

Dr. 8 - Bk 142

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

 DRAINAGE Survey

 EDGERTON ST.

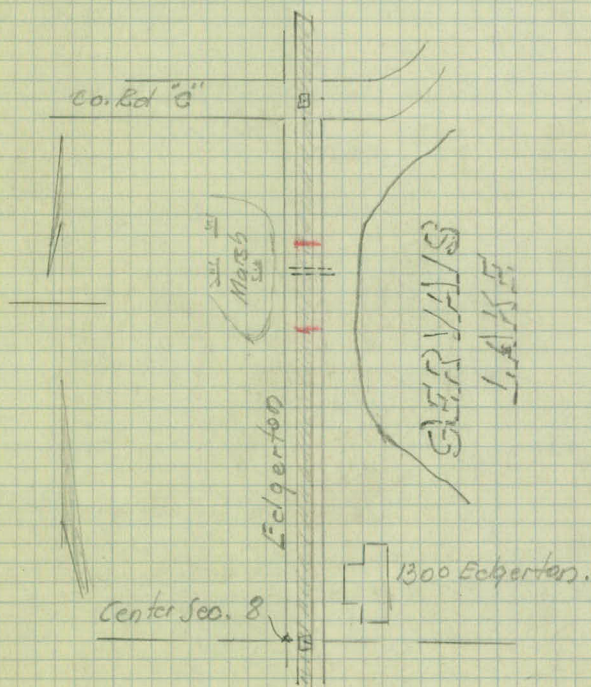
 Near Co Rd "C"
From *To*

Road Acc't. No. 26

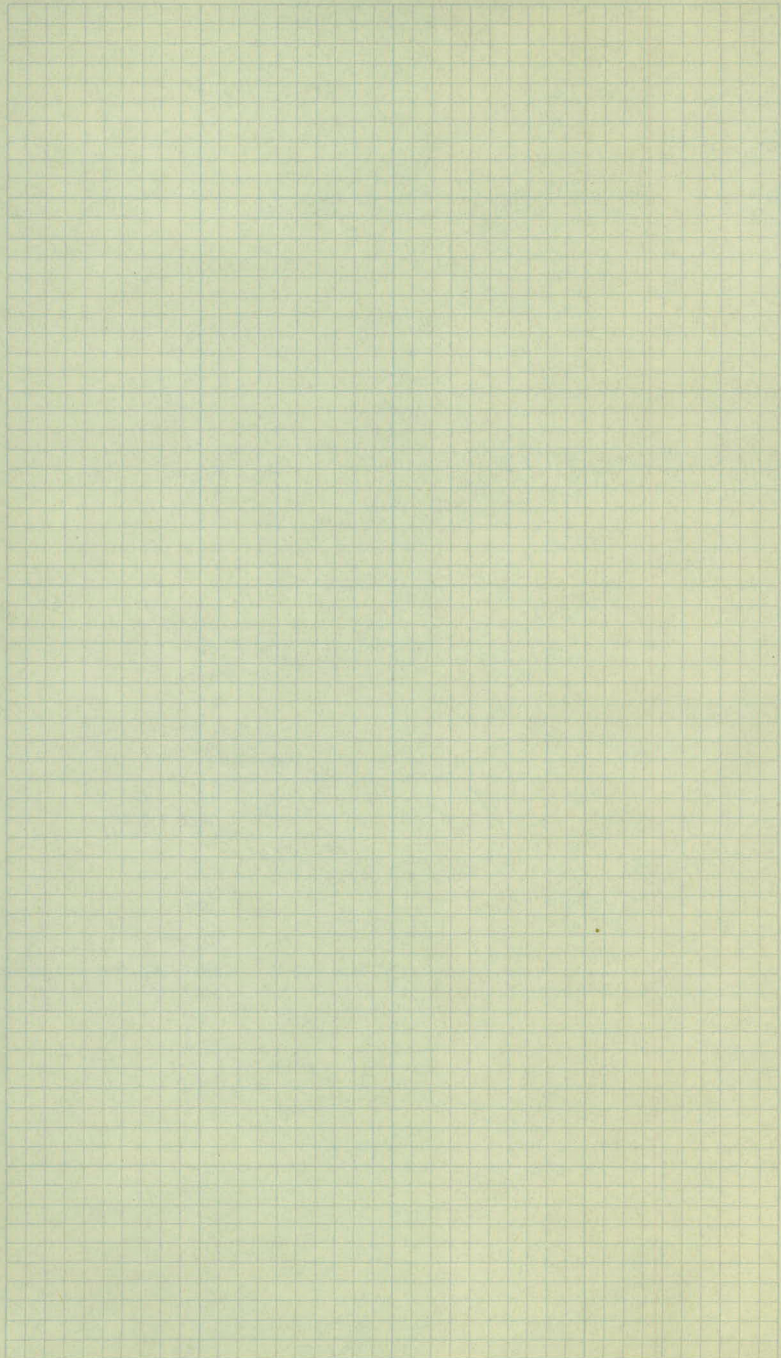
Date Filed 1938

File

Survey
Drainage & Pavement Sag
Edgerton St.
 $\frac{1}{2}$ Mi. So. Co. Rd "C" to $\frac{1}{4}$ Mi. So "C"



W. H. Carlson
March 17, 1937



alignment.

Station Point

105+29.5 Mon. Co. Rd "C"
Rd. Map Survey.

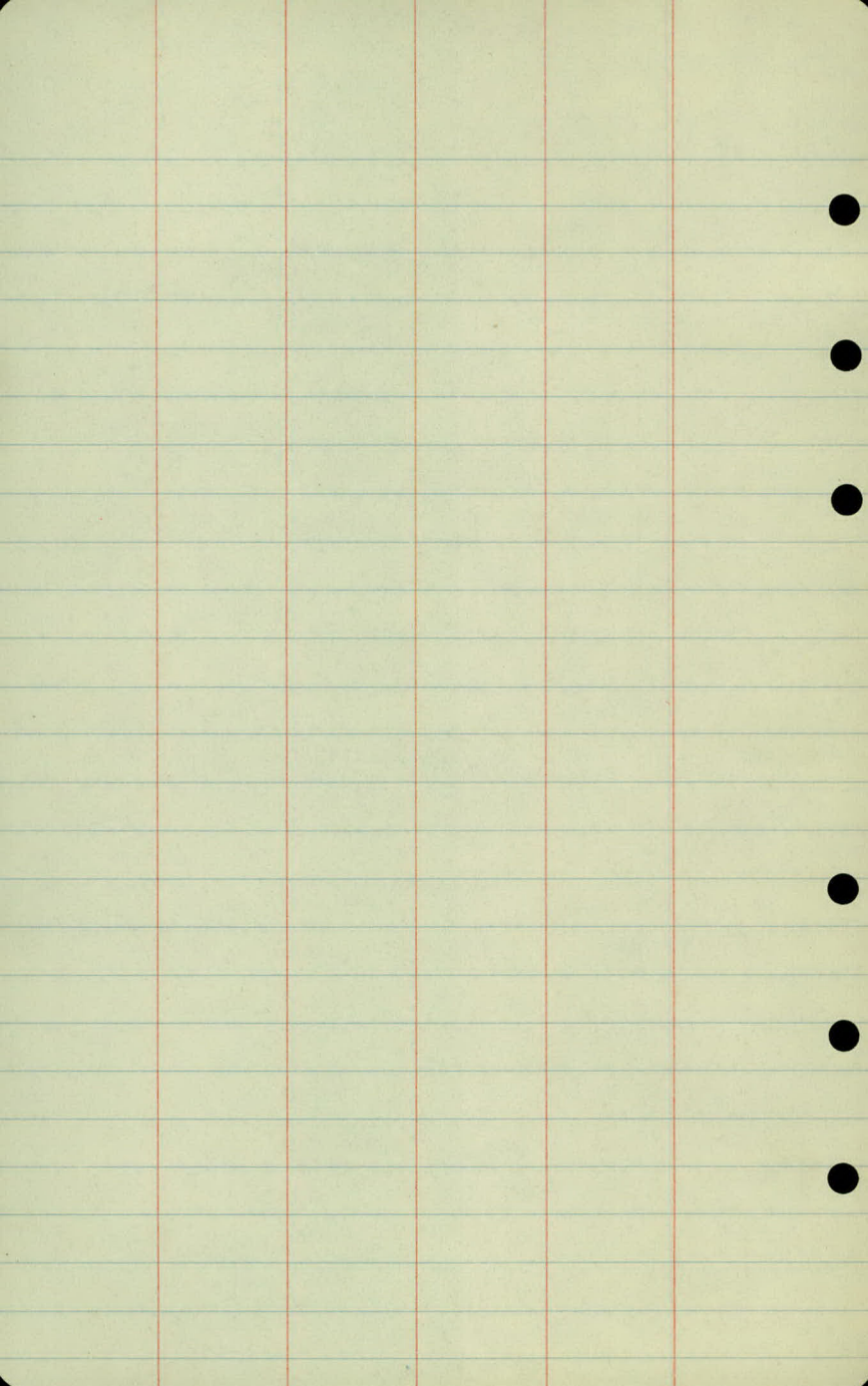
92+59.62 P.O.T.

78+84.6 Mon. Center Sec. 8
Rd Map Survey

□

(An. Lt. B. k.) • 18.70 • Hole in Pav.
#14

□



Topography.

9.6 10.4

84

10 - 10

83

-

82

10 - 10

81

10 - 10

80

10 - 10

79

10 - 10

78 + 84.6

□

Trail - 57'
 Timber 70' end
 +97-T.P. 28

(5)

Trail - 63'
 Timber 80
 +92-T.P. 28
 +85-End Cott. 150

+15-End Cott. 145'

Trail - 50'
 Timber 104

+71-T.P. 28

+45-End Cott. 160

Trail 81'
 Timber 104

+49-T.P. 28

+15-End Cott. 175

Trail 115'

+94-Ent.

Gar. 20'

19.5

8

2

16

12.5

16

12.5

16

12.5

16

12.5

16

12.5

16

12.5

16

12.5

16

12.5

+82-N.W. Cor. 32.3
 +62-S.W. Cor. 33.1
 +57-30' Maple 26
 +45-End Lil. 23

+35-30' Maple 28
 +26-T.P. 28
 +12-30' Maple 38

+92-N.W. Cor. 35.1
 +86-Bay Row Lil. 21

+67-S.W. Cor. No. 35.7
 +64-E 3' Walk
 +58-20' Maple 21
 +53-24' Maple 25
 +31-End G.R. 13

20' Concrete Ave.

Steps (Top 17'
 (Bottom 215)

+47 Drive

92

+88 Const. Joint.

10	10
10	10
10.2	9.8

+47.8 Const. Joint

91

+90.7 Const. Joint.

crack 20	10.5	9.5
crack 20	10.6	9.4

90

(+22- offset)
+95.0 Const. Joint.

+95.4

+25- crack
+100.0 Const. Joint.

15	18	9.6
10.4	10.9	10
100	9.6	10.4
crack 40		

89

+90.4 Const. Joint.

9.3	10.7
-----	------

150	9.2	10.8
-----	-----	------

88

9.0	11
-----	----

87

9.1	10.9
-----	------

86

9.3	10.7
-----	------

85

9.6	10.4
-----	------

Paved Sag & Broken.

No Cable on B. Rail

94+16 End G.R. 15

(6)

+84-T.P. 29'

Shore Hq'

+125-End G.R. 14'

G.R. 14'

Shore 42

+150-T.P. 28
Shore 41

G.R. 15'
Shore 44'

+15-T.P. 29'
G.R. 15'
Shore 43'

Shore 45' G.R. 16'

+193-T.P. 29'

Shore 50'

+23-G.R. 15.5'
+119-Gray R. 16 29'

Lake Shore 140

+77-T.P. 28'

Trail - 86'

+86-Trans R. 27.5
+75-Trans R. 27.5
+60-Trail 41

+73-B.P. 16'

G.R. 15'

+86-R.P. 16'

G.R. 14'

+52-R.P. 17'

G.R. 13.5'

+80-B.G. Rail 18'

+42-Cu (V) - 12" x 42" c.m.
29'

+15-R.P. 19'

Marsh

Water

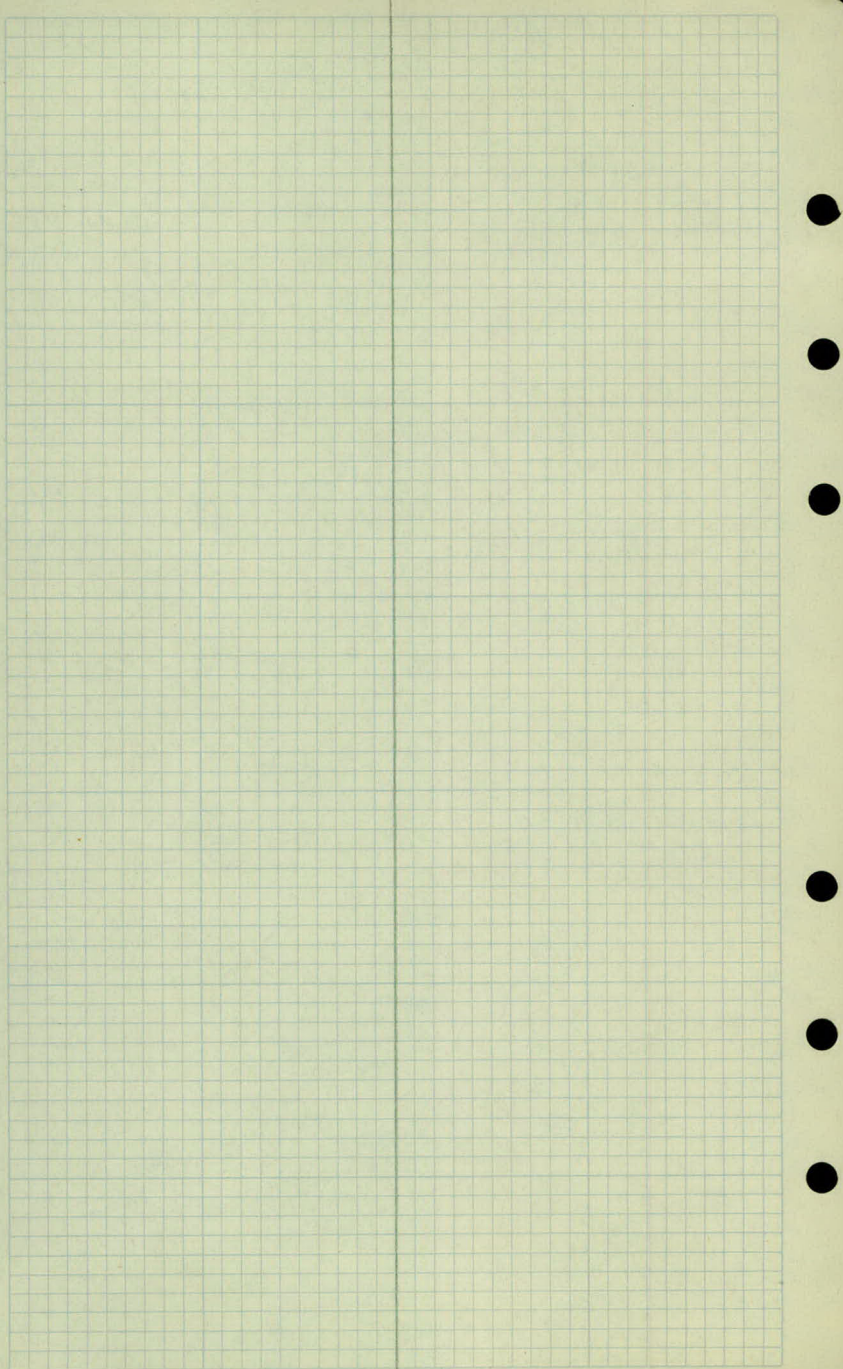
Marsh

See Rd Map Survey
for Details

20' Concrete

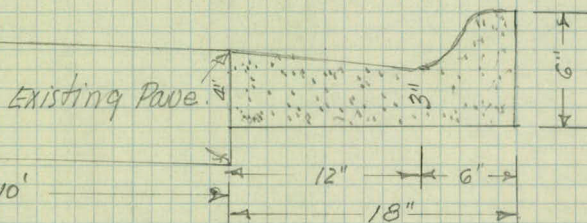
Int.

SHORE 45

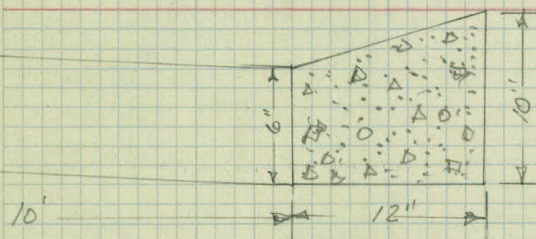


Recommendations.

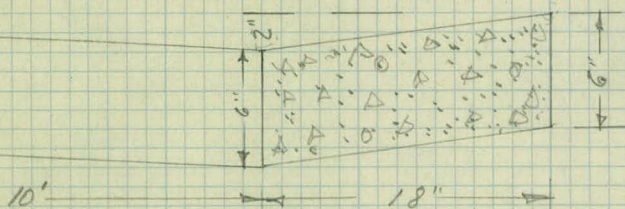
To avoid water from yard Sta. 79+40 to Sta. 81, also from driveway Sta. 81 to 86
Place Gutter, sloping Curb or curbing on east side Sta. 79. -



Gutter of Bit. Material 1.82 Cu. Yds. per 100' Curb.



Sloping Conc. Curb. 2.77 Cu. Yds. per 100' Curb.



Straight Conc. Gutter (18") 2.77 Cu. Yds. per 100'

24" 3.70 " " " "

Over

No. 1, place curbing from Sta. 79+00 to 89+72, and spillway at 89+72

No. 2 place curbing from Sta. 79+00 to 85+50 and spillway at 85+50, then culvert thru trail -

Culvert Sta. 89+72, clean out culvert to lower water in Marsh on west side

4'x4'x32' Concrete Culu.

(Very Poor)

Levels and Cross Section.

Sta.	+	A	-	Elev.
	12.71	869.01		856.30
T.P.	4.05	872.61	0.45	868.56
B.M.	3.25	872.61	3.25	869.36
T.P.	11.78	882.61	1.78	870.83
✓	9.24	870.72	1.13	881.48
B.M.			-1.25	889.47

79

+27

+42

+67

S.W. Cor. Ho.

7

80

+62

S. edge Garage.

81

T.P.

0.38

881.86

9.24

881.48

82

W.H.C.
K.A.
L.B.H.
A.M.

9
March 17, 1937

Lt. E Rt

Elev. W.S. Gervais Lake 3/13/36

nail in R.P. 12.72 Lt. Sta. 92+59.62

Top of Mon. Sta 78+84.8

$$\begin{array}{r} 1.90 \\ \hline 10 \end{array} \quad \begin{array}{r} 2.00 \\ \hline 10 \end{array} \quad \begin{array}{r} 2.0 \\ \hline 13 \end{array} \quad \begin{array}{r} 12.8 \\ \hline 31 \end{array} \quad \begin{array}{r} 13.4 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 2.96 \\ \hline 10 \end{array} \quad \begin{array}{r} 3.00 \\ \hline 10 \end{array} \quad \begin{array}{r} 3.0 \\ \hline 13 \end{array} \quad \begin{array}{r} 11.4 \\ \hline 29 \end{array} \quad \begin{array}{r} 12.4 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 3.48 \\ \hline 10 \end{array} \quad \begin{array}{r} 3.63 \\ \hline 10 \end{array} \quad \begin{array}{r} 3.7 \\ \hline 14 \end{array} \quad \begin{array}{r} 9.0 \\ \hline 40 \end{array} \quad \text{S. edge Drive.}$$

$$\begin{array}{r} 4.41 \\ \hline 10 \end{array} \quad \begin{array}{r} 4.57 \\ \hline 10 \end{array} \quad \begin{array}{r} 4.6 \\ \hline 17 \end{array} = \text{Top of } 1^{st} \text{ Floor.} \quad \begin{array}{r} 7.7 \\ \hline 23 \end{array} \quad \begin{array}{r} 8.4 \\ \hline 26 \end{array} = 1^{st} \text{ Floor.}$$

$$\begin{array}{r} 5.60 \\ \hline 10 \end{array} \quad \begin{array}{r} 5.6 \\ \hline 10 \end{array} \quad \begin{array}{r} 5.8 \\ \hline 14 \end{array} \quad \begin{array}{r} 8.6 \\ \hline 20 \end{array} \quad \begin{array}{r} 9.3 \\ \hline 43 \end{array} - 140.$$

$$\begin{array}{r} 7.53 \\ \hline 10 \end{array} \quad \begin{array}{r} 7.65 \\ \hline 10 \end{array} \quad \begin{array}{r} 8.90 \\ \hline 33 \end{array} = \text{Edge floor } 9+53 \quad \begin{array}{r} 11.5 \\ \hline 33 \end{array}$$

$$\begin{array}{r} 8.76 \\ \hline 10 \end{array} \quad \begin{array}{r} 8.8 \\ \hline 10 \end{array} \quad \begin{array}{r} 9.3 \\ \hline 19 \end{array} \quad \begin{array}{r} 12.0 \\ \hline 29 \end{array} \quad \begin{array}{r} 14.0 \\ \hline 50 \end{array}$$

E edge Pav. 81+12

$$\begin{array}{r} 3.10 \\ \hline 10 \end{array} \quad \begin{array}{r} 3.20 \\ \hline 10 \end{array} \quad \begin{array}{r} 3.0 \\ \hline 19 \end{array} \quad \begin{array}{r} 11.0 \\ \hline 40 \end{array} \quad \begin{array}{r} 16.2 \\ \hline 60 \end{array}$$

Sta.	T	T	-	Elev.
		881.86		

83				
T.P.	0.30	873.61	8.55	873.31

84				
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85				
----	--	--	--	--

+50				
-----	--	--	--	--

86				
----	--	--	--	--

+50				
-----	--	--	--	--

87				
T.P.	1.97	869.98	5.60	868.01

+50				
-----	--	--	--	--

88				
----	--	--	--	--

+50				
-----	--	--	--	--

89				
----	--	--	--	--

Lt.

C

Kt.

$$\begin{array}{r} 594 \\ \hline 61 \\ 10 \end{array} \quad \begin{array}{r} 2.5 \\ 14 \end{array} \quad \begin{array}{r} 13.3 \\ 30 \end{array} \quad \begin{array}{r} 16.9 \\ 50 \end{array}$$

$$\begin{array}{r} 03 \\ \hline 04 \\ 10 \end{array} \quad \begin{array}{r} 0.8 \\ 16 \end{array} \quad \begin{array}{r} 6.7 \\ 30 \end{array} \quad \begin{array}{r} 24 \\ 50 \end{array}$$

$$\begin{array}{r} 763 \\ \hline 27 \\ 104 \end{array} \quad \begin{array}{r} 3.2 \\ 15 \end{array} \quad \begin{array}{r} 9.3 \\ 30 \end{array} \quad \begin{array}{r} 10.2 \\ 50 \end{array}$$

$$\begin{array}{r} 349 \\ \hline 3.65 \\ 10 \end{array} \quad \begin{array}{r} 40 \\ 14 \end{array} \quad \begin{array}{r} 4.8 \\ 30 \end{array} \quad \begin{array}{r} 10.5 \\ 50 \end{array}$$

$$\begin{array}{r} 415 \\ \hline 4.3 \\ 10 \end{array} \quad \begin{array}{r} 2.8 \\ 15 \end{array} \quad \begin{array}{r} 9.0 \\ 30 \end{array} \quad \begin{array}{r} 9.9 \\ 50 \end{array}$$

$$\begin{array}{r} 422 \\ \hline 4.7 \\ 10 \end{array} \quad \begin{array}{r} 5.0 \\ 17 \end{array} \quad \begin{array}{r} 7.6 \\ 25 \end{array} \quad \begin{array}{r} 5.3 \\ 32 \end{array} \quad \begin{array}{r} 6.8 \\ 47 \end{array}$$

$$\begin{array}{r} 8.5 \\ 43 \end{array} \quad \begin{array}{r} 8.5 \\ 27 \end{array} \quad \begin{array}{r} 5.3 \\ 15 \end{array} \quad \begin{array}{r} 5.1 \\ 9.8 \end{array} \quad \begin{array}{r} 4.1 \\ 10.9 \end{array} \quad \begin{array}{r} 5.0 \\ 16 \end{array} \quad \begin{array}{r} 8.4 \\ 24 \end{array} \quad \begin{array}{r} 9.5 \\ 35 \end{array} \quad \begin{array}{r} 10.2 \\ 90 \end{array}$$

$$\begin{array}{r} 3.4 \\ 23 \end{array} \quad \begin{array}{r} 1.9 \\ 14 \end{array} \quad \begin{array}{r} 4.8 \\ 9 \end{array} \quad \begin{array}{r} 1.7 \\ 11 \end{array} \quad \begin{array}{r} 2.1 \\ 15 \end{array} \quad \begin{array}{r} 10.4 \\ 32 \end{array} \quad \begin{array}{r} 13.7 \\ 50 \end{array} \quad \text{W.E.}$$

$$\begin{array}{r} 8.2 \\ 33 \end{array} \quad \begin{array}{r} 8.3 \\ 26 \end{array} \quad \begin{array}{r} 2.1 \\ 13 \end{array} \quad \begin{array}{r} 2.3 \\ 9.0 \end{array} \quad \begin{array}{r} 2.1 \\ 11.0 \end{array} \quad \begin{array}{r} 2.2 \\ 15 \end{array} \quad \begin{array}{r} 11.7 \\ 33 \end{array} \quad \begin{array}{r} 13.7 \\ 46 \end{array} \quad \text{W.E.}$$

Begin Log

$$\begin{array}{r} 11.0 \\ 40 \end{array} \quad \begin{array}{r} 10.1 \\ 30 \end{array} \quad \begin{array}{r} 2.8 \\ 14 \end{array} \quad \begin{array}{r} 2.65 \\ 9.2 \end{array} \quad \begin{array}{r} 4.3 \\ 20.8 \end{array} \quad \begin{array}{r} 5.53 \\ 15 \end{array} \quad \begin{array}{r} 11.0 \\ 26 \end{array} \quad \begin{array}{r} 13.7 \\ 45 \end{array}$$

$$\begin{array}{r} 11.6 \\ 50 \end{array} \quad \begin{array}{r} 10.3 \\ 28 \end{array} \quad \begin{array}{r} 3.0 \\ 15 \end{array} \quad \begin{array}{r} 2.98 \\ 9.3 \end{array} \quad \begin{array}{r} 2.60 \\ 10.7 \end{array} \quad \begin{array}{r} 3.0 \\ 16 \end{array} \quad \begin{array}{r} 11.3 \\ 29 \end{array} \quad \begin{array}{r} 13.7 \\ 43 \end{array}$$

Sta.

+

π

-

Elev.

869.98

89+50

90+0

+50

91

+50

92

+89.62

0.61

869.37

Lt. E Rt

$\frac{1.18}{5.0}$ $\frac{11.8}{29}$ $\frac{3.9}{15}$ $\frac{3.88}{10}$ $\frac{3.22}{10}$ $\frac{3.37}{10}$ $\frac{3.6}{16}$ $\frac{11.3}{29}$ $\frac{13.7}{43}$ 20E.

$\frac{120}{50}$ $\frac{11.8}{29}$ $\frac{46}{16}$ $\frac{5.00}{10.4}$ $\frac{4.07}{9.6}$ $\frac{4.03}{9.6}$ $\frac{4.8}{15}$ $\frac{11.6}{27}$ $\frac{13.7}{44}$

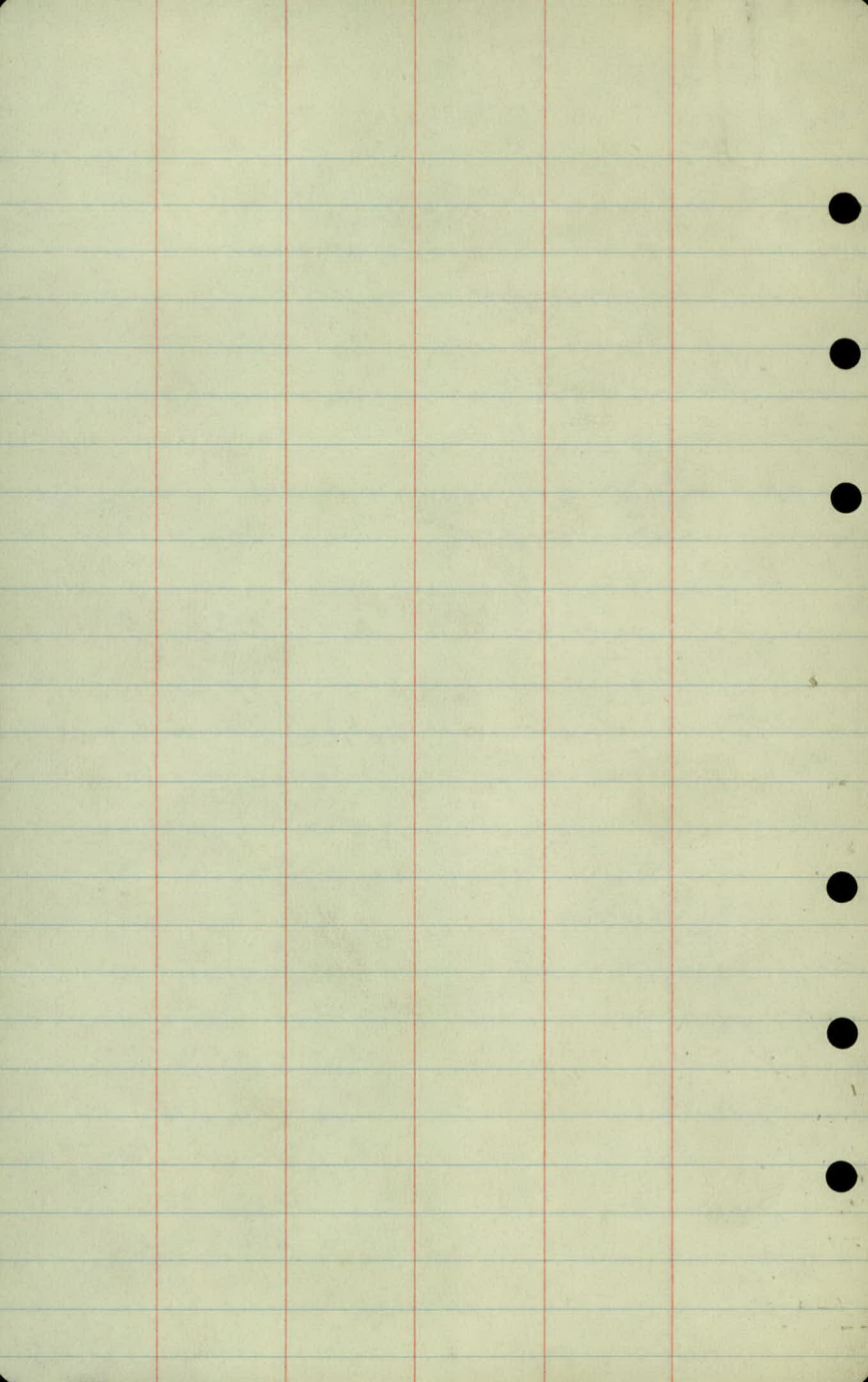
$\frac{12.8}{76}$ $\frac{120}{21}$ $\frac{51}{16}$ $\frac{5.38}{10.6}$ $\frac{4.28}{9.4}$ $\frac{4.18}{9.4}$ $\frac{4.1}{15}$ $\frac{12.0}{21}$ $\frac{13.7}{41}$

$\frac{12.5}{40}$ $\frac{120}{30}$ $\frac{41}{16}$ $\frac{4.20}{10.5}$ $\frac{3.56}{10}$ $\frac{3.48}{9.8}$ $\frac{3.5}{17}$ $\frac{11.6}{32}$ $\frac{13.7}{40}$ 20E.

$\frac{110}{40}$ $\frac{10.8}{28}$ $\frac{30}{16}$ $\frac{2.71}{10}$ $\frac{2.48}{10}$ $\frac{2.43}{10}$ $\frac{2.8}{17}$ $\frac{4.8}{26}$ $\frac{11.0}{33}$ $\frac{13.7}{49}$

End Sag. $\frac{9.1}{40}$ $\frac{7.4}{28}$ $\frac{19}{15}$ $\frac{1.71}{10}$ $\frac{1.54}{10}$ $\frac{1.60}{10}$ $\frac{1.9}{17}$ $\frac{3.5}{28}$ $\frac{11.4}{44}$ $\frac{13.7}{60}$

$\frac{0.86}{10}$ $\frac{0.80}{10}$ $\frac{0.88}{10}$



Lt. £ Rt.

Sta

+

π

-

Elev

Lt E Rt.

Sta

+

π

-

Elev

Lt E Rt.

Sta

+

T

-

Elev

Lt

~~E~~

Rt

Sta	+	π	-	Elev
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b.m.	1.25			
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79

+27

+42

+67

80

+62

81

T.P.

0.38

9.24

82

Lt.

E

Rt.

Top of Mon. Sta. 78+84.6 (889.47)

$$\begin{array}{r} 1.9 \\ \hline 10 \end{array} \quad \begin{array}{r} 2.0 \\ \hline 10 \end{array} \quad \begin{array}{r} 1.0 \\ \hline 13 \end{array} \quad \begin{array}{r} 12.8 \\ \hline 31 \end{array} \quad \begin{array}{r} 13.0 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 3.0 \\ \hline 10 \end{array} \quad \begin{array}{r} 3.0 \\ \hline 10 \end{array} \quad \begin{array}{r} 3.0 \\ \hline 13 \end{array} \quad \begin{array}{r} 11.4 \\ \hline 29 \end{array} \quad \begin{array}{r} 12.9 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 3.5 \\ \hline 10 \end{array} \quad \begin{array}{r} 3.6 \\ \hline 10 \end{array} \quad \begin{array}{r} 3.7 \\ \hline 14 \end{array} \quad \begin{array}{r} 9.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 4.4 \\ \hline 10 \end{array} \quad \begin{array}{r} 4.6 \\ \hline 10 \end{array} \quad \begin{array}{r} 4.6 \\ \hline 17 \end{array} \quad \begin{array}{r} 7.7 \\ \hline 23 \end{array} \quad \begin{array}{r} 8.4 \\ \hline 36 \end{array} = 1^{\text{st}} \text{ Floor}$$

$$\begin{array}{r} 5.6 \\ \hline 10 \end{array} \quad \begin{array}{r} 5.6 \\ \hline 10 \end{array} \quad \begin{array}{r} 5.9 \\ \hline 14 \end{array} \quad \begin{array}{r} 8.6 \\ \hline 20 \end{array} \quad \begin{array}{r} 9.3 \\ \hline 43 \end{array}$$

$$\begin{array}{r} 7.5 \\ \hline 10 \end{array} \quad \begin{array}{r} 7.7 \\ \hline 10 \end{array} \quad \begin{array}{r} 8.9 \\ \hline 33 \end{array} \quad \begin{array}{r} 12.5 \\ \hline 53 \end{array}$$

$$\begin{array}{r} 8.8 \\ \hline 10 \end{array} \quad \begin{array}{r} 8.8 \\ \hline 10 \end{array} \quad \begin{array}{r} 9.3 \\ \hline 19 \end{array} \quad \begin{array}{r} 12.0 \\ \hline 39 \end{array} \quad \begin{array}{r} 14.0 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 3.1 \\ \hline 10 \end{array} \quad \begin{array}{r} 3.2 \\ \hline 10 \end{array} \quad \begin{array}{r} 4.0 \\ \hline 19 \end{array} \quad \begin{array}{r} 11.0 \\ \hline 40 \end{array} \quad \begin{array}{r} 16.2 \\ \hline 60 \end{array}$$

Sta.	+	π	-	Elev
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83

T.P.	0.30		8.55	
------	------	--	------	--

84

85

+50

86

+50

87

T.P.	1.97		5.60	
------	------	--	------	--

+50

88

+50

89

LT. £ RT.

$$\frac{5.9}{10} \quad \frac{6.1}{14} \quad \frac{6.5}{17} \quad \frac{13.3}{30} \quad \frac{16.9}{50}$$

$$\frac{0.3}{10} \quad \frac{0.4}{16} \quad \frac{0.8}{30} \quad \frac{6.7}{50}$$

$$\frac{2.6}{10.9} \quad \frac{2.7}{15} \quad \frac{3.2}{30} \quad \frac{9.2}{50}$$

$$\frac{3.5}{10} \quad \frac{3.7}{14} \quad \frac{4.0}{30} \quad \frac{10.3}{50}$$

$$\frac{4.2}{10} \quad \frac{4.3}{15} \quad \frac{4.8}{31} \quad \frac{9.9}{50}$$

$$\frac{4.6}{10} \quad \frac{4.7}{17} \quad \frac{5.0}{25} \quad \frac{5.3}{33} \quad \frac{6.8}{47}$$

$$\frac{8.5}{4.3} \quad \frac{8.5}{27} \quad \frac{5.3}{15} \quad \frac{5.1}{9.1} \quad \frac{4.9}{10.9} \quad \frac{5.0}{16} \quad \frac{5.3}{24} \quad \frac{9.5}{35} \quad \frac{16.2}{90}$$

$$\frac{3.4}{33} \quad \frac{1.9}{14} \quad \frac{1.8}{9} \quad \frac{1.7}{11} \quad \frac{1.8}{15} \quad \frac{2.1}{32} \quad \frac{10.4}{50} = W.E.$$

$$\frac{8.3}{33} \quad \frac{8.3}{26} \quad \frac{2.2}{13} \quad \frac{2.3}{9} \quad \frac{2.1}{11} \quad \frac{2.2}{15} \quad \frac{2.6}{33} \quad \frac{11.7}{45} \quad \frac{13.7}{45}$$

$$\frac{11.0}{40} \quad \frac{10.4}{30} \quad \frac{2.8}{14} \quad \frac{2.6}{9} \quad \frac{2.3}{10.8} \quad \frac{2.5}{15} \quad \frac{3.0}{26} \quad \frac{11.0}{45} \quad \frac{13.7}{45}$$

$$\frac{11.6}{50} \quad \frac{10.3}{28} \quad \frac{3.0}{15} \quad \frac{3.0}{9.3} \quad \frac{2.6}{10.7} \quad \frac{2.8}{16} \quad \frac{3.0}{29} \quad \frac{11.3}{43} \quad \frac{13.7}{43}$$

Stat	+	π	-	Elev
------	---	-------	---	------

+50				
-----	--	--	--	--

90				
----	--	--	--	--

+50				
-----	--	--	--	--

91				
----	--	--	--	--

+50				
-----	--	--	--	--

92				
----	--	--	--	--

+59.62				
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		0.61		
--	--	------	--	--

Lt E Rt.

$$\frac{11.8}{50} \quad \frac{11.8}{29} \quad \frac{3.9}{15} \quad \frac{3.9}{10} \quad \frac{3.2}{10} \quad \frac{3.4}{10} \quad \frac{3.6}{16} \quad \frac{11.3}{29} \quad \frac{13.7}{43}$$

$$\frac{12.0}{50} \quad \frac{11.8}{29} \quad \frac{4.6}{16} \quad \frac{5.0}{10.4} \quad \frac{4.1}{9.6} \quad \frac{4.0}{9.6} \quad \frac{4.8}{15} \quad \frac{11.6}{27} \quad \frac{13.7}{44}$$

$$\frac{12.5}{40} \quad \frac{12.0}{31} \quad \frac{5.1}{16} \quad \frac{5.4}{10.6} \quad \frac{4.3}{9.4} \quad \frac{4.2}{9.4} \quad \frac{4.1}{15} \quad \frac{12.0}{31} \quad \frac{13.7}{41}$$

$$\frac{12.5}{40} \quad \frac{12.0}{30} \quad \frac{4.4}{16} \quad \frac{4.2}{10.5} \quad \frac{3.5}{3.5} \quad \frac{3.5}{9.5} \quad \frac{3.5}{17} \quad \frac{11.6}{32} \quad \frac{13.7}{40}$$

$$\frac{11.0}{40} \quad \frac{14.5}{28} \quad \frac{3.0}{16} \quad \frac{2.7}{10} \quad \frac{2.5}{2.5} \quad \frac{2.4}{10} \quad \frac{2.8}{17} \quad \frac{4.8}{26} \quad \frac{11.0}{33} \quad \frac{13.7}{49}$$

$$\frac{9.1}{40} \quad \frac{7.4}{28} \quad \frac{1.9}{15} \quad \frac{1.7}{10} \quad \frac{1.5}{1.5} \quad \frac{1.6}{10} \quad \frac{1.9}{17} \quad \frac{3.5}{28} \quad \frac{11.4}{44} \quad \frac{13.7}{60} = \text{WE}$$

$$\frac{0.9}{10} \quad \frac{0.8}{10} \quad \frac{0.9}{10}$$

Nail 112 P.P. 18' Lt. Sta. 92+5962 (869.37)

Sta

+

π

-

Elev

Lt. € Rt.

Sta

+

π

-

Elev

Lt

E

RT

Sta

+

π

-

Elev

alignment.
Edgerton

Co. Rd. B2 to

Station	Point	Angle	
		Lt	Rt.

105+29.5			
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92+59.62	P.O.T.		
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78+84.6	Center Sec. 8 Rd. Map Survey Sta.		
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52+62.7	R.I. E. Co. Rd. 13 Rd. Map Sta.	0° 05' Rt.	
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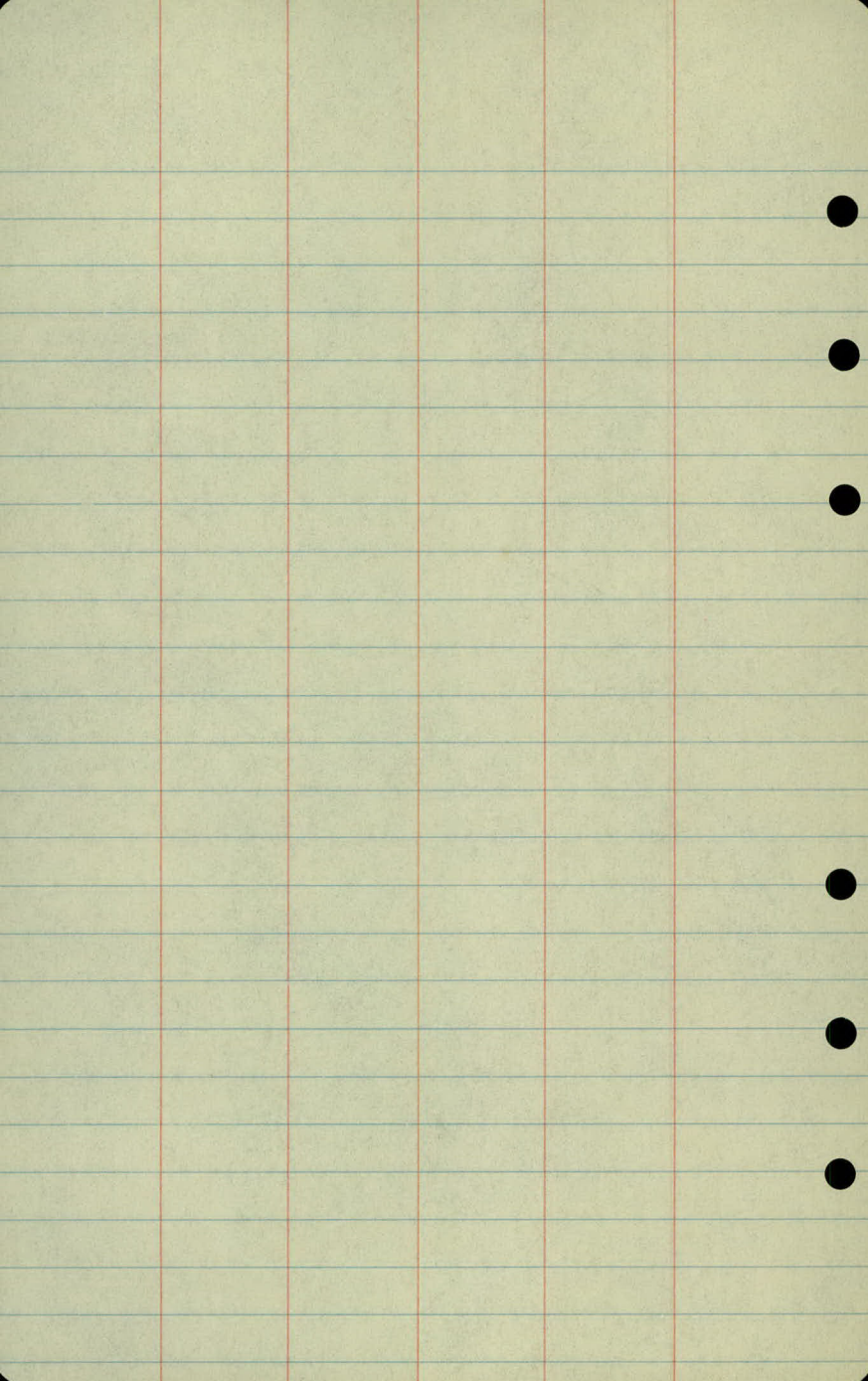
田

Arch. Pole @ 18.70 @ Hole in Pav.

田

I Col. 21 "B"

Sta.	Point	Angle	Lt	Pt.
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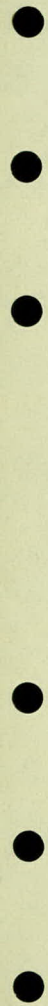


Topography.
Edgerton

Co. Rd B-2 to

70

69



77

76

75

74

73

72

71

84

83

82

81

80

79

78

Trail 57' 8
 Timber 70' End
 +97-T.P. 28'

R. Trail 68'
 Timber 80'
 +92-T.P. 28'
 +85 R. Cott. 150'

+16 R. Cott. 145'

R. Trail 50'
 Timber 104'

+71 T.P. 28'

+45 R. Cott. 160'

R. Trail 81'
 Timber 104'

+49 T.P. 28'

+16 R. Cott. 226'
 R. Trail 115'

+94 Ent.

Cor

+82 N.W. Cor. Gar. 30.9'
 +62 S.W. Cor. Gar. 38.1'
 +57-30" Maple 36'
 +45 End L.V. 28'
 +35-36" Maple 38'
 +26 T.P. 28'
 +12-30" Maple 38'

+92 N.W. Cor. Ho. 35.1'
 +86 Beg Row L.V. 21'

+67.5 S.W. Cor. Ho. 35.7'
 +64 4' 3" Walk
 +58-24" Maple 31'
 +58-24" Maple 25'
 +31 End G.R. 13'

Steps { Top 17'
 Bott. 21.5'

+41 DRIVE

10.2 10.0

91

10.8 9.5

90

195.4 → 10.4 9.6
→ 10.0 10.0

150 9.6 10.4

89

9.3 10.7

88

9.0 11.0

87

9.1 10.9

86

9.3 10.7

85

9.6 10.4

92116 End G.R. 15'

9

+84 T.P. 29'

Shore 49'

+203-P.P. 16'

+225 End G.R. 14'

G.R. 15'

G.R. 14'
Shore 42'

+50 T.P. 28'
Shore 41'

+56-P.P. 16'

G.R. 15'
Shore 44'

G.R. 14'

+15 T.P. 29'
G.R. 15'
Shore 43'

+52-P.P. 17'

Marsh

G.R. 13.5'

Shore 45' G.R. 16'
+33 T.P. 20'

+80 Beg. G.R. 18'

+42 Gaby. 18' 148' G.M.
27'

Shore 50'

+29 G.R. 15.5'
+19 Gaby Pole 29'

+15 T.P. 19'

Lake Shore 90'

+77 T.P. 28'

End

Trail 34'

+86 Trans. Pa. 235
+76 Trans. Pa. 27.5
+60 Trail 41'

No Cable on Guard Rail

98

97

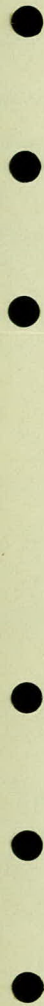
96

95

94

93

92



105

104

103

102

101

100

99

Cross-Section

Edgerton

Co. Rd. B 2 to

