

Exhibit No. 3

Ditch No. 48 Anoka County

Time and description of the work

Filed in the Office of the County

Auditor of the County of Anoka

... *2 P* ... M. this *13th* day of

... *June* ... A. D. 1908.



County Auditor.

Exhibit No. 3.

Petitioned Route. Engineer 's Report on
Ditch No. 48

Main Line. From Station 0 to 40 the ditch is designed to be an open ditch with a bottom width of Three (3) feet and with the side slopes of One to One (1-1)

The line of the ditch crosses one road. This culvert will be built by the Town board and they will be allowed damages for the construction of the same.

From Sta. 0 to 40 the ditch will be finished within days after signing the contract and filing the required bond.

From Sta. 40 to Sta. 70 + 59 is in the Swan Lake so-called and no work will be required for this section by the contractor.

From Sta. 70 + 59 to Sta. 107 + 40 the ditch will be an open ditch with a four foot bottom and of various side slopes. Where the cut is in sand the side slope will be of One and One Half to One ($1\frac{1}{2}$ - 1) and where the cut is in peat or much or clay it will be of side slope of One to One (1 - 1) We have estimated as follows:-

From Sta. 70 + 59 to Sta. 78 the cut will be one and one half to One ($1\frac{1}{2}$ - 1) side slope and is estimated to be sand.

From Sta. 78 to Sta. 107 + 40 the cut is supposed to be heavy soil and is designed for side cut of One to One (1 - 1)

From Sta. 78 to Sta. 107 + 40 the work must be finished days after signing the contract and the required bond.

From Sta. 87 to 88 + 09 the work is out the right of way of the Great Northern R. R. and will be done by that company, and they will be allowed damages for the construction of the said work.

At Sta. 99 + 50 there will be constructed a drop to kill the fall of the surface of the ground plans of which are submitted in the report of the Engineer and is estimated to cost \$60.00

Petitioned Route

Branch No. 1

This will be an open ditch from its Sta. 0 to the point at which it empties into the Main Line at Sta. 0 of the Main Line.

It follows a partly dug ditch for a part of its way and no amount is deducted from the estimate for this partly finished ditch. Where it follows a finished ditch the amount of the opening of the old ditch is deducted from the estimate.

This Branch will be finished within days after signing the contract but must be finished in the year 1908 if possible.

Branch No. 2

Is an open ditch and will be finished in the year 1908 if possible.

Branch No. 3

Is an open ditch and will be finished within days after signing the contract, but must, if possible, be finished in the year 1908.

Description of the So-called " Lee " route.

The main line From Sta. 0 to 40 will be the same as in the main line of the same stations on the petitioned line, as will be also Branches No. 1 and No. 2.

In this route the first Fourteen (14) stations of the ditch cover the same route as Branch No. 3. of the route as petitioned so there will be no Branch No. 3. if the ditch is built on the so-called "Lee " route.

Main Line. The ditch will be of the required width on the bottom and of side slopes of One to One (1 - 1) and of the required width on the top.

The stations will be finished as required in the contract but will if possible be finished in the year 1908.

The old ditch will be filled within the required limits and if necessary the lower part of the open ends will be left open as the Engineer may direct.

The berm will be of the required width and shall be left clean and free from all rubbish or earth.

The part across the right of way of the Great Northern R. R. will be cared for by that Company unless otherwise directed by the Engineer the Contractor will not execute that part of the work.

The crossings at the Public Roads the Contractor will excavate and be credited with the amount of that work but he shall notify the Town Board before he excavates any road crossing so that the Board may know when to prepare for the culverts.