

OFFICE OF COUNTY ENGINEER
RAISEY COUNTY, MINN.

PLAN

Survey

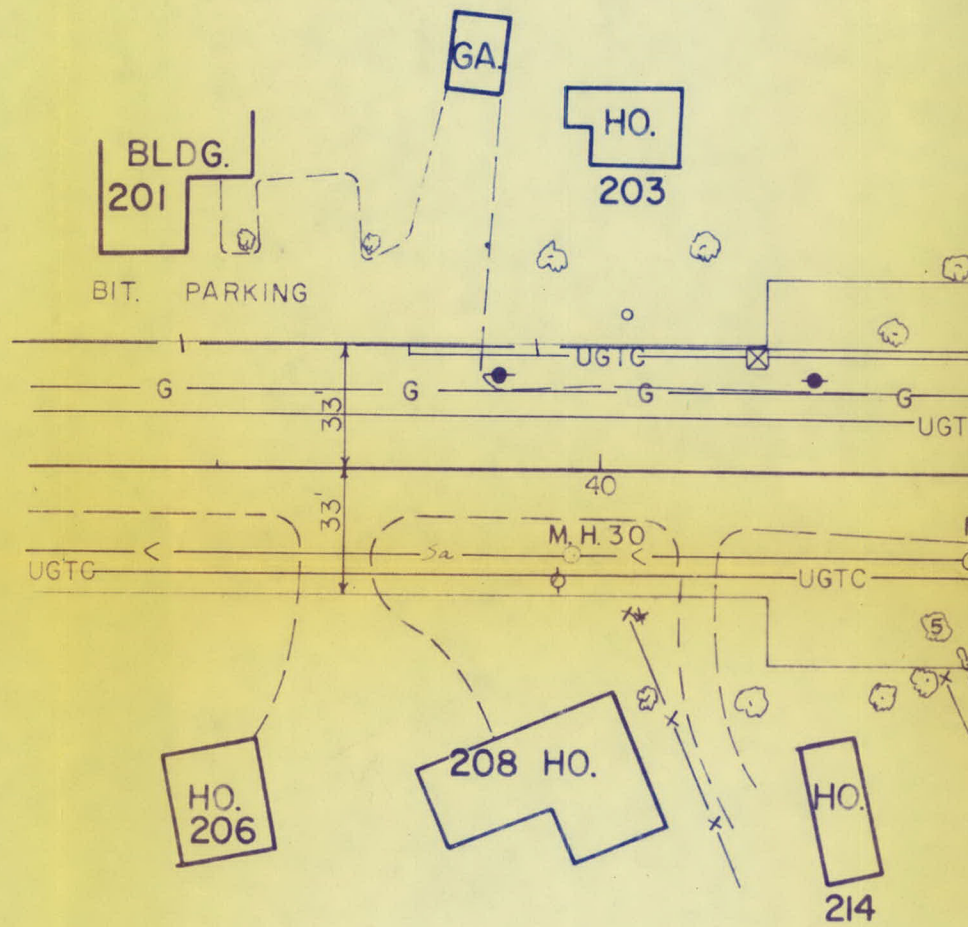
COUNTY ROAD "C"

from SNELLING To VICTORIA

Road Acc't. No. 23

Filed 7-67

DR. 9
BK. 61



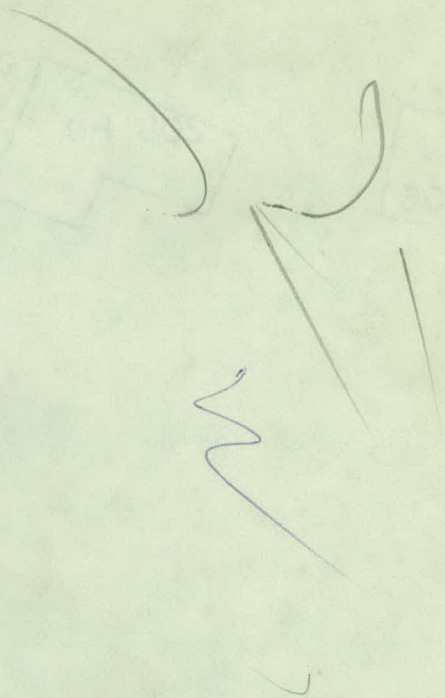
58 + 54 Rt 74' NE 36" CM

52 + 50.70 = Lexington

6 + 03.3 E. parallel to and 90' N of RR

Inv N End 877.13 ✓

Inv S End 877.69



Release
11:10 PM

17

872

300

873

100

874

175

875

150

876

LEX

&

Co Rd

"E"

CHECK

DIST

C.B. to M.H.

SD

95.85

MH

64.5

18.8

MH

36.65

24.1

1.89

2.05

59.24
53.2
39.78

2.35

1.53.2



Co. Rd. "C"

Snelling to Victoria

PLAN SURVEY

INDEX	PAGE
Alignment	1-19
Topography	20-57
X Sections	58-780
Soil Borings - Soundings	79-94

Sta Point Δ Lt. Δ Rt

14+13.62 P.I. 1948'

LINE REVISION STA. 0 TO
STA 16+00.4 SEE P. 10A & 10B

0+00

Sept. 12, 1966

2

center line

84.25'

R.R. Spike

86.20

34.15

Snelling

86.35

120.5

Drill Hole

Sta	Point	ΔL	ΔR
-----	-------	------------	------------

35+00	P.O.T.		
-------	--------	--	--

26+22.50	P.O.T.		
----------	--------	--	--

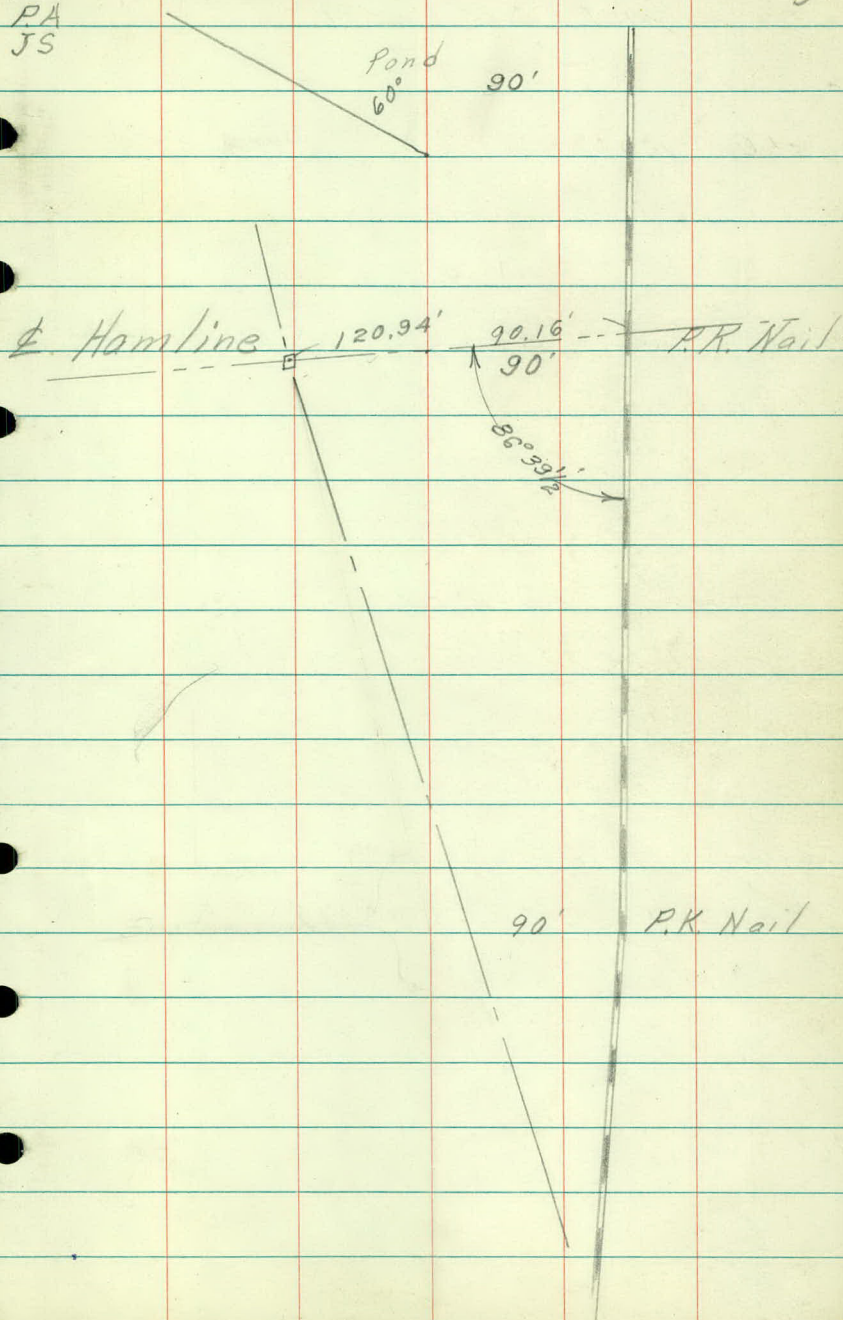
16+00.40	P.I.		
----------	------	--	--

		1°43'30"	
--	--	---------------------	--

FK
R.N.
PA
JS

Sept. 14, 1966

3



Sta Point $\Delta Lt.$ ΔRt

+50.01 P.T. $6^{\circ} 14' 15''$

59.54

59 $5^{\circ} 14.2'$ $\Delta = 12^{\circ} 28' 30''$

+50 $4^{\circ} 14.2'$ $\frac{1}{2}\Delta = 6^{\circ} 14' 15''$

58 $3^{\circ} 14.2'$ $D = 4^{\circ} \text{ Arc}$

57+94.70 P.I. $12^{\circ} 24'$ $T = 156.56'$

+50 $2^{\circ} 14.2'$ $L = 311.875'$

57 $1^{\circ} 14.2'$ $R = 1432.40'$

+50 $0^{\circ} 14.2'$

56+38.14 P.C. $0^{\circ} 00'$

2341
20:30
500
543.71
5250.70
5794.41

52+71.05 P.O.T.

2341
20:30
500

P.I.
52+50.70 P.O.T.

543.71
5250.70
5794.41

50+31.83 P.O.T.
44+26.10 P.O.T.

41+73.87 P.O.T.

FK
RW
DD

Sept. 23, 1966
Sept 27, 1966

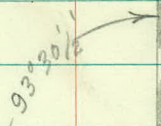
4

FOR LINE REVISION STA 52+50.70 TO STA 00
TO F&K ST. SEE PAGES 11 TO 15



Spike
by Fe Post

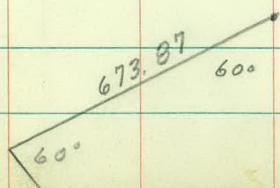
90'



Lexington 227.82'
137.65

P.K. Nail

Spike
90'



Sta Point ΔL ΔR

+51.19	P.T.	$19^{\circ}07'22.5''$
+50		$19^{\circ}05'$
66		$17^{\circ}20'$
+50		$15^{\circ}35'$
6.5		$13^{\circ}50' \Delta = 38^{\circ}14'45''$
+50		$12^{\circ}05' \frac{1}{2}\Delta = 19^{\circ}07'22.5''$
64		$10^{\circ}20' D = 7^{\circ} \text{ Arc}$
63+88.62	P.I.	$38^{\circ}14'45'' T = 283.80'$
+50		$8^{\circ}35' L = 546.37'$
63		$6^{\circ}50' R = 818.51'$
+50		$5^{\circ}05'$
62		$3^{\circ}20'$
+50		$1^{\circ}35'$
61+04.82	P.C.	$0^{\circ}00'$

Sept. 29, 1966

5

460 = S Bank

460 = N Bank

Iron

Iron

Iron

Back Line of Forward Tangent

Back Tangent

13.28

Sta Point Δ Lt Δ Rt.
~~75~~
~~76~~+8361 P.O.T. $\angle$ Victoria
^{11.77}
75+71.84 New

+20.18 P.T. 28°03'

74 26°53.4'

+50 24°00.9'

73 21°08.4'

+50 18°15.9'

Δ 56°06'

72 15°23.4'

D 11°30'

71+97.82 P. I. 56°06'

T 265.47

+50 12°30.9'

L 487.83

71 9°38.4'

R 498.22

+50 6°45.9'

70 3°53.4'

+50 1°00.9'

69+32.35 P.C. 0°00'

68+47.45 P.O.T

67+94.84 P.O.T. $\angle$ Track see page 9

67+07.40 P.O.T

Sept. 28, 1966

P.I. 6

Iron
Iron

Bolt
Spike

40.53"

36.00'

81°12'

182.34'

42.85'

50.11

Disk
PP

122°31'30"

Hyd.

4 1290.06
360 124
130.06

LINE REVISION STA. 52

179.59

122°31'30"

57 25 30

Spike

Power Line

29°

Power
Line
Tower

330.43

Spike

Spike

Sta Point ΔL ΔR

30 26
121 47 30
107 30
290

+59.59 P.T.

$13^{\circ} 52'$

+50

$13^{\circ} 34.7'$

83

$12^{\circ} 04.7'$

+50

$10^{\circ} 34.7' \Delta = 27^{\circ} 44'$

82

$9^{\circ} 04.7' \frac{1}{2} \Delta = 13^{\circ} 52'$

+50

$7^{\circ} 34.7' D = 6^{\circ}$

81+33.10 P.I

$27^{\circ} 44' T = 235.73$

81

$6^{\circ} 04.7' L = 462.22$

+50

$4^{\circ} 34.7' R = 954.93'$

30

$3^{\circ} 04.7'$

+50

$1^{\circ} 34.7'$

~~79~~
78+32.97 P.O.S.T.

79

$0^{\circ} 04.7'$

78+97.37 P.C.

$0^{\circ} 00'$

FK
FS
RW
DD

Oct. 7, 1966

7

Painted Bolts



Tower

89 16
63
152° 16'
179° 60'
152° 16'
27° 44'

45.54'
30.59'
41.73'

Iron

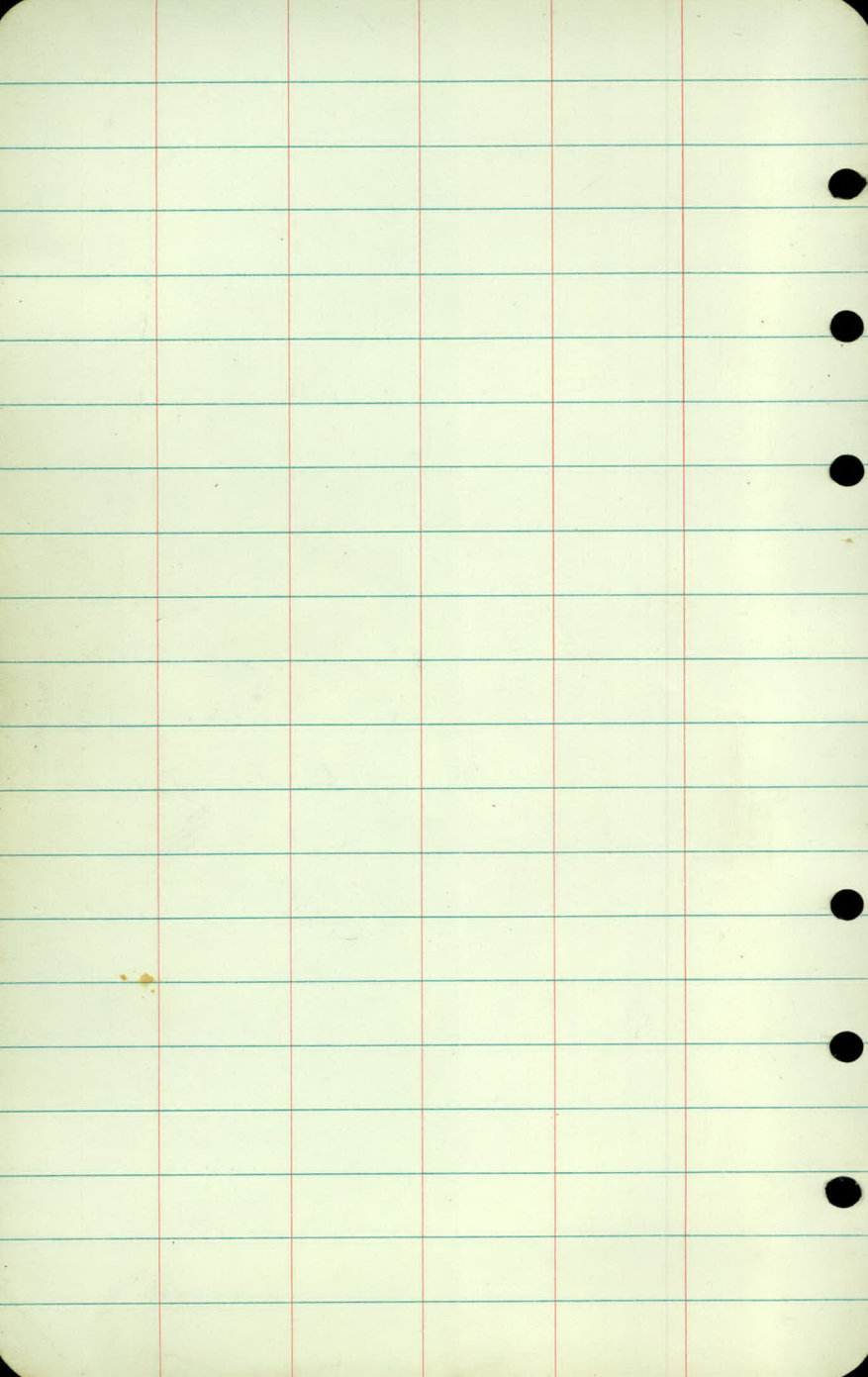
100.13 by Low
Sines

89° 16'

46.6

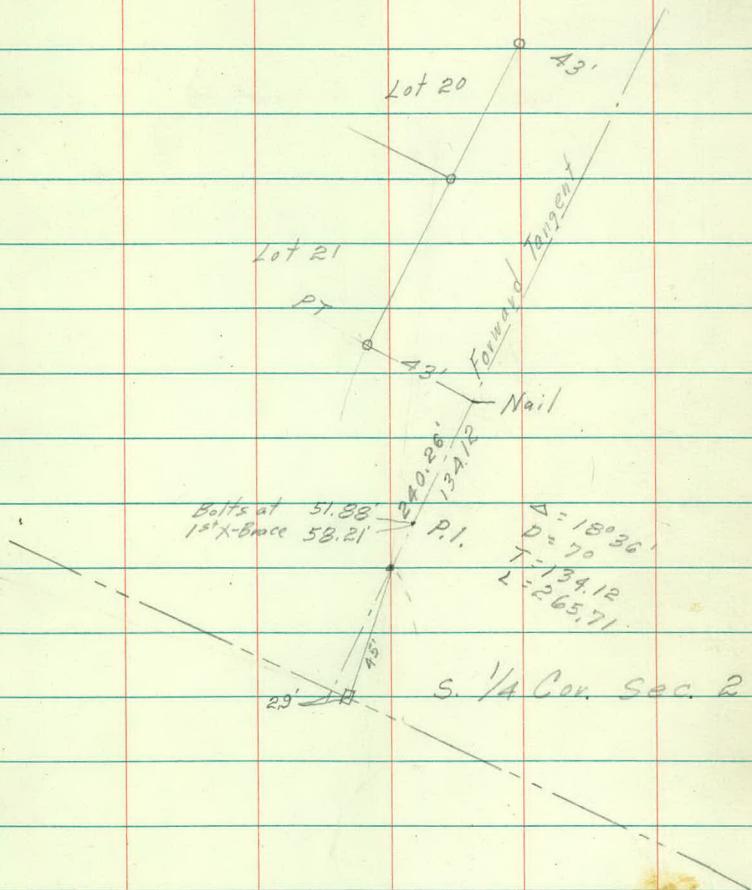
89° 00' 00"

63° 00' 00"

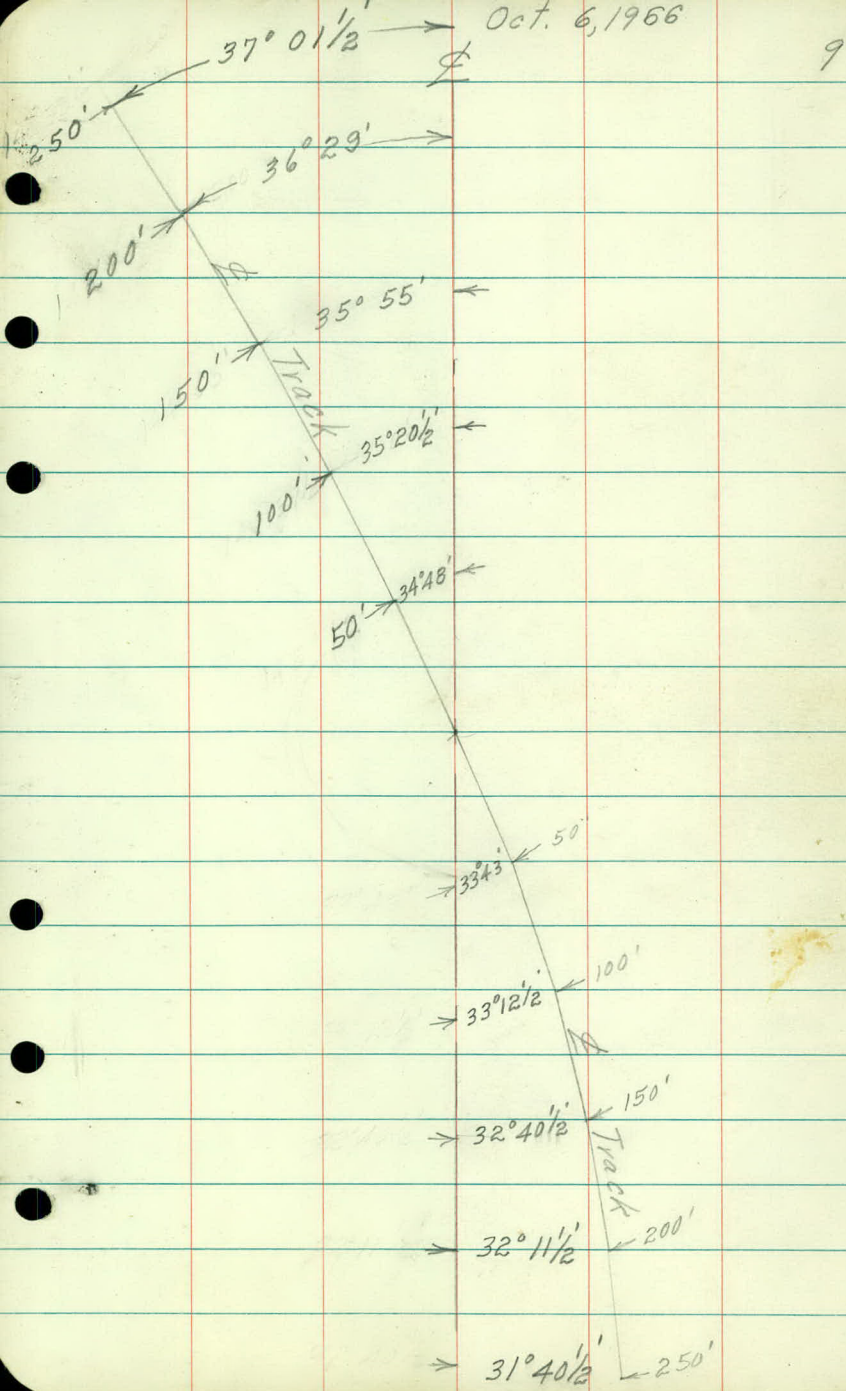


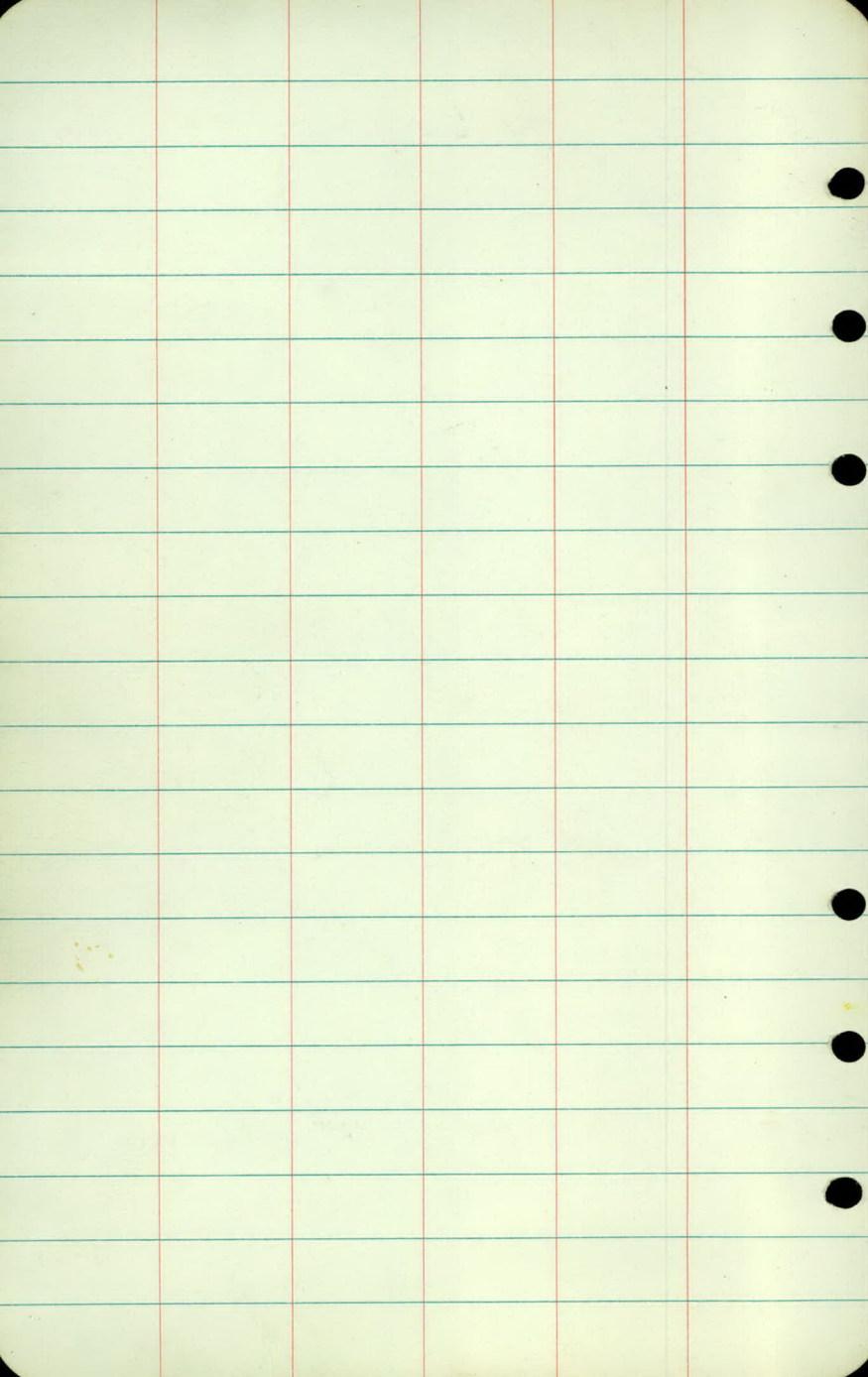
Sept. 28, 1966

8



67+89.74 P.O.T $\notin$ Track





28278

848.07

 $90^\circ A^3$

2

43

92°43'

90°

P.T

47.72

1000-10.94'

1271.84	250
10.94	

10.94

1000'

0

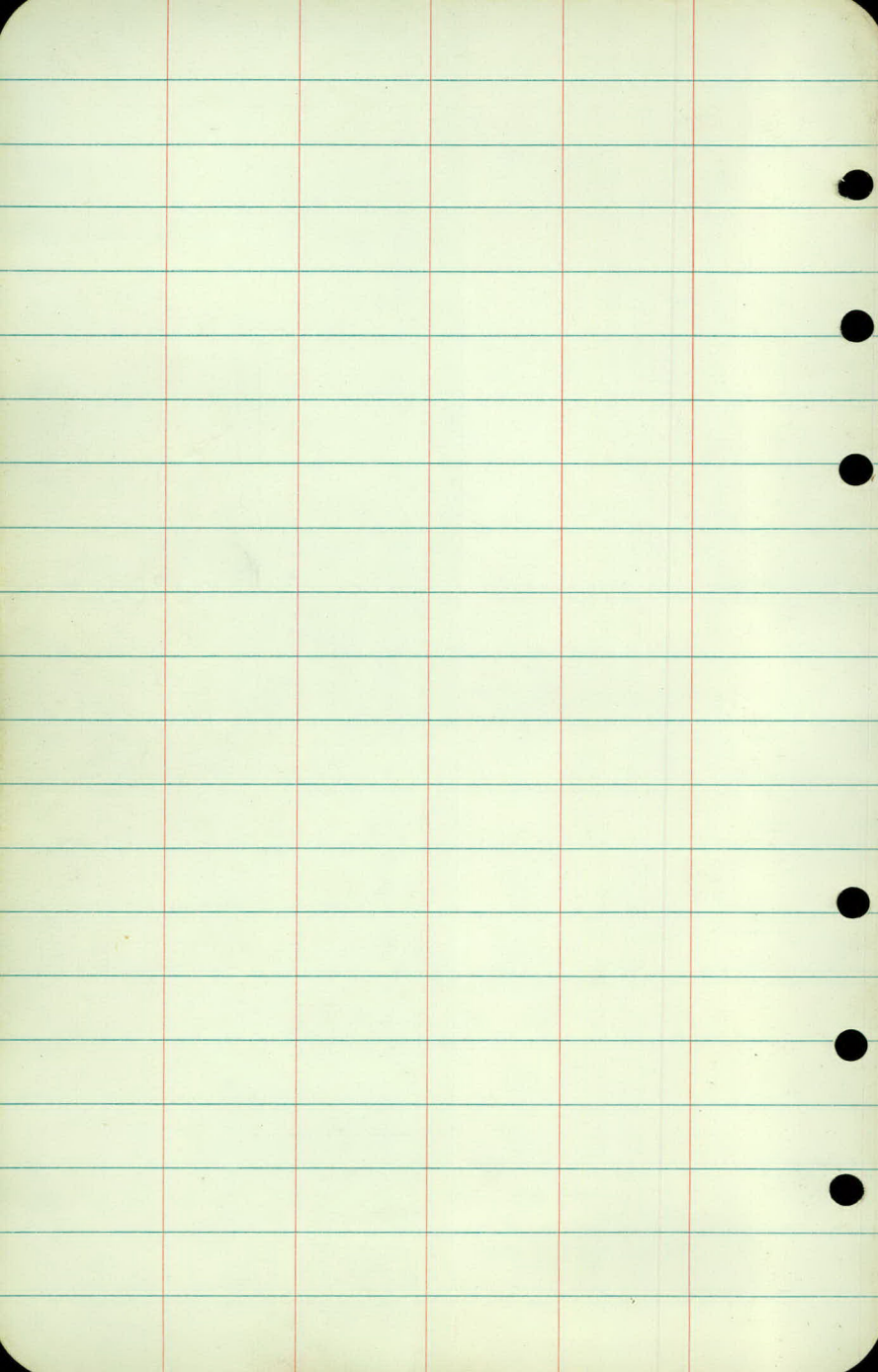
50

593.07'

 90°

255'

848.07



Revised Alignment New Alignment

10A
1

2'50		120	
	43	<u>50</u>	0' 42 1/2'
2'07		170	4 1170
	43		<u>16</u>
1'24			<u>10</u>
	42		<u>2</u>
42			
	42		

5° 30' 30"		346	32 1/2	86 38 1/2
	1° 22'			
4° 08' 30"		259	54	86 38
	1° 22'			
2° 46' 30"		173	16	86 38
	1° 23'			
1° 23' 30"		86	38	
	123			

74	06	
3 76° 25 1/2		
282° 19'	94 6 1/2	
188° 12 1/2	94 6 1/2	
93° 06'	95 6 1/2	
	93 06	

Sta Point Δ Lt. Δ Rt.

16+00.00 = $\frac{1}{2}$ 15+99.88

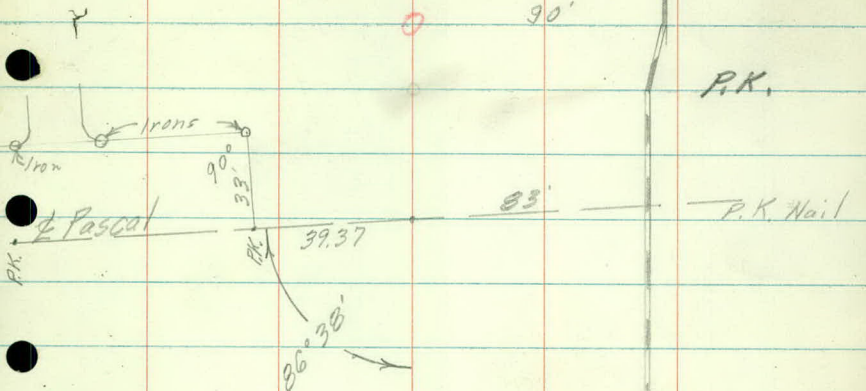
16+00.⁴⁰₅₂ New Sta to P.I. $1^{\circ}22'30''$

13+11.77 P.I. $1^{\circ}22\frac{1}{2}'$

2+50 P.I. $0^{\circ}42\frac{1}{2}'$

0+00 Section Line at Snelling Ave.

10 B
2



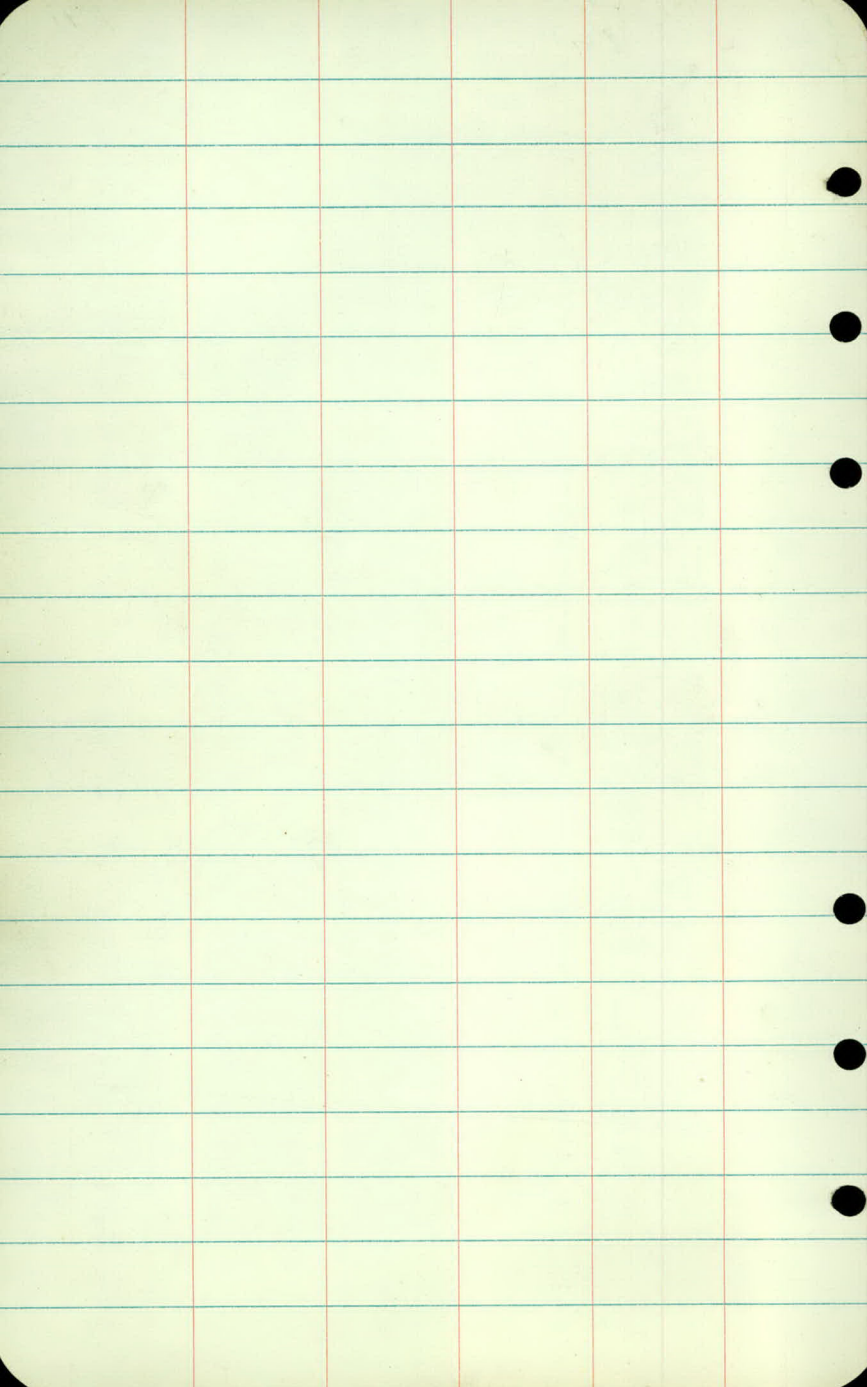
83

P.K. Nail

94° 06' 1/2" →

$$\begin{array}{r} 120.5 \\ - 86.20 \\ \hline \end{array}$$

Dritt Hole



New Line

Line Revision

sta 52+50.70 to sta 83+

Sta	Point	$\Delta Lt.$	$\Delta Rt.$
-----	-------	--------------	--------------

+12.14	P.T.	$3^{\circ}02'45''$	
--------	------	--------------------	--

58		$2^{\circ}55.5'$	$\Delta = 6^{\circ}05'30''$
----	--	------------------	-----------------------------

+50		$2^{\circ}25.5'$	$\frac{1}{2}\Delta = 3^{\circ}02'45''$
-----	--	------------------	--

57		$1^{\circ}55.5'$	$D = 2^{\circ} \text{ Arc}$
----	--	------------------	-----------------------------

56+60	P.I.	$6^{\circ}05'30''$	$T = 152.44'$
-------	------	--------------------	---------------

+50		$1^{\circ}25.5'$	$L = 304.58'$
-----	--	------------------	---------------

56		$55.5'$	$R = 2864.79'$
----	--	---------	----------------

+50		$25.5'$	
-----	--	---------	--

55+07.56	PC		
----------	----	--	--

42.44

52+50.70	P.I.	$2^{\circ}35'30''$	
----------	------	--------------------	--

FK
FS
DD

Nov. 7, 1966

12

36

£

720.59

Iron

89° 05'

£ Lexington

P. K. Neil

		OK	
Sta.	Point	Δ Lt.	Δ Rt.
+58.58	P.T.		$17^{\circ}14'15''$
+50			$16^{\circ}51.8'$
66			$15^{\circ}21.8'$
+50			$13^{\circ}51.8'$
65			$12^{\circ}21.8' \Delta = 34^{\circ}28'30''$
+50			$10^{\circ}51.8' \frac{1}{2} \Delta = 17^{\circ}14'15''$
64			$9^{\circ}21.8' D = 6^{\circ} \text{ Arc}$
78.10 63+80.29	P.I.		$34^{\circ}28'30'' T = 296.29'$
+50			$7^{\circ}51.8' L = 574.58'$
63			$6^{\circ}21.8' R = 954.93'$
+50			$4^{\circ}51.8'$
62			$3^{\circ}21.8'$
+50	PC		$1^{\circ}51.8'$
61			$0^{\circ}21.8'$
84.00 60+87.87	P.C.		$0^{\circ}00'$

FK
FS
RW
DD

Nov. 9, 1966

13

30

29.39
199.52
46.92
275.83

6084.10
5812.10
271.86
296.29
152.44
720.59

Iron Pin

6380.29
296.29
6084.00

Sta Point ΔL ΔR

→ 74+60.00 old Line

New Line =

~~+48.23~~ P.T. $28^{\circ}03'$

74 $25^{\circ}38.3'$

+50 $23^{\circ}08.3'$

73 $20^{\circ}38.3'$

$\Delta = 56^{\circ}06'$

+50 $18^{\circ}08.3'$

$\frac{1}{2}\Delta = 28^{\circ}03'$

72 $15^{\circ}38.3'$

$D = 10^{\circ}$ Arc

~~71+92.52~~ P.I. $56^{\circ}06'$

$T = 305.29'$

+50 $13^{\circ}08.3'$

$L = 561.00'$

71 $10^{\circ}38.3'$

$R = 572.96'$

+50 $8^{\circ}08.3'$

70 $5^{\circ}38.3'$

+50 $3^{\circ}08.3'$

69 $38.3'$

~~68+87.23~~ P.C. $0^{\circ}00'$

Hotfold Line

Nov. 10, 1966

14
3d

0.0

2.0

4.5

6.8

8.5

9.4

9.4

9.4

8.8

7.3

5.4

2.7

0.1

0.0

Spike

16.02
13.47
16.50



steel plate
New P.P.

Sta. Point Δ Lt. Δ Pt.

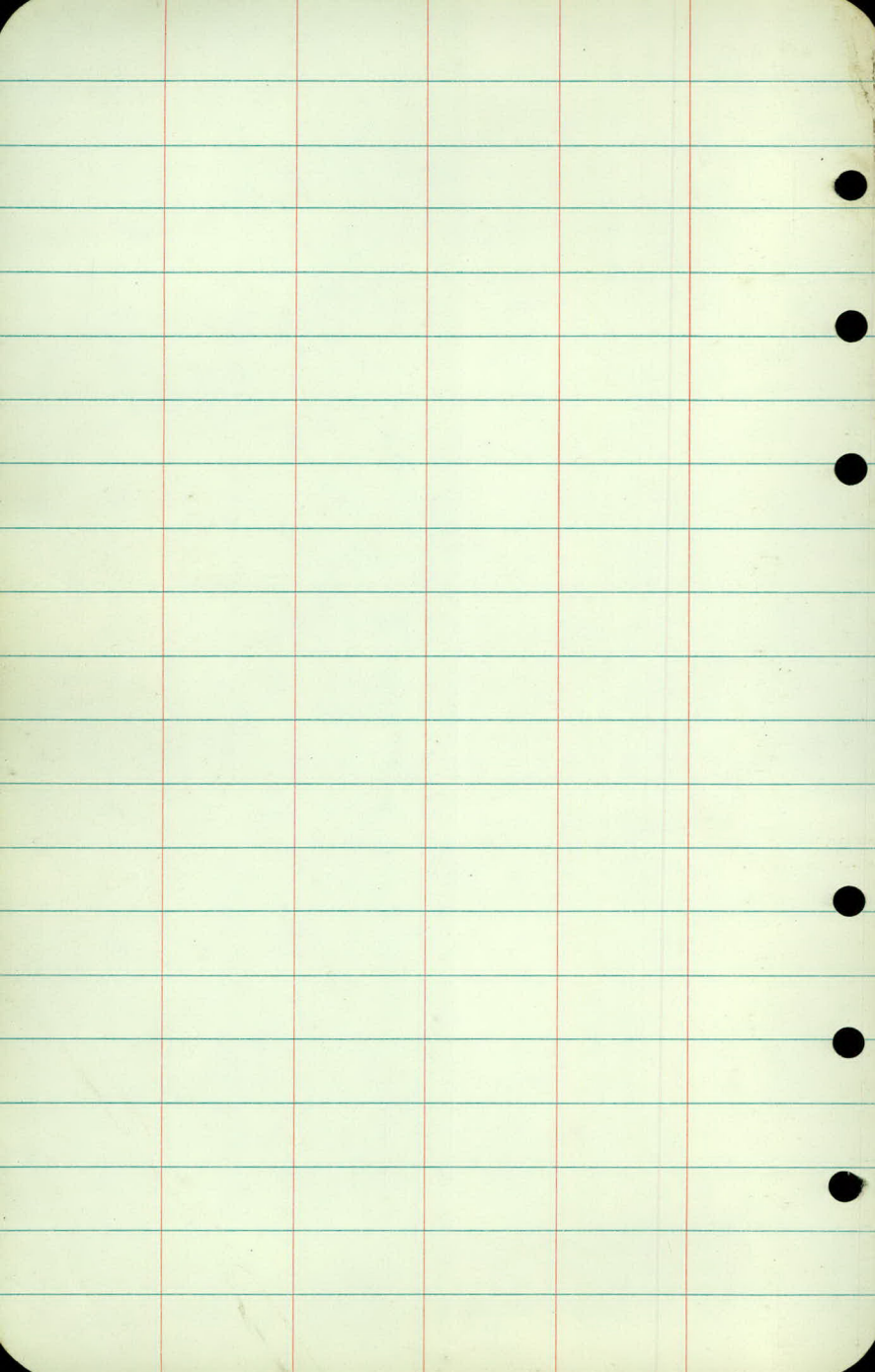
83+47.82 P.T.

81+21.33 P.I.

780+21.20 ^{ple}
~~80+21.4~~ P.O.S. Tie to Sec. Line P-7

78+85.60 P.G.

75 + 71.84 ? 1030
~~74~~+71.84 P.O.S. ∇ Victoria St.



July 8, 1966

16
1

Co. Rd. "C"

Snelling to Victoria

Land ties to Railroad

3 pages

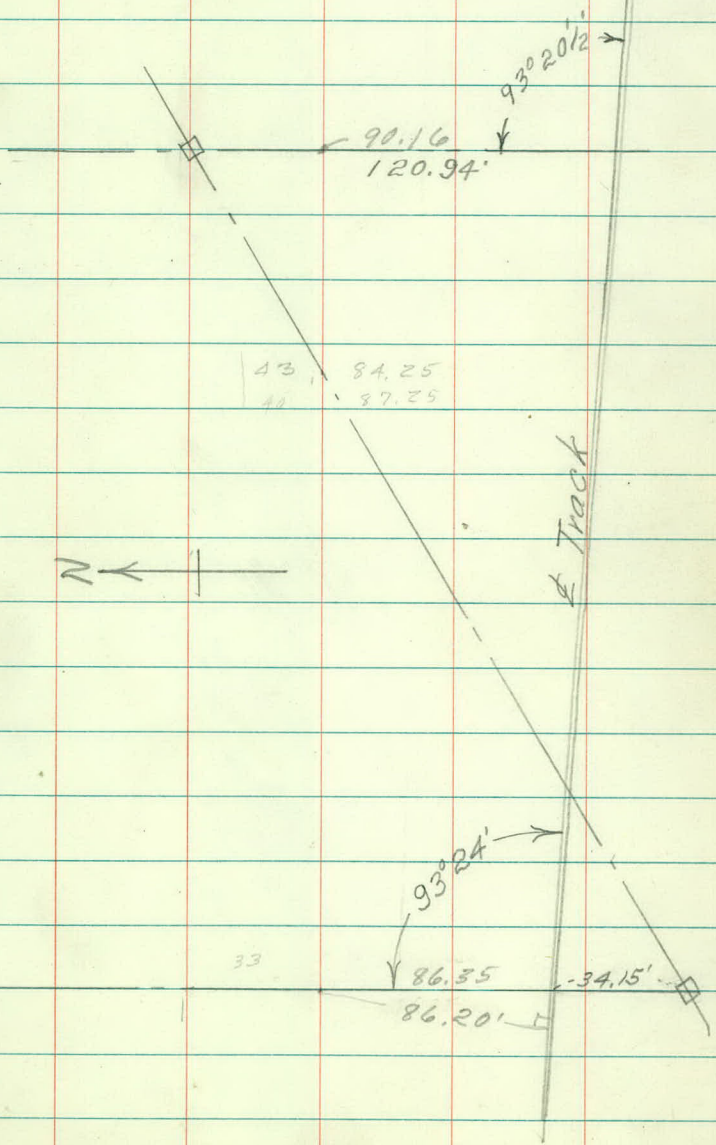
P.O.T

£ Hamline Ave.

0+00 £ Snelling Ave.

July 8, 1966

17
2



90
58
22
15
12

P.O.T.

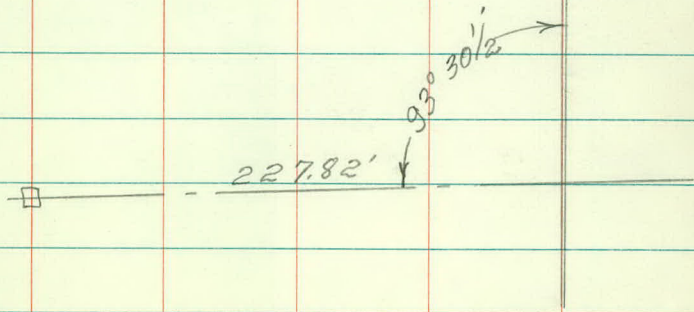
£ Lexington Ave

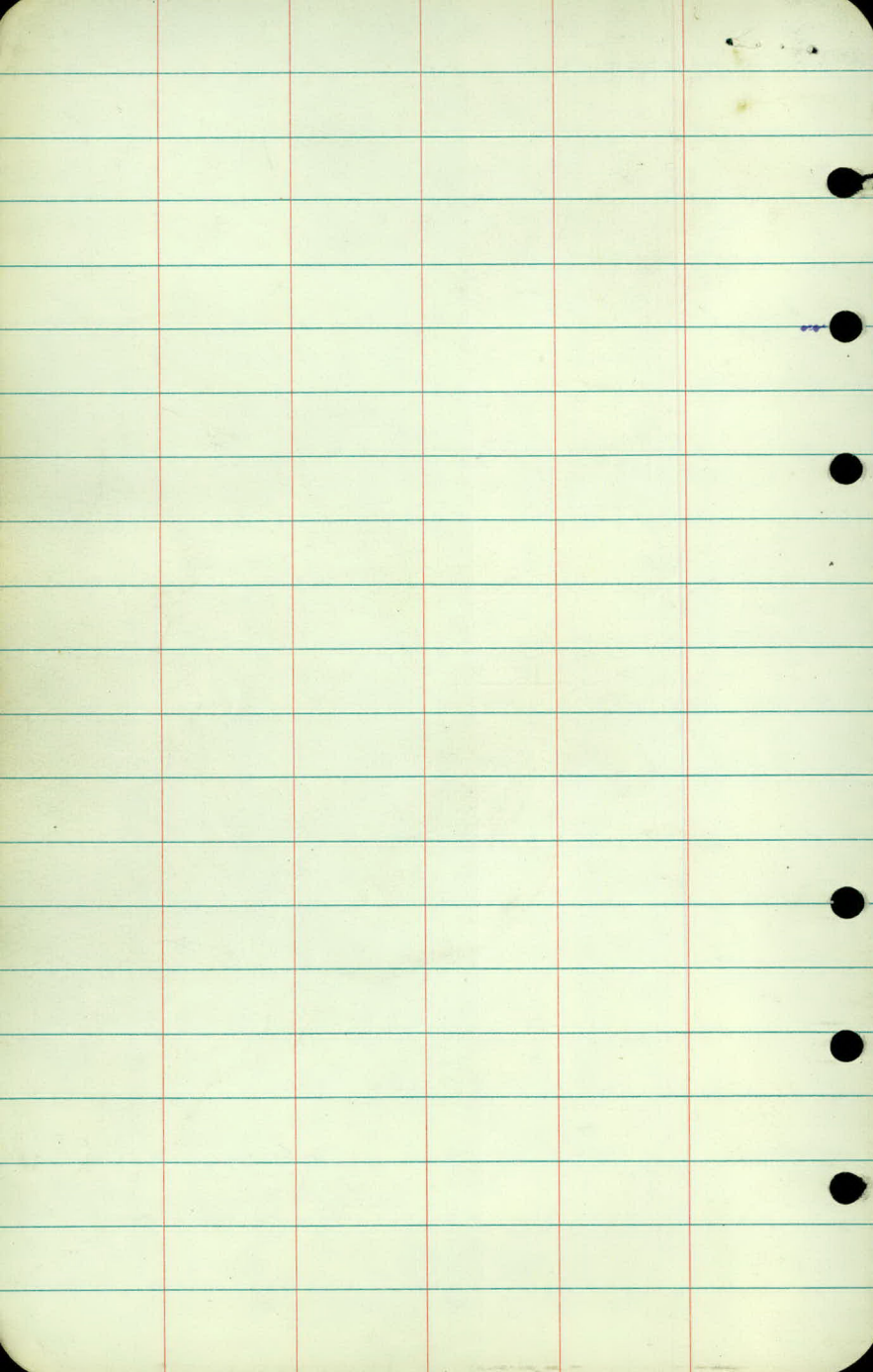
July 8, 1966

2¹⁸

N ← |

Track





FK
FS
WJ

Dec. 12, 1966

19
1

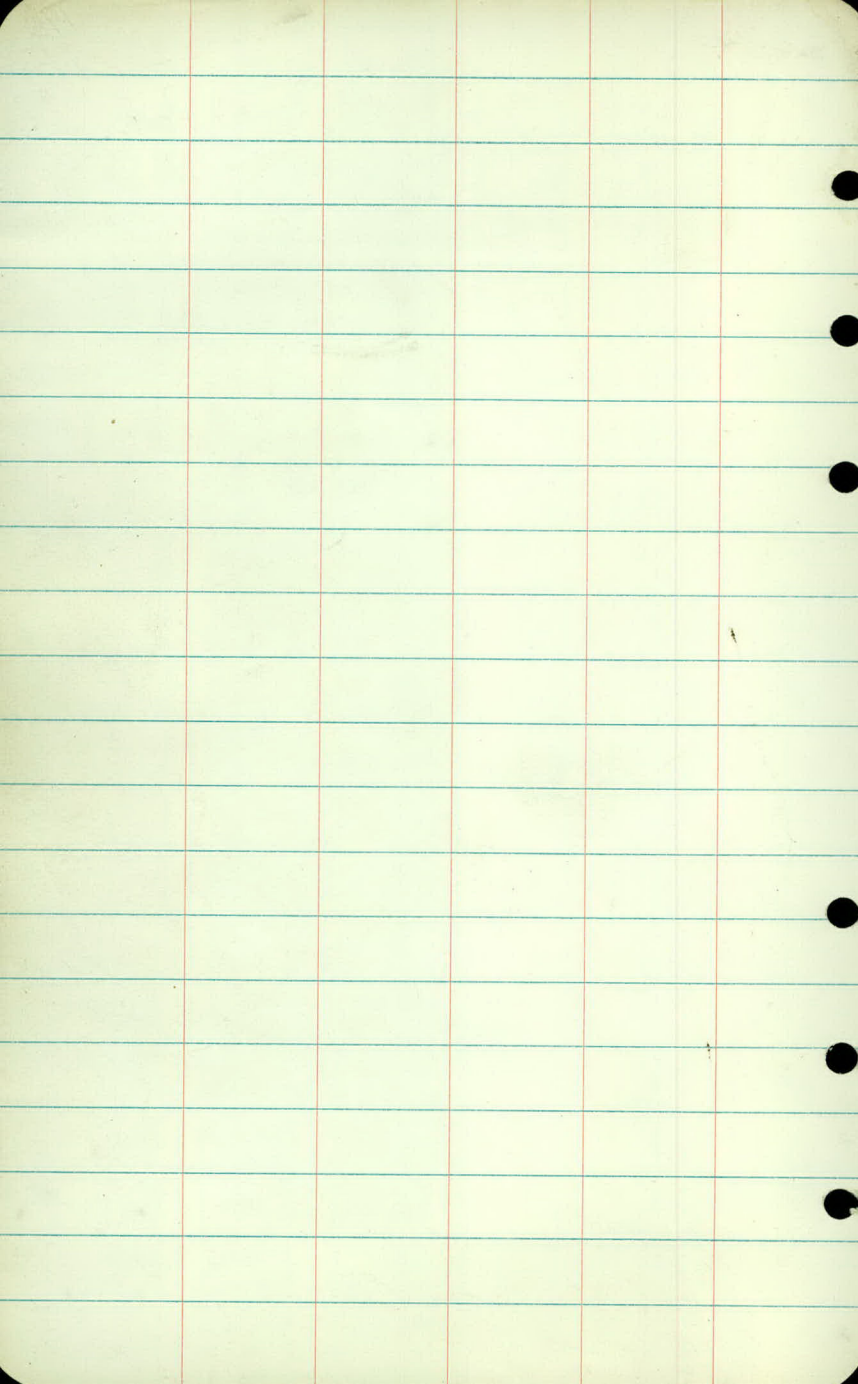
Section Line along Snelling Ave.

93°28'
10"

New & Co Rd C

S.W. Cor. Sec. 3

729-R23



Topography

150 $\frac{9}{14}$ Bit

29 $\frac{22}{22}$ Pull Box

29 $\frac{17}{17}$ Detector

12 $\frac{15}{15}$ Bit

89 $\frac{25}{25}$ TP

89 $\frac{X}{X}$ Tell Cable X-ing

64 $\frac{16}{16}$ Bit

35 $\frac{16}{16}$ Bit

18 $\frac{17}{17}$ Bit

92 $\frac{28}{28}$ Pull Box

95 $\frac{28}{28}$ Mont

94 $\frac{25}{25}$ Pull Box

95 $\frac{18}{18}$ ER

90 $\frac{19}{19}$ ER

93 $\frac{44}{44}$ PP

86 $\frac{31}{31}$ SE 18" SCP

75 $\frac{A}{A}$ N.E. 18" Apron

82 $\frac{21}{21}$ POR

85 $\frac{49}{49}$ E.E. 24" SCP

80 $\frac{25}{25}$ EG

60 $\frac{33}{33}$ POR

65 $\frac{35}{35}$ POR

70 $\frac{30}{30}$ POR

56 $\frac{45}{45}$ Signal

63 $\frac{49}{49}$ Pull Box

55 $\frac{5A}{5A}$ Edge PI Line BR

43 $\frac{C}{C}$ L.E. Conc

55 $\frac{55}{55}$ Curb Line BR

54 $\frac{53}{53}$ Pull Box

76 $\frac{72}{72}$ Control Box

67 $\frac{72}{72}$ Pull Box

86 $\frac{74}{74}$ Stub

68 $\frac{59}{59}$ N. Cor Control Box

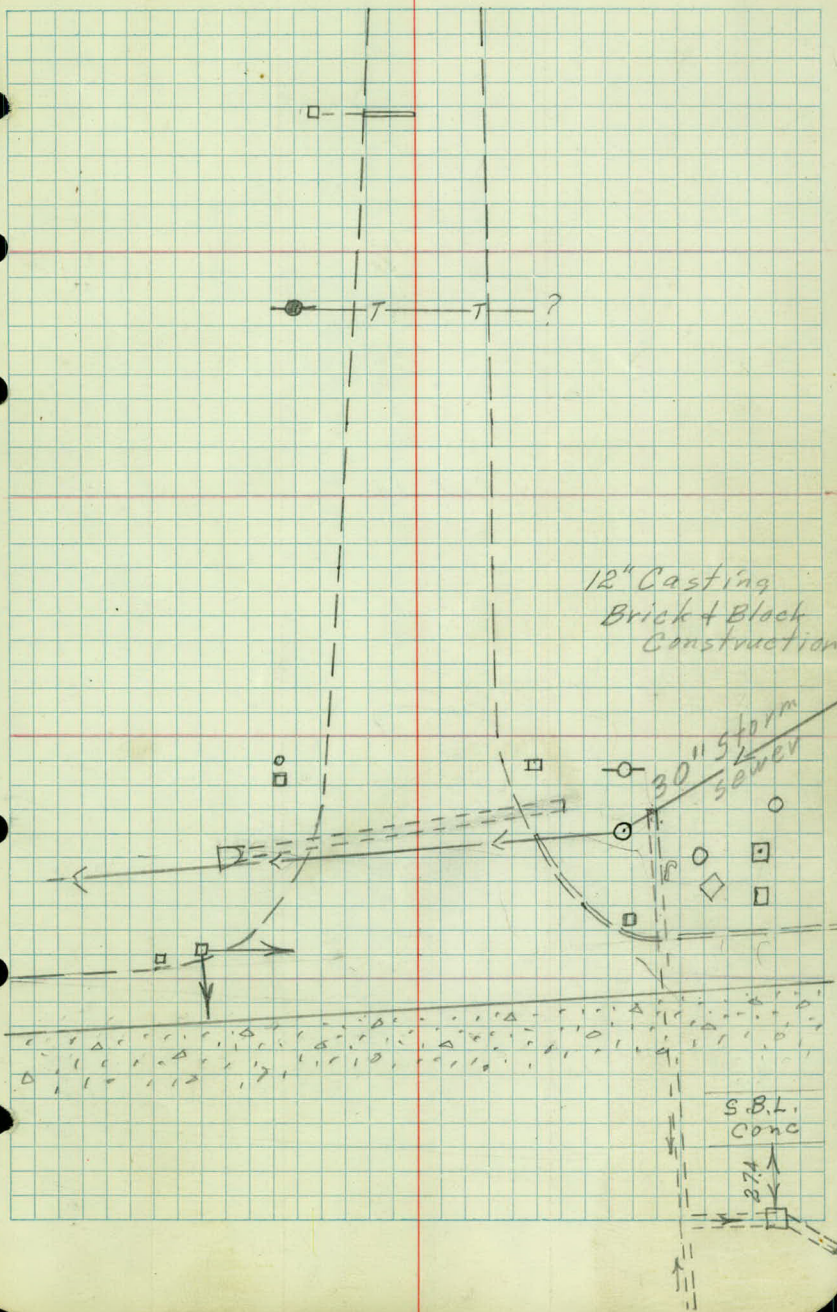
0172 $\frac{52}{52}$ Breather

75 $\frac{59}{59}$ Stub P

Oct. 6, 1965

21

~~4~~



5

£

$$+76 \frac{NW \text{ Cor } PP}{45}$$

$$\begin{array}{r} \checkmark \text{Hyd} \\ +42 \quad 23 \end{array}$$

$$\begin{array}{r} \checkmark \text{B.T.} \checkmark \\ 9 \quad 14 \end{array}$$

$$\begin{array}{r} \checkmark \text{TP} \\ +19 \quad 27 \end{array}$$

$$\begin{array}{r} \checkmark \text{B.T.} \checkmark \\ 9 \quad 14 \end{array}$$

4

$$\begin{array}{r} \checkmark \text{B.T.} \checkmark \\ +50 \quad 9 \quad 14 \end{array}$$

3

$$\begin{array}{r} \checkmark \text{B.T.} \checkmark \\ 9 \quad 14 \end{array}$$

~~2~~ Oct. 6, 1965

22
5

☐ #100
5.5 x 5.5



152 $\frac{ER}{10}$

+31 $\frac{Por}{22}$

152 $\frac{Fe}{31}$

150 $\frac{Rd}{14}$

+28 $\frac{FeCor}{32}$

+19 $\frac{Gate}{51}$

$\frac{Bit}{14}$

+26 $\frac{E.E. 18 CM}{47}$

7

+86 $\frac{Gate}{49}$

+83 $\frac{BFC}{34}$

+78 $\frac{WE 18 CM}{44}$

+78 $\frac{Bit}{22}$

+69 $\frac{Cor Bit}{11}$

+54 $\frac{C. Rock Ent}{14}$

+50 $\frac{Bit}{10-14}$

+49 $\frac{TP}{26}$

$\frac{Bit}{9-14}$

6

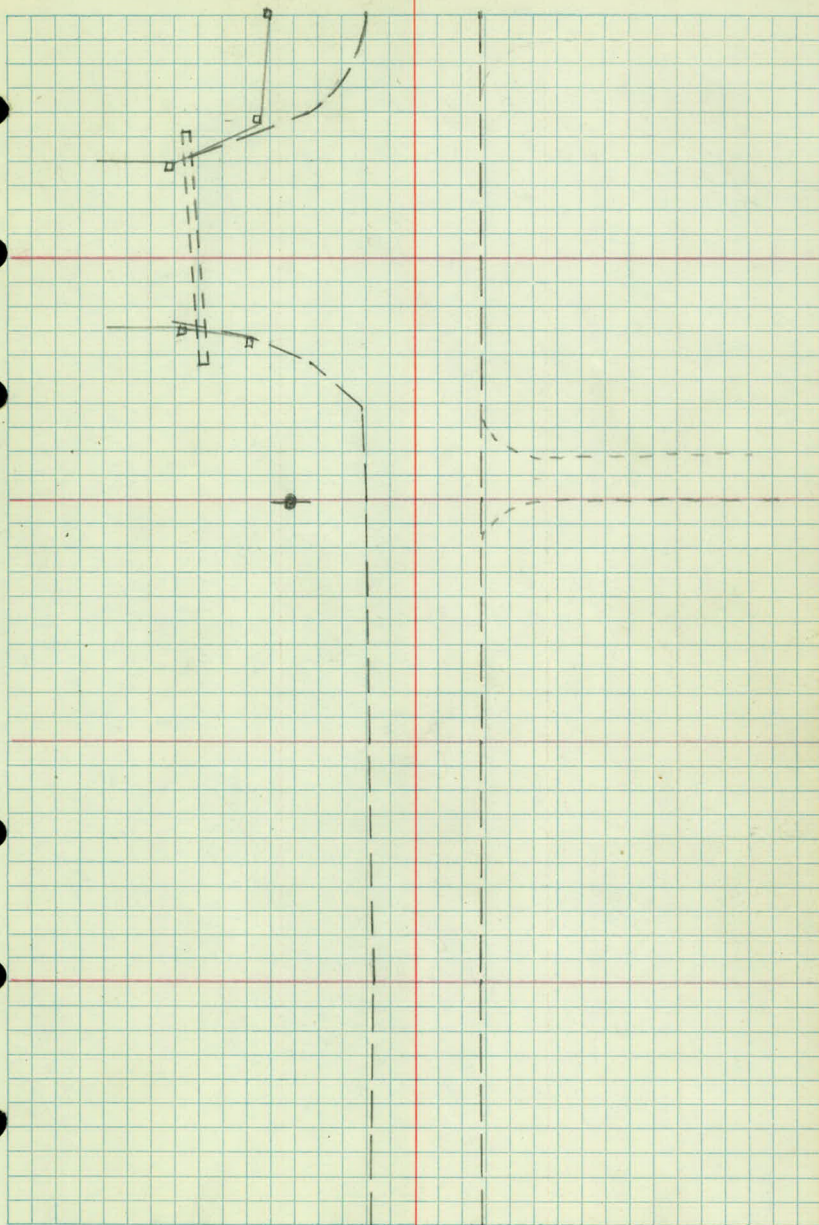
+50 $\frac{Bit}{8-14}$

$\frac{Bit}{9-14}$

5

Oct. 6, 1965

23
6



10

$$\begin{array}{r} \text{Bit} \\ 9 \quad 14 \end{array}$$

$$\begin{array}{r} \text{Trip 12" Coll} \\ +98 \quad 40 \end{array}$$

$$\begin{array}{r} \text{E. Fe} \\ 197 \quad 27 \end{array}$$

$$\begin{array}{r} \text{Tw. 20" Coll} \\ +84 \quad 42 \end{array}$$

$$\begin{array}{r} \text{Tw 4" Coll} \\ +50 \quad 49 \end{array}$$

$$\begin{array}{r} \text{24" Coll} \\ +57 \quad 38 \end{array}$$

$$\begin{array}{r} \text{Tw 12" Coll} \\ +49 \quad 48 \end{array}$$

$$\begin{array}{r} \text{Ent} \\ +06 \quad \text{C. Rock} \end{array}$$

$$\begin{array}{r} \text{27" Coll} \\ +20 \quad 39 \end{array}$$

$$\begin{array}{r} \text{L. Inf} \\ +21 \quad 29 \end{array}$$

$$\begin{array}{r} \text{Cone Pillar + Fe} \\ +18 \quad 35 \end{array}$$

$$\begin{array}{r} \text{Trip 12" Coll} \\ +49 \quad 40 \end{array}$$

9

$$\begin{array}{r} \text{Bit} \\ 10 \quad 14 \end{array}$$

$$\begin{array}{r} \text{Sign} \\ +92 \quad 29-34 \end{array}$$

$$\begin{array}{r} \text{Cone Pillar} \\ +92 \quad 36 \end{array}$$

$$\begin{array}{r} \text{Gas Breather Pipe} \\ +69 \quad 41 \end{array}$$

$$\begin{array}{r} \text{E. Fe} \\ +87 \quad 29 \end{array}$$

$$\begin{array}{r} \text{IP} \\ +78 \quad 28 \end{array}$$

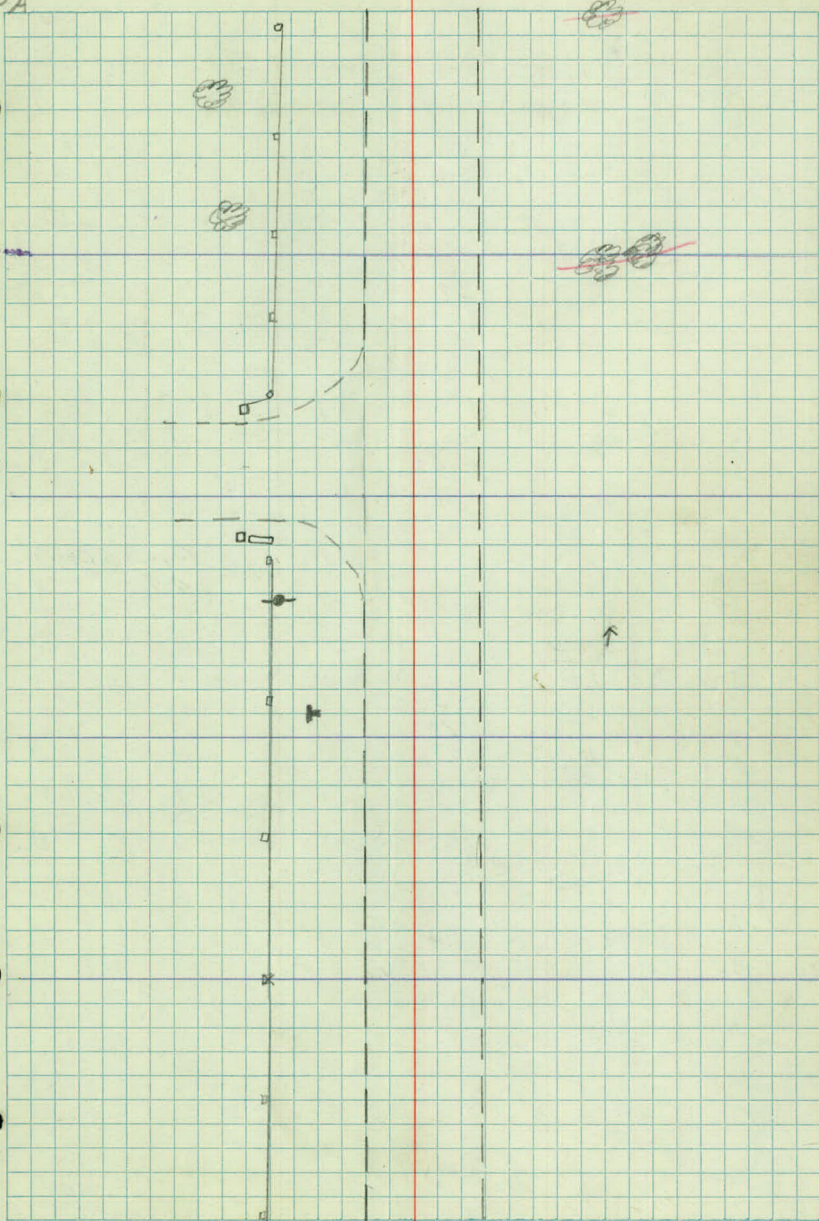
$$\begin{array}{r} \text{Hyd} \\ +56 \quad 22 \end{array}$$

8

$$\begin{array}{r} \text{Fe} \\ 30 \end{array}$$

$$\begin{array}{r} \text{Bit} \\ 10 \quad 14 \end{array}$$

24
7



12

✓
✓
Bit
10 15

✓
8" Coll
+58 46

✓
Gaint 8" Coll
+64 47

✓
TP
+109 26

✓
Bit
10 14

✓
6" Tool Coll.
+61 36

11

✓
Underground
+82 Telephone X-109

✓
E.E. 1 1/2" x 36.5 Cals
+74 58 Spiral Rolled Steel

✓
W.E. 1 1/2" Cals Rolled
+57 56 Steel

✓
20' Ent
+77 Bit

✓
Quail 14" Coll.
+47 42

✓
8" Coll
+30 57

✓
N.W. Cor PP
+51 45

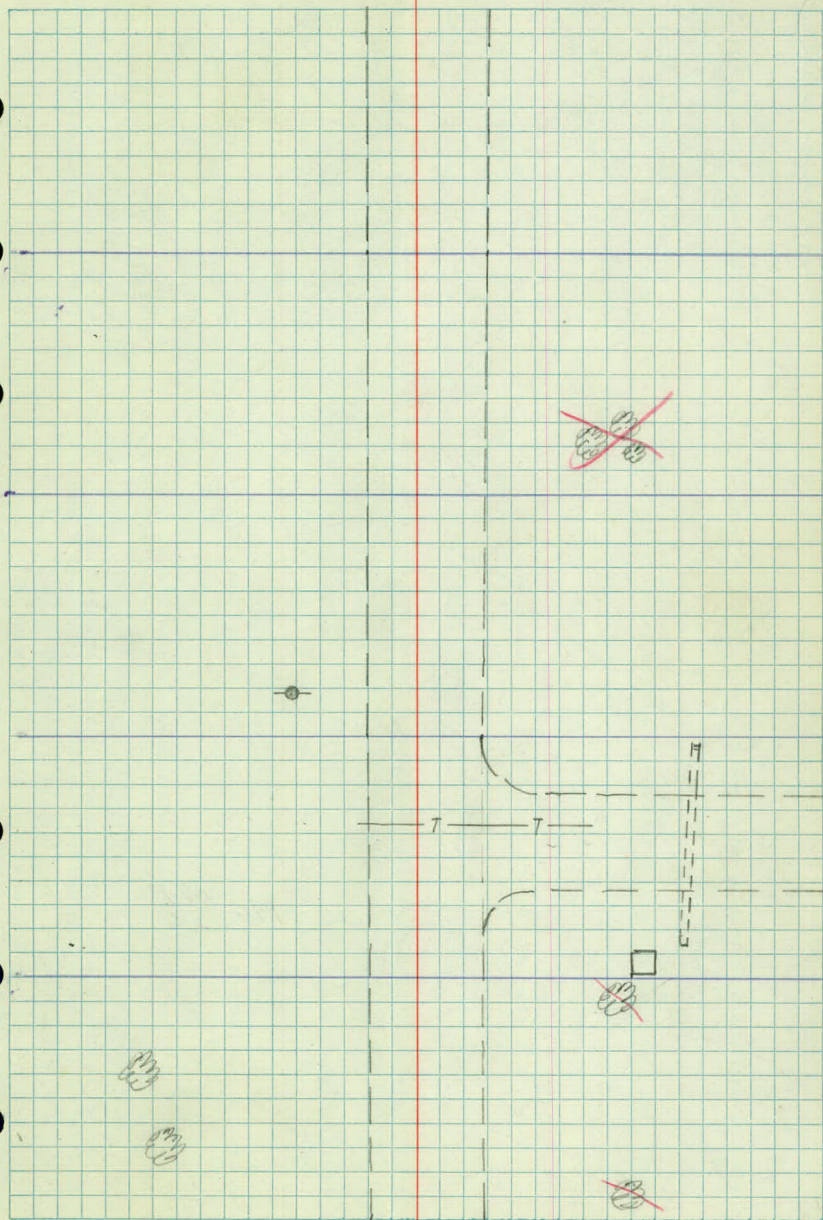
10

✓
Tw 14" Coll
+16 53

✓
Trip 8" Coll
+14 45

Sept. 14, 1966

25
8



15

↓ 2" P
+93 49

↓ SEC. Ho.
+68 114

↓ SW Cor Ga
+77 88

↓ 23" Row L.P. @ 5' Ch. Trip 5" R. Oliver
Begin 40 +36 59

↓ Li'l oc
+14 57

↓ 8" L.P. Tw 8" R. Oliver
+10 46 +27 63

↓ 6" W. H.
+102 68

↓ Gas Breather
+14 41

↓ Bit
14-11

14

↓ SW Cor Ho
+71 100

↓ 8" E/m
+76 64

↓ 6" L.P.
+87 46

↓ SW Cor Ga
+73 75

↓ Hedge
+41 77-43

↓ 8" L.P.
+57 45

↓ E4 + 12" x 25' CM
+56 71 Dirt

↓ PP
+38 33

↓ TP
+36 77

↓ ER
+50 13

↓ BR
+24 40

↓ MH
+14 36

↓ Bit
13

13

↓ Water GV
+99 37

↓ ER
+96 39

↓ POR
+86 22

↓ TP
+82 32

↓ BR
+68 11

↓ Gas Breather
+58 39

Sept 14, 1966

26
7

14' EW
20' NS

H₀ { 24 NS
37 EW

16'
22.4

11" Casting
Eccentric Cone W
Deep
4 Adj Rings

✓
+40 FeCor
41

✓
+42 FeCor
45

✓
+41 Hyd
39

✓
+13 S.W. Cor. Ga
89

✓
Bit
16 9

17

✓
+95 Ent Rt
Gravel

✓
+65 S.W. Cor Play House
52

✓
+64 S.W. Cor Ho
119

✓
+61 FeCor
38

✓
+76 N.W. Cor PP
55
New

✓
+60 PP
37

✓
+59 E. Hedge
51

✓
+18 Lilac
56

✓
+16 S.W. Cor Ho
115

✓
Bit.
12 12

16

✓
+91 S.W. Cor Ga
116

✓
+84 End Row Pine +
51 Beg Hedge

✓
+59 S.W. Cor. Ga
83

✓
+09 Beg Row 13 Pines
50

✓
+11 S.W. Cor Ho
113

✓
+02 PP
35

✓
Bit
12 12

15

20

B.t ✓
25 4 1

✓
+86 PP
48

✓
+72 Rtie
Ga
+35 S.W. Cor Ga
110

19

✓
B.t
22-1
+99 Rtie
Ga
+87 S.W. Cor Ga
86

✓
+78 Ent Rt
Gravel

✓
+31 PP
43
+20 End Hedge
49

18

✓
B.t
19 4

✓
+51 B. Libc Hedge
47

Sept. 14, 1966

28

16' EW
22' NS

 22×22

48" Ornamental
Iron

✓
 22 +100 93
 ✓ SW Cor. Ga.
 ✓ R. Tie
 +12 Ga.
 ✓ Bit
 34+7

✓
 +28 53
 ✓ PP

✓
 +45 1/2 Ent Rt
 C. Rock

21
 ✓
 Bit
 31-4

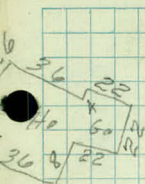
✓
 109 Gas Breather
 12

✓ 8" RQ 1/2 ✓ 5" LP
 +32 67 748 60

✓
 +31 End Row L.P. @ 50 lbs
 60

Sept. 14, 1966

29
12



25

$$\begin{array}{r} \text{Bit} \\ 48 \text{ } 6 \end{array}$$

$$\begin{array}{r} \checkmark \text{ S.W. Cor Church} \\ +33 \quad 137 \quad \checkmark \text{ PP} \\ +41 \quad 64 \\ \checkmark \text{ PP} \\ +40 \quad 109 \\ \checkmark \text{ 3" Ash} \\ +33 \quad 73 \end{array}$$

$$\begin{array}{r} \checkmark \text{ 2 Ent} \\ +15 \quad \text{C. Rock} \end{array}$$

24

$$\begin{array}{r} \checkmark \text{ Bit} \\ 44 \text{ } 4 \end{array}$$

$$\begin{array}{r} \checkmark \text{ Trip 8" Coll} \\ +64 \quad 88 \end{array}$$

$$\begin{array}{r} \checkmark \text{ 14" Coll} \\ +49 \quad 72 \end{array}$$

$$\begin{array}{r} \checkmark \text{ ER} \\ +35 \quad 42 \end{array}$$

$$\begin{array}{r} \checkmark \text{ POR} \\ +16 \quad 47 \end{array}$$

$$\begin{array}{r} \checkmark \text{ BR} \\ +07 \quad 59 \end{array}$$

$$\begin{array}{r} \text{N.W. Cor PP} \\ +06 \quad 53 \end{array}$$

$$\begin{array}{r} \text{BT} \\ 7 \end{array}$$

23

$$\begin{array}{r} \checkmark \text{ ER} \\ +74 \quad 60 \end{array}$$

$$\begin{array}{r} \checkmark \text{ Hyd} \\ +64 \quad 65 \end{array}$$

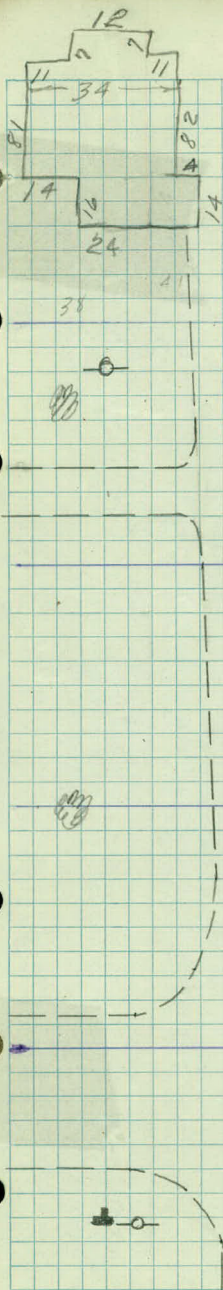
$$\begin{array}{r} \checkmark \text{ POR} \\ +71 \quad 48 \end{array}$$

$$\begin{array}{r} \checkmark \text{ PP} \\ +64 \quad 58 \end{array}$$

$$\begin{array}{r} \checkmark \text{ BR} \\ +60 \quad 41 \end{array}$$

Sept 14, 1966

30
13



✓ 6" E/m
+43 76

✓ 6" E/m
+16 75

Abandon Rd
60-44

✓ ✓
Corn Field
18 26

27

✓
+81 B. Corn Field

✓
+90 B. Broken Wood
39 Fe

✓
+65 Hyd
61

✓
+154 18" Oak
36

✓
+53 G Rail
34-62

✓
+47 S.E. Bit Gun Her
35

✓
+41 Edge Bit
4

✓
+43 SP
22

✓
+44 S.E. 15" CM
55

✓
Bit
4

✓
+107 ER
27

✓
+100 PP
38

✓
+100 Breather
41 Gas

26

✓
+193 FOR
3

✓
+69 BR
8

✓
+96 Gas GL
9

✓
+93 MH
10

✓
+93 MH
73

✓
+88 MH
6

✓
+98 W.E. 15" CM
76

✓
+99 ER
80

✓
+97 PP
68

✓
+89 FOR
60

✓
+76 BR
55

✓
+54 PP
67

25

Sept 14, 1966

3/4

25R

12.4

Corn field

Bit.

11" Casting
14 Adj. Rings
Water Gate Valve MH
1.5' Deep

One Layer Brick Adj.

Water Gate Valve MH
3.5' Deep
Pre Cast MH
7 Adj. Rings
11" Casting

30

Ab. Road $\frac{Fe}{78 \ 57 \ 44}$ $\frac{BIT}{+96 \ 49-76}$ $\frac{14" Coll}{+79 \ 84}$ $\frac{Fe}{+78 \ 41 \ 40}$ $\frac{12" Coll}{+68 \ 92}$ $\frac{1" P}{+54 \ 82}$ $\frac{12" Coll}{+62 \ 91}$ $\frac{1" P}{+43 \ 82}$ $\frac{8" Coll}{+39 \ 88}$ $\frac{End Cornfield}{+40}$ $\frac{Fe Cor}{+37 \ 99}$ $\frac{SW Cor He}{136 \ 106}$ $\frac{NW Cor PP}{+107 \ 53 \ 96}$

29

 $\frac{Abandon Rd}{70-50}$ $\frac{Corn}{15 \ 25}$ $\frac{Fe Cor}{+39 \ 78}$ $\frac{PP}{+36 \ 94}$ $\frac{Tw 4' EE}{+14 \ 30}$

28

 $\frac{Abandon Rd}{65-50}$ $\frac{Corn field}{15 \ 25}$ $\frac{Fe}{39}$ $\frac{8" Oak}{+92 \ 38}$ $\frac{6" Elm}{+68 \ 78}$ $\frac{28" Oak}{+55 \ 37}$

815.

Sept. 20, 1966

32
15

x x x x x
2-S-B

chain list for

Cornfield



✓
16" Oak ✓
+11 40

32

✓ Fe ✓
49 40

✓
16" Oak ✓
+89 40

✓
Tw 4" Coll
+40 67

✓
SW Cal. Ho
+05 114

✓
Tw 4" Coll
+05 84

✓ Fe
46

✓
Fe
39

31

✓
8" Coll
+80 53

✓
8" Coll
+68 68

✓
3-6" Coll
+54 73

✓
BIT
+65 49-76

✓
6" Coll
+58 67

✓
12" Coll
+50 72

✓
Tw 10" Coll
+44 64

✓
Road
+43 Gutter

✓
Road
+18 Gutter Line

30

✓ Hyd
+02 81

95
12
1955

Sept. 20, 1966

33
76



35

$$\begin{array}{r} \text{N.W., Cor PP} \\ +98 \quad \underline{52} \end{array}$$

$$\begin{array}{r} \text{Fe Cor. Fe Cor} \\ +148 \quad \underline{58} \quad +148 \quad \underline{39} \end{array}$$

34

$$\begin{array}{r} \text{Fe.} \\ \underline{56} \quad 40 \end{array}$$

$$\begin{array}{r} +81 \quad \underline{4 \text{ Cott}} \\ +75 \quad \underline{4 \text{ Cott}} \quad 61 \end{array}$$

$$\begin{array}{r} \text{Tw 16" O} \\ +56 \quad \underline{40} \end{array}$$

33

$$\begin{array}{r} +103 \quad \underline{26 \text{ O}} \\ \text{Fe} \\ \underline{53} \quad 40 \end{array}$$

37

29 Trees
Along Swamp
58-68 ft



+25 Edge
Swamp

36



✓ 1 +80 12" Oak
52
+75 20" Oak
48

✓ +53 16" Oak ✓
48

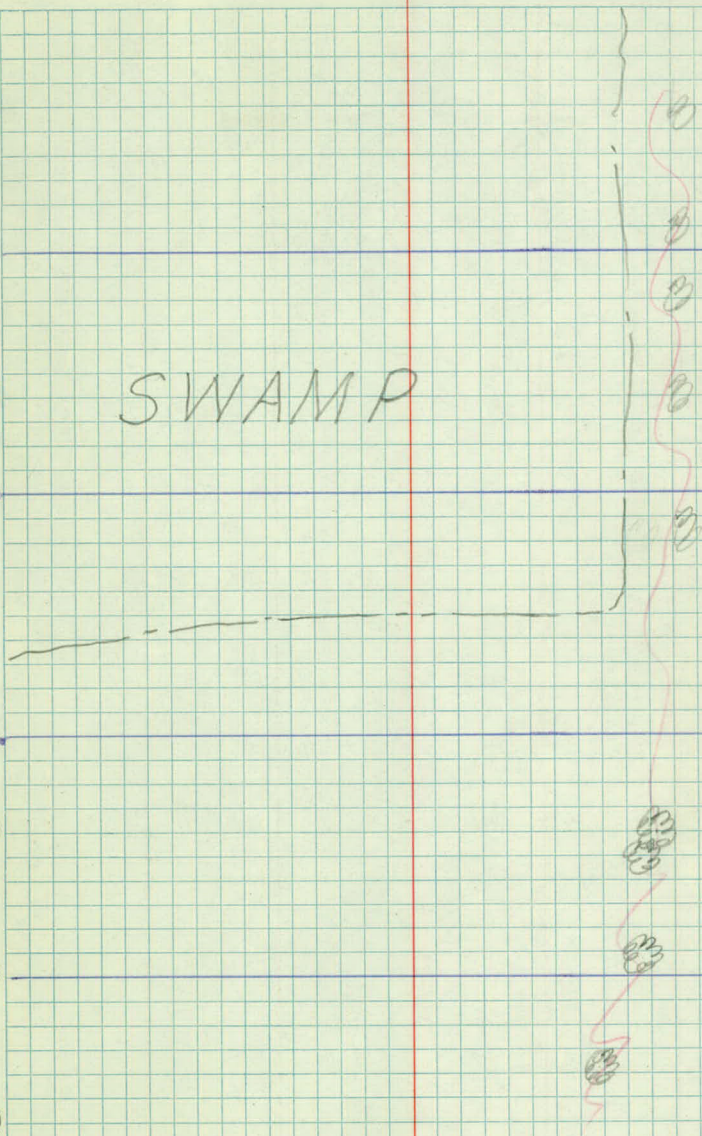
✓ +31 18" Oak ✓
39

35

Sept. 20, 1966

35
18

SWAMP



40

✓
+50 $\frac{MH}{4}$

39

✓
+79 $\frac{24" Oak}{47}$
✓
+51 $\frac{6" BF}{58}$
✓
+44 $\frac{14" W. Hollow}{45}$

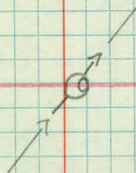
+36 Edge Swamp

38

FK
RW
DW

Sept. 21, 1966

36
19



42

41

+00 NW Cor PP
52

1

+95 Tw 4' Coll
55

40

Sept. 21, 1966

37
~~20~~

Alfalfa
Hayfield



45

44

43

Sept. 21, 1966

38
21

Hayfield

47

FOR NW Cor PP
53

46

45

Sept 21, 1966

39
22



Hayfield

50 ✓ $\frac{+96}{21} \frac{6" Elm}{19}$ ✓
 +85 $\frac{Trip 4" Ash}{21}$ ✓ $\frac{+88}{34} \frac{Dead 6" P}{34}$
 ✓ $\frac{+68}{50} \frac{4" Ash}{16}$ ✓ $\frac{+62}{17} \frac{4" Elm}{17}$
 ✓ $\frac{+59}{16} \frac{8" Elm}{16}$
 ✓ $\frac{+56}{20} \frac{6" Elm}{20}$

Trees
28-59

✓ $\frac{+45}{34} \frac{SE Cor old Foundation}{34}$

✓ $\frac{+43}{34} \frac{Abandon Open Well}{34}$

49 $\frac{+104}{23} \frac{Lilac}{23}$

Trees
33 → 58

✓ $\frac{+69}{16} \frac{14" Elm}{16}$

✓ $\frac{+37}{56} \frac{Quad 5" BE}{56}$

✓ $\frac{+58}{16} \frac{4" Elm}{16}$

✓ $\frac{+43}{39} \frac{6" Elm}{39}$

✓ $\frac{+43}{56} \frac{14" Elm}{56}$

✓ $\frac{+59}{15} \frac{12" Elm}{15}$

✓ $\frac{+44}{29} \frac{Tw 8" BE}{29}$

✓ $\frac{+57}{12} \frac{4" Elm}{12}$

✓ $\frac{+37}{31} \frac{12" BE}{31}$

✓ $\frac{+23}{43-60} \frac{Begin 19 Box Eldous}{43-60}$ to Sta 49

✓ $\frac{+18}{45} \frac{Trip 6" BE}{45}$

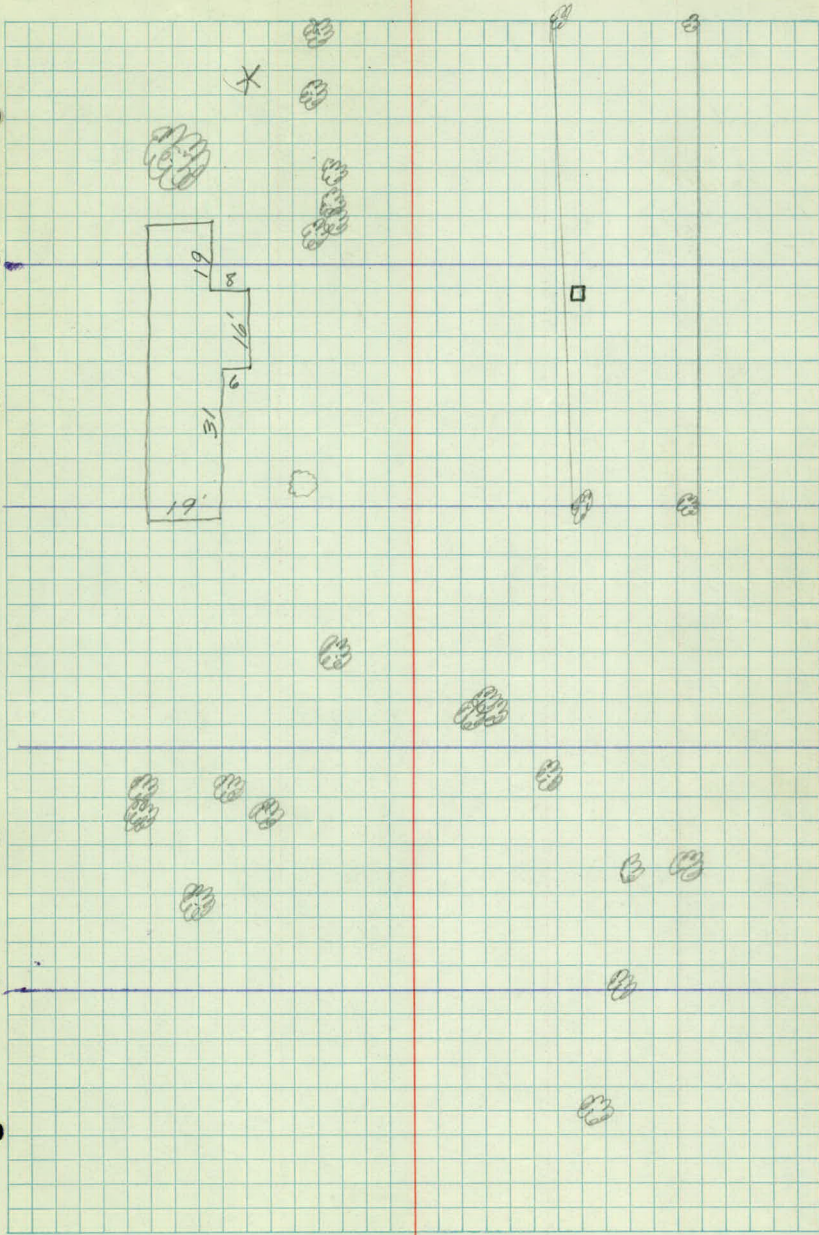
48

✓ $\frac{+102}{42} \frac{8" BE}{42}$

✓ $\frac{+75}{37} \frac{6" Elm}{37}$

Sept. 21, 1966

40
23



+20 End Trees
 60
 52

+25 W.G.V.
 41

+28 Qued 6" Basswood
 3

+31 42" Elm
 40

+33 Signal
 75

+37 SD
 64.5

+38 B. Bit
 4

+42 Gas Breather Pipe
 26

+48 Edge Lowland & Woods
 28

+51

+52 MH
 5

+52 W. ETCM
 64

+70 Trees
 41

+70 End Woods & Begin Lowland
 4

+70 Trees
 52

+70 Tw 8" Mt. Ash
 17

+70 8" N Pine
 25

+70 Cor Trees
 33

+70 Trees
 66

Sept. 21, 1966

4/
34

LEXINGTON

AVE.

9" Casting
No Adj. Rings
eccentric Cone.
about 8' Deep



Lowland

TREES

TREES



55

+43 E Grape Arbor
85

+26 6" Plum
54

+103 SE Cor Bldg
96

+109 B. Temp. Fe
1 → 37

54

Garden
39 37

+73 SW Cor Bldg
96

+82 B. Grape Arbor
79

+71 End Pines
41

+52 16" Elm
77

+57 10" Apple
53

+49 8" P
81

+33 16" Elm
63

+96 B. Row 10 pines
37

+29 Cor Basement
Garage 102

+20 Cor Wall
72-58

+20 18" Elm
87

+11 4" Elm
63

+13 12" Elm
59

53

+100 E PP
56

+78 B. Wall
49

+84 14" Elm
56

+91 14" Elm
61

+72 Ent 13' x 30' M
78-47

+76 16" Elm
41

+93 SW Cor Hd
100

+88 MH
10

+90 14" Elm
81

+89 STP
51

+80 E. E. 24" SCP
54

+93 Raspberry
28

+61.6 End Bit
2

+93 Raspberry
32

FK
RW.
DD

Sept. 21, 1966
Oct. 4, 1966

42
25

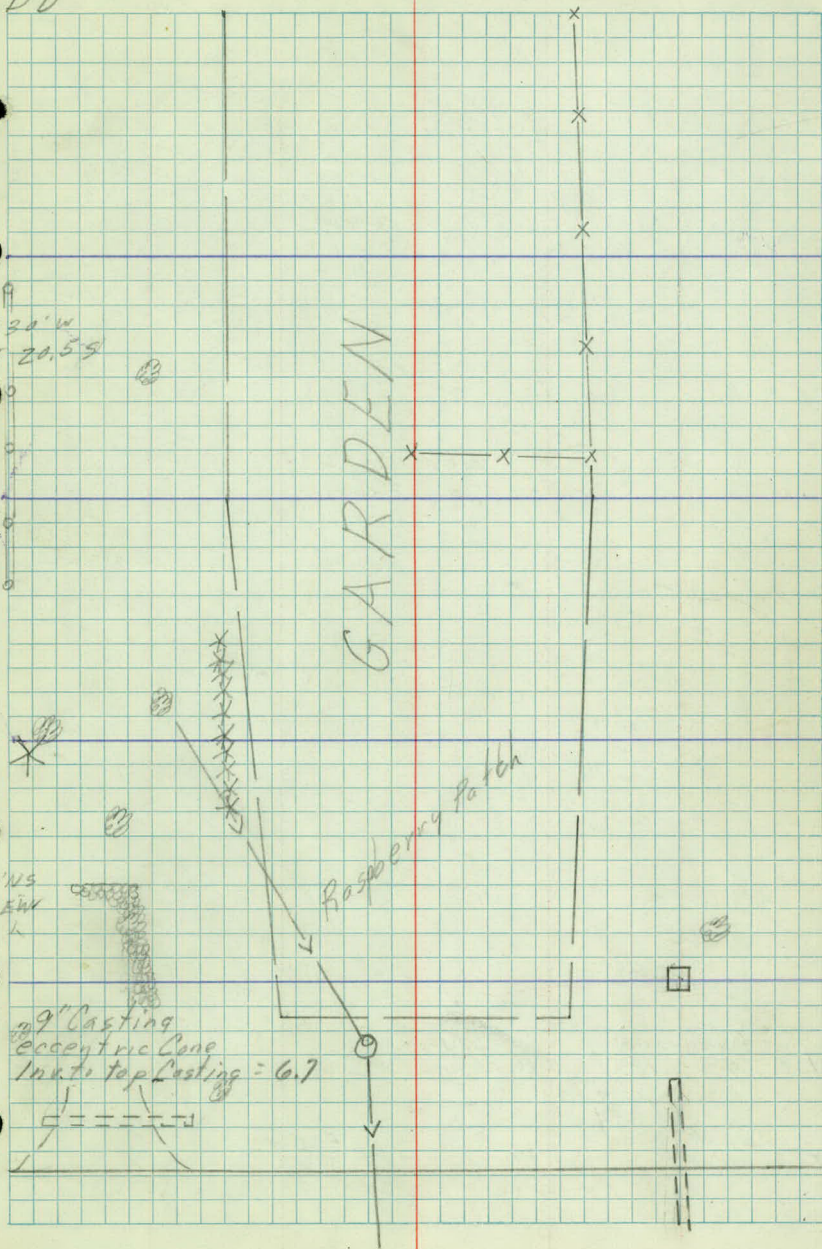
E 20' W
N 20.5 S

GARDEN

Raspberry Patch

20' NS
30' EW

9" Casting
eccentric Cone
In. to top Casting = 6.7



+140 Woods
80

+15 Begin Lowland

+54 End Woods
32

+20 End woods
68

57

+10 End Woods
2

+80 Woods
← 35

+50 End Woods
10 24

56.

Woods
2 - 72

+50 End woods
70 2 18 84

+05 Woods
32 55

+11 End Fe
54

+03 L in Fe
32

+03 Fe Cor
33

55

+03 E Garden
A0

60

59

+54 N.E. 36" C.M.
74

58

+85 Begin
Pond Area

Oct. 4, 1966

44
27

Pond Area

Lowland

62

61

+72 Edge Pond
Area

60

Oct. 4, 1966

45
28

lowland

Pond Area

65

faint handwritten notes

faint handwritten notes

+107 $\frac{4'' \text{E/m}}{2}$
 +105 $\frac{4'' \text{E/m}}{7}$ *Read BE*

64

+86 $\frac{8'' \text{E/m}}{74}$

+79 $\frac{6'' \text{E/m}}{29}$

+68 $\frac{4'' \text{E/m}}{17}$

↓ +95 $\frac{4'' \text{E/m}}{63}$
 +92 $\frac{4'' \text{E/m}}{30}$

+60' Edge Lowland

63

Oct. 4, 1966

46
29



$$\begin{array}{r} +35 \cdot 12'' \text{Oak} \\ 14 \end{array}$$

$$\begin{array}{r} +33 \cdot \text{Tw } 12'' \text{Oak} \\ 11 \end{array}$$

$$\begin{array}{r} +15 \cdot \text{Tw } 6'' \text{Oak} \\ 10 \end{array}$$

67

$$\begin{array}{r} +97 \cdot 8'' \text{Oak} \\ 12 \end{array}$$

$$\begin{array}{r} +99 \cdot 8'' \text{Oak} \\ 70 \end{array}$$

$$\begin{array}{r} +90 \cdot \text{Tw } 8'' \text{Oak} \\ 25 \end{array}$$

$$\begin{array}{r} +74 \cdot 6'' \text{Oak} \\ 3 \end{array}$$

$$\begin{array}{r} +50 \cdot 10'' \text{Oak} \\ 57 \end{array}$$

$$\begin{array}{r} +41 \cdot 12'' \text{Oak} \\ 51 \end{array}$$

$$\begin{array}{r} +22 \cdot 5'' \text{p} \\ 69 \end{array}$$

$$\begin{array}{r} +07 \cdot 3-8'' \text{Oak} \\ 67 \end{array}$$

66

$$\begin{array}{r} +53 \cdot 12'' \text{Oak} \\ 95 \end{array}$$

$$\begin{array}{r} +27 \cdot 24'' \text{Oak} \\ 102 \end{array}$$

65

Oct. 4, 1966

47
30



h



70

$$+91 \cdot \frac{6'' \text{ Coll}}{74}$$

$$+84 \cdot \frac{6'' \text{ Coll}}{76}$$

$$+58 \cdot \frac{6'' \text{ Coll}}{67}$$

$$+62 \cdot \frac{PP}{64}$$

$$+48 \cdot \frac{4'' \text{ Coll}}{62}$$

$$+31 \cdot \frac{\text{Power Tower}}{90}$$

69

$$+25 \cdot \frac{16'' \text{ Oak}}{70}$$

$$+15 \cdot \frac{4'' \text{ P.P.}}{52}$$

$$+37 \cdot \frac{P.P.}{27}$$

$$+07 \cdot \frac{12'' \text{ O}}{60}$$

68

$$+02 \cdot \frac{T.M. 4''}{56}$$

$$+67 \cdot \frac{12'' \text{ Oak}}{38}$$

$$+58 \cdot \frac{14'' \text{ Oak}}{29}$$

FK
RW
DD

Oct. 10, 1966

45
31

20
20
20

20
20

20

20

20

20

20

20

20

+46 Tripp 2 1/2 E
15

72

+89 4 Coll
31

+41 4 Coll
45

+50 Pothole
115

+30 Pothole
43

+15 Pothole
2

Pothole
11

71

+50 Pothole
30

+85 Pothole
140

+64 Pothole
84

+42 8-4 Willow
10

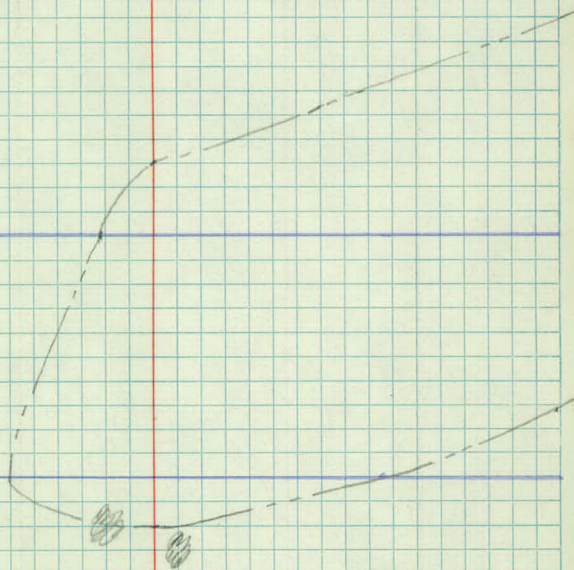
+35 To 6" Willow
A

+41 Pothole
Φ

70

Oct. 10, 1966

49
32



75

+106 Power Tower
92+90 R Tie
Tower+62 4"CE
66+55 10"CE
58+30 6"CoH
7+16 5"CoH
26

74

+95 8"CoH
17+98 6"CoH
27
+87 Trip 5"CoH
5+82 4"CoH
22+94 4"CoH
60+76 5"CoH
12+74 4"CoH
64

73

+61 Tu 10"CE
59

Oct 10, 1966

50
~~33~~



2.



$\begin{array}{r} \text{Read} \\ 63 - 35 \\ \hline \end{array}$
 $\begin{array}{r} \text{SWP} \\ 15 \\ \hline \end{array}$
 +25 Edge SWP

$\begin{array}{r} \text{PP} \\ +22 \quad 32 \\ \hline \end{array}$

$\begin{array}{r} .5-6 \text{ Willow} \\ +13 \quad 7 \\ \hline \end{array}$

$\begin{array}{r} .8 \text{ Willow} \\ +14 \quad 24 \\ \hline \end{array}$

77
 $\begin{array}{r} \text{BT} \\ 71 - 43 \\ \hline \end{array}$

$\begin{array}{r} \text{B.T.} \\ +75 \quad 74 - 45 \\ \hline \end{array}$

$\begin{array}{r} \text{BT} \\ +40 \quad 83 - 53 \\ \hline \end{array}$

$\begin{array}{r} \text{POR} \\ +107 \quad 45 \\ \hline \end{array}$

$\begin{array}{r} \text{BT.} \\ +12 \quad 90 \\ \hline \end{array}$

$\begin{array}{r} \text{OV} \\ +11 \quad 56 \\ \hline \end{array}$

76

$\begin{array}{r} \text{MH} \\ +98 \quad 112 \\ \hline \end{array}$
 $\begin{array}{r} \text{MH} \\ +98 \quad 49 \\ \hline \end{array}$

$\begin{array}{r} \text{E.BT.} \\ +94 \quad \cancel{4} \\ \hline \end{array}$

$\begin{array}{r} \text{BK} \\ +97 \quad 25 \\ \hline \end{array}$

$\begin{array}{r} \cancel{4} \text{ E.} \\ +77 \quad 98 \\ \hline \end{array}$

$\begin{array}{r} \text{B.BT.} \\ +67 \quad \cancel{4} \\ \hline \end{array}$

$\begin{array}{r} \text{Hnd} \\ +49 \quad 37 \\ \hline \end{array}$

$\begin{array}{r} \text{PP} \\ +58 \quad 35 \\ \hline \end{array}$
 $\begin{array}{r} \text{N. Edge Ent} \\ +50 \quad 98 \\ \hline \end{array}$

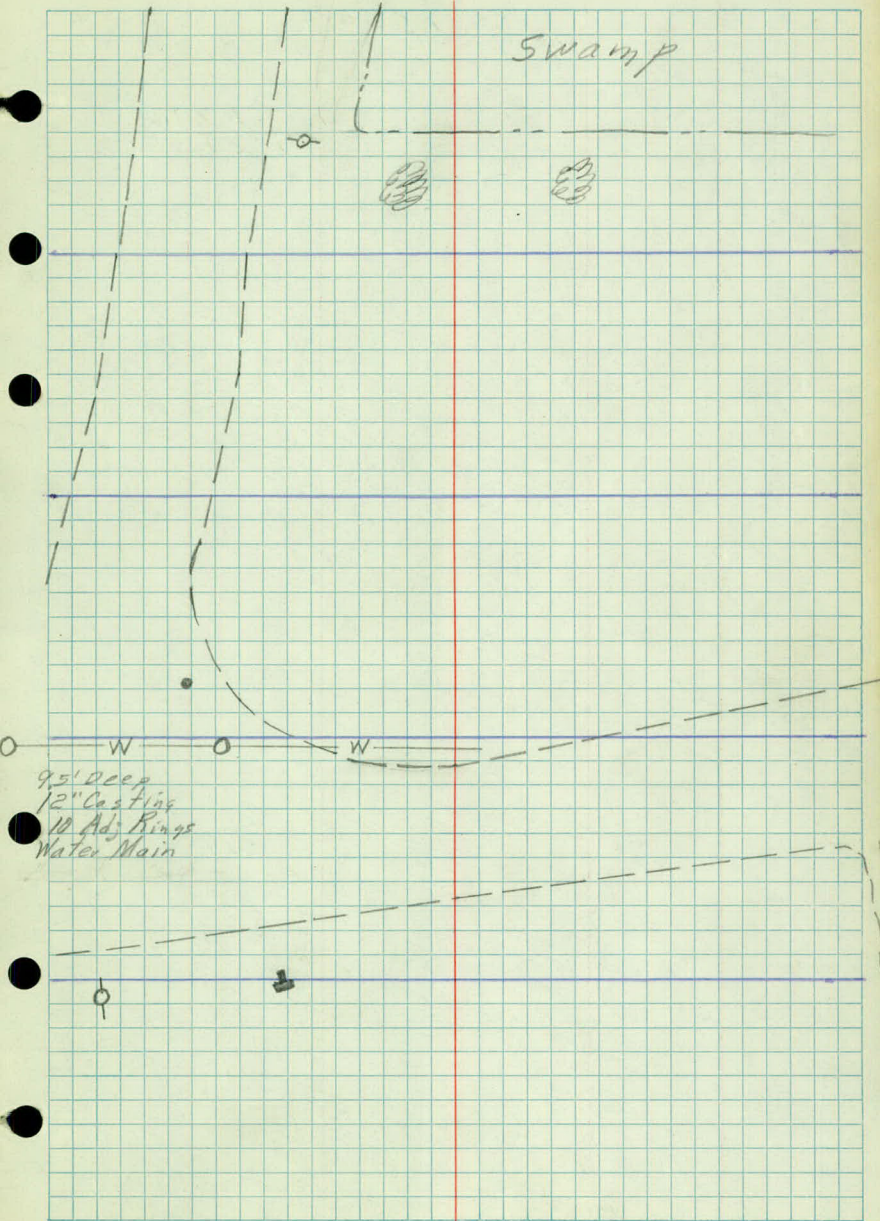
$\begin{array}{r} \text{PP} \\ +47 \quad 74 \\ \hline \end{array}$

75

Oct. 10, 1966

51
34

Swamp



80

Road
 24 4
 +99 60" X 100' S.C.P.
 48 52

+87 Tub "Willow"
 29

+50 Road Swp
 29-4 14

79

Road Swp
 36-8 9

+94 PP
 8

+57 Swp
 4

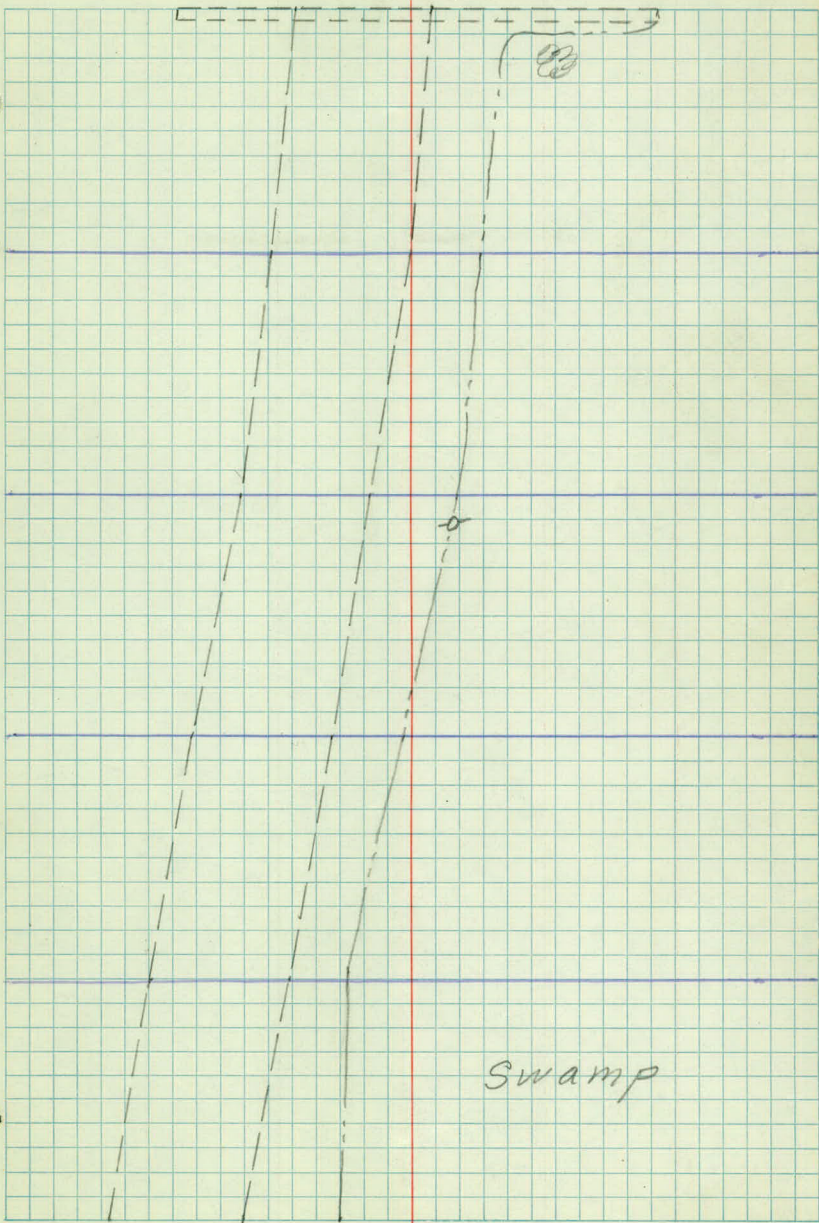
+50 Road Swp
 46-17 2

78

Road Swp
 54 26 10

Oct. 10, 1966

52
35



Road
13 14

+21 Hyd
28

+24 ER
14

+17 PP
29

+07 POR
28

+19 TP
29

82

+05 BR
54

Road
11

+93 ER
66

+78 POR
33

+67 BK
16

+63 E Tie
Tower
Road
16 10

SW Cor
+43 Power Tower
54

81

Road
19 10

+71 PP
33

Road
20 8

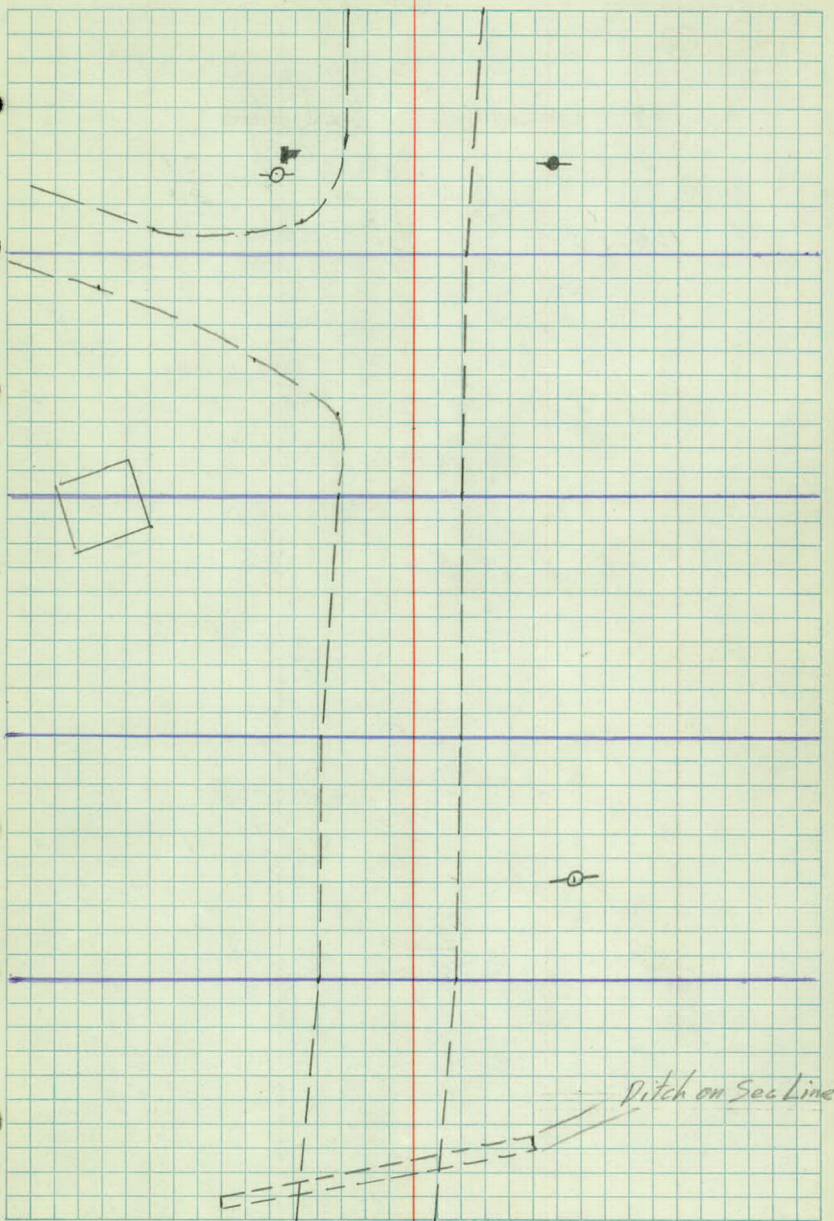
+17 N.E. 36 CM
25

+04 N.E. 36 CM
40

80

Oct. 10, 1966

53
36



85

Road
5 24

+94 2" Cedar
65
+95 E.E. 18" CM
29
+96 2 1/2" Ent
58
+91 ER
24
+81 BR
34
+54 W.E. Abandon 20'
16 Culv
+32 3" P
70
+35 W.E. 18" CM
28
+42 Hyd
44
+35 2 10' Conc
Ent 60
+50 ER
44
+41 POB
26
+30 BR
22
+106 PP
19
+12 TP
35
Road
6 21

84

+60 Road
7 20

+70 E.E. 18" CM
36
+43 Cor. Ent
51
+42 4" Apple
51
+27 Cor. Ent
53-60
+52 E. Ent + R
C-Rock
+81 N.W. Cor. Hu
5A
+65 Cor. Ent
53-67
+62 B. Spruce
41
+75 E. Spruce
41
+37 E. Spruce
41
+34 W.E. 18" CM
39
+07 B. Spruce
40
+05 M.H.
38
Road
10 17
+03 TP
31
+100 E.E. 18" X 18"
36

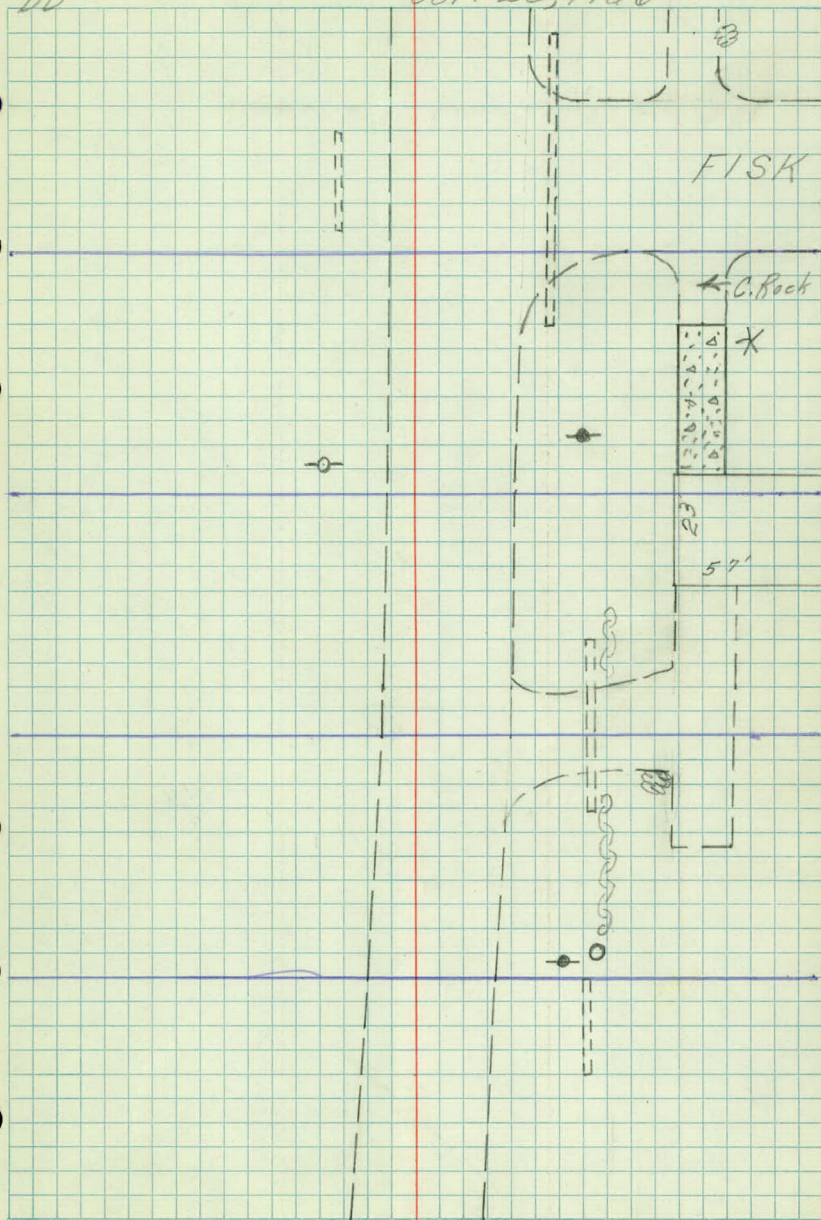
83

+81 W.E. 12" X 18" CM
36

FX
FS
RW
DD

Oct. 10, 1966
Oct. 28, 1966

54
37



Lt.

L

Rt.

27

Road
2 25+71 $\frac{6'' \text{ Cedar}}{74}$ +38 $\frac{PP}{65}$ +40 $\frac{TP}{39}$ +40 $\frac{MH}{26}$ +29 $\frac{EP}{3}$ +17 $\frac{18}{PP}$ +05 $\frac{NW \text{ Cor Garage}}{58}$ +11 $\frac{BR}{20}$

36

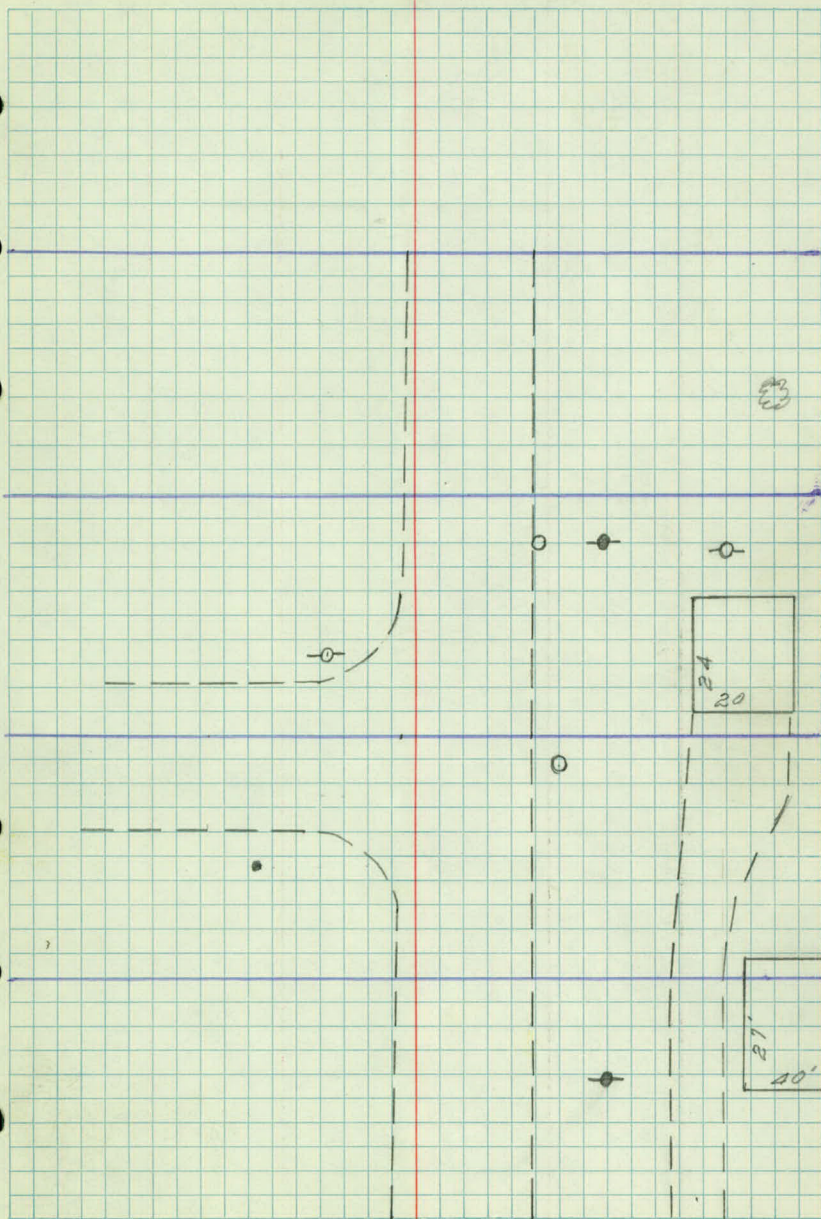
Road
3 24+94 $\frac{MH}{30}$ +80 $\frac{EP}{23}$ +63 $\frac{BR}{4}$ +73 $\frac{GGV}{33}$ +27 $\frac{NW \text{ Cor. Ho}}{68}$ +29 $\frac{TP}{40}$

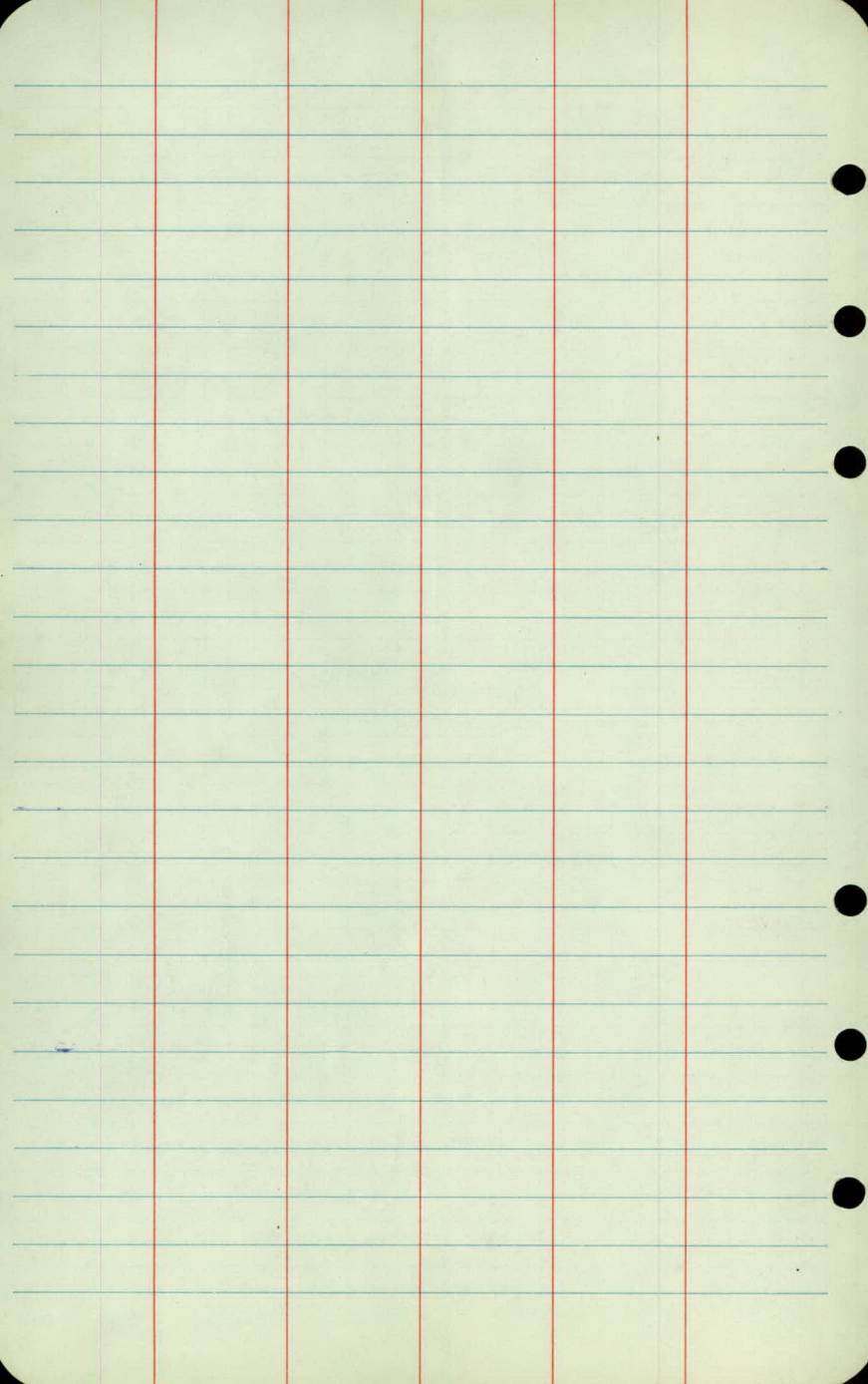
35

5 24

Oct. 28, 1966

55
38





Lat Sta 50+00 Az Stadia

to Sta 46+00 270°

NE Cor Ho 346°25' 234

SE Cor Ho 346°10' 207

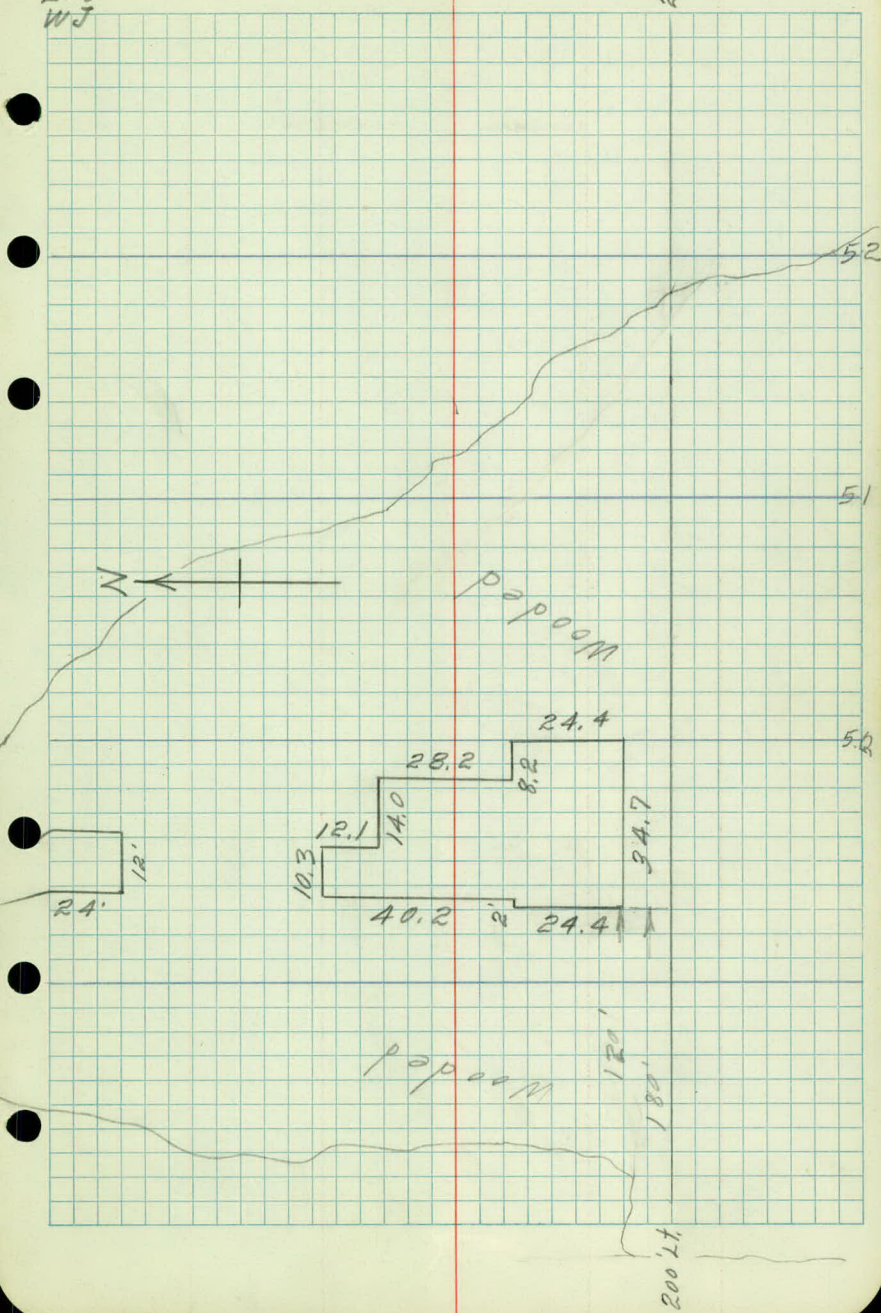
SW Cor Ho 336°45' 211

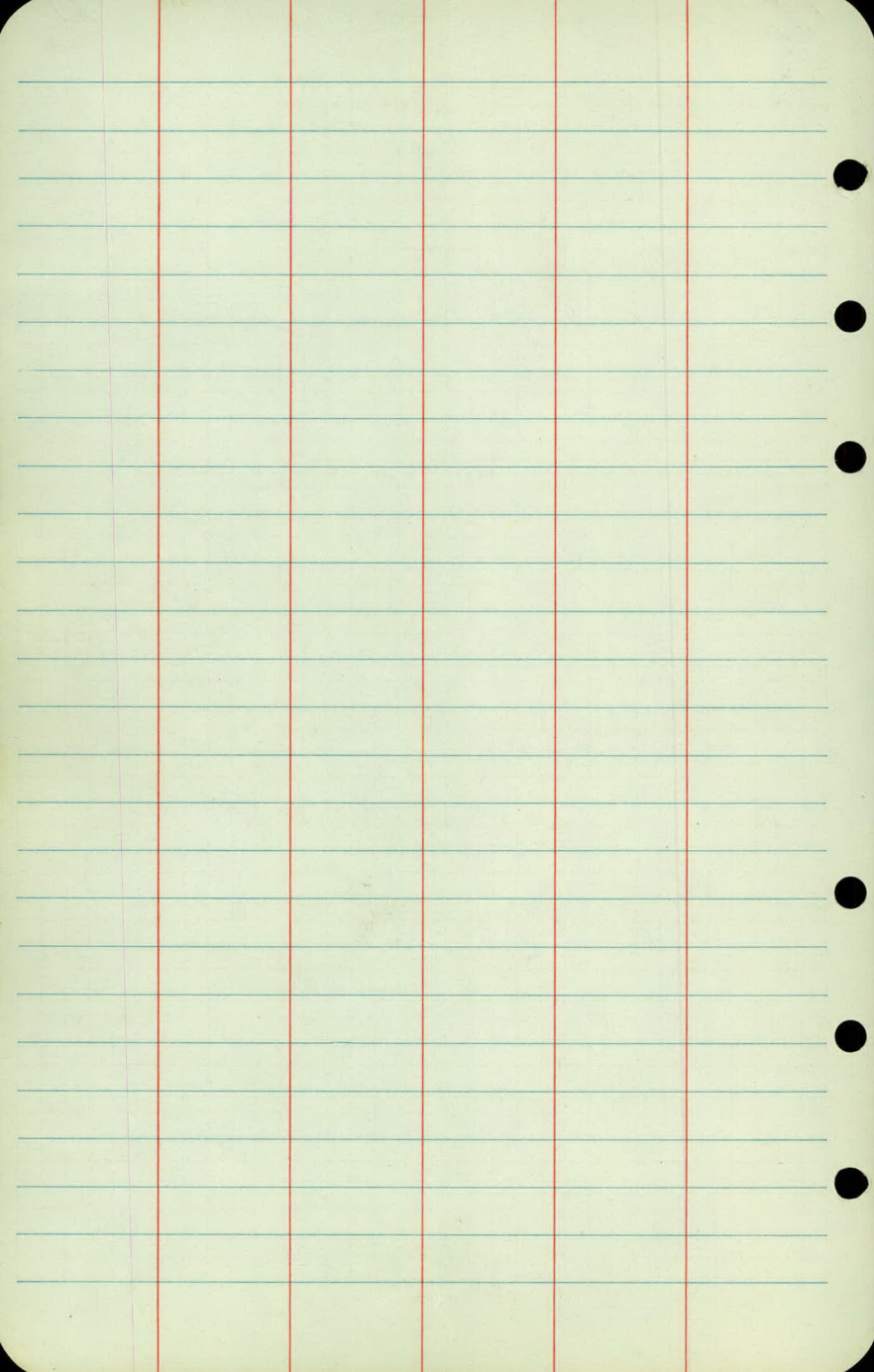
FK
WM
LPD
WJ

March 8, 1967

57

200





FK
FS
RW
DD

Oct 21, 1966

5B
T

Co Rd "C"

Snelling to Victoria

X-Sections

Sta + π - Elev

BM 5.14 929.735 (924.595)

25+89 MH 5' Rt 4.85 924.89

25+93 MH 10' Lt 5.66 924.08

BM 2.78 926.955

26+22.50 $\neq$ Hamline $\checkmark$

+43 Shoulder Line $\checkmark$

+48 Ditch $\neq$ $\checkmark$

+57

$\checkmark$

Oct. 21, 1966 59
Lt. E Rt 2

Roseville BM. #92 N.E. Cor. Hamline & C

N.S.P. Gas

Top Hyd NE Cor. Hamline & C

24.9	24.7	24.6	24.5	24.4	24.1	24.0	24.0	24.0	24.0
4.8	5.0	5.1	5.2	5.32	5.6	5.7	5.7	5.69	5.69
100	75	50	29		25	50	75	88	92

N. Rail S. Rail

24.25	24.1	24.2	23.8	23.6	23.3	23.3	23.5
5.48	5.6	5.5	5.9	6.1	6.4	6.4	6.2
75.5	75	50	25		25	50	75

S. Rim SD

24.2	24.2	22.5	22.4	22.3	22.1	22.5	22.3	21.9	21.4	23.4	23.5
5.5	5.6	7.21	7.3	7.4	7.6	7.2	7.4	7.8	8.3	6.3	6.2
75	58	55	50	30	15		25	50	62	67	75

FL158N

24.2	24.4	24.6	24.9	25.0	24.7	23.5	21.4	21.4	
5.5	5.3	5.1	4.8	4.3	4.7	5.0	6.2	8.3	8.3
75	55	39	25		25	44	60	63	66

23.11 23.3

6.3 6.4
75 67

Sta + π - E/ev.

929.735

27

BM

2.785 926.950

BM 6.52 901.13

(894.61)

BM 6.55 906.07 1.61 899.52 (899.56)

BM

6.57 899.50

52+00

✓

+07 MH 6' Lt 11.12 94.95 4/5/67

+12 Tie of slope

Oct. 22, 1966

60

Lt.

L

Rt.

3

25.3	24.9	24.9	25.5	24.2	23.6	24.0	21.9	22.0
4.4	4.8	4.8	4.2	5.5	6.1	5.7	7.8	7.7
75	50	41	25		25	39	50	75

Top Hyd NE Cor. Hamline & C

W. Side of Lexington Ave. at N.W. Corner of Trailer
Court Entrance Between "B2" & "C" Roseville BM #112

Top N.W. Corner flg. of R.R. GRS Signal Box

Top Hyd SW Cor Tracks & RR Lex.

96.9	96.2	95.6	94.7	93.6	94.1	93.2	93.6	92.3
9.2	9.9	10.5	11.4	12.5	12.0	12.9	12.5	13.8
59	54	44	24		20	36	52	57

96.1	98.9	98.4	98.0	93.7
10.0	7.2	7.7	8.1	12.4
62	75	86	76	60

97.1	96.6	95.8	94.8	94.4	95.8	94.9	95.2	95.0
9.0	9.5	10.3	11.3	11.7	10.3	11.2	10.9	11.1
56	41	27	13		10	20	34	44

Sta + π - Elev.

906.07

52+12

Top Culv 58' Rt 12.55 93.5

Top Culv 65' Rt 11.24

+31 Shoulder Line

+38.5 Edge Bit

?
52+50.70 ~~£~~ Lexington

✓

+62 Edge Bit

FK
FS
DD

LT

Oct. 24, 1966
£

RT 61
#

97.2	96.7	94.5	92.2	92.2	91.2	91.2	98.1
8.9	9.4	11.6	13.9	13.9	11.9	8.0	
75	70	55	57	61	66	75	

04.8	03.9	03.2	02.4	01.8	00.9	00.2	00.1	99.4
1.3	2.2	2.9	3.7	4.3	5.2	5.9	6.0	6.7
75	58	43	19		27	48	63	75

05.1	04.4	03.5	02.7	01.9	01.1	00.5	99.9	99.4	99.7
1.0	1.7	2.6	3.4	4.2	5.0	5.6	6.2	6.65	6.4
65	60	40	20		20	40	60	50	75
								65	

05.3	04.7	03.8	03.1	02.3	01.5	00.9	00.3	99.9
0.8	1.4	2.3	3.0	3.8	4.6	5.2	5.8	6.2
75	60	40	20		20	40	60	75

06.1
0.0
9.3

99.46 99.46
661 6.61
926 88
Rail Rail

05.2	04.5	03.6	02.9	02.1	01.4	00.7	00.1	99.4
0.9	1.6	2.5	3.2	4.0	4.7	5.4	6.1	6.5
75	60	40	20		20	40	60	75

Sta + π - Elev.

906.07

52+68 Shoulder Line

Lt FL S. End Ent Culv 4.37

+83 Toe Slope

Top EE Culv 53' RT 13.03 93.04

✓
+88 Top MH 9' Lt. 11.64 94.43 4/3/67

53

TP 9.39 912.42 3.04 903.03

52+50.50 ^{70'} $\neq$ Lex

BM 4.01 2.22 910.20

BM

0481 MH 43' RT 7.98

1400 $\neq$ 3.45

Lt.

Oct. 24, 1966

62
5

RT

X

05.1	04.5	03.7	02.9	02.2	01.6	00.4	00.2	99.8
1.0	1.6	2.4	3.2	3.7	4.5	5.3	5.9	6.3
75	60	40	20		20	40	60	75

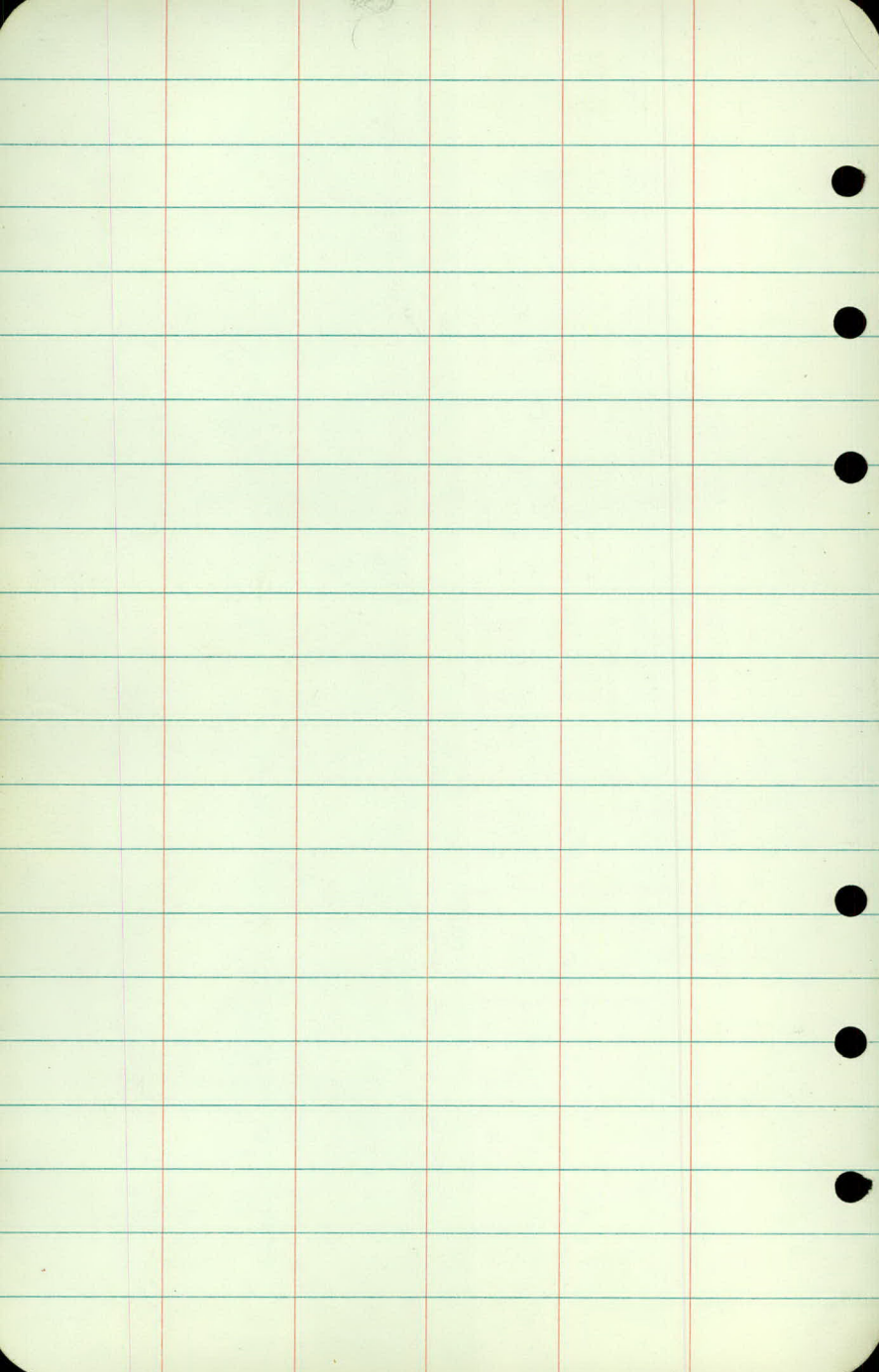
98.1	97.6	96.6	94.8	93.2	92.1	92.0	92.9	93.6
7.5	8.5	9.5	11.3	12.9	14.0	14.1	13.2	12.5
48	40	33	20		20	40	57	65

02.9	03.9	04.0	04.4		98.4	98.2
3.2	2.2	2.1	1.7		2.7	2.9
53	57	66	75		75	74

903.7	03.2	02.6	98.4	95.5	94.6	92.9	92.0	91.4	91.6	92.4	97.9
24	29	35	77	10.6	11.5	13.2	14.1	14.7	14.5	13.7	8.2
75	63	57	53	32	20		20	40	52	60	80
Top Culv								Dike Line			

12.4	10.9	08.6	05.4
0.0	1.5	3.8	6.0
232	200	150	100

Top Hy d. across Lex. from Ho #2630



FK
FS
DD

Oct. 24, 1966

63
6

Co Rd "C"

23-1967

x-sections

Pages 6-12

Sta + π - Elev

BM 9.33 895.49 886.16

BM 5.63 898.04 3.08 892.41

INV
S. End 36" x 65 CM $\begin{array}{r} 3.00 \\ 4.80 \\ \hline 12.55 \end{array}$ 20.35 877.69

0.56

Inv. N. End Culvert = 877.13

BM 13.38 905.79 5.63 892.41

BM 12.21 917.67 0.33 905.46

BM 2.95 914.72

T.P. 0.87 906.72 11.82 905.85

BM 7.92 903.55 11.09 895.63

BM 3.68 900.51 6.72 896.83

BM 2.44 900.15 2.795 897.71 897.71

TP 7.09 902.40 4.84 895.31

BM 5.26 897.14 897.085

TP 6.85 899.25 10.00 892.40 894.71

B.M. 1.53 897.72

$\begin{array}{r} 385 \\ 1.53 \\ \hline 2.32 \\ 892.40 \\ \hline 894.72 \end{array}$

Oct. 24, 1966

64
-7

Top Bolt on N. Side of NE Leg Transmission
Line Pole
Spike in P.P. # 3815 along R.R.

1.17 ←
Water Surface
1.17 Top to Water 1.73
North South
Culvert is at Right angles to Track
 $1.73 - 1.17 = 0.56$

Spike in PP# 3815 along Railroad
Iron on 90' Line Extended

P.K. Nail in PP# 17 Along Railroad

~~Nail in PP # 18 Along Railroad~~

Top Bolt on N. Side of NE Leg Transmission Line Tower

Top Square Nut

Top Hyd Victoria between C & R.R.

M.H.

Top Hyd opposite Drive to Ho. # 2555 Victoria

Bin Hyd opposite Church

Top Hyd Victoria between C & R.R.

Sta + π - Elev

BM 12.12 926.84

914.72

+45
66+50

+20
66+20
+15 ok

+95
66+95
67

+07
67+07
+12

+28
67+28
+33

+57.4
67+57.4
+62.4

FK
FS
RW
DD

Lt

Oct. 25, 1966

A

Rt

65
8

P.K. nail in P.P. No. 17 along Railroad

24.8 24.1 23.0 22.2 21.5 20.5 19.5 18.4 17.8 13.7
2.0 2.7 3.8 4.6 5.3 6.3 7.3 8.4 9.0 13.1
75 60 41 23 16 29 46 54 57

23.7 23.0 22.2 20.6 19.2 17.1 16.0 15.9 12.6
3.1 3.8 4.6 6.2 7.6 8.8 9.7 10.8 10.9 14.3
75 61 39 20 16 33 54 68 74

24.1 23.5 22.6 20.9 20.3 19.5 16.8 14.5
2.7 3.3 4.2 5.9 6.5 7.3 10.0 12.3
75 61 38 21 12 18 21

23.1 23.0 21.9 20.7 19.2 18.6 14.7 13.1
3.7 3.8 4.9 6.1 7.6 8.2 12.1 13.7
75 68 51 26 6 14 15

21.2 21.3 20.5 19.7 18.7 15.1 13.0
5.2 5.5 6.3 7.1 8.1 11.7 13.8
75 63 45 21 8 4

19.2 18.3 18.7 17.8 15.1 13.0
8.6 8.5 8.1 9.0 11.7 12.9
75 59 41 23 19 17

STA. + π - ELEV.

926.84

67+95

68+00

BM 1.93 916.65 12.12 914.72 (914.72)

66+95

67+00

+07

+12

+28

+33

1574

+624

168

+73

LA
FS
RW
DD

Lt

Oct. 26, 1966

Rt.

66
7

14.6 14.6 13.5 12.5
12.2 12.3 13.3 14.3
75 59 42 40

P.K. Nail in PP No. 17 along Railroad

04.7 02.4 99.4 97.5 99.31 99.5 97.9
12.0 14.3 173.192 1739 1724 18.8
39.41 48 51 60 66 75
Rail 5. Rail

900.7 97.2 99.4 99.5 97.3 97.7
16.0 19.5 1728 17.17 193 17.0
37 42 51 57 66 75
Rail Rail

90.3 97.2 99.5 99.6 97.2 04.3 11.0
154 19.5 1725 17.13 195 124 5.7
24 28 40 46 57 70 75
Rail Rail

08.3 01.7 01.5 97.1 99.5 99.6 91.9 12.4 12.5
8.4 15.0 15.2 19.6 17.19 17.08 19.8 43 4.2
10 2 73 8 19 25 37 58 75
Rail Rail

15.8 12.1 06.1 01.2 97.7 97.3 99.5 99.6 97.7 01.6
0.9 46 10.6 15.5 19.0 19.4 17.21 17.06 19.0 15.1
30 21 12 5 4 11 17 30 37
Rail Rail

Sta + Δ - Elev

916.65

+68

67 + 73

67 + 95

68

✓

+12

+17

TP 0.45 907.14 9.96 906.69

+42

+47

✓

LT.

Oct 26, 1966
RT

16.1	15.5	14.5	14.4	11.7	12.5	11.9
10.6	11.2	10.2	10.1	5.0	4.2	4.8
75	55	42	32	48	68	75

00.3	97.5	99.5	99.7	99.1	97.0	01.2	10.5	11.4	11.5
16.4	19.2	17.16	17.05	17.6	19.7	15.5	6.2	5.3	5.2
25	14	7	1	2	11	19	29	45	50
		Rail	Rail						

04.9
11.8
32

06.8 07.7 04.5
9.9 9.0 7.2
75 64 54

01.8	97.3	99.5	99.7	97.1	07.7	08.1	01.9	07.6	04.8
14.9	19.4	17.16	17.02	19.6	9.0	8.6	7.8	9.1	11.9
40	26	18	12		13	24	31	40	52
		Rail	Rail						

08.7 11.4 11.7 11.6
8.0 53 50 5.1
50 53 67 75
Nail in PP #18

04.1
12.6
64

99.6	96.3	00.2	02.8	05.1	06.1	04.8	02.1	01.5	01.4
7.49	10.8	6.9	4.3	2.0	1.0	2.3	5.0	5.6	5.7
34	23	12	3		11	14	31	48	67
Rail									

99.5 96.7 00.1 06.0 05.8
7.62 10.4 7.0 1.1 1.3
40 51 59 69 75
Rail

01.0
6.1
75

Sta + π - Elev.

907.14

+62

68+67

+68+95

69

✓

B.M.

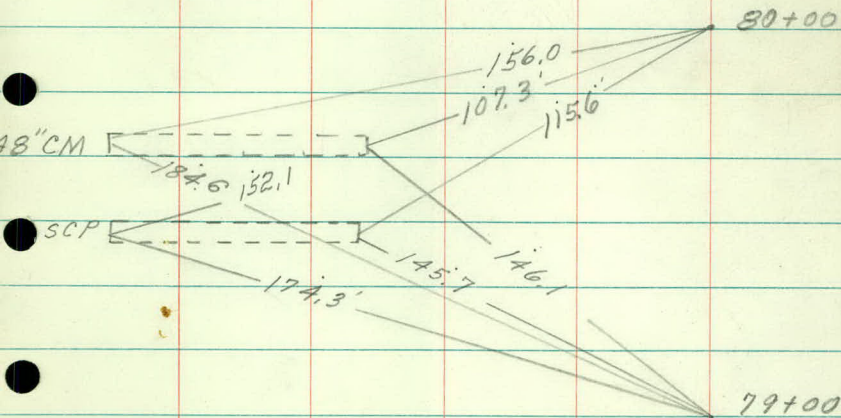
11.53 895.61

895.61

Oct. 26, 1966 68
 11

99.6	97.8	96.1	99.8	92.1	91.4	90.5	99.4	99.0	98.8
7.53	9.3	11.0	7.3	5.0	5.7	6.6	7.7	8.1	8.3
50	43	33	25	17		16	44	69	75
RAIL									
99.4	95.8	99.8							
7.69	11.3	7.3							
56	70	75							
RAIL									
99.3	95.6	97.4	97.7	96.9	97.0	97.0	97.5	96.6	96.1
7.64	11.5	9.7	9.4	10.2	10.1	10.1	9.6	10.5	11.0
74.2	61	52	38	23		17	30	51	75
RAIL									
99.3									
7.79									
80									
RAIL									

TOP BOLT ON N. SIDE OF N.E. LEG TRANSMISSION LINE TOWER



Sta + π - Elev

BM 3.36 901.08 897.72

74+88
75

+30
+42

+66
+68 W. Gutter Line Victoria

+72
+84 $\angle$ Victoria

BM 3.36 897.72 897.72

Lt

L

Rt

69
12

Top of Hyd. on Victoria BETWEEN C.R.D. "C" & R.R. TOWER

97.6	97.9	97.7	98.2	98.3	98.7	99.0	98.6	98.7	98.9
3.5	3.2	3.4	2.9	2.8	2.4	2.1	2.5	2.4	2.1
75	62	44	23		15	32	46	62	75

94.0	94.6	95.4	95.0	95.4	95.9	96.3	96.0	96.6	96.3
7.1	6.5	5.7	6.1	5.7	5.2	4.8	5.1	4.5	4.8
75	60	38	17		16	28	40	57	75

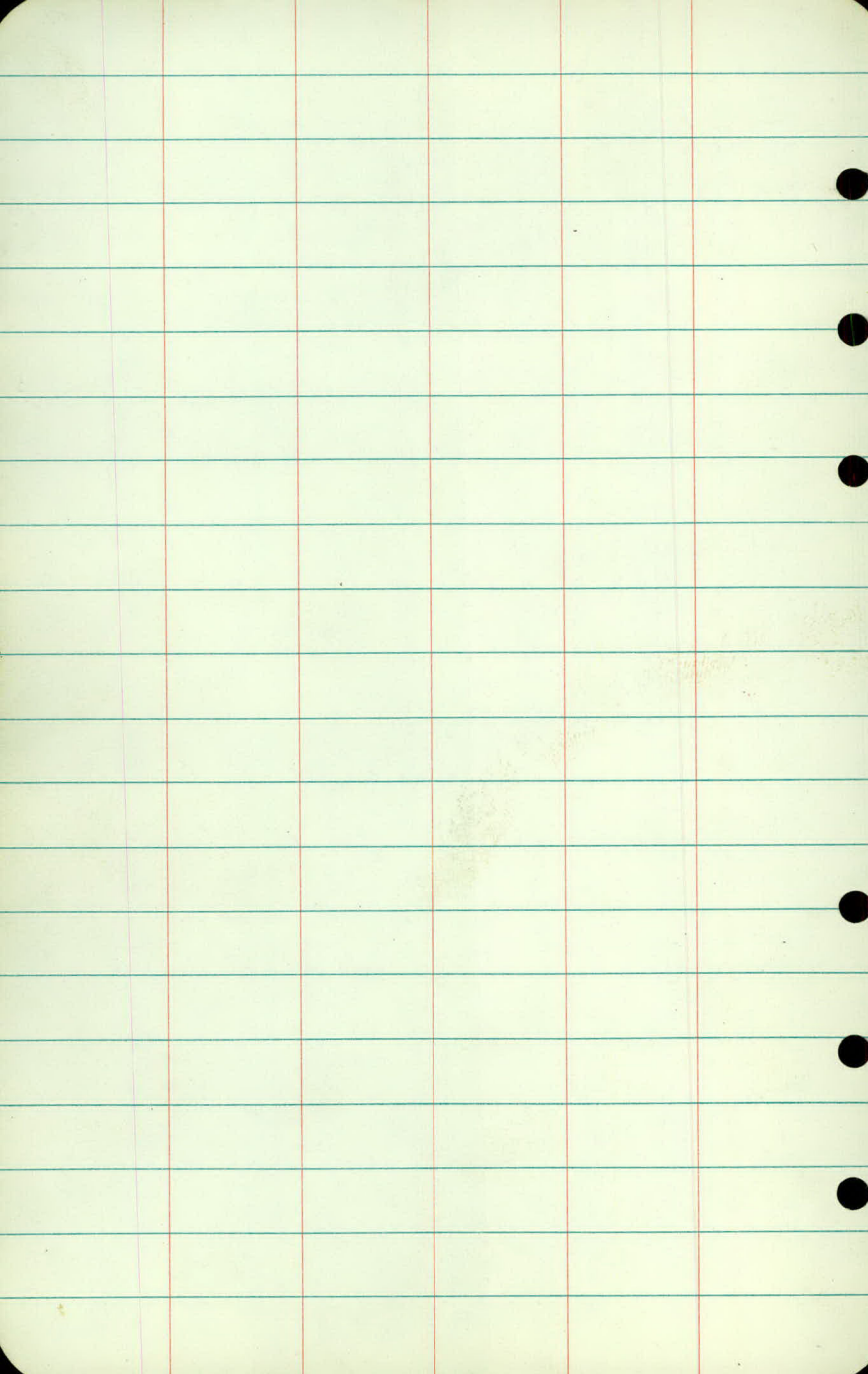
94.5	94.2	94.0	93.6	93.4	93.1	92.9	92.7	92.6
6.6	6.9	7.1	7.5	7.7	8.0	8.2	8.4	8.5
75	56	39	19		19	39	60	75

95.2	94.9	94.6	94.3	93.9	93.6	93.4	93.1	92.8
5.9	6.2	6.5	6.8	7.2	7.5	7.7	8.0	8.3
100	73	48	22		21	46	70	100

Top Hyd on Victoria between C & RR,

There is no evidence of a cross drain under railroad at Sta. 37 $\pm$ and pond on south side is 3' higher than pond on North side

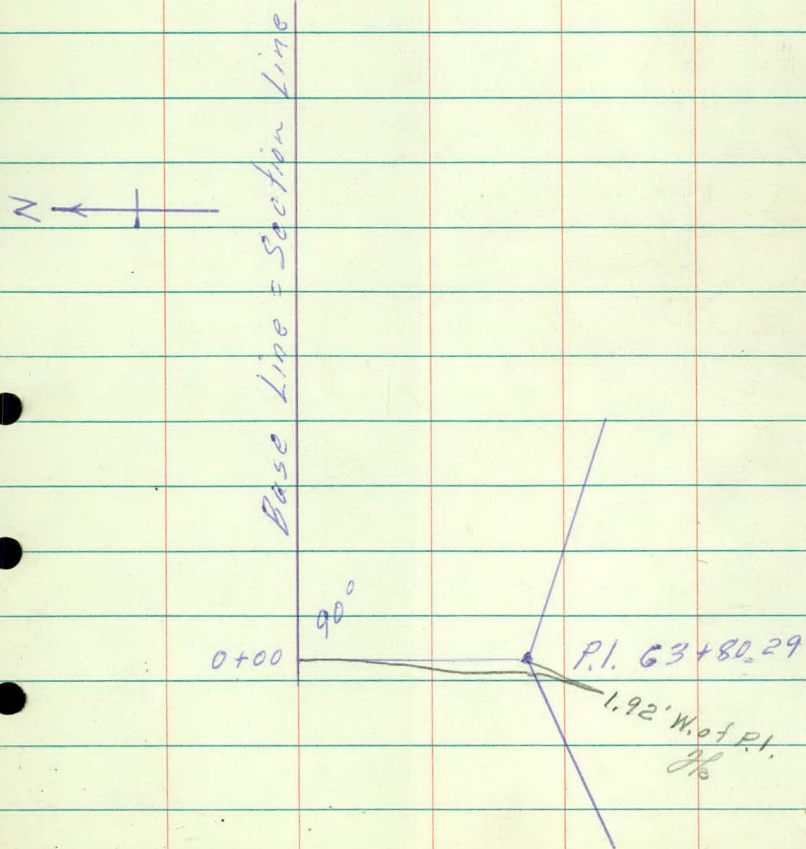
North = 14.3 Below Rail
South = 11.3 Below Rail



Co Rd "C"

Borrow Pit X-Sections

3+75 = Playground (School)



Sta	+	π	-	Elev.
BM	13.55	905.96		892.41

0+00

+25

+50

TP	10.79	914.77	1.98	903.98
----	-------	--------	------	--------

+75

1+00

+25

T.P.	11.93	923.00	3.70	911.07
------	-------	--------	------	--------

PK
FS
RW
DD

Nov. 9, 1966

Overcast 28°

Rt.

71

2

Spike in P.P. # 3815 Along R.R

894.76	92.96	92.86	92.36	92.46	92.06
11.2	13.0	13.1	13.6	13.5	13.9
10		18	30	42	54

98.06	98.06	97.26	96.76	96.96	96.46
7.9	7.9	8.7	9.2	9.0	9.5
10		14	27	42	50

902.16	902.06	903.46	901.96	902.36	902.16
3.8	3.9	2.5	4.0	3.6	2.8
10		5	14	32	47

Nail in Tw 10" BE

905.07	904.47	904.47	905.07	905.57	906.07
9.7	10.3	10.3	9.7	9.2	8.7
10		17	30	42	50

906.77	906.87	906.87	907.37	908.37	908.47
8.0	7.9	7.9	7.4	6.4	6.3
10		14	29	42	50

909.57	908.57	909.67	910.17	910.87	911.27	912.17
5.2	6.2	5.1	4.6	3.9	3.5	2.6
10	5		12	23	36	50

Tile

Drain

Top W. End Tile

Sta + π - Elev.

923.00

1+50

+75

1+90 ^{Iron} Property Line $\pm$

2

+25

+50

T.P. 7.30 928.43 1.87 921.13

+15

+75

£

Nov. 9, 1946

72

BT

14.3 14.2 15.1 14.1 16.7 17.3
8.7 8.8 7.9 6.9 6.3 5.7
10 12 24 36 50

16.1 16.4 18.4 18.4 19.1 19.5 20.0
6.3 6.2 4.6 4.6 3.9 3.5 3.0
10 4 13 25 39 50

15.1 15.8 16.6 17.9 18.8 18.8 19.6 20.1
7.4 7.2 6.4 5.1 4.2 4.2 3.4 2.9
10 2 3 14 26 41 50

15.6 15.8 17.2 18.0 18.4 18.1 19.0 20.2
7.4 7.2 5.8 5.0 4.6 4.9 4.0 2.8
10 2 3 20 27 39 50

17.0 17.4 18.2 19.4 19.7 19.8 21.0 22.1
6.0 5.6 4.8 3.6 3.3 3.2 2.0 0.9
10 4 3 14 27 41 50

STAKE AT STA. 2+75

19.3 19.4 21.1 21.3 21.4 22.5 22.9 23.9 24.9
9.1 8.6 7.3 7.1 7.0 5.9 5.5 4.5 3.5
10 3 4 12 19 31 41 50

STA	+	π	-	ELEV.
-----	---	-------	---	-------

		928.43		
--	--	--------	--	--

3+00				
------	--	--	--	--

+25				
-----	--	--	--	--

+50				
-----	--	--	--	--

+75				
-----	--	--	--	--

T.P.	0.43	921.14	7.72	920.71
------	------	--------	------	--------

B.M.			6.44	914.70
				(914.72)

✓ R+

22.0	22.8	22.6	24.3	25.2	25.7	25.9
6.4	5.6	4.8	4.1	3.2	2.7	2.5
10		11	23	34	46	50

23.5	24.3	24.9	25.1	25.7	26.0
4.9	4.1	3.5	3.3	2.7	2.4
10		10	25	40	50

24.1	24.4	24.3	24.5	24.4	24.4
4.3	4.0	4.1	3.9	4.0	4.0
10		10	25	38	50

19.5	19.5	19.5	19.1	18.8
8.9	8.9	8.9	9.3	9.6
10		17	36	50

BENCH POST S.W. COR BALL FIELD

PK NAIL IN P.P #17

H. I 924.70
Az

Stadia

π at Sta 3+75

to Sta 3+00

270°

T.P. 3.99

920.71

H.I. 5.15

N.W. Cor. of BACKSTOP

173° 35'

93

ANGLE IN BACK STOP

" "

101

ANGLES IN BACKSTOP

168° 40'

110

S.E. Cor. of BACKSTOP

164° 30'

111

EDGE of PLAYGROUND

168° 00'

155'

" "

" "

157°

166'

"

135°

168'

"

116° 10'

198'

"

105° 20'

247'

"

97° 45'

303'

"

90° 40'

354'

"

86° 30'

374'

"

81° 20'

393'

Dist

Rod

74
+

6.1

6.4

6.7

6.8

7.2

8.4

8.8

8.4

7.9

8.4

7.8

7.3

7.4

Lt $\frac{d}{016}$

53 2.0

54 6.7

55 11.4

55+50 14.0

56 17.5

+50 21.8

57 25.8

+50 28.7

58 30.9

Water beyond

$\frac{d}{dt}$
 Lt old Line Rt

66+50		0.1
66		0.7
65+50		0.5
65		0.2
64+50	0.7	
64	2.3	
63+50	3.9	
63	6.1	
62+50	8.7	
62	11.3	
61+50	14.0	
61	18.8	

Water

X-Sec. Ext. + Profile

Sta + π - Elev.

BM 2.21 906.19 (903.98)

(0+00)

63+50 $\pm$ 17.6

64 New $\pm$ 10.1 896.1

64 old $\pm$ 10.4

(+25)

64+25 New $\pm$ 1.8

(+50)

BM 11.80 915.78 2.21 903.98

64+50 New 6.6

64+50 old 6.7

(+75)

65 old + New 3.9 911.9

65+50 3.1

(1)

FA
FS
DP
EW

±

Nov. 10, 1966

76
7

Nail in Twin 10" BE

992.2

14.3	14.0
73	100

85	76	72
60	84	100

906.1

1.5	1.1	0.1
67	80	100

Nail in Twin 10" BE

8.0	6.7	5.9
65	85	100

912.3

5.5	5.5	4.4	3.5
65	75	88	100

Sta + X - Elev

915.78

(+25)

TP 12.96 924.02 4.72 911.06

66+00 New 7.8 916.2

(+50)

66+50 New 2.5 921.5

(+75)

(2)

(+25)

TP 8.69 929.82 2.89 921.13

+50

2

Nov. 10, 1966

77
8

Tile

3.0	2.3	1.9	2.2
56	67	83	100

916.1

6.6	7.0	7.9
62	77	100

4.2	4.3	5.4
65	78	100

920.1

3.3	3.4	3.9
60	75	100

stake

2.5	2.3	1.7	2.0
58	72	84	100

923.9

6.6	5.7	5.7	5.9
59	73	84	100

Sta. + π - Elev.

929.82

2+75

3

+25

+50

+75

TP

9.12 920.70

Nov. 10, 1966

Rt

18
9

4.4	4.6	4.4	5.0
57	72	87	100

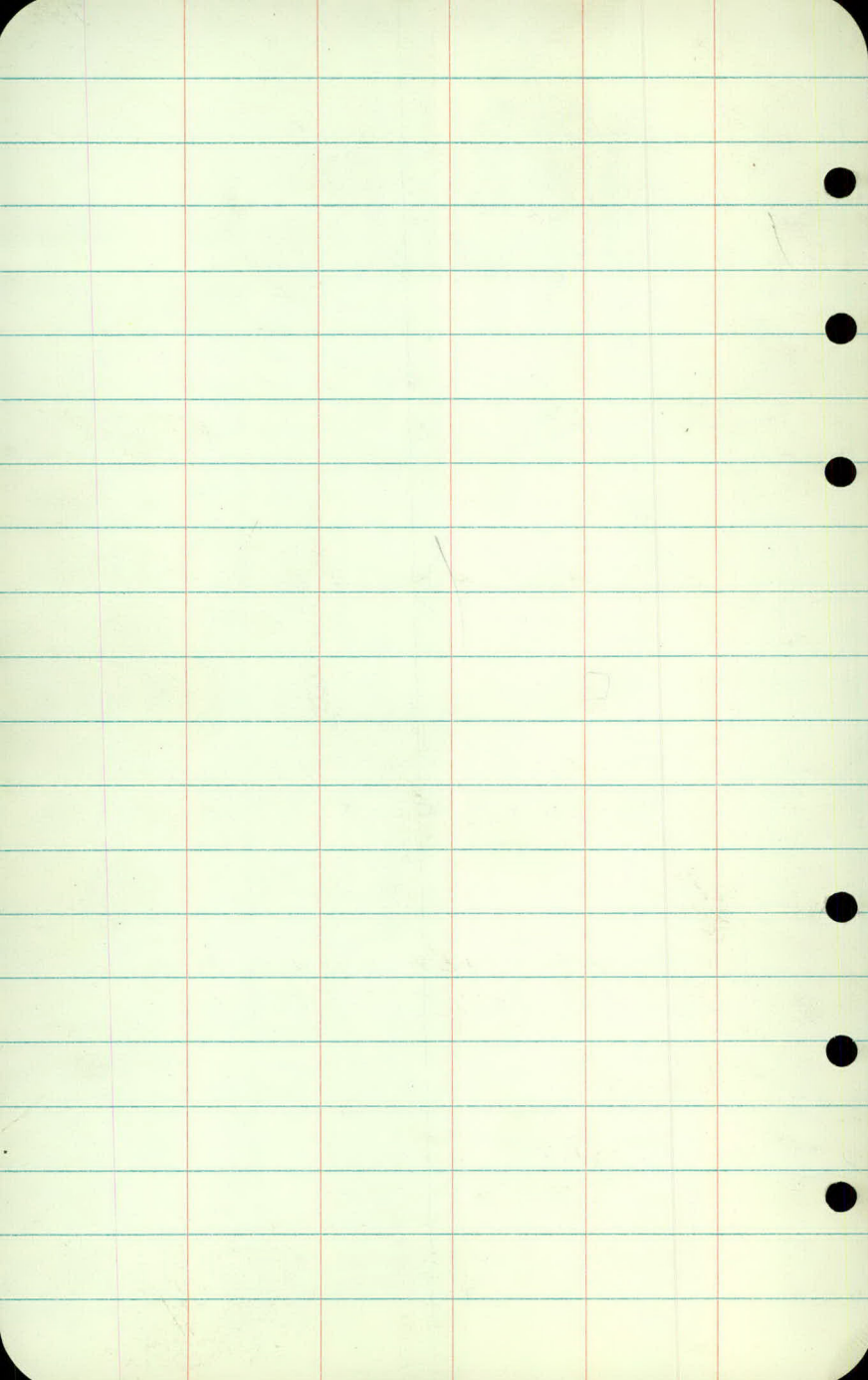
			92 ^{5.1}
3.6	3.9	4.1	4.7
60	76	87	100

4.0	4.3	4.7	5.3
60	77	89	100

6.9	7.0	7.1	7.5
58	72	85	100

11.2	11.3	11.4	11.3
60	75	86	100

Bench Post SW Cor Bullfield



FK
FS
RW
DD

Nov. 1, 1966

78A
1

Elevations

Sta	+	π	-	Elev
BM	1.08	911.26		(910.18)
BM	6.48	915.05	2.69	908.57 (908.57)
TP	4.78	915.02	4.81	910.24
BM			5.75	(909.27)
CH MH			5.18	909.84
TP	4.31	914.83	4.50	910.52
TP	4.13	910.22	8.74	906.09
BM	10.11	915.07	^{5.30} 5.26	904.96 (905.96)
BM			0.49	914.58 (914.58)

Nov. 1, 1966

785

2

Top Hyd by Ho # 2573 Fernwood

Top Hyd

RR Spike

Top Control box outlet Pipe

39450 Rt 4'

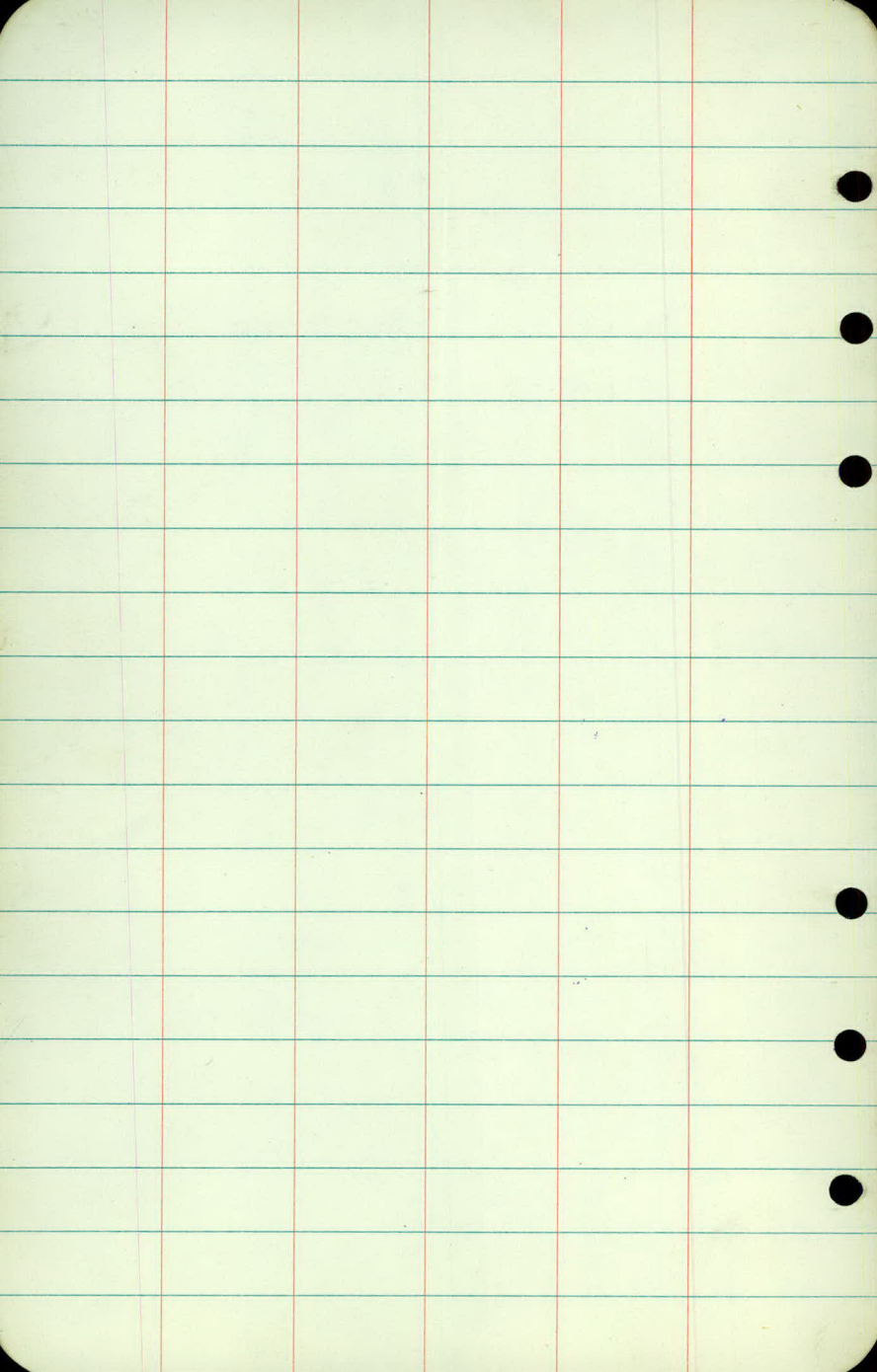
Fernwood + RR $30' \text{ to inv.} = \text{inv.} = 879.89$

spike

Rock

Nail in PP N.E. Corner Fernwood + "C"

Nails in PP N.E. Corner Griggs + "C"



Co. Rd. "C"

Snelling to Fisk

X-SECTIONS

sta 36-38 inc.

Sta + π - Elev.

BM 1.73 911.57

(909.84)

36+00

+50

426
102
45
146

37

+50

38

Feb. 21, 1967
£

790
2

Top Center MH Sta 39+50 R+4'

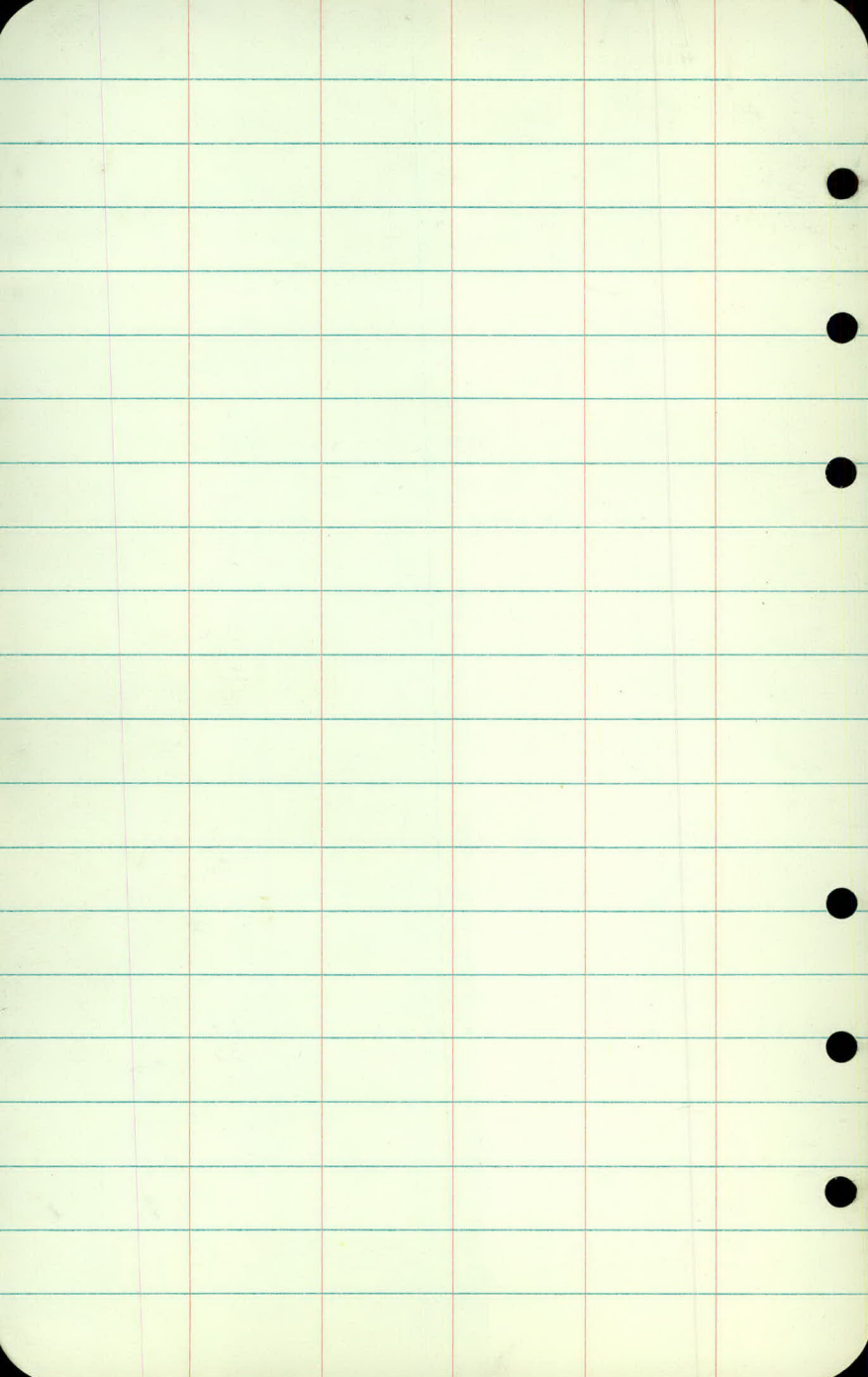
98.6	99.2	99.3	99.5	00.2	00.2
13.0	12.4	12.3	12.1	11.4	11.4
50	23		24	42	50

96.2	96.8	97.2	98.5
15.0	14.8	14.4	13.1
50		30	50

95.6	95.9	97.0
16.0	15.7	14.6
50		37

95.4	95.9	97.0	97.7
16.2	15.7	14.6	13.9
50		35	55

97.0	96.0	97.1	96.5	96.5
14.6	14.6	14.5	15.1	13.1
50		35	50	62



1-31-67

79
+

Co. Rd "C"

Snelling to Fisk

Soundings

Sta 58+00

£

Feet

Blows

0-1

16

100

1-2

2

2-3

7

3-4

3

4-5

4

5-6

10

6-7

12

7-8

10

8-9

16

9-10

15

FK
WM
WJ
LPD

1-31-61

80
2

Sta 58+00 40' Lt

Feet

Blows

0-1

—

1-2

5

2-3

3

3-4

7

4-5

5

5-6

13

6-7

11

7-8

16

8-9

18

Sta 58+00

40' Rt

Feet

Blows

0-1

1-2

4

2-3

11

3-4

5

4-5

4

5-6

6

6-7

12

7-8

10

8-9

11

9-10

12

10-11

11

11-12

20

12-13

Jan. 31, 1961

81
3

Sta 59+00 5' R~~X~~

Feet Blows

0-1 — 100

1-2 Fell

2-3

3-4

4-5

5-6

6-7

7-8

8-9

9-10

10-11

11-12

12-13

13-14

Walter Martin

Pushed

13

17

14

13

14

17

Sta 59+00 40' Rt

Feet Blows

0-1 10 frost

1-2 1

2-3

3-4

4-5

5-6

6-7

7-8

8-9

9-10

10-11

11-12

12-13

13-14

Walter Martin
Leaned on it

4

11

13

17

14

21

17

Jan 31, 1967

82
~~4~~

Sta 59+00

40' Lt

Feet

Blows

0-1

—

2-3

3

3-4

4

4-5

Wayne
+

5-6

Pat

6-7

8

7-8

8

8-9

10

9-10

15

10-11

19

11-12

Sta 60+00

£

Feet

Blows

0-1

19

1-2

1

2-3

3-4

W.M.

4-5

5-6

6-7

7-8

9

8-9

9

9-10

11

10-11

13

11-12

10

12-13

10

13-14

14

14-15

15

15-16

15

16-17

16

Sta 60+00

40' Rt

83
5

Feet

Blows

0-1

30

1-2

2

2-3

3

3-4

4

4-5

W.M.

5-6

6-7

4

7-8

9

8-9

13

9-10

12

10-11

18

11-12

15

Sta 60+00 40' Lt.

Feet Blows

0-1

1-2

2-3

3-4

4-5

5-6

6-7

1

7-8

8

8-9

7

9-10

10

10-11

14

11-12

12

12-13

8

13-14

21

14-15

Sta 61+00

Jan. 31, 1967

£

84
6

Feet

Blows

0-1

1-2

2-3

6

3-4

2

4-5

?

5-6

?

6-7

24

7-8

14

8-9

20

Sta 61+00 40' Lt.

Feet

Blows

0-1

1-2

2-3

3-4

4-5

3

5-6

Push

6-7

14

7-8

10

8-9

14

9-10

24

PK
WM
WJ
LPD

Feb. 3, 1967

85
7

Sta 61+00

40' Rt

Feet

Blows

0-1

—

1-2

4

2-3

2

3-4

4-5

5-6

2

6-7

4

7-8

10

8-9

11

9-10

10

10-11

Refusal (Rock)

Sta	62+00	£
Feet		Blows
0-1		7
1-2		7
2-3		11
3-4		8
4-5		4
5-6		Push
6-7		12
7-8		12
8-9		16
9-10		18
10-11		9
11-12		12
12-13		15
13-14		27
14-15		
15-16		

Feb. 3, 1967

86

Sta 62+00 40' Lt.

~~8~~

Feet	Blows
------	-------

0-1

—

1-2

8

2-3

10

3-4

12

4-5

11

5-6

11

6-7

7

7-8

6

8-9

13

9-10

13

10-11

13

11-12

13

12-13

33

Sta 62+00 40' Rt

Feet Blows

0-1

1-2

4

2-3

9

3-4

↓

4-5

5-6

6-7

↓

7-8

9

8-9

15

9-10

17

10-11

20

11-12

19 ✓

12-13

17

13-14

15

14-15

18

15-16

21

16-17

19

17-18

22

18-19

25

Feb. 3, 1967

87

Sta 63+00

£

7

Feet

Blows

0-1

-

1-2

9

2-3

3-4

4-5

5-6

6-7

7-8

8-9

9-10

10-11

11-12

12-13

13-14

14-15

15-16

16-17

17-18

2

8

9

12

15

10

8

23

17

17

19

28

push

↓

Sta 63+00 40' LT

Feet Blows

0-1 64

1-2

2-3

3-4

4-5

5-6

6-7

7-8

8-9

9-10

10-11

11-12

12-13

13-14

14-15

15-16

16-17

h

s

p

u

s

h

↓

8

13

13

9

7

8

17

22

29+

Sta 63+00 40' Rt

BB
10

Feet

Blows

0-1

{
↓

1-2

2-3

13

3-4

14

4-5

6

5-6

{
↓

6-7

7-8

14

8-9

15

9-10

12

10-11

12

11-12

15

12-13

14

13-14

15

14-15

16

15-16

21

16-17

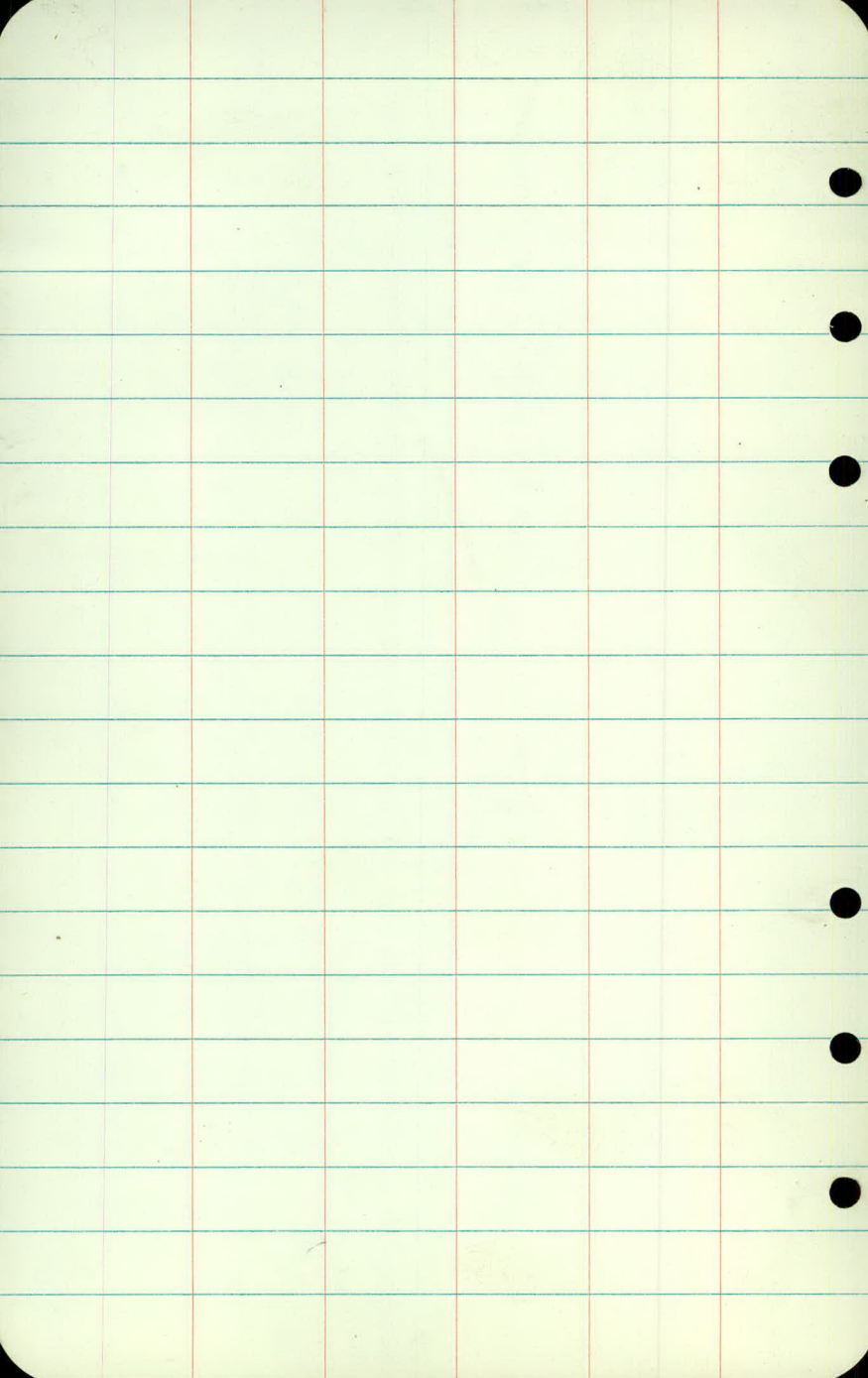
16

17-18

18

18-19

28 +



FK
WM
LPD
WJ.

Feb. 8, 1967

89
H

Sta	37+00	£
Feet		Blows

0-1		
-----	--	--

1-2		
-----	--	--

2-3		
-----	--	--

3-4		
-----	--	--

4-5		
-----	--	--

5-6		
-----	--	--

6-7		
-----	--	--

7-8		
-----	--	--

8-9		
-----	--	--

9-10		
------	--	--

10-11		
-------	--	--

11-12		
-------	--	--

12-13		
-------	--	--

13-14		
-------	--	--

14-15		
-------	--	--

15-16		
-------	--	--

16-17		
-------	--	--

Pushed

3

11

12

10

5

Push

Push

17

22

24

Sta 37+00

Feb. 8, 1967

Lt. 40'

90
+2

Feet

Blows

0-1

1-2

2-3

3-4

4-5

5-6

6-7

↓

7-8

12

8-9

14

9-10

14

10-11

18

11-12

19

12-13

10

13-14

Push

14-15

15-16

13

16-17

15

17-18

27+

Sta 37+00

Rt. 40'

Feet

Blows

0-1

1-2

2-3

3-4

4-5

5-6

6-7

9

7-8

10

8-9

Push

9-10

4

10-11

11

11-12

Push

12-13

15

13-14

25

Feb. 8, 1967

91

Sta

38+00

±

~~73~~

0-1

1-2

2-3

3-4

4-5

5-6

6-7

7-8

8-9

9-10

10-11

11-12

12-13

13-14

14-15

15-16

h
s
v
P

10

h
s
P

12

Push

Push

12

25

Sta 38+00

40' Lt

Feet

Blows

0-1

1-2

2-3

3-4

5

4-5

17

5-6

13

6-7

7

7-8

13

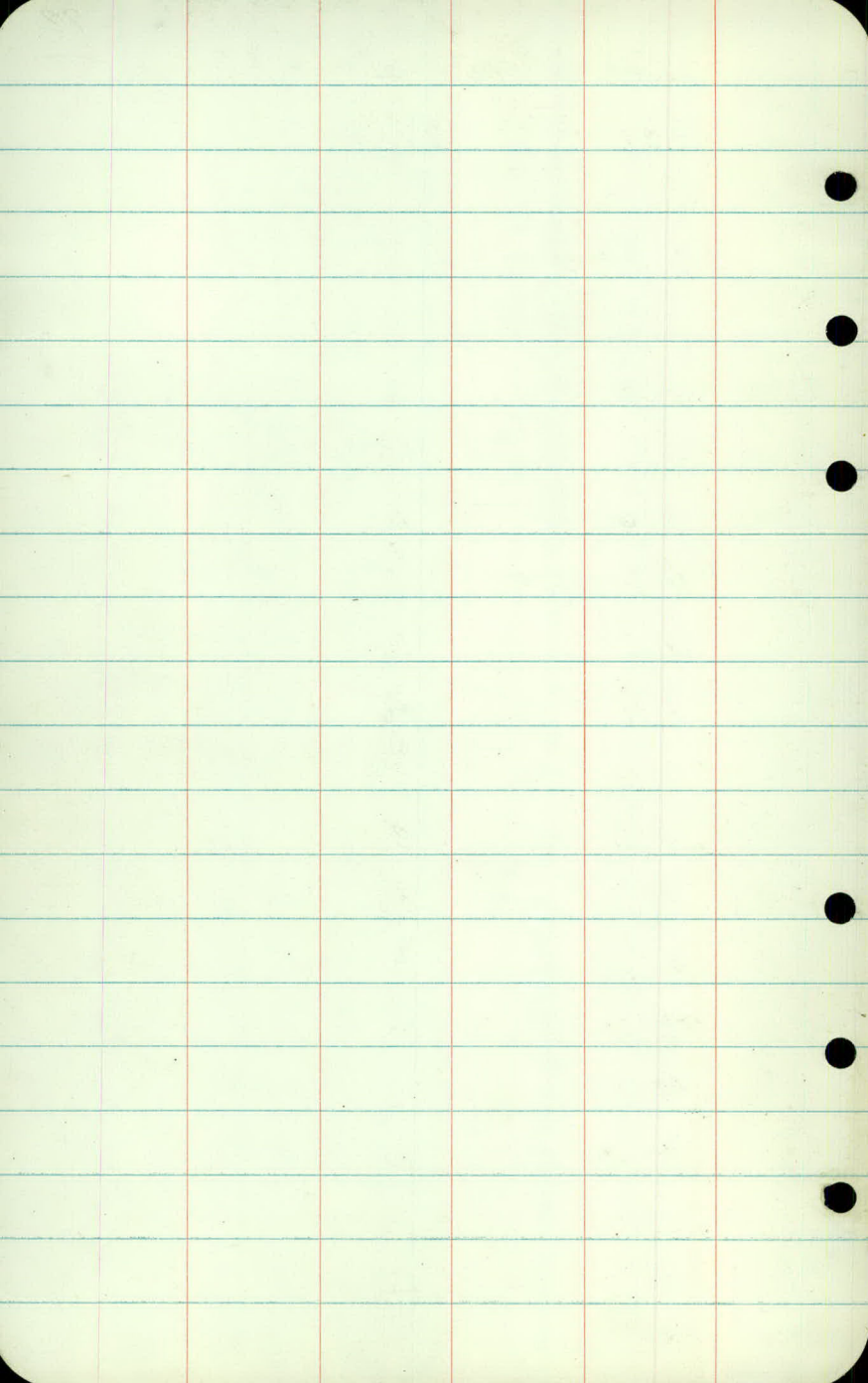
8-9

27

9-10

10-11

Sta 38+00		Feb. 8, 1967	92
		40' Rt	14
Feet	Blows		
0-1			
1-2			
2-3	2		
3-4	6		
4-5	13		
5-6	13		
6-7	8		
7-8	5		
8-9	16		
9-10	24		
10-11	23		



Feb 20, 1967

99

Sta 37+00 2' Lt

Feet Blows

0-1

1-2

2-3

3-4

1

4-5

3

5-6

6

6-7

6

7-8

6

8-9

12

9-10

14

10-11

9

11-12

8

12-13

6

13-14

6

14-15

11

15-16

15

16-17

16

17-18

17

18-19

22

2' Above Ground

2-20-67

Sta 37 + 05 40' Rt.

Feet

Blows

0-1

0

1-2

0

2-3

2

3-4

2

4-5

5

5-6

4

6-7

4

7-8

8

8-9

10

9-10

10

10-11

8

11-12

10

12-13

15

13-14

23

14-15

15-16

16-17

17-18

18-19

Sta 37+95

1' Above Ground ⁹⁴ 2-20-67
£

Feet

Blows

0-1

1-2

1

2-3

3

3-4

5

4-5

11

5-6

7

6-7

9

7-8

7

8-9

6

9-10

18

10-11

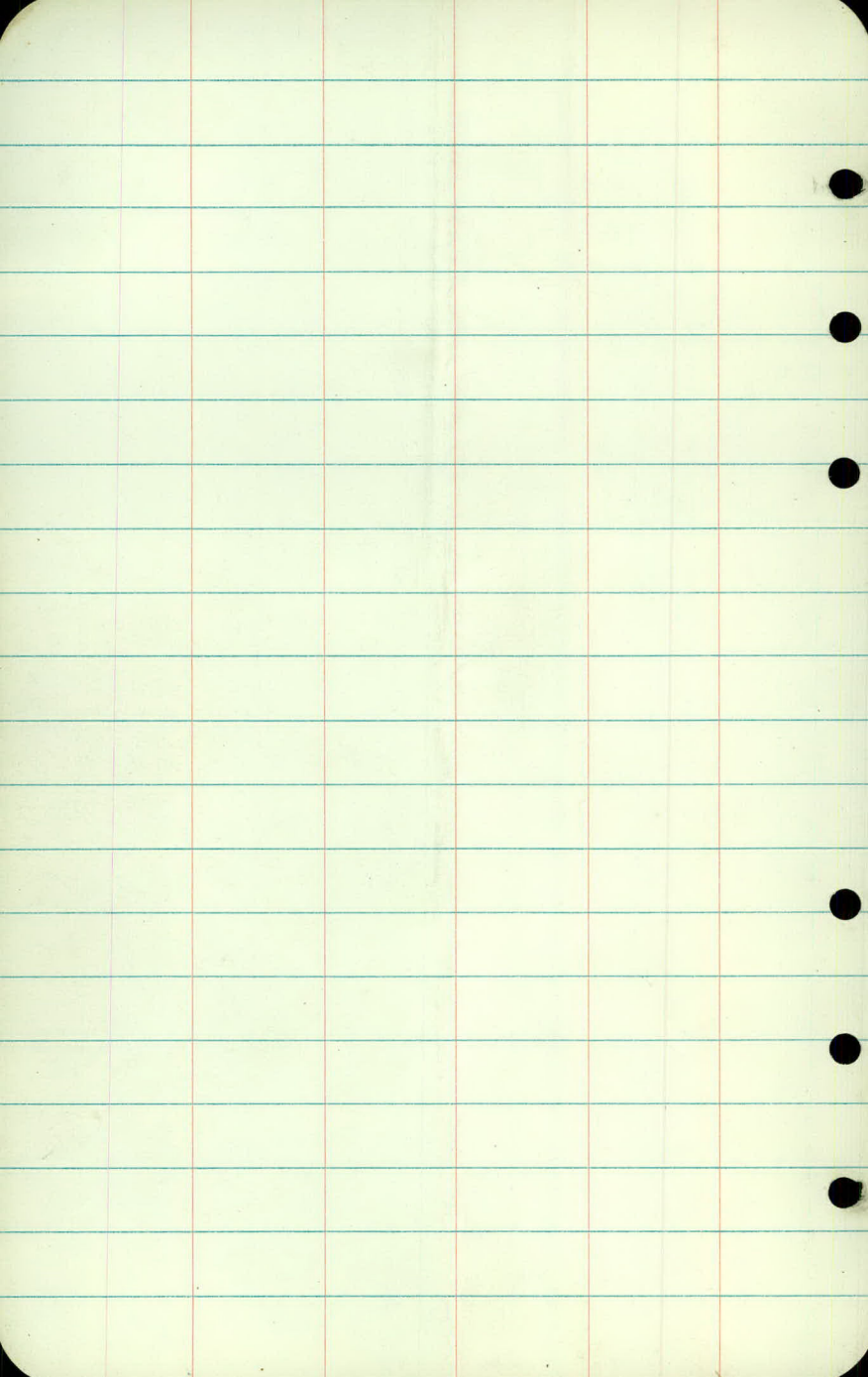
10

11-12

20

12-13

30



Co Rd "C"

Snelling to Hamline

Maintenance

Sta POINT Δ Lt. Δ Rt.

$\pm$ Hamline

P.I.

1+64.15 P.I.

$0^{\circ}20'$

$\pm$ Snelling

Oct. 5, 1965

14

RT

2



81.1
-24
84.29

1101.02

33
30
83

T=106.7'

R.R. Spike

84.29 to E Track

1142.78

86.86 to E Track

164.45

Drill Hole

120.5

Sec. Cor.
Mont

93°15'

