

DR. 6 - BOOK 119

D-6 B119

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

ACCIDENT Survey

CENTERVILLE RD 700' NO. OF NO. CO. RD

From..... To.....

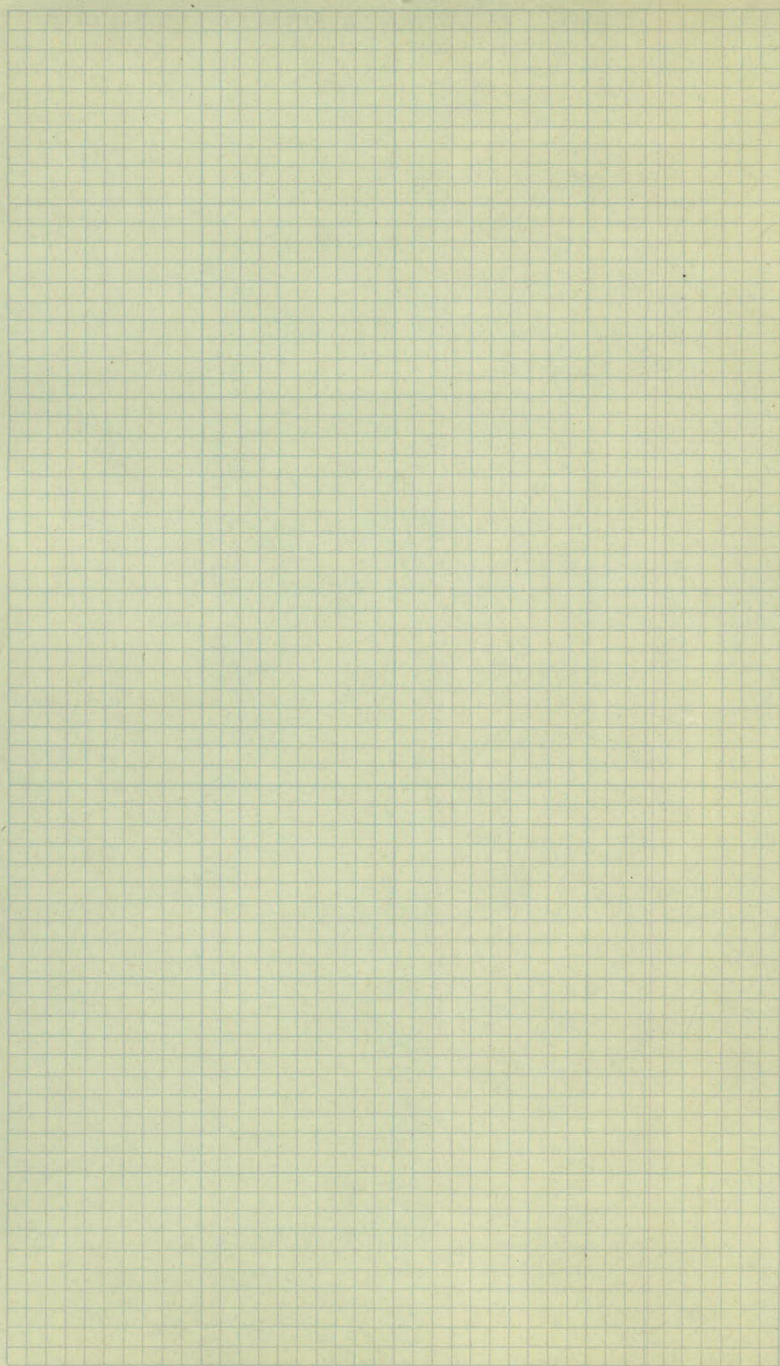
Road Acc't. No.

Date Filed JUNE 18 - 1937

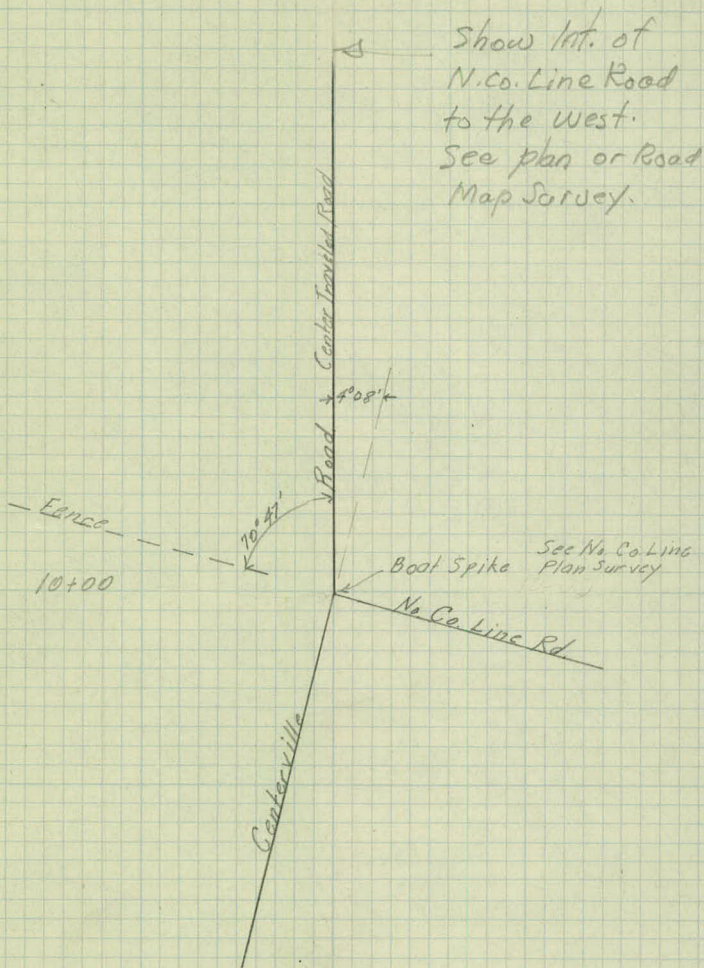
File.....

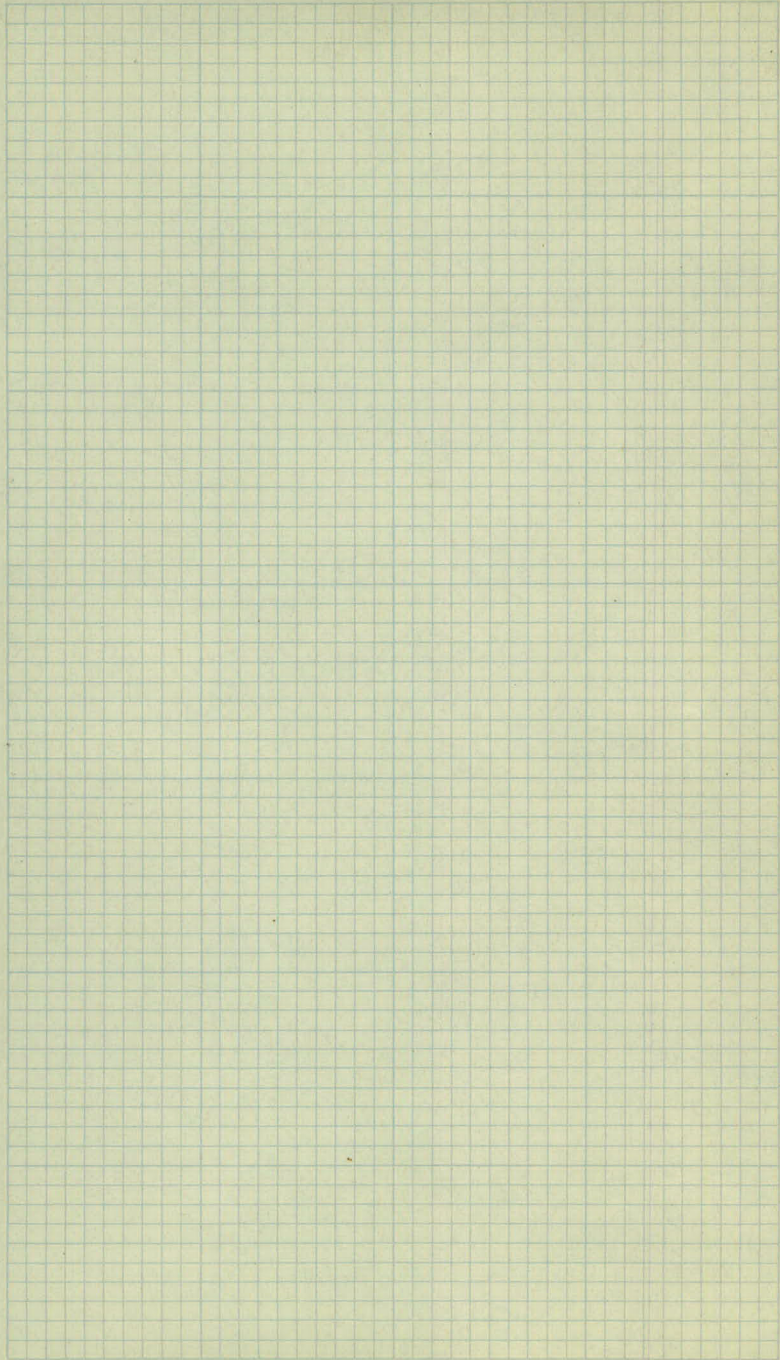
Accident Survey.
Centerville Road
700' N. of the N. Co. Line.

W. L. Carlson.
June 16, 1937



Alignment.





Topography

11

10 East Spike Int, Centerville & No. Co. Line Rds.

9

8

7

6

5. Shoulder
17'

011
10'

011
11'

Schouler
16'

+65 End Loose Sand

Rd 17' 01' 12'

+90 T.P. 34'



+11 F. Cor
35'

B.I. Top
14'

+46 Rd 14'
+43 Beg. Loose Sand

+82 12" B.E. Elder
21'

Rd 50'

No Co. Line Rd.

+76 Rd. 26'

+60 T.P. 36'

+50 10'

+28 10" Oak
24'

13'

9'

+36 10" Oak and 8" Oak
23' and 33'

+36 12" Oak + 85 10" Oak
26' and 25'

+31 10" Oak and 10" Oak
23' and 23'

+19 6" Oak + 24 5" Oak
23' and 24'

+14 8" Twin Oak
25'

11'

12'

+100 18" Trip Oak
25'

+87 12" Oak
21'

+30 End Sect. Oaks
27'

12'

11'

+21 Beg. Sect. Oaks
26'

15'

10'

Rd 22'

Rd 5'

+13 T.P. 30'

18

+40 E. Rear Wheels of Truck 29.5'
Truck Facing So. Parallel to Road

17

+00 Truck Left Road

16

15

14

13

12

Shoulder 011'
16 9'

011' Shoulder
11' 15' too End Brush in Ditch

+40 Beg. Brush in Ditch

15 9'

11' 16'

+14 T.P. 31'

16' 9'

10' 16'

16' 9'

11' 16'

+91 T.P. 31'

16 10

11' 16'

+146 T.P. 32'

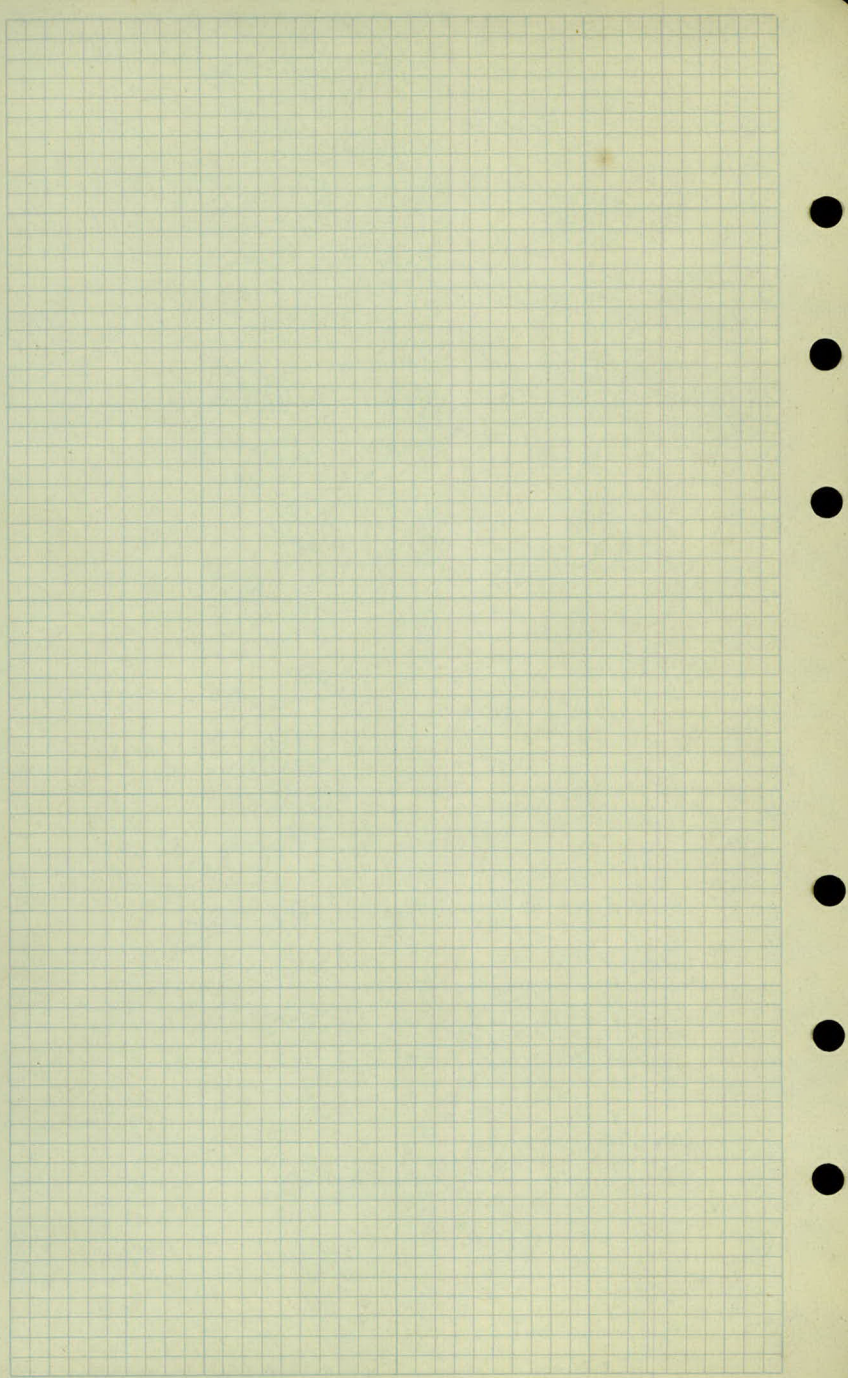
16 10'

11' 16'

+150 T.P. 32'

17' 10'
Shoulder 011'

11' 15'
Shoulder 011'



Levels and X Sections

8.M 416 936.66 93250

6450

7

8

9

10

11

12

13

T.P. 3.34

5.53

14

15

16

Top Bad Spike Int. Centerville Rd & No. Co. Line

43 32.4

52 31.5

50 31.7

46 32.1

41 32.6

47 32.0

48 31.9

54 31.3

34 33.3

50 60 63 40 40 32.9 38 38 4.0 5.9 60 52 45
29 26 31 16 10 38 38 16 21 25 28 33

53 63 66 44 45 32.6 41 45 64 63 63
30 26 21 16 10 41 16 22 30 32

17

+40

18

32.0

$\frac{36}{32}$	$\frac{7.1}{28}$	$\frac{7.1}{21}$	$\frac{4.9}{16}$	$\frac{4.8}{9}$	47	$\frac{4.8}{10}$	$\frac{4.8}{15}$	$\frac{6.3}{20}$	$\frac{6.1}{25}$	$\frac{4.7}{29}$
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31.8

$\frac{34}{32}$	$\frac{7.8}{28}$	$\frac{7.4}{21}$	$\frac{5.0}{15}$	$\frac{5.1}{10}$	49	$\frac{5.0}{10}$	$\frac{5.1}{15}$	$\frac{7.5}{21}$	$\frac{8.1}{29}$	$\frac{6.2}{34}$
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31.9

$\frac{54}{32}$	$\frac{8.2}{27}$	$\frac{8.1}{20}$	$\frac{5.9}{16}$	$\frac{6.0}{8}$	5.8	$\frac{5.9}{10}$	$\frac{5.7}{15}$	$\frac{10.0}{25}$	$\frac{10.0}{31}$	$\frac{7.2}{38}$
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