

BK 9 Dr 14A.

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan Survey

Margaret St.

From Str. R.R. Tracks To 12th St.

Road Acc't. No. No. St. Paul

Date Filed File

BK 9 Dr 14A

PLAN SURVEY
MARGARET ST.

No. St. Paul.

St. R.R. Tracks to 12th St.

Completed 5/14/40
Law + WEB + H.P.C.

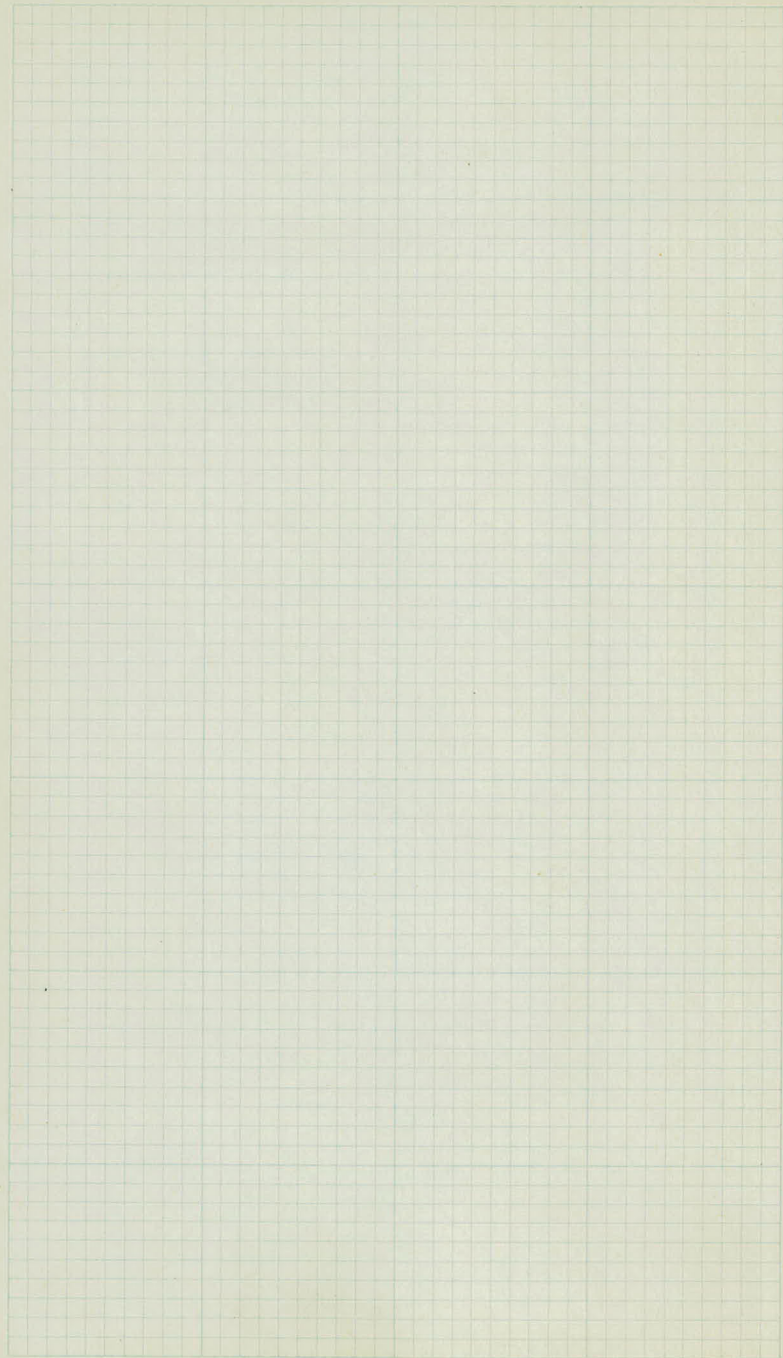
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Align - 1-2

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Levels }

X Sections - 10-15



1

Alignment

Sta.	Point	ΔL	ΔR
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13	+47.86	= 9.12 ^{ft}	st.
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8	+46.78	P.O.T.	6 Track.
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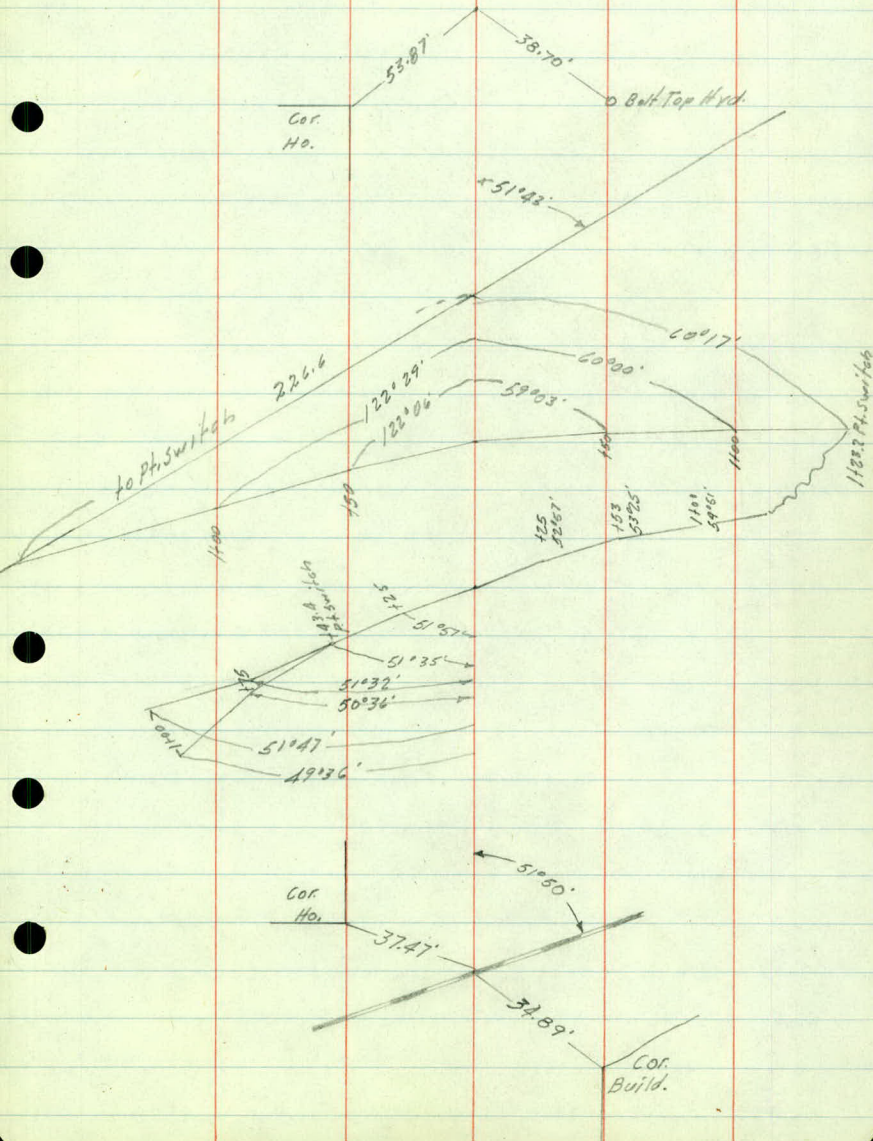
8	+24.10	P.O.T.	6 Track
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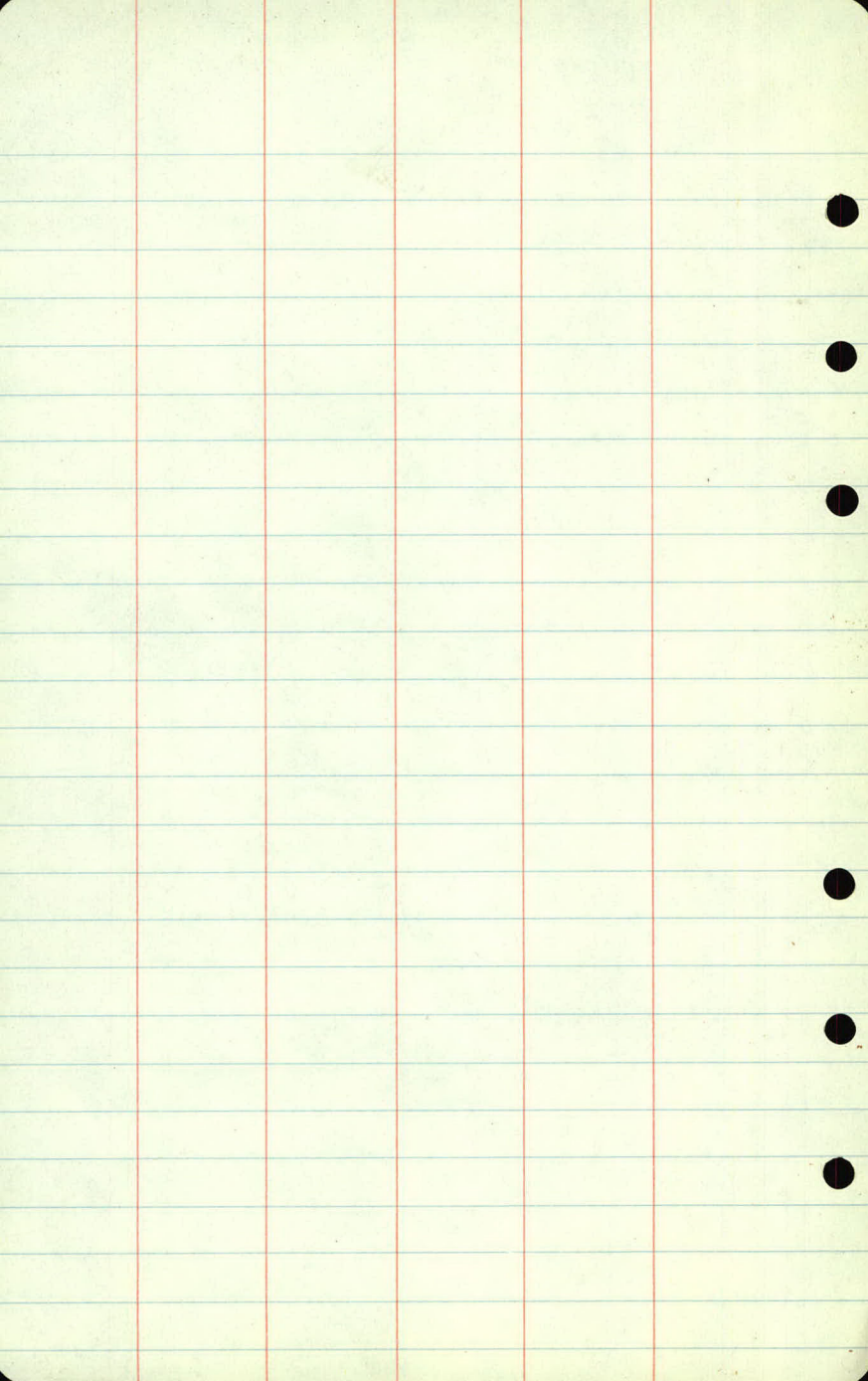
8	+12.74	P.O.T.	= 6 Track
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0	+00	= N. Edge of N. Rail	St. R. R.
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5-1-40
K.A.
L.C.
M.B.
C.N.

2





Topography

Curb

Curb

+84-Cor Build-34'

+78-Cor Walk-

+78-12" BE-23'

+63-PP-24'

+46-PP-23'

+91-15" BE-24'

+38-3" P, pg-22'

+28-End Conc.-18.5'

+26-Rod Pl.-25'

+24-24" BE-23'

2

20'

+97-Rod Pl.-25'

+92-3" Elm-23'

+95-8" Conc.-18.5'

+83-Fc-33.5'

+74-Water Valve-23'

+72-6" Elm-24'

+67-R. 2' Walk-20.5'

+63-Hyd-24'

+45-Cor Build.-32.5'

+43-T.P.-23'

+58-PP-24'

+45-4" Elm-23'

+36-18" R.E.-24'

+09-Water Valve-24'

+28-R. 5' Walk-20.4'

+15-2" Elm-22'

+10-Cor Building-33.5'

+96-S.E. Cor Building-32'

+93-8" Elm-23'

+88-Water Valve-24.5'

+88-Rod Pl.-25'

+68-Rod Pl.-25'

+46-T.P.-22' F. Cor

20'

+56-Δ in Building-33.6'

20 +53-Δ in " -38.5'

+32-8" Elm-22'

+43.2-Rod Pl.-23'

+41-Ctr. Surface Drain-19'

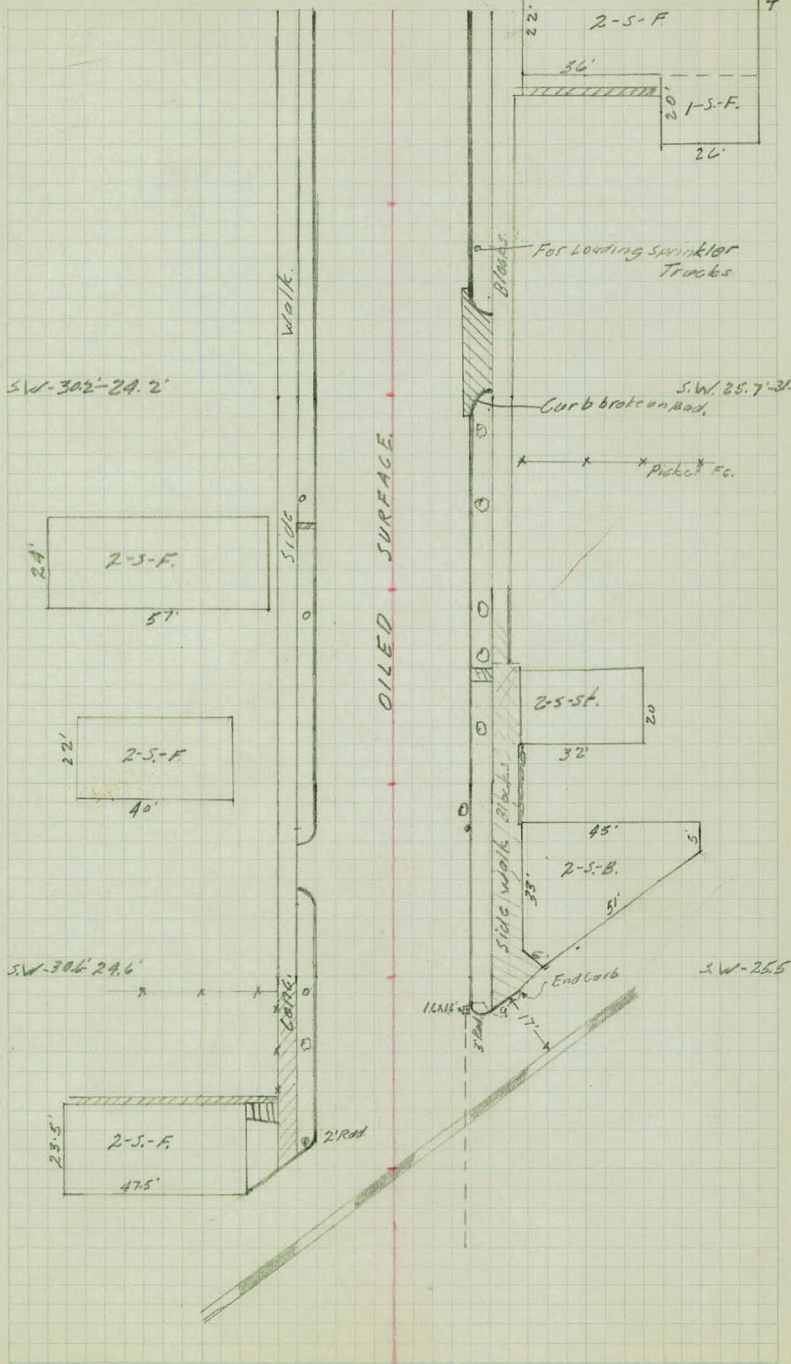
+1-PP-23'

+07-8" Elm-22'

+06-Rod Pl.-22'

0 +00

-08-Cor Ht.-37'



+40-End Curb

+41-Beg. Hedge-35'

+29-T.P.-23'

6 S.W.-30'-24' S. Edge Ent.

20'

+91-Ctr. Conc. Base of Pumps-41'

+99-PP-24'

+80-Cor. Fill Sta.-66' S.E.

+42-Beg Curb

+32-End Curb

5

20'

+08-Δ in Ditch-75'

+90-T.P.-23'

+80-PP-24'

+69-Beg. Curb

+37-Ctr. Conc. Base of Pumps-46.5'

+15-S.E. Cor. Fill Sta.-65'

4

+96-End Curb-20'

+96-Δ in Ditch-50'

+78-Edge Conc.-18.5'

+75-Edge Conc.-18.5'

+68-T.P.-23'

+75-End 30" C.M.-35'

+66-Curb Inlet

+71-Curb Inlet-20'

+65-End 30" C.M.-35'

+73-End 10" C.M.-37'

+62-Edge Conc.-18.5'

+68-PP-24'

+67-Edge Conc.-18.5'

+50-30" R.E.-25'

+42-Ent-12' wide

+34-M.H.-4'

3

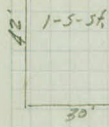
E. Ditch-92'

20

20'

+13-Cor. Box Id.-34'

+11-2 Wat. Valves-25'

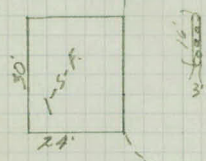


S.W.-24'-32'

S.W.-30'-24'

Side walk

S.W.-26'-32'



S.W.-30'-24'

Loc.

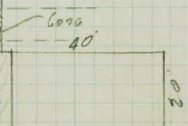
10'

Drops into Culv.

Blocks

Blocks

Blocks



S.W.-30'-24'

S.W.-26'-32'

+78-15" B.F. - 24'

+75-PP-24'

+60-Beg. Curb

+44-End Curb

+31-PP-24'

+35-Beg. Curb

+28-End Curb

+06-12" Vit. Curb - 36'

+98-Edge Conc. - 18.5'

+94-Curb Inlet -

+90-Edge Conc. - 18.5'

+85-Beg. Curb - 20'

+79-T.P.-22'

+77.8-Rad. Pt. - 25'

+67-Beg. Spillway - 22'-19'

+61-Δ in Spillway - 22'

3' Bottoms

+54-End Spillway - 31'

+31.5 End Walk - 32'

+10-PP-24'

+09-Beg. S.W. - 26-32'

+83.5-3.5' Rad. Pt. - 23.5'

+72.6' End Curb A - 32.6' S.W. - 32.3

+56-10' Rad. Pt. - 30'

+58-12" Elm - 24'

+53-Hydr. - 24'

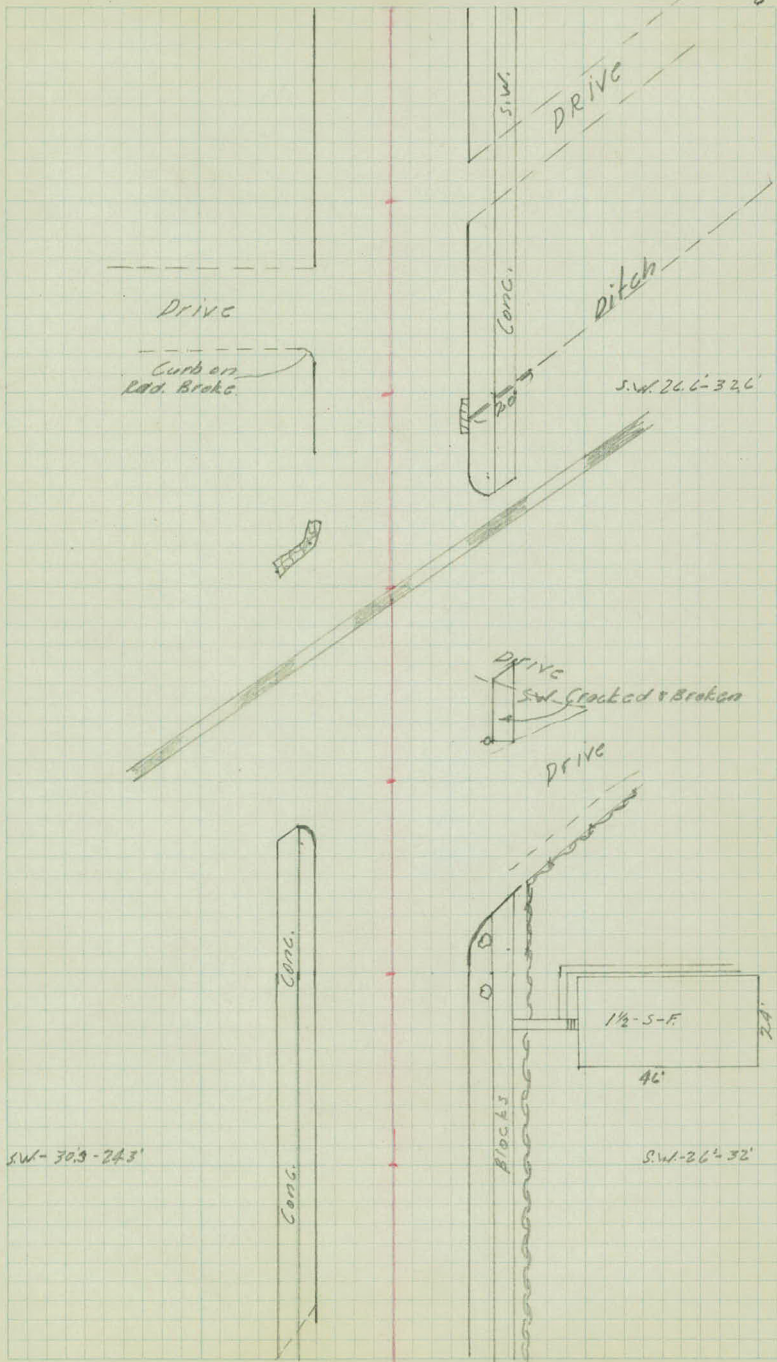
+45-18" Elm - 24'

+25-S.W. Cor. Ho. - 48'

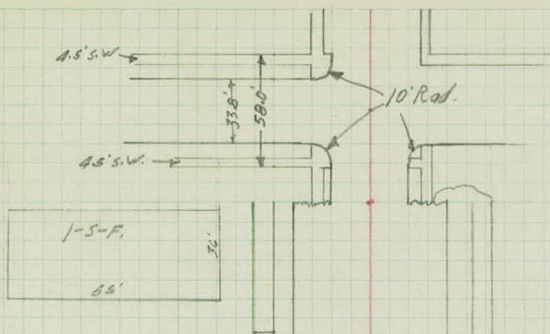
+14-PP-24'

20' 20'

+59-Beg. Curb -



- 13 S.W. - 25.1 - 31.1' 199 198' S.W. - 26.6 - 32.6'
- +27-P.P.-24'
+20-S. Edge + walk -
+18 Hyd - 24'
+02 - 1/2" B.E. - 25'
- +75-S.E. Cor. Ho. - 38'
+66-Beg. S.W. - 25.2' - 31.2'
+65-T.P. - 22'
- +47-15" B.E. - 23'
- +19-8" B.E. - 24'
- 12 8" B.E. - 32' 20' 199' S.W. - 26.5' - 32.5'
- +95-20" B.E. - 23'
- +68-15" B.E. - 23'
- +49-Rad. Pt. - 25'
- +28-Rad. Pt. - 25'
+26-T.P. - 22'
- +194-20" B.E. - 26'
+85-P.P. - 25'
+74-20" B.E. - 25'
+53-15" B.E. - 25'
+35-12" E/m - 24'
- 11 20' 20' S.W. - 26.6 - 32.6'
- +93-18" B.E. - 24'
- +72-P.P. - 24'
- +65-15" E/m - 25'
- +50-2 Water Valves - 33'
- 10 +66-T.P. - 22' 20' 201' 20' +02-15" B.E. - 24'

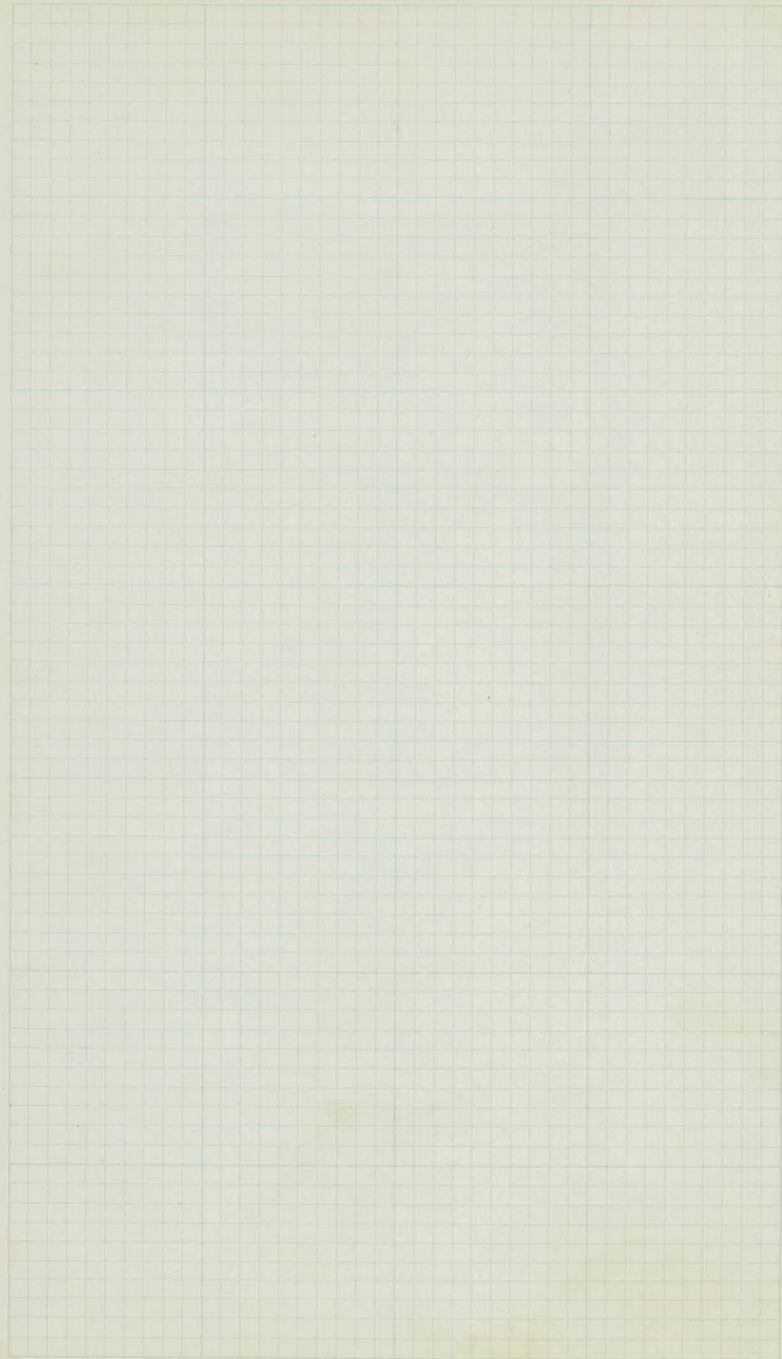


48
 29
 19
 58
 77

Side walk.

Conc.

S.W. 26.7 - 32.7'



Bench Levels

Sta	+	-	Elev	
B.M.	0.11	987.11		987.00
	2.96	981.99	8.07	979.04
B.M.	2.73	981.03	3.69	978.30
T.P.	6.05	983.07	4.01	977.02
T.P.	6.28	986.28	3.07	980.00
B.M.			1.46	984.82
T.P.	3.49	982.52	7.25	979.03
T.P.	4.22	980.49	6.25	976.27
T.P.	6.70	983.61	3.58	976.91
T.P.	6.31	987.41	2.51	981.10
B.M.			0.41	987.00

987.00

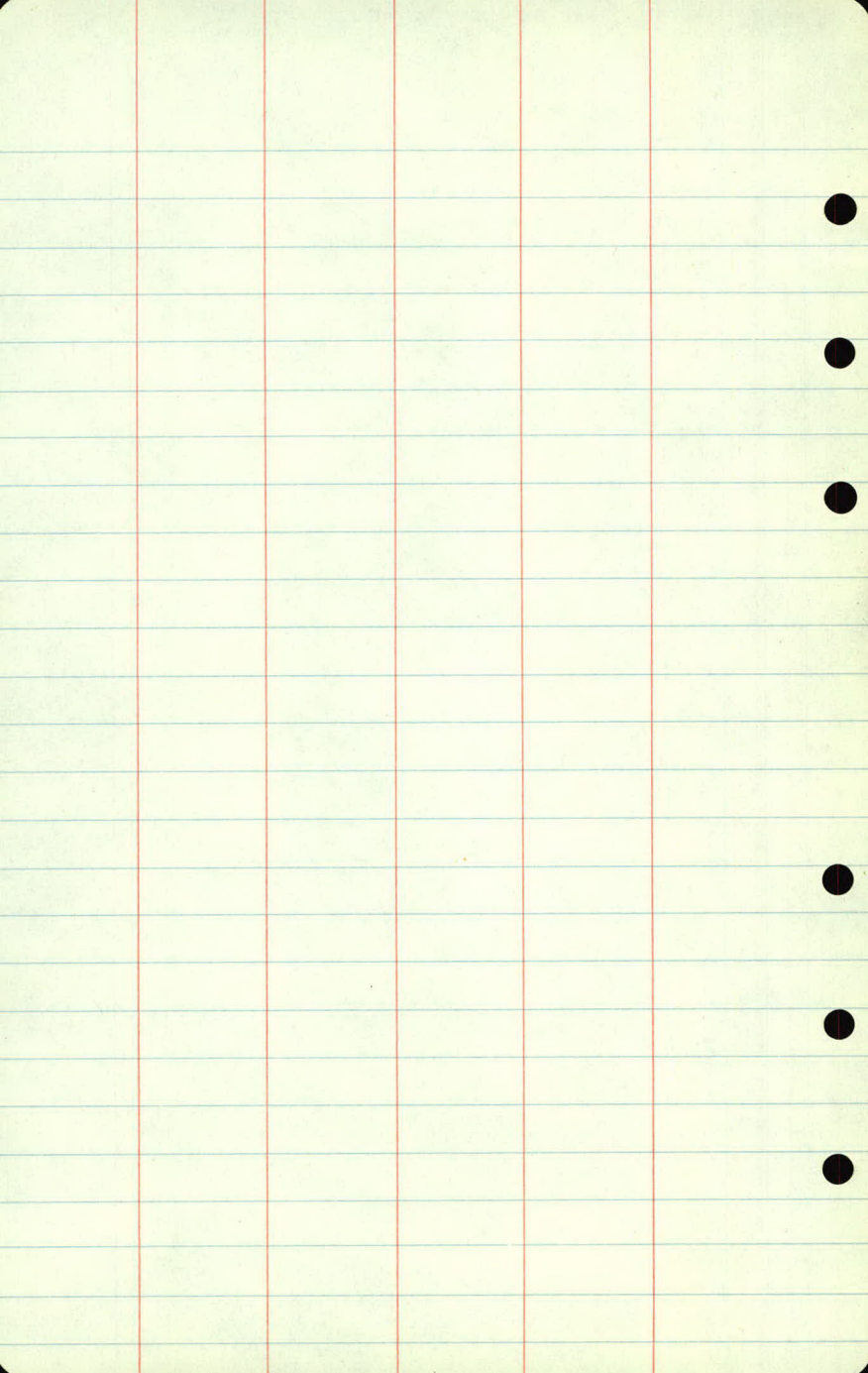
Description

Top Hyd. N.W. Cor. 7th & (Charles)?

Top Hyd. Rt. 1463 Margaret St.

Top Hyd. S.E. Cor. 12th & Margaret St.

Top Hyd. N.W. Cor. 7th & (Charles)?



x sections

Sta	+	π	-	Elev.	
B.M.	0.37	978.67			(978.30)
0 -20				74.0	
0 +00				73.87	
+06				74.0	
+43.2				74.5	
1				74.9	
B.M.	1.53	979.83	0.38	978.29	(978.30)
0 +41	Elev. Surface Drain Rt.		5.76	74.07	
1 +50				75.0	
+95				75.3	
2 +28				75.4	
+68				75.6	
3				75.8	

lt. g. rt.

Top Hyd. Rt 1463

73.25
Top Rail

$\frac{59}{50}$ $\frac{542}{39}$ $\frac{530}{22}$ $\frac{47}{}$

s.v.

73.87
Top Rail

$\frac{472}{311}$ $\frac{472}{246}$ $\frac{50}{266}$ $\frac{59}{21}$ $\frac{480}{}$

73.92

73.99
Top Rail

$\frac{466}{31}$ $\frac{470}{245}$ $\frac{485}{20}$ $\frac{53}{20}$ $\frac{47}{77}$ $\frac{468}{}$

74.03

74.43

$\frac{450}{306}$ $\frac{448}{245}$ $\frac{444}{20}$ $\frac{50}{20}$ $\frac{44}{10}$ $\frac{42}{}$ $\frac{42,46}{10}$ $\frac{42,46}{20}$ $\frac{424}{20}$ $\frac{393}{281}$ $\frac{41}{281}$ $\frac{42}{50}$

74.42

74.63

$\frac{401}{305}$ $\frac{406}{245}$ $\frac{425}{20}$ $\frac{45}{20}$ $\frac{41}{10}$ $\frac{38}{}$ $\frac{40}{10}$ $\frac{43}{20}$ $\frac{404}{20}$ $\frac{378}{255}$ $\frac{358}{317}$

Top Hyd. Rt 1463

74.8

74.89

$\frac{478}{303}$ $\frac{482}{242}$ $\frac{503}{20}$ $\frac{54}{20}$ $\frac{50}{10}$ $\frac{48}{}$ $\frac{50}{10}$ $\frac{52}{20}$ $\frac{494}{20}$ $\frac{462}{259}$ $\frac{452}{319}$

75.0

74.45

74.63

74.57

75.07

$\frac{455}{302}$ $\frac{463}{243}$ $\frac{483}{20}$ $\frac{52}{20}$ $\frac{47}{10}$ $\frac{45}{}$ $\frac{47}{10}$ $\frac{50}{186}$ $\frac{520}{185}$ $\frac{526}{20}$ $\frac{476}{20}$ $\frac{449}{257}$ $\frac{432}{320}$

75.16

74.93

74.75

75.21

$\frac{446}{30}$ $\frac{455}{239}$ $\frac{467}{198}$ $\frac{50}{198}$ $\frac{45}{10}$ $\frac{44}{}$ $\frac{45}{10}$ $\frac{49}{185}$ $\frac{508}{185}$ $\frac{516}{20}$ $\frac{462}{20}$ $\frac{457}{26}$ $\frac{436}{32}$

75.29

75.31

$\frac{435}{30}$ $\frac{443}{24}$ $\frac{454}{20}$ $\frac{48}{20}$ $\frac{44}{10}$ $\frac{42}{}$ $\frac{43}{10}$ $\frac{48}{20}$ $\frac{452}{20}$ $\frac{438}{26}$ $\frac{425}{32}$

75.43

75.46

$\frac{416}{30}$ $\frac{438}{24}$ $\frac{440}{20}$ $\frac{46}{20}$ $\frac{42}{10}$ $\frac{40}{}$ $\frac{41}{10}$ $\frac{45}{20}$ $\frac{437}{20}$ $\frac{423}{26}$ $\frac{410}{32}$

Sta	+	π	-	Elev.
		979.83		
3	+34 Top M.H. 4' Rt.		3.80	76.03
	+50			76.0
	+66 Curb Inlet Lt.			
	+71 Curb inlet Rt.			
	+65 In Ditch Lt.			
	Distances are from 6			
	+75 In Ditch Rt.			
	+96			76.0
4	+35			76.2
	+69			76.3
5				76.5
T.P.	5.57	981.87	3.53	976.30
	+32			76.7

lt.

2.

rt.

7556.

7568

$\frac{414}{30} \frac{420}{24} \frac{427}{20} \frac{44}{20} \frac{40}{10} \frac{38}{10} \frac{40}{20} \frac{44}{20} \frac{415}{20} \frac{402}{26} \frac{393}{32}$

7555 FL 7474 7508

$\frac{428}{20} \frac{509}{20} \frac{475}{18.5}$

75.17

FL 7481

7565

7273

$\frac{466}{18.5} \frac{502}{20} \frac{418}{20} \frac{710}{End 102.M.}$

69.21

$\frac{105}{200} \frac{102}{150} \frac{101}{100} \frac{100}{70} \frac{95}{35} \frac{10.62}{35} FL 306.M.$

69.78

$\frac{FL 302.M. 10.05}{35'} \frac{91}{35} \frac{89}{70} \frac{85}{100} \frac{83}{150} \frac{80}{200}$

7569

7580

$\frac{389}{30} \frac{401}{24} \frac{414}{20} \frac{40}{10} \frac{38}{10} \frac{41}{20} \frac{45}{20} \frac{403}{20} \frac{390}{26} \frac{372}{32}$

7603

7598

$\frac{378}{30} \frac{380}{24} \frac{42}{20} \frac{38}{10} \frac{36}{10} \frac{38}{10} \frac{42}{20} \frac{385}{20} \frac{370}{26} \frac{352}{32.3}$

7601

7623

$\frac{371}{30} \frac{370}{24} \frac{382}{20} \frac{40}{20} \frac{37}{10} \frac{35}{10} \frac{36}{10} \frac{41}{20} \frac{360}{20} \frac{354}{26} \frac{340}{32.3}$

7613

7631

$\frac{35}{30.3} \frac{368}{24} \frac{370}{20} \frac{40}{20} \frac{36}{10} \frac{33}{10} \frac{34}{10} \frac{39}{20} \frac{352}{20} \frac{342}{26} \frac{324}{32}$

7626

7646

$\frac{540}{30} \frac{551}{24} \frac{561}{20} \frac{57}{20} \frac{54}{10} \frac{52}{10} \frac{53}{10} \frac{58}{20} \frac{541}{20} \frac{527}{26} \frac{508}{32}$

Sta.	+	π	-	Elev.
		981.87		
5	+62			77.0 .
6				77.2 .
	+59			77.5 .
7				77.6 .
	+56			77.9 .
	+72			77.9 .
	+87			77.9 .
8	+09.6 Edge Rail			77.57 .
	+15.7 Top Rail		4.27	77.60 .
	+21.3 Top Rail		4.29	77.58 .
	+26.8 Top Rail		4.27	77.60 .

Lt

R

Rt

76.40

76.61

$\frac{532}{30.3}$	$\frac{540}{24.3}$	$\frac{547}{20}$	$\frac{56}{20}$	$\frac{53}{10}$	$\frac{49}{10}$	$\frac{50}{10}$	$\frac{55}{20}$	$\frac{526}{20}$	$\frac{512}{26}$	$\frac{501}{32}$
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76.44

76.75

$\frac{517}{30.3}$	$\frac{526}{24}$	$\frac{539}{20}$	$\frac{51}{10}$	$\frac{47}{10}$	$\frac{48}{10}$	$\frac{53}{20}$	$\frac{512}{20}$	$\frac{494}{26}$	$\frac{481}{32}$
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76.73

77.05

$\frac{495}{30}$	$\frac{506}{24}$	$\frac{514}{20}$	$\frac{48}{10}$	$\frac{44}{10}$	$\frac{45}{10}$	$\frac{48}{18}$	$\frac{52}{20}$	$\frac{482}{20}$	$\frac{466}{26.3}$	$\frac{448}{32.3}$
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76.80

77.23

$\frac{483}{30}$	$\frac{491}{24}$	$\frac{507}{20}$	$\frac{52}{20}$	$\frac{46}{10}$	$\frac{43}{10}$	$\frac{44}{10}$	$\frac{46}{17.3}$	$\frac{51}{20}$	$\frac{464}{20}$	$\frac{448}{26}$	$\frac{435}{32}$
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77.11

77.5^v

$\frac{459}{30}$	$\frac{473}{24}$	$\frac{476}{20}$	$\frac{49}{20}$	$\frac{45}{10}$	$\frac{40}{10}$	$\frac{40}{18}$	$\frac{43}{20}$	$\frac{470}{20}$	$\frac{435}{20}$	$\frac{422}{26.5}$	$\frac{412}{32.7}$
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77.15

$\frac{456}{30}$	$\frac{469}{24}$	$\frac{472}{20}$	$\frac{44}{10}$	$\frac{40}{10}$	$\frac{41}{10}$	$\frac{41}{20}$	$\frac{412}{32.6}$
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Top Rails $\rightarrow$ $\frac{452}{28.5}$ $\frac{458}{24.5}$ $\frac{47}{18}$ $\frac{43}{10}$ $\frac{40}{10}$ $\frac{40}{10}$ $\frac{39}{20}$ $\frac{41}{33}$

(Top Rails)

$\frac{470}{27.7}$	$\frac{460}{19.2}$	$\frac{432}{8}$	$\frac{430}{10}$	$\frac{41}{10}$	$\frac{40}{20}$	$\frac{39.7}{26}$	$\frac{40.2}{32.3}$
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Sta.	+	π	-	Elev.
		981.87		
8	+43.6 Top Rail		4.45	77.42
	+49.7 Top Rail		4.42	77.45
	+77.8			78.0
	+85			78.2
	+94 Curb Inlet Rt.			
9	+06 In Ditch Rt.			
T.P.	6.30	984.29	3.88	977.99
	+35			78.6
10				79.1
	+50			79.5
11				79.9
	+50			80.2

Lt.

F

Rt

$$\frac{45}{44} \quad \frac{57}{388} \quad \frac{57}{352} \quad \frac{47}{336} \quad \frac{44}{10} \quad \frac{442}{10}$$

77.87.

$$\frac{40}{42} \quad \frac{40}{232} \quad \frac{48}{185} \quad \frac{42}{165} \quad \frac{41}{10} \quad \frac{39}{10} \quad \frac{41}{20} \quad \frac{44}{20} \quad \frac{400}{20} \quad \frac{408}{266} \quad \frac{410}{325} \quad \frac{416}{357}$$

F Top Rail

77.59.

77.89.

$$\frac{09}{45} \quad \frac{38}{30} \quad \frac{428}{20} \quad \frac{46}{20} \quad \frac{44}{176} \quad \frac{40}{14} \quad \frac{40}{10} \quad \frac{37}{10} \quad \frac{40}{20} \quad \frac{44}{20} \quad \frac{398}{20} \quad \frac{396}{265} \quad \frac{390}{325}$$

77.39.

77.71.

77.91.

$$\frac{4.48}{18.5} \quad \frac{4.75}{20} \quad \frac{396}{20}$$

76.25.

$$\frac{12' \text{ Vt. } 562}{36} \quad \frac{62}{36} \quad \frac{57}{70} \quad \frac{56}{100} \quad \frac{59}{150} \quad \frac{62}{200}$$

78.2.

78.20.

$$\frac{53}{40} \quad \frac{607}{20} \quad \frac{64}{20} \quad \frac{59}{10} \quad \frac{57}{10} \quad \frac{58}{20} \quad \frac{65}{20} \quad \frac{609}{20} \quad \frac{596}{267} \quad \frac{584}{326}$$

78.74.

78.74.

$$\text{L.O. } \frac{52}{37} \quad \frac{46}{33} \quad \frac{51}{31} \quad \frac{555}{20} \quad \frac{60}{20} \quad \frac{54}{10} \quad \frac{52}{10} \quad \frac{53}{20} \quad \frac{59}{20} \quad \frac{555}{20} \quad \frac{532}{266} \quad \frac{526}{326}$$

79.13.

79.17.

$$\text{L.O. } \frac{51}{36} \quad \frac{47}{33} \quad \frac{516}{20} \quad \frac{56}{20} \quad \frac{51}{10} \quad \frac{48}{10} \quad \frac{50}{20} \quad \frac{55}{20} \quad \frac{512}{20} \quad \frac{50}{266} \quad \frac{495}{326}$$

79.52.

79.43.

$$\text{L.O. } \frac{50}{34} \quad \frac{46}{32} \quad \frac{477}{20} \quad \frac{52}{20} \quad \frac{47}{10} \quad \frac{44}{10} \quad \frac{46}{10} \quad \frac{52}{20} \quad \frac{486}{20} \quad \frac{468}{266} \quad \frac{463}{326}$$

79.99.

79.94.

$$\text{L.O. } \frac{55}{39} \quad \frac{40}{32} \quad \frac{430}{20} \quad \frac{47}{20} \quad \frac{44}{10} \quad \frac{41}{10} \quad \frac{42}{20} \quad \frac{47}{20} \quad \frac{435}{20} \quad \frac{412}{266} \quad \frac{413}{326}$$

Sta.	+	x	-	Elev
		984.29		
12				80.8
+50				81.1
+66				81.3
T.R.	5.80	987.10	2.99	981.30
13				81.5
+21				81.7
+31				81.8
+31	Top Curb			
+47.86				81.9
B.M.			2.30	984.80 984.82

5-4-40
K.P.
L.G.
M.B.
C.N.

15

Lt

K

Rt

80.45

L.O. $\frac{45}{41}$ $\frac{39}{38}$ $\frac{37}{26}$ $\frac{384}{20}$ $\frac{44}{20}$ $\frac{39}{10}$ $\frac{35}{10}$ $\frac{37}{10}$ $\frac{41}{20}$ $\frac{379}{20}$ $\frac{362}{266}$ $\frac{354}{32.6}$

80.91

L.O. $\frac{13}{30}$ $\frac{30}{31}$ $\frac{338}{20}$ $\frac{39}{20}$ $\frac{33}{10}$ $\frac{32}{10}$ $\frac{34}{10}$ $\frac{37}{20}$ $\frac{329}{20}$ $\frac{322}{26.6}$ $\frac{310}{32.5}$

81.06

$\frac{253}{314}$ $\frac{275}{253}$ $\frac{323}{20}$ $\frac{37}{20}$ $\frac{32}{10}$ $\frac{30}{10}$

81.37

$\frac{526}{31}$ $\frac{540}{25}$ $\frac{578}{20}$ $\frac{63}{20}$ $\frac{58}{10}$ $\frac{56}{10}$ $\frac{58}{10}$ $\frac{60}{20}$ $\frac{573}{20}$ $\frac{560}{26.6}$ $\frac{551}{32.6}$

81.50

$\frac{532}{31.2}$ $\frac{560}{20}$ $\frac{60}{20}$ $\frac{55}{10}$ $\frac{54}{10}$ $\frac{56}{10}$ $\frac{59}{20}$ $\frac{552}{20}$ $\frac{533}{32.3}$

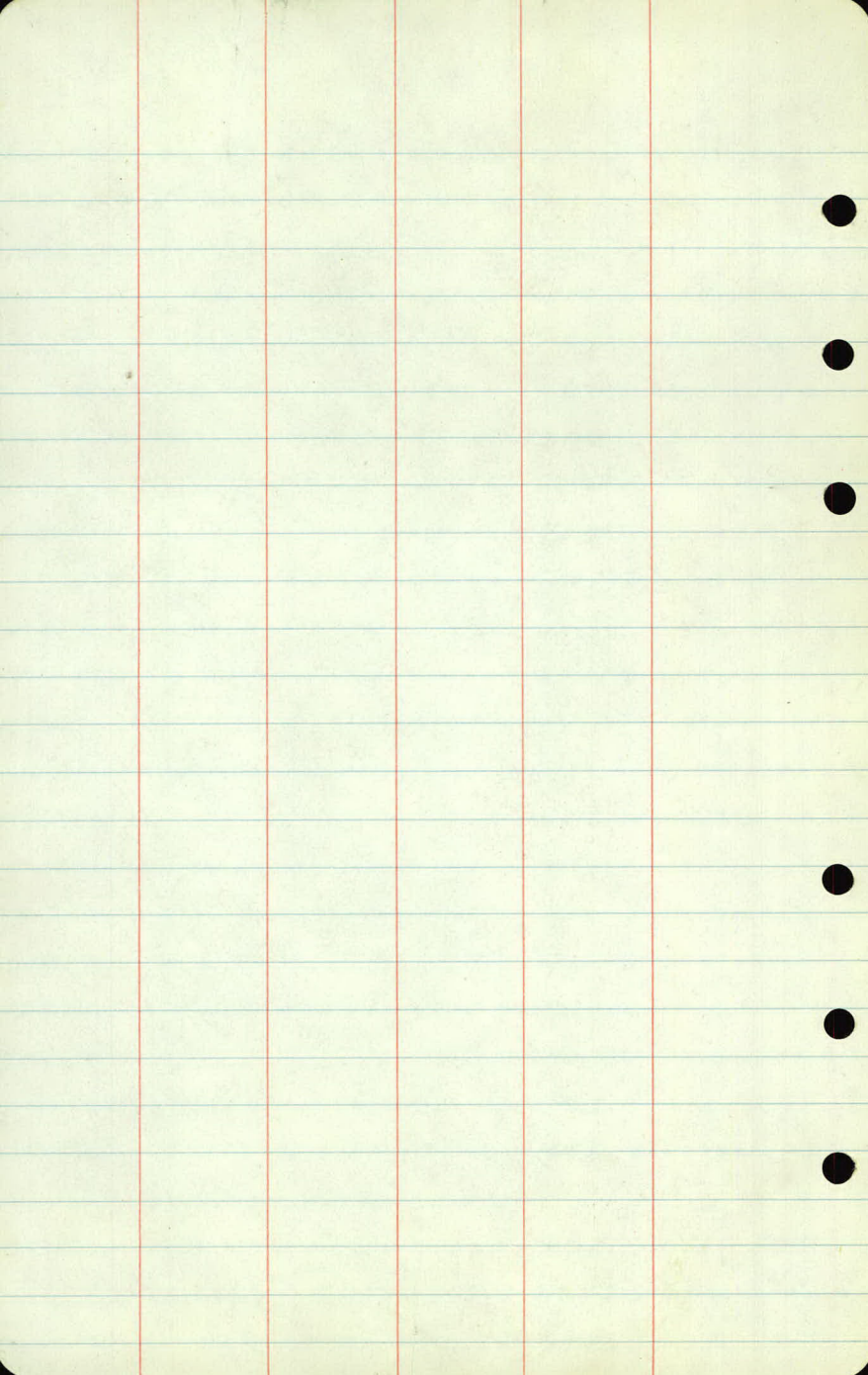
$\frac{51}{100}$ $\frac{56}{50}$ $\frac{58}{30}$ $\frac{59}{20}$ $\frac{54}{10}$ $\frac{53}{10}$ $\frac{58}{10}$ $\frac{58}{20}$ $\frac{53}{32.6}$ $\frac{46}{50}$

82.39 8186 81.60 8186 8335

$\frac{4.71}{100}$ $\frac{5.24}{100}$ $\frac{5.50}{30}$ $\frac{5.24}{30}$ $\frac{3.75}{58}$ - End Curb.

$\frac{51}{50}$ $\frac{57}{20}$ $\frac{53}{10}$ $\frac{52}{17}$ $\frac{53}{30}$ $\frac{52}{50}$ $\frac{44}{50}$

Top Hyd. S.E. Cor. 12th St. & Margaret St.



Sta 4 — approx 3' sounding
clay with Hardpan

4+50 — ✓ — ✓ — ✓

5 — ✓ — ✓ — ✓

5+50 — Sand + Clay + round stone

6 — ✓ — ✓ — ✓

6+50 — ✓ — little clay at surf

7 —

clay sand + ^{coarse} gravel

+50

9 —

Clay + 14" Dry Hardpan

+50

10 — ✓ — ✓ — ✓

+50

8" Sand + Gravel — then grey clay

11 —

Sandy clay

+70

Spongy clay

Margaret St

Gutter Levels.

12th St to 14th St.

For levels from R.R. Tracks to 12th St.

see 1940 Plan Survey.

Worked up

6/7/41

How
WTB

Sta	t	π	-	Elev
B.M.	3.54	988.36		984.82

13 +77 End Curb Lt.

14

+20

+40

+60

+80

15

+20 at alley

+29 Beg. Curb Lt.

+40

+60

7-3-41
K.A.
L.G.
C.N.

Inside S.W.	Curb Lt	Gutter R	Gutter R	Curb Rt	Inside S.W.
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Top Hyd. S.E. Cor. 12th St + Margaret

6.41	6.50	81.5 6.9	81.9 <u>6.2</u> 6.5		5.50
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6.11		81.6 6.8	82.1 <u>6.0</u> 6.3		5.31
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5.97		81.7 6.7	82.2 <u>5.8</u> 6.2		5.21
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5.94		81.9 6.5	82.4 <u>5.7</u> 6.0		5.14
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5.74		82.0 6.4	82.6 <u>5.5</u> 5.8		5.00
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5.57		82.2 6.2	82.8 <u>5.4</u> 5.6		4.93
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5.47		82.3 6.1	82.8 <u>5.3</u> 5.6		4.77
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		82.4 <u>6.0</u>	83.2 <u>5.2</u> 5.2		4.69
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	5.46	82.5 5.9			
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5.34	5.38	82.6 5.8	83.1 <u>5.1</u> 5.3		4.65
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5.20	5.22	82.6 5.8	83.1 <u>4.9</u> 5.3		4.64
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Sta	+	π	-	Elev.
		988.36		

15 +80

16

+20

+40

+51

+61 Curb Line 13th St Drains into Margaret

+78 Approx. 2 13th St.

B.M.	2.49	989.47	1.38	986.98
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+95 Curb Line 13th St Drains into Margaret

17 +07 End Curb Lt.

+20

+40

Inside S.W.	Curb Lt.	Gutter	Gutter	Curb Rt.	Inside S.W.
5.09	5.09	82.5 5.9	83.2 <u>48</u> <u>52</u>		4.62
4.68	4.94	82.7 5.7	83.3 <u>47</u> <u>51</u>		<u>4.56</u>
4.76	4.82	83.0 5.4	83.3 <u>46</u> <u>51</u>		4.45
4.45	<u>4.68</u>	83.2 <u>5.2</u>	83.3 <u>45</u> <u>51</u>		4.90
	4.60	83.3 5.1	83.3 <u>45</u> <u>51</u>	4.66	
		83.5 4.9	83.6 <u>45</u> <u>4.8</u>		

Top Hyd N.E. Cor. 13th St & Margaret Ave.

<u>5.73</u>	83.5 6.0	83.6 <u>55</u> <u>5.9</u>	5.65
	83.4 6.1	83.6 <u>56</u> <u>5.9</u>	5.60
	83.4 6.1	83.6 <u>56</u> <u>5.9</u>	5.52

Sta	+	π	-	Elev
		989.47		

17 +60

+80

18

+20

+40 at alley

+60

+80

19

+20

+40

+60

Inside S.W.

Curb

Gutter

Gutter

Curb

Inside S.W.

Lt.

R

Rt.

83.5

83.6

6.0

5.5

5.9

543

83.6

83.7

5.95.5

5.8

532

83.6

83.7

5.95.4

5.8

524

83.6

83.7

5.9

5.4

5.8

519

83.6

83.9

5.9

5.3

5.6

517

83.7

83.9

5.8

5.25.6

503

83.8

84.0

5.75.2

5.5

502

83.9

84.1

5.6

5.15.4

502

83.9

84.2

5.6

5.0

5.3

496

83.9

84.3

5.6

4.9

5.2

493

84.0

84.5

5.54.8

5.0

487

Sta	+	π	-	Elev
		989.97		

19 +80

+90 Gutter Lt Drains into Margaret St

20

+07.4 = Approx. & 14th St

Gutter Lt Drains into Margaret

+24.9 Gutter Rt. Drains East

B.M.			1.79	987.68
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I.P.	4.47	988.29	5.65	983.82
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B.M.			3.50	984.79	(984.82)
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Inside S.W.	Curb Lt.	Gutter	Gutter	Curb Rt.	Inside S.W.
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		84.2	84.6		
		5.3	4.6	4.9	4.74

		84.3			
		5.2			

		84.6	84.6		
		4.9	<u>4.5</u>	<u>4.9</u> <u>5.0</u>	<u>6.3</u> drains into
				30	75 Low lts S.E.

		84.9	84.6		
		4.6	<u>4.2</u>	4.9	

Top Hyd N.W. Cor. 14th St & Margaret St.

Top Hyd S.E. Cor. 12th St & Margaret St.

sta

+

π

-

Elev.