

Book # 44-Dr # 8

MAINT. SURVEY
EAST AVENUE

From Harvester Ave.

To Stillwater Road

RD % N° 75

Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 7-8-25

File No. "13"

EAST AVENUE

ROAD No. 75

Harvester to Stillwater Road.

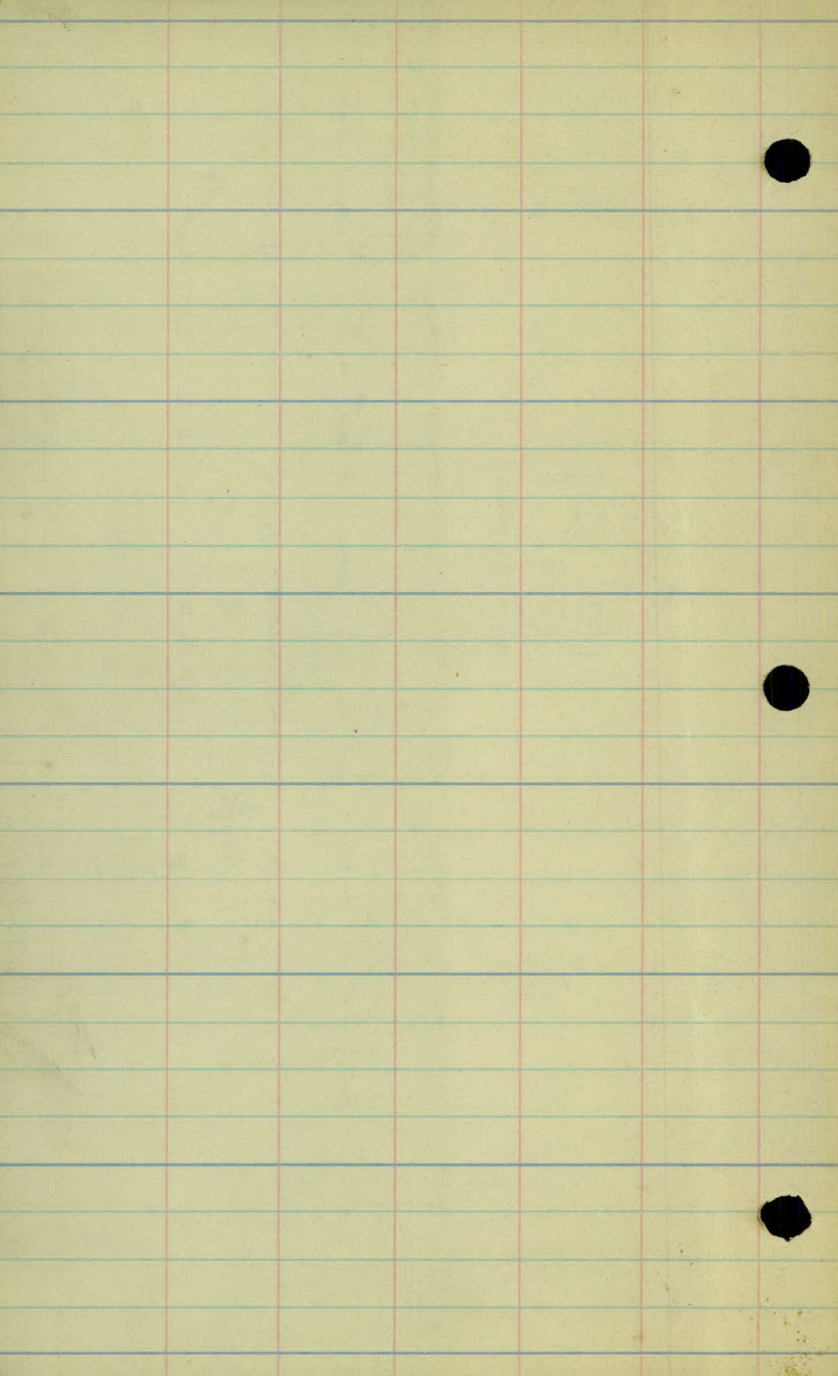
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ALIGNMENT.

Station	Point	Lt. & Rt.	Bear.
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6+64.90	P.O.T. Pavement		
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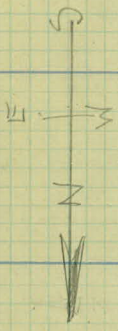
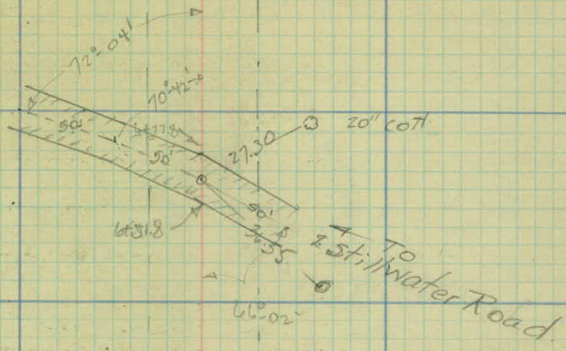
1+94.7	P.O.T.		
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0+16.5	P.O.T. Mon.		
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0+00	Beg. Proj.		
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24' Pave.

Mon. 1/16 Corner.



10' stump.

10' stump

69.30

27.75

City Limits.

W 1/4 Cor. Sec. 25

Harvester Pve.



Beq. Project

15'

Sec. 26

W.H.G.
A.L.P.
M.A.G.
R.B.G.

7-7-25

Station Point Lt. Δ Rt. Bear.

TOPOGRAPHY

Station.

2+00

1+50

1+00

0+50

0+00

-0+50

-1+00

F-00'
F-76'

F-01'
F-76'

+20-T.P. 36'

F-01'
F-76'

F-01'
F-76'

0+17 F. Cor. 01'
F-24'

-0+09-T.P. 38'

R.V. Line 15' 47' 80'

Large Beaver
Scattered stumps.

Pasture

cultivated.

Residence.

Beaver Lake.

W.H.C.
A.L.P.
M.B.G.
R.B.G.

7-7-25

station.

5+50

+33-4 18" X 20 C.M. Bell. O.K. relay to P

5+00

4+50

4+00

3+50

3+00

2+50

2+00

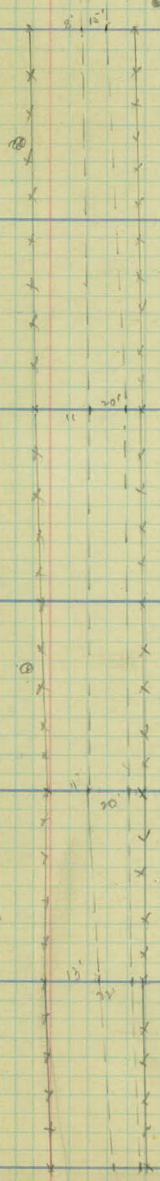
2 $\frac{1}{2}$ = --- Drains To Lake

F-06

+07-T.P. 28'

F-22'

+70-10' sta 8'



F-04'

F-24'

+80-T.P. 32'

+36-8' sta 5'

F-01'

F-24'

+78-10' Oak 8'
+77-8' Oak 8'

F-02'

F-15'
+48-T.P. 34'

+10-16' Oak 6'
+8-12' Oak 5'

Scattered Stumps.

station.

7+00

(Culv. O.K. Clean out.)

16 1/2" $\pm$ concrete Pave.

6+50

6+00

5+50

7

15" conc. pipe with H-holes

1400-E. only
Helmholtz

Stillwater Road.

+4q-F. Cor. no

Conc. Hd. v. Wall 1' x 4'

Small Trees

F-15

139. P. 15

139' 17.5x. 20'

~~+36-410 Hyd~~

~~24' conc Pave~~

~~408-F. 101. 22~~

F-22

Station

2 LEVELS & X-SEC.

Station	+	H.I	-	Elev.
B.M.	2.48	102.48✓		100.00
T.P.	12.49	114.00✓	0.97	101.51✓
T.P.	3.63	116.65✓	0.98	113.02✓
- 0+16.5				109.1
B.M.	7.00	116.65✓	7.00	109.65✓
0+00				109.7
0+16.5				109.6
0+50				109.3
1+00				111.1
1+50				112.0
2+00				111.2
2+50				107.8
T.P.	3.59	107.66✓	12.58	104.07✓
3+00				103.6
3+35				100.5
3+80				103.6
4+00				103.8

Lt.

E

Rt.

9

Top of Fire Hydrant. Rt. Sta 6+3.6

East. West

W.H.C.

A.L.P.

M.A.G.

R.B.G.

July 7, 1925

$\frac{7.5}{20}$	$\frac{7.5}{15}$	7.6	$\frac{7.5}{15}$	$\frac{7.5}{20}$
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Top Stone Mon. 15' Rt. Sta 0+16.5

E of Road	$\frac{7.5}{50}$	$\frac{7.6}{15}$	7.0	$\frac{7.1}{15}$	$\frac{7.1}{20}$
-----------	------------------	------------------	-----	------------------	------------------

$\frac{7.2}{20}$	$\frac{7.2}{15}$	7.1	$\frac{7.0}{15}$	$\frac{6.9}{20}$
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$\frac{7.4}{20}$	$\frac{7.4}{15}$	7.4	$\frac{7.4}{15}$	$\frac{7.4}{20}$
------------------	------------------	-----	------------------	------------------

$\frac{5.5}{20}$	$\frac{5.5}{15}$	<u>5.6</u>	$\frac{5.5}{13}$	$\frac{5.9}{15}$	$\frac{5.9}{20}$
------------------	------------------	------------	------------------	------------------	------------------

$\frac{4.2}{20}$	$\frac{4.2}{15}$	4.7	$\frac{4.3}{10}$	$\frac{4.5}{15}$	$\frac{4.8}{20}$
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$\frac{5.0}{20}$	$\frac{5.1}{15}$	<u>5.5</u>	$\frac{6.6}{14}$	$\frac{7.0}{15}$	$\frac{7.1}{20}$
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$\frac{7.5}{20}$	$\frac{7.7}{15}$	8.9	$\frac{10.0}{12}$	$\frac{10.9}{15}$	$\frac{10.9}{20}$
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$\frac{2.8}{20}$	$\frac{2.8}{15}$	<u>4.1</u>	$\frac{4.5}{10}$	$\frac{6.0}{11}$	$\frac{6.1}{15}$	$\frac{6.3}{20}$
------------------	------------------	------------	------------------	------------------	------------------	------------------

$\frac{6.6}{20}$	$\frac{6.6}{15}$	<u>7.2</u>	$\frac{7.7}{15}$	$\frac{8.5}{20}$
------------------	------------------	------------	------------------	------------------

$\frac{2.4}{20}$	$\frac{2.6}{15}$	<u>4.1</u>	$\frac{4.2}{0.2}$	$\frac{8.0}{7}$	$\frac{8.6}{15}$	$\frac{8.8}{20}$
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$\frac{2.2}{20}$	$\frac{2.2}{15}$	<u>3.1</u>	$\frac{9.1}{6}$	$\frac{8.8}{15}$	$\frac{8.8}{20}$
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Station

+

H.I.

Elev.

107.66

4440

101.1

T.P.

7.81

103.28 ✓ 12.19

95.47

4475

94.5

5400

92.0

+50

90.9

6400

94.9

+32

97.5

+45

98.1

+51.8

98.5

+60

164.9 E. ave.

98.73

B.M.

3.30

99.98

Lt. 9 Rt. 10

$$\begin{array}{r} 40 \\ 20 \end{array} \quad \begin{array}{r} 47 \\ 15 \end{array} \quad \begin{array}{r} 66 \\ \hline \end{array} \quad \begin{array}{r} 11.0 \\ 5 \end{array} \quad \begin{array}{r} 11.1 \\ 15 \end{array} \quad \begin{array}{r} 11.1 \\ 20 \end{array}$$

$$\begin{array}{r} 47 \\ 20 \end{array} \quad \begin{array}{r} 55 \\ 15 \end{array} \quad \begin{array}{r} 75 \\ 01 \end{array} \quad 88 \quad \begin{array}{r} 94 \\ 10 \end{array} \quad \begin{array}{r} 9.8 \\ 15 \end{array} \quad \begin{array}{r} 10.9 \\ 20 \end{array}$$

$$\begin{array}{r} 88 \\ 20 \end{array} \quad \begin{array}{r} 97 \\ 15 \end{array} \quad \begin{array}{r} 11.3 \\ \hline \end{array} \quad \begin{array}{r} 108 \\ 7 \end{array} \quad \begin{array}{r} 11.0 \\ 15 \end{array} \quad \begin{array}{r} 13.3 \\ 23 \end{array}$$

(+33 $\frac{15.3 \times 88.0}{\text{invert culv.}}$)

$$\begin{array}{r} 11.6 \\ 20 \end{array} \quad \begin{array}{r} 12.2 \\ 15 \end{array} \quad 12.4 \quad \begin{array}{r} 11.3 \\ 6 \end{array} \quad \begin{array}{r} 11.3 \\ 15 \end{array} \quad \begin{array}{r} 13.1 \\ 20 \end{array}$$

$$\begin{array}{r} 9.3 \\ 20 \end{array} \quad \begin{array}{r} 8.5 \\ 15 \end{array} \quad \begin{array}{r} 11.2 \\ 9 \end{array} \quad \begin{array}{r} 8.5 \\ 2 \end{array} \quad \begin{array}{r} 8.4 \\ \hline \end{array} \quad \begin{array}{r} 8.5 \\ 15 \end{array} \quad \begin{array}{r} 11.0 \\ 20 \end{array}$$

$$\begin{array}{r} 82 \\ 20 \end{array} \quad \begin{array}{r} 9.7 \\ 15 \end{array} \quad \begin{array}{r} 9.8 \\ 11 \end{array} \quad \begin{array}{r} 6.1 \\ 3 \end{array} \quad 58 \quad \begin{array}{r} 6.1 \\ 15 \end{array} \quad \begin{array}{r} 6.1 \\ 20 \end{array}$$

$$\begin{array}{r} 5.3 \\ 20 \end{array} \quad \begin{array}{r} 5.3 \\ 15 \end{array} \quad \begin{array}{r} 5.5 \\ 3 \end{array} \quad \begin{array}{r} 5 \\ \hline \end{array} \quad \begin{array}{r} 5.27 \\ 15 \end{array}$$

Edge Pave.

$$\begin{array}{r} 47 \\ 20 \end{array} \quad \begin{array}{r} 47 \\ 15 \end{array} \quad \begin{array}{r} 480 \\ \hline \end{array} \quad \text{Edge Pave.}$$

$$\begin{array}{r} 430 \\ 15 \end{array} = 99.0$$

Edge Pave

$$\begin{array}{r} 0.46 \\ 100 \end{array} \quad 455 \quad \begin{array}{r} 7.25 \\ 100 \end{array}$$

Top Fire Hydrant Rt. Sta. 6+36

