

D-11A - Bk 16

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

----- Plan ----- Survey

----- SECOND AVE -----

From Cemetery Rd To 650' No. -----

Road Acc't. No. -----

Date Filed 1937 -----

File -----

Plan Survey

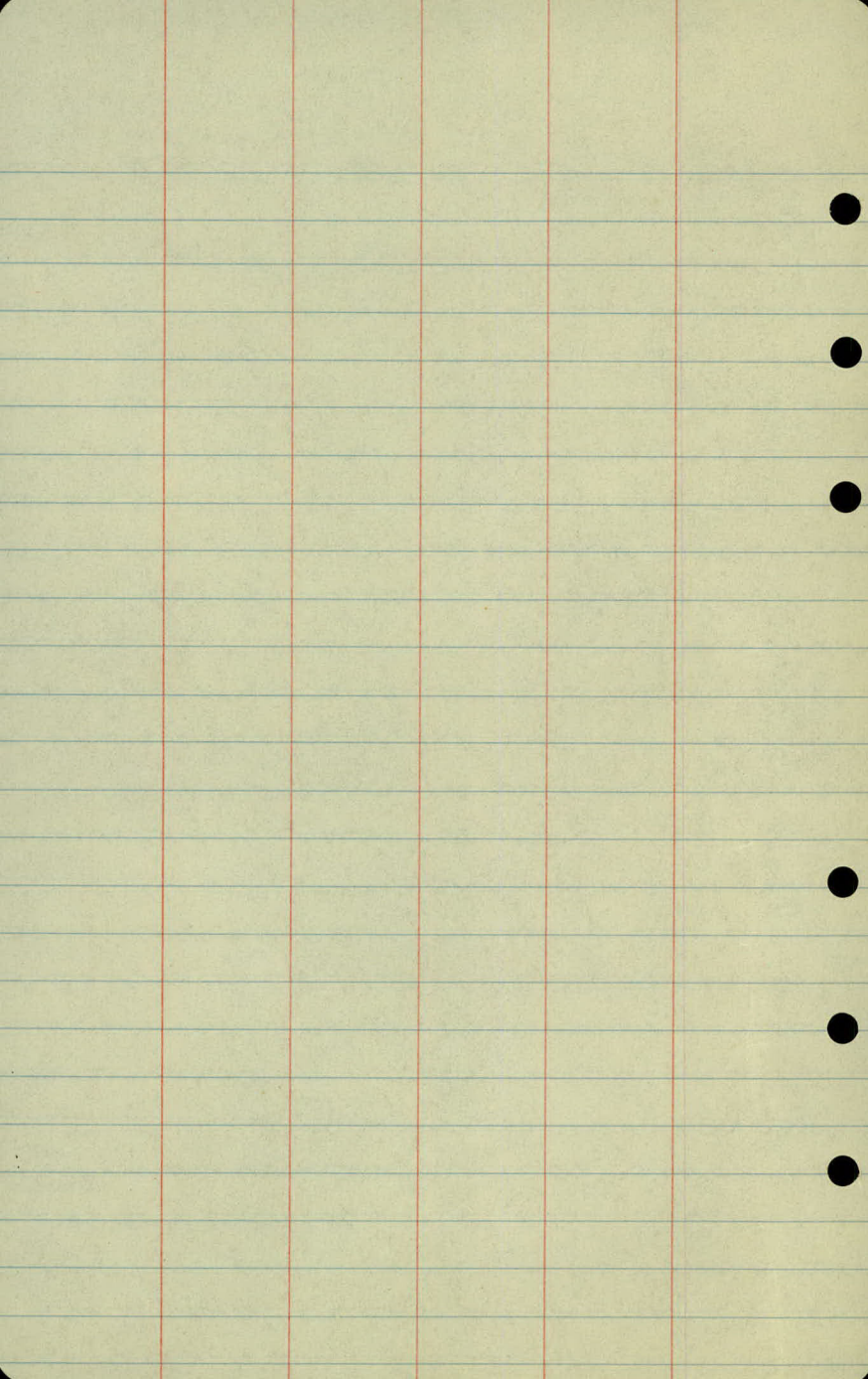
Second Ave.
from
Cemetery Rd. North

INDEX

	Page
Align	1-2
Levels	3-5
X Sections	6-7

Wm. G. Fisher

Nov. 1, 1937



1

Alignment

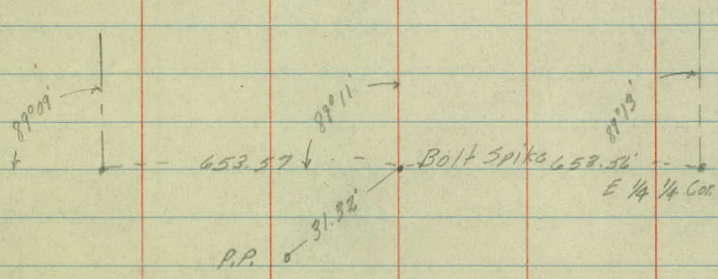
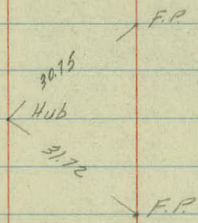
6 + 58.09

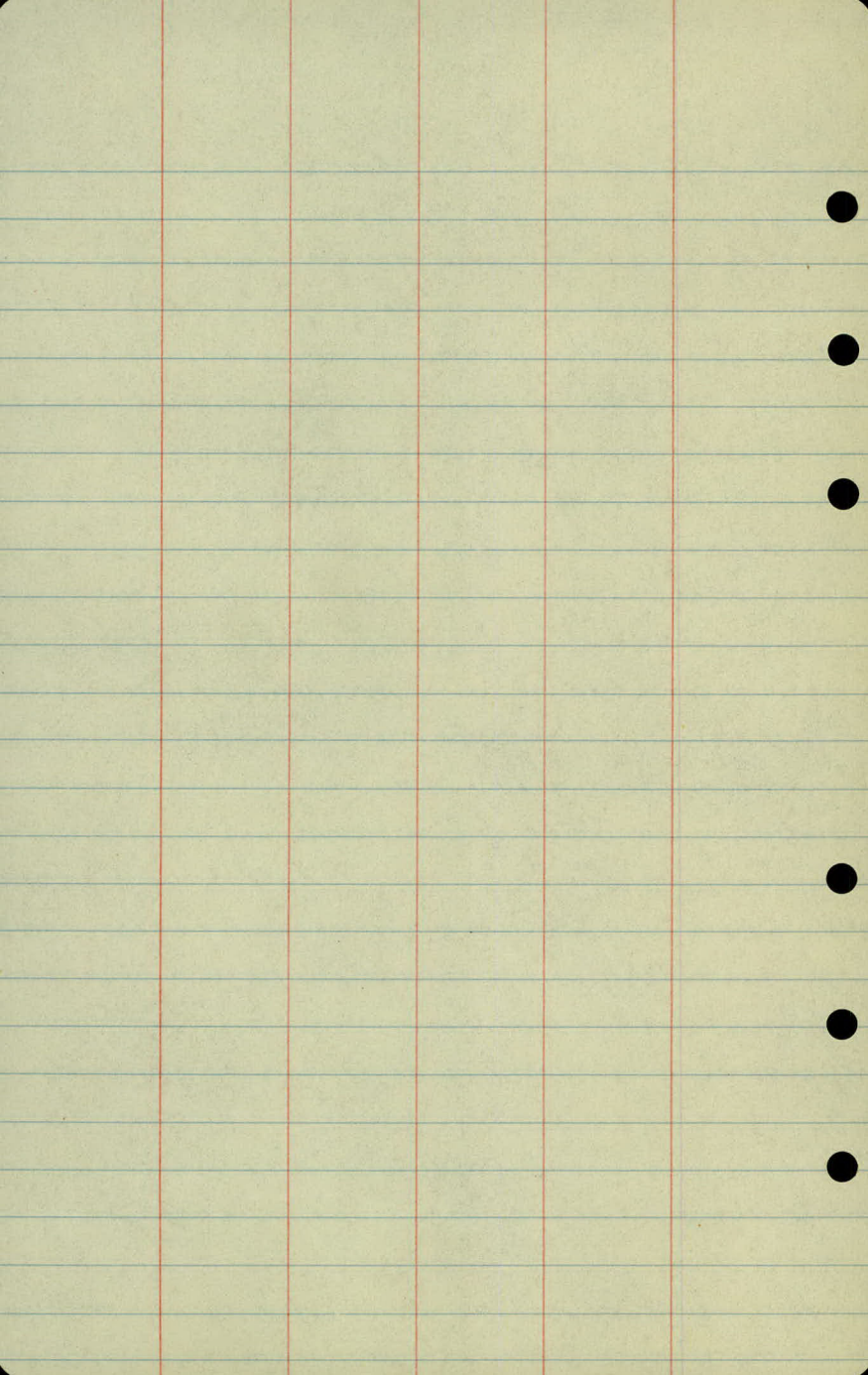
2 + 56.10 P.O.T.

0 + 00

& Cemetery Rd

2" x 6" Hub
No. Ties





Bench Levels
and
X Sections

Sta	+	∇	-	Elev
B.M.	6.43	923.35		918.92
B.M.	6.06	925.35	6.06	919.29
T.P.	0.92	918.83	1.74	923.61
T.P.	1.14	912.33	13.94	911.19
	0.53	899.16	13.70	898.63
B.M.			1.58	897.58
B.M.	5.23	924.52		919.29
0+00				17.6
+13				17.6
+17				16.9
+22				18.4
+67				19.7
1+00				19.3
+50				19.1
2+00				18.8

Lt. % Rt.

Spike in Tw. Coff. in Cemetery

Spike in P.P. 27 S.W. 0100

Top Post 26' hd. 6t 10

Spike in P.P. 27 S.W. 0100

$\frac{55}{30}$	$\frac{69}{30}$	$\frac{83}{30}$
-----------------	-----------------	-----------------

$\frac{60}{30}$	$\frac{69}{30}$	$\frac{76}{19}$	$\frac{80}{30}$
-----------------	-----------------	-----------------	-----------------

$\frac{67}{30}$	$\frac{76}{30}$	$\frac{83}{30}$
-----------------	-----------------	-----------------

$\frac{48}{30}$	$\frac{61}{30}$	$\frac{75}{23}$	$\frac{82}{30}$
-----------------	-----------------	-----------------	-----------------

$\frac{32}{30}$	$\frac{48}{10}$	$\frac{61}{19}$	$\frac{71}{14}$	$\frac{74}{80}$
-----------------	-----------------	-----------------	-----------------	-----------------

$\frac{28}{30}$	$\frac{36}{14}$	$\frac{52}{11}$	$\frac{64}{25}$	$\frac{65}{25}$	$\frac{71}{30}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------

$\frac{32}{30}$	$\frac{31}{25}$	$\frac{37}{9}$	$\frac{57}{8}$	$\frac{52}{11}$	$\frac{63}{27}$	$\frac{79}{27}$	$\frac{85}{30}$
-----------------	-----------------	----------------	----------------	-----------------	-----------------	-----------------	-----------------

$\frac{43}{30}$	$\frac{57}{9}$	$\frac{57}{10}$	$\frac{75}{10}$	$\frac{83}{30}$
-----------------	----------------	-----------------	-----------------	-----------------

Sta	+	1	-	Elev
		929.52		3
2+50				18.3
3				15.2
+50				11.8
I.P	1.14	912.32	13.34	911.15
4				04.8
+50				00.6
I.P	0.56	899.15	13.73	898.59
5				97.1
+65				94.0
6				92.6
+58.09				89.9
B.M.			1.58	897.57

Lt.

ℓ

Rt.

$\frac{57}{30}$	$\frac{62}{8}$	$\frac{65}{8}$	$\frac{86}{9}$	$\frac{91}{24}$	$\frac{88}{25}$	$\frac{98}{30}$
-----------------	----------------	----------------	----------------	-----------------	-----------------	-----------------

$\frac{89}{30}$	$\frac{88}{4}$	$\frac{93}{7}$	$\frac{107}{7}$	$\frac{111}{22}$	$\frac{105}{22}$	$\frac{107}{26}$	$\frac{113}{30}$
-----------------	----------------	----------------	-----------------	------------------	------------------	------------------	------------------

$\frac{119}{30}$	$\frac{127}{3}$	$\frac{159}{3}$	$\frac{152}{19}$	$\frac{144}{20}$	$\frac{154}{30}$
------------------	-----------------	-----------------	------------------	------------------	------------------

$\frac{47}{30}$	$\frac{60}{2}$	$\frac{75}{1}$	$\frac{75}{19}$	$\frac{89}{30}$
-----------------	----------------	----------------	-----------------	-----------------

$\frac{89}{30}$	$\frac{96}{15}$	$\frac{109}{9}$	$\frac{118}{9}$	$\frac{117}{16}$	$\frac{120}{16}$	$\frac{142}{30}$
-----------------	-----------------	-----------------	-----------------	------------------	------------------	------------------

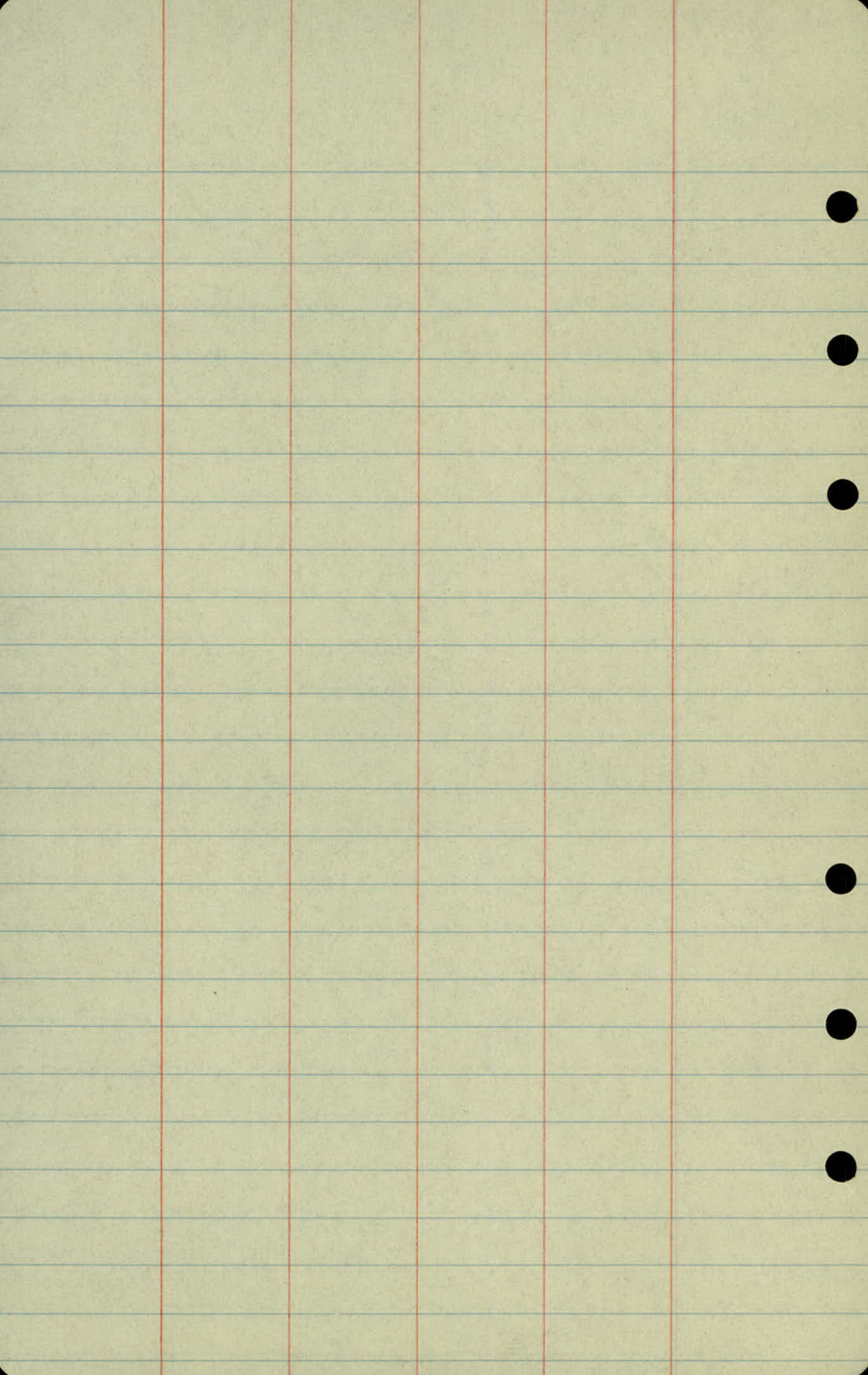
$\frac{110}{30}$	$\frac{21}{8}$	$\frac{66}{5}$	$\frac{21}{5}$	$\frac{28}{10}$	$\frac{56}{30}$
------------------	----------------	----------------	----------------	-----------------	-----------------

$\frac{41}{30}$	$\frac{62}{12}$	$\frac{50}{7}$	$\frac{58}{9}$	$\frac{53}{9}$	$\frac{77}{12}$	$\frac{103}{30}$
-----------------	-----------------	----------------	----------------	----------------	-----------------	------------------

$\frac{28}{30}$	$\frac{57}{17}$	$\frac{65}{16}$	$\frac{66}{4}$	$\frac{69}{4}$	$\frac{93}{10}$	$\frac{121}{30}$
-----------------	-----------------	-----------------	----------------	----------------	-----------------	------------------

$\frac{68}{30}$	$\frac{93}{30}$	$\frac{138}{30}$
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Top Post 25' Lt. 6+10



Topography.

6

+67-18°N 21°E M

5

4

3

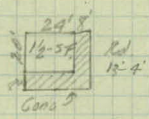
2

1

0+00

158 Rd 35'

- +25 Rd 11-22'
- +11 N.E. Cor. Ho. 71'
- +10 F.G. Post 25'
- +91 S.E. Cor. Ho 71'
- +82 Post 25'
- +78 Post 25'
- +58 Post 26'
- Cully 13'



Rd

Cully 11'

Rd. 2'

Rd. 10'

Rd. 00

Rd. 15'

- +79 N.W. Cor. Ho 52'
- +79-6" B. Elder 19'
- +57 S.E. Cor. Ho 52'
- +76-6" B. Elder 16' 137 Ent.
- +65-8" B. Elder 29'
- +62-4" B. Elder 6'
- +59-8" B. Elder 29'
- +03-Ent.



+27-6" B. Elder 26'

+18-5" B. Elder 1'

+04 F.G. Cor. 29'
No 10-21

+09 F.G. Cor 27'
Rd. 12-21

+53-18" Box Elder 22'

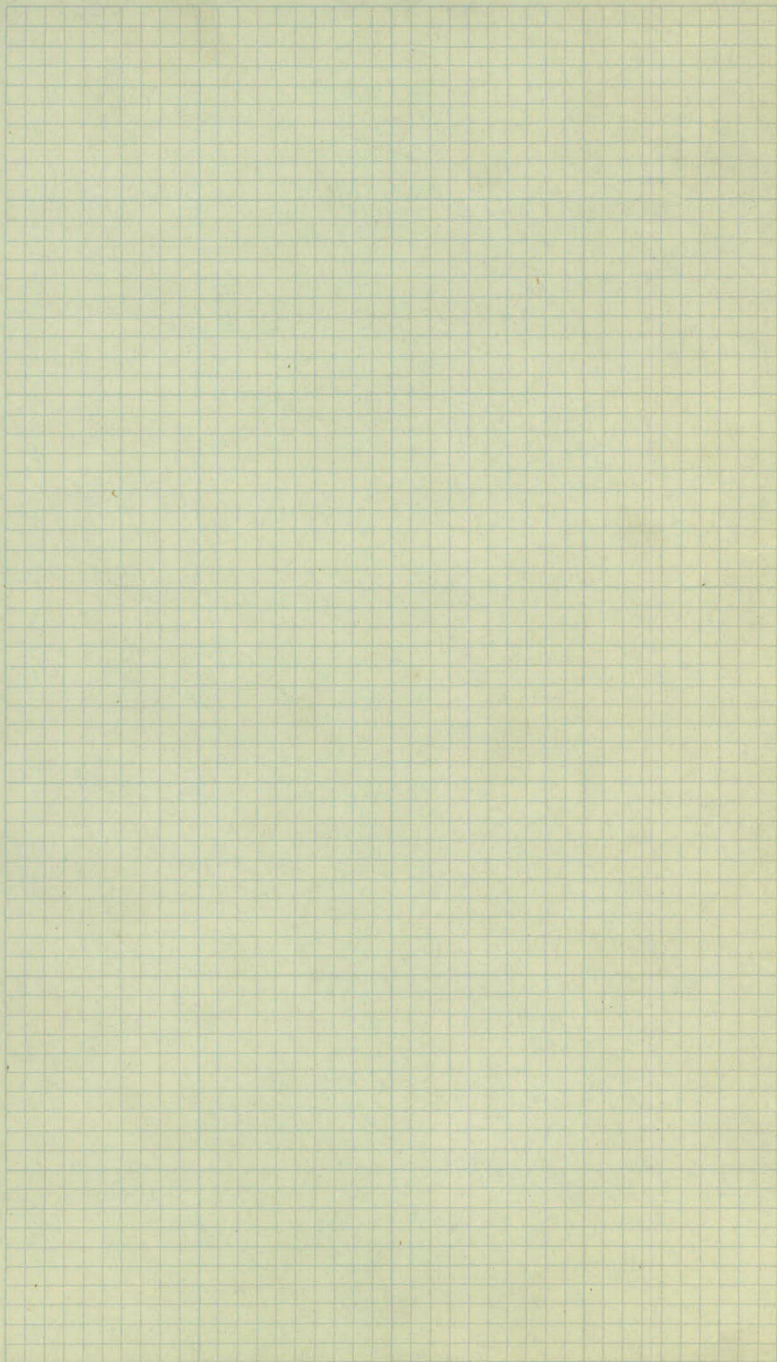
- +4 N.E. Cor. Ho 51'
- +40-15" B. Elder 13'
- +34 S.E. Cor. Ho 51'
- +18 Ent.
- +06-15" B. Elder 20'



Rd. 12-22'

+17-15" C.M. 31'-51'

+25 Rd. 30'-50'
+13 Rd. 28'-67'



1

Slope Stakes

Second Ave.

3 Pages

Sta	+	-	Grade,
B.M.	3.82	923.11	919.29

0+00			17.3
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+30			17.6
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+67			15.0
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1	1' Ditob	3' Bottom	1.1' R.S.	18.3
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+50			18.8
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2			18.7
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B.M.	3.53	926.82	919.29
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+50			17.3
-----	--	--	------

3			19.7
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+50			10.8
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T.P.	1.07	911.68	12.21	910.61
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4			06.3
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+50			01.8
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T.P.	0.35	902.02	10.01	901.67
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Spk 10 P. P. 27' S.W. 0100

5.4	27.7 / $\frac{94}{+2.1}$	$\frac{98}{+0.7}$	$\frac{6.0}{22.19 / 22.5}$
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5.1	29.7 / $\frac{2.0}{+3.1}$	$\frac{94}{+1.7}$	$\frac{6.0}{22.06 / 21.7}$
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4.8	20.0 / $\frac{1.7}{+3.1}$	$\frac{41}{+0.8}$	$\frac{5.1}{22.2 / 22.9}$
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4.3	20 / $\frac{2.0}{+2.3}$	$\frac{99}{+0.4}$	$\frac{5.7}{22.01 / 20.7}$
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4.9	26.3 / $\frac{13.0}{+1.4}$	$\frac{93}{+0.1}$	$\frac{6.5}{-2.1 / 19.3}$
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5.3	25.1 / $\frac{4.5}{+0.8}$	$\frac{95}{+0.8}$	$\frac{7.2}{-1.9 / 18.7}$
-----	---------------------------	-------------------	---------------------------

8.1	26.3 / $\frac{4.7}{+1.4}$	$\frac{83}{-0.2}$	$\frac{9.8}{+3 / 16.9}$
-----	---------------------------	-------------------	-------------------------

12.0	26.3 / $\frac{10.6}{+1.4}$	$\frac{110}{+1.0}$	$\frac{12.8}{22.7 / 21.9}$
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5.9	26.1 / $\frac{9.1}{+1.3}$	$\frac{68}{-1.4}$	$\frac{7.1}{-1.7 / 18.1}$
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9.9	26.5 / $\frac{8.9}{+1.5}$	$\frac{10.9}{-1.0}$	$\frac{12.5}{-2.6 / 20.8}$
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Sta.	+	X	-	Grade.	
		702.02			
5				897.3	
	+65			92.8	
6				91.5	
	+58.09			90.1	
T.P.	12.39	912.20	2.21	899.81	
T.P.	11.53	922.12	1.61	910.59	
B.M.			2.84	919.27	719.29
B.M.					919.29
B.M.	5.9	900.91	13.77		950
T.P.	0.44		0.50		
5				97.5	
	+30			95.6	
	+65			99.7	
6				98.6	
	+58			92.8	

G.P. Road.

4.7	$268 \begin{array}{r} 32 \\ \hline 47.5 \end{array}$	$\begin{array}{r} 53 \\ \hline -0.6 \end{array}$	$\begin{array}{r} 2.9 \\ \hline -2.9 / 20.2 \end{array}$
9.2	$26.9 \begin{array}{r} 15 \\ \hline 41.7 \end{array}$	$\begin{array}{r} 8.4 \\ \hline +0.8 \end{array}$	$\begin{array}{r} 12.1 \\ \hline -2.9 / 21.7 \end{array}$
10.5	$30.9 \begin{array}{r} 15.8 \\ \hline 49.7 \end{array}$	$\begin{array}{r} 9.5 \\ \hline +1.0 \end{array}$	$\begin{array}{r} 14.1 \\ \hline -3.6 / 23.8 \end{array}$
11.9	$28.7 \begin{array}{r} 9.3 \\ \hline 42.6 \end{array}$	$\begin{array}{r} 12.2 \\ \hline -0.8 \end{array}$	$\begin{array}{r} 15.4 \\ \hline -3.5 / 23.5 \end{array}$

13 Top. 16 Ditch
 3:1 Fill 15' base RR cut = 20.5 cut 00 = 23.5

R. B. C. S.

2.4	$26.5 \begin{array}{r} 19 \\ \hline 41.5 \end{array}$	$\begin{array}{r} 3.4 \\ \hline 0.0 \end{array}$	$\begin{array}{r} 6.2 \\ \hline -2.8 / 21.4 \end{array}$
5.3	$26.1 \begin{array}{r} 40 \\ \hline 41.3 \end{array}$	$\begin{array}{r} 5.8 \\ \hline -0.5 \end{array}$	$\begin{array}{r} 8.4 \\ \hline -3.1 / 22.3 \end{array}$
6.7	$23.9 \begin{array}{r} 6.3 \\ \hline 40.2 \end{array}$	$\begin{array}{r} 6.7 \\ \hline 0.0 \end{array}$	$\begin{array}{r} 12.0 \\ \hline -5.3 / 28.9 \end{array}$
7.3	$33.9 \begin{array}{r} 71 \\ \hline 40.2 \end{array}$		$\begin{array}{r} 13.7 \\ \hline -6.7 / 30.0 \end{array}$
8.1	$21.5 \begin{array}{r} 91 \\ \hline 40.5 \end{array}$		$\begin{array}{r} 15.7 \\ \hline -7.6 / 30.0 \end{array}$

