PLANS SURVEY

ANOKA CUTOFF

From

Sta. 172+00

To

Sta. 837+84.1

RAMSEY COUNTY PROJ. 26-62

Road C/C No. 93

FILE No. 5

6-8-26

5

RAMSEY COUNTY
ST. PAUL - ANOKA SURVEY

"H" LINE

TRANSIT NOTES

Sta-172+00.37 to
Sta-

P.R. Banister - Asst. Engr.
R.E. Austin - Deputy Sur.

℄

Station	Ang. Ht.	Ang. Rt.
187+45.6 P.T.		
		N 2° 40' E
183+87.5 P.I.	37° 11'	
180+01.9 P.C.		
		N 34° 31' W
177+00 P.O.T.		
175+45.54 P.T.		
173+78.6 P.I.	34° 31'	
		N 0° 00'
172+00.37 P.C. Beg. "H" line.		

SEE R/

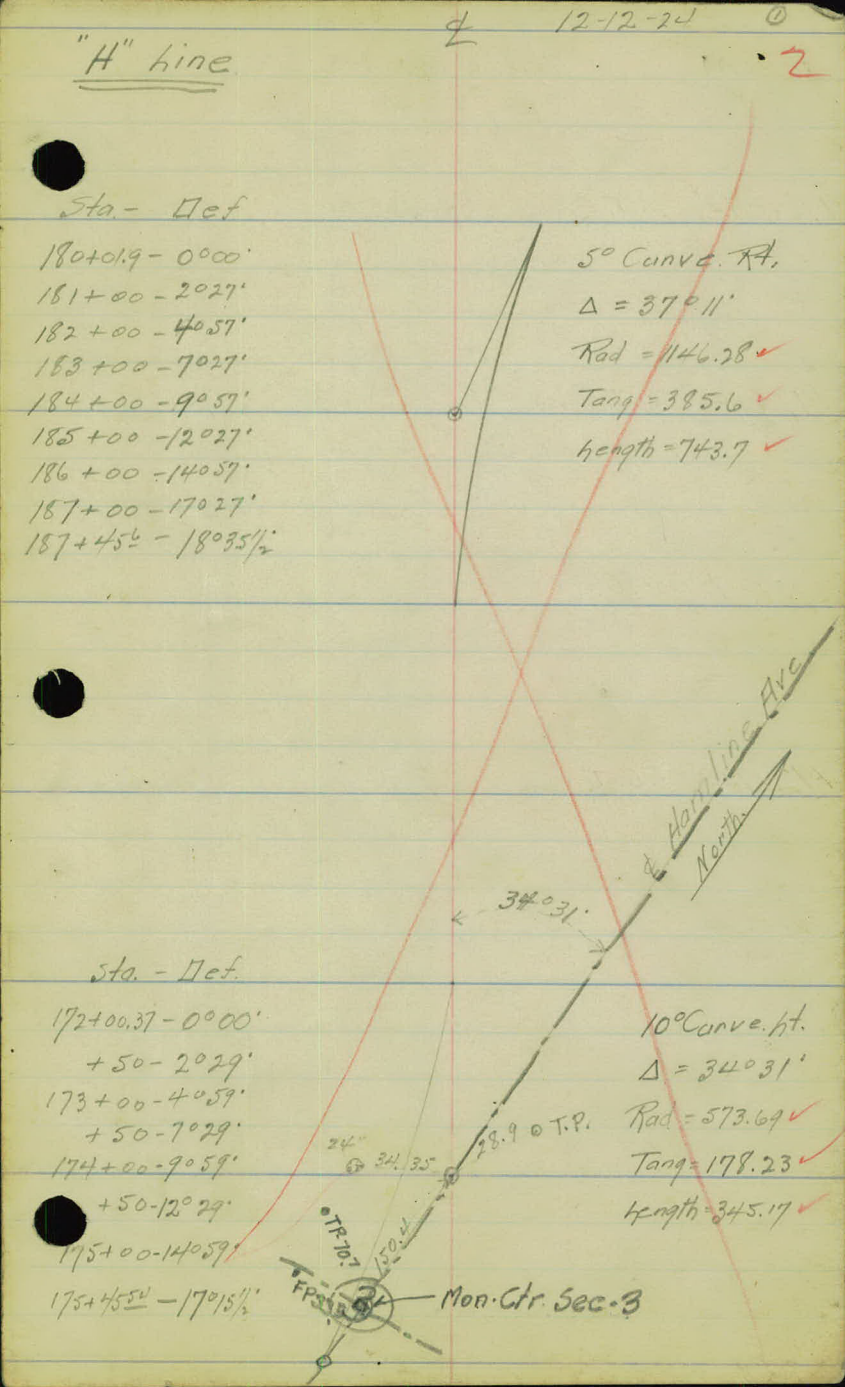
"H" line

2

Sta. - Def

180+01.9 - 0°00'
181+00 - 2°27'
182+00 - 4°57'
183+00 - 7°27'
184+00 - 9°57'
185+00 - 12°27'
186+00 - 14°57'
187+00 - 17°27'
187+45.4 - 18°35½'

5° Curve Rt.
Δ = 37°11'
Rad = 1146.28
Tang = 385.6
Length = 743.7



Sta. - Def.

172+00.37 - 0°00'
+50 - 2°29'
173+00 - 4°59'
+50 - 7°29'
174+00 - 9°59'
+50 - 12°29'
175+00 - 14°59'
175+45.4 - 17°15½'

10° Curve Lt.
Δ = 34°31'
Rad = 573.69
Tang = 178.23
Length = 345.17

Station	Ang. ht.	Ang. Rt.
198+47.2	P.T.	
197+00	P.I	20°50'
195+49.4	P.C.	
192+13.2	P.O.T.	

℄ 12-8-24 ②

3

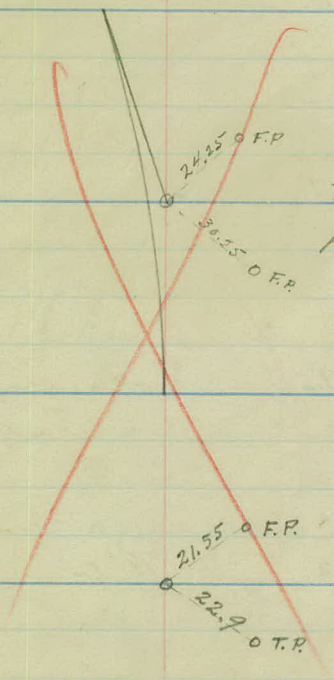
195+49.4 - 0°00'

196+00 - 1°46'

197+00 - 5°16'

198+00 - 8°46'

+47.0 - 10°25'



7° Curve ht.

Δ = 20° 50'

Rad = 819.02

Tang = 150.64

length = 297.6

℄

Station.	Ang. Lt.	Ang. Rt.
226+78.7	P.O.S.T	
211+09.6	P.O.T.	
208+34.4	P.T.	
206+08.9	P.I.	18°12'
203+79.4	P.C.	
204+00	P.O.T	
201+00	P.O.T.	

N 00° 02' E

N 18° 10' W

℄

Stamp. 54.0

Top stump 59.5

Sta.	Def.
203+79.4	0°00'
204+00	0°25'
205+00	2°25'
206+00	4°25'
207+00	6°25'
208+00	8°25'
208+34.4	9°06'

4° Curve Rt.
Δ = 18°12'
Rad. = 1432.69
Tang = 229.5
Length = 455.0

33.5 ℄ F.P.

33.6 ℄ F.P.

"A" F.P. 33 | 34 69 F.P.

Mon 4 | 5 1986.5 67°17'

Station	Ang. Lt.	Ang. Rt.
242 + 70 P.O.T.		
239 + 50 P.O.T.		
238 + 00 P.O.T.		
234 + 72.1 T.O.T		
231 + 24 P.T.		
229 + 00 P.I.	18°05'	
226 + 72 P.C.		

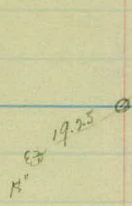
NOTES ON THIS PAGE C.L.

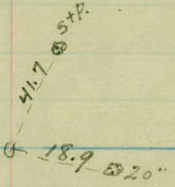
N 18° 03' W

FROM R-24

12-11-24 (4)

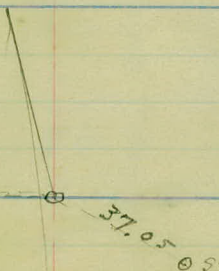
5





Sta - Def

226+72 ° - 0°00'
227+00 - 0°33½'
+50 - 1°33½'
228+00 - 2°33½'
+50 - 3°33½'
229+00 - 4°33½'
+50 - 5°33½'
230+00 - 6°33½'
+50 - 7°33½'
231+00 - 8°33½'
+24 - 9°02½'



4° Curve. Lt.
Δ = 18°05'
Rad. = 1432.69
Tang = 228.0
Length 452.1

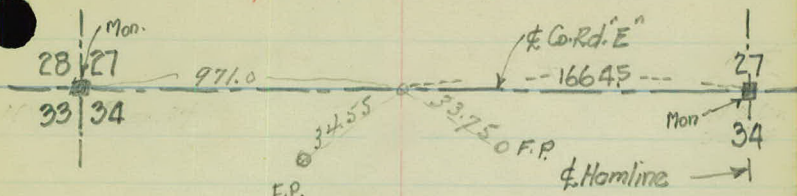
℄

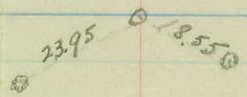
Station	Ang. Lt.	Ang. Rt.
256+76.6	P.O.T.	℄ Co. Rd "E"
254+61.5	P.O.T.	
254+00	P.O.T.	
250+00	P.O.T.	
248+00	P.O.T.	
243+50	P.O.T.	

N. 18°03' W.

℄ 12-11-24

TO R-32 6





Station	Ang. ht.	Ang. Rt.
266+60	P.O.T.	
264+38±	P.O.T.	
262+94±	P.T.	
Line change		
261+00	P.I.	15°39'
259+03.1	P.C.	
260+48±	P.O.S.T.	
259+00	P.O.T.	

N 2°24' W

7

Sta - Def

259+03½ - 0°00'

260+00 - 1°56'

261+00 - 3°56'

262+00 - 5°56'

262+94½ - 7°49½

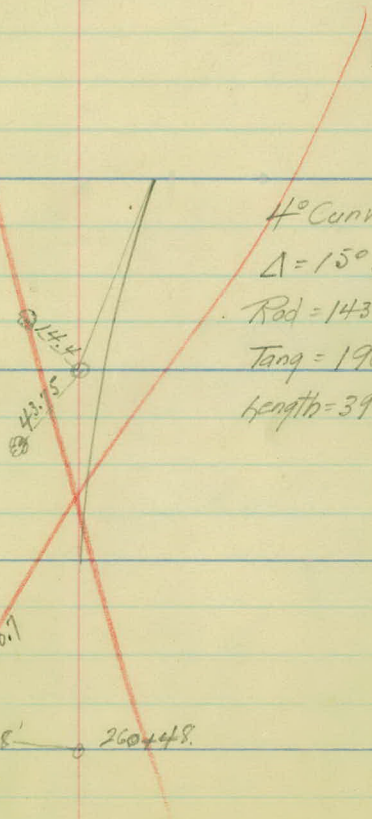
4° Curve. R.

Δ = 15° 39'

Rad = 1432.69

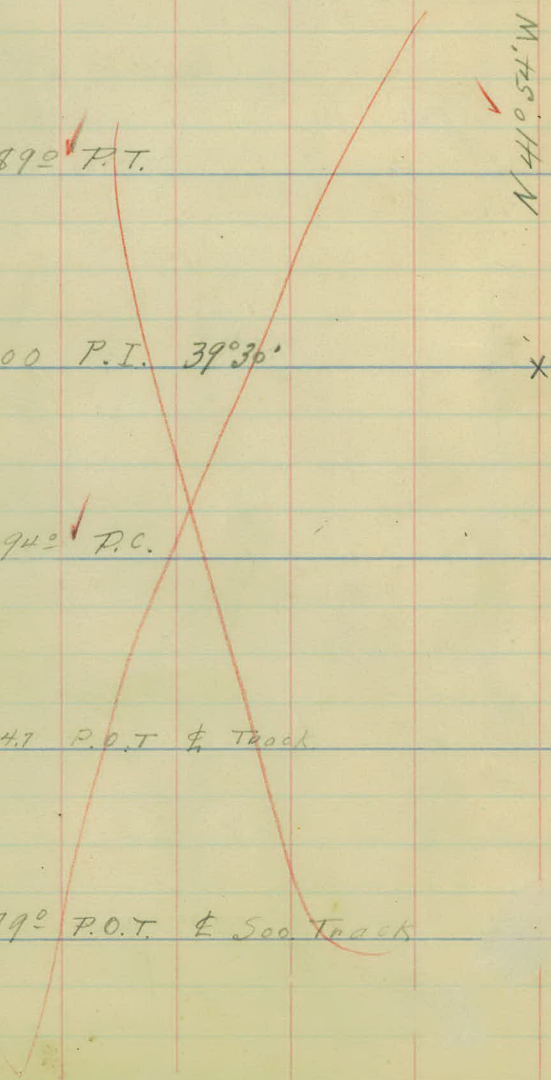
Tang = 196.9

Length = 391.3



℄

Station	Angle	Azm. Rd.
279+00	P.O.T.	
272+89.2	P.T.	
271+00	P.I.	39°30'
268+94.2	P.C.	
267+94.1	P.O.T. ℄ Track	
267+79.2	P.O.T. ℄ Soo Track	



12-13-24 (1)

8

℄

27'

20.85

Hub

Power line Tower. Post.

Sta.	Def.
268+94.0	0°00'
269+00	0°18'
+50	2°48'
270+00	5°18'
+50	7°48'
271+00	10°18'
+50	12°48'
272+00	15°18'
+50	17°48'
+89	19°45'

10° Curve. ht.

Δ = 39° 30'

Rad = 573.69 ✓

Tang = 206.0 ✓

Length = 395.00 ✓

500. line

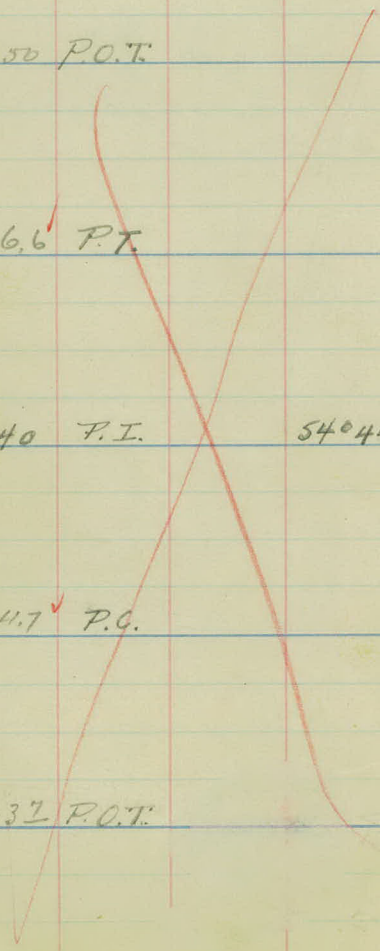
500. line

81.51'

℄

Station	Ang. Lt.	Ang. Rt.
296+50 P.O.T.		
295+06.6 P.T.		
293+40 P.I.	54°44'	
291+41.7 P.C.		
287+63.7 P.O.T.		

N 0°12°50' E



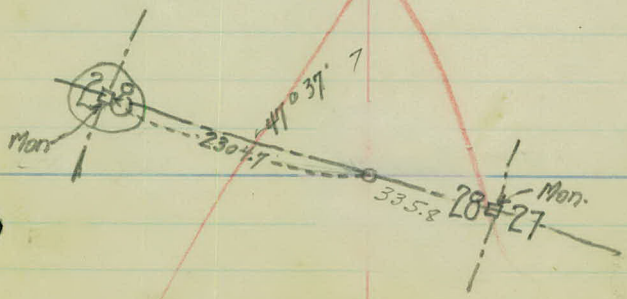
℄ 12-15-24

63 14.45 ℄ 27.4 63

Sta	Def.
291+41.7	0°00'
+50	0°37'
292+00	4°22'
+50	8°07'
293+00	11°52'
+50	15°37'
294+00	19°22'
+50	23°07'
295+00	26°52'
+06.6	27°22'

15° Curve. T.A.
Δ = 54°44'
Rad. = 383.07 ✓
Tang. = 198.3 ✓
Length = 364.9 ✓

Hub @ 30'
30'
Hub @ 0'



℄

Station Ang. Lt. Ang. Rt.

315+88.4 P.O.T.

310+45.9 P.T.

309+00 P.I 29°55'

307+46.7 P.C.

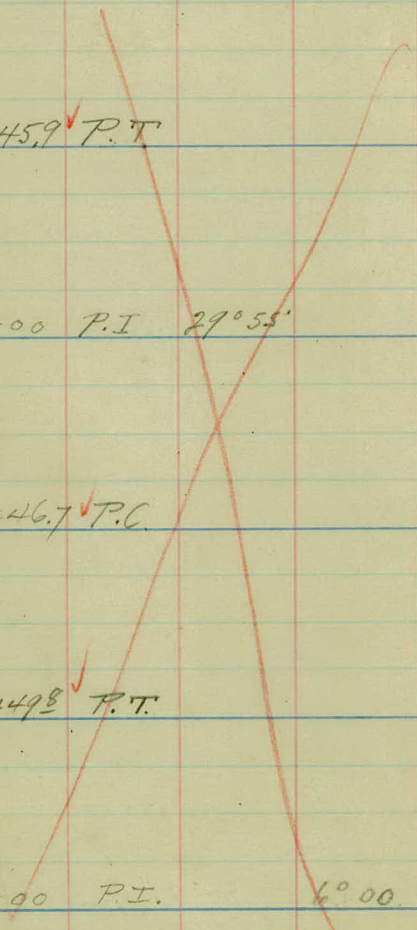
303+49.8 P.T.

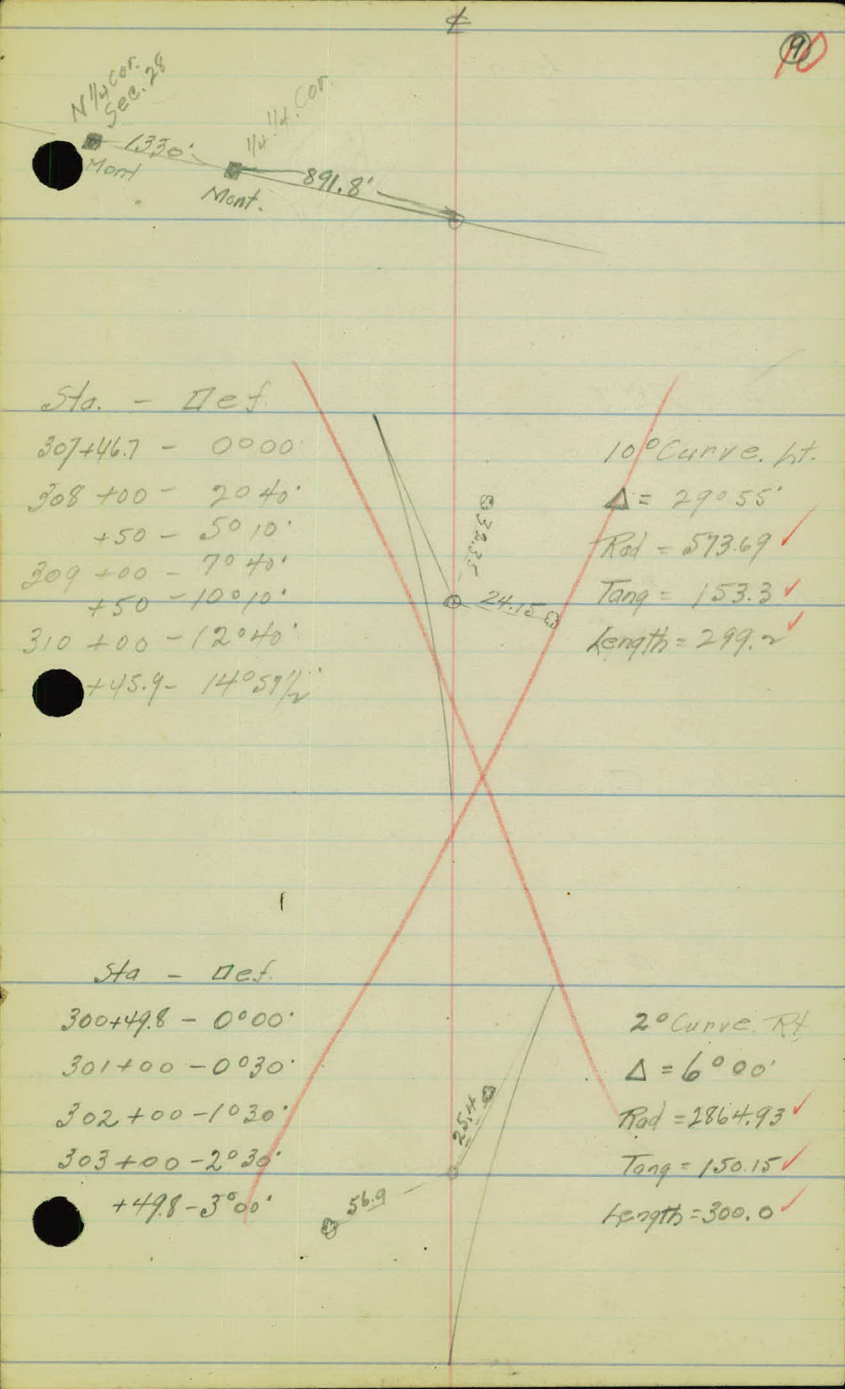
302+00 P.I. 6°00

300+49.8 P.C.

N 11° 05' W

N 18° 50' E





Sta.	Def.
307+46.7	0°00'
308+00	2°40'
+50	5°10'
309+00	7°40'
+50	10°10'
310+00	12°40'
+45.9	14°59½'

10° Curve. Lt.
Δ = 29°55'
Rad = 573.69
Tang = 153.3
Length = 299.2

Sta	Def.
300+49.8	0°00'
301+00	0°30'
302+00	1°30'
303+00	2°30'
+49.8	3°00'

2° Curve Rt
Δ = 6°00'
Rad = 2864.93
Tang = 150.15
Length = 300.0

℄

Station	Angle Lt.	Angle Rt.
334+00 P.O.T.		
330+29.4 P.T.		
327+49 P.I.	11°15'	N 0° 10' E
324+66.9 P.C.		
319+00 P.O.T.		
316+81.0 P.O.T.		

℄

Sta - Def

314+66.9 - 0°00'

325+00 - 00°20'

326+00 - 1°20'

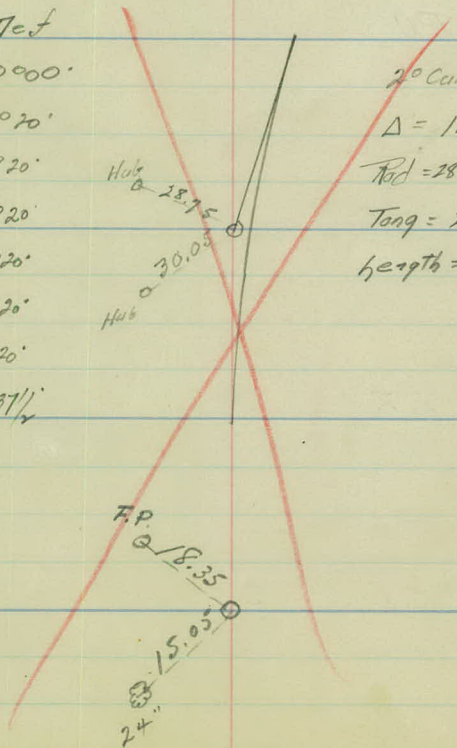
327+00 - 2°20'

328+00 - 3°20'

329+00 - 4°20'

330+00 - 5°20'

330+29.4 - 5°37½'



2° Curve RH.

Δ = 11°15'

Rad = 2864.93 ✓

Tang = 282.2 ✓

Length = 562.5 ✓

℄

Station	Ang. Lt.	Ang. Rt
376+00 P.O.T.		
374+11.9	℄ Co. Rd. "G"	
366+00 P.O.T		
356+00 P.O.T.		
351+73.2 P.T.		
349+09 P.I.		38°32'
346+72.7 P.C.		

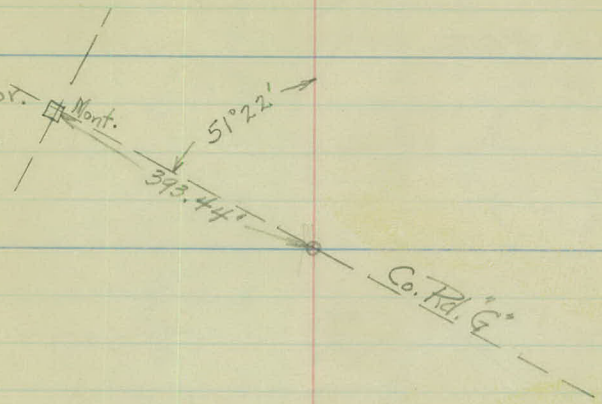
N 38° 22' W

FROM R37

Line change

12-22-24

92



Sta. - ~~Def~~

346+22.7 - 0000'

+50 - 0057'

347+00 - 2042'

+50 - 4027'

348+00 - 6012'

+50 - 7057'

349+00 - 9042'

+50 - 11027'

350+00 - 13012'

+00 - 14057'

351+00 - 16042'

+73.2 - 19°16'

16.45' F.P.

02.3°

F.P.

7° Curve Left

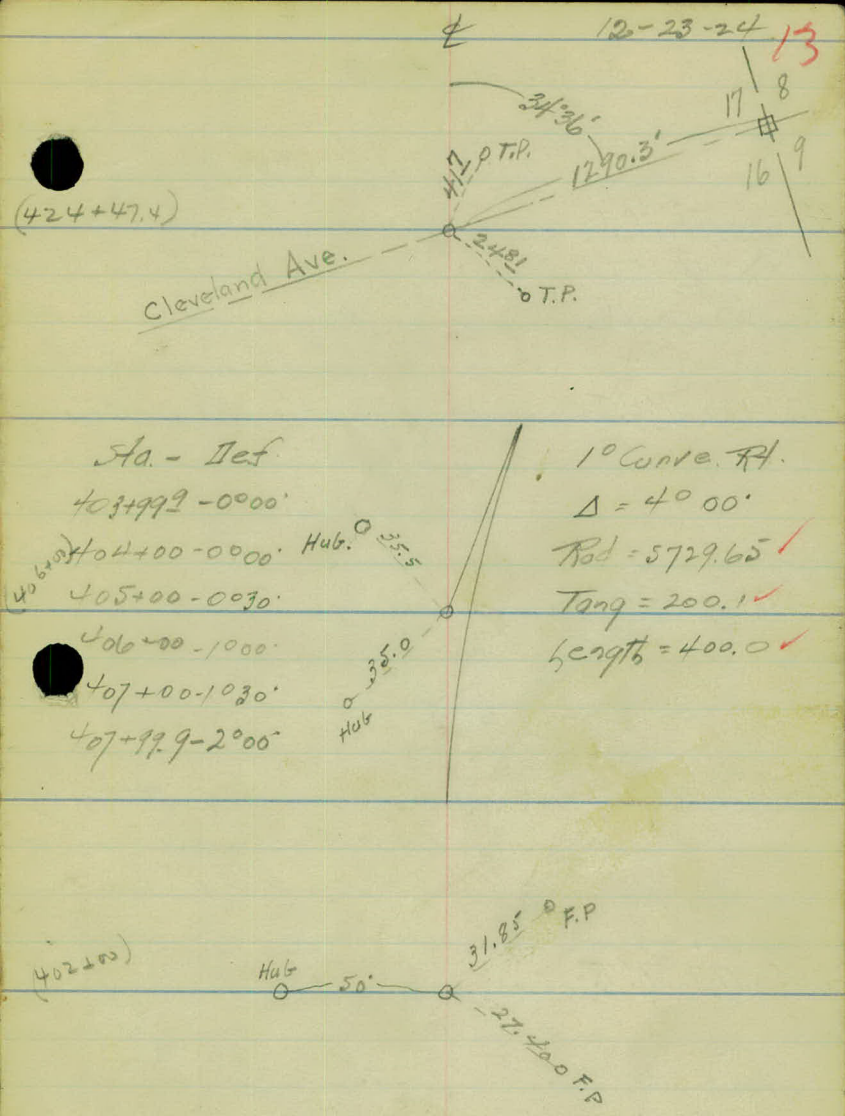
Δ = 38°32'

Rad. = 819.02' ✓

Tang. = 286.3 ✓

Length = 550.5 ✓

		Mag. Lt. ℄ Mag. Rt.	
429+00	P.O.T.		
424+47.4	P.O.T.		N. 34° 22' W.
414+00	P.O.T.		
407+99.9	P.T.		
406+00	P.I.	4° 00'	
403+99.9	P.C.		
402+00	P.O.T.		N. 38° 22' W.
387+00	P.O.T.		



Sta. - Def

403+99.9 - 0°00'

404+00 - 0°00'

405+00 - 0°30'

406+00 - 1°00'

407+00 - 1°30'

407+99.9 - 2°00'

Hub. 35.5

35.0 Hub

1° Curve Rt.

Δ = 40° 00'

Rad = 5729.65

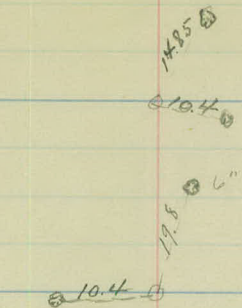
Tang = 200.1

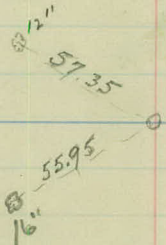
Length = 400.0

2

Station	Ang. Lt.	Ang. Rt.
493+00	P.O.T.	
489+00	P.O.T.	
486+00	P.O.T.	
467+00	P.O.T	
455+97.7	P.T.	
453+50	P.I.	14°57'
450+99.4	P.C.	

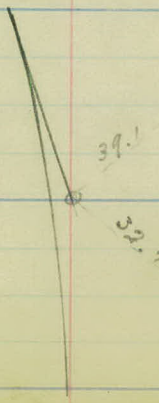
N. 61°04' W.





Sta. — Def

450+99.4 — 0°00'
451+00 — 0°00½'
452+00 — 1°30½'
453+00 — 3°00½'
454+00 — 4°30½'
455+00 — 6°00½'
+99.7 — 7°28½'



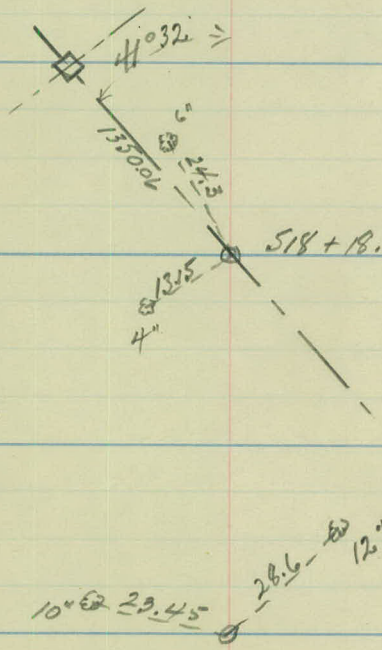
3° Curve. Ht.

$\Delta = 14°57'$ ✓
Rad = 1910.08 ✓
Tang = 250.6 ✓
Length = 498.3 ✓

Σ

Station	Ang. Lt.	Ang. Rt
518+30.2 P.O.T.		
518+18± P.O.T		
510+00 P.O.T.		
499+00 P.O.T.		
495+00 P.O.T.		

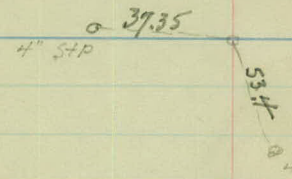
N 84° 11' W

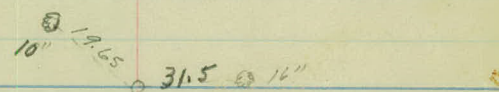

44°32'
6"
135004
243
518+18.4
1315
4"
10"
23.45
28.6
12"

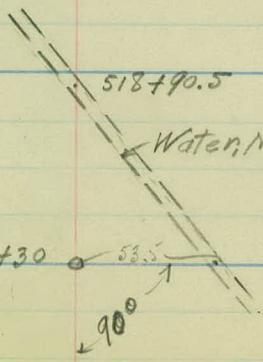
℄

Station		Ang. Lt.	Ang. Rt
548+00	P.O.T.		
541+00	P.O.T.		
530+40.5	P.O.T.		
529+84.0	P.O.T.		
518+90.5	℄ Water Main		
519+30			

N. 67° 04' W.


37.35
4" STP
53.4
4" STP


10"
19.65
31.5
14"


518+90.5
Water Main
518+30
53.5
90°

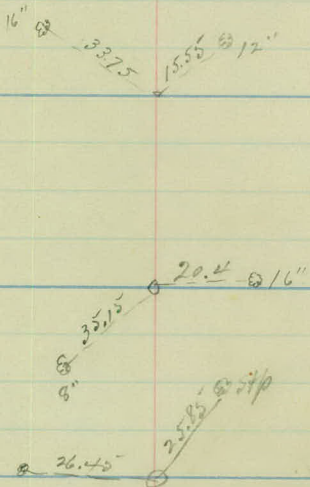
℄

Station	Ang. Rt.	Ang. Lt.
579+00	P.O.T.	
573+00	P.O.T.	
563+00	P.O.T.	
555+00	P.O.T.	
550+00	P.O.T.	

N. 61° 07' W.

12-30-24 ℄ "H" hinge 18

TO R-74



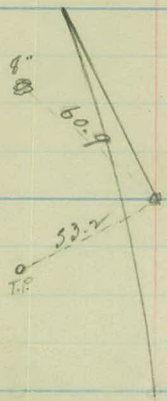
℄

Station	Ang. Lt.	Ang. Rt.	
637+75.6 P.T.			N 89°10' W.
630+58 P.I.	90°10'		15° C. L.
626+73.9 P.C.			
597+89 P.O.T.			N. 0°00' E.
593+64.7 P.T.			
590+72 P.I.		50°19'	8° C. R.
587+35.7 P.C.			

1-3-25 ℄ "H" line. 19

Sta - Def

626+73.9 - 0°00'
627+00 - 1°57½'
+50 - 5°42½'
628+00 - 9°27½'
+50 - 13°12½'
629+00 - 16°57½'
+50 - 20°42½'
630+00 - 24°27½'
+50 - 28°12½'
631+00 - 31°57½'
+50 - 35°42½'
632+00 - 39°27½'
+50 - 43°12½'
+75 - 45°05'



15° Curve left.
Δ = 90°10'
Rad = 383.07
Tang = 384.2
Length = 601.1

12-31-24

Sta - Def.

587+35.7 - 0°00'
+50 - 0°34'
588+00 - 2°34'
+50 - 4°34'
589+00 - 6°34'
+50 - 8°34'
590+00 - 10°34'
+50 - 12°34'
591+00 - 14°34'
+50 - 16°34'
592+00 - 18°34'
+50 - 20°34'
593+00 - 22°34'
+64.7 - 25°09½'

8° Curve Rt.
Δ = 50°19'
Rad = 716.78
Tang = 336.7
Length = 629.0

℄

Ang. Lt. Ang Rt.

708+80.9 P.T.

706+00 P.I. 48° 00'

702+80.9 P.C.

692+00 P.O.T.

681+85.5 P.O.T. Iron. P.n

667+15.9 P.O.T.

650+16.2 P.O.T

635+03.6 = (℄ 594+13 - State)

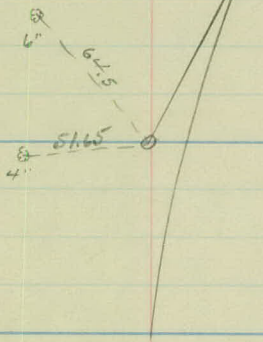
N. 04° W.

N. 28° 68' W.

"H" line 1-5-25 20

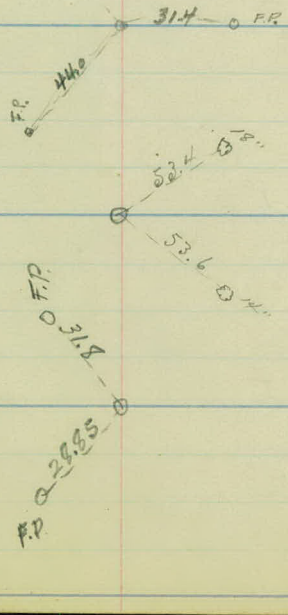
Sta - Def

702+80.9 - 0°00'
703+00 - 0°46'
+50 - 2° 46'
704+00 - 4° 46'
+50 - 6° 46'
705+00 - 8° 46'
+50 - 10° 46'
706+00 - 12° 46'
+50 - 14° 46'
707+00 - 16° 46'
+50 - 18° 46'
708+00 - 20° 46'
+50 - 22° 46'
708+80.9 - 24°00'



8° Curve RT.
Δ = 48°00'
Rad = 716.78 ✓
Tang = 319.1 ✓
Length = 600.0 ✓

1-3-25



Station	℄ Ang. Lt.	Ang. Rt.

TO ALIGN 27

770+00 P.O.T

759+00 P.O.T.

751+00 P.O.T

734+00 P.O.T.

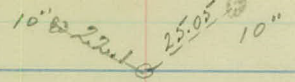
724+00 P.O.T.

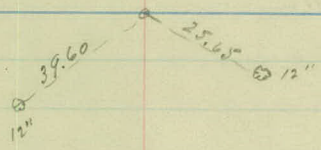
717+00 P.O.T.

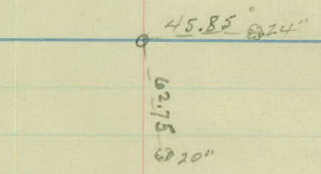
FROM R-77

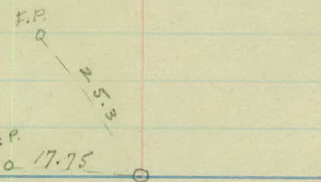
N 41° 01' W

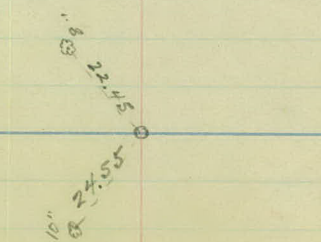
"H" line & 1-6-25 21











808+61 ± P.O.T. & P.R G.N. DULUTH LINE

N.86°41' W.

805+11.3 P.T.

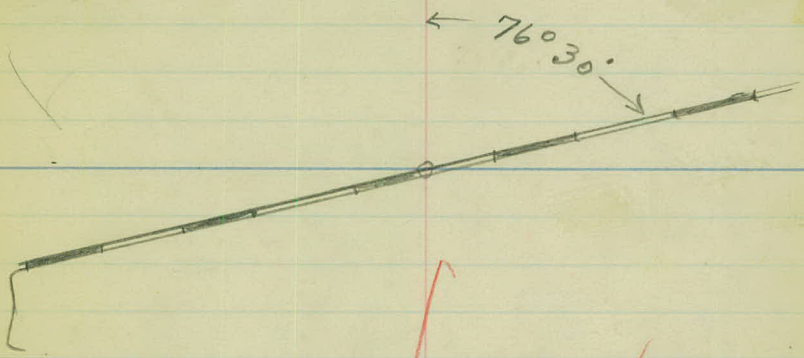
802+43 ± P.I 45°31' 8° Curve Lt

799+42.3 P.C.

N.41°10' W.

792+00 P.O.T

792+00 P.O.T



8° Curve Rt
Δ = 45°31'
Rad = 716.78'
Tang = 300.9'
Length = 568.96'

802+43 ⊙ 42.05 ⊙ Hub
43.15 ⊙ Hub

825+44?

821+40 P.O.T

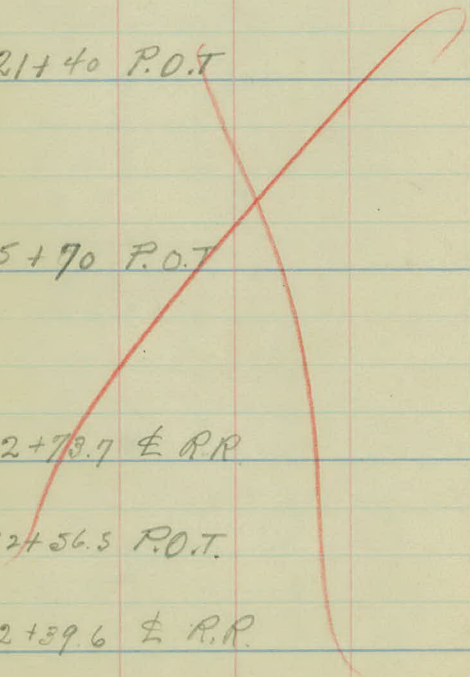
815+70 P.O.T

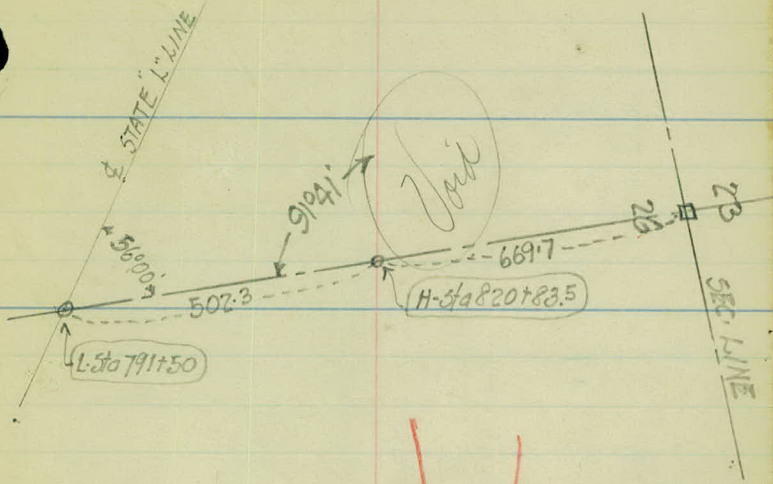
812+79.7 ℄ R.R.

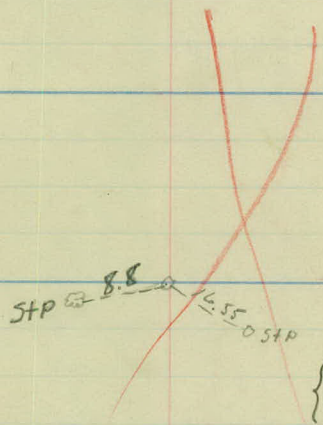
812+56.5 P.O.T.

812+39.6 ℄ R.R.

N. 86° 41' W.







{ 791+45.0 L 6
{ 6° R↑ 815+68. "H"

836+75.9 P.O.T = (L 809+13.8 P.T.) = (L 810+05.0 P.O.T)

834+00.9 "H" line = (806+38.8 "L" State) P.I.

831+94 P.T.

829+13.0 P.I. 34°55'

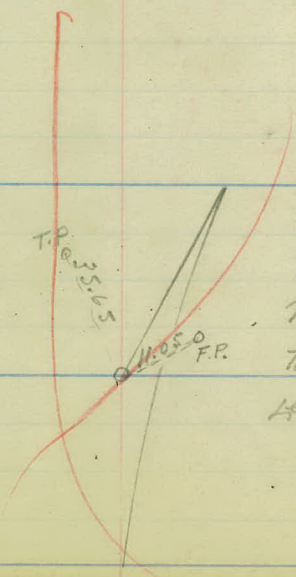
826+12.5 P.C.

N. 51°46' W. = N. 55°25' W.

(h. 812+58.8 P.O.T.)

53.97 ° T.P.

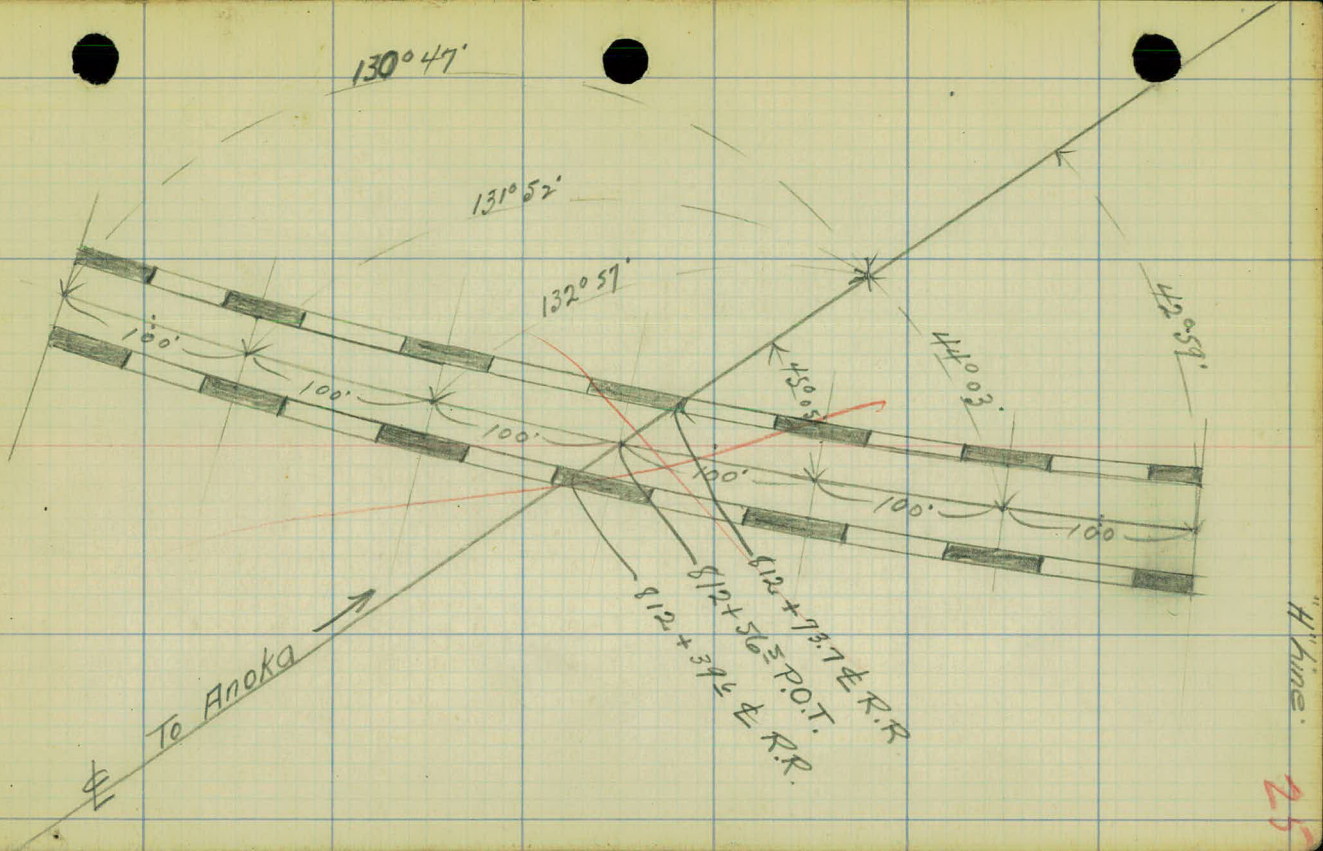
58.0 ° Back

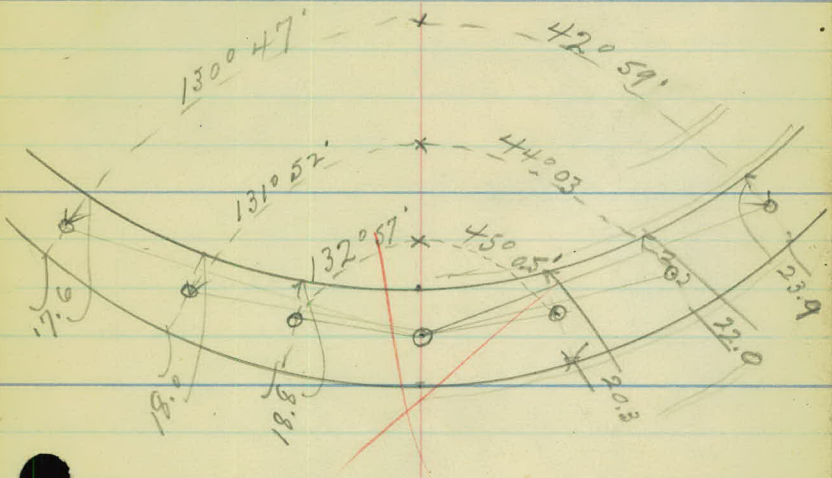


Sta - Def

826+12.5 - 0°00
+50 - 1°07½'
827+00 - 2°37½'
+50 - 4°07½'
828+00 - 5°37½'
+50 - 7°07½'
829+00 - 8°37½'
+50 - 10°07½'
830+00 - 11°37½'
+50 - 13°07½'
831+00 - 14°37½'
+50 - 16°07½'
831+94.4 - 17°27½'

6° Curve. Rt.
Δ = 34°.55'
Rad - 955.37
Tang = 300.46
Length - 581.94


130° 47'
131° 52'
132° 57'
42° 57'
44° 02'
45° 05'
100'
100'
100'
100'
100'
100'
812+78.7 ℄ R.R
812+56 = P.O.T.
812+39 ℄ R.R
℄ To Anoka
"H" Line.
25


130° 47'
42° 59'
131° 52'
44° 03'
132° 57'
45° 25'
17.6
19.0
18.6
20.3
22.0
23.9

Project 25-81

Lumonage Notes

Proj. # 26-62.

Line Revision

Allignment from Sta. 800+50.35 to Sta. 837+84.10.

Sta.	Point	∠	Rt.
809+06.45	P.O.T.		
807+88.47	P.T.		
804+56.3	P.T.	59°-03'	
800+50.35	P.C.		
770+00	P.O.T.		

S. 69°-47' W.

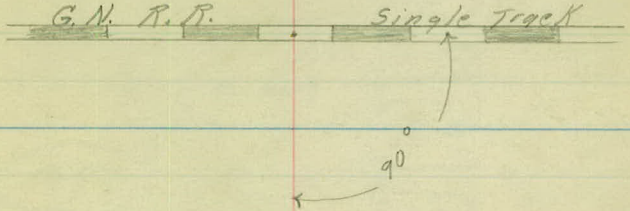
N. 01°-14' W.

FROM ALIGN

21

12/30/25

29



800+50 35

801 -1°-59'
802 -5°-59'
803 -9°-59'
804 -13°-59'
805 -17°-59'
806 -21°-59'
807 -25°-59'
+88 47 -29°-31' E

Hub
39 88
D

Δ - 59°-03'
D.- 8° H.
T.- 405 25
L.- 738 12
R.- 716 78

53 15
D
Hub

10" T.
13
322 01

10" T.
13
25° 05

Sta.	Point	Lt	Rt.
Eqv 9. 837+84.10 = 809+13.8			
832+60.47	P.T.		
825+04.88	P.I.	48°-27'	
816+45.47	P.C.		
818+00	P.O.S.T.		
812+69.60	P.O.T.		
812+42.15	P.O.T.		

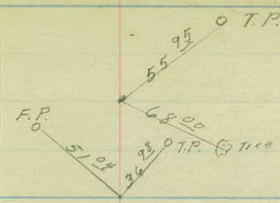
SEE STATE NOTES

N. 24°-15' W.

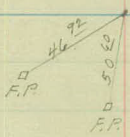
S. 24°-45' W.

1/4/25

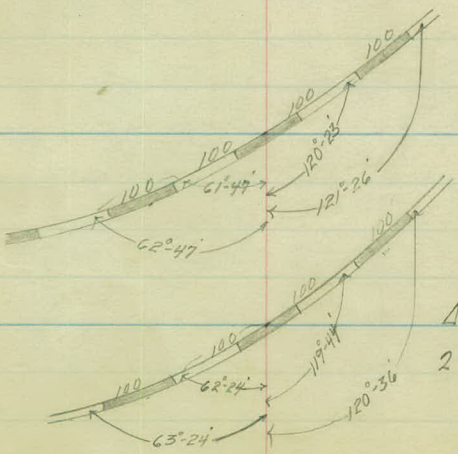
30



P.I.	832+60 47	
	832+00	- 0°-54 5
	831+00	- 2°-24 5
	830+00	- 3°-54 5
	829+00	- 5°-24 5
	828+00	- 6°-54 5
	827+00	- 8°-24 5
	826+00	- 9°-54 5
P.O.C.	825+40	- 10°-48 5
	825+00	- 11°-24 5
	824+00	- 12°-54 5
P.O.C.	823+00	- 14°-24 5
	822+00	- 15°-54 5
P.O.C.	821+00	- 17°-24 5
	820+00	- 18°-54 5
	819+00	- 20°-24 5
P.O.C.	818+00	- 21°-54 5
	817+00	- 23°-24 5
P.C.	816+45 47	- 24°-19 5



Δ - 48°-27'
D. - 3° M.
T. - 859 41
L. - 1615 00
R. - 1910 08

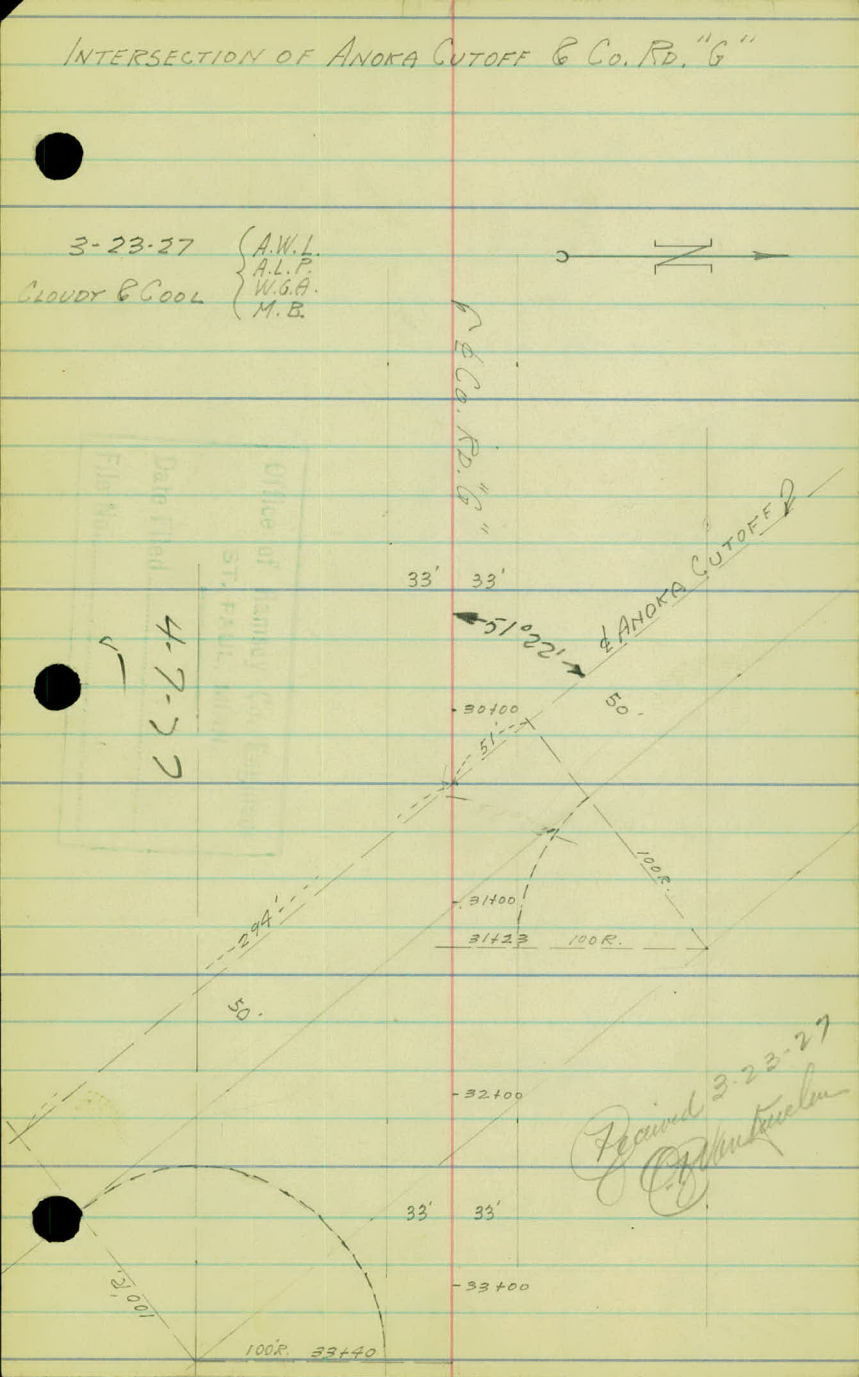


Δ 61°24' tang. to 2° Curve at 142 15

Intersection of Anoka Cutoff & Co. Rd. "G"

3-23-27
Cloudy & Cool

A.W.L.
A.L.P.
W.G.A.
M.B.



4-7-27

Received 3-23-27
C. J. Hutchinson

X SECTIONS

CO. RD. "G"

INTERSECTION OF ANOKA CUTOFF

DAYLIGHTING OF INTERSECTION

Sta.	B.S.	H.I.	F.S.	Rod ℄	Elev.
B.M.	7.01	924.45			917.44
T.P.	12.18	923.12	3.51		920.94
30+45				5.50	918.95
+60				5.30	919.15
+75				4.90	919.55
30+95				4.50	919.95
31+00				4.50	919.95
31+23				4.10	920.35
+50				3.70	920.75
32+00				3.00	921.45
+40				2.60	921.85
33+00				2.10	922.35
+40				2.10	922.35

LT. ℄ RT.

B.M. SPIKE P.P. 200 L. OF STA. 375+00 (ANOKA CUTOFF)

H.I. = 924.45

7.2/70 8.4/57 | 6.9/39 6.8/32 5.7/23

H.I. = 933.12

7.4/55 8.1/37 | 6.4/21 5.6/12

H.I. = 933.12

7.0/48 7.3/35 9.1/30 10.3/23 | 5.3/16 5.7/9

4.6/10 5.8/20 6.4/23 6.8/38

5.5/28 7.0/25 | 4.6/16 5.1/12 4.8/11 | 5.1/13 5.5/26 6.1/33 6.9/45

3.1/34 3.1/31 | 4.4/16 4.6/11 | 4.8/13 5.2/15 5.3/19 3.7/22 3.6/32 5.7/56 7.9/60

+1.5/35 | 3.5/16 4.2/12 | 4.3/12 4.8/14 4.8/21 | 9.4/27 8.9/30 12.2/87 16.6/106

3.6/12 4.0/15 3.9/21 | 4.2/32 4.4/50 6.9/100 8.4/193 18.0/156 18.0/315

3.2/13 3.7/21 | 1.8/33 1.8/50 3.8/100 8.0/150 11.4/193

2.8/14 2.6/21 | 8.0/26 7.7/40

7.7/13 3.0/18 | 13.2/93

STA.	B.S.	H.I.	F.S.	ROD	ELEV.