

MAINTENANCE SURVEY

McMENEMY ST.

FROM

Sta. 63 to Sta. 80

Portion destroyed by new water main

Road $\frac{3}{4}$ c No. 44

File No. 13

of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 10-11-26

File No. "13"

Ms Menemy Street

Road No. 44

E Levels and X-sections
station 63 to 80

@ New Water Main Xing.

Station	+	H.I	-	Elev.
B.M.	3.36	949.44 ✓		946.08
T.P.	1.52	939.20 ✓	11.76	937.68 ✓
T.P.	0.60	929.63 ✓	10.17	929.03 ✓
T.P.	1.72	920.76 ✓	10.59	919.04 ✓
B.M.	7.65	920.76 ✓	7.65	913.11 ✓
63+00				18.8 .
+50				16.8 .
64+00				15.0 .
P.C. +67				12.6 .
65+00				11.2 .
+50				09.5 .
66+00				07.5 .
T.P.	3.34	911.47 ✓	12.63	908.13 ✓
+50				05.3 .
67+00				03.4 .
+50				01.1 .
68+00				99.4

Lt Lt Rt. W.H.C. 200

A.L.R.

Spike in T.P. S.W. Cor. Co Rd "B" & McMeKemy

R.R.

W.P.

Notes: {Align & Stationing that of
Road Map Survey}

Sept 30/1926

R.R. Spike 10" Stump 28' Rt. 63+33

$\frac{5.5}{33}$	$\frac{4.8}{20}$	$\frac{3.8}{14}$	$\frac{2.0}{orig}$	$\frac{2.8}{7}$	$\frac{3.6}{15}$	$\frac{3.6}{18}$	$\frac{3.2}{19}$	$\frac{3.1}{26}$	$\frac{3.1}{33}$
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$\frac{6.2}{33}$	$\frac{6.0}{25}$	$\frac{6.4}{23}$	$\frac{6.1}{18}$	$\frac{4.6}{14}$	$\frac{4.0}{orig}$	$\frac{4.9}{12}$	$\frac{6.4}{14}$	$\frac{6.0}{18}$	$\frac{8.7}{22}$	$\frac{9.9}{33}$
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$\frac{1.0}{33}$	$\frac{3.0}{25}$	$\frac{7.6}{19}$	$\frac{7.6}{16}$	$\frac{6.5}{12}$	$\frac{5.8}{orig}$	$\frac{6.4}{14}$	$\frac{7.1}{16}$	$\frac{7.3}{20}$	$\frac{10.6}{27}$	$\frac{11.7}{33}$
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$\frac{13.8}{92.46}$	$\frac{13.8}{92.46}$	$\frac{9.3}{15}$	$\frac{9.3}{12}$	$\frac{8.2}{orig}$	$\frac{9.1}{18}$	$\frac{3.5}{29}$	$\frac{4.7}{33}$
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$\frac{1.4}{33}$	$\frac{1.4}{31}$	$\frac{2.0}{29}$	$\frac{10.7}{18}$	$\frac{10.3}{12}$	$\frac{9.6}{orig}$	$\frac{10.6}{16}$	$\frac{8.4}{23}$	$\frac{4.0}{31}$	$\frac{9.2}{32}$	$\frac{0.4}{33}$
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$\frac{10.4}{33}$	$\frac{9.0}{26}$	$\frac{12.8}{20}$	$\frac{12.9}{15}$	$\frac{12.2}{13}$	$\frac{11.3}{orig}$	$\frac{11.9}{16}$	$\frac{10.6}{20}$	$\frac{3.2}{29}$	$\frac{2.9}{33}$
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$\frac{15.6}{33}$	$\frac{15.6}{21}$	$\frac{14.0}{16}$	$\frac{12.3}{orig}$	$\frac{14.5}{16}$	$\frac{10.4}{19}$	$\frac{7.9}{33}$
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$\frac{2.9}{33}$	$\frac{9.0}{21}$	$\frac{6.7}{10}$	$\frac{6.20}{orig}$	$\frac{7.0}{16}$	$\frac{4.2}{19}$	$\frac{3.8}{27}$	$\frac{3.1}{33}$
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$\frac{1.4}{33}$	$\frac{9.5}{25}$	$\frac{9.2}{13}$	$\frac{8.1}{orig}$	$\frac{9.3}{16}$	$\frac{2.9}{24}$	$\frac{1.6}{33}$
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$\frac{17.3}{33}$	$\frac{17.0}{30}$	$\frac{11.8}{21}$	$\frac{10.9}{13}$	$\frac{11.3}{10}$	$\frac{10.4}{orig}$	$\frac{11.2}{11}$	$\frac{10.7}{16}$	$\frac{2.7}{28}$	$\frac{1.4}{33}$
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contd next page 12.7

$\frac{2.0}{32}$ $\frac{2.0}{33}$

original to R.R.

Station	+	H.I	-	E lev.
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911.47

68+50

97.2

69+00

94.3

T.P.

2.20

900.22 ✓

11.45

900.02 ✓

68+00

99.4

+50

97.2

69+00

94.3

+22

92.8

+55

89.8

T.P.

1.31

889.49 ✓

12.04

888.18 ✓

70+00

87.4

+50

86.9

71+00

87.2

72+00

84.5

73+00

82.9

Lt.

Z

Rt.

contd below 14.3 $\frac{3.6}{33}$ contd below 17.2 $\frac{7.5}{33}$

$$\frac{6.3}{33}$$

$$\frac{5.1}{20}$$

$$\frac{1.5}{14}$$

$$\frac{0.8}{0.19}$$

$$\frac{1.3}{8}$$

$$\frac{0.1}{18}$$

$$\frac{13.1}{33}$$

$$\frac{12.6}{29}$$

$$\frac{3.0}{16}$$

$$\frac{3.0}{17}$$

$$\frac{3.2}{17}$$

$$\frac{12.5}{33}$$

$$\frac{10.0}{26}$$

$$\frac{5.9}{16}$$

$$\frac{5.9}{17}$$

$$\frac{5.9}{17}$$

$$\frac{12.4}{33}$$

$$\frac{11.9}{22}$$

$$\frac{8.2}{16}$$

$$\frac{8.1}{5}$$

$$\frac{7.4}{17}$$

$$\frac{7.2}{9}$$

$$\frac{10.1}{16}$$

$$\frac{6.8}{17}$$

$$\frac{5.8}{20}$$

$$\frac{3.6}{33}$$

$$\frac{13.2}{33}$$

$$\frac{11.8}{18}$$

$$\frac{11.3}{8}$$

$$\frac{10.4}{17}$$

$$\frac{10.4}{10}$$

$$\frac{12.4}{13}$$

$$\frac{12.4}{16}$$

$$\frac{10.2}{20}$$

$$\frac{8.8}{29}$$

$$\frac{7.0}{33}$$

$$\frac{2.3}{33}$$

$$\frac{2.1}{17}$$

$$\frac{2.5}{33}$$

$$\frac{2.9}{33}$$

$$\frac{2.6}{17}$$

$$\frac{0.5}{33}$$

$$\frac{3.9}{33}$$

$$\frac{2.3}{17}$$

$$\frac{3.9}{33}$$

$$\frac{5.9}{33}$$

$$\frac{5.0}{17}$$

$$\frac{4.7}{33}$$

$$\frac{7.6}{33}$$

$$\frac{6.9}{30}$$

$$\frac{6.6}{17}$$

$$\frac{6.1}{33}$$

Station.	+	H.I	-	Elev.
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889.49 ✓

74+00

81.8

+50

81.0

75+00

81.3

+50

81.7

T.P.

6.03

887.13 ✓

8.39

881.10 ✓

76+00

81.3

+50

81.2

77+00

81.8

+50

81.6

78+00

82.0

+50

82.1

79+00

82.4

10+00

83.9

B.M.

5.53

881.60 ✓

H.

L

Rt.

$$\frac{76}{33} \frac{71}{31} \frac{81}{24}$$

7.7

$$\frac{70}{33}$$

$$\frac{8.2}{33}$$

$$\frac{8.6}{18}$$

$$\frac{8.5}{18}$$

$$\frac{7.5}{33}$$

$$\frac{7.8}{33} \frac{7.8}{24} \frac{8.9}{20}$$

8.2

$$\frac{7.8}{33}$$

$$\frac{4.3}{33} \frac{5.0}{19} \frac{4.2}{21} \frac{8.6}{13}$$

$$\frac{7.8}{15}$$

$$\frac{7.2}{15}$$

$$\frac{7.4}{33}$$

orig

$$\frac{4.5}{33} \frac{6.2}{29} \frac{7.1}{23} \frac{6.2}{9}$$

$$\frac{5.8}{14}$$

$$\frac{5.4}{14}$$

$$\frac{5.3}{33}$$

$$\frac{4.8}{33} \frac{6.2}{31} \frac{7.4}{22}$$

$$\frac{5.9}{12}$$

$$\frac{5.6}{12}$$

$$\frac{5.6}{33}$$

$$\frac{3.4}{33} \frac{4.2}{26} \frac{7.2}{20} \frac{7.4}{10} \frac{6.3}{8}$$

$$\frac{5.3}{13}$$

$$\frac{5.4}{13}$$

$$\frac{5.5}{33}$$

$$\frac{2.3}{33} \frac{3.5}{21} \frac{6.5}{15} \frac{6.3}{10}$$

$$\frac{5.5}{0.19}$$

$$\frac{5.4}{9}$$

$$\frac{6.0}{13}$$

$$\frac{6.1}{33}$$

$$\frac{1.3}{33} \frac{2.5}{20} \frac{6.2}{15} \frac{5.9}{10}$$

$$\frac{5.1}{0.19}$$

$$\frac{5.3}{10}$$

$$\frac{6.5}{16}$$

$$\frac{6.5}{33}$$

$$\frac{5.4}{33} \frac{4.2}{26} \frac{3.9}{19} \frac{6.5}{14} \frac{6.5}{12} \frac{5.6}{10}$$

$$\frac{5.0}{0.19}$$

$$\frac{5.5}{12}$$

$$\frac{7.2}{15}$$

$$\frac{6.1}{21}$$

$$\frac{6.8}{33}$$

$$\frac{8.6}{33} \frac{6.9}{25} \frac{6.6}{13} \frac{5.4}{10}$$

$$\frac{4.7}{0.19}$$

$$\frac{5.4}{12}$$

$$\frac{7.0}{15}$$

$$\frac{6.0}{24}$$

$$\frac{8.4}{33}$$

$$\frac{7.2}{33} \frac{5.2}{15} \frac{3.9}{12}$$

$$\frac{3.2}{0.19}$$

$$\frac{3.7}{8}$$

$$\frac{5.9}{19}$$

$$\frac{7.2}{27}$$

$$\frac{7.2}{33}$$

Nail in 12" Oak Lt. Sta. 79+70

