

Book #98 - Dr. #8

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Gravel Pit Survey

HANLINE AVE. OR KUCKINZKI PIT

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

Road Acc't. No.....

Date Filed 1935

File.....

9/24/35

Purtell

X-Sections

Gravel Pit

on

Hamline Avenue

Sta + π -

BM. 1.20 101.20 100.00

0+00 Natural Ground 88.5

0 +03 00 Cut Natural Ground ^{88.9}

+15 89.9

+50 91.5

+80 92.5

94.0

+05 94.5

+18 96.6

SpK in Jtp @ East end of Pit

$$\frac{2.2}{54} \frac{9.1}{26} \frac{12.0}{13} \frac{14.5}{5} 12.7$$

$$\frac{0.9}{59} \frac{5.4}{39} \frac{11.7}{14} \frac{13.8}{9} \frac{13.9}{7} 12.3$$

$$\frac{0.0}{61} \frac{x}{52} \frac{7.3}{49} \frac{13.2}{26} \frac{x}{14} \frac{12.8}{11} \frac{11.6}{6} 11.3$$

$$\frac{5.0}{73} \frac{11.5}{62} \frac{12.5}{39} \frac{8.6}{30} 9.7$$

$$\frac{5.7}{77} \frac{10.7}{67} \frac{9.2}{33} \frac{8.3}{18} \frac{7.8}{9} 8.7$$

$$7.2$$

$$\frac{9.9}{53} \frac{10.5}{36} \frac{6.0}{30} \frac{5.9}{10} 6.7$$

$$\frac{0.1}{57} \frac{NG}{54} \frac{9.3}{47} \frac{4.9}{25} 4.6$$

Sta + π -

101.20

1 + 38

95.0

0

10.50

110.50

1.20

100.00

1

+ 62

00 Cut Natural Ground

01.4

1

+ 75

Natural Ground

02.5

0 + 00

+ 03

+ 15

+ 50

+ 80

1 + 05

B.M.

10.50

100.00

100.00

$$\begin{array}{r} x \\ 2.3 \\ \hline 70 \end{array} \quad \begin{array}{r} x \\ 1.3 \\ \hline 54 \end{array} \quad \begin{array}{r} 7.9 \\ \hline 50 \end{array} \quad \begin{array}{r} 8.1 \\ \hline 19 \end{array} \quad \begin{array}{r} 3.6 \\ \hline 16 \end{array} \quad 6.2$$

$$\begin{array}{r} 4.9 \\ \hline 52 \end{array} \quad \begin{array}{r} 2.3 \\ \hline 41 \end{array} \quad \begin{array}{r} 2.5 \\ \hline 26 \end{array} \quad \begin{array}{r} 3.1 \\ \hline 16 \end{array} \quad \begin{array}{r} 11.3 \\ \hline 5 \end{array} \quad 9.1$$

$$\begin{array}{r} 1.4 \\ \hline 31 \end{array} \quad \begin{array}{r} 2.4 \\ \hline 20 \end{array} \quad \begin{array}{r} 6.5 \\ \hline 6 \end{array} \quad 8.0$$

$$07.4 \text{ NG } 02.9$$

$$\begin{array}{r} 3.1 \times 7.6 \\ \hline 100 \quad 73 \end{array}$$

$$88.5$$

$$08.0 \text{ NG } 02.8$$

$$\begin{array}{r} 2.5 \times 7.7 \\ \hline 100 \quad 70 \end{array}$$

$$88.9$$

$$08.4 \text{ NG } 04.6$$

$$\begin{array}{r} 2.1 \times 5.9 \\ \hline 100 \quad 78 \end{array}$$

$$89.9$$

$$09.2 \text{ NG } 05.6$$

$$\begin{array}{r} 1.3 \times 4.9 \\ \hline 94 \quad 78 \end{array}$$

$$91.5$$

$$08.5 \text{ NG } 06.6$$

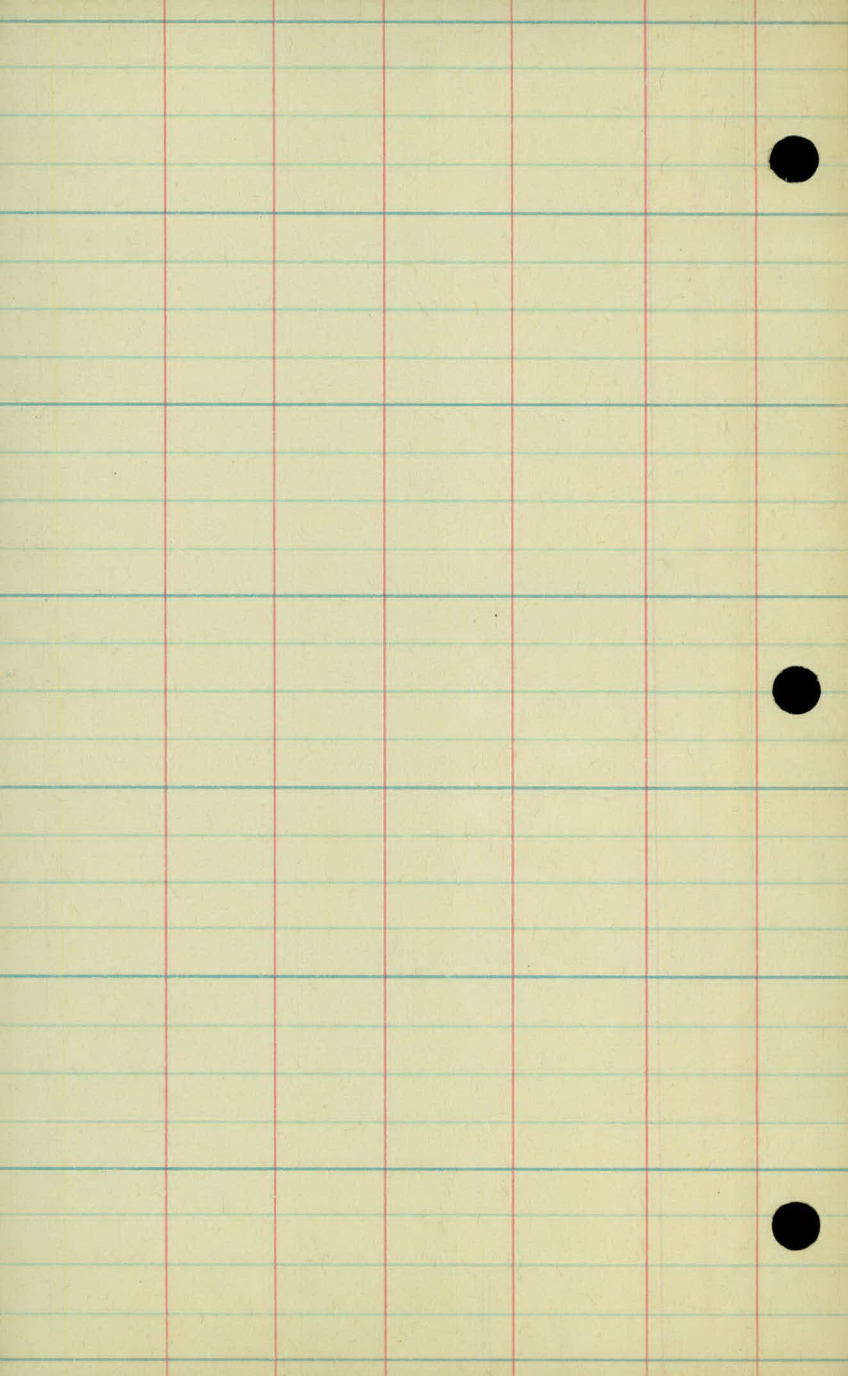
$$\begin{array}{r} 2.0 \times 3.9 \\ \hline 92 \quad 81 \end{array}$$

$$92.5$$

$$05.0 \text{ NG } 04.9$$

$$\begin{array}{r} 5.5 \times 5.6 \\ \hline 81 \quad 63 \end{array}$$

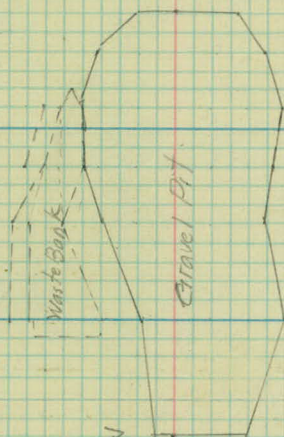
$$94.5$$



X-Sections of Gravel Pit

Hamline Ave 1 1/4 mi N. of Co. Rd "G"
D. Kuchinski Property.

1+80
1+70
1+55
1+40
1+25
1+0
0+70



Ang. North
78°

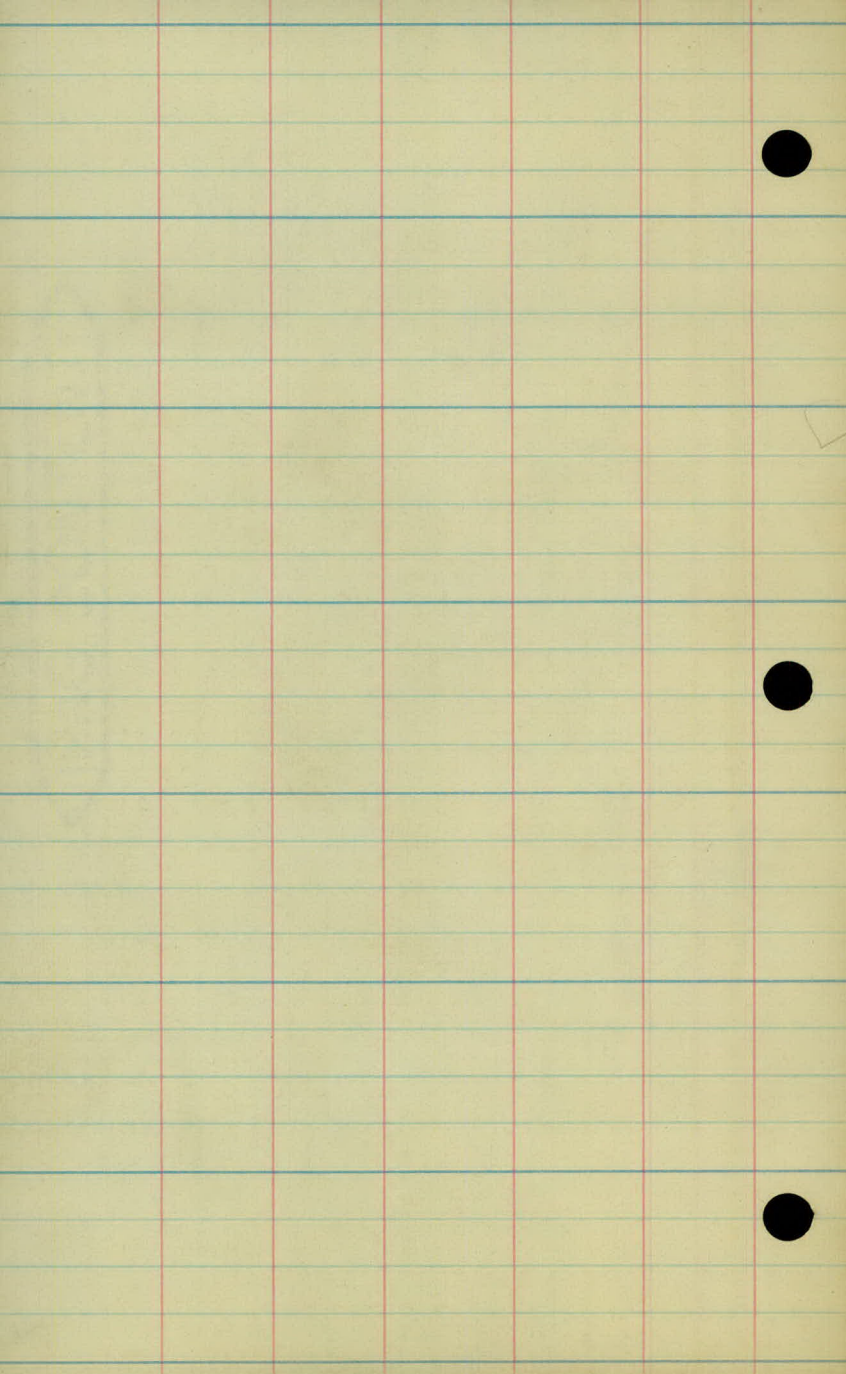
Scale 1" = 50'

0+0



R.R. Spike Top 15" Cor. Stp.
Also B.M.

W. H. Carlson
June 29, 1935



X-Sections
of Gravel Pit

Sta.	+	-	Elev.
B.M.	12.22	112.22	100.00

1+75

1+40

1+55

1+70

1+80 = 0.0 cut.

T.P.	0.15	100.15	12.22	100.00
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1+75

1+0

0+70 = 0.0 cut & Waste Bank

1+70

T.P.	5.22	92.78	12.59	87.56
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1+55

1+40

1+75

Lt.

4

Rt.

W.H.C.

June 29, 55

R3

(Assumed E/ov)

(104.5)

7.7

Top Waste Bank = 30

X denotes orig. ground.

1+40

X 100.2	X 100.2	86.0	X 98.8	92.2
12.0	12.0	62	12.0	20.0
50	41	31	25	22

(91.2)	101.2	X 101.0
21.0	11.0	11.2
24	27	40

101.2	105.8	106.0	X 103.4	96.4
7.5	8.4	6.2	8.8	15.8
50	36	33	30	26

95.0	105.0	X 105.0
17.2	7.2	7.2
24	28	40

(1460 = 0.0 Waste)

101.0	X 100.7	100.7
5.2	3.5	11.5
50	23	19

102.9	108.4	X 108.2
9.3	3.3	4.0
22	24	40

X
111.9
-0.3
111.6

96.7	X 3.5	91.2	X 2.7
50		44	Top Slope W.B.

91.0	X 3.2	X 92.4
24		40

96.2	95.9	96.8	97.4	88.2
6.0	6.3	3.4	6.4	12.0
50	46	39	20	9

87.8	88.5	94.6	94.6	91.7	91.7
12.4	11.4	5.6	5.6	8.5	8.5
	10	20	22	38	40

92.6	91.4
7.6	8.8
50	25

91.7	81.0	81.2
9.5	11.2	13.0
	20	40

95.2	92.7
5.0	2.5
	14

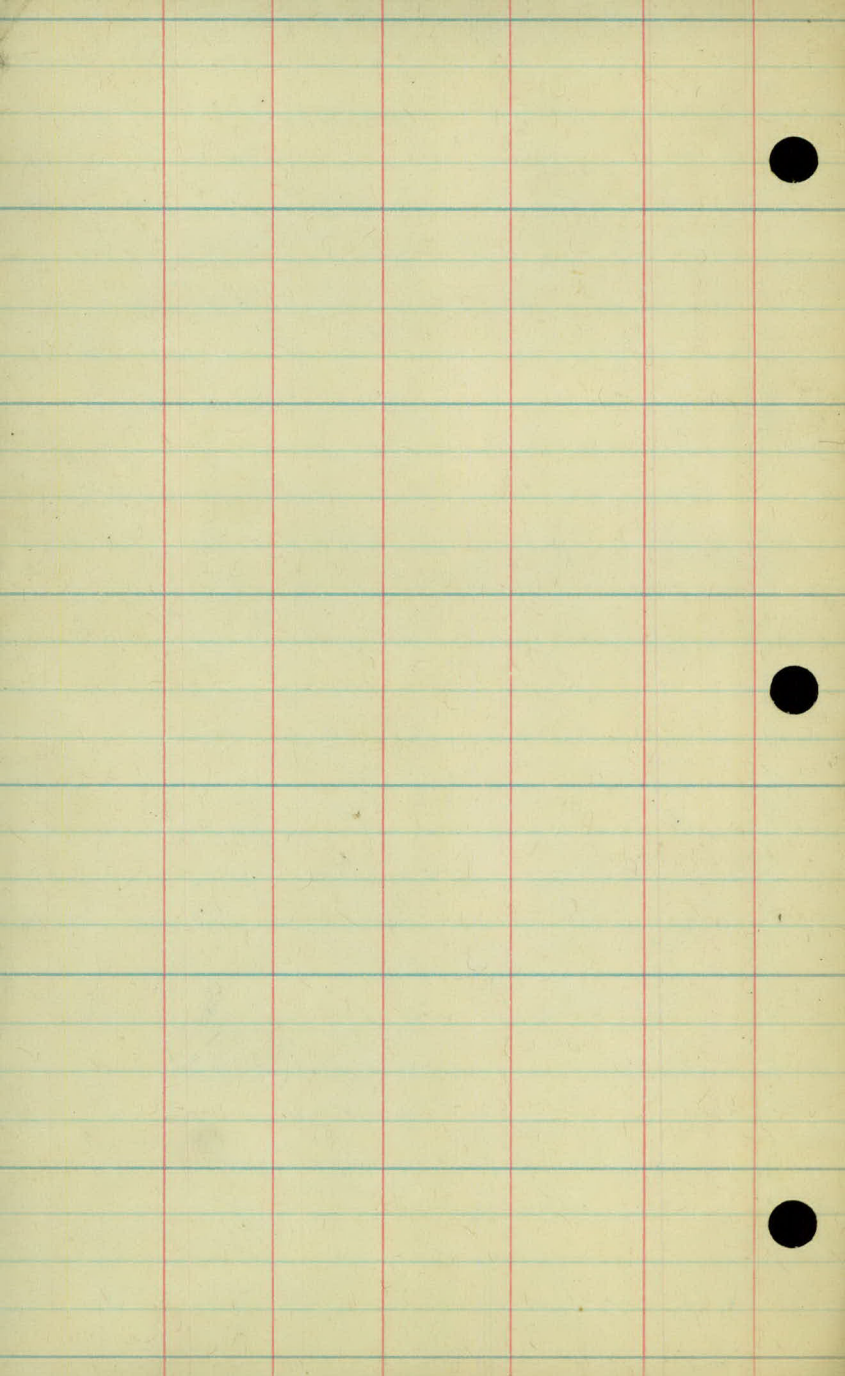
86.8	87.0	87.0
6.0	5.8	5.8
9		5

86.2	84.8	85.8
6.6	8.1	7.0
7		16

W10 = 0.0 W. 10
Bank.

1+40

93.8	86.3	86.1	85.8	92.8
+1.0	6.5	6.7	7.0	40
20	12		22	



9/24/35

Purtell

X-Sections
and Location of Base Line
D. Kuchinski Gravel Pit
9/24/35

1+91.5 P.O.T. End Base Line

0+18.1 P.I. Base Lines

0+00 P.O.T. Beg Base Line

1x2 Hub

North →
67° 50'
Old Base Line
6/29/35

0+00 old Base Line

SpKinStp

56.90

1x2 Hub

