

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

COUNTY RD. 'D'

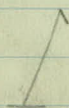
From W. CO. Line To Johanna Blvd.

Road Acc't. No. 6 C

Date Filed.....

File.....

Alignment
on
County Road #6 (County Rd "D")
from
West County line
to
Johanna Blvd.



Aug 17, 1939

π - Duff

Rod - J. Sommers

" - Dom. Palumbo

Station	Pt.	Lt	Rt,
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48+71.60

$0^{\circ} 30' 00''$ S.E. Cor. sec 31 T.30 N
R.23 W

2630.05

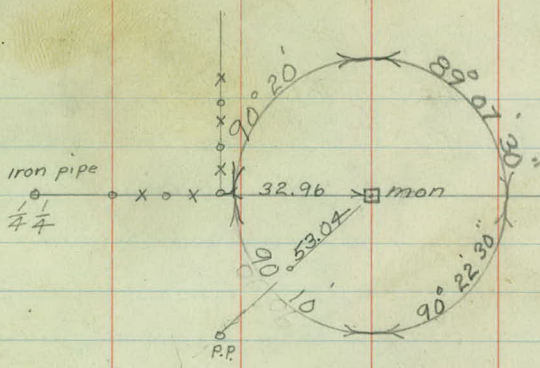
2+41.55

P.I. $0^{\circ} 05' 00''$

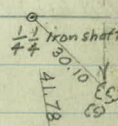
$\frac{5\frac{1}{4}}{4}$ sec #31 T.30 N R.23 W

2241.55

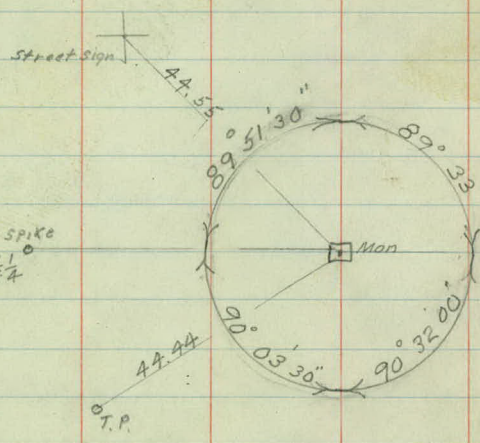
0+00 (W. County line) N.W. Cor. sec 6 T.29 N R.23 W



3nails in double b. Elk



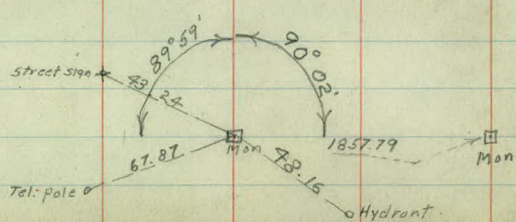
boat spike in 24" b. Oak



Spike $\frac{1}{4}$

Iron pipe cen. seg #6

Silver lake
Mon
M.C.



2" pipe

station pt Lt. Rt.

101+40.15

0° 11' 30" N. E. Cor sec # 5

+ 29 N R 23 W

2633.29

75+06.86 P. I. 0° 16' 30"

51/4 sec # 32

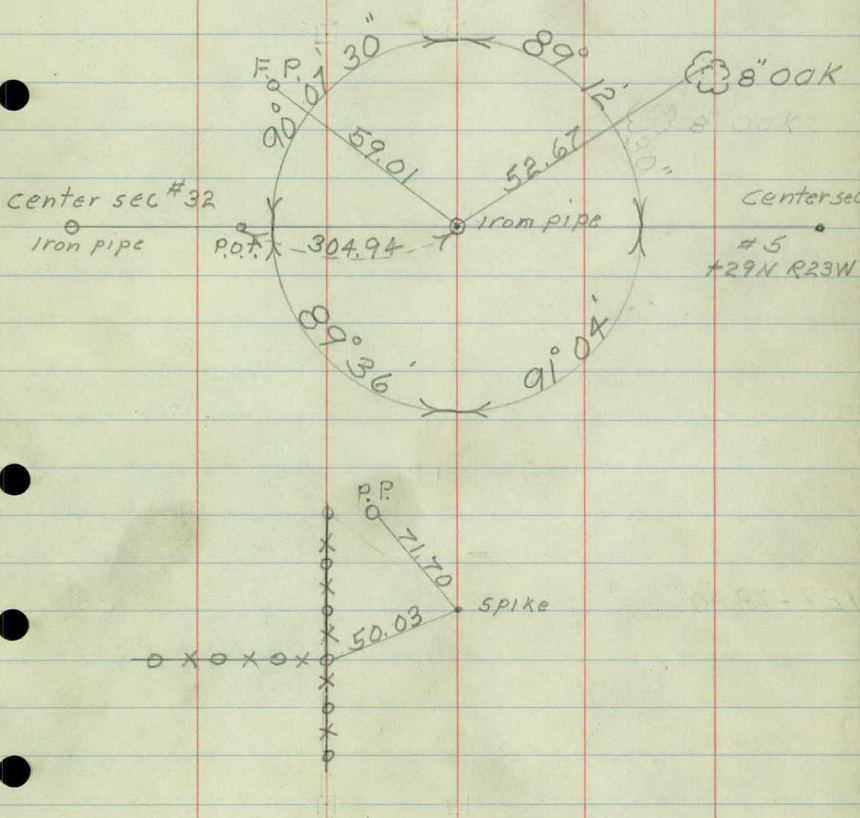
+ 30 N R 23 W

1846.96

56+59.90 P.O.T.

788.30

see notes on Cleveland Ave.
for ties and angles $\square$ granite mon

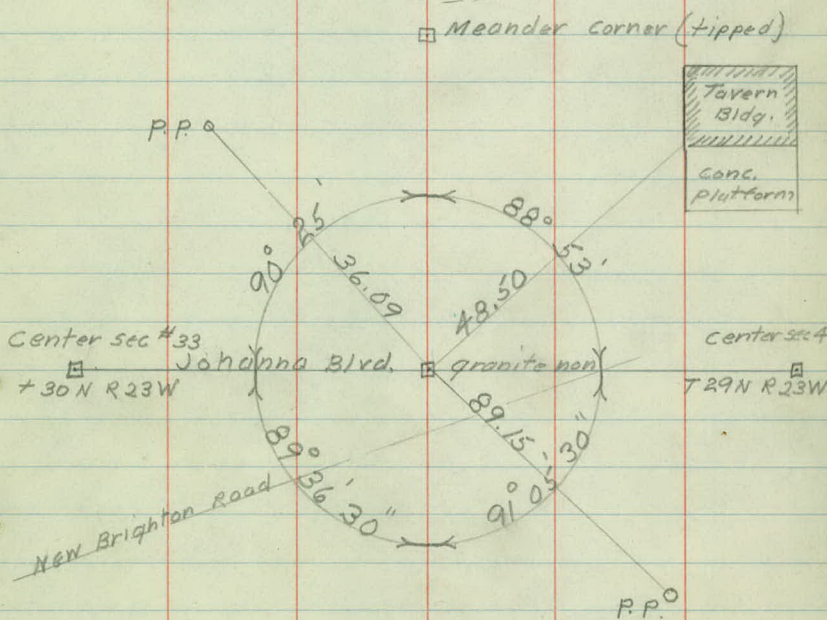


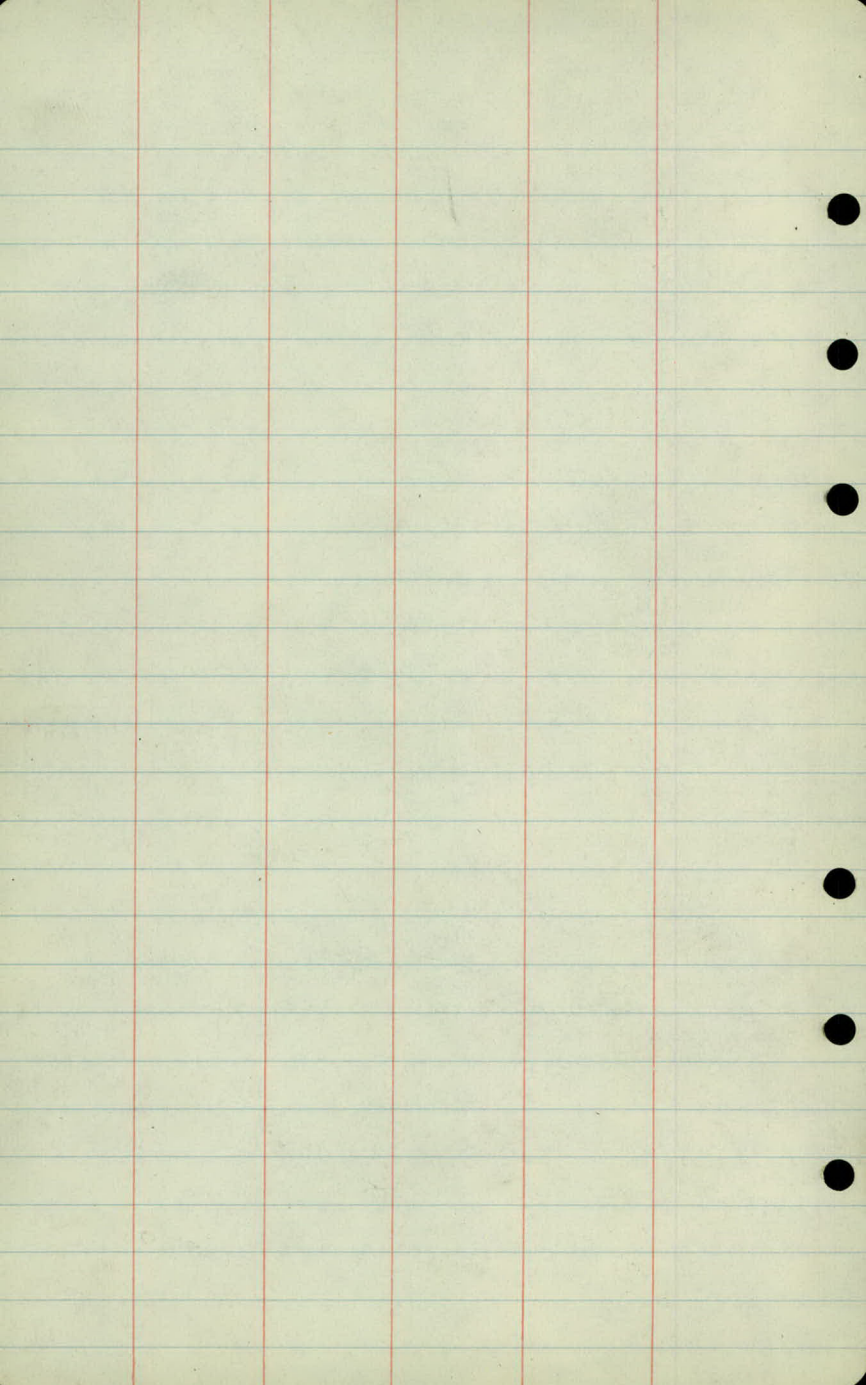
Station	Pt.	Lt.	Rt.
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127+78.80

$5\frac{1}{4}$ cor. sec #33
T30N R23W

2437.65-





Topography
on
Rd #6 (County Rd "D")
from
west county line
to
Johanna Blvd.

black top from W. Co. line to Fairchild Ave
oiled gravel from Fairchild to Hy # 8
Black top from Hy #8 to Johanna blvd.

Aug 17 1939
A. H. Duff
Rod-J. Sommers
" - D. Palumbo

L R

19+00

X Rd sign (17.5' R)

19+00 edge black top 11 12

18+00 " " " 11 12

17+00 " " " 11 12

16+00 " " " 11 11

15+65 15.9 begin guard posts

15+00 edge black top 11.3 11.5

14+31 begin guard posts 15.4

14+00 edge black top 11 11

13+00 " " " 11 11

12+00 " " " 11 11

11+00 " " " 12 11

10+00 " " " 11 11

9+00 " " " 10.5 11

8+51 end culvert

8+15 25.6 begin culvert

8+00 11 10

7+00 10 11

6+00 10 11.5

5+00 10 11.5

4+00 10 12

3+21 X-Rd sign 18.7

3+00 edge b. top 11 12

2+00 " " " 11 12

1+00 edge b. top 10 12

0+32 sin. sign 30

0+00

55 gravel posts and cable

44 gravel posts and cable

L R

black top surface

12" corr iron

prt drive

500 Line R.R.

graveled road
West county line

black top
granite man stinson boul

double tracks

	L	R
32+00 edge rd	13	12
31+32 end posts	13	
30+11 begin guard posts	13.6	
30+00 prt drive	13	13.5 edge rd
29+41 end posts	13	
29+17 begin posts	13	
29+00 of gravel rd.		

28+85 Cul Xs rd	24.7	21.8
28+79 end posts	13	
28+00 edge rd	12	12
26+00 edge rd	11.5	12
25+50 X-rd sign	15.1	
25+42 begin posts	13.4	
25+00 edge rd	11	12
24+00 edge rd	13	12
22+72 Stop sign	24.8	
22+69 street sign	33.5	
22+66		32.6 stop sign
22+60 Cul. Crosses Rd	33	29.0

22+41.55	Mon	
22+20 stop sign	31.0	30.2 stop sign
22+00	11	11
21+00	12	12
20+82 end guard post	15.4	14.8 end guard posts
20+00 edge b. for	12	12

L R

prt drive

11 posts

4 posts

gravel rd

16" corr iron

30 posts

A

5

18" corr iron

3

Fairchild Ave

black top surface

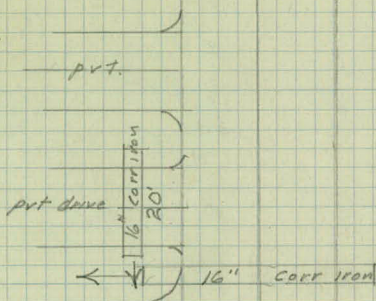
□

	L	R
48+00 edge road	12	13
47+66 prt drive		
46+00 edge road	14	13.5
44+00 edge Rd	13	13
43+83 prt drive	20.6	
43+31 cul xs Rd	20.4	22.7
42+16 & gravel rd		24.3 street sign
42+00 edge rd	14	13
41+75 prt drive (cul)	21.7	
40+15		24' (culvert) & prt drive
40+00 edge rd	13	10
39+16		prt drive
38+79 end guard posts	14.2	
38+00 edge rd	12.5	11.5
36+33 cul. xs road	30	23.5
36+00 edge rd	12	12
35+76 begin guard posts	13.9	
35+58 & prt drive		
34+00 edge rd.	11.	11.5

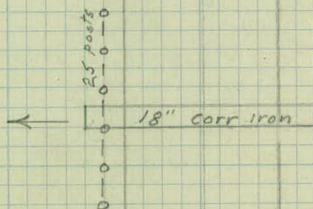
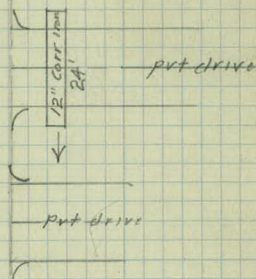
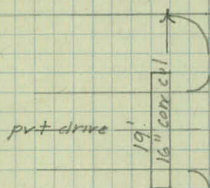
L

R

"D" 3



gravel road
(Foss Road)



pvt. drive

	Lt.	Rt.	
62+29 Cul. Xs Road	30	27	
62+00 edge Road	12	12	
60+00 edge Road	12	12	
59+04		13.3	begin guard posts
58+84			Prt drive
58+33 begin guard posts	13.5		
58+00 edge of Rd.	12	12	
56+59.9		P.O.T.	
56+00		21.7	prt. drive
56+00 edge road	14	13	
55+41		13.3	end guard posts
55+08 prt drive	19.8		
54+00 edge Road	13.5	13	
52+88		14	begin guard posts
52+00 edge of Rd.	14	13	
51+12 end guard posts	14.2		
50+00 edge Rd.	12	12	
48+87 Cul Xs Road	23.6	23.3	
48+71.60			granite mon
48+70 begin guard posts	13.4		
48+64		26.3	dirt road
48+50			prt drive

D. 4

L+ Rt

58 guard posts

57' 24" Corr Iron

51 posts

12" Corr Iron

24'

prt drive

12" Corr Iron

20'

prt drive

22 guard posts

28' 12" Corr Iron

oiled surface

24" Corr Iron

21 posts

oiled surface

16" Corr Iron

32'

x x x x

	Lt	Rt
88+00 edge Rd.	9.	11
86+00 edge of Rd	10	11
84+64 prt drive	17.1	R.R. Sign
84+00 edge Rd	11	10
82+00 edge Rd.	10	10
80+00 edge of Road	10	11
79+41 prt drive	21.2	
78+52		prt drive (no culvert)
78+00 edge of road	9.5	11
76+00 edge Road	9.4	11
75+63 cross rd. sign	16.6	
75+06.86 (Road)	24.6	
74+00 edge of Road	11	12
72+52 thru stop sign	22.0	
72+47 street sign	34.0	
72+00 edge conc. pare	5.6	10 edge Rd
71+94.55 E. edge conc. pare of Hy #8		
71+59.50 W. edge conc. pare of Hy. #8		
70+27		22 thru stop sign.
70+00 edge Rd	14	12
69+94 cul x5 Road.	24	25
68+18		18.5 Cross Rd. Sign
68+00 edge Road	13	12
67+94 prt drive (cul)	20.9	
66+00 edge of Road	13	12
65+20		13.9 end guard posts
65+17 end guard posts	13.8	11
64+21 cul. x5 Rd.	25	25
64+00 edge rd	13	12

Lt

Rt

D 5

pvt drive

12" corr iron
20'

16" corr iron
32'

to Hy #8
black top surface

black top surface

pvt drive
to field

128° 29'

U.S. Hy #8
27' conc. pave

N

49'
24" corr iron

20'
16" corr iron

oil seal surface

24" corr iron

	Lt	Rt
106+00 edge of Rd	10	10
105+71 cross Rd sign	15.2	
104+43 Cul Xs Road	17	21
104+00 edge of Rd	11	9
102+00 edge of Rd	12	12
101+80 Stop sign	22.2	
101+40.15	granite Mon.	
101+17 Street sign	23	
100+97		18 Stop sign
100+00 edge Road	11	11
98+00 edge of Rd	11	11
97+52		22.3 cross Rd. sign
97+39		18.8 prt drive (cul)
96+00 edge of Road	10	10
94+00 edge Road	9	12
93+51 Cul. Xs Road	16.4	20
92+51 prt drive	15	prt drive
		prt drive
92+00 edge of Rd	9	13
91+24 prt drive	15.2	
90+00 edge of Rd	10	11
88+59.28 line Xs w. Rail		
88+31 Cul Xs Road	25	23
88+09 prt drive	26	

L R

D 6

12" Cor Iron
38'

Cleveland

Ave (black top)

(black top)

16" Cor Iron
20'

pvt drive

18" Cor Iron
36.4'

pvt drive

12" Cor Iron
22'

pvt drive

12" Cor Iron
30'

103° 11'

M. T. R. R.

single track

18" Cor Iron
48'

drive to

16" Cor Iron
20'

127+78.80

127+35 West edge conG. pave New Brighton Rd. (end black top)

127+10 street sign 27.2

127+0+ tractor lug sign 23.6 15.6 stop sign

126+00 edge of Rd 13 8

124+48 17.0 Cross Rd. sign

124+00 edge of Rd. 12 10

122+00 edge Rd 11 11

121+07 pvt. drive

120+00 edge Rd. 11 11

118+00 edge of Rd 12 10

116+00 edge of Road 11 11

115+21 16.8 pvt drive

114+53 Pvt drive 16.3

114+00 edge of Rd 11 10

112+69 Cul. crosses Rd. 22 20

112+27 22.5 pvt drive (cul.)

112+00 edge Road 11 10

111+92 13.7 end guard posts

111+16 Cul. x's Rd 19 21

111+11 14 begin guard posts

110+00 edge Rd. 10 10

108+00 edge Rd 10 10

D" 7

$\Delta = 25^\circ 17'$
 $T = 107.28$
 $R = 478.34$
 (curve on New Brighton Rd.)

Dirt Road

Johanna Blvd

63.55 P.I.
 conc. paving

New Brighton Road
 63.3730"

127+35

black top surface

pvt drive

pvt drive

16" corr iron
 24'

16" corr iron
 22' pvt drive

16" corr iron
 42'

16" corr iron
 20' pvt drive to field

16" corr iron
 40'

17 posts
 0 0 0 0

①

12+21 end road 9 17

12+28 stop sign 17.2

11+42 18+ end of road photo

10+99 stop sign 23.2

10+512 end of road 11 17

9+82 21 30

8+84 17+ end of road photo

8+333 stop sign 21.2

8+21 9 17

6+71 10 17

5+21 17.1

4+216 17.2

3+21 11 17

2+21 18 11

1+21 drive to end of road

0+176 stop sign 21.2

0+176 end of road 17.2

0+281 20 direction sign

0+281 19.2 stop sign

0+281

1

Johanna Blvd.

From

County Road "D"

TO

S.T.H. 10.

(6)

K-H. Duff

Red-J. Sommers

"-G. Dalen

"-W. Roth

Stat Pt. Lt. Rt.

7+30.55 P.T.

22° 00' 00"

7+00

30.31

18° 58' 56"

6+50

14° 00' 02"

6+25.78 P.I.

(44° 00' 00")

Center sec # 33

6+00

9° 01' 08"

+ 30 N R 23 W

5+50

4° 02' 14"

$\Delta = 44^\circ 00' 00''$ Rt.

5+09.46 P.C.

40.54

0° 00' 00"

$T = 116.32$

1136.93

$R = 287.90$

$L = 221.09$

$D = 20^\circ$ Rt

3+72.53 P.O.T.

1372.53

0+00 = 127+78.80 on D

S $\frac{1}{4}$ Cor sec # 33

T 30 N 2 R 23 W

Johanna Blvd-2

Iron shaft

$\frac{1}{4}$ $\frac{1}{4}$

P.P.

13.46

Mon

P.P.

68.97

$90^{\circ} 07'$

52.15

$89^{\circ} 18'$

P.P.

M.C.

P.C.

26.90

mail

42.40

P.P.

Johanna Blvd.

$89^{\circ} 36' 30''$

$90^{\circ} 25' 0''$ P.P.

36.09

County

P.P.

Mon

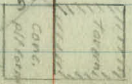
89.15

48.50

P.P.

$91^{\circ} 05' 30''$

88°



timber
M.C.

Station	Pt.	Lt.	Rt.
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34+10.73	P.T.	7° 03' 30"	10.67
34+00		6° 25' 09"	
33+52.10	P.I.	(14° 07' 00")	
33+50		3° 25' 24"	57.13
32+92.87	P.C.	0° 00' 00"	

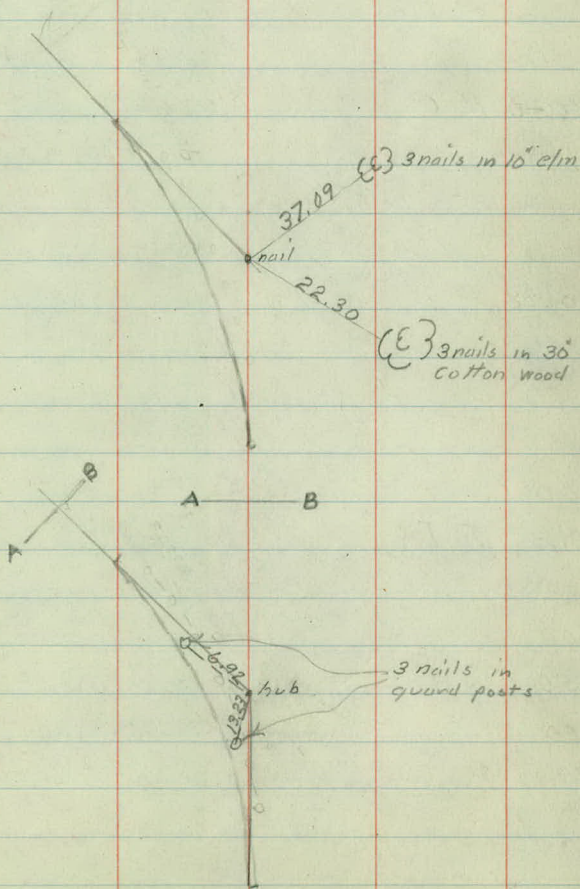
$\Delta = 14^\circ 07'$ L
 $T = 59.23$
 $R = 478.36$
 $L = 117.86$
 $D = 12^\circ Lt$

114.06

31+78.81	P.T.	27° 27' 00"	28.35
31+50		24° 03' 47"	
31+00		18° 05' 48"	
30+73.28	P.I.	(54° 54' 00")	
30+50		12° 07' 49"	
30+00		6° 09' 50"	51.65
29+48.35	P.C.	0° 00' 00"	

$\Delta = 54^\circ 54'$ L
 $T = 124.93$
 $R = 240.52$
 $L = 230.46$
 $D = 24^\circ Lt$

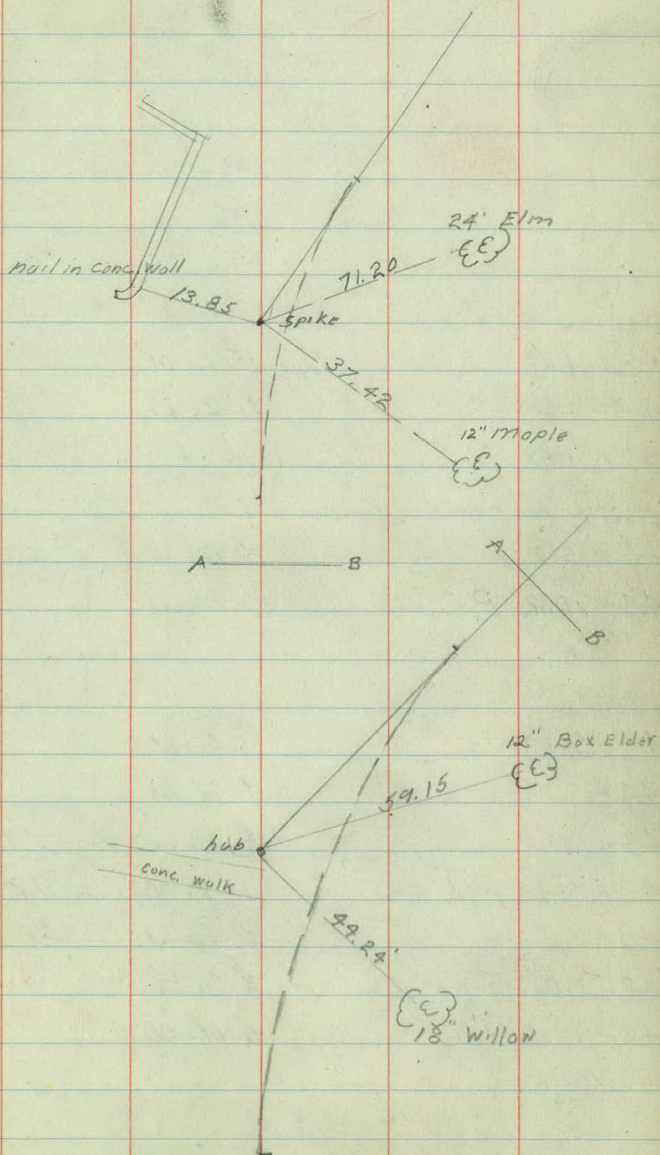
217.80



Station	Pt.	Lt.	Rt.	
41+91.72	P.T.		15° 34' 30"	
41+50	P.T.	41.57	12° 15' 31"	
41+00			8° 16' 06"	$\Delta = 31^{\circ} 09' R$
40+96.54	P.I.		(31° 09' 00")	$T = 100.14$
40+50		53.60	4° 16' 41"	$R = 359.27$
39+96.40	P.C.		8° 00' 00"	$L = 195.32$
				$D = 16^{\circ} Rt$
39+81.38	P.T.	30.84	14° 13' 00"	
39+50			13° 08' 17"	
39+00			11° 23' 20"	
38+50			9° 38' 23"	
38+00			7° 53' 26"	
37+81.95	P.I.		(28° 26')	
37+50			6° 08' 29"	$\Delta = 28^{\circ} 26' R$
37+00			4° 23' 32"	$T = 207.50$
36+50			2° 38' 35"	$R = 819.04$
36+00		25.55	0° 53' 38"	$L = 406.93$
35+74.45	P.C.		0° 00' 00"	$D = 7^{\circ} Rt$

15.03

163.72



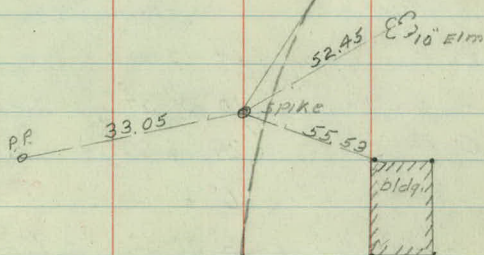
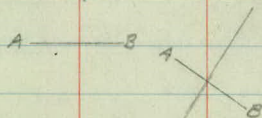
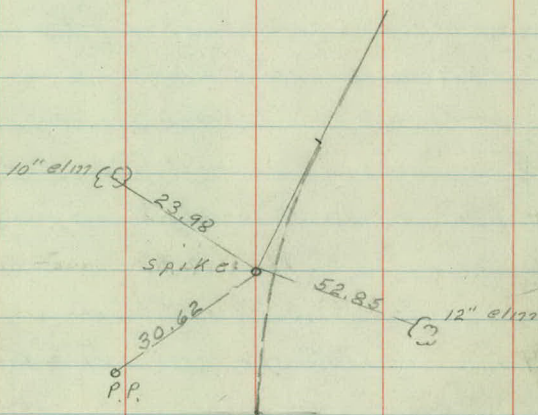
Station Pt. Lt. Rt.

48+01.27 P.T. 51.11 $15^{\circ} 22' 00''$
 47+50 $11^{\circ} 32' 27''$
 47+01.08 P.I. $(30^{\circ} 44' 00'')$ $\Delta = 30^{\circ} 44' R$
 47+00 $7^{\circ} 47' 54''$ $T = 105.26$
 46+50 54.18 $4^{\circ} 03' 21''$ $R = 383.01$
 45+95.82 P.C. $0^{\circ} 00' 00''$ $L = 205.45$
 $D = 15^{\circ} RT$

130.99

44+64.83 P.T. $8^{\circ} 40' 30''$
 44+50 14.79 $7^{\circ} 58' 23''$
 44+00 $5^{\circ} 35' 55''$ $\Delta = 17^{\circ} 21' R$
 43+74.17 P.I. $(17^{\circ} 21' 00'')$ $T = 92.07$ EXT. 7'
 43+50 $3^{\circ} 13' 27''$ $R = 603.45$
 43+00 17.90 $0^{\circ} 50' 59''$ $L = 182.73$
 42+82.10 P.C. $0^{\circ} 00' 00''$ $D = 9^{\circ} 30' RT$

90.38



Station Pt. Lt. Rt

4.32

54+84.85 P.T. $8^{\circ}31'30''$ 34.80

54+50 $7^{\circ}18'27''$

54+00 $5^{\circ}33'30''$

$\Delta = 17^{\circ}03' L$

53+63.89 P.I. ($17^{\circ}03'$)

$T = 122.77$

53+50 $3^{\circ}48'33''$

$R = 819.03$

53+00 $2^{\circ}03'36''$ 58.88

$D = 7^{\circ} L$

52+41.12 P.C. $0^{\circ}00'00''$

$L = 243.73$

133.51

51+07.61 P.T. $14^{\circ}48'00''$

50+50 57.47 $10^{\circ}29'54''$

50+10.92 P.I. ($29^{\circ}36'00''$)

$\Delta = 29^{\circ}36' R$

50+00 $6^{\circ}45'23''$

$T = 101.21$

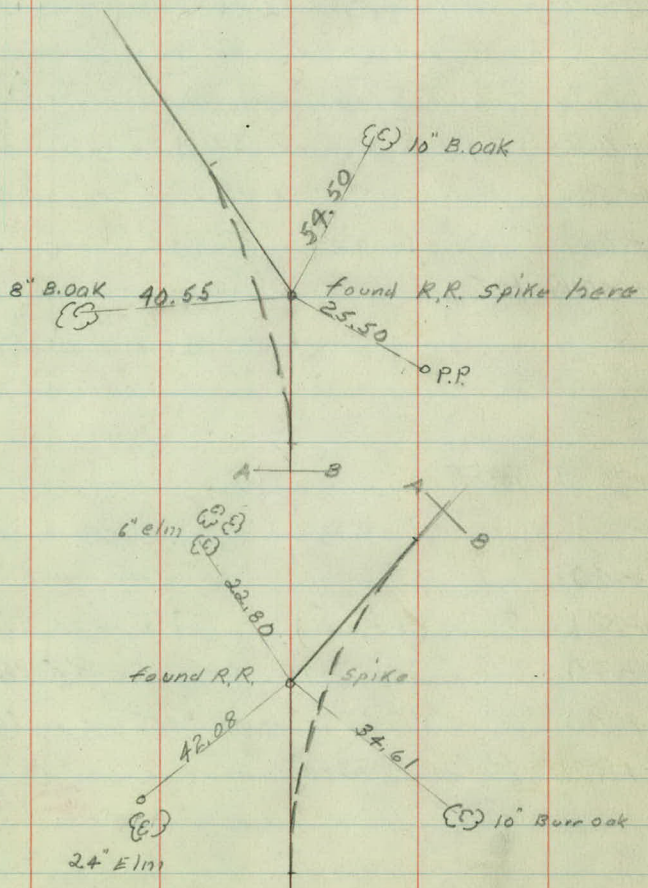
49+50 40.29 $3^{\circ}00'52''$

$R = 383.06$

49+09.71 P.C. $0^{\circ}00'00''$

$D = 15^{\circ} R$
 $L = 197.90$

108.44



Station Pt. Lt. Rt.

108.17

60+30.87 P.T.

30.72 18° 45' 00"

60+00

16° 27' 05"

59+50

12° 42' 33"

59+10.20 P.I.

(37° 30') $\Delta = 37^\circ 30'$ R

59+00

8° 58' 01" T = 130.02

58+50

5° 13' 29" R = 383.03

58+00

19.82 1° 28' 57" L = 250.69

57+80.18 P.C.

0° 00' 00" D = 15° Rt

103.49

56+76.69 P.T.

20° 30' 30" - 26.45

56+50

17° 36' 52"

56+00

12° 08' 16"

55+87.15 P.I.

(41° 01')

$\Delta = 41^\circ 01'$ L

55+50

6° 39' 40"

T = 97.98

55+00

1° 11' 04" 10.83

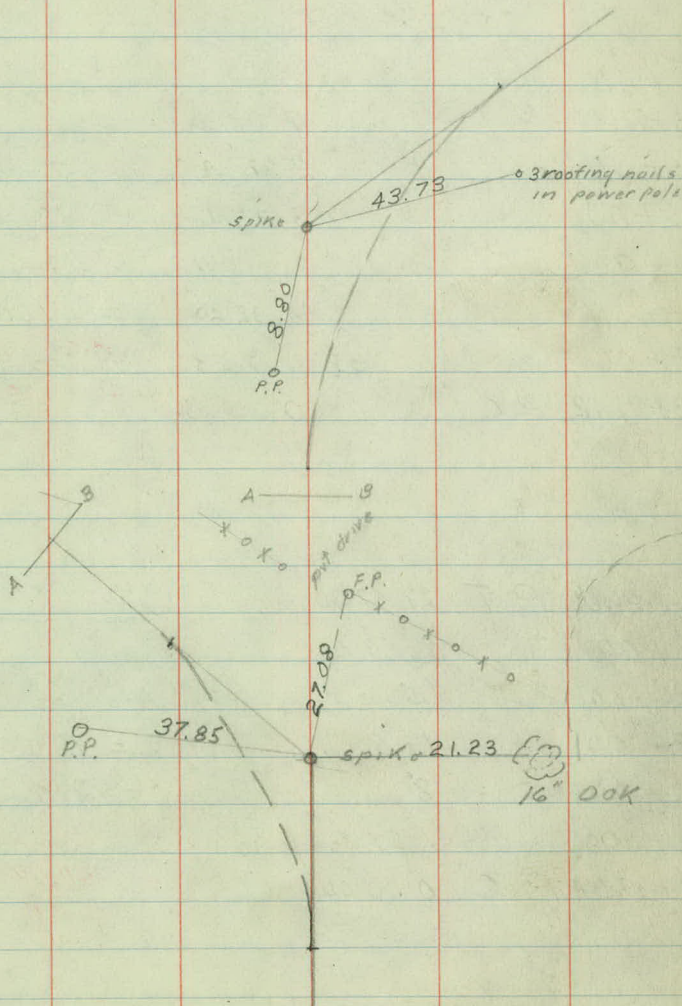
R = 261.94

54+89.17 P.C.

0° 00' 00"

L = 187.52

D = 22° Lt

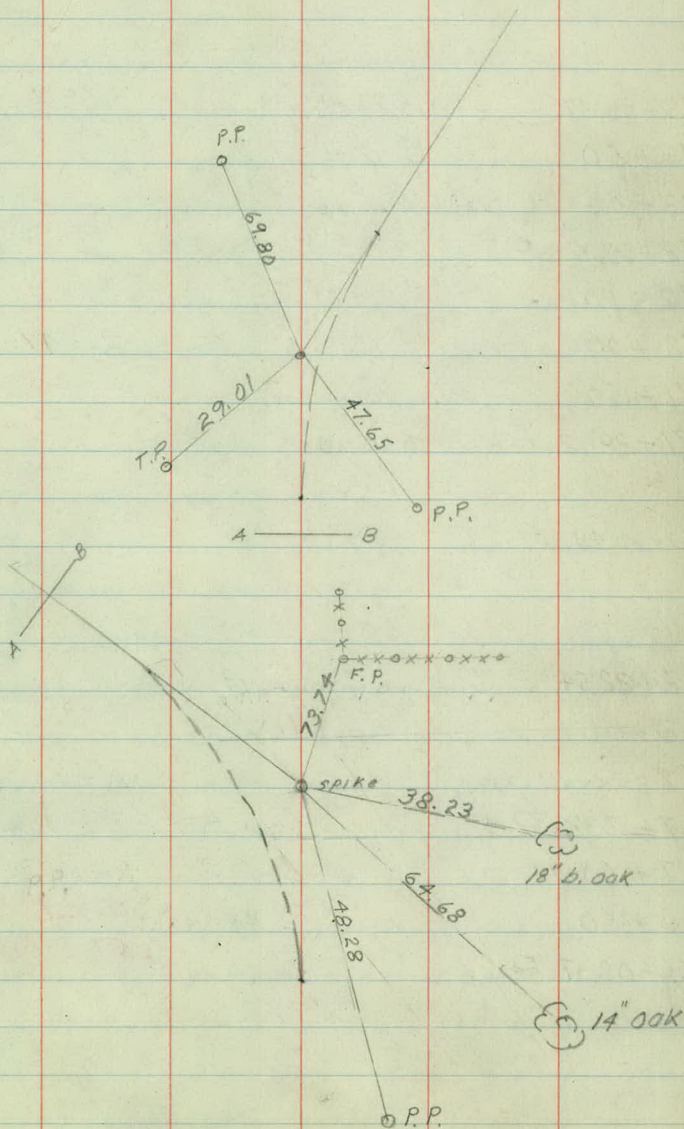


Station Pt. Lt. Rt.

65+92.57 P.T. 42.53 $7^{\circ} 01' 30''$
 65+50 $5^{\circ} 32' 14''$
 65+00 $3^{\circ} 47' 17''$
 64+92.65 P.I. $(14^{\circ} 03')$ $\Delta = 14^{\circ} 03' R$
 64+50 $2^{\circ} 02' 20''$ $T = 100.93$
 64+00 8.28 $0^{\circ} 17' 23''$ $R = 819.06$
 63+91.72 P.C. $0^{\circ} 00' 00''$ $D = 7^{\circ} R+$
 $L = 200.85$

43.66

63+48.06 P.T. 27.57 30 47.63
 63+00 $21^{\circ} 34' 28''$
 62+52.72 P.I. $(55^{\circ} 55')$ $\Delta = 55^{\circ} 55' L$
 62+50 $14^{\circ} 52' 18''$ $T = 113.68$
 62+00 $8^{\circ} 10' 08''$ $R = 214.17$
 61+50 $1^{\circ} 27' 58''$ 10.96 $D = 27^{\circ} L+$
 61+39.04 P.C. $0^{\circ} 00' 00''$ $L = 209.02$



Station	Pt	Lt	Rt
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73+85.57		15° 23' 00"	35.46
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73+50		13° 15' 32"	
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73+00		10° 15' 46"	
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72+60.32	P.I.	(30° 46')	$\Delta = 30^\circ 46' L$
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72+50		7° 16' 00"	$T = 131.60$
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72+00		4° 16' 14"	$R = 478.31$
-------	--	------------	--------------

71+50		1° 16' 28"	$L = 256.85$
-------	--	------------	--------------

71+28.72	P.C.	0° 00' 00"	$D = 12^\circ Lt$
----------	------	------------	-------------------

70+18.43	P.O.T.		
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68+22.54	P.T.		
----------	------	--	--

68+00			
-------	--	--	--

67+50			
-------	--	--	--

67+17.38	P.I.		
----------	------	--	--

67+00			
-------	--	--	--

66+50			
-------	--	--	--

66+08.57	P.C.		
----------	------	--	--

66+00			
-------	--	--	--

65+50			
-------	--	--	--

65+00			
-------	--	--	--

64+50			
-------	--	--	--

64+00			
-------	--	--	--

63+50			
-------	--	--	--

63+00			
-------	--	--	--

15° 23' 00"	35.46
-------------	-------

13° 15' 32"	
-------------	--

10° 15' 46"	
-------------	--

(30° 46')	
-----------	--

7° 16' 00"	
------------	--

4° 16' 14"	
------------	--

1° 16' 28"	
------------	--

0° 00' 00"	
------------	--

110.29	
--------	--

195.89	
--------	--

22.46	
-------	--

12° 49' 00"	
-------------	--

11° 28' 17"	
-------------	--

8° 28' 30"	
------------	--

(25° 38')	
-----------	--

5° 28' 43"	
------------	--

2° 28' 56"	
------------	--

0° 00' 00"	
------------	--

41.43	
-------	--

22.46	
-------	--

12° 49' 00"	
-------------	--

11° 28' 17"	
-------------	--

8° 28' 30"	
------------	--

$\Delta = 30^\circ 46' L$

$T = 131.60$

$R = 478.31$

$L = 256.85$

$D = 12^\circ Lt$

$\Delta = 25^\circ 38' R$

$T = 108.81$

$R = 478.28$

$L = 213.97$

$D = 12^\circ Rt$

$\Delta = 25^\circ 38' R$

$T = 108.81$

$R = 478.28$

$L = 213.97$

$D = 12^\circ Rt$

$\Delta = 25^\circ 38' R$

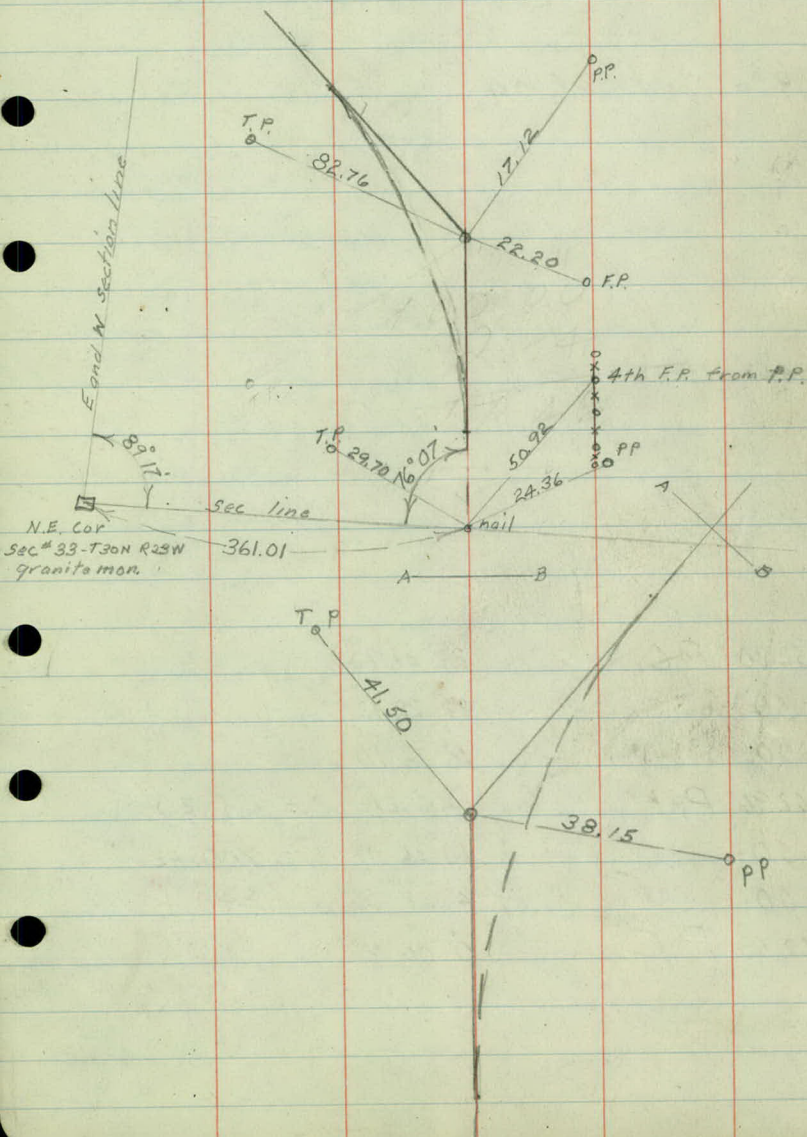
$T = 108.81$

$R = 478.28$

$L = 213.97$

$D = 12^\circ Rt$

16.00



Station	Pt	Lt	Rt
---------	----	----	----

83+19.06	P.O.T.	End	
----------	--------	-----	--

224.43

80+94.63	P.O.T.		
----------	--------	--	--

341.83

77+52.80	P.C.		
----------	------	--	--

22° 40' 00"

2.49

77+50			
-------	--	--	--

22° 22' 12"

77+00			
-------	--	--	--

16° 24' 10"

76+62.96	P.I.		
----------	------	--	--

(45° 20')

$\Delta = 45^\circ 20' R$

76+50			
-------	--	--	--

10° 26' 08"

$T = 100.43$

76+00			
-------	--	--	--

37.47

4° 28' 06"

$R = 240.48$

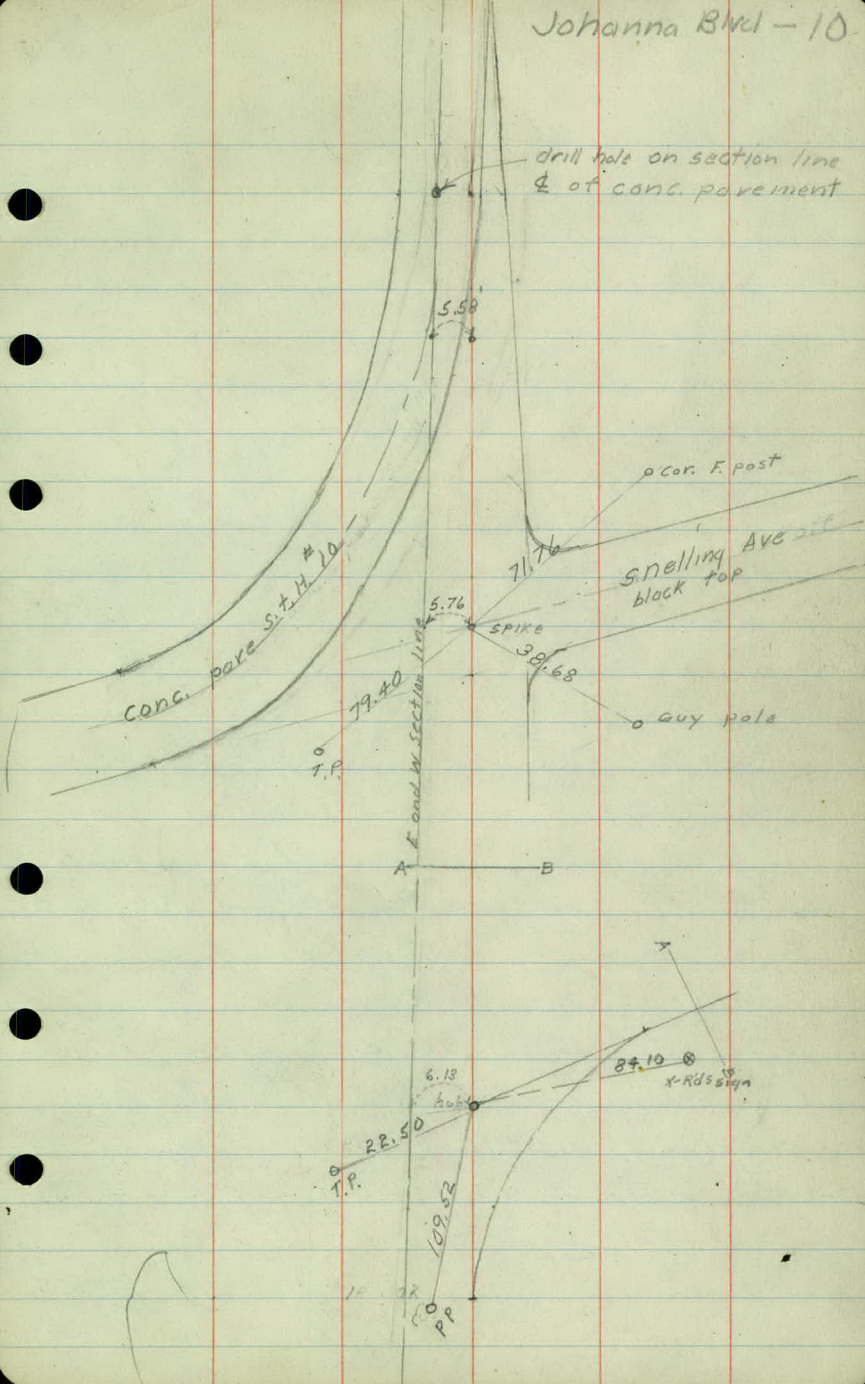
75+62.53	P.C.		
----------	------	--	--

0° 00' 00"

$L = 190.27$

$D = 24^\circ R$

176.96



finished oct, 11 1939

TOPOGRAPHY

on

Johanna Blvd.

from

Co. Road ¹⁰⁰D

to

County Road E

1

Johanna Blvd all blacktop

K-H. Duff

Rod - G. Dalen

" - J. Sommers

" - W. Roth

12+21 edge of Rd	9	17
12+18 prt. drive	17.4	
11+62		18.4 end of guard posts
10+39 prt. drive	25.2	
10+21 edge of Rd	11	15
9+93 Culvert x's Rd.	21	30
8+99		17.4 begin guard posts
8+30 prt drive	21.0	
8+21 edge of Rd.	9	15
6+21 edge of Road	10	12
5+28 School Zone sign	19.1	
4+67 Cross Rd. Sign	19.2	
4+21 edge of Road	11	11
2+21 edge of Road	10	11
1+91		drive to school yard
0+77 Stop sign	21.5	
0+65.85 end of concrete apron (begin black top)		
0+28		20.5 direction sign
0+25		19.3 Street sign
0+00		

"Johanna Blvd" - 2

prt drive

prt drive

33 posts

16" Corr Iron - 28'

16" Corr Iron - 20'

16" Corr Iron - 20'

18" Corr Iron 51'

Johanna Blvd

black top surface

drive to school

conc

Co. Road "D"

0+00

L+ Rt.

23+26 prt drive 21.9

23+04 15.4 end guard posts

22+94 end guard posts 15.2

22+21 edge of Rd. 11 12.7 conc. drain flume

20+96 14.7 begin guard posts

20+81 44.3 ∇ drive (end of flume)

20+56 begin guard post 16.0

20+26 26.8 beginning culvert

20+21 edge of road

18+70 26.2 prt drive

18+21 edge Road 10 18

16+29 prt drive 21.0

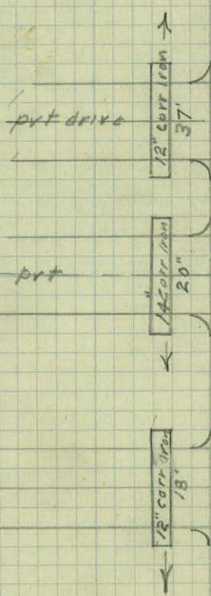
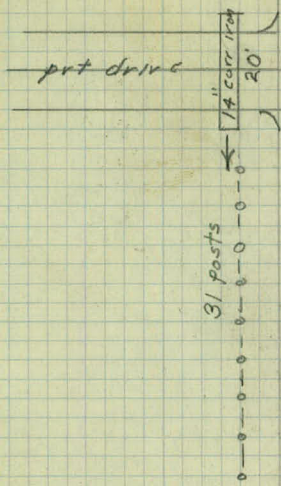
16+21 edge road 8 17

14+89 prt drive 19

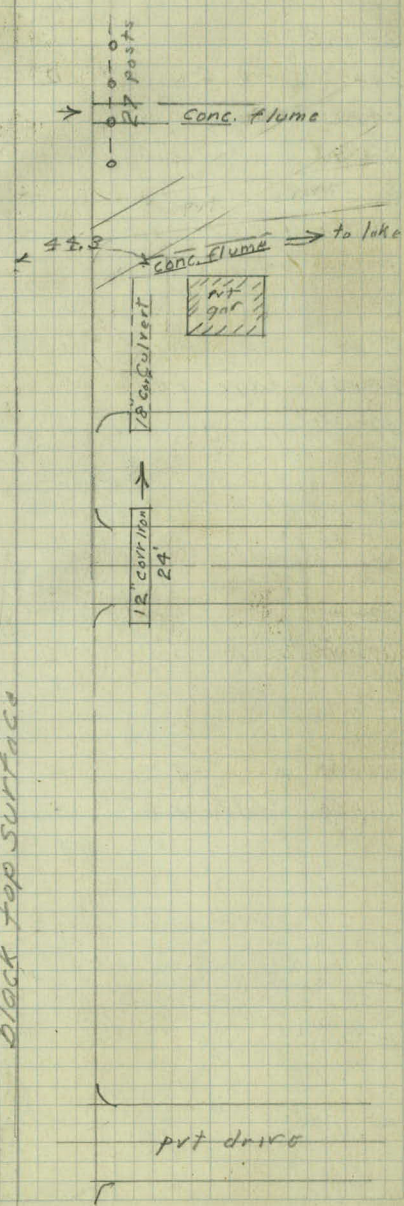
14+21 Edge of Road 7 17

13+90 prt. drive 18.2

12+99



block top surface



	L+	R+	
37+00 edge rd.	12	10 (23)	
36+50 edge rd	11	11 (28)	
36+00 edge rd	10	11 (32)	
35+74.45 edge rd	11	11 (29)	
34+93 cut Xs Rd	14.7	30.3	
34+10.73	12	11 (23)	
34+00 edge rd	12	10 (22)	
33+30 edge rd	14	9 (19)	
32+92.87 edge rd.	15	9	
31+78.81 prt drive	17	10	edge rd
31+50 edge rd	17	10	
31+00 edge rd	16	13	
30+84		20	end guard posts
30+50 edge rd	13	16	
30+39 prt drive	18.4		
30+20		33.6	begin guard posts
30+00 edge Rd	12	16	
29+48.33 " "	11	15	
28+00 " "	12	13	
27+30.55 edge rd	12	13	
27+00 " "	12	14	
26+50 edge rd	14	14	
26+39		24	end posts
26+00 edge rd	10	13	begin posts (23.2 left)
25+50 edge rd	8	18	prt drive to garage
25+09.46 edge rd.	8	18	
24+93		26.8	Winding Road sign
24+79 prt drive	21.5		
24+78			prt drive
24+32			prt drive
24+21 edge road	10	16	
23+51			prt drive

Lt. Rt.

Johanna Blvd A

20" fire culvert
±5' ← corr from about 10' on this end

pvt drive

pvt drive

12" corr 10' 20'

000
7 posts

000
7 posts

block top surface

pvt drive

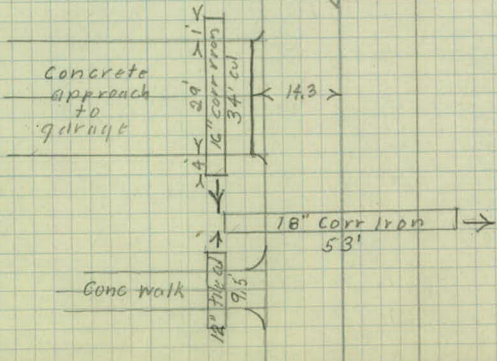
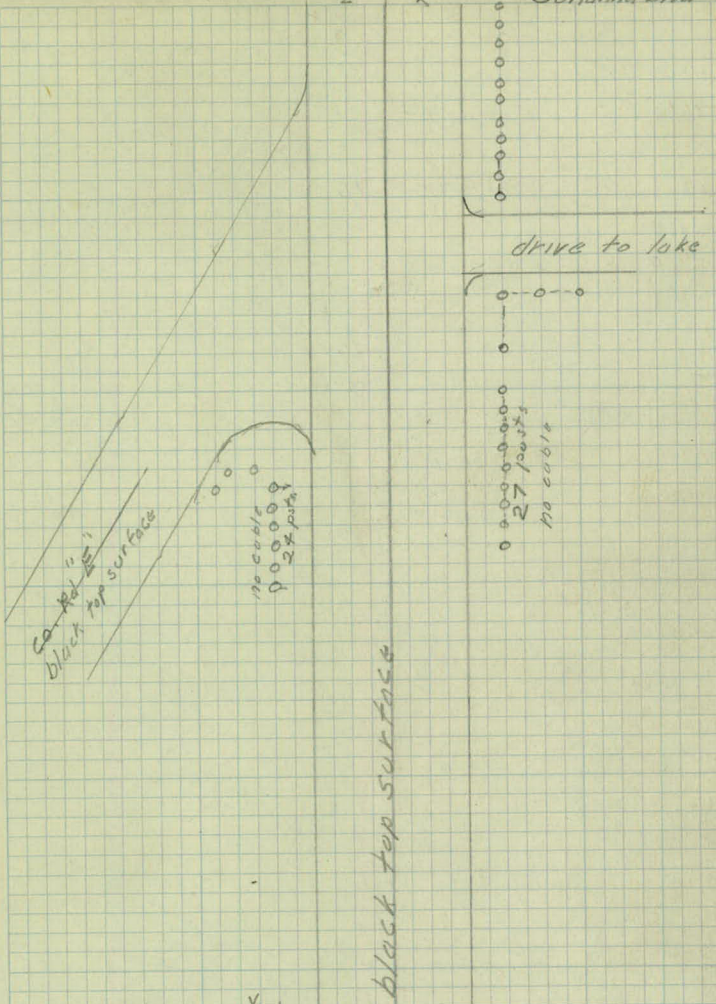
12" corr 10' 20'

pvt drive

pvt drive

pvt drive

	L	R	
44+64.80 edge rd	14	10	
44+50 " "	14	11	
44+00 " "	20	14	
43+93		17.2	"Do not park on Rd way" sign
43+63		17.8	begin posts
43+50 edge rd		15	
43+36			end posts
43+30		18.7	
43+08		19.2	end posts
43+00 edge of Rd		15	
42+84 Winding Rd sign 2012			
42+82.10 edge rd	12	14	
42+75 end posts (online)	15		
41+91.72	11.3	11	
41+65		16.6	begin posts
41+56 begin posts	22.2		
41+30 edge rd	12	9	
41+36 & prt drive			
41+20		12	end posts
41+14		11.9	begin posts
41+00 edge rd	14	10(20)	
40+50 " "	12	10(28)	
39+96.40 edge rd	11	11(27)	
39+81.38 edge rd	11	10(26)	
39+50.8 Edge Rd	11	9(24)	
39+00 edge road	12	7(20)	
38+82		11.4	slow sign
38+50 edge rd	12	8(23)	
38+22 prt drive garage	18'		
38+00 edge rd	12	10(26)	
37+79 Cul. X's Road	19	34	
37+70 conc. walk	9.5		
37+50 edge rd	13	10(24)	



	L	R
59+00 edge of rd	12	10
58+76 reflector sign	19.4	
58+50 edge of rd	11	11
58+00 " "	12	10
57+80.18 " "	13	10
56+76.69 edge of Road	12	8
56+50 " "	10	9
56+00 " "	8	11
55+77		30.5 reflector button sign
55+50 edge Rd	10	16
55+00 " "	13	11
54+89.17 " "	14	10
54+84.85 " "	14	10
54+50 " "	15	9
54+00 " "	16	8
53+80		23.3 slow sign
53+50 edge rd.	16	11
53+00 " "	16	12
52+41.12 Edge Rd	14	15
51+07.61 Edge of Road	12	12
50+50 " "	12	11
50+00 " "	15	10
49+50 " "	13	11
49+09.71 " "	14	11
48+01.27 " "	12	14
47+79		16.4 end posts
47+30 Edge of Road	11	15
47+00 edge rd.	14	14
46+57 side rd sign	30.2	
46+00 edge rd.	16	12
45+95.82 " "	17	13
45+00 Edge rd	15	9

Johanna Blvd-6

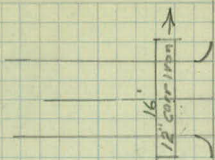
L R

black top surface

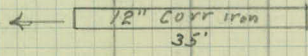
66 posts

	L	R	
71+28.72 edge of Rd.	14	9	
71+21 prt drive	26.2		
70+18.43	12	12	
69+00 edge rd	15	12	
68+29 speed limit sign	22		
68+22.54 edge rd	14	11	
67+50 " "	15	12	
67+00 " "	14	11	
66+50 edge rd	14	12	
66+37			prt drive
66+23 prt drive			
66+08.57 edge rd	12	13	
65+92.57 edge Road	10	12	
65+50 " "	10	13	
65+30			prt drive
65+14			prt drive
65+00 edge rd	11	11	
64+58 prt drive			
64+50 edge rd	12	11	
64+24			prt drive
64+00 edge rd	12	11	
63+91.72 " "	11	11	
63+48.06 edge rd	12	12	
63+20			22.6 slow sign
63+00 edge of rd	13	14	
62+50 " "	12	11	
62+00 " "	14	11	x
61+50 " "	15	9	
61+39.04 " "	14	10	
60+30.87 edge of rd	12	9	
60+00			22' wooden retaining wall
60+00 edge of rd	12	8	
59+50 " "	12	9	
59+13 Col X's rd	21	14	

L R



black top surface



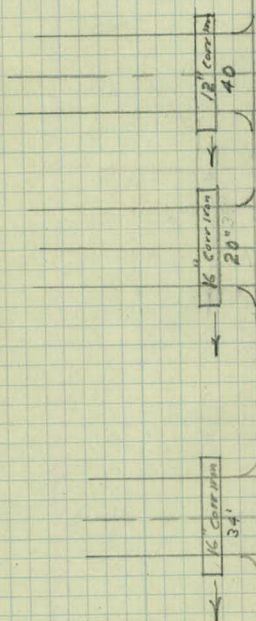
1

R

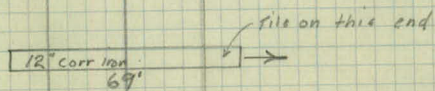
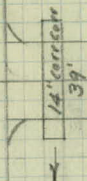
80+60		27.4	Street sign
80+52		15.5	thru stop sign
80+00	15	10	
79+84	speed and winding rd sign	18.6	
79+19	pvt drive	23.0	40' long 12" corr ↓
79+00	edge rd	14	10
78+00	edge of rd	16	11
77+83	14" corr 39' long	19	19 pvt drive
77+60	pvt drive	22.2	16" corr 20' long
77+50	edge of rd	12	9
77+39		17.4	X-Rd sign
77+00	edge of rd	14	8
76+54	reflector sign	27.4	
76+50	edge rd	16	7
76+00	" "	16	8
75+73	gravel Road	31	
75+62.53	edge r.d.	16	7
75+00	edge of Rd	15	7
73+85.57	edge of road	16	6
73+50	" "	17	6
73+00	" "	16	7
72+70	cul Xs Rd	38	31
72+50	edge of Rd	15	5
72+00		15	7
71+90	slow sign	20	
71+50	edge of Rd	14	8

L

R

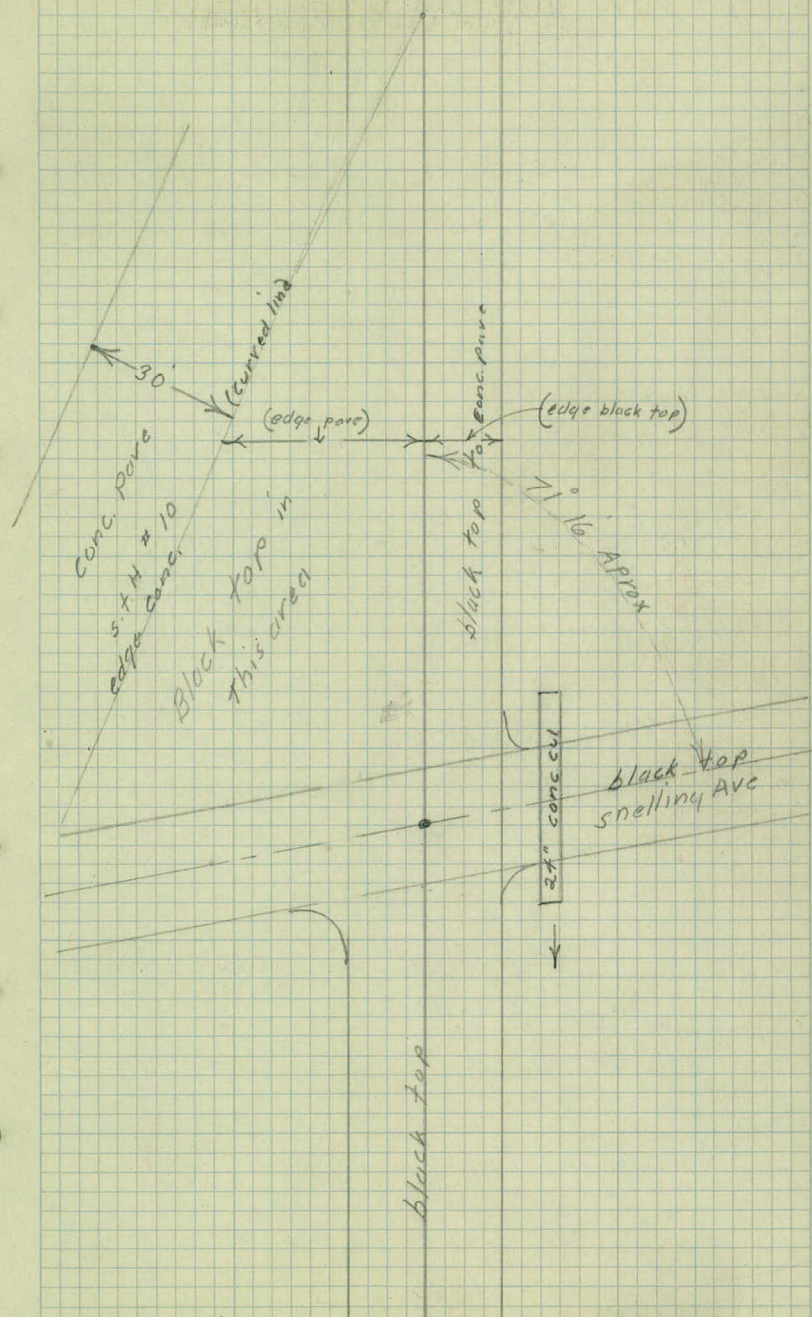


black top surface



82+44.60 $\nless$ intersects edge conc.

82+31	18.3	pass with curve sign
82+20 edge pare	6.5	9. edge black top
82+00 edge pare	13.0	9.3 edge black top
81+84	15.6	stop sign
81+80 edge pare	22.1	10 edge black top
81+60 edge pare	32.1	10 " " "
81+40 edge pare	43.8	10 " " "
81+28	28.5	stop sign
1+25	22.3	end culvert
81+20 to edge pare	60.9	edge black
80+94.63	intx of center lines	
80+79 w. edge black top		
80+69	24.2	begin conc. culvert



Finished Oct 11 1939

County Road "E" (no-6)
from
Lexington Ave.
to
RICE Street

1

Oct 12 1939

K-H. Duff

Rod-J. Sommers

"-G. Dalen

"-Wm. Roth

station pt. Lt Rt

20+55.79 P.O.T.

277.68

17+78.11 P.I.

$1^{\circ} 23' 30''$

886.16

3+91.95 P.I.

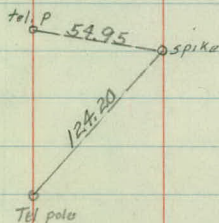
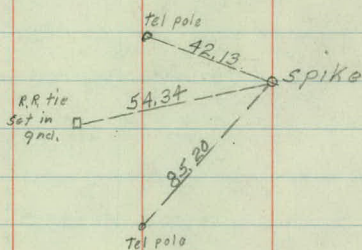
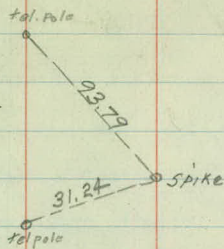
$0^{\circ} 46'$

891.95

0+00

N.W. cor sec 35

$\pm 30^{\circ} N R 23^{\circ} W$



See notes on Lexington
for ties and angles

Lexington Ave

Station	Pt	Lt	Rt
---------	----	----	----

37+35.94	P. I.		
----------	-------	--	--

			79° 57' 00"
--	--	--	-------------

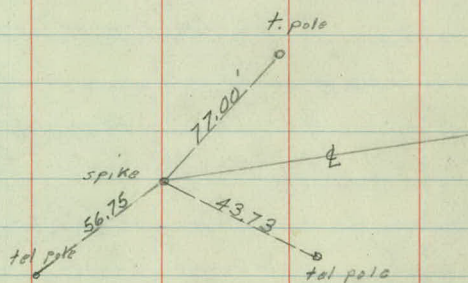
157.56

35+84.38	P. I.	80° 31' 30"	
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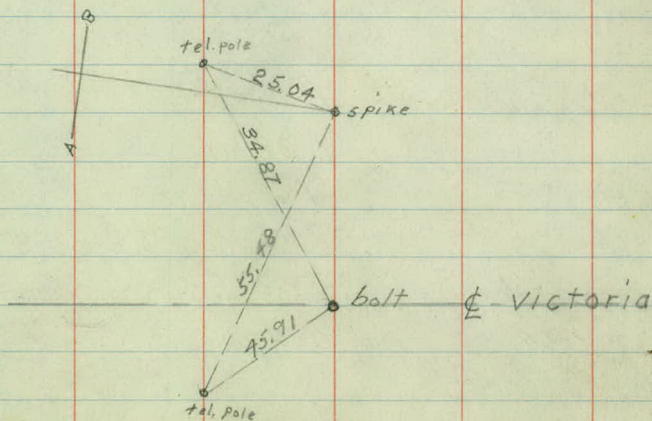
10.51

35+73.87	P. O. T.		
----------	----------	--	--

1518.08



A — B



Station Pt Lt Rt

82

~~49+46.82~~

~~49+46.17~~

P.T.

1° 45' 00"

49+00

1° 31' 03"

46.56

48+50

1° 16' 03"

48+00

1° 01' 03"

47+71.54

P.I.

$\Delta = 3^\circ 30' L$

47+50

0° 46' 03"

$T = 175.04$ ~~175.05~~

47+00

0° 31' 03"

$R = 5729.10$ ~~65~~

46+50

0° 16' 03"

$L = 349.99$ ~~350.33~~

~~45+96.49~~

~~45+96.50~~

P.C.

0° 00' 00"

53.50

$D = 1^\circ Lt$

31.54

~~45+65.01~~

~~45+64.96~~

P.T.

0° 53' 00"

45+50

0° 48' 30"

45+00

0° 33' 30"

44+76.69

P.I.

(1° 46')

$\Delta = 1^\circ 46' Rt$

44+50

0° 18' 30"

$T = 88.35$ ✓

44+00

11.66

0° 03' 30"

$R = 5730.21$

5729.65

43+88.34

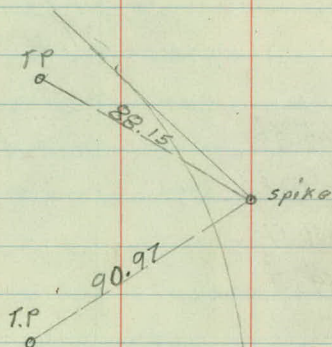
P.C.

0° 00' 00"

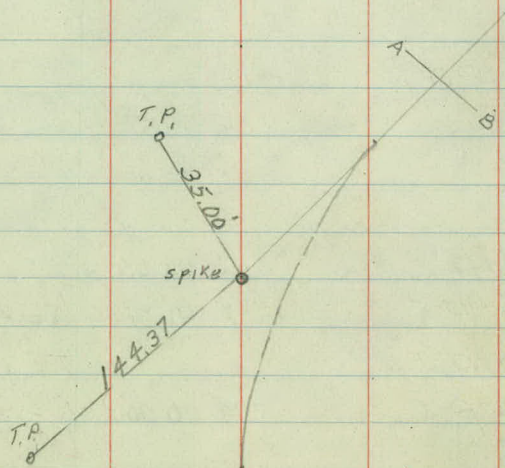
$L = 176.62$ ~~176.67~~

$D = 1^\circ Rt$

652.40



A — B



Station	Pt	Lt	Rt
---------	----	----	----

57+55.34	P.T.	3° 02' 30"	
----------	------	------------	--

57+50		2° 59' 17"	
-------	--	------------	--

57+00		2° 29' 17"	
-------	--	------------	--

56+50		1° 59' 17"	
-------	--	------------	--

56+03.41	P.I.		
----------	------	--	--

56+00		1° 29' 17"	
-------	--	------------	--

55+50		0° 59' 17"	
-------	--	------------	--

55+00		0° 29' 17"	
-------	--	------------	--

54+51.18	P.C.	0° 00' 00"	
----------	------	------------	--

53+95.16	P.O.T.		
----------	--------	--	--

377.62

50+17.54	P.C.	2° 02' 00"	
----------	------	------------	--

50+00		1° 30' 01"	
-------	--	------------	--

49+83.67	P.I.		
----------	------	--	--

49+49.76	P.C.	0° 00' 00"	
----------	------	------------	--

3.29

3.29

$\Delta = 6^{\circ} 05' L$

$T = 152.23 \checkmark$

$R = 2864.86$ 2864.93

$D = 2^{\circ} Lt$

$L = 304.16 \checkmark$

$\Delta = 4^{\circ} 04' R$

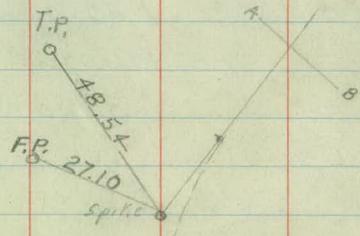
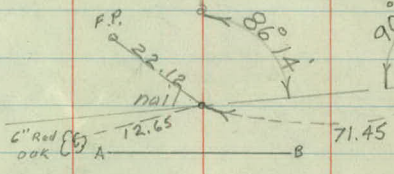
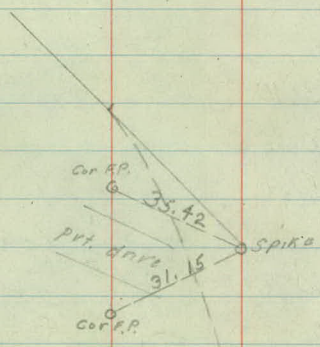
$T = 33.91 \checkmark$

$R = 954.96$ 955.37

$L = 67.78 \checkmark$

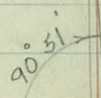
$D = 6^{\circ} Rt$

W $\frac{1}{4}$ Cor sec 25
 T30N R23W
 granite mon



section line to $\frac{1}{4}$ Cor sec 25
 T30N R23W
 500 R R double track

S.W. Cor
 sec #25
 T30N R23W
 granite mon



Station Pt Lt Rt

~~66+60.02~~

~~66+60.00~~ P.T. $0^{\circ}53'30''$

66+50 $0^{\circ}50'30''$

66+00 $0^{\circ}35'30''$

65+70.87 P.I.

65+50 $0^{\circ}20'30''$

65+00 $0^{\circ}05'30''$ 18.31

64+81.69 P.C. $0^{\circ}00'00''$

$\Delta = 1^{\circ}47' L$

$T = 89.18 \checkmark$

$R = \frac{5729.65}{178.31}$

$D = 1^{\circ} L +$

$L = 178.31 / 178.33$

178.31

565.77

~~59+15.87~~

~~59+15.92~~ P.C.

59+00 $1^{\circ}30'30''$

58+50 $1^{\circ}20'58''$

58+40.49 P.I. $0^{\circ}50'58''$

58+00 $0^{\circ}20'58''$

57+65.04 P.C. $0^{\circ}00'00''$

$\Delta = 3^{\circ}01' R$

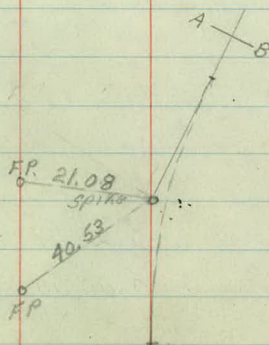
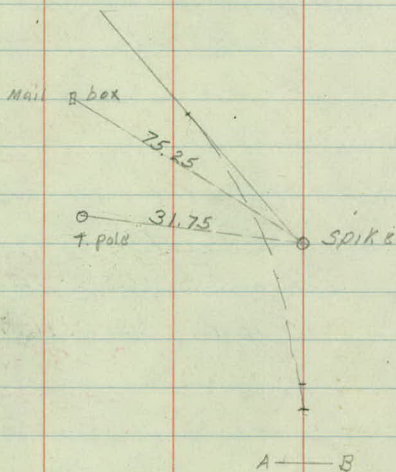
$T = 75.45 \checkmark$

$R = \frac{2864.93}{150.88}$

$D = 2^{\circ} R +$

$L = 150.88 / 150.83$

9.70



Station P_t L_t R_t

34+34.10 P.T. $34^{\circ}27'30''$

34+00 $21^{\circ}10'04''$

33+97.35 P.I. $\Delta = 68^{\circ}55' R_t$

33+50 $0^{\circ}35'24''$ $T = \cancel{48.81} 48.95$

33+48.54 P.C.C. $8^{\circ}08'30''$ $R = \cancel{71.13} 71.34$

33+00 $6^{\circ}12'09''$ $D = 89^{\circ} R_t$

32+50 $4^{\circ}12'13''$ $L = \cancel{85.56} 77.43$

32+47.39 P.I. $\Delta = 16^{\circ}17' R_t$

32+00 $2^{\circ}12'17''$ $T = \cancel{102.54} 102.52$

31+50 $0^{\circ}12'21''$ $R = \cancel{716.75} 716.78$

31+44.85 P.C. $0^{\circ}00'00''$ $D = 8^{\circ} R_t$
 $L = \cancel{244.15} 243.54$

30+31.57 P.O.T. No and so $\frac{1}{4}$ line crosses $\frac{1}{4}$ road

30+00 $2^{\circ}19'00''$

30+00 $1^{\circ}51'27''$

30+00 $1^{\circ}21'27''$

30+00 $\Delta = 4^{\circ}38' R$

30+00 $T = 115.91$

30+00 $R = \cancel{2865.12} 2864.93$

30+00 $D = 2^{\circ} R_t$

30+00 $L = \cancel{231.58} 231.66$

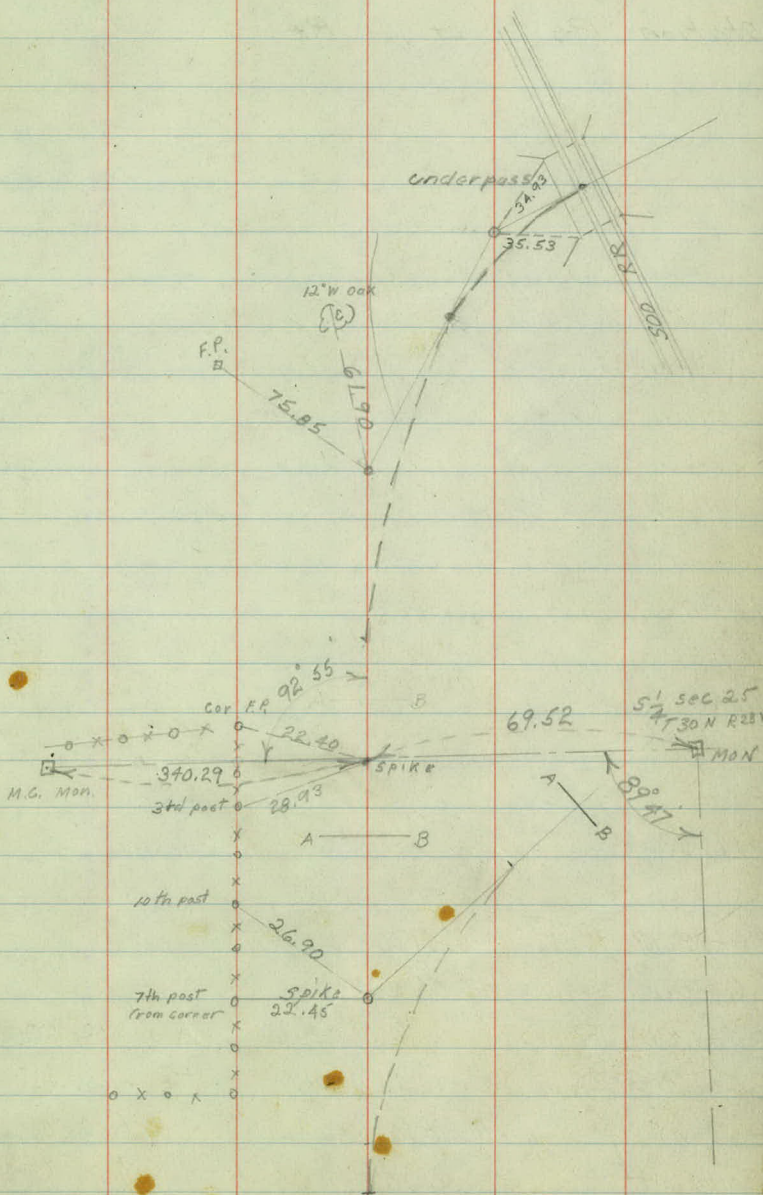
30+00 P.C.

30+00

30+00

30+00

"E"-7



Station	Pt.	Lt	Rt
---------	-----	----	----

86+13.99	P.T.	46° 41' 00"	12.41
86+00		43° 07' 35"	

85+57.09	P.I.		
85+50		28° 38' 55"	
85+00		14° 10' 15"	48.96

84+51.04	P.C.	0° 00' 00"	
----------	------	------------	--

$\Delta = 93^{\circ} 22'$ L

$T = 106.05$

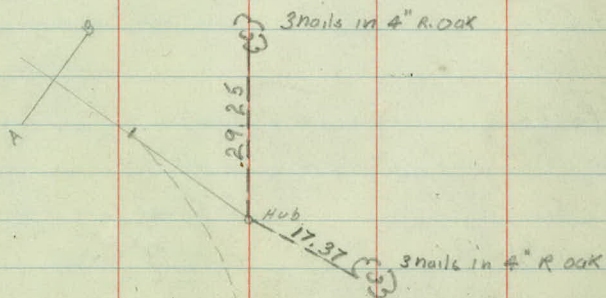
$R = 100.00$ ✓

$D = 60^{\circ}$ Lt

$L = \cancel{162.9} = 155.61$

16.94

"E-8"



Station	Pt	Lt	Rt
---------	----	----	----

95+91.19	P.T.		$44^{\circ} 22' 30''$
----------	------	--	-----------------------

95+50			$41^{\circ} 43' 43''$
-------	--	--	-----------------------

95+00			$38^{\circ} 29' 02''$
-------	--	--	-----------------------

94+50			$35^{\circ} 14' 11''$
-------	--	--	-----------------------

94+00			$31^{\circ} 59' 31''$
-------	--	--	-----------------------

93+50			$28^{\circ} 44' 50''$
-------	--	--	-----------------------

93+39.17	P.I.		
----------	------	--	--

93+00			$25^{\circ} 30' 09''$
-------	--	--	-----------------------

92+50			$22^{\circ} 15' 28''$
-------	--	--	-----------------------

92+00			$19^{\circ} 00' 47''$
-------	--	--	-----------------------

91+50			$15^{\circ} 46' 06''$
-------	--	--	-----------------------

91+00			$12^{\circ} 31' 25''$
-------	--	--	-----------------------

90+50			$9^{\circ} 16' 44''$
-------	--	--	----------------------

90+00			$6^{\circ} 02' 03''$
-------	--	--	----------------------

89+50			$2^{\circ} 47' 22''$
-------	--	--	----------------------

89+07.01	P.C.		
----------	------	--	--

			$0^{\circ} 00' 00''$
--	--	--	----------------------

$\Delta = 88^{\circ} 45' R$

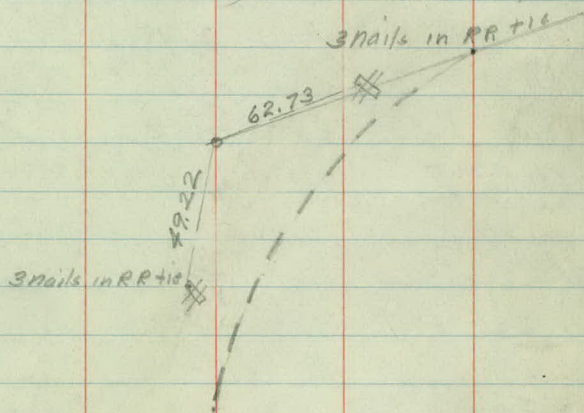
$T = 432.16 \checkmark$

$R = 441.68 \checkmark$

$D = 13^{\circ} R+$

$L = \cancel{684.18} 682.69$

293.02



Station Pt Lt Rt

103+52.29 P.T.

103+50

103+11.53 P.I

103+00

102+66.82 P.C.

14.28

102+52.54 P.T.

102+50

102+00

101+97.46 P.I.

101+50

101+00

100+95.69 P.C.

504.50

1.79

33.18

20° 46' 00"

20° 19' 50"

8° 05' 20"

0° 00' 00"

46° 27' 30"

46° 13' 06"

31° 14' 16"

16° 15' 26"

1° 16' 36"

0° 00' 00"

L = ~~85.47~~ 83.01

D = 50° 02'

Δ = 41° 32' R

T = ~~44.71~~

R = ~~147.91~~

44.84

118.24-24

Δ = 92° 55' L

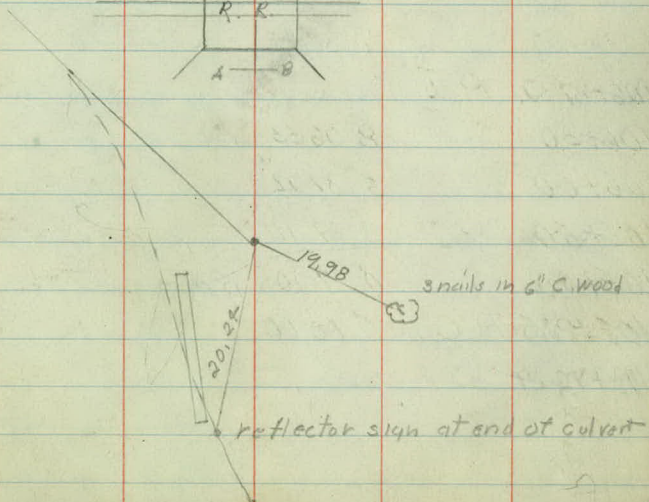
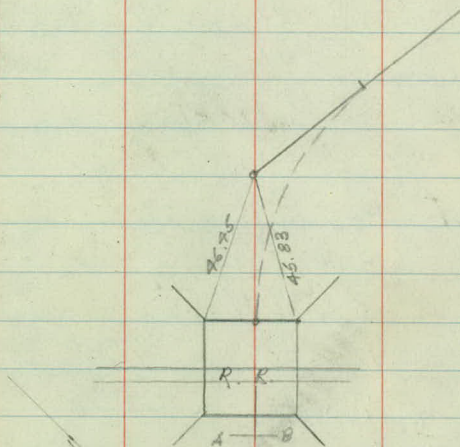
T = ~~101.77~~ 102.14

R = ~~96.72~~

L = ~~156.55~~ 149.87

D = 62° Lt

97.08



Station	Pt	Lt	Rt
---------	----	----	----

108+72.03	P.T.	19° 12' 00"	
-----------	------	-------------	--

108+50		18° 06' 17"	
--------	--	-------------	--

108+00		15° 36' 26"	
--------	--	-------------	--

107+50		13° 06' 35"	
--------	--	-------------	--

107+00		10° 36' 44"	
--------	--	-------------	--

106+87.32	P.I.		
-----------	------	--	--

106+50		8° 06' 53"	
--------	--	------------	--

106+00		5° 37' 02"	
--------	--	------------	--

105+50		3° 07' 11"	
--------	--	------------	--

105+00		0° 37' 20"	12.46
--------	--	------------	-------

104+87.54	P.C.	0° 00' 00"	
-----------	------	------------	--

$\Delta = 38^\circ 24' 1$

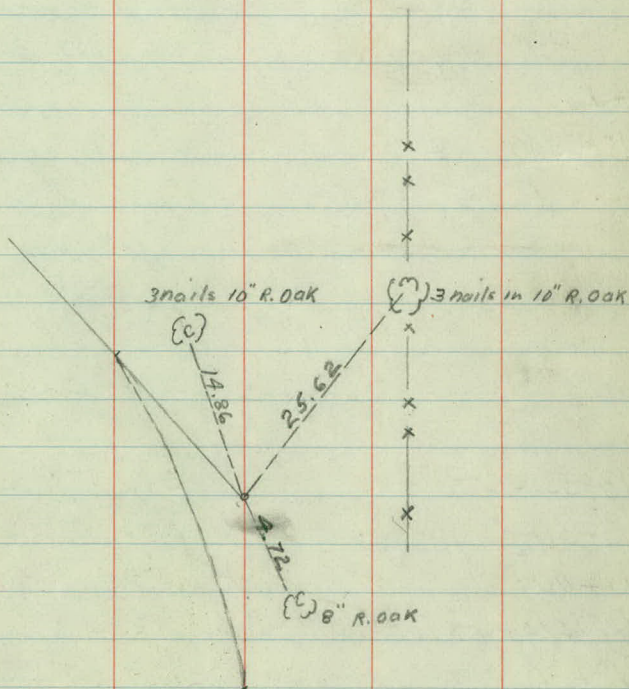
$T = 199.78 \checkmark$

$R = 573.69 \checkmark$

$L = \cancel{384.00} 384.00$

$D = 10^\circ Lt$

135.25



Station	Pt.	Lt	Rt
---------	-----	----	----

15+23.40	£	Rice street, End of Survey	
----------	---	----------------------------	--

169.95-

13+53.45	P.T.		
----------	------	--	--

3.36	13° 06' 00"
------	-------------

13+50	
-------	--

12° 50' 59"

$D = 15^\circ \text{ Rt.}$

13+00	
-------	--

9° 06' 28"

$L = 17516$ ^{174.67}
174.67

12+67.43	P.I.		
----------	------	--	--

$\Delta = 26^\circ 12' \text{ R}$

12+50	
-------	--

5° 21' 57"

$T = 89.14 \checkmark$

12+00	
-------	--

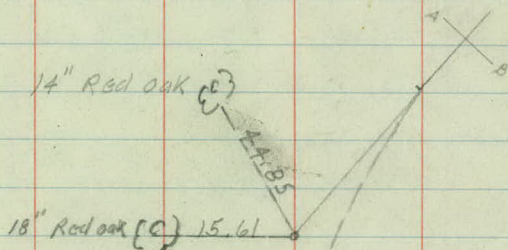
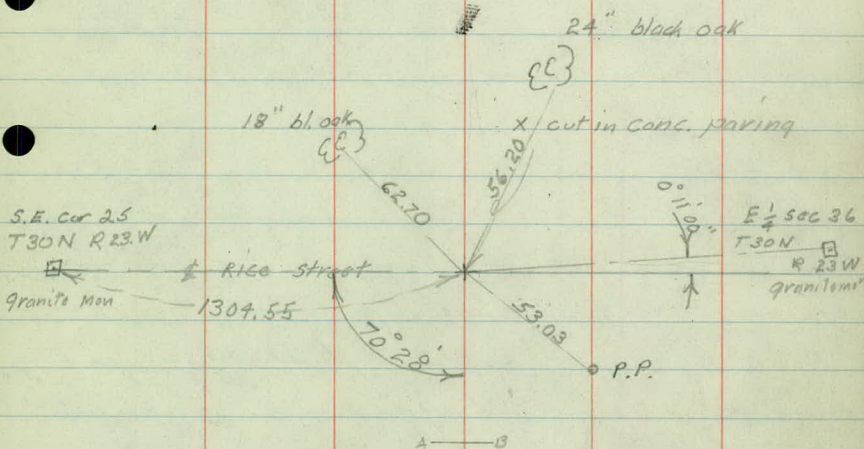
21.71	1° 37' 26"
-------	------------

$R = 383.06 \checkmark$

11+78.29	P.C.		
----------	------	--	--

0° 00' 00"

306.26



Finished - Nov 1, 1939

Harney Duff

Topography
from
Lexington Ave
to
Rice Street
on
County Road "E"

1

gravel from Lexington to Victoria
gravel from Victoria to station 84+50
black top from 84+50 to Rice

Oct. 25, 1939

K - Duff

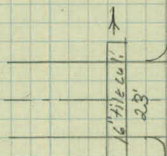
Rod - Sommers

" - Dalen

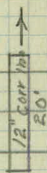
" - Roth

	Lt	Rt
34+00 edge rd	12	10
33+25		14.8 R.R. and X-Rd sign
32+00 edge rd	11	12
31+66		15.7 S curve sign
30+55 cul X's rd	28	22
30+00 edge rd	12	11
28+00 " "	12	12
26+00 " "	12	11
24+00 " "	12	11
23+43 prt drive	52	
22+00 edge Rd	11	12
20+00 " "	10	12
18+00 edge rd	10	13
17+78.11 so. rail so. track	58.9	
17+23 cul X's Rd	33	47
16+00 edge rd	11	13
15+00 s rail s. RR tr	64.8	
14+00 edge rd	11	12
12+00 " "	12	12
10+00 " "	11	11
8+91.95 edge rd.	11	14
8+00 edge rd	11	12
6+00 edge rd	12	12
4+84		20.7 prt drive
4+00 edge road	12	11
3+59 X-Rd sign	19.4	
2+00 edge rd	14	11
1+09 end guard posts	26	
1+00		
0+63 stop sign (beginng. posts	25.4	
0+13.6 E. edge conc. pave		
0+00		

24" Corr Iron →
50'



12" Corr Iron →
80'



⊕ 10 posts



conc para

48+00	edge rd	$\frac{1}{4}$	$\frac{R}{13}$
47+50	" "	4	12
47+00	" "	6	11
46+50	" "	6	11
45+96.50	" "	6	12
45+64.96	" "	6	11
45+50	" "	6	11
45+00	" "	5	12
44+50	" "	5	13
44+00	" "	5	12
43+88.34	" "	5	12
42+00	edge rd	3	13
41+12	S-curve sign	15.4	
40+98X	Rd sign	11.4	
40+00	edge of road	7	15
39+70	RR Xing sign	14.9	
38+61	cul x's Rd	23	28
38+00	edge rd.	10	13

35+32

36.1 street sign

		L+	R+
65+00	edge rd	9	8
64+81.69	" "	10	9
64+00	" "	8	11
63+00	" "	7	12
62+00	" "	5	13
61+00	" "	5	13
60+00	" "	4	12
59+36	Cattle Xing sign	10.8	
59+15.92	edge rd	5	11
59+00	" "	6	13
58+50	" "	5	11
58+00	" "	5	13
57+66.04	" "	5	13
57+55.34	" "	6	11
57+50	" "	6	11
57+00	" "	6	11
56+50	" "	6	10
56+08	pvt drive		
56+00	edge of rd		
56+00	" "	6	10
55+50	" "	5	10
55+00	" "	4	11
54+51.18	" "	4	12
54+00	" "	4	13
53+00	" "	5	13
52+32	" "		200 Cattle Xing sign
52+00	" "	4	13
51+00	" "	5	13
50+17.54	" "	3	14
50+00	" "	3	15
49+46.47	" "	3	14
49+00	" "	3	13
48+50	" "	4	13

Lt

Rt

E-4

5100.00
5 100.00
- 82.40



Lt Rt

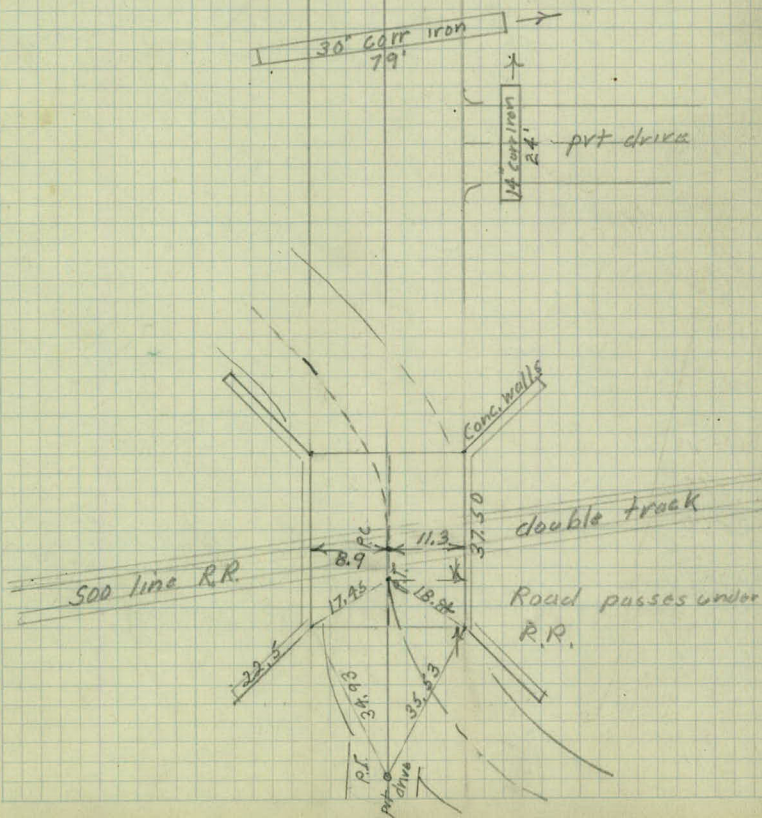
83+48.54 edge rd	12	8
83+00 " "	13	5
82+50 " "	13	6
82+00 " "	12	6
81+50 " "	12	6
81+00 " "	12	6
80+00 " "	10	8
79+00 " "	6	11
78+00 " "	6	12
77+00 " "	7	11
76+00 " "	8	10
75+00 " "	9	9
74+45.92 edge rd	9	9
74+35 prt drive	9	9
74+00 " "	9	9
73+50 " "	9	9
73+00 " "	9	9
72+50 " "	9	9
72+00 " "	8	11
71+72 cul xs rd	21	29
71+00 edge rd	5	12
70+00 " "	3	14
69+00 " "	3	13
68+00 " "	6	11
67+00 prt drive		
66+60.00 edge Rd.	8	8
66+50 " "	8	8
66+00 " "	9	8
65+50 " "	9	8

← prt drive

← 1/8" corr iron cul
50'

← prt. drive

95+00	8	12	
94+50	7	12	
94+00	8	11	
93+50	10	10	
93+00	11	9	
92+50	12	7	
92+00	prt drive	12	8
91+50	11	8	
91+00	10	11	
90+50	7	11	
90+00	6	12	
89+50	7	10	
89+00	9	10	
88+00	11	8	
87+00	10	8	
86+40	Culvert Xs Rd	36.2	42.6
86+13.99		15	5
86+00	17	2	
85+95		38	prt drive
85+60	15	5	
85+43		25	reflect or sign
85+00	10	10	
84+51+04	P.C.		
84+34.10	= P.T.		
84+00	edge rd	90	9



L+

R+

103+52.29 edge rd	7	12.10
103+00 " "	5	12
102+84 relocator sign	17	
102+66.62 edge rd	6	7
102+52.54 " "	7	6
102+00 " "	13	4
101+50 " "	17	3
100+93.69 " "	16	3
100+00 " "	13	6
99+00 " "	14	6
98+05 " "		15.4 Curve sign
98+00 " "	13	6
97+13 Curve sign	22.8	
97+00 Edge rd	12	7
95+91.19 " "	8	11
95+50 " "	8	11
95+00	8	11

L+ R+

115+11 edge conc. pave

115+00 Cul Xsr Road 18 34

115+00 Edge rd 16 27

114+90 street sign 19.1 28.6 stop sign

114+00 edge rd 10 10

113+53.35 " " 8 12

113+00 " " 7 13

112+50 " " 6 12

112+50 prt drive

112+19 21.2 X Rd. sign

112+00 edge rd 8 12

111+78.29 " " 9 11

111+00 " " 9 10

110+00 " " 8 11

109+00 " " 10 8

108+72.03 edge rd 12 6

108+50 " " 13 5

108+00 " " 14 6

107+50 " " 11 8

107+26 winding rd sign 16.9

107+00 edge rd 7 13

106+72 prt drive

106+50 edge rd 5 15

106+00 325 reflector

106+00 edge rd 5 15

105+50 " " 8 12

105+00 " " 12 9

104+00 edge rd 11 9

RICE STREET (CONG. PAVE)

24'

12" CORRUG
52'

prt drive

Lt

Rt

Finished Nov. 1 1939

Harvey Duff

ALIGNMENT
OF
VADNAIS BLVD.
FROM
RICE STREET
TO
CENTERVILLE ROAD

1

(B)

NOV-1-1939

π - H. Duff

Rod - J. Sommers

" - G. Dalem

" - Wm. Roth

Station	Pt.	Lt	Rt
---------	-----	----	----

6+27.13

~~6+28.18~~ P.T.

18°01'30"

6+00

14°49'37"

~~L = 152.78~~ 136.74

5+52.00 P.I.

D = 23°Rt

5+50

9°06'19"

$\Delta = 36°03' R$

5+00

3°23'01"

$T = \cancel{81.60} 81.61$

~~4+70.40~~ P.C.

0°00'00"

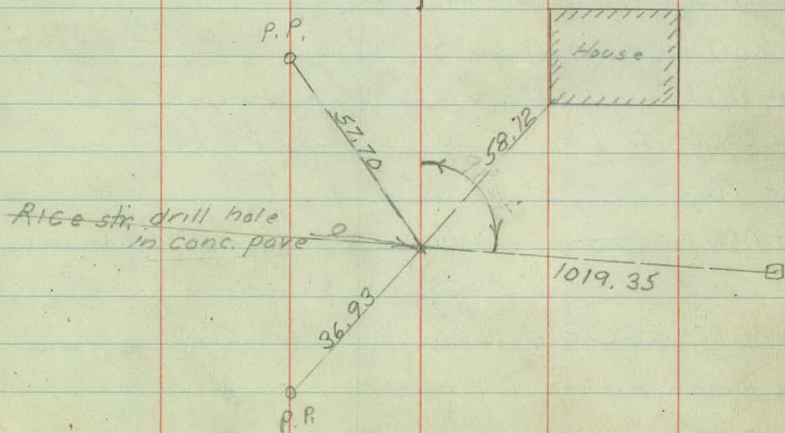
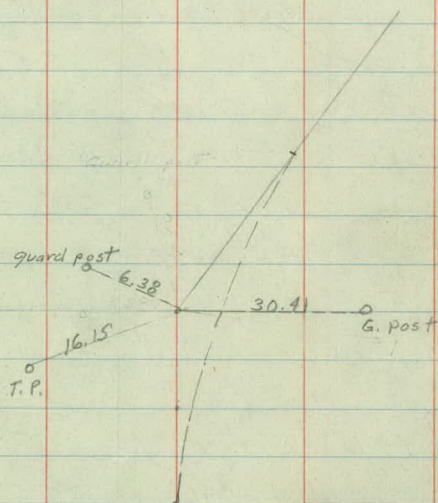
$R = \cancel{250.77} 250.79$

4+70.39

79

470.40

0+00



Station	Pt	Lt	Rt
---------	----	----	----

17+14.05

~~17+14.09~~ P.T. 3° 36' 00"

7+00 3° 27' 34"

16+50 2° 57' 34"

16+00 2° 27' 34"

15+50 1° 57' 34"

15+34.30 P.I.

15+00 1° 27' 34"

14+50 0° 57' 34"

14+00 0° 27' 34" 45.96

~~13+54.04~~ P.C. 0° 00' 00"

13+54.05

336.20
10+16.89

~~10+17.84~~ P.T. 2° 20' 00" 17.62

10+00 2° 15' 40"

9+50 1° 56' 15"

9+00 1° 36' 50"

8+80.19 P.I.

8+50 9° 57' 25"

8+00 5° 58' 00"

7+50 1° 58' 35" -24.78

7+25.22 P.C. 0° 00' 00"

L = ~~260.05~~ 360.00

D = 2° Lt

Δ = 7° 12' L

T = 180.25 ✓

R = ~~2865.15~~ 2864.93

L = ~~292.62~~ 291.67

D = 16° Lt

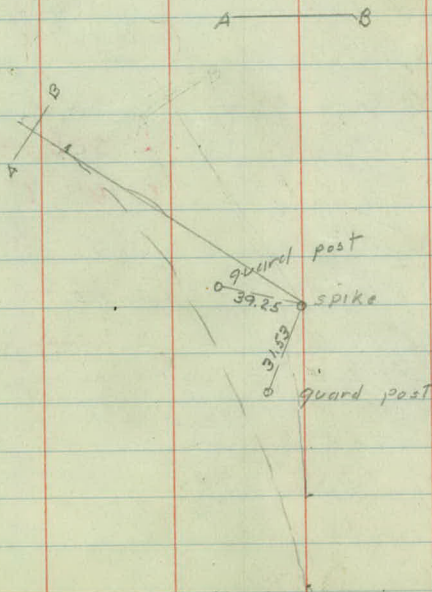
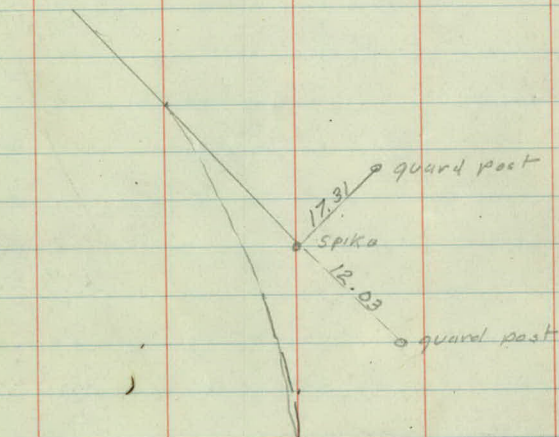
Δ = 46° 40' L

T = 154.97 ✓

R = 359.26 ✓

97.04

30.00



Station Pt. Lt. Rt.

24+28.81

~~24+30.71~~ P.T.

24+00

23+50

23+48.25 P.I.

23+00

~~22+61.19~~ P.C.

22+61.93

21+09.36

~~21+09.43~~ P.T.

21+00

20+50

20+00

19+50.68 P.I.

19+50

19+00

18+50

18+00

~~17+90.61~~

~~17+90.63~~ P.C.

76.54

16° 41' 15"

13° 44' 37"

8° 46' 15"

3° 47' 53"

0° 00' 00"

D=20° Rt

L=~~168.82~~ 166.88

Δ=33° 22' 30" R

T=~~86.46~~ 86.32

R=~~288.41~~ 287.94

6° 22' 30"

6° 11' 15"

5° 11' 15"

4° 11' 15"

3° 11' 15"

2° 11' 15"

1° 11' 15"

0° 11' 15"

0° 00' 00"

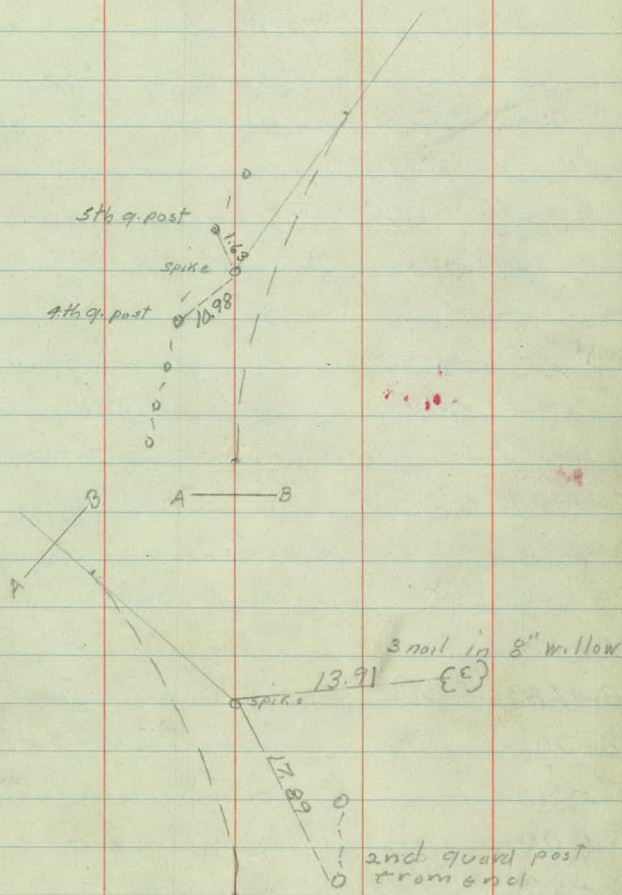
L=~~308.84~~ 318.75

D=4° Lt

Δ=12° 45' L

T=~~160.05~~ 160.07

R=~~1432.61~~ 1432.68



Station	Pt	Lt	Rt
---------	----	----	----

32+00.82	P.O.T.		
----------	--------	--	--

22303

29+76.90

~~29+77.79~~ P.T.

29+50

29+00

28+50

28+17.83 P.I.

28+00

27+50

27+00

26+50

26+36.84

~~26+36.79~~ P.C.

23° 48' 15"

21° 52' 38"

18° 23' 05"

14° 53' 32"

$\Delta = 47^\circ 36' 30''$ R

11° 23' 59" T = ~~181.04~~ 180.99

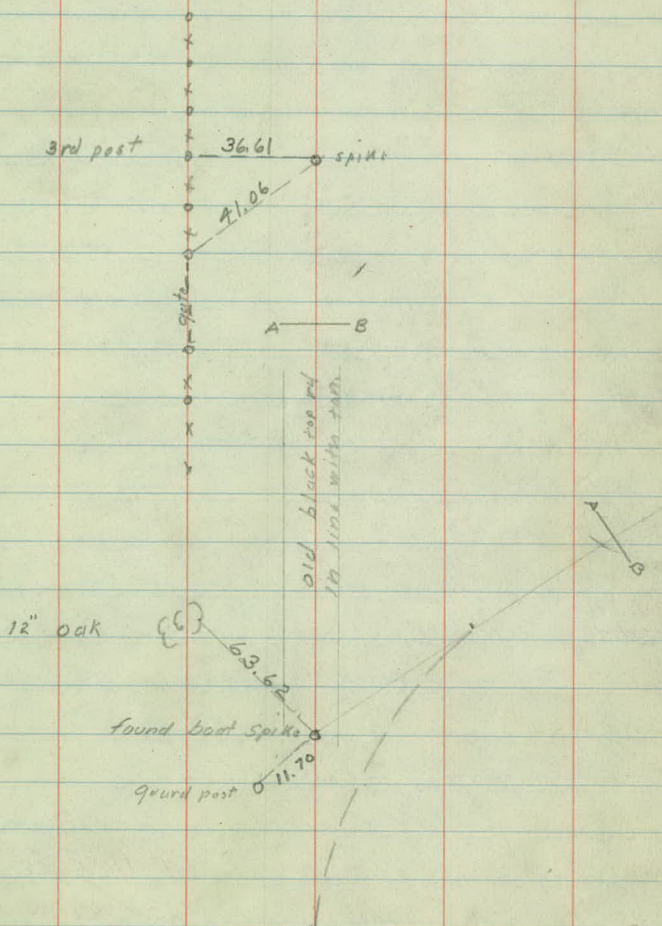
7° 54' 26" R = ~~710.39~~ 410.28

4° 24' 53" D = 14° Rt

0° 55' 20" L = ~~341.0~~ 340.06

0° 00' 00"

20608



station Pr Lt Rt

~~43+47.15~~

~~43+47.14~~

P.T.

9° 53' 45"

43+00

8° 14' 45" 47.11

42+50

6° 29' 40"

42+07.29

P.I.

$\Delta = 19^\circ 47' 30''$ L

42+00

4° 44' 35"

T = ~~142.70~~ 142.88

41+50

2° 59' 30"

R = ~~817.99~~ 819.02

41+00

1° 14' 25" 35.41

D = 7° Lt 282.74

~~40+64.41~~

~~40+64.59~~

P.C.

0° 00' 00"

L = ~~282.55~~ 282.74

300.43

~~37+64.71~~

~~37+64.16~~

P.T.

9° 58' 00"

14.13

37+50

9° 24' 07"

37+00

7° 24' 12"

36+50

5° 24' 17"

36+40.75

P.I.

$\Delta = 19^\circ 56'$ Lt

36+00

3° 24' 22"

T = 125.96 ✓

35+50

1° 24' 27" 35.21

R = 716.79 ✓

35+14.79

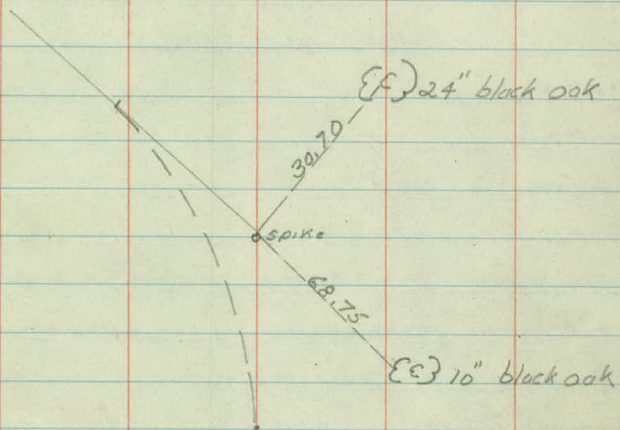
P.C.

0° 00' 00"

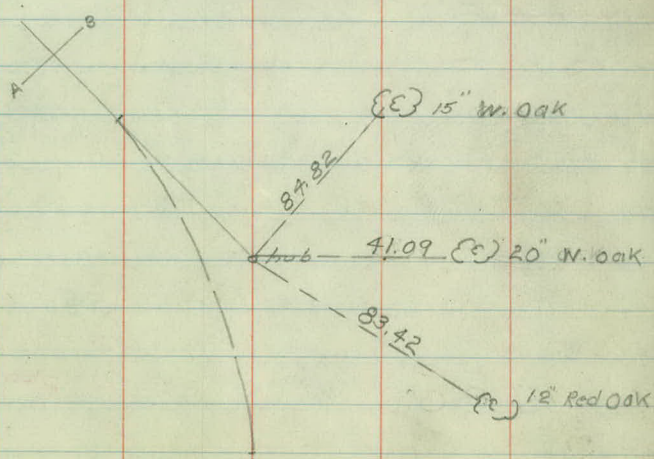
D = 8° Lt

L = ~~249.37~~ 249.92

313.97



A ————— B



Station	Pt	Lr	Rt
---------	----	----	----

~~49+62.87~~

~~49+62.87~~ P.T. $4^{\circ}26'00''$ 12.91

49+50 $4^{\circ}06'38''$

49+00 $2^{\circ}51'39''$

48+74.71 P.I. $\Delta = 8^{\circ}52'$ Lr

48+50 $1^{\circ}36'40''$

$t = \cancel{88.87} 89.21$

48+00 $0^{\circ}21'41''$ 14.46

$R = 1146.28$

47+85.54 P.C. $0^{\circ}00'00''$

$L = \cancel{177.38} 177.33$

$D = 5^{\circ}$ Lt

7.52

~~47+77.43~~

~~47+77.43~~ P.T. 27.89 $19^{\circ}11'30''$

47+50 $17^{\circ}31'16''$

47+00 $14^{\circ}31'31''$

46+50 $11^{\circ}31'46''$

46+24.07 P.I. $\Delta = 38^{\circ}23'$ R

46+00 $8^{\circ}32'01''$ $T = 166.50$ ✓

45+50 $5^{\circ}32'16''$ $R = 478.35$ ✓

45+00 $2^{\circ}32'31''$ $D = 12^{\circ}$ Rt

44+57.57 P.C. $0^{\circ}00'00''$ $L = \cancel{320.45} 319.86$

110.43

12" oak (E)

62.86

found spike here

8" oak (E)

62.45

24" oak (E)

80.20

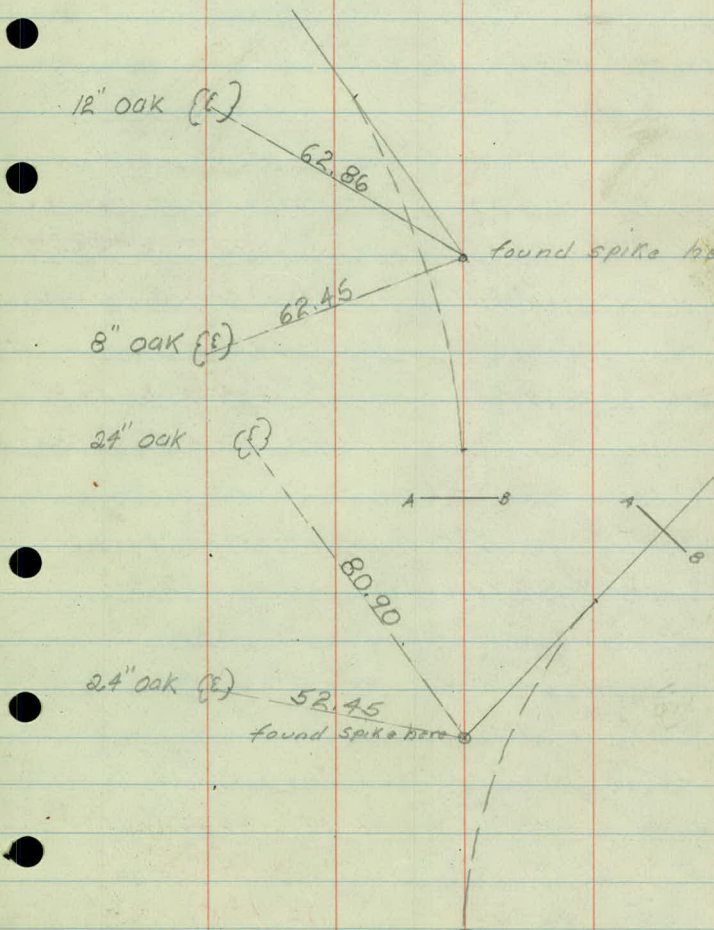
24" oak (E)

52.45

found spike here

A 8

A 8



Station Pt Lt Rt

59+55.89

59+54.88

~~59+56.63~~

P.T.

19° 13' 00"

6.36

153.73

59+50

18° 25' 21"

~~L = 153.62 + 52.72~~

59+00

12° 10' 11"

D = 25° 10' Lt

58+82.68

P.I.

$\Delta = 38^\circ 26'$ Lt

58+50

5° 55' 01"

47.32

T = ~~80.00~~ 80.52

58+02.16

~~58+02.68~~

P.C.

0° 00' 00"

R = ~~229.51~~ 231.01

57+45.22

P.O.T.

Nand S. Sag line crosses & Road

53+93.85

~~53+96.56~~

P.T.

1° 36' 30"

53+50

1° 22' 47"

53+00

1° 08' 01"

52+50

0° 53' 15"

52+33.06

P.I.

$\Delta = 3^\circ 13'$

52+00

0° 38' 29"

T = ~~160.38~~ 160.88

51+50

0° 23' 43"

R = ~~5818.7758~~ 5729.65

51+00

0° 08' 57"

D = 1° 58' 30"

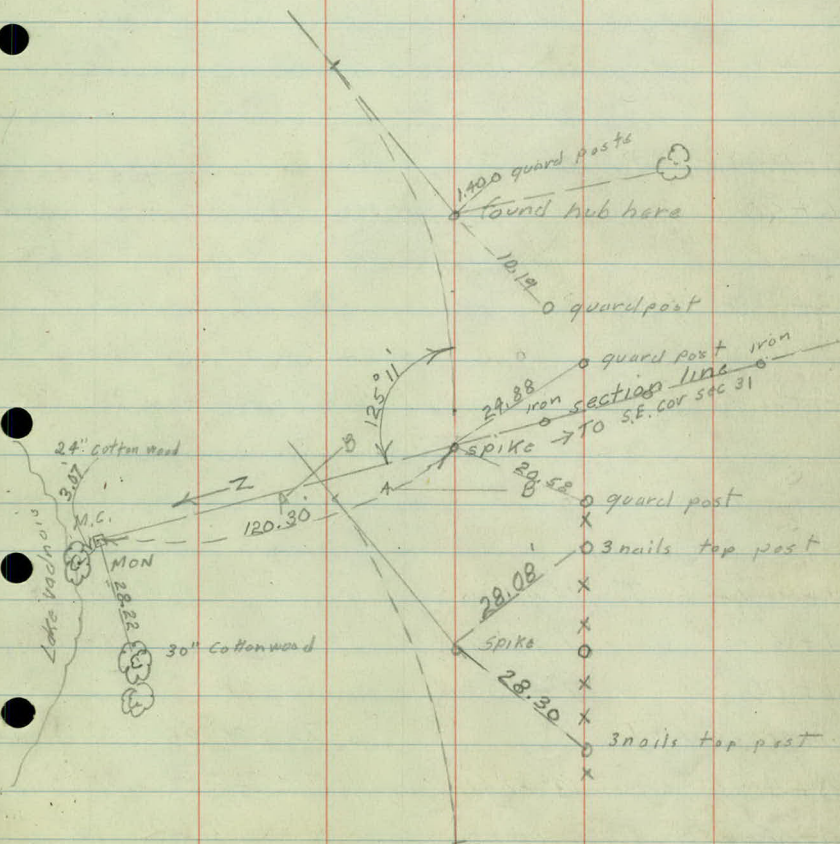
50+72.18

~~50+69.68~~

P.C.

0° 00' 00"

L = ~~326.68~~ 321.62



Station	Pt.	Lt	Rt
---------	-----	----	----

66+16.75

~~66+17.08~~

66+00

65+50

65+39.83

65+00

64+62.17

~~64+61.98~~

P.T.

P.I.

P.C.

6° 11' 00"

5° 30' 14"

3° 30' 36"

38.02 1° 30' 58"

0° 00' 00"

17.04

154.58 ✓

L = ~~155.10~~

D = ~~8° 51' R~~

Δ = 12° 22' R

T = ~~77.85~~ 77.66

R = ~~718.57~~ 716.78

273.94

61+87.35

~~61+88.04~~

61+50

61+00

60+97.32

60+50

60+02.45

~~60+02.36~~

P.T.

P.I.

P.C.

14° 47' 30"

11° 46' 14"

7° 47' 03"

13° 42' 52"

0° 00' 00"

37.91

47.64

80

L = ~~185.68~~ 184.30

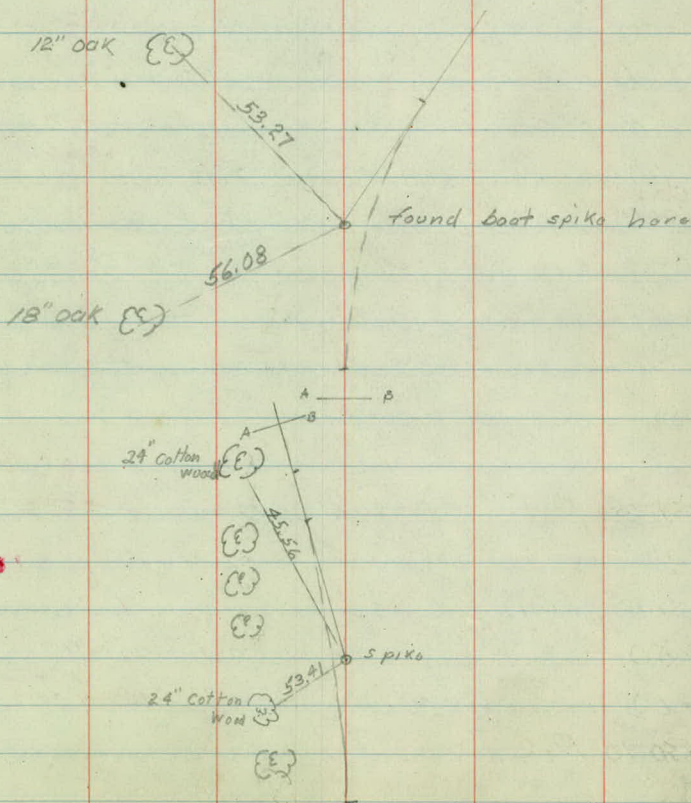
D = 16° Lt

Δ 29° 35' Lt

T = ~~94.96~~ 94.87

R = 359.27

45.73



Station Pr Lt Rt

~~70+47.49~~

~~70+48.32~~

70+00

69+66.68

69+50

69+00

~~68+85.82~~

~~68+87.98~~

P.I.

P.C.

1° 37' 00"

1° 08' 17" 48.36

0° 38' 36"

0° 08' 55" 15.02

0° 00' 00"

$D = 230' Lt$

$L = 163.31 / 161.67$

$\Delta = 3° 14' L$

$T = 81.70 / 80.8$

$R = 2864.93 / 2845.74$

33.73

~~68+51.18~~

~~68+51.25~~

68+00

67+51.38

67+50

67+00

~~66+50.88~~

~~66+50.90~~

P.T.

P.I.

P.C.

5° 30' 30"

4° 06' 00"

2° 43' 30"

1° 21' 00"

0° 00' 00"

200.30

$L = 200.55$

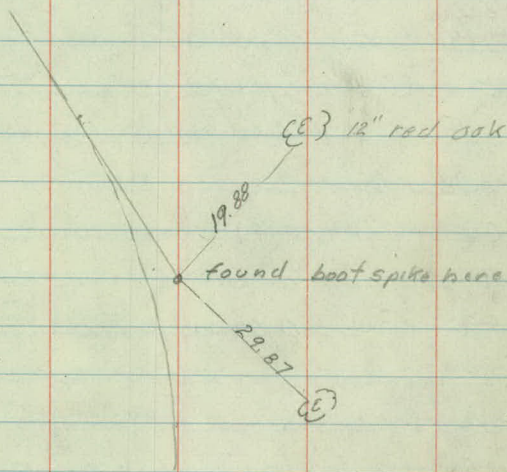
$D = 5° 30' Rt$

$\Delta = 11° 01' Rt$

$T = 100.50$

$R = 1042.14 / 1041.94$

33.82



A — B

A — B

14" oak

(E)

50.82

12" oak

(E)

54.46

Found boat spike here

10" oak

(E)

55.76

Station PT Lt Rt

81+33.03

81+34.46

P.T. 29°02'00"

34.01

223.33

81+00

24°37'58"

L = ~~221.64~~

80+50

18°09'28"

D = 26°

80+33.08

P.I.

Δ = 58°04' Lt

80+00

11°40'58"

T = 123.38

79+50

5°12'28"

40.24

R = ~~221.66~~ 222.27

79+09.70

79+09.76

P.C. 0°00'00"

126.90

74+82.74

74+82.86

P.T.

8°19'00"

74+50

7°24'37"

74+00

6°02'09"

302.42

L = ~~302.55~~

73+50

4°39'41"

D = 5°30' Rt

73+32.66

P.I.

Δ = 16°38' Rt

73+00

3°17'13"

T = 152.34

72+50

1°54'45"

R = 1042.14

72+00

71+80.32

71+80.31

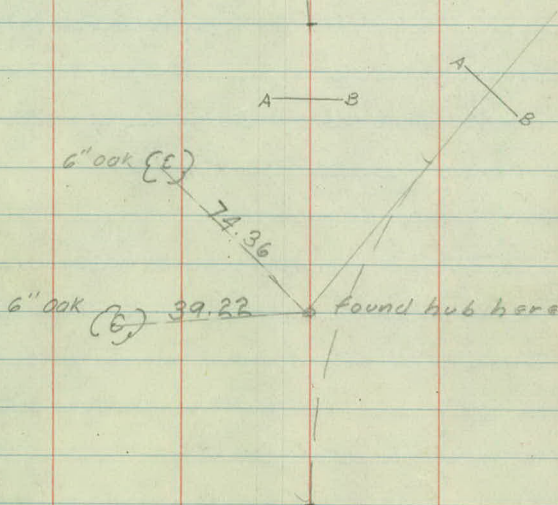
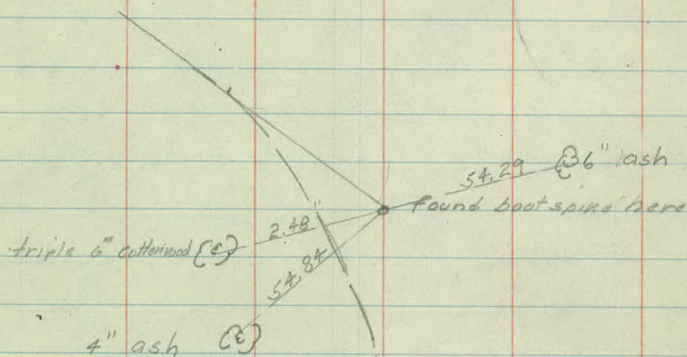
P.C.

19.69

0°32'17"

0°00'00"

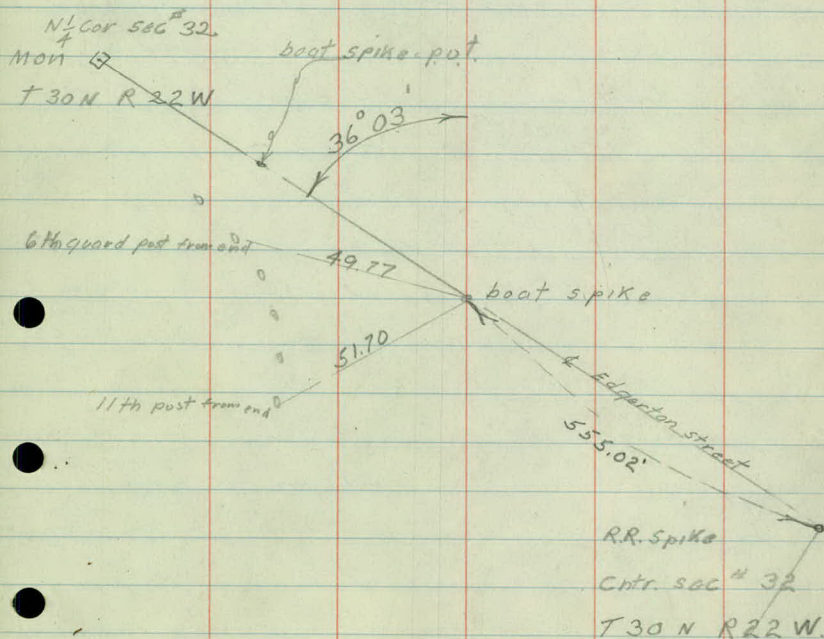
131.99



Station	Pt	Lt	Rt
---------	----	----	----

87+67.87	End of Survey		
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633.47



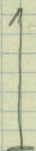
✓

Finished

Nov 15, 1939

Harney Duff
✓

Topography
on
Vadnais Blvd
from
Rice Street
to
Centerville Road



gravel from Rice to station 62+00
black top from 62+00 to Centerville Road

Nov-1-1939

K-H. Duff

Rod- J. Sommers

" - G. Dalen

" - Wm. Roth

	Lt	Rt
11+00 edge Rd	10	11
11+00 begin guard posts	14.2	
10+84 drive		
10+65 end guard posts	14.3	
10+17.84 to guard posts	15.2	14.2
10+17.84 edge rd	12	"
10+00 " "	13	11
9+50 " "	13	10
9+00 " "	13	10
8+50 " "	13	10
8+00 " "	14	10
7+50 " "	13	10
7+25.22 to guard posts	16	13.3
7+25.22 edge rd	11	10
6+28.18 to guard posts	14.3	15.6
6+28.18 edge rd	11	12
6+00 " "	11	12
5+50 " "	10	12
5+00 " "	11	11
4+70.4 edge rd	10	10
4+00 edge rd	10	10
3+61 begin guard posts	15.0	
3+41 Pvt drive	21.5	
3+36		14.4 begin guard posts
3+00	10	10
2+62 X-Rd. sign	19.3	
2+00	10	10
1+09 Pvt. drive	22.2	
1+00 edge Rd.	10	10
0+48 stop sign	18.5	
0+09.5	E edge conc. pave	
0+00		

Lt

Rt

Vad-Bld-2

drive

61 guard posts and cable

4 posts on drive

22'

put drive

20'

Rice street

135 guard posts and cable

24' conc para

	L+	R+
22+61.79 prt drive	10	11 edge rd
22+00 edge rd	12	12
21+94		20.9 prt drive
21+00		20.9 prt drive
21+09.43 edge rd	12	10
21+00 edge rd	12	10
20+60 prt drive		20.4 prt drive
20+50 edge rd	11	11
20+00 edge rd	10	11
19+89 end guard posts	15.3	
19+30 edge rd	12	10
19+45		19.2 end guard posts
19+14		16.0 curve sign
19+00 edge rd	11	10
8+50 edge rd	11	9
17+90.63 to guard posts	14.8	14.2
17+90.63 edge rd	12	10
17+82 cul X's road	26	30
17+14.09 to guard posts	14.3	11.6
17+14.09 edge rd	12	11
17+00 " "	11	10
16+50 " "	11	10
16+00 " "	11	11
15+50 " "	11	10
15+00 " "	11	10
14+50 " "	11	10
14+00 " "	11	10
13+54.04 " "	14	14
13+54.04 " "	11	10
13+00 " "	11	11
12+01 curve sign	18.8	
12+00 edge rd	11	12

L+

R+

Yad. Blvd - 3

prt drive

prt drive

16" corr iron
20'

prt drive

16" corr iron
32'

prt drive

24" corr iron
56'

75" guard/pole and cable

	Lt	Rt
40+00	12	12
39+00	12	13
38+00	13	13
37+64.16	14	13
37+50	15	13
37+00	15	13
36+50	15	12
36+00	15	12
35+50	15	12
35+14.79	14	11
35+00 edge rd	12	12
34+00 " "	12	10
33+00 " "	12	11
32+00 " "	14	11
31+80 black top rd		
31+00 edge rd	13	10
30+00 " "	13	10
29+77.79 " "	13	12
29+50 " "	13	12
29+00 " "	13	13
28+50 " "	13	12
28+00 " "	13	11
27+50 " "	13	11
27+00 " "	13	10
26+50 " "	12	10
26+36.79 edge rd	11	11
26+00 " "	11	11
25+00 " "	11	11
24+75 end guard rail	14.6	
24+30.71 edge rd	11	10
24+00 " "	10	11
23+50 " "	10	11
23+05 beg. guard posts	15	
23+00 edge rd	10	13

LT RT

Vad Bld-4

16 ground posts and cable

		Lt	Rt	
53+14				pvt drive
53+00	Edge rd	12	13	
52+50	" "	12	12	
52+34	Side rd sign	19.0		
52+00	Edge rd	12	12	
51+50	" "	12	12	
51+00	" "	12	13	
50+69.68	" "	13	14	
50+23	" "		27.8	(slow sign) (Loose gravel sign)
50+00	Edge rd	11		
49+62.92	Edge rd	12		
49+50	" "	12		
49+00	" "	12		
48+75	Lake radars sign	17.0		
48+50	edge rd	12	12	
47+85.54	" "	12	12	
47+78.02	Edge rd	11	12	
47+63	Winding Rd. Sign	16.8		
47+50	Edge road	11	12	
47+00	" "	12	12	
46+50	" "	13	13	
46+46			19.0	Cross road sign
46+00	edge road	12	12	
45+50	" "	12	13	
45+00	" "	12	13	
44+57.57	" "	12	13	
44+00	edge rd	13	13	
43+47.14	" "	13	14	
43+00	" "	14	14	
42+50	" "	14	13	
42+00	" "	14	12	
41+50	" "	14	11	
41+00	" "	14	12	
40+64.59	" "	12	12	

Lr

Rr

Yad Blvd - 5

	Lt	Rr
66+38 reflector sign	12.5	
66+17.08 edge rd	11	7
66+00 " "	11	7
65+50 " "	11	9
65+00 " "	10	9
64+61.98 " "	9	10
64+43 curve and gravel sign	16.6	
64+00 edge rd	10	8
63+00 " "	11	8
62+00 " "	11	11 also approx end gravel
61+88.04 edge rd	12	10
61+50 " "	12	11
61+00 " "	12	12
60+50 " "	13	11
60+43 " "		24.3 reflector sign
60+31 " "		15.0 end guard posts
60+02.36 edge rd	11	12
59+50 " "	12	12
59+00 " "	12	11
58+50 " "	12	11
58+33 cul outside ditch	22	
58+02.68 edge rd	13	11
58+00 edge rd	13	11
57+00 " "	12	11
56+00 edge of rd	13	11
55+16		18.1 turn sign
55+00 edge of rd	13	11
54+47 cul x's road	49.5	27.5
54+07		14.2 begin guard posts
54+00 edge rd		
53+76.36 edge rd	12	11
53+50 " "	13	12

LT RT

Vad Blvd - 6

← 12" corr iron

outside placement

Conc. box extension
on iron pipe
about 6' wide

5 ft corr iron cyl

54 posts

80+68		25	15.0 reflector sign
80+50 edge road	15	6	
80+09		19.5	reflector sign
80+00 edge rd	19	3	
79+50 " "	19	5	
79+09.76 " "	15	6	
79+00 " "	14	8	
78+36 begin guard pds	14.3		
78+00 edge rd	12	9	
77+00 edge rd	12	10	
76+51		13.3	curve sign
76+28 cul x's Road	25.2	25.8	
76+00 edge road	12	8	
75+00 " "	11	9	
74+82.86 " "	11	9	
74+50 " "	11	11	
74+00 " "	10	11	
73+91 winding rd sign	16.6		
73+50 edge rd	10	12	
73+00 " "	10	12	
72+50 " "	10	13	
72+00 " "	11	12	
71+80.31 " "	11	12	
71+00 " "	12	10	
70+48.32 " "	11	9	
70+00 " "	12	9	
69+50 " "	15	7	
69+40			pvt drive
69+00 edge rd	15	7	
68+84.98 " "	14	7	
68+51.25 edge rd	13	7	
68+00 " "	11	9	
67+50 " "	92	9	
67+00 " "	10	7	
66+50.90 " "	11	7	

LT

RT

Vad Blvd - 7

guard posts and ends

← 12" corr iron
51'

Lt Rt

87+67.87 edge rd 32.16

87+00 edge rd 18

86+77 street sign 24.0

86+46 Cul^s Road 35.5 28.90

86+33 12.2 begin guard posts

86+00 13 9

85+13 Curve sign 18.7

85+00 Edge rd 12 10

84+00 " " 12 10

83+00 " " 13 11

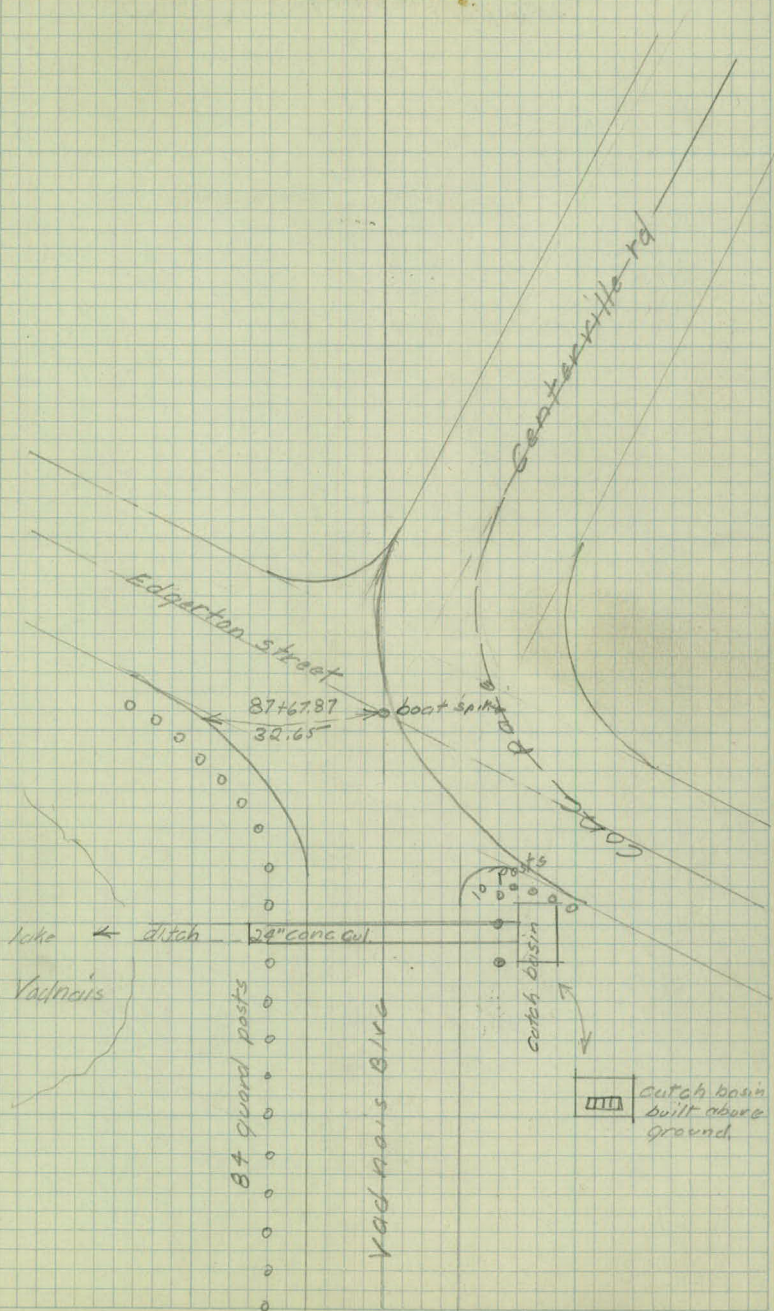
82+00 " " 12 12

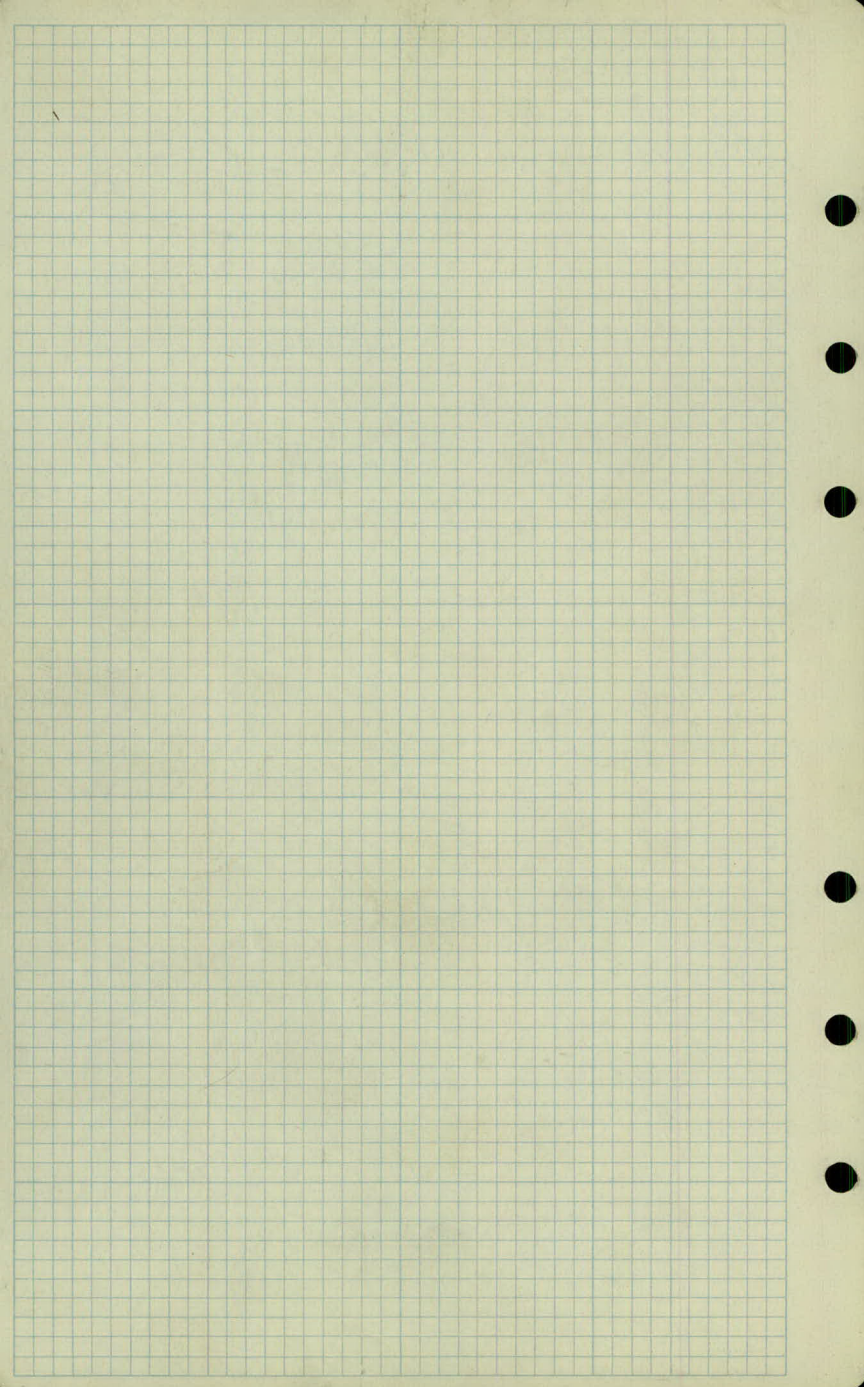
81+34.40 " " 14 11

81+00 " " 13 10

Lt Rt

Vad Blvd - 8





ALIGNMENT
Co. Road "E"
FROM
CENTERVILLE ROAD
TO
WHITE BEAR AVE

1

(L)

Nov 16 1939

π - DUFF

ROD - SOMMERS

" - DALEN

" - ROTH

station Pr Lt Rt

34+21.10 P.I. 0° 02'

S $\frac{1}{4}$ sec 28

T 30 N R 22 W

2657.28

7+63.82 P.I.

0° 01'

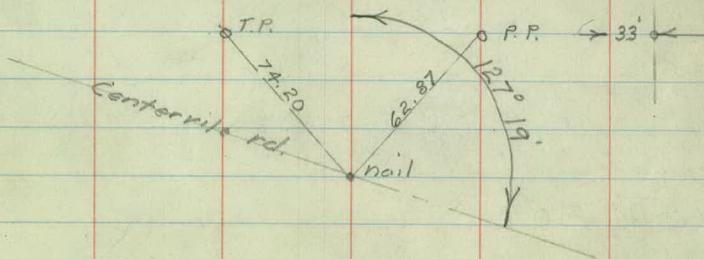
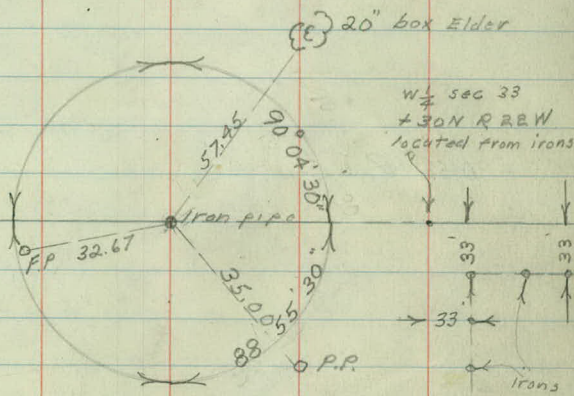
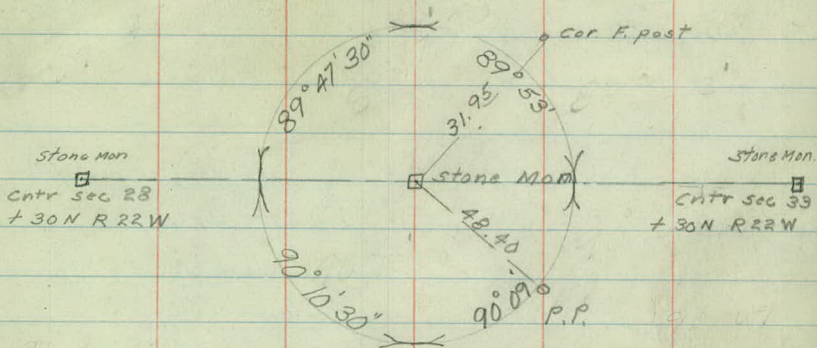
S.W. cor sec #28

T 30 N R 22 W

763.82

0+00 & Centerville Road

"E"-2



Station	Pt	Lt	Rt
---------	----	----	----

87+06.73	P.I.		
----------	------	--	--

87+06.73	P.I.	0° 25'	
----------	------	--------	--

87+06.73	P.I.	0° 25'	S. 1/4 COR SEC #27
----------	------	--------	--------------------

87+06.73	P.I.	0° 25'	T 30 N R 22 W
----------	------	--------	---------------

2626.21

60+80.52	P.I.	0° 02'	
----------	------	--------	--

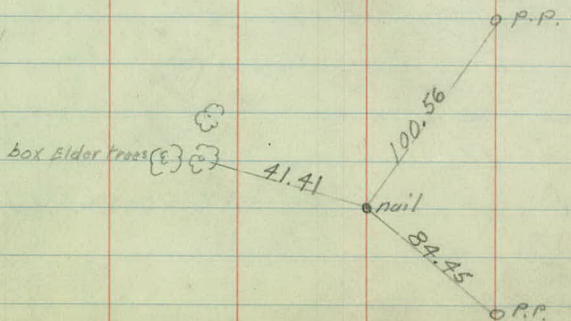
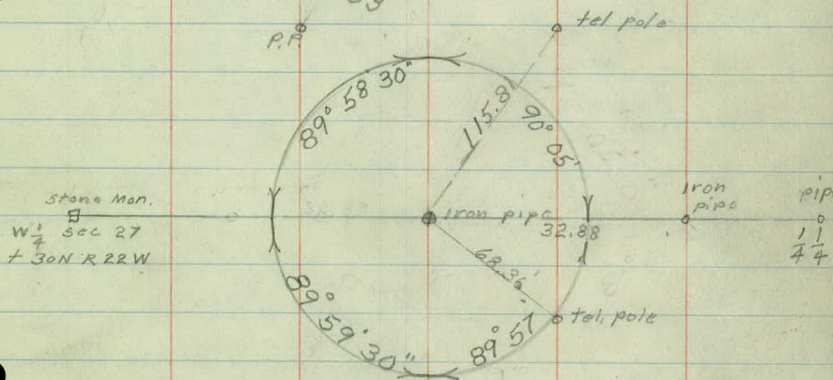
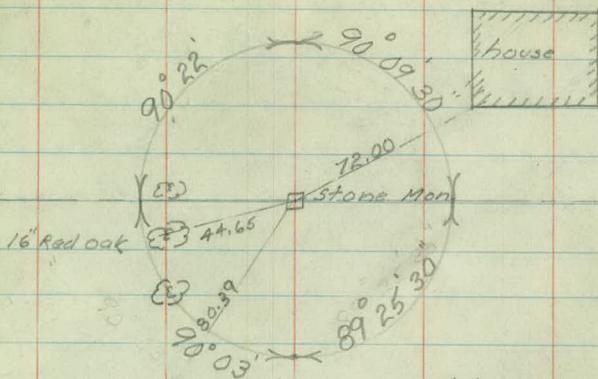
60+80.52	P.I.	0° 02'	S.W. COR SEC #27
----------	------	--------	------------------

60+80.52	P.I.	0° 02'	T 30 N R 22 W
----------	------	--------	---------------

511.72

55+68.80	P.O.T.		
----------	--------	--	--

2147.70



station Pt. Lt Rt

139+95.95

End of survey

$5\frac{1}{7}$ sec # 26

T 30 N R 22 W

2648.36

113+47.59 P. I 0° 26'

S.E. cor sec # 27

T. 30 N, R. 22 W.

2640.86

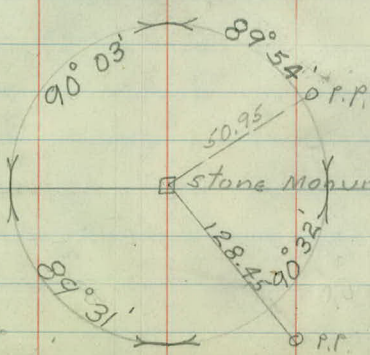
Stone Mon $\square$ S.E. Cor SEC 26
 T 30 N R 22 W

Center sec #26
 T 30 N R 22 W

Center sec 35
 T 30 N R 23 W



Stone Mon $\square$
 W 1/4 Cor SEC #26
 T 30 N R 22 W



Stone Mon $\square$
 W 1/4 SEC 35
 T 30 N R 22 W

Finished Nov 29 1939

Harney Duff

Topography
from
Centerville Road
to
White Bear Ave.
on
County Road "E"

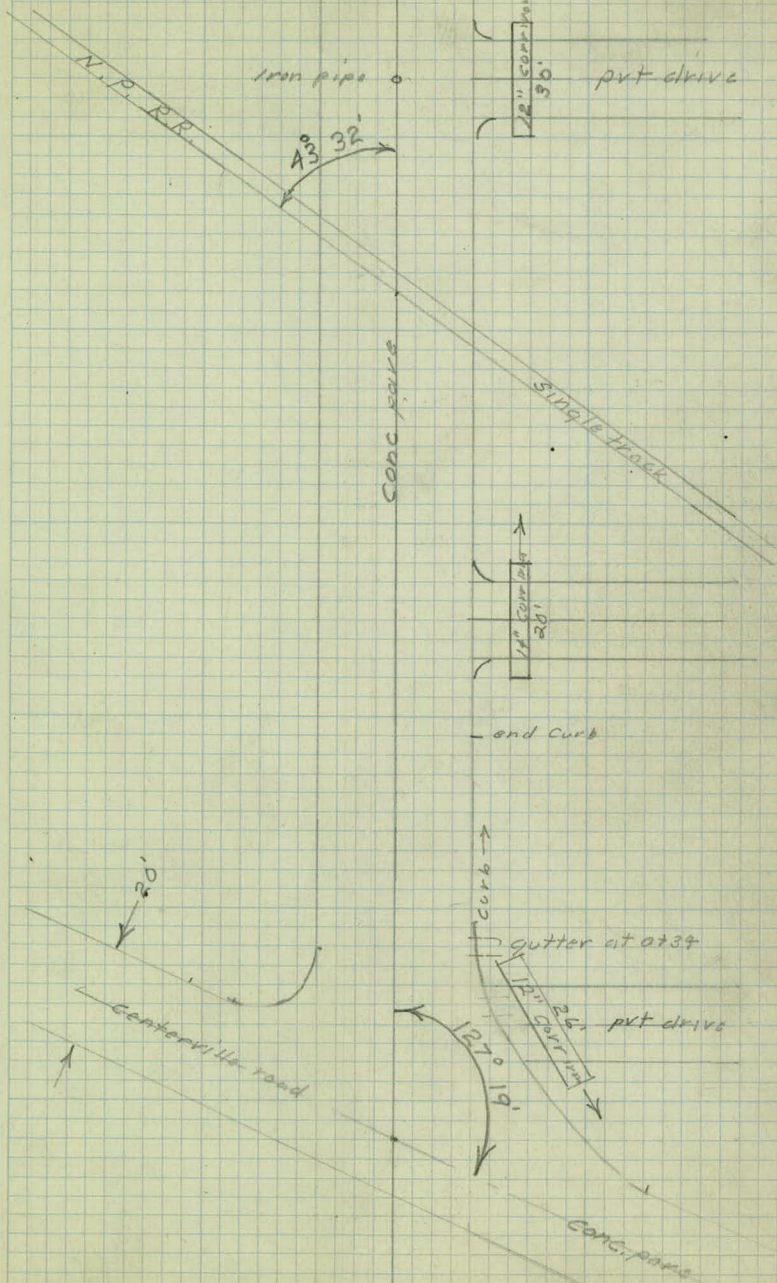
1

all concrete pavement

Nov. 16, 1939

π - H. Duff
Rod - J. Sommers
" - G. Dalen
" - Wm. Roth

	LT	RT	
7+63.82		26'	pvt drive
7+00 edge conc	10	10	
6+54.52	first rail on track		
6+00	10	10	
5+00	10	10	
4+00	10	10	
3+95" stop sign ahead sign	20		
3+41		24	pvt drive
3+00 edge conc	10	10	
2+95		17	R.R. sign
2+49			End curb on para
2+00 edge conc	10	10	
1+05 thru stop sign	17.4		
1+00 edge conc.	10	12.7	
0+80 edge conc	10	15.4	
0+60 edge concrete	11.8	19.1	
0+57 street sign	34.0		
0+40 edge conc.	25.4	29.5	
0+20		44.7	pvt drive
0+20 " "		33.6	
0+00 " "			edge of conc.
0+00 Intx <u>US</u> Centerville Rd and Co Rd E			



	Lt	Rt	
40+74			pvt drive
40+00 edge conc	10	10	
38+00 " "	10	10	
36+00 " "	10	10	
34+21.10 Culvert	26	27	Crosses road
34+00 edge concrete	10	10	
32+00 edge concrete	10	10	
31+05		23.9	pvt drive
30+50 pvt drive	24.8		
30+00 edge conc	10	10	
28+00 edge conc.	10	10	
26+00 edge conc.	10	10	
24+00 edge conc.	10	10	
22+76 pvt drive		26.3	
22+00 edge conc.	10	10	
20+16		25.7	pvt drive
20+00 edge conc.			
18+53		25.2	pvt drive
18+00 edge conc	10	10	
17+55		24.2	pvt drive
17+11 pvt drive	25.4		
16+00 edge conc	10	10	
14+00 " "	10	10	
12+00 edge conc.	10.2	9.8	
10+40 R.R. sign	20.4		
10+00 edge conc.	10	10	
8+00 edge conc.	10	10	
8+00 pvt drive			

Lt Rt

E-3

prt drive

26" Corrt iron
53'

prt dr
12" Corrt iron
26'

18" Corrt iron
26' prt drive

16" Corrt iron
26'

20' 16" Corrt iron
prt drive

concrete paving

20' 16" Corrt iron
prt drive

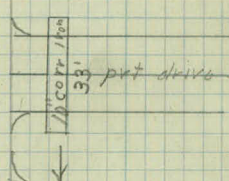
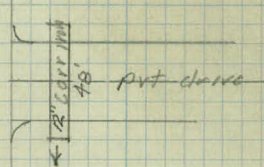
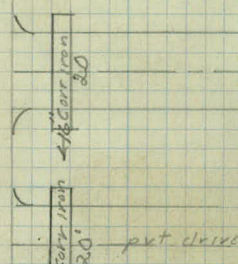
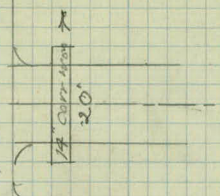
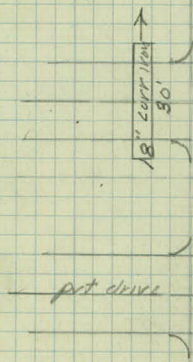
20' 16" Corrt iron
prt drive

26' 16" Corrt iron
prt drive

prt drive

	Lt	Rt
59+29		23.4 prt drive
58+16		prt drive
58+00 edge conc.	10	10
56+91 prt drive	23.0	
56+31		22.8 prt drive
56+00 edge conc.	10	10
55+76 prt drive		
54+72		22.6 prt drive
54+00 edge concrete	10	10
52+00 " "	10	10
51+36 "Cross Road" sign	19.9	
50+00 edge conc.	10	10
49+22		24.6 prt drive
48+61		23.4 prt drive
47+61 street sign	26.0	
46+98.52		4 Labore Road
46+00 edge rd	10	10
44+00 " "	10	10
43+06		20.4 "Cross Road" sign
42+00 edge conc	10	10

LT RT



46+98.57 drill hole

56° ±

Labors Rd
gravel

Check with survey
on Labors road

Lt Rt

87+06.73 stone monument

86+48 prt drive 23.5

86+10 18.8 cross road sign

86+00 edge conc.

84+00 " " 10 10

83+12 22.5 prt drive

82+66 prt drive 21

82+00 edge conc. 10 10

81+60 prt drive

80+00 edge rd 10 10

78+00 " " 10 10

76+00 " " 10 10

74+00 edge conc.

72+00 " " 10 10

71+42 22' prt drive

71+14 prt drive 23'

70+35 prt drive 24.9

70+00 edge rd 10 10

68+61 23.4 prt drive

68+00 edge rd 10 10

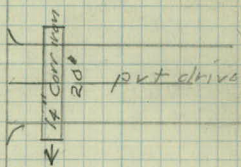
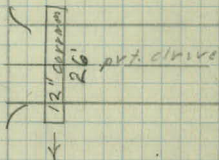
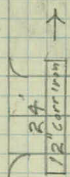
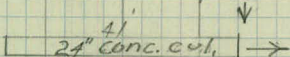
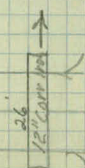
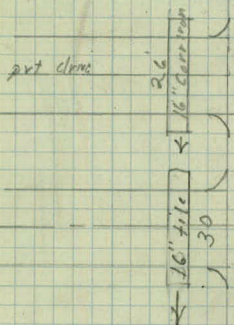
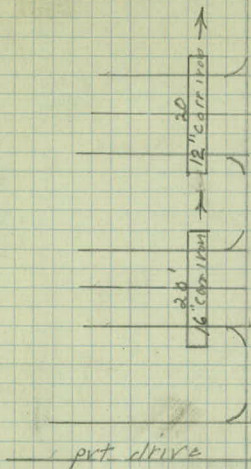
66+00 " " 10 10

65+82 cul. xs rd 21 20

64+00 edge conc 10 10

62+00 " " 10 10

60+80.52 prt drive 24.2



Rt Lt

94+36 begin conc. wall 12.8
 94+34 begin overpass at E
 94+32

11 begin conc wall

93+00 nail

92+67 approx of Schuneman Road
 92+74 edge pt. black top surface
 92+45 approx P.E. of curve on Hy.

92+30 street sign 19.2
 92+29 stop sign 16.50
 92+00

91+17 Cul x's rd. 23 22

90+33 21.0' begin culvert

90+22 14.8 stop sign

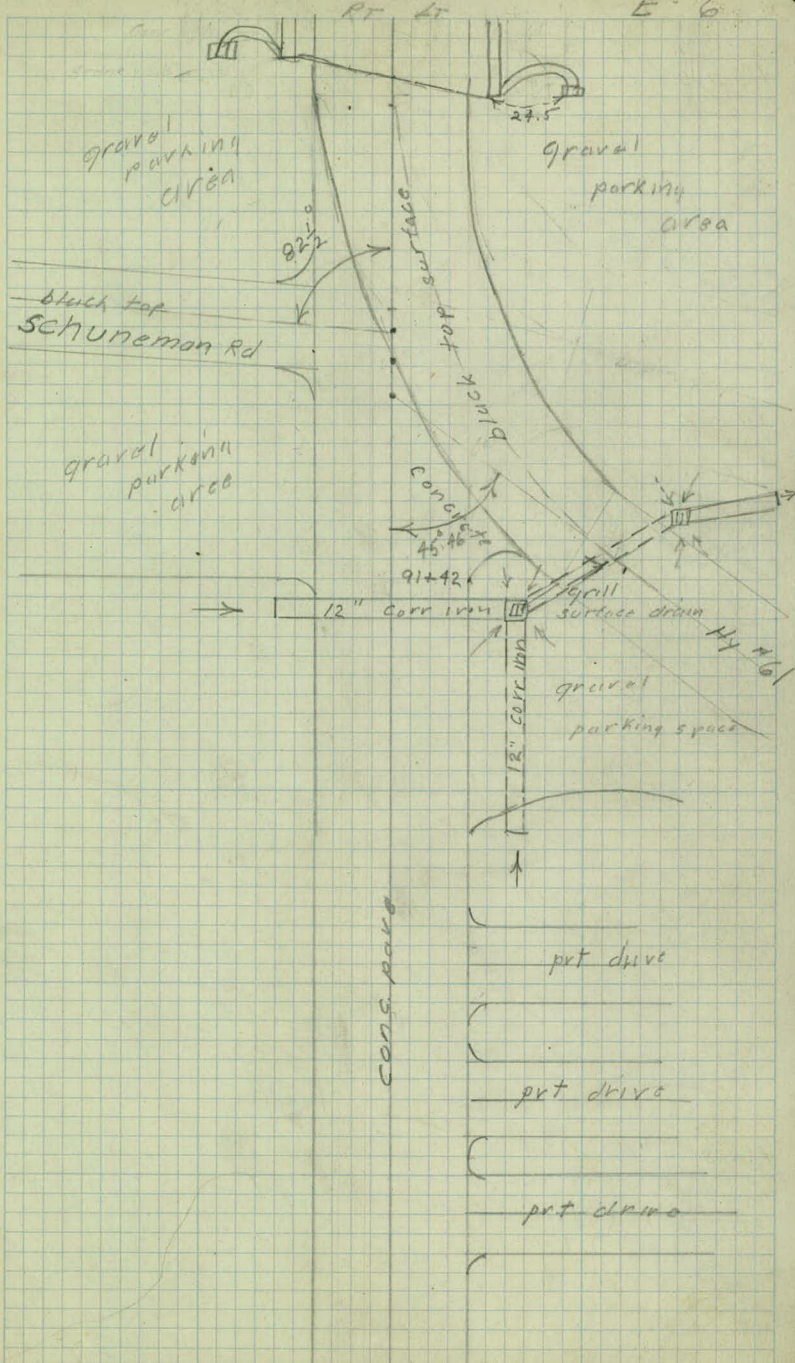
90+00 10.4 10.5

89+78 prt drive

89+15 prt drive

88+00 10 10

87+92 prt drive



LT RT

110+00	edge conc	10	10
108+00	edge conc	10	10
106+00	prt drive	21.5	

106+00	edge conc.	10	10
105+25	side road sign slow sign	16.3	
104+00		10	10
102+82	prt drive	22	

102+00	edge conc	16	10
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100+35			prt drive
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100+00	edge conc	10	10
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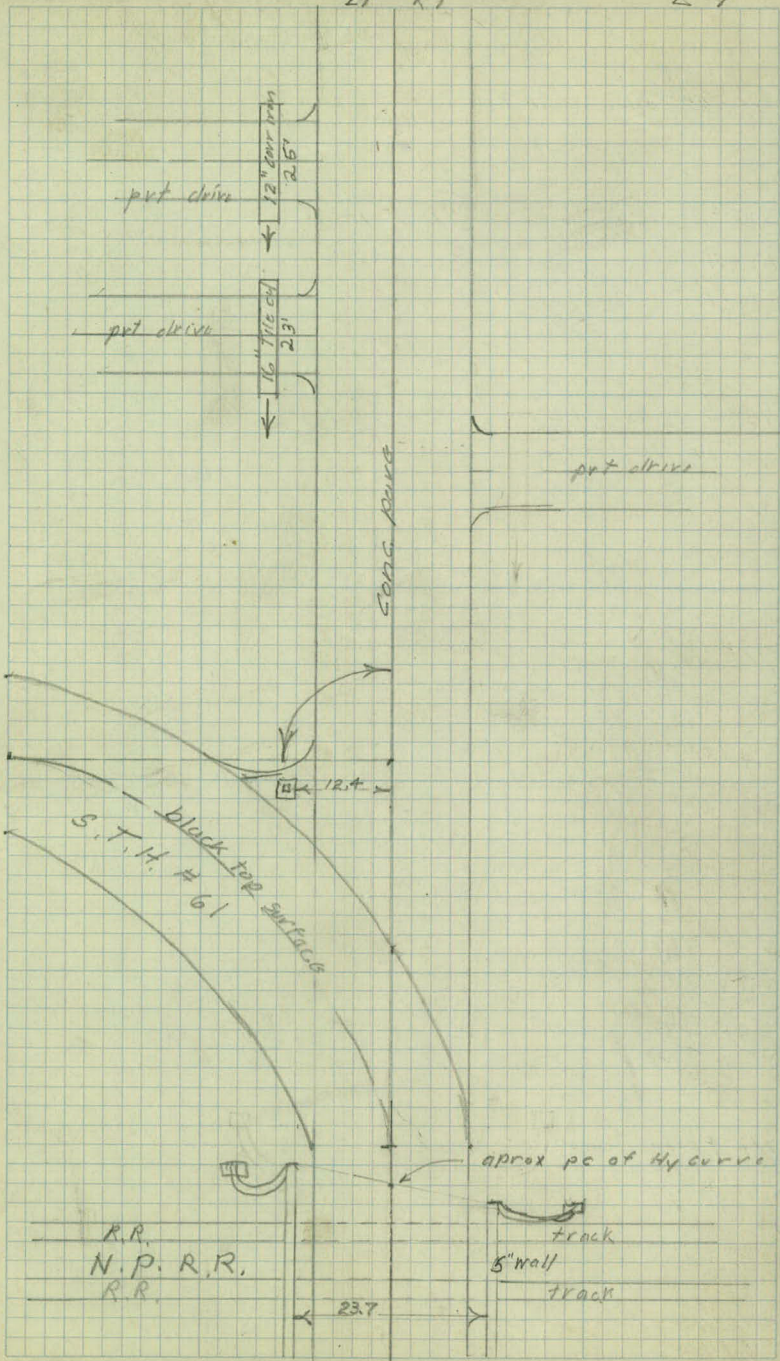
100+00			
99+04	stop sign	16.4	

98+19			P.I. approx PI of H curve
97+38		19.6	street sign
97+20	flash signal	12.4	base is 3 x 3

96+73 end black to outside edge #61 Xs $\pm$ E

95+73	end conc wall	12.7	
95+71	end overpass		
95+69			

11 end conc wall



Lr Rr

120+68 oiled Road

120+00 edge conc.

10

10

118+71

22.6 prt drive

118+16 prt drive

118+00 edge conc.

10

10

117+19 prt drive

21.4

117+03

21.8 end culvert

116+88

prt drive

116+11 prt drive

22.3

begin culvert

116+00 edge conc.

10

10

114+07

1

prt drive

114+00 edge conc.

10

10

113+47.59

2

dirt Road

112+95

14.8

slow sign

112+00 edge conc.

10

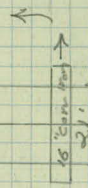
10

111+43

prt drive

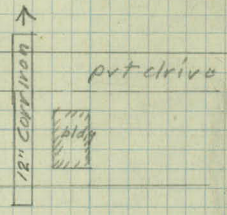
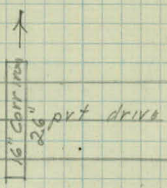
enter public Road

prt drive



prt drive

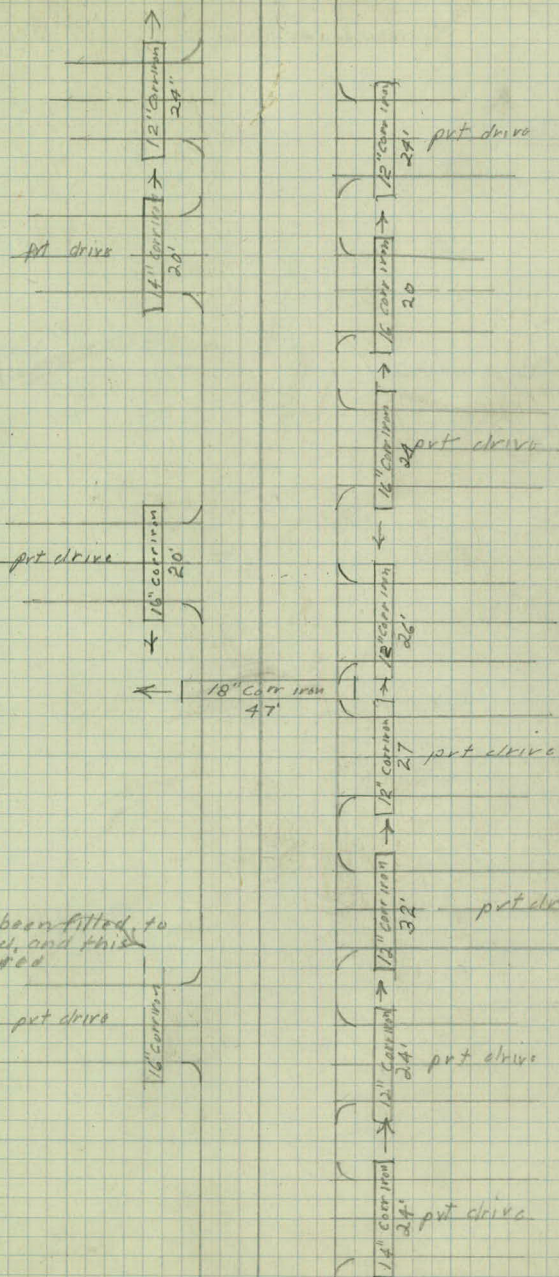
prt drive



prt drive

dirt Road

	LT	RT	
134+00 Slow sign	15.3		
134+00 edge conc.	10	10	
133+35 prt drive	22.3		
132+39		22.	prt drive
132+00 edge conc.	10	10	
130+88 prt drive	22.3		
130+71		23.1	prt drive
130+00 edge conc.	10	10	
129+19		23.30	prt drive
128+22 prt drive	21.7		
128+00 edge conc.	10	10	
127+73		30'	prt drive
126+53 Culvert Xs Road	26'	21'	
126+00 edge conc.	10	10	
125+77		22.6	prt drive
124+02		22.6	prt drive
124+00 edge conc.	10	10	
123+98 prt drive	21.5		
123+00		22.5	prt drive
121+43		22.8	prt drive



LT RT

139+95.95 end of survey

139+69 street sign 29.3

139+58 23.8 stop sign

138+00 edge conc. 10 10

137+64 23. prt. drive

137+21 gravel Road 28.7

136+84 cul X's road 20 21.

136+05 20.20 stop sign ahead sign

136+00 edge conc. 10 10

135+00 23. prt drive

LT RT

E-10

20'

Conc. Pipe S.F.H #100

Conc. pipe

White Bear Ave

S.F.H #100

White Bear Ave

Conc. pipe

gravel Road

18" Conc. Cul
41'

24" Conc. Cul
41'

12" Corrim
24'

14" Corrim

