

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

SNAIL LAKE BLVD.

From County Rd. F To Hodgson Rd.

Road Acc't. No. 29A

Date Filed. 8-6-25

File

8-6-25

SNAIL LAKE BLVD.

ROAD No. ~~74~~ 29

From Co. Road "F" to Hodgson Rd.

INDEX

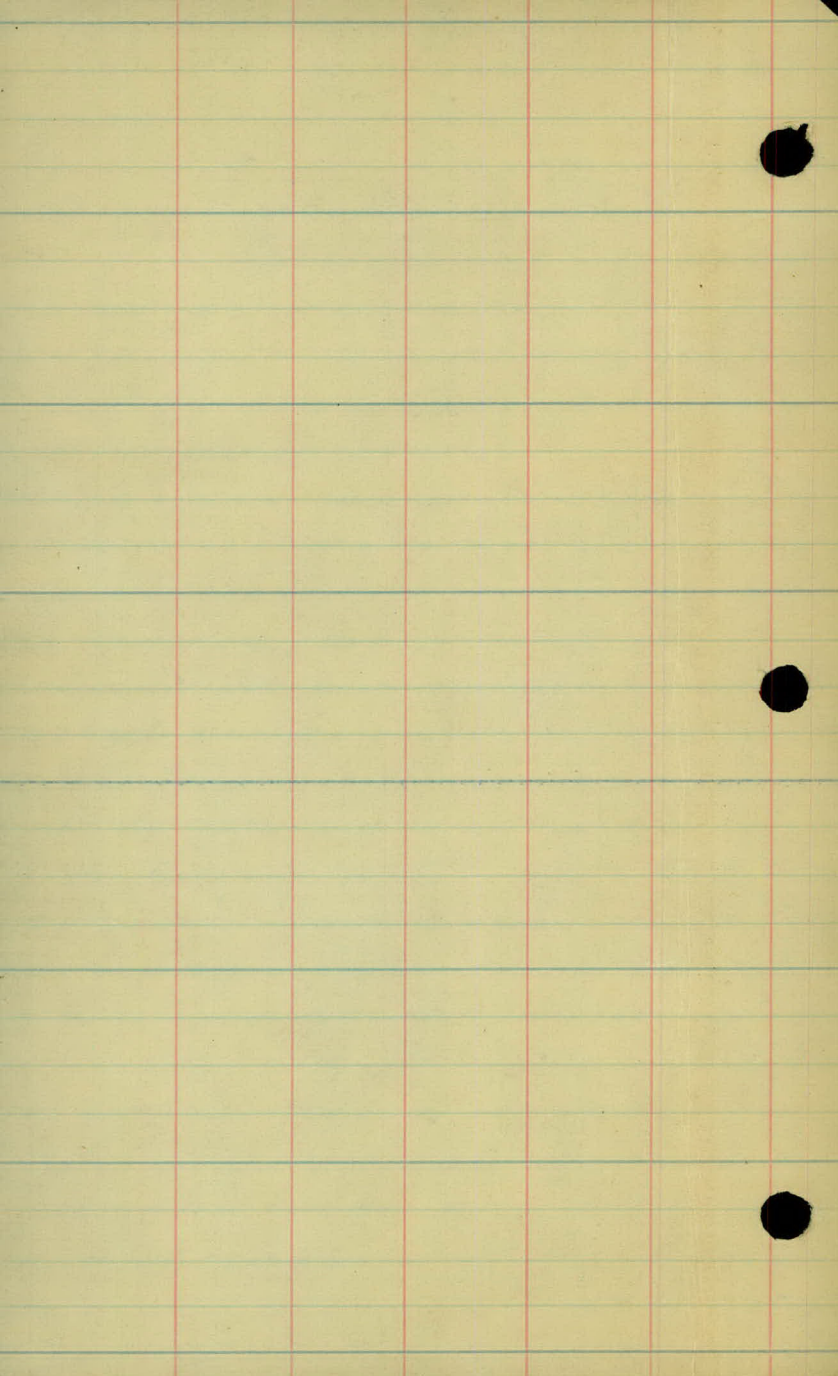
Alignment	Sta. 0 - Sta. 59+56.5	P. 2 - P. 8
Topography	" " " "	P. 9 - P. 19.
Sketch of Monuments.		P. 20

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

Date Filed 8-6-25

File No. 16

Carson
Spaulup
Persons
Gavin
Graham
Aug. 1925



ALIGNMENT.

Station Point Lt. Δ Rt. Bear.

$S. 87^{\circ} 38' E.$

$S. 87^{\circ} 48' E.$

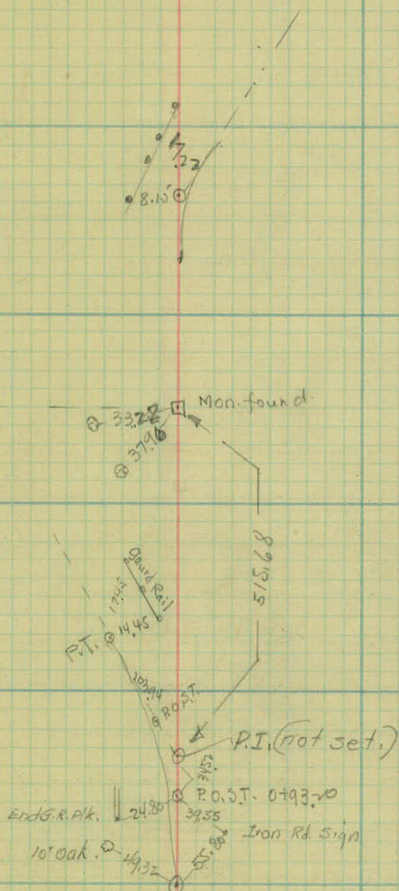
4+91.63	P. T. ✓	16° 00'	20° C. Rt.
4+50		11° 50.2'	Δ 32° 00'
4+00		6° 50.2'	P.I. 4714.20.
3+50		1° 50.2'	T. 82.57.
3+31.63	P.C. ✓	0° 00'	L. 160.00.
			R= 287.74.

$N. 60^{\circ} 12' E.$

$N. 60^{\circ} 12'$

2+49.17	P.I. ✓	14° 57'	
2+00		12° 00'	12° C. Lt.
1+50		9° 00'	Δ 29° 54'
1+00		6° 00'	P.I. 1427.72.
0+50		3° 00'	T. 127.72.
0+00	P.C. ✓	0° 00'	L. 249.17.
			R. 478.34.
			S-89° 44' E.

T.M.C.



W.H.G.
C.W.S.
A.L.P.
M.G.
R.G.

Aug 1st 1925

Station	Point	Lt. A	Rt.	Bear.
				N. 57° 47' E. ✓
				N. 57° 37' E

15+00	P.O.T.		
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N. 57° 47' E. ✓

N. 57° 37' E

12+61.21	✓ P.T.	14°-32.5	
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14°-C. Lt.

12+00		16°-15.4	
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Δ 29°-05'

11+50		6°-45.4	
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P.I. 11+59.9.

11+00		3°-15.4	
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T. 106.43.

10+53.47	P.C. ✓	0°-00'	
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L. 207.74.

Eq. { 7+78.60			
{ 7+79+60.7	✓ P.T.	20°-45'	

R. 410.28.

N. 86°-52' E.

N. 86°-42' E

7+50		2°-18.3	
------	--	---------	--

3° C. Lt.

7+00		1°-33.3	
------	--	---------	--

Δ 5°-30'

6+75		1°-10.8	
------	--	---------	--

P.I. 6+88.

6+50		0°-48.3	
------	--	---------	--

T. 91.73.

6+00		0°-03.3	
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L. 183.33.

5+96.27	P.C. ✓	0°-00'	
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R. 1910.08.

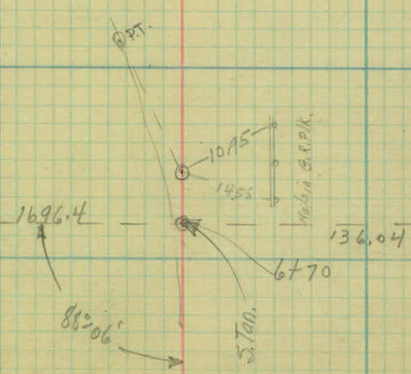
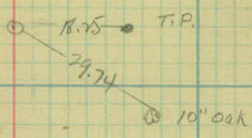
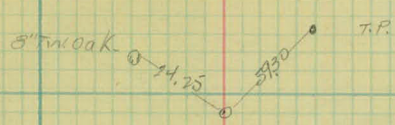
S. 87° 38' E.

S. 87° 48' E.

SNAIL LAKE.

M.C.

216
15" Oak



5th Cor.
Sec. 24
Twp. 10N

station Point Lt. Δ Rt. Bear.

N. $43^{\circ}29'E$.

N. $43^{\circ}19'E$.

24+19.93	P.T. ✓	20°34'	20° C. Rt.
24+00		18°34.5'	Δ 41°08.'
+50		13°34.5'	P.I. 23+22.3.
23+00		8°34.5'	T. 108.04.
+50		3°34.5'	L. 205.67.
22+14.26	P.C. ✓	0°00'	R= 287.94.

N. $2^{\circ}21'E$.

N. $2^{\circ}11'E$.

20+69.56	P.T. ✓	27°43'	
+50		25°51.5'	19° C. Lt.
20+00		21°06.5'	Δ 55°26'
+50	R.O.C.	16°21.5'	P.I. 19+36.97.
19+00		11°36.5'	T. 159.16.
+50		6°51.5'	L. 291.75.
18+00		2°06.5'	R= 302.94.
17+77.81	P.C. ✓	0°00'	

N. $57^{\circ}41'E$.

N. $57^{\circ}37'E$.

8" Oak.

Q

810

43.62

84" Oak.

Q

17" Oak

P.T.

20.45

Q

15.780 T.P.

61.58

Q

17.75

Q

1738

P.O.C.

Q

17.75

Q

1738

P.O.C.

Q

8" Oak

Q

30.50

Q

14.95

Q

P.C.

Q

8" Oak

Q

14.95

Q

P.C.

Q

14.95

Q

P.O.S.T. 18+72 (Hub)

Q

14.95

Q

P.C.

Q

14.95

Q

Station	Point	LT	RT	Bear.
33+11.28	11.33	R.T.	12° 36.5'	20° C. RT.
33+00			11° 28.8	Δ 25° 13'
32+50	50.19		6° 28.8	P.I. 32+49.6
				T. 64.4
32+00			1° 28.8	L. 126.08
31+85.2	1487	P.C.	0° 00'	R. 287.94

N. 6° 59' W.

N. 7° 09' W.

31+28.15	28.32	P.T.	23° 33'	24° C. LT.
31+00	28.78		20° 31.9'	Δ 47° 06'
30+50			14° 31.9'	P.I. 30+33.70
30+00			8° 31.9'	T. 104.80
				L. 146.25
29+50	50.28		2° 31.9'	R. 240.49
29+28.90	28.24	P.C.	0° 00'	

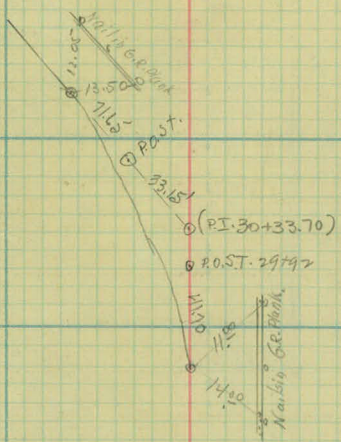
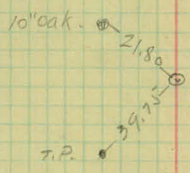
N. 40° 07' E.

N. 39° 57' E.

28+47.44		P.T.	1° 41'	2° C. LT.
28+00			1° 13'	Δ 3° 22'
27+50			0° 43'	P.I. 27+63.2
27+00			0° 13'	T. 84.2
26+79.2		P.C.	0° 00'	L. 168.34
				R. 2864.93

N. 43° 19' E.

N. 43° 29' E.



Station Point Lt. A Rt. Bear.

S. 88° 42' E.

N. 89° 08'

48 + 35.00

P.I.

75° 45'

43 + 96.35

P.O.T.

41 + 5.6

P.O.T. (Sec. Line)

N. 15° 33' E.

N. 13° 23' E.

37 + 01.07

P.T. ✓

120.5'

2° C.Lt.

37 + 0.0

120'

Δ 2° 41'

36 + 50

0° 50'

PI. 36 + 34.

36 + 0.0

0° 20'

T. 67.1.

35 + 66.9

P.C. ✓

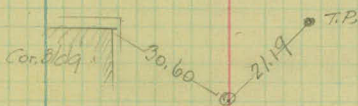
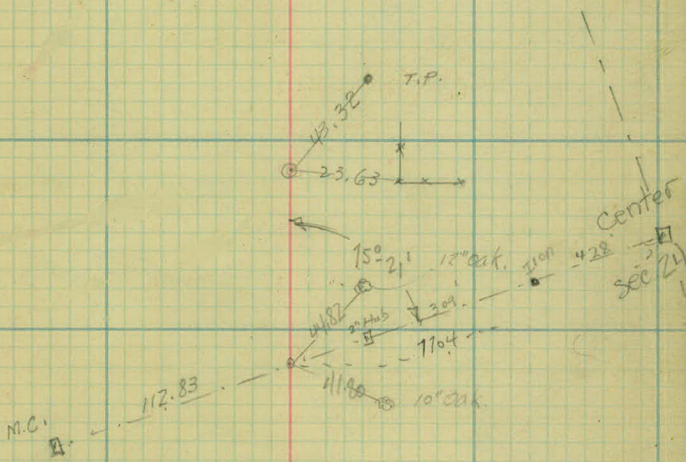
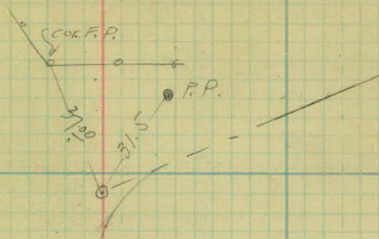
0° 00'

L. 134.17.

R = 2864.93

N. 18° 14' E.

N. 16° 04' E.



Station	Point	Lt.	A Rt.	Bear.
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59+56.50

S. 88° 42' E.

N. 89° 08'

Aug. 5, 1925

$$\begin{array}{r} 71 + 25.6 \\ 43 + 53.8 \\ \hline 29 \quad 79 \quad 6 \end{array}$$
$$\begin{array}{r} 8.8 \\ 8.8 \\ \hline 17.6 \end{array}$$


P.I. 28 + 29.8

SE Hodgson Road.

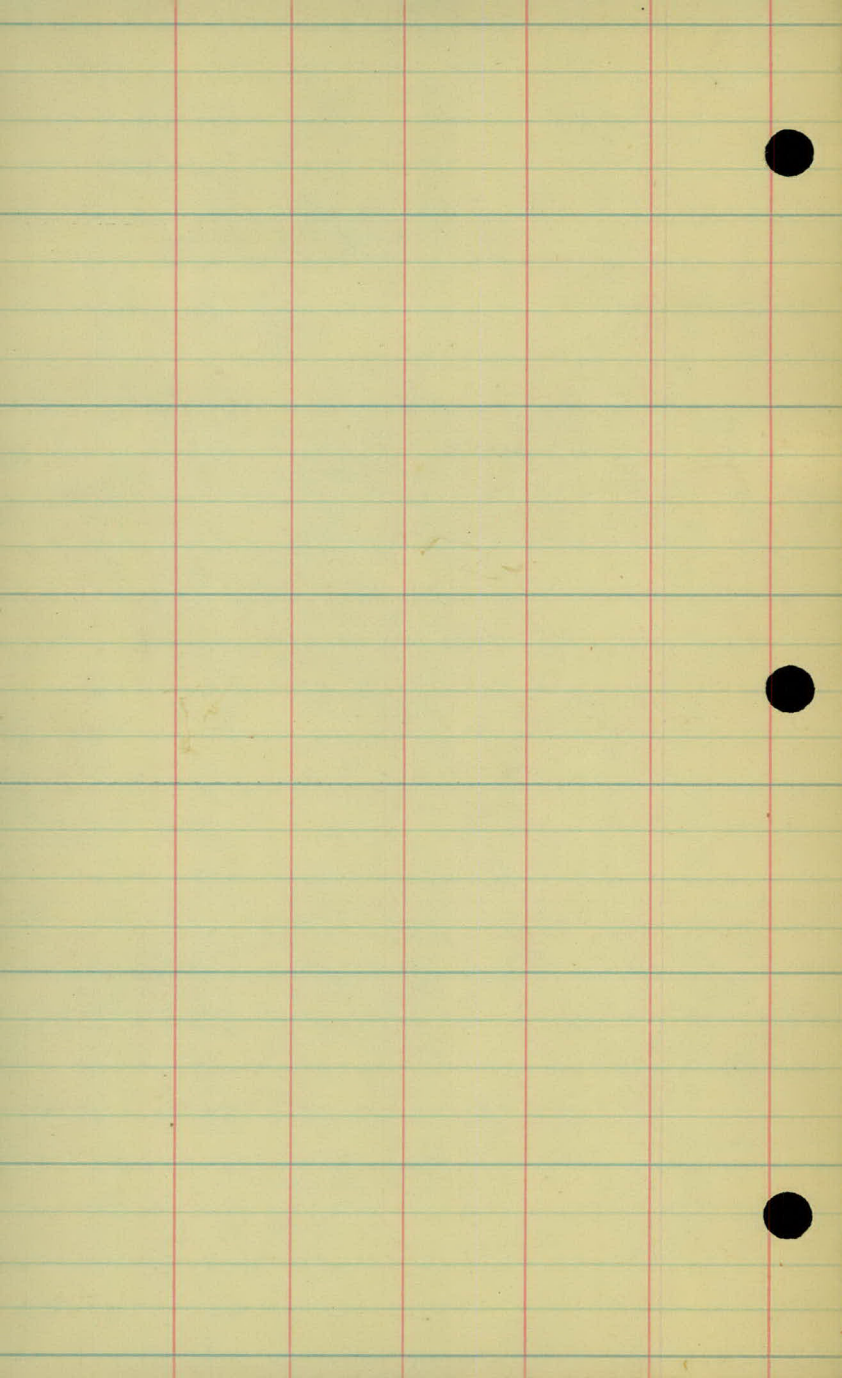
Ir. Road Sign

30.50

D.P.
P.O.

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9
TOPOGRAPHY.

a/c 29

station.

+35- Int. 2 Priv. Road Lt.

4400

3100

2400

1400

0400

E.R. 15'

E.R. 16

10

+66-E.R. 16'
+60-E.R. 18'
+54-E.R. 13'
+50-E.R. 38'
+40-E.R. 40'
+33-E.R. 20'
+25-E.R. 18'
E.R. 18'

+50-E.R. 19'
+26-T.P. 20
E.R. 18

+50-E.R. 18

+50-E.R. 18
+40-T.P. 30

E.R. 14'

E.R. 17'

+50-E.R. 11'

+50-E.R. 15

E.R. 10'

+30-E. 4 1/2'
+12-T.P. 35
+12-B.F. 36
E.R. 12

+50-E.R. 8

+50-E.R. 13'

+26-E.F. 11'

+26-E.F. 12'

E.R. 12

E.R. 11 F. 13'

+80-B.E.R. 13'

+84-T.P. 23'
+81-B.E.R. 12'

+68-Δ F 36

+62-Δ F. 27'

+54-Co. Ir. 21.5g 14'

+44-10" oak 24'

F-35

F-17'

timber

pasture

W.H.C.
G.W.S.
A.L.P.
M.G.
R.E.

Aug

Station.

11+90

10+00

9+00

8+00

7+78.6
Eq. - 7+79.6

7+00

6+00

4+60

18" X 76' C.M.

5+00

+49-T.P. 31'
+35-10" Oak 30'
+02-12" Oak 28'

Meadow

Meadow

+08-T.P. 17'
+76-T.P. 17'
+69-E.G.R. 14'
+61 Δ E.R. 13'

+85-E.G.R. 11'

+50-G.R. 10'

G.R. 9'

G.R. 11'

EQ

+50-G.R. 11'

+42-T.P. 16'

E.R. 11'

+63-F.Line

+50 G.R. 3'

G.R. 9'

+65-End of timber

+50-G.R. 12'

+44-T.P. 17'

E.R. 11'

Timber

+44-T.P. 22'
+40 Δ G.R. 11'

station.

18

17

16

15

14 +60 L Drive 17.

+61 Form Ent Rt.

13

12

G.R. 10'

+80-B. G.R. 10'

8' 10'

G.R. 12'

12

+84-B. G.R. 14'

+50-F. 24'

Timber +20-T. 226
+10-Beg. F. 19

11' 12'

17' 12'

+96-T.P. 221

9' 10'

+54-T.P. 20'

+12-12" oak 22'

Timber

8' 11'

+34-24" Pop. 23'
+24-24" Pop 16'

16'

5' 10'

+21-24" oak 16'
+10-T.P. 18'

Tree or Bush

Meadow

5' 13'

Meadow

+65-Trees

+80-T.P. 70'

Station.

25

24

23

22

21

20

19

F-18'

13

+188-T.P. 18'

+15-Lake Sign 12'

+76-Lake Sign 12'

Brush.

+76-T.P. 21'
HDF-21'

Marsh

+77-G.R. 32'

+36-24' Oak 19'
+78-T.P. 12'

F-19'

+106-E.G.R. 12'
G.R. 11

+157-F. 12'

+38-E.G.R. 14'
+30-E.R. 13'
+14-T.P. 24'

G.R. 10'

Log

+50-G.R. 11'

Timber.

+150-G.R. 9'

G.R. 12'

G.R. 12'

+150-G.R. 12'

+69-T.P. 17'
+69-E.P. 17'
+10-G.R. 10'

G.R. 13'

G.R. 8'

+150-G.R. 10'

+150-G.R. 10'

+38-T.P. 19'
+38-E.F. 19'

Station.

32

+48- (county)
(Rain Gauge) 30' Rt.

+22- 12" x 42' C.M.

31

30

+63- L Fly Drive Rt.

29

28

27

26

196-Elg. Lt. 23'

Pinic
Ground

+14-T.P. 22'
+14-E.G.R. 12'
G.R. 10'

+12-G.R. 20'

+92-E.G.R. 12'

+50-G.R. 11'

G.R. 10'

+50-G.R. 8'

G.R. 11'

+64-B.G.R. 12'

Scattered Trees

+50-G.R. 10'
+48-Fl. 10'

G.R. 12'

+68-T.P. 20'

+50-G.R. 14'

G.R. 10'

+73-A.G.R. 12'
+68-T.P. 22'
+64-B.G.R. 18'
+50-E.G.R. 11'

G.R. 10'

+58-B.G.R. 11'
+45-T.P. 16'

Lake Shore

Timber Brush

Timber Brush

+18-T.P. 16'

E.F. - 15'

station.

39

38

37

36

+71 L Drive Rt.

+05. L Drive Rt.

35

34

33

G.R. 11'

G.R. 10' 15'

+156-F. cor. 16'

G.R. 11'

+175-T.P. 16'

G.R. 9'

+181-A.G.R. 10'
+174-B.G.R. 12'

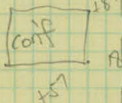
+135-B.G.R. 11'

+112-T.P. 16'

Timber

+169-12" oak 13'

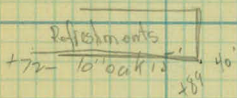
+157-18"



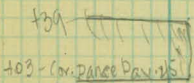
Lake Cottages

+48-Elec Lt. 16'

+40-co. Rd. sign 12'
(slow)



+172-10" oak 15'



+191-6" W. oak 15'

Scattered Trees

+153-M. Bk. 18'
+135-E. curb 17'
+120-Eas tower 24'
+114-cone. Curb 30'

+190-E.P. 20'
+175-T.P. 21'

Picnic Grounds

+178-Elec. Lt. 22'

+116-T.P. 25'

Station-

+L/8 - v r Rt.

+41 - Priv Drive Lt.

46

45 +00 Priv. Drive Rt

44

43

+22 L Drive Lt.

42

41

40

F-15'

F-17

16

F-16'

F-16'

+72-24" Oak 15'

+84-P.P. 15'

+45-Co. Curv 8' 14'

F-18'

6' 11'

+38-P.P. 16'

F-21'

9' 9'

F-22'

+78-F. Cor. 23'

+91-F. Cor. 22'

F-23'

10' 8'

+89-P.P. 15'

12" X 16" C.M.

10' 8'

F-18'

+84-F.E.R. 12'
+76-Δ E.R. 11'

+38-P.P. 14'

+29-E.F. 15'

F-15'

+77-F-15'

+73-E.G.R. 9'

Timber.

Timber

Station-

162- 30" X 50' C.M.

50

49

48+35

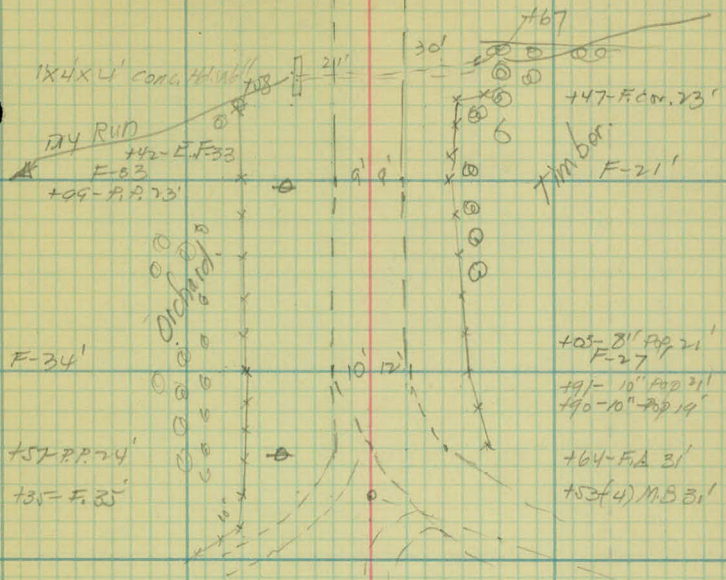
49

+35

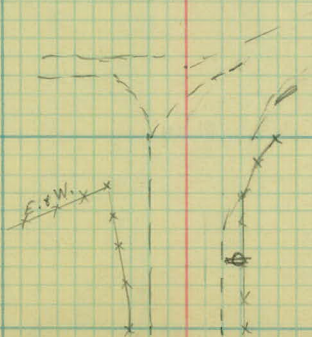
R.I.

48

47



+77-F. cor. 21'



F-25'

+70-A.F. 17'

+31-P.P.14'

57

56

55

+60. F. Ent. Lt.

54

53

52

51

+29-R.P. 21'

F 39'

Pasture.

+98-F. Cor. 36'

+73-R.P. 21'

+68-M. BX. 16'

+75-R.P. 22'

Farm Yard

12" X 16" CM

+12-Curve Sign 12'

+92-P.P. 22'

Timber

Pow Brushy Trees

+43-R.P. 23'

Cultv.

Pow Brushy Trees

Open Area

Timber.

Timber

station.

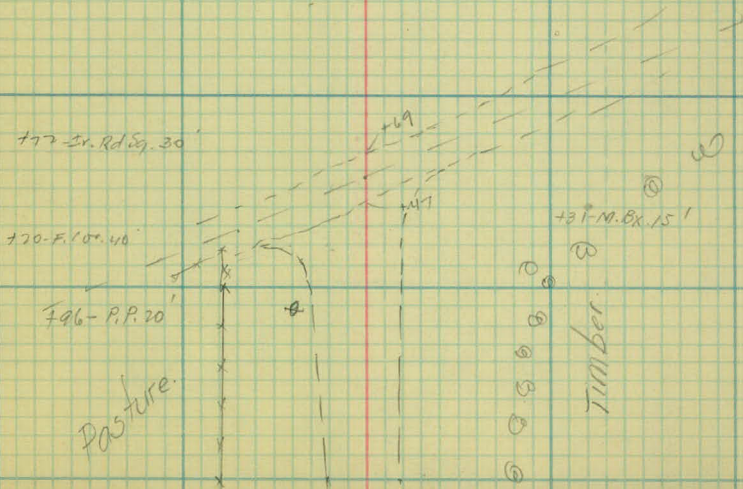
156.50 L Hodgson Road.

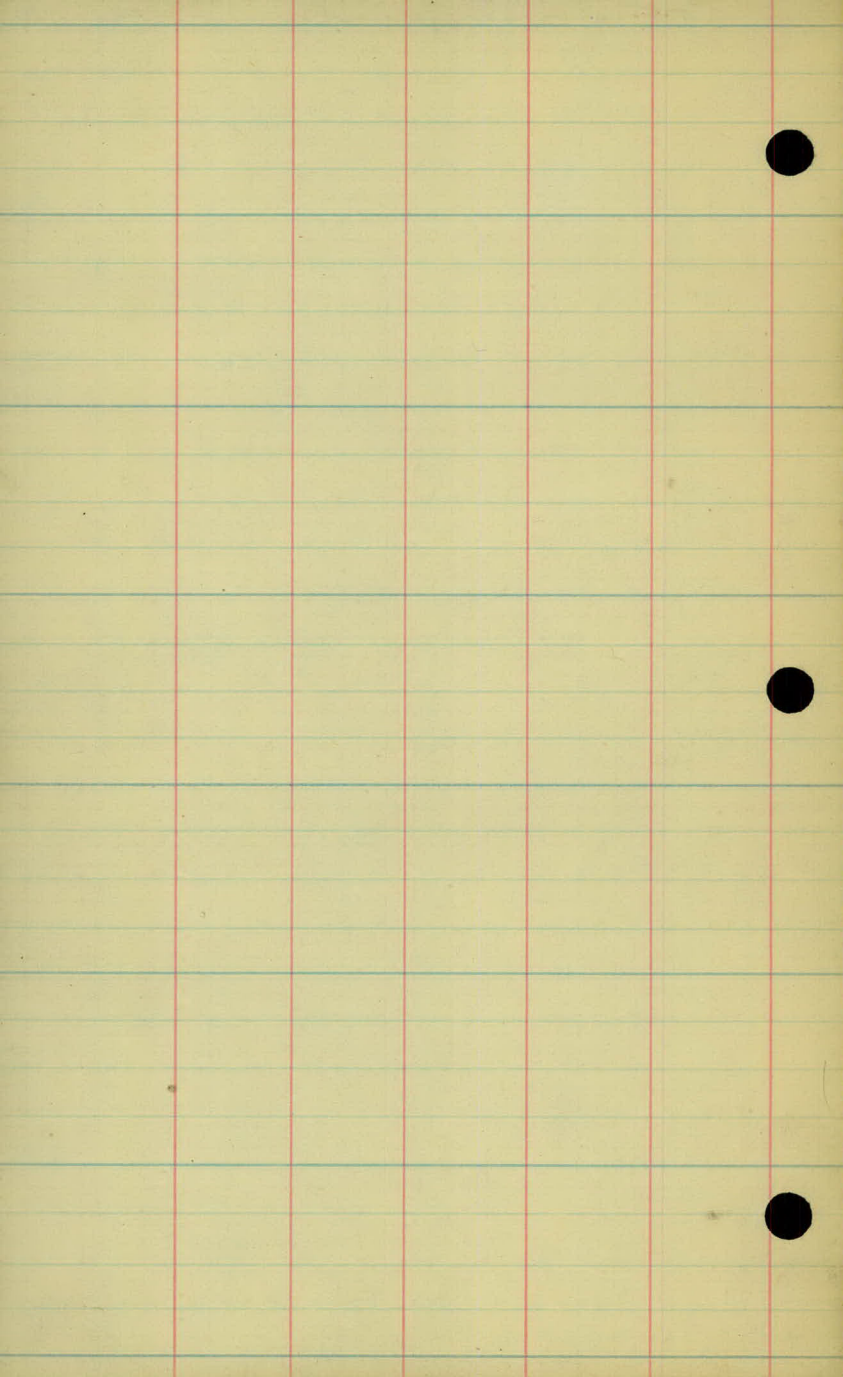
59

58

W.H.C.
G.W.S.
A.L.P.
M.B.
R.B.

Aug 6, 1925





SNAIL LAKE BOULEVARD

20

T49.21

T6.61 EP

T.63.16

HODGSON

T.44.4

T.35.22 86.4 T.
59.43 T.

T.59.41

53.88 T.

BOULEVARD

LAKE

53.46

T.96.68

0.86 EP

37.3 T.

SNAIL

23 66.82 T.

T.12.15

T.44.5

T.34.67

21.67

T.33.33

T.65.55

T.37.96

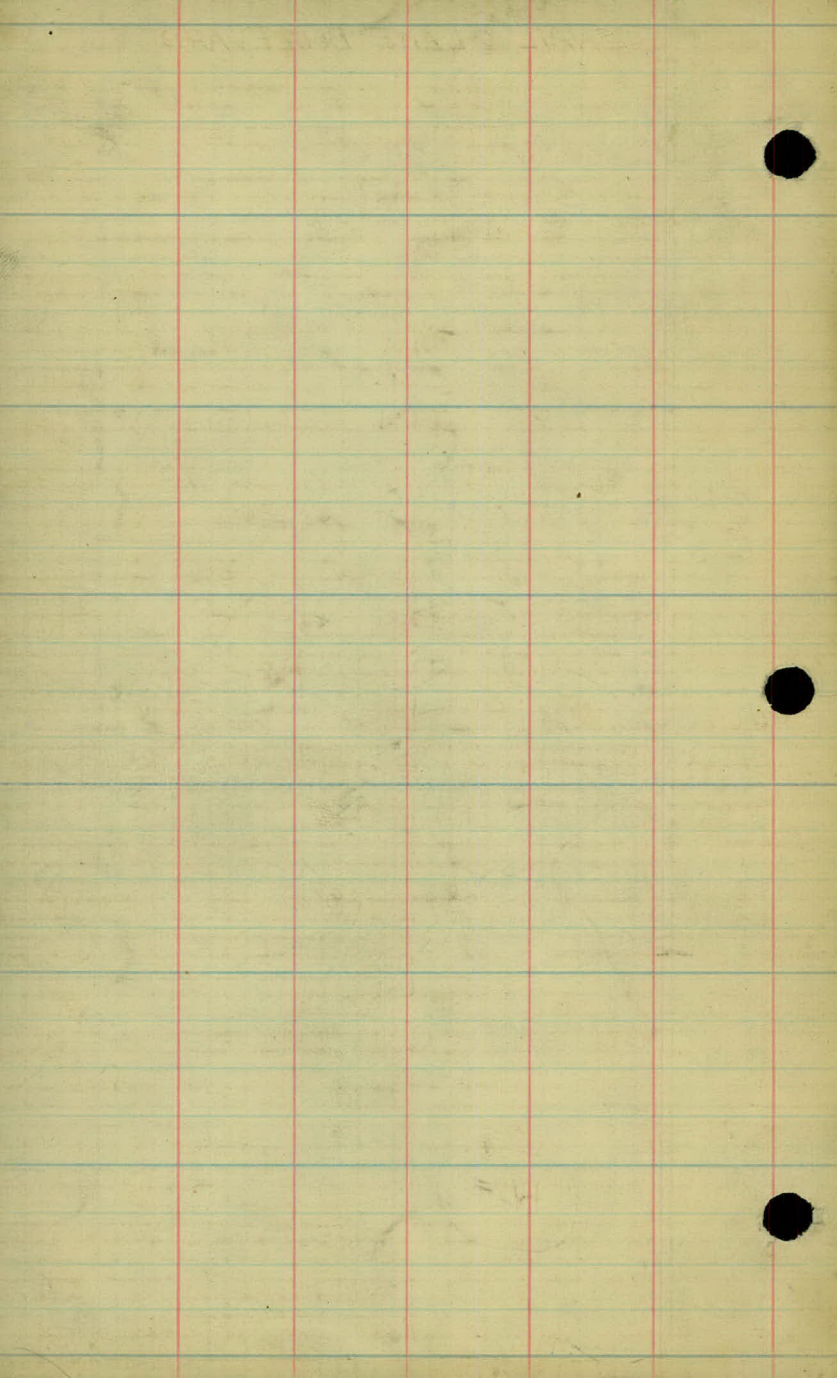
SNAIL LAKE

T.32.93

T.33.94

HL#

1 2



LATITUDE & DEPARTURE CHART.

Proj. No. 74 From Co. Rd. "F" To Hodgson Rd.

Sta.	Dist.	Deflection		Course	Latitude		Departure		Totals	
		L.	R.		+ N	- S	+ E	- W	Latitude	Departure
(PC.) 0+00										
	127.72			S. 89° 44' E.		0.59	127.72			
1+27.72	292.75	29° 54'		N. 60° 22' E.	144.75		254.46		- 0.59	127.72
4+14.20	278.94		32° 00'	S. 87° 38' E.		11.52	278.70		144.16	382.18
6+88	473.03	5° 30'		N. 86° 52' E.	25.86		472.33		132.64	660.88
11+59.9	782.19	29° 05'		N. 57° 47' E.	417.00		661.76		158.50	1133.21
19+36.97	411.90	55° 26'		N. 2° 21' E.	411.55		16.89		575.50	1794.97
23+22.3	451.41		41° 08'	N. 43° 29' E.	327.53		310.63		987.05	1811.86
27+63.3	270.46	3° 22'		N. 40° 07' E.	206.83		174.27		1314.58	2122.49
30+33.7	229.25	47° 06'		N. 6° 59' W.	227.55			27.87	1521.41	2296.76
32+49.6	387.12		25° 13'	N. 18° 14' E.	367.68		121.13		1748.96	2268.89
36+34	1201.03	2° 41'		N. 15° 33' E.	1157.07		321.97		2116.64	2390.02
48+35	1121.50	75° 45'		S. 88° 42' E.		25.45	1121.21		3273.71	2711.99
(End) 59+56.5									3248.26	3833.20

4-14-1928
H. J. Goldberg