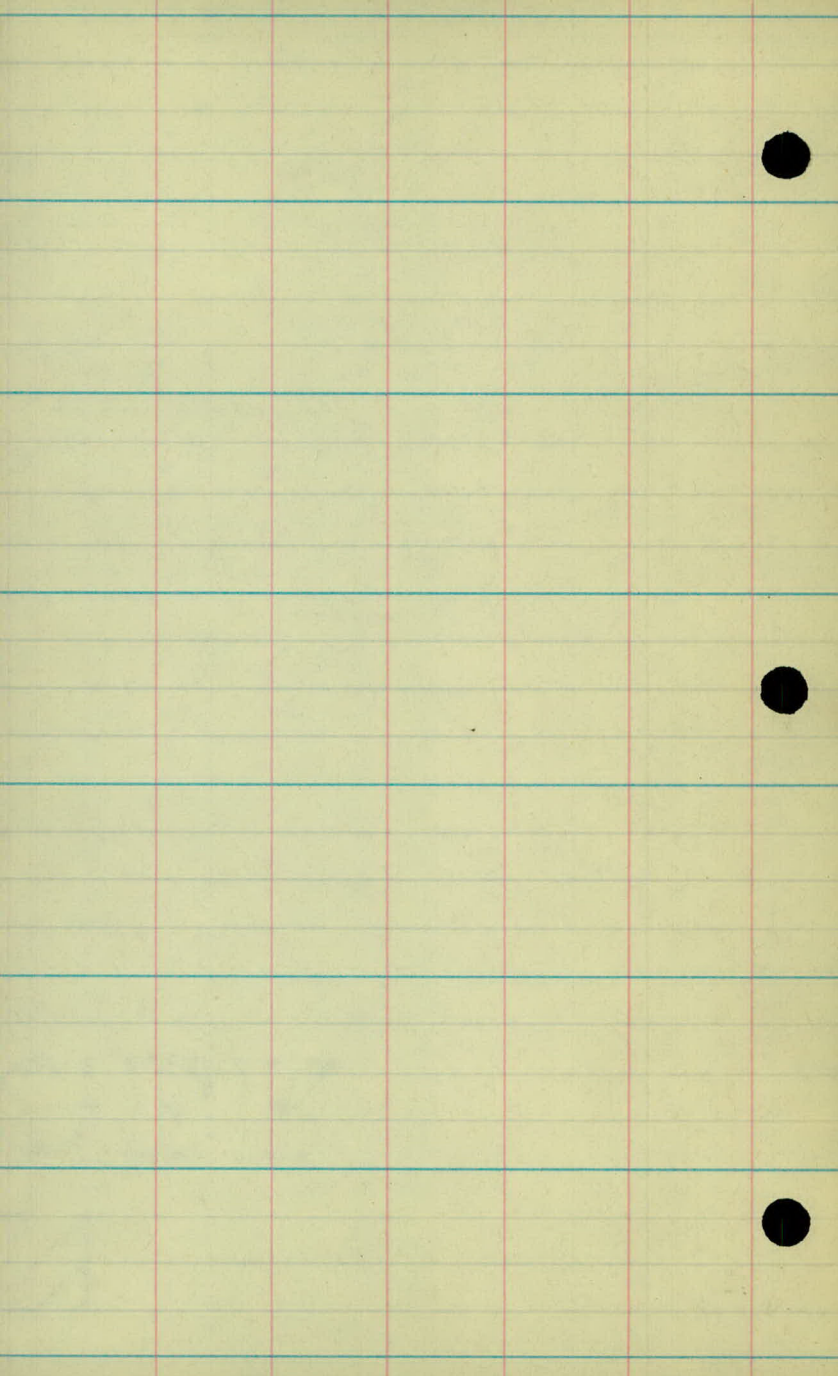
G.R.

Low end / and
Wamp.

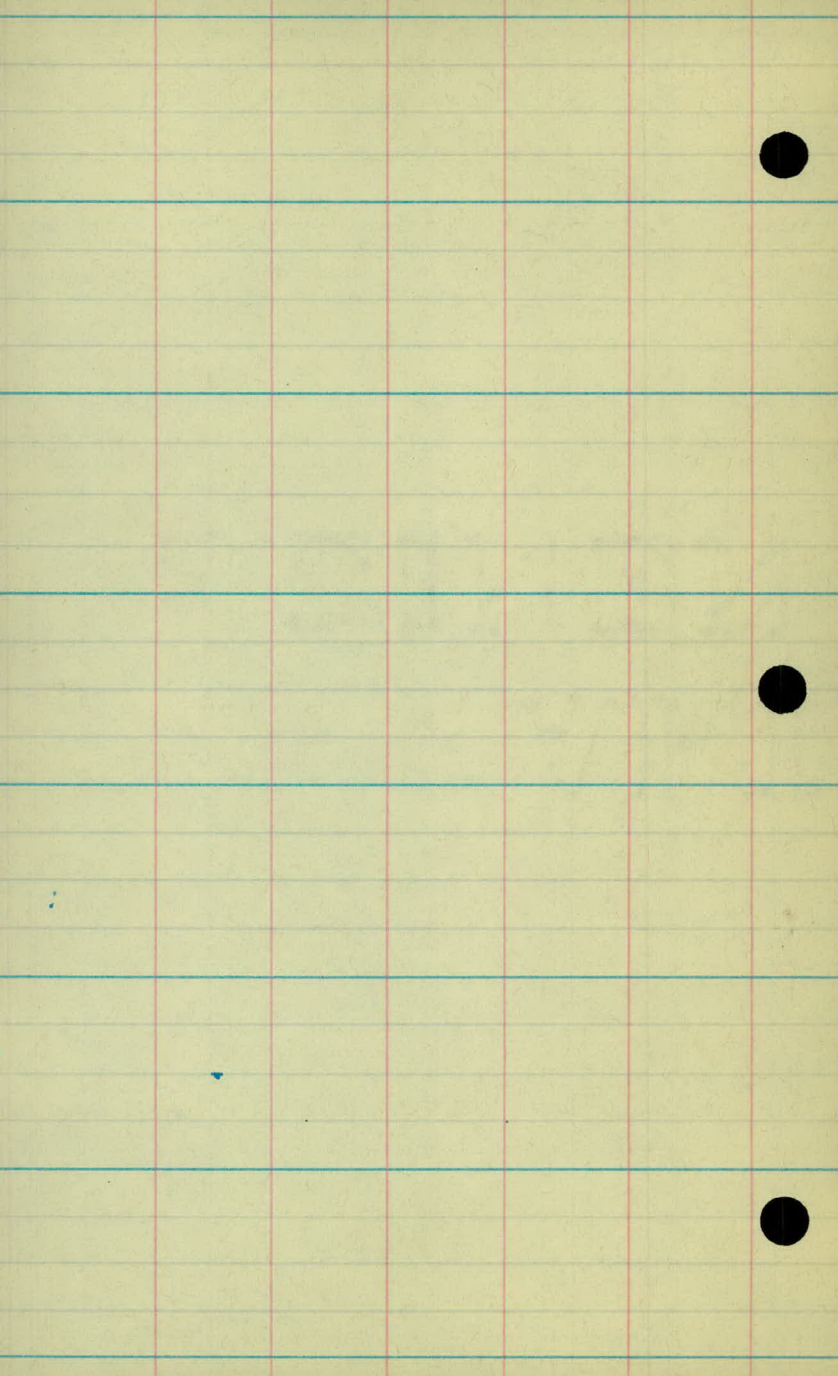
Sta. 184 + 89.5
Co. Rd. "C." Note 6.

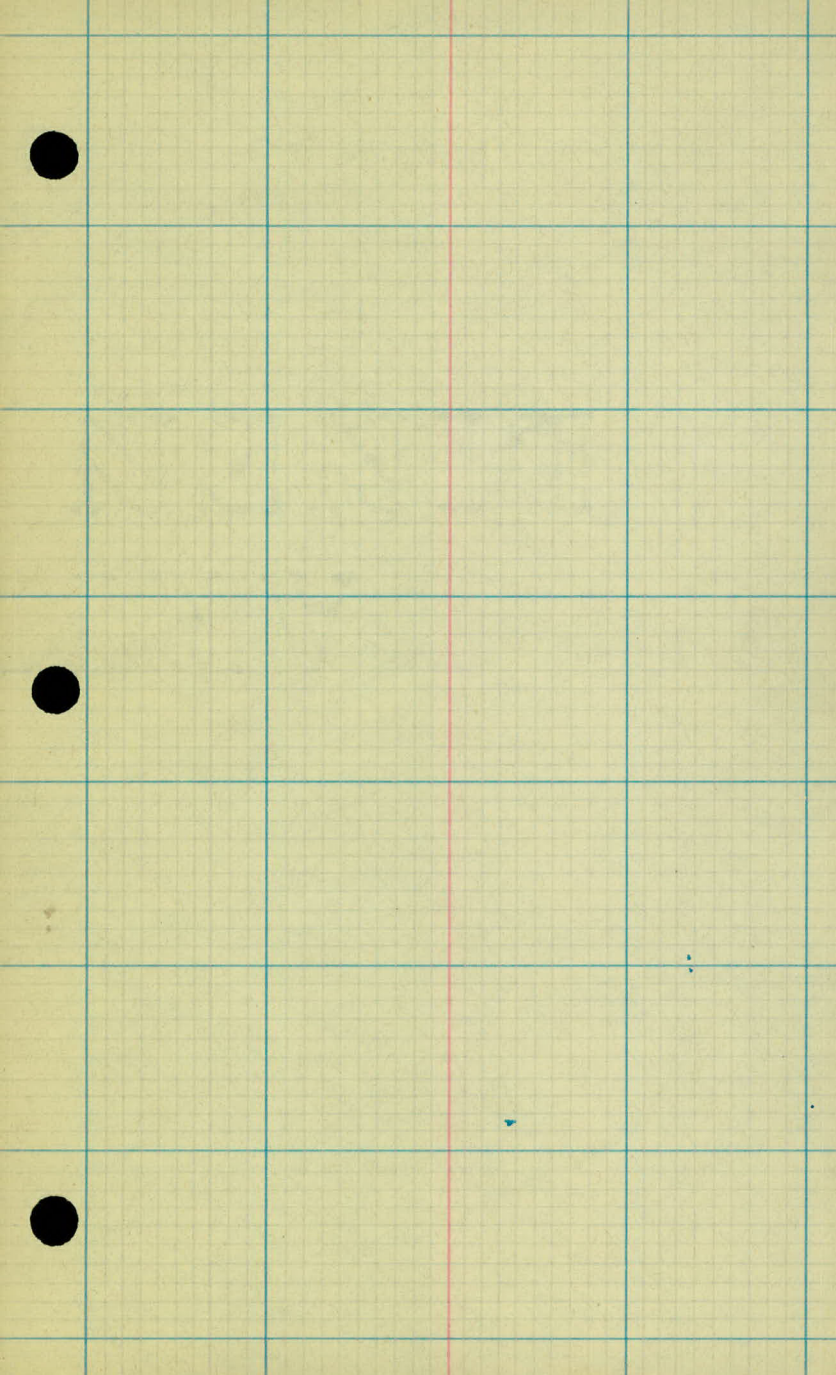


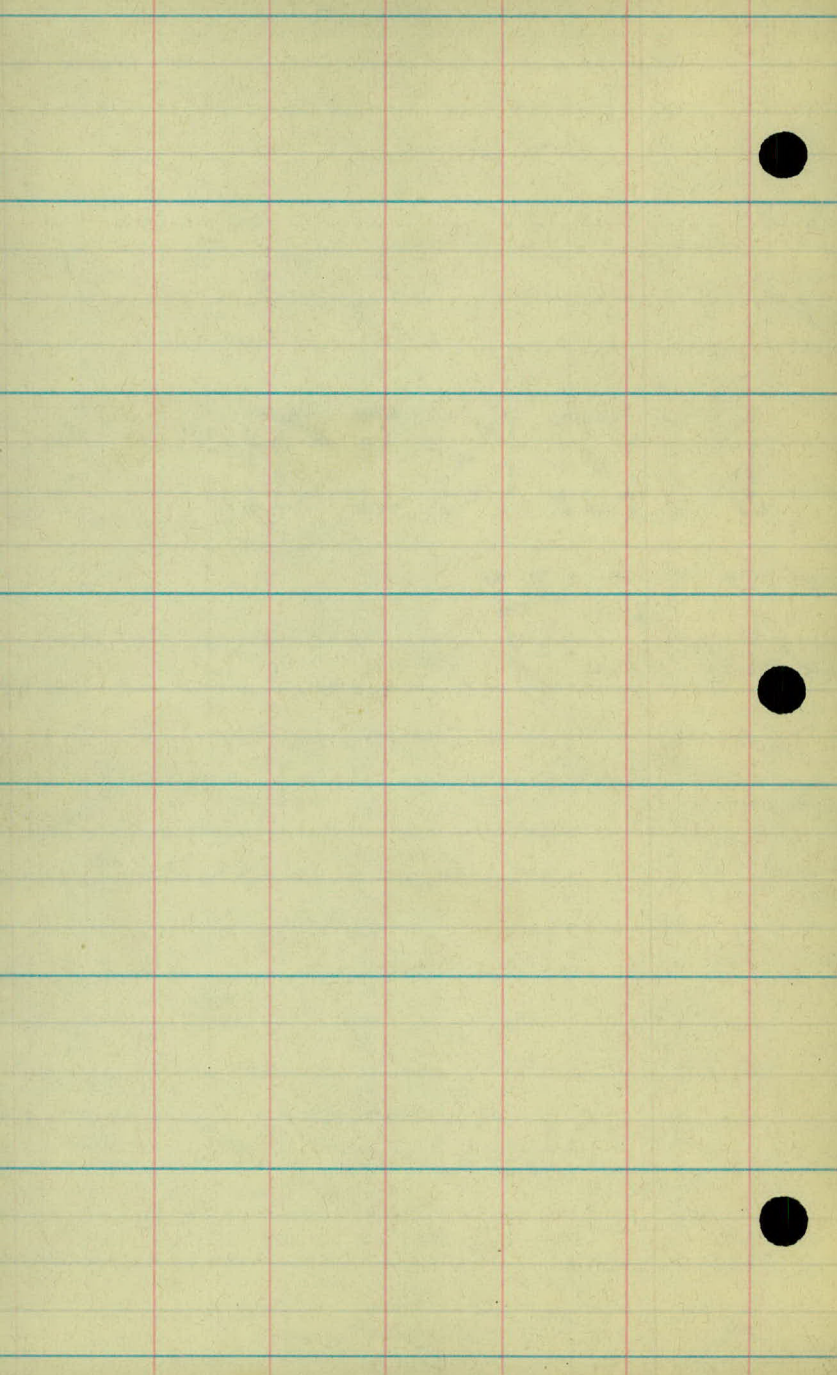




71. 55.30
Mark 8" down
71. 61.24
4492
P.P.







INTERSECTION
HAMLINE & Co. ROAD "B"

BM 3.56 959.77 ✓ 956.21
0+00 6.7 953.1

1+00 5.1 54.7

TP 4.67 960.88 ✓ 3.56 956.21
+77 5.4 55.5

+84 5.2 55.7

2+00 5.1 55.8

+20 5.6 55.3

~~TP~~
+32 5.9 55.0

10.95 967.16 ✓ 4.67 956.21

+32

T.P. 2.69 959.10 ✓ 10.95 956.21 ✓

3 12.9 46.2

+58 5.0 54.1

4+00 5.2 53.9

BM. 2.89 956.21

Very Windy. 1-13-32.

spt in P.P. N.Y. cor Hamline and "B"

$\frac{6.9}{100}$ $\frac{6.8}{50}$ $\frac{7.0}{21}$ $\frac{7.6}{16}$ $\frac{7.1}{11}$ 6.7 $\frac{7.4}{14}$ $\frac{7.1}{18}$ $\frac{9.5}{31}$ $\frac{7.0}{33}$ $\frac{7.6}{50}$ $\frac{7.4}{84}$ $\frac{6.4}{100}$

$\frac{6.1}{150}$ $\frac{4.8}{100}$ $\frac{4.1}{50}$ $\frac{2.9}{33}$ $\frac{3.9}{26}$ $\frac{6.7}{18}$ $\frac{5.5}{13}$ 5.1 $\frac{5.9}{14}$ $\frac{7.2}{17}$ $\frac{7.3}{28}$ $\frac{4.8}{33}$ $\frac{7.0}{50}$ $\frac{8.0}{67}$ $\frac{6.9}{100}$ $\frac{7.0}{100}$

$\frac{6.3}{200}$ $\frac{5.4}{150}$ $\frac{4.2}{100}$ $\frac{3.5}{50}$ $\frac{3.3}{30}$ $\frac{6.3}{21}$ 5.4 $\frac{6.1}{21}$ $\frac{5.1}{27}$ $\frac{8.2}{50}$ $\frac{8.4}{100}$ $\frac{5.6}{150}$ $\frac{4.3}{200}$

$\frac{6.4}{200}$ $\frac{6.1}{150}$ $\frac{5.1}{100}$ $\frac{5.8}{50}$ 5.2 $\frac{5.2}{50}$ $\frac{4.8}{100}$ $\frac{3.7}{150}$ $\frac{3.2}{200}$

$\frac{5.9}{200}$ $\frac{5.5}{150}$ $\frac{5.2}{100}$ $\frac{5.4}{50}$ 5.1 $\frac{4.6}{50}$ $\frac{2.8}{100}$ $\frac{2.9}{150}$ $\frac{2.3}{200}$

$\frac{6.7}{200}$ $\frac{6.3}{150}$ $\frac{5.8}{100}$ $\frac{6.1}{50}$ $\frac{6.7}{30}$ 5.0 $\frac{6.2}{31}$ $\frac{6.9}{50}$ $\frac{5.5}{100}$ $\frac{4.0}{150}$ $\frac{3.7}{200}$

$\frac{4.9}{200}$ $\frac{4.9}{150}$ $\frac{4.8}{133}$ $\frac{5.5}{100}$ $\frac{6.1}{50}$ $\frac{5.9}{34}$ $\frac{6.8}{24}$ 5.9

(12.2)

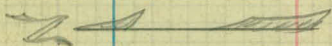
$\frac{12.7}{18}$ $\frac{14.5}{28}$ $\frac{14.4}{42}$ $\frac{13.4}{50}$ $\frac{6.0}{100}$ $\frac{3.0}{150}$ $\frac{3.6}{200}$

Shed $\frac{11.7}{114}$ $\frac{10.8}{100}$ $\frac{11.1}{50}$ $\frac{13.3}{17}$ 12.9 $\frac{13.4}{12}$ $\frac{16.3}{21}$ $\frac{13.2}{50}$ $\frac{6.0}{100}$ $\frac{11.4}{150}$ $\frac{7.9}{200}$

$\frac{5.5}{150}$ $\frac{5.2}{100}$ $\frac{5.6}{50}$ $\frac{6.8}{22}$ $\frac{5.6}{12}$ 5.0 $\frac{5.4}{11}$ $\frac{8.2}{20}$ $\frac{6.0}{50}$ $\frac{3.9}{85}$ $\frac{4.2}{100}$ $\frac{5.4}{150}$

$\frac{9.5}{100}$ $\frac{9.4}{23}$ $\frac{6.5}{16}$ 5.2 $\frac{6.0}{18}$ $\frac{9.6}{20}$ $\frac{8.5}{50}$ $\frac{8.2}{100}$

Intersection
Hamline and "B"

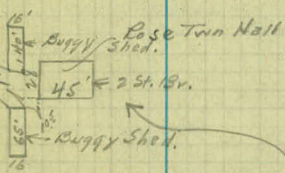


4

3

2

1



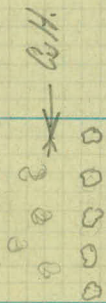
- +95 Car Br. Bldg 58'
- +75 P.R. 23'
- +59-12" Ash 40'
- +39-15" BE. 73'
- +39-18" Ash 39'
- +30 E.P. 36'
- +27 T.R. 78'

- +78 P.R. 57'
- +78 Rd Sq. 29'
- +75 P.R. 23'

+93 P.R. 23'

Yard

0+00 +04 P.R. 23'



"B"

Scattered Oaks

$\Delta = 0^{\circ} 25'$ ht.

Hamline

+53 T.P. 25'

+46 H.Pole. 23-28'

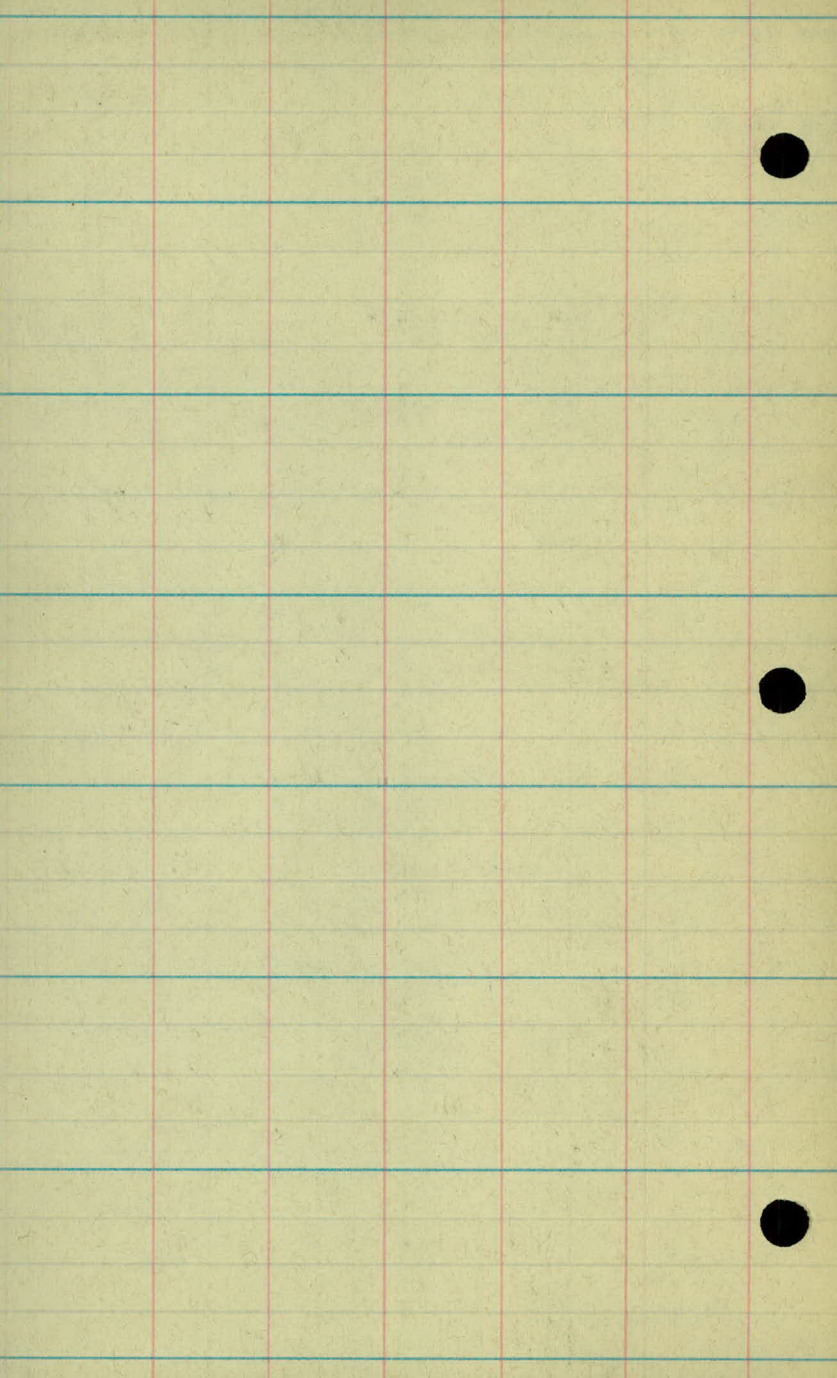
F 25'

- +41 T.P. 24'
- +37 T.P. + F.C. 25'
- +32 E.P. Sq. 27'
- +28 T.P. 70'

- +78 T.P. 24'
- +57 T.P. 24'
- +57 Triangle Sq. 31'

- +69 T.P. 24'
- +45 Rd Sq. A'

C.H.



1-15-32

X Sections Notes
No. McCarrons Blvd.
Sta. 21450 To Sta. 25400

Topog Same Survey Notes.

B.M.	0.24	856.04		855.80
T.P.	12.98	868.67	0.35	855.69
" "	12.41	880.58	0.50	868.17
B.M.	11.90	891.86	0.62	879.96
T.P.	11.15	902.57	0.44	891.42
" "	5.01	897.15	10.43	892.14
" "	6.58	891.24	12.49	884.66
" "	12.18	903.33	0.09	891.15
B.M.	9.82	904.99	8.16	895.17

21 + 50		13.5	891.5.
---------	--	------	--------

22		10.2	94.8.
----	--	------	-------

+ 25		8.5	96.5.
------	--	-----	-------

+ 50		6.6	98.4.
------	--	-----	-------

+ 75		5.7	99.3.
------	--	-----	-------

23		5.9	99.1.
----	--	-----	-------

+ 07		6.0	99.0.
------	--	-----	-------

+ 15		6.2	98.8.
------	--	-----	-------

+ 30		6.5	98.5.
------	--	-----	-------

1-14-32

Spt in Twin Willow Lst. to Sunset Park

Spt in Light Pole N.W. cor Rice + McCarron's No

Spt in R.R. 19' Lt Sta. 21+67

$\frac{10.3}{50}$ $\frac{11.3}{21}$ $\frac{14.2}{14}$ $\frac{13.5}{13}$ $\frac{14.5}{19}$ $\frac{11.7}{40}$ $\frac{11.5}{80}$ $\frac{12.2}{100}$ $\frac{13.0}{100}$

$\frac{3.2}{50}$ $\frac{4.0}{33}$ $\frac{6.7}{22}$ $\frac{10.6}{12}$ $\frac{10.2}{15}$ $\frac{11.0}{21}$ $\frac{9.1}{40}$ $\frac{9.9}{50}$ $\frac{10.5}{50}$ $\frac{11.8}{100}$

over H.I.

$\frac{+1.0}{50}$ $\frac{1.8}{28}$ $\frac{6.0}{19}$ $\frac{8.9}{13}$ $\frac{8.5}{15}$ $\frac{9.3}{21}$ $\frac{6.9}{25}$ $\frac{6.2}{38}$ $\frac{8.1}{50}$ $\frac{9.0}{50}$ $\frac{11.9}{100}$

$\frac{+4.2}{50}$ $\frac{1.7}{38}$ $\frac{4.4}{22}$ $\frac{6.3}{13}$ $\frac{6.6}{11}$ $\frac{7.7}{16}$ $\frac{4.0}{29}$ $\frac{5.4}{50}$ $\frac{7.8}{50}$ $\frac{11.6}{100}$

$\frac{3.1}{50}$ $\frac{4.4}{24}$ $\frac{5.7}{10}$ $\frac{6.5}{13}$ $\frac{3.2}{50}$ $\frac{6.8}{100}$

$\frac{0.4}{87}$ $\frac{2.9}{50}$ $\frac{3.4}{42}$ $\frac{4.6}{32}$ $\frac{5.9}{11}$ $\frac{6.5}{16}$ $\frac{3.2}{50}$ $\frac{11.8}{100}$

$\frac{0.4}{90}$ $\frac{3.0}{50}$ $\frac{5.4}{26}$ $\frac{6.0}{60}$ $\frac{6.7}{13}$ $\frac{3.6}{16}$ $\frac{5.4}{33}$ $\frac{7.3}{50}$ $\frac{11.8}{100}$

$\frac{4.7}{36}$ $\frac{5.7}{26}$ $\frac{6.2}{14}$ $\frac{6.8}{17}$ $\frac{3.9}{33}$ $\frac{5.7}{50}$ $\frac{7.6}{50}$ $\frac{12.7}{100}$

$\frac{5.0}{20}$ $\frac{6.6}{15}$ $\frac{6.5}{15}$ $\frac{7.0}{18}$ $\frac{4.9}{50}$ $\frac{8.6}{100}$

904.99 ✓

+50

6.8 898.2

+75

7.3 977. ✓

T.P

9.56 910.94 ✓ 3.61 901.38 ✓

23+15

+30

+50

+75

24

13.9 897.0.

T.P

7.22 906.42 ✓ 11.74 899.20 ✓

24

+50

10.5 95.9.

25

12.1 94.3.

4.21 903.41 ✓ 7.22 899.20 ✓

B.M

8.22 895.19 ✓

Left & Right

$$\frac{70}{12} \quad 68 \quad \frac{70}{16} \quad \frac{83}{43} \quad \frac{9.5}{50}$$

$$\frac{78}{11} \quad 7.3 \quad \frac{76}{14} \quad \frac{87}{44} \leftarrow \text{Garage.}$$

$$\frac{59}{100} \quad \frac{71}{79} \quad \frac{32}{66} \quad \frac{2.0}{58} \quad \frac{2.3}{46} \quad (12.1).$$

$$\frac{2.3}{100} \quad \frac{2.0}{60} \quad \frac{3.8}{30} \quad (12.4).$$

$$\frac{2.3}{100} \quad \frac{2.7}{50} \quad \frac{5.3}{20} \quad (12.7).$$

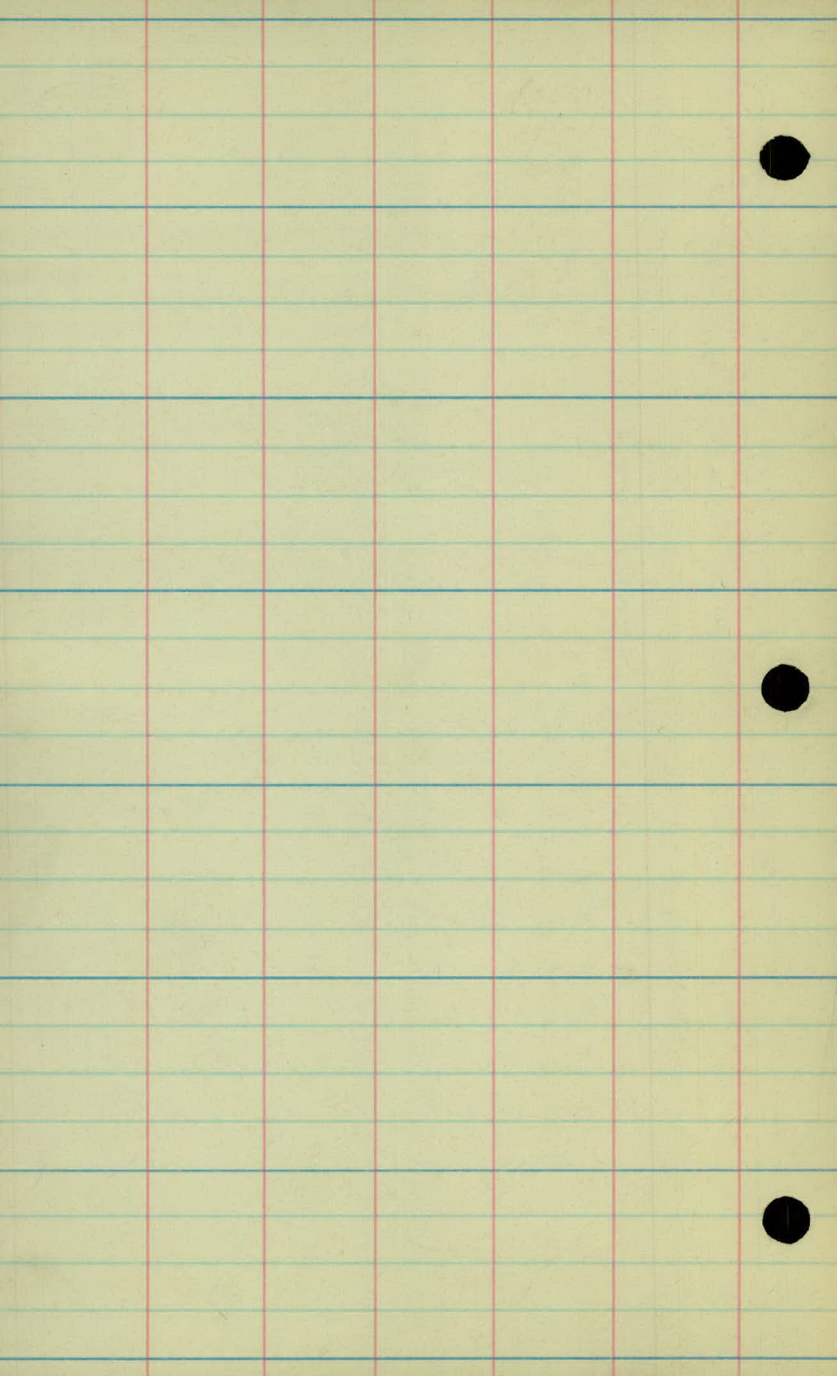
$$\frac{2.3}{100} \quad \frac{3.0}{44} \quad \frac{5.3}{22} \quad (13.2).$$

$$\frac{22}{100} \quad \frac{31}{50} \quad \frac{5.5}{24} \quad \frac{14.3}{12} \quad 13.9$$

$$\frac{11.9}{50} \quad \frac{10.2}{43} \quad \frac{9.4}{15} \quad \frac{9.7}{13} \quad (9.4).$$

$$\frac{0.2}{80} \quad \frac{2.3}{50} \quad \frac{4.2}{25} \quad \frac{11.0}{14} \quad 10.5 \quad \frac{11.2}{12} \quad \frac{10.6}{14} \quad \frac{11.0}{38} \quad \frac{12.0}{40} \quad \frac{13.0}{50}$$

$$\frac{3.4}{80} \quad \frac{5.8}{50} \quad \frac{7.6}{24} \quad \frac{12.4}{14} \quad 12.1 \quad \frac{12.9}{15} \quad \frac{12.3}{16} \quad \frac{12.6}{31} \quad \frac{15.8}{50}$$



X Sections Notes

Keller Pkwy^{2nd} Co. Rd. "C"

Topog same as
Rd. 127412

H.I.

$$\begin{array}{r} 112 \\ \sqrt{55} \\ \hline 57 \end{array}$$

B.M. 8.47 879.18 ✓ 870.71

T.P. 1.19 879.17 ✓ 1.20 877.98 ✓

B.M. 3.31 875.86 ✓

0-14 = Top Sh. N side of Keller Pkwy 873.1

0+00 73.9.

T.P. 7.69 883.55 ✓ 3.31 875.86 ✓

+35 74.3.

T.P. 3.05 878.91 ✓ 7.69 875.86 ✓

1 73.8.

+75 72.7.

2 72.3.

3 70.4.

T.P. 11.51 887.37 ✓ 3.05 875.86 ✓

1 T.P. 11.77 898.95 ✓ 0.19 887.18 ✓

+75

2 T.P. 2.70 890.68 ✓ 10.97 887.98 ✓

3 T.P. 2.65 880.98 ✓ 12.35 878.33 ✓

3

1/15/32 P.M.

Top of Conc. Wk. W side of N. End Bridge L.I. #7

spt in R.P. N.E. cor Keller Pkwy. and "C"

56 $\frac{68}{50}$ $\frac{9.2}{100}$ $\frac{110}{150}$ $\frac{12.7}{200}$

Top S/900 → 4.6 $\frac{68}{50}$ $\frac{7.0}{61}$ $\frac{53}{79}$ $\frac{3.1}{100}$ $\frac{0.0}{115}$ $\frac{6.1}{150}$ $\frac{9.0}{200}$
 To 2nd sh. 47 53

1-16-32 - A.M.

sh → $\frac{7.8}{104}$ $\frac{7.9}{78}$ $\frac{8.6}{50}$ $\frac{9.2}{30}$ $\frac{8.0}{22}$ $\frac{9.5}{19}$ $\frac{9.3}{9.3}$ $\frac{10.5}{25}$ $\frac{9.5}{28}$ $\frac{8.2}{33}$ $\frac{4.2}{38}$ $\frac{4.5}{76}$ $\frac{2.9}{100}$ $\frac{0.5}{117}$ $\frac{2.0}{150}$ $\frac{2.3}{200}$

$\frac{5.3}{9}$ $\frac{5.1}{18}$ $\frac{5.3}{19}$ $\frac{6.1}{25}$

$\frac{6.1}{9}$ $\frac{6.3}{19}$ $\frac{5.6}{26}$

$\frac{6.8}{11}$ $\frac{6.5}{19}$ $\frac{5.8}{25}$

$\frac{7.9}{12}$ $\frac{9.0}{8}$ $\frac{8.5}{8.5}$ $\frac{8.9}{20}$ $\frac{8.8}{24}$

Top Cut.

over 4.1.

$\frac{+9.5}{177}$ $\frac{+5.8}{140}$ $\frac{+1.3}{100}$ $\frac{0.0}{90}$ $\frac{3.5}{50}$ $\frac{5.2}{20}$ $\frac{3.9}{35}$ $\frac{7.1}{50}$ $\frac{7.9}{90}$ $\frac{6.4}{109}$ $\frac{0.5}{150}$ $\frac{0.5}{200}$ $\frac{1.1}{200}$

$\frac{+0.5}{150}$ $\frac{0.0}{118}$ $\frac{4.9}{100}$ $\frac{11.4}{70}$ $\frac{12.6}{50}$ $\frac{10.7}{23}$ $\frac{8.5}{44}$ $\frac{7.8}{86}$ $\frac{11.8}{89}$ $\frac{11.6}{100}$ $\frac{13.5}{150}$

$\frac{0.0}{145}$ $\frac{6.1}{100}$ $\frac{9.7}{86}$ $\frac{12.2}{50}$ $\frac{9.5}{23}$ $\frac{10.9}{39}$ $\frac{11.1}{50}$ $\frac{11.4}{62}$ $\frac{13.0}{64}$ $\frac{13.5}{100}$ $\frac{14.3}{150}$

$\frac{9.4}{21}$ $\frac{9.5}{50}$ $\frac{11.6}{82}$ $\frac{10.0}{100}$

$\frac{10.1}{100}$ $\frac{6.1}{50}$ $\frac{38}{30}$ $\frac{10.6}{10.6}$

886.98✓

T.P.

3.72

879.00✓

5.70

875.28✓

B.M.

3.1✓ 875.85✓

{ Weber = Notes
{ Wilke = $\frac{1}{2}$
{ Bell = Rod.

Cloudy - windy.

1-18-32 A.M.
1-21-32 P.M.

Bench Levels
and
X Section Notes
Co. Rd. "C" and N.B. Ave.

Sta. + H.I. - Elev

B.M. 1.34 924.41 923.07

T.P. 3.51 923.53 4.39 920.02

" " 0.32 910.83 13.02 910.51

" " 12.37 922.62 0.58 910.25

" " 13.45 935.88 0.19 922.43

" " 3.24 938.67 0.45 935.43

" " 0.06 925.24 13.49 925.18

" " 7.92 921.78 11.38 913.86

12.42 934.04 0.16 921.62

B.M. 5.63 928.41

0+00 = 200' W. of W.B. Ave 923.7

1+00 25.1

T.P. 4.57 932.98 5.63 928.41

+74 27.3

2 27.7

+34 27.8

+46 27.9

T.P. 4.94 935.43 2.49 930.49

3 29.2

4 30.9

Weyer {
% 1/2 mile }
Ed Bell }

1-18-32 A.M.
1-21-32 P.M.

Spike in 18" Oak N.W. cor. Co. Rd. "C" and Bock St

382.322 Chev. Rover

Nail Top G.R. post. N side (west end.)

Water table N.W. cor filling station

6.4	9.0	10.0	11.2	11.1	10.6	13.3	12.5	13.5	15.1
100	60	25	23	15	12.3	13	21	25	50

7.4	3.0	3.3	5.4	6.8	7.8	9.0	9.1	12.4	14.3	15.4	14.0
200	150	100	60	30	23	17	8.9	13	22	55	100

6.4	4.5	2.6	2.2	4.6	6.1	5.9	5.8	6.4
200	150	100	80	31	20	5.7	4.2	100

	Top	Top Slope		Sh.	Top Sh.	Pr. way.					
6.7	4.4	7.3	7.4	7.3	5.5	5.5	6.0	6.0	6.9	6.4	5.9
200	150	127	100	95	59	5.3	6.4	83	100	107	122

5.1	5.3	5.8	5.7	5.5	5.5	3.7	3.6
100	86	58	40	24	52	12	50

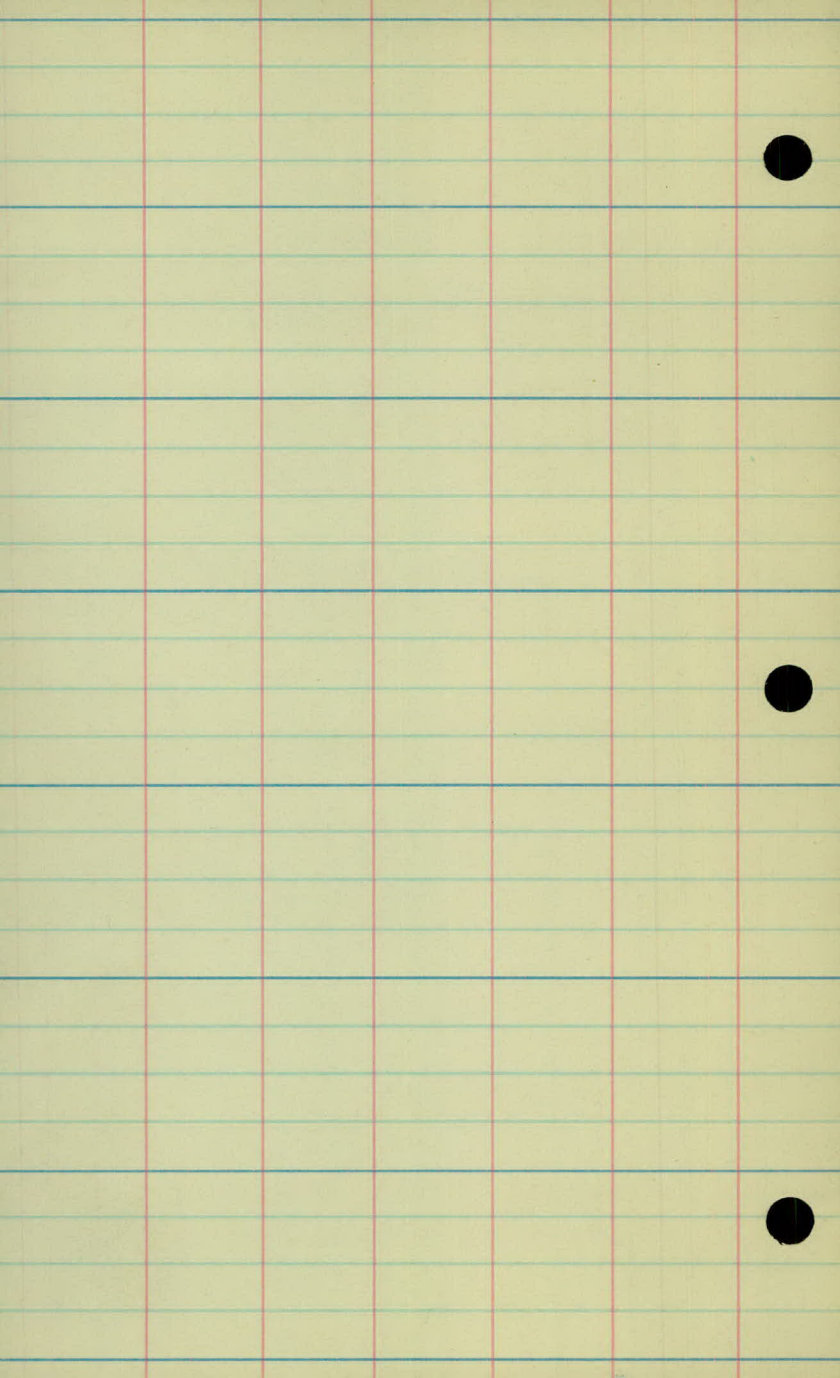
4.9	5.3	3.0	2.1	5.7	5.3	3.2	3.1
100	80	57	30	24	5.1	12	16

House

3.4	2.1	1.6	3.0	3.8	6.2	6.4	4.6	5.1
200	150	100	34	28	20	6.2	15	17

0.5	1.2	2.9	4.4	4.5	5.4	4.1	5.6
100	53	30	17	4.5	15	19	62

Barn



Topog Notes
Intersection of
Co. Rd. "C" and Yl. B. Ave.

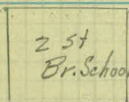
4

3

2 = E W.B. Ave

1

0+00 = 200' W. of W.B. Ave



25'
Br. School

+ 48 Cor. School

School Grounds

+78 T.P. 30'
+50 Rd 59.27'
+41 P.P. 31

+87 P.P. 53'
+77 Rd 59.28'

+46 T.P. 29'

+17 T.P. 28'

Cult.



+6 Cor. Barn 63'

+41-4" Plum Tr. 24'
+26-4" Plum Tr. 24'
+25 G.P. 17'

+94-15" B.E. 24'
+74-12" B.E. 24'
+25 Frame.
+56 Cor. House 45'
+54-12" B.E. 27'
+37-18" B.E. 22'
+34-15" B.E. 39'
+25 Cr. Fruit Stand 26'
+24 T.P. 16'

Jard.



6'x11'

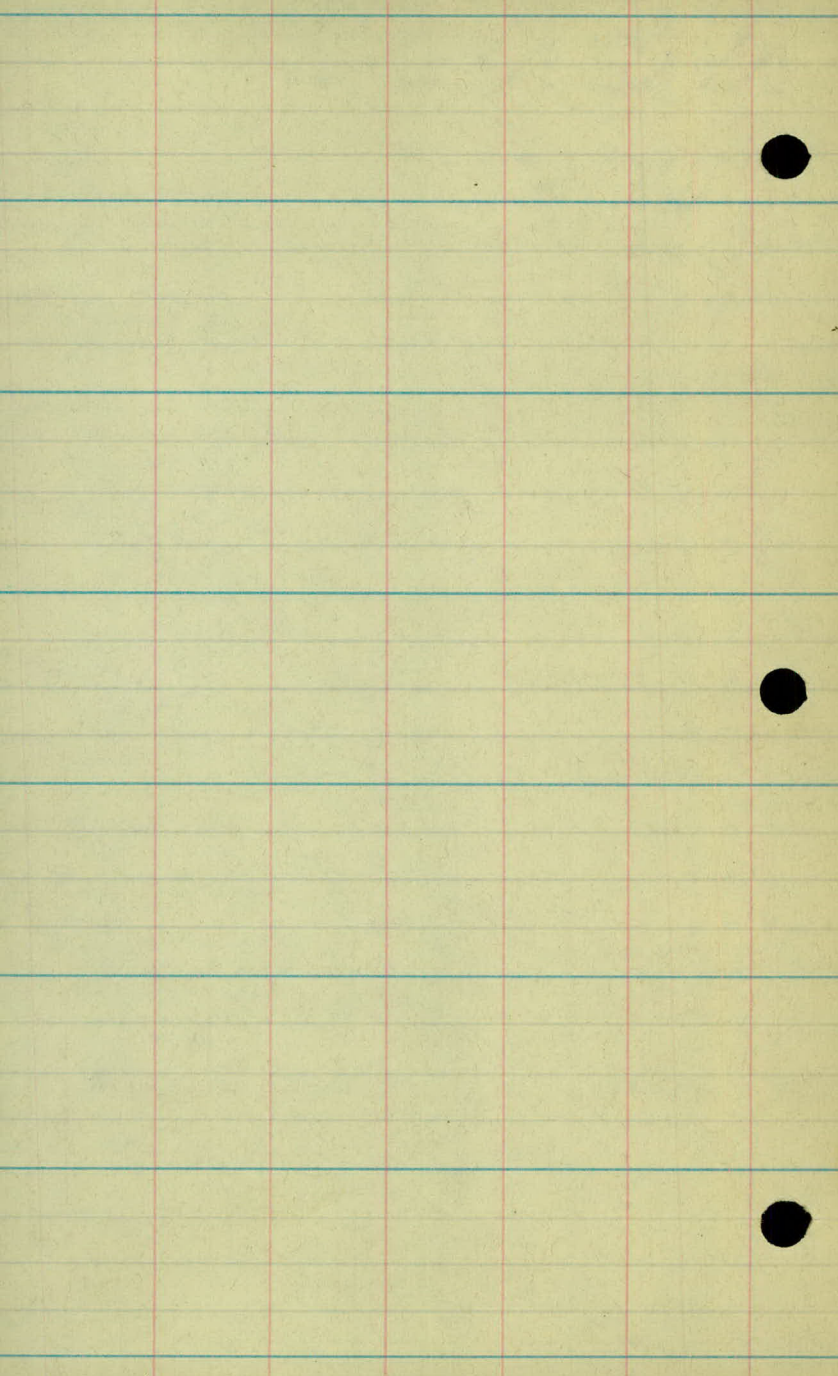


+73 P.P. 23'
+61 Cor. Filling Sta. 39'

+35 Cor. Filling Sta. 34'
+27 Rd. 59.19'

+90 P.P. 23'

Cult



X Sec.

Co. Rd. "B" and V.I.B. Area

B.M. 10.36 932.50 ✓ 922.14
0+00 = 200' W. of W.B. Ave. 928.1.

+80 25.9.

1 25.1.

T.P. 557 927.71 ✓ 10.36 922.14 ✓ 22.9

+66 Top Slope W. 22.8.

+77 Toe Slope W. 22.5.

T.P. 13.78 935.92 ✓ 5.57 922.14 ✓

+66

+77

T.P. 8.90 931.04 ✓ 13.78 922.14 ✓

2+00 $\frac{1}{2}$ Pave. W.B. Ave. 22.1.

+22 Toe Slope East 22.4.

+30 Top Slope East 22.7.

+64 23.5.

3 23.9.

4 24.7.
B.M. 8.90 922.14 ✓

Clear and Cold.

Lt

4

Rt.

1-23-32
1-22-32

Top of Mont. 2+00

$\frac{25}{100} \frac{3.1}{50} \frac{32}{28} \frac{63}{24} \frac{64}{20} \frac{4.8}{15} 44 \frac{4.5}{17} \frac{59}{20} \frac{63}{25} \frac{39}{28} \frac{28}{50} \frac{3.0}{100}$

$\frac{25}{150} \frac{1.0}{122} \frac{7.0}{100} \frac{7.0}{50} \frac{7.0}{37} \frac{8.1}{24} \frac{8.3}{20} \frac{6.7}{15} 6.6 \frac{7.2}{16} \frac{8.5}{19} \frac{8.4}{25} \frac{2.1}{32} \frac{1.4}{35} \frac{2.2}{50} \frac{3.4}{100} \frac{4.9}{150}$

$\frac{0.0}{72} \frac{0.0}{37} \frac{8.4}{26} \frac{9.0}{20} \frac{7.5}{16} 7.4 \frac{7.8}{15} \frac{9.0}{19} \frac{8.8}{25} \frac{2.3}{31} \frac{2.4}{50} \frac{4.1}{63} \frac{5.2}{100} \frac{5.8}{150}$

Top Mont.

$\frac{4.0}{150} \frac{7.5}{121} \frac{6.6}{150} \frac{0.0}{111} \frac{1.6}{100} \frac{7.6}{50} \frac{10.8}{33} \frac{12.4}{26} \frac{13.2}{20} \frac{13.0}{13} 4.9 \frac{4.9}{14} \frac{6.3}{20} \frac{6.4}{26} \frac{2.4}{32} \frac{2.5}{50} \frac{5.6}{100} \frac{6.1}{150} \frac{5.5}{200}$

$\frac{11.2}{200} \frac{12.8}{150} \frac{12.2}{100} \frac{13.2}{50} \frac{14.2}{28} \frac{13.0}{17} 5.2 \frac{5.5}{15} \frac{6.8}{28} \frac{7.4}{50} \frac{9.0}{100} \frac{11.0}{150} \frac{12.5}{200}$

(13.1)

(13.4)

$\frac{5.8}{200} \frac{6.4}{150} \frac{7.1}{100} \frac{7.9}{50} 8.9 \frac{10.1}{50} \frac{11.2}{100} \frac{12.7}{150} \frac{14.0}{200}$

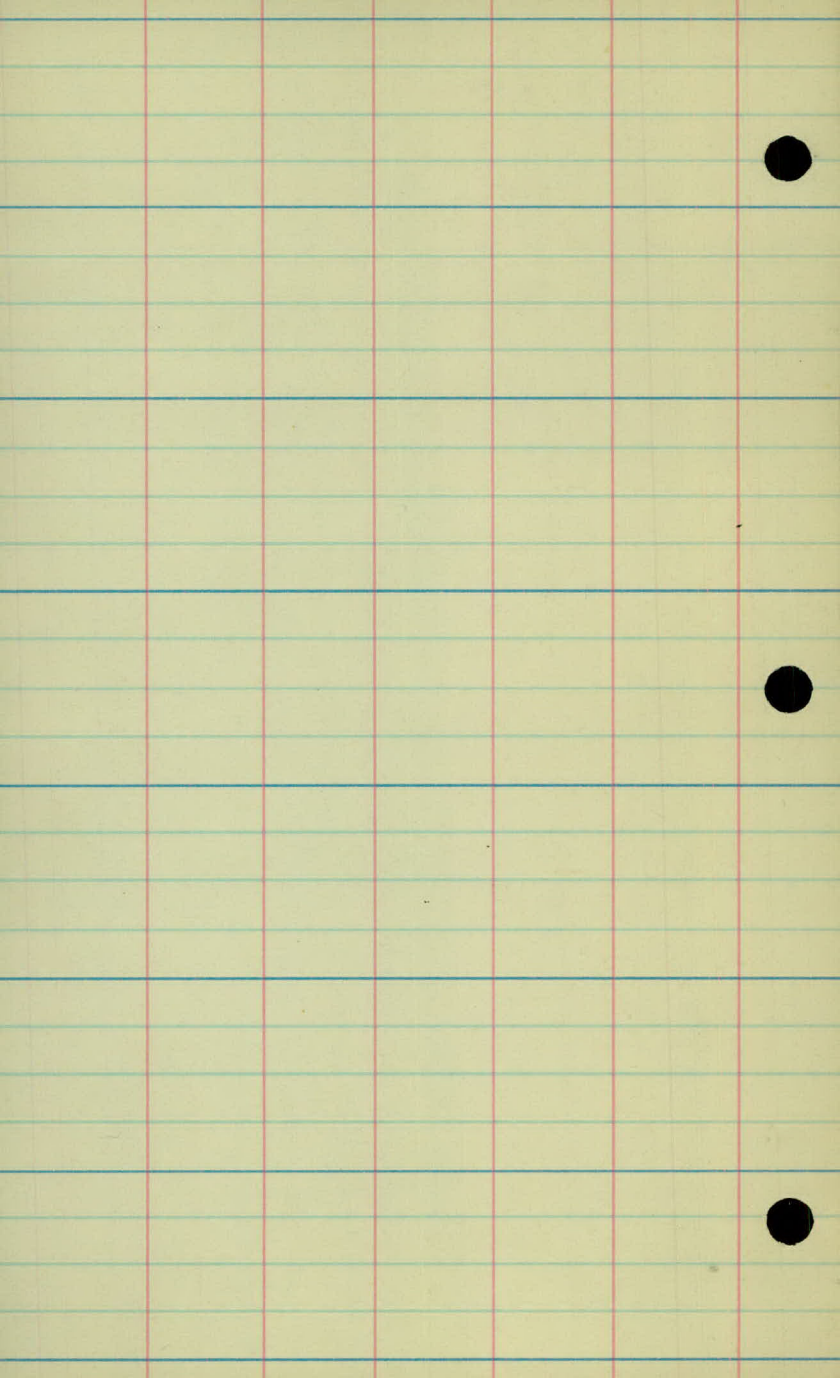
$\frac{7.4}{200} \frac{8.2}{150} \frac{8.5}{100} \frac{9.0}{50} \frac{9.5}{25} \frac{8.8}{14} 8.4 \frac{9.3}{19} \frac{10.8}{30} \frac{11.5}{50} \frac{13.2}{100} \frac{14.2}{150} \frac{13.8}{200}$

$\frac{5.5}{125} \frac{3.0}{150} \frac{4.2}{141} \frac{3.7}{100} \frac{4.0}{50} \frac{4.0}{42} \frac{6.4}{31} \frac{6.6}{19} \frac{8.6}{10} 8.3 \frac{9.1}{18} \frac{7.4}{26} \frac{9.4}{50} \frac{10.0}{76} \frac{8.4}{86} \frac{9.4}{100} \frac{8.8}{150} \frac{7.8}{181}$

$\frac{1.7}{200} \frac{6.6}{150} \frac{10.4}{128} \frac{11.4}{100} \frac{10.4}{50} \frac{8.4}{15} 8.0 \frac{8.4}{15} \frac{6.4}{23} \frac{5.4}{30} \frac{6.6}{50} \frac{7.6}{100} \frac{5.5}{126} \frac{5.5}{150} \frac{6.0}{200}$

$\frac{9.5}{200} \frac{9.4}{150} \frac{12.7}{100} \frac{12.0}{50} \frac{9.0}{21} \frac{9.5}{18} \frac{8.0}{11} 7.1 \frac{8.1}{15} \frac{7.2}{21} \frac{9.0}{50} \frac{8.0}{87} \frac{5.5}{100} \frac{3.8}{150}$

$\frac{10.5}{150} \frac{1.00}{100} \frac{7.7}{50} \frac{4.8}{22} \frac{6.8}{17} \frac{6.8}{11} 6.3 \frac{6.9}{13} \frac{4.6}{18} \frac{7.0}{50} \frac{9.6}{100}$



Topog Notes
Co. Rd. "B" and V.I. B. Ave.

✓

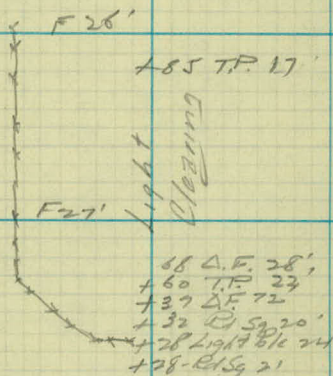
3

2

1

0 + 00 = 200' West of N.B. Ave. on "B"

VY 570

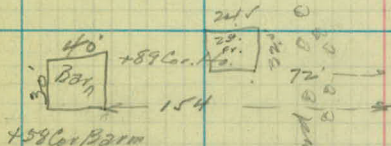


+30 B.Sg. 13'

W BAYC.

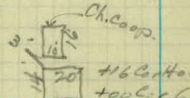
+74' T.P. 35'

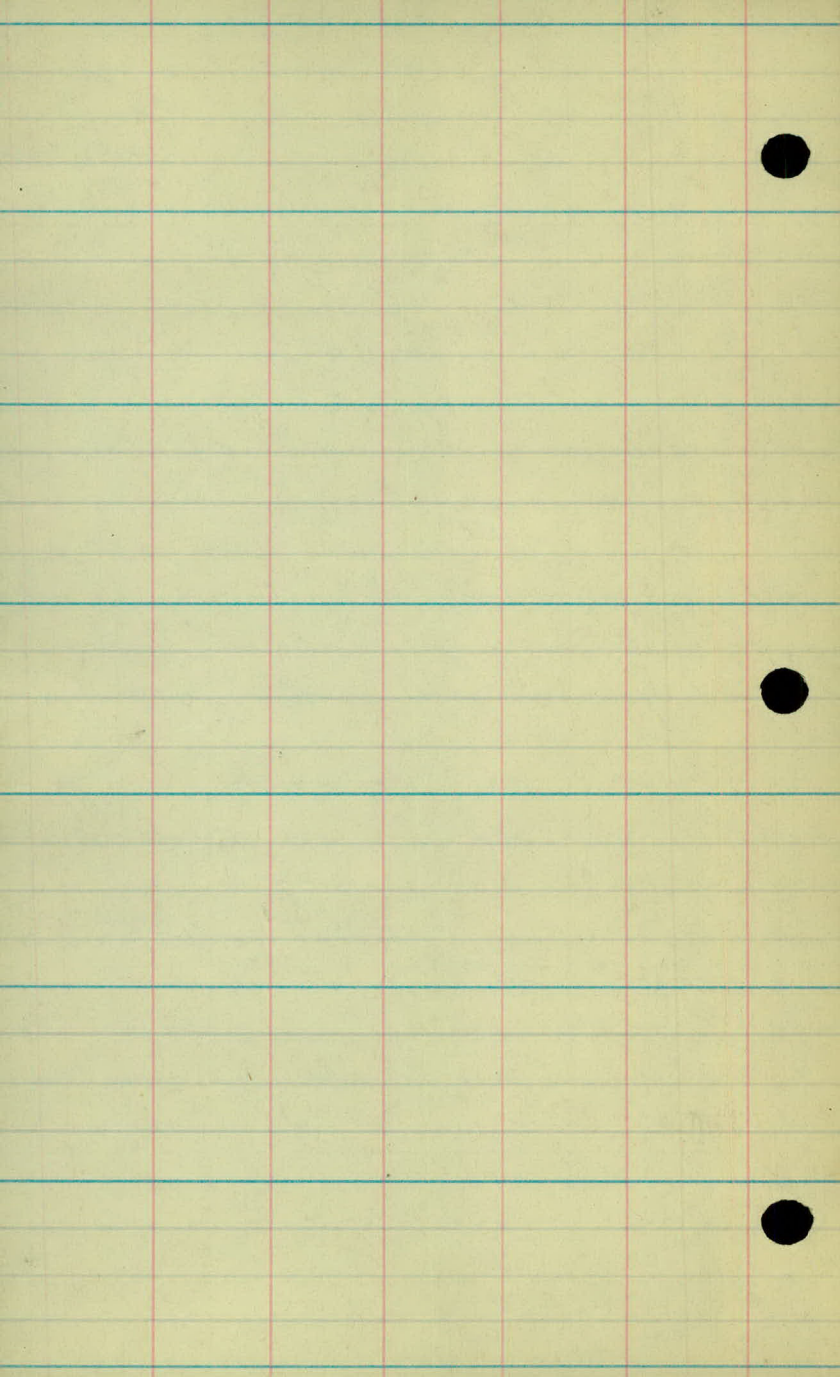
+73 T.P. 45'
+70 B.Sg. 21'



Land 8000

pub





X Section Notes
A2 and McMenemy St.

B.M. 1.57 912.77✓ 911.20?
6.83 916.32✓ 3.28 909.49✓

0+00 04.3.

+40 05.1.

1 06.1.

T.P. 1.67 911.16✓ 6.83 909.49✓

1 06.9.

+76

07.1.

+88

07.3.

2

07.5.

+13

07.6.

+21

B.M. 6.16 915.65✓ 1.67 909.49✓

08.7.

3

T.P. 13.57 923.48✓ 5.74 909.91✓

+50 09.9.

4

10.9.

125-26

Clear Cold

Left & Right

spk in T.P. near & Gravel Pit.

Top Rock S.E. Cr. Int 43 - McMonery

Bldg. $\frac{46}{120}$ $\frac{40}{100}$ $\frac{27}{50}$ $\frac{37}{28}$ $\frac{122}{18}$ $\frac{124}{14}$ $\frac{124}{12.0}$ $\frac{130}{13}$ $\frac{130}{16}$ $\frac{40}{19}$ $\frac{40}{30}$ $\frac{40}{50}$ $\frac{35}{100}$ $\frac{6.8}{150}$

Bldg. $\frac{55}{70}$ $\frac{4.7}{50}$ $\frac{4.0}{32}$ $\frac{11.6}{17}$ $\frac{11.6}{15}$ $\frac{11.6}{11.2}$ $\frac{12.0}{13}$ $\frac{12.0}{16}$ $\frac{12.0}{19}$ $\frac{0.8}{33}$ $\frac{0.8}{50}$ $\frac{0.8}{100}$ $\frac{12.50}{136}$ $\frac{12.50}{200}$

$\frac{6.2}{188}$ $\frac{6.2}{200}$

$\frac{10.7}{11.2}$ $\frac{11.5}{13}$ $\frac{11.5}{15}$ $\frac{5.0}{17}$ $\frac{7.0}{29}$ $\frac{10.0}{50}$ $\frac{9.7}{83}$ $\frac{6.6}{100}$ $\frac{10.0}{150}$ $\frac{10.0}{200}$

$\frac{9.5}{200}$ $\frac{7.5}{176}$ $\frac{9.0}{150}$ $\frac{132}{100}$ $\frac{126}{76}$ $\frac{6.6}{50}$ $\frac{3.5}{41}$ $\frac{3.7}{23}$ $\frac{5.0}{13}$ (5.1)

$\frac{12.7}{200}$ $\frac{132}{150}$ $\frac{135}{100}$ $\frac{10.8}{50}$ $\frac{8.3}{30}$ $\frac{5.0}{22}$ $\frac{4.5}{43}$ $\frac{5.4}{22}$ $\frac{5.4}{26}$ $\frac{3.6}{30}$ $\frac{4.1}{32}$ $\frac{4.3}{50}$ $\frac{3.7}{100}$ $\frac{0.8}{150}$ $\frac{0.8}{200}$

$\frac{6.0}{200}$ $\frac{6.0}{150}$ $\frac{5.6}{100}$ $\frac{5.3}{50}$ $\frac{4.6}{41}$ $\frac{4.6}{50}$ $\frac{4.4}{100}$ $\frac{4.0}{150}$ $\frac{4.0}{200}$

$\frac{5.4}{200}$ $\frac{5.4}{150}$ $\frac{5.0}{100}$ $\frac{4.7}{50}$ $\frac{4.2}{39}$ $\frac{4.2}{50}$ $\frac{4.0}{100}$ $\frac{3.4}{150}$ $\frac{3.4}{200}$

$\frac{5.7}{200}$ $\frac{5.7}{150}$ $\frac{5.4}{100}$ $\frac{5.0}{50}$ $\frac{4.7}{22}$ $\frac{5.0}{37}$ $\frac{5.0}{50}$ $\frac{5.0}{100}$ $\frac{4.6}{150}$ $\frac{4.3}{200}$

$\frac{7.6}{200}$ $\frac{7.1}{150}$ $\frac{8.0}{100}$ $\frac{6.8}{50}$ $\frac{6.0}{38}$ $\frac{4.5}{18}$ $\frac{3.6}{10}$ $\frac{4.3}{36}$ $\frac{5.0}{19}$ $\frac{3.6}{31}$ $\frac{3.8}{33}$ $\frac{4.5}{50}$ $\frac{3.0}{100}$ $\frac{0.7}{150}$ $\frac{0.7}{200}$

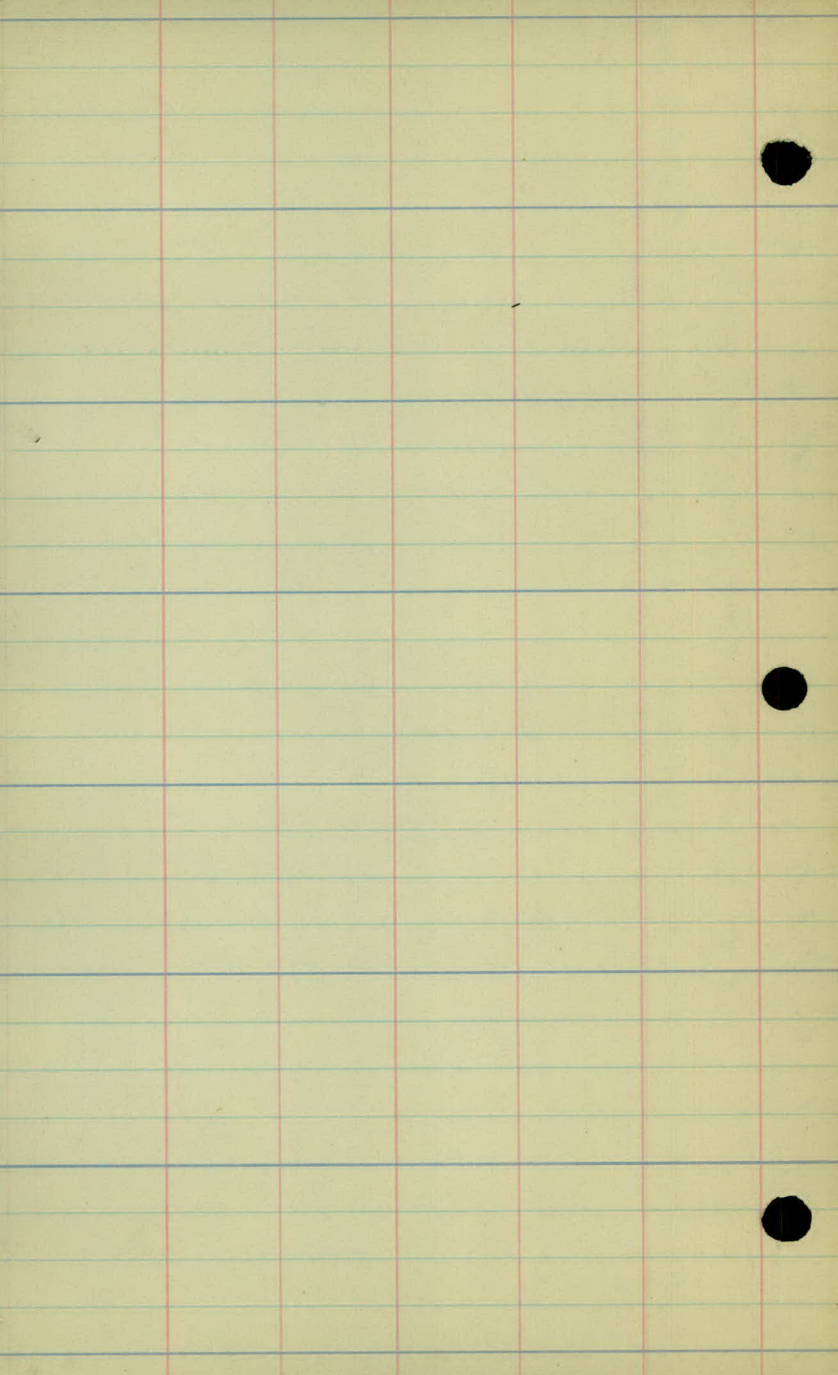
over h.l.

$\frac{1.4}{200}$ $\frac{1.4}{150}$ $\frac{+3.5}{100}$ $\frac{0.0}{50}$ $\frac{2.0}{29}$ $\frac{7.2}{24}$ $\frac{7.3}{18}$ $\frac{7.4}{10}$ $\frac{7.4}{12}$ $\frac{4.0}{20}$ $\frac{3.4}{25}$ $\frac{5.5}{50}$ $\frac{6.5}{100}$ $\frac{8.2}{150}$ $\frac{8.2}{200}$

over h.l.

$\frac{5.2}{200}$ $\frac{1.6}{150}$ $\frac{+1.0}{100}$ $\frac{0.0}{80}$ $\frac{2.8}{50}$ $\frac{4.0}{37}$ $\frac{14.2}{22}$ $\frac{14.2}{17}$ $\frac{13.9}{36}$ $\frac{14.2}{13}$ $\frac{7.5}{19}$ $\frac{8.0}{28}$ $\frac{11.0}{50}$ $\frac{12.0}{100}$ $\frac{12.2}{150}$ $\frac{12.2}{200}$

$\frac{3.6}{200}$ $\frac{+1.0}{150}$ $\frac{+3.2}{100}$ $\frac{0.0}{42}$ $\frac{12.6}{24}$ $\frac{13.0}{19}$ $\frac{13.2}{12.6}$ $\frac{14.0}{73}$ $\frac{14.0}{18}$ $\frac{7.5}{22}$ $\frac{7.0}{27}$ $\frac{8.5}{50}$ $\frac{7.0}{100}$ $\frac{7.7}{150}$ $\frac{7.7}{200}$



1-32

Topog. A² and McMenemy

4

3

2

1

0+00

F 42'

F 30'

+29 T.P. 29'

F 34'

+90-24" O.C. 100'

+53 H.P. 28-22

+25 F.C. 29'

+17 E.P. 70'

McMenamy

+81 T.P. 83'

+84 R/S 34'

+78 F.C. 26'

+28 Δ F 26'

+98 Bq F 43'

+88 End F 25'

Bro's
Dairy
C.O.P.

+32 F.int 25'

F 245

Waste

Waste

F 33'

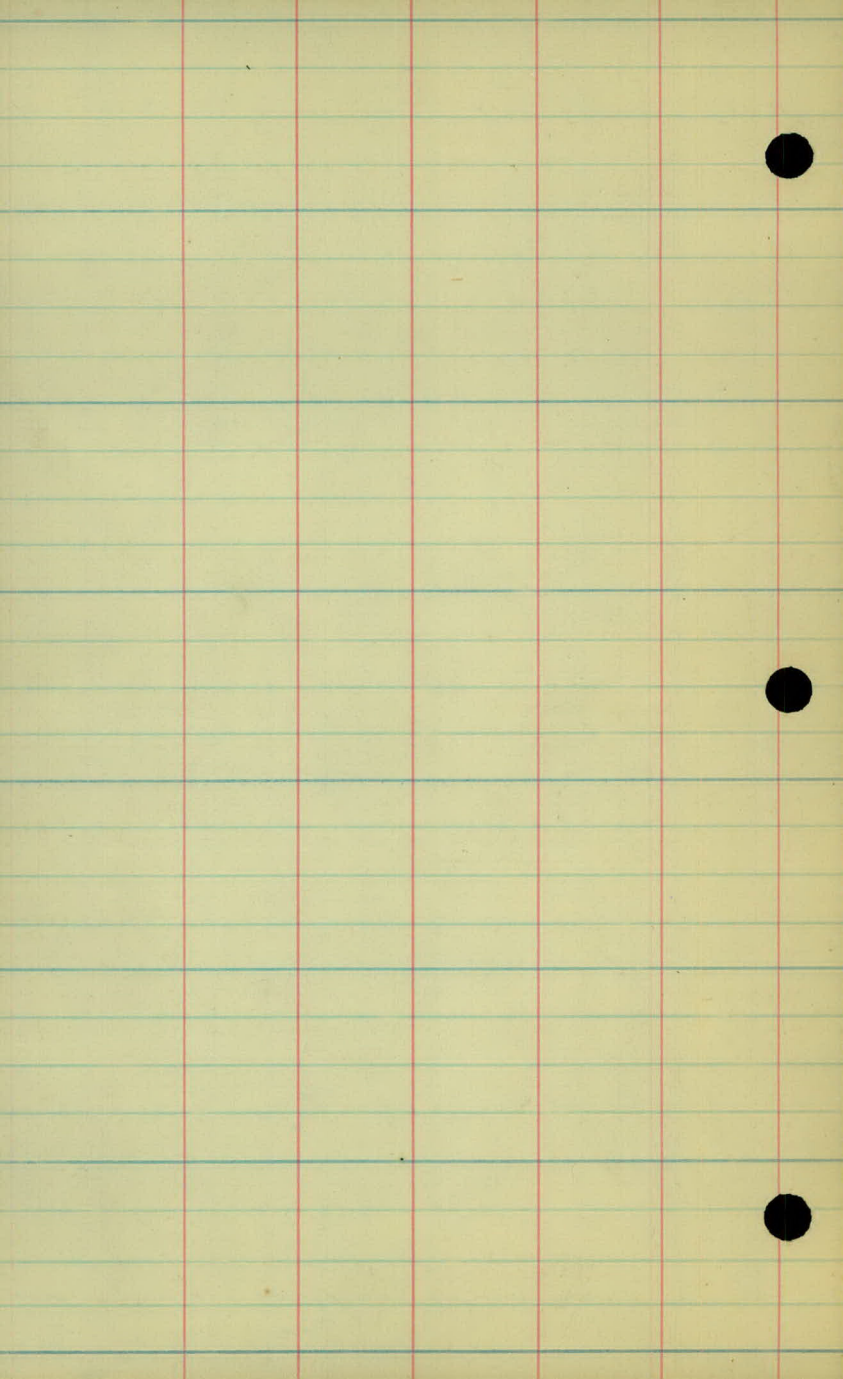
+24 E.P. 32'
+25 F.C. 36'
+20 T.P. 36'
+18 R/S 40'

+81 E.P. 46'
+78 F.C. 30'
+68 G.P. 29'

+43 E.P. 16'

+64 Bq F 33'

Waste



X Section Notes
Co. Rd. "B" and Arcade St

Bench Levels

	+	H.I.	-	Elev.	
B.M.	13.70	902.22✓		888.52	
T.P.	13.53	915.75✓	0.00	902.22✓	
" "	0.92	912.85✓	3.82	911.93✓	
" "	0.59	900.73✓	12.71	900.14✓	
" "	0.26	887.76✓	13.23	887.50✓	G.R.
" "	0.71	875.88✓	12.59	875.17✓	G.R.
" "	12.71	877.88 878.42✓	10.17	865.71✓	G.R.
" "	11.54	889.21 889.75✓	0.21	877.67 878.21✓	
" "	11.56	891.92 892.46✓	8.85	880.36 880.90✓	
B.M.	6.79	897.62 897.62✓	1.63	890.29 890.83✓	
0+00		± Arcade.		891.6✓	

+13 91.9✓

+20 92.2✓

+35 92.9✓

+85 95.3✓

1
T.P. 12.71 909.61✓ 0.78 896.84✓ 96.1✓
896.30

+35

~~+35~~

+85

~~+85~~

Clear and Fair

1-25-32

Spt in P.P. N.W. cor Frost and Arcade.

Spike in G. Pole east side of Arcade at "B"

<u>122</u>	<u>106</u>	<u>91</u>	<u>75</u>		<u>45</u>	<u>31</u>	<u>18</u>	<u>0.4</u>
200	150	100	50	60	50	100	150	200

91.08

<u>125</u>	<u>110</u>	<u>95</u>	<u>78</u>	<u>73</u>		<u>57</u>	<u>50</u>	<u>34</u>	<u>22</u>	<u>0.6</u>
200	150	100	50	32	57	38	50	100	150	200

<u>180</u>	<u>158</u>	<u>112</u>	<u>84</u>	<u>75</u>	<u>65</u>		<u>49</u>	<u>56</u>	<u>42</u>	<u>26</u>	<u>0.9</u>
200	150	100	50	36	20	54	32	42	100	150	200

<u>192</u>	<u>170</u>	<u>140</u>	<u>106</u>	<u>75</u>	<u>57</u>		<u>49</u>	<u>49</u>	<u>25</u>	<u>2.0</u>
200	150	100	50	27	14	47	16	20	26	53

<u>195</u>	<u>170</u>	<u>145</u>	<u>99</u>	<u>75</u>	<u>38</u>	<u>32</u>		<u>2.9</u>	<u>2.9</u>	<u>23</u>	—
200	150	100	50	28	20	14	23	13	18	21	

<u>193</u>	<u>167</u>	<u>140</u>	<u>92</u>	<u>58</u>	<u>31</u>	<u>25</u>		<u>2.5</u>	<u>2.6</u>	<u>10</u>
200	150	100	50	29	20	13	15	14	18	22

(16.7)	<u>37</u>	<u>0.0</u>	<u>0.5</u>
	78	130	200

(14.3)	<u>80</u>	<u>6.2</u>	<u>0.9</u>	<u>0.0</u>	<u>2.12</u>	<u>7.8</u>
	32	55	100	112	150	185

140050

(13.5)	<u>7.6</u>	<u>6.0</u>	<u>1.2</u>	<u>0.0</u>	<u>±26</u>
	31	50	95	100	164

T.P

6.92

1 + 60

909.61✓

909.07

903.76✓

903.22

12.77

896.84✓

896.30

99.0✓

2

T.P

11.03

1 + 60

912.91✓

912.37

1.88

901.88✓

901.34

900.6✓

2

B.M.

0.82

902.70✓

902.16

11.03

11.86

901.88✓

901.34

890.84✓

890.30

Left. ~~4~~ Right

$$\frac{172}{100} \quad \frac{116}{50} \quad \frac{63}{21} \quad \frac{56}{14} \quad 4.8 \quad \frac{52}{13} \quad \frac{61}{16} \quad \frac{61}{19}$$

$$\frac{148}{100} \quad \frac{88}{50} \quad \frac{54}{30} \quad \frac{33}{19} \quad \frac{37}{13} \quad 32 \quad \frac{27}{15} \quad \frac{27}{20}$$

$$\textcircled{13.9} \quad \frac{82}{28} \quad \frac{60}{50} \quad \frac{20}{85} \leftarrow \text{B11g.}$$

$$\textcircled{12.3} \quad \frac{52}{28} \quad \frac{42}{50} \quad \frac{11}{100}$$

5.10.27
5.10.27

10.1.28
10.1.28
123

8.11.28
8.11.28

1-32

Topog Notes
Co. Rd. "13" and Arcade St

3

2

1

0 + 00

Mont. & Edgerton.

Hay Field

Co. R. "B"

+76 T.P. 21'

F 22'

+96 T.P. 22'

+31 Cor. E. on T.P. 20'

+31 - T.P. 20'

+28 - 15' Dist 60'

+28 Cor. P. 26

Arcade

Mont.

St.

+84. 12" Elm 56'

+78 End F 28'

+60 = 20" B.E. 75'

+22 Cor. Ho. 85'

+18 P.P. 27'

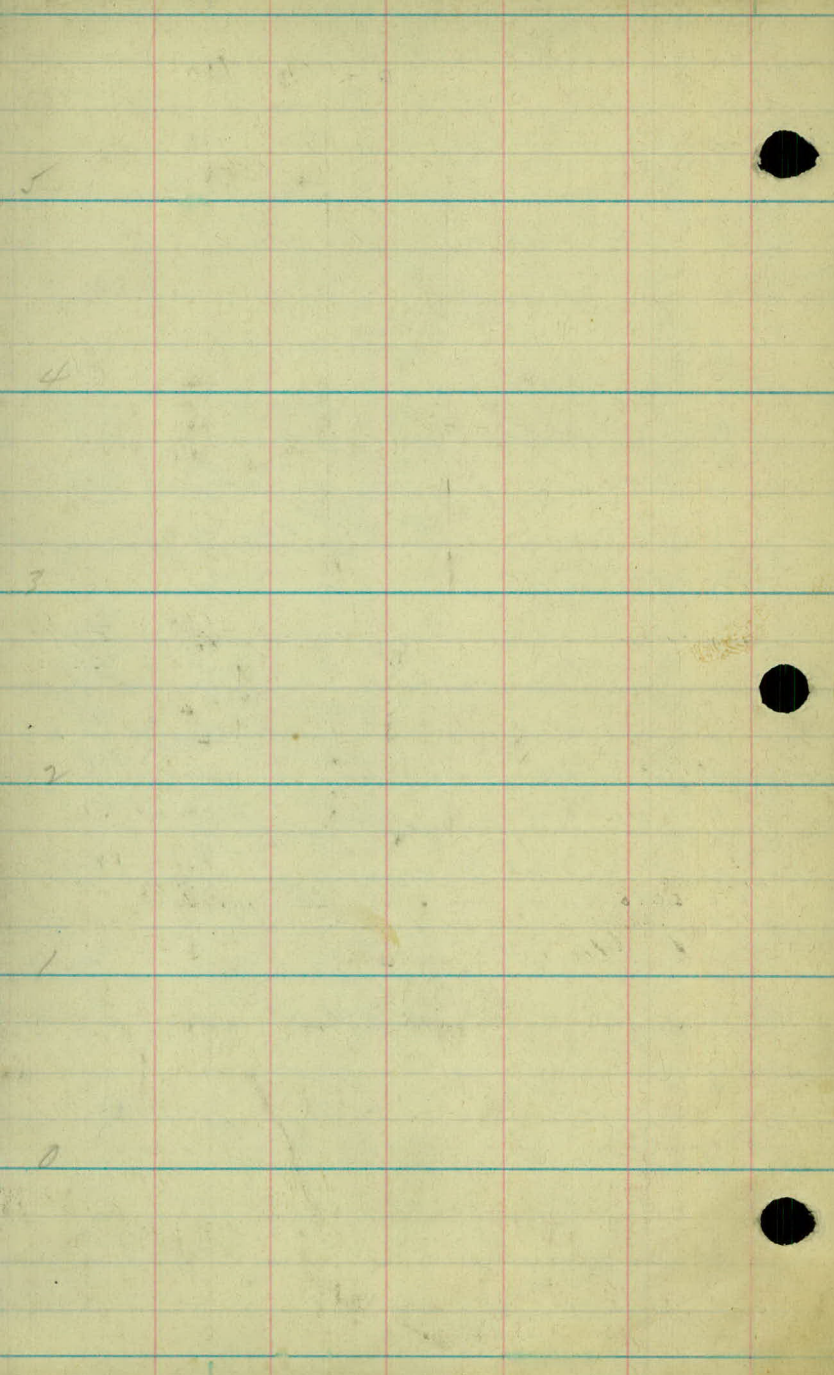
F 29'

+84 Δ F 31'

+38 Δ F 67'

+35 Δ F 79'

+31 P.P. 29'



X-Section Notes
Int. Cleveland & Co. Rd. C.

B.M. 5.24 920.87 ✓ 915.63

0+00 £ Co. Rd. C. 917.0 ✓

+14 16.6 ✓

+23 16.4 ✓

+35 16.1 ✓

+66 15.4 ✓

1 14.9 ✓

+50 14.4 ✓

2 14.1 ✓

+40 13.8 ✓

B.M. 13.38 929.01 ✓ 5.24 915.63 ✓

0+35

+66

1

Spk. in T.P. S.E. Cor. Co. Rd. C + Cleveland

$$\frac{8.7}{200} \quad \frac{7.3}{150} \quad \frac{6.5}{100} \quad \frac{5.3}{50} \quad 3.9 \quad \frac{3.9}{50} \quad \frac{3.1}{100} \quad \frac{2.0}{150} \quad \frac{1.0}{200}$$

$$\frac{9.2}{200} \quad \frac{7.7}{150} \quad \frac{6.9}{100} \quad \frac{5.7}{50} \quad 4.3 \quad \frac{4.4}{50} \quad \frac{3.6}{100} \quad \frac{2.4}{150} \quad \frac{1.4}{200}$$

$$\frac{12.4}{200} \quad \frac{9.0}{150} \quad \frac{7.1}{100} \quad \frac{7.1}{50} \quad \frac{6.6}{28} \quad \frac{5.3}{25} \quad 4.5 \quad \frac{4.9}{25} \quad \frac{7.8}{35} \quad \frac{7.7}{50} \quad \frac{4.4}{100} \quad \frac{0.0}{150} \quad \frac{4.0}{200}$$

$$\frac{5.2}{50} \quad \frac{7.4}{34} \quad \frac{7.6}{24} \quad \frac{5.5}{18} \quad 4.8 \quad \frac{5.1}{16} \quad \frac{9.0}{27} \quad \frac{8.2}{50} \quad \frac{4.5}{100} \quad \frac{1.4}{150} \quad \frac{4.7}{200}$$

$$\frac{5.1}{50} \quad \frac{9.1}{33} \quad \frac{9.3}{22} \quad \frac{6.0}{15} \quad 5.5 \quad \frac{5.9}{15} \quad \frac{9.1}{23} \quad \frac{9.0}{50} \quad \frac{6.0}{100} \quad \frac{5.3}{150} \quad \frac{7.7}{200}$$

$$\frac{3.8}{50} \quad \frac{8.0}{33} \quad \frac{8.5}{27} \quad \frac{9.7}{24} \quad \frac{9.5}{21} \quad \frac{6.5}{15} \quad 6.0 \quad \frac{6.4}{15} \quad \frac{10.4}{23} \quad \frac{10.0}{50} \quad \frac{8.7}{100} \quad \frac{8.0}{150}$$

$$\frac{1.5}{50} \quad \frac{9.3}{27} \quad \frac{10.2}{26} \quad \frac{10.0}{20} \quad \frac{6.7}{15} \quad 6.5 \quad \frac{7.0}{15} \quad \frac{12.2}{23} \quad \frac{12.7}{50} \quad \frac{11.7}{100} \quad \frac{11.0}{150}$$

$$\frac{1.4}{47} \quad \frac{2.3}{31} \quad \frac{9.9}{23} \quad \frac{9.9}{18} \quad \frac{7.0}{15} \quad 6.8 \quad \frac{7.3}{15} \quad \frac{11.2}{22} \quad \frac{12.5}{27} \quad \frac{12.9}{50} \quad \frac{12.4}{100}$$

$$\frac{9.8}{50} \quad \frac{6.7}{43} \quad \frac{3.0}{33} \quad \frac{2.4}{30} \quad \frac{9.6}{23} \quad \frac{9.7}{20} \quad \frac{7.4}{15} \quad 7.1 \quad \frac{7.4}{15} \quad \frac{11.5}{23} \quad \frac{12.4}{32} \quad \frac{13.1}{50}$$

$$\frac{19.0}{177} \quad \frac{10.8}{150} \quad \frac{6.1}{132} \quad \frac{4.2}{110} \quad \frac{7.7}{90} \quad (12.9)$$

$$\frac{20.5}{165} \quad \frac{17.0}{146} \quad \frac{10.6}{136} \quad \frac{2.4}{114} \quad \frac{1.0}{100} \quad \frac{1.8}{87} \quad \frac{7.6}{66} \quad (13.6)$$

$$\frac{21.0}{140} \quad \frac{12.1}{124} \quad \frac{2.1}{100} \quad \frac{2.6}{82} \quad \frac{6.1}{66} \quad (14.1)$$

929.01 ✓

1450

2

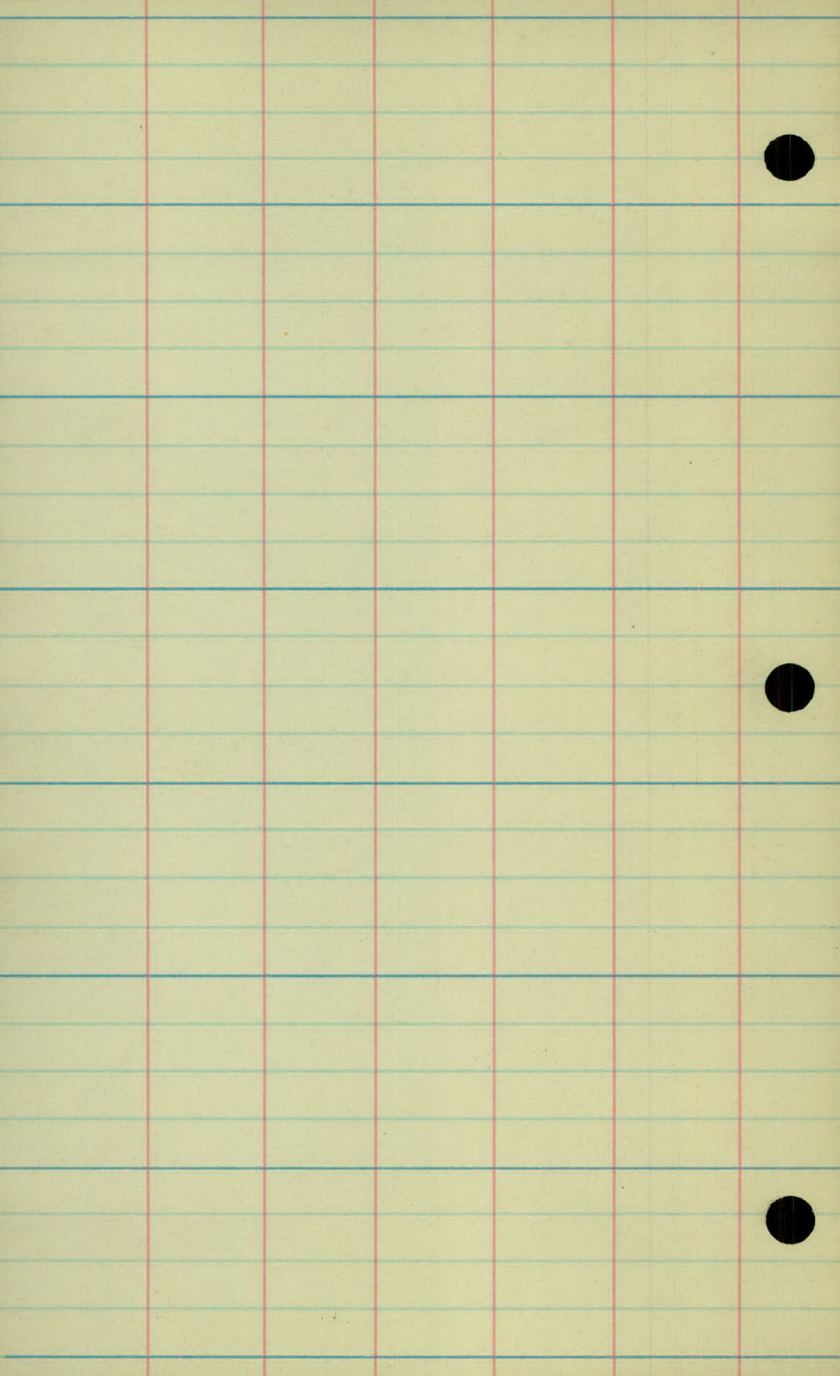
B.M.

13.38

915.63 ✓

$$\begin{array}{r} 21.0 \\ 124 \end{array} \quad \begin{array}{r} 10.4 \\ 94 \end{array} \quad \begin{array}{r} 3.5 \\ 78 \end{array} \quad \begin{array}{r} 5.1 \\ 64 \end{array} \quad \begin{array}{r} 14.6 \end{array}$$

$$\begin{array}{r} 19.0 \\ 70 \end{array} \quad \begin{array}{r} 14.9 \end{array}$$



Topography
Cleveland & C.

1+00

0+00

E. C. Rd. C

+75-F. 31'

+59-15" T 35'
+55-4" T 32'

+00 F. 33'

+73-12" Oak 36'

+00 F. 31'

+86 10" Oak 38'
+76 G.P. 27'
+43-8" Oak 86'
+43-12" Oak 36'
+24-30' F. Cor.
+24-28' P.P.
+22-27' Rd. Sq.

+75-F. 33'

+43 T.P. 28'

+00 F. 27'

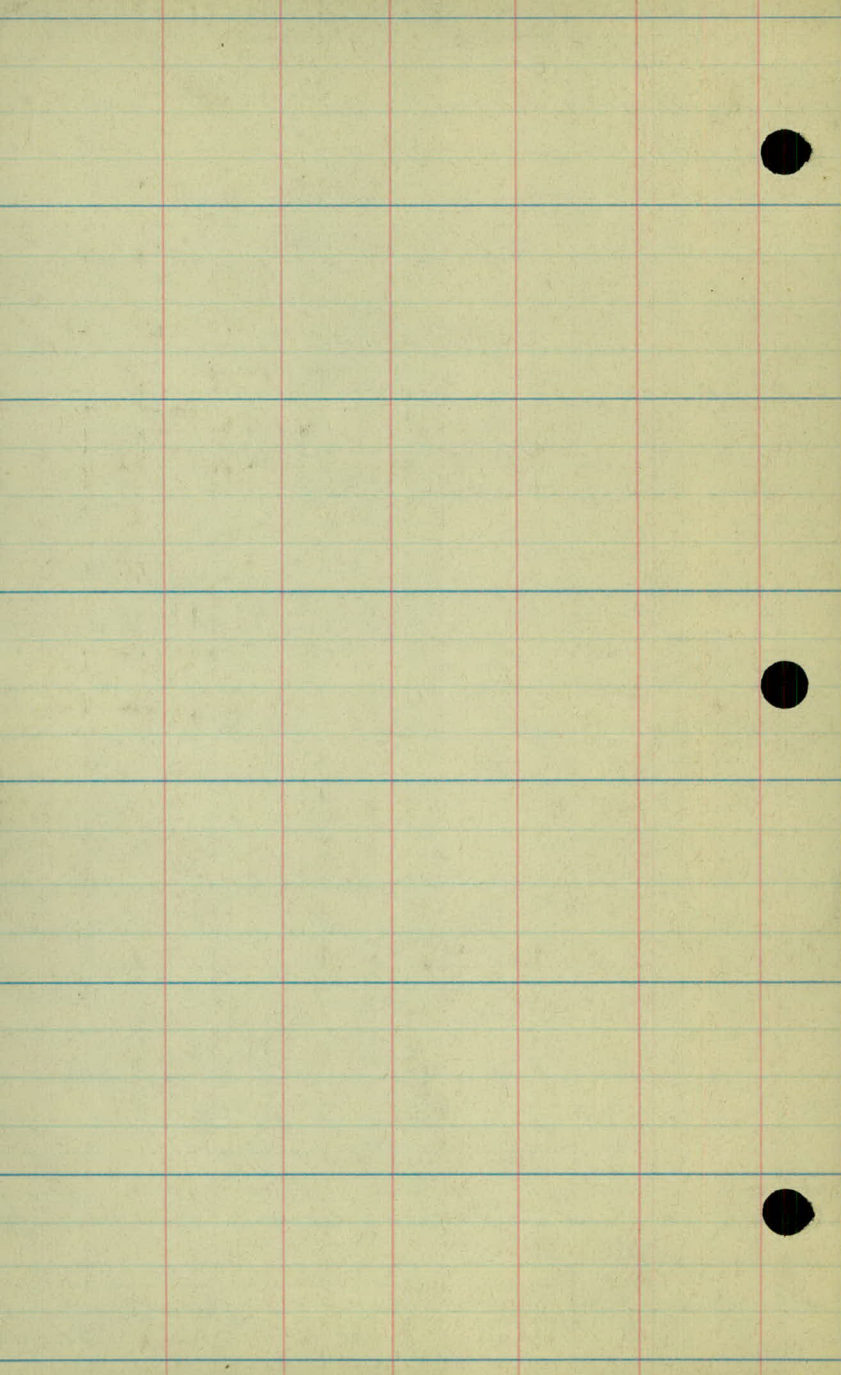
+09 T.P. 29
+00 F. 28'

+41 Rd. Sq. 18'

+38 F.C. 29'

+27-AP. 40'

Cleveland



Feb. 5-6-31

X-Sections

Int. Edgerton + Labore Rd.

Topog. Same as Road Map

B.M.	13.50	885.34✓		871.84
T.P.	0.28	881.67✓	3.95	881.39✓
T.P.	11.96	884.71✓	8.92	872.75✓
T.P.	13.73	898.05✓	0.39	884.32✓
B.M.	8.87	906.42✓	0.50	897.55✓

0+00 897.7.

+14 98.0.

+33 98.6.

+50 99.2.

1 900.8.

+50 02.6.

2 03.9.

T.P.	9.28	915.58✓	0.12	904.30✓
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0+33

+50

1

Spk. in G.P. W. Side Edgerton + Labore

$$8.7 \quad \frac{8.85}{10} \quad \frac{7.3}{40} \quad \frac{5.2}{70} \quad \downarrow \text{Labore}$$

$$8.4 \quad \frac{8.45}{10} \quad \frac{7.5}{28} \quad \frac{5.8}{56} \quad \frac{4.0}{93} \quad \downarrow \text{Labore}$$

$$7.8 \quad \frac{7.8}{13} \quad \frac{8.8}{17} \quad \frac{3.0}{25}$$

$$7.25 \quad \frac{7.5}{16} \quad \frac{7.5}{21} \quad \frac{3.0}{26}$$

$$5.6 \quad \frac{5.7}{10} \quad \frac{5.2}{15} \quad \frac{5.0}{19} \quad \frac{3.5}{23}$$

$$3.8 \quad \frac{4.0}{10} \quad \frac{4.0}{14} \quad \frac{3.5}{19} \quad \frac{0.5}{23}$$

$$2.5 \quad \frac{2.5}{13} \quad \frac{3.0}{17} \quad \frac{1.4}{21}$$

$$(17.0) \quad \frac{6.7}{31} \quad \frac{5.2}{53} \quad \frac{7.2}{58} \quad \frac{14.2}{72} \quad \frac{13.8}{80} \quad \frac{12.3}{117} \quad \downarrow \text{Labore}$$

$$(16.4) \quad \frac{6.4}{31} \quad \frac{4.4}{58} \quad \frac{3.4}{67} \quad \frac{4.4}{74} \quad \frac{12.0}{96} \quad \frac{12.2}{110} \quad \frac{10.5}{142} \quad \downarrow \text{Labore}$$

$$(14.8) \quad \frac{5.2}{28} \quad \frac{4.7}{72} \quad \frac{3.5}{100} \quad \frac{2.5}{119} \quad \frac{3.5}{133} \quad \frac{5.6}{140} \quad \frac{6.4}{161} \quad \frac{8.4}{206}$$

915.58✓

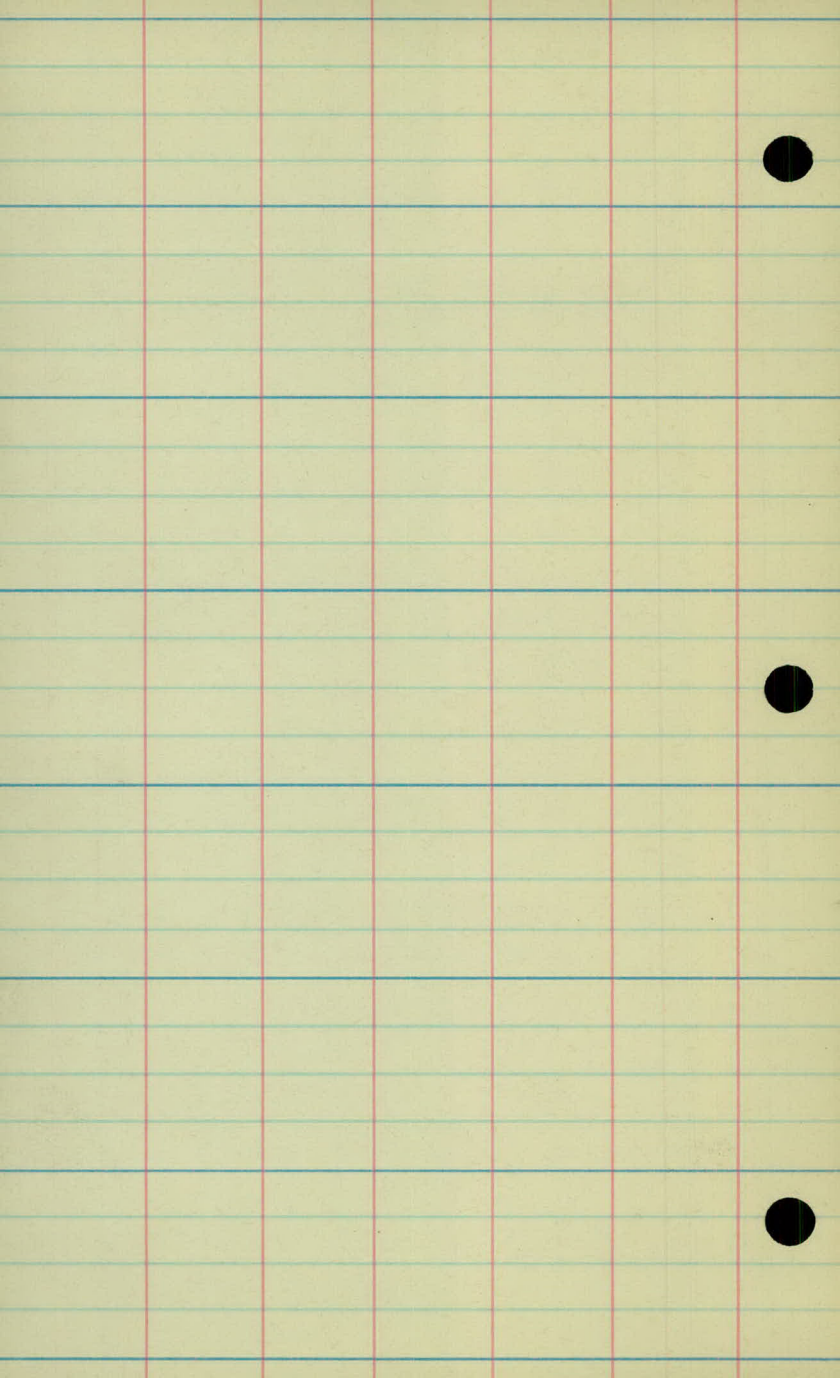
1+50

2

T.P.	0.16	906.46✓	9.28	906.30✓	
B.M.	0.82	898.37✓	8.92	897.54✓	897.55
T.P.	1.03	886.50✓	12.90	885.47✓	
T.P.	2.46	878.03✓	10.93	875.57✓	
T.P.	11.56	888.11✓	1.48	876.55✓	
T.P.	1.97	881.06✓	9.02	879.09✓	
B.M.			9.24	871.80✓	871.84

$$(13.0) \cdot \frac{4.8}{27} \quad \frac{4.0}{37} \quad \frac{4.8}{52} \quad \frac{4.4}{100} \quad \frac{3.8}{130}$$

$$(11.7) \cdot \frac{5.0}{25} \quad \frac{4.1}{35} \quad \frac{4.6}{50}$$



Feb. 4-5-31

X-Sections

Int. Cent. Rd.

& Little Canada Rd.

Alignment Same
as Road Map.

T.P.

B.M.	13.29	885.13✓		871.84
T.P.	12.64	897.65✓	0.12	885.01✓
T.P.	7.78	899.84✓	5.59	892.06✓
T.P.	13.58	913.17✓	0.25	899.59✓
T.P.	5.98	918.43✓	0.72	912.45✓
T.P.	7.85	916.28✓	10.00	908.43✓
B.M.	9.59	917.88✓	7.99	908.29✓

47+00

916.9.

+50

15.1.

48

12.8.

+25

11.6.

T.P.	5.00	913.29✓	9.59	908.29✓
------	------	---------	------	---------

+50

10.5.

+73

09.7.

+95

09.3.

49+25

08.8.

+50

08.6.

Spk. in T.P.N.E. Cor. Edgerton + Little Can. Rd.

Spk. in G.P.S.E. Cor. Cent. Rd. + Little Can. Rd.

1.0

$$\frac{3.8}{48} \quad \frac{4.4}{38} \quad \frac{3.8}{21} \quad \frac{3.3}{17} \quad 2.8$$

$$\frac{7.2}{100} \quad \frac{5.5}{84} \quad \frac{5.5}{50} \quad \frac{5.0}{24} \quad \frac{5.7}{20} \quad \frac{5.3}{16} \quad 5.1$$

$$\frac{12.3}{126} \quad \frac{8.5}{100} \quad \frac{5.8}{70} \quad \frac{5.8}{50} \quad \frac{6.8}{35} \quad \frac{6.6}{22} \quad \frac{6.4}{15} \quad \frac{6.6}{11} \quad 6.3$$

$$\frac{11.7}{151} \quad \frac{5.7}{100} \quad \frac{4.0}{73} \quad \frac{1.3}{56} \quad \frac{2.3}{37} \quad \frac{3.3}{25} \quad \frac{3.2}{12} \quad 2.8$$

↙ Cent. Rd.

$$\frac{14.5}{176} \quad \frac{13.5}{142} \quad \frac{13.2}{126} \quad \frac{11.8}{114} \quad \frac{7.8}{100} \quad \frac{5.5}{70} \quad \frac{3.7}{50} \quad \frac{4.0}{39} \quad \frac{5.4}{25} \quad \frac{4.9}{17} \quad 3.6$$

↙ Cent. Rd.

$$\frac{14.2}{154} \quad \frac{11.4}{114} \quad \frac{10.4}{83} \quad \frac{7.2}{36} \quad \frac{4.3}{9} \quad 4.0$$

↙

$$\frac{9.5}{121} \quad \frac{7.2}{114} \quad \frac{7.0}{105} \quad \frac{10.0}{87} \quad \frac{8.6}{68} \quad \frac{7.2}{50} \quad \frac{6.2}{31} \quad \frac{4.8}{9} \quad 4.5$$

↙

$$\frac{5.0}{106} \quad \frac{3.7}{61} \quad \frac{7.2}{44} \quad \frac{6.8}{33} \quad \frac{5.6}{22} \quad \frac{5.0}{10} \quad 4.7$$

913.29 ✓

49+75

908.6.

50

08.7.

+50

09.0.

51

08.8.

+40

08.6.

T.P. 8.48 916.91 ✓ 4.86 908.43 ✓

T.P. 0.18 905.34 ✓ 11.75 905.16 ✓

T.P. 2.38 897.62 ✓ 10.10 895.24 ✓

T.P. 1.21 896.08 ✓ 2.75 894.87 ✓

T.P. 0.10 883.62 ✓ 12.56 883.52 ✓

B.M. 11.80 871.82 ✓ 871.84

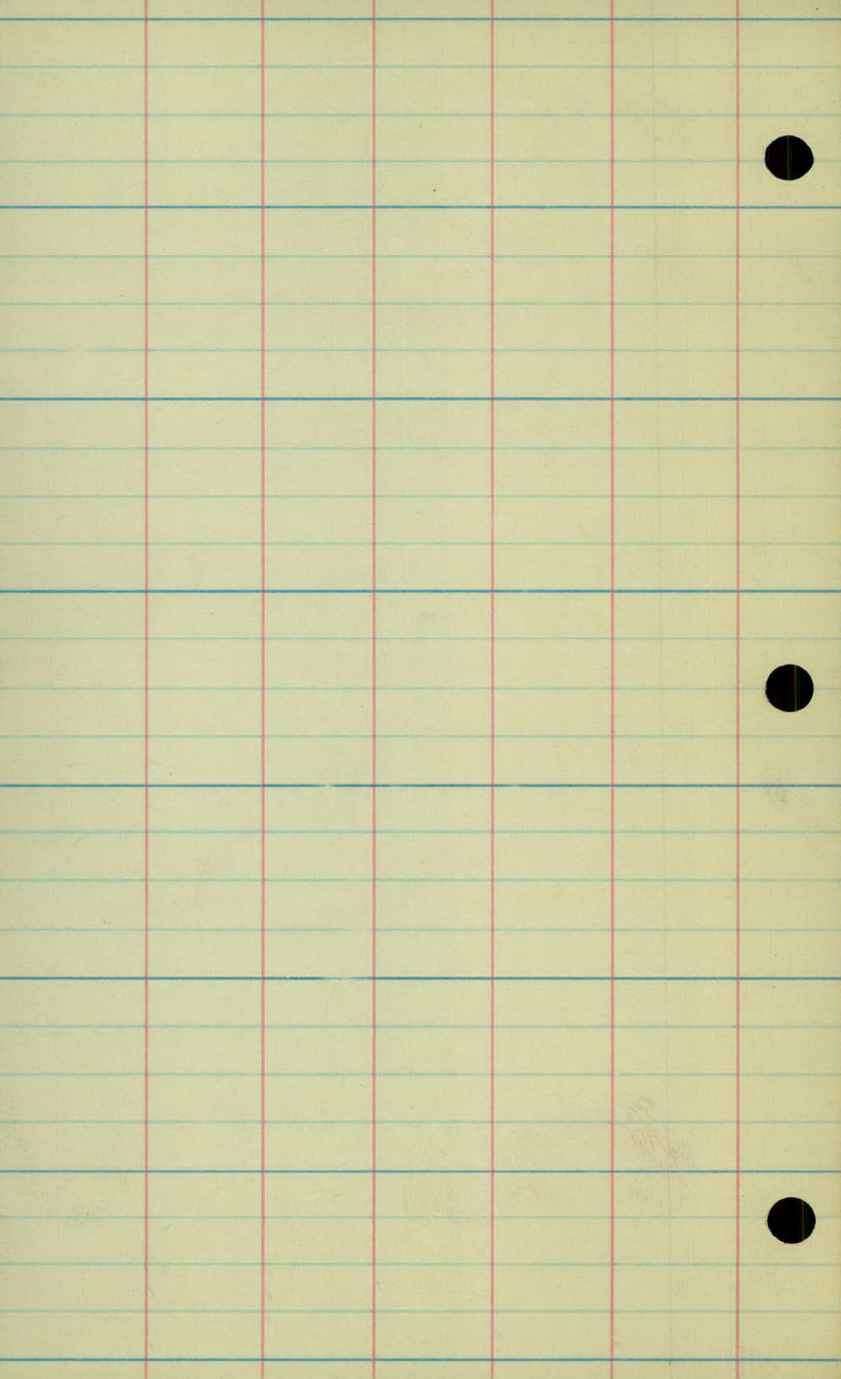
$$\frac{2.6}{90} \quad \frac{3.3}{50} \quad \frac{4.5}{30} \quad \frac{5.6}{22} \quad \frac{6.8}{19} \quad 4.7$$

$$\frac{2.0}{75} \quad \frac{3.2}{59} \quad \frac{3.0}{44} \quad \frac{4.1}{22} \quad \frac{4.8}{14} \quad 4.6$$

$$\frac{2.8}{50} \quad \frac{4.0}{27} \quad \frac{4.4}{16} \quad 4.3$$

$$\frac{4.5}{21} \quad \frac{4.6}{15} \quad 4.5$$

$$4.7$$



Topog.

Int. Cent. Rd.

+ Little Can. Rd.

51

50

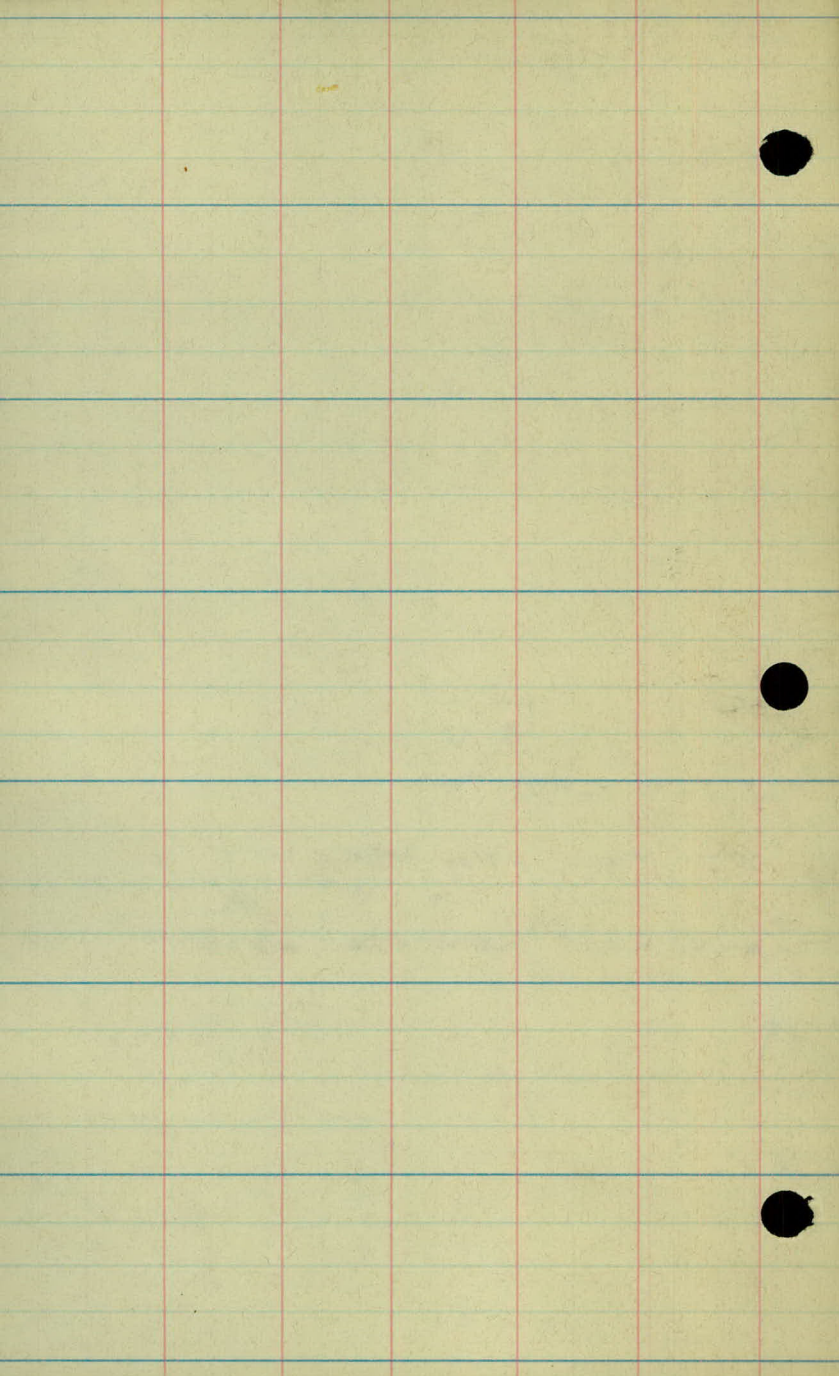
49

48

47

+66 - Rd. 59.30'
+64 - P.P. 33'
+58 - G.P. 37'
+50 - Int. Cent. Rd.

+87 - G.P. 71' & Cent. Rd.
+80 - T. 71'
+77 - T.P. 26'
+76 - T. 39'
+73 - T. 87'
+71 - T.P. 93'
+70 - T. 32'
+40 - 36" Stump 58'
+07 - T.P. 25'



Feb. 6-8-31

X-Sections
Int. Labore & Arcade

Alignment & Topog. Same as Rd. Map.

B.M.	12.11	909.66		897.55
T.P.	13.67	922.37	0.96	908.70
T.P.	1.44	920.26	3.55	918.82
T.P.	9.30	924.29	5.27	914.99
T.P.	1.63	917.72	8.20	916.09
B.M.	4.79	918.64	3.87	913.85
0+00				

+40

+58

+65

+73

1 Int. Labore + Arcade

+30

+47

+68

T.P.	6.79	920.64	4.79	913.85
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+86

Spk. in G.P. West Side Edgerton & Labore

Spk. in T.P. S.W. Cor. Arcade & Labore

$$4.8 \frac{5.4}{10} \frac{5.8}{13} \frac{6.4}{19} \frac{5.6}{25} \frac{7.7}{32} \frac{9.6}{50}$$

$$5.3 \frac{5.9}{10} \frac{6.2}{14} \frac{7.0}{17} \frac{7.0}{21} \frac{5.3}{25} \frac{8.2}{57} \frac{13.3}{100}$$

$$5.4 \frac{6.4}{13} \frac{8.1}{18} \frac{8.5}{21} \frac{4.9}{26} \frac{7.4}{42} \frac{11.0}{51} \frac{12.6}{74}$$

$\nless \text{Arcade} \frac{14.5}{124} \frac{13.4}{95}$

$$5.5 \frac{6.1}{11} \frac{9.8}{27} \frac{10.4}{46} \frac{12.0}{73} \frac{14.0}{116} \nless \text{Arcade}$$

$$5.5 \frac{6.0}{11} \frac{8.0}{28} \frac{12.7}{97} \nless \text{Arcade}$$

$$5.4 \frac{5.9}{15} \frac{9.2}{47} \frac{10.3}{73} \frac{8.4}{90} \frac{13.8}{116}$$

$$5.0 \frac{6.1}{14} \frac{6.2}{18} \frac{4.4}{21} \frac{5.3}{44} \frac{3.4}{47} \frac{12.6}{86}$$

$$4.9 \frac{5.4}{10} \frac{5.4}{15} \frac{4.3}{18} \frac{4.1}{30} \frac{1.6}{34} \frac{3.3}{46} \frac{12.3}{75}$$

$$4.5 \frac{5.0}{10} \frac{5.1}{13} \frac{6.0}{20} \frac{4.4}{21} \frac{3.4}{25} \frac{5.1}{37} \frac{9.7}{61} \frac{5.5}{100}$$

$$6.1 \frac{6.6}{11} \frac{7.2}{17} \frac{6.5}{21} \frac{6.2}{37} \frac{4.0}{45} \frac{5.2}{112}$$

920.64

2+00

+50

3+00

B.M.	4.78	918.63	4.79	913.85
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T.P.	7.50	924.33	1.80	916.83
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"	0.33	919.58	5.08	919.25
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"	3.15	922.20	0.53	919.05
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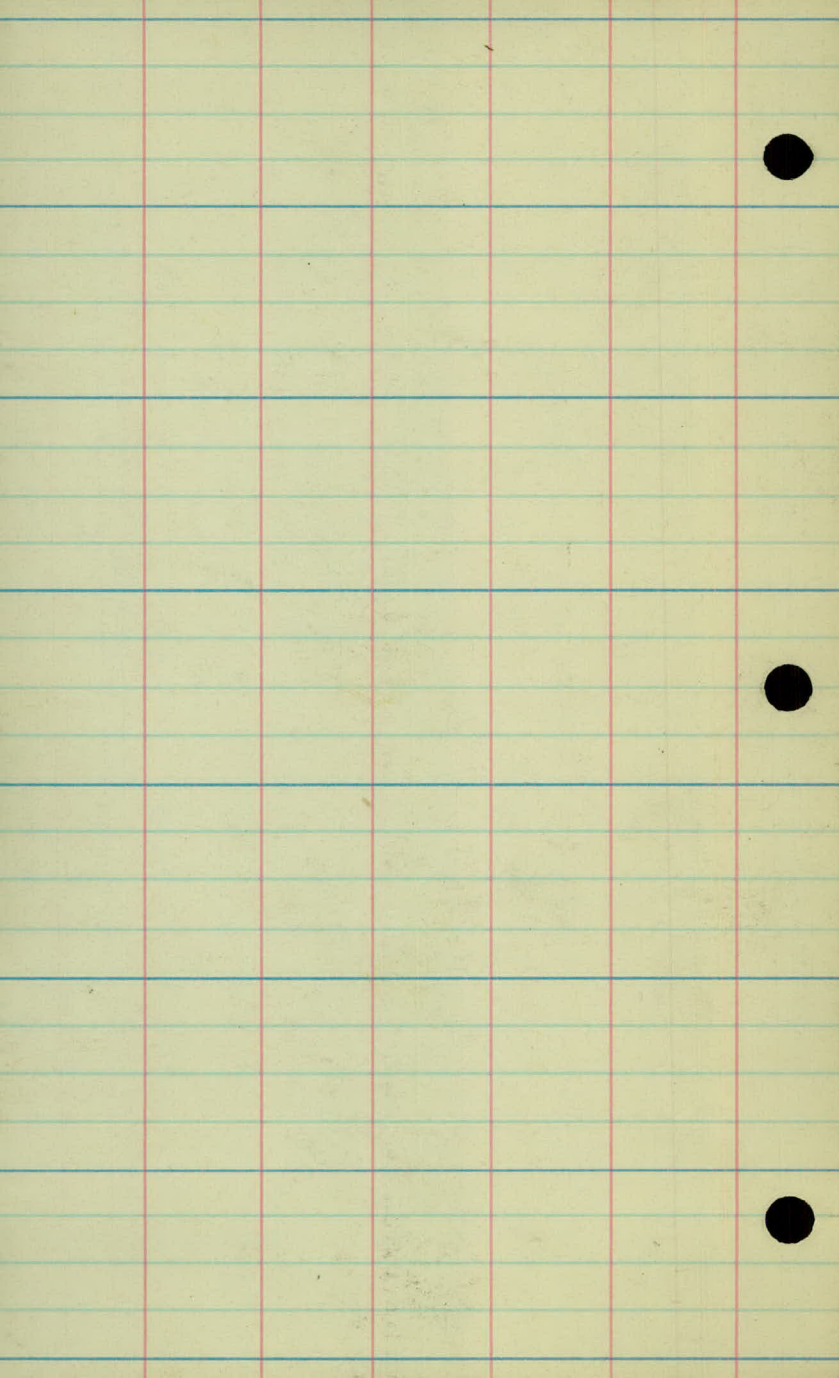
"	0.84	909.79	13.25	908.95
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B.M.			12.25	897.54	897.55
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$$5.7 \quad \frac{6.4}{11} \quad \frac{6.7}{20} \quad \frac{6.1}{23} \quad \frac{6.7}{32} \quad \frac{3.7}{38} \quad \frac{3.4}{66} \quad \frac{4.7}{84} \quad \frac{5.3}{107}$$

$$4.7 \quad \frac{5.2}{12} \quad \frac{4.1}{16} \quad \frac{2.6}{24} \quad \frac{3.4}{29}$$

$$3.7 \quad \frac{4.4}{13} \quad \frac{4.3}{22} \quad \frac{1.7}{25} \quad \frac{2.0}{50}$$



X-Sections
Int. Fairchild & "E"

B.M.	2.98	947.42		944.44
T.P.	0.07	944.67	2.82	944.60
"	0.85	943.67	1.85	942.82
"	7.04	941.21	9.50	934.17
"	12.71	953.82	0.10	941.11
"	11.40	964.95	0.27	953.55
B.M.			9.44	955.51

0+00 ∇ Co. Rd. "E"

+11

+20

+30

T.P. 11.85 975.34 1.46 963.49

+50

+73

1+00

T.P. 12.09 981.34 6.09 969.25

T.P. 0.32 969.57 12.09 969.25

T.P. 6.08 963.49 ✓

Spk. in 10" Oak N.E. Cor. Silver Lake Rd. & Fairchild

$\frac{7.3}{200}$	$\frac{7.3}{150}$	$\frac{7.1}{100}$	$\frac{6.5}{50}$	5.9	$\frac{5.9}{50}$	$\frac{6.7}{100}$	$\frac{7.3}{150}$	$\frac{8.1}{200}$
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$\frac{7.6}{200}$	$\frac{7.5}{150}$	$\frac{7.1}{100}$	$\frac{6.5}{50}$	5.0	$\frac{5.7}{50}$	$\frac{6.5}{100}$	$\frac{7.3}{150}$	$\frac{8.1}{200}$
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$\frac{9.0}{200}$	$\frac{8.3}{150}$	$\frac{7.9}{100}$	$\frac{6.9}{50}$	4.2	$\frac{6.3}{50}$	$\frac{7.1}{100}$	$\frac{7.8}{150}$	$\frac{8.9}{200}$
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$\frac{2.7}{200}$	$\frac{0.9}{150}$	$\frac{+0.6}{122}$	$\frac{0.8}{100}$	$\frac{6.8}{50}$	$\frac{5.9}{30}$	$\frac{5.0}{13}$	$\frac{5.0}{3.4}$	$\frac{4.1}{22}$	$\frac{4.8}{32}$	$\frac{2.7}{35}$	$\frac{3.0}{42}$	$\frac{0.5}{48}$	$\frac{+1.0}{65}$	$\frac{0.0}{90}$	$\frac{1.7}{150}$	$\frac{1.5}{200}$
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$\frac{10.9}{200}$	$\frac{10.1}{150}$	$\frac{11.2}{100}$	$\frac{11.4}{50}$	$\frac{12.0}{23}$	$\frac{13.3}{15}$	$\frac{12.7}{8}$	12.3	$\frac{12.4}{16}$	$\frac{12.1}{29}$	$\frac{11.2}{43}$	$\frac{10.4}{100}$	$\frac{10.8}{150}$	$\frac{10.6}{200}$
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$\frac{8.6}{177}$	$\frac{8.4}{150}$	$\frac{11.1}{100}$	$\frac{11.3}{50}$	$\frac{9.9}{26}$	$\frac{11.3}{19}$	$\frac{11.1}{8}$	10.6	$\frac{10.8}{9}$	$\frac{10.3}{50}$	$\frac{10.3}{100}$	$\frac{10.1}{150}$	$\frac{9.9}{177}$
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$\frac{8.9}{147}$	$\frac{10.7}{100}$	$\frac{5.3}{30}$	$\frac{8.0}{26}$	$\frac{8.7}{20}$	$\frac{10.1}{17}$	$\frac{9.2}{7}$	8.8	$\frac{9.0}{14}$	$\frac{9.8}{17}$	$\frac{8.6}{20}$	$\frac{8.9}{29}$	$\frac{3.5}{38}$	$\frac{8.3}{70}$	$\frac{9.9}{100}$	$\frac{9.7}{147}$
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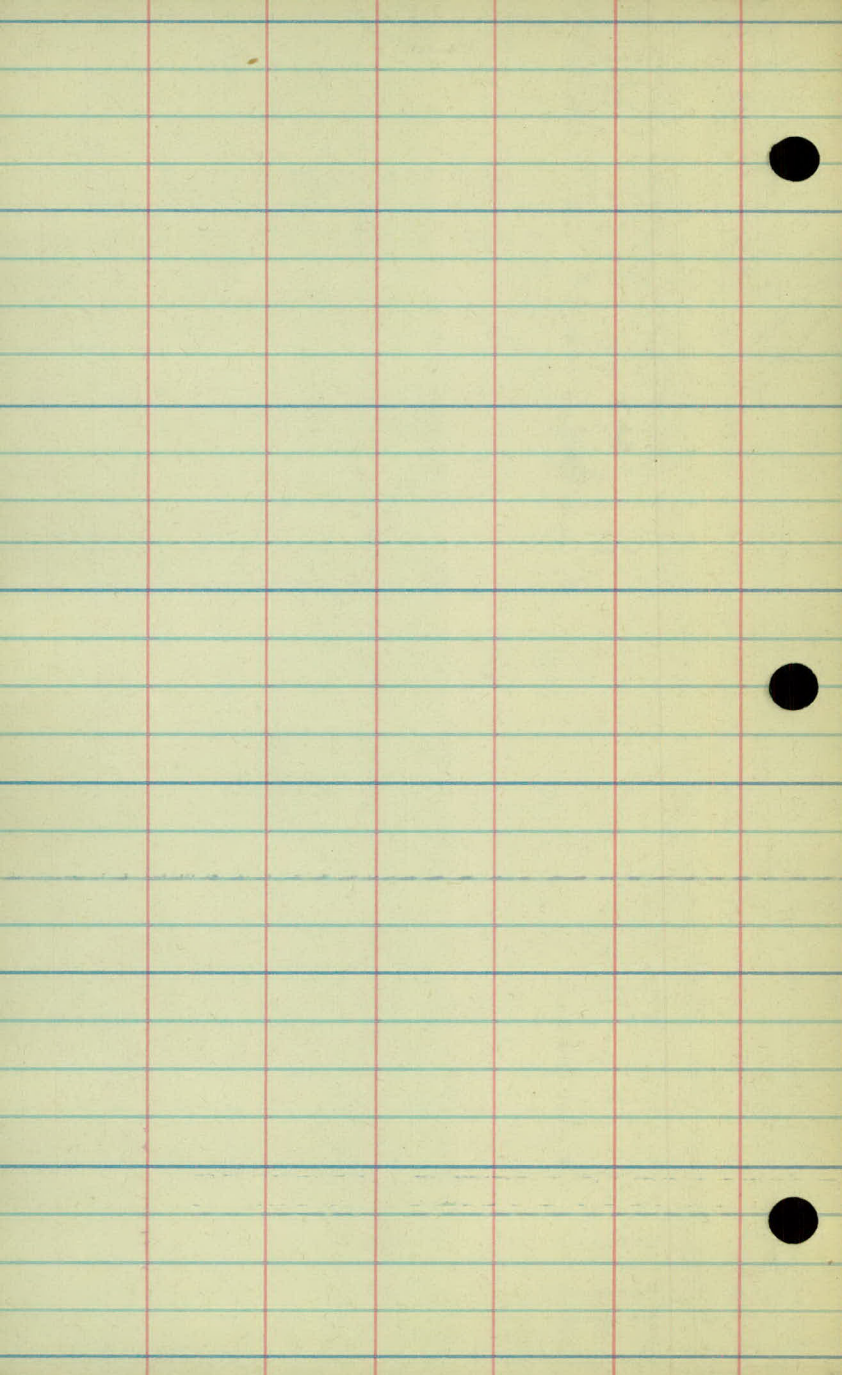
$\frac{11.2}{98}$	$\frac{3.7}{50}$	$\frac{3.5}{38}$	$\frac{9.8}{29}$	$\frac{10.8}{22}$	$\frac{13.3}{18}$	$\frac{13.4}{15}$	$\frac{12.4}{12}$	11.7	$\frac{12.2}{12}$	$\frac{12.6}{16}$	$\frac{11.2}{18}$	$\frac{11.3}{24}$	$\frac{5.5}{32}$	$\frac{7.8}{50}$	$\frac{16.3}{83}$	$\frac{16.7}{98}$
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$\frac{1.9}{50}$	$\frac{1.0}{42}$	$\frac{5.0}{33}$	$\frac{6.7}{21}$	$\frac{10.1}{15}$	$\frac{9.7}{11}$	9.0	$\frac{9.3}{11}$	$\frac{9.9}{15}$	$\frac{8.1}{17}$	$\frac{8.1}{21}$	$\frac{0.0}{31}$	$\frac{0.6}{50}$
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969.57

T.P.	2.70	960.14	12.13	957.44	
B.M.	4.61	960.12	4.61	955.53	955.51
T.P.	0.07	944.58	13.61	944.51	
"	2.50	940.09	8.99	937.59	
"	9.49	944.58	5.00	935.09	
"	3.43	944.58	3.43	941.15	
"	3.20	947.18	0.60	943.98	
B.M.			2.77	944.41	944.44

Spk. in 10" Oak N.E. Cor. Silver Lake Rd. & Fairchild Ave.



X-Sections

Co. Rd. "E" @ 2-90° Turns

B.M.	5.98	961.49		955.51
T.P.	9.62	963.95	7.16	954.33
"	0.04	960.67	3.32	960.63
"	8.66	960.11	9.22	951.45
"	9.24	968.82	0.53	959.58
"	0.50	957.23	12.09	954.73
"	0.29	944.13	13.39	943.84
"	0.05	930.71	13.47	930.66
"	2.58	922.65	10.64	920.07
B.M.	9.45	928.42	3.68	918.97

0+00 = P.I. Sta. 61+96.44

+50

1+00

+50

2+00

+50

+89

3+02

Spk. in T.P. S.E. Cor. Fairchild + "E"

Spk. in 18" Oak Pt. Sta. 62+00

	<u>11.0</u>	<u>7.9</u>
10.7	16	50

	<u>10.0</u>	<u>10.1</u>	<u>9.2</u>	<u>4.5</u>
9.8	12	20	22	76

	<u>10.7</u>	<u>10.8</u>	<u>9.0</u>	<u>6.2</u>	<u>0.0</u>
10.0	14	20	25	50	104

	<u>11.0</u>	<u>11.9</u>	<u>4.2</u>	<u>1.4</u>	<u>2.4</u>
10.2	13	22	37	100	131

	<u>11.1</u>	<u>11.4</u>	<u>6.6</u>	<u>3.8</u>	<u>3.4</u>
10.3	14	20	26	100	159

	<u>11.3</u>	<u>11.9</u>	<u>8.2</u>	<u>5.1</u>	<u>4.9</u>	<u>5.0</u>
10.6	15	22	26	100	150	186

	<u>10.8</u>	<u>12.2</u>	<u>10.2</u>	<u>6.9</u>	<u>5.6</u>	<u>3.7</u>
10.9	9	23	27	100	150	200

	<u>11.3</u>	<u>12.4</u>	<u>11.4</u>	<u>8.3</u>	<u>6.0</u>	<u>12.8</u>	<u>13.2</u>
11.0	19	33	35	100	154	182	200

928.42

3+13

+20

+30.9 = P.I. Sta. 65+04.25

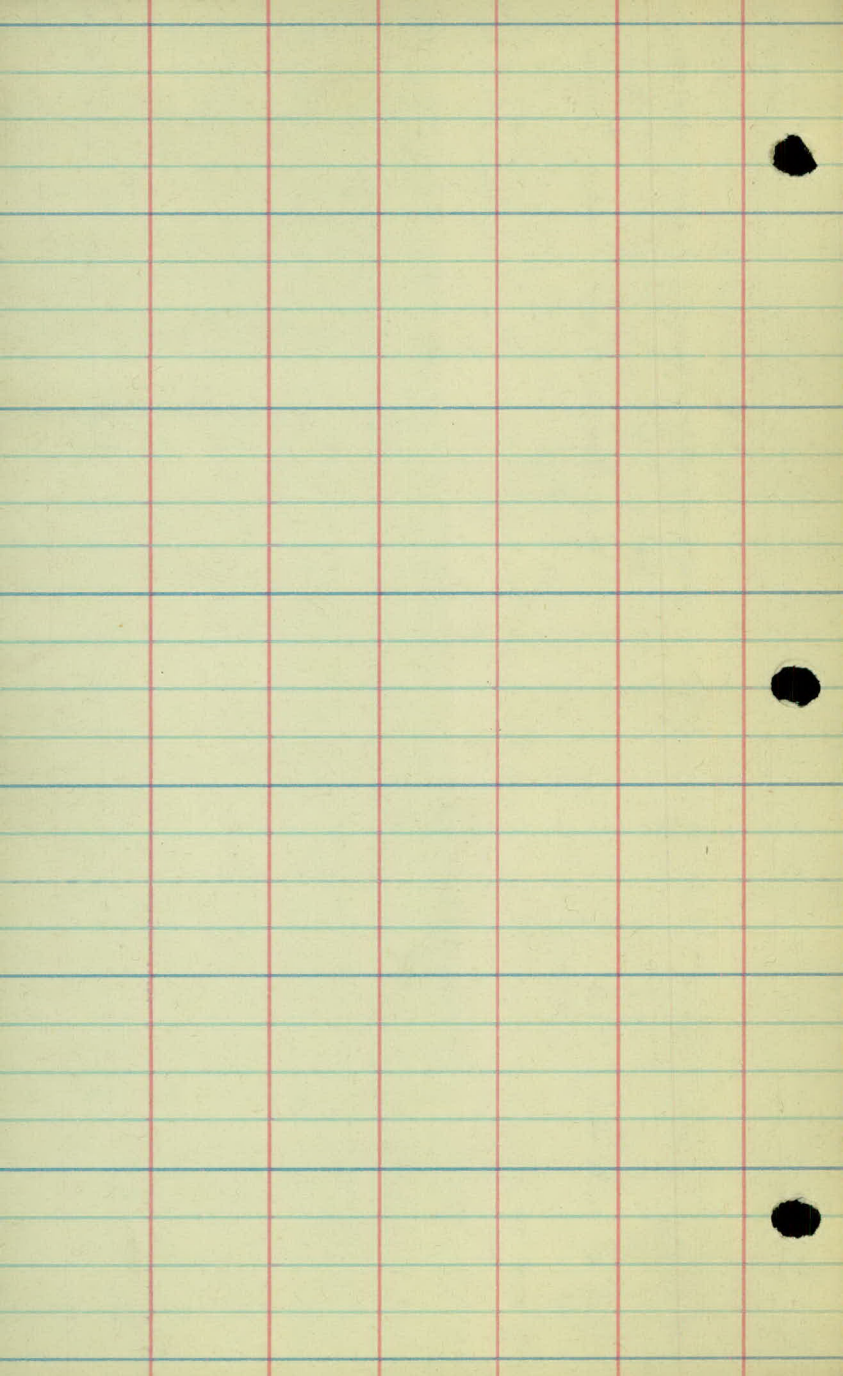
B.M.	9.25	928.22	9.45	918.97
T.P.	13.77	941.89	0.10	928.12
"	12.00	953.80	0.09	941.80
"	13.04	966.70	0.14	953.66
"	1.28	964.16	3.82	962.88
"	6.50	958.65	12.01	952.15
"	7.03	965.41	0.27	958.38
"	5.22	961.52	9.11	956.30
B.M.			6.03	955.49 955.51

	$\frac{11.4}{23}$	$\frac{12.7}{38}$	$\frac{14.0}{100}$	$\frac{15.6}{150}$	$\frac{17.0}{200}$
11.1					

	$\frac{12.0}{43}$	$\frac{13.0}{58}$	$\frac{13.6}{100}$	$\frac{15.0}{150}$	$\frac{16.3}{200}$
11.2					

$\frac{12.1}{50}$	$\frac{13.4}{100}$	$\frac{14.8}{150}$	$\frac{16.0}{200}$
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Spk. in T.P. S.E. Cor. Fairchild & "E"



Int. Survey
Co. Rd. 'G' & S.T.H. #62
X-Sections

B.M.	4.74	911.80		905.04
T.P.	12.45	923.90	0.35	911.45
0+00				

+50

1+00

+25

+46

+83 W. Edge of Pavement #62

2+00 ∇ S.T.H. No. 62

+60

B.M.	8.70	930.40	2.20	921.70
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3+00

+50

+75

4+00

B.M.	0.89	922.59	8.70	921.70
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T.P.	1.91	911.51	12.99	909.60
------	------	--------	-------	--------

B.M.			6.46	905.05	905.04
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Spk. in T.P. N.W. Cor. "G" & Mounds View Rd.

$$\begin{array}{r} 7.4 \quad 6.3 \quad 6.2 \quad 12.0 \quad 12.1 \quad 12.7 \quad 6.1 \quad 5.5 \\ \hline 50 \quad 42 \quad 25 \quad 16 \quad 118 \quad 13 \quad 16 \quad 26 \quad 50 \end{array}$$

$$\begin{array}{r} 8.3 \quad 7.0 \quad 2.3 \quad 3.0 \quad 10.7 \quad 10.1 \quad 10.4 \quad 11.0 \quad 3.4 \quad 2.2 \quad 3.5 \\ \hline 127 \quad 88 \quad 35 \quad 28 \quad 18 \quad 15 \quad 101 \quad 14 \quad 16 \quad 26 \quad 50 \quad 78 \end{array}$$

Σ #62

$$\begin{array}{r} 4.6 \quad 4.8 \quad 6.7 \quad 6.5 \quad 4.0 \quad 3.0 \quad 1.8 \quad 3.0 \quad 8.4 \quad 8.5 \quad 9.0 \quad 3.2 \quad 2.7 \quad 4.0 \\ \hline 125 \quad 93 \quad 87 \quad 79 \quad 69 \quad 50 \quad 38 \quad 26 \quad 18 \quad 8.3 \quad 14 \quad 16 \quad 22 \quad 50 \quad 99 \end{array}$$

Σ #62

$$\begin{array}{r} 4.5 \quad 4.8 \quad 6.4 \quad 6.6 \quad 2.4 \quad 3.5 \quad 7.8 \quad 7.6 \quad 8.3 \quad 4.6 \quad 3.8 \quad 4.0 \quad 4.4 \\ \hline 90 \quad 61 \quad 54 \quad 48 \quad 38 \quad 23 \quad 17 \quad 7.1 \quad 14 \quad 16 \quad 22 \quad 50 \quad 78 \quad 108 \end{array}$$

Σ #62

$$\begin{array}{r} 4.3 \quad 4.7 \quad 6.2 \quad 6.7 \quad 6.4 \quad 7.2 \quad 7.8 \quad 6.1 \quad 4.8 \quad 4.9 \\ \hline 62 \quad 35 \quad 28 \quad 17 \quad 6.2 \quad 9 \quad 14 \quad 16 \quad 19 \quad 50 \quad 119 \end{array}$$

Σ #62.7

$$\begin{array}{r} 4.5 \quad 4.8 \quad 7.1 \quad 7.4 \quad 6.4 \quad 6.7 \quad 6.5 \\ \hline 22 \quad 4.5 \quad 18 \quad 26 \quad 32 \quad 36 \quad 50 \quad 100 \end{array}$$

No Section Required

$$\begin{array}{r} 4.6 \quad 5.7 \quad 5.7 \quad 4.9 \quad 4.6 \\ \hline 3.6 \quad 23 \quad 30 \quad 39 \quad 46 \quad 78 \end{array}$$

Spk. in P.P. N.E. Cor. "G" & No. 62

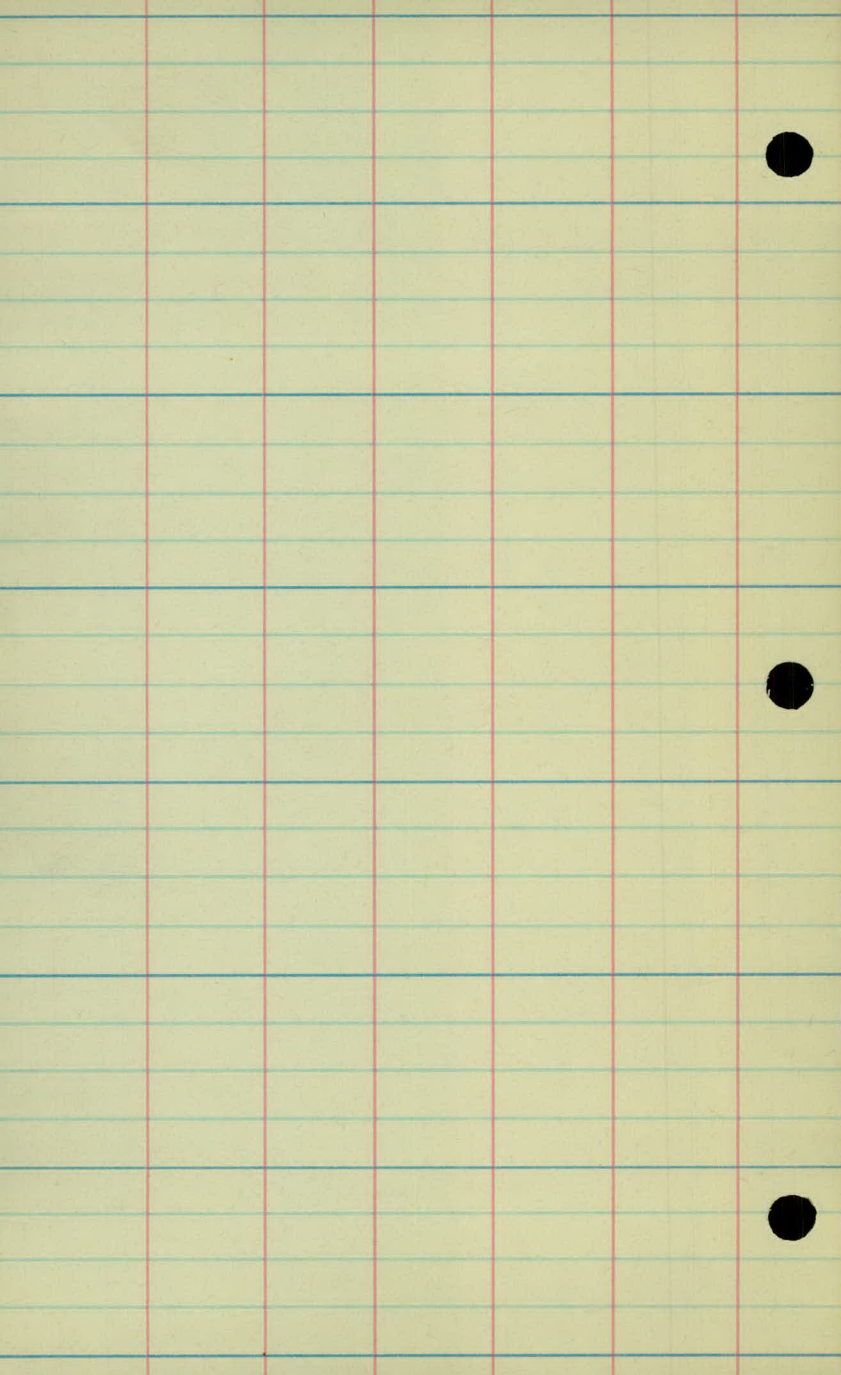
Σ #62

$$\begin{array}{r} 10.3 \quad 10.8 \quad 9.1 \quad 9.3 \quad 13.4 \quad 13.4 \quad 11.7 \quad 11.4 \\ \hline 97 \quad 20 \quad 45 \quad 58 \quad 77 \quad 90 \quad 100 \quad 110 \quad 140 \end{array}$$

$$\begin{array}{r} 9.7 \quad 4.3 \quad 4.8 \quad 13.0 \\ \hline 9.1 \quad 26 \quad 53 \quad 128 \quad 155 \end{array}$$

$$\begin{array}{r} 9.0 \quad 2.3 \quad 1.1 \quad 1.5 \\ \hline 8.8 \quad 26 \quad 50 \quad 58 \quad 93 \end{array}$$

$$\begin{array}{r} 8.8 \quad 8.3 \quad 8.2 \quad 1.1 \\ \hline 8.5 \quad 11 \quad 13 \quad 24 \quad 50 \end{array}$$



Int. Survey
Lexington & Co. Rd. "G"
X-Sections

B.M.

952.93 Gone

"

4.15 956.69

952.54

0+00

E Co. Rd. "G"

+15

+20

+80

1+40

2+00

L. I. B. M. #56

$$\frac{7.1}{100} \quad \frac{6.0}{50} \quad 4.6 \quad \frac{4.6}{50} \quad \frac{4.1}{100}$$

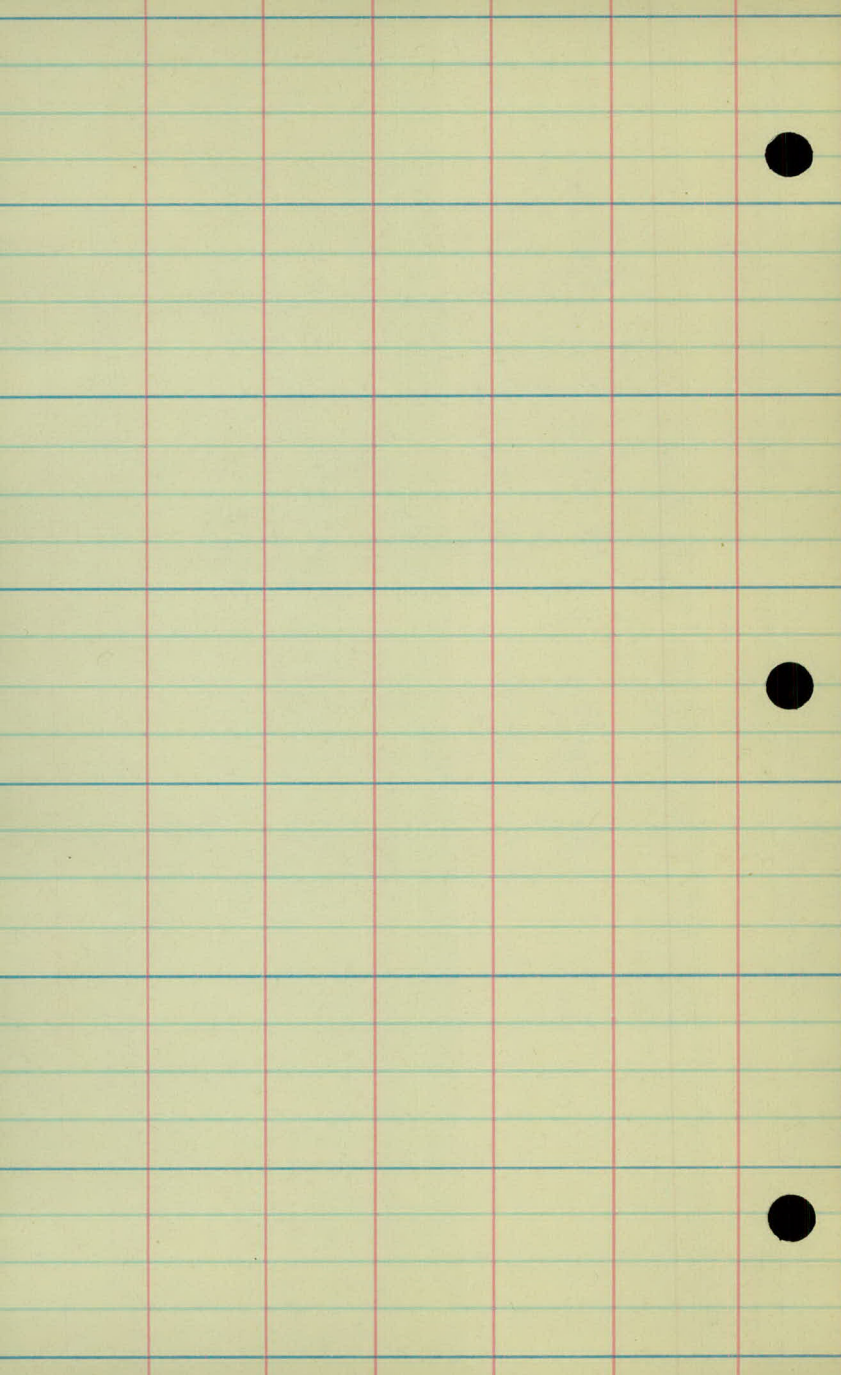
$$\frac{8.2}{100} \quad \frac{6.8}{50} \quad 4.9 \quad \frac{4.7}{50} \quad \frac{4.6}{100}$$

$$\frac{6.1}{100} \quad \frac{6.6}{50} \quad \frac{5.4}{34} \quad \frac{6.3}{33} \quad 5.0 \quad \frac{5.4}{31} \quad \frac{4.6}{32} \quad \frac{4.7}{63} \quad \frac{4.1}{100}$$

$$\frac{9.8}{100} \quad \frac{4.2}{37} \quad \frac{3.0}{33} \quad \frac{3.2}{28} \quad \frac{6.8}{23} \quad \frac{6.6}{13} \quad 6.1 \quad \frac{6.4}{16} \quad \frac{7.6}{19} \quad \frac{7.6}{24} \quad \frac{3.8}{29} \quad \frac{3.7}{52} \quad \frac{6.5}{85} \quad \frac{6.7}{100}$$

$$\frac{9.5}{70} \quad \frac{6.0}{37} \quad \frac{5.4}{25} \quad \frac{8.0}{21} \quad \frac{7.6}{15} \quad 7.2 \quad \frac{8.0}{16} \quad \frac{9.0}{19} \quad \frac{8.6}{24} \quad \frac{5.5}{29} \quad \frac{5.5}{44} \quad \frac{8.0}{90}$$

$$\frac{9.3}{50} \quad \frac{7.6}{24} \quad \frac{9.7}{21} \quad \frac{9.4}{14} \quad 8.9 \quad \frac{9.3}{16} \quad \frac{10.5}{20} \quad \frac{10.7}{24} \quad \frac{7.7}{29} \quad \frac{8.3}{50}$$



X-Sections
Int. Hamline &
Co. Rd. "F"

B.M. 10.13 995.35 985.22

0-50

0-33

0-29

0-21

0-16

0-11 Shoulder Line

0+00 C. Co. Rd. "F"

+12 Shoulder Line

+17

+23

+26

+50

883.28

Spk in 8" Oak S.E. Cor. Co. Rd. F + Hamline

$$12.5 \frac{12.4}{13} \frac{15.2}{20} \frac{14.9}{50} \frac{12.1}{95} \frac{14.3}{150}$$

$$12.3 \frac{12.5}{13} \frac{13.8}{20} \frac{10.8}{90} \frac{14.3}{150}$$

$$12.3 \frac{13.1}{18} \frac{11.8}{22} \frac{9.0}{90} \frac{14.3}{150}$$

$$12.3 \frac{12.5}{23} \frac{10.3}{25} \frac{8.3}{90} \frac{14.3}{150}$$

$$12.3 \frac{12.5}{23} \frac{13.0}{30} \frac{13.0}{85} \frac{13.1}{133} \frac{13.2}{150}$$

$$12.3 \frac{12.3}{30} \frac{12.0}{85} \frac{12.0}{133} \frac{12.0}{150}$$

$$\frac{19.0}{150} \frac{17.1}{100} \frac{14.7}{50} \frac{12.1}{15} \frac{11.9}{119} \frac{11.5}{50} \frac{11.4}{100} \frac{11.3}{150} \frac{11.1}{200}$$

$$\frac{19.1}{150} \frac{17.2}{100} \frac{15.0}{50} \frac{13.0}{15} \frac{11.9}{119} \frac{11.7}{50} \frac{11.6}{100} \frac{11.4}{150} \frac{11.5}{200}$$

$$\frac{19.2}{150} \frac{18.2}{100} \frac{15.2}{50} \frac{14.0}{16} \frac{13.0}{15} \frac{11.9}{119} \frac{12.0}{50} \frac{12.1}{100} \frac{11.6}{150} \frac{11.7}{200}$$

$$\frac{19.3}{150} \frac{17.8}{100} \frac{13.2}{57} \frac{11.7}{42} \frac{10.6}{21} \frac{12.7}{16} \frac{11.7}{117} \frac{12.0}{17} \frac{8.6}{50} \frac{7.6}{60} \frac{8.9}{79} \frac{9.9}{130} \frac{10.3}{158} \frac{10.3}{200}$$

$$\frac{19.2}{150} \frac{17.0}{100} \frac{12.7}{57} \frac{11.4}{42} \frac{10.6}{21} \frac{12.7}{16} \frac{11.7}{117} \frac{11.8}{41} \frac{8.3}{56} \frac{7.6}{64} \frac{5.1}{79} \frac{6.6}{130} \frac{9.3}{158} \frac{10.3}{200}$$

$$\frac{15.8}{150} \frac{15.7}{125} \frac{7.3}{40} \frac{10.3}{29} \frac{9.9}{19} \frac{12.2}{13} \frac{11.9}{113} \frac{8.1}{18} \frac{8.1}{30} \frac{3.5}{40} \frac{3.6}{51} \frac{5.7}{100} \frac{9.0}{150} \frac{9.0}{200}$$

995.35

0+72

1+00

+50

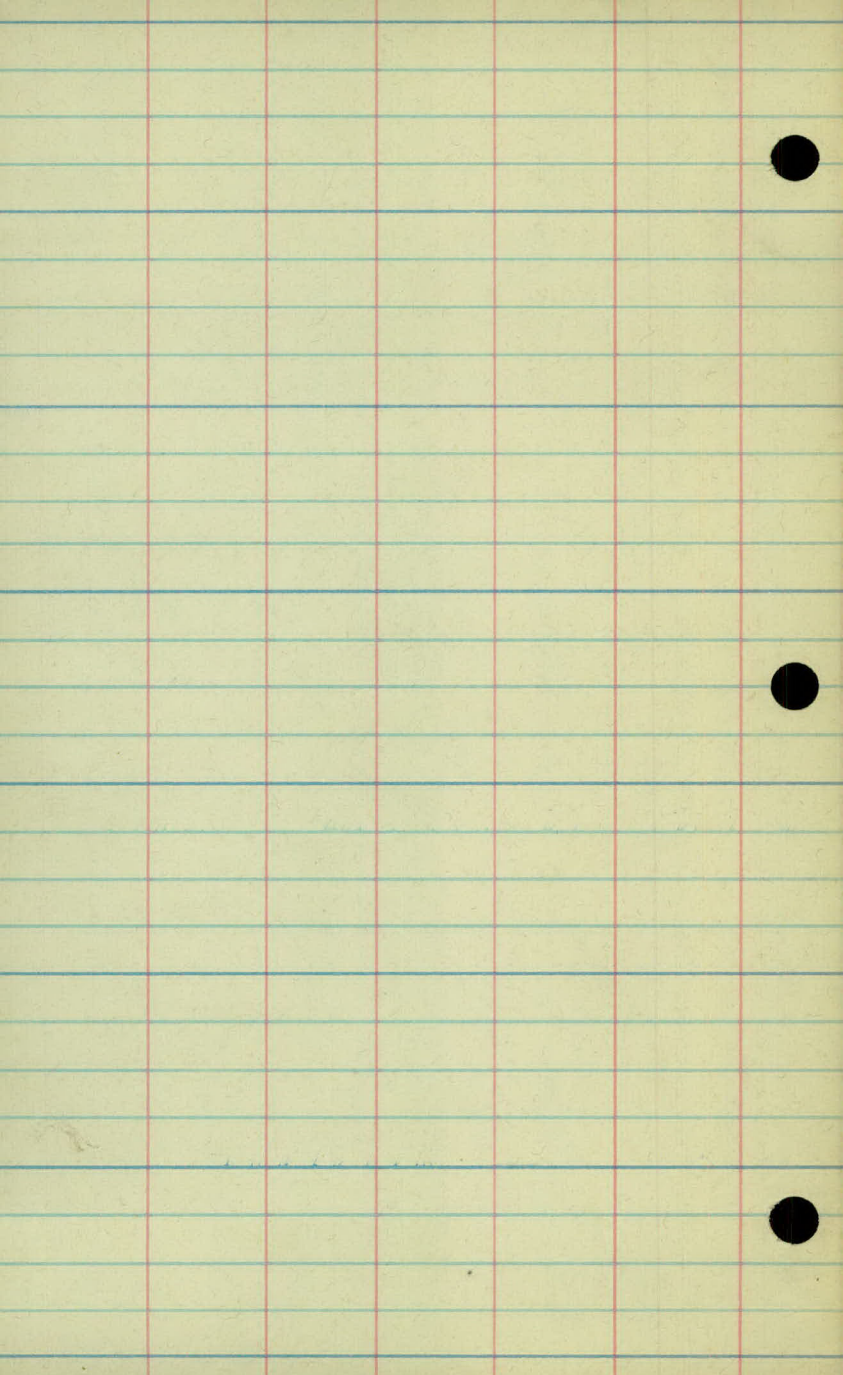
2+00

$\frac{13.2}{124}$	$\frac{13.4}{113}$	$\frac{8.8}{70}$	$\frac{6.5}{23}$	$\frac{11.7}{13}$	11.2	$\frac{11.3}{12}$	$\frac{8.5}{19}$	$\frac{8.3}{26}$	$\frac{3.3}{35}$	$\frac{2.3}{65}$	$\frac{2.9}{117}$	$\frac{5.1}{145}$	$\frac{6.2}{184}$
--------------------	--------------------	------------------	------------------	-------------------	------	-------------------	------------------	------------------	------------------	------------------	-------------------	-------------------	-------------------

$\frac{10.6}{96}$	$\frac{9.6}{65}$	$\frac{8.1}{21}$	$\frac{11.4}{16}$	10.6	$\frac{11.0}{12}$	$\frac{4.5}{25}$	$\frac{3.4}{75}$	$\frac{2.8}{116}$	$\frac{5.0}{154}$
-------------------	------------------	------------------	-------------------	------	-------------------	------------------	------------------	-------------------	-------------------

$\frac{9.2}{50}$	$\frac{9.0}{21}$	$\frac{10.7}{16}$	$\frac{10.2}{14}$	9.9	$\frac{10.3}{11}$	$\frac{10.7}{13}$	$\frac{7.1}{18}$	$\frac{4.5}{80}$	$\frac{5.1}{104}$
------------------	------------------	-------------------	-------------------	-----	-------------------	-------------------	------------------	------------------	-------------------

9.0	$\frac{9.1}{12}$	$\frac{9.5}{14}$	$\frac{8.0}{18}$	$\frac{7.6}{50}$
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Check Levels
Otter Lake Rd.
& Co. Rd. H²

B.M.	2.56	918.47		915.91
------	------	--------	--	--------

T.P.	5.10	919.57	4.00	914.47
------	------	--------	------	--------

"	4.17	918.97	4.77	914.80
---	------	--------	------	--------

"	6.56	920.18	5.35	913.62
---	------	--------	------	--------

"	10.67	927.83	3.02	917.16
---	-------	--------	------	--------

"	2.90	930.06	0.67	927.16
---	------	--------	------	--------

"	7.73	928.88	8.91	921.15
---	------	--------	------	--------

"	9.10	937.44	0.54	928.34
---	------	--------	------	--------

"	4.17	939.95	1.66	935.78
---	------	--------	------	--------

"	10.09	942.29	7.75	932.20
---	-------	--------	------	--------

B.M.	0.73	939.21	3.81	938.48
------	------	--------	------	--------

T.P.	7.45	939.67	6.99	932.22
------	------	--------	------	--------

"	1.91	937.70	3.88	935.79
---	------	--------	------	--------

"	0.53	928.88	9.35	928.35
---	------	--------	------	--------

"	8.75	929.91	7.72	921.16
---	------	--------	------	--------

"	0.72	928.48	2.15	927.76
---	------	--------	------	--------

"	3.01	920.17	11.32	917.16
---	------	--------	-------	--------

"	5.01	918.63	6.55	913.62
---	------	--------	------	--------

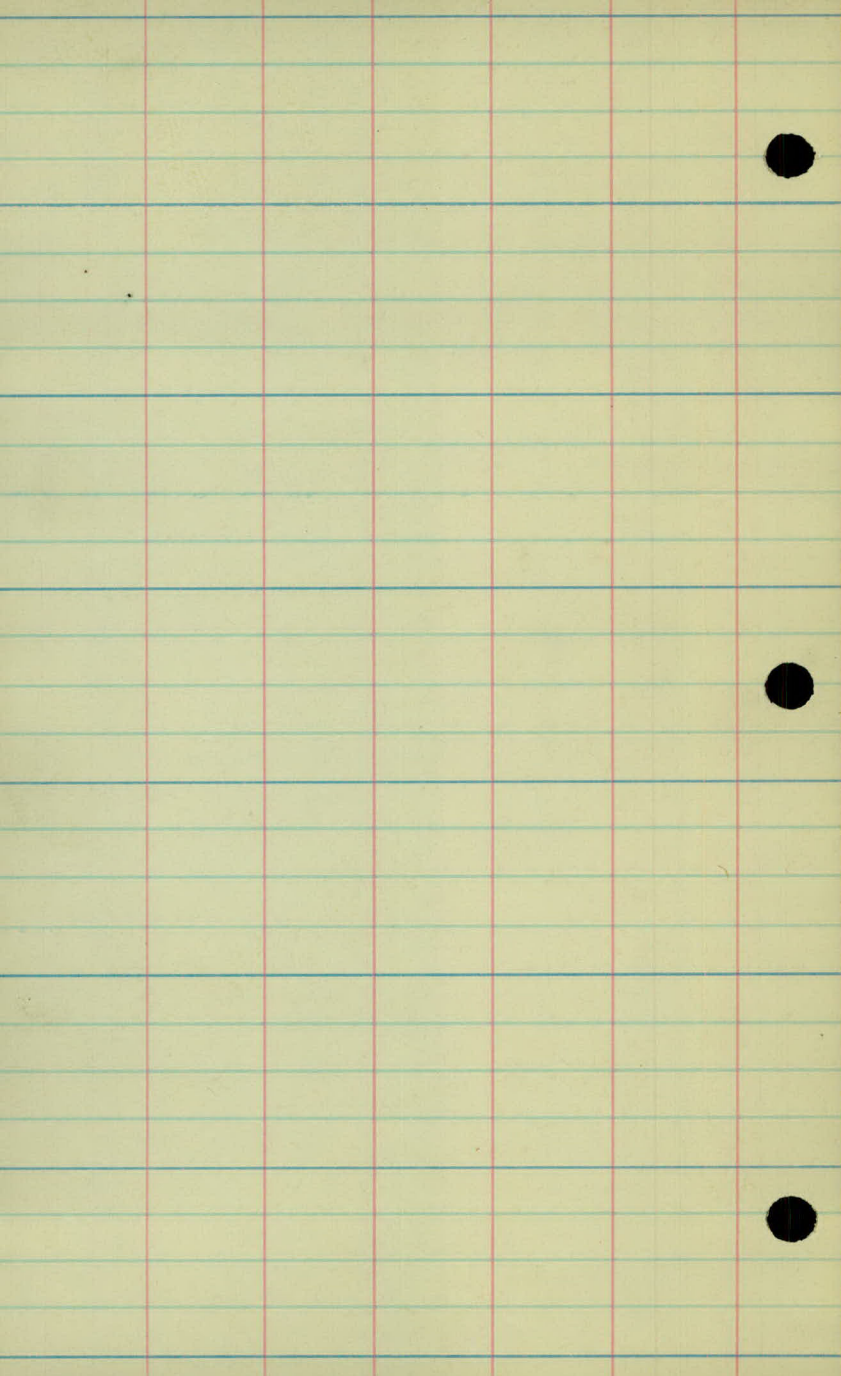
"	4.52	919.48	3.67	914.96
---	------	--------	------	--------

"	4.15	918.68	4.95	914.53
---	------	--------	------	--------

B.M.			2.80	915.88	915.91
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Spk. in W. Side of 15" Elm 52' W. of & W. Bald Eagle
Blvd. 300' So. of Bridge.

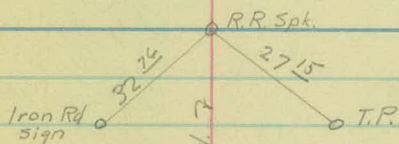
R.R. Spk. in T.P. S.E. Cor. Otter Lake Rd. & Co. Rd. H 3



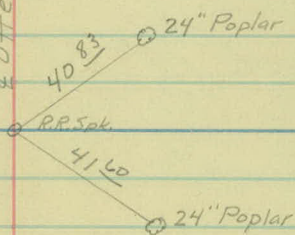
Alignment
Otter Lake Rd.
+ Co. Rd. H 2

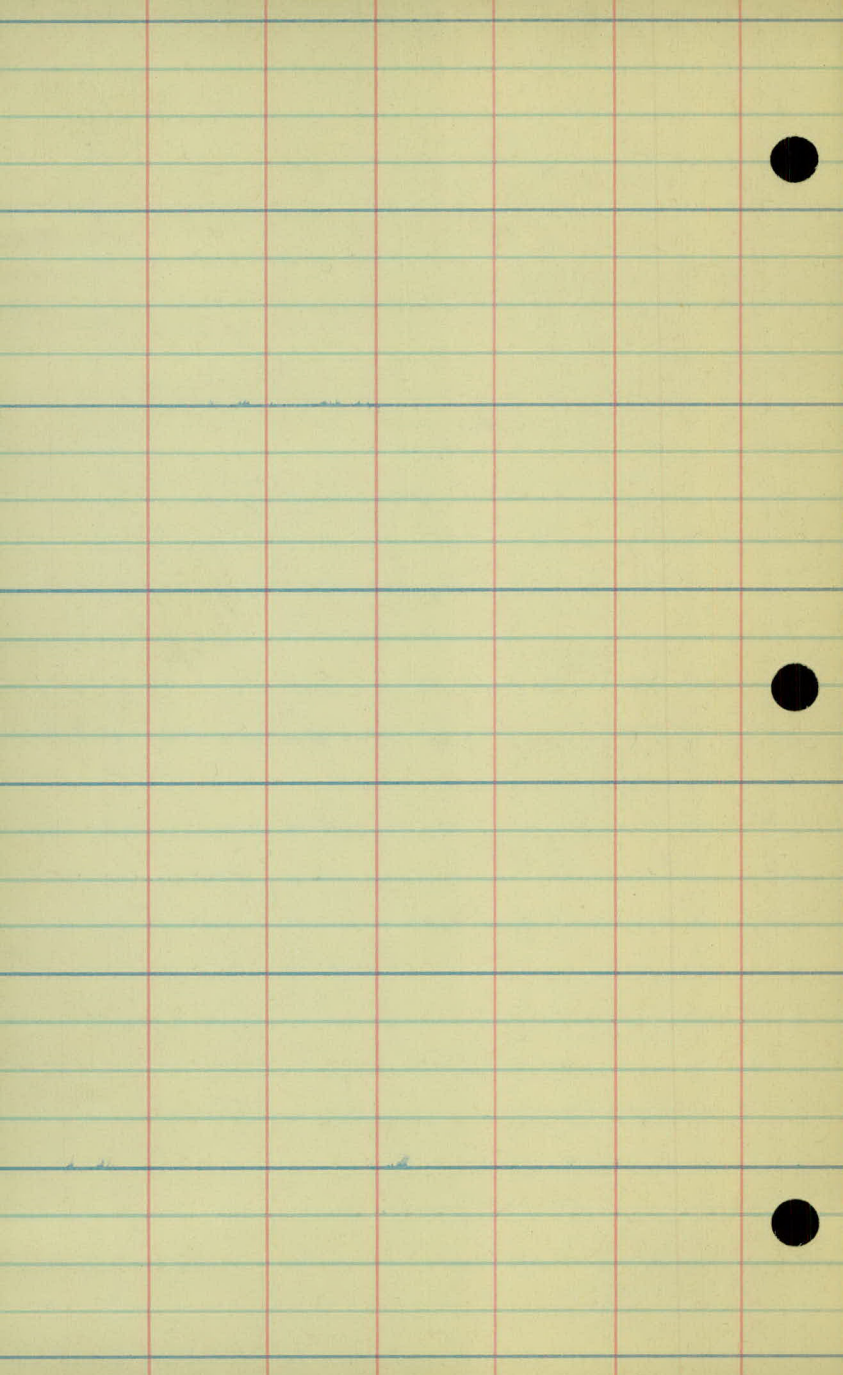
152+88⁰ P.O.T. E Co. Rd H²

149+60⁵⁵ P.O.T.



Officer Lake Rd. 7





X-Sections

Int. Co. Rd. H²

& Otter Lake Rd.

B. M.	6.84	945.32	938.48
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150+88 Same Sta. as Rd. Map Survey

151+38

+88

152+38

+53

+62

+70

+75

+88 E Co. Rd. H²

B. M.		6.84	938.48
-------	--	------	--------

Spk. in T.P. S.E. Cor. Otter Lake Rd. & Co. Rd. H²

$$\begin{array}{r} 4.5 \quad 5.1 \quad 1.1 \quad 0.3 \\ 4.3 \quad 10 \quad 13 \quad 21 \quad 50 \end{array}$$

$$\begin{array}{r} 5.4 \quad 5.9 \quad 3.2 \quad 3.0 \quad 3.2 \\ 4.8 \quad 10 \quad 13 \quad 17 \quad 44 \quad 66 \end{array}$$

$$\begin{array}{r} 2.3 \quad 6.4 \quad 5.8 \quad 5.4 \quad 5.9 \quad 6.4 \quad 2.2 \quad 2.7 \quad 5.4 \\ 30 \quad 22 \quad 15 \quad 6 \quad 5.5 \quad 6 \quad 10 \quad 20 \quad 35 \quad 83 \end{array}$$

$$\begin{array}{r} 2.2 \quad 2.3 \quad 2.9 \quad 3.5 \quad 7.4 \quad 7.0 \quad 6.6 \quad 7.2 \quad 2.8 \quad 4.8 \quad 8.8 \\ 81 \quad 47 \quad 32 \quad 29 \quad 22 \quad 16 \quad 6 \quad 6.8 \quad 11 \quad 18 \quad 56 \quad 100 \end{array}$$

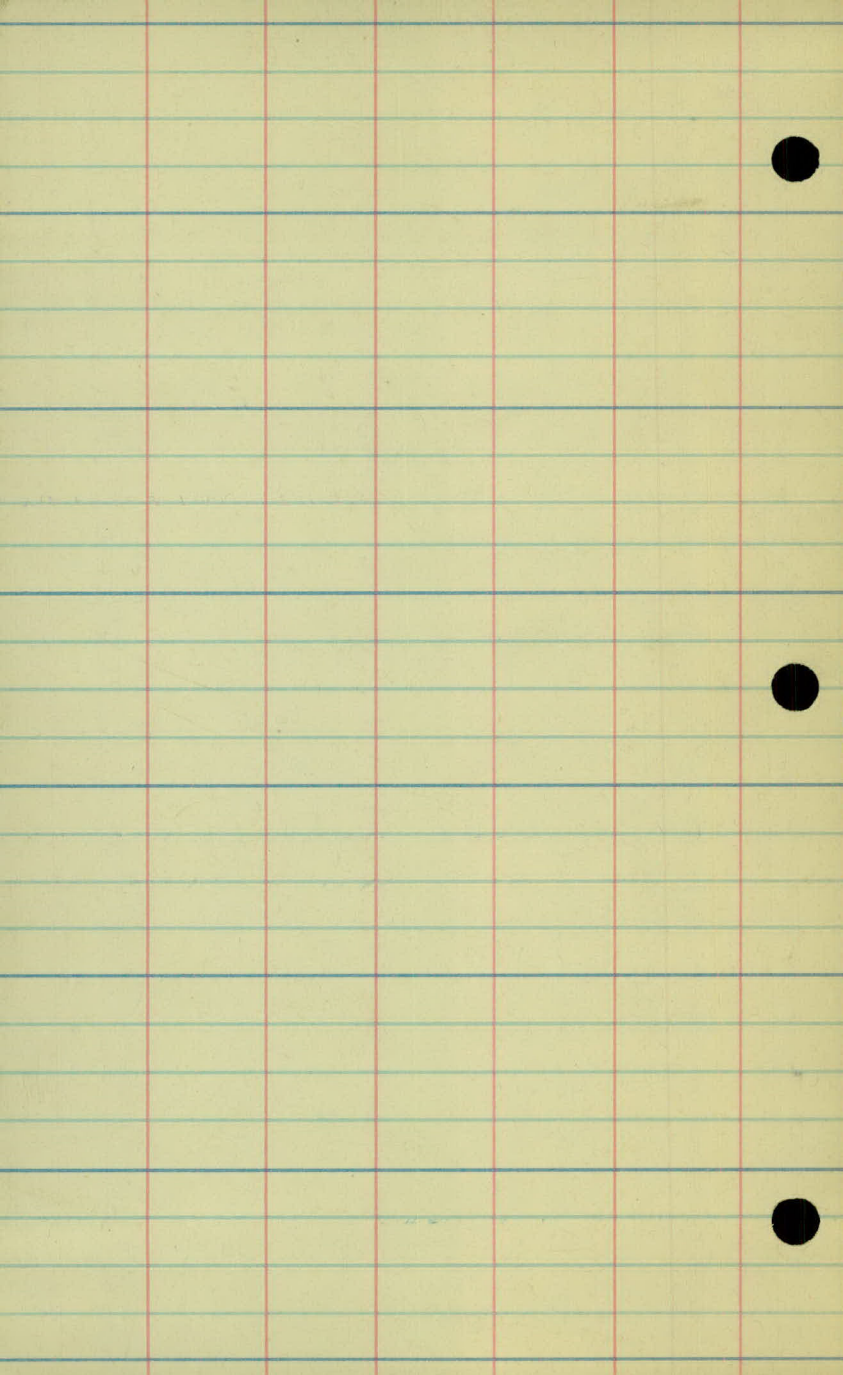
$$\begin{array}{r} 3.1 \quad 2.4 \quad 2.9 \quad 3.6 \quad 8.1 \quad 7.5 \quad 7.1 \quad 8.0 \quad 3.4 \quad 4.7 \quad 9.9 \\ 95 \quad 56 \quad 34 \quad 30 \quad 22 \quad 15 \quad 5 \quad 7.2 \quad 10 \quad 18 \quad 43 \quad 100 \end{array}$$

$$\begin{array}{r} 3.5 \quad 2.8 \quad 3.6 \quad 4.4 \quad 8.4 \quad 7.6 \quad 7.4 \quad 8.4 \quad 6.6 \quad 8.3 \quad 9.9 \quad 11.6 \\ 100 \quad 80 \quad 32 \quad 29 \quad 22 \quad 11 \quad 5 \quad 7.5 \quad 13 \quad 16 \quad 41 \quad 84 \quad 100 \end{array}$$

$$\begin{array}{r} 5.5 \quad 6.5 \quad 6.6 \quad 7.5 \quad 8.3 \quad 7.9 \quad 7.6 \quad 8.8 \quad 8.0 \quad 9.5 \quad 11.2 \\ 100 \quad 87 \quad 55 \quad 27 \quad 23 \quad 20 \quad 8 \quad 7.7 \quad 15 \quad 20 \quad 60 \quad 100 \end{array}$$

$$\begin{array}{r} 7.4 \quad 8.2 \quad 8.5 \quad 8.1 \quad 7.7 \quad 9.0 \quad 9.9 \quad 11.1 \\ 100 \quad 52 \quad 27 \quad 21 \quad 10 \quad 7.8 \quad 22 \quad 60 \quad 100 \end{array}$$

$$\begin{array}{r} 6.7 \quad 7.5 \quad 9.4 \quad 10.0 \\ 100 \quad 50 \quad 8.1 \quad 50 \quad 100 \end{array}$$



Check Levels

Co. Rd. H 3

+ Cent. Rd.

B.M. 6.91 945.39 938.48

T.P. 0.72 942.87 3.24 942.15

" 5.52 941.00 7.39 935.48

" 3.62 938.64 5.98 935.02

" 7.28 942.95 2.97 935.67

" 9.52 948.73 3.74 939.21

" 1.19 940.98 8.94 939.79

" 1.41 936.66 5.73 935.25

B.M. 4.66 932.00

T.P. 6.10 941.35 1.41 935.25

" 8.91 948.70 1.56 939.79

" 2.82 942.03 9.49 939.21

" 2.70 938.38 6.35 935.68

" 5.90 940.95 3.33 935.05

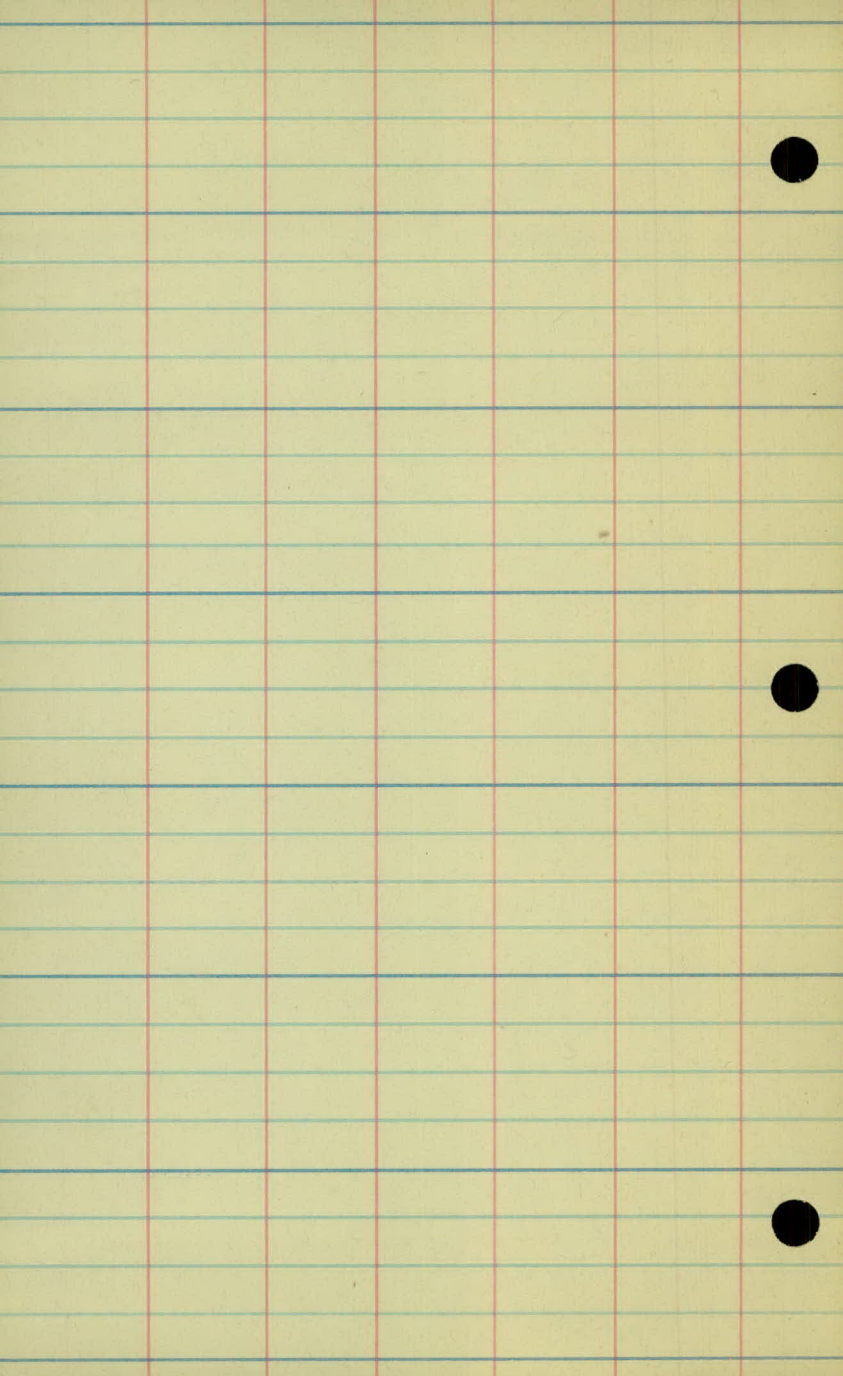
" 9.93 945.43 5.45 935.50

" 3.62 944.95 4.10 941.83

B.M. 6.47 938.48 938.48

Spk. in T.P. S.E. Cor. Otter Lake Rd + Co. Rd. H²

Spk. in Twin Elm 200' No. Co. Rd. H² + Cent. Rd.



X-Sections

Int. Co. Rd. H³

+ Cent. Rd.

B.M. 2.36 934.36 932.00

0+00 E Cent. Rd.

+13

+22

T.P. 9.30 940.44 3.22 931.14

+32

+45

1

+32

+68

2

B.M. 8.44 932.00

Spk. in Twin Elm 200' No. H² & Cent. Rd.

$$\frac{2.0}{150} \quad \frac{3.0}{100} \quad 5.7 \quad \frac{9.0}{100} \quad \frac{13.1}{200}$$

$$\frac{2.1}{150} \quad \frac{3.2}{100} \quad 5.5 \quad \frac{7.8}{40} \quad \frac{9.6}{100} \quad \frac{13.8}{200}$$

$$\frac{3.0}{150} \quad \frac{3.5}{120} \quad \frac{5.5}{100} \quad \frac{5.8}{60} \quad \frac{5.0}{37} \quad \frac{5.6}{25} \quad 5.3 \quad \frac{7.5}{24} \quad \frac{7.3}{40} \quad \frac{8.5}{100} \quad \frac{13.0}{200}$$

$$\frac{9.6}{150} \quad \frac{9.6}{125} \quad \frac{7.4}{100} \quad \frac{5.4}{86} \quad \frac{5.2}{65} \quad \frac{10.2}{43} \quad \frac{11.6}{19} \quad 11.3 \quad \frac{12.7}{15} \quad \frac{12.7}{100} \quad \frac{13.2}{143} \quad \frac{12.3}{176} \quad \frac{11.3}{200}$$

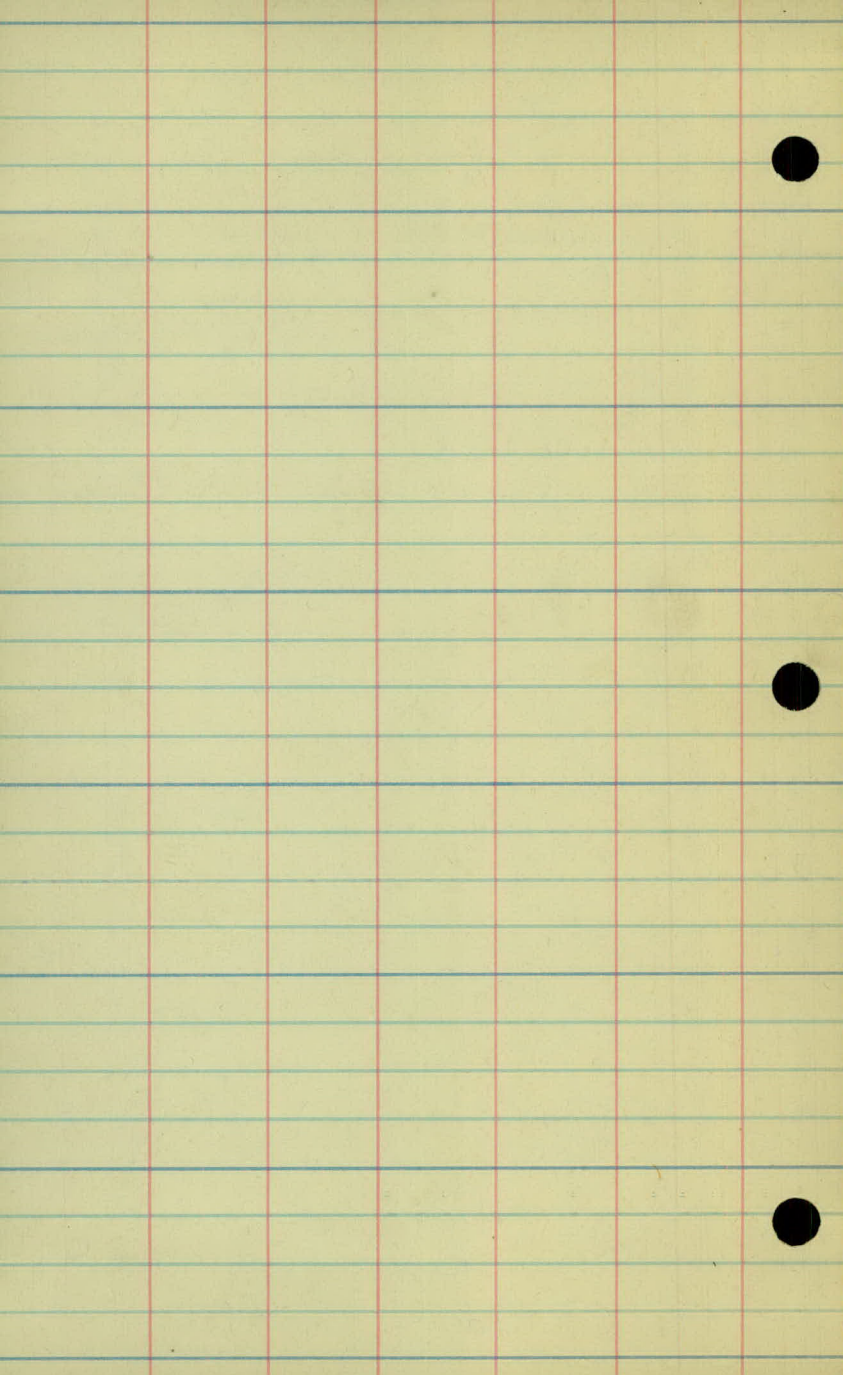
$$\frac{10.8}{141} \quad \frac{10.6}{129} \quad \frac{8.8}{100} \quad \frac{4.0}{44} \quad \frac{6.0}{35} \quad \frac{11.2}{27} \quad 10.5 \quad \frac{12.0}{27} \quad \frac{8.8}{34} \quad \frac{8.8}{100} \quad \frac{7.0}{150} \quad \frac{6.0}{186}$$

$$\frac{10.8}{117} \quad \frac{3.5}{34} \quad \frac{10.4}{27} \quad 9.6 \quad \frac{10.8}{25} \quad \frac{3.5}{34} \quad \frac{3.5}{100} \quad \frac{4.7}{148}$$

$$\frac{9.6}{97} \quad \frac{4.5}{34} \quad \frac{10.0}{27} \quad 9.0 \quad \frac{10.0}{24} \quad \frac{1.8}{33} \quad \frac{0.5}{78} \quad \frac{1.2}{100} \quad \frac{2.0}{117}$$

$$\frac{8.0}{72} \quad \frac{5.3}{34} \quad \frac{9.3}{27} \quad 8.0 \quad \frac{9.0}{23} \quad \frac{2.7}{34} \quad \frac{0.0}{78} \quad \frac{0.2}{85}$$

$$\frac{5.0}{50} \quad \frac{3.8}{34} \quad \frac{8.5}{28} \quad 7.3 \quad \frac{8.3}{24} \quad \frac{2.0}{33} \quad \frac{1.7}{50}$$



Check Levels
Hamline + Lexington

B.M.	6.69	898.78		892.09
------	------	--------	--	--------

T.P.	8.01	905.80	0.99	897.79
------	------	--------	------	--------

"	1.45	900.58	6.67	899.13
---	------	--------	------	--------

"	6.04	901.84	4.78	895.80
---	------	--------	------	--------

"	2.86	902.93	1.77	900.07
---	------	--------	------	--------

"	6.48	903.53	5.88	897.05
---	------	--------	------	--------

"	7.41	910.61	0.33	903.20
---	------	--------	------	--------

"	1.88	907.95	4.54	906.07
---	------	--------	------	--------

"	3.78	899.53	12.20	895.75
---	------	--------	-------	--------

B.M.			5.93	893.60
------	--	--	------	--------

T.P.	12.16	910.63	1.06	898.47
------	-------	--------	------	--------

"	4.26	910.59	4.30	906.33
---	------	--------	------	--------

"	2.19	903.59	9.19	901.40
---	------	--------	------	--------

"	7.66	904.75	6.50	897.09
---	------	--------	------	--------

"	1.12	901.23	4.64	900.11
---	------	--------	------	--------

"	6.13	901.94	5.42	895.81
---	------	--------	------	--------

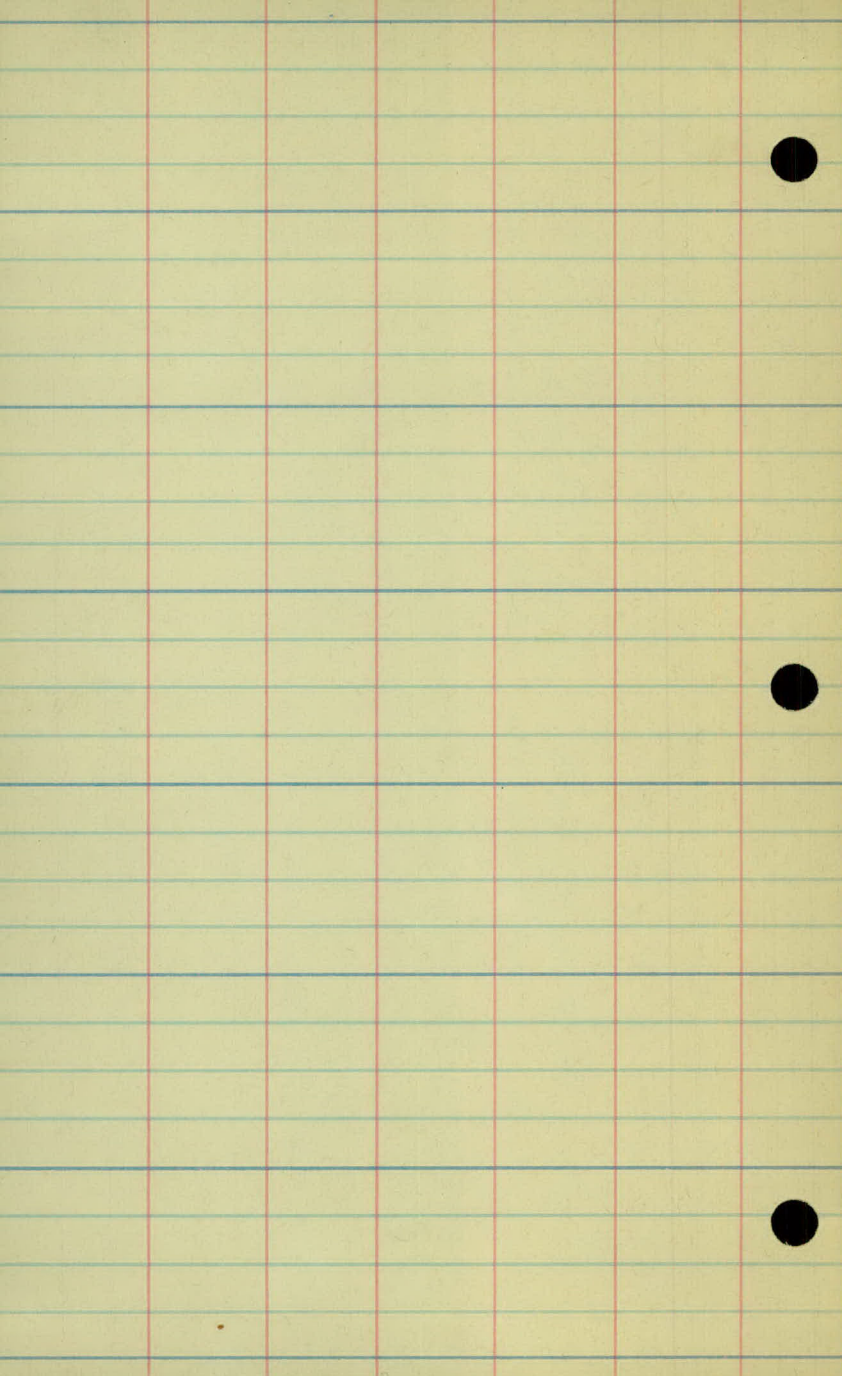
"	4.27	905.46	0.75	901.19
---	------	--------	------	--------

"	2.13	898.24	9.35	896.11
---	------	--------	------	--------

B.M.			6.14	892.10	892.09
------	--	--	------	--------	--------

Spk. in T.P. S.E. Cor. Lexington & "I"

Spk. in P.P. N.E. Cor. Hamline + Lexington



X-Sections
Hamline & Lexington

B.M. 10.61 904.21

893.60

467+00

+50

468

+50

+64

+69

+76⁴

£ Lexington Ave

Spk. in P.P. N.E. Cor. Hamline & Lexington

$$10.2 \quad \frac{10.1}{10} \quad \frac{4.1}{19} \quad \frac{3.7}{23} \quad \frac{2.7}{26} \quad \frac{3.4}{50}$$

$$10.5 \quad \frac{10.8}{10} \quad \frac{5.0}{19} \quad \frac{3.8}{24} \quad \frac{5.0}{50} \quad \frac{6.0}{70}$$

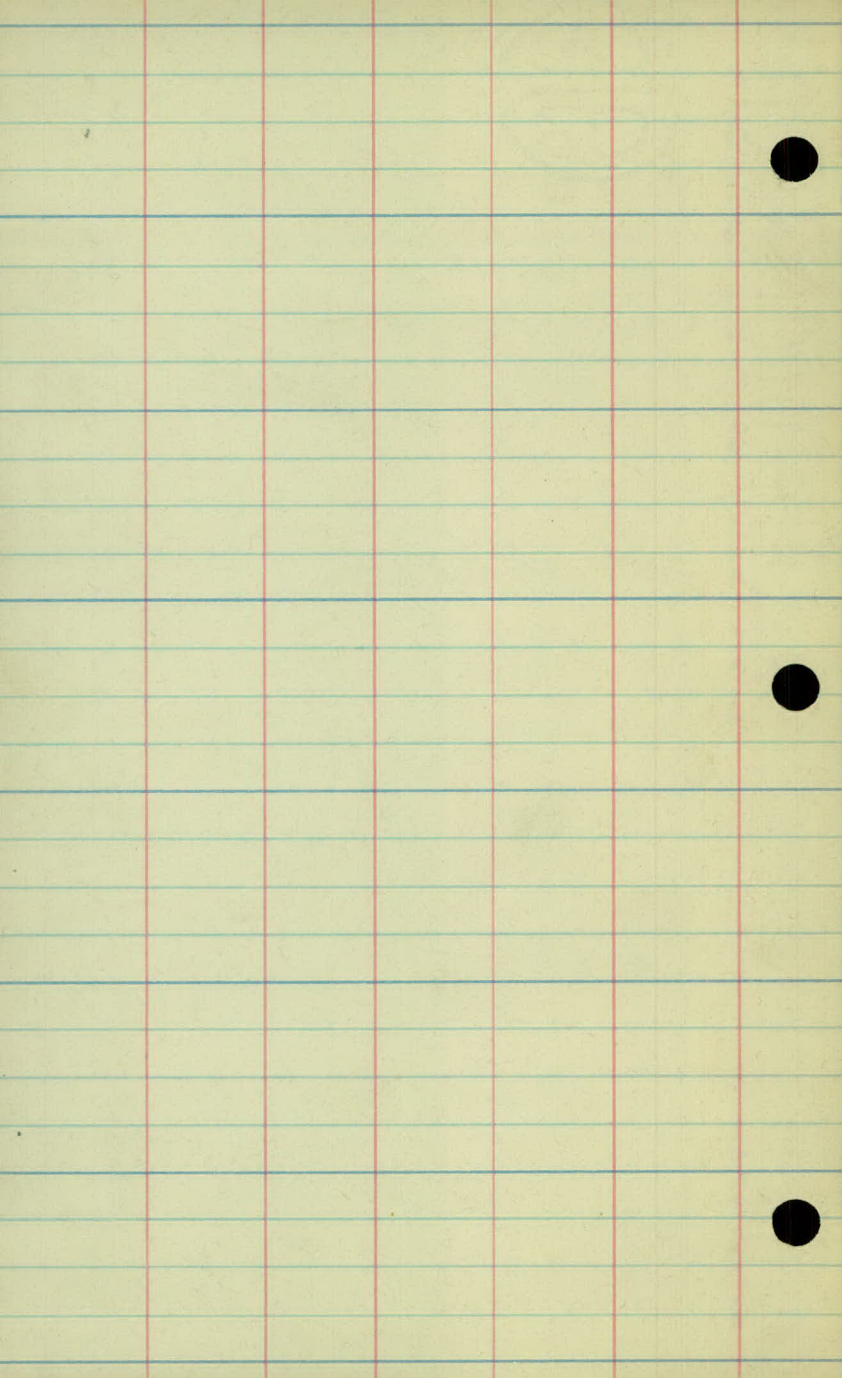
$$11.0 \quad \frac{11.3}{8} \quad \frac{7.4}{14} \quad \frac{6.0}{22} \quad \frac{7.5}{54} \quad \frac{8.5}{64} \quad \frac{28}{75}$$

$$11.0 \quad \frac{11.4}{9} \quad \frac{9.2}{11} \quad \frac{9.2}{30} \quad \frac{9.7}{50} \quad \frac{10.4}{57} \quad \frac{9.8}{64}$$

$$10.7 \quad \frac{11.0}{19} \quad \frac{9.7}{29} \quad \frac{9.8}{50}$$

$$10.7 \quad \frac{10.7}{25} \quad \frac{10.4}{50}$$

$$10.7 \quad \frac{10.3}{25} \quad \frac{9.8}{50}$$



X-Sections
Snelling Ave + Co. Rd. F.

B.M.	0.80	918.79		917.99
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11+50 Same Sta. as Rd. Map Survey

12

+50

+75

T.P.	7.31	925.66	0.44	918.35
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13

+40

+60

+80

14

+25

+50

T.P.	9.82	934.97	0.51	925.15
------	------	--------	------	--------

13+40

Spk. in 24" Oak 35' Rt. Sta. 12+60

$$\frac{8.8}{50} \quad \frac{9.0}{47} \quad \frac{15.3}{36} \quad \frac{15.7}{18} \quad \frac{14.0}{11} \quad 13.3$$

$$\frac{5.0}{75} \quad \frac{6.6}{50} \quad \frac{7.6}{40} \quad \frac{12.6}{30} \quad \frac{12.6}{19} \quad \frac{11.6}{13} \quad 10.3$$

$$\frac{0.7}{100} \quad \frac{4.5}{50} \quad \frac{4.7}{22} \quad \frac{8.5}{16} \quad \frac{9.0}{12} \quad 7.3$$

$$\frac{0.0}{100} \quad \frac{2.4}{50} \quad \frac{2.4}{19} \quad \frac{7.4}{14} \quad \frac{7.2}{10} \quad 5.7$$

$$\frac{5.2}{100} \quad \frac{6.5}{50} \quad \frac{6.2}{23} \quad \frac{12.1}{17} \quad \frac{12.3}{9} \quad 11.3$$

$$\frac{3.5}{25} \quad \frac{8.7}{17} \quad \frac{8.7}{13} \quad 9.0$$

$$\frac{2.0}{26} \quad \frac{7.6}{18} \quad \frac{8.7}{11} \quad 7.9$$

$$\frac{1.5}{27} \quad \frac{5.0}{22} \quad \frac{8.2}{14} \quad \frac{7.6}{12} \quad 6.7$$

$$\frac{3.2}{25} \quad \frac{7.4}{18} \quad \frac{7.4}{15} \quad \frac{6.4}{12} \quad 5.7$$

$$\frac{5.7}{20} \quad \frac{6.0}{16} \quad \frac{5.0}{12} \quad 4.5$$

$$\frac{4.3}{19} \quad \frac{4.3}{16} \quad \frac{3.6}{12} \quad 3.1$$

$$\frac{4.3}{100} \quad \frac{4.0}{83} \quad \frac{4.2}{33}$$

934.97

13+60

+80

14

+25

+50

T.P.

0.22

925.37

9.82

925.15

B.M.

7.38

917.99

917.99

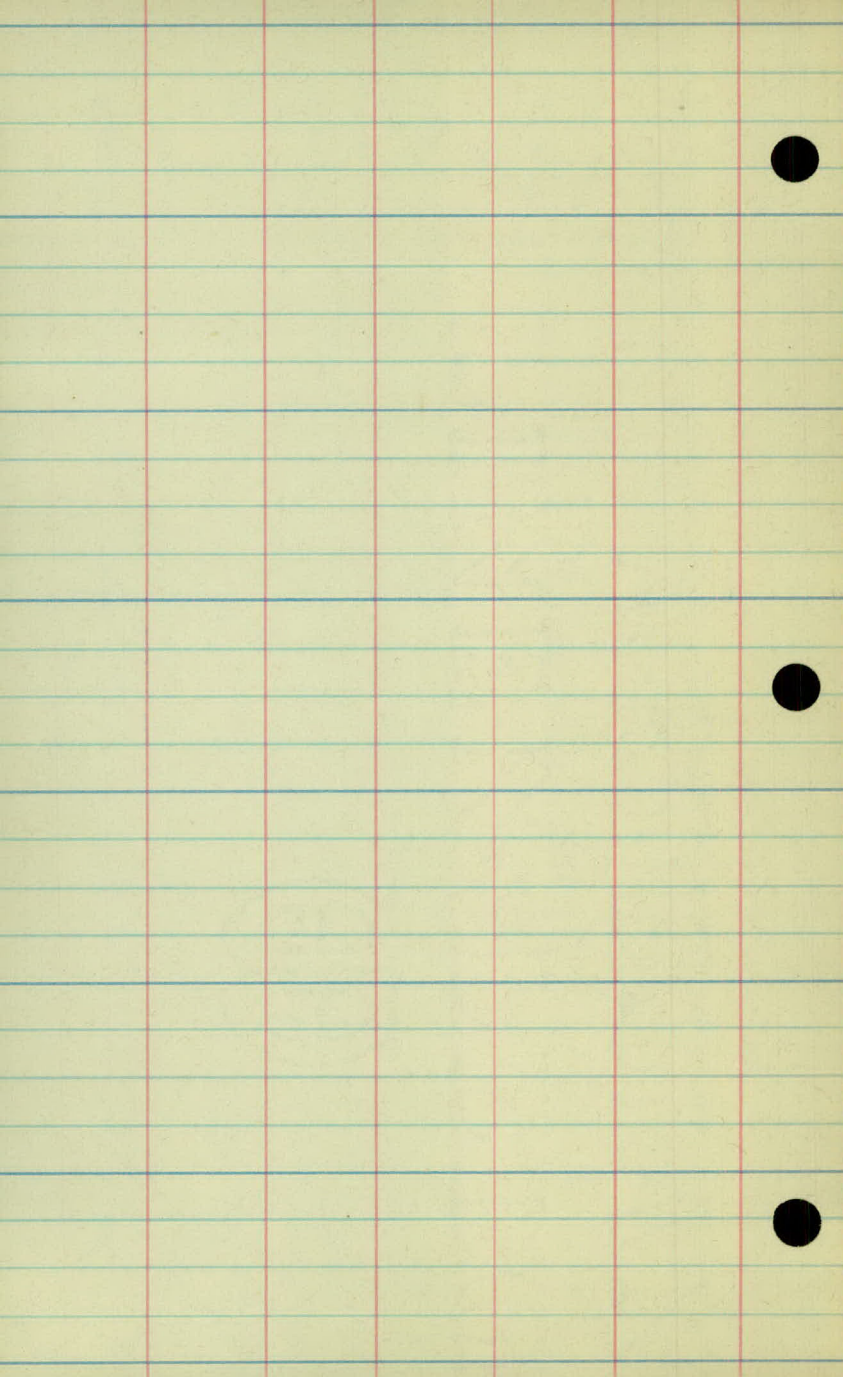
$$\frac{3.4}{100} \quad \frac{1.8}{75} \quad \frac{0.8}{35}$$

$$\frac{5.6}{100} \quad \frac{5.0}{75} \quad \frac{3.4}{34}$$

$$\frac{8.7}{100} \quad \frac{8.0}{75} \quad \frac{8.3}{30}$$

$$\frac{12.0}{75} \quad \frac{10.8}{50} \quad \frac{10.5}{27}$$

$$\frac{11.4}{50} \quad \frac{10.2}{25}$$



Check Levels
Larp. & E. Co. Line

B.M.	7.15	983.91		976.76
T.P.	13.76	997.60	0.07	983.74
"	13.73	1010.30	1.03	996.57
"	13.60	1023.23	0.67	1009.63
"	8.46	1030.88	0.81	1022.42
"	5.24	1024.12	12.00	1018.88
B.M.			1.35	1022.77
T.P.	9.98	1029.70	4.40	1019.72
"	0.07	1024.17	5.60	1024.10
"	3.16	1018.58	8.75	1015.42
"	0.99	1013.30	6.27	1012.31
"	1.49	1003.59	11.20	1002.10
B.M.			1.28	1002.31
T.P.	8.87	1005.13	7.33	996.26
"	7.47	1012.00	0.60	1004.53
"	13.77	1023.87	1.90	1010.10
"	10.48	1033.81	0.54	1023.33
"	0.60	1025.14	9.27	1024.54
"	2.84	1015.45	12.53	1012.61
B.M.	12.72	1023.57	4.60	1010.85
T.P.	11.16	1033.37	1.36	1022.21
"	0.05	924.99	8.43	1024.94
"	0.75	1012.31	13.43	1011.56
"	0.61	1007.10	5.82	1006.49
"	4.84	1002.37	9.57	997.53
B.M.	8.75	1011.07	0.05	1002.32 1002.31
T.P.	6.62	1016.74	0.95	1010.12

Spk. in 8" Oak 50' Rt. Sta. 27+40 - East Ave

East Cor. Conc. Porch of Store - N.W. Cor. East Ave + Larp.

S.W. Cor. Mont. on Larp. Ave $\frac{1}{2}$ Mile ~~W~~ of E. Co. Line

Spk. in G.P. - S.E. Cor. Larp. + E. Co. Line

S.W. Cor. Mont. on Larp. Ave $\frac{1}{2}$ Mile ~~W~~ of E. Co. Line

1016.74

T.P. 7.72 1020.79 3.67 1013.07

" 11.16 1030.63 1.32 1019.47

" 2.72 1023.77 9.58 1021.05

B.M. 1.00 1022.77 1022.77

T.P. 13.77 1028.58 8.96 1014.81

" 0.45 1025.13 3.90 1024.68

" 0.07 1012.00 13.20 1011.93

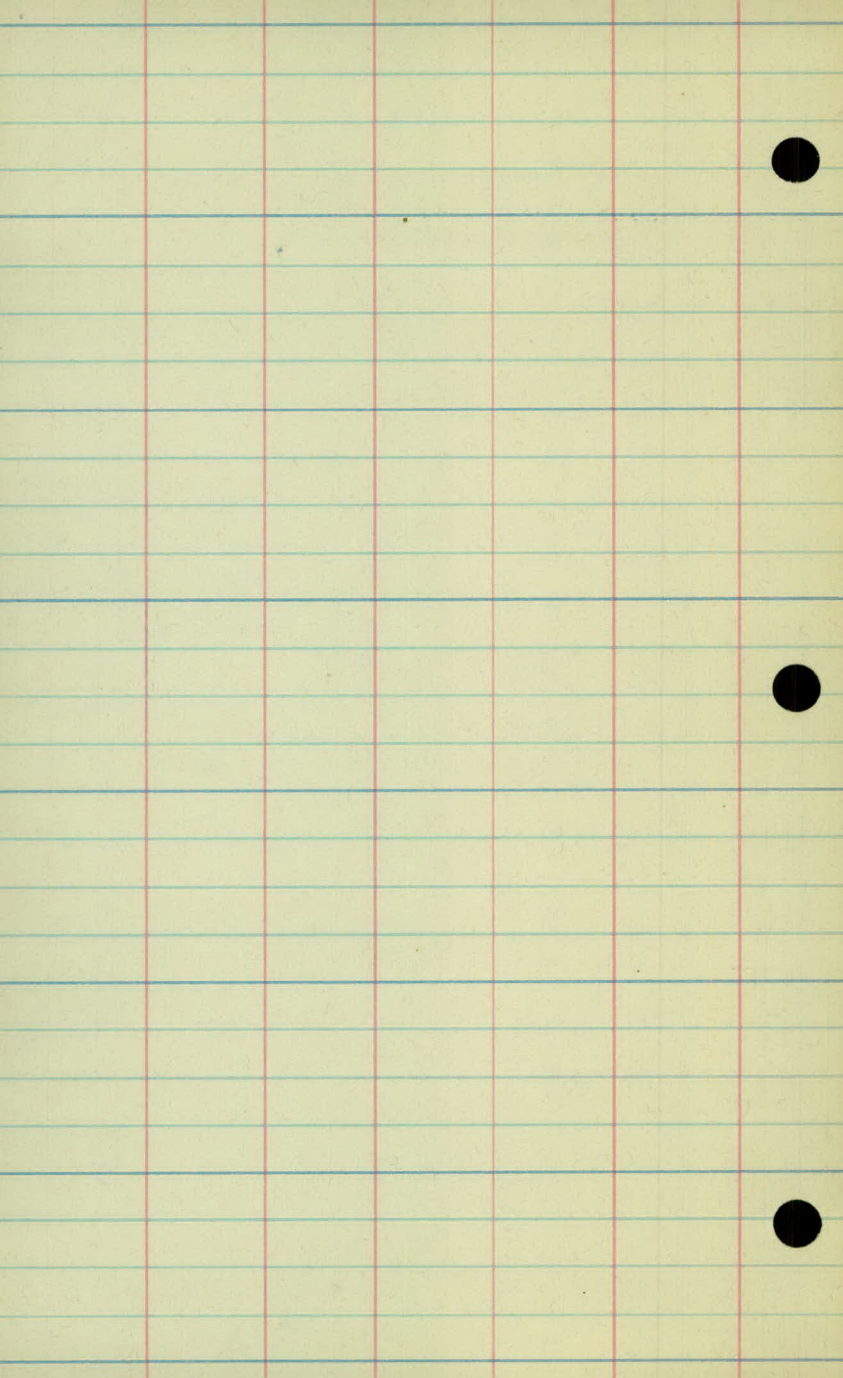
" 0.11 998.66 13.45 998.55

" 0.34 986.39 12.61 986.05

B.M. 9.61 976.78 976.76

East Cor. Conc. Porch of Store - N.W. Cor. East Ave & Larp.

Spk. in 8" Oak 50' Rt. Sta. 27+40 - East Ave



X-Sections
Larp. & ECo. Line

B.M. 13.45 1024.30 1010.85

T.P. 11.00 1034.61 0.69 1023.61

113+00 Same Sta. as Rd. Map Survey

+50

114

+50

115

+23

T.P. 1.60 1022.91 13.30 1021.31

114

+50

115

+23

+40

+64 & E. Co. Line

B.M. 12.06 1010.85

Spk. in G.P.-S.E. Cor. Larp. & E. Co. Line

$$\begin{array}{r} 3.0 \\ 50 \end{array} \quad \begin{array}{r} 2.5 \\ 28 \end{array} \quad \begin{array}{r} 3.2 \\ 22 \end{array} \quad \begin{array}{r} 9.7 \\ 15 \end{array} \quad 8.7 \quad \begin{array}{r} 9.7 \\ 15 \end{array} \quad \begin{array}{r} 4.7 \\ 22 \end{array} \quad \begin{array}{r} 5.0 \\ 30 \end{array} \quad \begin{array}{r} 6.4 \\ 50 \end{array}$$

$$\begin{array}{r} 2.6 \\ 84 \end{array} \quad \begin{array}{r} 3.4 \\ 40 \end{array} \quad \begin{array}{r} 3.0 \\ 26 \end{array} \quad \begin{array}{r} 11.8 \\ 15 \end{array} \quad 11.4 \quad \begin{array}{r} 12.5 \\ 15 \end{array} \quad \begin{array}{r} 5.4 \\ 23 \end{array} \quad \begin{array}{r} 10.0 \\ 52 \end{array}$$

$$\begin{array}{r} 2.7 \\ 119 \end{array} \quad \begin{array}{r} 3.4 \\ 50 \end{array} \quad \begin{array}{r} 3.5 \\ 32 \end{array} \quad \begin{array}{r} 7.0 \\ 23 \end{array} \quad \begin{array}{r} 10.0 \\ 50 \end{array} \quad \begin{array}{r} 13.2 \\ 74 \end{array}$$

$$\begin{array}{r} 3.6 \\ 155 \end{array} \quad \begin{array}{r} 3.8 \\ 85 \end{array} \quad \begin{array}{r} 5.3 \\ 34 \end{array} \quad \begin{array}{r} 10.7 \\ 24 \end{array} \quad \begin{array}{r} 14.0 \\ 62 \end{array} \quad \begin{array}{r} 18.0 \\ 86 \end{array}$$

$$\begin{array}{r} 5.1 \\ 188 \end{array} \quad \begin{array}{r} 5.4 \\ 125 \end{array} \quad \begin{array}{r} 7.6 \\ 53 \end{array} \quad \begin{array}{r} 8.6 \\ 36 \end{array}$$

$$\begin{array}{r} 5.8 \\ 200 \end{array} \quad \begin{array}{r} 6.0 \\ 120 \end{array} \quad \begin{array}{r} 8.7 \\ 55 \end{array}$$

$$\begin{array}{r} 2.8 \\ 19 \end{array} \quad \begin{array}{r} 3.4 \\ 15 \end{array} \quad 2.5$$

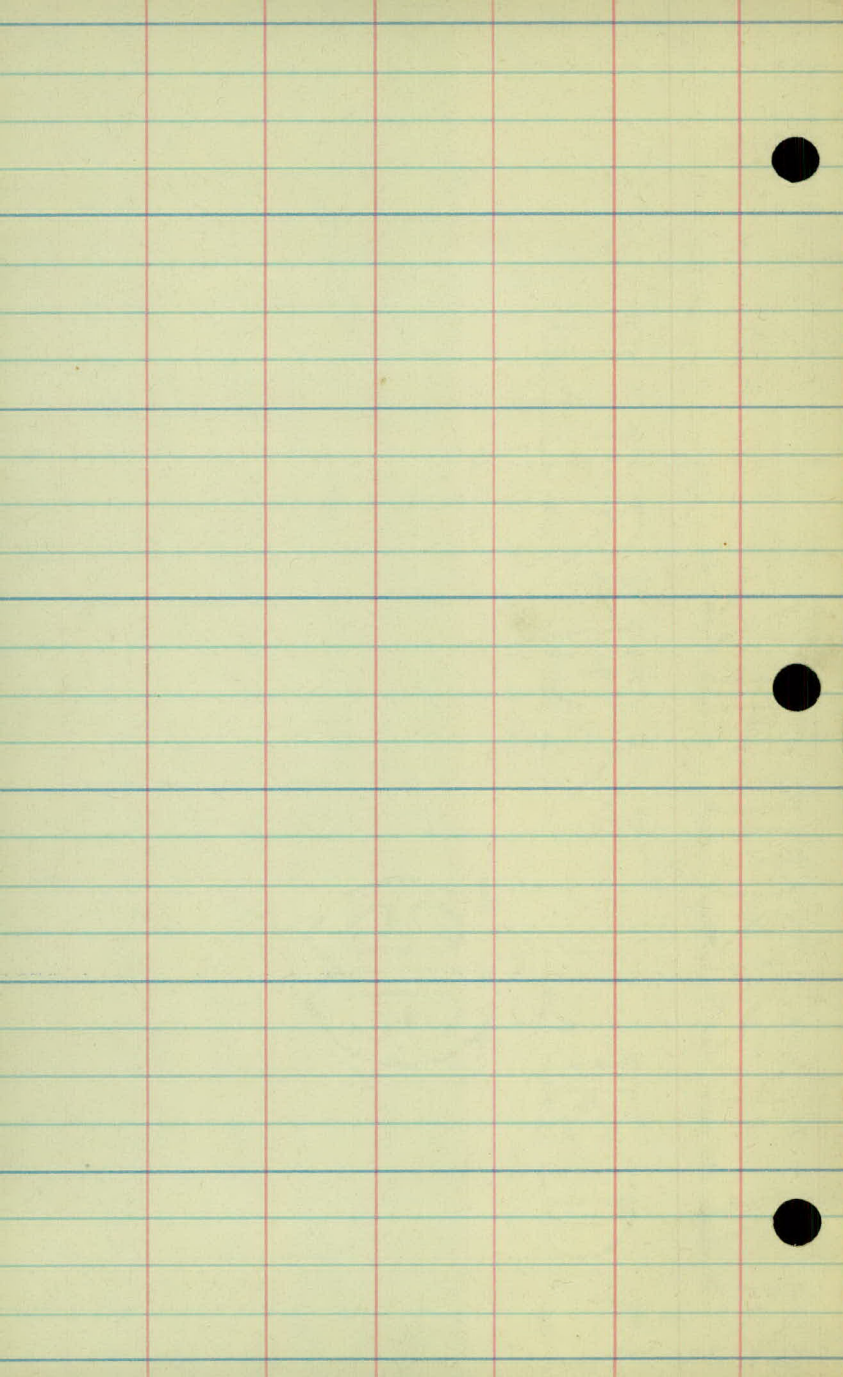
$$\begin{array}{r} 5.8 \\ 20 \end{array} \quad \begin{array}{r} 6.6 \\ 16 \end{array} \quad 5.4$$

$$\begin{array}{r} 9.4 \\ 21 \end{array} \quad 9.3 \quad \begin{array}{r} 10.2 \\ 17 \end{array} \quad \begin{array}{r} 3.1 \\ 25 \end{array} \quad \begin{array}{r} 7.6 \\ 65 \end{array} \quad \begin{array}{r} 13.1 \\ 98 \end{array}$$

$$\begin{array}{r} 11.3 \\ 26 \end{array} \quad 10.9 \quad \begin{array}{r} 12.1 \\ 20 \end{array} \quad \begin{array}{r} 5.0 \\ 30 \end{array} \quad \begin{array}{r} 10.6 \\ 67 \end{array} \quad \begin{array}{r} 15.8 \\ 100 \end{array}$$

$$\begin{array}{r} 7.2 \\ 200 \end{array} \quad \begin{array}{r} 8.5 \\ 150 \end{array} \quad \begin{array}{r} 10.0 \\ 100 \end{array} \quad \begin{array}{r} 11.6 \\ 50 \end{array} \quad 11.9 \quad \begin{array}{r} 13.6 \\ 26 \end{array} \quad \begin{array}{r} 17.0 \\ 100 \end{array}$$

$$\begin{array}{r} 5.7 \\ 200 \end{array} \quad \begin{array}{r} 7.5 \\ 150 \end{array} \quad \begin{array}{r} 9.3 \\ 100 \end{array} \quad \begin{array}{r} 11.1 \\ 50 \end{array} \quad 12.5 \quad \begin{array}{r} 14.7 \\ 50 \end{array} \quad \begin{array}{r} 17.0 \\ 100 \end{array}$$

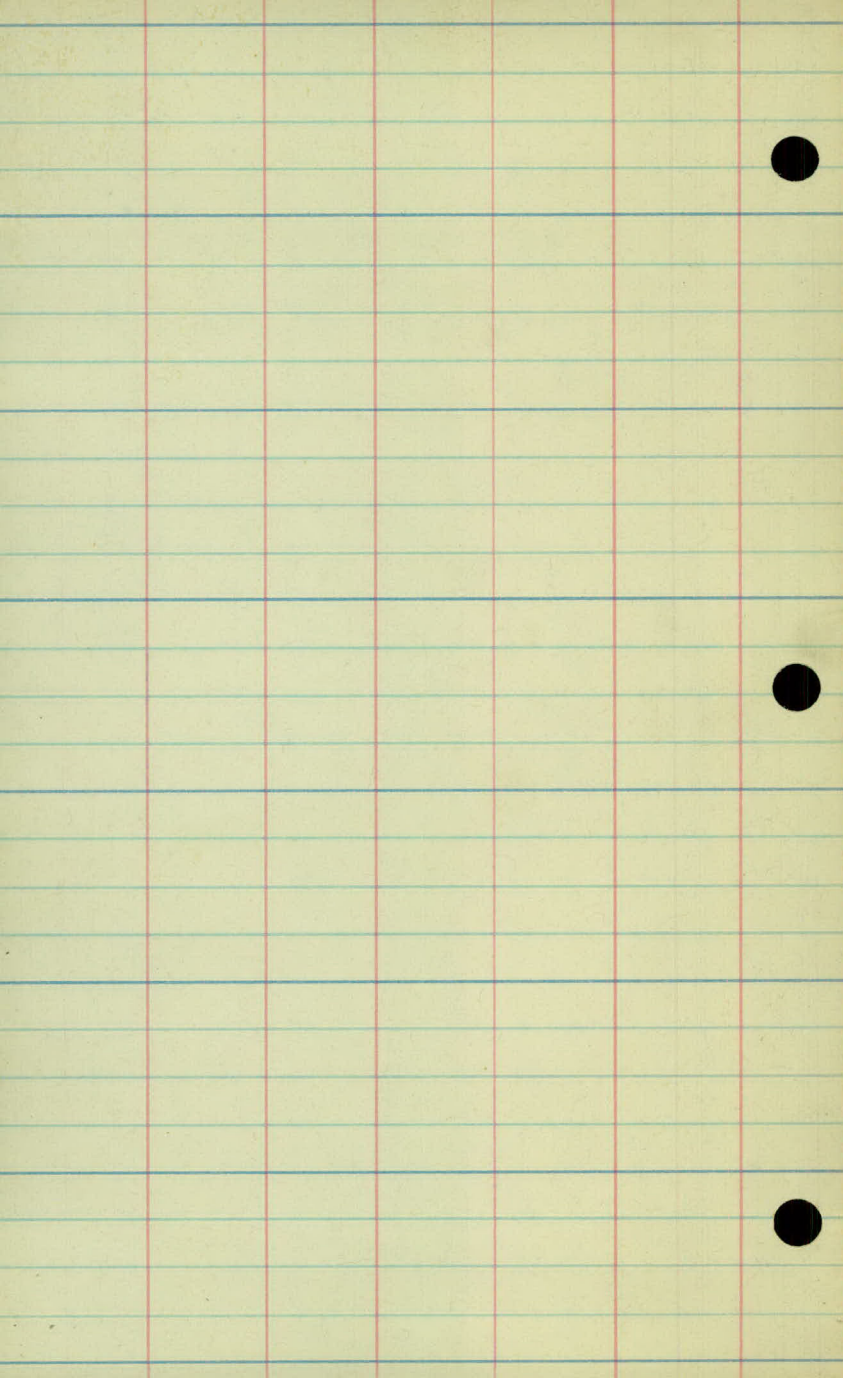


Check Levels
E. Co. Line + Omaha Ry.

B.M.	0.00	1010.85		1010.85
T.P.	0.65	998.12	13.38	997.47
"	6.87	993.37	11.62	986.50
"	12.88	1005.59	0.66	992.71
B.M.	3.61	1005.19	4.01	1001.58
T.P.	0.19	991.62	13.77	991.42
"	10.75	1001.72	0.65	990.97
"	9.41	1010.85	0.28	1001.44
B.M.			0.00	1010.85 1010.85

Spk. in G. P. - S. E. Cor. Larp. + E. Co. Line

N. E. Cor. Conc Base of Signal - S. W. Cor. E. Co. Line + Omaha R.



X-Sections
E. Co. Line & Omaha Ry.

B.M. 4.45 1006.03 1001.58

Base Line Along & R.R. E. of E. Co. Line

0+00 & E. Co. Line

+35

+50

T.P. 13.76 1016.25 3.54 1002.49

+50

2

+50

3

+50

T.P. 3.32 1005.81 13.76 1002.49

B.M. 4.23 1001.58

7-14-32

N.E. Cor. Conc. Base of Signal - S.W. Cor. E. Co. Line & Omaha Ry.

4.7

E. Co. Line $\frac{4.7}{100}$ $\frac{5.1}{72}$ $\frac{5.0}{50}$ $\frac{5.8}{41}$ $\frac{4.8}{27}$ $\frac{7.7}{20}$ $\frac{5.0}{12}$ $\frac{5.0}{50}$ $\frac{4.9}{12}$ $\frac{6.4}{18}$ $\frac{6.9}{23}$ $\frac{6.2}{24}$ $\frac{4.3}{41}$ $\frac{4.2}{50}$

$\frac{5.3}{100}$ $\frac{1.2}{77}$ $\frac{0.0}{62}$ $\frac{2.8}{50}$ $\frac{3.4}{24}$ $\frac{7.2}{19}$ $\frac{4.8}{12}$ $\frac{4.9}{12}$ $\frac{4.8}{12}$ $\frac{6.4}{18}$ $\frac{6.0}{23}$ $\frac{3.4}{29}$ $\frac{3.3}{34}$ $\frac{6.4}{47}$

$\frac{12.0}{150}$ $\frac{5.6}{100}$ $\frac{3.1}{50}$ $\frac{6.1}{35}$ $\frac{16.4}{19}$ $\frac{14.6}{12}$ $\frac{14.7}{147}$ $\frac{14.4}{12}$ $\frac{16.0}{18}$ $\frac{10.1}{31}$ $\frac{11.6}{47}$ $\frac{13.3}{72}$ $\frac{12.9}{100}$

$\frac{10.9}{150}$ $\frac{4.4}{120}$ $\frac{2.3}{100}$ $\frac{7.20}{50}$ $\frac{0.6}{43}$ $\frac{16.0}{19}$ $\frac{14.2}{12}$ $\frac{14.0}{140}$ $\frac{13.9}{12}$ $\frac{15.6}{18}$ $\frac{14.4}{24}$ $\frac{2.9}{40}$ $\frac{2.4}{47}$ $\frac{6.6}{67}$ $\frac{7.1}{100}$

$\frac{11.1}{150}$ $\frac{6.7}{100}$ $\frac{4.0}{70}$ $\frac{1.9}{52}$ $\frac{3.2}{39}$ $\frac{15.8}{18}$ $\frac{13.7}{12}$ $\frac{13.5}{135}$ $\frac{13.7}{12}$ $\frac{15.2}{18}$ $\frac{3.5}{40}$ $\frac{2.5}{47}$ $\frac{5.8}{67}$ $\frac{5.4}{100}$

$\frac{11.6}{100}$ $\frac{10.0}{25}$ $\frac{6.6}{58}$ $\frac{4.0}{50}$ $\frac{5.6}{33}$ $\frac{15.3}{18}$ $\frac{13.2}{12}$ $\frac{13.0}{130}$ $\frac{13.2}{12}$ $\frac{15.2}{18}$ $\frac{5.6}{35}$ $\frac{5.6}{50}$ $\frac{7.8}{63}$ $\frac{5.7}{100}$

$\frac{14.0}{80}$ $\frac{11.9}{60}$ $\frac{7.4}{52}$ $\frac{10.1}{25}$ $\frac{14.6}{19}$ $\frac{12.8}{12}$ $\frac{12.7}{12}$ $\frac{12.7}{12}$ $\frac{14.3}{18}$ $\frac{10.3}{25}$ $\frac{10.2}{50}$ $\frac{6.2}{100}$

$\frac{14.8}{50}$ $\frac{15.2}{24}$ $\frac{15.0}{18}$ $\frac{12.3}{12}$ $\frac{12.2}{12}$ $\frac{14.0}{18}$ $\frac{12.3}{21}$ $\frac{12.1}{50}$

