

OFFICE OF COUNTY ENGINEER  
RAMSEY CO. MINN.

Road Map.....Survey

S.T.H. 96 (Lake Ave.)  
W.B.

From S.T.H. No 61 To East Co Line

Road Acc't. No.....

Date Filed 4-7-27 File.....

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

Date Filed 4-7-27

= ALIGNMENT =

PROGRESSIVE SURVEY

E. LAKE AVE.

ROAD NO ~~34~~ ~~17~~ S.T.H. 96

FROM S.T.H. NO 61 TO EAST COUNTY LINE

Received 4-5-27  
C. H. Kuehn

Office of Planning & Engineering

ST. PAUL, MINN.

Date Filed

4-7-27

File No.

16

STA. PT.  $\Delta$ LT.  $\Delta$ RT.

4+75.00 P.T. ✓

+50

4+00

+50

3+00

+50

2+38.46 P.I.

2+00

+50

1+00

+50

0+00.83 P.C. ✓

$\Delta$  9°-29' R

D. 2°-00'

T. 237.63 ✓

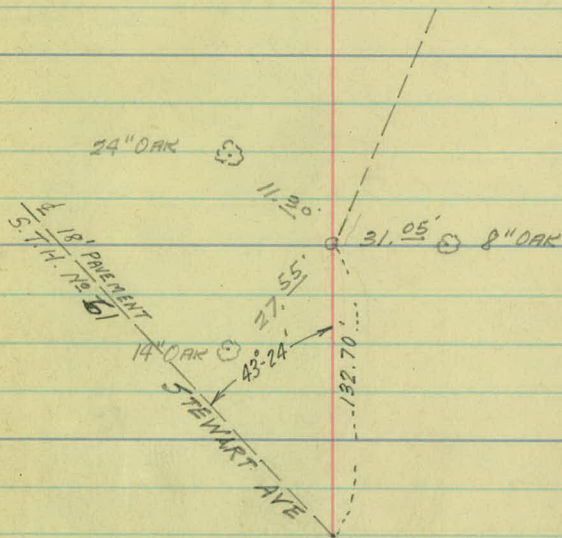
L. 474.17 ✓

R. 2864.93 ✓

N. 52° 22' E.

0+00 BEG. OF PROJECT

CLOUDY & WARM { A.W.L.  
A.L.P.  
W.G.A.  
M.B.



STA. P.T.  $\Delta L$   $\Delta R$   $\Delta T$

16+69.85 ✓ P.T. 18°-45.5' ✓

+50 17°-40'

16+00° 14°-55'

+50 12°-10'

15+05.95 P.T.

$\Delta$  37°-31' L

15+00 9°-15'

D. 11°-00'

+50 6°-40'

T. 177.16 ✓

14+00 3°-55'

L. 341.06 ✓

+50 1°-10'

R. 521.67 ✓

13+28.79 ✓ P.C. 0°-00' ✓

✓  
N. 63° 12' E

6+95.78 ✓ P.T. ✓

0°-40.5'

+50 0°-27'

6+28.30 P.T.

$\Delta$  1°-21' R. ✓

6+00 0°-12'

D. 1°-00'

5+60.78 ✓ P.C. ✓

0°-00'

T. 67.52 ✓

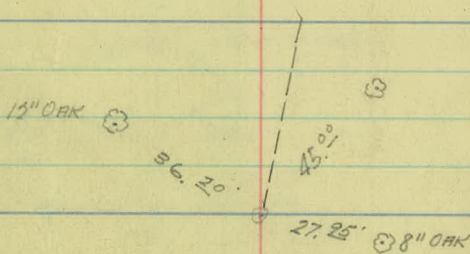
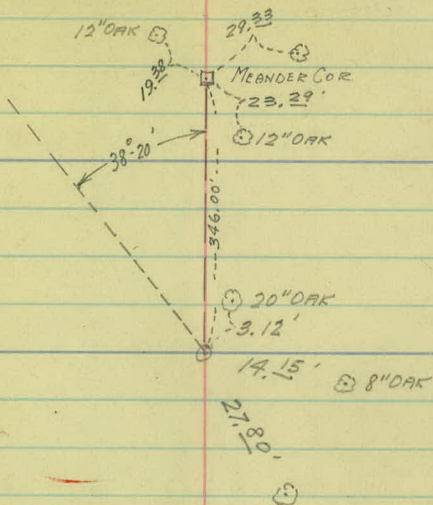
L. 135.00 ✓

R. 5729.65 ✓

✓  
N. 61° 57' E

3-14-27

4



STA.

P.T.

 $\Delta L.T.$  $\Delta R.T.$ 

N. 00° 39' W.

24+98.54 P.T. ✓

24+66.05 P.I.

+50

24+93.54 P.C. ✓

 $\Delta 0^{\circ} 39' L$ 

D. 1°-00'

T. 32.51 ✓

L. 65.00 ✓

R. 5729.65 ✓

N. 00° 41' E

20+78.75 P.T. 12°-50.5' ✓

+50

8°-40.5'

20+35.70 P.I.

20+00 ✓ 1°-25.5'

19+90.18 P.C. 0°-00' ✓

 $\Delta 25^{\circ} 41' L$ 

D. 29°-00'

T. 45.52 ✓

L. 88.57 ✓

R. 199.70 ✓

N. 25° 41' E

3-34-27

5

14" OAK 82

25.58

26.28'

3 P.P.

39.10

23.40'

Sta. Pt.  $\Delta L$   $\Delta R$   $\Delta E$   
 N.  $13^{\circ}31'E$

33+38.14 P.T. ✓

$3^{\circ}50'$

33+00

$3^{\circ}04'30''$

+50

$2^{\circ}04'30''$

32+42.46 P.I.

$\Delta 7^{\circ}40'R$

32+00

$1^{\circ}04'30''$  D.  $4^{\circ}00'$

+50 ✓

$0^{\circ}04'30''$  T. 95.99 ✓

31+46.47 P.C. ✓

$0^{\circ}00'$  L. 191.67 ✓

R. 1432.69 ✓

N.  $5^{\circ}51'E$

29+26.06 P.T. ✓

$3^{\circ}15'$

29+00

$2^{\circ}51'30''$

+50

$2^{\circ}06'30''$

28+17.84 P.I.

$\Delta 6^{\circ}30'R$

28+00

$1^{\circ}21'30''$  D.  $3^{\circ}00'$

+50 ✓

$0^{\circ}36'30''$  T. 108.45 ✓

27+09.39 P.C. ✓

$0^{\circ}00'$  L. 216.67 ✓

R. 1910.08 ✓

3-26-27

6

CLOUDY & COOL

{ A.W.L.  
A.L.P.  
W.G.A.  
H.B.

10" OAK ☉

29.13'

30.70'

10" OAK ☉

F.P. ☉

30.85'

24.20'

☉ P.P.

STA. P.T.  $\Delta L$   $\Delta R$  E

40+02.43 P.T. ✓

4°-17'

N. 47° 05' E

40+00

4°-15'

+50

3°-30''

39+00

2°-45'

38+59.93 P.I.

$\Delta$  8°-34' R

+50

2°-00' D. 3°-00'

38+00

1°-15' T. 143.06 ✓

+50

0°-30' L. 285.56 ✓

37+16.87 P.C. ✓

0°-00' R. 1910.08 ✓

36+78.13 P.T. ✓

12°-30'

N. 38° 31' E

+50

10°-49'

36+00

7°-49'

35+75.84 P.I.

$\Delta$  25°-00' R

+50

4°-49' D. 12°-00'

35+00

1°-49' T. 106.04 ✓

34+69.80 P.C. ✓

0°-00' L. 208.33 ✓

R. 478° 4' ✓

3-26-27

⑦

12" OAK ☼

18.55°

43.52°

12" OAK ☼

36.75°

24" OAK ☼

46.60°

⊙ P.P.

Sta. Pt.  $\Delta L.T.$   $\Delta R.T.$

$\angle$   
0° 03'  
N. 26°

48+03.51 ✓ P.T. 9° 42' ✓

48+00 9° 32' 30"

+50 7° 17' 30"

47+00 5° 02' 30"

46+96.90 P.I.

$\Delta$  19° 24' L

+50 2° 47' 30"

D. 9° 00'

46+00 ✓ 0° 32' 30"

T. 108.94 ✓ ✓

45+87.96 ✓ P.C. 0° 00' ✓

L. 215.55 ✓ ✓

R. 637.27 ✓ ✓

$\angle$   
N 45° 27'

42+40.63 ✓ P.T. 0° 59' ✓

42+00 0° 25'

41+99.78 P.I.

$\Delta$  1° 38' L.

41+58.96 ✓ P.C. 0° 00' ✓

D. 2° 00'

T. 40.82 ✓ ✓

L. 81.67 ✓ ✓

R. 2864.93 ✓ ✓

$$46 + 31.9$$

$$46 + 96.9$$

$$1.53$$

$$45.439$$

$$88$$

$$46 + 31.9$$

$$1.53$$

$$88$$

$$46 + 31.9$$

3-30-27

8

FAIR & WARM { A.W.L.  
A.L.P.  
W.G.A.  
M.B.

N.W. COR. SPILLWAY

N.E. COR. SPILLWAY

T.P. @

S. EDGE HEADWALL

6° 38'

STONE MONT. (2' DOWN).  
(PLACED 2" IRON PIPE WHICH  
EXTENDS 4" FROM GROUND)

T.P. @

⊙ SPIKE IN  
14" P.O.M.

24" OAK ⊙

49.96

43.91

79.22'

46.84'

153.00'

99.33'

88.08'

65.70'

Sta. Pt.  $\Delta L$   $\Delta R$

N. 59° 19' E

54+17.18 P.T. ✓

16°-38'

54+00

14°-08'-30"

53+62.12 P.I.

$\Delta$  33°-16' R.

+50

6°-53'-30" D. 29°-00'

53+02.47 P.C. ✓

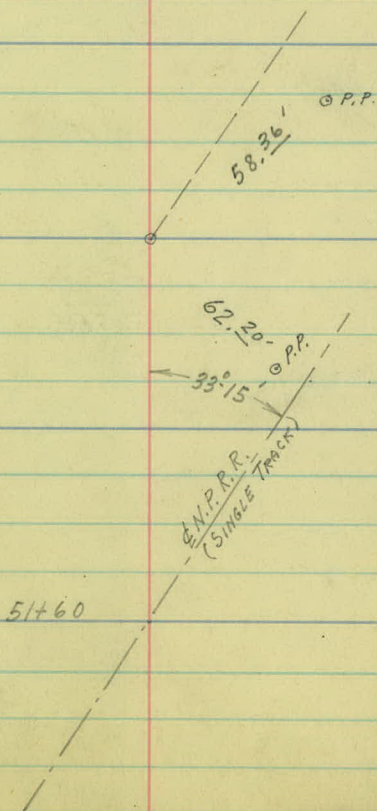
0°-00' T. 59.65 ✓

L. 114.71 ✓

R. 199.70 ✓

3-30-27

9



Sta. Pt.  $\Delta$ LT.  $\Delta$ RT.

61+62.14 P.T. ✓

+50

61+00

+50

60+00

+50

59+00

58+81.25 P.I.

+50

58+00

+50

57+00

+50

56+00 ✓

55+94.52 P.C. ✓

9°-56'

9°-43'

8°-50.5'

7°-58'

7°-05.5'

6°-13'

5°-20.5'

$\Delta$  19°-52' R.

4°-28' D. 3°-30'

3°-35.5 T. 286.73 ✓

2°-43' L. 567.62 ✓

1°-50.5' R. 1637.28 ✓

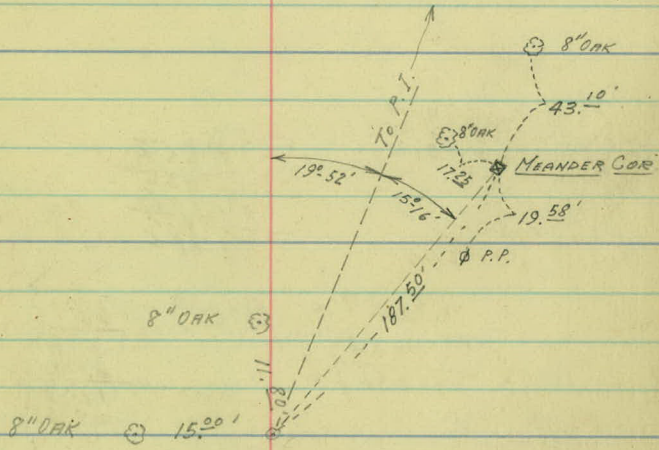
0°-58' ✓

0°-05.5'

0°-00'

N 79° 11' E

3-30-27



STA. PT.  $\Delta$ LT.  $\Delta$ RT.

S. 78° 08' E.

75+68.82 ✓ P.T. ✓

6°-17'

+50

5°-32'

75+00

3°-32'

74+90.66 P.I.

$\Delta$  12°-34' R

+50

1°-32'

D. 8°-00'

74+11.74 ✓ P.C. ✓

0°-00'

T. 78.92 ✓

L. 157.08 ✓

R. 716.78 ✓

72+16.50 ✓ P.T. ✓

5°-03'-30"

72+00

4°-14'

71+66.11 P.I.

$\Delta$  10°-07' R

+50

1°-44'

D. 10°-00'

71+15.33 ✓ P.C. ✓

0°-00'

T. 50.78 ✓

L. 101.17 ✓

R. 573.69 ✓

N 89° 18' E

3-31-27

CLOUDY & WARM {  
A.W.L.  
A.L.P.  
W.G.A.  
M.B.

IRON RD. S.G. @

42.30'

36.75'

IRON RD. S.G. @

12" OAK @

59.18'

35.90'

P.P. @

STA. PT.  $\Delta$ LT.  $\Delta$ RT.

5.51° 23'E

86+81.86 P.T. ✓

5°-00'

+50

4°-31'-30"

86+00

3°-46'-30"

+50

3°-01'-30"

85+15.64 P.I.

$\Delta$  10°-00' R

85+00

1°-16'-30" D. 3°-00'

+50

1°-31'-30" T. 167.11 ✓

84+00

0°-46'-30" L. 333.33 ✓

+50

0°-01'-30" R. 1910.08 ✓

83+48.53 P.C. ✓

0°-00'

81+91.43 ✓

81+91.53 P.T. ✓

8°-22'-30"

+50

6°-55'-30"

81+00

5°-10'-30"

5.61° 23'E

80+72.72 P.I.

$\Delta$  16°-45' R

+50

3°-25'-30" D. 7°-00'

80+00

1°-40'-30" T. 120.57 ✓

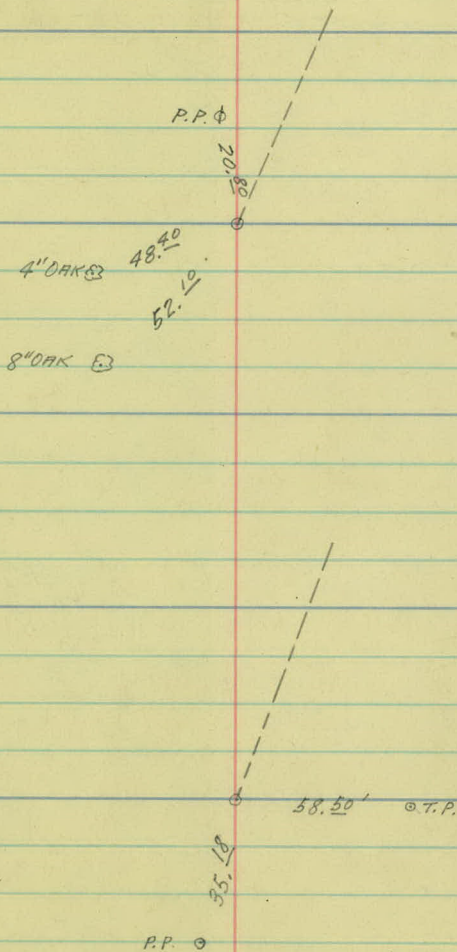
79+52.15 P.C. ✓

0°-00' L. 239.28 ✓

R. 819.02 ✓

3-31-27

12



15.25  
50.86  
66.11

✓  
88+59.95    END

59.95

3-31-27

φ P.P.

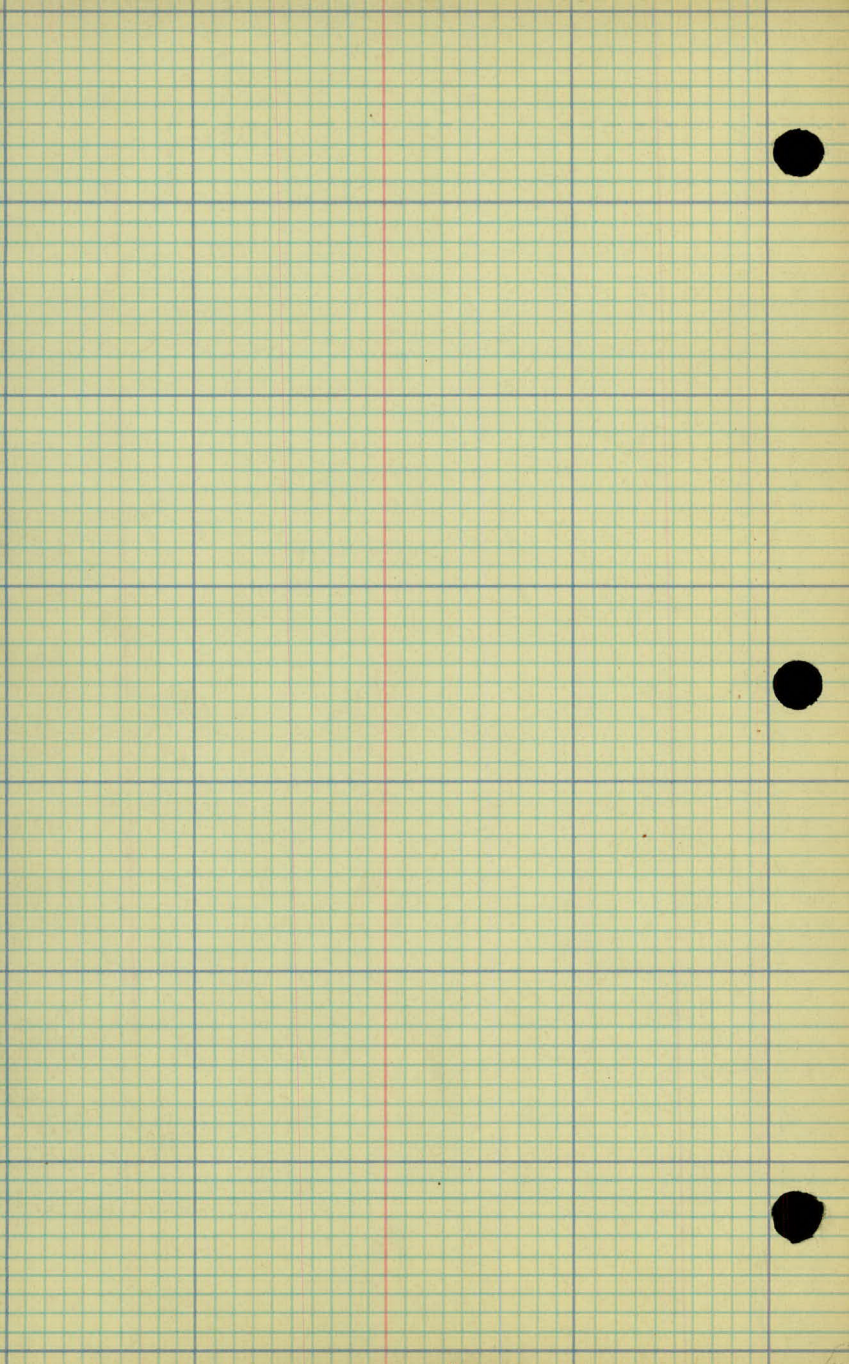
55.72'

14" OAK E3

52.22'

EAST CO. LINE 2

60°50'  
(APPROX.)



TOPOGRAPHY

PROGRESSIVE SURVEY

E. LAKE AVE.

ROAD NO ~~34~~ <sup>17</sup> S.T.H. 96

ASPHALTIC CONCRETE PAVEMENT

CLOUDY & COOL

{ A.W.L.  
A.L.P.  
W.G.A.  
M.B.

ROADBED  
LT. RT.

6+00

16.2

10.1

+88

± ST. TO LT.

+60

± DRIVE TO LT.

5+00

8.1

9.9

4+00

7.9

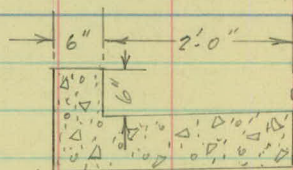
10.0

NOTE: ROADBED DISTANCES GIVEN  
RIGHT & LEFT OF ± DO NOT INCLUDE  
CURB OR GUTTER. (ASPHALTIC CONC.)

3+00

8.0

10.0

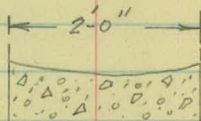


2+00

CURB ON LEFT

7.9

10.1



1+00

GUTTER ON RIGHT

28.4

11.2

+50

14

11.9

0+00

12.1

12.1

1700

3-28-27

+90 12" OAK 16

(15)

+51 C.B. 8.7

+51 1'x6" HEADWALL 28.8  
(12" C.M.)

+34 REG. CURB 16.4

+89 END CURB 16.5

+79 P.P. 14

F.C. +69 2.5' PILLAR 25

+60 2' DRIVE

+53 2.5' PILLAR 25

+46 2' PILLAR 25

+36 14" OAK 17

F.L. 26

+52 18" OAK 16

+36 XRP SGN. 14

+29 15" OAK 17

+00 14" OAK 23

+98 14" OAK 16

F.C. +81 2 1/2' PILLAR 26.7

+17 15" OAK 23

YARDS

+79 F.C. 24

+60 2' CONC. STEP 13

+54 20" OAK 18

+47 " 19

REG. +82 PIPE FENCE 30

+77 15" O 22

+77 G.B. 8

+60 P.P. 26

+57 CURB 27.8

WASTE

+81 P.P. 17

+77 30" POP. 28

+71 HEADWALL 27  
(12" C.M. 9" x 6 1/2")

+07 15" O 20

+53 P.P. 21

+38 15" O 23

+34 24" O 20

CURB

GUTTER

ROADBED  
LT. RT.

13+00

8.2 10'  
8.0 10

12+00

8.2' 9.8'

+74 4TH ST. (30' PAVE) TO LT.

11+00

10' 10'

10+00

8 10

9+00

8 10

8+00

8 10'

+56 4 DRIVE TO LT.

7+00

8 10

+75 1/2' CONC. DRIVE  
 +55 3' WALK 10

+30 12" OAK 13  
 +32 12" OAK 12  
 +08 3' WALK 11  
 +90 CURB 10.2  
 +81 P.P. 21  
 +86 1/2' DRIVE 33'  
 +40 CURB 41.4  
 +23 C.B. 13  
 +23 CURB 15.3  
 +17 CURB 22  
 +17 CURB 10  
 +00 CURB 10.1  
 +00 CURB 33.5

+88 CURB 10'  
 +82 CURB 34.1  
 +77 CURB 20'  
 +60 CURB 39'  
 +32 CURB 15.9  
 +20 CURB 10  
 +16 C.B. 8.5

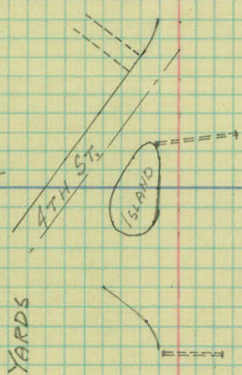
+54 P.P. 13

+78 X FENCE 23

+29 P.P. 13

+89 10" OAK 13  
 +64 X FENCE 21  
 +56 1/2' DRIVE

+29 12" OAK 16  
 +00 P.P. 13



3-28-27 (16)  
 +83 P.P. 17

+92 P.P. 19

+95 34" OAK 15

+30 1x6 HEAD. 31  
 (12" C.M.)

+88 2-12" OAK 18

+60 12" O 21  
 +52 1. R. S. 21

+16 HEADWALL 24  
 (12" C.M.)  
 +94 12" O 16

+36 14" O 19

+09 12" OAK 19

+70 12" OAK 19

WASTE

ROADBED  
LT. RT.

+77  $\phi$  ST. LT.

+77

17

20+00

8.

10

19+00

8

10

+73  $\phi$  DRIVE TO LT.

+41  $\phi$  ST. TO RT. ✓

17.2

18+00

8'

10

+00  $\phi$  5TH ST. 20'

17+00

16.5

10.1

8

10

16+00

8'

10.2

8'

10'

15+00

8

10

8'

10

14+00

8

10

21700  
 +95 HYDRANT 2.6  
 +94 BEG. CURB 17  
 +96 P.P. 29  
 +58 END CURB 16.9  
 +43 CURB 9.3

3-28-27 (17)  
 +70 P.P. 14

+78 8" ELM 17

+34 P.P. 19

+73 & DRIVE (No Radios) -----

+59 BEG. GUT. 17  
 (MANITOU ISL.)  
 +41 P 20 RD.  
 +17 & WALK 45  
 +22 END GUT. 17.7  
 +04 P.P. 29  
 +00 & WALK 35

+84 G.P. 23

+33 15" 19  
 +30 15" 22  
 (ALONG STN.)  
 +23 & WALK 10.6  
 +14 BEG CURB 15.6

YARDS

WASTE

+33 BEG. 6' WALK 32  
 +31 4' WALK 17  
 +12 P.P. 25

+78 C.B. 21 (No OUTLET)  
 +73 END CURB 17.1  
 +61 CURB 10.1

+38 36" OAK 26

+03 P.P. 12

+49 C.B. 8.6 (No PIPE OUTLET)

+62 24" OAK 15

+50 C.B. 10'  
 (No PIPE OUTLET)

+75 2-12" OAKS 23

+85 P.P. 14

+63 24" OAK 22'

+06 12" OAK 24  
 00 C.B. 8.5

(12" C.M.)  
 +00 HEADWALL 39  
 00 C.B. 11

ROAD BED  
LT. RT.

37+00 E DRIVE TO LT.

7.2 10.8

+21 E DRIVE TO LT.

36+00

7.2 10.8

35+00

7.4 10.6

+41 E ST. TO LT.

16.0 10.5

34+00

7.6 10.4

23+00

7.8 10.2

+58 E DRIVE TO LT.

22+00

7.8 10.4

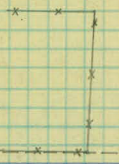
+77 E DRIVE TO LT.

+10

7.8 10.2

31+00

+93 36" OAK 30  
+93 END CURB 15.5  
+80 CURB 9  
+80 F.C. 25



+13 P.P. 11'  
+04 F.C. 28'  
+00 & DRIVE

+22 4-12" OAKS 22

+90 2-12" O 22

+69 14" OAK 21

+29 20" OAK 19  
+21 & DRIVE

+90 8" OAK 16

+47 20" OAK 20  
+40 15" OAK 23  
+03 4-10" OAK 21  
+87 12" OAK 16  
+79 2-18" OAK 17'

+73 P.P. 14

+18 8" OAK 21

+74 C.B. 7.8  
+71 CURB 9.4  
+64 11" WALK 22  
+60 BEG. CURB 16

(13" C.M.)  
+73 HEADWALL 29  
+73 C.B. 10.8

+54 8" OAK 16  
+43 P.P. 13

+23 END CURB 16  
+13 4" WALK 33  
+12 CURB 9.4

YARDS

WASTE

+58 14" OAK 23

+31 18" OAK 20  
+14 X.F. 30

+07 P.P. 13

+75 18" O 19  
+63 END WALK 25  
+63 F.C. 28  
+58 & DRIVE

+54 8" OAK 17

+38 18" O 19

+24 24" O 24

+96 2-18" O 19  
+83 F.C. 27  
+77 & DRIVE

+93 P.P. 14

+60 24" O 15  
+34 24" O 15  
+12 15" OAK 16  
+12 C.B. 8.2  
+07 CURB 9.9

+12 HEADWALL 32.8  
(12" C.M.)

+02 6" WALK 22  
+02 4" WALK 11.3

ROADBED  
LT. RT.

34+00

8.5

9.5

+47  $\frac{1}{2}$  DRIVE TO LT

+38

8.4

9.6

33+00

8.2

9.8

+50

8.0

10.0

+02

7.8

10.2

32+00

+71

$\frac{1}{2}$  17' ST. TO LT.

15.8

10.3

(WALK BOTH SIDES.)

31+00

7.6

10.4

30+00

7.4

10.6

29+00

7.3

10.7

+10

$\frac{1}{2}$  ST. TO LT.

15.5

11.0

28+00

35+00  
 +98 18" ROADSE 19  
 +94 24" OAK 18  
 +98 C.B. 9'  
 +75 16" OAK 15

3-38-37  
 +98 C.B. 9.4  
 +98 HEADWALL 33  
 (12" C.M.)  
 (19)

+48 16" OAK 16  
 +30 16" OAK 15  
 +00 E WALK 12.5  
 +00 HEDGE 34  
 +82 2' WALK 12  
 +82 2.24" OAKS 18  
 +78 E WALK 14.6  
 +70 E WALK 17  
 +52 BEG. HEDGE 25  
 +47 E 9" LONG DRIVE

+94 P.P. 12

+00 E WALK 17

+12 2-8" OAKS 16

+72 P.P. 13

+50 E 4' WALK 16.6

+03 CURB 9.8  
 +00 E WALK 16.5

+90 CURB-24' WALK 16 (2 WALKS)  
 +50 P.P. 36  
 +55 CURB-24' WALK 15.9  
 +43 C.B. 8.3 (No Outlet)  
 +42 CURB 9.7

WASTE

+67 END WALK 16.3  
 +67 END WALL 18.6

YARDS

+37 STEPS 18.4

+00 WALL 18.5  
 +00 E WALK 16

+94 P.P. 11  
 +76 STEPS 23  
 +54 BEG. WALL 18  
 +54 X FENCE 18

+00 E WALK 16'  
 +00 F.L. 19  
 +97 X FENCE 19

+32 3' WALK 13

+45 C.B. 7.7  
 +41 F.C. 19  
 +41 CURB 9.4  
 +29 BEG CURB 15.7  
 +29 24' WALK 14.3  
 +10 E ST.

+69 8" OAK 16'  
 +59 3' WALK 13

+35 P.P. 14



ROADBED  
LT. RT.

41+00

8.7

9.3

40+00

9.3

8.7

+48 4 RD. TO LT.

13.0

39+00

9.5

8.5

+50

9.5

8.5

38+00

9.6

8.4

+50

9.7

8.3

37+00

9.5

8.5

+50

9.5

8.5

36+00

9.5

8.5

+38 24' ST. TO LT.

+50

17.8

8.9

35+00

9.0

9.0

FAIRB. } A.W.L.  
WARM } A.L.P.  
          } W.G.A.  
          } M.B.

+100 F.L. 18

+43 T.P. 15

+89 P.P. 16

10' { +73 Ho. 22  
W. { +63 Ho. 24

+39 T.P. 10

+63 BES.W. FENCE 14  
+67 CURB 11.2  
+59 BES.CURB 13.3

+73 P.P. 14

+17 END CURB 13.3  
+12 CURB 11.4  
+09 C.B. 10  
+99 F.C. 19  
+81 14" OAK 14  
+74 14" OAK 17  
+60 36" OAK 21  
+50 F.L. 19

+36 T.P. 16

+09 HEADWALL 25  
(12" C.M.)

+16 2-12" OAK 19  
F.L. 20

YARDS

WASTE

+33 P.P. 13  
+31 T.P. 13

+77 14" OAK 20  
+50 F.L. 21

+40 P.P. 18

+03 2-14" O 23  
+00 F.L. 21  
+90 10" OAK 30

+62 BES.W. FENCE  
+50 F.L. 22.5

+46 P.P. 19

(IRON)  
+00 F.L. 22

+75 CURB 11.7  
+59 F.C. 26  
+55 BES.CURB 18.4

+73 P.P. 12

+02 END HEDGE 24  
+12 END CURB 17  
+00 CURB 10.8  
+00 F.WALK 13

+35 P.P. 13

+20 G.P. 21

ROADBED  
LT. RT.

48+00 10.8 9.3

+50 11.6 9.5

47+00 11.8 9.6

NOTE. DISTANCES GIVEN

+50 RY. LT. OF  $\frac{1}{2}$  DO NOT 11.5 9.6

INCLUDE 6" CONC. BULKHEAD

46+00 ON EACH SIDE. 11.0 9.5

+48  $\frac{1}{2}$  DRIVE TO LT.

45+00 9.6 10.4

NOTE. END CURB-LEFT=43+53

" GUTTER-RIGHT=43+57

44+00 9.5 9.5

+95  $\frac{1}{2}$  20' RD. TO LT.

+73 9.9 9.4

43+00 8.1 9.9

+40 8.1 9.9

42+00 8.3 9.7

47700

3-31-27

(21)

CLOUDY & WARM

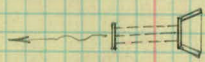
{ A.W.L.  
A.L.P.  
W.G.A.  
M.B.

1847 S.R. S. & N 19

+99 C.B. 10.5  
+98 6.3 x 9 HEAD 22  
(12" C.M.)

SPILLWAY { +45 N.W. COR. 22.9  
+31 S.W. COR. 22.4

SWP



SPILLWAY { +52 N.E. COR. 22.6  
+49 HEADWALL 13.7  
3-2' CONG. PIPES  
+32 HEADWALL 14.2  
+29 S.E. COR. 23

YARDS

WASTE

+99 T.P. 31'

ICE Ho. +25 T.P. 16

+30 G.P. 19

+49 15" CONG. P. 18  
+53 END CORB 10.2  
+49 C.B. 9  
+34 5' C. WILLOWS 20



+93 & POMP Ho. (12') 6.2  
+84 R.P. 19  
+57 END BUTTER 11.7  
+51 15" CONG. P. 30  
+51 C.B. 10

+33 T.P. 19

SWP

+23 B.E. SWP  
+23 END F 20

+46 T.P. 16  
+33 P.P. 16

+00 F.L. 20'

ROAD BED  
L.T. RT.

55+00

9.7

9.3

54+00

9.6

13.3

+50

9.6

14.2

53+00

8.9

11.9

+99  $\frac{1}{2}$  DRIVE TO L.T.

+47  $\frac{1}{2}$  ROAD TO NORTH (20')

52+00

9.6

9.4

+69  $\frac{1}{2}$  N.P. TRACK (SINGLE)  
(36' PLANK XING)

33° 15'

51+00

9.6

9.4

50+00

9.7

9.3

49+00

9.5

9.5

+69 R.R. SGN. 18

+27 P.P. 37

+100 F.L. 34  
+96 I.R.R. SGN. 19

WOODED

WASTE

+100 F.L. 26

+17 P.P. 40

+96 P.P. 40

+73 F.C. 31  
+65 T.P. 31  
+50 E.R.D. 46  
+50 24" CONC. P. 28+49 24" CONC. P. 23  
+49 G.B. 13

+90 E.R.D. N. 14'

+02 P.P. 14

+57 T.P. 22  
+44 P.P. 22

+39 G.P. 21

+03 T.P. 13

+78 BEG. PAVE.  
+75 T.P. 26  
+61 END PAVE.  
END SWP.

+72 X SGN 19

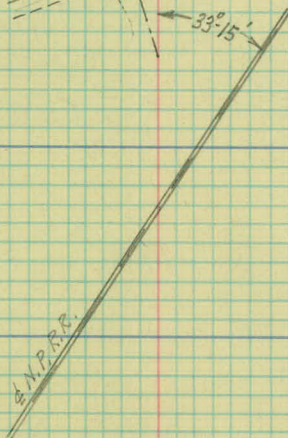
+16 G.P. 25

+82 T.P. 29

+11 T.P. 32

+35 T.P. 34

SWAMP



ROADBED  
LT. RT.

|       | LT. | RT. |
|-------|-----|-----|
| 62+00 | 9.6 | 9.4 |

|       |     |     |
|-------|-----|-----|
| 61+00 | 9.5 | 9.5 |
|-------|-----|-----|

|     |     |     |
|-----|-----|-----|
| +50 | 9.5 | 9.5 |
|-----|-----|-----|

+15 4 DRIVE TO RT.

|       |     |     |
|-------|-----|-----|
| 60+00 | 9.5 | 9.5 |
|-------|-----|-----|

|     |     |     |
|-----|-----|-----|
| +50 | 9.5 | 9.5 |
|-----|-----|-----|

|       |     |     |
|-------|-----|-----|
| 59+00 | 9.4 | 9.6 |
|-------|-----|-----|

|     |     |     |
|-----|-----|-----|
| +50 | 9.6 | 9.4 |
|-----|-----|-----|

|       |     |     |
|-------|-----|-----|
| 58+00 | 9.5 | 9.5 |
|-------|-----|-----|

|     |     |     |
|-----|-----|-----|
| +50 | 9.7 | 9.3 |
|-----|-----|-----|

|       |     |     |
|-------|-----|-----|
| 57+00 | 9.6 | 9.4 |
|-------|-----|-----|

|     |     |     |
|-----|-----|-----|
| +50 | 9.7 | 9.3 |
|-----|-----|-----|

|       |     |     |
|-------|-----|-----|
| 56+00 | 9.7 | 9.3 |
|-------|-----|-----|

63700

8-81-27

F.L. 32 23  
 +82 P.P. 27

+02 BRIDGE 12  
 +93 1/2 W. BRIDGE  
 +81 BRIDGE 12



F.L. 33

+60 P.P. 34

REG. 100 HEDGE 31

+81 14" OAK 22  
 +64 12" OAK 23

YARDS

100 F.L. 44

+33 P.P. 43

+69 14" OAK 25

+26 14" OAK 27  
 +01 14" OAK 29

WASTE

+06 P.P. 29  
 +04 P.P. 40

+78 P.P. 42

+35 F.C. 24

+00 F.L. 24



WOODED

+49 P.P. 36

F.L. 25

Woods

ROADBED  
LT. RT.

69+00

9.6

9.4

68+00

9.6

9.4

67+00

9.6

9.4

66+00

9.4

9.6

65+00

9.4

9.6

64+00

9.6

9.4

63+00

9.6

9.4

10-00

4-1-27

24

FAIR &  
WARM

{ A.W.L.  
A.L.P.  
W.G.B.  
M.B.

+78 P.P. 19

YARDS

+106 P.P. 23  
+100 E.R.R. 63'

+46 END SW 22

+93 LAKE SGN. 15

+85 P.P. 43

+10 END F.L. 41

WASTE

+62 P.P. 36

+100 E.R.R. 60'  
F.L. 32

SWAMP

+34 P.P. 28

F.L. 31

+106 P.P. 31  
F.L. 34

+92 24" CONC. 18'

+92 24" CONC. P. 18'

+34 REG. SWP

ROADBED  
LT. RT.

76+00 9.6 9.4

9.5 11.0

75+00 9.6 11.7

+98 @ PORTLAND AVE. TO LT. (22)

+50 9.8 11.6

74+00 9.7 10.1

73+00 9.6 9.4

72+00 9.5 11.3

+50 9.8 11.9

+25 @ BUFFALO ST.

71+00 9.4 10.3

GRAVEL

+85

61

GRAVEL

+50

23

70+00 9.6 9.4

SWP.

+63 PEG SWP  
+63 P.P. 13  
+57 END HEDGE 38

X.W.G.A.

+43 HEDGE 26'  
+43 3X3 PILLAR 31  
+41 P.P. 12  
+39 3X3 PILLAR 37  
+30 I.R.D. 56N 16  
+19 15" C.M. 32

+56 15" C.M. 25'

+00 E.R. 88  
F.L. 42

+71 I.R.D. 56N 36

+18 P.P. 24

F.L. 44

YARDS

WASTE

+00 F.L. 42  
E.R. 88

+96 P.P. 25

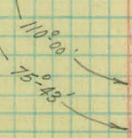
+75 F.S. 37  
+68 P.P. 33  
+63 F.S. 38  
+62 P.P. 38  
+25 E.R.D.  
+15 E.R.D.

+74 X.R.D. 56

15' X 8.5' RD. (15')

+75 I.R.D. 56N 44  
+57 P.P. 31

+87 DEPOT 55  
+50 DEPOT 52



15' X 8.5' RD. (15')

ROADBED  
L.T. RT.

83+00

9.4

9.6

82+00

9.3

9.6

+50

9.3

9.6

81+00

9.4

9.6

+50

9.4

9.6

80+00

9.4

9.6

79+00

9.6

9.4

78+00

9.6

9.4

77+00

9.6

9.4

F.L. 44

+85 P.P. 20

WOODED

F.L. 41

+61 P.P. 11

+42 P.P. 11

WOOD

+00 F.L. 40  
+00 F.R.R. 25

+90 END SWP.

WASTE

SWAMP

+13 P.P. 14  
+02 XRD. SEN. 12+91 G.B. 8.1  
+88 P.P. 14  
+91 24" CONC. P. 22

=====

+91 24" CONC. P. 21  
+91 G.B. 7.8

ROADBED  
LT. RT.

90+00

89+00

+55 E. CO. LINE RD. TO LT. 9.5 9.5

88+00

GRAVEL  
19.0 9.4 9.6

87+00

9.4 9.6

9.4 9.6

86+00

9.4 9.6

+50

9.4 9.6

85+00

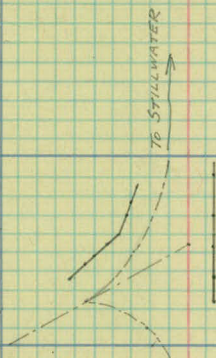
9.4 9.6

9.5 9.6

84+00

9.4 9.6

+55 & Co. Line R.D.  
 +60 G.R. 36  
 +50 E.R.D. 29  
 +36 G.R. (End) 62  
 +25 INTERS. R.D. 54  
 +10 E.R.D. 21  
 +81 P.P. 20



+60 & R.R. 79'  
 +60 G.R. 14

+24 B&O G.R. 13'

+00 & R.R. 75'

+55 P.P. 22'

WOODED

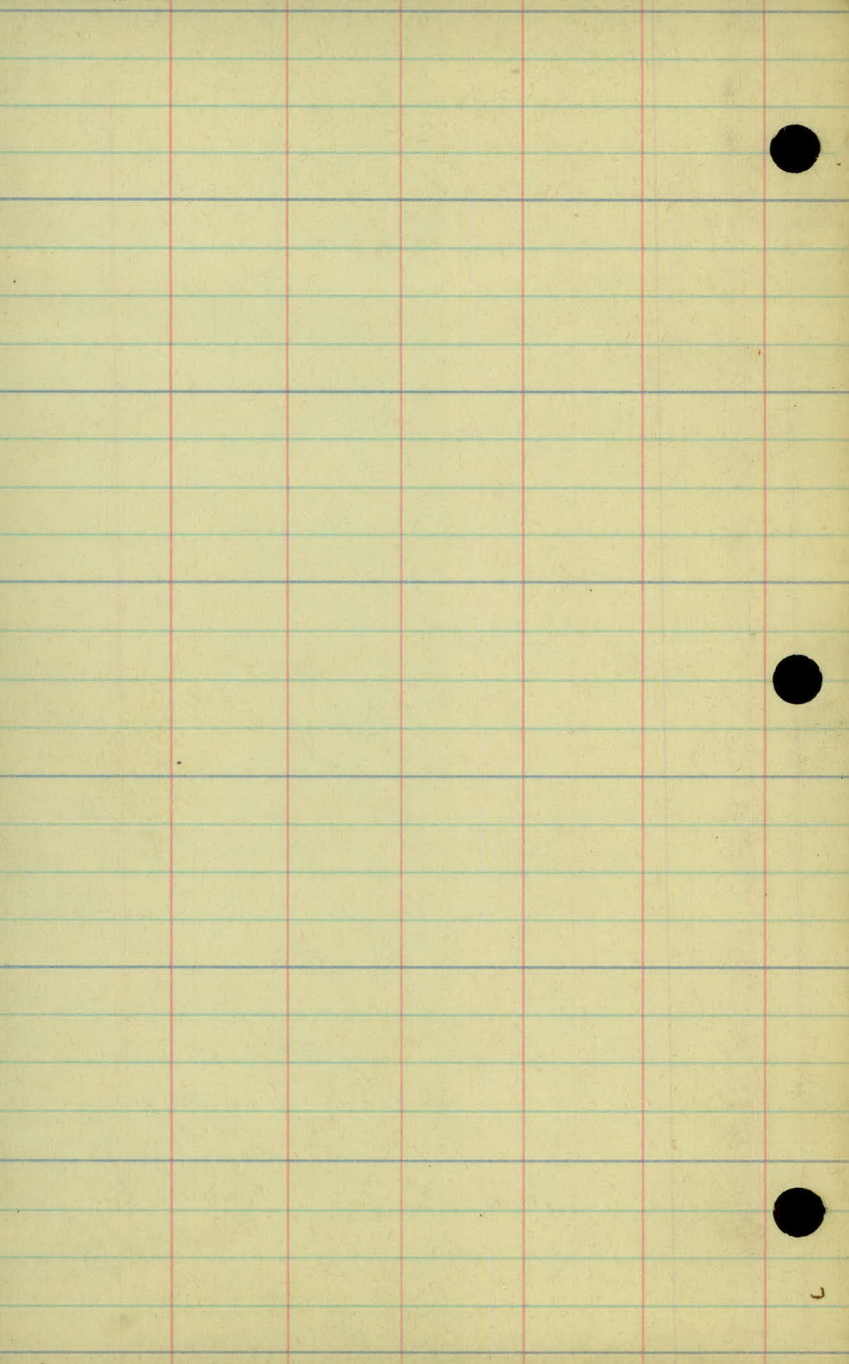
WASTE

+34 P.P. 17

+00 & R.R. 83'

+50 END F.L. 42

+09 P.P. 15



# LAKE AVE.

From S.T.H. No 161  
to E. County Line

Road 1/2 N. 34  
S.T.H. 96

12

RAMSEY CO.

WASHINGTON CO.

N. R. R.

7943

Tree

13.10'

4218

6800

17.25' 8704

1958

conc. wall

TP

6862

6570

1093

18800

Tr. 9

19.38

29.33

23.29

WHITE BEAR  
LAKE

MANITOU  
ISLAND

S.T.H. No 1

