

Book #15, Dr. 11

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Grade Establishment Survey

SUMMER STREET

From Walnut St. To Eustis St.

Road Acc't. No. R10

Date Filed 1934

File 11

Summer St.
Alignment

6+50.45 £ Eustis St.

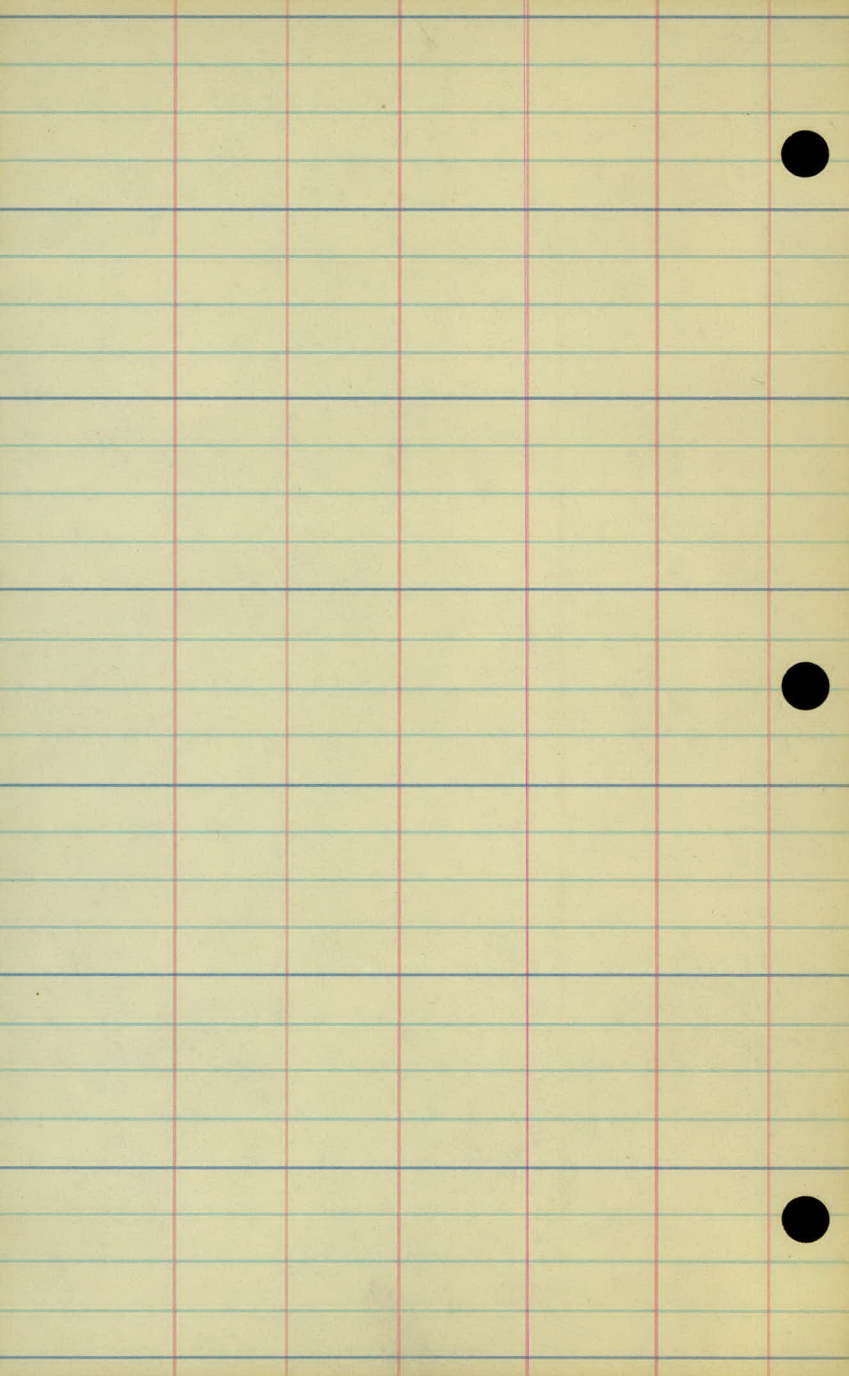
3+24.85 £ Malvern St.

0+00 £ Walnut St.

Spk.

Spk.

Spk.



Summer St.

X-Sections

B.M. 2.81 ✓ 958.36 955.55

0+00 E Walnut St 54.2,

+13 54.0,

+30 53.6,

+40 53.5,

+50 53.3,

1 53.3,

+20 53.6,

+50 55.4,

T.P. 2.56 ✓ 958.61 2.31 ✓ 956.05

2 56.1,

+50 54.9,

+95 52.1,

3+03 51.6

Spk. in P.P. N.E. Cor. Walnut + Summer

$$\frac{3.0}{30} \quad 4.2 \quad \frac{5.6}{30}$$

$$\frac{3.0}{30} \quad \frac{4.0}{22} \quad 4.4 \quad \frac{5.8}{30}$$

$$\frac{1.8}{40} \quad \frac{2.0}{35} \quad \frac{4.2}{20} \quad 4.8 \quad \frac{5.1}{5} \quad \frac{9.5}{21} \quad \frac{11.0}{30} \quad \frac{11.7}{35}$$

$$\frac{2.0}{35} \quad \frac{3.5}{19} \quad \frac{4.5}{16} \quad 4.9 \quad \frac{5.2}{4} \quad \frac{9.7}{21} \quad \frac{11.5}{35} \quad \frac{11.7}{40}$$

$$\frac{2.0}{35} \quad \frac{2.4}{30} \quad \frac{4.7}{16} \quad 5.1 \quad \frac{5.3}{4} \quad \frac{9.2}{19} \quad \frac{9.6}{29} \quad \frac{7.4}{34} \quad \frac{7.4}{40}$$

$$\frac{6.6}{30} \quad \frac{6.1}{20} \quad \frac{5.0}{7} \quad 5.1 \quad \frac{5.6}{18} \quad \frac{5.5}{30}$$

$$\frac{7.5}{30} \quad \frac{5.8}{15} \quad \frac{4.8}{7} \quad 4.8 \quad \frac{3.4}{6} \quad \frac{4.0}{20} \quad \frac{4.8}{30} \quad \frac{4.2}{32} \quad \frac{4.2}{35}$$

$$\frac{5.4}{30} \quad \frac{4.2}{17} \quad \frac{4.6}{14} \quad \frac{3.6}{10} \quad 3.0 \quad \frac{2.5}{3} \quad \frac{2.5}{17} \quad \frac{2.7}{19} \quad \frac{2.2}{30}$$

$$\frac{2.3}{30} \quad \frac{2.0}{19} \quad \frac{3.0}{15} \quad \frac{2.2}{9} \quad 2.5 \quad \frac{2.3}{10} \quad \frac{3.6}{17} \quad \frac{3.6}{24} \quad \frac{4.5}{30}$$

$$\frac{2.8}{30} \quad \frac{2.3}{20} \quad \frac{4.0}{12} \quad \frac{3.5}{8} \quad 3.7 \quad \frac{2.7}{5} \quad \frac{3.2}{10} \quad \frac{4.0}{19} \quad \frac{3.1}{24} \quad \frac{3.5}{28} \quad \frac{3.5}{30}$$

$$\frac{7.5}{30} \quad \frac{7.4}{17} \quad \frac{8.0}{15} \quad \frac{6.6}{5} \quad 6.5 \quad \frac{6.5}{11} \quad \frac{5.5}{14} \quad \frac{6.4}{20} \quad \frac{5.4}{24} \quad \frac{5.2}{30}$$

$$\frac{8.0}{30} \quad \frac{7.8}{17} \quad \frac{8.4}{14} \quad \frac{7.3}{6} \quad 7.0 \quad \frac{7.2}{15} \quad \frac{6.8}{18} \quad \frac{7.0}{21} \quad \frac{6.0}{25} \quad \frac{5.6}{30}$$

✓
958.61

3+08

51.2.

+25 E Malvern St.

50.9.

+38

50.6.

+55

51.2.

4

53.1.

+50

54.6.

T.P.

8.46

✓
963.43

3.64

✓
954.97

5

55.4.

+60

55.1.

6

56.6.

+20

P.L.

57.6.

+50.45 E. Eustis

58.1.

B.M.

4.70

✓
958.73

$$\frac{8.4}{30} \quad \frac{8.3}{12} \quad 7.4 \quad \frac{7.4}{22} \quad \frac{7.8}{30}$$

$$\frac{8.2}{30} \quad 7.7 \quad \frac{7.2}{30}$$

$$\frac{8.6}{30} \quad \frac{8.5}{11} \quad 8.0 \quad \frac{7.5}{14} \quad \frac{7.5}{30}$$

$$\frac{10.4}{30} \quad \frac{10.0}{17} \quad \frac{8.2}{10} \quad 7.4 \quad \frac{7.1}{6} \quad \frac{7.7}{15} \quad \frac{8.2}{30}$$

$$\frac{8.6}{30} \quad \frac{7.4}{17} \quad \frac{6.4}{6} \quad 5.5 \quad \frac{5.2}{4} \quad \frac{6.0}{12} \quad \frac{5.6}{21} \quad \frac{6.2}{23} \quad \frac{5.2}{25} \quad \frac{5.4}{30}$$

$$\frac{6.4}{30} \quad \frac{4.6}{16} \quad \frac{5.1}{14} \quad \frac{4.8}{6} \quad 4.0 \quad \frac{3.7}{4} \quad \frac{4.4}{12} \quad \frac{4.4}{21} \quad \frac{2.2}{24} \quad \frac{2.0}{30}$$

$$\frac{9.5}{30} \quad \frac{8.5}{7} \quad 8.0 \quad \frac{8.4}{12} \quad \frac{8.2}{21} \quad \frac{6.0}{25} \quad \frac{5.8}{30}$$

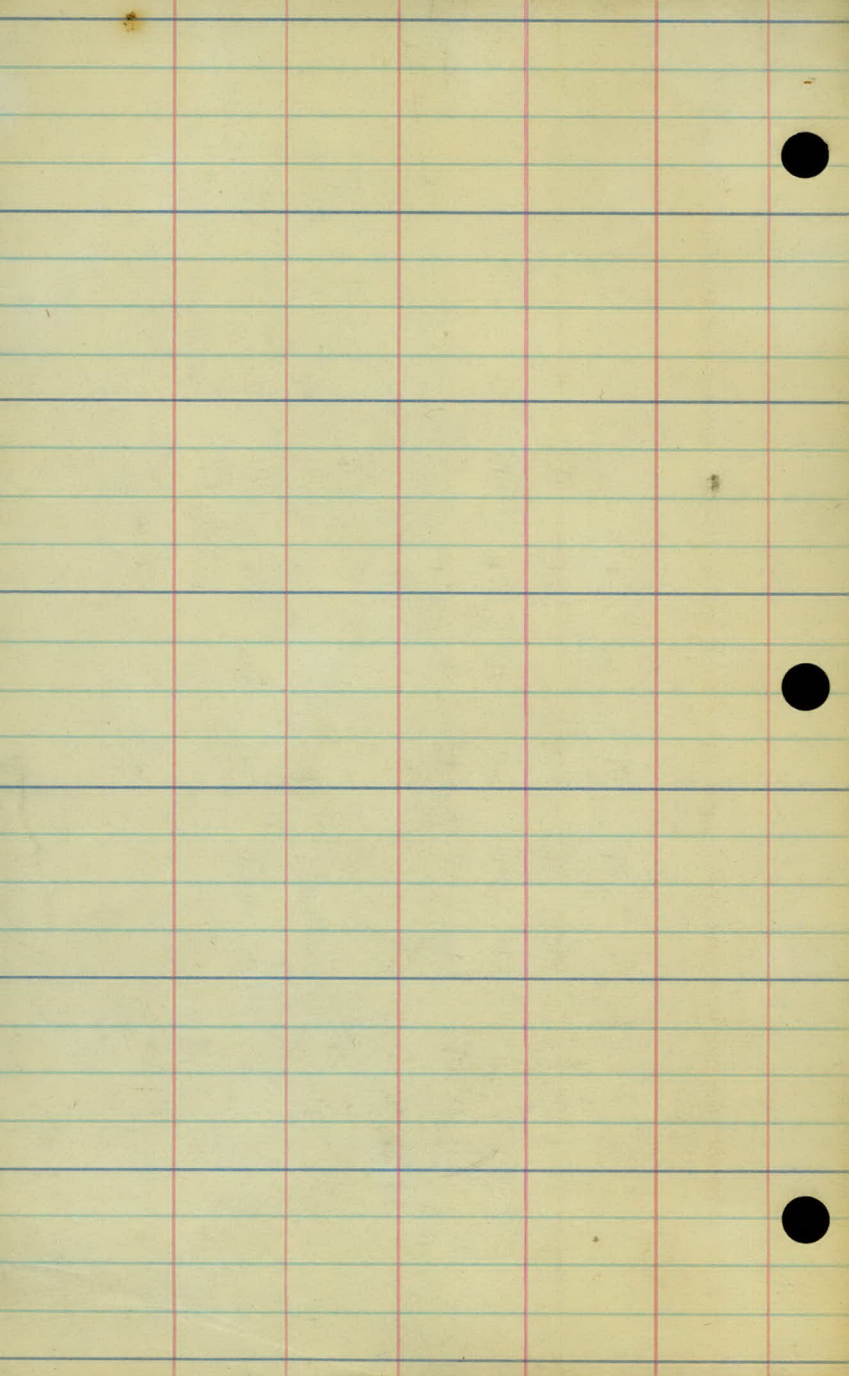
$$\frac{7.8}{30} \quad \frac{9.0}{17} \quad \frac{10.0}{14} \quad \frac{8.7}{11} \quad 8.3 \quad \frac{8.1}{15} \quad \frac{9.1}{26} \quad \frac{9.1}{30}$$

$$\frac{7.3}{30} \quad \frac{8.5}{20} \quad \frac{8.5}{14} \quad \frac{7.5}{11} \quad 6.8 \quad \frac{7.0}{13} \quad \frac{6.8}{29} \quad \frac{9.5}{35}$$

$$\frac{5.7}{30} \quad \frac{6.2}{21} \quad \frac{6.5}{13} \quad 5.8 \quad \frac{5.6}{13} \quad \frac{6.1}{18} \quad \frac{6.6}{33}$$

$$\frac{5.9}{30} \quad 5.3 \quad \frac{4.9}{30}$$

3 Nails in P.P. N.E. Cor. EUSTIS & Summer



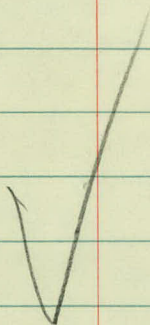
9/13/56

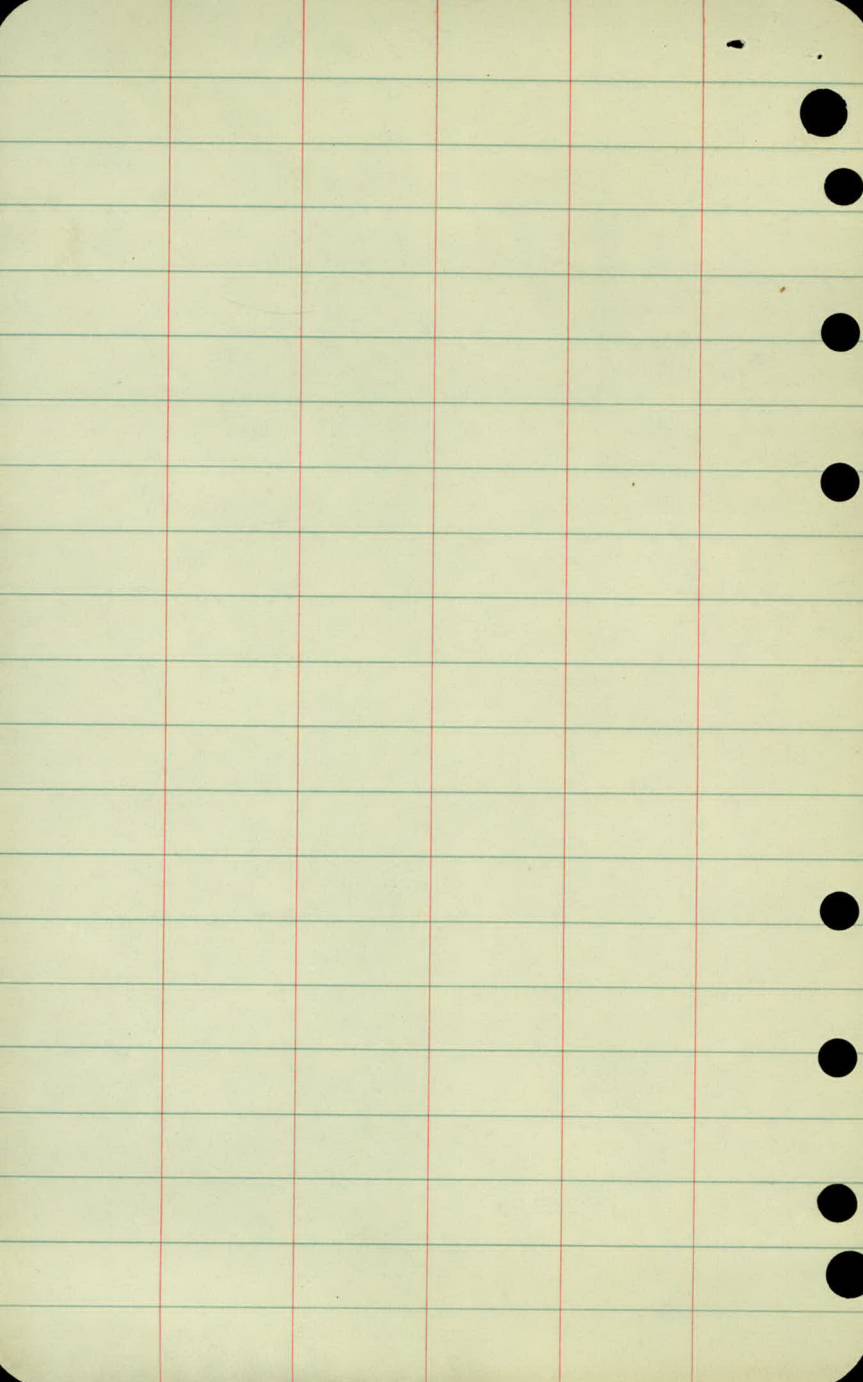
1

Summer St.

Walnut to S.H. #280

Plan Survey





FK
RG
JD
McG

Sept 11, 1956
Pleasant 65°

2

Alignment

Sta	Point	ΔL	ΔR
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2+50	P.O.T.		
------	--------	--	--

0+00	∇ Walnut St.		
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2 Truck Bodies

9/18/56

Lt. Sta. 1+50

Frank Called
1+31 S.E. Cor.
asked
out 39' Rt.

about

12 trees on R/W (both sides)
E*W.
10' X 12' N.S.

5425 N.E. A DMS

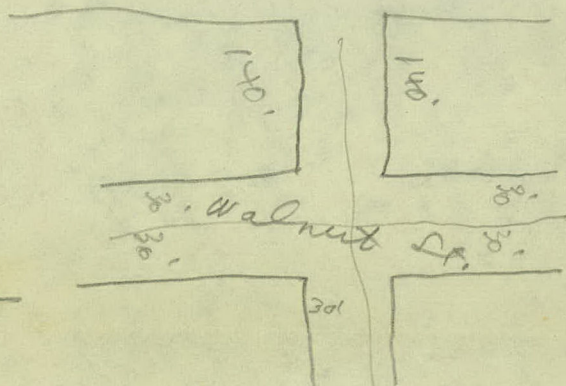
~~1275~~
1257 x 82.1

$$\begin{array}{r} 218 \\ 205 \\ \hline 1420 \\ 213 \end{array}$$

$$165.40 \times 213$$

$$\begin{array}{r} 114 \\ \hline 2289 \\ 29120 \\ \hline 29820 = 1 \\ 0.6685 \end{array}$$

S. T. H. #280 } 0.68 AC.



~~166.77~~

661.77

178.93

840.70

40.00

880.70

$$\begin{array}{r} 1440- \\ 165 \\ \hline 111 \\ 12 \end{array}$$

840.70
28.97

869.67

FA
RG ~
JD
EG

4

Sept 13, 1956
Fair 75°

3

Lt

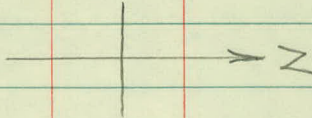
Rt

Spike

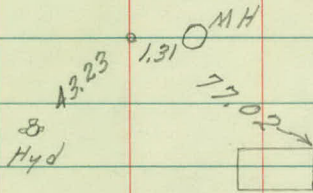
E. End of
Band Bolt



W. End of
Band Bolt

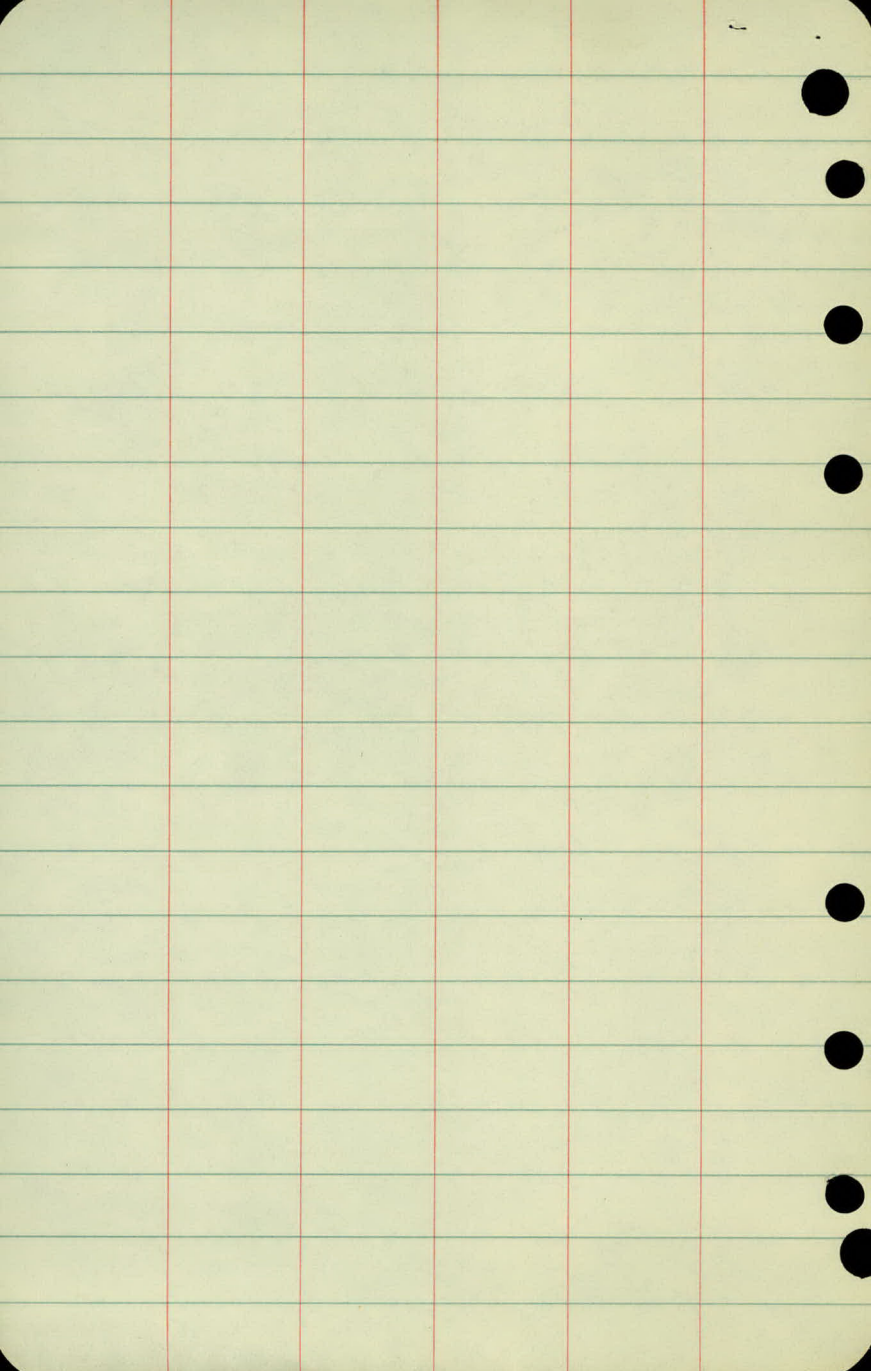


Boat Spike



Iron

NE Cor
Summer & Eustis



Sept 13, 1956

3

Profile

Sta	+	π	-	Elev
BM	5.08	105.08		(100.00)

0+00

+30

+60

1

+50

2 Backslope of #280

Sept 13, 1956 A

LT

RT

Top Hyd SE. Cor Walnut & Summer St

96.19	96.04	96.84	100.00 99.0	101.0	102.55
8.89	9.04	8.24	6.1	4.08	2.53
150	100	50	5.1?	50	100

96.8	99.6	101.9
8.3	5.5	3.2
30		30

98.4	99.8	102.4	102.4
6.7	5.3	2.7	2.7
30		28.3	30
		Fe	

100.3	100.6	101.8	102.3
4.8	4.5	3.3	2.8
30		25	30
		Fe	

98.8	99.0	99.5	99.2	99.1
6.3	6.1	5.6	5.9	6.0
30	26.4		28	30
			Fe	

96.1	97.6	97.8
9.0	7.5	7.3
30		30

Sta + π - Elev

105.08

2+27.5

+50 On #280

BM

5.08 100.0

same HI

0-30

5

-50

-1100

2

5

LT

RT

92.6

94.7

94.8

95.2

92.7

12.5

10.4

10.3

9.9

12.4

FL 18" CM

11.8

23

FL 18" CM

14.8

26.5

94.9

10.2

Top Hyd SE, Cor Walnut & Summer St.

99.8

99.9

5.3

99.4

5.7

Drainage

99.4

5.7

Drainage

