Dr. 8 - Bk. 120

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Drainage Survey

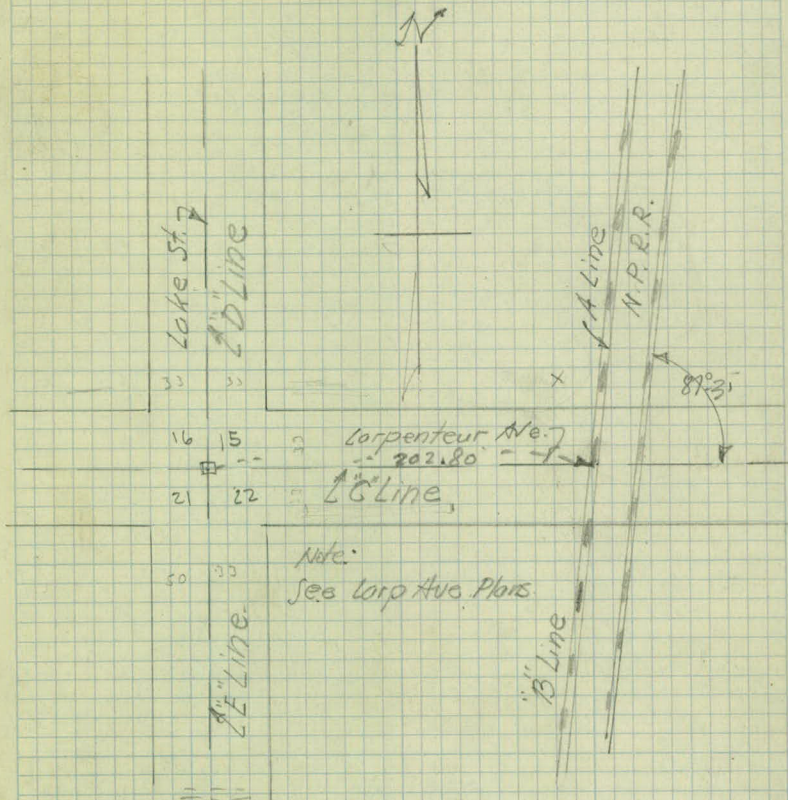
LARPENTEUR AVE.

From Lake St To N.P.Ry.
& Between Beebe Rd & St. Ry. Xing

Road Acc't. No.

Date Filed 1937 File

Drainage Survey



W. N. Carlson.

June 14, 1937

Levels
&
Cross Sections.

Carpenteur
Lake St to N.P.R.Y.

A = Line (0+0 = ℄ Carp.)

North along South Bound ℳ

Sta.	+	ℋ	−	Elev.
	4.29	996.70		
	4.19	996.70		
0+15				
0+33				
1+0				
+50				
2+0				
+37				
3+0				
4+0				
5+0				
6+0				

West = 4. & R1 -

992.41 West Rail from Plans.

992.51 East Rail " "

89.4	91.1		92.1		
7.3	8.6		4.6	4.23 = Top Rail	
100	50		8	992.47	
83.5	83.8	84.6	85.4	90.7	92.48
13.2	12.9	12.1	11.3	6.0	4.27
100	50	36	25	12	
85.1	84.9	85.4	85.3	90.8	92.68
11.6	11.8	11.3	11.4	5.9	4.02
100	50	36	25	14	
86.3	86.2	86.9	86.9	91.6	92.83
10.4	10.5	9.8	9.8	5.1	3.83
100	50	36	24	14	
86.5	87.3	88.3	88.0	92.7	93.08
10.2	9.4	7.4	8.7	4.9	3.62
100	50	36	23	14	
86.2	87.5	89.4	90.5	91.9	93.2
10.5	9.2	7.3	6.2	4.8	3.50
100	50	36	18	13	
86.0	87.4	88.0	88.2	88.7	92.2	93.39
10.7	9.3	8.7	8.5	8.0	4.3	3.31
100	50	36	27	19	10	
85.5	86.1	86.7	86.8	92.3	93.53
11.2	10.6	10.0	9.9	4.4	3.17
100	50	36	22	9	
86.3	85.7	85.7	86.4	92.8	94.03
10.4	11.0	11.0	10.3	3.9	2.67
100	50	36	22	9	
89.5	88.3	89.2	90.3	92.7	94.6
7.2	8.4	7.5	6.4	4.0	2.10
100	50	36	25	11	

"B" Line (0+00 = ℄ Loop)
South along South Bound ℳ

Sta.	+	ℳ	−	Elev
		996.70		
0+15				
0+30				
0+75				
1+00				
1+45				
2+15				
2+50				
3+00				

℄ Pt: West.

92.38	92.1	91.1				
4/32	4/6	56				
	9	50				
92.34	90.6	87.5				89.4
4/36	61	96	9.2			7.3
30	14	73	50			100
92.22	90.9	89.3	89.0	89.2	89.4	89.5
4/48	5.8	7.4	7.7	7.5	7.3	6.7
	13	20	76	37	50	100
92.14	90.7	89.4	88.0		87.4	86.7
4/66	6.0	83	8.7	9.3		100
Top Rail	14	23	37	50		100
92.05	89.8	83.2	82.8	82.4		81.2
4/65	69	136	139	143		155
	14	25	37	50		100
91.97	90.4	89.4	89.4	89.2		87.7
4/73	63	7.3	7.3	7.5		9.0
	14	14	37	50		100
91.87	91.3	86.4	86.3	86.2		86.2
4/83	64	103	104	105		105
	12	22	37	50		100
91.7	89.9	83.2	83.1	83.7		85.4
500	6.8	135	134	130		113
	12	25	37	50		100

"C" Line 996.70

Larpenteur Ave.

0+00 = ℄ Lake

Sta.	#	℄ 996.70	—	Elev.
0+38	7.			
1+00				

"D" Line

N. on Lake

0+00 = ℄ Larp.

0+19

0+50

1+00

1+50

2+00

3+00

4+00

5+00

4.

Rt. = South

Ditch.

Lt = West

Rt = East

N. Lorp Ditch

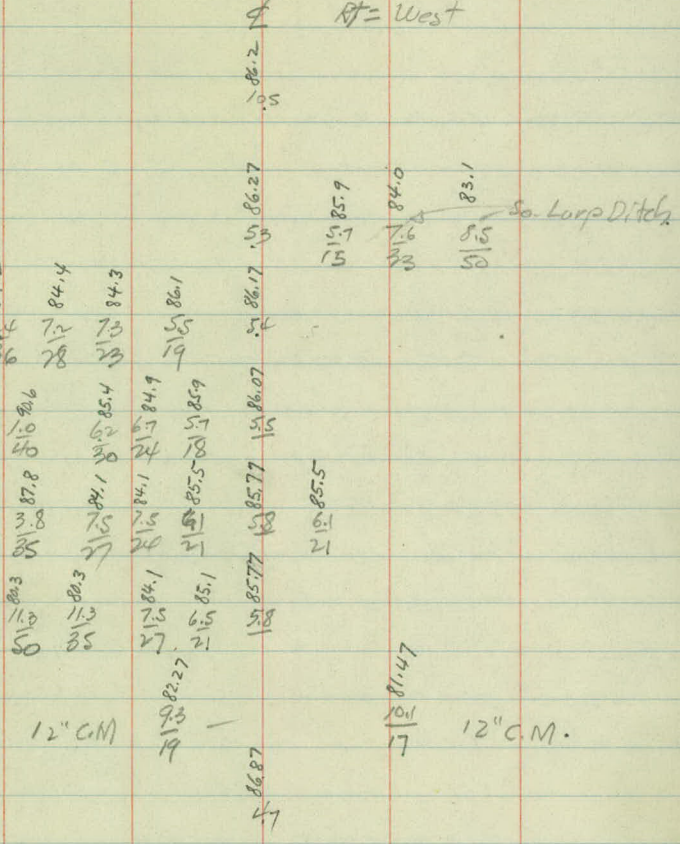
"E" Line

996.70

So. on Lake

0+0 = Larp.

T.P	5.35	991.57	10.08	986.22
0+33				
0+33				
0+60				
1+0				
1+50				
1+71				
2+0				


℄
Rt = West
86.2
1.0 5
86.27
5.3
86.17
5.4
86.07
5.5
85.77
5.8
85.5
6.1
21
85.77
5.8
85.9
5.7
18
84.9
6.7
24
84.1
7.5
24
84.1
7.5
27
82.27
9.3
19
86.87
4.7
85.9
5.7
15
84.0
7.6
33
83.1
8.5
50
So. Loop Ditch
81.47
10.1
17
12" C.M.
12" C.M
89.2
11.4
86
84.4
7.2
28
84.3
7.3
23
86.1
5.5
19
86.6
1.0
40
87.8
3.0
85
84.1
7.5
27
84.1
7.5
24
85.1
6.5
21
88.3
11.3
80
88.3
11.3
35

Pr 8 - Bk 126

EAST LARPENTEUR

Cross sections from ℄ North. (Refer to Impr. Plans) from Beebe Road to St. Ry. Xing.

10/21/37

Sta.	+	=	-	Elev.
B.M.	5.65	105.65		100.00

63+28 ℄ Beebe Road.

+34

+48

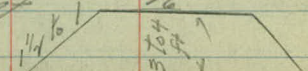
64

+28 = 20" x 90° C.M. (Plugged)

+50

65

+10 Section along top of entrance road.



Q Lt.

Top of Rail St. Ry. Xing Carpenter Ave
Assumed elevation 100.00

2.4 / 3.0 25 4.6 50 6.5 78 6.9 100

2.6 / 3.0 25 4.6 50 6.5 78 6.9 100

2.9 / 3.1 16 5.4 25 6.2 30 10.0 43 10.2 50 10.4 100

4.3 / 4.8 17 11.9 44 12.4 50 12.5 65 11.2 100 9.2 150

4.9 / 6.0 17 13.0 42 12.6 72 11.8 87 10.6 100 6.7 150

Inv. 14.4 47

Inv. 13.6 43

5.3 / 6.0 17 12.5 44 13.0 50 12.7 70 11.7 86 10.1 100 9.4 118 6.5 145

5.5 / 6.3 13 7.4 21 12.2 39 13.2 50 12.9 70 13.5 71 13.5 74 13.0 81 12.2 100 11.1 113 9.3 150

5.5 / 6.0 17 9.0 46 9.5 61 9.8 100 9.4 150 8.0 200

Sta.	+	±	−	Elev.
65+25				
+55				
66				

$\frac{5.5}{1}$ $\frac{6.9}{15}$ $\frac{8.8}{30}$ $\frac{10.0}{77}$ $\frac{13.0}{91}$ $\frac{12.6}{100}$ $\frac{11.8}{129}$ $\frac{11.1}{150}$

$\frac{5.7}{1}$ $\frac{5.9}{18}$ $\frac{9.2}{34}$ $\frac{10.2}{50}$ $\frac{12.5}{50}$ $\frac{13.4}{100}$ $\frac{10.0}{125}$ $\frac{9.3}{150}$

$\frac{2.2}{1}$ $\frac{2.5}{15}$ $\frac{3.0}{18}$ $\frac{2.1}{21}$ $\frac{3.0}{30}$ $\frac{5.3}{38}$ $\frac{5.7}{47}$ $\frac{6.0}{63}$ $\frac{11.2}{79}$ $\frac{12.5}{94}$ $\frac{13.4}{100}$ $\frac{13.5}{126}$ $\frac{13.9}{136}$

$\frac{14.2}{150}$ $\frac{13.5}{165}$ $\frac{13.8}{178}$ $\frac{11.4}{200}$