

PLANS SURVEY
CENTERVILLE ROAD (N.S. LINE)

Centerville Road &
Vadnais Blv'd.

CO. PROJ. NO. 23-03

RD. $\frac{a}{c}$ No. 2

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

Date Filed 2-25-23

File No. "5"

Y5 LINE

ALIGNMENT NOTES

(complete) PRO.

Preliminary
Proj 23-03

Good

ALIGNMENT NOTES. Sheet 1 of 1

Sta.	Point	ΔL	ΔR	Bearing
<u>V5 Line</u>				on Lake Vadnais Blvd. Road.

6+61.3 Pot END

3+47.7 Pot

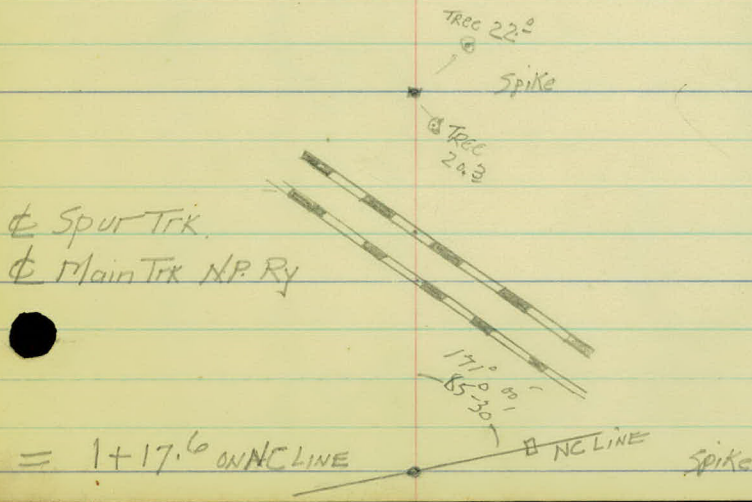
3+27.5 Pot

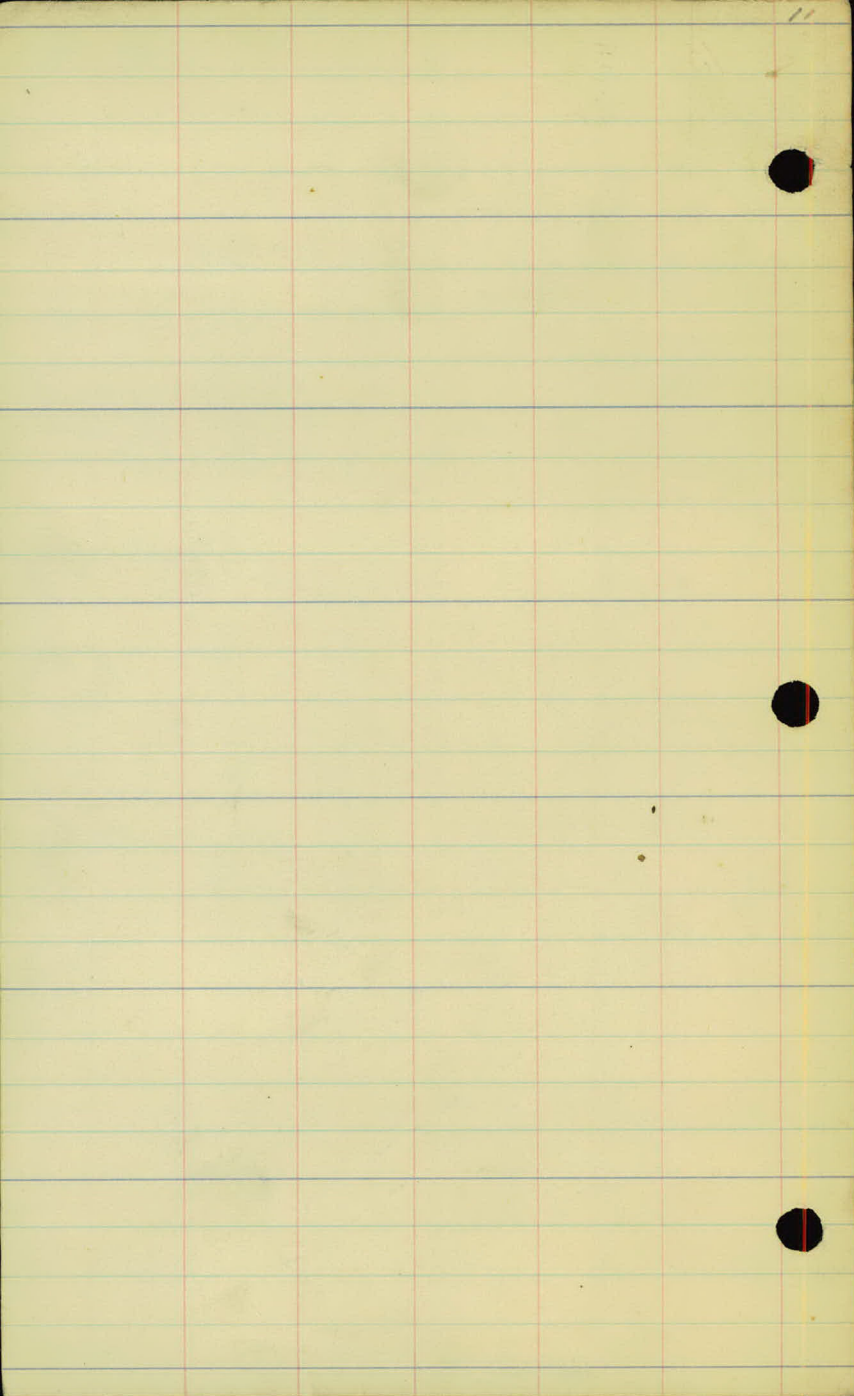
0+00 P.I. $171^{\circ}00'$
 $85^{\circ}30'$

Y5 LINE

Sheet 1 of 1
2/23/23

McDonald Transit
Weber - Wch
Stark - Red
Ruffenberg - R ch
Frankle - Stakes
McManus - B. Shot





YN LINE

ALIGNMENT NOTES

(Complete)

FRB.

VN LINE	ALIGNMENT		NOTES		4/23/23
Sta.	Point	AL	±	AR.	Bearing

4+43.0 V5. } POT.
 6+04.0 V11. } P.I.

0+00-VN } P.I.
 5+65.7 NC. } P.I.

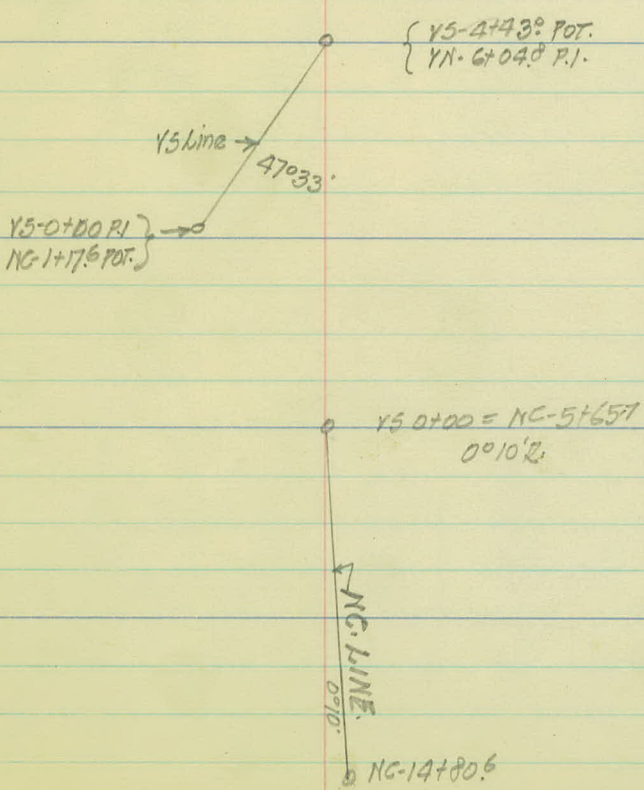
YN-LINE

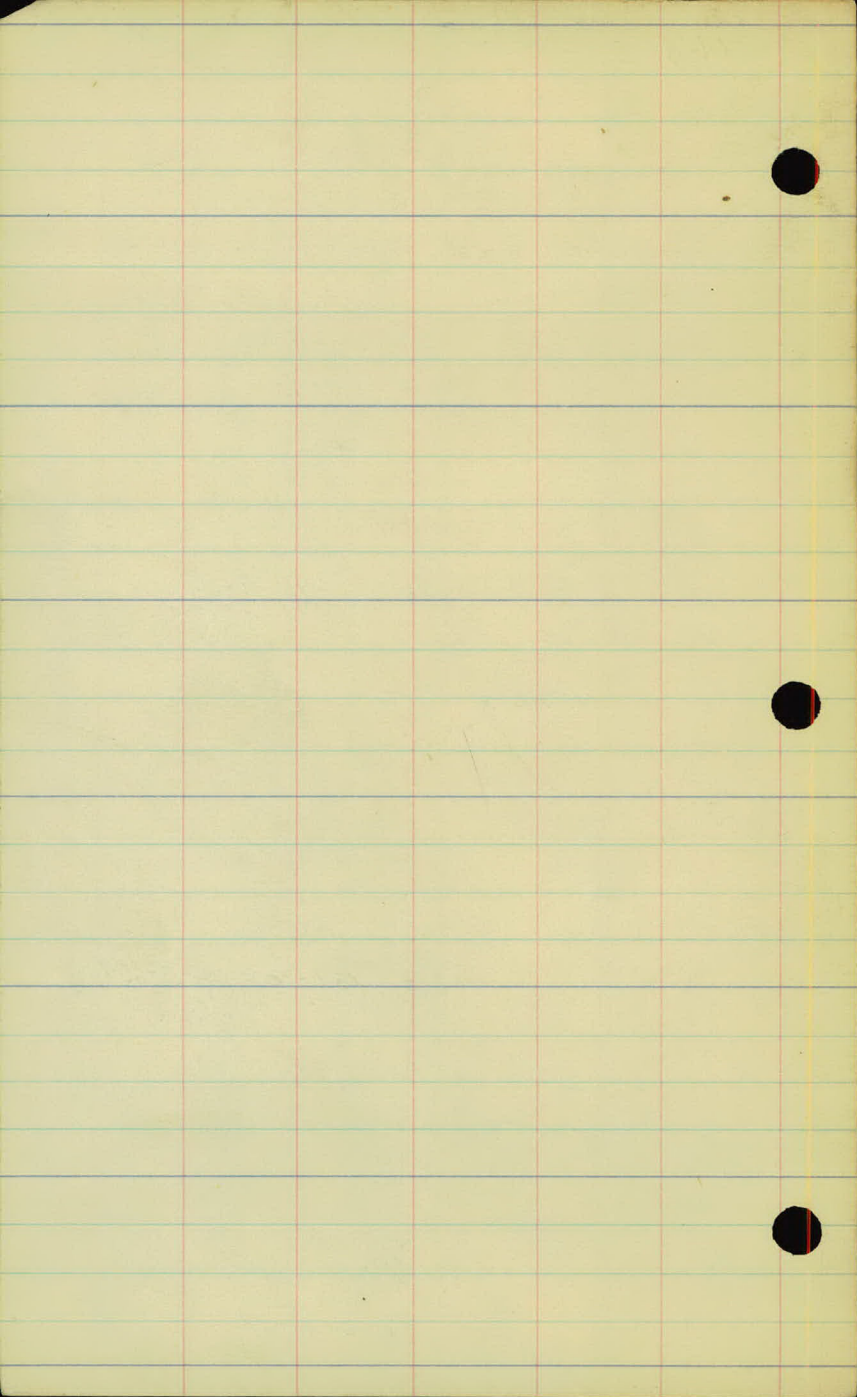
ALIGNMENT NOTES

Sheet #1 of 1

2/23/23

±





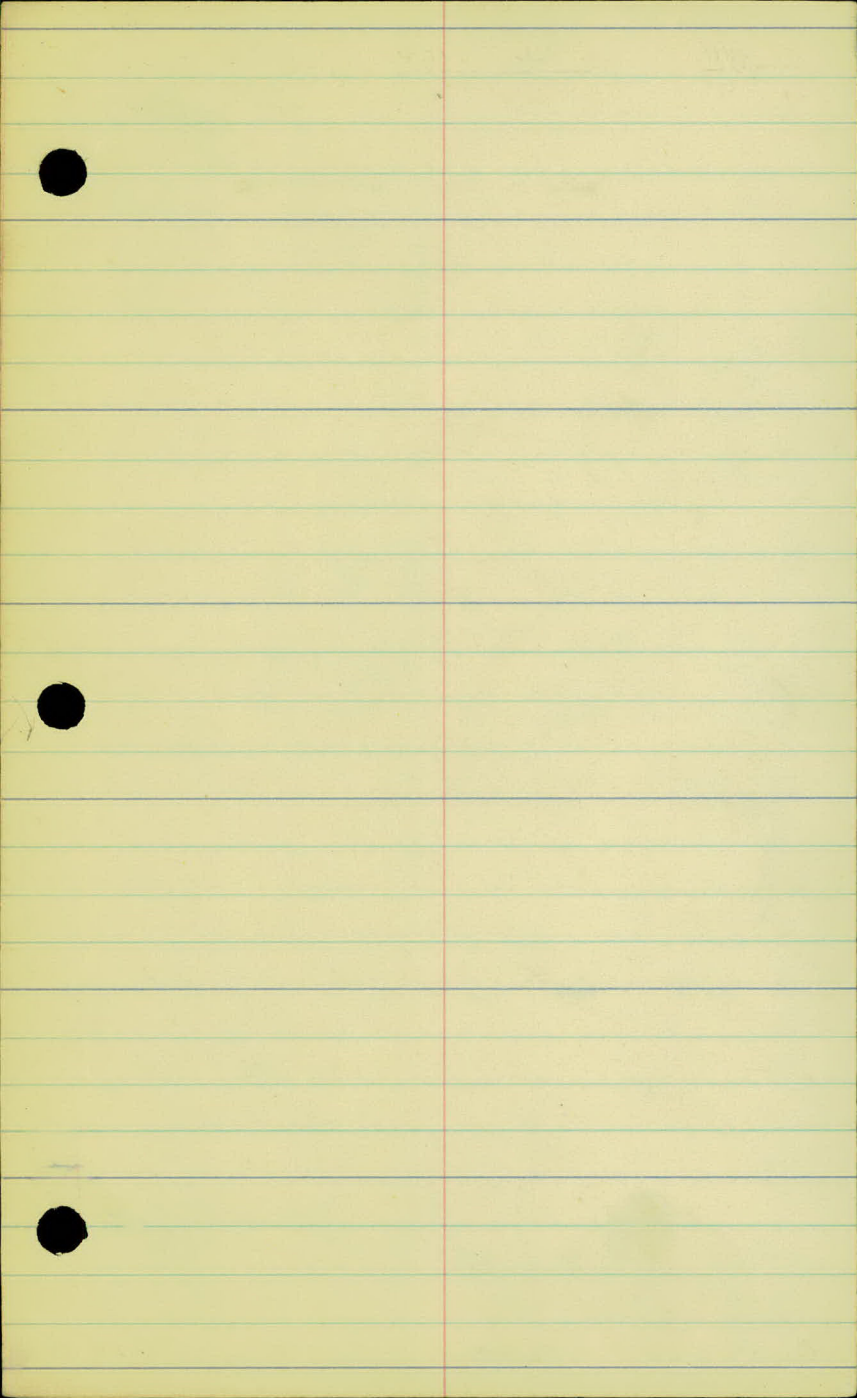
LEVEL NOTES

YS 4YN LINES-

VS LINE LEVEL NOTES

Sta	+	π	-	Rod	Elev.
6+61.3				8.9	199.2
6+00				7.8	200.3
5+00				6.2	201.9
4+00				5.0	203.1
3+47.7	Top Rail Ice Ho. Spur.			3.81	204.25
3+27.5	Top Rail Main Track.			2.94	205.12
3+00				2.2	205.9
2+7.7	0.10	208.06	12.59		207.96
2+00				10.2	210.4
1+00				6.0	214.6
0+00				1.7	218.9
	0.55	220.55			

BM - Cherry Tree Cor. Edgerton & Centerville 220.00



VN LINELEVEL NOTESPRB-Level / Sheet #2 of 2
W.S. Rod 2/24/23

Sta

+

π

· -

Rod

Elev.

Check V54+00

7.6

VN - V5
203.0 = 203.1

6+04.8

7.94

202.66

6+00

7.95

202.65

5+00

9.0

201.6

4+00

210.60

8.1

202.5



YN LINE

LEVEL NOTES

Sta.	+	x	-	Rod	Elev.
3+15				6.4	204.2
3+00				7.5	203.1
2+00				6.3	204.3
1+75				6.9	203.7
1+40				5.4	205.2
1+10				5.4	205.2
1+00				6.1	204.5
0+35				6.4	204.2
0+30				8.1	202.5
0+20				8.9	201.7
0+15				7.5	203.1
0+00				7.7	202.9

1.01 210.60

T. Pon Track 0.35 220.35 10.76 209.59

B.M. Tree Cor. Edgerton + Centerville 220.00

Y11 LINE

Y11 LINE

Y13 LINE

CROSS SECTION NOTES

(Complete) FRB.

4+152

6+0 - 65+65 NE LINE

Sheet 1 of 2 13

V.S LINE CROSS SECTION NOTES

Sta. \$ Elev.

6+61.3 199.2

6 200.3

5 201.9

4 203.1

3+47.7 204.25 S-Rail Ice Ho. Spur

3+27.5 205.12 S-Rail M.Tr.

3 205.9

T.P. 207.96

2 210.4

1+00 214.6

0+00 218.9

ICE Ho. → $\frac{00-10}{65}$ $\frac{-41}{37}$ $\frac{-36}{27}$ $\frac{-04}{21}$ $\frac{-04}{11}$ $\frac{-10}{70}$ $\frac{-17}{77}$ $\frac{-50}{25}$ $\frac{-104}{30}$ $\frac{-126}{45}$ $\frac{-141}{100}$ ICE Elev.

2/24/23 → cor/ice Ho. $\frac{00}{31}$ $\frac{-0.3}{11}$ $\frac{-0.7}{9}$ $\frac{-11}{14}$ $\frac{-33}{23}$ $\frac{-50}{28}$ $\frac{-148}{55}$ $\frac{-168}{75}$ SHLINE uce Elev

$\frac{63}{33}$ $\frac{63}{23}$ $\frac{63}{9}$ $\frac{70}{9}$ $\frac{73}{12}$ $\frac{108}{29}$ $\frac{165}{33}$ $\frac{209}{60}$ SHLINE

$\frac{43}{33}$ $\frac{48}{26}$ $\frac{53}{15}$ $\frac{50}{9}$ $\frac{50}{8}$ $\frac{58}{33}$ $\frac{54}{45}$ $\frac{63}{50}$ $\frac{68}{75}$

$\frac{52}{33}$ $\frac{26}{28}$ $\frac{23}{14}$ $\frac{22}{9}$ $\frac{22}{8}$ $\frac{20}{17}$ $\frac{53}{23}$ $\frac{33}{31}$

$\frac{134}{33}$ $\frac{118}{16}$ $\frac{109}{10}$ $\frac{104}{10}$ $\frac{107}{15}$ $\frac{116}{18}$ $\frac{116}{22}$ $\frac{108}{29}$ $\frac{112}{33}$

$\frac{80}{33}$ $\frac{72}{14}$ $\frac{64}{9}$ $\frac{60}{12}$ $\frac{80}{16}$ $\frac{85}{25}$ $\frac{7A}{30}$ $\frac{7A}{33}$

$\frac{13}{33}$ 1.7 $\frac{30}{33}$

These x-sect. taken with Y-level.

VN LINE X-Section Notes.

Sta. Elev.

6+04.8 202.7

6 202.7

5 201.6

4 202.5

3 203.1

2 204.3

1 204.5

0+00 202.9

2/24/23

MacDonald - Notes
Weber - Hd. Local
Ruttenberg - Rod
Frank - Ch.

$$\begin{array}{r}
 -15 - 10 - 50 - 63 \quad 148 \\
 \frac{27}{39} \quad \frac{50}{55} \quad \frac{80}{80} \quad \frac{160}{110} \\
 \text{5L}
 \end{array}$$

$$\begin{array}{r}
 +20 \quad +10 \\
 \frac{50}{50} \quad \frac{10}{22} \\
 -10 - 30 - 22 - 50 - 66 - 70 \quad 14.6 \quad 151 \\
 \frac{20}{26} \quad \frac{31}{40} \quad \frac{45}{55} \quad \frac{75}{105}
 \end{array}$$

$$\begin{array}{r}
 +1.5 \quad +1.5 \quad +1.5 \\
 \frac{50}{39} \quad \frac{21}{} \\
 -16 - 50 - 106 - 119 - 146 \quad 141 \\
 \frac{15}{28} \quad \frac{50}{80} \quad \frac{100}{110}
 \end{array}$$

$$\begin{array}{r}
 +1.5 \quad +10 \\
 \frac{50}{31} \\
 -02 - 50 \quad 121 \quad 13.1 \quad \text{share} \\
 \frac{20}{37} \quad \frac{60}{100} \quad 120
 \end{array}$$

$$\begin{array}{r}
 +10 \quad 00 \\
 \frac{50}{20} \\
 -03 - 50 - 122 - 148 - 148 \\
 \frac{37}{50} \quad \frac{75}{110} \quad \frac{148}{140}
 \end{array}$$

$$\begin{array}{r}
 +05 \quad +05 \quad +02 \\
 \frac{50}{33} \quad \frac{22}{} \\
 -05 - 15 - 50 - 100 - 146 \\
 \frac{15}{69} \quad \frac{51}{100} \quad \frac{146}{150}
 \end{array}$$

$$\begin{array}{r}
 00 \quad 00 \quad -02 \quad 700 \\
 \frac{33}{22} \quad \frac{22}{14} \\
 -10 - 30 - 30 \quad 00 \\
 \frac{15}{24} \quad \frac{29}{36}
 \end{array}$$



V5 LINE

ARTIFICIAL TOPOG

Sheet #1 of 2

PRB 2/29/23
WS 3/29/23

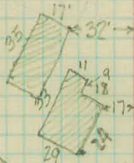
L. C R

5700

+76 Cor Shed - 32'L

+32 Cor Shed - 17'L

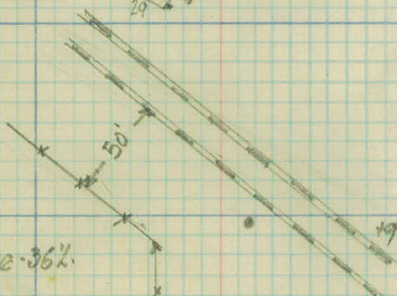
+10 Cor Shed 27'L



Shoreline - 60' E

For Continuation of
Shore see VN notes

4100



+51 C Spur King
+31 C P.T. King

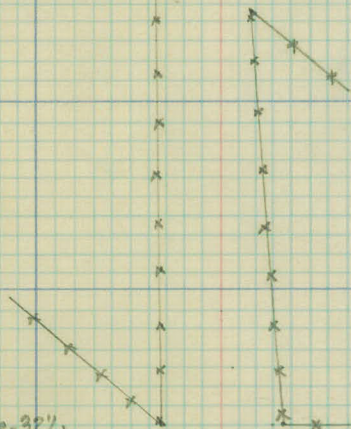
+19 P.R.R. King 51' 18" R

3100

+83 End fce - 36'L

End fce +48 - 18" R

2100



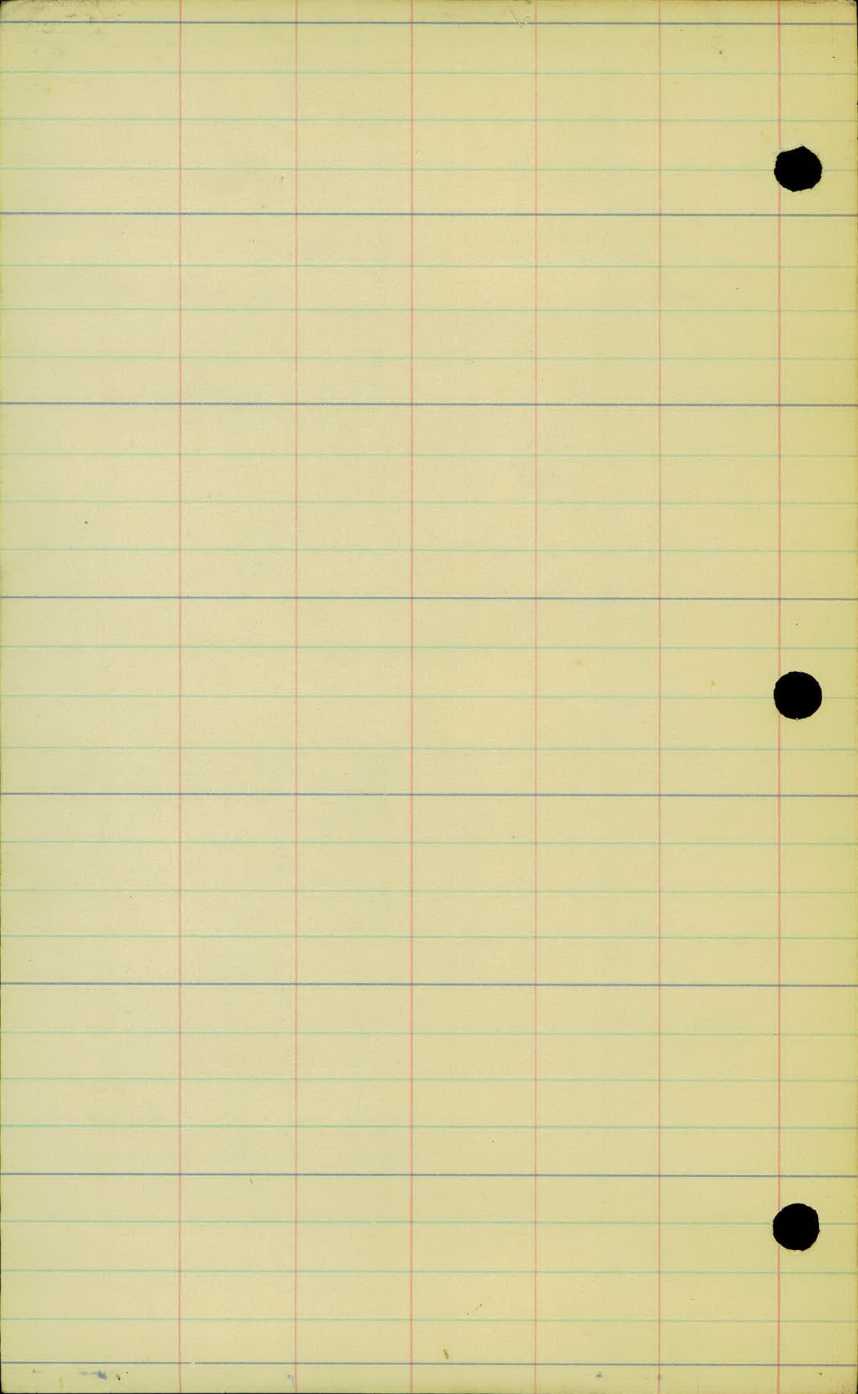
1100

+30 End fce - 32'L

+18 Trans Signs 29'L + 36'L

Fce Cor +30 - 36" R

0+00



YS LINE

ARTIFICIAL TOPOG

Sheet # 2 of 2

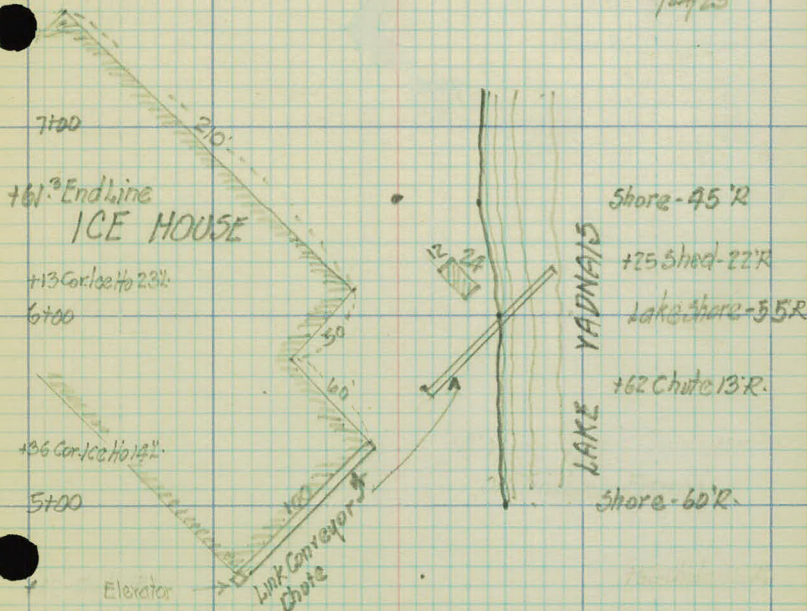
L.

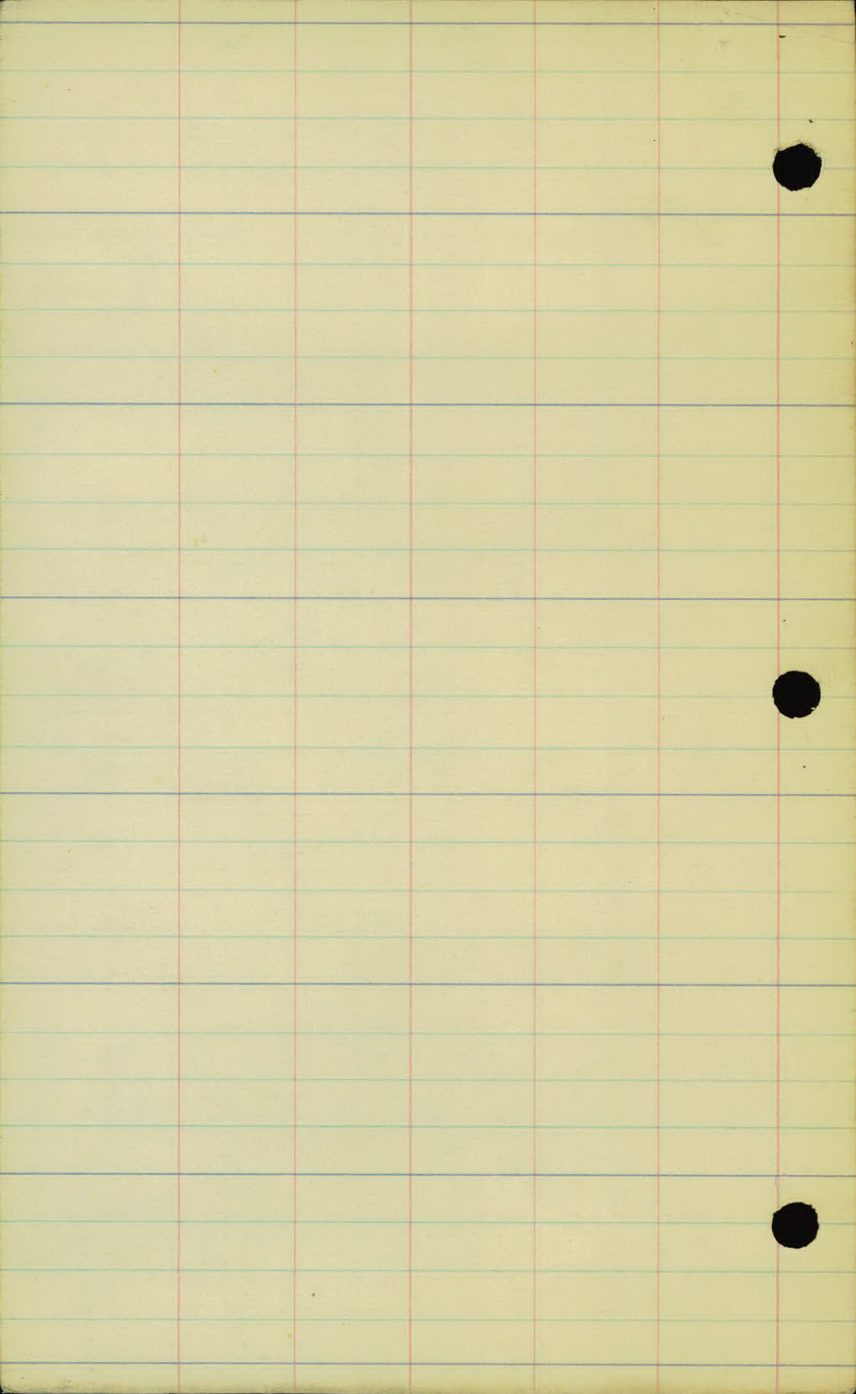
Q

R

PRB } 2/22/23
113 }

NOTE Q Yadnais Blvd.
would continue Tangent
about 300' further than
6+61.3 PRB 2/24/23





VN LINE

ARTIFICIAL TOPOG

Sheet #1 of 1
P22
PW
No } 3/12/23

L. E R

6+00

Shore - 80' R

5+00

Shore - 75' R

4+00

Shore - 100' R

3+00

Shore - 120' R

2+00

1+00

0+00

WOODS
Trees shown thus
actually located
to scale.

WOODS

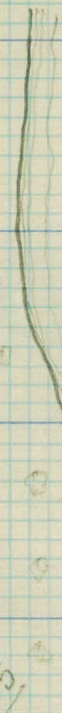
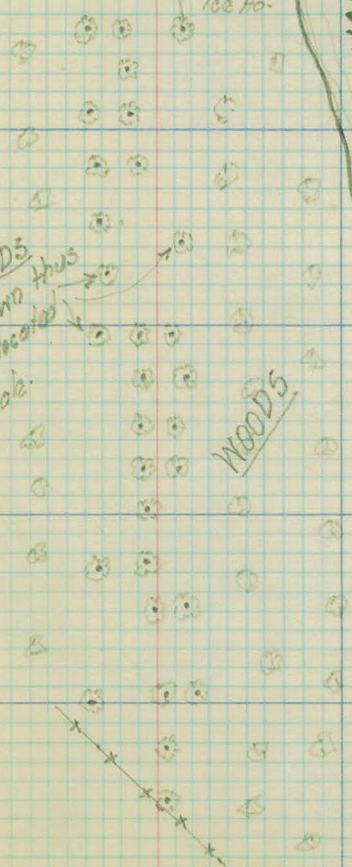
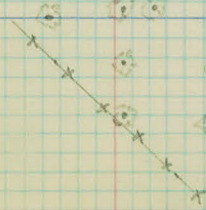
Cable to
Ice Ho.

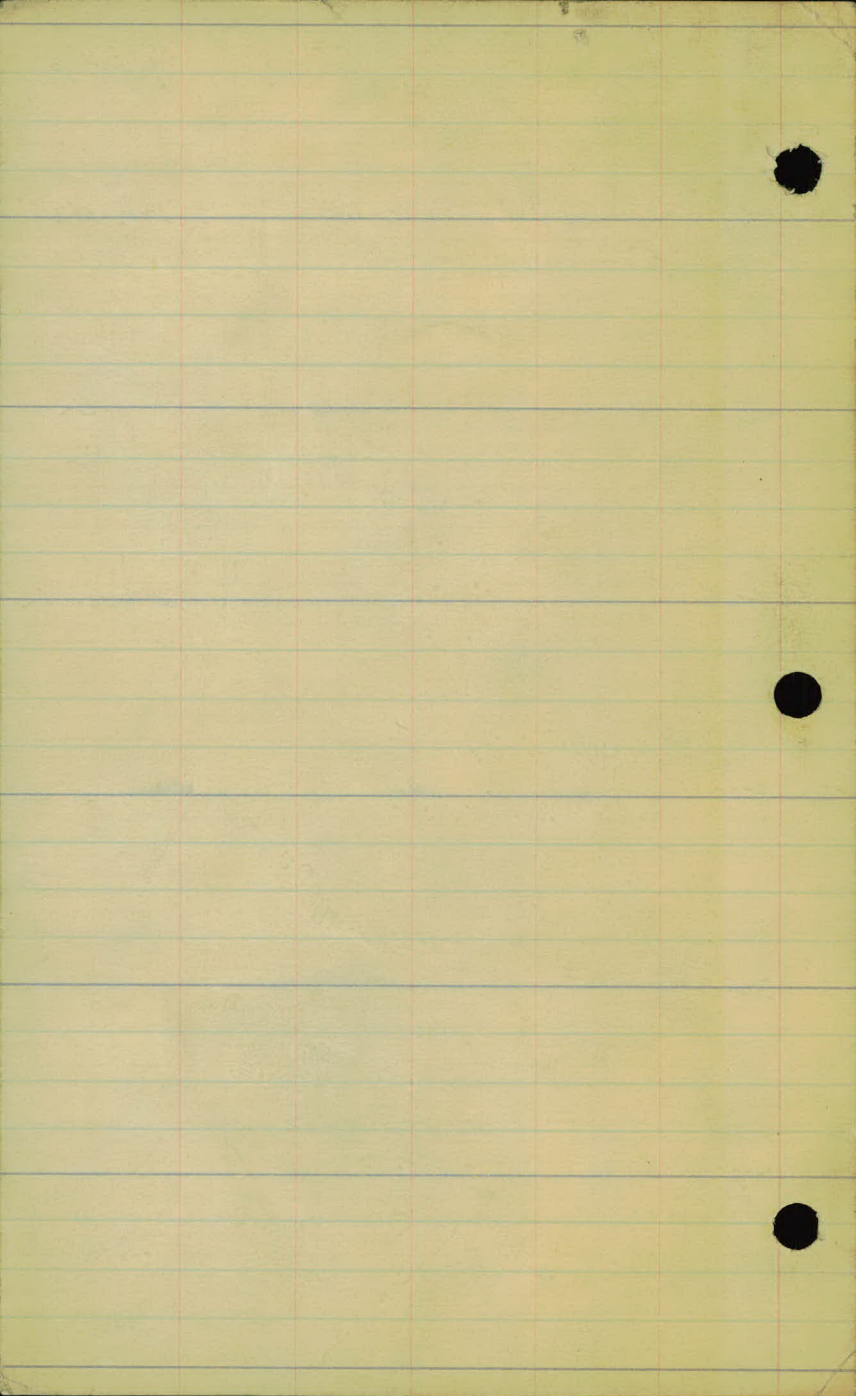
YADNAIS
LAKE

#18 Foe-33

+46 FoeXing

#18 Foe-34





U 2444