

Dr. 8-Bk. 7

X

BORROW PIT

ON
COUNTY ROAD "C"
BETWEEN
DALE ST.
AND
VICTORIA ST.
Road a/c N° 7
File N° 1

INTENANCE

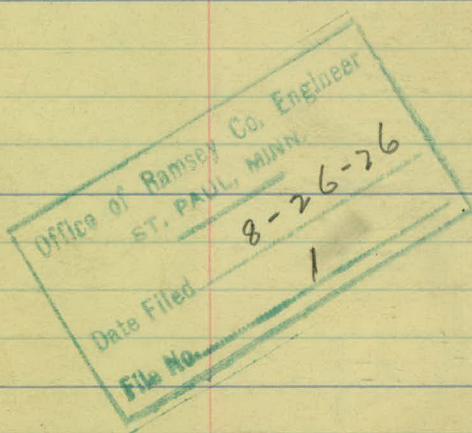
Office of Ramsey Co. Engineer
ST. PAUL, MINN.

8-26-26

1

Revd 9/c #7.

Alignment on Borrow
Pit on Co. Rf. "C" Between Dale St.
& Victoria St.



Sta. Point Lt. Rt.

210+29² P.I. 0°-26'

Alignment for
Borrow pit same as
Co. Rd. "C" Survey.
Road o/c H.T.

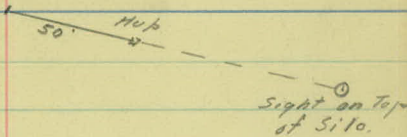
206+17¹³ P.T.

205+38⁰ P.I. 1°-35'

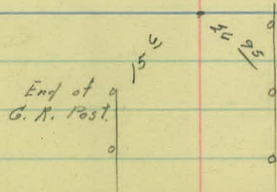
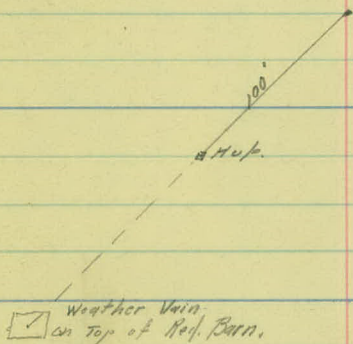
204+58⁸ P.C.

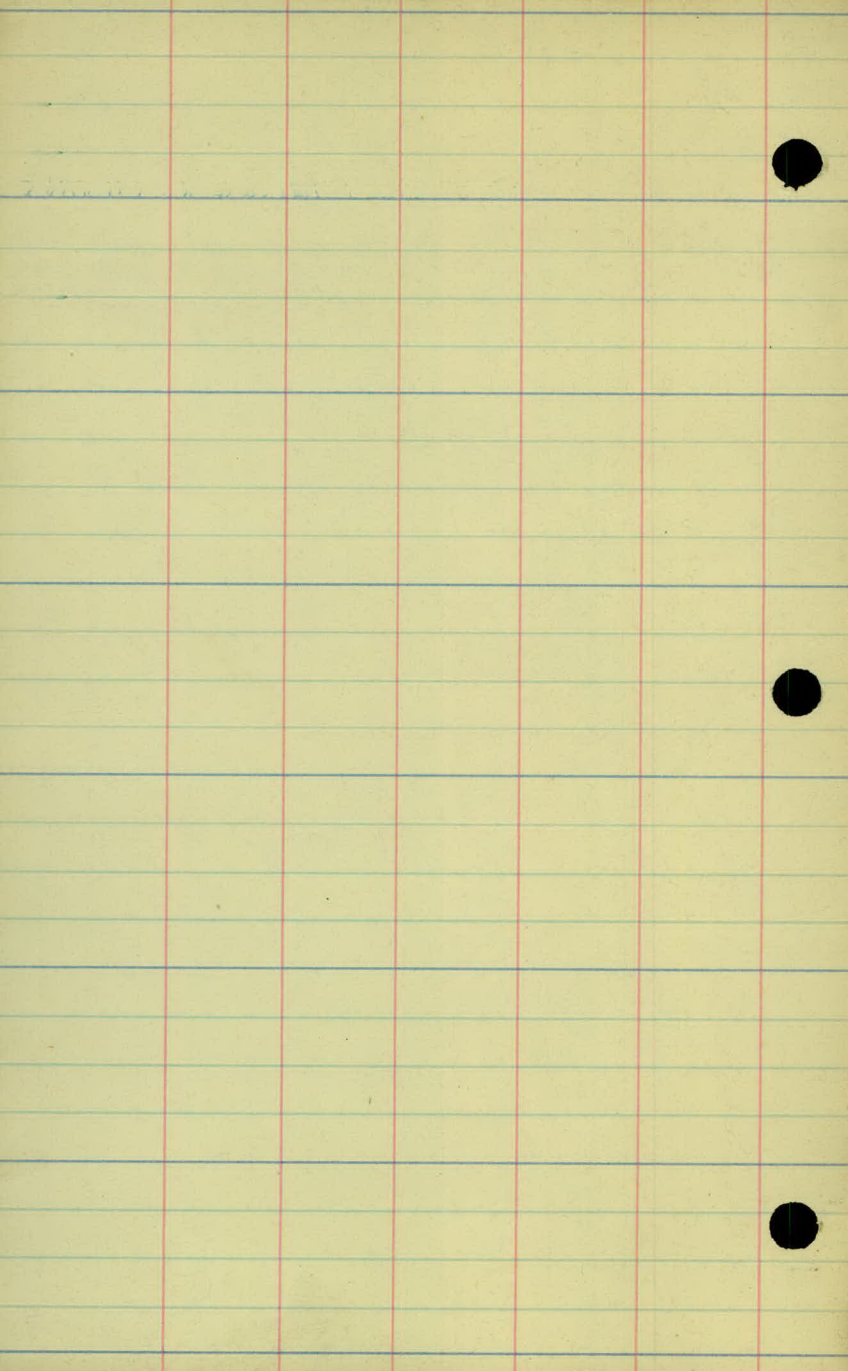
200+80⁸⁵ P.I. 18°-36'

4/24/26



A. - $1^{\circ}35'$
 D. - $1^{\circ}00'$ Lt.
 T. - 79°
 L. - $158^{\circ}35'$
 R.





X Section.

Sta.	+	14. I.	-	Elev
B.M.	1.43	898.85		896.22
T.P.	7.01	898.44	7.42	891.43
T.P.	12.31	910.22	0.53	897.91
B.M.	11.55	920.49	1.28	908.94
204				915.0
T.P.	9.07	927.69	1.87	918.62
+60				187
205				20.8
T.P.	10.50	934.02	4.17	929.52
+55				23.4
206				25.6
+60				28.0
207				29.7
+72				33.0
T.P.	11.40	944.80	0.62	933.40
205 + 55				
204				
206 + 60				

Spk in T.P. Rt. Sta 203+08.

<u>1.9</u>	<u>2.2</u>	<u>5.6</u>	<u>5.8</u>		<u>6.0</u>	<u>6.7</u>	<u>7.5</u>	<u>10.5</u>
33	30	25	10	5.5	11	17	23	33

<u>6.8</u>	<u>7.6</u>	<u>9.5</u>	<u>9.5</u>		<u>9.8</u>	<u>10.3</u>	<u>10.0</u>	<u>12.2</u>	<u>13.4</u>
33	24	20	9	9.3	10	14	15	22	33

<u>2.5</u>	<u>2.0</u>	<u>7.1</u>	<u>7.3</u>		<u>7.6</u>	<u>8.1</u>	<u>4.8</u>	<u>6.4</u>	<u>7.7</u>
33	25	18	9	6.9	10	13	17	22	33

<u>5.4</u>	<u>10.6</u>	<u>11.1</u>		<u>11.1</u>	<u>11.7</u>	<u>5.0</u>	<u>6.2</u>	<u>7.9</u>
21	13	10	10.6	11	14	21	23	33

<u>3.0</u>	<u>8.6</u>	<u>8.9</u>		<u>7.3</u>	<u>9.6</u>	<u>2.5</u>	<u>4.9</u>	<u>5.9</u>
21	15	9	8.4	12	15	23	33	40

<u>1.4</u>	<u>6.3</u>	<u>6.5</u>		<u>6.6</u>	<u>7.1</u>	<u>2.7</u>
22	15	10	6.0	10	15	22

<u>0.5</u>	<u>3.6</u>	<u>5.1</u>	<u>4.8</u>		<u>4.8</u>	<u>5.1</u>	<u>2.0</u>
21	17	15	9	4.3	11	14	20

<u>0.2</u>	<u>1.9</u>		<u>1.9</u>	<u>1.9</u>	<u>1.6</u>
17	13	1.0	11	15	19

104	10.0	7.3
40	33	24

(21.4)

7.5	7.2	6.7
40	33	25

(19.2)

7.0	9.1	9.1
40	33	26

(16.8)

10.1	12.4	13.6
24	33	40

549. + H.I. - Elev

744.80

207

207+72

208

34.3

+40

36.7

209

39.4

4.74 748.52 1.22 743.58

208+40

209

+50

41.5

210

43.7

211

944.0

B.M.

2.11 747.22 3.41 745.11

0.90 755.82 12.30 734.92

0.33 726.05 10.10 725.72

0.53 715.02 11.56 714.49

B.M.

5.98 714.92 6.08 708.94

6/24/20

$\frac{6.9}{40}$	$\frac{6.9}{33}$	$\frac{6.4}{25}$	(15.1)	$\frac{6.6}{24}$	$\frac{8.3}{33}$	$\frac{9.2}{40}$
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$\frac{1.8}{40}$	$\frac{1.5}{33}$	$\frac{0.9}{25}$	$\frac{4.5}{23}$	(11.8)	$\frac{1.8}{23}$	$\frac{2.6}{33}$	$\frac{3.3}{40}$
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$\frac{2.6}{40}$	$\frac{2.5}{33}$	$\frac{2.3}{25}$	$\frac{7.4}{21}$	$\frac{11.8}{14}$	$\frac{11.2}{10}$	$\frac{11.2}{11}$	$\frac{10.4}{13}$	$\frac{9.6}{18}$	$\frac{2.6}{24}$	$\frac{2.2}{33}$	$\frac{1.7}{40}$
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$\frac{3.4}{40}$	$\frac{3.4}{33}$	$\frac{3.6}{21}$	$\frac{8.7}{15}$	$\frac{9.5}{12}$	$\frac{7.4}{11}$	$\frac{9.0}{15}$	$\frac{8.3}{17}$	$\frac{5.2}{22}$
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$\frac{3.7}{15}$	$\frac{6.1}{12}$	$\frac{6.2}{15}$	$\frac{4.6}{21}$
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(12.3)	$\frac{4.2}{23}$	$\frac{5.6}{33}$	$\frac{5.2}{40}$
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$\frac{5.2}{40}$	$\frac{4.5}{33}$	$\frac{3.0}{21}$	(9.1)	$\frac{1.3}{24}$	$\frac{1.2}{33}$	$\frac{1.2}{40}$
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$\frac{3.5}{40}$	$\frac{3.2}{33}$	$\frac{2.2}{20}$	$\frac{6.9}{15}$	$\frac{8.0}{13}$	$\frac{7.8}{12}$	$\frac{7.9}{15}$	$\frac{1.5}{22}$	$\frac{1.3}{33}$	$\frac{1.1}{40}$
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$\frac{4.6}{40}$	$\frac{3.7}{33}$	$\frac{3.9}{20}$	$\frac{5.9}{13}$	$\frac{5.3}{10}$	$\frac{5.8}{15}$	$\frac{6.1}{14}$	$\frac{5.2}{16}$	$\frac{2.7}{19}$	$\frac{1.9}{33}$	$\frac{2.0}{40}$
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$\frac{4.5}{33}$	$\frac{4.3}{19}$	$\frac{5.1}{11}$	$\frac{5.4}{14}$	$\frac{5.3}{22}$	$\frac{5.7}{33}$
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Nail in P.P. Lt. Stn. 211+50.

Sta. + H. I. - Elev.

714.92

0.52 904.32 11.13 903.79

3.74 895.60 12.46 891.86

6.14 899.16 2.58 893.02

B.M.

2.95 896.21 896.22

