

Bk 38

Dr. 14

OFFICE OF COUNTY ENGINEER  
RAMSEY CO. MINN.

..... Plan ..... Survey

..... Eight Str. ....

From White Bear Ave To Long Ave. ....

Road Acc't. No. ....

Date Filed. 6-11-41

File. ....

PLAN SURVEY

EIGHTH ST.

White Bear Ave. to Long Ave.

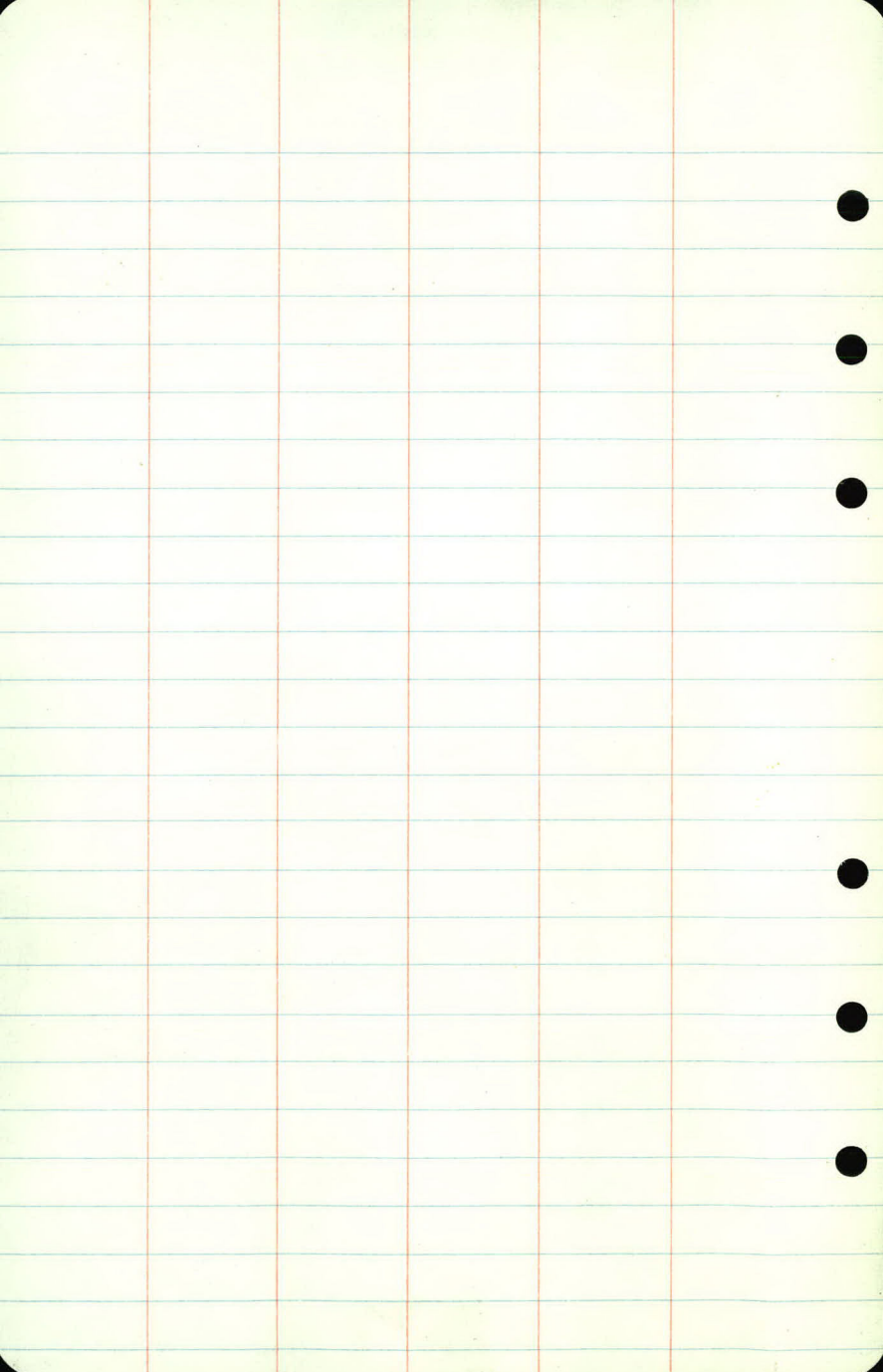
INDEX.

Align - 1-2

Topog. 3-5

Xsections 6-10

2 days



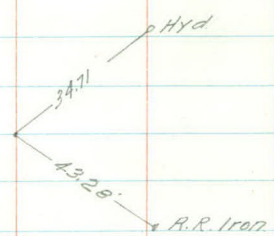
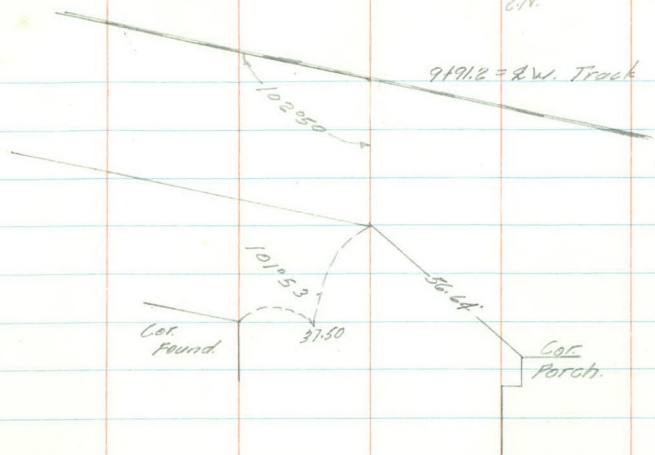
1

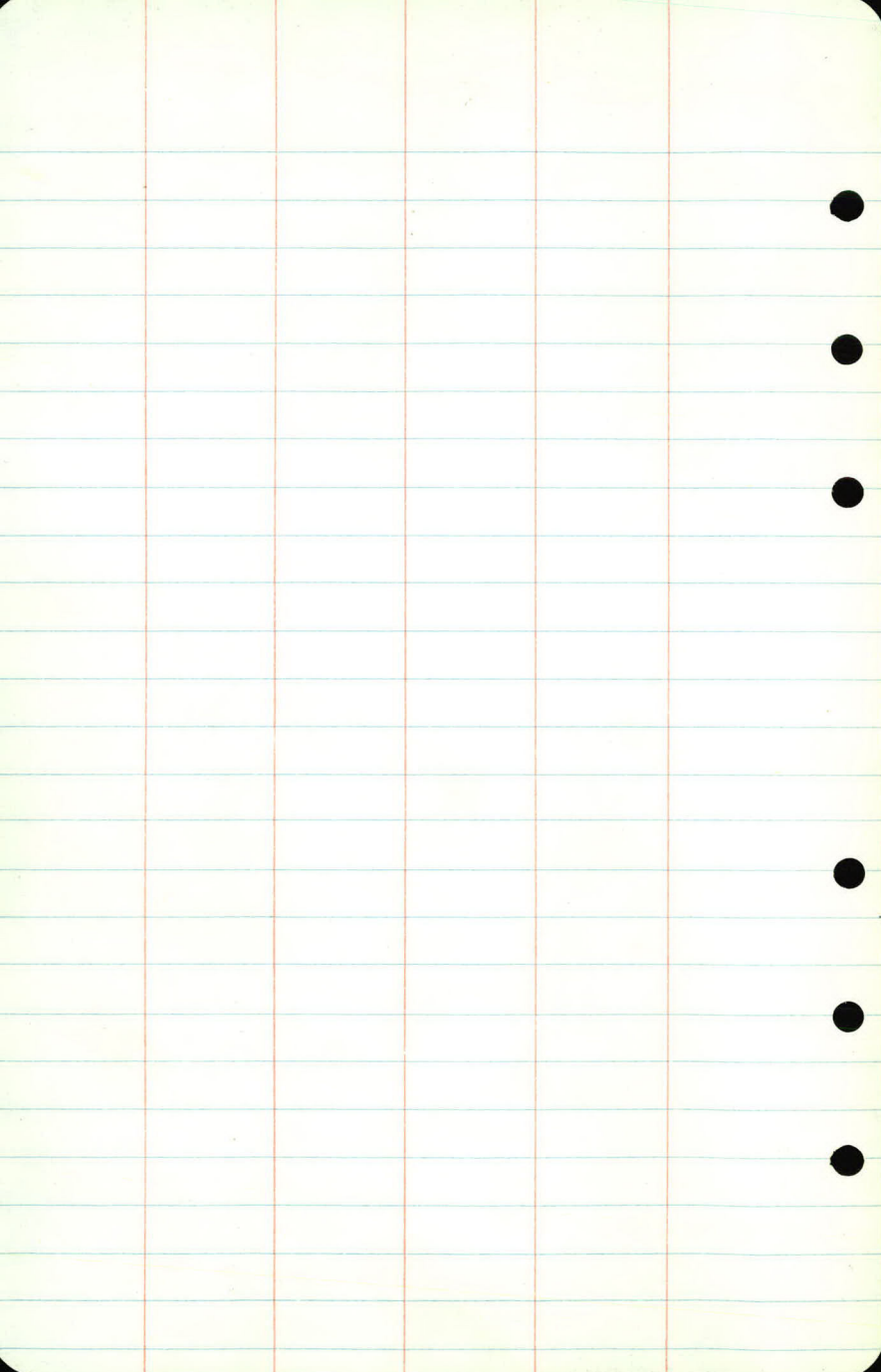
Alignment

$\bar{P}$  is an Average of Prop Lines

| Sta | Point  | $\Delta Lt.$                                   | $\Delta Rt.$                             |
|-----|--------|------------------------------------------------|------------------------------------------|
| 9   | +52.32 | P.O.T. = E Long Ave. (Tran. Rd.)               |                                          |
| 6   | +96.85 | P.O.T. = E Washington Ave.                     |                                          |
| 3   | +69.40 | P.I.                                           | $0^{\circ}43\frac{1}{2}'$ E Division St. |
| 0   | +00    | = E White Bear Ave. (Split of Curbs W.B. Ave.) |                                          |

3-14-41  
R.H.  
L.G.  
H.B.  
C.N.





*Topography*

+65-E Double Drive

+48-T.P.-21'

+40-E 3' Wide Walk-32.4

+59-E Drive

+47-2" Pipe-31'

+39-2" Pipe-30'

5

18' - 9'

+92-15" O-33'

+15-12" O-32.5'

+68-13" O-27'

+59-Drive

+41-15" O-32'

+23-15" O-31'

+15-T.P.-22'

4

16' - 9'

+90-Edge Bl. Top. +90-Hyd-25'

+88-T.P.-29.5'

+83-26'

+89-T.P.-19'

+89-Surface Drain-17.8'

+85-Surface Drain-16.5'

+54.5-Surface Drain-18.5'

+54.5-Surface Drain-18.2'

+47-Cor. S.W.-14.8'

+35-M.H.-3'

+47-Cor. S.W.-17.2'

+41-Cor. S.W.-14.8'

+44-Reg. Bl. Top.

+41-Cor. S.W.-17.2'

+29-24" O-28'

3

14' - 11'

+14-T.P.-16.5'

+91-6" Tree-27'

+81-6" Tree-29'

+71-18" O-30.5'

+69-End Hedge-20'

+32-E Drive

+32-15" Pipe-29'

2

15' - 11'

+93-Approach Alley Bl. Top.

+92-Cor. Hedge-26'

+76-T.P.-16'

+62-Cor. Cor.-10.5'

+33-E Drive

+06-Cor. Ho.-31.4'

1

14' - 12'

+06-E Drive

+25-End Bl. Top.

+24.5-E Face S.W.

+27-Hyd.-23'

+20.5-W Face S.W. +27-T.P.-21'

+33-End Curb-18'

+23-End Curb-18'

+18-Reg. Cor. B. Rad.-33'

+18-Reg. Cor. B. Rad.-33'

+00-H.T. Bl. Top-34.7'

-0.2.5-M.H.-00

-0.9-M.H.-197 M.H.-35'



+17-B1 Tree-44'  
 +92-End Carb-27'  
 +30-Cor Eldg.-50.2'  
 +25-Ramp to Eldg.  
 +29-B2s Carb-15.5'  
 +31-Hyd.-20.5'  
 +08-M.H.-5'  
 +03-Cor Rail-53.8'

9  
 +97-F.R.-19'  
 +93-E. Edge Drive.

8  
 +40-W. Edge Drive  
 +28-Cor Ndg-30'  
 +15-R20 Hedge-30'  
 +08-E 3 Wide Walk-28.4'

7  
 +98-24'BE-30.5'  
 +93-Shrub-30'  
 +33-E Drive  
 +79-Hedge-29'  
 +50-E 2.5 Wide Walk-17'  
 +28-24'W-32'  
 +26-TP 20

7  
 +99-M.H.-4'

+30-17'  
 +10-38'

+92-45

+46 +11'

+61-F.R.-19' +63-F.P.-20 Hedge-24  
 +52-R.R. X 17.5 to 12.5'  
 +38-24'BE-30'  
 +17-Shrub-25'  
 +15-E 2 Wide Walk-21.4'  
 +10-Shrub-25'

15 10' Shrub-25'

+92-Tree-25'  
 +73-Hedge-23.5'  
 +65-E Drive  
 +59-F.R. Hedge-24'  
 +92-E 2 Walk-23.2'  
 +28-R.R. 21' Cor Hedge-23'  
 +23-E Drive  
 +17-Hedge-26'  
 +07-20' Map 12-26'

17 11

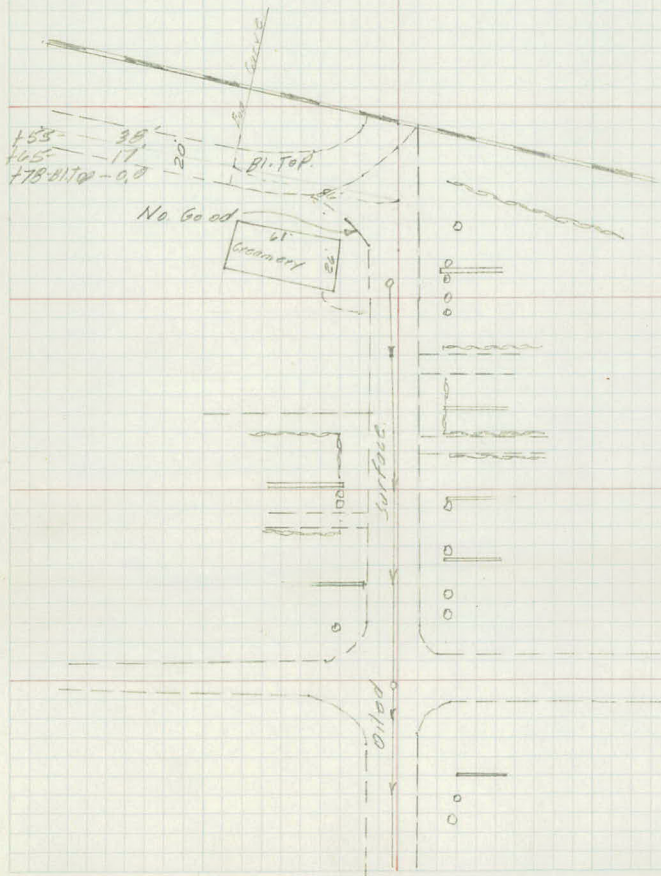
+95-E 3 Wide Walk-23.7'  
 +91-24' Elm-25'  
 +84-12' Maple-24.5'  
 +82.5-E 2.5 Walk-23'  
 +45-12' Maple-24.5'  
 +35-24' Elm-25'

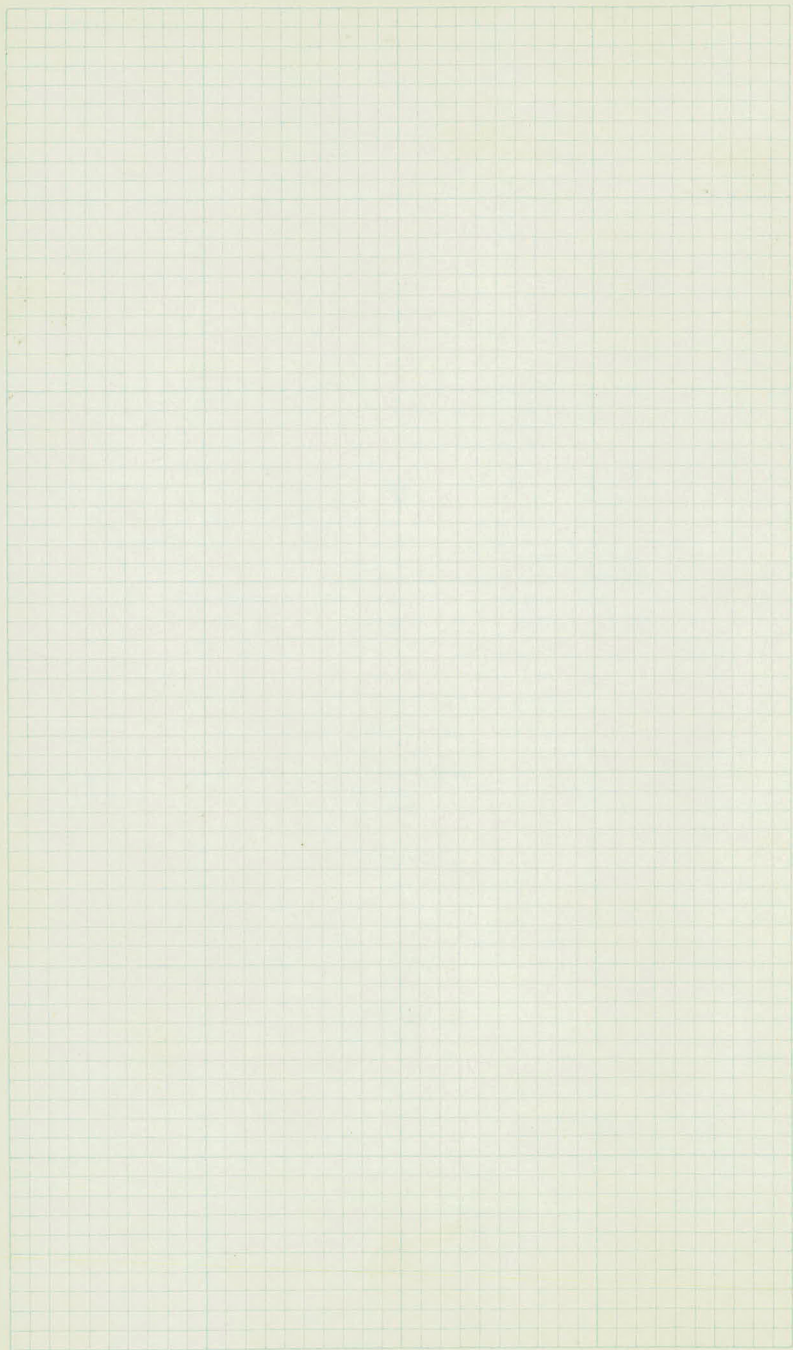
11 +28  
 +19-P1-20'  
 20-H4

26'-198'  
 10'-172'

+50-E 2.5 Wide Walk-23.5'  
 +39-Shrub-30'  
 +29-15'-27'  
 +19-R.R.-20'

17 10





X Sections

| Sta | +    | $\pi$   | -    | Elev     |
|-----|------|---------|------|----------|
| B.M | 4.54 | 940.27. |      | (935.73) |
| B.M | 2.40 | 940.62. | 2.05 | 938.22.  |

0 - 09 M.H. 35.41

-02.5 M.H. 2

0 +00 35.15

+18 34.62

+24.5 34.89

+33 35.22

+50 35.32

1 35.62

+50 35.92

2 36.02

LT E RT

Top E. Edge Rim of MH at 7<sup>th</sup> St. + White Bear Ave.  
 Top Hyd. NE Cor White Bear Ave. + 8<sup>th</sup> St

$$\begin{array}{r} 885 \\ \hline \text{F.L.} \end{array} \quad 31.77$$

$$\begin{array}{r} 1120 \\ \hline \text{F.L.} \end{array} \quad \begin{array}{r} 561 \\ \hline \text{Top} \end{array}$$

29.42V 35.11

$$\begin{array}{r} 547 \\ \hline \end{array}$$

(Curb) 35.31

|                  |                  |                  |                  |                  |                  |                  |                  |                  |              |                  |                  |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|------------------|------------------|
| $\frac{521}{50}$ | $\frac{591}{33}$ | $\frac{592}{50}$ | $\frac{604}{33}$ | $\frac{620}{15}$ | $\frac{600}{22}$ | $\frac{606}{33}$ | $\frac{599}{50}$ | $\frac{596}{50}$ | (Curb) 35.31 | $\frac{531}{33}$ | $\frac{529}{50}$ |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|------------------|------------------|

35.36 35.30 35.38

|                  |                  |                  |                   |                   |                   |                   |                  |                  |
|------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|------------------|------------------|
| $\frac{516}{50}$ | $\frac{526}{30}$ | $\frac{526}{30}$ | $\frac{593}{207}$ | $\frac{573}{207}$ | $\frac{597}{207}$ | $\frac{532}{207}$ | $\frac{524}{30}$ | $\frac{524}{50}$ |
|------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|------------------|------------------|

35.22V 35.4V

|                 |                 |                  |                 |                 |                 |                  |                 |                 |
|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|
| $\frac{50}{50}$ | $\frac{54}{30}$ | $\frac{513}{18}$ | $\frac{57}{18}$ | $\frac{54}{18}$ | $\frac{58}{18}$ | $\frac{532}{30}$ | $\frac{52}{50}$ | $\frac{51}{50}$ |
|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|

35.4V 35.4V

|                 |                 |                 |                 |                 |                 |                 |                 |                 |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| $\frac{49}{50}$ | $\frac{52}{30}$ | $\frac{52}{17}$ | $\frac{55}{15}$ | $\frac{53}{15}$ | $\frac{59}{17}$ | $\frac{55}{30}$ | $\frac{52}{50}$ | $\frac{48}{50}$ |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|

37.2V 35.7V

|      |                 |                 |                 |                 |                 |                 |                 |                 |                 |
|------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| L.O. | $\frac{34}{33}$ | $\frac{49}{24}$ | $\frac{51}{18}$ | $\frac{55}{15}$ | $\frac{50}{14}$ | $\frac{57}{17}$ | $\frac{50}{30}$ | $\frac{49}{50}$ | $\frac{48}{50}$ |
|------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|

36.0V 35.9V

|                 |                 |                 |                 |                 |                 |                 |                 |      |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------|
| $\frac{47}{50}$ | $\frac{46}{30}$ | $\frac{47}{20}$ | $\frac{53}{16}$ | $\frac{47}{12}$ | $\frac{53}{15}$ | $\frac{48}{21}$ | $\frac{44}{23}$ | L.O. |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------|

35.7V 36.0V

|                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |      |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------|
| $\frac{48}{50}$ | $\frac{49}{30}$ | $\frac{45}{26}$ | $\frac{44}{19}$ | $\frac{49}{15}$ | $\frac{46}{11}$ | $\frac{52}{14}$ | $\frac{48}{24}$ | $\frac{48}{30}$ | $\frac{46}{50}$ | L.O. |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------|

| Sta  | +                     | $\pi$   | -    | Elev.  |
|------|-----------------------|---------|------|--------|
|      |                       | 940.62. |      |        |
| 2    | +50                   |         |      | 36.12  |
| 3    |                       |         |      | 36.12  |
| B.M. | 1.43                  | 941.17  | 0.88 | 939.74 |
|      | +41                   |         |      | 36.57  |
|      | +54.5                 |         |      | 36.57  |
|      | +65.5 M.H.            |         |      |        |
|      | +69.4                 |         |      | 36.57  |
|      | +85                   |         |      | 36.47  |
|      | +89 Surface Paving Lt |         |      |        |
| 4    |                       |         |      | 36.27  |
| B.M. | 1.74                  | 941.48  | 1.43 | 939.74 |
|      | +50                   |         |      | 36.28  |
| 5    |                       |         |      | 36.18  |

Lt

E

Rt

36.24

35.94

$\frac{42}{50} \frac{44}{30} \frac{44}{21} \frac{48}{16} \frac{45}{11} \frac{50}{30} \frac{47}{30} \frac{45}{50}$

36.34

36.04

$\frac{41}{50} \frac{43}{30} \frac{44}{16} \frac{47}{14} \frac{45}{13} \frac{49}{30} \frac{46}{30} \frac{45}{50}$

36.74

36.81

36.73

36.71

Top Hyd. S.E. Cor. Division Ave. & 8th St.

SW

$\frac{44.5}{50} \frac{44.5}{30} \frac{43.4}{14.7} \frac{4.8}{13} \frac{46.47}{13} \frac{4.44}{17.3} \frac{4.46}{30} \frac{4.48}{50}$

35.77

32.70

Top 35.40

35.25

32.69

25.47

$\frac{54}{50} \frac{5.4}{30} \frac{8.47}{FL} \frac{5.77}{18.3} \frac{50}{11} \frac{46}{11} \frac{5.0}{18.2} \frac{5.92}{FL} \frac{8.48}{30} \frac{5.7}{30} \frac{5.5}{50}$

29.17

36.59

$\frac{1200}{FL} \frac{458}{Top}$

$\frac{48}{50} \frac{46}{50} \frac{48}{50}$

35.67

Top 35.37

32.99

36.57

$\frac{55}{50} \frac{55}{30} \frac{55}{24} \frac{48}{13} \frac{47}{7} \frac{49}{16.5} \frac{58}{FL} \frac{8.18}{30} \frac{56}{30} \frac{5.5}{50}$

32.59

35.44

$\frac{8.58}{FL} \frac{5.73}{Top}$

36.77

36.47

$\frac{43}{50} \frac{44}{30} \frac{47}{20} \frac{51}{16} \frac{49}{9} \frac{54}{12} \frac{47}{30} \frac{45}{50}$

36.38

35.78

Top Hyd.

$\frac{51}{50} \frac{51}{30} \frac{55}{18} \frac{52}{9} \frac{56}{12} \frac{54}{30} \frac{57}{30} \frac{58}{50}$

36.38

36.08

$\frac{51}{50} \frac{51}{30} \frac{51}{20} \frac{54}{17} \frac{53}{9} \frac{56}{10} \frac{53}{30} \frac{54}{50}$

| Sta  | +        | $\pi$   | -    | E/cv    |
|------|----------|---------|------|---------|
|      |          | 941.48. |      |         |
| 5    | +50      |         |      | 36.38   |
| 6    |          |         |      | 36.48   |
|      | +50      |         |      | 36.48   |
|      | +66.85   |         |      | 36.58   |
|      | +96.85   |         |      | 36.78   |
|      | +99 M.H. |         |      | 37.02   |
| 7    | +26.95   |         |      | 36.88   |
|      | +50      |         |      | 36.98   |
| 8    |          |         |      | 37.38   |
| I.R. | 6.06     | 943.46. | 4.08 | 937.40. |
|      | +50      |         |      | 38.06   |
|      |          |         |      | 7       |
| 9    |          |         |      | 38.66   |

lt

2

rt.

36.88

36.48

$\frac{44}{50} \frac{46}{30} \frac{48}{21} \frac{52}{17} \frac{51}{10} \frac{55}{12} \frac{52}{30} \frac{48}{50}$

36.88

36.48

$\frac{42}{50} \frac{46}{30} \frac{49}{19} \frac{51}{18} \frac{50}{11} \frac{55}{14} \frac{50}{30} \frac{50}{50}$

36.68

s.w. 37.04

$\frac{51}{50} \frac{48}{30} \frac{48}{18} \frac{51}{17} \frac{50}{13} \frac{51}{15} \frac{48}{30} \frac{44}{50} \frac{44}{50}$

36.48

36.98

$\frac{50}{50} \frac{50}{30} \frac{49}{19} \frac{51}{17} \frac{48}{6} \frac{49}{10} \frac{52}{15} \frac{45}{30} \frac{45}{50}$

36.48

36.88

Gutter

into Field  $\frac{71}{300} \frac{59}{250} \frac{52}{200} \frac{49}{150} \frac{50}{100} \frac{50}{50} \frac{50}{16} \frac{45}{4} \frac{47}{50} \frac{46}{100} \frac{48}{150} \frac{46}{200} \frac{45}{250} \frac{43}{300} \frac{42}{330} \frac{44}{348} \frac{4.8}{348}$

305V

27.0V

$\frac{10.96}{FL.} \frac{441}{Top}$

36.98

36.78

$\frac{47}{50} \frac{45}{30} \frac{45}{18} \frac{49}{16} \frac{45}{5} \frac{46}{10} \frac{50}{12} \frac{47}{30} \frac{47}{30}$

37.08

37.26

37.66

L.O.  $\frac{44}{30} \frac{44}{18} \frac{47}{17} \frac{45}{10} \frac{47}{22} \frac{42}{30}$

37.28

37.98

L.O.  $\frac{42}{30} \frac{44}{16} \frac{40}{4} \frac{41}{13} \frac{45}{22} \frac{43}{25} \frac{38}{30} \frac{35}{30} L.O.$

37.46

38.26

$\frac{60}{50} \frac{60}{30} \frac{60}{19} \frac{54}{5} \frac{54}{12} \frac{57}{15} \frac{55}{30} L.O.$

39.14

39.76

$\frac{43}{30} \frac{44}{16} \frac{55}{15} \frac{48}{5} \frac{48}{10} \frac{49}{12} \frac{38}{25} L.O.$

| Sta  | +                                | TI      | -    | Elev.            |
|------|----------------------------------|---------|------|------------------|
|      |                                  | 943.46  |      |                  |
| 9    | +08 M.H.                         |         |      | 38.7 ~           |
|      | +25                              |         |      | 38.56            |
|      | +52.32 Lt. Angle E Long Ave. No. |         |      | 38.46            |
|      | +68                              |         |      | 38.46            |
|      | +88.8 Top W. Rail                | 5.13    |      | 38.33            |
| B.M. |                                  | 0.81    |      | 942.65.          |
| T.P. | 4.84                             | 943.10. | 5.20 | 944.26.          |
| B.M. |                                  | 2.33    |      | 940.77' (940.81) |

Lt

L

Rt

$$\frac{474}{\text{Top}} \quad 3872$$

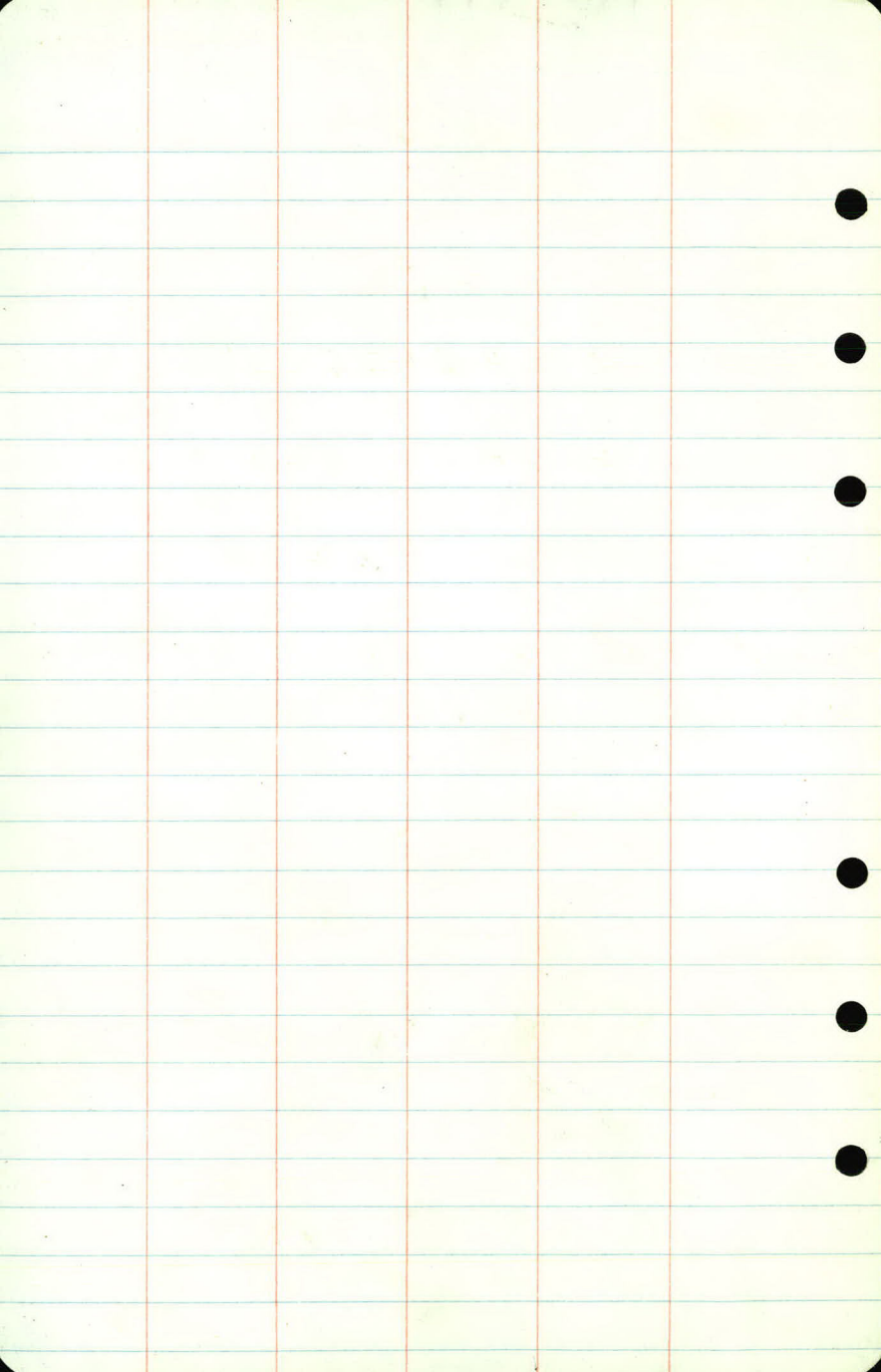
4006

39.86

|    |    |    |    |    |    |    |    |    |
|----|----|----|----|----|----|----|----|----|
| 34 | 42 | 46 | 53 | 49 | 48 | 37 | 36 | 26 |
| 30 | 19 | 16 | 15 |    | 10 | 13 | 30 | 50 |

|     |     |     |    |    |    |    |    |    |      |
|-----|-----|-----|----|----|----|----|----|----|------|
| 64  | 60  | 58  | 55 | 50 | 51 | 38 | 36 | 17 | L.O. |
| 200 | 150 | 100 | 50 |    | 10 | 13 | 22 | 29 |      |

$$\frac{50}{18} \quad \frac{50}{45} \quad \frac{6.9}{45}$$
Top Hyd. N.W. Cor. Long Ainet 8<sup>th</sup> St.Top Hyd Lt sta 8456 7<sup>th</sup> St.



Eighth St.  
Curb stakes.

| Sta | +    | T      | - | Grade  |
|-----|------|--------|---|--------|
| B.M | 2.73 | 940.95 |   | 938.22 |

0 +

+50

35.38

+75

35.46

1

35.54

+25

35.62

+50

35.70

+65.5

35.75

2

35.86

+

+25

35.94

+50

36.02

5865

Top Hyd N.E. Cor. W. B. Ave. & 8th St.

5.57

549

5. 41

533

5.25

5.20

5.09

5.02

5.01

4.93

| Sta  | +     | $\pi$  | —    | Grade  |
|------|-------|--------|------|--------|
|      |       | 940.95 |      |        |
| 2    | +75   |        |      | 36.10  |
| 3    |       |        |      | 36.18  |
|      | +25   |        |      | 36.26  |
|      | +39.4 |        |      | 36.30  |
| B.M. | 1.55  | 941.29 | 1.21 | 939.74 |
|      | +99.4 |        |      | 36.30  |
| 4    | +25   |        |      | 36.34  |
|      | +50   |        |      | 36.38  |
|      | +75   |        |      | 36.42  |
| 5    |       |        |      | 36.45  |
|      | +25   |        |      | 36.49  |
|      | +50   |        |      | 36.53  |

939.74

Gr. Rod.

4.85 ✓

4.77 ✓

4.69 ✓

4.65 ✓

Top Hyd. N.E. Cor 8<sup>th</sup> + Division

4.99 ✓

4.95 ✓

4.91 ✓

4.87 ✓

4.84 ✓

4.80 ✓

4.76 ✓

| Sta  | +      | $\pi$  | -    | Grade |
|------|--------|--------|------|-------|
|      |        | 941.29 |      |       |
| 5    | +75    |        |      | 36.57 |
| 6    |        |        |      | 36.60 |
|      | +25    |        |      | 36.64 |
| T.P. | 5.14   | 941.78 | 4.65 | 36.64 |
|      | +50    |        |      | 36.67 |
|      | +66.85 |        |      | 36.70 |
| 7    | +26.85 |        |      | 36.80 |
|      | +50    |        |      | 36.87 |
|      | +75    |        |      | 36.95 |
| 8    |        |        |      | 37.03 |
|      | +25    |        |      | 37.11 |
|      | +50    |        |      | 37.24 |
| T.P. |        | 943.48 |      |       |

| Gr. Rod. | Gr. Rod. | Grada | Grada | Gr. Rod. |
|----------|----------|-------|-------|----------|
|----------|----------|-------|-------|----------|

4.72 ✓

4.69 ✓

188  
9 188  
01

4.65 ✓

5.11 ✓

5.08 ✓

4.98 ✓

4.91 ✓

4.83 ✓

4.75 ✓

4.67 ✓

4.54

37.24

| Sta  | +    | $\pi$  | - | Elev.  |
|------|------|--------|---|--------|
| B.M. | 0.83 | 943.48 |   | 942.65 |

8 +75

9

+25

+28.4

+52 Rt = End Curve

B.M.

0.83

942.65

| Lt. | Gr. Rod | Grade | Gr. Rod | Gr. Rod |
|-----|---------|-------|---------|---------|
|-----|---------|-------|---------|---------|

Top Hyd N.W. Cor. Long Ave & 8<sup>th</sup> St

|  |  |  |       |      |
|--|--|--|-------|------|
|  |  |  | 4.12  |      |
|  |  |  | 37.66 | 5.82 |

|   |      |       |       |        |
|---|------|-------|-------|--------|
| ✓ | 5.37 | 38.11 | 38.13 | 5.35 ✓ |
|---|------|-------|-------|--------|

|   |      |       |       |        |
|---|------|-------|-------|--------|
| ✓ | 4.92 | 38.56 | 38.60 | 4.88 ✓ |
|---|------|-------|-------|--------|

|   |      |       |  |  |
|---|------|-------|--|--|
| ✓ | 4.86 | 38.62 |  |  |
|---|------|-------|--|--|

|  |  |  |       |        |
|--|--|--|-------|--------|
|  |  |  | 38.50 | 4.98 ✓ |
|--|--|--|-------|--------|

Top Hyd N.W. Cor. Long Ave & 8<sup>th</sup> St

