

Dr. 6 - Bk. 107

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plat. Survey

BUFFALO ST.

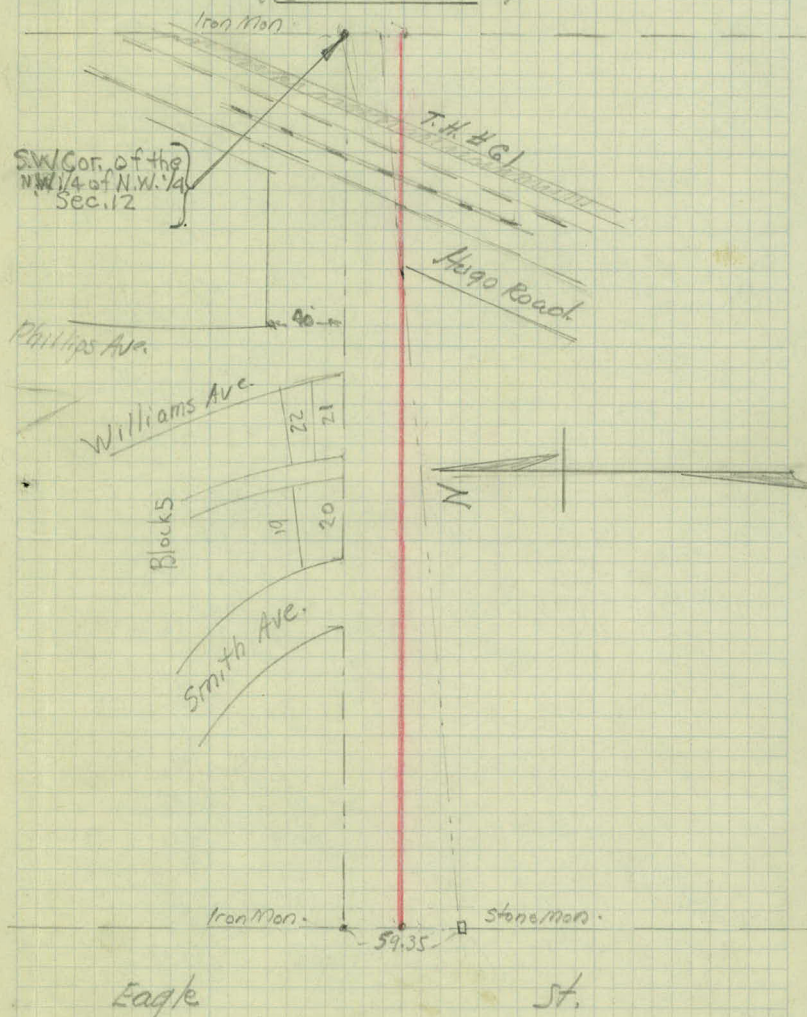
From Eagle St. To 1/4 Mi. East.

Road Acc't. No. 38

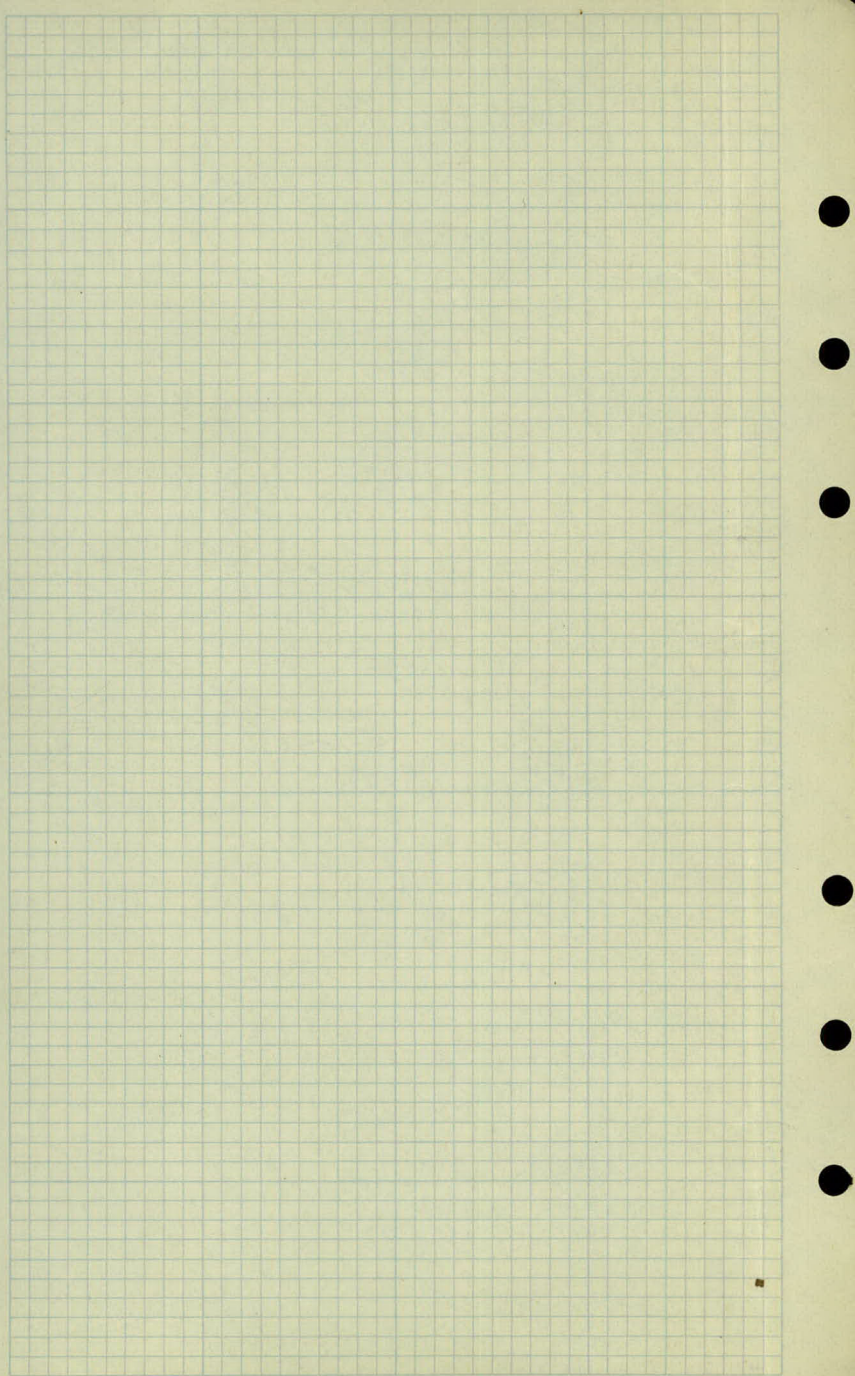
Date Filed: 1936

File D. 6 B. 107

Plan Survey
 Buffalo St.
 Eagle St to N.P.R.R.
 (Assumed $\pm$)



W.H. Carlson
 Oct. 23, 1936



1
alignment.

Buffalo St.

East Line of Eagle St. to N. P. & R. east.

Sta.

Point

13+43.66

0/00

W.H.C.

K.A.

L.B.H.

A.M.

Oct. 23, 1936

Iron Mon.
1/2-1/4 Cor.

29.67

Snowing

Assumed E. Buffalo St.

N.W. Cor. Sec. 12

N.C. # 11

Iron Mon.

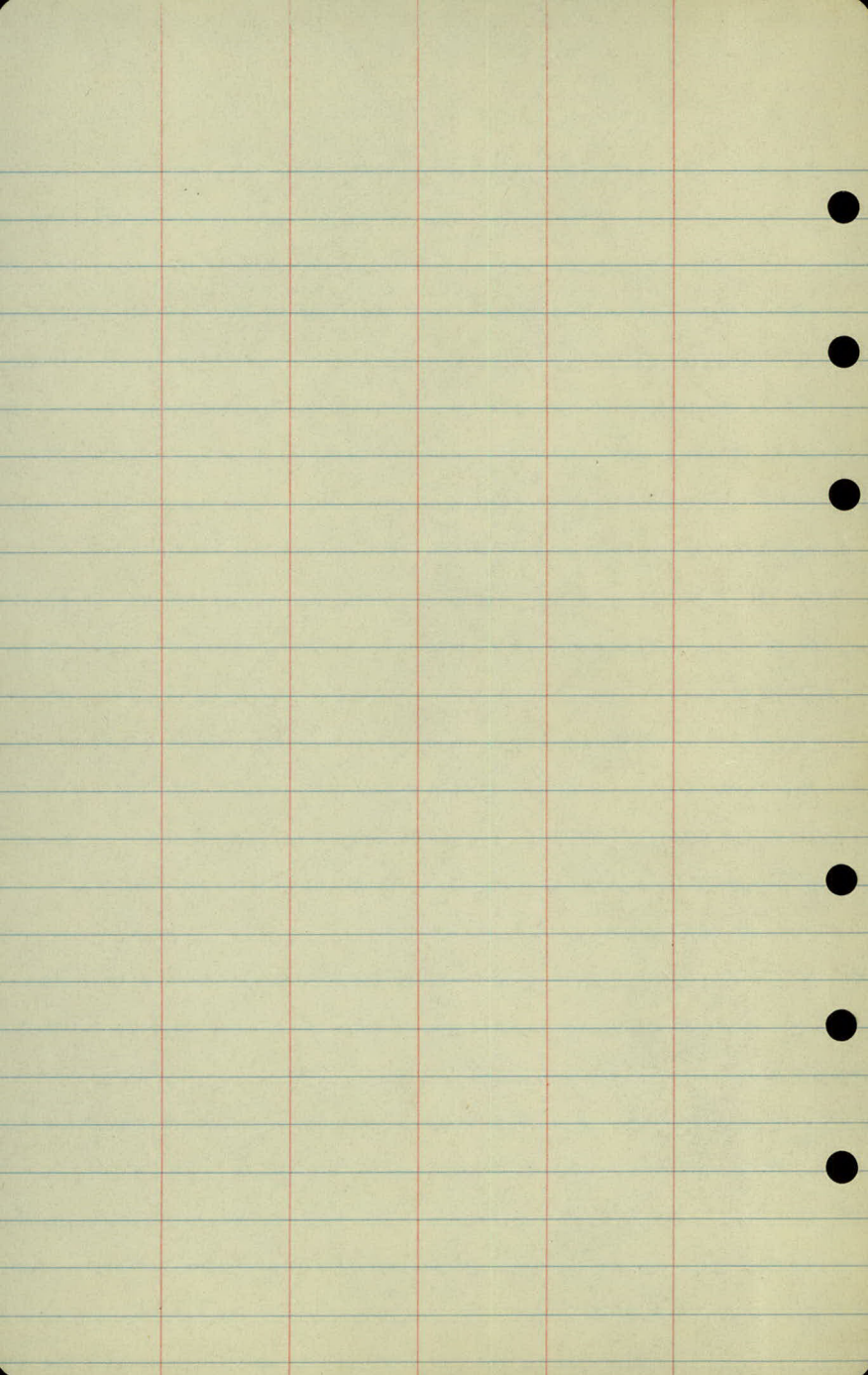
29.67

29.68

Stone Mon.

Eagle St.

W 1/4 Cor. Sec. 12



Topography-

6

15

3-14

5

3-15

5-13

4

6-13

9-13

3

11-12

3+15-M.E. Cor. - 69'

+83.5-S.W. Cor. 1 S.F.

+96-12"TW. Birch

20

12-10

2

13-8

14-6

1

15-5

16-3

0+0

17-3

-0+10 - 12" X 40' C.M.

-0+13 - 12" X 48' C.M.

+80-6 ST.

+89-N.E. Cor. } 25.5'
+45-N.W. Cor. } 12.1'

+50-Tree Line
43'

Tree Line 25'

+08-P.P. 21'
+04-T.P. 21'
Wall 29.5'

tree Line 22'

+72-Beg. Wall
+63-Ent. 12" x 18" CM
+60-End Wall. 22'
+41-Beg. Wall 29.5'
+31-Ent.
+23-N.E. Cor. } 11.9'
+04-N.W. Cor. }

Tree Line 22'

Oats.

Scattered Trees

+55-15" Oak 18'

+26-18" Oak 20'

+91-P.P. 22'
+87-23' Walk-30'
+80-T.P. 21'
+67-N.E. Cor. } 103'
+43-N.W. Cor. }
+45-Ent.
+35-L. Man. 29.4
+25-Ent.
+10-2.5' Walk 34'
+18-N.E. Cor. } 103'
+93-N.W. } 11' bd
+99-24" Oak 35'

+84-8" Elm 31'

+77-Ent.

+66-12" Elm 32'

+15-15" Pop. 36'

+47-12" Tw. Bass-31'

+38-15" Oak 27'

+20-20" Oak 24'

S.E. Cor. 61'

+10-S.W. Cor. 63'

+58-T.P. 18'

+32-Ent. 12" x 21" CM.

+22-P.P. & T.P. 17

+06-Ent. 15" x 20" CM
15'

+19-2 Cottage 120'

+88-24" Oak 35'

+68-15" Pop. 20'

+54-2 Group 8) Pop. 27'

+31-Ent. 12" x 20" CM
31'

+04-10" Oak 30'

+87-N.E. Cor. } 95'
+63-N.W. Cor. } 98'

+36-T.P. 13'

+33-P.P. 15'

+02-18" Elm 17'

+93-Ent. 12" x 20" CM
12.0'

+74-18" Elm 15'

+96-N.E. Cor. } 25.5'

+63-N.W. Cor. } 24'

+45-15" Elm 13'

+22-T.P. 10'

+14-15" Elm 11'

+62-S.E. Cor. No. 56'

+47-12" Elm 31'

+04-S.W. Cor. 25.5' 56'

+00 P.P. 31'

+009-End Col. U.

+013- " "

+012-E. Col. U.

+013-E. Col. U.

+022-East edge
Edge of St.

13+43.66

12+92.5-d 18' Conc. Pav.

+62-4' Culu. 15'x38' C.M. (22'-16')

+30-14-6'

+02.3 E.N.P.R.R

12

16-6

28-8

20 50-8

11

25'

+85-4 Hugo Road

+50.23

+20 16-26

10

9-11

8-10

+20-4 24'x42' C.M.

(18-24')

9

5-11

4-11

8

5-12

5-13

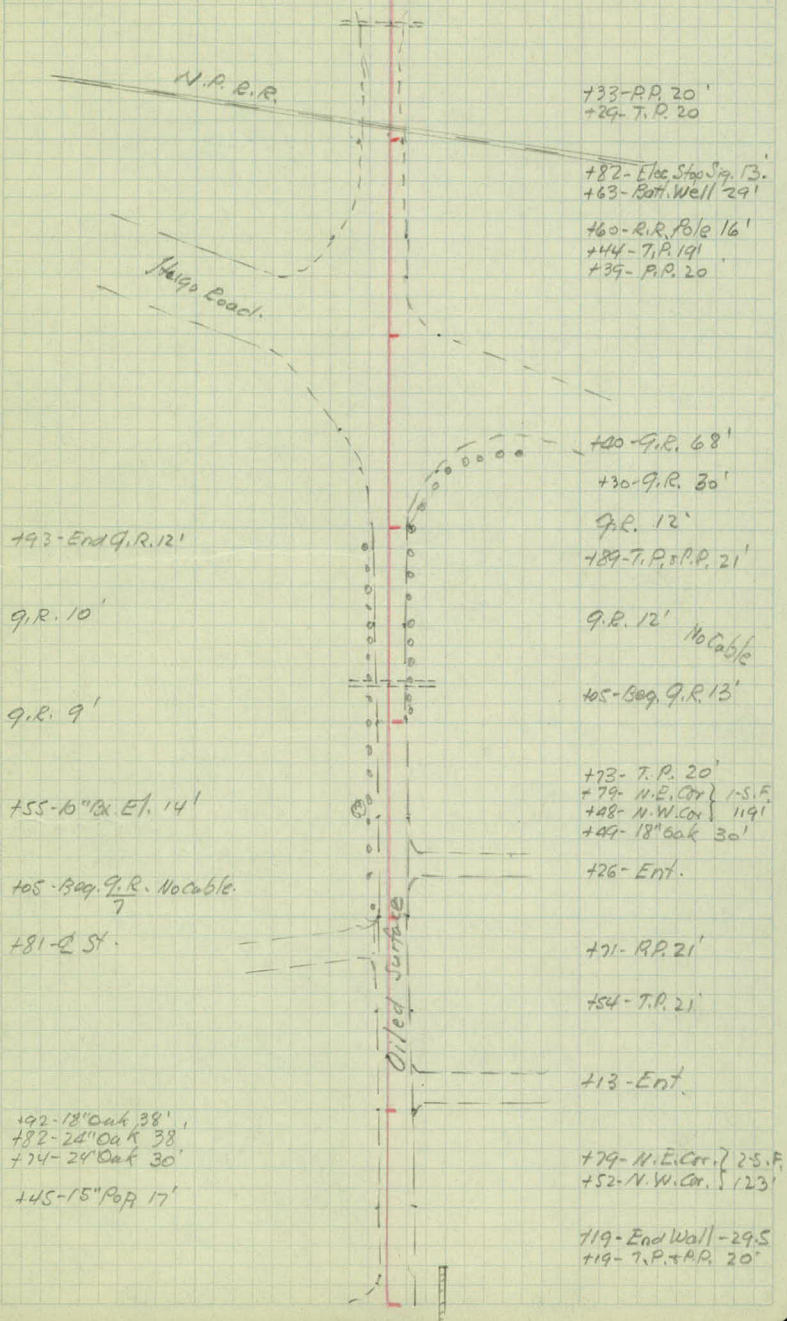
7

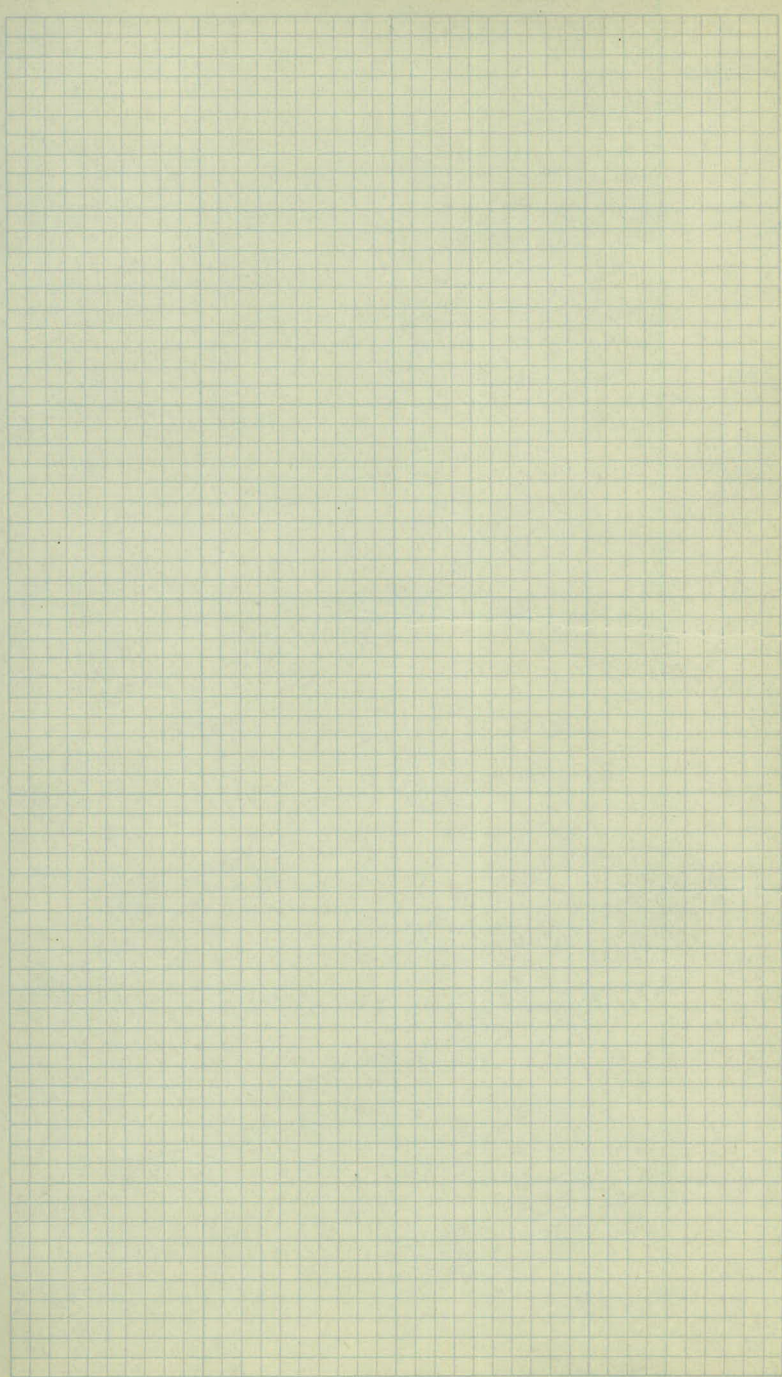
4-13

4-14

+15-4

6





Bench Levels

X-Section 2 -

Buffalo St.

Eagle St. to N. P. R. R.

Sta.	+	Δ	-	Elev.
B.M.	4.22	926.78		922.50
T.P.	5.31	927.23	4.80	921.98
✓	6.74	930.48	3.49	923.74
B.M.	4.00	930.48	4.00	926.48
0+00				
+50				
1+00				
+50				
2+00				
T.P.	11.05	940.57	0.96	929.52
3+00				
4+00				
+42				
T.P.	12.36	952.68	0.25	940.32
5+00				
+50				
+60				

S.W. Cor. of Mont W 1/4 Cor. Sec. 12

Sta. of Mont West 1/4 1/4 Cor. Eagle & Buffalo
 $\frac{32}{33} \frac{40}{26} \frac{5.0}{23} \frac{3.9}{21} \frac{3.0}{17} \frac{3.5}{4} \frac{3.2}{4} \frac{4.3}{6} \frac{4.4}{9} \frac{3.9}{11} \frac{4.0}{23}$

$\frac{3.7}{33} \frac{3.9}{25} \frac{4.7}{23} \frac{3.2}{19} \frac{3.0}{16} \frac{2.9}{2} \frac{3.1}{8} \frac{3.7}{8} \frac{4.1}{10} \frac{4.3}{33}$

$\frac{3.7}{33} \frac{3.7}{24} \frac{4.2}{22} \frac{3.1}{18} \frac{2.6}{15} \frac{2.7}{25} \frac{3.4}{6} \frac{3.5}{17} \frac{3.5}{33}$

$\frac{2.9}{33} \frac{2.9}{21} \frac{2.0}{19} \frac{1.6}{12} \frac{1.5}{15} \frac{1.9}{7} \frac{3.1}{10} \frac{2.0}{12} \frac{2.5}{25} \frac{2.8}{33}$

$\frac{1.2}{33} \frac{1.1}{20} \frac{0.4}{11} \frac{0.2}{0.2} \frac{2.4}{8} \frac{2.3}{15} \frac{1.3}{17} \frac{1.2}{33}$

$\frac{7.8}{33} \frac{7.8}{16} \frac{7.3}{14} \frac{6.9}{12} \frac{7.2}{15} \frac{7.3}{15} \frac{7.7}{17} \frac{7.6}{33}$

$\frac{6.8}{30} \frac{6.5}{20} \frac{5.8}{16} \frac{4.8}{9} \frac{4.4}{44} \frac{4.8}{20} \frac{5.1}{28} \frac{4.6}{30} \frac{3.7}{50}$

$\frac{2.0}{50} \frac{2.6}{41} \frac{3.8}{25} \frac{3.6}{12} \frac{3.3}{3.3} \frac{3.7}{29} \frac{3.7}{33} \frac{1.7}{Top of Wall}$

$\frac{2.5}{60} \frac{4.2}{23} \frac{12.3}{14} \frac{13.5}{7} \frac{13.2}{13.2} \frac{13.3}{78} \frac{13.8}{24} \frac{13.4}{29.5} \frac{11.2}{30} \frac{10.8}{32} \frac{9.8}{35} \frac{8.8}{50}$

$\frac{2.5}{50} \frac{2.5}{30} \frac{10.5}{18} \frac{11.2}{11.2} \frac{11.6}{11.6} \frac{13.0}{21} \frac{11.1}{29} \frac{7.5}{29} \frac{6.5}{35} \frac{6.2}{50}$

$\frac{2.9}{50} \frac{2.8}{41} \frac{4.8}{40} \frac{6.2}{36} \frac{9.5}{26} \frac{11.2}{18} \frac{11.3}{11.3} \frac{11.8}{21} \frac{11.2}{29} \frac{6.3}{29} \frac{6.3}{33} \frac{5.6}{50}$

Station + Δ - Elev

952.68

5+70

+90

6

+20 End Wall

+21

+50

7

T.P 3.44 942.59 13.53 929.15

+50

+75 $\angle$ Williams St

8

+50

9

4 2 RT

$$\frac{8.6}{50} \frac{9.0}{42} \frac{9.9}{27} \frac{10.6}{11} 11.2 \frac{11.8}{22} \frac{11.2}{296} \frac{6.5}{30} \frac{6.3}{33} \frac{5.8}{50}$$

$$\frac{8.2}{50} \frac{9.6}{28} \frac{10.8}{22} \frac{10.9}{12} 11.2 \frac{11.7}{20} \frac{11.4}{298} \frac{6.5}{30} \frac{6.3}{33} \frac{5.8}{50}$$

$$\frac{4.8}{50} \frac{3.8}{29} \frac{10.0}{21} \frac{11.3}{15} 11.3 \frac{11.8}{19} \frac{11.2}{30} \frac{6.5}{30} \frac{6.4}{34} \frac{5.7}{37} \frac{5.1}{50}$$

$$\frac{5.8}{50} \frac{4.8}{30} \frac{11.6}{17} 11.7 \frac{11.8}{18} \frac{11.2}{30} \frac{6.5}{30} \frac{6.4}{34} \frac{5.7}{37} \frac{5.1}{50}$$

$$\frac{6.0}{50} \frac{4.9}{30} \frac{11.6}{17} 11.7 \frac{11.8}{18} \frac{10.6}{26} \frac{6.5}{33} \frac{3.7}{50}$$

$$\frac{9.9}{50} \frac{7.3}{27} \frac{12.7}{19} 12.2 \frac{12.2}{23} \frac{5.1}{42} \frac{4.1}{50}$$

$$\frac{14.5}{50} \frac{13.5}{31} \frac{12.0}{25} \frac{14.0}{21} 13.5 \frac{13.5}{17} \frac{13.4}{25} \frac{9.4}{37} \frac{8.3}{50}$$

$$\frac{8.3}{50} \frac{6.5}{17} \frac{5.4}{8} 5.0 \frac{4.7}{13} \frac{4.8}{27} \frac{3.2}{50}$$

$$\frac{8.3}{50} \frac{6.5}{12} 5.8 \frac{5.9}{16} \frac{6.6}{25} \frac{5.2}{50}$$

$$\frac{10.3}{50} \frac{9.0}{14} \frac{6.8}{7} 6.5 \frac{6.6}{14} \frac{8.1}{22} \frac{7.1}{50}$$

$$\frac{12.4}{50} \frac{12.1}{17} \frac{7.8}{7} 7.6 \frac{7.7}{14} \frac{9.7}{21} \frac{9.8}{50}$$

$$\frac{12.2}{50} \frac{13.3}{23} \frac{12.3}{17} \frac{8.5}{10} 8.3 \frac{8.6}{12} \frac{10.7}{25} \frac{10.4}{30} \frac{10.3}{50}$$

Station + π - Elev

942.59

+50

T.P

1.28

937.54

6.33

936.26

10 + 00

+50

11

+50

+84

12

Top of Rail

+29

+92.5

$\pm$

TH #61

B.M

3.86

937.54

3.86

933.68

T.P

1.38

932.14

6.78

930.76

T.P

4.25

931.54

4.85

927.29

B.M

9.06

922.48

Lt & Rt

 $\frac{118}{50} \frac{12.1}{20} \frac{88}{12} 8.5 \frac{9.1}{14} \frac{13.1}{22} \frac{13.8}{24} \frac{12.4}{29} \frac{11.9}{50}$
 $\frac{7.6}{50} \frac{8.1}{26} \frac{5.3}{20} \frac{4.2}{12} 4.1 \frac{4.9}{12} \frac{5.6}{19} \frac{9.1}{30} \frac{7.3}{36} \frac{7.0}{50}$
 $\frac{5.7}{50} \frac{6.2}{44} \frac{5.3}{36} \frac{5.0}{22} 4.4 \frac{4.7}{7} \frac{5.4}{23} \frac{6.1}{43} \frac{6.2}{50}$
 $\frac{3.3}{50} 4.5 \frac{6.0}{22} \frac{6.8}{28} \frac{5.7}{34} \frac{6.0}{50}$
 $\frac{5.0}{50} \frac{5.0}{32} \frac{6.6}{28} 5.3 \frac{5.8}{8} \frac{6.1}{14} \frac{4.1}{19} \frac{3.5}{26} \frac{5.1}{50}$
 $\frac{3.4}{50} \frac{4.4}{36} \frac{6.0}{30} \frac{6.0}{22} \frac{5.7}{15} 5.6 \frac{5.6}{5} \frac{6.3}{19} \frac{6.1}{36} \frac{6.1}{50}$
 $\frac{8.1}{50} \frac{8.1}{32} \frac{6.6}{27} \frac{5.6}{15} 5.5 \frac{7.1}{50}$
 $\frac{7.4}{50} \frac{7.3}{29} \frac{4.9}{24} \frac{4.8}{15} 4.6 \frac{3.9}{15} \frac{2.4}{19} \frac{6.6}{50}$

1.7

Spk. in 18" Oak 30' Rt 8+49

S.W. Cor of Mont W 1/4 Sec 12

