

Dr. 8- Bk. 12

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

-----DRAINAGE-----Survey

-----E. CO. LINE RD.-----

From S.T.H. 45 To South.

Road Acc't. No.-----

Date Filed 1933

File-----

Ditch Survey.
Transit Notes
East County Line

From

1000.00 ft N. of E $\frac{1}{4}$ Cor Sec 25-29-22

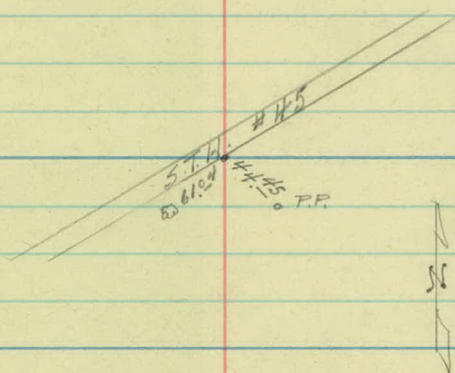
To

State Trunk Highway #45

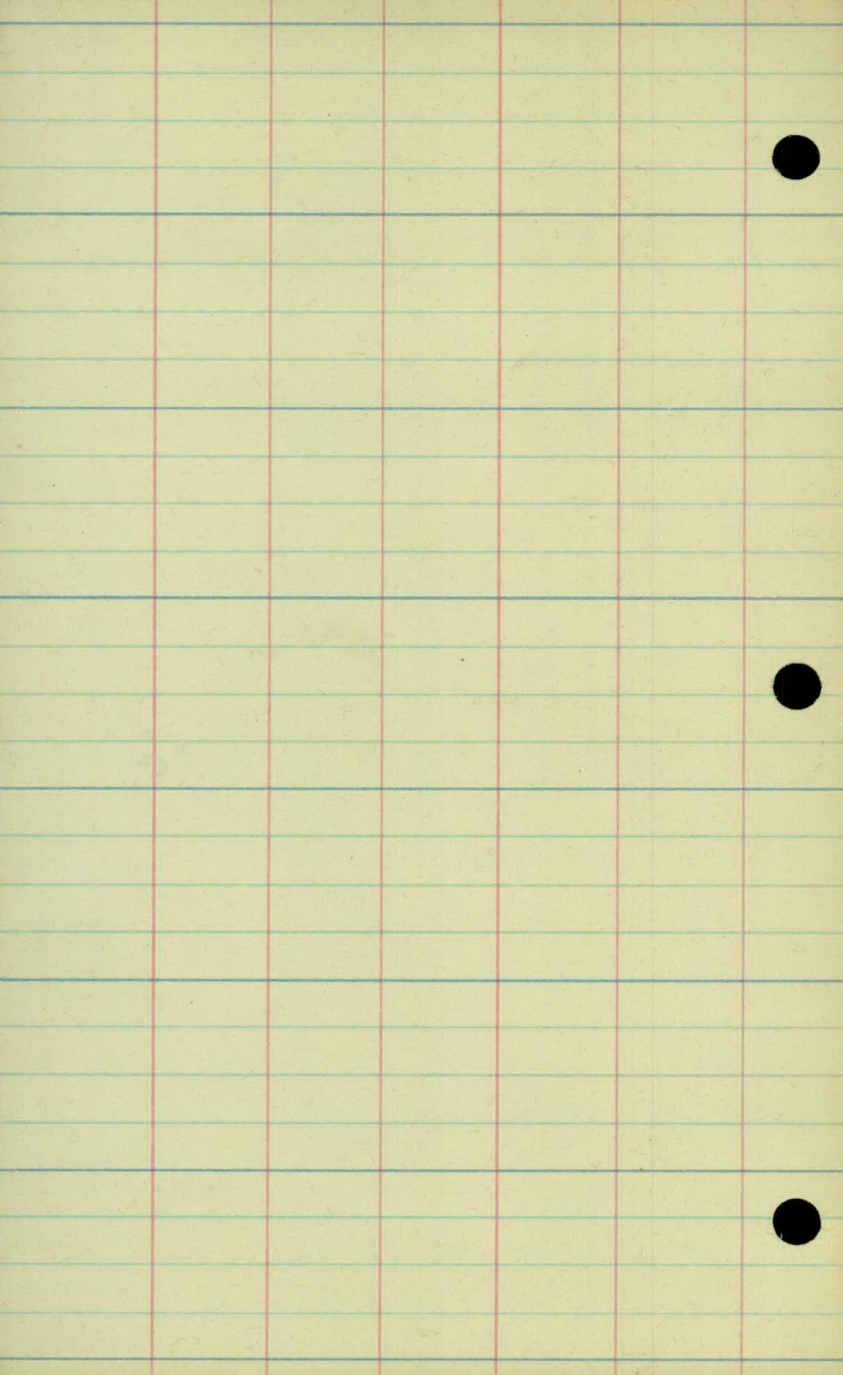
8 + 66

End proj. = S. edge pave S.T.H. 45

0 + 00 = 1000.00 ft north of E $\frac{1}{4}$ Cor Sec 25-29-22



18" BE.
@ 34.60
18" Elm. H.
@ H.
3pt



Topog Notes

5

4

3

2

1

0 + 00

+74-18"BE. 32'

+32-15"BE. 31'

+34-15"Sil. Map 32'

+92-15"BE. 31'
+95-T.P. 22'

+94-15"TW. BE. 32'

+13-15"BE. 30'

Cultivated

Cultivated.

+53-15"Sil. Map 31'
+39 F.P. 17'
+33-X Rd Sq 19'

+73-18"BE. 31'

+75-18"BE. 32'

+52 T.P. 22'

+53-20"BE. 31'

+95-18"BE. 31'

+17-15"Map 32'
+08 T.P. 22'

+54-18"BE 31'
+45 F.P. 17'

+73-20"BE. 32'

+04 Fld Ent.
12'x15' C.M. 12'

+94-12"BE. 32'

Cultivated

Cultivated

+66 T.P. 23'

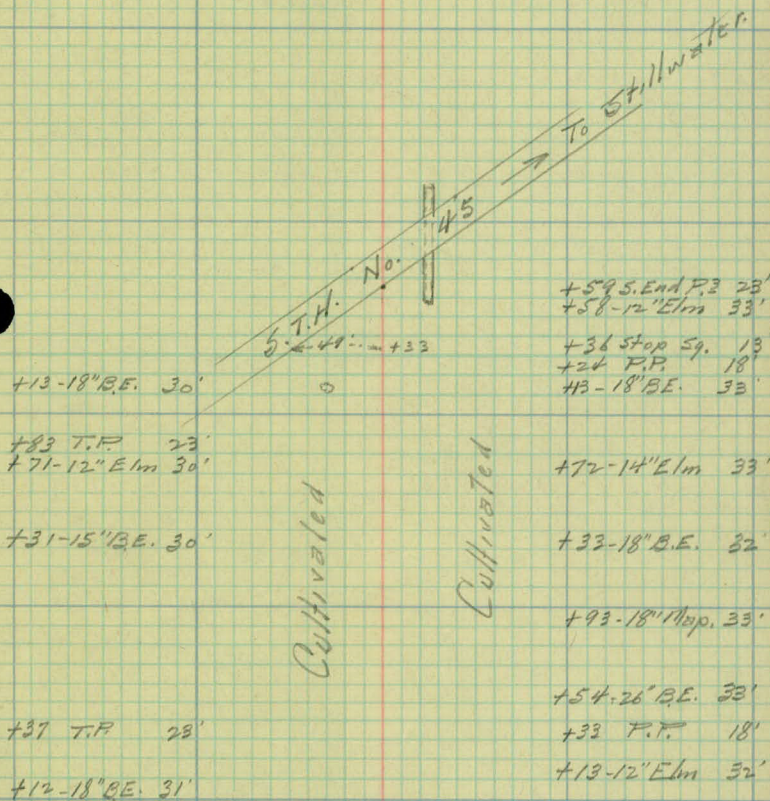
+50 F.P. 17'

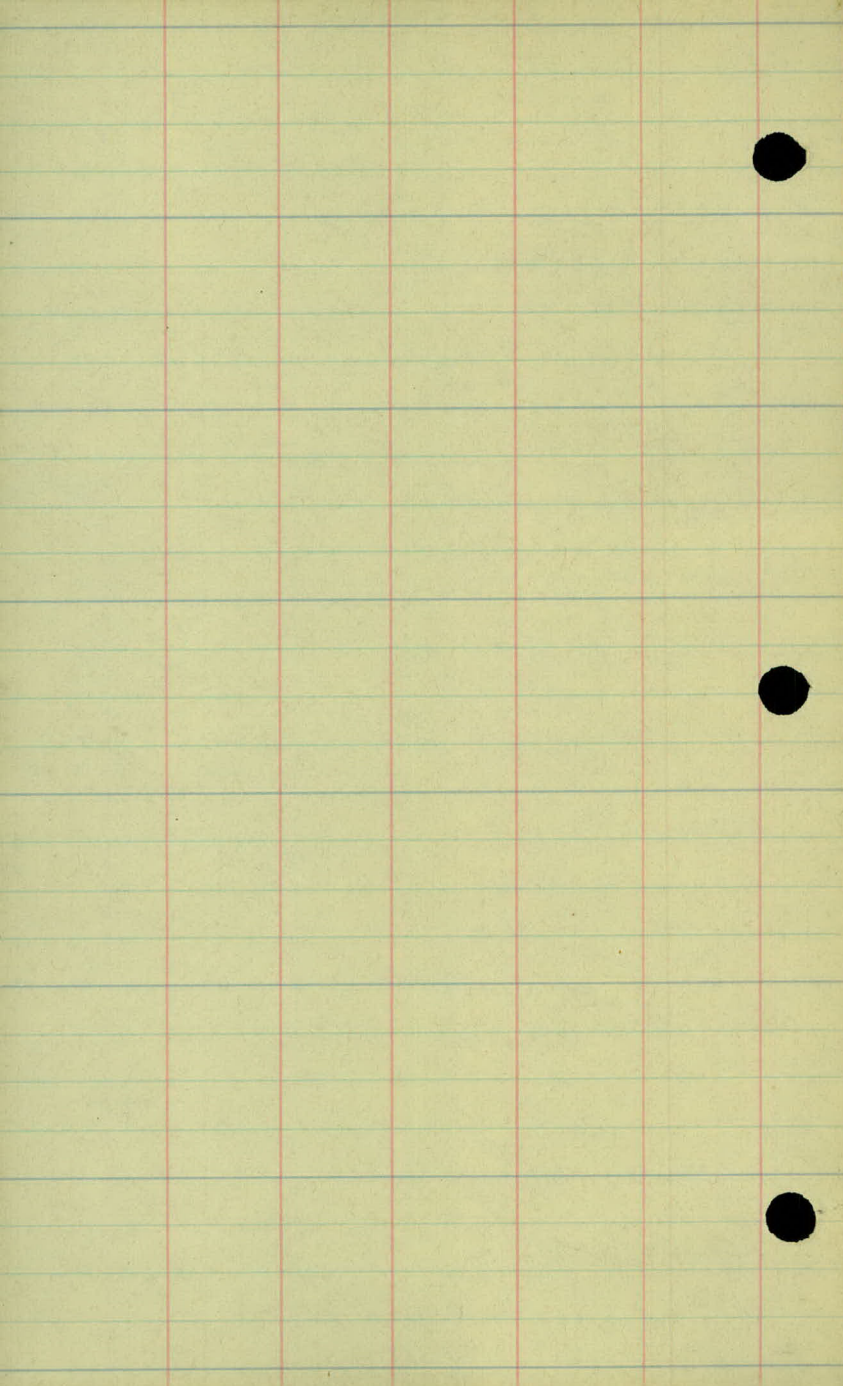
+14-18"BE. 32'

8

7

6





X Section Notes
For Ditch Survey.
East County Line.

BM 3.46 103.46 100.00 Assumed
0+00 98.1

+50 98.1

1 98.2

+50 98.1

2 98.2

+50 98.1

3 98.4

+50 98.6

4 99.0

+50 99.5

5 99.9

+50 00.0

6 00.2
T.P. 4.99 104.82 3.63 99.83

Lt.

Rt.

Spt in 20" R.E. 32 Lt Sto. 1+73

$\frac{55}{33}$	$\frac{53}{19}$	$\frac{62}{17}$	$\frac{53}{13}$	5.4	$\frac{58}{10}$	$\frac{63}{11}$	$\frac{52}{24}$	$\frac{49}{33}$
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$\frac{53}{33}$	$\frac{54}{18}$	$\frac{61}{17}$	$\frac{53}{13}$	5.4	$\frac{57}{9}$	$\frac{62}{12}$	$\frac{54}{19}$	$\frac{51}{33}$
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$\frac{47}{33}$	$\frac{52}{19}$	$\frac{62}{17}$	$\frac{55}{13}$	5.3	$\frac{58}{9}$	$\frac{61}{12}$	$\frac{60}{20}$	$\frac{56}{21}$	$\frac{53}{33}$
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$\frac{47}{33}$	$\frac{50}{25}$	$\frac{53}{19}$	$\frac{62}{17}$	$\frac{53}{13}$	5.4	$\frac{59}{11}$	$\frac{62}{12}$	$\frac{58}{14}$	$\frac{54}{33}$
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$\frac{44}{33}$	$\frac{54}{19}$	$\frac{63}{17}$	$\frac{54}{13}$	5.3	$\frac{56}{11}$	$\frac{64}{13}$	$\frac{56}{14}$	$\frac{55}{23}$	$\frac{52}{33}$
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(91.0) $\frac{65}{33} = \text{S. End side Dr.}$ $\frac{64}{33} = \text{N. end}$ (91.1)

$\frac{57}{33}$	$\frac{55}{19}$	$\frac{64}{17}$	$\frac{54}{13}$	5.4	$\frac{58}{10}$	$\frac{61}{14}$	$\frac{55}{16}$	$\frac{52}{23}$	$\frac{48}{33}$
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$\frac{53}{33}$	$\frac{54}{19}$	$\frac{62}{17}$	$\frac{51}{13}$	5.1	$\frac{57}{11}$	$\frac{63}{15}$	$\frac{59}{17}$	$\frac{54}{23}$	$\frac{52}{33}$
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$\frac{46}{33}$	$\frac{54}{20}$	$\frac{60}{17}$	$\frac{51}{12}$	4.9	$\frac{54}{11}$	$\frac{63}{16}$	$\frac{57}{17}$	$\frac{58}{22}$	$\frac{47}{33}$
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$\frac{42}{33}$	$\frac{46}{18}$	$\frac{57}{16}$	$\frac{48}{13}$	4.5	$\frac{50}{12}$	$\frac{64}{17}$	$\frac{53}{19}$	$\frac{54}{21}$	$\frac{43}{24}$	$\frac{42}{33}$
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$\frac{37}{33}$	$\frac{48}{18}$	$\frac{53}{17}$	$\frac{43}{14}$	4.0	$\frac{44}{13}$	$\frac{62}{18}$	$\frac{51}{20}$	$\frac{44}{25}$	$\frac{40}{33}$
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$\frac{38}{33}$	$\frac{46}{19}$	$\frac{50}{17}$	$\frac{39}{13}$	3.6	$\frac{41}{13}$	$\frac{51}{17}$	$\frac{63}{20}$	$\frac{54}{22}$	$\frac{53}{27}$	$\frac{41}{29}$	$\frac{38}{33}$
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$\frac{40}{33}$	$\frac{44}{24}$	$\frac{49}{22}$	$\frac{49}{17}$	$\frac{38}{13}$	3.5	$\frac{39}{13}$	$\frac{54}{17}$	$\frac{56}{27}$	$\frac{37}{30}$	$\frac{35}{33}$
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$\frac{39}{33}$	$\frac{41}{24}$	$\frac{48}{22}$	$\frac{47}{18}$	$\frac{34}{13}$	3.3	$\frac{38}{12}$	$\frac{53}{17}$	$\frac{54}{27}$	$\frac{34}{29}$	$\frac{34}{33}$
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✓
104.82

6 +50

00.6

7

01.1

+50

01.4

8

01.5

+56

01.7

+66

BM

3/6

✓
101.66

01.9

L1

L2

L3

43	60	60	46		49	65	70	39	39
33	25	17	13	4.2	12	16	27	31	33

45	44	57	54	42		44	63	70	28	28
33	28	26	17	14	3.7	12	17	27	31	33

39	41	51	50	40		40	54	70	34	34
33	27	26	18	14	3.4	13	16	26	31	33

40	38	42	34		36	51	67	26	26
33	26	17	13	3.3	12	15	26	31	33

—	—	30	30		30	61	73	63	43	20
		33	16	3.1	17	22	24	26	30	33

invert Culvert

+156 ft

30	29	28		29	29	58	22
33	14			17	23	29	35

B.M. spot in F.P. 18' Rt. 8+24

+46 Rt.

905
N end Culv.
across S.T.H. #45

