

BK. 12 DR. 14A

OFFICE OF COUNTY ENGINEER
RAMSEY COUNTY, MINN.

Locations & Survey
Alignment

SIXTH ST. (No. St. Paul)

From Holloway St. To T.H. #36

Road Acc't. No. _____

Date Filed 1954

File _____

Sixth St

Holloway St. to T.H. 36

in connection with

old St. Paul street by C. R.

25° 18' N

6th Street

Holloway to ~~Co. Rd. "B"~~
T.H. 36

Locations and

Alignment

in connection with
St. Paul Street Ry. R./v.

Sta Point

26+27.09 $\pm$ Co. Rd. "B"

25+60.70 $\pm$ R.R. Tracks

19+99.21 Block Cor. Iron 30' Lt.

19+39.21 Block Cor Iron 30' Lt

13+43.68 Block Cor iron 30' Lt

6+60.23 P.O.T.

6+58.15 $\pm$ of Street iron 90' Lt.

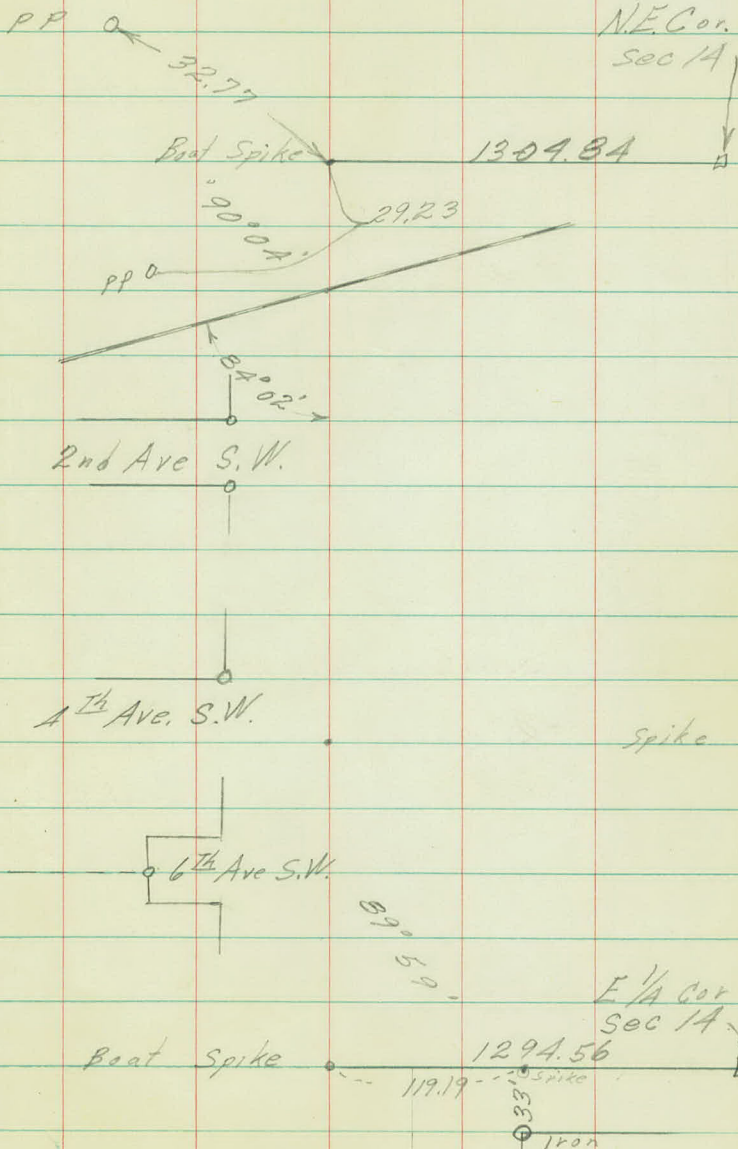
0+00 $\pm$ Holloway

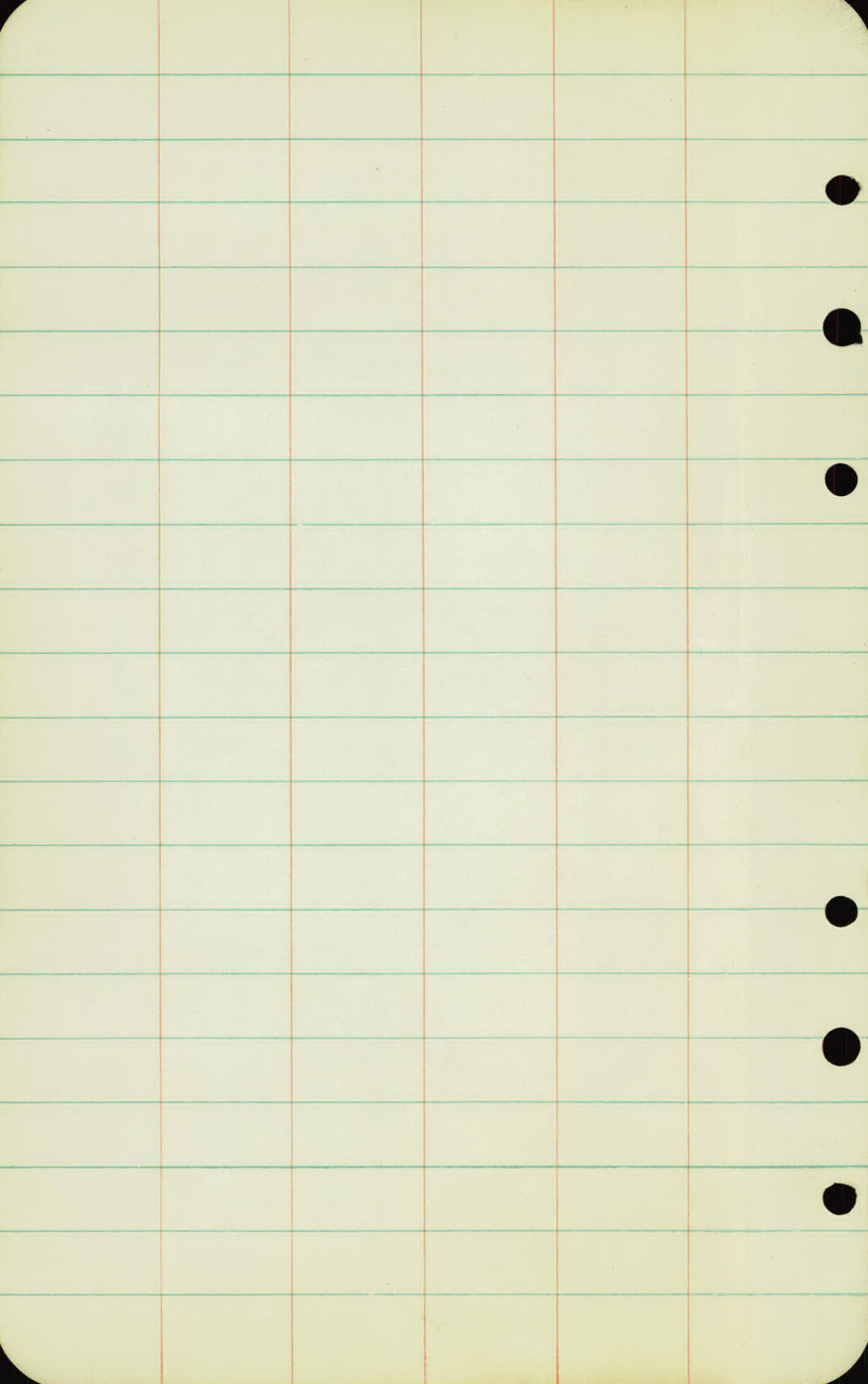
FK
AM
MMc

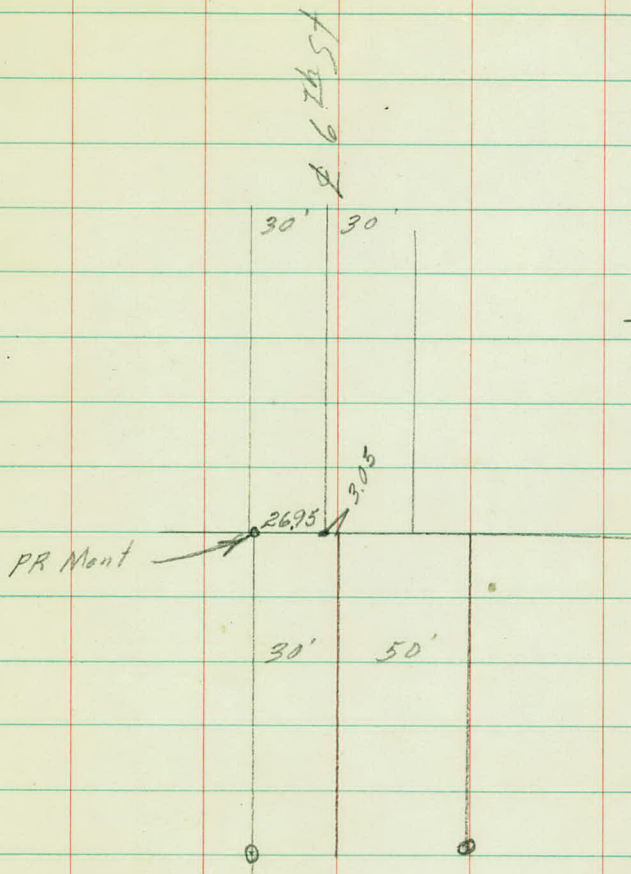
Oct. 8, 1954

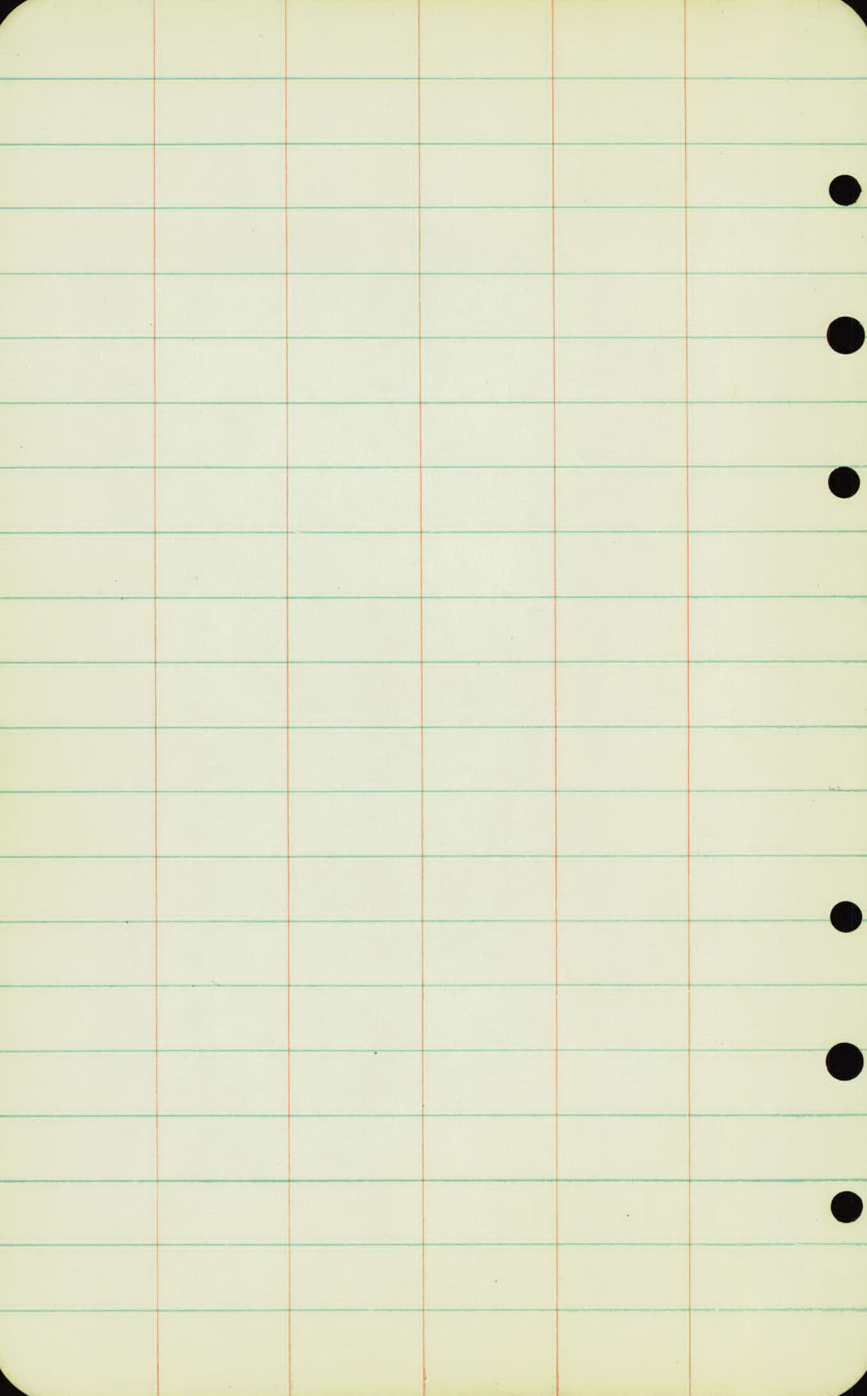
£

2









Alignment

2

Sta	Point	ΔL	ΔR
+78.91	P.T.	$7^{\circ}11\frac{3}{4}'$	
+50		$6^{\circ}37'$	
14		$5^{\circ}37'$	
+50		$4^{\circ}37'$	$\Delta = 14^{\circ}23\frac{1}{2}'$
13+00	P.I.	$14^{\circ}23\frac{1}{2}'$	$D = 4^{\circ}$
13		$3^{\circ}37'$	$T = 180.88$
+50		$2^{\circ}37'$	$L = 359.79'$
12		$1^{\circ}37'$	$R = 1432.69$
+50		$0^{\circ}37'$	
11+19.12	P.C.	$0^{\circ}00'$	

0+00 $\angle$ Co. Rd. "B"

0.15 S. of 6th St - Holloway to Co. Rd. "B"

FR
AM
M.Mc
EG

Oct. 22, 1954

5

20' 0" E

49.82

Post Spike

18' 0" E

6 A. 73

90° 14'

P.P.O

32.88

Post Spike

1/4-1/4 Cor

29.11 0.15'

1304.84'

1304.98 would be
1/4 1/4 Cor

PP 0

Sta	Point	ΔL	ΔR
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21+16.7	E STH #36		
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19+92.5	E Castle Ave		
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16+00	P.I.	12°21'	
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FK
M Mc

Oct. 13, 1951

6

Topography

£

5 100 $\frac{P.P.}{40}$ Road
11-8

+80 $\frac{Ent}{4}$

+51 $\frac{T.P.}{3.5}$

4 +52 $\frac{Hyd}{3.5}$ Road
10-8

+50 $\frac{Arch.}{40}$

+62 $\frac{S.W. Cor. Ho.}{82.5}$

+36 $\frac{E. 20' St.}{Lt.}$

+48 $\frac{P.P.}{29}$

+18 $\frac{GP}{40}$

+33 $\frac{D. Ent}{RT.}$

3 Road
10-9

+19 $\frac{S. E. Cor. Ho.}{66.4}$

+24 $\frac{Ent}{RT.}$

2 Road
9-9

+86 $\frac{S.W. Cor. Ho.}{82.8}$

1 Road
9-8

+58 $\frac{E. Rad}{9}$

+45 $\frac{E. Rad}{8}$

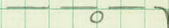
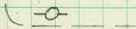
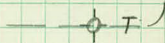
P. on Rad
19

+05 $\frac{E. Rad}{60}$

0 B. Rad.
20



2-S-F

 $1\frac{1}{2}$ -S-F

2-S-F

10

P. on Rad
28Road
8

+

+88 $\frac{PP}{38}$ +80 $\frac{B. Rad}{15}$ +65 $\frac{\text{Edge Pavement}}{100}$

9

Road
12-8+64 $\frac{PP}{38}$ +37 $\frac{\text{Fe Cor}}{31}$

8

Road
11-7+46 $\frac{P.P.}{38}$

7

Road $\frac{Fe}{11-7}$ 34+69 $\frac{\text{Fe Cor}}{34}$ +44 $\frac{PP}{25}$ +29 $\frac{PP}{38}$

6

Road
13-8+71 $\frac{\text{S.W. Cor Ho}}{84.3}$ +69 $\frac{T.P.}{35}$ +13 $\frac{\text{E.P. Ent}}{Rt}$

5

+03 $\frac{\text{S.W. Cor Garage}}{43.2}$

20' Pavement



One Strand Electric



1 1/2 - S - St.



Double Garage

15

Road
13 10

(New)

+89 S.E. Cor. Gar
49

+77 Ent
RT

14

Road
13 7

+35 Hd
32.5

+43 E. Rad
13

+24 B. Rad
35

+21 Ent
RT

+09 M.H.
7

13

+00 E. Rad
37
+90 Arc Light
30

Road
7

+75 B. Rad
14

12

Road
12-6

+51 Alley
61

+56 PP
32

+50 Edge Pav
89

+40 Alley
39

+19 E. Rad
7

+23 Alley
19

+09 B. Rad
40

11

+92 E. Rad
15

No Radius

+76 Edge Pav.
2

+75 Arc Light
34

+37 B. Rad
46

+06 E. Rad
56

+50 Edge Pav
2

10

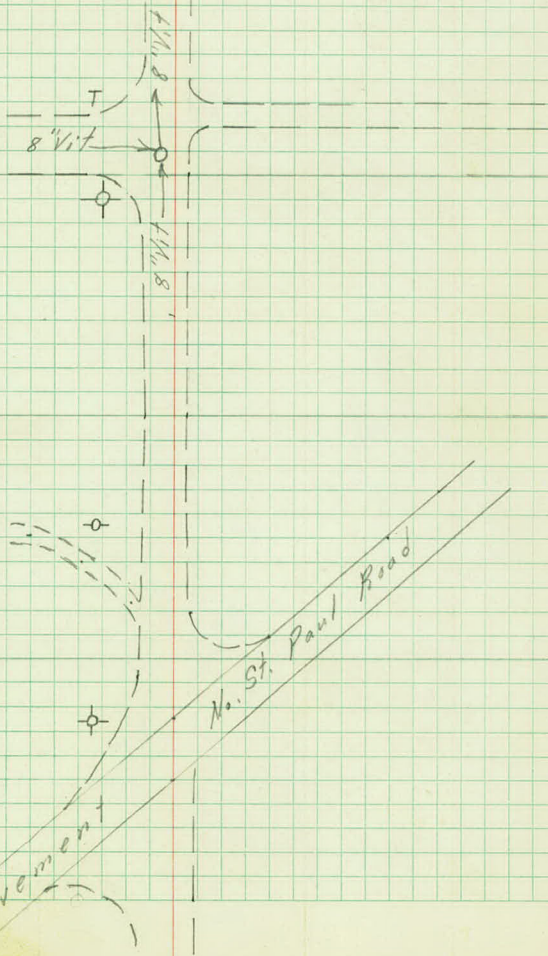
FK
AM
LC
MMc

Oct. 14, 1954

9

Double
Garage 20' 20'

1 1/2 - 3 - F 20' 21.5'



20

+89 $\frac{\text{Hgd}}{32}$ Road
5-10+71 $\frac{\text{E } 18'}{\text{X-street}}$ +64 $\frac{\text{M.H.}}{\text{E}}$ +49 $\frac{\text{PP}}{20.5}$

19

Road
4-16+65 $\frac{\text{SE Cor. Ho.}}{48}$ +14 $\frac{\text{PP}}{20.5}$

18

Road
4-16+40 $\frac{\text{MH}}{9.5}$

17

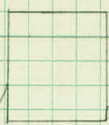
Road
7-12+63 $\frac{\text{Arc Light}}{37}$ +62 $\frac{\text{Hgd}}{33}$ +39 $\frac{\text{E } 21' \text{ St}}{\text{E } 22' \text{ St}}$ +36 $\frac{\text{M.H.}}{7.5}$

16

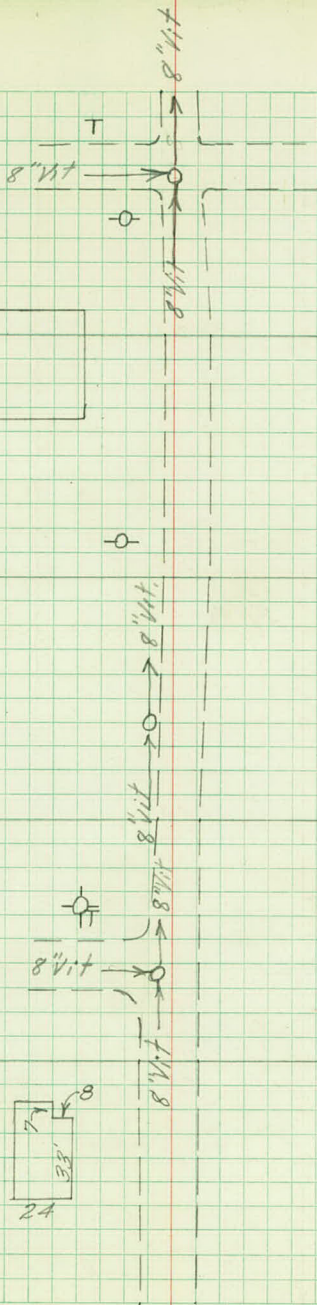
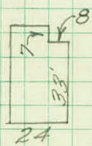
Road
14-11+43 $\frac{\text{SE Cor Ho}}{42}$

15

1-S-St
Uncompleted



1-S-F



25

+99 $\frac{PP}{9.4}$

24

End Road

+71 $\frac{Ent}{Lt}$ +48 $\frac{SE, Cor Ho}{66}$

23

Road
7-6
MH
+97 $\frac{2}{2}$

22

Road
6-7+32 $\frac{Ent}{Lt}$

21

Road
6-8+87.5 $\frac{Approx. P.I.}{Street Cor.}$

20



2-S-F



8" Vit



8" Vit

8" Vit



+1/2 Sholder Rd
2

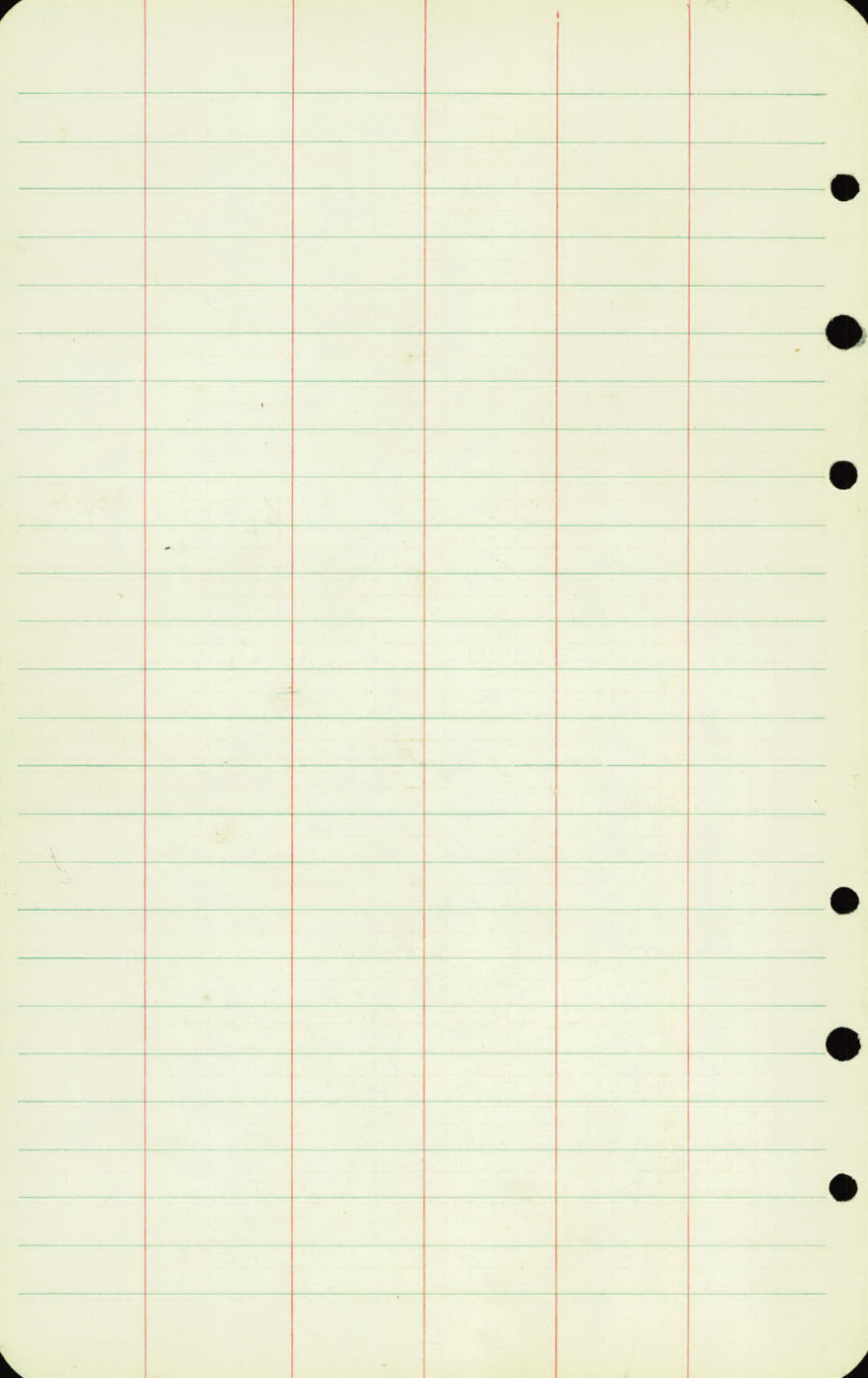
+60.70 £ Tracks

26

25

Co Rd "B"

500 Line



FX
AM
MMc
EG

Oct 25, 1954

13
4

TOPOGRAPHY

5

$$\frac{\text{Road}}{7-8}$$

$$+175 \frac{\text{Arc Light}}{11.5}$$

$$+66 \frac{\text{End } 12" \times 20' \text{ CM}}{15}$$

4

$$\frac{\text{Road}}{7-9}$$

$$+70 \frac{\text{End } 12" \times 20' \text{ CM}}{16}$$

$$+123 \frac{\text{PP}}{11}$$

$$+63 \frac{\text{PP}}{35}$$

3

$$\frac{\text{Road}}{6-10}$$

2

$$\frac{\text{Road}}{5-11}$$

$$+68 \frac{\text{PP}}{12}$$

$$+67 \frac{\text{NW Cor Ho}}{89}$$

$$+63 \frac{\text{Range}}{\text{Tic Ho}}$$

1

$$\frac{\text{Road}}{6-10}$$

$$+150 \frac{\text{Road}}{7-9}$$

$$+30 \frac{\text{PP}}{1A}$$

$$+27 \frac{\text{M.H.}}{12.5}$$

0

$$+09 \frac{\text{MH}}{9}$$

$$+18.5 \frac{\text{M.H.}}{2.5}$$

$$+20 \text{ R } 18' \text{ Road}$$

$$+15 \text{ Shoulder Co. Rd. "B"}$$

10

Road
7-9

9

+AA NE. Cor. Gar.
99

+79 SE. Cor. Ho
87

+36 D. Ent 12'x24' CM
12

Road
8-9

+07 PP
15

8

Road
8-8

7

+46 P.P.
14

Road
7-8

6

+15 Barretic
Shed
Road
7-9

+38 N.W. Cor. Shed
67

+80 SW Cor. Chixto
50

+55 N.W. Cor. Ho
88

5

Road
7-8

24.5
S 22 N
E 28 W

28	32
----	----

24	24
----	----

— — — —
— — — —
○

○

26

37	16
----	----

22.5
26

1-S-F

15

$$\frac{\text{Road}}{13,29}$$

$$+50 \frac{\text{Road}}{7,24}$$

14

$$\frac{\text{Road}}{4,18}$$

$$\frac{\text{Road}}{0-14}$$

13

$$\frac{\text{Road}}{4,11}$$

$$+50 \frac{\text{Road}}{7-8}$$

12

$$\frac{\text{Road}}{7-8}$$

$$+50 \frac{\text{Road}}{9-8}$$

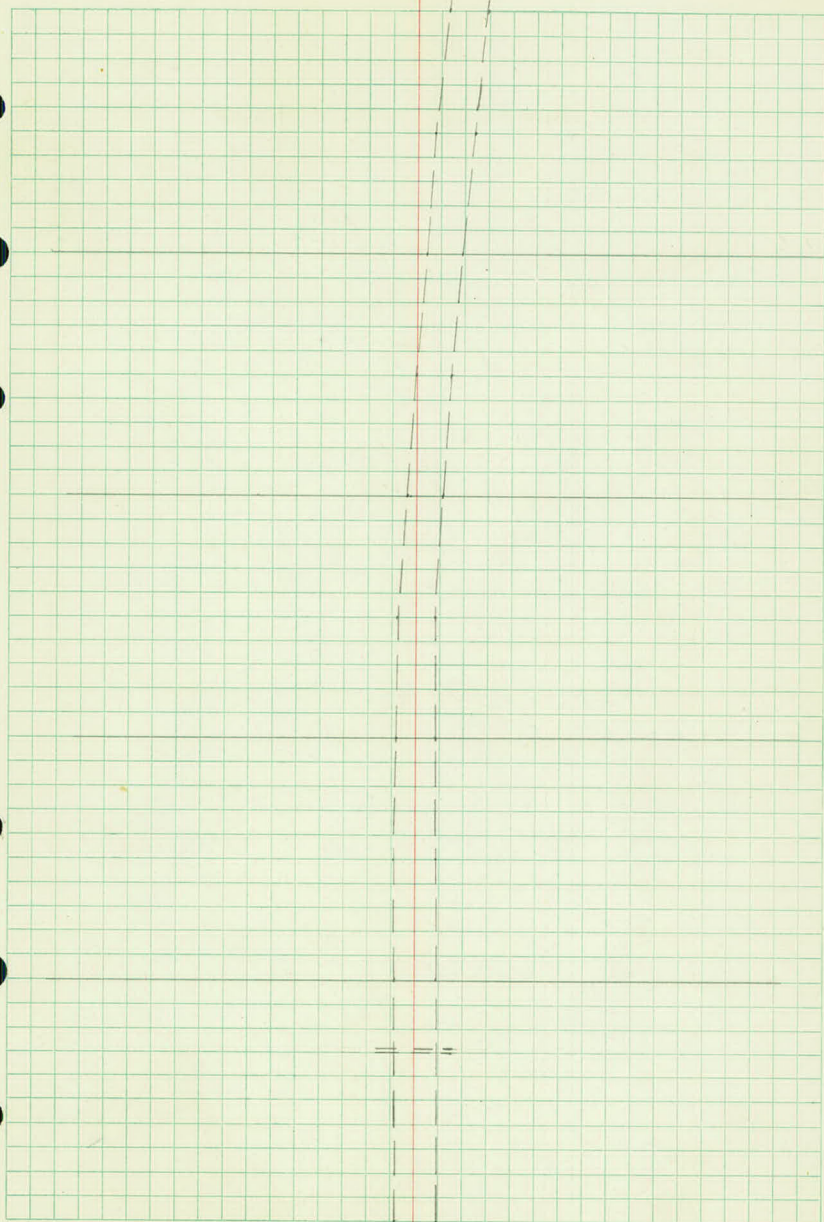
11

$$\frac{\text{Road}}{8-8}$$

$$16.4 + 71 \frac{\text{X-Drain}}{15" \times 32'} 15.6$$

10

$$\frac{\text{Road}}{7,29}$$



shoulder
+81 Bastle Arc +81 End Radi 15'8
54-102

+50 Road
61-81

19

Road
40-55

+50 Road
22-37

18

Road
9-22

+50 Road
3-18

17

+26 N.W. Cor. Co.
35

+06 S.W. Cor. Co.
36

Road
8-20

+85 W Cor Ho
11A
End 12" X 20" CM

+21 38

+63 S Cor Ho.
150

16

Road
22-37

15

Road
13-29

N 20 S
E 16 W

32 NW
38 SW

20 20

38 38

+158 N End 18' x 76' SCP
23

+42 N. shoulder STH #36

↑
Includes
Apron

+92 S. shoulder STH #96

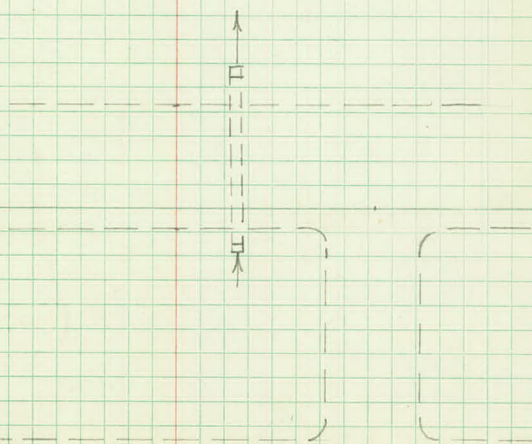
+82 S. End 18' SCP x 76'
25

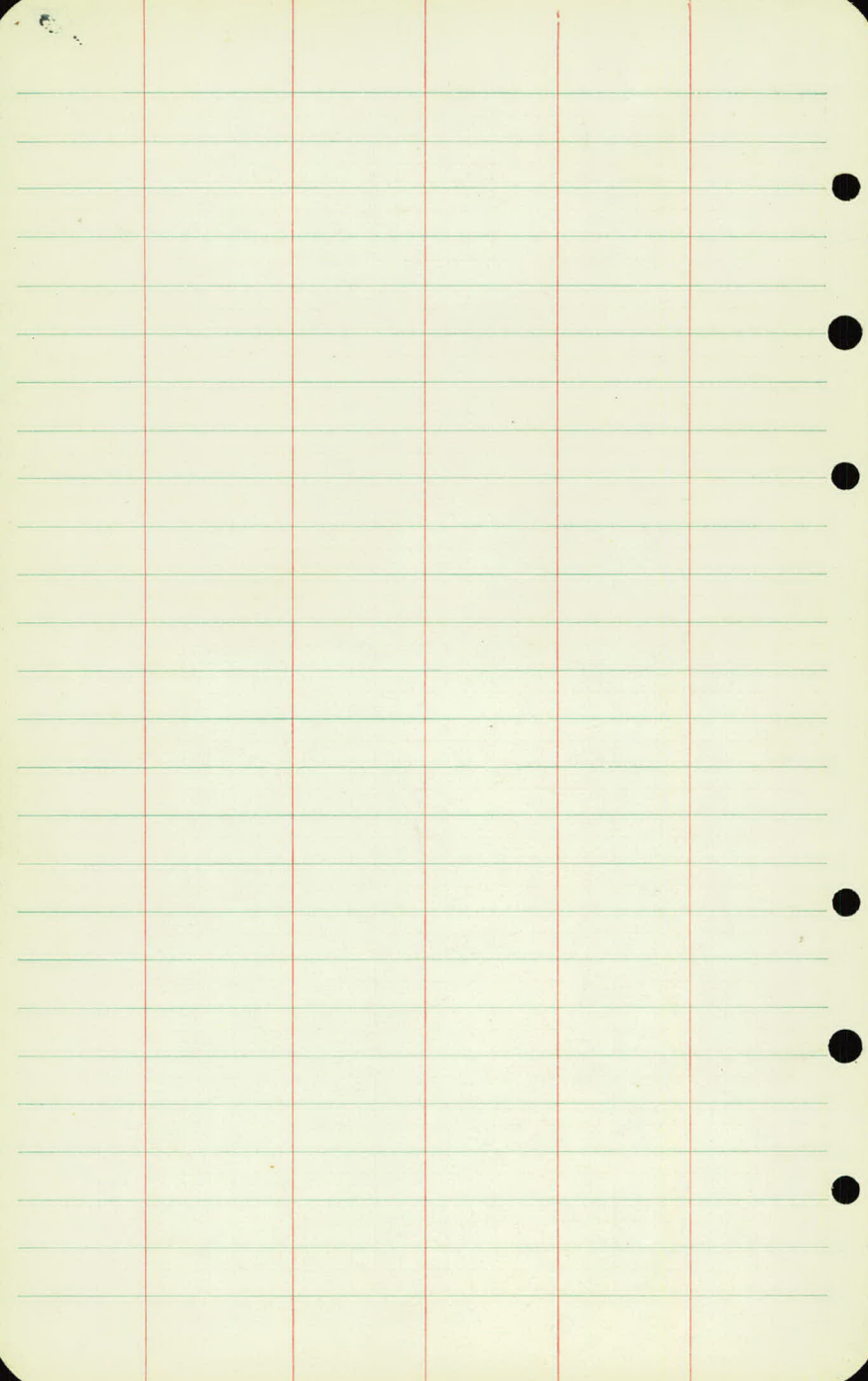
↓
± Approach
83

+105 Shoulder
Castle

21

20





Street R.R. Right of Way

Larpenteur to Holloway

5

4

3

+25 10"X32" CM
X-Prime

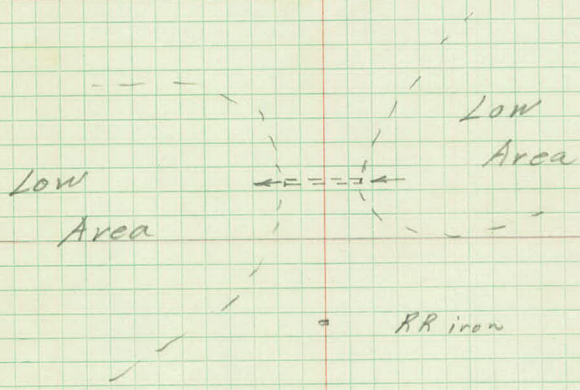
2

+65 P.C.

1

0

+13 Edge B.T
Larpentur



10

+A9 24 X 22' CM
X-Drain
Equalizer

+44 Begin Pot Hole
RT

9

+75 Begin Swamp
LT

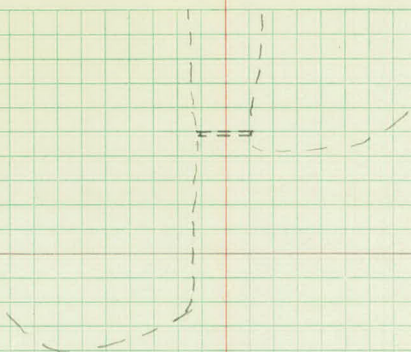
8

7

PT ?

6

5



15

+05 3 Pipeline X-ing
Grand Lakes Pipeline

14

13

12

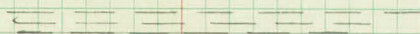
+00 Pot hole 100'

+50 End Pothole

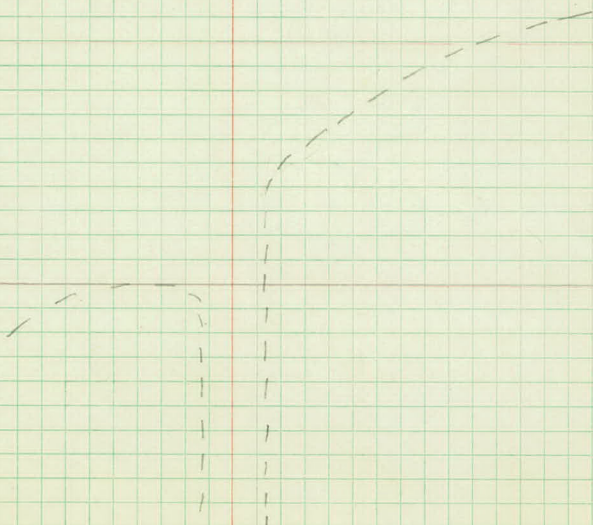
11

+00 End Swamp

10



3 pipe line



20

+62 Begin Pothole
Lt

19

+70 End Pothole

+22 End Pothole

18

17

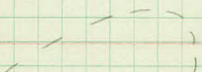
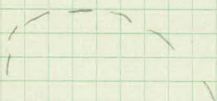
PC?

+33 Begin Pothole
Rt

16

+50 Begin Pothole
Lt

15



25

+59 P.T.

24

23

22

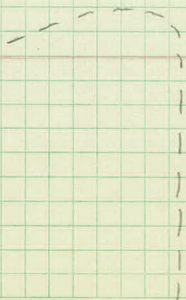
+17 End Pot-hole

21

20

R River.

R River



+43 2 Holloway

27

26