

PLANS SURVEY
DIVISION STREET

From N. limits of White Bear
To S.T.H. N^o1 - Park Ave. Bald Eagle

CO. PROJ. 24-55

RD. % N^o

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

Date Filed 11-19-23 3

File No. "10" 24-55

24-55

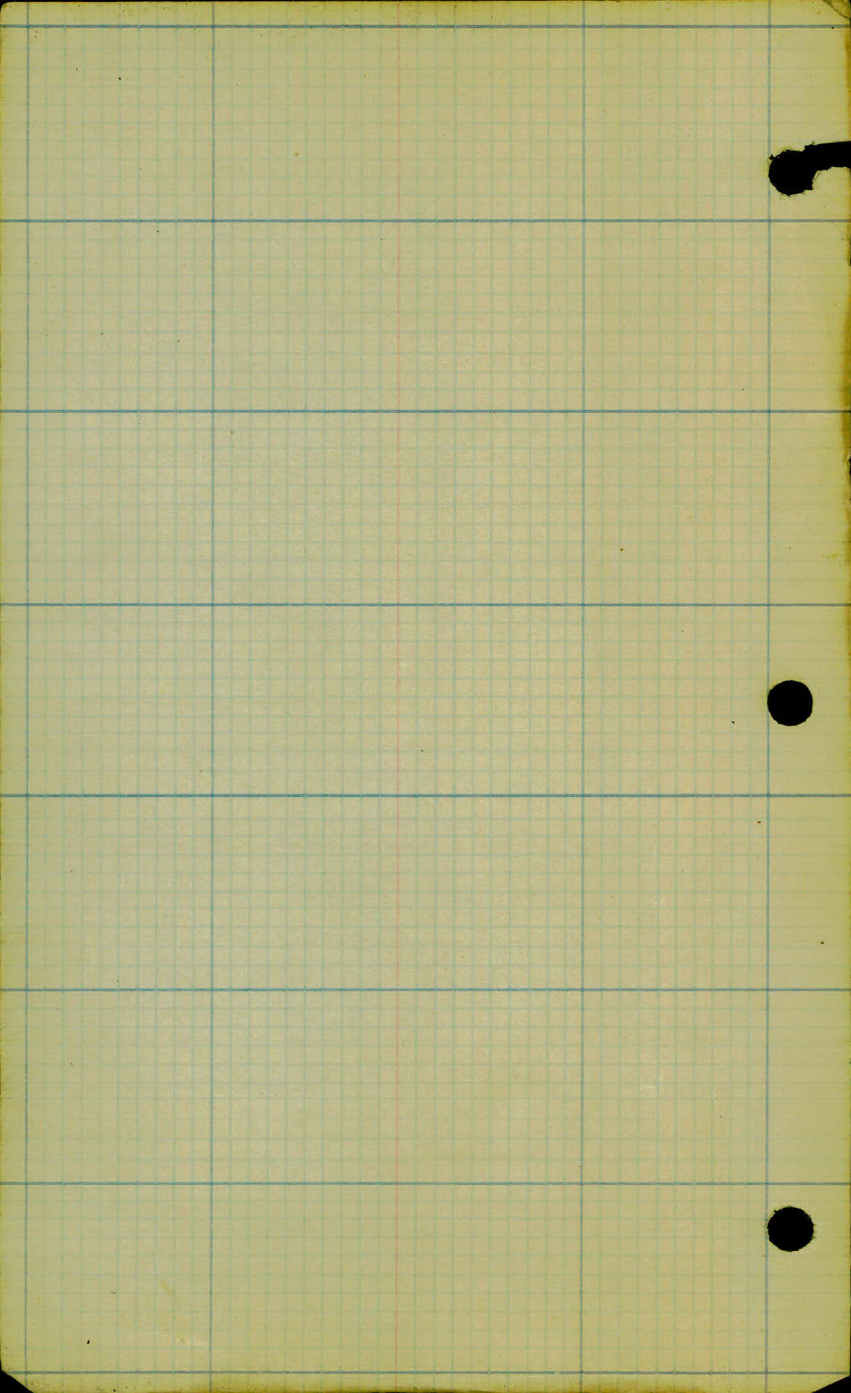
Division St. -

From - North Limits - White Bear
To - S.T. H. #1 (Park Ave. - Bald Eagle)

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

Date Filed 11-19-23

File No. "10"



Project - 24-55

Line Change Sta. 6+79.5 - 16+51.5

Transit Notes - 1 Page.

Austin	}	Party
Skoglund		
Maloney		
Galvin		
		12-4-23

±
Ang ht. Ang Pt.

16+51.5 E.C. = 16+51.8 Original line.

16+00.3 P.I. 15°30'

N 0° 17' E.

15+48.3 B.C.

13
(13)+83.0 P.O.T ± 500. Tracks.

12+30.1 E.C.

11+78.0 P.I.

15°47'

N-15°47'E.

11+24.9 B.C.

8+79.5 P.O.T.

North

Proj - 24-55

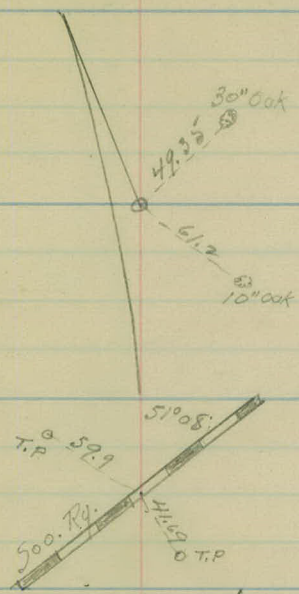
12-4-23

Sheet 1

(2)

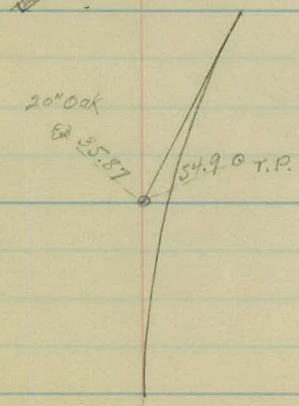
Sta. - Def.
 15+48.2 - 0°00'
 16+00 - 3°53'
 +51.2 - 7°45'

15° Curve Lt.
 $\Delta = 15030'$
 S.T. = 52.1
 B.C. = 15+48.2
 length 103.3
 E.C. = 16+51.2

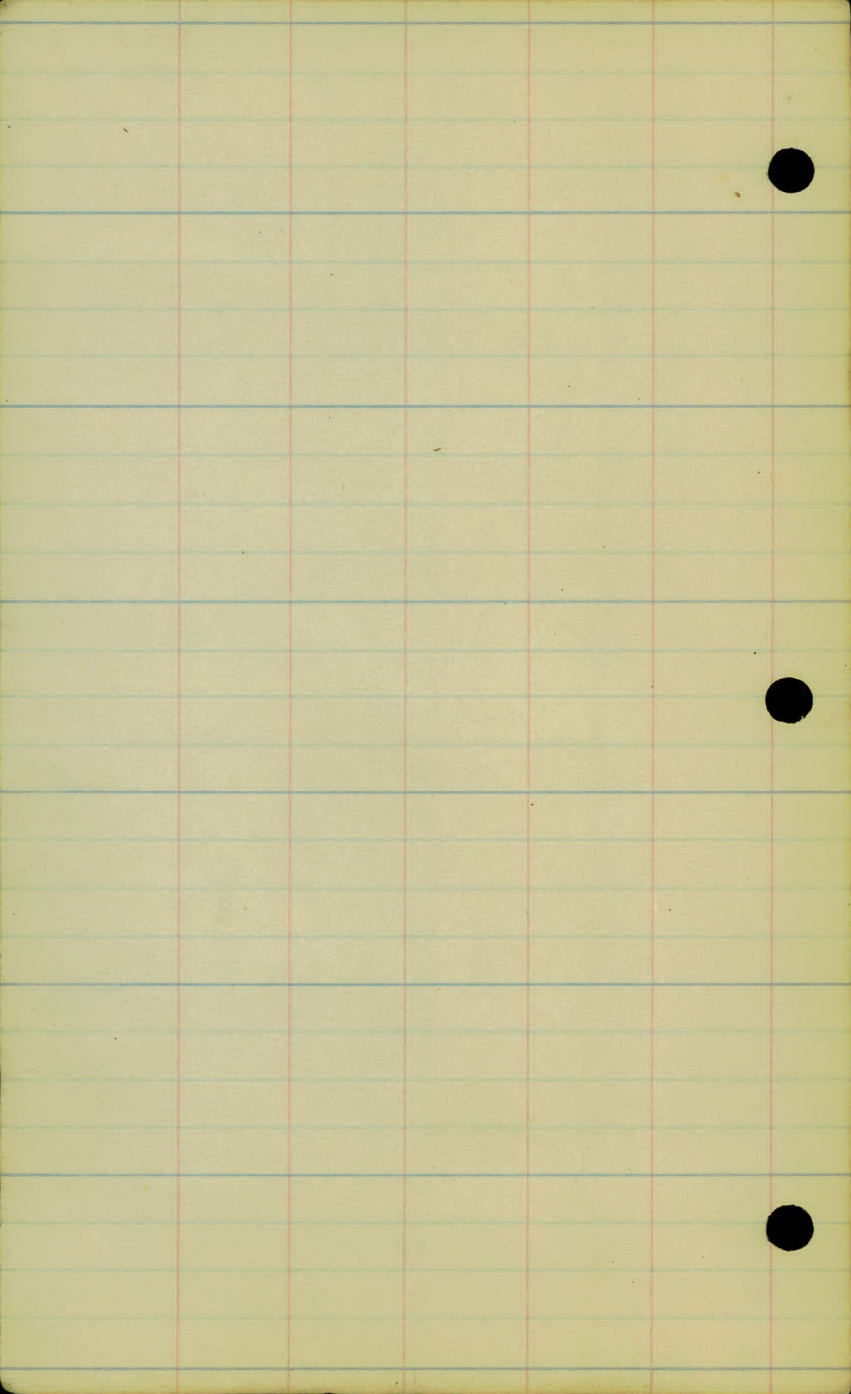


Sta. - Def.
 11+24.9 - 0°00' 20° Oak
 +50 - 1°53' 52
 12+00 - 5°38'
 +30.2 - 7°53 1/2'

15° Curve Rt.
 $\Delta = 15047'$
 S.T. = 53.1
 B.C. = 11+24.9
 length 105.2
 E.C. = 12+30.2



From Page 9



Lt.

±

Rt.

15+00

3.

+08 Tree 19'h

+19 T.P. 14' L

+14 Sup. Pole 60'h

+55 RR Xing Spn 19' L

+37

+35

+83 E.P. 39.5 L

+90 E.P. 9'h

206 Fence Xing

200 Fence Xing M+00

+52 RR T.P. 30' R

+22 T.P. 7.5 R

13+00

+22 T.P. 32' R

12+00

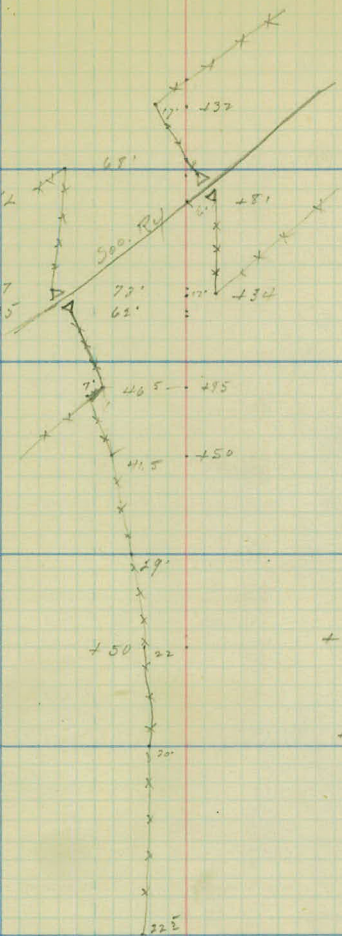
+57 RR Xing Spn Post 24.5 R

+02 T.P. 38' R

11+00

10+00

9+00



Project - 24-55

Artificial Topography

Line Change Sta 84795 - 16 + 515

1-Page.

12-5-23.

Austin } Party
Skooglan }
Maloney }
Galvin }

Project 24-55

line change Sta. 8+79.5-16+51.5

levels + X-sections

3-Pages

Austin }
Skoglund } Party
Malaney }
Galvin }

12-5-23

Station	+	H.I.	-	Rod
B.M	2.30	240.24		237.94
8+79.5			5.9	234.3
9+00			5.9	234.3
10+00			5.9	234.3
11+00			6.0	234.2
+24.9	B.C.		6.0	234.2
+50			5.8	234.4
12+00			5.4	234.8
+30.1	E.C.		5.2	235.0
+70			4.6	235.6
13+00			5.5	234.7
+35			6.8	233.4
+50			6.2	234.0
+65			5.2	235.0

ht

E

Pt.

① of 8

5

35' ht of sta 13450 F.R.T.P. Original line

$\frac{-1.5}{33.0}$	$\frac{-1.2}{25.0}$	$\frac{-1.6}{17.0}$	$\frac{+0.1}{12.0}$	$\frac{+0.3}{9.0}$	$\frac{-0.4}{7.0}$	$\frac{+0.1}{3.0}$	$\frac{+0.2}{8.0}$	$\frac{+0.1}{17.0}$	$\frac{-1.8}{23.0}$	$\frac{-2.3}{28.0}$	$\frac{+1.0}{36.0}$
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$\frac{-2.0}{33.0}$	$\frac{-2.4}{21.0}$	$\frac{-2.3}{15.0}$	$\frac{-0.2}{8.0}$	$\frac{-0.9}{6.0}$	$\frac{0.0}{2.0}$	$\frac{+0.3}{9.0}$	$\frac{+0.4}{19.0}$	$\frac{-1.0}{22.0}$	$\frac{-1.8}{30.0}$	$\frac{-1.1}{33.0}$
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$\frac{0.0}{33.0}$	$\frac{0.0}{19.0}$	$\frac{-0.6}{14.0}$	$\frac{0.0}{10.0}$	$\frac{-1.2}{8.0}$	$\frac{-1.4}{5.0}$	$\frac{0.0}{2.0}$	$\frac{+0.4}{9.0}$	$\frac{0.0}{19.0}$	$\frac{-1.4}{24.0}$	$\frac{-2.2}{33.0}$
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$\frac{+1.6}{33.0}$	$\frac{+1.1}{20.0}$	$\frac{-0.3}{16.0}$	$\frac{-1.4}{12.0}$	$\frac{-1.4}{9.0}$	$\frac{0.0}{2.0}$	$\frac{+0.2}{7.0}$	$\frac{+0.4}{20.0}$	$\frac{-1.0}{25.0}$	$\frac{-2.0}{33.0}$
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$\frac{+0.2}{33.0}$	$\frac{-1.0}{21.0}$	$\frac{-2.2}{18.0}$	$\frac{-1.9}{13.0}$	$\frac{-0.9}{10.0}$	$\frac{0.0}{5.0}$	$\frac{+0.2}{5.0}$	$\frac{0.0}{15.0}$	$\frac{-1.4}{20.0}$	$\frac{-2.3}{27.0}$	$\frac{-2.3}{33.0}$
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$\frac{+0.2}{34.0}$	$\frac{-2.0}{32.0}$	$\frac{-1.7}{27.0}$	$\frac{0.0}{22.0}$	$\frac{+0.3}{10.0}$	$\frac{-0.4}{11.0}$	$\frac{-1.6}{9.0}$	$\frac{-3.0}{24.0}$	$\frac{-2.1}{27.0}$	$\frac{-2.1}{33.0}$
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$\frac{0.0}{33.0}$	$\frac{+1.9}{28.0}$	$\frac{+1.9}{17.0}$	$\frac{+1.5}{6.0}$	$\frac{-1.2}{7.0}$	$\frac{-1.6}{12.0}$	$\frac{-2.0}{17.0}$	$\frac{-0.8}{22.0}$	$\frac{-1.5}{33.0}$
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$\frac{+1.0}{33.0}$	$\frac{+3.9}{21.0}$	$\frac{+3.3}{14.0}$	$\frac{+1.0}{6.0}$	$\frac{-0.6}{11.0}$	$\frac{-0.8}{10.0}$	$\frac{0.0}{12.0}$	$\frac{+0.2}{33.0}$
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12-5-23

Station	+ H.I.	-	Rad.	Elev.
13+72			3.1	237.1
+79.8	So. Rail	500 Tracks	2.07	238.17
+96.2	No Rail	" "	2.09	238.15
14+00			2.7	237.5
+14			1.9	238.3
+23			2.4	237.8
+28			4.3	235.9
+33			4.5	235.7
+40			3.2	237.0
+50			3.3	236.9
T.P.	3.HL	240.78	2.92	237.32
15+00			6.4	234.4
+20			6.2	234.6
+25			4.8	236.0

$\frac{+1.0}{33.0}$	$\frac{+1.0}{27.0}$	$\frac{+0.8}{14.0}$	$\frac{-1.2}{6.0}$	$\frac{-2.3}{18.0}$	$\frac{-2.5}{22.0}$	$\frac{-3.0}{33.0}$
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85# Rail 5 1/2" High -

$\frac{+0.3}{38.0}$	$\frac{+0.7}{23.0}$	$\frac{+1.0}{15.0}$	$\frac{0.0}{12.0}$	$\frac{+0.5}{25.0}$	$\frac{+0.7}{33.0}$
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$\frac{-0.2}{33.0}$	$\frac{-0.4}{29.0}$	$\frac{-1.3}{26.0}$	$\frac{-1.8}{22.0}$	$\frac{-0.9}{11.0}$	$\frac{-1.2}{7.0}$	$\frac{+0.5}{7.0}$	$\frac{+0.9}{12.0}$	$\frac{+0.5}{22.0}$	$\frac{-0.2}{33.0}$
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$\frac{+2.0}{33.0}$	$\frac{+1.2}{28.0}$	$\frac{+1.0}{22.0}$	$\frac{+2.5}{21.0}$	$\frac{+2.8}{14.0}$	$\frac{+1.9}{4.0}$	$\frac{-0.7}{4.0}$	$\frac{+0.8}{15.0}$	$\frac{+3.4}{22.0}$	$\frac{+3.0}{33.0}$
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$\frac{+0.4}{33.0}$	$\frac{+0.4}{30.0}$	$\frac{-0.8}{25.0}$	$\frac{-0.9}{20.0}$	$\frac{+1.1}{18.0}$	$\frac{+0.9}{9.0}$	$\frac{-0.5}{9.0}$	$\frac{-1.5}{19.0}$	$\frac{-2.8}{25.0}$	$\frac{-3.0}{33.0}$
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$\frac{+2.0}{33.0}$	$\frac{+2.0}{28.0}$	$\frac{+1.9}{18.0}$	$\frac{+1.0}{10.0}$	$\frac{0.0}{9.0}$	$\frac{-0.2}{20.0}$	$\frac{-0.5}{33.0}$
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$\frac{+2.5}{33.0}$	$\frac{+2.0}{11.0}$	$\frac{+1.6}{6.0}$	$\frac{-0.3}{5.0}$	$\frac{-0.2}{18.0}$	$\frac{-0.7}{33.0}$
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$\frac{+0.7}{33.0}$	$\frac{+0.6}{25.0}$	$\frac{+0.6}{13.0}$	$\frac{-1.5}{5.0}$	$\frac{-1.7}{19.0}$	$\frac{-2.0}{33.0}$
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Station + H.I. — Rod. Elev.
240.78

15 + 48.2 B.C. 5.00 235.8

16 + 00 5.4 235.4

+ 38. 5.5 235.3

+ 51.5 E.C. 5.6 235.2

B.M.

2.84

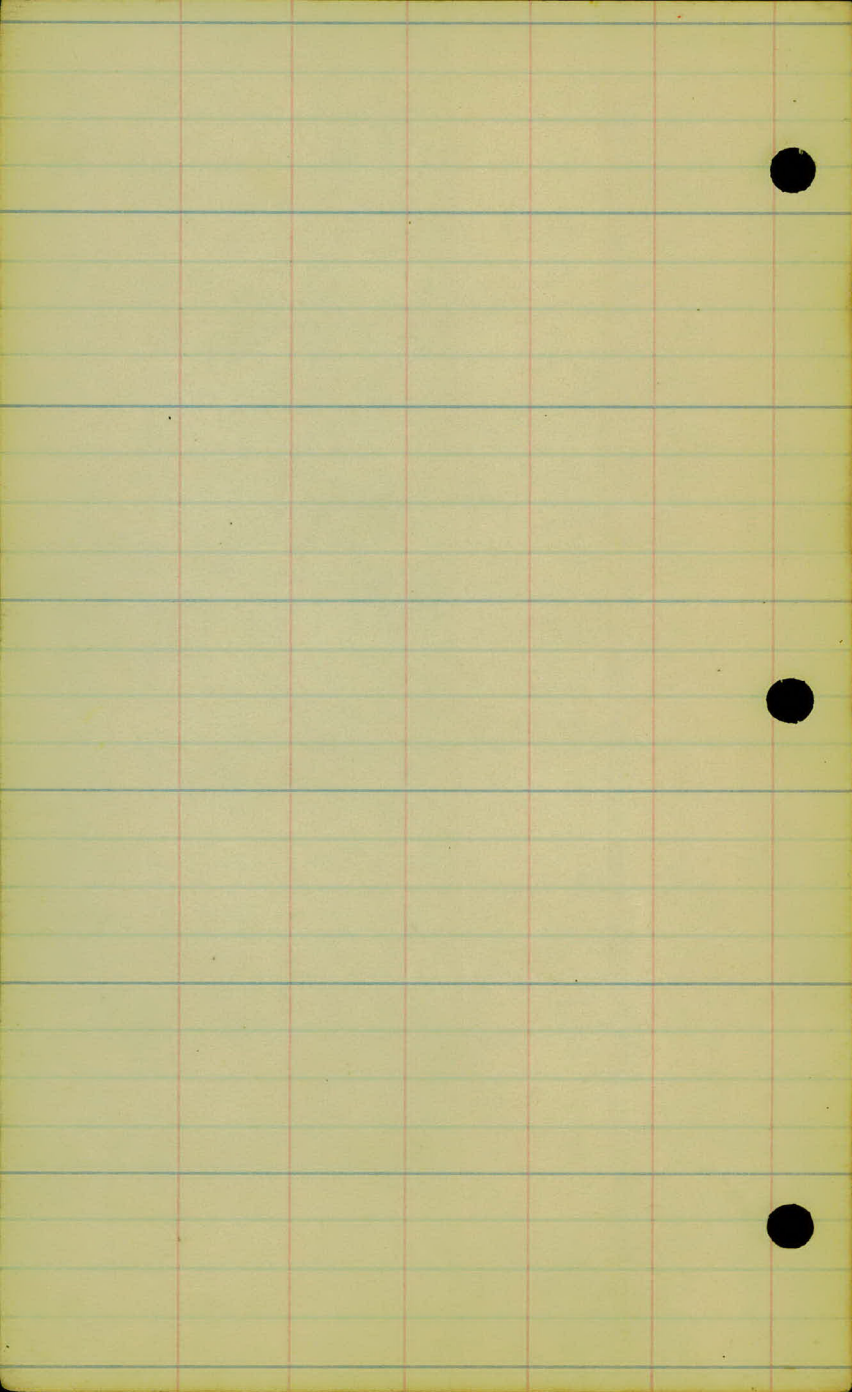
237.14

See Page (15)

$\frac{-1.6}{33.0}$	$\frac{-0.6}{29.0}$	$\frac{-0.5}{20.0}$	$\frac{0.0}{8.0}$	$\frac{0.0}{7.0}$	$\frac{-1.2}{11.0}$	$\frac{-1.8}{17.0}$	$\frac{-1.8}{33.0}$
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$\frac{-0.4}{33.0}$	$\frac{-0.3}{26.0}$	$\frac{-1.0}{21.0}$	$\frac{-2.0}{17.0}$	$\frac{-0.7}{12.0}$	$\frac{0.0}{7.0}$	$\frac{+0.1}{12.0}$	$\frac{-1.4}{16.0}$	$\frac{-1.8}{26.0}$	$\frac{0.0}{28.0}$	$\frac{+0.9}{33.0}$		
$\frac{+0.3}{20.0}$	$\frac{0.0}{27.0}$	$\frac{-1.3}{25.0}$	$\frac{-2.5}{21.0}$	$\frac{-1.5}{17.0}$	$\frac{-1.3}{13.0}$	$\frac{0.0}{8.0}$	$\frac{+0.2}{9.0}$	$\frac{-1.2}{14.0}$	$\frac{-1.7}{22.0}$	$\frac{+0.5}{24.0}$	$\frac{+1.5}{28.0}$	$\frac{+1.8}{40.0}$

Nail in T.P. 35' ~~at~~ Sta 13-150



Project 24-55
Transit Notes

4 Pages.

Sec. 11. T. 30. R. 22.
Town of Bald Eagle.

Ctr. Sec 11

E. 1/4 Cor
Sec. 11

4 AVE = 2405.6
25'

80'

Pank Ave

Iron. Post.

White Bear St.

1321.52 Stillwater

1321.52 AVE

500. Rd.

1166. St

32.6

1346.97

1317.87

Division St.

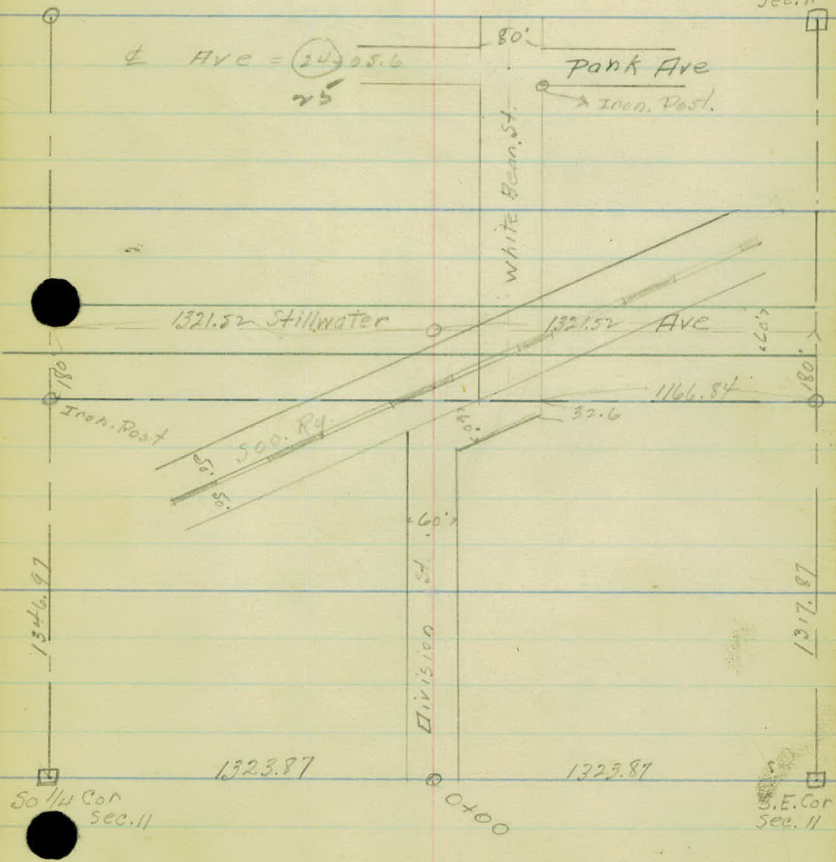
1323.87

1323.87

So 1/4 Cor
Sec. 11

S.E. Cor
Sec. 11

0400



±

Ang. Ht. Ang. Pt.

~~13+47.4 ✓ E.C.~~

~~12+96.2 ✓ P.I. 15°30'~~

~~12+44.1 ✓ B.C.~~

~~9+31.6 ✓ E.C.~~

~~8+79.5 ✓ P.I. 15°41'~~

~~8+76.4 ✓ B.C. See Page 2~~

0+30 P.O.T.

0+00

Soline Poirier, St.

Sta. Def

12+44.1 = 0°00'

13+00 = 4°11 1/2' ^{100' P} 0.75:1.8

4+47.4 = 7°45'

15° Curve Rt.

Δ = 15°30'

S.T. = 52.1 ✓

B.C. = 12+44.1 ✓

Length = 103.3 ✓

E.C. = 13+47.4 ✓

43.55 = R/W Hut



Sta. - Def

8+26.4 = 0°00'

+50 = 1°04'

9+00 = 5°31'

+31.6 = 7°53 1/2'

15° Curve Rt.

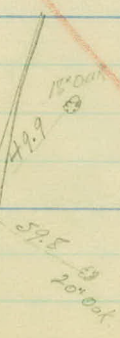
Δ = 15°47'

S.T. = 53.1 ✓

B.C. = 8+26.4 ✓

Length 105.2 ✓

E.C. = 9+31.6 ✓



See Page 2 ✓



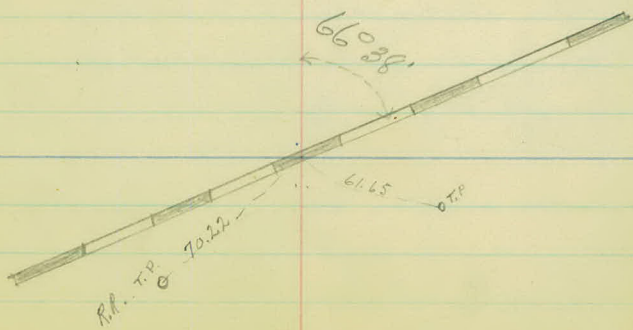
25+056 \pm Park Ave.

24+756 So. line Park Ave.

15+310 \pm Stillwater Ave.

14+152 P.O.T. \pm Soo Tracks.

40' Iron Pipe



±

Ang. H. Ang. Rl.

Traverse of Present Road.
from Sta. 8+795 to 15+965

15+965 P.I. 35°50' = 15+845 New Location.

14+70 P.I. 24°37'

13+88 P.I. 7°40'

13+626 ± 500. Tracks.

11+640 P.I. 2°00'

8+795 P.I. 1°50'

15+96.5

14+70

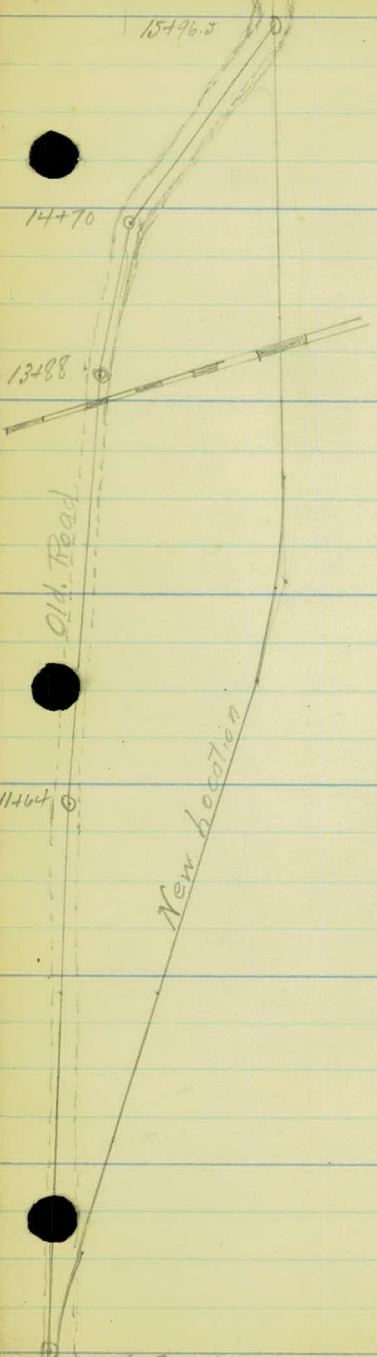
13+88

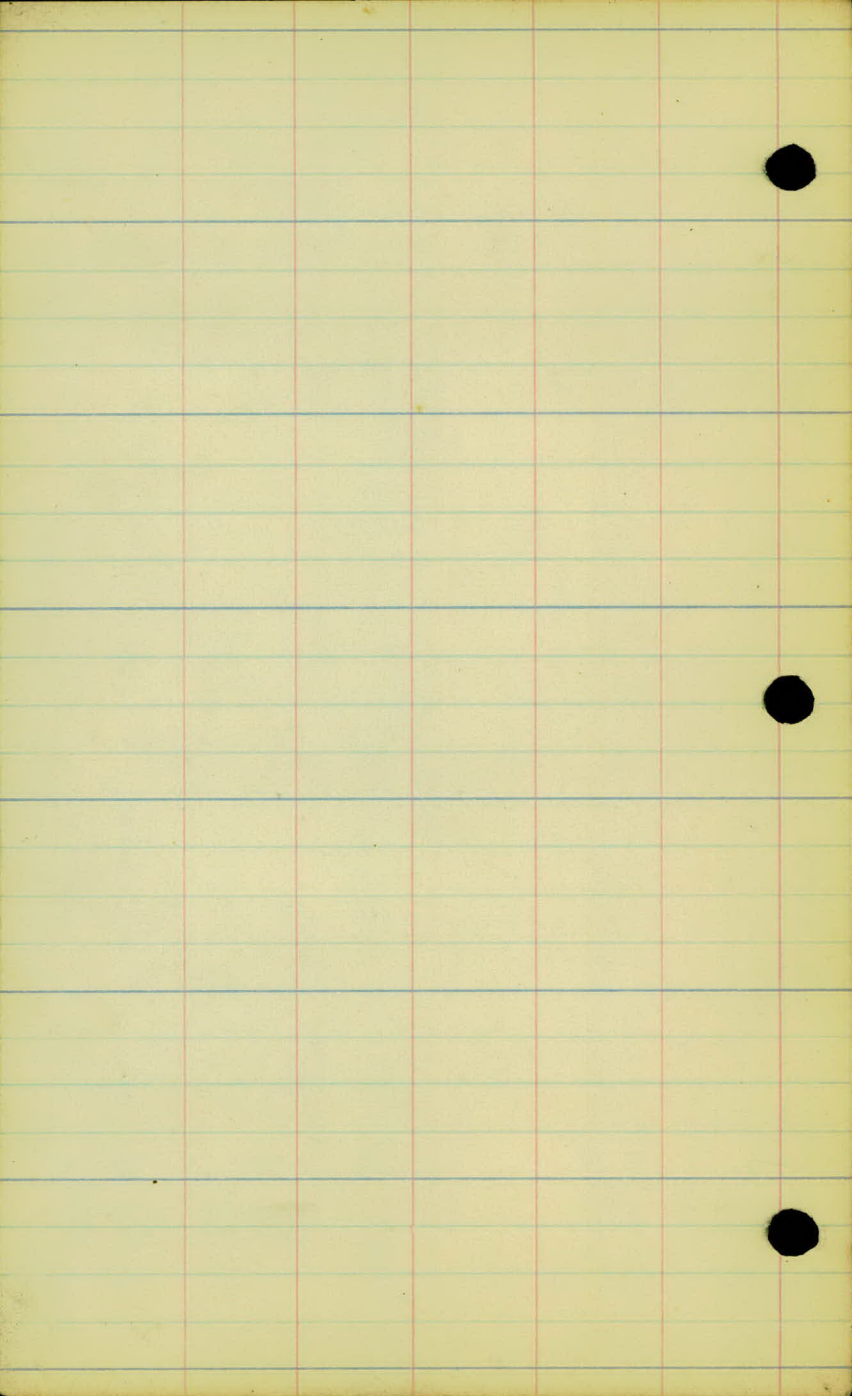
Old Road

New location

11+64

8+79.5 P.I





Project 24-55

Station 0+00 to 24+05.6

Xsections and levels

5 Pages

R. E. Austin	} Party
A. N. Skoglan	
W. Maloney	
M. Galvin	

Nov. - 15 - 23

Station	+	H.I.	-	Rod	Elev.
B.M.	3.97	247.70			243.73
T.P.	7.22	250.00	4.92	242.78	
T.P.	4.00	248.86	5.64	244.86	
B.M.	3.01	248.06	3.31	245.05	
0+00				4.3	43.8
+25				3.9	44.2
+60				4.3	43.8
1+00				4.5	43.6
+50				5.1	43.0
2+00				6.5	41.6
+80				6.6	41.5
+45				6.9	41.2
+64				7.6	40.5
+79				7.9	40.2
3+00				8.5	39.6
+32				9.3	39.8
+60				10.1	39.0
4+00				11.1	37.0
T.P.	1.46	239.16	10.36	237.70	34.9
5+00				4.3	34.9
6+00				5.0	34.2
7+00				4.9	34.3
8+00				4.8	34.4
+50.				4.5	34.7
9+00				4.9	34.3
T.P.	4.75	239.01	4.90	234.26	
+51				4.9	34.1

See Page 5

11-14-23

H.

Z

H.

0 of 5

13

Nail in 30" Oak 50' Rl. Sta 71+68 Bald Eagle Ave.

Nail in 30" Oak 50' left. Sta 2+45

+1.7	+1.1	+0.2	+0.1	-0.5	+0.4	+0.4	0.0	+0.4	+1.1	+1.0
33.0	28.0	20.0	11.0	9.0	6.0	11.0	21.0	25.0	29.0	33.0
+0.7	-0.2	0.0	-0.6	+0.1		+0.4	+0.7			
33.0	20.5	12.0	5.0	-0.0		17.0	33.0			
		+1.0	-0.2	-0.2		+0.5	+0.0	+1.3		
		33.0	20.0	8.0		17.0	36.0	41.0		
+1.1	+0.8	+0.2	-0.2			+0.3	+0.0	+0.1		
33.0	21.0	13.0	7.0			17.0	26.0	32.0		
+1.1	+0.6	+0.1	-0.7	-0.1		+0.6	+0.2	+0.6	+1.0	
33.0	20.0	8.0	5.0	2.0		7.0	17.0	27.0	33.0	
+2.7	+3.0	+1.3	+1.0	+0.6	-0.1	+0.4	0.0	+0.6	+1.4	+3.5
33.0	25.0	22.0	17.0	11.0	6.0	13.0	20.0	22.0	27.0	33.0
+2.8	+2.4	+3.6	+0.6	+0.6	0.0	+0.2	-0.2	+1.0	+3.6	+3.6
33.0	27.0	24.0	18.0	14.0	12.0	12.0	18.0	25.0	32.0	37.0
		+1.4	+1.0	+0.2		+0.2	-0.2	+0.2	+0.2	+3.0
		33.0	21.0	17.0		11.0	17.0	21.0	26.0	32.0
			+1.0	-0.2		+0.4	-0.2	+0.3	+1.2	+3.5
			33.0	6.0		11.0	14.0	20.0	33.0	33.0
+1.6	+0.7	+0.5	-0.1			+0.2	-0.2	+2.2	+2.0	+2.7
33.0	18.0	11.0	2.0			11.0	21.0	28.0	35.0	37.0
+2.2	+1.8	+0.6	-0.8			+0.2	-0.2	-0.6	0.0	+0.2
33.0	23.0	22.0	6.0			10.0	11.0	13.0	17.0	21.0
+1.7	+1.7	-0.5	-0.5	+0.2		-0.1	-0.1	-0.6	-0.0	+0.7
33.0	23.0	20.0	7.0	6.0		12.0	15.0	18.0	31.0	35.0
+2.4	+1.3	-0.8	-0.8	+0.1		+0.2	+0.2	-1.5	-0.3	-0.6
33.0	21.0	7.0	7.0	6.0		14.0	12.0	22.0	27.0	33.0
		0.0	-0.8	-0.8	+0.2	+0.2	-1.1	-1.7	-2.3	
		33.0	21.0	14.0	7.0	14.0	16.0	27.0	33.0	
-2.0	-2.1	-0.6	-0.2	-0.6	0.0	+0.2	-2.2	-2.8		
33.0	18.0	15.0	14.0	10.0	6.0	13.0	17.0	33.0		
-1.8	-1.4	-0.0	-0.1	-0.5	0.0	0.0	-2.1	-2.4		
33.0	14.0	15.0	14.0	9.0	7.0	14.0	13.0	33.0		
-0.1	-0.6	-1.5	-1.6	-0.2	-0.2	0.0	-2.5	-2.5	-2.0	-2.0
33.0	24.0	22.0	18.0	13.0	7.0	14.0	20.0	25.0	27.0	33.0
+0.5	0.0	-0.9	-1.0	0.0	+0.4	+0.2	-1.1	-1.6	-1.4	-0.4
33.0	21.0	18.0	13.0	10.0	7.0	12.0	20.0	25.0	30.0	33.0
-0.3	-0.2	+1.3	-1.0	+0.2	-0.2	0.0	-1.3	-2.0	0.0	
33.0	22.0	24.0	15.0	11.0	7.0	14.0	22.0	33.0	34.0	
+1.1	-1.0	+1.6	-0.1	+0.4	-0.2	+0.2	-0.8	-1.7	-2.3	+1.1
33.0	23.0	25.0	22.0	17.0	18.0	11.0	15.0	17.0	21.0	29.0
										+1.5
										33.0
-0.8	+0.6	-0.1	+0.5	+0.6		-1.4	-2.6	-1.0	+0.6	+1.7
33.0	30.0	28.0	28.0	17.0		4.0	8.0	11.0	17.0	33.0

Sandy loam subgrade

Station	+	H.I.	-	Rod.	Elev.
		237.01			
9+71.0				7.5	31.5
9+81.0				7.4	31.6
10+00				6.0	33.0
+ 50				6.8	32.2
11+00				6.6	32.4
+ 55				6.6	32.4
12+00				5.0	34.0
+ 16				4.9	34.1
13+00				7.7	31.3
+ 50				6.5	32.5
R.M.				1.07	237.71
+ 12				5.5	33.5
+ 93				6.6	32.4
+ 95				6.6	32.4
+ 96.5				5.4	33.6
14+00				1.5	34.5
+ 07				1.7	37.3
+ 12.4				0.95	238.06
+ 17.8				0.94	238.07
+ 30				1.7	37.3
+ 42				2.0	37.0
+ 52				5.6	33.4
T.P.	6.79	246.38	5.42	233.57	
+ 63				7.3	33.1
+ 68				6.1	34.3
15+00				6.3	34.1

11-14-29

H.

H.

② of 5

14

$\frac{+2.5}{33.0}$	$\frac{+2.7}{32.0}$	$\frac{+2.3}{29.0}$	$\frac{+3.0}{6.0}$	$\frac{+0.2}{2.0}$	$\frac{+1.7}{5.0}$	$\frac{+2.5}{10.0}$	$\frac{+2.37}{17.0}$	$\frac{+4.0}{32.0}$
$\frac{+2.5}{33.0}$	$\frac{+3.0}{32.0}$	$\frac{+2.7}{10.0}$	$\frac{+1.9}{5.0}$	$\frac{+1.3}{2.0}$	$\frac{+2.4}{7.0}$	$\frac{+3.1}{16.0}$	$\frac{+3.5}{33.0}$	
$\frac{+1.7}{33.0}$	$\frac{+1.9}{17.0}$	$\frac{+0.4}{11.0}$	$\frac{-0.4}{6.0}$	$\frac{-1.1}{4.0}$	$\frac{-0.3}{3.0}$	$\frac{+0.6}{4.0}$	$\frac{+1.0}{12.0}$	$\frac{+1.5}{25.0}$
$\frac{+2.5}{33.0}$	$\frac{+2.3}{32.0}$	$\frac{+2.1}{24.0}$	$\frac{-0.5}{10.0}$	$\frac{0.0}{8.0}$	$\frac{+2.8}{2.0}$	$\frac{+0.2}{7.0}$	$\frac{+0.6}{18.0}$	$\frac{+1.6}{33.0}$
$\frac{+2.1}{43.0}$	$\frac{+0.2}{33.0}$	$\frac{0.0}{27.0}$	$\frac{+0.4}{12.0}$	$\frac{-0.2}{13.0}$		$\frac{0.0}{14.0}$	$\frac{+0.3}{33.0}$	
		$\frac{+0.2}{32.0}$	$\frac{+1.1}{17.0}$	$\frac{+0.2}{12.0}$		$\frac{0.0}{14.0}$	$\frac{+0.3}{33.0}$	
			$\frac{-0.1}{33.0}$	$\frac{+0.2}{21.0}$		$\frac{+0.5}{13.0}$	$\frac{+0.8}{33.0}$	
			$\frac{-0.7}{32.0}$	$\frac{0.0}{19.0}$		$\frac{+0.4}{10.0}$	$\frac{+1.0}{33.0}$	
			$\frac{+2.0}{33.0}$	$\frac{+0.9}{20.0}$		$\frac{-0.1}{13.0}$	$\frac{+0.2}{33.0}$	
			$\frac{+1.0}{33.0}$	$\frac{+0.2}{18.0}$		$\frac{-0.3}{15.0}$	$\frac{-0.5}{33.0}$	

↑
Part 509
↓

Nail in R.R.T.P. 35' At 549 13+50

$\frac{+3.5}{32.0}$	$\frac{+0.8}{14.0}$	$\frac{-0.1}{19.0}$	$\frac{-1.3}{33.0}$	$\frac{-1.3}{33.0}$
---------------------	---------------------	---------------------	---------------------	---------------------

$\frac{+3.4}{33.0}$	$\frac{+3.1}{18.0}$	$\frac{-1.0}{4.0}$	$\frac{-1.1}{23.0}$	$\frac{-0.8}{33.0}$
$\frac{+0.5}{33.0}$	$\frac{+0.8}{17.0}$	$\frac{-1.1}{10.0}$	$\frac{-3.8}{24.0}$	$\frac{-4.3}{33.0}$

Top 50' Rail 500' Tracks

vv No vv vv iv

		$\frac{+1.1}{33.0}$	$\frac{-10.9}{14.0}$	$\frac{0.0}{19.0}$	$\frac{+0.7}{24.0}$	$\frac{+0.7}{33.0}$
$\frac{-2.0}{33.0}$	$\frac{-2.3}{26.0}$	$\frac{-0.9}{14.0}$	$\frac{+0.3}{5.0}$	$\frac{+0.5}{17.0}$	$\frac{+0.5}{33.0}$	
	$\frac{+3.3}{33.0}$	$\frac{+2.8}{29.0}$	$\frac{+0.9}{16.0}$	$\frac{+0.9}{6.0}$	$\frac{+2.6}{17.0}$	$\frac{+4.0}{33.0}$

Sandy boom

	$\frac{+2.8}{14.0}$	$\frac{+1.5}{24.0}$	$\frac{+0.7}{17.0}$	$\frac{-0.7}{4.0}$	$\frac{-1.5}{10.0}$	$\frac{-1.0}{33.0}$
$\frac{+1.5}{40.0}$	$\frac{+1.5}{37.0}$	$\frac{+1.0}{24.0}$	$\frac{+0.3}{11.0}$	$\frac{-0.2}{7.0}$	$\frac{-0.4}{30.0}$	$\frac{-0.5}{40.0}$

Station	+	H.I.	-	Rod.	Elev.
		240.38			
15 + 31					
15 + 55	4.81	240.38		6.2	34.2
	+ 63			4.9	35.5
16 + 00				5.0	35.4
	+ 83			5.2	35.2
17 + 00				5.4	35.0
	+ 50			5.8	34.6
18 + 00				5.8	34.6
	+ 50			5.8	34.6
19 + 00				5.7	34.7
T.P.	3.71	238.11	5.10	235.28	
	+ 50			4.4	34.6
20 + 00				4.5	34.5
21 + 00				4.7	34.3
22 + 00				4.9	34.1
23 + 00				5.2	33.9
B.M.				4.72	234.27
	+ 75			4.8	34.2
24 + 00				5.7	33.8
	+ 75.0			7.1	31.9
25 + 05.6				7.5	31.5

234.27	231.65		
1.62	8.19	+	-
235.89	239.84	3.01	10.36
1.89	1.66	1.46	4.90
236.15	238.18	4.75	5.42
5.71	3.71	6.79	5.10
230.39	3.71	4.72	4.72
231.65	19.72	50.50	19.72
		10.78	10.78

B.M. 245.05
 B.M. 234.27
 10.78 ✓

11-14-23

Left.

±

Right

(3) of 5

15

11.3	21.0	41.9	11.7	40.1	-0.6	40.2	40.5
40.0	35.0	18.0	4.0	7.0	15.0	17.0	40.0
-0.3	20.5	20.3	20.5	-1.2	-1.0	-0.6	0.4
47.0	26.0	27.0	11.0	3.0	17.0	23.0	40.0
-0.5	0.6	-0.9	-0.9	-1.7	-1.5	-0.7	20.1
46.0	30.0	28.0	20.0	17.0	15.0	14.0	4.0
40.3	40.1	-1.5	-2.3	-1.3	0.1	0.1	0.1
40.0	26.0	35.0	17.0	13.0	7.0	0.0	-1.0
-0.1	-0.4	-0.3	20.4	20.2	-0.6	-1.7	-1.5
40.0	40.0	26.0	12.0	11.0	16.0	17.0	27.0
40.3	40.5	-0.5	-1.5	-1.8	20.2	-0.3	-0.3
42.0	23.0	28.0	21.0	11.0	7.0	11.0	40.3
-0.5	0.0	-2.2	-2.3	0.0	0.0	-0.7	-2.7
40.0	24.0	26.0	11.0	7.0	10.0	13.0	15.0
-0.5	-0.2	-1.0	-1.5	-1.0	0.0	-1.2	-1.5
40.0	23.0	26.0	20.0	16.0	12.0	15.0	21.0
0.0	0.0	0.0	-1.0	-1.0	-0.1	-1.2	-2.3
40.0	27.0	24.0	17.0	4.0	7.0	14.0	17.0
40.7	41.0	-2.5	-2.3	-1.1	-0.3	0.0	-1.5
40.0	30.0	27.0	17.0	12.0	11.0	10.0	13.0
40.2	-0.3	0.5	3.0	-2.2	-0.5	40.1	10.1
40.0	28.0	35.0	15.0	13.0	7.0	10.0	15.0
41.2	40.2	-1.2	-0.7	-0.3	20.2	-0.2	-1.2
40.0	34.0	32.0	24.0	12.0	8.0	12.0	17.0
0.0	-0.3	20.2	-0.4	-0.7	40.1	20.1	-0.6
42.0	22.0	16.0	12.0	10.0	8.0	10.0	23.0
40.4	-0.5	-0.7	20.1	20.2	-1.3	-1.7	-0.9
40.0	18.0	15.0	14.0	11.0	18.0	22.0	20.0

Nail in 20" Oak R.I. 5 to 23+60

42.0	40.5	-0.4	-0.9	0.0	0.0	-1.2	-1.8	-2.0	0.0	-0.7
40.0	35.0	17.0	15.0	9.0	10.0	12.0	15.0	24.0	27.0	40.0
40.4	0.0	-0.4	-1.0	10.1	40.1	-1.3	-2.4	-0.5	-0.8	0.0
42.0	30.0	15.0	11.0	9.0	10.0	12.0	22.0	25.0	40.0	40.0
-0.3	-2.2	40.2	0.0	-0.4	-0.3	-0.3	-0.3	0.0	0.0	40.2
40.0	21.0	2.0	15.0	78.0	29.0	42.0	-0.1	0.0	40.2	100.0
-1.4	-0.7	-0.1	100.0	300.0	300.0	300.0	100.0	200.0	300.0	100.0

30. line

Juddy beam.

Levels on Stillwater Ave

Left of Sta 15+31.0

	+	H.I.	-	Red	Elev.	
B.M.	3.05	240.99			237.94	12+50
0+00 =	15+31.0			7.1	233.9	
+18	Ent. Graded Pt			5.0	236.0	
1+00				4.1	236.9	
2+00				4.5	236.5	
3+00				4.6	236.4	
4+00				5.2	235.8	

Project 24-55

Top Rail Levels on Joe Tracks.

Station	+	H.I.	-	Red	Black	13-150
B.M.	3.74	241.64			237.94	
0+00 = 14+15				(3.56)	238.08	
1+00 Rt.				3.57	238.07	
2+00 Vr				3.54	238.10	
3+00 "				3.49	238.15	
0+00				(3.56)		
1+00 Rt.				3.49	238.15	
2+00 Vr				3.56	238.08	
3+00 - Vr				3.60	238.04	

Project
24-55

Ht.

E

R4

50/5

(17)

12" C.M.P. Sta. 5+54.0

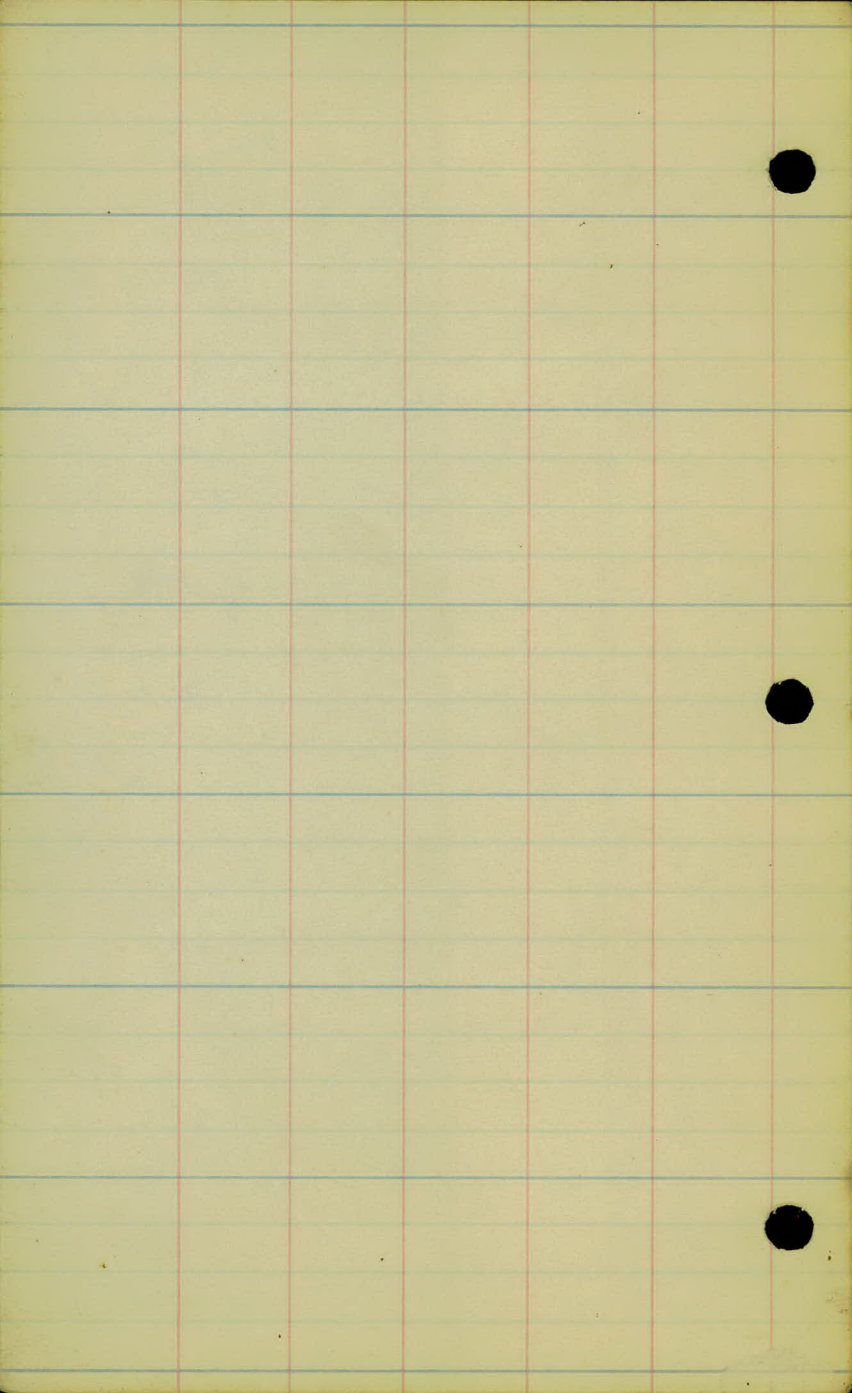
Extends 15' Right

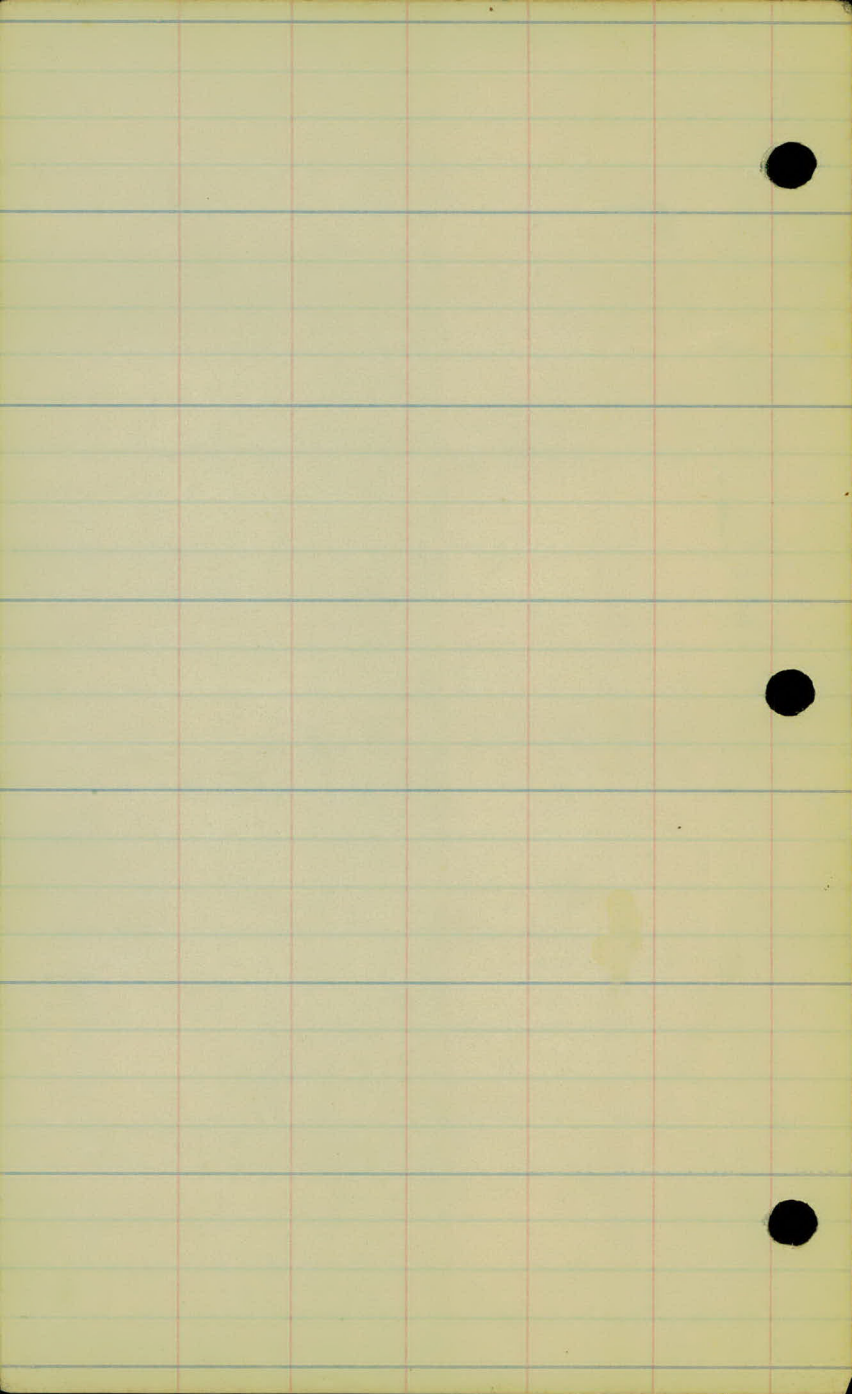
✓✓ 15' left.

	Intake		Invert.	
<u>232.3</u>	<u>232.6</u>		<u>232.6</u>	<u>231.8</u>
30.0	15.0	234.96	15.0	53.0

Drains East







+50 R.P. 35' L

+18 T.P. 66' L

13+00

+106 T.P. 49' L

12+00

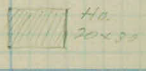
+45 RR Waiting Sign 50

+103 T.P. 25' L

11+00

+100 T.P. 3' R+ 10+00

+110 Beg. Fence



9+00

+95 E.P. 17' A

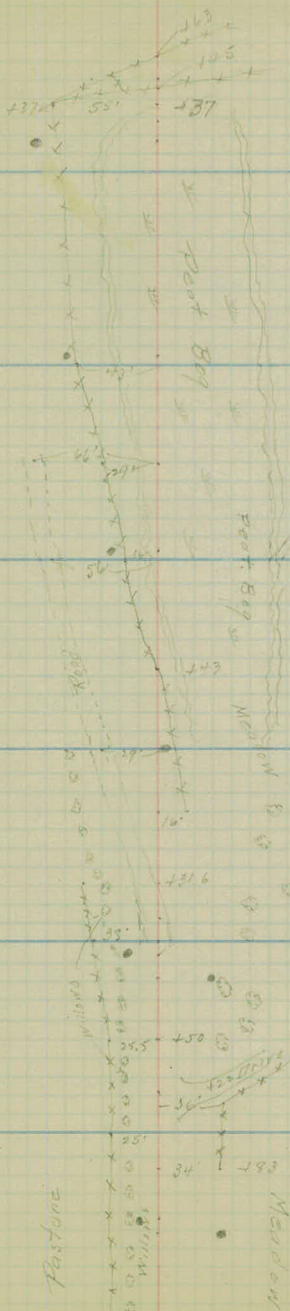
+82 T.P. 30' A

8+00

+57 E.P. N.A

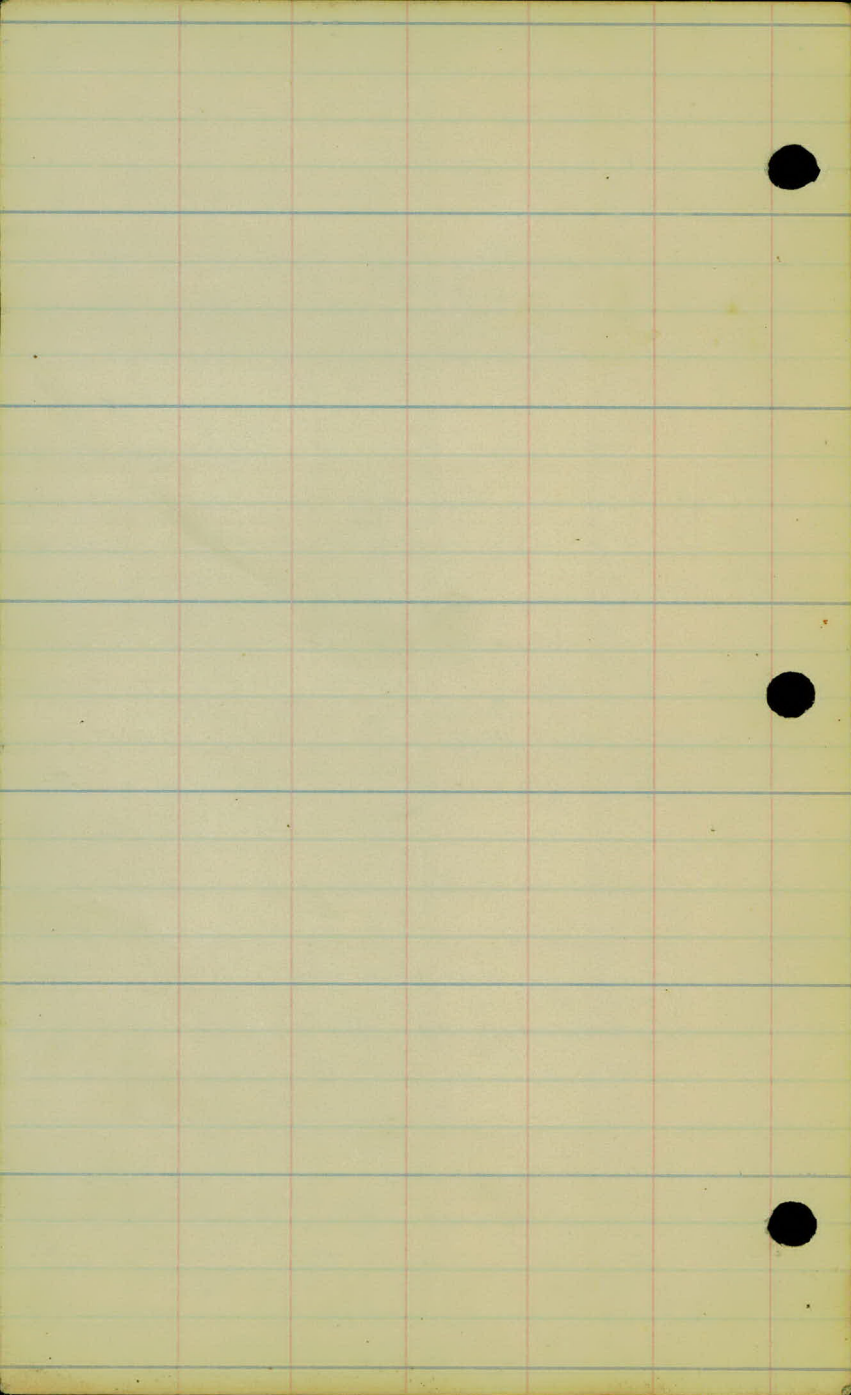
+45 T.P. 33' R

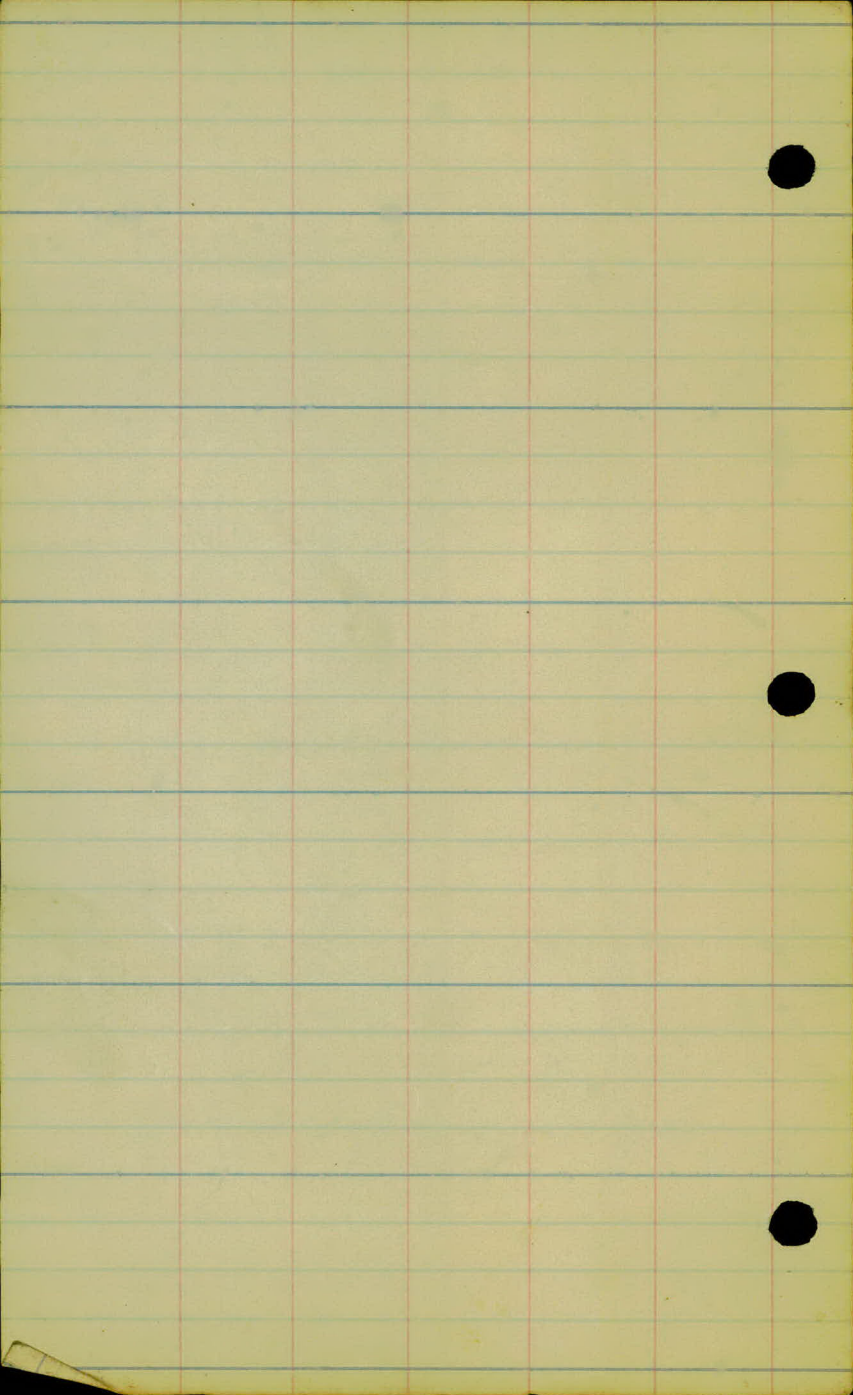
7+00



Postone

Meadow





④ 045 22+00

21

+88 T.P. 25.5

+100 T.P. 34'

22+00

+10 E.P. 19' L

+90 DRIVE

+75 T.P. 35' R

+88 T.P. 26' R

21+00

+96 E.P. 19' L

+10 DRIVE

+55 T.P. 26.5

+17 T.P. 32' L

Swamp

20+00

+59 T.P. 30' L

+96 T.P. 29' R

+67 E.P. 19.5 L

19+00

+57 E.P. 20' L

+55 T.P. 25.5 R

18+00

CONTINUED FIELD

Swamp

+05 E.P. 20' L

+25 T.P. 25.5

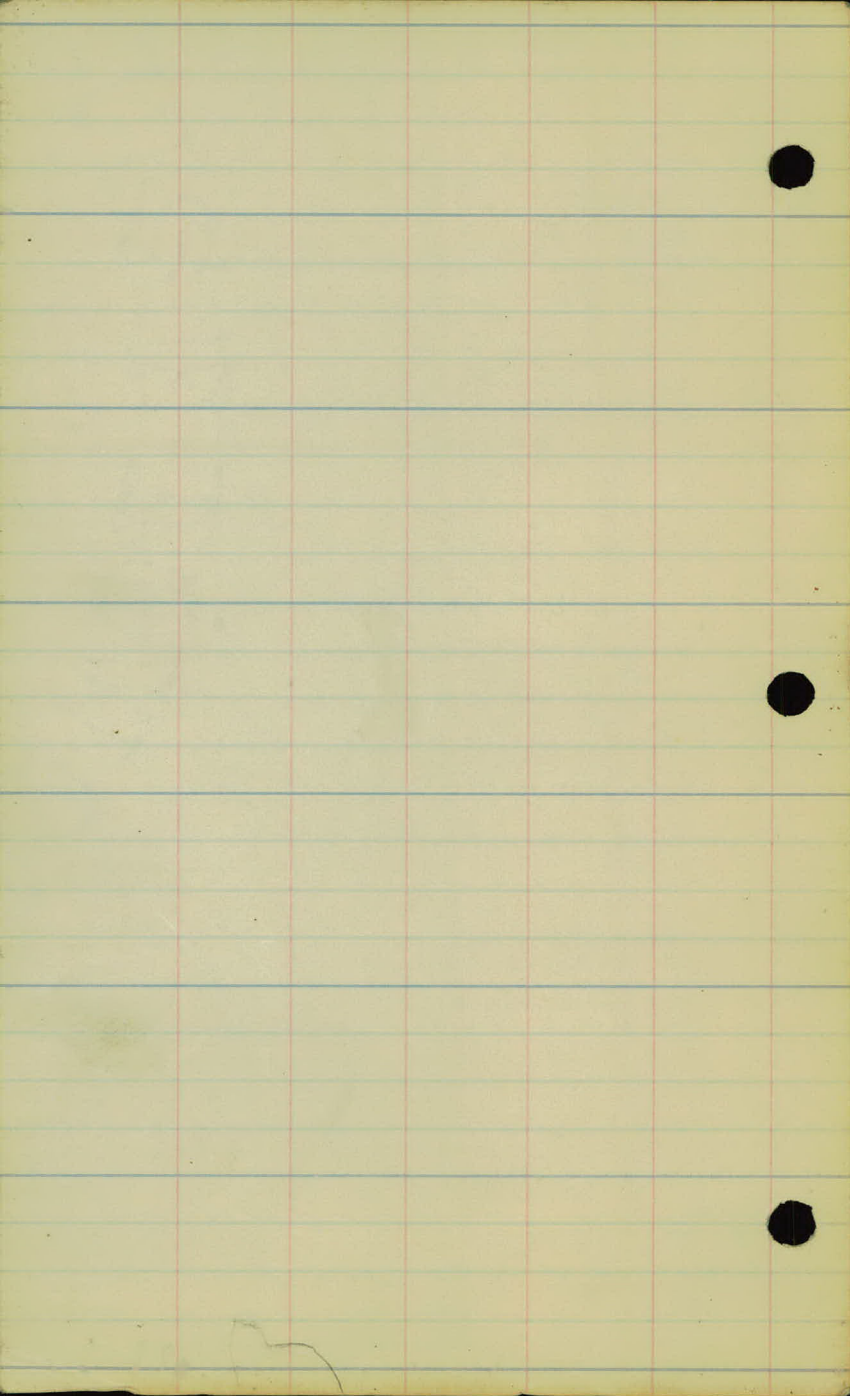
17+00

40'

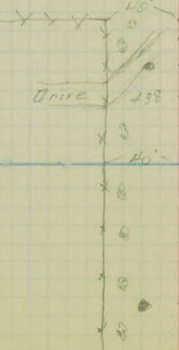
+69 T.P. 21'

+29 T.P. 25.5

16+00



+15.6



+53 E.P. 17.5 L

+14 Tr. 39' L
+04 Tr. 36' L

+27 E.P. 19' L

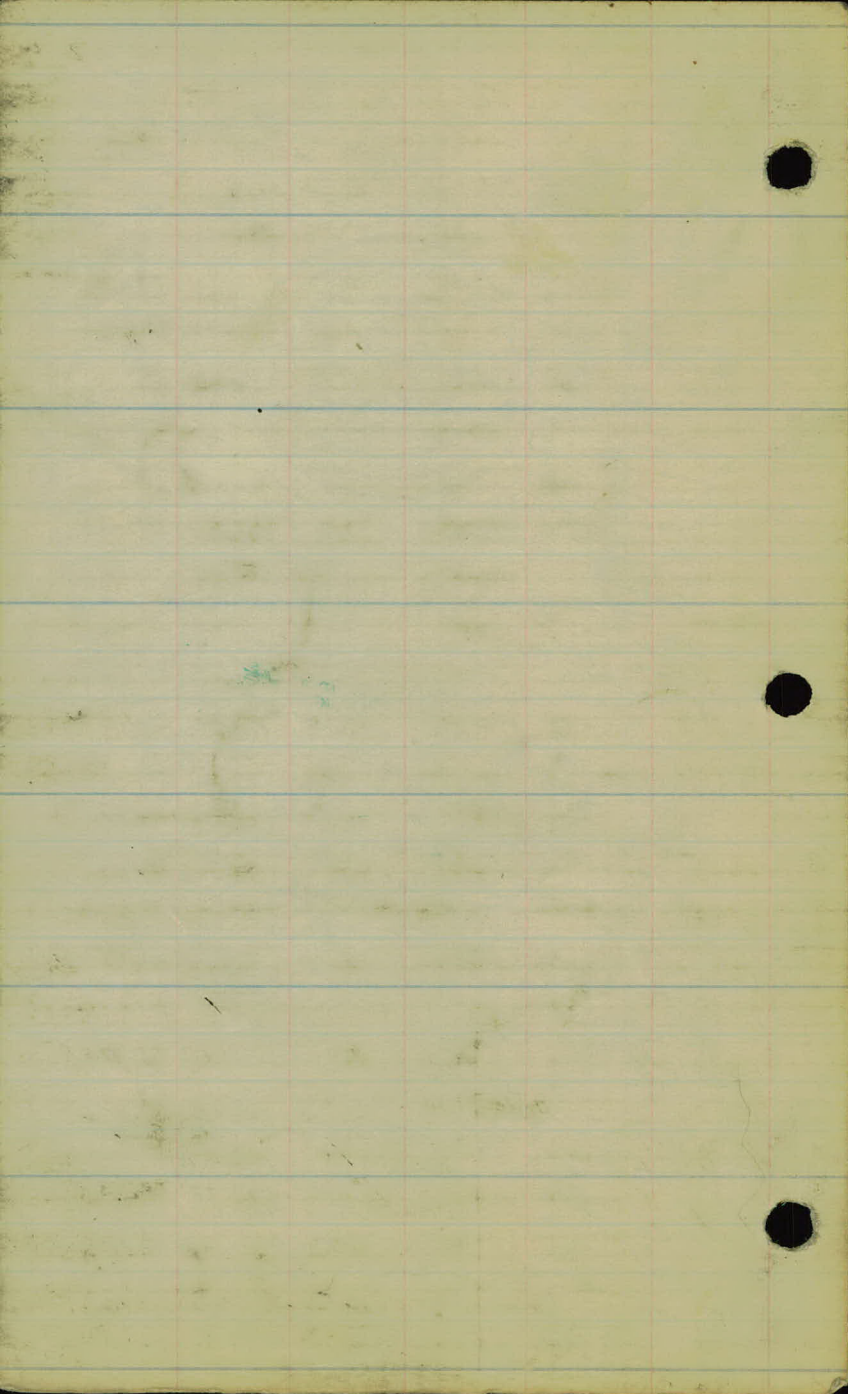
+66 T.P. 27.5 R

+28 Tr. 35' R

24 + 10

+98 T.P. 26.5 R

+60 Tr. 31' R



Clay Pit Site on N.P.Ry. R/W
Proj. 24-55

Align. Notes
Art. Topog.
Cross-Sections

N.P.Ry. Borrow Pit
F.M.C. - 2-27-24

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

Date Filed 3-10-24

File No. "10" (24-55)

Sta. Point Lt Δ Rt. Calc.

24+00 P.O.T.

17+50 P.O.T.

14+60 P.I. 3-35

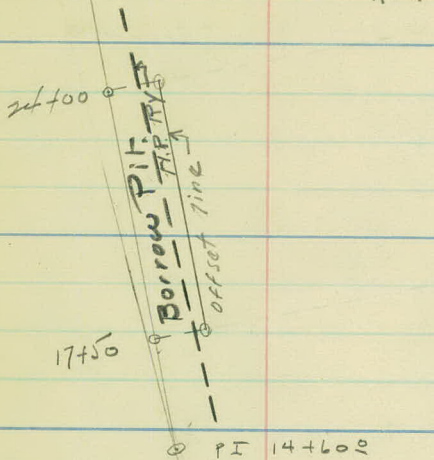
5+45⁰ P.I. 15-10

8+00
117+42.0 P.I. 54-30

110+11.3 P.O.T.

R.R. Borrow Pit-

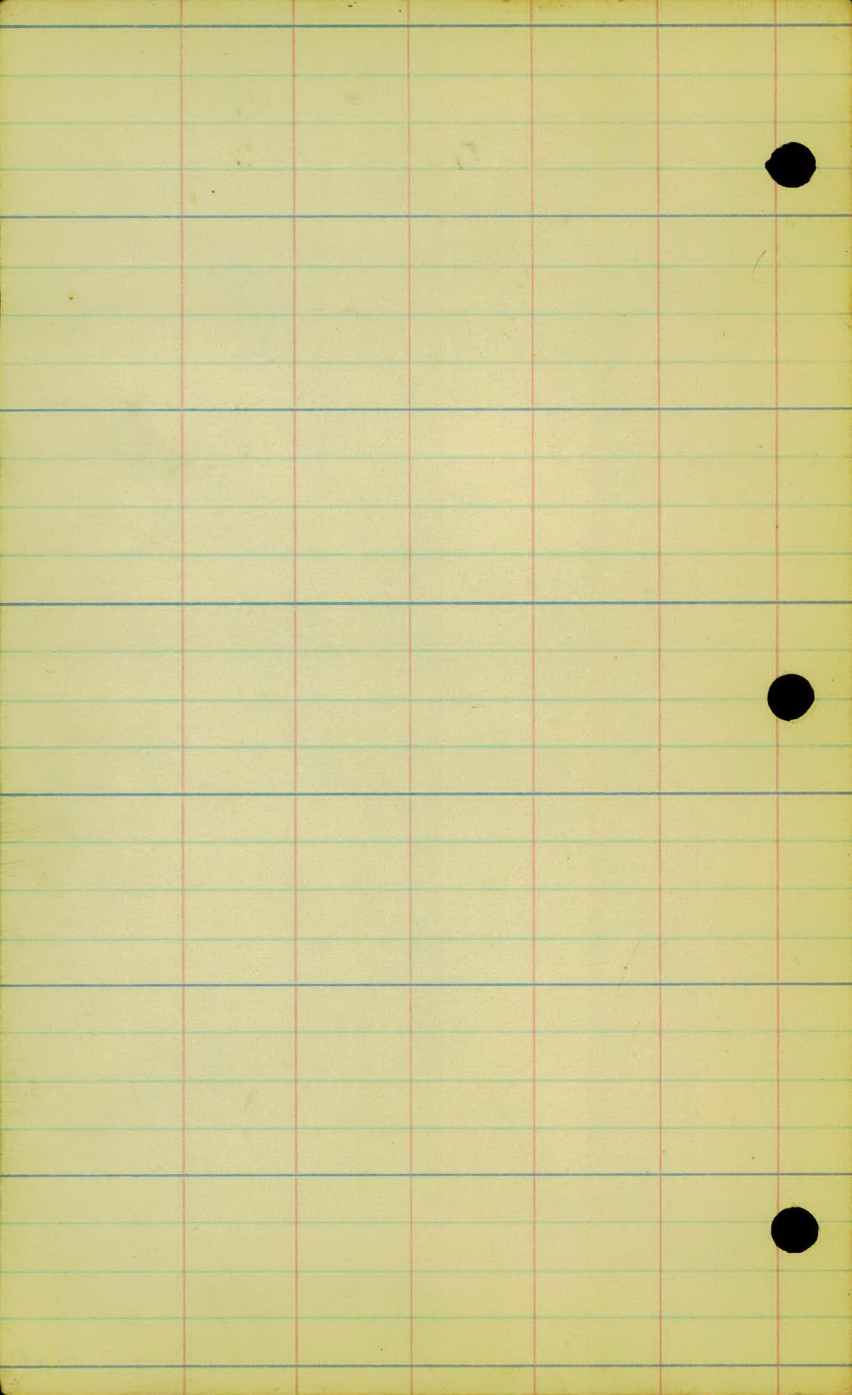
F.M.C. 2-27-24



PI 5+450

PI 117+420 = 0+00

P.O.T. 110+11.3




24

1300 ft

24 05.130'

23

BM  El. 200.52

23 05.130'

R.R. Borrow Pit
FMC - 2-27-24

22

22 05.130'

21

Note Elevations
assumed.

Center of road
Base line

PIT


21 05.130'

20

20 05.130'

West. Rail N.P. Ry.

19

BM  El. 200.00

19 05.130'

Borrow

18

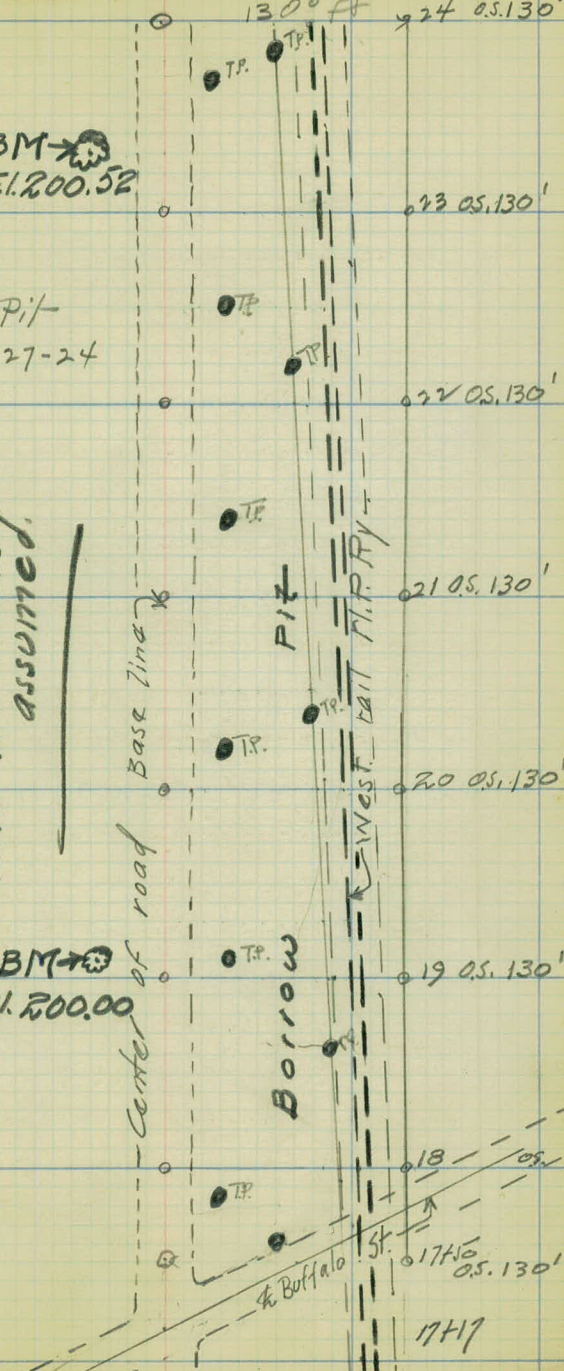
18 05.130'

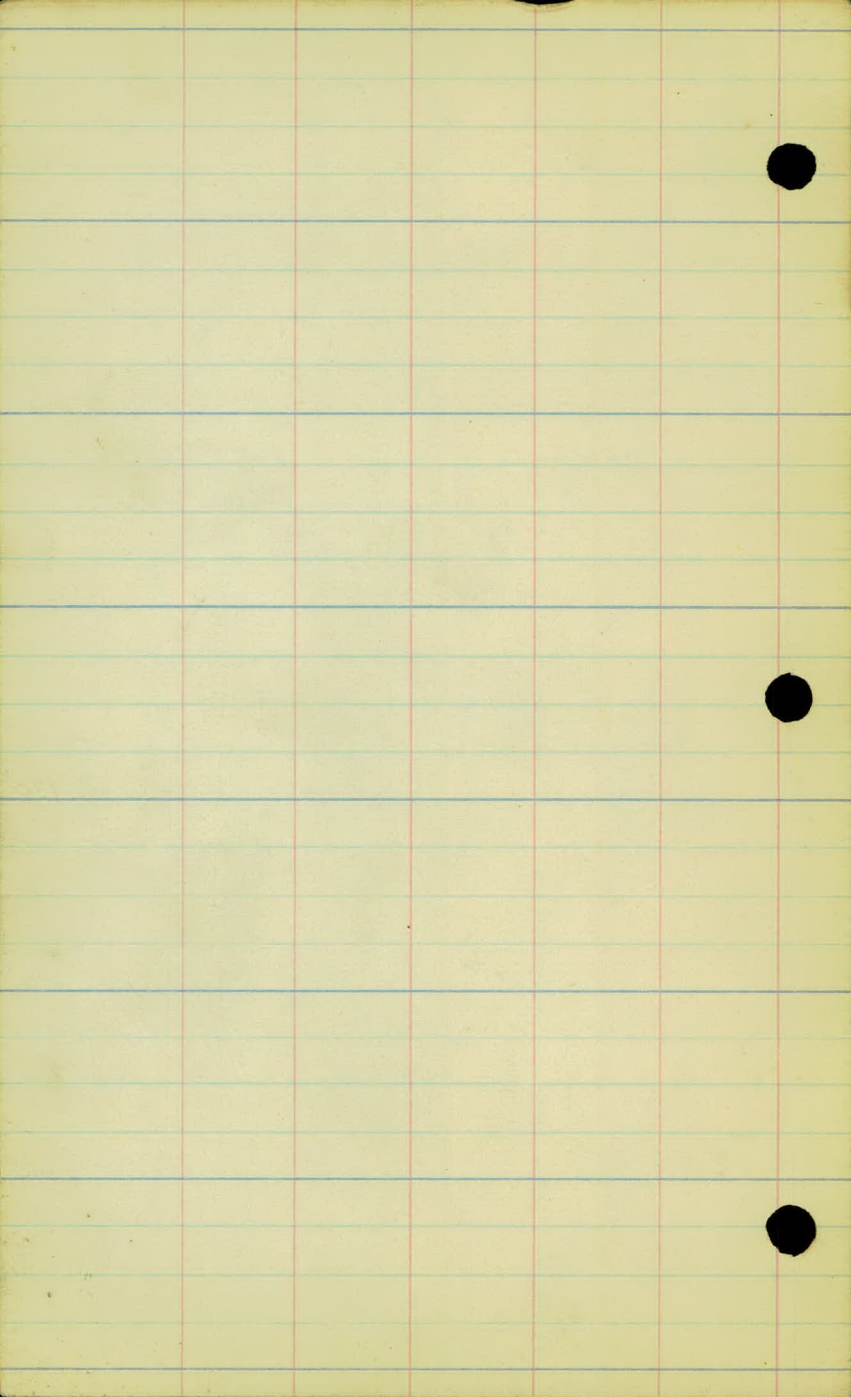
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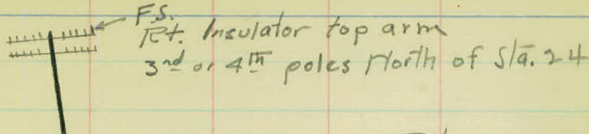
St. Buffalo

17 05.130'

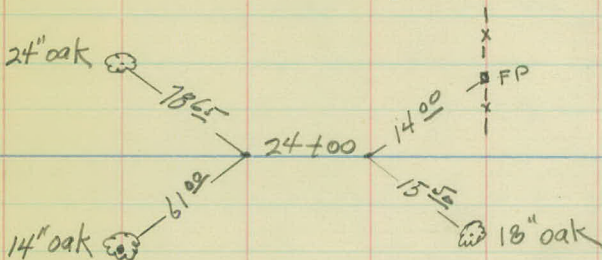
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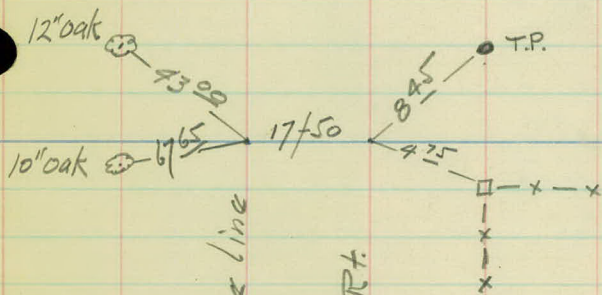




R.R. Borrow Pit
FMC 2-27-24

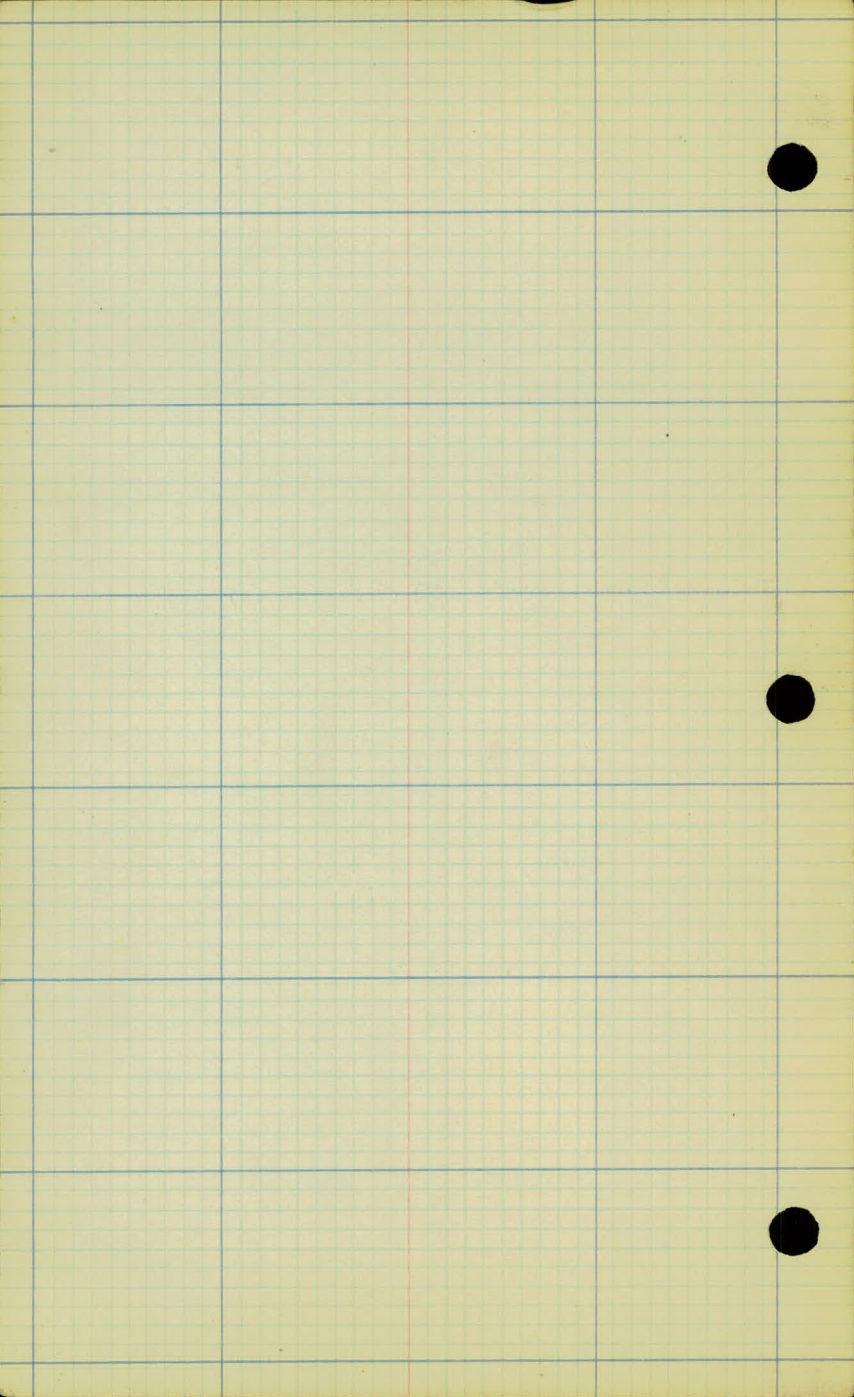


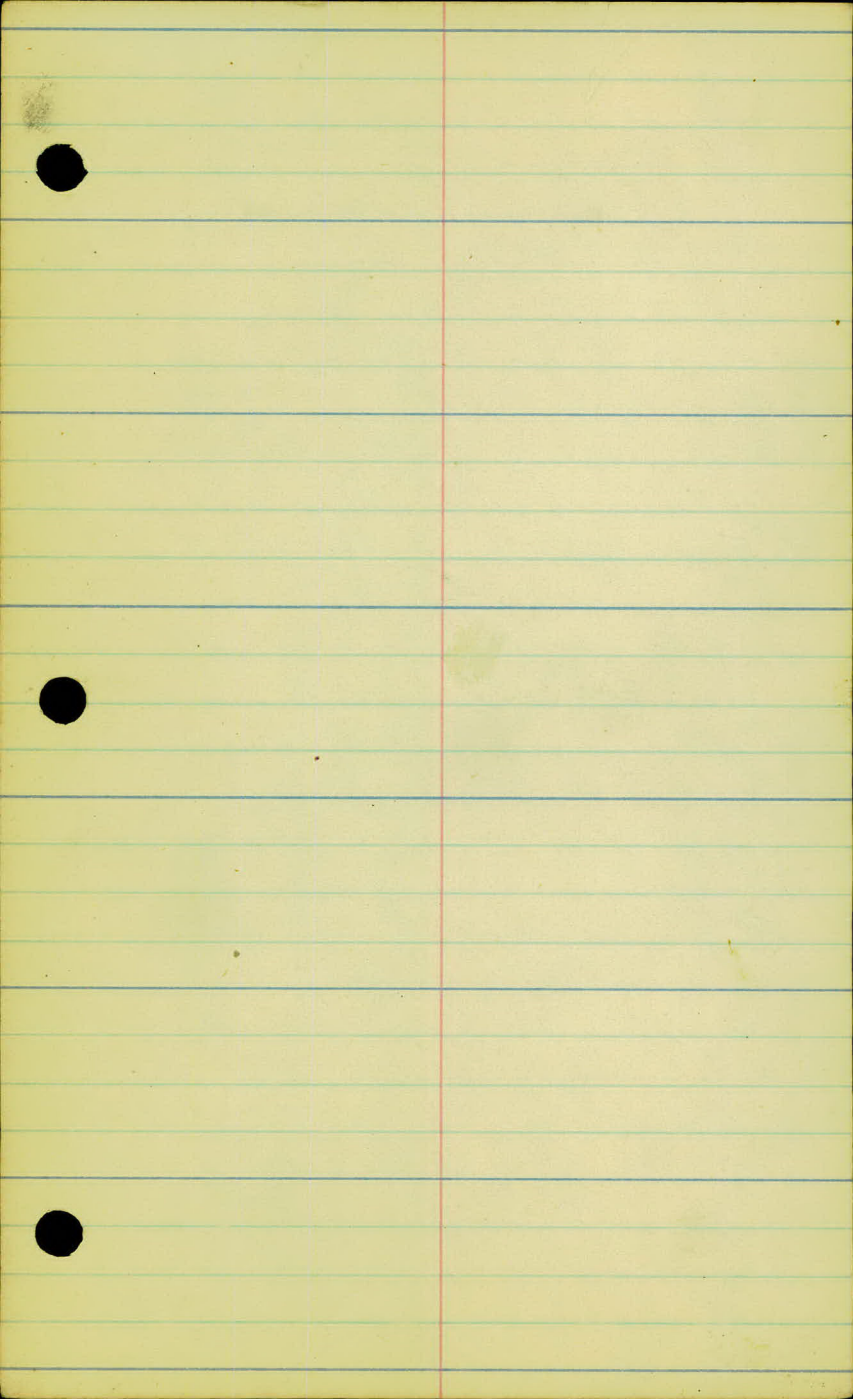
< 130° >



present road Base line

Offset line 130 ft Rt.





Sta + HI -

EI.
R.R. Borrow Pit
F.M.S. 2-27-24

B.M. 5.02 ✓ 205.02 ✓ 200.00

17+50 195.80

18+00 196.80

+65 197.90

19+00 198.50

+30 199.50

20+00 200.40

T.P. 9.50 ✓ 209.99 ✓ 4.53 200.49 ✓

+50 201.10

21+00 201.50

22+00 200.40

+50 199.7

Rt. Rod Readings Rt.

R.R. Borrow Pit
FMC-2-27-24

B.M. 35 ft Lt. Sta 19+10 R.R. spike 12" Oak

± Rod
Baseline
= 00.

9.2 / 00 11.3 / 30 11.2 / 73 11.53 / 106

8.2 / 00 8.3 / 13 8.7 / 16 8.7 / 22 6.3 / 27 7.6 / 68 10.0 / 74 8.4 / 87 13.3 / 91 11.7 / 104

7.1 / 00 7.0 / 13 7.6 / 16 7.6 / 22 6.4 / 26 7.2 / 67 9.3 / 73 5.1 / 84 13.4 / 92 11.64 / 102

6.5 / 00 6.4 / 12 7.0 / 16 5.7 / 24 6.6 / 35 12.4 / 47 12.9 / 68 5.0 / 78 7.9 / 82 13.4 / 91 13.4 / 95

11.65
9.25

5.8 / 00 5.8 / 14 5.9 / 21 3.7 / 28 4.7 / 51 3.2 / 64 5.6 / 72 7.7 / 80 13.4 / 89 11.74 / 97

4.6 / 00 4.5 / 15 5.1 / 19 5.1 / 28 0.9 / 32 0.2 / 51 0.6 / 65 6.8 / 73 7.7 / 79 13.6 / 88 11.83 / 95

8.9 / 00 8.9 / 15 11.1 / 22 11.3 / 27 3.1 / 36 5.3 / 65 13.6 / 78 15.1 / 85 16.7 / 94

8.5 / 00 9.0 / 17 10.8 / 20 11.0 / 33 3.7 / 35 5.0 / 55 6.7 / 66 12.4 / 74 19.0 / 82 19.0 / 86 17.0 / 91

9.6 / 00 9.8 / 14 12.2 / 21 12.9 / 32 7.4 / 34 6.6 / 45 6.5 / 57 7.5 / 62 13.4 / 69 14.7 / 73 15.0 / 79 15.0 / 83 17.4 / 88

10.3 / 00 10.6 / 15 12.8 / 20 12.8 / 27 6.9 / 33 5.5 / 43 9.7 / 62 14.2 / 66 17.0 / 74 19.2 / 76 19.2 / 80 17.4 / 84

Sta + H.I. - Elev

269.99 ✓

T.P. 2.34 204.13 5.20 201.79 ✓

23+00 198.90

24+00 196.90

B.M. 3.61 200.52 ✓

T.P. 2.80 205.40 1.53 202.60 ✓

B.M. 5.37 200.03 200

RT

Rod Readings

RT

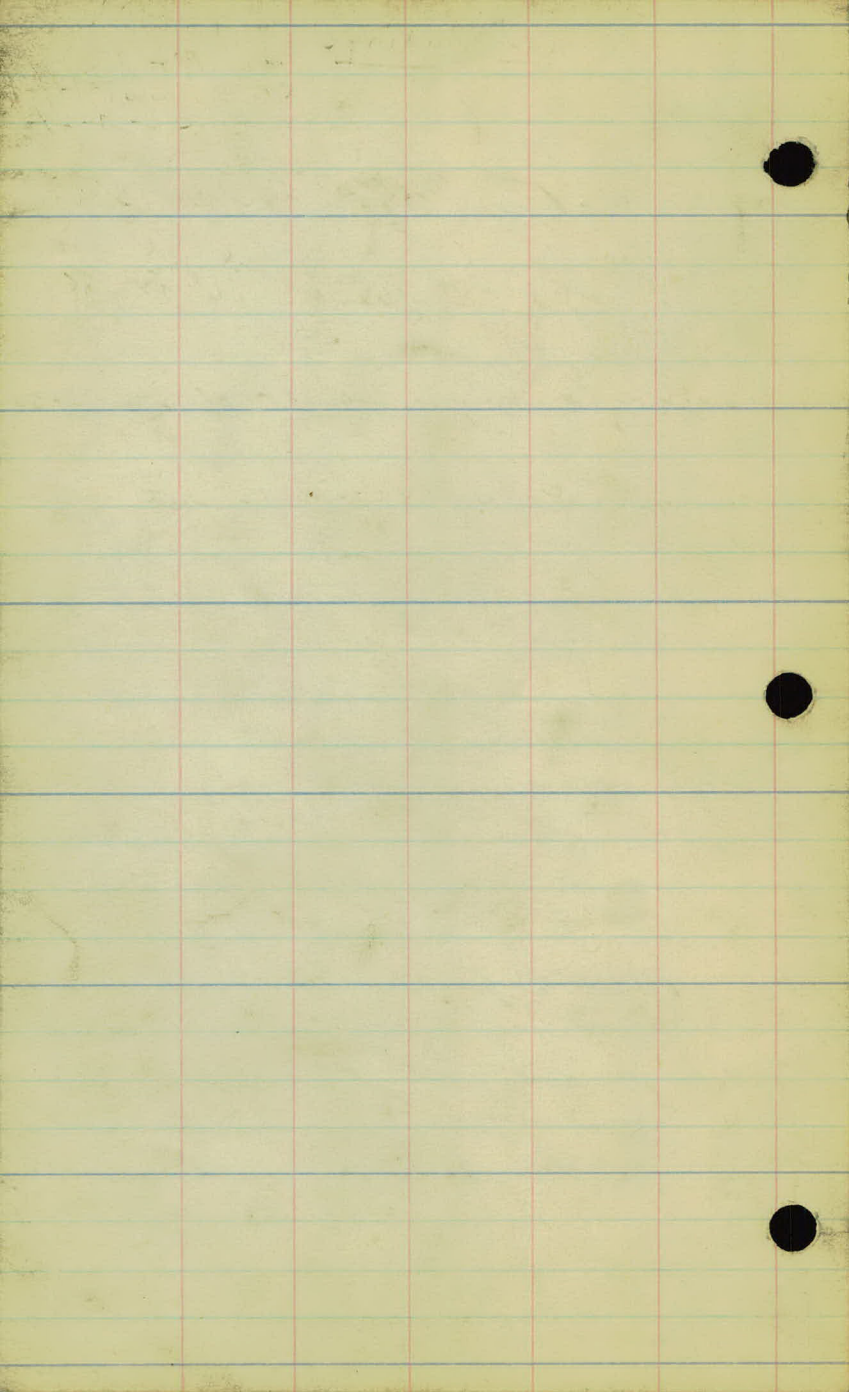
R.R. Borrow Pit
F.M.S. 2-27-24

$\frac{5.2}{20}$	$\frac{5.3}{14}$	$\frac{6.0}{17}$	$\frac{6.0}{15}$	$\frac{7.6}{28}$	$\frac{9.7}{58}$	$\frac{8.8}{67}$	$\frac{14.1}{72}$	$\frac{14.1}{76}$	$\frac{11.62}{83}$
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$\frac{7.2}{20}$	$\frac{7.2}{13}$	$\frac{9.3}{16}$	$\frac{9.6}{20}$	$\frac{7.8}{25}$	$\frac{7.5}{37}$	$\frac{10.4}{43}$	$\frac{11.3}{61}$	$\frac{14.8}{66}$	$\frac{14.8}{72}$	$\frac{11.90}{78}$
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R.R. Spike on 12" oak 40' Lt. of Sta. 23+30

35 ft. Lt. Sta. 19+10 R.R. spike 12" oak.



Proj - 24-55

Final - X-Sections

Office of Ramsey Co. Engineer
ST. PAUL, MINN.
Date Filed 8/29/24
File No. 10 (24-55)

Station	+	H.I.	-	Red.	Elev.
B.M.	2.14	247.19 ✓			245.05 ✓
0 + 00					
+ 35					
+ 60					
1 + 00					
+ 50					
2 + 00					
+ 30					
+ 45					
+ 64					
+ 79					
3 + 00					
+ 32					

left.

2

right

8-19-22

Nail in 30" Oak. 50' left. Sta. 2+45

2.3	2.8	3.4	3.7	4.3	4.1	3.4		2.8	3.1	3.5	3.8	3.5	3.0	3.0
33.0	17.5	12.0	12.0	9.5	7.5	5.5	3.0	5.5	14.5	18.0	20.5	22.5	25.0	27.0

3.6

3.0	3.8	3.4	4.0	3.4		2.6	2.9	3.1	2.6	2.5
33.0	17.0	12.5	7.0	5.0	2.7	5.0	15.0	18.0	14.0	33.0

3.0

2.8	3.3	3.9	3.6	3.7		2.6	2.7	3.2	3.1	3.5	3.4	2.5
33.0	29.0	7.5	14.5	8.0	3.0	8.0	15.0	18.0	22.0	26.5	22.5	33.0

3.4

3.0	4.0	3.9	4.2	4.2	3.6	3.5		3.2	3.4	3.7	4.5	3.6	3.7
33.0	18.0	14.0	13.5	11.5	10.0	6.5	3.2	3.0	14.5	18.0	27.0	25.0	33.0

3.6

3.4	3.6	4.1	5.0	5.0	4.3	4.5		3.7	4.0	4.2	5.0	4.8	3.9	3.7
33.0	25.0	14.5	13.5	11.0	7.0	7.5	3.9	8.5	14.5	16.5	25.0	27.5	24.0	33.0

4.2

2.8	3.2	4.7	5.0	5.8	5.8	5.1		4.7	5.0	5.3	6.2	5.8	4.3	2.7
33.0	24.5	22.5	15.0	14.0	12.0	12.0	4.9	8.0	15.0	16.5	25.0	26.5	28.5	33.0

5.6

3.0	2.5	5.6	5.5	6.2	5.8			5.1	5.4	6.2	7.0	6.5	5.0	2.6
33.0	26.0	22.0	16.0	14.5	8.5	5.3		5.5	14.0	20.0	22.5	25.5	27.0	33.0

5.7

4.5	5.0	5.7	5.9	6.3	5.1			5.4	6.0	6.4	7.4	6.9	5.8	3.3
33.0	24.5	22.5	17.0	14.0	8.0	5.5		6.5	16.0	18.5	25.5	25.0	27.0	33.0

6.0

6.0	6.0	6.0						5.9	6.3	6.7	7.8	8.0	7.5	6.2	5.7
33.0	11.5	8.5	5.9					6.0	13.5	17.5	24.5	22.0	25.5	27.0	33.0

6.7

5.4	6.1	6.5	6.3	6.4				6.3	6.8	7.0	8.3	8.2	8.0	5.3	2.7
33.0	21.0	12.0	14.0	10.0	6.3			4.5	13.0	16.5	20.0	23.5	25.0	27.0	33.0

7.0

5.4	5.8	7.5	8.0	8.2	7.5	7.0		7.3	7.9	9.5	8.7	5.8	3.6	3.4
33.0	31.0	27.5	22.0	20.0	17.5	12.5	7.1	12.0	17.5	24.0	24.5	27.0	31.0	33.0

7.6

7.1	7.2	7.3	7.9	7.3	8.4	8.1		7.9	8.2	9.3	10.3	10.5	10.1	9.6	8.8
33.0	31.0	29.5	26.5	17.0	15.0	12.0	8.0	7.5	13.0	17.5	20.0	24.0	25.0	26.0	33.0

8.4

Station + H.I. — Rod. Elev

247.19 ✓

3 + 60

T.P. 2.39 240.07 ✓ 9.51 237.68 ✓
4 + 00

5 + 00

6 + 00

7 + 00

8 + 00

+ 50

9 + 00

T.P. 5.15 240.02 ✓ 5.20 234.87 ✓

10 + 00

11 + 00

+ 50

12 + 00

+ 70

Station + H.I. - Rod. Elev
 240.02 ✓

13 + 00

+ 50

B.M.

2.04

237.98 ✓

+ 72

14 + 00

+ 23

+ 33

T.P.

234

240.63 ✓

1.93

238.29 ✓

+ 50

15 + 00

+ 20

+ 28

+ 48.2

16 + 00

Station + H.I. - Rod. Elev

240.63 ✓

16 + 33

17 + 00

+ 50

18 + 00

+ 50

T.P. 4.31 239.34 ✓ 5.60 235.03 ✓

19 + 00

+ 50

20 + 00

21 + 00

22 + 00

T.P. 3.38 237.81 ✓ 4.91 234.43 ✓

+ 75

23 + 00

B.M.

3.50 234.37
234.31

Left

Right

8-11-24

(5'3)

5.0	5.8	7.4	7.9	7.5	5.7	5.3	4.9	5.5	7.2	7.7	6.4	3.9	3.7	
39.0	35.0	34.0	27.0	18.5	16.0	11.0	4.9	11.5	15.0	17.5	21.5	30.5	33.5	40.0

(5'6)

6.4	6.2	7.2	8.4	7.8	6.9	5.4	5.3	5.2	5.4	7.7	8.3	8.6	8.3	7.6	
40.0	35.5	34.5	21.5	12.5	15.0	11.0	7.5	5.2	18.0	16.5	20.0	22.0	27.5	33.5	35.5

6.2 6.3
40.0 36.5

(6'0)

6.7	7.3	8.4	8.7	8.0	6.0	5.6	5.8	6.2	8.6	9.6	9.0	9.2	
40.0	27.5	26.5	19.5	14.5	10.5	8.0	5.4	13.5	7.8	21.0	21.5	35.5	40.0

(6'0)

7.0	7.5	8.7	8.7	8.3	7.4	5.9	5.7	6.1	8.6	8.5	7.8	
40.0	30.5	26.0	19.0	14.0	12.5	9.0	5.5	13.5	16.0	20.0	29.5	40.0

(6'0)

7.0	6.3	7.5	8.4	8.0	8.4	6.0	5.6	5.6	7.5	7.8	8.0	6.7	6.7	
40.0	32.0	26.5	26.0	20.5	15.0	10.5	5.6	7.5	15.5	19.5	22.5	32.0	33.5	40.0

Nail in T.P 30° RT 5ft 18+60

(4'6)

5.0	4.7	5.6	6.7	7.3	6.3	4.5	4.0	4.1	4.3	6.6	7.3	6.7	5.9	5.7	
40.0	27.0	25.5	25.0	19.0	14.0	11.0	8.0	4.2	11.0	14.0	18.0	27.0	33.0	33.5	40.0

(4'7)

4.6	4.2	5.8	6.4	7.4	7.7	7.0	5.3	4.5	4.3	4.5	5.1	7.6	7.8	7.5	6.3	6.6
40.0	30.0	29.0	28.0	27.0	20.0	16.0	13.0	9.0	6.0	13.0	15.0	19.0	26.0	33.0	34.0	40.0

(4'8)

5.0	4.9	5.5	6.8	8.1	7.3	5.0	4.0	4.6	4.9	6.5	6.6	7.5	7.5	7.0	7.1	
40.0	33.0	28.0	27.0	20.0	16.0	12.0	9.0	4.3	9.0	15.0	18.0	28.0	29.0	33.0	34.0	40.0

(5'0)

4.4	5.2	6.9	6.7	6.0	5.0	4.6	4.5	4.8	5.3	6.5	6.7	7.3	7.5	7.0	7.1
40.0	34.0	32.0	23.0	15.0	12.0	9.0	4.5	12.0	16.0	18.0	26.0	27.0	31.5	32.0	40.0

(5'2)

5.7	6.0	5.7	6.4	6.6	6.2	5.6	5.1	4.7	5.0	5.5	6.7	6.5	6.5
40.0	29.0	32.0	21.5	19.0	17.0	16.0	13.5	9.0	11.0	16.0	26.0	26.0	27.0

~~(5'4)~~

4.0	4.6	5.3	5.3	4.8	4.7	3.9	3.6	3.5	3.6	3.8	4.8	5.6	6.0	6.1
40.0	22.0	21.5	17.0	16.0	15.0	13.0	8.0	3.5	10.0	14.0	16.0	19.0	28.0	40.0

3.9	4.4	5.1	5.0	4.7	4.0	3.7	3.6	3.7	4.0	4.5	5.3	6.1	6.1	5.5	5.4
40.0	22.5	22.0	16.5	16.0	13.0	9.0	3.6	12.0	15.0	17.0	18.0	21.0	27.0	30.0	40.0

Nail in 20° Out RT 5ft 28+60

Station + H. I. - Rod. Elev

337.81 ✓

23 + 75

24 + 00

+ 75⁶ End Grading

Left

±

Right

2.5	3.9	4.4	5.4	6.0	5.5	4.5	4.2	(3.6)	4.3	4.5	6.1	6.5	5.9	4.2	4.9
40.0	37.0	23.0	22.0	19.0	16.0	13.0	10.0	4.0	10.0	14.0	17.0	21.0	25.5	27.0	40.0

4.4	5.5	6.3	6.5	6.3	5.5	4.2	4.5	(4.5)	4.7	5.1	6.8	7.4	7.0	5.5	6.0
46.0	22.0	21.0	19.0	15.5	15.0	11.0	6.0	4.3	13.0	14.5	17.0	20.0	23.0	25.0	40.0

6.5	6.3	6.1	5.8	5.9	(5.9)	5.7	5.2	6.5	6.6	6.5
20.0	20.0	16.0	11.0	5.6	10.0	15.0	18.0	23.0	20.0	20.0

2878 0 90.17 00
Poirier A

350

U 2968