

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

KELLER PARKWAY

From Lake Phalen To Edgerton

Road Acc't. No. 42-42-S.T.H.36-7

Date Filed 1926

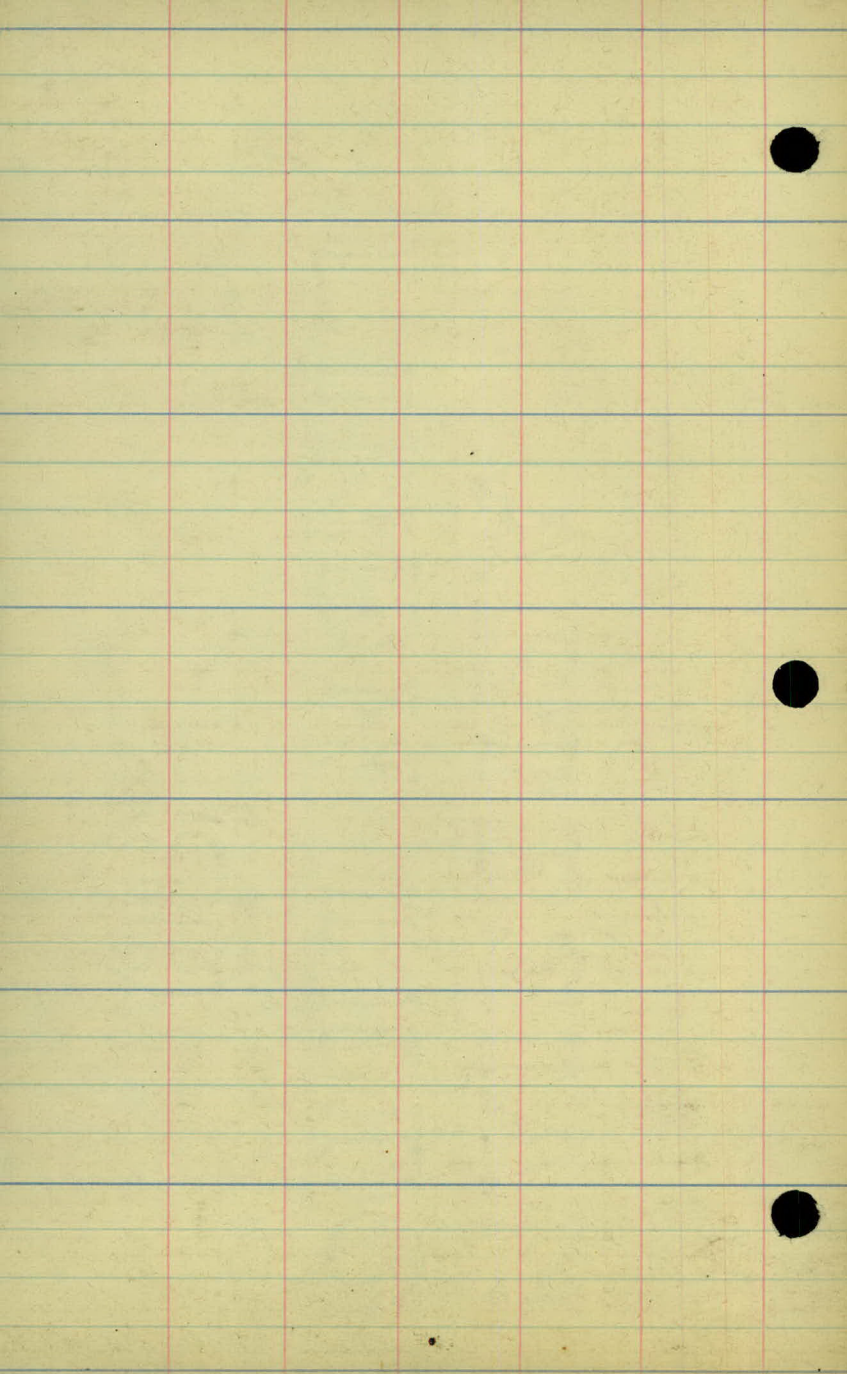
File _____

SUPERSEDED

Keller Parkway
from Lake Phalen to Edgerton St.

Nov. & Dec. 1926

R.H.



38.3

Brick cut
90
Spillway

2+29.1

Paved

16.

$372.2 - 2 + 252 = P.P.$

16.

35.1

1+93.7

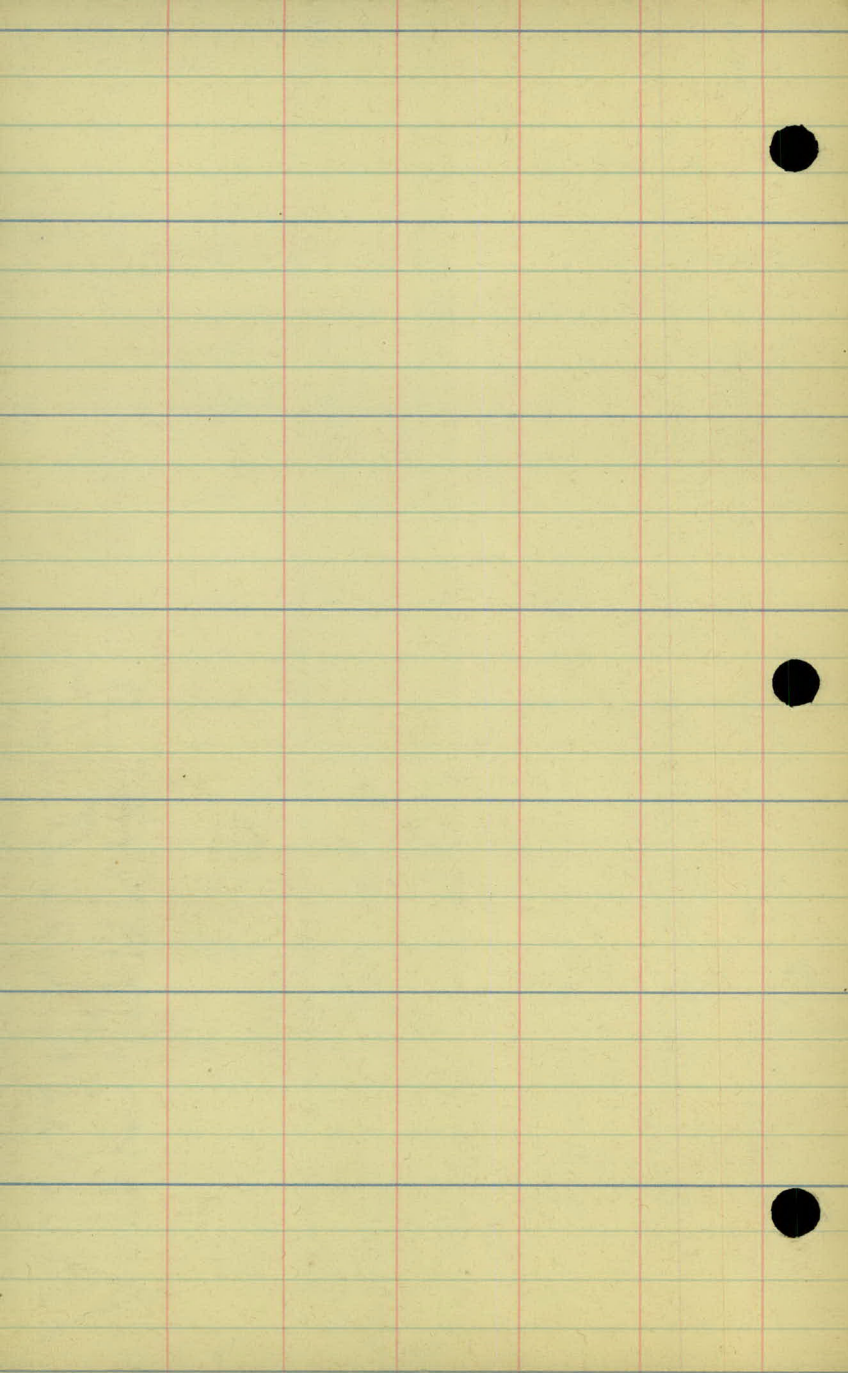
38.5

38.6

44.8

44.4

Paved



38.8 → 5+13.8

4+99.4 18.4 ○ P.P.

27.0 → 4+80.2

25.5 → 4+70.6

Paved

3+61.4 17.5 ○ P.P.

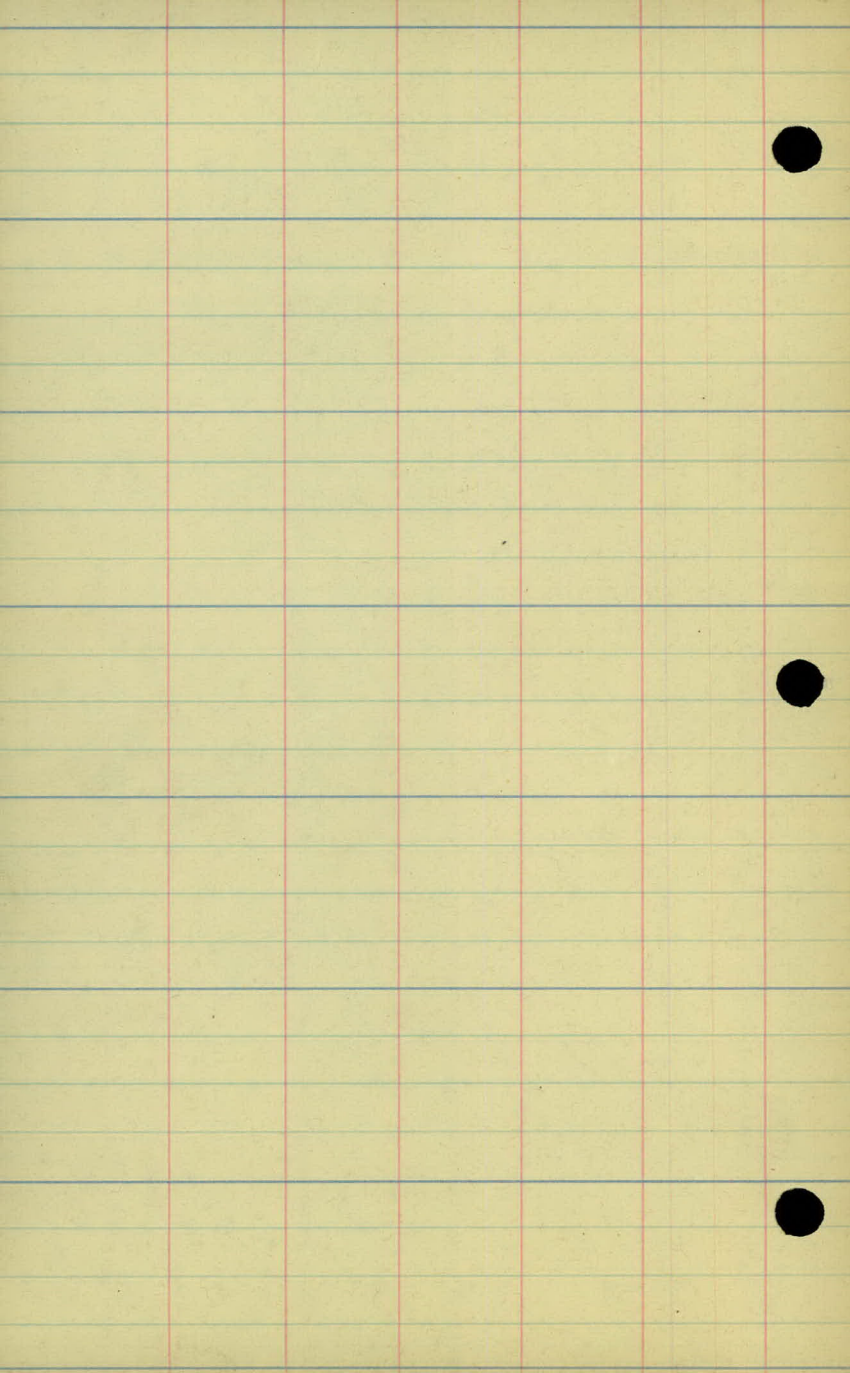
35.0 → 3+55

30.0 → 3+50

35.8 → 3+45.5

38.3 → 3+05

Grate Top C.B. 16" 18" corr. pipe 5 → 2+93.6



7+76.2 ← 18.1 P.P.

7+47.3

Payed

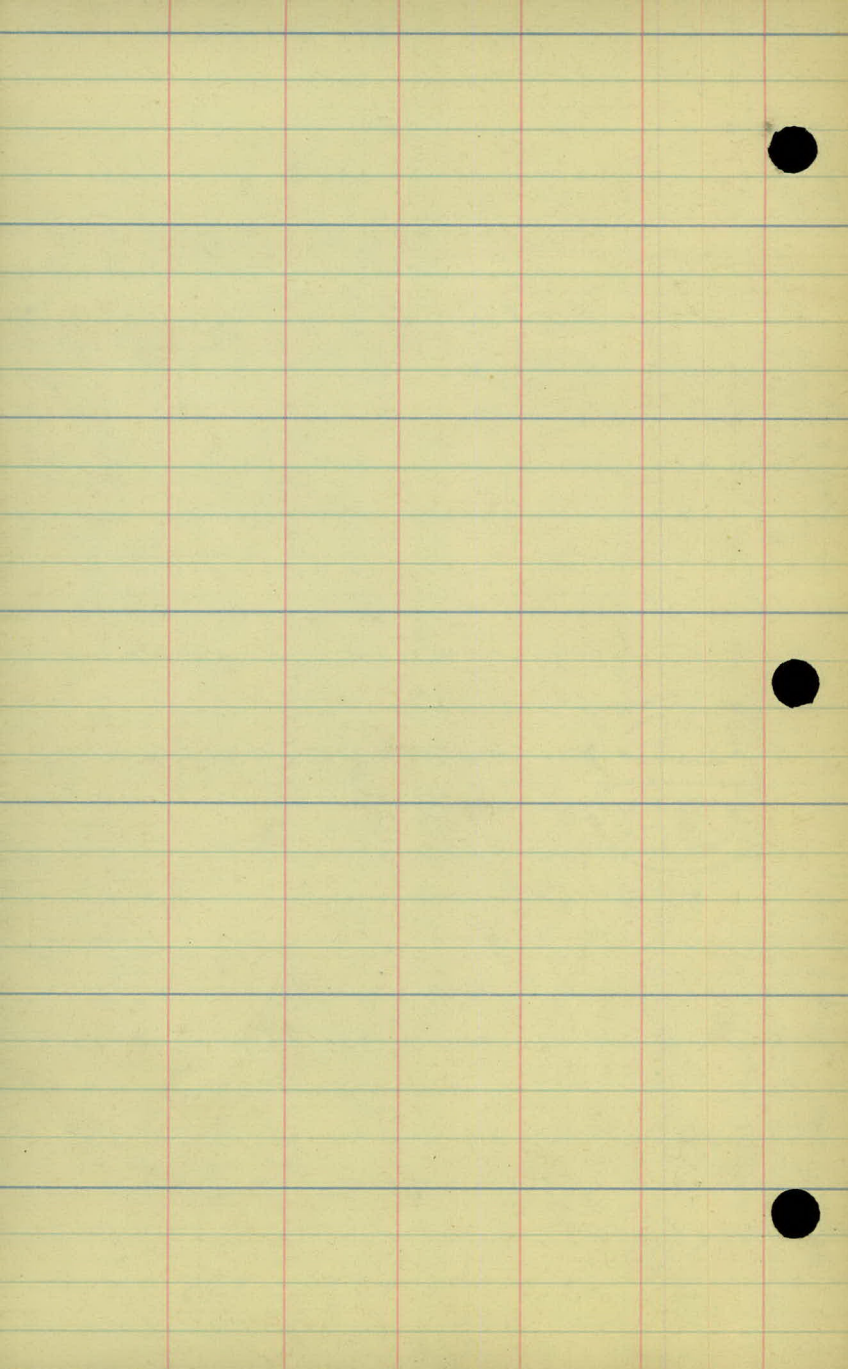
13. 16.3 P.P.
19.0
25. 19.0

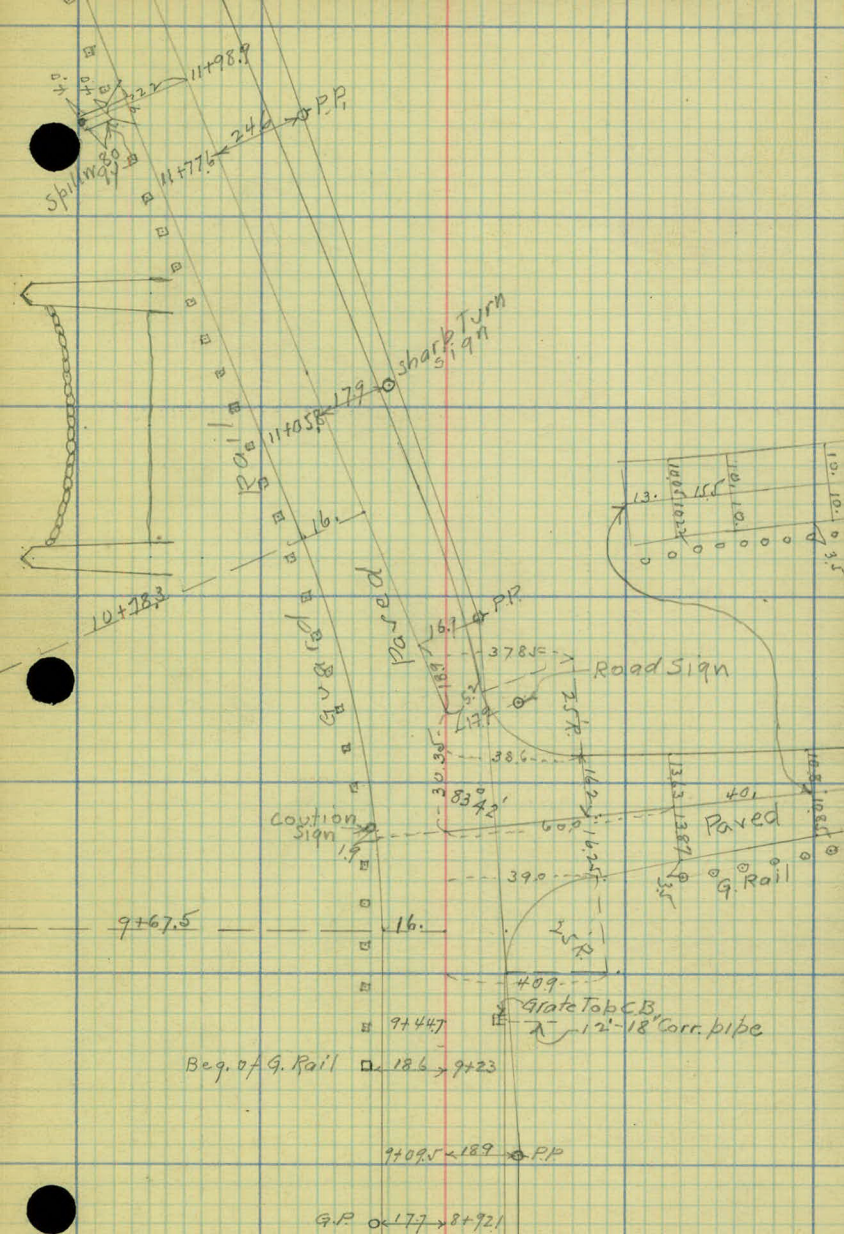
5+27.3

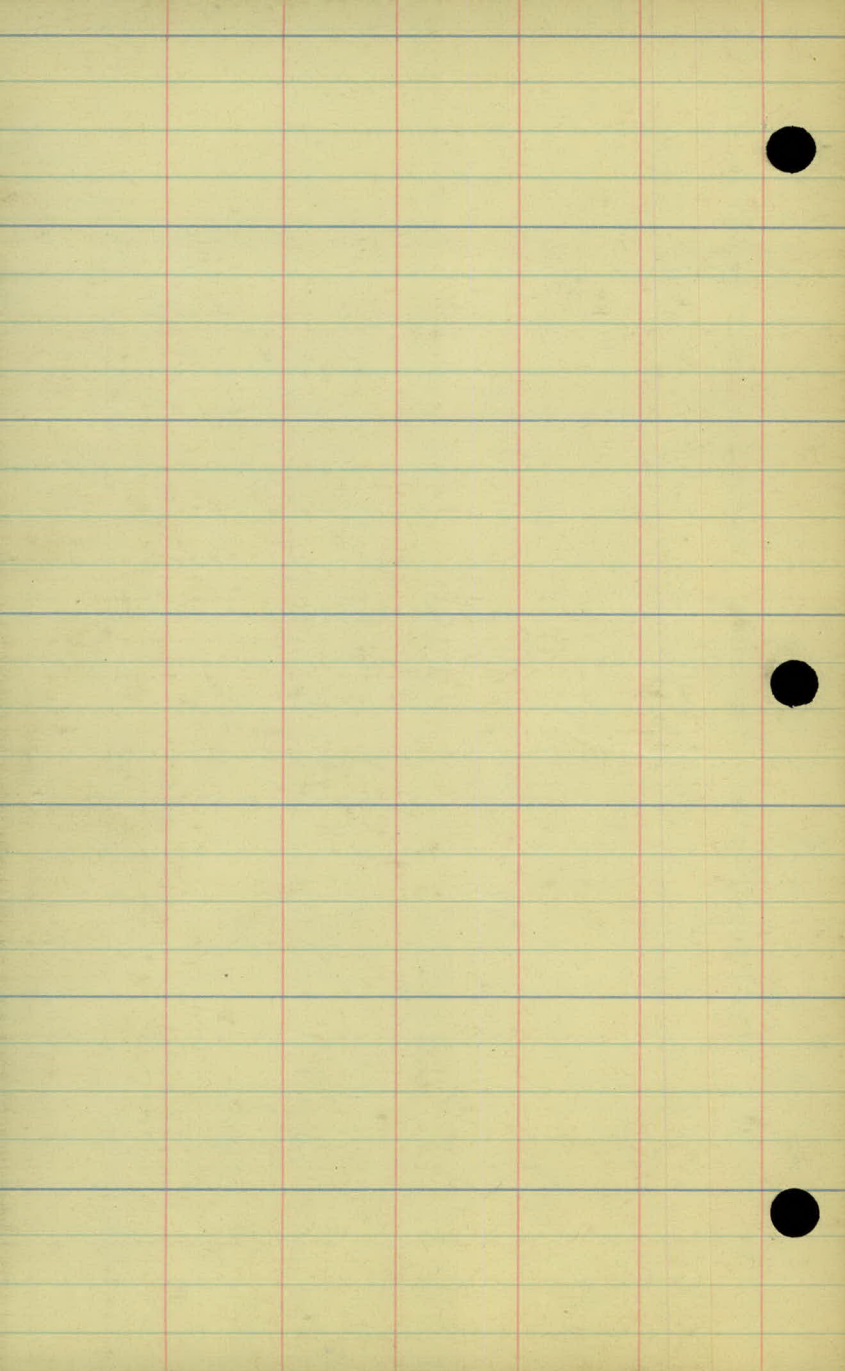
38.6

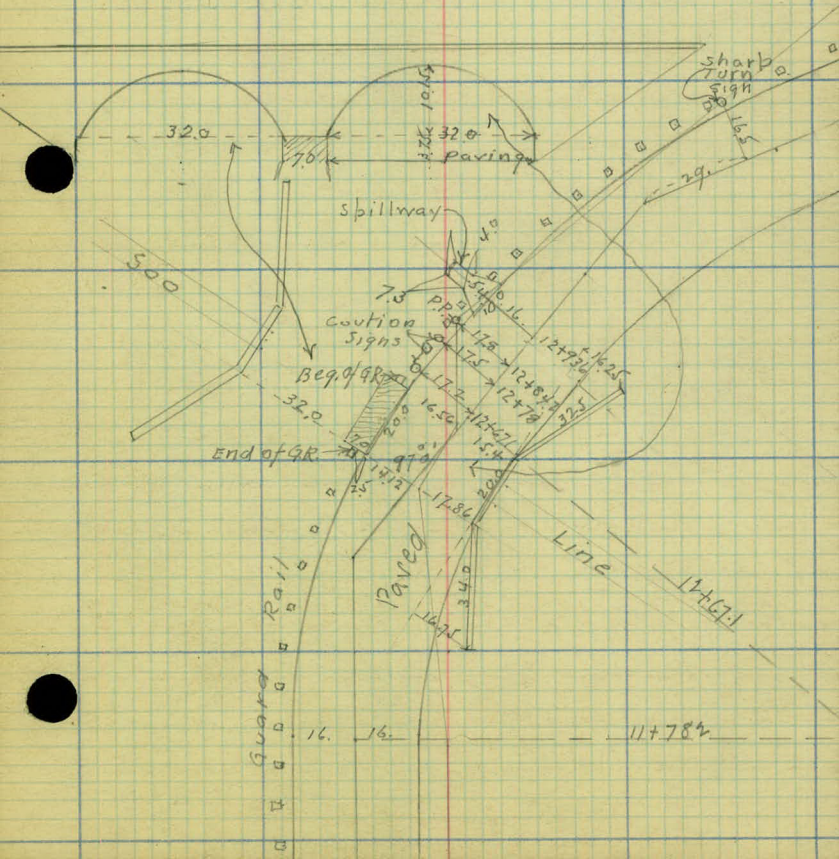
30.1

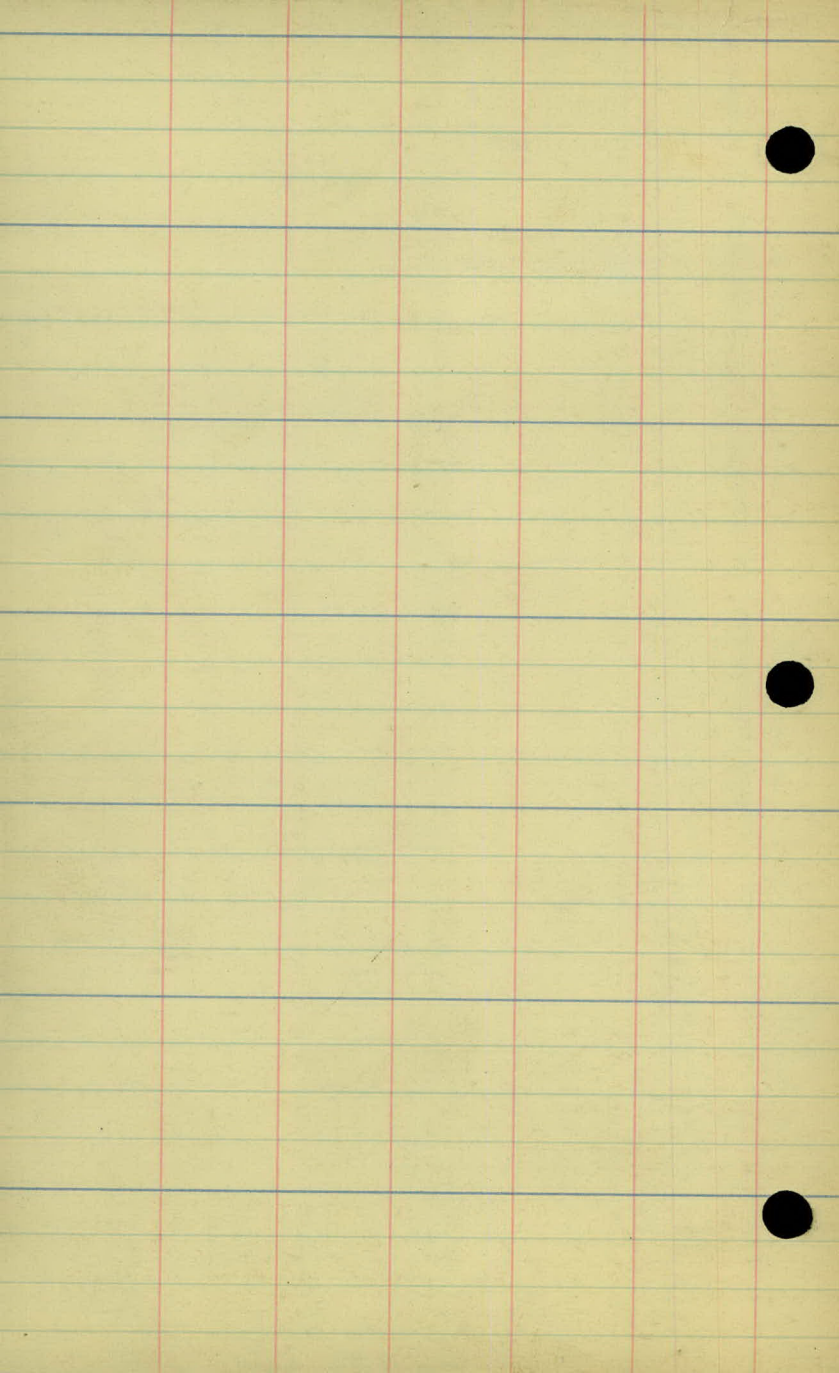
6.2
5+25











24.5 17+51.4

20.5 17+06
20.5 17+00

35.1
38.1

25.1 16+51.4
37.1 17.0

Graveled Road from Sta.
16+10.4 to S.H. No. 1
Average Width 20 ft.

X

To S.H. No. 1

End of Paving 16+10.4

109.2 16+02.4
31.9 16+03.4
28.2 16+03.3
13.5 16+01.6
13.3 16+01.3
19.4 16+01.0
5' R.

End of Paving

$\angle 125.8^\circ$

13.5

14+79.09

R.P. 19.8

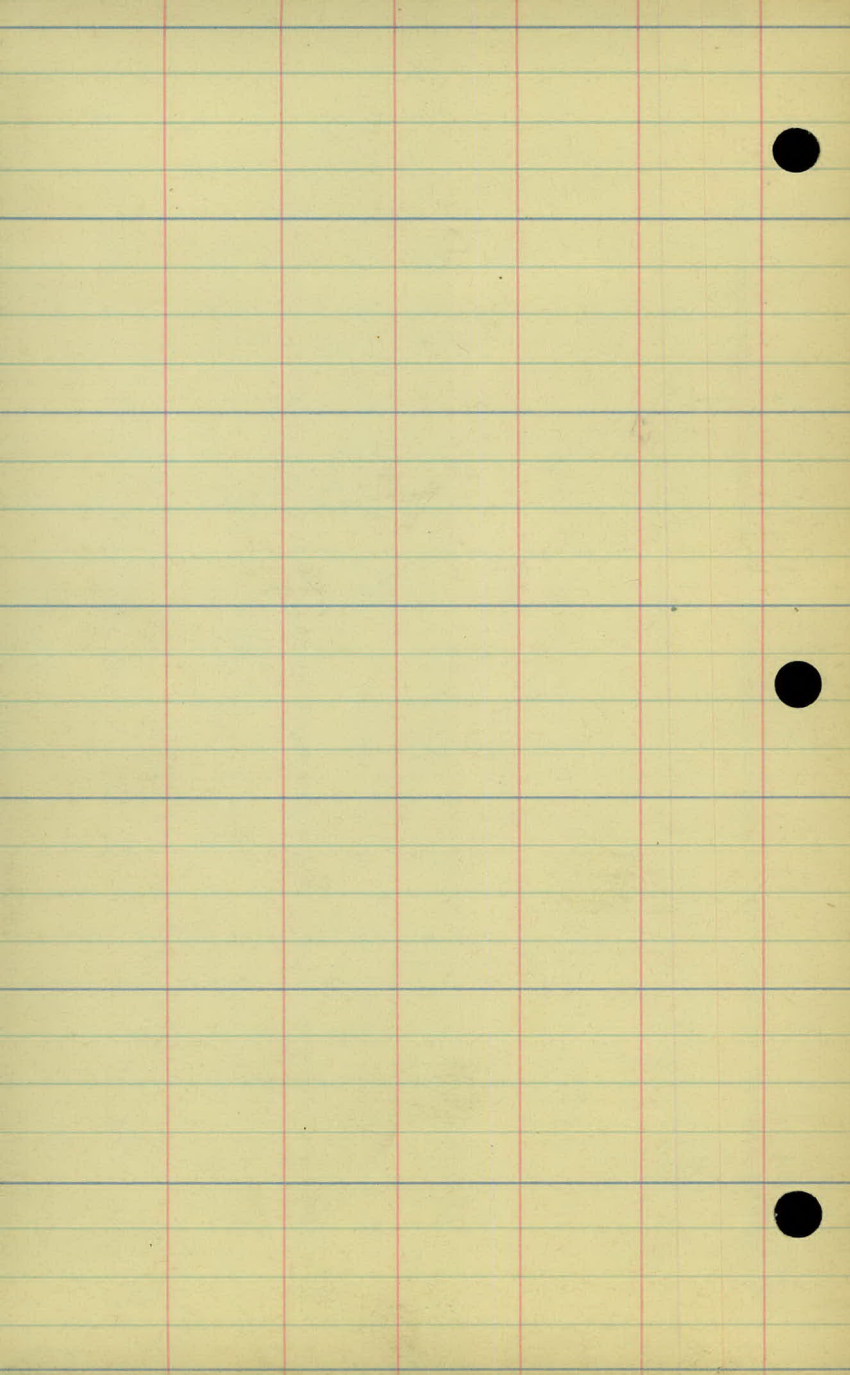
11.68

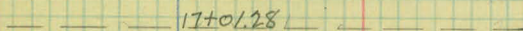
14+25.97

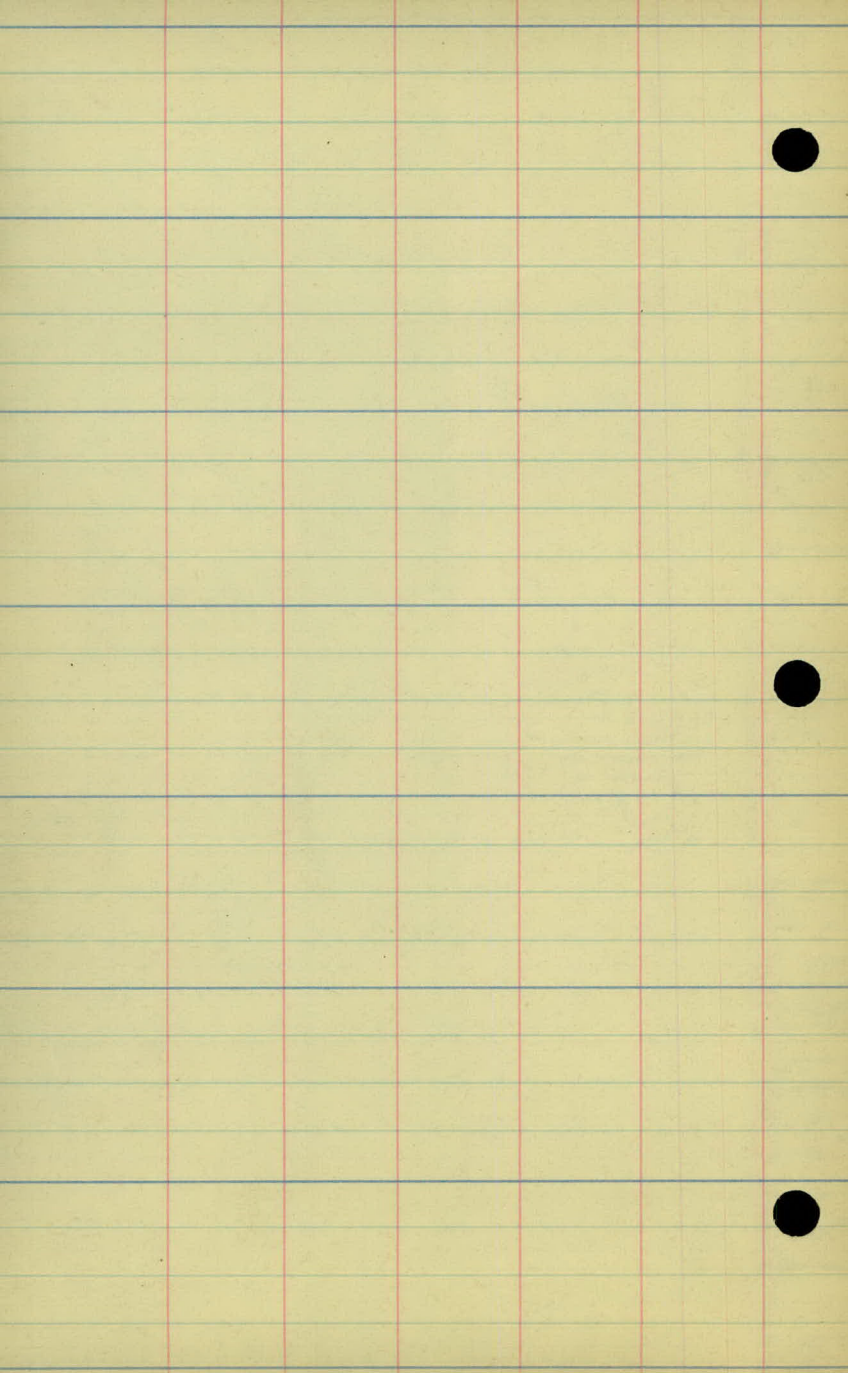
End of G.R. 16.1 14+20.7
18.5

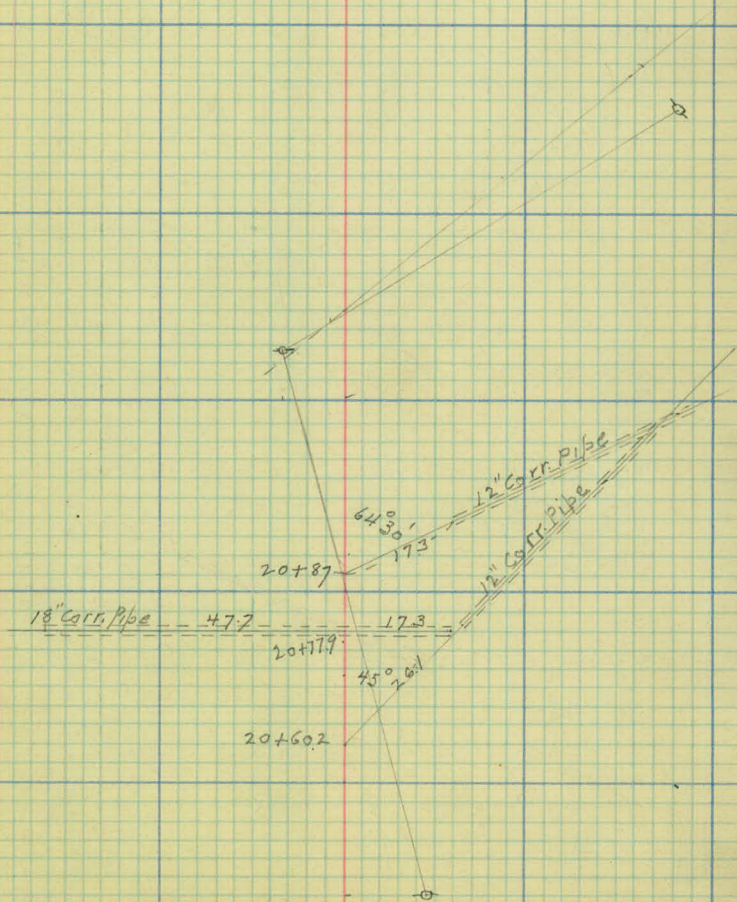
Spillway

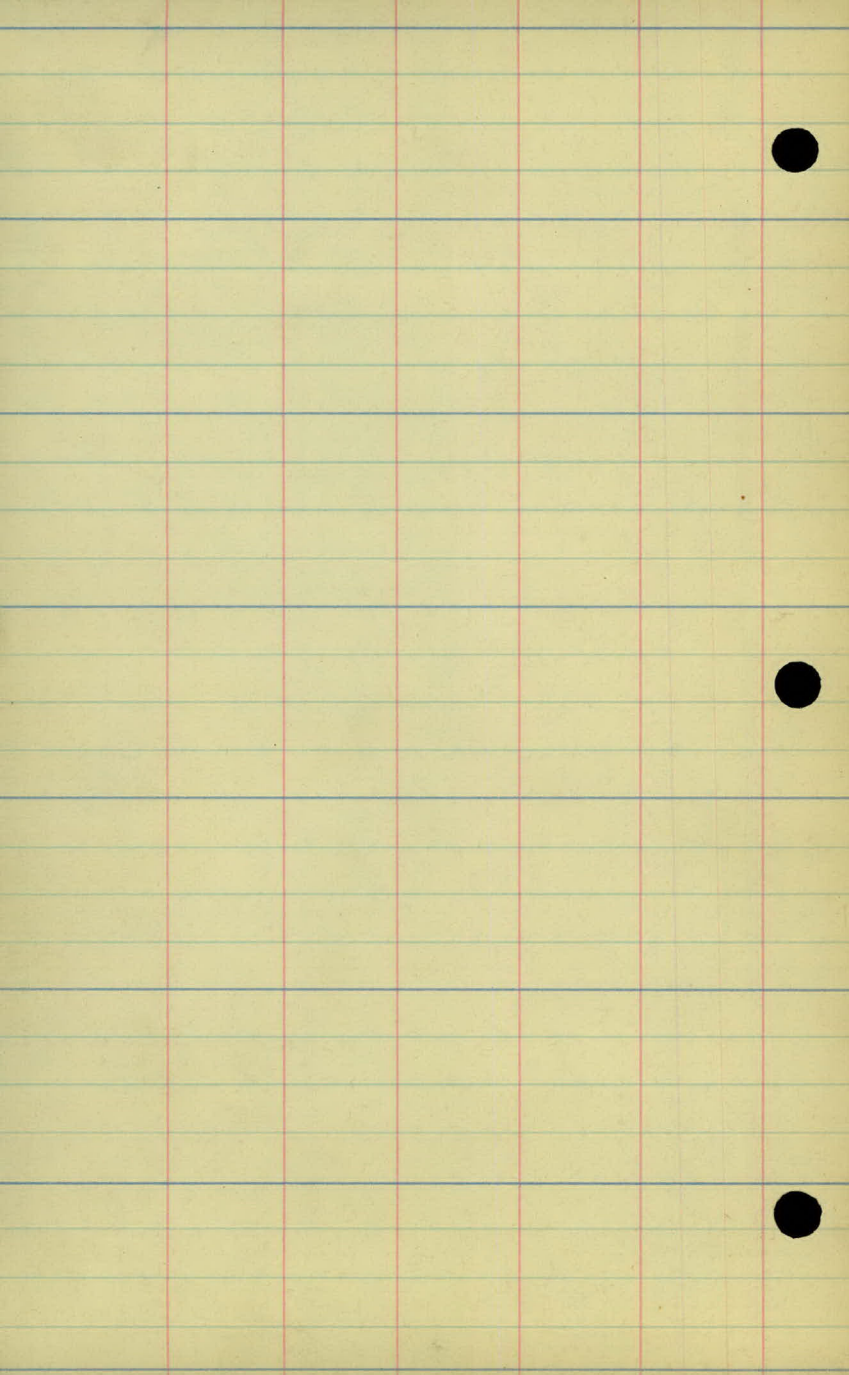
13" corr. pipe











S.T.H.

22+16.97

Edge of Water

22+50
22+39.4
14.5
15.1
O.P.P.

17.0
22+53
21.0
17.0

12" Cor. Pipe

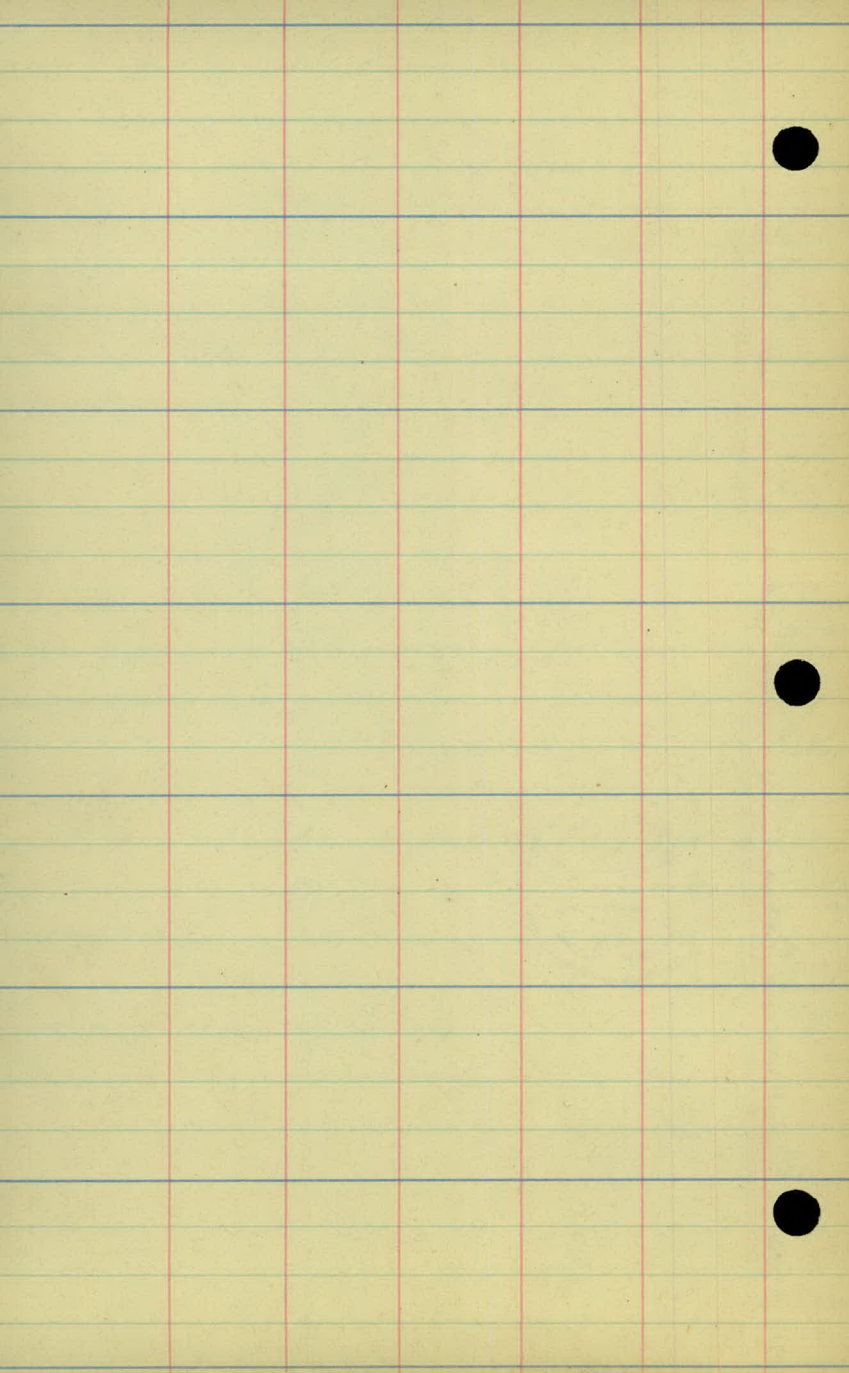
36.0
87° 59'
14.64
29.155
10.3
22+58

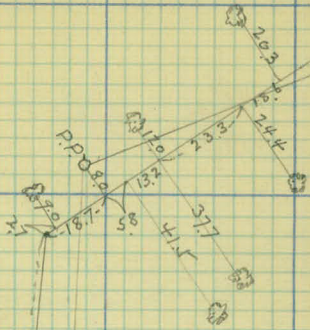
No. 1

P.P. 267

21+98.34

20+96.14





35.0

25+10.3 13.2 O.P.P.

25+13.34

24+80.34

24+82.3 17.3 22.6

Edge of Water

19.5 67.4

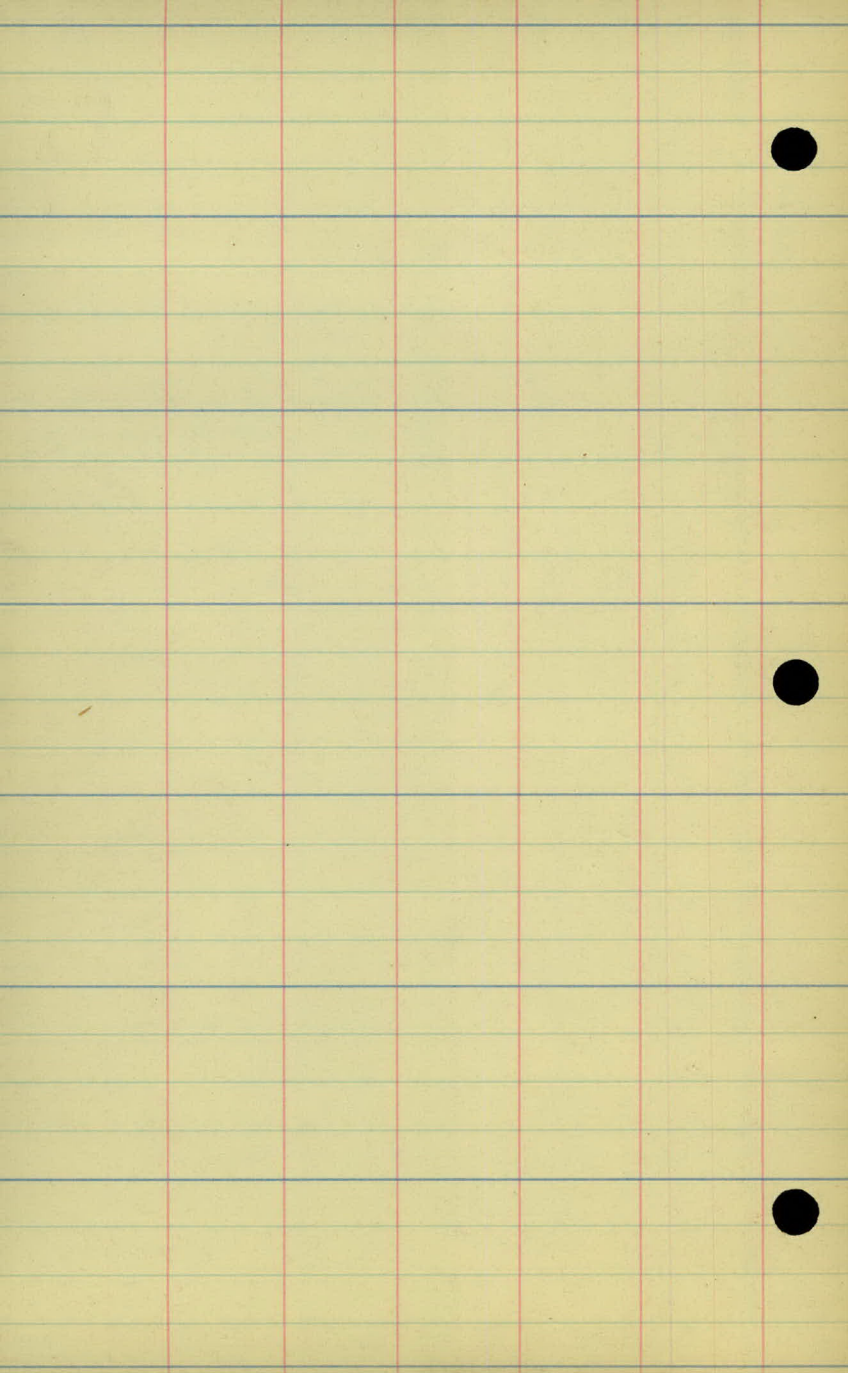
13.6 14.6

12" vit. c. pipe

33.0 38.7

25.0 11.0 O.P.P.

34.1 28.3



16.4
 50.0
 16.4
 30.4
 20.4
 15.380 iron
 23. O.P.P.

29+59.45

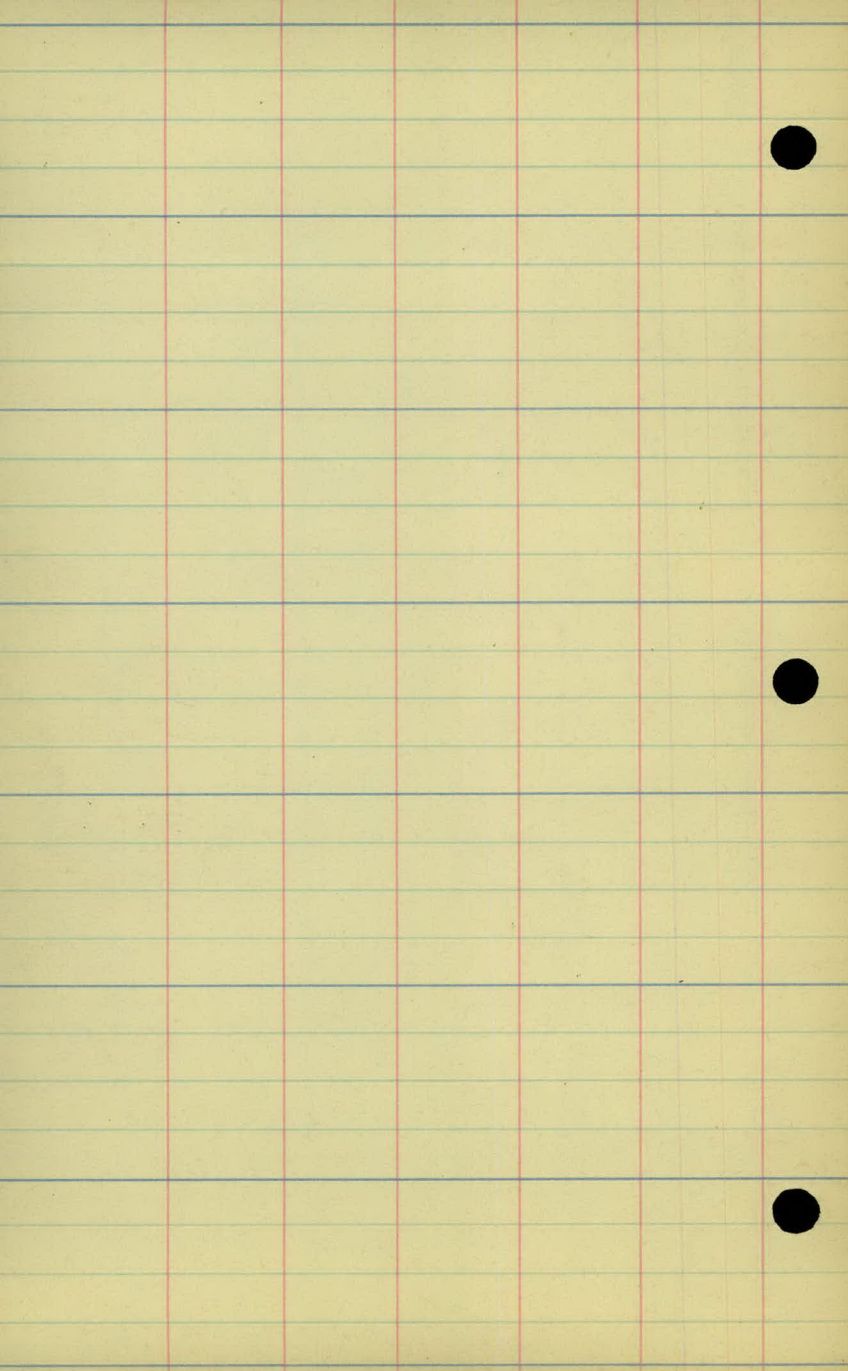
35.4 — 29+04.5
 29.8 — 28+98.2
 23.8 — 28+93

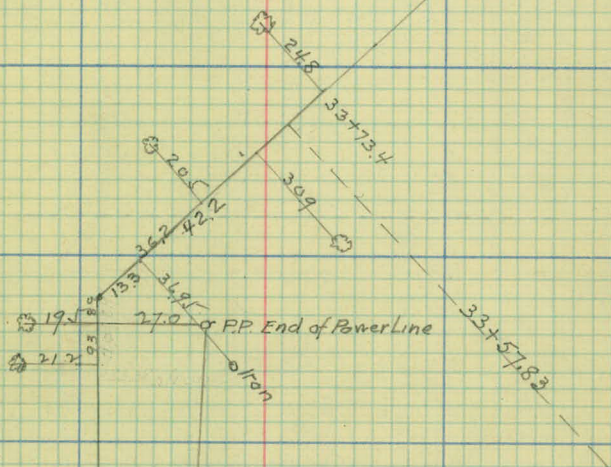
20.8
 28+77.2 — 15.0 O.P.P.

20.8 — 28+19.5
 27+64.8
 20.1 — 18.9 — 12" vit. C. pipe
 27+52.2 — 18.9
 27+42.8 — 14.6 O.P.P.

27+04.06

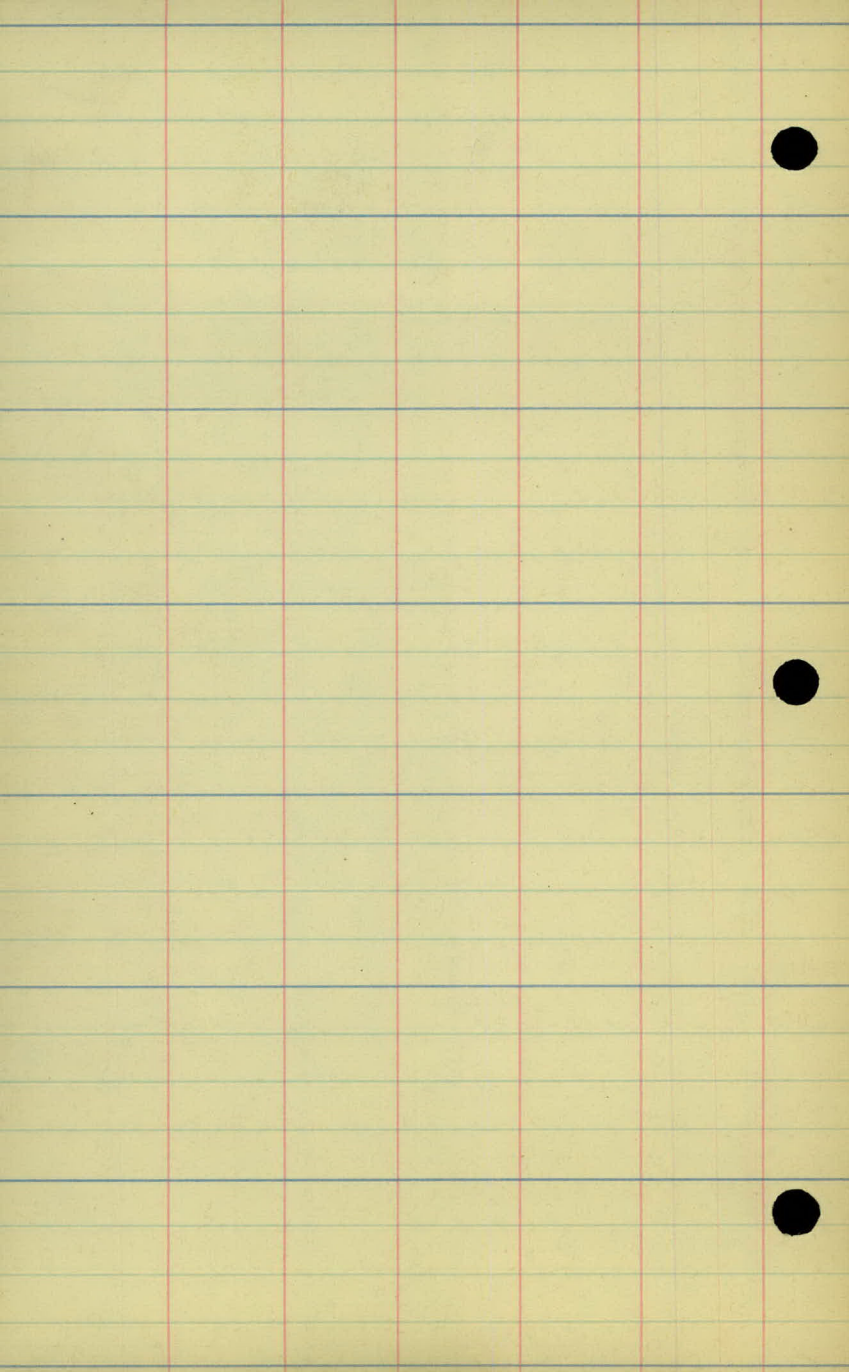
2.1 — 22.0





31+51.4 - 19.0 P.P.





S.T.H. No. 1

paved

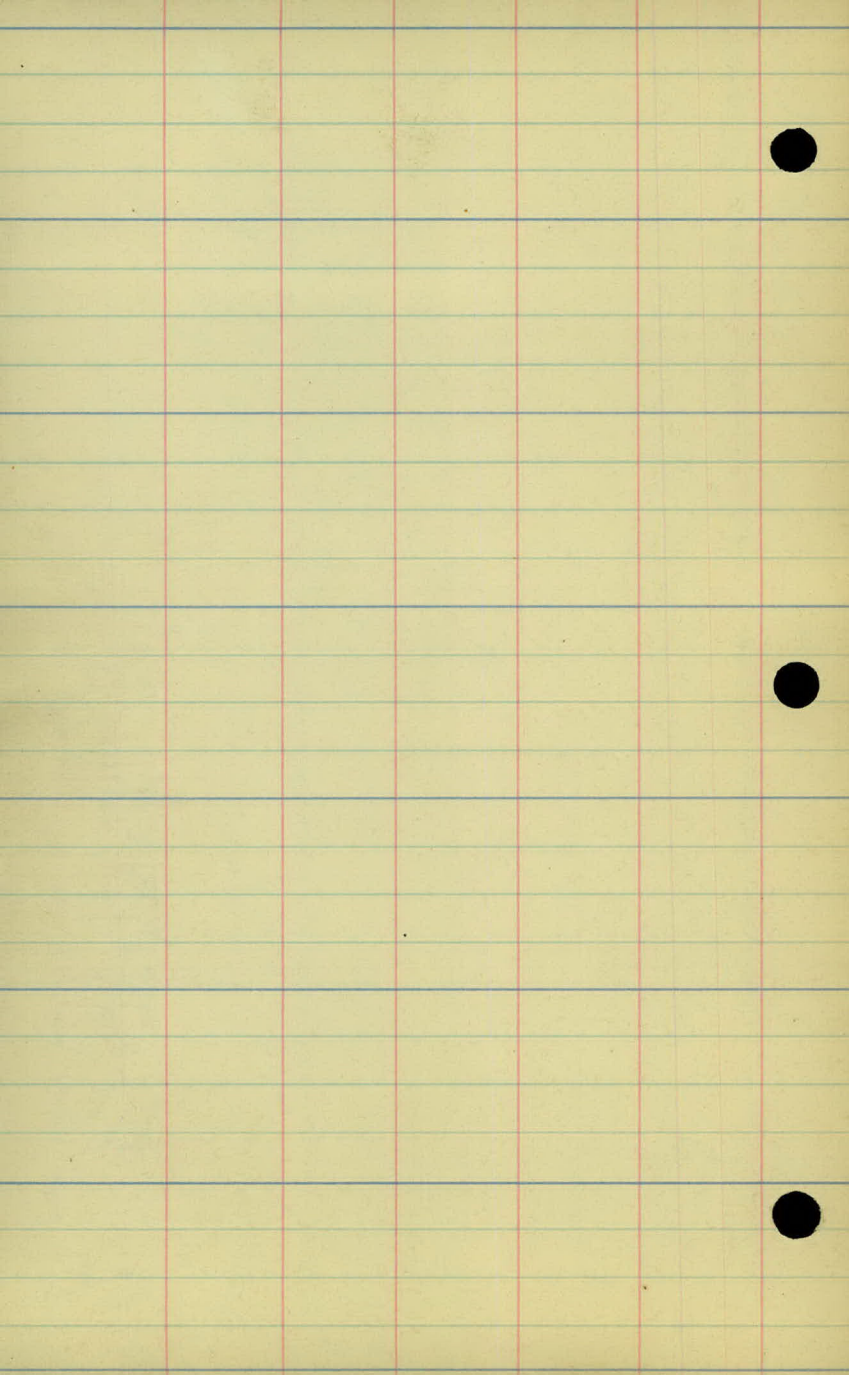
24

35+45.43

1672.01 r/m

35+45.43
35+37.2
30.5
34+95.6

30.5
30.5



S.

T.

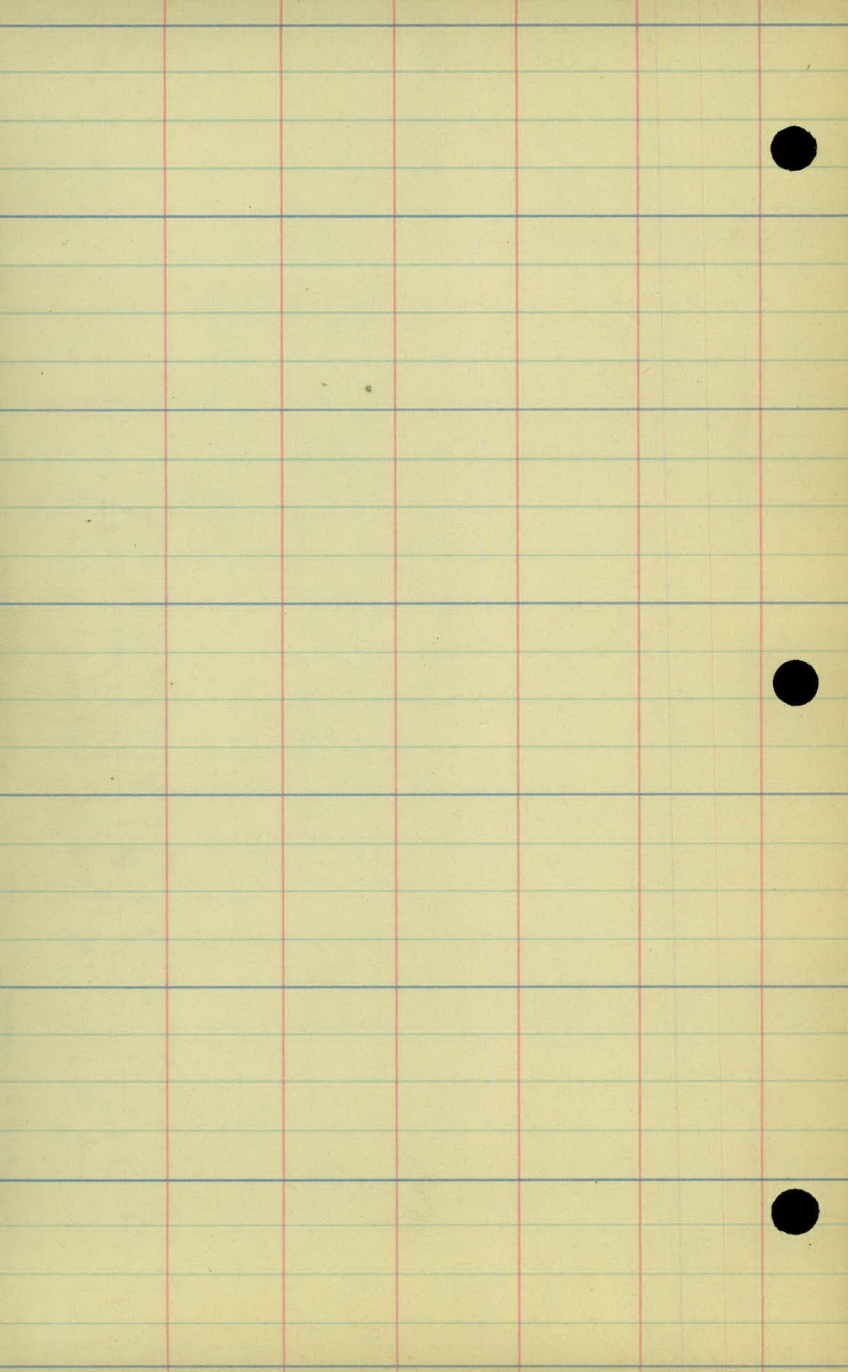
H.

No. 1

Paired

47+63

41+5218



64+3955

puved

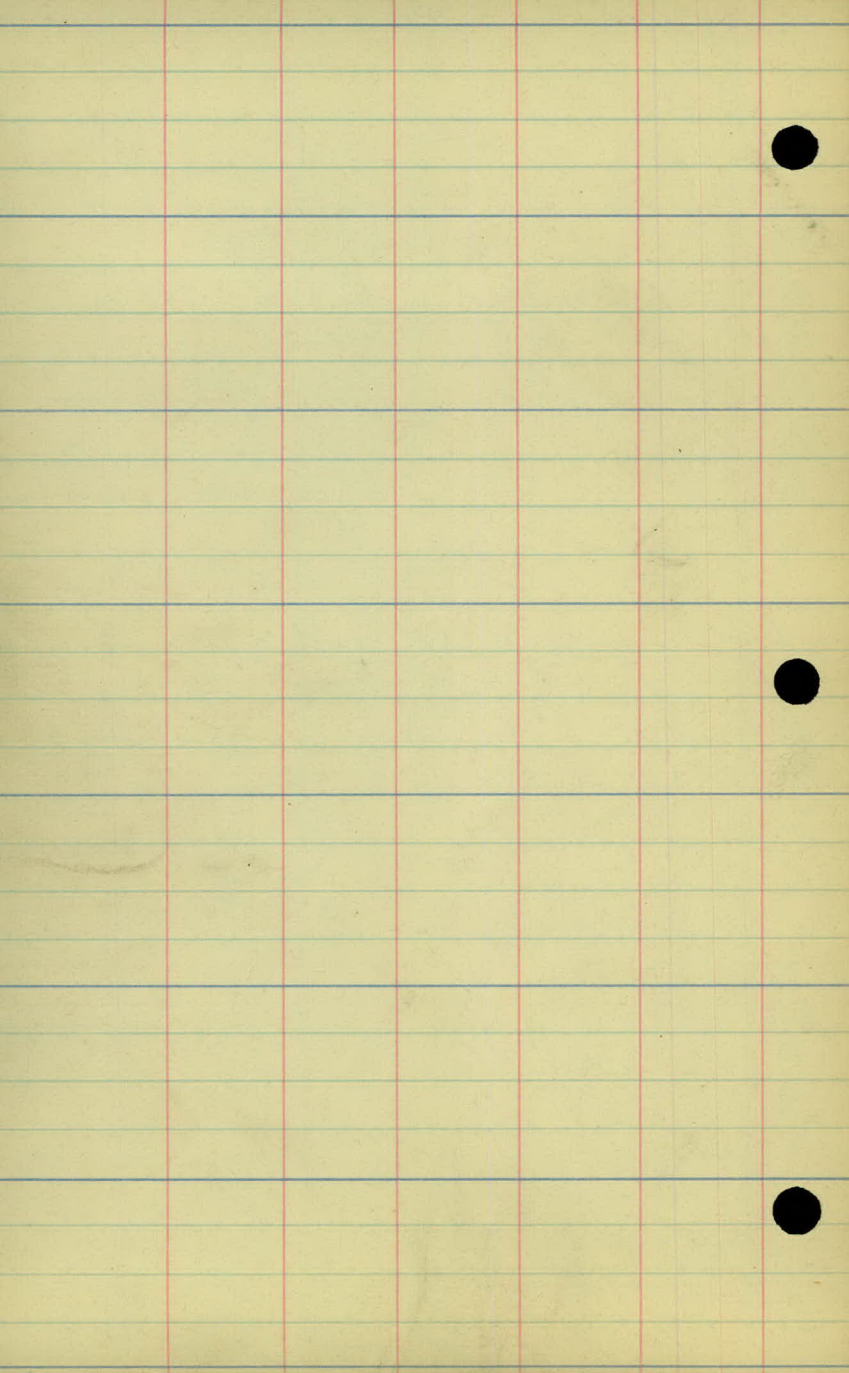
Nat.

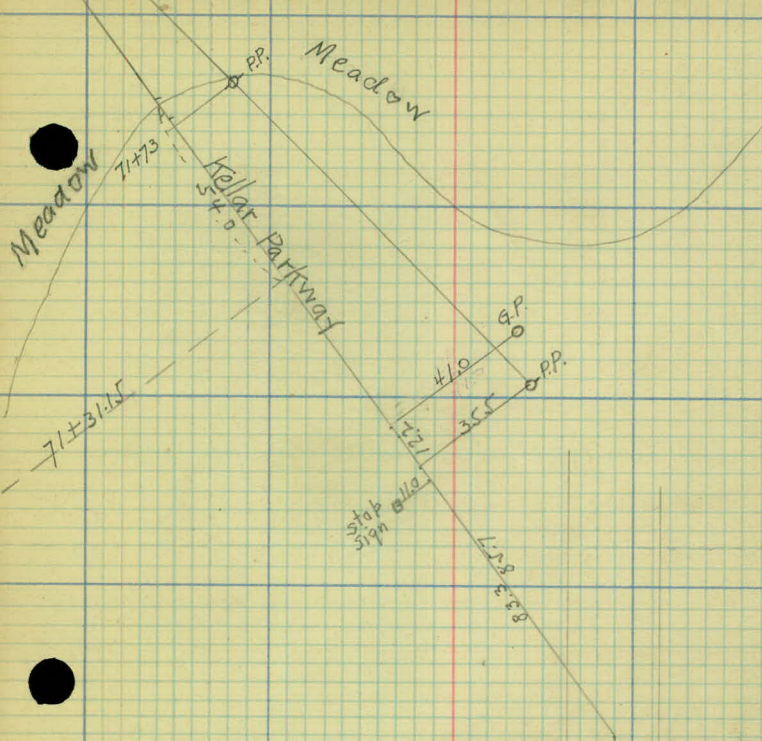
H.

T.

S.

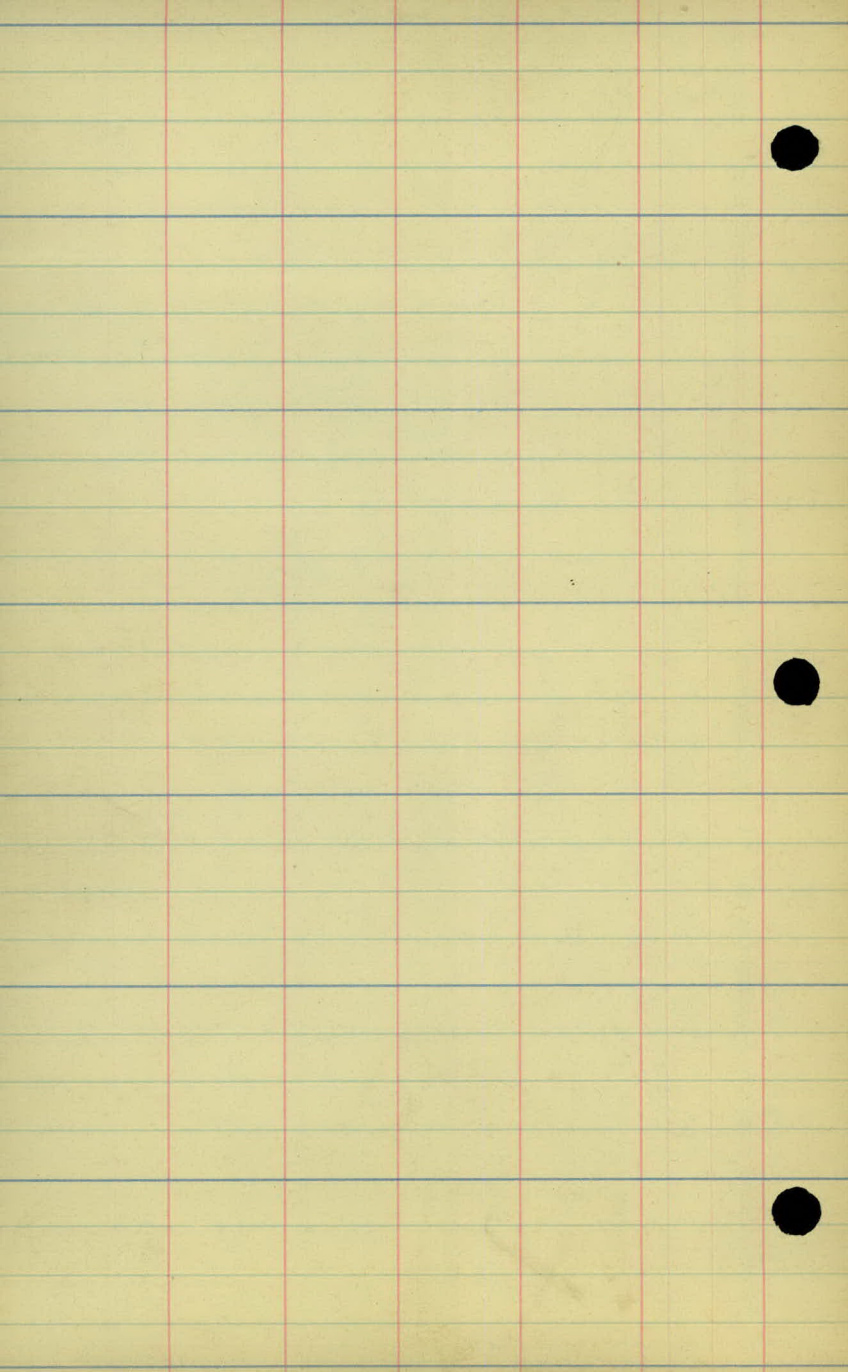
61+8872





S. T. H. No. 1 Paved

70+49.14

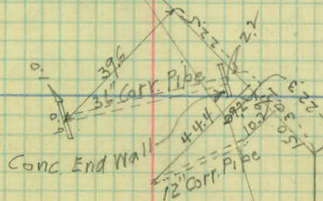


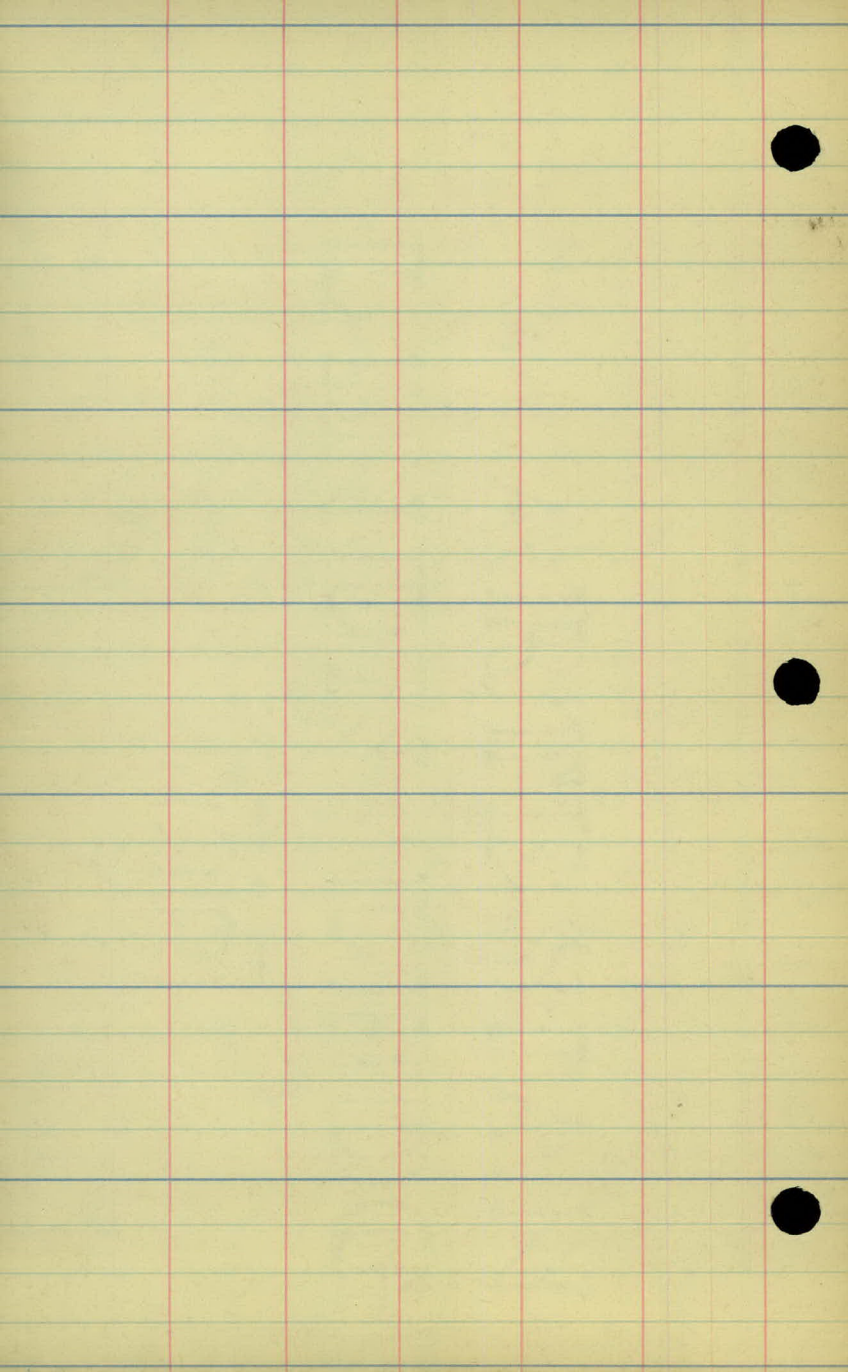
Cultivated

76±76
19.0
16.2 P.P.

Meadow

Meadow





79+84.3

45°
Farm Ent.

79+75 20.5 PP

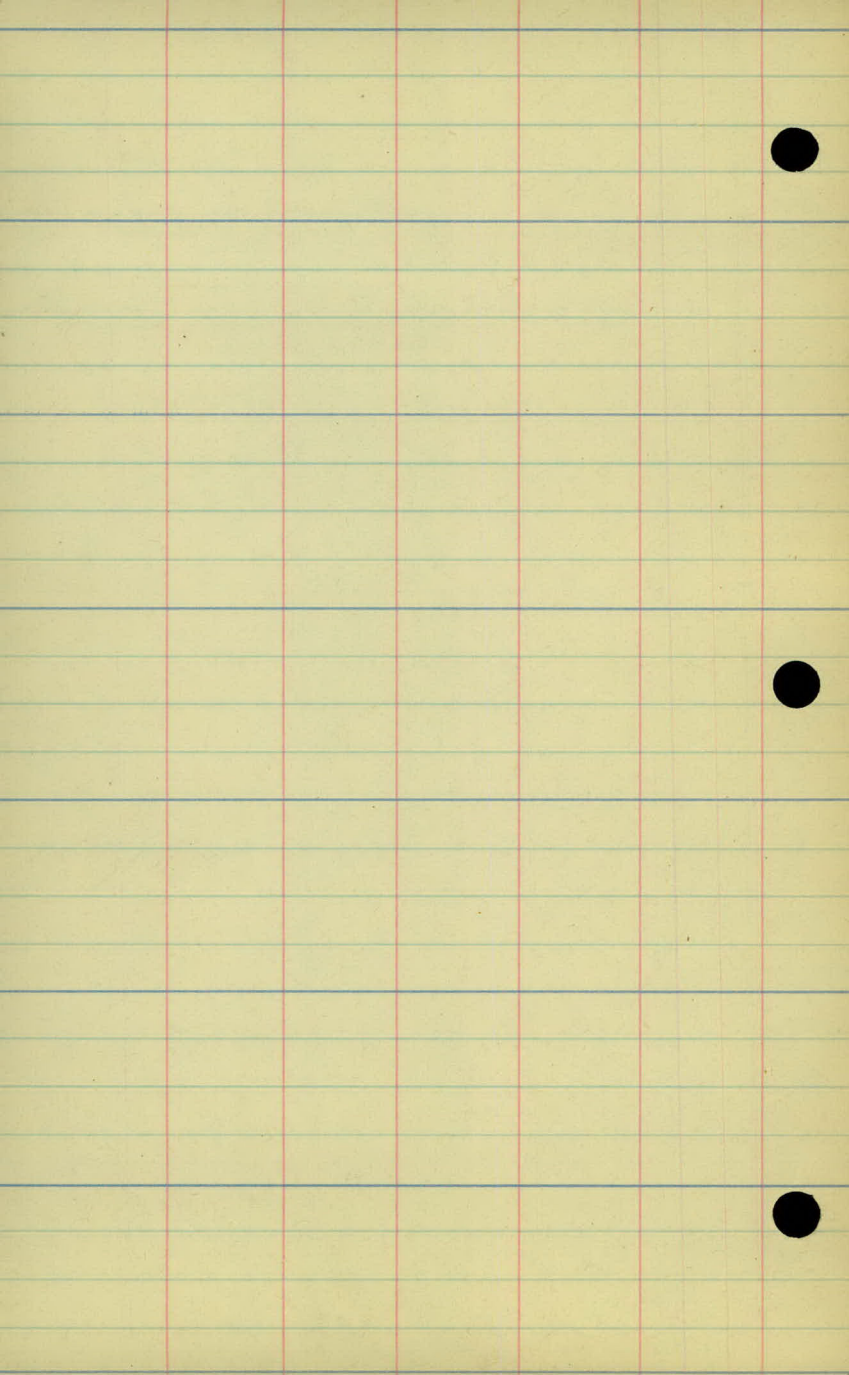
Cultivated

Cultivated

12" Corr. pipe
17.2 18.8
79+63.1

78+29.3 200 PP

Farm Ent.
50°
77+54



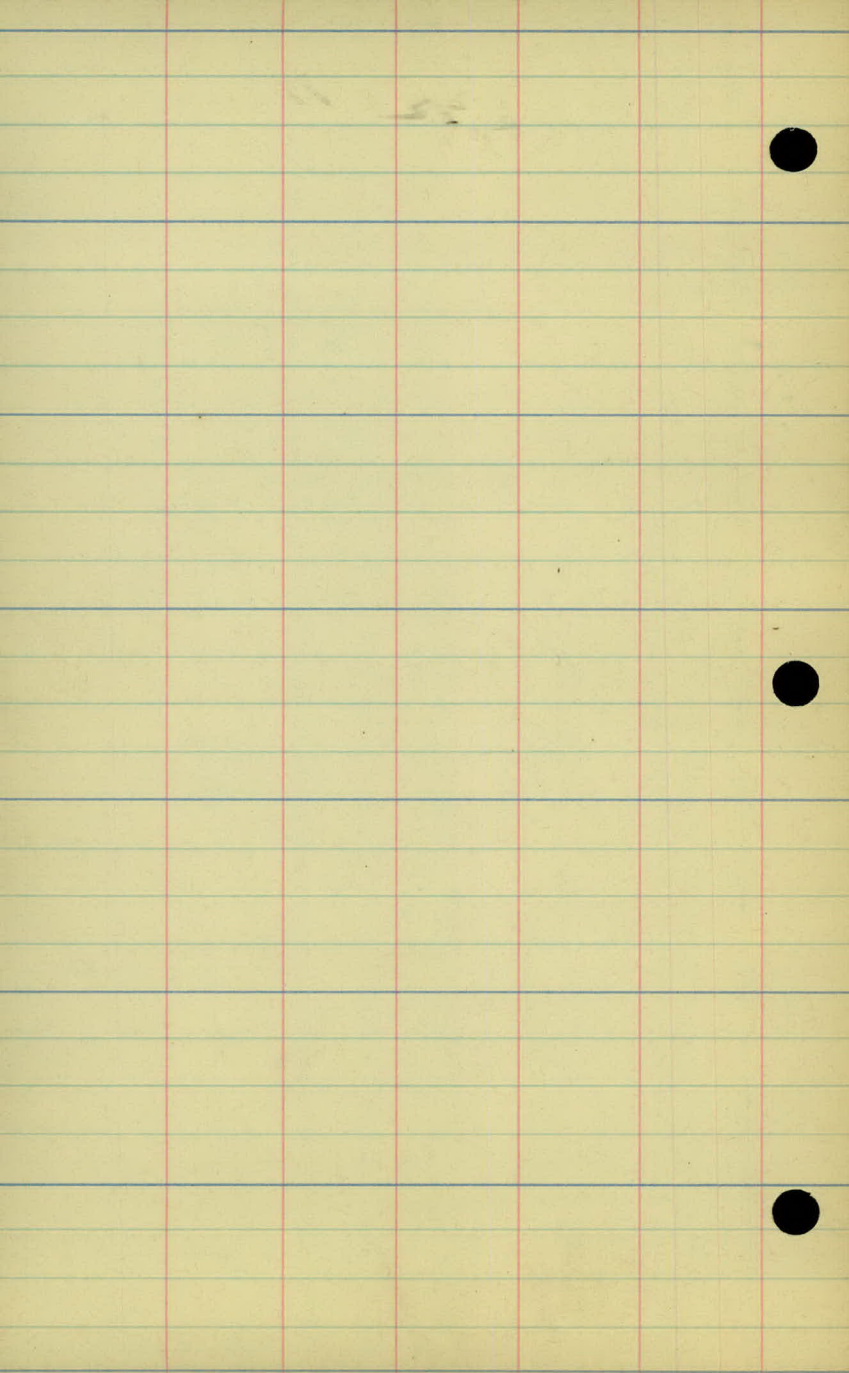
$$\textcircled{18} 18.7 - 83 + 57.8$$

$$\textcircled{18} 18.2 - 83 + 47.9$$

$$\textcircled{18} 18.9 - \frac{82 + 67.6}{82 + 66.6} 19.7 \circ P.P.$$

$$\textcircled{19} 19.0 - 81 + 45.5$$

$$81 + 17.4 - 20.4 \circ P.P.$$



86+78.26

P.P. 279

7601

P.P. 352

742

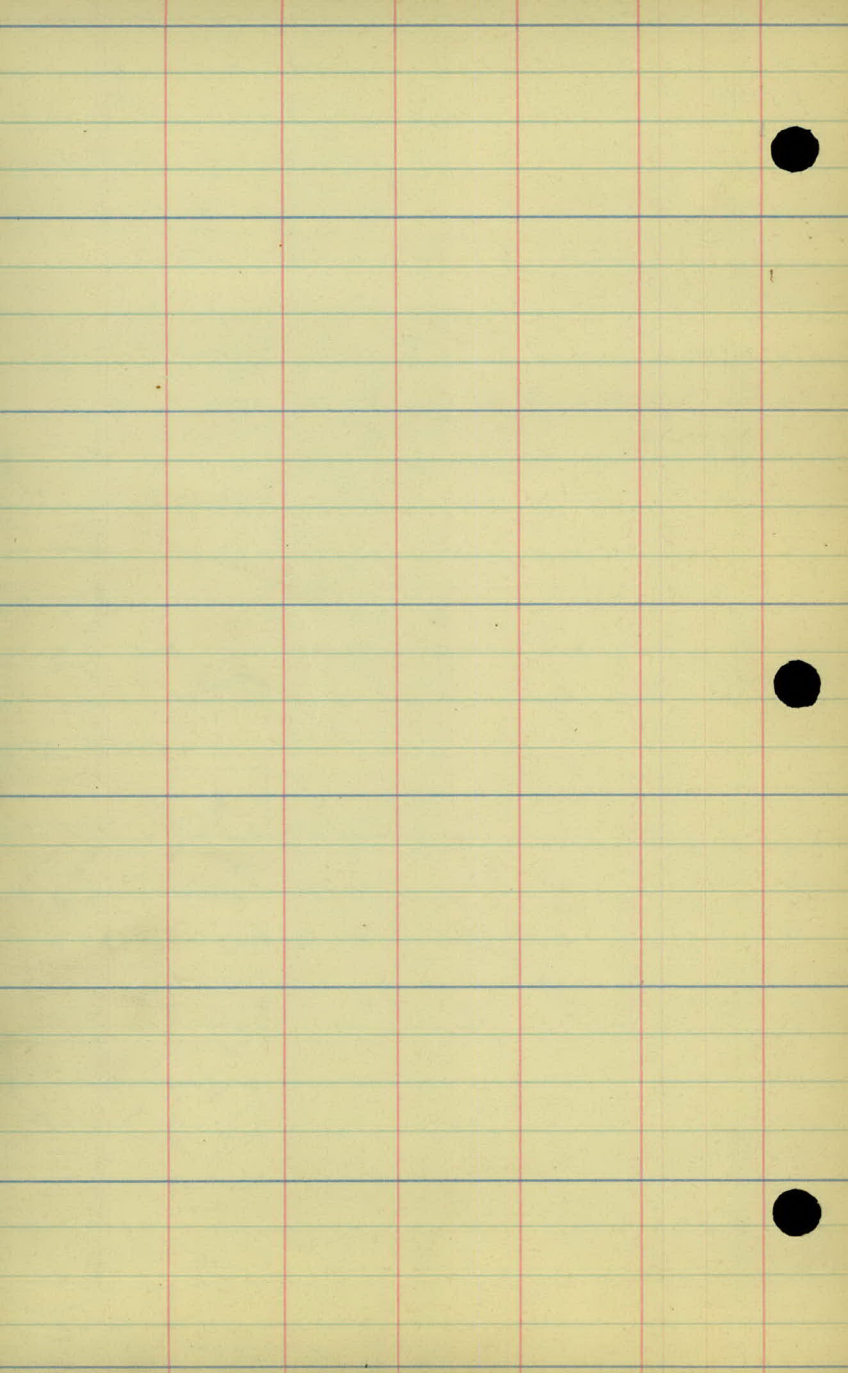
70°
Farm Ent.

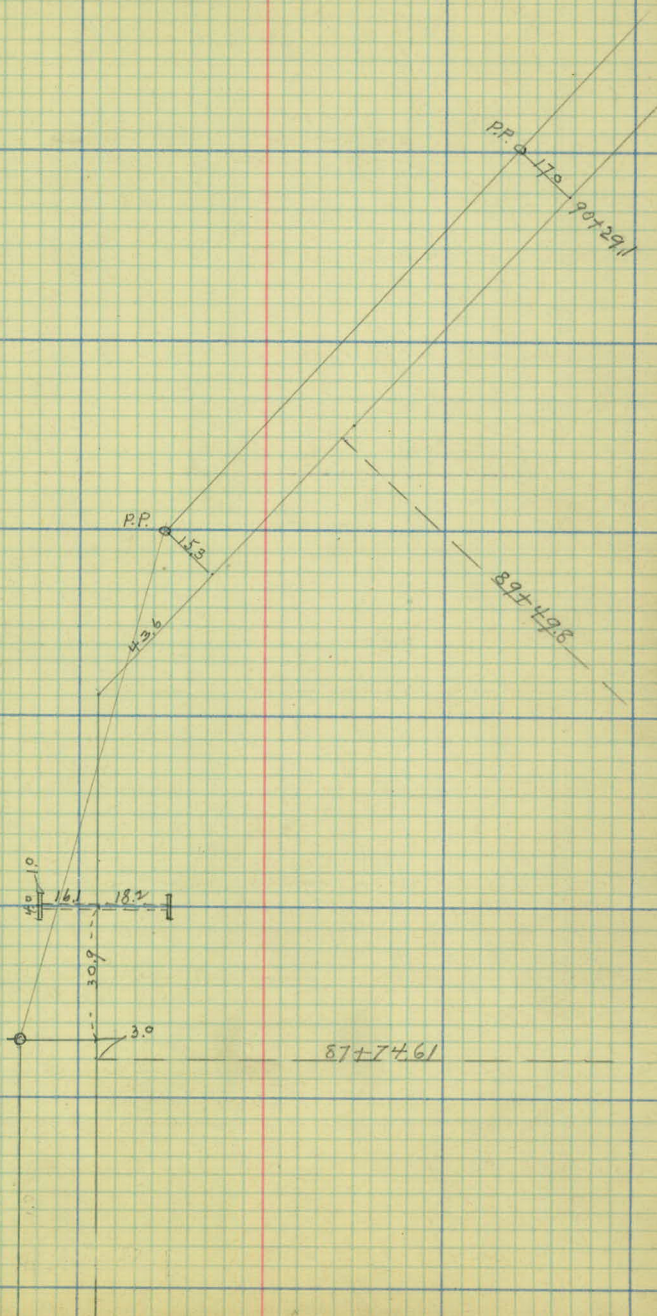
858

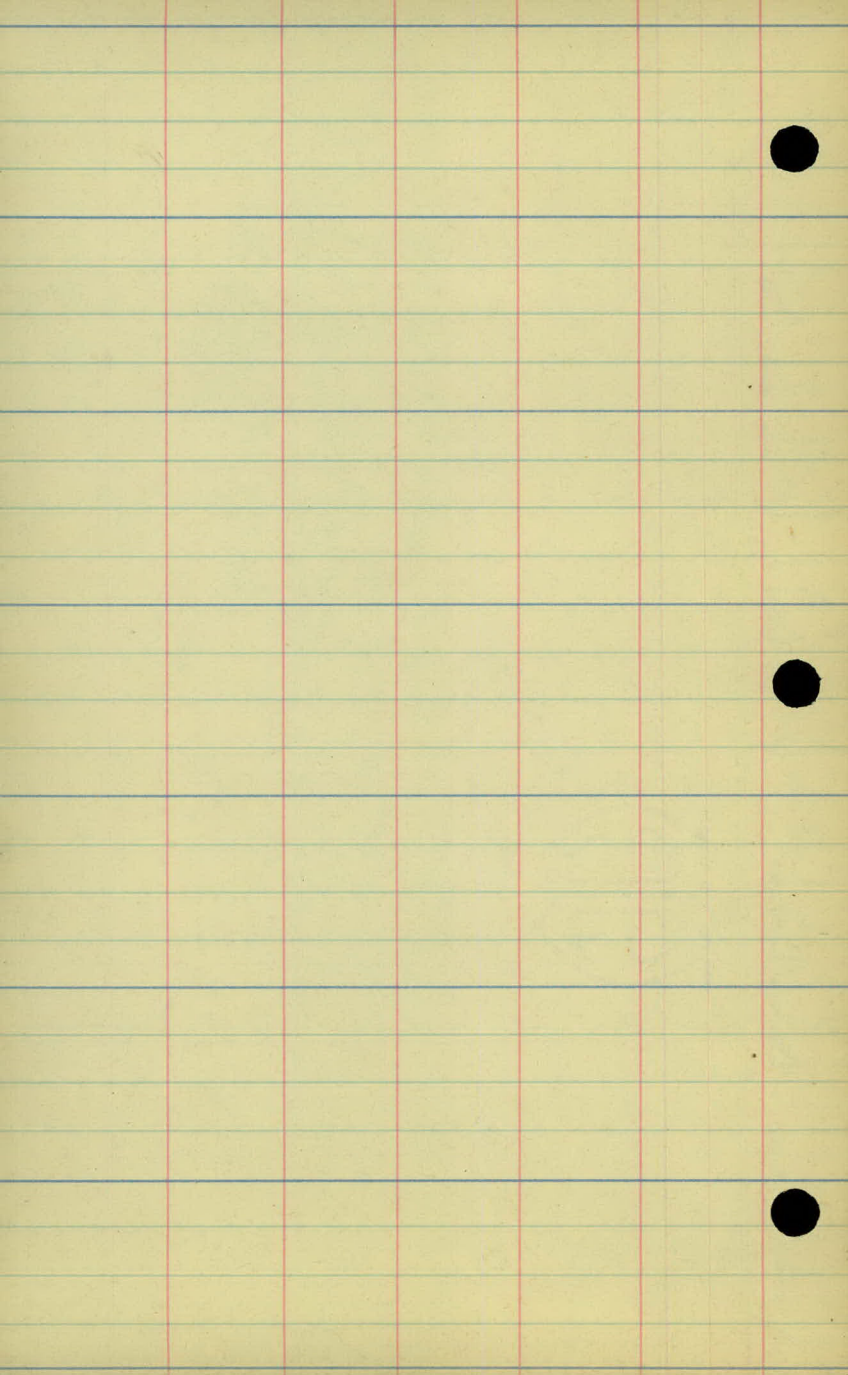
18.8 P.P.

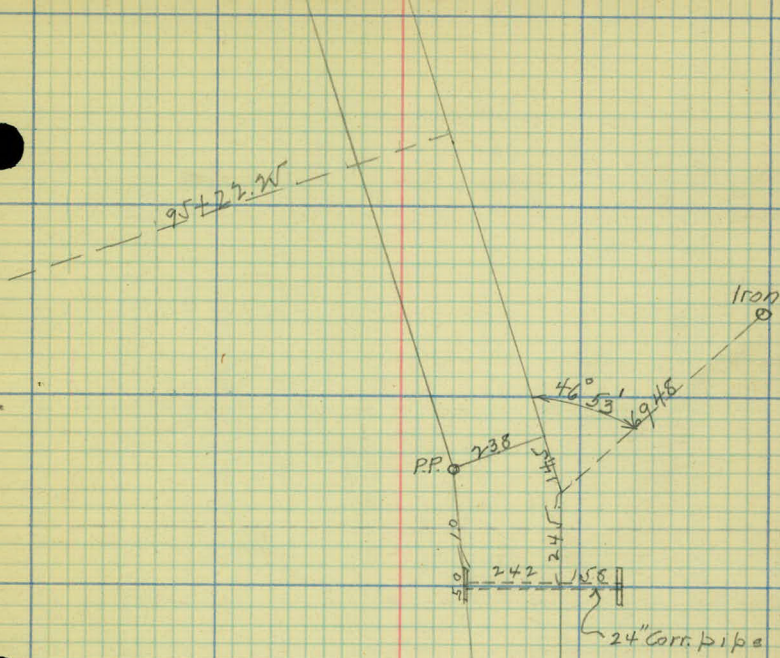
18.8

83+77.48





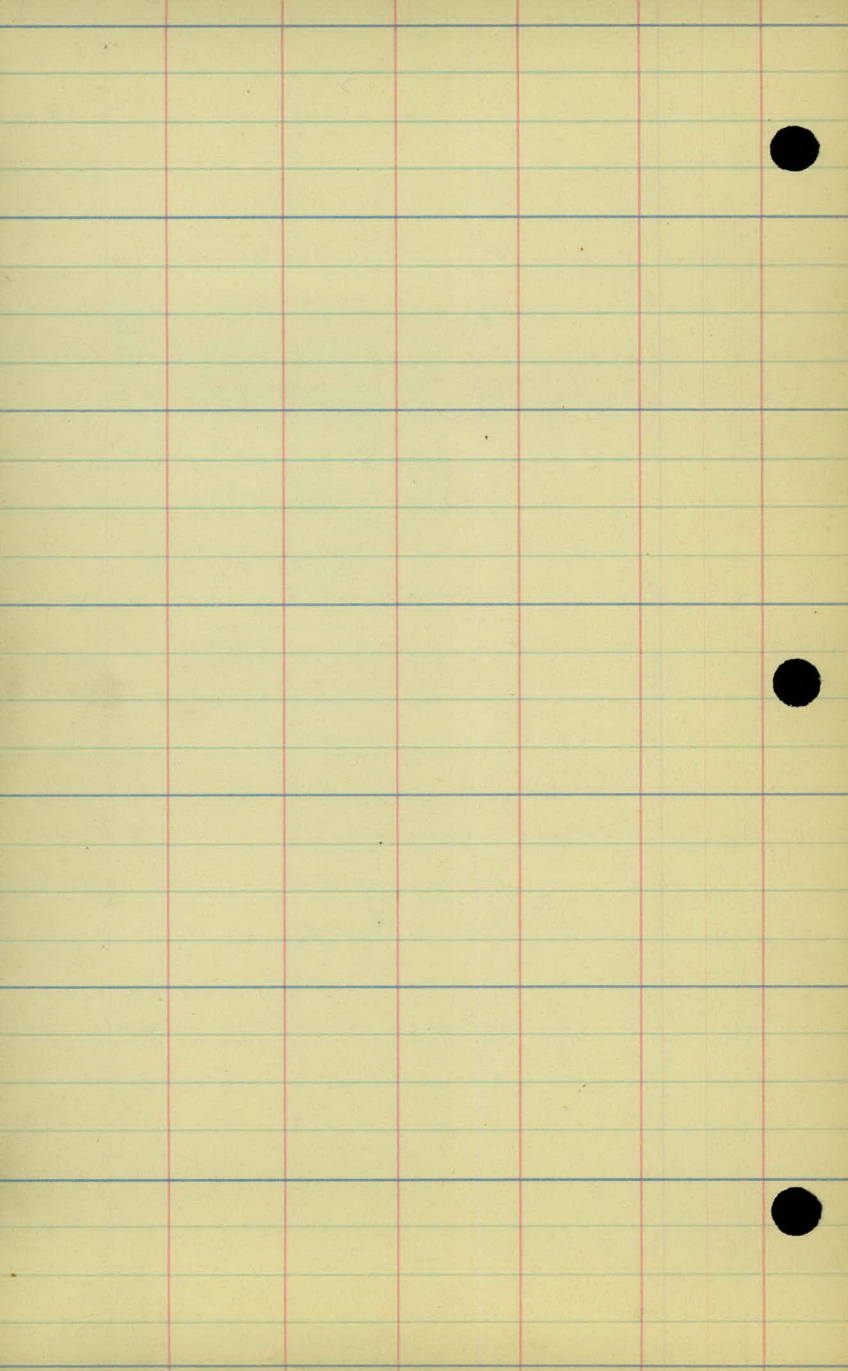




$93+24.56$

$P.P. \quad 145 \quad 9V+90.1$

$155 \quad 91+619$



12" Corr. pipe
Not Used

99+28.1 47.0

78+57.4

20.8

25.2

98+52.09

84.0

52.4 / 20.5

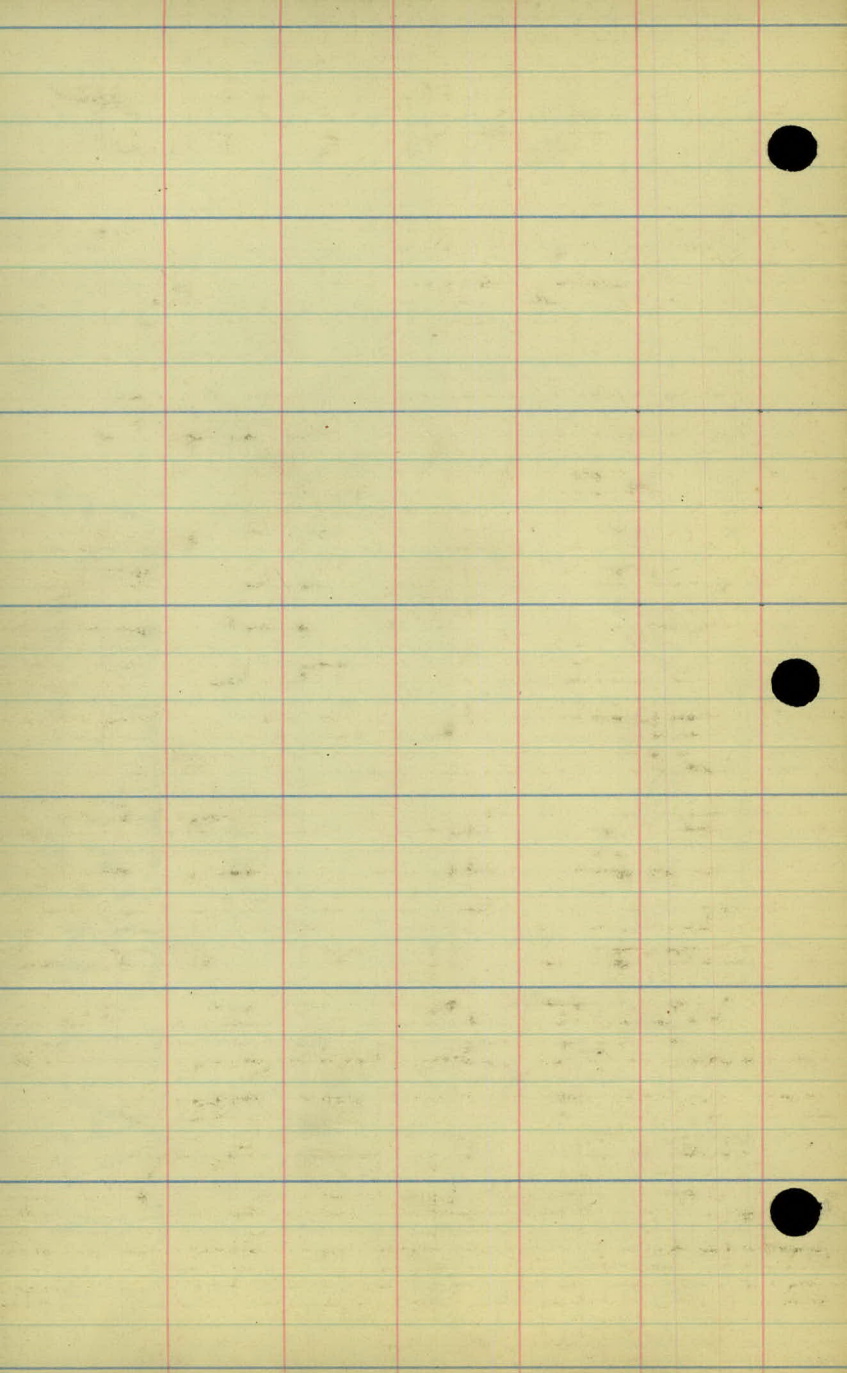
31.0

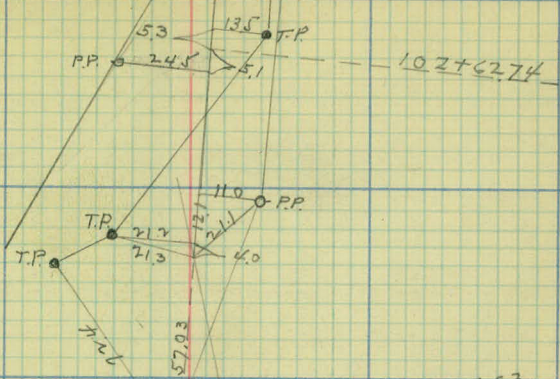
Side Road
Sign

P.P. 16.3

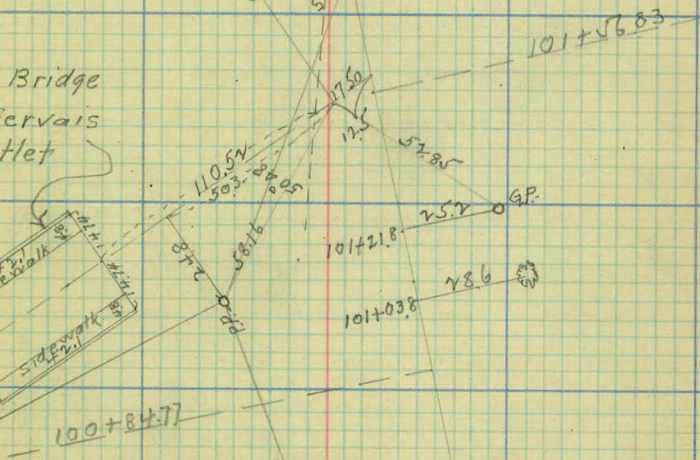
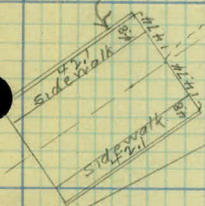
96+44.05

P.P. 20.4 95+62.3



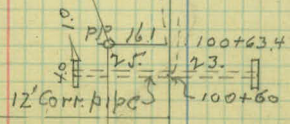


Conc. Bridge
over Gervais
Outlet



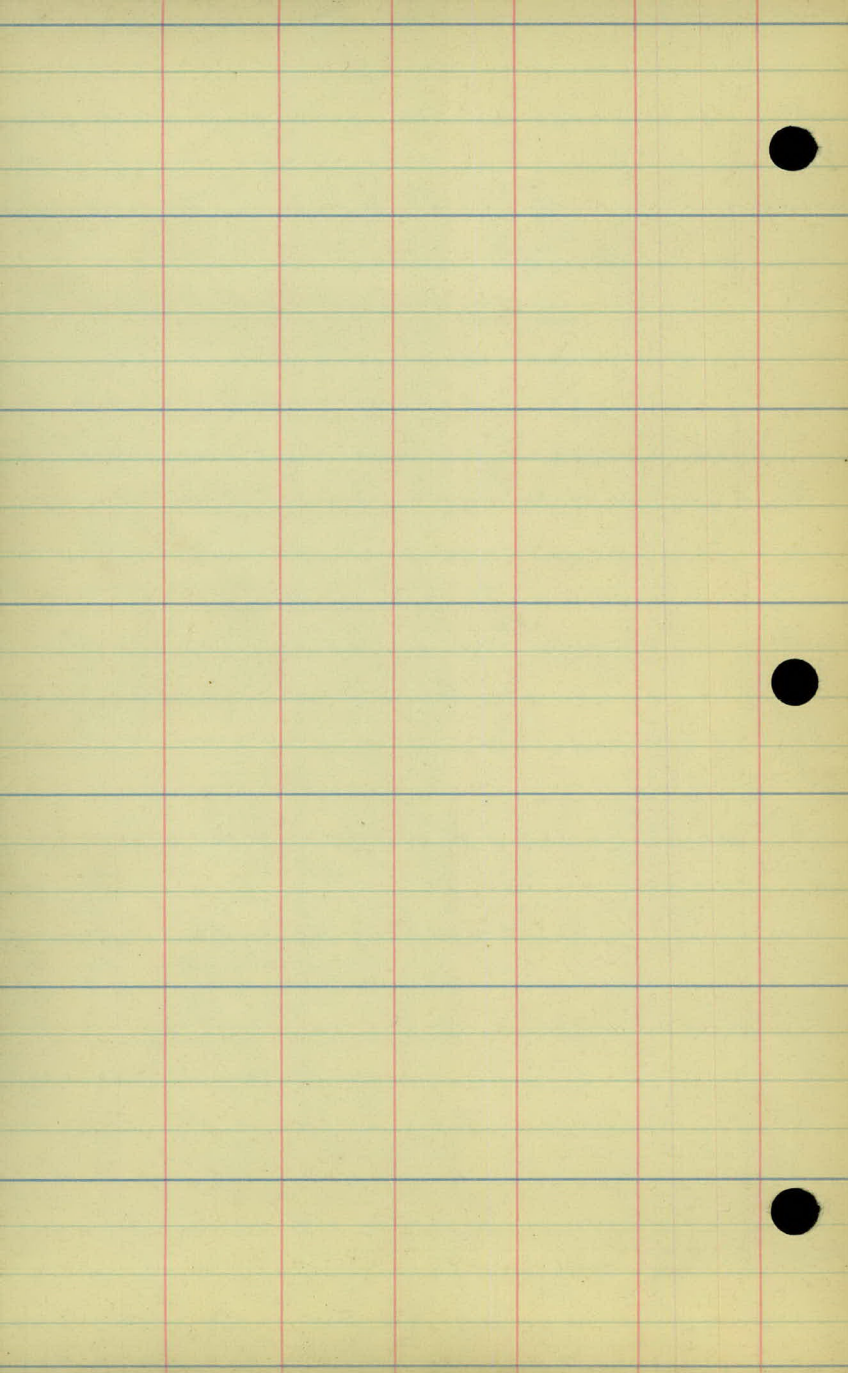
100+84.77

99+41.85



100+63.4

100+60



$$+80.2 \quad 21.2 \quad \bullet \text{ T.P.}$$

$$\begin{array}{r} \text{Side Road Sign} \quad 156 \\ \text{P.P.} \quad 210 \\ \hline \end{array} \quad \begin{array}{l} +56.7 \\ +52.2 \end{array}$$

$$105+19.5 \quad 138 \quad \bullet \text{ P.P.}$$

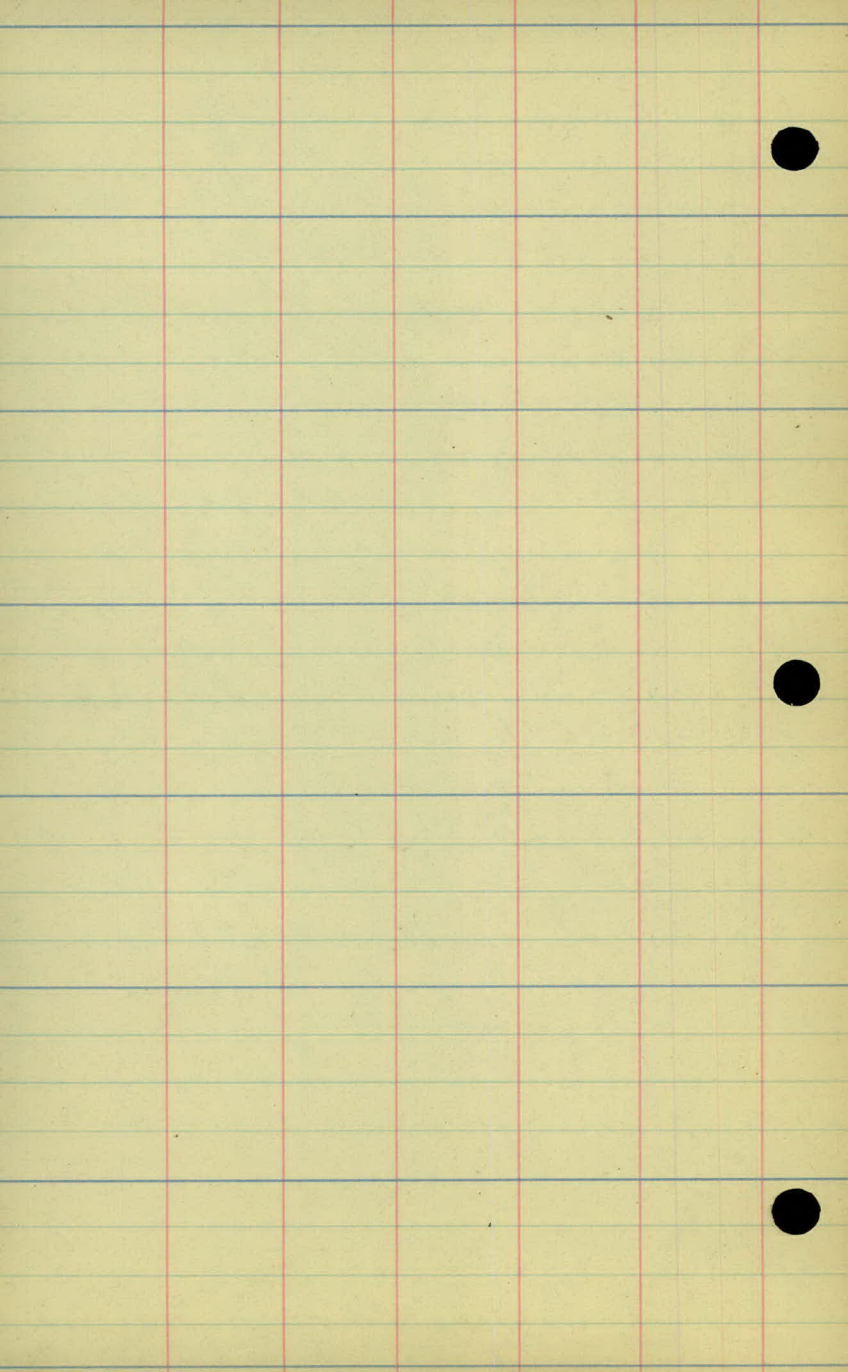
$$+77.2 \quad 185 \quad \bullet \text{ T.P.}$$

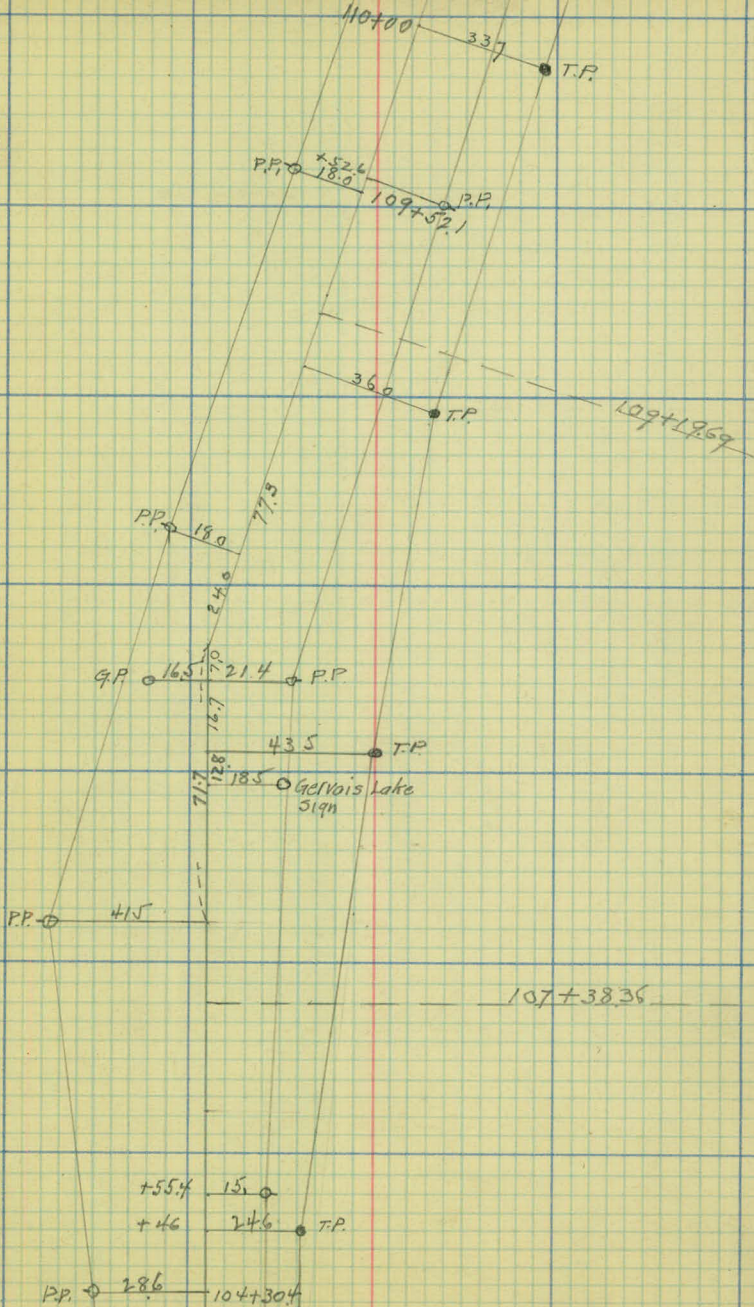
$$\begin{array}{r} \text{P.P.} \quad 155 \\ \hline \end{array} \quad \begin{array}{l} 230 \quad \bullet \text{ G.P.} \\ 104+05.7 \end{array}$$

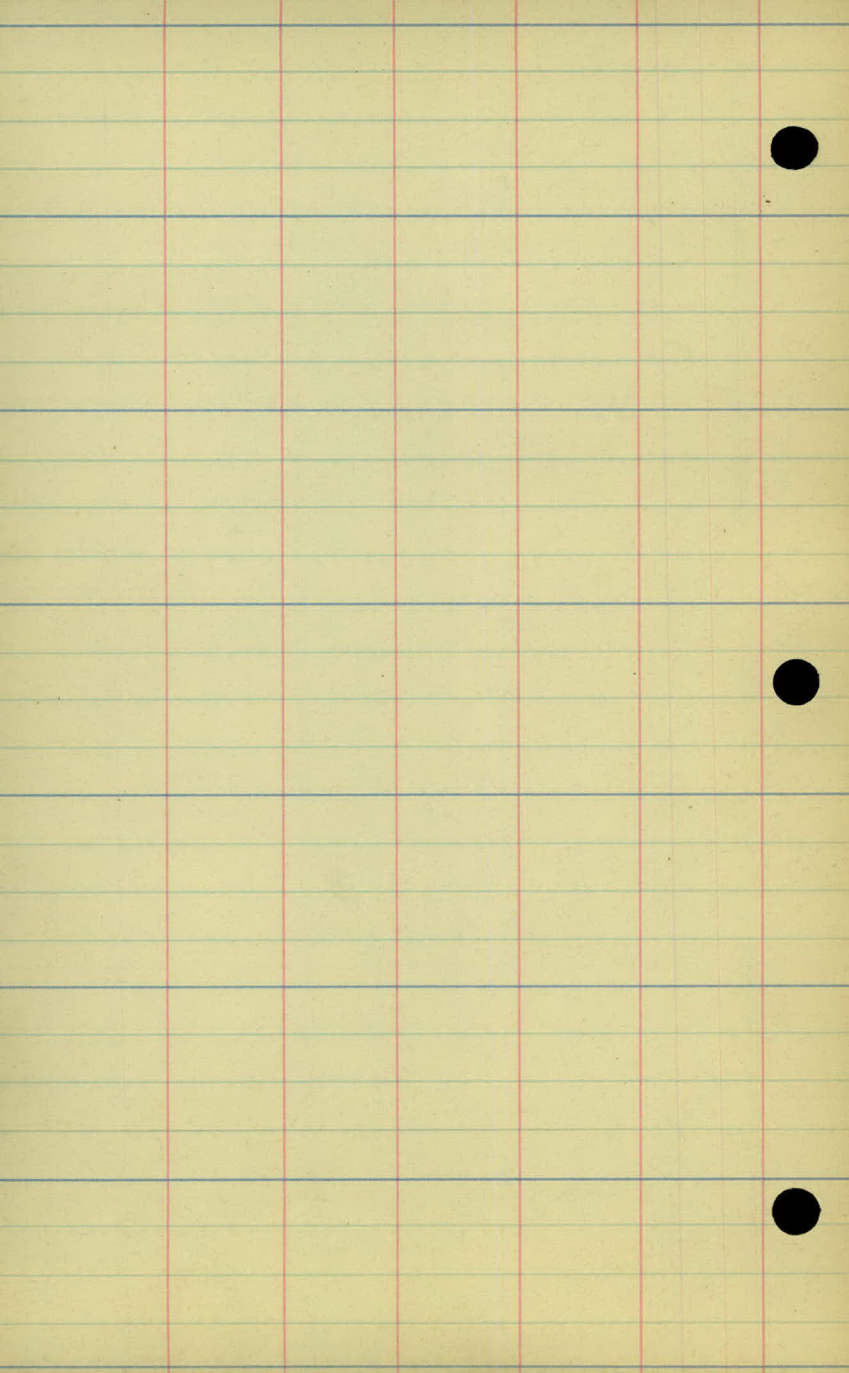
$$+85.2 \quad 161 \quad \bullet \text{ T.P.}$$

$$103+67.2 \quad 155 \quad \bullet \text{ P.P.}$$

$$\begin{array}{r} 103+25 \quad 135 \quad \bullet \text{ T.P.} \\ \text{P.P.} \quad 245 \\ \hline \end{array} \quad 103+146$$







$\times$
 $\times$
 $\times$

RP, ①	+50.2
34.0	+428
113+334	① RP

P.P. - 49, +48 T.P.

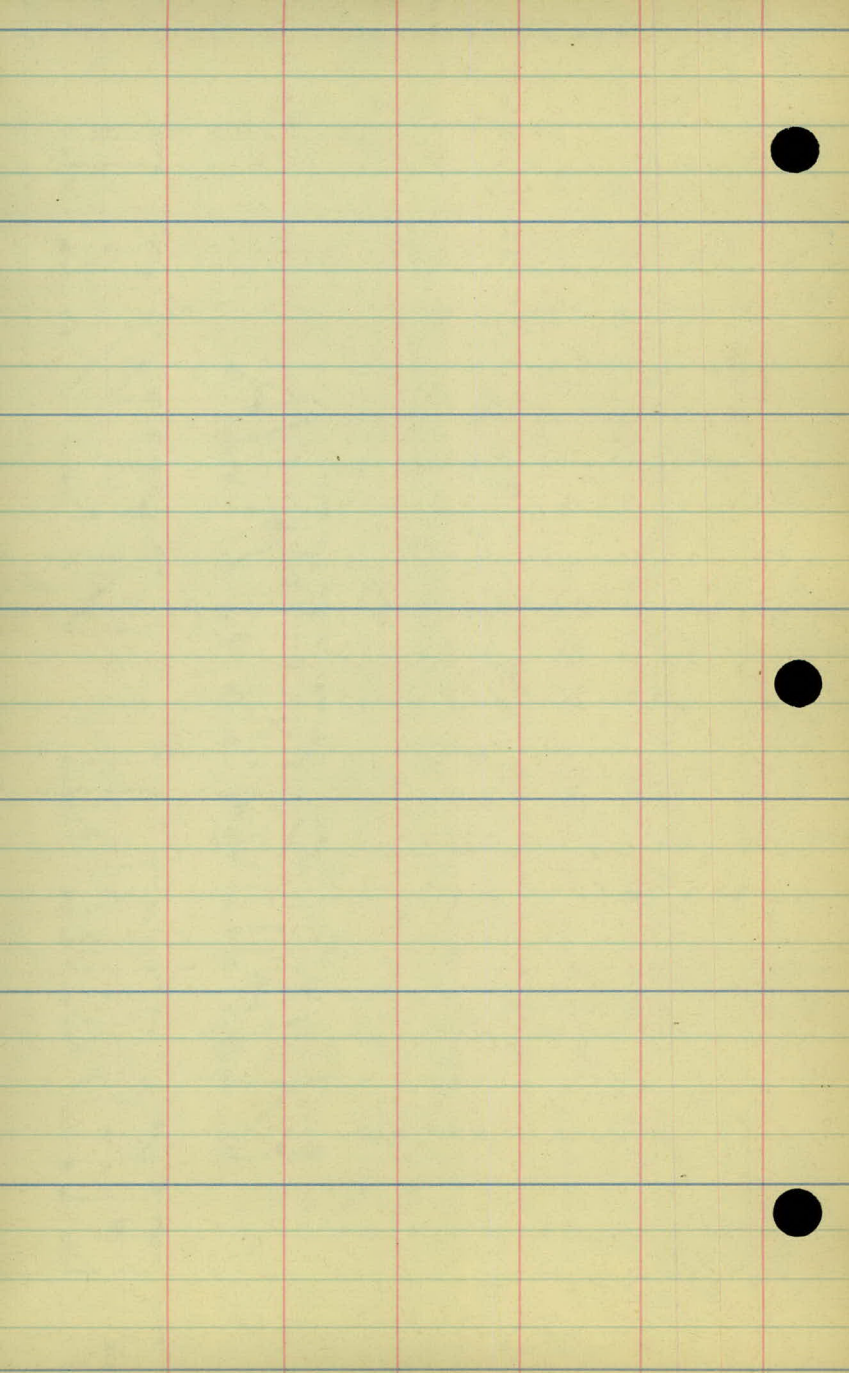
112+06 PP

P.P. $\odot$ + 49.8

111+09.5

4-79 - G.P.P.

p.p. ① - 110 + 483



x 117+073 P.P.

x

x

P.P. +48

x 116+317 T.P.

x

x

+788 P.P.

x

P.P. +49

x

x 115+08 T.P.

x

x

x P.P. +553 P.P.
114+497

x

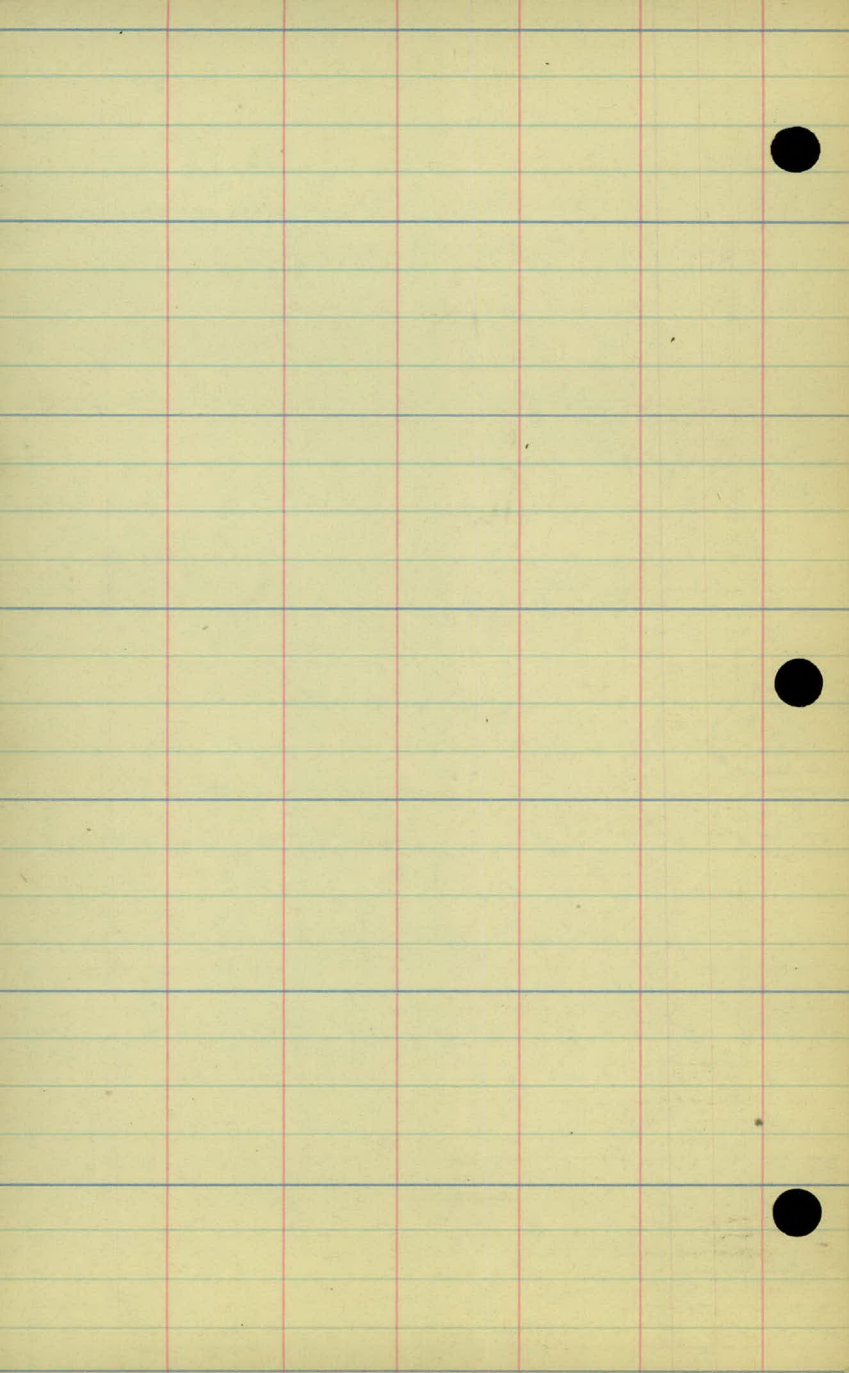
x

x

x

+74.8 T.P.

x



P.P. 

+47.3

+26.2
120+242

side Rd.
T.P. 

+70

P.P. 

P.P. 

119+49

+90.5

T.P. 

P.P. 

+45.2

118+37.4

P.P. 

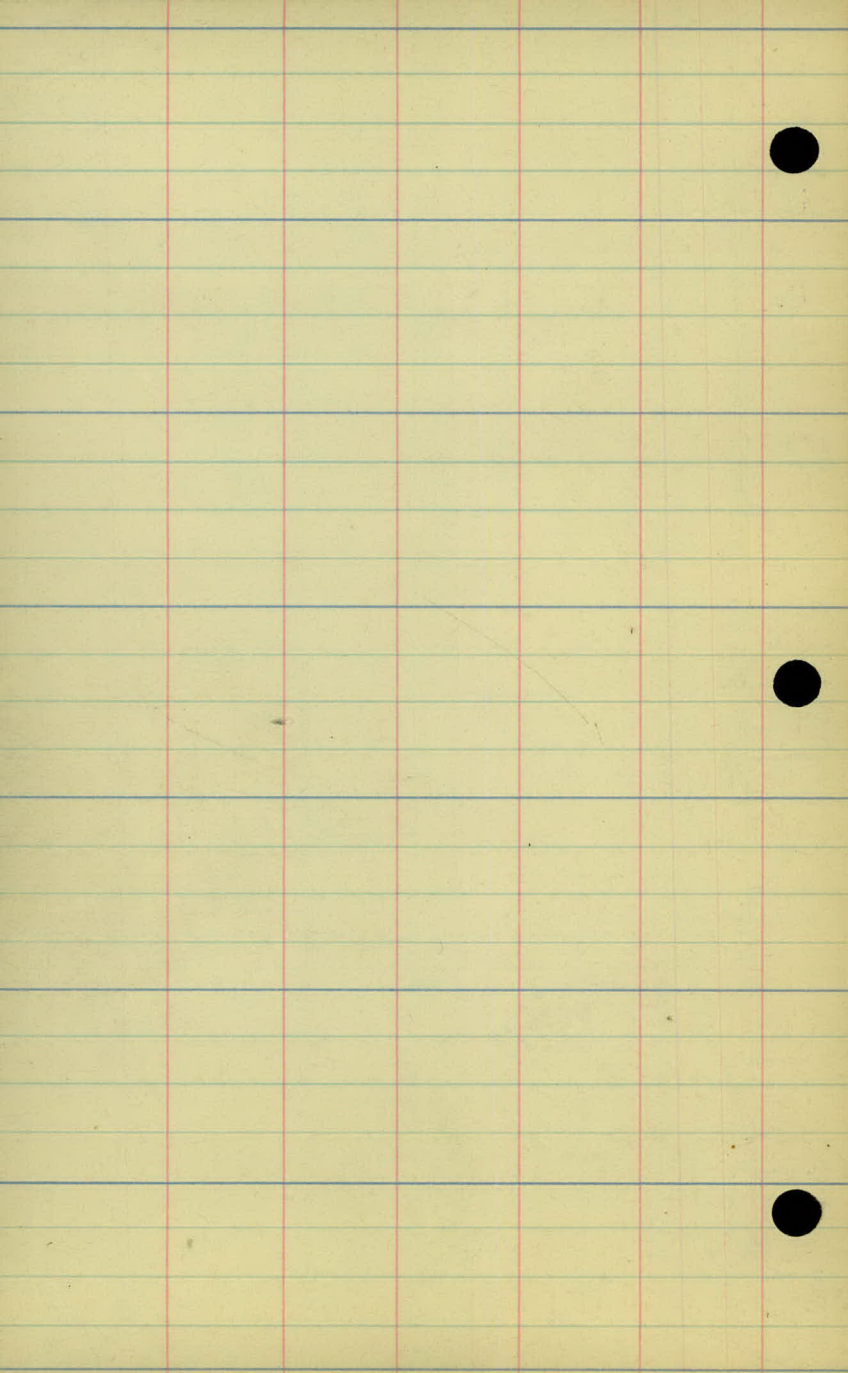
8.11

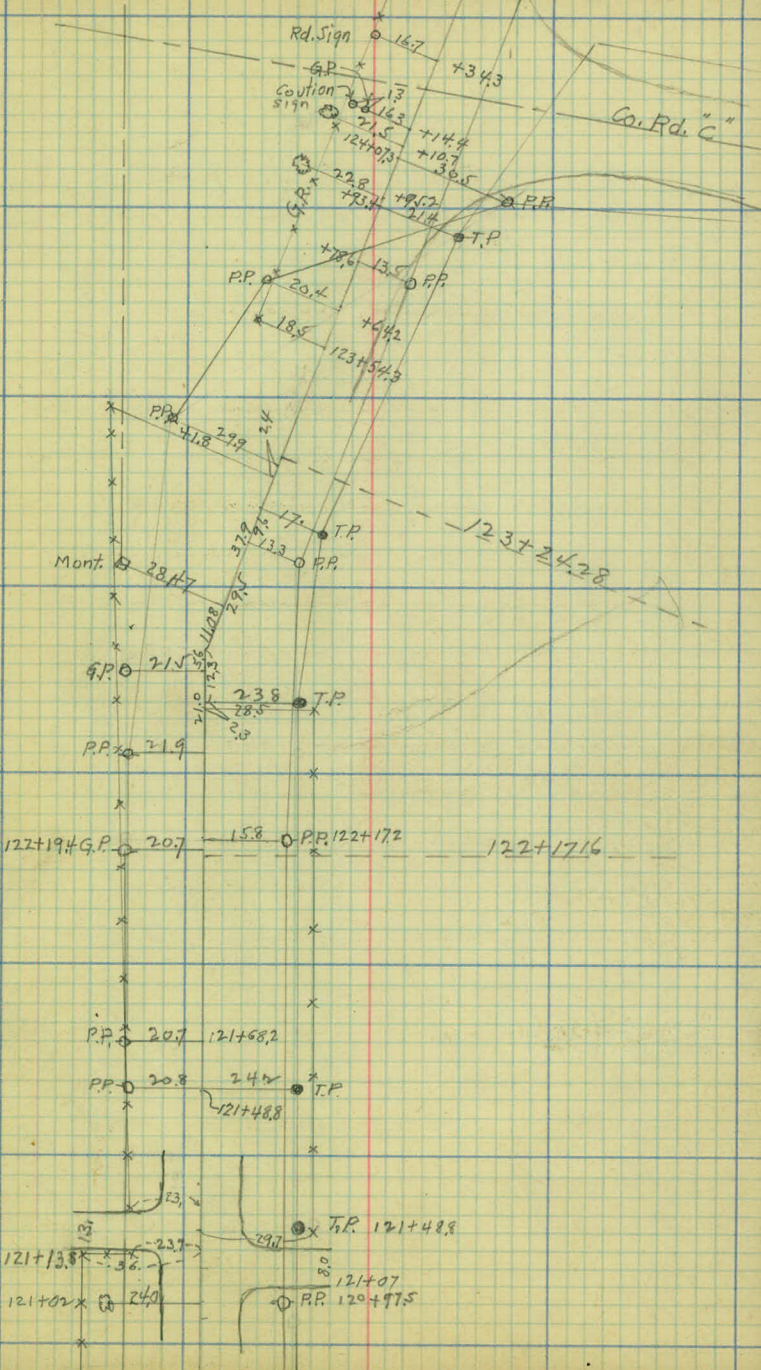
+65.8

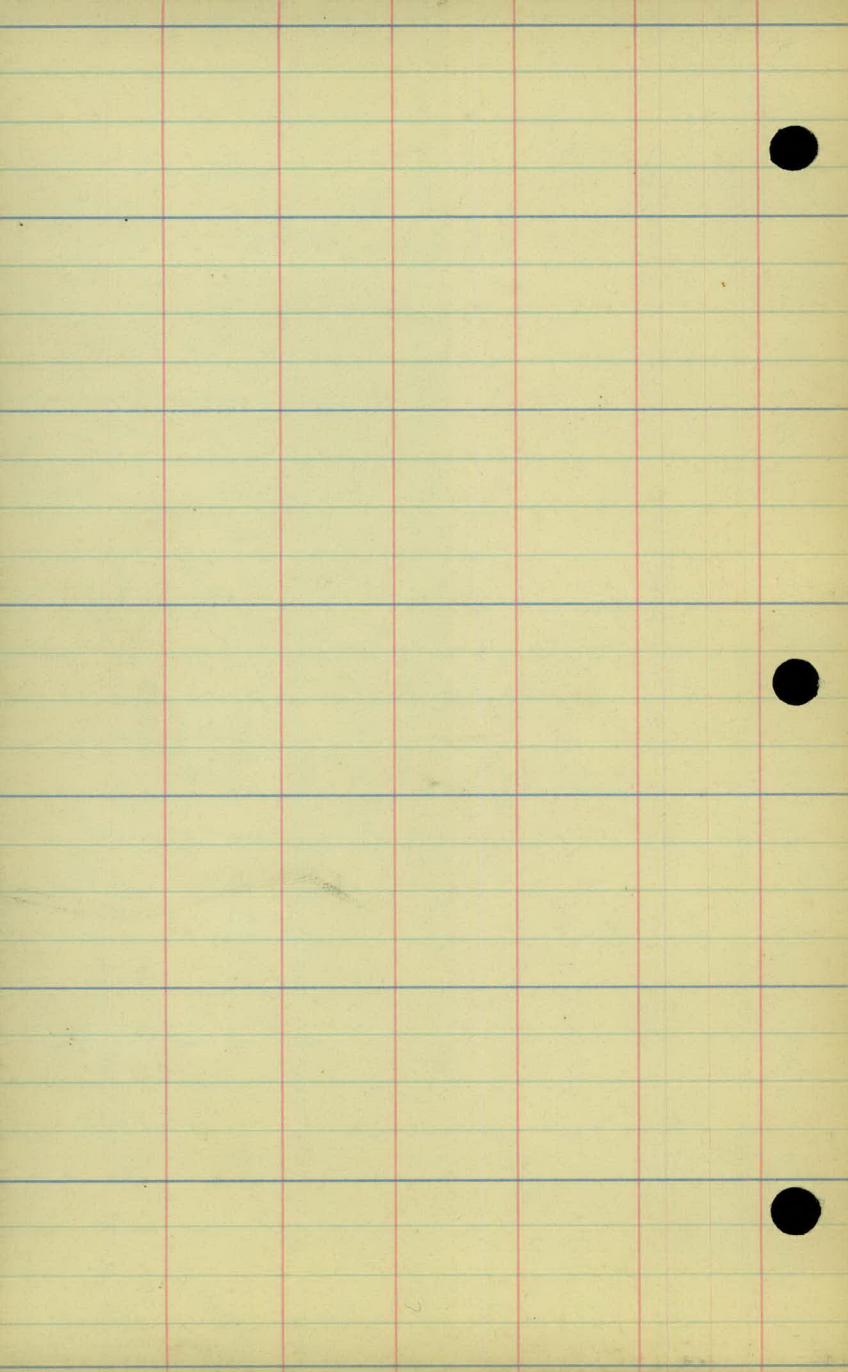
T.P. 

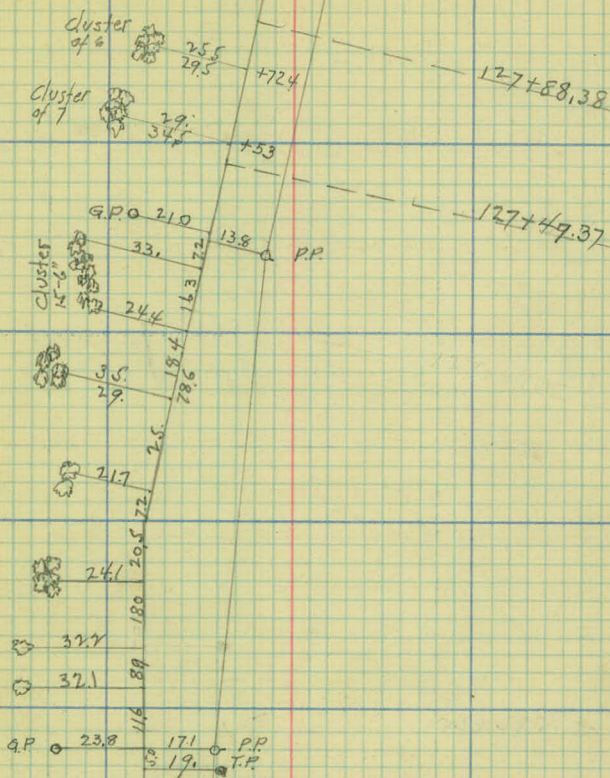
P.P. 

+49.3





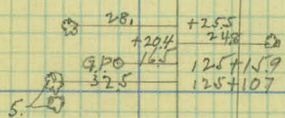




$$127+88.38$$

$$127+47.37$$

$$125+61.2$$



$$+25.5$$

$$+20.4$$

$$12.5+15.9$$

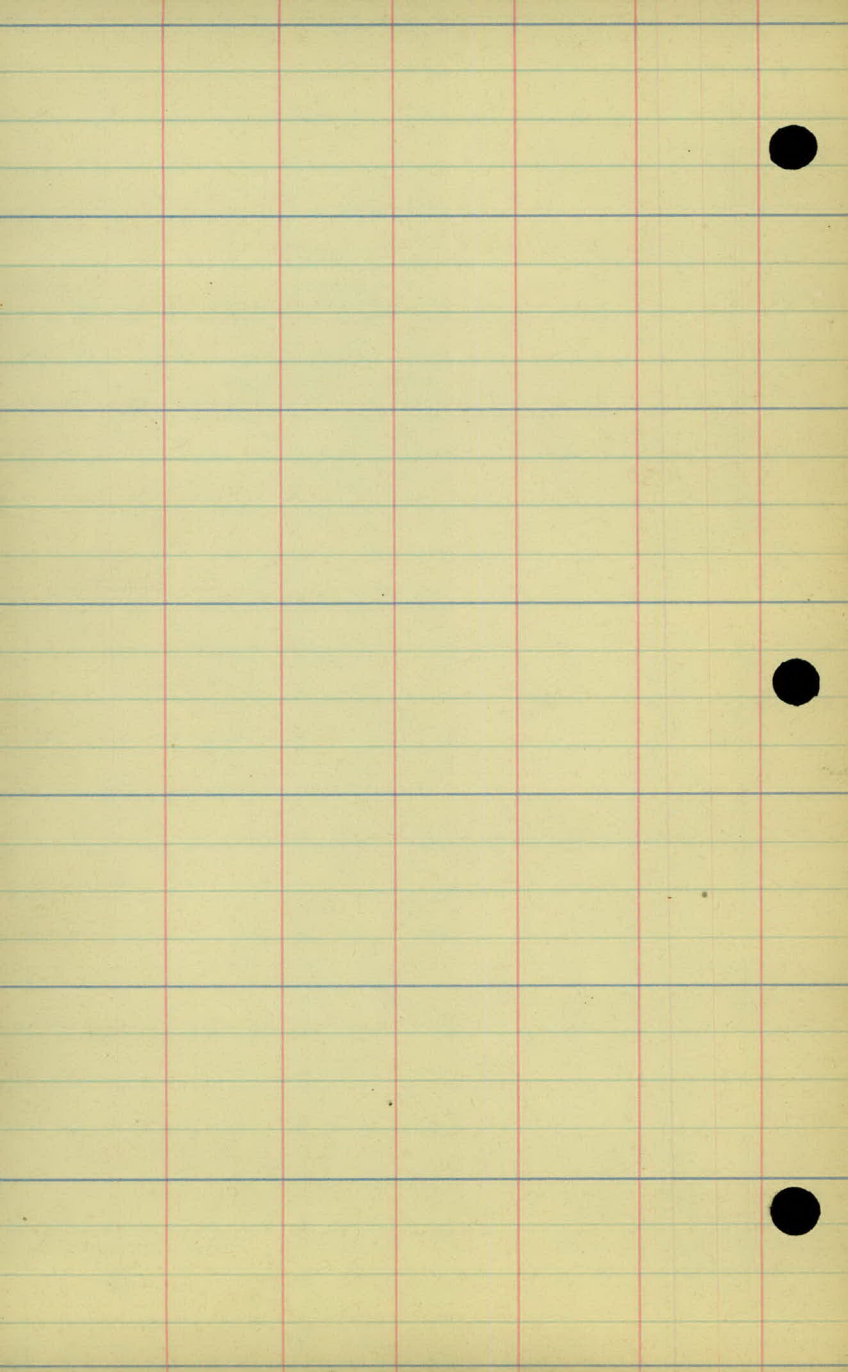
$$12.5+10.7$$

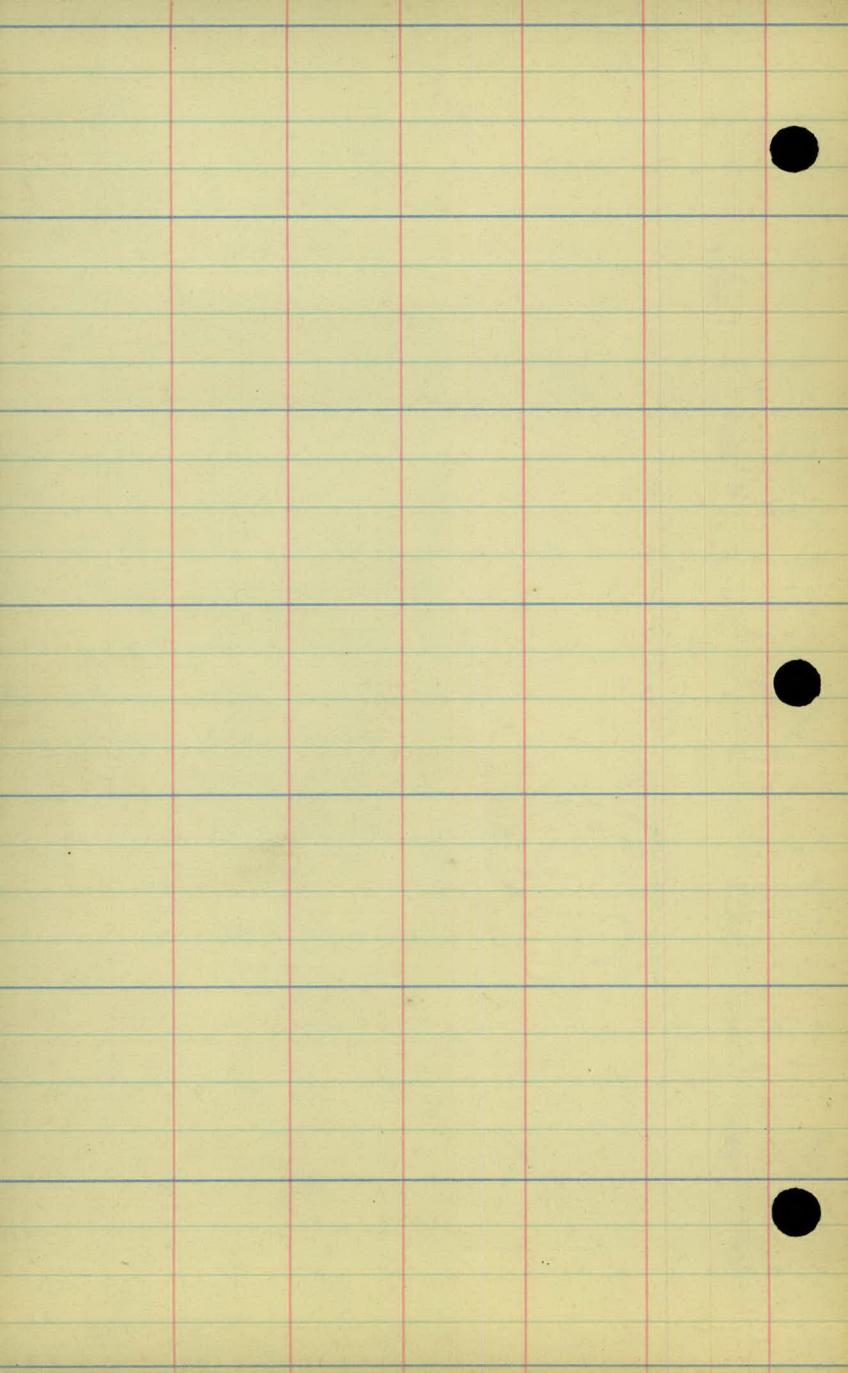
$$+88.3$$

$$+67.6$$

$$+63$$

$$+58.7$$





33
273
Kohlman's Lake
Sign

176
245
241
224
16.408
21
15
194
30.3
24
302
+95.4

305
1190
14.0
+792
+71.7 RP
Kohlman's Lake Sign

+5240
+434
+315
217
186
19
295
154
133+28.9

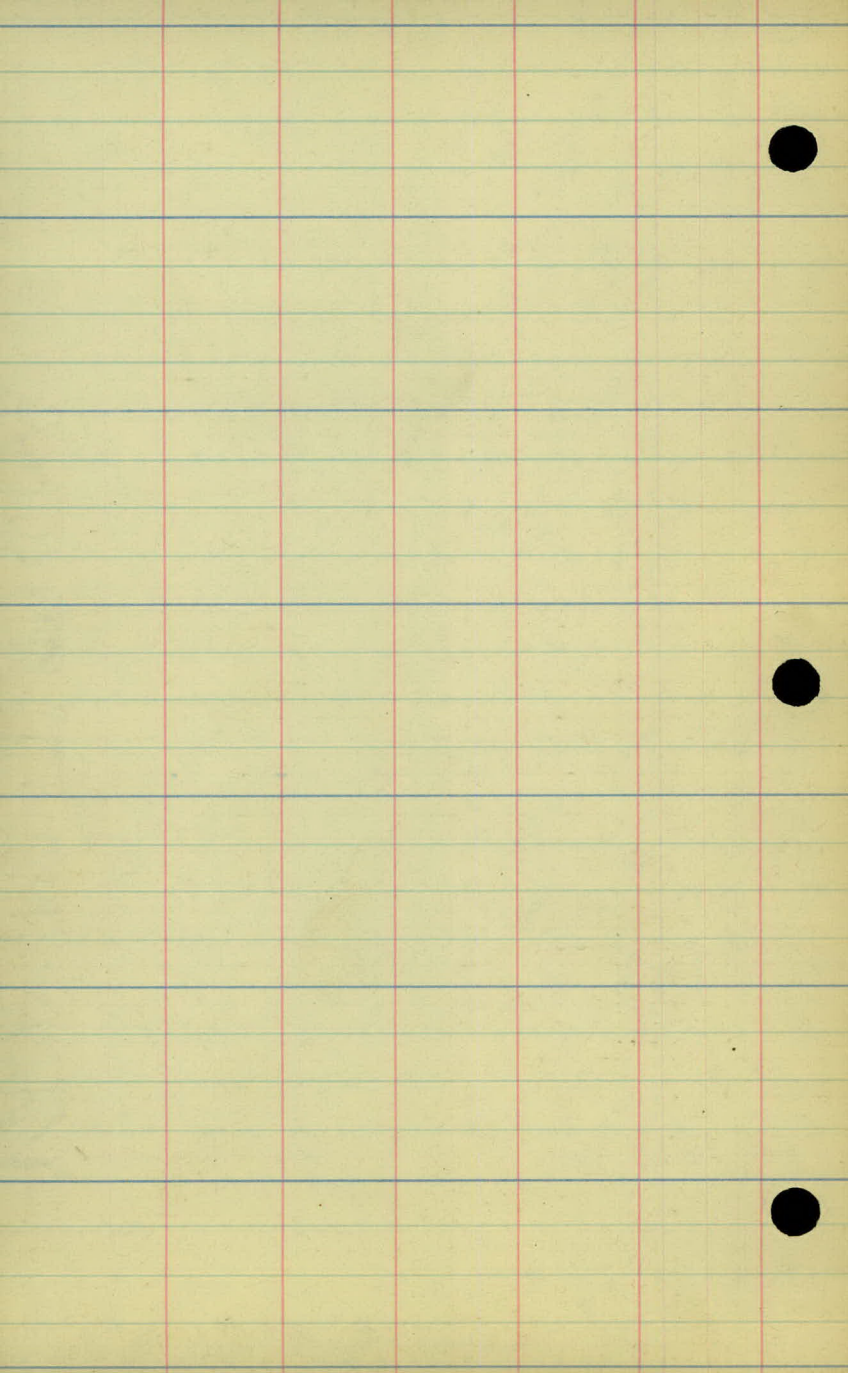
+1220
+0720
132+037
+966
+900
185
192
214
196
137
146
179
245
245
+982
+938
+905

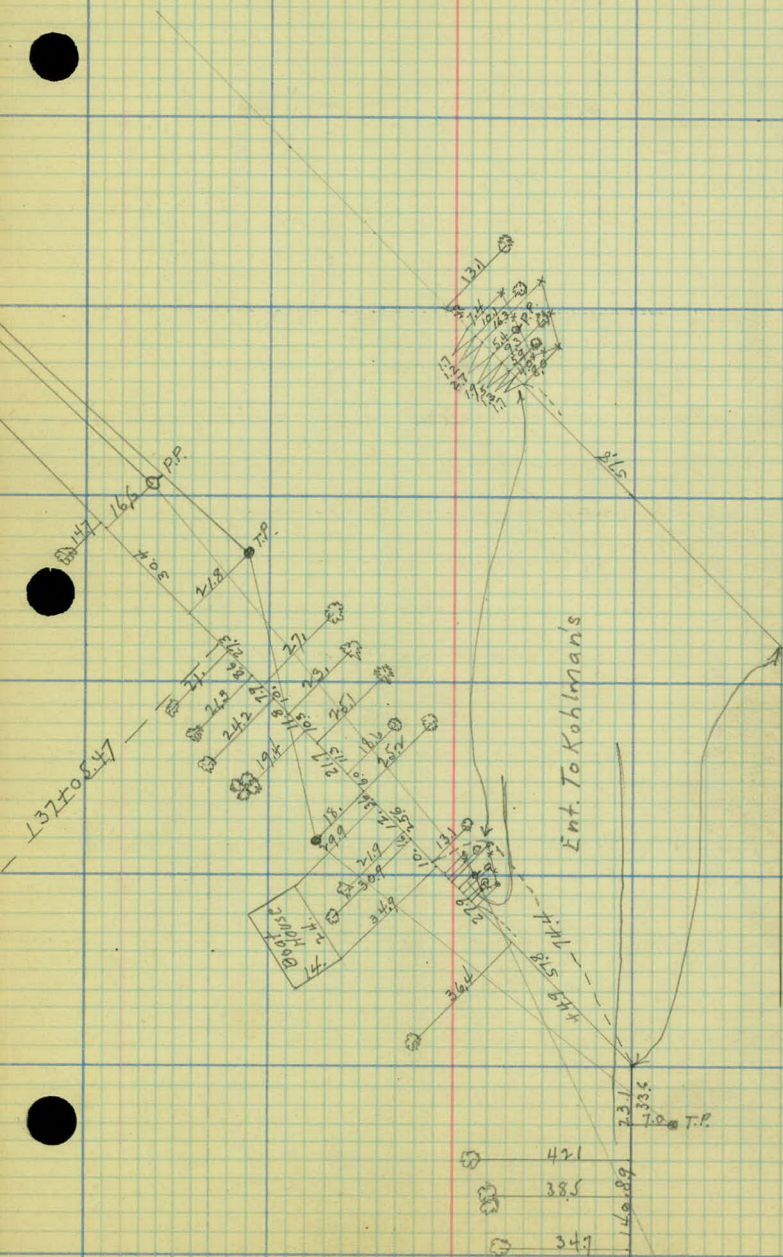
Conc. Bridge over
Kohlman's Outlet

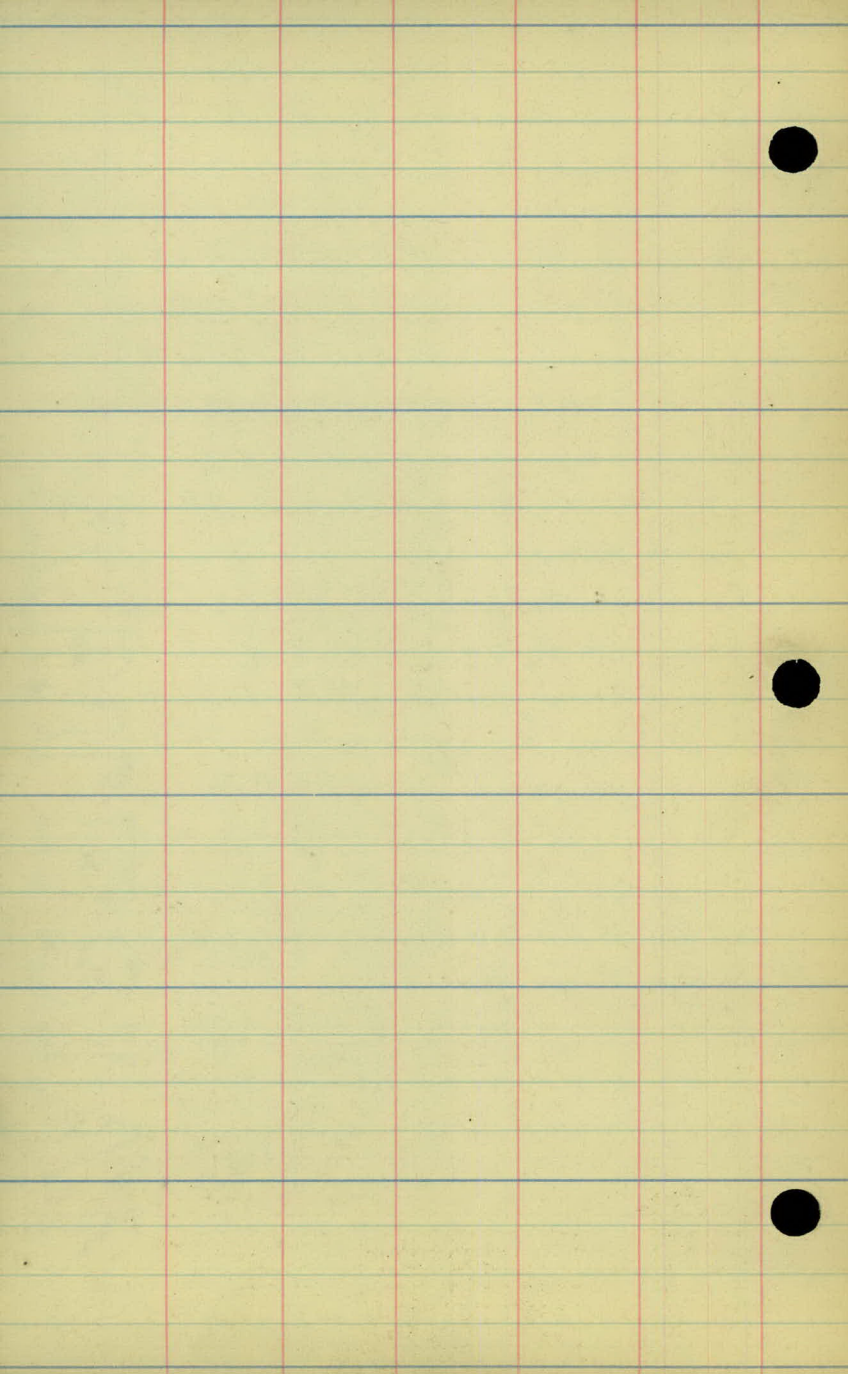
132+44.76
+2.1
+1.2
48
125
10
155
27.8
27.7
17.1
29
197
3.1
27
302
275
257
30
26.1
29.1
PP

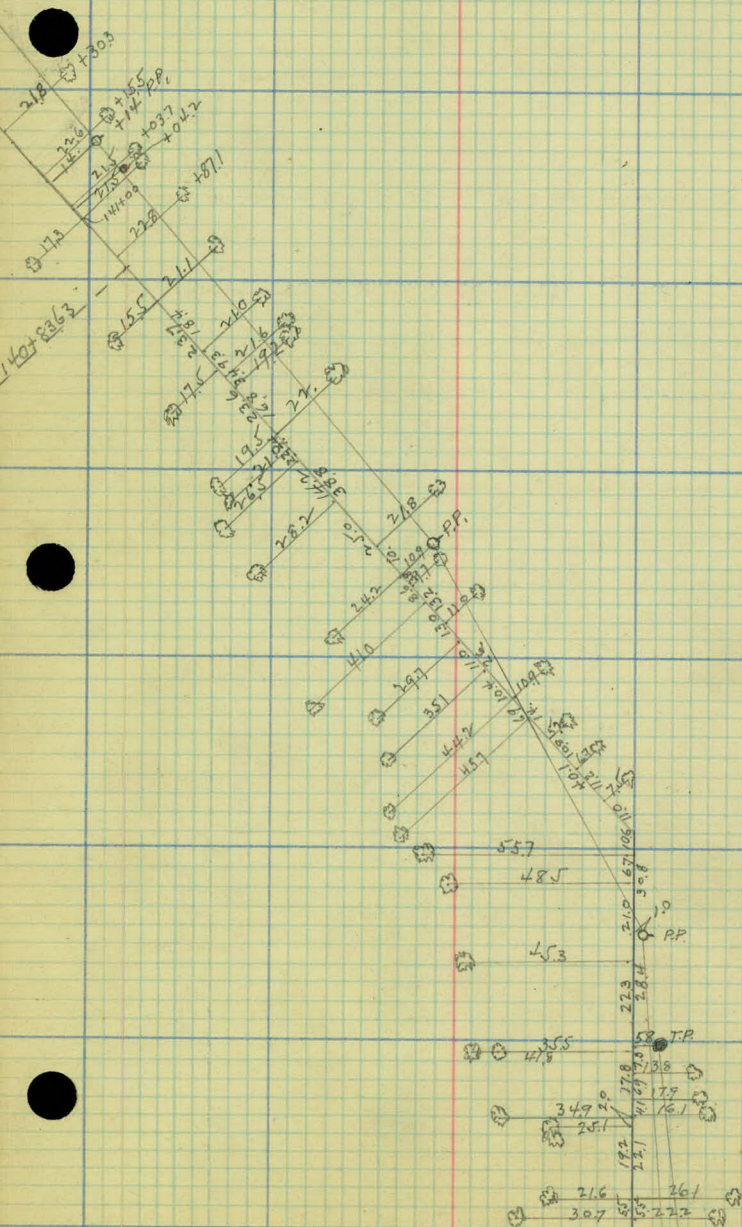
Cluster
of 13

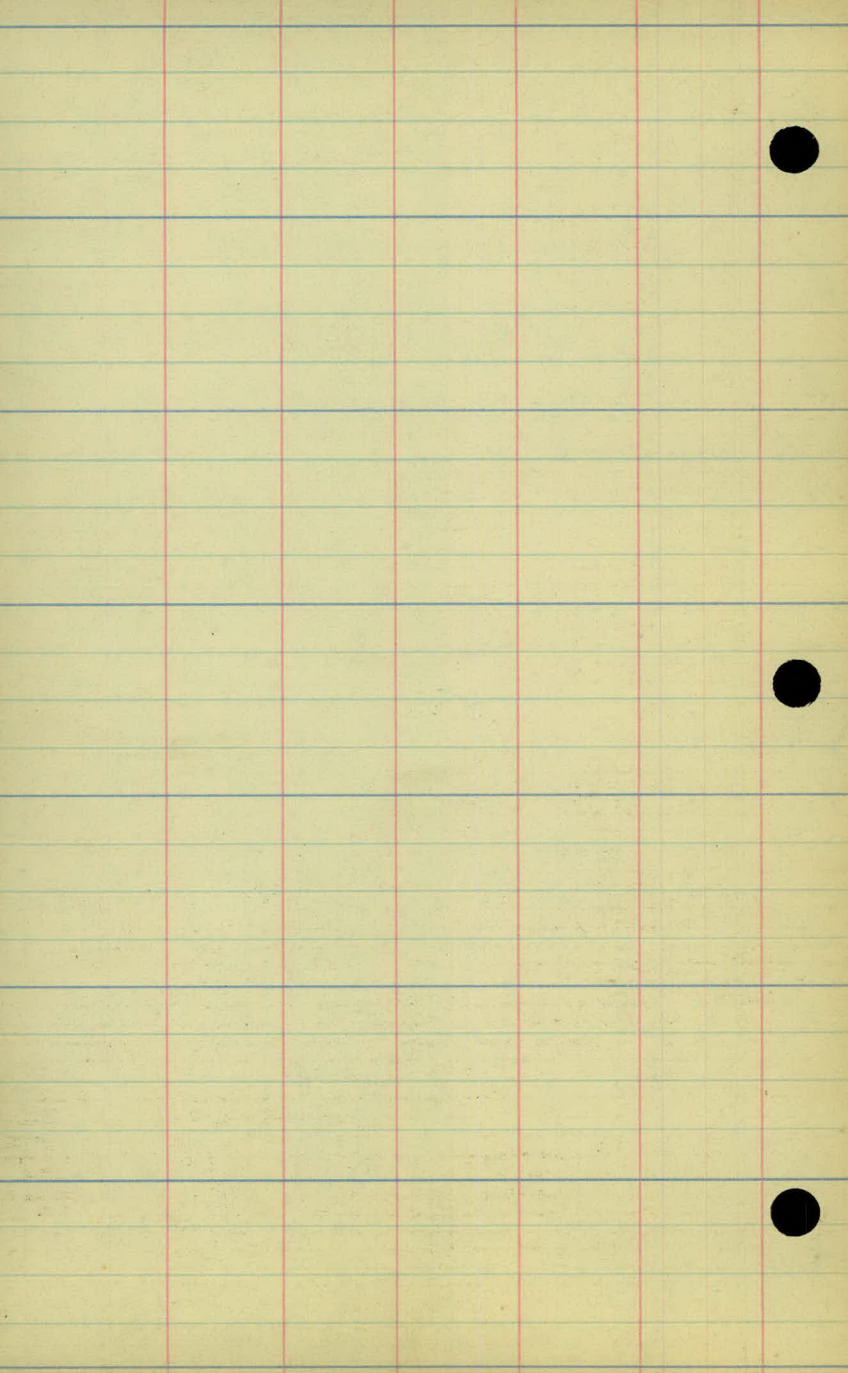
131+60.7

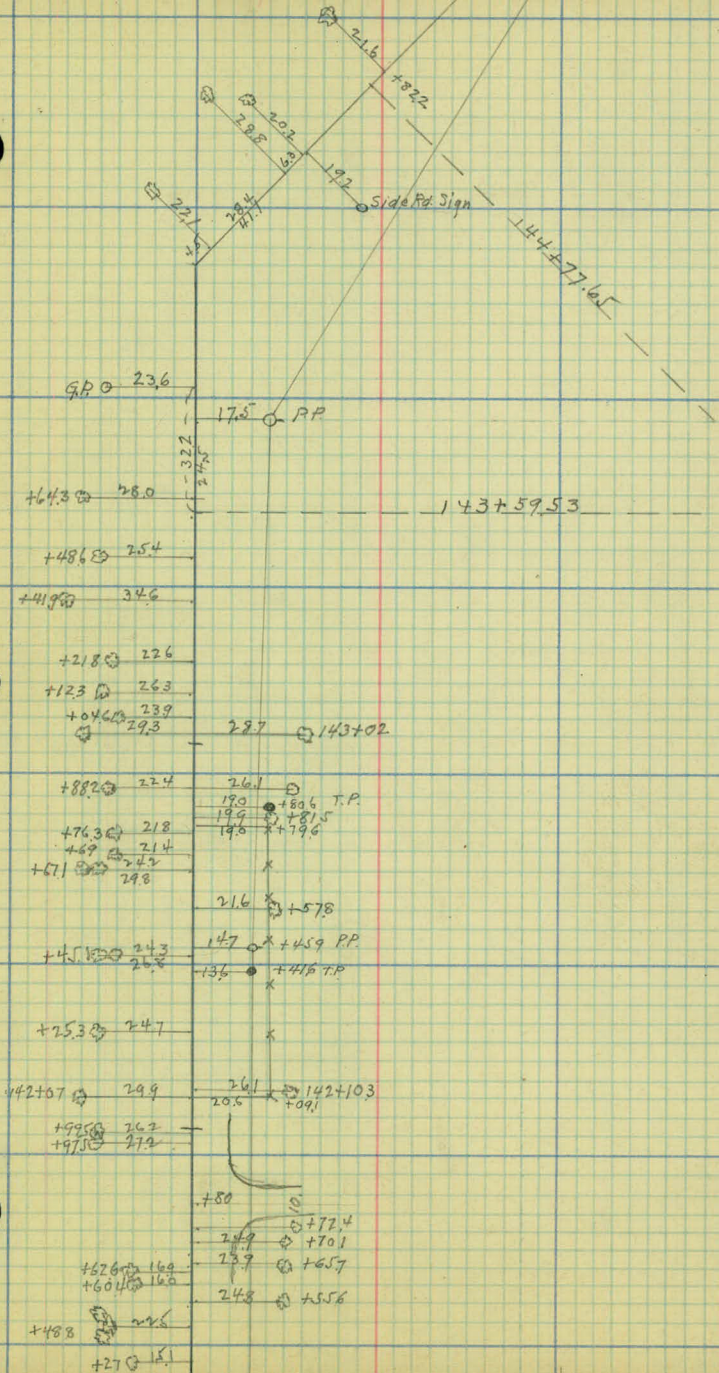


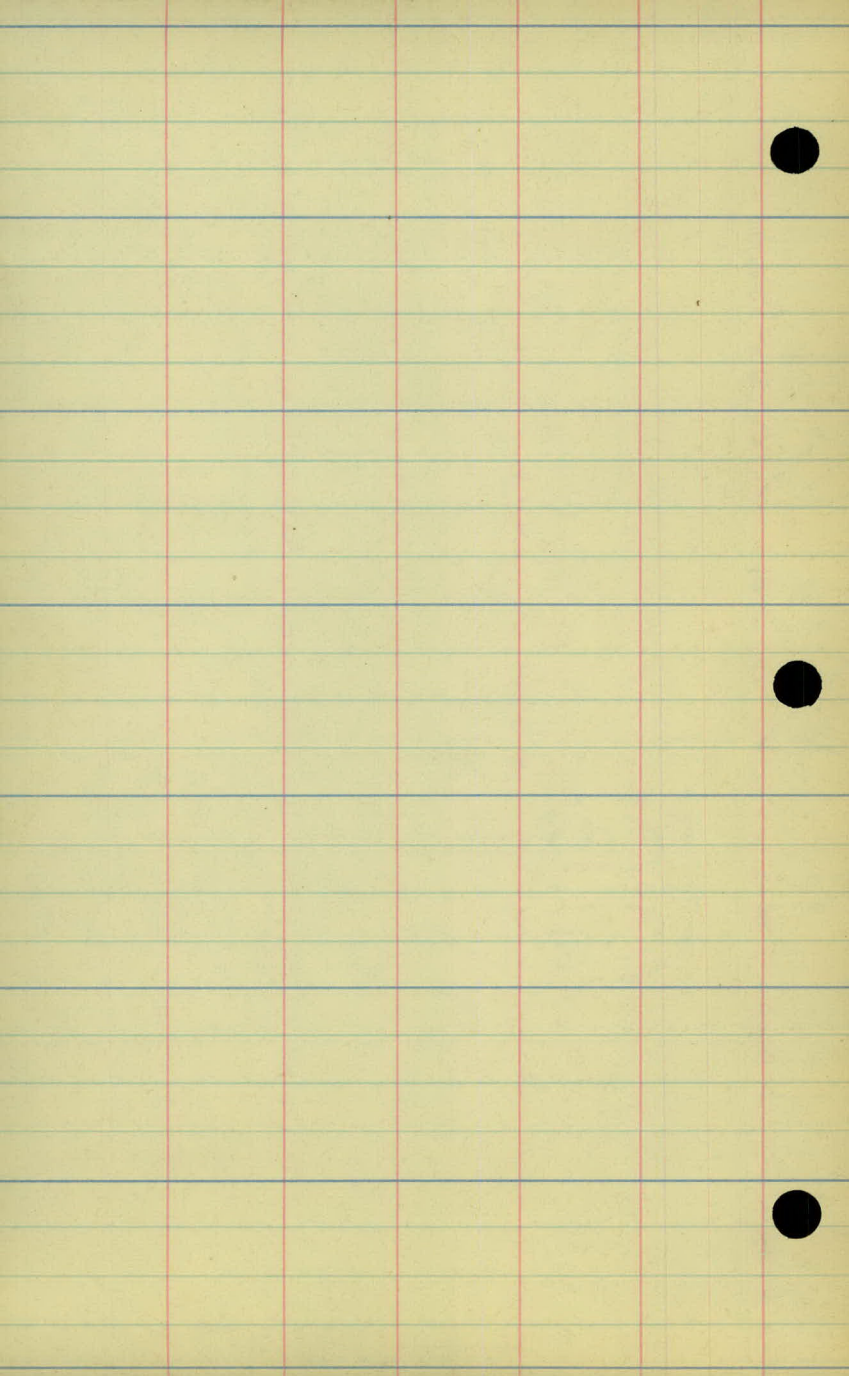












Rd. Sign
 2- 1937 3.53
 1839 3.04
 1706 3.04
 1624 3.02
 1597 3.12
 1574 3.12
 1574 3.12

Caution Sign

P.P.

148+53.22

147+37.62

249 12.6

9.4

12.6

24.2 14.1

14.1

23.2 26.4

22.9 19.3

24.1 108.2

26. 106.2

14.7 103.3

26.4 90.4

27.2 83.7

+69.7 24.4

14.2 69.8

17.7 53.4

146+35.5 26.2

14.6

+84.9 19.5

30.3 17.0

+65.9 21.3

26.6 66.3

+46.5 28.9

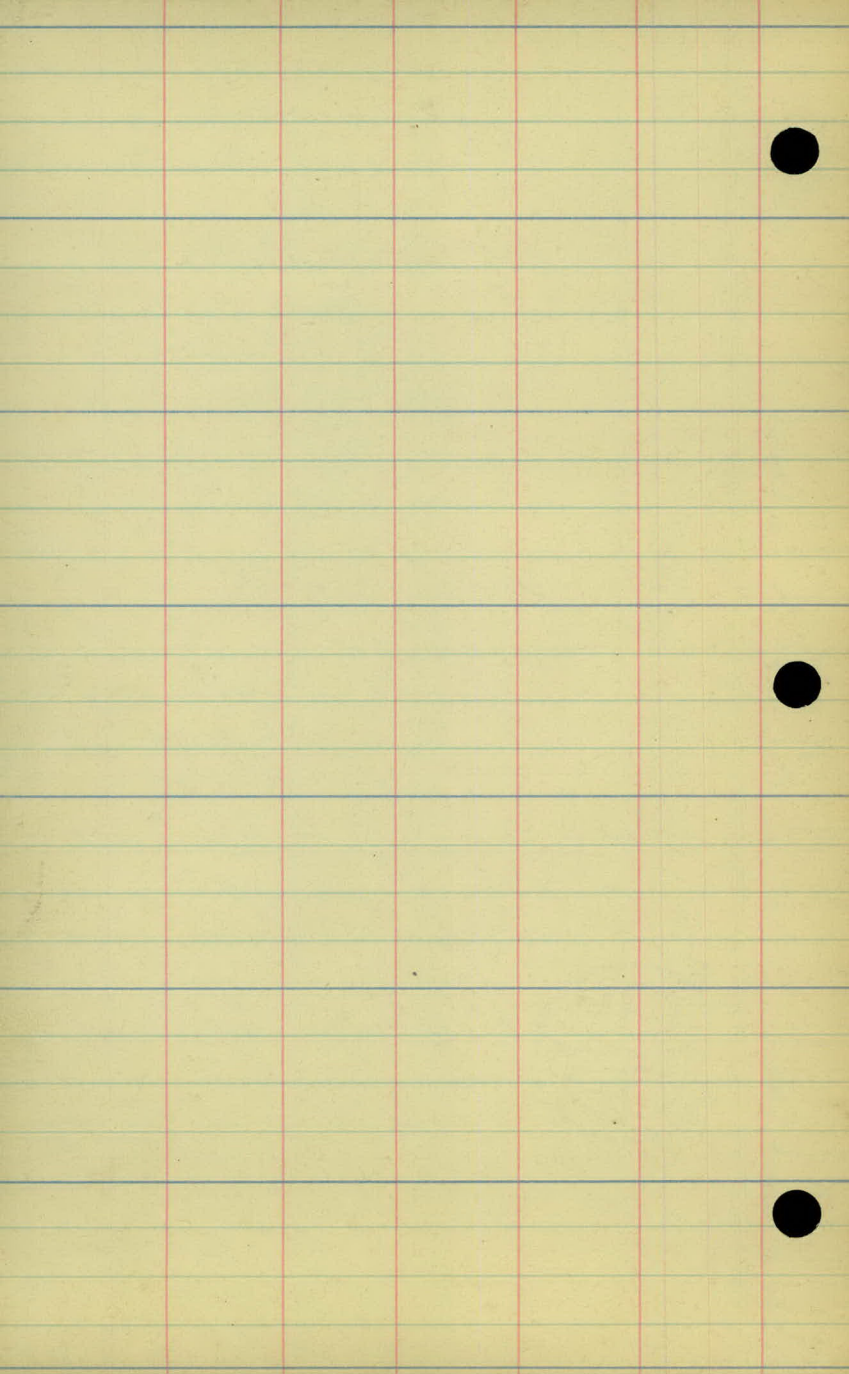
25.9 47

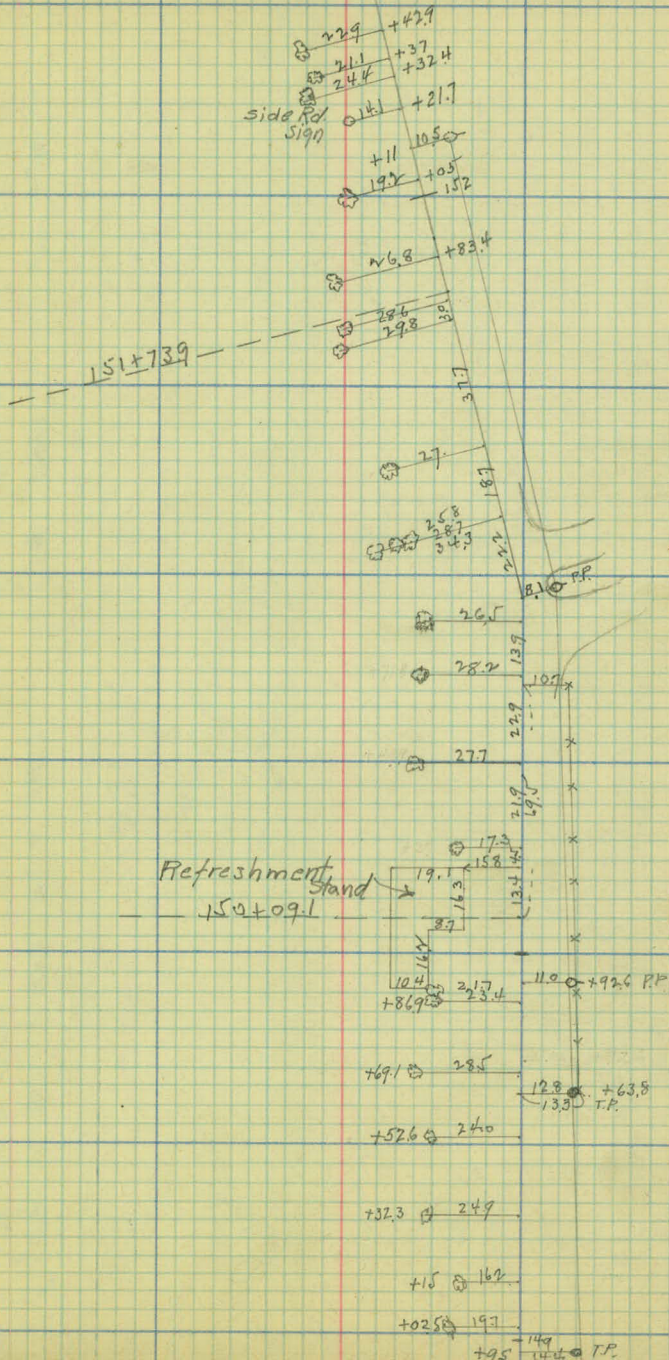
+33.6 19.5

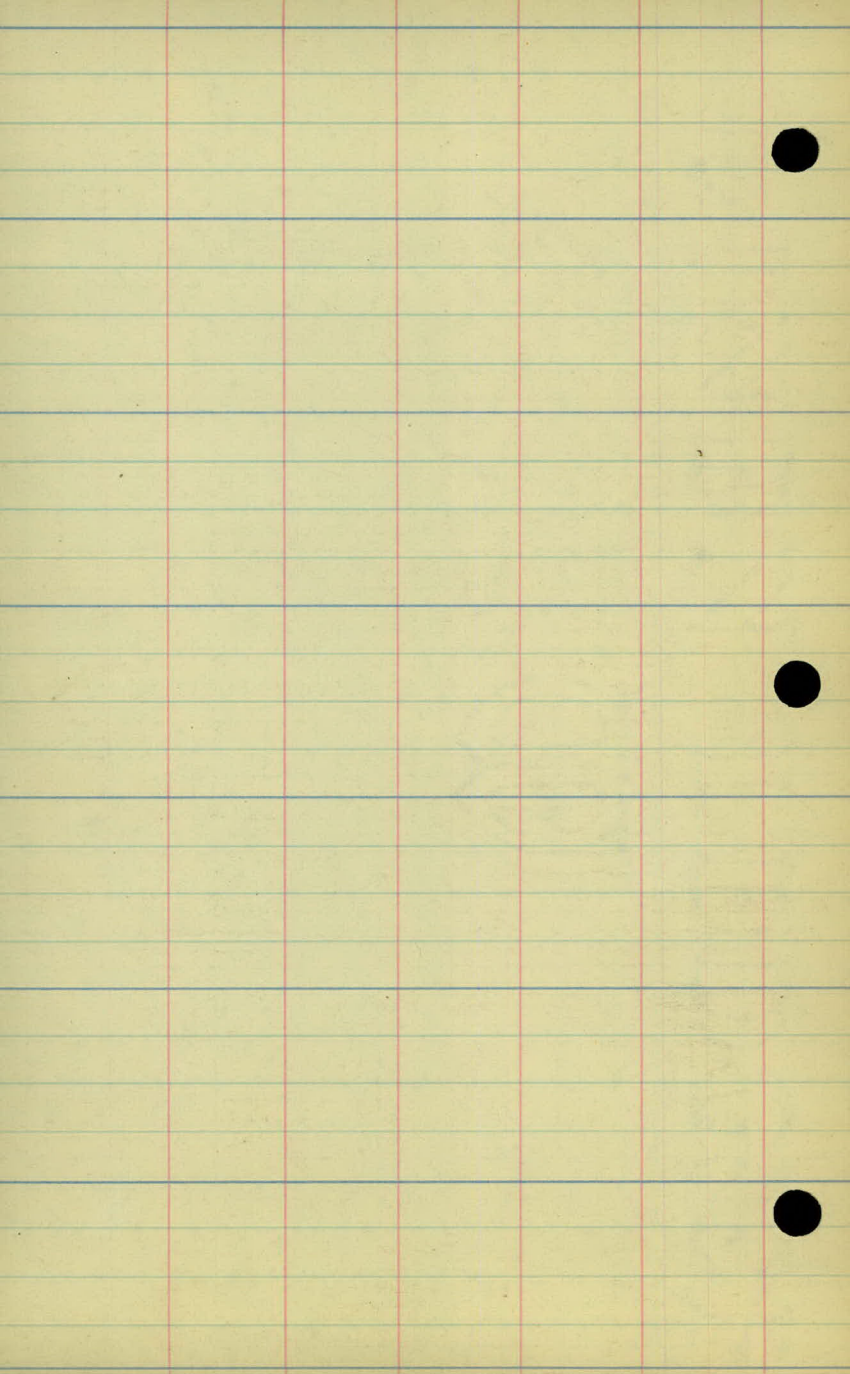
14.2 34.5

+15 31.5

19. 145+26.9







$$\textcircled{21.2} - 156$$

$$\textcircled{23.3} + 81.7$$

$$+61.7 - 25 \textcircled{2}$$

$$\textcircled{25.4} + 48.6$$

$$\textcircled{19.4} + 38.2$$

$$\textcircled{19.2} + 19.5$$

$$\textcircled{24.} - 155$$

$$+94$$

$$\textcircled{27.} + 82$$

$$154 + 71 - 13. \textcircled{0} \text{ P.P.} + 73$$

$$\textcircled{29.2} + 59.5$$

$$\textcircled{24.3} + 27.2$$

$$\textcircled{22.} - 154$$

$$+96.5$$

$$\textcircled{18.} + 75.8$$

$$\textcircled{11.4} + 66$$

$$\textcircled{17.} + 49.8$$

$$+41.3 - 12.0$$

$$\textcircled{16.5} + 37.3$$

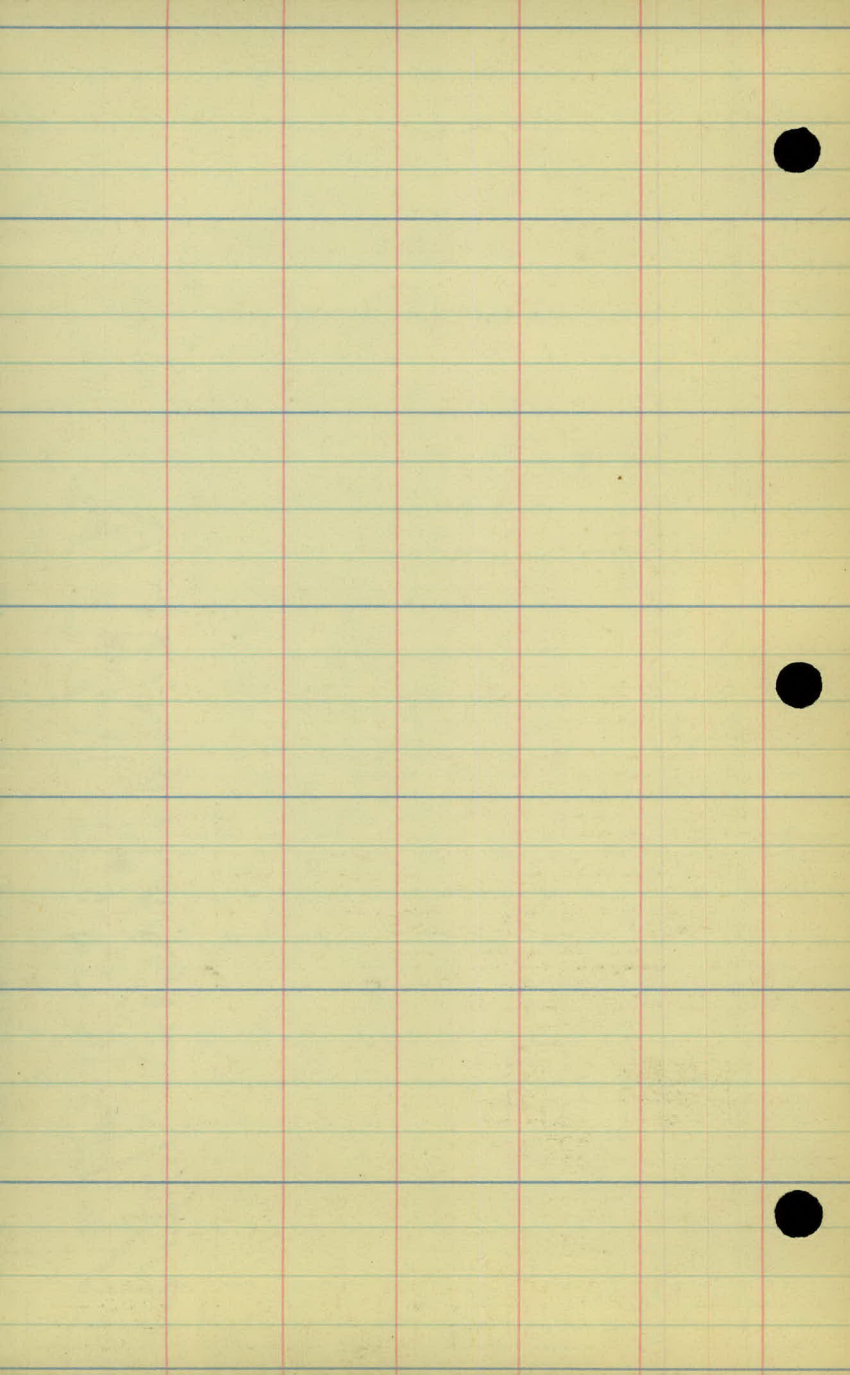
$$\textcircled{20.5} + 16.7$$

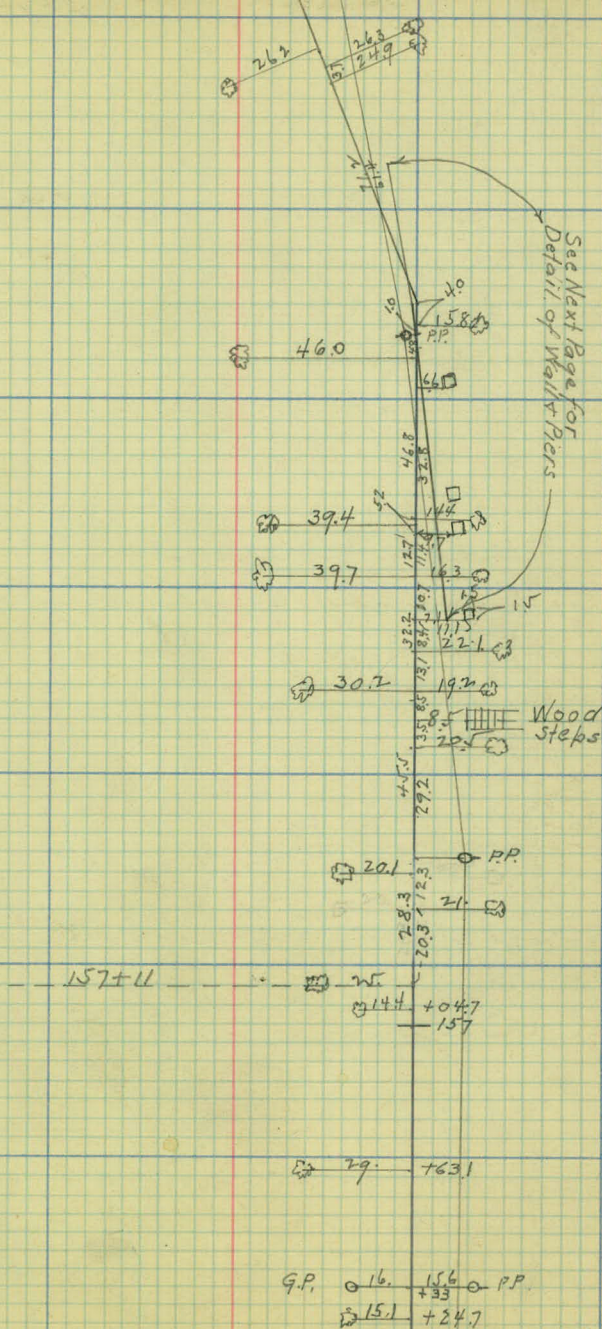
$$\textcircled{23.2} + 06.5$$

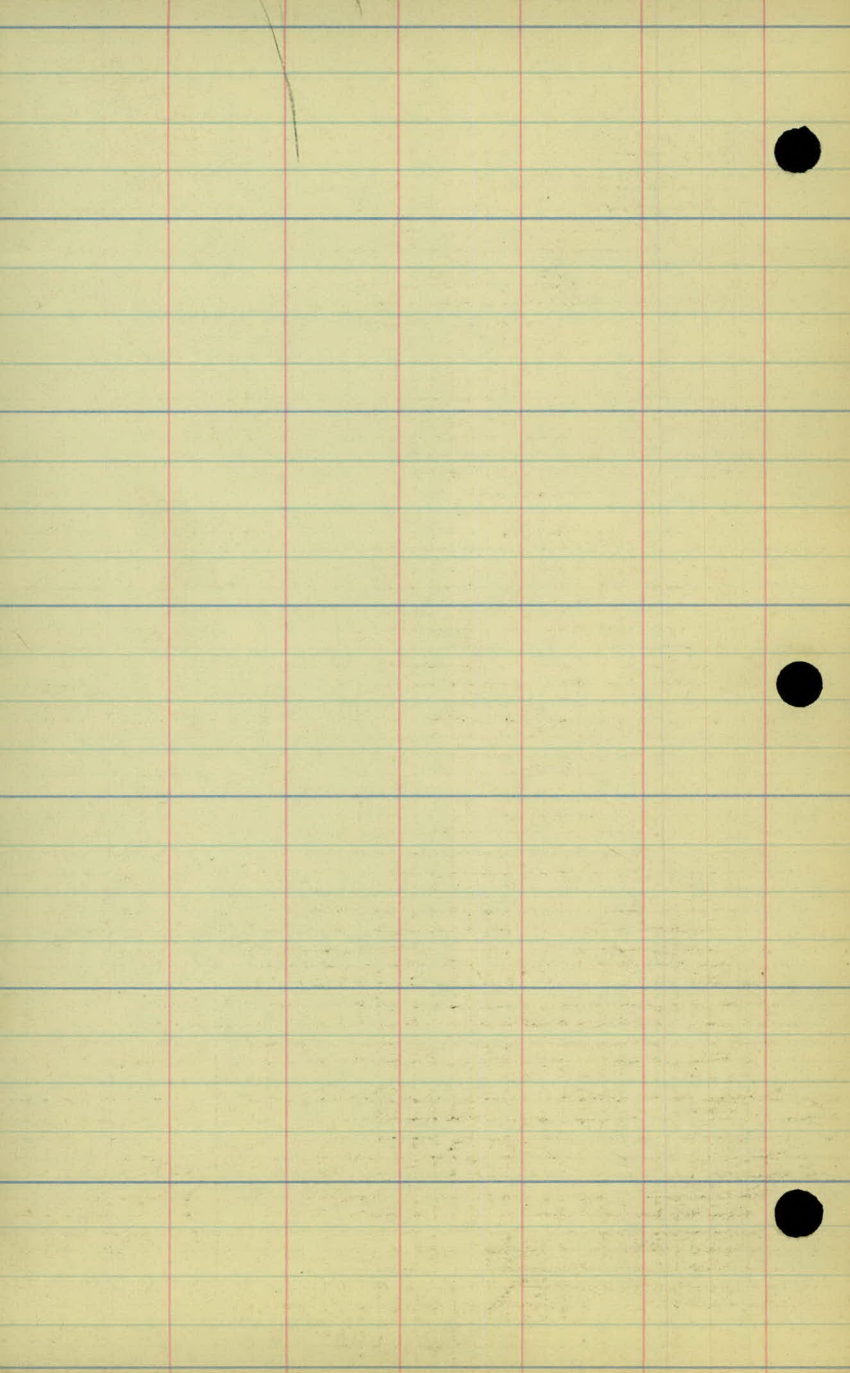
$$\textcircled{25.} - 153$$

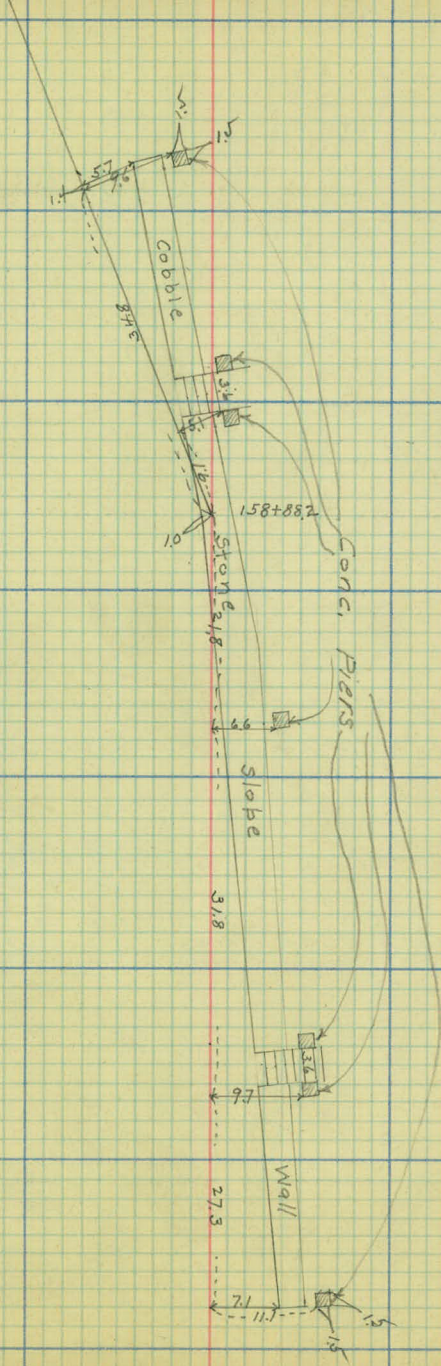
$$+96$$

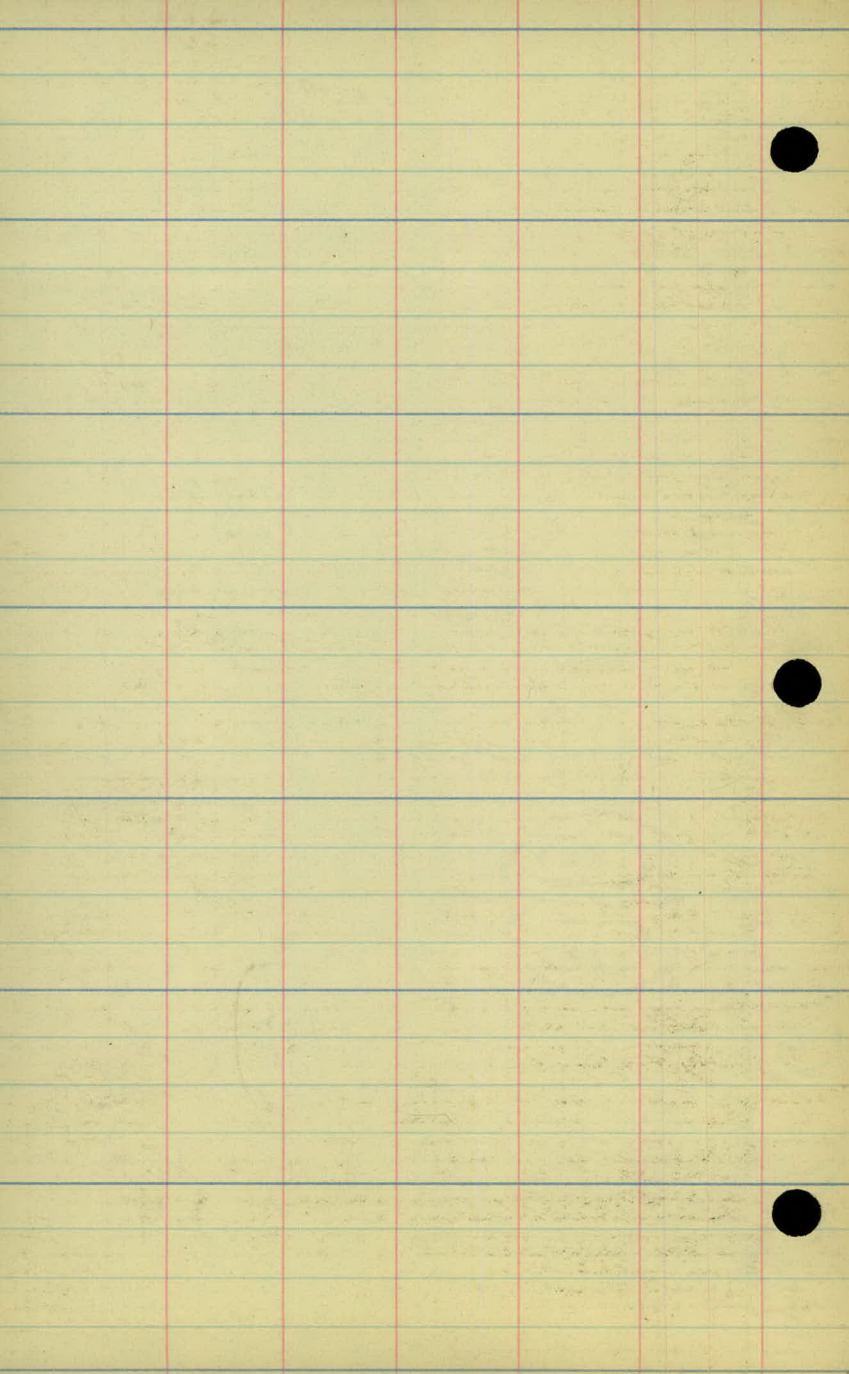
$$+66 - 80.$$

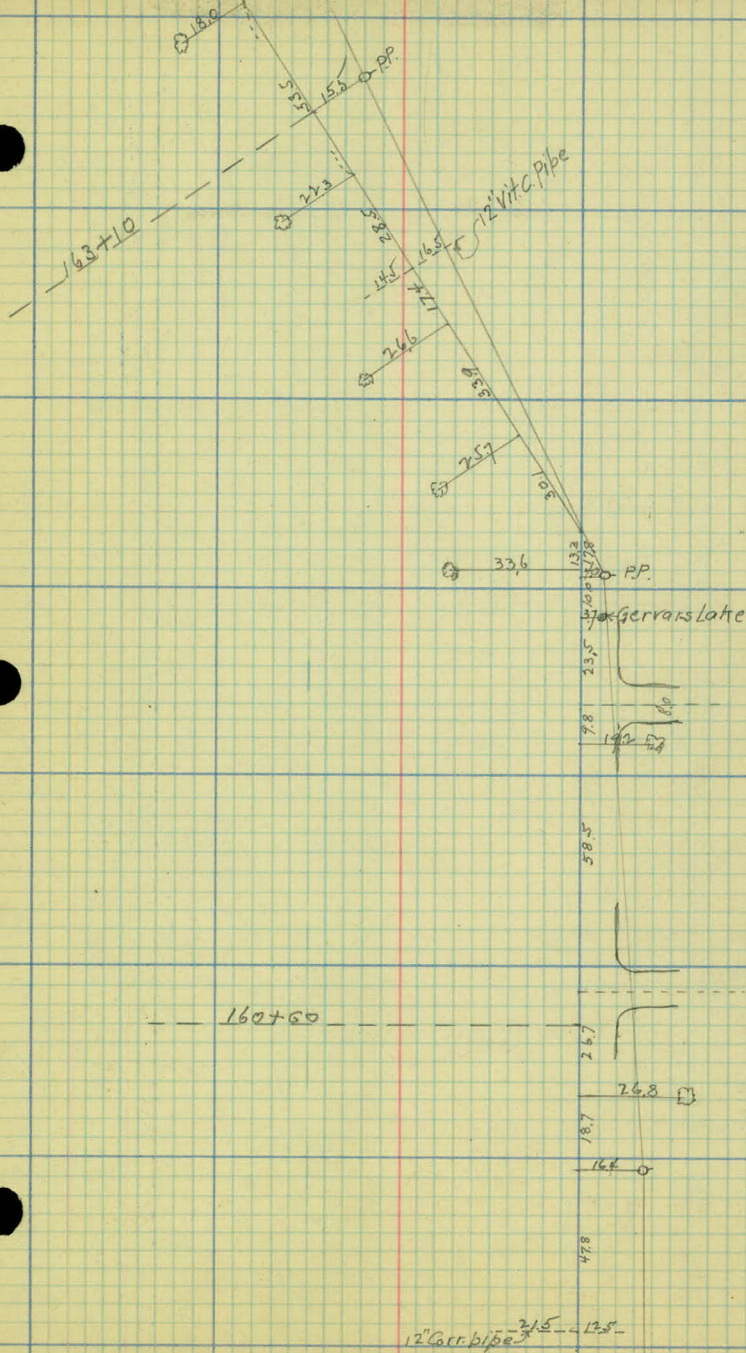


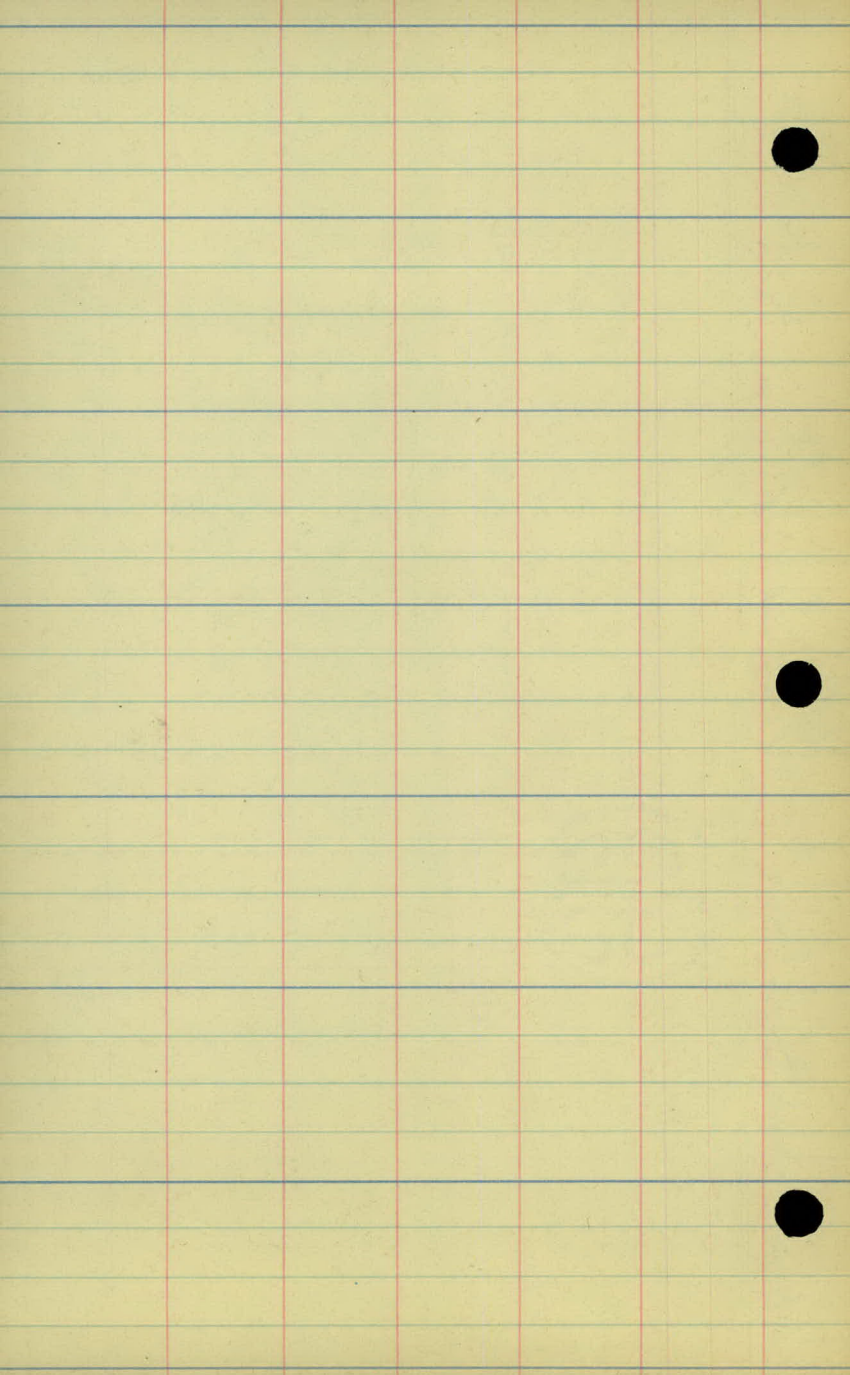


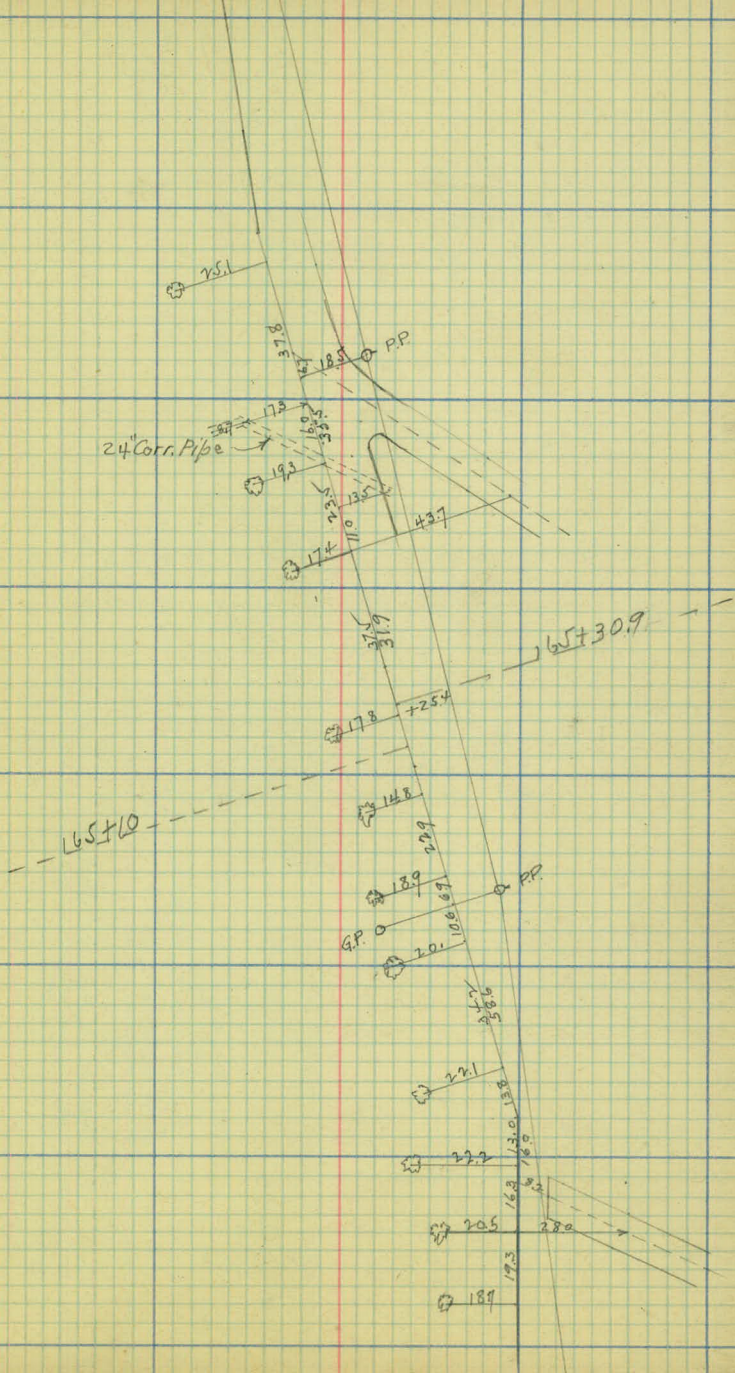


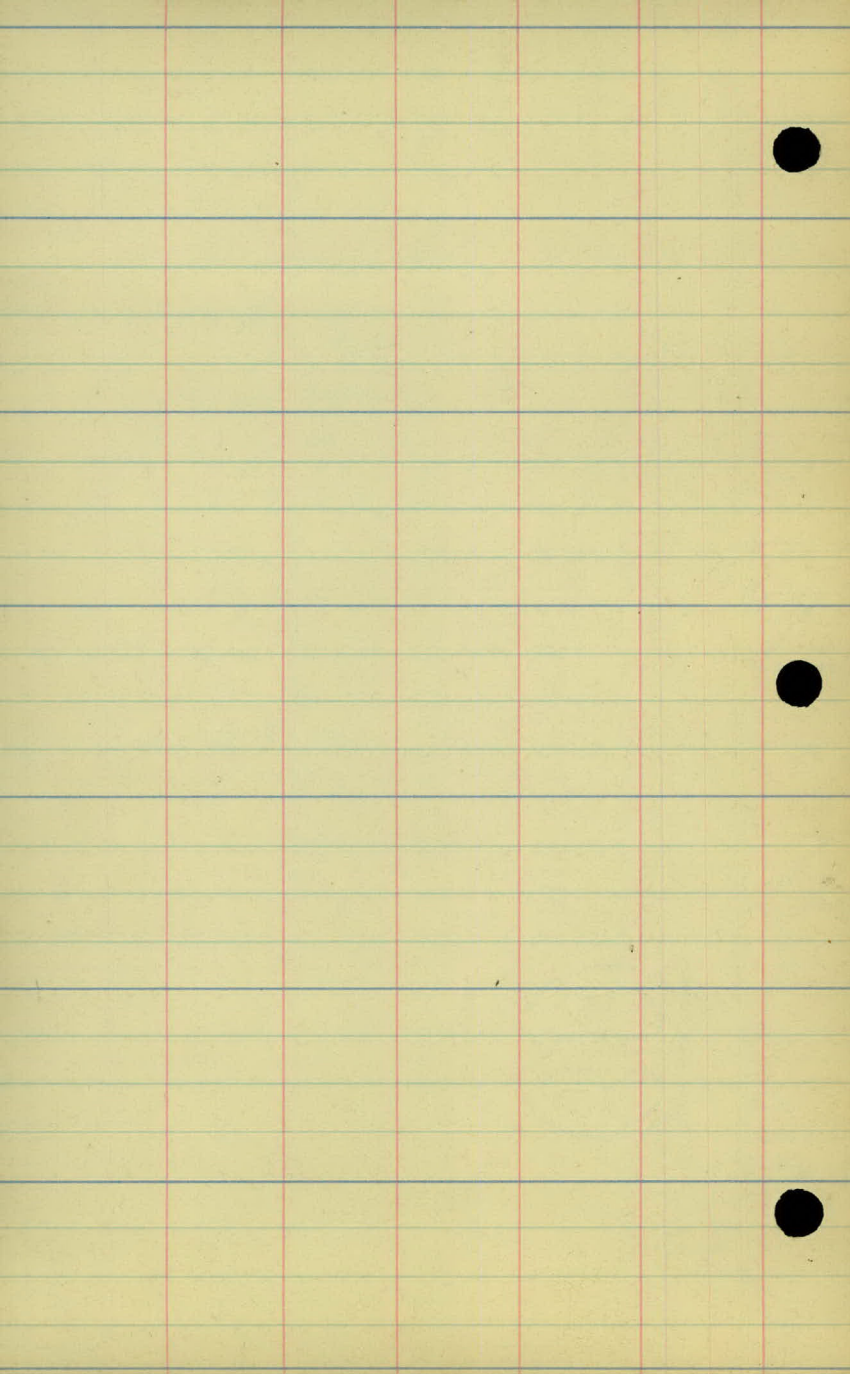












$$- 170 + 50.7 - - - - -$$

$$\begin{array}{r} 191 + 029 \\ - 169 \\ + 948 \quad 1240 \end{array}$$

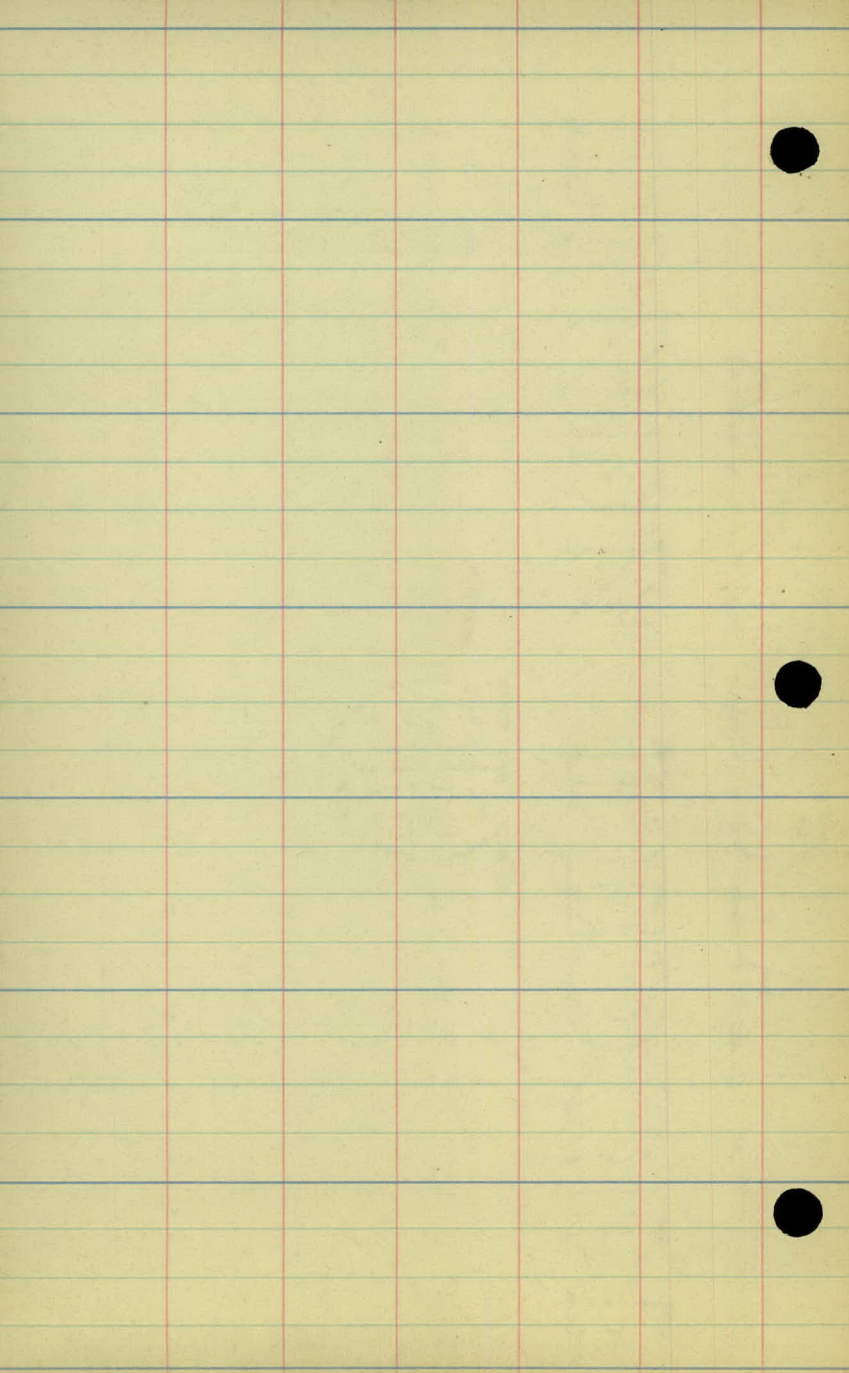
$$- 168$$

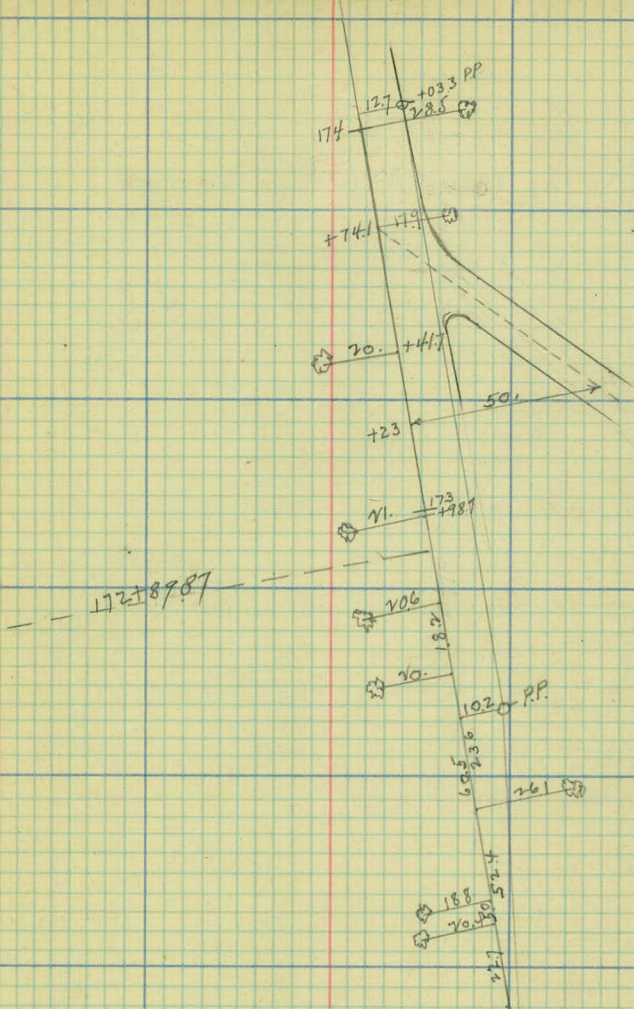
$$167 + 85$$

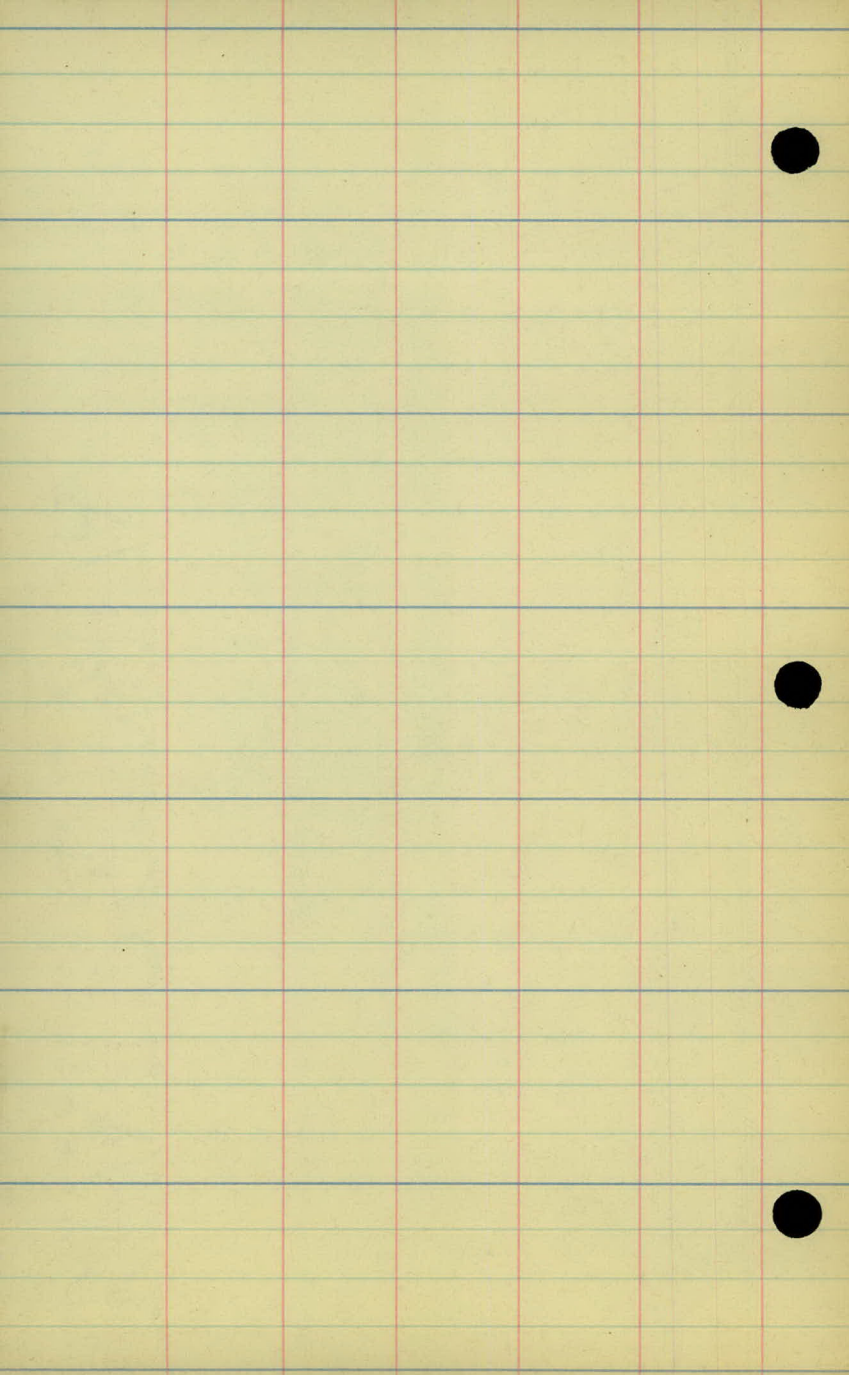
$$\begin{array}{r} 511 \\ 331 \end{array}$$

$$178 \quad \circ \quad P.P.$$

Gervais Lake Sign $\circ 171$







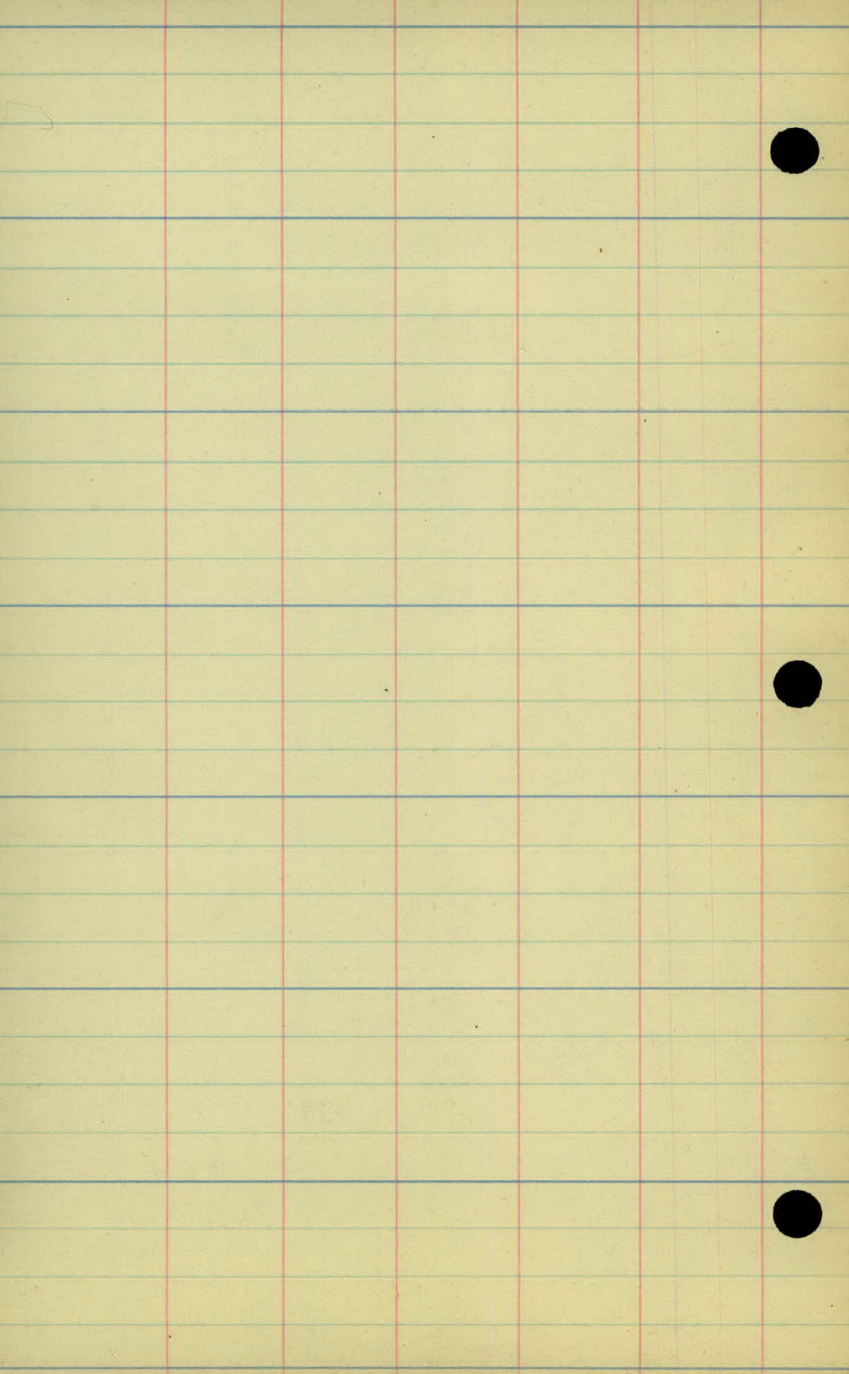
No Trespassing $\square$ 202 + 68.4

$\odot$ 154 + 35.6
 $\odot$ 15.9 + 37.2
+ 30.1 — 178.2 $\odot$ P.P.

No Trespassing $\odot$ 227 + 177
sign 197 + 94.9

— 176

175 + 78.1 — 156 $\odot$ P.P.



③ 198 - +30.2

— 181

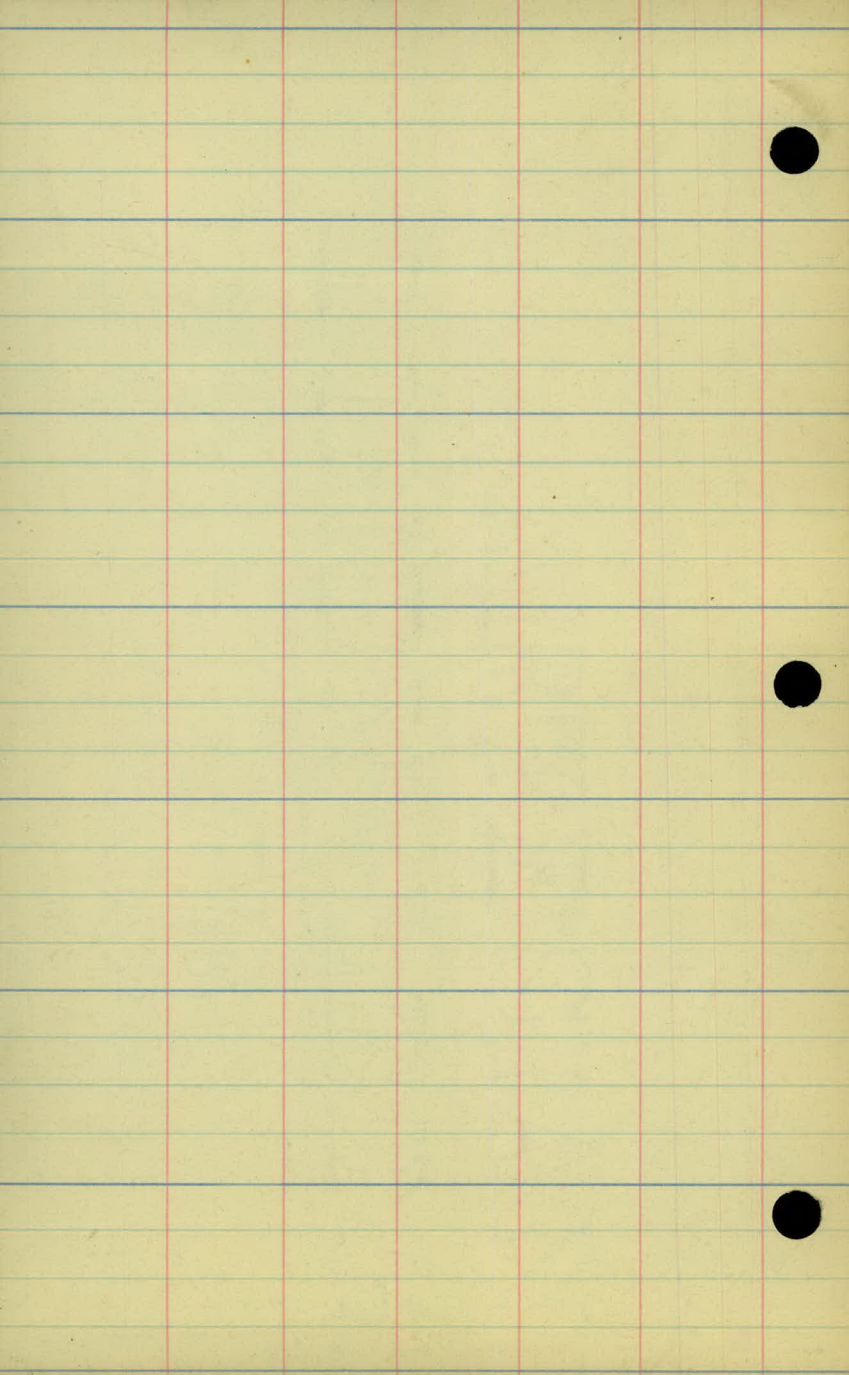
+32.7 — 140

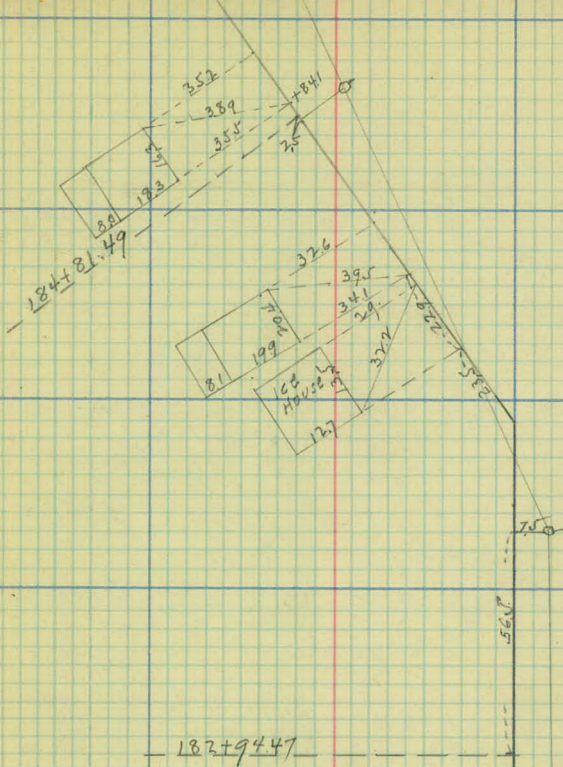
— 180

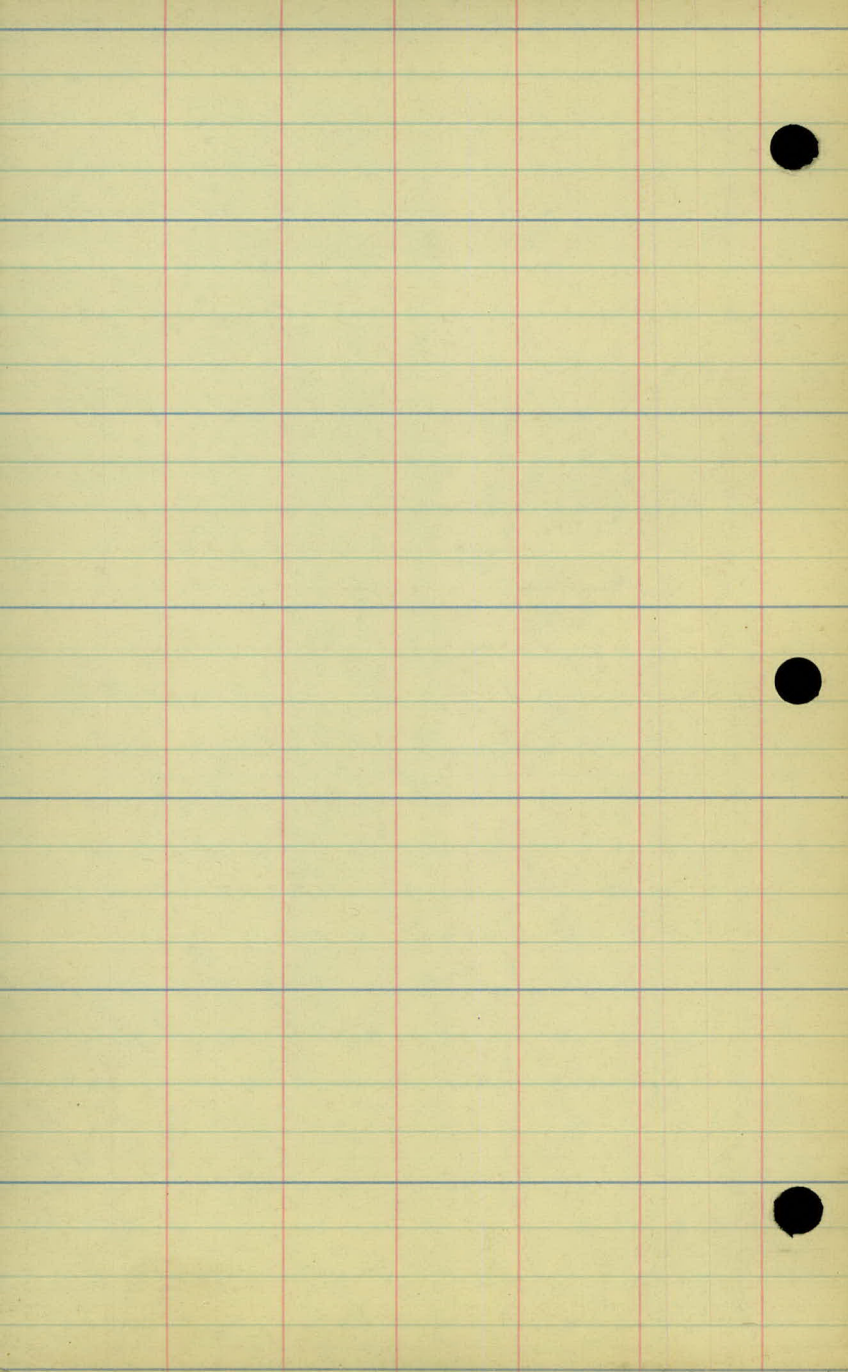
③ 178 +74.7

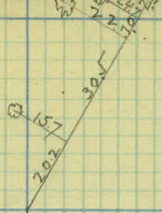
+01 ③ 24.7 +06.7 10
32.8 — 179 8
20 16.8 14.3 6
+97.1 60' Conn Pipe
+82.3 169 P.P.

— 178





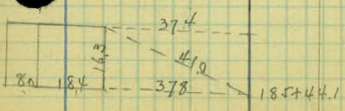


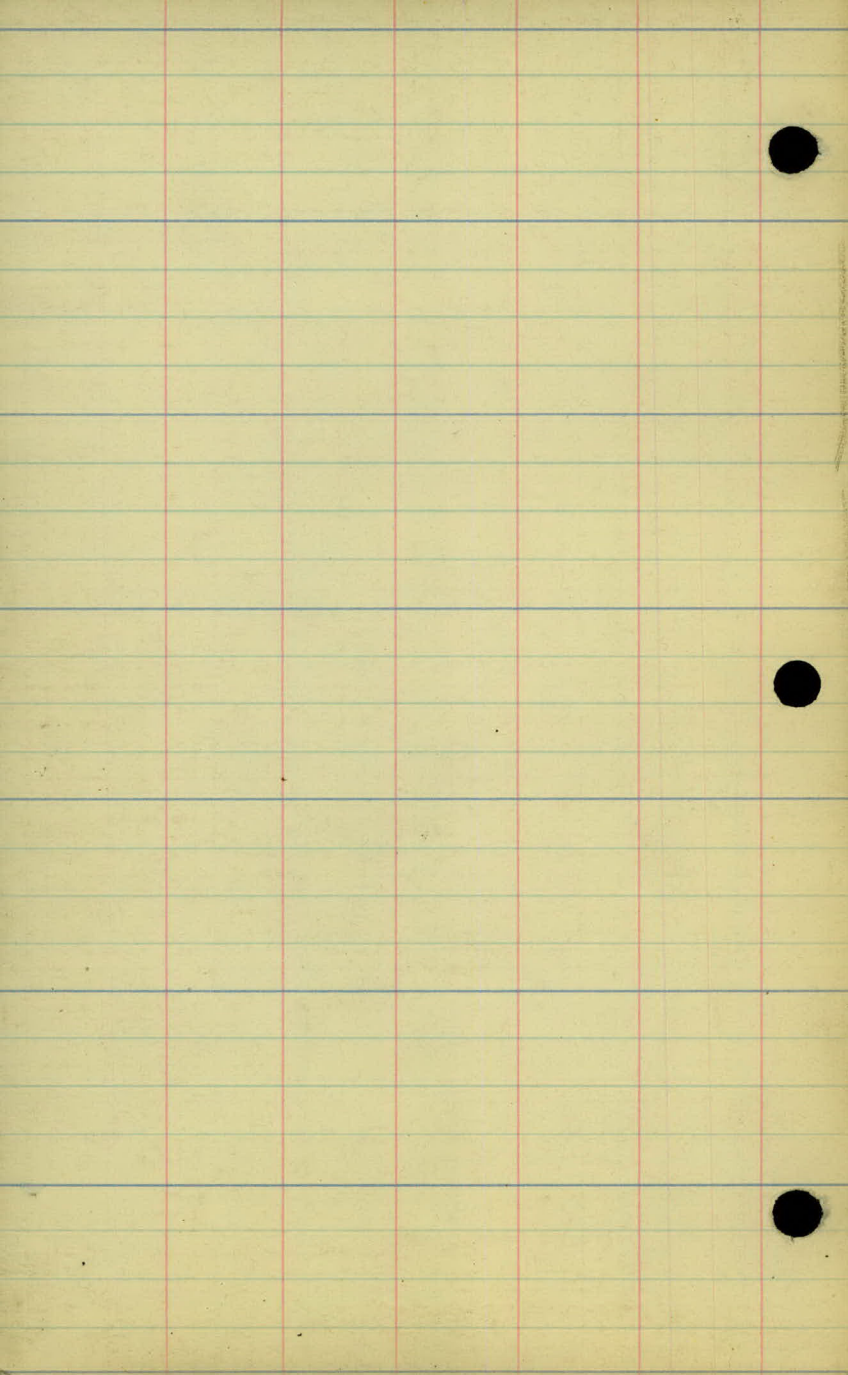


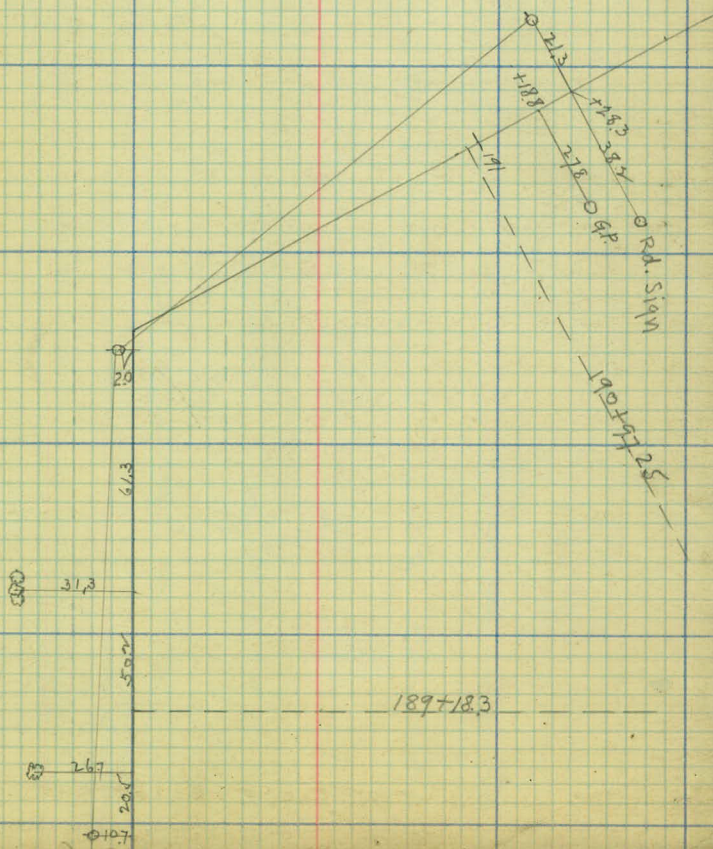
172 PP
15.166 0 Cross Rd Sign

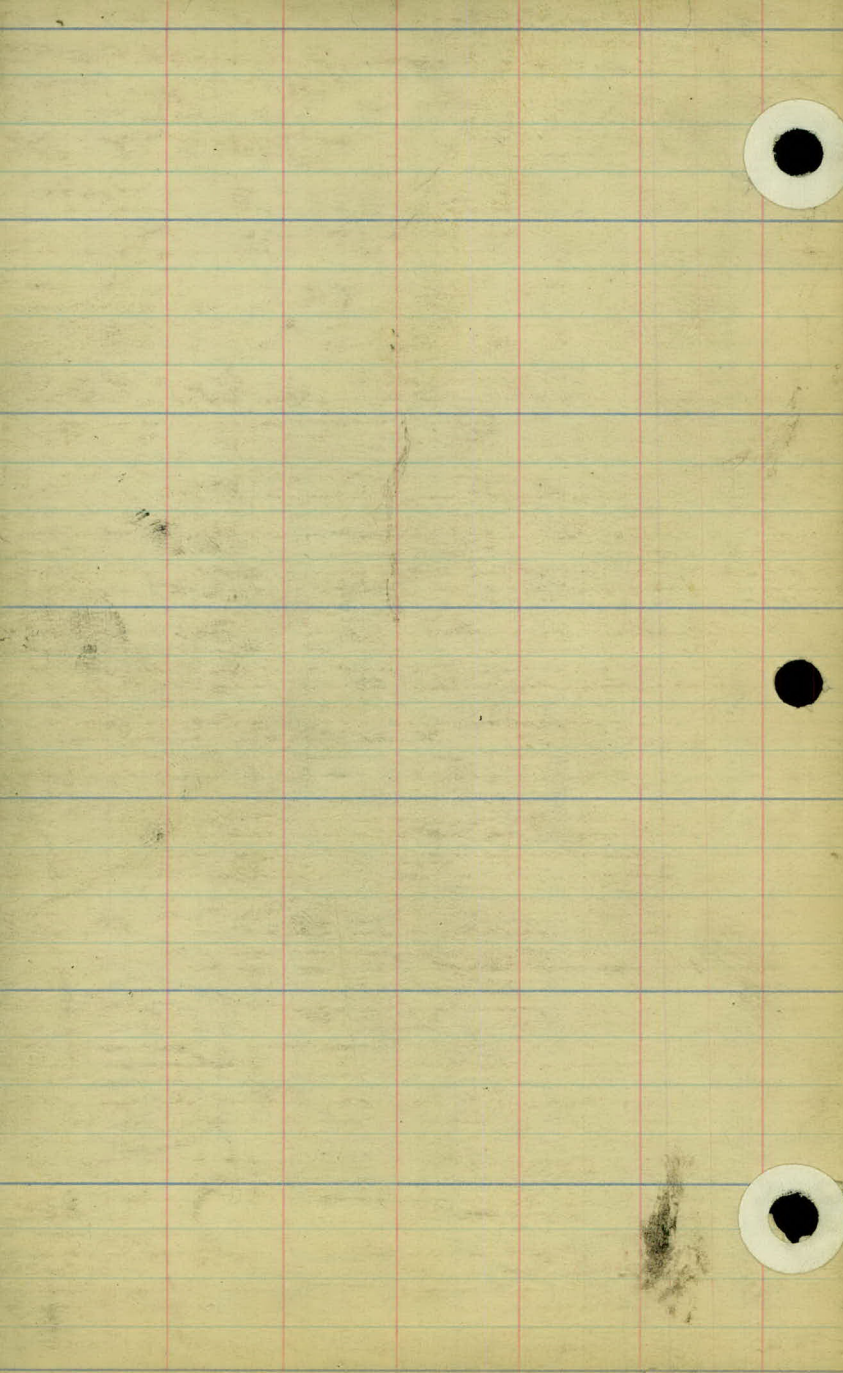
39.6

187+26.25









Alignment
Keller Parkway
from Lake Phalen to Edgerton St.

Nov. & Dec. 1926

R.H.

Road Acct. #42 & #47

Approved 3-23-27
By [Signature]

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

Date Filed

4-7-27

File No.

16

✓
10+78.49

=10+78.3 P.T.

Δ 22°14'

D. 20°0'

N63°57'W

10+23.9 P.I. 22°14'4"

T. 56.4 56.58

9+67.32

L. 110.8 111.17

(9+67.5) P.C.

R. 287.94

386.8

N41°43'W

7+47.25

=7+47.3 P.T.

Δ 8°48'

D. 4°0'

6+37.5 P.I. 8°48'4"

T. 110.2 110.25

5+27.25

L. 220.0 ✓

(5+27.3) P.C.

R. 1432.69

306.8

N32°55'W

3+30.7 North Line Phalen Park

235.9

1+93.69

=1+93.7 P.T.

Δ . 27°07'

D. 14°0'

+98.94

(+98.9) P.I. 27°07'14"

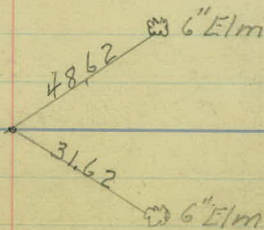
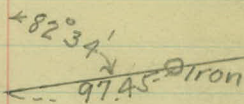
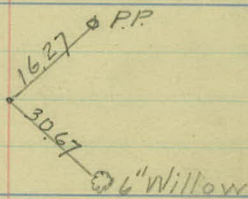
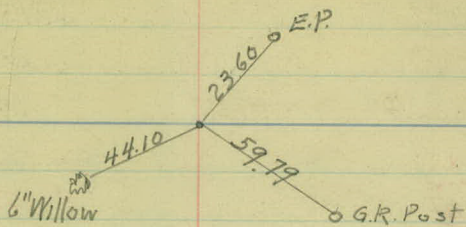
T. 98.9 ✓ 98.94

L. 193.7 193.69

0+00 P.C. = 12+05.7 on K.P. Paving Line

R. 410.28

N5°48'46"W



14+78.87

14+79.09 P.T.

$\Delta 13^{\circ}14'$

D. 24.55'

N 9°23'W

14+52.65 P.I. $13^{\circ}14'$ Rt.

T. 26.68 26.89

14+25.76

L. 53.12 53.11

14+25.97 P.C.

R. 231.77

117.12

N 3°51'E

14+06.79 P.T. ✓

$\Delta 27^{\circ}48'$

D. 20°0'

13+39.05 P.I. $27^{\circ}48'$ Rt.

T. 71.26 ✓

L. 139.0 ✓

12+67.79 P.C. ✓

R. 287.94

119.45

N 23°57'W

12+69.37

12+67.10 P.T.

$\Delta 40^{\circ}0'$

D. 45°0'

12+25.7 P.I. 40° Rt.

T. 47.5 47.55

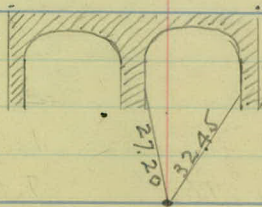
11+78.15

Δ 88.9 91.22

11+78.2 P.C.

R. 130.66

203.8



24+80.30

=24+80.34 P.T.

23+48.72 P.I. $5^{\circ}16'$ Lt.

22+16.97 P.C. ✓

205.13

21+99.86

=21+98.34 P.T.

21+50.89 P.I. $50^{\circ}55'$ Rt.

20+94.39

(20+96.14) P.C.

330.60

19+49.71

=19+50.12 P.T.

18+31.11 P.I. $40^{\circ}19'$ Lt.

17+00.84

(17+01.28) P.C.

378.70

$\Delta 5^{\circ}16'$

D. $2^{\circ}0'$

T. 131.75 ✓

L. 263.33 ✓

R. 2864.93

N $4^{\circ}23'$ W

N $1^{\circ}13'$ E

$\Delta 50^{\circ}55'$

D. $49^{\circ}50'$

T. 54.75 56.50

A. 102.2 105.47

R. 118.68

N $49^{\circ}42'$ W

$\Delta 40^{\circ}19'$

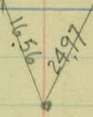
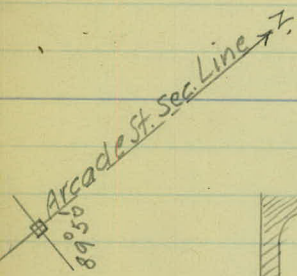
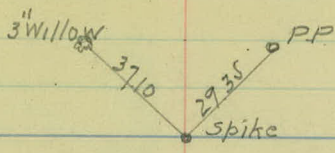
D. $16^{\circ}12'$

T. 129.83 130.27

L. 248.84 248.87

R. 354.86

N $9^{\circ}23'$ W



747.85

40°18'

792.29

Sec. 16

33+49.01

=33+57.83 P.T.

32+91.44 P.I. 48°11' Rt.

32+37.38 P.C.

32+26.07

247.92

31+18.92=✓

31+28.92 P.T.

30+34.85 P.I. 16°06' Rt.

29+59.45=P.C.

29+49.45 ✓

330.21

27+04.64 = Iron 770 Rt.

27+04.06 P.C. ✓ 103.88

.08

26+16.64 P.I. 51°30' Rt.

25+13.34 P.C. ✓

268.05

Δ 48°11'

D. 40°0'

T. 64.05 65.37

~~L.~~ 120.45 122.94

P. 146.19

S 48°16' E

Δ 16°06'

D. 9°30'

T. 85.40 ✓

L. 169.47 ✓

P. 603.81

N 63°33' E

Δ 51°30'

D. 27°0'

T. 103.30 ✓

L. 190.74 ✓

P. 214.18

N 47°27' E

18" Oak 20.31

18" Oak 41.46

8" Poplar 17.05

15" Oak 56.24

38.84 P.P.

7.70 Iron

64+39.55 P.T. ✓

$\Delta 15^{\circ}03'$

D. $6^{\circ}0'$

N $12^{\circ}37'E$

63+14.92 P.I. $15^{\circ}03' Lt$

T. 126.2 ✓

61+88.72 P.C. ✓

L 250.83 ✓

R. 955.37

1862.11

N $27^{\circ}40'E$

47+63.01 P.T. ✓

$\Delta 24^{\circ}26'$

D. $4^{\circ}0'$

44+62.38 P.I. $24^{\circ}26' Rt$

T. 310.2 ✓

L 610.83 ✓

41+52.18 P.C. ✓

R. 1432.69

825.58

N $3^{\circ}14'E$

38+87.49

38+86.84 P.T. ✓

$\Delta 108^{\circ}30'$

D. $31^{\circ}50'$

37+195.49 P.I. $108^{\circ}30' Lt$

T. 250.04 253.27

A. 341.41 345.27

35+45.43 P.C. ✓

R. 182.33

35+42.22

501.71

No. 61

S. T. H.

Kellar Parkway

86+78.07

=86+78.26 P.T.

85+28.77 P.I. 29°12' Lt.

83+72.48 P.C.

83+72.31

1034.37

76+75.72

=76+76.00 P.T.

75+12.75 P.I. 44°24' Lt.

73+31.15 P.C.

73+30.64

327.50

73+30.77

=73+31.15 P.T.

71+95.04 P.I. 36°16' Lt.

70+49.14 P.C.

70+48.90

881.69

Δ 29°12'

D. 9°33'

T. 156.29 156.46

L. 305.77 305.76

R. 600.65

S82°45'W

N68°03'W

Δ 44°24'

D. 12°52'

T. 181.6 182.11

L. 344.84 345.08

R. 446.24

N23°39'W

Δ 36°16'

D. 12°52'

T. 145.9 146.14

L. 282.01 281.87

R. 446.24

8" Pole
84.97
36.16
P.P.O.

Kellar Parkway

S.T.H. No. 64

N 22° 56' W

N 70° 47' W

N 53° 39' W

✓
98+52.09 P.T.

Δ 47° 51'
D. 23° 0'

97+55.31 P.I. 47° 51' Rt.

T. 111.26 ✓

✓
96+44.05 P.C.

L. 208.04 ✓

R. 250.79

332.74

21.25 ✓
95+22.25 P.T.

Δ 17° 08'
D. 8° 40'

94+23.24 P.I. 17° 08' Lt.

T. 99.68 ✓

L. 197.69 ✓

93+24.56 P.C.
23.56 ✓

R. 661.74

565.44

89+48.89

= 89+49.80 P.T.

Δ 43° 36'
D. 24° 55'

88+66.61 P.I. 43° 36' Rt.

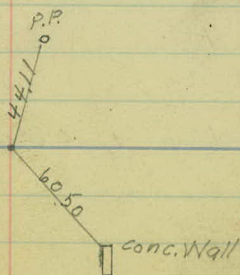
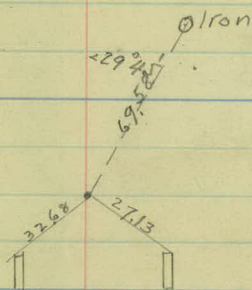
T. 92.0 92.70

L. 175.19 174.98

87+74.61 P.C.
87+73.91

R. 231.77

344.64



109+19.69 P.T. ✓

Δ 18°08'

D. 10°0'

N0°11'E

108+29.91 P.I. 18°08' Rt.

T. 91.55 ✓

L. 181.33 ✓

R. 573.69

107+38.36 P.C. ✓

620.65

N17°57'W

102+62.74 P.T. ✓

Δ 16°25'

D. 15°30'

102+10.31 P.I. 16°25' Rt.

T. 53.48 ✓

L. 105.91 ✓

101+56.83 P.C. ✓

R. 370.78

197.29

N34°22'W

100+94.76

100+84.77 P.T.

Δ 11°26'

D. 8°0'

100+23.60 P.I. 11°26' Lt.

T. 71.75 ✓

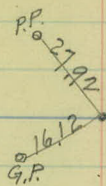
L. 142.91 ✓

99+41.85 P.C.

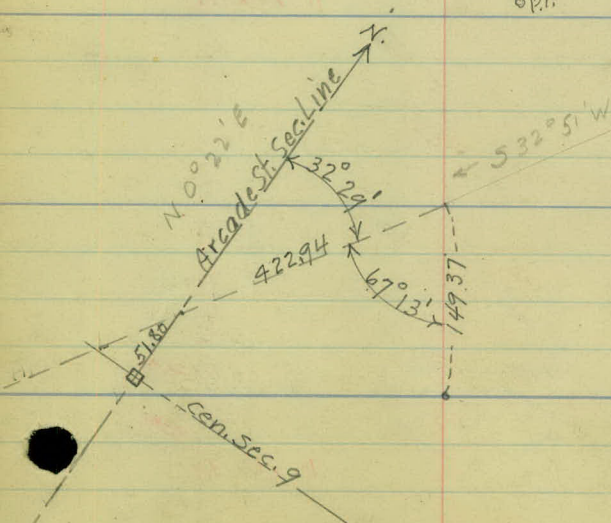
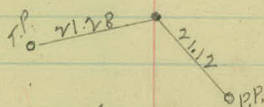
R. 716.78

99+51.85

282.77



67984
79432
106



130+37.44
=130+37.55 P.T.

129+1320 P.I. 9°58' Rt.

127+88.38 P.C.
127+88.27

Δ. 9°58'
D. 4°0'
T. 124.82 124.93
L. 249.17 ✓
R. 1432.69

127+49.37 P.T. ✓

126+55.68 P.I. 11°55' Rt.

125+61.21 P.C. ✓

Δ. 11°55'
D. 6°20'
T. 94.47 ✓
L. 188.16 ✓
R. 905.13

✓
124+27.08 North Line Sec. 9-29-22
156.43

123+23.44
=123+24.28 P.T.:

122+70.79 P.I. 21°25½' Rt.

122+17.16 P.C.
122+16.32

Δ. 21°25½'
D. 20°0'
T. 53.63 54.47
L. 107.12 ✓
R. 287.94

1442.65

N 21°36' E

8" Ash $\phi 23.75$ 52.72 P.P.

8" Ash 20.52
8" Ash 29.58

C.O. RD. "C"
589°55'E

North Line Sec. 8

East Line Sec. 8

19.77 H
68°29'

33.80 P.P.
27.63 G.T.R.

140+82.37

=140+83.63 P.T.

139+03.29 P.I. 41°51' Lt.

137+05.47 P.R.C.

137+05.91

Δ 41°51'

D. 11°07'

T. 197.82 197.38

L. 378.16 376.46

R. 516.21

137+05.07

=137+05.47 P.T.

135+68.36 P.I. 44°56' Lt.

134+15.36 P.C.

134+15.87

Δ 44°56'

D. 15°29'

T. 153.0 153.49

L. 290.11 290.20

R. 371.18

132+86.86 Ang. Lt. 9°17'

132+44.78

=132+44.76 P.T.

132+02.76 P.I. 4°46' Lt.

131+60.71 P.C.

131+60.66

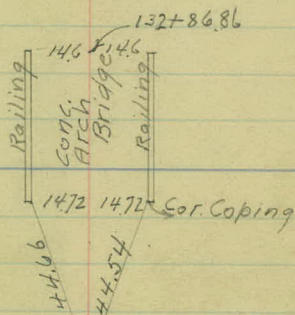
Δ 4°46'

D. 5°40'

T. 42.05 42.10

L. 84.05 84.12

R. 1011.51



✓
151+73.90 P.T.

Δ 14°17'

D. 8°40'

T. 82.91 ✓

L. 164.8 ✓

R. 661.74

150+92.01 P.I. 14°17' Lt.

44.30 24

58.40

150+09.10 P.C. ✓

148+53.22 P.T.

Δ 42°44'

D. 36°58'

T. 60.64 61.70

A. 115.6 117.63

R. 157.72

147+98.26 P.I. 42°44' Lt.

147+37.62 P.C.

144+78.64

144+77.65 P.T.

Δ 43°40'

D. 36°58'

T. 62.10 63.19

A. 118.12 120.20

R. 157.72

144+21.63 P.I. 43°40' Rt.

143+59.53 P.C.

143+58.44

SEE NEXT PAGE

412.14

Rt.

Lt.

154+69.36 P1

3°44'

380.52

151+68.80 PT

Δ 13°31'

D 8°30' L.

150+89.67 P1

13°31'

T 79.96'

L. 109.09'

150+09.71 PC

R. 674.69'

247.18

148+54.19 P.T.

Δ 42°44'

147+98.26 P1.

42°44'

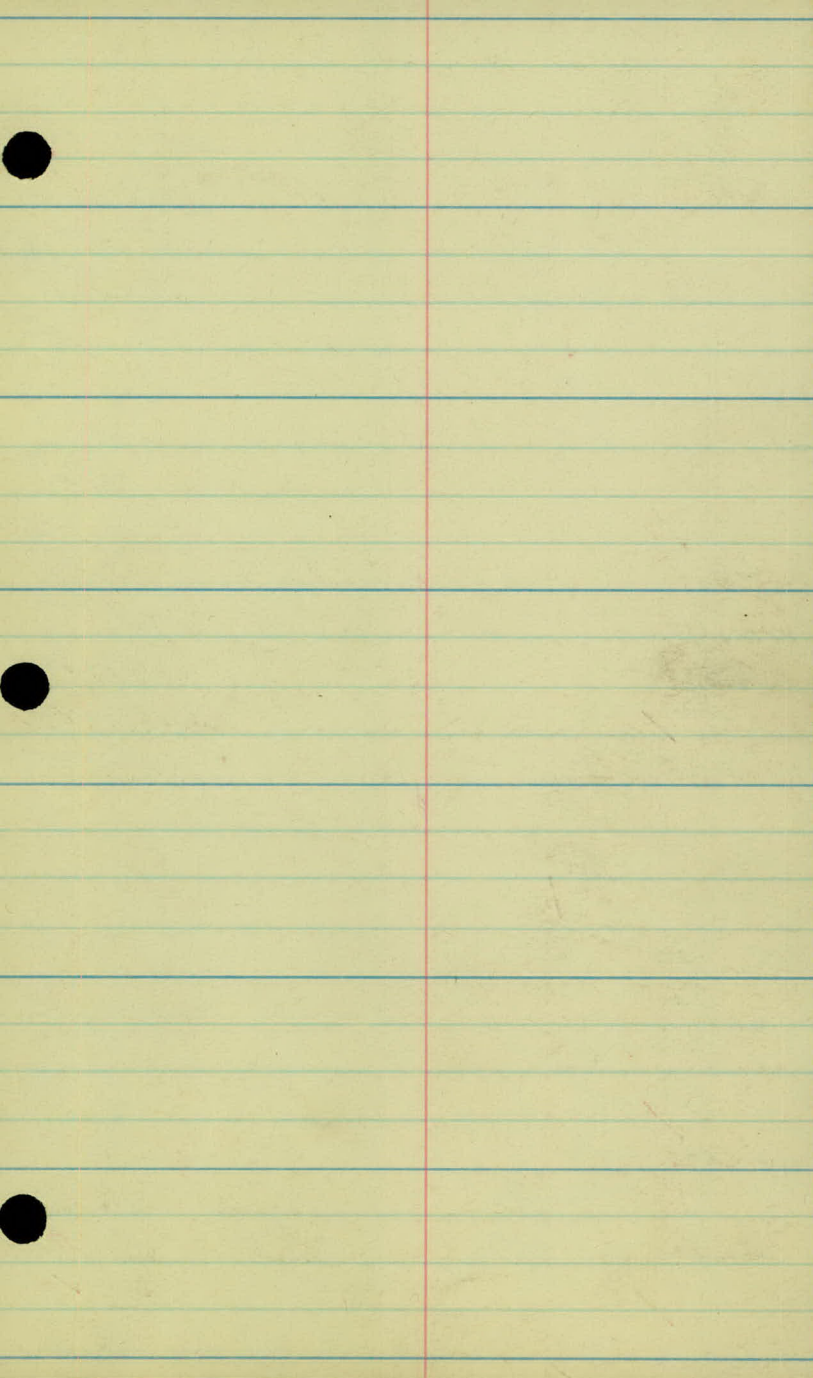
D. 36°58' L.

T. 61.70'

147+36.56 P.C.

L. 112.63'

R. 157.72'



Rt.

Lt.

✓
164+97.61 PT $\Delta 15^{\circ}56'$ D $9^{\circ}00'$ L.

164+09.76 P1

 $15^{\circ}56'$

T 89.19' ✓

L 177.04' ✓

✓
163+20.57 PC

R 637.28'

✓
227.26'✓
163+11.19 PT $\Delta 32^{\circ}58'$ D $13^{\circ}00'$ L.

161+88.29 P1

 $32^{\circ}58'$

T 130.69' ✓

L 253.59' ✓

✓
160+57.60 PC

R 441.68'

✓
305.77'✓
160+39.75 P.T. $\Delta 21^{\circ}44'$ D $7^{\circ}00'$ L.

158+86.50 P1.

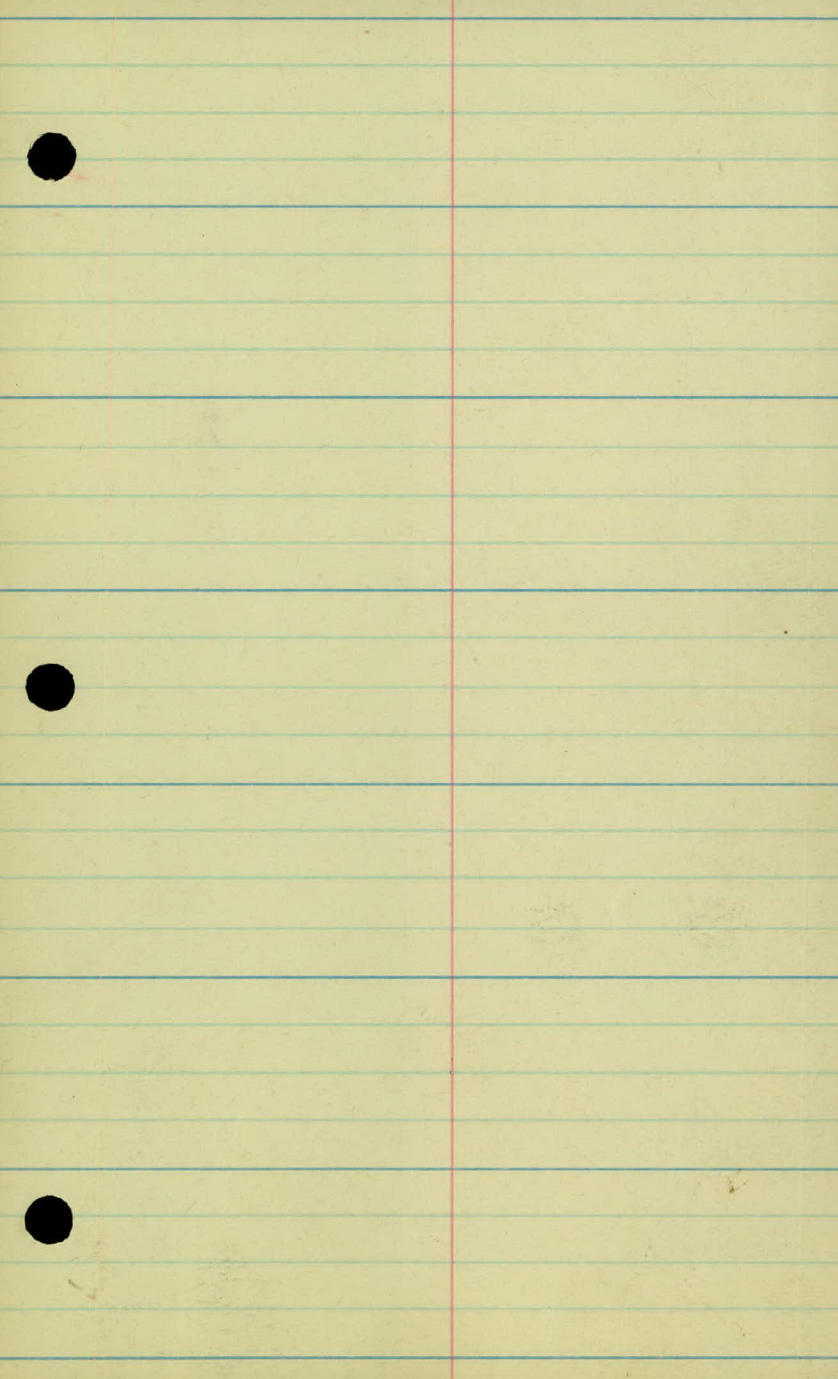
 $21^{\circ}44'$

T 157.23' ✓

L 310.48' ✓

✓
157+29.27 P.C.

R 819.02'



Rt. 440.55' Lt.

182+80.29 PT

$\Delta 35^{\circ}32'$

181+90.34 PI

$35^{\circ}52'$

D $19^{\circ}00' L.$

T 97.07' ✓

180+93.27 P.C.

L 187.02' ✓

R 302.74'

618.72' ✓

175+77.62 P.I.

$1^{\circ}57'$

602.73' ✓

170+88.78 PT

$\Delta 9^{\circ}34'$

169+69.50 PI

$9^{\circ}34'$

D $4^{\circ}00' L.$

T 119.89' ✓

168+49.61 PC

L 229.17' ✓

R 1432.69'

312.50' ✓

167+99.62 PT

$\Delta 5^{\circ}42'$

166+57.24 PI

$5^{\circ}42'$

D $2^{\circ}00' R.$

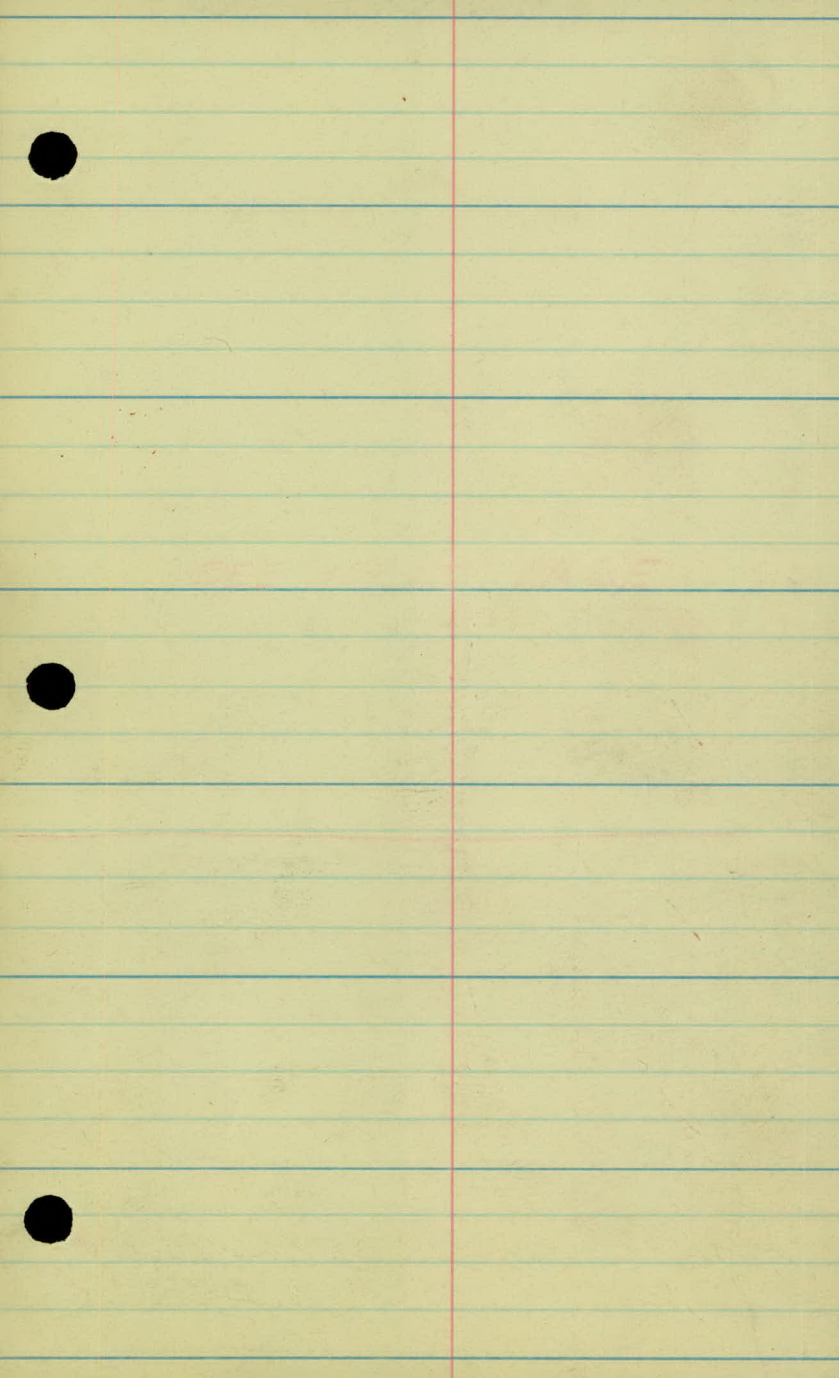
T 142.62' ✓

165+14.62 PC

L 285.00' ✓

R 2864.93'

248.82' ✓



Rt.

Lt.

189+53.14

Edgerton St.

158.42

188+95.10 PT

 $\Delta 61^{\circ}20'$

D 34.06

188+16.58 PI

 $61^{\circ}00'$

100.41

T 99.00'

L 178.93

187+16.17 PC

R

197.72

187+14.44 PT

 $\Delta 29^{\circ}48'$

186+23.77 PI

 $29^{\circ}48'$

D=16°

T 95.58

L 178.63

186.25

L 178.63

185+28.19 PC

359.26

R 370.78

7.77 O.P.P.
35.07
□ Conc. F.P.

20.12 O.P.P.

25.43 W 8" Willow

Start here

6 W.O.
21.84
38.60
9.0
9.0

163+09.78

163+10.04 P.T.

Δ $32^{\circ}58'$

D. $13^{\circ}11'$

T. 128.57 128.89

L. 250.0 250.06

R. 435.57

161+88.61 P.I. $32^{\circ}58'$ Lt.

160+60.04 P.C.

160+59.72

160+60.32

160+60.04 P.T.

Δ $21^{\circ}44'$

D. $6^{\circ}14'$

T. 177.2 176.54

L. 349.04 348.66

R. 919.64

158+88.20 P.I. $21^{\circ}44'$ Lt.

157+11.00 P.C.

157+11.66

154+71 Ang. Lt. $3^{\circ}29'$

Void

TI 2410 3450 P.P.

12'BE 520 1255 P.P.

172+89.87 P.T.

$\Delta 9^{\circ}34'$

D. $4^{\circ}0'$

171+69.58 P.I. $9^{\circ}34'4''$

T. 119.88 ✓

L. 239.17 ✓

170+50.70 P.C.

167+85.00 P.T.

$\Delta 5^{\circ}42'$

D. $2^{\circ}14\frac{1}{2}'$

166+57.06 P.I. $5^{\circ}42' R.T.$

T. 127.14 ✓

L. 254.08 ✓

165+30.92 P.C.

165+11.38

165+10.04 P.T.

$\Delta 15^{\circ}56'$

D. $7^{\circ}58'$

164+10.71 P.I. $15^{\circ}56'4''$

T. 100.67 **99.33**

L. 200.0 ✓

163+10.04 P.C.

R. 719.77

163+11.38

20" E/m 30.40

24" E/m 19.76

18" W/m 30.88

52.16 P.P.

Handwritten signature

189+18.32 P.T.

Δ $29^{\circ}48'$

D. $15^{\circ}31'$

188+24.97 P.I. $29^{\circ}48'$ Rt

T. 98.72 ✓

L. 192.07 ✓

187+26.25 P.C.

184+81.49 P.T.

Δ $35^{\circ}32'$

D. $19^{\circ}0'$

183+91.54 P.I. $35^{\circ}32'$ Lt.

T. 97.07 ✓

L. 187.02 ✓

182+94.47 P.C.

177+72.72 Ang. Rt. $1^{\circ}57'$

602.94

19772

VOID

sign
Post.

20.43

45.10
PP

$9^{\circ}57'$

63°

191+56.7 Intersec. S.W. Cor. of S.E. $\frac{1}{4}$ Sec. 5, T. 29, R. 22.

190+97.25 P.T.

$\Delta 61^{\circ}0'$

D. $34^{\circ}06'$

190+17.32 P.I. $61^{\circ}0'$ Rt.

T. 99.0 ✓

L. 178.93 ✓

189+18.32 P.C.

VOID

Edgerton

St.

$2^{\circ}54\frac{1}{2}'$

