

Dr. 8 Bk 137

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

_____ PLAN _____ Survey

_____ N. St. Paul Rd. Connection _____

From White Bear Ave. Co. N. St. Paul Rd.

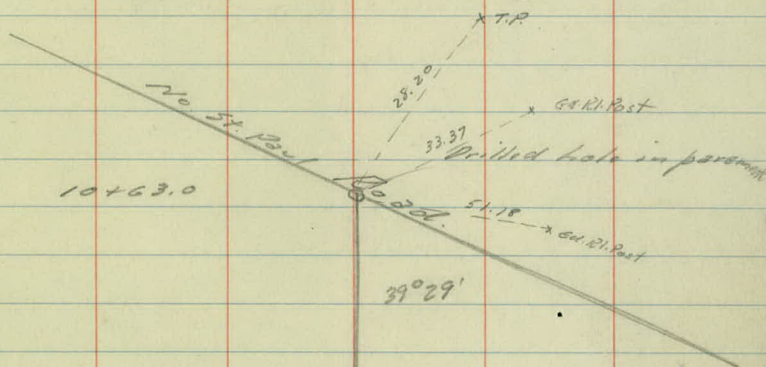
Road Acc't. No. _____

Date Filed _____

File _____

North St Paul Connection

As per instructions this alignment is not on the $\frac{1}{4}$ line but follows the present grading of the road.



Refer to records for these distances

1063.0 EX.

NO.

W 1/4 Cor Sec 14



P.P.

53.95

500.18

30.27 P.P.

38.17 O.T.P.

0+00

White Bear Ave.

1319.85

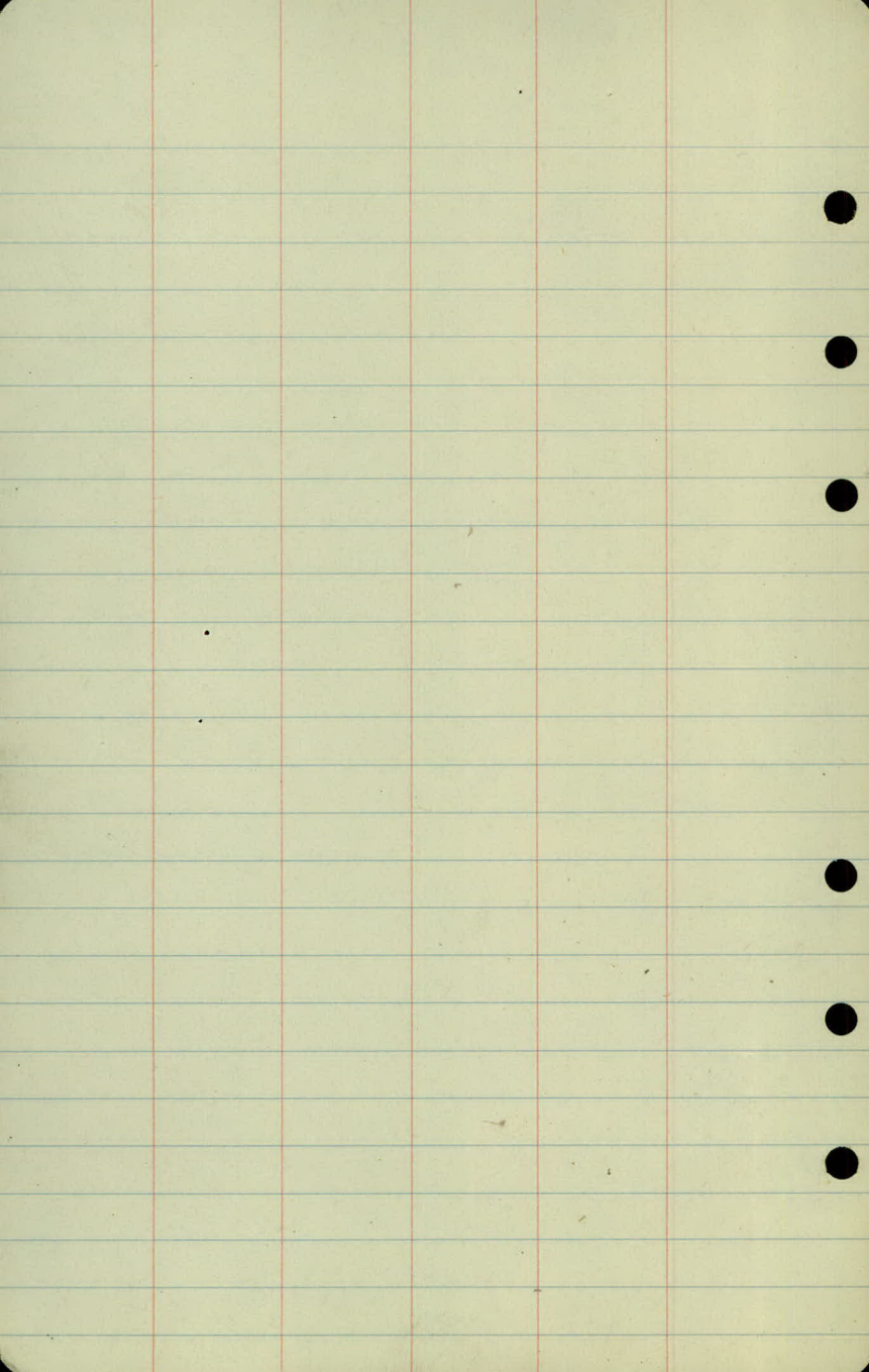
2623.70

X.T.P.

Drilled hole in pavement.

S.W. 1/4 Cor Sec 14





Topography
No. St Paul, Conn. 7/1/28

+59 $\frac{12" \text{Pop}}{21'}$ +84 $\frac{10" \text{B.E}}{23'}$
 +56 $\frac{10" \text{Box Elder}}{23'}$ +80 $\frac{2-10" \text{Stm}}{20'}$

+42 $\frac{36" \text{Pop}}{9'}$

+41 $\frac{10" \text{Twain Box Elder}}{21'}$ Black Top
 Fe Rd
 29' 10-4

+89 $\frac{24" \text{Stump}}{18'}$
 +60 $\frac{24" \text{Elm}}{17'}$

+10 $\frac{\text{MH}}{44'}$ Black Top
 Fe Rd
 29' 10-4

+97 $\frac{10" \text{Stump}}{20'}$

+64 $\frac{12" \text{Pop}}{20'}$
 +46 - 20" x 38" V. Tip Black Top * 13-8
 Fe Rd
 27' 10-5

+88 $\frac{\text{Rd Sign}}{19'}$
 +68 $\frac{4 \frac{10" \text{Pop}}{16'}}$

+96 $\frac{\text{Fe Cur}}{27'}$ Black Top
 Rd
 10-5

+96 $\frac{\text{Fe}}{27'}$ Black Top
 Rd
 11-3

+65 $\frac{\text{Solid Curbs}}{102'}$

+54 $\frac{\text{Rd Sign}}{14'}$ +54 $\frac{2-10" \text{Daks}}{30-35'}$

+46 $\frac{\text{Fe Cur}}{25'}$ Black Top
 +32 $\frac{\text{Fe Cur}}{42'}$ +42 $\frac{\text{Rd Sign}}{21'}$ +30 Rd
 +21 MH 22-8

+100 +12 $\frac{\text{Rd Sign Black Top}}{61'}$

+27 $\frac{\text{Arch Light}}{27'}$
 +12 $\frac{\text{Edge Rd Top}}{36'}$

Cultivated

35 Strand Barb Wire

15' Black Top Rd

16'

Waste

Yard

20x50
2.5hp Engine

60" Woven Wire

St Paul Sewer From
Rear Farm

White Bear Ave 24' - 1 CC Pavement

+45 $\frac{Fc}{34'}$

+25 x Drain 15' x 60' CM

BL Top

+13 $\frac{Rd Sign}{16'}$

+15 $\frac{Beg G Rail}{20'}$

$\frac{Fc}{34'}$

$\frac{Rd}{11-6}$

+92 $\frac{Rd Sign}{16'}$

$\frac{Fc}{32'}$

BL Top
 $\frac{Rd}{9-8}$

+19 $\frac{24" Pop}{17'}$

$\frac{Fc}{31'}$

BL Top
 $\frac{Rd}{10-7}$

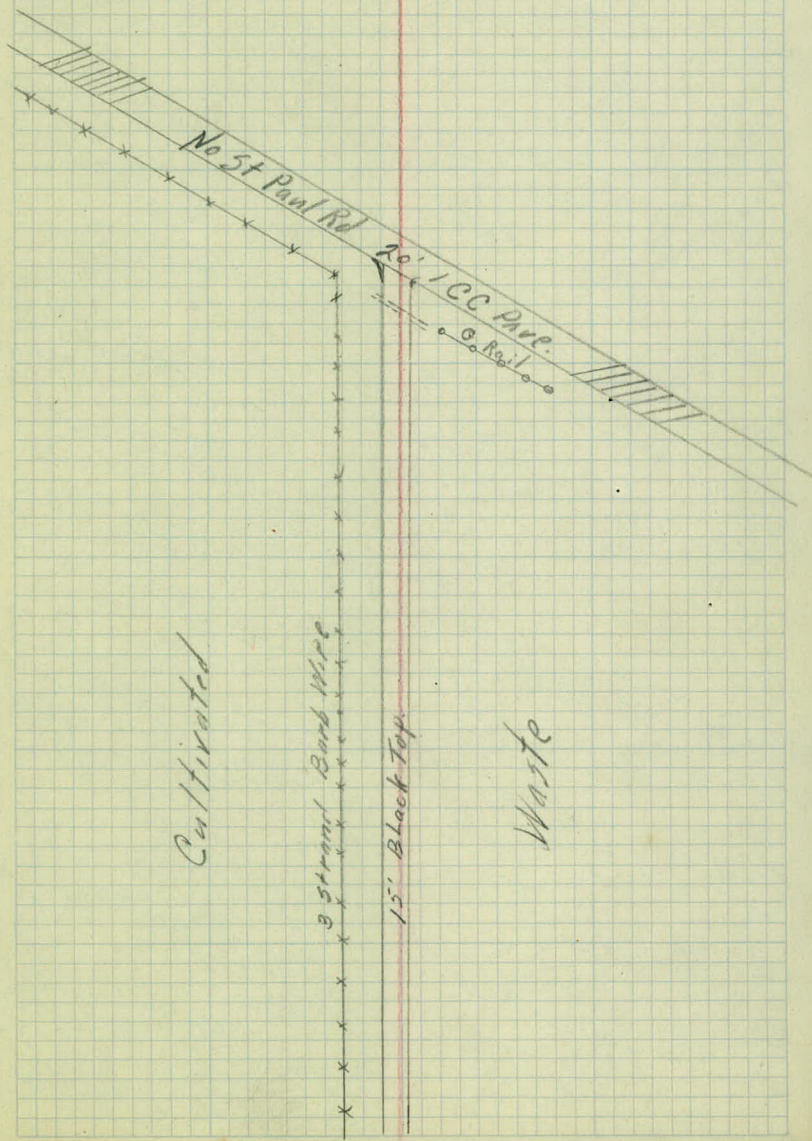
+35 $\frac{Rd Sign}{16'}$

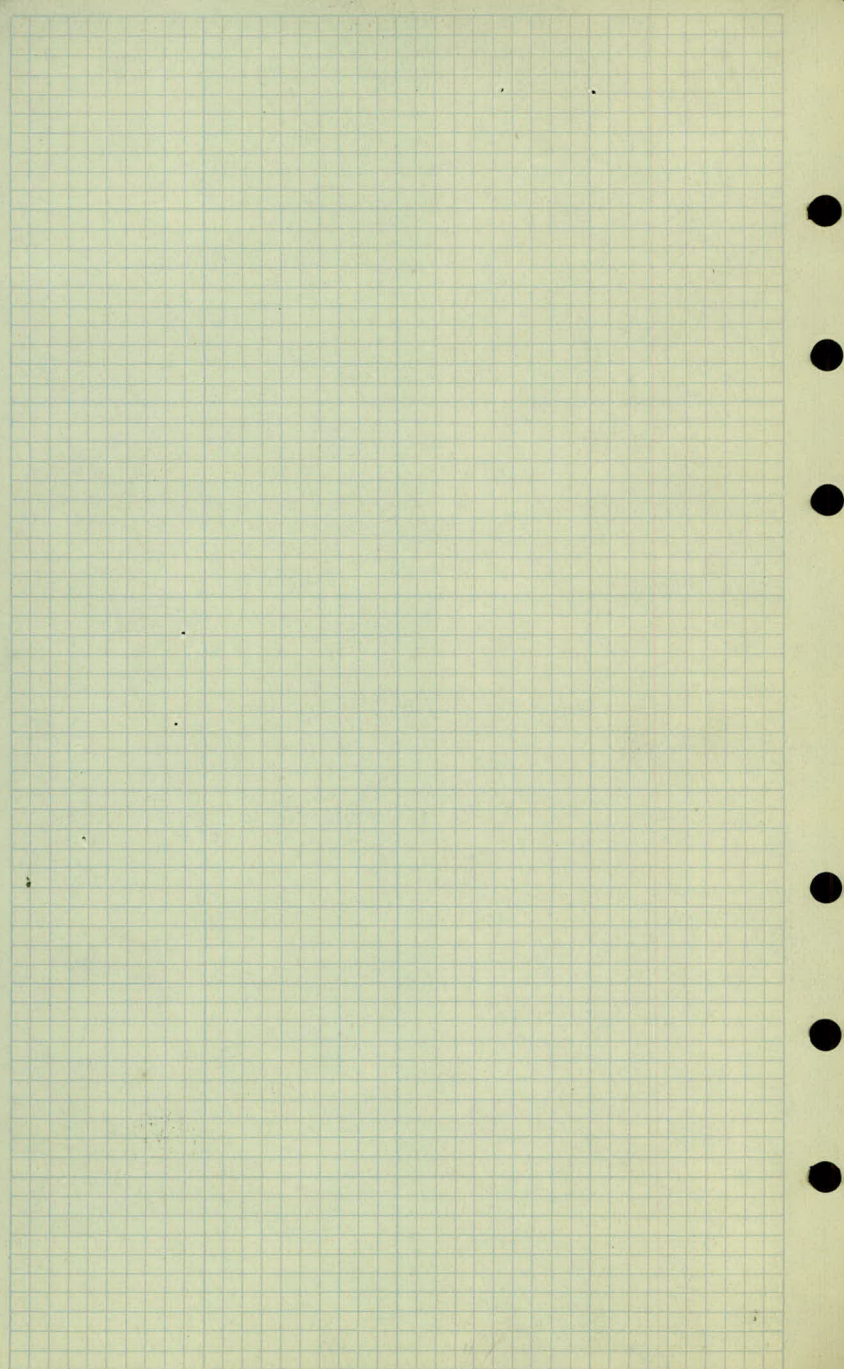
$\frac{Fc}{31'}$

$\frac{Rd}{11-5}$

$\frac{Fc}{30'}$

BL Top
 $\frac{Rd}{11-5}$





5
North St. Paul Connection

Preliminary X-Section

2/4/98

Sta.	+	π	-	Elev.
B.M.	7.06	949.03		941.97 Given Elev.
T.P.	10.54	959.35	0.22	948.81
T.P.	11.69	970.84	0.20	959.15
B.M.	1.54	970.84	1.54	969.30
0+00				67.1
+16				67.0
+21				66.8
+30				66.3
+50				65.2
1				63.9
+50				63.3
T.P.	4.08	966.98	7.94	962.90
v				62.9
+50				62.5

Lt.

E

Rt.

6/

Top of hydrant, SW. corner of
White Bear Av. & Carpenter St.

Spike in T.P. West Side White Bear Av. & No. St. Paul Conn.

$\frac{1.4}{100}$ $\frac{26}{50}$ $\frac{37}{50}$ $\frac{48}{50}$ $\frac{60}{100}$

$\frac{2.0}{50}$ $\frac{38}{50}$ $\frac{49}{50}$

$\frac{4.2}{50}$ $\frac{38}{37}$ $\frac{40}{50}$ $\frac{46}{26}$ $\frac{70}{47}$ $\frac{72}{50}$

$\frac{25}{50}$ $\frac{61}{26}$ $\frac{51}{16}$ $\frac{45}{50}$ $\frac{45}{18}$ $\frac{49}{28}$ $\frac{45}{30}$ $\frac{45}{41}$ $\frac{38}{50}$

$\frac{49}{50}$ $\frac{56}{37}$ $\frac{60}{26}$ $\frac{59}{16}$ $\frac{56}{50}$ $\frac{60}{8}$ $\frac{66}{14}$ $\frac{97}{36}$ $\frac{110}{50}$

$\frac{58}{50}$ $\frac{68}{39}$ $\frac{76}{27}$ $\frac{84}{23}$ $\frac{84}{19}$ $\frac{69}{16}$ $\frac{69}{50}$ $\frac{71}{6}$ $\frac{115}{18}$ $\frac{124}{27}$ $\frac{127}{35}$ $\frac{132}{50}$

$\frac{84}{50}$ $\frac{92}{39}$ $\frac{99}{27}$ $\frac{103}{24}$ $\frac{103}{20}$ $\frac{75}{15}$ $\frac{75}{50}$ $\frac{118}{7}$ $\frac{104}{11}$ $\frac{115}{16}$ $\frac{122}{27}$ $\frac{129}{29}$ $\frac{129}{50}$

$\frac{72}{50}$ $\frac{75}{38}$ $\frac{80}{26}$ $\frac{80}{24}$ $\frac{43}{14}$ $\frac{41}{50}$ $\frac{44}{6}$ $\frac{84}{16}$ $\frac{87}{19}$ $\frac{93}{30}$ $\frac{91}{34}$ $\frac{85}{37}$ $\frac{84}{50}$

$\frac{91}{50}$ $\frac{82}{35}$ $\frac{95}{26}$ $\frac{85}{22}$ $\frac{47}{14}$ $\frac{45}{50}$ $\frac{47}{6}$ $\frac{80}{13}$ $\frac{94}{22}$ $\frac{98}{50}$

Sta.	+	K	-	Elev.
		966.98		
3+00				962.2
+46	= 20" x 38' V.T.P.			
+50				61.8
4				61.8
+50				61.7
5				61.9
+50				62.3
6				62.9
T.P.	8.72	971.61	4.09	967.89
+50				63.5
7				64.3
+50				65.1
8				65.9
+50				67.8

4.

2

84.

7

$$\begin{array}{cccccccccccc} \frac{95}{50} & \frac{105}{43} & \frac{99}{27} & \frac{88}{21} & \frac{50}{13} & \frac{48}{1} & \frac{43}{6} & \frac{82}{14} & \frac{99}{19} & \frac{100}{31} & \frac{100}{50} \\ & & \frac{40}{11.3} & & & & & & & \frac{122}{11.0} & \end{array}$$

$$\begin{array}{cccccccccccc} \frac{10.6}{50} & \frac{114}{44} & \frac{110}{31} & \frac{104}{24} & \frac{54}{14} & \frac{52}{1} & \frac{51}{6} & \frac{97}{18} & \frac{103}{25} & \frac{101}{50} & \end{array}$$

$$\begin{array}{cccccccccccc} \frac{111}{50} & \frac{111}{34} & \frac{110}{24} & \frac{89}{18} & \frac{54}{11} & \frac{52}{1} & \frac{53}{7} & \frac{103}{15} & \frac{106}{22} & \frac{111}{33} & \frac{106}{50} & \end{array}$$

Top Washok Cover

$$\begin{array}{cccccccccccc} \frac{111}{50} & \frac{102}{33} & \frac{94}{24} & \frac{55}{14} & & \frac{53}{1} & \frac{53}{6} & \frac{102}{14} & \frac{110}{25} & \frac{107}{40} & \frac{110}{50} & \end{array}$$

$$\begin{array}{cccccccccccc} \frac{121}{50} & \frac{113}{41} & \frac{111}{29} & \frac{97}{20} & \frac{51}{11} & \frac{51}{1} & \frac{55}{6} & \frac{100}{14} & \frac{107}{21} & \frac{117}{35} & \frac{110}{50} & \end{array}$$

$$\begin{array}{cccccccccccc} \frac{108}{50} & \frac{105}{31} & \frac{93}{23} & \frac{48}{13} & & \frac{47}{1} & \frac{47}{6} & \frac{83}{14} & \frac{96}{24} & \frac{105}{50} & \end{array}$$

$$\begin{array}{cccccccccccc} \frac{106}{50} & \frac{96}{30} & \frac{85}{20} & \frac{43}{13} & \frac{41}{1} & & \frac{42}{7} & \frac{78}{15} & \frac{93}{21} & \frac{104}{37} & \frac{111}{50} & \end{array}$$

$$\begin{array}{cccccccccccc} \frac{134}{50} & \frac{134}{44} & \frac{125}{31} & \frac{116}{21} & \frac{83}{14} & \frac{81}{1} & \frac{85}{9} & \frac{129}{21} & \frac{142}{36} & \frac{146}{44} & \frac{148}{50} & \end{array}$$

$$\begin{array}{cccccccccccc} \frac{112}{50} & \frac{104}{31} & \frac{105}{28} & \frac{101}{19} & \frac{75}{14} & \frac{73}{1} & \frac{75}{10} & \frac{100}{16} & \frac{117}{30} & \frac{124}{39} & \frac{137}{50} & \end{array}$$

$$\begin{array}{cccccccccccc} \frac{100}{50} & \frac{97}{35} & \frac{97}{30} & \frac{85}{26} & \frac{92}{20} & \frac{68}{15} & \frac{65}{1} & \frac{69}{11} & \frac{94}{18} & \frac{101}{24} & \frac{103}{35} & \frac{112}{50} & \end{array}$$

$$\begin{array}{cccccccccccc} \frac{74}{50} & \frac{70}{31} & \frac{67}{19} & \frac{60}{15} & \frac{57}{8} & \frac{54}{1} & \frac{57}{14} & \frac{80}{18} & \frac{87}{34} & \frac{99}{50} & \end{array}$$

$$\begin{array}{cccccccccccc} \frac{20}{50} & \frac{27}{37} & \frac{24}{29} & \frac{43}{24} & \frac{42}{19} & \frac{38}{16} & \frac{38}{1} & \frac{40}{13} & \frac{56}{18} & \frac{62}{33} & \frac{57}{29} & \frac{64}{50} & \end{array}$$

Sta.	+	π	-	Elev.
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971.61

9+00

969.7

T.P.

12.51

981.56

1.62

969.99

+50

71.7

10

72.2

+28

73.6

+63

73.8

Bring t

73.8

B.M.

2.09

975.89

8.70

973.80

T.P.

3.88

969.96

9.81

966.08

T.P.

1.21

960.73

10.54

959.44

T.P.

1.69

960.04

12.38

948.35

B.M.

8.04

944.00

[941.97]

OK

Lt.

E

Rt.

8

$\frac{08}{50}$	$\frac{07}{33}$	$\frac{05}{30}$	$\frac{14}{28}$	$\frac{30}{23}$	$\frac{19}{20}$	$\frac{21}{17}$	$\frac{19}{17}$	$\frac{23}{15}$	$\frac{31}{21}$	$\frac{44}{34}$	$\frac{23}{38}$	$\frac{30}{50}$
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$\frac{96}{50}$	$\frac{98}{38}$	$\frac{108}{34}$	$\frac{115}{24}$	$\frac{110}{20}$	$\frac{110}{15}$	$\frac{108}{15}$	$\frac{113}{15}$	$\frac{131}{23}$	$\frac{138}{30}$	$\frac{140}{50}$
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$\frac{52}{50}$	$\frac{68}{35}$	$\frac{74}{28}$	$\frac{82}{22}$	$\frac{83}{16}$	$\frac{93}{13}$	$\frac{94}{9}$	$\frac{108}{13}$	$\frac{124}{16}$	$\frac{126}{28}$	$\frac{111}{34}$	$\frac{107}{38}$	$\frac{110}{50}$	Paving
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$\frac{40}{30}$	$\frac{40}{46}$	$\frac{48}{34}$	$\frac{78}{26}$	$\frac{83}{20}$	$\frac{85}{15}$	$\frac{89}{15}$	$\frac{97}{20}$	Paving
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$\frac{720}{75}$	$\frac{730}{60}$	$\frac{43}{44}$	$\frac{89}{30}$	$\frac{84}{21}$	$\frac{84}{14}$	$\frac{87}{14}$
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$\frac{115}{100}$	$\frac{102}{50}$	$\frac{87}{50}$	$\frac{72}{50}$	$\frac{64}{75}$
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Spike in T.P. East Side No St. Paul Road at N. St. P. Corner.

Top Hydrant

