

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

BALD EAGLE BLVD. E.

From Bald Eagle Ave To Park Ave.

Road Acc't. No. 18A

Dc'e Filed 4-7-27

File

of Ramsey Co. Engineer
ST. PAUL, MINN.

Filed 4-7-27

File No. 2

BLVD.

BALD EAGLE AVE. E.

PROGRESSIVE SURVEY

ROAD No 26 18

INDEX

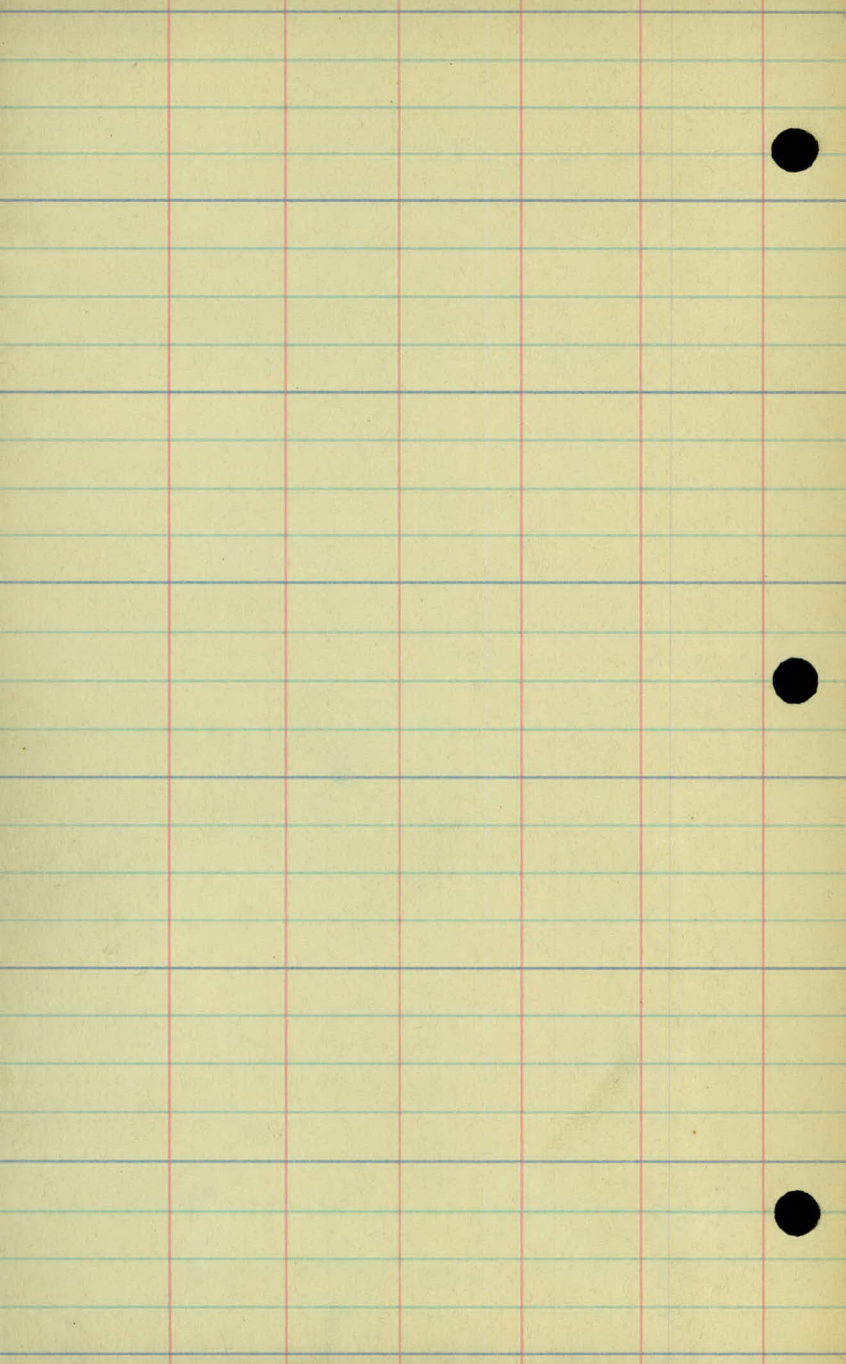
ALIGNMENT P. 2-9

TOPOGRAPHY P. 10-18

Revised 3-22-27
C. H. [Signature]

4-7-27

16



ALIGNMENT

BALD EAGLE BLVD. E.

ROAD No ~~26~~ 18

STA. PT. $\Delta L.T.$ $\Delta R.T.$ CALC. BEAR. MAGN. BEAR.

4+99.60 P.T. ✓ 3°-19'

4+50 2°-49'

4+00 2°-19'

+50 1°-49'

3+33.95 P.I.

3+00 1°-19'

+50 0°-49'

2+00 0°-19'

1+67.93 P.C. ✓ 0°-00'

$\Delta 6^{\circ}-38' L$

D. 2°-00'

T. 166.02 ✓ ✓

L. 331.67 ✓ ✓

R. 2864.93 ✓

N 65° 22' E ✓

N 72° 00' E ✓

~~0+58.05 =~~

0+85.95 P.T. 36° 00' 36° 00'

0+50 33° 59' 27° 01'

0+00 P.I. $\Delta 72^{\circ}-00' R$ ✓

0+00 21° 29' 14°-31' D. 50°-00' ✓

0-50 8° 59' 2°-01' T. 85.95 ✓

0-58.05 P.C. 0°-00' L. 144.00 ✓

~~0-85.95~~

R. ✓

NORTH ✓

18" oak $\odot$

4v.45

4v.05

18" oak $\odot$



$$\text{EQUATION } 14+06.97 = 14+13.94$$

$$14+06.97 \text{ P.T. } 23^{\circ}10'$$

$$14 \quad 22-36\frac{1}{2}$$

$$+50 \quad 18-36\frac{1}{2}$$

$$13 \quad 14-36\frac{1}{2}$$

$$12+71.10 \text{ P.I.}$$

$$\Delta 46^{\circ}20' L$$

$$+50 \quad 10-36\frac{1}{2}$$

$$D 16^{\circ}00'$$

$$12 \quad 6-36\frac{1}{2}$$

$$T. 153.71$$

$$+50 \quad 2-36\frac{1}{2}$$

$$L 289.58$$

$$11+17.39 \text{ P.C. } 0-00$$

$$R 359.76$$

$$10+58.69 \text{ (P.I. 13.94 P.I. 46)}$$

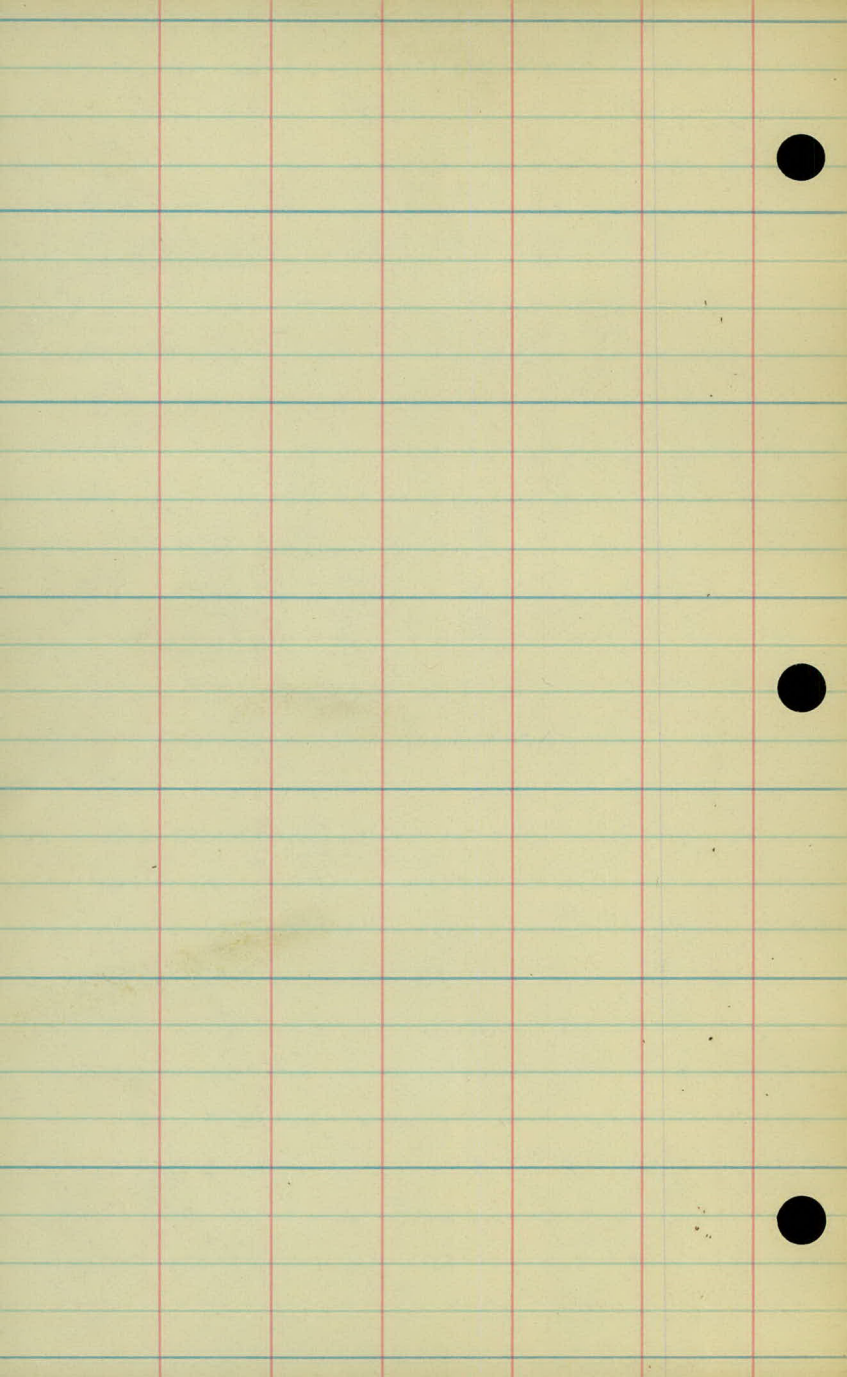
46°20'

☺ 18" oak.

27-52

32/10

☺ 18" oak



TOPOGRAPHY

BALD EAGLE BLVD. E.

ROAD No 26

ROADBED
LT. RT.

+50	12.6	7.4
4+00	13.3	6.7

+50	13.9	6.1
+46	← DRIVE TO RT.	
3+00	13.5	6.5

+50	12.2	7.3
5+00	12.2	8.4

1+00	8.8	10.9
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0+00 = P.I. = OF BALD EAGLE AVE.

0-58

-1+00

5700

(11)

B-8-27
FAIR & WARM

A.W.L.
A.L.P.
W.G.B.
E.T.S.

+86 12" OAK 22'

+15 15" OAK 28'
+02 18" OAK 22'
+94 20" OAK 28'
+89 Rd. 56. 17'

+34 16" BIRCH 26'
+26 10" BIRCH 25'

+00 12" OAK 22'

+59 15" OAK 29'
+46 14" OAK 20'
+28 14" B.E. 20'
+24 12" OAK 22'
+04 20" OAK 24'

+64 15" OAK 16'
+53 10" OAK 15'
+46 4 DRIVE
+37 10" O 22'

+86 20" OAK 24'
+72 16" OAK 26'
+49 10" B.E. 18'

+95 10" OAK 16'

+74 10" OAK 19'

+02 18" OAK 20'
+90 24" OAK 19'
+79 36" Oct. 31'
+72 12" OAK 32'

+00 8" ELM 27'

+48 12" OAK 19'
+33 10" OAK 26'

+56 8" OAK 24'
+47 8" O 28'
+31 8" OAK 28'
+22 12" 25'
+12 12" OAK 27'
+09 LAKE 56. 16'

T. +86 12" OAK 14'

T. +42 12" OAK 16'

T. +37 18" OAK 18'

T. +59 12" G.M. 25'

T. +47 G.M. 41'

(INT. OF 24" G.M. TO
C.B. & 12" G.M.)

C. +00 PAVE 4.4

C. -58 PAVE 10.2

C. -50 PAVE 10.3

C. -58 PAVE 10.2

T = DISTANCE FROM TANGENT
C = " " CURVE

ROADBED
LT. RT.

+50		8.2-31.6
+17.39	4.0	21.5
11+00	7.2	16.0
+58.69		
+50	9.2	10.8
10+00	9.2	10.8

+04	2 DRIVE TO RT.	
9+00	9.5	10.5

+55	2 DRIVE TO RT.	
8+00	9.2	10.8

+84	2 DRIVE TO RT.	
+36	24" CONC. P. 70' LG.	
7+00	9.2	10.8

+75	2 DRIVE TO RT.	
6+00	9.5	10.5

5+00	11.5	8.5
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12+0

12

+87 END. F.L. 9'
 +74 14" OAK 22
 +50 F.L. 34
 +55 15" ELM 11
 +39 Rd. Sg. 6'
 +30.4 EDGE PAVE.

3-8-27 (A.W.L.
 FAIRG (A.L.P.
 WARM (W.G.B.
 (E.T.S.)

+19 12" BIRCH 23
 +05 12" OAK 21
 +90 10" BIRCH 10

+12 F.C. 39'
 +00 F.L. 33
 +69 G.B. 12
 +94 F.L. 30
 +68 14" OAK 34
 +50 F.L. 31
 +50 12" OAK 32'

+03 30" OAK 15'

+11 13" OAK 34

+75 F.C. 31'

+09 10" OAK 31
 +05 14" " 35

+04 E DRIVE
 +95 STONE POST 33'
 +74 12" OAK 27'
 +74 STONE POST 33'
 +68 " " 33'

+87 12" ELM 33
 +77 12" ELM 30
 +62 10" OAK 29'
 +48 10" " 30'

+55 E DRIVE
 +40 STONE POST 33'

+11 13" OAK 26'

+06 12" ELM 27'

+87 34" ELM 26

+84 E DRIVE

+61 12" ELM 26

+36 24" CONC. P. 45.6
 +23 12" ELM 26

+39 Rd. Sg. 13'
 +36 24" CONC. P. 25

+58 30" Pop. 36

+75 E DRIVE

+16 8" OAK 16'
 +09 30" OAK 19'

+82 14" OAK 22

+86 8" OAK 32

+61 12" OAK 15

+71 10" OAK 32

+17 LAKE Sg. 14'

+52 12" BIRCH 32'
 +40 8" OAK 29'

ROADBED
LT. RT.

+50	12'	8'
18+00	10'	10'

+50	11'	9'
17+00	12'	8'

+50	13'	7'
+07	12" C.M. 44' Lg.	
16+00	14'	6'

+52	13'	7'
15+00	11'	9'

+69	12" C.M. 36' Lg.	
14+00	12'	8'

+50	12'	8'
13+00	9'	11'

+50	5'	15'
12+00	4'	16'