

ROAD MAP SURVEY
BALD EAGLE AVE.

From Lake Ave. to Bald Eagle Blvd.

Road 9/16 N° 25

File N° ~~16~~

18 D

4-7-27

~~16~~

ALIGNMENT
PROGRESSIVE SURVEY
BALD EAGLE AVE.
ROAD No 25

Received - 3927
O. J. Handman

Office of Ramsey Co. Engineer	
ST. PAUL, MINN.	
Date Filed	4-7-27
File No.	16

STA	P.T.	ΔL	ΔR	CALC. BEAR.	MAGN. BEAR.
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14+26.85 P.O.T.

2+49.90 P.T. $13^{\circ}-36'$

2+04.40 P.I. $\Delta 27^{\circ}-12' L$

2+00 $6^{\circ}-22'$ D. $29^{\circ}-00'$

1+56.10 P.C. $0^{\circ}-00'$ T. $48.30'$

L. 93.80

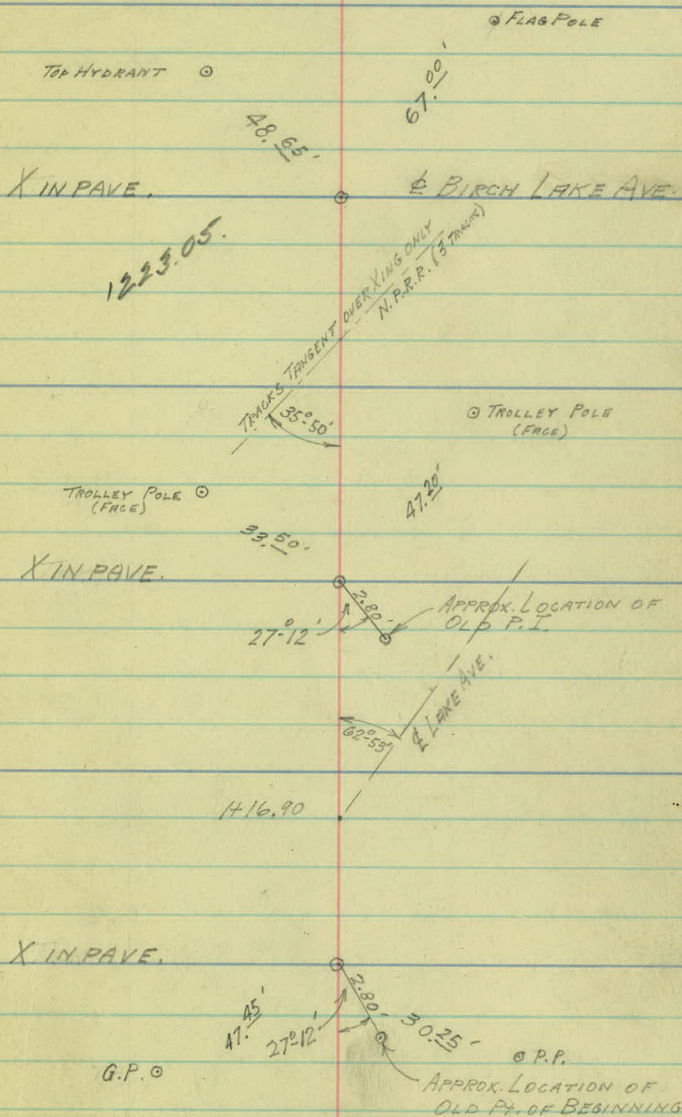
R.

0+00 BEGINNING OF SURVEY

3-3-27

FAIRBANKS

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



STA.

PT.

ALT.

Δ Pt.

CALCU.
BEAR.MAGN.
BEAR.

61+79.20 4500 LINE R.R. (SINGLE TRACK)

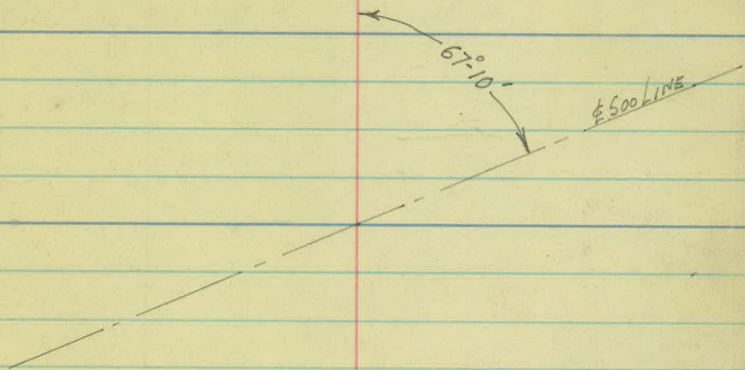
53+86.93 P.I.

0°-05'

27+44.35 P.I. 0°-02'

3-4-27

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



37.52'

28.35'

⊙ T.P.

STONE MONT.

⊙ T.P.

⊙ TOP HYDRANT

P.P. ⊙

30.55'

44.85'

48.60'

⊕ 5TH ST.

STONE MONT.

27 + 44.35
14 + 21.85
13 22.50

STA.

P.T.

$\Delta L t.$

$\Delta R t.$

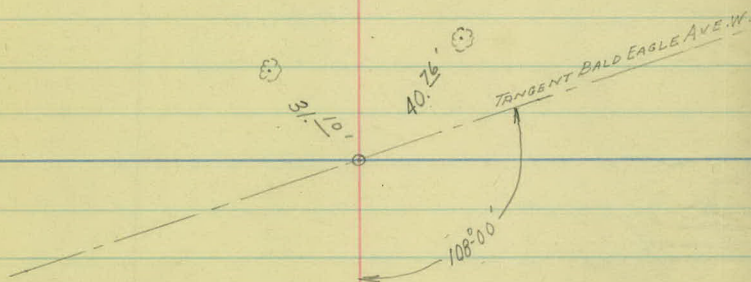
CALCU.
BEAR.

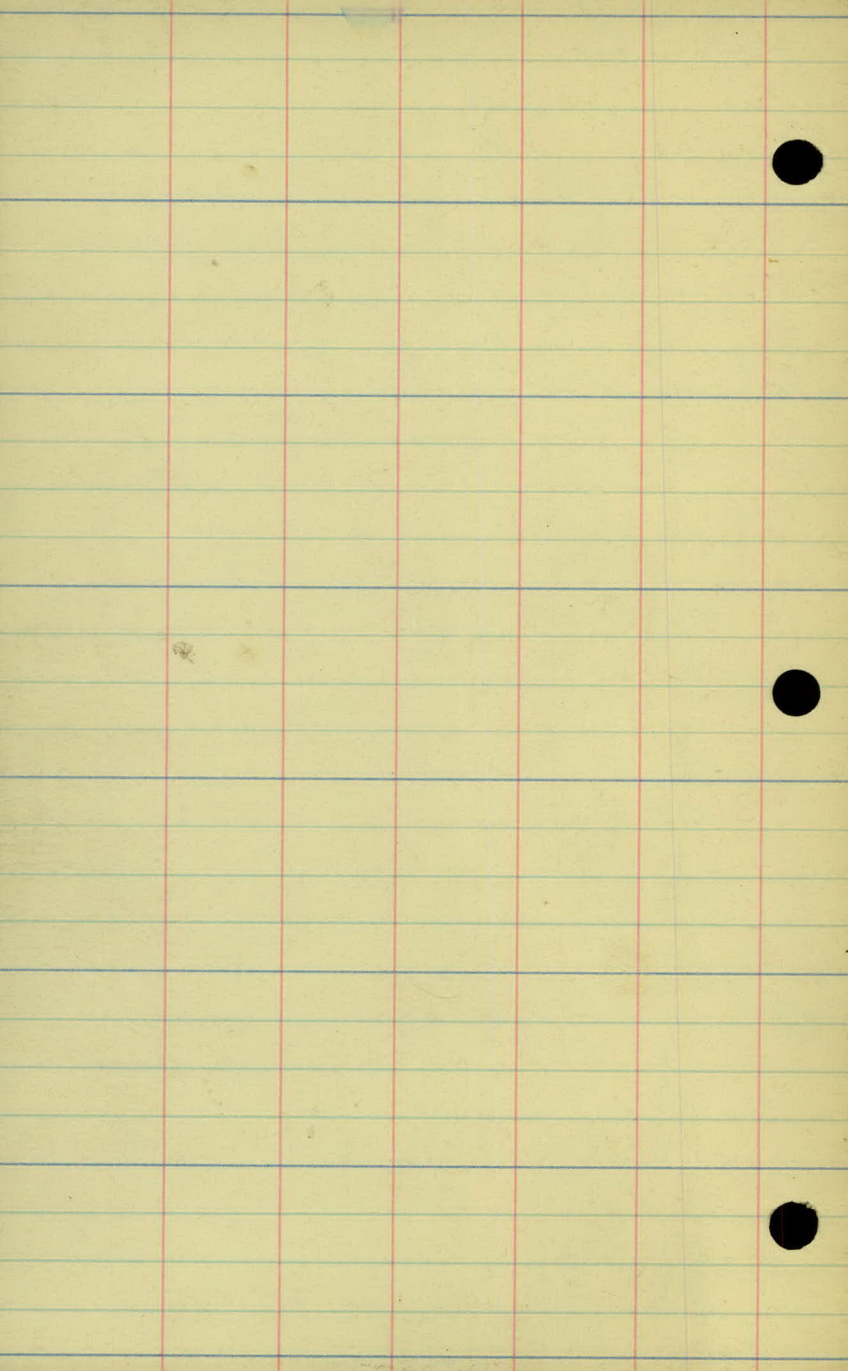
MAGN.
BEAR.

74+67.30 BALD EAGLE AVE. W.

67+18.40 P.O.T.

3-5-27





3-5-27

TIES TO APPROX. LOCATION OF MONT.

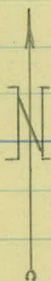
INTERSECTION OF BALD EAGLE AVE & LAKE AVE. W.

14+21.85

P.O.T.

2+04.40

P.I.



NO MONT.

77.85'

625.75'

IRON PIPE

MEANDER COR.

93.50'

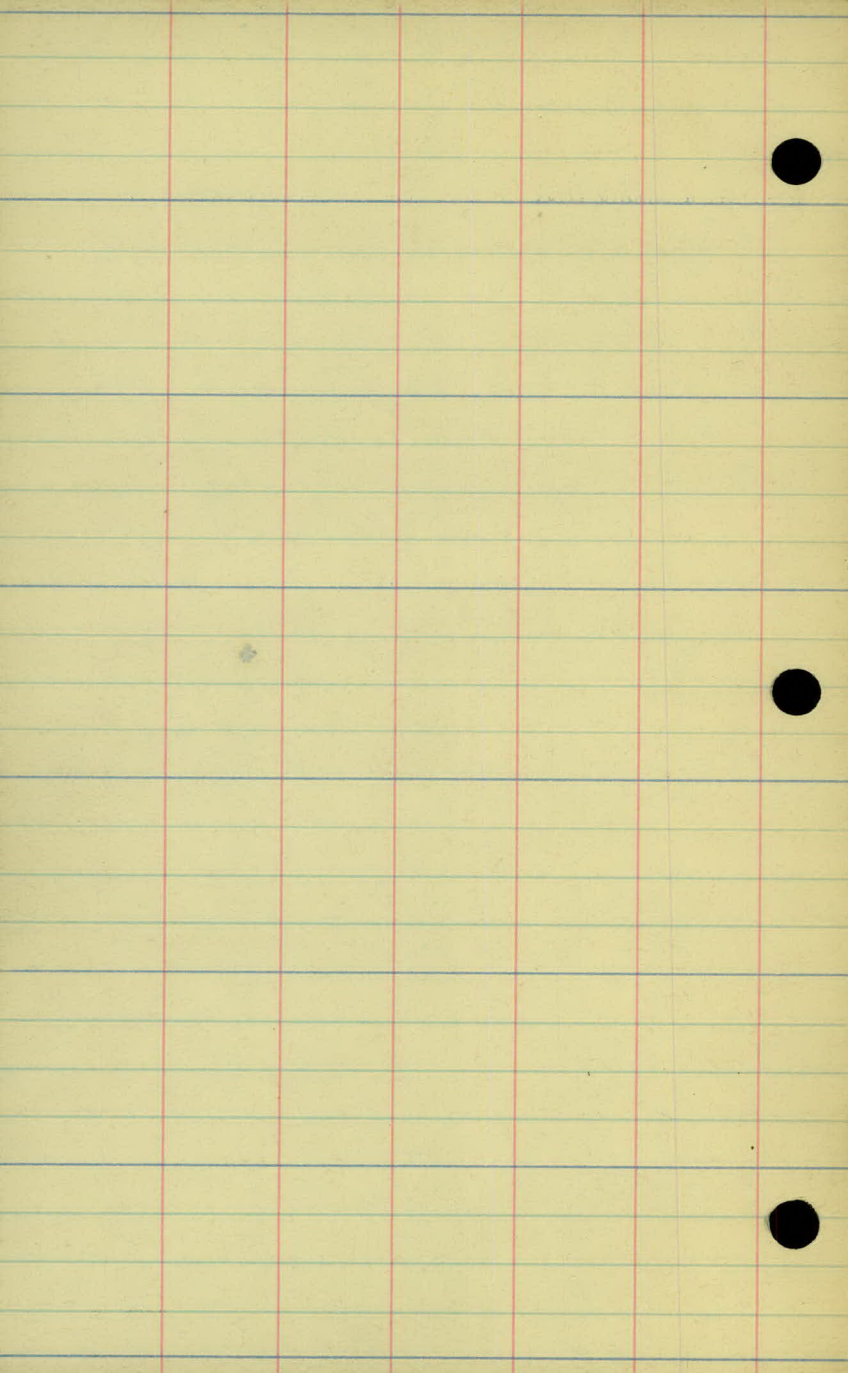
180°

IRON F.C.

90°20'

27°12'

0+00



TOPOGRAPHY
PROGRESSIVE SURVEY
BALD EAGLE AVE.
ROAD No 25

+12 ϕ DRIVE TO LT.

6+00

+77 ϕ DRIVE TO RT.

5+00

+35 ϕ ST. TO LT.

4+00

3+00

+35 ϕ ST. CAR TRACK

2+00

1+00

0+00

+12 & DRIVE
PAVE 10'

+71 P.P. 25'
+64 P.P. 21'

+16 PAVE 10.1
+00 PAVE 10.8

+38 PAVE 13.8'
+35 STREET
+03 R.R. X 16'
+00 P.P. 18'
PAVE 13.8'
+92 B.E. PAVE.
+85 R.R. TRACK

+56 R.R. TRACK
(50' PLANK XING)

+30 R.R.
+21 END PAVE
+06 PAVE 14'

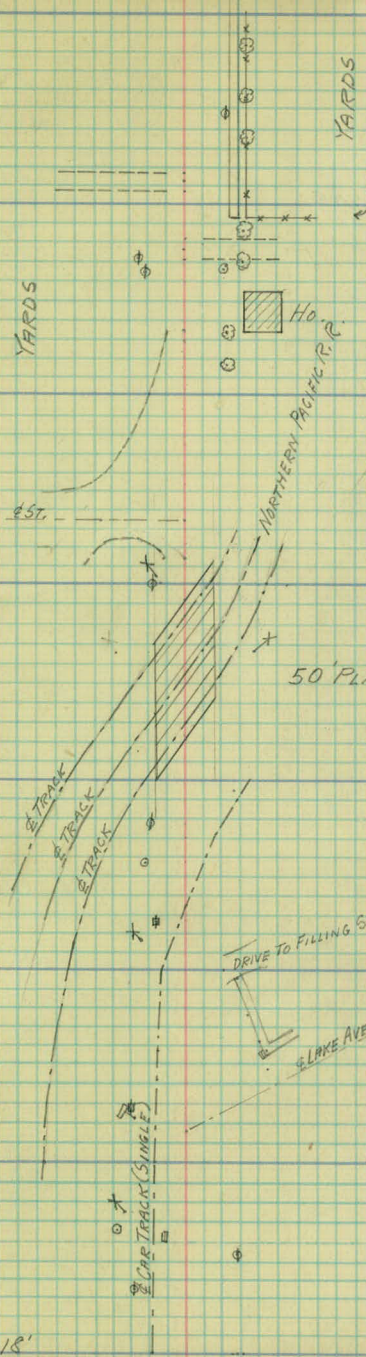
+77 P.P. 19'
+58 T.P. 21'
+35 & ST. CAR TR.
+16 TROLL PAV 16'
+16 R.R. XING 23'
& ST. CAR 12.3'
+00 PAVE 7.8

+56 & ST. CAR 17.1
+29 TROLL P. 30'
+24 R.D. Sg. 28'
+00 & EAST R.R. 75.7
+00 & CAR TRACK 17.3
+00 PAVE 12.9

+75 R.R. X 32'
+66 G.P. 39'
+63 C.B. 11.5

+35 P.P. 28'

+00 PAVE 13.1
& ST. CAR TRACK 18'



YARDS

+84 24" M 32'
+07 30" M 32'
+47 R.P. 22'
+35 30" M 32'

+92 & 6' SIDE 28'
+92 F.G. 33
+87 30" M 32'
+77 & DRIVE
+70 10" M 31'
+66 G.P. 21'
+54 N.W. Hb. 32.7
+32 S.W. Hb. 32.4
+32 24" B.E. 29'
+13 8" B.E. 23'
+16 PAVE 10.4
+00 PAVE 11.2

+33 PAVE 15'
+13 PAVE 15'
& EAST R.R. 45'

+66 R.R. X 39'
50' PLANK XING.

+00 & ST. CAR 35.6
+00 PAVE 14.6

+00 PAVE 21'

+96 END WALK DRIVE 29'
+76 CURB 33'
+62 LAKE Sg. 40'
+58 & CAR SIDE 44'
+57 C.B. 43'

+54 P.P. 29'

+00 PAVE 18.5
& SIDEWALK 6' 28'

13+00

+72 £ DRIVE TO LT.

+45 £ ST. TO RT.

12+00

+85 £ DRIVE TO RT.

+35 £ DRIVE TO RT.

11+00

+92 £ ST. TO LT.

+10 £ DRIVE TO RT.

10+00

+92 £ DRIVE TO LT.

9+00

+84 £ ST. TO RT.

8+00

+57 £ ST. TO LT.

7+00

+94 P.P. 21'
+92 END W/ALIC 30'

+13 G.P. 21'
+006 W SIDE 29.6
(24' SIDEWALK)
+78 SIDE W. 29.7'
+72 E DRIVE
+67 END F. 33'
+66 G.P. 20'

+30 P.P. 22'
+19 G.P. 20'

+69 F.C. 32'

+21 G.P. 19'

+92 E STREET
(43' WIDE)

+53 P.P. 24'

+92 E DRIVE

+03 P.P. 24'

+57 E STREET

+33 P.P. 25'

EST. 45'

YARDS

EST. 50'

IRON FENCE

EST. 41'

EST. 45'

EST. 50'

CULT.

SCHOOL

{ +91 STOOP 17'
{ +87 STOOP 17.0
{ +42 CON. STOOP 16.2
{ +34 " " 16.2

+00 G SIDE 29.5
SCHOOL

+74 F.C. 32'
+67 P.P. 23'
+64 ST. SIGN 22
+45 E STREET
(40' WIDE)

STORE 20' WIDE X 30' LG.

+94 S.W. 34' (STORE)
+95 E DRIVE
+81 P.P. 22'
+67 END 8" B.E. 13'
+49 F.C. 33'
+35 E DRIVE
+00 G SIDE 27.5'
+91 X RD 56.15'
+90 G.B. 19'

+56 P.P. 22'

+10 E DRIVE
+00 G SIDE 27.5'

+92 X FENCE 31'

+20 LINE P.E. 33
+03 SIDE 6' 27.5'
+03 P.P. 22
+03 CRO. SS. 20'

+84 E STREET
(50' WIDE)

+54 24" M 32'

+21 24" M 32'
+00 SIDE 6' 27.6

+89 30" M 32'

+72 P.P. 22'
+56 30" M 32'

+24 30" M 32
+06 F.C. 32'
+00 G SIDE 27'

+89 ∇ DRIVE TO RT.

20+00

+70 ∇ 3RD ST.

19+00

18+00

+82 ∇ DRIVE TO LT.

17+00

+06 ∇ ST. TO RT.

16+00

15+00

+18 ∇ ST. TO LT.

14+00

4' WIDE
+65 CONC. STROP 18'
+59 CONC. STROP 18'

CHURCH

+104 P.P. 24'

+78 REG. 4' WALK

+52 END WALK

+100 4' WALK 30.2

+58 P.P. 25'

+100 4' WALK 30'

+82 4' DRIVE

+50 X RD. 5g. 14'

+110 P.P. 25'
+100 4' WALK 30'

+100 4' SIDE 30'

+43 P.P. 24'

+52 REG. 4' WALK 30'

+18 4' BIRCH L. AVE

YARDS

YARDS

+89 4' DRIVE
+82 T.P. 20'

+102 T.P. 22'
+4' WALK 29'

+90 ST. 5g. 20'

+86 REG. 4' WALK

+70 4' W. 2 RD. ST.
(26' WIDE)

+49 END WALK

+49 T.P. 23
+34 G.P. 23

+60 G.P. 23'

+100 4' WALK 29'

+120 G.P. 23'

+100 4' WALK 29.5

+27 ST. 5g. 23
+123 4' WALK 29.5

+100 4' STREET
(2ND ST.)

+82 P.P. 21'
+74 R.G. 33'

5' WIDE
+22 CONC. STROP 16.5
+12 CONC. STROP 16.5
+100 4' WALK 30'

+85 G.P. 19'
+60 G.B. 17'
+52 K WALK

SCHOOL GROUNDS

IRON FENCE

5' WIDE
+26 CONC. STROP 16.2
+14 CONC. STROP 16.2
+04 RD. 5g. 21
+02 RD. 5g. 20
+00 6' SIDE 29.7

+25T. 50'

+44.35 ϕ ST. TO RT.

27+00

+58 ϕ DRIVE TO LT.

26+00

+43 ϕ DRIVE TO LT.

+22 ϕ DRIVE TO LT.

25+00

24+00

33'

+55 ϕ 4TH ST.

+04 ϕ DRIVE TO RT.

23+00

+70 ϕ DRIVE TO RT.

22+00

21+00

3-3-21

+62 P.P. 29'

+86 T.P. 20

+64 S.W.K. 27' BEG

+17 R.O.S.G. 12'

+144.3525 STREET

+29 END WALK 29'

+28 S.DRAIN 18'

+00 & 4' WALK 29'

+58 & DRIVE

+67 T.P. 20'

+09 P.P. 25'
+00 & 4' WALK 30.5

YARDS

+43 & DRIVE

+22 & DRIVE

YARD

+48 T.P. 20'

+00 & 4' WALK 28'

+60 P.P. 24'

FILLING STA.

+142 END STA. DRIVE 10'

+32 DRIVE 28'

+10 & FILL STA.

(+00 END P.D. WIDE)

+97 FILLING STA 28

+90 RES. ENT. 11

+77 T.P. 24'

+55 & 4' TH ST.

+55 S.G. 10'

FILLING STATION

+124 T.P. 20'

+95 END WIDE

+83 K.W. WALK 38.6

+78 P.P. 32'

+78 ST. S.G. 28'

+92 18" CONC. PIPE 18

+24 BEG. RAD. CURVE 18.9

+24 T.P. 20' (END WIDE)

+24 18" CONC. PIPE 17.6

+14 END STA. 35

+04 & FILL STA. ENTRANCE

24 WALK 28.6

+97 N.W. COR. 33.5

+70 & ENTRANCE

+42 S.W. COR. 33.5

{ 20' WIDE
WEST.
30' WIDE
EAST.

+39 G.B. 24'

+35 G.P. 27'

+33 & 4' WALK 30.5' (END)

99 P.P. 25'

CONC. 20'

ASPHALT 30'

FILLING STA.

GARAGE

CHURCH

CHURCH

+00 4' WALK 30'

+00 CONC. STAIR 22

+92 " " 22'

+84 P.P. 24'

+87 8" M 30'

+71 8" ELM 30'

+56 T.P. 21'

+36 STONE PILLAR 28'

+30 STONE PILLAR 28'

+19 8" ELM 30'

4' WALK 28.7'

4' WALK 30'

YARD

34+00

+98 ϕ DRIVE TO RT.

33+00

+77 ϕ DRIVE TO RT.

+58 ϕ DRIVE TO RT.

32+00

+20 ϕ DRIVE TO RT.

+12 ϕ ST. TO LT.

31+00

30+00

+89 ϕ DRIVE TO RT.

+70 ϕ DRIVE TO RT.

29+00

+46 ϕ DRIVE TO LT.

+29 ϕ DRIVE TO LT.

28+00

3-4-27

+63 P.P. 26'

SCHOOL

SCHOOL

CULT.

CULTIVATED

+106 BEG. SCHOOL
+108 DRIVE 198
+79 T.P. 18
+87 TREES. END. 2
+87 END ROW 24"
MAPLES 23'

+29' P.P. 27'

+17 F. END 32'
S.W.K. 28'

+65 END ORCHARD

+77 DRIVE
+71 T.P. 18
+64 F. 32' BEG.
+58 DRIVE

ORCHARD

ORCHARD

+99 P.P. 29'

S.W.K. 28'

YARDS

+12 DRIVE 44'

+46 T.P. 18'

+20 DRIVE

+89 S.W.K. END 30'

+66 P.P. 27'

+48 T.P. 18'

S.W.K. 30'

S.W.K. 28'
+89 DRIVE
+80 TREES 23 (B)
+70 DRIVE
+80 BEG. ROW 24"
MAPLES 23'

+25 P.P. 27

S.W.K. 30'

+17 T.P. 19
S.W.K. 28'

+46 DRIVE

+29 DRIVE

S.W.K. 30

41+00

+65 $\frac{1}{2}$ ST. TO LT.

+60 $\frac{1}{2}$ DRIVE TO RT.

40+00

39+00

+80 $\frac{1}{2}$ DRIVE TO RT.

+72 $\frac{1}{2}$ DRIVE TO LT.

38+00

+78 $\frac{1}{2}$ DRIVE TO RT.

37+00

+90 $\frac{1}{2}$ DRIVE TO RT.

36+00

35+00

+66 P.P. 26'

YARDS

CULTIVATED

CULT.

+96 F. BEG. 34
+95 S.W/K. BEG 30

+20 TREE 26'
+17 T.P. 20'
+00 BEG. CULT.

+65 E STREET. 17'

+75 F.C. 35'
+60 E DRIVE

+25 P.P. 27'

+37 S.W/K. END. 29'

+90 T.P. 20'

YARDS

+72 E DRIVE
+65 T.P. 26

CULTIVATED

S.W/K. 29
+91 T.P. 19
+80 E DRIVE
+85 F.C. 36'

YARD

+21 P.P. 26

+78 E DRIVE
+61 T.P. 20

S.W/K. 29
+90 E DRIVE
(20' WIDE)
END SCHOOL

+40 T.P. 20'

+92 P.P. 26'

SCHOOL

+15 T.P. 19
S.W/K. 29

+22 $\frac{1}{2}$ DRIVE TO RT.

+12 $\frac{1}{2}$ DRIVE TO LT.

48+00

47+00

+70 $\frac{1}{2}$ DRIVE TO LT.

46+00

45+00

44+00

43+00

+79 $\frac{1}{2}$ DRIVE TO LT.

42+00

3-4-27

+88 T.P. 22

+22 E DRIVE

+12 E DRIVE

F 33

+99 X F. 33'

+88 P.P. 26'

+99 T. 26

+62 T.P. 22

F 34

+19 T. 25

+70 E DRIVE

+80 T 12' Oak 26

+50 P.P. 25

+50 T. 28

+32 T.P. 22

+24 T. 27

F 34'

+94 T. 26

+78 T. 28

YARDS

CULTIVATED

F. 33'

+05 T.P. 21

TREE 26

+75 P.P. 24

+76 T. 25

+52 T. 27

+20 S.W.K. END

+30 T. 24

S.W.K. 28' F 33

+11 T. 28

+03 T. 29

+17 P.P. 25

S.W.K. 28' F 33

+94 T. 26

+74 T.P. 24

+58 T. 31

+33 T 26

+18 T. 25

+79 E DRIVE

+46 T.P. 20

F 34' S.W.K. 30

+17 TREE 26

55+00

54+00

53+00

52+00

+87 ~~E~~ DRIVE TO LT.

51+00

50+00

49+00

+92 1/2 DRIVE (20' WIDE)

B-4-25

+72 P.P. 26'

+73 18" B.E. 33'

+44 T.P. 23'

+14 P.P. 25'

+106 T.P. 22'

CULT

+60 T 8" B.E. 25'

+50 T 8" B.E. 25'

CULT

CULT.

+88 END. HEDGE 34

+59 P.P. 26

YARDS

CULTIVATED

+76 T.P. 22'

+97 B.E. HEDGE 34

+87 1/2 DRIVE

+79 F. END 33

F 33'

+45 T.P. 22

+21 T. 26

+01 P.P. 26'

+36 X F 33

F 33'

+19 T.P. 22'

+43 P.P. 26

+3 1/2 DRIVE

+25 X F 33

F 33'

14" OAK

+86 T. 26'

62+00

+79.20 $\pm$ 500 LINE R.R. TRACK

61+00

60+00

+10 $\pm$ DRIVE TO RT.

+03 $\pm$ DRIVE TO LT. (12" C.M. 40' Lg.)

59+00

58+00

57+00

56+00

3-5-27

+86 P.P. 28'
WOODED+54 END G.R. 15'
+46 G.R. 14'
+37 G.P. 27'
+07 G.R. 14'
+00 BEG. G.R. 15'
+96 WOOD R.R. 56.17'+89 R.R. SWING 56.20'
+84.4 BEG. PAVE
+74 END PAVE
+61 G.R. END 15.3
+52 G.R. 14'
+40 14" CONC. C. 60' Lg.+19 G.P. 19'
G.R. 14.2

G.R. 13.9'

WASTE

+35 12" DIAK 31'
+37 BEG. G.R. 14.5
+33 12" G.M. 22'

+036 DRIVE

+83 12" G.M. 19'

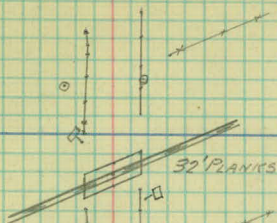
+80 END CULT.

+36 P.P. 25'

WOODED

WASTE

CULTIVATED

+65 END G.R. 14.8
+57 G.R. 13.8
+42 F.C. (RR) 31'
+30 T.P. 16'
+18 G.R. 14.5
+11 BEG. G.R. 15.2+79.2 E.R.P.
+67 WOOD R.R. 56.18'
+71 END G.R. 15.3
+63 G.R. 14.7
+39 F.C. 30'
+30 T.P. 16'+00 F.L. 28'
G.R. 15.2+42 F.C. 28'
+42 T.P. 16'

G.R. 14.3

CULT.

+42 G.R. 14'
+34 BEG. G.R. 15.6
+39 T.P. 17' T.P.
+10 2" RD. (30')+27 T.P. 23'
+17 WOOD R.R. 56.16'
+01 X RD. 56.12'

+95 T.P. 24'

+14 $\frac{1}{2}$ STILLWATER AVE.
69+00

68+00

+41 $\frac{1}{2}$ DRIVE TO LT.

+00 $\frac{1}{2}$ DRIVE TO RT.

67+00

66+00

65+00

+55 $\frac{1}{2}$ ST. TO LT.

64+00

+00 $\frac{1}{2}$ DRIVE TO RT.

63+00

+92 T.P. 29'

5-7-27

+42 34" OAK 32'

+33 18" OAK 23'

+32 P.P. 36

+14 1/2 STILLWATER AVE.
(24' GRAVELLED)

+84 END F 36

+86 T.P. 21'

+61 T.P. 30'

+00 18" OAK 34'
F.L. 37

+69 18" OAK 34'

+98 T.P. 32'

+68 18" OAK 38'

+41 1/2 DRIVE

+34 X FENCE 37

+31 T.P. 29'

+36 18" OAK 33

+32 F.C. 30'

WOODED YARDS

YARDS

+11 R.R. 56, 18'

+10 24 SAMP 25'

F.L. 38'

+18 GARAGE 34
(36 WIDE)
+00 1/2 ENTRANCE

+82 GARAGE 34

+67 T.P. 31'

+83 Wood STEPS 18'

F.L. 30'

+96 1/2 DRIVE

+51 R.R. 56, 13'

+21 X R.P. 56, 14'

+18 T.P. 21'

F.L. 32'

+85 F.C. 40'

+55 1/2 20' ST.

+38 P.P. 29'

+23 14" OAK 21'

+10 T.P. 30'

+04 F.C. 33'

WOODED

WOODED

YARD

+19 T.P. 21

+00 1/2 DRIVE

76+00

75+00

74+00

73+00

72+00

+12 $\frac{1}{2}$ DRIVE TO PT

71+00

70+00

LEFT

3-7-27

RIGHT

0
To
EAST

+134 PAVE. 6.2'
+129 24" CONC. 21'
+134 END G.P. 10.2
+18 R.O. S.G. 7.5
+107 REFL. 7.3

+30 EDGE PAVE. 18'
+30 C.B. 18'

LEFT

RIGHT

0
To
WEST

+58 EDGE PAVE. 26.2
+49.5 END PAVE

+48.2 EDGE PAVE. 43
+45 END G.P. 8.8

+05 IRON R.O. S.G. 7.3

+76.8 G.P.
+72.9 END PAVE.
+67.30 = 0+00 E. & W.

+15 PAVE. 18'
+00 PAVE. 11.3
+044 B.P. 30'

+25 PAVE 14
+00 PAVE 10.4
+09 P.F.M. 30

+91 18" B.E. 30'
+74 24" CONC. 30'

+79 24" B.E. 38'
+63 10" OAK 33'
WOODED

+20 24" ELM 30'

+35 14" B.E. 31'

WOODED

WOODED YARD

+22 X R.O. S.G. 19'

+02 T.P. 24'

+89 14" OAK 33'

WOODED WASTE

WASTE

+30 T.P. 31'

+56 F.C. 35'

YARD

+12 E.D.RIVE
FL. 35'

+84 18" OAK 30'

+82 10" OAK 39'

+77 R.O. S.G. 13'

+69 8" OAK 32'

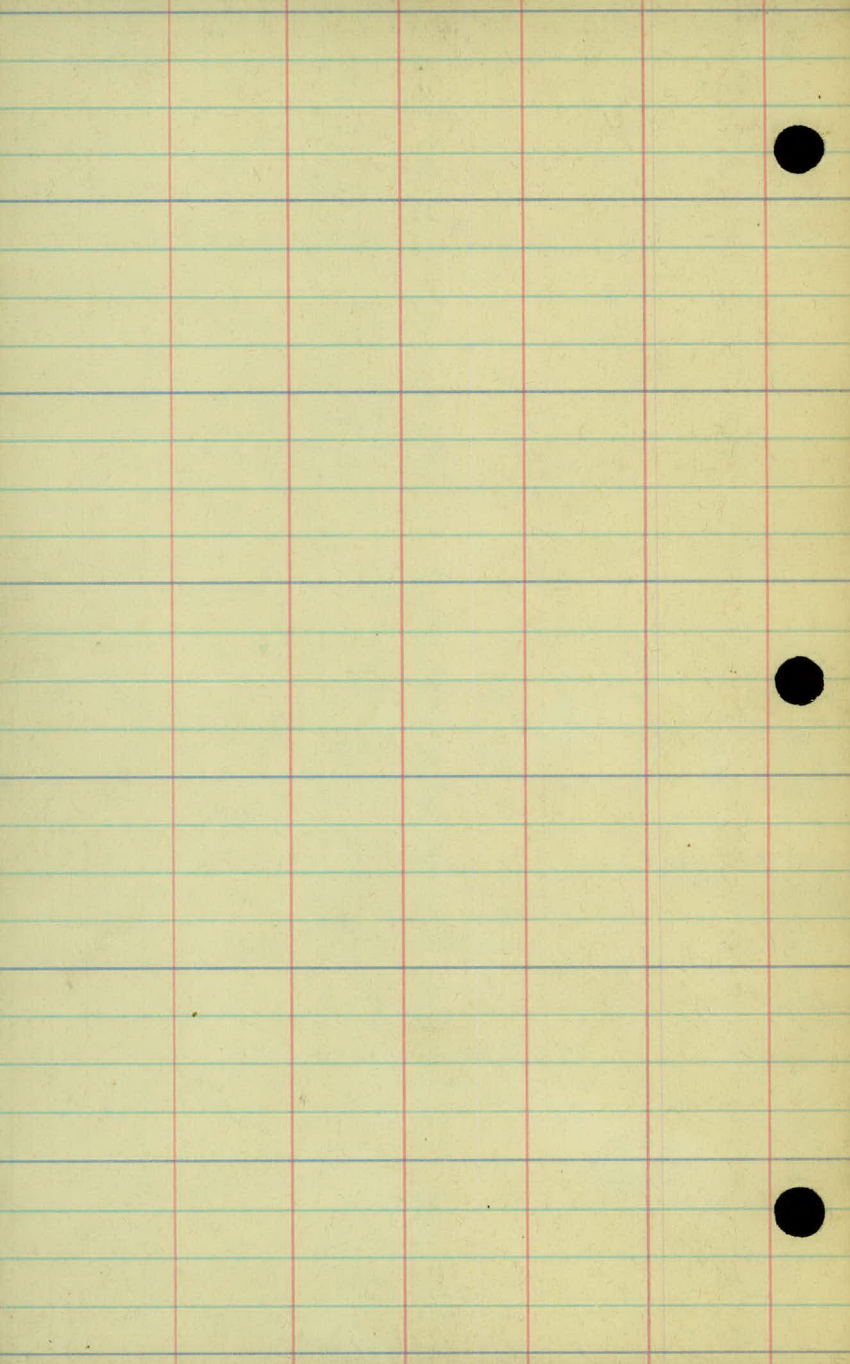
+48 14" OAK 32'

+28 T.P. 23'

+19 F.C. 35'

+13 G.P. 23'

YARD



BALD EAGLE AVE. #25
From S.T.H. to Bald Eagle Blvd.

From S.T.H.² to Bald Eagle Blvd.

A hand-drawn map on graph paper showing a section of Bald Eagle Lake and surrounding roads. The lake is at the top, with a wavy line representing its shore. Eagle Blvd. runs vertically on the left, and Bald Eagle Blvd. W. Sta. runs horizontally at the bottom. A 100' Ditch is shown as a diagonal line crossing Eagle Blvd. Key points and measurements include:

- Point 25 on Eagle Blvd.
- A 77' x 18' rectangular area on Eagle Blvd.
- Points labeled 'Tree' at 43.6, 49.2, 54.1, and 40.3.
- Points labeled 'P.P.' at 53.7 and 52.3.
- Points labeled 'T.P.' at 15.3, 28.3, 38.2, and 37.2.
- A red vertical line is drawn through the center of the map.

Bald Eagle Bl. W. Sta

2
S.T.H. 63

FIFTH ST.

Hydroxyl

Face of Flag Pole

BIRCH LAKE AVE

Sta. 49+94⁶⁹ Birch Lake Ave.

5858 Birch Lake Ave

WHITE BEAR
LAKE

T. R. O.

A. O. T. P.

GOOSE,

