

830-7-11

Dr. 11 - Bk. 30

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

PLAN Survey

MID OAKS LANE

From Co. Rd. A² To Co. Rd. A²

Road Acc't. No. R-55

dated 12-23-38 File.....

Rose Twp.

MID - OAKS.

Rose Township

Refer to Map Hamline Twin City
Real Estate Co.

11/
38

{ Bratager
Wike
Goldberg
Mooschler

Box 1
Bldg 1

8" 2028

90° 24' + 20.0b

West Lane
468.1

89036

North $\rightarrow$

~~Tobac all kinds~~
~~Trees - stumps & brush~~

Rose Township

10/11/18

210.25

Co Road A²-17' Black Top on ch.
71040

710.40

90024

East Lane
468.1

468.1

0	400
408.19	

W 1/4 Cor
Sec 16

Smelling Arc

12" oak ♀
♂ 8" oak

ms. 93

16.

12 Oct

West Lane

Cross Sections.

Sta.	+	Σ	-	Elev.
B.M.	5.31	966.63		961.32
T.P.	4.50	970.91	0.22	966.41
B.M.	5.84	970.91	5.84	965.07

0+00 66.3

6

+23 65.9

+32 62.1

+50 62.2

1 63.0

+50 61.5

2 61.3

+50 63.5

+78 64.6

T.P. 11.90 975.91 6.90 964.01

3+00 63.2

Lt.

E

Lt.

Tap Mon. A² at Snelling

Spike in 18" oak 70' Lt. 25.0 + 40

$$\frac{44}{50}$$

$$\frac{46}{50}$$

$$\frac{45}{50}$$

$$\frac{77}{50}$$

$$\frac{56}{43}$$

$$\frac{55}{26}$$

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

$$\frac{50}{19}$$

$$\frac{61}{29}$$

$$\frac{66}{35}$$

$$\frac{67}{42}$$

$$\frac{62}{50}$$

$$\frac{80}{50}$$

$$\frac{89}{30}$$

$$\frac{90}{16}$$

$$\frac{98}{50}$$

$$\frac{80}{15}$$

$$\frac{65}{32}$$

$$\frac{57}{50}$$

$$\frac{77}{50}$$

$$\frac{84}{42}$$

$$\frac{92}{21}$$

$$\frac{87}{50}$$

$$\frac{66}{22}$$

$$\frac{48}{50}$$

$$\frac{68}{50}$$

$$\frac{76}{25}$$

$$\frac{80}{4}$$

$$\frac{79}{50}$$

$$\frac{74}{9}$$

$$\frac{61}{18}$$

$$\frac{47}{39}$$

$$\frac{45}{50}$$

$$\frac{89}{50}$$

$$\frac{95}{16}$$

$$\frac{98}{7}$$

$$\frac{94}{50}$$

$$\frac{84}{6}$$

$$\frac{80}{15}$$

$$\frac{73}{28}$$

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

$$\frac{92}{50}$$

$$\frac{98}{25}$$

$$\frac{101}{13}$$

$$\frac{96}{50}$$

$$\frac{95}{7}$$

$$\frac{95}{25}$$

$$\frac{93}{50}$$

$$\frac{87}{50}$$

$$\frac{86}{25}$$

$$\frac{79}{10}$$

$$\frac{74}{50}$$

$$\frac{66}{5}$$

$$\frac{58}{25}$$

$$\frac{47}{50}$$

$$\frac{79}{50}$$

$$\frac{75}{35}$$

$$\frac{63}{50}$$

$$\frac{64}{5}$$

$$\frac{61}{14}$$

$$\frac{54}{30}$$

$$\frac{37}{50}$$

$$\frac{130}{50}$$

$$\frac{132}{26}$$

$$\frac{136}{25}$$

$$\frac{134}{15}$$

$$\frac{127}{50}$$

$$\frac{118}{4}$$

$$\frac{108}{23}$$

$$\frac{95}{44}$$

$$\frac{95}{50}$$

Sta.	+	K	-	Elev.
------	---	---	---	-------

		975.91		
--	--	--------	--	--

3+50				61.1
------	--	--	--	------

4				63.2
---	--	--	--	------

+50				69.0
-----	--	--	--	------

+68'				68.9
------	--	--	--	------

From P.I. +68' Section N. West 45°				68.9
------------------------------------	--	--	--	------

B.M.		8.65		967.26
------	--	------	--	--------

Lt.

E

Rt.

$\frac{151}{50}$ $\frac{149}{23}$ $\frac{155}{20}$ $\frac{148}{20}$ $\frac{140}{15}$ $\frac{121}{21}$ $\frac{120}{39}$ $\frac{115}{50}$

$\frac{127}{50}$ $\frac{130}{40}$ $\frac{130}{18}$ $\frac{127}{11}$ $\frac{121}{11}$ $\frac{115}{18}$ $\frac{104}{39}$ $\frac{105}{50}$

$\frac{96}{50}$ $\frac{93}{24}$ $\frac{69}{7}$ $\frac{61}{7}$ $\frac{54}{18}$ $\frac{45}{36}$ $\frac{48}{48}$ $\frac{51}{50}$

$\frac{93}{50}$ $\frac{98}{31}$ $\frac{90}{16}$ $\frac{79}{9}$ $\frac{70}{15}$ $\frac{46}{15}$ $\frac{40}{35}$ $\frac{64}{47}$ $\frac{74}{50}$

$\frac{95}{50}$ $\frac{97}{43}$ $\frac{107}{38}$ $\frac{101}{26}$ $\frac{78}{7}$ $\frac{70}{7}$

Spike in 8" Oak 50' Lt. 4+68.1

Sta. + π - Elev.

North Lane

B.M. 8.65 975.91 967.26

0+00 68.9

+20 71.5

+36 72.1

+50 68.6

+77 67.7

1+00 67.5

T.P. 6.13 980.16 1.88 974.03

+50 72.2

+72 72.1

2+00 69.4

+07 68.7

+36 69.9

Lt.

E

Rt.

5

$$\frac{90}{50} \quad \frac{97}{47} \quad \frac{97}{41} \quad \frac{92}{39} \quad \frac{92}{24} \quad \frac{72}{7} \quad \frac{70}{1} \quad \frac{69}{11} \quad \frac{70}{19} \quad \frac{105}{50}$$

$$\frac{99}{50} \quad \frac{98}{46} \quad \frac{87}{39} \quad \frac{82}{20} \quad \frac{59}{16} \quad \frac{45}{6} \quad \frac{44}{1} \quad \frac{53}{19} \quad \frac{60}{27} \quad \frac{92}{50}$$

$$\frac{110}{50} \quad \frac{64}{24} \quad \frac{78}{21} \quad \frac{77}{8} \quad \frac{38}{1} \quad \frac{42}{13} \quad \frac{56}{23} \quad \frac{68}{27} \quad \frac{88}{50}$$

$$\frac{117}{50} \quad \frac{100}{36} \quad \frac{56}{13} \quad \frac{77}{9} \quad \frac{73}{1} \quad \frac{44}{4} \quad \frac{50}{15} \quad \frac{66}{31} \quad \frac{91}{50}$$

$$\frac{112}{50} \quad \frac{108}{44} \quad \frac{93}{19} \quad \frac{82}{1} \quad \frac{83}{19} \quad \frac{103}{50}$$

$$\frac{79}{50} \quad \frac{78}{38} \quad \frac{76}{15} \quad \frac{84}{1} \quad \frac{91}{24} \quad \frac{100}{27} \quad \frac{117}{50}$$

$$\frac{80}{50} \quad \frac{20}{41} \quad \frac{38}{24} \quad \frac{67}{8} \quad \frac{80}{1} \quad \frac{88}{10} \quad \frac{108}{21} \quad \frac{128}{37} \quad \frac{137}{40} \quad \frac{137}{46} \quad \frac{139}{50}$$

$$\frac{19}{50} \quad \frac{25}{36} \quad \frac{40}{24} \quad \frac{51}{17} \quad \frac{81}{1} \quad \frac{97}{11} \quad \frac{123}{34} \quad \frac{132}{50}$$

$$\frac{40}{50} \quad \frac{46}{41} \quad \frac{68}{26} \quad \frac{93}{14} \quad \frac{108}{1} \quad \frac{113}{6} \quad \frac{120}{10} \quad \frac{125}{27} \quad \frac{118}{50}$$

$$\frac{87}{50} \quad \frac{88}{40} \quad \frac{108}{13} \quad \frac{115}{1} \quad \frac{123}{24} \quad \frac{121}{43} \quad \frac{113}{50}$$

$$\frac{92}{50} \quad \frac{85}{34} \quad \frac{88}{16} \quad \frac{97}{8} \quad \frac{103}{1} \quad \frac{105}{6} \quad \frac{105}{20} \quad \frac{93}{41} \quad \frac{84}{50}$$

Sta.	+	Σ	-	Elev.
		980.16		
2+60				71.5
T.P.	1.88	973.38	8.66	971.50
+80				70.0
3				66.4
+28				61.9
+70				59.9
4				60.6
+50				61.9
T.P.	11.17	973.83	10.77	962.66
5				63.5
+50				65.7
+75				68.1
6				68.9
+50				68.6

Lt.

Q

Rt.

$\frac{82}{50}$ $\frac{77}{45}$ $\frac{78}{36}$ $\frac{73}{21}$ $\frac{81}{8}$ $\frac{87}{/}$ $\frac{92}{16}$ $\frac{89}{33}$ $\frac{80}{45}$ $\frac{80}{50}$

Top & Stake 2150

$\frac{07}{50}$ $\frac{08}{34}$ $\frac{17}{19}$ $\frac{30}{5}$ $\frac{34}{/}$ $\frac{39}{7}$ $\frac{48}{18}$ $\frac{52}{34}$ $\frac{48}{50}$

$\frac{15}{50}$ $\frac{36}{27}$ $\frac{43}{18}$ $\frac{60}{7}$ $\frac{70}{/}$ $\frac{85}{13}$ $\frac{92}{32}$ $\frac{89}{50}$

$\frac{65}{50}$ $\frac{84}{39}$ $\frac{50}{28}$ $\frac{103}{14}$ $\frac{112}{6}$ $\frac{115}{/}$ $\frac{123}{11}$ $\frac{125}{28}$ $\frac{125}{50}$

$\frac{112}{50}$ $\frac{113}{44}$ $\frac{120}{26}$ $\frac{129}{9}$ $\frac{135}{/}$ $\frac{139}{14}$ $\frac{138}{39}$ $\frac{136}{50}$

$\frac{117}{50}$ $\frac{120}{36}$ $\frac{124}{9}$ $\frac{128}{/}$ $\frac{135}{19}$ $\frac{138}{33}$ $\frac{138}{50}$

$\frac{118}{50}$ $\frac{116}{30}$ $\frac{113}{13}$ $\frac{115}{/}$ $\frac{120}{17}$ $\frac{125}{50}$

$\frac{106}{50}$ $\frac{107}{30}$ $\frac{103}{15}$ $\frac{101}{8}$ $\frac{103}{/}$ $\frac{100}{6}$ $\frac{99}{26}$ $\frac{99}{50}$

$\frac{80}{50}$ $\frac{73}{36}$ $\frac{80}{15}$ $\frac{77}{11}$ $\frac{81}{/}$ $\frac{77}{14}$ $\frac{81}{50}$

Floor Alt. No.

Ht. Stake No.

$\frac{28}{/}$ $\frac{50}{38}$ $\frac{54}{20}$ $\frac{57}{8}$ $\frac{57}{/}$ $\frac{58}{18}$ $\frac{62}{35}$ $\frac{72}{50}$

$\frac{48}{50}$ $\frac{43}{33}$ $\frac{44}{13}$ $\frac{49}{/}$ $\frac{52}{18}$ $\frac{59}{50}$

$\frac{47}{50}$ $\frac{44}{40}$ $\frac{46}{20}$ $\frac{49}{5}$ $\frac{49}{/}$ $\frac{50}{4}$ $\frac{59}{14}$ $\frac{62}{30}$ $\frac{63}{50}$

Sta.	+	π	-	Elev
		973.83		
7400				64.3
+10.2				63.8
+10.2	Sec N.E. from P1			63.8
B.M.			3.71	970.12

Lt.

E

St.

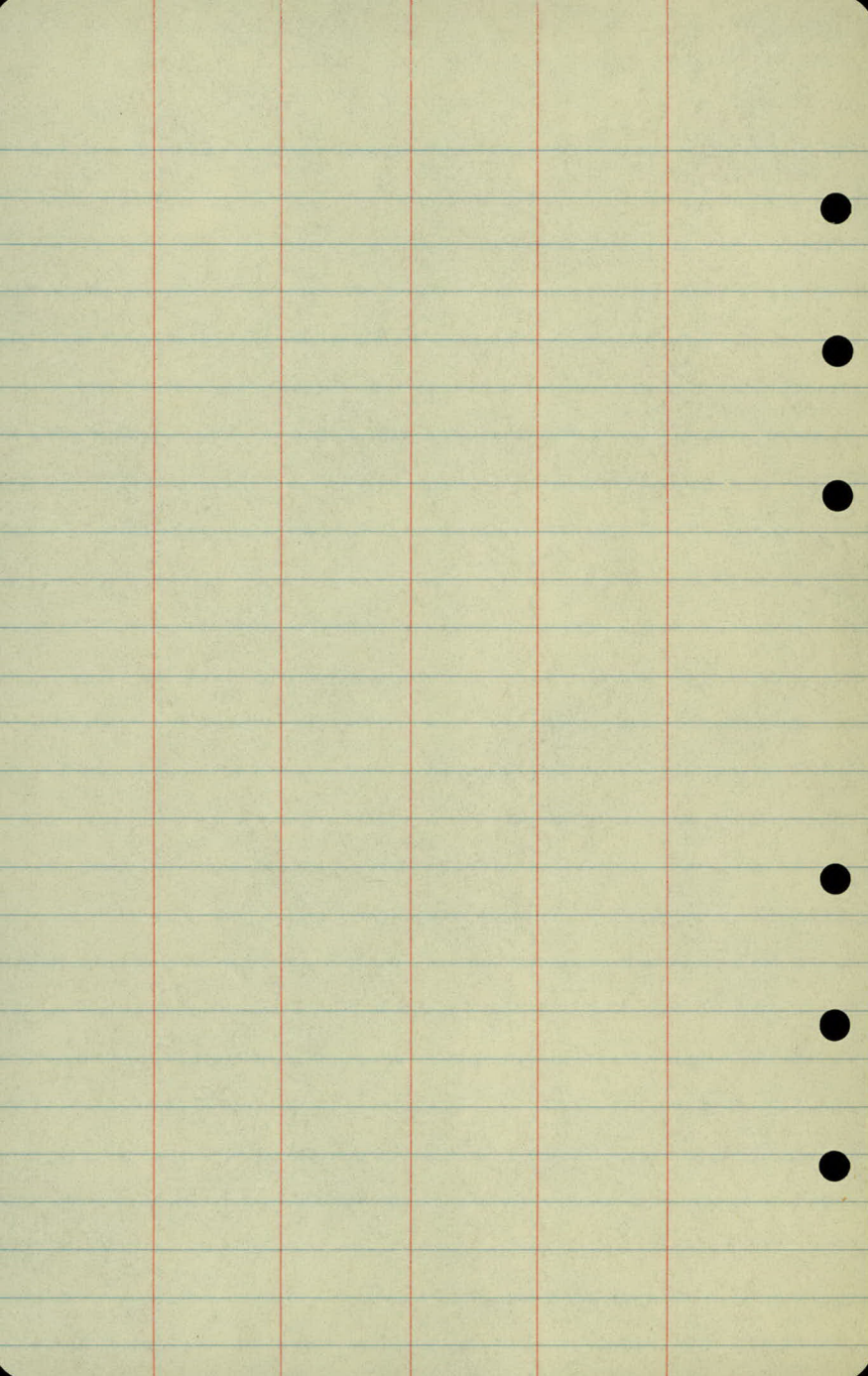
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$\frac{64}{50}$	$\frac{76}{30}$	$\frac{82}{18}$	$\frac{91}{7}$	$\frac{95}{9}$	$\frac{98}{9}$	$\frac{97}{34}$	$\frac{94}{50}$
-----------------	-----------------	-----------------	----------------	----------------	----------------	-----------------	-----------------

$\frac{68}{50}$	$\frac{82}{25}$	$\frac{95}{7}$	$\frac{100}{15}$	$\frac{101}{15}$	$\frac{98}{34}$	$\frac{97}{50}$
-----------------	-----------------	----------------	------------------	------------------	-----------------	-----------------

$\frac{89}{50}$	$\frac{90}{34}$	$\frac{95}{11}$	$\frac{100}{11}$
-----------------	-----------------	-----------------	------------------

Top of iron rail S.E. Cor of Warehouse 35 Lt.
of St. 5470



East Lane

11/38

Sta.

+

π

-

Elev.

24

3

47

Sta.	+	π	-	Elev
B.M.	5.50	966.82		961.32
B.M.	5.50	966.82	5.50	961.32
0+00				61.5
+18				61.0
+23				58.6
+50				59.8
1+00				62.7
T.P.	10.89	974.28	3.43	963.39
+50				63.9
2				63.6
+35				66.5
+67				69.7
3				67.7
+34				65.2

Lt.

E

Rt.

Top of Mon. A² at Snelling Ave.
Spike in 36" Cottonwood 40' Lt. of 5 $\frac{1}{2}$ 0+25

$$\frac{53}{50}$$

$$\frac{53}{50}$$

$$\frac{46}{50}$$

$$\frac{59}{50}$$

$$\frac{58}{50}$$

$$\frac{53}{50}$$

$$\frac{78}{50}$$

$$\frac{82}{50}$$

$$\frac{76}{50}$$

$$\frac{72}{50}$$

$$\frac{68}{50}$$

$$\frac{72}{50}$$

$$\frac{70}{50}$$

$$\frac{65}{50}$$

$$\frac{60}{50}$$

$$\frac{58}{50}$$

$$\frac{12}{50}$$

$$\frac{25}{50}$$

$$\frac{41}{50}$$

$$\frac{41}{50}$$

$$\frac{37}{50}$$

$$\frac{47}{50}$$

$$\frac{57}{50}$$

$$\frac{61}{50}$$

$$\frac{56}{50}$$

$$\frac{59}{50}$$

$$\frac{78}{50}$$

$$\frac{97}{50}$$

$$\frac{104}{50}$$

$$\frac{118}{50}$$

$$\frac{129}{50}$$

$$\frac{132}{50}$$

$$\frac{63}{50}$$

$$\frac{69}{50}$$

$$\frac{86}{50}$$

$$\frac{90}{50}$$

$$\frac{100}{50}$$

$$\frac{107}{50}$$

$$\frac{111}{50}$$

$$\frac{116}{50}$$

$$\frac{114}{50}$$

$$\frac{87}{50}$$

$$\frac{85}{50}$$

$$\frac{81}{50}$$

$$\frac{78}{50}$$

$$\frac{79}{50}$$

$$\frac{82}{50}$$

$$\frac{105}{50}$$

$$\frac{74}{50}$$

$$\frac{73}{50}$$

$$\frac{62}{50}$$

$$\frac{54}{50}$$

$$\frac{46}{50}$$

$$\frac{47}{50}$$

$$\frac{69}{50}$$

$$\frac{98}{50}$$

$$\frac{78}{50}$$

$$\frac{73}{50}$$

$$\frac{67}{50}$$

$$\frac{66}{50}$$

$$\frac{66}{50}$$

$$\frac{74}{50}$$

$$\frac{94}{50}$$

$$\frac{98}{50}$$

$$\frac{85}{50}$$

$$\frac{88}{50}$$

$$\frac{91}{50}$$

$$\frac{84}{50}$$

$$\frac{86}{50}$$

Sta. + π - Elev.

974.28

3450

64.8

4

64.1

+50

63.8

+68.1

63.9

B.M.

4.18

970.10

970.12

~~OK~~

Lt

B

Rt

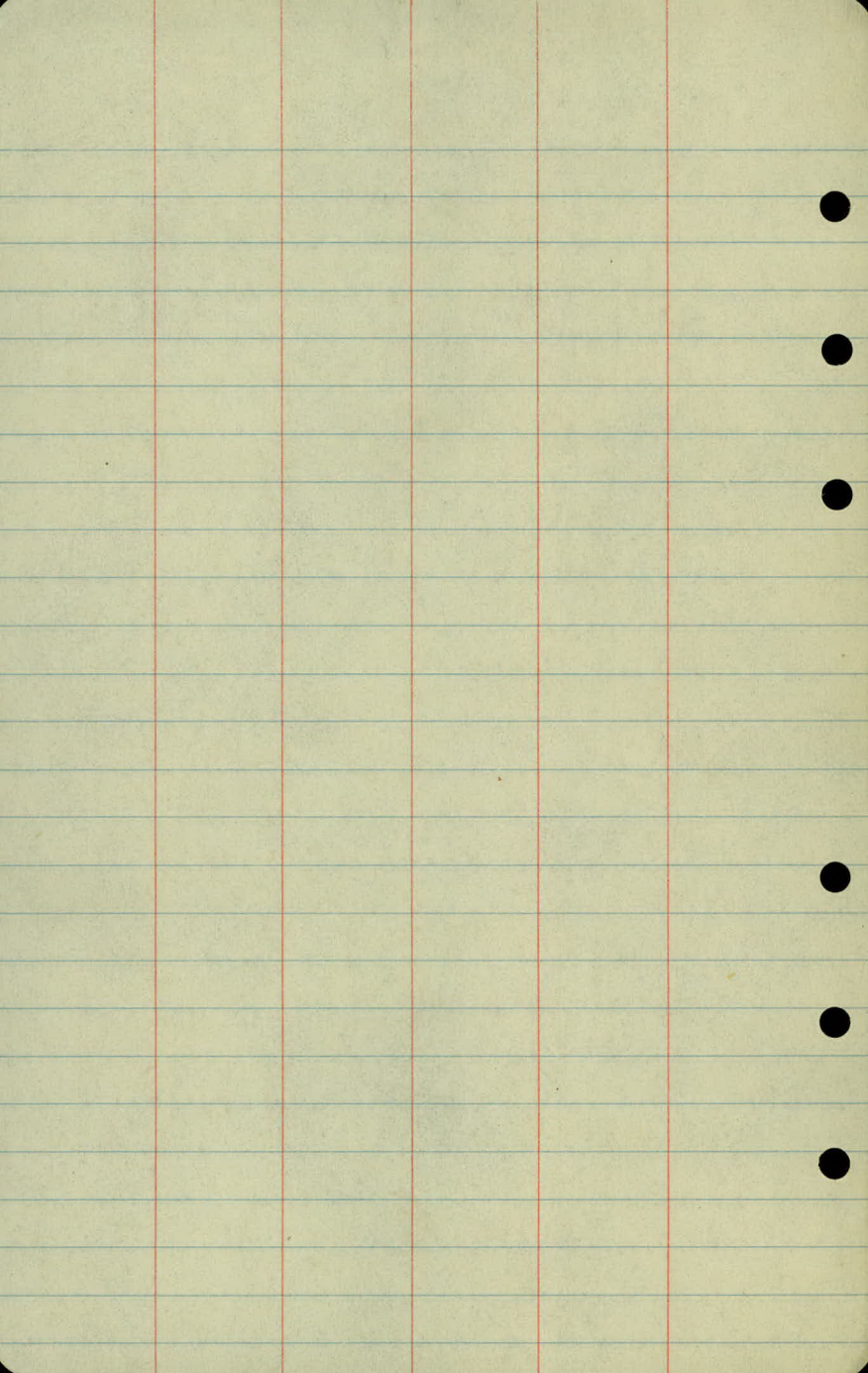
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$\frac{84}{50}$	$\frac{86}{30}$	$\frac{94}{20}$	$\frac{95}{5}$	$\frac{95}{1}$	$\frac{98}{12}$	$\frac{106}{28}$	$\frac{108}{50}$
-----------------	-----------------	-----------------	----------------	----------------	-----------------	------------------	------------------

$\frac{75}{50}$	$\frac{82}{32}$	$\frac{93}{8}$	$\frac{102}{1}$	$\frac{109}{13}$	$\frac{115}{26}$	$\frac{117}{50}$
-----------------	-----------------	----------------	-----------------	------------------	------------------	------------------

$\frac{74}{50}$	$\frac{80}{41}$	$\frac{98}{12}$	$\frac{105}{1}$	$\frac{110}{19}$	$\frac{115}{50}$
-----------------	-----------------	-----------------	-----------------	------------------	------------------

$\frac{63}{50}$	$\frac{86}{28}$	$\frac{100}{10}$	$\frac{104}{1}$	$\frac{107}{13}$	$\frac{111}{36}$	$\frac{112}{50}$
-----------------	-----------------	------------------	-----------------	------------------	------------------	------------------



1
Slope stakes
West Mid Oak - Lane.

3 Pages

Sta	+	X	-	Grade
B.M.	3.89	968.96		965.07

0	+00			966.2
---	-----	--	--	-------

	+50			65.3
--	-----	--	--	------

1				64.3
---	--	--	--	------

	+50			63.5
--	-----	--	--	------

2				63.6
---	--	--	--	------

	+50			63.3
--	-----	--	--	------

T.P.	8.99	973.31	9.64	969.82
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	+70			63.6
--	-----	--	--	------

3				63.9
---	--	--	--	------

	+50			64.7
--	-----	--	--	------

4				65.5
---	--	--	--	------

	+23			66.0
--	-----	--	--	------

Gr. Rod

Lt

E

Rt.

Spk. 12 18" Cok 70' Lt 0.100

2.7

3.7

$$225 / \begin{array}{r} 72 \\ -95 \end{array}$$

$$67 / \begin{array}{r} 30 \\ -30 \end{array}$$

$$55 / \begin{array}{r} 18 \\ -18 \end{array} 17.4$$

4.7

$$148 / \begin{array}{r} 63 \\ -76 \end{array}$$

$$59 / \begin{array}{r} 72 \\ -72 \end{array}$$

$$42 / \begin{array}{r} 103 \\ -103 \end{array} 18.0$$

5.5

$$17.7 / \begin{array}{r} 74 \\ -19 \end{array}$$

$$74 / \begin{array}{r} 19 \\ -19 \end{array}$$

$$60 / \begin{array}{r} 105 \\ -105 \end{array} 16.0$$

5.4

$$19.2 / \begin{array}{r} 78 \\ -24 \end{array}$$

$$75 / \begin{array}{r} 21 \\ -21 \end{array}$$

$$70 / \begin{array}{r} 16 \\ -16 \end{array} 16.8$$

5.7

$$160 / \begin{array}{r} 62 \\ -10.5 \end{array}$$

$$55 / \begin{array}{r} 102 \\ -102 \end{array}$$

$$43 / \begin{array}{r} 114 \\ -114 \end{array} 19.8$$

7.7

$$166 / \begin{array}{r} 99 \\ -108 \end{array}$$

$$87 / \begin{array}{r} 110 \\ -110 \end{array}$$

$$81 / \begin{array}{r} 116 \\ -116 \end{array} 20.2$$

7.4

$$15.9 / \begin{array}{r} 10.7 \\ -13 \end{array}$$

$$99 / \begin{array}{r} 05 \\ -05 \end{array}$$

$$86 / \begin{array}{r} 108 \\ -108 \end{array} 18.6$$

8.6

$$228 / \begin{array}{r} 22 \\ -36 \end{array}$$

$$120 / \begin{array}{r} 34 \\ -34 \end{array}$$

$$105 / \begin{array}{r} 19 \\ -19 \end{array} 17.7$$

7.8

$$198 / \begin{array}{r} 104 \\ -26 \end{array}$$

$$101 / \begin{array}{r} 23 \\ -23 \end{array}$$

$$88 / \begin{array}{r} 190 \\ -190 \end{array} 15.0$$

7.8

$$158 / \begin{array}{r} 77 \\ -10.4 \end{array}$$

$$70 / \begin{array}{r} 103 \\ -103 \end{array}$$

$$59 / \begin{array}{r} 114 \\ -114 \end{array} 19.8$$

Sta. + X - Grade.

773.31

4 1.50

66.5

B.M.

6.05

27.26

(967.26)

Gr Rod

Lt

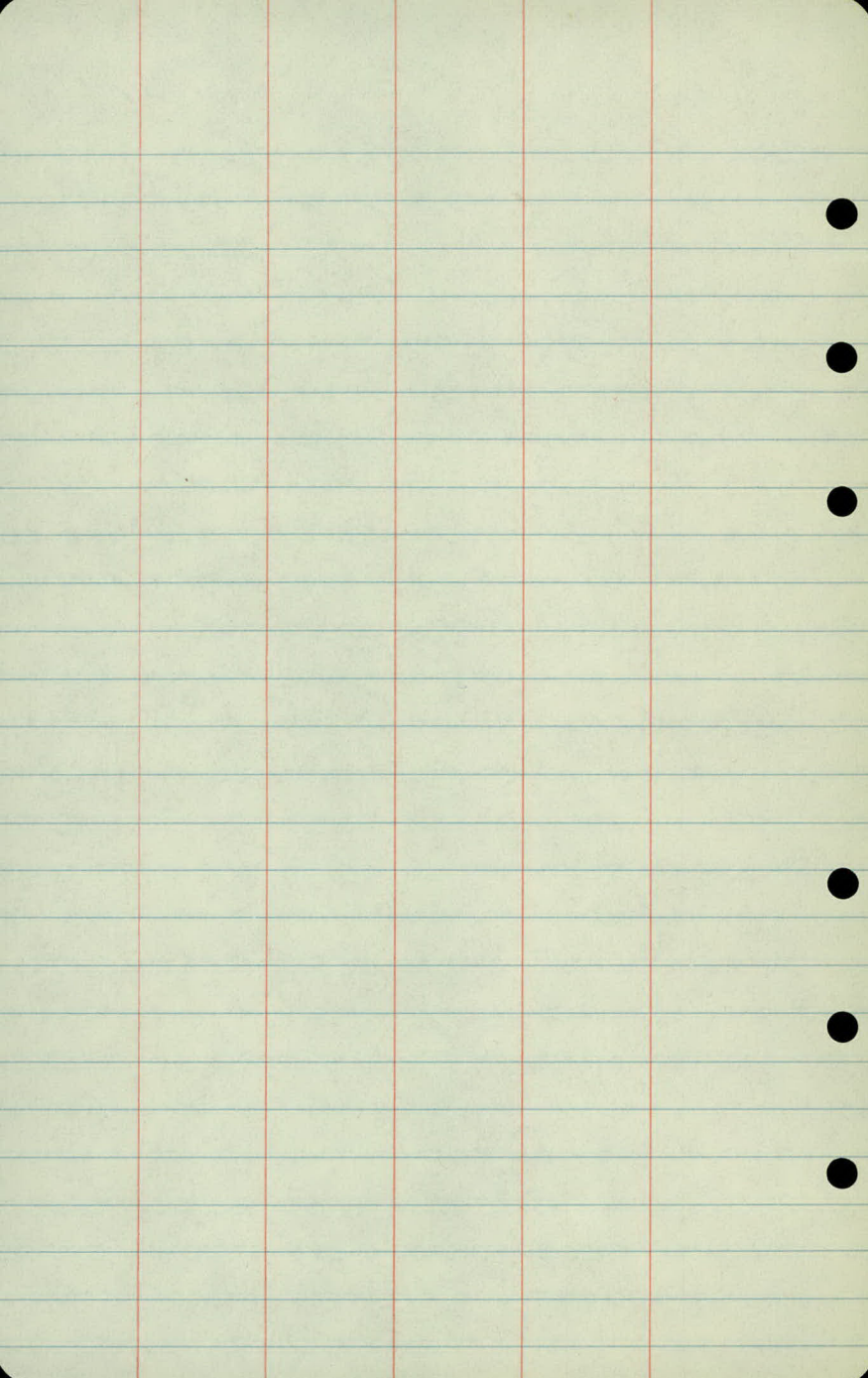
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21

6.8

20.6 / $\frac{50}{418}$ $\frac{25}{130}$ $\frac{3.8}{130} / 23.0$

Spt. in 8" Oak. 5' Lt 340 4468.1



1
slope stakes
North Mid Cape Lane

3 Pages

Sta	I	X	-	Grade
B.M.	6.85	978.21		967.26

0	+25			67.0
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	+50			67.4
--	-----	--	--	------

	+77			67.8
--	-----	--	--	------

1				68.0
---	--	--	--	------

I.P.	7.26	977.99	2.58	970.73
------	------	--------	------	--------

	+50			68.1
--	-----	--	--	------

	+72			68.0
--	-----	--	--	------

2				67.8
---	--	--	--	------

	+07			67.7
--	-----	--	--	------

	+36			67.2
--	-----	--	--	------

	+60			66.8
--	-----	--	--	------

	+80			66.4
--	-----	--	--	------

Cor. Rod.

Lt.

R.

Dt.

Spt in 8" Oak 50' West of 0+100.

$$6.3 \quad 22.4 / \frac{56}{+27} \quad \frac{14}{+49} \quad \frac{51}{+32} / 28.4$$

$$5.9 \quad 20.8 / \frac{40}{+19} \quad \frac{46}{+13} \quad \frac{50}{+29} / 23.8$$

$$5.5 \quad 15.8 / \frac{61}{+2.04} \quad \frac{55}{00} \quad \frac{61}{+2.04} / 15.8$$

$$5.3 \quad 16.4 / \frac{56}{+2.07} \quad \frac{57}{-04} \quad \frac{64}{-11} / 15.3$$

$$9.9 \quad 25.0 / \frac{17}{+5.2} \quad \frac{57}{+42} \quad \frac{55}{+24} / 19.8$$

$$10.0 \quad 25.0 / \frac{18}{+5.2} \quad \frac{40}{+40} \quad \frac{86}{+44} / 19.8$$

$$10.2 \quad 25.0 / \frac{98}{+5.4} \quad \frac{85}{+17} \quad \frac{100}{+42} / 12.4$$

$$10.3 \quad 22.2 / \frac{77}{+26} \quad \frac{92}{+11}$$

$$10.8 \quad 25.0 / \frac{63}{+45} \quad \frac{79}{+29} \quad \frac{80}{+28} / 22.6$$

$$11.2 \quad 25.0 / \frac{50}{+62} \quad \frac{65}{+4.7} \quad \frac{67}{+45} / 25.0$$

$$11.6 \quad 25.0 / \frac{58}{+5.8} \quad \frac{80}{+36} \quad \frac{92}{+24} / 21.8$$

Sta.	+	π	-	Grade
		977.99		

3				66.0
T.P.	9.01	977.76	10.24	967.75

+28				65.5
-----	--	--	--	------

+70				65.0
-----	--	--	--	------

4				64.8
---	--	--	--	------

+50				64.8
-----	--	--	--	------

5				65.2
---	--	--	--	------

+50				65.7
-----	--	--	--	------

B.M.	4.34	974.47	1.63	970.13
------	------	--------	------	--------

+75				65.8
-----	--	--	--	------

6				65.8
---	--	--	--	------

+50				65.8
-----	--	--	--	------

+66				65.7
-----	--	--	--	------

+90				65.5
-----	--	--	--	------

B.M.			4.84	
------	--	--	------	--

970.12

Gr. Rod

Lt.

Rt.

Rt.

$$12.0 \quad 23.0 / \frac{90}{17.0} \quad \frac{116}{+0.4} \quad \frac{130}{1200 / 150}$$

$$6.3 \quad 17.8 / \frac{80}{-1.7} \quad \frac{98}{-9.5} \quad \frac{108}{45 / 25.0}$$

$$6.8 \quad 22.8 / \frac{104}{-9.6} \quad \frac{118}{-50} \quad \frac{123}{-55 / 25.0}$$

$$7.0 \quad 22.3 / \frac{109}{-3.4} \quad \frac{11}{-41} \quad \frac{121}{51 / 25.0}$$

$$7.0 \quad 20.1 / \frac{97}{-2.7} \quad \frac{98}{-2.8} \quad \frac{104}{-3.4 / 22.2}$$

$$6.6 \quad 17.1 / \frac{83}{-1.7} \quad \frac{9.8}{-16} \quad \frac{7.9}{-1.3 / 16.9}$$

$$6.1 \quad 18.0 / \frac{86}{10.5} \quad \frac{6.1}{10.0} \quad \frac{5.7}{10.4 / 17.8}$$

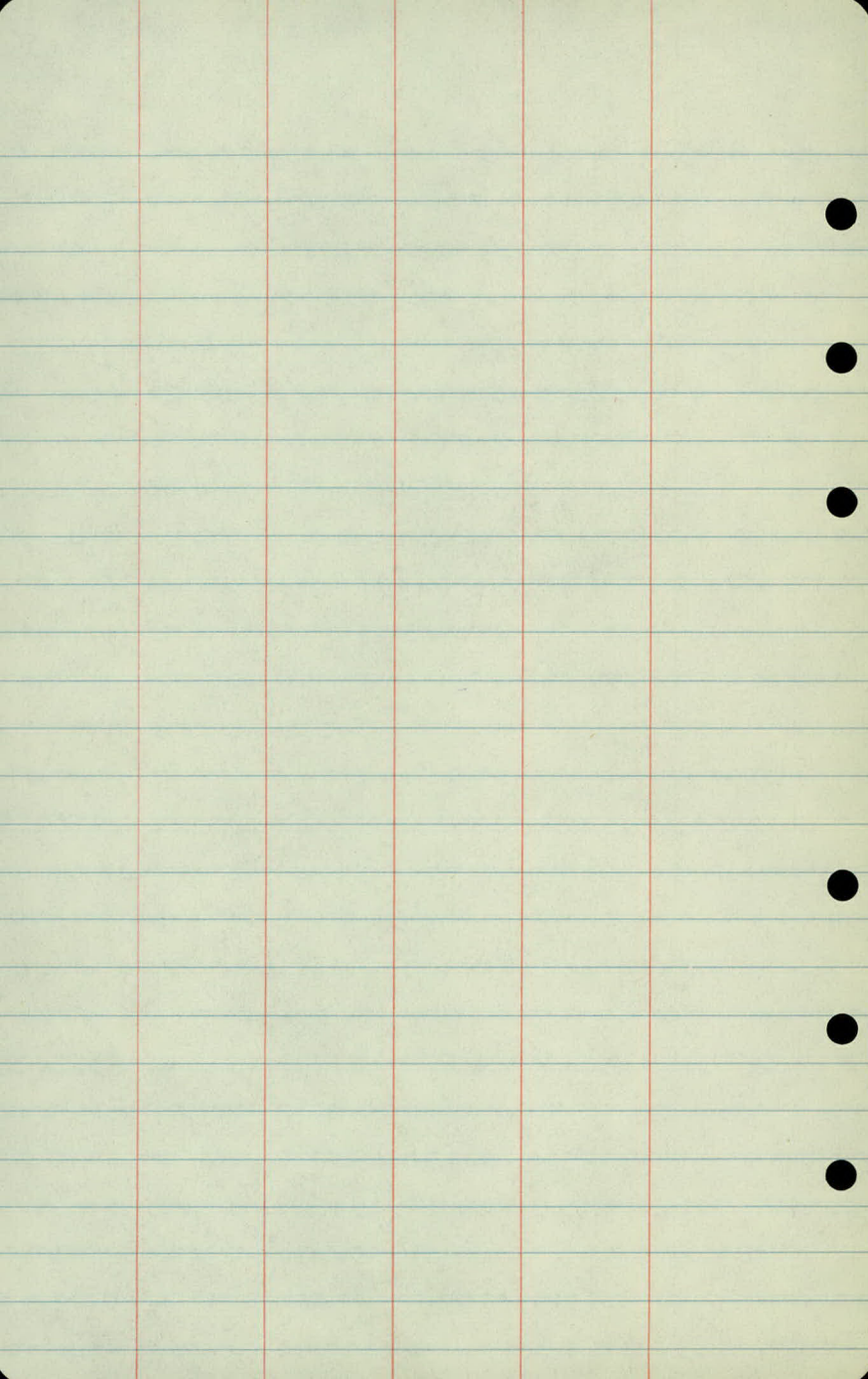
$$8.7 \quad 26.0 / \frac{6.7}{12.0} \quad \frac{6.8}{11.5} \quad \frac{6.5}{12.2 / 21.4}$$

$$8.7 \quad 24.8 / \frac{18}{13.7} \quad \frac{3.5}{13.2} \quad \frac{6.0}{12.7 / 22.4}$$

$$8.7 \quad 20.4 / \frac{50}{13.7} \quad \frac{3.8}{13.7} \quad \frac{6.7}{11.8 / 20.6}$$

$$8.8 \quad 20.0 / \frac{6.3}{4.5} \quad \frac{7.5}{11.3 / 19.6}$$

$$9.0 \quad 16.4 / \frac{9.3}{120.7} \quad \frac{9.8}{-9.5} \quad \frac{7.2}{120.8 / 16.6}$$



slope stakes
East Mid Oakslane

3Pages

Sta	+	x	-	Grade	
B.M.	9.62	970.74			961.52
0	+00			961.5	
	+18			60.8	
	+23			60.8	
	+50			61.1	
1				61.6	
	+50			62.1	
2				62.6	
	+25			63.0	
T.P.	521	974.20	1.95	968.99	
	+67			63.3	
3				63.6	
	+34			64.0	

Gr. Road

Lt

A

Rt.

Spk. 1A 36" Cott. 40' Lt 0135.

9.4

9.8

$$16.2 / \frac{11.2}{-1.4}$$

$$\frac{111}{-1.3}$$

$$\frac{107}{22.1} / 15.2$$

9.3

$$20.4 / \frac{76}{4.7}$$

$$\frac{53}{4.0}$$

$$\frac{87}{106} / 18.2$$

8.8

$$25.0 / \frac{45}{4.3}$$

$$\frac{72}{4.6}$$

$$\frac{90}{208} / 16.6$$

8.3

$$22.4 / \frac{56}{4.7}$$

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

$$\frac{81}{102} / 17.4$$

7.9

$$23.0 / \frac{4.9}{13.0}$$

$$\frac{45}{13.4}$$

$$\frac{49}{130} / 23.0$$

10.9

$$25.0 / \frac{6.0}{49.9}$$

$$\frac{43}{46}$$

$$\frac{57}{152} / 25.0$$

10.6

$$29.2 / \frac{70}{436}$$

$$\frac{65}{491}$$

$$\frac{75}{131} / 23.3$$

10.2

$$20.6 / \frac{84}{418}$$

$$\frac{89}{41.3}$$

$$\frac{95}{107} / 18.4$$

5/2. + x - Grade

974.20

3 +50 64.1

4 64.6

T.P. 8.34 974.50 8.04 966.16

123 64.9

+50 65.2

B.M. 4.24 970.16

(970.12)

Gr. Rod.

Lt

R

Rt

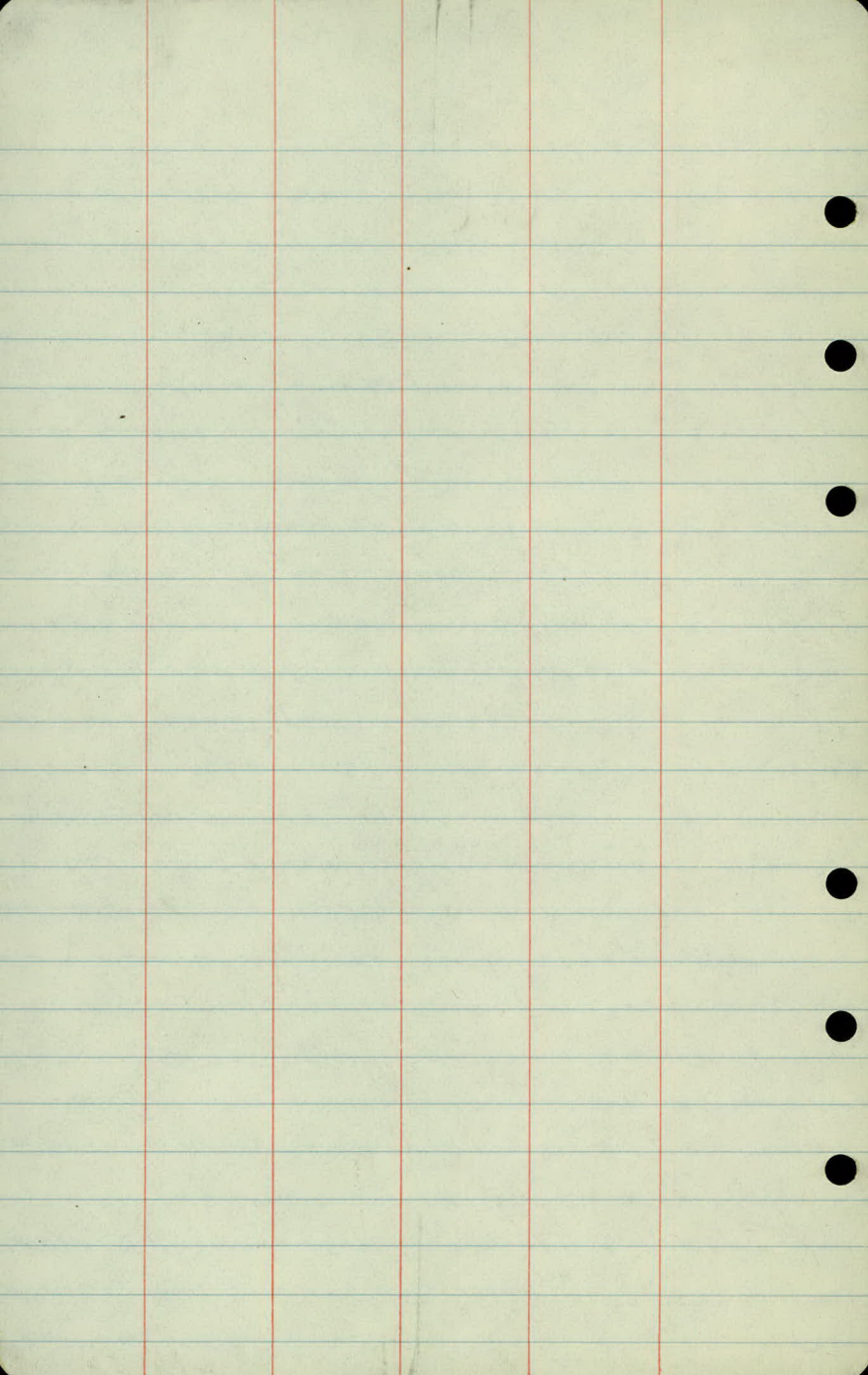
10.1	$18.4 / \frac{9.4}{10.7}$	$\frac{9.3}{10.8}$	$\frac{100}{101} / 17.2$
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9.6	$18.8 / \frac{8.7}{10.7}$	$\frac{101}{-0.5}$	$\frac{110}{-14} / 16.2$
-----	---------------------------	--------------------	--------------------------

9.6	$17.6 / \frac{9.3}{10.3}$	$\frac{104}{-0.8}$	$\frac{114}{-18} / 17.4$
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9.3	$17.0 / \frac{9.3}{10.0}$	$\frac{102}{-0.9}$	$\frac{108}{-15} / 14.5$
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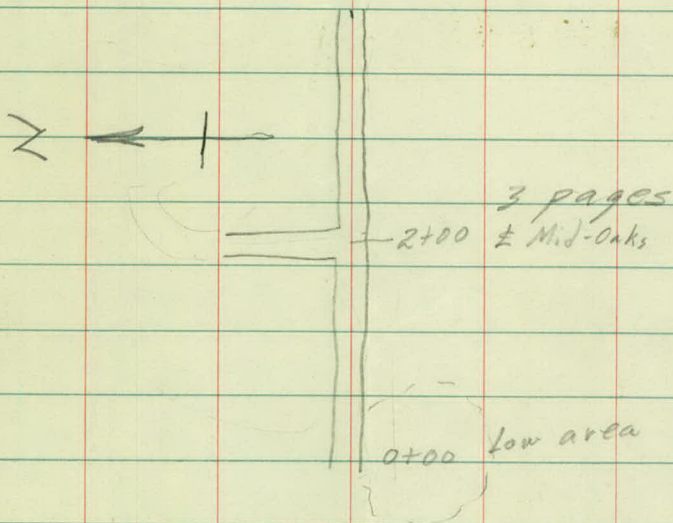
Tap Rail / S.E. Cor. Warehouse



Sept 3, 1957

1

MID-OAKS LANE
and
Roselawn



Sta + π - Elev

0+00

+50

1

+50

+77

+79

2

+26

+50

11

BT

00.0
3.85
99.9
1.0
99.8
4.1
99.5
1.4

96.3
7.6
Ditch
96.5
2.4
97.8
6.1
97.0
6.9

5.5	98.4	5.4	98.5	4.8	99.1	4.5	99.4	4.8	99.1	5.7	98.2	6.9	97.0	7.0	96.9
for C.B.	22	16	11			10		18	23	28					

99.3
4.6
99.4
1.5

98.6
5.3
for C.B.
21

99.4
4.5

Sta + π - Elev

103.90

3

+50

4

Sept. 3, 1957

3

Lt

Rt

99.6
1.3

99.6
1.3

99.4
4.5

