

Bk. 104 Dr. 16

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

..... Levels Survey

..... Ditch No 10

From Soo Line R.R. To Wheelock Pky.

Road Acc't. No.

Date Filed 3-23-44

File

Co. Ditch
Surr.

Align

Ditch # 10

From Sooline Tr. to Wheelock PKY.

6-18-43

HAW

AM

L.G.

Index	Pages
Align	1-6
Bench Levels	6-8
Profile in	8-

PROFILE BY A.W.L.

6-20-43

Sta	PI	ΔL+	ΔP+
2+04 ⁵⁰	P1	30°12'	No End X Drain

1+84 ²⁵	P.O.T		
--------------------	-------	--	--

1+79 ⁹⁰	P.O.T	So End X Drain	
--------------------	-------	----------------	--

0+05.5	P.1		90°00'
--------	-----	--	--------

0+00			
------	--	--	--

2

Description

W 1/4 Cor Sec 19



1085.72



Con Sec
19



Arlington Ave

85°00'



West End

R.R. Culy

Sta

Pt.

ΔL

ΔR

840740

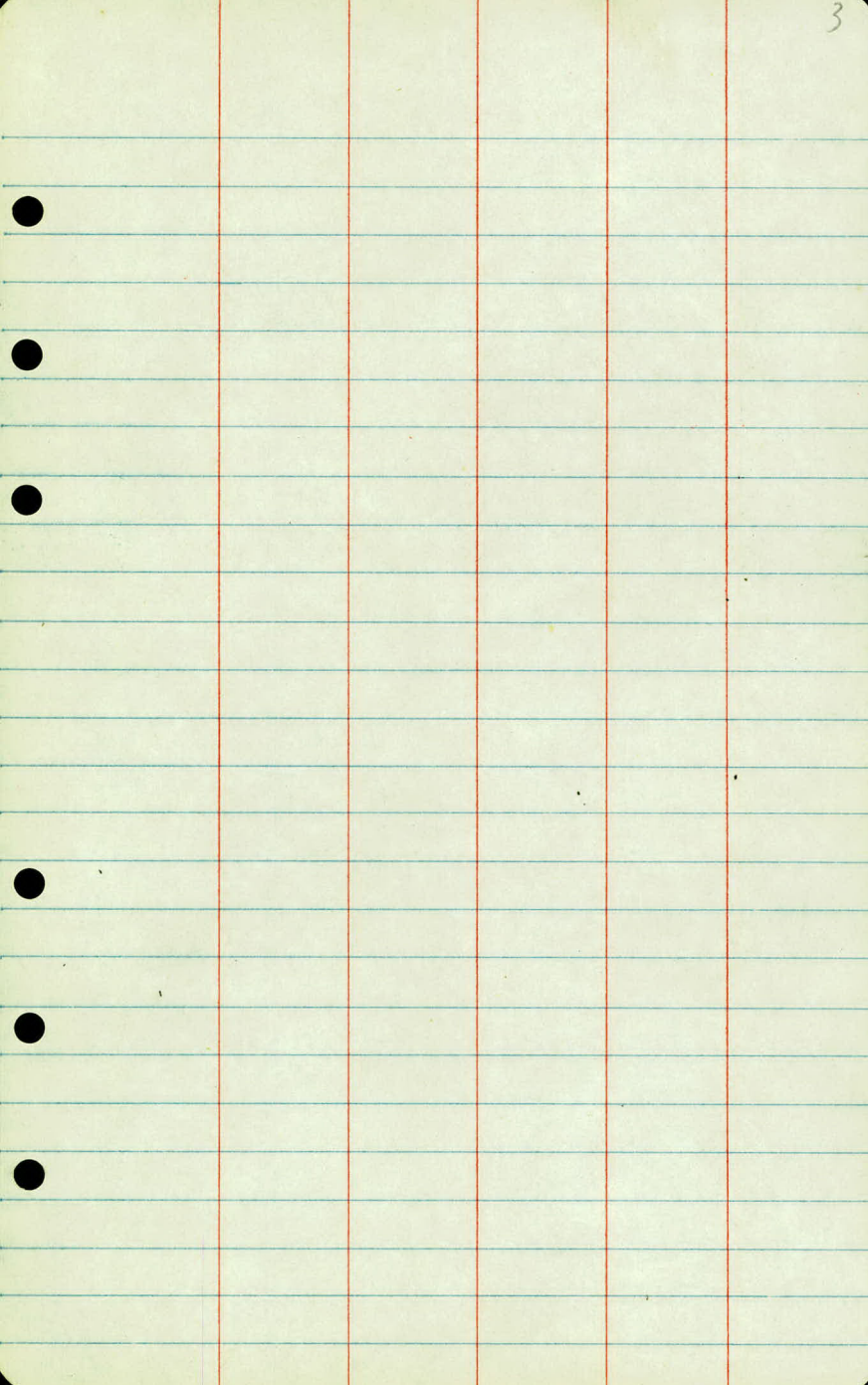
P.1

22°49'

440730

P.1

32°11'



Sta

Pl

Δ Lt

Δ Rt

20440¹⁵ P.O.T

$\angle$ Rice

19494²⁵ P1

89°03'

16430²⁰ P1

89°04'

Description

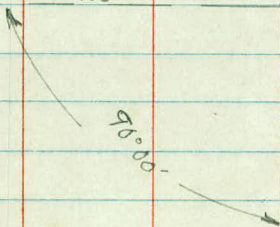
W $\frac{1}{4}$ Cor Sec 19

N.W. Cor Sec 19

700'

N+5. Sec Line 5

90°00'



5/9

Pt

ALT

ART

41+21²⁰

Can 24" Culv No End See Sta Ditch #10
When look Wly

39+66⁰⁰

P.1

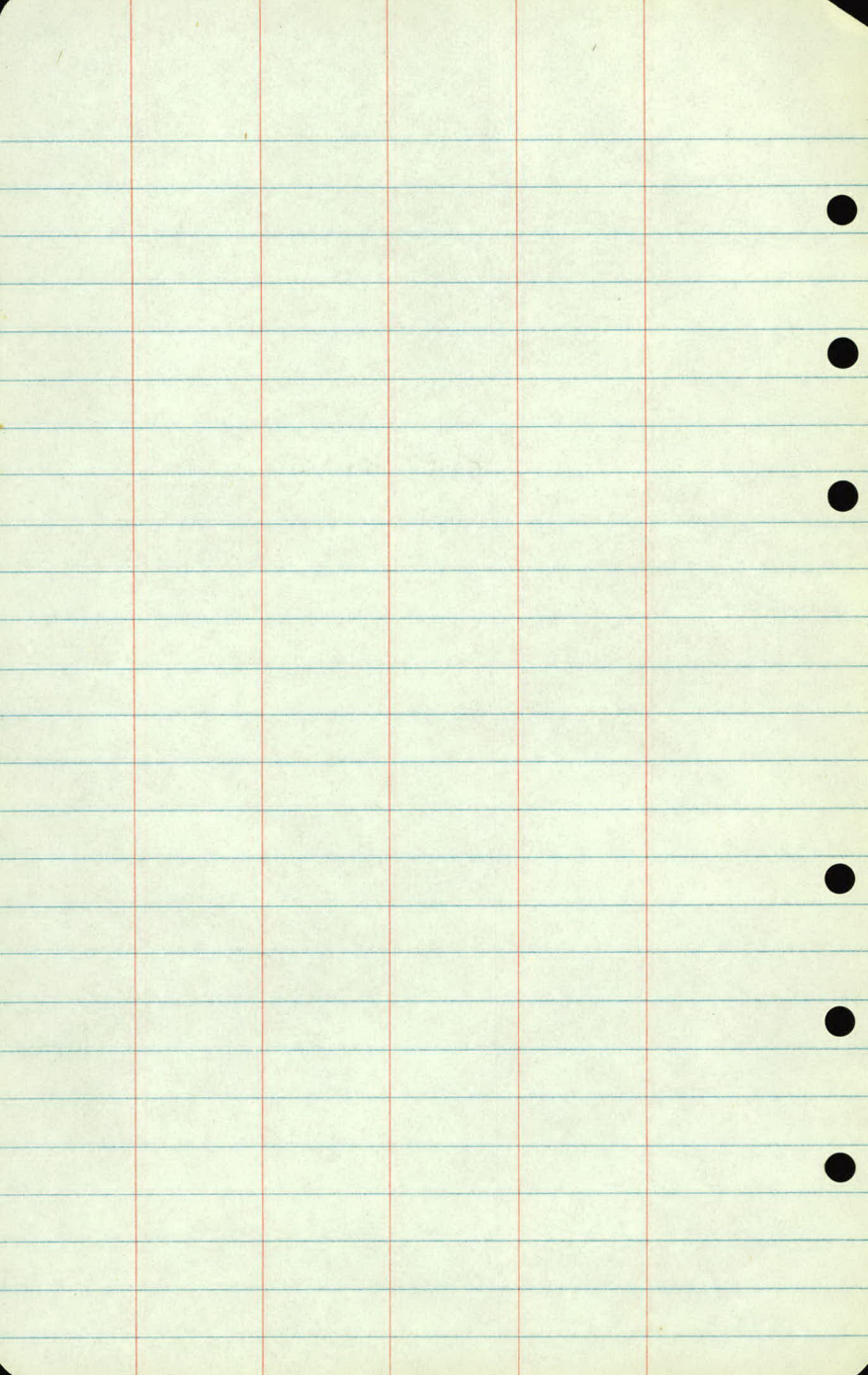
51° 35'

28+78⁴⁰

P.1

89° 12'

Description



Bench Levels

Sta	+	Σ	-	Elev	
B.M.	1.36	874.19		872.833	✓
	1.22	863.95	11.46	862.73	
	0.32	852.77	11.50	852.45	
	1.60	841.36	13.01	839.76	
B.M.	6.23	837.42	10.17	831.19	
	3.72	838.57	2.57	834.85	
	3.54	831.79	10.32	828.25	
	9.15	840.11	0.83	830.96	
	1.46	929.45	12.12	827.99	
B.M.			7.33	822.12	✓

28.60

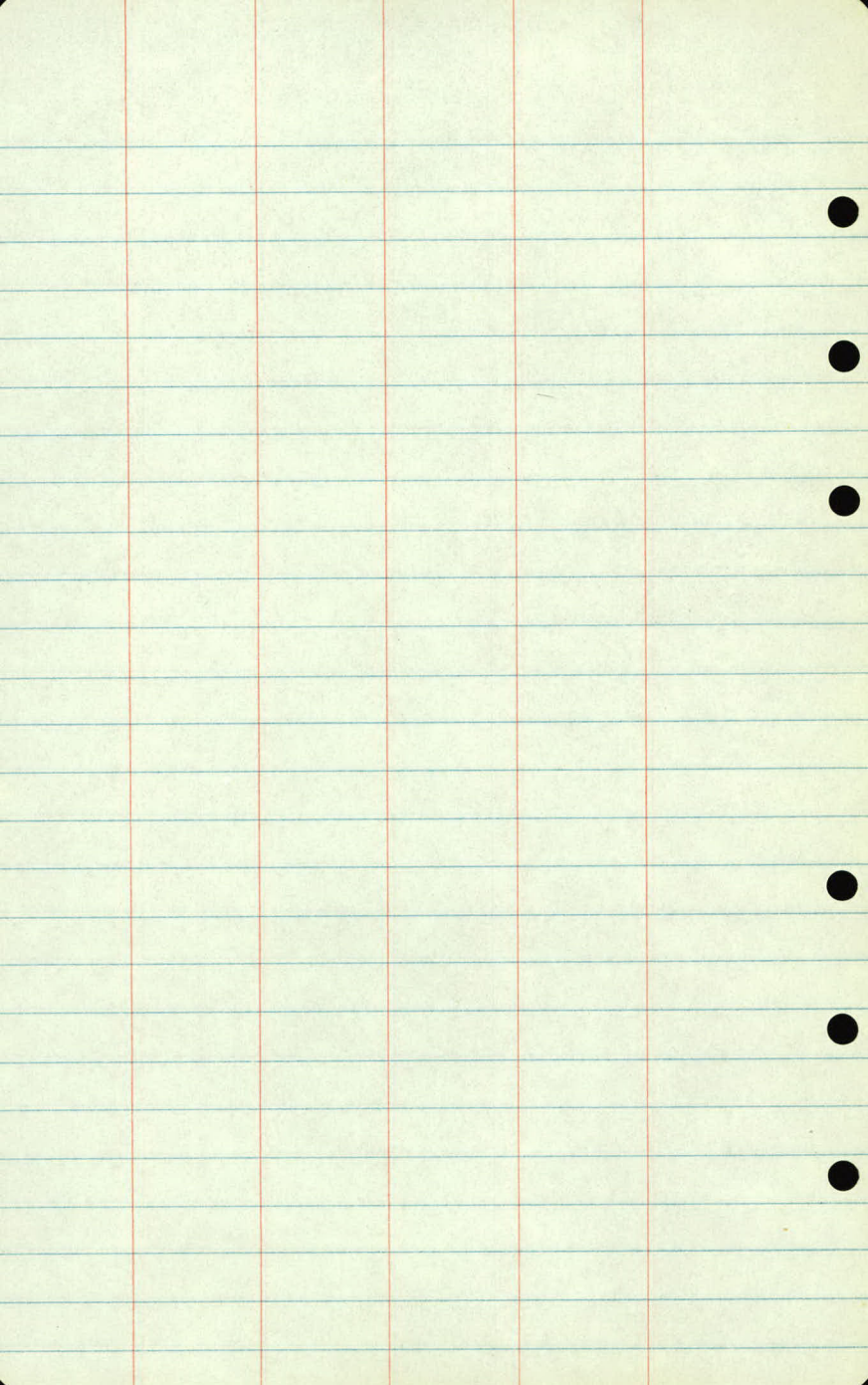
79.31

Description

Top U.S.G.S # 98 24.2' No. 2 Wb. PKY + 112. No Rice Str

Top S.E. Cor. Cane C.B. Cover NW Cor Nebraska + Rice

Spk in Bridge Pile 40' Rt Sta 2+05



Profile Levels

Sta	+	K	-	Elev
B.M	486	826.98 ✓		822.12

0+00 36" x 42" Ova / Conc Culv

+05

+50

1+00

+50

1+89.50 So End 48" x 25' Conc Culv
1' x 7.5' Conc Hd Wall

1+ & Traveled Rd

2+05 No End 48" x 25' Conc Culv

B.M	481	826.93 ✓	486	822.12 ✓
-----	-----	----------	-----	----------

+50

3+00

+50

4

Lt

Base Line

~~2~~

Spr in Bridge Pile 40' Rd Sta 2+06

$$\begin{array}{r} 815.45 \\ \underline{11.53} \end{array}$$

Ditch

$$\begin{array}{r} 16.1 \\ \underline{10.9} \end{array}$$

$$\begin{array}{r} 16.9 \\ \underline{10.1} \end{array}$$

$$\begin{array}{r} 16.6 \\ \underline{10.4} \\ 6 \end{array}$$

$$\begin{array}{r} 19.2 \\ \underline{9.8} \end{array}$$

$$\begin{array}{r} 17.0 \\ \underline{10.0} \\ 7 \end{array}$$

$$\begin{array}{r} 20.0 \\ \underline{7.0} \end{array}$$

$$\begin{array}{r} 17.6 \\ \underline{9.4} \\ 7 \end{array}$$

$$\begin{array}{r} 19.5 \\ \underline{7.5} \end{array}$$

$\begin{array}{r} 15.4 \\ \underline{11.58} \\ \text{Int} \end{array}$	$\begin{array}{r} 17.8 \\ \underline{9.2} \\ \text{Chr.} \end{array}$	$\begin{array}{r} 21.2 \\ \underline{5.75} \\ \text{Hdw} \end{array}$
--	---	---

$$\begin{array}{r} 21.8 \\ \underline{5.2} \end{array}$$

$\begin{array}{r} 16.1 \\ \underline{10.88} \\ \text{Int} \end{array}$	$\begin{array}{r} 21.8 \\ \underline{5.2} \\ \text{Hdw} \end{array}$	$\begin{array}{r} 17.8 \\ \underline{9.2} \\ \text{Chr} \end{array}$
--	--	--

Spr in Pile

Ditch

$$\begin{array}{r} 18.9 \\ \underline{8.9} \\ 10 \end{array}$$

$$\begin{array}{r} 19.2 \\ \underline{7.9} \end{array}$$

Ditch

$$\begin{array}{r} 18.7 \\ \underline{8.2} \end{array}$$

$$\begin{array}{r} 18.6 \\ \underline{8.3} \end{array}$$

$$\begin{array}{r} 18.9 \\ \underline{8.0} \end{array}$$

Sta	+	π	-	Elev
		826.93		

+160

5

+150

6

T.P	L.97	830.06	✓ 3.84	823.09
-----	------	--------	--------	--------

+50

7

+10

+50

8

+50

9

+50

LX

Z

RT

$$\frac{19.2}{77}$$

$$\frac{19.0}{79}$$

$$\frac{18.7}{8.2}$$

$$\frac{18.7}{8.2}$$

$$\frac{18.7}{113}$$

$$\frac{19.0}{111}$$

$$\frac{21.2}{8.9}$$

$$\frac{21.2}{85}$$

$$\frac{21.4}{8.7}$$

$$\frac{21.6}{85}$$

$$\frac{22.0}{81}$$

$$\frac{22.8}{7.8}$$

Sta + π - Elev

830.06

10+00

+50

11

+50

12

T.P. 9.74 835.27 / 4.53 825.53

+50

13

+50

14

+50

15

+50

Lt

L

Rt

$$\frac{22.6}{7.5}$$

$$\frac{22.5}{7.6}$$

$$\frac{22.4}{7.7}$$

$$\frac{22.5}{7.6}$$

$$\frac{22.8}{7.3}$$

$$\frac{23.0}{12.3}$$

$$\frac{23.6}{11.7}$$

$$\frac{23.8}{11.5}$$

$$\frac{23.8}{11.5}$$

$$\frac{24.2}{7.1}$$

$$\frac{25.3}{78.0}$$

$$\frac{25.6}{9.7}$$

Sta + π - Elev

835.27

16

+30 P1

+50

17

+50

18

+50

19

+50

+94 P1

B.M 4.71 835.90 ✓ 4.05 831.18 831.19

20

To a Slope

+09

Lt

L

Rt

$$\begin{array}{r} 26.8 \\ \hline 85 \end{array}$$

$$\begin{array}{r} 30.3 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 27.7 \\ \hline 46 \end{array}$$

$$\begin{array}{r} 25.8 \\ \hline 95 \end{array}$$

$$\begin{array}{r} 26.0 \\ \hline 93 \end{array}$$

$$\begin{array}{r} 25.7 \\ \hline 96 \end{array}$$

$$\begin{array}{r} 25.6 \\ \hline 97 \end{array}$$

$$\begin{array}{r} 26.0 \\ \hline 93 \end{array}$$

$$\begin{array}{r} 28.7 \\ \hline 66 \end{array}$$

$$\begin{array}{r} 27.7 \\ \hline 96 \end{array}$$

Top S E Cor C. B. NW Cor Rice v Neb.

$$\begin{array}{r} 28.1 \\ \hline 98 \end{array}$$

$$\begin{array}{r} 21.4 \\ \hline 45 \end{array}$$

Sta + π - Elev

835.90

20+4015 $\pm$ R. cr

+77

+86 Toe Slope

21

+50

22

+50

23

+47 Toe Slope

+50

+54 Shl.

+67 $\pm$ Albenmarle

Lt

L

Rt

$$\begin{array}{r} 31.3 \\ \hline 460 \end{array}$$

$$\begin{array}{r} 30.9 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 28.4 \\ \hline 75 \end{array}$$

$$\begin{array}{r} 27.5 \\ \hline 84 \end{array}$$

$$\begin{array}{r} 27.1 \\ \hline 88 \end{array}$$

$$\begin{array}{r} 27.4 \\ \hline 85 \end{array}$$

$$\begin{array}{r} 28.2 \\ \hline 77 \end{array}$$

$$\begin{array}{r} 28.9 \\ \hline 70 \end{array}$$

$$\begin{array}{r} 30.0 \\ \hline 59 \end{array}$$

$$\begin{array}{r} 30.6 \\ \hline 53 \end{array}$$

$$\begin{array}{r} 31.1 \\ \hline 48 \end{array}$$

$$\begin{array}{r} 31.6 \\ \hline 43 \end{array}$$

Sta	+	π	-	Elev
		835.90		
23 + 79		Shl.		

24		Toc Slope		
----	--	-----------	--	--

25				
----	--	--	--	--

26	5.44	840.74	0.60	835.30
----	------	--------	------	--------

27				
----	--	--	--	--

28		Toc Slope		
----	--	-----------	--	--

29		Shl.		
----	--	------	--	--

30		Wood bridge		
----	--	-------------	--	--

31		Shl.		
----	--	------	--	--

LT

2

RT

$$\begin{array}{r} 22.2 \\ \hline 3.7 \end{array}$$

$$\begin{array}{r} 31.5 \\ \hline 44 \end{array}$$

$$\begin{array}{r} 31.1 \\ \hline 48 \end{array}$$

$$\begin{array}{r} 30.9 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 31.2 \\ \hline 47 \end{array}$$

$$\begin{array}{r} 31.9 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 22.0 \\ \hline 8.7 \end{array}$$

$$\begin{array}{r} 32.0 \\ \hline 8.5 \end{array}$$

$$\begin{array}{r} 33.0 \\ \hline 77 \end{array}$$

$$\begin{array}{r} 23.8 \\ \hline 19 \end{array}$$

$$\begin{array}{r} 34.1 \\ \hline 66 \end{array}$$

$$\begin{array}{r} 34.1 \\ \hline 66 \end{array}$$

Sta + K - Elev

840.74

27+15 Top Slope

+50

28

+50

+63 Top Slope

+71 sh

+80 sh

+88 Top Slope

+98 P.1

29

+50

30

Lt

Z

Rt

$$\begin{array}{r} 32.4 \\ \hline 4.3 \end{array}$$

$$\begin{array}{r} 32.5 \\ \hline 8.2 \end{array}$$

$$\begin{array}{r} 32.6 \\ \hline 8.1 \end{array}$$

$$\begin{array}{r} 33.7 \\ \hline 7.0 \end{array}$$

$$\begin{array}{r} 33.9 \\ \hline 1.8 \end{array}$$

$$\begin{array}{r} 35.2 \\ \hline 5.6 \end{array}$$

$$\begin{array}{r} 35.9 \\ \hline 4.8 \end{array}$$

$$\begin{array}{r} 34.0 \\ \hline 6.7 \end{array}$$

$$\begin{array}{r} 34.0 \\ \hline 6.7 \end{array}$$

$$\begin{array}{r} 32.6 \\ \hline 7.1 \end{array}$$

$$\begin{array}{r} 33.8 \\ \hline 6.9 \end{array}$$

$$\begin{array}{r} 33.9 \\ \hline 6.8 \end{array}$$

Sta	+	π	-	Elev
		840.74		

30+50

T.P	8.57	845.05	✓ 4.22	836.48
-----	------	--------	--------	--------

31

+50

32

+50

33

+50

34

+50

+85

Toe Slope

+93

shl

35

Lt

R

Rt

28.7

7.0

29.8

109

30.0

10.7

30.4

10.3

30.5

10.2

30.7

10.0

30.9

9.8

30.9

9.8

31.4

9.3

32.0

8.7

34.6

6.1

35.3

5.4

Sta. + π - Elev

84505

35+28

$\&$ Travelled str

+41

Shl

+50

Toe Slope

36

+50

37

+08

$\&$ Present Ditch

+50

38

+50

39

+50

Lt

Z

Rt

$$\begin{array}{r} 35.9 \\ \hline 4.8 \end{array}$$

$$\begin{array}{r} 35.7 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 34.4 \\ \hline 63 \end{array}$$

$$\begin{array}{r} 34.5 \\ \hline 62 \end{array}$$

$$\begin{array}{r} 35.2 \\ \hline 55 \end{array}$$

$$\begin{array}{r} 34.9 \\ \hline 58 \end{array}$$

$$\begin{array}{r} 34.5 \\ \hline 62 \end{array}$$

$$\begin{array}{r} 34.6 \\ \hline 61 \end{array}$$

$$\begin{array}{r} 34.5 \\ \hline 62 \end{array}$$

$$\begin{array}{r} 36.7 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 37.1 \\ \hline 36 \end{array}$$

$$\begin{array}{r} 38.1 \\ \hline 2.4 \end{array}$$

Sta	+	π	-	Elev
		845.05		
39+6.6		Top Slope		
T.P.	9.88	854.29	0.64	844.41
+82		Top Slope		

40

+30		Top Curb		
-----	--	----------	--	--

+30

+41		2 Wheelock Pky		
-----	--	----------------	--	--

+LL		Gutter		
-----	--	--------	--	--

+LL		Top Curb		
-----	--	----------	--	--

41

+13

+21		Top Hdwy		
-----	--	----------	--	--

+21		24" Culv		
-----	--	----------	--	--

B.M.		1.68		852.61
------	--	------	--	--------

Lt

R

Rt

$$\begin{array}{r} 38.0 \\ \hline 27 \end{array}$$

$$\begin{array}{r} 49.6 \\ \hline 47 \end{array}$$

$$\begin{array}{r} 50.1 \\ \hline 42 \end{array}$$

$$\begin{array}{r} 49.3 \\ \hline 4.95 \end{array}$$

$$\begin{array}{r} 49.0 \\ \hline 526 \end{array}$$

$$\begin{array}{r} 49.2 \\ \hline 5.12 \end{array}$$

$$\begin{array}{r} 48.5 \\ \hline 5.74 \end{array}$$

$$\begin{array}{r} 49.3 \\ \hline 4.95 \end{array}$$

$$\begin{array}{r} 49.3 \\ \hline 5.6 \end{array}$$

$$\begin{array}{r} 49.4 \\ \hline 4.9 \end{array}$$

$$\begin{array}{r} 45.5 \\ \hline 874 \end{array}$$

$$\begin{array}{r} 842.50 \\ \hline 11.80 \end{array} \text{ per}$$

Top Hyd N.E. Cor Wh. Pky + Marion

Sta	+	π	-	Elev
6.79		859.40		852.61
10.41		868.18	1.63	857.77
7.60		873.76	2.02	866.16
			0.96	872.80
				872.83

Description

Top Hyd N.E. Cor Marion & Wheelock Pky.

Top U.S.G.S #G.8 N.E. Cor Wheel Pky & Rice

