

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

NORTH ST. PAUL RD.

From White Bear Ave. To N. St. Paul Rd.

Road Acc't. No. 13

Date Filed.....

File.....

Alignment
of
County Rd #13

White Bear Ave
to
S.T.H. #100

(N. St. Paul cut off.

Weather. Clear & Cold. -6°
1/3/40

C. Brettschneider

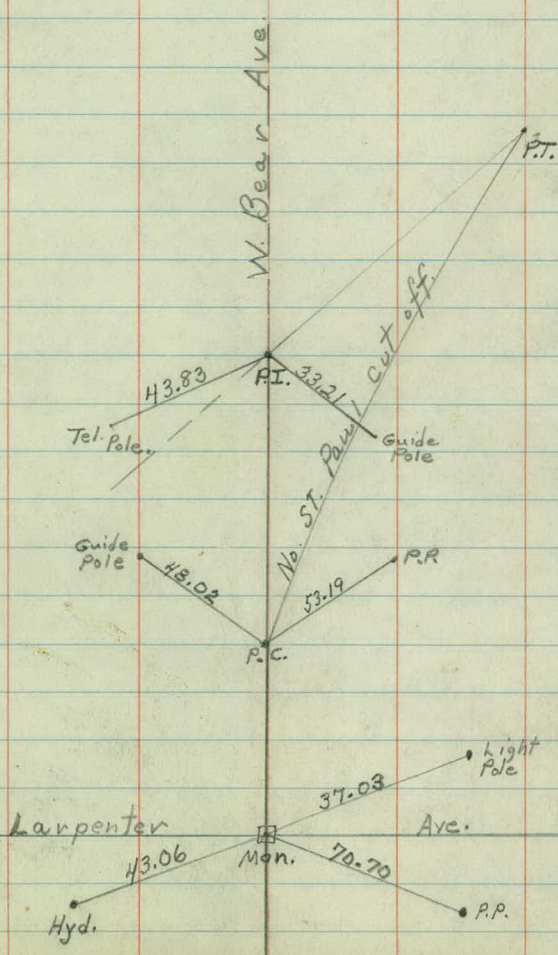
J. Sommers

L. Dufour

O. Van Ness.

Station Point Lt & Rt.

5+01.7	P.T.	25° 05'	
5+00		25° 00'	10° Curve
4+50		22° 30'	T = 268.50
4+00		20° 00'	L = 501.70
3+50		17° 30'	R = 573.69
3+00		15° 00'	Δ = 50° 10' Rt.
2+68.5	P.I.		
2+50		12° 30'	
2+00		10° 00'	
1+50		7° 30'	
1+00		5° 00'	
0+50		2° 30'	
0+00	P.C.	0° 00'	



Sta Point Lt & Rt

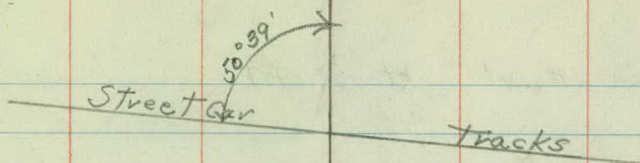
53+62 P.I. Str. Ry.

36+63.3

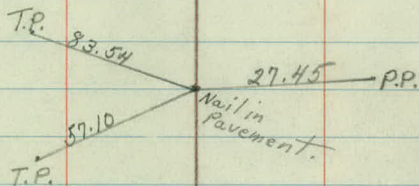
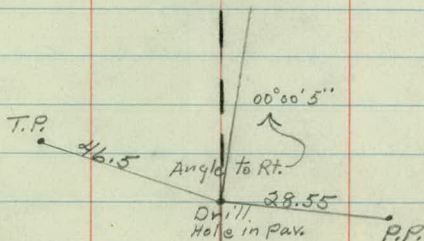
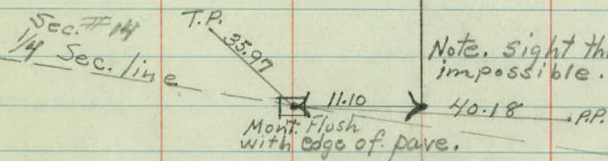
36+59.37 P.I.

20+97.71 P.O.T.

16+17.0 P.I.



Note. Sight through Sec. line impossible.



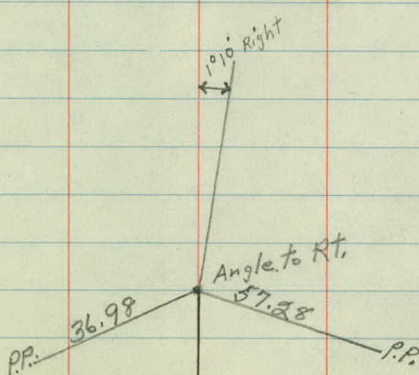
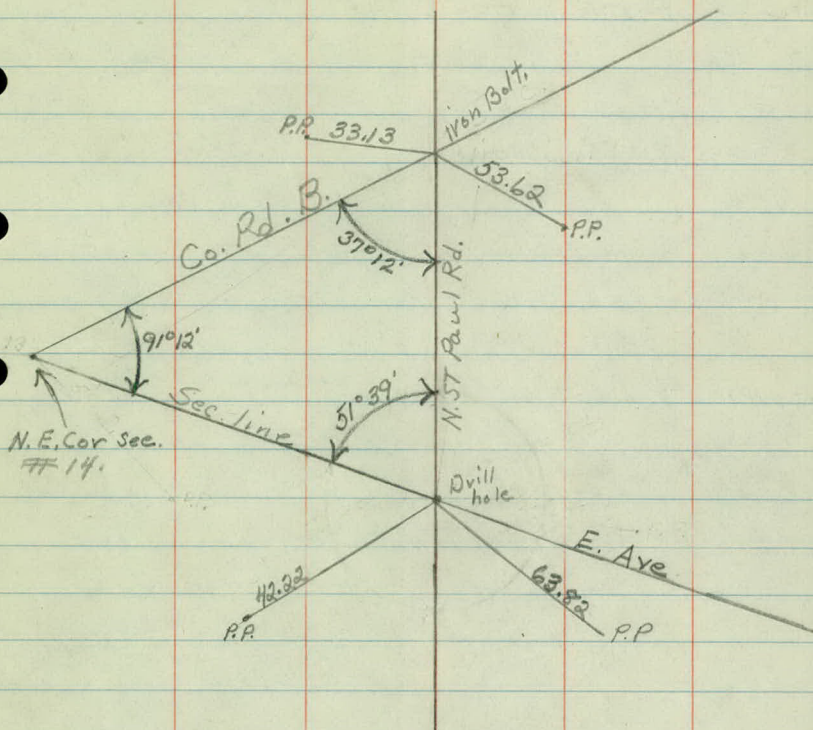
N. ST Paul Conn

Station Point Lt & Rt

78+61.25 P.I. Co. Rd. B.

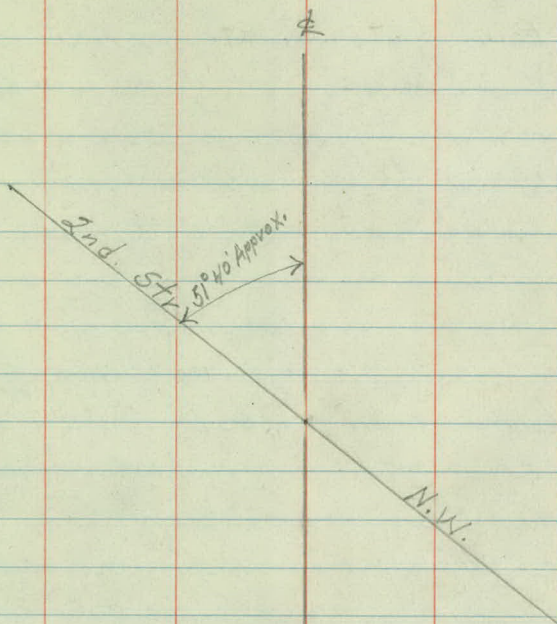
70+40.07 P.I.

70+32.15 P.I. Angle point.



Sta	Point	Lt.	Rt.
-----	-------	-----	-----

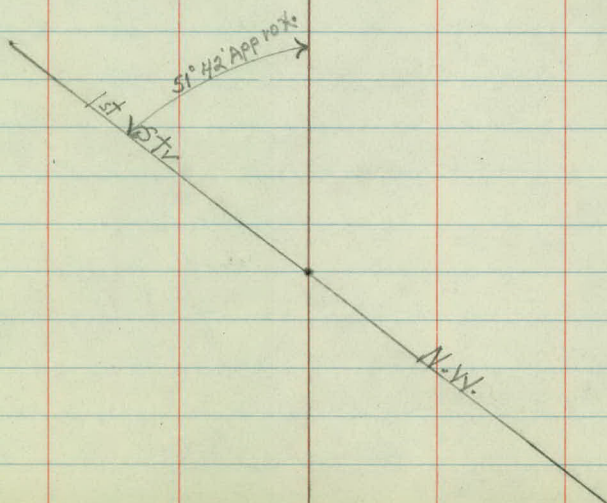
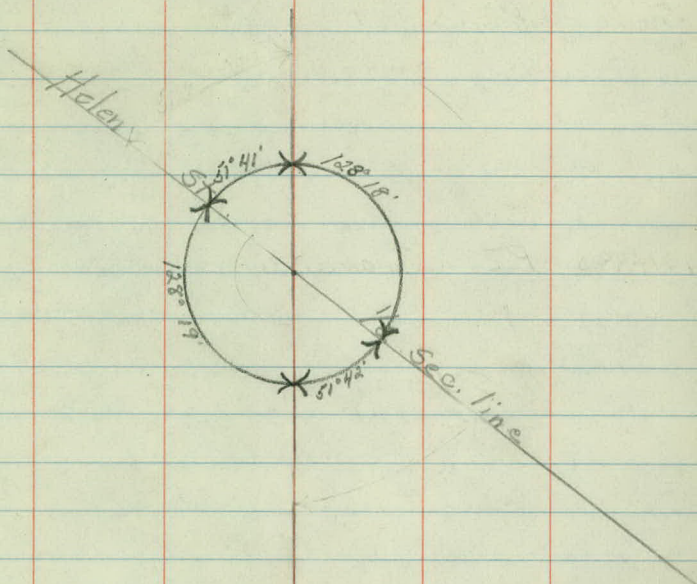
87+47	P.I	2nd Str	N.W.
-------	-----	---------	------



Sta	Point	Lt	±	Rt.
-----	-------	----	---	-----

104+19.69	P.I.			Helen Str.
-----------	------	--	--	------------

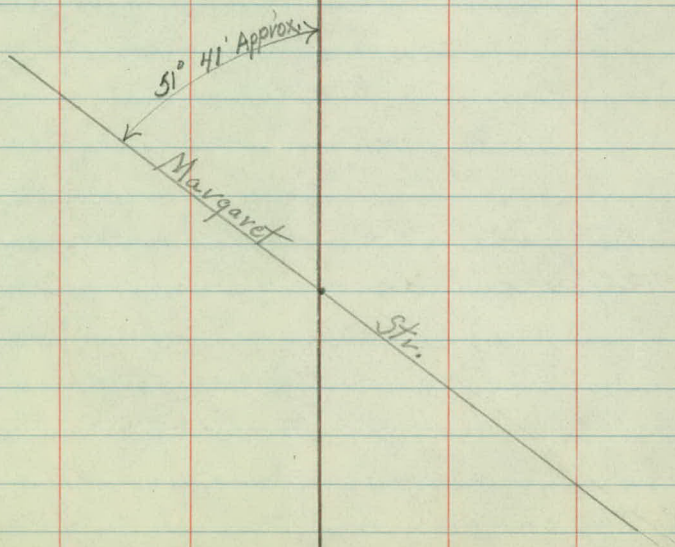
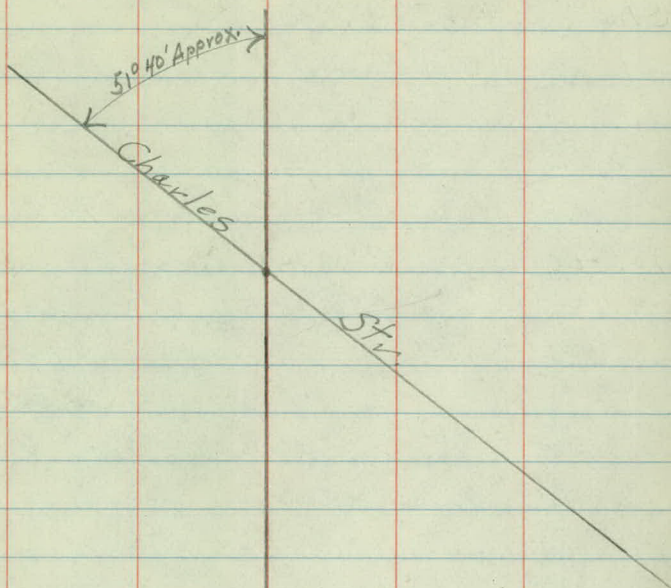
95+84	P.I.			1st Str. N.W.
-------	------	--	--	---------------



Sta.	Point	Lt.	Rt.
------	-------	-----	-----

121+38.0	PI	Charles Str.	
----------	----	--------------	--

112+72.5	P.I.	Margaret Str.	
----------	------	---------------	--



Sta	Point	Lt.	Rt.
-----	-------	-----	-----

138+24.22		25° 50'	$\Delta = 51^\circ 40'$
-----------	--	---------	-------------------------

138+00		22° 19' 30"	$D = 29^\circ$
--------	--	-------------	----------------

137+50		15° 4' 30"	$T = 96.65$
--------	--	------------	-------------

137+35.14 P.I.			$L = 178.16$
----------------	--	--	--------------

137+00		7° 49' 30"	$R = 199.70$
--------	--	------------	--------------

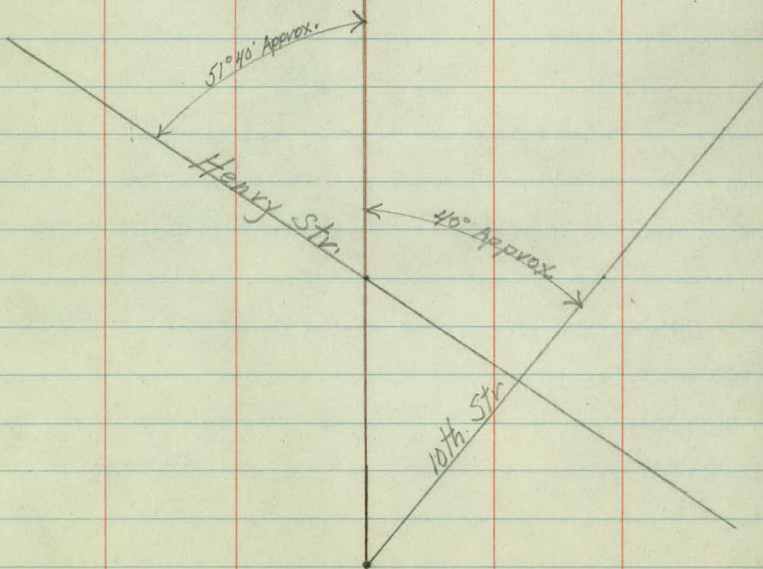
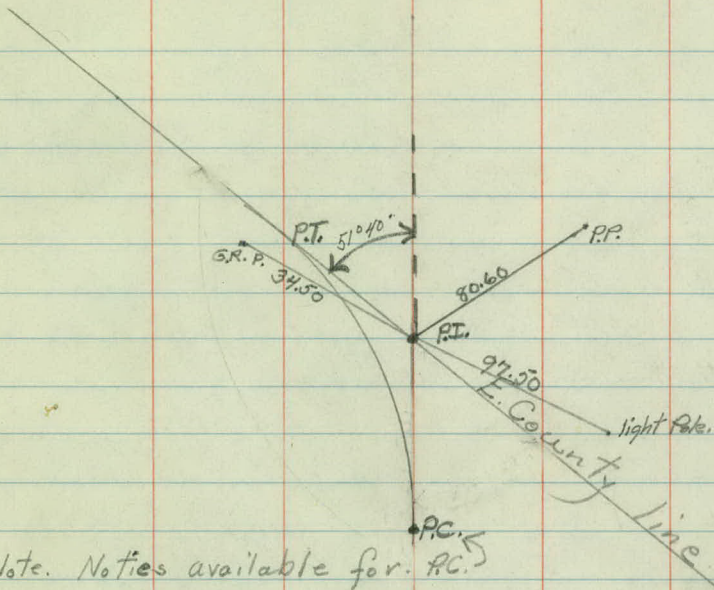
136+50		0° 34' 30"	Note. long Chord Corr. used.
--------	--	------------	------------------------------

136+46.06 P.C.		0° 00'	
----------------	--	--------	--

129+60	P.I. Henry		
--------	------------	--	--

128+65	P.I. 10th Str.		
--------	----------------	--	--

137.42.71 PI



PI

Topog and
Alignment of Connection
between T.H. #100 and
T.H. #36. Washington County.

Road #13.

Station Point Lt. & Rt.

Topog. & Alignment for Conn.
between T.H. 36 & 100.
Road #13.

8+56.4 P.I. Co. Rd. C.

8+26 27.5 Stop Sign

3+69 RRX sign 24.0

2+14.86 P.T.

1+65 Stop Sign 34.0

0+00 P.C. 10.0 10.0

8+56.40 P.I. Co. Rd. C. End of Conn.

2+14.86 P.T. 25° 47' 30"

2+00 24° 00'

1+50 18° 00'

1+07.43 P.I. —

1+00 12° 00'

0+50 6° 00'

0+00 P.C. 0° 00'

$\Delta = 51^\circ 35'$

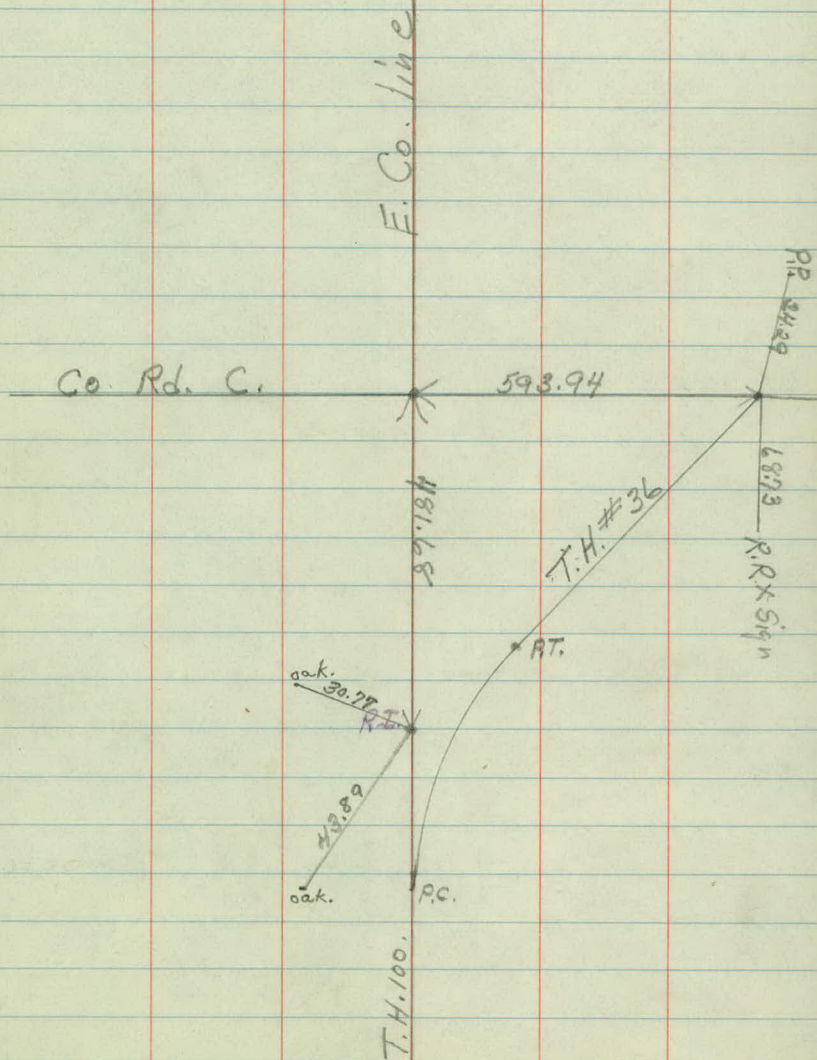
$D = 24^\circ$

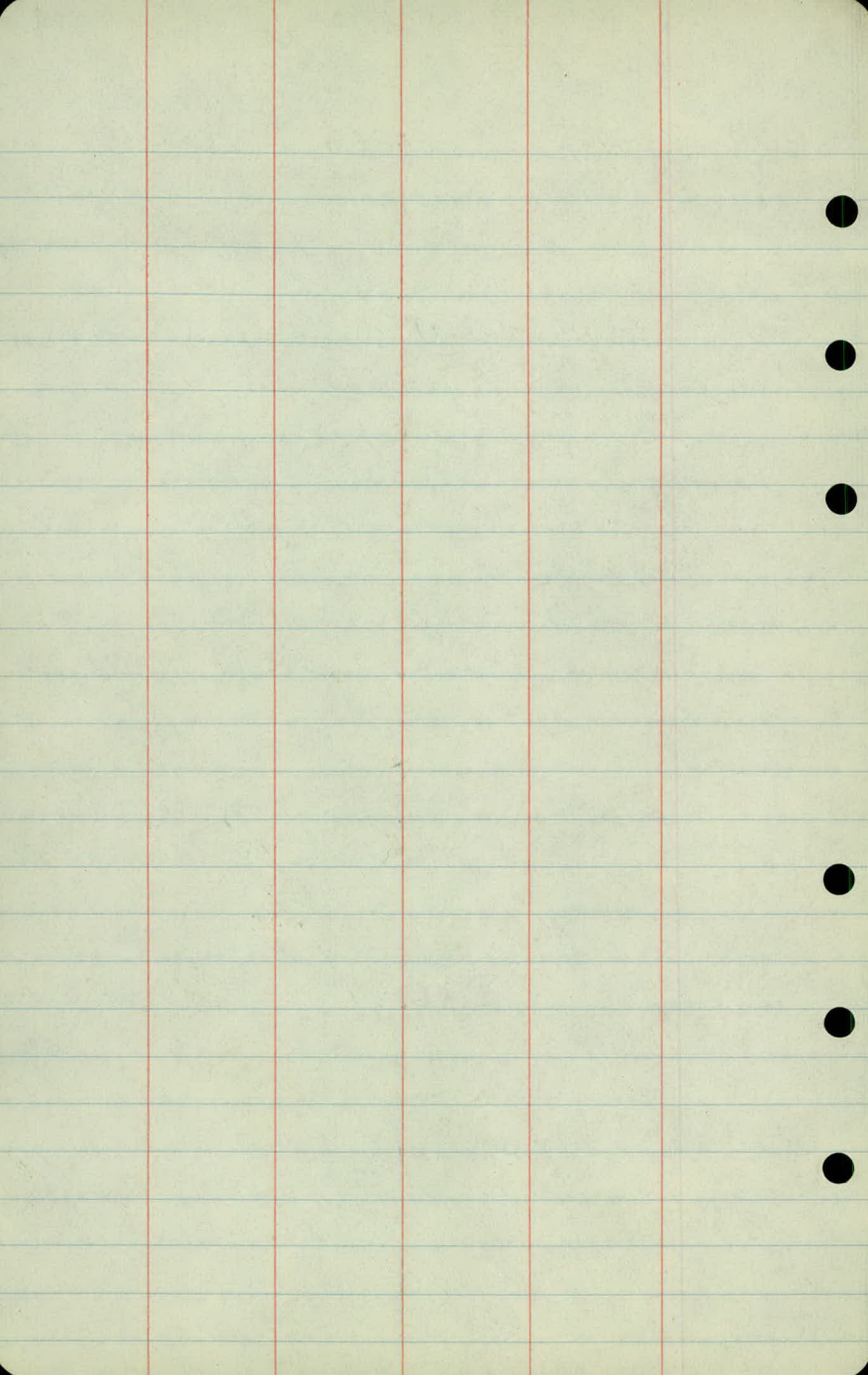
$T = 116.21$

$L = 214.86$

$R = 240.49$

Note, long chord
Correction used





Alignment & Topog.
N. ST Paul Rd Conn.
W. Bear Ave. to N. ST Paul Rd.

Road # 13.

C. Brettschneider.

J. Sommers.

L. Dufour.

1/11/40

LT. & RT

10+62.94 P.I. N. ST Paul Rd.

10+00 9.0 9.0

9+83 Stop Sgn. Rt. 13.0

8+00 10.0 8.0

6+00 12.0 7.0

4+00 10.0 6.0

2+88 X. Rd Sgn LT 16.0

1+00 13.0 8.0

0+56 Tractor Sgn Rt. 14.0

0+44 Stop Sgn Lt. 22.0

0+00

No. ST. Paul

County Home Land.

No. ST. Paul Conn.

Black Top Paving.

Hollow Marsh.

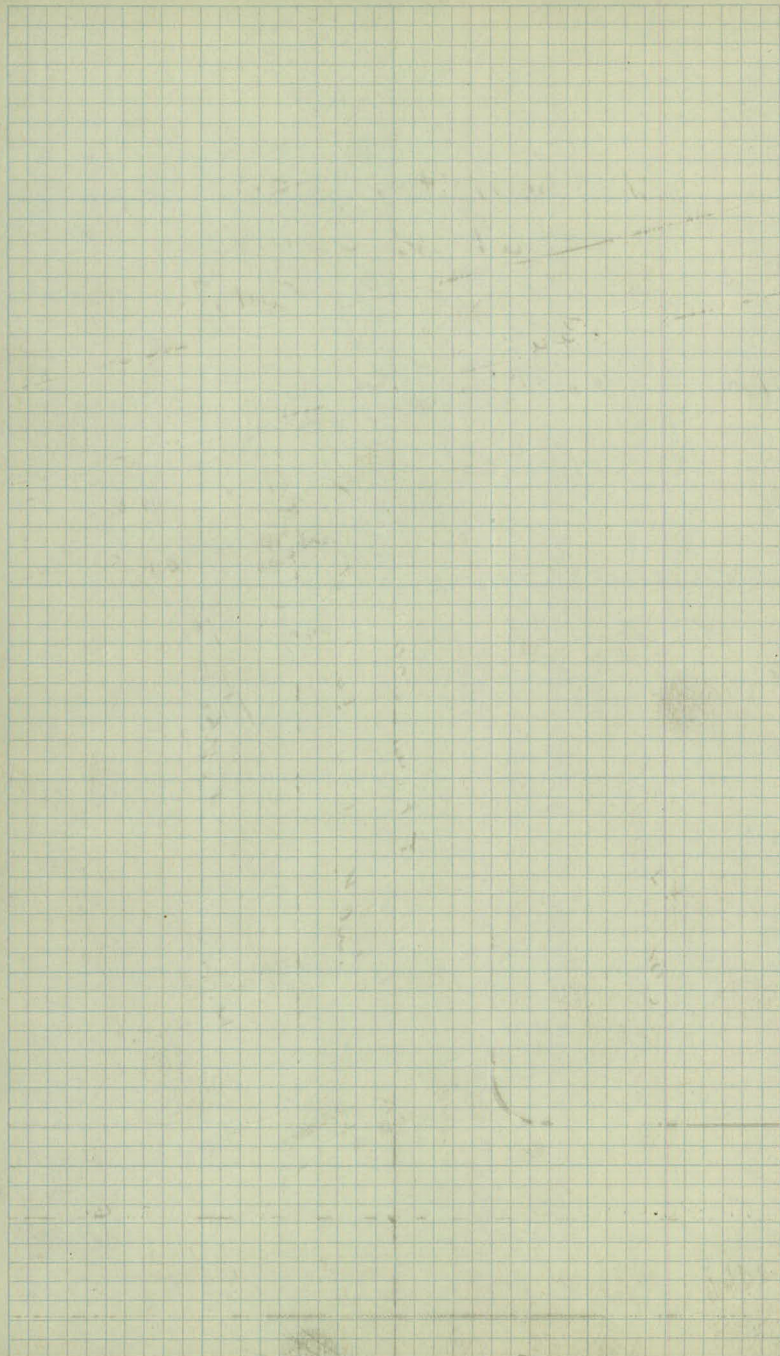
Road.

$39^{\circ} 30'$

$90^{\circ} 19'$

W. Bear

Ave.



Topography of County
Road # 13. White Bear Ave.
to
S.T. H # 100
(N. ST. Paul cut off.)

1/3/40

C. Brettschneider
J. Sommers
L. Dufour
O. Van Ness

	Lt	Rt
9+00	10.0	10.0
8+00	10.0	10.0
7+50	10.0	10.0
7+00	10.0	10.0
6+50	10.0	10.0
6+00	10.0	10.0
5+50 X Rd. Sign ✓	10.0	11.0 Sign-23.0 left
5+01.7 E.C.		
5+00	9.0	12.0
4+95 End of Guard rail posts.		
4+00	9.0	12.0
3+50	9.0	12.0
3+00	8.0	12.0
2+50	9.0	12.0
2+48 beg of Guard rail posts.		
2+44 Sign ?	20.0	
2+39 N.S.T. Paul Sign	20.0	
2+00	10.0	9.5
1+50	9.0	31.0 9.0
1+00	3.0	19.0 9.0
1+00 Reflector Sign	28.0	
0+89		
0+50	13.0	10.0
0+32 Speed. Sign		15.0
0+00 P.C.	12.0	12.0

Under
Cultivation

N. St. Paul Rd.

Concrete Pavement.

Under
Cultivation

N. Bear Ave.

36" Colvg

N. St. Paul Rd.

Pasture

length ?
Covered with Snow.

72 posts. 12' Apart. (Cable).

Lt. & Rt.

26+62 End of Guard rail Both Sides

26+00 10.0 10.0

25+07 Beg. of Guard rail Both Sides

24+00 10.0 10.0

22+00 10.0 10.0

20+97.71 P.O.T.

20+37 Side Rd Sign ✓ 24.0

20+00 10.0 10.0

18+00 10.0 10.0

16+17 Intersection of N. ST Paul Conn.

16+07 End of G.R. Posts Right.

16+00 10.0 10.0

15+68 End of G.R. Posts Left

14+00 10.0 10.0

12+57 Concrete Culvert under road.

12+08 Side Rd Sign 19.0 ✓

12+00 10.0 10.0

10+00 10.0 10.0

9+95 Beg. G.R. Posts Right

9+63 Beg. G.R. Posts Left

Lt & Rt

45+23 Intersection Side Rd Lt.

45+14 Intersection Side Rd Rt.

45+00 End. G.R. Lt. 10.0 10.0

44+75 End. G.R. Rt.

44+00 10.0 10.0

42+00 10.0 10.0

40+00 10.0 10.0

38+57 Speed Sign Rt 15.0

38+00 10.0 10.0

37+25 Beg. G.R. Lt.

36+75 Beg. G.R. Rt.

36+63.3 Granite Monument. Left Side of Pavement.

36+59.37 P.I. Angle to Rt.

36+60 Speed Sign 19.0

36+00 10.0 10.0

34+00 10.0 10.0

32+83 End G.R. Posts Lt.

32+00 10.0 10.0

31+83 End G.R. Posts Rt.

30+35 Beg. G.R. Posts Lt.

30+00 Beg G.R. Posts Rt.

No Culvert.

68 Posts.

14.0

11.10

31 Posts.

15.0

No Culvert.

69 Posts.

14.0

14.0

16 Posts.

Lt & Rt

53+37 Stop Sign Rt 18.0

53+15 Side Rd. Rt.

53+00 10.0 10.0

52+44 Side Rd. Lt

52+00 10.0 10.0

51+00 10.0 10.0

50+65 R.R.X Sign 16.0

50+00 10.0 10.0

49+40 Driveway Rt.

49+00 10.0 10.0

48+08 P.O.T.

48+00 10.0 10.0

47+31 Driveway

47+00 10.0 10.0

46+00 Driveway. 10.0 10.0

Concrete Pavement.

Angle To Rt.

Roadway
No name

Roadway
No name

T.P. 43.27

← 24.0

64.12

P.P.

← 22.0

← 24.0

16" Corb.
20'

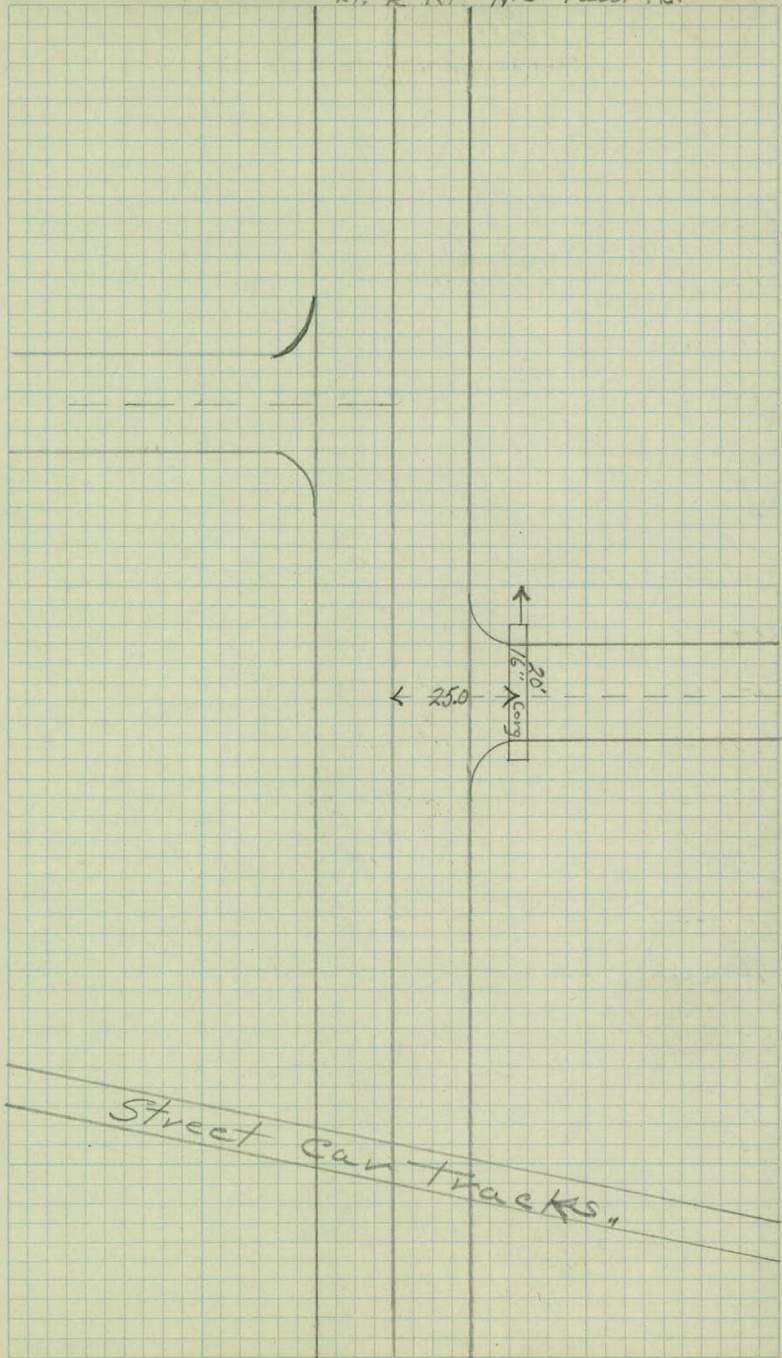
16" Corb.
20'

16" Corb.
20'

Lt & Rt

67+00	10.0	10.0
66+00	10.0	10.0
65+00	10.0	10.0
64+00	10.0	10.0
63+00	10.0	10.0
62+00	10.0	10.0
61+94 Roadway - No name		
61+00	10.0	10.0
60+00	10.0	10.0
59+00	10.0	10.0
58+44 P.R.X. Sign Lt.	27.0	
58+00 Driveway Rt.	10.0	10.0
57+00	10.0	10.0
56+55 Speed Sign Lt.	18.0	
56+00	10.0	10.0
55+00	10.0	10.0
54+94 Speed Sign Rt.		18.0
54+00	10.0	10.0
53+86 Stop Sign Lt.	18.0	
53+62 & Str. Car Tracks.		

Pavement
on concrete



Lt. & Rt.

78+61.25 P.I. Co. Rd. 13. — Sec. line.

78+00 10.0 10.0

77+00 10.0 10.0

76+17 Drive

76+00 10.0 10.0

75+00 10.0 10.0

74+78 X. Rd. Sgn Rt 18.4

74+00 10.0 10.0

73+45 Side Rd. Sgn. Lt. 19.2

73+00 10.0 10.0

72+00 10.0 10.0

71+00 10.0 10.0

70+40.07 Intersection of East Ave. Sec. line.

70+32.15 P.I. Angle to Rt.

70+00 10.0 10.0

69+00 10.0 10.0

68+00 10.0 10.0

67+87 Side Rd. Sgn Rt. 18.5

67+64 Drive

Pavement
concrete

Vacant Land.

iron Bolt.

Cultivated

← 27.0

20' 1/2"

←

Cultivated

East

Ave.

P.I.

Cultivated

← 30.0

20' 1/2" Cong

Lt & Rt

86+47 Driveway Lt.

86+00 10.0 10.0

85+00 P.I. Oak Hill Place.

84+77 Driveway Rt.

84+00 10.0 10.0

83+00 X Rd Sign 17.0

82+62 Drive Way Lt.

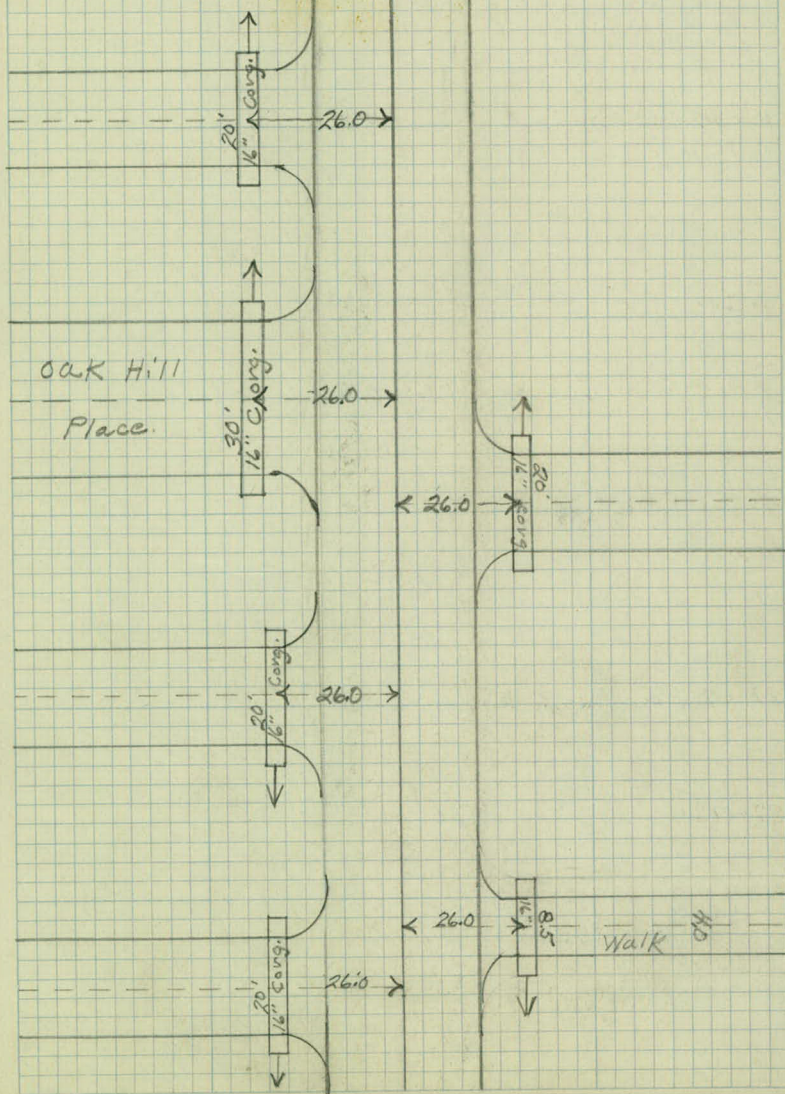
82+00 10.0 10.0

81+53 Walk Rt.

80+68 Driveway Lt.

80+00 10.0 10.0

Pavement.
Concrete



Lt & Rt

91+08 Drive Rt.

90+13

90+00

10.0

10.0

89+75 Driveway.

89+00 Driveway

88+00

10.0

10.0

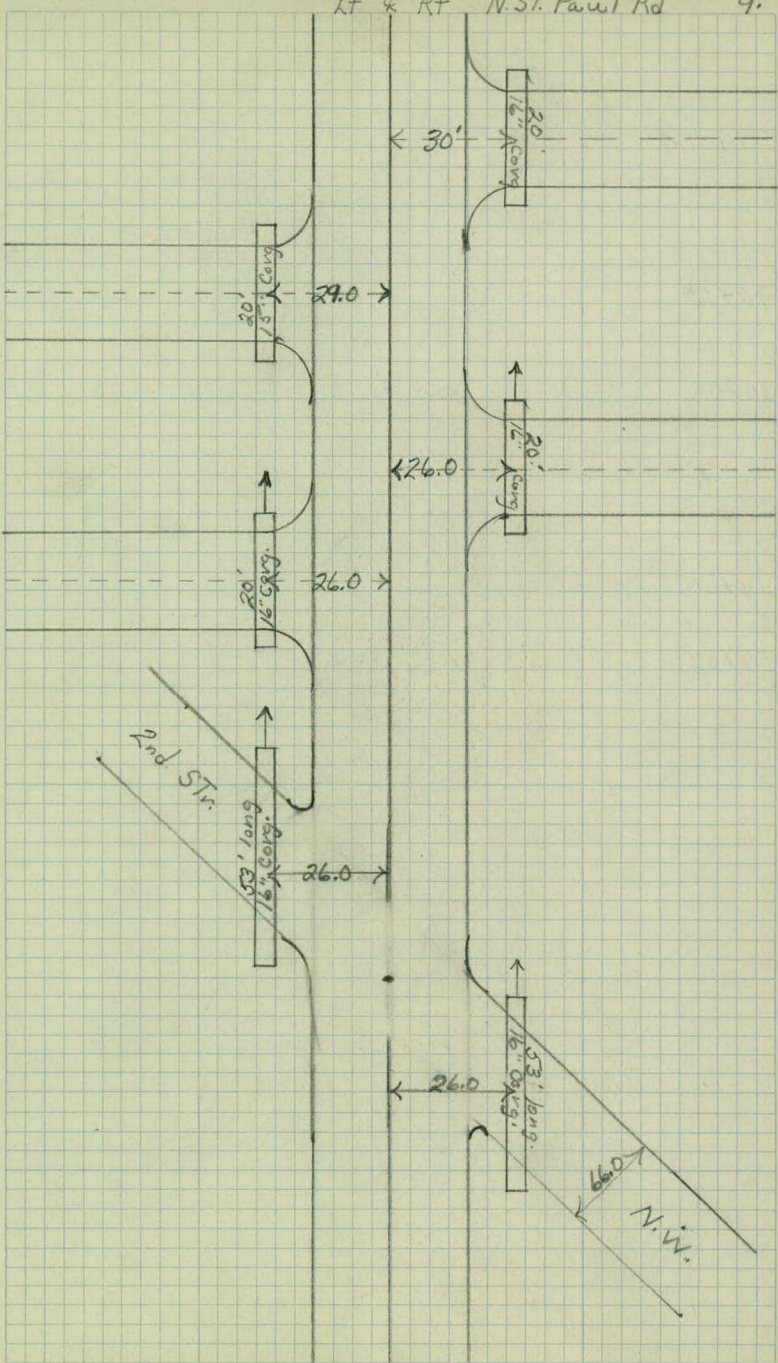
Pavement.

87+73 & Culvert across Rd.

87+47 P.I. 2nd Str. NW.

87+19. & Culvert across Rd.

Concrete



Note.

Continuation next page.

93+94

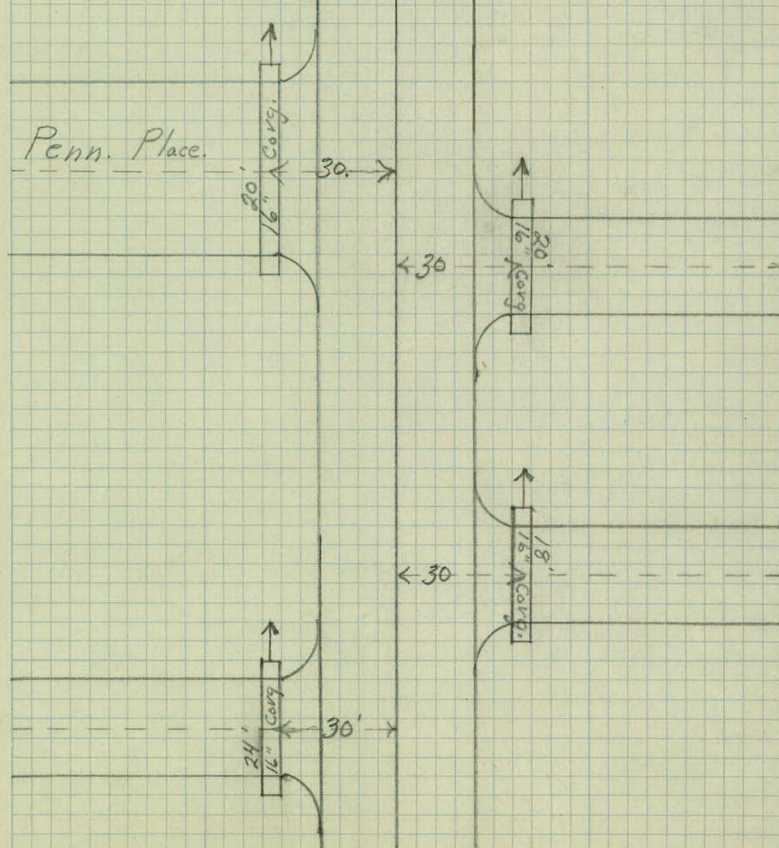
93+10 Driveway

92+64 Driveway

92+00

10.0 10.0

91+68 Driveway



99+00 Speed. Sgn Lt 35.0

96+75 Drive Rt.

96+32 Speed Sgn Rt

96+32 Speed. Sgn Rt 35.0

96+20 Beginning of Black Top Paving (Formerly, Center Island)

96+00 32.0 32.0

95+93 End of Culvt. Right side

95+84 P.I. 1st St. N.W. - Concrete Culvert.

95+82.8 End of Culvt. Left side

95+80 32.0

95+68 27.0

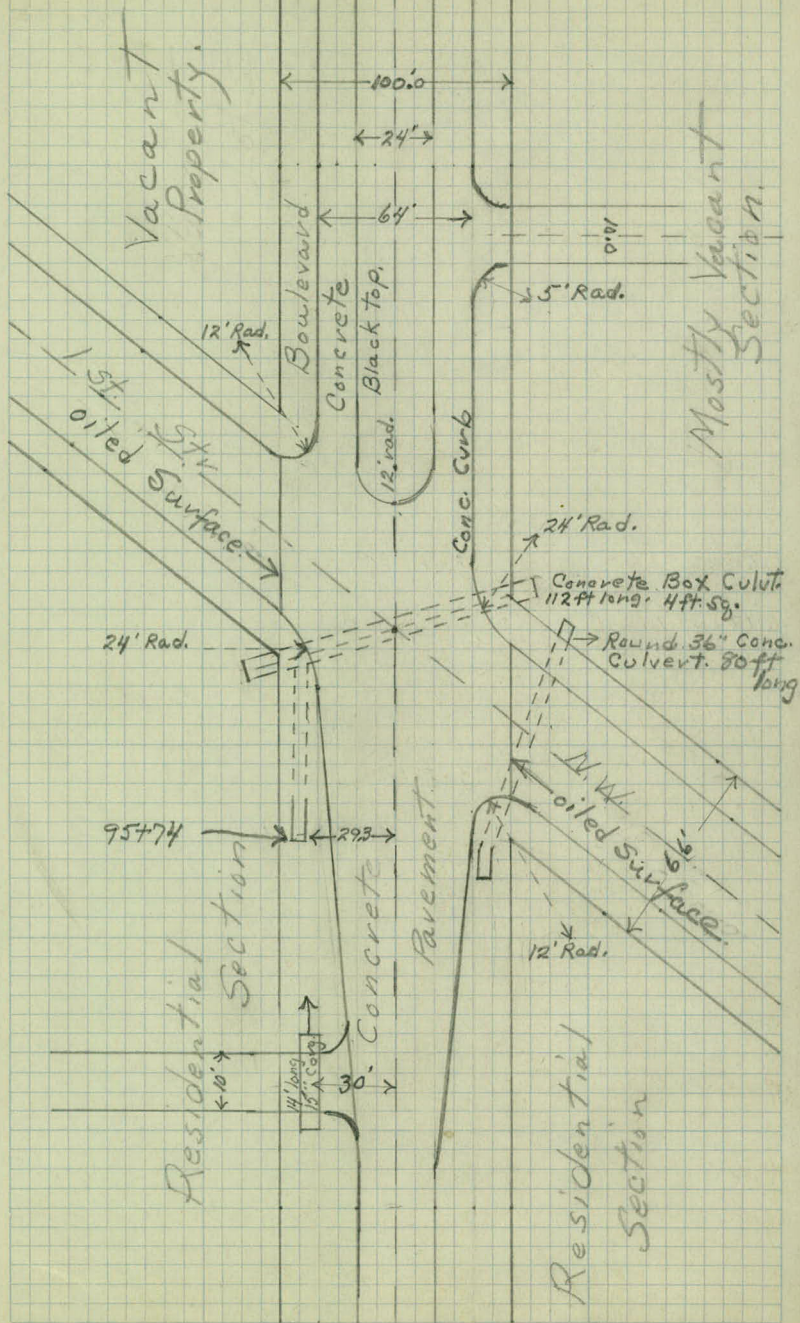
95+50 21.8

95+24 18.0 32.0

95+08 16.0 19.0

95+00 Drive Lt. 15.2 17.4

94+40 10.0 10.0



105+64 Fill Sta. Drive

104+65.4 Beg. of Black top paving.

104+51.5 End of Culvert on Rt.

104+47.0 Concrete Culvert under Road. 36"

104+34.0 End of Culvert on left.

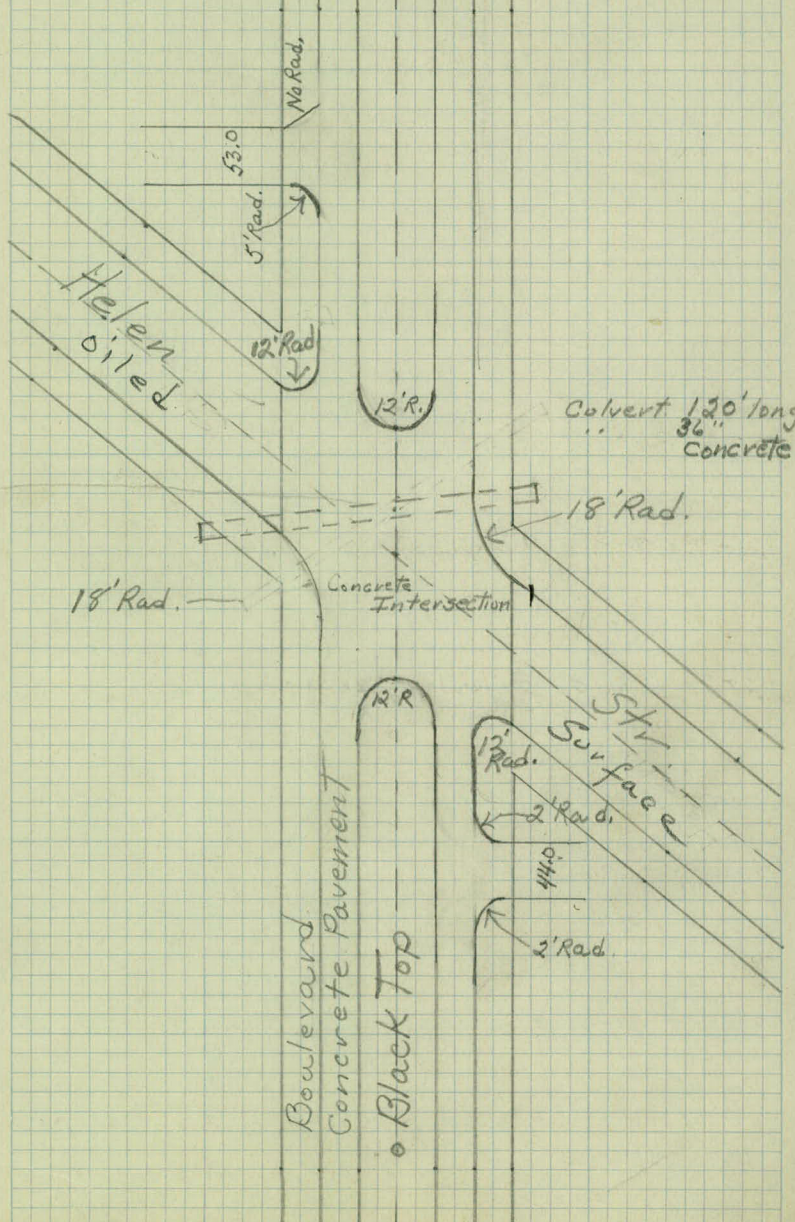
104+19.69 P.I. Helen Str.

103+74.4 End. of. Black Top paving.

103+07 Fill Sta Drive

100+00 P.O.T.

32.0 32.0



116+80 Garage Drive Way.

116+52 Drive Rt.

115+31 Drive Rt.

113+16 Beg of Black Top. Center

112+72.5 P.T. Margaret Str.

112+26 End of Black Top. Center

111+55 Fill Sta. Drive.

110+97 Drive Lt.

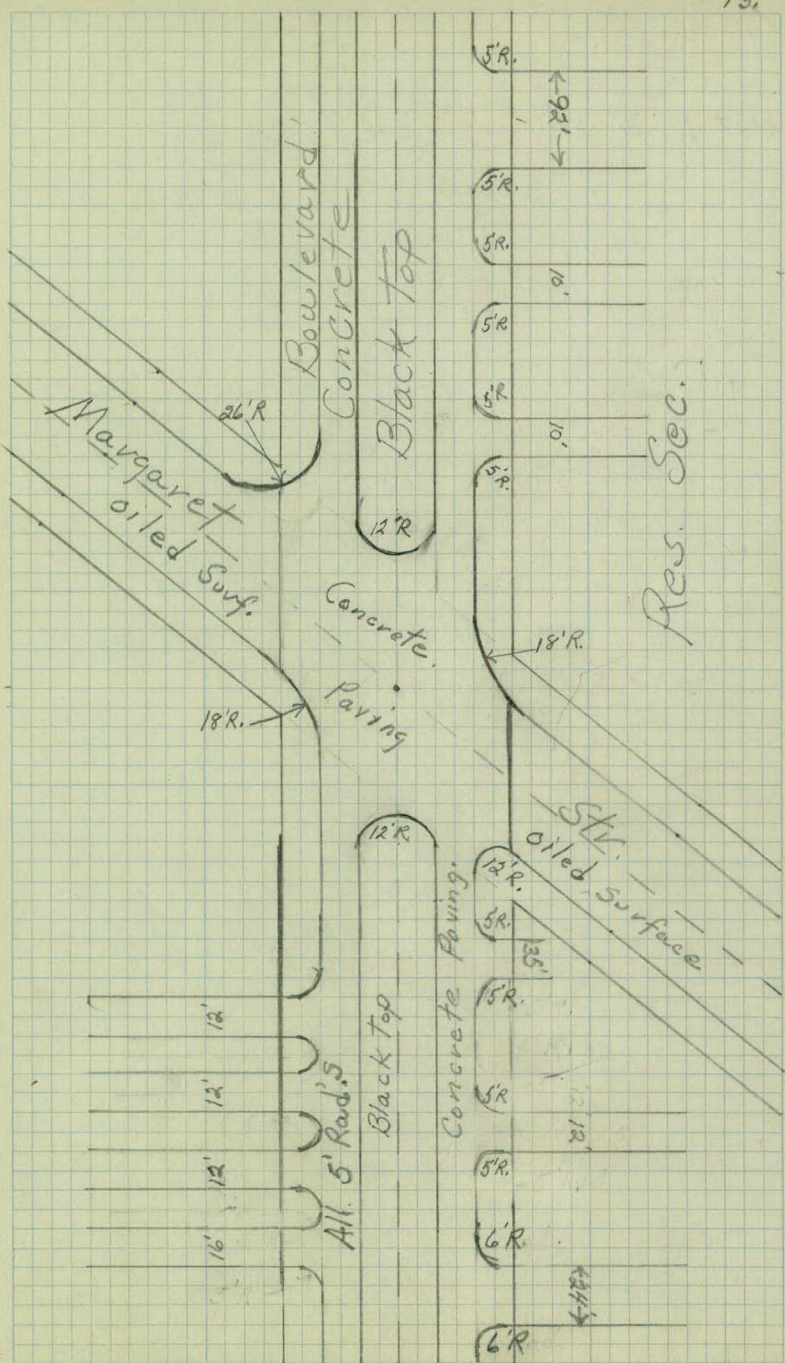
110+55 Drive Lt.

110+47 Drive Rt.

110+05 Drive Lt.

109+59 Drive Lt.

108+64 Drive Rt.



123+41 Drive Rt.

123+00	10.0	10.0
122+79	10.0	10.0
122+79	11.0	11.0
122+70	11.2	11.1
122+60	11.8	11.5
122+50	13.0	12.2
122+40	14.5	13.3
122+30	16.0	14.5
122+20	17.8	15.6
122+10	21.2	17.0
122+00	31.5	18.0
121+90		19.0
121+78		20.0
121+68		22.0
121+58		28.0

121+38 P.I. Charles Str.

121+11 End of Black Top Center Island

118+35 Drive Lt.

117+00 Drive Lt.

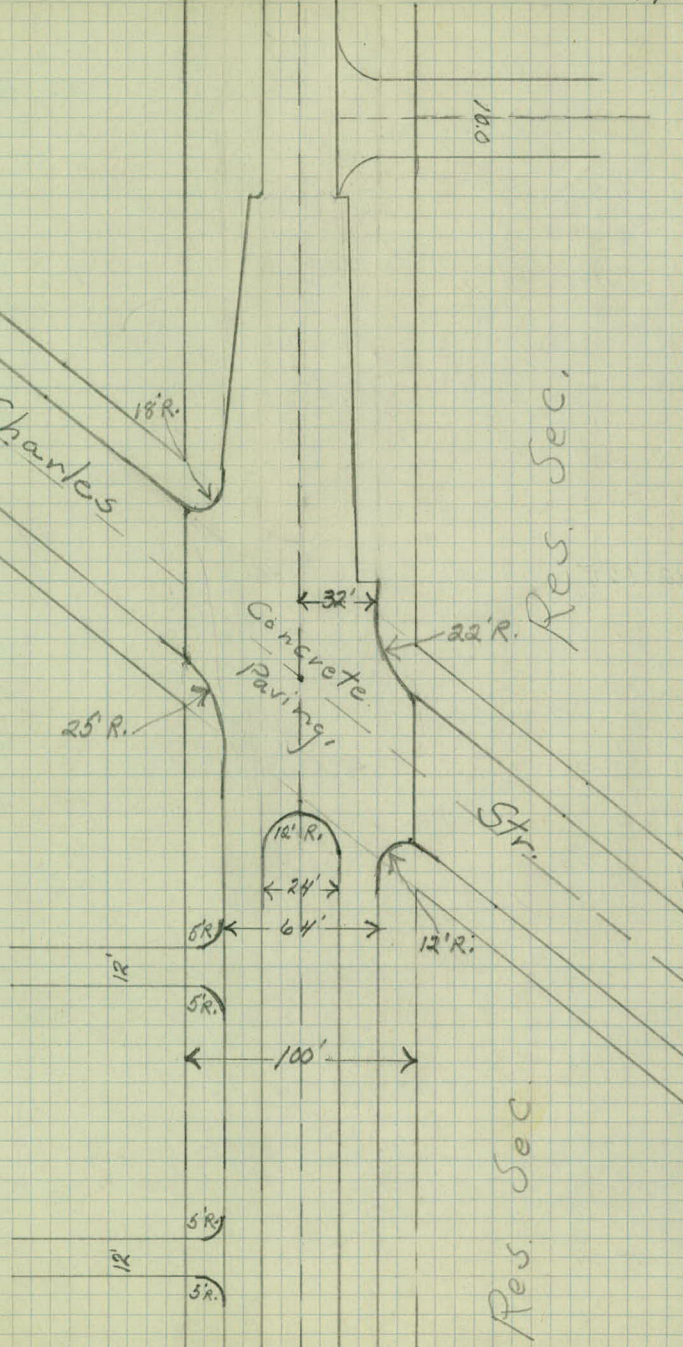
Residential Section

Charles

Res. Sec.

Str.

Res. Sec.



129+60 P.I. Henry Str.

128+65 P.I. 10th Str.

126+32 Drive Lt.

19.4 Speed Sign.

125+69

124+41 Drive Lt.

124+00

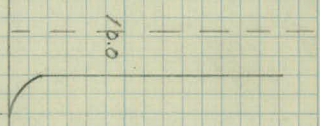
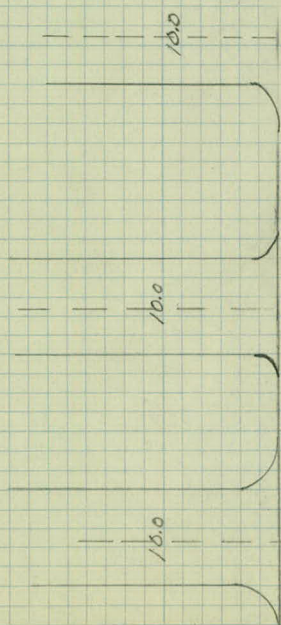
10.0 10.0

123+93

Henry

St.

10th St.



137+42.71 P.I. E. County line.

133+65 X Rd Sgn Rt. 22.0

133+29 Speed Sgn Lt. 14.2

132+81 Curve Sgn Rt. 27.0

132+80 End. G.R. Rt.

132+45 End. G. Rail Lt.

129+89 Beg G.R. Lt. 14.6

129+83 Beg Guard rail 14.4

129+70 Speed Sgn. 15.7

E. County

P.I.

line

39 poles

42 poles

