

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

KELLER PARKWAY

From Phalen Blvd. To S.T.H. 61

Road Acc't. No. 42

Date Filed 1931

File

Roller Pkwy

Rd % No. 42.

Notes re-figured and
corrected Feb. 28, 1931

Computed by H.L. Beckhiser
Checked by M.H. Carley.

Sta.

 $\Delta-L$ $\Delta-R$

N 63° 57' W

10+78.34 P.T.

 $\Delta. 22^{\circ} 14'$ D. $20^{\circ} L$ 10+23.75 P.I. $22^{\circ} 14'$

T. 56.58

L. 111.17

9+67.17 P.C.

R. 287.94

N 41° 43' W

7+47.20 P.T.

 $\Delta. 8^{\circ} 48'$ D. $4^{\circ} L$ 6+37.45 P.I. $8^{\circ} 48'$

T. 110.25

L. 220.0

5+27.20 P.C.

R. 1432.69

N 32° 55' W

3+30.65 North Line Phalen Park

 $\Delta. 27^{\circ} 07'$

1+93.69 P.T.

D. $14^{\circ} L$

T. 98.94

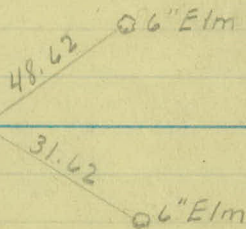
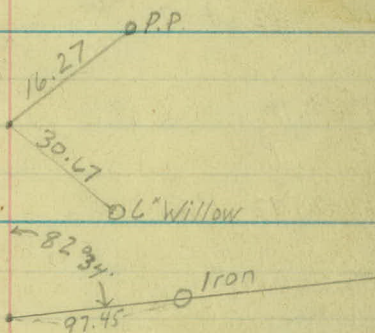
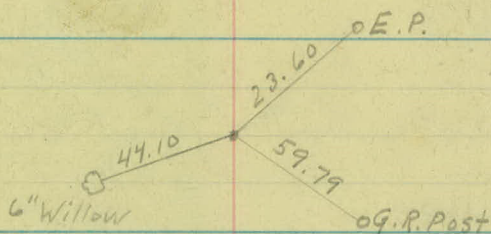
+98.94 P.I. $27^{\circ} 07'$

L. 193.69

R. 410.28

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

N 5° 48' W



Sta.

 $\Delta-L$ $\Delta-R$

N 9° 23' W

14+81.05 P.T.

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

D. 24° 55' L

14+54.83 P.I. $13^{\circ} 14'$

T. 26.89

L. 53.11

14+27.94 P.C.

R. 231.77

N 3° 51' E

14+08.92 P.T.

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

D. 20° R

13+41.18 P.I.

 $27^{\circ} 48'$ T. 71.26

L. 139.0

12+69.92 P.C.

R. 287.94

N 23° 57' W

12+69.23 P.T.

 $\Delta. 40^{\circ} 00'$

D. 45° R

12+25.56 P.I.

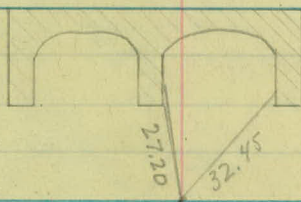
 $40^{\circ} 00'$ T. 47.55

A. 91.22

11+78.01 P.C.

R. 130.66

13441118
12 #69.23
7195



Sta.

 $\Delta-L$ $\Delta-R$

N 4° 03' W

24+80.97 P.T.

 $\Delta. 5^{\circ} 16'$ D. $2^{\circ} L$ 23+49.39 P.I. $5^{\circ} 16'$

T. 131.75

L. 263.33

22+17.64 P.C.

R. 2864.93

N 1° 13' E

22+00.74 P.T.

 $\Delta. 50^{\circ} 55'$ D. $49^{\circ} 50' R$

21+51.79 P.I.

 $50^{\circ} 55'$ T. 56.50

A. 105.47

20+95.29 P.C.

R. 118.68

N 49° 42' W

19+51.46 P.T.

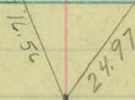
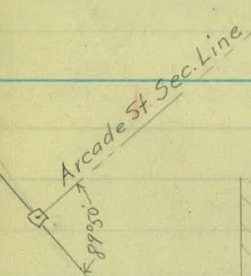
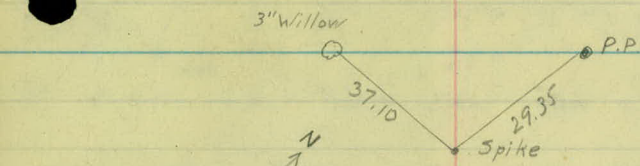
 $\Delta. 40^{\circ} 19'$ D. $16^{\circ} 12' L$ 18+32.86 P.I. $40^{\circ} 19'$

T. 130.27

L. 248.87

17+02.59 P.C.

R. 354.86



747.85

40° 18'

Tan.
56.29

Cen. Sec. 16

Sta.

 $\Delta-L$ $\Delta-R$ 568°16'E
↓

33+39.66 P.T.

 $\Delta 48^{\circ}11'$

D. 40°R

32+82.09 P.I.

48°11'

T. 65.37

A. 122.94

32+16.72 P.C.

R. 146.19
↓

N 63°33'E

31+19.57 P.T.

 $\Delta 16^{\circ}06'$

D. 9°30'R

30+35.50 P.I.

16°06'

T. 85.40

L. 169.47

29+50.10 P.C.

R. 603.81
↓

N 47°27'E

27+05.29 = Iron 7.70 Pt.

27+04.71 P.T.

 $\Delta 51^{\circ}30'$

D. 27°R

26+17.27 P.I.

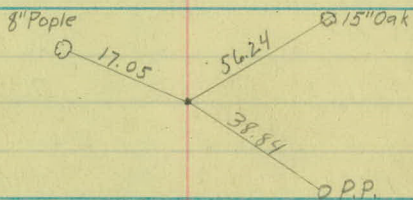
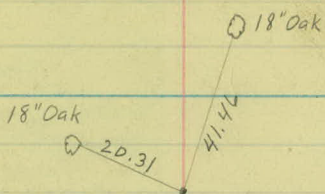
51°30'

T. 103.30

L. 190.74

25+13.97 P.C.

R. 214.18



7.70-0 Iron

Sta:

 $\Delta-L$ $\Delta-R$

N 12° 37' E

64+17.48 P.T.

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

D. 6° L

62+92.85 P.I. $15^{\circ} 03'$

T. 126.20

L. 250.83

61+66.65 P.C.

R. 955.37

N 27° 40' E

47+40.94 P.T.

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

D. 4° R

44+40.31 P.I.

 $24^{\circ} 26'$ T. 310.20

L. 610.83

41+30.11 P.C.

R. 1432.69

N 3° 14' E

38+68.00 P.T.

 $\Delta. 108^{\circ} 30'$ D. $31^{\circ} 50' L$ 37+76.00 P.I. $108^{\circ} 30'$

T. 253.27

A. 345.27

35+22.73 P.C.

R. 182.33

No. 61

S.T.H.

Kellar Parkway

Sta.

 $\Delta-L$ $\Delta-R$

582°45'W

86+54.59 P.T.

 $\Delta. 29^{\circ}12'$ D. $9^{\circ}33'2$ 85+05.29 P.I. $29^{\circ}12'$

T. 156.46

L. 305.76

83+48.83 P.C.

R. 600.65

N 68°03'W

= 76+51.17 (Equation)

76+51.35 = P.T.

 $\Delta. 44^{\circ}24'$ D. $13^{\circ}2$ 74+90.06 P.I. $44^{\circ}24'$

T. 180.25

L. 341.54

73+09.81 P.C.

R. 441.68

N 23°39'W

73+08.70 P.T.

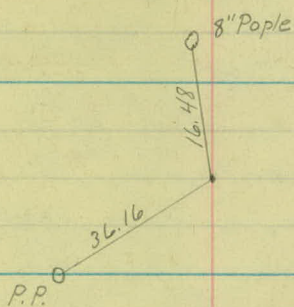
 $\Delta. 36^{\circ}16'$ D. $12^{\circ}52'2$ 71+72.97 P.I. $36^{\circ}16'$

T. 146.14

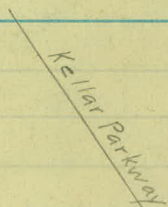
L. 281.87

70+26.83 P.C.

R. 446.24



$$\begin{array}{r}
 4842.77 \\
 8654.59 \\
 \hline
 188.18 \\
 156.46 \\
 \hline
 344.64
 \end{array}$$



$$\begin{array}{r}
 7490.06 \\
 7308.7 \\
 \hline
 181.36 \\
 146.14 \\
 \hline
 327.50
 \end{array}$$

S.T.H. No. 61

Sta.

 $\Delta-L$ ΔR

N 22° 56' W



98+25.64 P.T.

 $\Delta. 47^{\circ} 51'$

D. 23° R

97+28.86 P.I.

47° 51' T. 111.26

L. 208.04

96+17.60 P.C.

R. 250.79

N 70° 47' W



94+95.80 P.T.

 $\Delta. 17^{\circ} 08'$

D. 8° 40' L

93+97.79 P.I. 17° 08'

T. 99.68

L. 197.69

92+98.11 P.C.

R. 661.74

N 53° 39' W



89+25.05 P.T.

 $\Delta. 43^{\circ} 36'$

D. 24° 55'

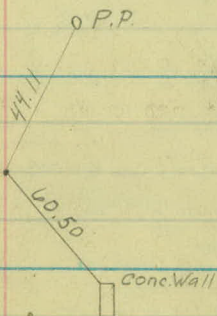
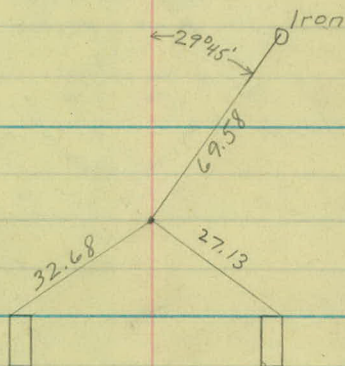
88+42.77 P.I.

43° 36' T. 92.70

L. 174.98

87+50.07 P.C.

R. 231.77



Sta.

 $\Delta-L$ $\Delta-R$ N 0° 11' E
↓

109+03.23 P.T.

 $\Delta 18^{\circ}08'$ D. $10^{\circ}R$

108+13.45 P.I.

 $18^{\circ}08'$

T. 91.55

L. 181.33

107+21.90 P.C.

R. 573.69

N 17° 57' W
↓

102+46.28 P.T.

 $\Delta 16^{\circ}25'$ D. $15^{\circ}30'R$

101+93.85 P.I.

 $16^{\circ}25'$

T. 53.48

L. 105.91

101+40.37 P.C.

R. 370.78

N 34° 22' W
↓

100+68.31 P.T.

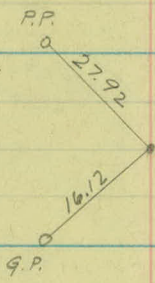
 $\Delta 11^{\circ}26'$ D. $8^{\circ}L$ 99+97.15 P.I. $11^{\circ}26'$

T. 71.75

L. 142.91

99+25.40 P.C.

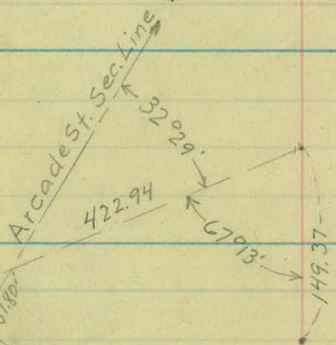
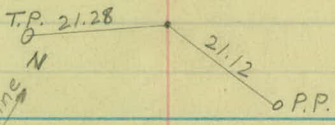
R. 716.78



10813.45
 10246.28

 567.17
 53.48

 620.65



Arcadest. Sec. Line
 32.29'
 422.94
 67.93'
 149.37
 Cen. Sec. 9

Sta.

$\Delta-L$ $\Delta-R$

124+08.94 North Line Sec. 9-29-22

N 21° 36' E

123+06.98 P.T.

$\Delta. 21^{\circ} 25\frac{1}{2}'$

D. $20^{\circ} R$

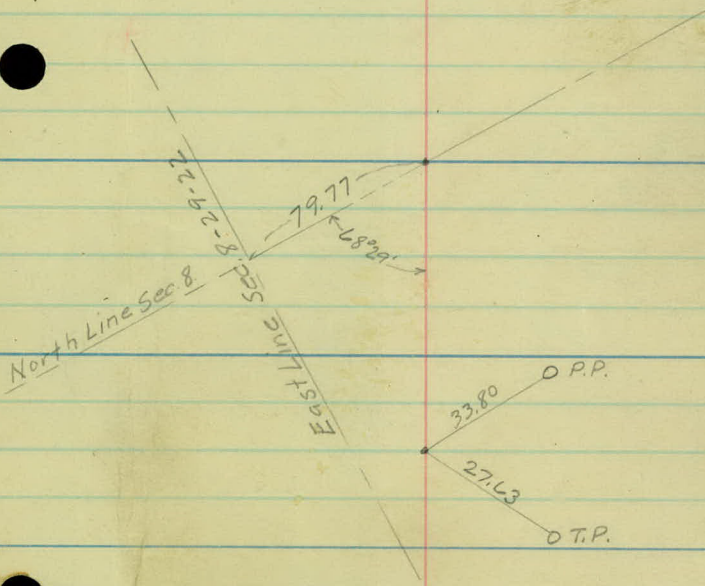
122+54.33 P.I.

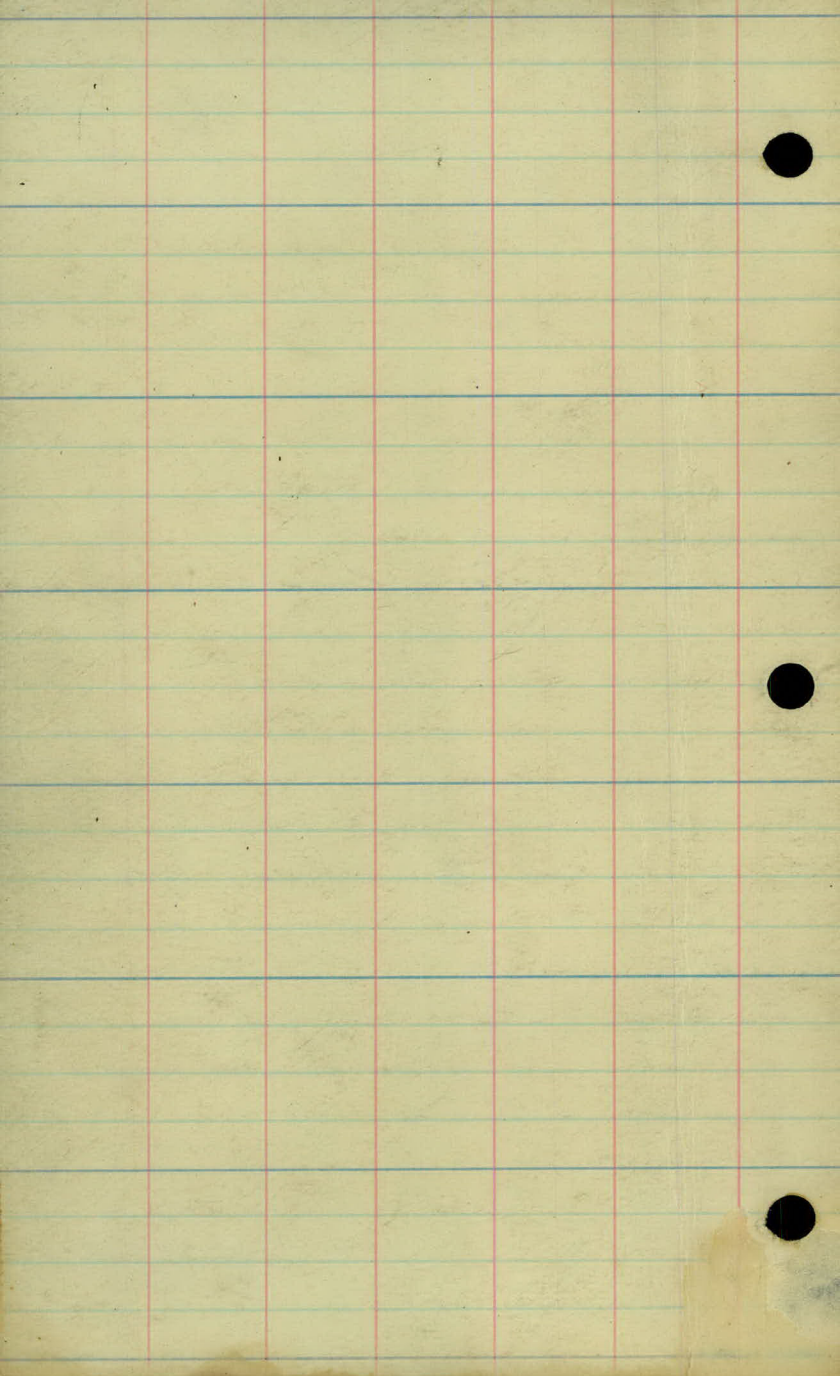
$21^{\circ} 25\frac{1}{2}'$ T. 54.47

L. 107.12

121+99.86 P.C.

R. 287.94





F. J. LAUMANN

Mpls. 922-4663

Res. 888-1217

Tech. Representative

Reinforced Concrete Pipe

Arch Culvert Pipe

AC-612

342-5207



HANCOCK, MINN.

JOE KELLY

Alexandria 763-6223

Sales Representative

Concrete Drain Tile

Sewer Pipe Manholes

21+82 L TH # 1
33' Not Wall

F. J. LAUMANN

Mpls. 922-4663

Res. 888-1217

Tech. Representative

Reinforced Concrete Pipe

Arch Culvert Pipe

AC-612

342-5207



HANCOCK, MINN.

JOE KELLY

Alexandria 763-6223

Sales Representative

Concrete Drain Tile

Sewer Pipe Manholes

4+68

15" CM X 65.5

F1.2

Partly Blocked

6+03

12" X 33' CM

Good

8+05

12" X 28.5' V/t

X-Drain

old line ¹⁸⁷⁴
Water at ¹⁸⁷⁴
Bear Cove.