

Book #10, Dr. 12-A

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Plan Survey

KOHLMAN AVE.

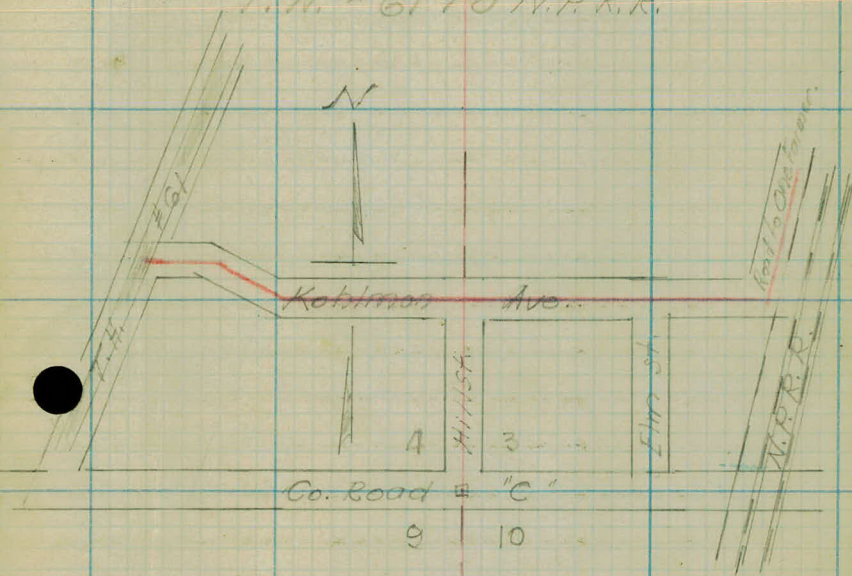
From S.T.H. 61 To HILL ST.

Road Acc't. No. _____

Date Filed 1935

File 12-A

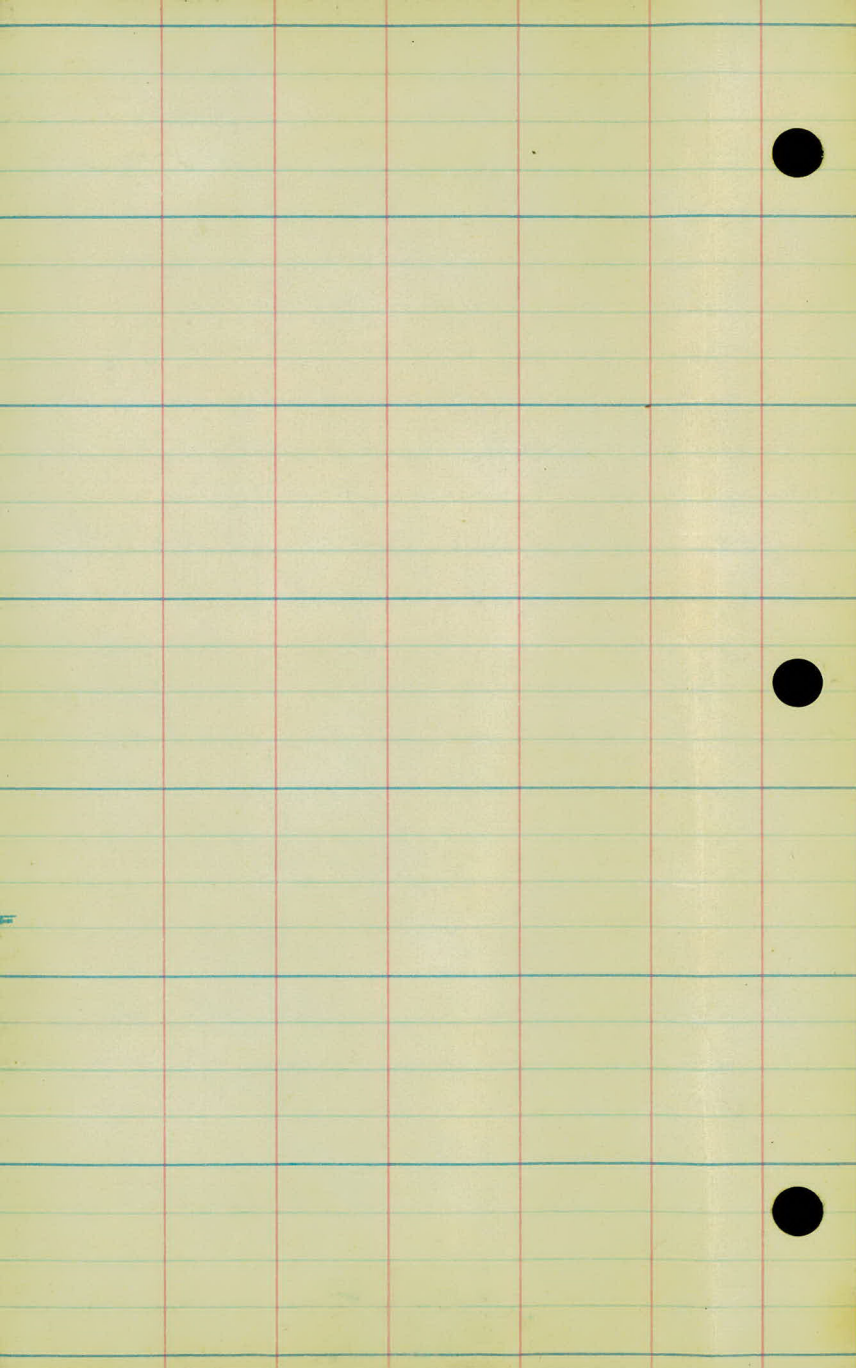
Plan Survey Kohlman Av. T.H. #61 to N.P.R.R.



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W. A. Carlson
Aug. 23, 1935



alignment.

Station	Point	Alt.	Alt.
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9+09.85	P.I.		0°32' RT.
	2 H/115+50.		

7+73.5	P.O.T.		
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7+07.50	P.O.T.		
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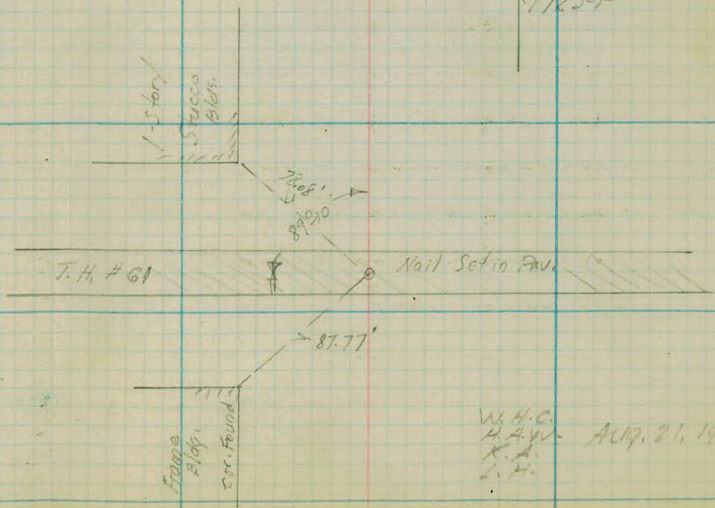
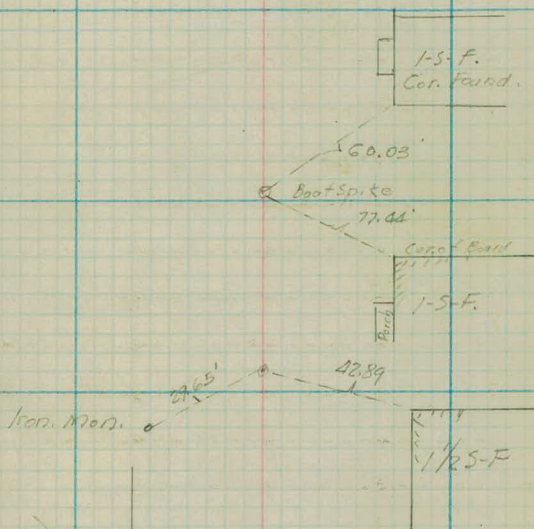
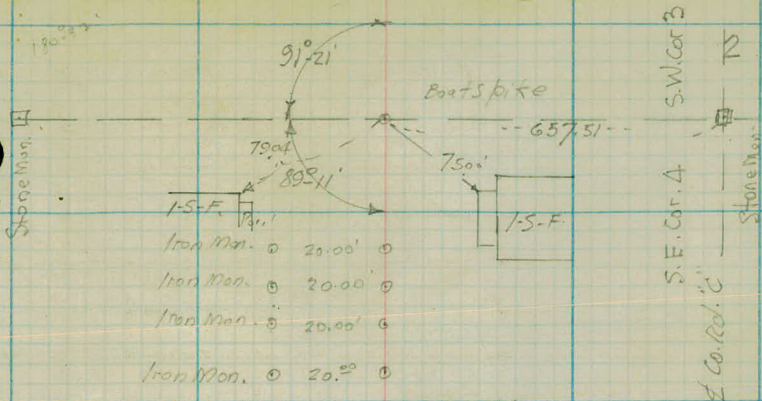
6+41.50	P.O.T.		
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5+75.52	P.O.T.		
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4+25.35	P.I.	38°35'	
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1+92.57	P.I.		16°45'
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0+0



Station Point Lt. & Rt.

24+61.47 E No. Bound m

24+46.71 E So. Bound m

23+95.04 P.O.T.

20+69.82 P.O.T.

19+37.5

17+39.9

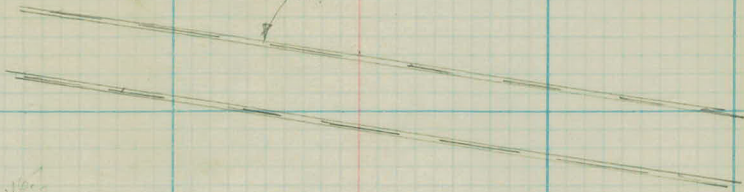
16+08.9 $\pm$

14+76.55 $^+$
 $-$

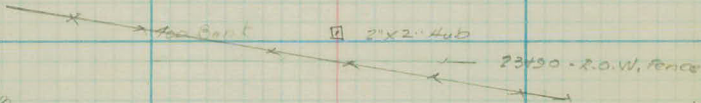
14+11.2 $^+$
 $-$ P.O.T.

12+79.24 $^+$
 $-$ P.O.T.

80°34'



100
20
10
10



$$\begin{array}{r} 51.73 \\ 23495.06 \\ \hline 2446.77 \\ 10.7 \\ \hline 2461.47 \end{array}$$

$$\begin{array}{r} 9408.92 \\ 1114.5 \\ \hline 10523.42 \end{array}$$

Iron Man @ 20.0'

Iron Man @ 20.0'

Iron Man @ 20.0'

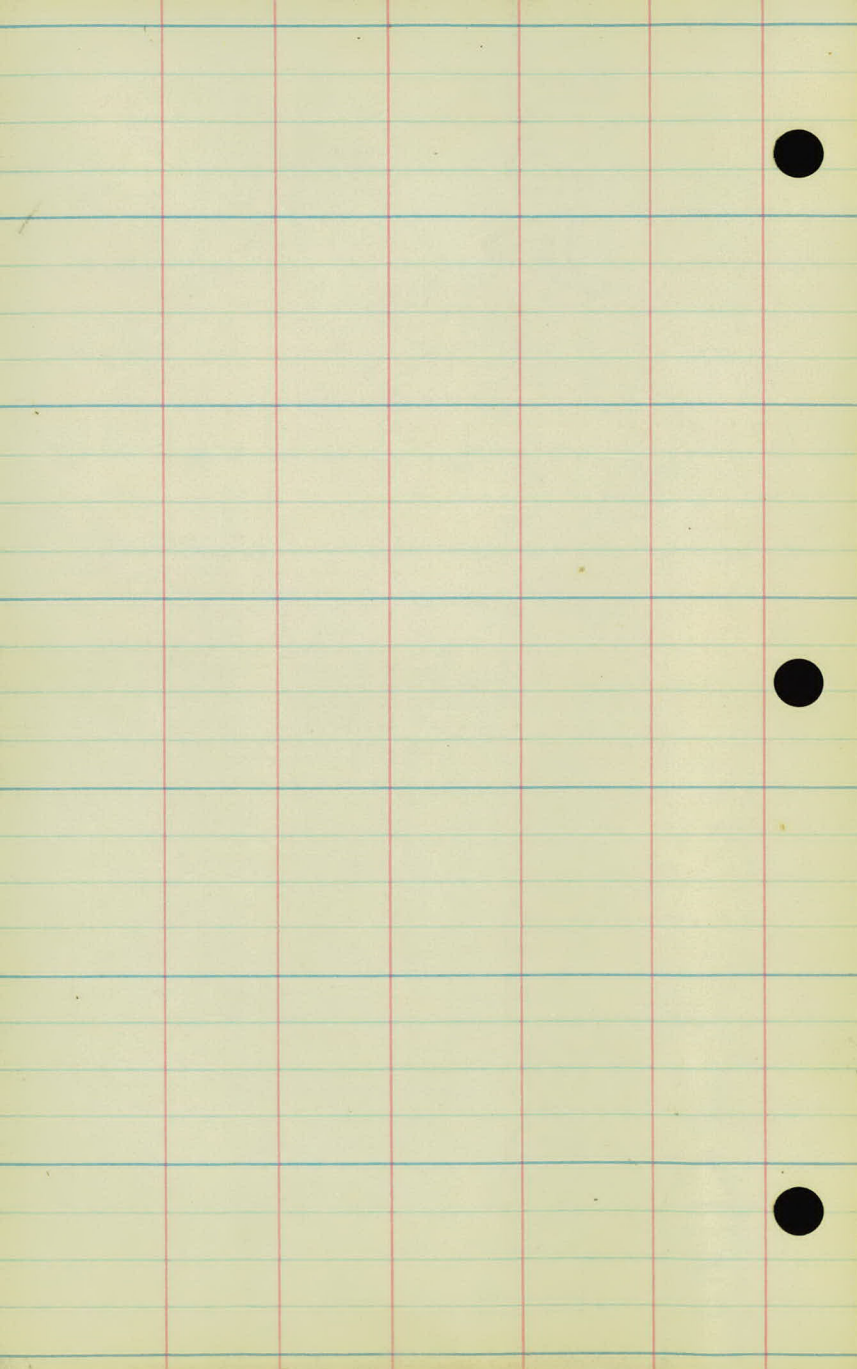
Iron Man @ 19.7'

Iron Man @ 21.7'

Iron Man @ 20.0'

Iron Man @ 20.0'

$$\begin{array}{r} 51.73 \\ 2446.77 \\ \hline 2498.50 \end{array}$$



Topography

270

Note: All Houses
face N. & S.

1750

1

0750

0700

± T.H. #61

+44-S.W. Cor. 75'

+02-P.R. 16'

Shldr 9'

+71-Iron Mod. 22'

+70-Shldr. 10'

+28-Cor. Gar. 73'

8' Wide

+10-Cor. Gar. 27'

Sh-9'

+98-Cor. Bldg 42'

+97-P.R. 11'

Beer

+66-Cor. Bldg 43'

+14-T.R. 30'

+24'

5
+35-4' Pop. 28
218-Cor. 19'

Shldr 9'

+50-Cor. No. 43'

+80-4" Elm 17'

1-S-F face N. + S.

+66-6" Elm. 17'

+62-N.W. Cor. 10-54'

+39-Mock Orange 12'

Lawn

+17-6" Bx. El. 19'

Sh. 8'

Do not Disturb.

+80-4" Bx. El. 21'

Lawn

Yard.

+40-Shldr 15'

+37-Shldr. #61

To St. Paul

5+50

5

4+50

Note: Houses, Entr.
are North + So.

4

3+50

3

2+50

Rd. 7'

Rd. 10'

6

+192-5" App. 33'
 +172-R.P. 15'
 +177-6" App. 34'
 +155-3" App. 634'

+182-2" App. 73'
 1-S.F.
 +167-2"-73'
 +162-Cor. No. 43

+27-Ent. No. 611
 +103-2" Steps 14'
 Rd. 8'
 +144
 +142

+104-Ent. No. 6
 Rd. 9

+194-Cor. No. 150

+180
 +162-Cor. No. 43
 1-S.F.
 +157
 +150-Rd. 9

+150-Rd. 8'

+146-2 Pump 15'
 +135-Ent.
 12"X20" C.M. -20

+175-R.P. 17'

+135-G.P. 14'
 +103-N.E. Cor. No. 2
 20X21

Shldr

7' 12'

+193-6" Pop. 28'
 +172-Ent. NKS.
 12"X20" C.M.

+150 S.W. Cor. No. 52
 22X21

+128-Ent. NKS.
 12"X16" C.M.
 +117-R.P. 16'
 Shldr 9'

+133-5" Pop. 31'
 NKS.
 Shldr 10'

+193-Ent. 12"X20" C.M.
 +190 Cor. No. 21
 +140-6" Loc. 27'
 +166-6" Loc. 27'

9

8+50

8

7+50

7

6+50

173-13' Walk
20

6

+45-Rd. 13'

Cult.

+23 - - - - -
50

Hill St.

+03-50' - - - - -

+14-Ent. 12"X26 C.M.
10'
Rd. 6'

+16-Rd. 14'

+67-4" Moob 78'

+52-Cor. Ho.
+50-Cor. Porch

+44-E 2" Moob 45'
+34-Cor. Porch 47'
+32-Cor. Ho.

+24-Ent. 12"X14 C.M.
10'

+10-6" Elm 78'

Rd. 8'

+93-Rd. 10'

+93-F.Cm. 73'
+87-L.F. 18'
+80-Rd. 10'

+59-Ent. 12"X12"
N.E.
14'

+50-Cor. Ho.
+48-Cor. Porch
1-S.F.

+30-Cor. Porch 44'
+28-Cor. Ho.

+10-F.Cm. 16'

Rd. 10"

+59-3" T. 100' 20'
+55-Cor. Ho.

1-S.F.

+32-Cor. Ho. 36'

+23-Rd. 15'

+13-Ent. 12"X10 C.M.
10'

+06-L.Ramp 23'

Rd. 8'

+82-6" Pop 22'

+64-Cor. Porch 49'

+62-Cor. Ho.

+64-10" Pop 22'

+52-Ent. 12"X16 C.M.
10'

+42-1" Pl. 34'

+24-2" App 32'

+12-2" App 33'

+46-Ent. 12"X16 C.M.
14'

+48-6" Elm 32'

+20

+18

1-S.F.

+00-Cor. Porch 44'

Rd. 10'

+90-2" Elm 30'

12+50

12+0

11+50

11+0

10+50

10

9+50

Rd - 5

Rd. 11'

8

+15-3' App 28'

Cult.

Rd. 4'

Rd. 12'

+28-4" App 28'
 +84-6" App 28'
 +77-5" Pop 12'
 +75-£ Schack 100'
 +70-P.P. 15'

+57-Ent 12" x 16" c.m.
 9'



Rd. 6'

Cult.

Rd. 13'

Cult.

+76-PP-15'

Cult.

+16 Ent, 12" x 16" c.m.
 8'



Rd. 5'

Rd. 12'

+75-£ 20 H. 175'

1640

15450

1540

14450

1440

13450

OK

13401 - 2 Cal V. 15" x 24" C.M.

8' 16'

13

+70-R.D. 15'

Rd. 6'
+95-2-2' Walk 16'-11.5'
+94-Cor. No. 49'
2-S-F.
+68-Cor. No. 49'

+32-Ent. 12' x 16'
9'

Rd. 5'

+72-R.D. 15'

+03-Ent. 12' x 16' C.M.
8'
Rd. 4'

+80-E No. 175'

+70-R.D. 15'

+07-Ent. 12' x 16' C.M.
18'
+30-E No. 150'
Farm
Var C

Rd. 12' 108

Rd. 12'

Rd. 12'

Cult.

+31-Ent. 12' x 16' C.M.
18'

+02-School 200'

19+50

19+0

18+50

18+0

17+50

17

16+50

Rd. 7'

Rd. 8

10

41

+37-PP. 15'

+79-Ent. 12" x 16" C.M.

+18-End Hedge 23'

+10-E Cott. 175'

+02-10" Pop. 21' Yordt.

Rd. 6'

+84-1" Pop. 23'

+75-Ent. 12" x 14"

14'

+65-Pl. Tree 23'

Rd. 10'

+

+68-12" Pop. 17'

+65-Bog Hedge 25'

+47-1" Box El. 24'

+38-6" Box El. 17'

+04-4" Box El. 25'

Rd. 7'

Rd. 10'

Cott.

+72-PP. 15'

+16-E Sch. 9. c. 175'

Rd-6'

Cult.

Cult.

R-10'

+90-Ent. 12" x 16" C.M.

10'

24+61, 47 = £ N. Bound 10

24+66, 71 = £ S. ✓ ✓

23

1
100

22

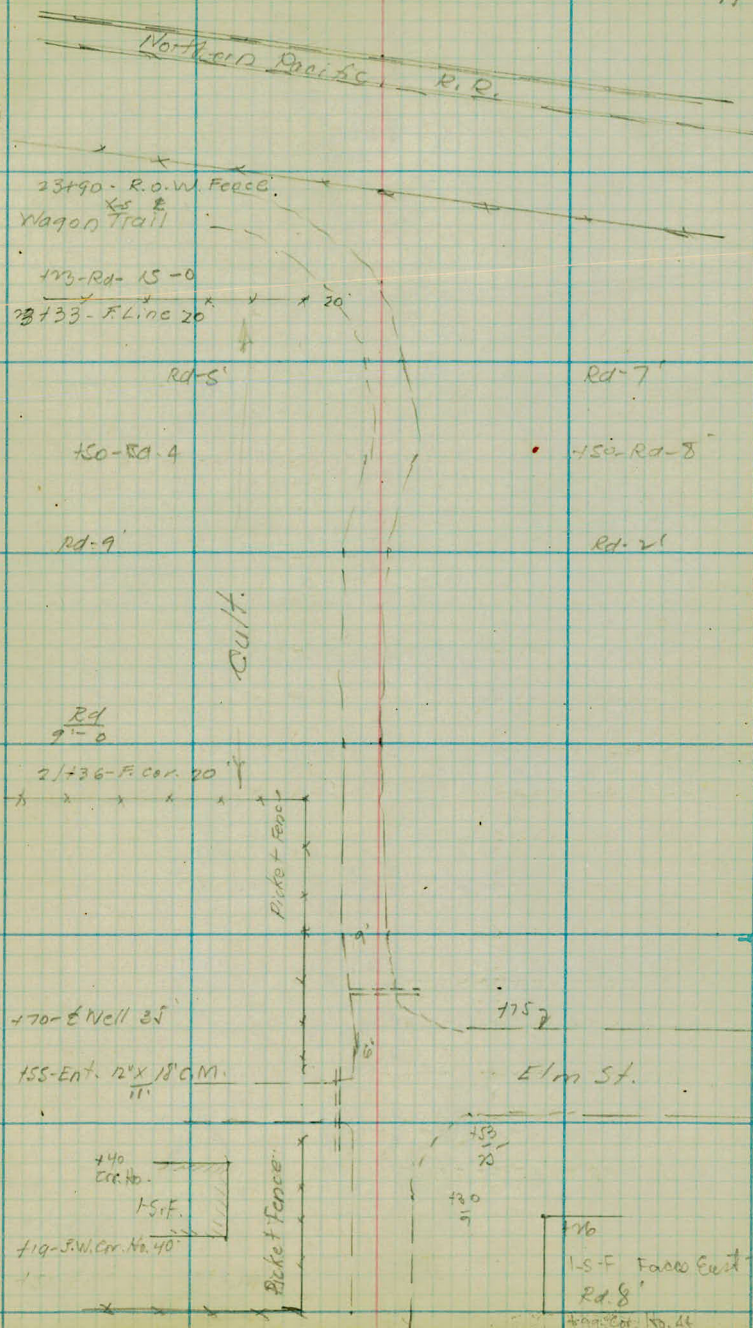
150

21

185-£ Cu/V. 12" X 18"
7' | 11'

150

20



Northern Pacific R.R.

23+90 R.O.W. Fence

Wagon Trail

173-Rd-15-0

28+33 F Line 20

Rd-5

Rd-7

150-Rd-4

150-Rd-8

Rd-9

Rd-2

Cult.

Rd 9-0

21+36 F. Cor. 20

Picket Fence

170-Well 35

155-Ent. 12x18 CM.

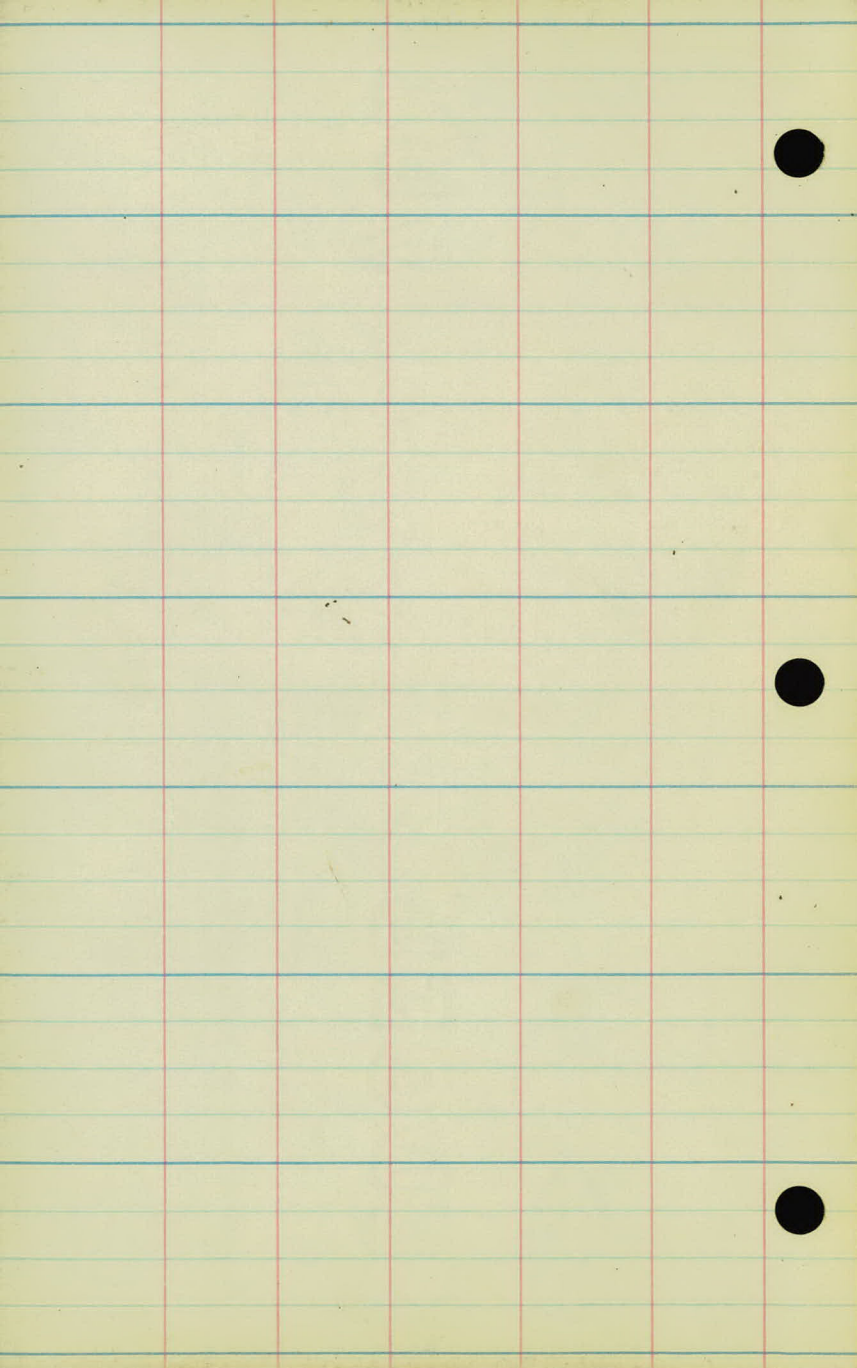
Elm St.

15-F
fig-3 W. Cor. No. 40

Picket Fence

150-20
120-5

15-F Fences East Rd. 8
fig-3 W. Cor. No. 40



X-Sections.

Sta.	+	π	-	Elev.
B.N.	1.27	892.63		890.64
T.P.	2.05	886.65	8.03	884.60
✓	3.87	877.92	12.60	874.05
B.N.	7.73	877.92	7.73	870.19

0+00 = 2 T.H. #61 70.19

0+12 - E. edge Ave 70.0

0+38 - Shldr. 71.1

0+45 71.5

1+0 75.1

T.P. 10.28 887.96 0.24 877.68

1+70 80.4

Note —

2+0 82.7

+50 86.5

T.D. 13.48 900.96 0.48 887.48

3+0 90.2

+40 93.6

Note: 40' P.O.W.

Lt.

E

Rt.

13

N.E.

{ N.W. Cor. of Bottom Step of School Hb. S.W. Cor.
T.H. # 61 & Co. Rd. "G"

Top of Pavement Sta. 0+00

$$\begin{array}{r} 8.0 \\ 50 \end{array}$$

69.8

$$\begin{array}{r} 8.1 \\ 50 \end{array}$$

70.9

$$\begin{array}{r} 7.0 \\ 50 \end{array}$$

71.4

$$\begin{array}{r} 6.5 \\ 30 \end{array}$$

73.7

$$\begin{array}{r} 4.2 \\ 30 \end{array}$$

83.4

$$\begin{array}{r} 4.6 \\ 30 \end{array}$$

$$\begin{array}{r} 6.0 \\ 20 \end{array}$$

$$\begin{array}{r} 7.1 \\ 15 \end{array}$$

$$\begin{array}{r} 8.5 \\ 13 \end{array}$$

$$\begin{array}{r} 8.5 \\ 12 \end{array}$$

$$\begin{array}{r} 7.7 \\ 9 \end{array}$$

$$\begin{array}{r} 70.19 \\ 7.73 \\ 0 \end{array}$$

$$\begin{array}{r} 70.0 \\ 7.9 \end{array}$$

$$\begin{array}{r} 71.1 \\ 6.8 \end{array}$$

$$\begin{array}{r} 71.5 \\ 6.4 \end{array}$$

$$\begin{array}{r} 75.1 \\ 2.8 \end{array}$$

$$\begin{array}{r} 80.4 \\ 7.6 \end{array}$$

$$\begin{array}{r} 82.7 \\ 5.3 \end{array}$$

$$\begin{array}{r} 86.5 \\ 1.5 \end{array}$$

$$\begin{array}{r} 90.2 \\ 10.8 \end{array}$$

$$\begin{array}{r} 93.6 \\ 7.4 \end{array}$$

70.6

$$\begin{array}{r} 7.3 \\ 50 \end{array}$$

70.4

$$\begin{array}{r} 7.5 \\ 50 \end{array}$$

70.4

$$\begin{array}{r} 7.5 \\ 50 \end{array}$$

68.1

$$\begin{array}{r} 7.8 \\ 30 \end{array}$$

69.8

$$\begin{array}{r} 8.1 \\ 30 \end{array}$$

Drains to
Culv. 1000 Sd

77.5

$$\begin{array}{r} 13.5 \\ 50 \end{array}$$

79.0

$$\begin{array}{r} 7.0 \\ 50 \end{array}$$

R1 = 149.57 - 16° 45' Rt. (Place Rad. Curve to fit)

85.6

$$\begin{array}{r} 2.4 \\ 30 \end{array}$$

$$\begin{array}{r} 3.2 \\ 15 \end{array}$$

$$\begin{array}{r} 4.6 \\ 12 \end{array}$$

$$\begin{array}{r} 5.8 \\ 13 \end{array}$$

$$\begin{array}{r} 5.8 \\ 12 \end{array}$$

$$\begin{array}{r} 5.3 \\ 9 \end{array}$$

92.1

$$\begin{array}{r} 14.1 \\ 30 \end{array}$$

$$\begin{array}{r} 2.1 \\ 17 \end{array}$$

$$\begin{array}{r} 1.7 \\ 15 \end{array}$$

$$\begin{array}{r} 1.7 \\ 10 \end{array}$$

94.1

$$\begin{array}{r} 6.9 \\ 30 \end{array}$$

$$\begin{array}{r} 11.0 \\ 18 \end{array}$$

$$\begin{array}{r} 11.5 \\ 12 \end{array}$$

$$\begin{array}{r} 11.0 \\ 11 \end{array}$$

98.4

$$\begin{array}{r} 2.6 \\ 30 \end{array}$$

$$\begin{array}{r} 2.1 \\ 14 \end{array}$$

$$\begin{array}{r} 8.2 \\ 13 \end{array}$$

$$\begin{array}{r} 8.2 \\ 11 \end{array}$$

$$\begin{array}{r} 7.6 \\ 9 \end{array}$$

82.7

$$\begin{array}{r} 5.3 \\ 9 \end{array}$$

$$\begin{array}{r} 5.8 \\ 9 \end{array}$$

$$\begin{array}{r} 7.7 \\ 20 \end{array}$$

$$\begin{array}{r} 7.3 \\ 20 \end{array}$$

86.5

$$\begin{array}{r} 1.5 \\ 8 \end{array}$$

$$\begin{array}{r} 1.9 \\ 8 \end{array}$$

$$\begin{array}{r} 3.2 \\ 13 \end{array}$$

$$\begin{array}{r} 3.6 \\ 20 \end{array}$$

$$\begin{array}{r} 3.6 \\ 30 \end{array}$$

90.2

$$\begin{array}{r} 10.8 \\ 8 \end{array}$$

$$\begin{array}{r} 11.0 \\ 8 \end{array}$$

$$\begin{array}{r} 11.9 \\ 20 \end{array}$$

$$\begin{array}{r} 12.8 \\ 30 \end{array}$$

93.6

$$\begin{array}{r} 7.4 \\ 10 \end{array}$$

$$\begin{array}{r} 7.7 \\ 10 \end{array}$$

$$\begin{array}{r} 8.8 \\ 13 \end{array}$$

$$\begin{array}{r} 9.1 \\ 20 \end{array}$$

$$\begin{array}{r} 9.2 \\ 30 \end{array}$$

Prop. Line.

18.7

$$\begin{array}{r} 9.3 \\ 30 \end{array}$$

94.4

$$\begin{array}{r} 3.6 \\ 20 \end{array}$$

$$\begin{array}{r} 3.6 \\ 30 \end{array}$$

88.2

$$\begin{array}{r} 12.8 \\ 30 \end{array}$$

$$\begin{array}{r} 9.8 \\ 30 \end{array}$$

W. to Ditch 700 ft. from
Sta. 0+50 to top of Hill about 440

Sta.	+	π	-	Elev.
		900.96		
4+0				98.6
T.P.	11.93	912.66	0.23	900.73
P.I. +75	A 38°35' Lt. Place Rad. Curve to fit Pl.			01.1
+55				03.3
5+0				905.6 05.6
+50				06.4
6+0				04.6
+30				02.9
+37				02.5
T.D.	2.12	902.87	11.91	900.75
7+0				99.7
8+0				96.1
+50				94.0
8+95				92.6

Lt.

St.

St.

14

02.0

11.0	10.7	9.0	8.2	7.7
30	20	14	10	8

98.6

2.4	2.1	2.0	3.2
11	20	30	

97.8

02.4

10.3	10.6	12.0
30	20	10

01.1

11.6	10.5	10.8	11.4
7	15	20	30

01.3

Yard

01.2

5.5	6.2	9.7
30	19	11.5

03.3

9.4	7.7	6.4	6.1
12	18	30	

06.6

04.5

3.2	3.7	7.5
30	17	9

05.6

7.1	7.3	5.3	5.3
12	18	30	Yard

07.4

08.3

4.4	4.3	6.8
30	76	9

06.4

6.3	6.7	2.8	4.4
12	20	30	- Vacant lot

10.3

04.1

8.6	8.6	8.4
30	20	7

04.6

8.1	8.3	6.2	5.1
13	19	30	Yard

07.6

02.3

10.4	10.4	10.5	10.0
30	20	11	8

02.9

9.8	9.9	7.9	7.7
73	20	30	- Vacant lot

05.0

01.9

10.8	10.8	10.9	10.4
30	20	10	7

02.5

10.2	10.2	10.3	10.1
14	20	30	Driveway

02.6

Top east end cul. Lt. Sta. 6460

3.4	3.5	3.6	4.3	3.5
30	20	13	10	7

99.7

3.2	3.7	3.3	3.3	2.6
10	14	15	20	30

00.3

Yard

95.2

96.1

6.8	7.0	7.6	7.2	7.1	7.2
10	14	16	20	30	Garden

95.7

93.5

94.0

8.9	9.0	10.1	8.5	8.3
12	14	16	30	Yard

94.6

92.1

92.6

10.3	10.5	11.4	11.5
9	24	30	St. prairie

91.4

10.8	10.8	10.7	11.3	10.5
30	20	11	10	8

St. prairie

Station	+	π	-	Elev.
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902.87

9410 - S South

B.M.

2.78

895.59

10.06

892.81

9450

1040

+55

1140

+75

T.A.

6.90

889.92

13.27

882.32

12

+50

13 P. Culv, Arturo Place.

401 Culv. Place

+45

1440

4.

2

21.

15

	91.2				92.1			91.3
Cult.	$\frac{11.7}{30}$	$\frac{11.5}{20}$	$\frac{11.0}{8}$	$\frac{10.8}{15}$	$\frac{11.6}{50}$	$\frac{11.6}{100}$		

Spike 11.7 P.P. 50' Rt Sta 819.5 89.9

Cult.	$\frac{5.0}{30}$	$\frac{5.2}{20}$	$\frac{5.8}{8}$	$\frac{5.3}{5}$	$\frac{5.5}{15}$	$\frac{6.0}{18}$	$\frac{5.3}{30}$	$\frac{5.8}{100}$
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98.0					98.4			98.7
$\frac{7.6}{30}$	$\frac{7.6}{20}$	$\frac{7.5}{10}$	$\frac{7.8}{9}$	$\frac{7.3}{6}$	$\frac{7.2}{12}$	$\frac{7.5}{15}$	$\frac{8.0}{18}$	$\frac{7.4}{30}$

97.5					96.8			97.0
$\frac{8.1}{30}$	$\frac{8.0}{20}$	$\frac{8.0}{12}$	$\frac{9.0}{8}$	$\frac{8.8}{13}$	$\frac{9.0}{16}$	$\frac{8.7}{16}$	$\frac{8.3}{18}$	$\frac{8.6}{30}$

95.9					95.4			96.6
$\frac{9.7}{30}$	$\frac{9.4}{20}$	$\frac{9.4}{10}$	$\frac{10.5}{8}$	$\frac{10.2}{5}$	$\frac{10.1}{13}$	$\frac{10.5}{13}$	$\frac{11.1}{16}$	$\frac{9.2}{19}$

90.9					92.5			94.4
$\frac{14.7}{30}$	$\frac{14.4}{18}$	$\frac{13.6}{11}$	$\frac{14.0}{10}$	$\frac{13.4}{6}$	$\frac{13.1}{5}$	$\frac{13.0}{13}$	$\frac{13.2}{16}$	$\frac{13.6}{20}$

79.3					92.4			93.6
$\frac{10.6}{30}$	$\frac{9.7}{19}$	$\frac{8.8}{10}$	$\frac{7.8}{6}$	$\frac{7.5}{6}$	$\frac{7.4}{12}$	$\frac{7.6}{12}$	$\frac{8.4}{16}$	$\frac{6.6}{19}$

77.4					91.3			91.8
$\frac{12.5}{30}$	$\frac{11.8}{20}$	$\frac{11.0}{13}$	$\frac{8.8}{4}$	$\frac{8.6}{6}$	$\frac{8.6}{13}$	$\frac{9.1}{17}$	$\frac{9.6}{20}$	$\frac{8.8}{30}$

77.7					90.7			90.5
$\frac{12.2}{30}$	$\frac{11.6}{20}$	$\frac{11.3}{10}$	$\frac{9.4}{6}$	$\frac{9.2}{6}$	$\frac{9.1}{13}$	$\frac{9.4}{17}$	$\frac{10.7}{20}$	$\frac{9.6}{30}$

Fl. Line	$\frac{12.08}{8}$	71.8			Fl. Line	$\frac{11.20}{16}$	78.7
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78.6					90.8			91.0
$\frac{11.3}{30}$	$\frac{11.1}{20}$	$\frac{10.7}{8}$	$\frac{9.2}{4}$	$\frac{8.9}{8}$	$\frac{8.7}{13}$	$\frac{9.2}{17}$	$\frac{10.2}{20}$	$\frac{9.2}{30}$

79.5					91.3			91.9
$\frac{10.4}{30}$	$\frac{10.1}{20}$	$\frac{9.9}{8}$	$\frac{8.7}{4}$	$\frac{8.6}{7}$	$\frac{8.5}{13}$	$\frac{8.7}{20}$	$\frac{8.4}{20}$	$\frac{8.0}{30}$

(Full for Ent)

Station	+	π	-	Elev.
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889.92

14+60

15+0

+55

T.P.	12.33	901.25	0.30	888.92
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16+0

+50

17+0

+50

18+0

19+0

T.P.	13.18	913.73	0.70	900.55
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+40

20+0

+45

Lt.

2

Rt.

16

80.9

82.5

93.4

Cult.

70	87	83
30	20	12

7.4	7.1	7.1	6.8	6.5
8	16	20	30	

82.5

84.3

85.0

Cult.

7.4	6.6	5.9
30	20	5

5.6	5.3	5.5	6.0	5.1	4.9
6	14	17	18	30	

87.0

87.7

88.6

Yard

29	2.8	2.6	3.1	2.5
30	20	11	8	5

2.2	2.0	2.0	2.6	1.9	1.3
7	14	17	20	30	

88.1

89.5

90.3

Yard.

13.2	12.8	12.6	12.1
30	20	9	6

11.8	11.7	11.7	12.2	11.5	11.0
8	14	16	18	30	Cult.

89.8

91.4

92.3

Cult

11.5	11.1	10.9	10.3
30	20	9	6

9.9	9.6	9.6	10.5	9.4	9.0
8	13	18	20	30	Drive

91.7

93.6

93.6

7.6	9.3	8.8	9.3	8.0
30	20	12	70	6

7.7	7.7	8.0	8.5	7.9	7.7
6	12	16	19	30	Cult.

93.7

95.7

96.4

7.6	7.2	6.5	7.0	6.0
30	20	12	10	7

5.6	5.5	5.7	6.1	5.3	4.9
4	14	16	17	30	✓

94.8

97.3

98.0

6.5	5.9	5.3	5.6	4.4
80	20	12	10	7

4.0	3.9	4.0	4.5	3.7	3.3
5	13	15	17	30	✓

99.0

100.4

100.0

Yard.

2.3	1.9	2.0	2.4	1.2
30	19	12	10	7

2.9	4.1	4.7	4.5	1.3
5	11	16	20	30

01.5

02.0

01.9

Cult.

12.2	12.1	12.0	13.2	11.9
30	20	12	11	7

11.7	11.7	12.0	11.9	11.8
5	14	20	30	✓

06.6

06.0

07.9

7.1	7.1	7.2	8.9	8.0
30	20	12	10	8

7.7	8.0	8.6	8.0	7.0	5.8
11	14	15	20	30	

08.7

08.4

09.9

5.0	5.2	5.1	6.7	5.1
30	20	13	10	7

3.8	6.0	4.1	3.8
16	18	30	

Station	+	π	-	Elev.
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913.73

20+69 - 2 St. South

B.M.	4.71	913.73	4.71	909.02
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21+0

20+85 ± 12" X 18' C.M.

21+40

T.P.	11.30	924.71	0.32	913.41
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22+0

+35

23

23+80

23+98 to Edge Bank 85

T.P.	2.94	913.90	13.75	910.96
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24+17 10.7

24+46.71 - 2 Sa. Sound Track 9.10

T.P.	13.13	927.03	0.00	913.90
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✓	4.78	931.43	0.38	926.65
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B.M.			2.39	929.04
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Lt.

E

Rt.

17

08.0

5.7	5.1	5.6	6.0	5.1
30	20	13	11	7

08.4

4.9

09.3

09.7

4.4	4.0
30	50

Top So. ^{07.4} Brick Wall 21 ft. Sta.

08.9

Cult.

6.2	5.7	5.8	5.1	4.6	4.5	5.3	4.8	5.0	4.8
30	20	14	12	7	7	10	14	20	30

07.2

6.46

Fl. Culv. 7.

07.7

5.98

Fl. Culvert

08.7

09.9

10.8

5.0	4.8	4.5	4.0	3.8	3.8	4.0	3.6	2.8
30	20	11	9	10	10	12	16	30

13.3

13.4

17.7

11.4	10.7	12.4	11.3	10.5	9.0	7.8	7.0
30	20	14	10	10	20	22	30

16.1

14.2

21.9

8.6	7.4	7.2	10.4	10.5	10.5	11.0	7.8
30	19	11	6	14	14	23	37

09.9

13.9

14.3

14.8	13.6	7.1	10.8	10.1	10.4
30	17	7	16	16	30

12.7

16.7

14.7

L-Fruit	12.0	9.8	8.0	9.2	10.0
	50	20		20	30

Top Rail So. Bound 1/1

929.03 Top Curb N.W. Cor. R.R. Br. Co. Rd. C. N. R.

Station	+	π	-	Elev.
check levels				
<u>B.M.</u> <u>School.</u>	7.02	892.66		890.64
	7.06	886.67	8.05	884.61
	6.42	880.48	12.61	874.06
	11.28	888.97	2.79	877.69
	13.40	900.91	1.48	887.51
	8.73	909.27	0.37	900.54
			8.52	900.75

Recommendations.

Drainage on Right from Sta. 5+50 to 0+50 drains to Box Culvert thru T.H. #61 about 100' S. of 0+00

Drainage on Left side from Sta 5+50 to 0+00, crosses pavement.
Place Drop Inlet and drain South to Box Culvert.

Retain present grade line thus saving entrance work, except from 20+50 to 24+?

Place 2" Culvert @ Sta. 13+00, 14" ^{part} 15" x 24" culvert appears O.K. except it ^{part} full of Dirt.
Drains North. Place 24"

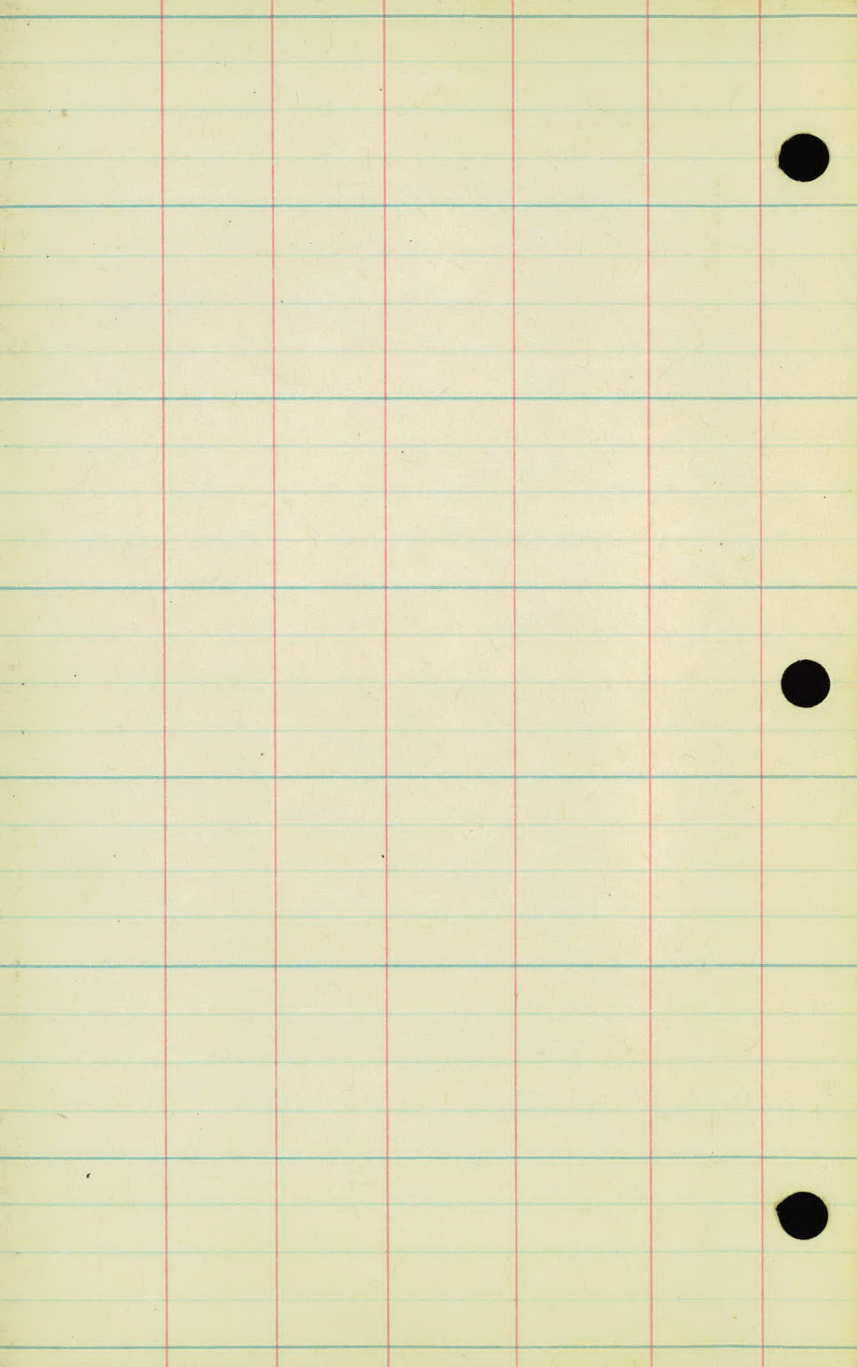
Soil Sandy Loam.

Sta. 20+25 } In place 12" x 18" C.M. Culv. ^{Full} Dirt
} Place 24"

This Culvert drains the east Ditch of Elm St. from 300'-South.

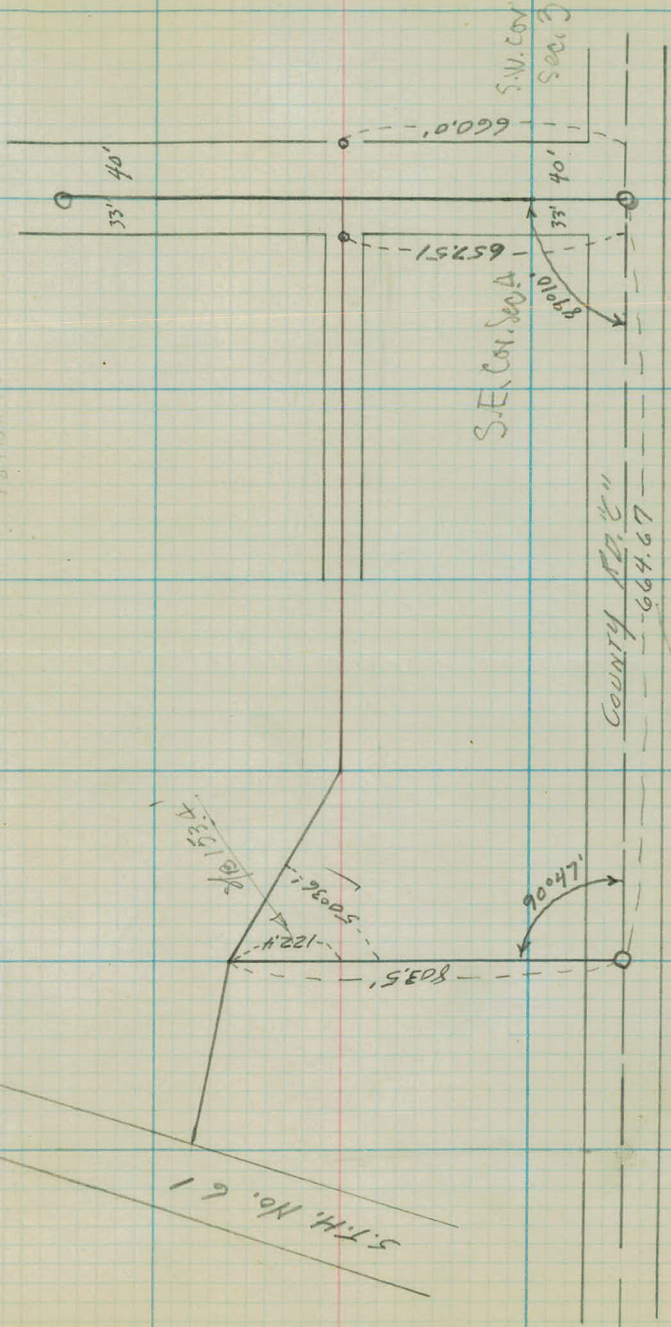
At Sta 13 Raise Grade

Present road has some gravel on surface.



654421
789101112

S.T.H. No. 61



4/265950
664.88

Kohlman Av.