

Dr 8 - Bk 126

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Preliminary Survey

Edgerton St. re
Near
From Koehler Rd. Co.

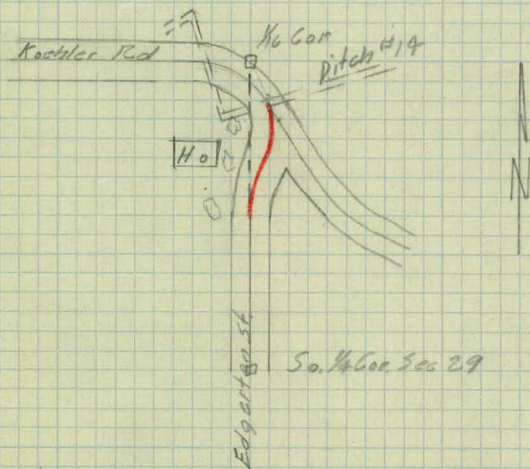
Road Acc't. No.

Date Filed.

File.

EDGERTON ST.

Line Revision

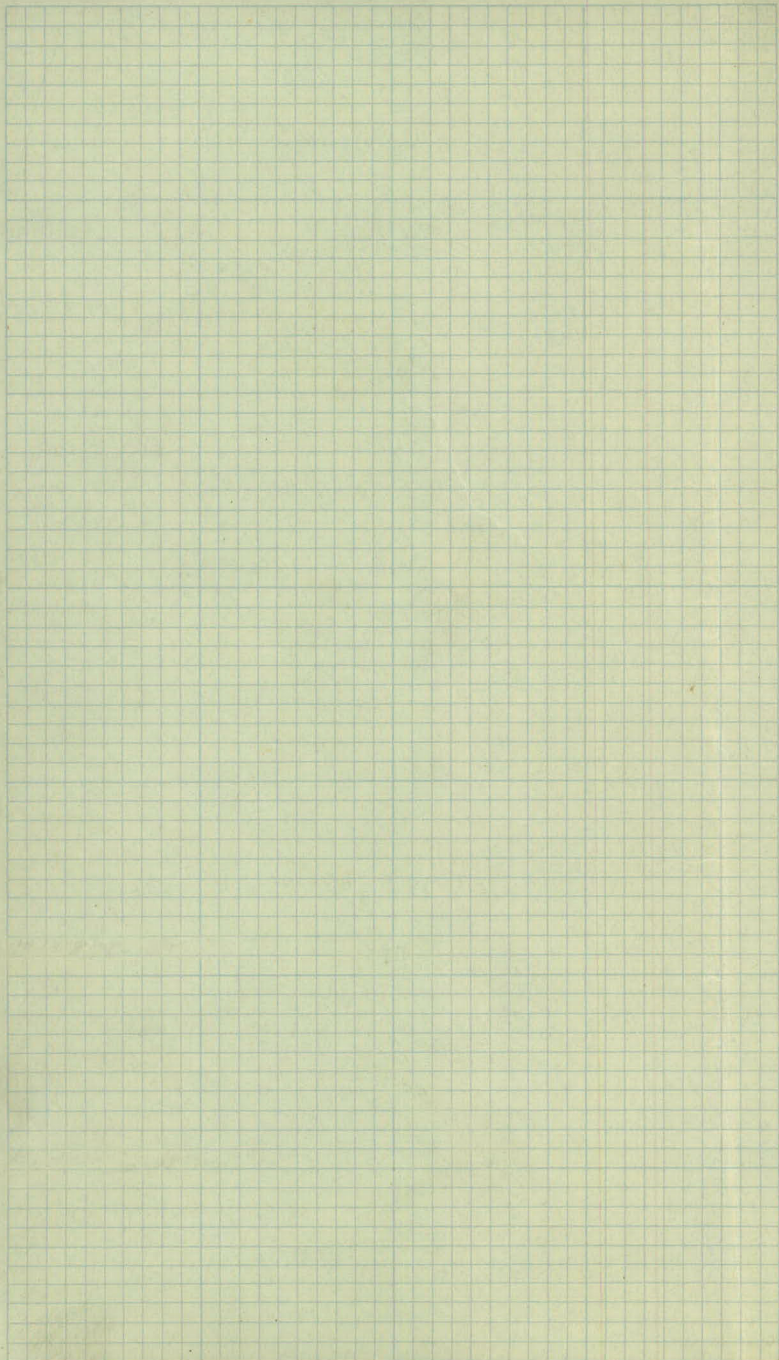


INDEX.

Align. P. 1-2
Topog. 3-4
Xsections 5-6

12/17/37

Wm. G. G. G.



Edgerton St.

Line Revision

Sta.	Point	Δ Lt.	Δ Rt.
223+46.56	P.O.T. Kochler Rd		
224+27.29	P.T. =	14°15'	Δ 28°30'
224		8°22'	D-43°00'
223+25.67	P.I.	28°30'	T-34.66'
+75		3°00.5'	L-66.28'
223+61.01	P.C.	0°00'	R-136.43'
222+67.25	P.T.		7°26'
+50			6°44.6' Δ 14°52'
222			9°44.6' D-8°00'
221+74.94	P.I.		14°52' T-73.52'
+50			2°44.6' L-185.33'
221			0°44.6' R-716.78
220+81.42	P.C.		0°00'

213+08.75

Mont. $\frac{1}{4}$ Cor

End G.R. Post

21.22'

End G.R. Post

9.70'

R.R. Spk.

57.96'

24" B. Elder.

449.02'

15" B. of Group at 11 feet

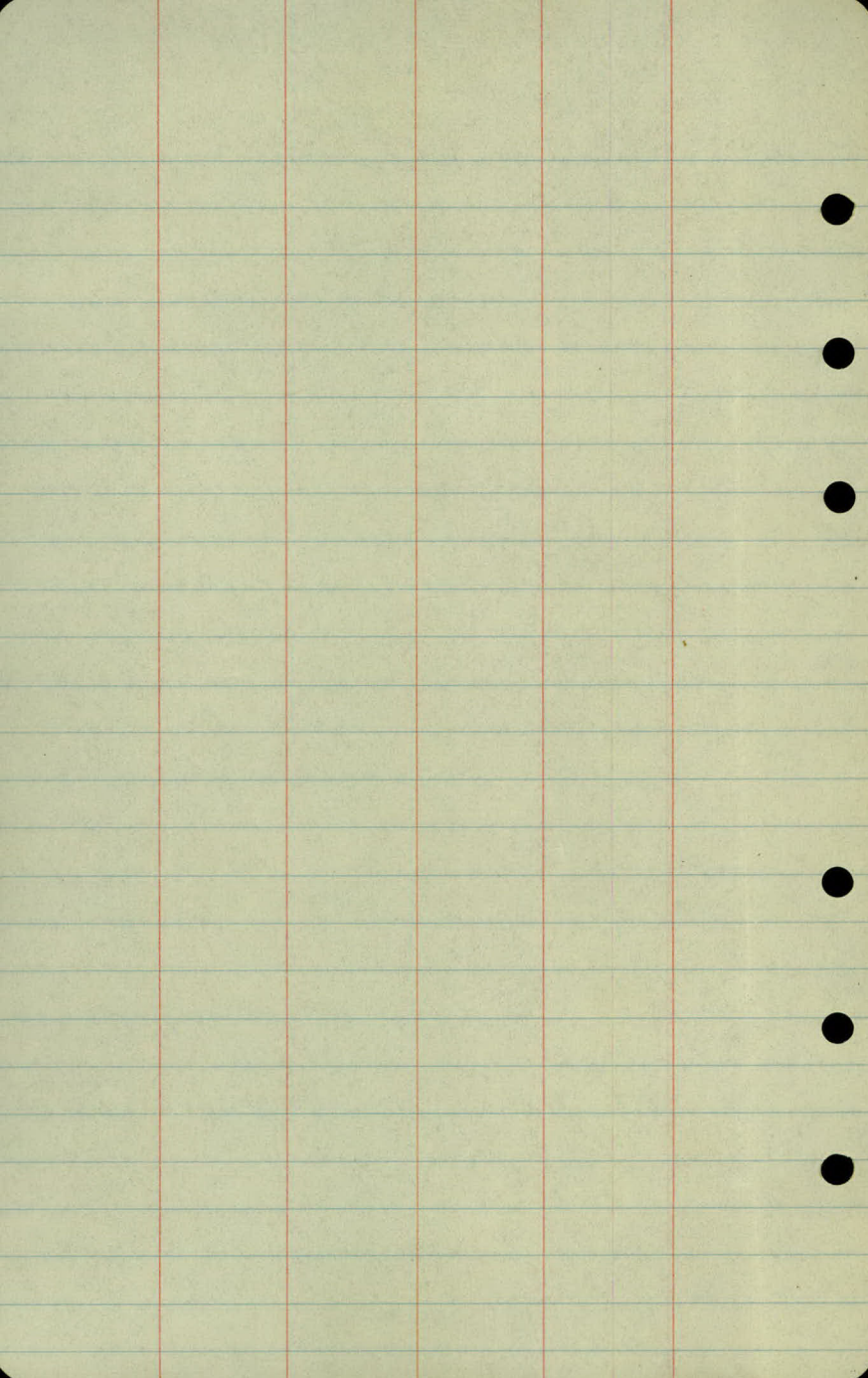
41.70'

R.R. Spk.

44.22'

F.P.

□ 50 $\frac{1}{4}$ Cor 29



Topography

224

10'

+75 17'

+94- 34'

223

12'

+80 Ed 70'

+95-12" Maple 29'

+80-10" Elm 28'

164 Halse 20'

+61-15" Maple 27'

10'

9' 80' 115'

222

10'

9'

8'

10'

221

9'

10'

220

10'

10'

+27.57 G. Rail 10'
+26 Bay G. Rail 18'

+98 P. R. 21'
+86 P. R. 22'
+76 Cor. Hd. 22'
+62-24' Hd. 27'
+31-24' Hd. 21'

+10-24' Hd. 25'
Hd. 21'

+96 Cor. Hd. 37'
+77 Cor. Hd. 56'
+62 Cor. Hd. 58'
+47 Ent.
+92 Hd. 39'
+33 Range Tie Hd. 21'
+29 Bay Hd. 21'

G. Rail. 9'

Bay G. Rail 12'

+78-Ent.

+77 P. Cor. 24'
+2-6' B. Elder 20'
P. 23-59'

+18-3-10' B. Elder 30'

+116 Range-132 Elder 24'
P. 22'

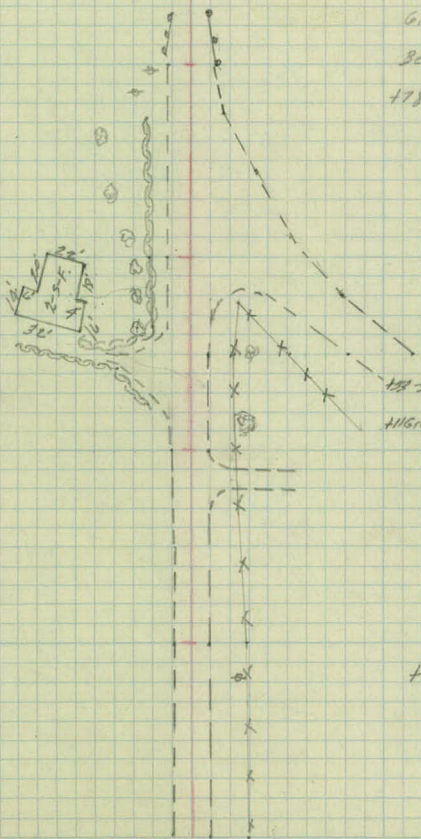
+83 Ent.

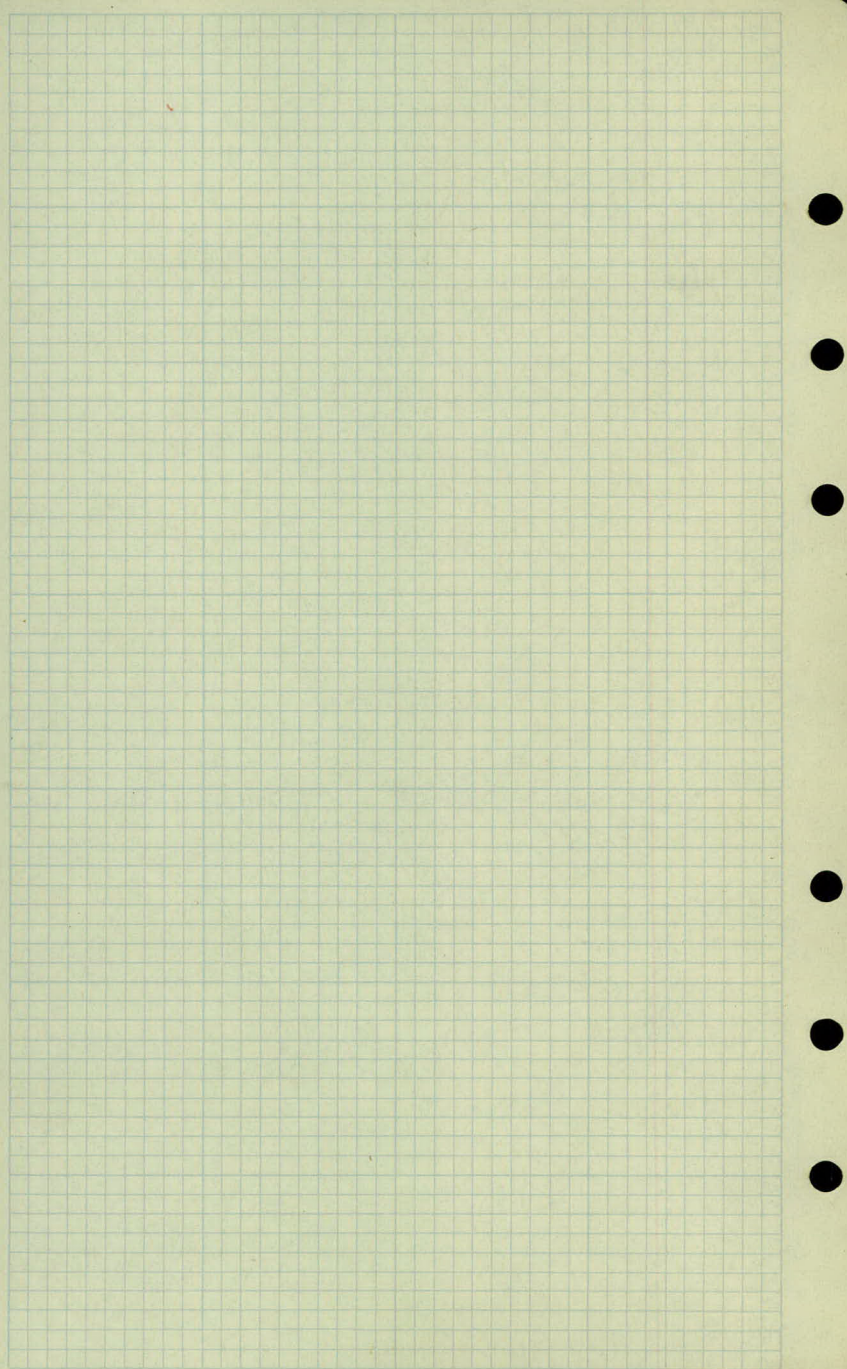
P. 26'

P. 27'

+83 P. P. 24'

P. 29'





X Sections

Sta	+	π	-	Elev.
B.M.	1.91	917.97		916.06

220 + 81.24

221

+50

222

+50

223

+50

+90

Lt

R₀

Rt

Top Mont Kachler Rd. & Edgerton, Mo. Co.

$$\frac{61}{33} \quad \frac{52}{18} \quad \frac{46}{10} \quad \frac{42}{14} \quad \frac{46}{14} \quad \frac{48}{19} \quad \frac{40}{20} \quad \frac{43}{33}$$

$$\frac{64}{33} \quad \frac{62}{23} \quad \frac{52}{15} \quad \frac{44}{17} \quad \frac{51}{17} \quad \frac{41}{21} \quad \frac{42}{33}$$

$$\frac{63}{33} \quad \frac{63}{20} \quad \frac{54}{17} \quad \frac{51}{14} \quad \frac{59}{14} \quad \frac{61}{33}$$

$$\frac{50}{33} \quad \frac{48}{18} \quad \frac{51}{14} \quad \frac{53}{14} \quad \frac{66}{13} \quad \frac{71}{18} \quad \frac{83}{33}$$

$$\frac{42}{33} \quad \frac{49}{13} \quad \frac{50}{13} \quad \frac{61}{18} \quad \frac{69}{33.0}$$

$$\frac{48}{33} \quad \frac{50}{20} \quad \frac{58}{12} \quad \frac{57}{14} \quad \frac{69}{28} \quad \frac{68}{30} \quad \frac{70}{63}$$

$$\frac{63}{33} \quad \frac{65}{20} \quad \frac{60}{17} \quad \frac{63}{10} \quad \frac{61}{14} \quad \frac{60}{22} \quad \frac{67}{33}$$

$$\frac{78}{33} \quad \frac{68}{18} \quad \frac{60}{10} \quad \frac{68}{18} \quad \frac{58}{18} \quad \frac{59}{18} \quad \frac{64}{33}$$

See Kachler Rd. Notes for 15 copies of Ditch

