

Book #15, Dr. 14

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan Survey

THIRD STREET

From Washington To Cook

Road Acc't. No.

Date Filed 5-11-35

File 14

THIRD STREET.
From Washington to Cook,
TOPOG

+44 E 8' Ent

+11 E 8' Ent.

Rd.
21.6 21.8

+88 E 8' Ent

+75 E 8' Ent.

+64 End 3' C Apron

+01 Hyd
22
+97 Curb

+97 End Good Pavc

+87 CB +92.5 Sw Line

+96 Curb

+79 MH +82 Curbline-1

+90 CB 21.7

+57 MH +72 MH

+87.4 Curbline +50.6 MH

+40 C.B. 1

+46.4 Curb Line

+40.5 C.B. 14.4

24.8

37.2 36.8

25.5

+31-15' Rad Pa.

+31-15' Rad. Point

+31 End C.C. Apron

Rd.
21.9 21.7

+44 Beg 15' Conc. Curb Apron

+89 Ent 20.6 Wide

+16.2 MH
1.1

Rd.
22.0 21.6

+96 Ent 17' Wide

+77 Ent 17' Wide

+03 Ent 10' Wide

+97 End Fill Sta Drive
+41 Beg Fill Sta Drive

+76.5 End Conc Apron

+38 Hyd
22 +28-6 Rad Point

+69 E Ent - 13' Wide

27.8

+34 MH

+26 SW Dr

+22.5 End Good Pavc

Rd.
21.6 21.6

+23 MH Edge Conc Curb Apron
23.7 19.1

+69 End 3.0 L. Apron

+97 Beg 3.0 Conc. C. Apron

±

+57-15' Rad Pt.

+42 CB End Curb

+24 MH.

0.3

+06 CB

30

+32 Beg Good Rave

+06 Curb End

32.7

28.5

+04 CB

+00 Rad Pt - 5'

25.7

26.8

+97 Swy Line

+57-15' R. Pt

+42 CB End Curb

35

38

+26 ± 12' Ent

+09 ± 9' Ent

Rd
211 22.0

THIRD STREET.

From Washington to Cook.

Sta	+	π	-	Elev
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BM	5.19	938.48		933.29
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0	6.84	940.12	5.20	933.28
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0	5.90	944.00	2.02	938.10
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BM	5.25	943.70	5.55	938.45
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B.M.	5.32	938.1	4.99	938.71
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B.M.			2.40	
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0+00 & Washington

+23 End Old Pavement

+50

0 + 25 ^{Ent}
5.5 Conc XHK

U.S.G.S. in St. Marys Church Yard.

Set SpK in 24" Oak 27' Rt. Sta. 1 + 30 Division St.

U.S.G.S. Across from Kohlers

Top Hyd 3rd + Washington

$\frac{4.9}{100} \frac{4.7}{50}$ 4.50 $\frac{4.8}{12} \frac{5.3}{21.4} \frac{6.66}{4.78}$

$\frac{5.57}{50} \frac{5.45}{25} \frac{4.8}{12}$ 4.60 $\frac{5.0}{14} \frac{5.35}{21.7} \frac{4.90}{21.7}$

M.H.
4.62

$\frac{5.15}{26}$ $\frac{5.55}{21.6} \frac{5.1}{11}$ 4.7 $\frac{5.1}{16} \frac{5.5}{21.7} \frac{4.93}{21.7}$

$\frac{5.95}{21.7} \frac{6.0}{24.7} \frac{5.4}{10}$ 4.95 $\frac{5.1}{9} \frac{5.9}{14} \frac{5.9}{20.5} \frac{5.32}{23}$

1+50

2

+50

3

+79

Beq Good Pole

0

2.20

3.51

+35

W Prop Line Banning

+48

Gutter line

+66

E Banning

$$\begin{array}{r} \text{Curb} \\ 5.7 \quad 6.5 \quad 5.8 \\ 21.8 \quad 21.6 \quad 14 \end{array} \quad 5.5 \quad \begin{array}{r} 5.8 \quad 6.4 \quad 5.75 \\ 13 \quad 21.7 \quad 21.7 \end{array}$$

$$\begin{array}{r} \text{Ent} \quad \text{out} \\ 6.20 \quad 5.8 \quad 6.2 \\ 23 \quad 21.0 \quad 13 \end{array} \quad 5.7 \quad \begin{array}{r} 5.7 \quad 6.5 \\ 12 \quad 19.7-21.6 \end{array} \quad \begin{array}{r} \text{Curb} \\ 6.02 \\ 21.6 \end{array}$$

M.H. 5.65

$$\begin{array}{r} \text{Curb} \\ 6.35 \quad 7.0 \quad 6.2 \\ 21.7 \quad 21.7 \quad 11 \end{array} \quad 5.9 \quad \begin{array}{r} 6.2 \quad 6.8 \quad 6.30 \\ 11 \quad 22 \quad \text{Curb} \end{array}$$

$$\begin{array}{r} 6.6 \quad 7.2 \quad 6.3 \\ 21.9 \quad 21.9 \quad 11 \end{array} \quad 6.0 \quad \begin{array}{r} 6.7 \quad 7.0 \quad \text{Curb} \\ 11.6 \quad 21.7 \quad 6.45 \end{array}$$

$$\begin{array}{r} 6.7 \quad 7.3 \quad 6.3 \\ 21.6 \quad 21.6 \quad 11 \end{array} \quad 6.1 \quad \begin{array}{r} 6.5 \quad 7.1 \quad 7.2 \\ 13 \quad 18 \quad 21.8 \end{array} \quad \begin{array}{r} \text{Curb} \\ 6.6 \\ 21.8 \end{array}$$

Top Hyd Banning & 3rd

$$\begin{array}{r} 5.35 \quad 6.1 \quad 5.4 \\ 22 \quad 22 \quad 14 \end{array} \quad 4.9 \quad \begin{array}{r} 5.5 \quad 6.0 \quad 5.25 \\ 15 \quad 22 \quad 22 \end{array}$$

FL. Inl. 6.29

FL. Inl. 6.25

$$\begin{array}{r} \text{Gutter} \\ 6.1 \quad 6.1 \quad 5.6 \\ 50 \quad 32 \quad 17 \end{array} \quad 5.3 \quad \begin{array}{r} \text{Gutter} \\ 5.4 \quad 5.8 \quad 5.8 \\ 18 \quad 38 \quad 40 \end{array}$$

M.H. 5.32

$$\begin{array}{r} 5.7 \quad 5.7 \\ 75 \quad 50 \end{array} \quad 5.20 \quad \begin{array}{r} 5.30 \\ 36 \end{array}$$

M.H.
+72 5.30

+79 M.H.
5.50

3 + 82 Gutter Line Lt.

- +97 End Good Pavement

4 + 50

5

+50

6

+50

+97 W Prop Line Cook

$$\frac{6.1}{50} \quad \frac{6.1}{34} \quad \frac{5.6}{16} \quad 5.38 \quad \frac{5.4}{15} \quad \frac{5.6}{32}$$

F.L. In | 6.65

F.L. In | 5.95

$$\frac{5.12}{21.7} \quad \frac{6.4}{21.7} \quad \frac{5.6}{12} \quad 5.20 \quad \frac{5.2}{10} \quad \frac{5.7}{21.7} \quad \overset{\text{Curb}}{\frac{4.90}{21.7}}$$

$$\overset{\text{Curb}}{\frac{5.75}{21.6}} \quad \frac{6.2}{21.6} \quad \frac{5.5}{9} \quad 5.1 \quad \frac{5.3}{12} \quad \frac{5.6}{21.7} \quad \frac{4.95}{21.7}$$

$$\overset{\text{Curb}}{\frac{5.70}{21.3}} \quad \frac{6.2}{21.3} \quad \frac{5.4}{10} \quad 5.05 \quad \frac{5.3}{12} \quad \frac{5.8}{21.7} \quad \frac{5.13}{21.7}$$

$$\overset{\text{Ent}}{\frac{5.62}{23.0}} \quad \frac{6.2}{21.2} \quad \frac{5.5}{10} \quad 5.0 \quad \frac{5.3}{12} \quad \overset{\text{Curb}}{\frac{5.9-5.23}{21.7}}$$

$$\frac{5.53}{20.9} \quad \frac{6.4}{20.9} \quad \frac{5.6}{13} \quad 5.05 \quad \frac{5.5}{12} \quad \overset{\text{Curb}}{\frac{6.0}{22}} \quad \frac{5.28}{22}$$

$$\overset{\text{Curb}}{540} - \frac{6.0}{20.6} \quad \frac{5.5}{12} \quad 4.95 \quad \frac{5.4}{13.5} \quad \overset{\text{Curb}}{6.0-5.30} \quad \frac{5.30}{22}$$

$$\frac{5.35-6.0}{20.8} \quad \frac{5.3}{12} \quad 4.9 \quad \frac{5.4}{11} \quad \frac{6.2-5.35}{22}$$

7+07 Gutter Line

+24 E Cook

+31 Beg 1934 Black Top Pave

+41 Gutter Line

BM 2.20

+51 E Prop Cook

8

+50

9

+

E Hwy #1

$$\text{FL. Int. } 6.28 \quad \frac{6.2}{50} \quad \frac{6.0}{26} \quad \frac{5.2}{11} \quad 4.9 \quad \frac{5.5}{13} \quad \frac{6.2}{22} \quad \frac{6.0}{50} \quad \text{FL. Int. } 6.30$$

$$+24 \text{ MH.}$$

$$4.77$$

$$\frac{5.3}{75} \quad \frac{5.2}{50} \quad \frac{5.2}{28} \quad \frac{5.2}{13} \quad 4.77 \quad \frac{5.1}{9} \quad \frac{5.3}{30} \quad \frac{5.3}{50} \quad \frac{5.4}{80}$$

$$\frac{5.40}{18} \quad 5.09 \quad \frac{5.43}{17} \quad 5$$

$$\text{FL. Int. } 6.43 \quad \frac{6.1}{50} \quad \frac{6.35}{31} \quad \frac{5.45}{12} \quad 5.20 \quad \frac{5.48}{13} \quad \frac{6.35}{30} \quad \frac{6.35}{50} \quad \text{FL. Int. } 6.43$$

$$\frac{5.47}{19.2} \quad \frac{6.0}{19.2} \quad \frac{5.6}{11} \quad 5.33 \quad \frac{5.6}{12} \quad \frac{6.1 - 5.53}{19.6}$$

$$\frac{5.25 - 5.4}{18.0} \quad \frac{5.5}{11} \quad 5.35 \quad \frac{5.5}{9} \quad \overset{\text{Conv}}{\frac{5.9 - 5.25}{18.2}}$$

$$4.93$$

$$4.59$$

$$4.20$$

$$4.15$$

