

Filed in the office of the County
Auditor of Anoka County, Minn.,

this 26th day of June 1926

Arthur H. [Signature]
COUNTY AUDITOR

By _____
DEPUTY AUDITOR

Whereas, The State Highway Commissioner is about to grade and concrete the highway known as Trunk Highway No. 63 between Minneapolis and Forest Lake, and whereas, there has heretofore been constructed by the County of Anoka a certain ditch, known as County Ditch No. 46 which crosses said Trunk Highway No. 63 and ends in a certain lake about 1500 feet easterly from said highway and at the point where said ditch crosses said highway is a concrete culvert providing for the escape of water coming down said Ditch No. 46, and whereas, said ditch No. 46 has become clogged by the banks caving in in many places and by the growth of trees and brush in places so as to prevent a proper drainage of the lands intended to be drained contiguous to said ditch and said county ditch ought to be cleaned out in its entire course to said lake, and whereas, to accomplish such result said culvert ought to be lowered as much as possible to provide the necessary fall for drainage of lands affected by said County Ditch No. 46, and that in the construction of said highway Engineer C. J. White, of the Minnesota Highway department has recently made a survey and taken levels from said culvert to the lake into which the waters from said ditch No. 46, a distance of some 1500 feet, are finally discharged, and that from said survey said engineer recommends the lowering of the bottom of said culvert 3.5 feet and that said Highway Department, in the construction of said Trunk Highway No. 63, would construct the new culvert they would put in at said point so as to meet said 3.5 feet lower level if the county of Anoka would clean out the ditch easterly to said lake from said culvert so as to be sufficient to carry off the waters coming through said culvert when constructed, all of which more fully appears from the letter of said Engineer C. J. White, dated June 16, 1926, hereto attached and made a part of this resolution; now, therefore, Be It Resolved that the County Engineer of Anoka County, Minnesota, be and he is hereby authorized and instructed to immediately survey so far as necessary and employ necessary labor and equipment and as soon as possible to clean out said ditch No. 46, commencing at the northeast corner of the NE $\frac{1}{4}$ of Section 22, T. 32, Range 22, and thence along the whole course of said ditch in an easterly direction to said lake and to so do said work as to provide a sufficient outlet for the waters passing through the culvert to be constructed and lowered to the grade so recommended by said State Highway Engineer, the cost of said work not to exceed \$490, and it is further resolved that a copy of this resolution, duly certified by the clerk of this Board, be mailed or delivered to the office of Highway Commissioner Babcock without delay.

I, Arthur A. Caswell, duly elected, qualified, and acting Auditor of Anoka County, Minnesota, do hereby certify that the foregoing is true, complete, and correct copy of a resolution adopted by the County Board of Anoka County, Minnesota at its meeting held on the 25th day of June, 1926.


County Auditor, Anoka Co., Minn.

New Brighton, Minnesota,
June 16, 1926.

Mr. Chas. S. Beard,
Forest Lake, Minnesota.

Dear Sir:-

For your information as requested by you the other day at the Boehm corner, I am enclosing a statement of the results of levels which I have had run in the outlet of your County ditch which crosses our line at our Station 940.

In explanation of same I will say that I have shown the distances from the road going east in units of 100 feet, together with the ground elevation at each such point. As you will note the total fall from the inlet of the present culvert to the lake surface is the difference between Elev. 891.6 and Elev. 886.1 or 5.5 ft. However as there will have to be a certain grade in the ditch this will make the maximum effective fall not more than 4.0 ft. and as an additional factor of safety in the event that the lake should raise, I would not recommend lowering the culvert more than 3.5 ft. However this will give you an additional 3.5 ft. fall in your ditch, but it will be necessary to continue same east of our road a distance of 1500 ft. to the lake. This is much farther than I anticipated when talking to you, and I must advise you that we would not care to do this ditching ourselves as part of the road construction, as for our purpose it

Hoping this information will be of some benefit to you and awaiting
 your reply, I am

Yours truly,

C. J. White
 C. J. White, Resident Engineer,
 Minnesota Highway Department,
 New Brighton, Minnesota.

LEVEL DATA ON COUNTY DITCH
 CROSSING AND OUTLET
 STA. 940 : 00
 S. P. 63 : 022.

Commencing at the present culvert under the road and using Highway Datum and
 running East the following table shows the elevation of the ground surface at
 varying distances east from the road toward the lake:

DISTANCE EAST.	Inlet Invert Elev. of Present Culvert.....	EL ELEVATION.
0 : 00.....	Inlet Invert Elev. of Present Culvert.....	891.6
1 : 23.....	Outlet Invert of Culvert.....	890.2
2 : 00.....	Ground Surface.....	890.1
3 : 00.....	"	889.8
4 : 00.....	"	889.3
5 : 00.....	"	888.8
6 : 00.....	"	888.7
7 : 00.....	"	888.5
8 : 00.....	"	888.5
9 : 00.....	"	888.5
10:00.....	"	888.1
11: 00.....	"	887.8
12: 00.....	"	887.2
13: 00.....	"	886.8
14: 00.....	"	886.2
15: 00.....	"	886.1#

#Note: This elevation (886.1) is the water surface elevation of the lake located
 east of the road in the swamp, at a distance of 1500 feet from the road.

TOTAL FALL FROM INVERT ELEVATION OF CULVERT INLET AS AT PRESENT.....
 TO LAKE IN A DISTANCE OF 1500 FEET.....5.5 ft.

TOTAL EFFECTIVE FALL FROM CULVERT SITE TO LAKE BASED ON A MINUS
 0.1 % GRADE.....4.0 ft.

FROM THE ABOVE DATA IT WOULD APPEAR TO BE FEASIBLE TO LOWER THE PRESENT CULVERT
 AT LEAST 3.5 FEET, PROVIDED THAT THE LAKE WHICH AFFORDS THE OUTLET REMAINS
 FAIRLY CONSTANT IN ELEVATION.