

X

PLANS SURVEY
PROJECT 29-54
COUNTY RD. E

From New Brighton Road to Lake Johanna Blvd.
Road % N^o 54

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

Filed **6-24-29**
No.

15757.50

13 75.16

182.34

143.64

325.98

48.52

148.56

60

208.56

50

258

4-571

12 169

240

1-14

14750
C. J. [unclear]

14757.19

42.19

14799.38

500
1504

15757.50

1 00.81

14757.19

1 92.35

14754

42.81

128 4 3

20

1568

100

PROD # 29-54

Co ROAD "E"

ALIGNMENT FROM NEW
BRIGHTON ROAD TO LAKE JOHANNA BLVD.

Office of Ramsey Co. Engineer	
ST. PAUL, MINN.	
Date Filed	6-24-29
File No.	

STATION POINT Δ. Lt. Δ. Rt.

N. 62°19'E.

9+36.96 P.T. 14°00'

9+00 12°09'

Δ. 28°00'

+50 9°39'

D. 10°-Lt.

8+00.0 P.I. 7°08'

T. 143.04'

+50 4°39' 0.05

L. 280.00'

7+00 2°09' 0.04

R. 573.69'

6+56.96 P.C. 0°00'

43.00

5+99.90 P.O.T.

S. 89°41'E.

0+00

6-18-29.

N. 1/4 cor. Sec. 33

Gen. Sec. 33

131713

131713

Iron pipe

90° 11'

Hub

514.65

O.P.P.

30.25

Hub

40.62

O.P.P.

50

Hub

Hub

SMALL O.P.P.

Hub

Hub

O.P.P.

89° 41'

S.W. cor. - N.E. 1/4 - N.W. 1/4 - Sec 33-30-23

NEW BRIGHTON ROAD

Small hole in pavement.

131938

131938

28.28
O.P.P.

STATION POINT Δ. Lt Δ. Rt

S. 89° 41' E.

13+75.16 P.T.

14° 00'

+50

12° 45'

13+00

10° 15'

Δ. 28° 00'

+50

7° 45'

Δ. 10° Rt

12+32.20 P.I.

T. 143.04'

12+00

5° 15'

L. 280.00'

+50

2° 45'

R. 573.69'

11+00

0° 15'

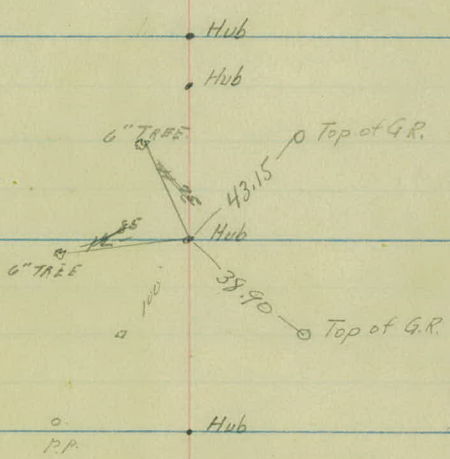
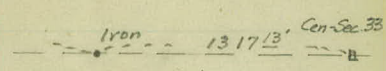
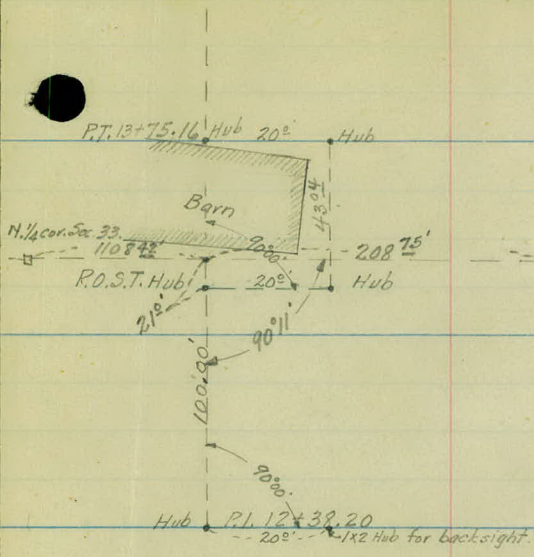
10+95.16 P.C.

0° 00'

N. 62° 15' E.

6-18-29

1312.13
208.71
1108.42



STATION POINT Δ. Lt Δ. Rt

149.52				
16+50.52	P.T.	19°14'		Δ. 38°28'
16+00		14°17'		D. 20°-L ⁺
+57.5				
15+58.50	P.I.			T. 100.31'
+50		9°18'	0.19	L. 192.33'
15+00		4°17'	0.17	R. 227.94'
+57.19				
14+58.19	P.C.	0°00'		

N. 51° 51' E.

S. 89° 41' E.

P.T. 44+72.15

P.T. 16+50.52

38°28'

Lake Johanna Blvd
P.I. 43+65.95

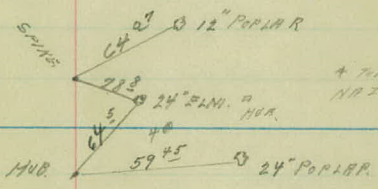
65.85

47°17'

P.I. 15+58.50

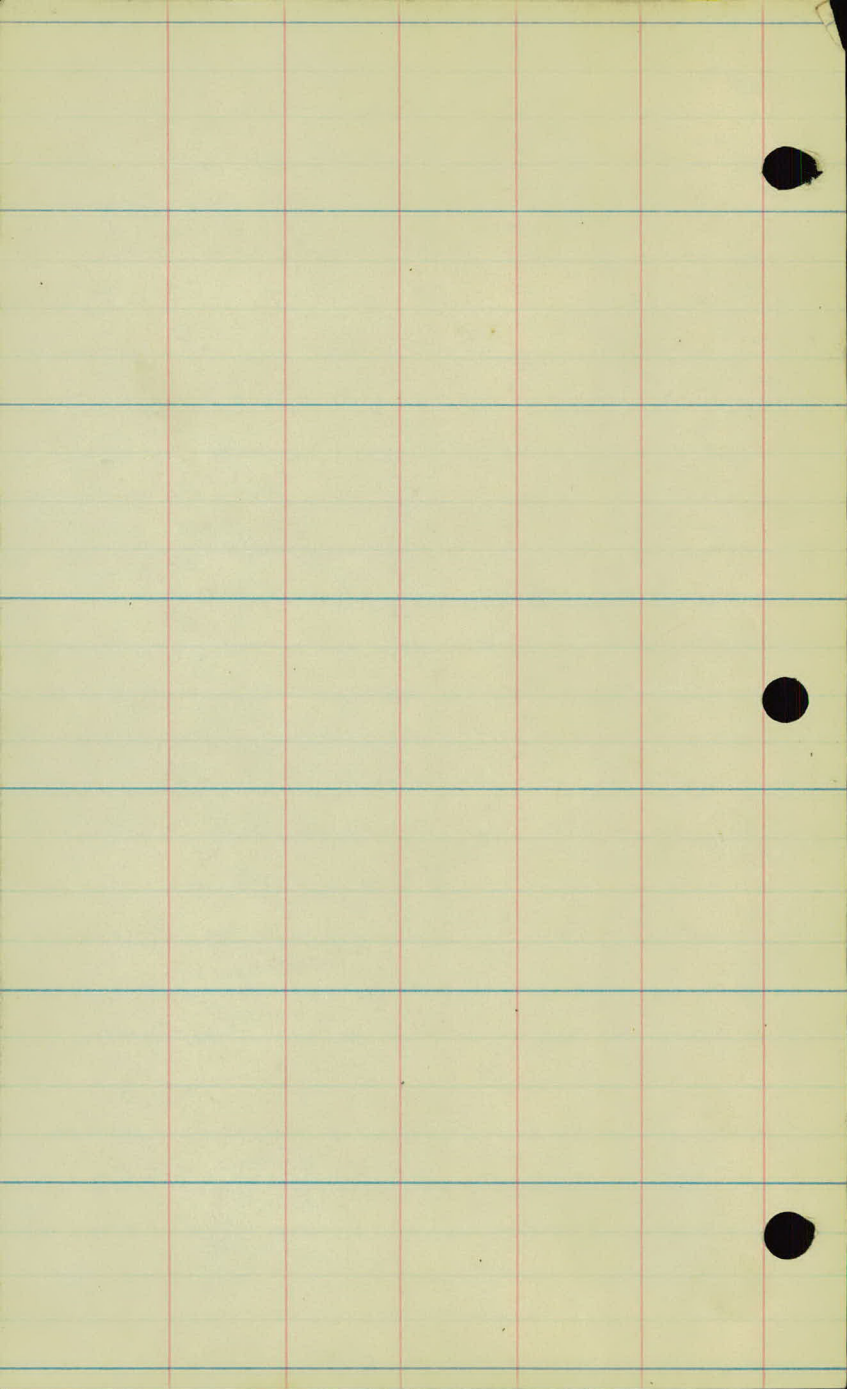
P.C. 42+51.11

END OF PROJECT.



* TO BE
NOTED

$$\begin{array}{r}
 100.31 \\
 65.83 \\
 \hline
 34.48
 \end{array}$$



PROD # 29-54
CO. ROAD E.
X SECTIONS

B.M.	7.23	933.99	926.76	
0 + 00				927.55
0 + 10				27.45
0 + 15				27.6
0 + 20	CROSS DRAIN.			27.5
0 + 30				27.3
1 + 00				29.4
1 + 50				30.5
2 + 00				31.0
2 + 30				30.8
3 + 00				28.6
3 + 50				27.9
	3.92	932.92	499	927.00
4 + 00				27.3
4 + 50				26.9

SPK IN T.P. LT. STA. 0+20

<u>7.19</u>	<u>7.15</u>		<u>6.06</u>	<u>5.93</u>
100	50	6.44	5.0	100

<u>7.15</u>	<u>6.71</u>		<u>6.42</u>	<u>6.16</u>
50	15	6.54	15	50

<u>7.4</u>	<u>7.1</u>		<u>6.5</u>	<u>6.4</u>
50	15	6.4	15	50

CURV. COVERED UP ON RT.

→ BOTTOM OF CURV.

<u>9.0</u>	<u>8.9</u>	<u>8.2</u>	<u>7.4</u>		<u>6.5</u>	<u>8.5</u>	<u>8.7</u>	<u>8.4</u>	<u>8.4</u>
50	36	24	15	6.5	10	12.5	25	40	50

<u>3.7</u>	<u>3.6</u>	<u>3.9</u>	<u>4.5</u>	<u>6.9</u>		<u>5.7</u>	<u>4.7</u>	<u>4.1</u>	<u>3.7</u>	<u>4.7</u>
50	40	25	14	7	6.7	10	20	30	39	50

<u>4.5</u>	<u>4.2</u>	<u>4.3</u>	<u>4.0</u>	<u>4.6</u>		<u>4.4</u>	<u>3.7</u>	<u>4.2</u>	<u>4.6</u>	<u>4.5</u>	<u>4.9</u>
50	32	19	7	5	4.6	2	3	5	15	30	50

<u>4.2</u>	<u>4.2</u>	<u>4.4</u>	<u>3.7</u>	<u>4.1</u>	<u>3.8</u>		<u>4.3</u>	<u>4.2</u>	<u>4.5</u>
50	53	18	10	9	2	3.5	13	31	50

<u>2.8</u>	<u>2.5</u>	<u>2.2</u>	<u>3.0</u>	<u>3.4</u>	<u>3.2</u>	<u>2.8</u>		<u>3.7</u>	<u>3.5</u>	<u>4.1</u>
50	34	19	12	10	5	4	3.0	12	31	50

<u>2.2</u>	<u>2.1</u>	<u>2.3</u>	<u>2.7</u>	<u>3.4</u>	<u>2.9</u>		<u>3.6</u>	<u>3.6</u>	<u>3.8</u>
50	31	17	13	12	5	3.2	12	30	50

<u>4.6</u>	<u>4.7</u>	<u>4.9</u>	<u>5.6</u>	<u>5.5</u>	<u>5.0</u>		<u>5.7</u>	<u>5.3</u>	<u>5.4</u>	<u>5.6</u>
50	38	17	16	10	8	5.4	11	24	34	50

<u>6.3</u>	<u>6.4</u>	<u>6.6</u>	<u>6.0</u>	<u>6.4</u>	<u>5.8</u>		<u>6.2</u>	<u>6.1</u>	<u>6.0</u>	
50	39	27	19	10	12	10	6.1	14	31	50

<u>5.6</u>	<u>5.6</u>	<u>5.3</u>	<u>5.6</u>	<u>4.8</u>	<u>5.5</u>	<u>5.5</u>	<u>4.9</u>		<u>5.2</u>	<u>5.9</u>	<u>5.7</u>
50	49	37	30	21	18	15	11	5.6	16	33	50

<u>5.0</u>	<u>5.4</u>	<u>5.1</u>	<u>4.8</u>	<u>5.4</u>	<u>5.5</u>	<u>5.0</u>	<u>5.5</u>		<u>6.5</u>	<u>6.4</u>	<u>6.3</u>
50	34	26	24	20	13	13	11	6.0	17	33	50

✓
932.92

5+00

926.8

5+50

27.6

6+00

28.3

6+57

28.5

7+00

26.3

7+50

25.1

8+00

21.6

1.68

✓
923.84

10.76

✓
922.16

8+50

16.5

8+80

14.0

9+00

14.3

13.NI.

7.79

✓
916.05

9+50

16.3

10+00

17.6

10+50

17.0

4.8 5.1 4.7 4.9 5.4 5.2 4.8 5.4 6.4 6.7 6.7
50 38 32 25 22 17 15 11 6.1 21 34 50

3.8 4.0 4.4 5.0 4.9 4.5 4.8 5.7 6.0 6.6
50 31 24 22 18 16 12 5.3 19 33 50

4.2 3.7 4.7 4.8 4.2 4.7 4.7 5.2
50 32 20 15 11 7.6 28 36 50

4.5 3.8 4.0 5.0 5.4 4.4 4.7 4.6 4.9
50 34 26 20 13 6 4.4 16 33 50

4.0 4.4 5.6 6.2 6.0 6.9 4.8 4.8 4.8
50 24 21 20 3 6.6 3 6 12 50

5.7 5.2 6.0 6.0 8.2 8.0 7.6 8.8 2.6 6.3 6.2 6.1
50 33 25 18 13 9 7.8 4 8 11 11 29 50

8.0 8.6 10.5 10.5 11.2 11.4 10.6 11.0
50 24 12 6 11.3 5 23 26 50

3.9 5.0 5.3 7.1 7.3 5.6 5.4 5.4
50 36 25 11 7.3 13 19 25 34

5.1 6.2 7.2 7.9 9.0 10.1 9.2 7.1 6.5 7.3
50 38 28 15 8 9.8 12 25 29 36 50

5.4 6.5 7.5 8.5 10.2 10.1 7.8 7.8
50 36 21 8 9.5 17 34 40 50

NAIL IN T.P. RT. STA 9+23.

4.3 5.5 6.8 8.1 8.1 8.3
50 33 13 7.5 21 36 50

4.4 5.2 5.9 6.7 7.0 7.7
50 31 14 6.2 15 30 50

4.5 4.5 5.0 5.9 7.5 8.3 9.2 9.8
50 31 20 10 6.8 12 28 42 50

		↓ 923.84			
11+00					915.7
	0.63	↓ 911.57	12.90	↓ 910.94	
11+50					903.1
	1.50	↓ 898.82	13.85	↓ 898.32	
12+00					891.5
12+05					89.0
12+50					87.3
	3.16	↓ 891.06	10.92	↓ 887.90	
13+00					86.4
13+50					86.0
14+00					85.1
14+50					84.2
15+00					84.2
15+50					85.1
16+00					85.3
16+50 ⁵²					85.9

$\frac{8.5}{50}$ $\frac{7.4}{36}$ $\frac{7.7}{15}$ 8.1 $\frac{9.8}{15}$ $\frac{10.7}{22}$ $\frac{12.2}{38}$ 15.0 $\frac{15.6}{50}$

$\frac{14.6}{50}$ $\frac{11.4}{35}$ $\frac{9.7}{18}$ 8.5 $\frac{7.9}{17}$ $\frac{8.2}{33}$ $\frac{8.8}{50}$

$\frac{16.1}{50}$ $\frac{13.3}{40}$ $\frac{10.0}{9}$ 7.3 $\frac{7.2}{11}$ $\frac{4.7}{16}$ $\frac{7.4}{23}$ $\frac{4.4}{29}$ $\frac{5.8}{50}$

$\frac{15.6}{50}$ $\frac{12.6}{35}$ $\frac{10.8}{19}$ 9.8 $\frac{8.6}{6}$ $\frac{8.6}{15}$ $\frac{7.7}{20}$ $\frac{8.3}{25}$ $\frac{7.0}{35}$ $\frac{7.7}{40}$ $\frac{7.1}{50}$

$\frac{12.5}{50}$ $\frac{15.5}{30}$ $\frac{15.0}{21}$ $\frac{12.4}{17}$ 11.5 $\frac{10.9}{15}$ $\frac{10.4}{28}$ $\frac{8.0}{50}$

$\frac{12.4}{50}$ $\frac{10.2}{32}$ $\frac{5.4}{22}$ 4.7 $\frac{3.9}{17}$ $\frac{2.8}{34}$ $\frac{1.6}{50}$

$\frac{11.5}{50}$ $\frac{10.1}{30}$ $\frac{5.1}{18}$ 5.1 $\frac{4.7}{12}$ $\frac{4.0}{36}$ $\frac{3.4}{50}$

$\frac{7.9}{50}$ $\frac{6.7}{26}$ 6.0 $\frac{5.8}{20}$ $\frac{5.4}{50}$

$\frac{8.8}{50}$ $\frac{8.0}{38}$ $\frac{2.2}{17}$ 6.9 $\frac{6.5}{28}$ $\frac{5.7}{50}$

$\frac{8.5}{50}$ $\frac{7.9}{23}$ 6.9 $\frac{6.0}{21}$ $\frac{6.2}{43}$ $\frac{5.6}{50}$

ON CONC SLAB

$\frac{6.8}{50}$ $\frac{5.4}{6}$ $\frac{5.9}{6}$ 6.0 $\frac{5.4}{11}$ $\frac{5.8}{26}$ $\frac{5.3}{36}$ $\frac{4.8}{48}$ $\frac{5.2}{48}$ $\frac{6.8}{63}$ $\frac{7.6}{76}$

4 CORR

$\frac{10.3}{50}$ $\frac{8.9}{44}$ $\frac{7.1}{37}$ $\frac{5.8}{15}$ 5.8 $\frac{5.1}{17}$ $\frac{5.4}{29}$ $\frac{6.8}{38}$ $\frac{8.2}{50}$

$\frac{8.5}{50}$ $\frac{6.2}{43}$ $\frac{5.2}{26}$ $\frac{6.0}{16}$ $\frac{5.6}{8}$ 5.2 $\frac{5.6}{13}$ $\frac{6.0}{20}$ $\frac{6.2}{27}$ $\frac{7.4}{28}$ $\frac{9.4}{50}$

✓
891.06

17+00

5.3

885.8

17+50

5.2

85.9

18+00

5.0

86.1

B.M.

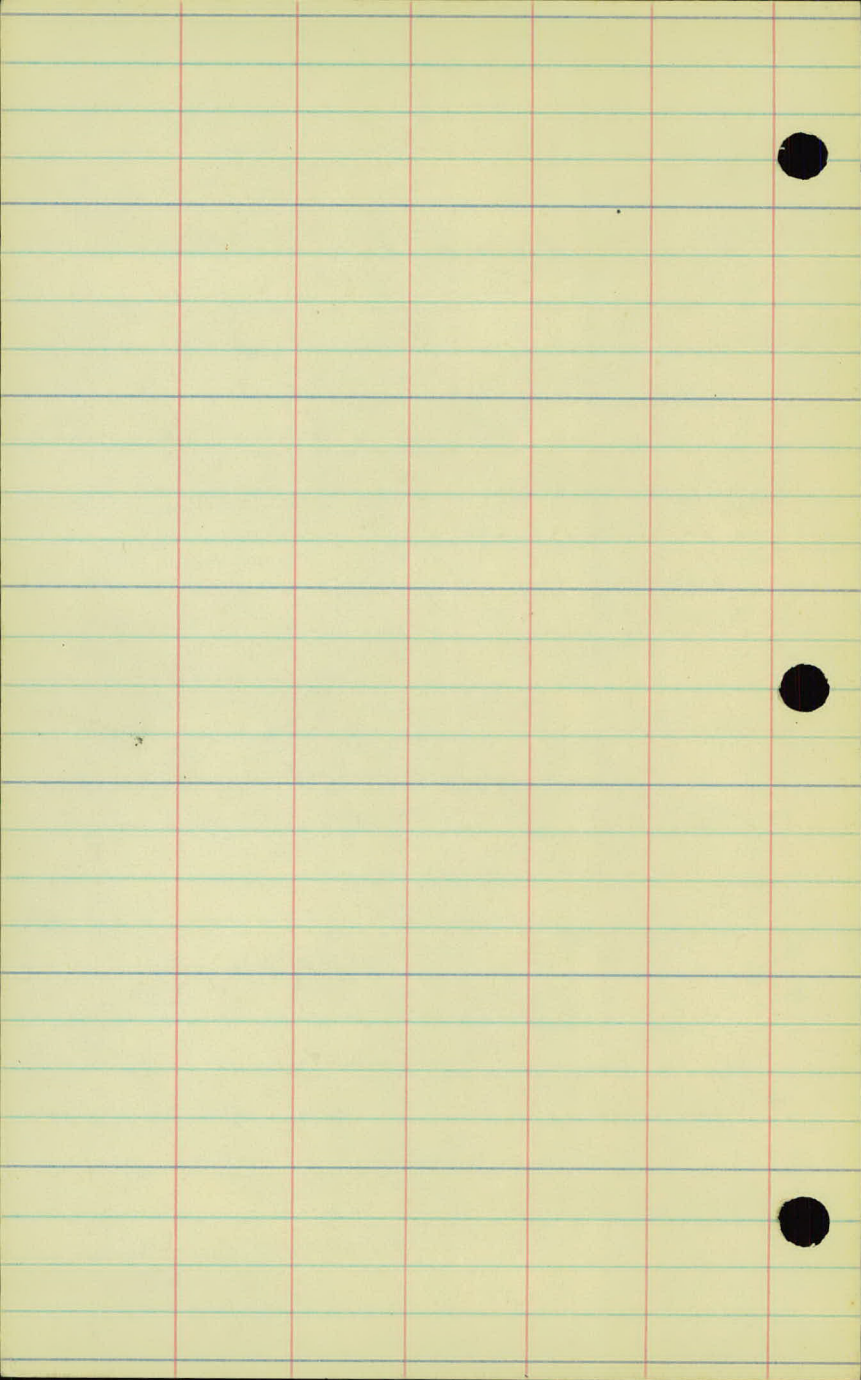
5.92

✓
885.14

885.12

6-17-29

SPK IN 18" TREE 100 FT 37A 15/20



PROJ # 29-54
Co. ROAD 'E'
ART. TOPOG.

5 100

4 100

3 100

2 100

1 100

0 100

4 TRAIL 20

4 TRAIL 16

486 P.P. 23

4 TRAIL 13

445 P.P. 18

4 TRAIL 8

408 P.P. 12

4 TRAIL 6

427 P.P. 20

120 CROSS DRAIN
12" X 24" C. M.
EXTENDS 121.212 R.

UNCULTIVATED

UNCULTIVATED

40



ONE COURSE
CONC.



11+00

10+00

9+00

8+00

7+00

6+00

5+00

UNCULTIVATED

+23 P.P. 18

☿ TRAIL 50

+50 ☿ TRAIL 29

+27 P.P. 45

+23 P.P. 40

+16 P.P. 33

☿ TRAIL 10

+70 OVER HEAD P. LINE
+46 " " " "
+23 " " " "

+99 P.P. 23

+67 ☿ TRAIL ☿

☿ TRAIL 13

+57 ☿ TRAIL 16

+51 P.P. 34

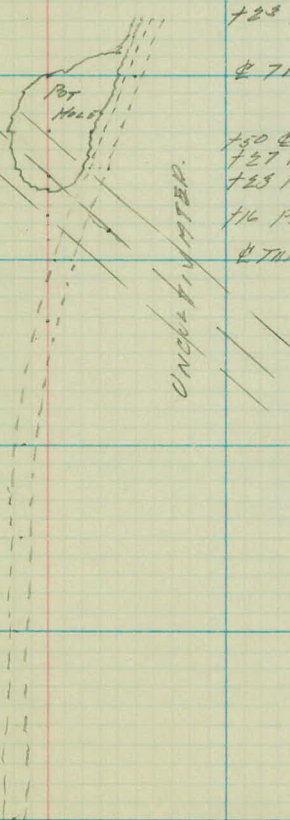
☿ TRAIL 19

+18 P.P. 27

UNCULTIVATED

UNCULTIVATED

Bot
Hole



1600

1500

1400

1300

1200

1100

#05 T.P. 14

CONC SLAB
ABOUT 2 1/2" THICK.



Q ROAD 15

#93 CONC SLAB Q

#60 CONC SLAB 15
#50 Q ROAD 46

#25 T.P. 11

#64 OUT HOUSE 53



#84 COOP 44

#13 COOP 40



#78 BEG. CONC WALL

49

#64 PUMP 17

#55 F. COIL 23

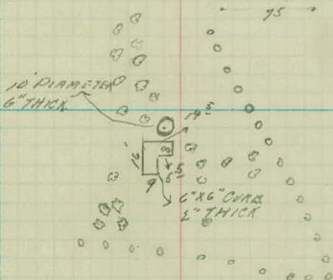
#42 F. POST 16

10" DIAMETER
6" THICK

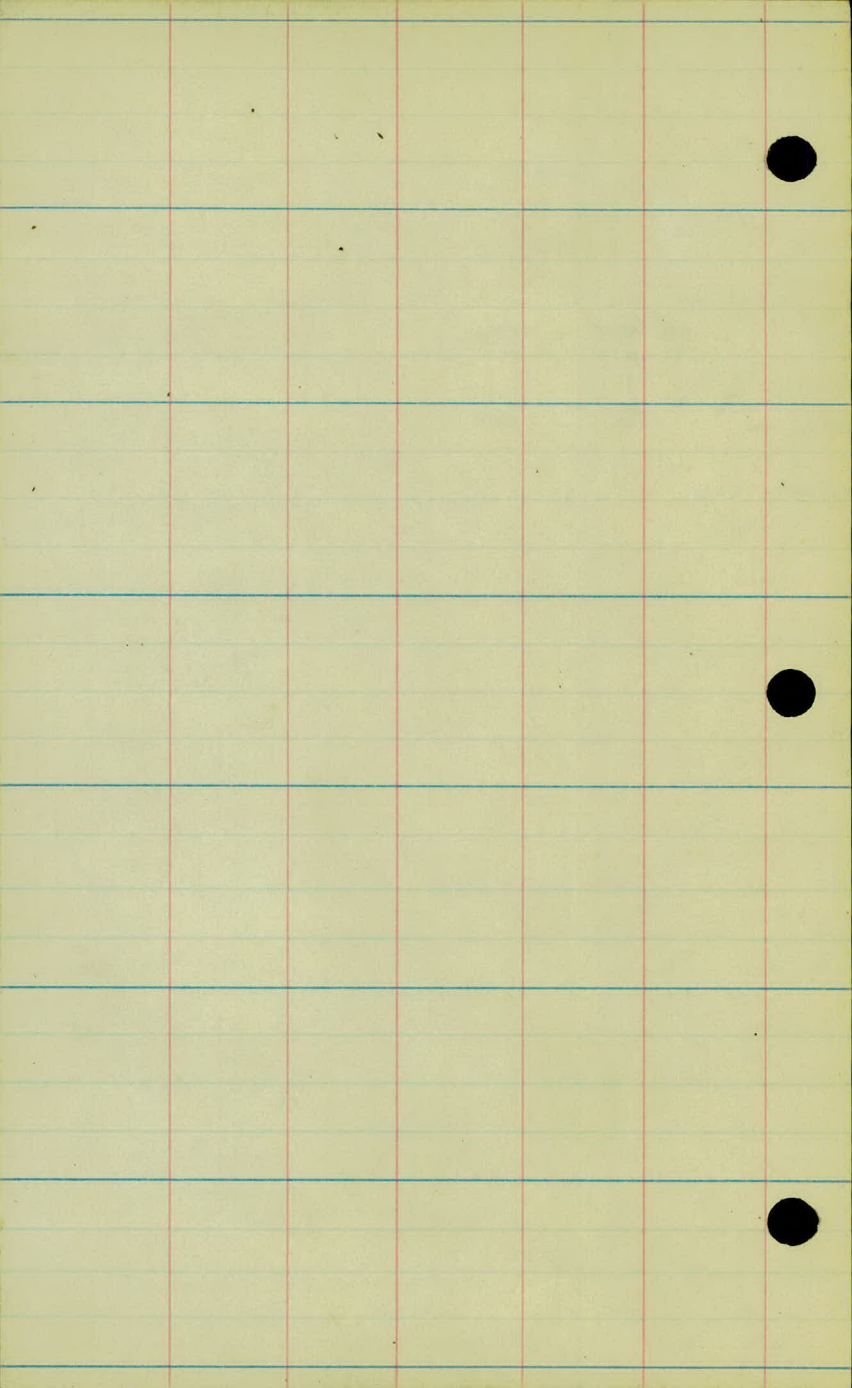
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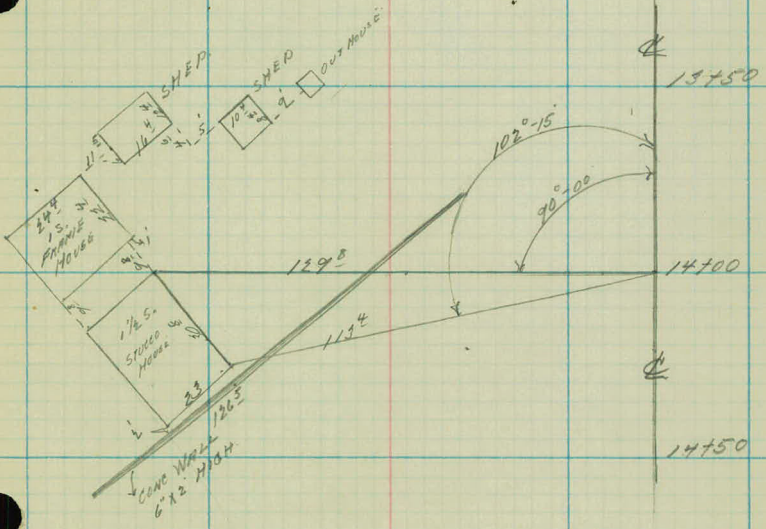
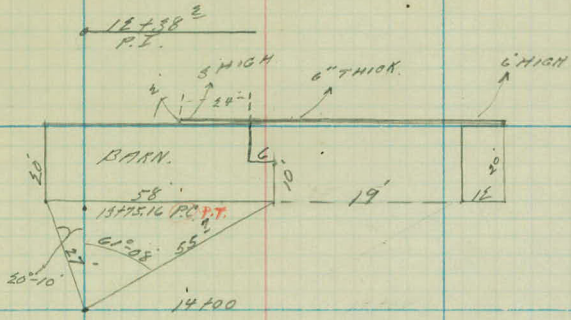
F. POST 40

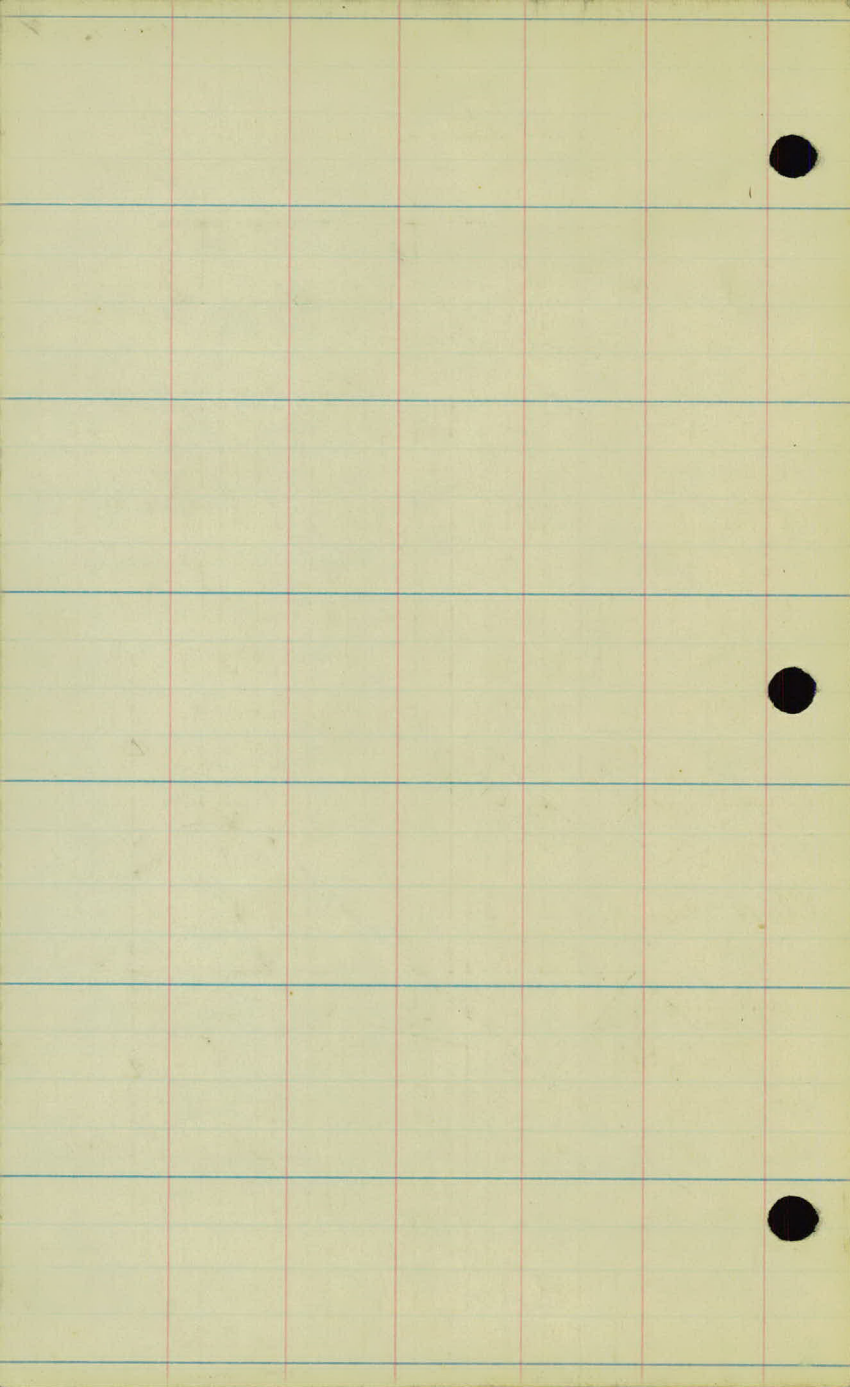
#89 CENTER OF
CONC. BASE 10' L.
#81 CONC. BASE 4'
#65 CONC. BASE 12'
#32 F. POSTS



#80 Guy Pole 57







Co. Rd. "E" Prop. 29-54

0+20 - Remove - culv.

0+30 - P. 15" x 40' C.M.

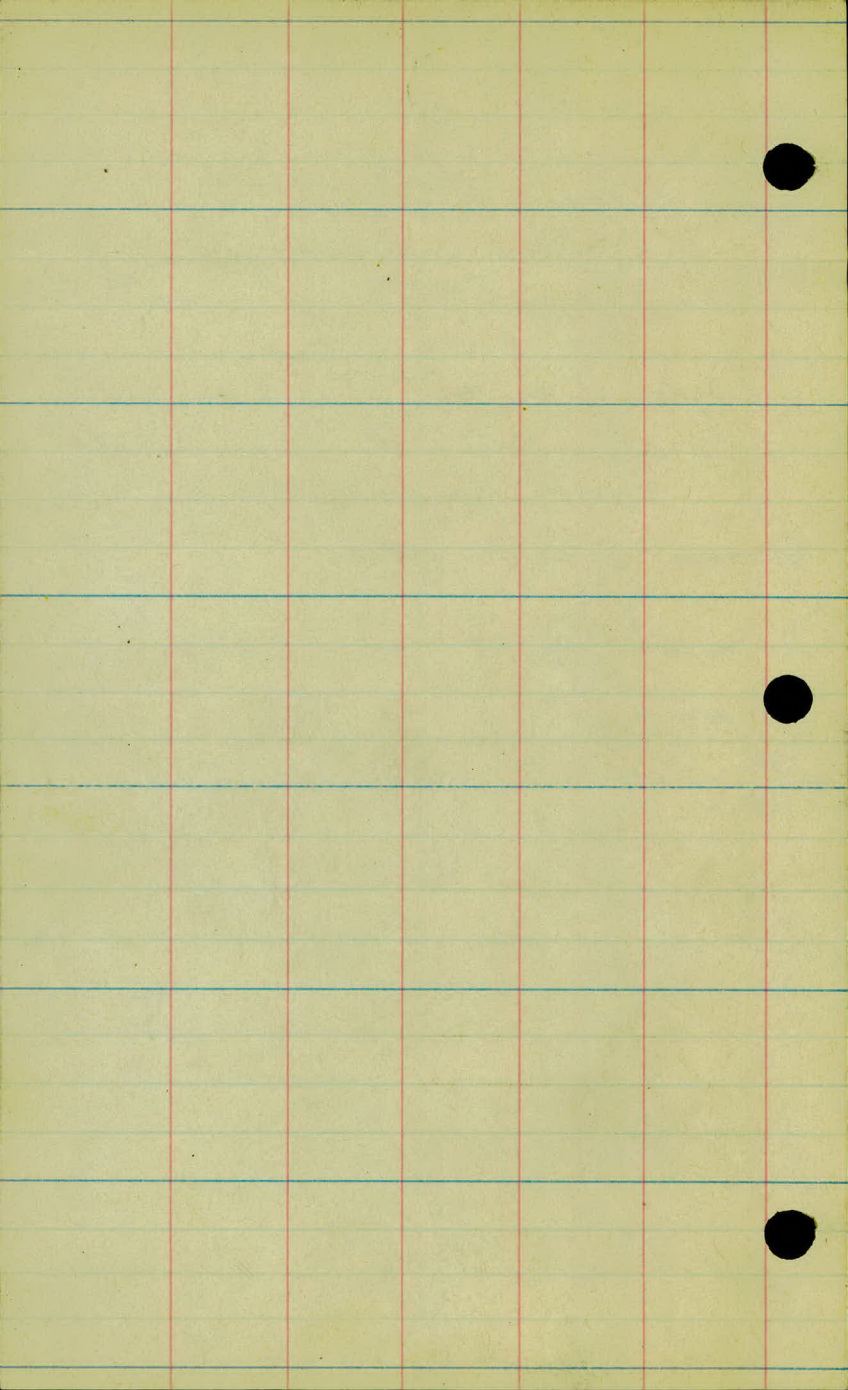
4+00 - Drive R. & L. No culv's. req.

8+00 - R. - Rep. 12" x 24' C.M. from 0+20.

12+25 to 13+50 - C.I. 33' wide.

~~14+50~~ - P. 24" x 44' C.M.

✓ Remove conc. at end. - from 3" to 8" thick.



U 2516