

OFFICE OF COUNTY ENGINEER  
RAMSEY CO. MINN.

Road Map Survey

SNELLING AVE.

From New Brighton Rd. To S.T.H. 51

Road Acc't. No. 8

Turnout Around Robinson Lake

Date Filed.....

File.....

# ALIGNMENT NOTES

Road # 8 Between Snelling & New Brighton

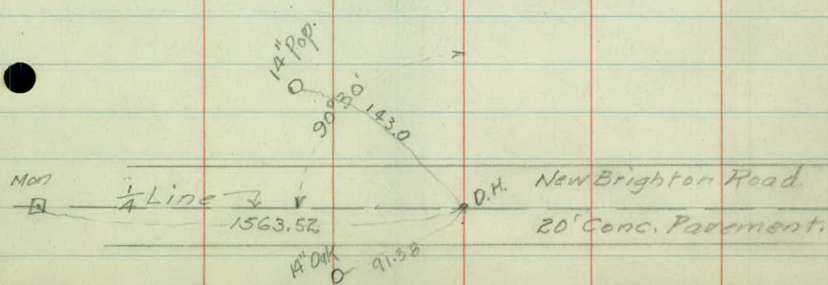
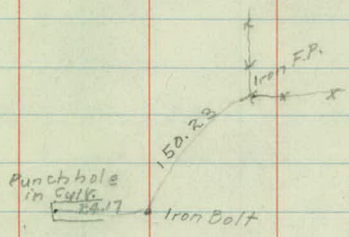
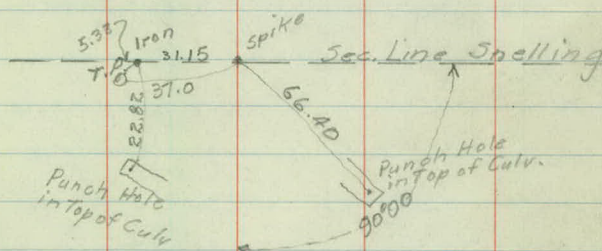
Turned in 11/10/39

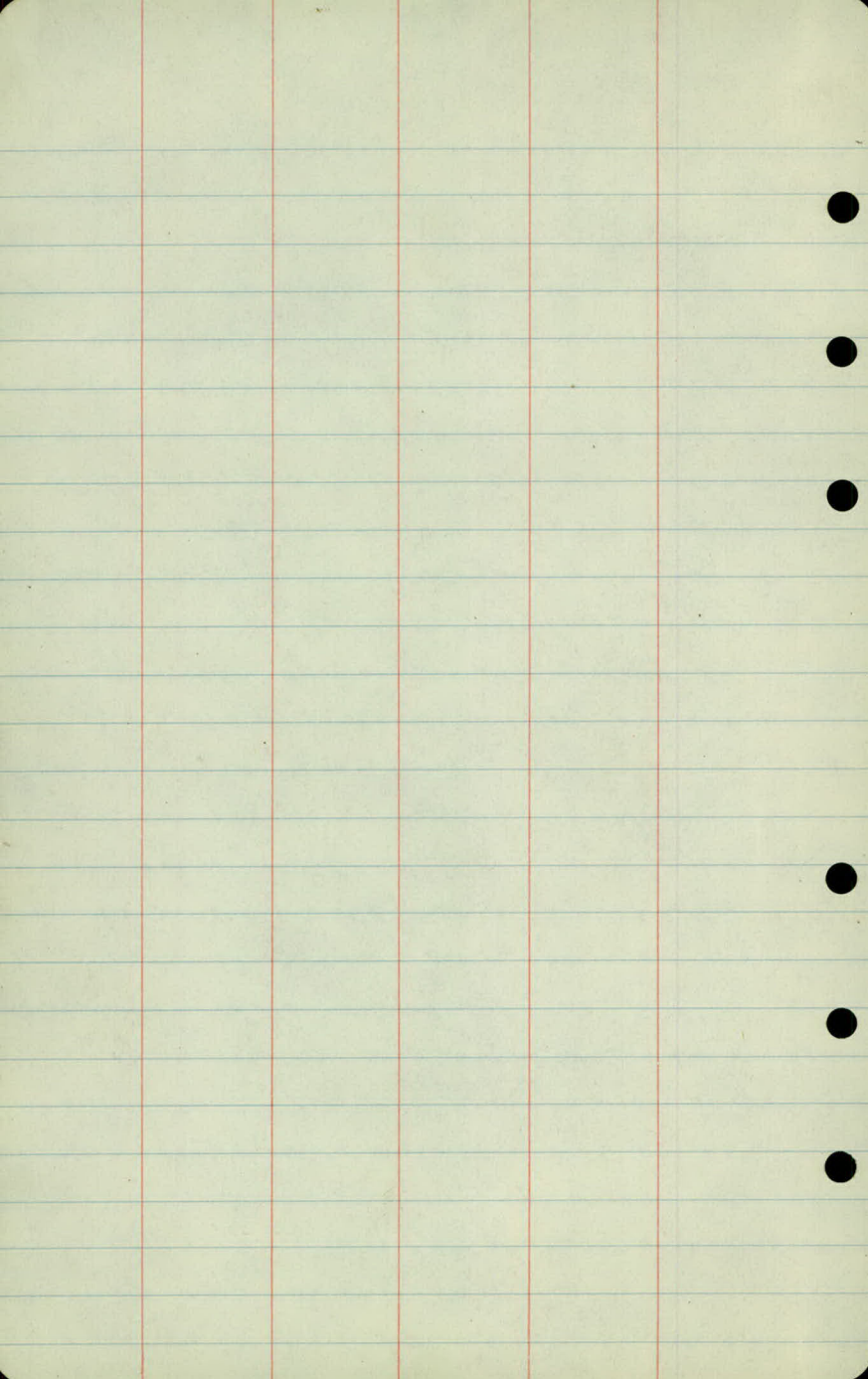
| Sta. | Pt. | Ang Lt. | Ang Rt. |
|------|-----|---------|---------|
|------|-----|---------|---------|

|          |  |  |  |
|----------|--|--|--|
| 26+55.18 |  |  |  |
|----------|--|--|--|

|         |        |  |  |
|---------|--------|--|--|
| 4+99.07 | P.O.T. |  |  |
|---------|--------|--|--|

|      |  |  |  |
|------|--|--|--|
| 0+00 |  |  |  |
|------|--|--|--|





ALIGNMENT NOTES

SNELLING CURVE

#8

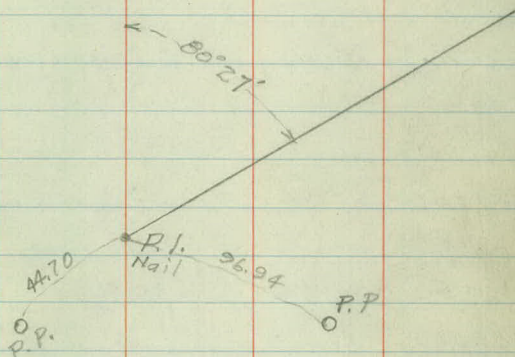
| Sta. | Pt. | AngLt. | AngPt. | Calc. | Brq. |
|------|-----|--------|--------|-------|------|
|------|-----|--------|--------|-------|------|

|          |      |  |  |  |  |
|----------|------|--|--|--|--|
| 15+12.71 | P.C. |  |  |  |  |
|----------|------|--|--|--|--|

|          |      |  |           |                          |  |
|----------|------|--|-----------|--------------------------|--|
| 11+25.05 | P.T. |  | 40°13'30" |                          |  |
| 11+00    |      |  | 35°51'04" |                          |  |
| 10+75    |      |  | 31°31'11" |                          |  |
| 10+50    |      |  | 27°11'18" |                          |  |
| 10+25    |      |  | 22°51'25" | T = 80°27'               |  |
| 10+00    |      |  | 18°31'32" | D = 35°10'13"            |  |
| 9+75     |      |  | 14°11'39" | T = 140.0                |  |
| 9+50     |      |  | 9°51'46"  | R = 165.5                |  |
| 9+25     |      |  | 5°31'53"  | Defl. for 25' = 4°19'53" |  |
| 9+00     |      |  | 1°12'00"  | L = 232.18               |  |

|         |      |                     |  |  |  |
|---------|------|---------------------|--|--|--|
| 8+92.87 | P.C. | 35°10' Curve Right. |  |  |  |
|---------|------|---------------------|--|--|--|

|      |  |  |  |  |  |
|------|--|--|--|--|--|
| 0+00 |  |  |  |  |  |
|------|--|--|--|--|--|



Sec. Line on Spelling

Mon  
 W  $\frac{1}{4}$  Sec. 10

| Sta.         | Pt.  | Ang Lt.            | Ang Rt.     | Calc. Brg. |
|--------------|------|--------------------|-------------|------------|
| 24+82.34     | P.C. | 12° Curve Left     |             |            |
| 20+92.36     | P.T. | 20° 38'            |             |            |
| 20+50        |      | 17° 46' 30"        |             |            |
| 20+00        |      | 14° 24' 00"        |             |            |
| 19+50        |      | 11° 01' 30"        | I = 41° 16' |            |
| 19+00        |      | 7° 39' 00"         | T = 160.18  |            |
| 18+50        |      | 4° 16' 30"         | L = 305.68  |            |
| 18+00        |      | 0° 54'             | R = 425.40  |            |
| 17+86.68     | P.C. | 13° 30' Curve Left |             |            |
| 17+76.86     | P.T. | 17° 50'            |             |            |
| 17+50        |      | 16° 01'            | I = 35° 40' |            |
| 17+00        |      | 12° 38' 30"        | T = 136.86  |            |
| 16+50        |      | 9° 16'             | L = 264.15  |            |
| 16+00        |      | 5° 53' 30"         | R = 425.40  |            |
| 15+50 (5729) |      | 2° 31'             |             |            |
| 15+12.71     | P.C. | 13° 30' Curve Left |             |            |

T.P.  
O 69.72  
T.P. 85.60  
O  
P.I.  
Hub

T.P.  
O 56.81  
P.I.  
Hub.  
O  
P.P.  
45.68

| Sta. | Pt. | Ang. Lt. | Ang. Rt. | Cal. Brg. |
|------|-----|----------|----------|-----------|
|------|-----|----------|----------|-----------|

31+14.48 P.C. 3° Curve Left.

|                |                      |         |  |             |
|----------------|----------------------|---------|--|-------------|
| 29+57.53       | P.T.                 | 10° 20' |  |             |
| 29+50          |                      | 9° 53'  |  |             |
| 29+00          |                      | 6° 53'  |  | I = 20° 40' |
| 28+50          |                      | 3° 53'  |  | T = 87.22   |
| 28+00<br>14.69 |                      | 0° 53'  |  | L = 172.22  |
| 27+85.31       | P.C. 12° Curve Left. |         |  | R = 478.34  |

|                |                      |         |  |             |
|----------------|----------------------|---------|--|-------------|
| 27+77.61       | P.T.                 | 17° 43' |  |             |
| 27+50          |                      | 16° 04' |  |             |
| 27+00          |                      | 13° 04' |  | I = 35° 26' |
| 26+50          |                      | 10° 04' |  | T = 152.81  |
| 26+00          |                      | 7° 04'  |  | L = 295.27  |
| 25+50          |                      | 4° 04'  |  | R = 478.34  |
| 25+00<br>17.66 |                      | 1° 04'  |  |             |
| 24+82.34       | P.C. 12° Curve Left. |         |  |             |

Pl. 17.20

Belt. 46.57

Cenc. Wdk

O.P.

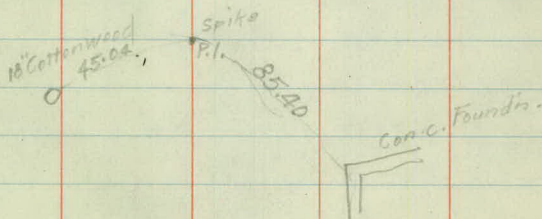
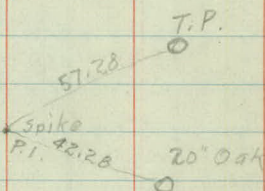
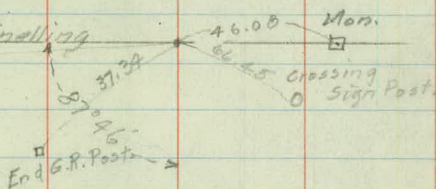
64.95

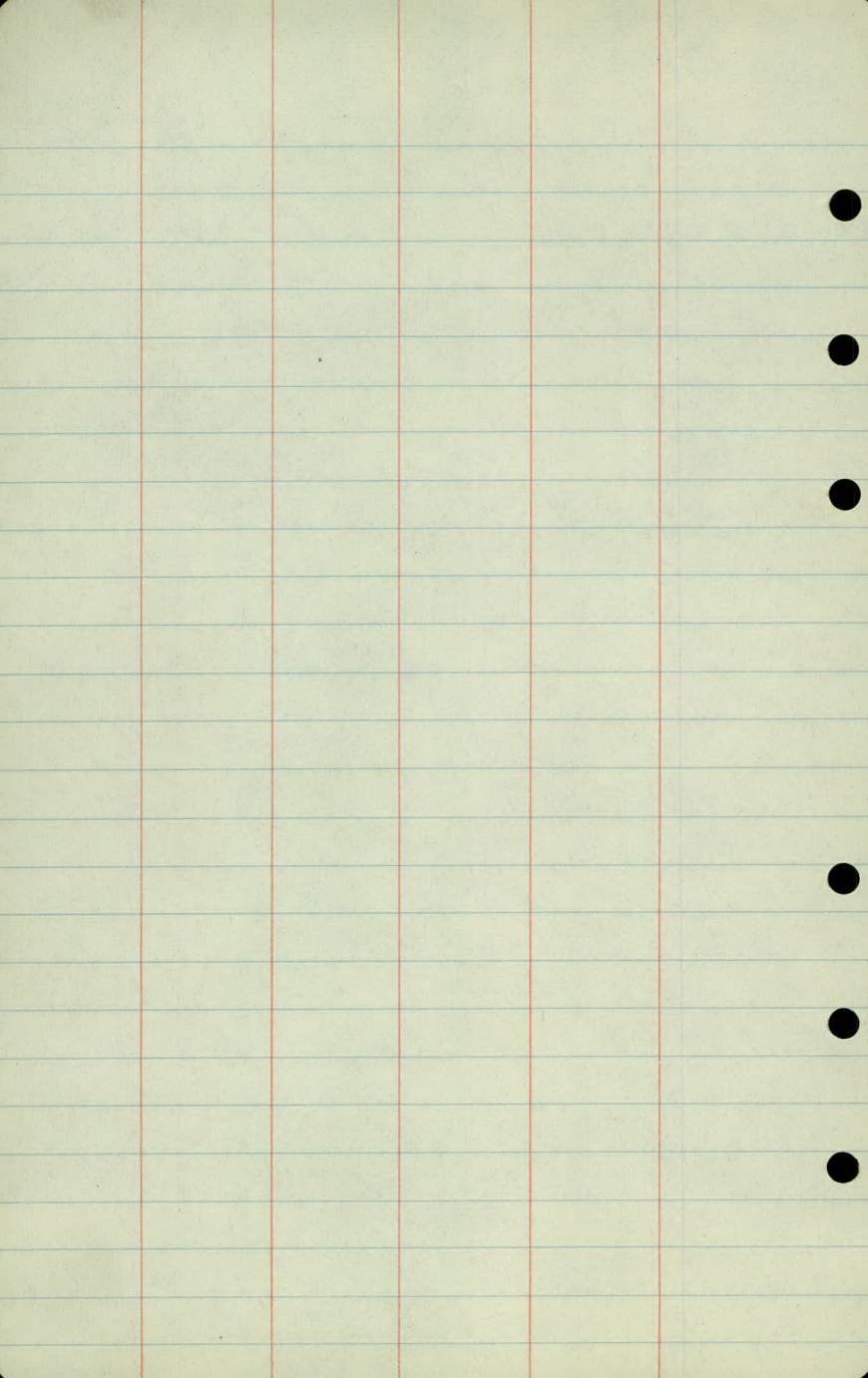
O.P.

1.35 O.G.P.

| Sta.     | Pt.                                  | Ang Lt.  | Ang Rt. | Calc Brg. |
|----------|--------------------------------------|----------|---------|-----------|
| 37+51.60 |                                      |          |         |           |
| 34+99.58 | P.T.                                 | 14°20'   |         | I=28°40'  |
| 34+50    |                                      | 9°22'30" |         | T=73.57   |
| 34+00    |                                      | 4°22'30" |         | L=143.33  |
| 33+56.25 | P.C. 20' <sup>43.75</sup> Curve Left |          |         | R=287.94  |
| 33+31.15 |                                      | 3°15'    |         |           |
| 33+00    |                                      | 2°47'    |         | I=6°30'   |
| 32+50    |                                      | 2°02'    |         | T=108.45  |
| 32+00    |                                      | 1°17'    |         | L=216.67  |
| 31+50    |                                      | 0°32'    |         | R=1910.08 |
| 31+14.48 | P.C. 3° Curve Left                   |          |         |           |

sec. Line on Snelling





TOPOGRAPHY  
SNELLING CURVE

#8

12+91 Side Road Sign 9.0

|       |                |      |
|-------|----------------|------|
| 10+35 | Stop Sign      | 23.0 |
| 10+29 | Street Sign    | 29.0 |
| 10+25 | Reflector Sign | 33.5 |

18+00  
10.0 12.0

17+86.68 P.C.  
9.5 11.5

17+76.86 P.T.  
9.0 12.0

17+50  
9.0 12.0

17+30  
8.0 15.0

16+50  
6.5 16.0

16+00  
7.0 14.0

15+50  
9.0 11.0

15+12.71 P.C.  
9.5 11.0

14+00  
10.0 11.0

Side Rd  
Sign

12+00  
10.0 10.0

11+25.05 P.T.  
8.5 11.5

10+00  
7.0 13.0

Stop Sign  
Street Sign  
Reflector

10+50  
13.0 12.0

10+00  
13.0

9+50  
13.0

9+00  
9.5 14.0

9.0 14.0 P.C.  
8+92.87

26+66 Side Road

25+48 Drive

34+23 Drive

21+71 Drive

20+60 Drive

20+38 Drive

19+25 Drive

18+13

24 "Corr. Iron Cyls"

27+00  
10.0 12.5

26+50  
9.0 14.0

26+00  
9.0 13.0

25+50  
9.0 11.5

25+00  
10.0 8.5

24+82.34 P.C.  
10.0 10.0

24+00  
10.0 11.0

23+00  
9.5 11.5

20+92.36 P.T.  
11.5 8.5

20+00  
11.0 9.5

19+50  
12.0 11.0

19+00  
10.0 13.0

18+50  
10.0 11.5

24" Corr. Iron  
42' Long

Side Road Grate

Drive

Drive

Drive

Drive

33+60 12" Corr Iron Culv.

22' 31+32 Cross Rd Sign

29+55 Drive

28+41 Drive

34+50  
8.0 14.0

34+00  
5.0 15.0

12' Conc. Iron

33+Long P.C. = 33+56.25

33+31.15 P.T.

9.0 10.5

33+00  
8.5 10.5

32+50  
8.5 11.0

32+00  
9.0 11.0

31+50  
9.0 11.0

Cross Rd.  
Sign

31+19.48 P.C.  
9.0 11.0

30+00  
12.0 12.0

29+57.53 P.T.  
11.0 11.0

Drive

29+00  
12.0 8.0

28+50  
16.0 7.5

← 16.5

12' Conc. Iron

Conc. Drive

28+00  
15.0 8.0

27+85.31 P.C.

27+77.61 P.T.  
13.0 8.5

27+00  
12.5 9.0

16.0 35+12 R.R. Signs

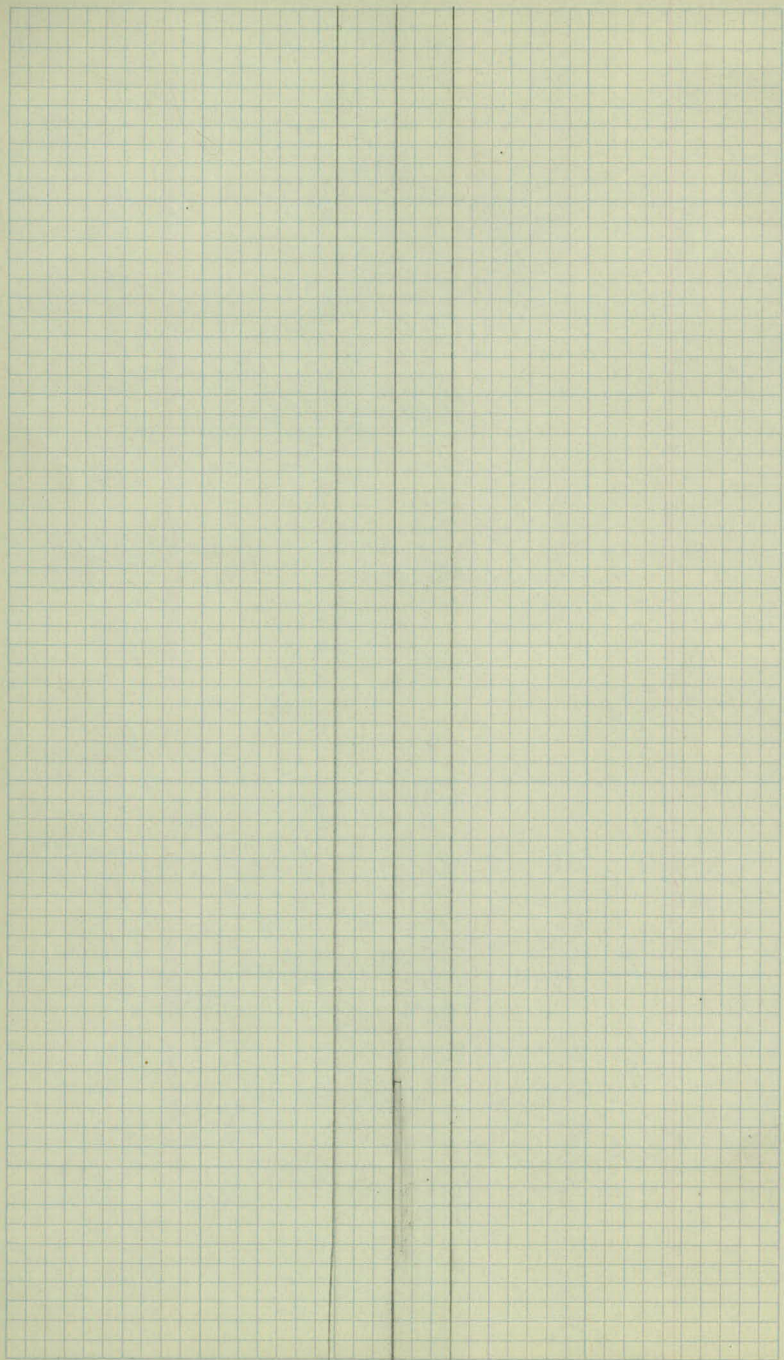
Snelling Ave  
Black Top

37+51.60

36+00  
10.5 10.5

R.R. Crossing  
X Sign

34+99.58 P.T.  
10.5 10.5



TOPOGRAPHY

#8 ROAD

NEW BRIGHTON ROAD TO

SNELLING

16+31 16" Corr. Iron Culv.

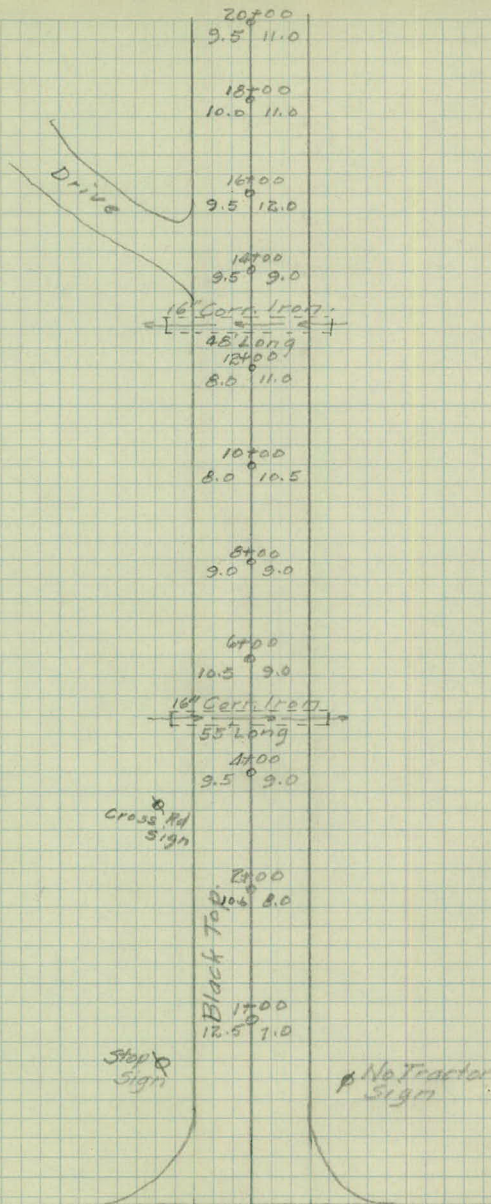
14+00 Drive

12+65 16" Corr. Iron Culv.

3+54 Cross Rd Sign 16.3

0+56 Stop Sign 19.6

18.6 Or 46 No Tractor Sign



Concrete Pavement on New Brighton

26+37 End Culv.  
26+33 End Culv.

36.5  
40.0

25+59 End Culv.

24.4

25.0 25+99 End Culv.  
30.5 25+91 Stop Sign

17.5 22+72 Cross Rd. Sign

