

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

Edgerton St. & Centerville Rd.

From Co. Rd "A" To N. Co. Line.

Road Acc't. No. 2

Date Filed.....

File.....

Combined Topographic & Alignment Notes

Sta. 0+00 To 207+61.42

Topographic Survey

County Road #2

Started 5-25-39

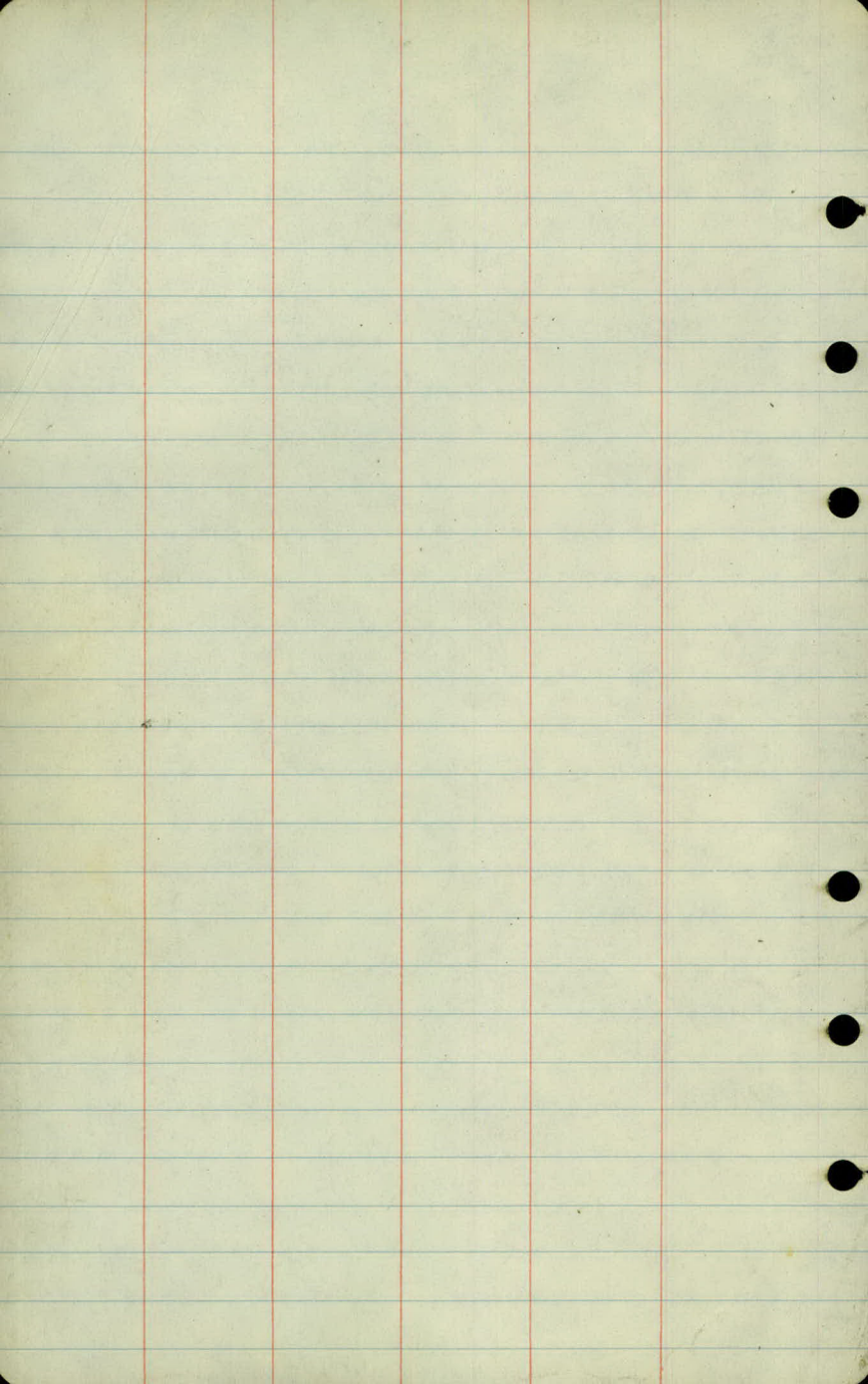
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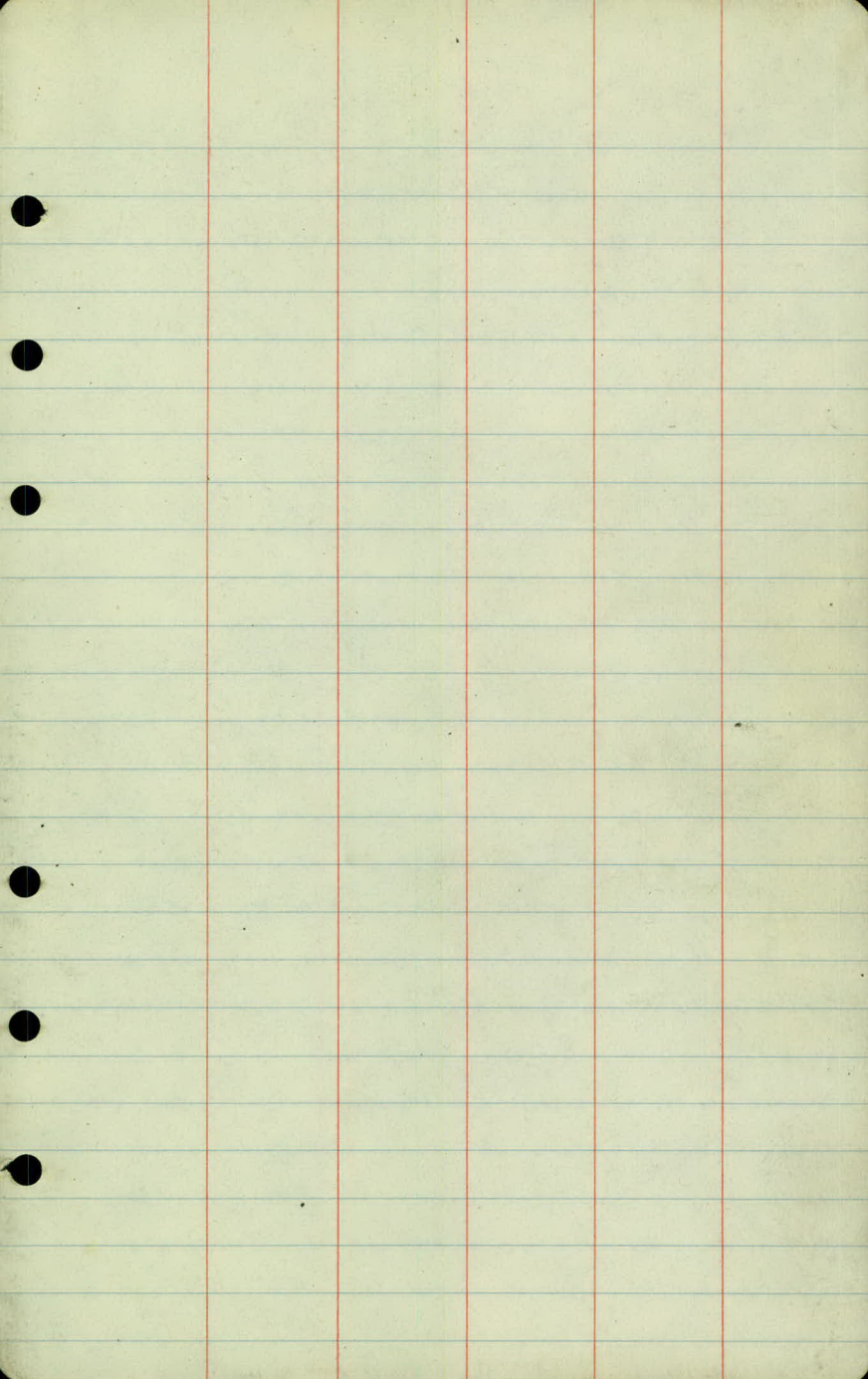
Church

Gaetke

Brown

Survey Completed 7-17-39





1
Sta.

Ang Lft. Ang Rt ^{Calc.}
Bearing

Assumed North

0700

Mont.

18' Gravel Road

Center
Hydrant A

Guard Rail 2"x8" Rails 2

CONG. PARLEMENT,
EDGEMONT ST.

Platted

10' Dirt Drive.

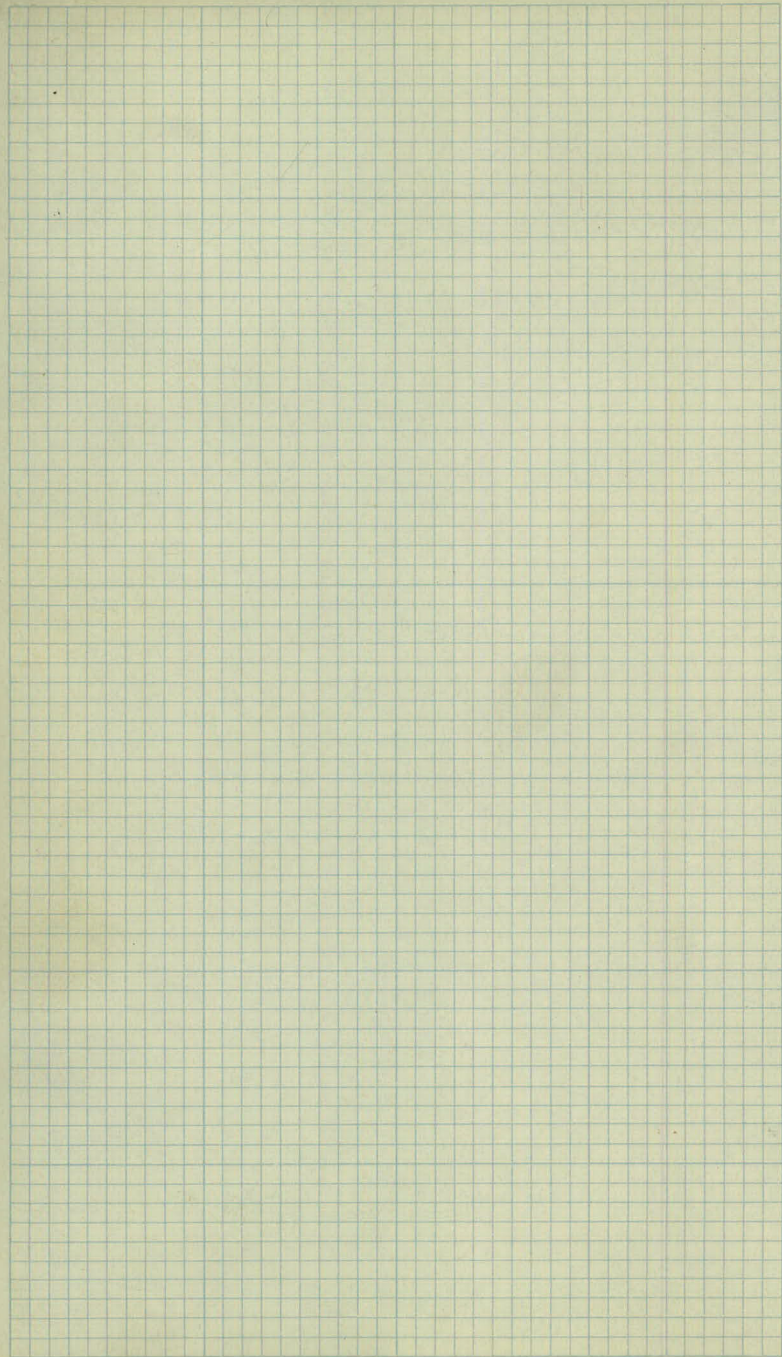
10' Dirt Drive

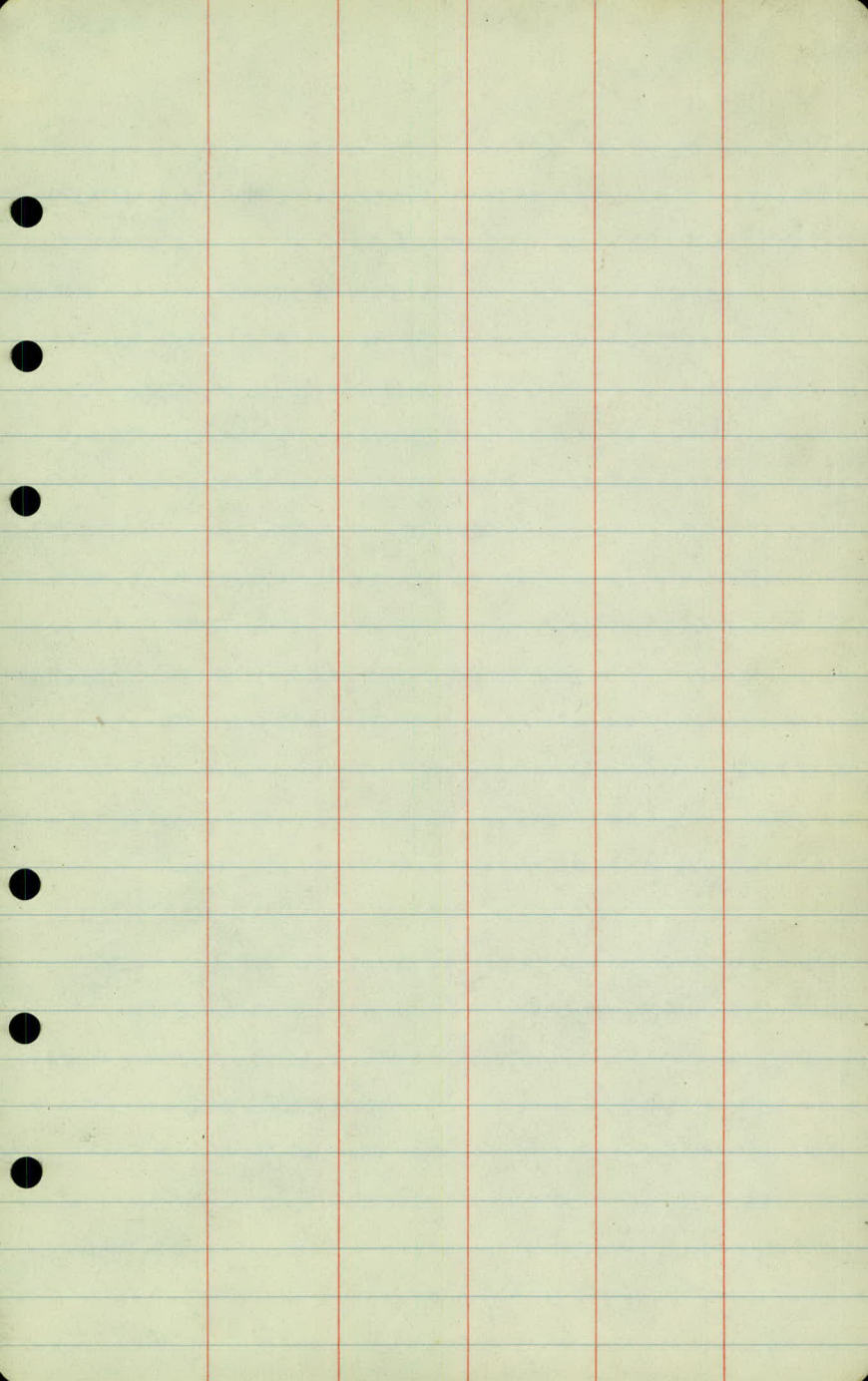
Conc. Pav.

S. Line Sec. 17-29-22

Larpenstein

Nail in Ret. Wall





2

Sta. Ang. Lft. Ang. Rt. Calc. Bear.

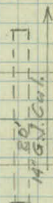
Assumed Due North

10' Dirt Drive

5+10

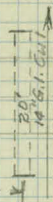
4+81

10' Dirt Drive



3+51

10' Dirt Drive



Cross Rd. Sign

3+28.7

19.3

21'

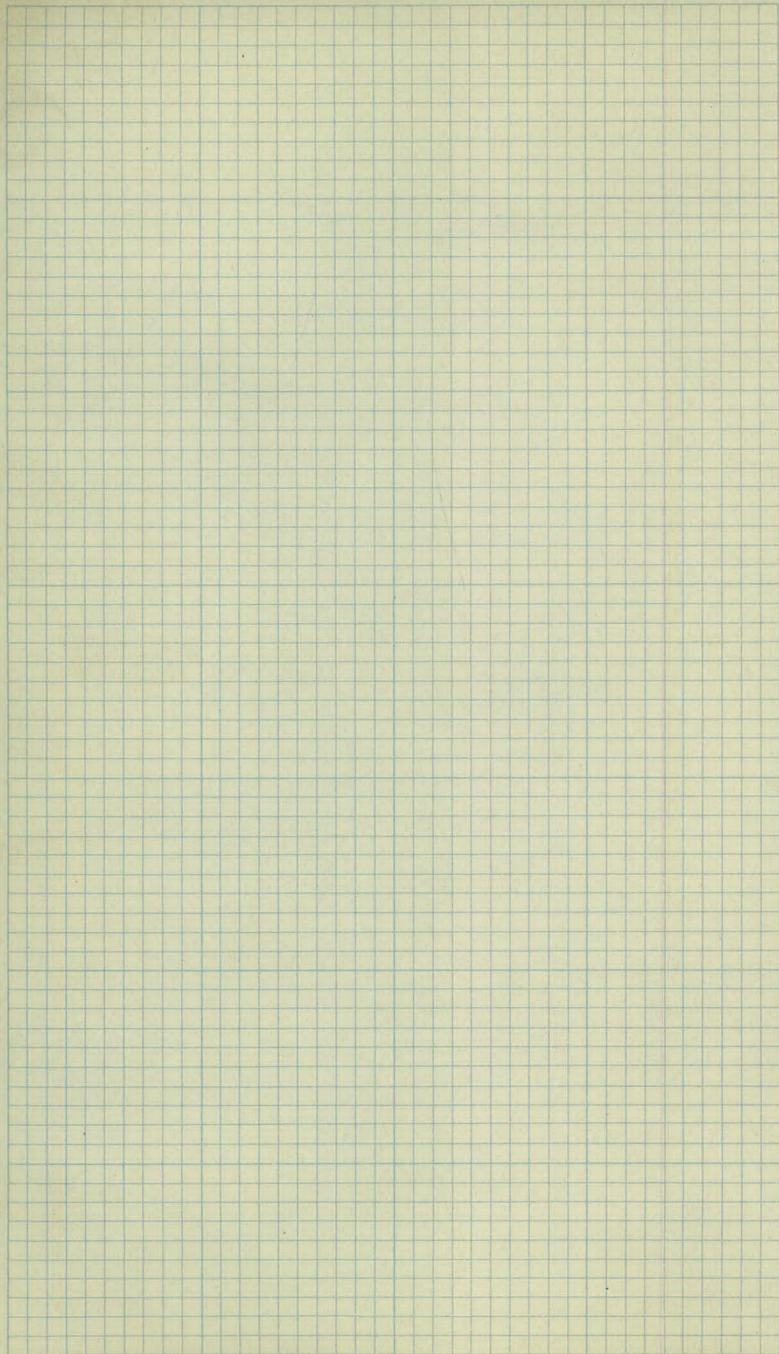
10' Dirt Drive

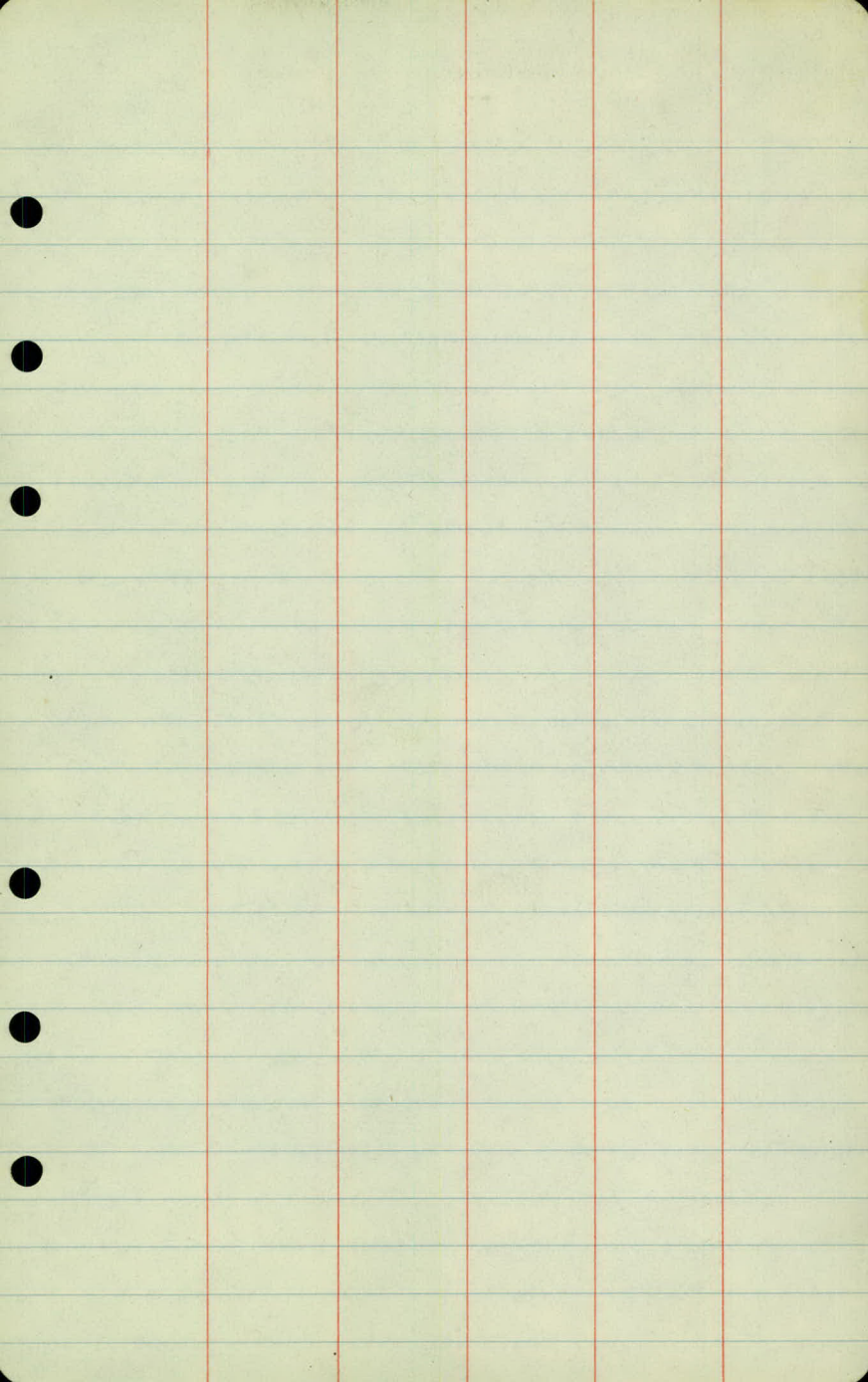
3+18

30' Wide
Par.
John

10' Dirt Drive

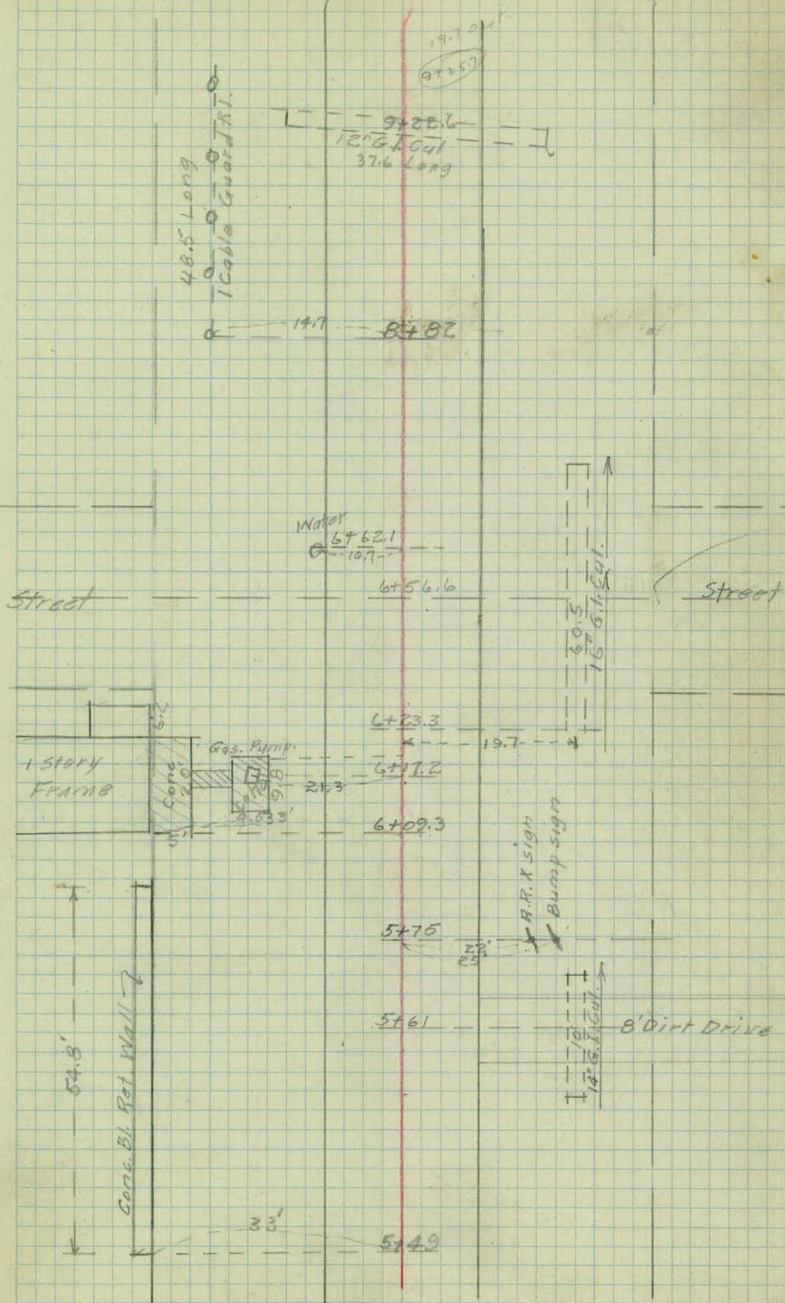
2+69

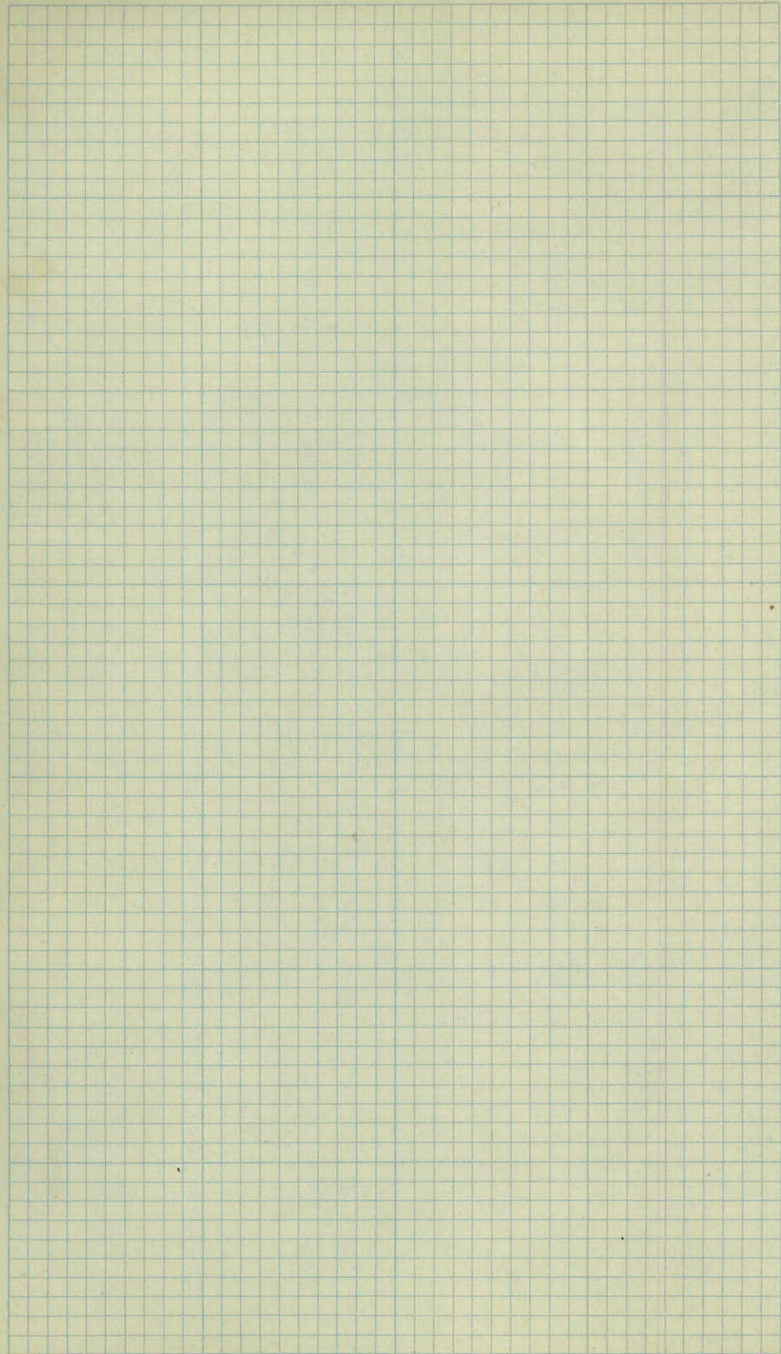


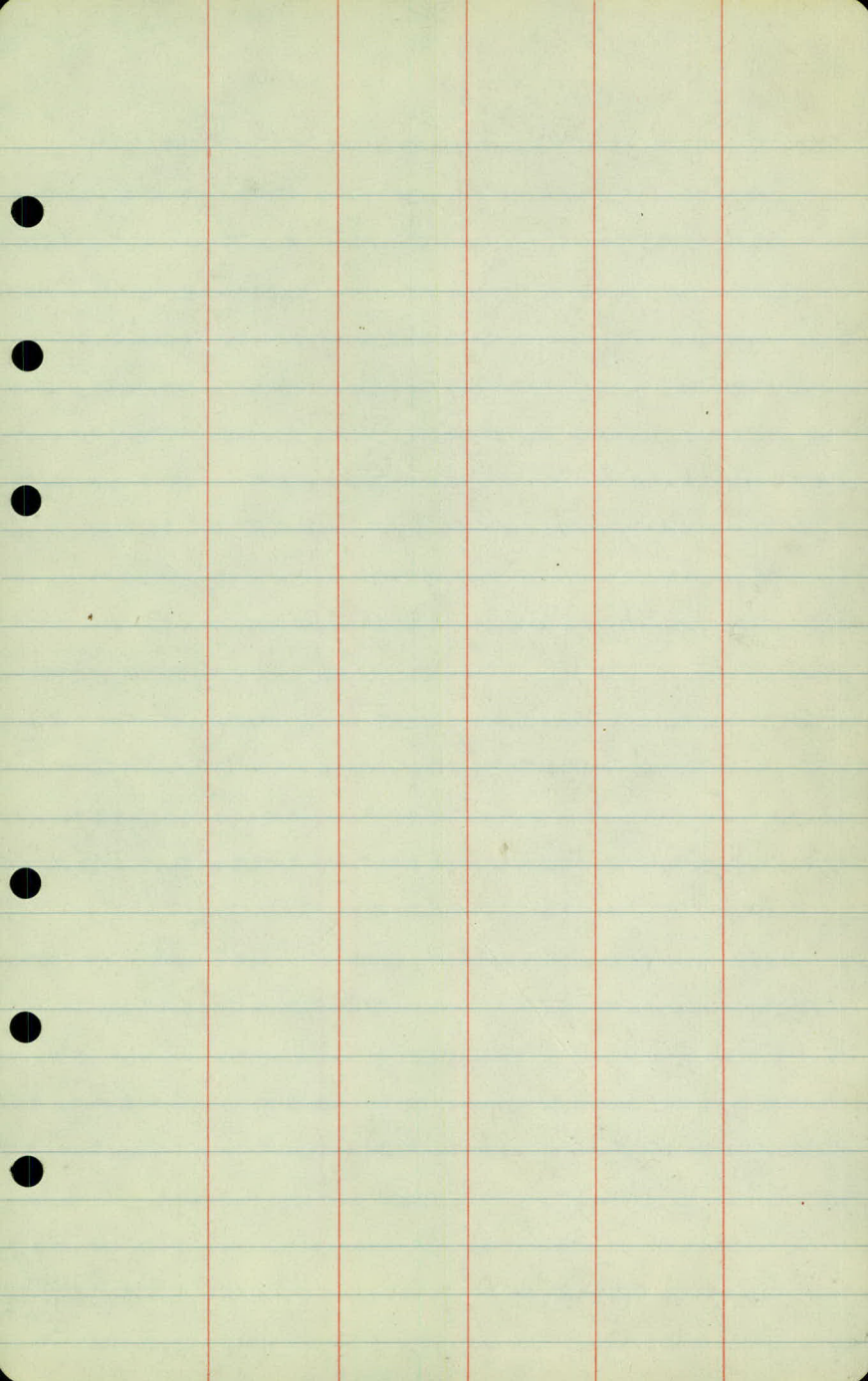


Sta. Ang. Lft. Ang. Pt. Calc. Brg.

Assumed North







4

Sta.	Ang. Lft.	Ang. Rt.	Calc. Brg.
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Assumed North

9+65.2	P.O.T.	Intersection	500 Line
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Wood Guard Rail
2x8s

15.7 11+87

11+84

CONC
WALK

Hyd

①

16.2

11+53

0-33

WATER
SHUTOFF

11+46

CONC CURB

10' DIRT DRIVE

11+02.5

R.R. Cross. Sign

10+85

10+67

18.5

19.4

10' DIRT DRIVE

10+37

20.4

10+33

33.5

9+83

10' DRIVE
Crushed Rock
Tap To Curve

4.5' CONC WALK

17' 3" STEEL TIE CUT

9+65.8

9+57

9+44

9+35.7

9+22.6

12' GULF CUT
37.6' LONG

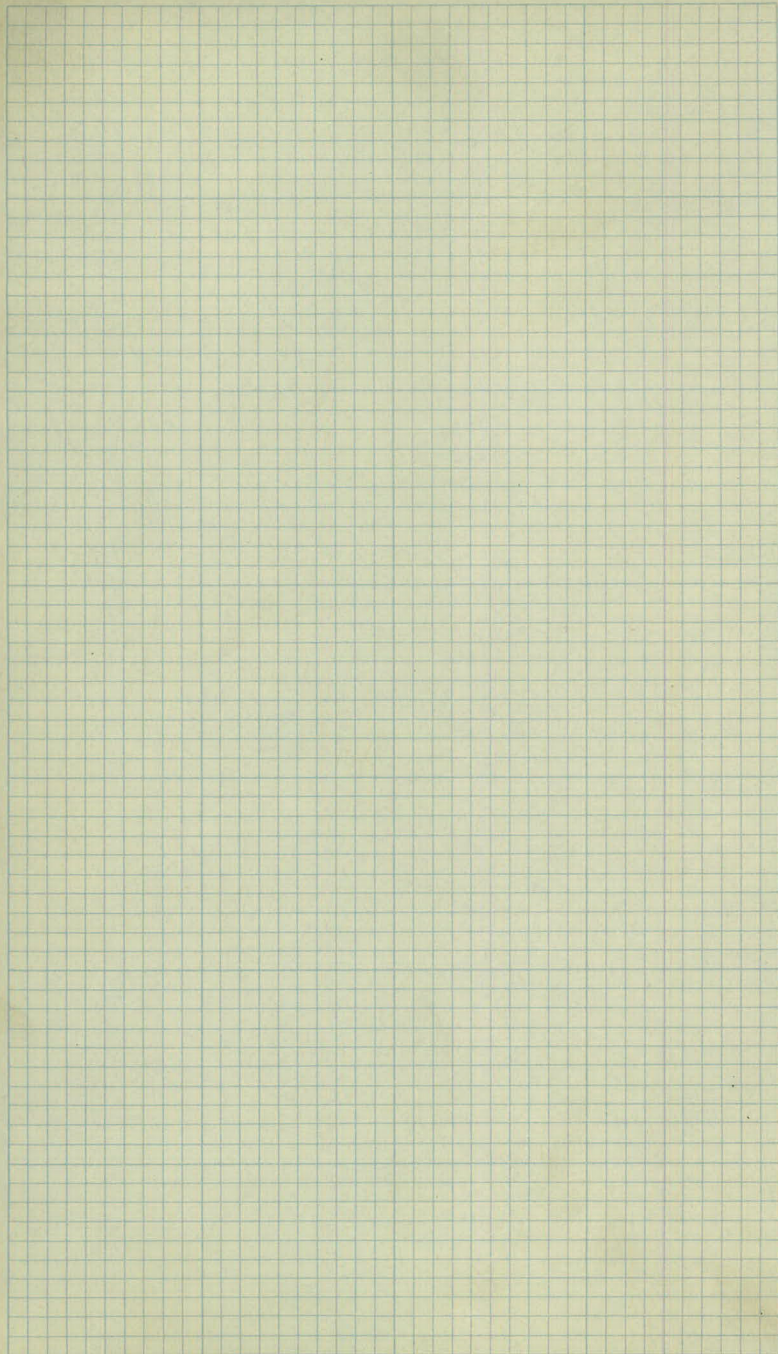
Automatic
Signal

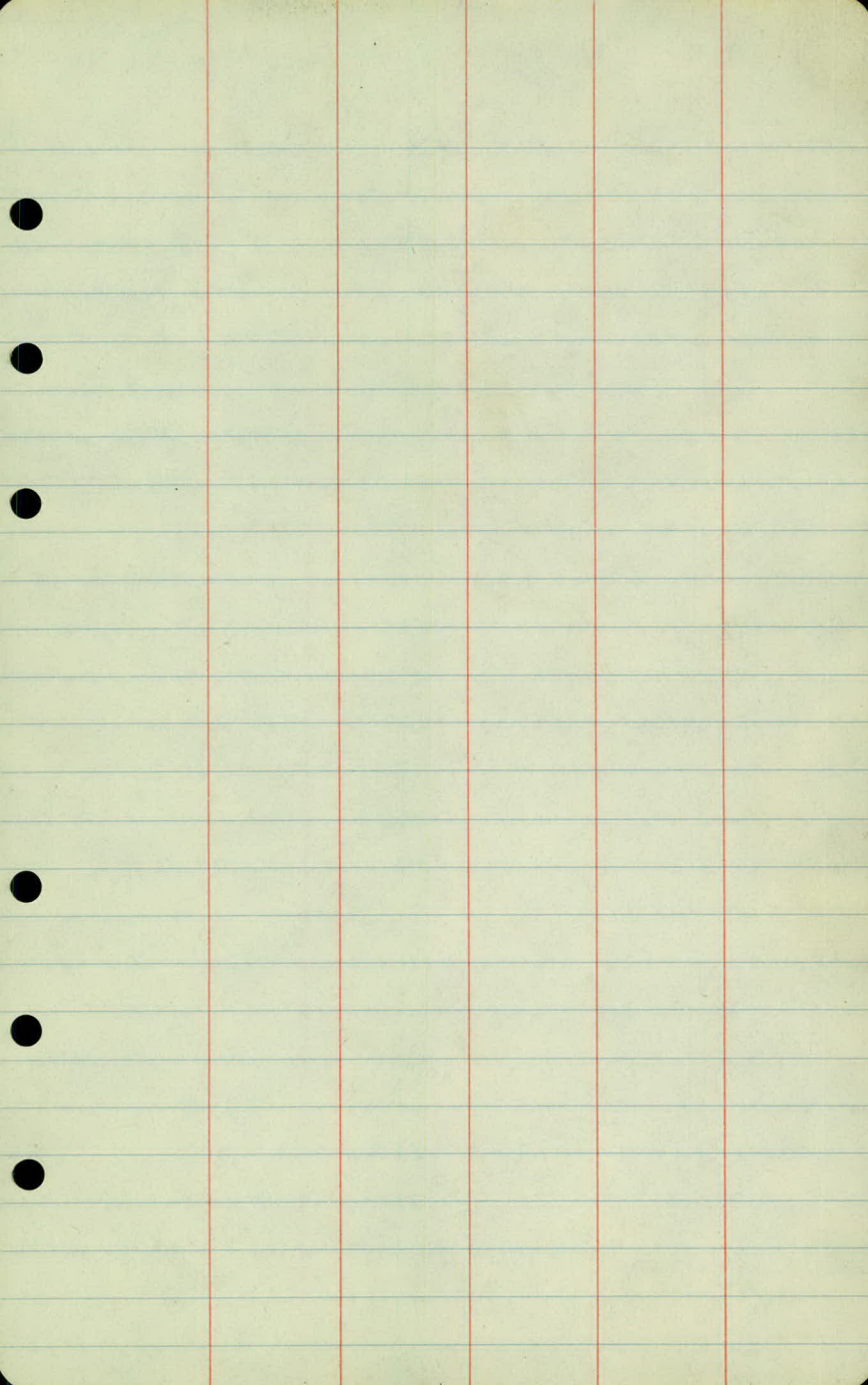
17.5

25.5

18' GULF CUT
120' 12'

FORREST CEMETARY





5.

Sta

Ang. Lft. Ang. Rt. Calc. Brg.

Assumed North

13+10 Approx. ∇ Cross St.

Pond

12 G.I. Pipe
16.5 Long
5 cupper

asphalt
apron

16+04

15+91

Riprap
Apron

Pierap Gutter
5 inches top

G.I. Covered
Spillway

Pond

Guard Rail
Wood

Private Road

R.R. Crossing
Bump Signs

14+18

14+04

15.5

14+75

19.6

34.0

End Walk

13+86

13+69

18.4

19.6

End Curb

Guard Rail

Street

13+101

Guard Rail

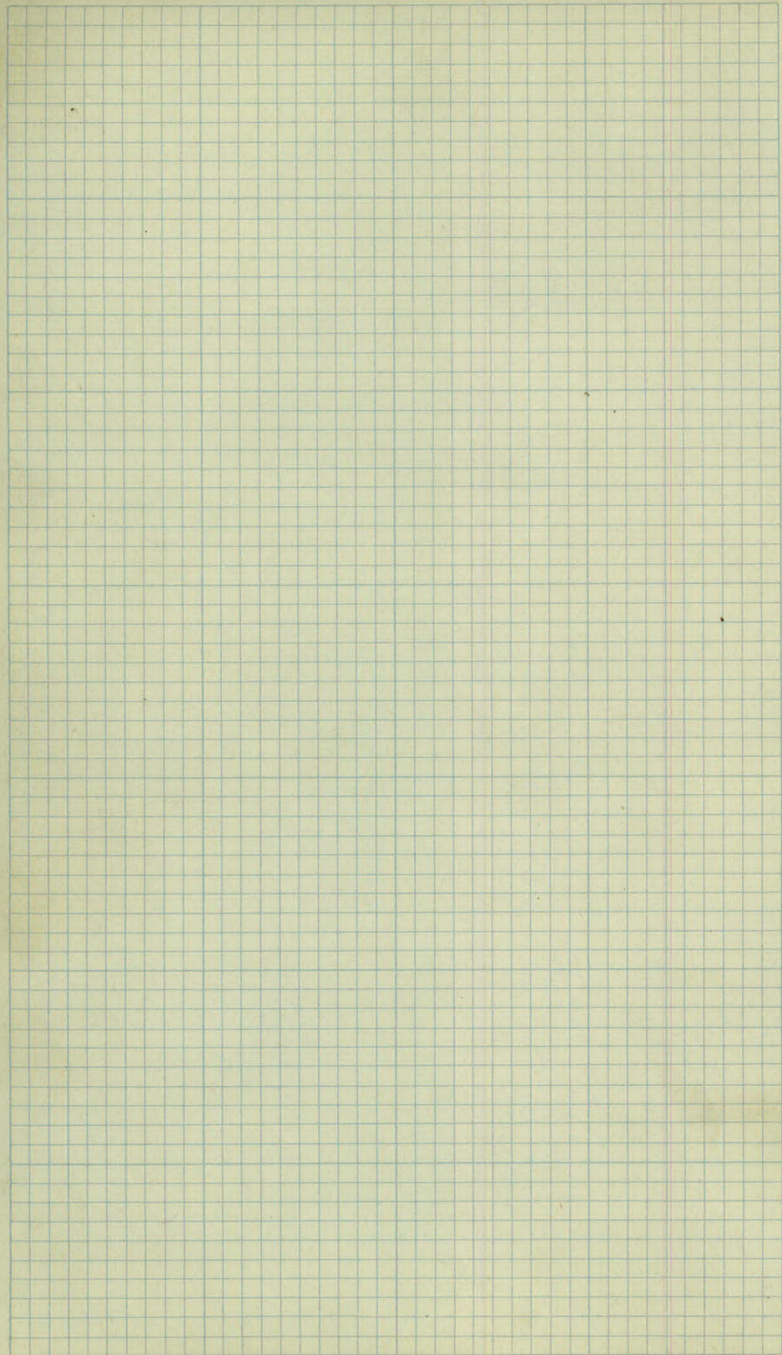
Conc. Curb

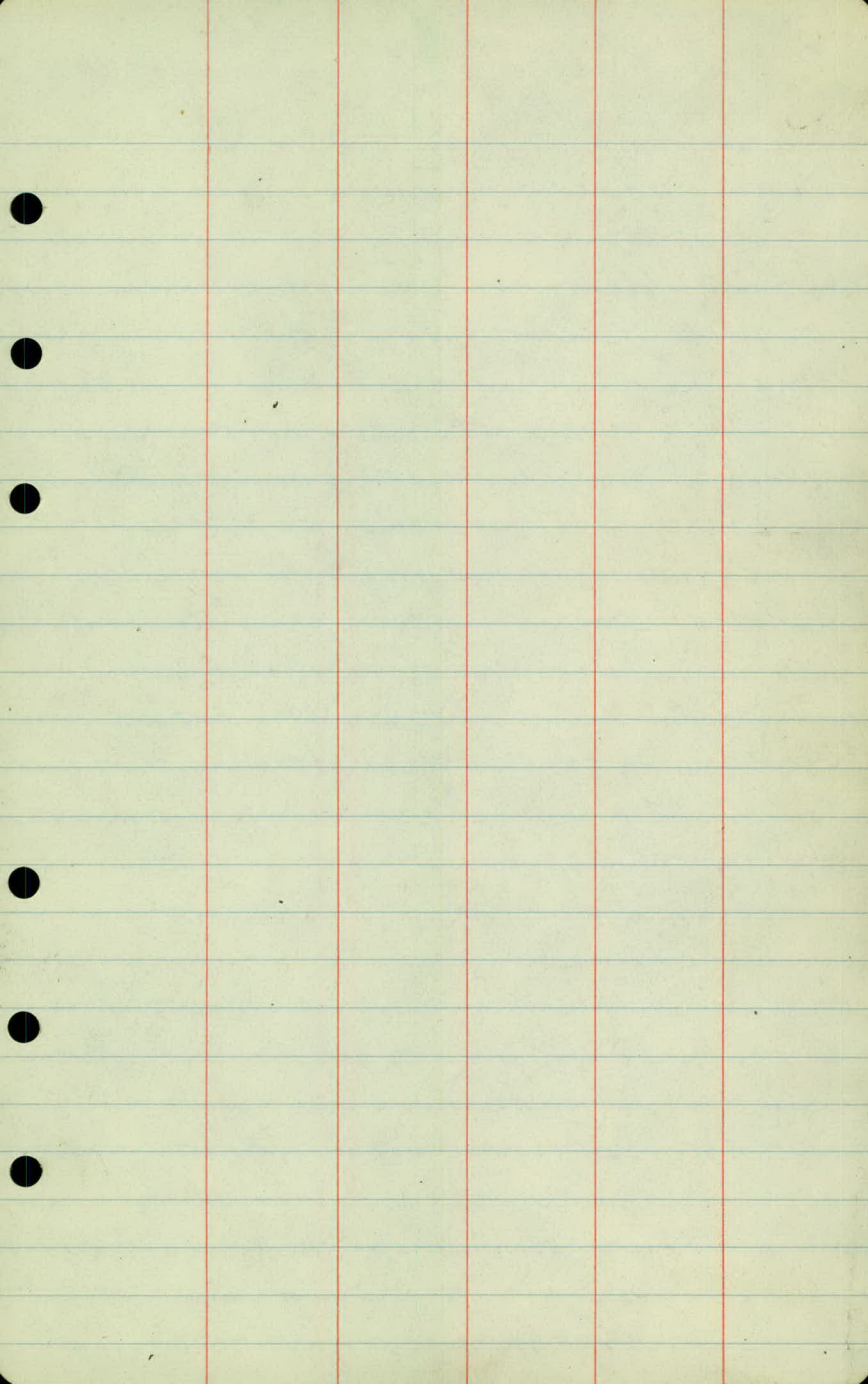
Conc. Walk

18' Cinder Driv

10' G.I. Cul.

13.3





6

Sta.

26+27.84 (True Intersection E & W $\frac{1}{4}$ Line)

Edgerton
School

27+08

concr. Steps
4.5' wide

concr. Steps
5' wide

G.P.
O

1/4 Line
Black Top

P.P.

26+62

26+45

42.12
M.H.
18" G.I. Cul.

Co. Rd. A2

31.10

27.10

Black Top

Riprap
4' Across
Top

26+10

26+02

25+97

12" G.I. Cul.

Co. Rd. Sign
A2

G.P.
O

Dirt Drive
18" G.I. Cul.
20' Long

25+19

90° 16'

21.4

Cross Road.
School Sign

23+36

22.5

End Guard R.I.
15'

Guard Rail

Riprap Gutter
4' Across
Top

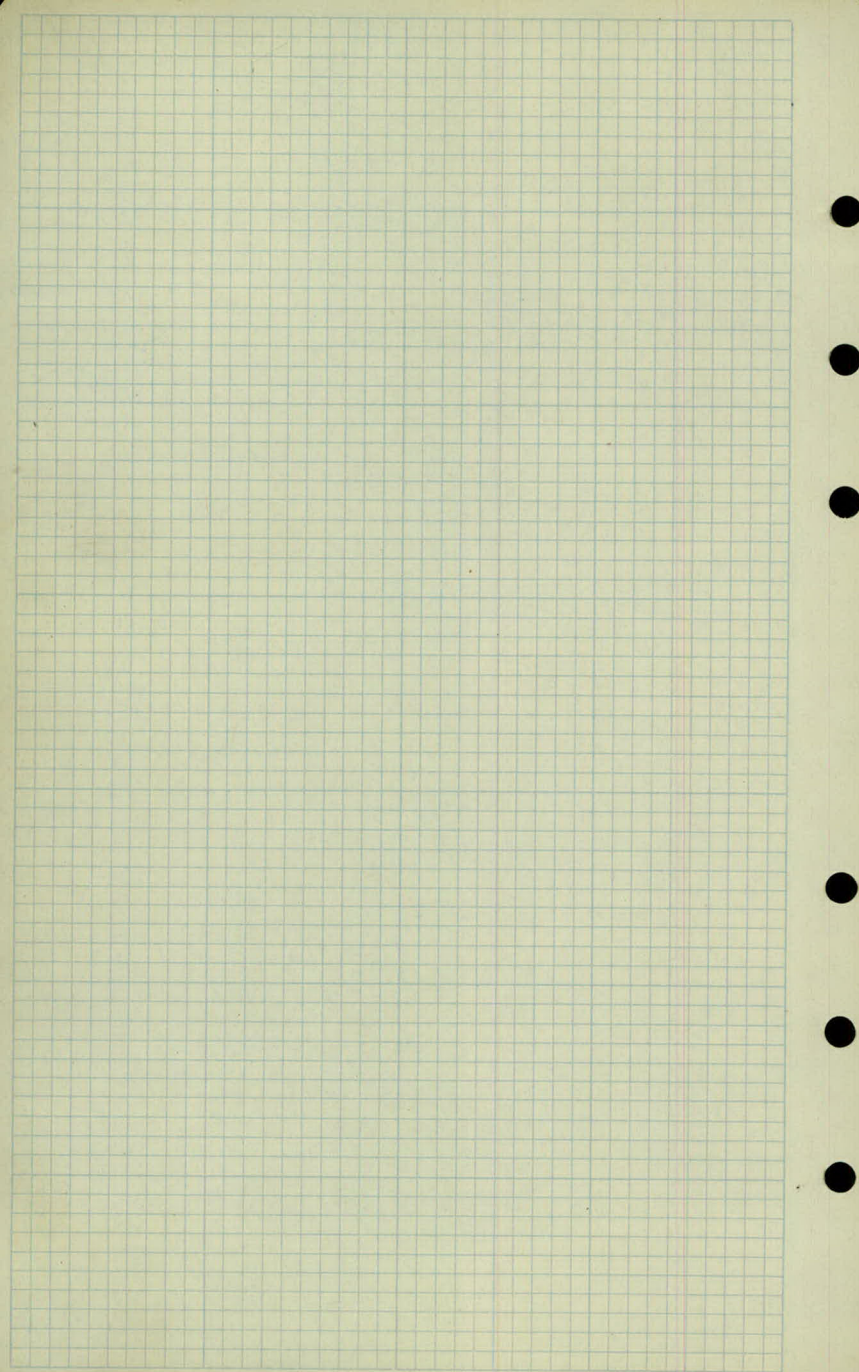
19+89

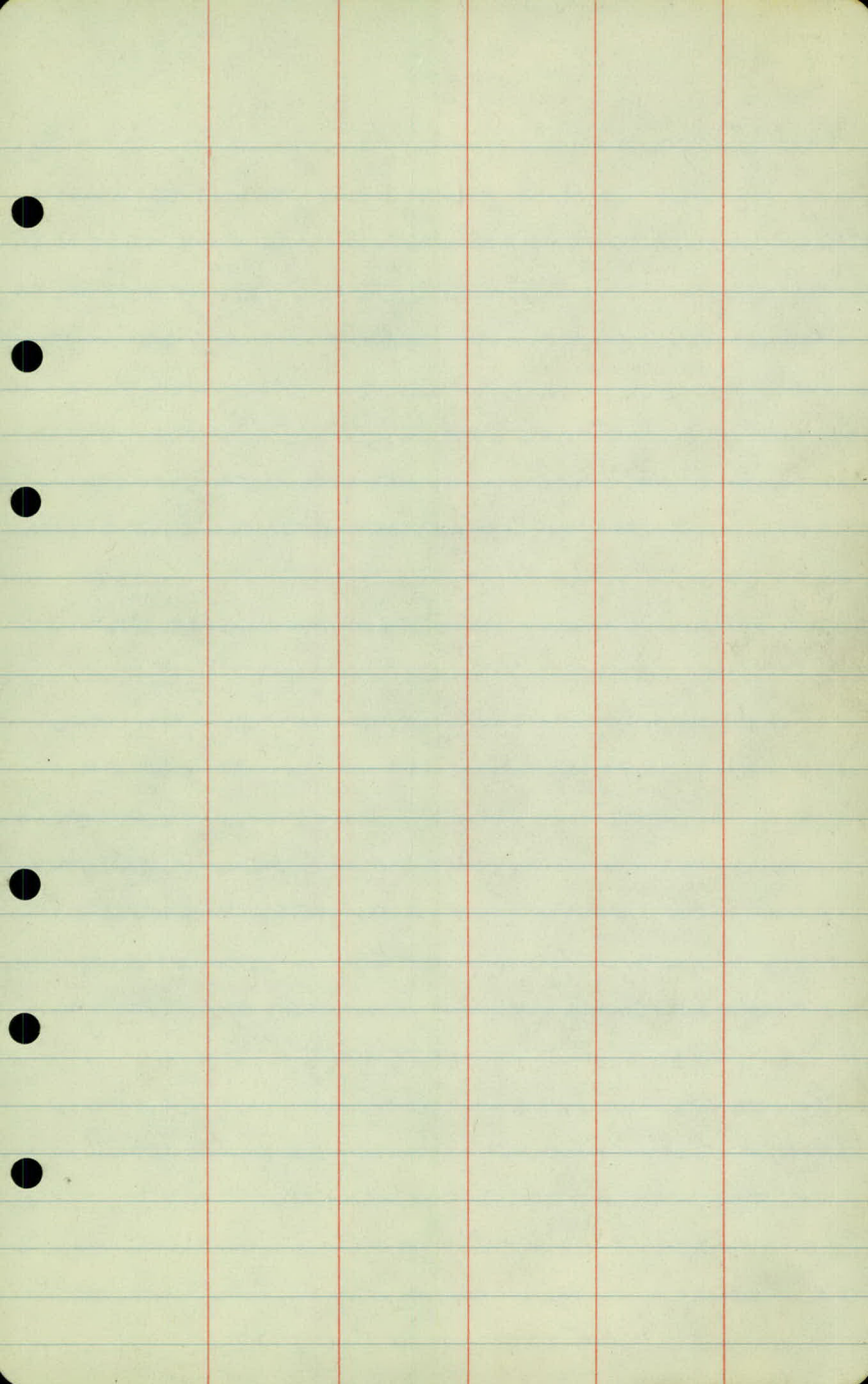
12.5

M.H.
15" T.S.T. 4"

18+96

15' Cinder Drive

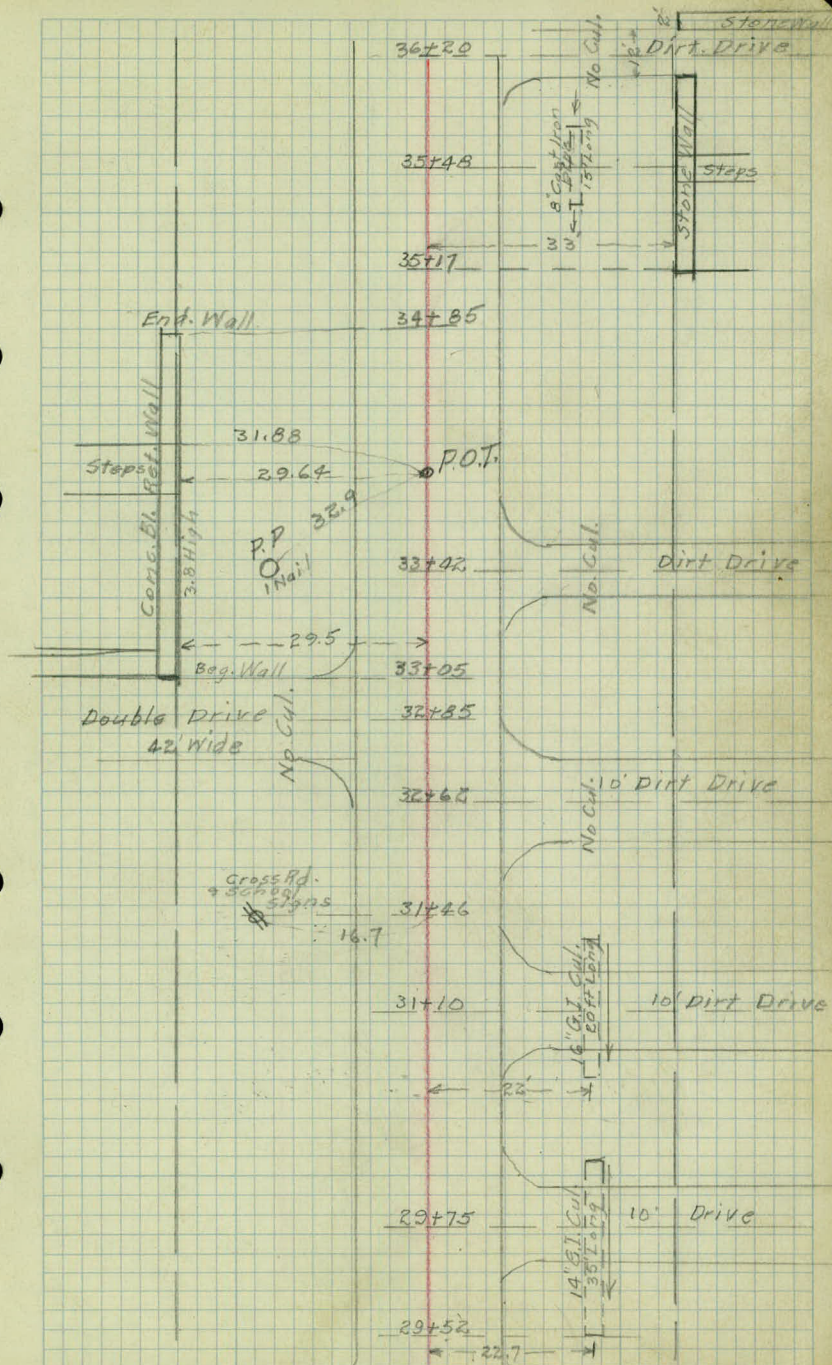


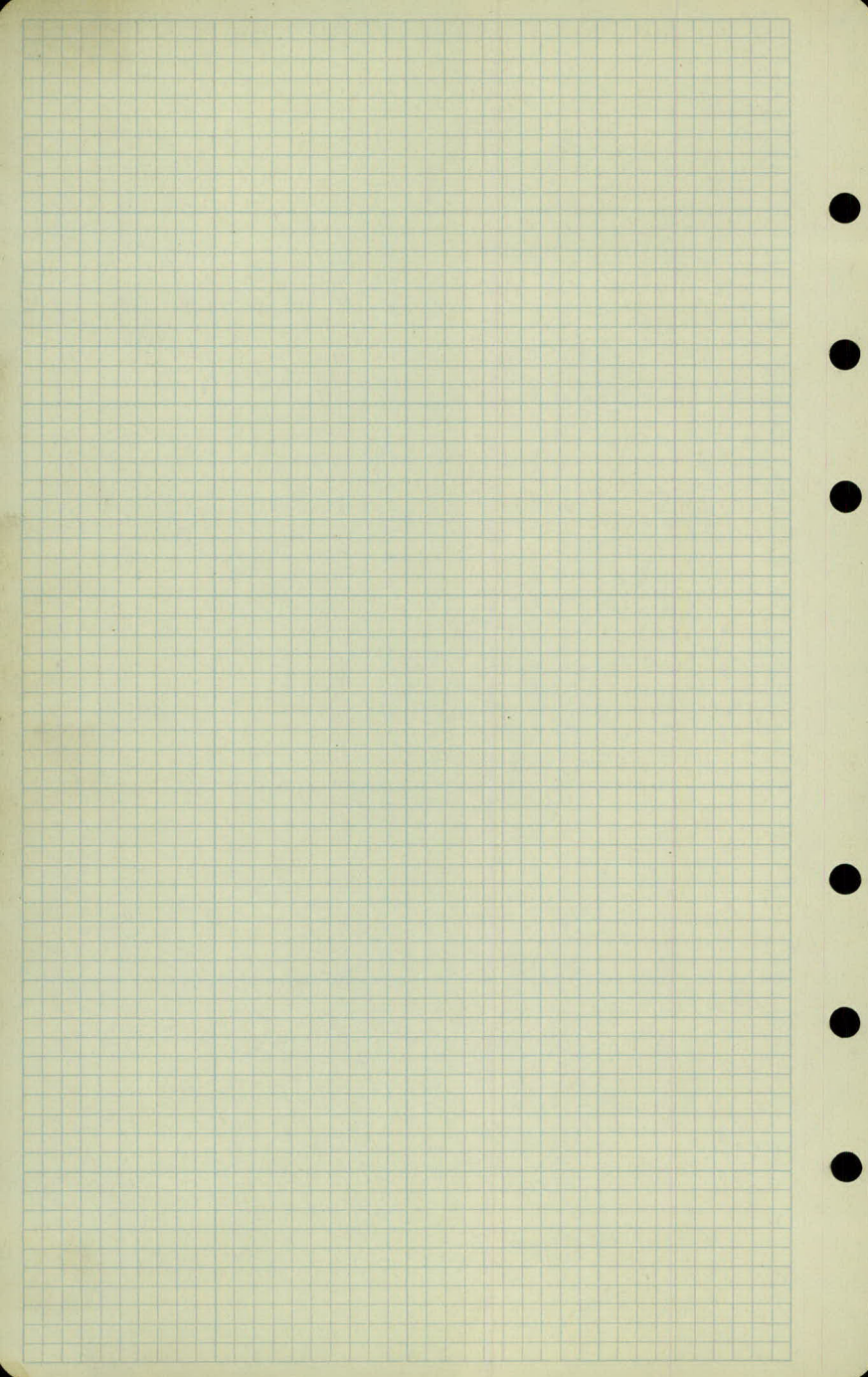


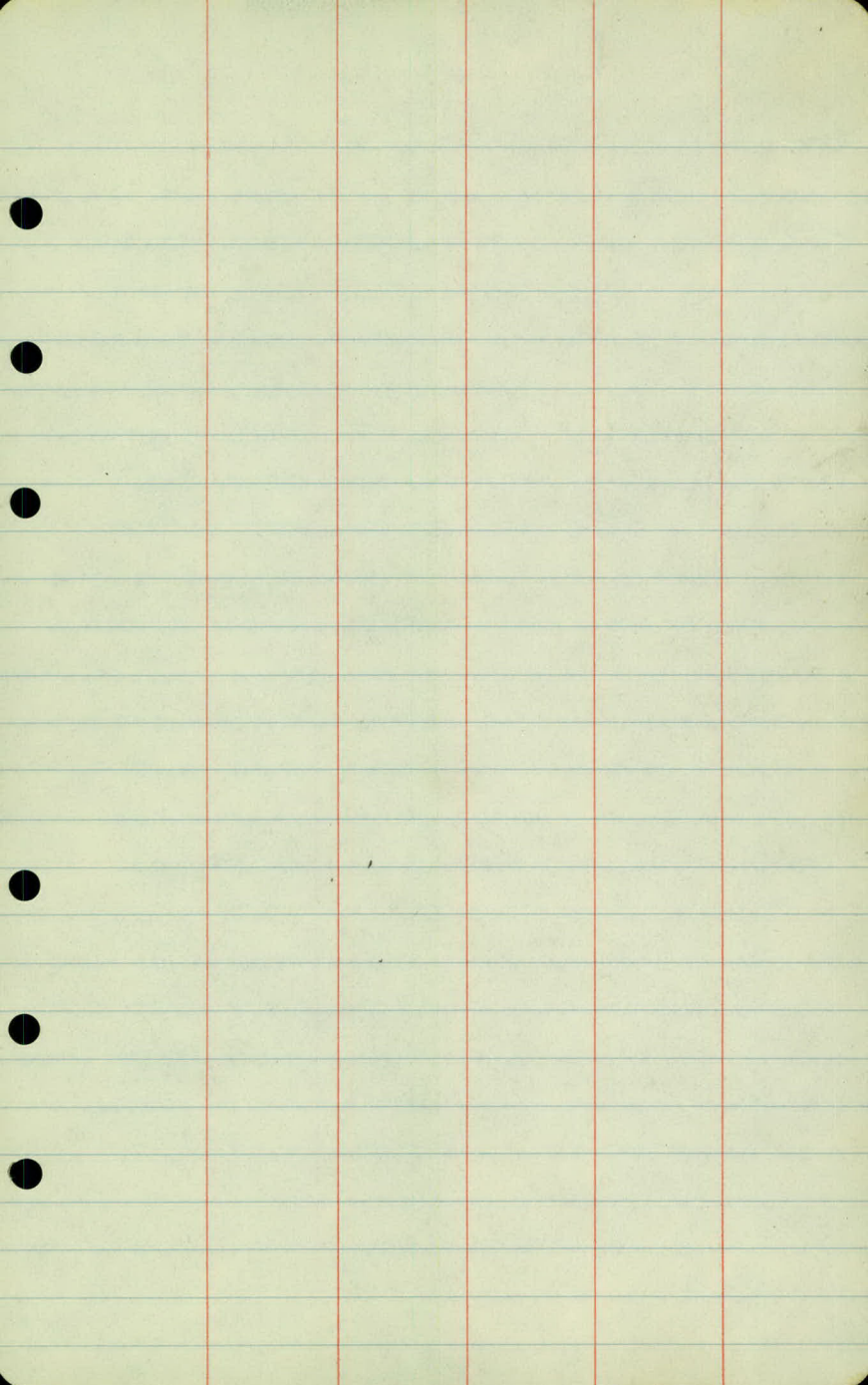
7

Sta.

34+08.87 P.O.T.

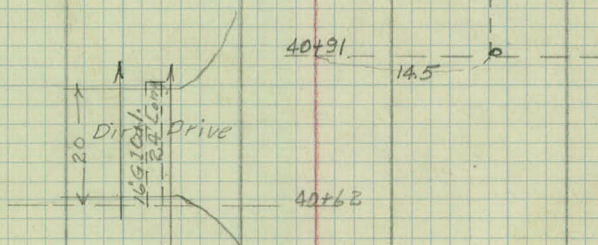
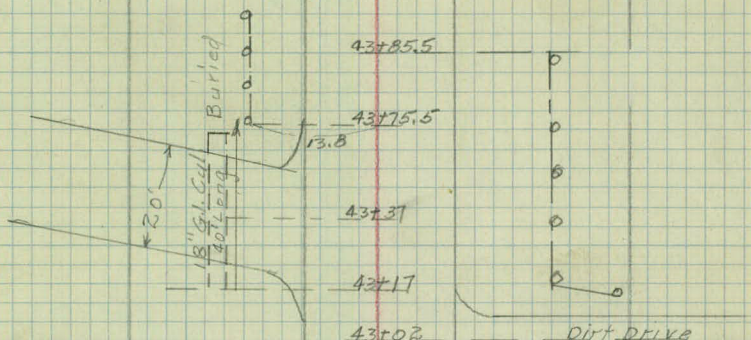






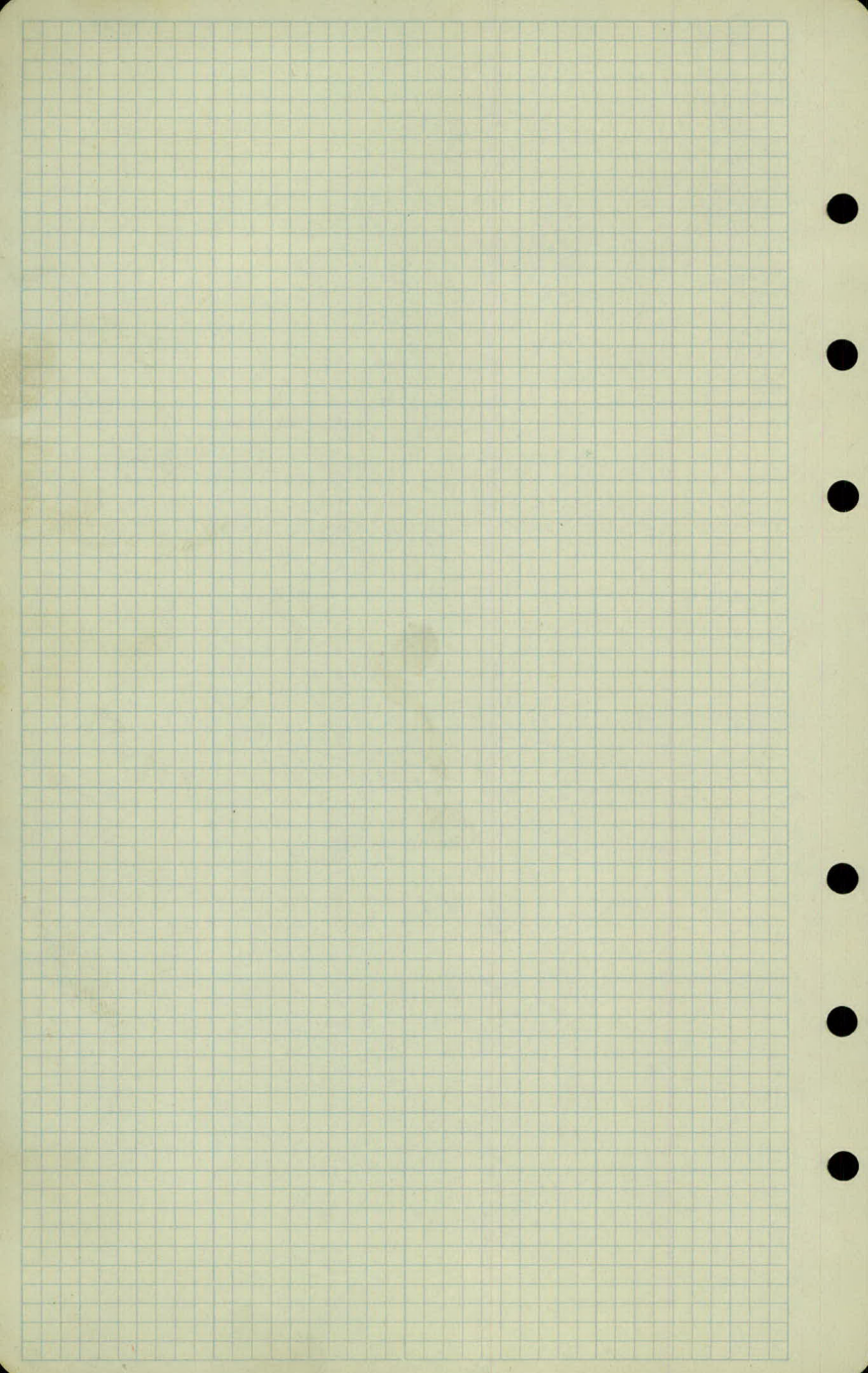
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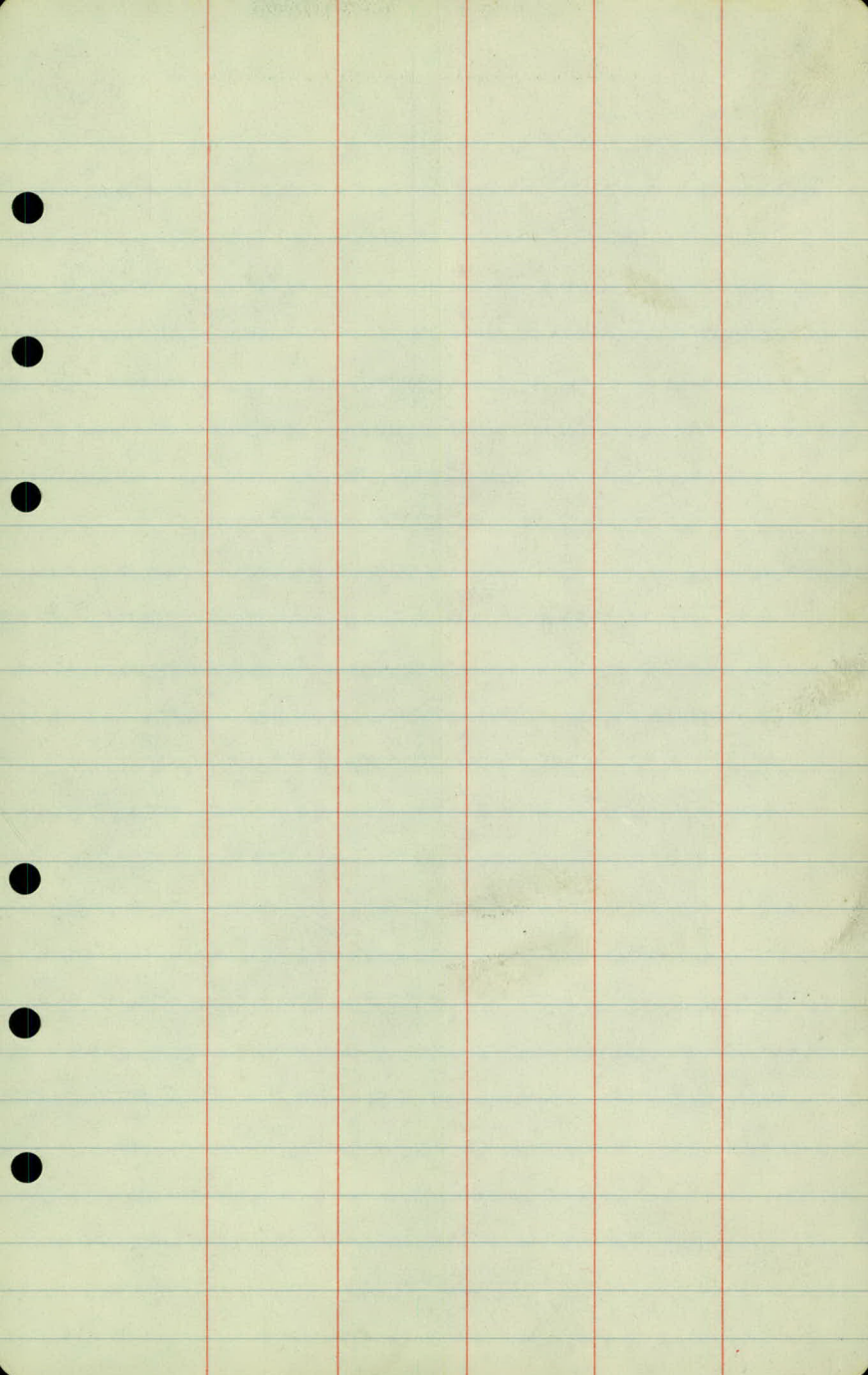
Sta.



16' Dirt Drive 39+64

Cond. Steps 38+83





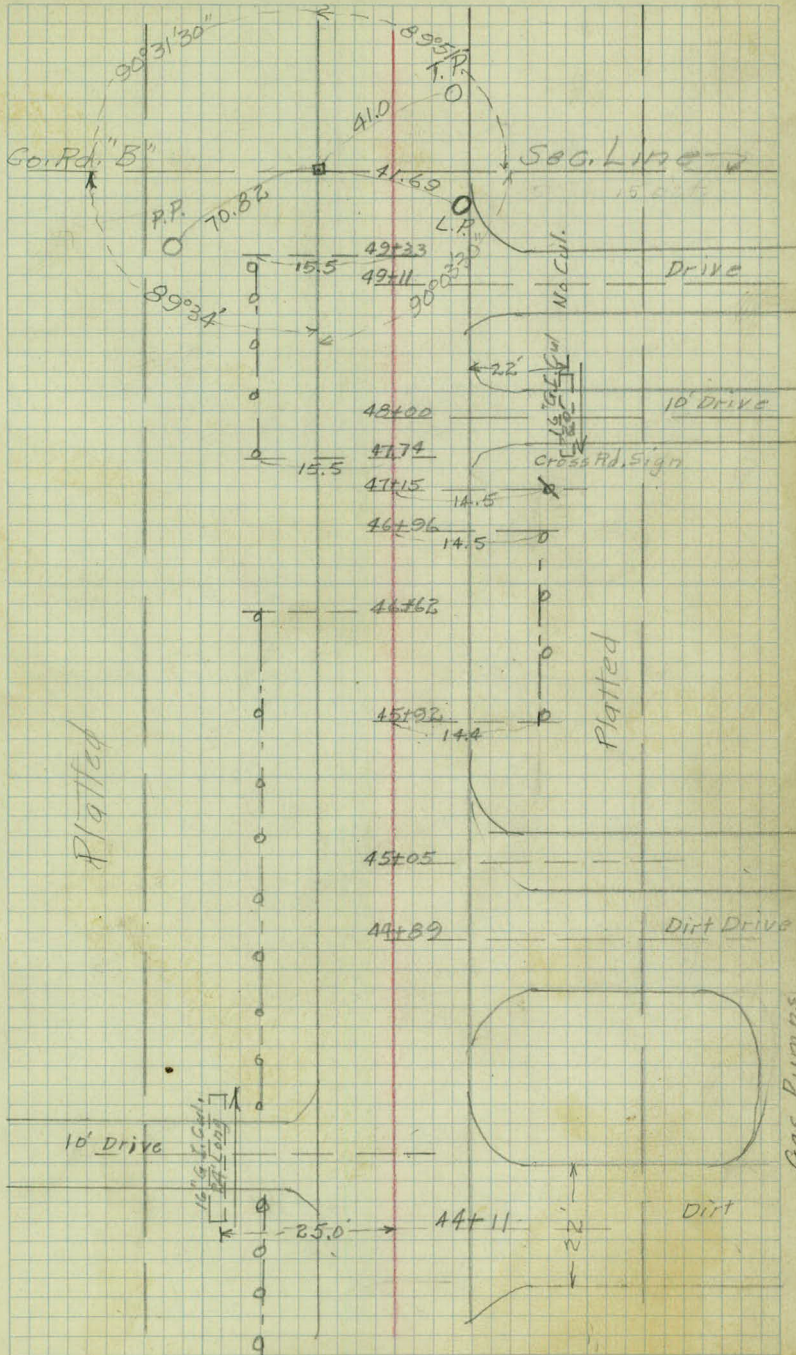
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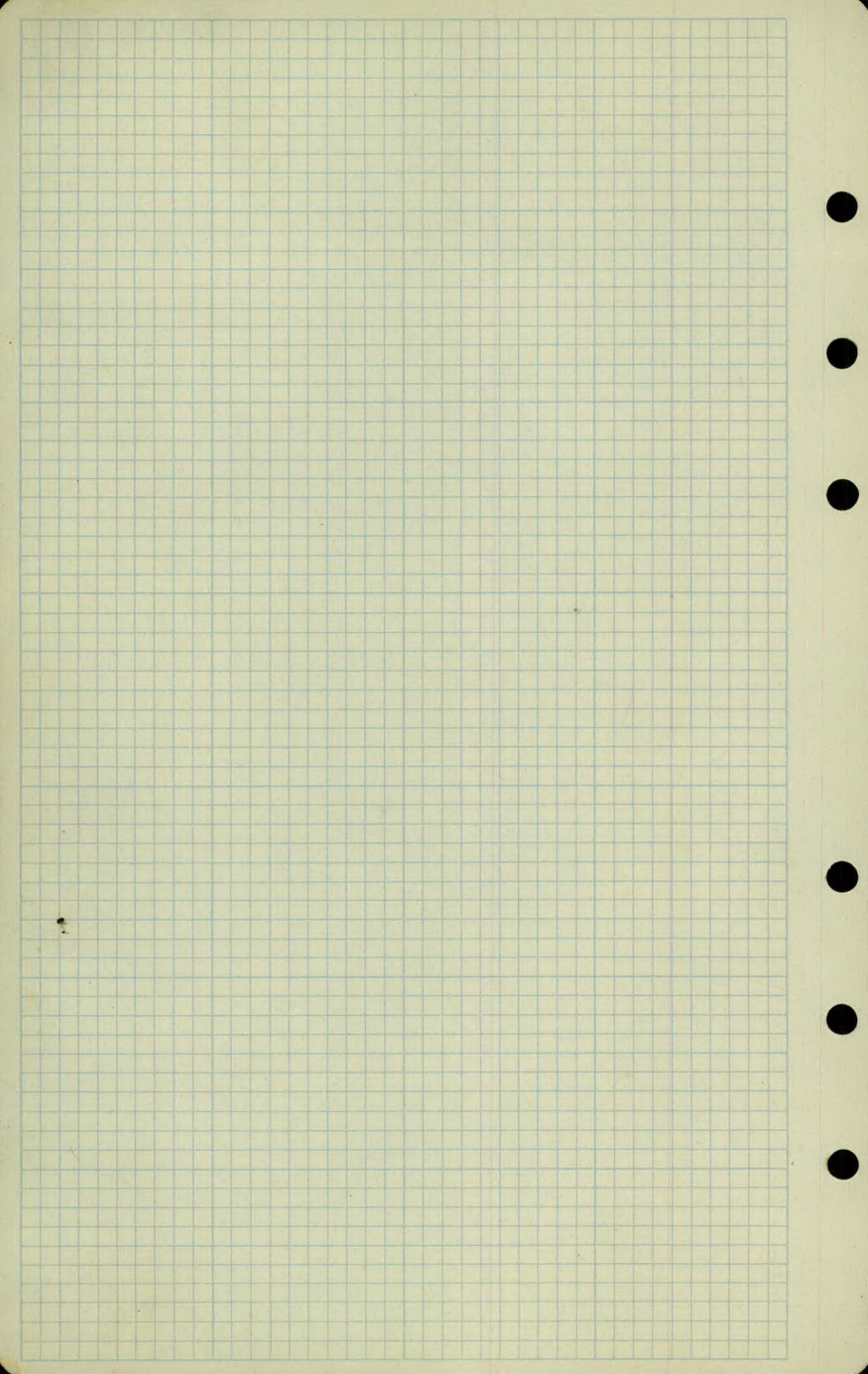
Sta.

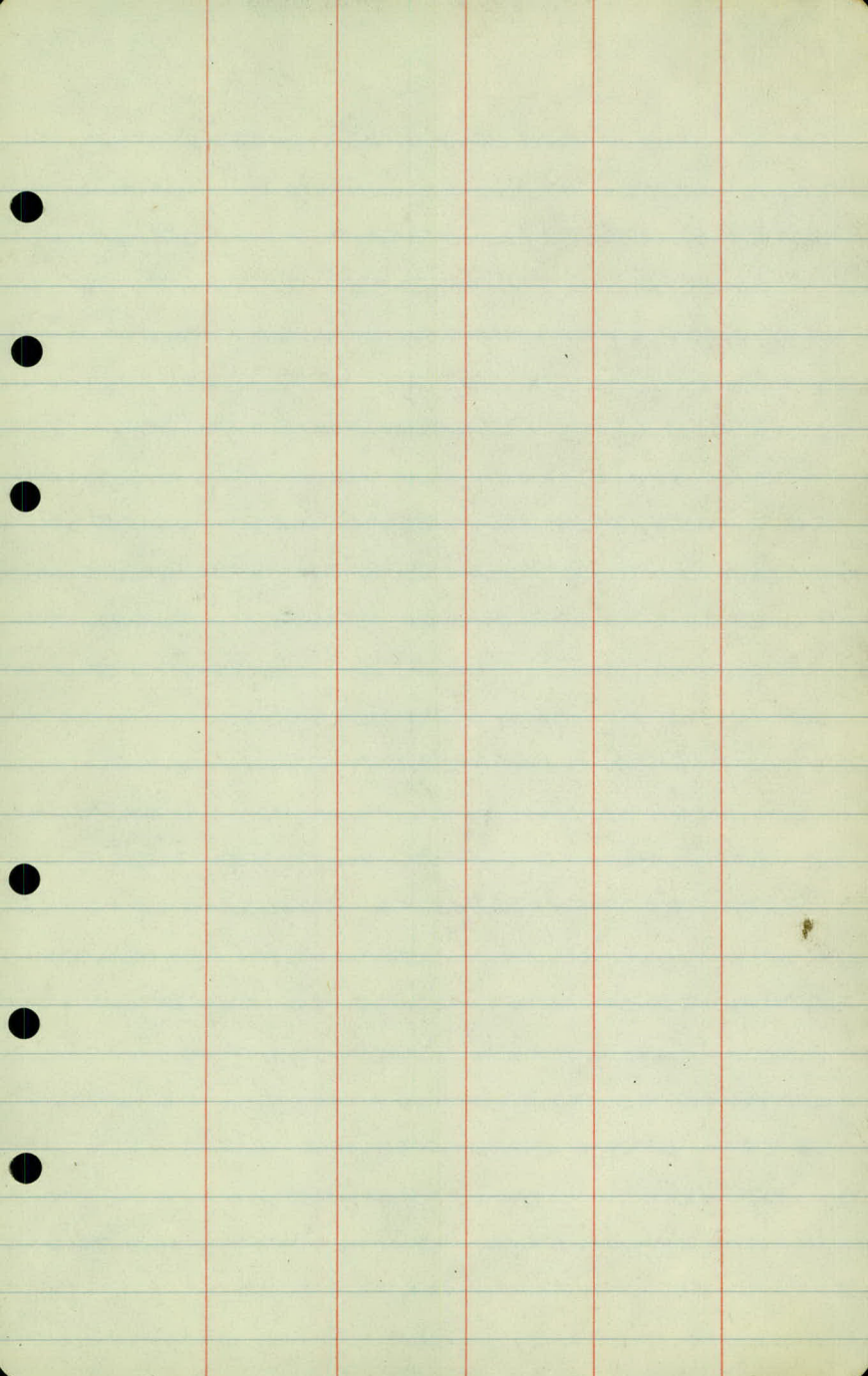
52+63.27

Ang. Lft. Ang. Rt. Calc. Brg.

0° 05' 30" NO° 05' 30" E







10

Sta.

Ang. Lft. Ang. Rt. Calc. Brg.

N 0° 05' 30" E

52+63.27 Mon.

64+94.5

CONC. Bridge Over

64+37.3

Conc. Curb

Conc. Curb

63+18

20.1

20.0

61+81

61+64.5 P.O.T. Spike

20' Black Top

20' Black Top

59+19

56+90

14.3

Cross Rd
Sign

56+78

13.6

56+76

16.4

36 Posts
Cable Guard Rail

57 Posts
Cable Guard Rail

53+50

14.4

13.7

Road Int. Sign

52+84

25.8

52+74

Black Top

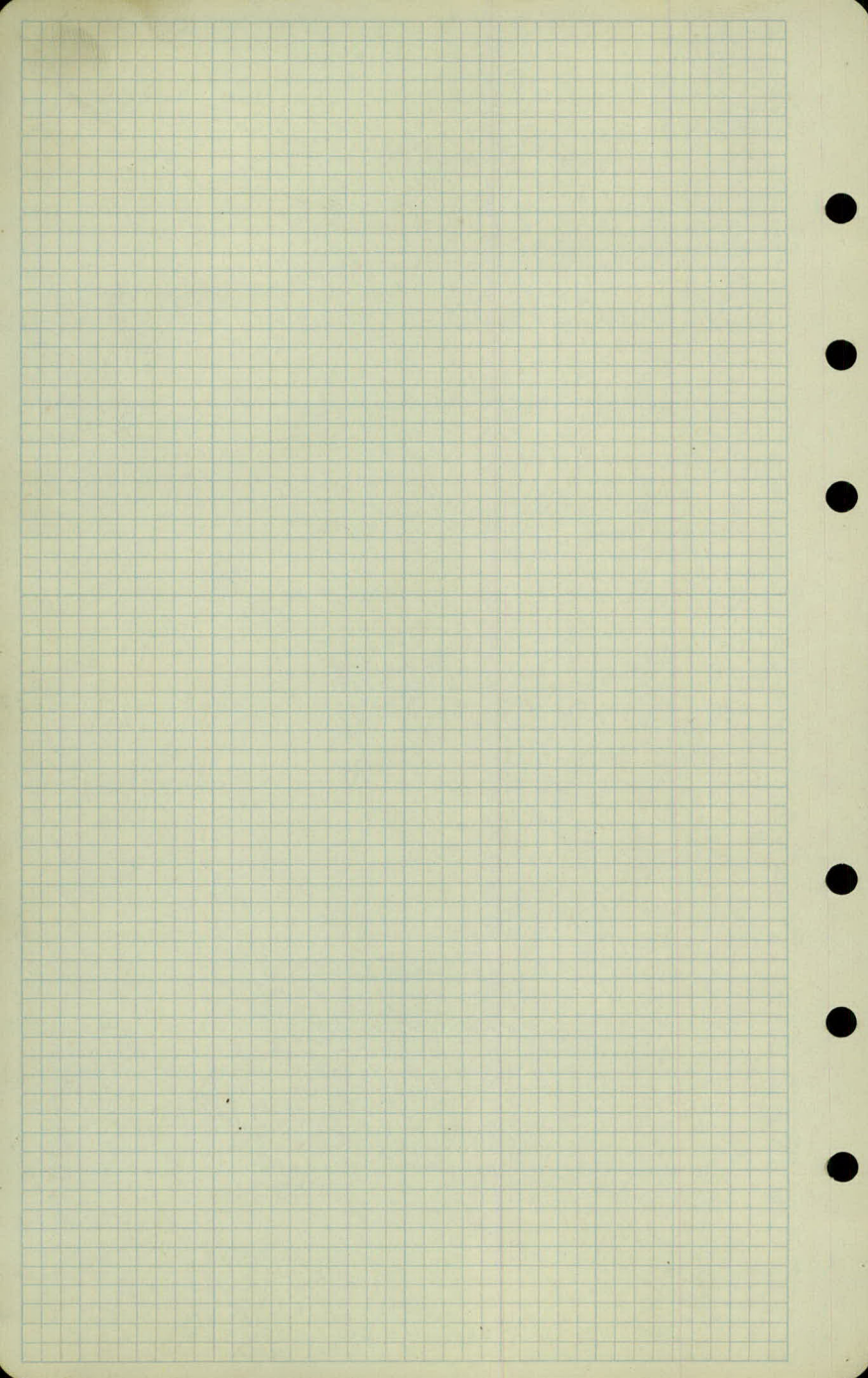
Go. Rd. "B"

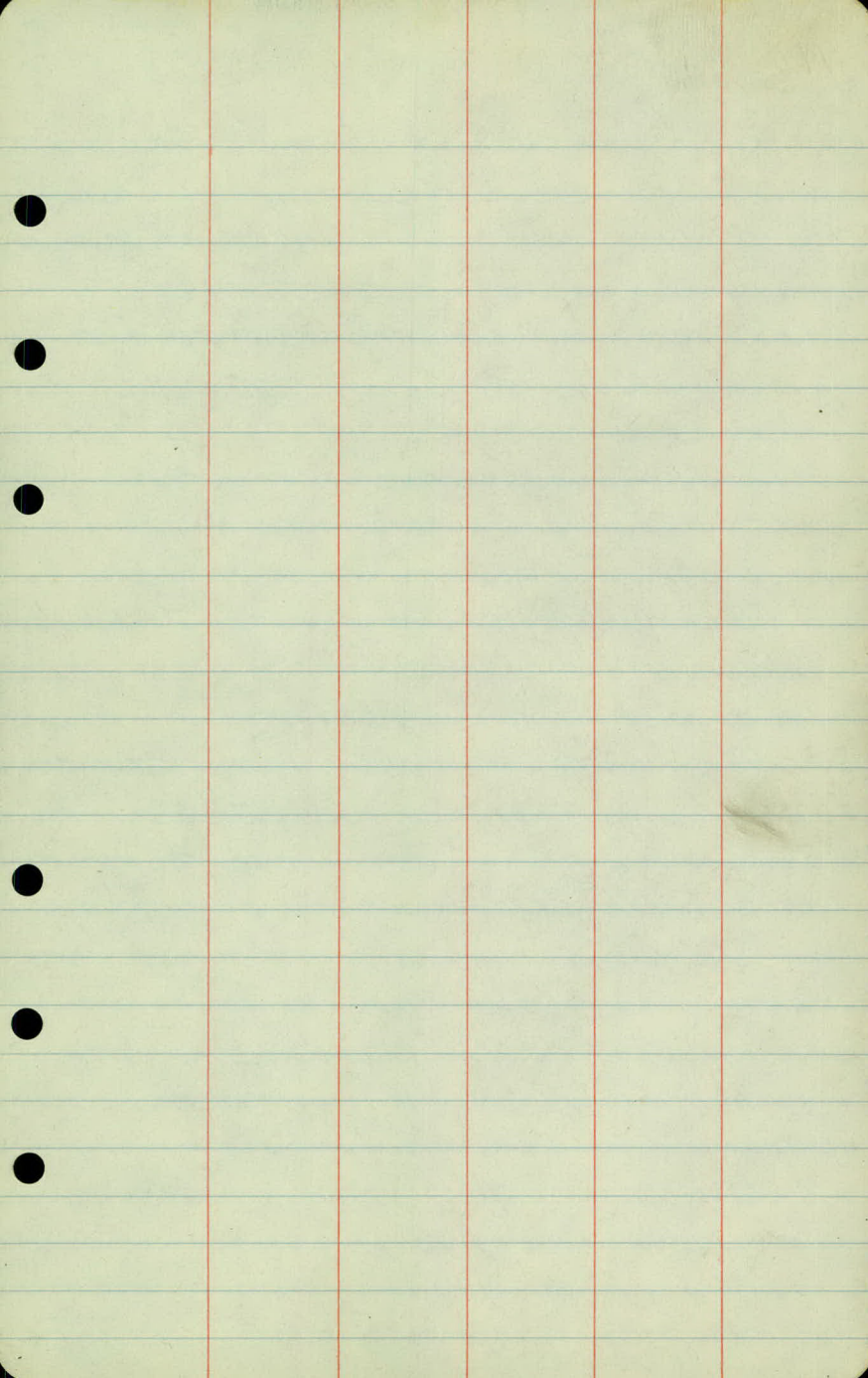
Black Top

21 Posts
Cable Guard Rail

51+82

15'





11

Sta.

Ang. Lft. Ang. Rt. Calc. Brg.

M 0° 05' 30" E

Road Inst.
sign
6'x6" Reflector 20'

7R28

B2

Gravel
Road

70+52

Black Top
20'

Black Top 20'

Black Top 20'

67+52

Black Top 20'

Conc. Curb

Conc. Curb

67+16

20

20

2 Pipe Vents

8
9

66+40

30

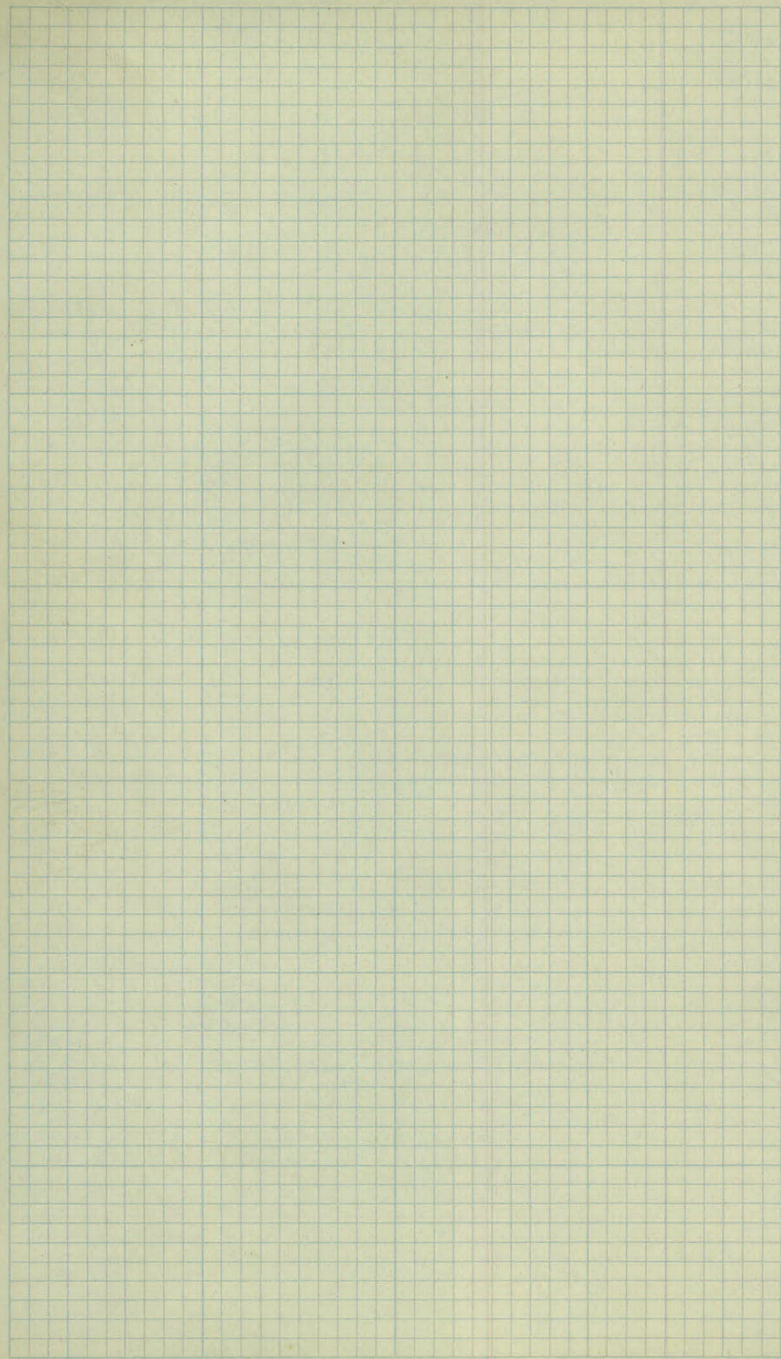
66+34

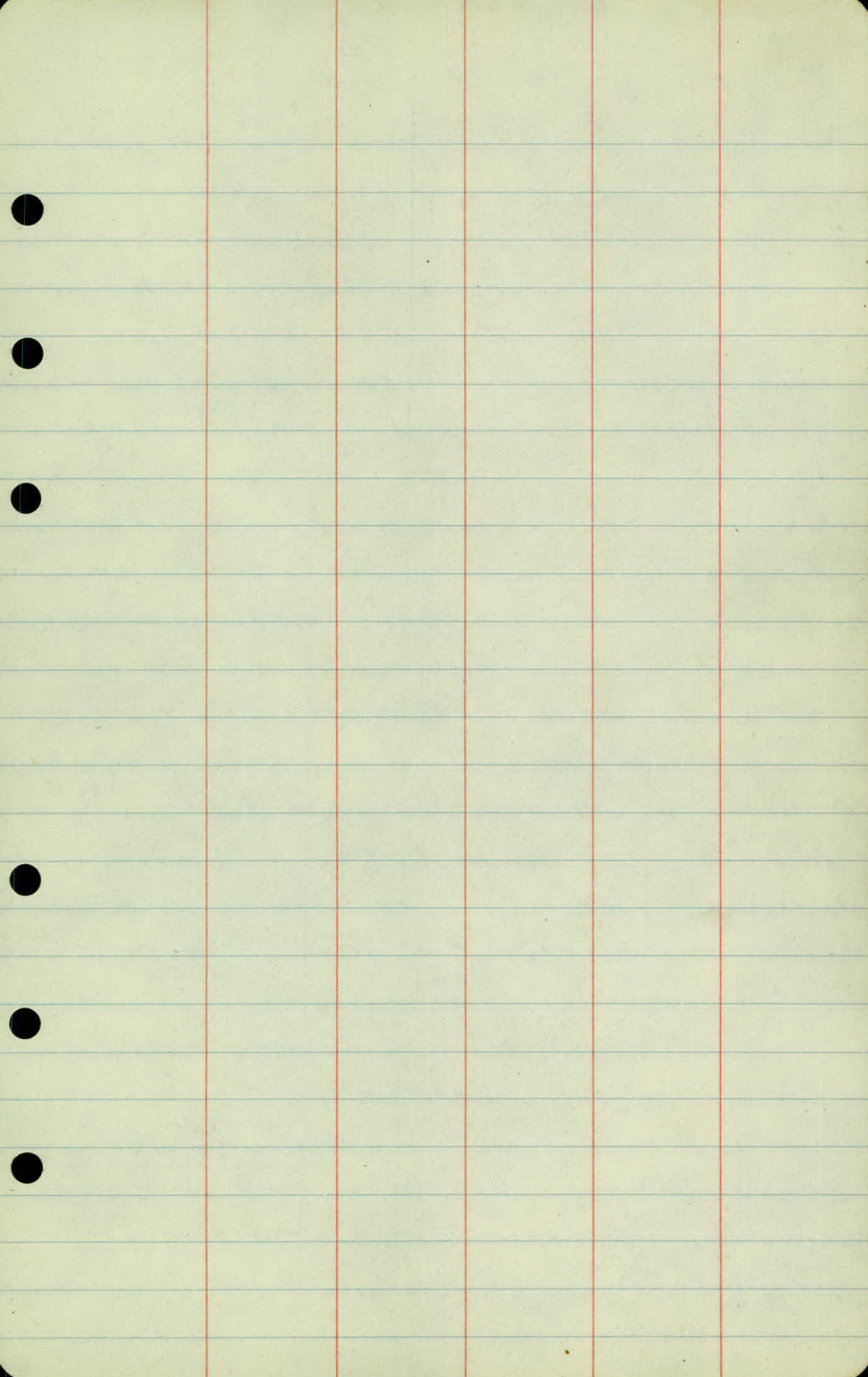
Pipe Vent

8

30.3

Conc





12

Sta.	Pt.	Ang. Lft	Ang. Rt.	Calc. Brg.
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78+85.08	P.O.T.	0°06'	0°00'	
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86+36

10' DIRT Rd

Slow Sign

83+38

13.9

80+95

10' Roadway
Dirt

20' Drive
To Garage

80+73

Conc. Steps + Walk

79+64.5

12.8

79+47

10' Dirt Roadway

90° 33'

79+31

12.4

79+04

79+01.5

Mon. 15.55

78+85.08

78+56

77+61

74+76.5

73+54

12.4

74+87

16.7

74+32

Road
10'

10' DIRT Rd

Slow Sign

Conc. Steps + Walk

Wood Spillway
4' wide

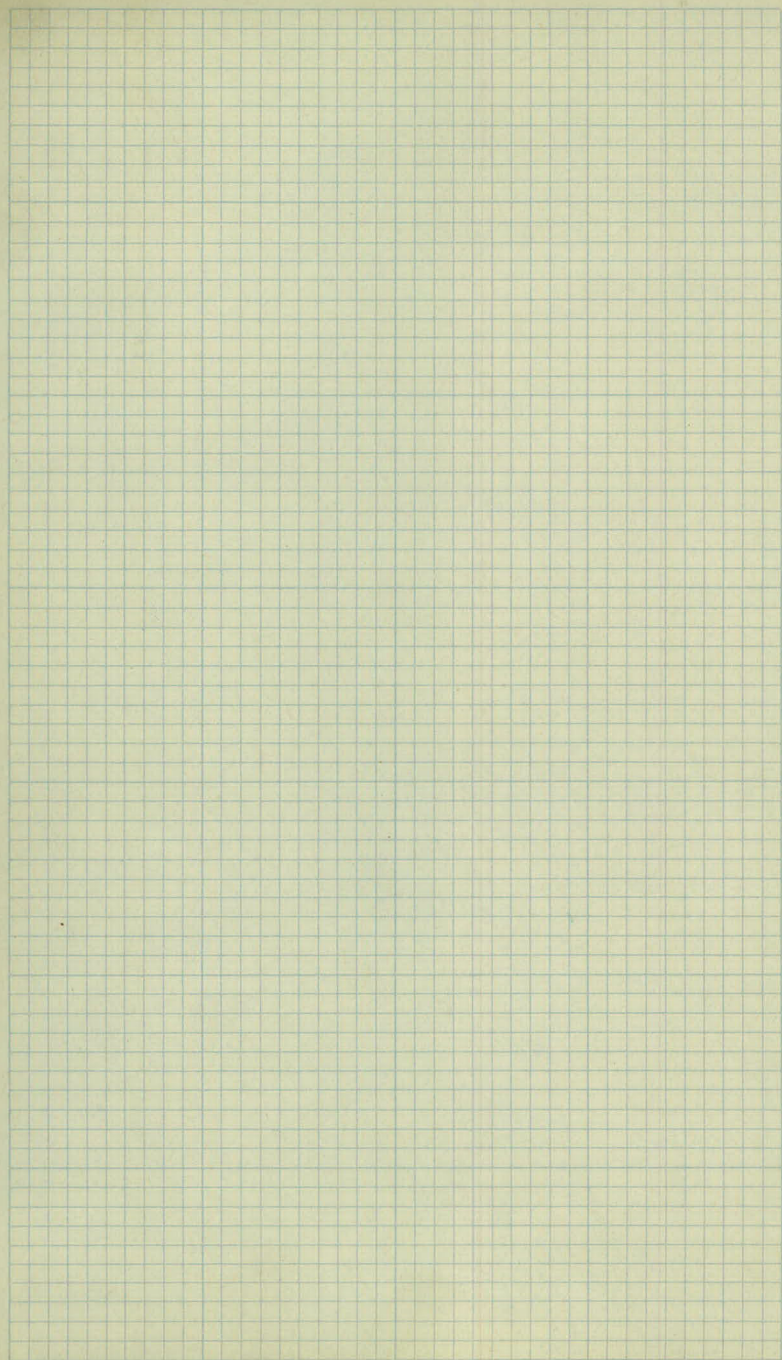
Wood Spillway
2.5' wide

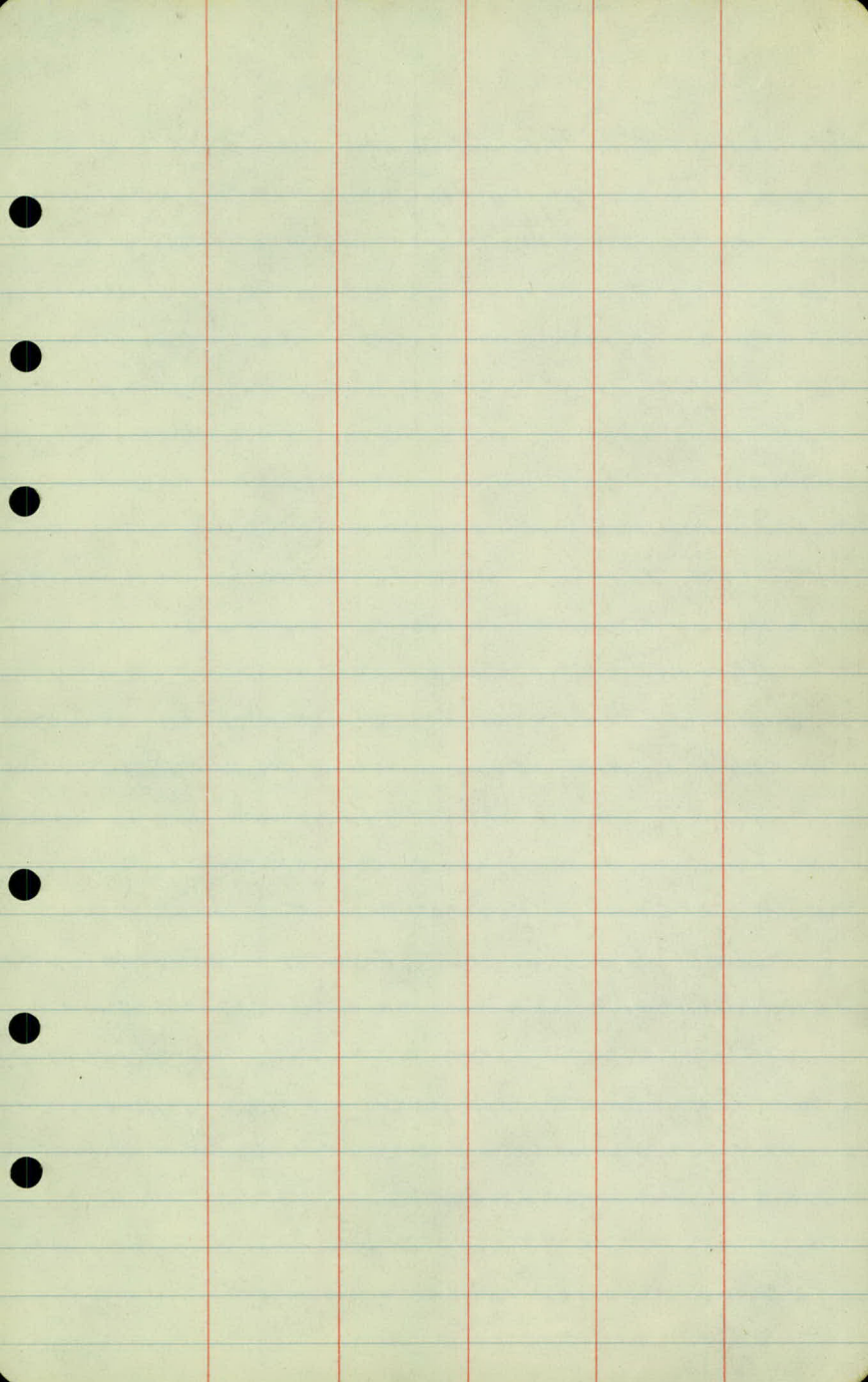
Cable Guard Rail
2x5 Wood Curb
Along Bottom
38' Posts
30" Black Top
Shoulders Along
Guard Rails

1/4 Mile
2x2 Wood
Spillway
24" C. Wd
Wood Spillway
2x5 Wd

Side Rd
2x5 Wood Curb
Along Bottom
22 Posts

Private Rd
10'





13

Sta.

Ang. Lft. Ang. Rt Calc. Brq.

92+24.5

27.1

wood
steps

Frame
House

98+23

Dirt Drive

97+09

Dirt Drive

94+48

10' Dirt Drive

CONC.

Slow Sign

92+26

End Guard Rail.

14.3

93+17.5

25 Posts

91+44

End Black Top.

91+35

End Guard Rail

89+94

15'

89+7

Top.

38' Gr. Cul.

89.5

29.5

Black

89+42.5

14.8 88+94 End Conc.

87+80.5

13.5

87+50

87+41

27.0

87+30

CONC.

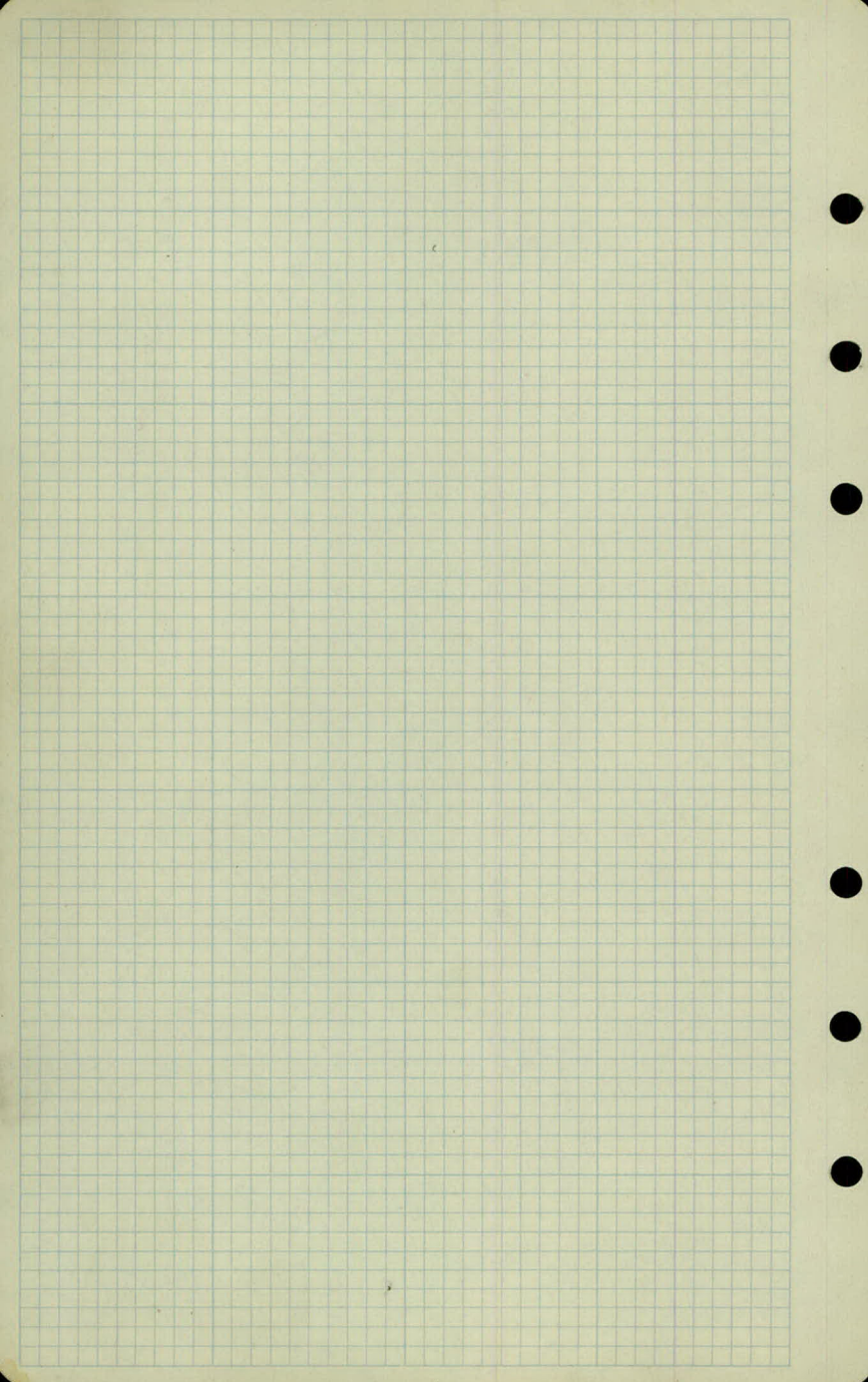
15'

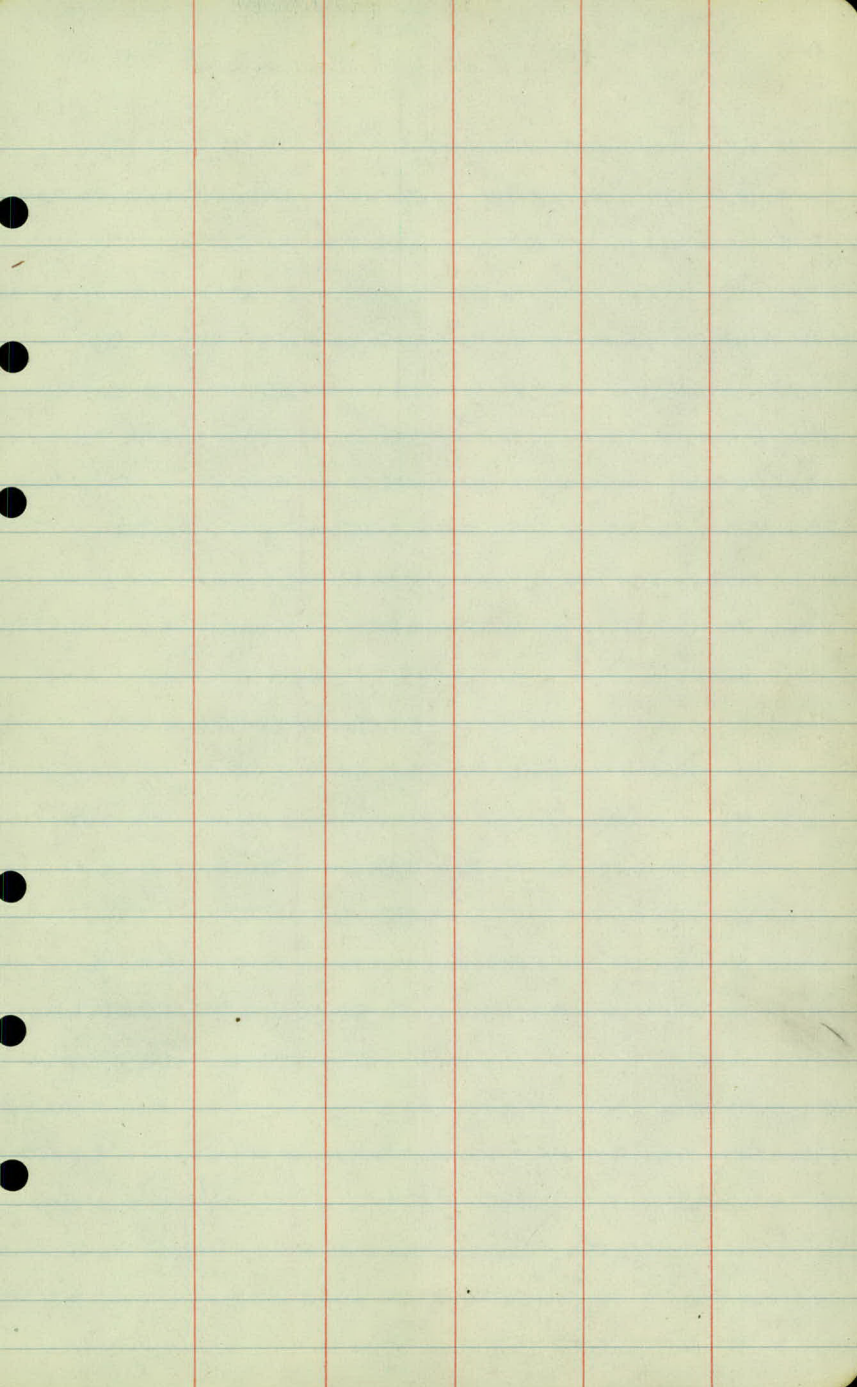
12' Roadway

12' Gr. Cul.
Long

Plank
Curbside

Cable Guard Rails
Bad Condition





14

Sta.

Angle Lft. Ang. Rt. Calc. Brg.

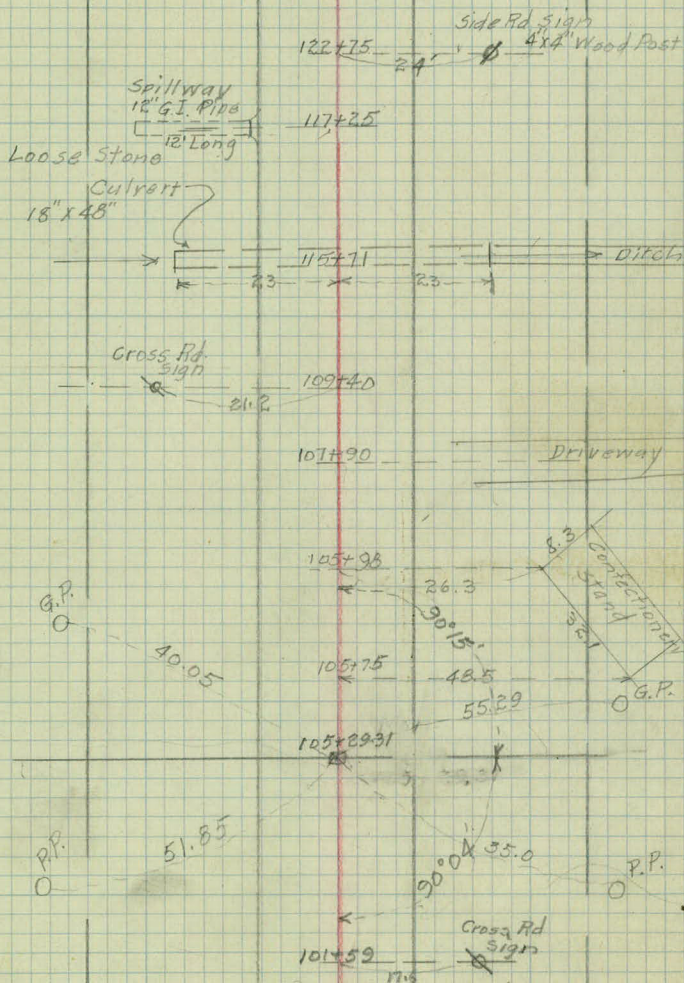
N 0°13'30" W

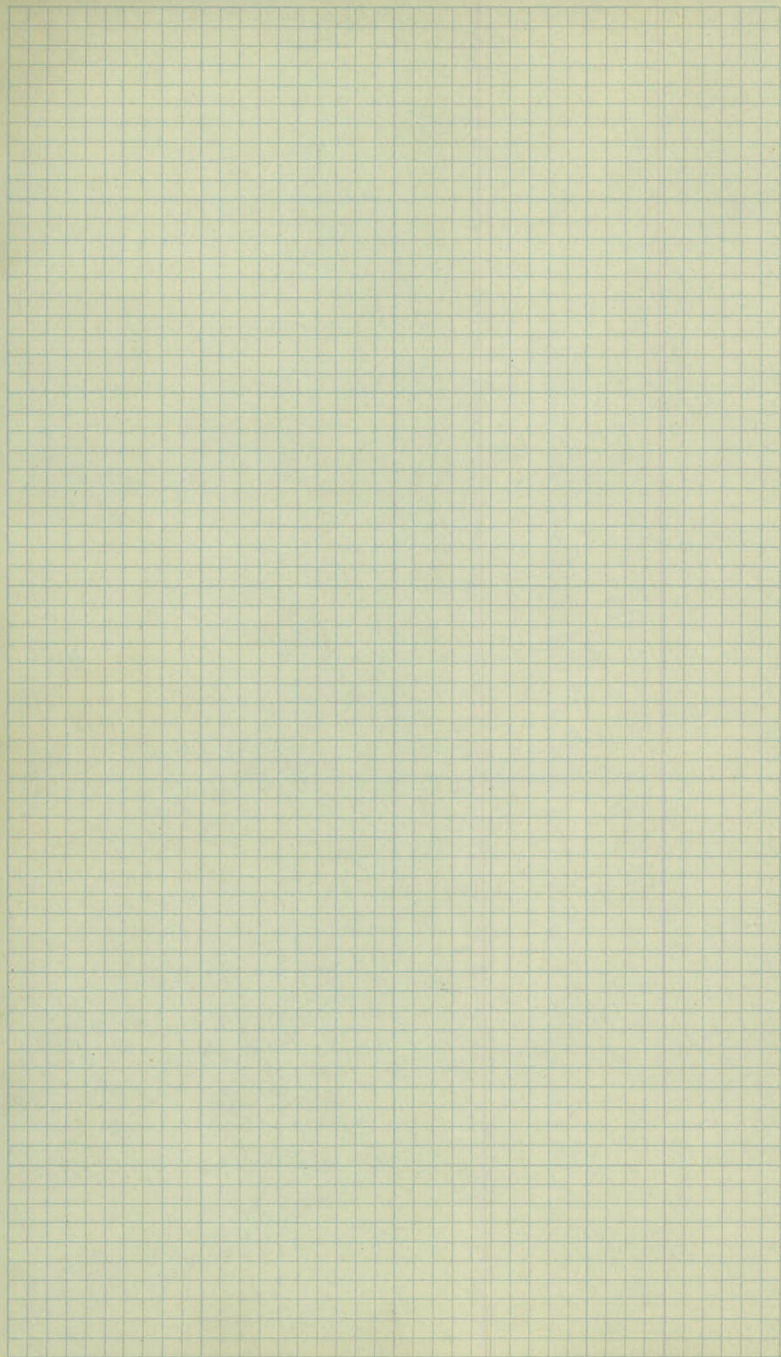
105+29.31 Mon.

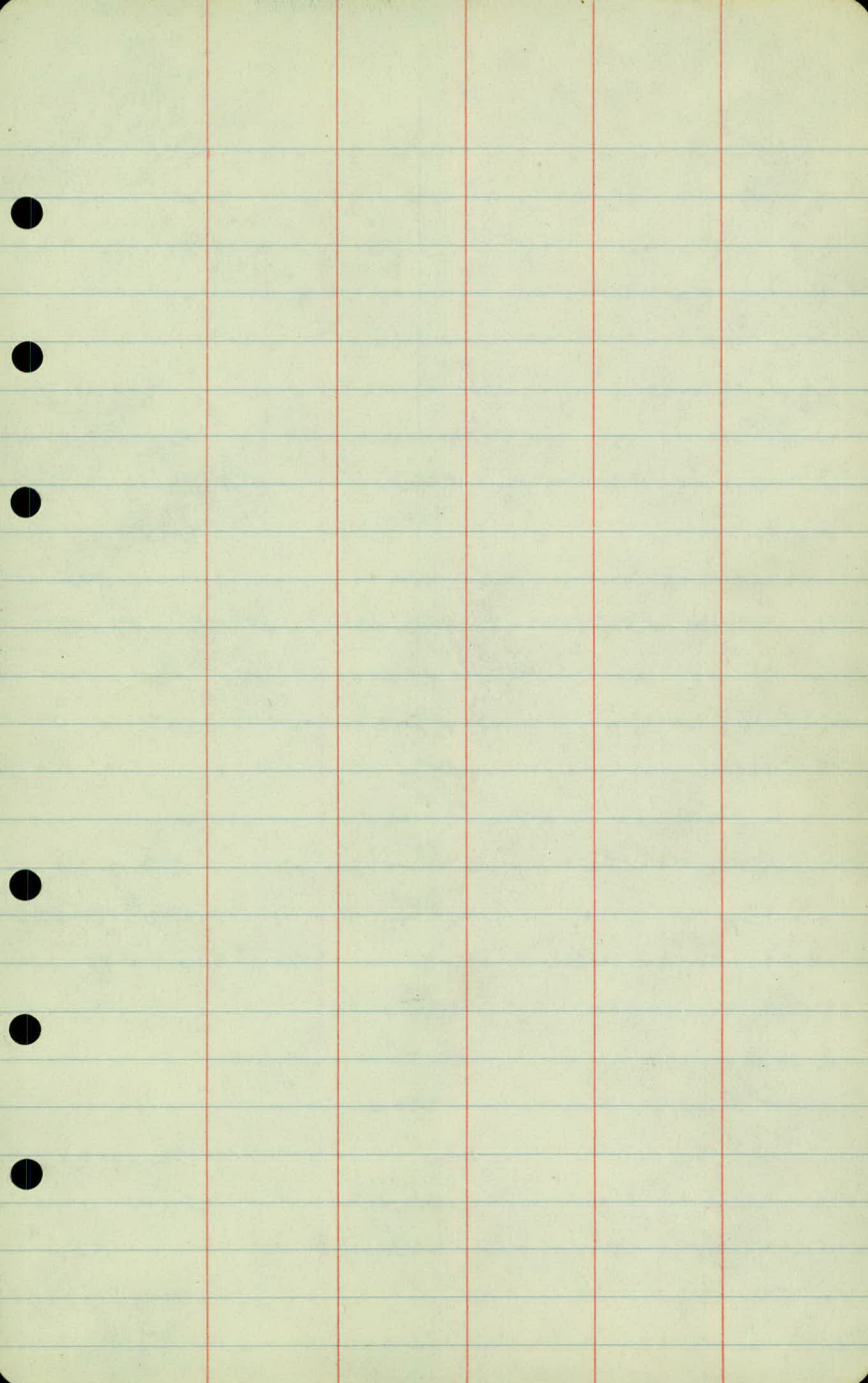
0°19'

Co. Rd. "C."

N 0°05'30" E

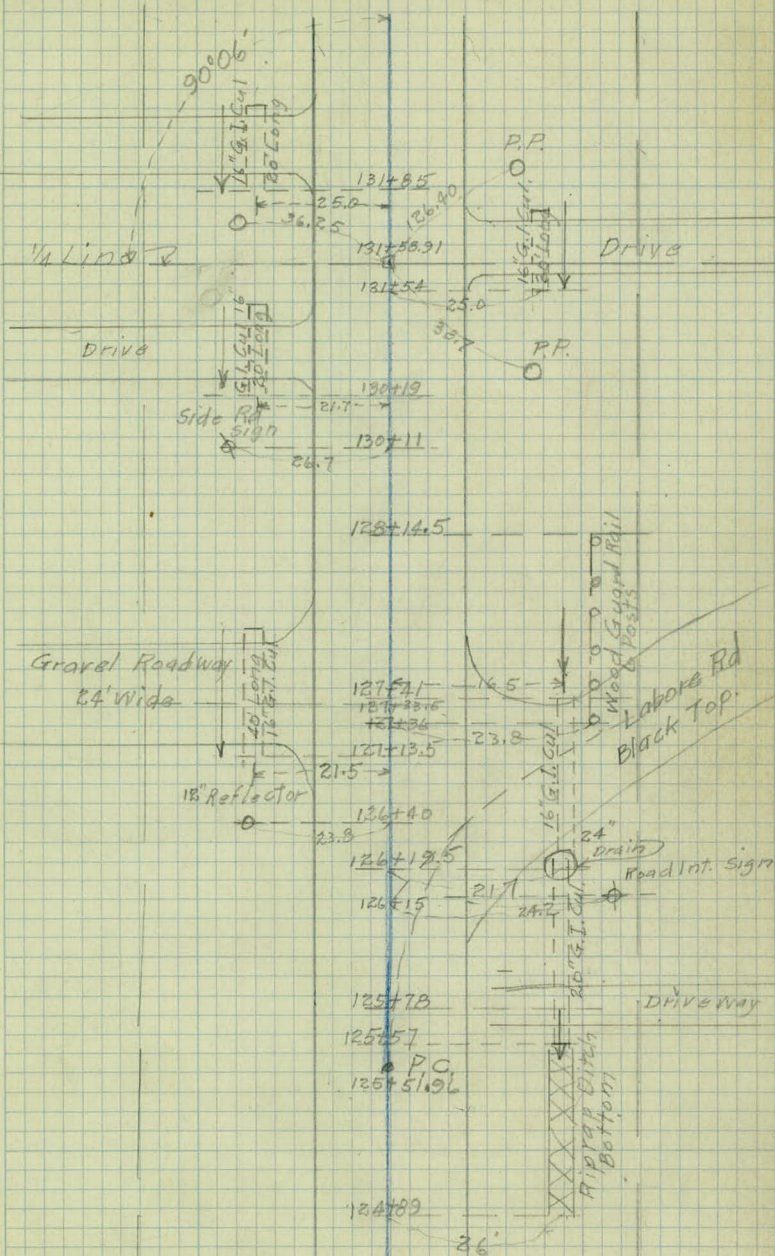


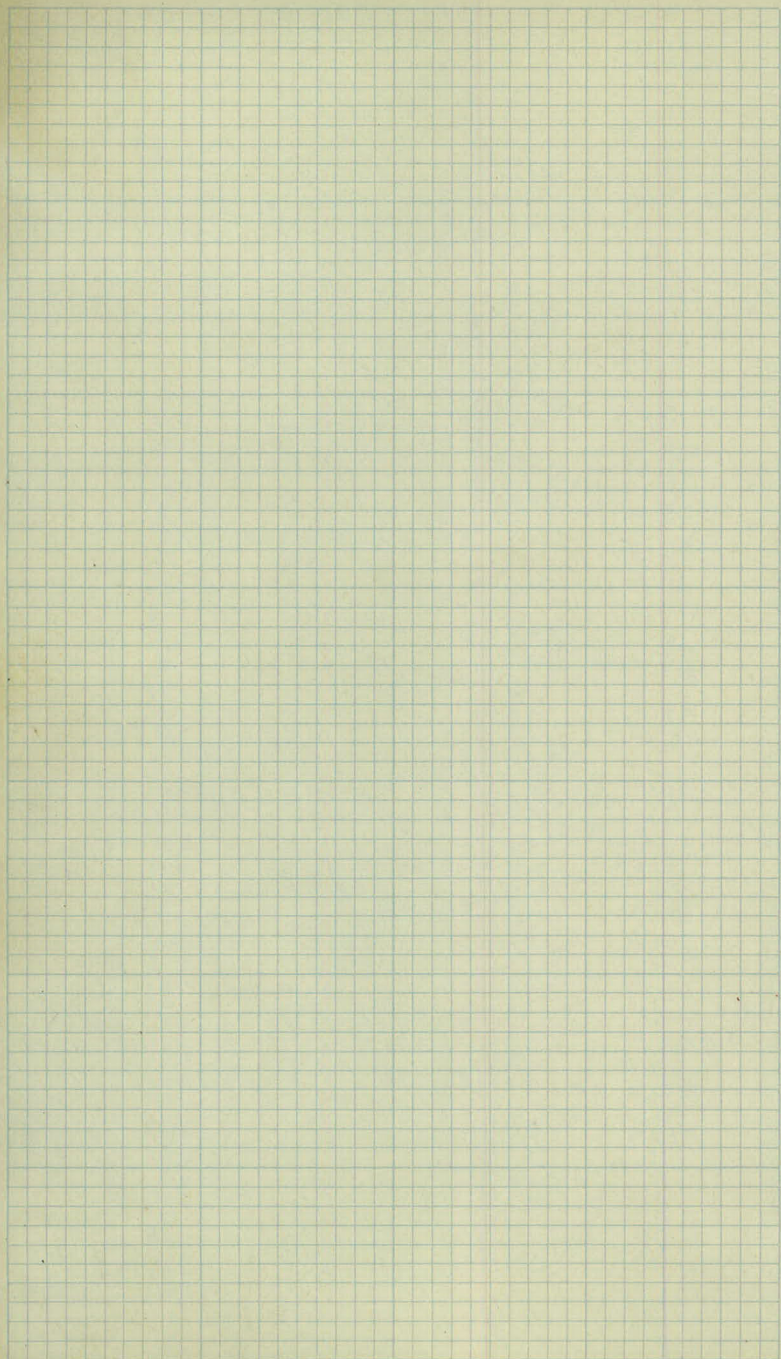


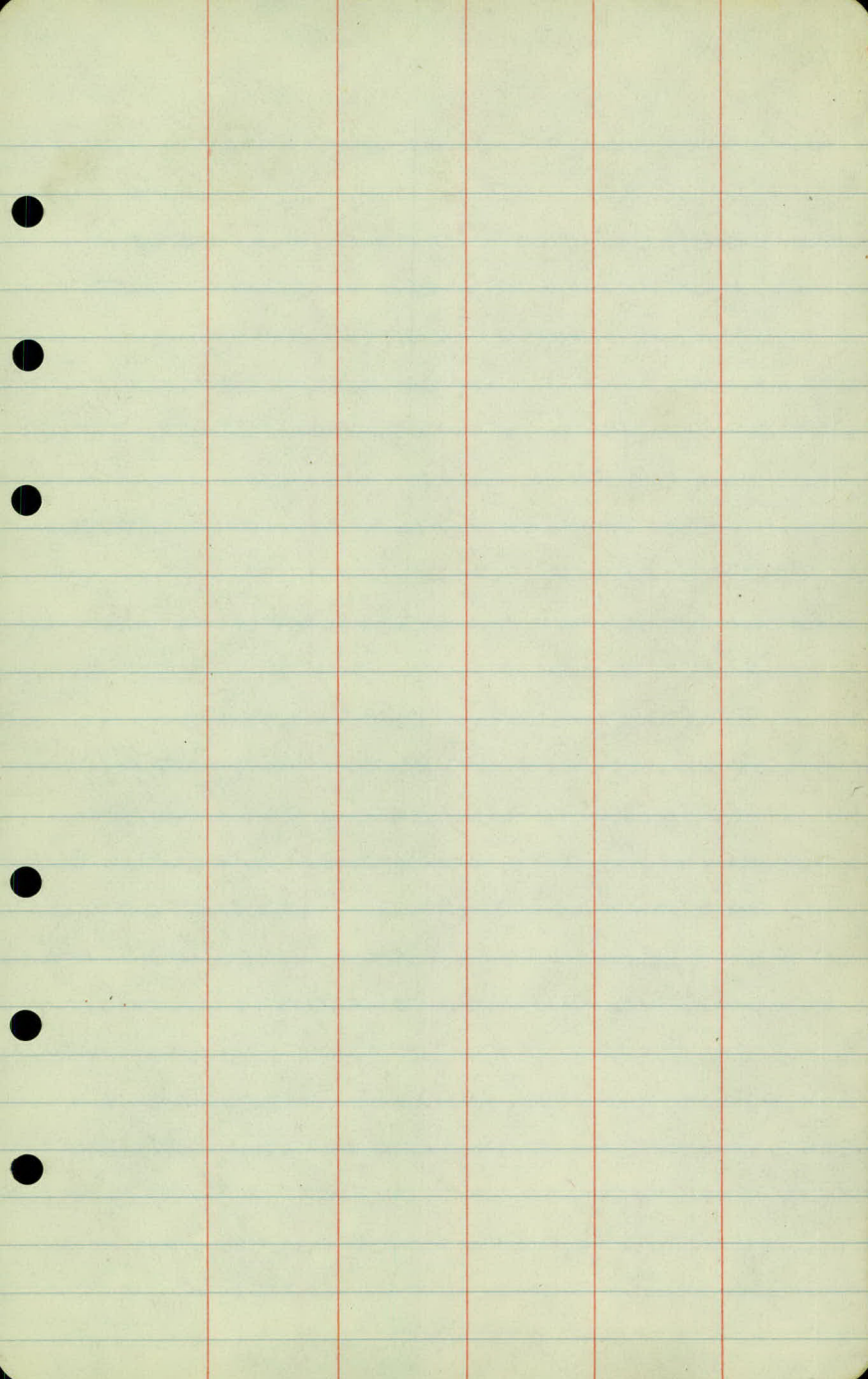


15.

N 6°13'30"W

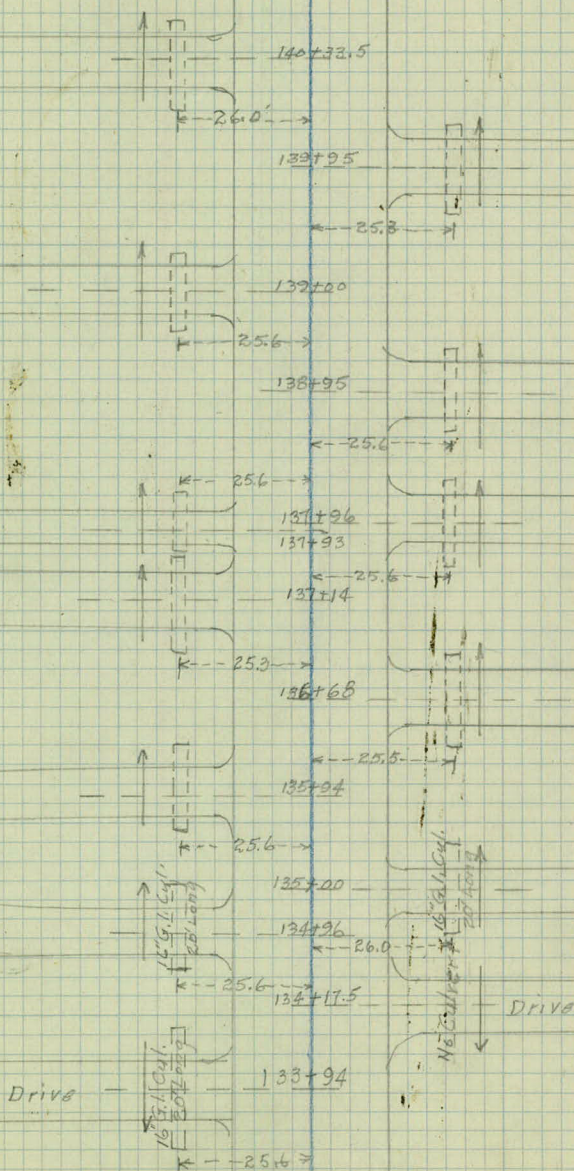


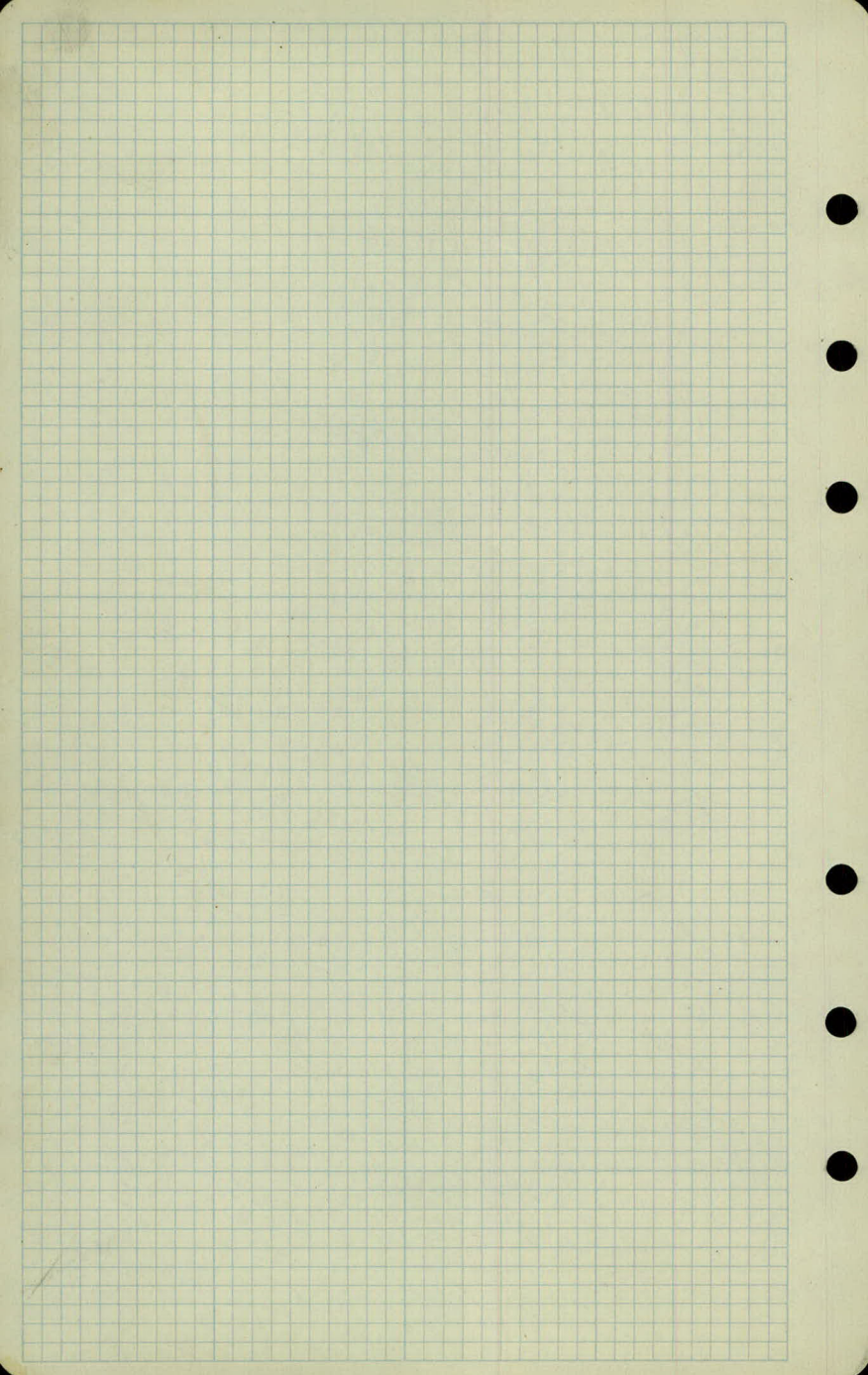




16

N 0° 13' 30" W.





148+21.5

← 25.4 →

148+02

← 25.5 →

146+00

← 25.5 →

145+73

← 25.4 →

143+93

143+21

← 26.9 →

← 25.2 →

142+96

← 25.7 →

142+71

← 25.9 →

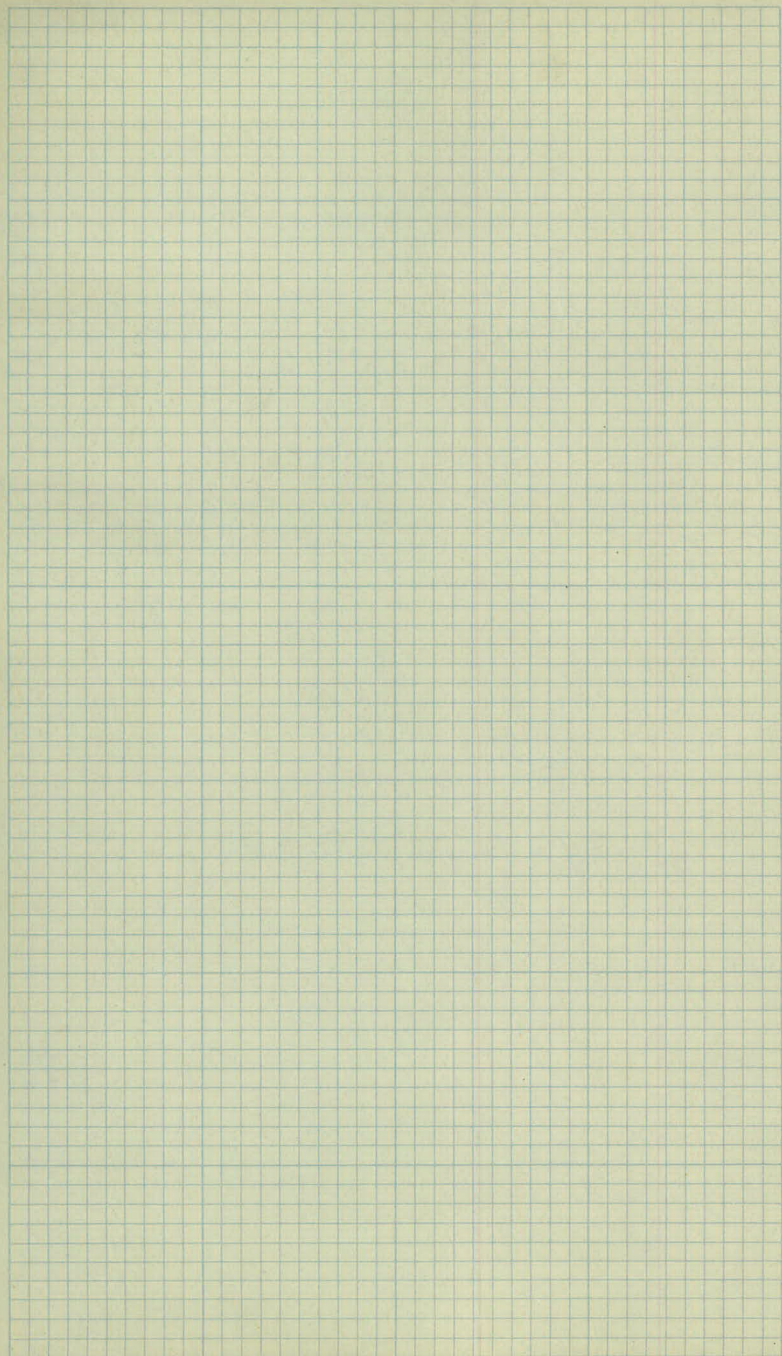
142+04.5

← 25.7 →

141+18

140+94 25.8

← 25.6 →



158+44.5

26.0

158+13.5

25.5

157+78

26.0

156+86

24.3

156+14

25.4

155+05

Hi. Tension Line

154+90

25.6

153+94

25.5

151+92

25.5

150+92

25.7

25.4

150+43

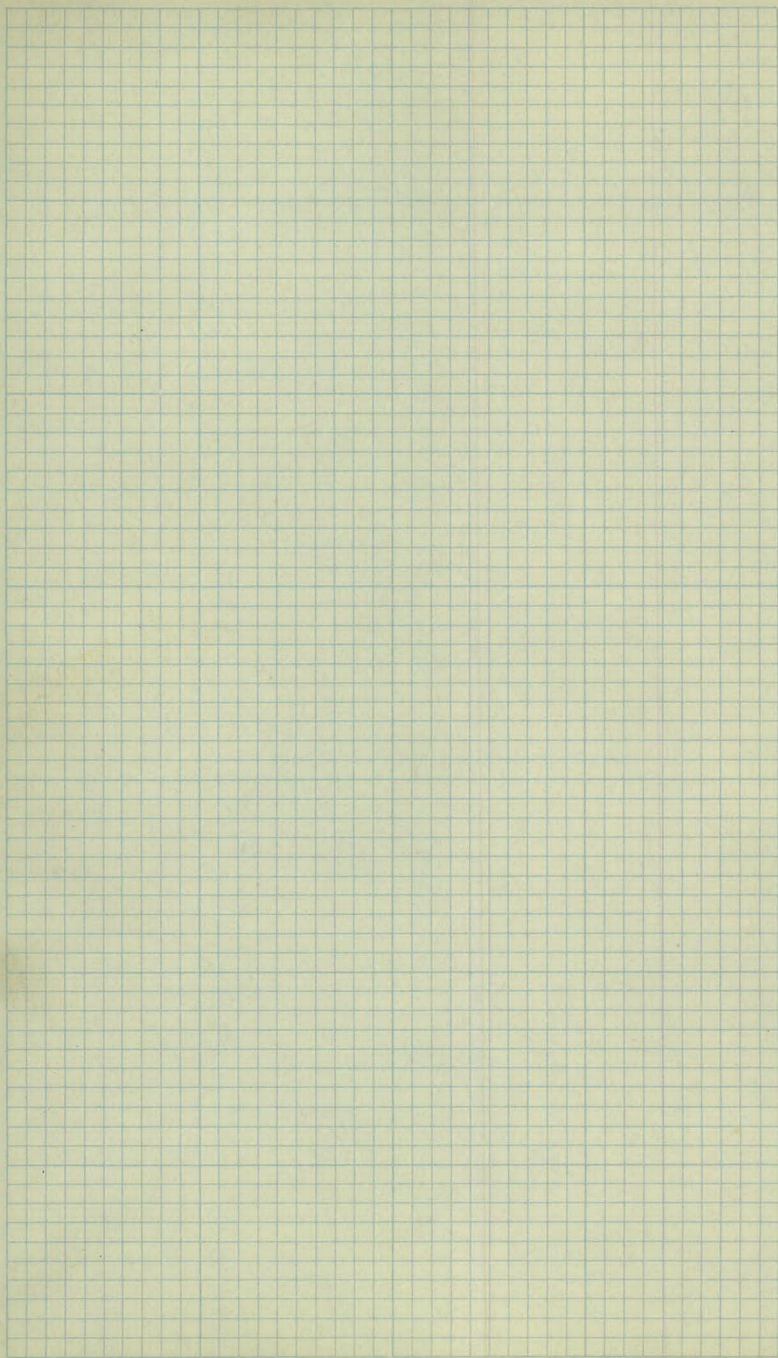
26.0

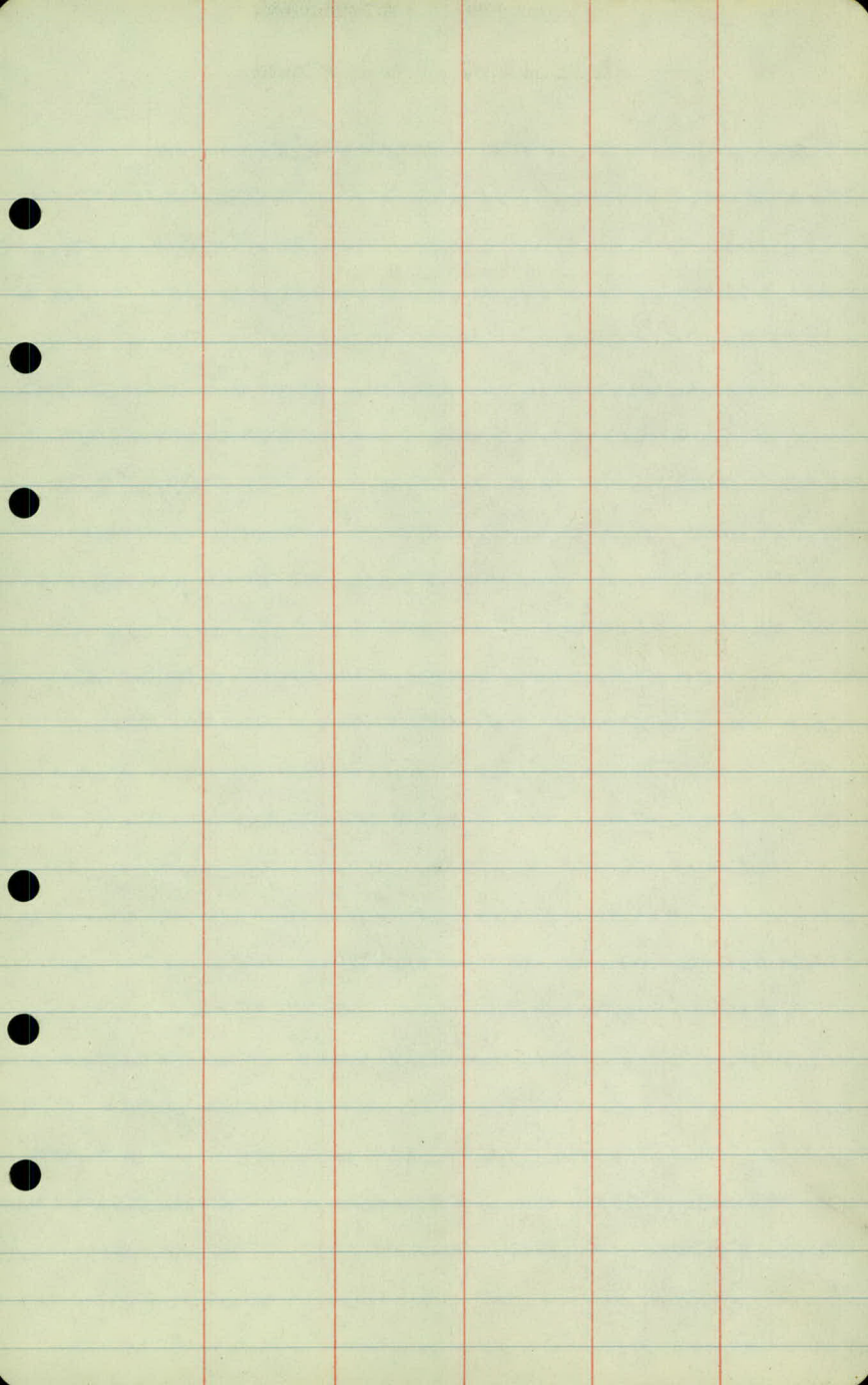
149+93

25.4

Platted

Platted





19

Sta

Ang. Lft. Ang. Rt. Calc. Brg.

N 0° 23' 30" E

160+36.03 P.I.

0° 37'

N 0° 13' 30" W.

183+59.55

168+09

167+98

22.9

15" Gal. Cul.
20' Long

15" Gal. Cul.
14.5' Long

24.7

166+09

16" Gal. Cul.
20' Long

22'

164+48.5

18" Gal. Cul.
23' Long

22.8

164+25

20" vit. Pipe

20.0

Conc. Cul. 6' x 5' Spring

Ditch

Ditch

32.7
161+51

160+83

26.0 160+66

R.P.
O

52.87

160+36.03

Man.

33.27

sealine
24" Oak

16" Gal. Cul.
20' Long

150°

159+88

89° 17'

O.P.

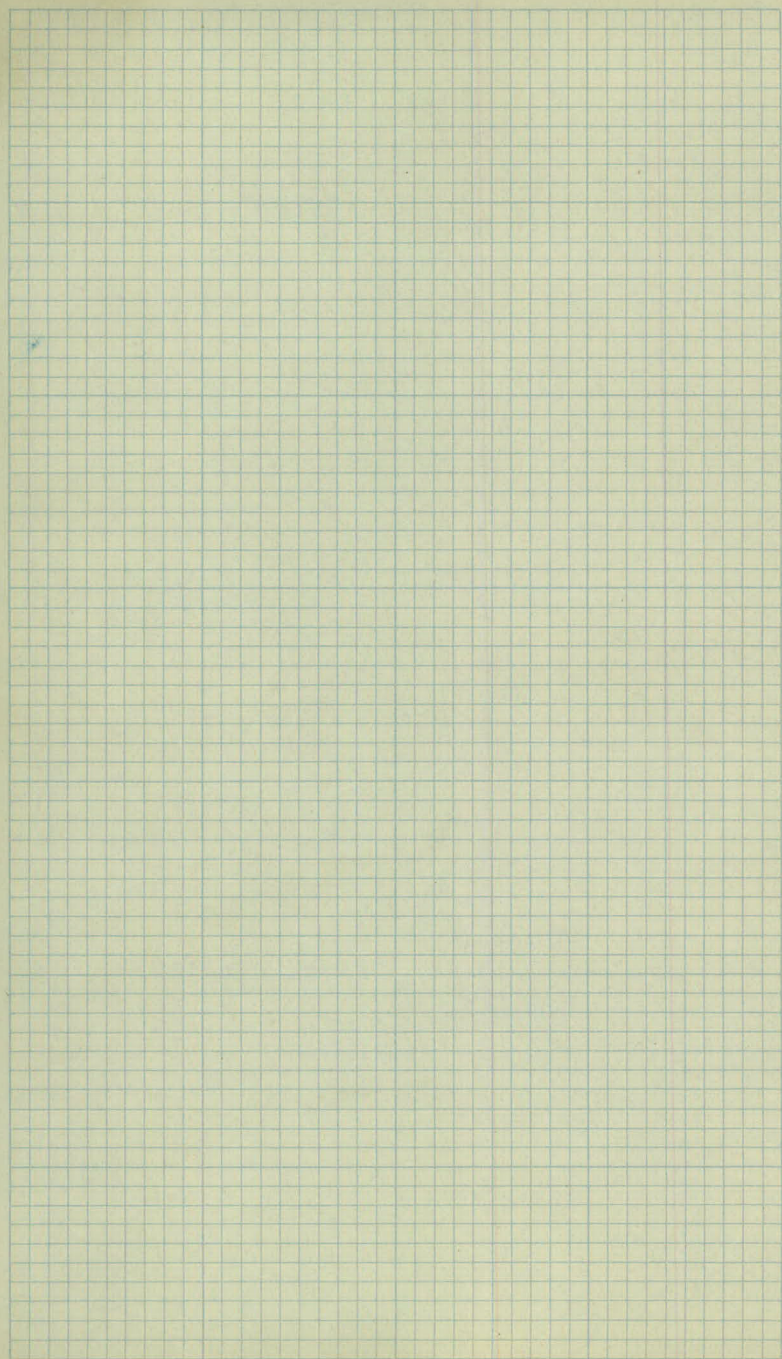
15" Gal. Cul.
30' Long

26.0

159+34

15" Gal. Cul.
30' Long

26.0



No Culvert

182+23

183+71

12" G.I. Cul.
18' Long

21.0

Side Rd. + Con. Pier
Signs

181+52

22.0

4x4 Wood Post

179+73

12" G.I. Cul.
18' Long

23.6

12" G.I. Cul.
18' Long

24.4

177+21

12" G.I. Cul.
18' Long

25.1

12" G.I. Cul.
30' Long

23.8

177+12

173+70.5

12" G.I. Cul.
18' Long

25.2

12" G.I. Cul.
18' Long

23.7

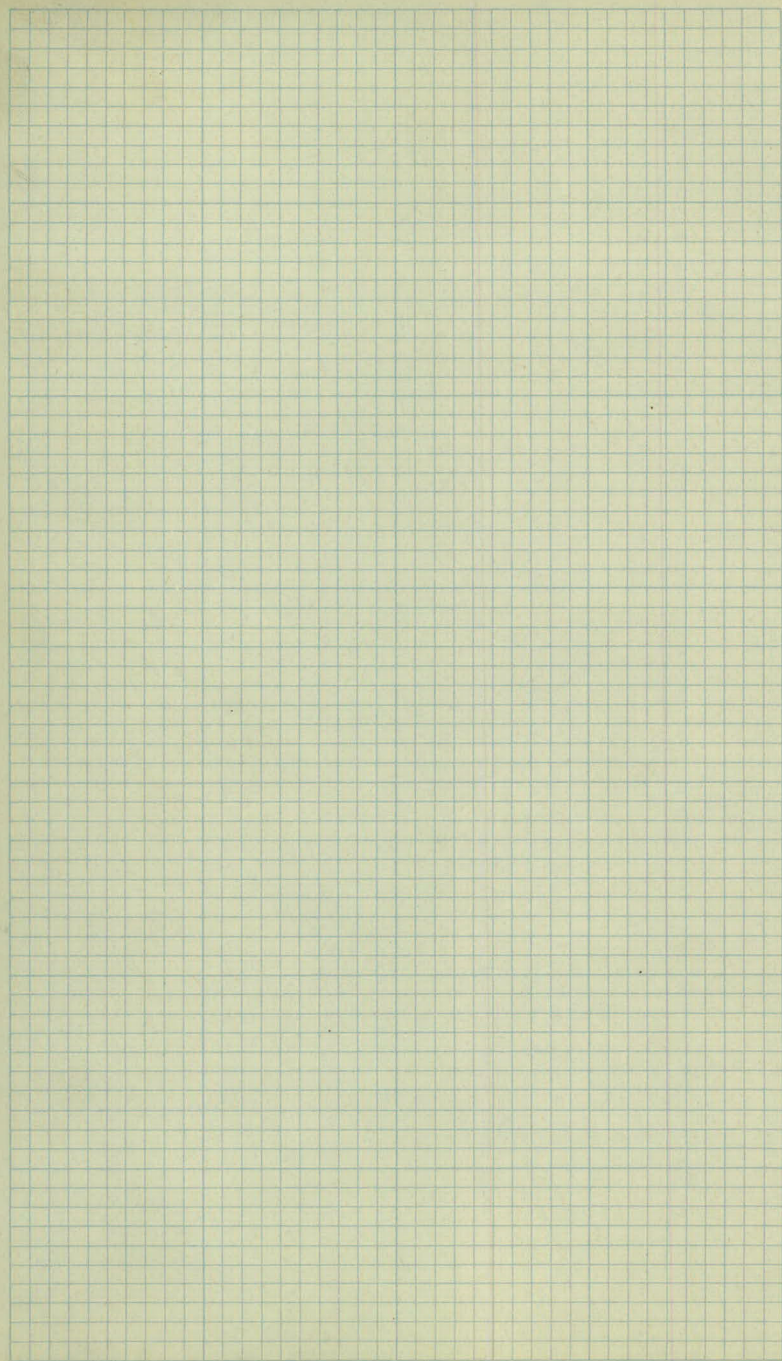
171+66

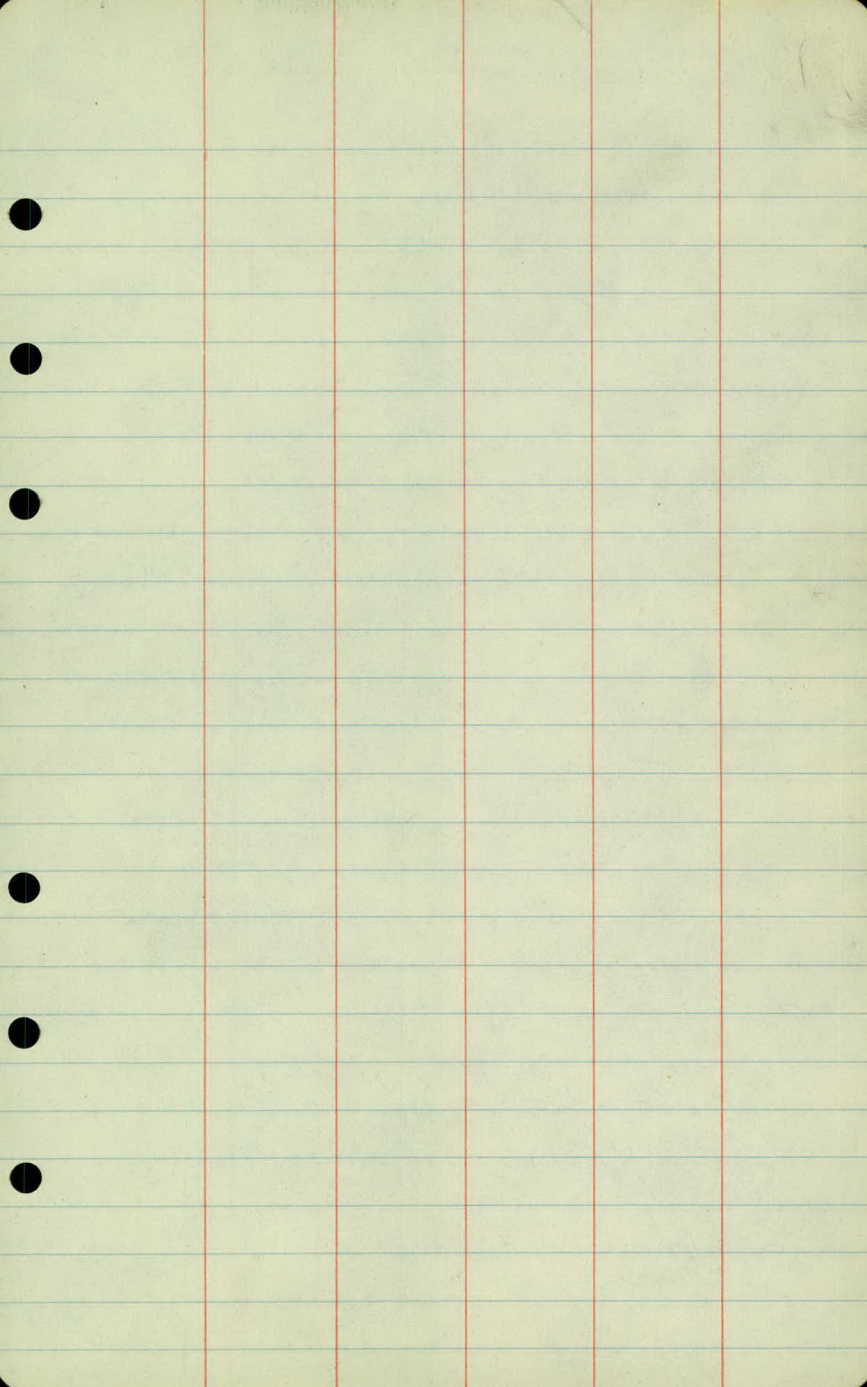
12" G.I. Cul.
18' Long

25.7

12" G.I. Cul.
18' Long

24.6





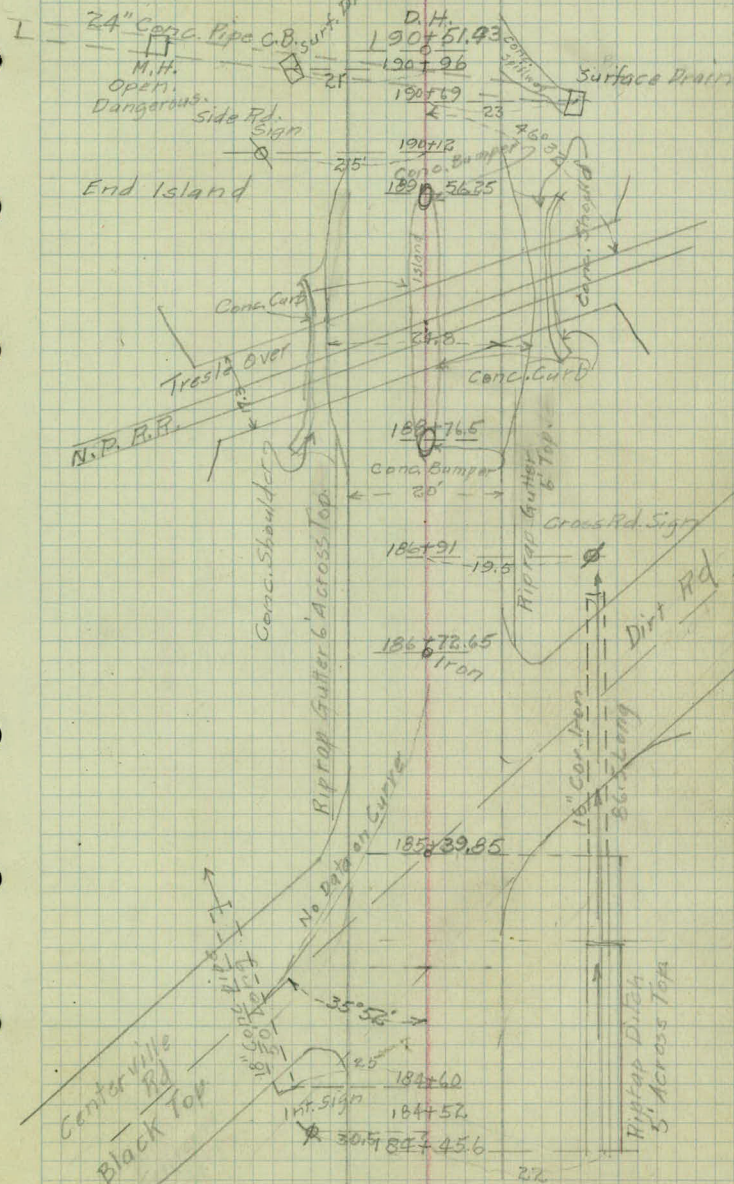
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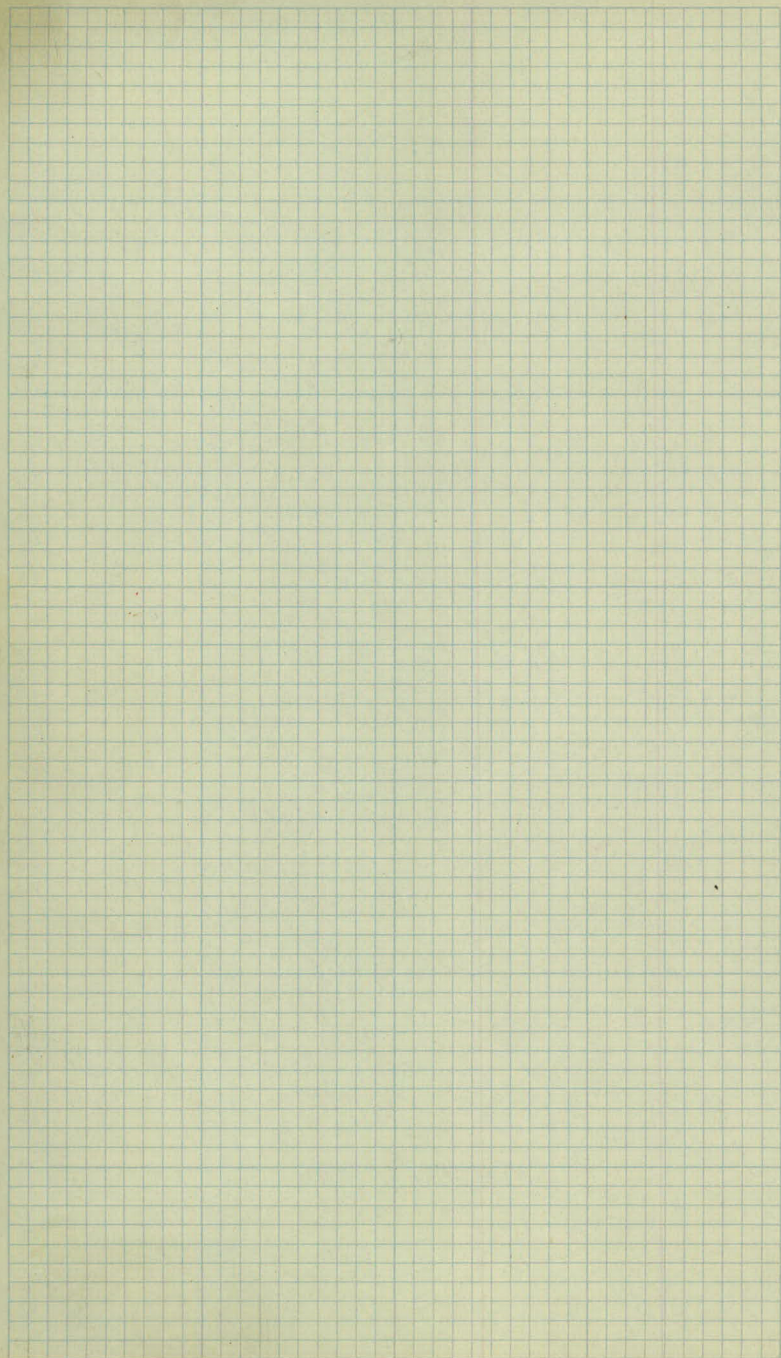
Sta.

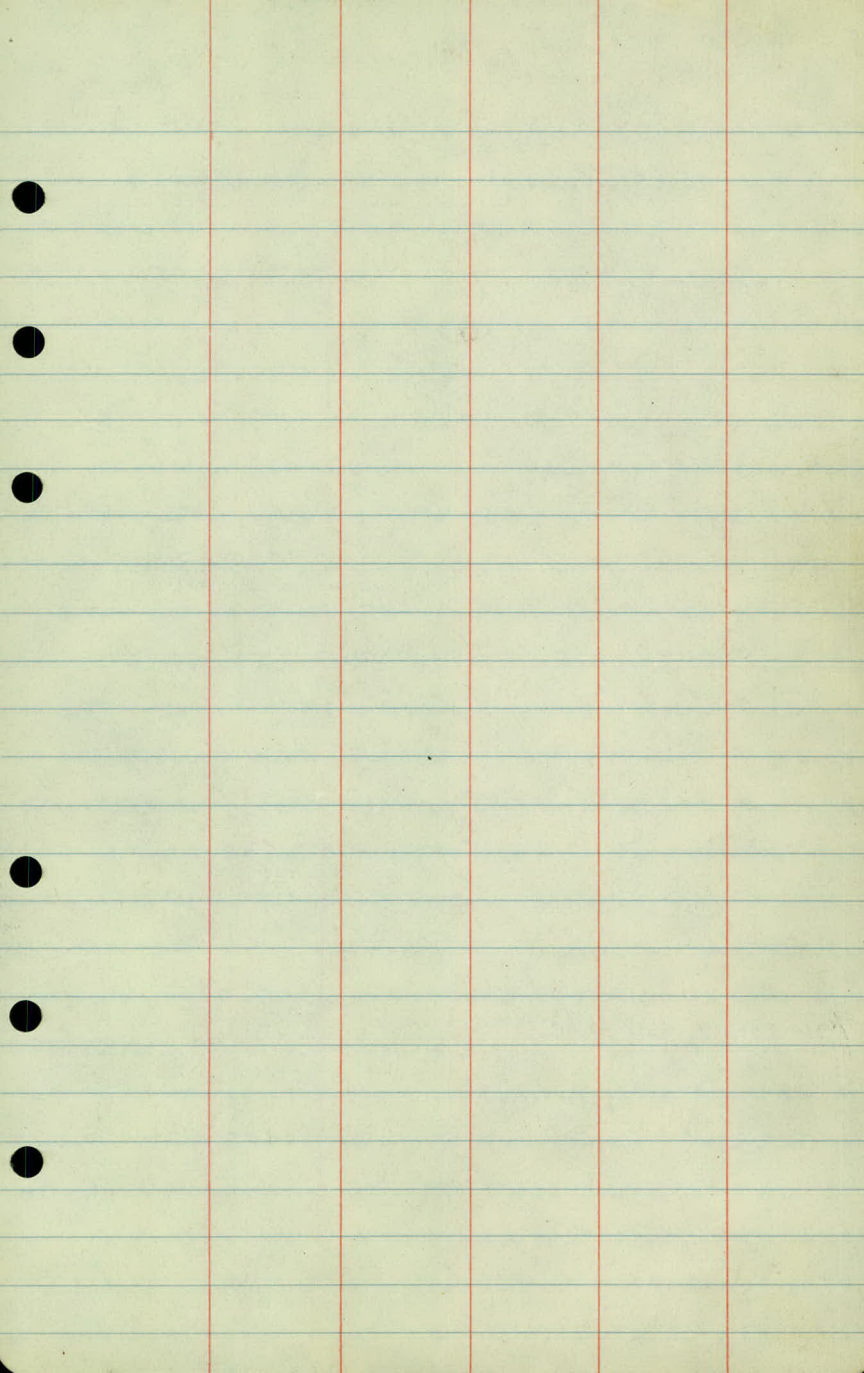
190+51.43 P.C. 20° Curve Right. (P.I. = 192+27.58)

189+16.95 Int. & Tracks

186+72.65







22

Sta.	Defl.	Tot. Defl.	Calc. Brg.
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197+54.60 P.C. 20° Curve Left. (L=153.0)

388.42

N 63° 18' 30" E

193+67.03 P.T.	1° 37'	31° 27' 30"	I = 62° 55'
193+50	5° 00'	29° 50'	R = 287.94
193+00	5° 00'	24° 50'	T = 176.15
192+50	5° 00'	19° 50'	D = 20°
192+00	5° 00'	14° 50'	L = 314.60
191+50	5° 00'	9° 50'	
191+00	4° 50'	4° 50'	

(48.57)

190+51.43 P.C. 20° Curve Right

N 0° 23' 30" E

Edger top
Black Top.

Center
Pick Sign posts
No. 155 R 2/2

Wood Guard Ra

~~Comp.~~

3 Nails
in Rail

6205

Wood Hills

RI.192+27058

Wood Guard Rail
63 Posts

Vacondi's Bird.
Black Top.

01.8.

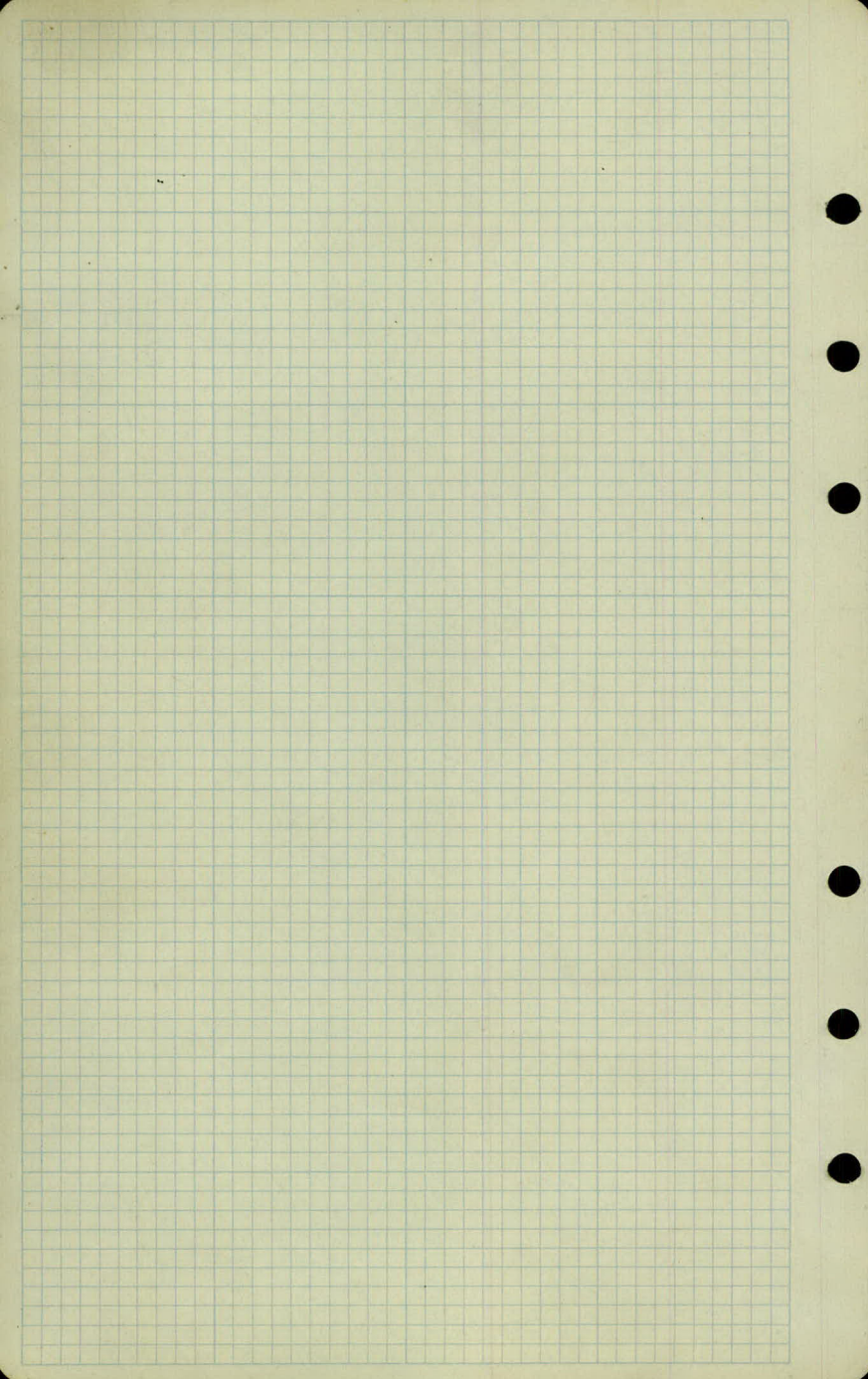
10 Posts
Cable Guide
Rail

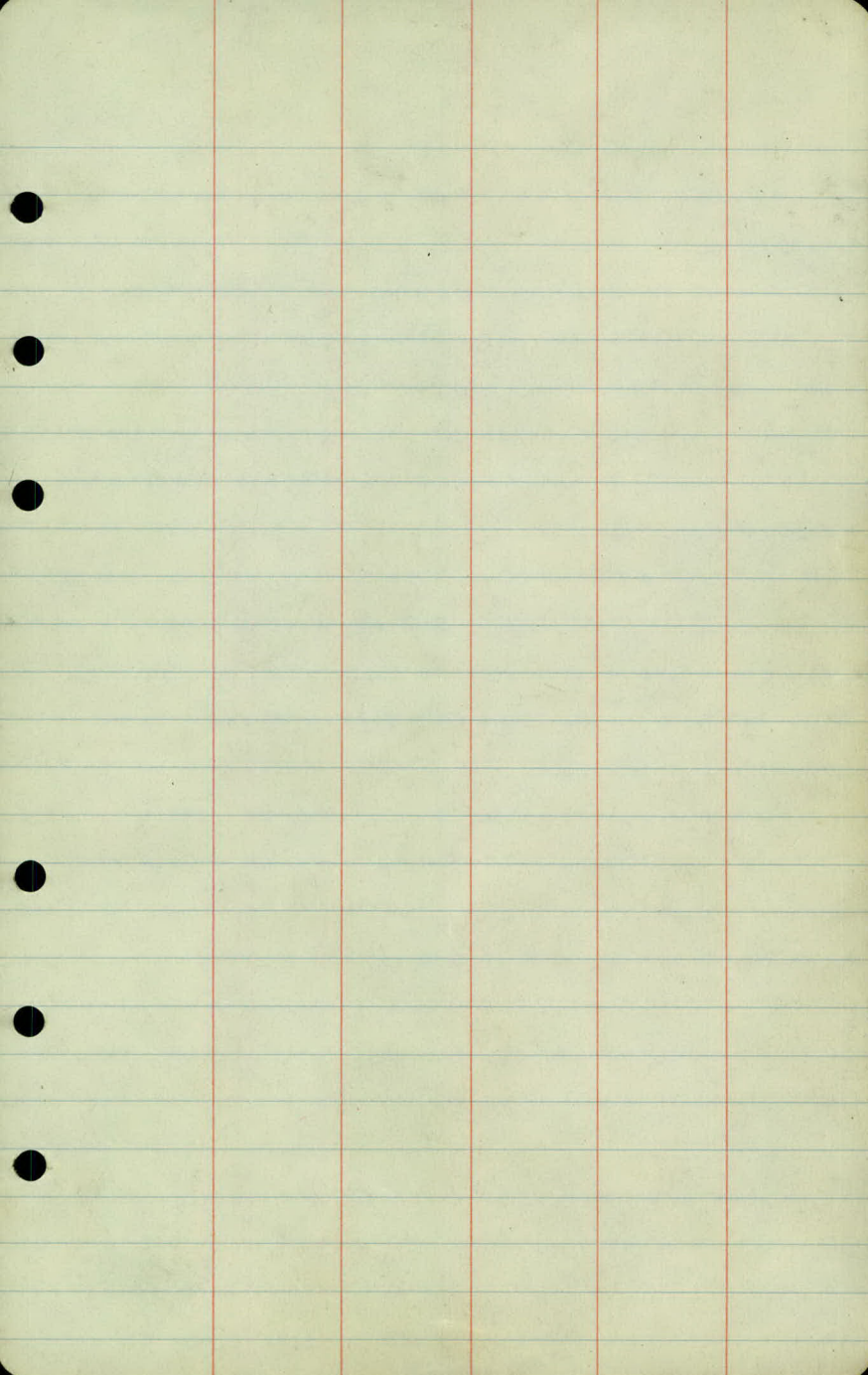
3 Nails
Guard Rail
Post

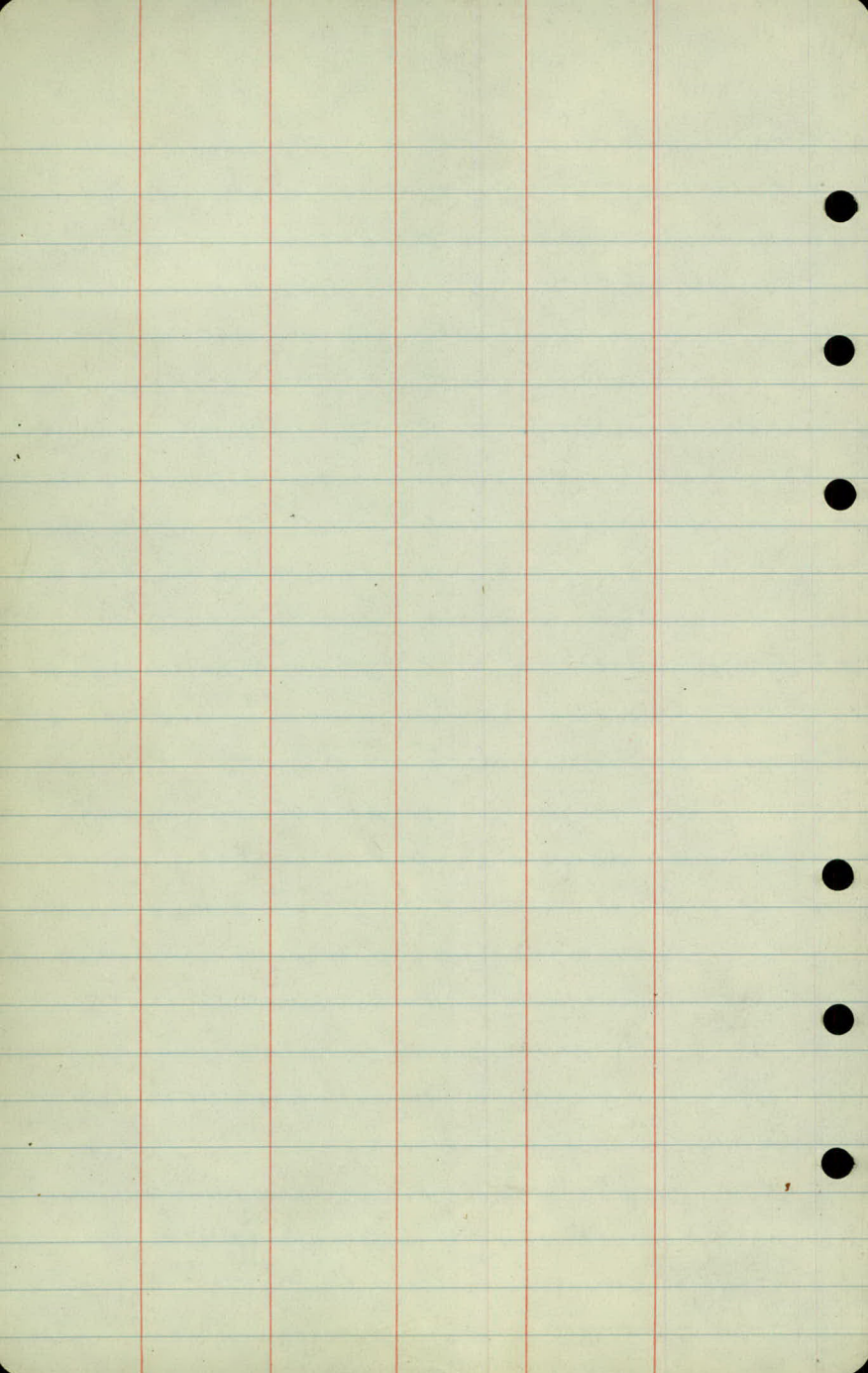
Q³ Nail to T.P.

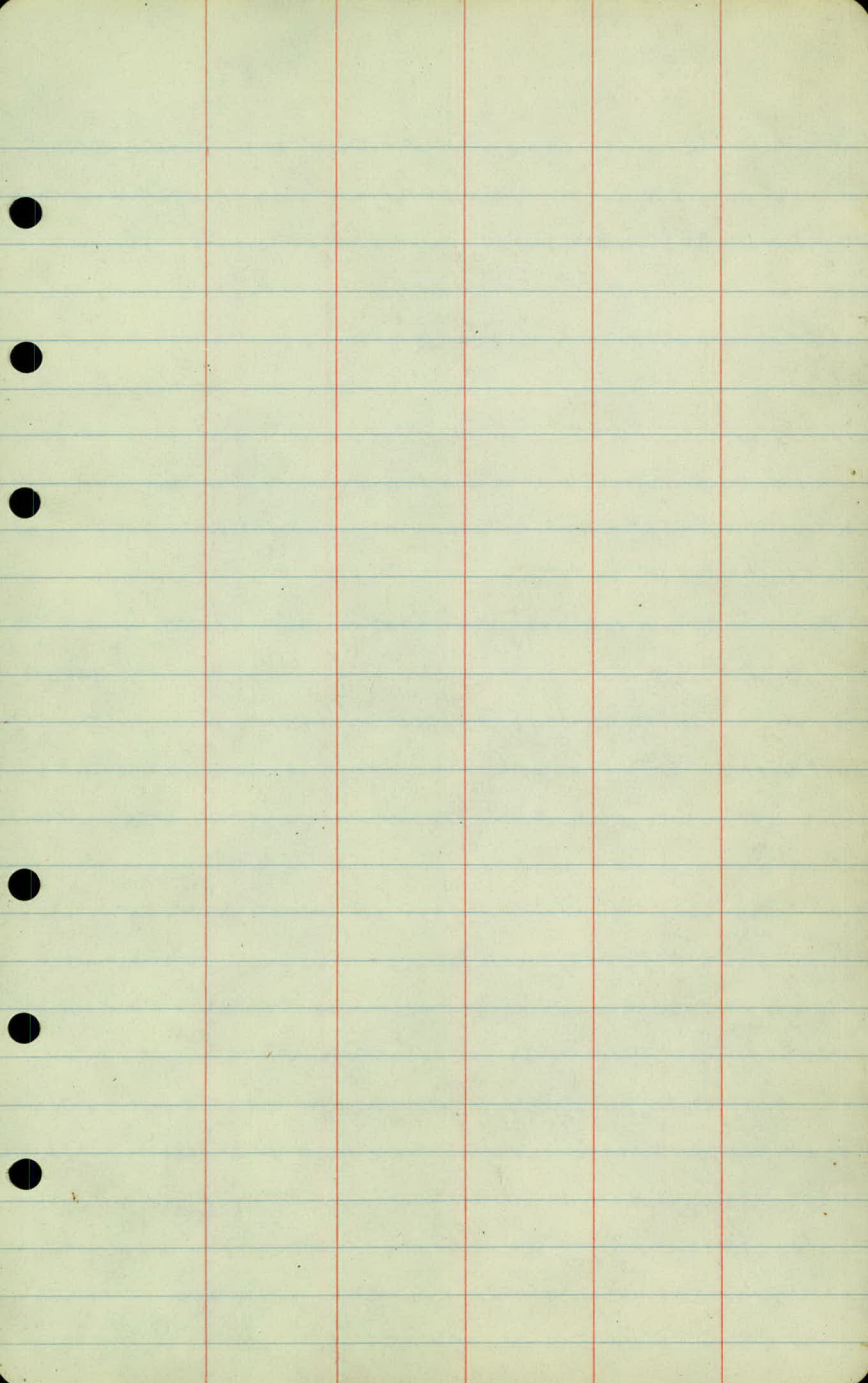
~~N 0° 22' 0"~~
conc. Pure

Conc.









23.

Sta.	Defl.	Total Def.	Calc. Brg.
------	-------	------------	------------

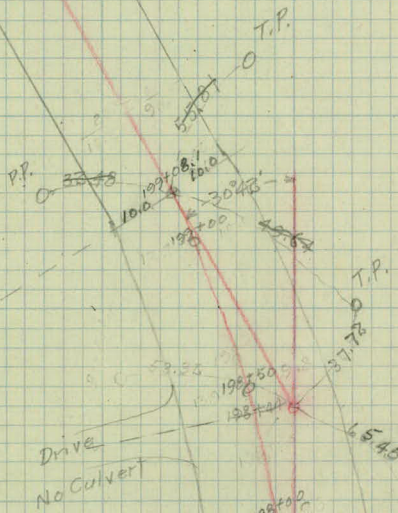
202+46.29
~~202+48.19~~

N 32° 36' 30" E

199+08.10 P.T.	0° 48.6'	15° 21'	I = 30° 42'
199+00	5° 00'	14° 32.4'	R = 287.94
198+50	5° 00'	9° 32.4'	T = 79.04
198+00	4° 32.4'	4° 32.4'	L = 154.0 153 ⁵⁰
197+54+60 P.C.	20° Curve Left		Def. for 50' = 4° 59'

N 63° 18' 30" E

Prop.
Conc.



Yadman's Cafe

Frame Bldg.

Drive
No Culvert

57.89

End
Guard

Spillway

12" Gr. Pipe

Crossing
Sign

12.0
197+54.60
197+47
196+62.15
14

195+50

195+62

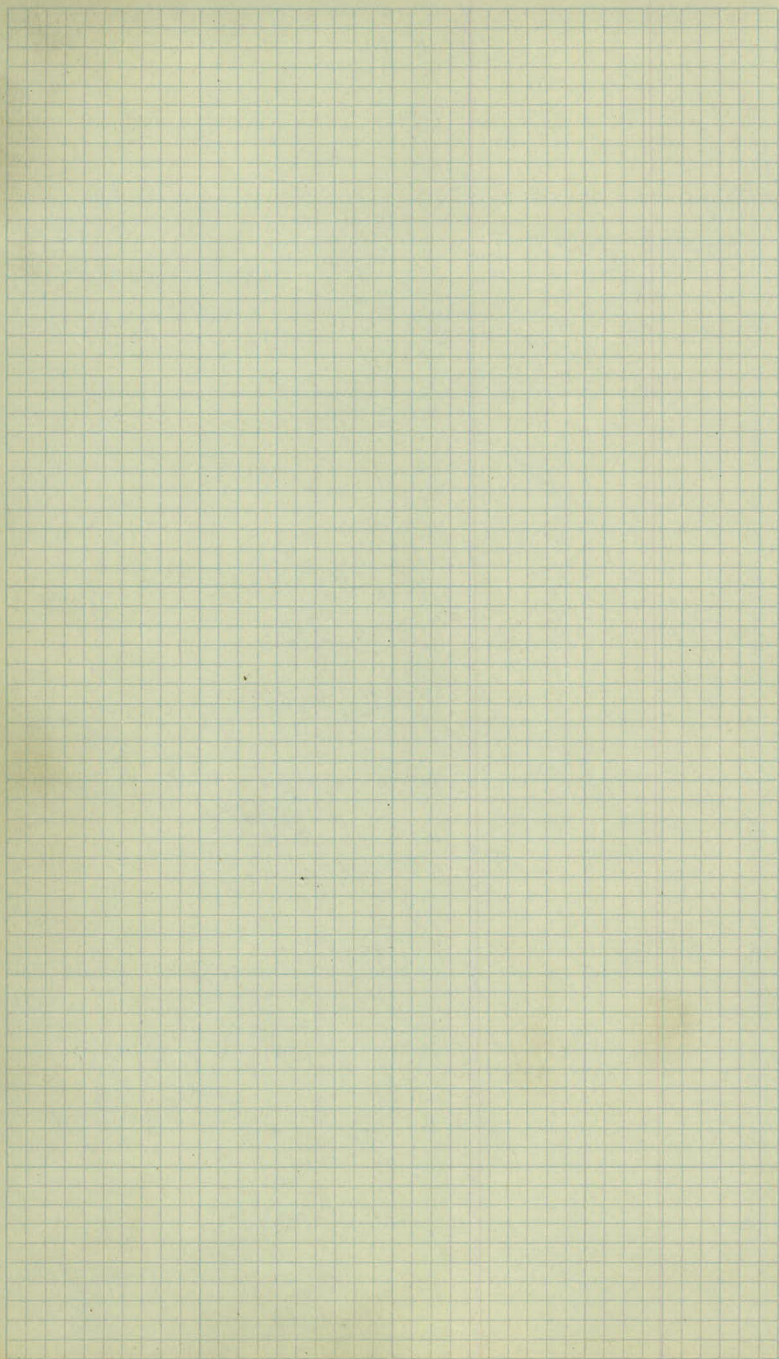
80'

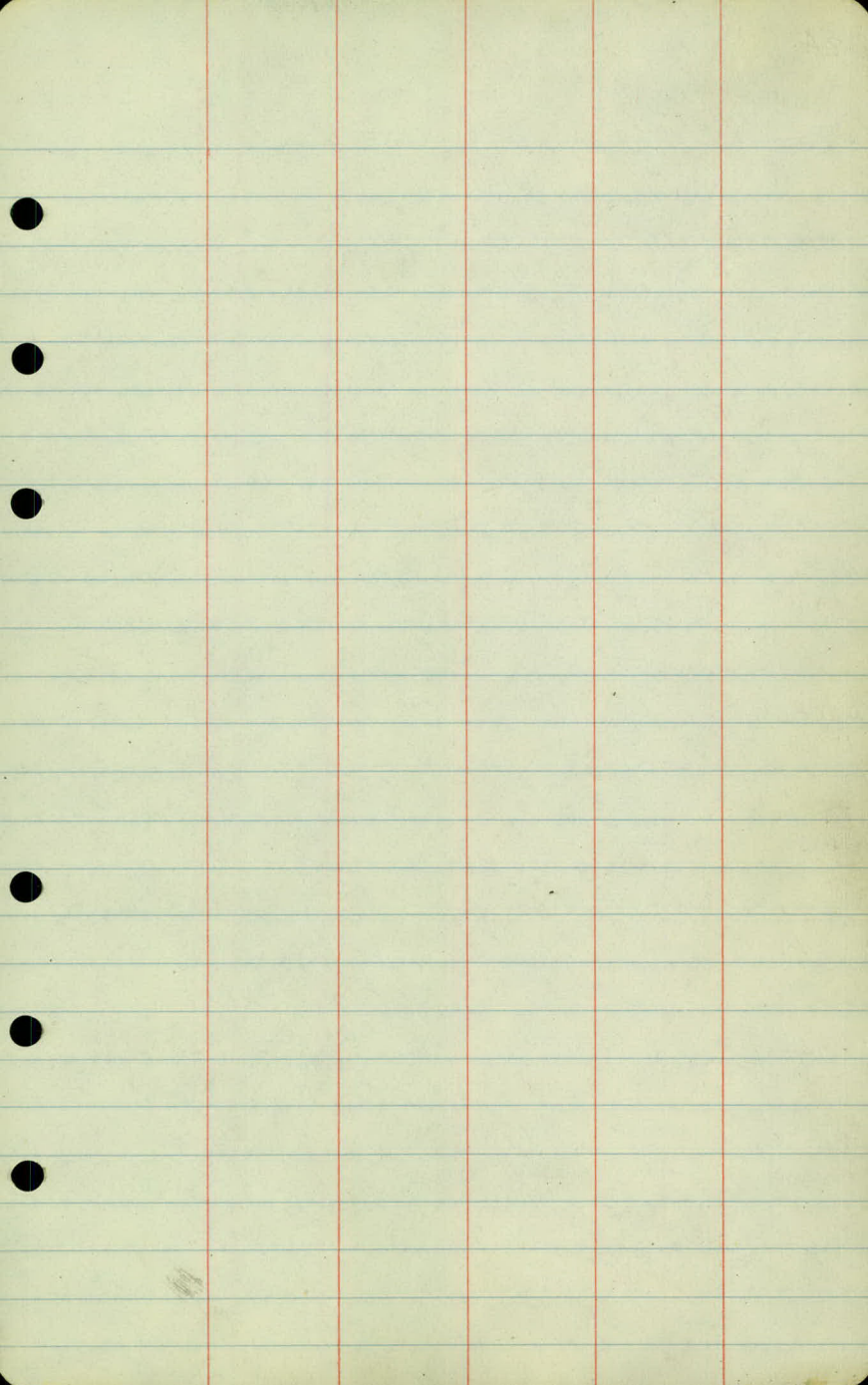
15'
Conc. Ford

T.P.

G.P.

Conc. Cattle Pass.
4'x6' Opng.





24.

Sta. P.T. Ang. Lt. Ang. Rt. Calc. Brg.

N 37° 46' 30" E

~~207+58.40~~~~207+68.63~~

P.T.

0° 17.6'

2° 34"

207+00

0° 30'

2° 16.4'

206+00

0° 30'

1° 46.4'

205+00

0° 30'

1° 16.4'

I = 5° 08'

R = 5729.65

204+00

0° 30'

0° 46.4'

T = ~~256.86~~ 256.84~~L = 513.33~~

203+00

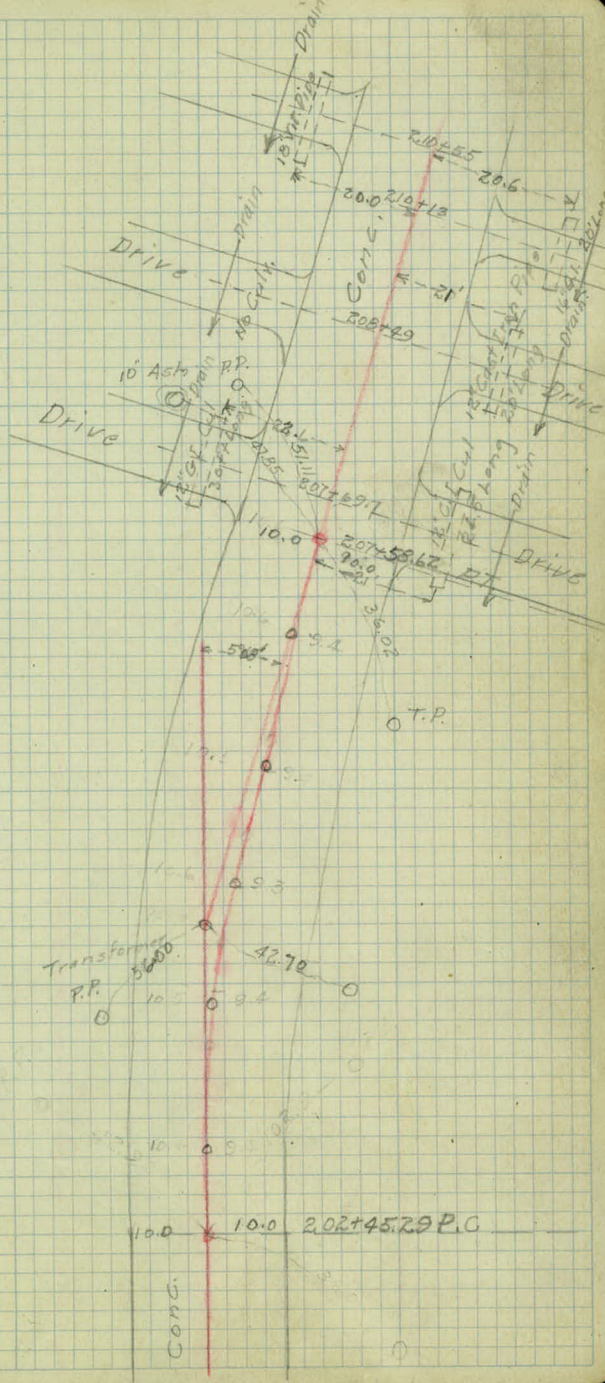
0° 16.4'

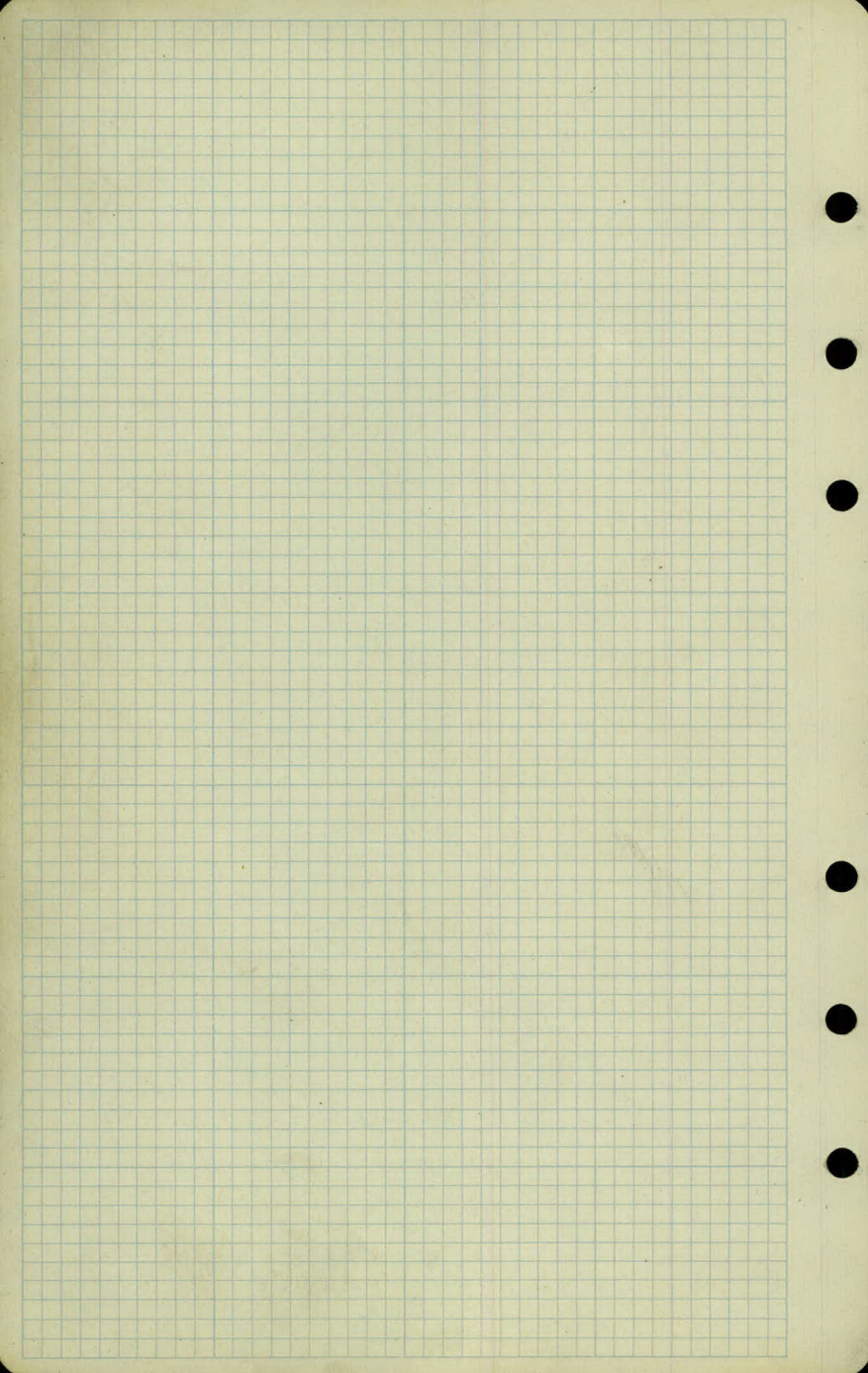
0° 16.4'

L = ~~515.11~~ 513.33

202+45.29 P.C. 1° Curve Right.

N 32° 36' 30" E





Seperate Alignment Notes
Sta. 207+61.43 To N. Co. Line
Centerville Rd.

Sta.	Pt.	Ang. Lt	Ang. Rt	Bearing
				$I = 2^{\circ} 21'$
228+29.00	P.T.	$0^{\circ} 08.7'$	$1^{\circ} 10.5'$	$R = 5729.65$
228+00		$0^{\circ} 30'$	$1^{\circ} 01.8'$	$T = 117.51$
227+00		$0^{\circ} 30'$	$0^{\circ} 31.8'$	$L = 235.00$
226+00		$0^{\circ} 11.8'$	$0^{\circ} 18'$	
225+24.0	P.C.	1° Curve	Rt	$N 37^{\circ} 46' 30'' E$

222+15.92 Intersec. Kochler Road

220+25.74 Intersection Sec. Line

207+60.40 P.T.

$N 37^{\circ} 46' 30'' E$

6-20-39

Q

P.P.

P. 3478

P. 069272

10

T.P.

0.89

Caution Sign

○ 16.63

62.94

Nail joint

2.2

Sealine

Sta. Pt. Ang Lt Ang Rt Calc. Brg.

251466.54

~~251469.72~~ P.C.

N68°09'30"E

238190.47	P.T.	1°12.8'	14°01'	
+50		1°30'	12°48.2'	
238100		1°30'	11°18.2'	I = 28°02'
+50		1°30'	9°48.2'	R = 955.37
237100		1°30'	8°18.2'	T = 238.5
+50		1°30'	6°48.2'	L = 467.22
236100		1°30'	5°18.2'	
+50		1°30'	3°48.2'	
235100		1°30'	2°18.2'	
+50		0°48.2'	0°48.2'	

234+23.25 P.C. 6° Curve Right

N40°07'30"E

228+32.2 PT.

-1.5'

Corner
Found.
House

20.80

Nail

67.40

P.P.

← 75° 02'

D.H. in Permit.

Sta. Pt. Ang Lt Ang Rt Cok. Brq

259+77.82
~~259+80.27~~

P.C. 7°30' Curve Left.

255+88.54

N47°04'30"E

~~255+88.21~~

P.T.

0°57.3'

10°32'30"

+50

1°15'

9°35.2'

255+00

1°15'

8°20.2'

+50

1°15'

7°05.2'

I = 21°06'

254+00

1°15'

5°50.2'

R = 1146.28

+50

1°15'

4°35.2'

T = 213.48

253+00

1°15'

3°20.2'

L = ~~421.67~~ 422.00

+50

1°15'

2°05.2'

252+00

0°50.2'

0°50.2'

251+66.54 P.C. 5° Curve Left.

N68°09'30"E

25980.27
 25591.41
 388.86

21°06'

P.T.

3 Nails
 8" Oak

36.53

(D)

Guard Rail
 Post

9.49

P.I. 23.28

3 Nails
 8" Oak

P.C.

Sta. Pt. Ang Lt Ang Rt. Calc Brg.

268+92.93 P.C. 6°40' Curve Left.

110.8

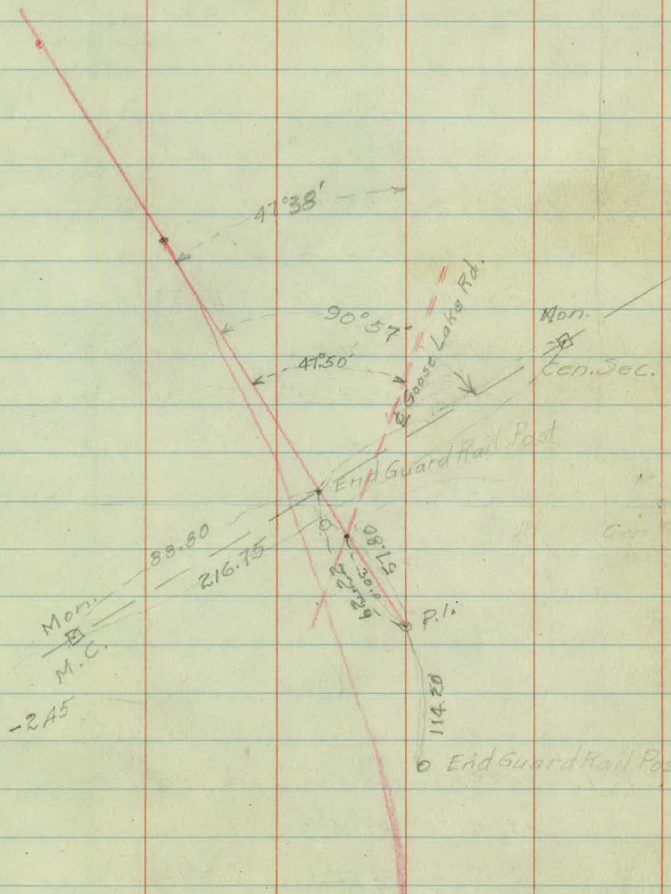
N 0°36'30"W

266+12.82	P.T.	0°28.8"	23°49'	
266+00		1°52'30"	23°19.9'	
+50		1°52'30"	21°27.4'	
265+00		1°52'30"	19°34.9'	
+50		1°52'30"	17°42.4'	
264+00		1°52'30"	15°49.9'	
+50	P.T.	1°52'30"	13°57.4'	
263+00		1°52'30"	12°04.9'	I = 47°38'
+50		1°52'30"	10°12.4'	R = 764.49
262+00		1°52'30"	8°19.9'	T = 337.45
+50		1°52'30"	6°27.4'	L = 635.00
261+00		1°52'30"	4°34.9'	
+50		1°52'30"	2°42.4'	
260+00		0°49.9"	0°49.9'	

259+77.83 P.C. 7°30' Curve Left.

N 47°04'30"E

$23^{\circ} 50' 30''$
 $1^{\circ} 52' 30''$
 $25^{\circ} 43' 00''$



Sta. Pt. Ang. Lt. Ang. Rt. Calc. Brg.

80+48.30

N 5° 43' 30" W

276+06.98 P.T.	0° 05.2'	3° 38' 00"	
276+00	0° 37.5'	3° 32.8'	
+50	0° 37.5'	2° 55.3'	I = 7° 16'
275+00	0° 37.5'	2° 17.8'	R = 2292.01
+50	0° 37.5'	1° 40.3'	T = 145.54
274+00	0° 37.5'	1° 02.8'	L = 290.65
273+50	0° 25.3'	0° 25.3'	

273+16.33 P.C. 2° 30' Curve Right

N 13° 02' 30" W

I = 12° 24'

270+78.93 P.T.	0° 57.8'	6° 12'	R = 859.92
270+50	1° 40'	5° 14.1'	T = 93.41
270+00	1° 40'	3° 34.1'	L = 186.00
+50	1° 40'	1° 54.1'	
269+00	0° 14.1'	0° 14.1'	
268+92.93 P.C.	6° 40'	Curve Left.	

N 0° 36' 30" W

+ 3.2

G.P. 35.0
 P.I.
 D.H.
 45.85 T.P.

T.P.
 0

T.P.
 0

121.25

48.43

P.I.

D.H.

141.25

T.P.
 0

+ 0.8

Sta. Pt. Ang. Lt Ang. Pt. Colo. Brg.

341.82

339.93

01.89

388.59.06

~~388.59.06~~

P.C. 15° Curve Left.

88.59.06

85.19.13

339.93

N32°09'30"E

341.82
385+19.13

P.T.

0°51.7'

18°54.0'

385+00

2°15'

18°02.3'

+50

2°15'

15°47.3'

384+00

2°15'

13°32.3'

+50

2°15'

11°17.3' I=37°48'

383+00

2°15'

9°02.3' R=637.27

+50

2°15'

6°47.3' T=218.19

382+00

2°15'

4°32.3' L=420.00

381+50

2°17.3'

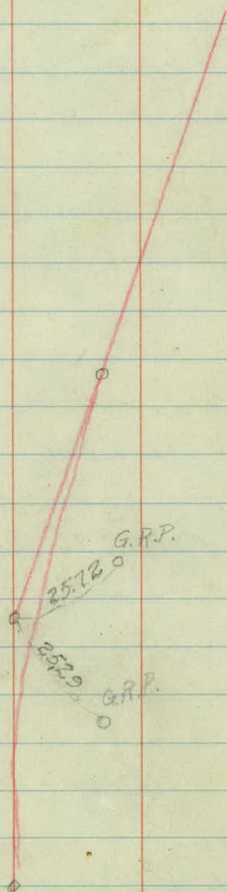
2°17.3'

380+99.13

P.C.

9° Curve Right

N5°43'30"W



Sta. Pt. Ang Lt. Ang Pt. Calc. Brg

317+08.36 Mon. Center Sec.

91° E 105

290+83.17 Mon. (Equation Sta. $290+79.38 = 290+83.17$)

290+68.86 P.T. 1°24'8" 15°44' $\frac{79.38}{79}$
10.52

+50 3°45' 14°19.2'

290+00 3°45' 10°34.2' $I = 31°28'$
 $R = 383.06$

+50 3°45' 6°49.2' $T = 107.93$

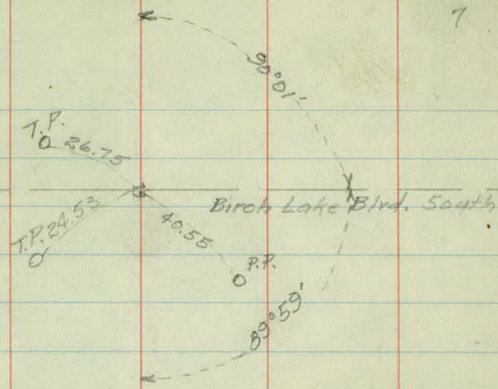
$L = 209.80$

289+00 3°04.2' 3°04.2'

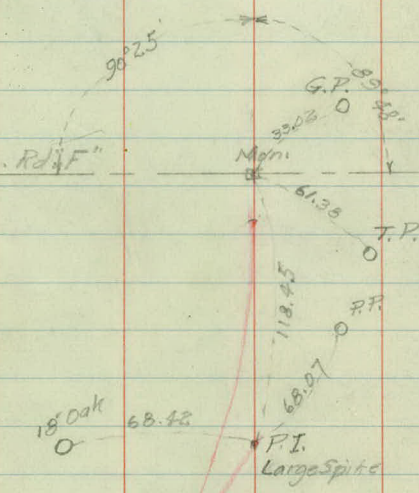
288+52.06 P.C. 15° Curve Left.

N 32°09'30"E

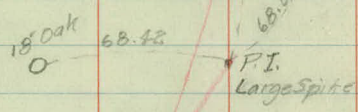
$\frac{1}{4}$ Line



Sec. Line Co. Rd. 4 F"



-2.46



Sta.	Pt.	Ang. Lt.	Ang. Rt.	Calc. Brg.
------	-----	----------	----------	------------

369+79.01	P.I.	0°02'		
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364+00	P.O.T.			
--------	--------	--	--	--

343+40.33	Bolt in Cong. 1/4 Cor	0°25'		
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343+00	P.O.T.			
--------	--------	--	--	--

317+08.36	Mon.	3. Birch Lake Blvd		
-----------	------	--------------------	--	--

Supplement Page 8

$$R = 287.93$$

$$346 + 29.93$$

$$I = 90^{\circ}22'$$

$$T = 289.6$$

$$90^{\circ}22'$$

E. Co. R. 1/2

$$289.6$$

Iron Bolt.

$$343 + 40.23$$

Y

E. Centerville Rd.

369+79.01 0°-02' Lt

367+78.61 P.C. 29°0' Curve To Birch Lake Blvd.

R=879.69

T=200.4

I=90°08

343+40.33

1.68 Error/mile

No Man.

00°02'

T.P.

30°08'

59.72

N. Birch Lake Blvd.

P.P. 28.59

47.49

P.P.

P.C.

9°51'

Nail in Pavement

71.11

40.91

3 Nails

T.P.

89°40'

26°28'

3 Nails

T.P.

Bolt.

Sec. Line on

Co. Rd. "G"

28.59

49.19

3 Nails

G.R.P.

3 Nails

Guard Rail Post

G.R.P.

243.00

G.R.P.

15.03

14.83

89°55'

90°03'

Sta.	Pt.	Ang. Lt.	Ang. Rt.	Calc. Brg.
448+86.51	P.I		0°09'	

439+62.50	P.O.T.			
-----------	--------	--	--	--

93' Error

N 0°12'30"E

439+62.50	P.O.T.			
-----------	--------	--	--	--

421+60.16	P.O.T.			
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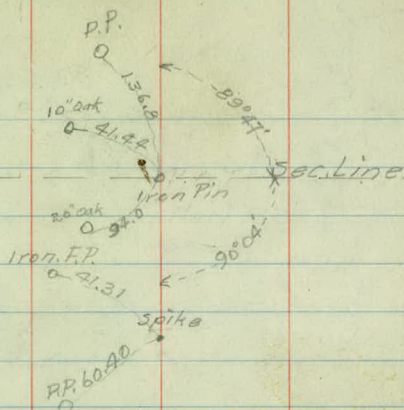
0°10'

N 0°2'30"E

396+39.01	P.I.	0°04'		
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312+85.91	P.O.T.			
-----------	--------	--	--	--

N. Line Sec. 9



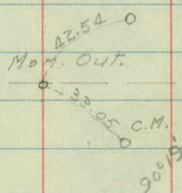
Mon. Out.

P.I. Con. Sec. 9

 $\frac{1}{4}$ Line

c.m. culvert Marker

N. Line Sec. 16



300 Line Ry

Sta.	Pt.	Ang Lt.	Ang Rt.	Calc. Brg
------	-----	---------	---------	-----------

507+89.11

78' E. M.

N 14° 48' 30" W

504+95.75

504+95.65 P.T.

2° 17'

7° 32'

I = 15° 04'

504+50

2° 30'

5° 15'

R = 573.62

504+20.94 P.I.

504+00

2° 45'

2° 45'

T = 75.86

503+44.98 P.C.

10° Curve Left

L = 150.65

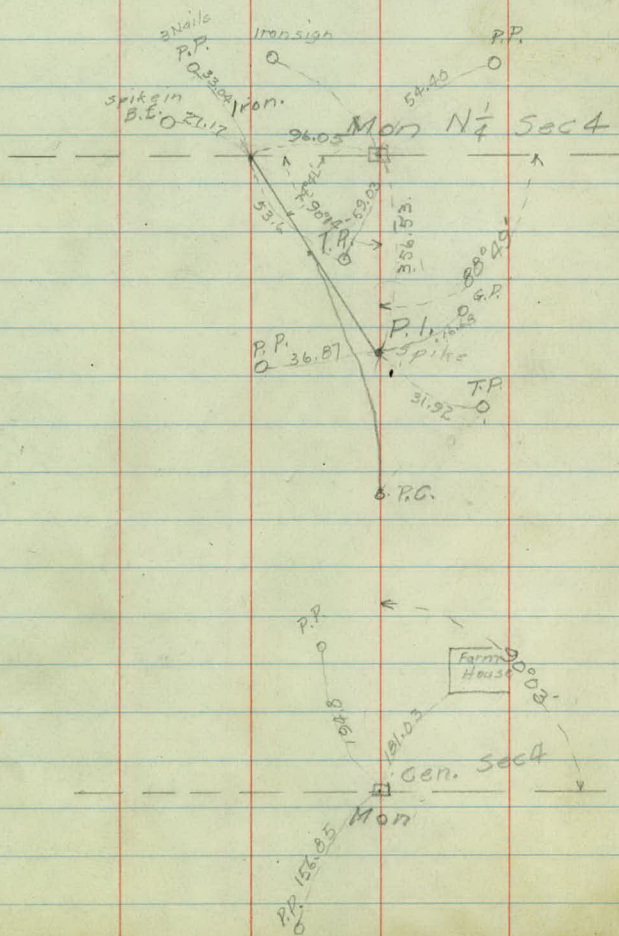
503+45.08

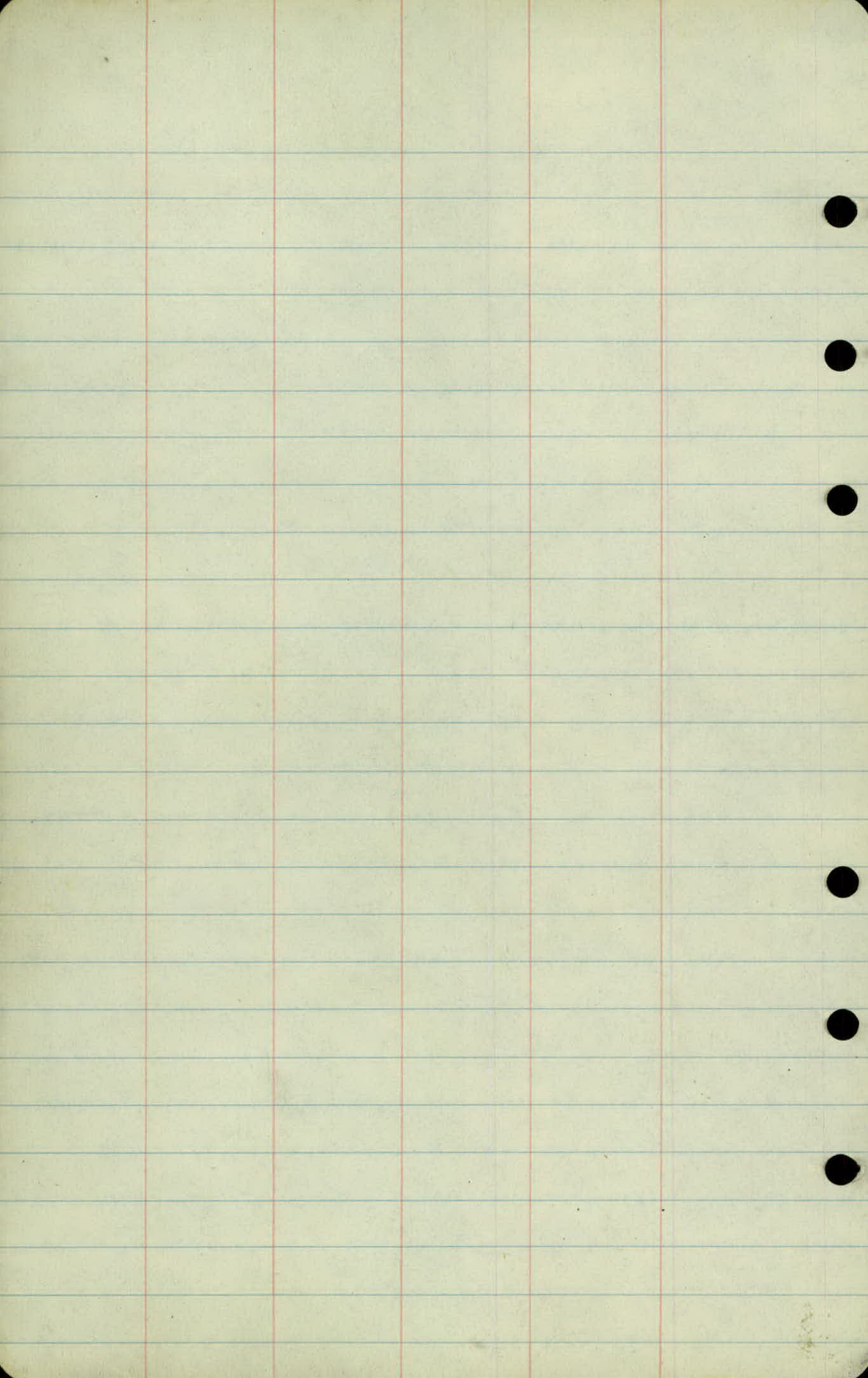
N 0° 16' 30" E

476+2582 P.I.

0° 05'

N 0° 21' 30" E





Seperate Topographic Notes
Centerville Road.

219+25

26" Genc. Pipe Culvert

18' 216+46 Cross Rd. Sign

215+58 Genc. Drive

213+91 Center of Drive

213+10 Center Drive

213+10 Center of Drive -

213+00

212+34 Center Drive

212+00

← 26" Cong. Pipe →
← 40.5 →

Cross Rd. Sign

18'

Drain
15" x 18" Long

← 22' →

Drain
15" x 20" Long

← 22.4 →

Drain

← 23.5 →

15" x 18" Long

Drain
15" x 18" Long

← 22' →

Drive

226+12 Cap Drive
To Lake Vardna's school yard

225+15 Side Rd. Sign 25.0

222+54 Rd Int Sign 15.0

222+08 End Guard Rail 27.0
222+06 Stop Sign 25.5

24.0 221+20 School Zone Sign

220+95 Int. Edge Conc.
220+27.5' 220+87 Rd. Int. Sign
220+76 26" Conc. Pipe Culv.

220+31 Caution Sign 15.0
12" Reflector

220+70 3"

219+90 Begin Guard R1 10.0

218.89.5 / Intersec. Edge Conci

Driveway

225' 00"

Wire Cable Guard Rail 20 Posts

48.5'

Conc. Rd E

230+87 Cen. Drive

230+48 Cen. Drive

228+88 Cent. Drive

228+32.2 P.T.

228+00

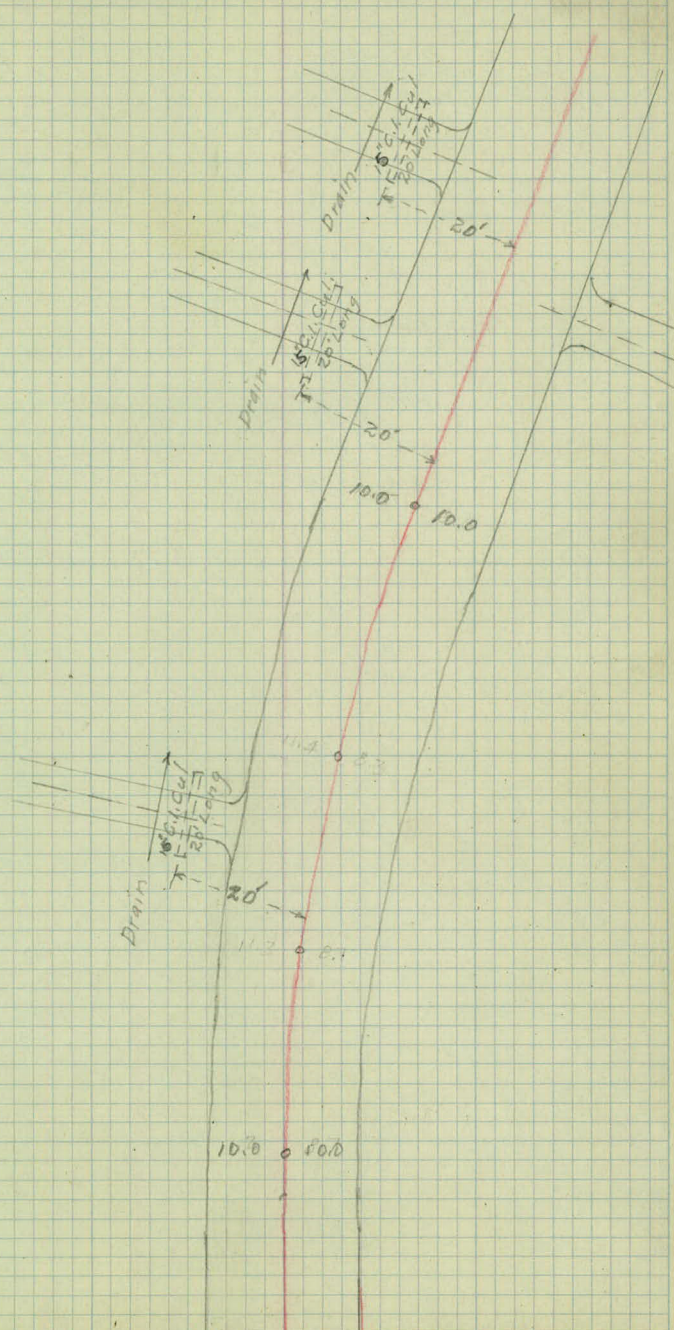
228+00

227+85 Cen. Drive

227+00

225+97.2

P.C.



P.T.
238+91.97

235+93 Gen. Drive

234+77 Gen. Drive

~~234+77~~
O.P.C. 234+73.85

232+40 Gen. Drive

232+04 Gen. Drive

231+48 School Zone
Sign 260

Platted

Cultivated

Cultivated

NB Culvert

Drain 16' Cul. 11' 25' Long

Dirt Drive

School Zone

Drain 16' Cul. 11' 25' Long

Dirt Drive

234+20.75
10.0 10.0
P.C.

234+50
117 8.0

235+100
117 8.0

235+50
117 8.0

236+100
117 8.0

236+50
117 8.0

237+100
117 8.0

237+50
117 8.0

238+100
117 8.0

10.0 10.0
10.0 10.0

249+56 End Guard Rail

245+19 End Guard Rail

245+00 Conc Spillway

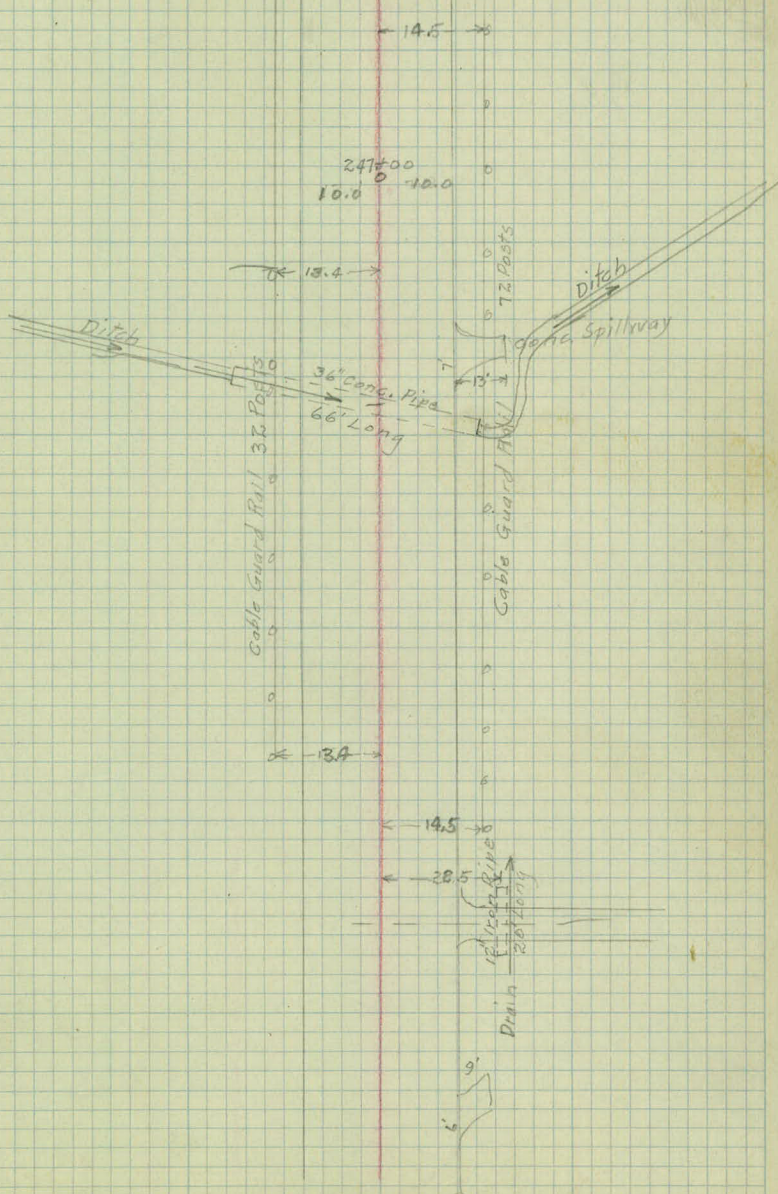
244+89 Conc. Pipe Culvert.

41+48 Begin Guard Rail

41+11 Begin Guard Rail

40+85 Cen Drive

239+66 Conc. Spillway



356+03
Begin Guard Rail

14.0

254+00 Drive

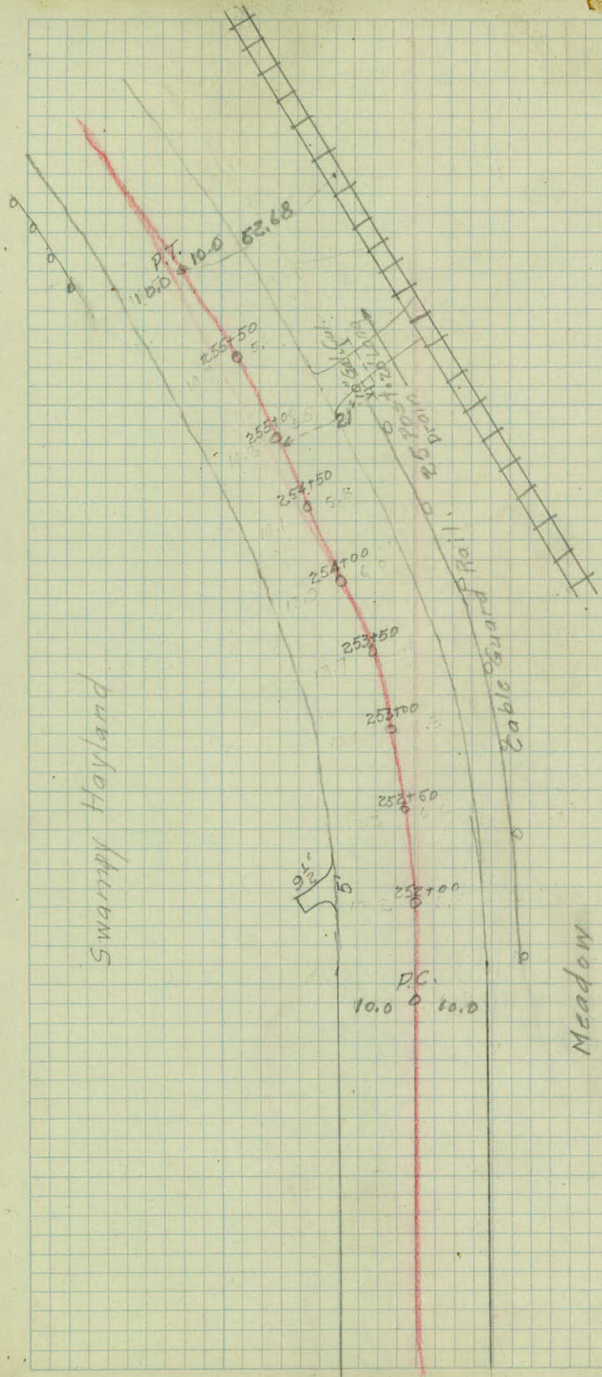
13.0 254+62 End Guard Rail

252+17 Conc. Spillway

14.3 251+78 Begin Guard Rail
R.C.

Swampy Hayland

Meadow



19.0

266+19.5 End Guard Rail

264+11 Drive

13.5 262+87 Begin Guard Rail

17.2 262+76 Stop Sign

22.0 262+04 End Culvert

15.5 262+01 End Guard Rail

262+00 Int. Goose Lake Road

261+46 Intersection Sign 27.0

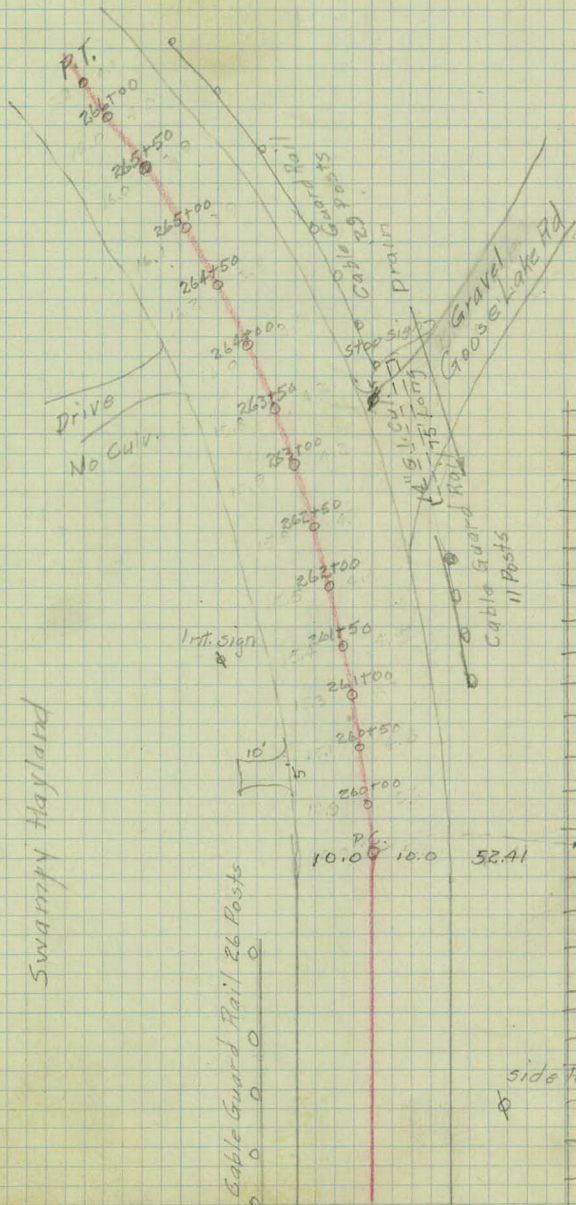
14.0 260+84 Begin Guard Rail

260+27 Conc. Spillway

259+04 End Guard Rail 12.5

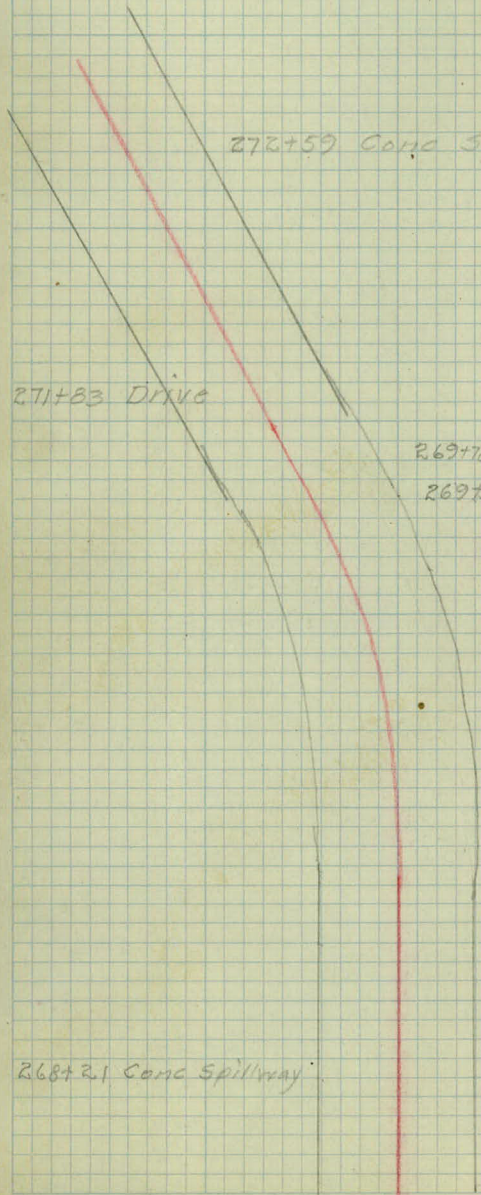
21.0 256+67 Side Road Sign

Swampy Hayland



N.P. R.R.

side Road sign



272+59 Conc Spillway

271+83 Drive

269+78 End Culvert

269+84.5 Intersection
Labore Rd

268+21 Conc Spillway

Swampy Hayland

Marshy Lowland

Plotted + rotated

Labore Rd Gravel

10.00 10.00
P.C.

269820.53

$$\begin{array}{r} 25 \overline{) 50} \\ \underline{50} \\ 0 \end{array}$$
~~270800~~
$$270^\circ + 50^\circ$$

3.5 P.T.

7.

~~Drive~~ ~~Drain~~ ~~18.11.19~~ ~~18.11.19~~

280+83 Drive

278+13 End Guard Rail

278+00
Drive

277+17 Begin Guard Rail

14.0

276+96 Drive

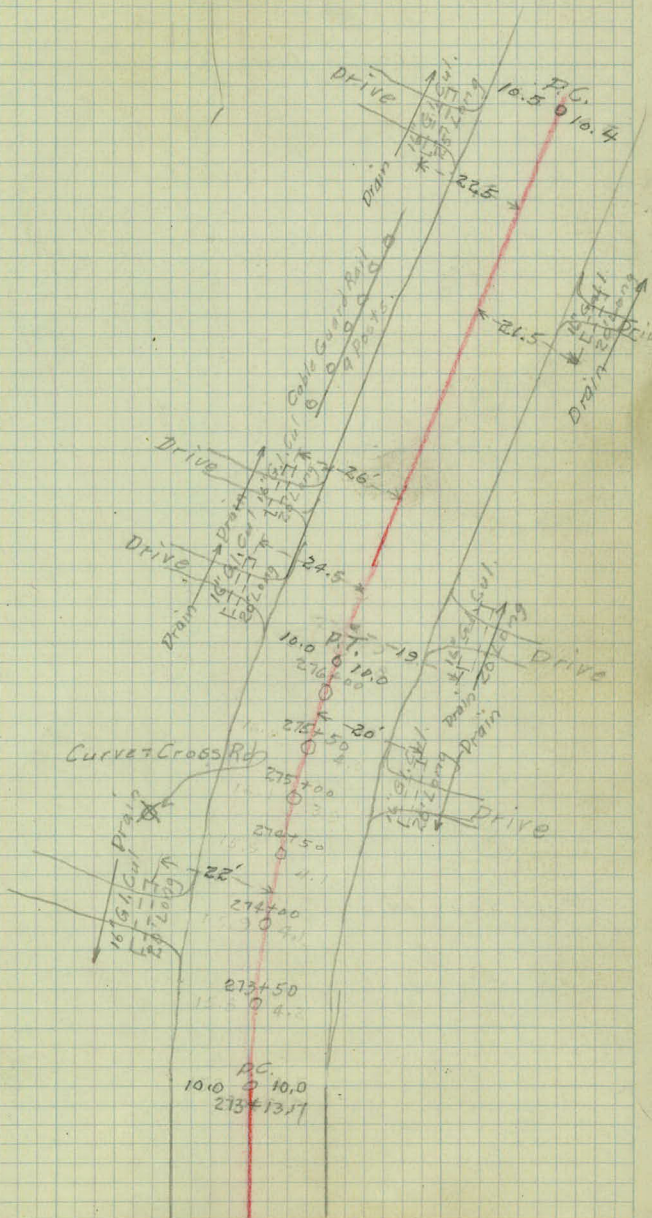
276+68 Drive

276+49 Drive

275+03 Drive

273+91 Curve + Cross Rd Signs 20.5

273+76 Drive



10
288+00 End Black Top.
287+86 Conc. Spillway
287+05 Conc. Spillway

285+83 Begin Guard Rail.
" Black Top.

285+29.5 End Guard Rail

14.5 286+20 Side Rd
Sign

285+94,
Conc. Spillway

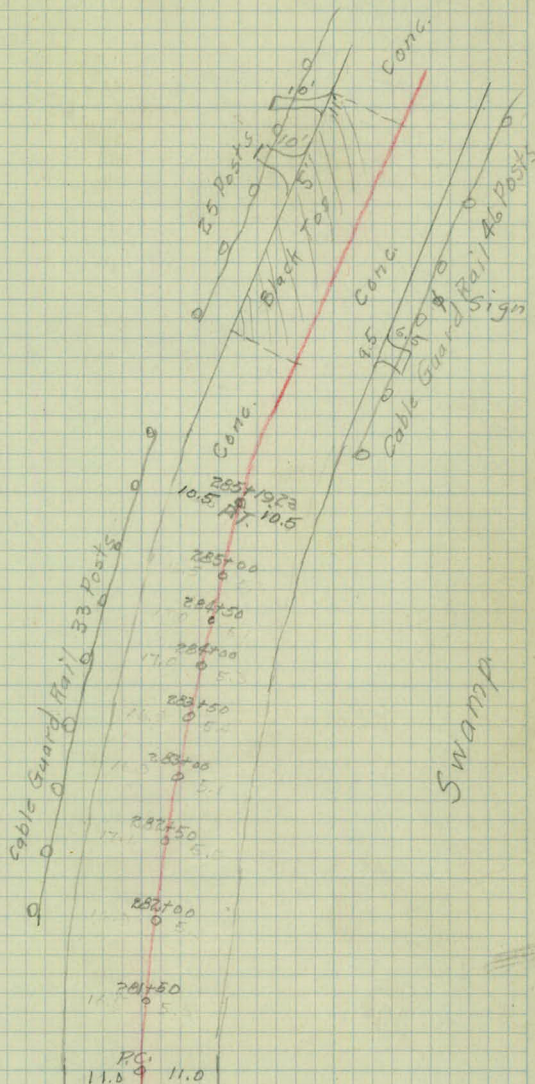
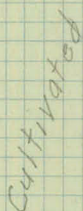
14.0

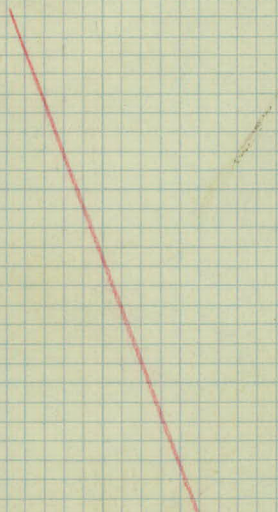
14.0

285+48 Begin
Guard Rail

14.5

281+57 Begin Guard Pl. 14.5

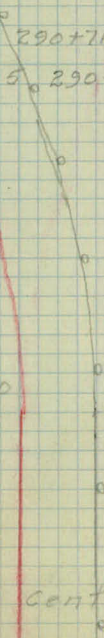




o L.S. 290+71.72 End Guard Rail.

290+33 Int. of Co. Rd. "F"

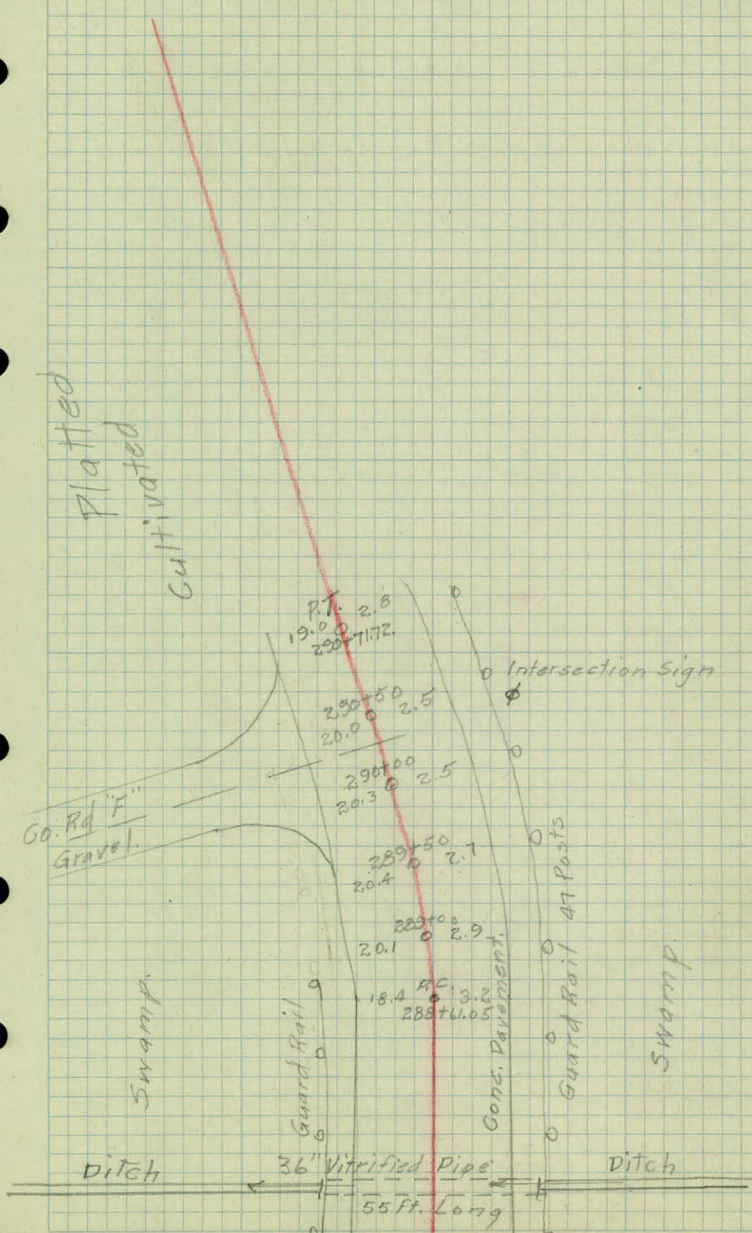
10.5 o 290+33 Int. Sight



288+72 End Guard Rl.

23.0

287+91 Center Culvert



310+00 Drive

307+32 Drive

305+10 End Guard Rail 13.5

302+96 Begin Guard Rail 13.5

301+97 Drive

299+19 Drive

298+24 Drive

295+58 Drive

294+70 Side Rk Sign 23.0

293+07 Drive

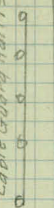
291+90 Drive

290+83.17 Mon.

Platted
Cultivated

Drive
Meadow
No. Cul.

Drain
Cable Guard Rail 19 Posts



16 ft. Cul.
20' Long

23.0

P.O.T.

29.99 + 29.95

Drive
No. Cul.

Drain
Cable Guard Rail 19 Posts



16 ft. Cul.
20' Long

21.0

Drive
Side Rd Sign

Drain
Cable Guard Rail 19 Posts

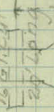


16 ft. Cul.
20' Long

22.0

Drive

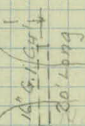
Drain
Cable Guard Rail 19 Posts



16 ft. Cul.
20' Long

20.0

29.98 + 00
10.3 10.0



Drive

14.0 10.0

No Culvert
Drive

Cultivated

End Guard Rail 332+75 (3.9) End Guard Rail

332+02 36" Conc. Pipe Culvert

331+78 Begin Guard Rail 13.6

13.8 331+55 Begin Guard Rail

325+88 Drive

324+98 End Guard Rail 13.6 13.6 324+98 End Guard Rail

324+02 30" Conc. Pipe Cul.

323+43.5 Begin Guard Rail 13.8 13.5 323+43.5 Begin Guard Rail

322+75 Drive

321+19 Side Rd sign 20.5

318+48 Drive

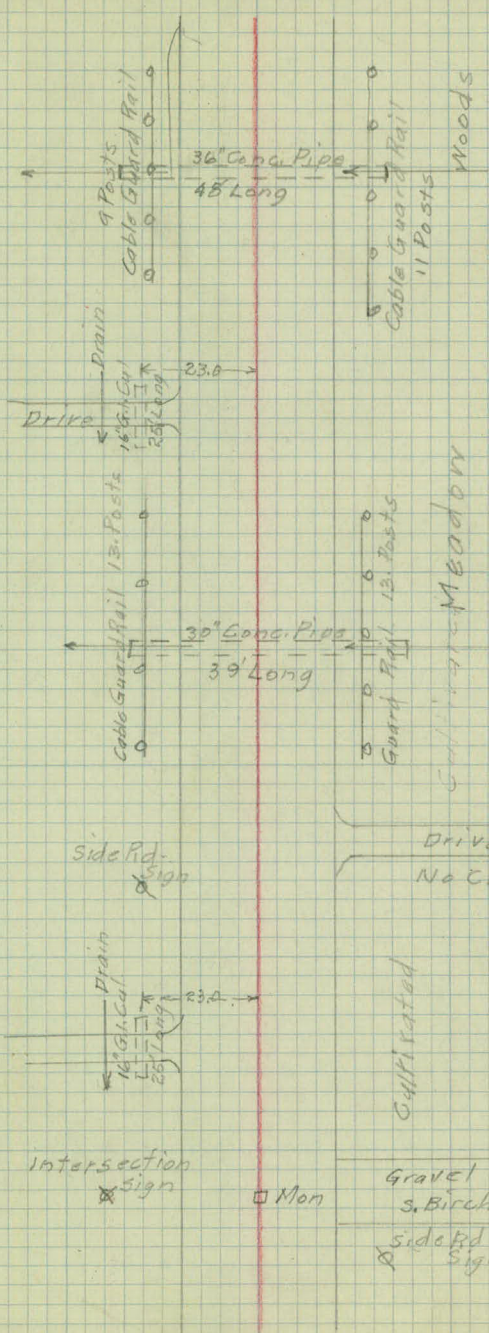
Intersection sign 317+08.36'
with 6" Reflector 22

21.5

3124.91 Side Rd Sign

Meadow

Cultivated



9 Posts
Cable Guard Rail

36" Cong. Pipe
48' Long

Cable Guard Rail
11 Posts

Woods

Drain
Drive
23.8

13 Posts
Cable Guard Rail

30" Cong. Pipe
39' Long

Guard Rail
13 Posts

Cultivated Meadow

Side Rd.
Sign

Drive
No Cul.

Drain
23.2

Cultivated

Intersection
Sign

Mon

Gravel Rd.
3. Birch Lake Blvd
Side Rd.
Sign

13.5 347+83 End Guard Rail

347+44 End Guard Rail 16.0

347+43 Cross Rd Sign 13.3

346+37 12" G.I. Culvert

345+75 Intersection Pavements

13.7 344+49 Begin Guard Rail

344+23 Drive

343+90 Stop Sign 14.5

14.5 343+05 Stop Sign

342+52 24" Conc. Pipe Cul.

341+50 Begin Guard Rail 13.7 13.3 341+50 Begin Guard Rail

19.5 339+85 Cross Rd Sign

337+60 24" Conc. Pipe Cul.

333+60 Drive

Cultivated

Conc.

23 Posts
Cable Guard Rail

12" Gal. Culvert
67' Long

Cable Guard Rail
29 Posts

Cultivated

Conc.

Stop sign

42 Posts
Cable Guard Rail

Drive
No Cut

Co. Rd. "G"

Black Top

stop sign

Meadow

55 Posts
Cable Guard Rail

24" Conc. Pipe
48' Long

Cable Guard Rail
20 Posts

Cross Rd
sign

Woods

Meadow

24" Conc. Pipe

40' Long

18" Gal. Culvert
20' Long
Drain

Drive

Conc.

15
366+06 Drive

20.5 364+45 Turn Sign

13.3 363+38 End Guard Rail

361+89 End Guard Rail 13.3

360+17 24" Conc. Pipe Culv.

358+90 Begin Guard Rail 13.5

13.5 358+83 Begin Guard Rail

357+38 Drive

356+95 End Guard Rail 13.5

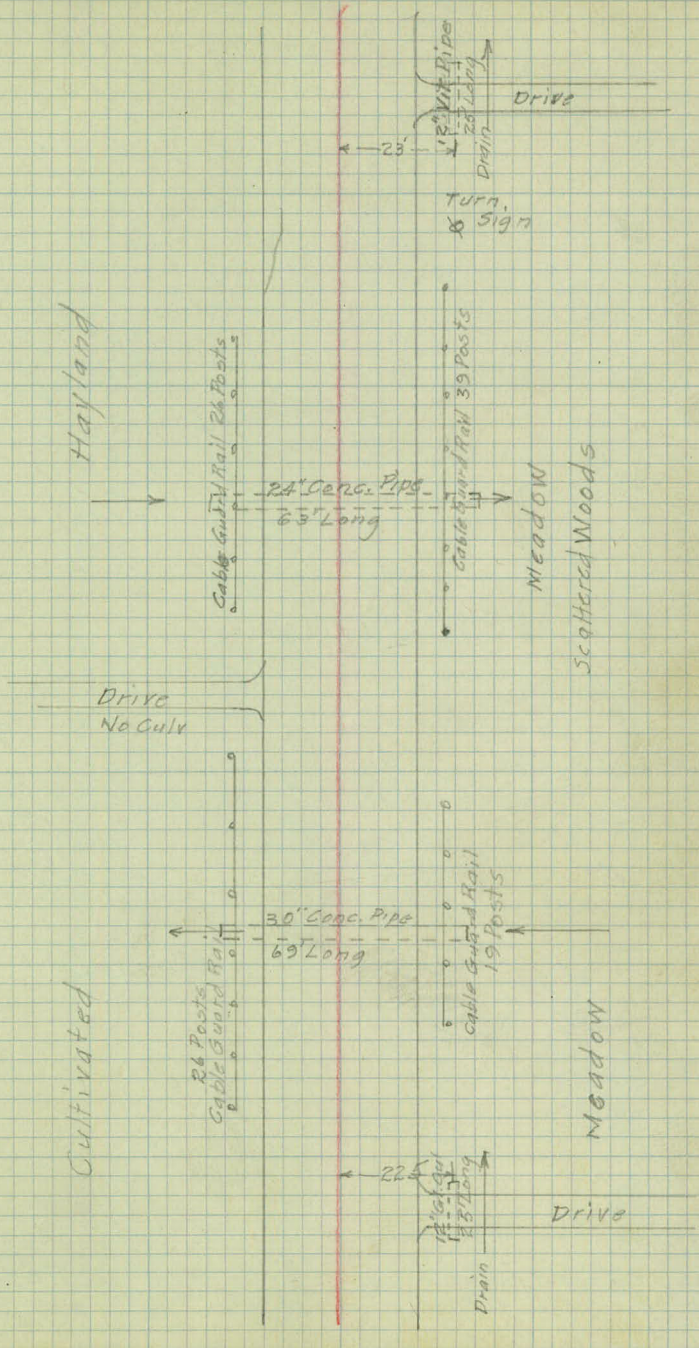
13.3 356+51 End Guard Rail

355+45 30" Conc. Pipe Culv.

13.0 354+35 Begin Guard Rail

353+95 Begin Guard Rl. 13.5

353+20 Drive



13.0 372+77 Automatic Signal

372+54 End Guard Rail 10.3

371+70 Begin Guard Rail 10.0

369+79.01 Mom on 1/4 Line

368+97 Sign To Minneapolis 13.0

368+92 Stop Sign 12.0

368+73 End Guard Rail 14.0

17.5 369+95.5 Road Int. Sign

End Pavement

368+28 24" Conc. Pipe Culvert

20.0 366+83 Side Rd. Sign

366+79 Begin Guard Rail 14.0

300 Line Track

Automatic
X Crossing Signal

8 Posts
Cable Guard Rail

371/100
8.5 0 11.5

1/4 Line
Gravel

Mon
M

N. Birch Lake Blvd

Black Top

Sign
To Minneapolis
X

Read 1st sign
X
Cong. Pavement

End Cong

24' Cong. Pipe
66' Long

Cable Guard Rail
17 posts

side Road
X sign

		12.0	389+81 End Guard Rail
389+66 End Guard Rail	9.7		
385+36 Begin Guard Rail.	9.5		
385+00 End Guard Rail	9.4		
		12.0	377+22.5 Begin Guard Rail
			377+06 Gen. Drive
		11.0	376+83 End Guard Rail
374+74 R.R. Cross. Sign	12.2		
373+58 Side Rd Sign	11.8		
373+54 R.R. Crossing Sign	11.8		
		9.4	373+11.5 Begin Guard Rail
373+02 Begin Guard Rail	9.4		

Meadow

Meadow Land

Rock Fill
in Ditch
No. Culv.

37 Posts
Cable Guard Rail

Cable Guard Rail 101 Posts

R.R. Cross.
Sign
Side Rd Sign
Crossing Sign

Edge Black Top

9.0 • 11.5

379+00
8.0 • 10.0

375+00
8.5 • 8.9

Black Top

Cable Guard Rail 106 Posts

Drive
Culvert Caved in

Cable Guard Rail 32 Posts

Meadow

Meadow
Scattered Trees

18
412+58 End Guard Rail 11.0

11.0 412+37 End Guard Rail

410+45 Begin Guard Rail 11.0 107 Begin Guard Rail

409+47 30" G.I. Culvert

406+51 18" G.I. Culvert

405+69 No Dumping Sign 19.5

401+18 Side Rd Sign 23.5

400+00 Drive

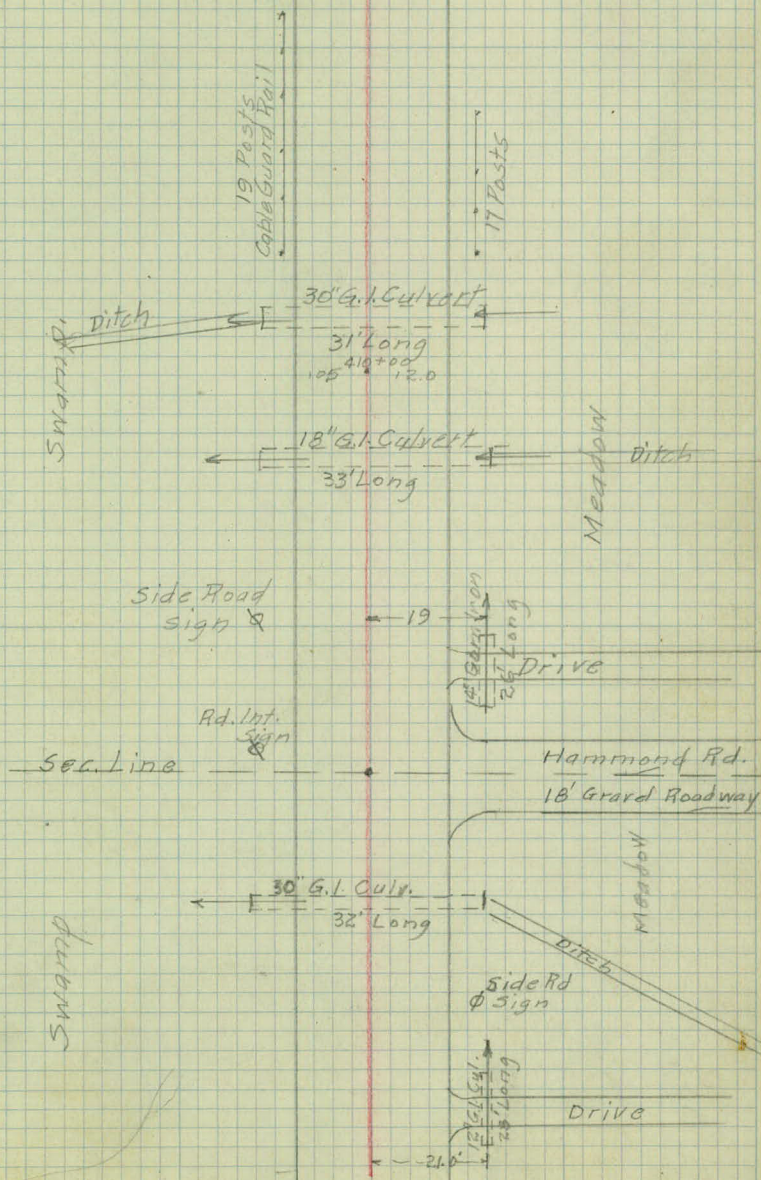
396+39 Road Int. Sign 21.0

396+29.01 Φ Hammond Road

396+01 30" G.I. Culvert

27.0 392+66 Side Road Sign

392+13 Drive



435+85 Road Sign	22.3	Intersection Co. Rd. Hc
433+64 End Guard Rail	12.0	433+13 End Guard Rail
	14.5	430+98 Side Rd. Sign
	429+84	30" G.I. Culvert
428+72 Begin Guard Rail	12.2	
	11.8	428+57 Begin Guard Rail ✓
418+83 End Guard Rail	11.6	9.8 418+85 End Guard Rail
416+99 Begin Guard Rail	11.6	9.8 417+01 Begin Guard Rail
		416+81 Drive
		9.8 415+88 End Guard Rail.
415+86 End Guard Rail	12.4	
		9.8 414+18 Begin Guard Rail
413+96 Begin Guard Rail	12.4	

Meadow Scattered Trees

Roof Sign

Co. Road Hs

Cable Guard Rail
42 Posts

30' G.I. Culv.
36' Long

Cable Guard Rail
39 Posts
Side Rd Sign

422±65.16
11.8 P.I. 11.8

16 Posts
Cable Guard Rail

418±00
8.0 10.5

Cable Guard Rail
16 Posts

Meadow

Swamp

20'

12±0±0
Cable Guard Rail 17 Long
14 Posts Drain

Drive

17 Posts
Cable Guard Rail

414±00
7.0 11.0

Meadow

459+64 Drive

455+38 Drive

450+13 End Guard Rail 11.0

10.2 449+22 End Guard Rail

447+96 Begin Guard Rail 11.0

10.0 447+77 Begin Guard Rail

445+68 End Guard Rail 10.4

10.9 445+50 End Guard Rail

443+82 Begin Guard Rail 10.4

10.2 443+71 Begin Guard Rail

441+00 Drive

439+84 Side Rd. Sign 28.0

Meadow & Scattered Trees

Swampy

16 Posts
Cable Guard Rail

19 Posts
Cable Guard Rail

Black Top

Approx 90'
Gravel
462+35
461+45

471+00
9.7 9.8

423+00
9.0 9.5

Side Road
Sign

Cable Guard Rail
16 Posts

Cable Guard Rail
13 Posts

Drive

Drive

Gravel Pit

Meadow

Meadow
Scattered
Trees

Meadow & Scattered Trees

Roadway To Gravel Pit

478+62 Drive

477+35 Drive

469+17 Drive

468+60 End Guard Rail 11.0

467+24 24" vitrified Pipe Culv.

465+26 Begin Guard Rail 11.4

463+14 16" G.I. Culv.

Meadow.

434±00
8.0 10.6

422±00
9.5 8.5

430±00
10.7 9.0

478±00
12.0 9.0

474±00
10.4 9.5

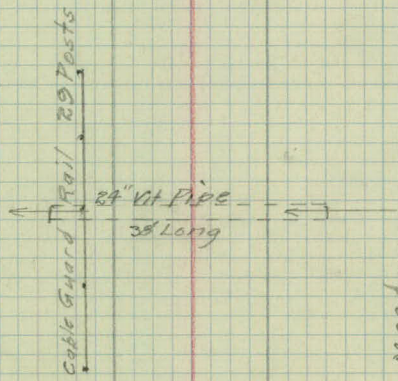
Cultivated

Drive

Drive

Cultivated

Drive



Woods

16" G.I. Cul. Broken & Plugged up.
Poor Condition No Need
33' Long Ditch

26.0 507+53 Road Int. Sign

504+58 Cattle Crossing Sign 26.0

23.5 503+93 Side Rd Sign

500+64 Drive

500+00 Drive

23.0 490+05 Cattle Crossing Sign

485+72 16' Conc. Culv.

Road Int. Sign
Ø

Cattle Crossing
X
Sign

504+50
11.5 • 7.2

504+00
11.4 • 7.4

side Rd.
X Sign

502+00
7.0 • 12.0

Drive

500+00
7.0 • 11.4

DRIVE

498+00
7.6 • 11.0

496+00
7.4 • 12.2

494+00
6.6 • 11.0

492+00
7.5 • 11.0

X Cattle Crossing Sign

490+00
8.5 • 9.0

488+00
9.4 • 8.5

486+00
6.5 • 10.7

16" Conc. Coll.
36" Long

