

2500

PLANS SURVEY

STATE HIGHWAY 52

FROM:

WEST LINE OF FORT
SNELLING MILITARY RESER-
VATION TO MENDOTA BRIDGE.

Rd. $\frac{2}{3}$ N^o S.T.H. 52.

File N^o 7



Office of Ramsey Co. Engineer
ST. PAUL, MINN.
Date Filed 10-11-26
File No. "7"

Alignment

J.T.H. No 52

Rec. - 9-13-26

H.D.V.K.

1077237⁸⁵ PT

5.55° 10'E.

PT. 1071439⁸⁵ 16°-28'

1074420 PI

1077+00 15°-29'

1076+00 12°-59'

1075+00 10°-29'

1074+00 7°-59'

1073+00 5°-29'

1072+00 2°-59'

1070+81¹⁸ P.C.

1071+00 0°-29'

588° 16'E. P.C. 1070+81¹⁸ 0°-0'

1067+31²⁷ PT.

1067+31²⁷ 31°-24.5'

1067+00 28°-16'

+50 23°-16'

1666+00 18°-16'

1065+92¹ PI

+50 13°-16'

1065+00 8°-16'

+50 3°-16'

1064+17²⁹ P.C.

1064+17²⁹ 0°-0'

1039+57² P.O.T.

N. 28° 55'E.

1017+02¹ P.O.T.

$62^{\circ}40'$ \odot nail in 6" Boxelder Tree
 A $32^{\circ}56'$
 D 50 RT
 T 338.82
 $30^{\circ}23'$ \odot nail 30' Cottonwood
 L. 658.67

nail in PR
 ϕ
~~3182~~ ~~2~~
 569
 X Cross in Pav. T 176.81
 T 314.08

north face Rd Sign
 Tower & Bloomington

~~2814~~
~~2942~~
 spike
 2942

~~3255~~
~~443~~
 Tack in 4" Plum
 30 Perry Mail
 443 \odot 8" Ash
 Tack in 4" Plum

N57°25'E.

1085+45⁵⁷ PC

1084+73⁵⁵ PT

1085+45⁵⁷ 14°-44'

1085+00 10°-10'

+50 5°-10'

1084+00 0°-10'

1083+98²³ PC

1083+98²³ = 0°-0'

N86°53'E.

1082+05³⁸ PT

1082+05³⁸ 18°-53'

1082+00 18°-21'

+50 13°-21'

1081+15 PT

1081+00 8°-21'

+50 3°-21'

1080+16⁴⁶ PC

1080+16⁴⁶ 0°-0'

nail in P.P. ϕ 49²

82.02 ϕ nail in P.P. L147.34

Δ 29° 28'
D 20° Lt
T 75.72

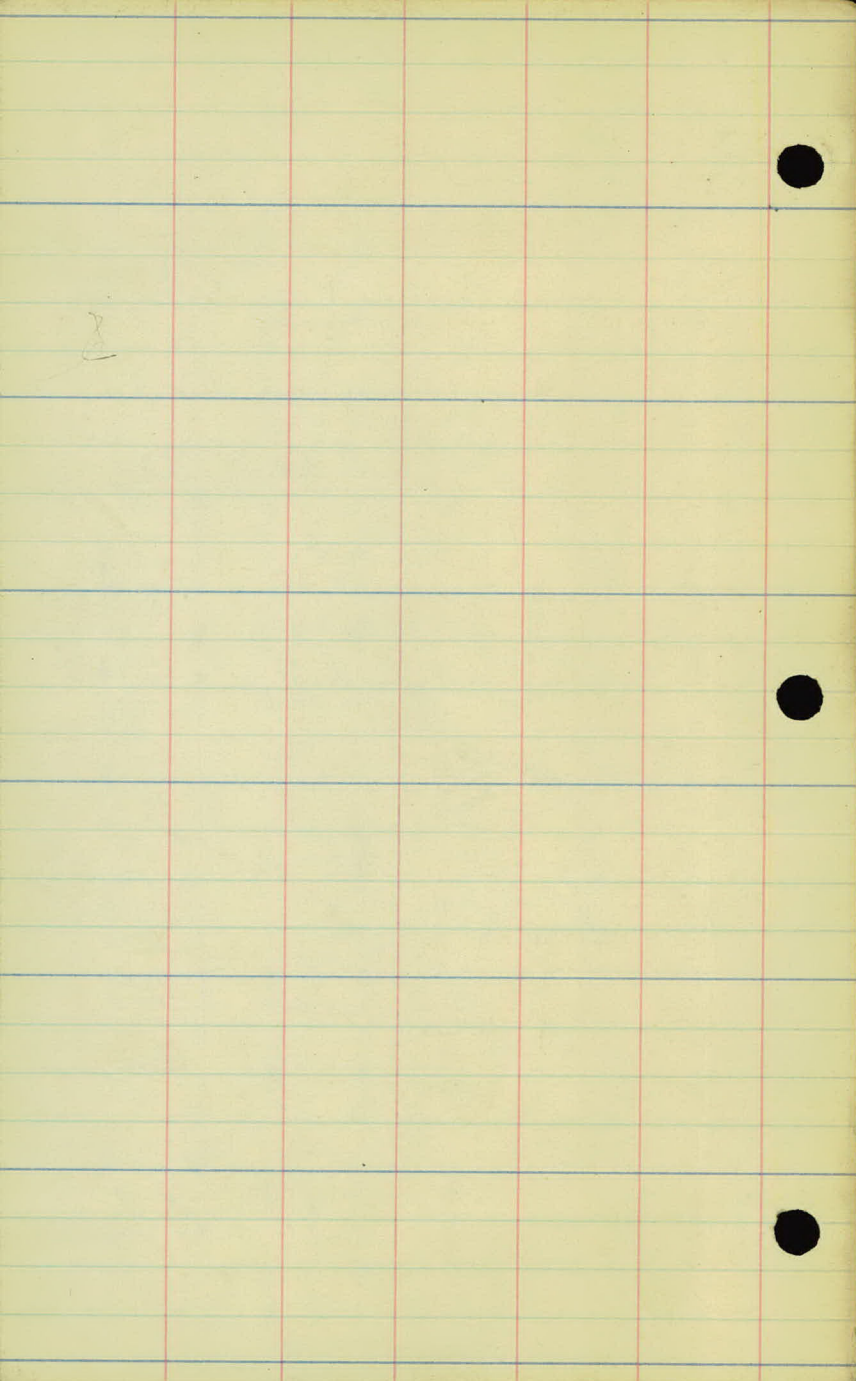
ϕ 46.18

29.50

nail P.P. & Arc light

14" maple nail

Δ 37° 47'
D 20° Lt
T 98.54
L 188.92



2

1071

1070

100. Bq Bkg 132'

1069

1068

RR 585
RR 485

18 18

+83E Path 41'
+74E Path 45'
+65 End Bldg 134
+58 Path 18
+48 Beg Path 18'
+42 E. PP 89
+31 Tree 39



77 P.P. 50
+64 Hgt. 46

+100 RRT 585 Fence 84'
+100 RRT 485

18 18'
+988 ←



+207 Tree 35'
+08 Tree 35
+18 E Path 18
+09 E. Path 18

+65 End Bldg 93

+100 Path 27'-36'
+85 E. 54' 88'

+38 Tree 35
+50 Path 56
+15 Path 51
+65 PP 50

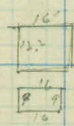
+57 PP 38

+50 LV 50
+50 Brok 45
+32 Tree 35
+9.3 Tree 35

19, E. PP 38
+31 Beg Bldg 93
+06 Tree 38

+100 RR Tract 585
+100 RR Tract 485
+97 End Bldg 131'

10
18 18'
+71 75
+96



+10 End Bldg
+98 Bldg 58
+94 Tree 35
+85 End Bldg 89
+86 B. P. 51

+82 Tree 38

+69 Tree 39

+57 Tree 37

+48 Beg Bldg 81
+53 Incinerator 51

+32 Beg Bldg 131'

+56 PP 50

+31 Tree 37

19 Tree 34

+09 Tree 37

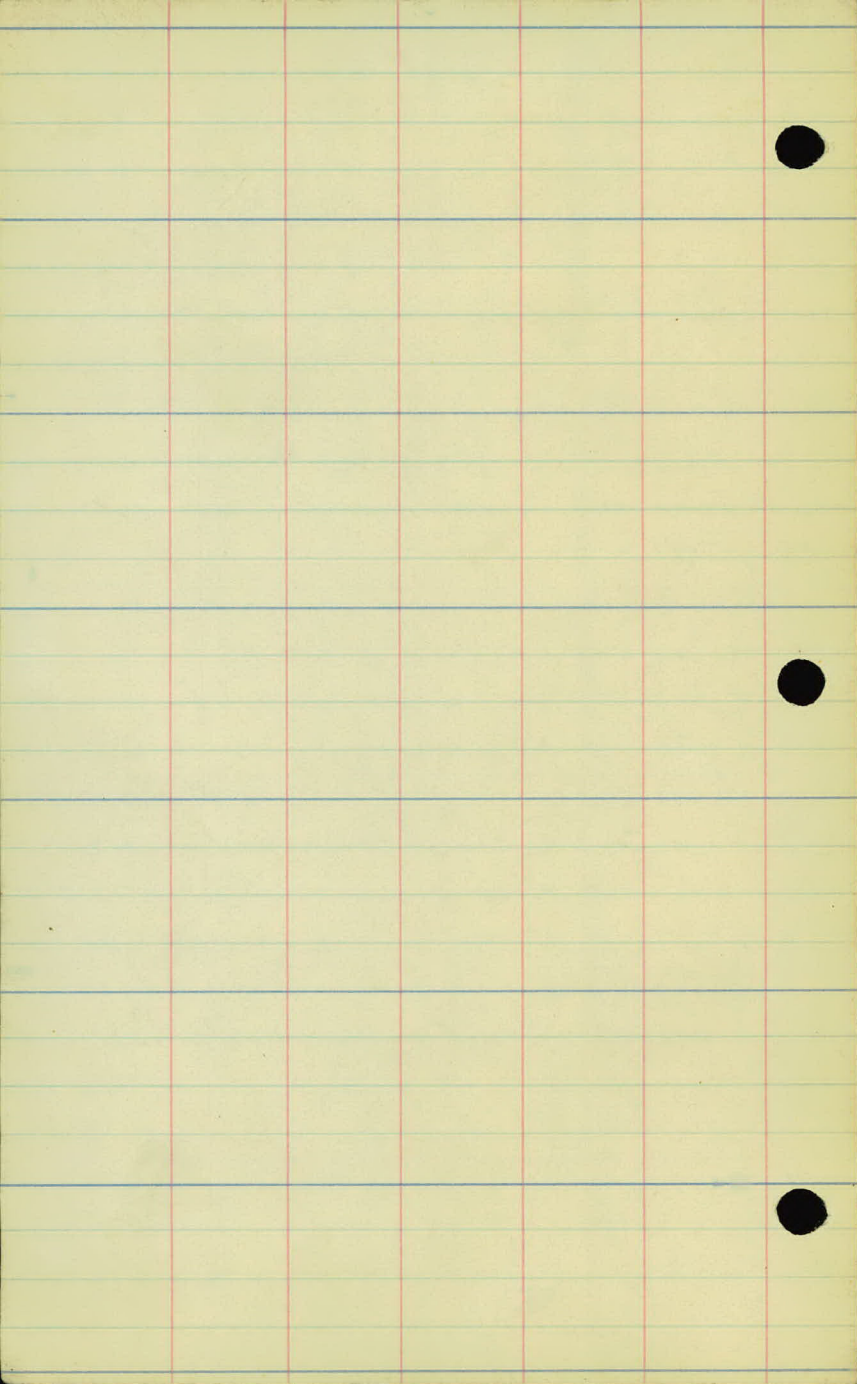
+14 M H 20

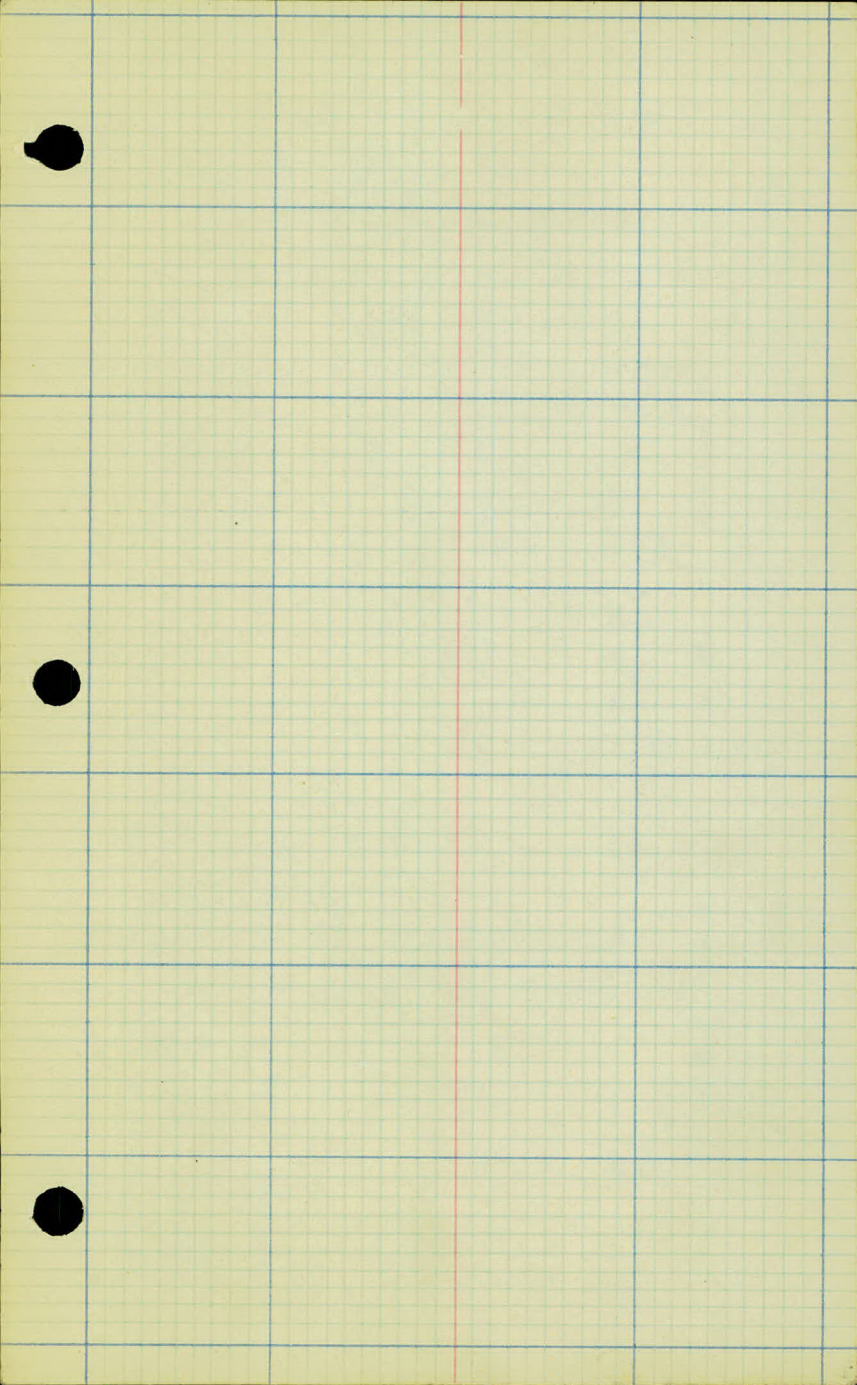
+00 STRR 484
+01 STRR 584

F 83
177 Ed Curb
178 Ed Curb

+06 Tree 35

Bldg 131
Bldg 140





1074

1073

700 Btg Bldg 145

1072

1071

+00 R.R.T. 84
+00 R.R.T. 74
+88 Tree 26
+84 Tree 32
+64 Tree 34
+66 C.B. 145
+68 End Bldg 160

Fence 136 178 178 Pav

Road 39

+81 Curb 20
+80 Cur P 18
+80 Road 22-46
+77 Curb 21

49 Rd 37-57
+42 P P 22

+10 EA Rd 47-63
+10 Tree 45

+00 R.R.T. 77 Fence 107 C 178 178 C
+00 R.R.T. 67

+85 End Bldg 98

+71 Tree 55

+52 Bay Bldg 98
+65 F.P.R. 55

+46 Tree 51

+24 Tree 49
+14 End Bldg 140
+01 Tree 45

+00 R.R.T. 65 Fence 905 178 C 178 C
+00 R.R.T. 55

+81 End Bldg 82
+50 Tree 27
+39 Tree 24
+40 F.Hotel Photo
+35 G.W. 32

+27 Hitch Post
+26 Tree 26
+19 M.H. 13
+18 Tree 28
+12 P.P. 43



77 Tree 43
+60 B. Bldg 140
+60 F.P.R. 42

+73 Tree 31
+62 Tree 33

+53 Tree 43

+48 Tree 33

+16 Hyd 84

+05 Tree 38

+37 Tree 33
+03 Bay Bldg 37
+30 F. Incinerator 30
+13 B. Incinerator 50
+08 Tree 37

18 12

1078

1076

1075

481 ± Drive Lt

1074

17.8 17.9

+00 PP 19.5

+89 Tree 29

+65 Tree 81

+85 Tree 26

+60 Tree 25

+40 Tree 42

+84 Tree 23
+10 PP 18.5
+08 Tree 20

+46 177 179 curb

+44 Tree 45

+10 Beg Curb 18

+00 R.T. 103
+00 R.T. 93

- Pole 2'

180

18 curb

+72 Curb 18

+65 Curb 18

+56 Beg Curb 20.5

+77 PP 19
58 G.W. 23

16 Pole

Road 25

+00 E.P.P. 54

+12 Tree 19

17.30 17.8 Pole

+50

Metro Box 5855

+20 @ Curb

1081

+96 \$ P I Taylor Ave Rt + Lt.

+96 P I Colville Ave Lt

1080

1079

1078

1077

+50 S.W. 33-42
 +55 Metre Box 12'
 +50 Metre Box 8'
 +46 " " 115'
 +40 S.W. 315'-295'
 +23 Curb 98'
 +23 S.W. 0'-90'
 +185 Rad Curb 28'
 +10 " 89' 85'
 +00 Rd 42'

+87 E Curb 205'
 +82 Curb 135'
 +82 C.B. 125'
 +78 Dep Curb Rail 125'
 +60 Curb 145'

+42 Tree 28'

+88 Tree 27'
 +63 Tree 29'
 +38 Tree 28'

+13 Tree 27'

+87 Tree 29'

+38 Tree 28'

+88 Tree 28'

+63 Tree 28'

+27 Tree 28'



+54 Curb 14'-54'
 +35 Curb 9'-47.5'
 +23 S.W. 00'
 +24 Rad 1
 +20 E Edge Curb
 +13 Tree 44'
 +09 Curb 39'
 +05 End S.W. 35'
 +72 End Curb 30'
 +91 Rad 30'
 +71 Curb 27'
 +71 C.B. 28'
 +98 S.W. 405' 469' PP 243'
 +99 C.B. 21' +66 Curb 225'
 +80 S.W. 71'-84'
 +87 Tree 30'

Part 11 Pav 40.5

0.0 +82

16.5 20.5

172.5 179.5

179.6 179.6

179.6 179.6

179.8 179.6

179 179

+35 Tree 27'

+12 Tree 27'

+88 Tree 27'

+47 PP 195'

+36 Tree 27'

+11 Tree 28'

+97 Tree 26'

+61 Tree 27'

+36 Tree 27'

+20 Tree 20'

+11 Tree 27'

+62 Tree 27'

+35 Tree 27'

1085

+64 £ Curb

+46 Second Rail

+37 £ First Rail

1084

+80 £ Road

1083

1082

+88 £ Fence

+50

100 RRT 22
100 RRT 26 100 Rd 50-68

+85 PP 36'
+50 PP 68'
+50 Rd 60
+50 Rd 40
+50 RRT 1A
750 RR 3.5

+47 GW 75'
+46 GW 75'
+37 Tree 77'
+23 Tree 65'
100 Rd 30-3

+88 Rd
+78 Tree 40'
+78 Rd 12'

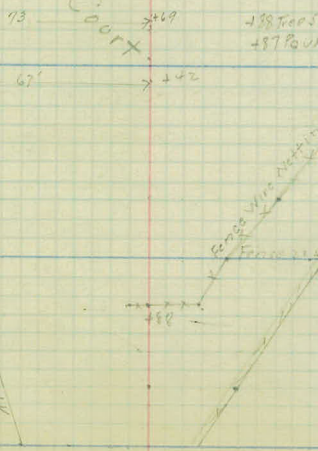
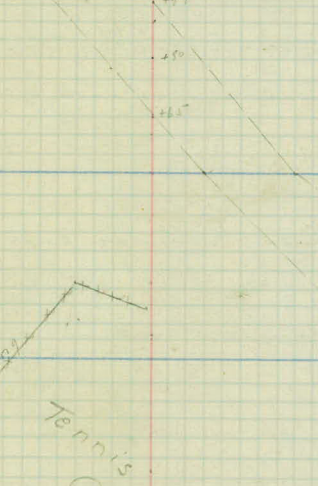
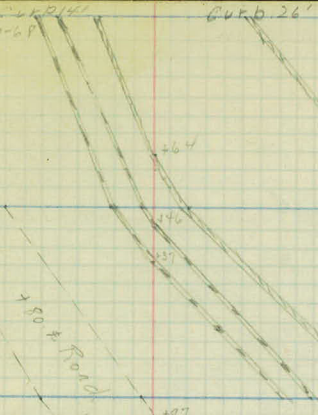
+65 FR 100
+58 Tree 24

+49 Tree 5'
+22 Cor 19'
+17 E.F. 1'

+69 Cor 73
+42 Bay Fence 67'
+50 Edge Rd 114'
+50 SW 86'-93'
+47 Tree 81
+12 Tree 62
+100 Water Fence 50

+90 Tree 47
+75 Rd 100'-114'
+88 Fence 5'
+75 SW 43'-49'

Sub Main
Curb



+65 Curb 42'

+50 Curb 112-64'

+25 Curb 321-17
+25 RRT 17'
+25 RRT 10'
+24 EPP 2

+100 Curb 66-151
+74 RRT 365
+64 RRT 440

+96 PP 26'
+77 Rd 60
+66 Bay Curb 120'
+62 CB 312
+62 Curb 114-212
+62 ST RR 73-100
+62 EPP 82
+50 Rd 151-401

+23 Tree 11'
+100 Station RRT 159-161
+106 Par 125-181
+106 RRT 592-1005
+106 Tree 30'

+73 Curb 114
+75 Tree 67
+60 Bay Rd Curb 143
+62 Curb 100-114
+62 Tree 95
+61 E Fence 59.5
+60 MH 70

+88 Tree 52
+87 Pav 61
+50 Curb 72-105
+50 Tree 95
+45 Fence Cor 62.5

+37 Tree 63'

+45 Fence 37
+46 Tree 47'

Curb 49'-73.5'

+95 Tree 32'

+85 Curb 45-72'
+88 Fence 104'

+77 Tree 19'
+65 PP 71'

+65 Curb 245-69'
+57 Tree 5'

1086

1085

400 P.P. 42.5'
+00 Rd 69'-53'
100 PRT 37'-32.7'
+00 Curb 18'

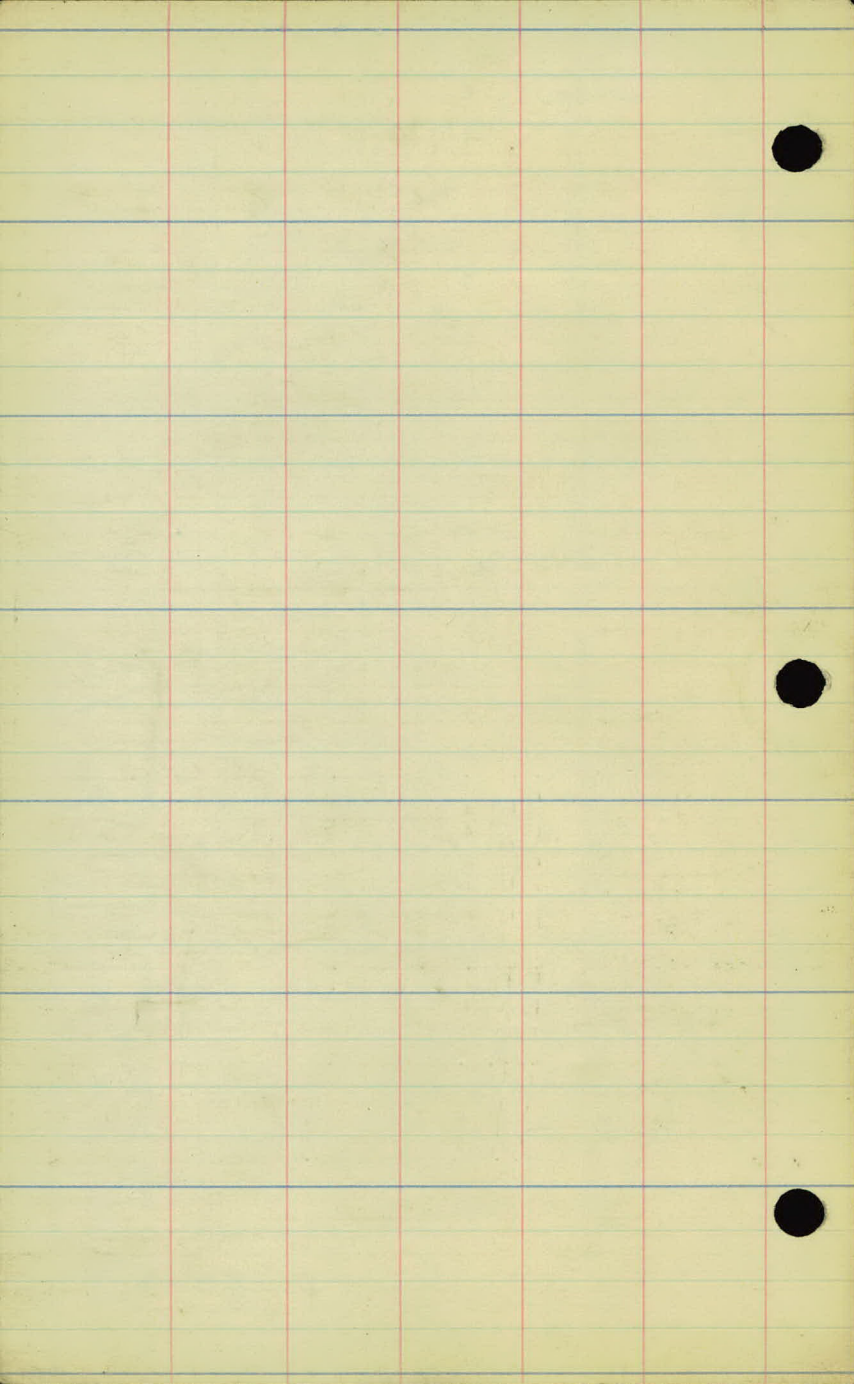
+50 Rd. 53'-68'
+50 PRT. 417'-36.6'
+50 Curb 18'

+25 PRT 245'-34.1'
+25 Curb 16.5'
+22 P.P. 41'

Curb 18

46 Curb 18

+25 Curb 19



U 2500