

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Line Revision Survey

KOEHLER ROAD

From KOEHLER RD To CENTERVILLE Rd

Road Acc't. No.

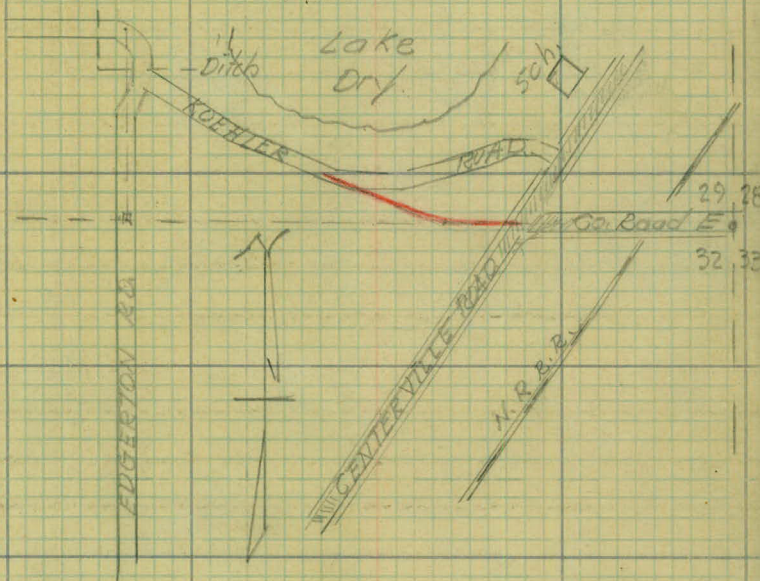
Date Filed 1935

File

Platz Survey
Koehler Road

Revision.

Centerville Road to $\frac{1}{4}$ Mi. West.



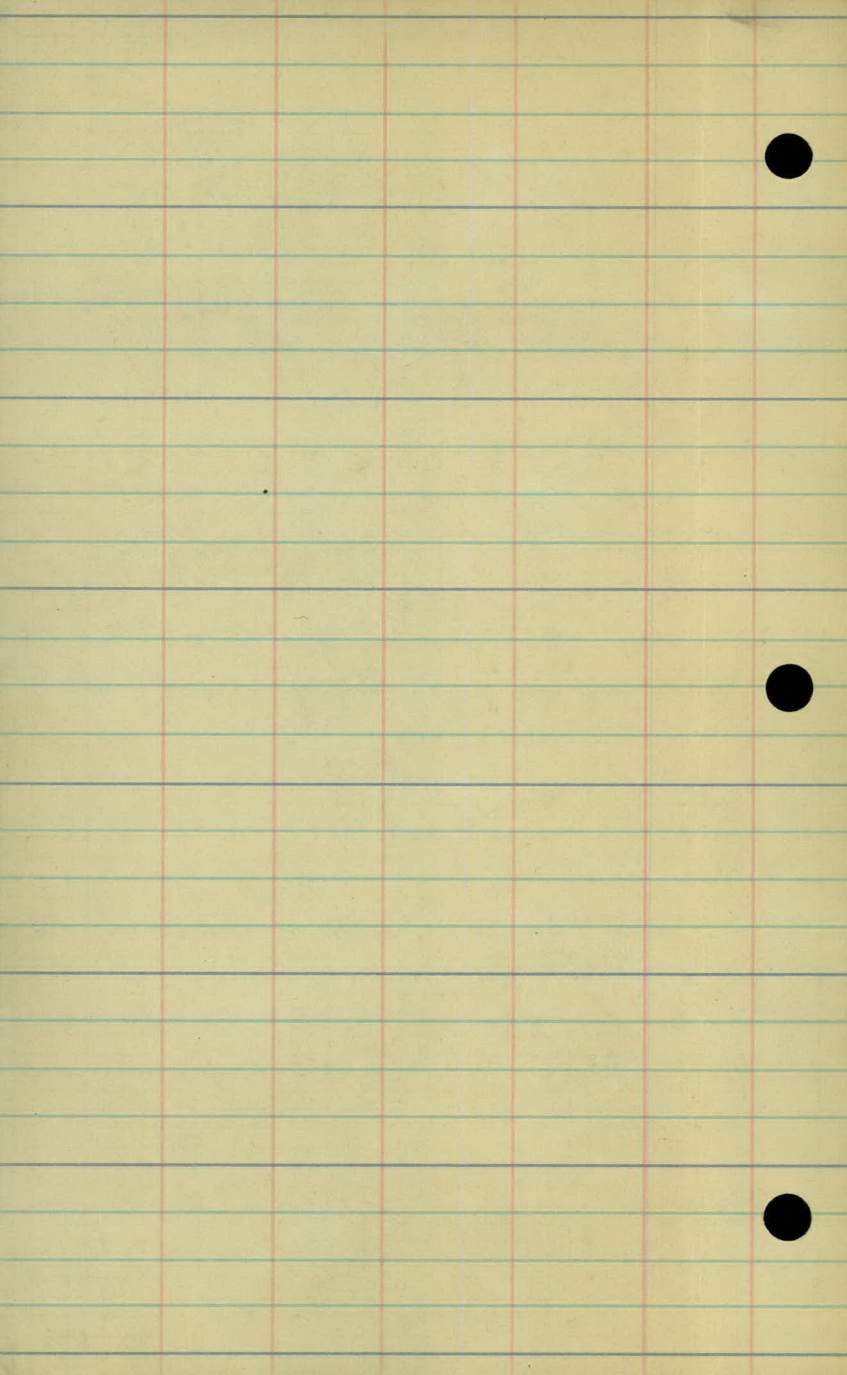
Index.

Alignment P. 1-2

Topography 3-6

Cross-sections 7-11

W. H. Carlson
Oct. 19, 1935



alignment

Station	Point	Lt.	Rt.	
15+50			3°03'	
15+0			10°33'	
14+48.33	P.C. 6° Curve Rt		0°00'	
Eq. $\left. \begin{array}{l} 11+47.35.3 \\ 113+20.63 \end{array} \right\}$	P.T. 7° Curve P.O.T.			
11+89.65	P.O.T.			
6+91.00	P.O.T.			
4+81.99	P.T.		12°32'	
+50			11°34.4'	
4			10°04.4'	
+50			8°34.4'	
3			7°04.4'	P.I. 2+76.6
+50			5°34.4'	A 25°04'
2			4°04.4'	6° G. Rt.
+50			2°34.4'	T. 212.39
1			1°04.4'	L.C. 417.78
0+64.21	P.C.		0°00'	E. 955.37

0+00

W.H.G.
K. H. 10/18/35 (2)
L. B. H.

T=134.28

NOTE: See Road Map
Survey for Orig. of Old Rd.

Old P.L. Sta.

2"x2" Hub



2"x2" Hub



2"x2" Hub



Centerville Rd.

17.25
21.70



Nails in Top G.R. Post

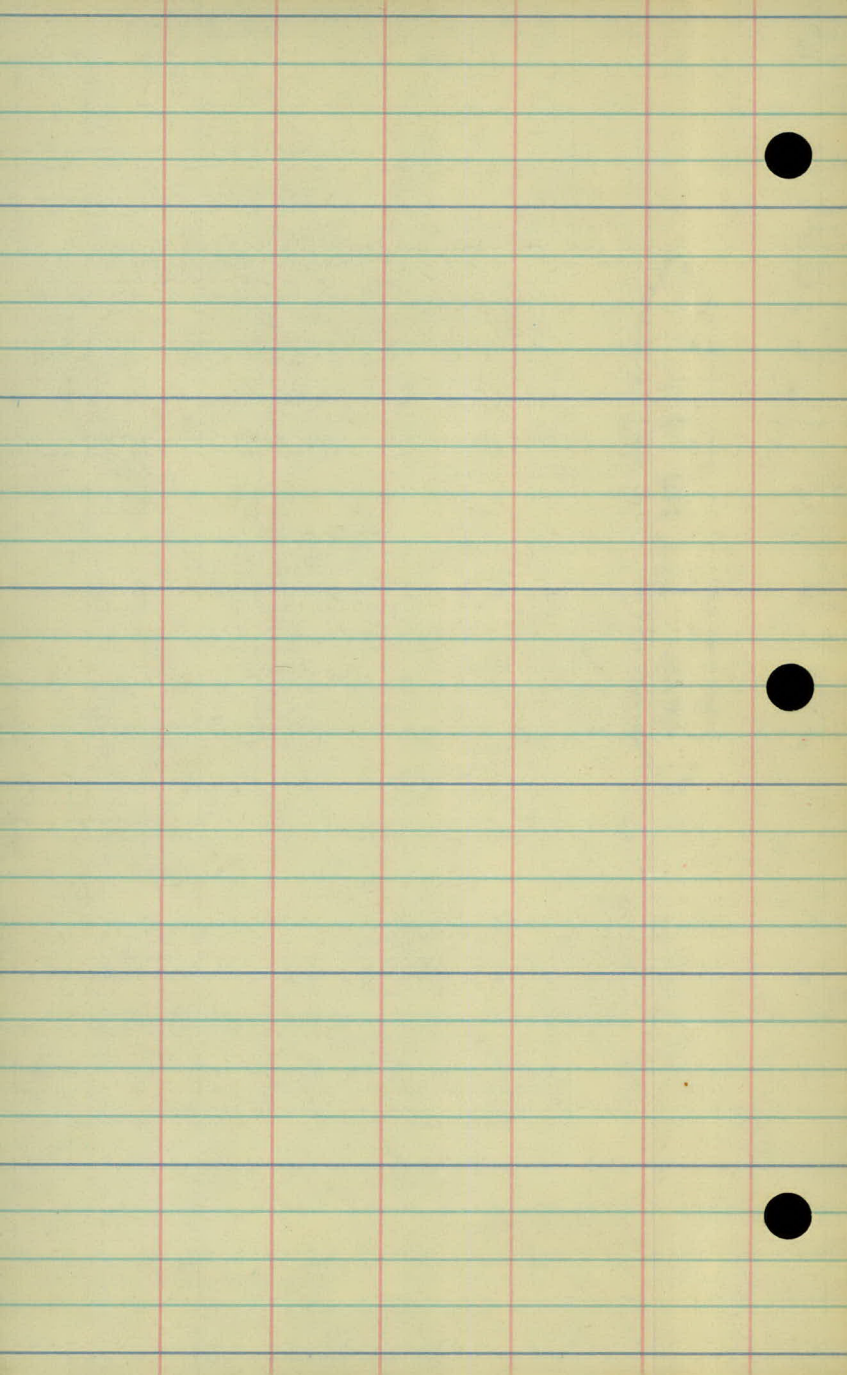
Nail in Pavement

16.24

N.F.
32

S.E. 105°
29'

E 105° 29'



Topography.

+81.99

P.T.

4

3.

2

1

+64.21

P.C.

0400

P.T.

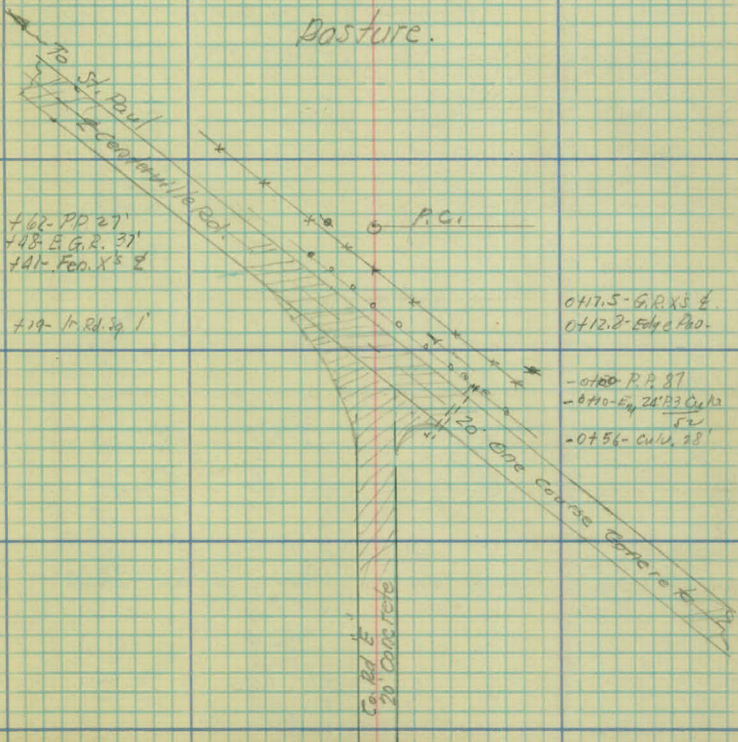
4

+35- 10" W. C. 11- 65'
+24- 10" W. C. 11- 7'
+08- 12' W. C. 11- 22'
+07- 8" Triplex 11- 15'

+80- 8" W. C. 11- 75'

- Dry -
- Bog -

Pasture.



11

10

$$+70.25 \frac{Ho}{\underline{2}}$$

9

$$+100 \frac{R.TicHo}{\underline{66.9}}$$

8

$$+159 \frac{R.Tic}{\underline{Garage}}$$

$$+45 \frac{NE Cor Gar}{\underline{3.3}}$$

$$+35 \frac{Case pool}{\underline{4}}$$

$$+16 \frac{SW Cor Ho}{\underline{4}}$$

$$+85 \frac{SE Cor Ho}{\underline{1.3}}$$

7

6

$$+25.7 \frac{SW Cor Gar}{\underline{1.46}}$$

$$+29.8 \frac{NW Cor Gar}{\underline{157.5}}$$

$$+86.5 \frac{NW Cor Ho}{\underline{108}}$$

$$+78 \frac{SW Cor Ho}{\underline{71.5}}$$

5

479-Fence 15'

112-Feo exs 2

479-Rd-0-27

Bd. 19' - 49'

Fence 33'

Ed-51-77

+ 85-S. end 12" C.M. S.H.

Feb 71

Rd-87-113

 $1\frac{1}{2}$ SF

1-S-S

1-S-F

Dr/ Bag

1640

1540

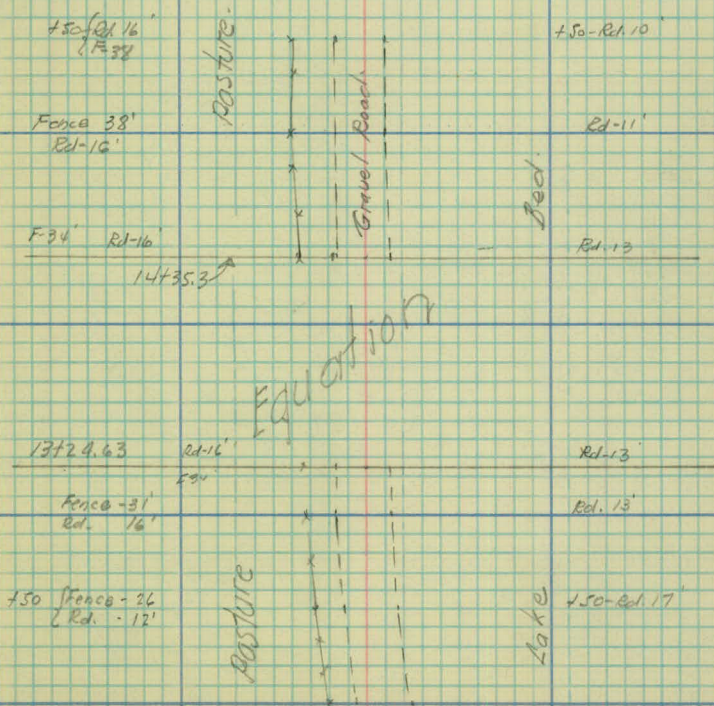
144353

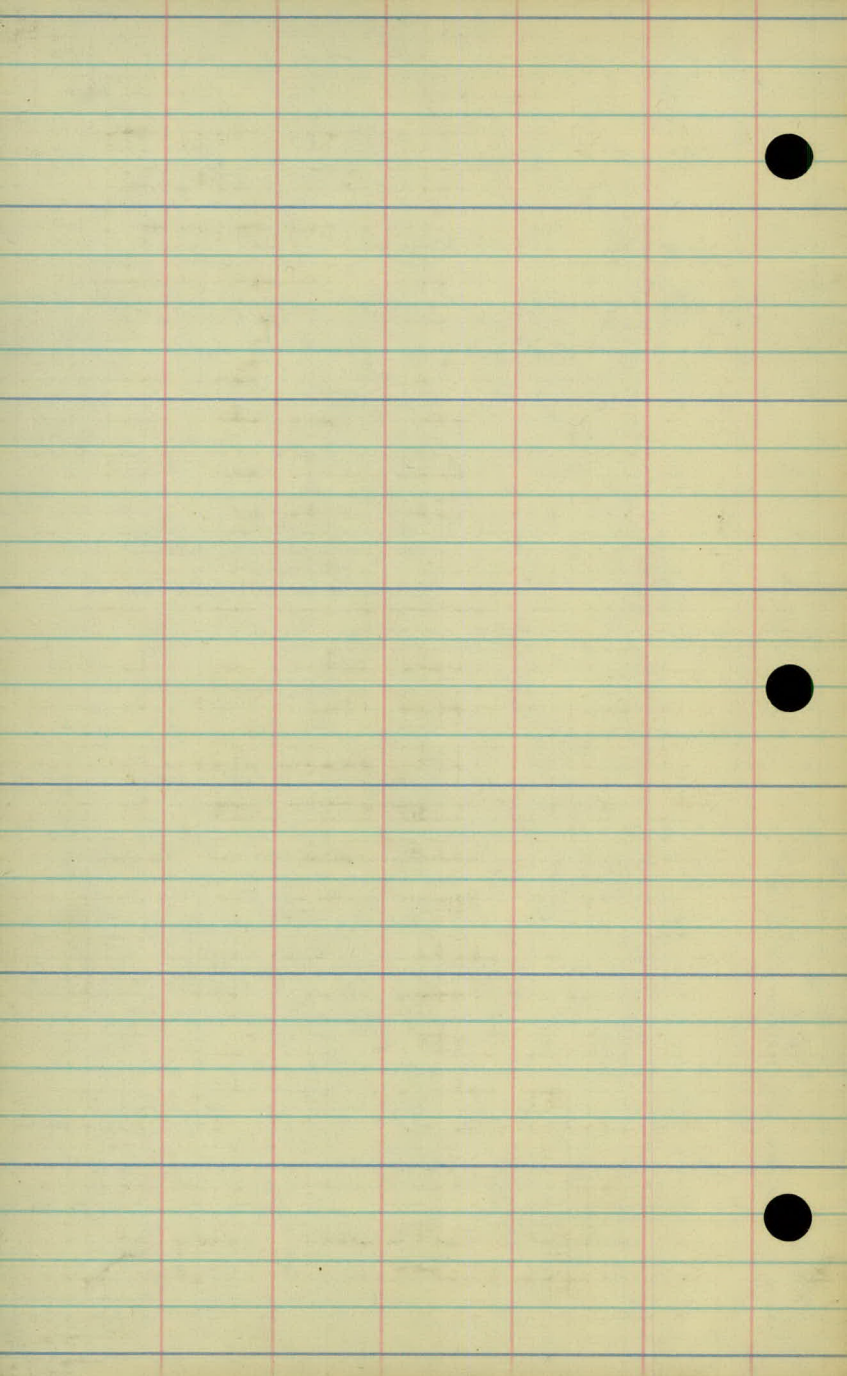
1342463

13

12

Note: for additional Notes
See Kohler Road Map Survey.





Cross-Sections.

Sta.	+	π	-	Elev.
<u>Bench Levels</u>				
B.M.	0.02	919.48 ✓		919.46 ✓
T.D.	4.04	922.12 ✓	1.40	918.08 ✓
✓	4.28	920.01 ✓	6.39	915.73 ✓
✓	4.20	918.47 ✓	5.74	914.27 ✓
✓	3.35	916.22 ✓	5.60	912.87 ✓
✓	11.09	926.79 ✓	0.52	915.70 ✓
✓	7.40	932.56 ✓	1.63	925.76 ✓
✓	1.22	928.43 ✓	5.35	927.21 ✓
B.M.	4.01	927.61 ✓	4.83	923.60 ✓

0+13 4.01 922.81 ✓

0+00 = 2 Cent. Rd. 22.77 ✓

0+12.8 - Edge Pav. 22.61 ✓

0+19 - 56/1r - 22.6 ✓

0+30 18.3 ✓

0+38 21.1 ✓

0+64 19.3 ✓

Top Stone Mon. Centerville Rd. & Co. Rd. "F"

W. H. C.

K.A. Oct. 19/34

L.B.H.

R.R. Spike in T.D. N.E. Cor. Co. Rd "E" & Centerville Road

Lf

2

et.

4.80

474 48 9.5 9.3 7.3 8.3
42 = Edge 52 70 76 81 100

4.84

- 040 - End Cult. 10.5

5.00	5.0	9.2	6.8	7.3	9.0
<u>5.00</u>	<u>5.0</u>	<u>9.2</u>	<u>6.8</u>	<u>7.3</u>	<u>9.0</u>
edge Avg.	9	27	36	50	75

$\frac{5.05}{10}$ $\frac{5.0}{10}$ $\frac{9.0}{20}$ $\frac{9.0}{22}$ $\frac{6.5}{24}$ $\frac{8.1}{50}$ $\frac{10.1}{75}$
 E. R. U.

$\frac{5.5}{5.20} = 26$
 $\frac{5.1}{18}$
 $\frac{9.3}{1}$
 $\frac{6.6}{8}$
 $\frac{8.0}{34}$
 $\frac{9.0}{50}$
 $\frac{12.1}{75}$

$$\begin{array}{r} 5.20 \\ 37 \overline{) 5.20} \\ \underline{37} \\ 150 \\ \underline{111} \\ 390 \\ \underline{350} \\ 400 \\ \underline{378} \\ 220 \\ \underline{215} \\ 50 \\ \underline{49} \\ 100 \\ \underline{98} \\ 20 \\ \underline{19} \\ 10 \\ \underline{10} \\ 0 \end{array}$$

	5.32	5.7	9.6	6.7	83	10.3	12.8	15.2
E. Pac	<u>58</u>	<u>49</u>	<u>38</u>	<u>30</u>		<u>24</u>	50	<u>75</u>

Station	T	T	-	Elev.
		927.61 ✓		
140				16.5 ✓
T.P.	0.25	917.71 ✓	10.15	917.46 ✓
1450				12.2 ✓
240				07.9 ✓
T.P.	2.20	907.75 ✓	12.66	905.05 ✓
2450				04.1 ✓
340				02.0 ✓
450				01.1 ✓
440				900.1 ✓
450				00.3 ✓
540				01.2 ✓
435				01.9 ✓
T.P.	12.30	919.45 ✓	-0.10	907.15 ✓
435				01.9
462				10.1 ✓

Lt.

9

Rt.

9

$$\begin{array}{r} 6.4 \\ 79 \end{array} \quad \begin{array}{r} 7.2 \\ 52 \end{array} \quad \begin{array}{r} 8.8 \\ 24 \end{array} \quad \begin{array}{r} 11.1 \\ 111 \end{array}$$

$$\begin{array}{r} 13.5 \\ 25 \end{array} \quad \begin{array}{r} 15.3 \\ 10 \end{array}$$

$$\begin{array}{r} 2.2 \\ 50 \end{array} \quad \begin{array}{r} 3.5 \\ 27 \end{array} \quad \begin{array}{r} 5.5 \\ 55 \end{array}$$

$$\begin{array}{r} 7.5 \\ 28 \end{array} \quad \begin{array}{r} 8.8 \\ 50 \end{array}$$

$$\begin{array}{r} 5.7 \\ 50 \end{array} \quad \begin{array}{r} 8.0 \\ 25 \end{array} \quad \begin{array}{r} 9.8 \\ 98 \end{array}$$

$$\begin{array}{r} 11.1 \\ 25 \end{array} \quad \begin{array}{r} 12.5 \\ 50 \end{array} \quad \begin{array}{r} 15.6 \\ 902.1 \\ 75 \end{array}$$

$$\begin{array}{r} 0.0 \\ 50 \end{array} \quad \begin{array}{r} 0.2 \\ 42 \end{array} \quad \begin{array}{r} 1.2 \\ 20 \end{array} \quad \begin{array}{r} 3.2 \\ 32 \end{array}$$

$$\begin{array}{r} 4.5 \\ 16 \end{array} \quad \begin{array}{r} 5.5 \\ 50 \end{array} \quad \begin{array}{r} 5.7 \\ 80 \end{array} \quad \begin{array}{r} 901.6 \end{array}$$

$$\begin{array}{r} 3.7 \\ 50 \end{array} \quad \begin{array}{r} 4.8 \\ 38 \end{array} \quad \begin{array}{r} 5.3 \\ 53 \end{array}$$

$$\begin{array}{r} 5.6 \\ 25 \end{array} \quad \begin{array}{r} 5.8 \\ 50 \end{array} \quad \begin{array}{r} 5.8 \\ 80 \end{array}$$

$$\begin{array}{r} 6.1 \\ 50 \end{array} \quad \begin{array}{r} 6.4 \\ 25 \end{array} \quad \begin{array}{r} 6.2 \\ 62 \end{array}$$

$$\begin{array}{r} 6.5 \\ 33 \end{array} \quad \begin{array}{r} 6.9 \\ 50 \end{array} \quad \begin{array}{r} 902.4 \end{array}$$

$$\begin{array}{r} 6.7 \\ 50 \end{array} \quad \begin{array}{r} 7.2 \\ 72 \end{array} \quad \begin{array}{r} 902.1 \end{array}$$

$$\begin{array}{r} 7.1 \\ 28 \end{array} \quad \begin{array}{r} 7.0 \\ 50 \end{array} \quad \begin{array}{r} 902.3 \end{array}$$

$$\begin{array}{r} 7.1 \\ 100 \end{array} \quad \begin{array}{r} 7.7 \\ 50 \end{array} \quad \begin{array}{r} 7.0 \end{array} \quad \begin{array}{r} 849.6 \end{array}$$

$$\begin{array}{r} 6.5 \\ 37 \end{array} \quad \begin{array}{r} 6.3 \\ 50 \end{array}$$

(Lt + So Place 36" Cdn. Drains - Lt. or South-)

$$\begin{array}{r} 8.3 \\ 700 \end{array} \quad \begin{array}{r} 8.3 \\ 70 \end{array} \quad \begin{array}{r} 6.8 \\ 50 \end{array} \quad \begin{array}{r} 6.6 \\ 28 \end{array} \quad \begin{array}{r} 6.1 \\ 61 \end{array}$$

$$\begin{array}{r} 5.8 \\ 50 \end{array}$$

$$\begin{array}{r} 6.1 \\ 50 \end{array} \quad \begin{array}{r} 3.4 \end{array}$$

$$\begin{array}{r} 3.3 \\ 15 \end{array} \quad \begin{array}{r} 0.4 \\ 28 \end{array}$$

17.6

$$\begin{array}{r} 9.7 \\ 50 \end{array}$$

$$\begin{array}{r} 16.7 \\ 50 \end{array} \quad \begin{array}{r} 12.0 \\ 22 \end{array} \quad \begin{array}{r} 9.1 \end{array}$$

$$\begin{array}{r} 8.3 \\ 34 \end{array} \quad \begin{array}{r} 7.0 \\ 50 \end{array}$$

Station + π - Elev.

919.45 ✓

Gto

14.5 ✓

T.P.

8.63

927.61 ✓

0.47

918.98 ✓

+50

20.0 ✓

740

22.8 ✓

+50

23.2 ✓

8

23.6 ✓

+50

19.5 ✓

9

15.0 ✓

+50

913.6 ✓

T.P.

7.75

922.19 ✓

13.17

914.44 ✓

10

13.7 ✓

+50

13.8 ✓

1140

15.2 ✓

+15

15.8 ✓

Lt.

S

Rt.

10

$$\begin{array}{r} 7.8 \\ 50 \end{array}$$

$$\begin{array}{r} 6.5 \\ 22 \end{array}$$

$$\begin{array}{r} 5.0 \\ 25 \end{array}$$

$$\begin{array}{r} 3.6 \\ 73 \end{array}$$

$$\begin{array}{r} 2.2 \\ 50 \end{array}$$

$$\begin{array}{r} 12.1 \\ 75 \end{array}$$

$$\begin{array}{r} 1.1 \\ 50 \end{array}$$

$$\begin{array}{r} 9.2 \\ 25 \end{array}$$

7.4

$$\begin{array}{r} 6.4 \\ 25 \end{array}$$

$$\begin{array}{r} 5.3 \\ 55 \end{array}$$

$$\begin{array}{r} 5.3 \\ 75 \end{array}$$

$$\begin{array}{r} 8.0 \\ 75 \end{array}$$

$$\begin{array}{r} 6.0 \\ 40 \end{array}$$

$$\begin{array}{r} 4.8 \\ 25 \end{array}$$

$$\begin{array}{r} 3.9 \\ 55 \end{array}$$

$$\begin{array}{r} 3.0 \\ 100 \end{array}$$

$$\begin{array}{r} 2.4 \\ 135 \end{array}$$

$$\begin{array}{r} 7.6 \\ 145 \end{array}$$

$$\begin{array}{r} 4.8 \\ 75 \end{array}$$

$$\begin{array}{r} 4.6 \\ 50 \end{array}$$

$$\begin{array}{r} 4.4 \\ 25 \end{array}$$

$$\begin{array}{r} 5.2 \\ 55 \end{array}$$

$$\begin{array}{r} 3.6 \\ 100 \end{array}$$

$$\begin{array}{r} 2.3 \\ 120 \end{array}$$

$$\begin{array}{r} 9.6 \\ 130 \end{array}$$

$$\begin{array}{r} 4.4 \\ 75 \end{array}$$

$$\begin{array}{r} 3.8 \\ 45 \end{array}$$

$$\begin{array}{r} 4.0 \\ 25 \end{array}$$

$$\begin{array}{r} 5.3 \\ 38 \end{array}$$

$$\begin{array}{r} 6.2 \\ 80 \end{array}$$

$$\begin{array}{r} 4.6 \\ 105 \end{array}$$

$$\begin{array}{r} 9.6 \\ 113 \end{array}$$

$$\begin{array}{r} 7.0 \\ 75 \end{array}$$

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

$$\begin{array}{r} 8.1 \\ 25 \end{array}$$

$$\begin{array}{r} 9.0 \\ 30 \end{array}$$

$$\begin{array}{r} 9.8 \\ 60 \end{array}$$

$$\begin{array}{r} 9.4 \\ 86 \end{array}$$

$$\begin{array}{r} 8.4 \\ 94 \end{array}$$

$$\begin{array}{r} 11.4 \\ 50 \end{array}$$

$$\begin{array}{r} 11.8 \\ 25 \end{array}$$

$$\begin{array}{r} 12.6 \\ 25 \end{array}$$

$$\begin{array}{r} 13.2 \\ 45 \end{array}$$

$$\begin{array}{r} 12.5 \\ 70 \end{array}$$

$$\begin{array}{r} 12.8 \\ 76 \end{array}$$

$$\begin{array}{r} 10.9 \\ 84 \end{array}$$

$$\begin{array}{r} 8.4 \\ 84 \end{array}$$

29 c.m. culv. (to High)

Place 24" culv. 450
Drains North thru
Old Road into Dry Lake.

$$\begin{array}{r} 13.0 \\ 50 \end{array}$$

$$\begin{array}{r} 14.0 \\ 25 \end{array}$$

$$\begin{array}{r} 14.3 \\ 32 \end{array}$$

$$\begin{array}{r} 13.6 \\ 52 \end{array}$$

$$\begin{array}{r} 15.0 \\ 58 \end{array}$$

$$\begin{array}{r} 14.1 \\ 63 \end{array}$$

$$\begin{array}{r} 16.5 \\ 67 \end{array}$$

$$\begin{array}{r} 14.4 \\ 67 \end{array}$$

$$\begin{array}{r} 8.2 \\ 50 \end{array}$$

$$\begin{array}{r} 8.5 \\ 25 \end{array}$$

$$\begin{array}{r} 8.3 \\ 34 \end{array}$$

$$\begin{array}{r} 10.0 \\ 39 \end{array}$$

$$\begin{array}{r} 9.6 \\ 44 \end{array}$$

$$\begin{array}{r} 6.3 \\ 52 \end{array}$$

$$\begin{array}{r} 5.7 \\ 65 \end{array}$$

$$\begin{array}{r} 6.5 \\ 78 \end{array}$$

$$\begin{array}{r} 8.3 \\ 50 \end{array}$$

$$\begin{array}{r} 8.1 \\ 20 \end{array}$$

$$\begin{array}{r} 8.4 \\ 25 \end{array}$$

$$\begin{array}{r} 8.1 \\ 20 \end{array}$$

$$\begin{array}{r} 8.7 \\ 22 \end{array}$$

$$\begin{array}{r} 8.6 \\ 29 \end{array}$$

$$\begin{array}{r} 6.3 \\ 33 \end{array}$$

$$\begin{array}{r} 5.7 \\ 48 \end{array}$$

$$\begin{array}{r} 6.5 \\ 62 \end{array}$$

$$\begin{array}{r} 7.9 \\ 50 \end{array}$$

$$\begin{array}{r} 7.3 \\ 25 \end{array}$$

$$\begin{array}{r} 7.0 \\ 25 \end{array}$$

$$\begin{array}{r} 6.8 \\ 5 \end{array}$$

$$\begin{array}{r} 7.8 \\ 8 \end{array}$$

$$\begin{array}{r} 6.6 \\ 16 \end{array}$$

$$\begin{array}{r} 6.0 \\ 19 \end{array}$$

$$\begin{array}{r} 5.6 \\ 32 \end{array}$$

$$\begin{array}{r} 6.2 \\ 45 \end{array}$$

$$\begin{array}{r} 7.9 \\ 50 \end{array}$$

$$\begin{array}{r} 7.2 \\ 50 \end{array}$$

$$\begin{array}{r} 7.1 \\ 25 \end{array}$$

$$\begin{array}{r} 6.4 \\ 25 \end{array}$$

$$\begin{array}{r} 7.5 \\ 4 \end{array}$$

$$\begin{array}{r} 7.5 \\ 11 \end{array}$$

$$\begin{array}{r} 6.0 \\ 14 \end{array}$$

$$\begin{array}{r} 5.7 \\ 29 \end{array}$$

$$\begin{array}{r} 6.6 \\ 41 \end{array}$$

$$\begin{array}{r} 7.8 \\ 44 \end{array}$$

$$\begin{array}{r} 8.3 \\ 50 \end{array}$$

Station	+	π	-	Elev.
		922.19 ✓		
11+50				14.8 ✓
1+80				16.2 ✓
12				16.4 ✓
+50				16.4 ✓
13				15.8 ✓
914.50 + 24.63 914.35.3				15.5 ✓
15+0				15.0 ✓
+50				15.1 ✓
T.P.	3.07	917.57 ✓	7.69	914.50 ✓
B.M.			1.51	916.06 ✓

Lt.

E

Rt.

11

5.1	5.5	5.4	7.0	7.4	7.3	6.4	5.6	6.3	7.6	9.4
<u>50</u>	<u>28</u>	<u>8</u>	<u>4</u>	<u>-</u>	<u>3</u>	<u>6</u>	<u>20</u>	<u>37</u>	<u>36</u>	<u>50</u>

Red -

4.0	4.8	7.0	7.0	6.0	5.7	6.3	7.7	10.0	12.7
<u>50</u>	<u>14</u>	<u>10</u>	<u>2</u>	<u>0</u>	<u>14</u>	<u>27</u>	<u>29</u>	<u>42</u>	<u>50</u>

Red -

3.4	4.0	6.8	6.4	6.0	5.8	5.6	6.4	8.0	10.7	13.8
<u>50</u>	<u>18</u>	<u>13</u>	<u>7</u>	<u>4</u>	<u>-</u>	<u>9</u>	<u>23</u>	<u>26</u>	<u>40</u>	<u>50</u>

Red -

3.1	4.5	7.6	7.5	6.2	5.8	6.8	8.2		15.3
<u>50</u>	<u>28</u>	<u>20</u>	<u>16</u>	<u>13</u>	<u>-</u>	<u>17</u>	<u>19</u>		<u>50</u>

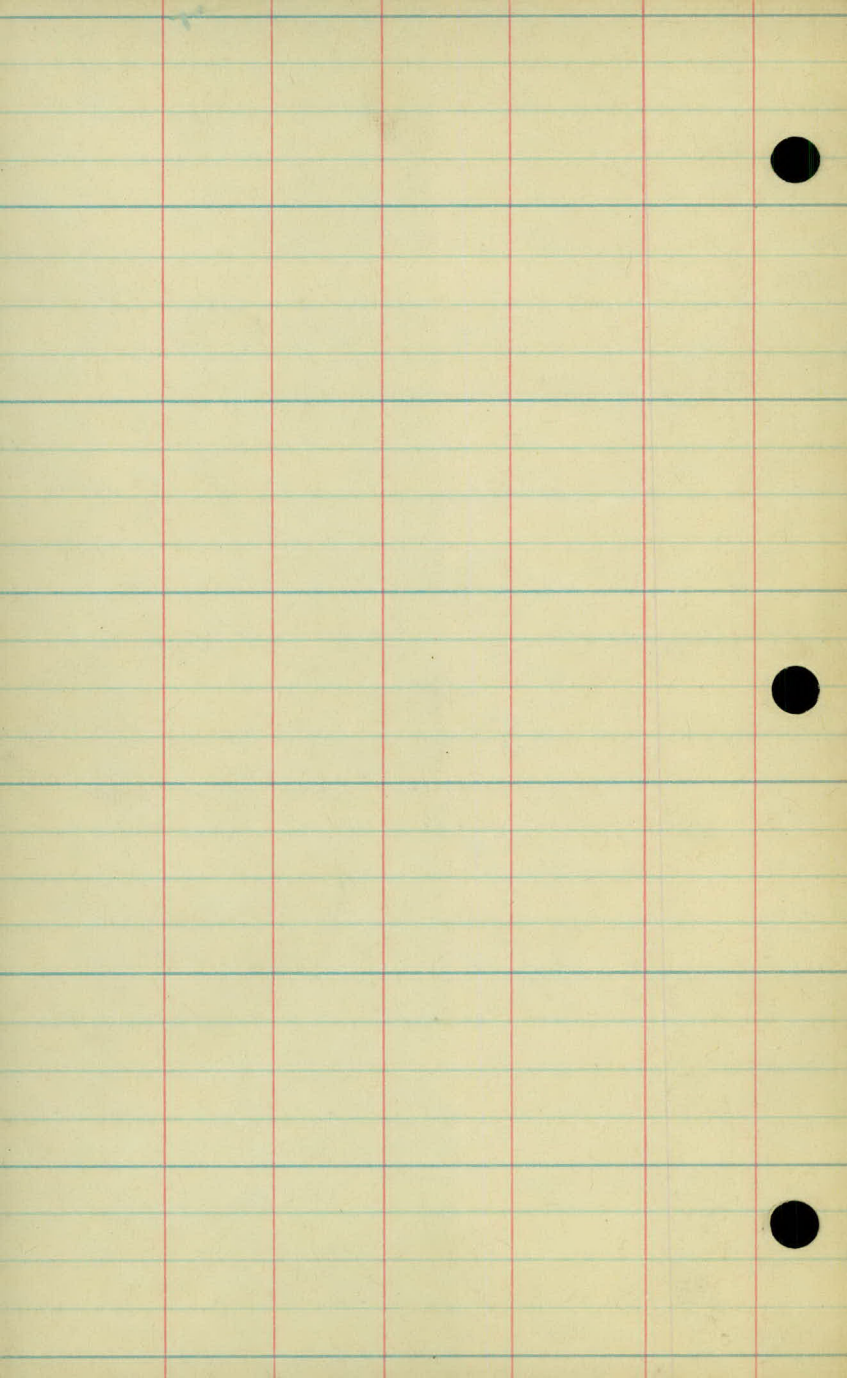
6.2	6.4	9.1	8.6	6.7	6.4		7.2	9.8	15.8
<u>50</u>	<u>20</u>	<u>25</u>	<u>20</u>	<u>16</u>	<u>-</u>		<u>13</u>	<u>23</u>	<u>50</u>

8.0	8.0	10.0	9.3	7.0	6.7	7.5	9.4	13.8	16.0
<u>50</u>	<u>21</u>	<u>27</u>	<u>21</u>	<u>17</u>	<u>-</u>	<u>12</u>	<u>21</u>	<u>30</u>	<u>50</u>

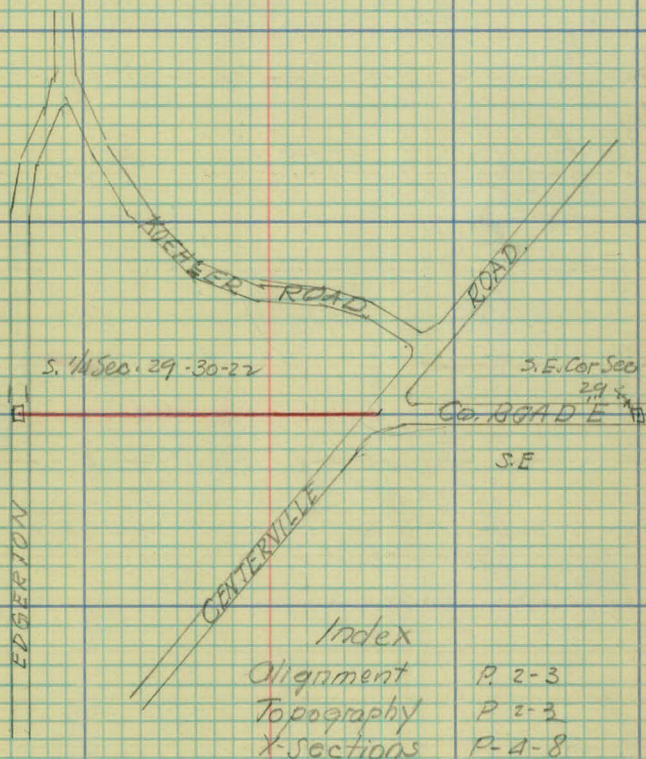
13.0	10.5	8.5	7.4	7.2	8.0		14.2	16.1
<u>50</u>	<u>37</u>	<u>19</u>	<u>16</u>	<u>-</u>	<u>11</u>		<u>33</u>	<u>50</u>

17.5	10.5	8.6	7.5	7.1	7.9	10.2		16.1
<u>50</u>	<u>38</u>	<u>19</u>	<u>16</u>	<u>-</u>	<u>10</u>	<u>13</u>		<u>50</u>

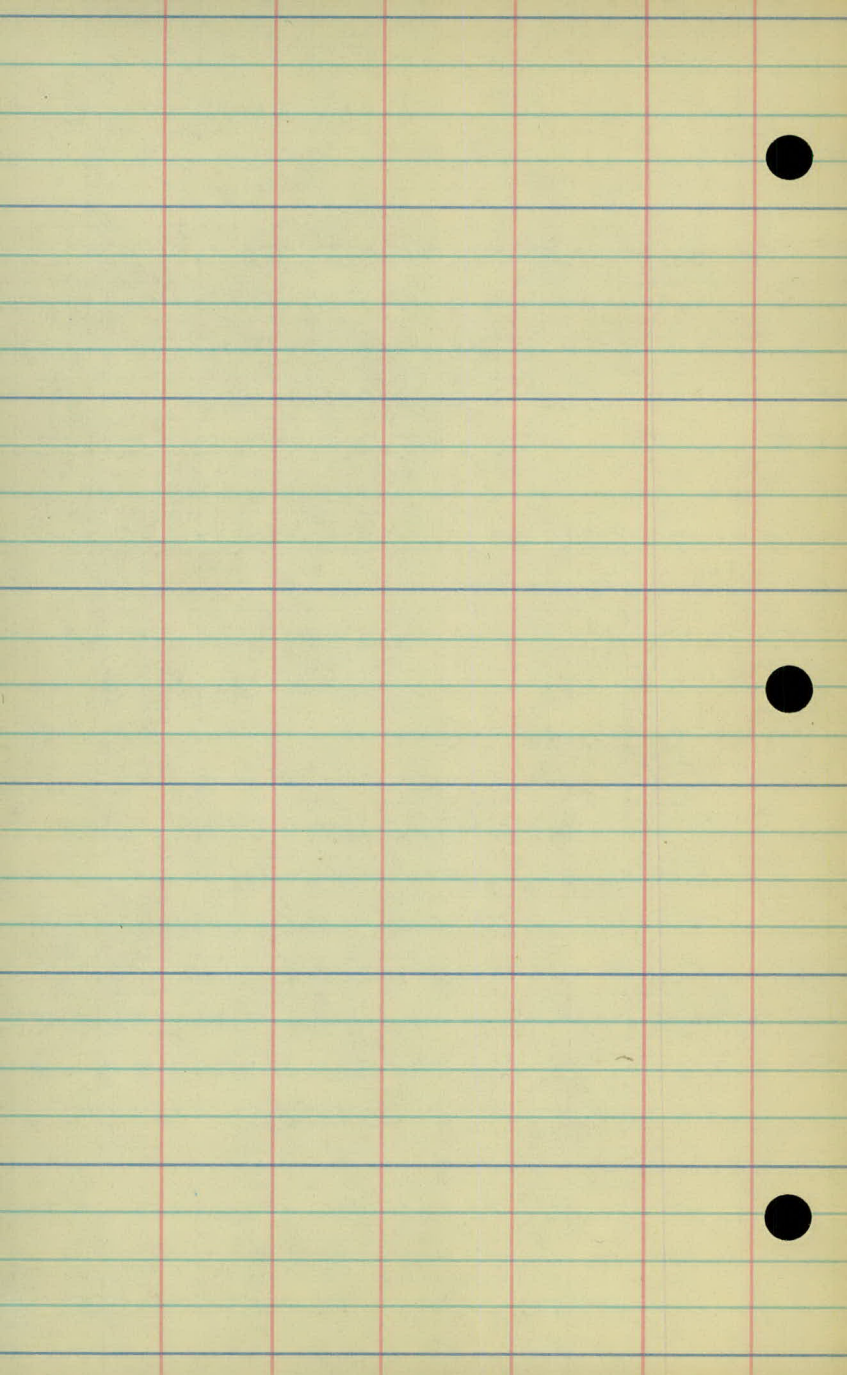
Top Stone Mon. Edgerton & Koehler Rd.



Plan Survey
County Road "E"
Centerville Road to Edgerton.



W. H. Carlson
Oct. 24/1935



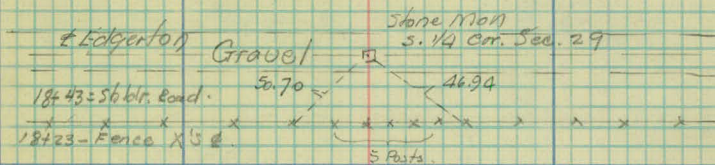
Alignment
&
Topography.

Sta.	Point	Lt.	Rt.
------	-------	-----	-----

18+55.97

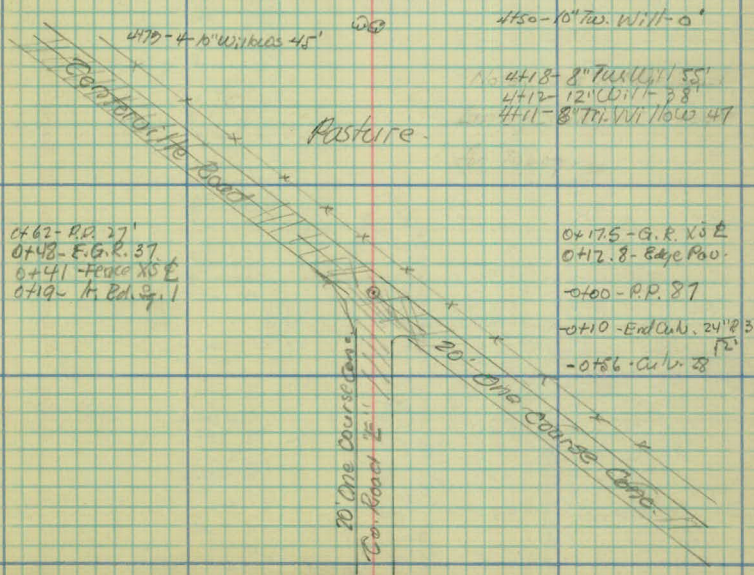
0+00 - E Centerville Road.

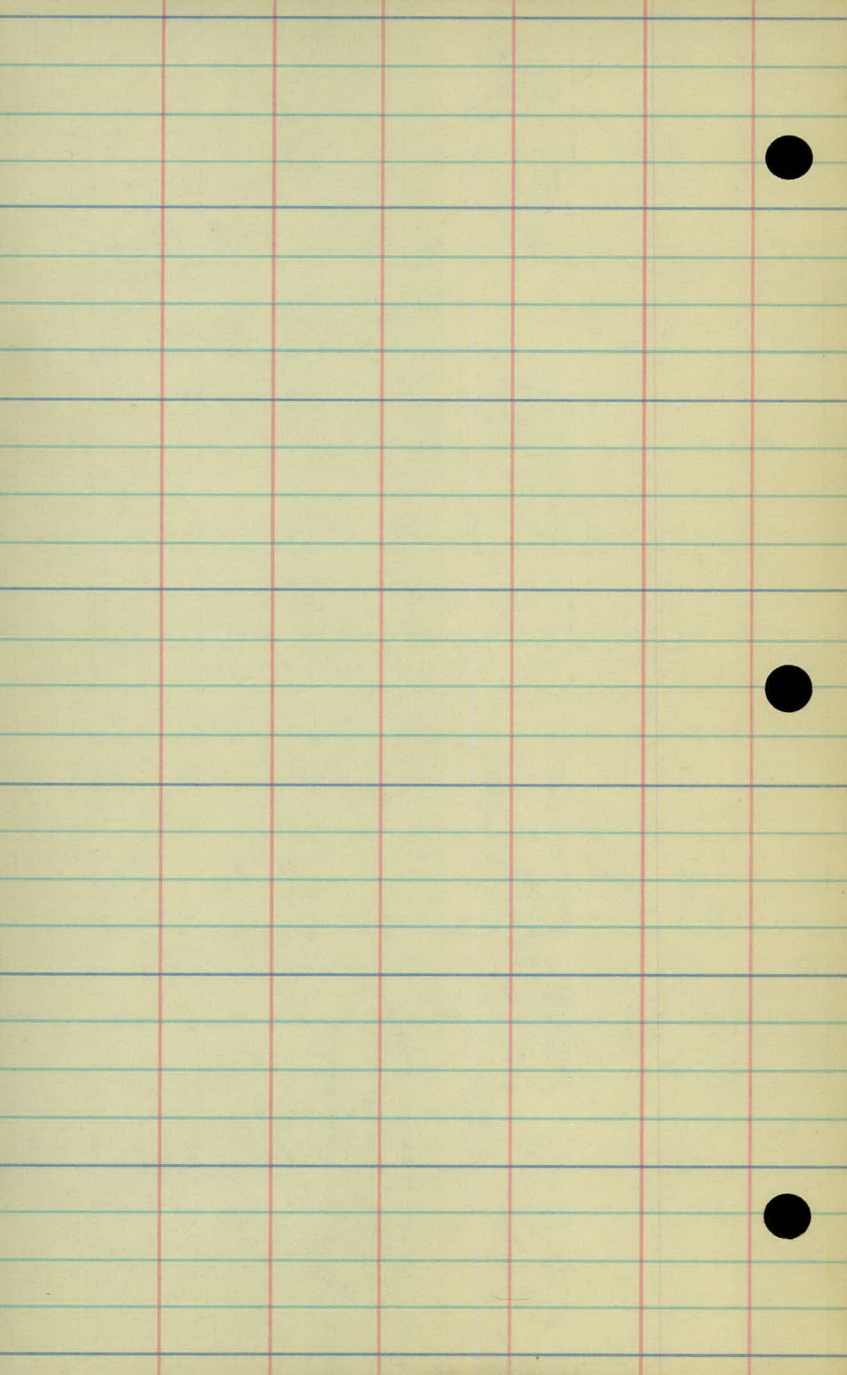
18+V3



Pasture.

Dry Bog-





Cross-sections.

Sta.	+	-	Σ
B.M.	4.01	927.6 ✓	923.60

- 0413			922.81
--------	--	--	--------

0400 = E cent.			22.77
----------------	--	--	-------

0412.8 Edge Pav.			22.61
------------------	--	--	-------

0419 Shldr.			22.6
-------------	--	--	------

0430			18.3
------	--	--	------

0438			21.1
------	--	--	------

0464			19.3
------	--	--	------

140			16.5
-----	--	--	------

0.08	917.54 ✓	10.15	917.46 ✓
------	----------	-------	----------

1450			912.5 ✓
------	--	--	---------

240			08.4 ✓
-----	--	--	--------

450			05.7 ✓
-----	--	--	--------

T.P.	0.52	905.56 ✓	12.50	905.04 ✓
------	------	----------	-------	----------

340			902.4 ✓
-----	--	--	---------

450			01.2 ✓
-----	--	--	--------

Lt.

L

Rt-

5

R.R. spike in T. P. N. E. Cor. Co. Rd. E " S Center.

New Kohler Road
Revision

480

4.74

4.8

9.5

9.3

7.3

8.3

42-Edge R.O.

52

76

76

81

100

484

-0+10 = End Curb 10.3

500

5.0

9.2

6.8

7.3

9.0

9

27

36

50

75

E. Pav.

5.07
10

500

9.0

9.0

6.5

8.1

10.1

20

22

24

50

75

"

5.15

26

5.1

18

9.3

6.6

8

8.0

9.0

12.1

"

5.20

37

5.2

28

9.4

10

6.6

7.6

21

7.6

50

13.0

"

5.32

78

5.7

49

9.6

38

6.7

30

8.3

10.3

24

12.8

50

15.2

"

6.4

79

7.2

52

8.8

24

11.1

13.5

25

15.3

50

Top Stake 1750

0.9
503.1
25

50

8.0
388.8
505.0
507.0
25

9.1

10.4
2712.0
50

- E. Pav.

7.9
5010.3
2511.8
Beg Pav.13.2
815.0
5015.1
50

Stake 2750 - Kohler.

11.6
501.1
25

3.2

3.6
303.7
50

E. Pav

2.6
503.4
40

4.4

4.6
50

Sta.

+

A

-

Elev.

905.56 ✓

440

900.7 ✓

+55

00.1 ✓

5

00.5 ✓

+50

00.6 ✓

640

00.9 ✓

+53

02.1 ✓

T.P.

13.01

915.20 ✓

337

902.19 ✓

6+53

6+77

08.8 ✓

740

10.7 ✓

T.P.

6.65

921.02 ✓

283

914.37 ✓

+45

14.3 ✓

840

16.4 ✓

+50

15.4 ✓

4.

2

R1.

6

$$\frac{4.1}{50}$$

$$\frac{4.9}{50}$$

$$\frac{5.6}{50}$$

$$\frac{4.6}{50}$$

$$\frac{5.5}{50}$$

$$\frac{5.0}{50}$$

$$\frac{5.1}{50}$$

$$\frac{5.1}{50}$$

$$\frac{5.0}{50}$$

$$\frac{5.6}{50}$$

$$\frac{6.7}{28}$$

$$\frac{5.0}{50}$$

$$\frac{5.2}{22}$$

$$\frac{4.8}{50}$$

$$\frac{5.4}{50}$$

$$\frac{5.3}{27}$$

$$\frac{4.7}{50}$$

$$\frac{4.3}{26}$$

$$\frac{3.3}{50}$$

$$\frac{0.0}{65}$$

$$\frac{4.7}{50}$$

$$\frac{4.1}{18}$$

$$\frac{3.5}{50}$$

$$\frac{2.0}{7}$$

$$13.1$$

$$\frac{5.8}{32}$$

$$\frac{4.3}{50}$$

$$\frac{13.7}{50}$$

$$\frac{13.0}{50}$$

31 = E. Bay.

$$\frac{6.4}{50}$$

$$\frac{4.5}{21}$$

$$\frac{2.2}{50}$$

$$E Bay = \frac{13.1}{50}$$

$$\frac{11.3}{50}$$

$$\frac{6.1}{27}$$

$$\frac{4.5}{50}$$

$$\frac{2.4}{29}$$

$$\frac{0.4}{50}$$

$$\frac{10.3}{50}$$

$$\frac{8.8}{29}$$

$$\frac{6.7}{50}$$

$$\frac{4.5}{26}$$

$$\frac{2.7}{50}$$

$$\frac{7.4}{50}$$

$$\frac{6.1}{27}$$

$$\frac{4.6}{50}$$

$$\frac{3.0}{26}$$

$$\frac{1.7}{50}$$

$$\frac{6.4}{50}$$

$$\frac{5.6}{50}$$

$$\frac{4.0}{50}$$

Sta. + π - Elev.

921.02 ✓

940

14.6 ✓

150

14.2 ✓

1040

13.9 ✓

160

12.6 ✓

1140

13.9 ✓

150

16.9 ✓

T.P.

9.32

930.20 ✓

0.14

920.88 ✓

1240

20.6 ✓

135

21.9 ✓

1340

23.1 ✓

150

24.8 ✓

1440

26.1 ✓

150

26.6 ✓

L

L

Rt.

7

$$\begin{array}{r} 6.4 \\ 50 \end{array}$$

6.4

$$\begin{array}{r} 6.3 \\ 50 \end{array}$$

$$\begin{array}{r} 6.6 \\ 50 \end{array}$$

$$\begin{array}{r} 6.8 \\ 50 \end{array}$$

$$\begin{array}{r} 7.1 \\ 50 \end{array}$$

$$\begin{array}{r} 7.1 \\ 50 \end{array}$$

$$\begin{array}{r} 7.1 \\ 50 \end{array}$$

$$\begin{array}{r} 7.7 \\ 50 \end{array}$$

Place 24" Cu 10.
Drains Lt.

$$\begin{array}{r} 9.2 \\ 50 \end{array}$$

$$\begin{array}{r} 8.4 \\ 50 \end{array}$$

$$\begin{array}{r} 7.9 \\ 50 \end{array}$$

$$\begin{array}{r} 9.5 \\ 50 \end{array}$$

$$\begin{array}{r} 7.1 \\ 50 \end{array}$$

$$\begin{array}{r} 6.1 \\ 76 \end{array}$$

$$\begin{array}{r} 5.5 \\ 50 \end{array}$$

$$\begin{array}{r} 8.9 \\ 50 \end{array}$$

$$\begin{array}{r} 8.4 \\ 50 \end{array}$$

$$\begin{array}{r} 4.1 \\ 50 \end{array}$$

$$\begin{array}{r} 2.1 \\ 28 \end{array}$$

$$\begin{array}{r} 0.3 \\ 50 \end{array}$$

top stake 12

$$\begin{array}{r} 14.1 \\ 50 \end{array}$$

$$\begin{array}{r} 12.6 \\ 30 \end{array}$$

$$\begin{array}{r} 7.6 \\ 50 \end{array}$$

$$\begin{array}{r} 7.2 \\ 32 \end{array}$$

$$\begin{array}{r} 6.1 \\ 50 \end{array}$$

$$\begin{array}{r} 12.7 \\ 50 \end{array}$$

$$\begin{array}{r} 10.7 \\ 26 \end{array}$$

$$\begin{array}{r} 8.3 \\ 50 \end{array}$$

$$\begin{array}{r} 6.1 \\ 30 \end{array}$$

$$\begin{array}{r} 5.2 \\ 50 \end{array}$$

$$\begin{array}{r} 11.5 \\ 50 \end{array}$$

$$\begin{array}{r} 10.3 \\ 37 \end{array}$$

$$\begin{array}{r} 7.1 \\ 50 \end{array}$$

$$\begin{array}{r} 5.4 \\ 28 \end{array}$$

$$\begin{array}{r} 4.6 \\ 50 \end{array}$$

$$\begin{array}{r} 8.9 \\ 50 \end{array}$$

$$\begin{array}{r} 7.1 \\ 29 \end{array}$$

$$\begin{array}{r} 5.4 \\ 50 \end{array}$$

$$\begin{array}{r} 4.2 \\ 28 \end{array}$$

$$\begin{array}{r} 4.0 \\ 50 \end{array}$$

$$\begin{array}{r} 5.7 \\ 50 \end{array}$$

$$\begin{array}{r} 4.7 \\ 25 \end{array}$$

$$\begin{array}{r} 4.1 \\ 50 \end{array}$$

$$\begin{array}{r} 3.5 \\ 23 \end{array}$$

$$\begin{array}{r} 3.3 \\ 50 \end{array}$$

$$\begin{array}{r} 4.0 \\ 50 \end{array}$$

$$\begin{array}{r} 3.6 \\ 50 \end{array}$$

$$\begin{array}{r} 3.6 \\ 27 \end{array}$$

$$\begin{array}{r} 4.0 \\ 50 \end{array}$$

Sta. + π - $\pm$ Lev.

930.20 ✓

15+0

25.4 ✓

+50

24.10 ✓

26.1

16+0

24.5 ✓

+50

24.3 ✓

17+0

25.0 ✓

+50

25.4 ✓

18+0

25.8 ✓

18+36

26.4 ✓

18+43

Sh lat.

24.7 ✓

18+55.97

$\pm$ Edgerton

25.3 ✓

925.11 - O.K. ✓

B.M.

5.16

925.04 ✓

T.P.

1.39

921.80 ✓

9.79

920.41 ✓

✓

5.49

919.39 ✓

7.90

913.90 ✓

B.M.

3.40

915.99 ✓

915.916.06 ✓

41.

42

41.

8

$$\frac{4.2}{50}$$

$$48$$

$$\frac{5.1}{50}$$

$$\frac{5.50}{50}$$

$$\frac{6.1}{50}$$

$$\frac{5.9}{50}$$

$$\frac{5.2}{50}$$

$$\frac{5.7}{50}$$

$$\frac{5.9}{50}$$

$$\frac{5.7}{50}$$

$$59$$

$$\frac{5.4}{50}$$

$$\frac{4.8}{50}$$

$$\frac{5.2}{50}$$

$$\frac{5.0}{50}$$

$$\frac{4.4}{50}$$

$$48$$

$$\frac{5.2}{50}$$

$$\frac{3.8}{50}$$

$$\frac{4.4}{50}$$

$$\frac{5.1}{50}$$

$$\frac{3.8}{50}$$

$$\frac{3.8}{50}$$

$$\frac{5.2}{50}$$

$$\frac{5.0}{50}$$

$$\frac{5.1}{50}$$

$$\frac{6.2}{50}$$

(Place 18" Cull. Drains North)

$$\frac{3.7}{100}$$

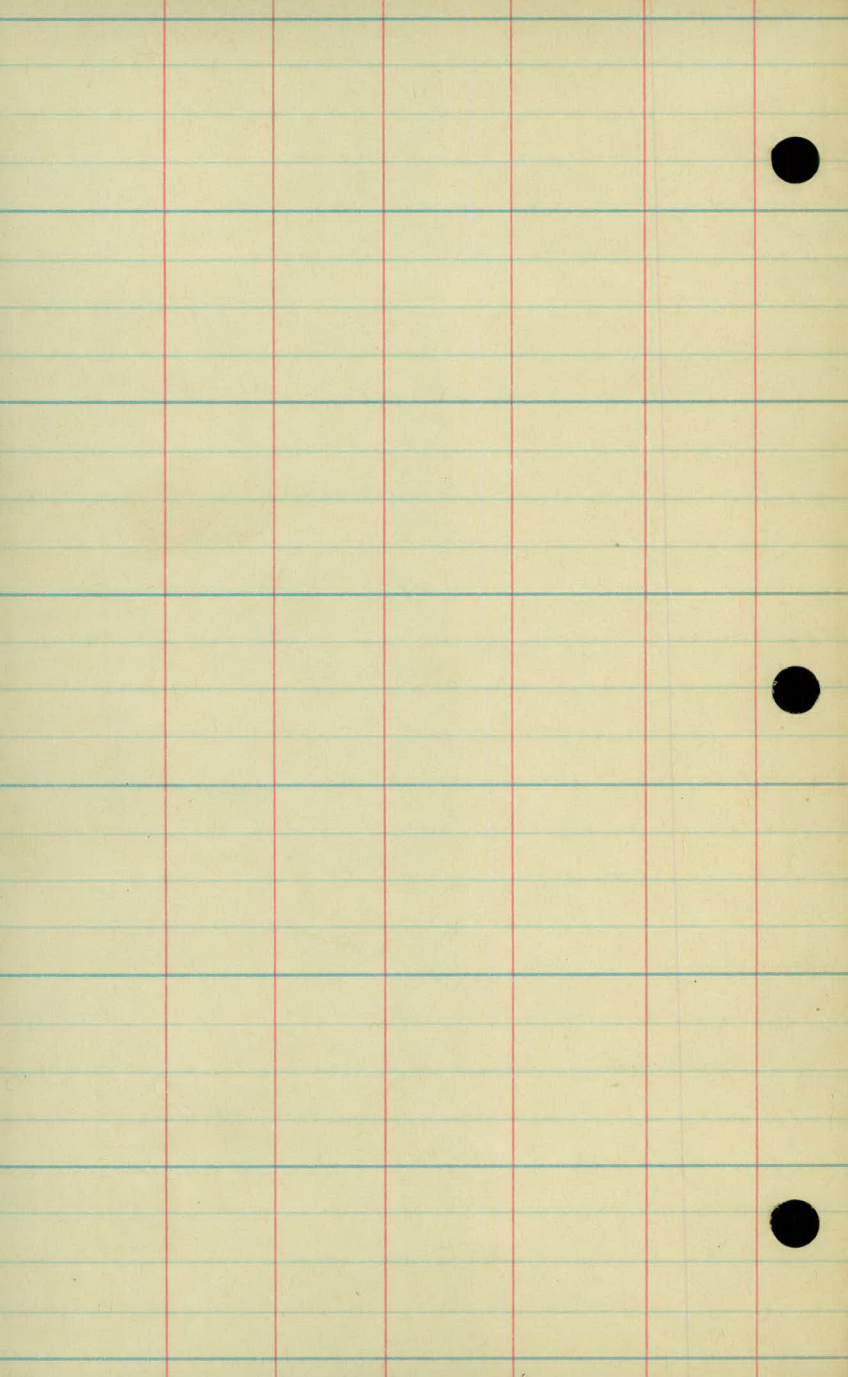
$$\frac{4.3}{50}$$

$$\frac{4.9}{50}$$

$$\frac{5.8}{50}$$

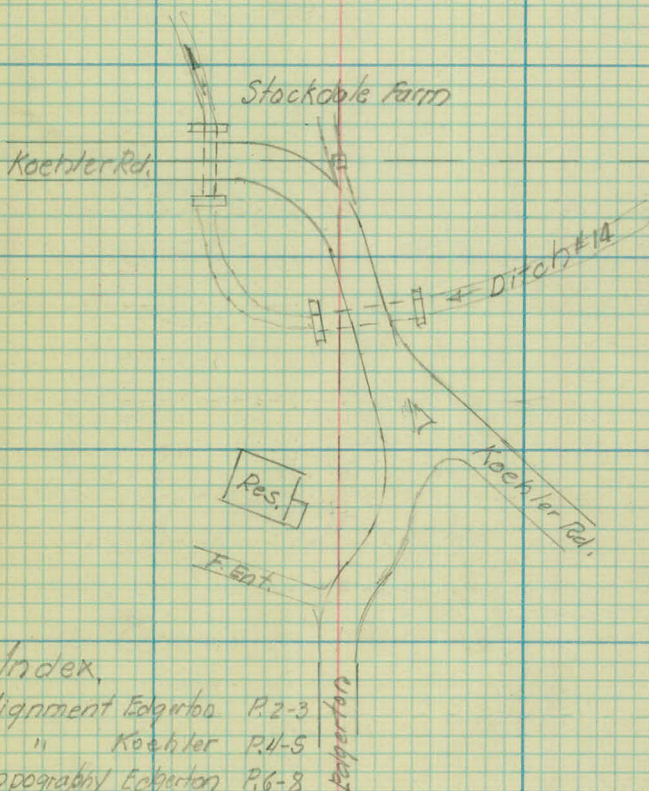
$$\frac{6.4}{100}$$

Top Monument.



Situation Survey.

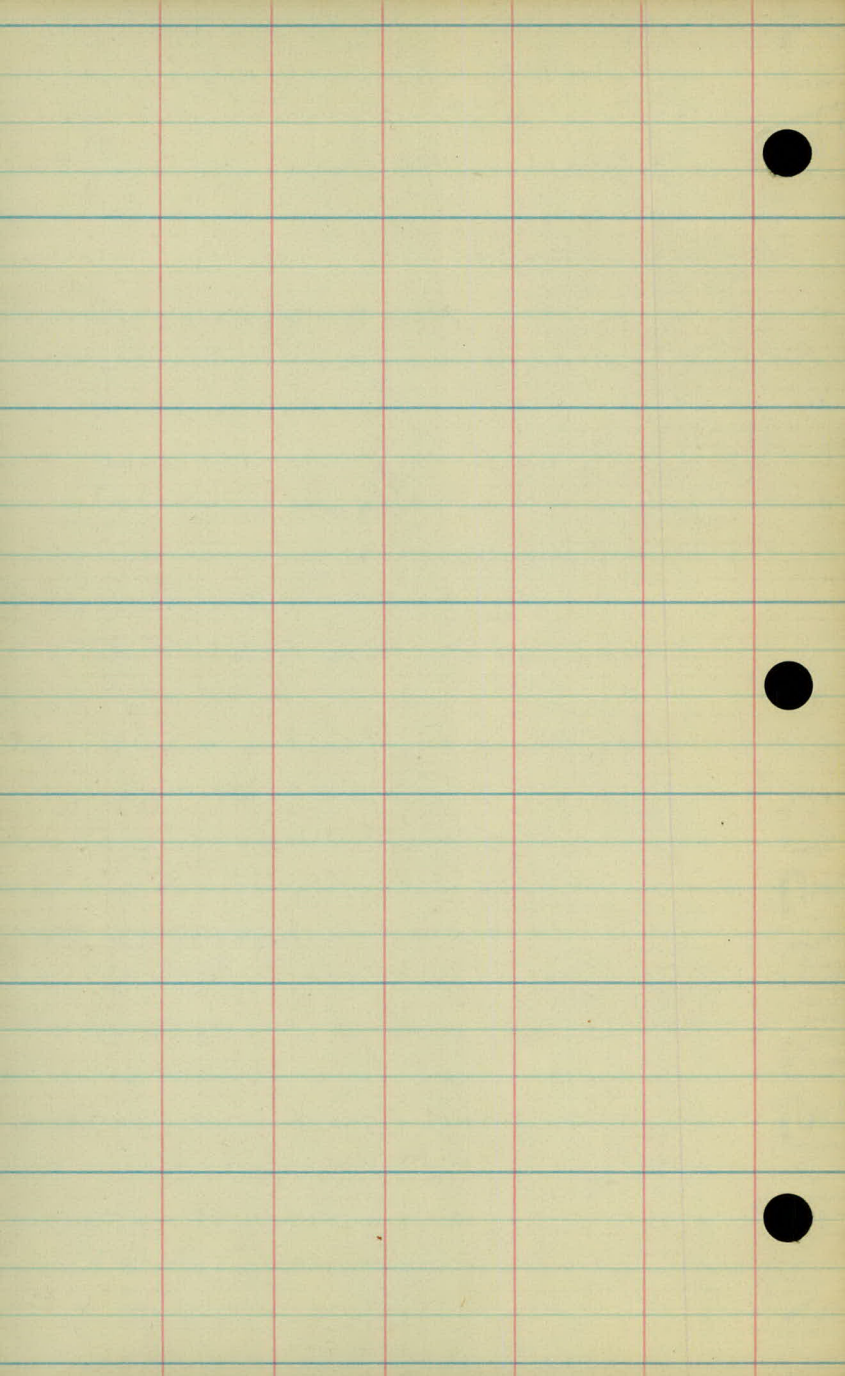
Edgerton & Koehler Roads.



Index.

Alignment Edgerton	P. 2-3
" Koehler	P. 4-5
Topography Edgerton	P. 6-8
" Koehler	P. 9-11
Stadia	P. 12-17
Bench levels	P. 18-19

W. N. Carlson
Oct. 22, 1935.



Alignment

Edgerton St.

From S. 1/4 Sec. 29 to Koehler Rd.

Station Point Lt. Δ Rt.

226+23.85

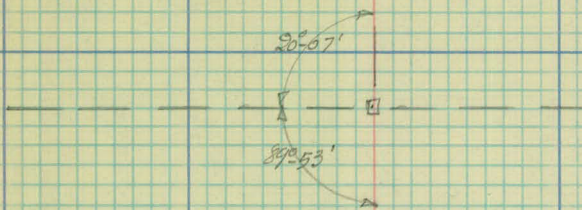
225+10.35

223+56.97 P.O.T.

213+04.70 P.I. Mon $5\frac{1}{4}$ Sec. 29

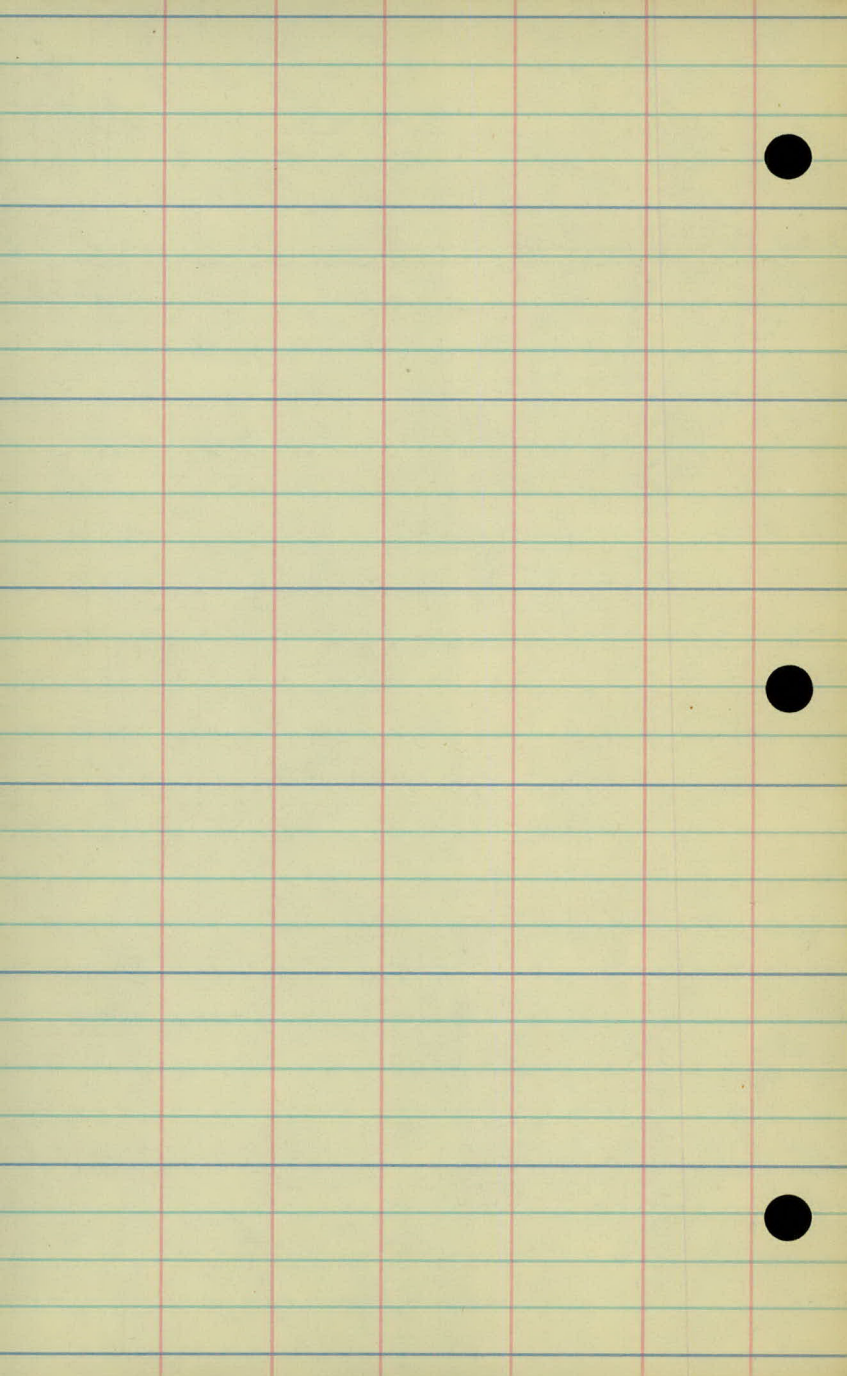
W.H.C.
K. A.
L.B.H

Oct. 21, 1935³



South 1/4 Cor. Sec. 29-30-22

E



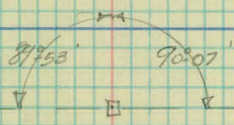
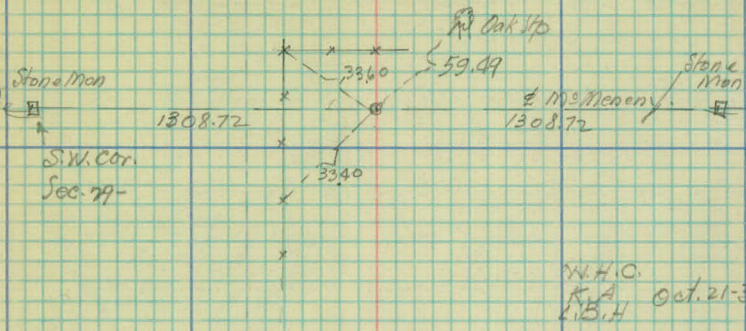
alignment.

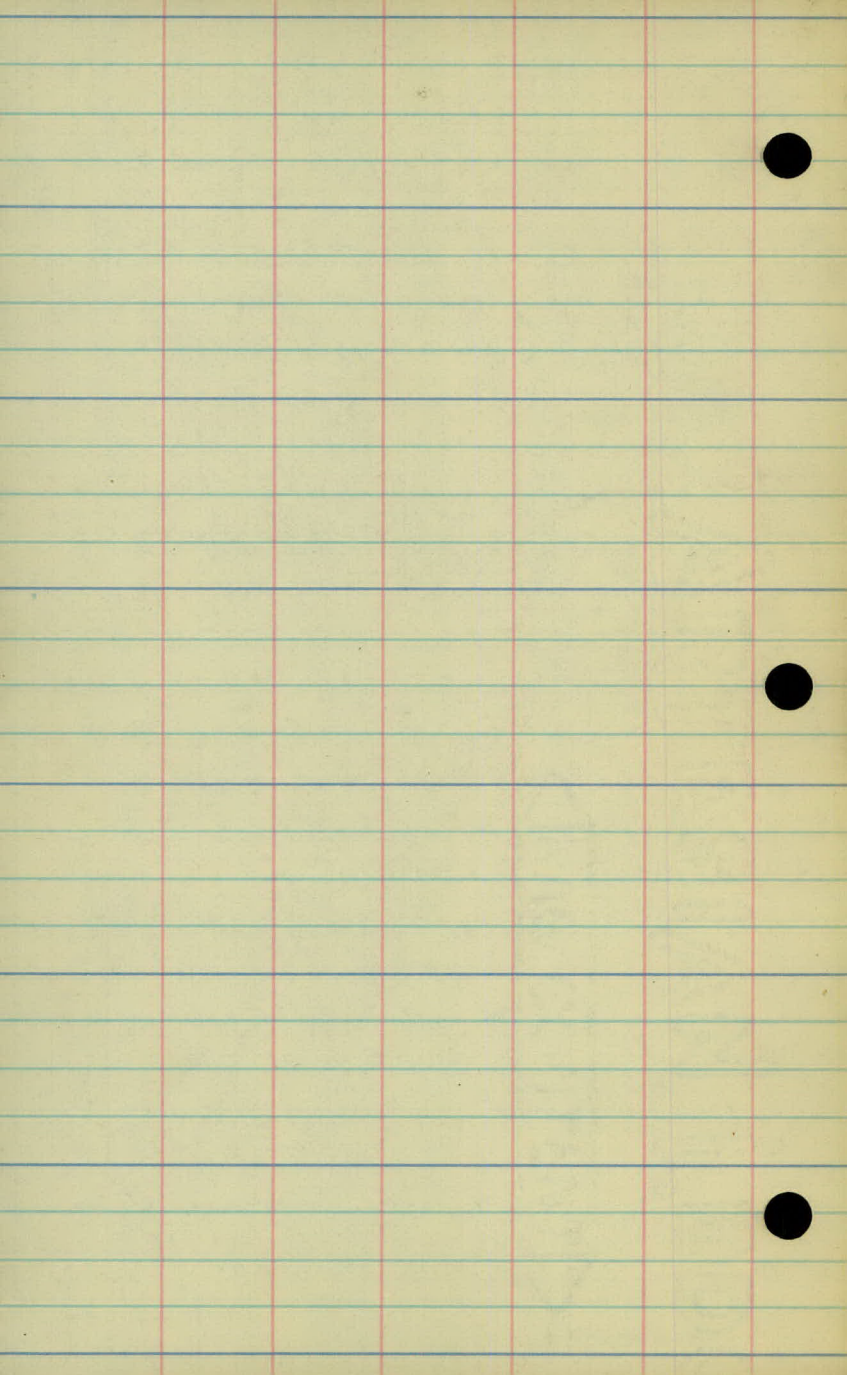
Koehler Road

From Edgerton - McMenamy.

Station Point Lt. Rt.

0/00





Topography.
on Edgerton

222 +50

4
+50 6'-29'

+50-86-112'

222

2'-21

+50

8' 16'

221

12' 14'

+50

13' 14'

220

11' Bad 13'

+71-Hedge - 0'

+48-Hedge 2'

+67-Cor. Hut House - 110'

+45-Cor. Hut House - 115'

2' x 20'

+27-E. Out 16'

+28-Beg. Small Hedge 5'

+49-24' 716' 114'

+43-3-6' 15' 50'

+40-F. 41

⑦

+86-Gravel Field

F-31 - F-26'

RI-115' - 144'

+82-2 Gate - 30'

F-29'

F-29'

F-29'

F-29'

Cultivated

Pasture

Cult. 20'

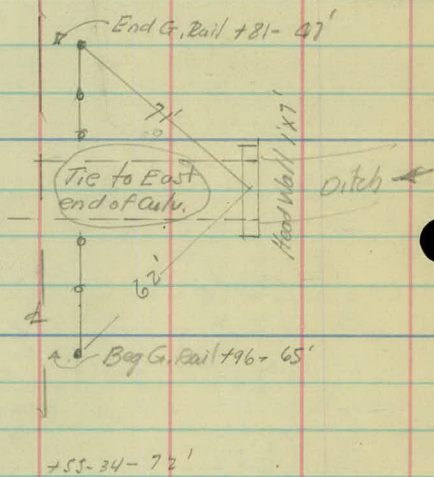
$$72640 = 0 - 10'$$

$$+60 = 10$$

$$10' - 27$$

225

Rd - 11'



224

+50

223

$$24 \quad 24. \\ 20 - 44 \quad 64 - 89'$$

$$+51 - 1. \text{ R. R. } 51'$$

222 + 50

195-24" Bx E 17'

8

+96-4-8" Bx E 17'

+91-15" Bx E 17'

+60-24" Pop. 80'

+60-Edge of 96'

+58-14" Bx E 17'

+50-10" Chopped 84' - 5' Wide

+50-2-18" W. 100'

+38- Culv. 7' H.W. 1x7'
28"

+02-12" Fence 97'

+87-12" Bx E 17'

+81-12" Bx E 17'

+79-12" Hedge 16' E. end.

+87-12" Pole 28'

+47-12" Cor. 87'

+36-12" Cor. 13'

+11-0 Cor. Ho. 23'

+91-12" Cor. 34'

+91-12" Cor. 37'

+80-12" Cor. 33'

+73-20" Maple 15'

+66-20" Maple 3'

+60-F-52'

+52-Edge Rd. 0'

+20-Edge 0'

F-82'-E.G.R. 15'

+71-16" Bx E 17'

+81-8" Bx E 17'

+81-16" Bx E 17'

+60-4.2.32-51'

+30-4.2.32-57'

+00-3.0.39

+96-0.0.0.0

+70-12" Hedge 29'

+66-24" Maple 3'

+38-20" Maple 1'

+16-24" Maple 3'

+10-10" Maple 3'

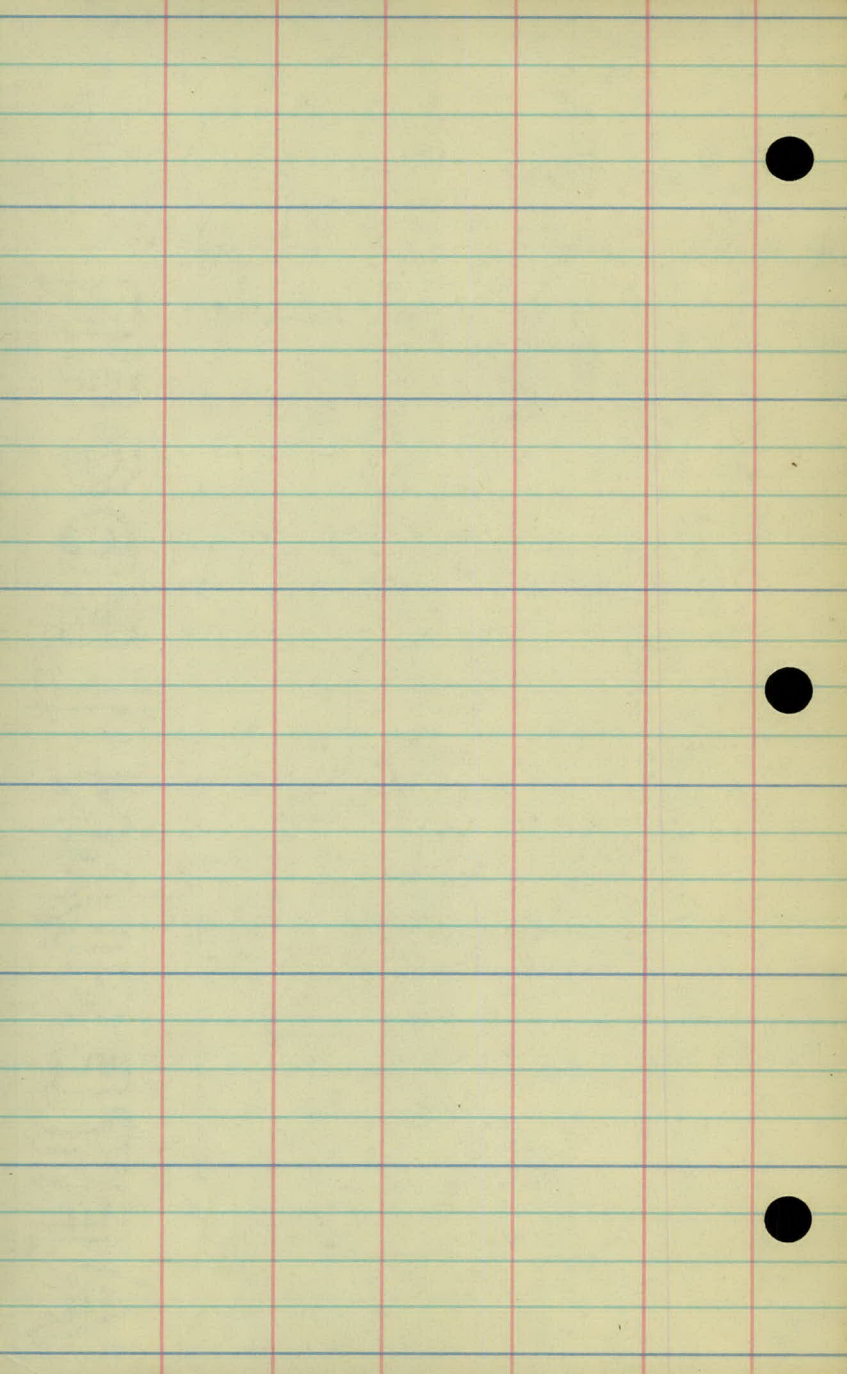
Hedge 12'

+78-F. Cor. 51'

+86-8" Elm 1'

+66-12" Hedge 12'

+66-12" Hedge 12'



Topography
on Koehler Road.

250

340 Rd = 16'

250

250

1450

Rd - 5'

122 Rd - 0

140

34 Rd - 8'

0450

60 - Rd - 30'

0400

F-35'

F-32'

10

2498-End Gr. R. 6"

159-F. Cor. 37'

+46-End F. 111'

+46-End Gr. R. 14'

115-18" Bx E. 11.61'

+08-20" Bx E. 11.75'

+03-20" Bx E. 11.82'

Gr. R. 13.5'

184-12" Bx E. 11.98'

+73-80pin-Cul. 68'

180-Gr. R. 17'

+44 8"-B. 11-60,

+37 10"-B. 12.73

+38-80pin Gr. R. 21'

190-8" Bx E. 12.23

110-Rd-X 5 E

100-X 5 E

+36-End Gr. R. 10.43'

Gr. R. 5.5'

183-End F. 32.5'

185-Gr. R. 6'

F-32

+201 Gate

+08 Gate

F-31.5

-0433-F. Cor. 31.5

Kocher Rd Gravel

Scattered Trees

Iron Post Nuclei Wire

Ent. Stock Dole

Form

4/10

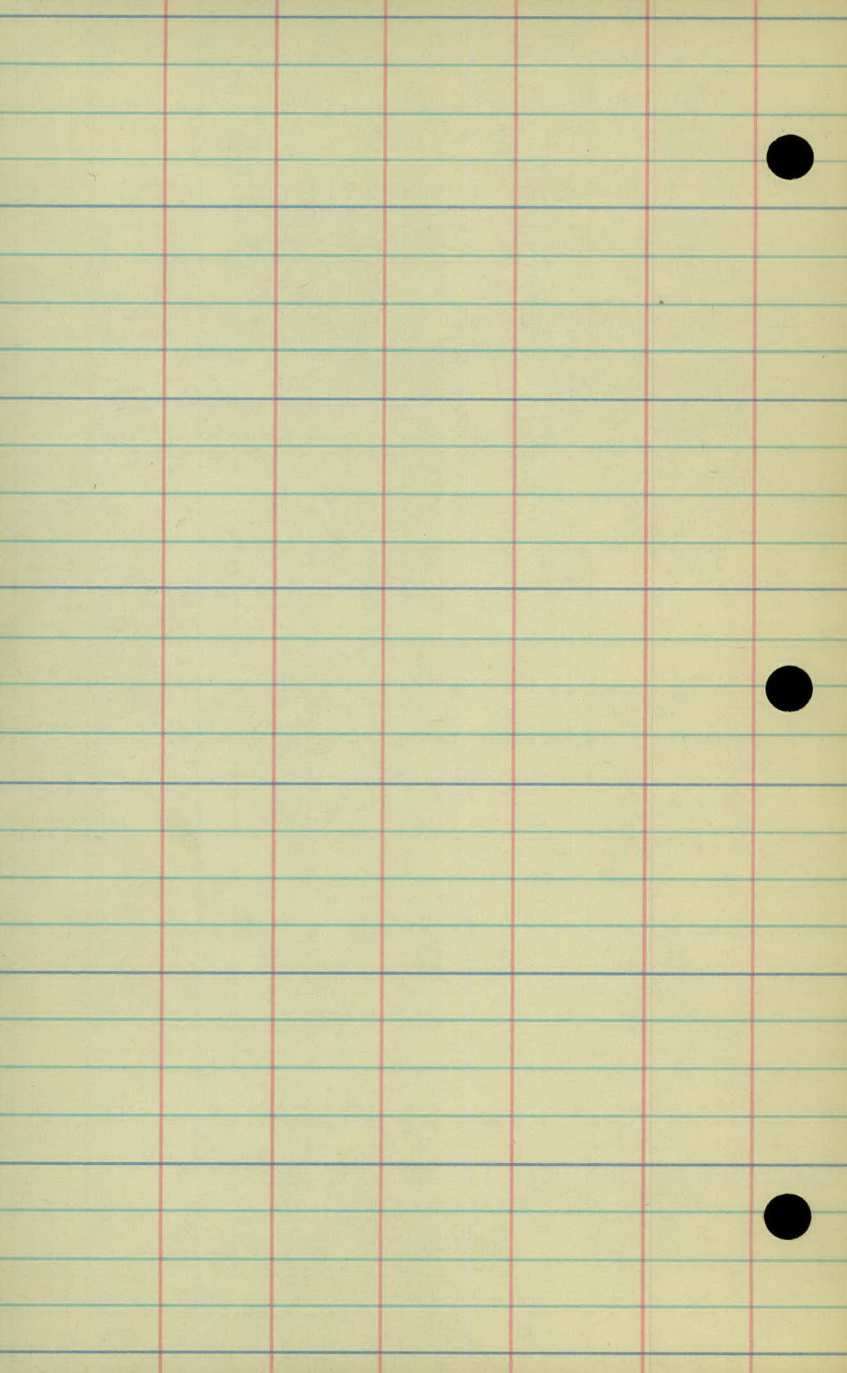
$\frac{1}{2}$
15' Rd-9'

F-33'

F-32'

193-140ak-19'

130-2ENT.
150-18'



Stadia.

Point	Az.	Dist.	Ver. A	Red.	Elev.
B.M.	10.61	T 916.67			916.06
T.P. T.P.	1.92	T 916.10	- 249		914.18
Sta 223 + 56.97	471			5.3	
N.E. Cor. No	206° 0'	52'		1.0	
NE Cor Garage	255° 10'	77'		2.6	}
SE " "	244° 34'	93'		1.9	
Point in field	196° 20'	155'		2.2	
" " Rd	180°	157'		3.4	
" " Pasture	165° 15'	178'		6.5	
Kehler Rd					
Toe of Hill	145° 50'	193'		7.6	
Shoulder of Rd	144° 22'	193'		5.0	
" "	136° 56'	202'		4.9	
Toe of Slope	132° 54'	206'		8.9	
Point in field	110° 50'	228'		10.0	
Top of Bank	78° 32'	320'		11.4	
" "	74° 25'	202'		10.4	
" "	81° 00'	202'		6.6	
" "	65° 35'	188'		7.2	
Edge of Rd	70° 50'	35'		4.2	
" "	116° 34'	106'		7.6	
Edge of Rd	121° 18'	101'		5.4	
" "	144° 53'	119'		4.7	
Edge of Rd	160° 13'	60'		4.0	
Top of Bank	41° 57'	57'		4.3	
Beginn. of Rd					
Top of Bank	327° 30'	53'		8.0	
" "	299° 10'	124'		9.5	
" "	307° 50'	204'		7.6	

Top Stone Mon.

Top G.R. Post.

→ } Garage 32' E. & N. and 22' N. & S.

Sta. 2 to

#5

Sta. 1 to

#4

Sta. 2 to 23.8'

180°

224+60

30'

#3

Sta. 224+00

30'

#2

223+56.97

#1

Point	Az.	Dist	Ver A	Rod	Elev
	291° 13'	210'		5.0	
Top of Bank	309° 43'	275'		2.2	
"	290° 40'	304'	+1° 45'		
Edge of Rd	305° 30'	353'		1.2	
"	329° 55'	288'		2.3	
Top of Bank	333° 50'	205'		1.8	
Pt in "	329° 45'	201'		7.3	
"	330° 35'	141'		5.0	
Top of Bk.	336° 08'	151'		0.3	
"	345° 28'	141'		2.6	
Pt in Bk	340° 21'	124'		5.8	
Top of Bk	9° 55'	120'		7.0	
Edge of Rd	5° 55'	143'		3.6	
Top of Bk	24° 57'	125'		4.5	
Pt in Bk	51° 35'	200'		9.4	
Top of Bk	47° 22'	213'		5.8	
"	63° 40'	286'		11.9	
Pt in Timber	59° 17'	295'		7.7	
"	43° 10'	380'		11.8	
"	26° 05'	262'		1.0	
Pt in Slope	323° 32'	295'	-2° 45'		
Top Head wall	319° 52'	274'	-3° 25'		
Flow line of Culvert 6' below Head Wall					
5' wide	315° 11'	229'		17.6	
Channel	318° 17'	225'	-5° 20'		

Point	Az	Dist	Ver A	Rod	Elev
π					
to 2 nd	π 915.03				914.18

T@ 30' East of Sta. 224 ∇ #2

4' wide
Pt. in Channel 293° 30' 150' - 7° 30'

5.0 910.0

4' wide
" 292° 42' 100' - 11° 5'

Top Head Wall 316° 5' 54' - 15° 35'

Flow line of Culvert 6' Below Top of Head Wall

Toe of Slope 339° 10' 40' - 16° 2'

T@ 30' East of Sta 224 + 60 ∇ #3

+ 2.73 π 916.91 914.18

5.0

Toe of Slope 114° 41' 25' 21.0

Top Head Wall 114° 2' 39' - 11° 25'

Flow line of Culvert 6' below top of Head Wall

Same Elev. 10' N. + S. as top of Head Wall

4' wide
E Channel 94° 20' 211' - 5° 50'

π 4.99 π 921.05 916.66

T@ 26 + 23.85 Stone Men. ∇ #4 4.99

Edge of Rd 178° 00' 72' 7.8

178° 45' 64' 6.0

" 190° 00' 90' 8.2

190° 00' 97' 6.7

" 238° 55' 87' 8.1

238° 55' 91' 7.3

" " 61' 7.6

" " 42' 5.4

Top G. R. Post

$$\begin{array}{r} 914.18 \\ 2.73 \\ \hline 916.91 \end{array}$$

$$\begin{array}{r} 914.18 \\ 2.73 \\ \hline 916.91 \end{array}$$

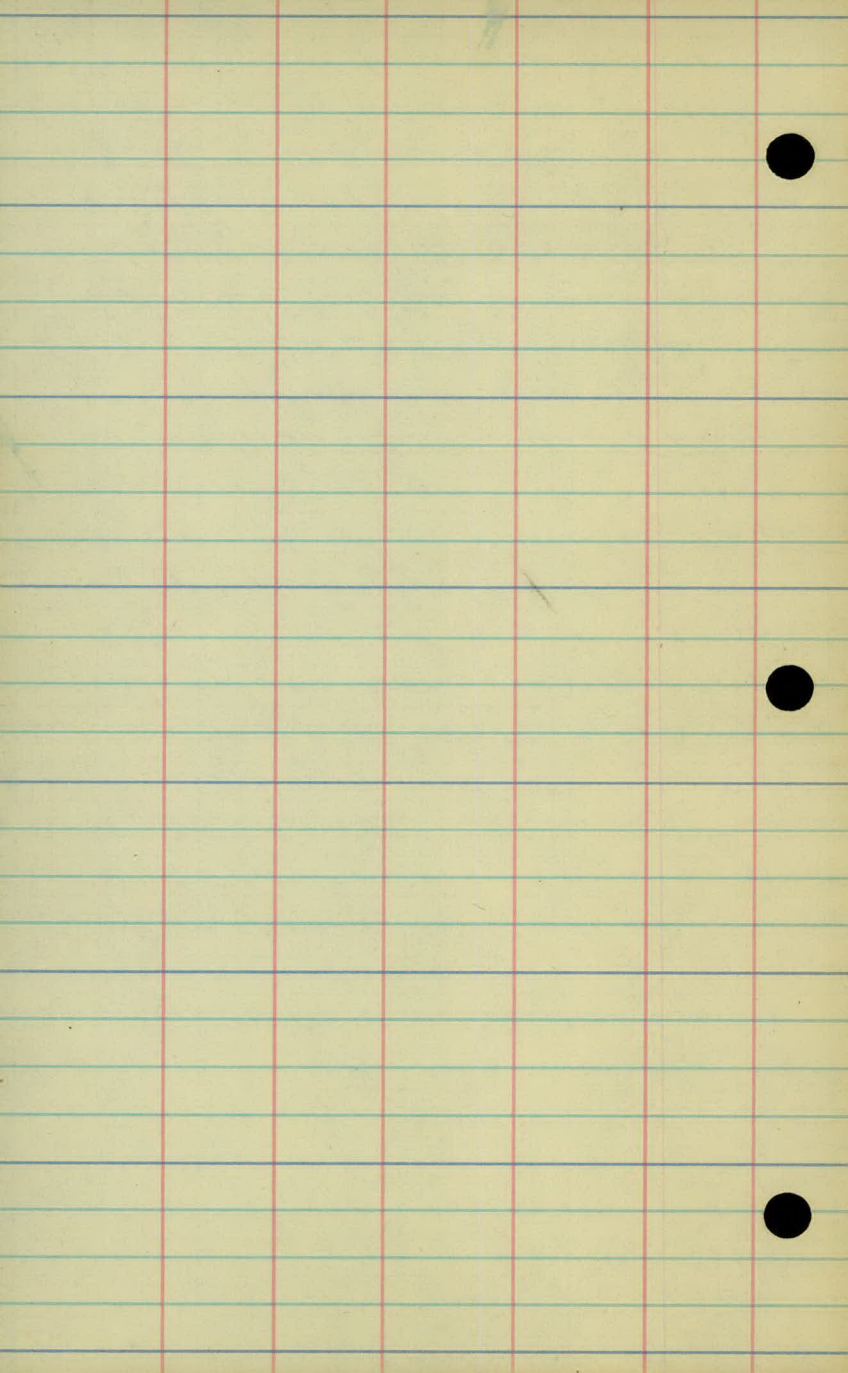
$$\begin{array}{r} 16.06 \\ 4.99 \\ \hline 21.05 \end{array}$$

Point	Az	Dist	Ver Δ	Rod	Elev
Edge Rd	270° 00'	106'		6.6	
Ditch	276° 35'	105'		10.0	
	285° 03'	108'		3.4	
Pt. in Timber	316° 15'	191'	+ 2° 00'		
"	336° 33'	150'		1.2	
E Trail	344° 50'	145'		2.3	
Pt. in timber	12° 47'	146'		7.2	
Pt in Meadow	38° 45'	145'		14.1	
"	"	118'		6.0	
Road E of Gate	335° 31'	34'		4.2	
π 3.91	π 919.91				916.06
π @ St R to	BS. @ 0 to			5.2	
Sh. of Rd	77° 25'	45'		6.0	
Ditch	52° 32'	33'		10.1	
Top of Bk.	32° 35'	37'		9.8	
"	5° 45'	93'		2.5	
"	355° 20'	154'	+ 1° 10'		
Pt in Bank	340° 55'	155'		9.3	
5' wide E Channel	325° 17'	165'	- 9°		
Top of Bank	315° 55'	184'		14.0	
"	309° 1'	190'		4.0	
E of F.E.	297° 07'	212'		4.0	
E Kohler Rd	269° 05'	201'		3.6	
Top Bk	280° 14'	92'		5.5	
Pt in Bk	286° 06'	70'		10.5	

$$\begin{array}{r} 916.06 \\ 3.91 \\ \hline \end{array}$$

$$919.97$$

Point	Az	Dist	Ver A	Rod	Elev
Top of Head Wall	$318^{\circ} 53'$	$55'$	$-20^{\circ} 15'$		
Flow line of Culvert 6' below Head wall					
Same Elev at 10' N + S of Head Wall					
Top of Slope	$0^{\circ} 0'$	$5'$		5.3	
"	$180^{\circ} 00'$	$14'$		5.5	
Toe of Slope	$7^{\circ} 10'$	$25'$		19.2	



Bench Levels.

Sta.	+	π	-	Elev
B.M.	0.56	932.06 ✓		931.50 ✓
T.P.	1.76	922.28 ✓	11.54	920.52 ✓
	4.10	917.17 ✓	9.21	913.07 ✓
	13.80	930.57 ✓	0.40	916.77 ✓
	9.77	938.48 ✓	1.86	928.71 ✓
	0.17	925.18 ✓	13.47	925.01 ✓
	0.35	912.19 ✓	13.34	911.84 ✓
B.M.	6.15	911.99 ✓	6.35	905.84 ✓
	5.69	906.01 ✓	11.67	900.32 ✓
	13.38	917.90 ✓	1.49	904.52 ✓
	3.86	920.50 ✓	1.76	916.64 ✓
B.M.			4.42	916.08 ✓ 916.06 ✓

Top Mon. Co. Rd "F" & McMenamy.

R.R. Spike in F.P. Koehler Rd. & McMenamy.

Top G.R. Post.

Top Mon. Koehler & Edgerton

