

PLANS SURVEY
EDGERTON STREET

From County Road "A"

To County Road "B"

C.O. PROJ. NO. 23-04

RD. % NO 2

Office of Ramsey Co. Engineer

2-10-23

"3"

E-LINE

Mohoney 2/6/23

Edgerton St.

20

670 Tel Pole 24'

Co. Proj 23-07

+ Stone Wall 33'
+ Fence Cor 33'

+80 Tel Pole 30'
+80 R.R. sign 24'
+66 Fence Cor 33'

5 +95 E.L. Pole 21'

+95 Tel Pole 24'

+ Tel Pole +36 - 26' out

4 +85 E.L. Pole 21'

Fence 36'

+97 Fence Cor 36'

+95 Tel Pole 21'

3 +15 Fence Cor 36'

+ +25 - small tree 15'
+65 x Fence Cor 35'
+ +10 - small tree 15'
+90 Tel Pole 26'
36'

+56 E.L. Pole 21'

+20 Mail Box 15'

2 +0 Tel Pole 24'

+85 Fence Cor 35'

+23 E.L. Pole 21'

+18 Elec Light Pole 21'

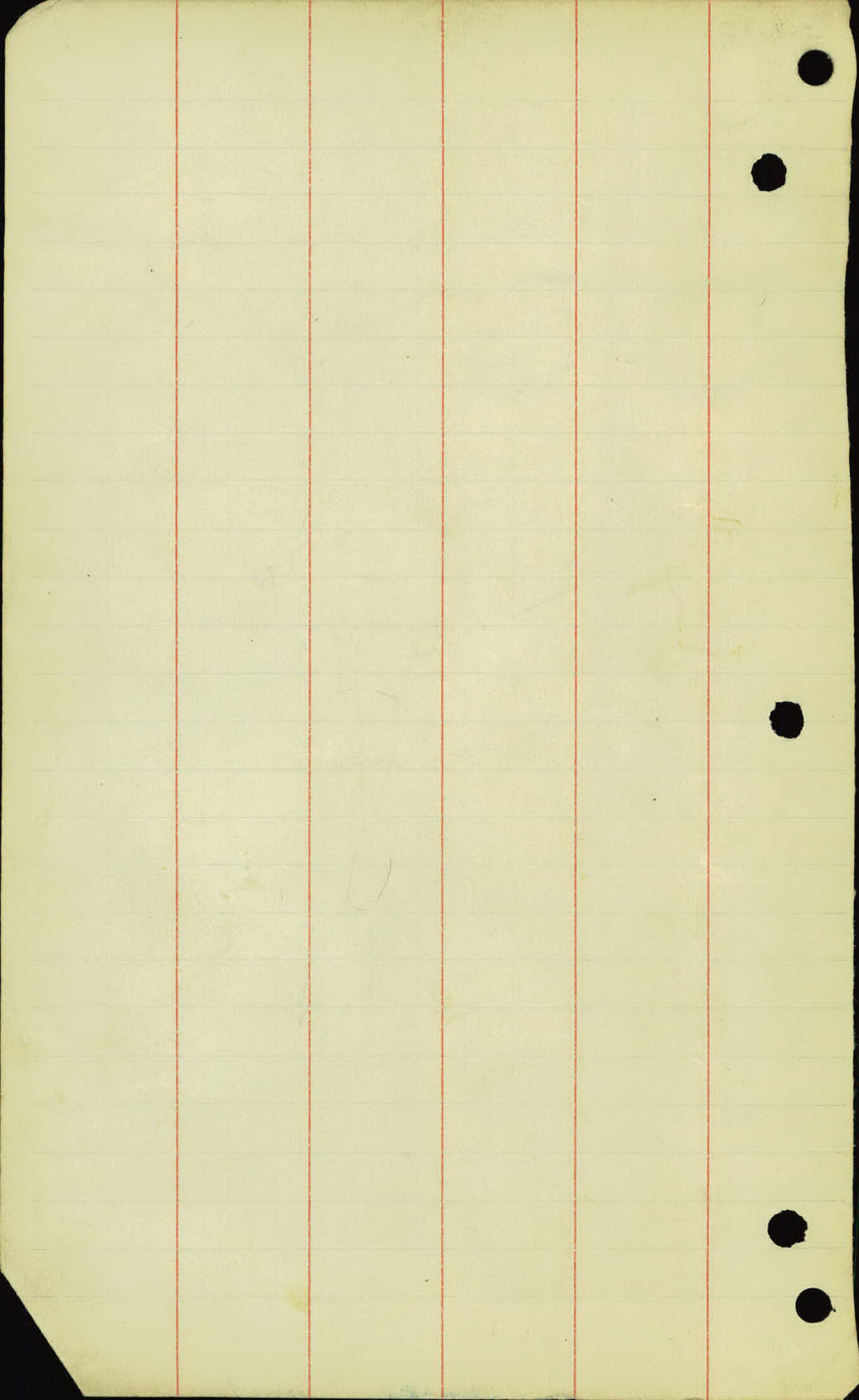
+15 Fence Cor 36'

+77 Tel Pole 24'

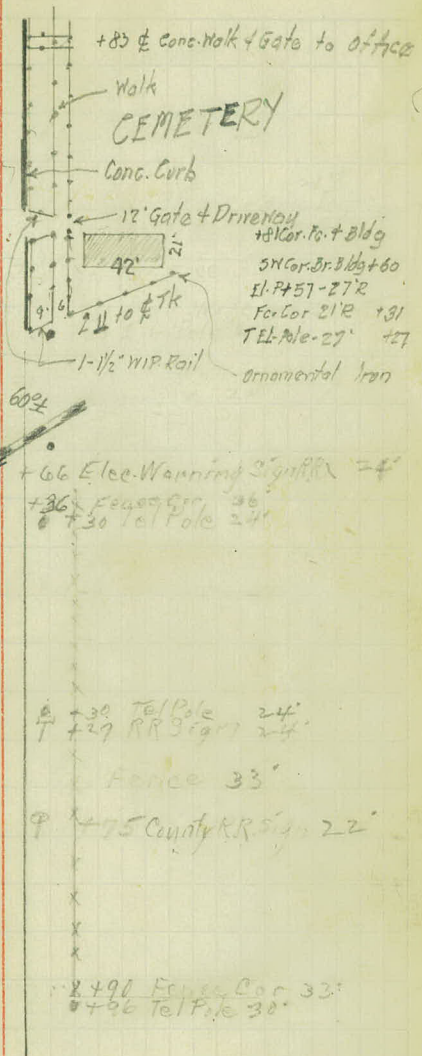
+50 Fence Cor 36'

+ Tel Pole +18 - 30'

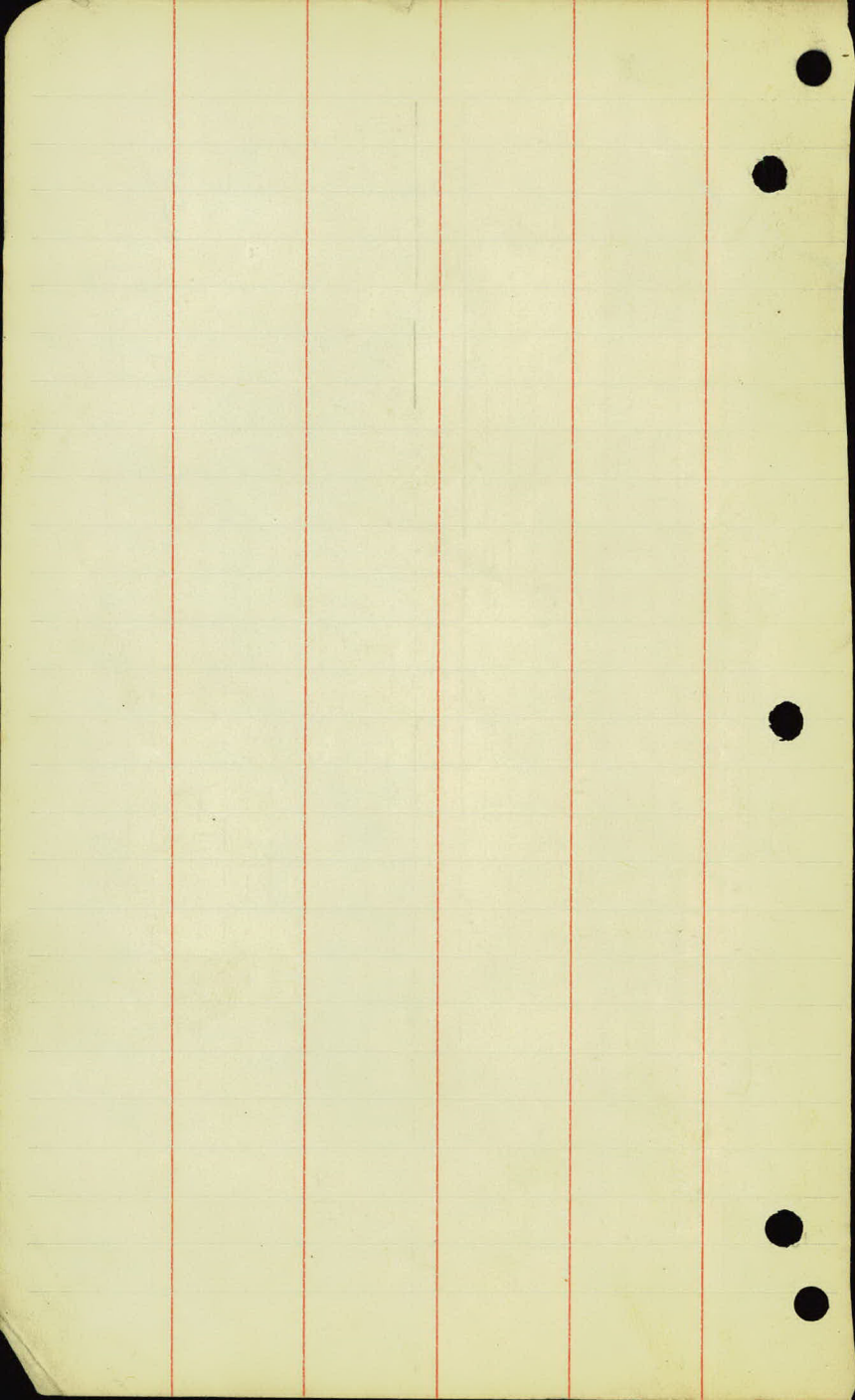
+36 Tel Pole Line 24'



- 12
- + 36 R.R. Sign 20'
- + 36 E.L. Pole 21'
- + 36 RR Sign 24'
- + 36 Tel Pole 24'
- 11 Fence 36'
- + 43 Mail Box 24'
- + 11 E.L. Pole 21'
- + 10 Tel Pole 24'
- 10 + 95 Tel Pole 33'
- + 90 R.R. Sign 15'
- + 85 Fence Cor 36'
- + 65' E 500 Xing
- + 35 Fence Cor 36'
- + 30 3' Iron Culvert RR Cor 30'
- 9 + 0 E.L. Pole 21'
- + 82 Tel Pole 24'
- 8 Fence 33'
- + 70 E.L. Pole 21'
- + 45 Tel Pole 24'
- 7 + 40 Fence Cor 36'
- + 45 E.L. Pole 21'
- + 12 Stone 36' 24x30 Stone
- 6 Cor Stone Wall 33'



- 609
- + 66 Elec. Warning Sign 24'
- + 36 Fence Cor 36'
- + 30 Tel Pole 24'
- + 30 Tel Pole 24'
- + 29 RR Sign 24'
- Fence 33'
- 9 + 75 County R.R. Sign 22'
- + 40 Fence Cor 33'
- + 36 Tel Pole 30'



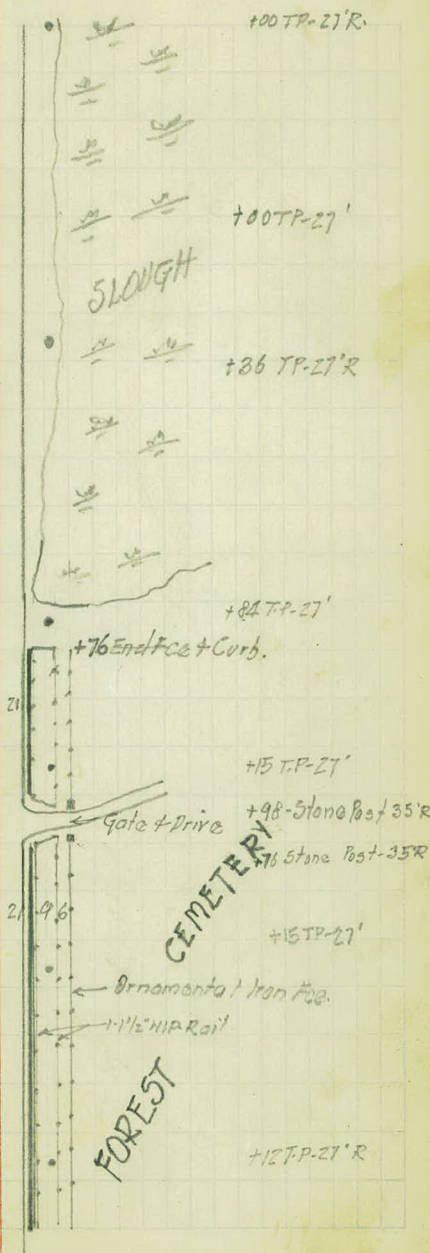
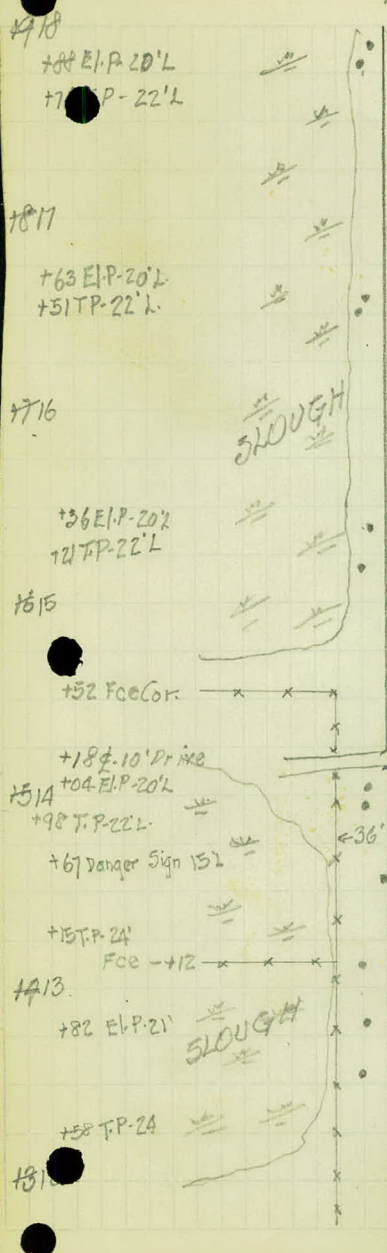
F-LINE

L PRB 2/6/23

♀

R

22



1718
+88 E.P.-20'L
+77 P.-22'L

1817
+63 E.P.-20'L
+51 TP.-22'L

1716
+36 E.P.-20'L
+74 TP.-22'L

1615
+52 Fce Cor.

1514
+18 1/2 10' Drive
+04 E.P.-20'L
+98 T.P.-22'L
+67 Danger Sign 15'

+15 T.P.-24'
Fce -12

1313
+82 E.P.-21'

+58 T.P.-24'

131

+100 TP.-27'R.

+100 TP.-27'

+86 TP.-27'R

+84 T.P.-27'

+76 End Fce + Curb.

+15 T.P.-27'

+98 Stone Post 35'R

+76 Stone Post 35'R

+15 TP.-27'

Ornamental Iron Fce.

1 1/2" NIA Rail

+12 TP.-27'R

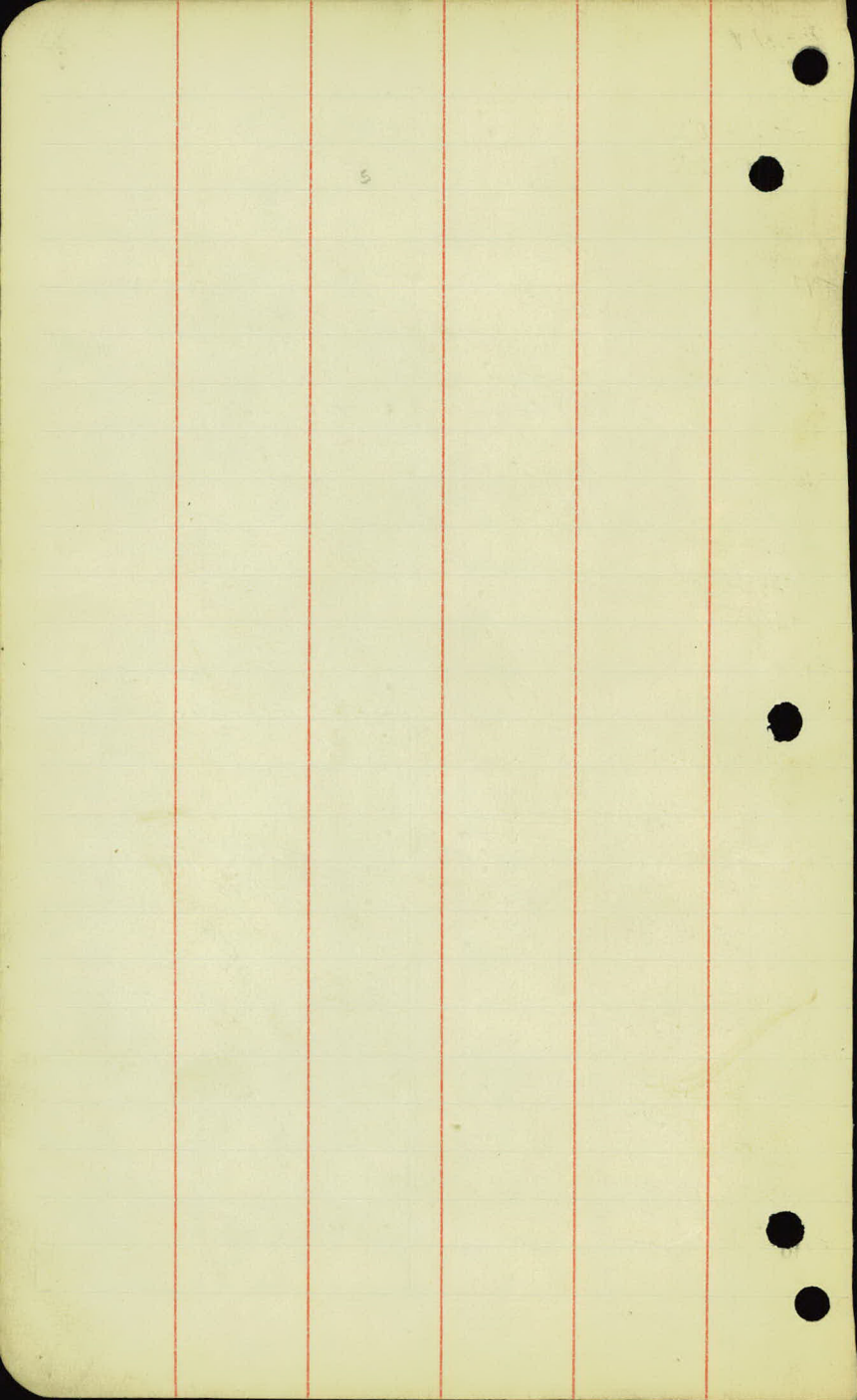
FOREST

CEMETERY

SLOUGH

SLOUGH

SLOUGH



24

+64 T.P. 22'

+23 T.P. 20' L
+12 E.P. 20' L

23

+52 Fce Cor-32' L
+49 T.P. 22'

22

+68 E.P. 20'
+48 T.P. 22' L

21

CULTIVATED

+50 E.P. 20'
+39 T.P. 22' L

20

+67 Fce
+20 E.P. 20' R
+09 T.P. 22' R

19

+10 Fence-32' R

18

+19 T.P. 27' R

+20 Fce-40' R

+40 T.P. 27'

+63 T.P. 27' End Fce

+36 School Sign 16'

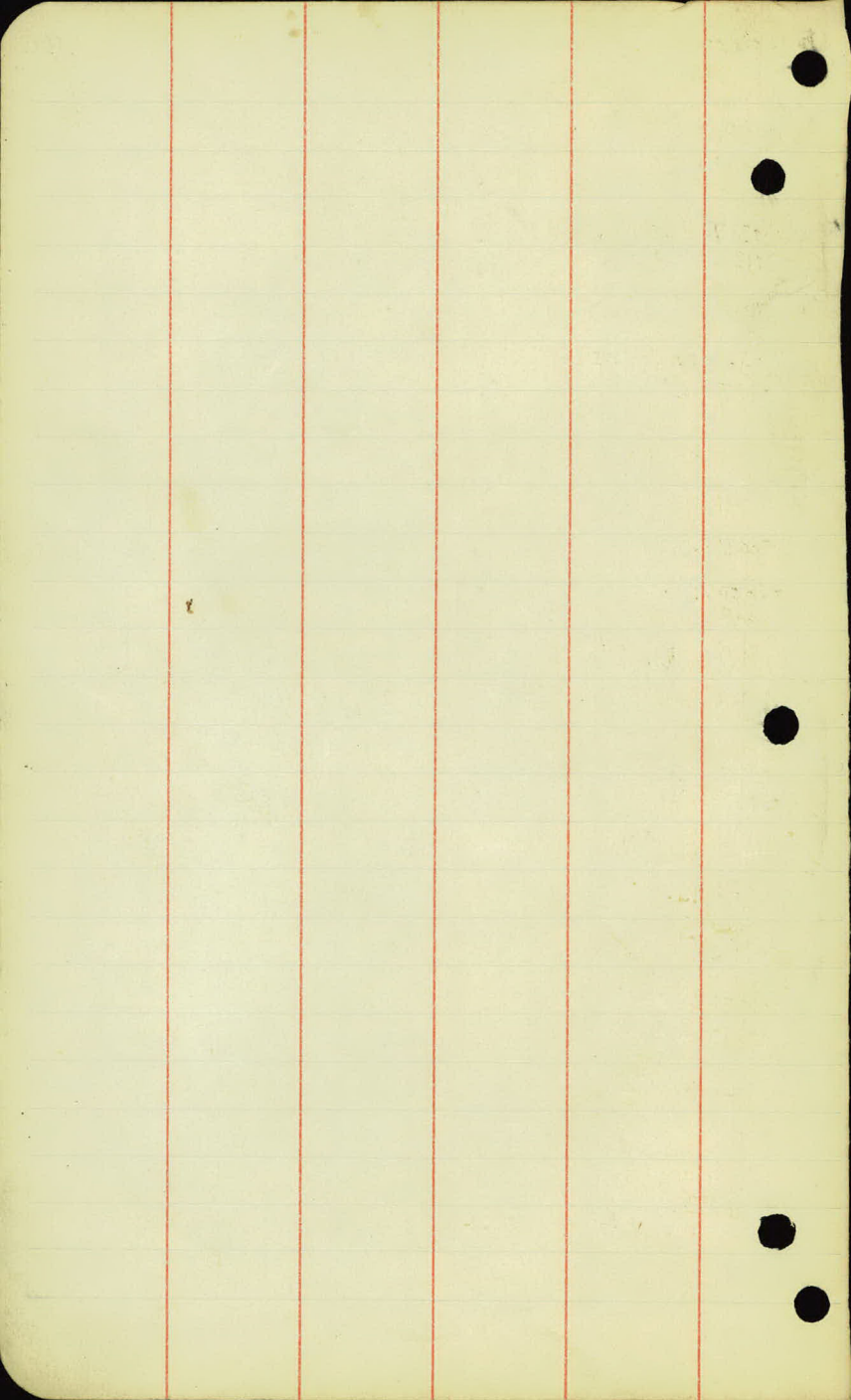
← Br. Fence

TIMBER

+33 T.P. 27' R

+05 T.P. 27' R
+05 Fce-27' R





B-LINE

L

PRB
2/6/23

♀

R

24

30

+41 E.L.P. 20'
+70 Mail Box-17L

YARD



HO. ♀ +21-101'R
+85 T.P. 27'
+70 ♀ 10' DRIVE

29

+48 E.L.P. 20

+52 TP-27'

28

EDGERTON SCHOOL

+12 E.L.P. 20' GROUNDS

+10 T.P. 22L

Conc. Walk to School

+60 ♀ Conc. Steps. 24'L

+48 ♀ 3 Mail Boxes 15'L

+45 TP. 49'L

YARD

+33 TP-27

27

CROSS

Road

+46 TP-27'R

26

+09 E.L.P. 20'L

+02 Fce Cor. 41'L

+10 E.L.P. 20' P39'

+88 T.P. 27'

25

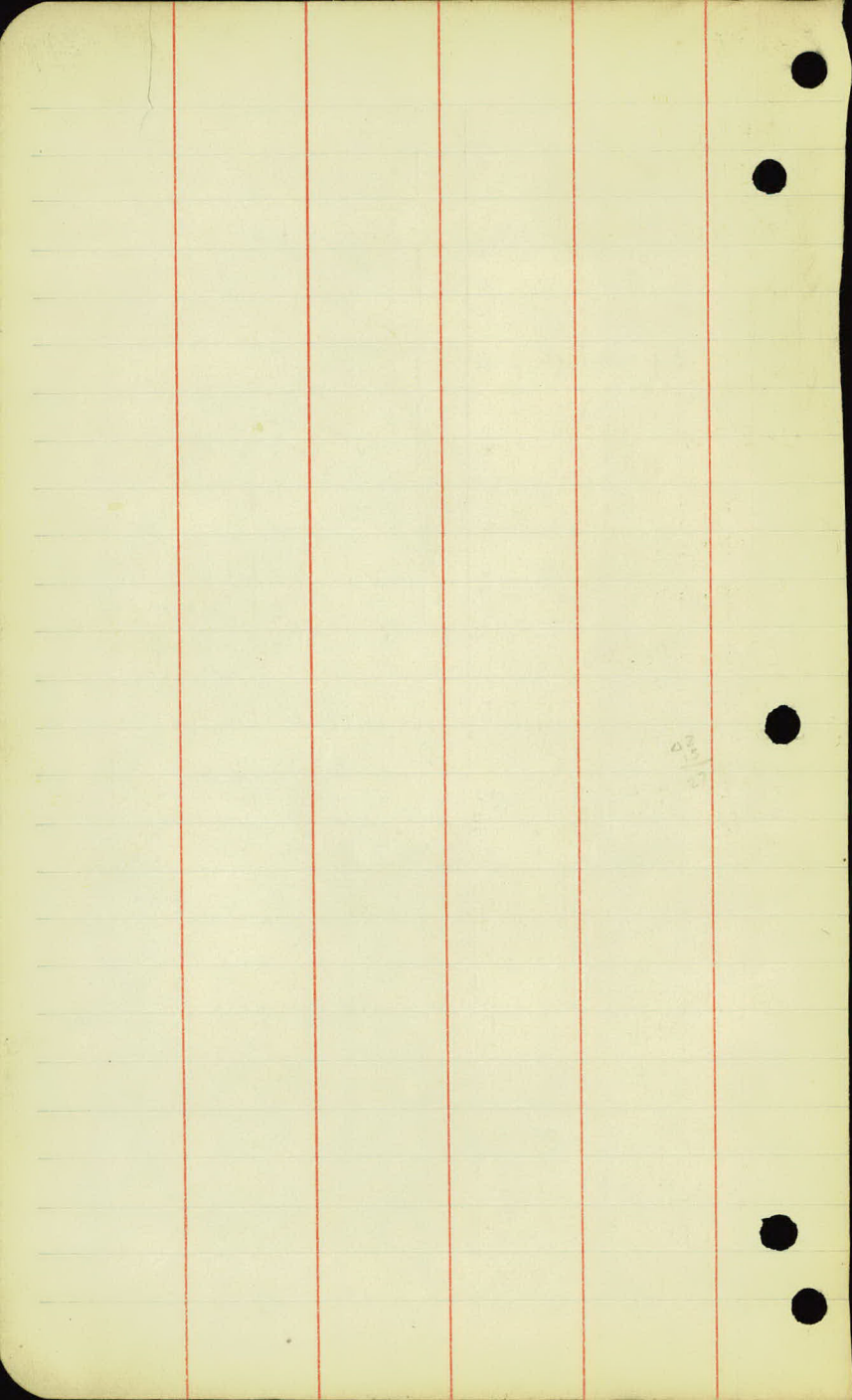
+35 TP. 22L

YARD
(Lawn)

TIMBER

+57 E.L.P. 20'L

+57 TP-27



36

+10 El. P. 20' L.

+82 End. Conc. Wall

+15' Conc. Walk + Steps

+06 Mail Box - 22' L.

+88 El. P. 20' L.

↑↑

Lawn

Lawn

A' high →

+03 - Car Conc. Ret. Wall 27' L.

+10' Drive

+76' Drive

+59 Mail Box - 21' L.

+48 El. P. 20' L.

+10' Drive

+90 TP - 27'

+72 TP - 27'

+57 Cor. Pce

+8' Drive + Gate } +61 -
+48 El. P. 33' R
+45 TP - 27' R

32

+14 El. Pole - 20' L.

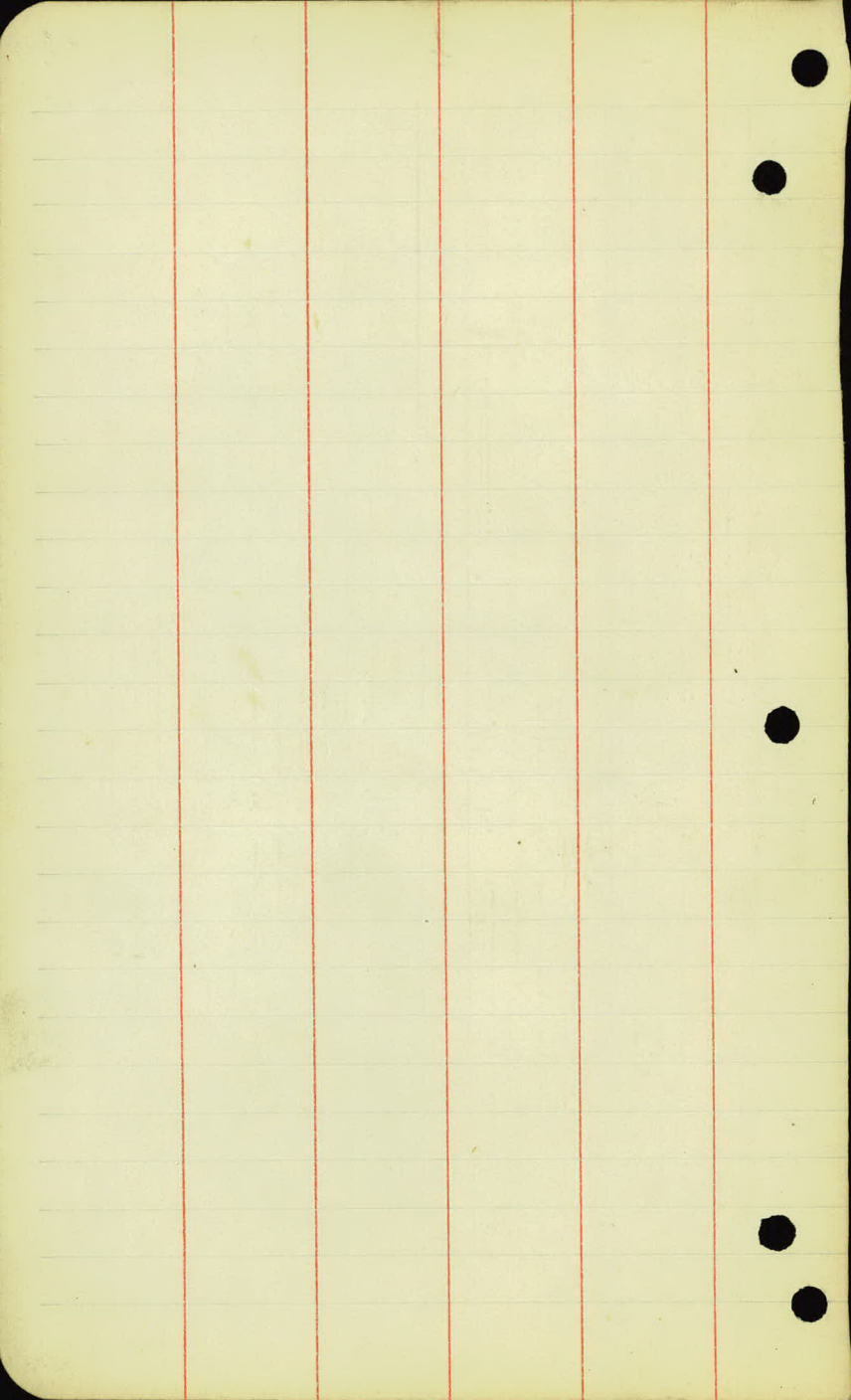
+42 TP - 27' R

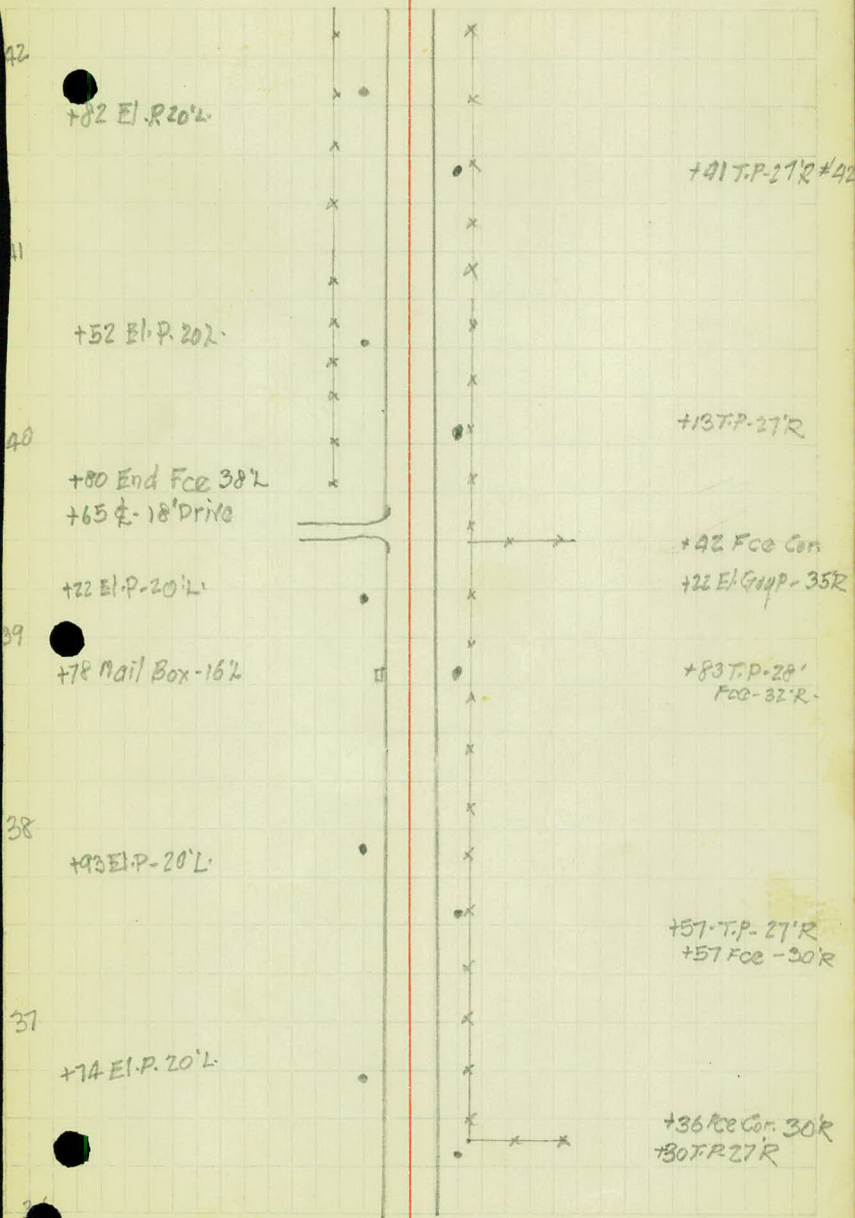
31

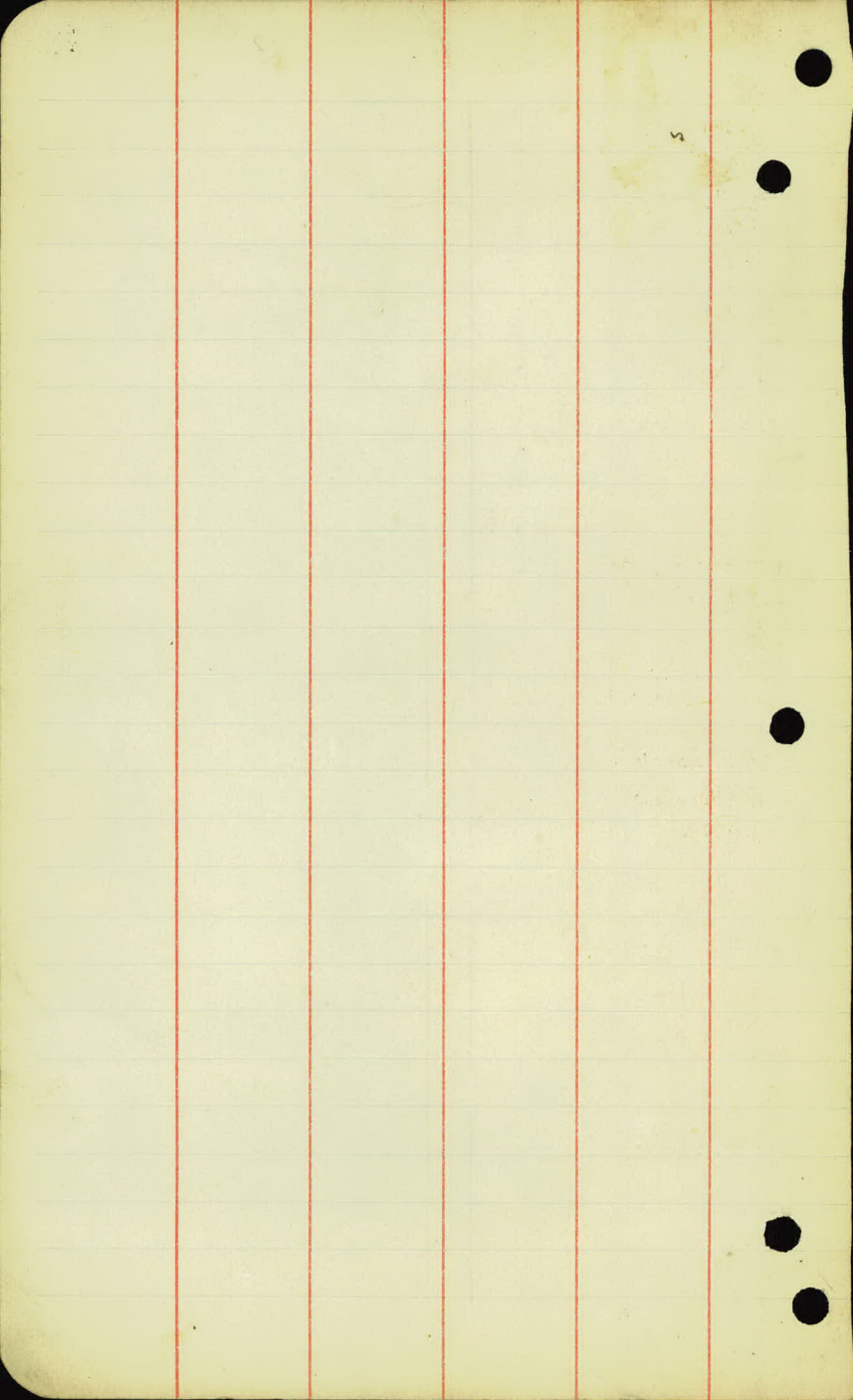
+70 School Caution Sign - 16' L.

+85 Pce. 38' R.









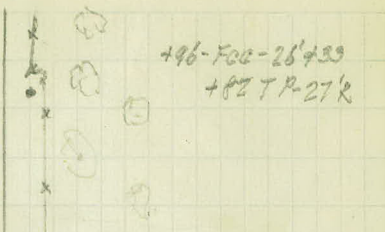
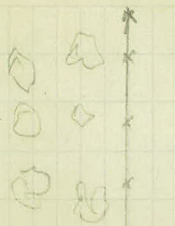
E-LINE

L. PRB 2/6/23 ♀

R

27

48



+96-Fce-28'+33
+82TP-27'R

47

Fce-23'L
+92EI.P.20'L

Fce-34'R

+54TP-27'R-#46

46

+68EI.P.20'L

TIMBER

+25TP-27'R-#45

45

+41-20'L-ET.P.

44

+90Fce-

+97TP-27'R-#44

+30¢ Ho 98'L

+15¢-10'Drive

+12EI.P.20'L +20¢ Gate

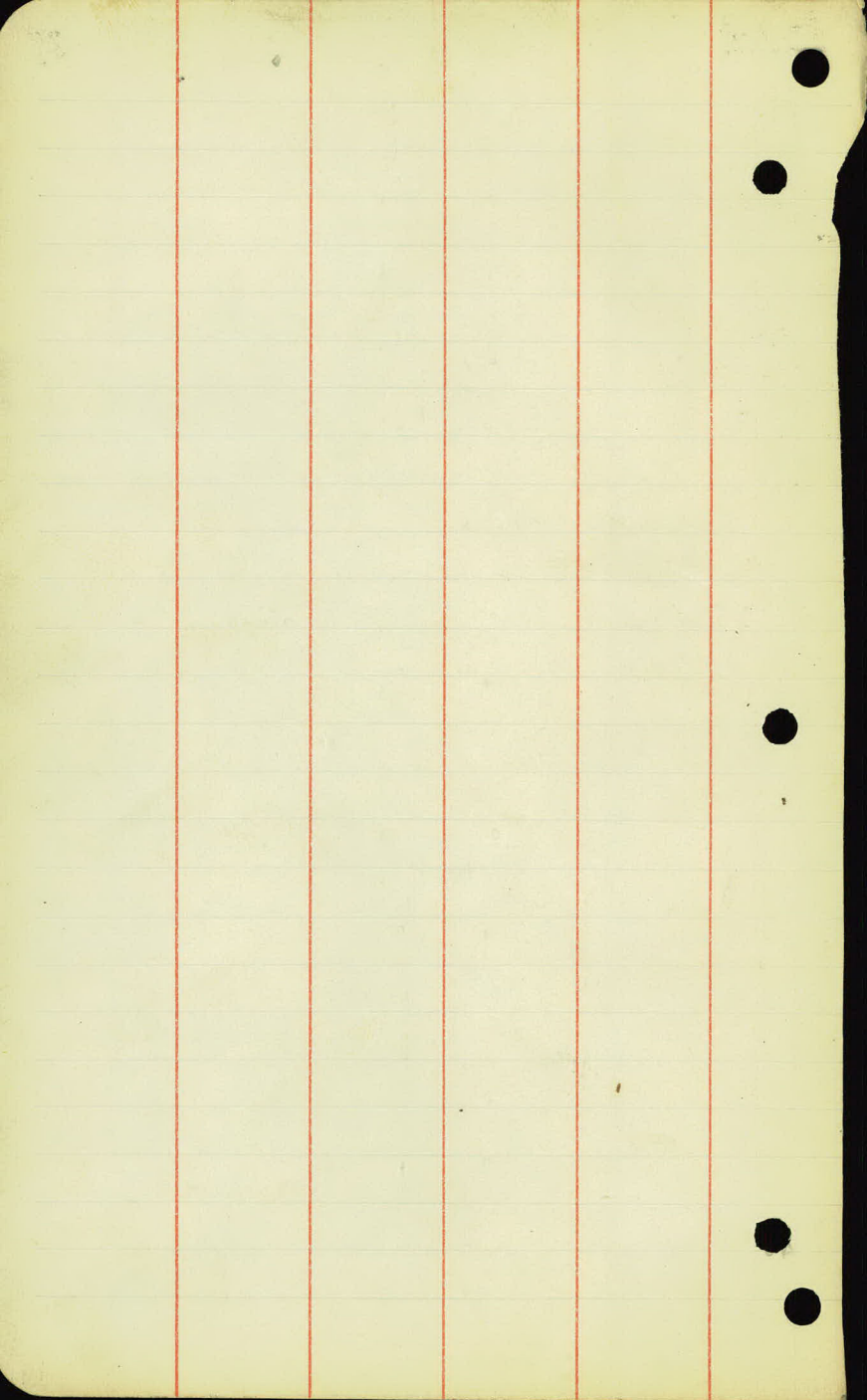
+10¢ 2Mail Boxes 17'L

43

+65 End Fce 38'L

+71 TP-27'R-#43

CULT.



53

52+60.9 Man & Cross Road.

+39 Pole - 58'L

+39 Pole 57R #152

+33 Enel Pcg 33'R

+18 Mail Box

52

+76 El. P. 20'L

+71 T.P. 27'R

51

+69 El. P. 20'L

+39 T.P. 27'R

50

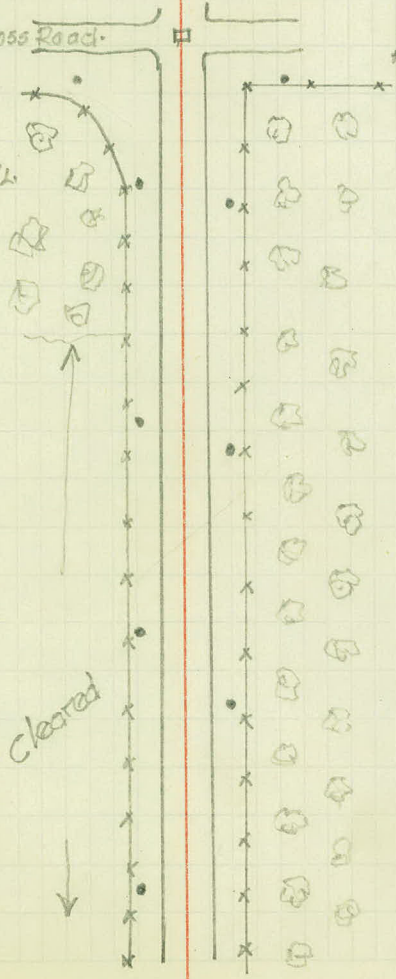
+42 El. P. 20'L

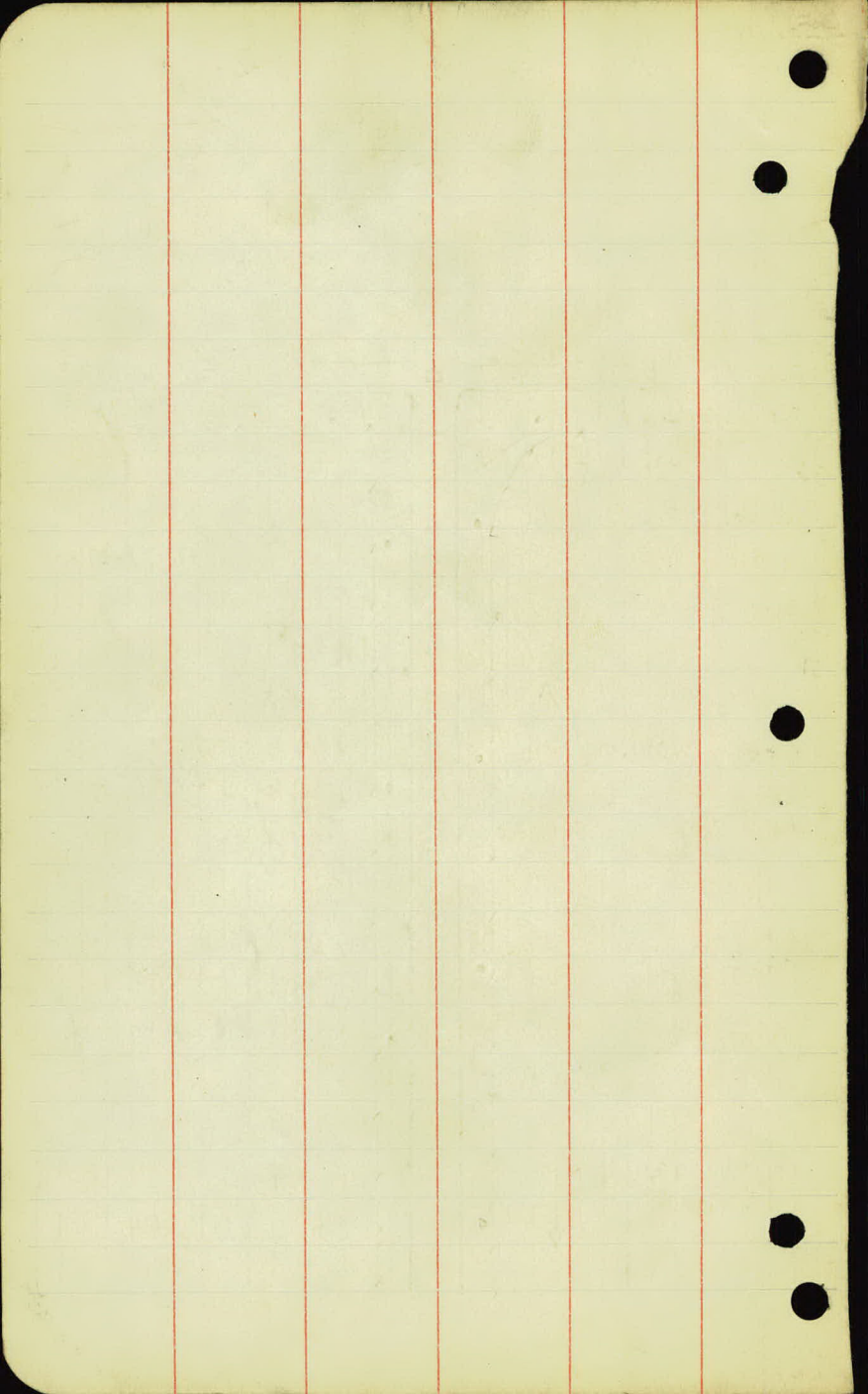
+09 T.P. 27'R

49

+18 El. P. 20'L

cleared





Alignment Notes

25

Proj. 23-04

Edgerton St.

End Edgerton Pav. to End Edgerton Pav.

"E" LINE

Sta.	Point	ΔLT	ΔRT	Bearing
------	-------	-----	-----	---------

52+60.9 Mon.

51+77.9 So. END of Pavement

N⁰-00'

37+16.7 P.O.T.

26+24.25 P.O.T. Mon.

N⁰-00'

9+65.1

N-0⁰⁰' Assumed

"E" DASH Pt. Mon.

RFB - Asst. Eng
McDonald - Transit
Webber - Hd. Ch.
Maloney - Sr. Ch.
Franke - Stakes.

2/6/23

26

±

N

mac. ch. by this
tee - in way
of concrete tie hole

mac dk

224
T.P. 254

32³
Elec. Pole

End Conc. Par.

83'

N.W. Tel. Pole

78'

Tel. Pole
sw

T.P. 572

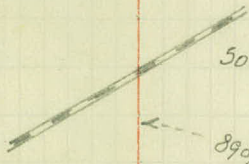
44:29 T.P.

44:67 T.P. #30

± 500 LINE

500 Line ± Sta.

Arcade Sta



Elec. Pole 42:15

25:47 T.P.

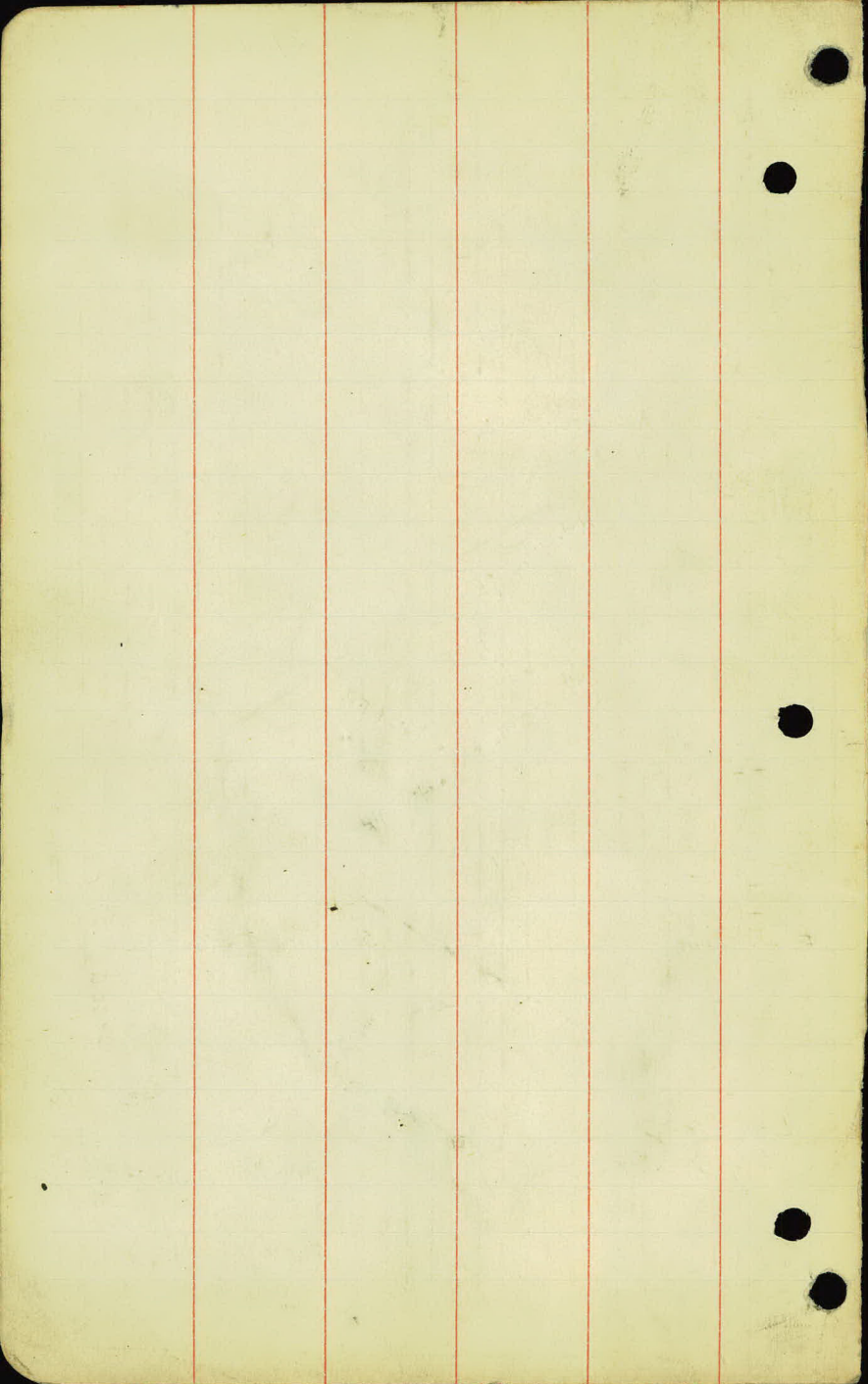
E Dak - 43:38

Lorpenfer

End Conc. Par Sta.

Br. Mon. Elev. 183'3"

152.9' 8" Oak
76.54' 8" Oak



1+50 Cont R₁
P. 12" x 25'

0+15 Road Int L & R
P. 2-15" x 30'

5-18-23

Edgerton St. Proj. 23-04

51+82 End of Proj'd.

43+00 - 46+00
Cl. 15 trees ✓

P. G.R. L 44+00 - 46+50 ✓

~~P. G.R. R. 43+50 - 46+50~~

43+18 Ent L P. 12" x 25" ✓

39+65^{1/2} Ent L P. 12" x 25" ✓

36+20 Ent R ✓
P. 12" x 25"

34+00 - 36+00

H.C.Y. L.R.

32+62⁰ Ent L

32+75² Ent L ✓
P. 12" x 50' Port Culv

32+60 Ent. R

No culv. req'd ✓

32+75 - 26+50

10' wide ✓
Bl & G. in Acres

29+72 Ent. R.
12" x 16' C. M. Cond OK ✓
Extend to 25'

26+24 Int. Prosthore
R x L ✓

7. 2 - 18" x 35' Port. Culy ✓

P. G. R. Right 23+00 - 14+75 ✓
" " Left 23+00 - 14+75

17400 - 22+00

Ch. 8 trees ✓

14+18 Ent L.
No. culv. rego ✓

X Sections

Proj. 23-04

Edgerton St.

ALP.
B.R.

STARTED.

2-1-23.

Sta. ELEV. - EDGERTON ST.

11. 182.6

10 183.4

+69

183.84

+63

183.61

9

84.4

8

85.4

7

86.6

6

87.2

5

87.9

4

188.7

3

90.2

2.

92.4

1.

195.4

0

198.96

L

45
53

R.

$$\begin{array}{ccccccc}
 -\frac{2.0}{34} & -\frac{0.3}{24} & -\frac{1.2}{19} & -\frac{0.3}{15} & -\frac{0.1}{20} & +\frac{1.0}{24} & +\frac{1.9}{36}
 \end{array}$$

$$\begin{array}{cccccc}
 -\frac{4.2}{35} & -\frac{3.3}{25} & -\frac{1.8}{21} & -\frac{0.7}{13} & -\frac{0.2}{15} & +\frac{0.3}{40}
 \end{array}$$

$$\begin{array}{cccccc}
 -\frac{5.0}{30} & -\frac{4.3}{24} & -\frac{1.2}{15} & -\frac{0.5}{15} & -\frac{1.0}{25} & -\frac{0.5}{35}
 \end{array}$$

$$\begin{array}{cccccc}
 -\frac{1.7}{40} & -\frac{2.1}{25} & -\frac{0.8}{13} & -\frac{0.5}{18} & -\frac{1.0}{28} & +\frac{0.3}{38}
 \end{array}$$

$$\begin{array}{cccccc}
 -\frac{2.2}{98} & -\frac{1.9}{23} & -\frac{1.0}{15} & +\frac{0.2}{16} & +\frac{0.7}{27} & +\frac{1.0}{37}
 \end{array}$$

$$\begin{array}{cccccc}
 -\frac{0.9}{35} & -\frac{1.6}{25} & -\frac{0.7}{9} & -\frac{0.3}{15} & -\frac{0.9}{33} &
 \end{array}$$

$$\begin{array}{cccccc}
 -\frac{2.5}{35} & -\frac{1.8}{24} & -\frac{1.2}{16} & -\frac{0.9}{17} & -\frac{1.0}{35} &
 \end{array}$$

$$\begin{array}{cccccc}
 -\frac{2.2}{97} & -\frac{1.7}{21} & -\frac{1.2}{14} & -\frac{0.5}{15} & -\frac{1.2}{25} & -\frac{0.9}{36}
 \end{array}$$

$$\begin{array}{cccccc}
 -\frac{3.7}{98} & -\frac{2.1}{20} & -\frac{1.5}{14} & -\frac{0.3}{13} & -\frac{1.0}{17} & -\frac{2.8}{33}
 \end{array}$$

$$\begin{array}{ccccccccc}
 -\frac{4.6}{53} & -\frac{3.0}{23} & -\frac{2.8}{20} & -\frac{1.2}{15} & -\frac{0.5}{14} & -\frac{1.6}{18} & -\frac{2.8}{29} & -\frac{4.5}{34} &
 \end{array}$$

$$\begin{array}{cccccc}
 -\frac{2.4}{33} & -\frac{2.1}{21} & -\frac{0.9}{16} & -\frac{0.8}{17} & -\frac{1.4}{28} & -\frac{1.0}{35}
 \end{array}$$

$$\begin{array}{cccccc}
 \frac{0.0}{33} & -\frac{1.1}{26} & -\frac{0.7}{16} & -\frac{0.6}{16} & \frac{0.0}{24} & +\frac{0.6}{35}
 \end{array}$$

H. ELEV.
24. 203.5

23 198.4

22. 93.6

21. 88.5

20 83.5

19. 78.9

18 175.1

+ 85
+ 30 -
17. 174.0
173.4

LEAVE POND.

16 172.6

15 73.4 EDGE OF POND.

14 75.1

13 77.9

12 180.5

$$\frac{-7.6}{39} \quad \frac{+5.3}{34} \quad \frac{3.4}{19} \quad \frac{-1.0}{13} \quad \frac{-1.2}{10} \quad \frac{-2.0}{15} \quad \frac{-1.0}{21} \quad \frac{+5.3}{31} \quad \frac{+16.3}{43} \quad (2)$$

$$\frac{+3.0}{33} \quad \frac{+2.0}{30} \quad \frac{-4.7}{19} \quad \frac{-0.6}{11} \quad \frac{-1.1}{15} \quad \frac{-3.3}{20} \quad \frac{+1.0}{25} \quad \frac{+3.8}{33} \quad (23)$$

$$\frac{+6.4}{37} \quad \frac{+5.3}{35} \quad \frac{-6.3}{20} \quad \frac{-0.7}{10} \quad \frac{-0.3}{15} \quad \frac{-6.8}{25} \quad \frac{-7.1}{35} \quad \frac{-5.0}{45} \quad (22)$$

$$\frac{-4.0}{35} \quad \frac{-9.3}{25} \quad \frac{-0.3}{15} \quad \frac{0.0}{15} \quad \frac{-7.3}{30} \quad \frac{-7.0}{33} \quad (21)$$

$$\frac{-11.3}{35} \quad \frac{-0.7}{15} \quad \frac{-0.2}{15} \quad \frac{-7.3}{25} \quad \frac{-7.5}{33} \quad (20)$$

$$\frac{-16.1}{40} \quad \frac{-0.6}{15} \quad \frac{0.2}{8} \quad \frac{+0.4}{15} \quad \frac{-8.1}{35} \quad (19)$$

$$\frac{-13.8}{40} \quad \frac{0.0}{15} \quad \frac{+0.5}{15} \quad \frac{-10.3}{33} \quad (18)$$

$$\frac{-12.8}{37} \quad \frac{-0.5}{15} \quad \frac{0.0}{15} \quad \frac{-13.8}{35} \quad (17)$$

$$\frac{-12.8}{33} \quad \frac{-0.1}{17} \quad \frac{-0.6}{15} \quad \frac{-10.8}{33} \quad (16)$$

$$\frac{-11.3}{33} \quad \frac{-0.1}{15} \quad \frac{-0.5}{9} \quad \frac{-0.2}{15} \quad \frac{-8.1}{30} \quad \frac{-8.5}{33} \quad (15)$$

$$\frac{-3.2}{33} \quad \frac{-3.4}{22} \quad \frac{-0.7}{15} \quad \frac{-0.3}{6} \quad \frac{-0.7}{18} \quad \frac{-1.4}{26} \quad \frac{-1.4}{33} \quad (14)$$

$$\frac{-10.8}{33} \quad \frac{-1.0}{12} \quad \frac{-0.3}{4} \quad \frac{-0.5}{17} \quad \frac{0.0}{33} \quad (13)$$

$$\frac{-7}{33} \quad \frac{-0.3}{23} \quad \frac{-1.0}{17} \quad \frac{-0.4}{8} \quad \frac{-0.3}{6} \quad \frac{-0.6}{15} \quad \frac{+0.5}{19} \quad \frac{+1.5}{29} \quad (12)$$

HJ 5.3

2-6-23

1 PM

WM JC
B.P. W.Mc

St.H.	ELEV.
37	29.7
36	29.0
35	28.5
34	27.4
33	26.5
32	25.8
31	25.2
30	224.9
29	223.8
28	221.8
45	
27	218.1
26	213.8
25	208.9

$$\frac{+53}{40}$$

$$+ \frac{5.3}{35} - \frac{1.0}{23} - \frac{1.4}{16} - \frac{1.0}{12}$$

$$- \frac{0.3}{4} - \frac{0.9}{15} \frac{0.0}{25} \frac{0.0}{21} + \frac{5.3}{35}$$

$$\frac{5.3}{35} - \frac{1.0}{22} - \frac{1.4}{19} - \frac{0.8}{14}$$

$$- \frac{0.4}{4} - \frac{1.0}{15} \frac{0.0}{23} + \frac{4.4}{35}$$

$$+ \frac{4.5}{33} - \frac{0.4}{23} - \frac{1.7}{19} - \frac{0.4}{4}$$

$$- \frac{0.3}{4} - \frac{1.4}{15} - \frac{1.4}{21} + \frac{3.6}{33}$$

$$+ \frac{3.7}{33} \frac{0.0}{30} - \frac{1.2}{18} - \frac{0.4}{2}$$

$$- \frac{0.7}{5} - \frac{1.5}{16} - \frac{2.0}{23} + \frac{9.5}{33}$$

$$\frac{0.0}{33} \frac{0.0}{25} \frac{0.0}{13}$$

$$- \frac{0.4}{5} - \frac{1.1}{14} - \frac{1.8}{17} - \frac{2.0}{24} + \frac{5.3}{36} + \frac{8.3}{40}$$

$$+ \frac{5.3}{37} - \frac{1.6}{22} - \frac{1.6}{18} - \frac{1.2}{16} - \frac{1.0}{12} - \frac{0.4}{5}$$

$$- \frac{0.6}{6} - \frac{1.0}{16} - \frac{1.6}{20} - \frac{1.0}{24} + \frac{5.3}{40} + \frac{8.3}{43}$$

$$+ \frac{8.3}{40} + \frac{5.3}{35} + \frac{1.0}{28} - \frac{1.4}{24} - \frac{1.6}{19} - \frac{1.1}{13}$$

$$- \frac{0.9}{15} - \frac{1.5}{18} - \frac{1.0}{23} \frac{0.0}{25} + \frac{5.3}{37} + \frac{8.8}{42}$$

$$+ \frac{7.3}{38} + \frac{5.3}{36} - \frac{1.4}{25} - \frac{1.9}{20} - \frac{2.1}{16} - \frac{1.1}{11}$$

$$- \frac{1.1}{14} - \frac{1.7}{16} - \frac{2.0}{19} - \frac{0.7}{25} + \frac{5.0}{35} + \frac{7.0}{38}$$

$$+ \frac{7.8}{38} + \frac{5.3}{35} - \frac{2.0}{25} - \frac{2.0}{22} - \frac{2.0}{19} - \frac{1.1}{16}$$

$$- \frac{0.6}{12} - \frac{1.3}{15} - \frac{1.5}{16} - \frac{0.5}{19} + \frac{5.3}{35} + \frac{8.6}{35}$$

$$+ \frac{6.3}{37} + \frac{5.3}{35} - \frac{1.0}{22} - \frac{2.6}{18} - \frac{0.7}{11}$$

$$- \frac{0.8}{13} - \frac{2.0}{15} - \frac{0.7}{17} + \frac{5.3}{30} + \frac{11.8}{35}$$

$$+ \frac{5.3}{33} - \frac{0.2}{23} - \frac{2.4}{19} - \frac{1.2}{16} - \frac{1.0}{11}$$

$$- \frac{1.1}{10} - \frac{2.7}{15} - \frac{0.8}{18} + \frac{5.3}{27} + \frac{11.2}{39}$$

$$+ \frac{11.8}{55} + \frac{5.3}{40} - \frac{0.9}{25} - \frac{1.5}{20} - \frac{1.1}{11} - \frac{0.6}{6}$$

$$- \frac{0.4}{13} - \frac{1.3}{14} + \frac{5.0}{35}$$

$$+ \frac{10.3}{46} + \frac{5.3}{36} - \frac{2.1}{21} - \frac{0.5}{11}$$

$$- \frac{1.0}{11} - \frac{3.2}{20} + \frac{5.3}{30} + \frac{10.3}{50}$$

Station	Elev
50	14.3
49	14.1
48	14.3
47	14.5
46	14.5
45	14.6 14
44	15.6
43	17.3
42	219.9
41	22.6
40	25.2
39	28.2
38	29.7

L

$$-\frac{1.0}{33} - \frac{3.0}{25} - \frac{2.2}{20} - \frac{1.3}{12}$$

R

$$-\frac{0.8}{10} = \frac{1.2}{15} - \frac{0.9}{21} + \frac{1.8}{25} + \frac{1.8}{33}$$

$$-\frac{5.2}{33} - \frac{5.2}{25} - \frac{2.0}{16} - \frac{1.3}{12}$$

$$-\frac{1.0}{10} - \frac{1.5}{18} + \frac{0.2}{25} + \frac{0.2}{33}$$

$$-\frac{5.5}{33} - \frac{5.0}{24} - \frac{2.5}{16} - \frac{1.2}{10}$$

$$-\frac{0.7}{6} - \frac{1.3}{14} - \frac{2.0}{20} - \frac{1.2}{25} - \frac{1.2}{33}$$

$$+\frac{1.7}{35} - \frac{2.0}{25} - \frac{3.0}{20} - \frac{1.2}{12}$$

$$-\frac{0.7}{6} - \frac{1.4}{13} - \frac{2.5}{19} - \frac{2.7}{23} + \frac{0.5}{23}$$

$$-\frac{6.0}{33} - \frac{6.0}{25} - \frac{4.6}{21} - \frac{2.1}{13} - \frac{1.0}{8}$$

$$-\frac{0.7}{8} - \frac{1.0}{12} - \frac{4.5}{24} - \frac{5.0}{33}$$

$$-\frac{5.5}{33} - \frac{5.5}{28} - \frac{4.5}{21} - \frac{1.1}{12}$$

$$-\frac{0.6}{7} - \frac{1.5}{14} - \frac{6.3}{25} - \frac{6.7}{33}$$

$$-\frac{4.0}{40} - \frac{4.0}{33} - \frac{3.3}{18} - \frac{0.8}{12}$$

$$-\frac{0.7}{6} - \frac{1.0}{14} - \frac{6.9}{25} - \frac{7.8}{33}$$

$$+\frac{8.3}{40} + \frac{5.3}{35} - \frac{0.9}{30} - \frac{1.2}{19} - \frac{0.5}{8}$$

$$-\frac{0.6}{5} - \frac{1.5}{16} - \frac{2.5}{24} - \frac{4.5}{40}$$

$$+\frac{8.3}{40} + \frac{5.3}{39} - \frac{0.0}{26} - \frac{1.1}{18} - \frac{0.7}{9}$$

$$-\frac{0.4}{5} - \frac{1.0}{19} - \frac{2.5}{25} - \frac{7.8}{35} \quad (42)$$

$$+\frac{12.2}{38} + \frac{5.3}{30} - \frac{0.4}{23} - \frac{1.0}{14} - \frac{0.3}{5}$$

$$-\frac{0.6}{6} - \frac{1.4}{21} - \frac{2.5}{26} - \frac{8.8}{35}$$

$$+\frac{8.8}{38} + \frac{5.3}{30} + \frac{1.0}{20} - \frac{0.2}{7}$$

$$-\frac{0.6}{5} - \frac{1.2}{18} - \frac{2.0}{23} - \frac{5.0}{33} - \frac{6.3}{40}$$

$$+\frac{7.3}{40} + \frac{5.3}{35} - \frac{0.7}{22} - \frac{1.1}{15} - \frac{0.3}{5}$$

$$-\frac{0.4}{5} - \frac{1.7}{18} - \frac{2.5}{22} - \frac{3.0}{33}$$

$$+\frac{5.3}{35} + \frac{0.2}{25} - \frac{1.0}{16} - \frac{0.6}{5}$$

$$-\frac{0.6}{6} - \frac{1.5}{17} - \frac{2.6}{25} + \frac{5.3}{35}$$

Station Elev

+60.9
52+50

214.59

of County Road B.

52

+85

214.4

51

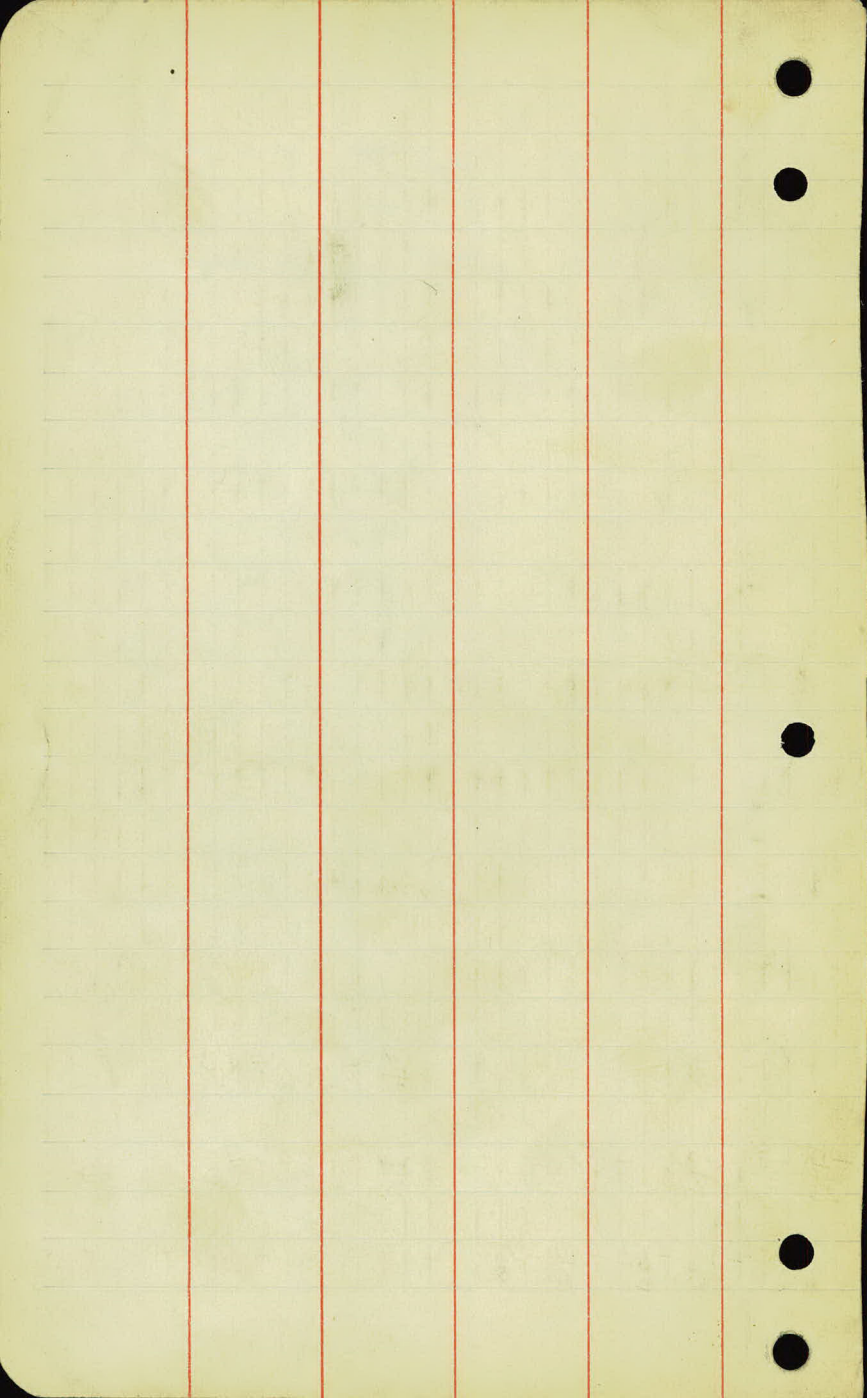
214.2

L R

$$-\frac{1.3}{50} - \frac{1.0}{35} - \frac{0.6}{13} - \frac{0.4}{13} - \frac{1.0}{35} - \frac{1.3}{50}$$

$$\frac{+2.0}{33} - \frac{3.0}{24} - \frac{3.1}{21} - \frac{0.6}{14} - \frac{0.4}{10} - \frac{0.4}{9} - \frac{0.6}{17} - \frac{3.4}{22} - \frac{5.0}{33}$$

$$\frac{0}{33} - \frac{2.0}{30} - \frac{1.4}{20} - \frac{1.4}{16} - \frac{1.0}{8} - \frac{0.9}{11} - \frac{1.7}{15} - \frac{1.3}{22} + \frac{0.6}{30} + \frac{1.6}{33}$$



Level Notes

Proj. 23-04

Edgerton St.

Edgerton. St. Levels

Sta	+	H.I.	-	Rod.	Elev.
0400 B.M.	0.29	199.25			198.96
1+00				3.8	195.4 V
2+00				6.8	199.4 V
3+00				9.0	190.2 V
4+00				10.5	188.7 V
T.P.	3.03	191.56	10.72		188.53 V
5+00				3.7	187.9 V
6+00				4.4	187.2 V
7+00				5.0	186.6 V
8+00				6.2	185.4 V
9+00				7.2	184.4 V
+63				7.95	183.61 V
+69				7.72	183.84 V
10+00				8.2	183.2 V
T.P.	1.83	185.44	7.95		183.61 V
11+00	5.15			2.8	182.6 V
12+00				4.9	180.5 V
13+00				7.5	177.9 V
14+00				10.3	175.1 V
15+00				12.0	173.4 V
T.P.	5.29	179.80	10.93		174.51 V
16+00			29.60	7.2	172.6 V
B.M.			5.15	5.28	174.52 V
17+00			2.45	6.4	173.4 V
+50		198.96		5.8	174.0 V
		174.58			
		4.45			

2-6-23

R.F. Austin - level
W. Stent - Rod.

50

Mont. Carpenter + Edgerton. "City Data"

Top. 30 Rail 200. line
" No " " line

Rail. in Tel. Pole to sta 16+64

Sta	+	H.I.	-	Rod.	Elev.
	5.29	179.50			
18+00				4.7	175.14
19+00				0.9	178.94
T.P.	12.16	191.01	0.95		178.554
20+00				7.5	183.54
21+00				2.5	188.54
T.P.	12.42	202.48	0.75		190.264
22+00				9.1	193.64
23+00				4.3	198.44
T.P.	12.94	214.58	0.74		201.944
24+00				11.4	203.54
25+00				6.0	208.94
26+00				1.1	213.54
B.M.	11.01	225.28	0.61		211.74
+25	53.82			10.4	214.94
	4. Road				
27+00				7.2	218.14
+85	53.62			4.0	221.34
	4.93				
	46.89				
28+00				3.5	221.84
29+00				1.5	223.84
T.P.	6.68	230.08	1.88		223.404
30+00			4.95	5.2	224.94
31+00				4.9	225.24
32+00				4.3	225.84
33+00				3.6	226.54
34+00				2.7	227.44
		223.40			
		174.51			
		48.89			

No. in Tel. Pole to Sta 26+09 S.W. cor.

Top Stake 29+00



Edgerton St. Levels

Sta.	+	H.I.	-	Rod	Elev
	6.68	230.08			
35 + 00				1.6	228.52
T.P.	5.26	233.73	1.61		228.47
36 + 00				4.7	229.02
B.M.				3.57	230.162
37 + 00				4.0	229.72
38 + 00				4.0	229.72
+ 78				4.1	228.82
39 + 00				5.5	228.22
40 + 00				5.5	228.22
41 + 00				11.1	222.62
T.P.	0.67	223.10	11.30		222.432
42 + 00				3.2	219.92
43 + 00				5.8	217.22
44 + 00				7.5	215.62
45 + 00				8.5	214.62
46 + 00				8.6	214.52
T.P.	4.57	218.71	8.46		214.12
47 + 00	<u>17.18</u>			4.2	214.52
48 + 00				4.4	214.32
49 + 00				4.6	214.12
50 + 00				4.2	214.32
51 + 00				4.5	214.22
+ 72	-77.9			4.33	214.352
B.M.				4.12	214.592
		223.40		<u>4.12</u>	
		214.59		25.99	
		<u>8.81</u>		17.18	
				-8.81	

2-6-23

R. E. Austin - Levels
W. Stark - Rad.

Nail in Tel. Pole. 4 sta 36 + 650

Abbox - Ent. Paving
Mon. 52 + 602

County Rd "B"

Sta

+

H.I

-

Rod.

Elev

57/45