

Dr. 8-BK. 118

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

DRAINAGE.....Survey

New Brighton Road.....

From 1/4 Cor. Sec. 33..... To Co. Rd. "E".....

Road Acc't. No.

Date Filed 1937.....

File.....

Drainage Survey
(the Vineyards)

Alignment

New Brighton Rd.

Sta

26+

13+30.00

0+10.90

$\frac{1}{4}$ Sec Cor.

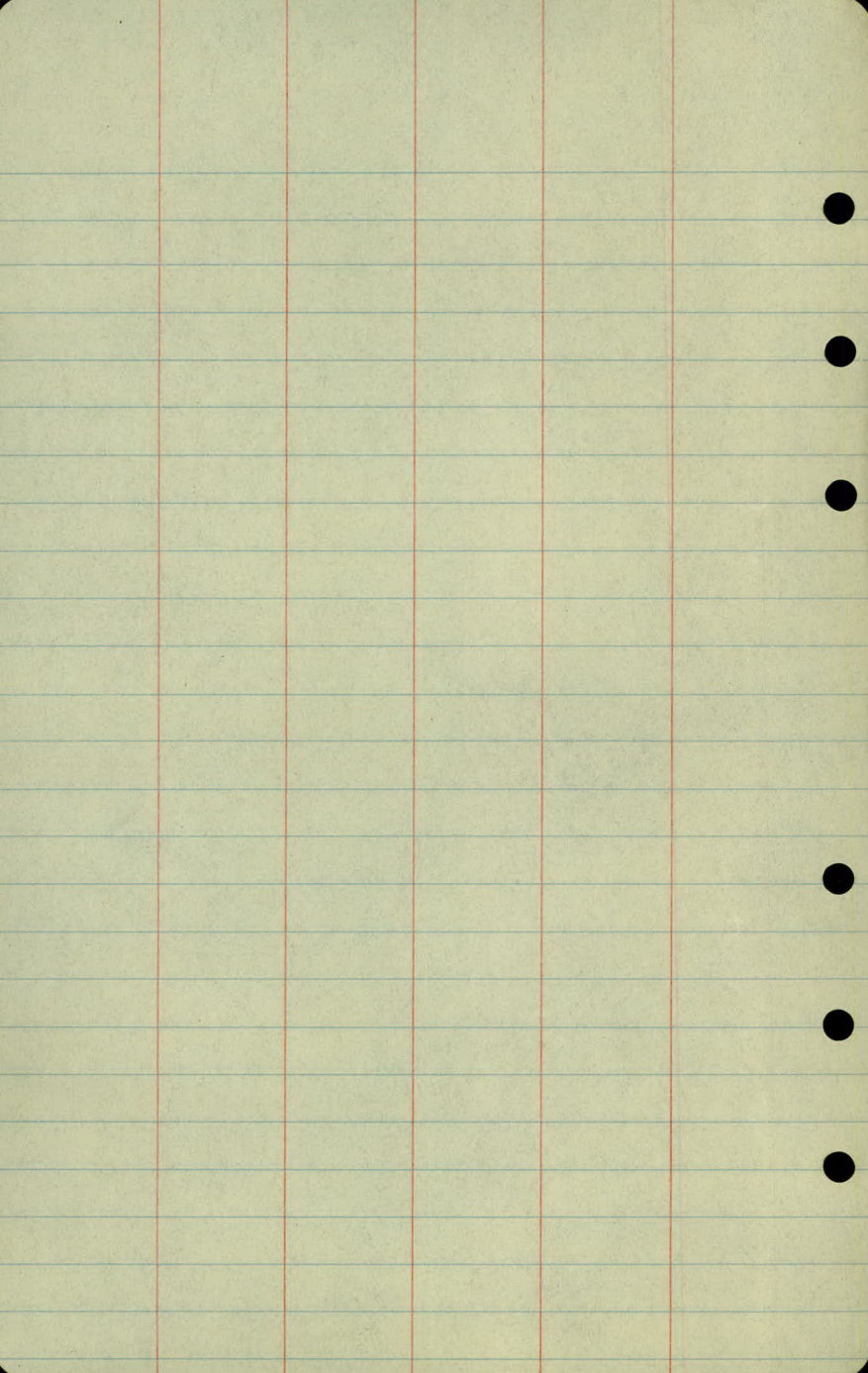
0+00

No $\frac{1}{4}$ $\frac{1}{4}$ of hole Parc
No West $\frac{1}{4}$ Sec 33

Drill hole
E Co Rd "E" East

Boat Spk.

S 1/4 Hub



Cross Sections

New Brighton Road
1/4 1/4 Sec 33 to sta

Sta	+	π	-	Elev.
B.M.	6.06	933.11		927.05
	5.56	934.66	4.01	929.10
	4.00	930.81	7.85	926.81
	5.80	930.66	5.95	924.86
B.M.	6.48	931.51	5.63	925.03
0+00				26.8

1+00 26.2

2+00 26.5

3+00 26.6

+38 Ent Culvert

4+00 26.6

5+00 26.6

T.P. 4.64 931.24 4.91 926.60

6+00 26.6

+33 Ent Culvert Lt

7+00 26.7

8+00 26.7

T.P. 4.86 931.57 4.53 926.71

Lt Lt Rt

Top of Mont Co Rd "D" + New Brighton Rd

Spk in H. Pole 50 Rt 54 0425

7.0	6.9	8.1	8.2	4.7		4.7	5.5	6.1	6.0	6.0	8.0	8.1
58	27	25	21	9	4.7	3	16	27	28	39	45	48
												6.6
												5.1

4.3	6.3	6.4	4.5	4.6		5.7	5.5	5.7	4.4	7.3	6.1	6.8
50	25	21	15	10	5.3	11	12	20	25	27	30	50

6.5	5.3	5.1	4.9	5.0		5.2	5.2	6.6	6.4	5.9	5.8
50	23	21	16	10	5.0	10	16	21	26	35	50

6.9	5.9	5.9	5.1	5.0		5.1	5.2	6.8	6.8	6.4	6.9
50	24	20	15	10	4.9	10	15	21	26	37	50

6.86 South Invert
1.92 No Invert

7.0	6.4	7.1	6.9	5.2	5.0		5.0	5.2	7.2	7.5	6.8	7.1
50	27	25	21	15	10	4.9	10	15	23	25	28	50

7.6	7.1	6.8	8.0	7.9	5.2	5.0		5.0	5.3	7.9	7.9	7.1	7.7	8.0
100	50	28	25	22	10	10	4.9	10	15	23	27	29	38	50

6.9	6.9	7.0	6.5	6.1	5.3	5.3	5.0	4.6		4.7	4.9	7.0	8.3	6.5	7.0
150	150	100	62	36	25	21	15	10	4.6	10	15	21	26	31	50

7.7 E Inv
7.7 No Inv

6.8	6.8	6.4	5.8	7.2	7.2	4.6	4.6		4.6	4.7	6.9	7.7	6.4	7.0
150	110	50	27	25	21	14	10	4.5	10	15	22	26	31	50

6.7	6.0	5.8	6.7	6.5	4.7	4.6		4.6	4.5	6.6	6.5	5.1	5.2
150	100	63	28	20	15	10	4.5	10	15	24	26	29	50

Sta + π - Elev

931.57

9+00

26.8

+34

Ent Culvert Lt

+50

26.8

10+00

26.8

T.P.

4.58

930.98

5.17

926.40

+50

26.8

11+00

26.7

T.P.

4.97

931.38

4.57

926.41

x

+50

26.7

12+00

26.8

+30

26.7

+50

26.7

T.P.

7.14

933.37

5.15

926.23

13+00

26.5

L + E R +

$$\begin{array}{r} 76 \ 79 \ 75 \ 71 \ 70 \ 49 \ 48 \\ 240 \ 150 \ 100 \ 57 \ 21 \ 15 \ 10 \ 48 \end{array} \quad \begin{array}{r} 49 \ 50 \ 68 \ 67 \ 48 \ 50 \\ 10 \ 17 \ 23 \ 25 \ 30 \ 50 \end{array}$$

77 So Inv.

77 No Inv.

$$\begin{array}{r} 86 \ 79 \ 80 \ 72 \ 67 \ 74 \ 73 \ 51 \ 49 \\ 200 \ 150 \ 100 \ 60 \ 27 \ 24 \ 29 \ 15 \ 10 \ 48 \end{array} \quad \begin{array}{r} 49 \ 51 \ 68 \ 54 \ 50 \\ 10 \ 16 \ 23 \ 28 \ 50 \end{array}$$

$$\begin{array}{r} 84 \ 83 \\ 250 \ 300 \end{array}$$

$$\begin{array}{r} 80 \ 84 \ 78 \ 76 \ 77 \ 73 \ 71 \ 53 \ 49 \\ 300 \ 250 \ 200 \ 150 \ 100 \ 70 \ 24 \ 15 \ 10 \ 48 \end{array} \quad \begin{array}{r} 49 \ 50 \ 66 \ 64 \ 52 \ 64 \\ 10 \ 17 \ 20 \ 24 \ 27 \ 50 \end{array}$$

$$\begin{array}{r} 57 \ 61 \ 69 \ 73 \ 72 \ 68 \ 47 \ 44 \\ 250 \ 200 \ 150 \ 100 \ 84 \ 23 \ 15 \ 10 \ 42 \end{array} \quad \begin{array}{r} 43 \ 47 \ 62 \ 64 \ 67 \ 23 \\ 13 \ 14 \ 20 \ 24 \ 50 \ 100 \end{array}$$

$$\begin{array}{r} 62 \ 70 \ 72 \ 77 \ 77 \ 77 \ 21 \ 44 \\ 183 \ 156 \ 156 \ 136 \ 71 \ 42 \ 23 \ 10 \ 43 \end{array} \quad \begin{array}{r} 44 \ 46 \ 67 \ 73 \ 84 \ 77 \\ 10 \ 15 \ 21 \ 27 \ 55 \ 110 \end{array}$$

$$\begin{array}{r} 50 \ 45 \\ 286 \ 286 \end{array}$$

↳ Basement Plan

$$\begin{array}{r} 86 \ 87 \ 89 \ 92 \ 90 \ 85 \ 72 \ 50 \ 48 \\ 124 \ 132 \ 110 \ 80 \ 66 \ 49 \ 24 \ 15 \ 10 \ 47 \end{array} \quad \begin{array}{r} 48 \ 49 \ 77 \ 78 \ 78 \ 69 \\ 10 \ 15 \ 23 \ 37 \ 60 \ 100 \end{array}$$

$$\begin{array}{r} 7.5 \ 65 \ 5.5 \ 48 \ 34 \ 34 \\ 300 \ 250 \ 300 \ 319 \ 329 \ 400 \end{array}$$

$$\begin{array}{r} 93 \ 96 \ 97 \ 98 \ 94 \ 86 \ 75 \ 50 \ 48 \\ 141 \ 110 \ 88 \ 72 \ 54 \ 33 \ 29 \ 14 \ 10 \ 46 \end{array} \quad \begin{array}{r} 48 \ 50 \ 73 \ 72 \ 65 \ 64 \ 52 \\ 10 \ 15 \ 21 \ 25 \ 38 \ 60 \ 110 \end{array}$$

$$\begin{array}{r} 79 \ 70 \ 56 \ 47 \ 34 \ 95 \ 37 \\ 200 \ 230 \ 300 \ 314 \ 321 \ 328 \ 350 \end{array}$$

$$\begin{array}{r} 56 \ 79 \ 93 \ 101 \ 103 \ 97 \ 74 \ 49 \ 47 \\ 300 \ 200 \ 150 \ 110 \ 97 \ 61 \ 23 \ 14 \ 10 \ 47 \end{array} \quad \begin{array}{r} 48 \ 52 \ 74 \ 52 \ 52 \\ 10 \ 14 \ 21 \ 27 \ 60 \end{array}$$

$$\begin{array}{r} 48 \ 3.5 \ 38 \\ 316 \ 328 \ 350 \end{array}$$

$$\begin{array}{r} 50 \ 60 \ 73 \ 84 \ 90 \ 78 \ 66 \ 51 \ 47 \\ 300 \ 250 \ 200 \ 150 \ 110 \ 60 \ 21 \ 15 \ 10 \ 47 \end{array} \quad \begin{array}{r} 48 \ 50 \ 71 \ 72 \ 44 \ 43 \\ 10 \ 14 \ 21 \ 23 \ 28 \ 60 \end{array}$$

$$\begin{array}{r} 46 \\ 327 \end{array}$$

$$\begin{array}{r} 65 \ 75 \ 83 \ 76 \ 50 \ 7183 \ 74 \ 70 \\ 250 \ 200 \ 138 \ 100 \ 73 \ 3721 \ 15 \ 10 \ 69 \end{array} \quad \begin{array}{r} 7.0 \ 72 \ 8.6 \ 8.6 \ 8.9 \\ 10 \ 15 \ 22 \ 31 \ 55 \end{array}$$

$$\begin{array}{r} 59 \ 5.4 \ 5.6 \\ 300 \ 326 \ 365 \end{array}$$

Sta	+	π	-	Elev
		933.37		Culvert under Co Rd E

13+50				26.1
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T.P.	7.38	933.61	7.14	926.23
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14				25.4
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+50				24.6
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Ent Culvert RT

15				23.5
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+50				22.3
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T.P.	5.89	928.05	11.45	922.16
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16				21.1
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+50				19.5
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17				17.7
----	--	--	--	------

B.M.	5.52	931.75	1.82	926.23
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	4.88	931.63	5.00	926.73
--	------	--------	------	--------

	5.61	930.64	6.59	925.04 926.03
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	5.83	930.70	5.77	924.89
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	7.64	934.46	3.88	926.82
--	------	--------	------	--------

	4.22	933.35	5.33	929.13
--	------	--------	------	--------

B.M.			6.29	927.06 927.05
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LT 2 RT

$$\begin{array}{r} 63 \quad 70 \quad 64 \quad 58 \quad 58 \quad 70 \quad 74 \\ \hline 300 \quad 200 \quad 158 \quad 100 \quad 43 \quad 24 \quad 10 \quad 7.3 \end{array}$$

$$\begin{array}{r} 8.4 \text{ Inv } 5. \text{ End } \\ 8.7 \text{ Inv } 10. \text{ End } \\ 7.4 \quad 7.6 \quad 8.6 \quad 8.7 \\ \hline 10 \quad 18 \quad 33 \quad 60 \end{array}$$

$$\begin{array}{r} 5.8 \\ \hline 328 \end{array}$$

$$\begin{array}{r} 5.7 \quad 4.8 \quad 4.4 \quad 4.2 \quad 5.3 \quad 8.4 \quad 8.3 \\ \hline 300 \quad 200 \quad 150 \quad 100 \quad 46 \quad 17 \quad 10 \quad 8.2 \end{array}$$

$$\begin{array}{r} 8.3 \quad 8.5 \quad 10.2 \quad 10.1 \quad 5.2 \quad 5.2 \\ \hline 10 \quad 15 \quad 20 \quad 23 \quad 30 \quad 43 \end{array}$$

$$\begin{array}{r} 5.0 \quad 8.9 \quad 9.1 \\ \hline 50 \quad 20 \quad 10 \quad 9.8 \end{array}$$

$$\begin{array}{r} 9.1 \quad 9.2 \quad 10.8 \quad 10.8 \quad 5.3 \\ \hline 10 \quad 14 \quad 18 \quad 20 \quad 32 \end{array}$$

11.1 Inv 5. End

11.4 Inv No End

$$\begin{array}{r} 5.2 \quad 5.4 \quad 8.3 \quad 10.0 \\ \hline 60 \quad 38 \quad 32 \quad 17 \quad 10 \quad 10.2 \end{array}$$

$$\begin{array}{r} 10.1 \quad 10.2 \quad 11.1 \quad 6.2 \\ \hline 10 \quad 14 \quad 21 \quad 32 \end{array}$$

$$\begin{array}{r} 9.0 \quad 8.9 \quad 8.3 \quad 13.2 \quad 14.0 \quad 11.4 \quad 11.3 \\ \hline 100 \quad 60 \quad 35 \quad 27 \quad 24 \quad 17 \quad 10 \quad 11.3 \end{array}$$

$$\begin{array}{r} 11.4 \quad 11.4 \quad 14.1 \quad 14.1 \quad 9.3 \\ \hline 10 \quad 15 \quad 20 \quad 23 \quad 30 \end{array}$$

$$\begin{array}{r} 3.8 \quad 3.9 \quad 10.0 \quad 4.2 \quad 4.1 \\ \hline 60 \quad 36 \quad 25 \quad 16 \quad 10 \quad 9.0 \end{array}$$

$$\begin{array}{r} 7.1 \quad 4.2 \quad 10.1 \quad 5.6 \\ \hline 10 \quad 15 \quad 20 \quad 29 \end{array}$$

$$\begin{array}{r} 5.4 \quad 4.7 \quad 11.4 \quad 11.5 \quad 8.9 \quad 8.7 \\ \hline 60 \quad 34 \quad 27 \quad 23 \quad 17 \quad 10 \quad 8.6 \end{array}$$

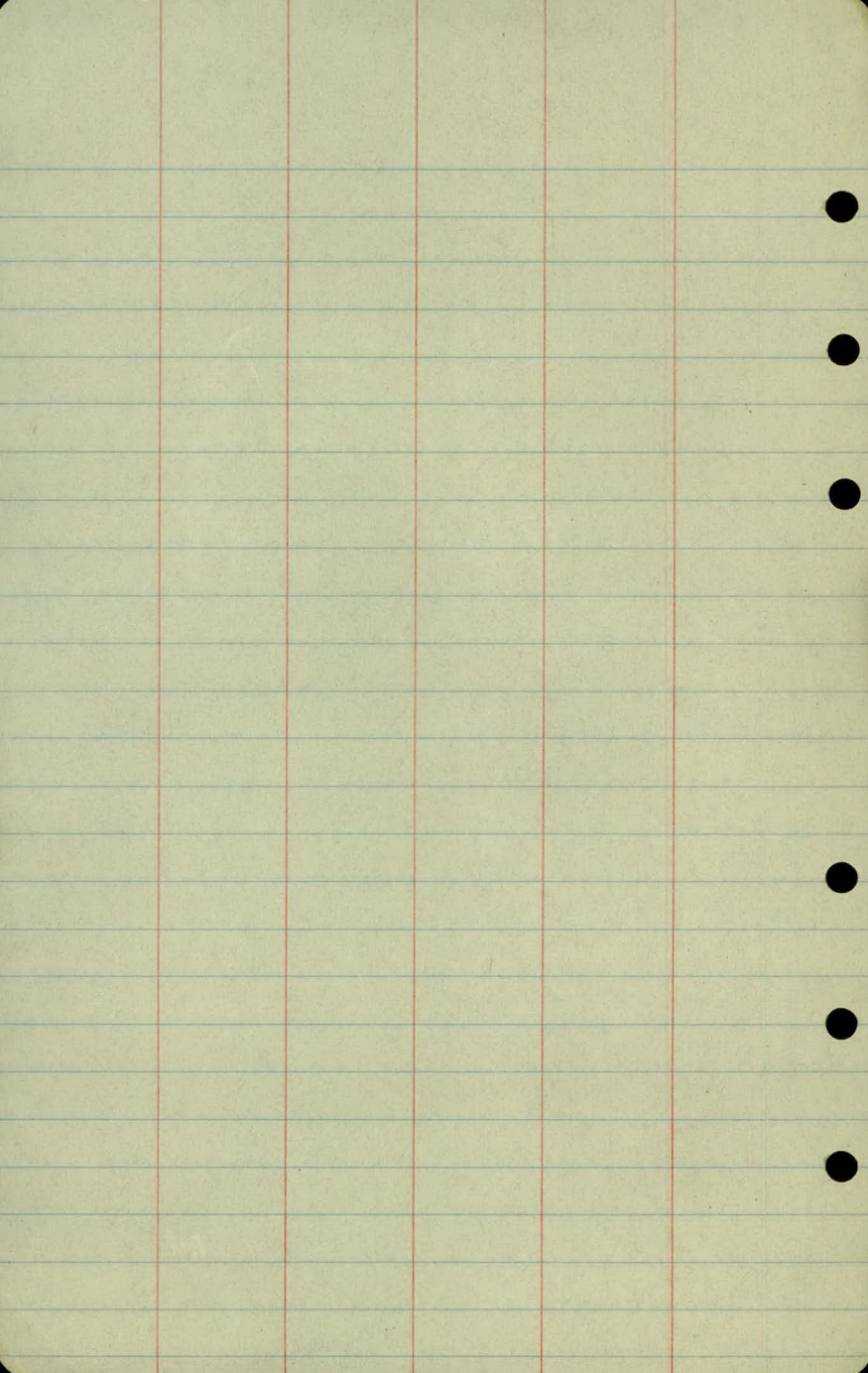
$$\begin{array}{r} 8.7 \quad 8.9 \quad 11.9 \quad 11.5 \quad 7.4 \\ \hline 10 \quad 15 \quad 22 \quad 25 \quad 32 \end{array}$$

$$\begin{array}{r} 9.1 \quad 10.0 \quad 12.4 \quad 12.7 \quad 10.7 \quad 10.3 \\ \hline 60 \quad 32 \quad 26 \quad 22 \quad 14 \quad 10 \quad 10.4 \end{array}$$

$$\begin{array}{r} 10.5 \quad 10.6 \quad 13.4 \quad 13.2 \quad 10.2 \\ \hline 10 \quad 14 \quad 21 \quad 26 \quad 33 \end{array}$$

Hole in Pavc & Co Rd E & New Brighton Rd

Top of Mont. Co Rd D & New Brighton Rd



Topography

New Brighton Rd.

In
No West $\frac{1}{4}$ Sec 33

+68 Row 6-6" Tree
+65 Herb 24 End Garden

7400 $\frac{TP}{28}$

+41 Row 5-6" BE 32 +41 Beg Garden

+33 12" X 16 CM 24

+19 6" Tree 38

6400

+93 Car House 84

+89 10" Box Elder 32 +94 6" Maple 32

+58 $\frac{TP}{28}$ + End Garden +67 E. Ent

+94 $\frac{TP}{28}$

5400

+39 Beg Garden

+08 $\frac{Rel Sign}{22}$

4400

+71 $\frac{RP}{28}$

+38 Ent $\frac{22}{12 \times 16 CM}$

+105 West Cor House 73

3400

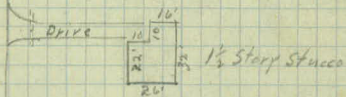
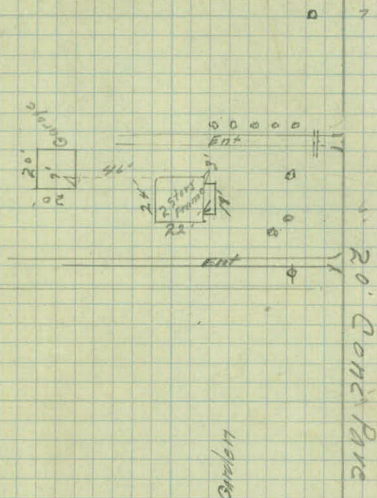
2400

1400

0400

Yard

under Road



+80 Cor House
80

+39 $\frac{TP}{39}$

+36 Rd Sign
21

+30 End Sign
22

+30 Ent

+66 End Rd

+53 $\frac{PP}{28}$

+41 Edge Rd

+51 Rd Sign
31

+30 15' x 40' CM
22

+18 Edge Rd
33

+95 Dep Rd

+35 Fe Cor

+35 Row Trees
35

+31 End Fence
23

+63 $\frac{PP}{28}$

+00 $\frac{TP}{28}$

+43 Ent 26' opening

+40 Iron Fe
23

+35 Cor Bldg
23

+60 Iron Fence
24

+98 2 Ent
x Flagstone Walk

+59 $\frac{TP}{28}$

+59 Row 17 Trees
31

+82 Iron Fe
23

+29 Cor Garage
124

+40 $\frac{PP}{28}$

+28 Row 4 Trees
39

+90 Row 5 Trees
31

+97 Cor House
72

+81 Ent + End Garden

+44 Fe Cor
23

+45 $\frac{TP}{28}$

+34 Ent 12 x 14 CM
23

+00

+20 Ent +80 Cor House
82

+84 Rd Sign
22

+34 $\frac{PP}{31}$

+34 $\frac{TP}{28}$

+32 Hedge
31

+26 Ent 12 x 14 CM
23

+18 $\frac{PP}{28}$

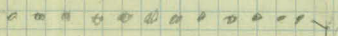
+00

+95 Cor House
30



Yard

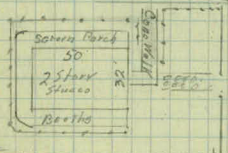
CoRDE" 20' Black Top



Parking Area

Waste.

Drive



01X6



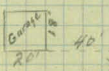
Yard

Grape Vines
4 Rows

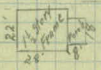
Woven Wire

20' Concrete

Yard



Hedge



Yard

Waste

17

+82 Rd Sign
23'
+62 Rd Cor
36'

16

+93 TP
28

+98 P.P.
26'

+38 Rd Cor Wagon
36' Wide

15

+03 Ent 12" x 24 CM
22'

+81 Ent

+68 TP End Yard
28'

+39 P.P.
27'

+34 Ent

14

20' Come Here

