

Book 27 Dr. 11A

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

PLAN

Survey

CO. RD. "F"

(Winnicke Road)

From: STH #10 To Snelling

Road Acc't. No. M-75

Date Filed. 1-30-43

File

Line Revision

Winnicke Road

11/26/41

HAW

AM

KL

CF

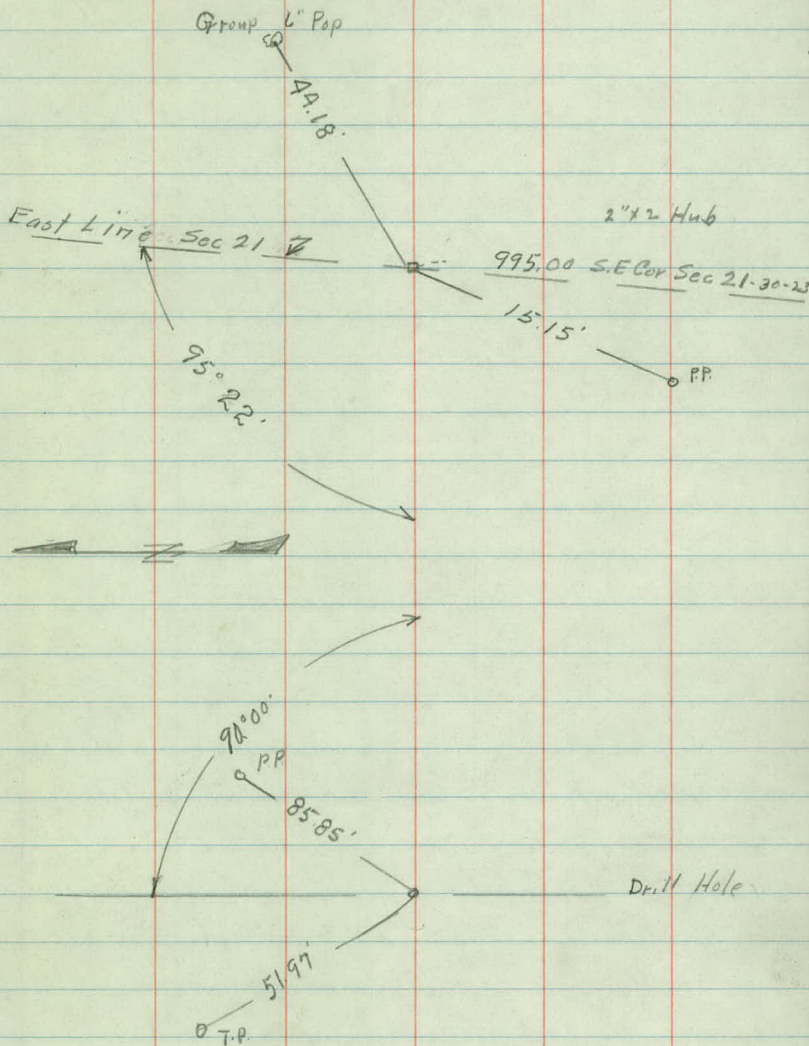
drawn up
12/4/41 WJB
previous plans destroyed

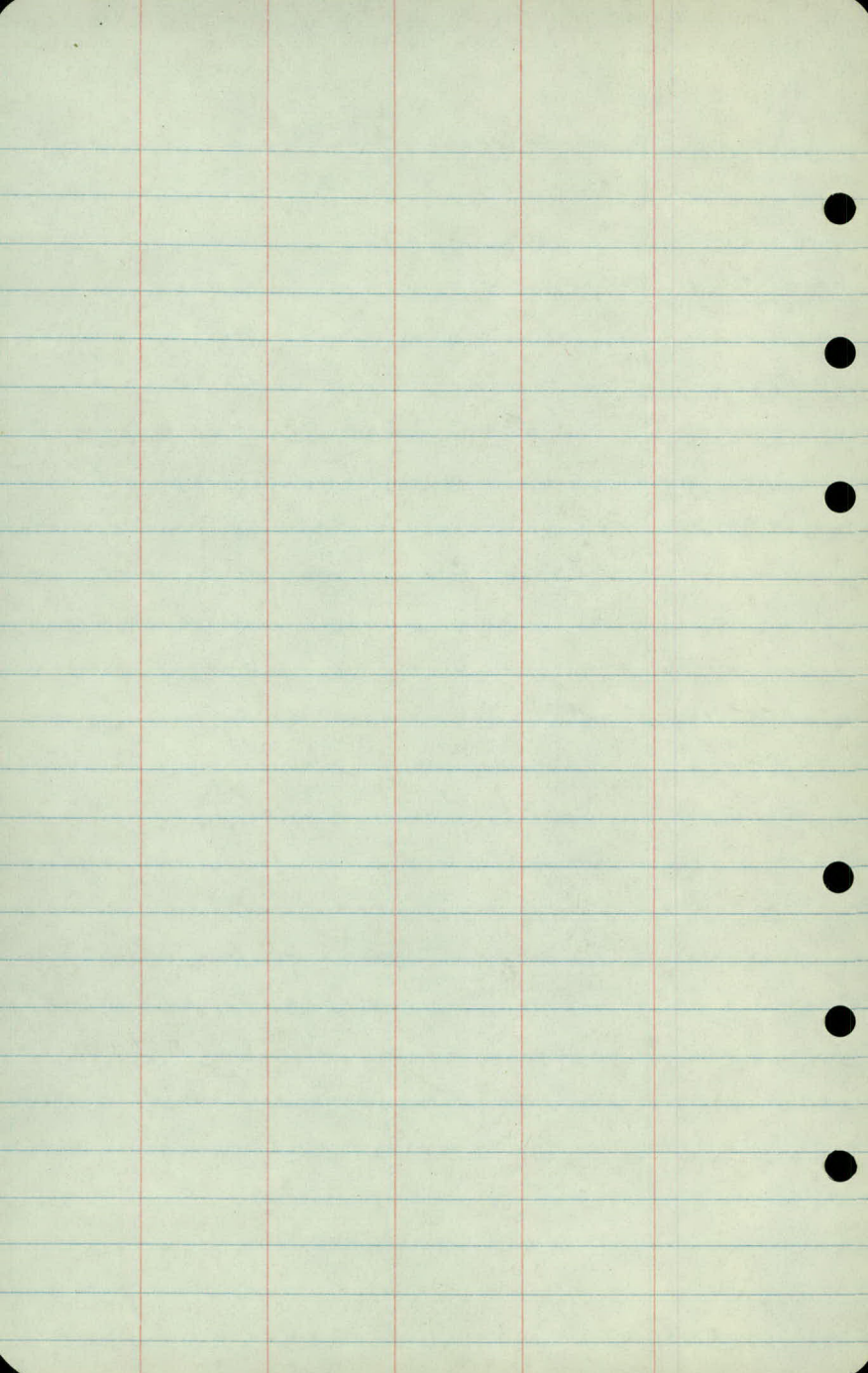
Sta	Point	ΔL	ΔR
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5+62.00	P.1		
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0+00	P.1	$\pm$ S.T.H #10	
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Description





Topography

5

4

3

+54 Ditch 1*

2

1

0

Snelling Ave

+65
+62 $\frac{1}{2}$ Trail 18' Swp 65
+62 12'x16' CM 18'

156 PP 15'

+100 $\frac{1}{2}$ Trail 18'
+92 Bog Swp 42
End Cult

+02 P.P. 13'
+100 $\frac{1}{2}$ Trail 20

+00 Swp 60'

+100 $\frac{1}{2}$ Trail 43

+100 Swp 35'

+155 24'x18' CM 53

3' Btm Ditch

+150 Swp 20'

+22 P.P. 43'
+100 $\frac{1}{2}$ 14' Trail 50

+100 Swp 52

+100 $\frac{1}{2}$ 14' Trail 34

+150 Swp 105

+31 15'x24' CM 39
+135 Edge Trail 23'-50

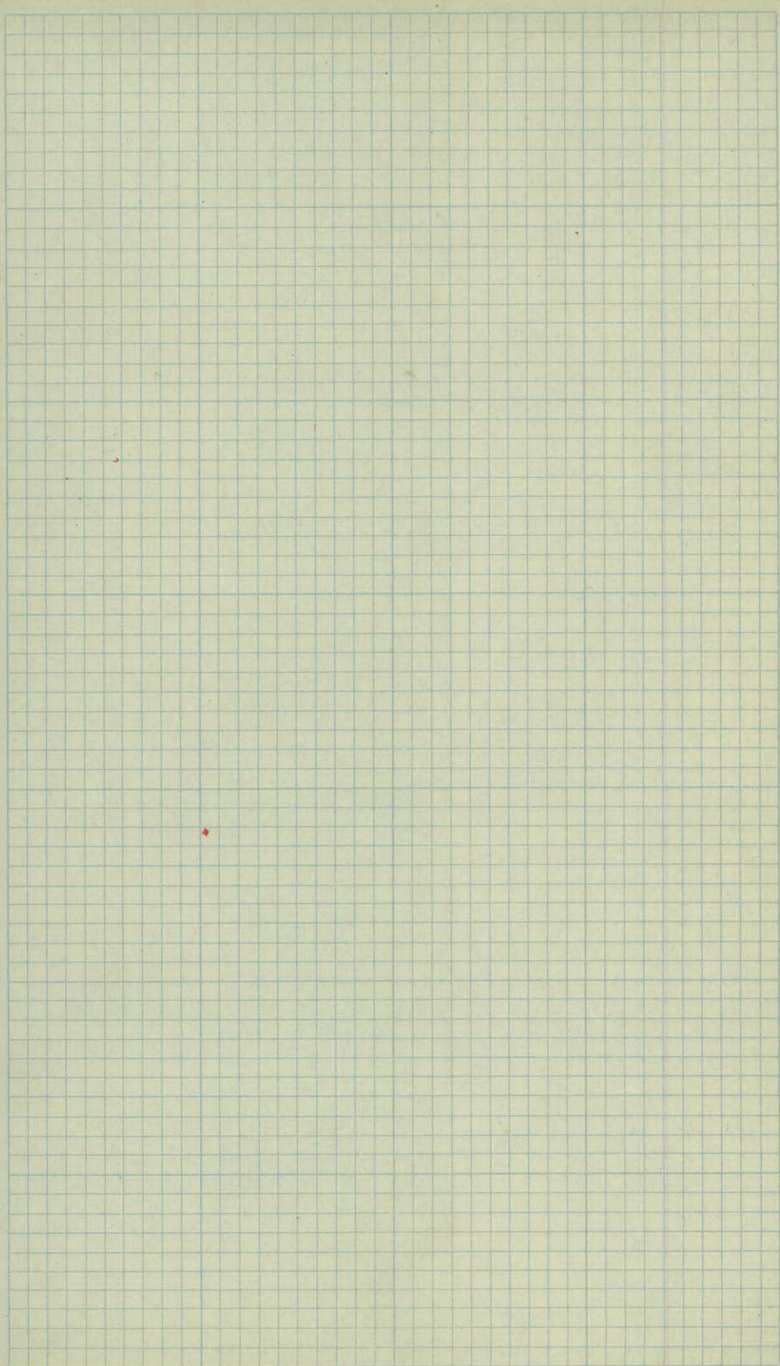
+37 Row Trees 5'

27' I.C.C. Pave

Cultivated

Cultivated

Cultivated



586E 5

Cross Sections

Sta	+	Δ	-	Elev
B.M.	6.94	894.20.		887.26
1		$\frac{1}{2}$ Pavc		
0+00		$\frac{1}{2}$ Pavc		93.39.
		East Edge Pavc		
+13.5		Edge Pavc		93.18.
+20				92.9.
+20				
+24				91.9.
+30				
+30				91.4.
+38				
+38				87.1.
+50				86.1.
+100				84.5.
+50				81.8.
T.P.	8.24	891.43.	11.01	883.19.
2				79.7.
+52				79.0.
+53				78.1.

Lt

K

Rt

Spt 14 S.E. Cor. Barn 350' Lt Sta 3+00

$$\frac{0.35}{50}$$

0.81

$$\frac{1.46}{50}$$

$$\frac{0.60}{50}$$

1.02

$$\frac{1.56}{50}$$

$$\frac{0.4}{50}$$

$$\frac{1.2}{27}$$

$$\frac{0.7}{24}$$

13

$$\frac{1.7}{50}$$

$$\frac{0.5}{50}$$

$$\frac{1.5}{31}$$

$$\frac{0.8}{28}$$

$$\frac{1.6}{21}$$

23

$$\frac{2.7}{27}$$

$$\frac{3.1}{50}$$

$$\frac{1.1}{50}$$

$$\frac{1.1}{47}$$

$$\frac{1.9}{34}$$

$$\frac{1.3}{30}$$

$$\frac{2.5}{23}$$

2.8

$$\frac{2.8}{26}$$

$$\frac{3.8}{50}$$

$$\frac{2.0}{50}$$

$$\frac{2.4}{33}$$

$$\frac{1.9}{31}$$

$$\frac{4.8}{20}$$

$$\frac{6.3}{10}$$

71

$$\frac{9.0}{18}$$

$$\frac{10.7}{50}$$

$$\frac{3.6}{50}$$

$$\frac{3.6}{44}$$

$$\frac{3.8}{33}$$

$$\frac{3.3}{29}$$

$$\frac{5.4}{22}$$

8.1

$$\frac{9.9}{23}$$

$$\frac{11.0}{50}$$

$$\frac{7.0}{50}$$

$$\frac{8.2}{32}$$

$$\frac{7.9}{25}$$

$$\frac{8.5}{23}$$

97

$$\frac{10.9}{22}$$

$$\frac{12.0}{50}$$

$$\frac{10.1}{50}$$

$$\frac{10.8}{45}$$

$$\frac{10.6}{32}$$

12.4

$$\frac{13.7}{25}$$

$$\frac{14.5}{50}$$

$$\frac{9.2}{50}$$

$$\frac{9.2}{48}$$

$$\frac{11.2}{24}$$

11.7

$$\frac{12.3}{25}$$

$$\frac{12.9}{50}$$

$$\frac{10.1}{50}$$

$$\frac{11.0}{44}$$

$$\frac{11.7}{25}$$

12.4

$$\frac{12.9}{24}$$

$$\frac{13.2}{50}$$

$$\frac{10.8}{50}$$

$$\frac{13.4}{Inv}$$

$$\frac{13.4}{43}$$

$$\frac{13.6}{24}$$

13.3

$$\frac{13.6}{25}$$

$$\frac{13.8}{50}$$

Sta	+	π	-	Elev
		891.43.		
2+56				78.1.
+59				79.0.
3				80.0.
+50				82.1.
4				84.0.
+50				83.3.
5				85.4.
T.P.	7.36	894.11.	4.68	886.75.
+50				90.3.
+62				88.5.
+66				86.8.
B.M.			6.85	887.26.

Lt

Z

Rt

$$\frac{10.8}{50} \quad \frac{13.4}{50} \quad \frac{13.4}{23} \quad \frac{13.6}{24} \quad 13.3 \quad \frac{13.1}{26} \quad \frac{13.8}{50}$$

$$\frac{10.5}{50} \quad \frac{12.0}{24} \quad 12.4 \quad \frac{12.0}{36} \quad \frac{13.2}{50}$$

$$\frac{9.3}{50} \quad \frac{10.3}{25} \quad 11.4 \quad \frac{12.2}{28} \quad \frac{13.1}{50}$$

$$\frac{4.4}{50} \quad \frac{5.6}{36} \quad \frac{7.8}{31} \quad \frac{7.5}{21} \quad 9.3 \quad \frac{11.0}{25} \quad \frac{12.0}{50}$$

$$\frac{3.3}{50} \quad \frac{3.8}{29} \quad \frac{5.1}{25} \quad \frac{5.5}{13} \quad \frac{6.3}{10} \quad 7.4 \quad \frac{10.1}{26} \quad \frac{10.7}{50}$$

$$\frac{7.6}{50} \quad \frac{6.4}{25} \quad 8.1 \quad \frac{8.4}{25} \quad \frac{8.3}{50}$$

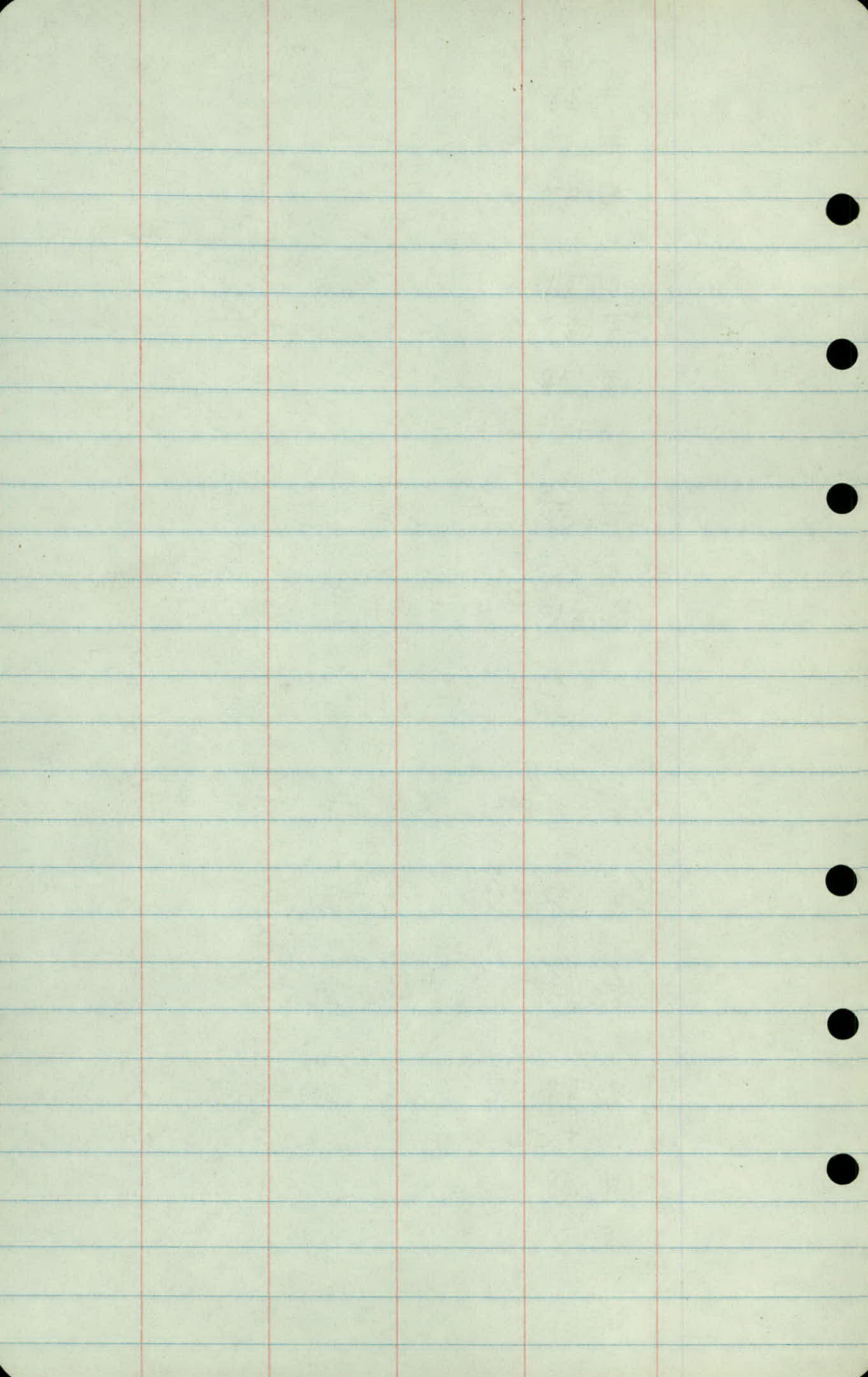
$$\frac{10.1}{50} \quad \frac{7.5}{26} \quad \frac{6.4}{20} \quad 6.0 \quad \frac{5.8}{27} \quad \frac{5.3}{50}$$

$$\frac{11.3}{50} \quad \frac{7.2}{24} \quad \frac{7.3}{14} \quad 3.8 \quad \frac{1.4}{28} \quad \frac{1.4}{50}$$

$$\frac{9.9}{50} \quad \frac{8.1}{38} \quad \frac{7.1}{7} \quad 5.6 \quad \frac{2.2}{25} \quad \frac{1.6}{50}$$

$$\frac{8.4}{50} \quad \frac{7.4}{26} \quad 7.3 \quad \frac{6.7}{29} \quad \frac{6.7}{50}$$

Spk in S.E. Cor Barn 350' Lt Sta 3+00



Push
Soundings

Winnicke Road

12/2/41

NAW

AM

LL

CN

Sta

1 + 50

+ 75

2

+ 50

+ 75

3

50 Lt

£

25'

50 Rt

0.0'

3.0'

5.0'

5.0'

5.0'

5.0'

8.0'

12.0'

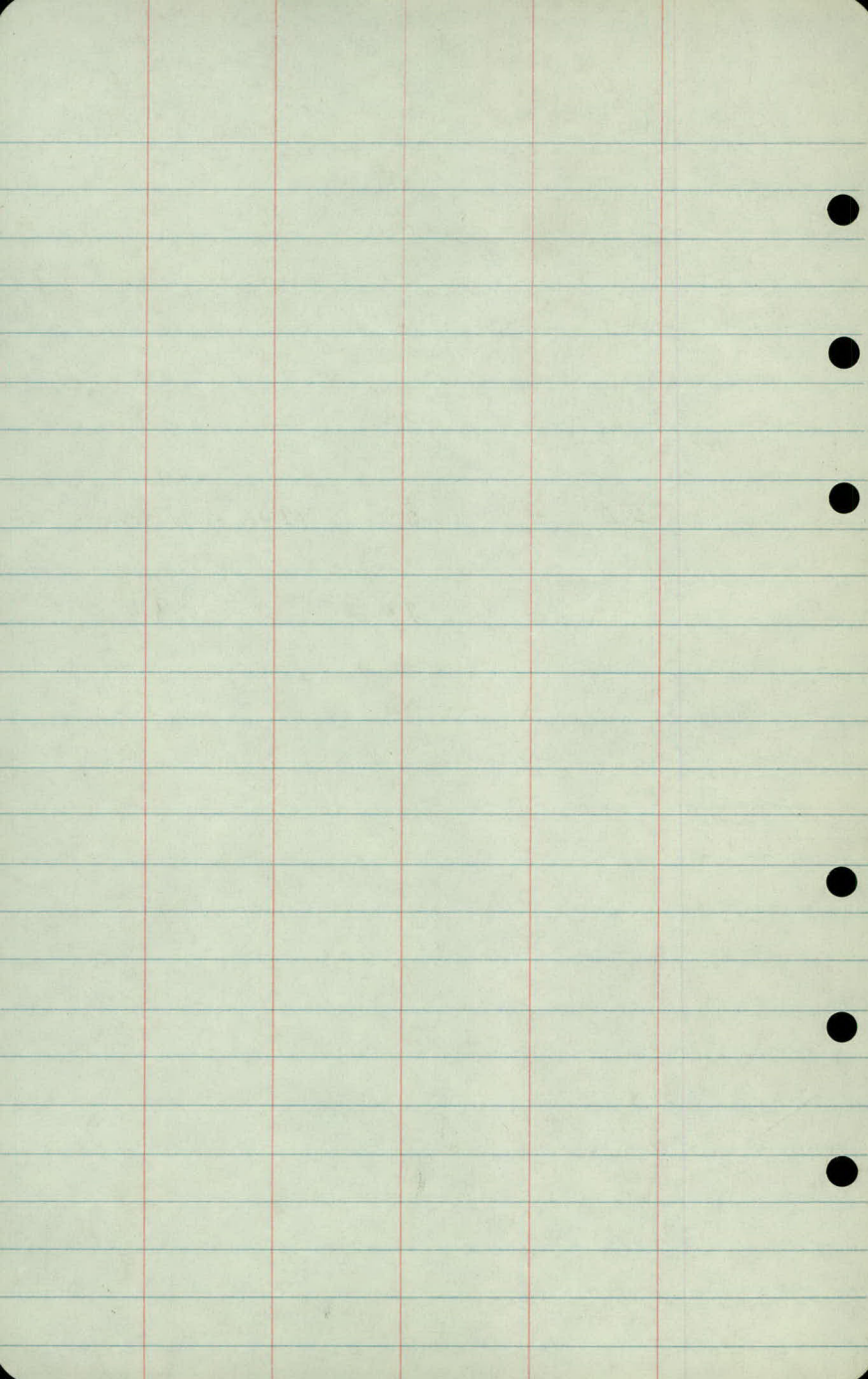
18.5'

2.0

8.0'

0.0'

5.0'



Plan Survey

Winnicki Road

Co. Rd. "F"

10/4/41

NAW

AM

L.L.

Rec'd 10-6-41 WJB
Drawn up 10-7-41 v2 L.G.

Card
See Receipt
Location
11/26/41

Sta

P.I.

Alt

Adj

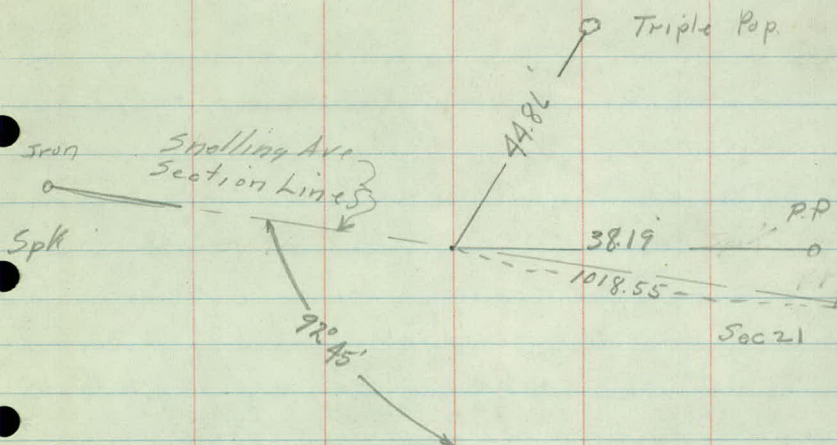
5+64.83

P.I.

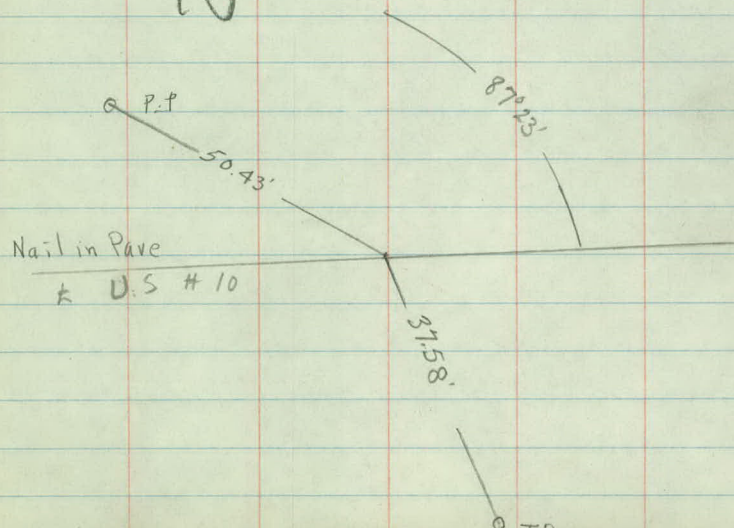
87°15'

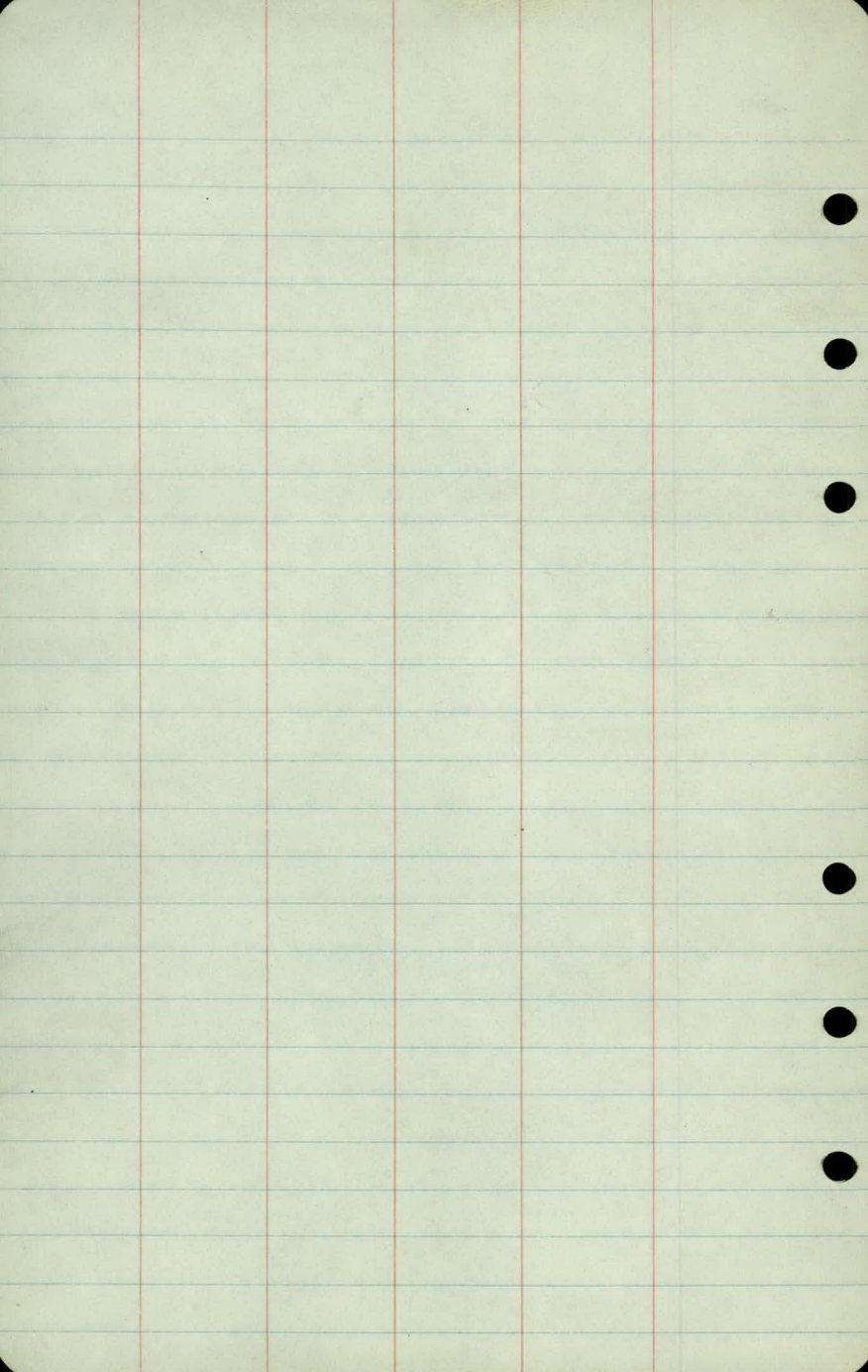
0+00

P.I.



Void





3

Topography

Void

Rd. Rd.
+75 East Edge
+75 West Edge Snelling Ave
+67 X Drain
12" X 16" CM 1' - 17'

5-16'

7-16'

+25 Rd X &

11' 2

11 +56 X Drain

25' +53 1 Drain
24" X 18" CM.

14' - 5'

+70 Trail X &

6' - 17'

4'

+32 X Drain
15" X 24" CM.

20'

0+13 East Edge Pav

Traveller Rd

Snelling Ave

+60 End Swp. 37'-300'

B + h/s

+58 P.P. 38'

+92 Beg Swp 16-300'

Swp 150'

Cultivated

+64 P.P. 18'

Swamp 93'

Hayfield

Swamp 78'

+56 Δ Ditch 7'

+53 Δ Ditch 25'

+25 P.P. 3'

+08 Δ in Ditch 89'

2' Ditch

+40 Swamp 65'

Swamp 104'

Voia

Pasture

Hayfield

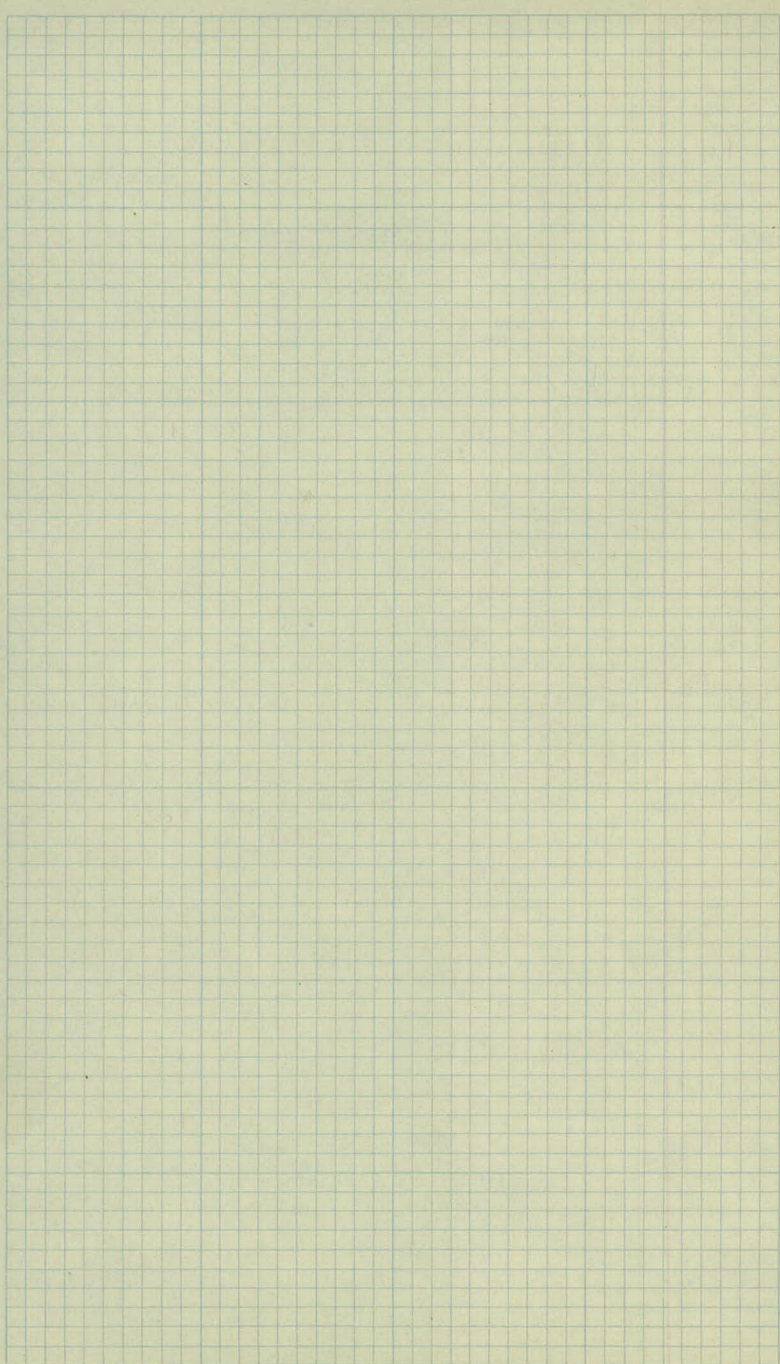
+42 Beg Pasture

+42 P.P. 26'

0+21 Spillway 13'

0+13 Spillway 13'

27' I.C.C. Pav.



Bench Levo 1/5

Woid

Sta	+	$\bar{A}$	-	Elev
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B.M.	1.98	889.87.		887.89
	5.55	891.78.	3.64	886.23
B.M			4.52	887.22.

Lt.

~~R~~

Rt

6

Spk in 12" Oak 36' Lt Sta 8+18 Shelling Ave

Spk in S.E. Cor. Barn 300' Lt Sta 3+00

2000

Sta

+

π

-

/

Cross sections

void

Sta	+	π	-	Elev
B.M.	9.20	896.46		887.26.
0+00				93.90.

+13.5				93.64.
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+20				93.6.
-----	--	--	--	-------

+24				93.7.
-----	--	--	--	-------

+31				92.8.
-----	--	--	--	-------

+41				92.4.
-----	--	--	--	-------

+50				91.4.
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1				86.6.
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+50				83.4.
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T.P.	6.72	891.16	12.02	884.44.
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2+00				81.4.
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+55				79.1.
-----	--	--	--	-------

+57				78.0.
-----	--	--	--	-------

Lt.

Z

Rt

8

Spk in S.E. Cor Barn 300' 47 Sta 340d

$$\frac{2.23}{50}$$

$$2.56$$

$$\frac{3.03}{50}$$

$$\frac{256}{31} \frac{276}{29} \frac{280}{15} \frac{256}{13} \frac{262}{6} \frac{281}{5}$$

$$282$$

$$\frac{325}{50}$$

$$\frac{2.36}{50}$$

$$\frac{25}{50} \frac{3.0}{17} \frac{3.6}{116} \frac{3.1}{13} \frac{26}{12} \frac{29}{20} \frac{3.4}{20} \frac{30}{26} \frac{33}{50}$$

$$\frac{3.2}{50} \frac{4.0}{17} \frac{3.7}{7} \frac{2.8}{5}$$

$$28 \frac{3.7}{17} \frac{3.1}{20} \frac{4.2}{50}$$

$$\frac{4.0}{50} \frac{4.4}{8} \frac{4.0}{3.7} \frac{3.5}{14} \frac{4.6}{17} \frac{4.7}{26} \frac{4.7}{50}$$

$$\frac{+2.0}{50}$$

$$0.0$$

$$\frac{0.0}{31}$$

$$\frac{2.5}{11}$$

$$\frac{4.6}{3}$$

$$4.1$$

$$\frac{5.0}{5}$$

$$\frac{4.4}{16}$$

$$\frac{7.5}{29}$$

$$\frac{10.0}{50}$$

$$\frac{10.6}{50} \frac{0.0}{46} \frac{2.4}{26} 5.1 \frac{6.2}{13} \frac{5.7}{18} \frac{7.8}{26} \frac{10.4}{50}$$

$$\frac{7.4}{50} \frac{8.6}{21}$$

$$9.9 \frac{10.6}{15} \frac{10.3}{18} \frac{11.5}{50} \frac{12.3}{50}$$

Void

$$\frac{11.5}{50} 13.1$$

$$\frac{13.0}{11} \frac{13.8}{27} \frac{15.0}{50}$$

$$\frac{10.0}{50} \frac{9.8}{36} \frac{9.0}{26} \frac{9.0}{4} 9.8 \frac{11.3}{24} \frac{11.6}{50}$$

$$\frac{11.4}{50} \frac{11.8}{31} \frac{13.1}{30} \frac{13.1}{26} \frac{9.8}{23} \frac{9.8}{10.6} \frac{11.1}{12.1} \frac{12.6}{50}$$

Inv

Inv

$$\frac{13.0}{28-26} \frac{13.4}{25} \frac{10.0}{23} \frac{9.9}{10} \frac{13.7}{12} \frac{12.9}{11} \frac{13.2}{19} \frac{13.2}{50}$$

$$\frac{11.4}{31}$$

$$\frac{11.5}{50}$$

$$\frac{9.9}{10} \frac{9.9}{13}$$

Sta	+	π 891.16	-	Elev	
2+67				80.5	
3				81.5	
+50				83.5	
+75				87.5	
4				88.8	
+50				84.6	
5				83.5	
+25				84.6	
+50				86.9	
+65				86.8	
+73				87.3	
B.M			3.86	887.30	887.26

Lt. ♀ Rt

7

$$\frac{11.5}{50} \quad \frac{11.0}{25} \quad \frac{10.0}{21} \quad \frac{9.7}{9} \quad 10.7 \quad \frac{12.5}{50}$$

$$\frac{8.4}{50} \quad \frac{8.8}{12} \quad 9.7 \quad \frac{10.8}{21} \quad \frac{12.2}{50}$$

$$\frac{5.0}{50} \quad \frac{4.1}{30} \quad \frac{4.6}{14} \quad \frac{5.7}{2} \quad 7.7 \quad \frac{7.6}{12} \quad \frac{9.3}{32} \quad \frac{10.4}{50}$$

$$\frac{4.8}{50} \quad \frac{2.3}{28}$$

$$3.7 \quad \frac{5.7}{4} \quad \frac{5.9}{15} \quad \frac{10.0}{50}$$

$$\frac{6.1}{50} \quad \frac{3.2}{18} \quad 2.4 \quad \frac{3.7}{3} \quad \frac{4.9}{7} \quad \frac{5.2}{16} \quad \frac{9.6}{50}$$

$$\frac{10.0}{50} \quad \frac{8.5}{33} \quad \frac{7.0}{7} \quad 6.6 \quad \frac{6.4}{6} \quad \frac{7.3}{19} \quad \frac{8.4}{35} \quad \frac{9.6}{50}$$

$$\frac{11.2}{50} \quad \frac{10.2}{25}$$

$$7.7 \quad \frac{6.5}{2} \quad \frac{6.2}{17} \quad \frac{6.1}{50}$$

$$\frac{11.2}{50} \quad \frac{9.8}{28} \quad \frac{8.6}{11} \quad 6.6 \quad \frac{5.7}{3} \quad \frac{5.5}{13} \quad \frac{4.9}{14} \quad \frac{2.1}{50}$$

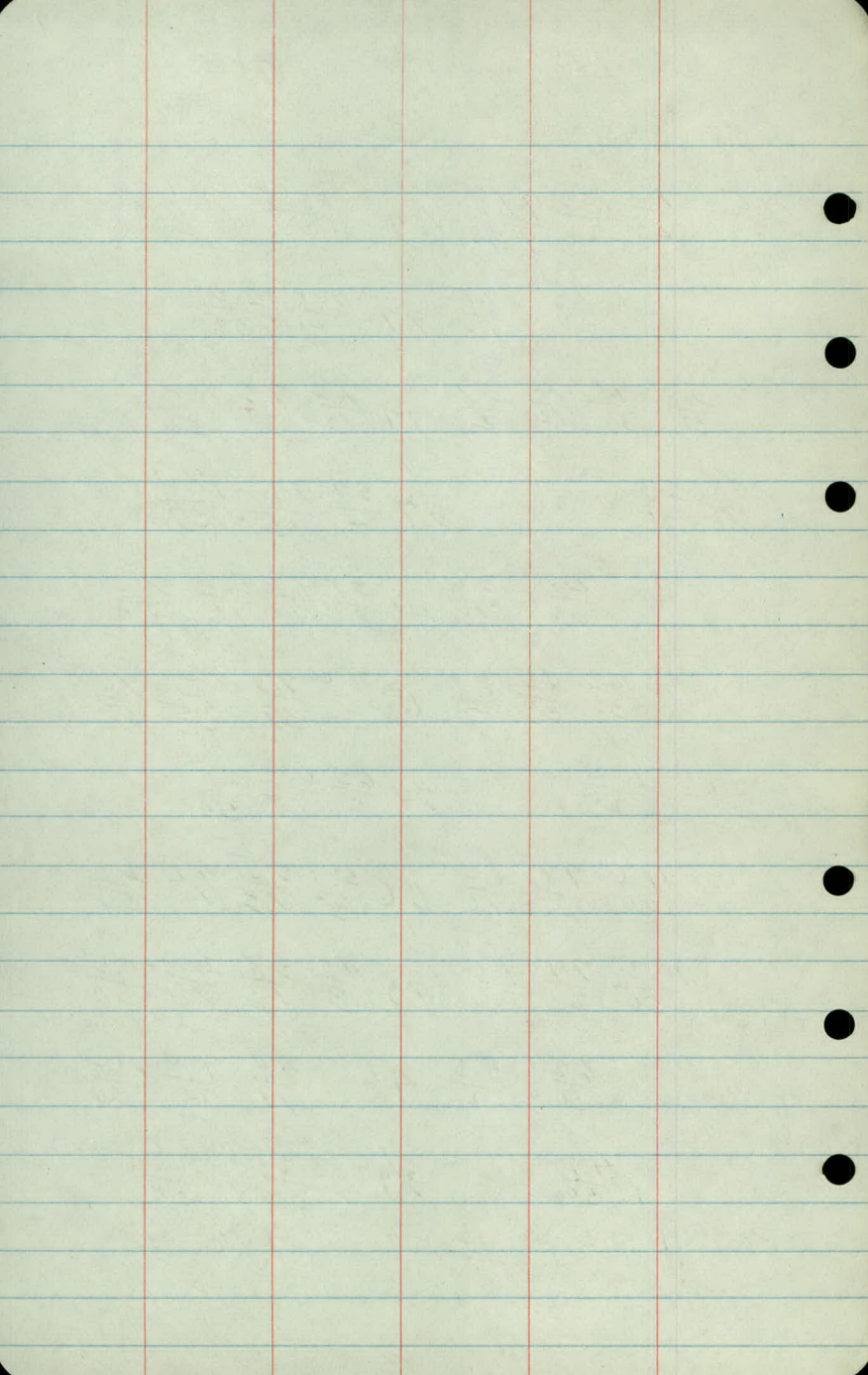
$$\frac{10.3}{50} \quad \frac{7.9}{21} \quad \frac{4.3}{3} \quad 4.3 \quad \frac{4.3}{3} \quad \frac{3.8}{13} \quad \frac{2.4}{18} \quad \frac{0.5}{50}$$

$$\frac{6.2}{50} \quad \frac{5.3}{21} \quad 4.4 \quad \frac{4.0}{16} \quad \frac{1.4}{24} \quad \frac{0.5}{50}$$

$$\frac{4.7}{50} \quad 3.9 \quad \frac{3.5}{30} \quad \frac{3.2}{50}$$

Spk in S.E. Cor Barn 300' Lt Sta 3 to 4

Not



Co. Rd. "F"

Proposed Winnicke Rd

²¹
Sec 22 Mounds View Twp.

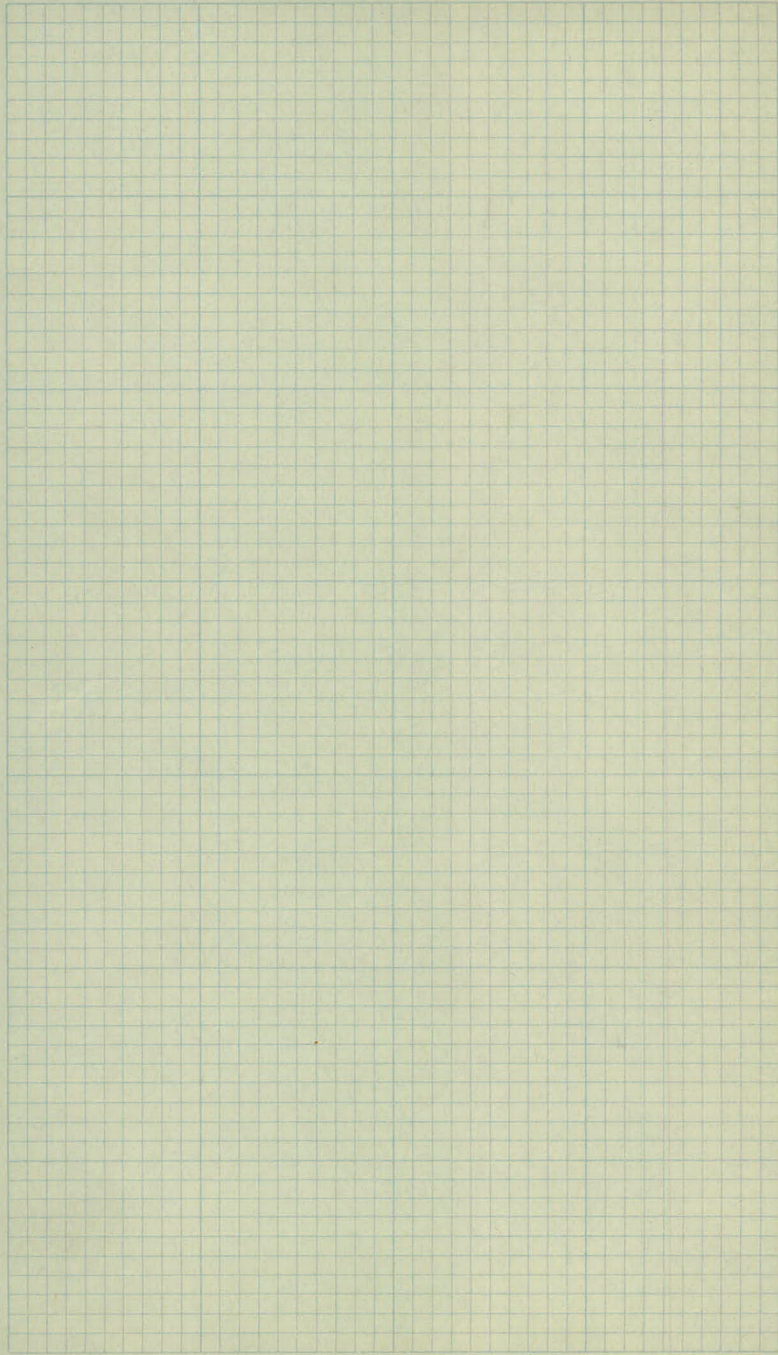
From S.T.H. #10 To Snelling Ave

Sketch made for
Mrs Halterhoff
10-1-41 WJB

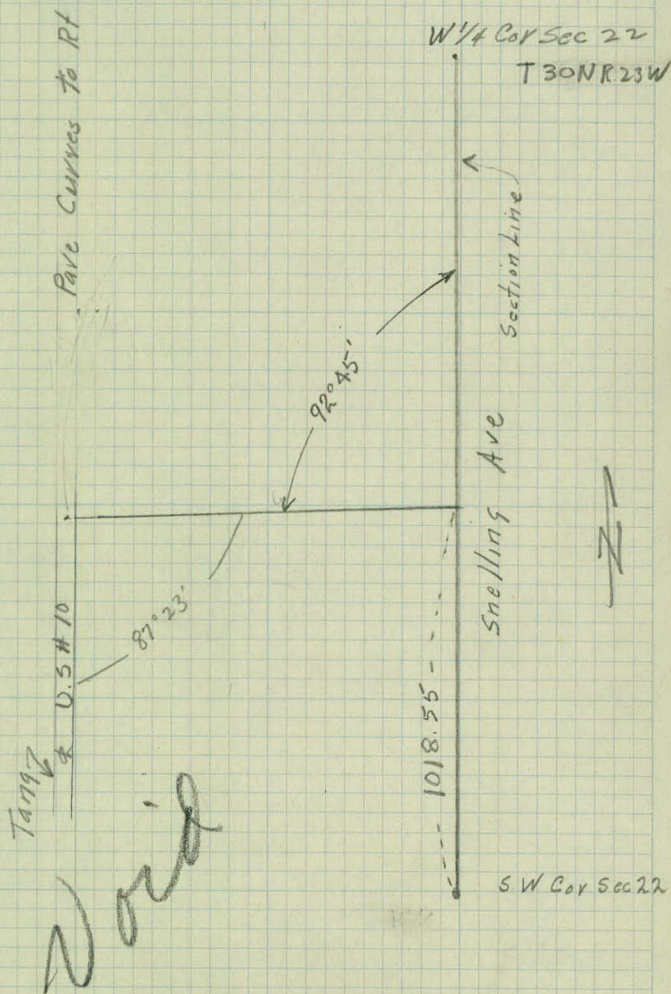
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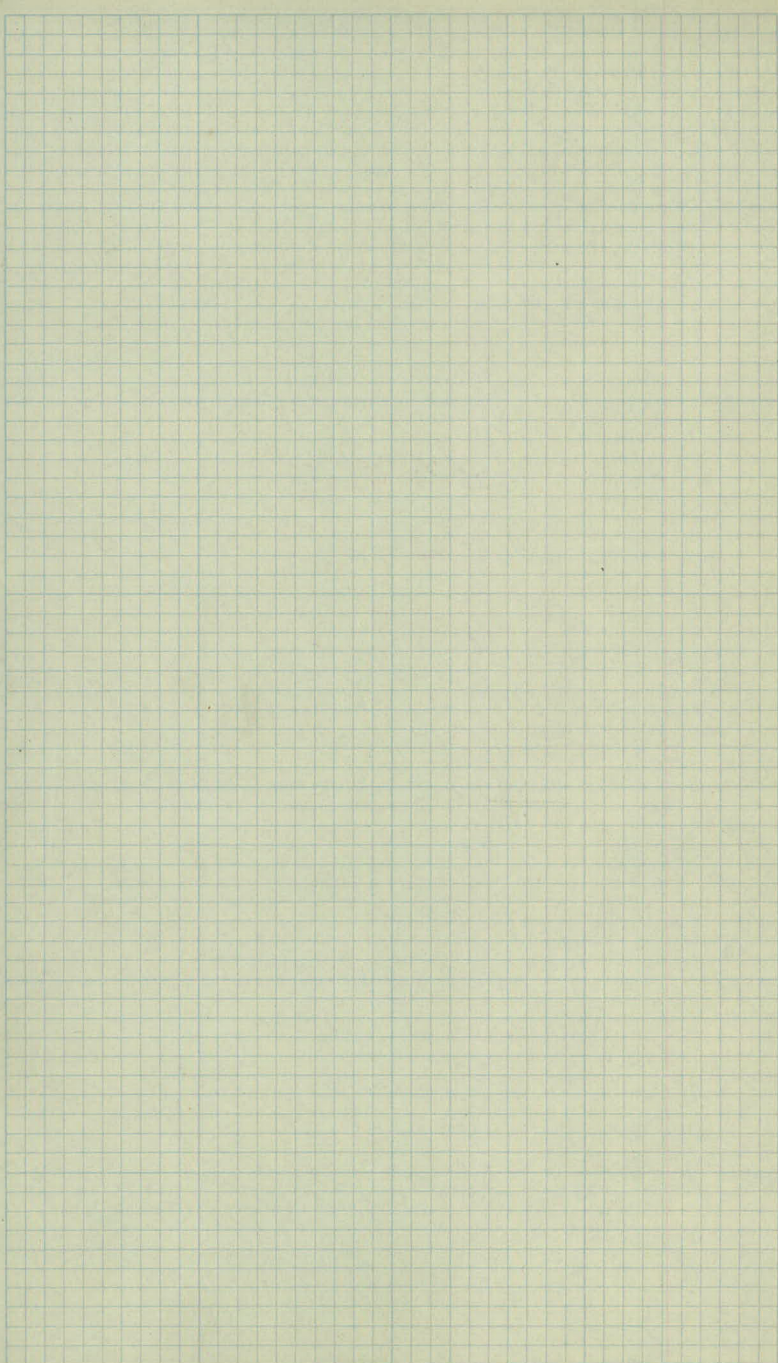
10-2-41 WJB

Not



Layout.





Align

Winnicke Rd.

Co. Rd. "F"

Not

Sta	Pt.	ΔL	ΔH
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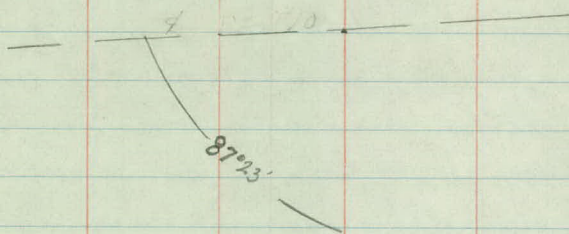
5+64.60			
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	£ U.S. #10		
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0+00 =			
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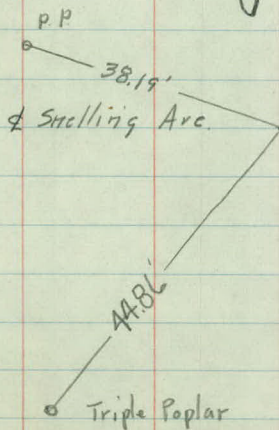
13+98.43			
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	Snelling Ave.	Section Line	
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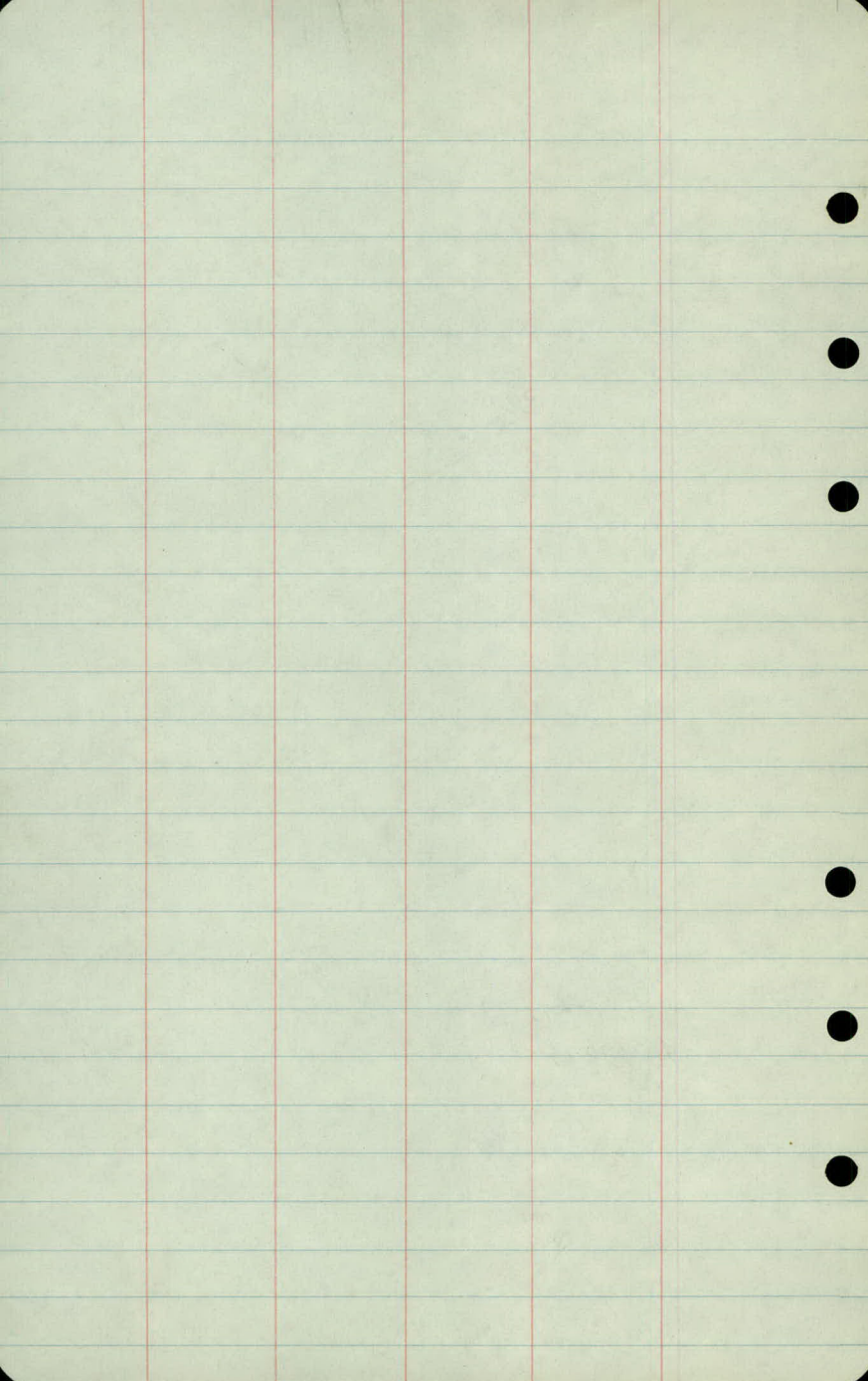


Nail in Pavc.

Void



Spk.



Information
on Snelling Ave

Noted

Sta

Pt.

ALT

ARt

$$13+98.43 = P.I.$$

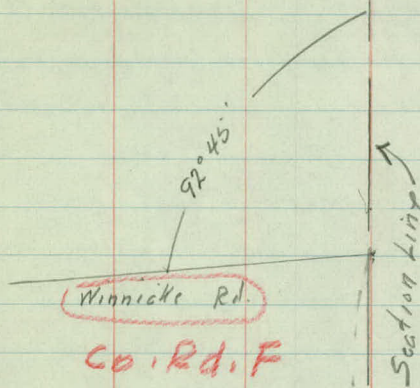
0+00

92°45'

12+54.20

P.I.

W. 1/4 Sec 22



200

147.88'

870.67

Bt. Spkr

S.W. Cor Sec 22

