

Book-1- Dr. 12

SURVEYS FOR WHITE BEAR TWP. X

AUGUST 1925

FILE NO 17

Sixth Street

Twin Lake Road

Third Avenue

Southwest Avenue

Lakeview Avenue

Second Avenue

First Avenue

Office of Ramsey Co. Engineer

ST. PAUL, MINN.

Filed 8-20-25

17 ~~17~~ 18

1
Sixth Street

Slope stakes as set

For White Bear Twp.

2- pages.

Sta.	+	H.I	-	Elev.	Gr. Rod.
	5.57	205.57		200.00	
+140				201.7	3.9
+100				201.5	4.1
+045				201.1	4.5
0+00				200.5	5.2 D. Rod
0+50				199.7	5.9 - 6.9
1+00				198.7	6.9 7.9
1+40				197.8	7.8 8.8
2+00				196.4	9.2
3+00				194.4	11.2
4+00				194.4	11.2
T.P.	8.45	202.39	11.63	193.94	
5+00				194.7	7.7
5+50				194.9	7.5 8.5
6+00				195.0	7.4 8.4
+40				195.0	7.4 8.4
7+00				194.7	7.7 8.7
7+50				194.3	8.1 9.1
8+00				193.4	9.0 10.0
+25				192.9	9.5 10.5
9+00				191.0	11.4 12.4
+60				189.2	12.2
T.P.	0.70	190.33	12.76	189.63	
10+00				188.0	12.3

$$\begin{array}{r} -3.2 \\ 14.8 \\ \hline \end{array}$$

$$\begin{array}{r} -4.1 \\ 16.1 \\ \hline \end{array}$$

$$\begin{array}{r} -5.2 \\ 17.8 \\ \hline \end{array}$$

$$\begin{array}{r} -3.0 \\ 14.5 \\ \hline \end{array}$$

$$\begin{array}{r} +2.3 \\ 16.3 \\ \hline \end{array}$$

$$\begin{array}{r} +1.5 \\ 15.5 \\ \hline \end{array}$$

$$\begin{array}{r} +0.5 \\ 14.4 \\ \hline \end{array}$$

$$\begin{array}{r} -2.0 \\ 13.0 \\ \hline \end{array}$$

$$\begin{array}{r} -1.3 \\ 12.0 \\ \hline \end{array}$$

$$\begin{array}{r} -2.3 \\ 13.5 \\ \hline \end{array}$$

$$\begin{array}{r} -1.7 \\ \hline \end{array}$$

$$\begin{array}{r} -1.6 \\ \hline \end{array}$$

$$\begin{array}{r} -1.8 \\ \hline \end{array}$$

$$\begin{array}{r} +0.2 \\ \hline \end{array}$$

$$\begin{array}{r} +1.0 \\ \hline \end{array}$$

$$\begin{array}{r} +0.7 \\ \hline \end{array}$$

$$\begin{array}{r} 0.0 \\ \hline \end{array}$$

$$\begin{array}{r} -1.2 \\ \hline \end{array}$$

$$\begin{array}{r} -1.4 \\ \hline \end{array}$$

$$\begin{array}{r} -1.4 \\ \hline \end{array}$$

$$\begin{array}{r} +1.9 \\ \hline \end{array}$$

$$\begin{array}{r} 15.9 \\ \hline \end{array}$$

$$\begin{array}{r} +3.4 \\ \hline \end{array}$$

$$\begin{array}{r} 17.9 \\ \hline \end{array}$$

$$\begin{array}{r} +3.8 \\ \hline \end{array}$$

$$\begin{array}{r} 12.8 \\ \hline \end{array}$$

$$\begin{array}{r} -1.4 \\ \hline \end{array}$$

$$\begin{array}{r} 12.1 \\ \hline \end{array}$$

$$\begin{array}{r} -3.5 \\ \hline \end{array}$$

$$\begin{array}{r} 15.3 \\ \hline \end{array}$$

$$\begin{array}{r} -2.3 \\ \hline \end{array}$$

$$\begin{array}{r} 13.5 \\ \hline \end{array}$$

$$\begin{array}{r} -1.7 \\ 12.5 \\ \hline \end{array}$$

$$\begin{array}{r} -1.0 \\ \hline \end{array}$$

$$\begin{array}{r} +0.3 \\ \hline \end{array}$$

$$\begin{array}{r} +2.0 \\ \hline \end{array}$$

$$\begin{array}{r} +3.0 \\ \hline \end{array}$$

$$\begin{array}{r} +3.0 \\ \hline \end{array}$$

$$\begin{array}{r} +1.9 \\ \hline \end{array}$$

$$\begin{array}{r} +1.0 \\ \hline \end{array}$$

$$\begin{array}{r} +1.4 \\ \hline \end{array}$$

$$\begin{array}{r} +4.5 \\ \hline \end{array}$$

$$\begin{array}{r} -1.0 \\ \hline \end{array}$$

$$\begin{array}{r} -1.1 \\ \hline \end{array}$$

$$\begin{array}{r} -1.8 \\ 12.7 \\ \hline \end{array}$$

$$\begin{array}{r} +0.7 \\ 14.7 \\ \hline \end{array}$$

$$\begin{array}{r} +2.8 \\ 16.8 \\ \hline \end{array}$$

$$\begin{array}{r} +3.8 \\ 17.8 \\ \hline \end{array}$$

$$\begin{array}{r} +3.0 \\ 17.0 \\ \hline \end{array}$$

$$\begin{array}{r} +2.5 \\ 16.5 \\ \hline \end{array}$$

$$\begin{array}{r} +2.2 \\ 16.2 \\ \hline \end{array}$$

$$\begin{array}{r} +3.2 \\ 17.2 \\ \hline \end{array}$$

$$\begin{array}{r} +1.3 \\ 15.3 \\ \hline \end{array}$$

$$\begin{array}{r} +1.3 \\ 15.3 \\ \hline \end{array}$$

$$\begin{array}{r} +4.4 \\ 18.4 \\ \hline \end{array}$$

$$\begin{array}{r} +5.6 \\ 19.6 \\ \hline \end{array}$$

$$\begin{array}{r} +3.8 \\ 17.8 \\ \hline \end{array}$$

$$\begin{array}{r} +2.4 \\ 16.4 \\ \hline \end{array}$$

$$\begin{array}{r} +1.8 \\ 15.8 \\ \hline \end{array}$$

$$\begin{array}{r} +1.8 \\ 15.8 \\ \hline \end{array}$$

$$\begin{array}{r} +1.3 \\ 15.3 \\ \hline \end{array}$$

$$\begin{array}{r} -1.1 \\ 11.7 \\ \hline \end{array}$$

$$\begin{array}{r} -1.0 \\ 11.6 \\ \hline \end{array}$$

$$\begin{array}{r} -1.1 \\ 11.7 \\ \hline \end{array}$$

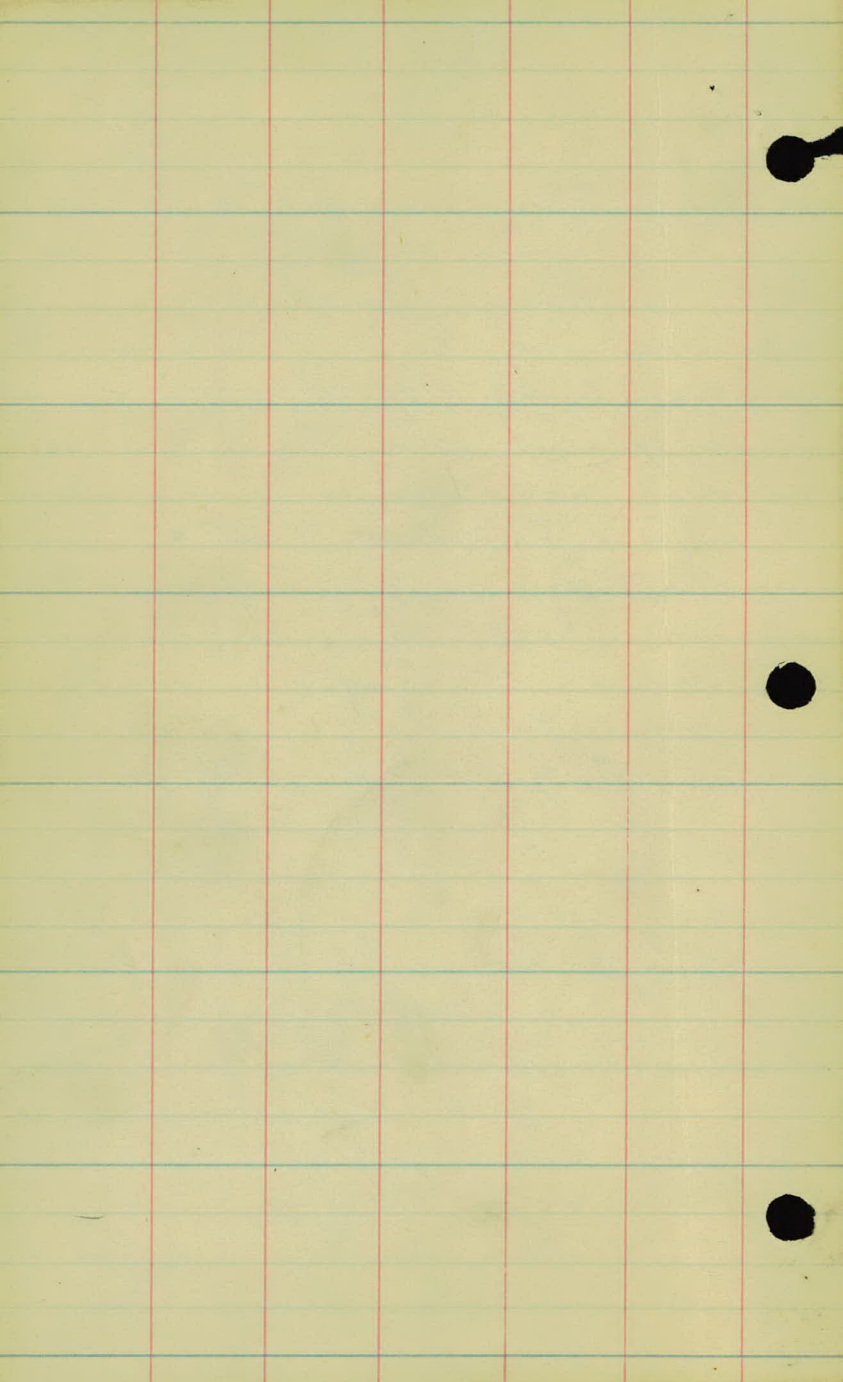
$$\begin{array}{r} -1.1 \\ 11.7 \\ \hline \end{array}$$

19033

1040				186.8	3.5	
11400				185.0	5.3	
+60				183.9	6.4	
12400				184.0	6.3	
+50				184.5	5.8	
13460				185.0	5.3	6.3
14400				186.00	4.3	
14440				186.4	3.9	
15400				187.0	3.3	
T.P.	8.42	195.64	3.11	187.22		
16				188.0	7.6	8.6
17400				188.6	7.0	8.0
+50				188.7	6.9	7.9
18400				188.6	7.0	8.0
+70				188.3	7.3	
19400				188.2	7.4	
19450				188.0	7.6	8.6
20400				187.8	7.8	8.8
B.M.				9.48		

W.H.C. 3
ALP
H.G.
RG
Aug 1925

-2.3 <u>13.5</u>	-1.5 <u>1</u>	-1.7 <u>17.5</u>	
-1.6 <u>12.4</u>	-2.0	-3.2 <u>14.8</u>	
-2.7 <u>14.1</u>	-1.5	-1.7 <u>12.6</u>	
-1.4 <u>12.1</u>	-1.2 <u>1</u>	-2.1 <u>13.2</u>	
-0.3 <u>10.5</u>	-0.2	-1.0 <u>11.5</u>	
+0.6 <u>14.6</u>	+0.6 <u>1</u>	+2.3 <u>16.3</u>	
-1.3 <u>12.0</u>	-1.0 <u>1</u>	-1.1 <u>11.6</u>	
-2.7 <u>14.1</u>	-1.4	-2.5 <u>13.8</u>	
-0.7 <u>11.1</u>	-0.6 <u>1</u>	-0.8 <u>11.2</u>	
+4.1 <u>18.1</u>	+1.9 <u>1</u>	+2.6 <u>16.6</u>	
+3.8 <u>17.8</u>	+1.9 <u>1</u>	+2.2 <u>16.2</u>	
+3.9 <u>17.9</u>	+1.8 <u>1</u>	+2.5 <u>16.5</u>	
+1.4 <u>15.4</u>	+0.6 <u>1</u>	+1.0 <u>15.0</u>	
-1.1 <u>11.7</u>	-1.2 <u>1</u>	-2.2 <u>13.3</u>	
-1.0 <u>11.5</u>	-1.0 <u>1</u>	-2.6 <u>13.9</u>	
+1.6 <u>15.6</u>	0.0 <u>1</u>	-1.8 <u>12.7</u>	
+0.8 <u>14.8</u>	-1.4 <u>1</u>	-1.0 <u>11.5</u>	

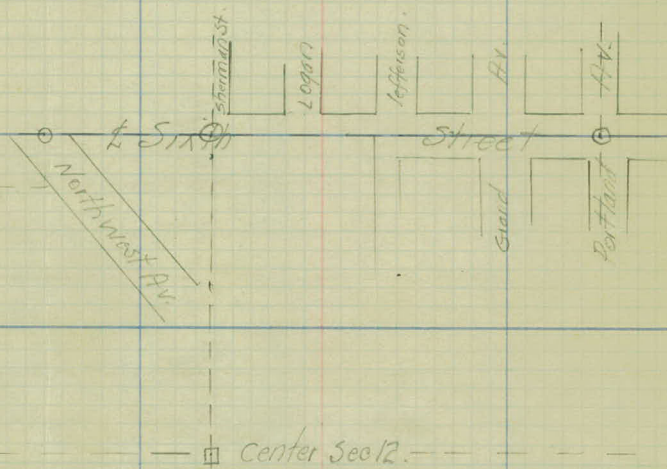


SIXTH - STREET

From Northwest Av. to Portland Av.

For White Bear TWP.

Sec. 12. T. 30 - R. 22



Index.

Alignment
Description
Topography
& Level by & Sec.
Grading Sec.

Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 8-11-25

File No. 1/3

P. 2
P. 3
P. 4 - P. 8
P. 10 - P. 14
P. 15

Station Point Lt. & Rt.

20+30.58 End of Project.

7+14.30 P.O.T.

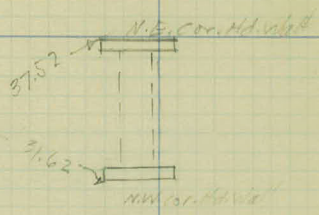
0+00 Point of Beginning.

2

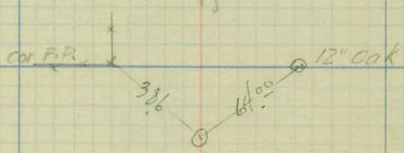
2

W.H.C.
C.W.S.
A.L.P. Aug 8, 1925
M.G.
R.G.

Portland Av.

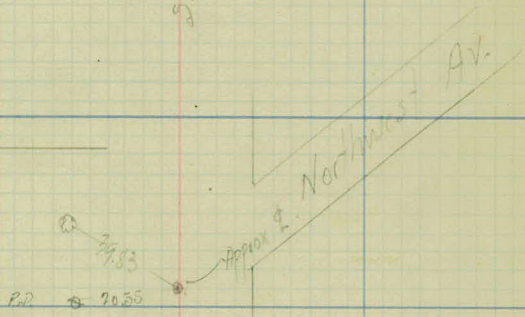


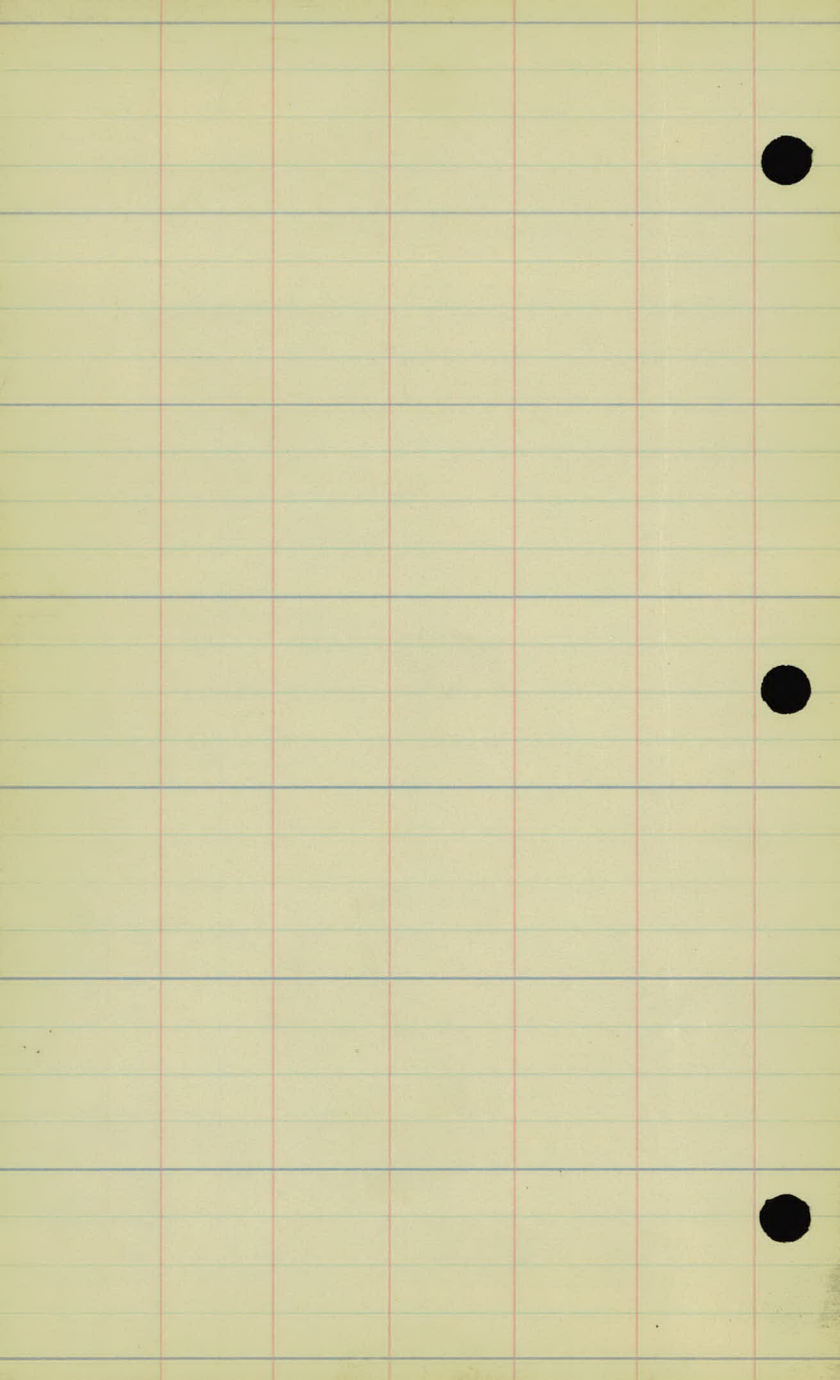
STREET.



SIXTH

IV

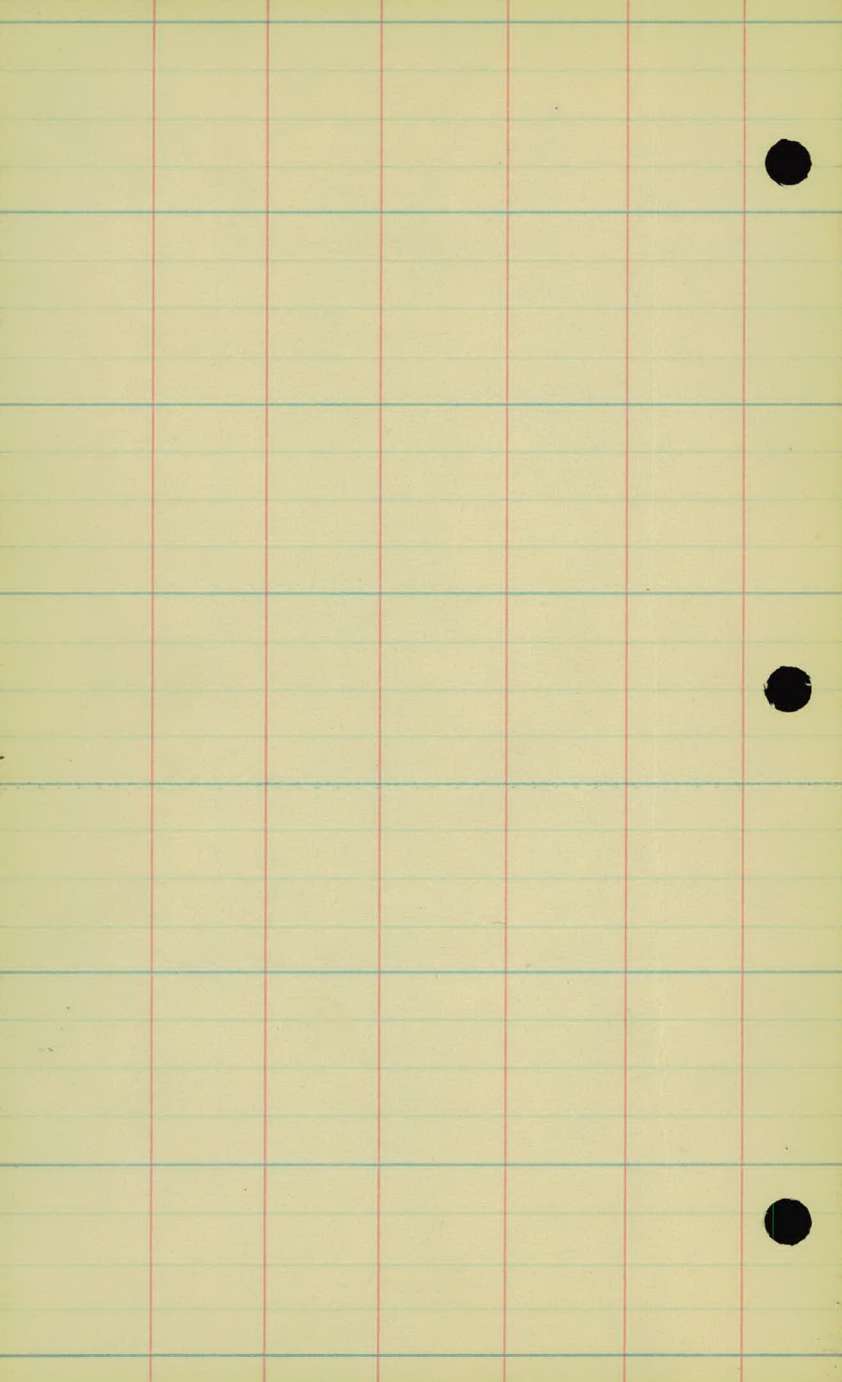




Description.

Open and extend Sixth Street, also known as Warren Avenue, in a easterly direction from Northwest Avenue to Jefferson Avenue, in Rices Addition to White Bear Beach; said Road or Street to be opened 66 ft. in width from Northwest Avenue to Sherman Avenue and 33 feet in width from Sherman Avenue to Jefferson Avenue.

The point of beginning of said Road or Street to be opened beginning at the intersection of the center line of Northwest Avenue and the south line of the North $\frac{1}{2}$ of the North $\frac{1}{2}$ of Section 12, Twp 30, R. 22, and the center line of said Road or Street to be opened and extended being the south line of the North $\frac{1}{2}$ of the North $\frac{1}{2}$ of Section 12, Twp 30, R. 22.



TOPOGRAPHY.

station.

(Culvert to be placed here)

3100

2400

1400

0100

-1400

-2400

F-17'

5

cultivated.

Pasture.

E-17'

+86 F. cor. 13'
+85 F. cor. 17'
+06 F. cor. 18'

+60 P.P. 27'

+07 E. Hedge 13
+50



+11 cor. House 41'
Hedge 15'

+26-10" Oak 32'

Lawn

+28 Hedge 22'

Northwest Av.

-0403-R.P. 21'

cultivated.

-0448-T.P. 31'

-1406-8" Pop. 10'

-1455-10" Pop. 11'

-1472-P.P. 12'

-1459-T.P. 31'

cultivated.

10

9

8

126 - 6 Road Lt.

7

6

5

4

F. 16'

⑥

+37 P.P. 28'

⊙

Pasture.

F. 17'

+30-F. Cor. 17'

F. 17'

+86 P.P. 28'

⊙

+64-F. Cor. 33'

+82 E. P. 17'

School

Cult.

+96-6' walk-22'

+36-F. Cor. 33'

+69-F. Cor. 17'
F. 3'

Pasture
Stumps

Cultivated

+11-F. Cor. 17'

Pasture

17 +190 Tel. Line King.
+13 L Street (not graded)

16

15

14

+12 Field Ent R-1.

13

12

+21 ϕ 36" X 36' C.M.

11

+93-P.P. 30

cultivate

⊙

cultivate

⑦

Xing

+90-P.P. 23

+84-6" Tw. Oak 22

+50-P.P. 30'

⊙

x x x

+51-F. Lid 21'

← Farm Yard

+91-P.P. 30'

⊙

Meadow

+40-P.P. 28'

⊙

Meadow

+04-P. Cpr 15'

x x x

+90-P.P. 48'

⊙

2nd Creek
F-116'

←

130.58 - 4 Portland Ave,

70

(advent is to be placed here)

19

18

Portland

Ave.

114-Factor 31
F-6"

+826" Pop 6"

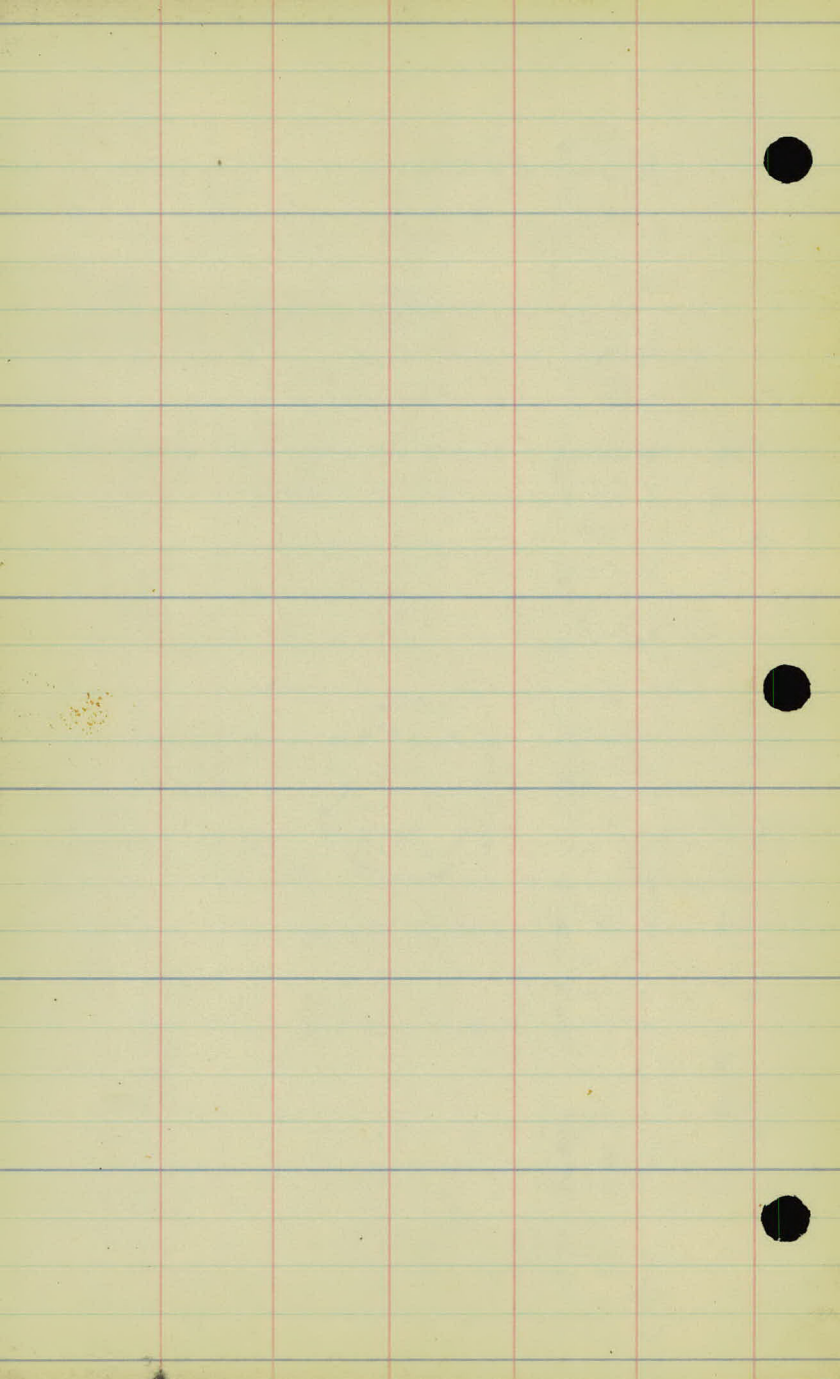
143-PP 31"

Brush.

F-24"

65"





⁷
LEVELS & X-SEC.

Station	+	H.I	-	Elev
B.M.	5.94	205.94 ✓		200.00
-2+00				201.3
-1+40				200.5
-1+00				199.8
-0+45				199.5
0+00				200.6
0+50				200.7
1+00				199.3
1+40				97.5
2+00				95.2
T.R	6.09	202.30 ✓	9.73	196.21 ✓
3+00				92.9
4+00				92.9
5+00				93.8

24.
North

2

24.
South

Northwest Av.
Quarrying Grade

Spike in 12" Oak 30 ft. sta. 0+75

3.9 33	4.7 18	5.2 9	5.1 3	4.6	3.7 6	3.2 16	4.0 27	5.1 33	
						2			
6.5 33	6.8 8	6.4 3	5.4	4.2 5	3.7 14	4.5 26	5.7 31	7.0 33	
7.4 33	7.7 24	8.8 11	7.2 3	4.1	5.2 3	4.6 6	4.2 14	5.3 27	7.3 32
8.8 33	8.8 26	10.4 16	9.7 8	6.4	4.8 6	4.2 17	5.3 31	6.5 33	
9.0 33	9.2 23	8.7 15	6.1 6	5.3	5.0 5	5.0 10	5.0 23	4.6 43	
5.7 33	4.7 20	5.0 3	5.2	5	5.2 12	5.1 23	5.0 33		
5.1 33	7.0 17	6.3 8	6.6	6.8 11	5.4 13	4.8 16	4.5 28	4.5 33	
7.9 33	9.2 21	8.3 9	8.4	8.8 8	5.5 14	5.1 27	4.6 33		
12.4 33	12.2 17	10.9 9	10.7	11.0 10	11.2 24	11.0 33			
8.2 33	8.5 28	9.1 9	9.4	9.6 5	11.2 9	11.5 17	11.7 33		
9.8 33	10.0 23	10.3 12	9.5 9	9.4	9.5 7	10.0 10	10.4 13	9.8 16	9.8 21
8.9 33	9.6 13	8.9 10	8.6	9.0 9	9.7 12	9.0 14	9.0 23	9.0 33	

Northwest Av.

Station	+	H.I	-	Elev	
		202.30 ✓			
5+50				195.1	
6+00				95.0	
+40				97.8	
7+00				97.7	
+50				96.1	
8+00				94.3	
T.P.	1.92	197.05 ✓	2.17	195.13 ✓	
+25				94.3	
9+00				91.5	
+60				89.1	
10+00				86.9	
T.P.	2.69	190.61 ✓	2.13	187.92 ✓	
+40				85.3	
11+00				83.0	

Lt.

Z

Rt

6.9	7.0	7.7	7.2	7.2	7.3	7.7	7.8	7.9
$\frac{6.9}{33}$	$\frac{7.0}{20}$	$\frac{7.7}{11}$	$\frac{7.2}{8}$	$\frac{7.2}{8}$	$\frac{7.3}{6}$	$\frac{7.7}{11}$	$\frac{7.8}{16}$	$\frac{7.9}{33}$

3.9	4.0	5.0	5.4	5.3	5.6	5.2	5.5	6.0
$\frac{3.9}{33}$	$\frac{4.0}{17}$	$\frac{5.0}{8}$	$\frac{5.4}{5}$	$\frac{5.3}{5}$	$\frac{5.6}{7}$	$\frac{5.2}{9}$	$\frac{5.5}{17}$	$\frac{6.0}{33}$

2.6	2.7	4.0	4.0	4.5	4.5	4.2	5.0	5.0
$\frac{2.6}{33}$	$\frac{2.7}{19}$	$\frac{4.0}{11}$	$\frac{4.0}{7}$	$\frac{4.5}{7}$	$\frac{4.5}{6}$	$\frac{4.2}{11}$	$\frac{5.0}{19}$	$\frac{5.0}{33}$

4.1	4.2	5.2	4.9	4.6	4.8	5.5	5.9	6.0
$\frac{4.1}{33}$	$\frac{4.2}{21}$	$\frac{5.2}{15}$	$\frac{4.9}{11}$	$\frac{4.6}{11}$	$\frac{4.8}{6}$	$\frac{5.5}{11}$	$\frac{5.9}{19}$	$\frac{6.0}{33}$

6.4	6.5	7.2	6.1	6.2	6.0	6.7	6.6	6.6
$\frac{6.4}{33}$	$\frac{6.5}{22}$	$\frac{7.2}{20}$	$\frac{6.1}{9}$	$\frac{6.2}{9}$	$\frac{6.0}{5}$	$\frac{6.7}{9}$	$\frac{6.6}{16}$	$\frac{6.6}{20}$

6.8	7.2	8.5	7.9	8.0	8.0	7.8	8.5	8.2
$\frac{6.8}{33}$	$\frac{7.2}{23}$	$\frac{8.5}{17}$	$\frac{7.9}{8}$	$\frac{8.0}{8}$	$\frac{8.0}{8}$	$\frac{7.8}{17}$	$\frac{8.5}{20}$	$\frac{8.2}{33}$

2.1	2.7	3.7	2.9	2.8	2.9	3.0	1.9	2.3
$\frac{2.1}{33}$	$\frac{2.7}{22}$	$\frac{3.7}{19}$	$\frac{2.9}{9}$	$\frac{2.8}{9}$	$\frac{2.9}{7}$	$\frac{3.0}{12}$	$\frac{1.9}{15}$	$\frac{2.3}{19}$

5.3	5.5	6.0	5.7	5.6	5.5	6.0	6.2	6.0
$\frac{5.3}{33}$	$\frac{5.5}{23}$	$\frac{6.0}{21}$	$\frac{5.7}{7}$	$\frac{5.6}{7}$	$\frac{5.5}{15}$	$\frac{6.0}{16}$	$\frac{6.2}{20}$	$\frac{6.0}{33}$

7.5	7.2	7.9	8.1	7.8	8.0	7.9	6.5	6.4
$\frac{7.5}{33}$	$\frac{7.2}{21}$	$\frac{7.9}{20}$	$\frac{8.1}{9}$	$\frac{7.8}{5}$	$\frac{8.0}{5}$	$\frac{7.9}{15}$	$\frac{6.5}{16}$	$\frac{6.4}{21}$

10.7	10.4	10.2	10.0	10.1	10.2	10.2	9.5	9.3
$\frac{10.7}{33}$	$\frac{10.4}{27}$	$\frac{10.2}{17}$	$\frac{10.0}{6}$	$\frac{10.1}{4}$	$\frac{10.2}{4}$	$\frac{10.2}{14}$	$\frac{9.5}{17}$	$\frac{9.3}{27}$

6.4	6.3	6.1	5.5	5.3	5.2	5.7	5.3	5.6
$\frac{6.4}{33}$	$\frac{6.3}{20}$	$\frac{6.1}{14}$	$\frac{5.5}{10}$	$\frac{5.3}{7}$	$\frac{5.2}{11}$	$\frac{5.7}{16}$	$\frac{5.3}{19}$	$\frac{5.6}{33}$

13.2	7.6	7.3	7.3	7.6	7.5	8.6	9.1	8.5
$\frac{13.2}{30}$	$\frac{7.6}{25}$	$\frac{7.3}{18}$	$\frac{7.3}{9}$	$\frac{7.6}{9}$	$\frac{7.5}{7}$	$\frac{8.6}{11}$	$\frac{9.1}{18}$	$\frac{8.5}{22}$

Station	+	H.I.	-	E/ey.
		190.61 ✓		
11+60				182.5
12+00				82.9
12+50				84.3
13+00				85.6
14+00				85.1
+40				84.9
15+00				86.4
T.P.	6.95	196.06 ✓	1.50	189.11 ✓
16+00				89.9
17+00				90.4
+50				90.5
18+00				89.1
+70				87.0

Lt.

Z

Rt.

$\frac{76}{33}$	$\frac{86}{25}$	$\frac{100}{17}$	$\frac{92}{12}$	$\frac{82}{8}$	81	$\frac{81}{6}$	$\frac{82}{11}$	$\frac{90}{17}$	$\frac{91}{22}$	$\frac{91}{33}$
-----------------	-----------------	------------------	-----------------	----------------	----	----------------	-----------------	-----------------	-----------------	-----------------

$\frac{75}{33}$	$\frac{91}{17}$	$\frac{81}{14}$	$\frac{77}{9}$	77	$\frac{79}{6}$	$\frac{89}{13}$	$\frac{76}{29}$	$\frac{76}{33}$
-----------------	-----------------	-----------------	----------------	----	----------------	-----------------	-----------------	-----------------

$\frac{47}{33}$	$\frac{50}{30}$	$\frac{51}{18}$	$\frac{70}{15}$	$\frac{65}{13}$	$\frac{63}{8}$	63	$\frac{65}{5}$	$\frac{72}{12}$	$\frac{66}{14}$	$\frac{74}{33}$
-----------------	-----------------	-----------------	-----------------	-----------------	----------------	----	----------------	-----------------	-----------------	-----------------

$\frac{37}{33}$	$\frac{38}{20}$	$\frac{61}{14}$	$\frac{50}{10}$	50	$\frac{53}{7}$	$\frac{59}{10}$	$\frac{42}{13}$	$\frac{44}{26}$	$\frac{52}{33}$
-----------------	-----------------	-----------------	-----------------	----	----------------	-----------------	-----------------	-----------------	-----------------

$\frac{65}{33}$	$\frac{65}{25}$	$\frac{66}{15}$	$\frac{60}{13}$	$\frac{55}{8}$	55	$\frac{55}{5}$	$\frac{58}{19}$	$\frac{50}{25}$	$\frac{53}{33}$
-----------------	-----------------	-----------------	-----------------	----------------	----	----------------	-----------------	-----------------	-----------------

$\frac{60}{33}$	$\frac{70}{20}$	$\frac{70}{14}$	$\frac{61}{12}$	$\frac{55}{7}$	57	$\frac{57}{7}$	$\frac{69}{15}$	$\frac{63}{21}$	$\frac{52}{33}$
-----------------	-----------------	-----------------	-----------------	----------------	----	----------------	-----------------	-----------------	-----------------

$\frac{44}{33}$	$\frac{41}{27}$	$\frac{38}{17}$	$\frac{44}{16}$	$\frac{43}{7}$	42	$\frac{44}{6}$	$\frac{42}{27}$	$\frac{47}{33}$
-----------------	-----------------	-----------------	-----------------	----------------	----	----------------	-----------------	-----------------

$\frac{56}{33}$	$\frac{52}{25}$	$\frac{48}{22}$	$\frac{50}{18}$	$\frac{58}{16}$	62	$\frac{61}{6}$	$\frac{67}{14}$	$\frac{68}{24}$	$\frac{80}{33}$
-----------------	-----------------	-----------------	-----------------	-----------------	----	----------------	-----------------	-----------------	-----------------

$\frac{36}{33}$	$\frac{44}{19}$	$\frac{53}{16}$	$\frac{53}{8}$	57	$\frac{56}{6}$	$\frac{66}{13}$	$\frac{70}{24}$	$\frac{80}{33}$
-----------------	-----------------	-----------------	----------------	----	----------------	-----------------	-----------------	-----------------

$\frac{48}{33}$	$\frac{44}{19}$	$\frac{55}{14}$	$\frac{56}{8}$	56	$\frac{54}{5}$	$\frac{57}{11}$	$\frac{68}{13}$	$\frac{59}{16}$	$\frac{83}{33}$
-----------------	-----------------	-----------------	----------------	----	----------------	-----------------	-----------------	-----------------	-----------------

$\frac{68}{33}$	$\frac{68}{20}$	$\frac{74}{17}$	$\frac{66}{8}$	70	$\frac{68}{5}$	$\frac{71}{10}$	$\frac{79}{12}$	$\frac{86}{33}$
-----------------	-----------------	-----------------	----------------	----	----------------	-----------------	-----------------	-----------------

$\frac{70}{33}$	$\frac{80}{21}$	$\frac{87}{19}$	$\frac{88}{11}$	91	$\frac{92}{6}$	$\frac{100}{11}$	$\frac{107}{33}$
-----------------	-----------------	-----------------	-----------------	----	----------------	------------------	------------------

Station	+	H.I	-	Elev.
		116.06 ✓		187.2
19+00				88.0
+50				86.3
220+00				88.0
+75				88.0
+30.58				88.0

B.M.	8.95	196.06 ✓	8.95	187.11 ✓
checking				
T.P.	3.42	193.94 ✓	5.54	190.52 ✓
T.P.	10.30	102.69 ✓	1.55	192.39 ✓
T.P.	8.84	102.65 ✓	8.88	193.81 ✓
B.M.			2.70	99.95

Lt. £ Rt.

$\frac{6.3}{33}$ $\frac{8.0}{21}$ $\frac{8.8}{19}$ $\frac{8.9}{11}$ $\frac{8.9}{6}$ $\frac{8.9}{5}$ $\frac{9.1}{5}$ $\frac{10.0}{9}$ $\frac{10.5}{14}$ $\frac{10.6}{33}$

Traveled Way

$\frac{5.4}{33}$ $\frac{5.4}{29}$ $\frac{7.1}{24}$ $\frac{8.0}{21}$ $\frac{7.5}{16}$ $\frac{7.7}{9}$ $\frac{8.1}{11}$ $\frac{9.8}{17}$ $\frac{10.3}{22}$ $\frac{10.8}{33}$ $\frac{10.9}{33}$

$\frac{3.4}{33}$ $\frac{8.2}{26}$ $\frac{8.3}{21}$ $\frac{8.5}{14}$ $\frac{8.5}{7}$ $\frac{9.8}{6}$ $\frac{9.4}{12}$ $\frac{9.4}{16}$ $\frac{6.8}{24}$ $\frac{7.5}{33}$ $\frac{11.6}{33}$

$\frac{8.1}{33}$ $\frac{8.1}{28}$ $\frac{8.0}{13}$ $\frac{8.1}{10}$ $\frac{8.8}{23}$ $\frac{7.1}{53}$

$\frac{7.7}{33}$ $\frac{8.1}{33} = £ \text{ Portland Av.}$

Governing Grade

N.W. Cor. conc. Hd Wall - East Side Portland Av.

(Levels run with transect)

+

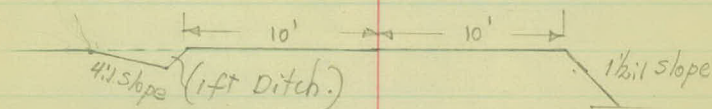
+

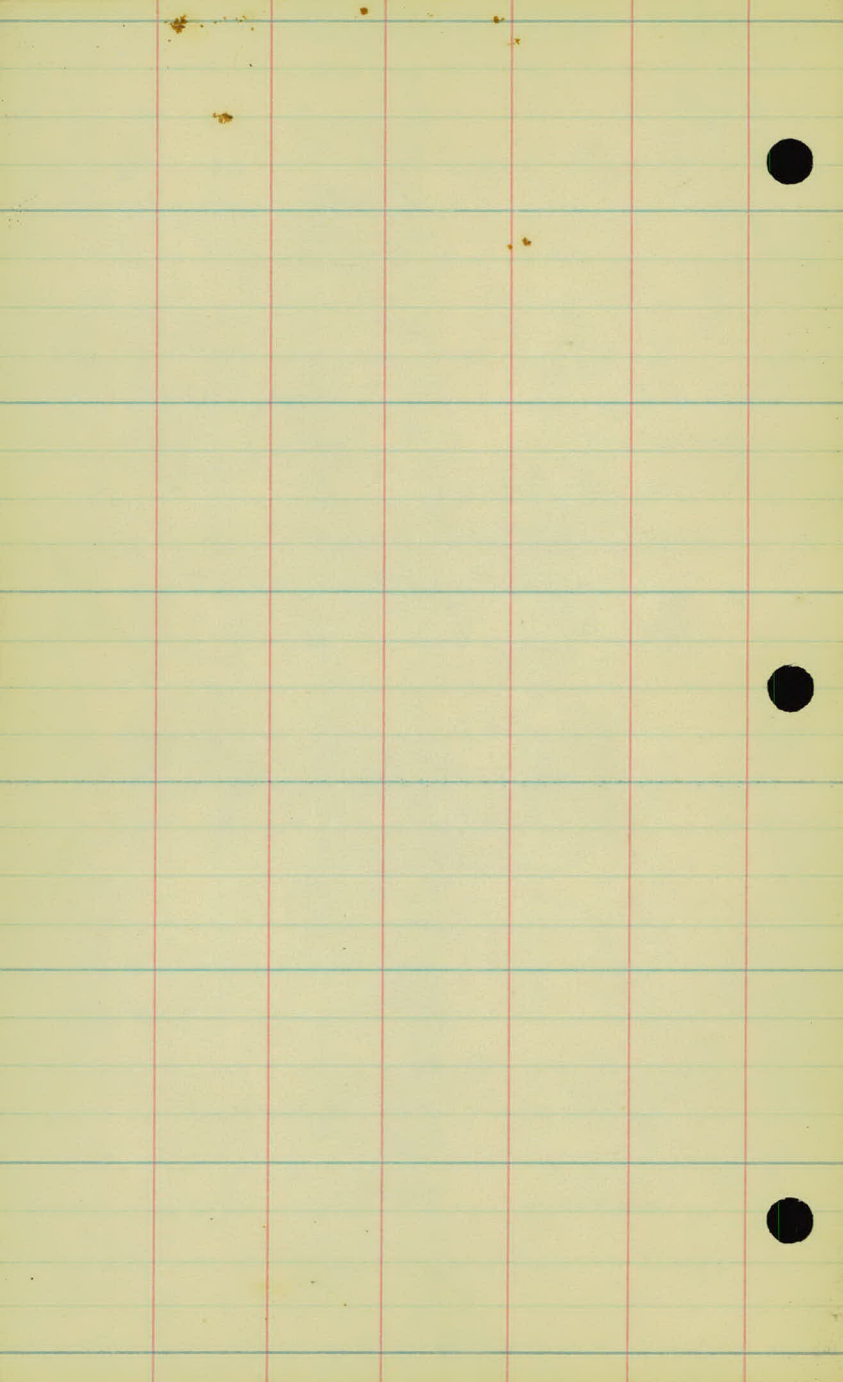
M.I

—

Elev.

Grading Sections Requested.





Established on 2nd St.
White Bear Beach.

Grand

Ave.

12" Pine @ 383 30' Iron Mon.

Alley

8" Pine @ 333 30' Iron Mon.

Hope

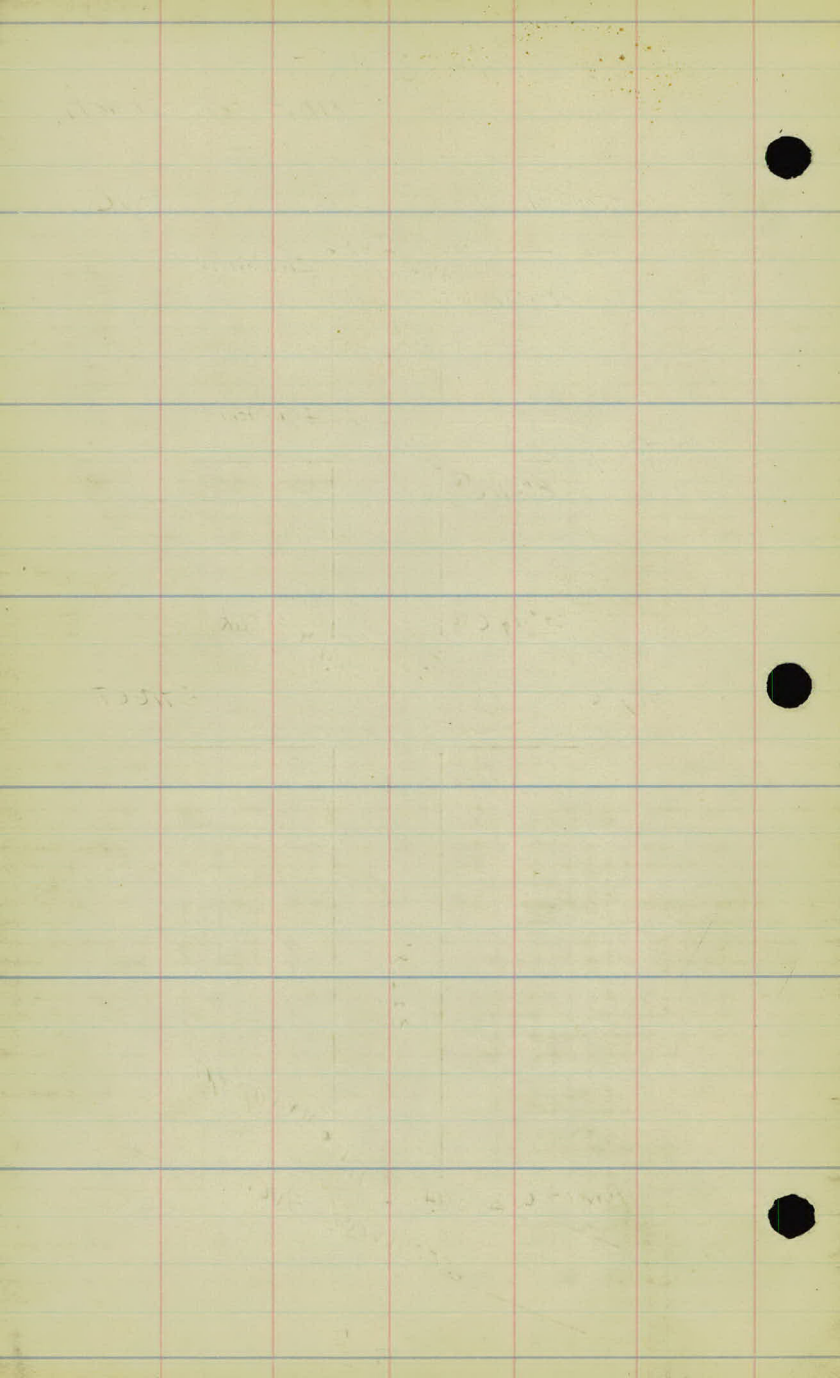
24" Maple @ 423 444 6" Oak
Street

322.8'

Power Pole @ 294 174 P.R. Eng. Sign.

Northwest Ave.

Mont.



For White Bear Town Board

COUNTY OF RAMSEY
OFFICE OF COUNTY ENGINEER
EARTHWORK COMPUTATIONS

Project No.

From

-1 +45

To

16 +00

W. F. BUTH & CO., PRINTERS ST. PAUL

Station	Dist.	Cut or Fill	Planimeter		Actual Area		Cubic Yards		Excess		Actual Sub-totals	
			Cut	Fill	Cut	Fill	Cut	Fill	Cut	Fill	Cut	Fill
-1	+40				00	00						
-1	+00	40			0	53	0	39				
0	+45	55			0	63	0	118				
0		45			6	9	5	60				
	+50	50			45	0	47	8				
1		50			30	0	69	0				
	+40	40			18	8	35	6				
		60			0	31	20	43				
2		100			0	39	0	130				
3		100			0	41	0	148				
4		100			0	17	0	107				
5		50			+25=00	0	5	8				
	+50	50			11	0	26	1				
6		40			108	0	92	1				
	+40	60			95	0	225	0				
		50			60	0	143	0				
	+50	50			28	0	81	0	8+00		748	669
7		25			41	0	32	0				
	+25	75			17	0	81	0				
9		60			2	5	21	6				
	+60	40			0	24	2	21				
10		40			0	34	0	43				
	+40	60			0	43	0	85	10+77		136	122
11		60			0	47	0	100				
	+60	40			0	30	0	57				
12		50			0	10	0	37				
	+50	50			16	1	15	10				
13		100			+50=0	18	15	35				
14		40			0	37	0	41				
	+40	60			1	17	1	60				
15		100			65	+50=00	122	16				
16					0	0						

COUNTY OF RAMSEY
OFFICE OF COUNTY ENGINEER
EARTHWORK COMPUTATIONS

W. F. BUTH & CO., PRINTERS ST. PAUL.

Project No.

From

To

[illegible]

COMPUTED BY M.W.C 8-13-25
CHECKED BY H.R.P.-8-14-25
DATE _____ 192_____

TWIN LAKE ROAD

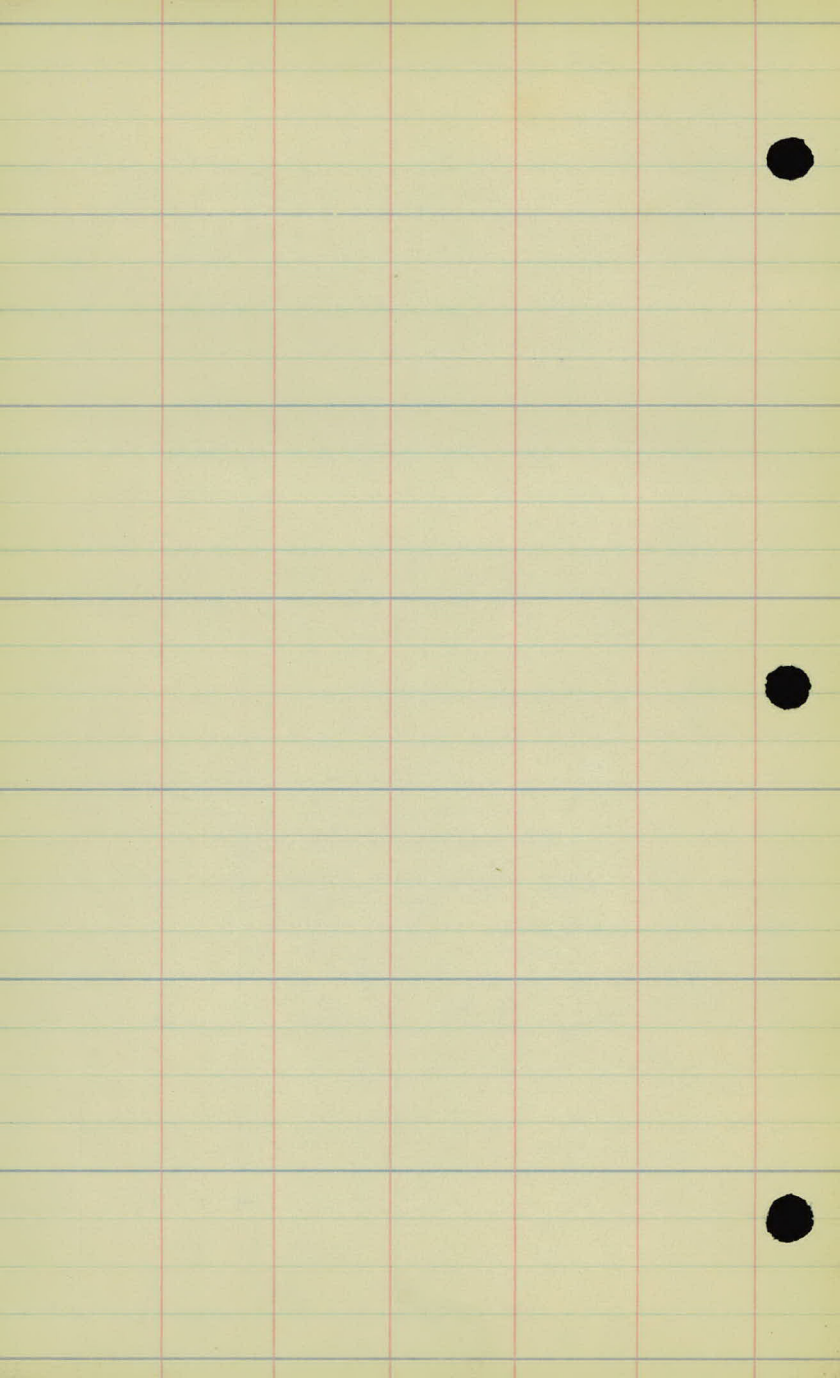
87.8' North of S.W. Cor. Sec. 31, T.30.R.22
thence easterly 1131.5'

For White Bear Twp.
Alignment

Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 8-13-25

File No. 13



ALIGNMENT

Station Point Lt. A Rt. Bear.

11+31.5 End of Road.

6+90.34 ✓	P.T.	1° 44'	2° - C. Lt.
6+50		1° 20'	Δ 3° 28'
6+00		0° 50'	P.I. 6+03.7
5+50		0° 20'	T. 86.7 ✓
5+17.0 ✓	P.C.	0° 00'	L. 173.34 ✓
			R. 2864.93

1473.9 P.O.T.
2 LINE

0+00 Beg of Town Road.

W.H.C.
A.L.D.
H.G.
R.G.

Aug 11, 25

12" Oak @ 42.27

20" Oak @ 47.60

8" Oak @ 51.95
12" Oak @ 49.75

$92^{\circ}33'$

$78^{\circ}10'$

$58^{\circ}8'$

66.0

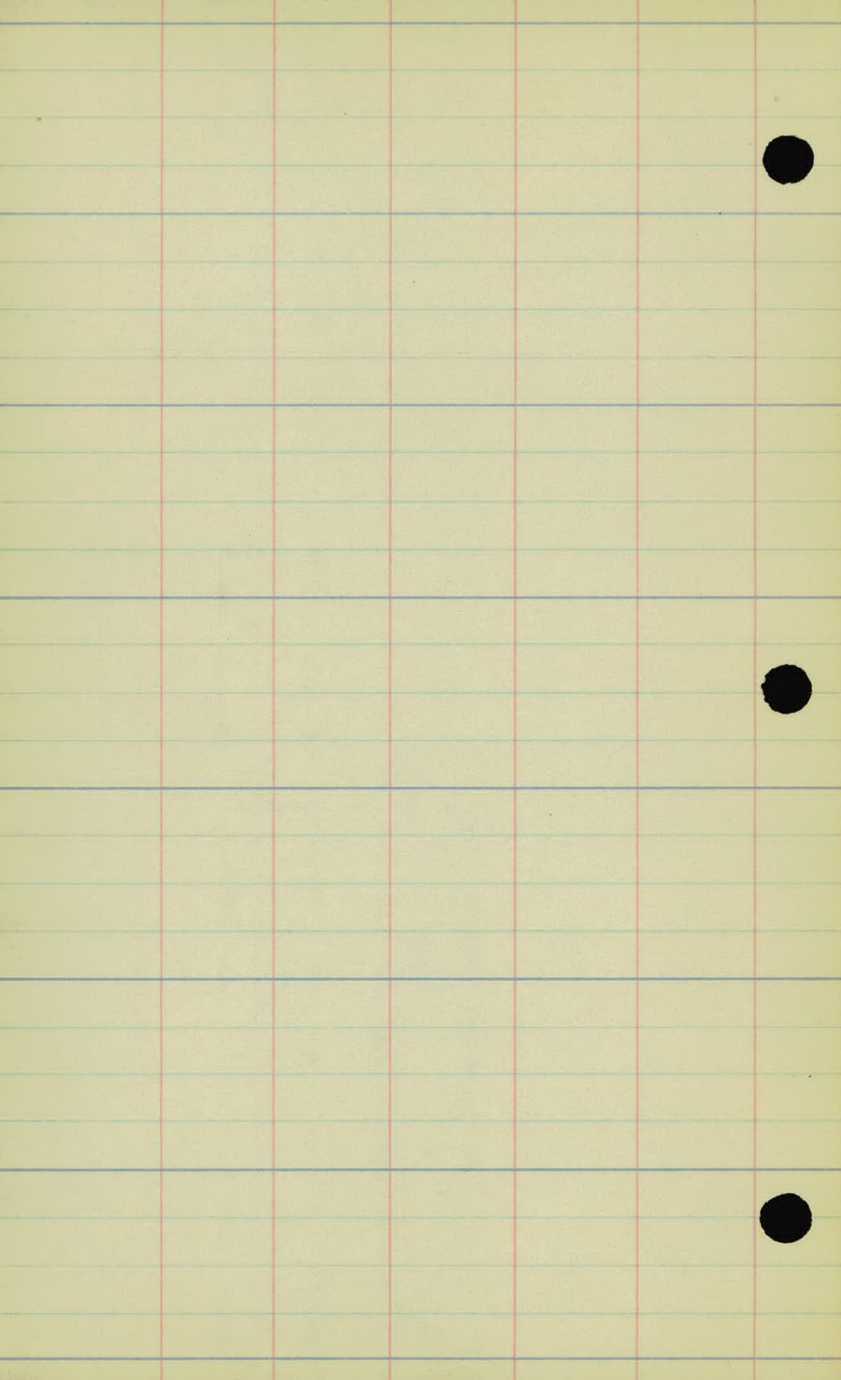
30.3

81.8

TP

SW corner of Twp. R 22
1/2 Sec. 31 Twp. R 22
1/2 Sec. 31 Twp. R 22
1/2 Sec. 31 Twp. R 22

1/2 Sec. 31 Twp. R 22
1/2 Sec. 31 Twp. R 22
1/2 Sec. 31 Twp. R 22



TOPOGRAPHY

station

5+00

4+00

3+00

2+00

+13.9 L LINE

4 - 3"X10"X16 Planks for Xing

1+00

0+00

+21-12" oak 4'
+12-8" oak 6'

Timber

+13-8" oak 13'
+67-16" oak 15'
+40-8" oak 16'
+27-8" oak 12'
+21-12" oak 17'
+15-4" oak 11'
+07-10" oak 15'

+70-10" oak 9'
+58-16" oak 1'

+23-8" oak 13'
+04-8" oak 16'

Timber

+89-10" oak 13'

+33-14" oak 1'

+45-14" oak 13'

+24-F. 12'

+24-F. Line 3'

800
DIVE

+36-T. R. 12'

Timber

+26-F. Line 11'
+24-14" oak 13'

+79-12" oak 10'
+48-8" oak 12'
+44-4" oak 11'

+53-24" oak 4'

Rice St.

0+11 E. Pave.

24" conc. Pav.

W.H.E.
A.L.P.
H.C.
R.O.

Aug 17, 1975

station

11+51.5

11+00

10+00

9+00

8+00

7+00

6+00

+46-F. Line 20'

Road to Forest

+39-F. Line 4'

Water Works

+39-F. Line 10'

Road

+12-F. Line 4'

+12-20" Oak 13'

+83-(3)-10" Oak 12'

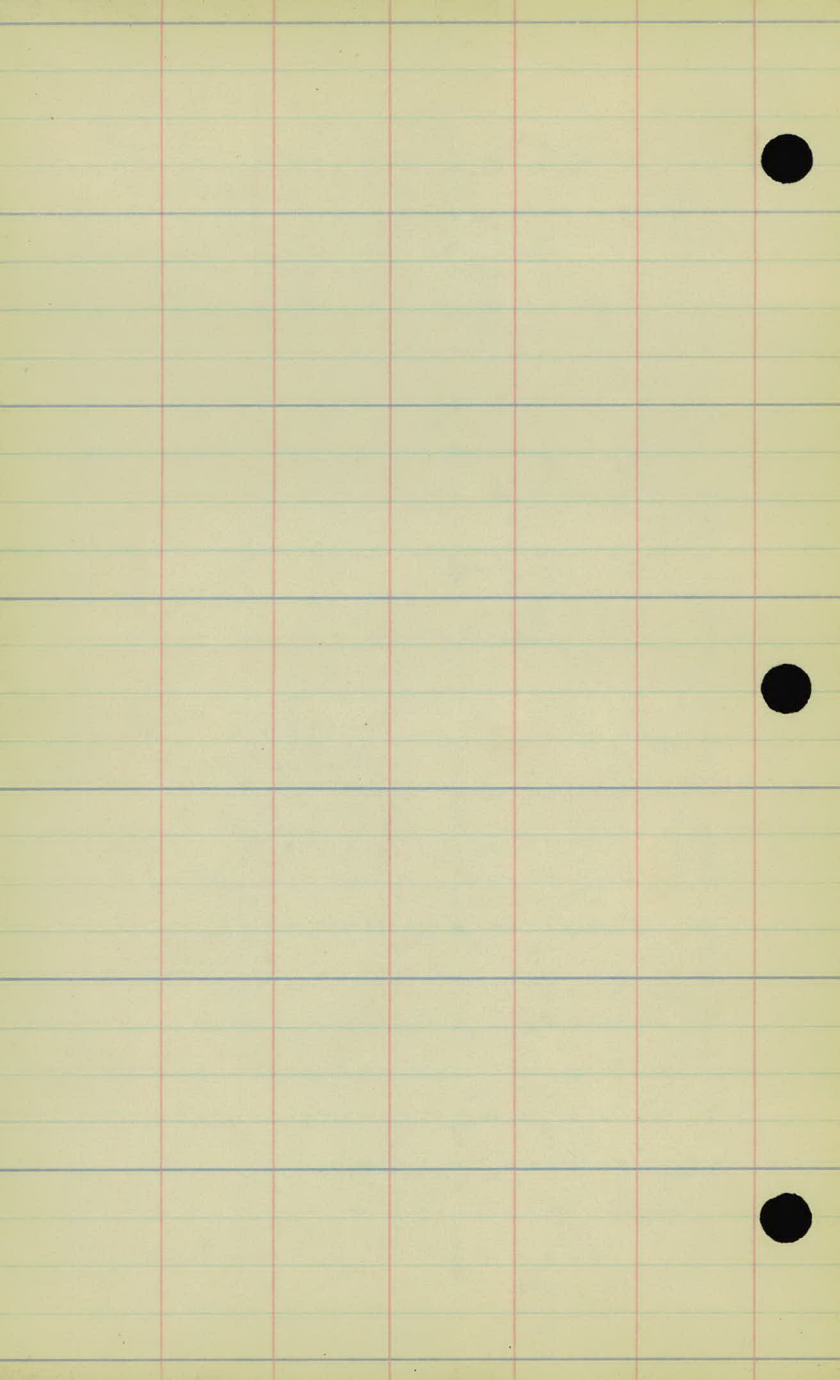
+66-10" Oak 9'

+16-10" Oak 9'

Timber

+29-14" Tw. Oak 12'

+80-10" Tw. Oak 10'



L LEVELS & X-SEC.

Station	+	H.I	-	Elev
B.M.	1.72	201.72		200.00
0+00				200.92
0+11				200.82
0+20				200.2
0+28				196.7
0+60				196.5
1+00				196.7
+30				196.7
+50				198.5
+63				199.7
+74				200.27
T.P.	1.48	201.74 ✓	1.46	200.26 ✓
+85				199.7
2+00				197.3

Lt. North. L. Rt. South. W.H.C.
 R.R. Spike in Arc Lt. Pole. Lt. Sta. - 0+00 A.L.P. Aug 12, 28
 West Side Rice St. H.G.
 R.G.

0.80

0.40

30 Edge Rd

0.90

0.8

1.8

30 33- 54 Hr Recst.

$$\frac{1.7}{30}$$

$$\frac{1.5}{54 Hr. Recst.}$$

$$\frac{5.1}{24}$$

$$\frac{5.4}{33}$$

$$\frac{2.0}{33}$$

$$\frac{2.0}{75}$$

$$\frac{5.0}{33}$$

$$\frac{5.4}{12}$$

$$\frac{3.4}{33}$$

$$\frac{5.8}{33}$$

$$\frac{5.3}{26}$$

$$\frac{5.0}{15}$$

$$\frac{5.2}{33}$$

$$\frac{5.2}{10}$$

$$\frac{5.5}{15}$$

$$\frac{5.0}{33}$$

$$\frac{5.4}{33}$$

$$\frac{5.2}{28}$$

$$\frac{5.1}{10}$$

$$\frac{5.0}{33}$$

$$\frac{5.2}{10}$$

$$\frac{4.8}{22}$$

$$\frac{4.7}{33}$$

$$\frac{6.4}{33}$$

$$\frac{5.0}{27}$$

$$\frac{5.1}{15}$$

$$\frac{4.6}{10}$$

$$\frac{5.0}{33}$$

$$\frac{4.2}{10}$$

$$\frac{5.0}{27}$$

$$\frac{4.9}{33}$$

$$\frac{8.9}{33}$$

$$\frac{8.2}{23}$$

$$\frac{7.1}{18}$$

$$\frac{4.4}{11}$$

$$\frac{3.1}{5}$$

$$\frac{3.2}{33}$$

$$\frac{3.2}{6}$$

$$\frac{3.7}{9}$$

$$\frac{5.6}{15}$$

$$\frac{6.6}{33}$$

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

$$\frac{1.7}{10}$$

$$\frac{2.0}{33}$$

$$\frac{2.4}{15}$$

$$\frac{2.8}{33}$$

$$\frac{1.45}{33}$$

700

$$\frac{1.45}{33}$$

$$\frac{1.55}{33}$$

$$\frac{2.1}{33}$$

$$\frac{2.4}{12}$$

$$\frac{1.6}{7}$$

$$\frac{2.0}{33}$$

$$\frac{1.7}{5}$$

$$\frac{2.6}{19}$$

$$\frac{2.7}{33}$$

$$\frac{6.7}{33}$$

$$\frac{5.5}{16}$$

$$\frac{4.1}{11}$$

$$\frac{3.7}{7}$$

$$\frac{4.4}{33}$$

$$\frac{4.0}{3}$$

$$\frac{4.3}{7}$$

$$\frac{6.3}{15}$$

$$\frac{6.2}{27}$$

$$\frac{7.0}{33}$$

Station	+	H.I	-	Elev.
		201.74		
2+25				195.3.
3+00				193.9.
T.P.	2.49	196.97 ✓	7.26	194.48 ✓
+50				192.6.
4+00				192.3.
+50				191.9.
5+00				191.3.
+50				190.6.
6+00				188.5.
T.P.	2.05	191.10 ✓	7.92	189.05 ✓
+50				186.7.
7+00				184.7.
+50				181.9.
8+00				180.7.
T.P.	2.61	181.84 ✓	9.87	181.23 ✓

Lt

L

R1

6.7	6.6	6.0	6.4	5.9	5.7	6.4	6.5
$\frac{33}{33}$	$\frac{26}{26}$	$\frac{7}{7}$		$\frac{3}{3}$	$\frac{7}{7}$	$\frac{13}{13}$	$\frac{33}{33}$

8.7	8.3	8.2	8.8	8.3	8.3	8.2
$\frac{33}{33}$	$\frac{16}{16}$	$\frac{5}{5}$		$\frac{7}{7}$	$\frac{19}{19}$	$\frac{33}{33}$

Top State Sta. 3700

4.1	4.7	4.6	4.4	4.5	4.6	4.6	4.6
$\frac{33}{33}$	$\frac{23}{23}$	$\frac{13}{13}$		$\frac{4}{4}$	$\frac{13}{13}$	$\frac{28}{28}$	$\frac{33}{33}$

4.9	4.6		4.7	4.3	4.9	4.8
$\frac{33}{33}$	$\frac{13}{13}$			$\frac{10}{10}$	$\frac{24}{24}$	$\frac{33}{33}$

4.7	4.9	5.3	5.1	4.8	4.8	5.0
$\frac{33}{33}$	$\frac{12}{12}$	$\frac{7}{7}$		$\frac{8}{8}$	$\frac{22}{22}$	$\frac{33}{33}$

5.4	5.3	5.2	5.7	6.0	5.1	5.2
$\frac{33}{33}$	$\frac{19}{19}$	$\frac{3}{3}$		$\frac{8}{8}$	$\frac{76}{76}$	$\frac{33}{33}$

6.7	6.2	6.0	6.4	7.1	5.9	5.6	5.8
$\frac{33}{33}$	$\frac{19}{19}$	$\frac{2}{2}$		$\frac{5}{5}$	$\frac{12}{12}$	$\frac{24}{24}$	$\frac{33}{33}$

7.3	7.3	7.0	8.5	9.0	7.1	6.9
$\frac{33}{33}$	$\frac{76}{76}$	$\frac{3}{3}$		$\frac{8}{8}$	$\frac{19}{19}$	$\frac{33}{33}$

2.7	2.8	4.4	4.4	2.9	4.0	4.3
$\frac{33}{33}$	$\frac{9}{9}$	$\frac{5}{5}$		$\frac{6}{6}$	$\frac{18}{18}$	$\frac{33}{33}$

4.7	4.8	5.0	6.7	6.4	5.4	6.4	7.3
$\frac{33}{33}$	$\frac{26}{26}$	$\frac{9}{9}$	$\frac{4}{4}$		$\frac{3}{3}$	$\frac{30}{30}$	$\frac{33}{33}$

6.8	7.0	7.7	7.3	7.6	8.1	8.6	9.0
$\frac{33}{33}$	$\frac{24}{24}$	$\frac{5}{5}$		$\frac{2}{2}$	$\frac{8}{8}$	$\frac{21}{21}$	$\frac{33}{33}$

8.6	9.1	10.0	10.4	11.7	10.9	11.8	12.4
$\frac{33}{33}$	$\frac{19}{19}$	$\frac{1}{1}$		$\frac{6}{6}$	$\frac{11}{11}$	$\frac{25}{25}$	$\frac{33}{33}$

Station	+	H.I.	-	Elev.
		181.84		
8+50				179.0.
9+00				176.8.
+50				172.9.
10+00				167.8.
T.P.	2.46	172.59	11.71	170.13
10+00				167.8
+34				166.0
+65				163.4
11+00				162.0
11+31.5 end Proj.				162.1
12+00				159.3
B.M.	11.10	172.59	11.10	161.49
hooking T.P.	11.21	179.19	4.61	167.98
T.P.	12.76	191.30	0.65	178.54
T.P.	12.00	202.28	1.02	190.28
B.M.			2.79	199.99

02

✓

Lt.

L

Rt.

10

0.8	1.6	2.8	4.6	4.6	3.6	4.5	5.1
30	75		6	11	13	24	33

1.9	3.9	5.0	8.3	6.5	8.8
33	9		8	16	33

3.6	5.5	7.3	8.9	9.8	12.1	11.1	12.7	13.2	19.1	17.7
33	20	8		8	13	17	18	24	28	33

8.4	9.2	11.7	14.0
33	20	8	

4.8	6.3	6.8	6.0	8.5
	7	16	20	33

1.2	4.8	7.9	6.6	7.7	8.3	7.1	10.4	12.8
33	16	5		3	7	9	23	33

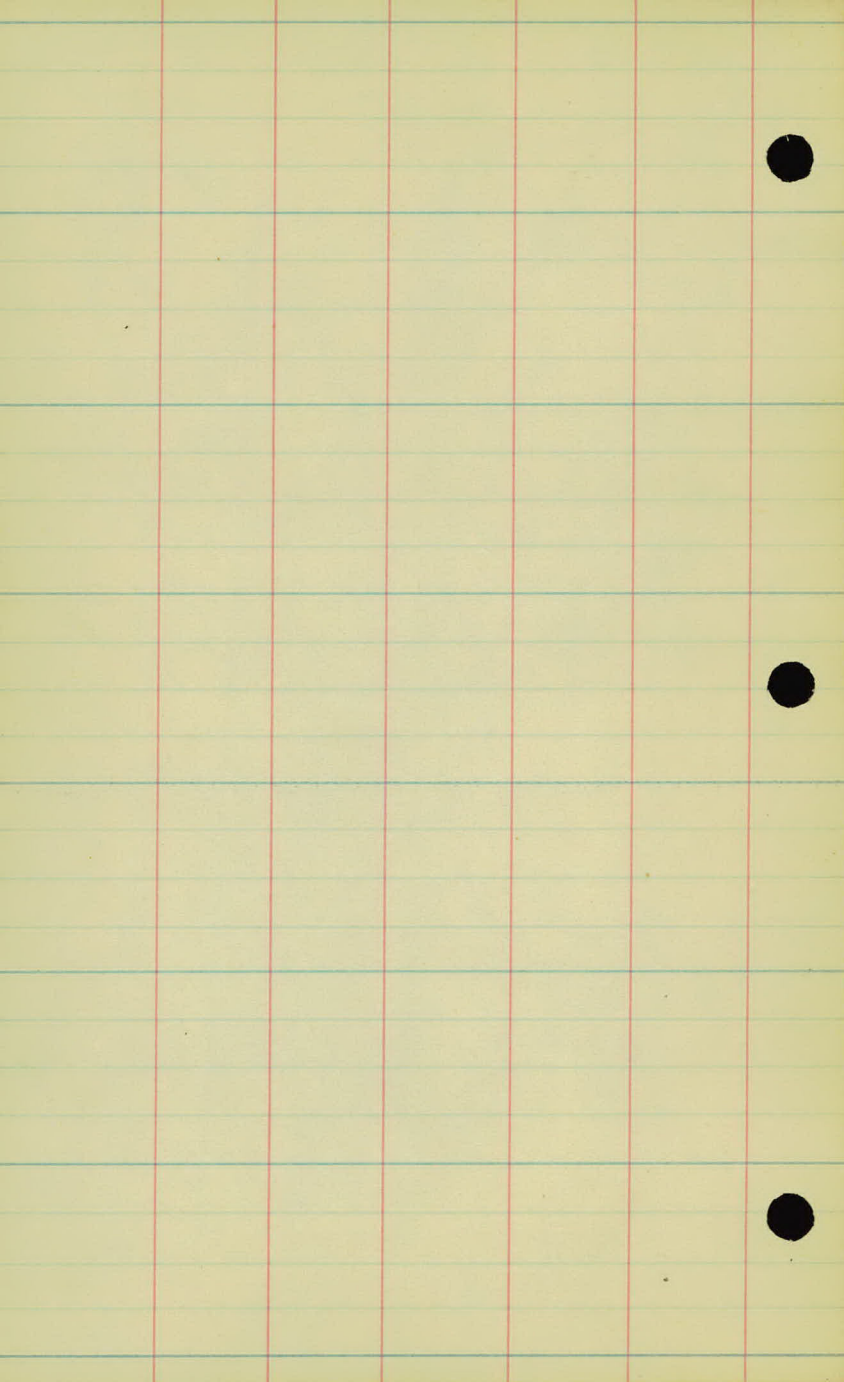
3.5	4.1	6.2	9.3	8.0	9.2	7.8	8.0	14.4	15.3
33	30	19	12	6		3	6	25	33

6.6	8.0	10.6	9.9	10.6	11.1	14.7
33	21	14	7		70	33

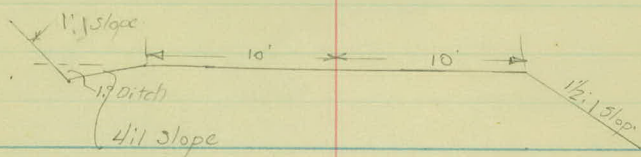
9.5	10.3	11.4	11.4	10.5	10.6	11.4	10.8	11.6
33	22	18	7		3	6	15	33

}	Governing Grade	12.8	12.0	13.3	13.1	13.4
		33	10		6	33

Nail T.P. Rt. Sta 11+0.6



Requested Section

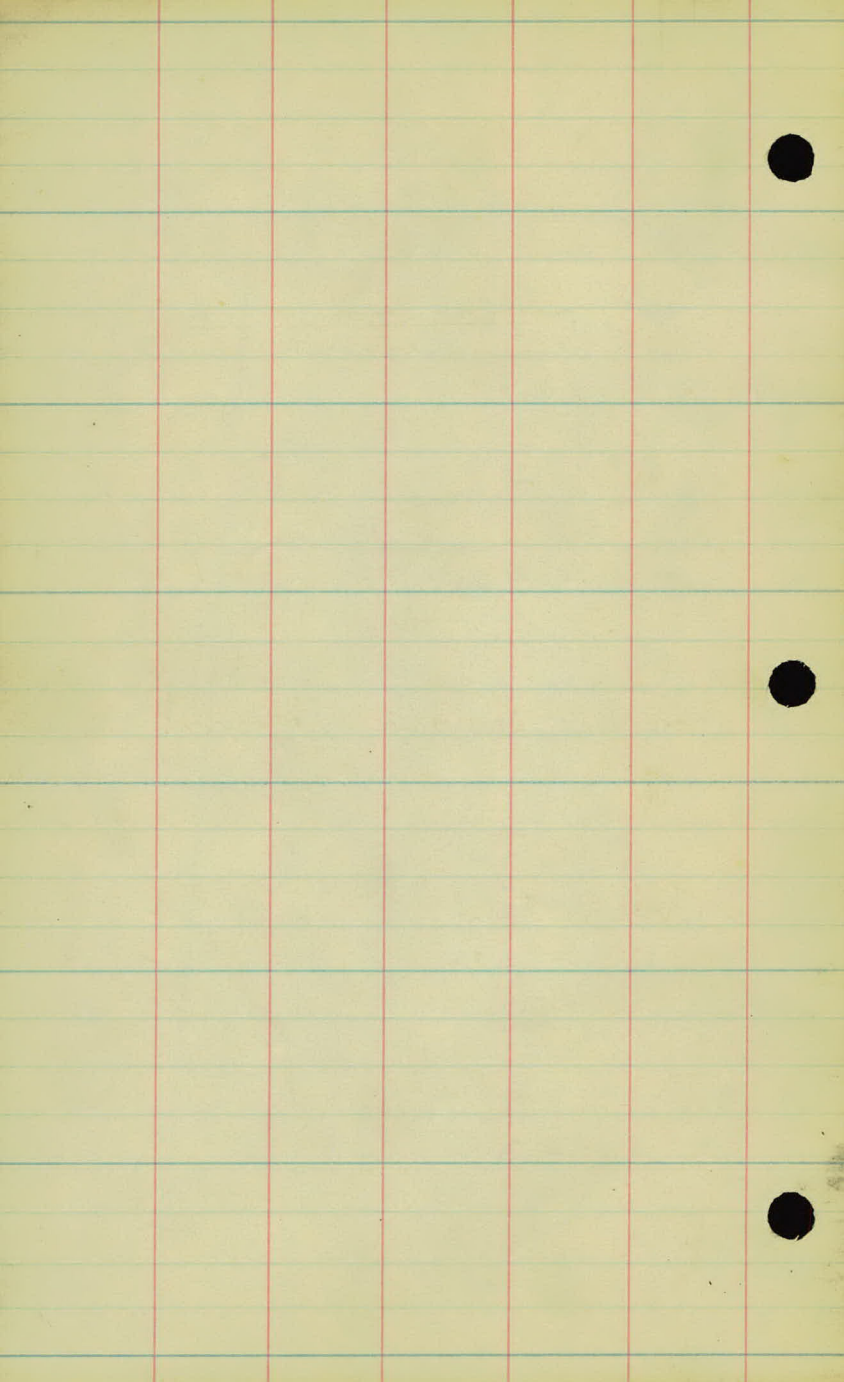


Estimated Quantities

32 - Trees to be removed.

1 - R.R. Co. Tel. Pole.

Make plat for Water Dept record.



Twin Lake Road

Project No.

From *0+00*

To

W. F. BUTH & CO., PRINTERS ST. PAUL

Station	Dist.	Cut or Fill	Planimeter		Actual Area		Cubic-Yards		Excess		Actual Sub-totals	
			Cut	Fill	Cut	Fill	Cut	Fill	Cut	Fill	Cut	Fill
0												
+11	11					0						
+20	9					22		4				
+38	8					110		20				
+60	32					85		116				
1	40					100		137				
+30	30					75		97				
+50	20					56		(52) 49				
+63	13					10		16				
+85	22					5		Tracks				
2	15					62		19				
+25	25					92		71				
3	75					47		193				
+50	50					56		95				
4	-				0	16		67				
+50	-				22	0	20	15				
5	-				56		72					
+50	-				89		134					
6	-				86		162					
+50	-				99		171					
7	-				82		169					
+50	-				70		142					
8	-				62		122					
+50	-				77		48) 815 129		8+18.5		1040	99
9	-				68	3	134	3				
+50	-				40	6	100	8				
10	50				13	39	49	42				
+34	34				4	55	11	59				
+65	31				6	72	6	73				
11	35				0	58	4	84				
+31.5	31.5					23		47				
+71.5	40					0		17				

385 333
1425 1232

1
Twin Lake Road.

Slope stakes as set.

For White Bear Twp.

3-pages

Sta	+	H.I	-	Elev.		
B.M.	1.32	201.32		200.00		
0+20				200.8	0.5	
0+28				200.8	0.5	
0+60				200.3	1.0	
1+00				200.5	0.8	
1+30						
1+50				200.3	1.0	
1+63				200.2	1.1	
1+85						
2+00				199.8	1.5	
2+20				199.3	2.0	
T.P.	0.80	196.93	5.19	196.13		
3+00				196.7	1.2	
4+50				195.0	1.9	
4+60				193.3	3.6-4.6	
4+50				191.6	5.3	6.3
5+00				189.9	7.0	8.0
T.P.	0.86	192.54	5.25	191.68		
5+50				188.2	4.3	5.3
6+00				186.5	6.0	7.0
6+50				184.7	7.8	8.8
7+00				182.9	9.6	10.6
T.P.	0.07	185.34	7.27	185.27		
7+50				181.0	4.3-5.3	
8+00				178.9	6.4	7.4

Slope Stakes.

2

$\frac{0.0}{10}$

$\frac{-0.7}{11.1}$

$\frac{-4.0}{16.0}$

$\frac{-4.1}{16.2}$

$\frac{-4.0}{16.0}$

$\frac{-3.8}{15.9}$

$\frac{-4.0}{16.0}$

$\frac{-3.9}{15.9}$

$\frac{-6.0}{19.0}$

$\frac{-2.1}{16.5}$

$\frac{-4.3}{16.5}$

Set B. Top, 10' $\frac{-0.4}{19.6}$

$\frac{-0.5}{10.9}$

$\frac{-0.6}{10.9} = \text{Set B. Top, 10'}$

11

11

$\frac{-3.6}{15.4}$

$\frac{-3.6}{15.4}$

$\frac{-2.5}{16.0}$

$\frac{-4.0}{16.0}$

$\frac{2.4}{16.5}$

$\frac{-4.0}{16.0}$

$\frac{-3.2}{14.8}$

$\frac{-2.6}{12.9}$

$\frac{-1.0}{11.8}$

$\frac{-3.7}{12.8}$

$\frac{-2.8}{11.0}$

$\frac{-1.0}{11.2}$

$\frac{-3.6}{15.4}$

$\frac{-2.6}{13.9}$

$\frac{-0.8}{11.2}$

$\frac{2.0}{14}$

$\frac{+1.5}{15.5}$

$\frac{+2.8}{16.8}$

$\frac{+0.2}{11.4}$

$\frac{+1.7}{15.7}$

$\frac{+3.0}{17.0}$

$\frac{+3.6}{17.6}$

$\frac{+4.1}{18.1}$

$\frac{+4.7}{18.7}$

$\frac{+6.5}{18.1}$

$\frac{+2.3}{11.8}$

$\frac{+1.8}{12.0}$

$\frac{+1.8}{17.6}$

$\frac{+4.0}{18.0}$

$\frac{+4.4}{18.4}$

$\frac{+3.4}{17.4}$

$\frac{+3.6}{17.6}$

$\frac{+4.0}{18.0}$

$\frac{+3.8}{17.8}$

$\frac{+0.9}{11.9}$

$\frac{+1.9}{16.0}$

$\frac{+2.5}{16.5}$

$\frac{+2.0}{16.0}$

18534

8+50				176.7	8.6-9.4
9+00				174.5	10.8-11.8
T.P.	0.28	176.40	9.22	176.12	
9+50				172.2	1.2 - 5.2
10+00				169.7	6.7 7.7
+34				167.9	8.5
T.P.	2.55	167.77	11.18	165.22	
+65				166.3	1.5
11+00				164.5	3.3
+31.5				162.8	5.0
B.M.			6.26	161.51	

Turn Lake 22.

3

W.H.C.
C.H.S.
A.L.P.
M.G.
P.G.
Aug 1925

+4.4
18.4
+8.2
19.2

12.3

12.3

+2.6
16.6
+1.9
16.9

+5.0
19.0
+3.0
17

+0.7

-2.0

-2.7

-2.0
13.0

-3.7
15.6

-3.5
15.8

- offset 4

-1.0
11.5

-2.6

13.9

-2.4
13.6

-1.6
12.4

-2.9

-2.5

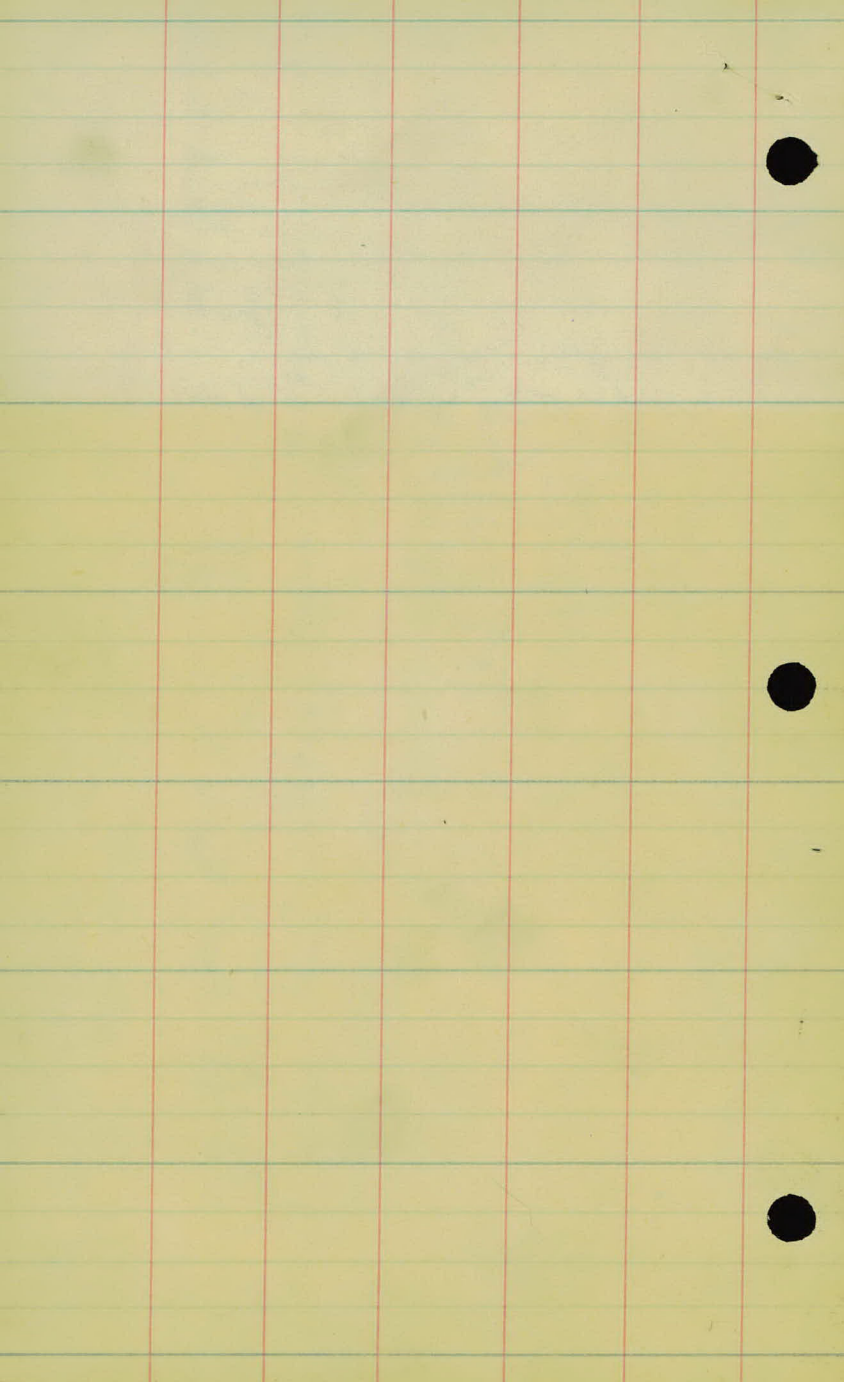
-2.7

-5.7

18.6

-4.2
16.3

-1.3
17.0



ENC.

4096

24

12.08

104.14

66'

33

50.62

50.85

40.58

64.60

101.74

12.50

60

12.0

33

140

149.28
60° 30'

150.46

271.46

146.00

167.74

157.02

170.50

100.6
69° 03'

50

11

50

103.88

134.65

100

100

⑦

150

⑧

50'

150'

40° 04'

160 R

④ 4.40

54.64

100

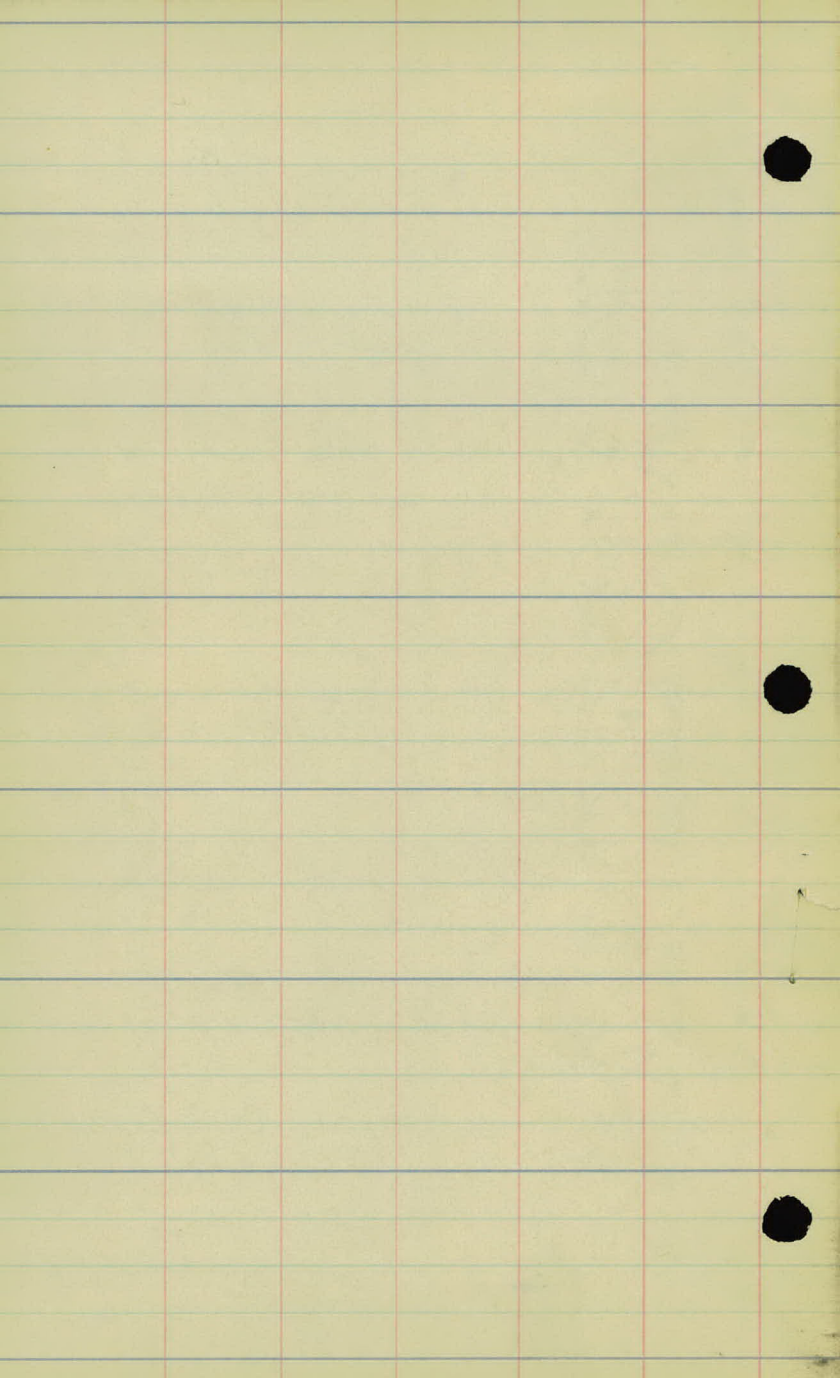
1107

Third Ave.

& Established

W.H.C.
C.W.S.
A.L.B.
M.E.
R.E. Aug 19,
1925

3W. 1/4 Sec. 24 - T. 30. N. R. 22 W.
For White Bear Twp.

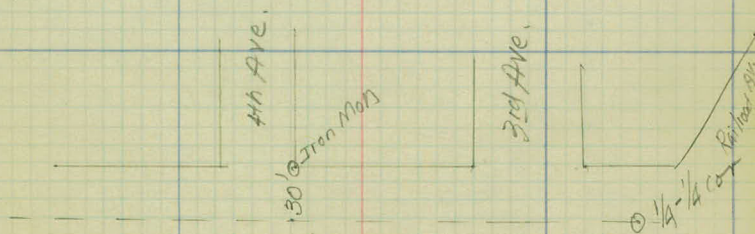


W.H.O.
A.L.P.
H.G.
R.G.
Aug 1925

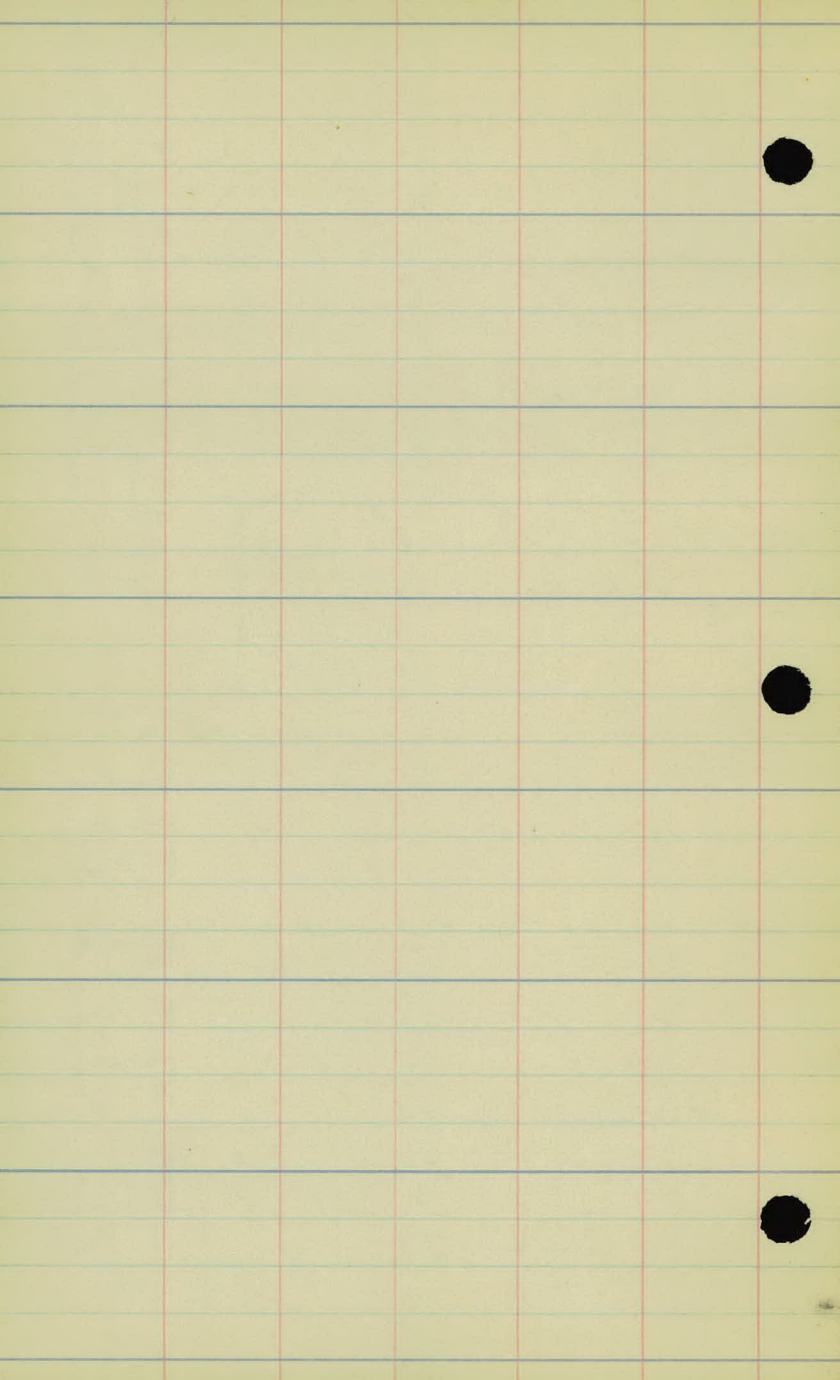
South West Ave.

& Established

N. 1/4 - Sec. 23 - T. 30 N. R. 22 W.



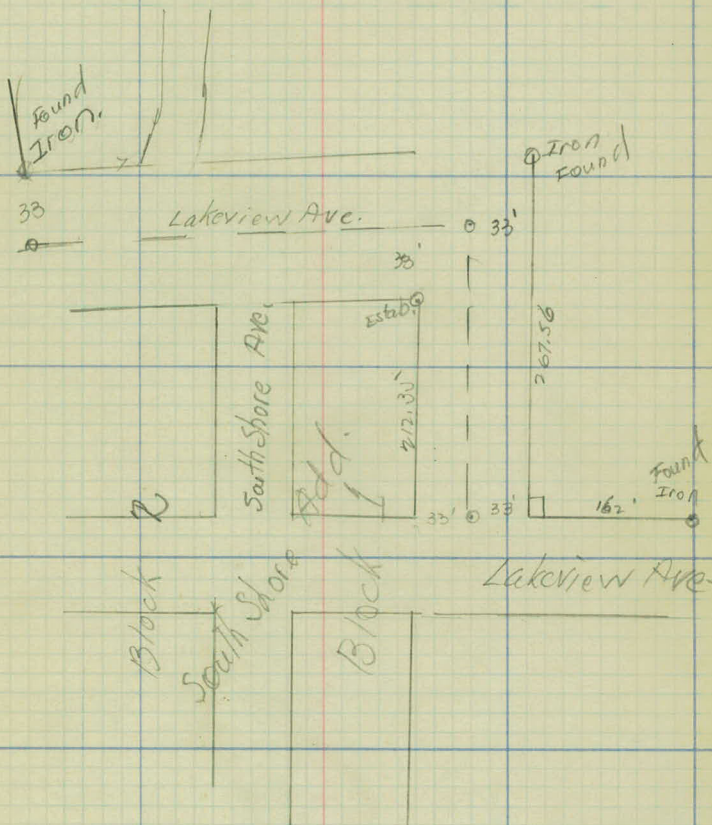
For White Bear Twp.



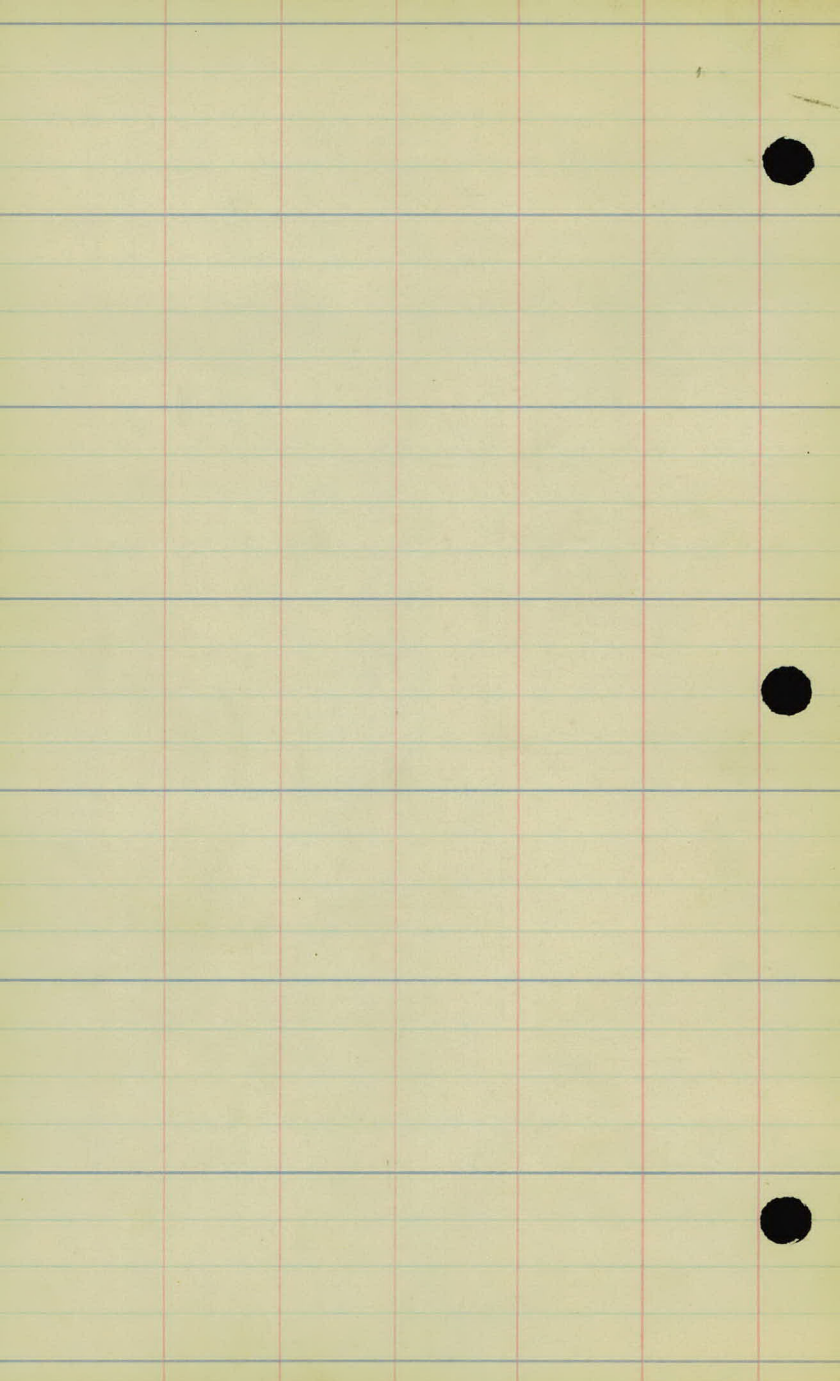
W.H.C.
A.L.P.
H.G.
R.G.
Aug 1925

Lake View Avenue.
& Established.

S.W. 1/4 - Sec. 23 - T. 30 N. R. 32 W.



For White Bear Twp.



1

ASSIGNMENT

Second Ave.
Near Bellaire & White Bear Blvd.

For White Bear Twp

5-pages

Station Point.

5719.5

0+00

W.H.C.
A.L.P.
R.G. Aug 1975
H.E.

T.C. St. R.R.

Iron Mon. $30^{\circ} 30'$



Block 2

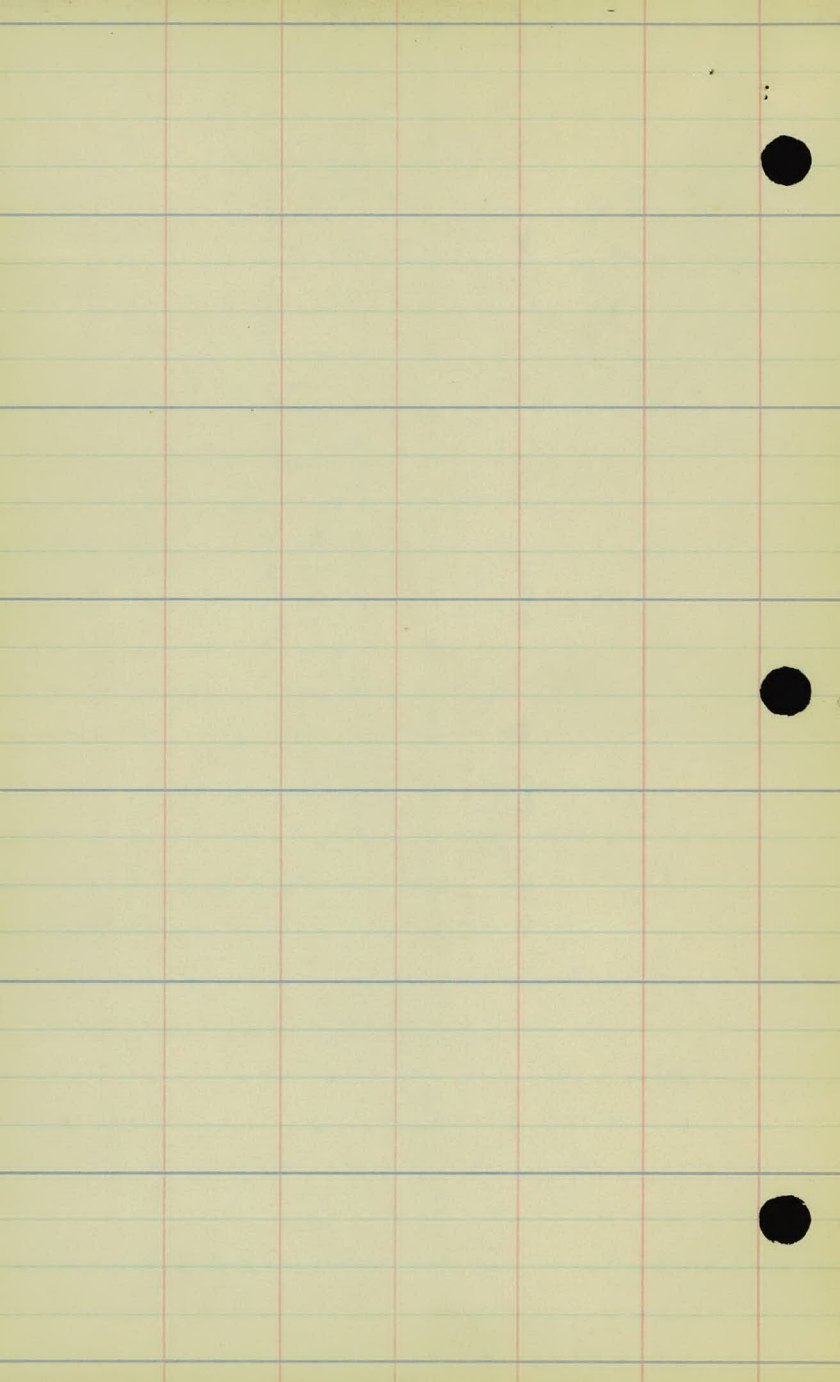
Second Ave.

Block 3

$30^{\circ} 30'$

White Bear

Block



Z LEVELS & X-SAC

Second Ave.

station	+	H.I	-	Elev.
B.M.	10.63	110.63		100.00
0+00			10.9	99.7
1+00			6.8	103.8
+60			4.8	105.8
2+00	X		4.1	106.5
+50			3.5	107.1
3+00			1.6	109.0
T.P.	12.62	121.93	1.32	109.31
3+50			10.5	111.4
4+00			7.6	114.3
4+50			5.1	116.8
5+00			4.7	117.2
+37			6.1	115.8
T.P.	6.05	115.36	12.62	109.31

East = 4.

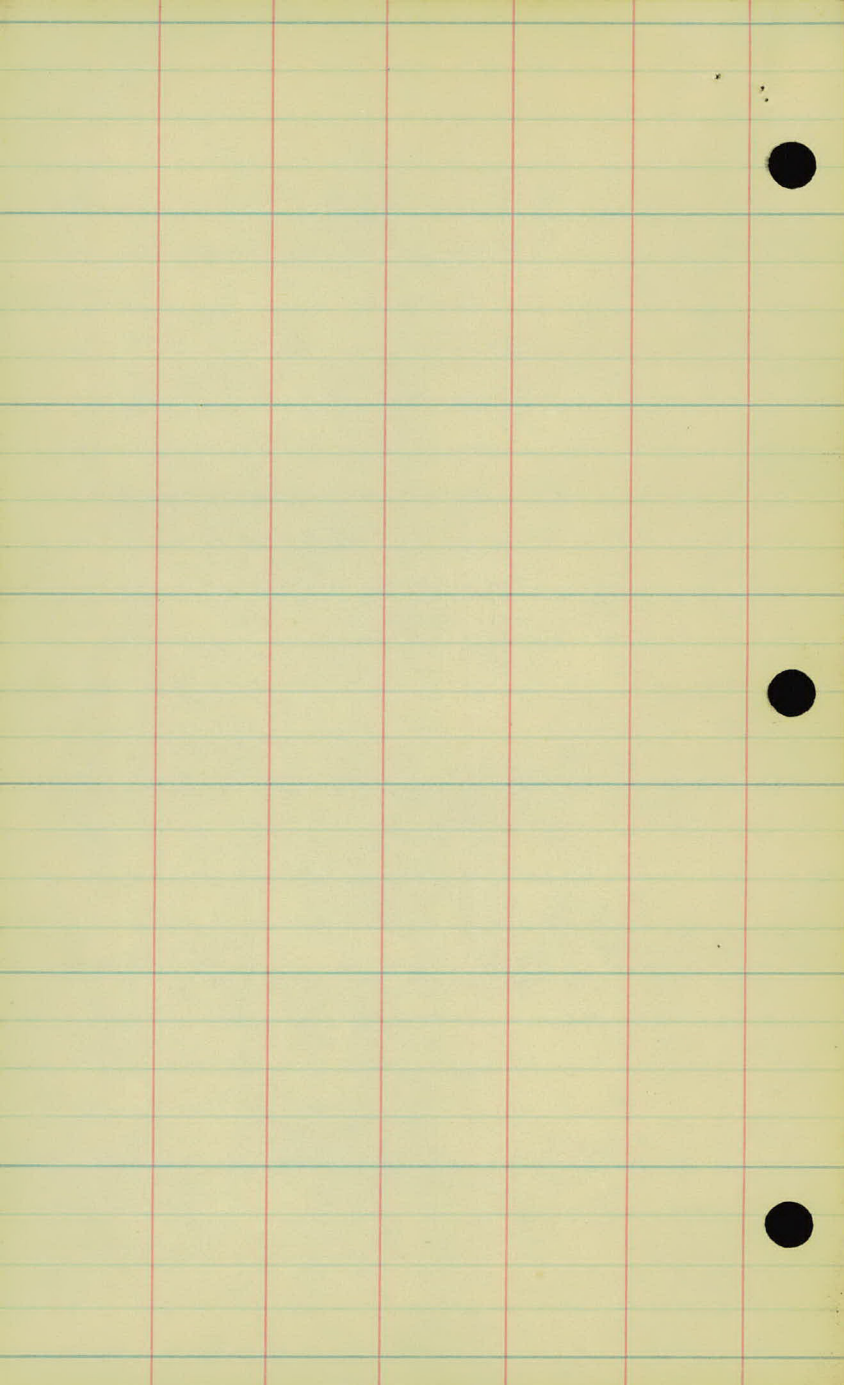
2

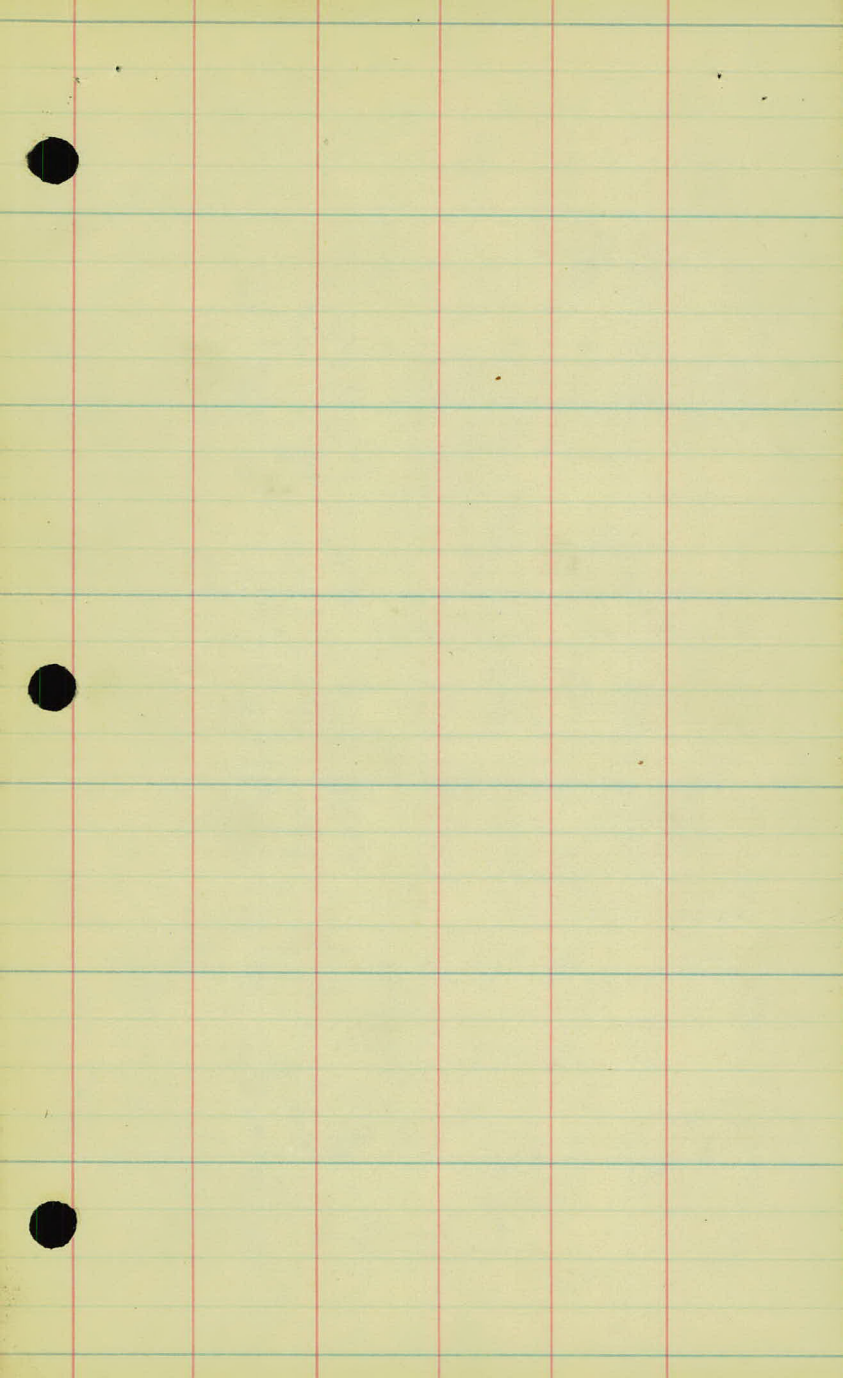
Rt = West

4

R.R. spike in T.R. 27.5 $\frac{1}{2}$. 0+00

2nd avr.





W.H.C.
A.L.P.
R.G.
H.G.
Aug 1975

1+00

2+00

+50

3+00

+50

4+00

+50

5+00

+37

106.5

107.7

109.0

111.0

113.0

115.0

116.0

116.0

105.8

106.5

107.1

109.0

109.0

111.0

113.0

115.0

116.0

116.0

Estab Grade.
2nd Ave

116.4

114.3

116.8

117.2

115.8

W.H.C.
A.L.P.
R.G.
H.G.

Aug 1925

ALIGNMENT

First Avenue.

Near Bellaire & White Bear Blvd.

For White Bear Twp.

6-pages

Station Point Lt. Δ Rt.

6490.9 End.

0 to 0 Beginning

I.C. St. R.R.

Iron Mon 30°

Block 2

First Ave.

Block 2

30°

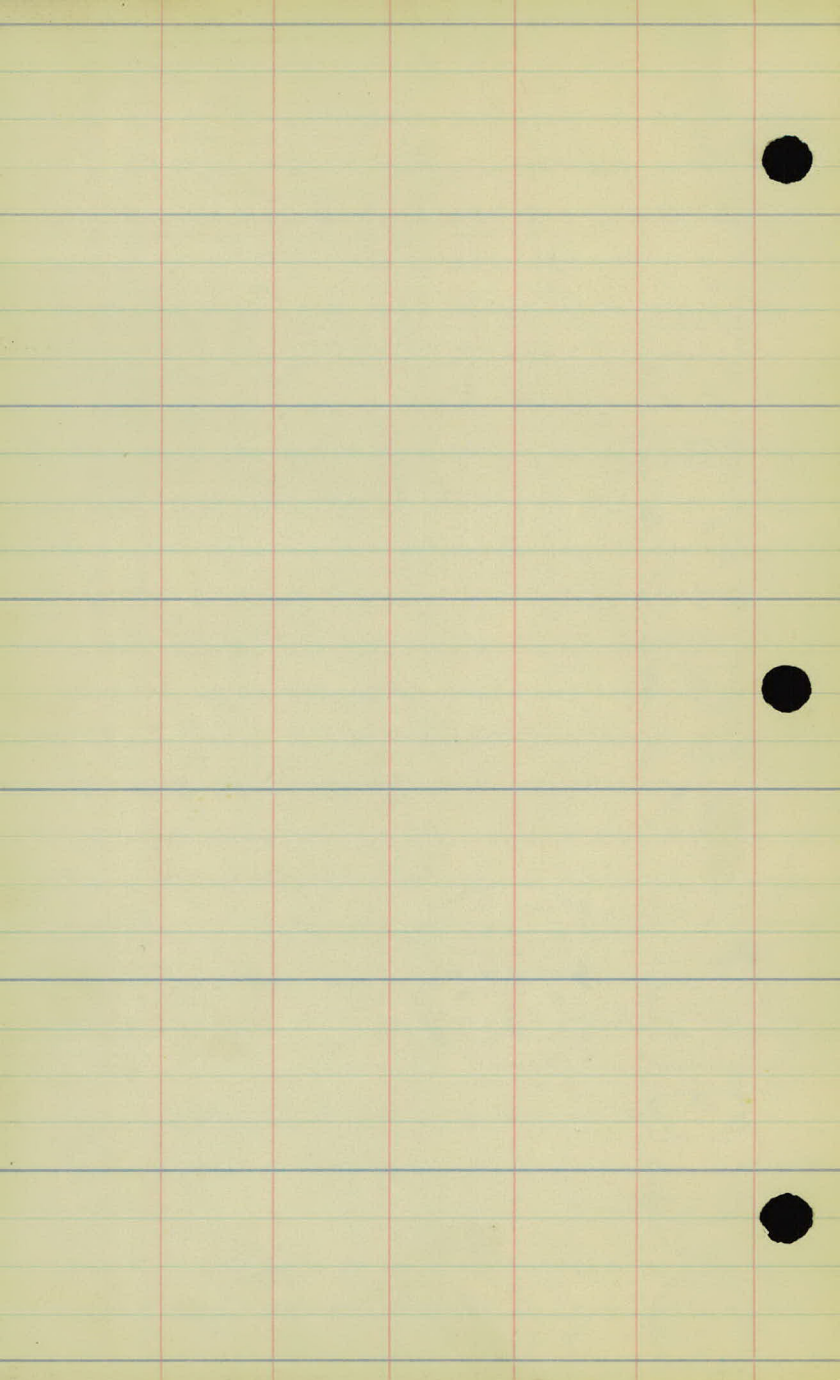
Iron Mon.

56.30

58.39

Iron Mon.

White Bear
& Blvd



C LEVELS & X-SEC.

First Ave

Station	+	H.I	-	Elev.
B.M.	7.80	107.80		100.00
0+00				99.4
0+15				99.5
0+45				100.2
1+00				103.6
+40				106.6
T.P.	11.03	118.26	0.58	107.23
+70				109.1
2+00				111.1
+50				112.3
3+00				113.4
+45				113.9
4+00				114.3
+40				115.7

At. 2 RT
East. West
R.R. in R.D. Rt. Sta 0+46

2 Bhd
8.3 8.3 8.4 8.6
33 27 33

8.2 8.4 8.3 8.2 = 2 Bhd.
33 11 33

5.7 6.3 7.0 7.6 7.6 7.6 8.8 7.2 7.0
30 22 16 15 7 14 22 30

2.5 3.0 4.6 4.2 4.2 5.0 6.3
30 22 14 5 10 30

3.0 0.6 1.7 1.2 0.8 1.2 1.2 2.6 4.1
30 20 9 8 4 4 10 30

6.6 6.9 8.8 7.3 8.9 9.2 9.3 10.4 11.4 11.4 11.0
30 21 15 14 3 5 15 17 25 30

4.3 4.6 8.1 7.2 7.2 8.2 2.4 8.2
30 20 10 2 8 15 30

2.9 2.9 3.4 6.4 6.0 6.0 6.6 6.0 6.5 4.5 4.5
30 24 20 15 2 8 10 15 16 30

2.5 2.8 4.5 5.6 4.9 5.8 4.8 2.6 2.9 2.9
30 19 17 13 9 13 18 27 30

4.6 4.4 4.7 4.6 5.5 4.4 5.3 5.3 3.1 3.4
30 25 24 14 11 11 14 18 30

6.4 5.8 4.7 4.1 4.0 4.5 5.3 5.0 5.5 5.1
30 21 15 9 7 19 22 26 30

3.1 3.2 2.9 2.6 3.1 2.9 2.1 2.1
30 20 8 6 9 12 30

Station	+	H.I	-	Elev.
		118.26		
4+70				117.5
T.P.	13.16	130.60	0.82	117.44
5+00				118.60
+50				121.0
6+00				123.7
+50				125.9
6+90.9	End			126.4
B.M.	3.46	130.60	3.46	127.14
check	0.33	117.83	13.10	117.50
T.P.	2.19	107.91	12.11	105.72
B.M.				7.88

Lt.

2

Rt

Just all 5

$$\frac{9.2}{30}$$

$$\frac{2.2}{17}$$

$$\frac{1.5}{7}$$

0.8

$$\frac{1.5}{8}$$

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

$$\frac{10.4}{30}$$

$$\frac{10.7}{13}$$

$$\frac{11.5}{12}$$

$$\frac{11.8}{9}$$

$$\frac{12.4}{6}$$

12.0

$$\frac{12.6}{9}$$

$$\frac{13.2}{30}$$

$$\frac{7.7}{30}$$

$$\frac{8.3}{11}$$

$$\frac{9.7}{9}$$

$$\frac{10.3}{7}$$

$$\frac{9.6}{1}$$

$$\frac{10.1}{4}$$

$$\frac{11.2}{10}$$

$$\frac{11.2}{20}$$

$$\frac{11.9}{30}$$

$$\frac{6.4}{30}$$

$$\frac{6.4}{28}$$

$$\frac{7.3}{6}$$

6.9

$$\frac{7.1}{6}$$

$$\frac{8.6}{10}$$

$$\frac{9.0}{12}$$

$$\frac{8.5}{18}$$

$$\frac{8.5}{30}$$

$$\frac{4.7}{30}$$

$$\frac{5.1}{25}$$

$$\frac{5.1}{11}$$

$$\frac{4.7}{7}$$

4.7

$$\frac{4.8}{12}$$

$$\frac{4.5}{30}$$

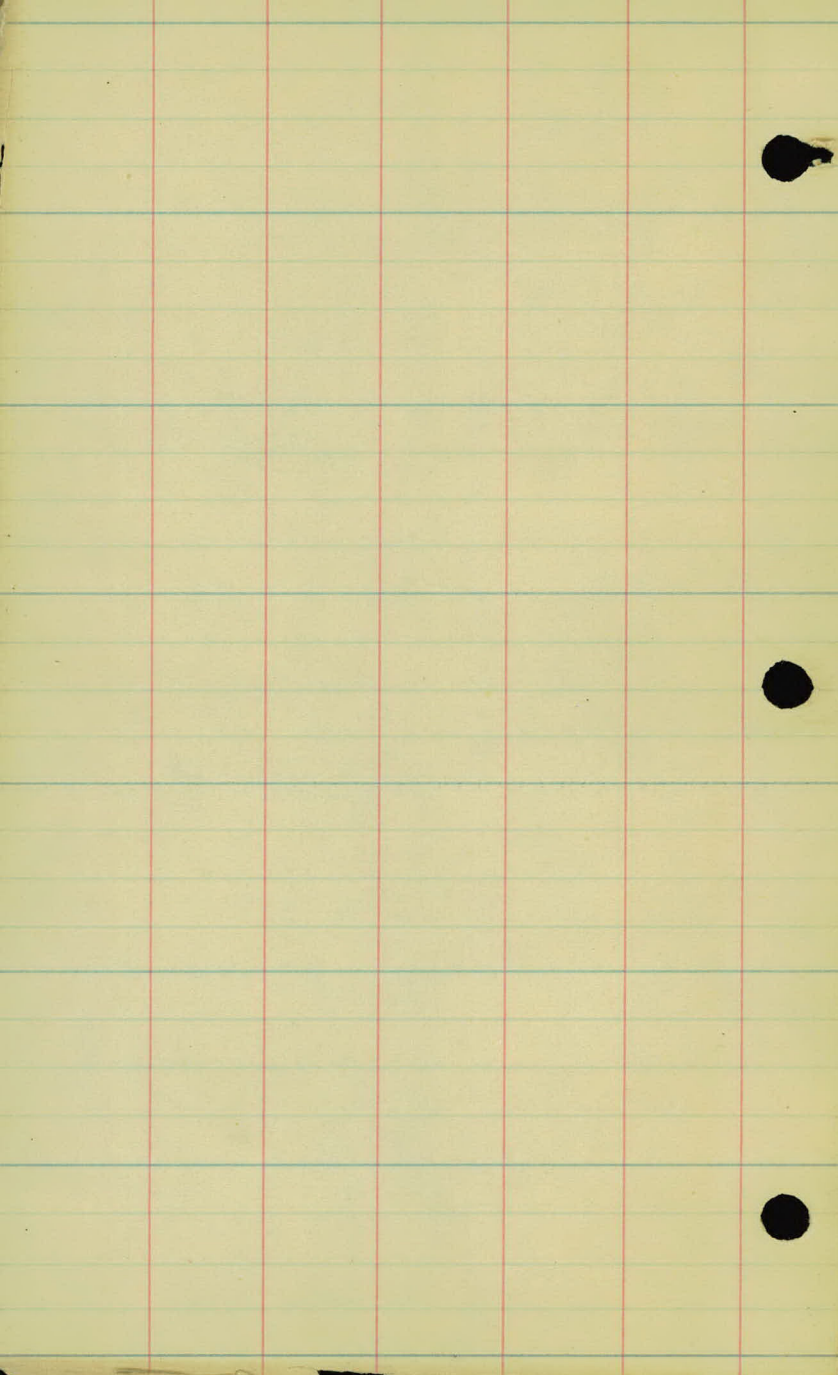
$$\frac{4.0}{30}$$

$$\frac{4.2}{1}$$

$$\frac{4.5}{30}$$

Top. Rail Mon 9' Lt. Sta.

6+90.9



6
W.H.C.
A.L.P.
R.G.
H.G.
Aug 1925

First Ave.

2.6%

Estab. Grade

