

SCOTT ROAD

T 144 R 26

FIELD BOOK

361

49

Scott's Road.

Clearing ends at Sec. Cor. Post
at S.W. Cor of 35, 144, 26 No.

Clearing done in 143-26.

Grobbling not done to date.

Inst. 24" x 24' C.M. across Road at 243+20

Construct Offtake ditch to Mud Lake

(about 300')

214+75 15' span narrow creek 8 wide.
Clay bottom 14' piling needed

193+70 Inst. 30" x 24' C.M. Culvert if
road follows line as staked out.

It is possible that road might be
switched west; the owner states that
he will not stand for any change

abt. 180 Creek 18' wide

about 2-15' spans or 2-125.

Drove pipe 16' below ice, Clay.

18' piling needed.

March 4, 1921.

O.L.

Note: Chaining runs from N to S

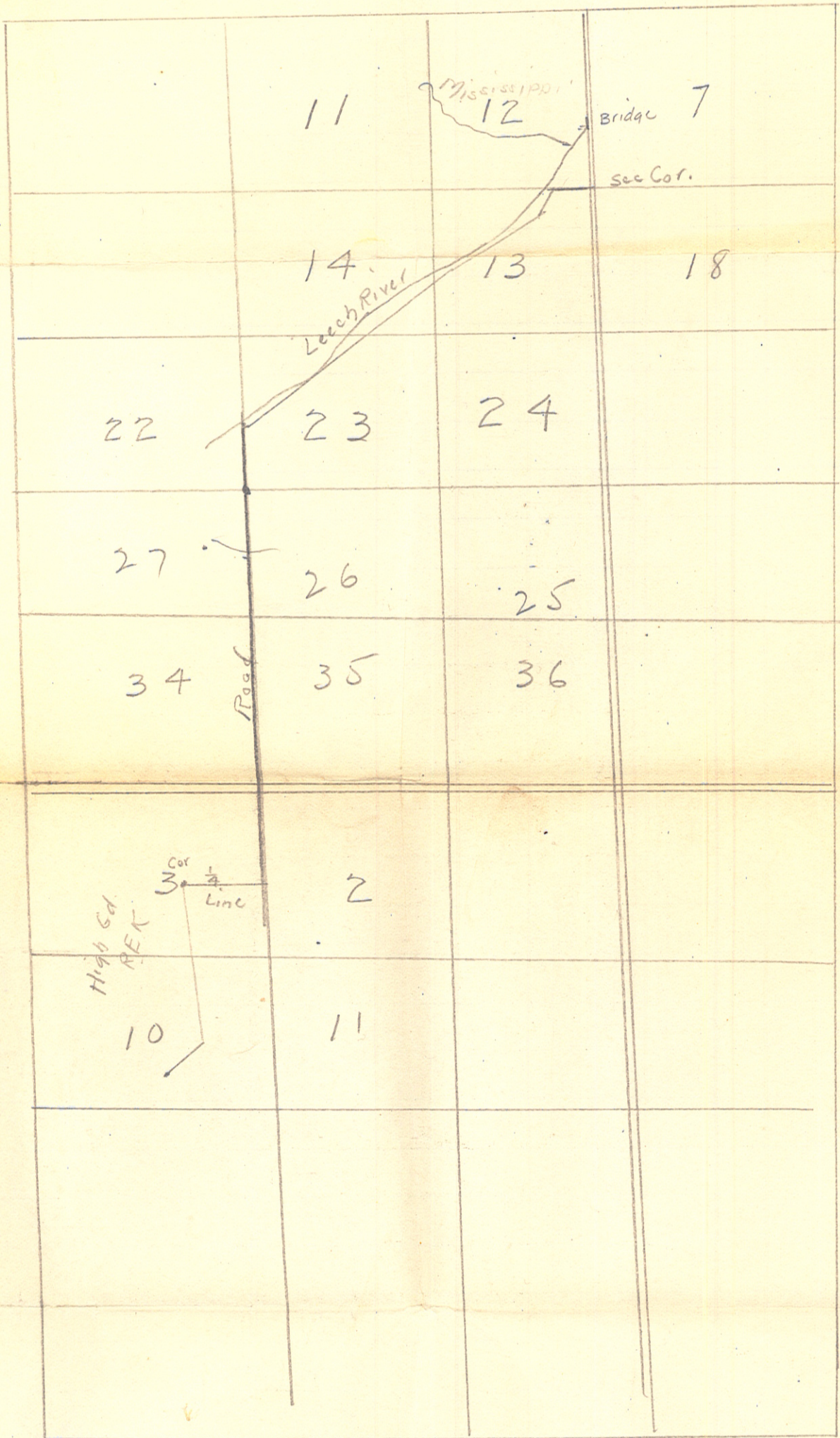
272+31

Install 6x4' Wooden Box

Stakes gone on both sides

Install Double 6x4' Timber Box Culvert.

144-26



143-26

127 3' x 4' Box Culvert 24' long

Ab 117 3' x 4' " " " "

Neal Matt Barnes 3' x 4' x 24'

Walker, Levels on Creek

BM 408 104.08 100.00

⊙ 3.8 100.3

X 6.38 97.7

BM 135 102.73 Top of para
rest wall
at end of

Bottom of Culvert inlet 94.4

W.L. at Culvert inlet 97.4

1 2.3 Parapet Wall.

Apr. 2-1924

Lind

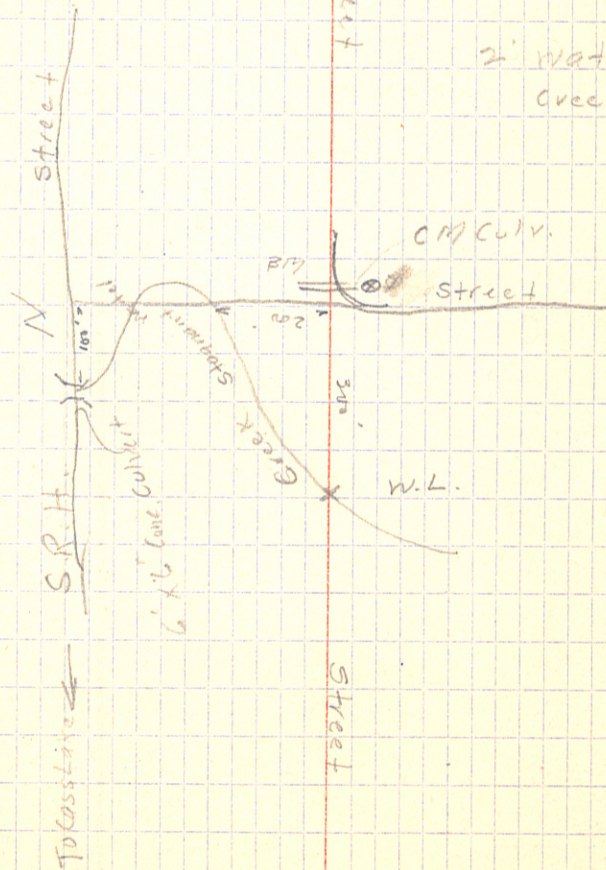
2' of dirt at inlet

N. end C.P. Culvert

W.L.

Street

2' water in
Creek



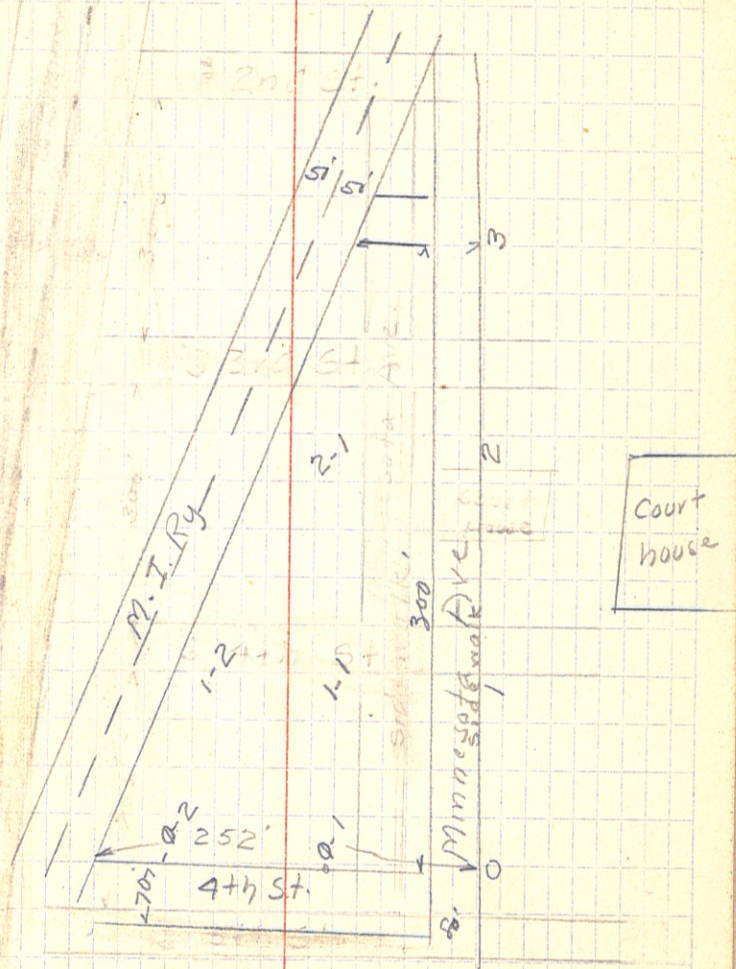
Conclusions on preceding levels
& observations.

The channel is not properly
cleaned out for a distance of 50'
south from the 6x6 culvert inlet.
The culvert is sufficiently low to
~~properly~~ drain the creek if creek
bed is cleaned out.

Chase dam is about 4' high.
A removal of this dam and the
cleaning out of the channel below
the 6x6 culvert would relieve the
condition complained of.

The water in the creek is
stagnant for a distance of not
less than 800 feet south of the
6x6 culvert.

Notes on filling of
ground between Court House
and M. & T. Tracks, Walker, Minn.



Levels on Preceding Tract.

BM	2.60	102.60	100.00
3 Line			
3-0+20		2.6	100.0
0+24		3.5	99.1
0+33		3.7	98.9
0+50		6.2	96.4
0+80		6.9	95.7
1+00		6.9	95.7
1+25		6.1	96.5
1+45		4.3	98.3
		4.20	98.4
2 Line			
2+00		2.45	100.15
2-0+20		2.5	100.1
2-0+24		3.5	99.1
2-0+39		3.8	98.8
2-0+44		5.8	96.8
2-0+400		7.2	95.4
2-1+25		8.5	94.1
2-1+85		7.7	94.9
1A-0+70		9.9	92.7

Inner edge of Sidewalk Sta 3+00

Rg R/W Line

Base of Rail M.I. (Side Track)

Sidewalk

Rg R/W Line

30 west of 2 Line

102.60

1+00	2.28	100.32
1 Line		
1-0+00	2.5	100.1
0+25	5.3	97.3
0+35	6.6	96.0
0+40	8.8	93.8
0+65	10.6	92.0
1+00	9.3	93.3
1+65	8.9	93.7
2+00	11.1	91.5
2+17	11.1	91.5
	4.4	98.2
0+00	2.25	100.35
0-0+00	2.0	100.6
0+28	5.6	97.0
0+35	5.6	97.0
0+40	8.3	94.3
1+00	10.3	92.3
1+36	9.9	92.7
2+00	10.7	91.9
2+35	10.1	92.5
2+52	8.4	94.2
	4.70	97.9

on sidewalk

Average haul
from pit to Ctr. of
Fill 900ft.

R/W Line

Base of Rail Side Track

on sidewalk

Hole 32 wide 70 long 3.4 deep

B.R.

165
 300
 9) 49500 / 5500
 48
 45
 45

49500
 5
 27) 247500 / 9000
 2

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1 1/2 TO 1.

FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

MADE IN GERMANY.