

Book-11, Dr. 11

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Grading Plan Survey

SATHER STREET

From Co. Rd. "A2" To 659' North

Road Acc't. No. A27

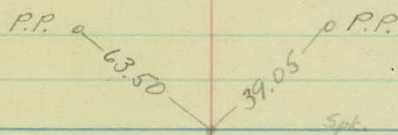
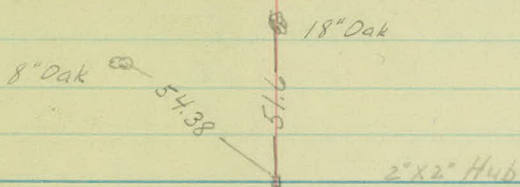
Date Filed 1933

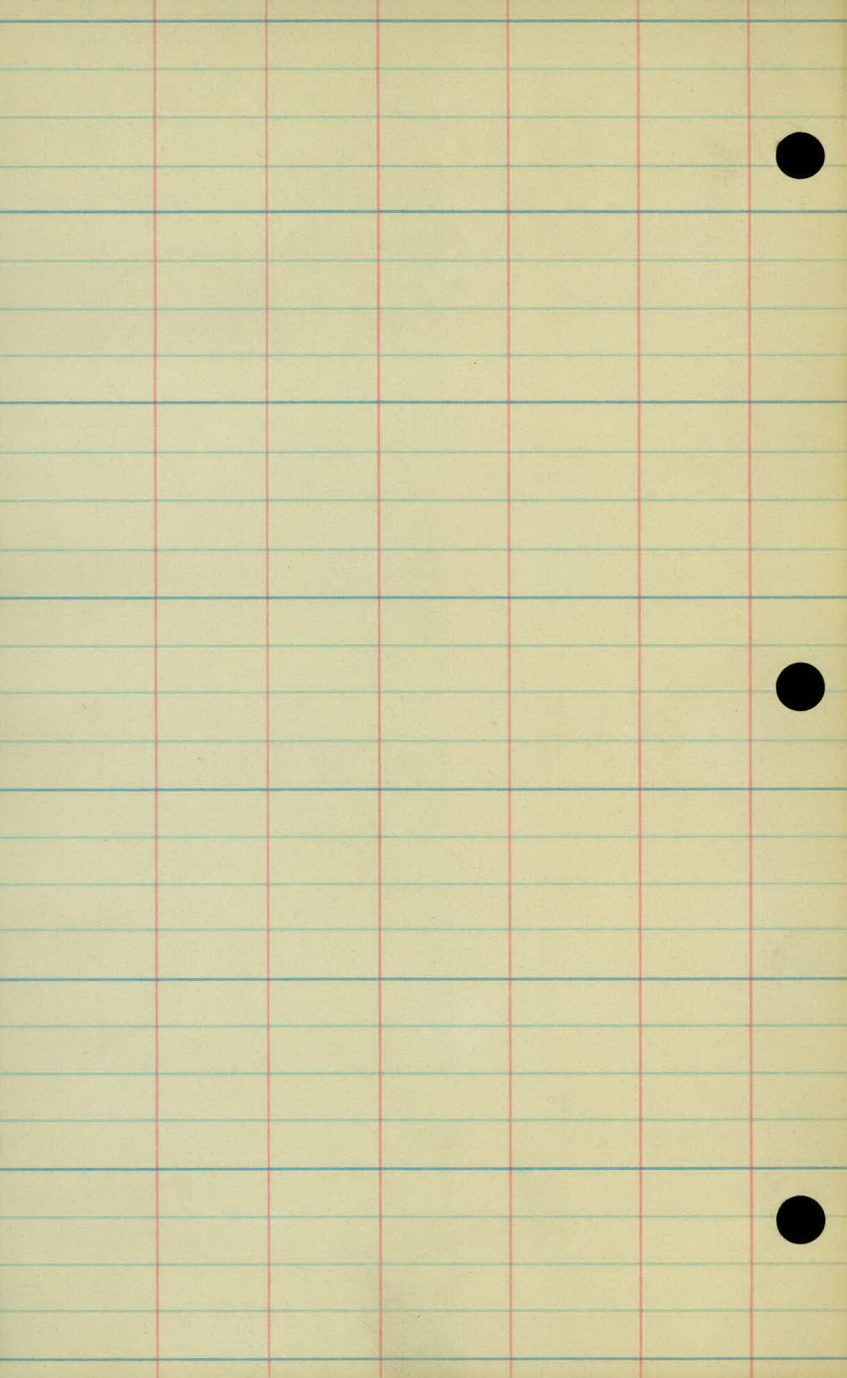
File 11

Alignment
Sather St.

6+59.4 End

0+00 $\frac{1}{2}$ Co. Rd. "A²"





Topog.
Sather St.

o

6

5

4

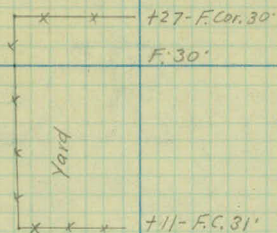
3

2

1

0+00

+59.4 End



4

3

Light Brush

Light Brush



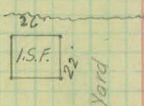
+07-Ho. 52'

Cult.

1

Cult.

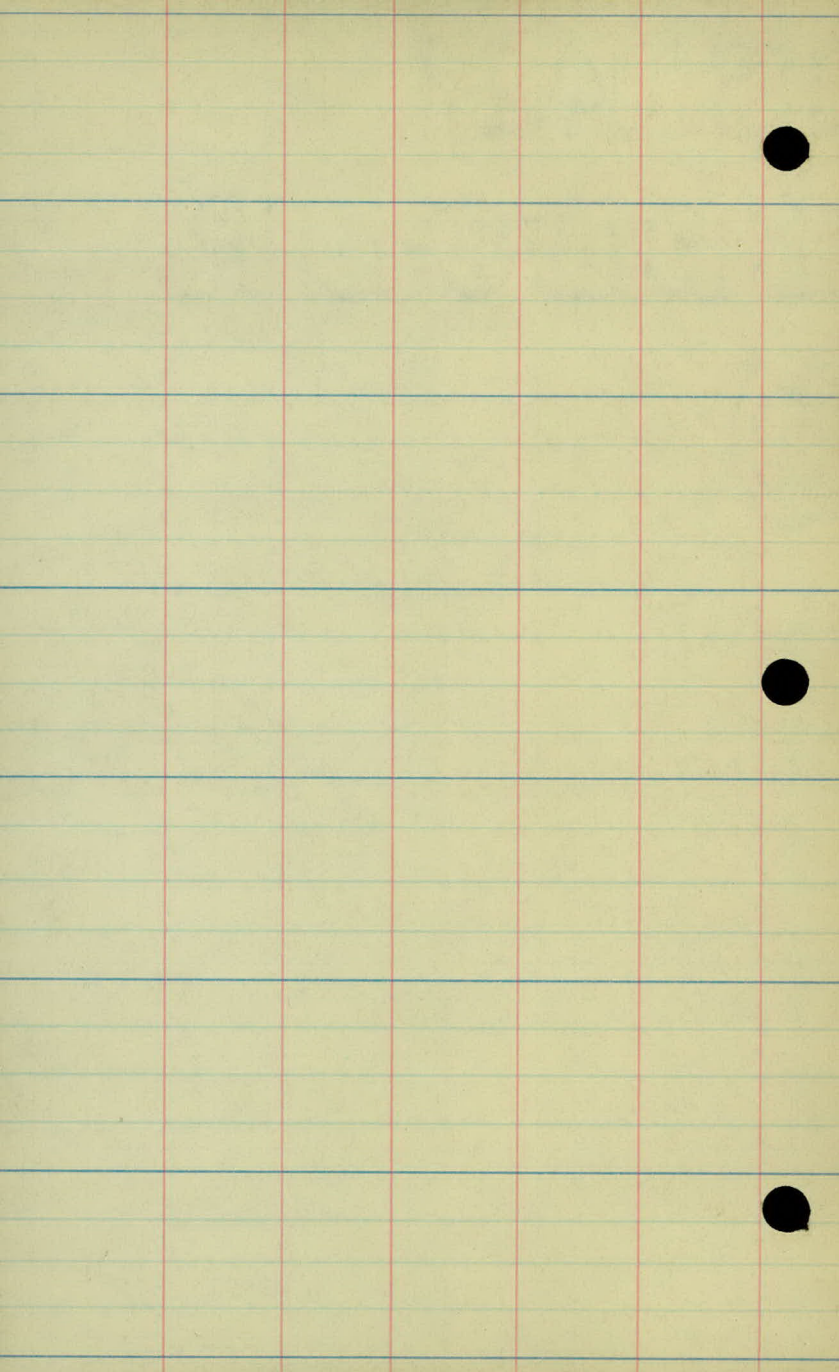
+10-T. 3'



+55-T. 22'
+46-Ho. 47'
+43-T. 23'

0 +17-12" X 20" C.M.

+24-P.P. 31'



X-Sections

Sather St.

B.M.	6.82	956.69 ✓		949.87
B.M.	7.47	955.97 ✓	8.19	948.50 ✓
0+00	E Co. Rd. "A" 3"			51.0
+12				50.5
+17				50.3
+22				49.6
+33				49.0
+41				49.9
+70				49.0
1				49.9
+50				48.0
T.P.	4.21	954.90 ✓	5.28	950.69 ✓
2				50.0
+15				48.7
+50				45.6

Spk. in 18" Oak S.E. Cor. Walnut St. + Co. Rd. A²"Spk. in P.P.-N.W. Cor. Sather St + Co. Rd. A²"

$$\frac{6.0}{40} \quad 5.0 \quad \frac{4.5}{40}$$

$$\frac{6.5}{40} \quad 5.5 \quad \frac{4.8}{40}$$

$$\frac{8.2}{40} \quad \frac{7.5}{11} \quad \frac{6.1}{8} \quad 5.7 \quad \frac{5.7}{8} \quad \frac{6.7}{10} \quad \frac{6.2}{40}$$

$$\frac{8.2}{40} \quad \frac{8.0}{20} \quad 6.4 \quad \frac{5.0}{23} \quad \frac{3.7}{40}$$

$$\frac{8.4}{40} \quad \frac{8.4}{11} \quad 7.0 \quad \frac{5.6}{19} \quad \frac{4.0}{31} \quad \frac{3.5}{40}$$

$$\frac{8.5}{40} \quad \frac{8.5}{12} \quad 6.1 \quad \frac{5.1}{10} \quad \frac{3.5}{28} \quad \frac{2.8}{40}$$

$$\frac{8.1}{40} \quad \frac{8.6}{13} \quad 7.0 \quad \frac{6.2}{5} \quad \frac{2.3}{40}$$

$$\frac{10.7}{40} \quad \frac{7.7}{14} \quad 6.1 \quad \frac{5.5}{2} \quad \frac{4.1}{22} \quad \frac{2.2}{40}$$

$$\frac{11.4}{40} \quad \frac{9.0}{15} \quad 7.2 \quad \frac{6.6}{9} \quad \frac{5.3}{23} \quad \frac{3.6}{40}$$

$$\frac{11.0}{40} \quad \frac{8.5}{23} \quad \frac{6.8}{11} \quad 4.9 \quad \frac{4.1}{8} \quad \frac{2.5}{30} \quad \frac{0.7}{35} \quad \frac{0.0}{40}$$

$$\frac{11.8}{40} \quad \frac{9.7}{22} \quad \frac{8.2}{10} \quad 6.2 \quad \frac{4.3}{12} \quad \frac{3.0}{30} \quad \frac{1.0}{35} \quad \frac{0.5}{40}$$

$$\frac{13.2}{50} \quad \frac{11.4}{19} \quad 9.3 \quad \frac{8.5}{8} \quad \frac{7.5}{13} \quad \frac{6.5}{23} \quad \frac{3.0}{40}$$

954.90 ✓

2+75

45.6

T.P.

5.02

951.65 ✓ 8.27

946.63 ✓

3

45.7

+50

42.7

4

40.5

+50

39.7

T.P.

8.37

947.50 ✓ 12.52

939.13 ✓

5

38.3

+25

38.1

+65

40.1

6

41.7

+30

41.7

+43

42.0

+59.4

43.6

B.M.

8.88

955.03 ✓ 1.35

946.15 ✓

B.M.

8.23

956.73 ✓ 6.53

948.50 ✓

B.M.

6.86

949.87 ✓

949.87 ✓

$$\frac{13.0}{40} \quad \frac{11.2}{18} \quad 9.3 \quad \frac{7.8}{15} \quad \frac{6.4}{28} \quad \frac{4.4}{40}$$

$$\frac{7.5}{40} \quad \frac{7.6}{25} \quad 6.0 \quad \frac{4.0}{17} \quad \frac{2.0}{40}$$

$$\frac{11.2}{40} \quad \frac{10.2}{22} \quad 9.0 \quad \frac{8.4}{13} \quad \frac{7.2}{30} \quad \frac{7.0}{40}$$

$$\frac{13.4}{40} \quad \frac{12.4}{20} \quad 11.2 \quad \frac{10.0}{16} \quad \frac{8.8}{40}$$

$$\frac{14.2}{40} \quad \frac{13.5}{20} \quad 12.0 \quad \frac{10.7}{15} \quad \frac{8.0}{40}$$

$$\frac{11.4}{40} \quad \frac{10.8}{29} \quad \frac{10.6}{15} \quad 9.2 \quad \frac{7.2}{21} \quad \frac{4.2}{40}$$

$$\frac{11.0}{50} \quad \frac{10.6}{22} \quad 9.4 \quad \frac{7.5}{19} \quad \frac{5.8}{31} \quad \frac{5.4}{40}$$

$$\frac{9.2}{40} \quad \frac{8.8}{30} \quad \frac{8.3}{15} \quad 7.4 \quad \frac{6.4}{11} \quad \frac{4.0}{30} \quad \frac{3.2}{40}$$

$$\frac{8.4}{40} \quad \frac{7.8}{30} \quad \frac{7.2}{16} \quad 5.8 \quad \frac{3.8}{16} \quad \frac{2.5}{30} \quad \frac{2.0}{40}$$

$$\frac{7.8}{40} \quad \frac{7.0}{18} \quad 5.8 \quad \frac{4.1}{18} \quad \frac{2.4}{40}$$

$$\frac{7.2}{40} \quad \frac{7.0}{29} \quad \frac{6.5}{13} \quad 5.5 \quad \frac{4.4}{16} \quad \frac{3.4}{28} \quad \frac{2.6}{50}$$

$$\frac{5.5}{40} \quad \frac{5.2}{27} \quad \frac{4.5}{11} \quad 3.9 \quad \frac{3.0}{16} \quad \frac{2.3}{30} \quad \frac{2.0}{40}$$

Spk. in 18" Oak 60' Rt. 5+00

Spk. in P.P.-N.W. Cor. Sather St. + Co. Rd. "A" =

Spk. in 18" Oak S.E. Cor. Walnut St. + Co. Rd. "A" =

