

PLANS SURVEY
RICE ST. & CO. ROAD "G"

From Co. Road E
To Centerville Road

CO. PROJ. 23-02
23-55

Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 6-20-24

File No. "5" (23-02)-(23-55)

Final X-Sections - Sta. 46+50 - 55+50

Co. Prof # 23-02
23-55

Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 6/20/24

File No. 5" (23-02)

Station + H.I — Rod. Elev
B.M. 7.35 199.92 192.57

46+50

47+00

+ 30

+ 45

+ 85

+ 90

48+00

T.P. 12.46 203.85 8.53 191.39

+ 53

+ 63

49+00

49+20

T.P. 10.54 212.58 1.81 202.04

T.P. 12.23 224.53 0.28 212.30

T.P. 4.61 219.92

H. \neq R.A.

Sp. in Tree R.A. Sta 45+03

← on R.R. slope.

0.7	4.3	7.7	7.7	5.7	8.8	10.3	10.5	11.9	11.9	9.8	5.3	5.6	7.4	12.0
50.0	45.0	38.0	30.5	26.0	22.0	19.0	17.5	21.0	24.0	27.5	31.0	34.0	39.0	47.0

£ R.R.

207.4	207.1	201.7	0.0	6.7	10.6	10.4	10.2	11.6	11.7	9.2	4.0	5.2	10.3	10.9
50.0	42.0	30.0	30.0	26.5	19.5	15.0	18.5	21.5	24.0	29.0	32.0	35.5	43.0	50.0

206.2	205.7	203.3	0.0	7.3	10.7	10.4	10.4	11.1	11.1	9.7	6.3	4.5	3.4	
42.0	40.0	32.0	30.0	28.0	20.0	14.0	16.0	18.5	20.0	23.0	25.0	42.0	50.0	
205.0														
60.0														

206.2	204.8	203.3	0.0	2.6	7.4	10.1	10.5	10.1	10.1	10.6	11.3	11.2	9.0	5.9	5.8	3.7
37.0	33.0	30.5	30.0	23.5	18.0	16.0	12.0	10.2	15.0	17.5	19.0	21.0	24.5	27.0	30.0	36.0
206.3	205.9															
50.0	60.0															

206.1	204.8	203.3	0.0	1.6	5.1	8.5	8.0	9.1	9.9	11.0	11.1	9.1	6.9	3.0	3.2	
45.0	26.0	23.5	28.0	21.0	15.5	12.5	8.0	9.6	17.0	20.0	22.5	26.5	30.0	50.0	43.5	
211.7	212.6															
50.0	60.0															

99.7	0.6	4.7	2.2	6.1	7.3	8.6	9.9	10.6	10.9	8.5	6.0	204.3	204.9	201.5		
33.0	31.0	25.0	20.5	16.5	13.5	8.5	9.3	17.0	19.0	22.0	26.0	31.0	35.0	45.0	50.0	
203.4	209.4	212.3														
39.0	45.0	51.0														

214.8	212.2	208.6	200.4	0.9	3.4	6.7	8.4	9.6	10.4	7.2	4.4	204.3	205.4	206.4		
60.0	42.0	36.0	28.0	24.5	17.0	12.0	9.0	9.5	16.5	19.5	25.0	28.5	37.0	38.0	45.0	

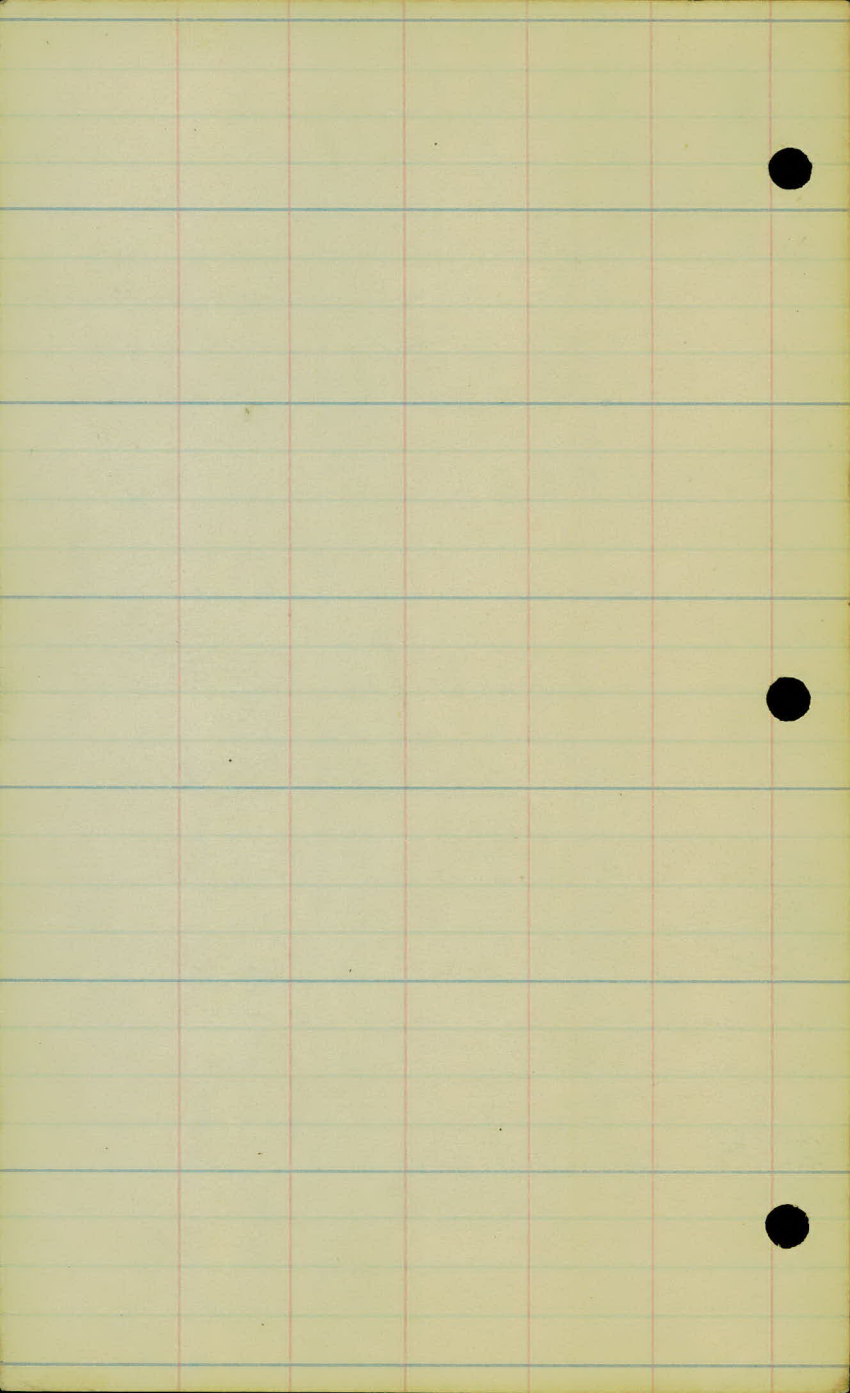
217.6	215.4	212.3	0.0	3.0	10.2	12.2	12.3	10.7	7.6	5.1	0.9	204.4	206.6			
60.0	50.0	38.0	28.5	24.0	14.5	10.5	12.5	12.0	15.0	20.0	23.0	32.5	35.0	38.0		
219.5																
70.0																

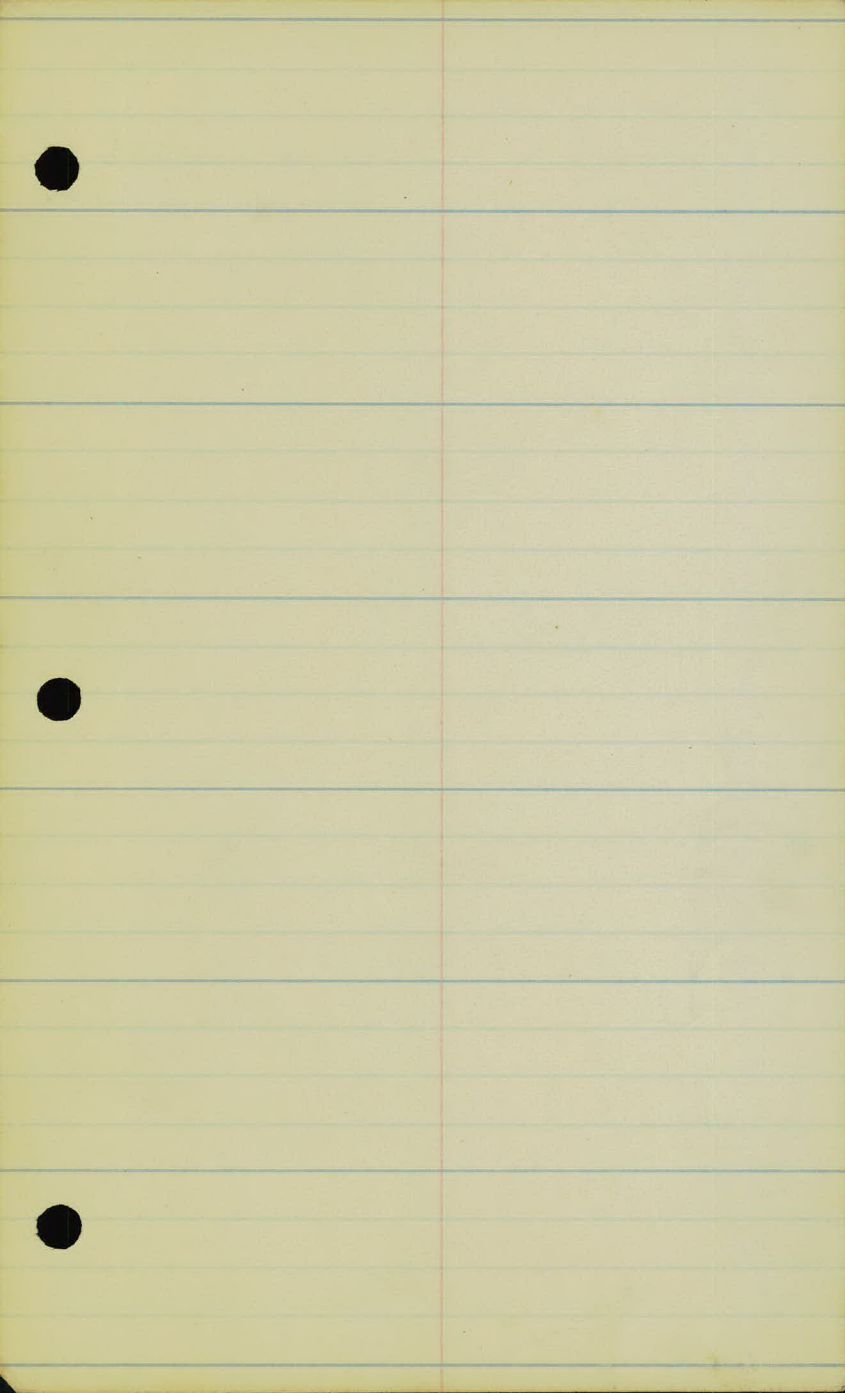
214.9	214.3	203.3	0.0	3.8	7.3	12.1	12.4	12.2	12.3	11.2	8.1	5.5	2.5	204.4	206.6	
50.0	42.0	36.5	32.5	20.0	18.5	13.0	7.0	12.3	10.5	13.5	17.5	18.5	30.1	35.0	39.0	
218.6	219.9															
60.0	75.0															

220.9	219.7	209.7	0.0	6.8	12.4	12.2	11.8	12.1	11.2	9.4	4.2	3.6	2.6	206.7	208.1	
70.0	50.0	46.0	43.0	32.0	22.0	16.5	7.0	12.0	10.0	13.0	16.5	21.0	28.0	32.0	40.0	50.0

221.2	221.2	209.2	0.0	5.9	11.8	11.7	11.5	11.3	11.5	10.3	6.3	3.1	0.8	204.9		
70.0	49.0	48.0	42.0	33.5	23.0	17.5	12.0	11.4	9.0	15.0	20.0	26.0	32.0	35.5	36.5	

Top Fence Post.





X-Sections Rice St.

T.P. 12.41 237.33 219.92

50+00 196.9

51+00 203.0

+52 206.1

+52 206.1

52+00 208.9

53+00 214.9

54+00 220.9

55+00 225.9

T.P. 0.81 220.73 12.41 219.92

~~51+00~~

50+00

T.P. 2.66 210.44 12.95 207.78

T.P. 4.18 201.79 12.85 197.59

B.M. 9.26 192.51

T.P. 12.16 210.66 3.27 198.50

~~51+57~~

ht.

±

ft.

Top Fence Post.

$$\frac{7.5}{75.0} \quad \frac{7.9}{60.0} \quad \frac{8.1}{48.0}$$

35.4

$$\frac{210.4}{39.0} \quad \frac{209.6}{53.0} \quad \frac{208.1}{57.0}$$

$$\frac{5.8}{75.0} \quad \frac{5.3}{60.0} \quad \frac{4.9}{48.0}$$

29.3

$$\frac{215.3}{37.0} \quad \frac{214.3}{45.0} \quad \frac{213.5}{55.0} \quad \frac{210.4}{60.0}$$

Subtract

206.1

$$\frac{206.9}{206.6} \quad \frac{206.0}{76.0} \quad \frac{206.3}{19.0} \quad \frac{209.2}{23.0} \quad \frac{210.7}{30.0} \quad \frac{210.7}{57.0}$$

26.2

$$\frac{214.9}{38.0} \quad \frac{11.7}{39.0} \quad \frac{6.6}{42.5} \quad \frac{7.2}{51.0} \quad \frac{12.8}{63.0}$$

$$\frac{4.9}{75.0} \quad \frac{4.8}{60.0} \quad \frac{4.5}{42.0}$$

23.4

$$\frac{5.9}{40.0} \quad \frac{6.8}{60.0} \quad \frac{7.1}{70.0}$$

$$\frac{4.2}{75.0} \quad \frac{3.9}{60.0} \quad \frac{3.6}{35.0}$$

17.4

$$\frac{5.3}{35.0} \quad \frac{5.7}{45.0} \quad \frac{6.2}{60.0}$$

$$\frac{4.1}{60.0} \quad \frac{3.6}{40.0} \quad \frac{4.2}{30.0}$$

11.4

$$\frac{4.0}{32.0} \quad \frac{4.3}{45.0} \quad \frac{4.2}{60.0}$$

$$\frac{3.1}{60.0} \quad \frac{3.0}{40.0} \quad \frac{3.6}{25.0}$$

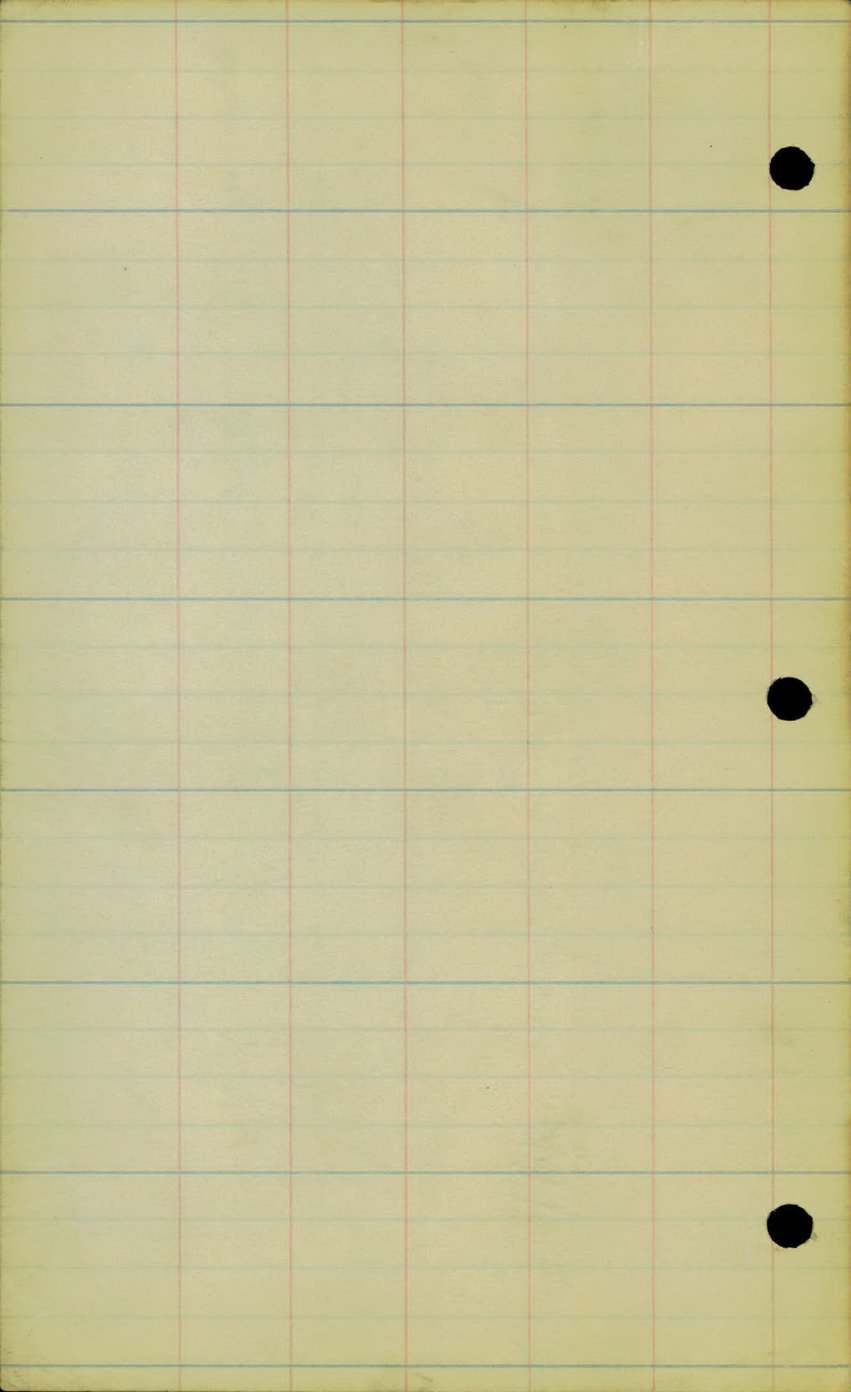
6.4

$$\frac{3.5}{27.0} \quad \frac{3.8}{35.0} \quad \frac{3.7}{45.0}$$

~~$$\frac{5.4}{37.0} \quad \frac{6.4}{45.0} \quad \frac{7.3}{55.0} \quad \frac{8.3}{60.0}$$~~

~~$$\frac{7.3}{37.0} \quad \frac{4.1}{45.0} \quad \frac{12.6}{57.0}$$~~

$$\frac{4.1}{75.0} \quad \frac{3.5}{40.0} \quad \frac{4.1}{35.0} \quad \frac{4.0}{30.0} \quad \frac{4.0}{25.0} \quad \frac{214.1}{38.0}$$



Prelim. Notes X-sec.

Co. Proj. # 73-02
23-15

JMC.

24/19651
19391
181M

Ref.

Ref.

Ref.

Balance 47700 - 49000
Ref.

477+30
5.2
5.0
141.3

+4.8+2.0
16.0
+3.6+0.2
13.8

+0.4
10.1
+5.2
18.5
+12.8
31.3
+15.1
46.4
+15.3
61.7
+15.3
77.0

-0.3
13.5
+7.3
16.8
+15.2
32.0
+15.5
47.5

+0.4
11.0
+10.4
18.4
+14.6
33.0
+15.3
48.3
+12.4
60.7

-1.0
11.5
+5.0
16.5
+7.5
24.0
+20.2
44.2
+21.0
65.2

48+00
5.0
49700
4.7
+1.8+1.53
3.33
+11.7
38.32
+6.5
44.82
+1.0
45.82

~~4.8+2.0~~
~~16.0~~
~~3.6+0.2~~
~~13.8~~

1.17
1.71
1.81
49700

Project (23-03)(23-55)
Div - "A"

Re- X-Sections and Slope Stakes

Rice St. Under Pass

4 Pages.

Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 6/20/24

File No. "5" (23-02)

Station	+	H.I	-	Elev.	Grade Elev.
B.M.	2.29	194.86		192.57	
46+00					189.00
+50					189.05
47					189.10
+30					"
+49					"
B.M.	6.12	198.69		192.57	
+20					"
+90					"
48+00					189.10
+32					189.20
T.P.	10.60	202.40	6.89	191.80	
+53					189.50
+63					189.70
49+00					191.00

L. — E — R

Figures in () indicate width of Road Bed. out to grade.

Sp. in tree Left 45 to 3

24	6.5	6.5	5.2	5.08	<u>5.9</u>	5.28	5.4	7.3	6.9	34
28	23	21	18	12	10	12	18	23	26	31
					(20)					(23)

1.9	0.5	(+5.3)	4.3	5.0	5.15	<u>5.8</u>	5.15	5.4	6.9	6.7	0.3
30	76	(25.3)	22	16	12.4	10	12.4	18	21	24	31
					(20)						(23)

16	(+1.6)	5.6	5.2	4.74	<u>5.8</u>	4.94	4.9	6.4	6.2
26	(21.6)	19	17	12.5	10	12.5	18	22	25
					(20)				(23)

1.6	(+0.2)	5.5	5.1	5.04	<u>5.8</u>	5.1	5.8	5.8	10	(+4.3)	1.5
76	(20.2)	19	17	15	10	15	18	19	25	(27.3)	28
					(20)						(23)

18.3	E 197.4	(+2.5)	3.5	5.4	4.8	<u>5.8</u>	5.0	6.2	6.0	(-0.4)	1.0
	30	(22.5)	21	16	12	10	15	19	21	(20.6)	27
						(20)					(20)

0.5	7.0	76	81	8.4	<u>9.6</u>	9.7	9.7	(0.0)	7.2
25	14	10	15	19	22	(22)	27		
					(18)				(20)

0.9	5.3	6.9	8.0	9.0	<u>9.6</u>	(0.0)	7.6	5.7
22	18	11	15	20	22	29		
					(18)			(20)

1.5	6.4	66	76	86	<u>9.6</u>	7.7	8.8	8.5	(+1.4)	3.5
19	10	1	1	15	19	21	(21.4)	30		
					(18)				(20)	

0.1	2.5	70	72	7.3	<u>9.5</u>	(+9.2)	
20	16	11	13	27.2			
					(20)		(18)

9.2	11.0	11.2	10.7	(+10.7)	<u>12.9</u>	0.6
14	9	14	28.1	31		
					(23)	(18)

(+9.3)	34	10.7	11.2	11.2	<u>12.7</u>	10.6	3.6	27	(+12.0)
(32.3)	32	17	11	11	11	21	26	(30)	
					(23)				(18)

5.0	11.1	10.2	10.1	10.4	<u>11.4</u>	3.1	0.8
32	18	13	11	21	28		
					(20)		(23)

Station	+	H.I	-	Elev.	Grade Elev.
		202.40			191.64
49+20					
50+00					196.90
T.P.	11.38	212.69	1.09	201.31	
47+00					189.10
47+30					"
47+49					"
47+80					"
47+90					"
48+00					189.10
48+32					189.20
48+53					189.50
48+63					189.70
49+00					191.00
49+20					191.64

L.

£

R

$$\frac{16}{36} \left(\frac{+11.5}{24.5} \right) \frac{10.2}{23} \frac{10.4}{20} \frac{9.9}{17} \frac{9.6}{(23)} \frac{9.8}{15} \frac{12}{32} \left(\frac{+9.6}{32.6} \right)$$

10.8

$$\frac{0.1}{31} \left(\frac{+2.5}{25.5} \right) \frac{5.0}{20} \frac{4.7}{13} \frac{4.94}{(23)} \frac{4.84}{11.5} \frac{4.8}{12} \frac{5.0}{23} \left(\frac{+2.1}{25.1} \right)$$

5.5

$$\frac{5.5}{42} \frac{5.8}{31} \frac{10.8}{31}$$

23.6

$$\frac{6.4}{42} \frac{8.5}{31}$$

23.6

$$\frac{5.7}{44} \left(\frac{+17.4}{37.4} \right) \frac{6.6}{34}$$

23.6

$$\frac{6.3, 5.4}{48} \left(\frac{+16.8}{34.8} \right) \frac{7.5}{34} \frac{7.9}{21} \frac{7.9}{31}$$

23.6

$$\left(\frac{+13.6}{32.6} \right) \frac{10.0}{34} \frac{7.5}{41}$$

$$\frac{0.0}{55} \frac{1.0}{49} \frac{10.3}{37} \frac{12.8}{31} \left(\frac{+10.8}{28.5} \right)$$

23.6

$$\left(\frac{+15.0}{35.0} \right) \frac{8.4}{36} \frac{8.3}{41}$$

$$\frac{0.1}{45} \left(\frac{+21.2}{39.2} \right) \frac{3.3}{37} \frac{11.2}{29}$$

23.6

$$\frac{13.5}{37} \frac{7.5}{38} \frac{6.6}{45}$$

23.5

$$\frac{8.0}{23} \frac{6.1}{34} \frac{5.7}{45}$$

23.2

$$\frac{9.2}{34} \frac{6.0}{36} \frac{6.0}{45}$$

23.0

$$\frac{9.1}{35} \frac{6.1}{39} \frac{6.1}{45}$$

21.7

$$\left(\frac{+12.3}{32.3} \right) \frac{4.9}{40} \frac{4.5}{43}$$

21.1

$$\frac{7.5}{36} \left(\frac{+13.3}{36.3} \right) \frac{7.8}{40} \frac{6.9}{45}$$

Station	+	H.I	-	Elev.	Grade Elev.
50+00		212.69			196.9
T.P.	9.14	221.25	0.58	212.11	
48+32					189.2
48+53					189.5
48+63					189.7
49+00					191.00
T.P.	6.97	226.81	1.41	219.84	
49+20					191.64
50+00					196.90

Checking

T.P.	0.31	216.06	11.06	215.75	
T.P.	0.00	204.46	11.60	204.46	
B.M.			11.82	192.63	192.57

L

L

R

 15.8

$$\begin{array}{ccc} 5.9 & 2.2 & 2.2 \\ 38 & 41 & 45 \end{array}$$

$$\begin{array}{ccc} 5.0 & (+24.7) & 8.7 \\ 52 & (44.7) & 37 \end{array}$$
 32.1

$$\begin{array}{ccc} 2.7 & (+25.7) & 7.3 & 7.8 \\ 60 & (48.7) & 46 & 38 \end{array}$$
 31.8

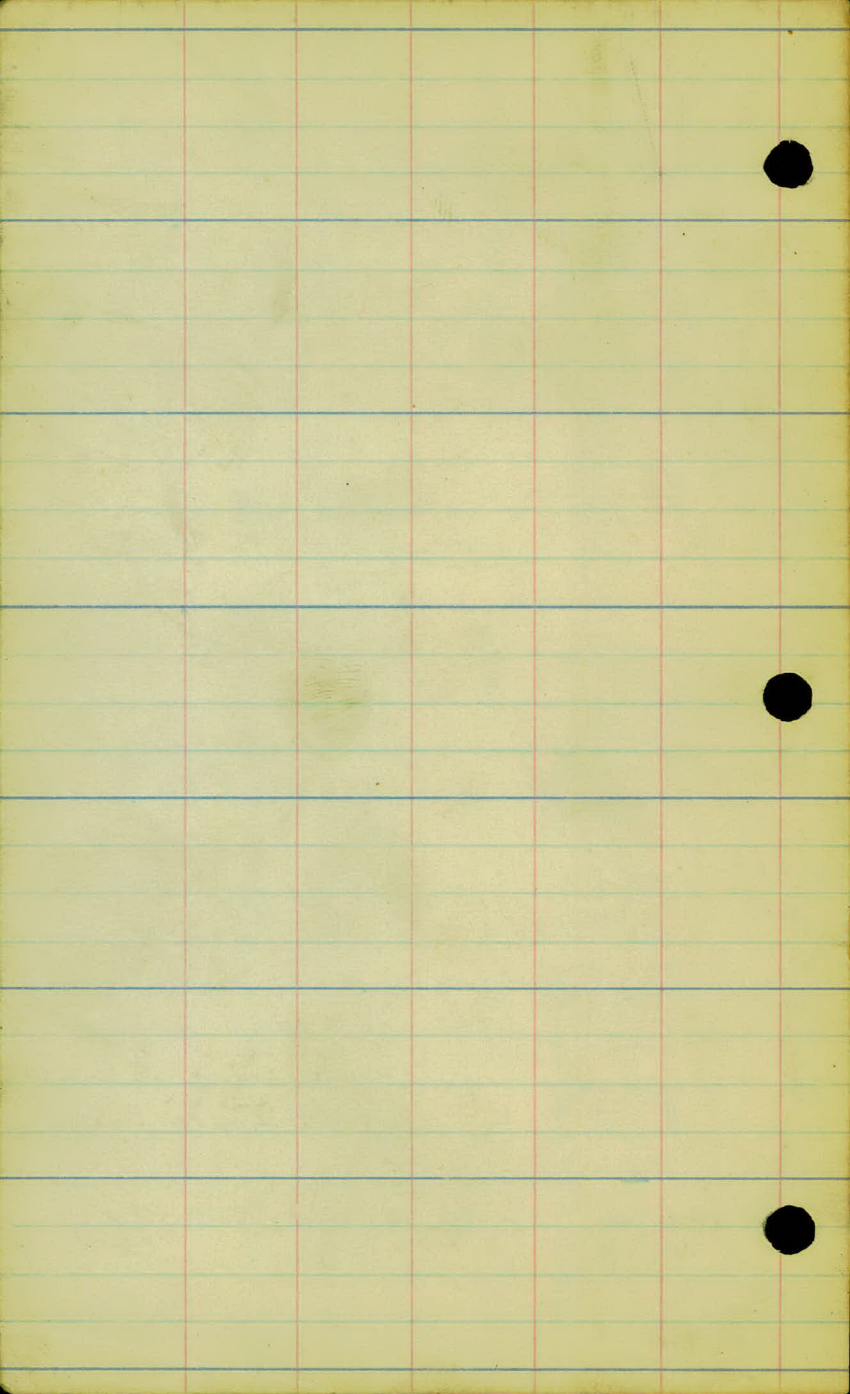
$$\begin{array}{ccc} 2.6 & 5.4 & (+26.0) & 6.0 \\ 58 & 50 & (49.0) & 45 \end{array}$$
 31.6

$$\begin{array}{ccc} 0.5 & (+29.7) & 12 & 9.7 \\ 60 & (52.7) & 50 & 49 \end{array}$$
 30.3

$$\begin{array}{ccc} 0.0 \\ 5.6 & (+29.8) & 5.5 & 5.5 \\ 60 & (52.8) & 51 & 50 \end{array}$$
 29.7

$$\begin{array}{ccc} +2.5 & (+27.2) & 2.7 & 12.7 \\ 60 & (50.2) & 50 & 50 \end{array}$$
 24.4

W.H.G. π
 E.M.C. Engr.
 C.E.J. Rod. 4-7/24
 M.A.S. Ch.
 T.F. Ch.



Original X-sections
for Borrow Pit.

County Road "G" about
 $\frac{1}{4}$ mile west of centerville Rd.

X-sections Sta. 226 - 240 + 50

Station	+	H.I	-	Elev.
---------	---	-----	---	-------

B.M.		11.87		
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236

+30

+70

237

+50

238

+35

T.P.		9.81		0.34
------	--	------	--	------

239

+40

+78

240

+50

B.M. for check.				6.36
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T.P.		7.59		1.91
------	--	------	--	------

2. of Payment.

Nail 10 Oak Rt Sta. 236+25

Left.

$\frac{10.1}{34}$ $\frac{14.2}{27}$ $\frac{14.4}{79}$ $\frac{11.7}{16}$ $\frac{11.68}{10}$ $\frac{11.61}{0}$

$\frac{7.7}{46}$ $\frac{9.5}{40}$ $\frac{10.2}{79}$ $\frac{11.5}{27}$ $\frac{12.7}{20}$ $\frac{10.5}{17}$ $\frac{10.04}{10}$ $\frac{10.29}{0}$

$\frac{11.2}{23}$ $\frac{10.8}{20}$ $\frac{8.7}{15}$ $\frac{8.74}{10}$ $\frac{8.41}{0}$

$\frac{9.7}{23}$ $\frac{9.7}{20}$ $\frac{7.6}{15}$ $\frac{7.42}{10}$ $\frac{7.32}{0}$

$\frac{8.0}{24}$ $\frac{7.8}{20}$ $\frac{5.2}{15}$ $\frac{5.28}{10}$ $\frac{5.18}{0}$

$\frac{5.8}{23}$ $\frac{5.8}{20}$ $\frac{3.4}{15}$ $\frac{3.15}{10}$ $\frac{3.02}{0}$

$\frac{4.5}{25}$ $\frac{4.3}{20}$ $\frac{2.0}{15}$ $\frac{1.62}{10}$ $\frac{1.55}{0}$

$\frac{10.6}{26}$ $\frac{10.8}{22}$ $\frac{8.7}{16}$ $\frac{8.60}{10}$ $\frac{8.50}{0}$

$\frac{9.0}{27}$ $\frac{9.3}{22}$ $\frac{7.4}{16}$ $\frac{7.31}{10}$ $\frac{7.21}{0}$

$\frac{8.0}{28}$ $\frac{8.0}{21}$ $\frac{6.3}{15}$ $\frac{6.11}{10}$ $\frac{6.02}{0}$

$\frac{4.3}{64}$ $\frac{3.6}{30}$ $\frac{3.0}{26}$ $\frac{2.8}{20}$ $\frac{2.7}{15}$ $\frac{2.51}{10}$ $\frac{2.41}{0}$

$\frac{5.8}{80}$ $\frac{9.6}{52}$ $\frac{5.9}{28}$ $\frac{6.9}{25}$ $\frac{6.5}{21}$ $\frac{4.6}{15}$ $\frac{4.30}{10}$ $\frac{4.19}{0}$

Oak Rt. Sta. 42+18

+ H.I - Elev.

240

239+78

239+40

239+00

T.R 0.49 11.15

238+35

238+00

237+50

237+00

236+70

T.R 1.15 9.23

236+30

236+00

a.m. for check 2.76

2 Pavement

Left

$$\frac{4.0}{80} \quad \frac{3.6}{75}$$

$$\frac{6.5}{80} \quad \frac{2.3}{52} \quad \frac{1.3}{37}$$

$$\frac{13.0}{80} \quad \frac{5.8}{52} \quad \frac{2.7}{38}$$

$$\frac{14.5}{80} \quad \frac{12.2}{72} \quad \frac{8.5}{52} \quad \frac{5.8}{36}$$

$$\frac{12.8}{80} \quad \frac{8.5}{62} \quad \frac{5.3}{47} \quad \frac{2.7}{33}$$

$$\frac{12.8}{80} \quad \frac{11.0}{63} \quad \frac{6.9}{46} \quad \frac{3.6}{33}$$

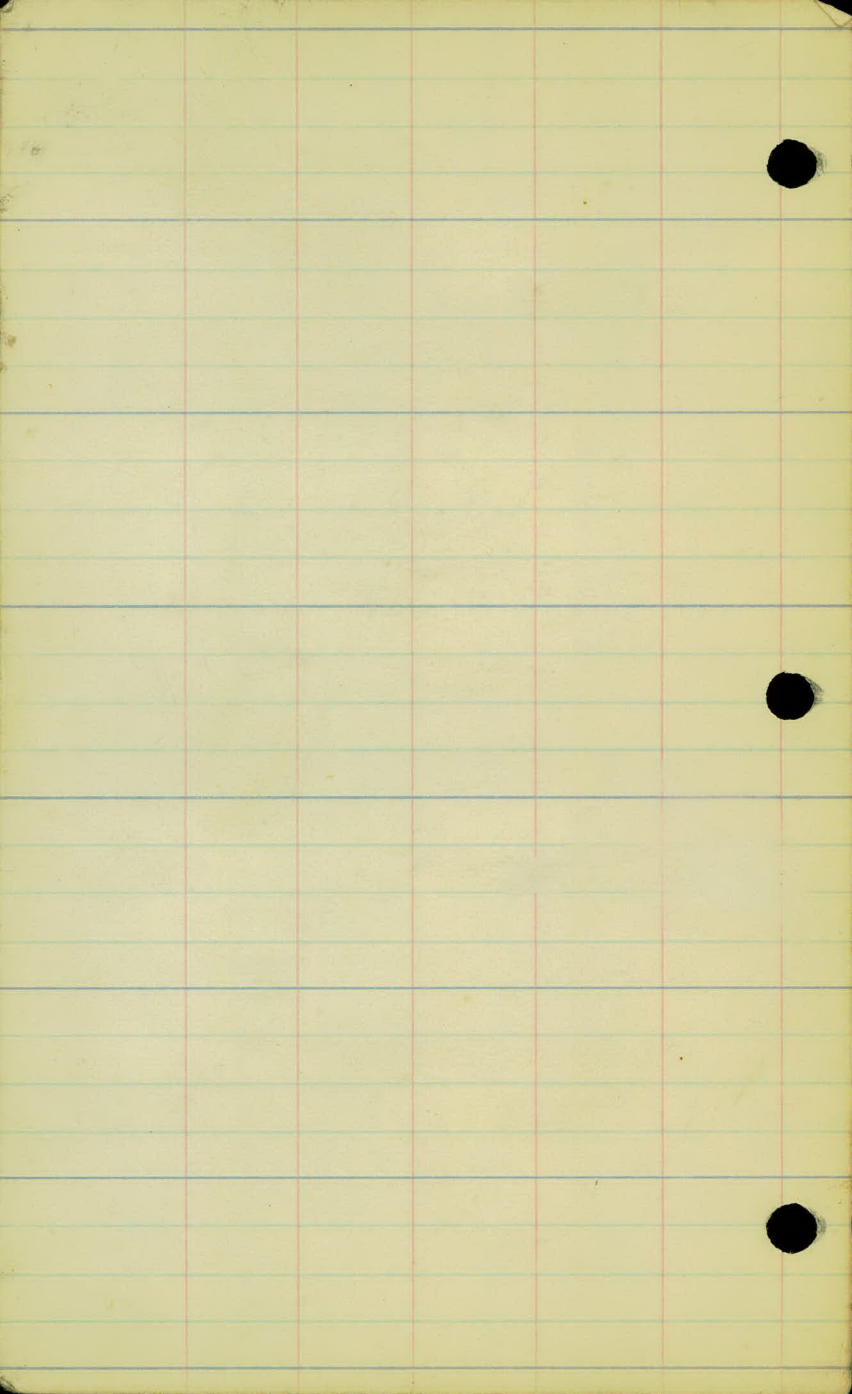
$$\frac{6.2}{80} \quad \frac{7.1}{59} \quad \frac{6.1}{46} \quad \frac{4.0}{32}$$

$$\frac{8.1}{80} \quad \frac{7.8}{63} \quad \frac{6.3}{46} \quad \frac{5.2}{32}$$

$$\frac{9.7}{80} \quad \frac{9.1}{58} \quad \frac{7.4}{33}$$

$$\frac{5.1}{30}$$

$$\frac{10.2}{80}$$

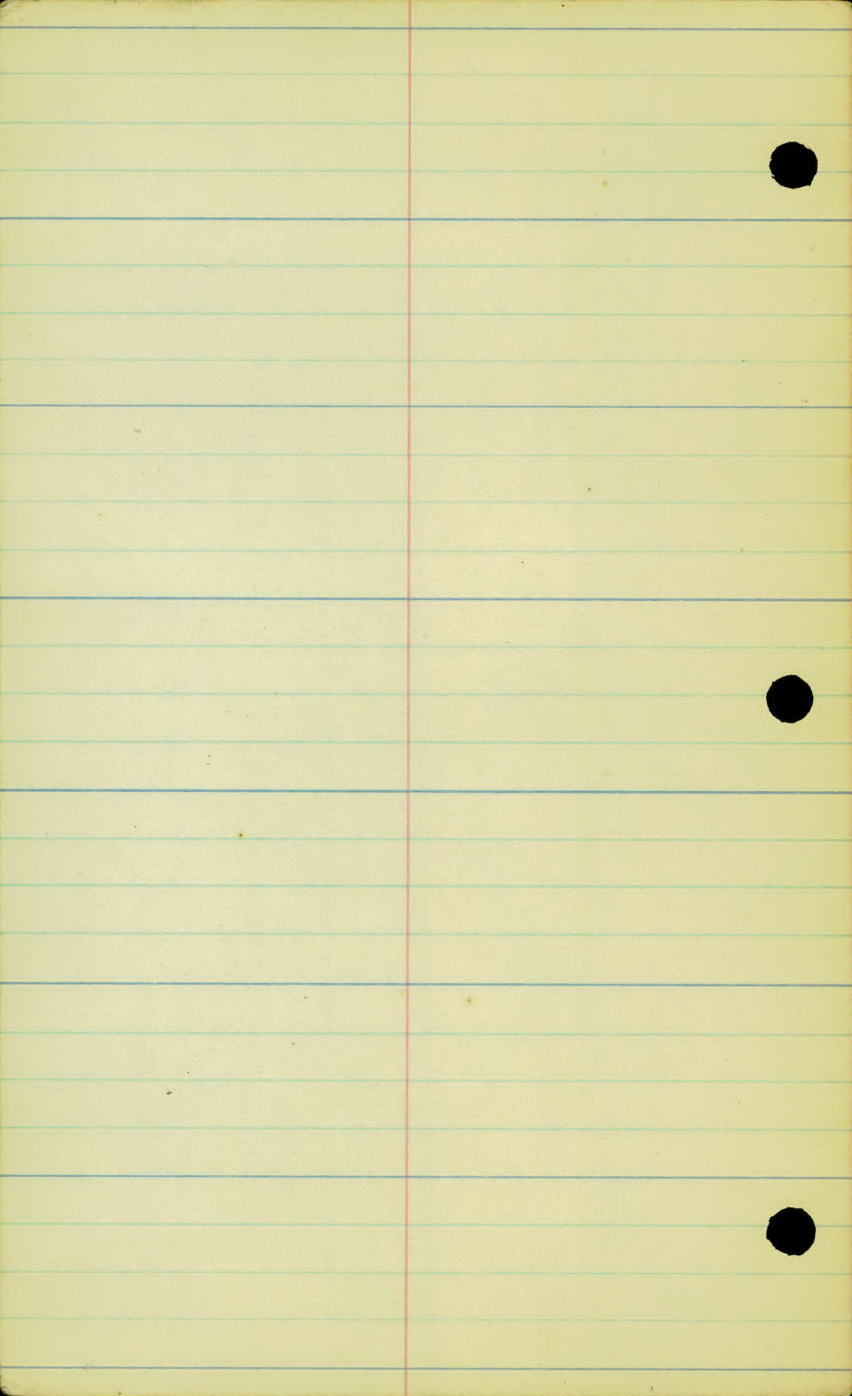


150	77.02	- 8.40	68.62 ✓
156	76.52	-	
	76.02	-	
155	75.52	-	
	75.02	-	
154	74.52	-	
	74.02	-	
153	73.52	-	
	73.02	-	
152	72.52	-	
	72.02	-	
151	71.52	-	
	71.02	-	
150	70.52	-	
	70.02	-	
149	69.52	-	
148+50	69.02	-	

800 U₆

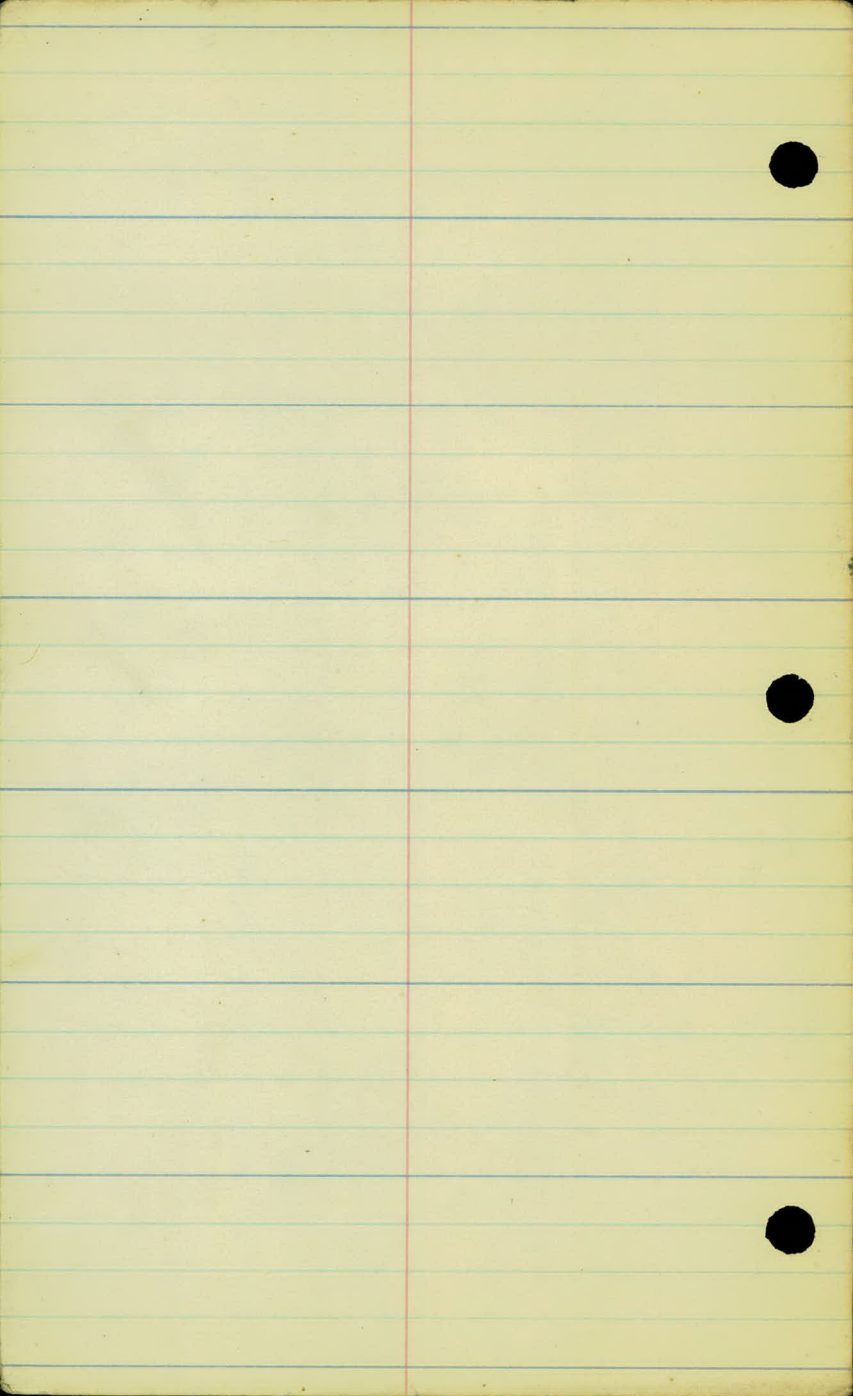
M. 2/1

13125



Top Page.

150	69.02	Rey Vlo.
148	68.52	
	68.02	
147	67.52	
	67.02	
146	66.52	
	66.02	
145	65.52	
	65.02	
144	64.52	
	64.02	
143	63.52	
	63.02	
142	62.52	
	62.02	
141	61.52	
	61.02	
140	60.52	
	60.02	
139	59.52	



137- 57.92

end V. 60. Top of page.

139 ① 59.52

+50 59.05

138 58.62

+50 58.25

137 ② 57.92

+50 57.62

136 57.32

+50 57.02

135 56.72 ✓

134 56.12

133 55.52

132 54.92

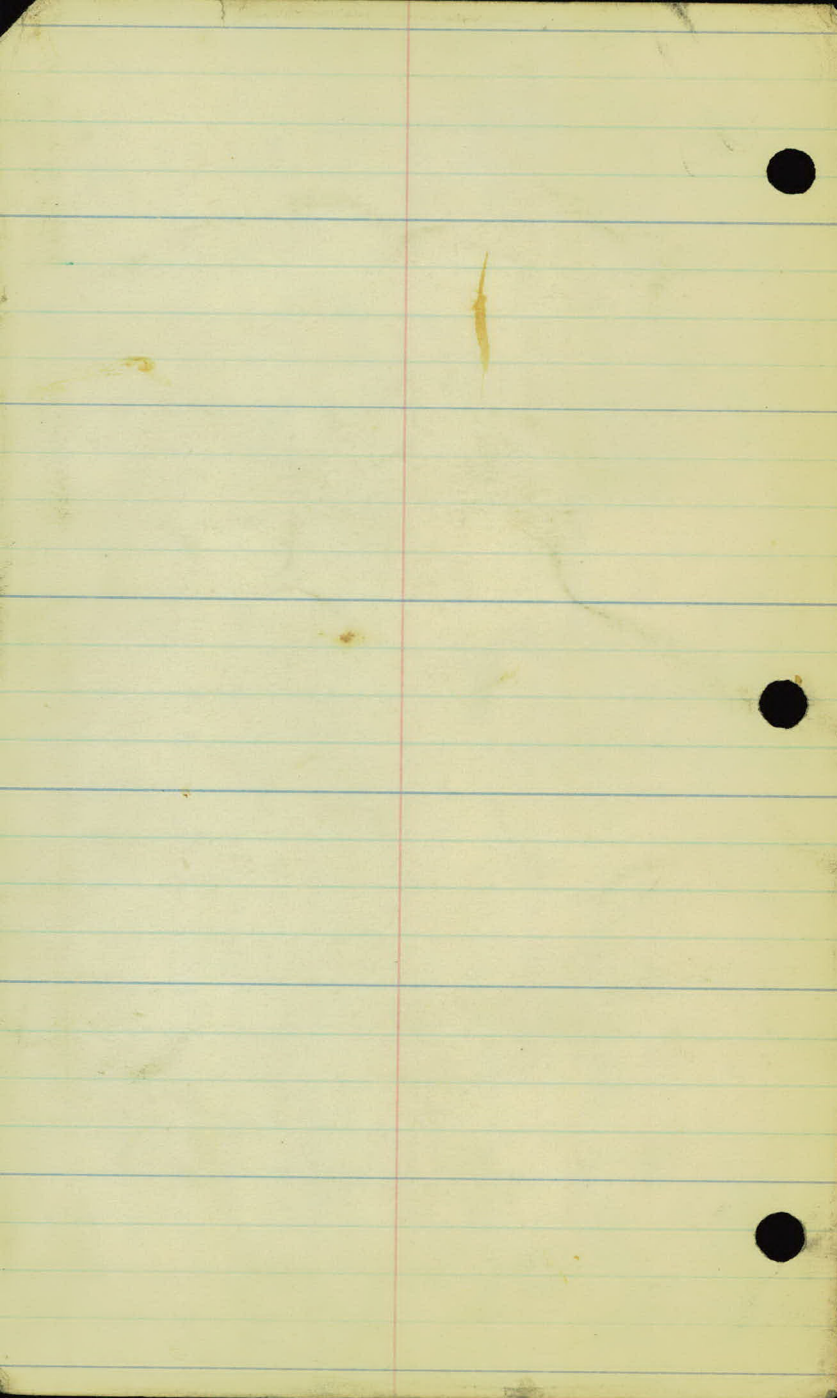
132 55.32 -0.40 54.92 ✓

+50 54.82 54.60

131 54.32 54.22 ✓

+50 53.82 -.03 53.79

130 ③ 53.32 53.32



Grade stakes

Rice St. Under Pass

Station	+	H. I	-	Sub Grade Elev.
B.M.	1.95	194.52		192.57
T.P.	3.79	197.17	1.14	193.38
49+91				195.11
			Gr. Rod.	
49+50			3.32	193.85
49+25			4.73	192.44
49+31.5				End of V.C.
49+04			5.90	191.27
				Rod.
48+75			7.07	190.10
48+54			7.64	189.53
+15				189.14
48+11.5				189.10
				- Beg V.C.
48+00			8.07	189.10
			4.61	197.56 - 192.57
47+91				
47+75				
47+50				
47+41				189.10
				Rod.

47.10
11.70
49+31.5

Stakes set on 2' offset

12' 12'

12³/₄ 12³/₄

12⁷/₈ 12⁷/₈

13⁰/₈ 13⁰/₈

13¹/₈ 13¹/₈

13³/₈ 13³/₈

13⁵/₈ 13⁵/₈

13⁷/₈ 13⁷/₈

13¹/₄ 13¹/₄

13²/₄ 13⁰/₄

Pavement Stakes,

B.M. 1.85 194.42 192.57

+91
~~+50~~

49+25

49+04 2.53

48+75 3.80 6.70

48+54 4.27 4.27

48+25 4.74 4.66

48+11.5 4.80 4.70

48+00 4.84 4.70

47+91

47+75

47+50

47+41

+40.3 Pavement.

$$\begin{array}{r} 72.57 \\ 1.85 \\ \hline 94.42 \\ 21.72 \\ \hline 116.14 \end{array}$$

a. 1.80
 70
 v. 80
 check
 194.42
 const power
 2.50
 191.92
 191.95.2
 190.05
 190.05

Edge

195.73
 194.47 + 50
 193.06 + 25
 crown.

Edge

191.79

191.89

191.79

196.62

190.72

190.62

190.05

190.15
 189.76 + 25
 189.72 (+11)

190.05

189.62

189.72

189.62

189.62

189.72

189.62

189.62

189.72

189.62

189.62

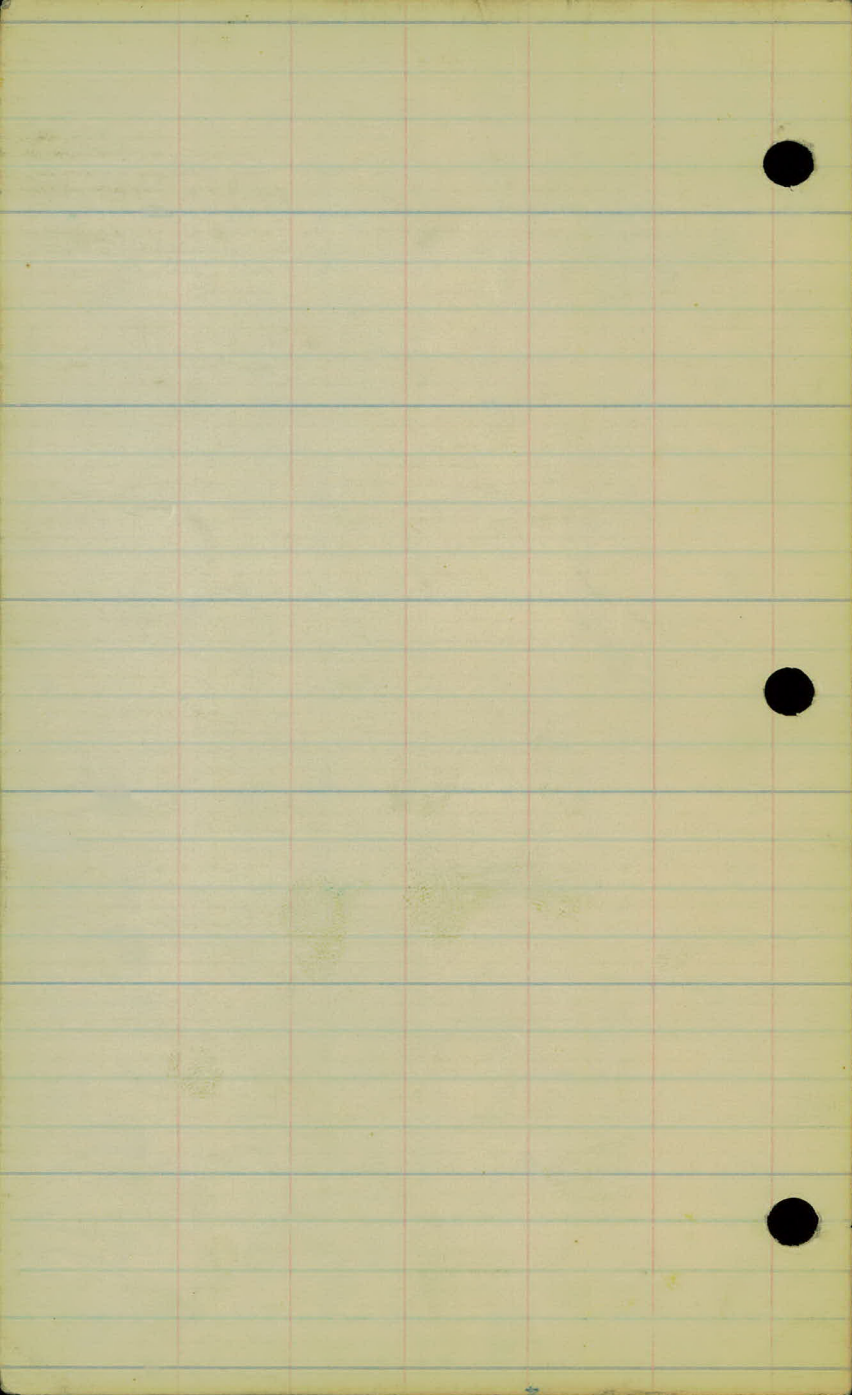
189.72

189.62

189.62

189.27

189.62



Add X-Sections

(23-02)(23-55)

No. 228-230+85

For Borrow Mat'l.

REQ. 11-30-23

AR. 1/2/24

(23-02) (23-53)

X- Sec. For Borrow Mat'l.
Hand Level

Sta.	+ 5	H.I.	- 5	Elev
Temp BM	+ 10.0	210.00		200.00 <u>Assumed</u>

T.P.	+ 7.0	215.8	1.2	208.8
		<u>53.2</u>		
228		269.0		

228+30

T.P.	3.6	212.9	6.5	209.3
------	-----	-------	-----	-------

228+50

228+70

T.P.	6.2	214.4	4.7	208.2
		<u>53.2</u>		
229+00		267.6		

+35

T.P.	2.5	212.5	4.4	210.0
		<u>53.2</u>		
230		265.7		

T.P.	9.3	216.0	5.8	206.7
------	-----	-------	-----	-------

230+50

230+85

Deutsche
Johnson
Mahoney
Franke } Party

Lt

E

Rt

1-30-23
Cool Fair

N Edge Paving Sta. 228

49	50	50	52
70	60	52	38.6

$$\begin{array}{r} 269.0 \\ 52.5 \\ \hline 16.5 \end{array}$$

62	73	67	72
70	50	40	35.5

36	57	62	63
70	52	40	35

35	70	78
70	40	35

51	55	90	87
70	66	40	33.5
44	67	78	
70	40	35	

$$\begin{array}{r} 267.6 \\ 52.3 \\ \hline 14.8 \end{array}$$

67	62	51
70	40	35.5

$$\begin{array}{r} 265.7 \\ 52.4 \\ \hline 13.3 \end{array}$$

61	55	50	49
70	61	40	35
23	17	20	
70	40	38	

$$\begin{array}{r} 69.2 \\ 51.9 \\ \hline 17.3 \end{array}$$

Rush Job
To best steam shovel
to it.

$$\begin{array}{r} 237,46 \\ \underline{49} \\ 237,95 \end{array}$$

$$\begin{array}{r} 117,46 \\ \underline{125} \\ 292,46 \end{array}$$

25. PC

Rice St. Underpass

Final X-Sections

6-20-24

Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 6-20-24

File No. "5" (23-02)

①

Final X-sections

Rice St. Under Pass.

Station	+	H.I.	-	Elev
B.M.	6.69	199.26		192.57

46 + 00

+ 50

47 + 00

+ 30

+ 49

+ 80

+ 90

48 + 00

T.P.	4.39	202.64	0.99	198.25	198.25
------	------	--------	------	--------	--------

+ 32

+ 53

+ 63

Left

6-13-24

①

Right

Spike in tree left sta 45+03.

9.6	7.2	9.3	9.9	10.7	9.7	9.63	10.3	9.69	10.0	11.2	11.1	7.8	9.2
33.0	29.0	25.5	23.0	21.0	17.0	12.0	9.58	12.0	18.5	21.0	26.5	31.0	33.0

6.7	6.1	9.3	9.5	10.3	9.66	10.2	9.66	10.0	12.9	10.9	5.7	8.9
33.0	28.5	21.5	18.0	16.5	12.0	7.58	12.0	18.0	20.5	24.5	25.5	33.0

200.5	4.6	9.2	9.4	10.2	9.64	10.2	9.65	9.6	10.6	10.4	3.5
33.0	26.5	22.5	19.0	17.5	12.9	9.61	12.0	18.0	20.0	23.5	33.0

204.3	2.9	9.3	9.4	12.0	9.60	10.2	9.62	10.2	9.4	9.2	5.0	5.0
37.0	31.6	21.7	11.8	16.5	12.8	9.53	12.8	16.5	18.5	23.0	30.0	33.0

comb

9.1	9.22	9.75	9.75	9.6	9.52	9.1	9.1	9.53	9.57	10.2	9.0	9.2	4.3	3.8	
22.0	18.8	16.4	15.0	13.0	1.0	10	9.1	1.0	1.0	13.0	14.6	18.6	22.0	30.3	33.0
2.3	0.0	(206.4)		(38.8)											
30.3	31.5														

8.7	9.2	9.8	9.65	9.5	9.1	9.5	9.59	10.1	10.1	9.6	9.1	
21.0	14.2	14.2	12.5	11	9.1	1.0	8.1	13.1	15.7	18.2	19.3	22.4

9.0	9.2	9.15	9.77	9.64	9.51	9.2	9.2	9.54	9.56	10.0	10.0	9.5	9.9	
25.4	22.0	14.3	14.3	13.8	1.2	1.2	9.2	1.2	1.2	13.2	16.0	18.3	17.8	22.7

7.9	9.2	9.1	9.76	9.63	9.55	9.03	9.03	9.49	9.6	9.9	9.9	9.5	9.0	
25.1	21.6	14.2	14.2	12.8	1.2	1.2	9.03	1.2	1.25	13.3	16.0	18.3	19.4	22.9

Nail in T.P. 30 ft sta 49+60

9.0	11.4	12.3	12.6	12.8	12.75	12.3	12.8	12.75	12.9	13.0	12.4	12.40	8.6	
29.4	22.4	18.0	16.4	12.8	1.2	1.2	12.3	1.2	1.2	12.8	16.0	14.2	17.6	24.5

9.0	11.1	11.8	12.3	12.3	12.22	12.55	12.50	12.0	12.48	12.55	12.7	12.1	11.8	8.0
30.6	22.8	19.0	17.9	15.5	12.8	12.8	1.2	1.2	1.2	12.7	14.2	14.2	16.8	23.0
11.2 12.2 12.35 12.50 12.42 11														
1.2 17.2 1.2 1.2 13.0 14.2														

11.6	11.2	12.2	12.0	12.35	12.35	11.72	11.80	11.5	7.0
17.1	17.9	15.8	12.7	12.7	1.2	1.2	14.2	17.6	24.7
10.8	6.6								
23.0	30.7								

(2)

Station + H.I - Elev

202.64

49+00

+ 20

50+00

T.P. 12.45 214.29 0.80 201.84

51+00

+ 52

52+00

T.P. 12.27 226.58 0.18 214.11

53+00

54+00

T.P. 0.58 226.00

B.M. 6.59 199.16 192.57

T.P. 12.61 211.12 0.65 198.51

47+80

+ 90

48+00

H.

L

P

(2)

$\frac{10.9}{17.0}$	$\frac{10.8}{15.3}$	$\frac{10.6}{12.5}$	$\frac{10.96}{12.5}$	$\frac{10.9}{1.0}$	$\frac{10.4}{1.0}$	$\frac{10.4}{7.0}$	$\frac{10.93}{7.0}$	$\frac{11.0}{12.5}$	$\frac{10.44}{12.5}$	$\frac{10.88}{14.9}$	$\frac{10.9}{17.3}$	$\frac{10.2}{18.6}$
$\frac{10.3}{18.9}$	$\frac{10.0}{22.4}$	$\frac{9.5}{23.2}$	$\frac{3.8}{24.7}$							$\frac{0.0}{31.9}$	$\frac{6.6}{25.6}$	$\frac{10.0}{16.8}$

11.6

11.0

$\frac{5.3}{22.0}$	$\frac{5.1}{23.0}$	$\frac{4.2}{22.0}$	$\frac{9.4}{18.5}$	$\frac{9.9}{17.0}$	$\frac{9.97}{15.0}$	$\frac{9.56}{12.35}$	$\frac{9.71}{12.35}$	$\frac{9.9}{9.9}$	$\frac{10.0}{12.25}$	$\frac{9.65}{12.25}$	$\frac{9.9}{15.0}$	$\frac{9.9}{17.4}$	$\frac{9.4}{18.8}$	$\frac{8.1}{24.2}$	$\frac{3.4}{22.3}$
$\frac{1.1}{37.6}$	$\frac{0.0}{33.5}$														
$\frac{1.8}{26.5}$	$\frac{4.6}{21.8}$	$\frac{4.8}{17.9}$	$\frac{5.3}{16.9}$	$\frac{5.3}{14.7}$	$\frac{4.85}{11.6}$	$\frac{5.19}{11.6}$	$\frac{5.17}{5.17}$	$\frac{5.25}{11.5}$	$\frac{4.9}{11.5}$	$\frac{5.3}{14.5}$	$\frac{5.2}{16.6}$	$\frac{4.7}{18.0}$	$\frac{4.2}{24.2}$	$\frac{0.0}{33.4}$	

5.1

11.3

$\frac{7.3}{26.4}$	$\frac{9.8}{23.8}$	$\frac{10.4}{18.2}$	$\frac{10.9}{17.8}$	$\frac{10.9}{14.9}$	$\frac{10.55}{11.6}$	$\frac{10.9}{11.6}$	$\frac{10.84}{10.84}$	$\frac{10.93}{11.5}$	$\frac{10.6}{11.5}$	$\frac{10.9}{14.7}$	$\frac{10.8}{17.0}$	$\frac{10.5}{17.9}$	$\frac{10.1}{23.0}$	
													$\frac{3.3}{34.0}$	
$\frac{1.5}{21.8}$	$\frac{7.1}{23.4}$	$\frac{7.5}{18.0}$	$\frac{8.0}{7.0}$	$\frac{7.9}{14.9}$	$\frac{7.55}{11.6}$	$\frac{7.9}{11.6}$	$\frac{7.79}{7.79}$	$\frac{7.9}{11.6}$	$\frac{7.55}{11.6}$	$\frac{7.9}{14.7}$	$\frac{6.0}{16.9}$	$\frac{7.3}{18.2}$	$\frac{7.0}{23.5}$	$\frac{0.7}{32.6}$

8.7

5.4

$\frac{0.0}{30.8}$	$\frac{4.2}{23.7}$	$\frac{4.3}{18.0}$	$\frac{4.9}{7.0}$	$\frac{4.83}{15.0}$	$\frac{4.56}{11.7}$	$\frac{4.59}{11.7}$	$\frac{4.52}{4.52}$	$\frac{4.93}{11.5}$	$\frac{4.58}{11.5}$	$\frac{4.8}{14.7}$	$\frac{4.8}{16.7}$	$\frac{4.3}{17.8}$	$\frac{3.6}{24.2}$	$\frac{0.0}{29.7}$
--------------------	--------------------	--------------------	-------------------	---------------------	---------------------	---------------------	---------------------	---------------------	---------------------	--------------------	--------------------	--------------------	--------------------	--------------------

11.1

5.1

$\frac{10.3}{28.9}$	$\frac{10.5}{18.0}$	$\frac{11.1}{17.0}$	$\frac{11.2}{14.7}$	$\frac{10.84}{11.6}$	$\frac{11.12}{11.6}$	$\frac{11.11}{11.11}$	$\frac{11.2}{11.6}$	$\frac{10.87}{11.6}$	$\frac{11.2}{14.8}$	$\frac{11.2}{16.8}$	$\frac{10.6}{17.9}$	$\frac{10.5}{24.0}$	$\frac{5.2}{13.6}$
$\frac{4.6}{32.1}$													
$\frac{0.6}{31.0}$	$\frac{4.3}{24.9}$	$\frac{4.7}{18.0}$	$\frac{5.3}{17.0}$	$\frac{5.2}{14.8}$	$\frac{4.84}{11.6}$	$\frac{5.2}{11.6}$	$\frac{5.19}{11.6}$	$\frac{4.84}{11.6}$	$\frac{5.2}{14.8}$	$\frac{5.2}{16.8}$	$\frac{4.6}{18.3}$	$\frac{4.4}{25.3}$	$\frac{1.6}{30.2}$

22.0

$\frac{8.5}{37.0}$	$\frac{11.3}{45.0}$
--------------------	---------------------

22.9

$\frac{6.5}{39.5}$	$\frac{7.2}{45.0}$
--------------------	--------------------

22.0

$\frac{5.5}{41.0}$	$\frac{5.0}{45.0}$
--------------------	--------------------

③

Station + H.I. - Elev

211.72

48 + 32

+ 53

+ 63

49 + 00

+ 70

50 + 00

T.P. 9.40 217.68 2.84 208.28

47 + 80

+ 90

48 + 00

+ 32

T.P. 10.95 227.50 1.13 216.50 17.50

+ 53

+ 63

49 + 00

57.

Z

A4.

 ⑤
 75.0
 18.2
 56.8

21.8

$$\frac{4.2}{40.0} \quad \frac{4.2}{45.0}$$

21.6

$$\frac{4.4}{38.0} \quad \frac{4.5}{45.0}$$

21.4

$$\frac{4.2}{39.5} \quad \frac{4.5}{45.0}$$

20.1

$$\frac{2.9}{72.0} \quad \frac{2.8}{45.0}$$

19.5

$$\frac{6.1}{41.0} \quad \frac{5.2}{45.0}$$

14.7

$$\frac{0.7}{47.0} \quad \frac{0.7}{45.0} \quad \frac{0.0}{50.0}$$

$$\frac{5.0}{60} \quad \frac{6.3}{53.0} \quad \frac{10.0}{50.0} \quad \frac{11.2}{46.6} \quad \frac{12.2}{42.0}$$

28.6

$$\frac{4.9}{60.0} \quad \frac{4.9}{55.0} \quad \frac{9.4}{49.5} \quad \frac{12.6}{42.0}$$

28.6

$$\frac{4.1}{60.0} \quad \frac{4.2}{55.0} \quad \frac{8.0}{51.0} \quad \frac{12.2}{45.0}$$

28.6

$$\frac{1.7}{60.0} \quad \frac{1.9}{54.0} \quad \frac{9.8}{46.0}$$

28.5

Nail in F.R. 60' left 579 48 + 50

$$\frac{8.9}{60.0} \quad \frac{10.5}{56.0} \quad \frac{11.5}{53.0}$$

38.0

$$\frac{7.4}{73.0} \quad \frac{7.1}{64.0} \quad \frac{9.7}{55.0}$$

37.8

$$\frac{6.7}{73.0} \quad \frac{6.7}{56.5}$$

36.8

④

✓
217.50

49 + 20

50 + 00

T.P. 7.13 233.94 0.69 226.81

51 + 00

+ 52

52 + 00

53 + 00

54 + 00

55 + 00

+ 50

T.P. 0.22 223.83 10.33 223.61

51 + 00

T.P. 0.32 211.17 12.98 210.85

12.91 198.26 (198.25)

Left

Right

75
10.5
65

(4)

$$\frac{6.2}{75.0} \quad \frac{6.4}{57.0}$$

35.9

$$\frac{2.8}{75.0} \quad \frac{2.2}{56.5}$$

30.6

$$\frac{7.5}{75.0} \quad \frac{7.0}{56.0} \quad \frac{6.3}{50.0}$$

30.9

$$\frac{7.0}{75.0} \quad \frac{6.4}{55.0} \quad \frac{5.8}{49.0}$$

27.8

$$\frac{13.2}{41.0} \quad \frac{11.5}{48.0} \quad \frac{11.7}{51.0} \quad \frac{9.6}{52.5} \quad \frac{13.0}{59.0}$$

$$\frac{6.4}{75.0} \quad \frac{6.0}{60.0} \quad \frac{5.0}{47.0}$$

50

$$\frac{8.8}{44.0} \quad \frac{8.8}{48.0} \quad \frac{7.8}{49.5} \quad \frac{6.0}{55.0}$$

$$\frac{6.0}{75.0} \quad \frac{5.6}{56.0} \quad \frac{5.0}{42.0}$$

19.0

$$\frac{7.5}{39.0} \quad \frac{7.5}{42.5} \quad \frac{7.0}{43.0} \quad \frac{7.0}{45.0}$$

$$\frac{6.0}{75.0} \quad \frac{5.7}{46.0} \quad \frac{5.3}{36.0}$$

13.0

$$\frac{6.1}{35.0} \quad \frac{6.2}{37.0} \quad \frac{5.7}{37.5} \quad \frac{5.8}{45.0}$$

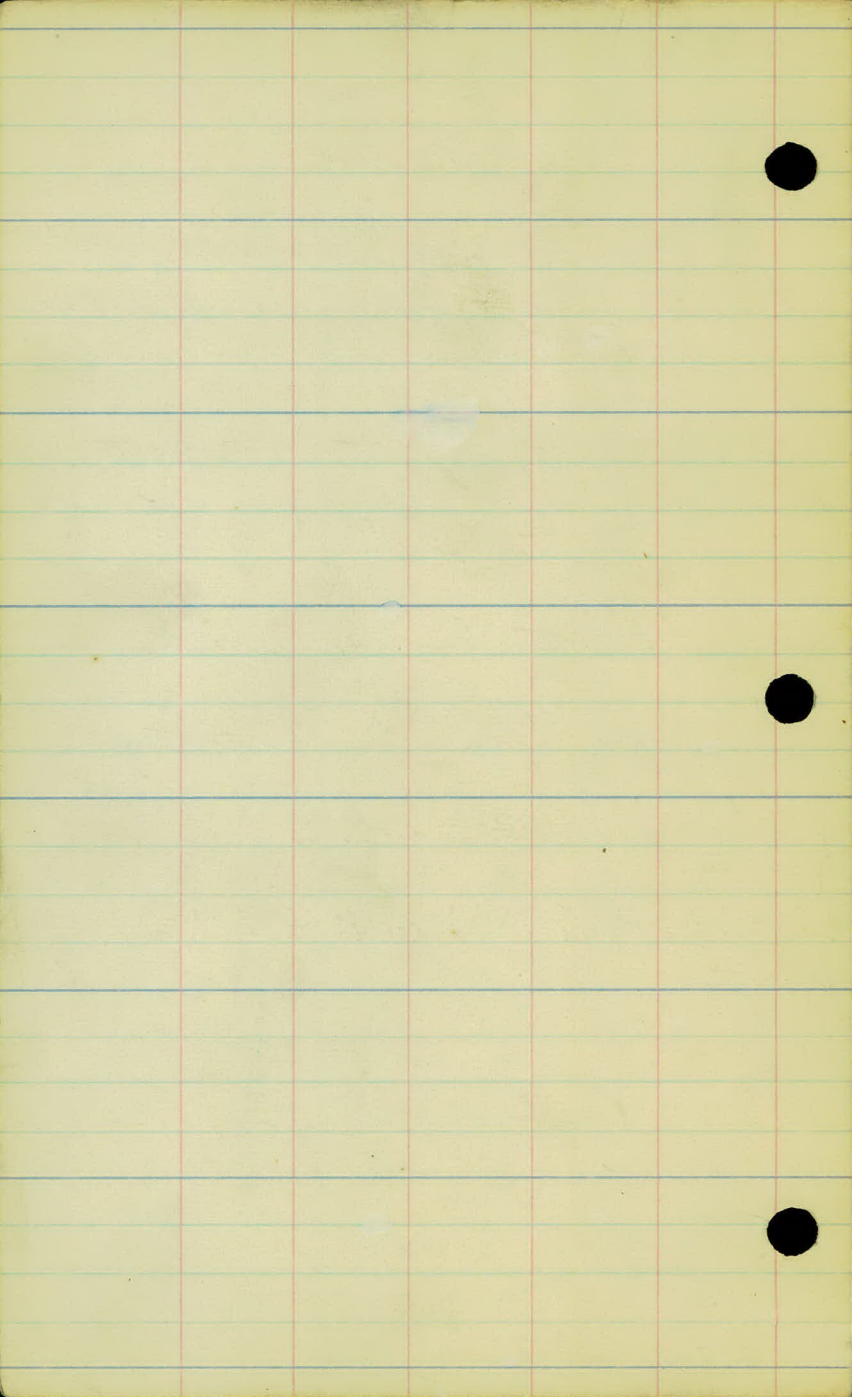
8.0

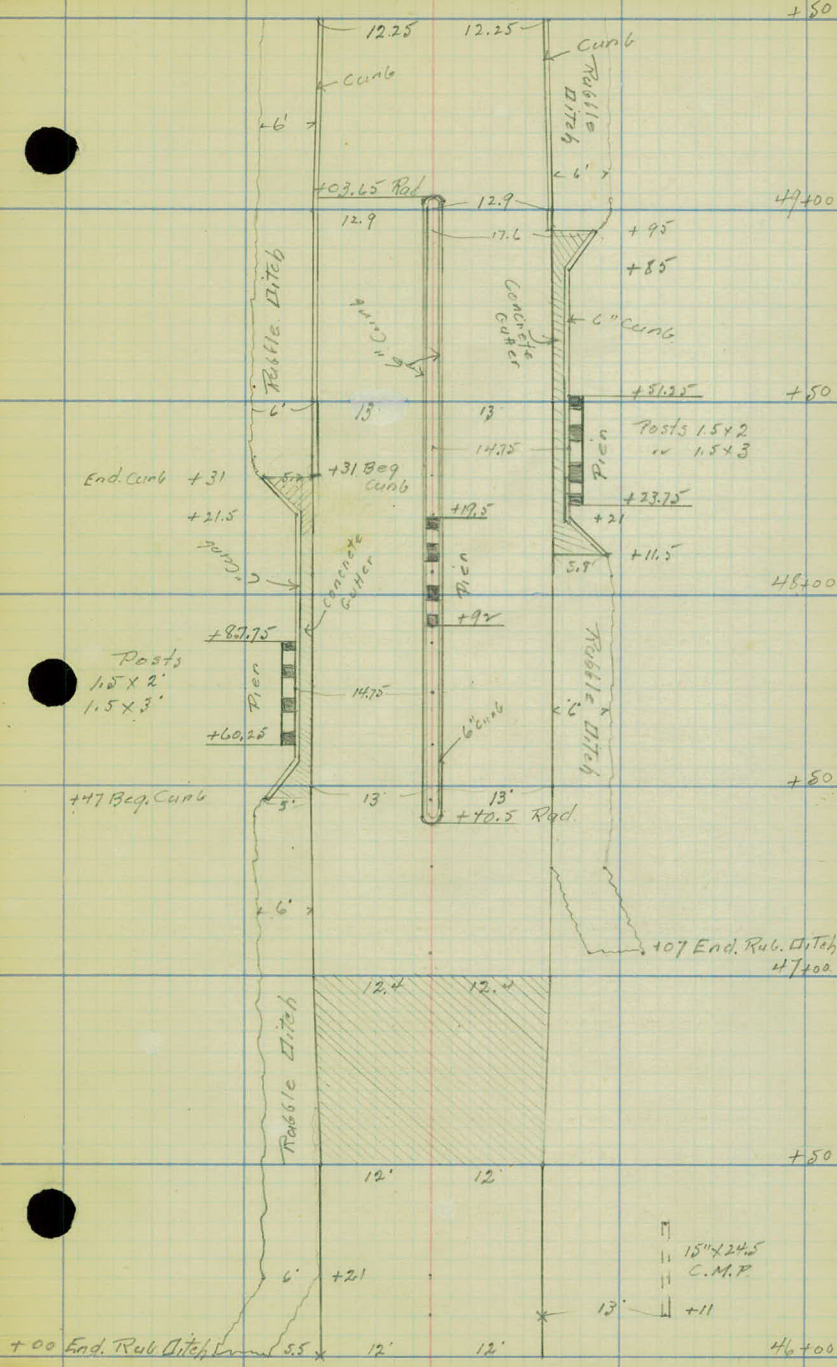
$\frac{7.4}{24.0}$	$\frac{7.6}{22.5}$	$\frac{8.4}{21.5}$	$\frac{8.3}{17.5}$	$\frac{7.5}{15.5}$	$\frac{7.2}{11.6}$	$\frac{7.6}{11.6}$	$\frac{7.55}{7.55}$	$\frac{7.6}{11.6}$	$\frac{7.2}{11.6}$	$\frac{7.3}{14.5}$	$\frac{8.2}{20.0}$	$\frac{8.1}{22.0}$	$\frac{7.5}{23.0}$	$\frac{6.2}{27.0}$	$\frac{5.0}{28.5}$
$\frac{5.3}{26.7}$	$\frac{5.4}{33.0}$														$\frac{5.1}{45.0}$
$\frac{5.4}{25.3}$	$\frac{5.7}{24.5}$	$\frac{7.3}{22.5}$	$\frac{7.3}{20.0}$	$\frac{6.0}{17.5}$	$\frac{5.7}{15.0}$	$\frac{5.93}{12.0}$	$\frac{5.81}{5.81}$	$\frac{5.92}{12.0}$	$\frac{5.5}{13.0}$	$\frac{5.7}{18.0}$	$\frac{6.8}{20.7}$	$\frac{6.8}{23.0}$	$\frac{5.7}{24.5}$	$\frac{4.7}{26.0}$	
$\frac{4.0}{26.5}$	$\frac{4.7}{33.0}$														$\frac{4.9}{33.0}$

20.8

$$\frac{9.3}{40.8} \quad \frac{9.4}{45.0} \quad \frac{10.3}{50.0}$$

Nail in T.P. as before 30' ht sta 49+60





+50

49+00

+50

48+00

+50

47+00

+50

46+00

- ▭ 15" x 24.5"
- ▭ C.M.P.
- ▭ +11

Posts
1.5 x 2'
1.5 x 3'

13'

End. Curb +31
+21.5

+47 Beg. Curb

+00 End. Rub. Ditch

Rubble Ditch

Rubble Ditch

Rubble Ditch

Rubble Ditch

Concrete Gutter

Concrete Gutter

Concrete Gutter

Concrete Gutter

Concrete Gutter

4" Curb

6" Curb

6" Curb

6" Curb

6" Curb

6" Curb

6" Curb

6" Curb

6" Curb

6" Curb

6" Curb

6'

6'

6'

6'

6'

6'

6'

6'

6'

6'

6'

6'

6'

12.25

12.25

12.9

12.9

13'

13'

14.75

14.75

13'

13'

12.4

12.4

12'

12'

12'

12'

+21

+03.65 Rad.

+03.65 Rad.

+40.5 Rad.

Curb

Curb

6" Curb

+31 Beg. Curb

+80.75

+60.25

+6'

+21

+21

6'

+95

+85

+51.25

Posts 1.5 x 2'
1.5 x 3'

+23.75

+21

+11.5

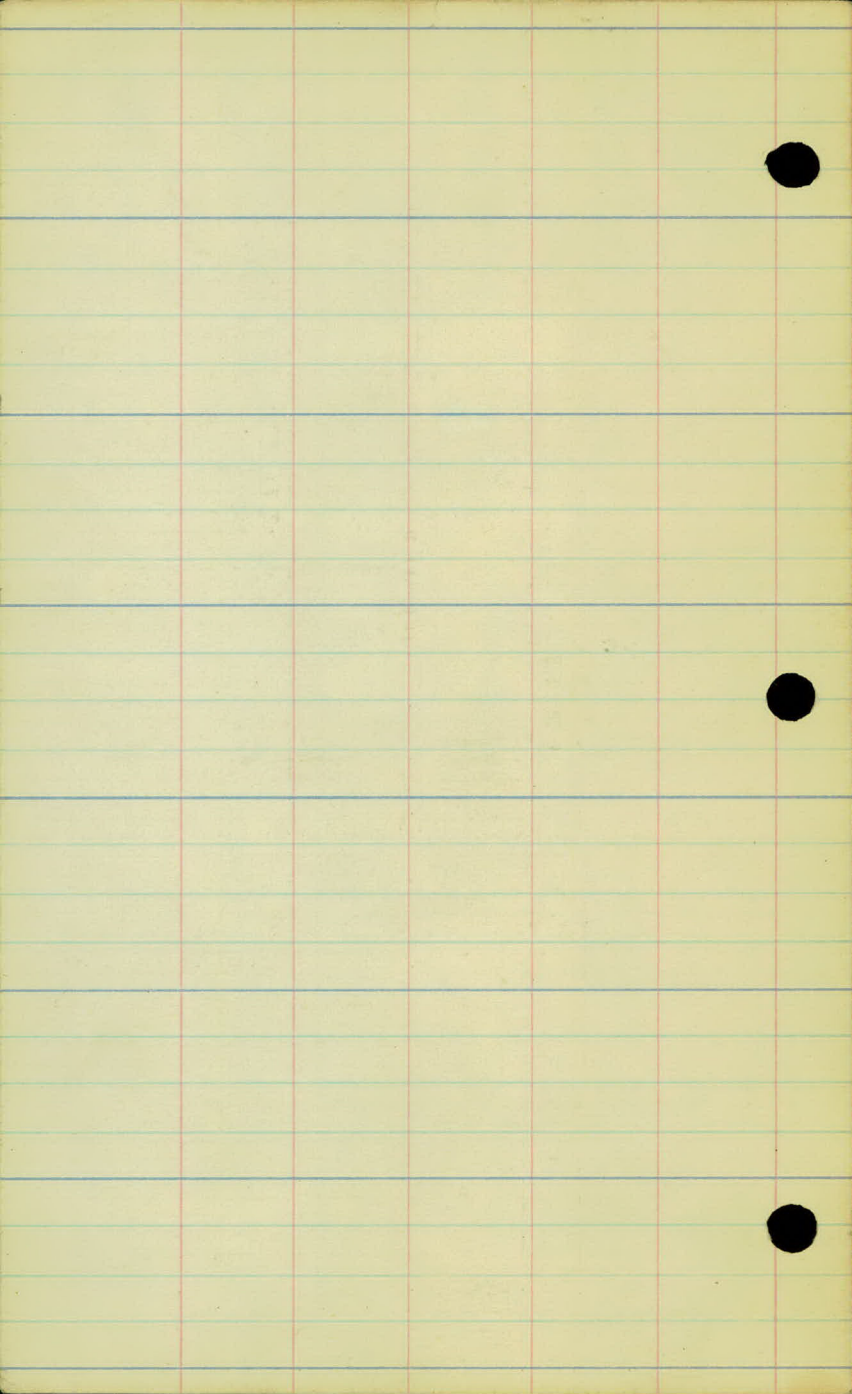
5.9'

+50

+07 End. Rub. Ditch

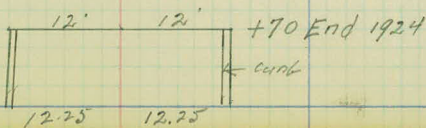
+50

+11

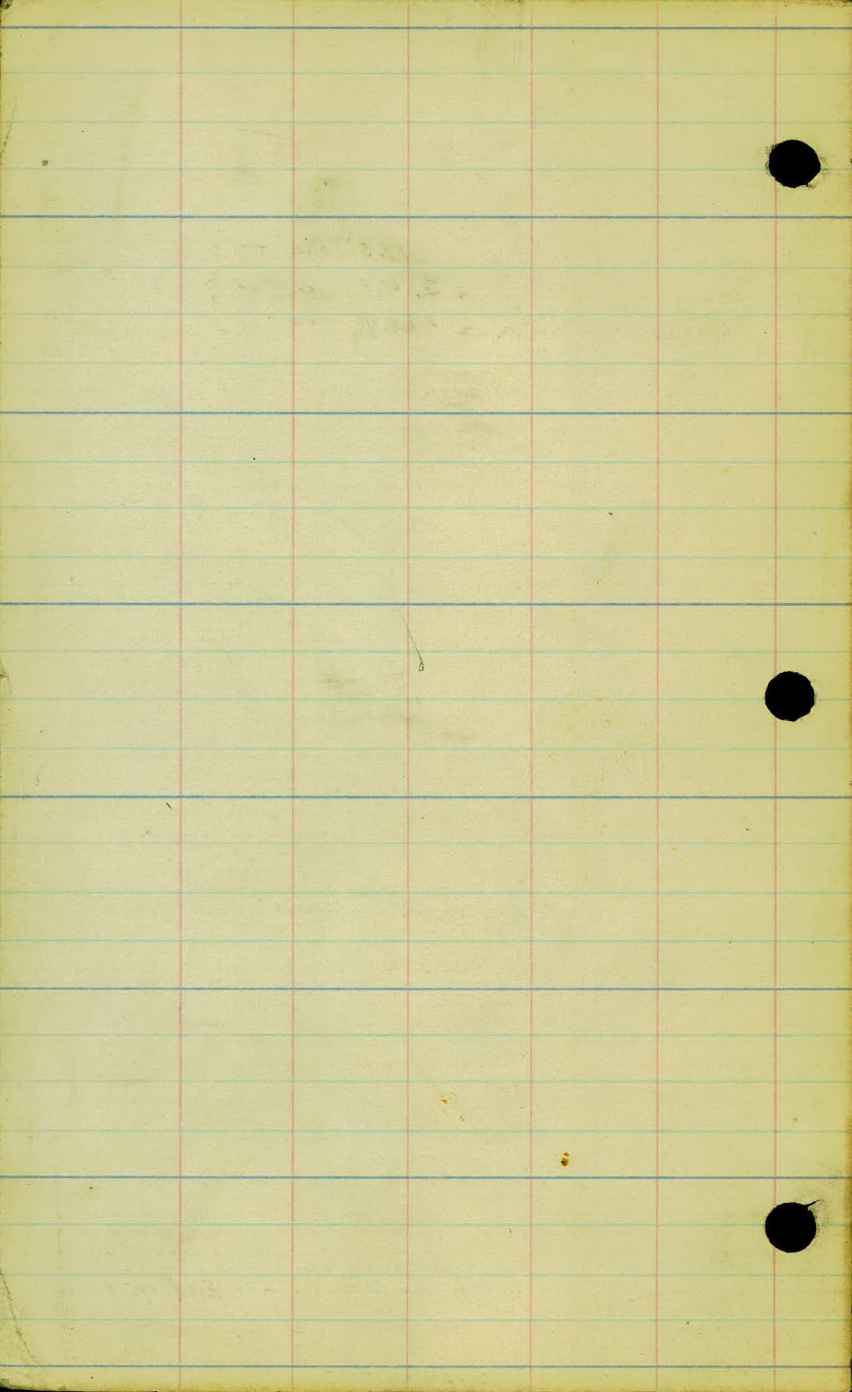


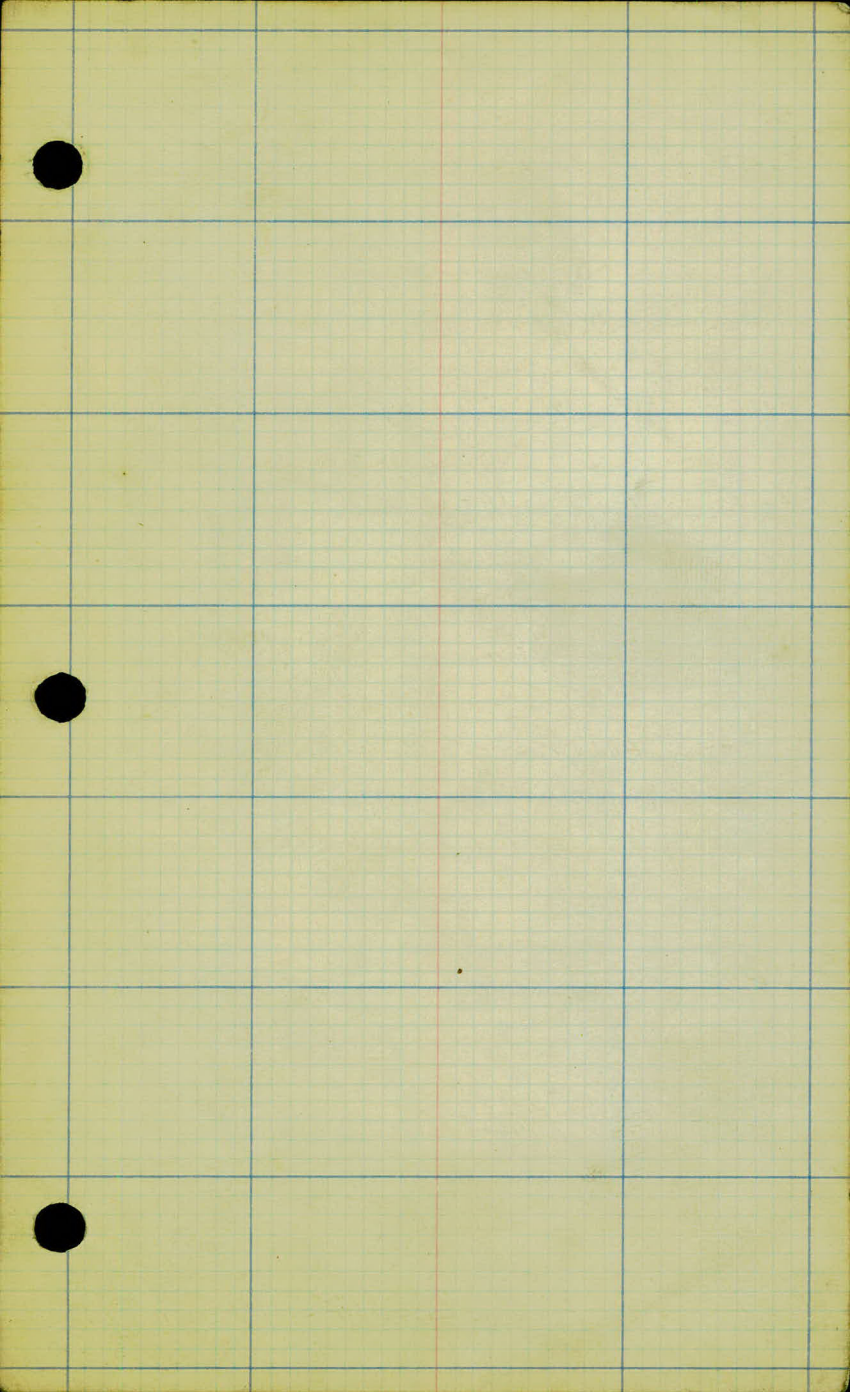
Sta 46+00 to 49+70

6" Curbing	=	499.5	lin ft.	} 1924	
Integral	✓✓	=	214.8		✓✓
Rubble	Ditch	=	466.7		✓✓



49+50





Transit Notes

Dial Angle
L_t R_t

Sta.	Desc.	L _t	R _t
50+77 ^o	Mont. Intersoc. E Cold F & Rice St.		
30+60 ⁷⁵	P.O.T. & E Spine HL Ey.		
26+40	Found no Mont.!		
24+45 ^o	P.O.T.		
20+60	E Water Wks Culv		
16+00	P.O.T.		
4+64 ^o	P.O.T. (Wiggled In)		
0+00	Mont intersoc E Cold F & McManamy Rds.		

Notes: R/W Sks set out 33' L & R
Sta. 1400 to 9442 incl.
and. 16+00 to 18480 incl.

X-sec. For shoulder borrow - Rice St.

See alignment Notes - Co Rd "F" Rice St to M^o Menemy

Sta.	+S	H.I.	-S	Elev.
BM.	5.94	105.94		100.00 Assumed.

0+00

0+25

0+32

0+92

1+00

1+19

T.P.	8.30	114.08	0.16	105.78
------	------	--------	------	--------

0+92

1+00

1+19

2+00

2+31

3+00				110.2
------	--	--	--	-------

4+00				112.3
------	--	--	--	-------

4+61				112.6
------	--	--	--	-------

5+00				112.4
------	--	--	--	-------

5+62				110.8
------	--	--	--	-------

6+00				109.6
------	--	--	--	-------

6+35				108.4
------	--	--	--	-------

T.P.			3.77 ^v	110.31
------	--	--	-------------------	--------

" "	11.31	125.19	0.20	113.88
-----	-------	--------	------	--------

4+00

4+64

5+00

X-Sec. For Child Dressing

Sta.	+5	H.L.	-5		
5+62		Cont'd fr. prec page 125.19			
6+00					
6+35					
7+00					
7+41					
7+78					
8+00					
T.P.	0.43	113.69	-11.93	113.26	✓
T.P.			3.39	110.30	Previously OK 110.31 ✓
7+00				105.9	
7+41				104.2	
7+78				102.4	
8+00				101.4	
9+00					
9+24					
T.P.	0.72	103.78	10.83	102.86	✓
9+00				96.9	
9+24				95.7	
9+42				94.9	
CHECKING BACK					
T.P.	10.88	113.74	0.92	102.86	✓
T.P.			3.43	110.31	✓
T.P.	2.54	108.31	7.97	105.77	(105.78) ✓
B.M.			8.32	97.49	(100.00)

Same party prec. page.

11-14-23
Cool. Fair

Co. 21 F
14.4

2.5 1.5 3.4
4.5 3.6 3.8

5.0 4.0 4.3
3.3 3.5 4.5
6.6 4.9 5.2
3.3 3.5 4.5

54.5 x
E-39

2.7 2.3 4.3
4.5 3.6 3.3

15.6

4.4 3.3 4.4
4.5 3.4 3.3

16.1

6.8 7.4
3.3 4.5

10.5 9.4 10.4
4.5 3.4 3.3

19.3

11.2 11.6 11.4
3.2 3.3 4.5

Fe.
36

18.1 15.7
4.5 3.3

21.0

12.3 11.4 11.3
3.3 3.4 4.5

22.8

11.8 9.9 9.7
3.3 3.5 4.5

23.8

13.5 11.8 10.7
3.3 3.5 4.5

Sp. Tel. Pl. 18' Sta. 7+35

Top strk 15' L. Sta. 5+80

7.0 8.4 8.7 7.8 8.3 8.6 8.6
2.1 1.7 1.2 0 1.2 1.3 1.8

3.9 8.3 9.0 10.6 10.4 9.5 9.9 12.6 11.3 11.4
2.9 2.1 1.9 1.6 1.1 0 1.1 1.5 1.6 1.8

2.5 7.3 6.8 8.2 10.9 13.0 12.1 11.3 11.5 12.8 12.6
4.5 3.3 2.9 2.5 2.0 1.5 1.2 0 1.2 1.4 1.7

7.3 8.3 8.0 7.6 11.8 13.9 12.9 12.2 12.7 13.6 13.2
4.5 3.3 2.9 2.5 2.1 1.5 1.2 0 1.3 1.5 1.8

16.8

12.5 13.1
2.0 3.3

18.0

15.3 15.2
1.9 3.3

Top strk 15' R. Sta. 7+78

7.3 7.1 8.3 8.0 6.9 7.5 8.9 7.9
3.3 3.1 2.6 1.7 0 1.1 1.4 1.5

12.5 10.1 8.8 8.1 9.7
3.3 2.6 1.4 0 1.5

15.2 11.6 9.4 8.9 9.3 11.0 11.5 7.8
3.3 1.9 1.3 0 1.1 1.1 2.8 3.3

Top strk 15' R. 7+78

" " 15' L. 5+80

" " 14' R. 1+75

Top rock as before assumed elev = 100.00 ✓ OK. REI

Staircase

Excavation - 10' Ditch

Wooded

Corn Shrub

X- Sec. Borrow Pit For Shldr Dressing
 See Alignment Notes.

Sta.	+ S	H.I.	- S	
B.M.	2.57	102.57		100.00 Assumed.
15+50				
16+00				
16+56				
16+81				
17+00				
17+19				
17+36				
17+83				
18+00				
T.P.	5.14	96.38	11.33	91.24
18+25				
18+80				

No pins necessary
 w/c no work done
 by Hauler & Cakes
 for (2302/2355)
 R.A. 12-19-23

Party { Deutsche
Johnson
Mahoney
Frank (assort)

E
Go Rd "F"

11-14-23 PM.
Cold Fair

Sp. 16" Box Elder. 20' R Sta. 15+18

Edge Swamp ASL		8.2	4.1	4.6	4.0	3.9
		33	23	19	16	0
	2.6 2.0	11	5.2	4.7	5.2	4.7
	Fence 4.0 33	27	21	19	16	6
	No Level	0.0	6.1	7.0	6.1	6.1
	38' 1.3' + 3.4' + 1.2'	32	24	20	16	6
	56 46 36 33	32	24	20	16	6
		6.7	7.7	6.9	6.9	7.2
		33	20	17	5	0

	7.4	8.3	8.9	8.0	7.7	7.7
	41	33	20	16	5	0
	7.7	9.0	9.8	8.8	8.5	8.8
	47	33	19	16	5	0
	6.6	9.3	9.9	9.3	7.1	9.4
	52	33	19	16	5	0
	7.5	8.7	7.9	8.2	7.3	11.1
	67	60	54	42	33	20
						7.8
						4
						0
	0.7	2.1	0.9	9.3	10.3	10.5
	73	65	50	46	33	28
						26
						18
						15
						0

Top rock 10' R - 18+10

	0.1	4.2	6.7	6.1	6.2	6.8
	29	22	17	13	9	13
	8.0	8.7	9.8	9.3	8.4	8.1
	33	27	22	16	13	3
						0
	8.6	9.9	9.1	10.3	10.3	
	8	12	13	24	33	

Note: Omit Consideration
See following stn. for duplicate data
to be used.

Destructed by G.B.C.
To disp. R.S.D. - 11-15-23

X-sec. For Borrow Pt. See sketch!

Point or Sta. + 5 H.L. - 5

See note p. 100 page
R.S.D. - 12-19-23

Party { Deutscher
Johnson
Mahoney
Franko

Point or Sta. + S H.I. - S

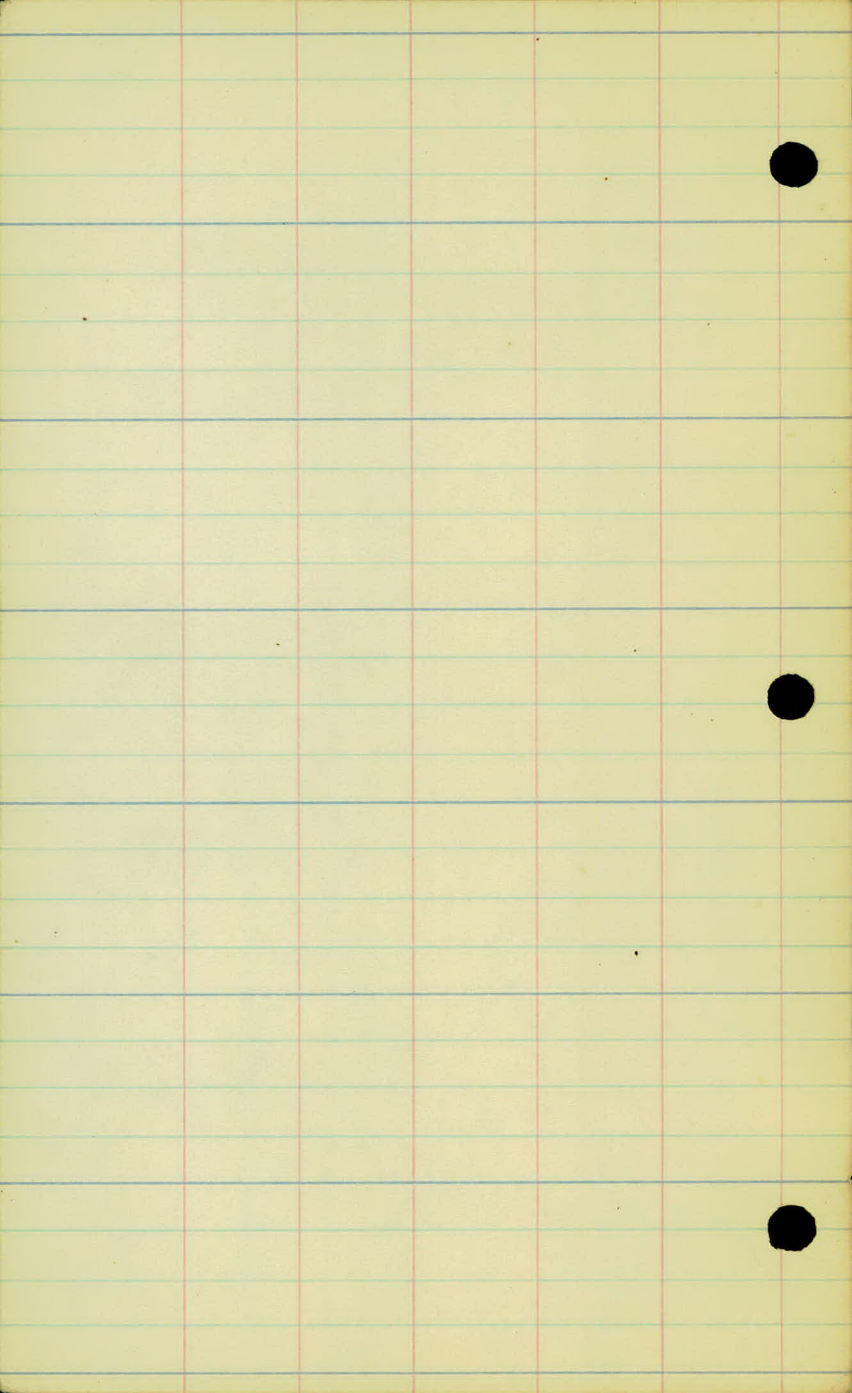
See note prec. page
N.S.D. 12-19-23

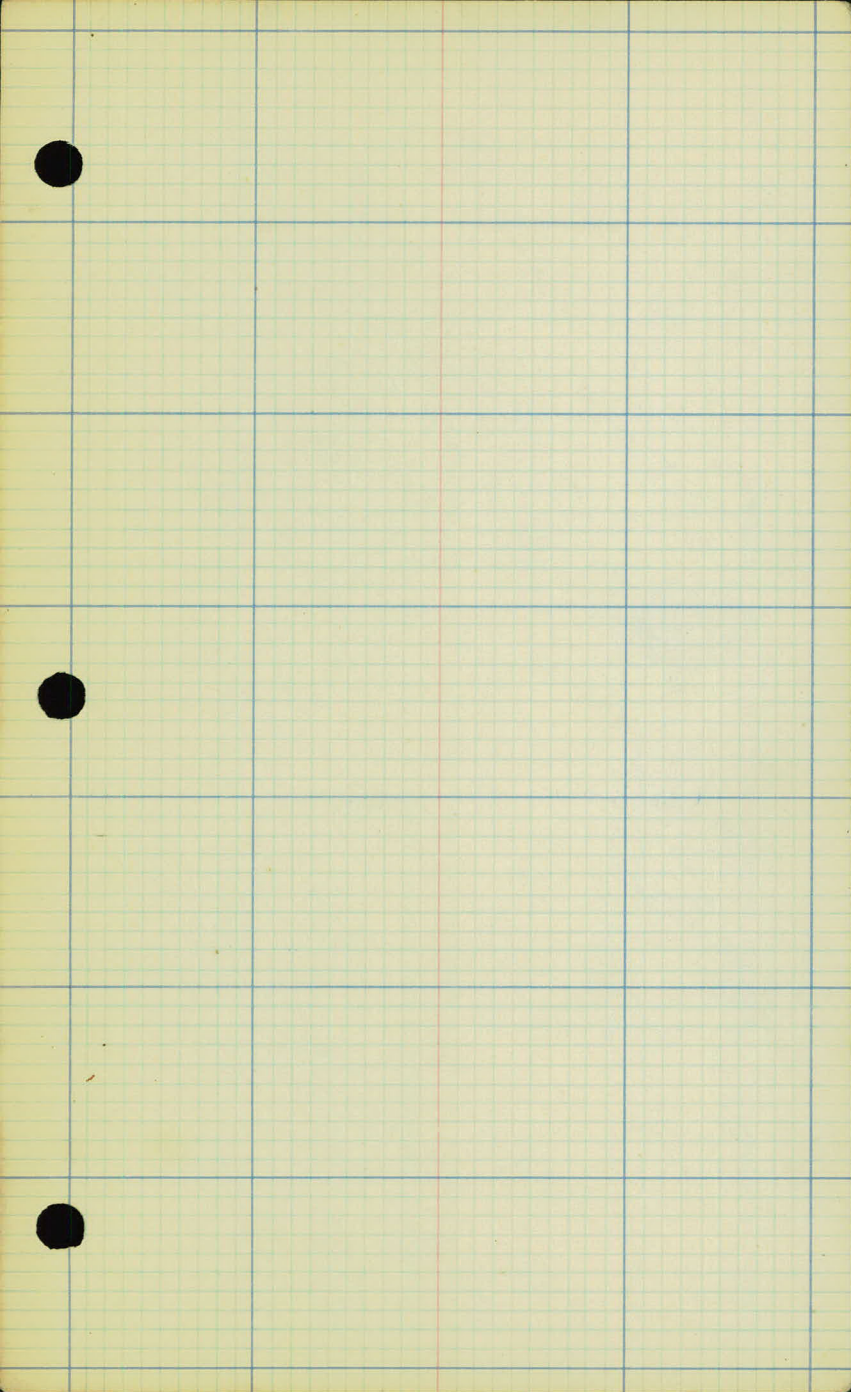
Sta.	Angle	Notes	Point or Sta.	+ S	H.I.	- S
A 15+50	90° 33'	90° 33' X-sec	1			
B 16+00	90°	Co. Rd. "F" 4	2			
C 16+56	90°	500	3			
D 16+81	90°	Alignment	4			
E 17+00	90°	Notes	5			
F 17+19	90°					
G 17+36	90°					
H 17+83	90°					
I 18+00	90°					
J 18+25	90°					
K 18+80	90° 33'					

R/LM Line 2 X-sec
E to R/LM taken prec.
1 2 3 4 5
25° 25° 25° 25° 25°
A1 A2 A3 A4 A5
B1 B2 B3 B4 B5
C5 D5 E5

ETG.

0 1 2 3 4 5





$$\begin{array}{r} 8 \\ 13 \\ \hline 21 \\ 3 \end{array}$$

$$\begin{array}{r} 13 \\ 13 \\ \hline 26 \\ 38 \end{array}$$

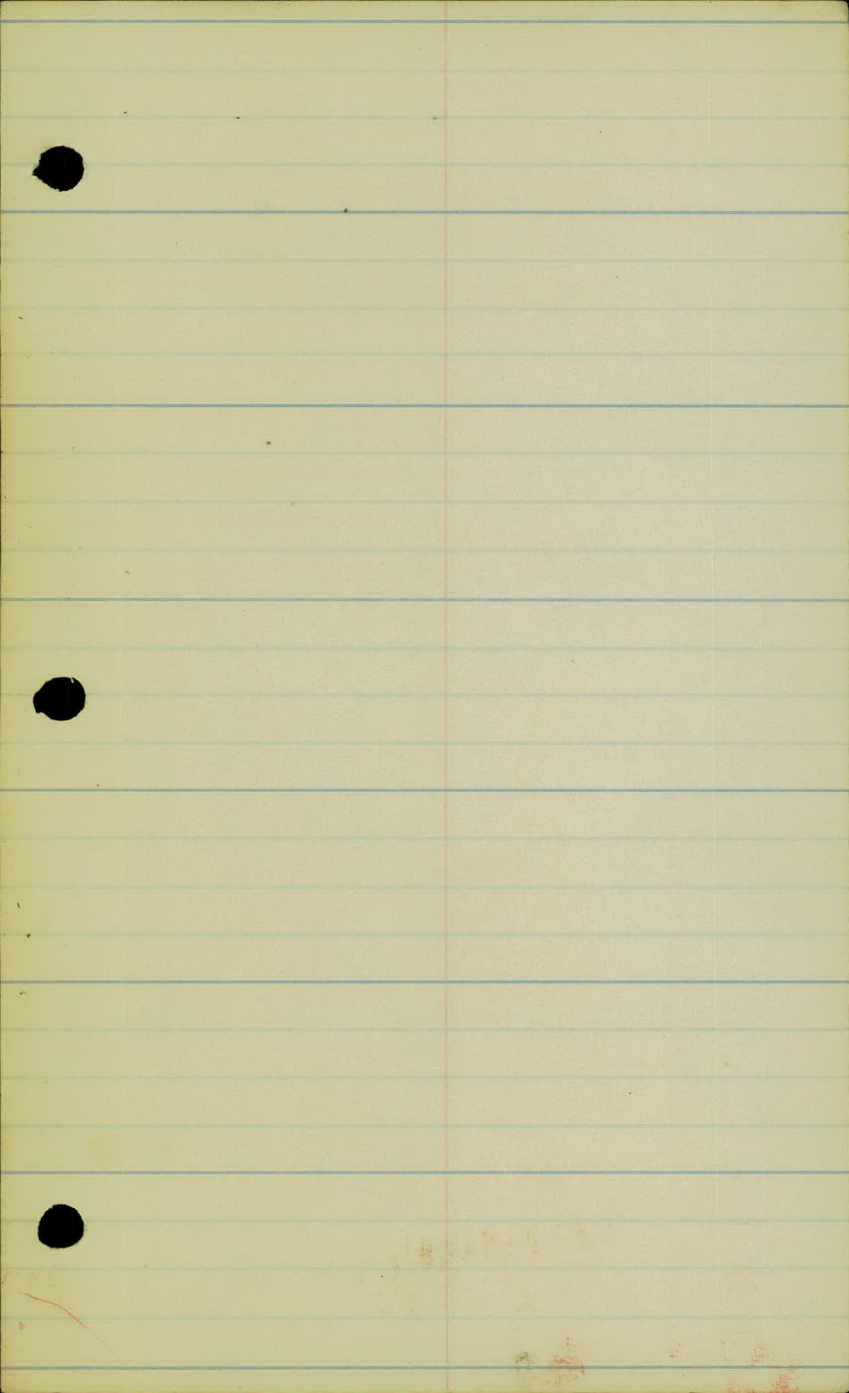
$$\begin{array}{r} 14 \\ 14 \\ \hline 28 \\ 3 \end{array}$$

$$\begin{array}{r} 11388 \\ 1131 \\ \hline 12519 \\ 1193 \\ \hline 11326 \\ 048 \\ \hline 11369 \end{array}$$

$$\begin{array}{r} 10286 \\ 1988 \\ \hline 11374 \end{array}$$

$$\begin{array}{r} 13 \\ 13 \\ \hline 26 \\ 39 \end{array}$$

$$\begin{array}{r} 10577 \\ 254 \\ \hline 10831 \end{array}$$



11"

FINAL X-SECTIONS BORROW PIT CO. RD. F
FOR SHOE DRESSING on (23-02)(23-55)

Sta.	+ S	H.I.	- S	Elev.
T.P.			7.16 ✓	110.31 ✓
T.P.	11.69 ✓	117.47 ✓		105.78 ✓

Note:- No change in any sections Sta 0+00
No change in any section " 3+00

3+90		117.47		
4+00				
4+64				
5+00				
5+62				
6+00				
6+35				
7+00				
7+41				
7+78				
8+00				
T.P. or Temp. 81			2.98	114.49
T.P.	1.85	107.74	11.58	105.89
7+41				
7+78				
8+00				
9+00				
9+24				
T.P.	11.42	117.31	1.85	105.89 ✓
T.P.			7.00	110.31 ✓
T.P.	8.22	122.71		
6+35				

To pull on road 7' 90' end top

Dartsche
Johnson } Party
Mahoney
Franko }

H. E Rt.

12-19-23
Cool Fair

Top stk 15'L Sta. 5480

" " 14'R " 1475

to 3400 inclusive - H & Rt.

" 9+42 " on Left.

(5.7)	$\frac{5.3}{0}$	$\frac{6.0}{11}$	$\frac{5.8}{16}$		
(5.3)	$\frac{5.2}{0}$	$\frac{5.9}{10}$	$\frac{5.8}{15}$	$\frac{6.3}{18}$	$\frac{6.3}{22}$
(4.9)	$\frac{4.8}{0}$	$\frac{5.4}{10}$	$\frac{5.3}{15}$	$\frac{6.2}{18}$	$\frac{6.1}{23}$
(5.1)	$\frac{5.1}{0}$	$\frac{5.8}{10}$	$\frac{5.4}{14}$	$\frac{6.4}{17}$	$\frac{6.6}{23}$
(6.7)	$\frac{6.6}{0}$	$\frac{7.4}{10}$	$\frac{7.0}{16}$	$\frac{7.9}{18}$	$\frac{7.8}{23}$
(7.9)	$\frac{7.7}{0}$	$\frac{8.5}{9}$	$\frac{8.1}{16}$	$\frac{8.9}{19}$	$\frac{9.0}{23}$
(9.1)	$\frac{9.1}{0}$	$\frac{9.6}{10}$	$\frac{9.5}{16}$	$\frac{10.5}{18}$	$\frac{10.4}{23}$
(11.6)	$\frac{11.6}{0}$	$\frac{12.1}{10}$	$\frac{12.2}{15}$	$\frac{13.1}{18}$	$\frac{12.9}{24}$
(13.5)				$\frac{3.8}{32}$	$\frac{3.8}{36}$
(15.1)				$\frac{3.8}{35}$	$\frac{3.7}{36}$
(16.1)				$\frac{2.2}{35}$	$\frac{2.2}{40}$
				$\frac{3.8}{35}$	$\frac{3.5}{40}$

Top R/W stk 33'R Sta. 7400

• nail sta. 7400 E

(3.5)	$\frac{3.5}{0}$	$\frac{4.0}{9}$	$\frac{3.9}{13}$	$\frac{4.7}{16}$	$\frac{4.7}{23}$
(5.3)	$\frac{5.2}{0}$	$\frac{5.7}{9}$	$\frac{5.5}{15}$	$\frac{6.2}{17}$	$\frac{5.8}{24}$
(6.3)	$\frac{6.3}{0}$	$\frac{6.8}{8}$	$\frac{6.6}{13}$	$\frac{7.6}{17}$	$\frac{7.2}{24}$
(10.5)	$\frac{10.9}{0}$	$\frac{11.6}{6}$	$\frac{11.5}{11}$	$\frac{12.6}{14}$	$\frac{12.6}{22}$
(12.0)	$\frac{12.1}{0}$	$\frac{12.6}{7}$	$\frac{13.7}{15}$	$\frac{9.7}{19}$	$\frac{9.8}{33}$

(Same Soc as original)

(Top stk 15'L sta 5480)

Top stk 15'L 5480

Top R/W stk 33'R Sta. 7400

Remainder of sections
same as original from 9+24
to 9+42 incl.

(14.3)	$\frac{14.3}{33}$	$\frac{4.7}{36}$
--------	-------------------	------------------

FINAL X-Section Co. Rd. 7th Dorrer Pit
Elev.

Sta.

+S

H.L. -S
Contd fr. prec. page
122.71

6+00

5+62

5+00

4+64

4+00

3+90

T.P.

1.23

112.79

11.15

111.56

T.P.

3.56

106.59

9.76^①

103.03

B.M.

6.58

100.01

100.00 ✓

100.01 ✓

Same party

± Rt.

12-19-23

Cool Fair

13.1

$\frac{25}{35}$ $\frac{2.6}{40}$

11.9

$\frac{1.3}{34}$ $\frac{1.7}{40}$

10.3

$\frac{2.4}{32}$ $\frac{2.4}{36}$

10.1

$\frac{4.4}{32}$ $\frac{4.6}{36}$

10.4

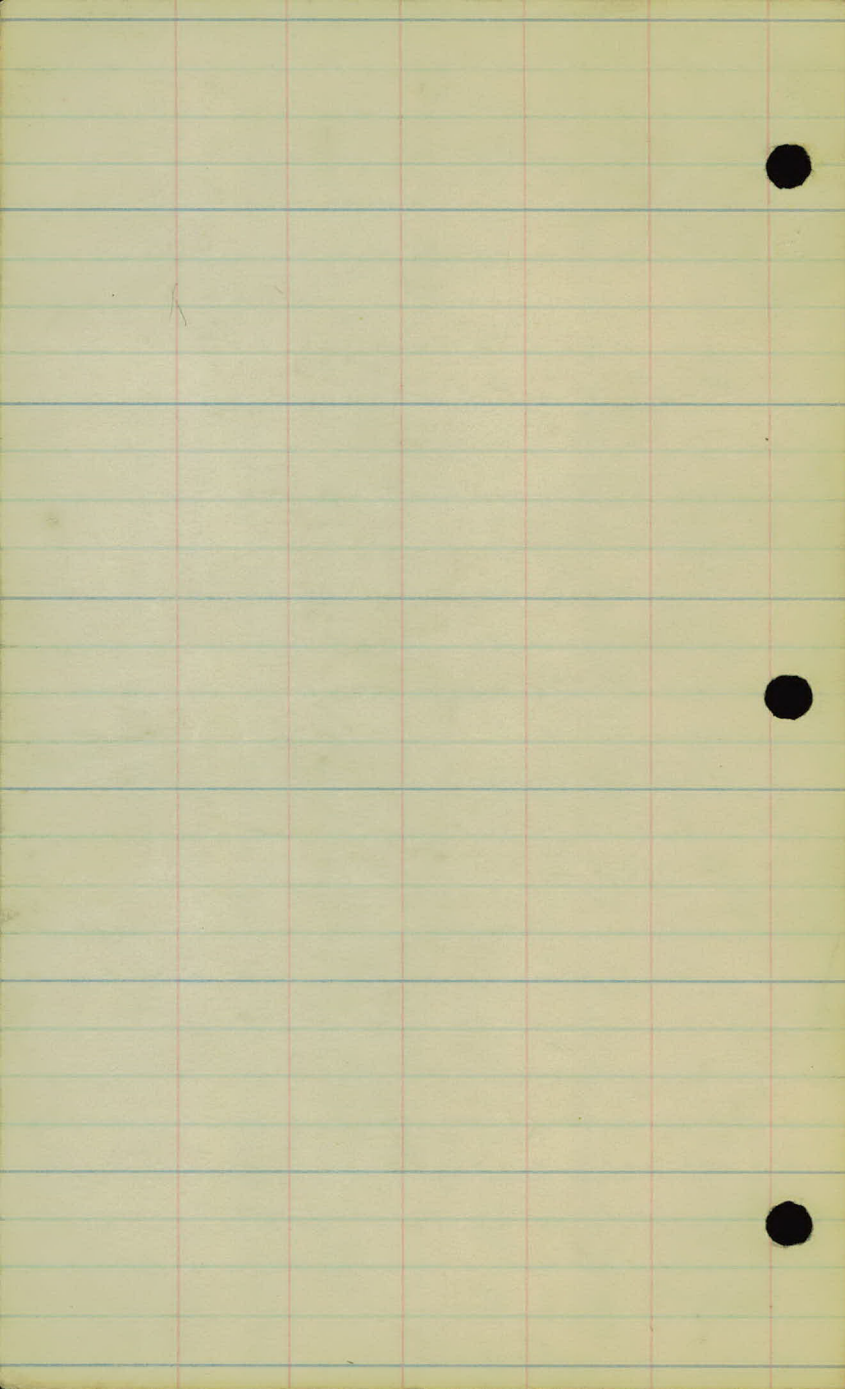
$\frac{5.3}{32}$ $\frac{5.4}{36}$

$\frac{4.9}{23}$ $\frac{5.5}{38}$

Top stk 16' R Sta. 3+45

rock E " 0+75

" " 25' L 0-15. Assumed = 100.00

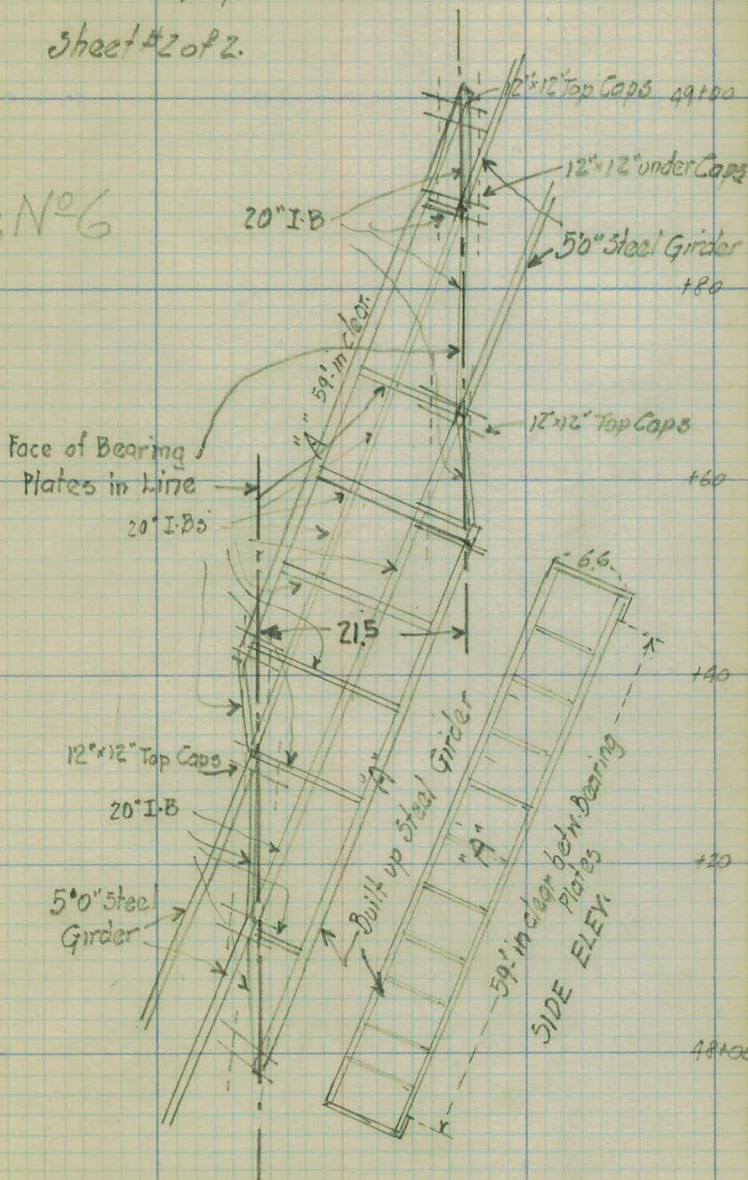


RICE ST. UNDER CROSSING.

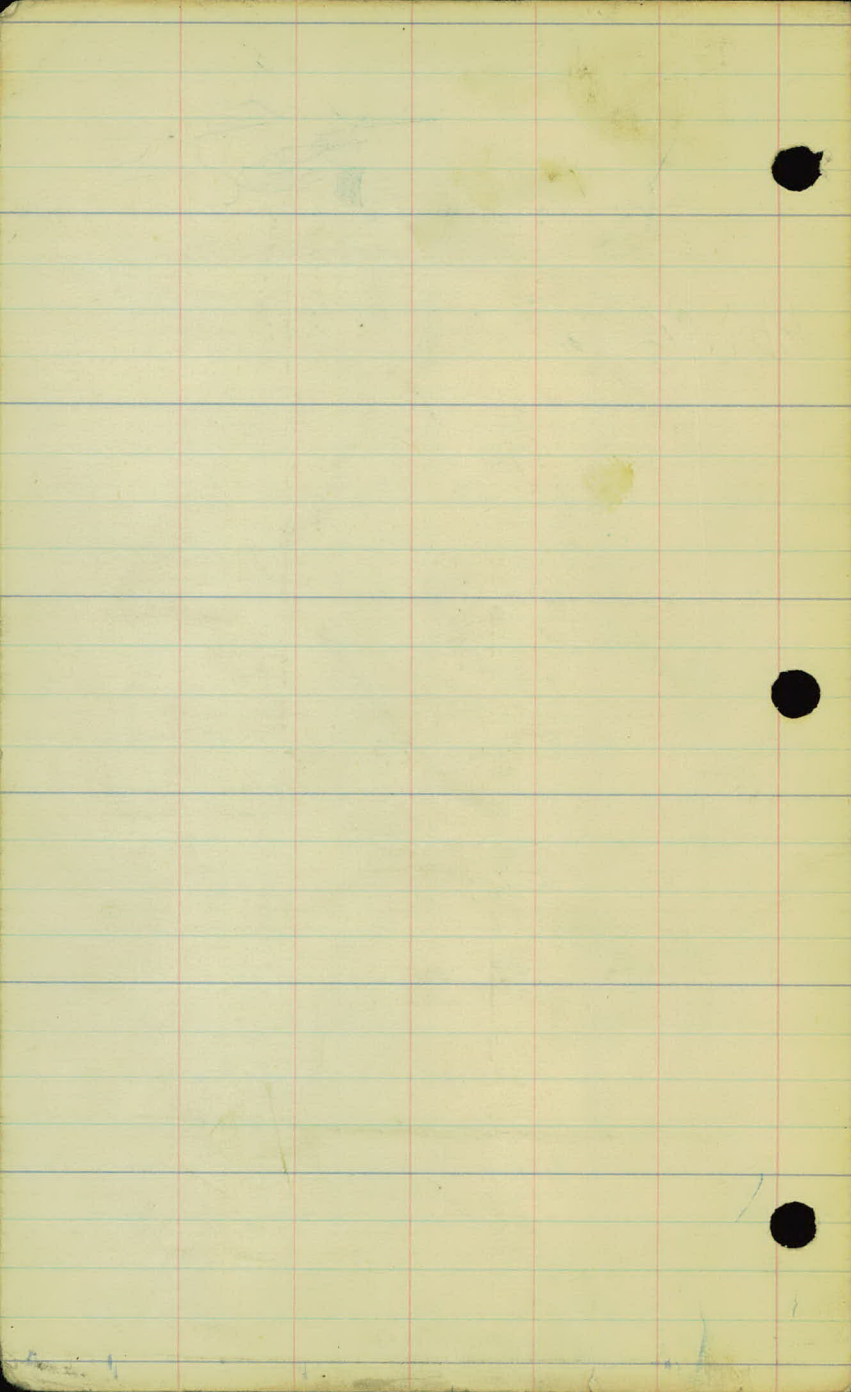
2/23/23 P.R.B.

Sheet #2 of 2.

Job. No 6



NOTE-This sketch lays over top caps located on sheet #1

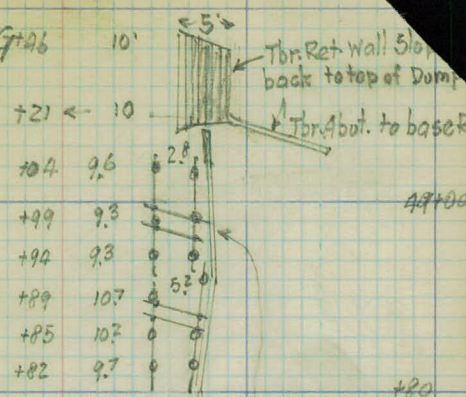


RICE ST. UNDERXING +26 10'

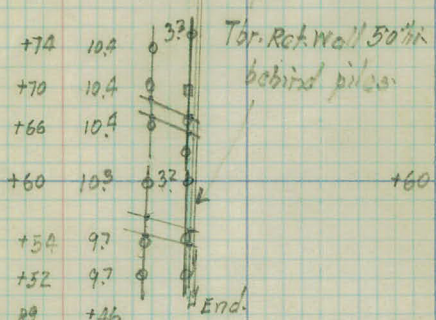
2/23/29
P.R.B.

Sheet #1 of 2

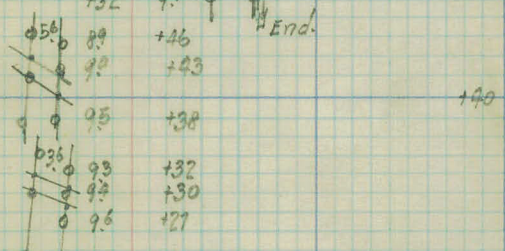
Job. No 6



All Ties bet'n of Front Row of piles only.

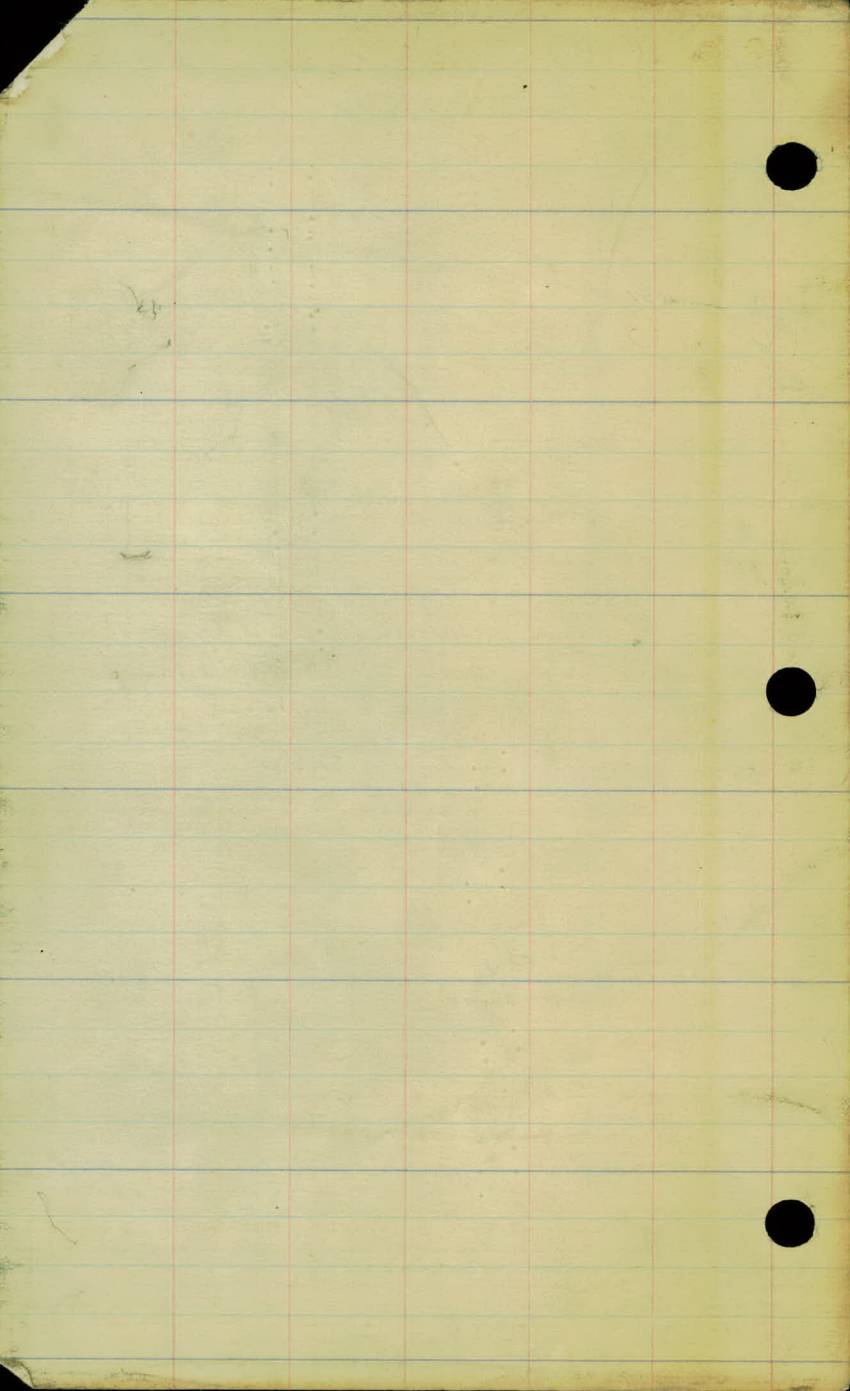


All pile bents double braced 3" x 10"



Piles

End Tor. Ret. Wall 13.9 + 85
Misc. 8" Tor. with deadman
End Ret. Wall 140 - A7 + 47 49+20



U2443