

Bk.39 Dr.12A

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Alignment Survey

KOHLMAN LANE

From Keller Pky To N.E. to end

Road Acc't. No.

Date Filed 3-17-44

File

N.C.
BK39-D12A

Align
Kohlmann Lane
From Heller Pky North
"A" Line

Index	Pages	
		7-1-43
		HAW
Align		AM
		H.G.

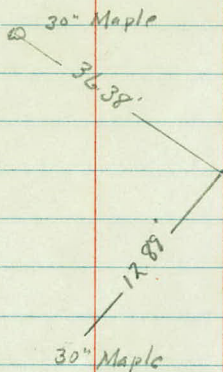
Drawn up 7/8/43 WAB
3 copies of prints sent to Vic
to Supp Board per WAB

Sta	Pl	Def.	ΔL	ARt
3+17.21	P.T	16°52'		
3		15°09'		
+50		10°09'		
2+35.84	P.I			33°44'
2		5°09'		D 20°00'
+50		8°09'		T 87.30.
1+48.54	P.T	0°00'		L 168.67.
				R 287.939.

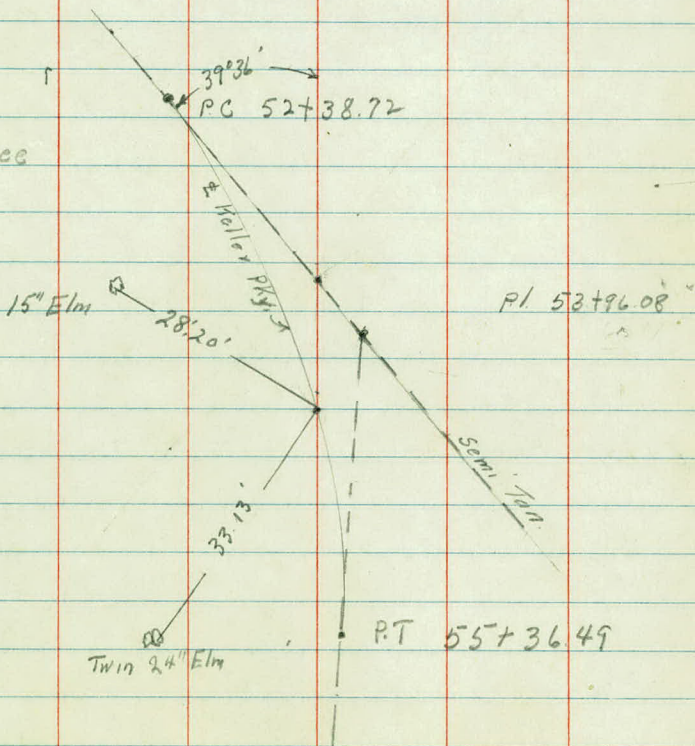
0+68.15 = P.O.S.T.
53+63.15 Semi Tan

0+00 = P.O.C.
54+22.40

Description



For Align
Koller PKY Sec
BK 7 Dr 10



Sta

Pt

Alt

Δ Rt

+1237

P.T

11° 13'

8

9° 51'

7+6236

P.I

22° 26'

+50

4° 21'

D 22° 00'

7+10.40

P.C

0° 00'

T. 51.9L .

L. 101.97 .

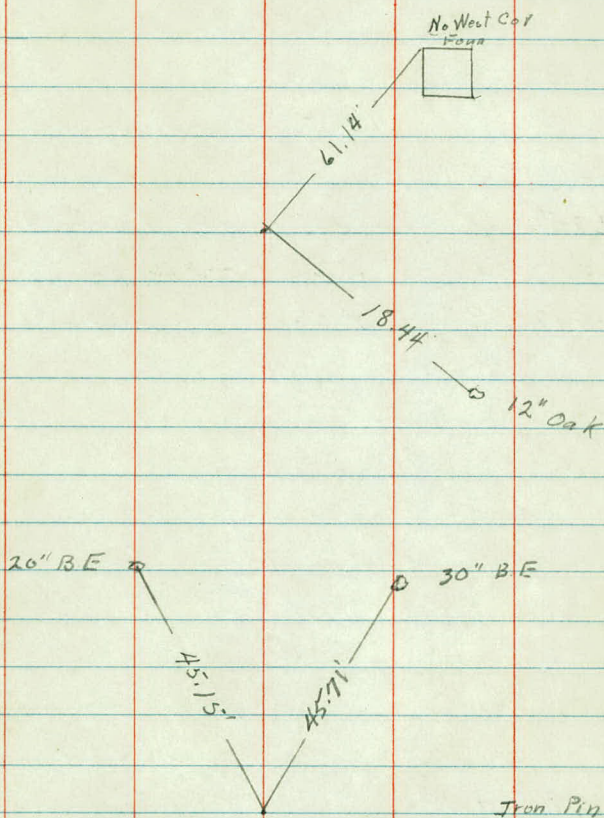
R 262.042

5+25

P.I

2° 15'

Description



Sta	Pt	Alt	ARI
-----	----	-----	-----

+2005	P.T	17°30	
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10		12°53	
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9+8432	P.I		35°00
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+75		7°08	D 46°00'
-----	--	------	----------

+50		1°23	T 40.35
-----	--	------	---------

9+4397	P.C	0°00	L 46°08
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			R 127.965
--	--	--	-----------

9+12.92	P.T		
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8+93.24	P.I	38°10	
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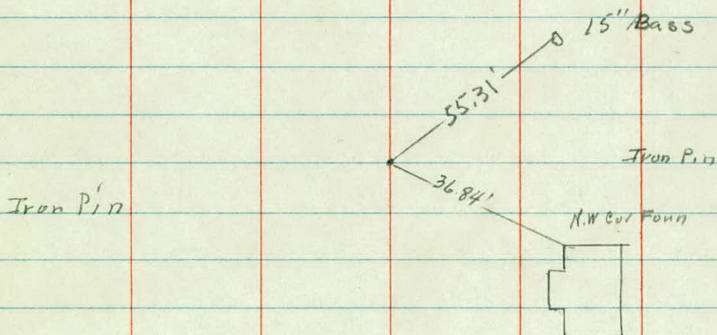
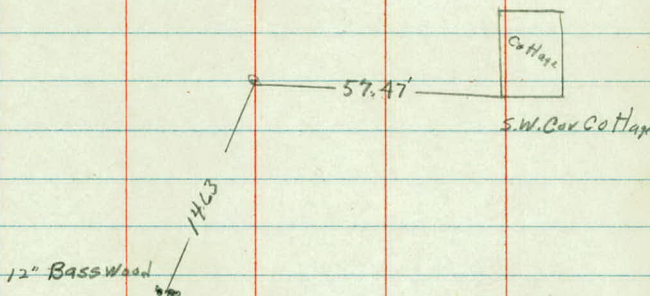
		D 83°38'	
--	--	----------	--

8+6729	P.C	T 25.95	
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		L 45.63	
--	--	---------	--

		R 75	
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Description



Sta	Pt	Alt	ARI
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12+39.34		Point of Termination	
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11+27.81	P.T	7°35'	
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11		522	
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10+80.85	P.I		15°10'
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+50		1°22'	
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10+33.02	P.C	0°00'	
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D 16

T 47.83.

L 94.79.

R 359.265.

Description

20" Oak



2.44'

23.70'

18" Oak



30" Basswood

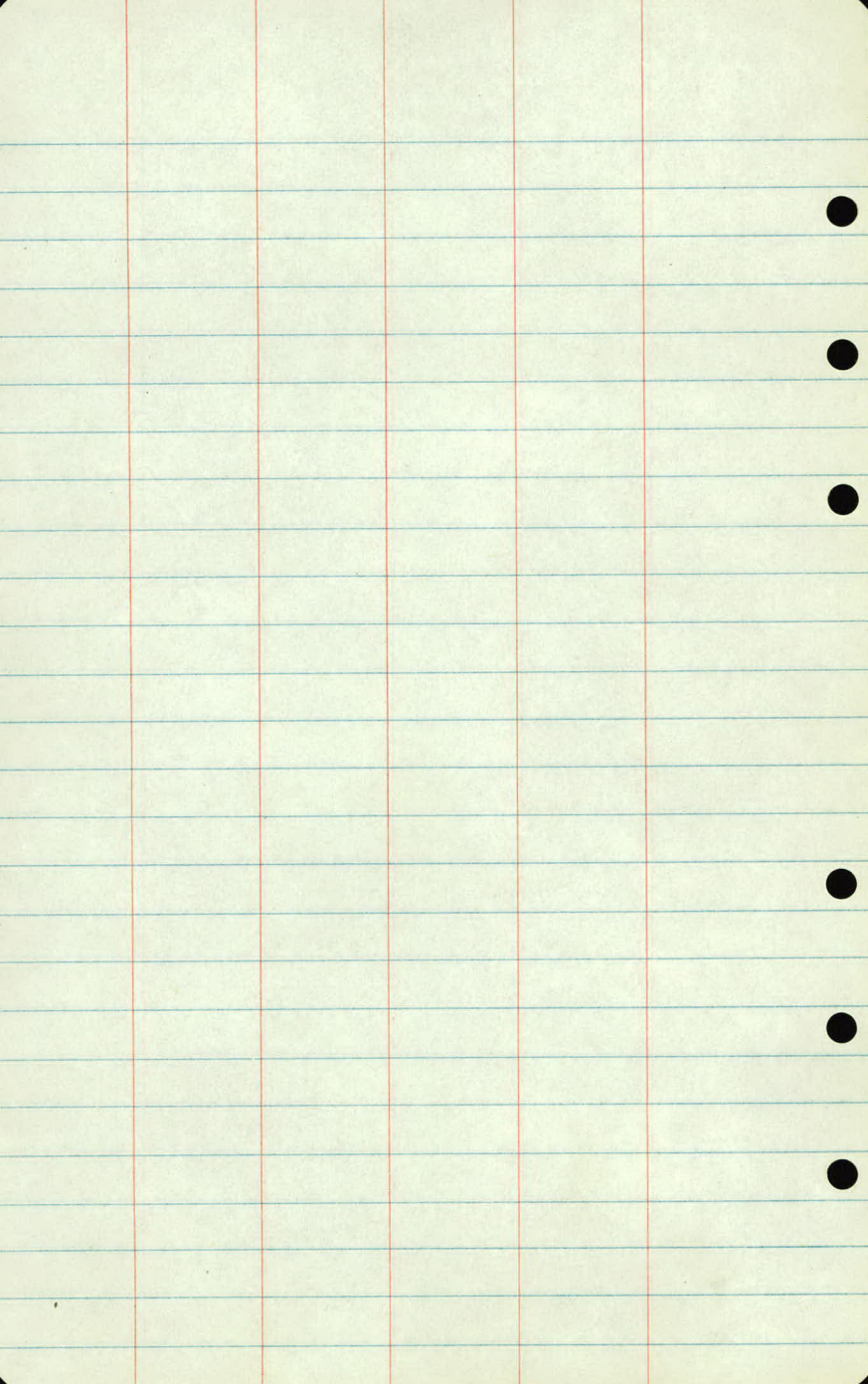
32.27'

31.09'

18"



Basswood



Align

B" Line

Keller Pky To "A" Line

Sta Pt Δ Lt Δ Rt

2+41.30 P.T

1+94.94 P.I

69°10'

D 60°

T 68.92 .

1+26.02 P.C

L 115.28 .

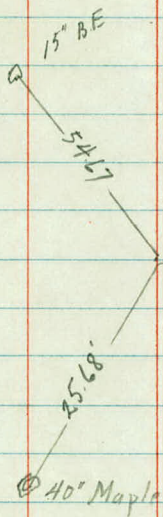
R 100.0 .

0+40.80 = P.O.S.T
50+68.59

0+00 = P.O.C

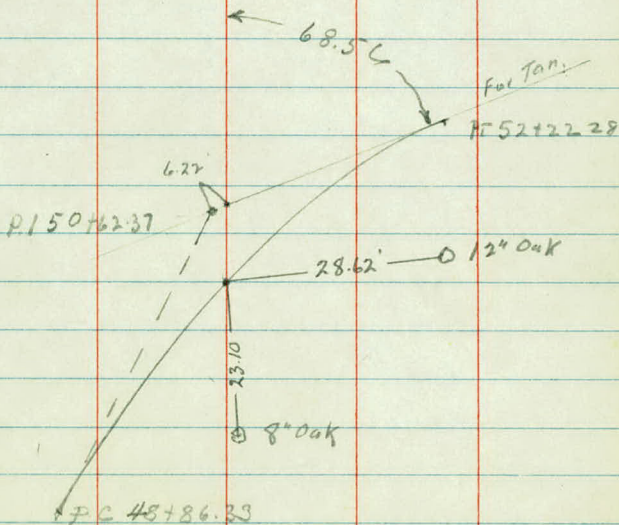
50+33.18

Description



182" Hub

40" Maple



Sta

Pt

Alt

Art

2+92.37 = P.O.C

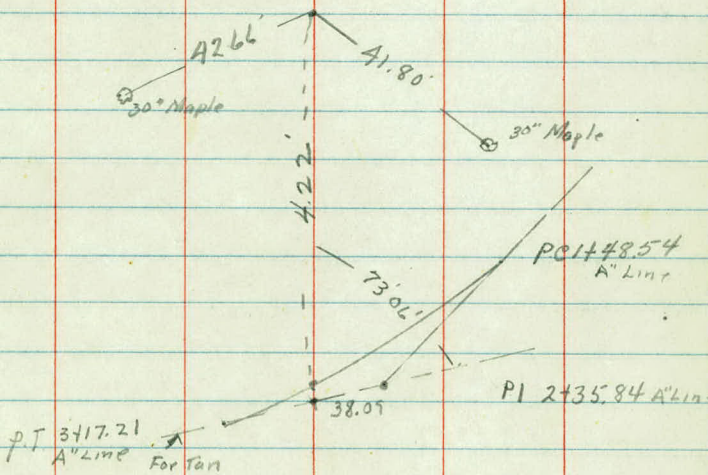
2+66.64 "A"

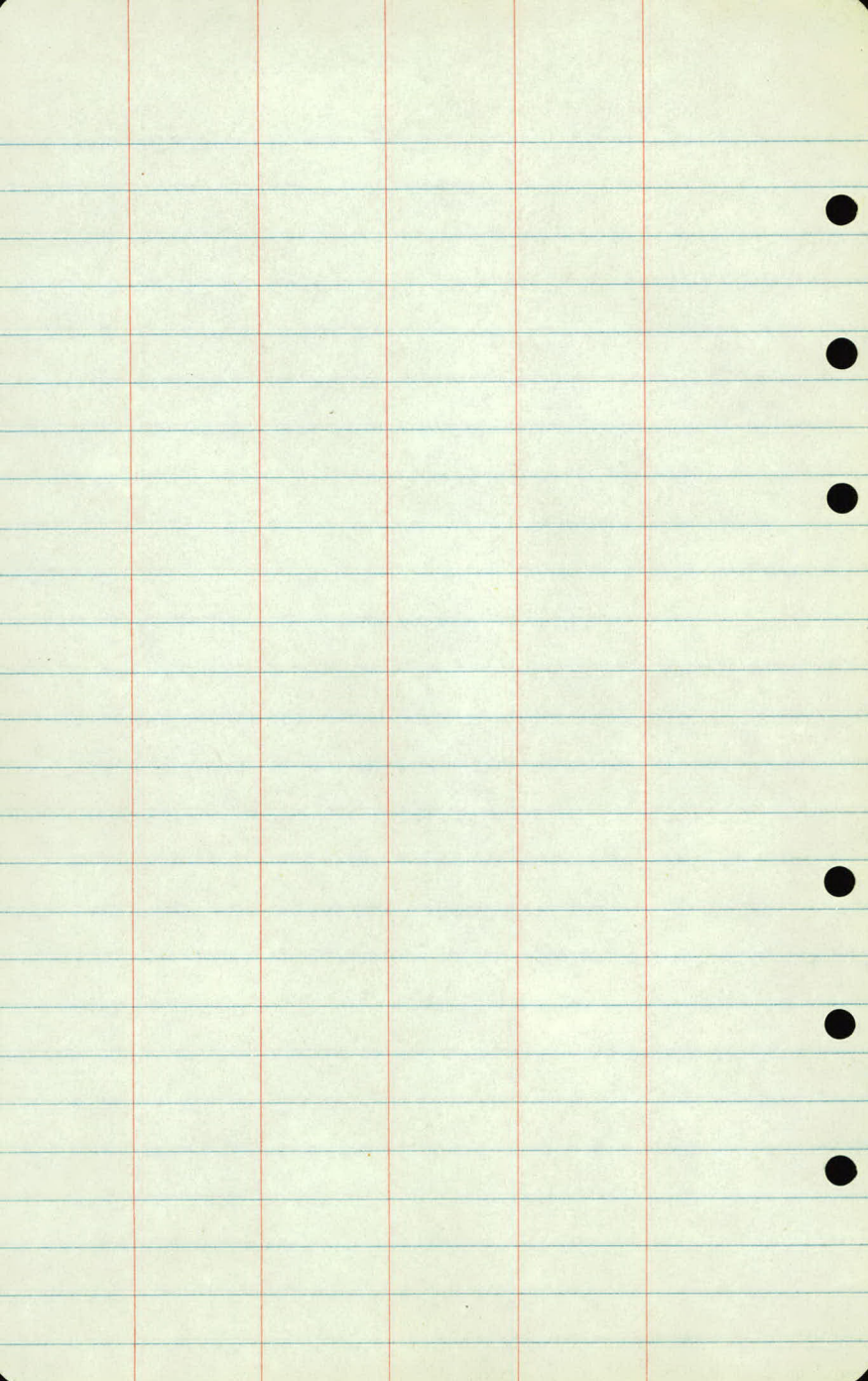
2+87.60 = POST

73°06

2+73.93 For Tan

Description





Align
Heller Pky
From Arcade Str To Co Rd C

Sta	PT	ALT	ΔB
+22 ²⁸	PT		
52			
+50			
51			
50+62 ²⁷	P.I	41°26'RT	D 12°20
+50			T 176.04.
50			L 335.95.
+50			R 465.46.
49			
48+86 ³³	P.C		
46+32 ⁸⁴	P.T		
45+41.45	P.I	36°50	D 19°20
			T 99.15.
			L 190.54.
			R 297.77.
44+42 ³⁰	P.C		

Description

11-22

0/10"BE

2724

0/18"BA

57g

Pt

$\Delta L+$

$\Delta R+$

56+6840 P.I.

$14^{\circ}35'$

55+3649 PT.

55

+50

+2240 P.O.C

54

53+9608 P.I.

$44^{\circ}40'$

+50

$D 15^{\circ}$

53

T 15736 .

+50

L 29777 .

52+3872 P.C

R 38306 .

Description

B. (p. 100)

Sta

Pt

ΔL

ΔR

62+6072 P. 1

12°54

60+33.95 P. 1

7°14

Description

Sta

pt

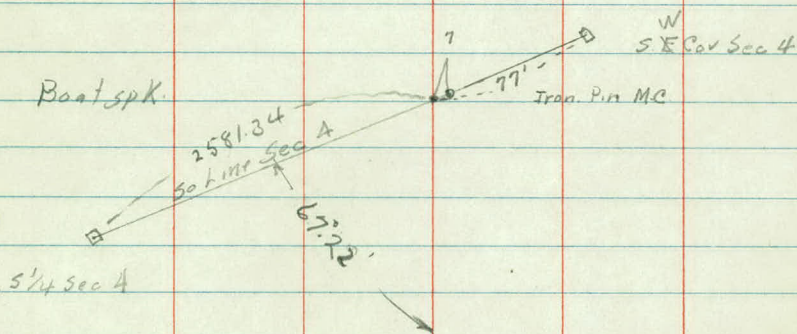
ALT

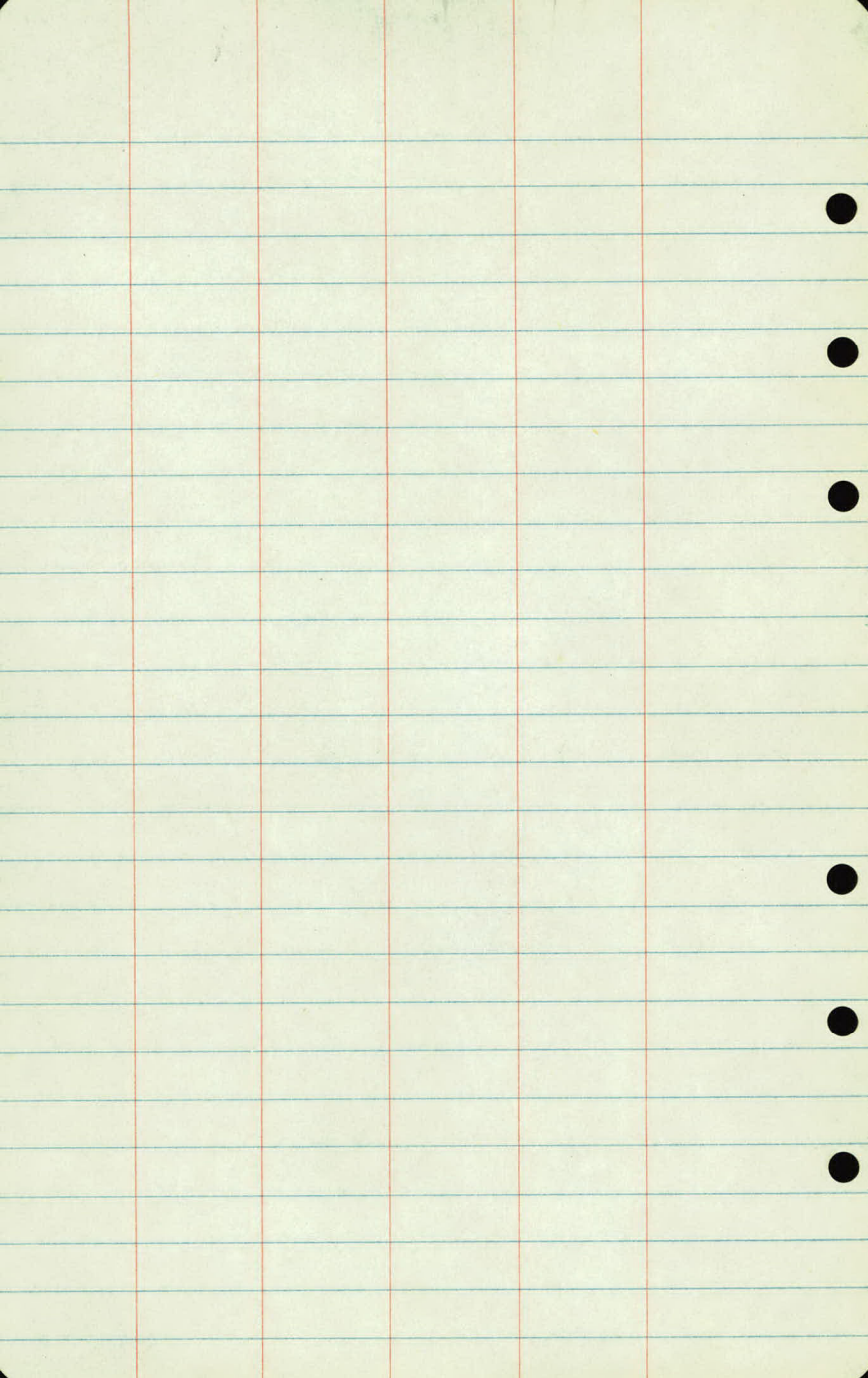
ΔRT

65+29¹⁰

P. 1

Description





Lot Line Ties

Kohlmann Lane

5+9

PT

ΔLT

ΔRT

7+62.36

P.1

22.61

7+38.96

P.OST

5+25

P.1

3+33.92

P.OT

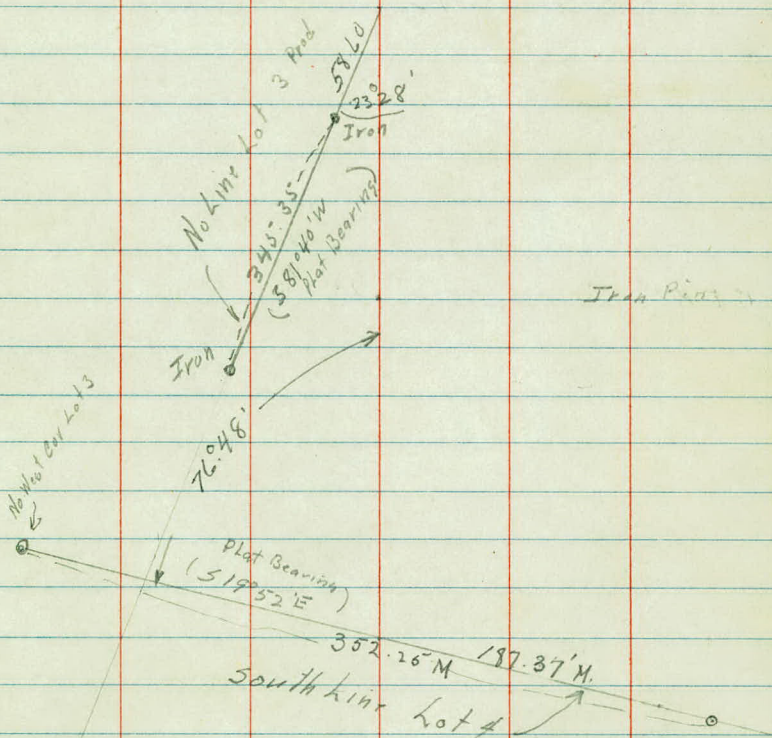
2+35⁸⁴

P.1

Description

P. 1 514

T



5/9

Pt.

ΔL

ΔR

12+39³⁴ P.1

28°21'

10+80⁸⁵

P.1

Iron

Iron

1744.10'

198.40

67

534

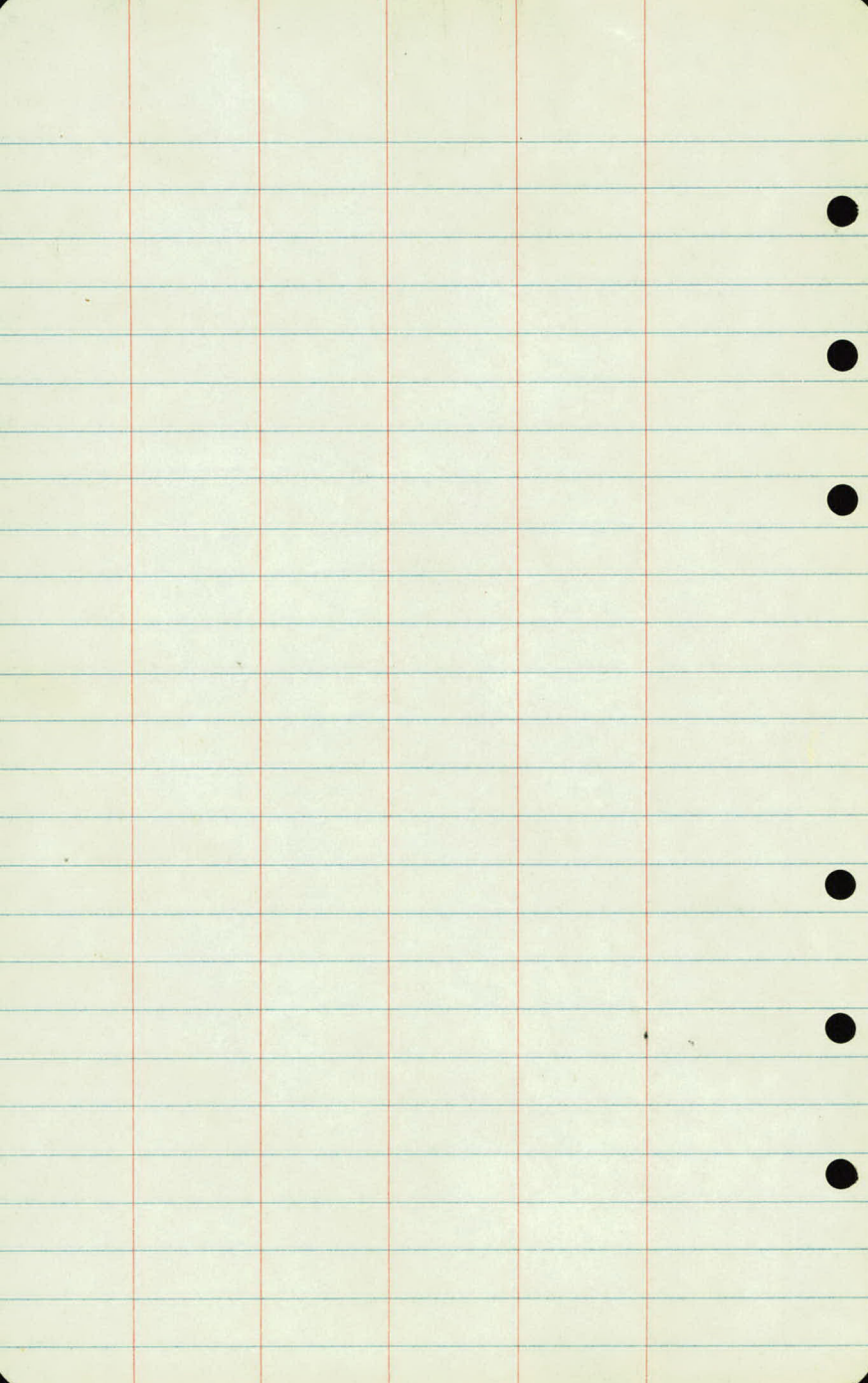
05.11W

plat

Bearings

Fren pin

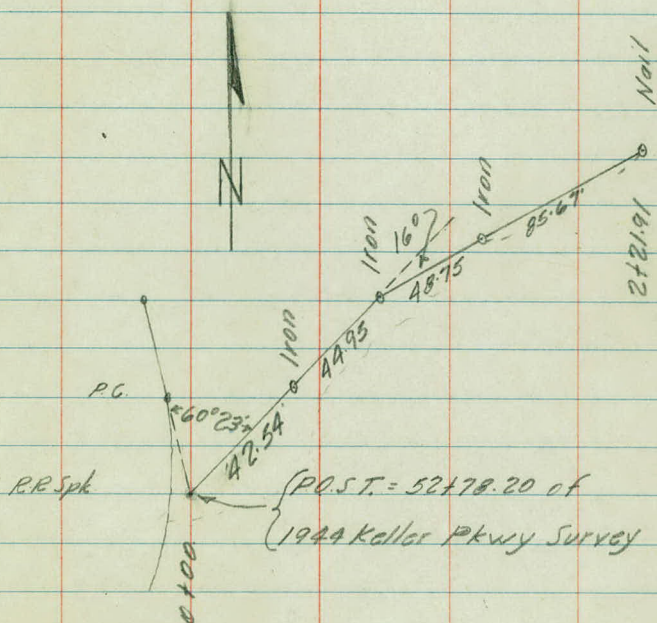
Iron



-1945-

Kohlman Lane

staking Notes



Sta	+ BM	π	-	Elev	$\frac{E}{G.R.W.}$
	9.00				

0	+00		10.5		
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	+30		10.7		
--	-----	--	------	--	--

	+50		10.6		
--	-----	--	------	--	--

+61	Ditch = 09' Deep Editob = 163'		10.3		
-----	-----------------------------------	--	------	--	--

+87			10.4		
-----	--	--	------	--	--

1			10.3		
---	--	--	------	--	--

	+27		10.0		
--	-----	--	------	--	--

+50	Culv Rt = 12.6 Lt = 12.0		9.8		
-----	--------------------------	--	-----	--	--

2			9.5		
---	--	--	-----	--	--

	+22		9.3		
--	-----	--	-----	--	--

Ditch Grade Lt 2 Rt.
E Sta 52

11.2

13.6
71

113
94/21.6

Ditch
0.5 Deep

11.3

250/148
61

14.5
68

114
95/21.4

Ditch
0.4 Deep

11.4

250/15.2
51

14.6
58

12.08
108/21.0

Ditch
1.2 Deep

11.6

250/152
51

13.8
65

12.00
116/19.6

Ditch
1.3 Deep

11.6

244/103
97

11.8
11.8

11.9
11.9/18.7

Ditch
1.7

11.7

190/2.0
118

12.2
120

12.7
105/21.1

11.8

139/8.7
99

107

11.8
11.3/18.4

F, 11.0.0

$$0+00 = 10.5$$

$$+19 = 10.8$$

$$+27 = 11.8$$

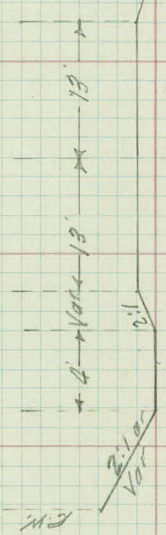
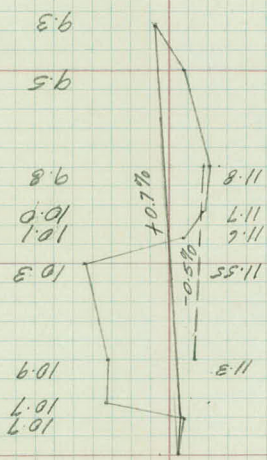
$$+50 = 12.1$$

$$1 = 56$$

$$+13 = 10.8$$

$$+27 = 11.8$$

$$+50 = 12.1$$



$$2 = 10.7$$

$$+22 = 9.5$$

2.1%

0.5%

10.7%

F.M.

