



Co. Rd. "F" or Co. Rd. #17

STATE OF MINNESOTA )  
COUNTY OF RAMSEY ) ss

WHEREAS, A petition signed by twenty-four freeholders of said County, praying for the establishment of a certain highway in said County, running east and west from State Trunk Highway No. 63 to State Trunk Highway No. 62, being in the Village of New Brighton and Town of Mounds View, Sections 20, 21, and 28, Township 30, Range 23, and not within the limits of any incorporated city, as hereinafter described, was presented to this Board at its session on the eighteenth day of March, 1929, and this Board having determined by the judgment of a majority of its members that said petition is reasonable on its face, and having by its order made at said session, appointed Monday, the 29th day of April, 1929, at 10:00 o'clock A. M., at C. H. and C. H. Building, St. Paul, in said County, as the time and place for a hearing upon said petition, and having by said order appointed a committee of its members to examine said proposed route of said road and designated Thursday, the 25th day of April, 1929, at three o'clock P. M., at the intersection of Front Street and Fifth Avenue in the Village of New Brighton in said County, as the time and place for said Committee to meet on the route of said proposed road, for the examination of the same, and having caused notices of said hearing and said meeting of said committee embodying a copy of said petition, to be posted in the three most public places of each town through which said proposed route of said road runs, or affected thereby, at least thirty days before the day of said hearing upon said petition, and being satisfied that said notices were so posted and proof of said posting duly made, and the said committee having met at the time and place designated in said order and said notices, and examined the same and made its report in writing to this Board, and recommended that said petition be granted, and said Board having met at the time and place designated in said order and said notices, to-wit, at C. H. and C. H. Building, St. Paul, in said County, on Monday, the twenty-ninth day of April, 1929, at ten o'clock A. M., and up to Monday, May 6th, 1929, at ten o'clock A. M., and duly heard all that anyone had to say in favor of, or against, the granting of said petition and considered said petition and the report of said committee thereon, and a majority of said Board having agreed that said petition should be granted.

IT IS HEREBY ORDERED, That the prayer of said petition be and the same is hereby granted, and said highway is hereby established so as to run according to said committee's report, by courses and distances as follows, to-wit:

Beginning at the intersection of the center line of Front Street and the center line of Fifth Avenue in the Village of New Brighton, thence South  $81^{\circ} 25'$  E. along said center line of Front Street, a distance of 1216.19 feet; thence northeasterly following a  $5^{\circ}$  curve to the left (with a radius of 1146.28 feet and central angle of  $32^{\circ} 20'$ ) a distance of 646.67 feet; thence N.  $66^{\circ} 15'$  E. a distance of 32.87 feet; thence northeasterly and easterly following a  $4^{\circ}$  curve to the right (with a radius of 1432.69 feet and central angle of  $40^{\circ} 10'$ ) a distance of 1004.17 feet; thence S.  $73^{\circ} 35'$  E. a distance of 333.45 feet; thence southeasterly and easterly following a  $4^{\circ}$  curve to the left (with a radius of 1432.69 feet and central angle of  $16^{\circ} 30'$ ) a distance of 412.50 feet; thence N.  $89^{\circ} 55'$  E. a distance of 2.20 feet; thence southeasterly following a  $4^{\circ}$  curve right (with a radius of 1432.69 feet; and central angle of  $10^{\circ} 32'$ ) a distance of 263.33 feet; thence S.  $79^{\circ} 33'$  E. a distance of 326.99 feet; thence southeasterly following a  $3^{\circ}$  curve to the right (with a radius of 1910.08 feet, and central angle of  $35^{\circ} 23'$ ) a distance of 1179.44 feet;

thence S.  $44^{\circ} 10'$  E. a distance of 1242.47 feet to a point on the center line of State Trunk Highway #62, said point being 1230.0 feet north and 555.0 feet west of the southeast corner of the N. E.  $\frac{1}{4}$  of Sec. 28, T. 30 N., R. 23 W.,

The above described road to be 33.0 feet wide on either side of the described center line, except portions thereof to be 40.0 feet wide on either side of the described center line at the following locations: On the southerly side of center line from Station 14+50 to Station 17+00; on the northerly side of center line from Station 15+00 to Station 17+50; on the northerly side of center line from Station 21+50 to Station 24+50; on the southerly side of center line from Station 21+50 to Station 30+50; on the northerly side of center line from Station 27+00 to Station 30+00; on the southerly side of center line from Station 38+00 to Station 39+70; on the southerly side of center line from Station 44+00 to Station 45+00; on the southerly side of center line from Station 52+50 to Station 54+17.81; and on the northerly side of center line from Station 56+00 to Station 58+00. Also to include for road right-of-way the two following described parcels of land located at the intersection of the proposed road and State Trunk Highway No. 62; Beginning at a point 1305.0 feet north and 583.0 feet west of the southeast corner of the N. E.  $\frac{1}{4}$  of Section 28, T. 30 N., R. 23 W., said point being on the westerly right-of-way line of State Trunk Highway No. 62, thence N.  $18^{\circ} 50'$  E. Along said westerly right-of-way line, a distance of 200.00 feet; thence S.  $72^{\circ} 06'$  W. a distance of 199.0 feet; thence S.  $44^{\circ} 10'$  E. a distance of 179.0 feet to place of beginning. Also beginning at a point 1235.0 feet north and 606.0 feet west of the southeast corner of the N. E.  $\frac{1}{4}$  of said Sec. 28, said point being on the westerly right-of-way line of State Trunk Highway No. 62, thence S.  $18^{\circ} 50'$  W. along said westerly right-of-way line a distance of 133.0 feet; thence northwest-erly following a curve left (with a radius of 377.28 feet and central angle of  $63^{\circ} 00'$ ) a distance of 301.57 feet; thence S.  $44^{\circ} 10'$  E. a distance of 211.50 feet to place of beginning.

All of the above descriptions of road center line and additional descriptions are as shown on right-of-way map for Ramsey County Project 29-17, on file in the Office of Ramsey County Auditor, Court House, St. Paul, Minnesota.

The proposed road will connect county roads as follows: New Brighton Road (being State Trunk Highway No. 63) on the west, and the Anoka Cut-off Highway (Being State Trunk Highway No. 62) on the east.

(Said road, as established, was approved by resolution of the Village Council of the Village of New Brighton, duly adopted on the 15th day of March, 1929, certified copy of which is on file.)

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The following petition for the establishment of a county road was then presented and considered:  
 STATE OF MINNESOTA )  
 COUNTY OF RAMSEY )

TO THE COUNTY BOARD OF SAID COUNTY:

Your undersigned petitioners represent and state:

That they are each and all freeholders in said county and hereby petition for the establishment of a County Road 66 and 80 feet wide extending from State Trunk Highway No. 63 to State Trunk Highway No. 62, and being 33.0 feet wide on either side of the hereinafter described center line; and 40.0 feet wide on either side of center line, as hereinafter mentioned, over and across the following described lands of the following named persons, to wit:

NAMES OF OWNERS	DESCRIPTIONS	SECTION TOWN RANGE
JAMES E. TREAT	Lots 1 to 6 incl. Blk. 1, 1st Add. to New Brighton.	
OTTO SCHMALZBAUER	That part of Lots 7, 8, 9, 10, 11, & 12, north of the following described line: Commencing on the west line of said Lot 12 about 83.0 feet south from the N. W. corner thereof, being the southerly line of F. M. Matushak's Bldg; thence easterly along said southerly line of building to east line of said Lot 10; thence southerly along said east line 18 feet, more or less, to northerly line of James E. Treat's property; thence easterly along said northerly line to a point on east line of said Lot 7 36.43 feet from southeast corner thereof in Blk. 1, First Addition to New Brighton.	
JAMES E. TREAT	Lots 1 to 12 incl. Blk. 3, 3rd Add. to New Brighton	
FRED BEISSWENGER	Lots 1 to 6 incl., Blk. 2, 2nd Add. to New Brighton	
AUGUST SAETTLER	Lot 7, Blk. 2, 2nd Add. to New Brighton	
FRED BEISSWENGER	Lots 8 & 9, Blk. 2, 2nd Add. to New Brighton	
OTTO A. SCHMALZBAUER	Lots 10 to 12 incl. Blk. 2, 2nd Add. to New Brighton	
THOMAS FARRELL	Lots 1 to 11, incl. Blk. 1, 2nd Add. to New Brighton	
VILLAGE OF NEW BRIGHTON	1st Ave., 2nd Ave., 3rd Ave., 4th Ave., and 5th Ave., at its intersection with Front Street, and Front Street from the center of 5th Ave., to the center of 1st Ave.	
JOSEPH W. JANDELL	Commencing at intersection of center line of Front Street and 5th Ave. e., thence northerly in a straight line 1100 feet, more or less, to southerly corner of P. S. Schufelt's land as recorded in Book 411 of deeds, Page 513, thence N. 5° 19' E., 663.5 feet; thence N. 17° 50' E., 690 feet more or less, to north line of S. E. quarter of Sec. 20; thence east on said north line to southerly line of right of way of	

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Butcher's Spur, so-called; thence southeasterly along said right of way to east line of said Sec; thence south to center line of Front Street; thence N. W. ly to beginning, being in the S. E. 1/4 of Sec. 20, T. 30. R. 23.

THE UNION CENTRAL LIFE  
INSURANCE COMPANY

Except part platted as Butcher's Allotment No. 1 and except right of way of Butcher's Spur, so-called; S. W. 1/4 of Sec. 21, T. 30. R. 23.

MINNESOTA TRANSFER  
RAILROAD CO.

A strip of land 50 feet wide over and across the S. 1/2 of the S. 1/2 of the S. E. 1/4 of Sec. 21, T. 30, R. 23.

PATRICK J. FARRELL  
Patrick J. Farrell, et

S. 1/2 of S. 1/2 of S. E. 1/4 of Sec. 21, T. 30, R. 23.

Patrick J. Farrell, et

al. N. W. 1/4 of Sec. 28, T. 30, R. 23.

al. N. E. 1/4 of Sec. 28, T. 30. R. 23, except part easterly of State Trunk Highway No. 62 and southerly of Valentine Lake.

along the following route as the center line thereof, to-wit:

Beginning at the intersection of the center line of Front Street and the center line of Fifth Avenue in the Village of New Brighton, thence S. 81° 25' E. along said center line of Front Street, a distance of 1216.19 feet; thence northeasterly following a 5° curve to the left (with a radius of 1146.28 feet and central angle of 32° 20') a distance of 646.67 feet; thence N. 66° 15' E. a distance of 32.87 feet; thence northeasterly and easterly following a 4° curve to the right (with a radius of 1432.69 feet and central angle of 40° 10') a distance of 1004.17 feet; thence S. 73° 35' E. a distance of 333.45 feet; thence southeasterly and easterly following a 4° curve to the left (with a radius of 1432.69 feet and central angle of 16° 30') a distance of 412.50 feet; thence N. 89° 55' E. a distance of 2.20 feet; thence southeasterly following a 4° curve right (with a radius of 1432.69 feet; and central angle of 10° 32') a distance of 263.33 feet; thence S. 79° 33' E. a distance of 326.99 feet; thence southeasterly following a 3° curve to the right (with a radius of 1910.08 feet, and central angle of 35° 23') a distance of 1179.44 feet; thence S. 44° 10' E. a distance of 1242.47 feet to a point on the center line of State Trunk Highway #62, said point being 1230.0 feet north and 555.0 feet west of the southeast corner of the N. E. 1/4 of Sec. 28, T. 30 N., R. 23 W.

The above described road to be 33.0 feet wide on either side of the described center line except portions thereof to be 40.0 feet wide on either side of the described center line at the following locations: On the southerly side of center line from Station 14+50 to Station 17+00; on the northerly side of center line from Station 15+00 to Station 17+00; on the northerly side of center line from Station 21+50 to Station 24+50; on the southerly side of center line from Station 21+50; to Station 30+50; on the northerly side of center line from Station 27+00 to Station 30+00; on the southerly side of center line from Station 38+00 to Station 39+70; on the southerly side of center line from Station 44+00 to Station 45+00; on the southerly side of center line from Station 52+50 to Station 54+17.81; and on the northerly side of center line from Station 56+00 to Station 58+00. Also to include for road right-of-way the two following described parcels of land located at the intersection of the proposed road and State Trunk Highway No. 62; Beginning at a point 1305.0 feet north and 583.0 feet west of the southeast corner of the N. E. 1/4 of Section 28, T. 30 N., R. 23 W., said

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point being on the westerly right-of-way line of State Trunk Highway No. 62, thence N. 18° 50' E. along said westerly right-of-way line, a distance of 200.0 feet; thence S. 72° 06' W. a distance of 199.0 feet; thence 44° 10' E. a distance of 179.0 feet to place of beginning. Also beginning at a point 1235.0 feet north and 606.0 feet west of the southeast corner of the N. E. ¼ of said Sec. 28, said point being on the westerly right-of-way line of State Trunk Highway No. 62, thence S. 18° 50' W. along said westerly right-of-way line a distance of 133.0 feet; thence northwesterly following a curve left (with a radius of 377.28 feet and central angle of 63° 00') a distance of 301.57 feet; thence S. 44° 10' E. a distance of 211.50 feet to place of beginning.

All of the above descriptions of road center line and additional descriptions are as shown on right-of-way map for Ramsey County Project 29-17, on file in the Office of Ramsey County Auditor, Court House, St. Paul, Minnesota.

The proposed road will connect county roads as follows: New Brighton Road (being State Trunk Highway No. 63) on the west, and the Anoka Cut-off Highway (being State Trunk Highway No. 62) on the east,

and pray that you will hear and grant this petition according to law,

SIGNATURES OF PETITIONERS

SIGNATURES OF PETITIONERS

H. L. Robinson  
 F. M. Searles  
 A. H. Hudoba  
 S. W. Reasoner  
 Henry Jasper  
 Joe Olchefski  
 John H. Schutta, Jr.  
 F. E. Richardson  
 Paul Zanor  
 Aleyons J. Schutta

William Bona  
 C. E. Petersen  
 Henry Bona  
 Wm. Koalska  
 Geo. Fisher  
 Jas. E. Treat  
 Geo. D. Allan  
 Harvey Devine  
 Nick Indykiewicz  
 Albert Bona

Thos. J. Koalska  
 Otto A. Schmalzbauer  
 Raymond Skiba  
 Frank Lange  
 Fred Beisswenger  
 Rose Johnson  
 Wm. Steink  
 John Demar  
 F. P. Kush  
 George Kush M. L. Bruce Co.

A certified copy of a resolution adopted by the Village Council of New Brighton, dated March 15, 1929, approving said petition, was also submitted.

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P. J. Farrell, one of the affected property owners over whose land said road will pass, objected to the proposed routing of same, based on the fact that the intersection on the east with State Trunk Highway No. 62 is located too far south to be of sufficient benefit for surrounding territory to utilize this highway as an entrance into New Brighton; also that at said point a large hill directly north of said intersection interferes with a clear vision of the highway, which, with the enormous traffic on Highway No. 62, would create a serious hazard; further that the radius curve of said highway dipping to the south creates a situation whereby the public must drive further south than is necessary and return north over the highway to connect with New Brighton. Sentiment expressed by residents in the immediate vicinity is to the effect that the road should be built on the section line, as originally planned, and at right angles to the intersection of Highway No. 62, with a radius curve on either side.

County Surveyor Coates, however, reported that, due to the marshy condition of the soil in several places, it was necessary, in order to avoid constructing the highway over this marshy land, to divert the highway to the proposed location, claiming the cost to be less to the county, and the maintenance to be easier over a period of years.

Commissioner Gibbs advised that he was over the ground of the proposed location of this highway, and reported that, from observation and from consulting with residents of that district, the best interests of the community would not be served by placing the highway as proposed.

Mr. Farrell claimed that, if the highway were constructed as proposed, he would expect to be reimbursed for damages by reason of said highway to a considerable extent, whereas, if the highway were laid out and built twenty rods north of the section line, the property necessary would be granted gratis, and, in his opinion, this would provide a better connection with State Trunk Highway No. 62, and would also provide a better alignment for the highway.

The Board then considered the facts and discussed the matter at some length, after which it was moved by Commissioner Keller, seconded by Commissioner Groos, that the petition, as submitted, be referred to Commissioner Gibbs and County Surveyor Coates for an inspection of the proposed road, as well as the suggested routes, and report as to the best route available for this purpose, and the one which they would recommend to be established, and same carried by the following vote: Ayes - Gibbs, Groos, Keller, Stewart, and Hodgson. Nays - None.

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STATE OF MINNESOTA )  
COUNTY OF RAMSEY )

The petition of H. L. Robinson and others having been filed in the office of the County Auditor of said county on the 18th day of March, 1929, and presented to this board at its regular session on the 18th day of March, 1929, for the establishment of a county road 66 and 80 feet wide extending from State Trunk Highway No. 63 to State Trunk Highway No. 62, and being 33.0 feet wide on either side of the hereinafter described center line; and 40.0 feet wide on either side of center line, as described in original petition; which petition appears to us to be reasonable on its face and is on file in said auditor's office and open to inspection:

IT IS THEREFORE ORDERED, That said petition be heard on the 29th day of April, 1929, at 10:00 o'clock A. M., at Court House and City Hall Building in the City of St. Paul in said county; that H. P. Churchill, F. H. Gibbs, L. F. Groos, H. P. Keller, J. J. Lane, A. A. Stewart and L. C. Hodgson, who are members of this Board be, and hereby are, appointed a committee to meet at the intersection of Front Street and Fifth Avenue in the Village of New Brighton on said route of said road on the 25th day of April, 1929, at 3:00 o'clock P. M., to examine said route of said road and report thereon to this board not later than the date of said hearing on said petition; and that posted notice of said hearing on said petition and of said meeting of said committee be given at least twenty (20) days before said meeting of said committee and not less than thirty (30) days before said hearing on said petition in each town affected by said proposed establishment of said road, which notice shall include a copy of said petition.

THE COUNTY BOARD OF RAMSEY COUNTY

Attest:

By L. C. Hodgson (Signed)Geo. J. Ries (Signed)

Chairman

County Auditor

(SEAL)

Moved by Commissioner Gibbs, seconded by Commissioner Groos, that said order be approved and adopted, and motion carried by the following vote: Ayes - Gibbs, Groos, Keller, Stewart, and Churchill. Nays - None.

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REPORT OF COMMITTEE

April 29, 1939

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The hearing on the PETITION FOR THE ESTABLISHMENT OF AN EXTENSION OF COUNTY ROAD "F" from State Trunk Highway No. 62 to State Trunk Highway No. 63 at New Brighton was taken up. The special committee appointed for the purpose of examining said road and submitting a report thereon advised that said inspection was made on Thursday, April 25th, but, before making a final report, they desired to ascertain the sentiment of the property owners regarding the establishment of said highway on the alignment as proposed.

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P. J. Farrell objected very strenuously to the route of said highway insofar as the same connects with Trunk Highway No. 62, as the same cuts off a corner of his land, making it practically useless. Damages to the extent of \$5,000.00 are requested in the event that the Board desires to establish and improve this highway as proposed. Residents in the vicinity of the highway, he advises, cannot use the same to advantage as they would have to travel south too great a distance, turning into the highway from Highway No. 62, and thence on a curve to the northwest, which, in his opinion, could be avoided if the road were constructed twenty rods north of the section line so as to connect at a closer distance with the east and west road proposed to be established by the Town Board between State Trunk Highway No. 62 and Snelling Avenue. He now proposed to grant to the County gratis the right-of-way if the road is constructed twenty rods north of the section line. The road now swings to approximately this distance in the southwest quarter of Section Twenty-one (21), and could well be continued east to connect with State Trunk Highway No. 62.

County Surveyor Coates, however, advised that it would be impractical to build the highway on this route, and it would be impossible to construct it on the section line road, as originally laid out. It is his recommendation that the alignment as proposed in the petition be accepted as the most feasible and adaptable to the best interests of the county.

After a general discussion concerning the alignment, the benefits and damages accruing by reason of said establishment, and other matters entering into the establishment of said road, Commissioner Keller moved, seconded by Commissioner Groos, that the hearing be postponed until Monday, May 6th, and same carried by the following vote: Ayes - Gibbs, Groos, Keller, Lane, Stewart, and Churchill. Nays - None.

Moved by Commissioner Gibbs that the special committee appointed for the examination of said road meet on Friday, May 3rd, at 10:00 o'clock A. M., for the purpose of further considering this highway, as well as fixing the benefits and damages by reason of said establishment, and same carried by the following vote: Ayes - Gibbs, Groos, Keller, Lane, Stewart, and Churchill. Nays - None.

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The following REPORT was read and considered:

St. Paul, Minnesota,  
May 3, 1929,

To the Honorable Board of County Commissioners,  
Ramsey County, Minnesota.

Gentlemen:

Your committee appointed on March 25, 1929, to examine the proposed ESTABLISHMENT OF A HIGHWAY running east and west from State Trunk Highway No. 63 to State Trunk Highway No. 62, being a continuation of COUNTY ROAD "F", respectfully report that we met at the time and place designated in your order, and proceeded to examine the highway proposed to be established.

On Friday, May 3rd, at 10:00 o'clock A. M., and after the general hearing on April 29th, we again proceeded to hear property owners interested in said highway.

P. J. Farrell, representing the owners of the Northeast Quarter of Section 28, Township 30, Range 23, objected to the alignment of this highway, expressing himself in the same manner as at the meeting of April 29th. However, after a general discussion, Mr. Farrell reduced his claim for damages to \$3500.00, and entered objection to the width of the highway as proposed in certain places, stating that the highway should be only sixty-six feet. On those portions designated as being forty feet wide on either side of the center line as described, he will execute an easement for slopes and fills and will give to the county earth material necessary in the grading of said highway. It was explained to him, however, that the Final Order, when adopted, is merely an easement, and property will revert back to adjoining property in the event that the highway was vacated or abandoned.

The Committee, deeming the establishment of said road of sufficient advantage to the County, proceeded to assess the damages to property through which said highway passes at what is deemed just and right to each land owner, taking into account the advantages and benefits of said establishment of said highway, as well as the disadvantages and damages, and same were as follows:

P. J. Farrell, et al. - NE $\frac{1}{4}$  of Sec. 28, Town 30, Range 23, except part easterly of S.T.H. #62, and southerly of Valentine Lake - \$2,025.00

The Union Central Life Insurance Co. - Except part platted as Butcher's Allotment No. 1, and except right-of-way of Butcher's Spur, so-called, SW $\frac{1}{4}$  of Sec. 21, T. 30, R. 23 - \$1,800.00

On all other property as shown on petition the benefits offset the damages and the damages offset the benefits.

The Committee further felt that, in view of the difference of opinion on damages awarded to the NE $\frac{1}{4}$  of Section 28, the tract owned by P. J. Farrell, et al., an independent appraisal should be made in this case of the benefits and damages, and, accordingly, it was suggested that Mr. L. G. Seamer, Valuation Engineer of the City of St. Paul, be requested to make a survey of the entire situation and submit to the County Board his opinion as to the benefits and damages, or net damages, by reason of the establishment of said highway as proposed.

Leo F. Groos

F. H. Gibbs

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H. P. Keller

John J. Lane

A. A. Stewart

H. P. Churchill

Board of County Commissioners,  
 Ramsey County,  
 Saint Paul, Minn.

Gentlemen:

Pursuant to your request, the writer viewed the Farrell property with the purpose of appraising the damages arising from the acquisition of a portion thereof for road purposes as laid out on blue print attached hereto and made a part of this report.

After traversing the entire line of proposed road and viewing the Farrell holdings as one tract of ground, the writer respectfully reports that the land through which the road is proposed to be extended could not be classified as suburban property as it is too remote from the center of employment and occupation and offers no particular advantages to attract such a development. Neither is it farmed land in the sense that it has not been cultivated and to prepare it for that purpose would involve considerable expense in stumping, tilling and breaking, the cost of which would exceed the normal value of farm land and I presume, for the want of a more profitable employment, it is at present used as a pasture for grazing of stock.

The damage for part taken even for condemnation valuations does not exceed \$200.00 with the exception of the high land abutting paved road, of which approximately one-fourth acre is taken for wide intersection to give unobstructed view to highway.

The road as proposed in this instance, leaving a tract on both sides, does not injure the remainder to justify an allowance for severance damage over and above \$200.00 per acre for part taken. On the contrary, it offers a decided advantage for the sale of a portion of the farm in smaller tracts with the new road accommodations, an advantage it does not enjoy at present.

After careful consideration, I fixed the damages as follows:

Tract 2 - standing on record in the name of P. J. Farrell.		
Area taken	.26 Acres @ \$200.00	\$52.00
Tract 3		
Area taken	4.24 Acres	
	( 4 x 200.00	\$800.00
	.24 x 600.00	<u>124.00</u>
	<b>Total</b>	<b>\$924.00</b>
		<u>\$924.00</u>
Combined damages on both tracts -		\$976.00

Respectfully submitted,  
 Leonard C. Seamer  
 Valuation and Assessment Engineer

Mr. Seamer then explained the basis of his assessment for damages in this case, and recited a number of instances in which property was condemned for the city where the damages accruing were considerably less than awarded in this case, and where the property was considered more valuable. He stated, however, that, in the event that a fence would be required if the property is used for a pasture, the cost of this fence should be added, or a cattle pass could easily be constructed at a low point in the highway at a small cost.

The Board, after a discussion concerning the fairness of the award as suggested by the Committee in the face of the award made to the Union Central Life Insurance Company on account of an agreement

made with said company, believed that the award, as recommended in their report, was reasonable, fair, and just, and, accordingly, Commissioner Gibbs moved, seconded by Commissioner Groos, that the report of the committee be accepted and approved, and same carried by the following vote: Ayes - Gibbs, Groos, Keller, Lane, Stewart, and Churchill. Nays - None.

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AND WHEREAS, At the said hearing, upon said petition and said report of said committee, certain persons over whose lands said road as proposed to be established will pass did remonstrate against granting the prayer of said petition and did set forth in writing that they would be damaged in a sum therein mentioned by the establishment of such road, and made oath and subscribed to the same, and said Board has determined from said report and the evidence before them, the amount of the damages sustained by said persons and that said proposed establishment of said road is of sufficient advantage to said County to warrant the paying of the damages assessed by this Board, the said Board proceeded to assess said damages at what is deemed just and right to each land owner, taking into account the advantages and benefits of said establishment of said highway as well as the disadvantages and damages.

IT IS ORDERED, That said damages be and they are hereby assessed to be paid to each person by said County, as follows, to-wit:

NAMES OF OWNERS	DESCRIPTION OF LAND	SEC. TOWN RNG. DAMAGE
James E. Treat	Lots 1 to 6, incl., Blk. 1, 1st Add. to New Brighton.	(8)
Otto Schmalzbauer	That part of lots 7, 8, 9, 10, 11, & 12, north of the following described line: Commencing on the west line of said Lot 12 about 83.0 feet south from the N. W. corner thereof, being the southerly line of F. M. Matushak's Bldg; thence easterly along said southerly line of building to east line of said Lot 10; thence southerly along said east line 18 feet, more or less, to northerly line of James E. Treat's property; thence easterly along said northerly line to a point on east line of said Lot 7 - 36.43 feet from southeast corner thereof in Blk. 1, First Addition to New Brighton.	
James E. Treat	Lots 1 to 12, incl., Blk. 3, 2nd Add. to New Brighton.	
Fred Beisswenger	Lots 1 to 6, incl., Blk. 2, 2nd Add. to New Brighton.	
August Saettler	Lot 7, Blk. 2, 2nd Add. to New Brighton.	
Fred Beisswenger	Lots 8 & 9, Blk. 2, 2nd Add. to New Brighton.	
Otto A. Schmalzbauer	Lots 10 to 12, incl., Blk. 2, 2nd Add. to New Brighton.	
Tomas Farrell	Lots 1 to 11, incl., Blk. 1, 2nd Add. to New Brighton.	
Village of New Brighton	1st. Ave., 2nd Ave., 3rd Ave., 4th Ave., and 5th Ave., at its intersection with Front Street, and Front Street from the center of 5th Ave., to the center of 1st Ave. Commencing at intersection of center line of Front Street and 5th Ave. E., thence northerly in a straight line 1100 feet, more or less, to southerly corner of P. S. Schufelt's land, as recorded in Book 411 of Deeds, Page 513; thence N. 5° 19' E. 663.5 feet; thence N. 17° 50' E. 690 feet, more or less, to north line of S. E. quarter	

of Sec. 20; thence east on said line to southerly line of right of way of Butcher's Spur, so-called; thence southeasterly along said right of way to east line of said Section; thence south to center line of Front Street; thence N. W. 'ly to beginning, being in the SE $\frac{1}{4}$  of Sec. 20, T. 30, R. 23.

The Union Central Life Insurance Company

Except part platted as Butcher's Allotment No. 1, and except right of way of Butcher's Spur, so-called, Southwest Quarter of  
21 30 23 1,800.00

Minnesota Transfer Railroad Company

A strip of land 50 feet wide over and across the S. $\frac{1}{4}$  of the S. $\frac{1}{4}$  of the S. E. $\frac{1}{4}$  of  
21 30 23

Patrick J. Farrell

S. $\frac{1}{4}$  of S. $\frac{1}{2}$  of S.E. $\frac{1}{4}$  of 21 30 23

Patrick J. Farrell, et al.

N. W. $\frac{1}{4}$  of 28 30 23

Patrick J. Farrell, et al.

N.E. $\frac{1}{4}$  of 28 30 23

except part easterly of State Trunk Highway No. 62 and southerly of Valentine Lake 2,025.00

On all other property as shown the benefits offset the damages, and the damages offset the benefits.

IN WITNESS WHEREOF, The Chairman of this Board has hereunto set his hand and affixed our seal at St. Paul, in said County, this sixth day of May, A. D. 1929.

Attest:

Geo. J. Ries

County Auditor.

The County Board  
of Ramsey County, Minn.  
By H. P. Churchill

Vice Chairman.

Moved by Commissioner Gibbs, seconded by Commissioner Groos, that said Final Order be accepted and approved and adopted, and same carried by the following vote: Ayes - Gibbs, Groos, Keller, Lane, Stewart, and Churchill. Nays - None.

Moved by Commissioner Keller, seconded by Commissioner Gibbs, that a vote of thanks be extended to Mr. Seamer for his work of inspection and in making an appraisal of the property in awarding damages in this case, and same carried by the following vote: Ayes - Gibbs, Groos, Keller, Lane, Stewart, and Churchill. Nays - None.

CC Book Y  
Pages 634-635