

Book -22- Dr. 6

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan Survey

EDGERTON STREET

Co. Rd. B

from R.R. Tracks To Co. Rd. "A2"

Road Acc't. No.

Date Filed. 1935

File

Plan Survey
Bank Widening
Edgerton St.

From E. 12 to Co. Road 'B'

For Alignment & Topography
See Road Map Survey File # 2-10

Plan
Complete

Sta.	+	Σ	-	Elev.
<u>Bench Levels</u>				
B.M.	1.01	909.79 ✓		908.78
T.P.	0.51	896.52 ✓	13.78	896.01 ✓
✓	0.10	883.51 ✓	13.11	883.41 ✓
✓	0.95	871.35 ✓	13.11	870.40 ✓
✓	9.47	879.96 ✓	0.86	870.49 ✓
B.M.	0.40	879.96	0.40	879.56 ✓

0+0 = Larpenier Ave.

7+63 = $\pm$ line	{	1.48	877.98 ✓	South Rail
	{	1.75	878.21 ✓	North Rail

10+0 878.02 ✓

+50 77.84 ✓

11+0 77.37 ✓

+50 76.38 ✓

12+0 75.11 ✓

+50 73.86 ✓

13+0 72.56 ✓

+56 871.15 ✓

T.P.	1.50	871.99 ✓	9.47.	870.49 ✓
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Lt.

P

Rt.

W.H.C.

K.A.

L.B.H.

9/6/33

Spike in R. Pole S.W. Cor. Edgerton & Co. Rd A2

Top Fire Hyd. 16'-Lt. Sta. 11+53

19

7.2	7.0	5.7	2.4	2.03	1.84	2.02	2.2	1.8	1.20	1.60
50	40	28	18	10	10	10	19	21	29	33.5

TCurb

6.4	4.1	2.5	2.7	2.12	2.22	2.6	2.00	1.39	1.25
50	24	17	10	10	10	20.5	20.5	29.5	34

20

5.9	4.3	5.1	4.7	2.9	2.69	2.59	2.72	3.0	2.15	1.4	1.40	1.31
50	31	28	22	17	10	10	10	20	20.0	25	29.5	34

7.2	3.0	5.8	5.5	4.0	3.66	3.58	3.67	3.6	3.33	2.6	2.74	2.13
50	31	28	23	17	10	10	10	20	20.0	24	29	33.5

49

12.7	7.2	8.1	7.9	5.7	4.92	4.85	4.96	4.8	4.15	3.8	3.67
50	30	28	23	16	10	10	10	20	20	29	33.5

61

10.0	18.9	12.2	6.3	6.22	6.10	6.24	6.6	6.47	5.87	5.72
50	44	26	15	10	10	10	20	20	29	33.5

7.4

10.4	18.2	12.5	7.9	7.51	7.40	7.51	7.9	8.8	8.23	8.00	7.9
50	33	23	16	10	10	10	16	20	20	29	33.5

8.6

11.0	11.0	12.0	9.5	8.42	8.81	8.92	9.1	10.3	9.85	10.15	10.08
50	33	21	18	10	10	10	15	20	20.0	29	33.5

Sta. + π - Elev.

871.99 ✓

13+72

870.77 ✓

14+30

69.36 ✓

14+45

68.99 ✓

+76 = End S.W. Right

68.31 ✓

15+0

67.93 ✓

T.P.

3.25

871.18 ✓

406

867.93 ✓

+50

66.98 ✓

16+0

66.67 ✓

17+0

67.13 ✓

+60

68.26 ✓

18+0

69.38 ✓

~~70.38~~

+25

70.13 ✓

+40

870.55 ✓

Erst.

T. curv

212

26

3.0

3.1

4.1

Fig 2' curb

4.27

4.5

4.1

2.9

1.8

11

0.6

2"
Top Curb

355/2

Sta. + X - E 10V.

871.18 ✓

72.72
70.62

1940

+50

74.88 ✓

2040

77.28 ✓

T.P. 13.31 883.72 ✓ 0.77

870.41 ✓

1940

72.72
70.62

+50

74.88 ✓

2040

77.28 ✓

+67

80.67 ✓

2140

82.35 ✓

T.P. 13.27 896.81 ✓ 0.18

883.54 ✓

+50

84.85 ✓

2240

87.93 ✓

+50

89.92 ✓

73

892.39 ✓

Lt. E Rt.

(18+90-L Drive to Cent)

11.7 11.6 9.6
50 40 33

41.5 ✓

84 9.0 7.4
50 40 33

13.7 ✓

5.5 4.8 4.4
50 40 31

16.1 ✓

Top curb. Top curb

11.4 10.84 11.0 10.90 11.6 12.4 - Drive Cr.
17 10 11.0 10 25 50 Level out

9.2 8.71 8.84 8.75 9.15.3 15.5
18. 10 10 17 27 50

Top curb 6.4 Top curb

6.7 6.46 6.44 6.38 6.7 12.1 12.5 13.6
16 10 10 17 27 34 50

12.7 12.0 3.8 3.12 3.05 3.26 3.5 9.3 9.8
50 29 17 10 10 16 76 76 50

8.0 6.6 8.8 8.5 2.4 1.50 1.37 1.41 2.0 7.0 7.4 8.1
50 39 33 26 17 10 10 17 27 40 50

Top Bottom Plank Guard Rail Rt. Sta. 20+90

8.0 8.3 10.8 18.5 18.5 12.4 12.10 11.96 12.08 12.2 17.1 18.0
50 43 38 26 23 16 10 12.0 10 18 26 50

1.6 1.6 2.9 7.6 12.2 12.3 7.8 7.54 7.48 7.55 9.7 13.6 12.8
50 41 35 28 23 20 15 10 10 17 25 50

4.2 6.1 7.9 7.2 6.95 6.89 7.01 7.4 8.9 12.6 12.6 4.2 3.2
50 27 19 15 10 10 18 22 29 30 39 50

2.1 1.0 5.4 4.9 4.47 4.42 4.52 4.9 6.5 6.5 3.2 0.6 12.8 3.8
50 28 22 16 10 10 18 21 24 27 36 48 55

Sta.	+	π	-	Elev.
		896.81		
13+40				894.38 ✓
T.P.	13.18	909.19 ✓	0.80	896.01 ✓
23+40				894.38 ✓
24+0				897.34 ✓
+60				900.31 ✓
25+0				902.34 ✓
+50				904.85 ✓
B.M.				
B.M.	9.52	918.30 ✓	0.41	908.78 ✓
T.P.	9.85	922.75 ✓	5.90	912.40 ✓
24+0				897.34 ✓
+60				900.31 ✓
25+0				902.34 ✓
+50				904.85 ✓
26+0				907.35 ✓

Lt.

2

Bt.

4

$$\begin{array}{r} 1.9 \quad 3.7 \quad 2.7 \quad 2.53 \quad 2.45 \quad 2.47 \quad 2.6 \quad 3.1 \\ \hline 22 \quad 20 \quad 15 \quad 10 \quad 10 \quad 10 \quad 18 \quad 22 \end{array}$$

$$\frac{11.4}{50}$$

$$\frac{10.3}{29}$$

$$-14.8$$

$$\frac{5.2}{29}$$

$$\frac{5.0}{50}$$

$$\frac{6.6}{50}$$

$$\frac{5.4}{33}$$

$$\frac{13.6}{20}$$

$$\frac{12.2}{16}$$

$$\frac{11.96}{10}$$

$$\frac{11.85}{10}$$

$$\frac{11.83}{10}$$

$$\frac{12.2}{18}$$

$$\frac{13.0}{21}$$

$$\frac{12.1}{27}$$

Contd

Contd

$$\frac{6.8}{24}$$

$$\frac{8.7}{24}$$

$$\frac{10.3}{22}$$

$$\frac{8.9}{18}$$

$$\frac{8.84}{10}$$

$$\frac{8.7}{10}$$

$$\frac{8.88}{10}$$

$$\frac{8.96}{10}$$

$$\frac{9.4}{19}$$

$$\frac{10.0}{22}$$

$$\frac{8.0}{24}$$

"

"

$$\frac{5.5}{28}$$

$$\frac{6.4}{24}$$

$$\frac{8.5}{21}$$

$$\frac{7.0}{19}$$

$$\frac{6.85}{10}$$

$$\frac{6.9}{10}$$

$$\frac{6.88}{10}$$

$$\frac{7.1}{19}$$

$$\frac{7.7}{24}$$

"

25+18 Ent. Lt. Beg Lown Shrubs (Slope is Lown)

"

$$\frac{8.0}{34}$$

$$\frac{2.0}{29}$$

$$\frac{5.2}{23}$$

$$\frac{4.6}{20}$$

$$\frac{4.35}{10}$$

$$\frac{4.34}{10}$$

$$\frac{4.32}{10}$$

$$\frac{4.6}{19}$$

$$\frac{5.6}{23}$$

"

R.R. Spide in R.R. S.W. cor. Edgerton & Co. Rd "A2"

Contd from Above

$$\frac{24.9}{10}$$

$$\frac{7.7}{52}$$

$$\frac{7.7}{60}$$

-

$$\frac{11.7}{50}$$

$$\frac{11.4}{29}$$

$$-21.9$$

$$\frac{2.6}{54}$$

$$\frac{2.6}{60}$$

$$\frac{7.0}{50}$$

$$\frac{7.7}{43}$$

$$-18.8$$

$$\frac{4.8}{49}$$

$$\frac{5.1}{60}$$

Yard-

$$\frac{8.3}{60}$$

$$\frac{10.6}{45}$$

$$-17.4$$

$$\frac{3.1}{51}$$

$$\frac{3.3}{60}$$

$$\frac{10.3}{50}$$

$$\frac{14.1}{29}$$

$$\frac{17.5}{25}$$

$$\frac{14.9}{20}$$

$$\frac{15.00}{10}$$

$$\frac{14.9}{10}$$

$$\frac{14.7}{10}$$

$$\frac{16.0}{19}$$

$$\frac{17.5}{23}$$

$$\frac{11.2}{30}$$

$$\frac{11.2}{60}$$

Sta.	+	π	-	Elev.
16+08		922.75 ✓		08.75 908.25
175 - E Co. Rd. A2				908.65 ✓
+43				909.55 ✓
+62				910.53 ✓
17				912.45 ✓
+50				914.64 ✓
18+0				916.36 ✓
T.P.	740	925.03 ✓	462	917.63 ✓
+50				17.63 ✓
19+0				18.28 ✓
+50				18.62 ✓
T.P.	1143	930.45 ✓	6.01	919.02 ✓
30+0				19.02 ✓
+50				19.34 ✓

ی

13.5

13.6

121

11.1

9.8

107-E - 4 1/2 conc. steps.

59 50

2.4

6.4

6.2

1114

三

School Yard -

Stk.	+	X	-	E/O
		930.45 ✓		
3140				19.71 ✓
+50				20.13 ✓
32				20.48 ✓
+45				20.78 ✓
T.P.	12.16	933.31 ✓	930	921.15 ✓
32+75				20.92 ✓
33403				21.15 ✓
33404 - Beg Wall Lt.				21.15 ✓
3440				21.89 ✓
34484 - End Wall Lt.				22.63 ✓
35416 - Beg Wall Rt.				22.87 ✓
3640				23.55 ✓
+42				23.74 ✓

Lt.

E

Rt.

6

30 32 11.7 120 11.1 10.87 10.74 10.77 10.9 12.8 12.5 18 1.8
50 37 24 18 15 10 10 10 14 19 25 40 50

122 - Back Yard + Lawn.

40 6.7 11.2 11.4 10.5 10.41 10.32 10.40 10.5 12.6 12.5 11.6 1.0
50 35 22 17 14 10 10 10 15 19 26 39 50

41 7.0 10.5 10.8 10.2 10.07 9.97 10.02 10.2 12.0 11.8 2.5 2.9
50 36 24 18 14 10 10 10 14 19 26 39 50

43 6.2 10.1 10.0 9.6 9.73 9.67 9.70 9.9 10.5 10.3 3.2 3.2
50 37 27 18 15 10 10 10 15 17 27 39 50

420.34.23

11.2 12.1 12.38 12.39 12.43 12.3 7.2 6.8
50 24 10 10 10 30 47 50

11.4 12.1 12.22 12.16 12.22 12.4 13.7 13.9 8.5 6.3 6.1
50 29 10 10 10 13 18 25 35 41 50

8.2 8.4 8.4 11.9 12.22 12.16 12.22 12.4 13.7 13.9 8.5 6.3 6.1
50 30 29 29 10 10 10 13 18 25 35 41 50

5.7 6.0 7.8 7.8 11.5 11.45 11.42 11.48 11.5 13.3 13.3 12.1 12.1 6.1 6.1
50 39 30 29 29 10 10 10 14 19 21 24 28 35 50

3.4 5.8 7.3 7.3 10.4 11.4 10.74 10.68 10.79 11.0 11.9 11.2 11.2 6.0 5.8
50 39 30 29 29 10 10 10 19 14 21 24 29 36 50

5.2 5.4 10.0 11.4 11.2 10.6 10.7 10.44 10.52 10.5 11.4 10.8 10.3 7.6 7.6 6.0 4.2
50 32 27 22 18 15 10 10 10 12 18 24 31.5 31.5 31.5 41 50

4.1 4.5 11.3 11.2 10.0 9.83 9.76 9.82 9.7 6.8 6.8 3.1 3.1 3.1 3.1 5.0
50 31 22 19 14 10 10 10 10 3.5 3.5 3.5 3.5 3.5 5.0

4.7 4.9 10.6 11.2 9.8 9.61 9.57 9.61 10.8 5.5 5.3 3.3
50 33 28 19 13 10 10 10 13 3.2 4.0 5.0

Sta.	+	π	-	Elev.
		933.31 ✓		
37+0				23.17 ✓
+55				23.60 ✓
38				23.27 ✓
+50				22.70 ✓
39+0				22.01 ✓
T.P.	2.40	923.61 ✓	12.10	921.21 ✓
+45				21.21 ✓
+58				20.94 ✓
+75				20.54 ✓ 20.59
39+85				20.30 ✓
40+30				19.18 ✓
41+0				17.39 ✓
+45				16.21 ✓

Lt.

S

Rt.

9.5

4.2	4.2	10.5	11.1	9.8	9.58	9.54	9.58	9.8	11.2	11.0	3.6	4.1
<u>50</u>	<u>32</u>	<u>24</u>	<u>18</u>	<u>15</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>13</u>	<u>18</u>	<u>29</u>	<u>37</u>	<u>50</u>

9.7

2.4	3.1	10.4	10.8	10.0	9.76	9.71	9.72	10.1	12.8	2.7	3.6
<u>50</u>	<u>33</u>	<u>21</u>	<u>17</u>	<u>12</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>15</u>	<u>20</u>	<u>36</u>	<u>50</u>

10.0

1.3	2.0	4.8	5.3	10.0	10.08	10.04	10.08	10.2	11.8	12.0	4.4	4.9
<u>50</u>	<u>38</u>	<u>24</u>	<u>27</u>	<u>18</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>15</u>	<u>18</u>	<u>28</u>	<u>35</u>	<u>50</u>

10.6

2.0	2.7	5.7	6.2	10.2	10.64	10.61	10.66	10.7	12.3	12.4	9.5	10.6
<u>50</u>	<u>36</u>	<u>30</u>	<u>27</u>	<u>20</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>14</u>	<u>20</u>	<u>26</u>	<u>32</u>	<u>50</u>

11.3

2.7	3.3	6.7	7.0	11.1	11.33	11.30	11.35	11.4	13.7	14.0	12.7	15.7
<u>50</u>	<u>38</u>	<u>31</u>	<u>28</u>	<u>22</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>13</u>	<u>20</u>	<u>26</u>	<u>31</u>	<u>50</u>

2.4

+ 5.4	+ 5.0	+ 2.3	+ 1.8	1.8	2.48	2.40	2.48	3.0	4.2	5.8	8.7
<u>50</u>	<u>39</u>	<u>33</u>	<u>29</u>	<u>22</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>14</u>	<u>20</u>	<u>25</u>	<u>46</u>

2.7

0.0	0.6	2.70	2.67	2.75	3.1	4.7	8.1	11.3
<u>50</u>	<u>41</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>14</u>	<u>24</u>	<u>35</u>	<u>50</u>

3.1

1.2	3.16	3.07	3.16	3.7	6.4	10.4	13.5
<u>36</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>15</u>	<u>22</u>	<u>35</u>	<u>50</u>

3.3

+ 4.2	+ 3.9	2.4	3.40	3.31	3.40	4.2	8.1	10.7	14.0
<u>50</u>	<u>40</u>	<u>27</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>16</u>	<u>31</u>	<u>34</u>	<u>50</u>

4.4

4.61	4.61	5.0	5.4	4.6	4.41	4.43	4.52	4.8	7.1	10.7	15.0
<u>50</u>	<u>40</u>	<u>26</u>	<u>19</u>	<u>15</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>14</u>	<u>26</u>	<u>35</u>	<u>50</u>

6.2

16.3	15.8	7.6	7.5	6.6	6.28	6.22	6.34	6.4	8.0	10.3	15.3	17.0
<u>50</u>	<u>41</u>	<u>34</u>	<u>18</u>	<u>15</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>14</u>	<u>19</u>	<u>27</u>	<u>40</u>	<u>50</u>

2.4

15.8	15.4	6.0	9.0	8.4	7.0	7.48	7.40	7.46	7.5	10.5	11.7	16.0	17.5
<u>50</u>	<u>43</u>	<u>27</u>	<u>23</u>	<u>16</u>	<u>13</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>14</u>	<u>19</u>	<u>27</u>	<u>38</u>	<u>50</u>

Sta.	+	π	-	Elev.
		923.61 ✓		
4240				14.81 ✓
4360				12.20 ✓
T.P.	3.91	914.06 ✓	13.46	910.15 ✓
+80				10.52 ✓
4440				10.15 ✓
4/5				09.43 ✓
+50				09.27 ✓
+85				09.11 ✓
46				09.12 ✓
47				09.06 ✓
+95				08.95 ✓
48				08.86 ✓
+37				08.78 ✓
T.P.	4.60	913.37 ✓	5.79	908.77 ✓

Lt.

Lt.

124.

8

8.8
 $\frac{00}{50}$ $\frac{14}{41}$ $\frac{10.0}{78}$ $\frac{10.4}{78}$ $\frac{9.1}{75}$ $\frac{8.91}{70}$ $\frac{8.80}{70}$ $\frac{8.97}{10}$ $\frac{9.0}{74}$ $\frac{12.5}{21}$ $\frac{13.4}{27}$ $\frac{18.6}{50}$

11.4
 $\frac{4.0}{50}$ $\frac{5.6}{42}$ $\frac{12.1}{32}$ $\frac{12.5}{19}$ $\frac{11.5}{15}$ $\frac{11.97}{10}$ $\frac{11.41}{10}$ $\frac{11.53}{10}$ $\frac{11.6}{14}$ $\frac{15.5}{26}$ $\frac{16.2}{50}$

3.5
 $\frac{4.9}{50}$ $\frac{6.0}{44}$ $\frac{5.7}{31}$ $\frac{5.4}{19}$ $\frac{3.1}{13}$ $\frac{3.62}{10}$ $\frac{3.54}{10}$ $\frac{3.63}{10}$ $\frac{3.6}{14}$ $\frac{9.3}{24}$ $\frac{9.3}{40}$ $\frac{9.0}{50}$

3.9
 $\frac{7.4}{50}$ $\frac{7.5}{35}$ $\frac{6.7}{19}$ $\frac{4.1}{14}$ $\frac{4.01}{10}$ $\frac{3.97}{10}$ $\frac{4.01}{10}$ $\frac{4.7}{30}$ $\frac{4.7}{50}$

4.6
 $\frac{10.3}{50}$ $\frac{10.4}{36}$ $\frac{10.0}{22}$ $\frac{4.9}{14}$ $\frac{4.71}{10}$ $\frac{4.63}{10}$ $\frac{4.72}{10}$ $\frac{6.1}{50}$

4.8
 Drain West. $\frac{11.4}{50}$ $\frac{11.0}{31}$ $\frac{10.0}{22}$ $\frac{5.3}{14}$ $\frac{4.84}{10}$ $\frac{4.79}{10}$ $\frac{4.91}{10}$ $\frac{4.8}{15}$ $\frac{6.4}{27}$ $\frac{6.6}{45}$ $\frac{5.8}{50}$

5.0
 $\frac{11.1}{50}$ $\frac{10.1}{22}$ $\frac{5.3}{14}$ $\frac{5.00}{10}$ $\frac{4.95}{10}$ $\frac{5.00}{10}$ $\frac{4.8}{15}$ $\frac{6.1}{24}$ $\frac{6.1}{50}$

4.9
 $\frac{10.6}{50}$ $\frac{10.2}{24}$ $\frac{5.3}{14}$ $\frac{5.05}{10}$ $\frac{4.94}{10}$ $\frac{4.98}{10}$ $\frac{4.8}{15}$ $\frac{9.6}{78}$ $\frac{9.7}{30}$ $\frac{8.6}{33}$ $\frac{10.6}{50}$

5.0
 $\frac{4.0}{50}$ $\frac{7.5}{31}$ $\frac{7.0}{25}$ $\frac{7.0}{21}$ $\frac{5.4}{16}$ $\frac{5.16}{10}$ $\frac{5.00}{10}$ $\frac{5.1}{15}$ $\frac{8.3}{21}$ $\frac{8.2}{25}$ $\frac{3.5}{33}$ $\frac{4.3}{50}$

5.1
 $\frac{4.6}{50}$ $\frac{4.3}{29}$ $\frac{6.9}{24}$ $\frac{6.9}{22}$ $\frac{5.5}{15}$ $\frac{5.21}{10}$ $\frac{5.11}{10}$ $\frac{5.15}{10}$ $\frac{5.4}{14}$ $\frac{7.7}{19}$ $\frac{7.7}{24}$ $\frac{2.6}{33}$ $\frac{2.5}{50}$

5.2
 $\frac{11.8}{50}$ $\frac{11.2}{35}$ $\frac{9.6}{23}$ $\frac{5.6}{16}$ $\frac{5.21}{10}$ $\frac{5.20}{10}$ $\frac{5.31}{10}$ $\frac{5.6}{14}$ $\frac{7.4}{19}$ $\frac{7.4}{28}$ $\frac{6.2}{32}$ $\frac{5.8}{50}$

5.3
 $\frac{12.4}{50}$ $\frac{12.4}{41}$ $\frac{11.2}{35}$ $\frac{5.7}{14}$ $\frac{5.31}{10}$ $\frac{5.28}{10}$ $\frac{5.40}{10}$ $\frac{5.5}{14}$ $\frac{7.9}{20}$ $\frac{2.7}{38}$ $\frac{7.0}{50}$

Sta. + π - Elev.

913.37 ✓

49

908.77 ✓

50

08.75 ✓

+60

08.69 ✓

51

08.62 ✓

+75

08.53 ✓

52

08.46 ✓

+24

08.50 ✓

+43

08.57 ✓

+62.7

08.69 ✓

B.M.

574

907.63 ✓

B.M.

468

908.69 ✓

Lt.

2

W.H.C.
K.A. 9/17/35
L.B.H.

11.0	10.2	9.2	5.0	4.67	4.60	4.68	4.8	6.4	6.5	4.5	4.2
$\frac{50}{50}$	$\frac{31}{31}$	$\frac{23}{23}$	$\frac{15}{15}$	$\frac{10}{10}$	$\frac{4.6}{4.6}$	$\frac{70}{70}$	$\frac{14}{14}$	$\frac{18}{18}$	$\frac{28}{28}$	$\frac{33}{33}$	$\frac{50}{50}$

100	8.1	4.8	4.72	4.62	4.71	4.9	6.1	5.9	25	24
$\frac{50}{50}$	$\frac{25}{25}$	$\frac{14}{14}$	$\frac{10}{10}$	$\frac{4.6}{4.6}$	$\frac{10}{10}$	$\frac{14}{14}$	$\frac{18}{18}$	$\frac{25}{25}$	$\frac{32}{32}$	$\frac{50}{50}$

8.7	8.4	7.3	4.8	4.75	4.68	4.79	5.1	6.2	6.1	1.2	0.9
$\frac{50}{50}$	$\frac{36}{36}$	$\frac{25}{25}$	$\frac{14}{14}$	$\frac{10}{10}$	$\frac{4.6}{4.6}$	$\frac{70}{70}$	$\frac{15}{15}$	$\frac{18}{18}$	$\frac{26}{26}$	$\frac{38}{38}$	$\frac{50}{50}$

6.7	6.1	6.9	6.7	5.3	4.83	4.75	4.84	5.2	6.1	6.0	1.8	1.5
$\frac{50}{50}$	$\frac{75}{75}$	$\frac{22}{22}$	$\frac{18}{18}$	$\frac{15}{15}$	$\frac{10}{10}$	$\frac{4.6}{4.6}$	$\frac{10}{10}$	$\frac{14}{14}$	$\frac{18}{18}$	$\frac{27}{27}$	$\frac{32}{32}$	$\frac{15}{15}$

1.6	2.2	6.7	6.7	5.1	4.92	4.84	4.92	4.9	6.8	7.8	8.0
$\frac{50}{50}$	$\frac{24}{24}$	$\frac{22}{22}$	$\frac{19}{19}$	$\frac{14}{14}$	$\frac{10}{10}$	$\frac{4.6}{4.6}$	$\frac{10}{10}$	$\frac{14}{14}$	$\frac{22}{22}$	$\frac{38}{38}$	$\frac{50}{50}$

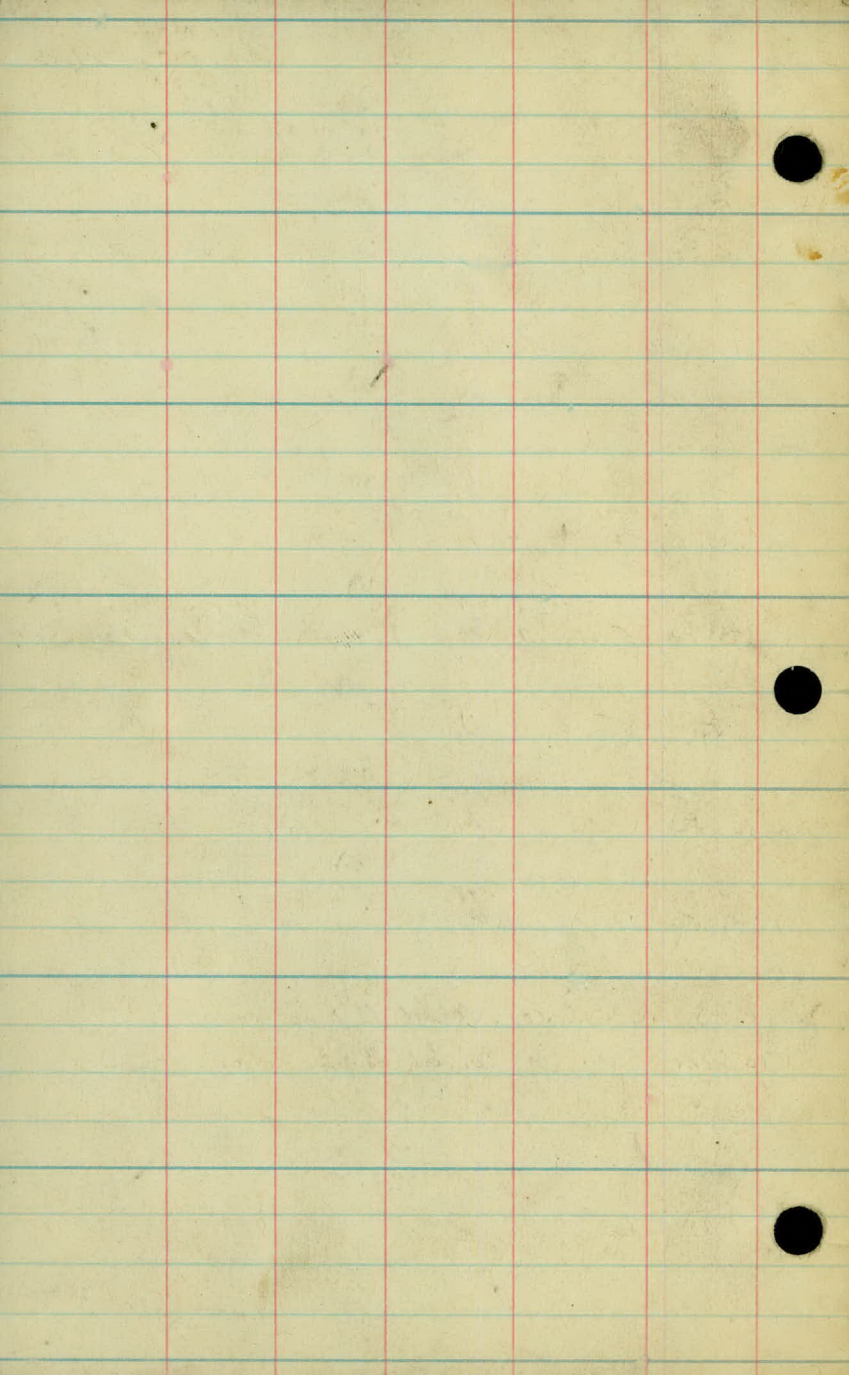
1.7	2.1	7.3	7.2	5.5	4.98	4.91	4.98	5.1	8.5	9.2	9.9
$\frac{50}{50}$	$\frac{30}{30}$	$\frac{25}{25}$	$\frac{21}{21}$	$\frac{17}{17}$	$\frac{10}{10}$	$\frac{4.6}{4.6}$	$\frac{70}{70}$	$\frac{20}{20}$	$\frac{76}{76}$	$\frac{36}{36}$	$\frac{50}{50}$

7.4	7.4	6.0	4.94	4.87	4.97	5.2	9.0	10.3
$\frac{50}{50}$	$\frac{45}{45}$	$\frac{39}{39}$	$\frac{10}{10}$	$\frac{4.6}{4.6}$	$\frac{10}{10}$	$\frac{30}{30}$	$\frac{41}{41}$	$\frac{50}{50}$

5.7	4.83	4.80	4.88	5.1
$\frac{50}{50}$	$\frac{70}{70}$	$\frac{4.6}{4.6}$	$\frac{70}{70}$	$\frac{50}{50}$

E Rd. "B"	5.3	4.75	4.68	4.72	4.90
$\frac{50}{50}$	$\frac{10}{10}$	$\frac{10}{10}$	$\frac{10}{10}$	$\frac{10}{10}$	$\frac{50}{50}$

in Pa/o
R.R. Sp. to S.E. cor. Co. Rd. "B" & Edgerton.
Top Stone Mon. Int. Co. Rd. "B" & Edgerton



Slope stakes
Edgerton St.
LINE to Co. Road A²
East Side

W. H. Carlson.

Nov. 29, 1935

B.M.	0.05	879.61		879.56
------	------	--------	--	--------

T.P.	2.09	870.29	11.41	868.20
------	------	--------	-------	--------

16+50			3.53	66.76
-------	--	--	------	-------

14+76

15+0

T.P.	2.66	859.65	13.30	856.99
------	------	--------	-------	--------

15+50

16+0

16+50

17+0

+60

18

T.P.	12.84	872.14	0.35	859.30
------	-------	--------	------	--------

+75

+40

T.P.	7.75	878.33	1.66	870.48
------	------	--------	------	--------

18+80

Top Fire Hyd. 16' Lt. Sta. 11+53

68.21

68.46

G.R. G.R.
 $\frac{7.89}{15}$ $\frac{2.59}{70}$ $\frac{1.84}{13}$ $\frac{1.84}{30}$ $\frac{5.6}{42}$ $\frac{1.3}{1}$

68.10

2.2

$\frac{11.2}{66.9}$ / F. 9.0

67.19 +6.54

$\frac{6.4}{81.6}$ / F. 12.9

66.73 +7.08

$\frac{7.9}{90}$ / F. 15.0

67.01 +7.36

$\frac{7.5}{90}$ / F. 15.0

67.38 +7.7

$\frac{8.0}{92.8}$ / F. 15.7

68.47 +8.84

$\frac{7.8}{96.4}$ / F. 16.6

69.65 +10.0

$\frac{0.0}{70}$ / F. 10.0

70.40 1.7

$\frac{8.5}{57.2}$ / F. 6.8

70.85 1.3

$\frac{5.7}{47.6}$ / F. 4.4

$\frac{6.77}{72.0}$ 72.26 5.97

$\frac{7.5}{36}$ / F. 1.5

878.23

19420

4.7

73.5

+50

+50

2040

T.P.

13.26

885.87

5.62

872.61

+67

2140

+50

13.75

899.20

0.42

885.45

2240

+

+50

T.P.

13.32

912.45

0.07

899.13

+63

2340

+40

T.P.

11.81

924.04

0.22

912.23

$$\frac{4.7}{73.5} \quad \frac{5.2}{73.0} \quad \frac{4.45}{73.75} \quad \frac{4.45}{73.75} \quad \frac{7.1}{708} \quad \frac{7.1}{708}$$

75.22

3.01

$$\frac{9.8}{57.2} / F.6.8$$

77.59

0.64

$$\frac{7.6}{58} / F.7.0$$

80.71

5.16

$$\frac{11.8}{56.4} / F.6.6$$

82.56

3.31

$$\frac{10.9}{60.4} / F.7.6$$

84.98

0.9

$$\frac{7.2}{55.2} / F.6.3$$

87.51

11.7

$$\frac{15.7}{46.0} / F.4.0$$

90.05

9.2

$$\frac{4.5}{77.0} / C.4.7$$

$$\frac{15.5}{90} / C.6.0$$

92.54 13.9 98.54

$$\frac{10.4}{90} / C.3.5 \quad \frac{9.5}{107.8} / C.4$$

94.59 90.59

11.80

$$\frac{5.1}{90} / C.6.8 \quad \frac{4.0}{121.2} / C.7.8$$

924.04

24

+60

25

+50

+90

B.M.

15.27 90877

$$9761 \quad 21.4 \\ 903.61$$

$$\frac{8.2}{90} / 0.13.2 \quad \frac{7.4}{126.0} / 0.140$$

$$900.48 \quad \frac{12.5}{906.48}$$

$$\frac{4.0}{90} / 0.135 \quad \frac{6.5}{134.0} / 0.110$$

$$907.56 \quad \frac{15.4}{908.56}$$

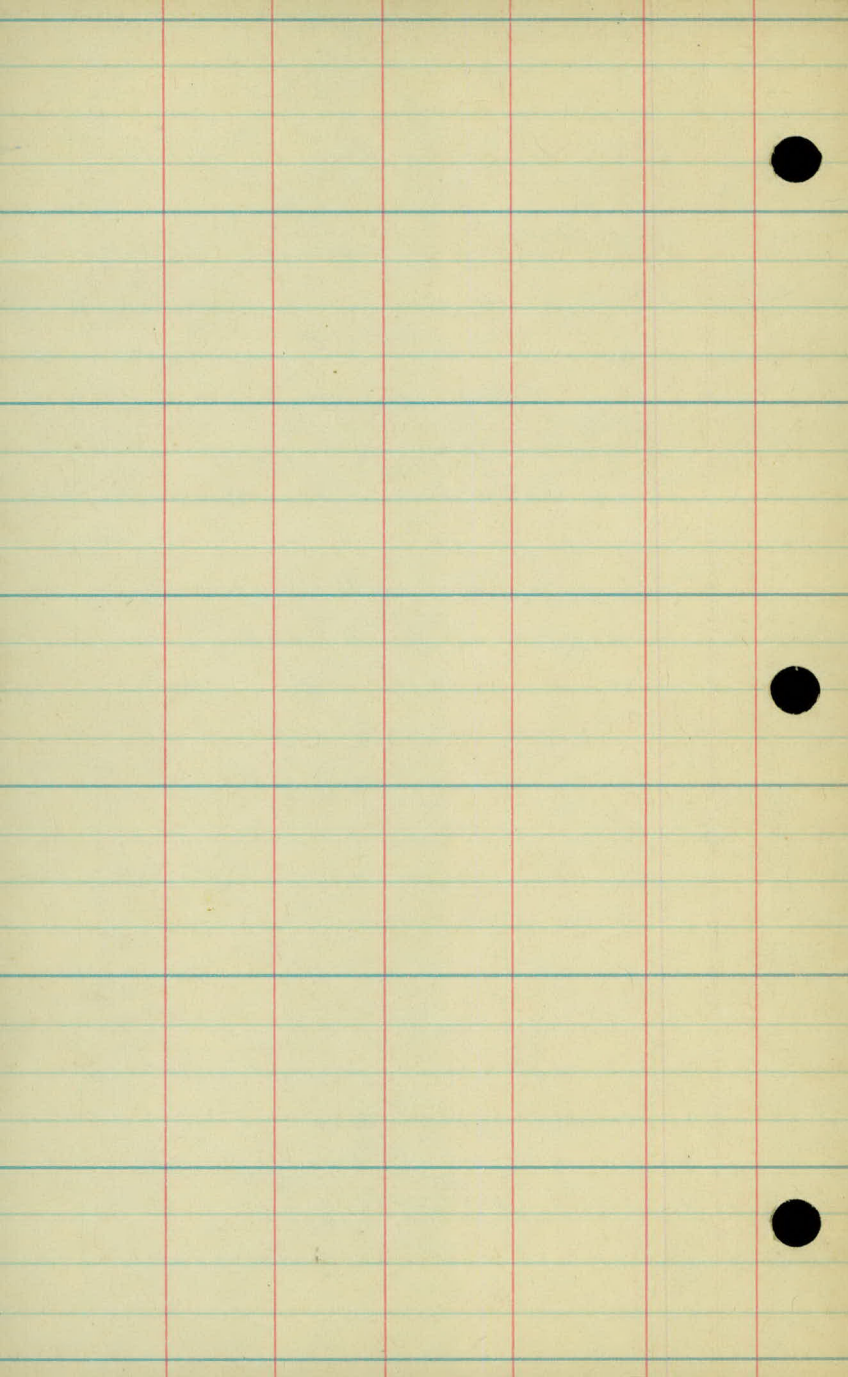
$$\frac{8.0}{90} / 0.7.4 \quad \frac{9.4}{114.0} / 0.6.5$$

$$905.12 \quad 911.12 = 12.9$$

$$\frac{5.6}{90} / 0.7.3 \quad \frac{5.4}{120.0} / 0.7.5$$

$$907.06 \quad 913.06 = 11.0$$

$$\frac{3.4}{90} / 0.8.6 \quad \frac{1.7}{128.0} / 0.9.5$$

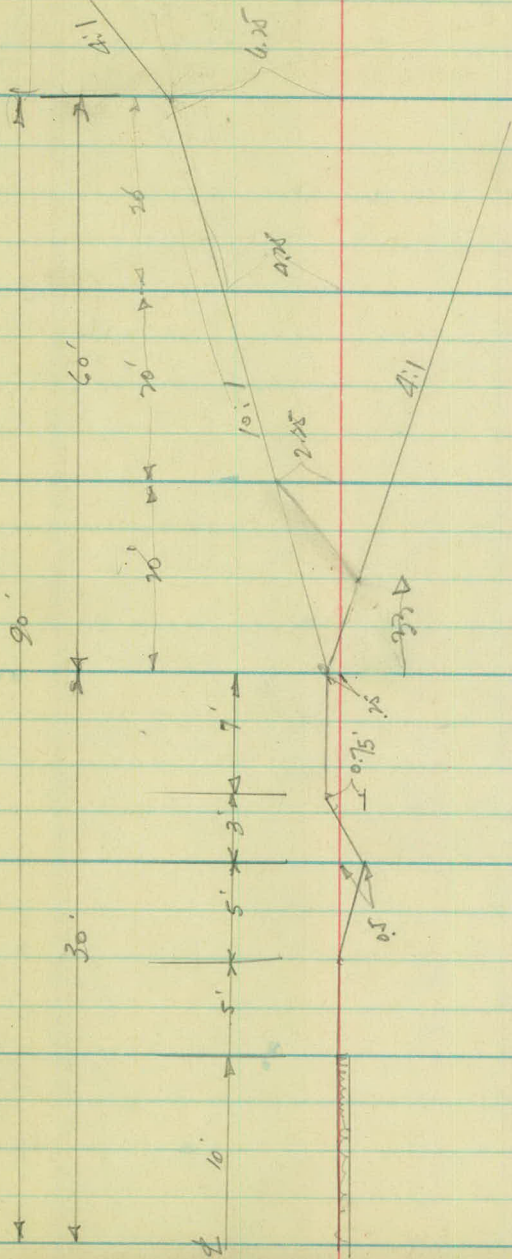


Edgerton St.

Elev. of Grades.

Station	Easestake Pavement	30' Rt	46.25 90' Rt.
14+76	68.21	68.46	
15	67.85	68.10	
+50	66.94	67.19	
16	66.48	66.73	
+50	66.76	67.01	
17	67.13	67.38	
+60	68.24	68.49	
18	69.40	69.65	
+25	70.15	70.40	
+40	70.60	70.85	
19	72.82	73.07	
+50	74.97	75.22	
20	77.34	77.59	
+67	80.46	80.71	
21	82.31	82.56	88.56
+50	84.73	84.98	92.98
22	87.26	87.51	93.51
+50	89.80	90.05	96.05
23	92.29	92.54	898.54
+40	94.34	94.59	900.59
24	897.36	897.61	903.61
+60	900.23	900.48	06.48
25	02.31	02.56	08.56
+50	04.87	05.12	11.12
+90	06.81	07.06	13.06
26	07.30	07.55	13.55
+08	08.65	08.90	14.90

Typ. Sec.

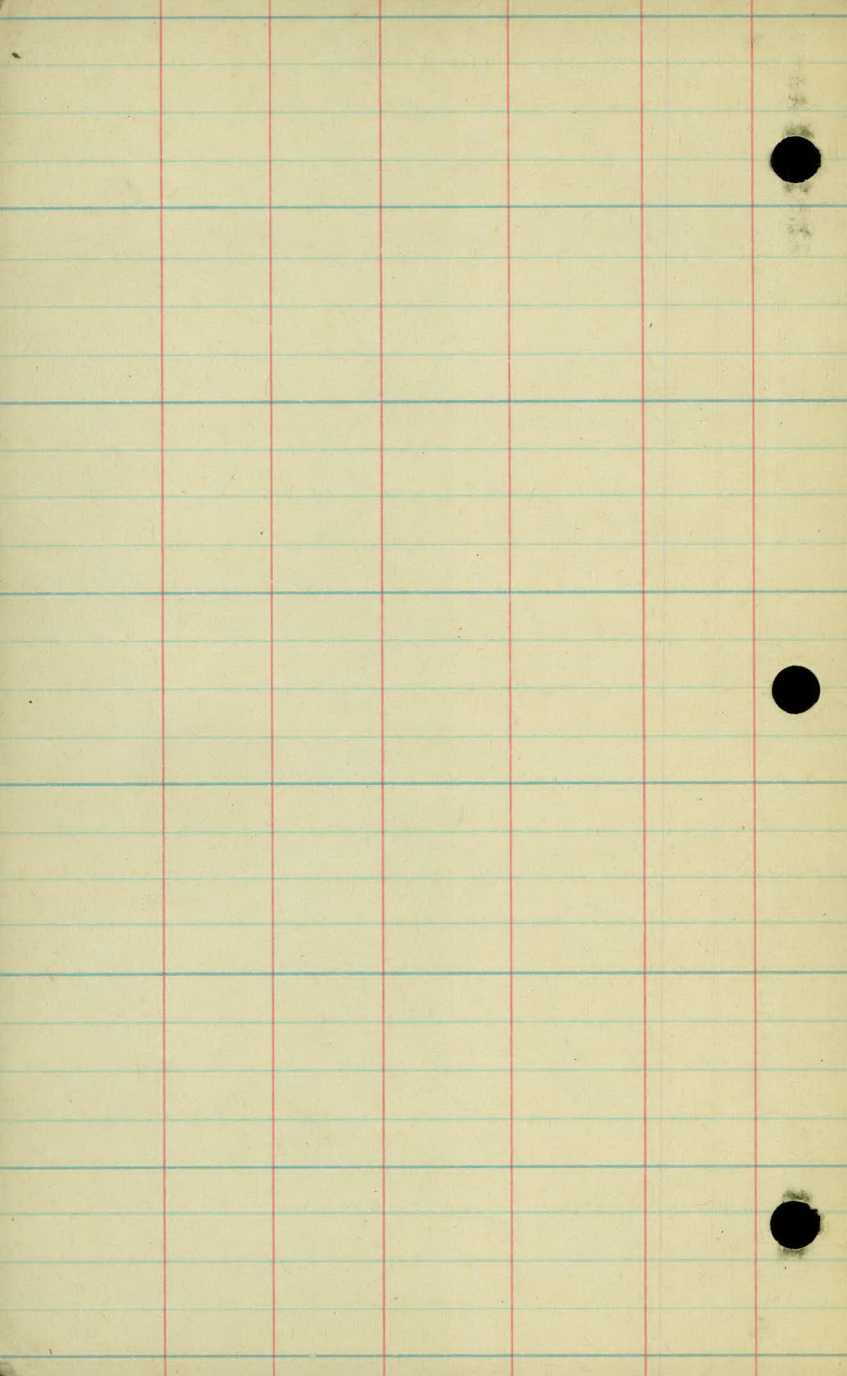


Auto - P. Catch Basin

11.24" X 30" C.M.

Haul 800 cu yds on Rt
Sta. 40 - Sta. 45

Sta. 1475 - to C.O. Rd. A-2 = 76 + 75.4



D-6-B-22

EDGERTON ST.

Cross sections from $\frac{1}{4}$
to R/W 33' on East side
from 400' South of 500
Line Xing to 500 Line.

10/8/37

Sta	+	K	-	Elev.
B.M.	4.45	884.01		879.56

5				81.8
---	--	--	--	------

+50				81.4
-----	--	--	--	------

6				80.9
---	--	--	--	------

+50				80.4
-----	--	--	--	------

+80				80.0
-----	--	--	--	------

+89				79.9
-----	--	--	--	------

7				79.8
---	--	--	--	------

+50				79.3
-----	--	--	--	------

£

RT.

Top of fire hydrant 16' Lt.
of 5th. 11+53

$\frac{22}{10}$ $\frac{22}{10}$ $\frac{24}{17}$ $\frac{21}{20}$ $\frac{20}{21}$ $\frac{23}{22}$ $\frac{20}{31}$ $\frac{25}{34}$

$\frac{26}{10}$ $\frac{26}{10}$ $\frac{28}{17}$ $\frac{34}{19}$ $\frac{34}{21}$ $\frac{27}{22}$ $\frac{24}{30}$ $\frac{25}{31}$ $\frac{21}{33}$

$\frac{31}{10}$ $\frac{31}{10}$ $\frac{33}{17}$ $\frac{38}{19}$ $\frac{38}{21}$ $\frac{29}{22}$ $\frac{31}{31}$ $\frac{54}{36}$

$\frac{36}{10}$ $\frac{36}{10}$ $\frac{22}{33}$

$\frac{40}{10}$ $\frac{40}{10}$ $\frac{35}{20}$ $\frac{28}{33}$

$\frac{41}{10}$ $\frac{41}{10}$ $\frac{37}{18}$ $\frac{53}{20}$ $\frac{49}{27}$ $\frac{34}{31}$ $\frac{32}{33}$

$\frac{42}{10}$ $\frac{42}{10}$ $\frac{38}{18}$ $\frac{40}{21}$ $\frac{53}{23}$ $\frac{52}{27}$ $\frac{35}{31}$ $\frac{35}{33}$

up 7
161

$\frac{47}{10}$ $\frac{47}{10}$ $\frac{46}{13}$ $\frac{49}{19}$ $\frac{58}{23}$ $\frac{59}{27}$ $\frac{35}{33}$

up 161

Sta. + K - Grade

8

884.01

78.9

+50

78.4

9

78.1

9+29

78.0

+35

78.0

+50

78.0

9+65.2

78.0

B.M.

4.45 879.56

φ

Rt.

$\frac{5.1}{10}$ $\frac{5.1}{10}$ $\frac{5.0}{12}$ $\frac{5.4}{18}$ $\frac{6.3}{21}$ $\frac{6.3}{26}$ $\frac{3.8}{32}$ $\frac{3.6}{33}$ Up 7
161

$\frac{5.6}{10}$ $\frac{5.6}{10}$ $\frac{5.7}{13}$ $\frac{5.9}{18}$ $\frac{6.9}{21}$ $\frac{7.0}{27}$ $\frac{5.2}{32}$ $\frac{5.1}{33}$ Up 161

$\frac{5.9}{10}$ $\frac{5.9}{10}$ $\frac{6.0}{17}$ $\frac{6.4}{18}$ $\frac{7.9}{22}$ $\frac{7.8}{28}$ $\frac{6.0}{32}$ $\frac{5.7}{33}$ Up 161

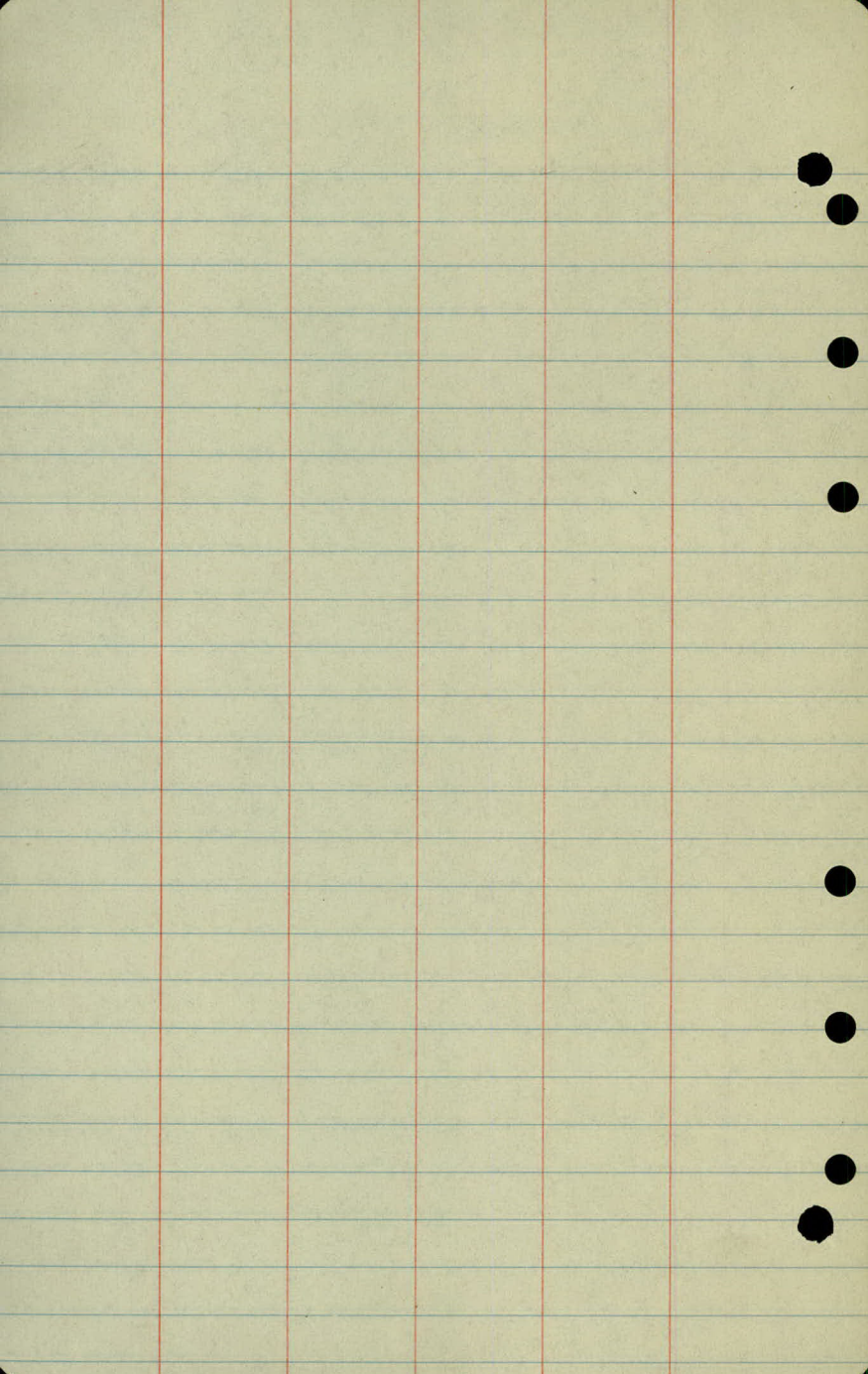
$\frac{6.0}{10}$ $\frac{6.0}{10}$ $\frac{6.2}{19}$ $\frac{6.6}{20}$ $\frac{7.8}{22}$ $\frac{7.8}{30}$ $\frac{6.5}{33}$ Up 161

$\frac{6.0}{10}$ $\frac{6.0}{10}$ $\frac{6.0}{21}$ $\frac{7.5}{22}$ $\frac{7.5}{23}$ $\frac{6.0}{25}$ $\frac{5.8}{33}$

$\frac{6.0}{10}$ $\frac{6.0}{10}$ $\frac{5.8}{24}$ $\frac{5.9}{33}$

$\frac{6.0}{10}$ $\frac{6.0}{10}$ $\frac{6.5}{19}$ $\frac{5.9}{21}$ $\frac{5.8}{33}$

Top of fire hydrant 16 ft. etc. 11+53



EDGERTON ST.

Cross sections from E
to a point about 10' down
the slope on East side
from Forest Cemetery fence
corner to entrance to
Mausoleum

10/8/37

Sta.	+	K	-	Elev.
B.M.	0.27	879.83		879.56
T.P.	2.61	871.77	10.67	869.16

14+76				68.3
-------	--	--	--	------

15				67.9
----	--	--	--	------

+50				66.9
-----	--	--	--	------

16+05				66.6
-------	--	--	--	------

16+50				66.7
-------	--	--	--	------

17				67.0
----	--	--	--	------

+50				67.9
-----	--	--	--	------

L

Rt.

Top of fire hydrant 16' Lt. 11+53

<u>35</u>	<u>36</u>	<u>34</u>	<u>44</u>	<u>44</u>	<u>36</u>	<u>47</u>	<u>65</u>	<u>66</u>
10	16	18	19	21	33	43	50	

<u>39</u>	<u>39</u>	<u>36</u>	<u>46</u>	<u>46</u>	<u>38</u>	<u>40</u>	<u>78</u>	<u>134</u>
10	16	18	20	22	31	50	79	

<u>49</u>	<u>51</u>	<u>50</u>	<u>48</u>	<u>56</u>	<u>56</u>	<u>46</u>	<u>51</u>	<u>110</u>	<u>170</u>
95	10	16	18	20	22	31	50	80	

<u>52</u>	<u>56</u>	<u>55</u>	<u>61</u>	<u>61</u>	<u>51</u>	<u>55</u>	<u>117</u>	<u>167</u>
95	10	14	16	18	21	50	66	

<u>51</u>	<u>53</u>	<u>52</u>	<u>52</u>	<u>63</u>	<u>63</u>	<u>51</u>	<u>56</u>	<u>119</u>	<u>148</u>	<u>180</u>
95	10	17	19	21	23	31	50	59	65	

<u>48</u>	<u>50</u>	<u>49</u>	<u>45</u>	<u>54</u>	<u>54</u>	<u>48</u>	<u>52</u>	<u>118</u>	<u>174</u>
95	10	16	18	20	22	31	50	65	

<u>39</u>	<u>42</u>	<u>41</u>	<u>40</u>	<u>48</u>	<u>48</u>	<u>40</u>	<u>42</u>	<u>108</u>	<u>173</u>
95	10	16	18	21	22	31	50	67	

Sta. + π - Elev.

871.27

18

69.4

+50

70.9

T.P.

10.70

881.06

1.41

870.36

+95

Entrance Mausoleum

72.6

B.M.

1.47

879.59

879.54

£

Rt.

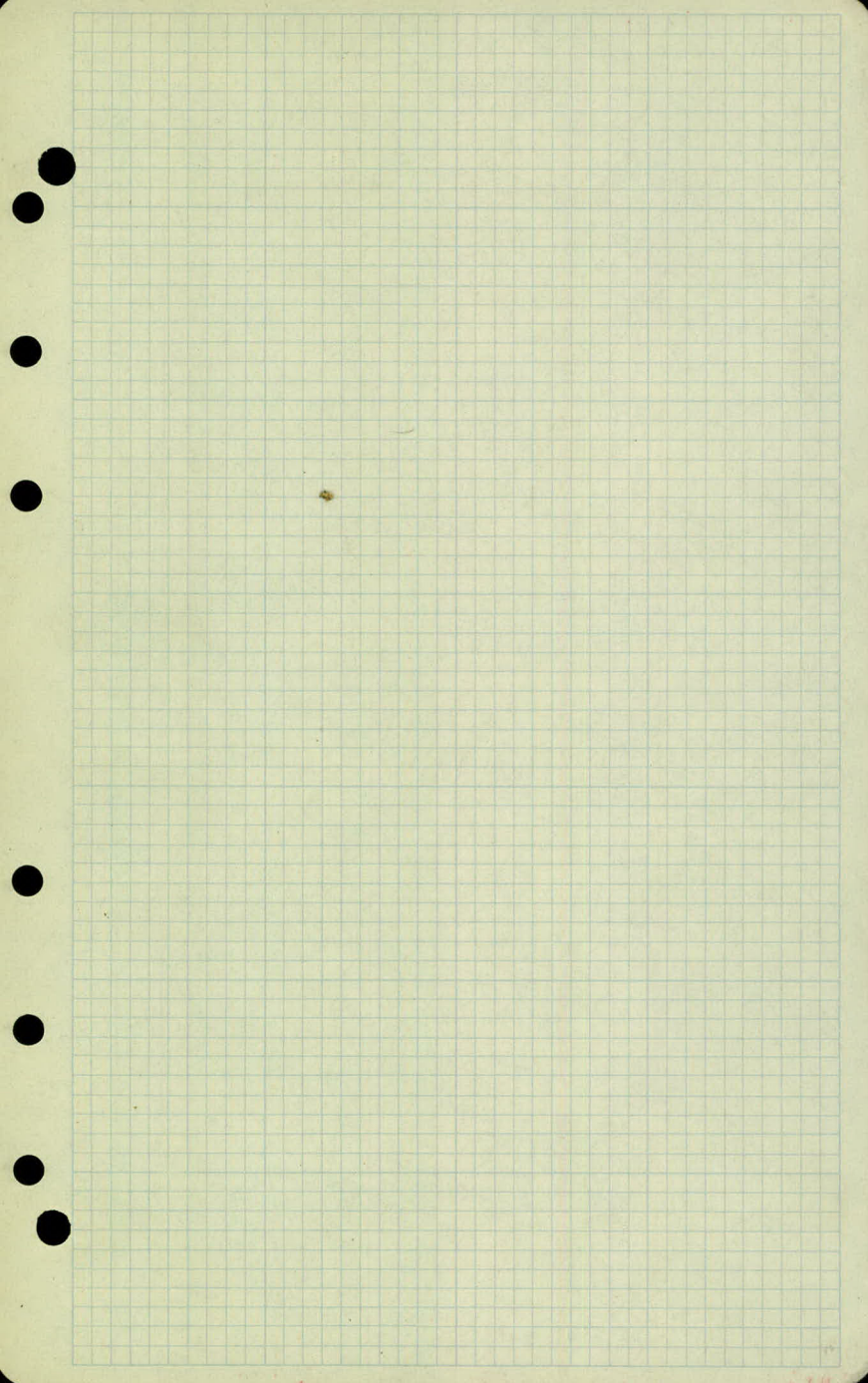
$\frac{24}{25}$ $\frac{26}{25}$ $\frac{24}{10}$ $\frac{21}{16}$ $\frac{21}{18}$ $\frac{33}{20}$ $\frac{24}{21}$ $\frac{25}{30}$ $\frac{21}{50}$

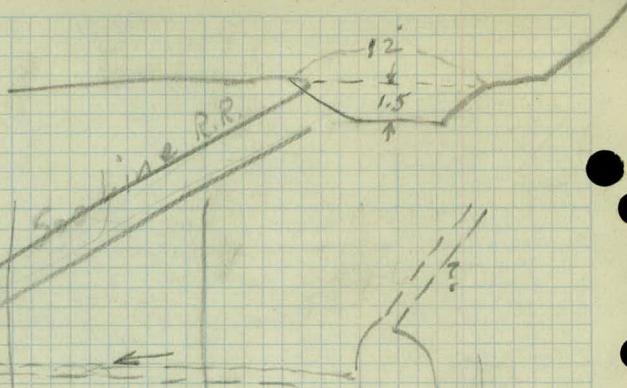
$\frac{09}{95}$ $\frac{10}{95}$ $\frac{08}{10}$ $\frac{05}{16}$ $\frac{11}{18}$ $\frac{12}{20}$ $\frac{07}{21}$ $\frac{07}{29}$ $\frac{11}{31}$ $\frac{27}{50}$

$\frac{85}{85}$ $\frac{86}{85}$ $\frac{85}{10}$ $\frac{89}{17}$ $\frac{90}{19}$ $\frac{86}{27}$ $\frac{97}{50}$

Top of Hydrant 16' Lt. Sta. 11+53.

512. + π - Grade





← 12' →
← 6' →

← 7 or 8' →

260'

Edgerton St.

1.5
9
13.5
250
6750
370
3375.0 125 c.Y.
27
67
54
135
135

RG
WM
LB
DS

Feb 9, 1962

1

Edgerton St.

Profile

300' N. & S. of Soo Line Tracks

(Sta 6+65 to Sta 12+65)

Larp. Ave $\pm$ = 0+00

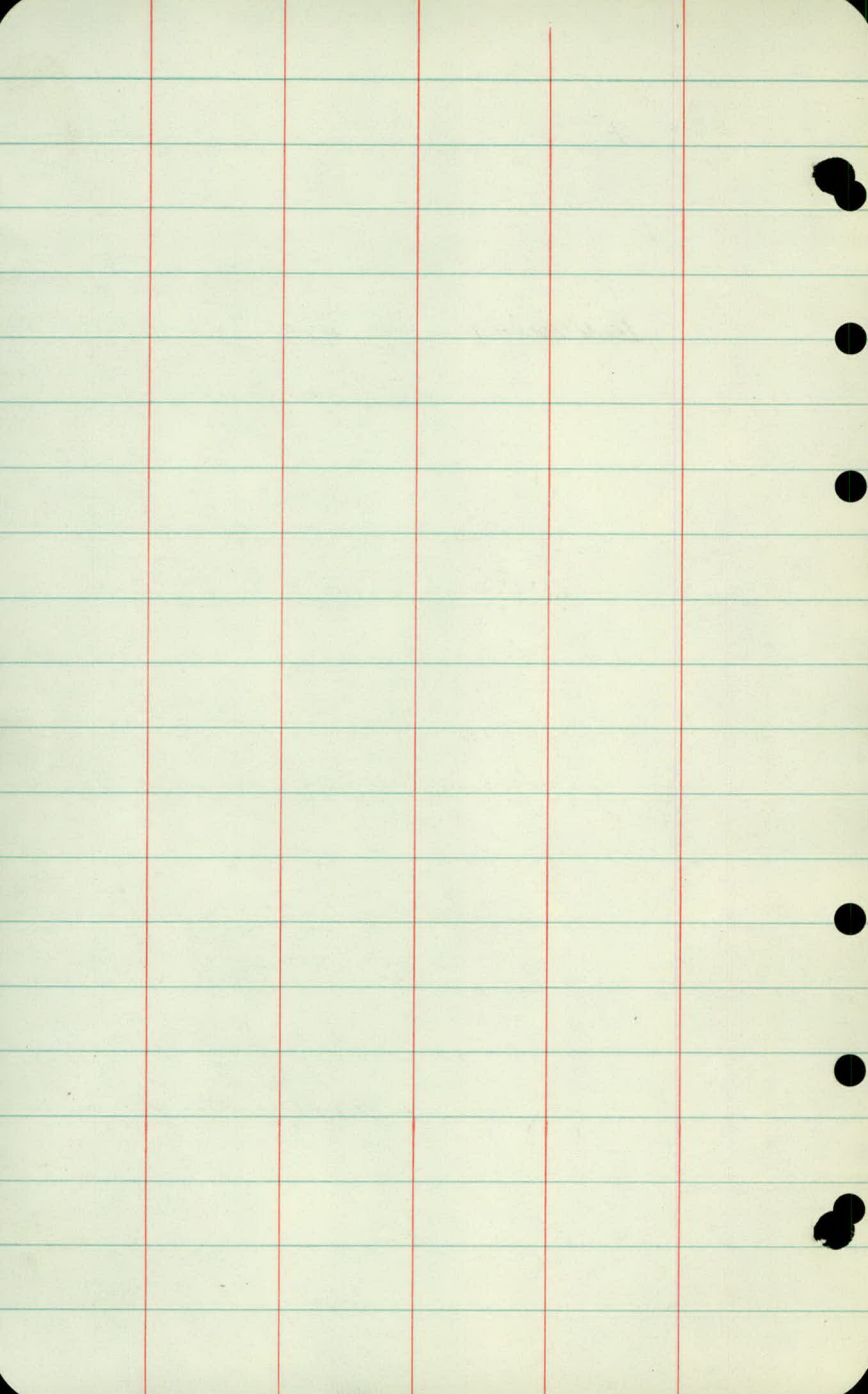
Title Pg 1

Alinement Pg 2

Profile Pg 3

PCC. 2/12/62

Plotted 3/12/62



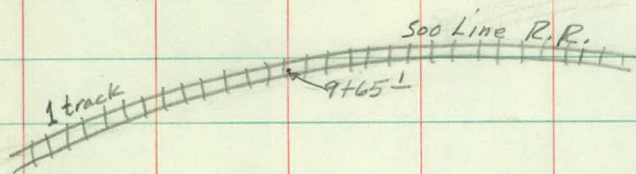
Feb 9, 1962

2

Co. Rd A²

26+40±

End Profile 12+65.0



Begin Profile 6+65.0

Edgerton St.

Larp Ave

0+00

Sta	+	π	-	Elev
BM	3.55	883.11.		879.56
6+65			2.6	880.51
7			3.0	80.11
+50			3.4	79.71
8			3.0	79.31
+50			4.3	78.81
9			4.7	78.41
+50			4.9	78.21
+50			5.32	77.79
+57			5.04	78.07
+57			5.27	77.84
+62.3			5.21	77.90
+63			4.99	78.12✓
+65 ¹			5.1	78.01
+68. ⁰			4.93	78.18
+69			5.19	77.92✓
+74			4.90	78.21
+74			5.19	77.92
+80			4.91	78.20

Feb 9, 1962

Lt

±

Rt

3

Top Hyd 16' Lt Sta 11+53

So. rail 22' Lt

No. rail 22' Lt

So. rail 11' Lt

So. rail ±

No. rail 11' Lt

± RR tracks

No. rail ±

So. rail 11' Rt

No. rail 11' Rt

So. rail 22' Rt

No. rail 22' Rt

Sta	+	π	-	Elev
		883.11 ✓		
10			5.0	78.11
+50			5.2	77.91
11			5.6	77.51
+50			6.6	76.51
12			7.9	75.21
+50			9.2	73.91
+65			9.6	73.51
BM			3.55	879.56 ✓

879.56 ✓

Feb 9, 1962

¢

4

