

Book - 70 Dr. 6

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

P.W.A. PLAN Survey

COUNTY ROAD "I"

From Hamline Ave. Co. Lexington

Road Acc't. No. 60

Date Filed 1933

File

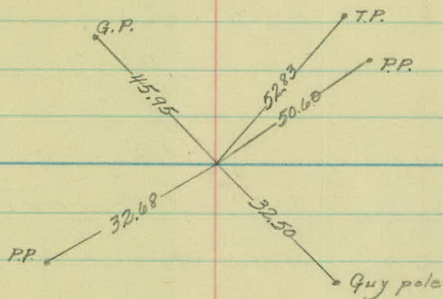
Alignment
Co Rd "I"
(Hamline to Lexington)

33-60

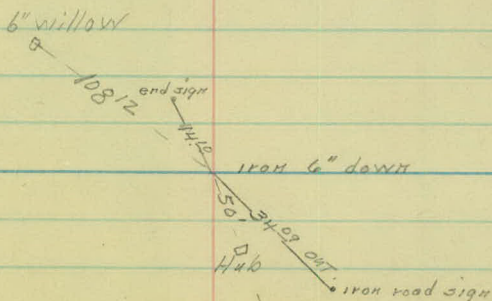
26+41²⁵ E Lexington Ave

17+33⁷⁰ P.O.T.

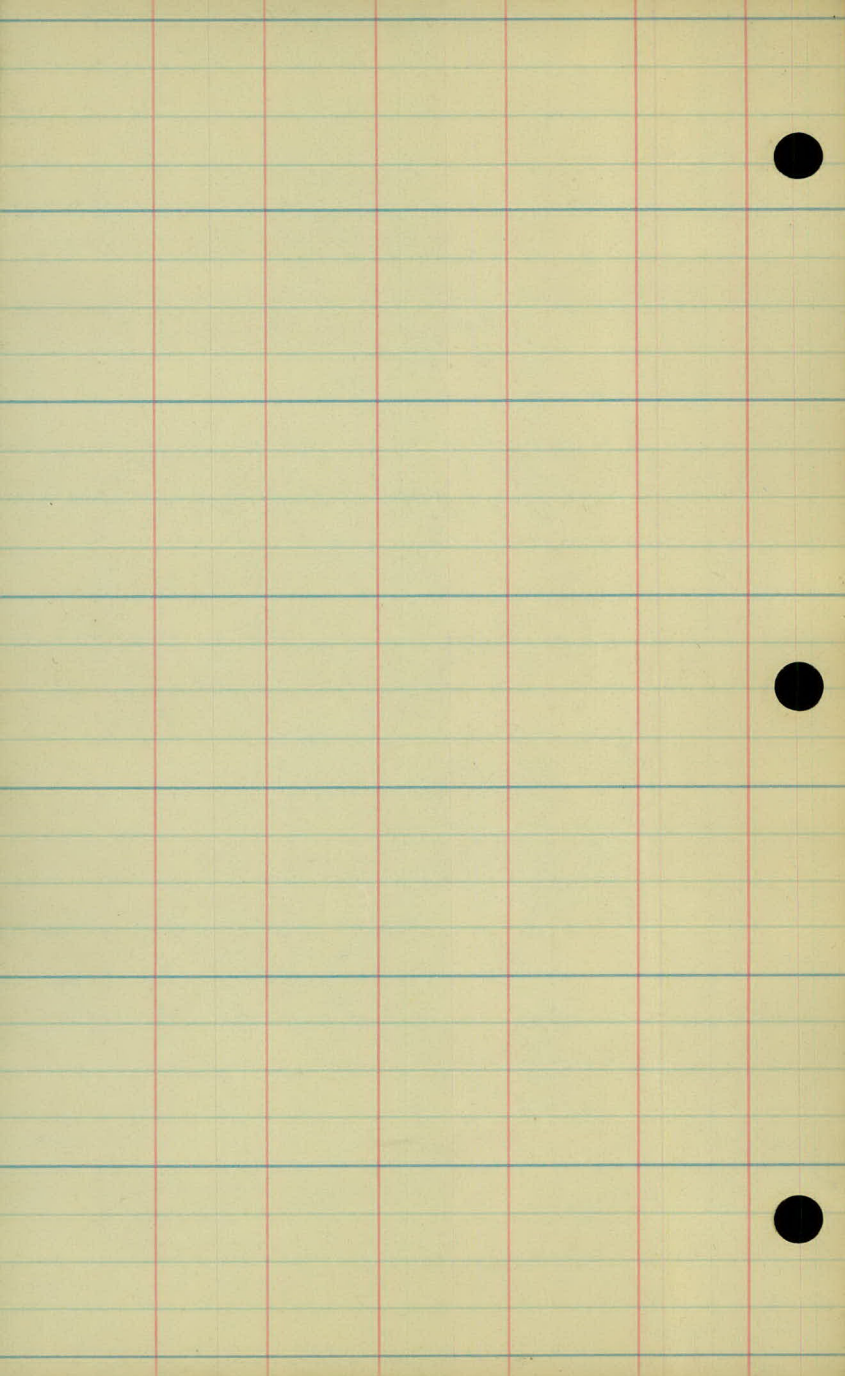
0+00 E Hamline Ave

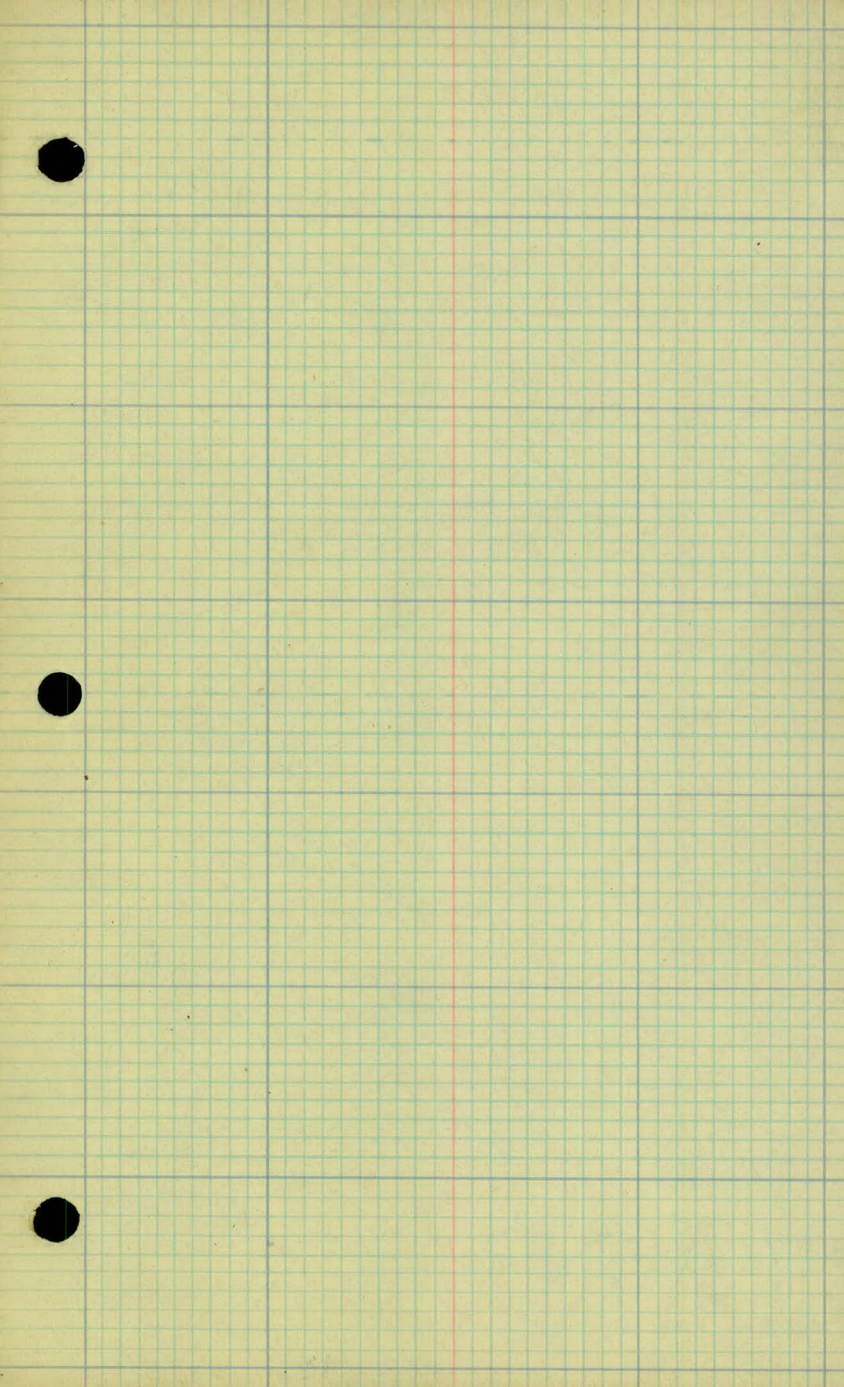


8.65 @ 15" Oak
H46
11.08 @ 18" Oak



Cypola ☐ of barn





5

4

3

2

1

0+00

Cond. 43'

Cond. 43'

Cond. 42⁵.

Conduit 42

+47 End Culv. 3'
+36 End Culv. 22'
36" x 20" CM

Conduit 42'

+12 Rd 3g. 8'
+10 Beg. Small 2' Gauge Track 42'
Gr. Water Conduit 42'

Low Bogey.

Low Dry land

x +50

Low Bogey land

11

10

9

8

7

6

17

16

15

14

13

12

Cond 46.5

+56-8" Will 34'

Cond. 45.5

Cond 45.5

+50 End light Clearing

+10 Beg. light Clearing 33'

Cond. 45

+93 End light Clearing

+53 Culv.

Cond 44.5

Cond. 44.5

Sumpy Area.

+42-15" Oak 4'
+30-18" Oak 12'
+11-Tw. 15 Will 30'
Fill

Dry Low Waste.

+20-15" Will 15'
Fill

+75-15" Will 40'

+00
+98 F. Cor 14'

Low end Boggy

15" x 16" C.M.

23

22

21

20

19

18

+61 End Tracks 12'

+49 P.P. 21'

Cond. 48' Rd. 36' Tracks 9'

Hay

+47 F. Cor. 22'

+47 F. Cor. 22'

Cond. 47' Rd. 37' F. 25
+89 Int. & Tracks

+14 P.P. 22'

Road 40' Cond. 46.5' F 32'

Tracks 2' F 25

Cond. 46.5' F 39'

+64.8" B.F. 10'
+63 Track int.

Cond. 46.5' Trk. 11.5' F 55'

+24 Track 33.5'

Cond. 45' Track 38'

+46 P.P. 22'

+194 F 20'
F 15.5'

+22 F 9'

Cult

Hay Field.

Waste.

Stump Area

Appr. 20 Stumps.

26

25

24

+30 Iron Rd Sq. 15'

+27 P.R. 29'

Cond 48' $\pm$ Rd int.

+15 Guy. Pole 20'

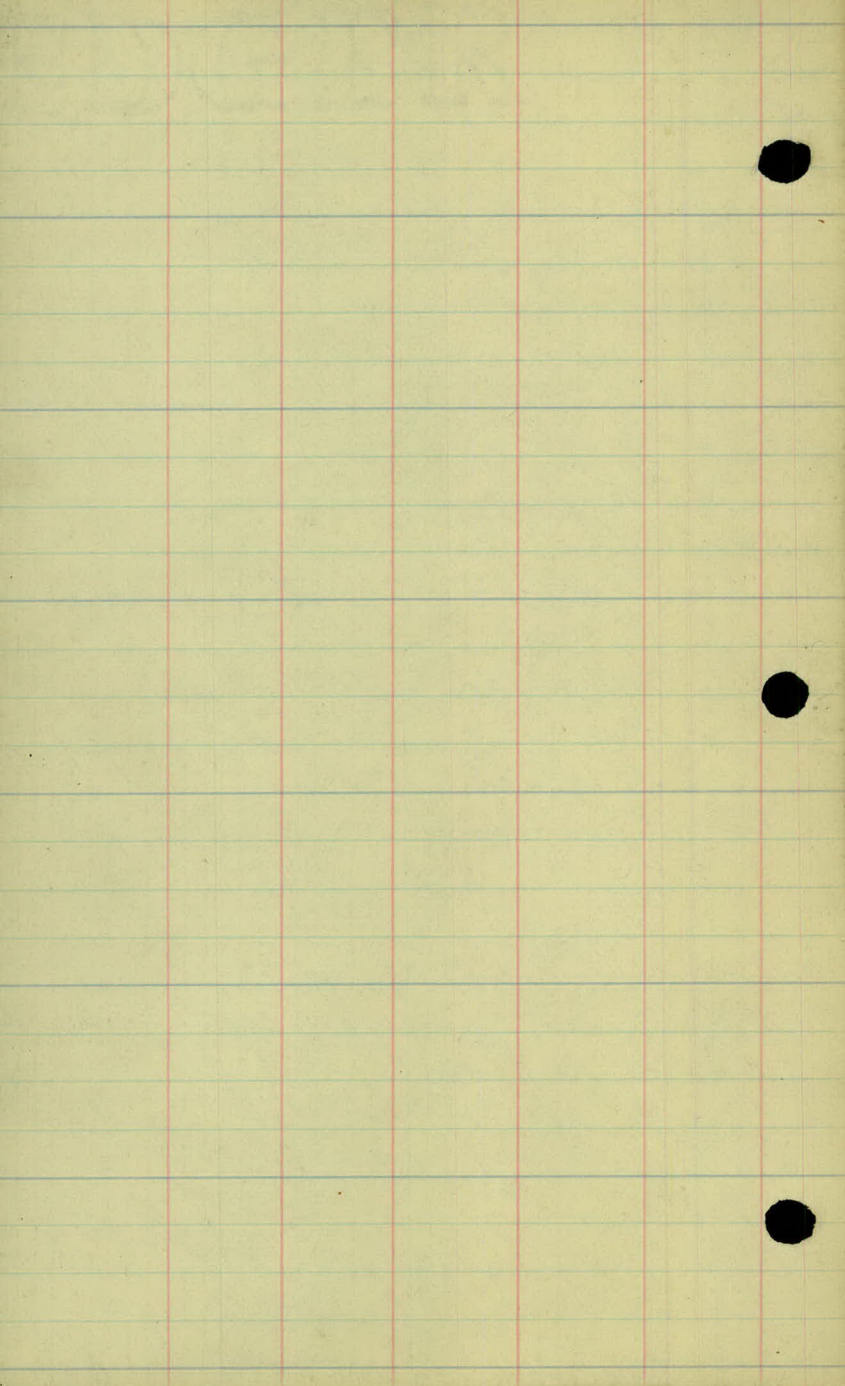
Cond. 48' $\pm$ Rd 11'

Cult.

Hay Fld.

+88 P.R. 19'

Cond. 48' $\pm$ Rd 28'



X Sections
Co. Road "I"
Hamline To Lexington Ave.

□ ← $5\frac{1}{4}$ Cor. Sec 2-30-23

— $0^{\circ}18' Lt.$

Lex. Ave

SE. cor Sec 3-30-23

Ch. Sec 3-30-23 □

Hamline Ave. &

$90^{\circ}25' \rightarrow$

$5\frac{1}{4}$ Cor Sec 3-30-23

20+00

Sta.	+	H.I.	-	Elev.
B.M.	2.52	894.87 ✓		892.35
T.P.	1.63	889.17 ✓	7.33	887.54 ✓
T.P.	0.89	883.90 ✓	6.16	883.01 ✓
T.P.	3.25	877.34 ✓	9.81	874.09 ✓
T.P.	4.16	875.48 ✓	6.02	871.32 ✓
T.P.	4.90	876.15 ✓	4.23	871.75 ✓
T.P.	5.19	877.78 ✓	3.56	872.59 ✓
T.P.	2.32	875.60 ✓	4.50	873.28 ✓
T.P.	3.67	874.38 ✓	4.89	870.71 ✓
B.M.	10.13	882.31 ✓	2.20	872.18 ✓
T.P.	6.46	884.84 ✓	3.93	878.38 ✓
B.M.		8.73		876.11 ✓
T.P.	2.06	875.92 ✓	10.98	873.86 ✓
T.P.	3.98	875.55 ✓	4.35	871.57 ✓
T.P.	2.52	872.81 ✓	5.26	870.29 ✓
B.M.	5.37	874.74 ✓	3.44	869.37 ✓
0+00				68.1 ✓
+ 07.0				67.6 ✓
+ 12				66.3 ✓
+ 50				65.8 ✓
1				65.2 ✓

Very windy. Cool 9-19-33. (Too windy) 3 P.M.

LEFT £ RIGHT.

N.W. cor School steps "I" and Hodgson Rd.

Nail in T.P.

Spk in T.P. S.E. cor. Lex & Co. Rd "I."

→ Spk in 15" Oak 4' Rt 17+42

Mark on N. Rail Top Conduit 45' Lt. 8+40

Top of bolt. S.E. cor Conduit Form 40' Lt 1+40

<u>6.8</u>	<u>6.7</u>	<u>6.6</u>	<u>6.5</u>
50	25	66	25 50

<u>7.3</u>	<u>7.1</u>	<u>6.9</u>	<u>6.7</u>
50	25	71	25 50

<u>6.5</u>	<u>8.5</u>	<u>6.8</u>	<u>7.8</u>	<u>7.7</u>	<u>8.6</u>	<u>7.5</u>		<u>8.4</u>	<u>9.7</u>	<u>9.5</u>	<u>8.8</u>	<u>8.9</u>	<u>9.0</u>
50	47	41	35	24	17	10	84	2	3	8	9	30	50

<u>9.3</u>	<u>6.7</u>	<u>6.3</u>	<u>10.1</u>	<u>10.2</u>	<u>9.0</u>		<u>9.2</u>	<u>10.2</u>	<u>10.1</u>	<u>9.4</u>	<u>9.1</u>	<u>10.1</u>
50	44	38	31	16	12	89	2	3	10	11	23	25

<u>9.6</u>	<u>5.3</u>	<u>5.3</u>	<u>10.5</u>	<u>10.0</u>	<u>10.9</u>	<u>10.0</u>		<u>10.8</u>	<u>10.8</u>	<u>9.7</u>	<u>9.8</u>	<u>10.9</u>	<u>11.0</u>	<u>9.9</u>	<u>10.0</u>
50	43	41	33	26	18	15	9.5	3	11	13	24	25	29	30	50

Sta	+	H.I.	-	Elev
		874.74 ✓		
+50				63.3 ✓
		X = Ditch Running So.		

2				63.2 ✓
		7156		
+50				63.5 ✓

3				63.4 ✓
+50				64.9 ✓

4				66.8 ✓
+50				69.3 ✓

5				70.4 ✓
+50				68.5 ✓

6				67.4 ✓
+50				66.4 ✓

7				66.2 ✓
+50				65.9 ✓

T.P.	4.50	876.07 ✓	3.18	871.56	871.57
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LEFT £ RIGHT

8.6

50 $\frac{4.1}{40}$ $\frac{4.7}{38}$ $\frac{10.2}{32}$ $\frac{11.3}{25}$ $\frac{9.8}{21}$ $\frac{10.2}{6}$ 11.4 $\frac{12.2}{25}$ $\frac{11.8}{50}$

8.5 $\frac{4.5}{43}$ $\frac{4.5}{41}$ $\frac{9.9}{32}$ $\frac{10.1}{27}$ $\frac{11.0}{26}$ $\frac{11.1}{23}$ $\frac{10.4}{21}$ $\frac{10.4}{5}$ 11.5 $\frac{10.7}{15}$ $\frac{11.1}{27}$ $\frac{10.6}{95}$ $\frac{11.0}{50}$

8.4 $\frac{4.4}{43}$ $\frac{4.4}{41}$ $\frac{10.3}{32}$ $\frac{10.3}{25}$ $\frac{11.4}{24}$ $\frac{10.2}{17}$ $\frac{10.1}{5}$ 11.2 $\frac{11.2}{12}$ $\frac{11.0}{29}$ $\frac{11.8}{32}$ $\frac{11.2}{50}$

8.5 $\frac{3.7}{43}$ $\frac{3.7}{41}$ $\frac{10.4}{30}$ $\frac{10.3}{25}$ $\frac{11.2}{24}$ $\frac{11.0}{20}$ $\frac{9.8}{18}$ $\frac{9.6}{5}$ 11.1 $\frac{10.9}{12}$ $\frac{11.3}{15}$ $\frac{10.3}{17}$ $\frac{10.8}{31}$ $\frac{11.6}{35}$ $\frac{10.7}{39}$ $\frac{11.0}{50}$

8.7 $\frac{3.7}{43}$ $\frac{4.1}{41}$ $\frac{9.1}{32}$ $\frac{9.4}{24}$ $\frac{10.3}{23}$ $\frac{10.3}{20}$ $\frac{9.4}{19}$ $\frac{9.3}{6}$ 9.8 $\frac{9.6}{13}$ $\frac{10.1}{50}$

4.2 $\frac{4.7}{53}$ $\frac{3.5}{49}$ $\frac{7.7}{39}$ $\frac{7.7}{33}$ $\frac{7.9}{16}$ 7.9 $\frac{8.0}{14}$ $\frac{8.7}{50}$

4.3 $\frac{2.8}{54}$ $\frac{2.7}{48}$ $\frac{5.4}{39}$ $\frac{5.2}{34}$ $\frac{6.1}{16}$ $\frac{5.7}{11}$ $\frac{5.7}{7}$ 5.4 $\frac{6.0}{27}$ $\frac{6.3}{50}$

2.9 $\frac{2.7}{50}$ $\frac{3.8}{41}$ $\frac{4.0}{39}$ $\frac{5.1}{22}$ $\frac{4.3}{5}$ 4.3 $\frac{4.6}{26}$ $\frac{5.3}{50}$

3.6 $\frac{2.9}{50}$ $\frac{6.2}{42}$ $\frac{6.3}{26}$ $\frac{6.8}{20}$ $\frac{6.1}{17}$ $\frac{6.1}{16}$ 6.2 $\frac{5.9}{31}$ $\frac{5.8}{50}$

5.8 $\frac{3.7}{53}$ $\frac{2.9}{48}$ $\frac{7.8}{41}$ $\frac{8.4}{35}$ $\frac{7.5}{33}$ $\frac{7.0}{32}$ $\frac{7.0}{17}$ 7.1 $\frac{7.1}{25}$ $\frac{7.1}{50}$

7.1 $\frac{3.6}{50}$ $\frac{3.6}{44}$ $\frac{9.3}{42}$ $\frac{9.4}{34}$ $\frac{8.8}{31}$ $\frac{8.2}{30}$ $\frac{8.2}{18}$ 8.3 $\frac{8.0}{29}$ $\frac{8.1}{50}$ $\frac{10.6}{52}$ $\frac{9.9}{56}$ $\frac{8.1}{57}$

6.3 $\frac{3.2}{50}$ $\frac{3.2}{44}$ $\frac{9.0}{42}$ $\frac{8.3}{33}$ $\frac{8.5}{29}$ $\frac{8.1}{20}$ $\frac{8.1}{11}$ 8.5 $\frac{8.2}{5}$ $\frac{9.4}{6}$ $\frac{9.5}{10}$ $\frac{8.0}{11}$ $\frac{8.8}{30}$ $\frac{8.9}{50}$

9.4 $\frac{3.0}{41}$ $\frac{9.4}{34}$ $\frac{1.5}{21}$ $\frac{1.4}{15}$ $\frac{9.4}{7}$ $\frac{8.6}{1}$ 8.8 $\frac{7.8}{25}$ $\frac{7.9}{50}$

Mark on N. Rail 45' L 8+40

Sta. + H.L. - Elev
876.07 ✓

8 67.6 ✓

+50 67.9 ✓

9 67.4 ✓

+50 67.0 ✓

10 66.0 ✓

+50 65.3 ✓

11 65.1 ✓

+50 64.7 ✓

12 64.4 ✓

+50 64.5

13 64.5

+50 64.6

14- 64.7

T.P. 3.92 876.89 ✓ 3.10 872.97 ✓

Clear warm 1001 Windy Dusty Dirty Filtar?

Left

±

RIGHT.

$$\frac{7.2}{5.2} \quad \frac{4.5}{4.7} \quad \frac{4.6}{4.0} \quad \frac{8.1}{34} \quad \frac{7.7}{27} \quad \frac{8.3}{23} \quad \frac{9.3}{21} \quad \frac{7.7}{16} \quad 8.5 \quad \frac{8.4}{27} \quad \frac{8.7}{50}$$

$$\frac{4.3}{5.0} \quad \frac{4.3}{4.2} \quad \frac{8.1}{34} \quad \frac{6.8}{24} \quad \frac{8.8}{20} \quad \frac{8.8}{18} \quad \frac{8.1}{17} \quad 8.2 \quad \frac{8.2}{24} \quad \frac{8.2}{50}$$

$$\frac{5.7}{5.2} \quad \frac{4.1}{4.9} \quad \frac{4.1}{4.1} \quad \frac{7.6}{35} \quad \frac{7.7}{24} \quad \frac{8.8}{21} \quad 8.7 \quad \frac{8.7}{24} \quad \frac{8.8}{50}$$

$$\frac{4.6}{5.0} \quad \frac{4.5}{4.0} \quad \frac{8.1}{32} \quad 9.1 \quad \frac{9.3}{29} \quad \frac{9.6}{50}$$

$$\frac{5.2}{5.0} \quad \frac{4.2}{4.6} \quad \frac{4.6}{4.1} \quad \frac{9.5}{34} \quad 10.1 \quad \frac{10.3}{23} \quad \frac{10.6}{50}$$

$$\frac{6.8}{5.0} \quad \frac{4.1}{4.5} \quad \frac{4.7}{4.0} \quad \frac{10.4}{32} \quad 10.8 \quad \frac{11.0}{23} \quad \frac{11.0}{50}$$

$$\frac{5.6}{5.0} \quad \frac{4.6}{4.6} \quad \frac{4.6}{4.4} \quad \frac{10.0}{33} \quad \frac{10.5}{21} \quad 11.0 \quad \frac{11.1}{26} \quad \frac{11.3}{50}$$

$$\frac{6.4}{5.0} \quad \frac{4.4}{4.5} \quad \frac{4.4}{4.3} \quad \frac{11.6}{32} \quad \frac{11.0}{18} \quad 11.4 \quad \frac{11.6}{26} \quad \frac{11.9}{50}$$

$$\frac{6.1}{5.0} \quad \frac{4.0}{4.6} \quad \frac{4.0}{4.4} \quad \frac{11.0}{31} \quad 11.7 \quad \frac{11.5}{27} \quad \frac{11.9}{50}$$

$$\frac{8.6}{5.0} \quad \frac{4.1}{4.5} \quad \frac{4.1}{4.3} \quad \frac{12.0}{33} \quad 11.6$$

$$\frac{7.8}{5.0} \quad \frac{4.0}{4.5} \quad \frac{4.0}{4.3} \quad \frac{12.0}{30} \quad 11.6$$

$$\frac{6.8}{5.0} \quad \frac{3.6}{4.5} \quad \frac{3.6}{4.3} \quad \frac{11.2}{31} \quad 11.5$$

$$\frac{7.0}{5.0} \quad \frac{3.2}{4.6} \quad \frac{3.2}{4.4} \quad \frac{11.3}{33} \quad 11.4$$

Sta. + 141 - Elev
876.89 ✓

12 + 50 64.5 ✓

13 64.5 ✓

+ 50 64.6 ✓

14 64.7 ✓

+ 50 64.9 ✓

B.M. 2.74 878.85 0.79 876.10 876.11

15 65.5 ✓

+ 50 66.4 ✓

16 68.1 ✓

+ 31 68.7 ✓

+ 60 69.8 ✓

17 71.9 ✓

+ 34 74.9 ✓

+ 60 76.0 ✓

8.20 885.89 1.16 877.69 ✓

LEFT

L

RIGHT

$$12.4 \quad \frac{12.5}{28} \quad \frac{12.6}{50}$$

$$12.4 \quad \frac{12.4}{24} \quad \frac{12.4}{50}$$

$$12.3 \quad \frac{12.0}{25} \quad \frac{12.1}{50}$$

$$12.2 \quad \frac{12.0}{25} \quad \frac{12.1}{50}$$

$$\frac{6.5}{50} \quad \frac{3.7}{46} \quad \frac{3.7}{44} \quad \frac{11.8}{31} \quad 12.0 \quad \frac{12.2}{25} \quad \frac{12.3}{50}$$

spk in 15" Oak 4' R 17+42

$$\frac{6.7}{50} \quad \frac{5.0}{47} \quad \frac{5.0}{45} \quad \frac{13.4}{29} \quad \frac{13.4}{16} \quad \frac{13.0}{15} \quad \frac{13.0}{11} \quad \frac{13.4}{9} \quad 13.4 \quad \frac{13.2}{13} \quad \frac{13.2}{36} \quad \frac{13.4}{50}$$

$$\frac{5.1}{50} \quad \frac{4.0}{47} \quad \frac{4.0}{45} \quad \frac{11.2}{30} \quad \frac{11.0}{17} \quad \frac{10.8}{12} \quad \frac{12.1}{8} \quad 12.5 \quad \frac{12.7}{14} \quad \frac{12.6}{50}$$

$$\frac{4.0}{50} \quad \frac{3.3}{47} \quad \frac{3.3}{45} \quad \frac{6.5}{38} \quad \frac{9.5}{30} \quad \frac{8.6}{12} \quad \frac{10.6}{8} \quad 10.8 \quad \frac{10.6}{15} \quad \frac{11.5}{34} \quad \frac{11.9}{50}$$

$$\frac{3.4}{50} \quad \frac{2.6}{46} \quad \frac{2.6}{44} \quad \frac{8.1}{33} \quad \frac{8.6}{23} \quad \frac{9.0}{11} \quad \frac{10.0}{7} \quad 10.2 \quad \frac{10.3}{19} \quad \frac{10.9}{50}$$

$$\frac{3.2}{50} \quad \frac{1.9}{47} \quad \frac{1.9}{45} \quad \frac{3.4}{40} \quad \frac{7.8}{30} \quad \frac{8.7}{15} \quad \frac{8.8}{3} \quad 9.1 \quad \frac{9.7}{27} \quad \frac{10.4}{50}$$

$$\frac{2.1}{50} \quad \frac{2.1}{43} \quad \frac{4.2}{37} \quad \frac{7.3}{21} \quad \frac{7.7}{6} \quad \frac{6.9}{4} \quad 7.0 \quad \frac{7.4}{1} \quad \frac{8.3}{18} \quad \frac{9.2}{50}$$

$$\frac{0.4}{50} \quad \frac{0.7}{42} \quad \frac{2.5}{37} \quad \frac{6.5}{31} \quad \frac{7.0}{18} \quad \frac{6.1}{7} \quad \frac{4.2}{4} \quad 4.0 \quad \frac{4.4}{12} \quad \frac{3.7}{17} \quad \frac{4.0}{26} \quad \frac{6.6}{41} \quad \frac{7.7}{50}$$

$$\frac{0.8}{50} \quad \frac{0.0}{40} \quad \frac{0.6}{37} \quad \frac{5.8}{30} \quad \frac{4.1}{20} \quad \frac{5.4}{7} \quad \frac{2.8}{3} \quad 2.9 \quad \frac{3.7}{2} \quad \frac{4.7}{33} \quad \frac{2.9}{41} \quad \frac{3.6}{50} \quad \frac{6.4}{60}$$

885.89 ✓

18

77.7 ✓

+50

79.3 ✓

+60

79.0 ✓

19

78.9 ✓

+50

79.5 ✓

+73

78.9 ✓

20

79.0 ✓

+50

78.0 ✓

21

78.1 ✓

+50

78.6 ✓

22

78.7 ✓

T.P.

464

883.72 ✓

6.81

879.08 ✓

+50

78.0 ✓

23

77.8 ✓

$$\frac{60}{50} \frac{56}{43} \frac{65}{40} \frac{68}{34} \frac{105}{27} \frac{114}{18} \frac{110}{9} 82 \frac{94}{4} \frac{100}{27} \frac{103}{50}$$

$$\frac{42}{50} \frac{43}{46} \frac{60}{36} \frac{65}{23} \frac{83}{21} \frac{84}{13} \frac{85}{5} 66 \frac{71}{25} \frac{78}{50}$$

$$\frac{39}{50} \frac{43}{41} \frac{62}{33} \frac{63}{22} \frac{75}{11} 69 \frac{74}{5} \frac{65}{6} \frac{66}{27} \frac{72}{50}$$

$$\frac{33}{50} \frac{46}{28} \frac{58}{10} \frac{69}{50} 70 \frac{71}{11} \frac{52}{15} \frac{58}{32} \frac{62}{50}$$

$$\frac{31}{50} \frac{44}{27} \frac{47}{9} \frac{60}{4} 64 \frac{66}{2} \frac{75}{4} \frac{74}{17} \frac{49}{22} \frac{54}{35} \frac{60}{50}$$

$$\frac{34}{50} \frac{42}{30} \frac{47}{27} \frac{51}{21} \frac{50}{9} \frac{65}{5} 70 \frac{79}{8} \frac{74}{17} \frac{50}{21} \frac{60}{36} \frac{59}{50}$$

$$\frac{41}{50} \frac{52}{24} \frac{66}{19} 69 \frac{79}{9} \frac{78}{19} \frac{51}{22} \frac{57}{50}$$

$$\frac{37}{50} \frac{38}{28} \frac{50}{32} \frac{46}{22} \frac{74}{18} 79 \frac{80}{20} \frac{47}{24} \frac{52}{50}$$

$$\frac{34}{50} \frac{35}{26} \frac{45}{24} \frac{74}{19} 78 \frac{80}{20} \frac{39}{25} \frac{41}{50}$$

$$\frac{35}{50} \frac{35}{43} \frac{52}{24} \frac{73}{19} 73 \frac{76}{14} \frac{60}{22} \frac{22}{26} \frac{32}{50}$$

$$\frac{42}{50} \frac{39}{43} \frac{44}{30} \frac{54}{22} \frac{72}{10} 72 \frac{75}{14} \frac{47}{21} \frac{18}{24} \frac{26}{50}$$

$$\frac{25}{50} \frac{23}{45} \frac{28}{28} \frac{40}{24} \frac{55}{14} 57 \frac{56}{11} \frac{47}{18} \frac{0.6}{22} \frac{1.6}{43} \frac{2.3}{50}$$

$$\frac{37}{50} \frac{33}{44} \frac{32}{24} \frac{51}{19} 59 \frac{64}{19} \frac{51}{18} \frac{34}{21} \frac{43}{50}$$

883.72

+44

78.2 ✓

24

77.0 ✓

+50

77.2 ✓

25

76.2 ✓

+50

74.3 ✓

26

72.7 ✓

+21

Top Back Slope Lt 72.2 ✓

+24

72.1 ✓

+26

72.2 ✓

+4125

72.4 ✓

B.M.

11.54

872.18 ✓✓

Lt.

L

RT

$\frac{41}{50}$	$\frac{40}{40}$	$\frac{40}{26}$	$\frac{56}{20}$	$\frac{62}{5}$	5.5	$\frac{52}{15}$	$\frac{58}{24}$	$\frac{65}{50}$
-----------------	-----------------	-----------------	-----------------	----------------	-----	-----------------	-----------------	-----------------

$\frac{45}{50}$	$\frac{42}{37}$	$\frac{47}{24}$	$\frac{59}{17}$	6.7	$\frac{64}{6}$	$\frac{71}{22}$	$\frac{78}{50}$
-----------------	-----------------	-----------------	-----------------	-----	----------------	-----------------	-----------------

$\frac{40}{50}$	$\frac{49}{31}$	$\frac{59}{27}$	$\frac{58}{18}$	$\frac{63}{14}$	6.5	$\frac{67}{9}$	$\frac{72}{20}$	$\frac{84}{50}$
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$\frac{54}{50}$	$\frac{62}{20}$	$\frac{70}{16}$	$\frac{68}{6}$	7.5	$\frac{78}{8}$	$\frac{85}{24}$	$\frac{96}{50}$
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$\frac{66}{50}$	$\frac{76}{30}$	$\frac{79}{11}$	$\frac{93}{5}$	9.4	$\frac{90}{8}$	$\frac{96}{15}$	$\frac{111}{50}$
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$\frac{91}{50}$	$\frac{90}{33}$	$\frac{102}{11}$	$\frac{107}{7}$	11.0	$\frac{112}{9}$	$\frac{123}{20}$	$\frac{133}{50}$
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$\frac{98}{50}$	$\frac{103}{19}$	$\frac{113}{9}$	11.5	$\frac{119}{13}$	$\frac{125}{19}$	$\frac{133}{50}$
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$\frac{112}{50}$	$\frac{119}{25}$	$\frac{118}{7}$	11.6	$\frac{118}{15}$	$\frac{121}{41}$	$\frac{122}{50}$
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$\frac{104}{50}$	$\frac{111}{18}$	$\frac{115}{7}$	11.5	$\frac{119}{27}$	$\frac{120}{50}$
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$\frac{110}{50}$	$\frac{111}{27}$	11.3	$\frac{113}{31}$	$\frac{117}{50}$
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Spt in T.P. S.E. cor. "I" + Lex. Ave.

