

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan.....Survey

Second St. (W.B.C.).....

From Murray Ave. To Miller Ave......

Road Acc't. No.

Date Filed 8-15-49 File.....

Plan Survey

2nd Street

Murray to Miller

Alignment	page 1-2
Topography	" 3-5
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G-17-49

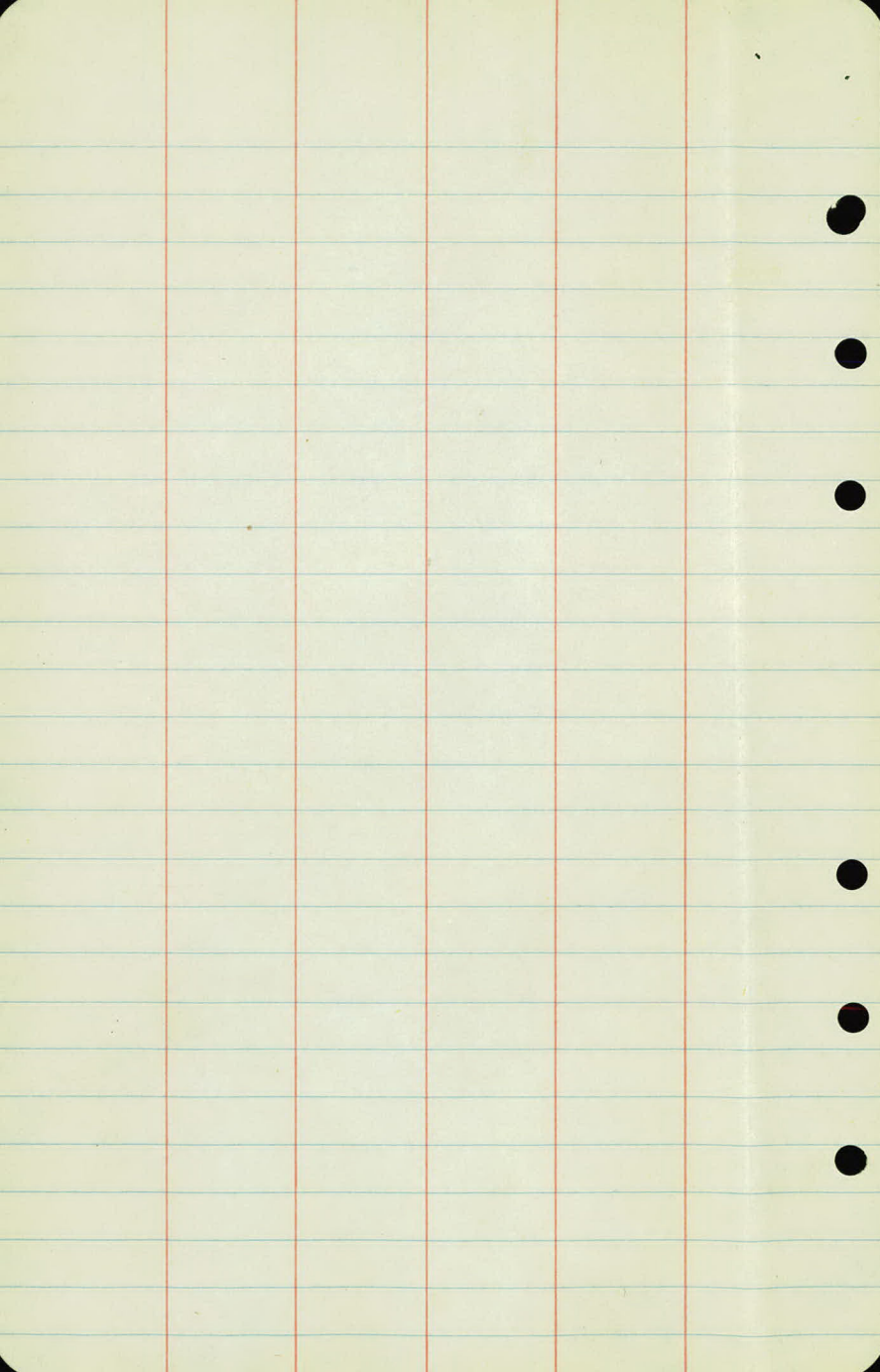
G.B.

A.M.

M.B.

B.C.

platted



1

Alignment

Sta pt Δ Lt Δ Rt

315905

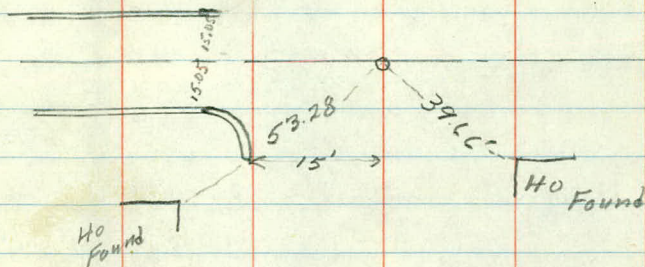
ϕ Miller St

0+00

Ins. ϕ Murray + 2nd Sts

4-16-49 2

GB
AM
BC
MB.

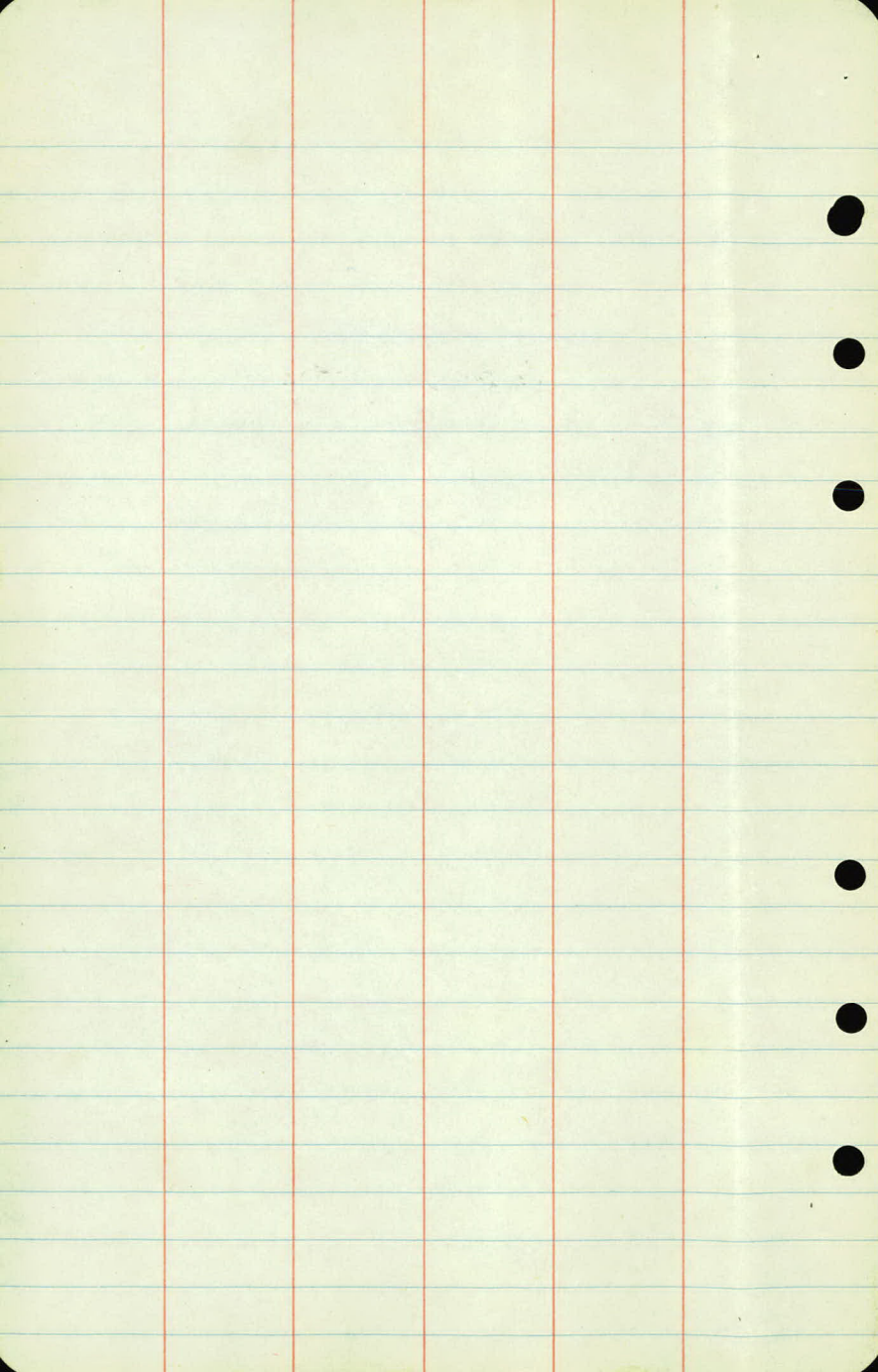


H0
Found

60.04

56.79

Cor
H0



Topography

6-16-49

G.B.
A.M.
M.B.
B.C.

3

12 9

+92 Cor Ho - 36
 +87 Bush - 37
 +85 Bush - 37
 +81 Bush 32' - 36'
 +77 36" Elm - 40
 +67 ϕ 10' ent

+94 Rose Bush - 29
 +85 Dead Tree - 29
 +71 24" Elm - 52
 +70 22" Elm - 48

+48 ϕ 10' Drive
 +37 20" Elm - 34
 +31 Bush - 43
 +18 Ent SW (25) - 30

+62 cor. Hedge - 29 3' away
 +54 stump 29 end hedge
 +54 PP - 18
 +19.5 8" Elm - 29
 +18 15" BE - 30
 +12 Beg Hedge - 29

+03 Cor. Ho - 45

+05 ϕ 10' ent

2

13 10

+99 Lilac - 45
 +94 1/2 Pine 34
 +85 Beg Row Lom. 49'
 +85 4" M. - 40'

+94 end Row Bushes - 30

+92 NW cor Birch 38

+80 Beg Row Bushes 31

+53 ϕ 4' SW ent. - 30'

+79 1 1/2" WW. Fe - 30

+42 S.W. cor Ho - 41
 +31 54" Cot. - 31

+36 PP - 17'

+12 36" Oak - 35'

+10 ϕ Row 10' Lilac - 30
 +04 Cor. Old Foud 32

1

13 10

+83 36" BE - 31

+51 24" Elm - 18'

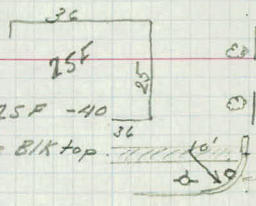
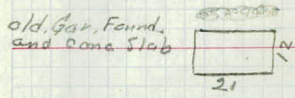
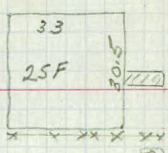
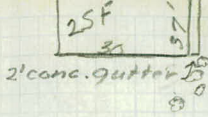
+38 15" BE - 18'
 +30.9 end Curb - 15
 +18 Hyd - 31'
 +24.9 Ctr 5' SW 26.2
 +23.1 W. Side 9' SW
 +24.9 end R ϕ 4' SW - 15'
 +19.65 Ctr C. Bas. Cover 18' x 12' x 19'
 +14.96 Beg R. - 24.8

+36 Cor. Backstop 34
 +29 end Curb 15'
 +24 Beg 6' SW 30'
 +22.75 W. Side 9' SW
 +25.05 end R ϕ 4' Walk 15
 +19 Ctr C.B. 18.8
 +15 Beg R. 24.8

0+00

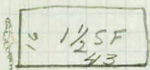
NH

-15 edge Blk Top

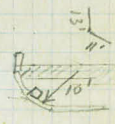


8" Gas Sewer

Oiled Surface



Ball Field

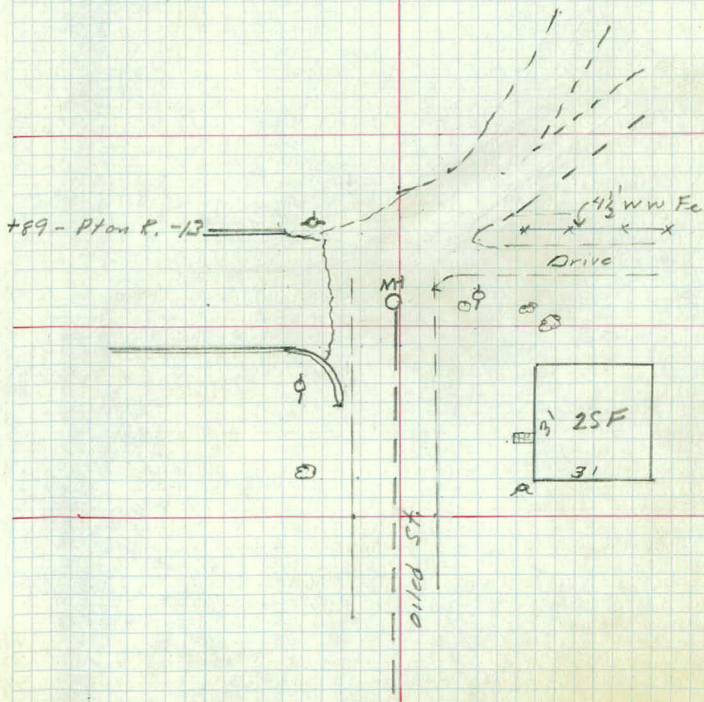


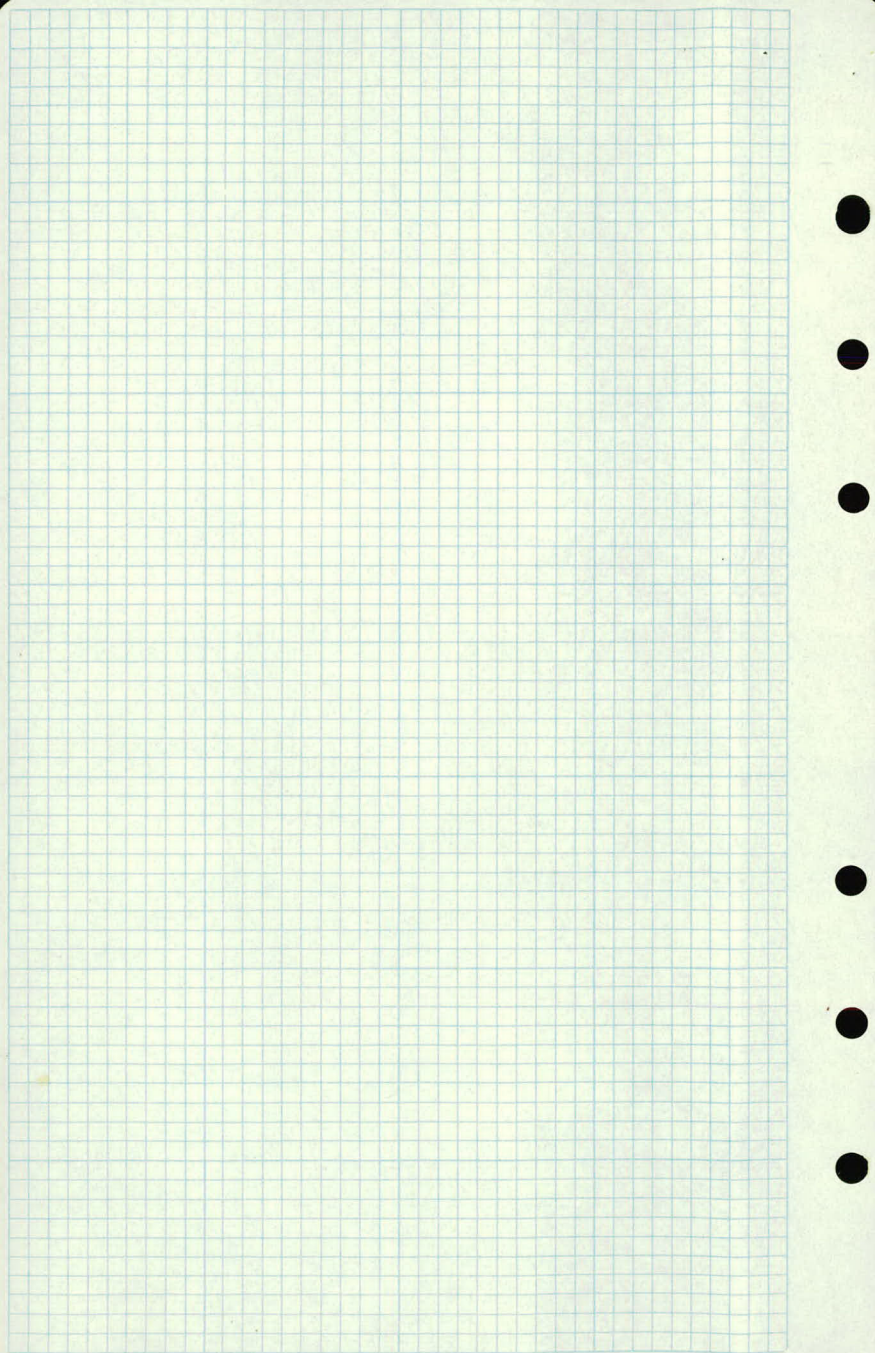
5

4

- +76. edge of Road
- +76 Hyd - 22
- +74.1 cor Bk top - 18
- +74.1 end curb - 30
- +55.5 Mt - 1
- +59.05 E Miller
- +37 PP - 29
- +44 Cor Bk top - 18
- +44.0 end R } 15" R - 30
- +29.2 Beg R } - 15
- +13 24" BE - 24
- +76. edge of Road
- +45 RTic
- +90 E Trail - 27
- +63 RTic
- +78 E Trail 22 to 75
- +79 Rd - 20. Fe - 32
- +59 Oil Rd - 10
- +57 - PP Walt - 20
- +55 Dead Tr. - 16
- +54 24" O - 32
- +50 24" O - 39
- +19 E 2 1/2" Bk SW - 29
- +09 cor Ho - 35
- +08 Stump - 32

3





X Sections

Sta	+	π	-	Elev
BM	5.88	939.17		933.29

0 +00 ϕ Miller

MH @ 0+00 FL. 10.32

Note 8" N & S. 8" E

Top MH 4.66.

+25- end of Radius SW R+Lt

(+31 ?) end of curb

+65- 34.80

37.2

1 35.2

+41 35.3

+53 ent SW Lt

+82 35.5

GB.
A.M.
M.B.
B.C.

6-17-49

7

LT

Q

RT

USGS BM in St. Mary's school yard.

$$\begin{array}{r} 4.8 \\ 100 \end{array} \quad \begin{array}{r} 4.6 \\ 50 \end{array}$$

$$\begin{array}{r} 34.51 \\ 466 \end{array} \quad \begin{array}{r} 4.6 \\ 50 \end{array} \quad \begin{array}{r} 4.7 \\ 100 \end{array}$$

$$\begin{array}{r} 4.43 \\ 50 \end{array} \quad \begin{array}{r} 4.67 \\ 15 \end{array} \quad \begin{array}{r} 5.2 \\ 15 \end{array} \quad \begin{array}{r} 4.8 \\ 10 \end{array} \quad 4.6 \quad 5.3 \quad \begin{array}{r} 4.2 \\ 15 \end{array} \quad \begin{array}{r} 4.48 \\ 15 \end{array} \quad \begin{array}{r} 4.29 \\ 50 \end{array}$$

$$\begin{array}{r} 34.52 \\ 4.65 \\ 15 \end{array}$$

$$\begin{array}{r} 34.62 \\ 4.55 \\ 15 \end{array}$$

34.8

$$\begin{array}{r} 3.8 \\ 40 \\ 39 \end{array} \quad \begin{array}{r} 4.6 \\ 25 \end{array} \quad \begin{array}{r} 4.6 \\ 16 \end{array} \quad \begin{array}{r} 4.8 \\ 14 \end{array} \quad \begin{array}{r} 4.3 \\ 6 \end{array} \quad 4.4 \quad \begin{array}{r} 4.8 \\ 11 \end{array} \quad \begin{array}{r} 4.3 \\ 16 \end{array} \quad \begin{array}{r} 4.2 \\ 30 \end{array} \quad \begin{array}{r} 4.0 \\ 50 \end{array}$$

old Conc S/O 6

$$\begin{array}{r} 4.54 \\ 50 \end{array} \quad \begin{array}{r} 4.6 \\ 38 \end{array} \quad \begin{array}{r} 4.3 \\ 18 \end{array} \quad \begin{array}{r} 4.5 \\ 13 \end{array} \quad \begin{array}{r} 4.2 \\ 6 \end{array} \quad 4.0 \quad \begin{array}{r} 4.6 \\ 10 \end{array} \quad \begin{array}{r} 4.2 \\ 14 \end{array} \quad \begin{array}{r} 3.8 \\ 25 \end{array} \quad \begin{array}{r} 4.0 \\ 50 \end{array}$$

$$\begin{array}{r} 35.21 \\ 3.9 \\ 41 \end{array} \quad \begin{array}{r} 4.2 \\ 27 \end{array} \quad \begin{array}{r} 4.2 \\ 15 \end{array} \quad 3.9 \quad \begin{array}{r} 4.5 \\ 10 \end{array} \quad \begin{array}{r} 3.9 \\ 16 \end{array} \quad \begin{array}{r} 3.3 \\ 28 \end{array} \quad \begin{array}{r} 3.5 \\ 50 \end{array}$$

Cor Ho

$$35.52 = \frac{3.65}{30}$$

35.5

$$\begin{array}{r} 4.2 \\ 50 \end{array} \quad \begin{array}{r} 3.9 \\ 28 \end{array} \quad \begin{array}{r} 4.0 \\ 14 \end{array} \quad 3.7 \quad \begin{array}{r} 4.2 \\ 10 \end{array} \quad \begin{array}{r} 3.7 \\ 14 \end{array} \quad \begin{array}{r} 3.8 \\ 20 \end{array} \quad \begin{array}{r} 3.3 \\ 26 \end{array} \quad \begin{array}{r} 3.1 \\ 39 \end{array}$$

Sta	+	π	-	Elev
-----	---	-------	---	------

939.17

+71

355

2

356

TP	6.08	941.63	36.2	935.55
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+28

357

+18

cut sw Lt.

360

+55

+73

362

+91

365

L+

Q

R+

35.5

$$\frac{3.8}{42} \quad \frac{4.1}{18}$$

$$3.7 \quad \frac{4.4}{10} \quad \frac{3.9}{14} \quad \frac{3.3}{24} \quad \frac{3.5}{50}$$

40%⁰

35.6

$$\frac{3.2}{50} \quad \frac{3.5}{25} \quad \frac{3.6}{12} \quad \frac{3.8}{13}$$

3.6

$$\frac{4.1}{9} \quad \frac{3.6}{24} \quad \frac{3.2}{110}$$

39

40%¹

35.7

$$\frac{5.5}{46} \quad \frac{5.9}{16} \quad \frac{6.2}{15} \quad 5.9 \quad \frac{6.2}{11} \quad \frac{5.8}{17} \quad \frac{6.6}{29} \quad \frac{6.3}{50}$$

36.13

$$\frac{5.75}{30}$$

36.0

$$\frac{5.5}{50} \quad \frac{5.8}{33} \quad \frac{5.9}{15} \quad 5.6 \quad \frac{6.1}{9} \quad \frac{5.4}{16} \quad \frac{6.2}{30} \quad \frac{6.5}{50}$$

36.2

36.2

$$\frac{4.8}{50} \quad \frac{5.4}{31} \quad \frac{5.7}{13}$$

5.4

$$\frac{5.9}{9} \quad \frac{5.5}{14} \quad \frac{5.8}{23} \quad \frac{6.2}{50}$$

1
40%¹³

36.5

$$\frac{4.5}{37} \quad \frac{4.5}{18} \quad \frac{5.2}{15} \quad \frac{5.3}{9} \quad 5.1 \quad \frac{5.5}{10} \quad \frac{4.7}{14} \quad \frac{4.5}{20} \quad \frac{4.9}{28} \quad \frac{5.5}{36} \quad \frac{5.6}{50}$$

Sta	+	π	-	Elev
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3+00

941.63 ✓

36.7

122

37.33

+ 1/4

+ 44

Gutter sec. Lt.

3763

+ 59.05

£ Murrey 3773

L+

L

RT

37.4

H₀

$$\frac{4.2}{37}$$

$$\frac{4.2}{17}$$

$$\frac{5.3}{148}$$

$$\frac{5.2}{4.9}$$

$$\frac{5.4}{9}$$

$$\frac{4.5}{13}$$

$$\frac{4.1}{21}$$

$$\frac{5.4}{50}$$

H₀ 38.63

37.81 Top Curb

$$\frac{3.1}{37}$$

$$\frac{3.3}{24}$$

$$\frac{3.82}{15}$$

$$\frac{4.7}{15}$$

$$\frac{4.2}{5}$$

$$4.3$$

$$\frac{5.0}{10}$$

$$\frac{4.5}{13}$$

$$\frac{4.0}{22}$$

$$\frac{3.8}{35}$$

$$\frac{3.59}{50}$$

$$\frac{3.64}{80}$$

$$\frac{4.1}{50}$$

$$\frac{4.1}{30}$$

$$\frac{4.5}{19}$$

$$\frac{3.8}{10}$$

4.0

$$\frac{4.8}{10}$$

$$\frac{4.2}{13}$$

$$\frac{3.7}{32}$$

$$\frac{4.1}{50}$$

$$\frac{3.5}{100}$$

$$\frac{3.5}{50}$$

$$\frac{3.9}{14}$$

$$3.9$$

age 131k Top

$$\frac{4.4}{10}$$

$$\frac{4.3}{15}$$

$$\frac{4.0}{21}$$

$$\frac{4.5}{50}$$

Sta + π - Elev

941.63

+ 64.1

Gutter.

+ 64.1

Top. Curb.

4

+ 50

BM

0.82 940.81 9

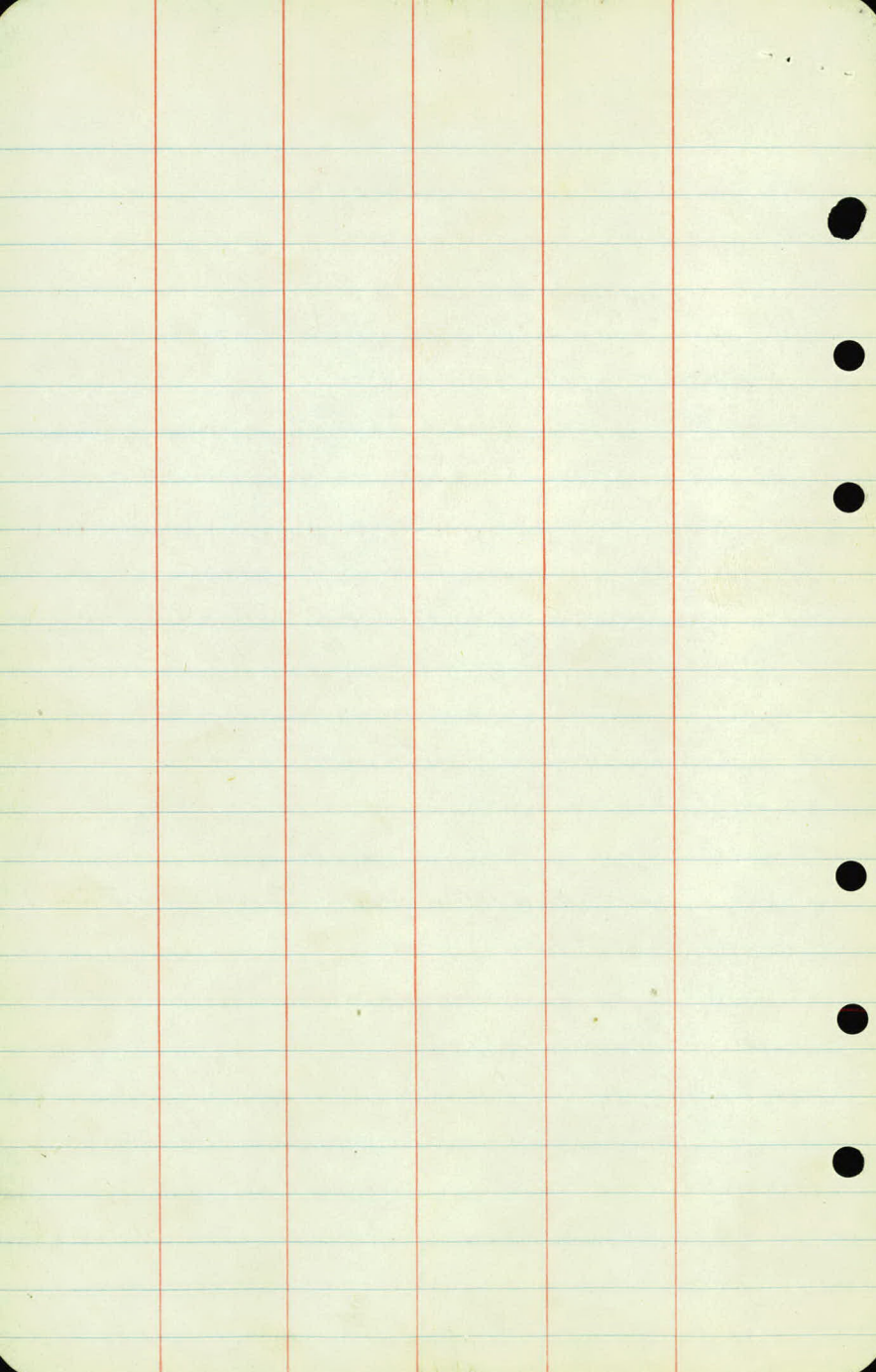
+55.5

(Top of MH.
8" W 7.50 To flow line)

TP 3.99 939.87 5.75 935.88

BM

6.57 933.30 933.29



Finals

2nd str
Murray to Miller

11-7-51

HAW

HAW

L.C.

Rec'd 11-8-51
wrong

Rec'd 11-9-51

ok finalized
K.A.
11/10/51

see 2531.4 for meas.

730' Rad. Curb
510.8 straight Curb

0+30

7.2' Rad Curb

14' Rad Curb

8' Rad Curb

538

187.50

8' Rad Curb

8' Rad Curb

510'

297.8

320.2

165.0

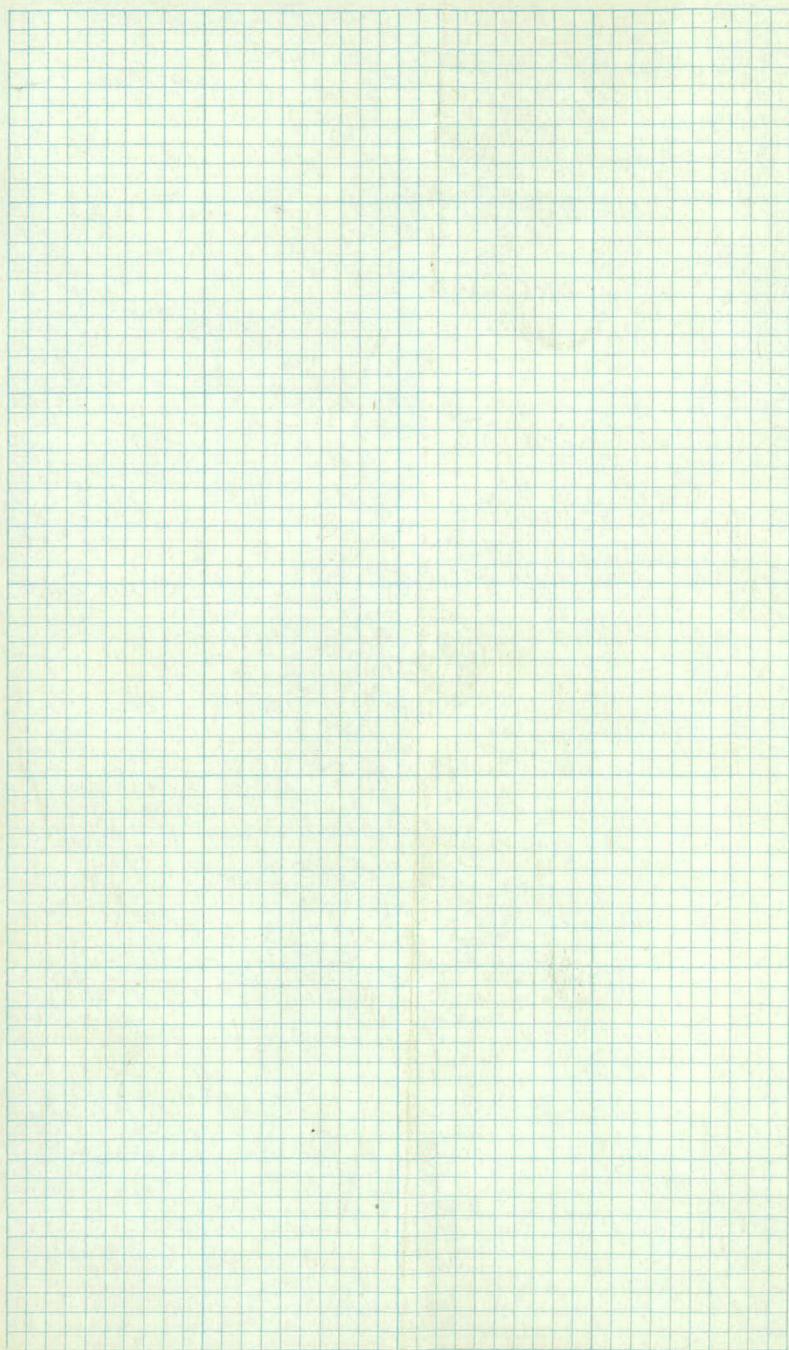
133.50

7.8' Rad Curb

8.0 Rad Curb

329.1

12' Rad Curb



1
2nd St White Bear Lake
at
R.R. Crossing

4 pages

Sta + π - Elev

BM A16

0+36 North

+50 North

1

+50

2

+50

FK
AM
JC

£ Aug 22, 1955 2
Ditch Line

E. Rail at £ second St

4.30
Rail

51

5.2

54

4.9
Rail

5.7

4.37
Curb

4.95
Gutter

5.9

61

Sta + π - Elev

3

+08 North

0+22 South

0+36 South

+50 South

/

+50

£ Aug. 22, 1935 3
Pitch

62

9.15	5.55	6.33
FL	Curb	Top GB
X-Drain		
05 CB		

4.68
Gutter

4.13
Curb

4.9

4.10
Rail

4.9

4.75

4.15

48

Sta + X - Elev

2 South

+50

3

+50

4

+50

5

+56

£ Aug. 22, 1955 A
Ditch

4.55

4.20
Rail

4.7

4.8

4.29
Rail

4.8

5.0

4.60
Rail

5.3

5.45

5.05

11.58
FL

6.8 m Curb at CR

Sta + π - Elev