

Bk 42 Dr. 14

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

_____ Plan _____ Survey

_____ Murray Ave. _____

From _____ 1st _____ To _____ 5th _____

Road Acc't. No. _____

Date Filed _____ 6-11-41 _____ File _____

PLAN SURVEY

MURRAY AVE.

1st St to 5th St.

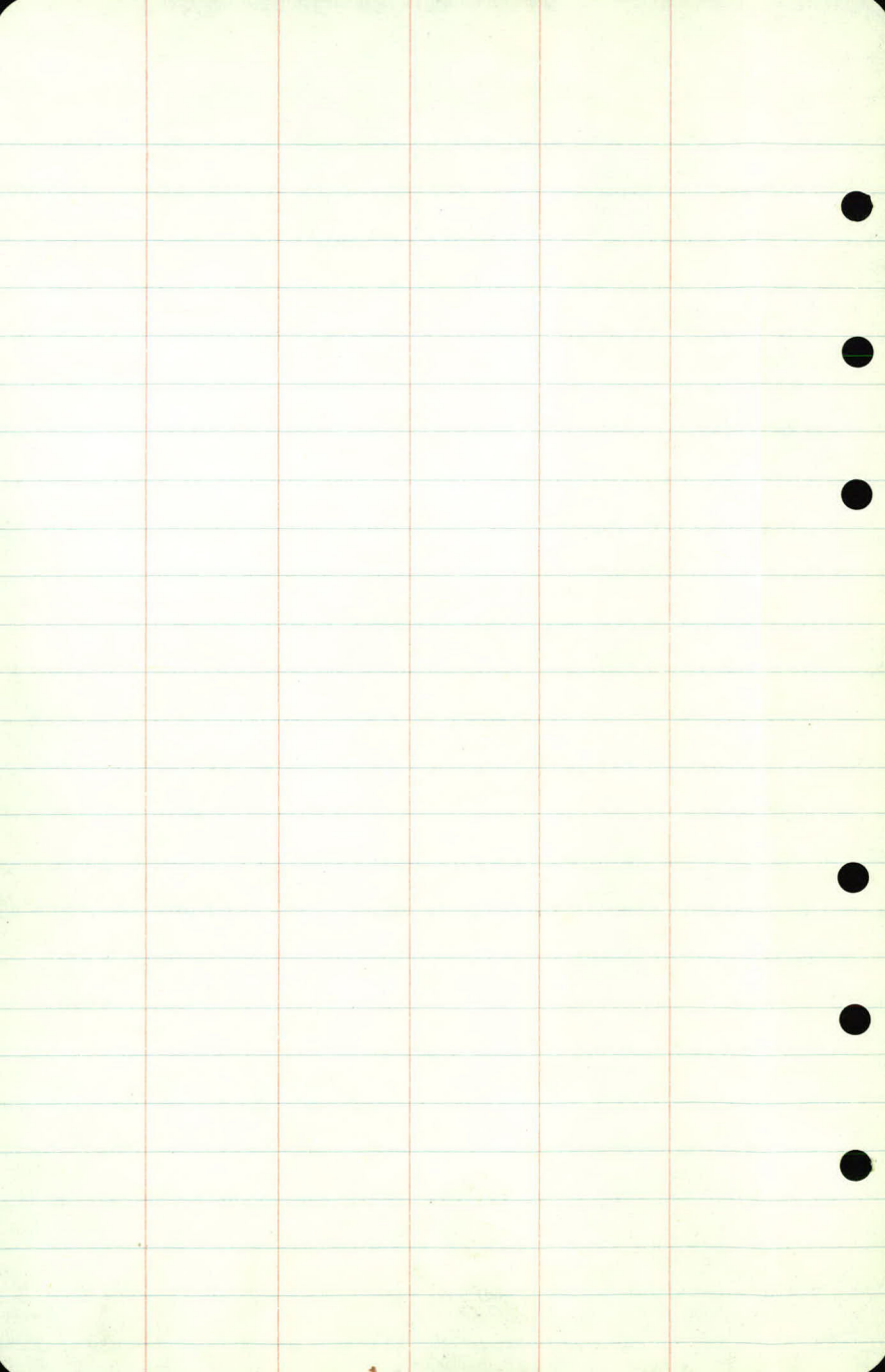
INDEX

Align. 1-2

Topog. - 3-6

X Sections 7-12

Completed 5-10-41



Alignment

Sta	Point	Alt	Δ Pt
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14	+99.22 = E Fifth St		
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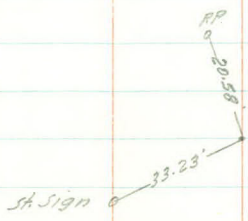
11	+99.73	P.O.T = Fourth St Split of Curbs on 4 th St	
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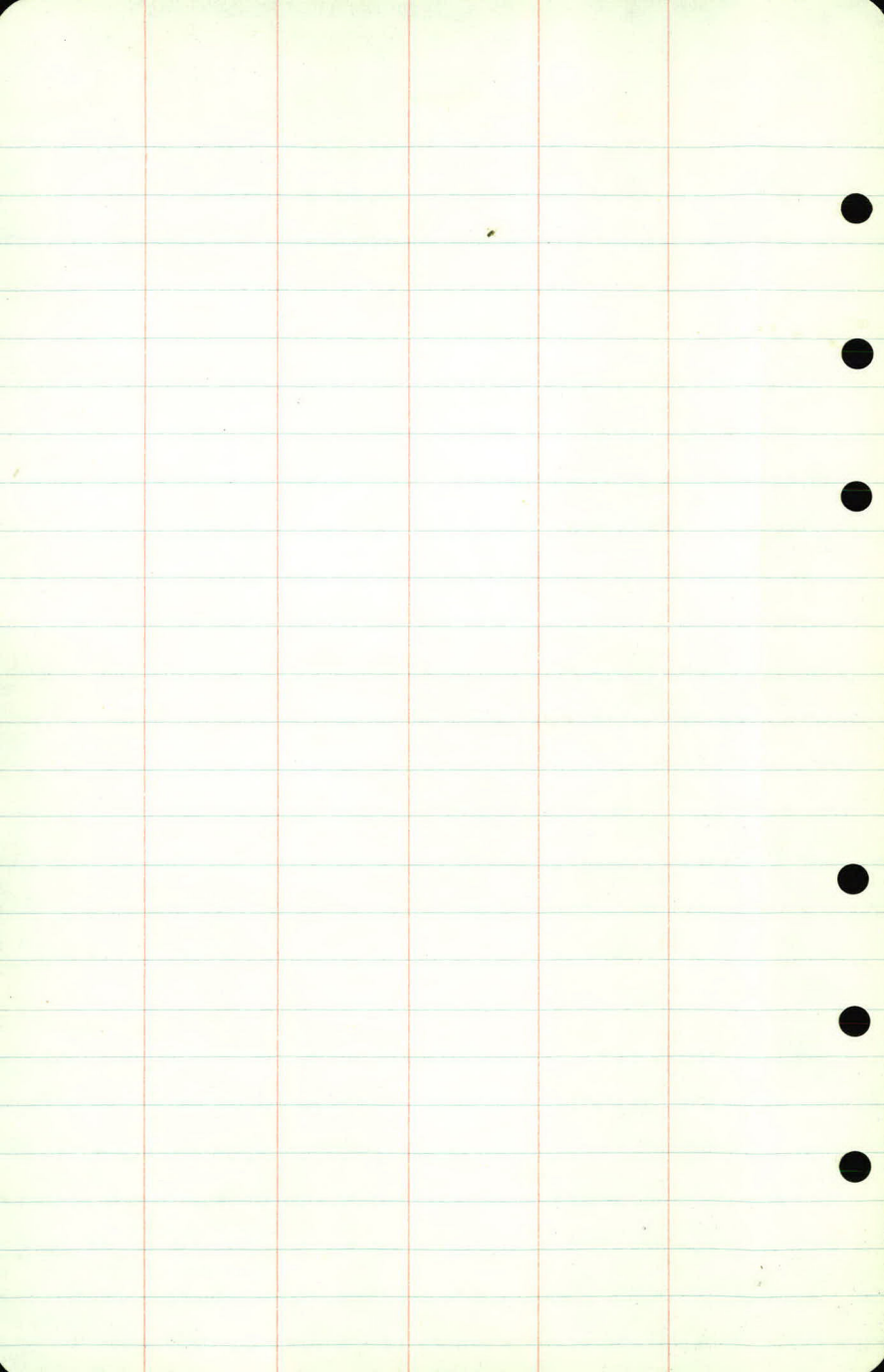
7	+120.35	P.O.T = E Third St	
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3	+160.20	P.O.T = E Second St Split of Curbs on 2 nd St	
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0	+100	= E First St	
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5-7-41
K.A.
L.C.
M.B.
C.N.





Topography

198-8 DRIVE

+98-24" Elm-22.5'

+88-PP-21'

+77-8 DRIVE

+41-Cor Cor-35'

+48-9" Elm-23'

5 S.W.-28.8-24.6'

14' 12'

S.W.-23.2-27.2'

+83-PP-21'

+38-30 B.E.-20'

+19-20 Elm-19'

4 S.W.-28.6-24.6'

14'

14'

S.W.-23.2-27.2'

+90-Cor S.W.-24.2'

+91-End Curb-15' +84.5-Cor S.W.-24.4'

+85.2-End Curb-15'

+75.2-End Curb-34' Curb End-24.9'

+45.2-End Curb-24.3 End Curb-35'

+36-Cor S.W.-29.6'

+30-Cor S.W.-29.6'

+35.2-859 Curb-14.7'

+37-PP-20'

3 S.W.-29.6-23.6'

14' 12'

S.W.-21.4-27.4'

+60-M.H.-00'

+84-Cor S.W.-23'

+75.2-859 Curb-21' Curb End-24.9'

+45.2-End Curb-25.2 End Curb-29.3'

+89-PP-20'

+35.2-859 Curb End-15.2'

2 S.W.-29.6-23.6'

14' 12'

S.W.-21.4-27.4'

+75-PP-20'

+92-8 DRIVE

1 S.W.-29.5-23.5'

13' 11'

S.W.-21.4-27.4'

+30-Cor S.W.-29.5-23.4-15.5'

+24-Cor S.W.-15.5'

+22-PP-19'

0 +00 H-859 End-24'

-09-End End-34'

-15-12-59-42-22 M.H.-65'

-30-859 End-10'

+99-Hyd-24.5'

+30-Cor S.W.-14.21'

+29-Cor S.W.-27'

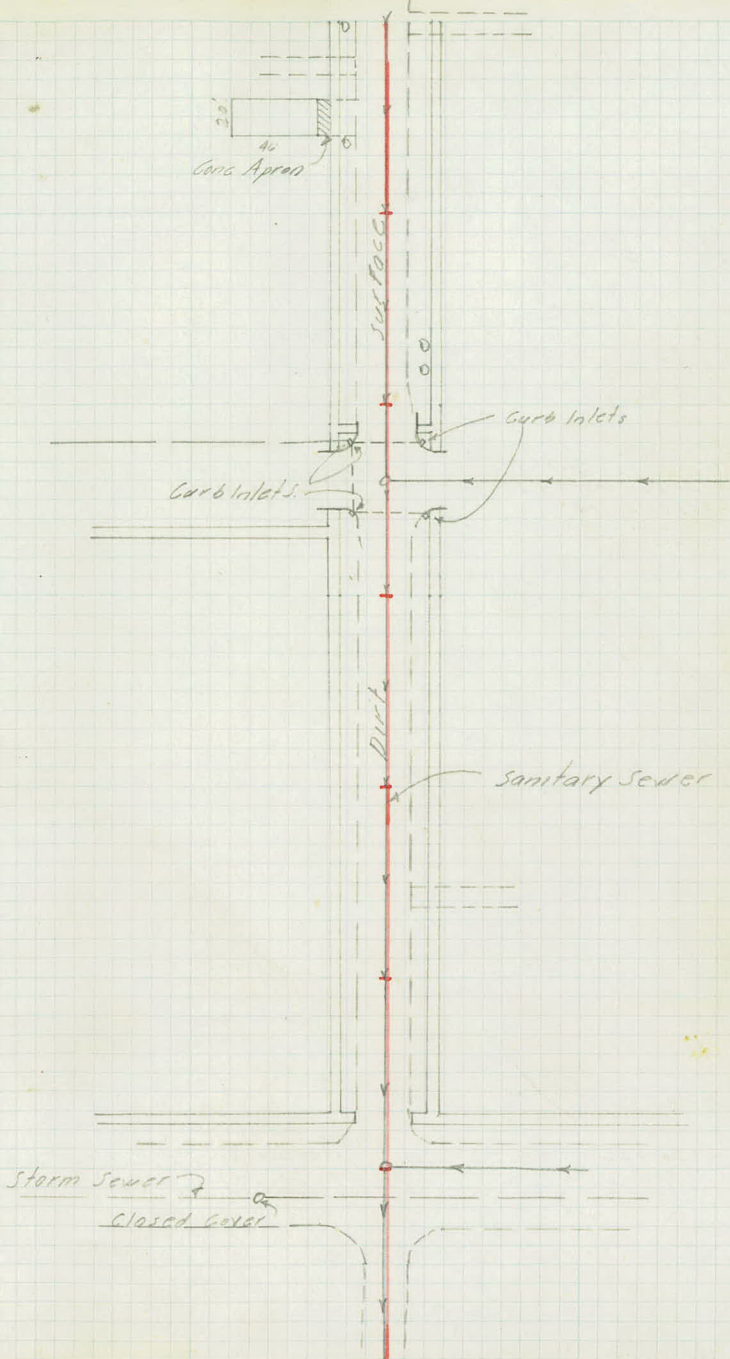
+24-Cor S.W.-14'

+14-859 End-24'

+15-M.H.-0.2'

-11-End End-29'

-30-859 End-12'



+70-6 Drive

+85-20' Elm-18.5

+61-24' Elm-18.5

+17-PP-21.5'

+37-18" Elm-19'

+12-30' Elm-19'

12

14' 13'

+80-6' Elm-21'

+65-6 Drive

+38.2- Cor S.W.-18'

+30-PP-32'

+32.2- Cor S.W.-30.6'-24.6'

+297-End Curb Rad. 18' 5' Rad.

+247-80g Curb Rad. 23'

+09-19 H-17'

+39-81 Top XSE +57-24" Willow-19.5'

+38.2- Cor S.W.-14'

+31-18" Elm-19' Hyd-27.5'

+32-End Curb + Cor S.W.-14'

+24780g Curb Rad-26.8' 15' Rad.

11

+947-End Curb Rad-22.4' 5' Rad.

+897-80g Curb Rad-17.4'

+87.5- Cor S.W.-30.4'-24.9'

+80.6-80g Curb-17.4'

+80.6- Cor S.W.-29.3'-24.7'

+14-PP-22'

+943-End Curb Rad-26.0' 15' Rad.

+87.5-80g Curb-18' Cor S.W.-22.2'-26.2'

+81.4- Cor S.W.-26.4'-22.2'-14'

+81-81 Top XSE

10 S.W.-29.5'-24.7'

16' 13'

S.W.-22.3'-26.3'

+95-3" Elm-22'

+81-3" Elm-22.5'

+65-3" Elm-22.5'

+53-6 Drive

+49-3" Elm-22'

+45-PP-21'

+73-10" Elm-19.5'

9 S.W.-29.3'-24.7'

17'

+38-12" Elm-19'

+12-15" Elm-18.5'

14' S.W.-22.3'-26.3'

+82-30' Elm-19'

+80- Cor Curb Drive-11.3'

+75-8.67 Wides Curb Drive

+70 Cor Curb Drive-11.3'

+60-24' Elm-19'

8 +12-PP-21'

S.W.-29.3'-24.6'

15 12'

S.W.-22.6'-26.6'

+42-18" Elm-15'

+44-Hyd-28'

+43-20' Elm-19'

+36-80g S.W.-22.7'-26.7'

9-447'

24-433'

+44.5-80g S.W.-29.3'-24.3'

+47-15'

+30-19 H-02'

+08-25'

7 +66.5-End S.W.-29'-24'

15

23-406'

+64-End S.W.-22.8'-26.8'

+93.5-2.21 WIDE 29.3'

+89-18" Elm-22'

+97-PP-20'

12-497'

+18-2" Elm-17'

+11-1" Elm-17'

+52-24' Elm-22.5'

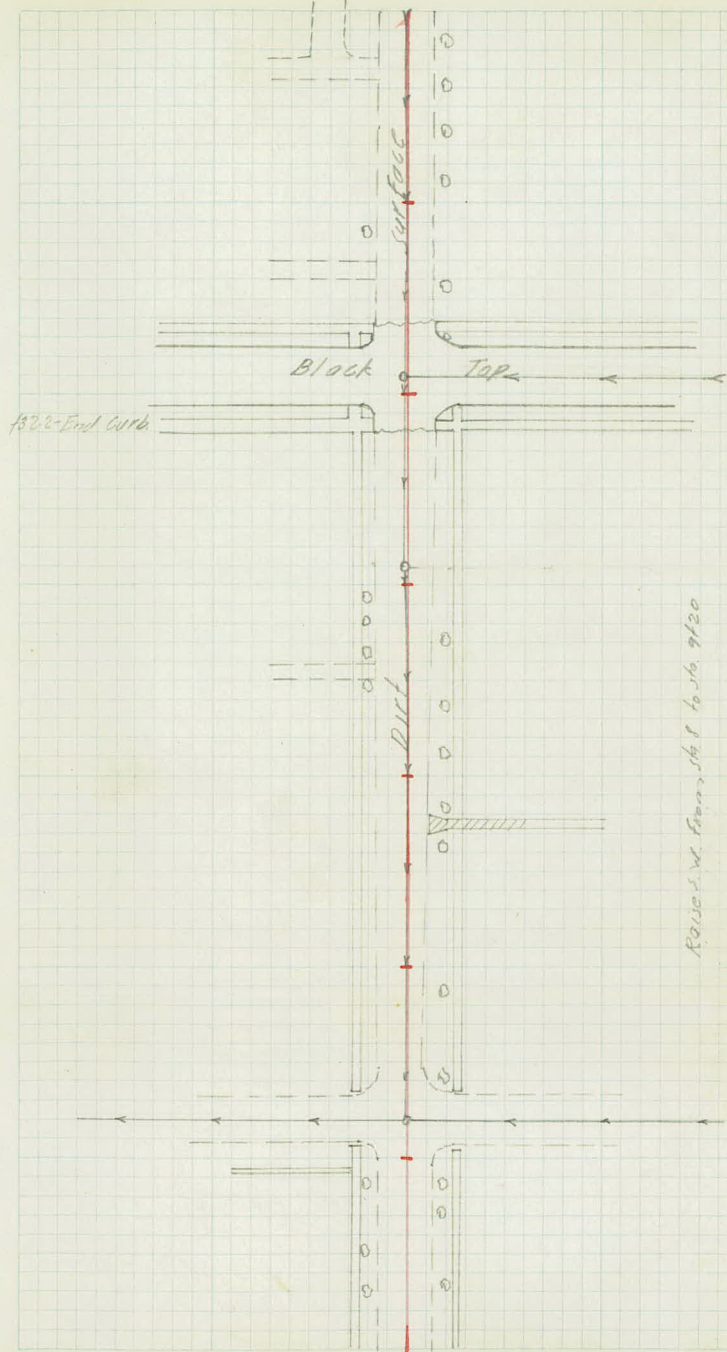
+34-18" Elm-19'

+31-18" Elm-21'

6 S.W.-28.6'-24.6'

16 12'

S.W.-23'-26.9'



132.2-End Curve

Raise L.W. from Sta 8 to Sta. 9120

11-Edge Trav. Rd 15 ft

+98.0-M.H.-28'
+84-M.H.-27'

+86-23' 25'
12' 10'-170'
+77-30' Willow-19

+89-E DRIVE

14 12' 11' 34' Willow-185'

+60-2.5' Brick Walk-32.4'
+55-E DRIVE CONC. DRIVE-34.2'
7' wide

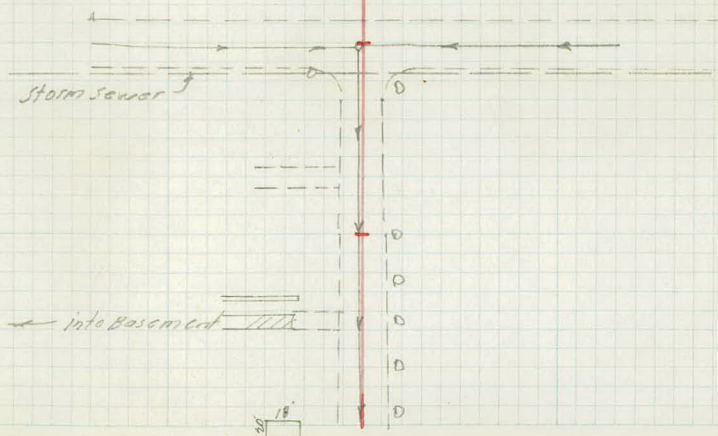
+76-20' Willow-185'

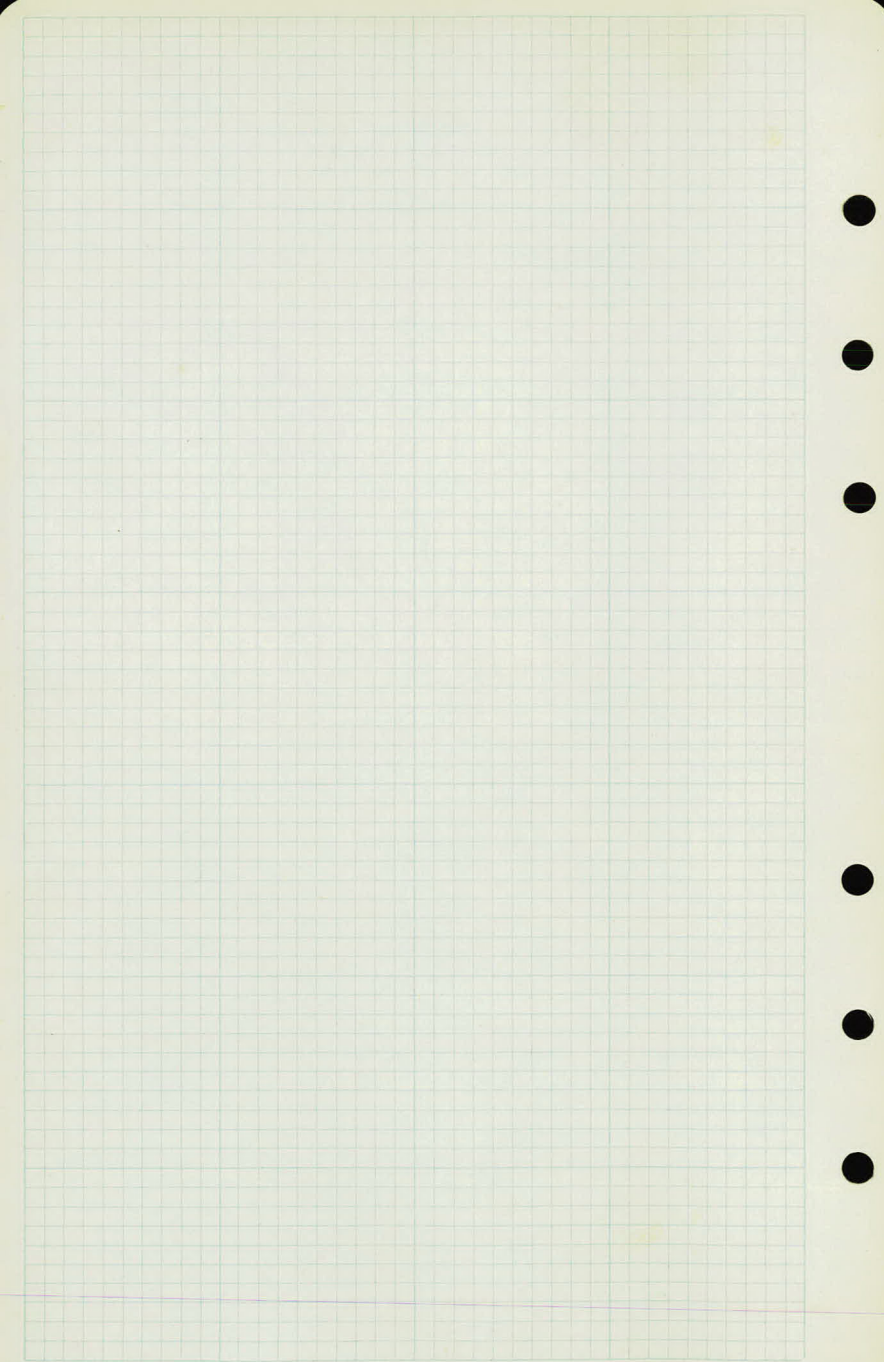
+56-24' Elm-19'

+31-24' Elm-185'

13 +02-NE CON. GOR-32

14 13' +08-18' Elm-185'





Xsections

Sta.	t	π	-	Elev.
B.M.	6.41	939.70.		(933.29)
B.M.	1.31	938.95	2.06	937.64
- 2 +50			5.5	33.45
- 2			5.6	33.35
- 1 +50			5.6	33.35
- 1 +00			5.6	33.35
0 - 50			5.6	33.35
0 - 30				33.55
0 - 15 Gutter Lt				33.85
0 +00				34.15
+01.5 M.H.				
+30				33.95

Lt.

£

Rt.

Top U.S. G.S. B.M. St Marys School Yard.

Top Hyd. N.E. Cor 1st St & Murray Ave.

26.35' Top 31.64' 32.09' 31.65' 31.14'

L.O.	$\frac{57}{30}$	$\frac{36}{18}$	$\frac{62}{16}$	$\frac{58}{11}$	$\frac{54}{11}$	$\frac{56}{17}$	$\frac{57}{17}$	$\frac{52}{30}$	$\frac{49}{50}$
F.L.	$\frac{12.60}{65}$	$\frac{7.31}{50}$	$\frac{68}{50}$	$\frac{73}{43}$	$\frac{69}{22}$	$\frac{61}{20}$	$\frac{51}{51}$		

$\frac{62}{200}$	$\frac{61}{150}$	$\frac{58}{100}$	$\frac{57}{50}$	$\frac{48}{50}$	$\frac{4.7}{50}$	$\frac{4.2}{100}$
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3416 28.17

$\frac{4.79}{TOP}$	$\frac{10.78}{FL}$
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33.81 3419

$\frac{5.14}{29.5}$	$\frac{5.08}{153}$	$\frac{55}{13}$	$\frac{50}{11}$	$\frac{54}{11}$	$\frac{50.8}{13}$	$\frac{4.76}{272}$
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Sta	+	π	-	Elev
		938.95.		
0	+50			33.85
1				34.25
	+50			34.55
2				34.55
	+50			34.75
T.P.	4.84	939.62	4.27	934.68.
3				34.62
	+35.2			34.72
	+60 M.H. + 2 grade.			34.94
	+85.2			34.82
4				34.72
	+50			34.52

L.

R.

R.

3283

$\frac{512}{296} \frac{515}{235} \frac{49}{22} \frac{51}{13} \frac{55}{13} \frac{53}{11} \frac{51}{8} \frac{52}{12} \frac{56}{12} \frac{48}{21} \frac{47}{21} \frac{489}{214} \frac{482}{274}$

3413

3406

$\frac{490}{296} \frac{497}{235} \frac{47}{17} \frac{54}{14} \frac{51}{10} \frac{47}{7} \frac{49}{12} \frac{52}{13} \frac{44}{21} \frac{45}{21} \frac{472}{214} \frac{468}{274}$

3427

3416

$\frac{479}{296} \frac{488}{235} \frac{47}{16} \frac{51}{14} \frac{48}{11} \frac{44}{8} \frac{45}{12} \frac{47}{14} \frac{42}{21} \frac{40}{21} \frac{428}{214} \frac{423}{274}$

3472

3415

$\frac{480}{296} \frac{481}{235} \frac{46}{21} \frac{47}{16} \frac{50}{14} \frac{45}{11} \frac{44}{8} \frac{44}{11} \frac{47}{11} \frac{37}{16} \frac{38}{21} \frac{411}{214} \frac{407}{274}$

3488

3452

$\frac{462}{296} \frac{468}{235} \frac{46}{17} \frac{48}{14} \frac{46}{11} \frac{42}{6} \frac{44}{14} \frac{40}{21} \frac{39}{21} \frac{410}{214} \frac{414}{274}$

3481

3449

$\frac{503}{297} \frac{504}{236} \frac{51}{17} \frac{55}{14} \frac{52}{10} \frac{49}{8} \frac{50}{8} \frac{53}{11} \frac{45}{15} \frac{45}{21} \frac{466}{214} \frac{464}{274}$

3488

3463

$\frac{489}{296} \frac{502}{235} \frac{490}{146} \frac{54}{146} \frac{52}{10} \frac{48}{10} \frac{52}{10} \frac{53}{153} \frac{493}{153} \frac{470}{232} \frac{470}{272}$

3462

3459

3484

2882

$\frac{5.1}{30} \frac{4.58}{Top} \frac{10.70}{F.L.} \frac{4.8}{30}$

3469

$\frac{483}{292} \frac{495}{242} \frac{508}{148} \frac{56}{148} \frac{50}{10} \frac{47}{10} \frac{51}{10} \frac{57}{152} \frac{495}{152} \frac{484}{234} \frac{479}{274}$

3473

3465

$\frac{487}{286} \frac{493}{247} \frac{48}{24} \frac{49}{17} \frac{55}{14} \frac{51}{12} \frac{48}{10} \frac{51}{10} \frac{55}{14} \frac{50}{16} \frac{486}{232} \frac{467}{272}$

3485

3462

$\frac{490}{288} \frac{495}{244} \frac{50}{17} \frac{57}{14} \frac{51}{10} \frac{50}{7} \frac{50}{13} \frac{59}{16} \frac{54}{22} \frac{48}{22} \frac{482}{232} \frac{480}{272}$

3477

Sta	+	π	-	Elev.
		939.52		
5 +00				34.5v
	+50			34.7v
6				34.7v
	+50			34.8v
	+90.35			35.0v
B.M.	0.31	939.21	0.62	938.90
7	+20.35 also M.H.			
	+50.35			34.91
8				34.51
	+50			34.31
9				34.21
	+50			34.21

Lt.

E

Rt

3430

<u>5.22</u>	<u>322</u>	<u>5.5</u>	<u>5.8</u>	<u>5.1</u>	<u>5.0</u>	<u>5.1</u>	<u>6.0</u>	<u>4.9</u>	<u>4.84</u>	<u>4.75</u>
28.8	24.6	15	14	10		8	13	16	23.2	27.2

34.77

3454

<u>4.98</u>	<u>5.05</u>	<u>5.3</u>	<u>5.7</u>	<u>5.2</u>	<u>4.8</u>	<u>5.0</u>	<u>5.5</u>	<u>4.9</u>	<u>4.84</u>	<u>4.81</u>
28.8	24.6	18	15	11		9	13	16	23.2	27.2

34.71

3465

<u>4.87</u>	<u>4.89</u>	<u>5.1</u>	<u>5.6</u>	<u>5.3</u>	<u>4.8</u>	<u>5.1</u>	<u>5.4</u>	<u>5.3</u>	<u>4.86</u>	<u>4.83</u>
28.8	24.6	19	15	13		8	12	15	23.2	27.2

34.69

3470

<u>4.82</u>	<u>4.93</u>	<u>5.0</u>	<u>5.5</u>	<u>5.0</u>	<u>4.7</u>	<u>4.8</u>	<u>5.4</u>	<u>5.0</u>	<u>4.7</u>	<u>4.92</u>	<u>4.85</u>
28.6	24.6	20	16	13		8	12	13	22	23.0	26.9

34.67

3458

<u>4.81</u>	<u>4.94</u>	<u>4.93</u>	<u>5.0</u>	<u>5.4</u>	<u>5.1</u>	<u>4.5</u>	<u>4.6</u>	<u>5.2</u>	<u>4.8</u>	<u>4.6</u>	<u>4.78</u>	<u>4.74</u>
50	28.4	24.4	18	16	13		8	13	14	22	23.0	26.9

34.78

Top Hyd. N.E. Cor. Murray Ave. + 3.55 ft. 34.84

<u>4.8</u>	<u>17.22</u>	<u>4.97</u>	<u>4.0</u>
50	F.L.	Top	50

34.27

<u>4.94</u>	<u>4.98</u>	<u>4.9</u>	<u>4.7</u>	<u>4.8</u>	<u>4.3</u>	<u>4.7</u>	<u>4.2</u>	<u>4.98</u>	<u>4.26</u>
29.3	24.6	24	17	13		10	21	23.6	26.6

34.95

34.15

<u>5.06</u>	<u>5.08</u>	<u>5.2</u>	<u>4.7</u>	<u>5.0</u>	<u>4.7</u>	<u>4.6</u>	<u>4.57</u>
29.3	24.6	16		13	21	22.6	26.6

34.64

33.85

<u>5.26</u>	<u>5.39</u>	<u>5.1</u>	<u>4.9</u>	<u>5.1</u>	<u>5.0</u>	<u>5.11</u>	<u>5.11</u>
29.3	24.6	16		13	22	22.4	26.4

34.10

33.77

<u>5.49</u>	<u>5.49</u>	<u>5.0</u>	<u>5.0</u>	<u>4.91</u>	<u>4.91</u>
29.3	24.6	16		22.3	27.3

34.24

33.77

<u>5.44</u>	<u>5.50</u>	<u>5.2</u>	<u>5.0</u>	<u>5.3</u>	<u>4.66</u>	<u>4.58</u>
29.3	24.6	16		10	22.3	27.3

34.69

Sta.	+	π	-	Elev.
		939.21,		
10				34.41
	+50			34.31
	+73			33.91
	+81.4			33.89
	+94.8			33.61
11	+09			33.96
	+09.73			33.96
	+247			33.73
	+32.2			33.91
	+38.2			34.01
B.M.	0.89	939.15	0.95	938.26
	+50			34.05

Lt

R

Rt

3374

3471

$\frac{547}{293} \frac{549}{246} \frac{52}{23} \frac{51}{18} \frac{48}{12} \frac{50}{22.3} \frac{457}{263} \frac{450}{263}$

3386

3471

$\frac{535}{293} \frac{541}{246} \frac{52}{23} \frac{51}{15} \frac{49}{11} \frac{53}{21} \frac{44}{22.3} \frac{458}{263} \frac{450}{263}$

3386

3468

$\frac{535}{293} \frac{541}{246} \frac{52}{23} \frac{52}{12} \frac{53}{10} \frac{53}{15} \frac{48}{22.3} \frac{455}{263} \frac{453}{263}$

34.09

34.10

34.11

3435

$\frac{512}{50} \frac{506}{30} \frac{511}{174} \frac{554}{174} \frac{522}{14} \frac{546}{14} \frac{510}{30} \frac{482}{50} \frac{486}{50}$

(Curb) 34.15

(Gutter)

(Gutter)

(Curb) 34.25

$\frac{5.18}{50} \frac{5.06}{22.2}$

$\frac{574}{50} \frac{565}{22.4} \frac{560}{26} \frac{554}{50} \frac{538}{50}$

$\frac{496}{26} \frac{4.88}{50}$

22.96

$\frac{16.25}{F.L.} \frac{5.25}{Top} 33.96$

525

(Curb) 34.19

Gutter

33.73

Gutter

(Curb) 34.21

$\frac{513}{50} \frac{5.02}{23}$

$\frac{560}{50} \frac{558}{23} \frac{548}{26.8} \frac{536}{50} \frac{538}{50}$

$\frac{5.00}{26.8} \frac{4.80}{50}$

34.2

34.67

$\frac{521}{50} \frac{50}{30} \frac{504}{18} \frac{548}{18} \frac{53}{14} \frac{52}{14} \frac{464}{22.5} \frac{443}{30} \frac{454}{50} \frac{436}{50}$

3431

34.85

$\frac{527}{50} \frac{490}{30} \frac{508}{18} \frac{54}{18} \frac{520}{14} \frac{508}{14} \frac{467}{22.5} \frac{440}{30} \frac{436}{50} \frac{427}{50}$

Top Hyd. N.E. Cor Murray Ave. & 4th St

34.35

34.79

L.O. $\frac{48}{50} \frac{52}{15} \frac{48}{9} \frac{51}{14} \frac{48}{26} \frac{43}{50}$

Sta	+	π	-	Elev
		939.15		
12				34.15
	+50			34.35
13				34.35
T.P.	5.14	939.47	4.82	934.33
	+50			34.47
	+55	For Comp. Drive		
14				34.57
	+50			34.67
	+69.22			34.87
	+84	M.H. Lt.		
	+98.6			
	+98.22			35.37
B.M.		3.06		936.41

Lt

R

Rt

$$\begin{array}{r}
 33.85 \\
 \text{L.O. } \frac{57}{34} \frac{58}{30} \frac{47}{20} \frac{53}{18} \frac{50}{15} \frac{49}{30} \frac{46}{50} \frac{48}{50}
 \end{array}$$

$$\begin{array}{r}
 33.51 \\
 \frac{57}{50} \frac{56}{30} \frac{50}{24} \frac{50}{17} \frac{53}{14} \frac{48}{11} \frac{50}{30} \frac{45}{50} \frac{41}{50}
 \end{array}$$

$$\begin{array}{r}
 34.05 \\
 \frac{51}{30} \frac{48}{18} \frac{51}{15} \frac{48}{11} \frac{49}{15} \frac{46}{30} \frac{43}{30} \frac{40}{50}
 \end{array}$$

$$\begin{array}{r}
 34.07 \\
 \frac{53}{50} \frac{54}{30} \frac{50}{10} \frac{52}{19} \frac{49}{30} \frac{46}{50} \frac{40}{50}
 \end{array}$$

$$\begin{array}{r}
 33.92 \\
 \frac{5.55}{50} \frac{5.53}{34}
 \end{array}$$

$$\begin{array}{r}
 34.01 \\
 \frac{56}{50} \frac{54}{30} \frac{52}{23} \frac{51}{12} \frac{49}{10} \frac{52}{14} \frac{47}{30} \frac{44}{50} \frac{38}{50}
 \end{array}$$

$$\begin{array}{r}
 34.37 \\
 \frac{55}{50} \frac{51}{30} \frac{48}{12} \frac{48}{9} \frac{50}{17} \frac{45}{30} \frac{42}{50} \frac{39}{50}
 \end{array}$$

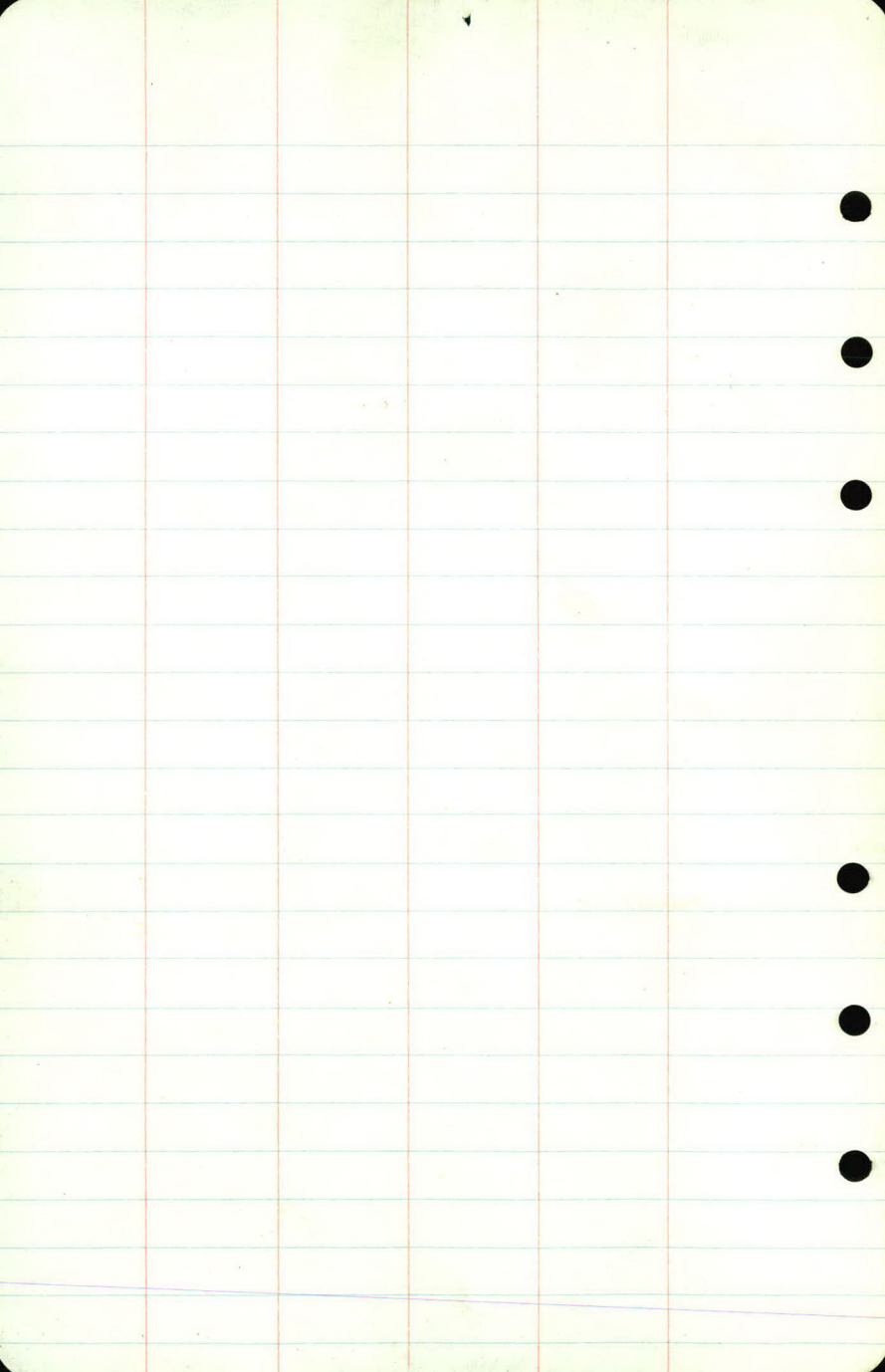
$$\begin{array}{r}
 34.67 \\
 \frac{53}{50} \frac{48}{30} \frac{46}{9} \frac{50}{14} \frac{45}{30} \frac{42}{50} \frac{41}{50}
 \end{array}$$

$$\begin{array}{r}
 29.11 \\
 \frac{10.36}{F.L.} \frac{4.24}{Top}
 \end{array}$$

$$\begin{array}{r}
 23.96 \\
 \frac{15.51}{F.L.} \frac{4.07}{Top}
 \end{array}$$

$$\frac{58}{150} \frac{56}{100} \frac{51}{50} \frac{41}{50} \frac{45}{50} \frac{42}{100}$$

Spt. in R.R. N. side 5th St & Murray Ave.



Carb Stokes

Murray Ave

Sta	+	π	-	Grade
B.M.	2.11	939.75		(937.64)

0	+30			933.50
---	-----	--	--	--------

	+50			33.57
--	-----	--	--	-------

B.M.	2.03	939.67	2.11	937.64
------	------	--------	------	--------

	+75			33.66
--	-----	--	--	-------

1				33.76
---	--	--	--	-------

	+25			33.85
--	-----	--	--	-------

	+50			33.94
--	-----	--	--	-------

	+75			34.03
--	-----	--	--	-------

2				34.13
---	--	--	--	-------

	+25			34.22
--	-----	--	--	-------

	+50			34.31
--	-----	--	--	-------

	+75			34.40
--	-----	--	--	-------

Gr. Rod. Lt. K

Top Hyd. N.E. Cor. Murroy Ave. & 1st St.

6.25 ✓

6.18 ✓

6.01 ✓

5.91 ✓

5.82 ✓

5.73 ✓

S.W. Rod
1' Offset.

5.64 ✓

5.47 - Present S.W. & Beg. Grade Change.

5.54 ✓

5.21 ✓

5.45 ✓

5.12 ✓

5.36 ✓

5.03 ✓

4.27 ✓

4.94 ✓

Sta	+	π	-	Grade
		939.67		
3				34.50
+25				34.59
+35.2			$LH =$ $RH = 34.61$	
T.P.	1.76	939.37	206	937.61
+85.2			$PL = 34.44$ $LH = 34.57$	
4			$RH = 34.37$ $LH = 34.47$	
+25				34.20
+50				34.23
+75				34.26
B.M.	1.83	939.44	33	937.61
5				34.28
+25				34.31
+50				34.34

Gr. Rod

5.17 ✓

4.84 ✓

5.08

4.92 ✓

5.06 ✓

5.19

4.95 = Present S.W.

Top Hyd. N.E. Cor. Second St. & Murray Ave.

4.78 ✓

4.98 Carb. imp.

4.92 ✓

5.05 ✓

19
8
5/95
12

5.17 ✓

22
17
39
5

5.14 ✓

8/105
24 1/2

5.18

5.11

Top Hyd. N.E. Cor. 2nd & Murray Ave.

5.16 ✓

5.13 ✓

5.10 ✓

Sta	f	T	-	Grade
		939.44		
5	+15			34.37
6				34.39
	+25			34.42
	+50			34.45
	+75			34.48
	+90.35			34.49
7	+50.35			34.50
B.M.	0.27	939.18	0.53	938.91
	+15			34.47
8				34.44
	+25			34.41
	+50			34.38

+0.27

938.90

Gr. Rod.

S.W.

lt

2

rt

✓
5.07

✓
5.05

✓
5.02

✓
4.99

✓
4.96

✓
4.95

4.85 Gr. Rod. Rt

✓
4.68

4.94

4.85 Gr. Rod. Rt

Top Hyd. N.E. Cor. Murray Ave + 3rd St

✓
4.71

5.04

✓
4.74

5.05

✓
4.77

5.28

✓
4.80

5.32

Sta	+	π	-	Grade
		939.18		
8	+75			34.35
9				34.32
	+25			34.29
	+50			34.26
	+75			34.23
10				34.20
	+25			34.17
	+50			34.14
	+75			34.11
11	+79.3			34.10
B.M.	0.89	939.15	0.92	938.26 (938.26)
11	+39.73			34.10

Gr. Rod.	21.	2	21
	S.W.		
4.83 ✓	5.39		
4.86 ✓	5.43		
4.89 ✓	5.40		
4.92 ✓	5.43		
4.95 ✓	5.45		
4.98 ✓	5.39		
5.01 ✓	5.39		
5.04 ✓	5.38		
5.07 ✓	5.29		
5.05			
Top Hyd N.E. Cor Murray + 4 1/4			
5.05			

Sta. + π - Grade

939.15

11 +50

34.11

+75

34.14

12

34.17

+25

34.20

+50

34.23

+75

34.26

13

34.29

B.M. 2.25 940.51

938.26

+25

34.32

+50

34.35

+75

34.38

14

34.41

	Lt		Rt	
Gr. Rod.	Gr. Rod	Grade	Grade	Gr. Rod.
5.02: Top old curb Rt on 4 th St				
5.04	5.00 ✓	34.15	34.25 4.90 ✓ 4.94: Top old Curb Rt. on 4 th St	
5.01	4.97 ✓	34.18	34.28	4.87 ✓
4.98	4.94 ✓	34.21	34.31	4.84 ✓
4.95	4.91 ✓	34.24	34.34	4.81 ✓
4.92	4.88 ✓	34.27	34.37	4.78 ✓
4.89	4.85 ✓	34.30	34.40	4.75 ✓
4.86	4.82 ✓	34.33	34.43	4.72 ✓
4.83	6.15 ✓	34.36	34.46	6.05 ✓
4.80	6.12 ✓	34.39	34.49	6.02 ✓
4.77	6.09 ✓	34.42	34.52	5.99 ✓
4.74	6.06 ✓	34.45	34.55	5.96 ✓

Sta.	+	π	-	Grade
------	---	-------	---	-------

		940.51		
--	--	--------	--	--

14	+25			
----	-----	--	--	--

				34.44
--	--	--	--	------------------

	+30			
--	-----	--	--	--

				34.47
--	--	--	--	------------------

	+69.22			
--	--------	--	--	--

				34.50
--	--	--	--	------------------

B.M.				
------	--	--	--	--

		4.10		
--	--	------	--	--

				936.41
--	--	--	--	--------

				(936.41)
--	--	--	--	----------

7-17-41

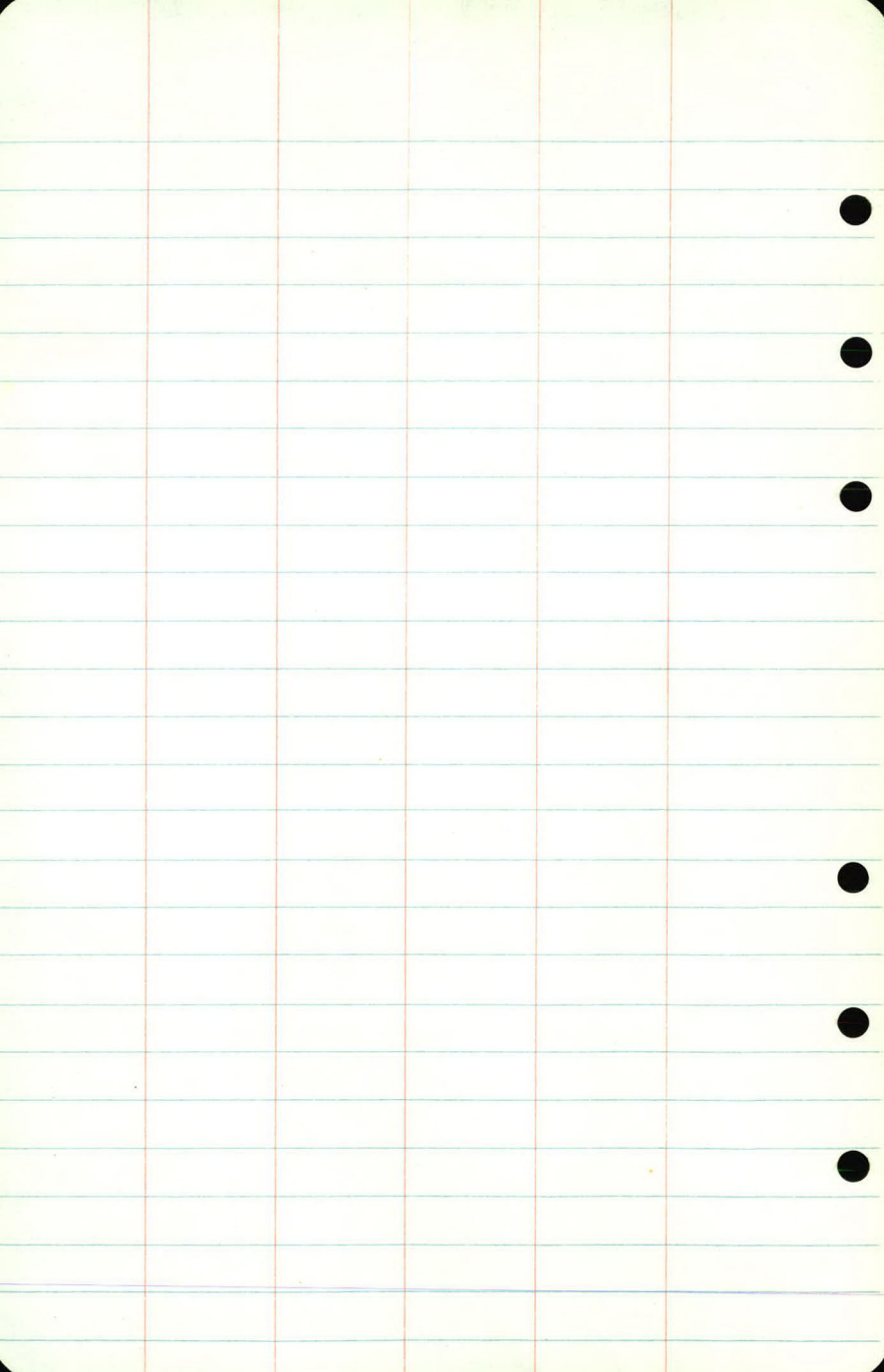
Gr. Rod	Gr. Rod	Grade	Grade	Gr. Rod
---------	---------	-------	-------	---------

4.71	6.03 ✓	34.48	34.58	5.93 ✓
-----------------	--------	-------	-------	--------

4.68	6.00 ✓	34.51	34.61	5.90 ✓
-----------------	--------	-------	-------	--------

4.65	5.97 ✓	34.54	34.64	5.87 ✓
-----------------	--------	-------	-------	--------

spike in R.R. N. side Murray & 5th St.



Murray Ave.

Grade Change Rt side
between 3rd St + 9th St

Sta	+	π	-	Grade
B.M.	0.33	939.23		938.90

7	+50.35			34.60
---	--------	--	--	-------

	+75			34.57
--	-----	--	--	-------

8				34.54
---	--	--	--	-------

	+25			34.51
--	-----	--	--	-------

	+50			34.48
--	-----	--	--	-------

	+75			34.45
--	-----	--	--	-------

9				34.42
---	--	--	--	-------

	+25			34.39
--	-----	--	--	-------

	+50			34.36
--	-----	--	--	-------

	+75			34.33
--	-----	--	--	-------

10				34.30
----	--	--	--	-------

Gr. Rod.

Top Hyd. N.E. Cor. Murray + 35' 81'

4.63 ✓

4.66 ✓

4.69 ✓

4.72 ✓

4.75 ✓

4.78 ✓

4.81 ✓

4.84 ✓

4.87 ✓

4.90 ✓

4.92 ✓

4.93 ✓

4.94 ✓

sto

+

π

-

Grade

939.23

10 125

34.27

150

34.24

175

34.21

179.3

Gr. Rod.

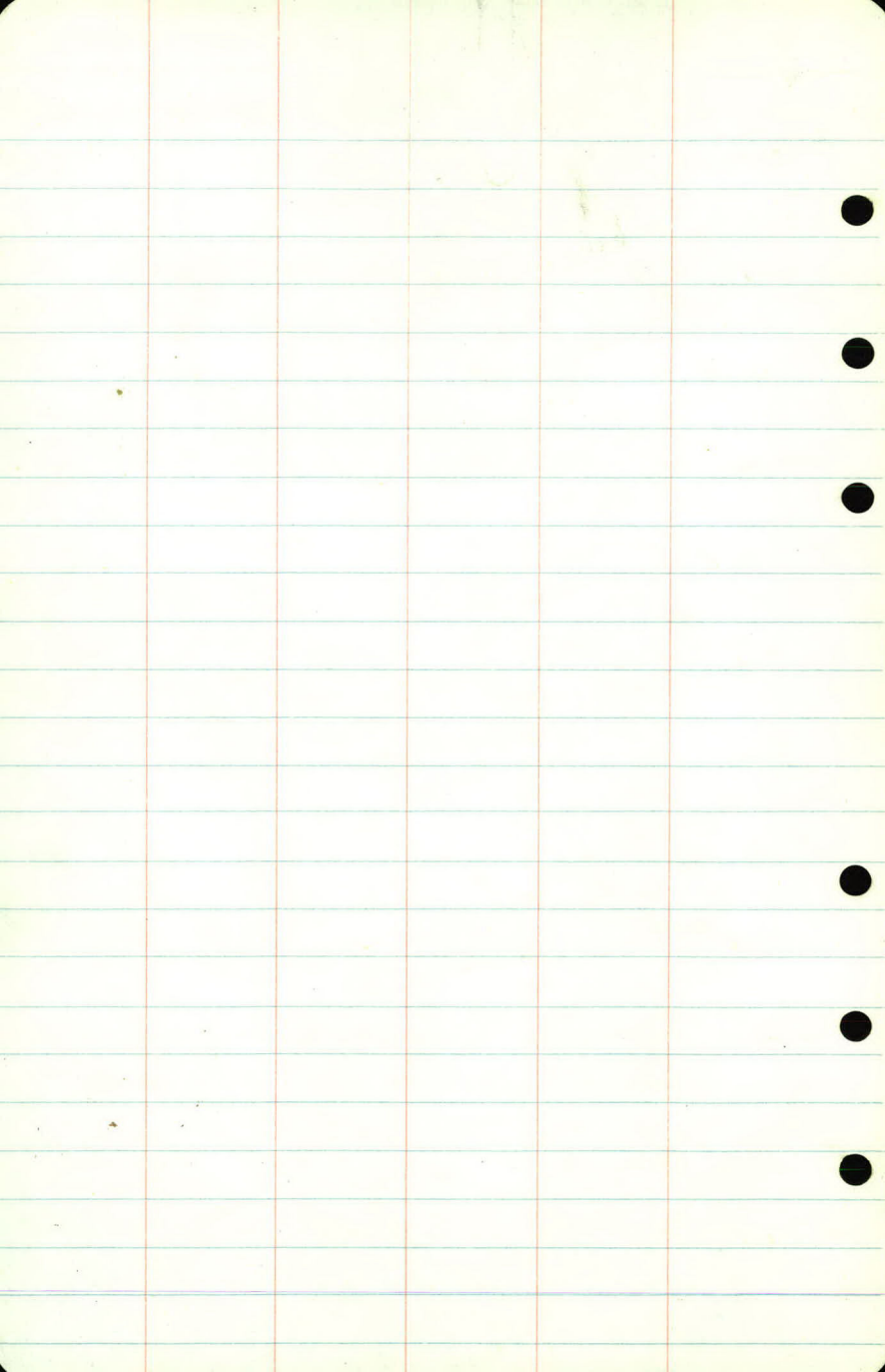
✓
4.96

✓
4.99

✓
5.02

5.02

4.96 4.99



Apr. 26, 1957

Artificial Topography

Murray St

1st To 2nd

157

4

+45 End Curb Rad 249'-26'
+37 PP 205'
+427 Curb Inlet 177'

+35 Beg Curb 15' . +60.2 M.H.

+09 N.E. Cor Old School 110' .

3 Curb 15' .

+75 Cov Walk 155'
+675 Cor 3 Walk 155'

+034 N.E. Cor School 1348' .

2 Curb 15' .

+75 PP 20' .

+504 S.E. Cor New School 348' .

+17 End Fe 297' .

1 Curb 15.1' - Walk 235'-295'

+30 Cor Walk 233'-293'
+30 Fe Cor 295'
+36 End Curb Rad 15.0'

+24 Cor Side Walk 18' C Walk
+23 PP 186'
+20 Curb Inlet 19'
+15 Beg Curb Rad 296'

0-11 End Rad 28'
0-27 Beg Rad 10'

0-50 . 9' 10'

+02 San M.H.

9 10

+45 End Curb Rad 26' 1-29'

+427 Curb Inlet 177'

+35 Beg Curb Rad 15'

Curb 15'

Curb 15'

+79 24" Man/2305'

+53 24" E/M 20'

Curb 15.1'

+22 Hyl 215'
+285 Cor Walk 213'-273'

+30 End Curb Rad 15.1'

+24 Cov Sidewalk 212' 4" Walk
+20 Curb Inlet 193'
+15 Beg Curb Rad 292'

0-11 End Rad 32'

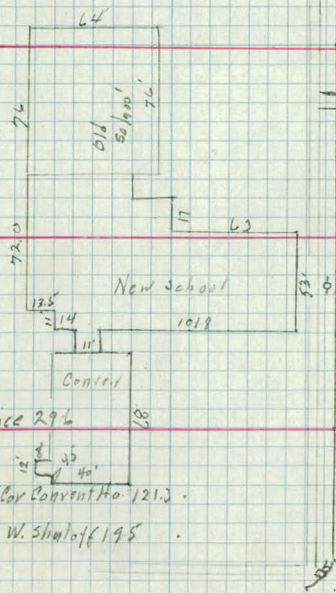
0-35 Beg Rad 9'

30'

2nd 30' Travelled Rd

+ 36 Cor Walk 293 .
+ 30 Cor Walk 293 .

+ 30 Walk 21.2' 23-27



Fence 296

+ 69 S.E. Cor Convent Ho 121.3 .
+ 50 W. Slip off 195 .

• Walk 213-243'
• + 91 24" Maple 315
• + 54 24" Maple 32'
• + 53 W. Valve 230
• + 49 S.W. Cor Ho 43
• + 33 24" Maple 32'

