

BK 48 Dr 11

OFFICE OF COUNTY ENGINEER  
RAMSEY CO. MINN.

Plan Survey  
*Slope Stakes*

Giesmann Str.

From No. McCarrons To Elmer St.  
Blvd.

Road Acc't. No. \_\_\_\_\_

Date Filed 6-11-41

File \_\_\_\_\_

# GIESMANNAVE

## Alignment

Index:  
Alignment - 1-2  
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Party:  
R. Pease  
A. Moeschler  
L. Goldberg  
C. Feuer.

Ed. <sup>Gravel</sup> Plan Completed  
5/1/41

| Sta | Pt. | Lt. | Angle<br>Rt. | Data. |
|-----|-----|-----|--------------|-------|
|-----|-----|-----|--------------|-------|

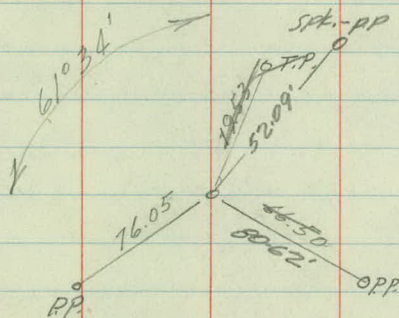
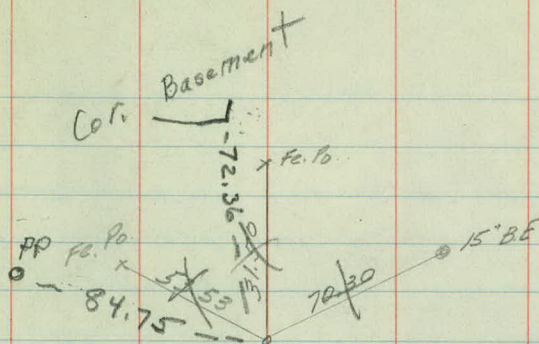
4 + 18.09

± Elmer.

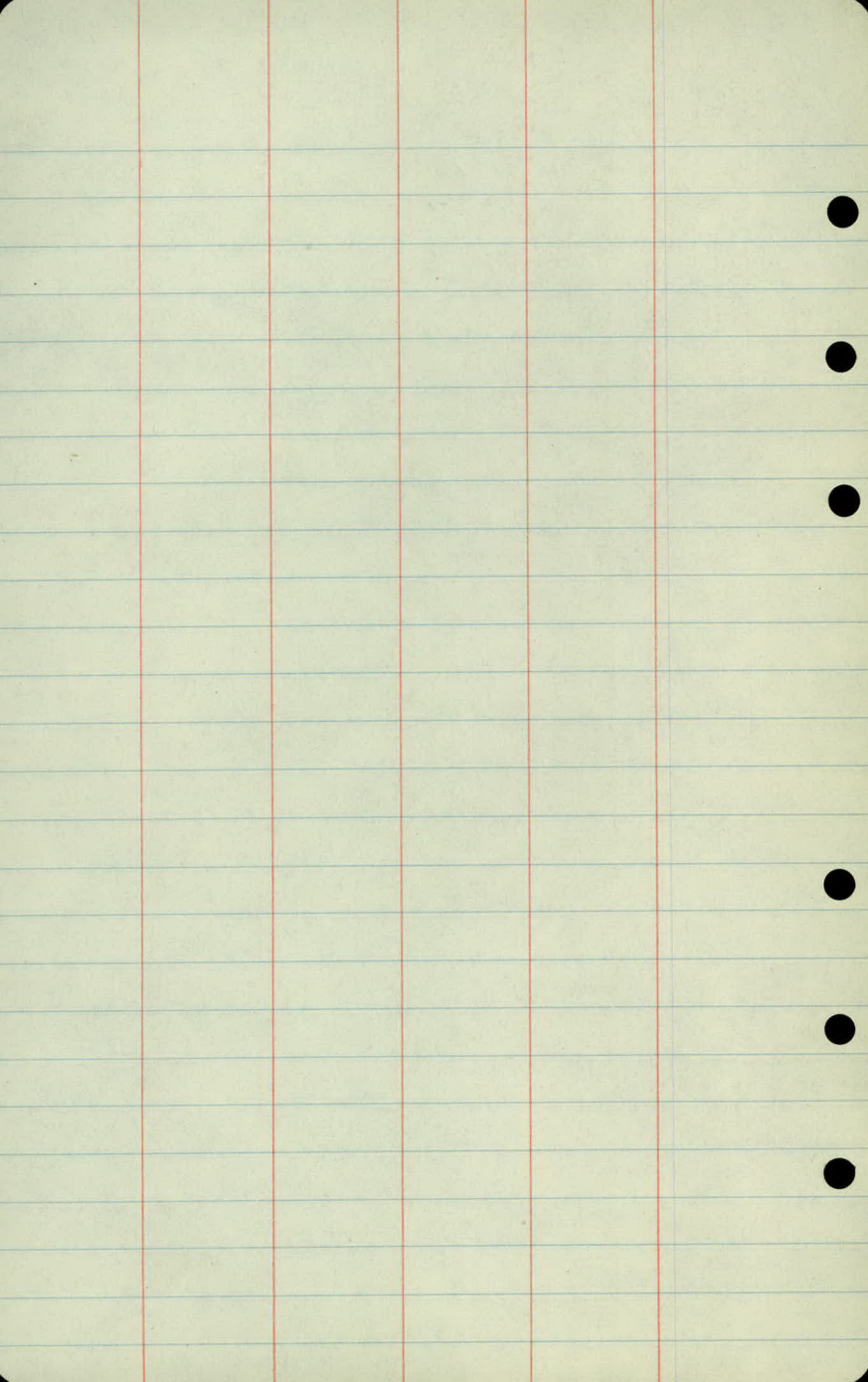
3 + 88.09

0 + 00

± M<sup>c</sup> Carron's Blvd N.



Bolt Spt.



## TOPOGRAPHY

Geisman Ave.

5  
150 Fc Xs  $\frac{1}{2}$   
+33 Shldr Xs  $\frac{1}{2}$

4  
107 Shldr Xs  $\frac{1}{2}$

3  
2  
1  
0  
+12 Shldr Xs  $\frac{1}{2}$

-20 Shldr Xs  $\frac{1}{2}$   
-34 Fc Xs  $\frac{1}{2}$

Cultivated

x x x x x x

+18-24\*46CM-122

+88.09 Lot Iron 30

+88.09 Lot Iron 30

Uncultivated

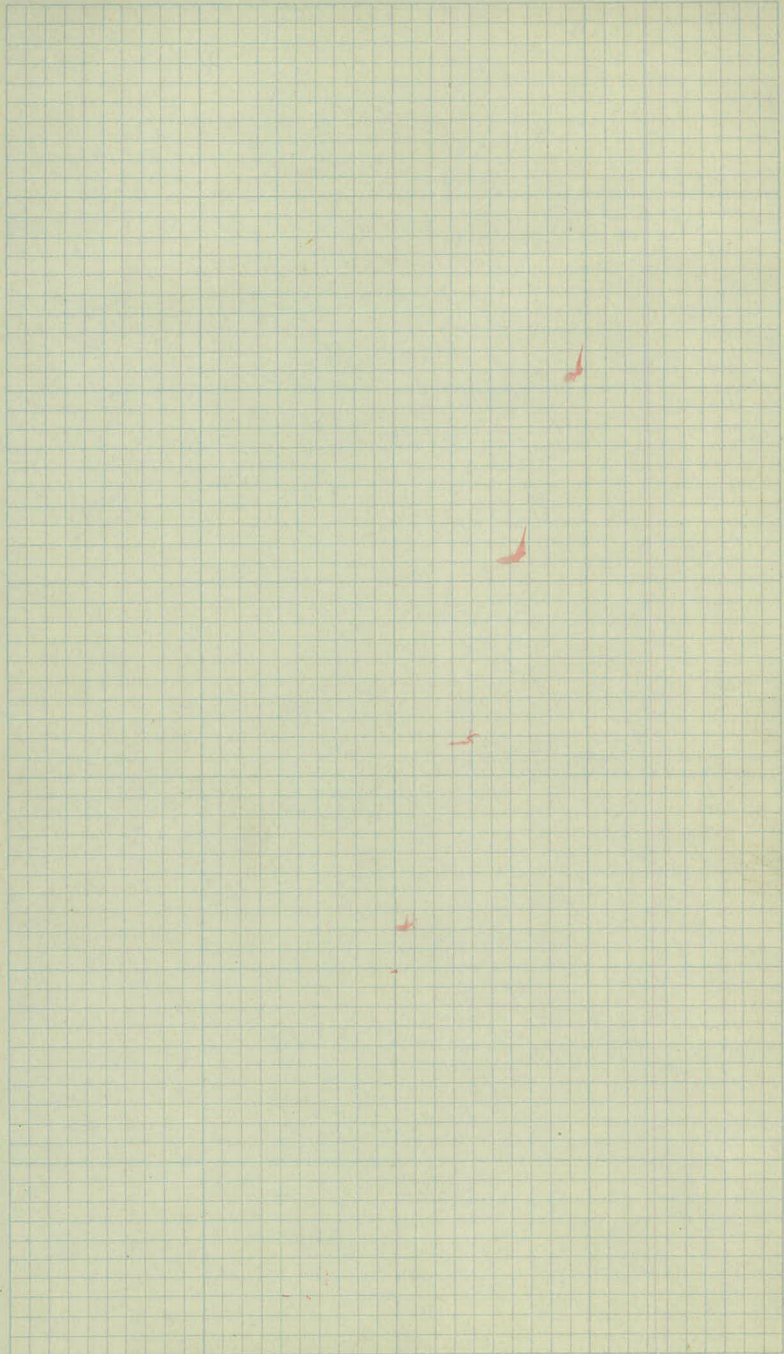
Uncultivated

+51 Lot Iron 30

+40 P.P. 33  
+39 Lot Iron 30

+100 24\*48CM-99

+19 T.P. 05  
+18 Lot Iron 30



Bench Levels

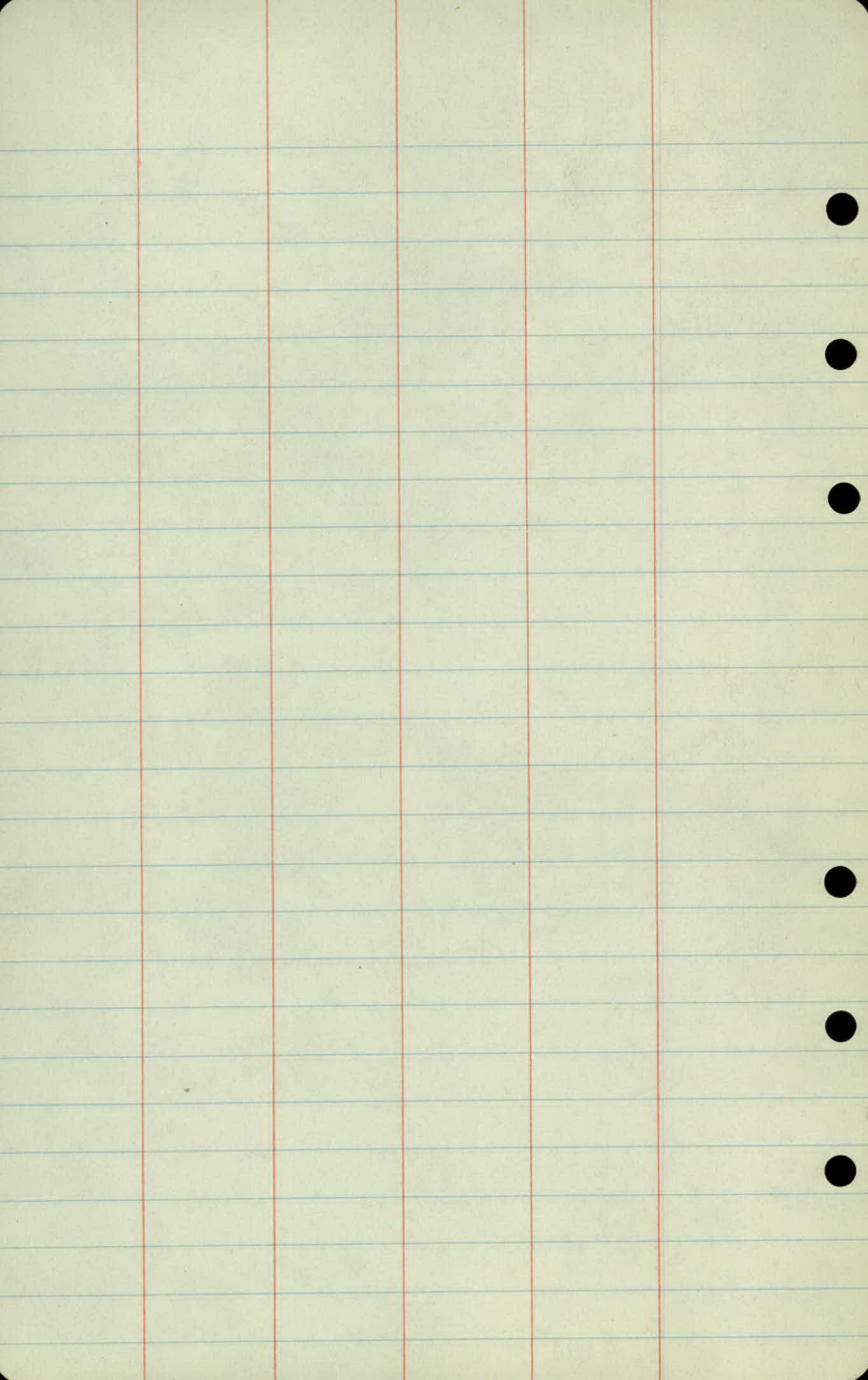
GEISMAN AV.

| Pt.  | +     | $\pi$  | -     | Elev   |
|------|-------|--------|-------|--------|
| B.M. | 9.42  | 887.06 |       | 877.64 |
|      | 12.35 | 898.97 | 0.44  | 886.62 |
|      | 13.03 | 911.69 | 0.31  | 898.66 |
|      | 7.12  | 917.68 | 1.19  | 910.56 |
| B.M. | 3.28  |        | 3.28  | 914.40 |
|      | 1.46  | 906.65 | 12.49 | 905.19 |
|      | 0.28  | 895.10 | 11.83 | 894.82 |
|      | 9.58  | 892.26 | 12.42 | 882.68 |
| B.M. |       |        | 4.80  | 887.46 |

Spike 20" Oak N.W. Con Western & M<sup>s</sup> Carrow

Spike 15" B.E. 50' RL 4+50

Spike P.P. 50' RL 0-50



Cross Sections

GEISMAN AV.

B.M. 4.80 892.26. 887.46

0-05 8.3 84.0

F.L. of Culv. 99' Lt. 0+00

0+00 8.4 83.9

+12 9.2 83.1

+19 11.4 80.9

+28 11.5 80.8

+70 7.6 84.7

1 4.9 87.4

+50 4.6 87.7

T.P. 11.63 903.19 - 0.70 891.56.

2 12.2 91.0

+50 7.4 95.8

3 1.6 01.6

T.P. 12.96 914.56. 1.09 902.10.

+50 7.9 06.7

Spike P.P. 50' RL 0-50

|                   |                       |                    |                   |                   |                   |                   |                   |                       |   |
|-------------------|-----------------------|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------------|---|
| $\frac{9.5}{200}$ | $\frac{10.7}{150}$    | $\frac{11.2}{100}$ | $\frac{10.2}{50}$ | 8.3               | $\frac{6.0}{50}$  | $\frac{3.5}{100}$ | $\frac{2.0}{150}$ | $\frac{0.5}{200}$     |   |
| So. F.L.          | $\frac{16.70}{75.56}$ | 82.5               |                   |                   |                   | 81.8              | N. F.L.           | $\frac{14.20}{78.06}$ |   |
|                   | $\frac{11.7}{50}$     | $\frac{10.1}{35}$  | $\frac{8.9}{15}$  | 8.4               | 8.0               | $\frac{10.8}{42}$ | $\frac{10.8}{45}$ | $\frac{10.0}{50}$     | ✓ |
|                   |                       | 82.0               |                   |                   |                   | 82.2              |                   |                       |   |
|                   | $\frac{10.9}{50}$     | $\frac{9.6}{29}$   | 9.2               | $\frac{11.6}{13}$ | $\frac{11.4}{18}$ | $\frac{10.4}{23}$ | $\frac{9.6}{50}$  |                       | ✓ |
|                   | 82.8                  |                    |                   |                   |                   | 82.5              |                   |                       |   |
|                   | $\frac{10.6}{50}$     | $\frac{9.8}{34}$   | $\frac{9.6}{10}$  | 11.4              | $\frac{10.9}{6}$  | $\frac{10.1}{32}$ | $\frac{9.3}{50}$  |                       | ✓ |
|                   | 82.0                  |                    |                   |                   |                   |                   |                   |                       |   |
| $\frac{10.6}{50}$ | $\frac{10.6}{27}$     | $\frac{12.3}{15}$  | $\frac{11.2}{6}$  | 11.5              | $\frac{9.6}{22}$  | $\frac{8.5}{50}$  |                   |                       | ✓ |
|                   | 83.0                  |                    |                   |                   |                   |                   |                   |                       |   |
|                   |                       | $\frac{12.5}{50}$  | $\frac{11.2}{27}$ | 7.6               | $\frac{5.6}{16}$  | $\frac{3.6}{37}$  | $\frac{3.3}{50}$  |                       | ✓ |
|                   |                       | 83.4               |                   |                   |                   |                   |                   |                       |   |
|                   | $\frac{11.4}{50}$     | $\frac{9.5}{34}$   | $\frac{7.3}{16}$  | 4.9               | $\frac{3.6}{10}$  | $\frac{1.4}{29}$  | $\frac{0.0}{50}$  |                       | ✓ |
|                   | 83.2                  |                    |                   |                   |                   |                   |                   |                       |   |
|                   | $\frac{9.3}{50}$      | $\frac{6.9}{16}$   | 4.6               | $\frac{2.0}{24}$  | $\frac{0.9}{50}$  |                   |                   |                       | ✓ |
|                   | 83.9                  |                    |                   |                   |                   |                   |                   |                       |   |
|                   | $\frac{16.4}{50}$     | $\frac{14.3}{23}$  | 12.2              | $\frac{10.5}{25}$ | $\frac{8.7}{50}$  |                   |                   |                       | ✓ |
|                   | 84.2                  |                    |                   |                   |                   |                   |                   |                       |   |
|                   | $\frac{9.9}{50}$      | $\frac{9.0}{22}$   | 7.4               | $\frac{5.3}{26}$  | $\frac{4.0}{50}$  |                   |                   |                       | ✓ |
|                   | 84.9                  |                    |                   |                   |                   |                   |                   |                       |   |
|                   | $\frac{2.6}{50}$      | $\frac{2.2}{22}$   | 1.6               | $\frac{1.1}{25}$  | $\frac{0.7}{50}$  |                   |                   |                       | ✓ |
|                   | 85.0                  |                    |                   |                   |                   |                   |                   |                       |   |
|                   | $\frac{2.7}{50}$      | $\frac{2.9}{24}$   | 7.9               | $\frac{7.4}{24}$  | $\frac{7.5}{50}$  |                   |                   |                       | ✓ |
|                   | 85.7                  |                    |                   |                   |                   |                   |                   |                       |   |

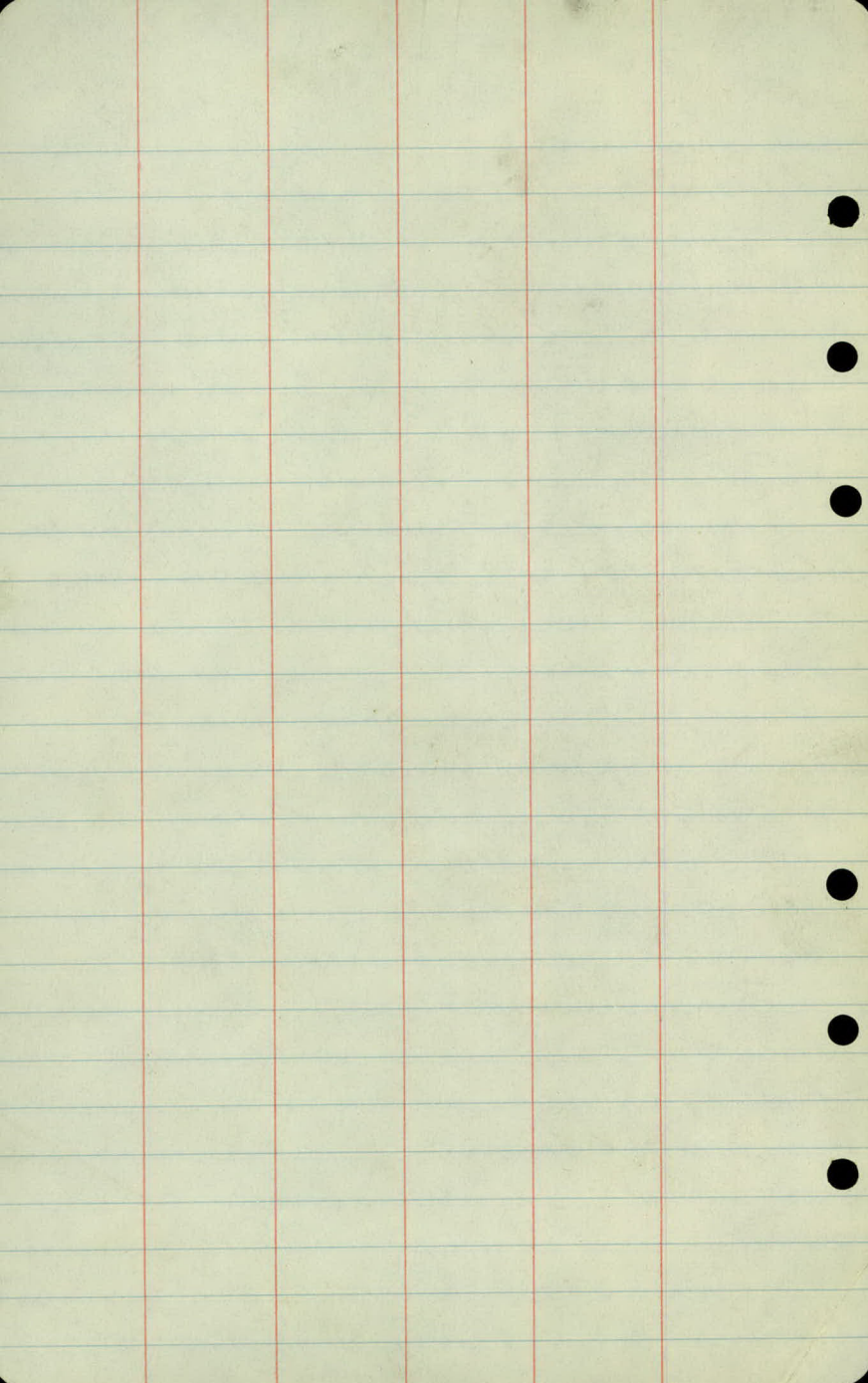
| Sta. | + | $\pi$  | -    | Elev            |
|------|---|--------|------|-----------------|
|      |   | 914.56 |      |                 |
| 4    |   |        | 4.2  | 10.4            |
| +02  |   |        | 4.2  | 10.4            |
| +08  |   |        | 2.1  | 12.5            |
| +18  |   |        | 1.9  | 12.7            |
| B.M. |   |        | 0.11 | 914.95 - 914.40 |

$$\begin{array}{r} 10.8 \\ 4.2 \\ \hline 50 \end{array} \quad \begin{array}{r} 3.8 \\ \hline 27 \end{array} \quad 42 \quad \begin{array}{r} 10.8 \\ 3.8 \\ \hline 24 \end{array} \quad \begin{array}{r} 41 \\ \hline 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 10.8 \\ 4.2 \\ \hline 50 \end{array} \quad \begin{array}{r} 3.8 \\ \hline 27 \end{array} \quad 42 \quad \begin{array}{r} 10.8 \\ 3.8 \\ \hline 24 \end{array} \quad \begin{array}{r} 41 \\ \hline 50 \end{array} \quad \checkmark$$

$$\begin{array}{r} 12.4 \\ 2.4 \\ \hline 150 \end{array} \quad \begin{array}{r} 12.4 \\ 2.2 \\ \hline 100 \end{array} \quad \begin{array}{r} 12.4 \\ 2.0 \\ \hline 50 \end{array} \quad 1.9 \quad \begin{array}{r} 12.8 \\ 1.8 \\ \hline 50 \end{array} \quad \begin{array}{r} 12.9 \\ 1.7 \\ \hline 100 \end{array} \quad \begin{array}{r} 13.3 \\ 1.3 \\ \hline 150 \end{array} \quad \checkmark$$

Spike 15" BE. 50' RL 4+50



Giesmann St.

slope stakes

| Sta   | P.G.  | P.G.R. | 15'<br>Shoulder<br>G.R. |          |
|-------|-------|--------|-------------------------|----------|
| B.M.  | 7.05  | 893.24 |                         | (886.19) |
| 0 +00 | 83.9  | 9.3    |                         |          |
| +28   | 83.3  | 9.9    | 10.4                    |          |
| +50   | 83.6  | 9.6    | 10.1                    |          |
| +70   | 84.0  | 9.2    | 9.7                     |          |
| 1     | 84.9  | 8.3    | 8.8                     |          |
| +50   | 87.4  | 5.8    | 6.3                     |          |
| 2     | 91.1  | 2.1    | 2.6                     |          |
| T.P.  | 1241  | 905.37 | 0.28                    | 892.96   |
| +50   | 895.9 | 9.5    | 10.0                    |          |

K.A.  
A.M.  
M.B.  
R.K.

6-11-47

L

C

R

Spk. in PP 50' R + 5 1/2 0150

-2.5  
12.4

-0.8  
11.2/16.6'

20.4' / -2.7  
12.8

-1.0  
10.6

+1.5  
8.6/18.0'

17.8' / -1.4  
11.1

+0.5  
8.7

+3.3  
6.4/21.6'

15.8' / +0.4  
8.4

+2.4  
5.9

+4.7  
4.1/24.4'

18.2' / -1.6  
7.9

+0.1  
5.7

+3.1  
3.2/21.2'

17.4' / -1.2  
3.8

-  
2.3

+1.7  
0.9/18.4'

16.6' / -0.8  
10.8

9.8

+1.6  
8.4/18.2'

| Sta. | P.G.  | P.G.R. | 15'<br>Shoulder<br>G.R. |        |
|------|-------|--------|-------------------------|--------|
|      |       |        | 905.37                  |        |
| 3    | 901.4 | 4.0    | 4.5                     |        |
| T.P. | 8.33  | 913.49 | 0.21                    | 905.16 |

|     |     |     |     |  |
|-----|-----|-----|-----|--|
| +50 | 068 | 6.7 | 7.2 |  |
|-----|-----|-----|-----|--|

|   |      |     |     |  |
|---|------|-----|-----|--|
| 4 | 12.2 | 1.3 | 1.8 |  |
|---|------|-----|-----|--|

|     |  |  |      |        |
|-----|--|--|------|--------|
| BM. |  |  |      | 914.40 |
|     |  |  | 1.42 | 912.07 |

|      |      |        |      |          |
|------|------|--------|------|----------|
| BM.  | 997  | 887.61 |      | (877.64) |
| T.P. | 1338 | 90063  | 0.36 | 887.25   |
| T.P. | 1.14 | 894.33 | 7.44 | 893.19   |
| BM.  |      |        | 8.14 | 886.19   |

L E R

15.4' / 10.2  
9.3

41

10.6 / 9.2  
39

16.8' / 10.4  
6.8

-0.1  
6.8

10.1 / 7.1  
15.2

17.6' / 13  
9.1

-1.7  
9.5

-13  
9.1 / 17.6

Spt. in 15" B.E. N.E. Cor. Giesmann & Elmer Sts.

Spt. in P.P. S.E. Cor. Elmer & Giesmann

Spt. in 20" Oak N.W. Cor. McCarroll Blvd. N & Western.

