

Book #48 - Dr #8

X
MAINTENANCE SURVEY
LAKE OWASSO BLVD. NO.
At Chapman's Beach
ROAD $\frac{1}{2}$ N^o 48
FILE N^o 13

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

Date Filed 9-8-25

File No. "13"

9-4-25

Alignment

Okasso Blvd. Road.

Chapman's Beech.

Station	Point	Lt.	Rt.
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7+50	P.O.T	End of Project.	
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4+17.57	P.T.		5° 27'
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4+00			4° 50'
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3+50			3°
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3+40	P.I.		10° 54'
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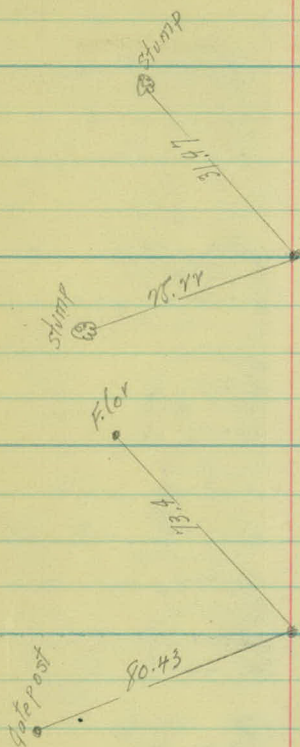
3+00			1° 20'
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2+61 84	P.C		0° 00'
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0+00	P.O.T		
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9-4-25

H.L. Wilshusen
Skoglund
Berthquime
Rexford

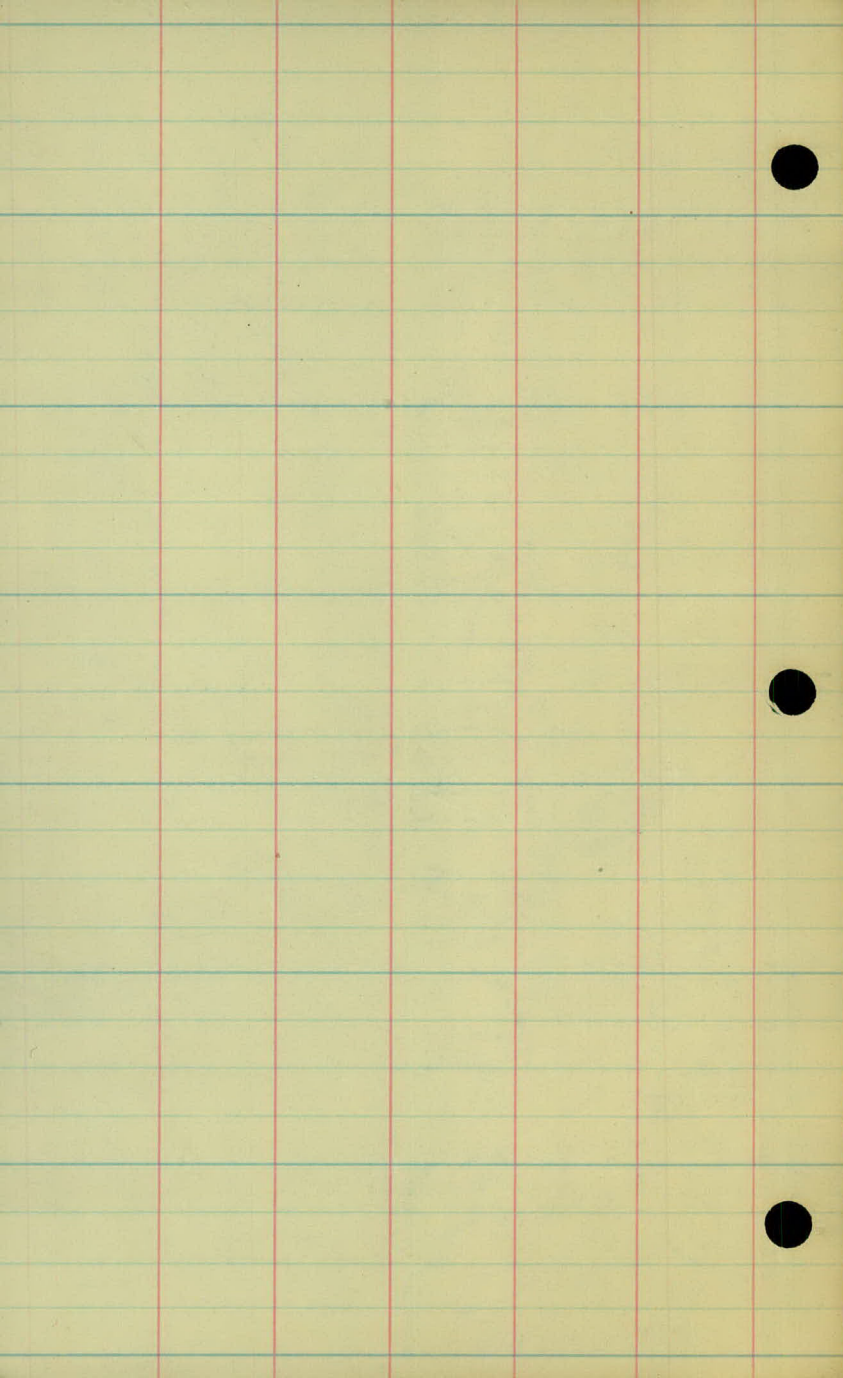


70 Curve Rt.

$\Delta = 10^\circ 59'$

$Tan = 78.14$

$L.C. = 155.71$



9-4-25

Cross Sections

Onass0 Blvd. Road.

Chapman's Beech

Station	+	H.I.	-	Elev.	Gr. Rod.
B.M.	2.41	767.64		766.23	
0+00				199.6	2.6
+56				99.2	3.4
+61				99.1	3.5
+81				99.0	3.6
+90				98.9	3.7
1+00				98.8	3.8
+50				98.4	4.2
2+00				98.0	4.6
+50				97.6	5.0
3+00				97.3	5.3
T.P.	10.30	202.37	10.57	192.07	
+50				97.1	5.3
+75				97.0	5.4

Lt.

Rt.

Rt.

9-4-25

R.R. Spike in E.P. 25' Rt. 549. 32+15
 Onwasso Blvd. Survey

$$\begin{array}{r} \times \\ 25 \quad 25 \quad 29 \quad 26 \quad 20 \quad 59 \\ \underline{25} \quad \underline{11} \quad \underline{17} \quad \underline{15} \quad \underline{26} \quad \underline{33} \end{array}$$

$$\begin{array}{r} \times \\ 31 \quad 43 \quad 48 \quad 83 \quad 24 \quad 19.4 \quad 10.3 \\ \underline{31} \quad \underline{7} \quad \underline{11} \quad \underline{17} \quad \underline{17} \quad \underline{-6.0} \quad \underline{33} \end{array}$$

$$\begin{array}{r} \times \\ 32 \quad 43 \quad 47 \quad 60 \quad 72 \\ \underline{32} \quad \underline{7} \quad \underline{16} \quad \underline{25} \quad \underline{32} \end{array}$$

$$\begin{array}{r} \times \\ 35 \quad 45 \quad 55 \quad 67 \\ \underline{35} \quad \underline{10} \quad \underline{20} \quad \underline{23} \end{array}$$

$$\begin{array}{r} \times \\ 25 \quad 21 \quad 25 \quad 81 \quad 97 \quad 100 \\ \underline{29} \quad \underline{17} \quad \underline{4} \quad \underline{56} \quad \underline{8} \quad \underline{19} \quad \underline{33} \end{array}$$

$$\begin{array}{r} \times \\ 25 \quad 32 \quad 39 \quad 24 \quad 98 \quad 25.8 \quad 11.0 \quad 10.3 \\ \underline{33} \quad \underline{19} \quad \underline{6} \quad \underline{-36} \quad \underline{13} \quad \underline{-7.2} \quad \underline{30} \quad \underline{33} \end{array}$$

$$\begin{array}{r} \times \\ 25 \quad 45 \quad 81 \quad 98 \quad 105 \quad 112 \quad 114 \quad 101 \quad 79.3 \times \\ \underline{33} \quad \underline{17} \quad \underline{11} \quad \underline{5} \quad \underline{-63} \quad \underline{14} \quad \underline{22} \quad \underline{25} \quad \underline{-62} \quad \underline{28} \quad \underline{33} \end{array}$$

$$\begin{array}{r} \times \\ 25 \quad 50 \quad 90 \quad 102 \quad 112 \quad 115 \quad 111 \quad 221 \times \\ \underline{33} \quad \underline{24} \quad \underline{18} \quad \underline{12} \quad \underline{-66} \quad \underline{13} \quad \underline{20} \quad \underline{-54} \quad \underline{26} \quad \underline{33} \end{array}$$

$$\begin{array}{r} \times \\ 25 \quad 34 \quad 95 \quad 106 \quad 110 \quad 111 \quad 243 \times \\ \underline{33} \quad \underline{30} \quad \underline{23} \quad \underline{17} \quad \underline{-60} \quad \underline{14} \quad \underline{-6.2} \quad \underline{11.0} \quad \underline{33} \end{array}$$

$$\begin{array}{r} \times \\ 25 \quad 59 \quad 94 \quad 110 \quad 110 \quad 112 \quad 237 \times \\ \underline{37} \quad \underline{33} \quad \underline{26} \quad \underline{15} \quad \underline{-57} \quad \underline{14} \quad \underline{-5.8} \quad \underline{11.1} \quad \underline{11.2} \quad \underline{33} \end{array}$$

$$\begin{array}{r} \times \\ 25 \quad 81 \quad 98 \quad 99 \quad 106 \quad 107 \quad 231 \times \\ \underline{33} \quad \underline{29} \quad \underline{23} \quad \underline{14} \quad \underline{-53} \quad \underline{16} \quad \underline{-5.8} \quad \underline{11.1} \quad \underline{9.1} \quad \underline{9.8} \quad \underline{33} \end{array}$$

$$\begin{array}{r} \times \\ 25 \quad 60 \quad 78 \quad 92 \quad 88 \quad 92 \quad 99 \quad 105 \quad 94 \quad 100 \\ \underline{37} \quad \underline{31} \quad \underline{25} \quad \underline{18} \quad \underline{12} \quad \underline{9} \quad \underline{20} \quad \underline{25} \quad \underline{33} \end{array}$$

Station	+	H.I.	-	Elev.	Gr. Rod.
		202.37			
4+00				97.0	5.4
+20				97.0	5.4
+30				97.0	5.4
+50				97.0	5.4
+87				97.1	5.3
5+00				97.1	5.3
+50				97.2	5.2
+90				97.3	5.1
6+00				97.3	5.1
+35				97.4	5.0
+50				97.4	5.0
7+00				97.7	4.7
7+50				98.5	3.9
T.P.	4.43	702.60	4.20	198.17	
B.M.			3.24	199.36	199.35

4.8	6.8	7.4	8.4	9.3	21	9.4	9.7
33	22	11	30	17	(-4.0)	33	

4.6	5.1	6.4	8.0	9.0	9.6	9.5
33	25	16	9	8.6	10	33

4.5	4.9	5.7	9.2	9.6	10.3	10.4	10.3	9.6	9.4
33	25	17	11	8		15	21	28	33

4.6	4.6	5.3	8.1	10.0	9.7	10.0	2.7	10.2	10.1	9.3
33	24	14	9	6	-4.3	15	(-4.8)	28		33

5.1	4.6	5.2	6.3	9.2	9.6	9.8	8.3
33	20	9	5		16	27	33

5.6	4.9	4.8	5.6	7.4	9.3	4.1	9.4	9.3	7.6
33	31	12	5	2.1	6	(-4.1)	27		33

6.9	6.7	5.3	4.7	4.8	5.6	7.2	8.1	2.8	9.1	8.4	7.7
33	31	26	14	6	-2.4	7	11	(-2.9)	25		33

7.0	6.8	5.3	4.5	4.8	5.5	8.1	7.7	7.4	7.4
33	29	25	10		4.8	7	10	20	30

6.8	6.5	5.2	4.5	5.9	7.0	1.5	5.0	7.0
33	30	25	11	4.8	6	19	(-2.9)	33

6.5	6.1	5.1	4.5	4.9	5.9	6.5	6.9	7.0
30	26	22	10		12	19	29	33

6.4	5.6	4.9	4.6	5.0	5.7	7.7	1.5	8.0	7.5
29	23	17	6	20	7	14	(-3.0)		33

6.1	5.4	4.9	4.4	5.2	7.1	1.8	7.0	7.1
2.6	2.3	17	10.3	14	18	(-2.3)		33
4.8	4.2	4.4	3.6	3.7	15	3.7	5.5	5.4
26	21	15	10.3	12	10	19	23	33

Top of stump 26' Lt. Sta. 7+75

