

Book #6 J Dr. 11

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

PLAN

Survey

HOLTON AVE.

From CO. RD. "A" To CO. RD. "A2"

Road Acc't. No. R21

Date Filed 3/30/32

File P

PROJ. 32-R21

Holton Ave
Alignment

Proj. 32-R21

Sta.

A-Lt. A-Rt.

26+39.10

13+19.40 P.I.

0°01'

0+00

Co. Rd. A 2

P.P. 81.91

Nail

993.00

87.88 P.P.
89° 02'

Holton Ave 2

44.93

Iron

Spk.

44.02

Iron

Hamline Ave 2

Larpenteur

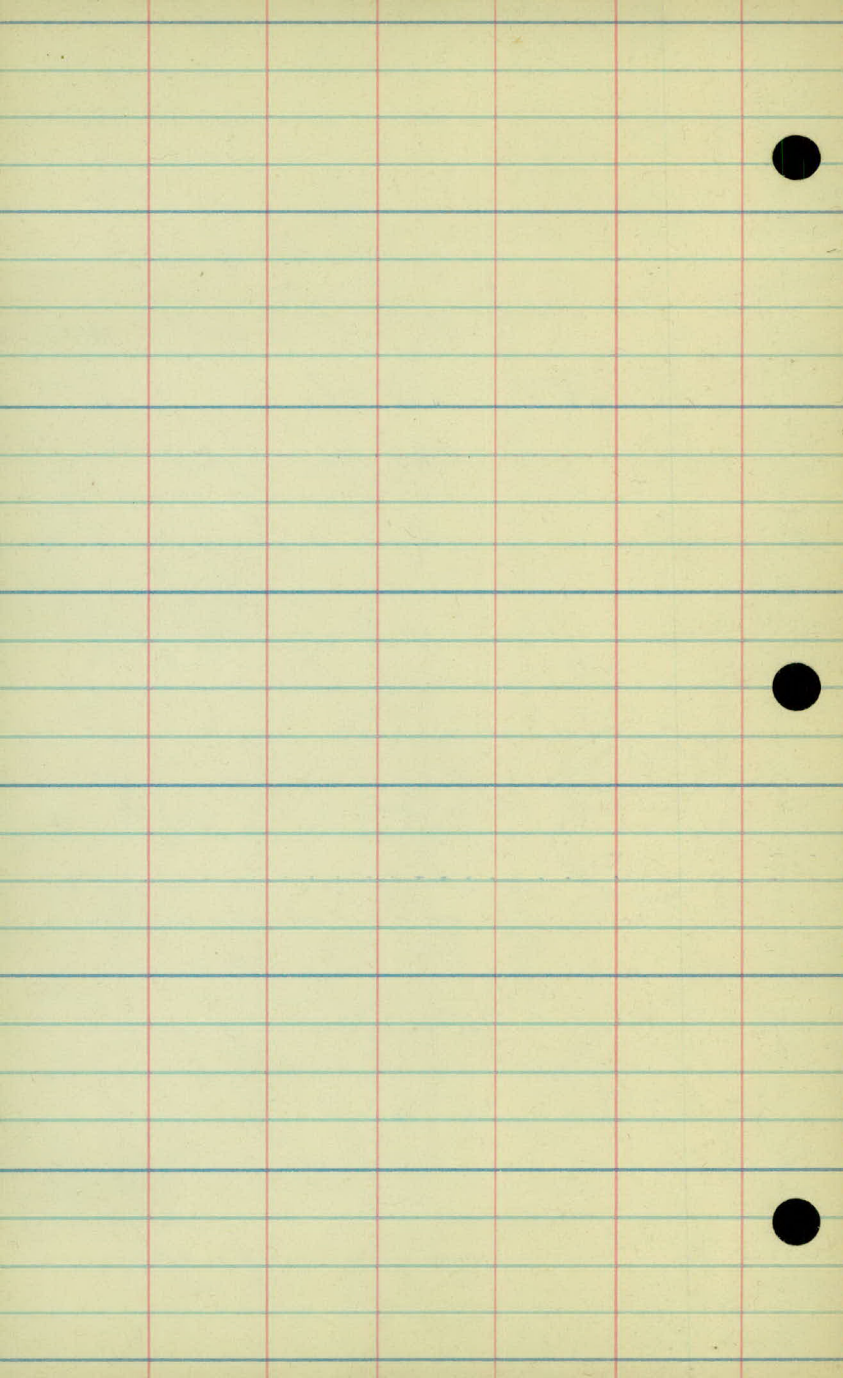
Nail

P.P. 88.11

89° 22'

37.70 P.P.

998.31



Holton Ave
Topography

6

5

4

3

2

1

0+00

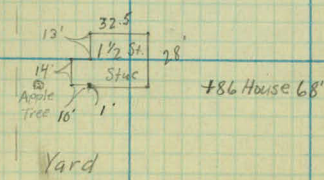
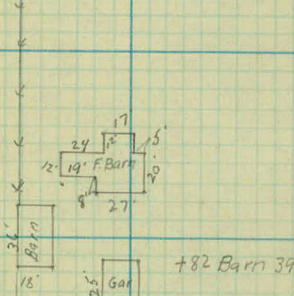
Cult.

Cult.

Cult.

Cult.

+36 F. Car. 39'



20' I.C.C. Pavement

13

12

11

10

9

8

7

Hay Field



Cultivated

Cultivated

20

19

18

17

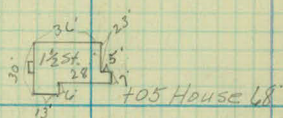
16

15

14

Field

Field



Hay

Hay

27

26

25

24

23

22

21

17
+00-End of Apple Trees 17'

+00-End of Apple Tr. 1'

+20 Beg. of Apple Trees

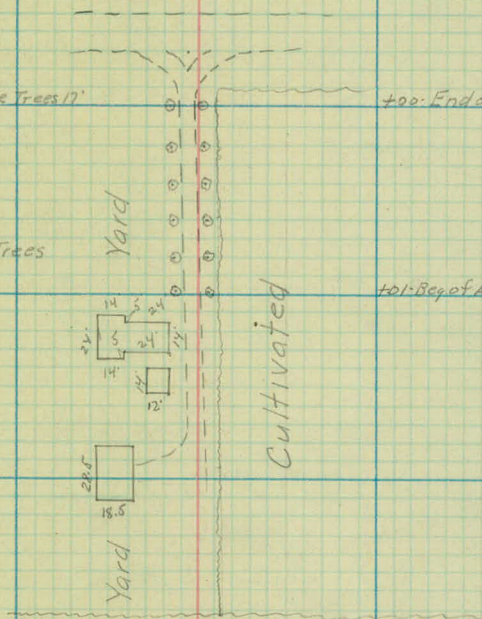
+01-10' B. E. 13'

+01-Beg. of Apple Trees 6

+69 House 18'

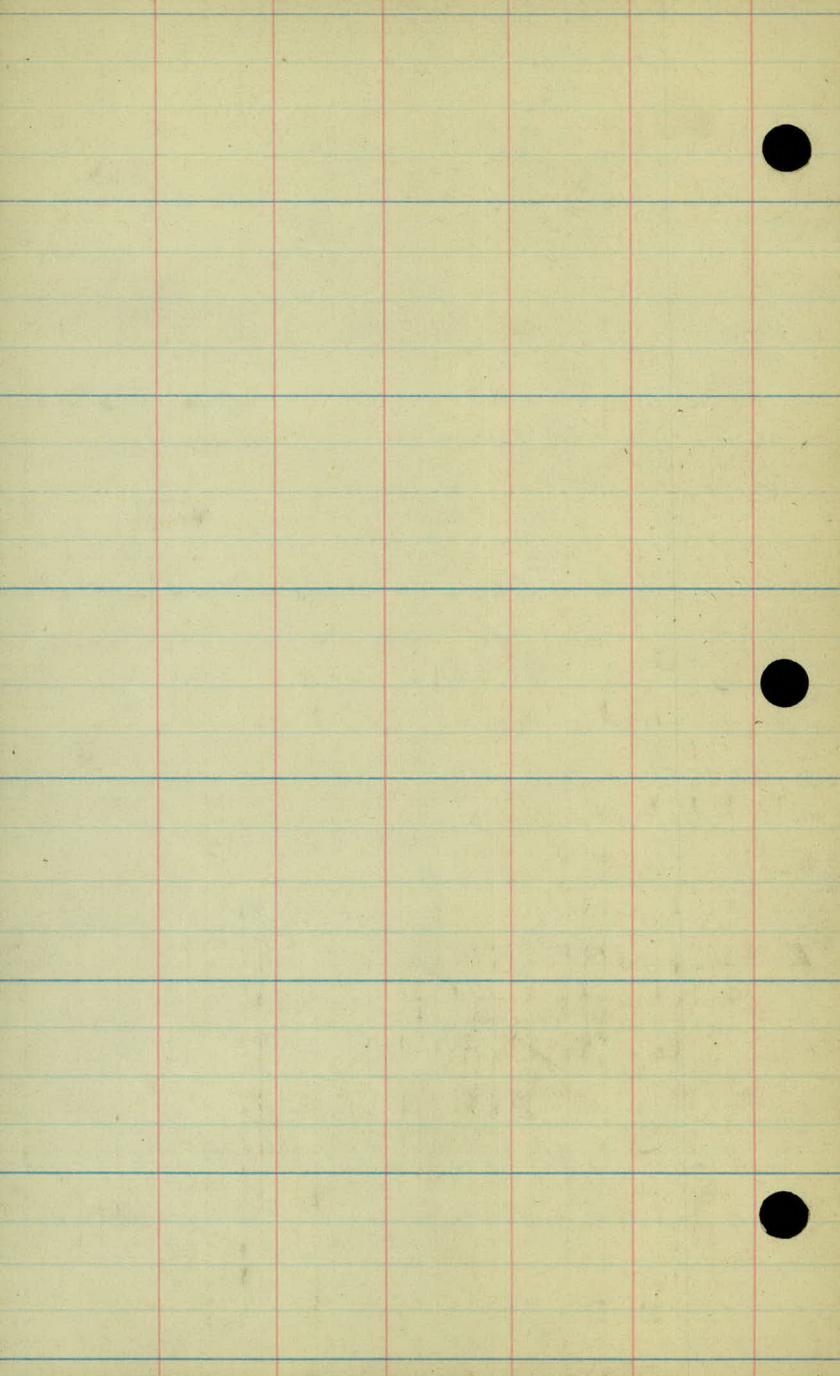
+46 Pump Ho. 17'

+89 Gar. 37'



Hay

Field



Holton Ave

X-Sections

Check Levels

B.M.	5.48	950.82		945.34
T.P.	6.04	953.00	3.84	946.96
B.M.	5.72	956.02	2.70	950.30
0+00	E Larpenieur			50.2

+10				50.2
-----	--	--	--	------

+16	Shoulder Line			49.9
-----	---------------	--	--	------

+19				47.7
-----	--	--	--	------

+22				50.8
-----	--	--	--	------

+50				50.8
-----	--	--	--	------

1				50.5
---	--	--	--	------

+50				50.1
-----	--	--	--	------

2				49.9
---	--	--	--	------

+50				49.2
-----	--	--	--	------

3				48.8
---	--	--	--	------

+50				48.6
-----	--	--	--	------

N. W. Cor. Mont. - Hamline + Larpenteur

Spk. in P.P. 30 Rt. Sta. 0-15

$$\frac{5.5}{40} \quad 5.8 \quad \frac{6.2}{40}$$

$$\frac{5.5}{40} \quad 5.8 \quad \frac{6.2}{40}$$

$$\frac{5.8}{40} \quad 6.1 \quad \frac{6.4}{40}$$

$$\frac{8.0}{40} \quad 8.3 \quad \frac{8.6}{40}$$

$$\frac{4.6}{40} \quad \frac{5.0}{19} \quad 5.2 \quad \frac{5.5}{23} \quad \frac{6.4}{40}$$

$$\frac{4.9}{40} \quad \frac{5.0}{22} \quad 5.2 \quad \frac{5.5}{21} \quad \frac{6.2}{40}$$

$$\frac{5.7}{40} \quad \frac{5.6}{25} \quad 5.5 \quad \frac{5.5}{21} \quad \frac{6.0}{40}$$

$$\frac{5.7}{40} \quad \frac{5.8}{21} \quad 5.9 \quad \frac{5.9}{20} \quad \frac{6.3}{40}$$

$$\frac{5.9}{40} \quad \frac{6.0}{22} \quad 6.1 \quad \frac{6.1}{18} \quad \frac{6.6}{39} \text{ Barn}$$

$$\frac{6.5}{40} \quad \frac{6.7}{21} \quad 6.8 \quad \frac{6.9}{18} \quad \frac{7.3}{39} \text{ Fence}$$

$$\frac{6.8}{40} \quad \frac{7.0}{21} \quad 7.2 \quad \frac{7.7}{19} \quad \frac{8.1}{39} \text{ Fence}$$

$$\frac{6.9}{40} \quad \frac{7.2}{21} \quad 7.4 \quad \frac{7.7}{20} \quad \frac{8.1}{40}$$

956.02 ✓
T.P. 6.19 955.95 ✓ 6.26 949.76 ✓

4+00 48.9.

+50 49.8.

5 50.9.

+50 51.4.

6 50.9.

+50 51.1. ✓

T.P. 5.25 956.34 ✓ 4.86 951.09 ✓

7 51.6.

+50 51.9.

8 51.7.

+50 51.2.

9 50.1.

+50 47.8.

$$\frac{6.3}{40} \quad \frac{6.6}{20} \quad 7.1 \quad \frac{7.3}{20} \quad \frac{7.7}{40}$$

$$\frac{5.8}{40} \quad \frac{6.1}{23} \quad 6.2 \quad \frac{6.6}{21} \quad \frac{6.8}{40}$$

$$\frac{4.4}{40} \quad \frac{4.9}{21} \quad 5.1 \quad \frac{5.1}{20} \quad \frac{5.4}{40}$$

$$\frac{4.1}{40} \quad \frac{4.4}{21} \quad 4.6 \quad \frac{5.0}{21} \quad \frac{5.4}{40}$$

$$\frac{4.3}{40} \quad \frac{4.8}{21} \quad 5.1 \quad \frac{5.1}{20} \quad \frac{5.4}{40}$$

$$\frac{4.3}{40} \quad \frac{4.7}{20} \quad 4.9 \quad \frac{4.9}{20} \quad \frac{5.1}{40}$$

Top of Iron 33' Rt Sta. 6+50

$$\frac{4.6}{40} \quad \frac{4.7}{20} \quad 4.7 \quad \frac{4.7}{20} \quad \frac{4.5}{40}$$

$$\frac{4.3}{40} \quad \frac{4.5}{20} \quad 4.4 \quad \frac{4.2}{20} \quad \frac{4.2}{40}$$

$$\frac{4.5}{40} \quad \frac{4.7}{20} \quad 4.6 \quad \frac{4.5}{20} \quad \frac{4.1}{40}$$

$$\frac{4.8}{40} \quad \frac{5.1}{20} \quad 5.1 \quad \frac{4.8}{20} \quad \frac{4.4}{40}$$

$$\frac{5.1}{40} \quad \frac{5.7}{20} \quad 6.2 \quad \frac{5.5}{20} \quad \frac{4.7}{40}$$

$$\frac{6.6}{40} \quad \frac{7.6}{20} \quad 8.5 \quad \frac{7.6}{20} \quad \frac{7.0}{40}$$

956.34 ✓

10+00

46.3.

+50

46.0.

11

46.0.

+50

47.1.

12

49.3.

+50

49.1. ✓

B.M.

4.62

951.72 ✓

13

49.2. ✓

T.P.

1.94

953.66 ✓

4.62

951.72 ✓

+22

50.6.

+75

50.5.

14

50.3.

+50

48.9.

15

47.6.

+50

46.0.

$$\begin{array}{r} 8.9 \\ 40 \end{array} \quad \begin{array}{r} 9.5 \\ 20 \end{array} \quad 10.0 \quad \begin{array}{r} 9.4 \\ 20 \end{array} \quad \begin{array}{r} 8.9 \\ 40 \end{array}$$

$$\begin{array}{r} 10.1 \\ 40 \end{array} \quad \begin{array}{r} 10.2 \\ 20 \end{array} \quad 10.3 \quad \begin{array}{r} 10.2 \\ 20 \end{array} \quad \begin{array}{r} 10.2 \\ 40 \end{array}$$

$$\begin{array}{r} 9.5 \\ 40 \end{array} \quad \begin{array}{r} 10.0 \\ 20 \end{array} \quad 10.3 \quad \begin{array}{r} 10.3 \\ 20 \end{array} \quad \begin{array}{r} 10.3 \\ 40 \end{array}$$

$$\begin{array}{r} 6.8 \\ 40 \end{array} \quad \begin{array}{r} 7.8 \\ 20 \end{array} \quad 9.2 \quad \begin{array}{r} 9.4 \\ 20 \end{array} \quad \begin{array}{r} 10.0 \\ 40 \end{array}$$

$$\begin{array}{r} 4.8 \\ 40 \end{array} \quad \begin{array}{r} 5.6 \\ 20 \end{array} \quad 7.0 \quad \begin{array}{r} 7.8 \\ 20 \end{array} \quad \begin{array}{r} 9.2 \\ 40 \end{array}$$

$$\begin{array}{r} 6.3 \\ 40 \end{array} \quad \begin{array}{r} 6.6 \\ 20 \end{array} \quad 7.2 \quad \begin{array}{r} 7.5 \\ 20 \end{array} \quad \begin{array}{r} 8.1 \\ 40 \end{array}$$

Spk. in P.P. 165' Rt. Sta. 12+25

$$\begin{array}{r} 6.8 \\ 40 \end{array} \quad \begin{array}{r} 7.0 \\ 20 \end{array} \quad 7.1 \quad \begin{array}{r} 6.5 \\ 20 \end{array} \quad \begin{array}{r} 6.2 \\ 40 \end{array}$$

Top of Iron 33' Rt. Sta. 13+50

$$\begin{array}{r} 3.7 \\ 40 \end{array} \quad \begin{array}{r} 3.6 \\ 20 \end{array} \quad 3.1 \quad \begin{array}{r} 2.7 \\ 20 \end{array} \quad \begin{array}{r} 2.0 \\ 40 \end{array}$$

$$\begin{array}{r} 4.8 \\ 40 \end{array} \quad \begin{array}{r} 4.2 \\ 20 \end{array} \quad 3.2 \quad \begin{array}{r} 2.3 \\ 20 \end{array} \quad \begin{array}{r} 1.0 \\ 40 \end{array}$$

$$\begin{array}{r} 5.5 \\ 40 \end{array} \quad \begin{array}{r} 4.8 \\ 20 \end{array} \quad 3.4 \quad \begin{array}{r} 2.3 \\ 20 \end{array} \quad \begin{array}{r} 0.9 \\ 40 \end{array}$$

$$\begin{array}{r} 7.8 \\ 40 \end{array} \quad \begin{array}{r} 6.8 \\ 20 \end{array} \quad 4.8 \quad \begin{array}{r} 3.0 \\ 20 \end{array} \quad \begin{array}{r} 1.1 \\ 40 \end{array}$$

$$\begin{array}{r} 9.4 \\ 40 \end{array} \quad \begin{array}{r} 8.1 \\ 20 \end{array} \quad 6.1 \quad \begin{array}{r} 4.0 \\ 20 \end{array} \quad \begin{array}{r} 2.0 \\ 40 \end{array}$$

$$\begin{array}{r} 10.4 \\ 40 \end{array} \quad \begin{array}{r} 9.5 \\ 20 \end{array} \quad 7.7 \quad \begin{array}{r} 6.2 \\ 20 \end{array} \quad \begin{array}{r} 4.7 \\ 40 \end{array}$$

953.66

16+00

45.0

+40

45.4

17

48.4

+50

50.1

18

51.0

+50

51.0

19

49.2

+50

48.4

20

48.5

T.P.

6.48

954.74

5.40

948.26

+50

48.4

21

48.2

+50

48.0

22

47.9

$$\frac{10.2}{40} \quad \frac{9.7}{20} \quad 8.7 \quad \frac{7.8}{20} \quad \frac{6.7}{40}$$

$$\frac{8.5}{40} \quad \frac{8.6}{20} \quad 8.3 \quad \frac{7.9}{20} \quad \frac{7.0}{40}$$

$$\frac{5.0}{40} \quad \frac{5.2}{20} \quad 5.3 \quad \frac{5.7}{20} \quad \frac{6.1}{40}$$

$$\frac{3.5}{40} \quad \frac{3.6}{20} \quad 3.6 \quad \frac{4.2}{20} \quad \frac{4.5}{40}$$

$$\frac{2.1}{40} \quad \frac{2.4}{20} \quad 2.7 \quad \frac{3.4}{20} \quad \frac{3.7}{40}$$

$$\frac{3.0}{40} \quad \frac{2.8}{20} \quad 2.7 \quad \frac{3.1}{20} \quad \frac{3.5}{40}$$

$$\frac{4.4}{40} \quad \frac{4.5}{20} \quad 4.5 \quad \frac{4.6}{20} \quad \frac{4.8}{40}$$

$$\frac{4.7}{40} \quad \frac{5.1}{20} \quad 5.3 \quad \frac{5.6}{20} \quad \frac{5.7}{40}$$

$$\frac{4.5}{40} \quad \frac{5.0}{20} \quad 5.2 \quad \frac{5.5}{20} \quad \frac{5.5}{40}$$

Top of Iron 33' Rt. Sta. 20+50

$$\frac{6.2}{40} \quad \frac{6.1}{20} \quad 6.3 \quad \frac{6.5}{20} \quad \frac{6.5}{40}$$

$$\frac{5.9}{40} \quad \frac{6.4}{20} \quad 6.5 \quad \frac{6.7}{20} \quad \frac{6.8}{40}$$

$$\frac{6.0}{40} \quad \frac{6.6}{20} \quad 6.7 \quad \frac{7.1}{20} \quad \frac{7.0}{40}$$

$$\frac{6.5}{40} \quad \frac{6.7}{20} \quad 6.8 \quad \frac{6.9}{20} \quad \frac{6.9}{40}$$

954.74

22+50

48.0

23

48.5

+50

50.0

24

50.2

+50

50.4

25

50.6

+50

51.3

26

51.8

+39.10 Q Co. Rd. A²

52.3

B.M. 1.11 954.62 1.23 953.51

T.P. 5.29 953.55 6.36 948.26

" 8.10 959.85 1.80 951.75

B.M. 8.10 951.75 951.72

T.P. 2.75 953.83 8.77 951.08

B.M. 1.48 951.75 3.56 950.27 950.30

T.P. 3.89 950.54 5.10 946.65

B.M. 5.16 945.38 945.34

$$\frac{6.6}{40} \quad \frac{6.7}{20} \quad 6.7 \quad \frac{6.7}{20} \quad \frac{6.5}{40}$$

$$\frac{6.3}{40} \quad \frac{6.2}{20} \quad 6.2 \quad \frac{5.9}{20} \quad \frac{5.6}{40}$$

$$\frac{5.4}{40} \quad \frac{5.3}{20} \quad 4.7 \quad \frac{5.0}{20} \quad \frac{4.7}{40}$$

$$\frac{4.4}{40} \quad \frac{4.5}{20} \quad 4.5 \quad \frac{4.7}{20} \quad \frac{4.7}{40}$$

$$\frac{4.0}{40} \text{ Pump } \frac{4.0}{40} \quad 4.3 \quad \frac{4.6}{20} \quad \frac{4.6}{40}$$

$$\frac{4.0}{40} \quad \frac{4.0}{20} \quad 4.1 \quad \frac{3.9}{9} \quad \frac{4.4}{19} \quad \frac{4.2}{40}$$

$$\frac{3.2}{40} \quad \frac{3.5}{12} \quad \frac{3.1}{10} \quad 3.4 \quad \frac{3.3}{8} \quad \frac{3.9}{17} \quad \frac{3.5}{40}$$

$$\frac{2.9}{40} \quad \frac{2.7}{19} \quad 2.9 \quad \frac{2.9}{7} \quad \frac{3.4}{18} \quad \frac{3.1}{40}$$

$$\frac{2.3}{40} \quad 2.4 \quad \frac{2.5}{40}$$

Spk. in P.P. 80' Rt. Sta. 26+10

x

Plants in hand
32-R21

3/29/32

D.V.K.

M.W.C.

P.J.C.

- + 0+19 - Pl. 18" x 92' P₃. ^{H.P. 5' L.V.}
+ 0+19 - 3+50 Spec. Ditch Lt.
+ 10+50 - Pl. 18" x 42' P₃
+ 16+00 - Pl. 24" x 42' P₃
+ 18+00 - 22+00 Spec. Ditch. 17' x Lt.
X 25+00 - 26+00 Cl. & Gr. 12' x
X 26+20 No. culv. req.

Drive way 5.

