

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

PARK AVE.

From ^{Bldg.} Bald Eagle Ave. To Hugo Rd.

HUGO RD.

From Park Ave To N. Co. Line

Road Acc't. No. 18C

Date Filed 4-12-27

File

ALIGNMENT.

PROGRESSIVE SURVEY

÷ PARK AVE ÷

Rd. No 18

FROM BALD EAGLE BLVD. E. TO HUGO ROAD.

Received 4-11-27
O. Van Dusen

Office of Ramsey Co. Engineer	
ST. PAUL, MINN.	
Date Filed	4-12-27
File No.	16

STA. PT. $\Delta L.T.$ $\Delta R.T.$

✓
1+06.25 P.T.

12°-45'

1+00

12°-00'

0+54.41 P.I.

Δ 25°-30' ✓ R

+50

6°-00'

D 24°-00' ✓

✓
0+00 P.C.

0°-00'

T 54.41 ✓ ✓

* = STA. 10+58.69 (BALD EAGLE BLVD E)

L 106.25 ✓

4-4-27

COOL & RAIN

(3)
A.W.L.
A.L.P.
W.G.A.
H.B.

(P.I. BALD EAGLE BLVD. E.)
(STA. 12+71.10)

12" BIRCH

24.90

158.00

= STA. 11+13.10
(B.E. BLVD. E.)

12" BIRCH

26.55

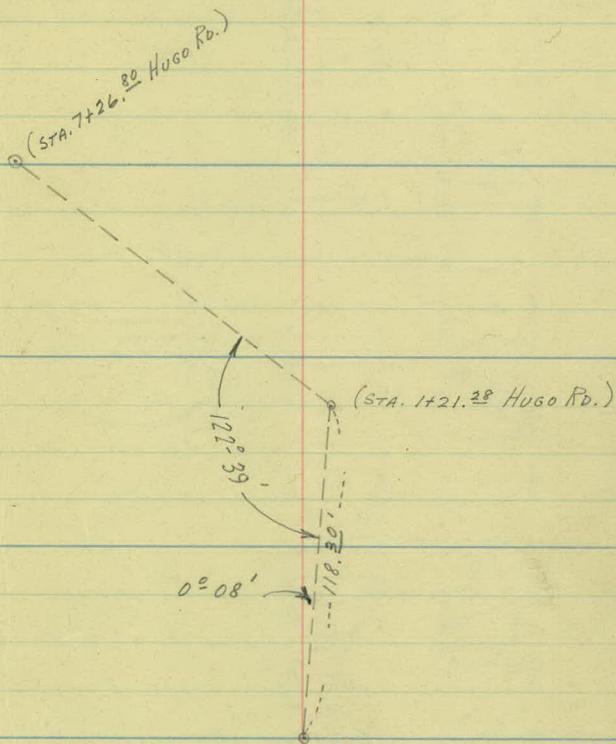
18+79.12 END OF PAVEMENT.

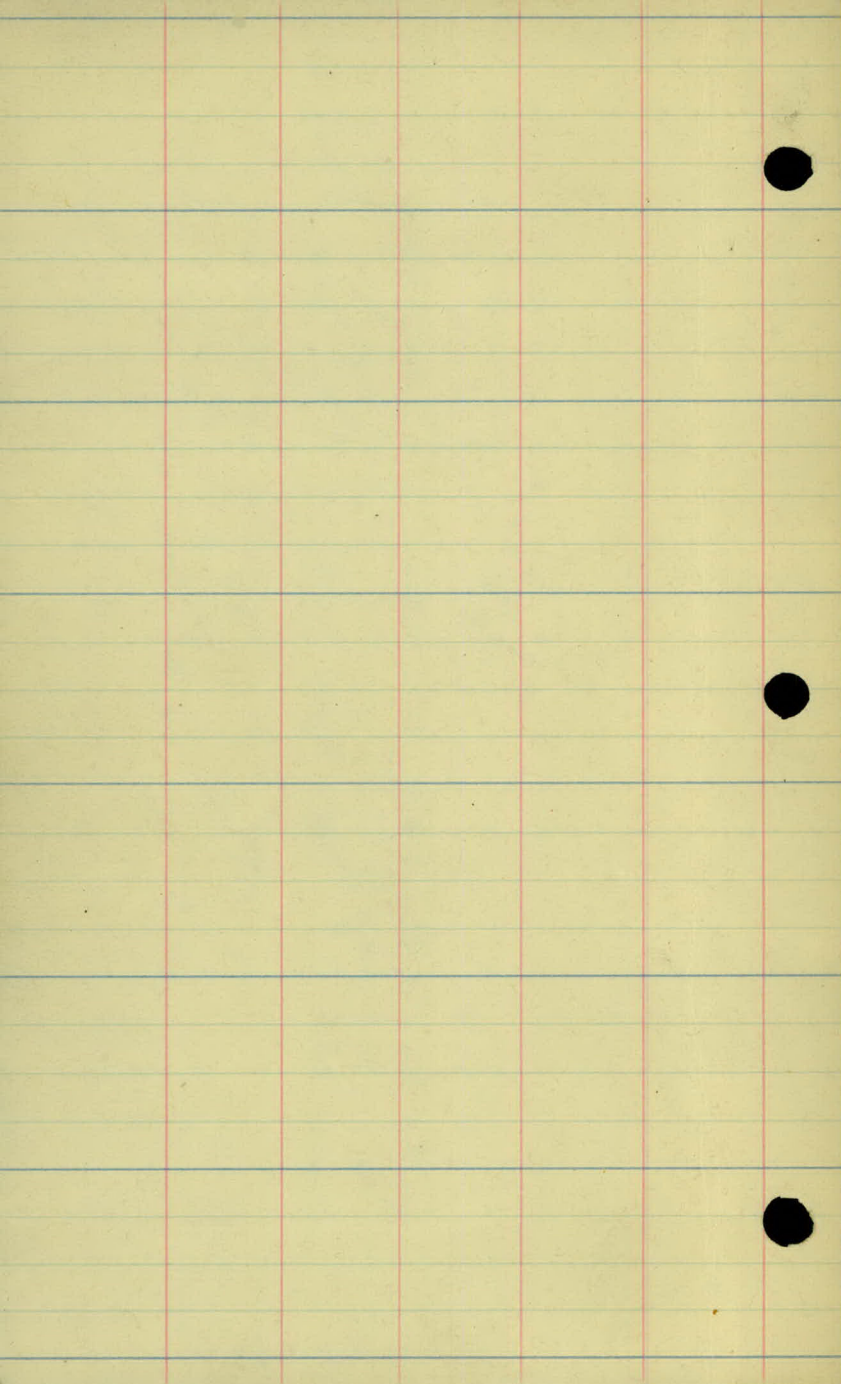
4-5-27

CLEAR & WARM

{ A.W.L.
A.L.P.
W.G.A.
M.B.

(4)





TOPOGRAPHY

PROGRESSIVE SURVEY

- PARK AVE. -

ROAD No 29

5+00

+65 $\frac{1}{2}$ DIVISION ST. TO RT. (20') 80'

4+00

3+00

2+00

1+00 $\frac{1}{2}$ 15' RD. TO RT. (BEAVER AVE.) 60'

0+00

6+00
4-5-27
CLEAR BY ARM { A.W.L.
A.L.P.
W.G.A.
H.B.

+65 6" BASS. 14

+39 8" BASS. 20

+17 6" ELM. 18

+01 8" BASS. 19

+71 30" OAK 27

+29 XRD. SGN. 12

+24 8" ELM. 17

7+00

+09 22" OAK 18

+97 18" OAK 26

YARDS

+36 12" OAK 19

9+00

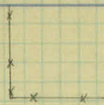
+47 12" OAK 22

10+00

+75 I.R.D. SGN. 20

+93 14" OAK 25

+30 10" BIRCH 17



+52 TENNIS COURT 32

+29 10" OAK 27

+09 P.P. 17

+65 2

+24 P.P. 16

+32 T.P. 15

+10 END ROW 22

YARDS

+68 P.P. 16

+00 BEG. ROW OF
SMALL ELMS 24

+55 5' C. STEPS 13

+51 12" BASS 22

+19 14" MAPLE 23

+14 P.P. 16



+65 F.C. 33

+27 4' C. STEPS 17

+10 C.B. 10

+08 14" OAK 23

+00 F.L. 29

+13 4 15' ST. TO LT. 50'
12+00

11+00

10+00

+78 4 DRIVE TO RT.

9+00

+35 4 24' ST. TO RT. 60'
8+00

+97 4 DRIVE TO LT.

7+00

6+00

13+00

+50 48" C.M. 18'
 (15' x 1' HEADWALL) CONC.
 +37 G.R. 14'
 +30 BEG. G.R. 15.3
 PLANK

East St

+95 P.P. 19

MEADOW

+05 12" OAK 16

+10 P.P. 16

YARDS

+84 P.P.

CHURCH

+34 14" ELM 19'
 +18 6' WALK 16'

ELK STR

WOODED

+83 END F.L. 28

+75 12" OAK 23

+59 P.P. 16

F.L. 28'

YARD

WOODED

+47 10" OAK 23

+25 P.P. 17

+10 TENNIS. 35

+11 F.C. 28

WASTE & CULT.

+67 END G.R. 15

+65 XRD. 56W. 12

+59 G.R. 14

+59 26' W. BRIDGE 22

+51 48" C.M. 19

+45 25' W. BRIDGE 22

+15' HEADWALL (CONC.)

+100 G.R. 13.7

+72 G.R. 13.7

+66 BEG. G.R. 14.8

+44 P.P. 16

19+00

+36

± 10" Rd. To Rt.

60'

18+00

17+00

+34

± EAGLE ST. TO LT. & RAILROAD AVE TO RT.
(20') (24')

60'

16+00

15+00

14+00

13+00

+79 F.L. 32

+30 X FENCE 32
+29 P.P. 29

YARDS

+31 F.C. 32
+27 T.P. 21FILLING
STATION

+73 2-GAS PUMPS 35

+106 T.P. 20
+01 END ROW 24

YARD

+17 ROWS TREES 30
+14 T.P. 19

WASTE

+10 END G.R. 15.3
+03 G.R. 14

+68 T.P. 19

+00 G.R. 14

+79 E.R.D. 39
+71 12" G.M. 17
+47 15" G.M. 18
+27 8" OAK 31
+32 15" G.M. 20
+21 10" OAK 17
+09 P.P. 18
+00 12" G.M. 25

WOODED

+16 SIGN 55

BILLBOARD
(TO MINNEAPOLIS)+72 SIGN 33
+62 P.P. 25
+57 I.R.D. SIGN 31+99 P.P. 17
+96 N.E. COR. 30
STORE
+75 N.W. COR. 31

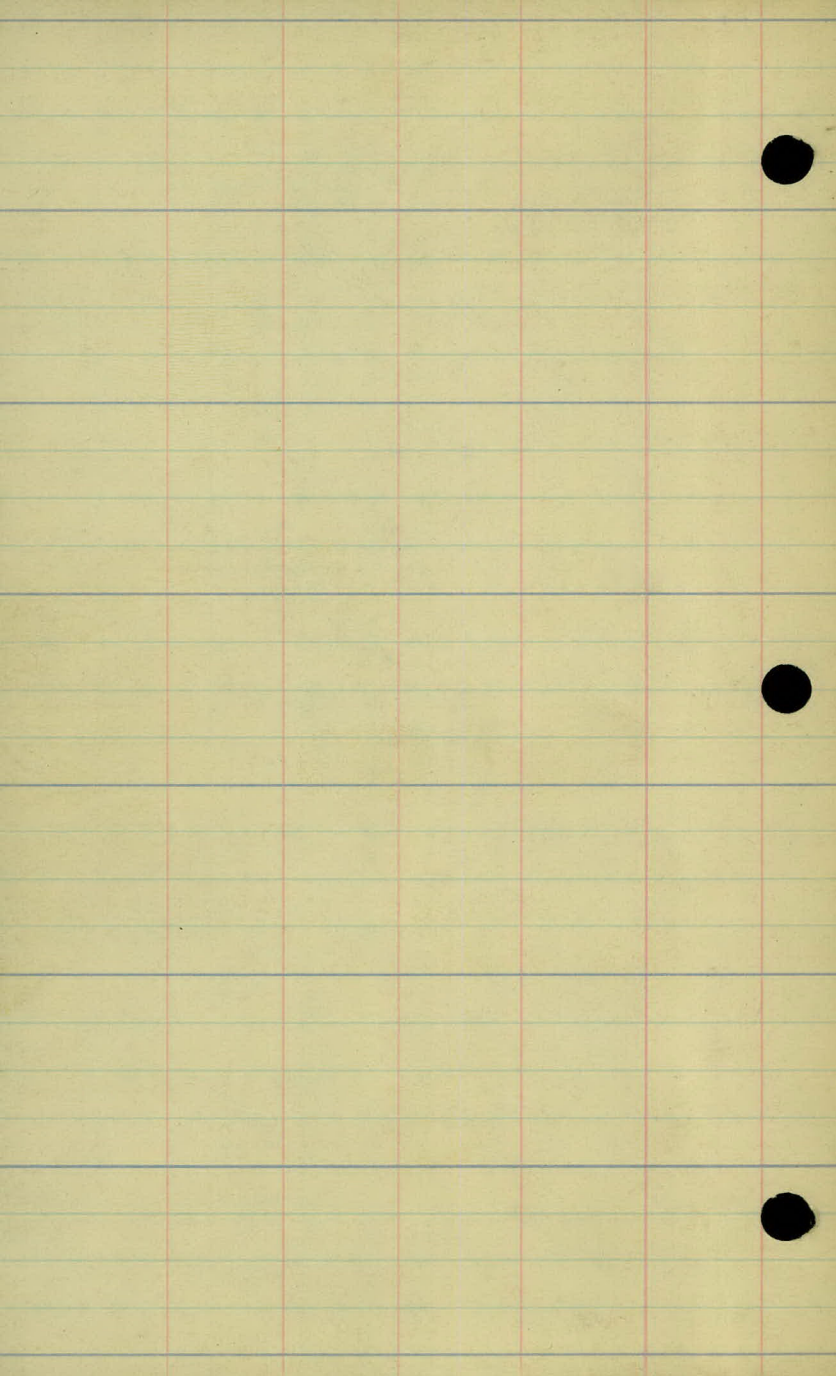
STORE

+23 14" OAK 31

+52 P.P. 15

WASTE & CULT.

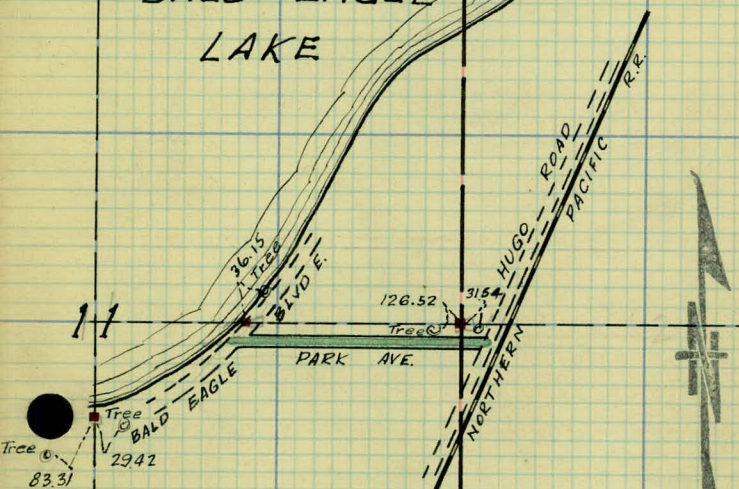
+29 P.P. 18

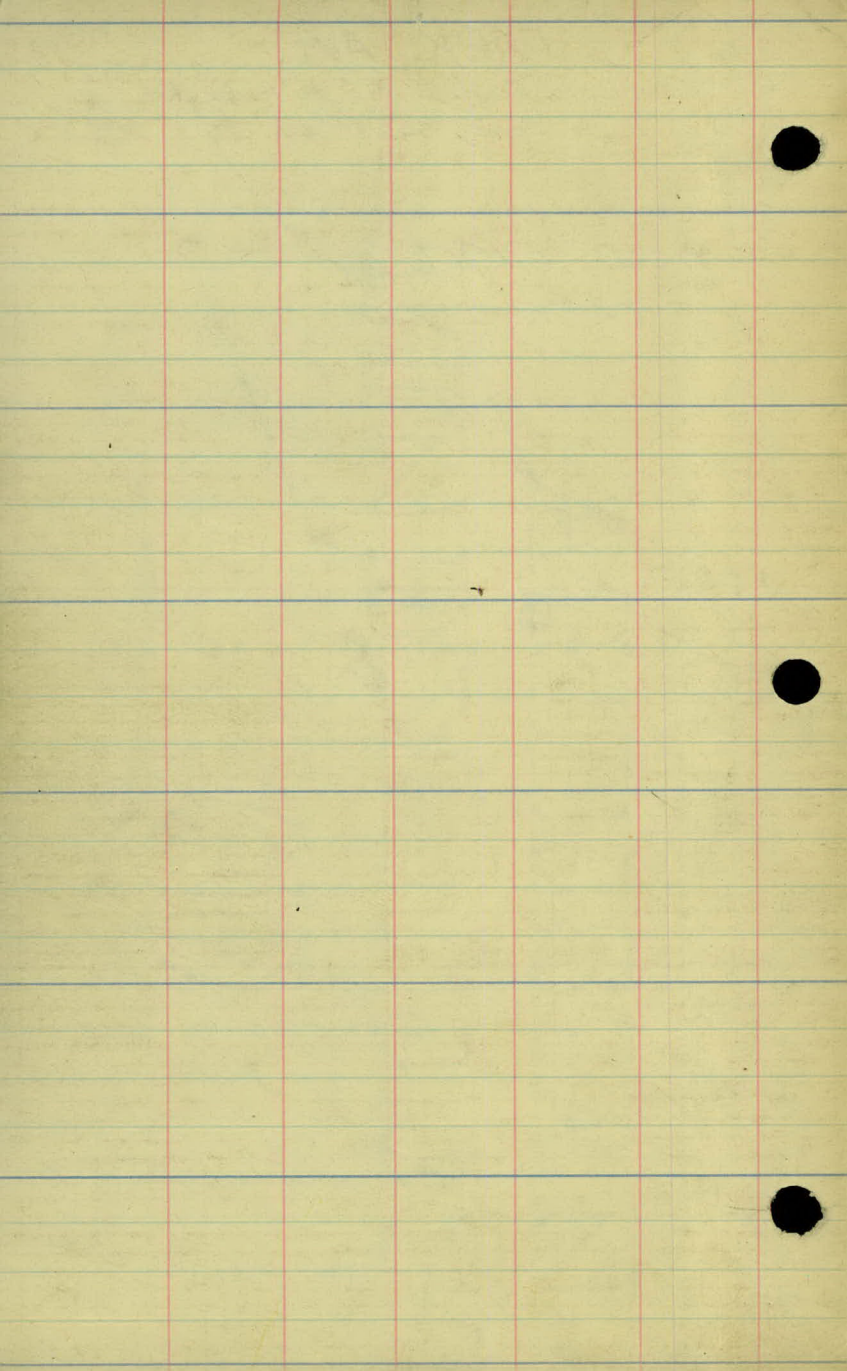


PARK AVE.

From Bald Eagle Blvd. E. to Hugo Rd.
Road a/c N.º 29

BALD EAGLE
LAKE





{ 3-16-33
Weber
Wilke
Hilton

《Present Traveled &》

Alignment Hugo Rd.

From

Buffalo Ave To N. County line

Δ -Pt. Δ -Lt.

$17+15.41$

$12^{\circ}38' L$

$14+68.11$ P.O.T. So. Line Sec. 1-30-22

$12+79.44$ P.I.

$14^{\circ}38' L$

$8+59.89$ P.I.

$14^{\circ}16' L$

$3+42.05$ Δ Pt.

$1^{\circ}00' L$

$0+00$

$0^{\circ}28' R$

3-17-33

Ext = 10.5

12" W.O. 46.50

Spike

41.29
O.P.R.

Boulder North

& Gilbert

176.75 M.

Mont and So. of line.

82.20

Nail 1787 platted.

Ext = 11'

Spike 33.75 O.T.P.

47.63
P.R.

O.T.P.

Ext = 10'

52.51
Spike
9.82 O.T.P.

Ext = 0

50
Spike
7.45 O.T.P.

58.2
15" Oak

18" W.O. 44.15
59.92 O.T.P.
Spike

Δ -Pt Δ -Lt.

72+44.52

57+94.28 P.I.

1030'R

50+77.43 P.I.

1149'R

42+59.91 F.O.T.

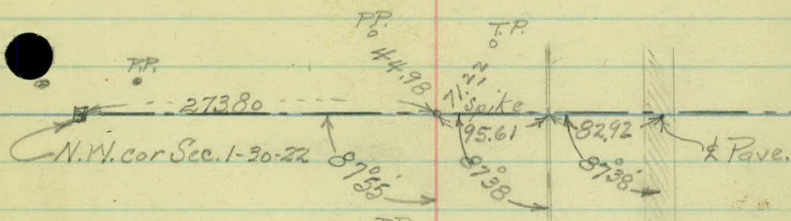
E+W $\frac{1}{4}$ line Sec -1-30-22

36+27.21 P.I.

444'R

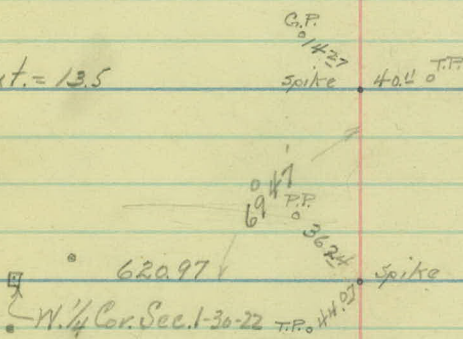
30+48.10 P.I.

819'L



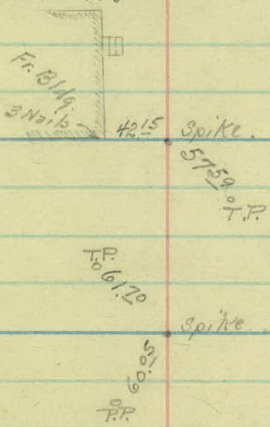
Ext. 10'

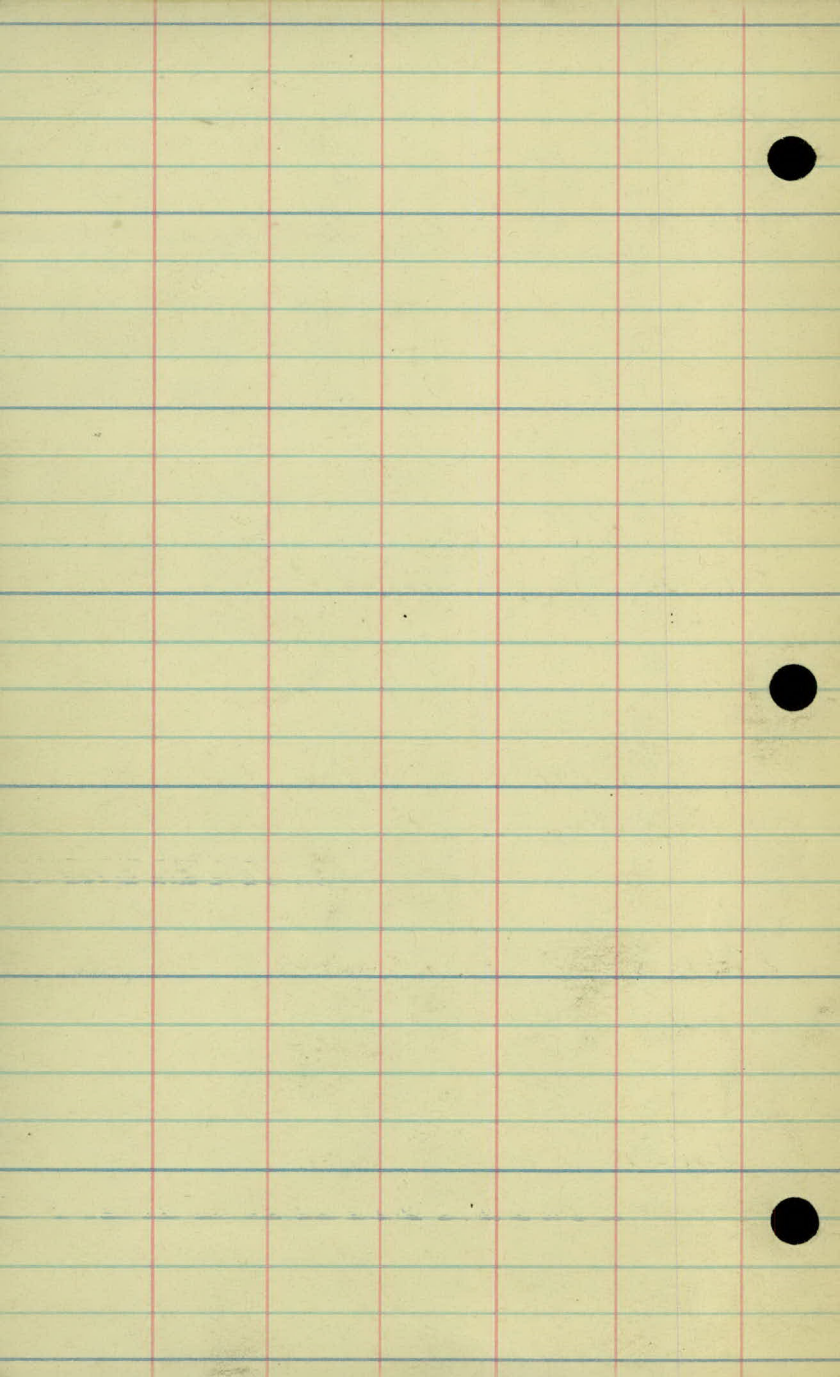
Ext. = 13.5



Ext. 1.0'

Ext = 10'





Alignment.

Road 9/c #18

From Sta. 0+00 to 90+69.

HUGO ROAD.

ROAD MAP SURVEY

Examined - 3-9-27
C. J. Wanders

Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed

4-7-27

File No.

16

Station Point 4.4. Δ Rt. Calc. May. Bear. 1395.

8+36.96	P.T.	6°38'30" ✓	
8+00		5°32'	$\Delta = 26°34'$
+50		4°02'	$\Delta = 13°17'$
7+26.80	P.T.	13°17' ✓	$D = 60$ ft
7+00		2°32'	$T = 111.24$ ✓
+50		1°02'	$L = 221.40$ ✓
6+15.56	P.C.	0°00' ✓	$R = 955.37$ ✓

3+16.35 P.O.T

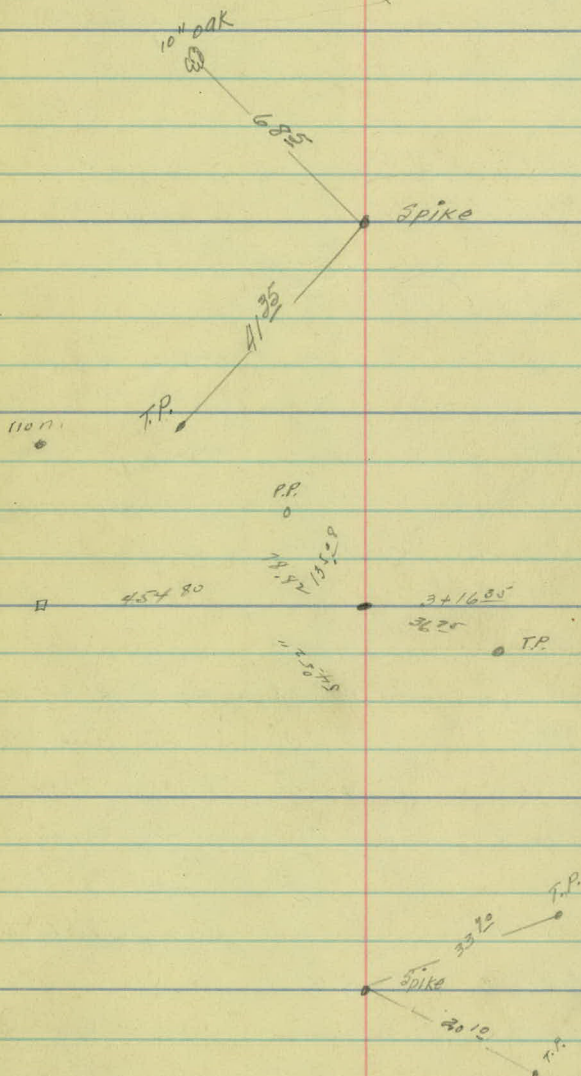
1133°43'E ✓

02+20.22	P.T.	28°38' ✓	
02+00		26°00'	$\Delta = 114°32'$
+50		19°30'	$\Delta = 57°16'$
01+21.28	P.T.	57°16' ✓	$D = 260$ ft.
01+00		13°00'	$T = 121.28$
+50		6°30'	$L = 220.22$
0+00	P.C.	0°00' ✓	$R =$

589°-01'E ✓

2-24-27

{ Wilshusen Fair-Warm.
O.S.
A.M.
M.B



Station	Point	Δ Lt.	Δ Rt.	calc. Bear.	Wing. Bearing
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21+26.85 P.O.T.

N 24° 44' E

16+18.94 P.T. ✓

2° 08'

16+00

2° 02' Δ-A = 8° 32'

15+00

1° 32' Δ = 4° 16'

14+05.70 P.I. ✓

4° 16' D = 10 Rt.

14+00

1° 02' T = 213.43 ✓

13+00

0° 32' L = 426.67 ✓

12+00

0° 02' R = 5729.65 ✓

11+92.27 P.C. ✓

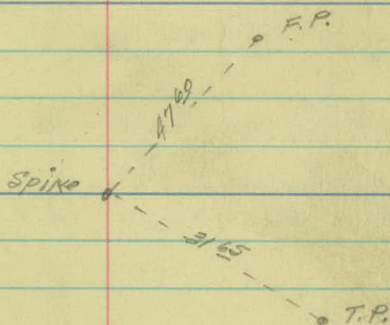
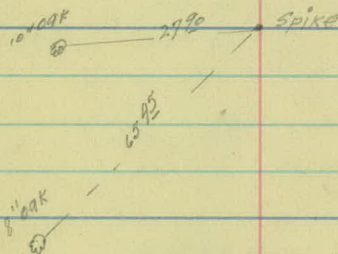
0° 00'

N 20° 26' E

2-25-27

Wishnison
D.S.
A.M.
M.B.

cold-windy



Station	Point	A Lt.	D Rt.	Calc. Bearing	Mag. Bear
33+03.32	P.T.	7°45'	✓		
33+00		7°41'			2-A = 31°00'
+50		6°41'			A = 18°30'
32+00		5°41'			D = 4° Lt.
+50		4°41'			T = 194.98 ✓
31+10.80	P.I.	15°30'	✓		L = 387.50 ✓
31+00		3°41'			R = 1432.69 ✓
+50		2°41'			
30+00		1°41'			
+50		0°41'			
29+15.82	P.C.	0°00'	✓		
					N 19° 10' E ✓
28+55.43	P.T.	6°46'	✓		
28+00		5°39'			
+50		4°39'			
27+00		3°39'			2-A = 27°04'
26+87.0	P.I.	13°32'	✓		A = 13°32'
+50		2°39'			D = 4° Lt.
26+00		1°39'			T = 169.90 ✓
+50		0°39'			L = 338.33 ✓
25+17.10	P.C.	0°00'	✓		R = 1432.69 ✓

2-25-27

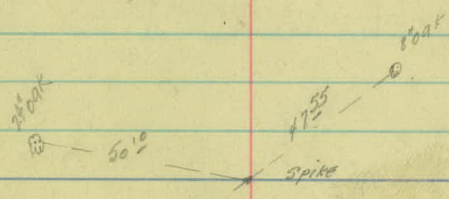
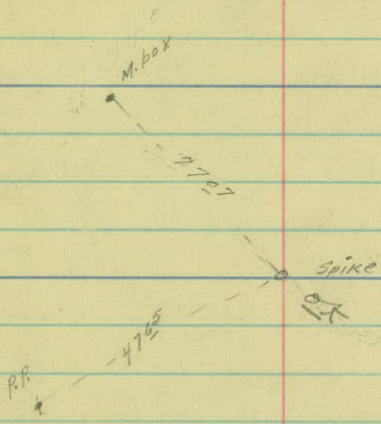
Whitson

O.S.

1 A.M.

M.B.

Cold



Station Point A Lt. Δ Rt. calc. Bearing

51+07.10	P.T.	4°22'	✓	Δ = 18°12'
51+00		4°29'		Δ = 9°06'
50+00		3°29'		D = 2°14'
48+80	P.I.	9°06'	✓	T = 287.90 ✓
49+00		3°29'		L = 455.00 ✓
48+00		1°29'		R = 2864.93 ✓
47+00		0°29'		
46+52.10	P.C.	0°00'	✓	

N 16°36' W ✓

37+08.87	P.T.	6°08'	✓	
37+00		5°57'		Δ = 24°32'
+50		4°57'		Δ = 12°16'
36+00		3°57'	✓	D = 4°14'
+50		2°57'		T = 153.96 ✓
35+56.15	P.I.	12°16'		L = 306.68 ✓
35+00		1°57'		R = 1432.69 ✓
+50		0°57'		

34+02.19	P.C.	0°00'	✓	
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N 42°20' W ✓

2-25-27

2-28-27

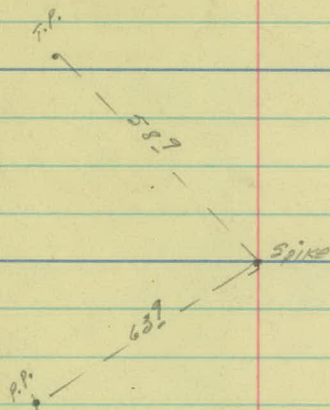
Wilshusen

D.S.

R.M.

M.B.

Windy. Cold



8" Maple

40.76

Spike

64.57

T.P.

Station	Point	Δ Lt.	Δ Rt.	calc. - Bearing	1149.1 Bearing
71+01.20	P.T.	✓	5°-41'	2A	22°-44'
71+00			5°-39.2	Δ	11°-22'
70+00			4°-09.2	D.	3°-Rt.
69+12.40	P.I.	✓	11°-22'	T.	190.09 ✓
69+00			2°-39.2	L.	378.89 ✓
68+00			1°-09.2	R.	1910.08 ✓
67+22.31	P.C.	✓	0°-00'		

N 190°-57' W ✓

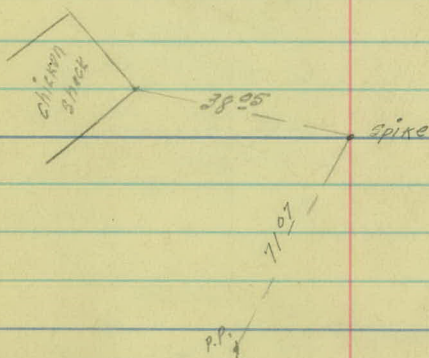
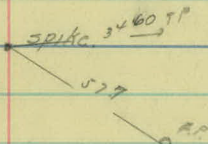
55+88.92	P.T.	✓	2°-52'30"	2-A	11°30'
55+00			2-02'	Δ	5°45'
54+40.3	P.I.	✓	5°45'	D	2° Rt.
54+00			1°-02'	T	143.88 ✓
53+00			0°-02'	L	287.50 ✓
52+96.42	P.C.	✓	0°-00'	R	2864.73 ✓

N 250°-45' W ✓

2-28-27

WILSON
D.S.
A.M.
M.B.

313/27



chicken
stock

Station	Point	Alt	Alt	Calc Bearing	Mag Bearing
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90+69⁰⁰

N. 2° 11' E. ✓

78+17⁸⁰ PT ✓

5°-23'

78+00 =

5°-06²⁵

2A 31-32'

77+00 =

3°-36²⁵

A 100-46'

76+00

2°-06²⁸

D 30 Rt

76+38⁸⁰

PT ✓ 10°-46'

10°-46'

T 179.79 ✓

75+00

0°-36²⁸

L 353.39 ✓

74+58⁹¹

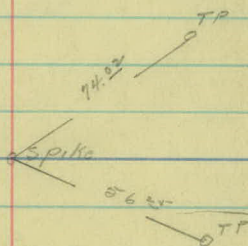
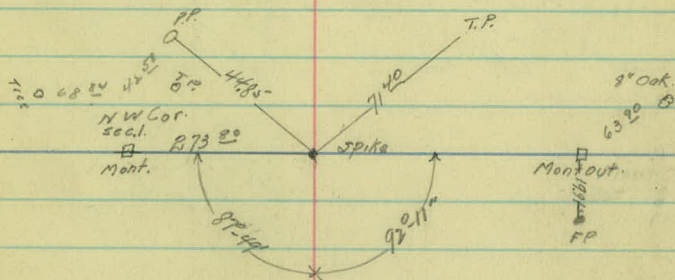
PC. ✓

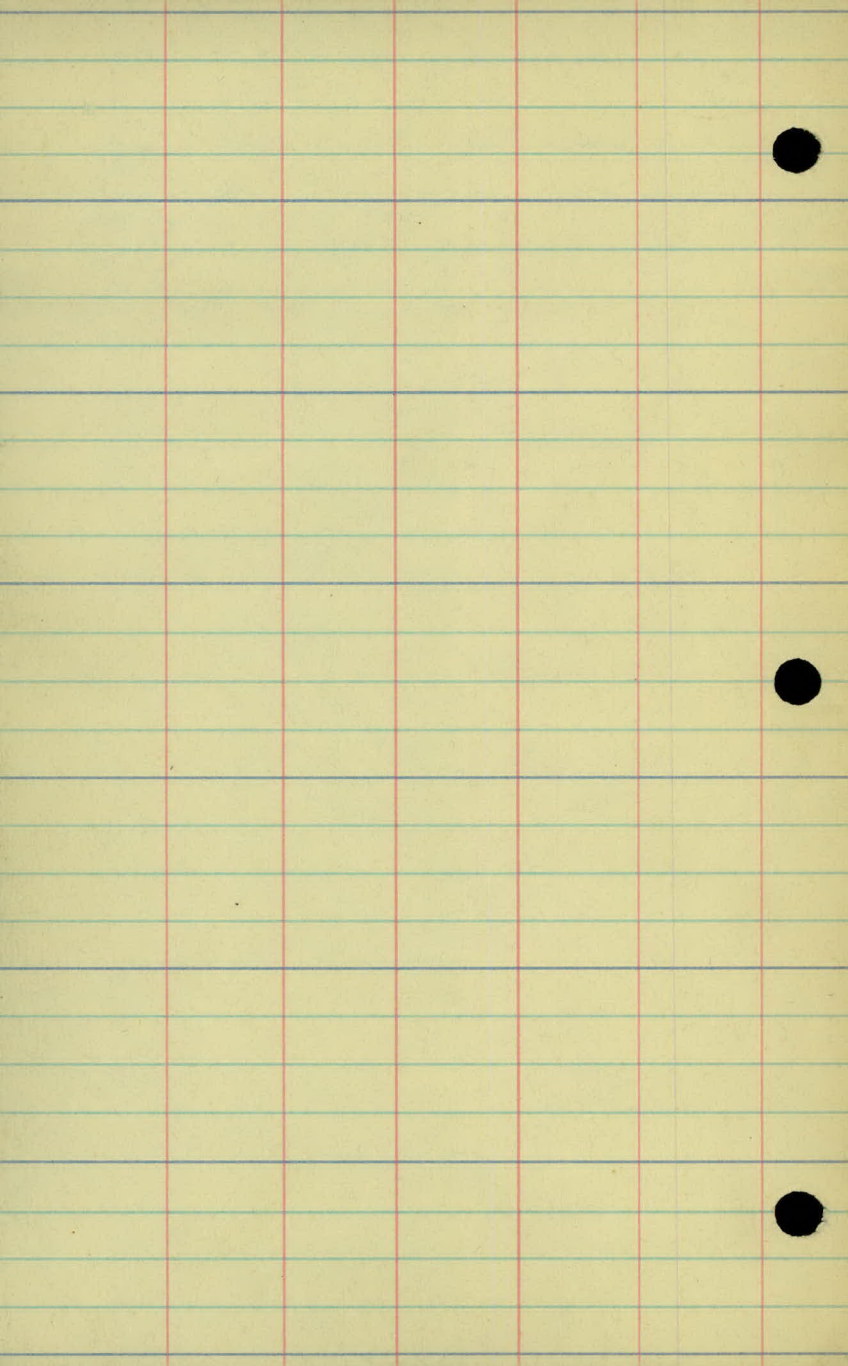
0°-00'

R: ✓ 1910.08

N 85° 45' W ✓

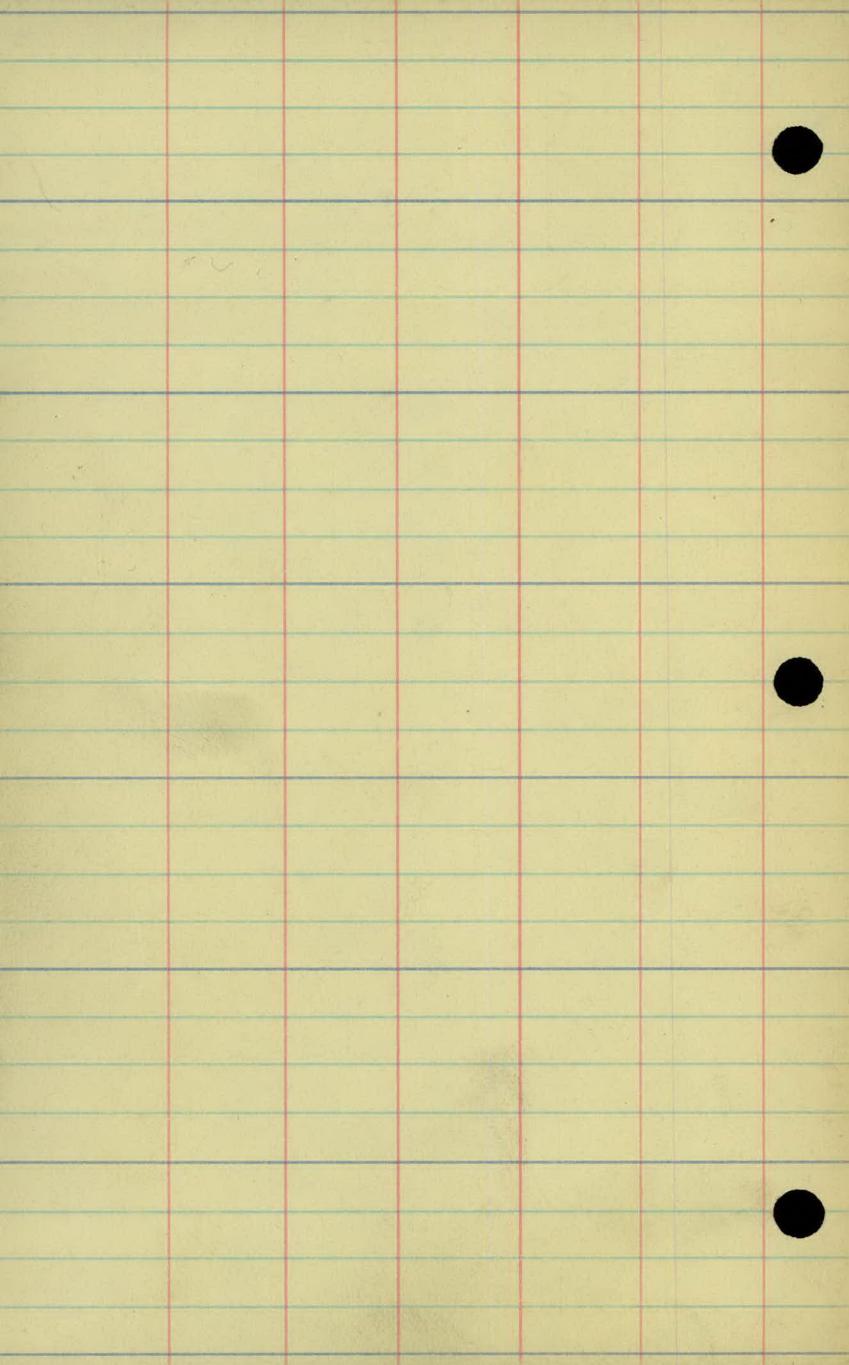
H.L.W. 3/5/27
 D.S.
 A.B.
 T.M.





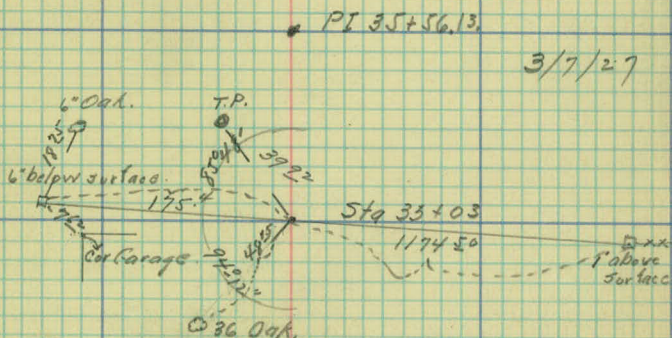
Sections Tico.

Road 9/6 18.



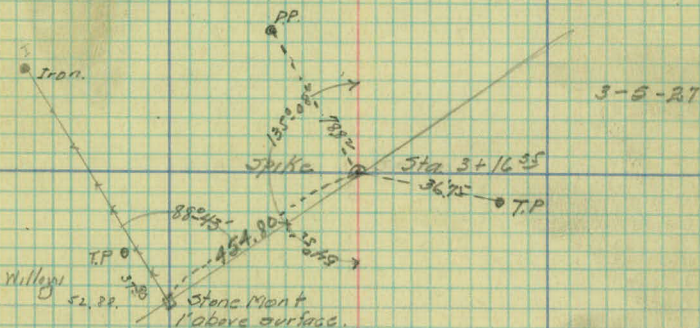
H. L. W.
 V.S.
 A. B.
 T. M.

3/7/27



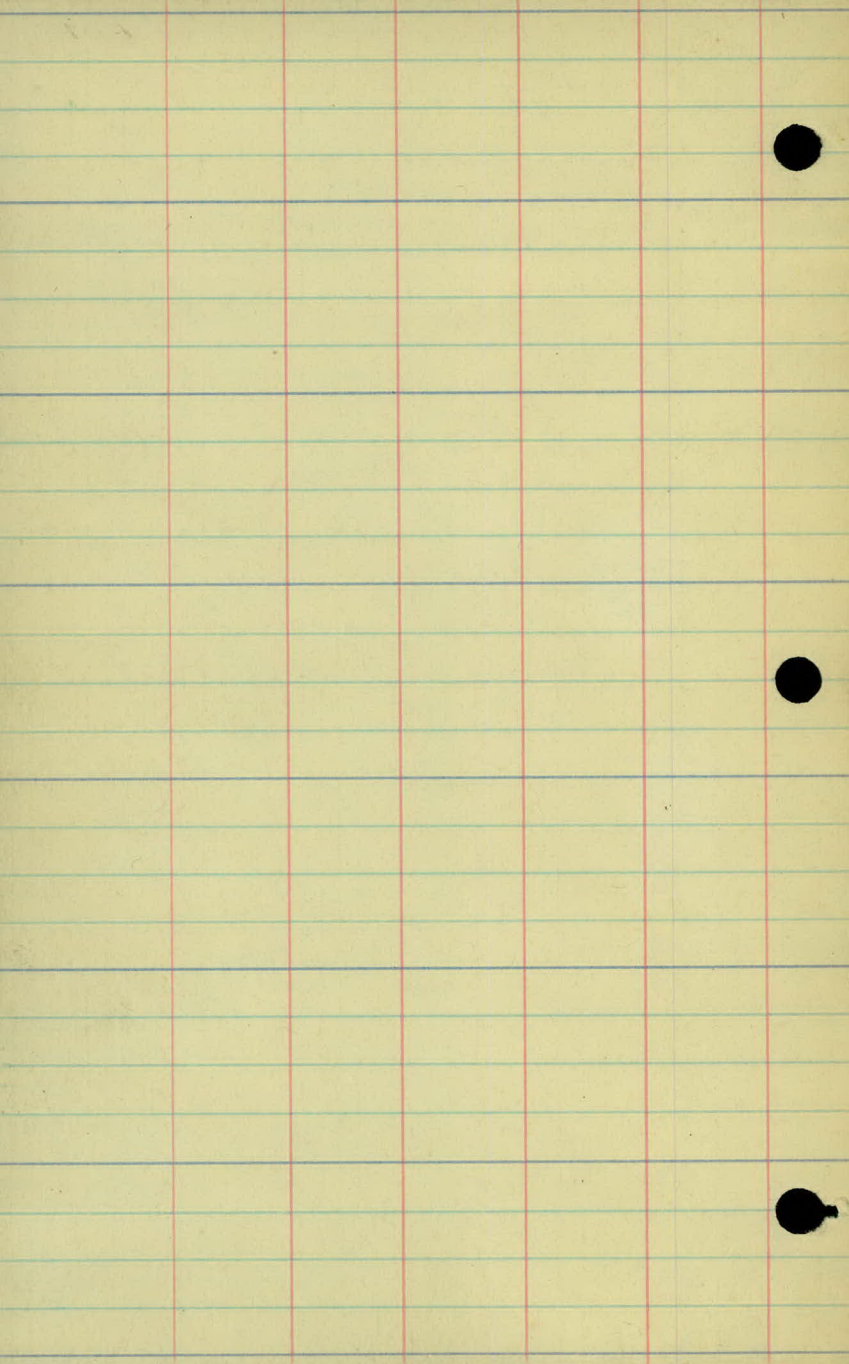
PI 31+10.8°

Pl. 7+26.89



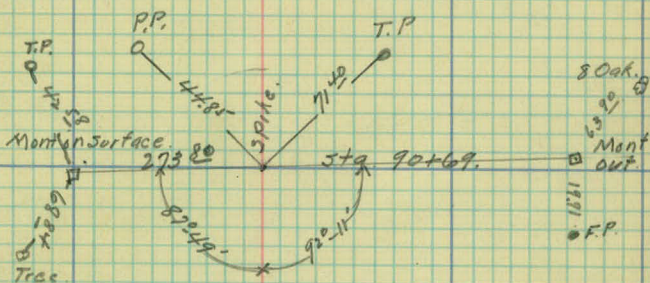
3-5-27

Pl. 1+21.28



H.L.W.
D.S.
T.M.
A.B.

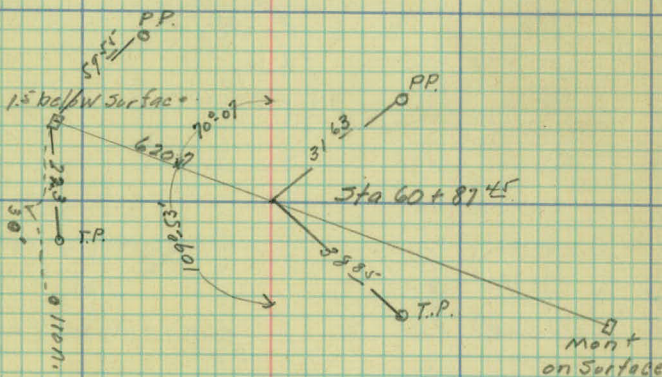
3/3/27



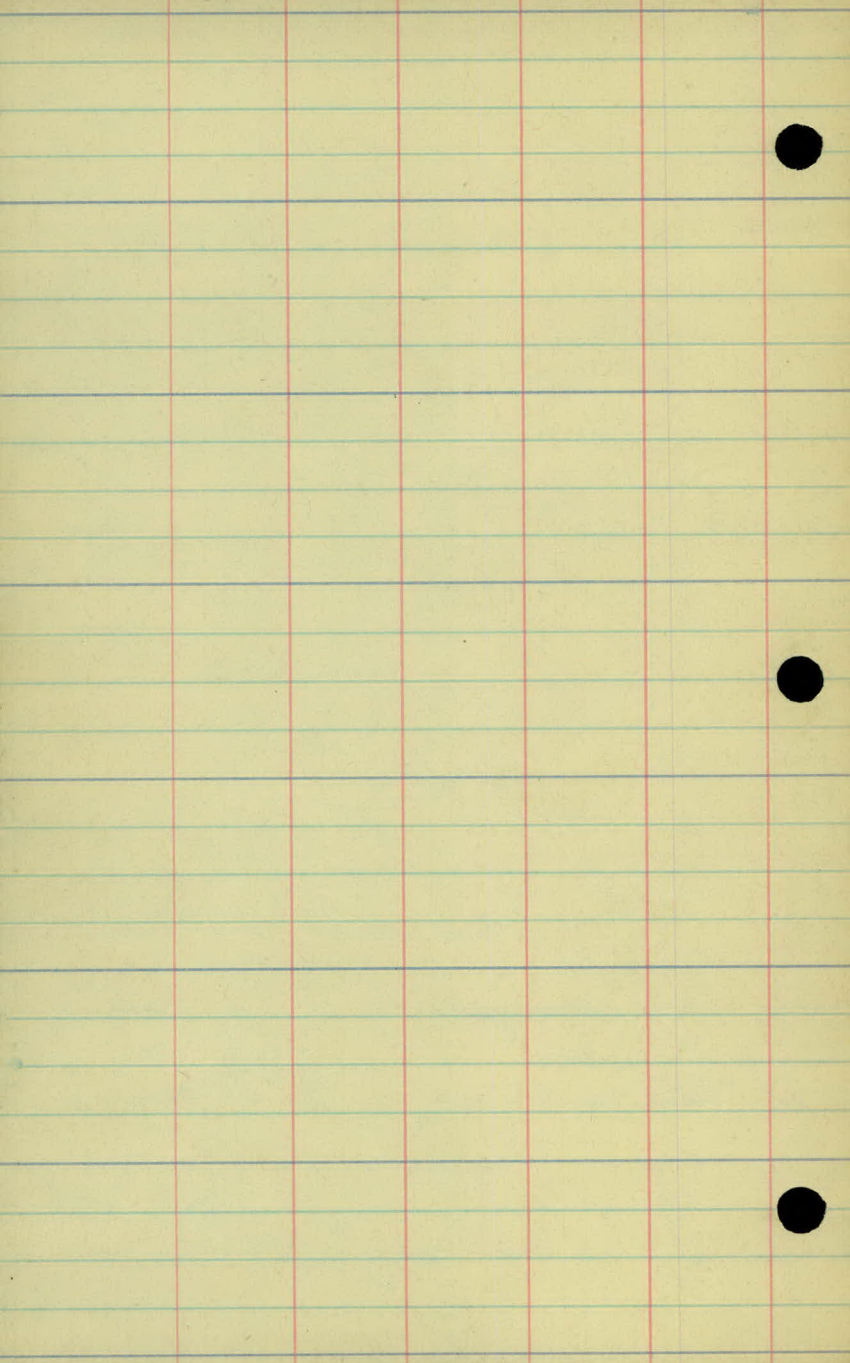
• PI 76+38.90

3/7/27

• PI 69+12.40



• P.I. 54+40.3



Topography
Road q/c #18
From Sta 0+00 to

Road bed.
Lt. Rt.

+33 F.E. Lt.

6+00

5+00

14' 12'

+04

± of cross drain
15' Lt. 16' Rt.
12" C. H.

4+00

+64 ± F.E. Lt.

3+00

2+00

+35

± 14/15 Lt

1+00

8' 15'

0+00

3-28-21 29.700

Wilkinson
D.S.
P.P.
M.B.

+46 M.P. 24'

+46 T.P. 30'

+16 M.T. 118'

+16 S.T. 80'

+70 E.Cult. 23

+51 P.P. 21'

+33 T.P. 47'

ST 82 INT 141

+94 P.P. 17'

+08 T.P. 41'

+64 E.Vard.
+58 R.F. 20

F. 23'

+00 M.T. 184'

+00 S.T. 76'

+03 R.P. 35'

+28 P.P. 26

+20 T. 197'

+20 S.T. 71'

+64 Rd 319 W 18'
+60 E. 21'

+85 Tree 13'

+71 T.P. 30'

F. 16'

E. Woods 39'

+12 P.P. 36'

+54 T.P. 16'
+50 F. 26

Pav. 10' F. 31'

+04 Edge Pav.

20' 13/K. Top

+14 E. Woods 26
Pav. 10

Road bed
Lt. Rt.

13+00

12+00

+74

4. Cross drain

20' V.P. 8" 14' Rt.

11+00

+57

Road Lt. Radius

10+00

17'

10'

+15

P.E. Lt.

9+00

+68

4. Walk 29' Lt.

8+00

+40

P.E. Lt.

7+00

2-28-27 29.1400

+22 P.P. 1. R 24'

+75 2-M. by 23'
+75 B. Cultivated

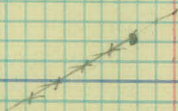
+26 x P. 22'
+26 M. by 24'

+25 M. by 21'
0. P. 24'

Cultivated

Yard

Yard



+90 T. R 24'

F. 24'

+61 F. P. 27'

+92 T. 112 1/2

+22 T. P. 29

F. 23'

+68 J. P. End 3 T. 100

+00 M. T. 107
+00 S. T. 103
+16 T. P. 29
F. 36

F. 34'
+95 T. P. 29'

+37 M. T. 1005
+37 S. T. 85'

P. 38'

Trce 261
+75 T. P. 27'
+75 T. P. 20
+70 F. 21
+64 Trce 25'

Property
Railroad
P.O. W.
Railroad P.O. W.

Road bed.
Lt. Rt.

138

F.E. Lt.

20+00

14'

10'

19+00

108

E. of Buffalo Ave

18+00

17+00

16+00

110

F.E. Lt.

15+00

12'

12'

14+00

310.21+00

2-28-27

+28 E.F. 28'
+20 N.P. 20'
F. 29'

+00 T. 98.5
F. 31'
+95 T.P. 29'

F. 31'

+55 F. 32'
+47 Rd. 19'

F. 28'
+90 Rd. 9'
+91 D.E. 27'
+69 T.P. 27'
+54 Rd. 30'

Gravel Buffalo Ave. Road

+50 Rd. 37'
+30 Rd. 21

+85 Rd. 17.5 F. 26
+60 Rd. 9'
+40 T.P. 24'

+26 P.P. 24'

F. 26'
+18.5 T. 113'

+05 B. to H.
+19 N.P. 19'

+13 T.P. 28'
F. 28'

+22 P.P. 22'

+00 T. 117.5
F. 28'
+92 T.P. 22'

P. 30'

yard

yard

cultivated

Railroad Property

Road bed.
Lt. Rt.

+22

F.E. Lt.

27+00

+51

Int. of Cross drain

44' X 12" V.P.

26+00

25+00

12'

12'

24+00

23+00

+12

R.E. Lt

22+00

21+00

2-28-29 19. 18+00

+69 M. by 14'

+96 T.P. 24'

2-28-27

+45 E. Swamp
+88 Tree 15
+32 Tree 15

Yard

Swamp

Swamp

+12 E Woods 100'

Woods 31'

+11 P.P. L.P. 22'

Woods

+22 B. Woods 22'

Yard

E. of P. 32'

+80 T.P. 21'

+62 C.V. 21'

Property

+72 T.P. 19'

+70 Rd. 3190 14'

+170 T 775

E. 32'

+57 T.P. 24'

+35 T.P. 31'

E. 38'

Railroad

+35 T.P. 32'

+10 E. 31'

34+00

33+00

32+00

31+00

30+00

12'

12'

250

E. of Taylor Ave

45' x 12" C.M. 19' 10" of R

29+00

28+00

19. 35+00

W. 15th St
25'
R.R.
15'

2-28-77
193 T.P. 23'

+ T 78

122 Tree 28'

+76 T.P. 21

+0824 T. 77'

F. 35'

+56 T.P. 21

F. 34'

+42 T.P. 27'

B. 4 F. 39'

+17 T.P. 18'

+15⁸⁴ T. 76'

+18 T.P. 18'

+55⁴³ Truck 76²

R.O.W.
Railroad

R.O.W.
Railroad

+61 P.P. 22'

+26 P.P. 22'

+82 W.P. 15'

+23 P.P. 13'
+21 P.P. 19'

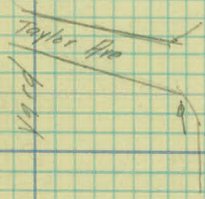
+81 W.P. 18'

+73 P.P. 19'

+23 P.P. 18'

Yard Woods

Yard and Woods



Road bed.
Lt. Rt.

41+00

+78 F.E. to Lt.

20' X 12" C.M. 26' Lt from $\frac{1}{2}$

+24 F.E. to Lt.

40+00 13' X 12" R.P. 24' from $\frac{1}{2}$ 13' 12'

+75 F.E. to Lt.

18' X 12" C.M. 23' from $\frac{1}{2}$
good

+46 F.E. to Lt.

39+00 $\frac{1}{2}$ F.E. to Lt.

+60 $\frac{1}{2}$ F.E. Lt.

20' X 12" C.M. 25 Lt.
good

+66 F.E. Lt.

38+00 26' X 15" C.M. 26' from $\frac{1}{2}$
good

37+00

154 $\frac{1}{2}$ of Conc. bx Culv.

40' Long. 4' X 8' opening 22.3 Rt. 17.7 Lt.

36+00

35+00

14'

14'

42+00

WILSON

2-28-27

+68 P.P. 21'
+60 + P. 31

+68 T.P. 20'

Row Trees 31'

F. 37'

+30. N. 6x16'

+55 T.P. 20'

+01 P.P. 21'
Row Trees 30'

F. 36'

+09 N. 6x16'

+46 T.P. 20'

F. 36 T. 295

+45 N. 6x15'
+35 P.P. 21

+32 T.P. 22'

+16 N. 6x15'
R. Trees 34'

F. 36

+16 N. 6x15'
Row Trees 37.5'
+91 N. 6x16'
+89 P.P. 23'

+08 T.P. 23'

+21 T.P. 23'

F. 36'

+35 E. of Wood 230'

+12 P.P. 18

+05 T.P. 26
F. 36

400'

Lava property and scattered trees

Railroad

R.O.P.

Railroad

Road bed.
Lt. Rt.

48+00

15

10'

Box Cul. 6' x 12' x 12' Fair

+82 E Drive Lt

47+00

46+00

45+00 Drive Way to Lt.

44+00

15

11

43+00

+18 EE to Lt.

42+00

+4.44+00

Mossy
25.
T.M.
M.B.

+28 P.P. 30'

+08 T.P. 28

Track 35'

22'

+47 R.P. 19'

8' wide

+99 L. Walk 17

+94 T.P. 30

3' wide

+53 P.P. 28

+52 T.K.s 57'

Rail Road R.O.W.

1/2 M.P. Trks 40

+81 T.P. 25'

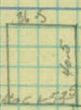
177 P.T.P. 25'

+86 P.P. 20'

+88 T.P. 24'

+87 G.P. 19'

+50 Car. Chick. 29



Railroad Property

+15 T.P. T.P. 22'
F.E. 28

+83 T.P. 17'

+96 P.P. M.B.V. 21

+97 Car. Garage 31

+17 Tree 20

+74 " " 26

+47 Tree 26

+34 P.P. 20

+16 Tree 20

+95 Tree 20

+80 M.B.V. 14'

+79 T.P. 21

+79 T.P. 19'

+09 Streets 30'

E34'

Road Bed
Lt Rt

55+00

54+00

13' 13

+15 x Drain' 12" x 40 16' R

53+00

13' 13'

52+00

51+00

9 10

50+00

49+00

3/3/27

Seukup
D.S.
AB
T.M.

+67 R.F. 32'

+95 House 26'

+67 TP 18'
+67 M.B. 15'

+10 TP 27'

T. 81'

+94 House 50'

+50 House 41'

+71 TP 28'
+20 T 22'

+98 TP 20'

+15 L 3g. 18'

+10 TP 16'

+08 T 27'

+95 T. 15'

+84 T. 17'-25'

+68 T 20'

+53 25. 18'

+39 RTP 42'

End Brush

T. 68'

+81' RP 23'

+44 Brush 20'

+44 TP 12'

T. 47'

+31 TP 20'

+76 RTP 30'

T. 39'

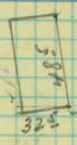
+91 PP 25'

+65 Bag Brush 26'

+26' TP 27'

+11 RTP 15'

T. 34'



R.R. ROW

Road Bot
L+ Rt

62+00

61+00

Side Drain 13" x 51" C.M. Good.

+ 95 E Overlake Ave 281

60+00

11 14'

5900

58+00

57+00

56+00

13' 18'

5/3/27

Meadow

P.R.R.O.W.

+ 88 F.C. 30'

+ 15 P.P. 23'

Over Lake A.D.C.

+ 77 B.C. 30'

+ 68 M.P. 10'

+ 58 M.P. 13'

+ 47 T. 12'

+ 22 T. 18'

+ 70 T. 13'

+ 41 T. 14'

+ 34 P.P. 31'

+ 76 T. 15'

+ 26 T. 15'

+ 01 T. 14'

+ 01 End Brush 29'

+ 52 T. 14'

+ 46 P.P. 19'

Bag Brush 29'

T. 11 E House 31'

118 119
116
114 115 116

111

112

111 112

111 112

111

111 112

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

111 112 113

+ 84 T.P. 28'

F. 24' T. 84

+ 70 T.P. 27'

+ 03 C.P. 28'

+ 60 T.P. 27'

T. 23' F. 33'

+ 49 T.P. 27'

F. 33'

+ 20 E. W. 14' 20'

F. 33'

+ 33 T.P. 27'

F. 33'

+ 24 T.P. 22'

T. 12' T. 34

N.P.R.

P.R.R.W.



Road Bed
Lt Rt

+49 & Drive Lt

69+00

13'

13'

68+00

67+00

66+00

65+00

64+00

63+00

13

13'

3/3/27

Cultivated.

+15 GP 21
+09 PP 27

Drill.

+56 B.F. 35'
+18 TP 25'
+40 End F. 35'
F 35' T 85'

RR ROW

+18 TP 31'
T 85' F 36'

+10 PP 24'

+15 TP 32'
F 37'

NP RR

+18 TP 31'
F 33'

Cultivated.

+14 PP 26'

RR ROW

+08 TP 33'
T 83' F 35'

F 35'

+90 TP 39'

Meadow

+08 PP 29'

F 35' T 85'

Road Bed
ht Rt.

76

75

13

13'

74

73

72

12

11

71

70

Cultivated.

+09 PP 21'

+75 GP 21'

+07 PP 22'

Cultivated

+09 PP 20'

N.P.R.R.
R.R. P.O.W.

T 89 F 39
+ 96 TP 28

T. 84' F 35'

+74 TP 191

T. 78 F 28'

+65 TP 21'

F 25 T. 75.

+55 T.P 23'

T. 74 F 25'

+48 TP 26'

F 29-F 79'

+25 TP 28'

F 33 T. 92'

83

82

13'

14'

+25 E Drive Rt & Lt

81

80

79

78

77

15'

17'

3/3/27

+99 TP 28'

+05 PP 22'

T 91 F 31

+86 TP 22'

+45 RTP 37'

T 93 F 31

09 PP 28'

+01 BMB 17

Brick H.

Brick Rt

+30 BF 33'

+66 TP 25'

+20 EF 33

T 92 F 33

+81 RTP 37'

+17 TP 21

T 92 F 33

+18 CP 21'

+09 PP 24'

RR.R.O.W.

N.P.R.

+20 RTP 37

+18 TP 21

T 92 F 36'

+12 TP 27'

T 91 F 42

+08 PP 19'

+03 TP 30'

T 91 F 43'

Road Bed.
L+ R+

+69 B. M. Co Rd.

90

14'

15'

89

88

87

12'

14'

86

85

84

Joe/Kop
P.S.
AB
T.M.

+69

43" 158"
24" 151"

+67 T. 95' F 32'

+67 Jr Rdg 29'

+14 TP 25'

F 32

42 Co Rdg 35'

403 PP 23'

+08 RTP 40

F 32'

405 PP 22'

+91 TP 25'

T 95' F 30'

+12 TP 24'

+45 RTP 39'

T 94' F 29

+57 Rd Sp. 16'

+34 TP 24'

T 92' F 30

+80 RTP 39'

+15 TP 20'

T 91' F 31

409 P.P. 23

+16 RTP 39

T 90' F 32

R.R.R.W.

N.R.R.

265

2758⁰
3
82145

02
37462

Hugo Road
and
Railroad Alinement

Park Ave → North 400'

use "R-20"

8° 61
43

1° 45'

17+82

9° 01'

105'

17

8° 18

152.5

182

16

52.5

1050

4200

15

43.050

14

52.5

13

2

12

3° 55.5'

262.5

240

22.5

11

3° 03

52.5

8° 48'

4° 22.5

10

2° 11.5'

52.5

55.5

9

1° 19.0

52.5

3

52.5

8

52.5

26.5

49.5

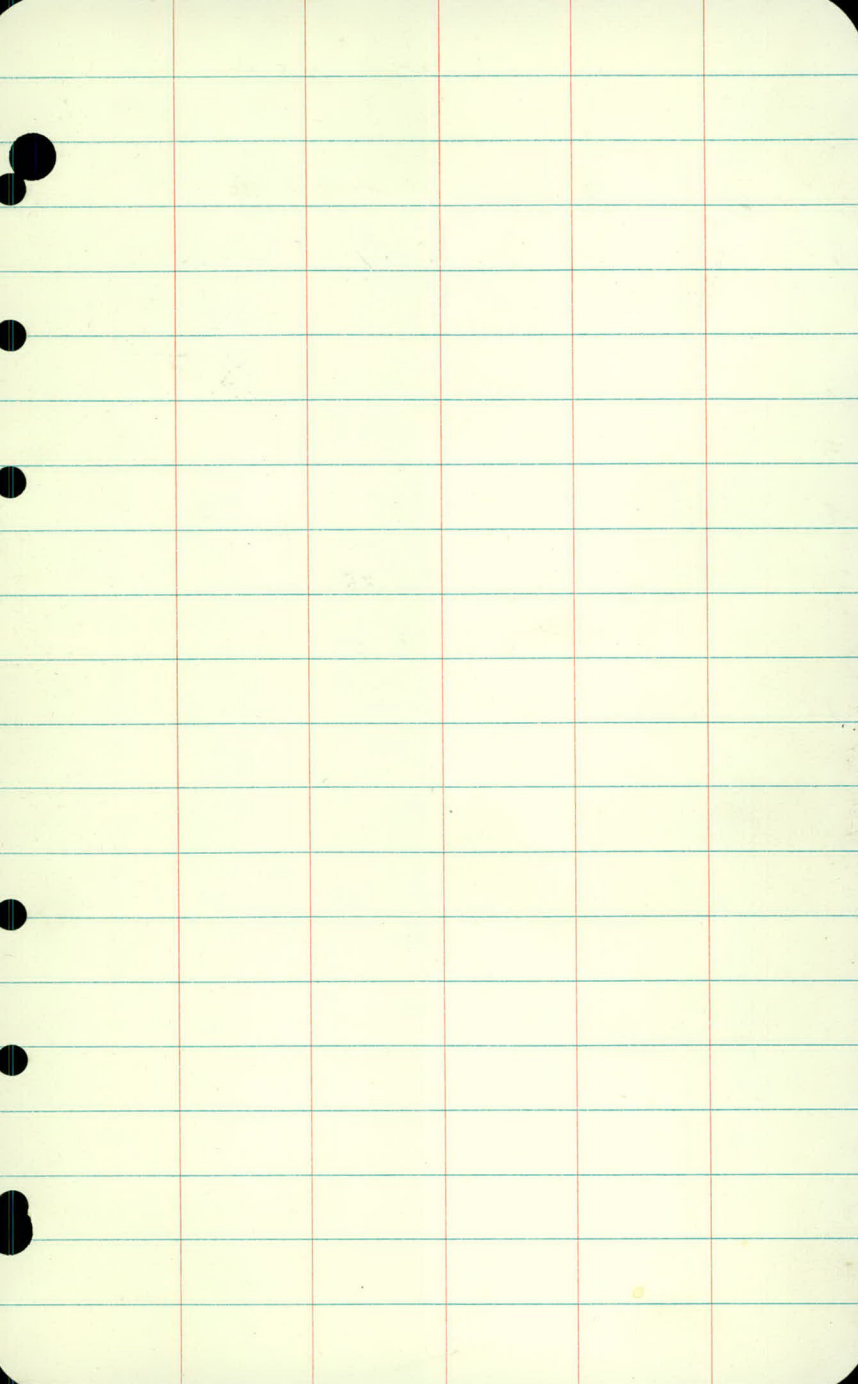
262.5

472.5

2100

7+51.5

2598.75



7+51.5 PT

5° 17'

7

³⁴
4° 46'

$\Delta = 10^{\circ} 34'$

6

3° 46'

5

2° 46'

4

1° 46'

3

46'

2+23.2 PC

0° 00'

200

10/100

60'/100

.515
360
30.900

23.2
1.60
13.920

76.8
4.460
46.080

9° 0' 9 0'
5 17
14° 18'

5° 17'

0.00

DIRINK

Pepsi

2° 1°/100'

15'/25'

1°45' 1°30'

105' 1°15'

52.5' /100/1°

13.1' /100/45'

30'

15'

PCC 0.00

13.1

13.1

26.2

39.3

52.4

13.1

65.5 1°05.5'

13.1

78.6 1°18.6'

91.7 1°31.7'

13.1

1°44.8'

1°57.9'

2°11.0'

June 5, 1968

Face
PP
o

Face
o PP

54.10

76.97

o

Iron

114.45

Face
PP o

PARK AVE.

P.C.

2123.12

1155.7

67.5

P.T.

FK
GA
DM

May 5, 1968

Cor.
Foundation
#5333

111.05

81.22'

Capped Iron

104.35'

67.46

#5325

89.80'

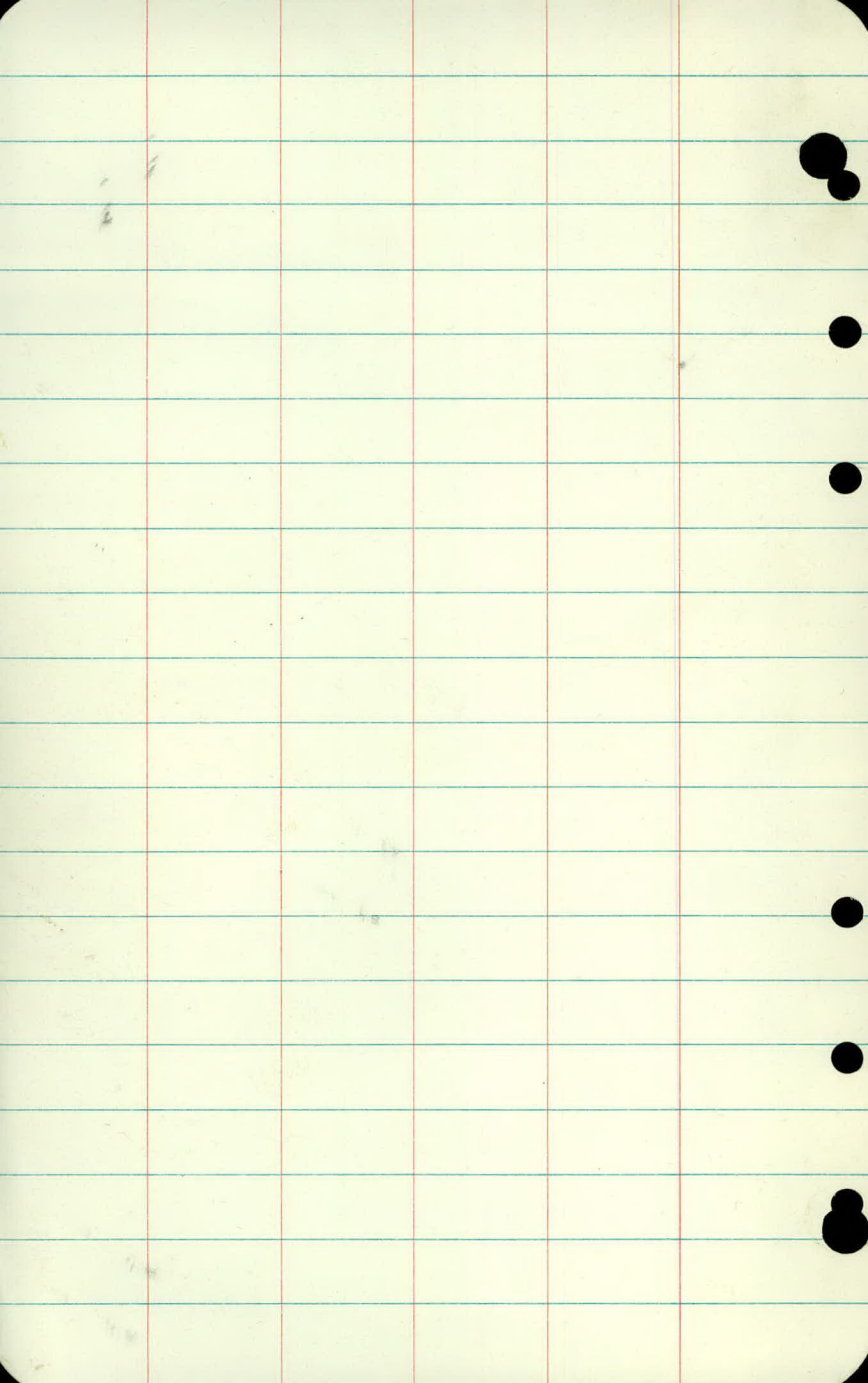
Cor. Found

85.47'

38.07'

Iron

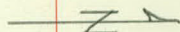
Face
PP



J.A.
LP:D
BJ
B.L.

JUNE 29, 1976
Cldy
1

ALINEMENT



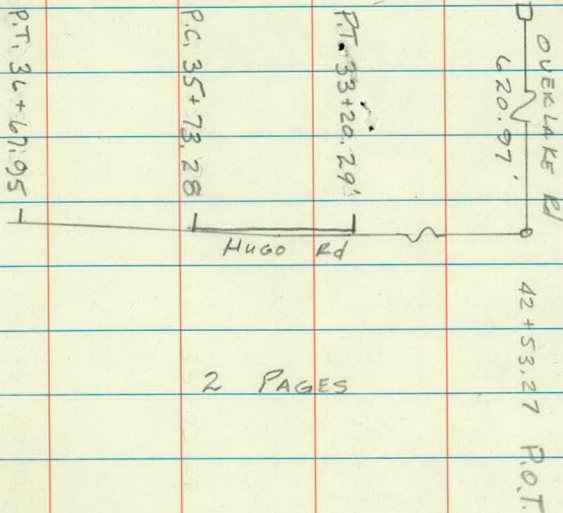
HUGO Rd 1200' S.

FROM 1200' South of

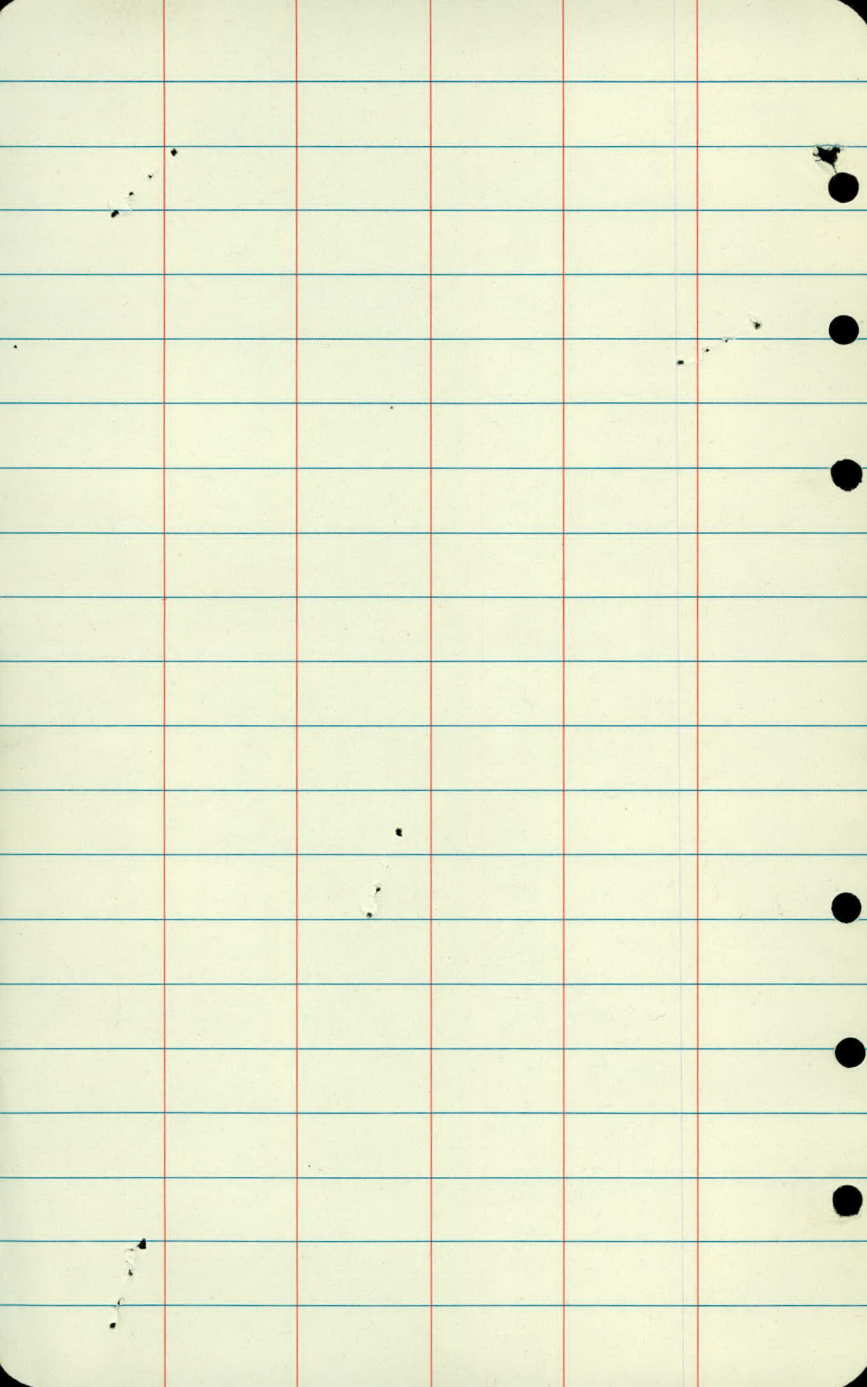
OVER LAKE Rd to OVER LAKE Rd

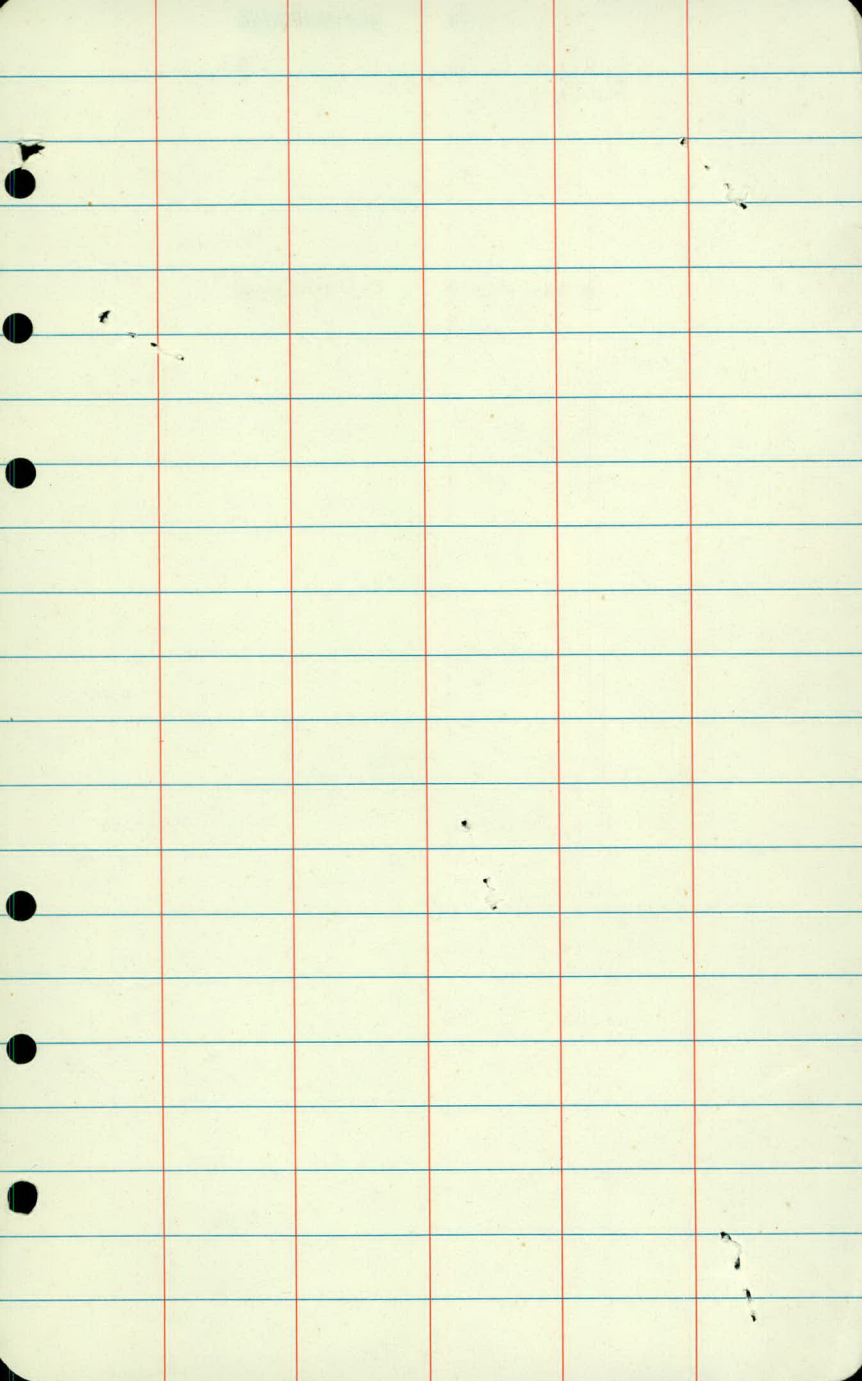
WEST 1/4 LINE
SEC. 1, R. 30, T. 22

MONT.



2 PAGES





STA	Point	Lt	Δ	Rt
-----	-------	----	----------	----

42+53.27	P.O.T.			
----------	--------	--	--	--

36+67.95	PT			
----------	----	--	--	--

+50				
-----	--	--	--	--

36+20.66	P.I.			
----------	------	--	--	--

36+00				
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35+73.28	P.C.			
----------	------	--	--	--

33+20.29	PT			
----------	----	--	--	--

			$2^{\circ} 22'$	
--	--	--	-----------------	--

			$1^{\circ} 55' 05''$	
--	--	--	----------------------	--

				$\Delta 4^{\circ} 44'$
--	--	--	--	------------------------

				$D 5^{\circ} 00'$
--	--	--	--	-------------------

			$0^{\circ} 40' 05''$	
--	--	--	----------------------	--

				$T 47.38'$
--	--	--	--	------------

			$0^{\circ} 00'$	
--	--	--	-----------------	--

				L
--	--	--	--	-----

J. A.
LPD
B. J.
B. L.

JUNE 29, 1976
CLDY 75° 2

N.W. COR OVER LAKE Rd

Hugo Rd

Hyd R.

86.03'

PK 62.01'

1/4 LINE AT
OVER LAKE Rd

PP

68.80

S.W. COR OVER LAKE Rd
AND Hugo Rd

Sta

Point

21

1

R+

CURVE

DATA