

Plans Survey

# ANOKA CUTOFF EXT.

From Lexington Ave. to Beginning of 26-62

Road  $\frac{9}{16}$  N<sup>o</sup> 93

File N<sup>o</sup> 11

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

Date Filed..... 10-10-27

File No..... 11

Anoka Cutoff.

Rd 9/16 M 93

Art. Topog. from Sta. 0700  
to Sta. 57+96.13

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

Date Filed 10-10-27

File No. 11

5+00

4+00

3+00

2+00

1+00

0+00

Cultivated

Cult.

Early Ent.

+48 Twin Tree 26

+44 P.P. 29

+37 5/16 12 in. 19  
12" X 12" C.M.

+13 P.P. 10

Cultivated

+60 T.P. 40

+77 P.P. 25

+59 T.P. 28

11+00

10+00

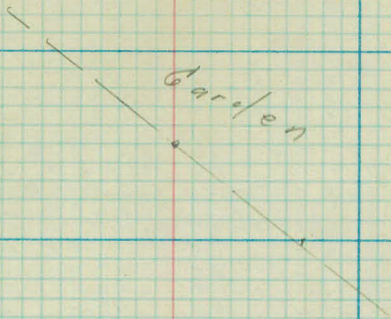
9+00

8+00

7+00

6+00

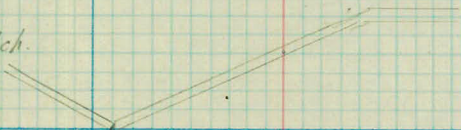
5+00



Cultivated

Cultivated

#41 Patch.



17+00

16+00

15+00

14+00

13+00

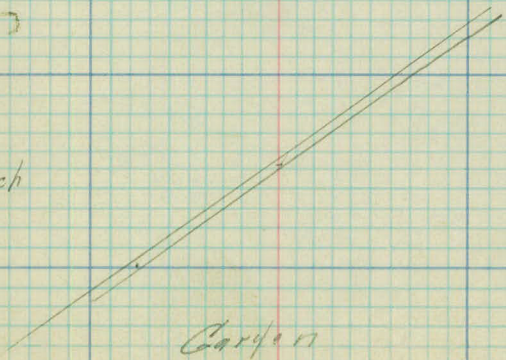
12+00

11+00

Cultivated



use pitch



Carden

23

22

21

20

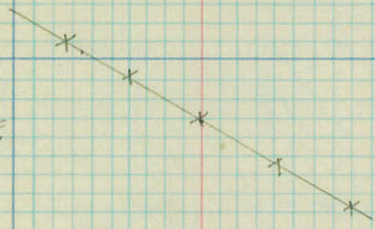
19

18

17

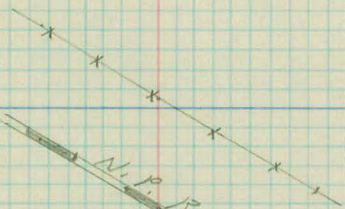
Cultivated

+69 Cross F.

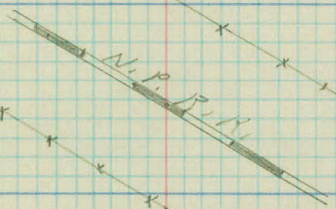


Pasture

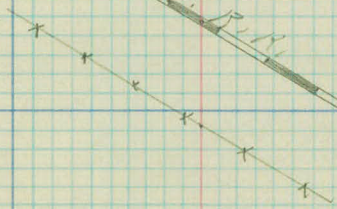
+05<sup>E</sup> N.W. F.



Bank extends  
150' L. & 100' W.



+91 R.W. F.



Cultivated

29

28

27

26

25

24

23

Cultivated.

35

34

33

32

31

30

29

Alfalpa  
field

+92 C.F.

+63 Cross F.

Alfalpa  
field

+73 F. Cor. 40

+51 Cross F.

+43 Cross F.

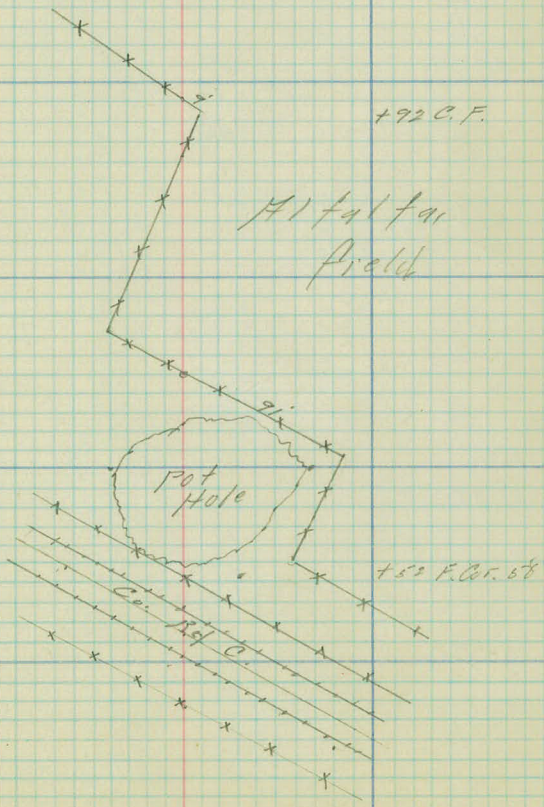
+26<sup>2</sup> Guard Rail

+01 Guard Rail

+96 T.P. 9  
+91 T.P. 13

+99 Cross F.

+53 F. Cor. 58



41

40

39

38

37

36

35

Alfalfa  
Field

47

46

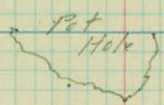
45

44

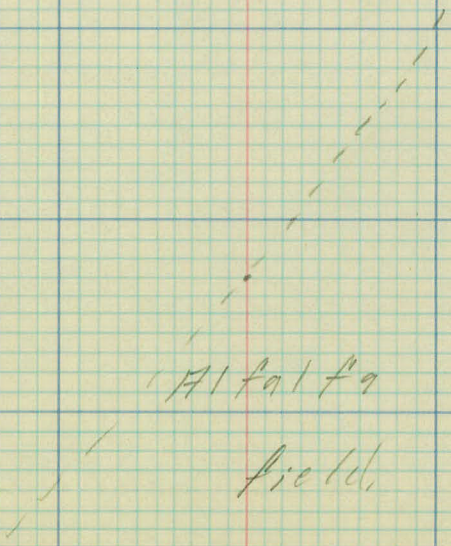
43

42

41



Cultivated



53

52

51

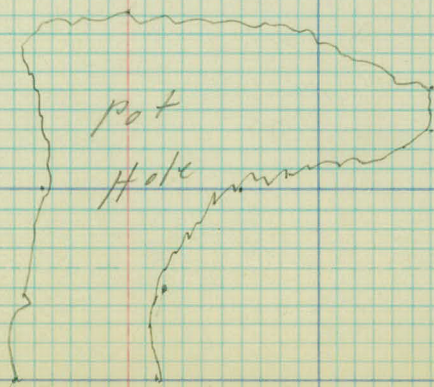
50

49

48

47

Cultivated



57

56

55

54

53

181-2"-T-34

144 T.P. 52

142-2"-T-31

106-2"-T-28

170-2"-T-21

137-2"-T-15

101 T.P. 10

194-2"-T-X

Cultivated.

160-4"-T-2

126-2"-T-12

189-2"-T-23

165 T.P. 30

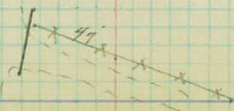
156-6"-T-33

150 S. 40' Prato 43

15" X 24" C.M.

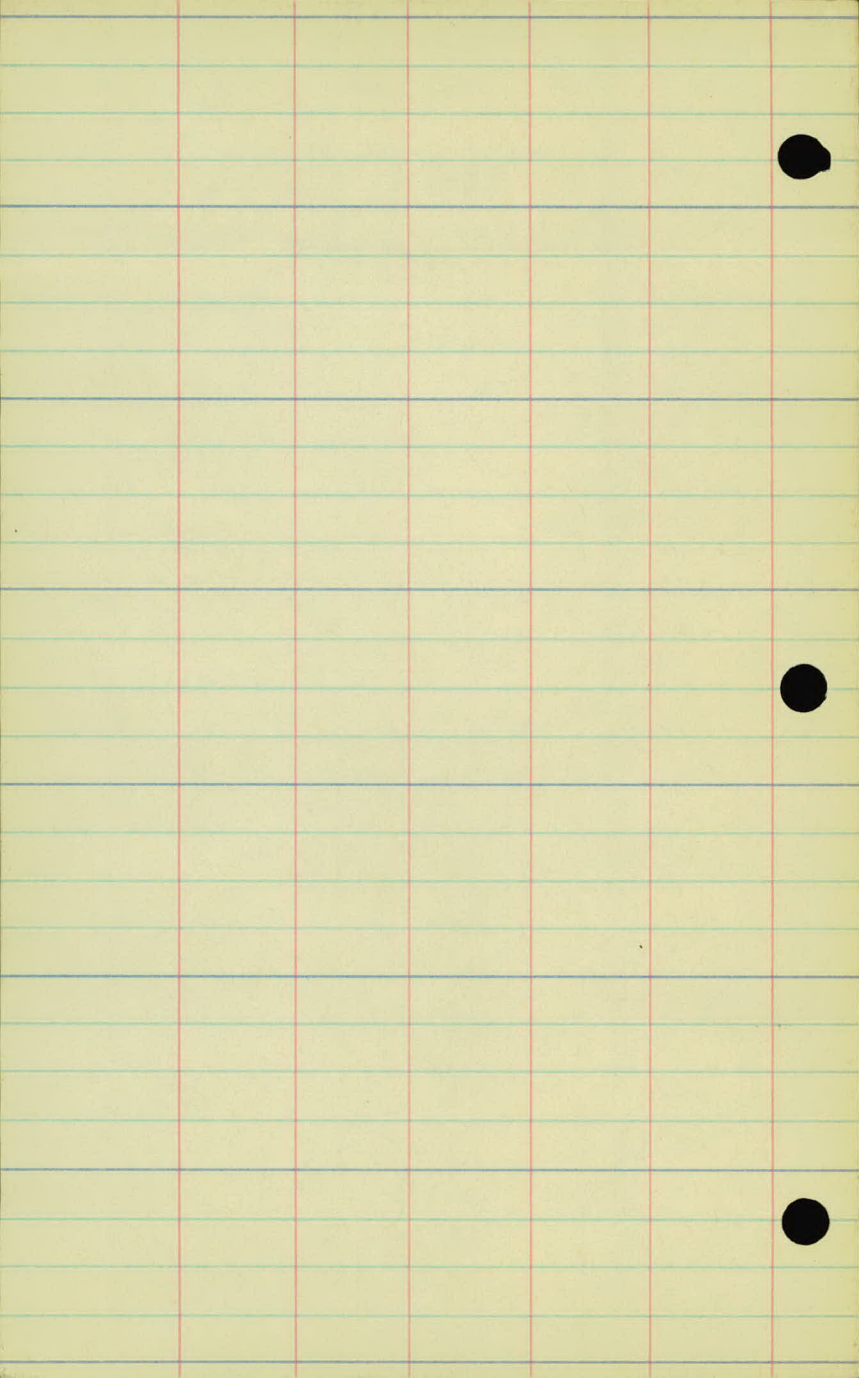
114 S. 1/2 Prato 52

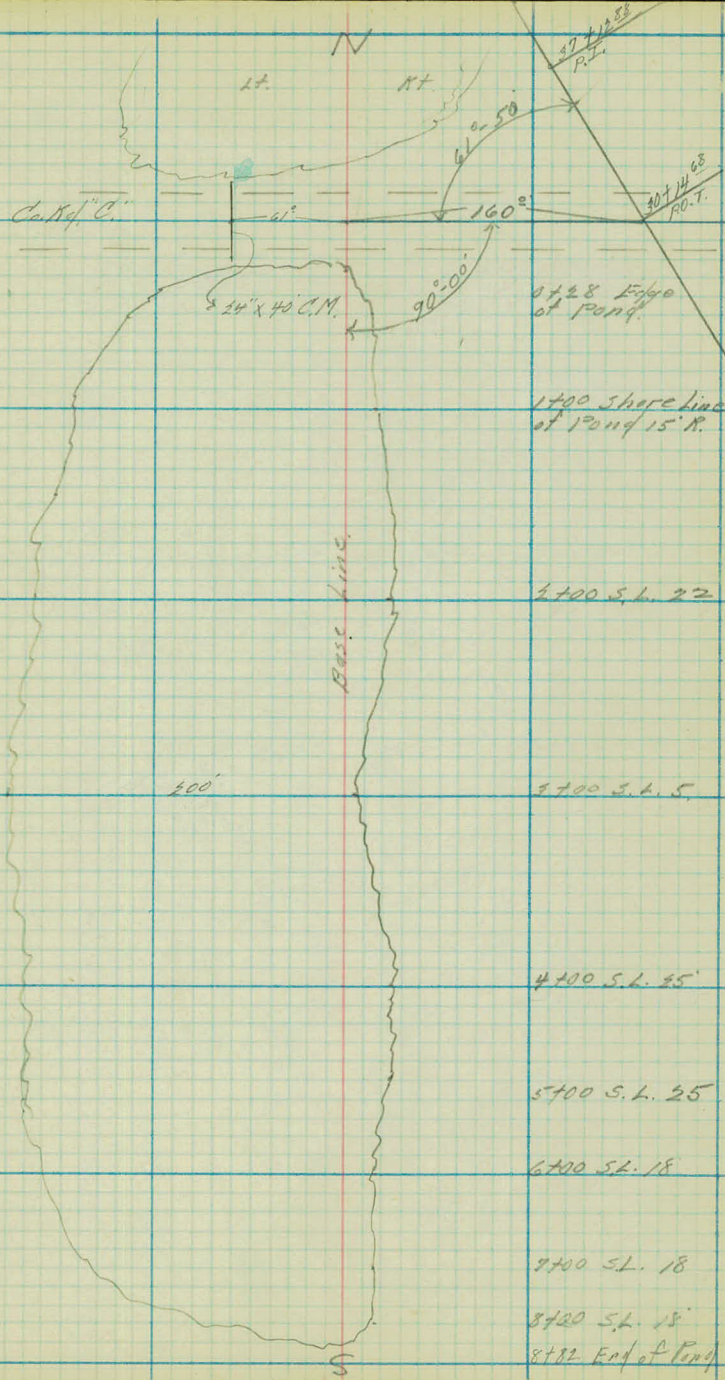
110 Farm Rd.

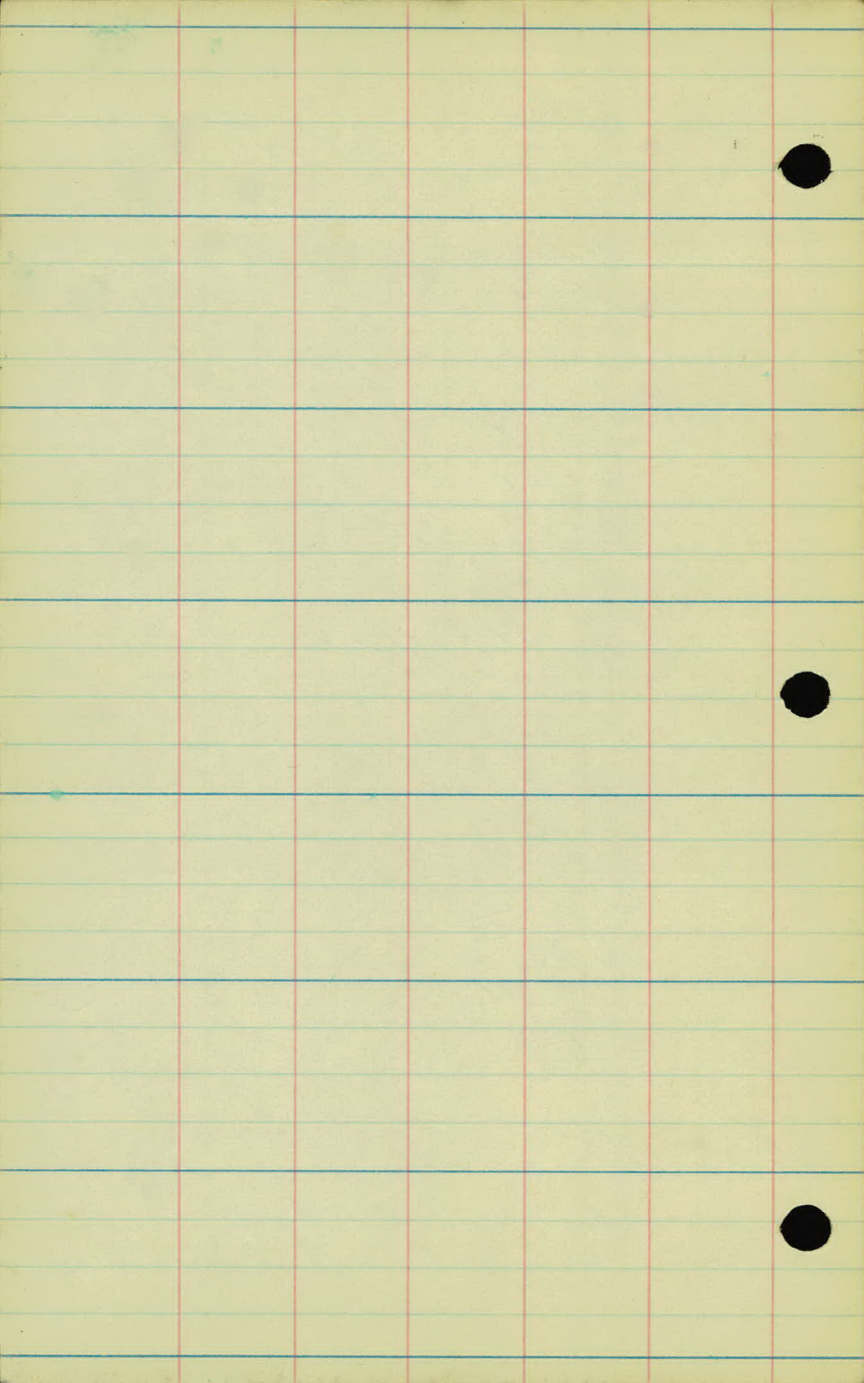


123 C.F.

100 F. 50







N.

14

17

37+12 28

2+26 S.L. 18

1400 S.L. 9

1400 S.L. 2

225

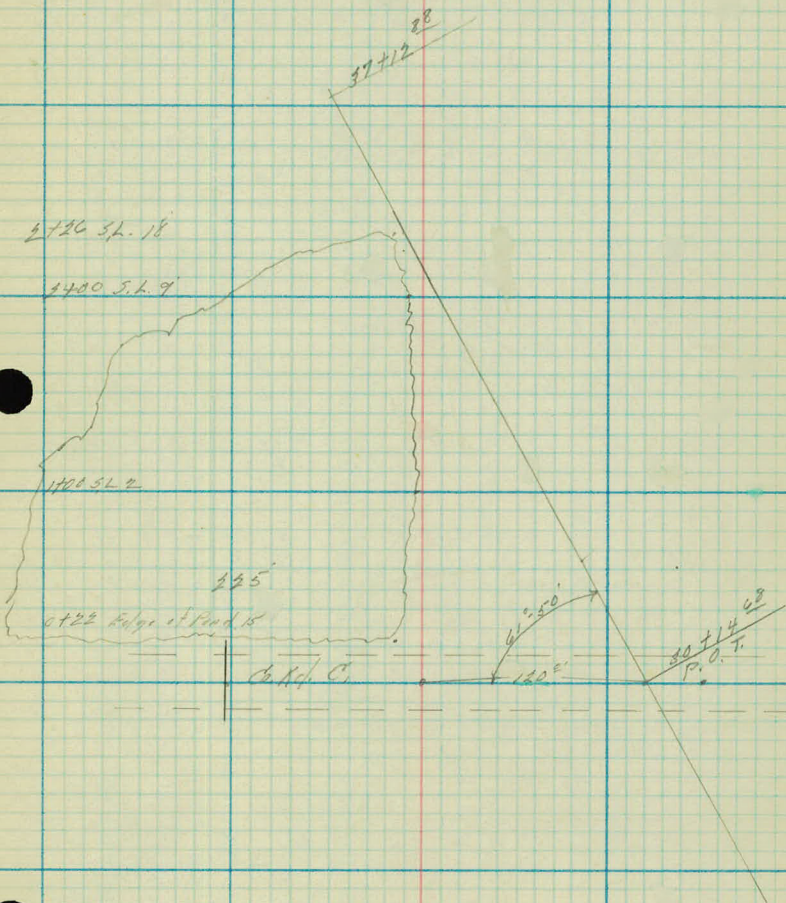
0+22 Edge of Road 15

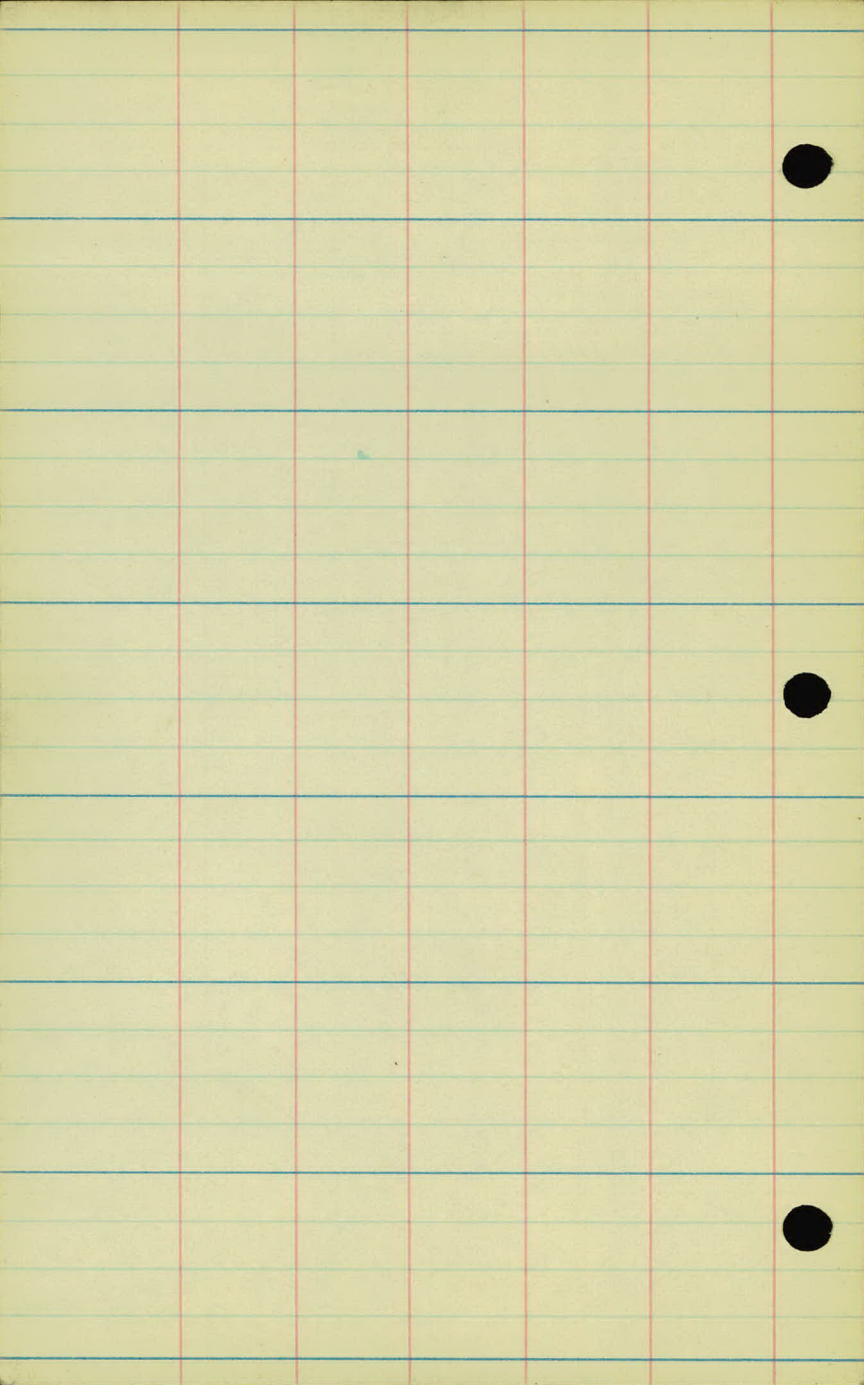
C.A. C.

61° 50'

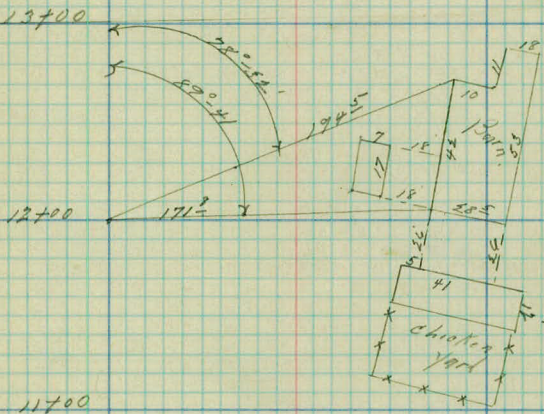
120°

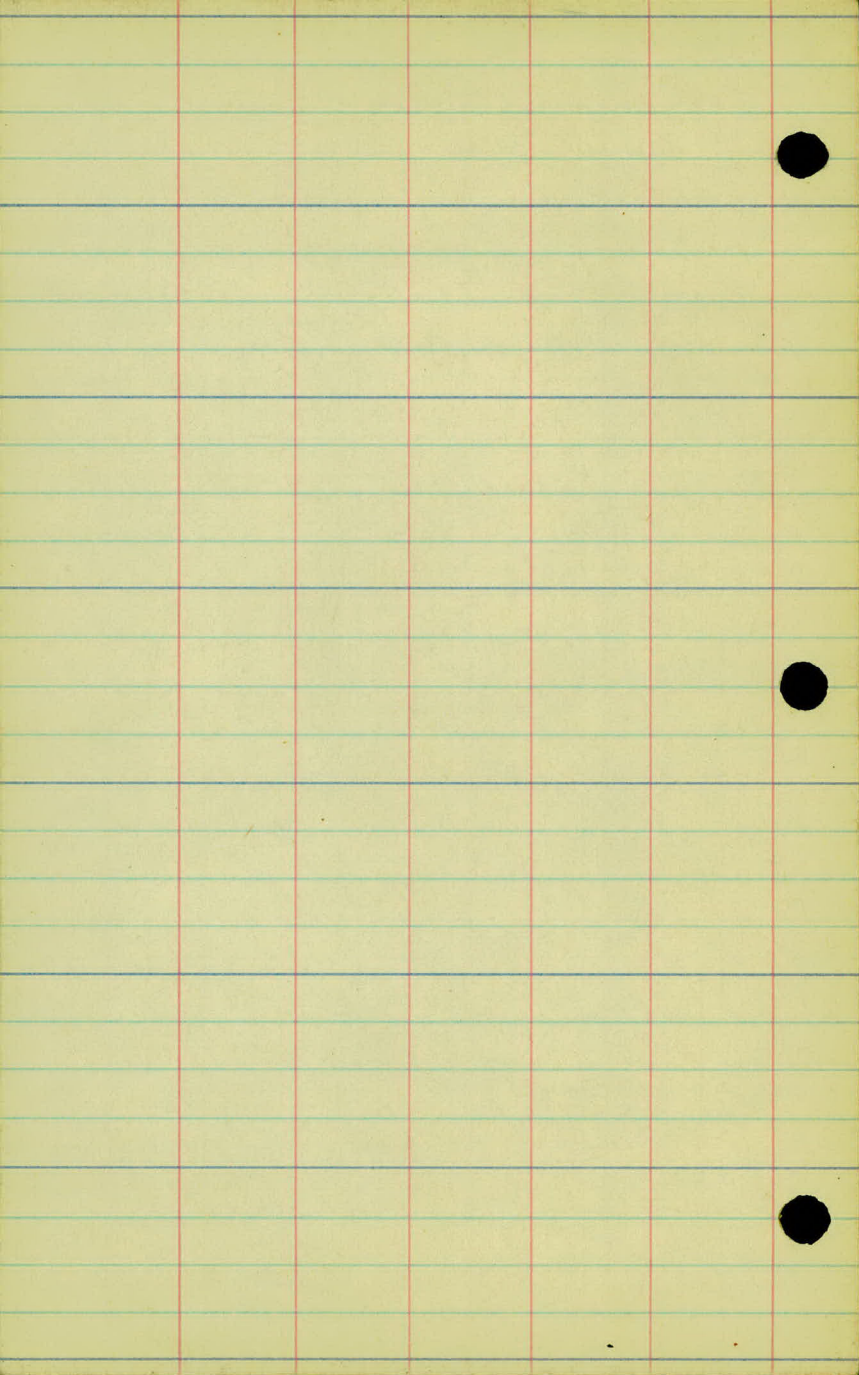
30+14 63  
P.O.T.





2





Anoka Cutoff.

Ref. 9/c # 93.

Check levels from Sta. 0+00  
to Sta. 57+36.17

Sta.	+	H.I.	-	Elev.
B.M.	2.45	919.71		917.24
	2.75	917.54	4.92	914.79
	4.18	920.34	1.38	916.14
	9.45	928.92	0.87	919.47
	0.94	918.50	1.56	927.56
	0.84	918.19	11.15	917.35
	3.6.8	911.32	10.55	907.44
B.M.			4.10	907.22
	10.49	921.01	0.80	910.52
	11.12	930.90	1.23	919.78
B.M.			9.23	921.67
	0.46	918.76	12.60	918.30
B.M.			2.74	916.00
	2.44	912.33	8.89	909.87
	5.58	915.94	1.97	910.36
	9.92	921.82	4.04	911.90
B.M.			0.57	921.46

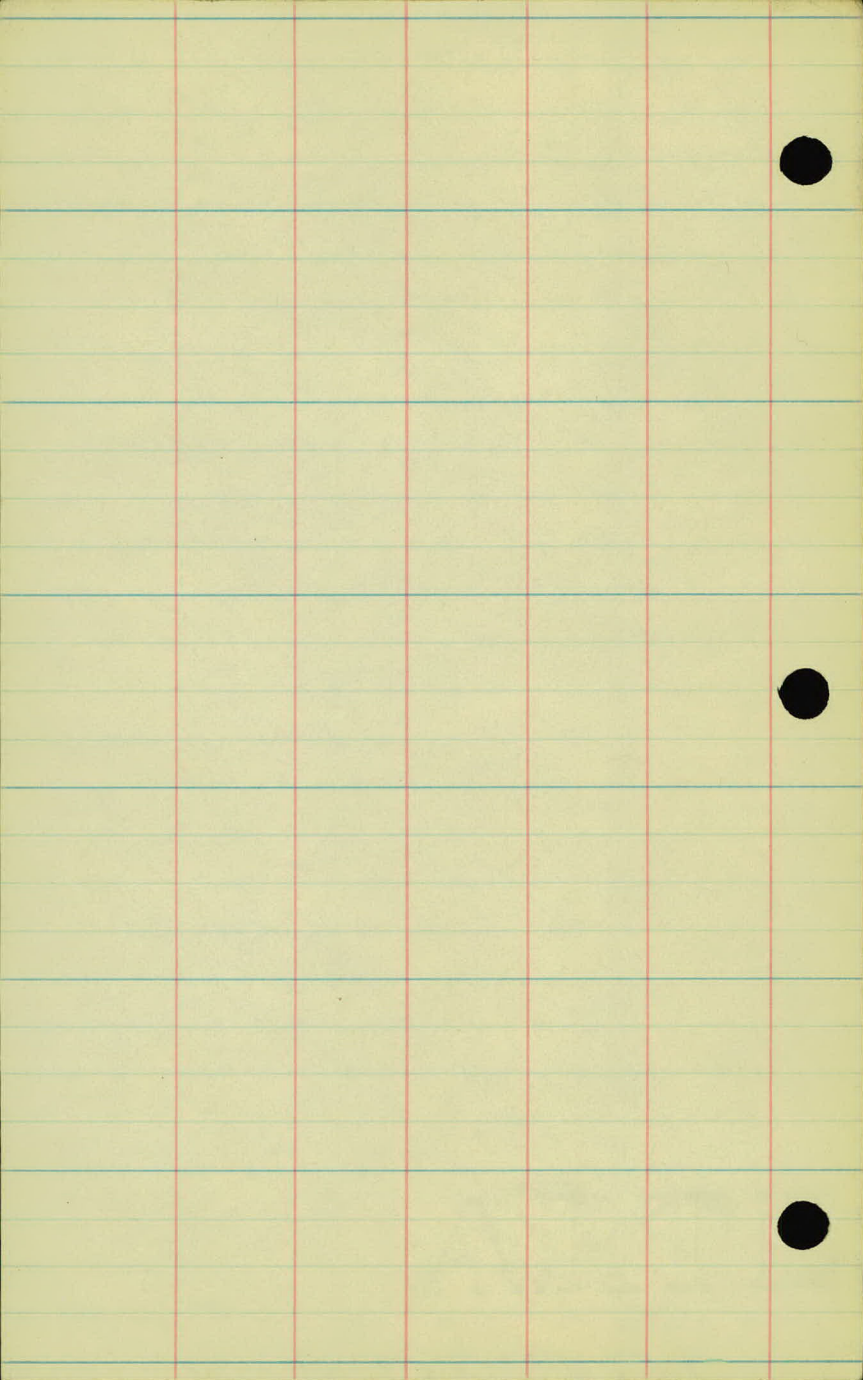
Spk. in 24" Oak 50' Lt. Sta. 172+33.

Spk. in T.P. Rt. Sta. 29+50

Nail in Fir Post Rt. Sta. 20+00

Nail in Timber Post Rt. Sta. 18+50

Spk. in T.P. Rt. Sta. 2+70.



Anaconda Cutoff.

Rd 90 N 95.

X sections from Sta. 0400  
to Sta. 57+36

Sta.	+	H. I.	-	Red.	Elev.
B.M.	11.64	933.09		921.45	
0+00				2.14	30.93
	+50			5.45	29.64
	+100			5.00	28.09
	+50			4.70	26.39
	+80	Edge of Pav.		7.90	25.19
2+00				2.50	24.59
	+17			9.6	23.5
	+50			12.2	20.9
T.P.	1.00	922.45	11.64	921.45	25.1
3+00				8.0	14.5
	+52			5.3	17.2
	+64			10.2	12.3
4+00				13.0	09.5
T.P.	1.96	911.84	12.55	909.90	
	+50			6.0	05.9
5+00				7.4	04.3
	+41			8.5	03.4

SpK in T.P. Mt. Sta 2+70.

72.8 76.3 4.1 3.8 2.6 2.36      2.36 2.6 5.0 4.8 5.9  
50 41 27 20 18 13.5 2.16 13.5 17 21 24 30

Above H.I.

72.0 77.5 5.3 5.4 3.9 2.65      3.65 3.8 6.1 5.9 2.0  
50 42 26 21 17 12.5 3.45 14.5 17 21 26 31

Above H.I.

77.3 77.8 6.2 6.6 5.0 4.95      5.34 5.5 7.6 8.0 5.2 2.3  
50 45 25 18 14 10 5.00 18.5 23 26 30 32 37

Above H.I.

76.5 76.6 7.1 7.7 8.0 6.7 6.70      6.91 7.35 7.8 7.8 9.9 6.6  
50 45 41 18 13 8 3.9 6.70 11.7 26 30 34 37 42

Above H.I.

75.2 75.1 75.7 6.9 10.6 10.5 8.6      8.63 8.80 8.94 9.30 9.31 9.4  
50 37 32 14 9 6 2 8.60 4.3 4.70 18.3 32.9 33.5 38

Above H.I.

72.0 71.2 71.7 3.0 10.6      12.0 10.9 10.30 10.90 11.00 11.53  
50 24 17 15 4 12.2 5 8.7 15 15.6 30 45

5.0 5.6 7.8 8.7 9.2 8.0      8.0 7.1 14.0 14.0 13.8 12.95 13.04  
50 28 10 9 4 3 20 1 3 8 18 23 29 29.5

13.00  
42

2.1 4.4      8.0 7.9 4.6 4.56 4.70  
50 20 5.3 17 32 40 43.6 44.2

4.1 5.4 8.8      10.7 8.8 5.2 5.04 5.15  
50 23 7 10.2 19 33 43 47 47.6

10.4 11.8      14.3 13.8 13.0 12.5 6.6 6.52  
50 23 13.0 20 29 33 41 53 58

4.1 4.7 5.0      6.0 6.2  
50 41 25 6.0 24 50

6.6 6.9      8.1 8.2 8.5  
50 27 7.6 28 44 50

8.2 8.2      9.1 9.6  
50 31 8.5 29 50

Sta.	+	H.I. ✓	-	rod	Elev.
6+00		911.84		8.4	08.5
+40				11.6	900.3
7+00				7.0	04.9
T.P.	7.00	917.65 ✓	1.21	910.65 ✓	
+62				4.6	13.1
8+00				5.7	14.0
+50				5.9	13.8
9+00.				4.9	12.8
+65				4.4	13.3
10+00				6.1	11.6
+50				11.9 ✓	05.8
T.P.	1.08	908.47 ✓	10.24	907.59	
11+00				5.1	03.4
+57				3.7	04.8
12+00				7.4	01.1

$\frac{8.1}{50}$	$\frac{7.7}{39}$	$\frac{8.1}{21}$	8.4	$\frac{8.7}{36}$	$\frac{9.1}{50}$
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Bottom of Pitch. Drains 87.

$\frac{9.6}{50}$	$\frac{10.0}{38}$	$\frac{10.3}{21}$	$\frac{11.1}{12}$	11.6	$\frac{11.4}{11}$	$\frac{11.7}{36}$	$\frac{12.4}{50}$
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$\frac{8.0}{50}$	$\frac{7.7}{45}$	$\frac{7.2}{22}$	7.0	$\frac{7.5}{6}$	$\frac{7.6}{35}$	$\frac{8.7}{50}$
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$\frac{5.6}{50}$	$\frac{4.7}{36}$	$\frac{3.8}{24}$	$\frac{4.3}{18}$	4.6	$\frac{5.6}{25}$	$\frac{6.7}{50}$
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$\frac{3.5}{50}$	$\frac{3.2}{29}$	3.7	$\frac{3.7}{24}$	$\frac{4.1}{50}$
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$\frac{4.7}{50}$	$\frac{4.3}{27}$	3.9	$\frac{4.8}{28}$	$\frac{4.2}{50}$
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$\frac{4.2}{50}$	$\frac{3.6}{29}$	$\frac{4.2}{7}$	4.7	$\frac{5.9}{26}$	$\frac{6.0}{40}$	$\frac{6.2}{50}$
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$\frac{6.1}{50}$	$\frac{5.7}{46}$	$\frac{4.9}{27}$	4.4	$\frac{4.8}{25}$	$\frac{6.7}{50}$
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$\frac{7.1}{50}$	$\frac{6.2}{30}$	6.1	$\frac{7.0}{20}$	$\frac{10.1}{50}$
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$\frac{10.9}{50}$	$\frac{11.2}{25}$	11.9	$\frac{12.7}{26}$	$\frac{15.0}{50}$
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$\frac{5.0}{50}$	$\frac{4.7}{31}$	$\frac{4.6}{19}$	5.1	$\frac{4.9}{19}$	$\frac{5.0}{50}$
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$\frac{6.3}{50}$	$\frac{4.7}{23}$	3.7	$\frac{3.2}{27}$	$\frac{3.1}{50}$
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$\frac{7.7}{50}$	$\frac{8.1}{21}$	7.4	$\frac{6.5}{25}$	$\frac{6.3}{50}$
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Sta.	T	H.I.		Red.	Flev.
		908.47	✓		
+48				9.5	99.0
+51	Bottom of Ditch			11.4	
+53				11.4	
+55				9.2	
13+00				6.6	901.9
+50				5.5	05.0
	2.66	915.92	✓	1.21	907.24
14+00				9.5	06.4
+50				2.1	07.8
15+00				2.0	08.9
16+00				5.5	10.4
+50				4.5	11.4
17+00				4.7	11.2
	8.98	920.93	✓	3.97	911.95
+50				10.4	10.5
18+00				8.4	12.5
+50				5.8	15.1
B.M.	5.34	919.36	✓	4.93	916.00

Bottom of Nitoh. Drains Rt.

$\frac{83}{50}$	$\frac{91}{22}$	$\frac{97}{9}$	$\frac{113}{7}$	$\frac{113}{6}$	$\frac{102}{5}$	$\frac{91}{9.5}$	$\frac{81}{26}$	$\frac{81}{50}$
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Rand extends 100' 21' & 100' 11'

$\frac{5.5}{50}$	$\frac{6.2}{25}$	6.6	$\frac{7.0}{21}$	$\frac{7.3}{46}$	$\frac{7.3}{50}$
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$\frac{10}{50}$	$\frac{20}{20}$	3.5	$\frac{4.8}{22}$	$\frac{6.5}{50}$
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$\frac{50}{50}$	$\frac{6.7}{24}$	9.5	$\frac{11.4}{20}$	$\frac{13.1}{50}$
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$\frac{3.5}{50}$	$\frac{50}{27}$	8.1	$\frac{100}{26}$	$\frac{10.5}{50}$
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$\frac{2.6}{50}$	$\frac{4.6}{26}$	7.0	$\frac{8.9}{28}$	$\frac{10.2}{50}$
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$\frac{5.9}{50}$	$\frac{5.3}{24}$	5.5	$\frac{6.2}{23}$	$\frac{6.3}{50}$
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$\frac{3.8}{50}$	$\frac{40}{25}$	4.5	$\frac{5.8}{29}$	$\frac{6.5}{39}$	$\frac{6.8}{50}$
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$\frac{4.4}{50}$	$\frac{3.8}{33}$	4.7	$\frac{6.2}{28}$	$\frac{7.2}{50}$
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$\frac{9.2}{50}$	$\frac{9.2}{29}$	$\frac{9.6}{18}$	10.4	$\frac{10.7}{23}$	$\frac{11.3}{50}$
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$\frac{7.3}{50}$	$\frac{80}{21}$	8.4	$\frac{8.3}{22}$	$\frac{7.7}{50}$
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$\frac{6.3}{50}$	$\frac{6.1}{24}$	5.8	$\frac{5.4}{24}$	$\frac{5.8}{50}$
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Nail in Timber Post Rt. Sta. 18+50.

Sta.	+	H.I.	-	Ref	Elev.
		919.36			
	+90			3.6	15.8
17				11.0	08.4
T.P.	1.67	910.51	10.52	908.84	
	+13			7.2	
	+16			7.4	01.1
	+19			8.8	
	+25			5.8	04.7
	+40			5.4	
	+45 <sup>24</sup>	Top of Rail		4.13	06.38
	+51 <sup>3</sup>	" " "		4.09	06.42
	+56			5.9	
	+63			4.8	05.7
T.P.	12.35	921.17	1.67	908.84	
19	+82				
T.P.	10.59	930.83	0.75	920.24	
	19+82			10.9	19.9
B.M.			9.17	921.66	921.67
20				10.4	20.4
	+50			7.1	23.7
21				3.9	26.9
	+68			3.0	27.8

$\frac{3.3}{50}$   $\frac{3.3}{50}$   $\frac{3.8}{7}$   $3.4$   $\frac{4.1}{3}$   $\frac{9.4}{15}$   $\frac{10.7}{30}$   $\frac{9.7}{38}$   $\frac{14.0}{50}$

$\frac{3.3}{50}$   $\frac{2.7}{50}$   $\frac{3.3}{14}$   $11.0$   $\frac{14.9}{10}$   $\frac{18.0}{26}$   $\frac{10.0}{29}$   $\frac{15.3}{36}$   $\frac{15.3}{50}$

Above H.I.

$\frac{46.5}{50}$   $\frac{46.5}{32}$   $\frac{6.3}{14}$   $\frac{8.8}{8}$   $9.4$   $\frac{9.0}{4}$   $\frac{5.9}{12}$   $\frac{6.0}{39}$   $\frac{5.2}{45}$   $\frac{5.1}{50}$

Above H.I.

$\frac{7.10}{50}$   $\frac{1.2}{45}$   $\frac{6.3}{30}$   $\frac{7.6}{50}$   $\frac{8.4}{14}$   $\frac{6.4}{9}$   $5.8$   $\frac{6.0}{31}$   $\frac{5.2}{37}$   $\frac{5.2}{50}$

$\frac{1.75}{500}$   $\frac{2.54}{200}$   $\frac{3.50}{100}$   $\frac{5.71}{50}$   $4.13$   $\frac{4.55}{50}$   $\frac{4.97}{100}$   $\frac{5.91}{200}$   $\frac{6.90}{300}$

$\frac{1.75}{300}$   $\frac{2.55}{200}$   $\frac{3.52}{100}$   $\frac{5.75}{50}$   $4.09$   $\frac{4.59}{50}$   $\frac{4.97}{100}$   $\frac{5.92}{200}$   $\frac{6.95}{300}$

Above H.I.

$\frac{5.0}{50}$   $\frac{5.9}{48}$   $\frac{4.5}{41}$   $\frac{4.6}{20}$   $\frac{5.9}{12}$   $4.8$   $\frac{2.3}{12}$   $\frac{13.5}{22}$   $\frac{12.0}{27}$   $\frac{12.0}{38}$   $\frac{9.6}{50}$

$\frac{15.0}{50}$   $\frac{16.0}{38}$   $\frac{15.0}{26}$   $\frac{5.2}{8}$  **11.3**

$10.9$   $\frac{11.3}{29}$   $\frac{10.0}{50}$

$\frac{17.2}{50}$   $\frac{11.9}{37}$   $\frac{11.4}{28}$   $\frac{10.5}{12}$   $10.4$   $\frac{8.7}{9}$   $\frac{9.3}{50}$   $\frac{9.2}{50}$

$\frac{10.0}{50}$   $\frac{8.1}{22}$   $7.1$   $\frac{6.7}{6}$   $\frac{6.2}{27}$   $\frac{5.2}{50}$

$\frac{7.2}{50}$   $\frac{5.5}{51}$   $3.9$   $\frac{3.0}{35}$   $\frac{2.6}{50}$

$\frac{5.7}{50}$   $\frac{4.8}{51}$   $3.0$   $\frac{3.6}{6}$   $\frac{3.2}{28}$   $\frac{3.6}{50}$

Sta.	T	H.I.	-	Ref	Elev.
		930.83			
22				5.1	25.7
	+50			7.8	23.0
23				11.5	19.3
T.P.	1.71	921.62	10.92	919.91	
	+60			8.6	13.0
24				10.2	11.4
	+30			10.5	11.1
25				9.0	12.6
26				7.2	14.4
	+63			7.2	14.4
27				7.5	12.1
T.P.	0.13	912.78	8.89	912.74	
	+50	.87		6.0	06.9
28				8.2	04.7
B.M.	3.58	910.80	5.65	907.22	

$$\begin{array}{r} 7.6 \\ \hline 50 \end{array} \quad \begin{array}{r} 6.6 \\ \hline 27 \end{array} \quad 5.1 \quad \begin{array}{r} 5.4 \\ \hline 30 \end{array} \quad \begin{array}{r} 6.0 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 10.1 \\ \hline 50 \end{array} \quad \begin{array}{r} 9.0 \\ \hline 25 \end{array} \quad 7.8 \quad \begin{array}{r} 9.0 \\ \hline 30 \end{array} \quad \begin{array}{r} 9.2 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 11.2 \\ \hline 50 \end{array} \quad \begin{array}{r} 11.5 \\ \hline 22 \end{array} \quad 11.5 \quad \begin{array}{r} 12.5 \\ \hline 30 \end{array} \quad \begin{array}{r} 13.4 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 8.6 \\ \hline 50 \end{array} \quad \begin{array}{r} 8.7 \\ \hline 22 \end{array} \quad 8.6 \quad \begin{array}{r} 8.4 \\ \hline 26 \end{array} \quad \begin{array}{r} 7.5 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 10.2 \\ \hline 50 \end{array} \quad \begin{array}{r} 10.3 \\ \hline 22 \end{array} \quad 10.2 \quad \begin{array}{r} 9.7 \\ \hline 24 \end{array} \quad \begin{array}{r} 8.4 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 10.8 \\ \hline 50 \end{array} \quad \begin{array}{r} 10.6 \\ \hline 24 \end{array} \quad 10.5 \quad \begin{array}{r} 9.7 \\ \hline 29 \end{array} \quad \begin{array}{r} 8.5 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 8.7 \\ \hline 50 \end{array} \quad \begin{array}{r} 8.7 \\ \hline 21 \end{array} \quad 9.0 \quad \begin{array}{r} 8.4 \\ \hline 24 \end{array} \quad \begin{array}{r} 7.5 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 6.5 \\ \hline 50 \end{array} \quad \begin{array}{r} 7.2 \\ \hline 28 \end{array} \quad 7.2 \quad \begin{array}{r} 6.8 \\ \hline 23 \end{array} \quad \begin{array}{r} 5.7 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 7.7 \\ \hline 50 \end{array} \quad \begin{array}{r} 7.2 \\ \hline 23 \end{array} \quad 7.2 \quad \begin{array}{r} 7.0 \\ \hline 51 \end{array} \quad \begin{array}{r} 7.2 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 8.0 \\ \hline 50 \end{array} \quad \begin{array}{r} 9.1 \\ \hline 24 \end{array} \quad 9.5 \quad \begin{array}{r} 10.4 \\ \hline 28 \end{array} \quad \begin{array}{r} 10.9 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 3.8 \\ \hline 50 \end{array} \quad \begin{array}{r} 4.7 \\ \hline 24 \end{array} \quad 6.0 \quad \begin{array}{r} 6.1 \\ \hline 22 \end{array} \quad \begin{array}{r} 6.4 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 0.9 \\ \hline 50 \end{array} \quad \begin{array}{r} 8.0 \\ \hline 30 \end{array} \quad 8.2 \quad \begin{array}{r} 8.0 \\ \hline 30 \end{array} \quad \begin{array}{r} 8.0 \\ \hline 50 \end{array}$$

SPK in T.P. Rt. Sta. 29+50.

Sta.	+	H. I.	-	Ref	Elev.
		910.80			
29				8.9	01.9
	+71			10.5	900.3
	-				
	+84			12.3	898.5
30				5.0	05.8
	+14 <sup>68</sup>			4.8	06.0
	+14 <sup>68</sup>	H. Co. Ref. O. Profile.			
	+27			5.0	05.8
	+40			11.0	899.8
31				12.2	898.6
	+78			7.5	903.3
32				7.5	03.3
	+58			9.4	01.4
	+80			11.5	99.3
33				10.1	00.7

$\frac{93}{50}$   $\frac{97}{27}$   $8.9$   $\frac{23}{24}$   $\frac{7.4}{50}$

$\frac{113}{50}$   $\frac{113}{29}$   $10.5$   $\frac{10.7}{14}$   $\frac{11.9}{16}$   $\frac{11.9}{21}$   $\frac{11.4}{33}$   $\frac{7.7}{45}$   $\frac{5.0}{50}$

$\frac{11.2}{50}$   $\frac{11.2}{33}$   $\frac{11.3}{14}$   $\frac{12.7}{9}$   $12.3$   $\frac{11.8}{3}$   $\frac{8.0}{22}$   $\frac{4.6}{32}$   $\frac{4.4}{39}$   $\frac{4.1}{50}$

$\frac{12.6}{50}$   $\frac{12.9}{42}$   $\frac{12.8}{29}$   $\frac{10.9}{19}$   $\frac{7.2}{9}$   $5.0$   $\frac{4.5}{27}$   $\frac{4.3}{50}$

$\frac{12.3}{50}$   $\frac{6.2}{50}$   $\frac{4.8}{24}$   $\frac{5.2}{14}$   $4.8$   $\frac{4.9}{20}$   $\frac{5.5}{31}$   $\frac{9.3}{48}$   $\frac{9.2}{50}$

$\frac{5.6}{150}$   $\frac{5.5}{100}$   $\frac{5.3}{30}$   $\frac{4.2}{50}$   $\frac{3.3}{100}$   $\frac{2.0}{150}$   
 $\frac{5.3}{50}$   $\frac{5.2}{28}$   $5.0$   $\frac{5.6}{6}$   $\frac{10.2}{23}$   $\frac{10.1}{39}$   $\frac{10.7}{50}$

$\frac{5.3}{50}$   $\frac{5.3}{36}$   $\frac{6.0}{25}$   $\frac{4.8}{13}$   $11.0$   $\frac{11.7}{8}$   $\frac{11.2}{18}$   $\frac{10.9}{30}$   $\frac{10.4}{50}$

$\frac{10.7}{50}$   $\frac{11.0}{40}$   $\frac{11.8}{20}$   $12.4$   $\frac{12.0}{20}$   $\frac{11.1}{50}$

$\frac{12.2}{50}$   $\frac{10.0}{38}$   $7.5$   $\frac{7.4}{21}$   $\frac{7.4}{50}$

$\frac{13.2}{50}$   $\frac{12.1}{44}$   $\frac{12.0}{36}$   $\frac{10.1}{31}$   $\frac{9.2}{27}$   $\frac{8.9}{18}$   $7.5$   $\frac{5.8}{22}$   $\frac{6.1}{50}$

$\frac{13.7}{50}$   $\frac{12.6}{24}$   $\frac{11.3}{5}$   $9.4$   $\frac{7.6}{23}$   $\frac{5.6}{44}$   $\frac{5.1}{50}$

$\frac{13.2}{50}$   $\frac{12.4}{21}$   $11.5$   $\frac{10.8}{7}$   $\frac{8.3}{25}$   $\frac{5.4}{50}$

$\frac{12.3}{50}$   $\frac{11.6}{21}$   $\frac{10.7}{15}$   $10.1$   $\frac{9.0}{23}$   $\frac{15.7}{50}$

Sta.	+	H.I.	-	Rod	Elev.
		910.80			
	+40			8.3	02.5
T.P.	12.72	922.87	0.65	910.15	
34				12.8	10.1
	+50			8.5	14.4
35				9.4	13.5
	+50			4.6	18.3
T.P.	10.99	932.89	0.97	941.90	
36				10.0	22.9
	+50			7.5	25.4
37				6.0	26.9
	+50			6.6	26.3
38				8.7	24.2
	+50			6.7	26.2
39				7.6	25.3
	+50			8.0	24.9

$$\begin{array}{r} 7.2 \\ \hline 50 \end{array} \quad \begin{array}{r} 81 \\ \hline 27 \end{array} \quad 8.3 \quad \begin{array}{r} 7.4 \\ \hline 25 \end{array} \quad \begin{array}{r} 5.0 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 12.1 \\ \hline 50 \end{array} \quad \begin{array}{r} 12.8 \\ \hline 23 \end{array} \quad 12.8 \quad \begin{array}{r} 13.3 \\ \hline 35 \end{array} \quad \begin{array}{r} 13.2 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 5.8 \\ \hline 50 \end{array} \quad \begin{array}{r} 6.3 \\ \hline 21 \end{array} \quad 8.5 \quad \begin{array}{r} 12.0 \\ \hline 31 \end{array} \quad \begin{array}{r} 11.8 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 3.1 \\ \hline 50 \end{array} \quad \begin{array}{r} 38 \\ \hline 34 \end{array} \quad \begin{array}{r} 6.0 \\ \hline 17 \end{array} \quad 7.4 \quad \begin{array}{r} 12.1 \\ \hline 24 \end{array} \quad \begin{array}{r} 12.7 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 0.9 \\ \hline 50 \end{array} \quad \begin{array}{r} 1.0 \\ \hline 21 \end{array} \quad \begin{array}{r} 1.8 \\ \hline 19 \end{array} \quad 4.4 \quad \begin{array}{r} 7.7 \\ \hline 19 \end{array} \quad \begin{array}{r} 10.2 \\ \hline 40 \end{array} \quad \begin{array}{r} 10.8 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 10.7 \\ \hline 50 \end{array} \quad \begin{array}{r} 9.6 \\ \hline 30 \end{array} \quad 10.0 \quad \begin{array}{r} 11.3 \\ \hline 23 \end{array} \quad \begin{array}{r} 13.3 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 12.0 \\ \hline 50 \end{array} \quad \begin{array}{r} 9.3 \\ \hline 22 \end{array} \quad 7.5 \quad \begin{array}{r} 6.9 \\ \hline 3 \end{array} \quad \begin{array}{r} 7.8 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 11.7 \\ \hline 50 \end{array} \quad \begin{array}{r} 8.6 \\ \hline 21 \end{array} \quad 6.0 \quad \begin{array}{r} 4.3 \\ \hline 30 \end{array} \quad \begin{array}{r} 4.4 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 10.2 \\ \hline 50 \end{array} \quad \begin{array}{r} 9.0 \\ \hline 20 \end{array} \quad 6.4 \quad \begin{array}{r} 4.9 \\ \hline 27 \end{array} \quad \begin{array}{r} 5.6 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 7.0 \\ \hline 50 \end{array} \quad \begin{array}{r} 8.2 \\ \hline 23 \end{array} \quad 8.7 \quad \begin{array}{r} 8.4 \\ \hline 30 \end{array} \quad \begin{array}{r} 8.3 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 6.5 \\ \hline 50 \end{array} \quad \begin{array}{r} 6.2 \\ \hline 20 \end{array} \quad 6.7 \quad \begin{array}{r} 7.8 \\ \hline 30 \end{array} \quad \begin{array}{r} 9.0 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 11.6 \\ \hline 50 \end{array} \quad \begin{array}{r} 7.8 \\ \hline 27 \end{array} \quad 7.4 \quad \begin{array}{r} 8.0 \\ \hline 29 \end{array} \quad \begin{array}{r} 8.6 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 8.3 \\ \hline 50 \end{array} \quad \begin{array}{r} 8.3 \\ \hline 27 \end{array} \quad 8.0 \quad \begin{array}{r} 8.7 \\ \hline 28 \end{array} \quad \begin{array}{r} 9.0 \\ \hline 50 \end{array}$$

Sta.	+	H.I.	-	Rod	Elev.
		932.89 ✓			
40				8.6	24.3
	0.80	925.88 ✓	7.81	925.08 ✓	
41				3.8	22.1
42				8.6	17.3
	f68			7.1	18.8
43				8.2	17.7
44				11.2 ✓	14.7 ✓
T.P.	3.18	918.49 ✓	10.57	915.31 ✓	
45				3.1	15.4
46				5.3	13.2
	f50			7.4	11.1
47				8.7	09.8
48				9.4	09.1
49				7.4 ✓	10.9 ✓
T.P.	7.93	723.45 ✓	4.97	713.52 ✓	
	f50			10.0	13.5

$$\begin{array}{r} 9.5 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 8.7 \\ \hline 2.2 \end{array} \quad 8.6 \quad \begin{array}{r} 8.7 \\ \hline 2.8 \end{array} \quad \begin{array}{r} 9.3 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 5.7 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 4.7 \\ \hline 2.4 \end{array} \quad 5.8 \quad \begin{array}{r} 2.9 \\ \hline 3.3 \end{array} \quad \begin{array}{r} 2.7 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 8.8 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 9.1 \\ \hline 2.5 \end{array} \quad 8.4 \quad \begin{array}{r} 7.4 \\ \hline 3.1 \end{array} \quad \begin{array}{r} 6.2 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 9.0 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 8.7 \\ \hline 2.2 \end{array} \quad 7.1 \quad \begin{array}{r} 7.0 \\ \hline 2.9 \end{array} \quad \begin{array}{r} 6.7 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 9.0 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 7.1 \\ \hline 2.2 \end{array} \quad 8.2 \quad \begin{array}{r} 6.6 \\ \hline 2.7 \end{array} \quad \begin{array}{r} 6.6 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 10.5 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 11.1 \\ \hline 3.8 \end{array} \quad 11.2 \quad \begin{array}{r} 10.1 \\ \hline 2.5 \end{array} \quad \begin{array}{r} 8.8 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 1.7 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 2.4 \\ \hline 2.4 \end{array} \quad 3.1 \quad \begin{array}{r} 2.5 \\ \hline 2.5 \end{array} \quad \begin{array}{r} 1.9 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 3.8 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 4.8 \\ \hline 2.4 \end{array} \quad 5.3 \quad \begin{array}{r} 4.8 \\ \hline 2.7 \end{array} \quad \begin{array}{r} 3.8 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 6.7 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 7.7 \\ \hline 1.5 \end{array} \quad 7.4 \quad \begin{array}{r} 6.2 \\ \hline 3.0 \end{array} \quad \begin{array}{r} 5.5 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 8.8 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 9.0 \\ \hline 2.0 \end{array} \quad 8.7 \quad \begin{array}{r} 7.9 \\ \hline 1.4 \end{array} \quad \begin{array}{r} 6.1 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 7.5 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 9.0 \\ \hline 2.5 \end{array} \quad 9.4 \quad \begin{array}{r} 8.9 \\ \hline 2.5 \end{array} \quad \begin{array}{r} 8.6 \\ \hline 3.8 \end{array} \quad \begin{array}{r} 8.5 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 7.3 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 7.2 \\ \hline 3.0 \end{array} \quad 7.4 \quad \begin{array}{r} 7.3 \\ \hline 2.7 \end{array} \quad \begin{array}{r} 7.3 \\ \hline 5.0 \end{array}$$

$$\begin{array}{r} 12.2 \\ \hline 5.0 \end{array} \quad \begin{array}{r} 10.0 \\ \hline 1.8 \end{array} \quad 10.0 \quad \begin{array}{r} 9.8 \\ \hline 2.4 \end{array} \quad \begin{array}{r} 9.2 \\ \hline 5.0 \end{array}$$

Sta.	+	H.I.	-	Rod.	Elev.
50		923.45		9.5	14.0
	+50			8.0	15.5
51				6.3	17.2
	+50			5.4	18.1
52				7.4	15.9
	+50			9.0	14.5
53				9.1	14.4
	+50			8.3	15.2
54				7.0	16.5
	+50			5.2	18.3
T.P.	2.66	921.43	4.68	918.77	
B.M.			4.12	917.51	917.26
T.P.	5.51	924.38	2.66	918.77	
	+73			6.4	17.9
	+87			9.3	15.0

$\frac{12.2}{50}$   $\frac{10.4}{24}$  7.5  $\frac{20}{22}$   $\frac{8.1}{50}$

$\frac{11.4}{50}$   $\frac{7.7}{23}$  8.0  $\frac{7.0}{24}$   $\frac{6.0}{50}$

$\frac{10.4}{50}$   $\frac{8.2}{24}$  4.3  $\frac{4.0}{21}$   $\frac{2.6}{50}$

$\frac{10.0}{50}$   $\frac{7.9}{27}$  5.4  $\frac{3.7}{28}$   $\frac{2.2}{50}$

$\frac{9.5}{50}$   $\frac{8.8}{23}$  7.6  $\frac{5.8}{28}$   $\frac{4.2}{50}$

$\frac{10.2}{50}$   $\frac{10.0}{29}$  9.0  $\frac{7.9}{29}$   $\frac{7.4}{50}$

$\frac{10.4}{50}$   $\frac{10.1}{28}$  9.1  $\frac{8.1}{24}$   $\frac{6.6}{42}$   $\frac{7.1}{50}$

$\frac{7.9}{50}$   $\frac{7.6}{49}$   $\frac{10.5}{49}$   $\frac{7.5}{28}$  8.3  $\frac{6.6}{24}$   $\frac{5.5}{50}$

$\frac{7.8}{50}$   $\frac{7.5}{33}$   $\frac{9.7}{27}$   $\frac{9.5}{23}$   $\frac{7.9}{22}$   $\frac{7.1}{10}$  7.0  $\frac{5.1}{25}$   $\frac{4.1}{50}$

$\frac{6.8}{50}$   $\frac{6.9}{14}$   $\frac{8.2}{12}$   $\frac{8.5}{8}$   $\frac{5.9}{5}$  5.2  $\frac{5.1}{24}$   $\frac{3.7}{50}$

$\frac{7.6}{50}$   $\frac{7.7}{11}$   $\frac{9.2}{8}$   $\frac{9.6}{3}$  6.4  $\frac{5.6}{7}$   $\frac{5.6}{28}$   $\frac{4.4}{50}$

$\frac{7.6}{50}$   $\frac{7.3}{29}$   $\frac{7.5}{7}$   $\frac{8.9}{4}$  7.3  $\frac{6.3}{3}$   $\frac{5.5}{11}$   $\frac{5.3}{34}$   $\frac{4.5}{50}$

Sta.	+	M.I.	-	Rad	Elev
55		924.28	✓		15.1
	+27				17.0
	+50				17.2
56					17.6
	+50				17.6
57					18.0
	+36 <sup>17</sup>				18.1
B.M.			6.77	917.31	✓

$\frac{7.5}{50}$	$\frac{7.2}{24}$	$\frac{7.2}{5}$	$\frac{9.2}{1}$	$9.2$	$\frac{9.2}{3}$	$\frac{5.6}{7}$	$\frac{5.0}{15}$	$\frac{4.7}{33}$	$\frac{4.1}{50}$
------------------	------------------	-----------------	-----------------	-------	-----------------	-----------------	------------------	------------------	------------------

$\frac{8.4}{50}$	$\frac{8.4}{47}$	$\frac{7.2}{45}$	$\frac{6.9}{23}$	$7.3$	$\frac{8.6}{3}$	$\frac{9.0}{9}$	$\frac{5.2}{13}$	$\frac{4.2}{21}$	$\frac{4.2}{36}$	$\frac{3.7}{50}$
------------------	------------------	------------------	------------------	-------	-----------------	-----------------	------------------	------------------	------------------	------------------

$\frac{9.0}{50}$	$\frac{7.3}{43}$	$\frac{7.1}{39}$	$\frac{6.9}{21}$	$7.1$	$\frac{7.2}{6}$	$\frac{8.7}{11}$	$\frac{8.8}{14}$	$\frac{4.8}{19}$	$\frac{3.7}{27}$	$\frac{3.5}{50}$
------------------	------------------	------------------	------------------	-------	-----------------	------------------	------------------	------------------	------------------	------------------

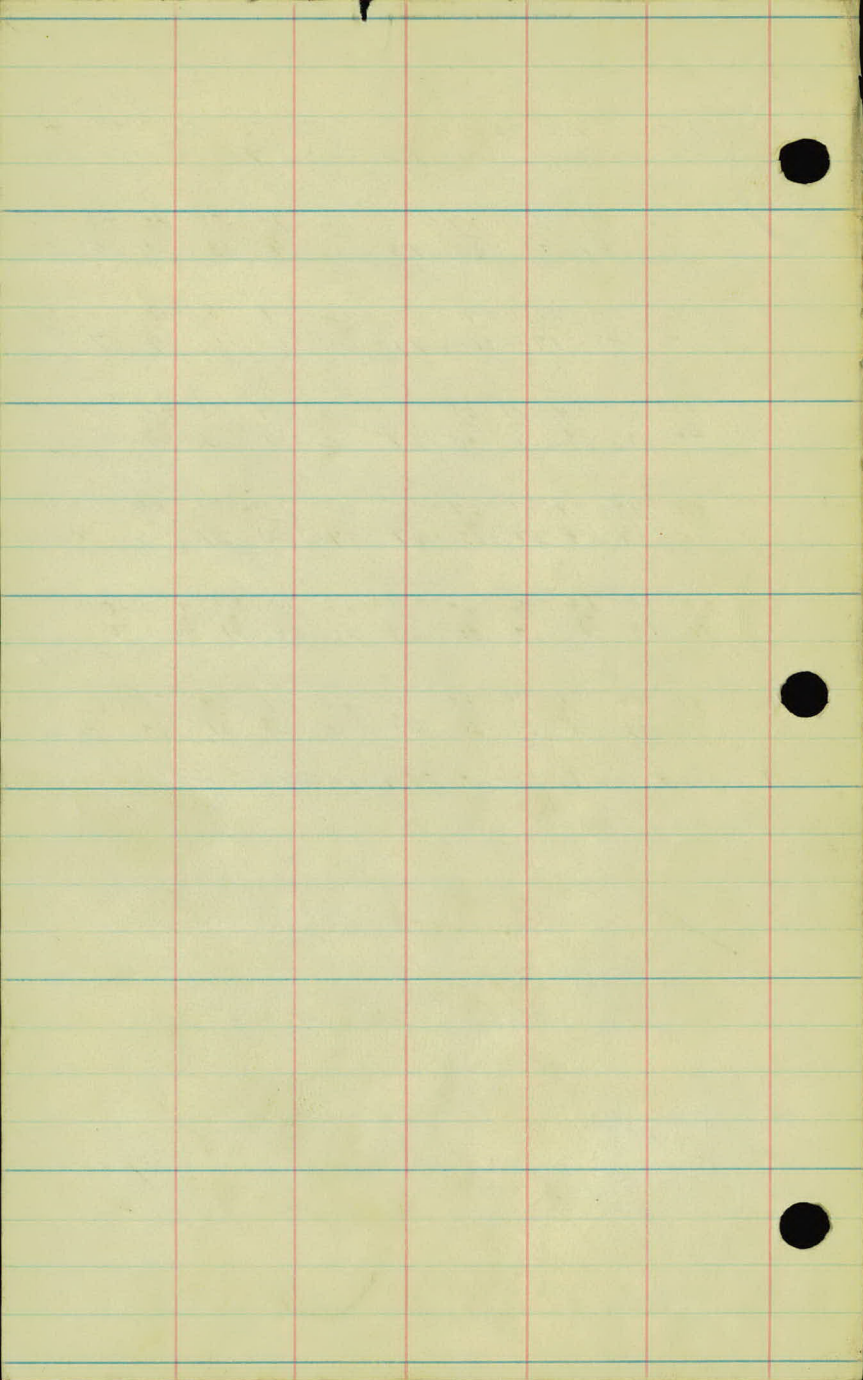
$\frac{4.2}{50}$	$\frac{4.2}{44}$	$\frac{8.7}{38}$	$\frac{8.4}{33}$	$\frac{7.1}{50}$	$\frac{6.8}{20}$	$6.7$	$\frac{6.9}{12}$	$\frac{8.4}{17}$	$\frac{8.5}{22}$	$\frac{4.1}{27}$	$\frac{3.5}{35}$	$\frac{3.5}{50}$
------------------	------------------	------------------	------------------	------------------	------------------	-------	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{4.4}{50}$	$\frac{4.4}{39}$	$\frac{8.4}{34}$	$\frac{8.1}{29}$	$\frac{6.7}{25}$	$6.7$	$\frac{6.5}{17}$	$\frac{8.1}{21}$	$\frac{8.1}{29}$	$\frac{3.9}{33}$	$\frac{4.3}{50}$
------------------	------------------	------------------	------------------	------------------	-------	------------------	------------------	------------------	------------------	------------------

$\frac{5.2}{50}$	$\frac{5.2}{33}$	$\frac{8.2}{28}$	$\frac{7.6}{24}$	$\frac{6.4}{20}$	$6.3$	$\frac{6.3}{21}$	$\frac{7.1}{24}$	$\frac{8.1}{31}$	$\frac{4.8}{35}$	$\frac{6.4}{50}$
------------------	------------------	------------------	------------------	------------------	-------	------------------	------------------	------------------	------------------	------------------

$\frac{5.6}{50}$	$\frac{5.4}{32}$	$\frac{8.1}{28}$	$\frac{7.6}{23}$	$\frac{6.4}{20}$	$6.2$	$\frac{6.2}{20}$	$\frac{7.9}{23}$	$\frac{8.4}{31}$	$\frac{5.8}{33}$	$\frac{6.6}{50}$
------------------	------------------	------------------	------------------	------------------	-------	------------------	------------------	------------------	------------------	------------------

SpK in 24" Oak. 50 Lt. 57g. 172 + 53



Anoka Cutoff

Ref  $\frac{1}{2}$  # 93.

Alignment from Sta. 0+00  
to Sta. 57+56<sup>17</sup>

Received 7-1-27  
C. H. Anderson

Sta. Point A Lt. Δ Pt.

19+48<sup>42</sup> P.O.T.

5+41<sup>33</sup> P.T. 13°-32'

5+00 12°-30' ✓

150 11°-15'

4+00 10°-00' ✓

150 8°-45' ✓

3+00 7°-30' ✓

2+75<sup>90</sup> P.T. 27°-04'

Δ-27°-04'

150 6°-15' ✓

P.-5° Lt.

2+00 5°-00' ✓

T.-275<sup>90</sup>

150 3°-45' ✓

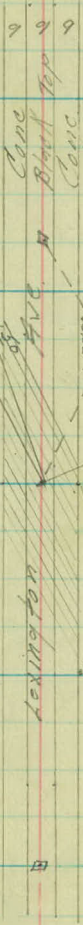
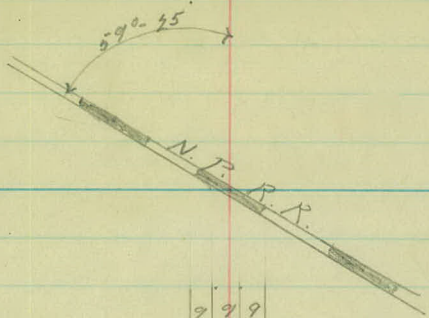
L.-541<sup>33</sup>

1+00 2°-30' ✓

R.-146<sup>28</sup>

150 1°-15' ✓

0+00 P.C. 0°-00' ✓



T.P.

Box of 2" Cur. p. L. & H.

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

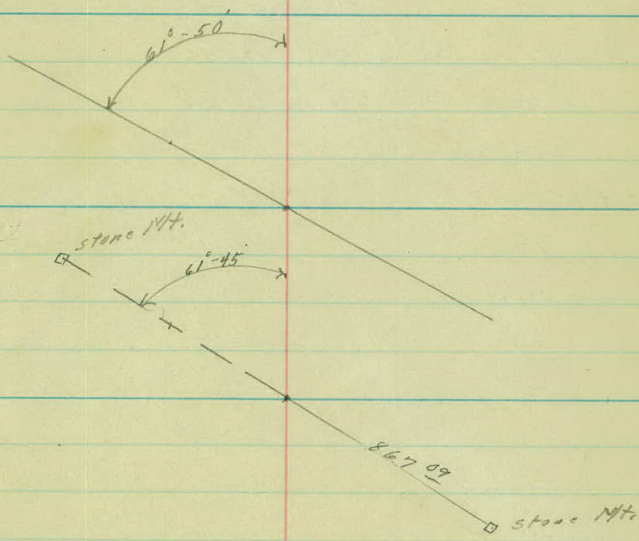
40 + 11 <sup>72</sup>	P.T.	6°-00'	
40		5°-53'	
39		4°-53'	
38		3°-53'	
37 + 12 <sup>88</sup>	P.I.	12°-00'	$\Delta$ -12°-00'
37		2°-53'	D-2° Lt.
36		1°-53'	T-301 "
35		0°-53'	L-600 "
34 + 11 <sup>74</sup>	P.O.	0°-00'	R-2864 <sup>93</sup>

30 + 14 <sup>68</sup> P.O.T. Ch. Ref. "C"

21 + 71 <sup>80</sup> P.O.T.

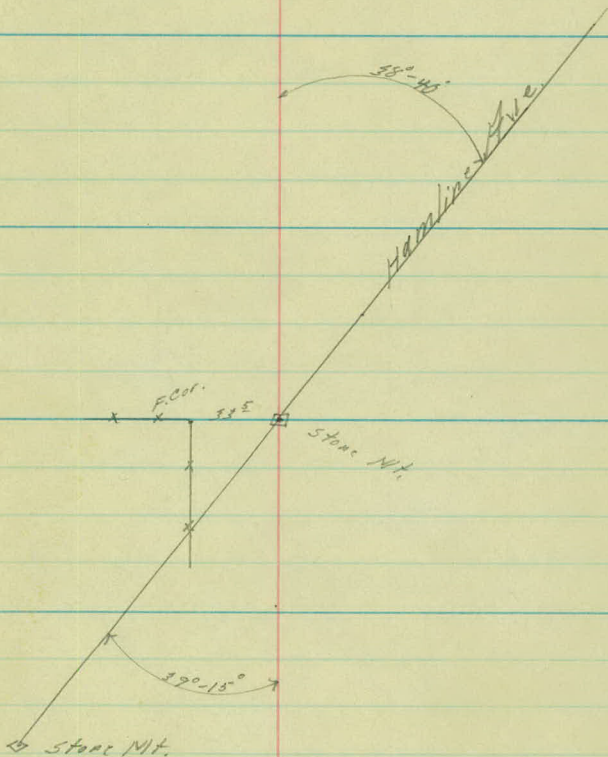
20 + 91 <sup>44</sup> P.O.T.

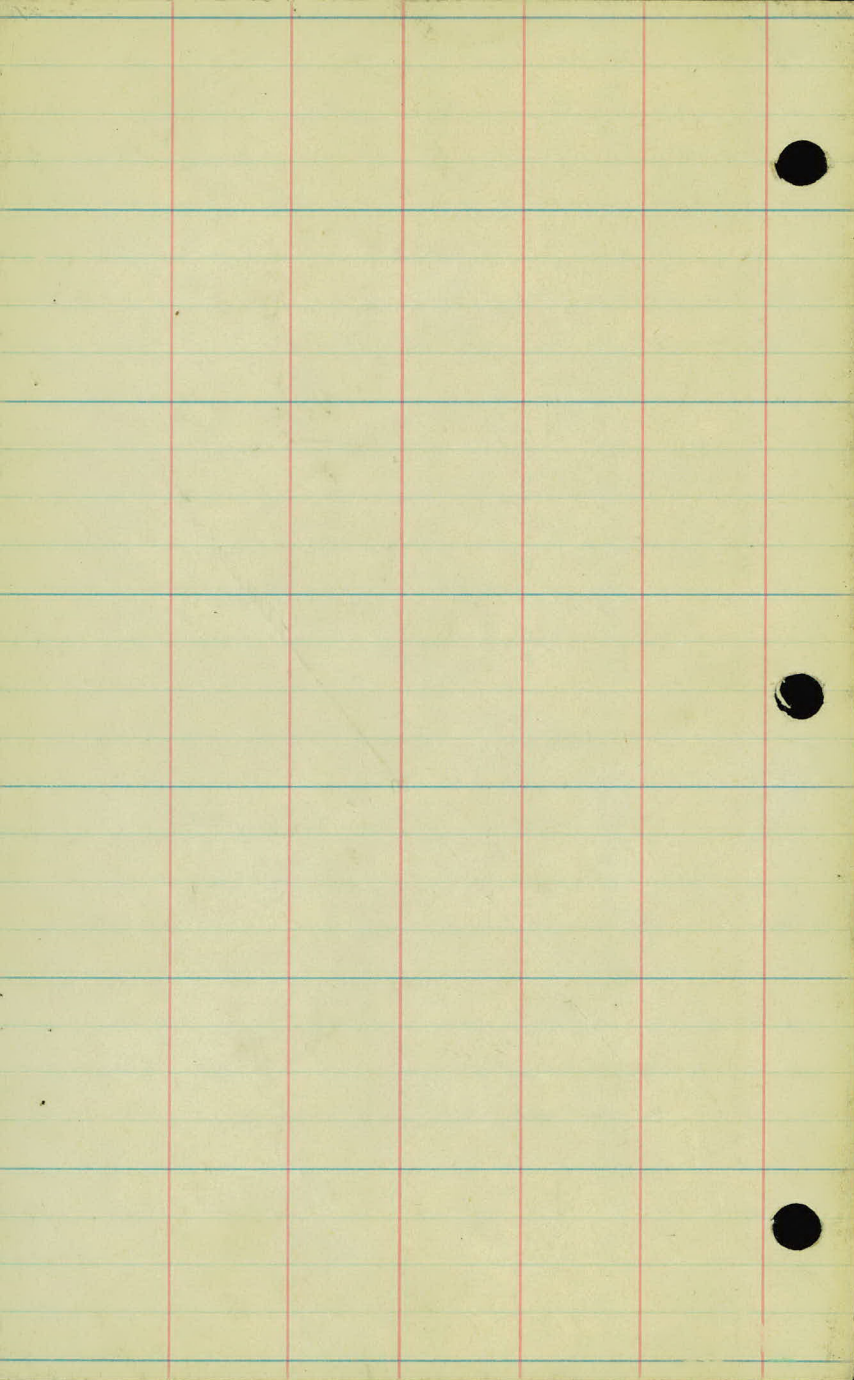
19 + 84 <sup>57</sup> P.O.T.



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

175 + 67 <sup>16</sup>	P.O.T. on Proj. # 26-62 "A"		
57 + 56 <sup>17</sup>	P.T. =	19°-20'	✓
57		18°-25'	✓
+50		17°-10'	✓
56		15°-55'	✓
+50		14°-40'	✓
55		13°-25'	✓
+50		12°-10'	✓
54		10°-55'	✓
53 + 65 <sup>0</sup>	P.T.	38°-40'	$\Delta$ -38°-40'
+50		7°-40'	$\Delta$ -5° Rt.
53		8°-25'	T: 402 <sup>16</sup>
+50		7°-10'	L: 773 <sup>53</sup>
52		5°-55'	R-
+50		4°-40'	✓
51		3°-25'	✓
+50		2°-10'	✓
50		0°-55'	✓
49 + 62 <sup>84</sup>	P.O.	0°-00'	





V. 2-979