

MATCH LINE - SHEET 20

MATCH LINE - SHEET 20

MATCH LINE - SHEET 24

MATCH LINE - SHEET 22

MATCH LINE - SHEET 22

MATCH LINE - SHEET 24

MT CURVE BOULEVARD

WOODLAWN AVENUE

ASPHALT

ASPHALT

ASPHALT

ASPHALT

CAUTION - ACTIVE ELEC LINE

CAUTION - ACTIVE SANITARY SEWER

CAUTION - ACTIVE FIRE LINE

LIMITS OF PHASE 2 & 3

RIVER CORRIDOR LIMITS (MISSISSIPPI RIVER CORRIDOR PLAN, APPENDIX F)

SECURITY FIBER OPTIC - ABANDONED

SECURITY FIBER OPTIC - ABANDONED

ABANDONED

MAINTAIN EXISTING STORM SEWER

MAINTAIN EXISTING STORM SEWER

MAINTAIN EXISTING STORM SEWER

SMH #10082

SMH #10080

SMH #10077

CBR #10078

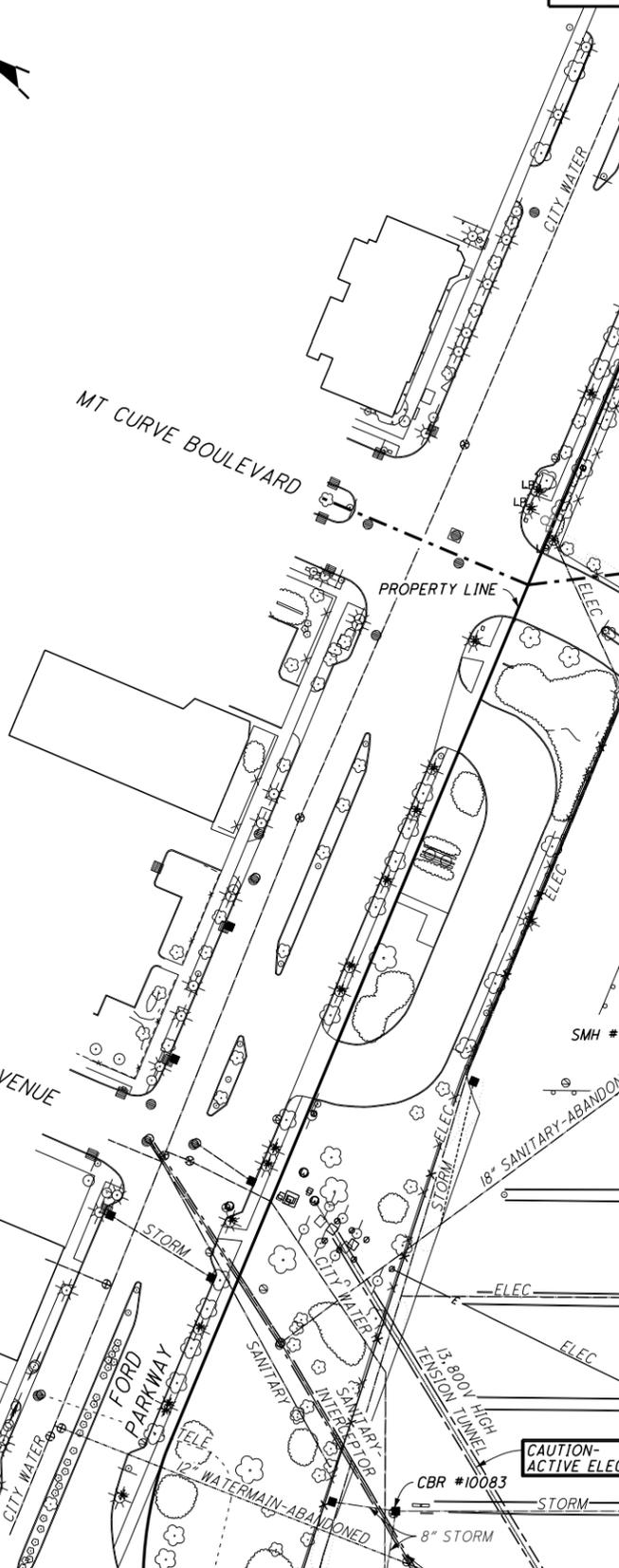
CBR #10079

CBR #10081

CBR #10083

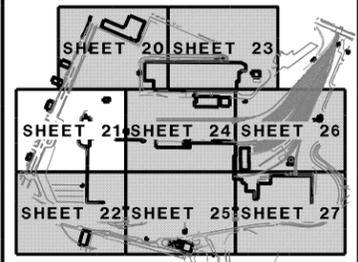
CBR #10085

CBS #10086



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**KEY PLAN**

NO.	DATE	BY	DESCRIPTION
▲	11/9/2012	LLH	SITE PLAN SUBMITTAL
▲			
▲			
▲			

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PRINT NAME: Jeffrey Lynn Snyder  
 SIGNATURE: \_\_\_\_\_  
 DATE: \_\_\_\_\_ LICENSE # 50097

PROJECT  
 TWIN CITIES ASSEMBLY PLANT  
 SAINT PAUL, MINNESOTA

PHASE 2  
 SUBGRADE BELOW 6 FEET  
 DEMOLITION/ABANDONMENT  
 (UTILITY, PIT & TUNNEL)

21  
 79

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 12/3/2012

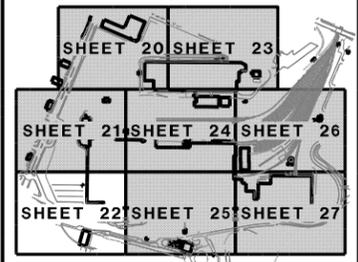
MATCH LINE - SHEET 21

MATCH LINE - SHEET 21



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**KEY PLAN**

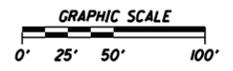
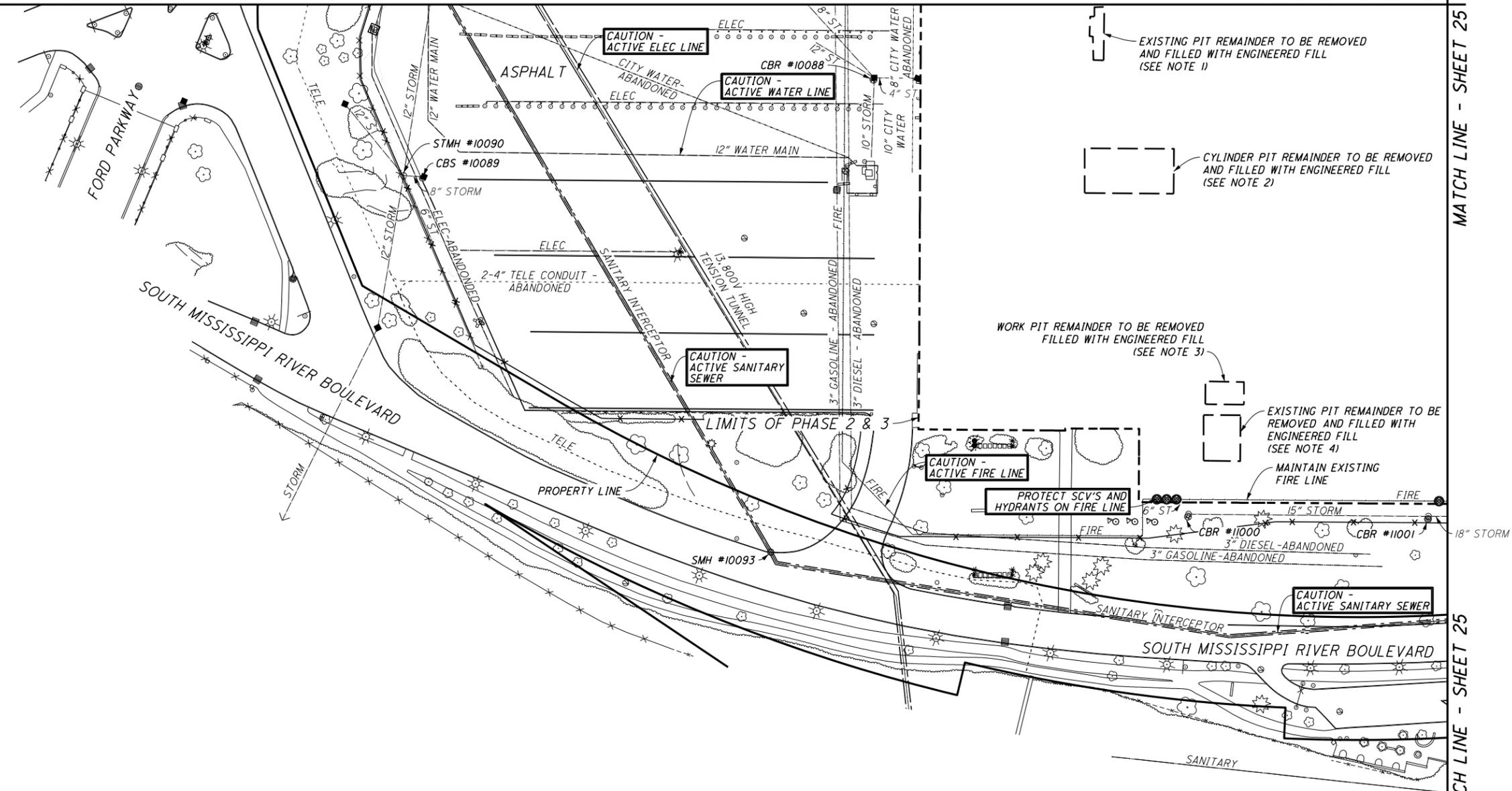
NO.	DATE	BY	DESCRIPTION
1	11/9/2012	LLH	SITE PLAN SUBMITTAL

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PROJECT  
TWIN CITIES ASSEMBLY PLANT  
SAINT PAUL, MINNESOTA

PHASE 2  
SUBGRADE BELOW 6 FEET  
DEMOLITION/ABANDONMENT  
(UTILITY, PIT & TUNNEL)

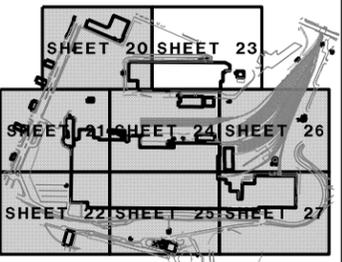


**NOTES**

- BOTTOM OF EXISTING PIT ELEVATION = 806.7 FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT
- BOTTOM OF CYLINDER PIT ELEVATION = 806 FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT
- BOTTOM OF WORK PIT ELEVATION = 805 FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT
- BOTTOM OF EXISTING PIT ELEVATION = 804 FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT

12/13/2012

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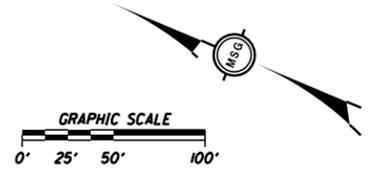


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- NOTES**
1. APPROXIMATE SAND TUNNEL ELEVATION = 725± FT  
 SAND TUNNEL HEIGHT APPROXIMATELY 15± FT  
 FORMER PAINT FACILITY FFE = 833 FT
  2. BOTTOM OF PAINT SLUDGE PIT ELEVATION = 820 FT  
 FORMER PAINT FACILITY FFE = 833 FT
  3. APPROXIMATE EXHAUST TUNNEL ELEVATION VARIES 816± TO 820± FT  
 EXHAUST TUNNEL HEIGHT APPROXIMATELY 12± FT  
 FORMER PAINT FACILITY FFE = 833 FT

MATCH LINE - SHEET 20

MATCH LINE - SHEET 20

MATCH LINE - SHEET 24

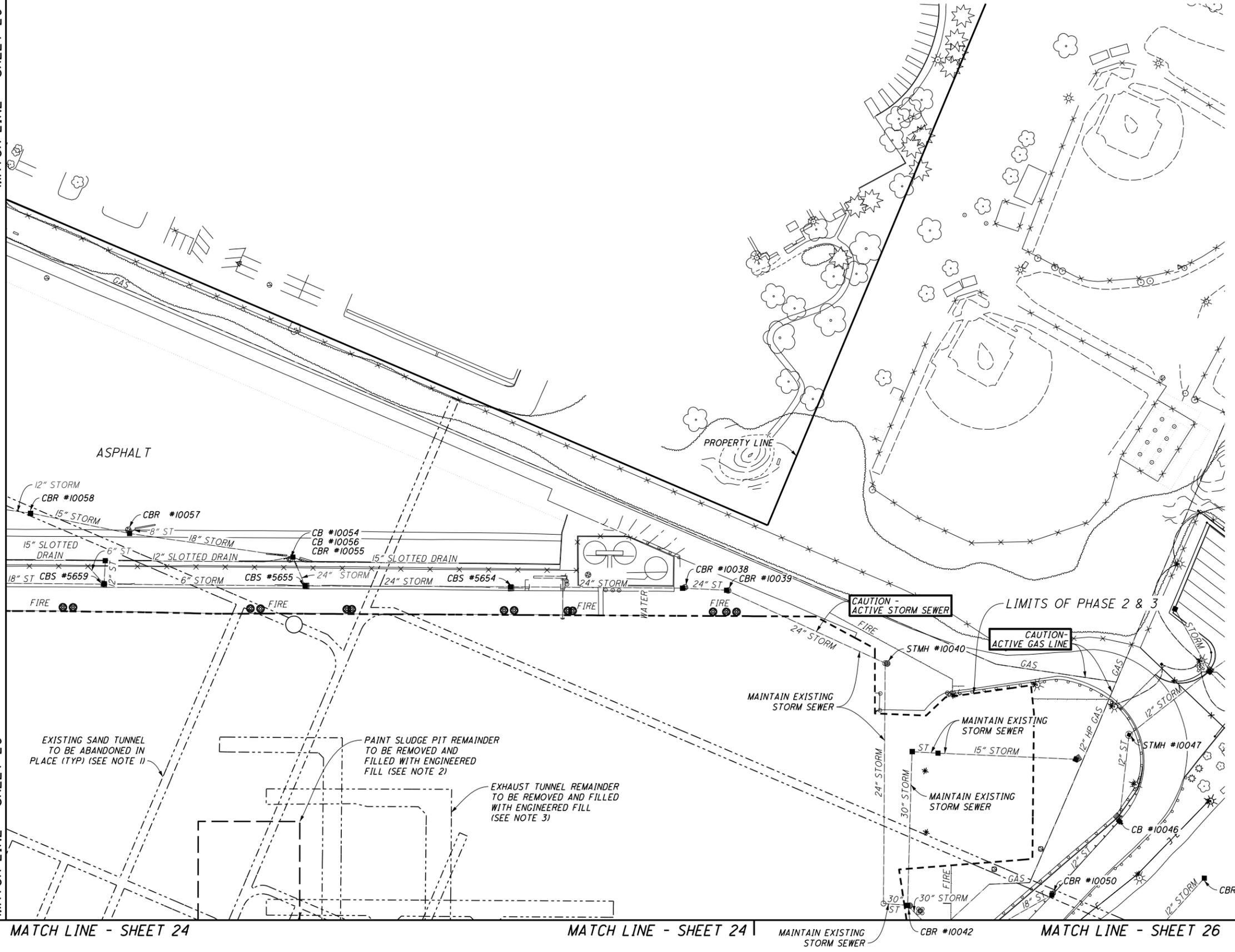
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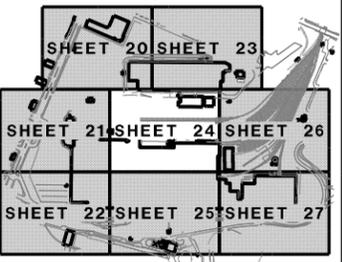
MATCH LINE - SHEET 26

12/3/2012

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PROJECT  
 TWIN CITIES ASSEMBLY PLANT  
 SAINT PAUL, MINNESOTA  
 PHASE 2  
 SUBGRADE BELOW 6 FEET  
 DEMOLITION/ABANDONMENT  
 (UTILITY, PIT & TUNNEL)  
 23  
 79



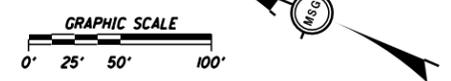


**KEY PLAN**

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1	11/9/2012	LLH	SITE PLAN SUBMITTAL

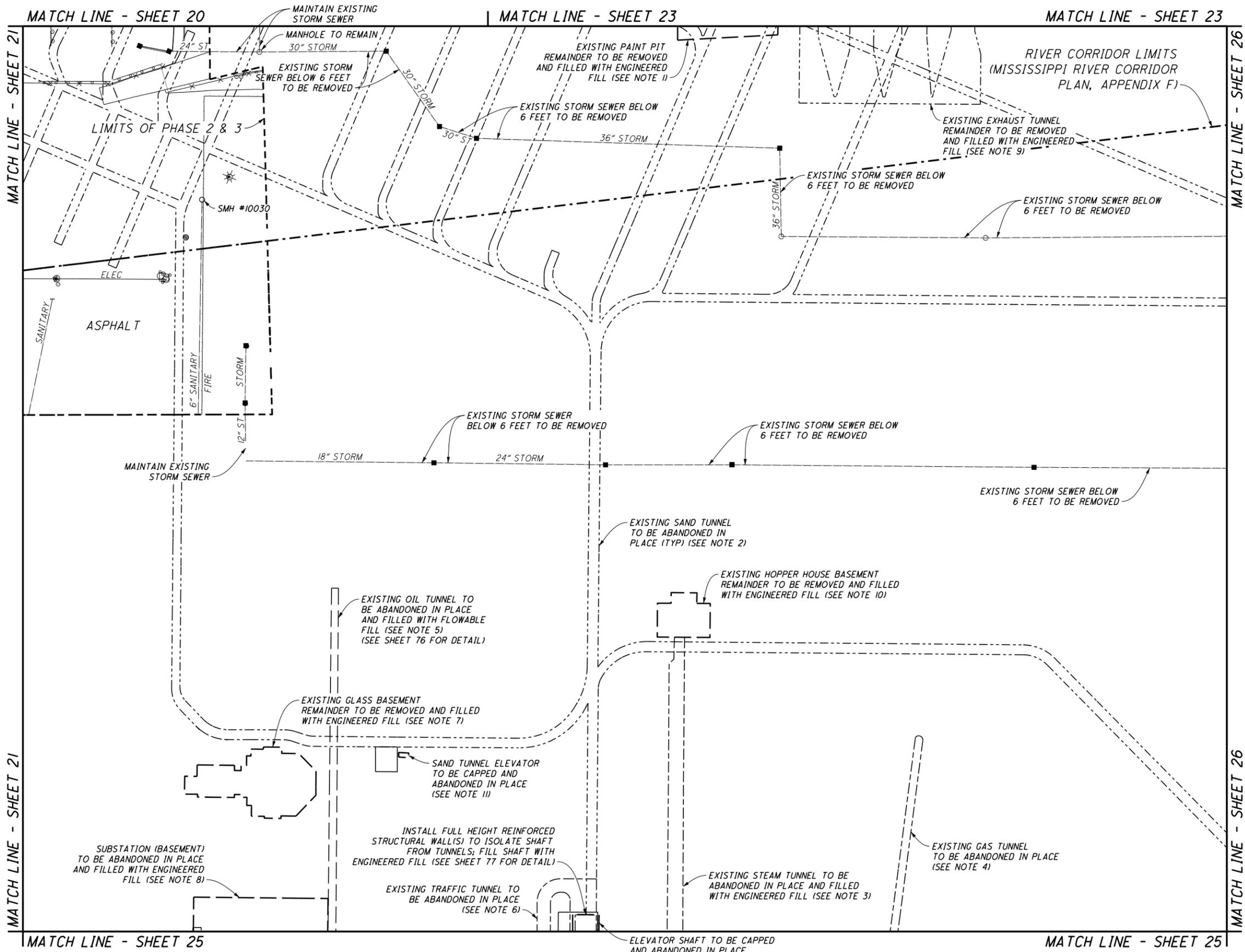
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DATE: \_\_\_\_\_ LICENSE # 50097



**NOTES**

- BOTTOM PAINT SLUDGE PIT ELEVATION = 820 FT  
FORMER PAINT FACILITY FFE = 833 FT
- APPROXIMATE SAND TUNNEL ELEVATION = 725± FT  
SAND TUNNEL HEIGHT = 15± FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT  
FORMER HOPPER HOUSE FFE = 813 FT  
FORMER PACKER BUILDING FFE = 815 FT  
FORMER FAN FARM FFE = 810 FT  
FORMER CARBON UNIT HOUSE FFE = 810 FT
- BOTTOM STEAM TUNNEL ELEVATION = 800± TO 798± FT  
STEAM TUNNEL HEIGHT = 10± FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT  
FORMER HOPPER HOUSE FFE = 813 FT  
FORMER HOUSE BASEMENT ELEVATION = 799 FT
- BOTTOM UTILITY TUNNEL ELEVATION = 731± FT  
UTILITY TUNNEL HEIGHT = 5.5 FT TO 6 FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT
- BOTTOM OIL TUNNEL ELEVATION = 800± FT  
OIL TUNNEL HEIGHT = 5± FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT
- BOTTOM TRAFFIC TUNNEL ELEV = 725± FT  
TRAFFIC TUNNEL HEIGHT = 10 FT TO 11 FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT



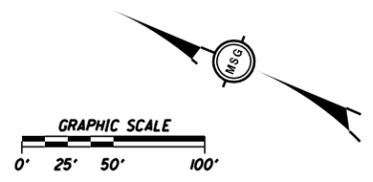
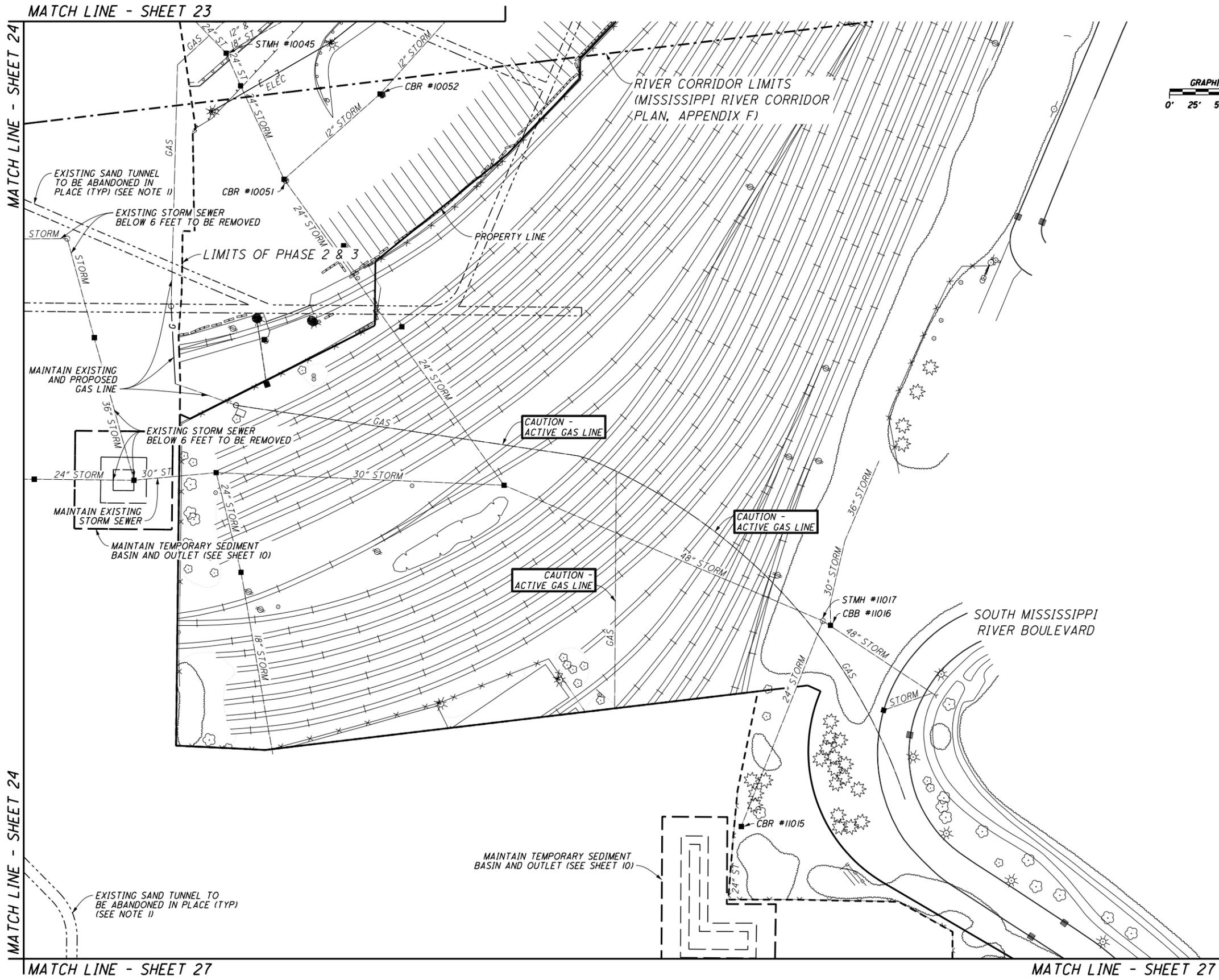
- NOTES CONTINUED**
- BOTTOM GLASS BASEMENT ELEVATION = 804 FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT
  - BOTTOM SUBSTATION ELEVATION = 801.2 FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT
  - BOTTOM EXHAUST TUNNEL ELEVATION VARIES 816.1± TO 802.7± FT  
EXHAUST TUNNEL HEIGHT 12± FT  
FORMER FAN FARM FFE = 810 FT  
FORMER PAINT FACILITY FFE = 833 FT
  - BOTTOM HOPPER HOUSE BASEMENT ELEVATION = 799 FT  
FORMER HOPPER HOUSE BUILDING FFE = 813 FT
  - ALL ACCESS POINTS (MANHOLE, SHAFT, PIPE, STAIRWELL) TO SUBSURFACE BEDROCK TUNNELS WILL BE CAPPED AND BACKFILLED IN ACCORDANCE WITH DETAILS REFLECTED ON SHEET 78

PROJECT  
TWIN CITIES ASSEMBLY PLANT  
SAINT PAUL, MINNESOTA  
PHASE 2  
SUBGRADE BELOW 6 FEET  
DEMOLITION/ABANDONMENT  
(UTILITY, PIT & TUNNEL)  
24  
79

12/3/2012  
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**TODA**

SHEET 20 SHEET 23  
 SHEET 21 SHEET 24 SHEET 26  
 SHEET 22 SHEET 25 SHEET 27

**KEY PLAN**

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- NOTES**
- APPROXIMATE SAND TUNNEL ELEVATION = 725± FT  
 SAND TUNNEL HEIGHT APPROXIMATELY = 15± FT  
 FORMER FRAME SHACK FFE = 810 FT

PROJECT  
 TWIN CITIES ASSEMBLY PLANT  
 DEMOLITION/ABANDONMENT  
 (UTILITY, PIT & TUNNEL)  
 26  
 79

12/3/2012

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MATCH LINE - SHEET 26

MATCH LINE - SHEET 26

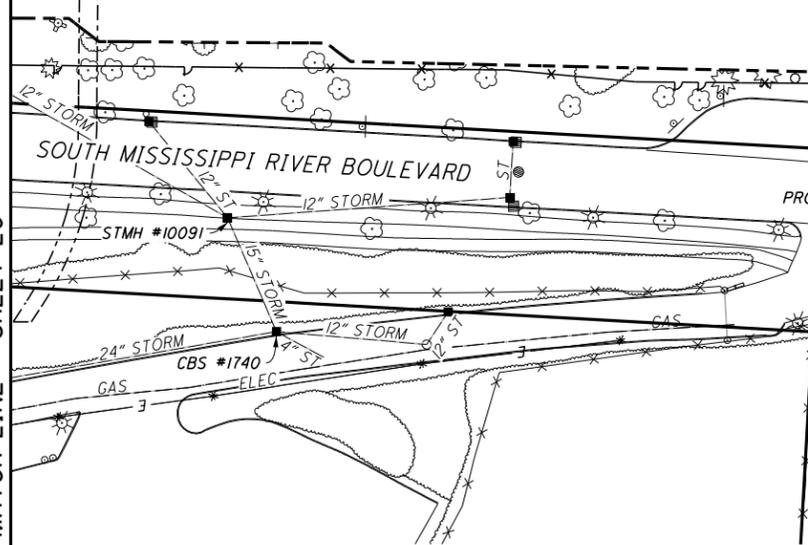
MATCH LINE - SHEET 25

MATCH LINE - SHEET 25

MAINTAIN TEMPORARY SEDIMENT BASIN AND OUTLET (SEE SHEET 11)

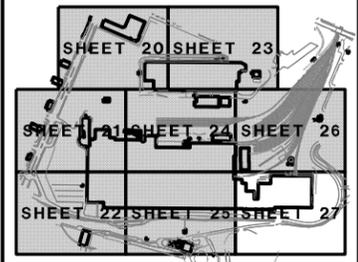
EXISTING SAND TUNNEL TO BE ABANDONED IN PLACE (TYP) (SEE NOTE 1)

LIMITS OF PHASE 2 & 3



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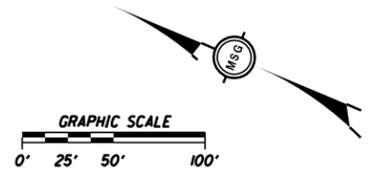


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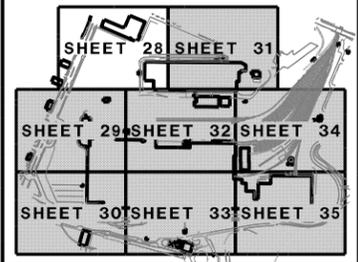
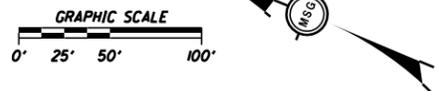
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- NOTES**
- APPROXIMATE SAND TUNNEL ELEV = 725± FT  
APPROXIMATE TUNNEL HEIGHT = 15± FT  
FORMER MAIN ASSEMBLY BUILDING FFE = 813 FT

PROJECT  
TWIN CITIES ASSEMBLY PLANT  
SAINT PAUL, MINNESOTA  
PHASE 2  
SUBGRADE BELOW 6 FEET  
DEMOLITION/ABANDONMENT  
(UTILITY, PIT & TUNNEL)  
27  
79

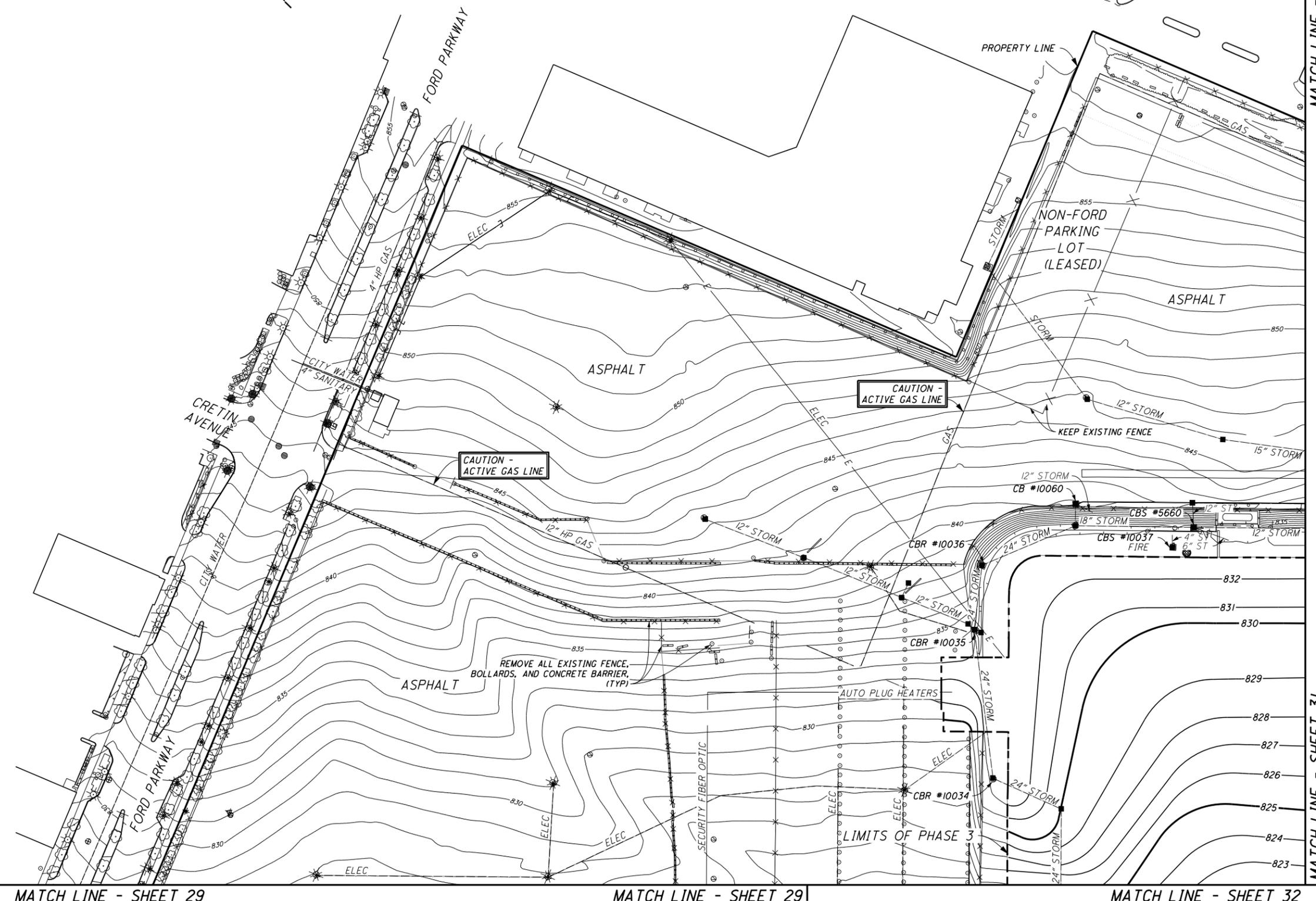


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MATCH LINE - SHEET 29

MATCH LINE - SHEET 29

MATCH LINE - SHEET 32

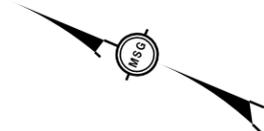
MATCH LINE - SHEET 31

**NOTE**  
 REFLECTED GRADES ARE APPROXIMATE AND MAY FLUCTUATE 1± FOOT BASED UPON ENVIRONMENTAL CONDITIONS ENCOUNTERED

PROJECT  
 TWIN CITIES ASSEMBLY PLANT  
 SAINT PAUL, MINNESOTA

PHASE 3  
 GRADING AND  
 DRAINAGE PLAN

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MATCH LINE - SHEET 28

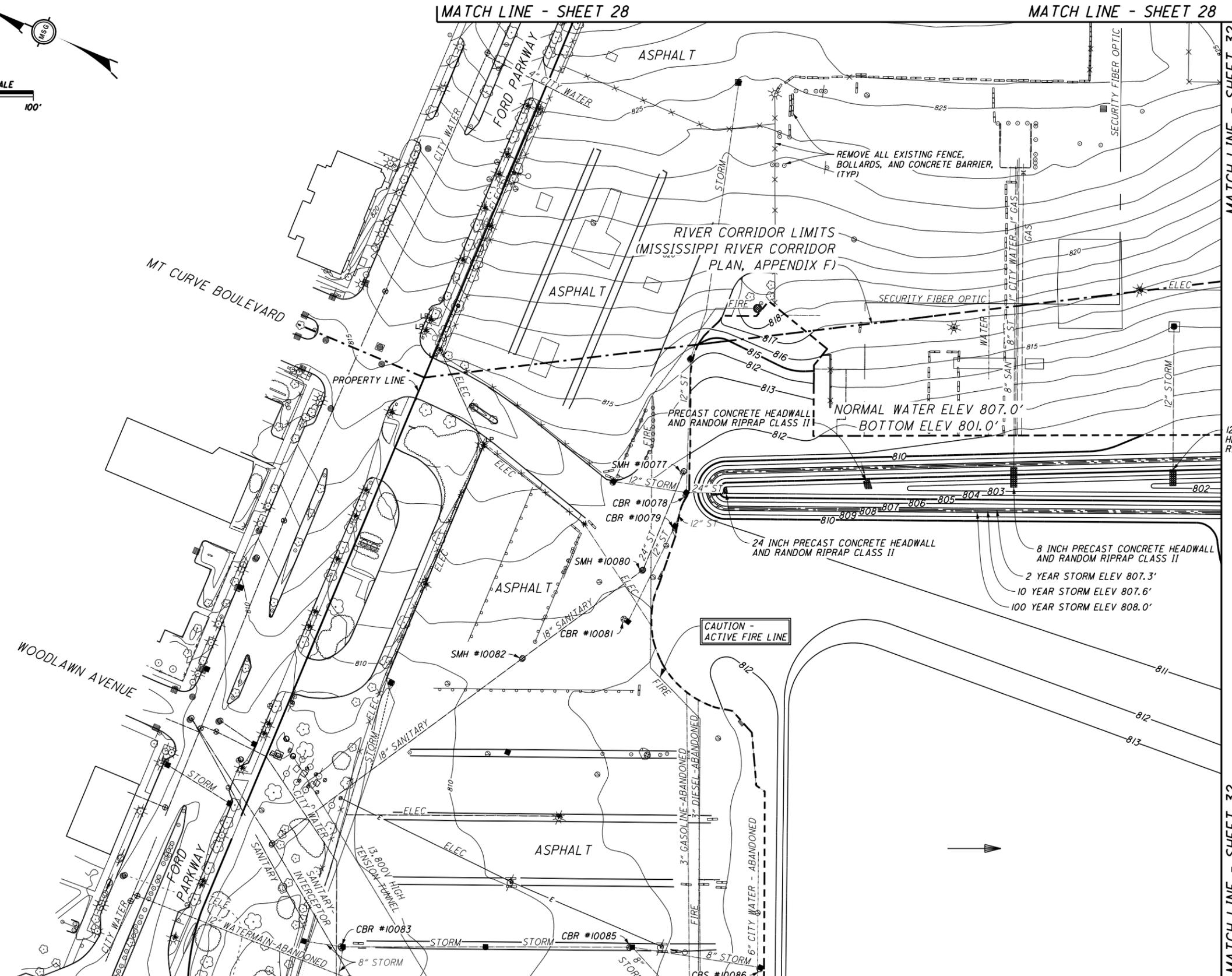
MATCH LINE - SHEET 28

MATCH LINE - SHEET 32

MATCH LINE - SHEET 30

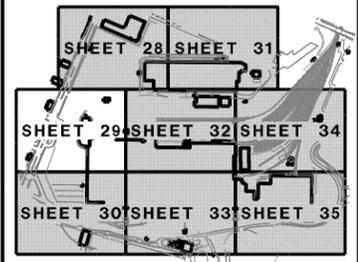
MATCH LINE - SHEET 30

MATCH LINE - SHEET 32



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PROJECT  
 TWIN CITIES ASSEMBLY PLANT  
 SAINT PAUL, MINNESOTA  
 PHASE 3  
 GRADING AND  
 DRAINAGE PLAN

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 12/3/2012

MATCH LINE - SHEET 29

MATCH LINE - SHEET 29

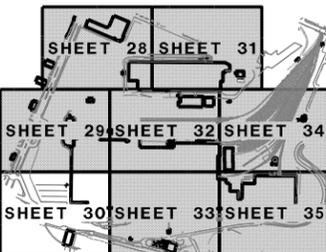


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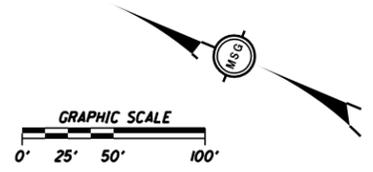
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PROJECT  
TWIN CITIES ASSEMBLY PLANT  
SAINT PAUL, MINNESOTA

PHASE 3  
GRADING AND  
DRAINAGE PLAN

12/13/2012

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