

Book # 87 - D/ 8

OFFICE OF COUNTY ENGINEER  
RAMSEY CO. MINN.

DRAINAGE Survey

LARDEUTEUR AVE.

From LARDEUTEUR Co. N. on CLEVELAND

Road Acc't. No. ....

Date Filed 1935

File 8

Cleveland N. of  
Larpeur.

Drainage Situation.

Complete.  
July 23, 1925

26

25

24

23

22+15-4 1-S. Frame Ho. 153'

22

21+0

+19-T.P. 28'

Rd. 15

+196-T.P. 29'

NEW  
ENT  
40' Long

+70-12'x24'CM 27'

+56-P.P. 34'

+55-E. Hedge 35'



Olserv

+87-Hedge 35'

+77-12'x16'CM 27'

+70-E. Willow 31'

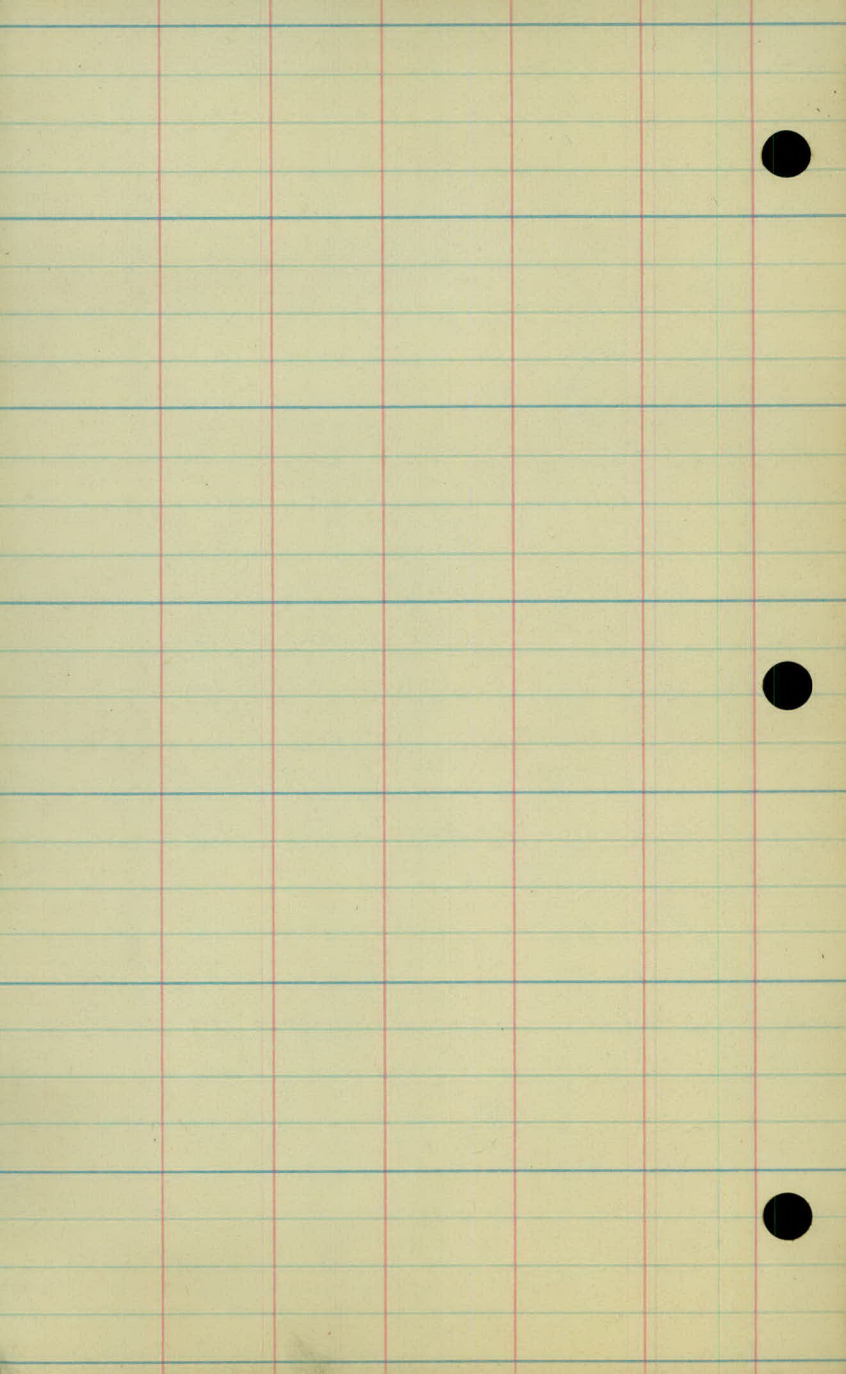
+60-T.P. 28'

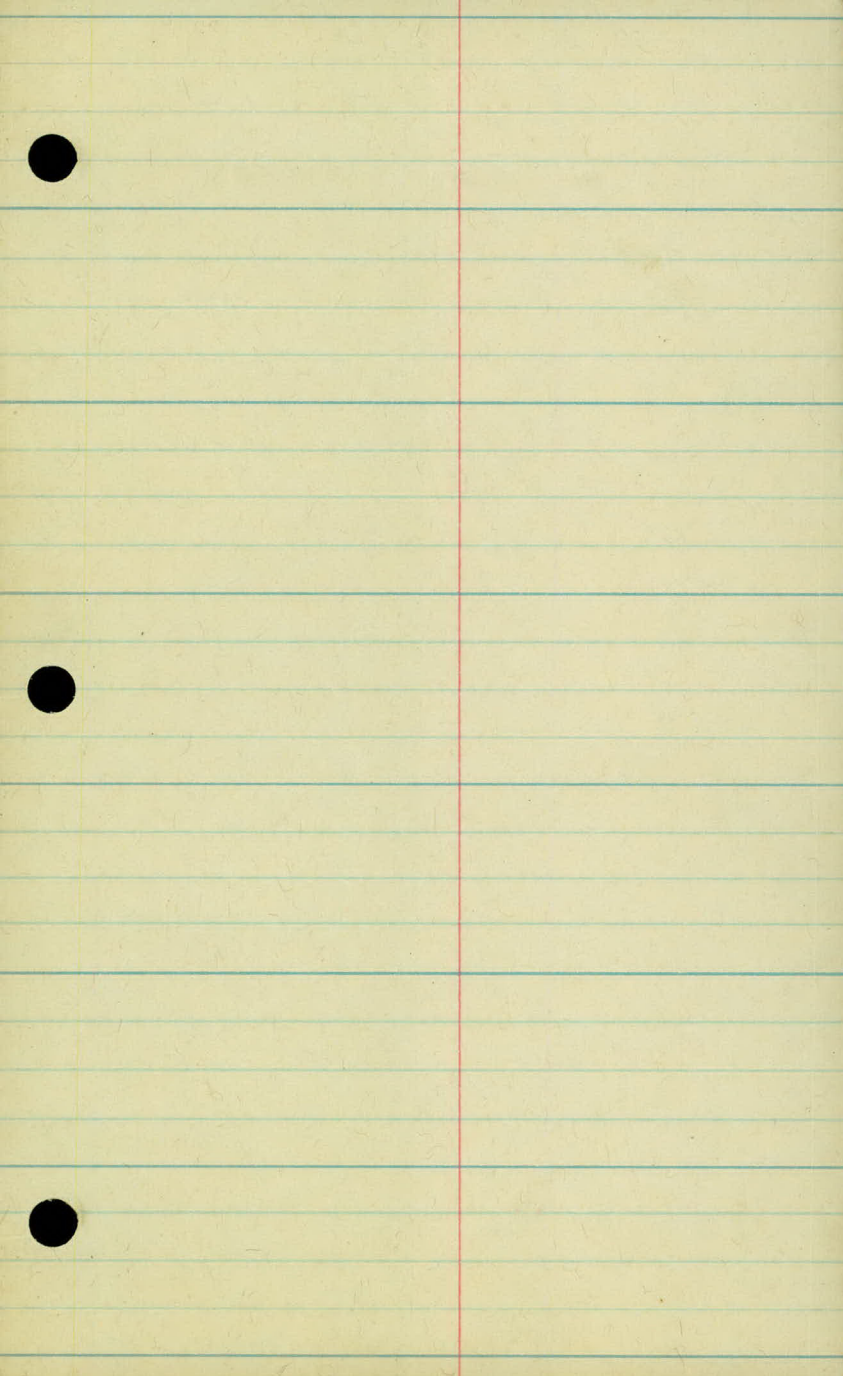
+36-3op. Will. 31'

ditch

+17-12'x30'CM 24'

Rd. 17





|      |      |       |   |        |
|------|------|-------|---|--------|
| 84.  | +    | N. 1  | - | E/64.  |
| B.M. | 7.99 | 87.69 |   | 979.70 |

1940

2040

20480

21406

21476

21450

21468 - S. end Culv.  
16

21470

21484 N. end Culv.

2240

22456 - S. end Culv.

22454

460

24480 N. end C.M. Culv.

Lt

2

Rt.

Nails in P.D. Lt. Sta. 76+85

82.3

$$\begin{array}{r} 5.4 \\ \text{Ditch} \end{array}$$

82.1

$$\begin{array}{r} 5.6 \\ \text{Ditch} \end{array}$$

82.0

$$\begin{array}{r} 5.7 \\ \text{Ditch} \end{array}$$

6.17 81.52

Fl. Line C.M. Culv.

6.25 81.34

Fl. Line " " "

80.8

$$\begin{array}{r} 6.9 \\ 80.17 \quad 50 \quad 25 \quad 17 \quad 45 \\ 7.56 \end{array}$$

Fl. Line C.M. Culv

80.2

$$\begin{array}{r} 6.8 \\ 100 \quad 75 \quad 73 \quad 57 \quad 50 \quad 46 \\ 50 \quad 34 \quad 30 \quad 17 \end{array}$$

Ditch — x

79.8

7.80

Fl. Line C.M. Culv.

79.7 (y) Low Spot

$$\begin{array}{r} 2.2 \quad 3.8 \quad 7.5 \quad 8.0 \quad 8.1 \quad 7.9 \quad 7.6 \quad 5.4 \quad 4.8 \\ \text{Floor} \quad 153 \quad 200 \quad 50 \quad 37 \quad 32 \quad 25 \quad 17 \end{array}$$

79.95

7.74 \* Yard

= Fl. Line C.M. Culv

$$\begin{array}{r} 8.0 \quad 8.1 \quad 7.5 \quad 5.5 \quad 4.9 \quad 4.7 \\ 50 \quad 37 \quad 27 \quad 25 \quad 12 \end{array}$$

79.6

$$\begin{array}{r} 5.4 \quad 5.4 \quad 82.3 \quad 4.9 \quad 4.7 \\ 60 \quad 30 \quad 12 \end{array}$$

80.27

7.42

Fl. Line C.M. Culv

87.7

23 to

24 to

+50

25

+50

26

+50

P.M.

7.99

82.7

$$\begin{array}{r} 50 \\ 47 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 47 \\ 21 \\ \hline 21 \end{array}$$

$$\begin{array}{r} 52 \\ 12 \\ \hline 12 \end{array}$$

82.9

$$\begin{array}{r} 48 \\ \hline 48 \end{array}$$

82.4

$$\begin{array}{r} 47 \\ 50 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 53 \\ 29 \\ \hline 29 \end{array}$$

$$\begin{array}{r} 52 \\ 16 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 47 \\ \hline 47 \end{array}$$

83.0

81.5

$$\begin{array}{r} 47 \\ 50 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 62 \\ 21 \\ \hline 21 \end{array}$$

$$\begin{array}{r} 54 \\ 17 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 51 \\ \hline 51 \end{array}$$

80.7

$$\begin{array}{r} 54 \\ 50 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 68 \\ 27 \\ \hline 27 \end{array}$$

$$\begin{array}{r} 70 \\ 21 \\ \hline 21 \end{array}$$

$$\begin{array}{r} 61 \\ 17 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 56 \\ \hline 56 \end{array}$$

80.1

$$\begin{array}{r} 73 \\ 50 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 76 \\ 27 \\ \hline 27 \end{array}$$

$$\begin{array}{r} 76 \\ 21 \\ \hline 21 \end{array}$$

$$\begin{array}{r} 66 \\ 17 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 62 \\ \hline 62 \end{array}$$

19.3

$$\begin{array}{r} 83 \\ 50 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 84 \\ 27 \\ \hline 27 \end{array}$$

$$\begin{array}{r} 83 \\ 21 \\ \hline 21 \end{array}$$

$$\begin{array}{r} 71 \\ 17 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 68 \\ \hline 68 \end{array}$$

18.4

$$\begin{array}{r} 74 \\ 50 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 88 \\ 30 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 93 \\ 28 \\ \hline 28 \end{array}$$

$$\begin{array}{r} 88 \\ 21 \\ \hline 21 \end{array}$$

$$\begin{array}{r} 77 \\ 16 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 72 \\ \hline 72 \end{array}$$

Nail in P.P. Lt. Sta. 76+85

Drains to Low spot about Sta. 29

