Dr. 11 - Bk. 33

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

PLAN Survey

FOLWELL AVE. - BURTON ST. & HOYT AVE.

From UNIVERSITY ~~to~~ GROVE

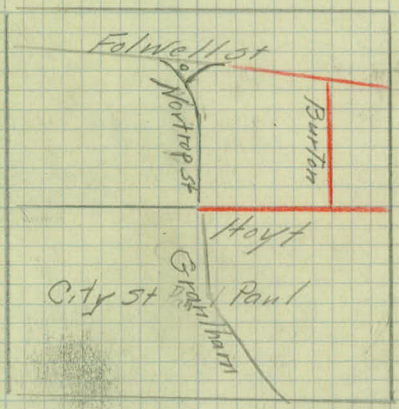
Road Acc't. No. R-53 - R-52 - R44

Date Filed 12-28-38 File

Streets In

University Grove

Folwell – Burton – Hoyt



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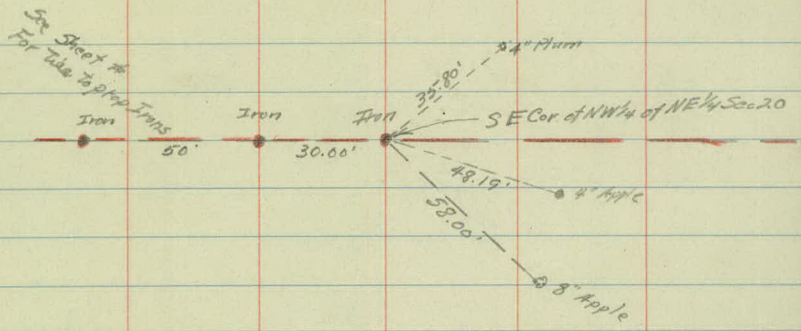
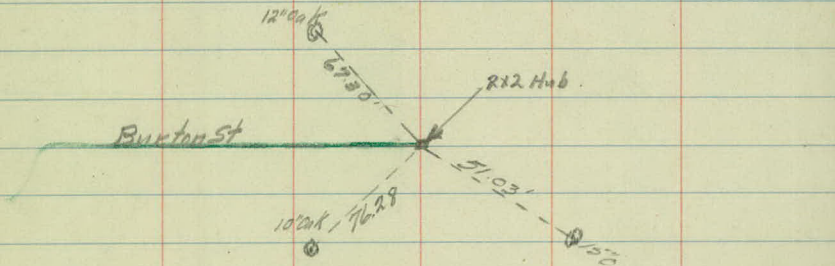
Alignement	1 to 10
Topog.	11 to 18
X Sections	18 to 27

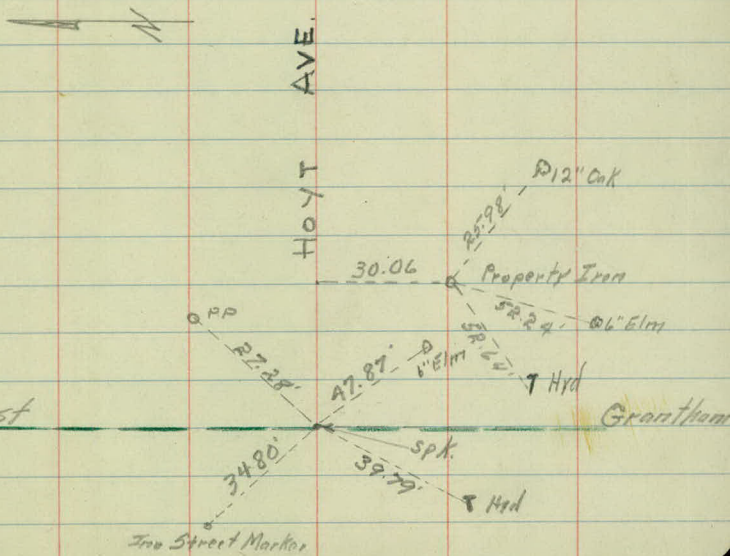
Alignement
University Grove

Hoyt Ave
Burton St
Folwell St

Sta		Δ-Lt	Δ-Rt	
4+98.93	P.I	90°28'		End Project
3+48.86 = 0+00	P.I ℄ Burton St	90°00'		
0+00	P.I.	90°00'		


Iron
50'
Iron
30.00'
Iron
S E Cor of NWly of NEly Sec 20
3.80'
3.21'
24" Hum
48.19'
4" Apple
58.00'
8" Apple

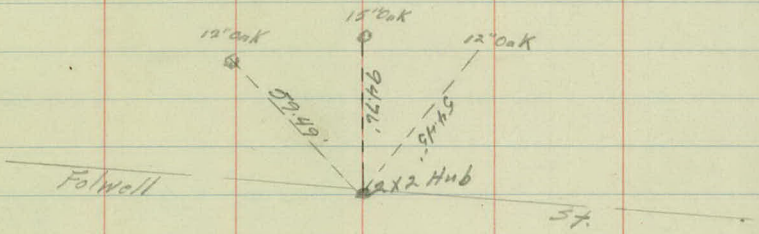

12" Oak
67.30'
2x2 Hub
Burton St
51.03'
10" Oak
46.28
12" Oak

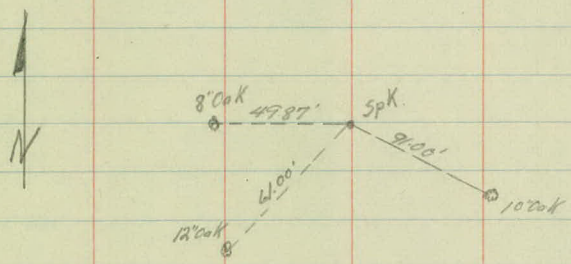

HOYT AVE.
12" Oak
22.98'
22.98'
30.06
Property Iron
6" Elm
SR 24'
SR 27'
6" Elm
Hyd
PP
22.28'
47.87'
Northrop St
Grantham
SPK.
34.80'
39.79'
Hyd
Iron Street Marker

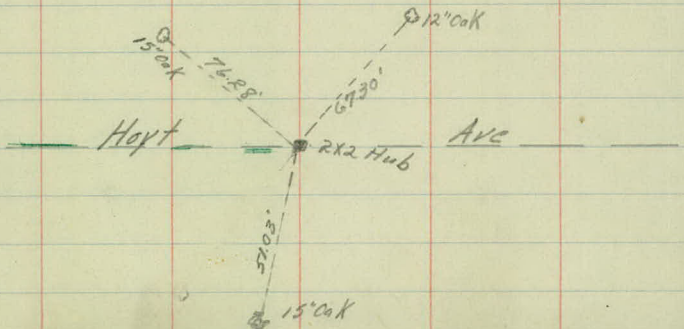
Alignement

Burton St.

Sta		Δ-Lt	Δ-Rt
4+96.84 = 4+47.59	P.I Folwell St	86°03'	
2+72.65	P.O.T		
0+00 = 3+48.86	P.I. Hoyt Ave		


15"OaK
12"OaK
12"OaK
92.49'
92.96'
54.45'
Fulwell
2x2 Hub
37.

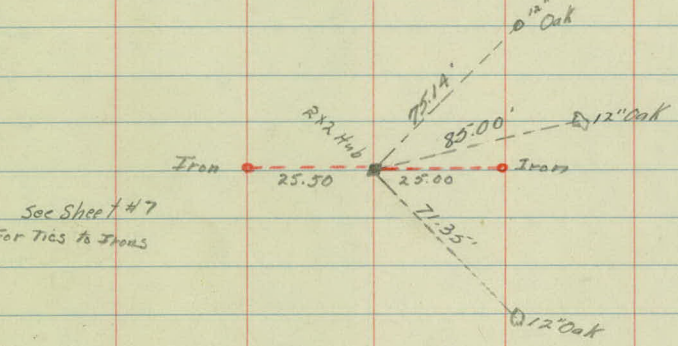

8"OaK
49.87'
SpK.
91.00'
61.00'
10"OaK
12"OaK

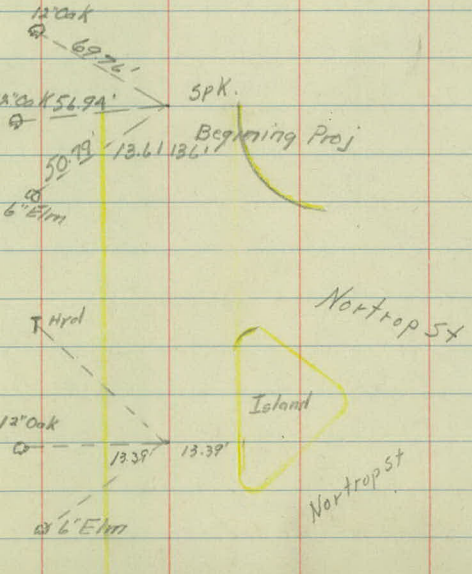

12"OaK
15"OaK
76.28'
61.30'
Hoyt
Ave
2x2 Hub
57.03'
15"OaK

Alignment

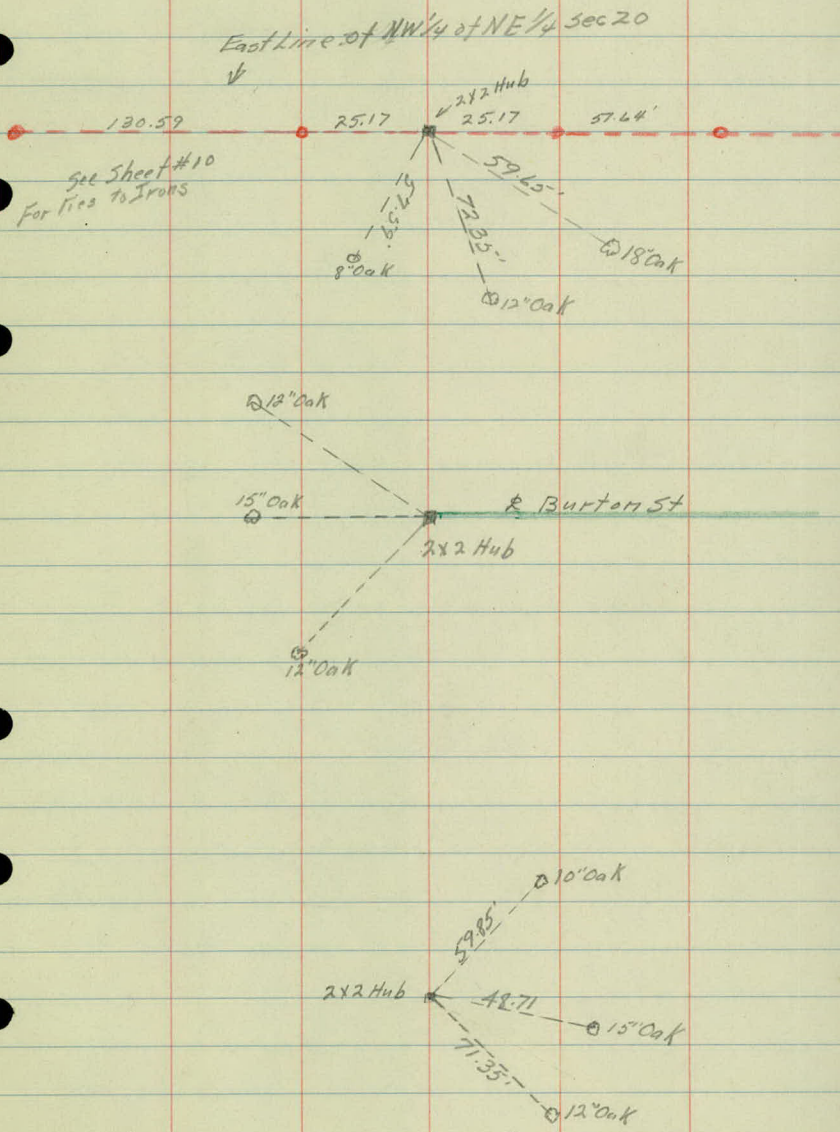
Folwell St

Sta		Δ-Lt	Δ Rt	
2+10.16	P.I		0°31'	
1+00	P.I		0°41'	Est by splitting Imp
0+00	P.O.T.			Est. by using Present Imp.

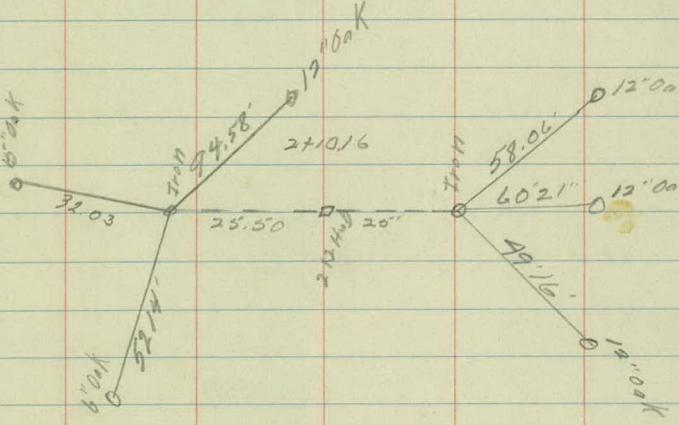

12" Oak
71.14'
85.00'
12" Oak
R x 2 Hub
Iron
25.50
25.00
Iron
71.35'
12" Oak
See Sheet #7
For Ties to Irons


12" Oak
69.76'
SPK.
12" Oak
54.94'
Beginning Proj
50.79'
13.61
13.61'
6" Elm
T Hrdl
Northrop St
Island
12" Oak
13.38'
13.39'
Northrop St
6" Elm

Sta		Δ-Lt	Δ-Rt	
6+01.85	P.I	93°28'		End Project
4+47.59 = 4+96.84	P.I		86°03'	
2+91.80	P.I		4°58'	

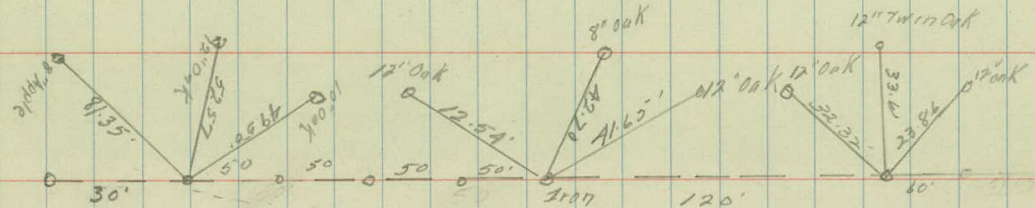

East Line of NW¼ of NE¼ Sec 20
2x2 Hub
130.59
25.17
25.17
57.44'
See Sheet #10
For Ties to Irons
59.65'
72.35'
79.13'
18" Oak
8" Oak
12" Oak
12" Oak
15" Oak
℄ Burton St
2x2 Hub
12" Oak
10" Oak
59.85'
2x2 Hub
42.71'
13" Oak
71.35'
12" Oak

Ties to Irons Est. P.I Sta 2+10.16 Folwell St



Ties To Irons

Ebine of NW¼ of NE¼ Sec 20



E line SE ¼ of NW¼ of NE¼ Sec 20

9

Inter Campus Spec.
Trolley Pole
41.31
41.48
24" Oak
43.69
8" Oak
12.43
East Hall
130.55
10" Oak
46.90
10" Oak
87.01
14" Oak
8" Oak
45.49
50.35
18" Oak
64.31
18" Oak
37.18
51.64

Topog

Hoyt St

5+00

+97 P.P 24'

+99 T.P 28' +98 Small Fruit Trees 19'

+37 6" Pap 35'

+37 Orchard

+04 6" Pap 34'

4+00

+00 6" Pap 33'

+73 P.P 23'

+90 End Grading +88 10" Willow 33'

+20 End Oaks 40'

3+00

Rd 7-4'

+75 P.P 23'

+90 Shed 28'

+20 Beg Oaks 40'

+11 Rear Fruit Trees 33'

2+00

Rd 0-14'

+05 T.P 25'

+97 Alley

+87 End Wall 31

+75 P.P 22.5'

+42 Beg Rubble Wall 30.5'

1+00

Rd 5-14'

+16 6" Elm 45'

+33 Beg Yard 30'

+285 End Rad 15' +16 P.P 16'

+24 8" Elm 42'

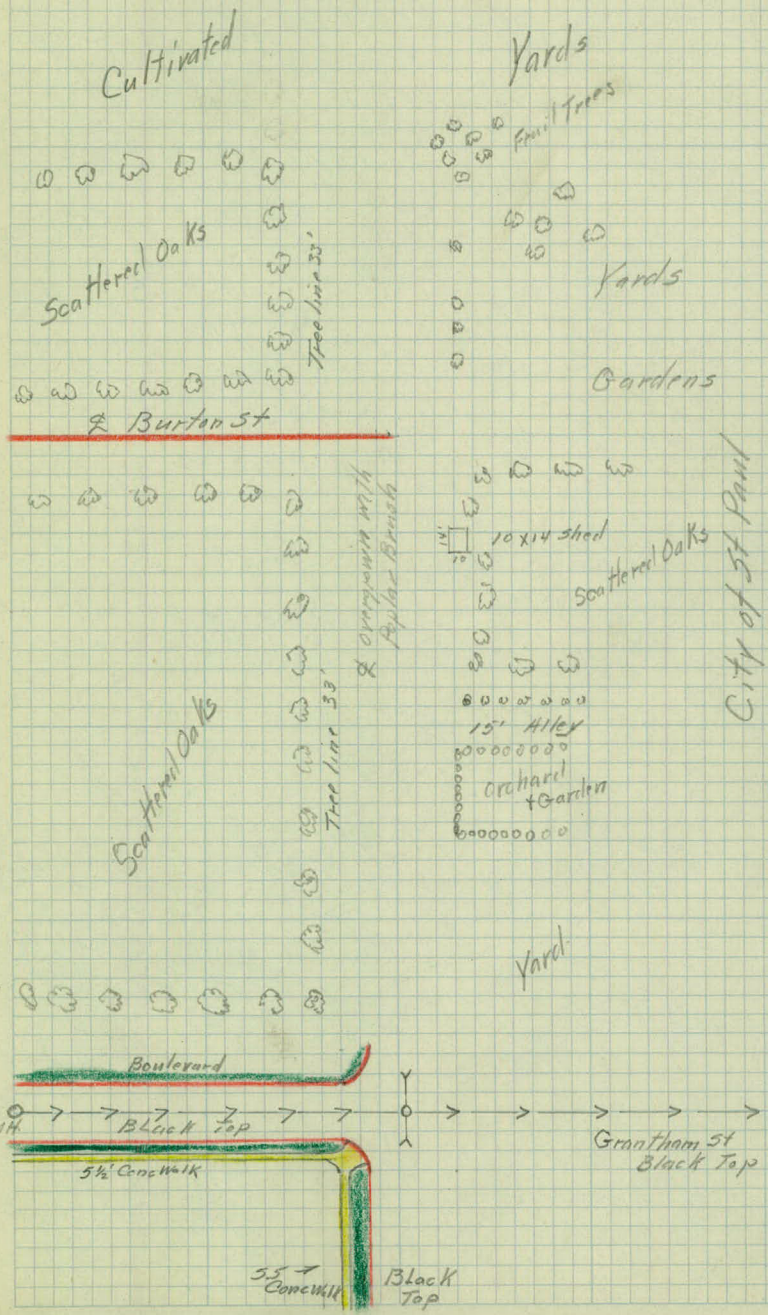
0+00

+14 Beg Rad 29.5'

+14 End 13" Top +00 M.H 33

Note Curb is 2' Combination Curb & Gutter

Note M.H has Future opening For Sewer on Hoyt St Dead Ends Now


Cultivated
Yards
Fruit Trees
Scattered Oaks
Tree line 33'
Yards
Gardens
E Burton St
& ornamental with Poplar Bushes
10 x 14 Shed
Scattered Oaks
City of St Paul
15' Alley
Orchard & Garden
Scattered Oaks
Tree line 33'
Yard
Boulevard
N.H.
Black Top
Grantham St
Black Top
5½' Conc Walk
35' Conc Walk
Black Top

Topog

Burton ST.

5

4

3

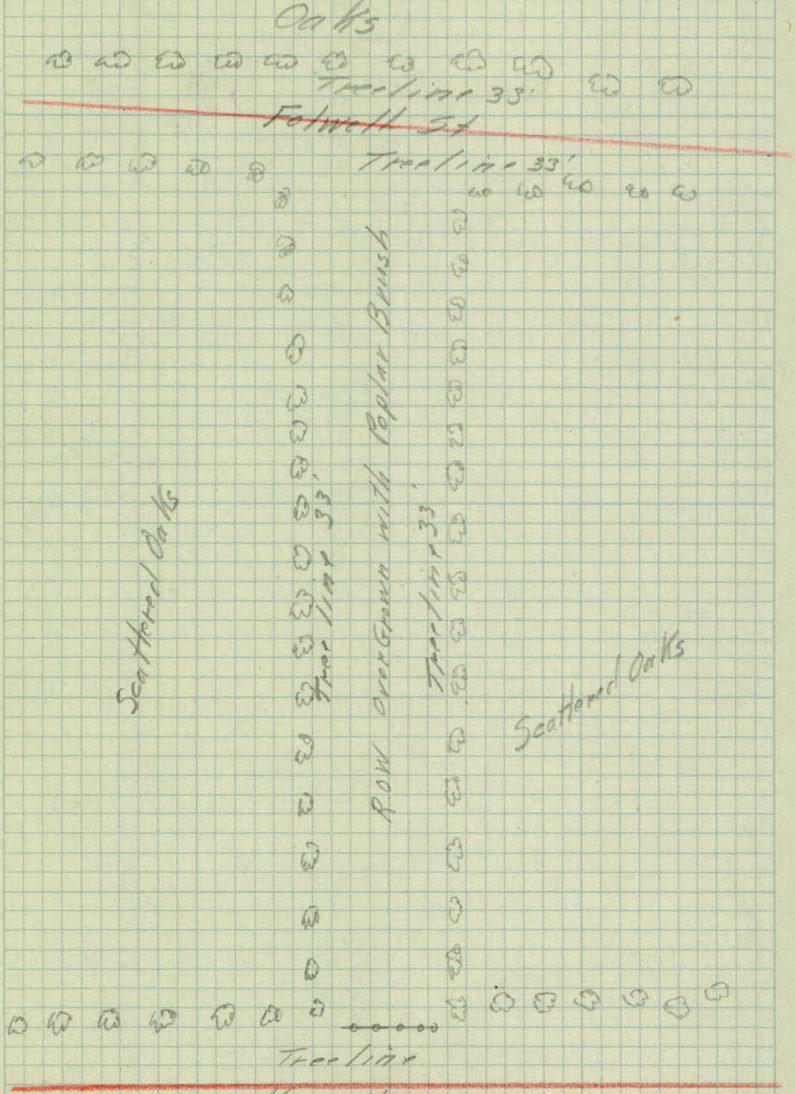
2

1

+10 Hyd/16.

0+00

+43 Barricade
25'-25' 4" Iron Posts + 2"x10" Plank



City limits
See Hoyt St Topog

Topog

Folwell 54

6

+01 R.R. 14'

+96 Hyd. 17'

+75 Encl Oaks 33'

5

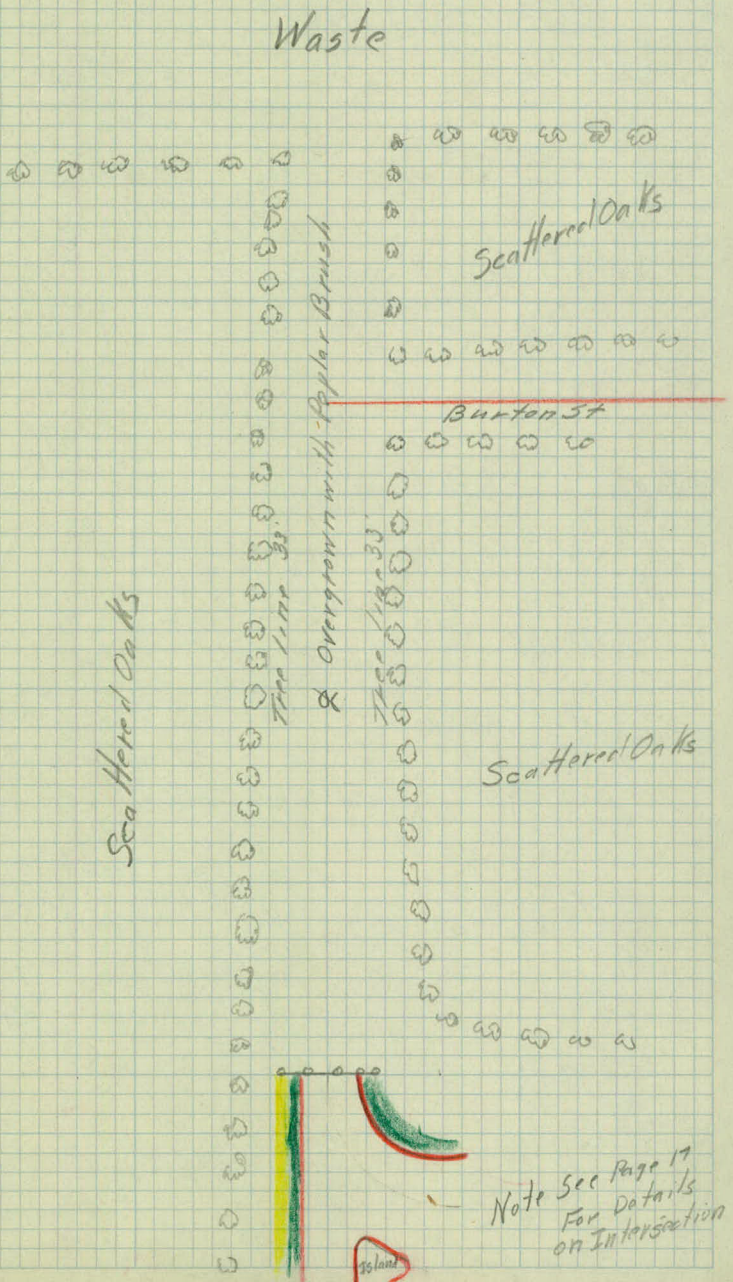
4

3

2

1 Encl Gutter Curbs & Walk +00 25'-25' Barricade 4" Iron Post +2+10 Planks

0+00



Note See Page 17 For Details on Intersection

1+00

Walk 19.15'

Curb 13.65'

Curb 13.65'

+92 6" Elm 17'

+35 MH 1.3'

+91 6" Elm 17'

+90 Rad 14.3

0+80

Rad 16.36

+70 Rad 20.3'

0+60

Rad 28.6

+51 6" Elm 16.5'

+50 Rad 40.2

+43' Rad 58.3

0+40

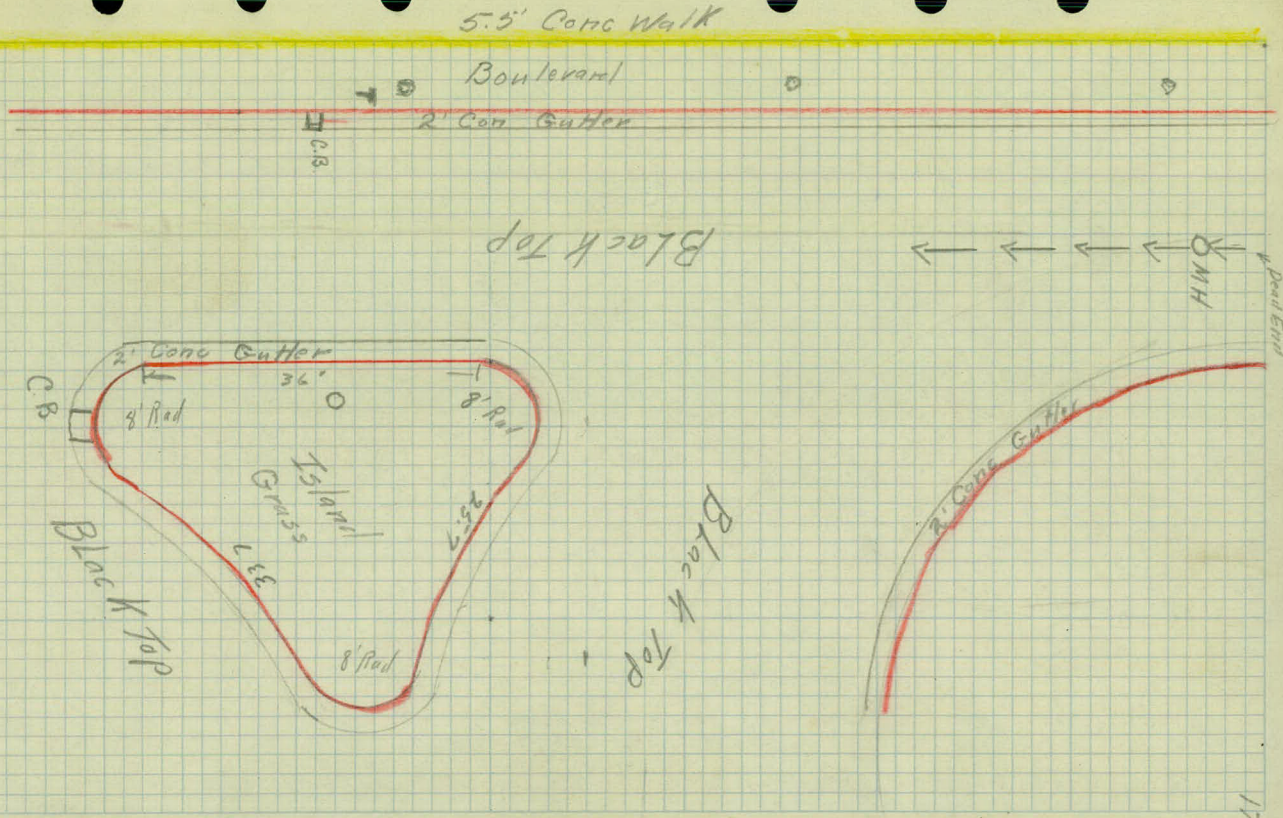
0+20

+11 6" Elm 17'

+07 Hyd 14.7

0+00 +02 CB 13.5

+04 Ornamental Light 17.0


5.5' Conc Walk
Boulevard
2' Con Gutter
C.B.
Black Top
2' Conc Gutter
C.B.
4' Rad
36'
8' Rad
Island
Grass
33'
95.7
8' Rad
Black Top
Black Top
HWY
Pedestrian
2' Conc Gutter

Cross Sections
University Grove

Hoyt
Burton
Folwell St

Sta	+	Δ	−	Elev
B.M	3.38	29584		292.46

Profile Hoyt Ave West

0-13	290.3
0-25	90.5
0-50	91.4
0-100	93.3
0-150	95.5

Lt. Z Rt

Top of Hyd S.W. Cor Hayt & Northrop St

$\frac{10.7}{100}$ $\frac{77}{50}$ $\frac{68}{83}$ 5.5 $\frac{5.3}{13}$ $\frac{5.0}{25}$ $\frac{2.8}{5.0}$

53

44

25

03

Sta	+	H	—	Elev
B.M	3.38	295.84		292.46
0+00				90.6
0+00	M.H	3FT Rt.		90.4
0+14	Gutter Line Lt			90.8
0+14	Top of Curb Lt			90.3
0+18				90.2
0+28				90.3
0+32				90.2
0+40				90.3
T.P	122C	30472	3.38	292.46
1+00				92.7
1+50				96.4
1+85				99.2
1+86				99.2

℄ ℄ RY

Top Hyd SW. Cor Hoyt & Northrop.

+5.0/100 0.0/66 2.1/50 4.6/22 5.2 6.9/50 9.5/100 12.3/150

277.94
17.9
Invert
5.4

2.6/50 5.25/27 5.1/22 5.5 6.7/30 7.8/50 10.7/100

2.16/50 4.86/27 5.1/22 5.5 6.7/30 7.8/50 10.7/100

2.4/50 4.1/33 5.0/18 5.6 6.5/27 6.3/29 7.1/50

Curb Buried

2.0/50 4.4/28 4.98/15 5.3/15 5.5 6.0/20 6.9/50

Match Curb End. Rad

0.5/50 3.6/30 4.5/26 5.6 5.9/27 6.6/50

0.5/50 2.5/34 4.8/29 5.5 5.7/29 4.6/36 4.8/50

7.3/50 9.0/34 11.0/30 11.6/16 12.0 12.3/16 11.8/29 12.6/32 12.3/50

℄ Top Wall

3.3/50 4.8/34 7.6/30 7.8/15 8.3 8.5/14 8.4/24 8.3/31 12.6/31 12.9/50

6.2/50 6.2/37 4.6/31 5.8/27 5.7/15 5.5/5 5.5 5.1/19 6.3/32 10.4/32 12.3/50

6.2/50 6.2/37 4.6/31 5.8/27 5.7/16 5.5/5 5.5 5.6/21 6.2/31 7.4/42 9.2/50

Sta	+	HI	—	Elev
		304.72		
1+96		All ck	Rt	300.1
2+00				00.3
+30				01.5
T.P	9.20	310.80	3.12	301.60
+50				01.4
+80				00.8
3+00				00.1
+19				00.4
+24				00.2
+88.6		E Burton		99.6
+85				00.8
T.P	3.09	303.75	10.14	300.66
4+00				99.5
+27				95.7

LT & RT

3.1/50 5.5/39 6.1/23 5.1/12 4.6/4 4.6 4.7/15 5.2/25 8.7/50 11.9/71 14.0/84 17.4/134

00 4.9/48 6.2/39 4.1/32 5.0/27 4.9/20 4.4/11 4.4 4.2/14 4.2/23 5.6/30 9.3/50

+3.0/52

+3.0/50 00/41 2.7/36 2.8/27 4.0/24 4.3/18 3.8/13 3.7 3.3/20 2.5/33 6.4/46 6.8/50

4.1/50 4.1/40 6.7/36 8.6/30 9.1 9.4/24 5.6/29 7.4/44 8.6/50

4.6/50 5.3/38 9.2/30 10.0 10.0/23 6.5/27 5.4/50

4.8/50 6.1/38 9.6/29 10.7 10.4/26 8.8/28 8.5/41 7.8/50

4.6/50 5.9/38 10.0/29 10.4 10.4/24 10.5/50

8.6/50 10.0/32 10.4 10.8/27 11.4/50

9.3/50 10.2 10.1/20 10.6/29 11.6/32 13.2/50

9.5/50 9.8/31 10.0 10.3/13 11.7/29 13.6/50

Top of Hub 0400 & Button

2.7/50 4.3/37 5.3/26 4.3 5.1/25 6.5/34 7.7/50

2.5/50 4.7/37 5.6/31 8.1 8.5/8 7.5/15 8.4/26 9.2/28 10.3/50

Sta	+	H	−	Elev
		303.75		
4+39				94.7
+80				94.6
+98.93				94.7
5+25				96.1
T.P.			3.09	300.66

LH					RH			
3.0/50	7.7/20	9.1			10.0/15	10.3/25	11.1/30	
7.8/50	5.7/37	8.4/13	9.2		9.1/15	9.8/22	11.3/41	11.3/30
4.2/50	7.2/21	8.4/4	9.1		9.5/14	10.4/35	10.4/50	
2.6/50	5.4/21	7.5/2	7.7		8.7/16	10.0/50		

Top Hub 0700 & Burton

Cross Sections
Burton St

Sta	+	⊼	−	Elev
T.P	13.56	314.22		300.66
B.M	9.46	314.22	9.46	304.76
0+00				300.6
0+31				01.1
0+37				01.2
0+50				01.6
1+00				04.7
+40				06.9
+75				08.2
2+00				09.2
+30				10.5
T.P	9.49	319.86	3.85	310.37
+72				11.8
3+00				12.3

Lt & Rt

Top of Hub & Burton

Top of Hyt NW Cor Burton & Hoyt

13.6

$\frac{12.8}{30}$ $\frac{13.2}{29}$ $\frac{13.3}{16}$ 13.1 $\frac{13.0}{24}$ $\frac{12.4}{27}$ $\frac{13.8}{37}$ $\frac{15.3}{30}$

$\frac{9.5}{30}$ $\frac{9.2}{35}$ $\frac{13.1}{28}$ $\frac{13.1}{12}$ 13.0 $\frac{13.0}{21}$ $\frac{12.2}{25}$ $\frac{13.5}{35}$ $\frac{15.0}{30}$

$\frac{8.1}{30}$ $\frac{8.2}{34}$ $\frac{12.4}{27}$ $\frac{12.5}{18}$ 12.4 $\frac{12.7}{14}$ $\frac{12.6}{23}$ $\frac{11.9}{28}$ $\frac{12.8}{32}$ $\frac{13.1}{30}$

$\frac{7.7}{30}$ $\frac{7.7}{34}$ $\frac{8.1}{24}$ $\frac{9.4}{16}$ 9.5 $\frac{9.2}{24}$ $\frac{6.7}{30}$ $\frac{5.2}{50}$

$\frac{3.2}{50}$ $\frac{3.0}{44}$ $\frac{5.0}{36}$ $\frac{6.4}{31}$ $\frac{7.0}{26}$ $\frac{6.9}{13}$ 7.3 $\frac{7.5}{10}$ $\frac{7.3}{25}$ $\frac{6.6}{30}$ $\frac{3.7}{37}$ $\frac{3.0}{30}$

$\frac{5.1}{30}$ $\frac{5.7}{29}$ $\frac{6.5}{8}$ 6.0 $\frac{6.1}{15}$ $\frac{6.0}{40}$ $\frac{6.3}{50}$

$\frac{5.0}{50}$ $\frac{4.0}{14}$ $\frac{1.0}{6}$ $\frac{4.6}{3}$ 5.0 $\frac{5.5}{19}$ $\frac{5.4}{36}$ $\frac{6.0}{50}$

$\frac{3.6}{50}$ $\frac{2.6}{27}$ $\frac{3.5}{22}$ $\frac{3.2}{5}$ 3.7 $\frac{4.2}{23}$ $\frac{3.6}{30}$ $\frac{2.8}{34}$ $\frac{4.1}{42}$ $\frac{4.3}{50}$

$\frac{6.8}{50}$ $\frac{6.0}{30}$ $\frac{8.4}{26}$ $\frac{8.0}{9}$ 8.1 $\frac{7.8}{26}$ $\frac{3.9}{35}$ $\frac{4.2}{50}$

$\frac{6.6}{50}$ $\frac{5.8}{31}$ $\frac{7.5}{26}$ $\frac{7.8}{22}$ 7.6 $\frac{7.5}{29}$ $\frac{4.1}{37}$ $\frac{4.0}{50}$

Sta	+	H	−	Elev	
		319.86			
3+50				311.1	
+85				09.3	
4+00				08.5	
+30				08.1	
+64				07.2	
+69				07.3	
+96.84		℄ Follwell		06.8	
T.P	13.64	321.75	11.75	308.11	
B.M.			3.38	318.37	318.34

Lt & Rt

11.8/50 8.4/22 8.6/12 8.3/8 8.8 9.1/10 9.0/19 8.8/25 7.1/31 8.1/50

8.3/50 9.3/27 10.0/24 10.0/11 10.6 10.8/12 11.1/20 10.8/22 10.7/27 10.7/35 11.0/50

8.2/50 8.7/30 10.8/25 11.1/12 10.7/29 11.4 11.5/20 10.0/30 10.3/30

7.3/50 7.1/34 11.7/26 11.8/13 11.8 12.7/18 12.0/25 7.8/35 9.1/50

7.7/50 7.8/43 10.5/40 12.1/33 12.6/14 12.7 12.7/14 13.4/28 8.0/38 9.5/50

11.1/50 10.9/40 12.3/29 12.7/12 12.6 12.7/11 13.8/27 15.2/50

11.4/50 13.1 15.3/50

Top Hyd Folwell Y Northrop

X sections
Folwell St

	+	H	−	Elev
B.M	3.55	321.89		318.34
				14.6
0+00				
0+50				16.3
+93				
1+00				16.9
+50				16.9
2+00				15.9
+50				14.7
3				13.0
T.P	2.99	316.49	8.39	313.50
+50				11.1
4				08.2
+08				07.8
+20				07.6

Lt ℄ Pt

6.95 Top Curb / Walk — 7.28 / 13.4 — 7.82 / 13.4 — 7.75 / 11.5 Gutter — 7.3 — 7.68 / 11.5 Gutter — 7.79 / 13.4 — 7.32 / 13.4 curb

5.48 Top Curb / Sidewalk — 5.65 / 12.5 — 6.14 / 13.5 Gutter — 5.94 / 11.5 — 5.6 — 5.6 / 15 — 6.38 / 34 — 6.58 / 36 — 6.10 / 36 Top Curb Gutter

M.H 4.85 14.65 to Invert

2.7 / 35 — 4.84 / 29 — 4.65 / 25 — 4.72 / 20 — 4.85 / 14 — 5.29 / 14 — 5.14 / 12 — 5.0 — 5.18 / 12 — 5.30 / 14 — 4.84 / 14 — 4.9 / 29 — 1.2 / 35 — 2.0 / 50

1.3 / 50

0.2 / 50 — 1.1 / 37 — 3.3 / 34 — 4.6 / 28 — 4.8 / 12 — 5.0 — 5.2 / 10 — 4.6 / 33 — 3.1 / 37 — 2.7 / 50

6.9 / 50 — 5.7 / 28 — 6.3 / 25 — 6.0 — 5.8 / 11 — 5.1 / 28 — 4.6 / 50

5.2 / 30 — 5.2 / 35 — 7.2 / 28 — 6.6 / 6 — 7.2 — 6.6 / 9 — 6.4 / 12 — 6.3 / 25 — 5.8 / 29 — 4.5 / 50

10.4 / 50 — 9.1 / 43 — 6.4 / 28 — 8.6 / 21 — 8.9 — 9.1 / 12 — 8.8 / 25 — 6.0 / 30 — 6.7 / 50

6.3 / 50 — 2.9 / 30 — 5.6 / 22 — 5.9 / 13 — 5.4 — 5.8 / 13 — 5.4 / 25 — 2.7 / 30 — 2.7 / 50

9.0 / 50 — 6.2 / 29 — 7.9 / 24 — 8.3 — 8.1 / 10 — 7.8 / 25 — 4.5 / 32 — 4.0 / 50

8.7 / 50 — 6.5 / 30 — 8.5 / 24 — 8.7 — 7.9 / 26 — 4.5 / 32 — 4.0 / 50

8.7 / 50 — 7.2 / 28 — 9.1 / 22 — 8.9 — 8.2 / 14 — 8.4 / 50

Sta	+	HI	−	Elev	
		316.49			
4+38				306.8	
+70				05.8	
+80				05.4	
5				04.8	
B.M.	4.81	308.83	12.47	304.02	
+50				02.4	
+80				01.3	
6+01.83		End Project		300.6	
+23				299.8	
B.M	4.81	308.83	4.81	304.02	
	13.76	320.47	2.12	306.71	
			2.13	318.34	318.34

L7 & Pt

$\frac{10.4}{50}$ $\frac{8.7}{29}$ $\frac{9.6}{23}$ 9.7 $\frac{9.4}{24}$ $\frac{8.8}{50}$

$\frac{11.4}{50}$ $\frac{11.2}{19}$ $\frac{10.5}{6}$ 10.7 $\frac{10.1}{36}$ $\frac{9.3}{50}$

$\frac{12.3}{50}$ $\frac{11.7}{26}$ 11.1 $\frac{11.0}{19}$ $\frac{10.3}{26}$ $\frac{5.1}{39}$ $\frac{4.8}{50}$

$\frac{13.4}{50}$ $\frac{12.3}{13}$ $\frac{11.8}{5}$ 12.0 $\frac{11.7}{24}$ $\frac{6.5}{31}$ $\frac{5.6}{50}$

Top Hyd NW Cor Folwell & E line of NW¼ of NE¼

$\frac{7.8}{50}$ $\frac{5.7}{26}$ $\frac{6.8}{24}$ 6.4 $\frac{6.6}{27}$ $\frac{3.4}{34}$ $\frac{3.0}{50}$

$\frac{7.3}{50}$ $\frac{6.4}{26}$ $\frac{7.8}{23}$ 7.5 $\frac{8.0}{31}$ $\frac{8.2}{50}$

$\frac{7.4}{50}$ $\frac{7.2}{25}$ 8.2 $\frac{9.0}{25}$ $\frac{9.6}{50}$

$\frac{7.5}{50}$ $\frac{8.0}{25}$ 9.0 $\frac{9.7}{20}$ $\frac{10.2}{50}$

Top Hyd Folwell & End Project

Top Hyd Folwell & Northrop