

Dr. 10 Bk. 7

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

COUNTY RD. "C"

W. Co. Line To Hamline Ave.

Road Acc't. No. ZA Dr. 10

Date Filed.....

File Bk. 7

Alignment Notes
County Road "C"

2c #7

Started 8-2-39

Party: Church
Gaetke
Brown
Jack

Sta. Pt. AngLt. AngRt. Calc.Brg.

26+51.12 P.I. 0°04'

16.37

26+34.75 P.O.T Intersection Minn. Transfer R.R.

83.19

25+51.56 P.O.T Intersection of R.R. Siding

908.51

6+43.05 P.O.T.

1643.05

0+00

Mon

77°11'

73°35'

68.60 DEP

spike

65.20 DEP

89.20

W. Co Line

Iron

Sta.	Pt.	Ang Lt.	Ang Rt	Calc. Brg.
59+19.30	P.T.			$i = 4^{\circ}15'$
58+13.10	PI			$R = 2864.79$
				$T = 106.30$
				$L = 212.50 \checkmark$

57+06.80	P.C.	2° Curve Left.
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406.55

53+0.25	Intersection with section line
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149.62

51+50.63	P.T.
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 $I = 1^{\circ}08'$

50+94.00	PI
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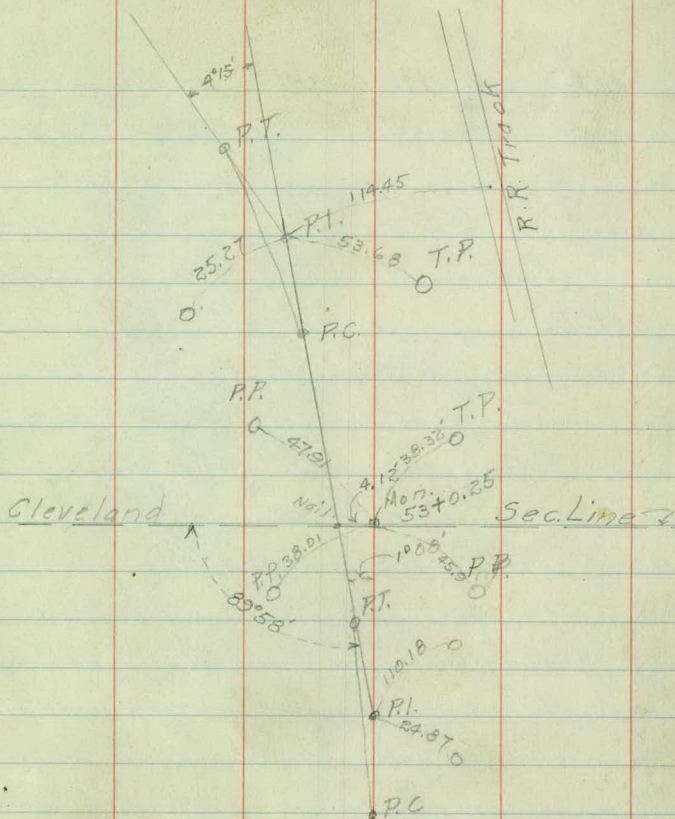
113.33

 $T = 56.70$ $L = 113.33 \checkmark$

50+37.30	P.C.	1° Curve Left.	$R = 5729.65$
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2386.18

26+51.12	P.I.	$0^{\circ}04'$
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Mon.

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

88.13

69+65.45 P.T.

$I = 2^{\circ} 20'$

$T = 58.33$

69+06.88 PI

$L = 116.9$

$R = 2864.93 \checkmark$

68+48.55 P.C. 2° Curve Right

651.81

61+96.74 P.T. $0^{\circ} 43.1'$ $3^{\circ} 04\frac{1}{2}'$

61+50 $0^{\circ} 45'$ $2^{\circ} 22.4'$ $I = 6^{\circ} 09'$

61+00 $0^{\circ} 45'$ $1^{\circ} 37.4'$ $T = 102.60$

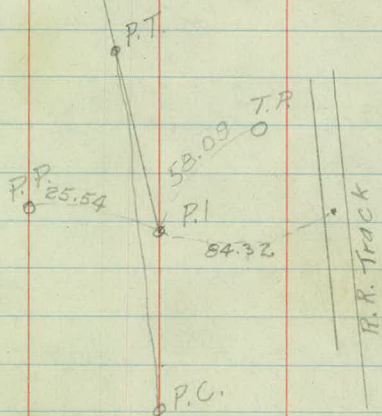
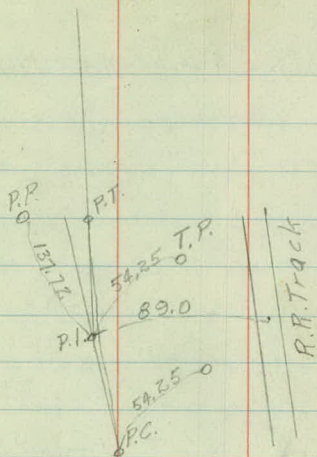
60+94.39 PI

60+50 $0^{\circ} 45'$ $0^{\circ} 52.4'$ $L = 205.0$

60+00 $0^{\circ} 07.4'$ $0^{\circ} 07.4'$ $R = 1910.03 \checkmark$

59+91.74 P.C. 3° Curve Left.

72.44



Sta.	Pt.	Ang. Lt.	Ang. Rt.	Calc. Brg.
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581.40

79+48.60 Intersection with Sec. Line

79+44.85 = P.T. 1°14' 3°48'

I = 7°36'

79+00. 2°34' 2°34' T = 69.22

L = 138.18

78+06.67 P.C. 5°30' Curve Right. R = 1042.14 ✓

451.28

73+52.92 P.T.

72+02.90 P.I.

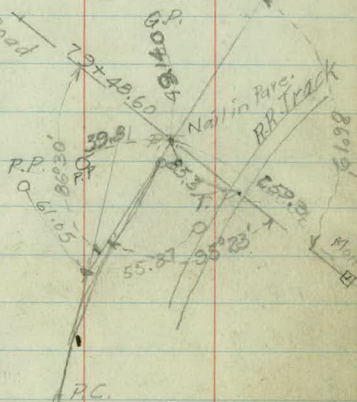
I = 5°58'

T = 149.32

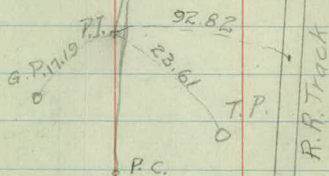
L = 298.34

70+53.58 P.C. 2° Curve Right. R = 2364.93 ✓

Mon. Sec. 4
on New Brighton Road



$$\begin{array}{r} 181^{\circ} 42' \\ 95^{\circ} 23' \\ \hline 86^{\circ} 19' \end{array}$$



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

32+05.51 $\frac{1}{4}$ Line on Harnline

1239.44

$$I = 2^{\circ} 03'$$

$$T = 102.46$$

$$L = 205.0$$

120+02.74 P.T. $0^{\circ} 30.7'$ $1^{\circ} 01' 30''$

119+00.20 P.I.

$$R = 5729.65 \checkmark$$

119+00 $0^{\circ} 30.8'$ $0^{\circ} 30.8'$

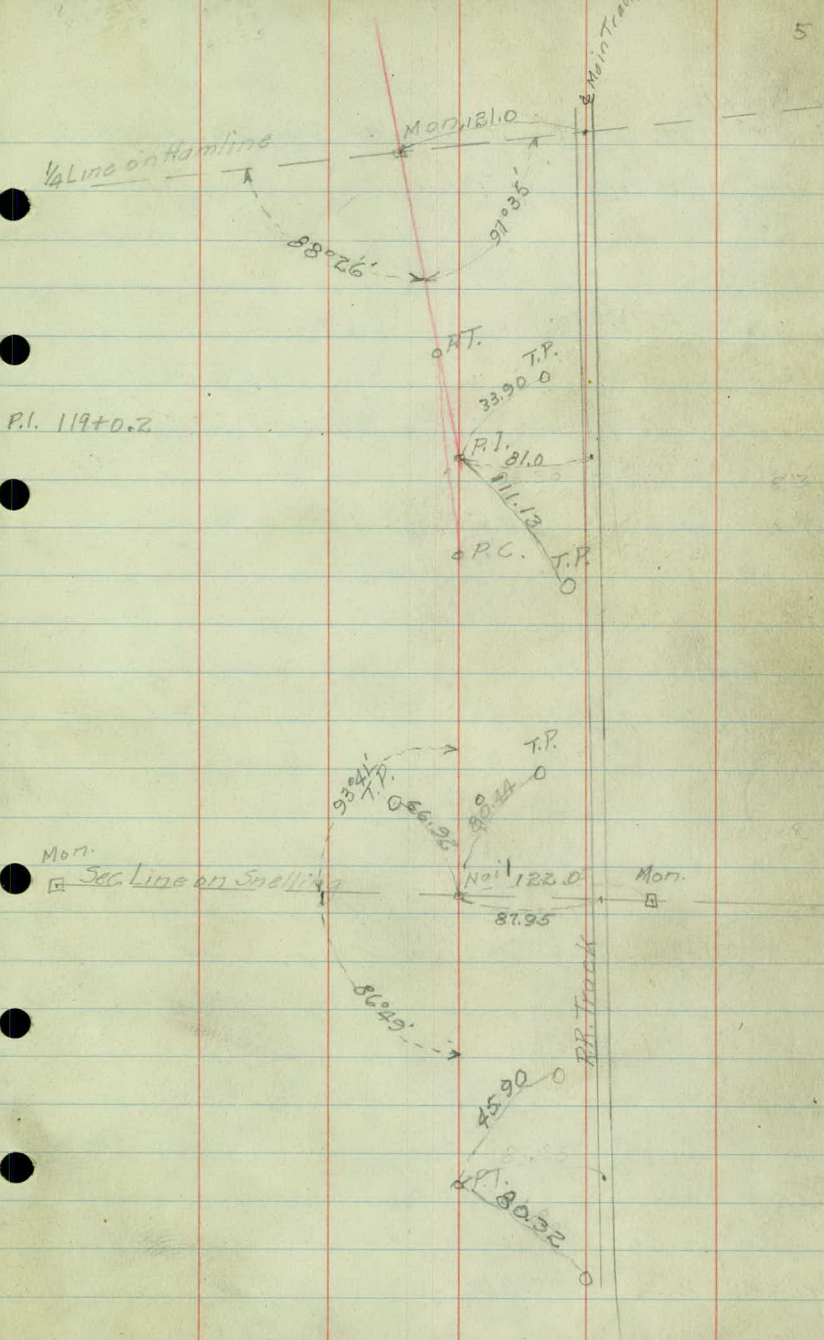
117+97.74 P.C. 1° Curve Left.

1213.29

105+84.45 P.I. $0^{\circ} 30'$

1754.45

38+30 P.I. $0^{\circ} 12'$

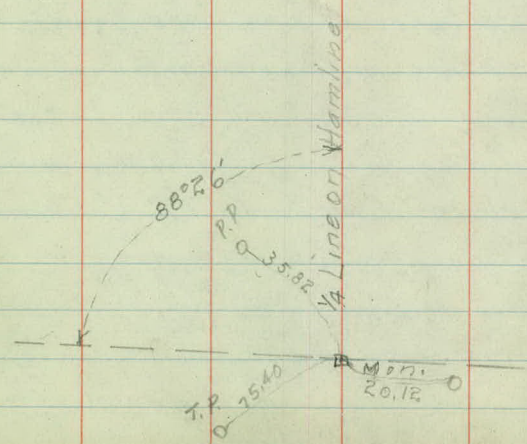
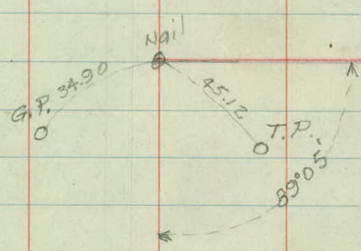


Sta.	Pt.	Ang. Lt.	Ang. Ft.	Calc. Brg.
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139+47.84	P.I.		90°55'	
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742.33

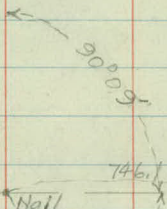
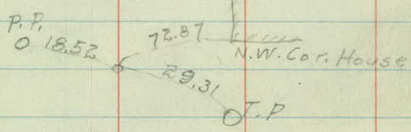
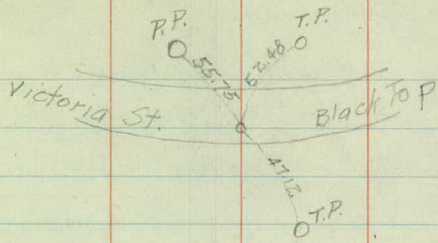
132+05.51	P.I.		91°34'	
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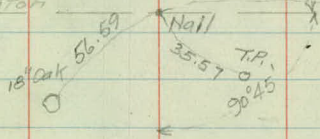
Sta.	Pt.	Ang Lt.	Ang Rt.	Calc Brg.
184+89.5	P.O.T.			
179+66.63	P.T.	0°20'	1°52'	
179+00		0°30'	1°32'	I = 3°44'
178+00		0°30'	1°02'	T = 186.73
177+80.03	P.I.	0°30'	0°32'	L = 373.33
177+00				
176+00		0°02'	0°02'	R = 5729.65 ✓
175+93.30	P.C.	1° Curve	Right	

65+68.25 0°54'

39+47.84 P.I. 90°55'



Sec. Line on Lexington
Mon. on $\frac{1}{4}$ Cor.



Mon. on $\frac{1}{4}$ Cor.
Sec. Cor.

$\frac{1}{4}$ Line on Hamlin

Sta. Pt. AngLt. Ang. Rt Calc. Brg.

194+92.21 P.C. 1° Curve Right

243.52

192+48.69 P.T. 1°42' 9°18'

192+50 1°45' 9°18'

192+00 1°45' 7°36'

191+50 1°45' 5°51' I = 18°36'

191+17.10 P.I.

191+00 1°45' 4°06' T = 134.12

190+50 1°45' 2°21' L = 265.71

190+00 0°36' 0°36' R = 819.02 ✓

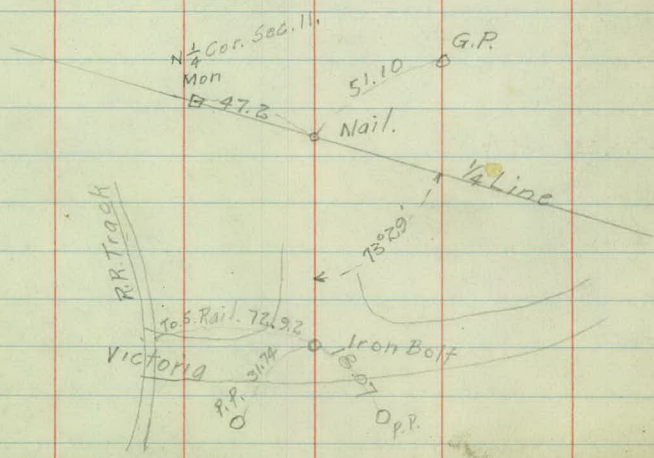
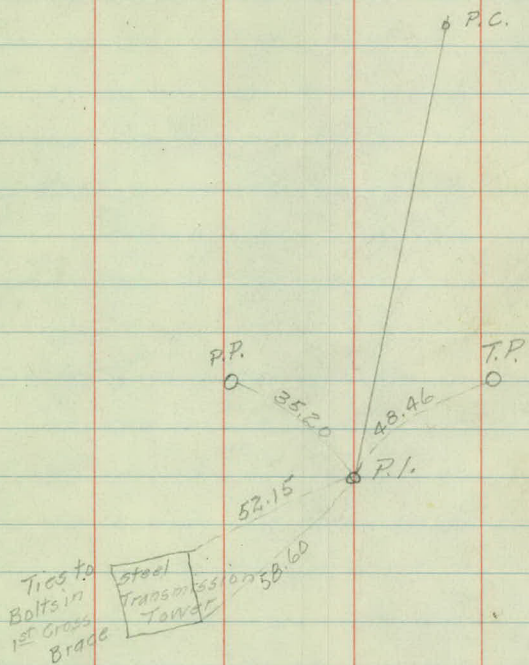
189+82.98 P.C. 7° Curve Right

23.77

189+52.21 P.O.T.

469.71

184+89.5 P.O.T.



Sta.	Pt.	Ang. Lt.	Ang. Pt.	Calc. Brg.
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216+01.93	Sec. Cor.	0°24'		
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785.90

208+16.09	P.I.		0°41'	
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703.03

200+63.06	P.I.	0°26'		
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412.52

196+50.54	P.T.	0°15½'	0°47½'	
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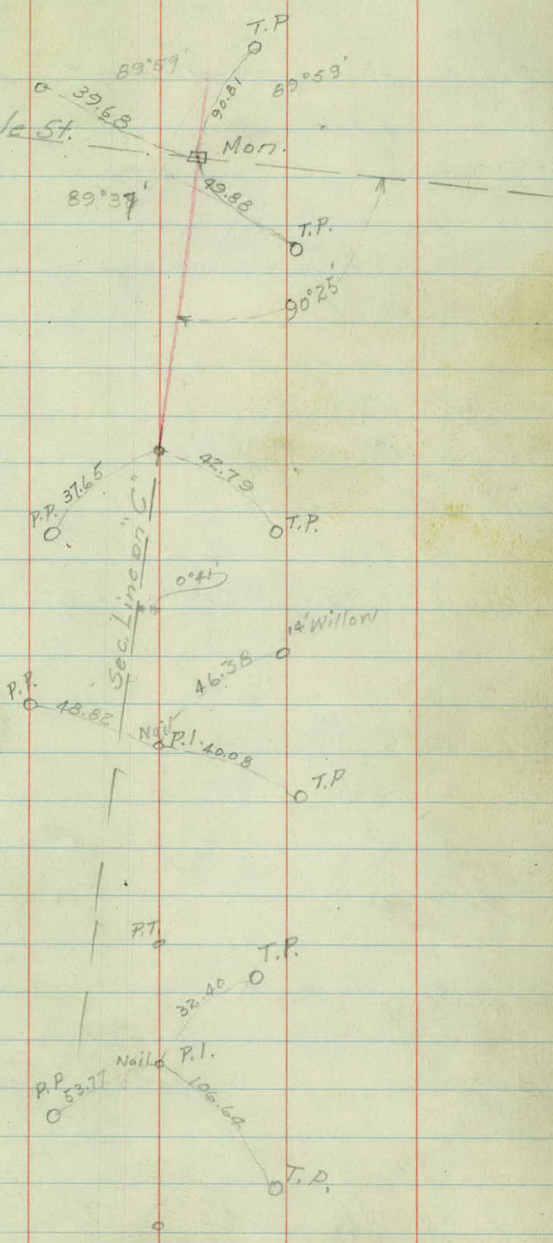
196+00		0°15'	0°32'	I = 1°35'
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195+71.40	PI			T = 79.19
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195+50		0°17'	0°17'	L = 158.33
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194+92.21	P.C.	1° Curve Left		R = 5729.65 ✓
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Sec. Line on Dale St.



Sta	Pt.	Ang. Lt.	Ang. Pt.	Calc. Brg.
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268+24.45				
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2308.25				
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245+16.20	P.O.T.			
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303.06				
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242+13.14	P.O.T.	0° 01'		
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1920.99				
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222+92.15	P.O.T.			
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690.22				
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216+01.93	P.I.	0° 24'		
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Sec. Line on Rice

P.P. 38.66

Mon.

T.P. 89°00'

69.97

47.20

T.P.

90°17'

90°03'

Nail 28.53

T.P.

74.50

T.P.

89°58'

90°14'

Mon.

1/4 Line on Western

89°45'

90°03'

Double T.P.

31.10

Nail

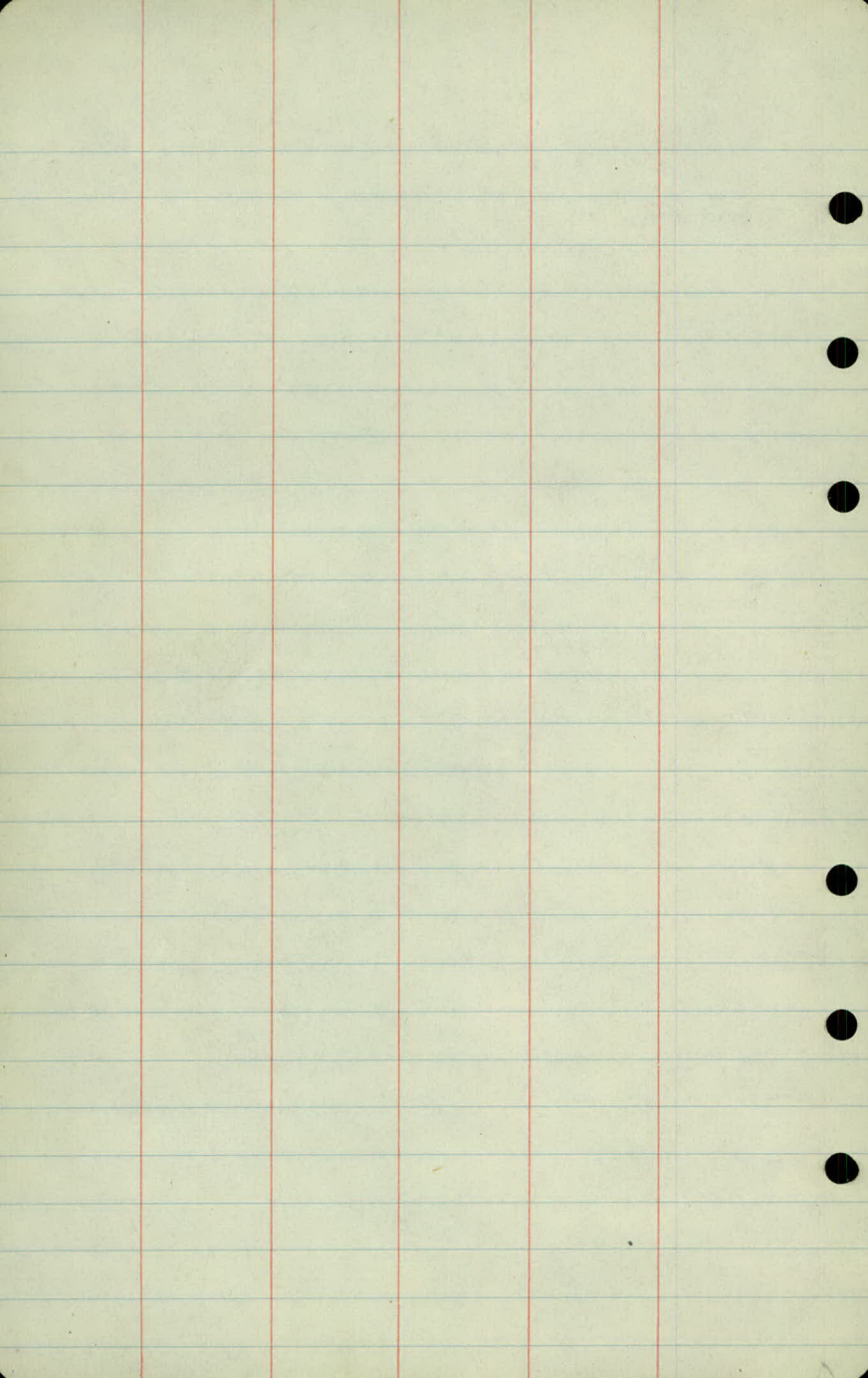
44.14

5" Oak

P.P. 71.50

Sec. Line on Dale.

Mon.



Topographic Notes

COUNTY ROAD "C"

Started 8-2-39

Party:

Church

Gaetke

Brown

Jack

Turned in 11/10/39

16+88 Drive

8+24 Drive

7+09 24" Cons. Gully.

3+56 Drive

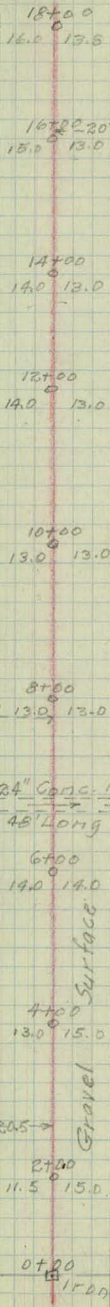
23.0 0+14 Iron Sign Co. Line

Tank Yard

Cultivated

Meadow

W. Co. Line



Drive

Meadow

Meadow

Gravel

Co. Line Sign

31+49 Drive

29+93 Drive

27+22 Drive

27+07 R.R. Cross. Sign

16.5
26+51.12 Stone Mon. N $\frac{1}{2}$ Cor Sec 8.
26+34.75 Φ R.R. Track
12.0 26+19 R.R. Cross. Sign

25+70 R.R. Cross. Sign

14.8
25+51.56 Φ R.R. Track
12.4 25+34 R.R. Cross. Sign.

25+26 Road To Tank Yards

12.4 23+30 R.R. Crossing Sign

20+32 Begin Black Top.

36+00
15.0 10.7

34+00
12.5 10.5

32+00
13.0 10.0

30+00
10.0 8.0

28+00
12.0 7.0

R.R. Cross 26+00
Sign 12.0 8.0

24+00
12.0 10.0

22+00
12.5 10.4

20+00
6.0 13.0

Cultivated

14' Sign on Cult. Cont.
20' Long
23.0' →

Drive

R.R. Cross
Sign

Man.

Narrow Transfer
R.R. Track

Ø R.R. Crossing Sign

R.R. Track

Ø R.R. Crossing Sign

Drive

Ø R.R. Crossing Sign (Wood)

Oil Tank
Yard

Black Top

Gravel

Cultivated

Meadow

Meadow

53+0.25 @ Cleveland Ave

24.5 52+52 No Tractor Sign

19.0 52+23 Stop Sign

15.0 49+29 Cross Rd. Sign

47+49 24" Conc. Pipe Culv.

36+55 Drive

Black Top.

Mon

Cleveland Ave
Black Top.

No Tractors with Lugs

Stop Sign

52+00
11.0 13.0
51+50.53 P.T.

Meadow

13.0 11.0 50+37.30 P.C. Left.
50+00
13.0 11.0
Cross Rd. Sign

48+00
13.0 12.0

24" Concrete Pipe
50' Long

Marsh

46+00
13.0 11.4

Black Top

44+00
13.0 11.0

42+00
13.0 12.0

40+00
14.0 11.0

Meadow

38+00
15.0 9.0

Drive

54" 20' Long
20' Long

Marsh

Cultivated

66+90 End Scarified Section

63+92 Drive

63+06 Begin Scarified Section

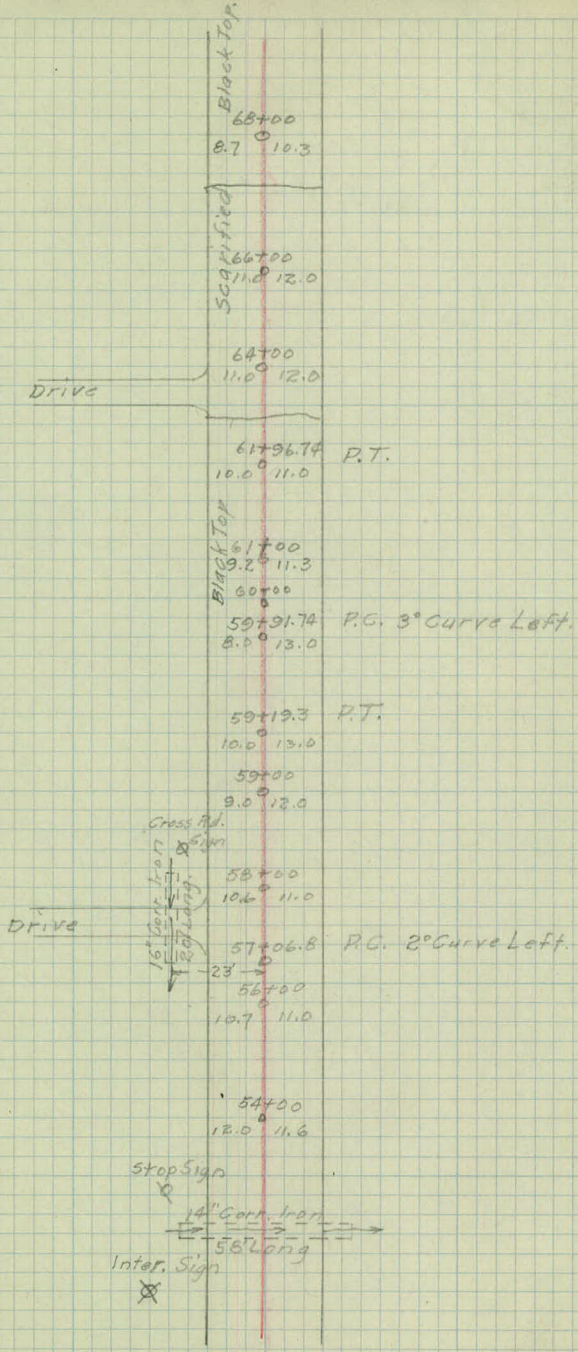
58+13 Cross Rd. Sign 20.0

57+60 Drive

53+65 Stop Sign 20.4

53+45 14" Cor. Iron Culv.

53+27 Intersection Sign 35.5



5
75+62 14" Corr. Iron Culv.

60+60.5 14" Vitrified Pipe Culv.

Cultivated

Marsh

Marsh

Cultivated

R.R. Right of Way

R.R. Right of Way

75+04.2 P.C.
6.3 13.5

76+00
9.3 13.0
14" Corr. 120' 72"
55.5' Long

74+00
9.0 11.7

73+51.92 P.T.
9.0 11.5

73+00
8.8 11.5

72+00
8.3 11.0

71+00
9.3 12.5

70+53.30 P.C.
8.4 11.8

70+00
8.8 12.0

69+65.45 P.T.
8.4 12

82 10.6
69+00
8

14" Vitrified Pipe
35' Long

68+48.55 P.C. 2° Curve Right
8.0 10.4

83+00 Cross Rd Sign.

19.0

82+56 End Guard Rail

82+38 24" Corr. Iron Cyl.

15.0 B&T R4 Begin Guard Rail

79+97 Stop Sign

24.5

26.0 79+95 No Tractor Sign

35.0 79+72 Int. Sign

24.0 79+48 Stop Sign

78+76 No Tractor Sign

18.0

Woods

Meadow

92+00
8.8 10.8

90+00
8.8 10.5

88+30
5.0 15.0

P.I. 0'12' Left

86+00
10.8 9.0

84+00
10.3 9.0
Gross Rd
Sign

24" Corr. Lead
65' Long

82+00
9.0 10.0

Wood Guard Rail 4 Posts
On Curve

R.R. Right of Way

80+00
Step Sign 9.0 15.0

No Tractor Sign

Int. Sign

New Brighton Road
Cong. Pav. 20' Wide

79+47.5 P.T.

No Tractor
Sign

106+60 Stop Sign

7.0

106+45 14" Corr. Iron Culvert

Intersection Sec. Line

105+57 Intersection Sign 22.1

10.6 105+30.5 End Guard Rail

12.2 105+22.5 Stop Sign

10.6 104+67 Begin Guard Rail

104+12 24" Conc. Pipe Culv

15.0 102+63 Cross Rd Sign

101+85 DRIVE

Stop Sign

14" Corr. Iron
42' Long

Black Top.
Smelling Ave

Stop Sign

Wood Guard Rail
9 Posts
1 plank Rail

24" Conc. Pipe

53.52 Long
100+00

8.8 9.4 Cross Rd
Sign

Meadow

Drive

14" Corr. Iron
32' Long
Loose Stone
Headwall

100+00
9.5 11.0

21.0

Meadow

100+00
9.2 10.6

98+00
9.9 9.3

96+00
9.8 9.3

Woods

94+00
99 9.97

110+55 Cross Rd Sign 15.5

108+19 End Barricade

39.0 107+49 Begin Barricade

106+60 Stop Sign 14.5

122+00
9.4 9.7

120+00
10.6 9.2

118+00
10.7 9.0

116+00
9.1 9.5

114+00
9.8 10.3

112+00
9.6 9.6

Cross Rd
sign

110+00
8.7 10.0

Cultivated

108+00
8.0 11.0

Meadow

Stop
sign

Smelling

Barricade
Old Road
R.R. Right of Way
Plank Rails
Posts

25.1 131+64.5 Int. Sign

18.0 131+56 Stop Sign

18.0 125+85 Cross Rd. Sign

122+69 Drive

Harnline Ave

Morr

Black Top

Inter. Sign

X

Stop Sign

Ø

130+00

12.2 8.2

Cross Rd.

Ø sign

128+00

11.8 8.5

126+00

10.6 9.7

124+00

9.8 9.6

Drive

No Culv.

122+00

8.9 8.0

RT. 122+00

8.9 8.0

8.9 8.0

8.9 8.0

139+48 Intersection Sign 19.7

138+21 Drive

137+45 Drive

17.6 135+64 Side Rd Sign

135+15 Side Rd R.R. Signs 15.0

134+44 Drive

20.3 12" Red Reflector

Int. Sign

139+47.84

140+00

138+00
9.5 13.0

Drive
No Culv

136+00
8.5 13.0

Drive
No Culv

Side Rd.
R.R. Signs

Side Rd.
Sign

134+00
8.0 13.3

Drive
No Culv

Co. Rd. "C"
Black Top

132+06.61
14.0

Caution
Sign

154+66 End Guard Rail 9.5

13.0 154+40 End Guard Rail

151+92 20' Corr. Iron Culv.

149+30 Begin Guard Rail 9.0

13.4 149+12 Begin Guard Rail

143+67 Cross Road Sign 21.3

141+22 Drive

139+81 Stop Sign 23.0

156+00
7.5 12.2

154+00
7.2 11.4

152+00
8.0 11.5
20' Corridor
41' Long

Cable Guard Rail
67 Posts

150+00
7.5 11.6

148+00
9.2 10.5

146+00
8.3 9.5

144+00
10.5 9.3
Cross Rd.
No Sign

142+00
10.8 9.7

Drive
No Culv

Stop Sign 140+00
11.0 12.0

9.6 173+04 End Guard Rail

173+58 Intersection Sign 23.5

122+39 Int. Oxford St.

170+16 16" Corr. Culvert

168+20 Begin Guard Rail 14.0

168+19 Cross Rd. Sign 15.5

10.0 167+84 Begin Guard Rail

166+22 Stop Sign 23.0

30.5 165+28 Int. Sign

25.0 165+39 Stop Sign

165+24 No Tractor Sign 21.0

13 165+03 End Guard Rail

14.0 163+57 Begin Guard Rail

19.0 162+46 Cross Road Sign

162+24 Drive

Gravel Road

Int. Sign

27.0

16' Corr. Iron 46' Long

172+00

10.0 7.5

16' Corr. Iron 46' Long

170+00

10.7 8.0

42

44

Cross Rd 168+00
Sign 11.0 7.0

Stop Sign

Conc. Pavement on Lexington 36.6' Wide Over All.

165+68.25

* Intersection Sign
Ø Stop Sign

No Trailer Sign

Cable Guard Rail
13 Posts

169+00
10.0 10.5

Ø Cross Road Sign

162+00
9.2 10.2

160+00
9.0 10.8

158+00
9.0 11.2

182+28 Drive

18.5 182+18 Slow Sign

19.0 181+46 Cross Road Sign

177+40 Drive

175+31 Drive

16.5

184+00
15.0 7.8

Drive
No Culv.

Slow Sign

182+00
8.0 10.5

Cross Rd
Sign

180+00
11.2 11.0

179+66.6 P.T.
12.0 11.0

179+00
11.0 9.0

178+00
10.5 8.5

Drive
No Culv.

177+00
10.6 9.0

P.C. 175+93.3
8.0 11.6

12' Grt. Iron
Culvert
22' Long

165+125.00
9.5 10.0

12' Grt.
22' Long

194+90 Drive

191+16 Drive

190+74.5 Cross Rd Sign 18.0

204+91.5 Drive

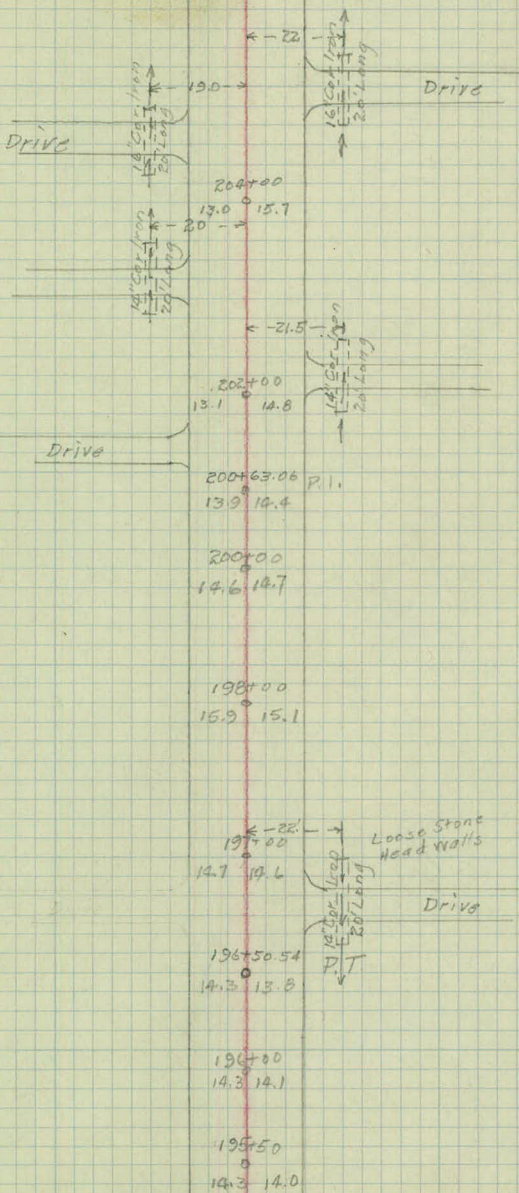
204+74 Drive

202+69 Drive

202+20 Drive

201+28 Drive

196+79 Drive



16
216+35 Int. Sign

21.7

216+33 24" Cor. Iron Culvert

215+85 24" Cor. Iron Culv.

215+08.5 Sidewalk

214+82 Drive

214+09 Drive

17.0 211+55 Cross Rd Sign

210+84 Drive

209+80 Drive

Dale St.

Loose Stone
Headwall
3' High
16' Long
Sign

Masonry Headwall
2 1/2' High

Riprap Ditch

24" Cor Iron Culv.
56' Long

Riprap Ditch

2' Cor
2' Long
2' Conc Walk

← 20.8

DRIVE

DRIVE

21.5 →
26' Long
16' Cor
16' Long
16' Long

214+00
12.9 15.0

212+00
13.7 14.7
Cross Rd.
Sign

DRIVE

210+00
12.9 14.7

DRIVE

208+00
13.3 15.6

206+00
13.8 14.9

20.8
20'

17.

231+14 Drive

13.4 230+40 End Guard Rail

229+27 Drive

13.8 225+70 Begin Guard Rail

224+79 Drive

221+53 Drive

14.1 221+50 End Guard Rail

220+33 Cross Rd. Sign 17.8

13.8 217+46 Begin Guard Rail

Loose Stone
Head walls
on Culv.

Drive

230+00
14.4 13.4

21.3

228+00
14.5 13.4

226+00
14.4 13.1

224+00

222+00
14.7 14.5

220+00

218+00
14.6 14.6

216+00
14.4 13.2

214+00
14.1 12.9

Drive

Cable Guard Rail
40 Posts

Drive

14 Cor. Long

15 Cor. Long

Drive

Cross Rd
sign

Cable Guard Rail
32 Posts

245+57 Cross Rd. Sign 17.5

245+25 Drive

245+57 Drive

244+81 Drive

242+60 End Guard Rl. on Western 18.8

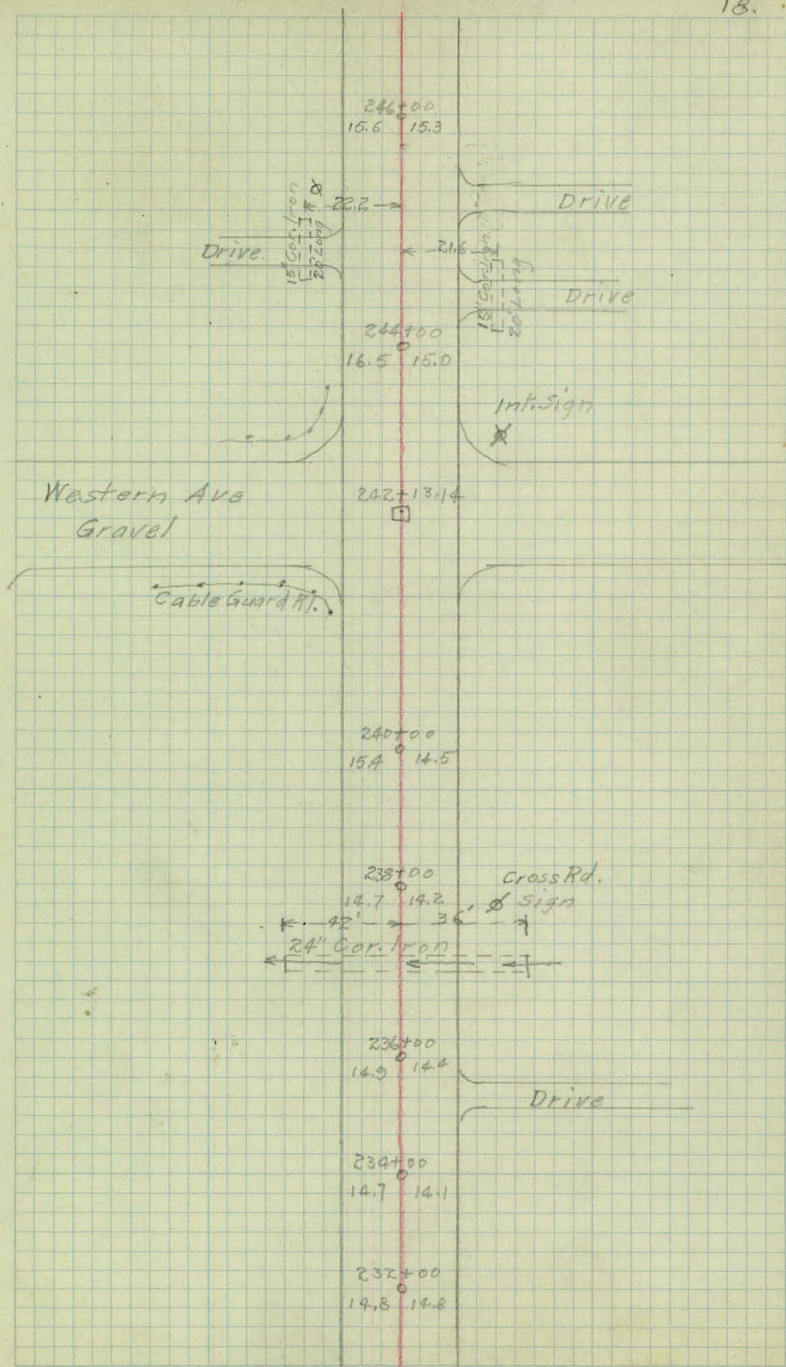
26.5 243+43 Intersection Sign

241+58 Begin Guard Rl. 16.8

18.0 237+91 Cross Rd Sign

236+58 24" Cor. Iron Culv.

235+16 Drive



261+61 Drive

261+61 Drive

257+62 Drive

256+84 Gravel Walk

255+04 Drive

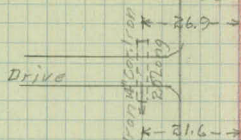
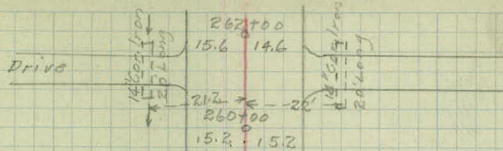
254+49 Drive

251+09 Drive

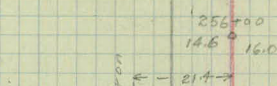
250+41 Drive

248+46 Drive

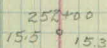
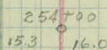
246+82 Drive



Walk

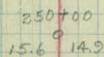


Drive

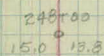


Drive

Drive



Drive



Drive

267+92 Cor. Stone Wall 32.8

267+76 No Tractor Sign 28.0 28.8 267+76 Stop Sign

266+91 Drive

266+00 W. End Culv.

265+86 Begin Stone Wall 32.8

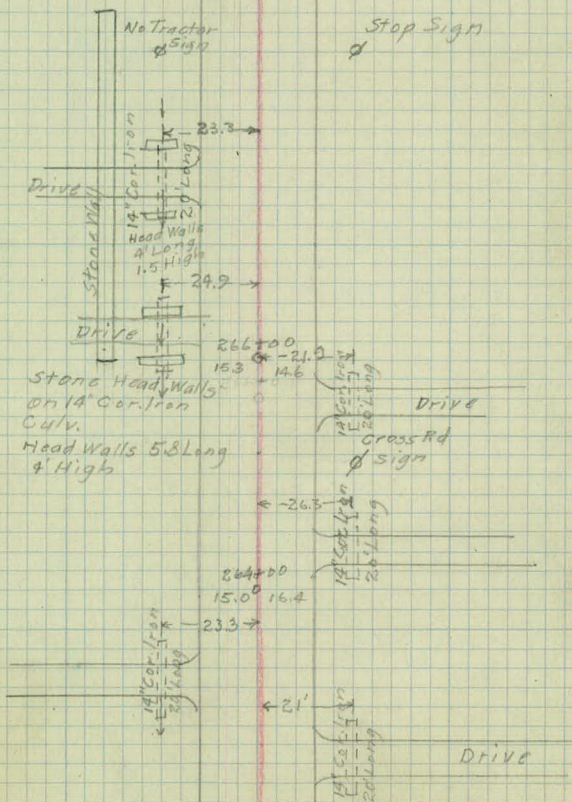
265+56 Drive

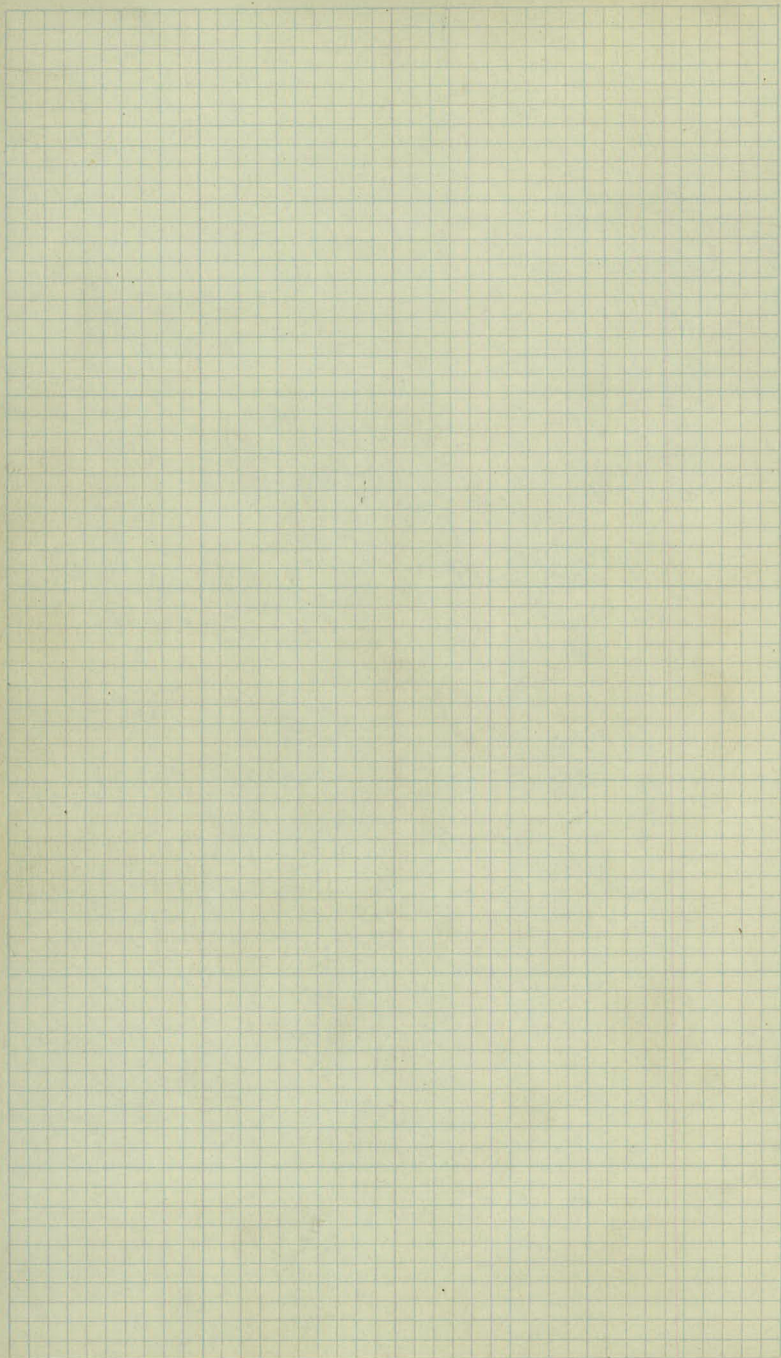
19.3 264+95 Cross Rd. Sign

264+25 Drive

263+06 Drive

262+23 Drive





Alignment of Little Canada Road
From Rice To Edgerton

Road $\frac{a}{c}$ # 7

Sta.	Pt.	Ang. Lt.	Ang. Pt.	Calc. Brg.
17+00	P.I.		1° 23'	
11+16.65	P.T.		2° 34'	
11+00			2° 24'	Δ 5° 08' Pt.
+50			1° 54'	D. 2° 00'
10+00			1° 24'	T. 128.44
9+88.42	P.I.			L. 256.68
+50			0° 54'	R. 2864.93 ✓
9+00			0° 24'	
8+59.98	P.C.	2° Curve Right.		
0+00	Drill Hole in Center of Pavement			

583.35

859.98

60.96 1st Floor
 Spike 45.92 1st Floor
 67.68 T.P.

R.P. 035.66 T.P. 23.00
 Spike

97°15'

Rice St.

T.P. 62.66
 3 Nails

D.H. in Pavement

X Y X X X X

52.55 F.P.
 3 Nails

Sta.	Pt.	Ang. Lt.	Ang. Pt.	Calc. Brg.
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504.75

25+12.15	P.I.		1° 05'	
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51.57

24+60.58	P.O.T.			
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181.01

22+72.57	P.T.		3° 42' 30"	
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22+50			3° 16'	
-------	--	--	--------	--

22+00			2° 31'	$\Delta 7° 25'$
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21+56.15	P.I.			$D = 3° \text{ Pt.}$
----------	------	--	--	----------------------

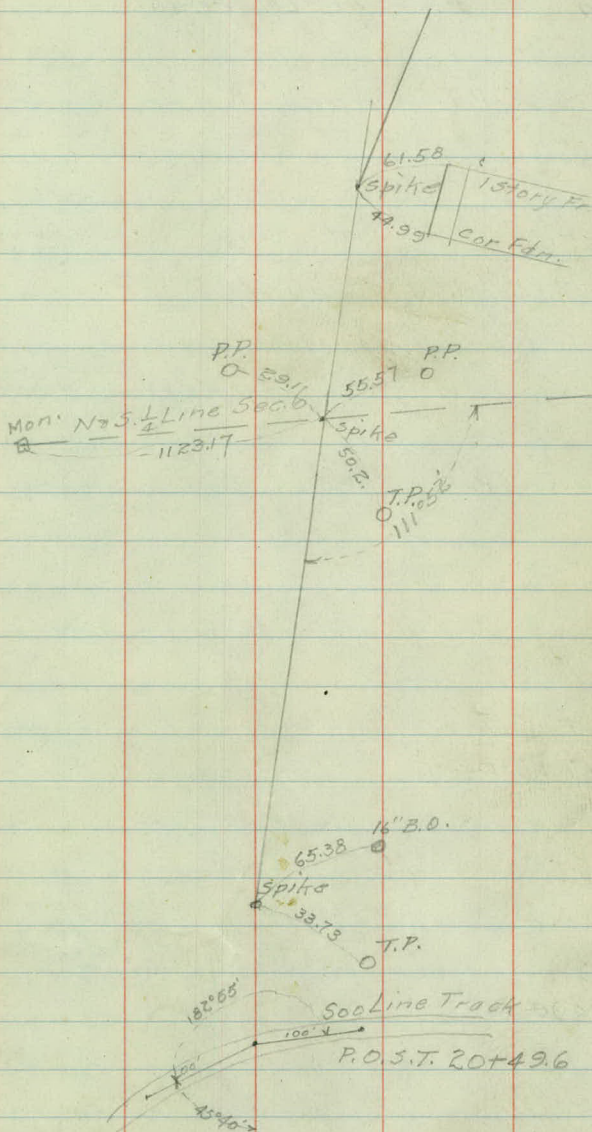
+50			1° 46'	$T = 123.80$
-----	--	--	--------	--------------

21+00			1° 01'	$L = 247.22$
-------	--	--	--------	--------------

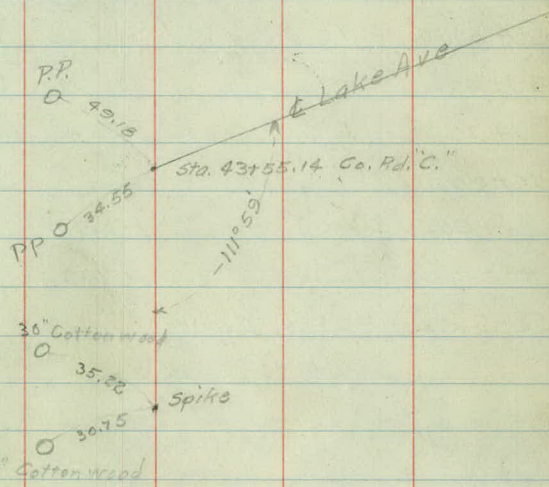
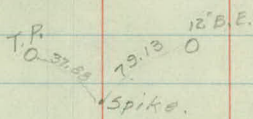
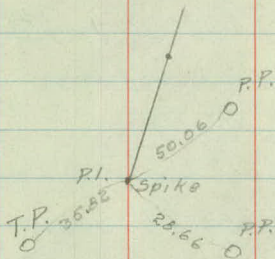
+50			0° 16'	$R = 1910.08 \checkmark$
-----	--	--	--------	--------------------------

0+32.35	P.C.	3° Curve Right.		
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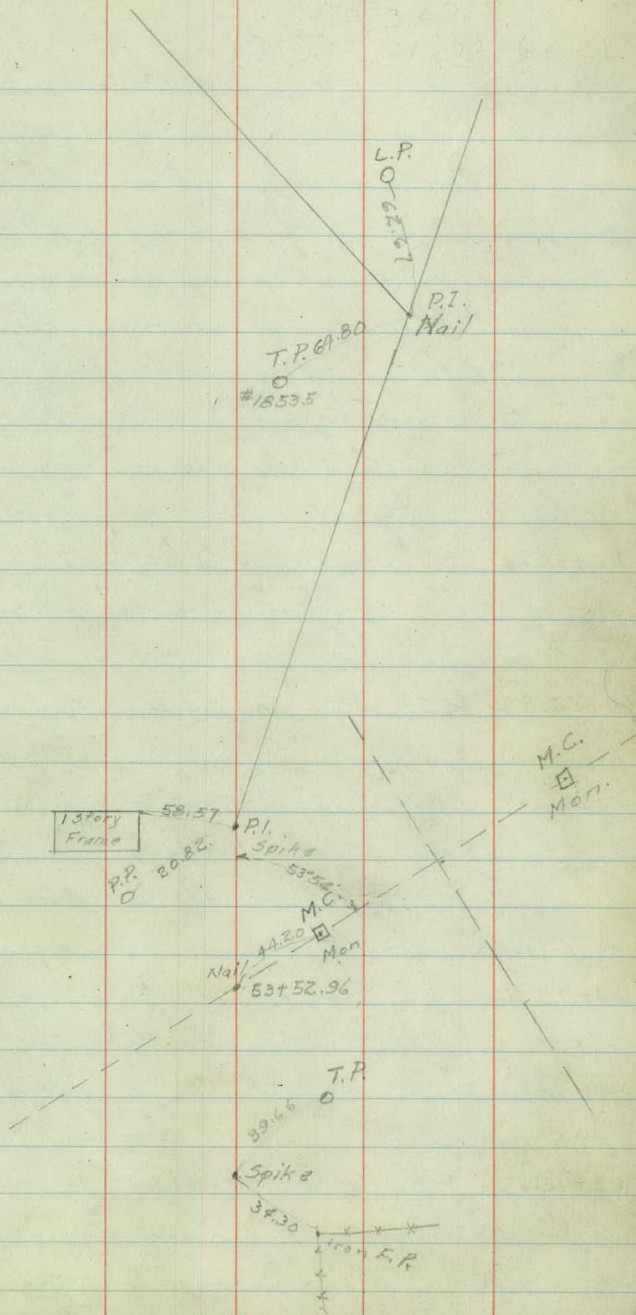
332.35



Sta.	Pt.	Ang Lt.	Ang Pt.
49+79.24	P.T.	7°06'	I = 14°12'
+50		5°38'	T = 71.46
49+08.70 P.I.		3°08'	L = 142.0
49+00		0°38'	R = 573.69 ✓
+50			
48+37.24	P.C.	10° Curve Right	
394.94			
44+42.3	P.I.	0°59'	
1213.23			
32+29.07	P.O.T.		
212.17			
30+16.20	P.I.	0°31'	



Sta.	Pt.	Ang Lt.	Ang Rt.
61+98.7		37°29'30"	
+50		29°33'01"	I = 74°59'
61+04.20	P.I.		T = 135.05
61+00		21°23'12"	L = 227.22 ✓
+50		13°13'23"	R = 176.05
60+00		5°03'34"	
59+69.15	P.C.	33° Curve Left.	
459.78			
55+09.37	P.T.	5°23'	
55+00		5°09'	I = 10°46'
+50		3°54'	T = 108.01 ✓
54+02.05	PI		L = 215.33
54+00		2°39'	R = 1146.28 ✓
+50		1°24'	
53+00		0°09'	
52+94.04	P.C.	5° Curve Right	
167.89			
51+36.15	P.I.	0°58'	
156.91			



Sta. Pt. Ang. Lt. Ang. Pt.

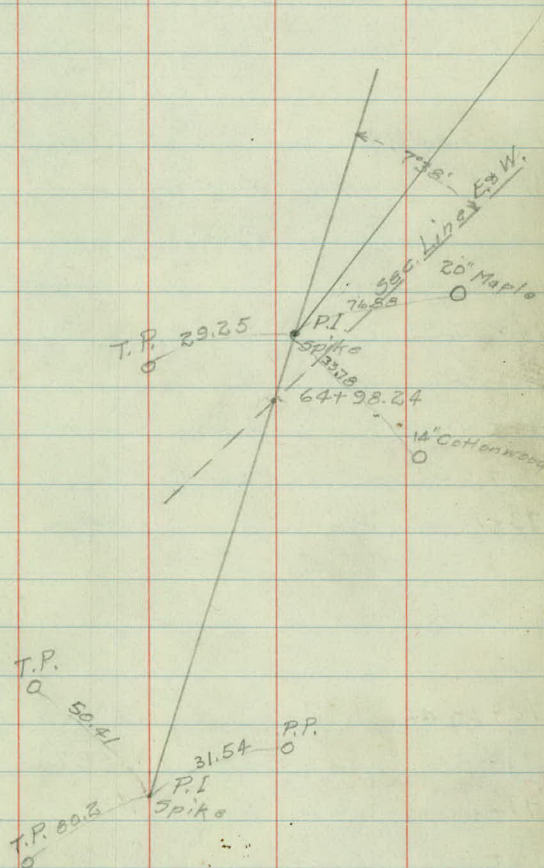
311.67

66+88.77		3°03'30"	I = 6°07'
66+00		1°44'	T = 102.05
65+86.93 P.I.		0°14'	L = 203.89
65+00			
64+84.88	P.C. 3° Curve Right		R = 1910.08 ✓

8.92

64+75.26		10°00'	
+50		8°03'	I = 20°00'
64+10.18 P.I.		4°18'	T = 67.55
64+00		0°33'	L = 133.33
+50			
63+42.63	P.C. 15° Curve Right		R = 383.67 383.07

143.93



Sta.	Pt.	Ang.	Lt.	Ang.	Pt.
82+09.33	End of Line on Edgerton				

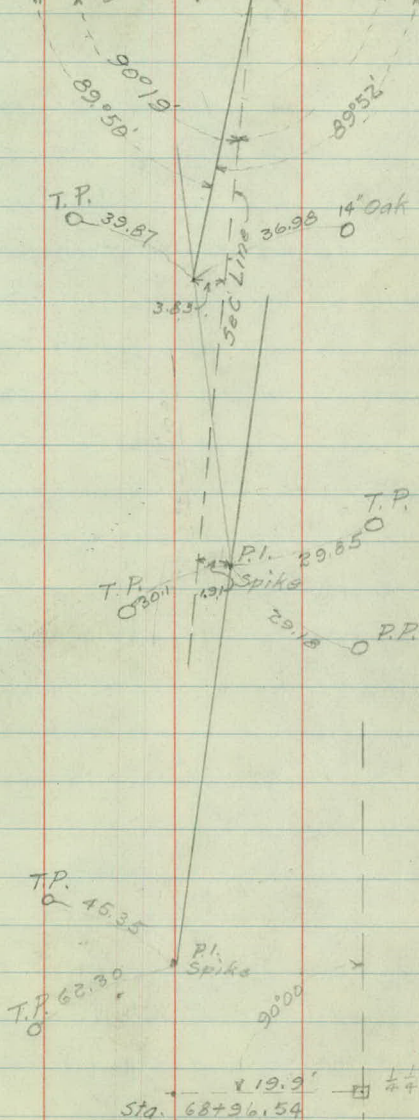
77+49.66	P.I.			1°23'	
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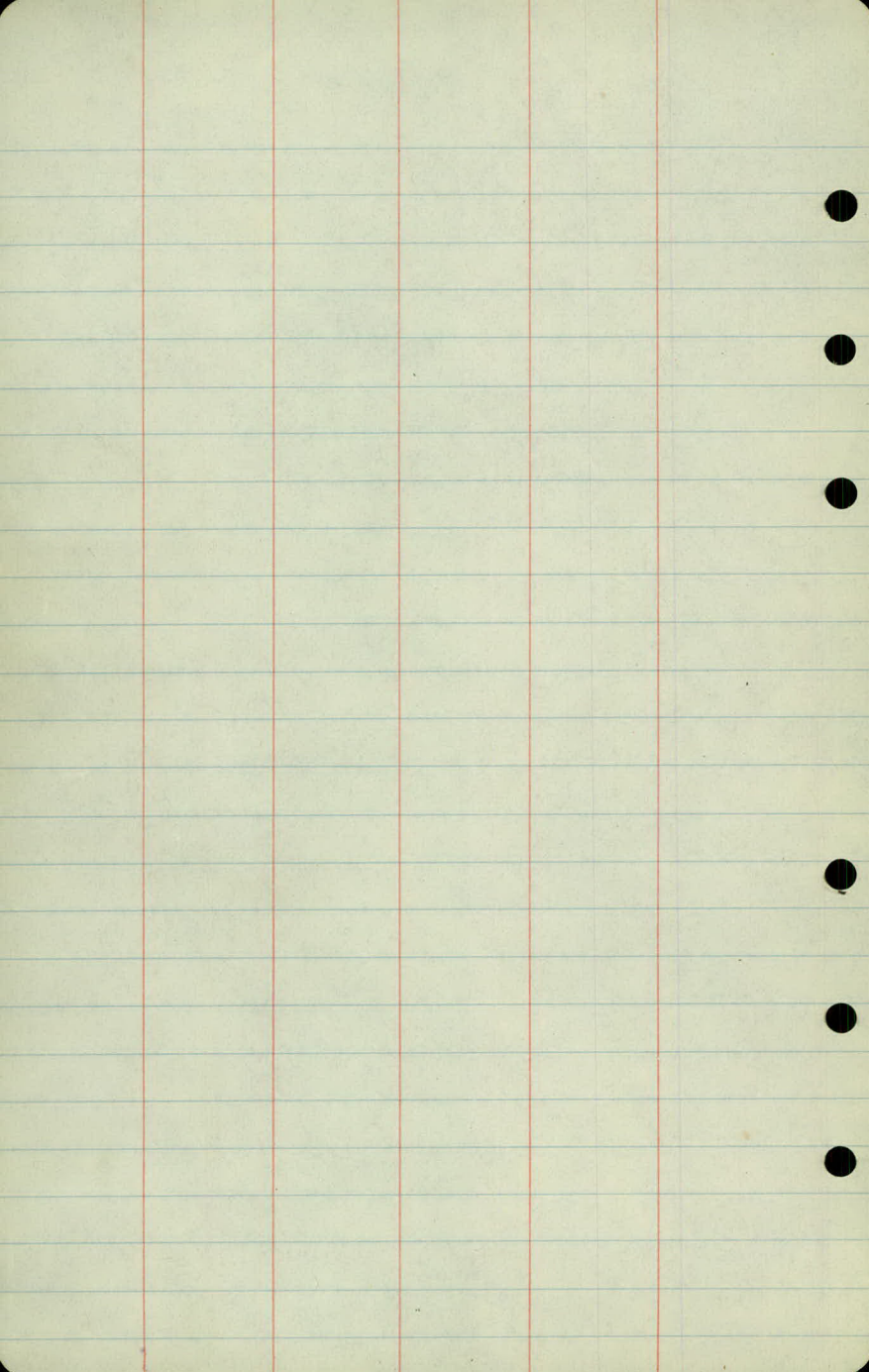
74+55.22	P.T.	3°12'30"		I = 6°25'	
+50		3°05'30"		T = 71.40	
74+00		1°58'		L = 142.59 ✓	
73+84.03	P.I.				
+50		0°50'30"		R = 1273.6	

73+12.63	P.C.	4°30'	Curve Left.		
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72+00.44		3°30'			
71+50		2°37'		I = 7°00'	
71+00.58	P.I.				
71+00		1°44'30"		T = 100.14	
70+50		0°52'		L = 200.0 ✓	
70+00.44	P.C.	3°30'	Curve Right	R = 1637.3	

$\frac{1}{4}$ Line on Edgerton.





TOPOGRAPHY

LITTLE CANADA ROAD.

East of Little Canada St.

1
10+70 Drive

9+72 Drive

7+65 Drive

6+81 18" Vit. Pipe Culv.

3+86 Cross Rd. Sign

15.8

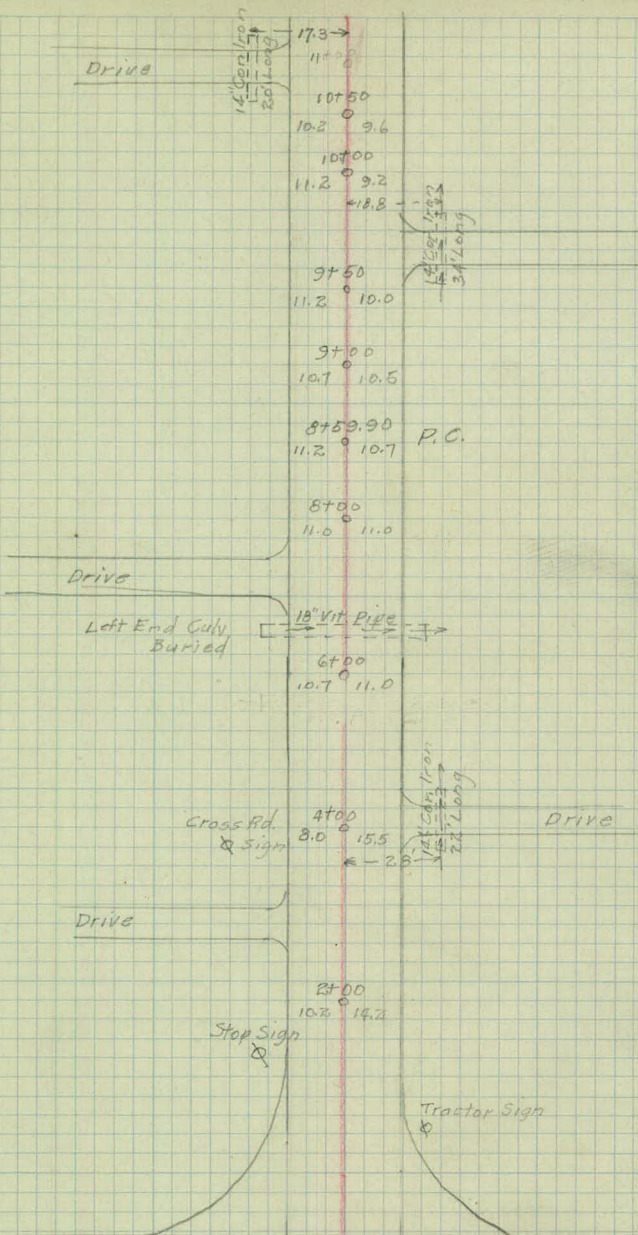
4+00 Drive

3+48 Drive

1+36.5 Stop Sign

18.8

25.15 0483 Tractor Sign



Conc. Pavement
on Rice St. 20' Wide

RD 15+76 RR. sign

12+15 Drive

11+66 Drive

24.8 11+11.0 M.H.
11+04.5 18' Corr. Iron Culv.

28+79.51 P.T.
11.0 11.4

22+50
11.8 12.1

22+00
12.0 13.0

21+50
13.5 10.5

21+00
13.0 8.4
20+50
9.3 8.4

20+00 P.C.
9.2 9.3

20+00
8.9 11.0

18+00
12.1 9.2

16+00
11.0 11.0

Ø R.R. Sight

14+00
11.0 10.7

12+00
11.5 10.5

11+66.65 P.T.
9.8 9.8

13.8 Long
18' Con. 1-0-0
24' N.H.

11+00

39+89 Drive

37+91. Drive

35+55 Drive

35+18 Side Rd Sign 15.1

32+42 Intersection Sign 15.9

32+15 Drive

32+29.07 E Lake Ave

30+24 Drive

16.6 29+72 Side Rd Sign

29+54 Drive

28+36 Drive

27+75 Drive

26+52 Drive

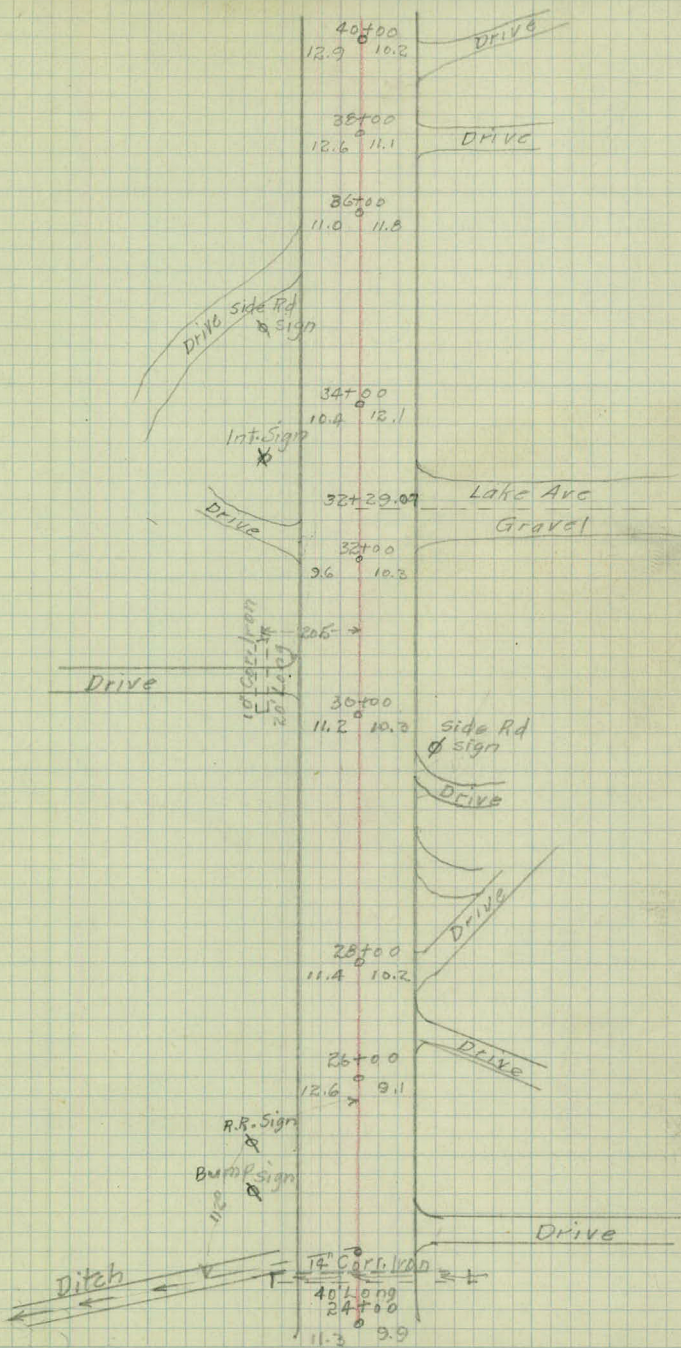
25+18.5 R.R. Sign 21.8

24+69 Bump Sign 19.8

24+60 Drive

24+45 Int. Line of Ditch

24+40 14" Cor. Iron Culv.



54+50 Drive

53+75 Drive

52+51 Side Rd. Sign 82.3

50+52 Drive

49+47.5 $\frac{1}{2}$ Centerville Rd

1

22.0 49+23 Int. Sign

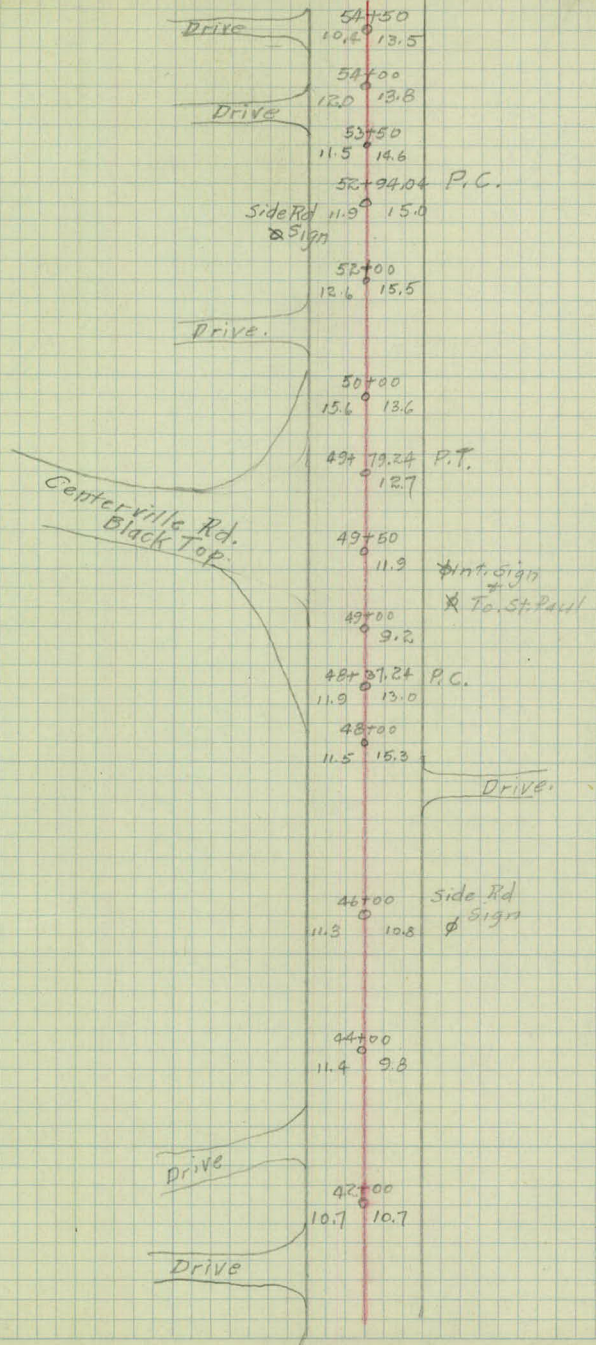
19.0 49+10 Int. Sign * To St. Paul

47+69 Drive

18.3 45+93 Side Rd. Sign

42+86 Drive

40+54 Drive



64+45 Side Rd

64+10 Drive

63+73 Side Rd. Sign 17.5

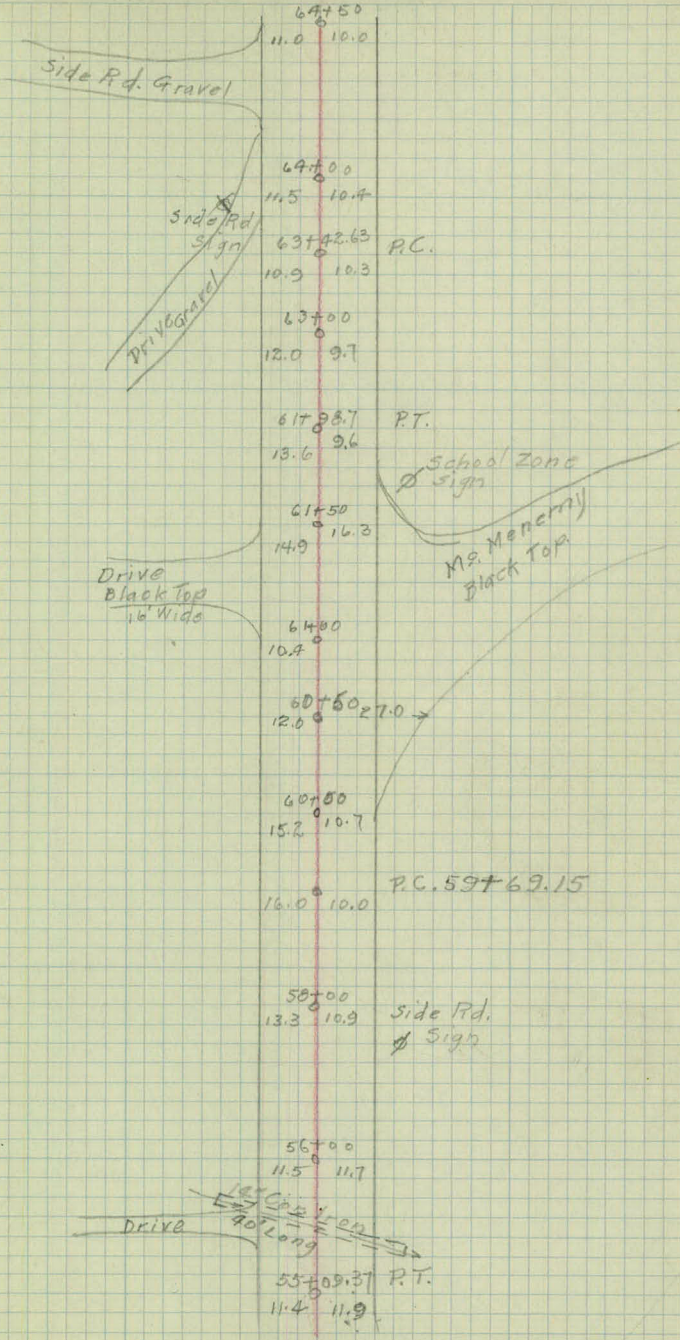
20.3 61+60 School Zone Sign

61+10 Drive

22.2 57+81 Side Rd Sign

55+58 Drive

Culvert



72+20 Drive

71+35 School Zone Sign 23.5

70+42 Drive

69+76 Drive

68+97 End Stone Wall 33.3

68+58 Drive

16.6 66+20 End Guard Rail

65+50 Begin Stone Wall 33.0

65+40 Drive

15.6 Begin Guard Rail

Drive

73+12.63 P.C.

10.4 10.3

72+00.44 P.T.

12.3 9.6

71+50

School Zone 12.0 9.8

Sign

71+00

9.9 9.7

70+50

9.7 9.8

Drive To Cemetery

70+00.44 P.C.

9.6 11.3

Drive

69+00

10.0 10.8

Drive

68+00

10.0 11.0

66+88.77 P.T.

9.0 12.3

66+00

8.8 11.4

Drive To School

65+00

9.8 9.6

64+84.88 P.C.

10.0 10.0

64+75.26 P.T.

9.7 10.0

Cable Guard Rail
14 Posts

21.0 81+57 Stop Sign

79+14 Drive

16.5 77+96 Cross Rd Sign

82+09.33

□

Edgerton St.
20' Conc. Parapet.

Stop Sign

81+00

10.5 9.6

80+00

10.5 8.5

Drive

12' 50' 10' 12' 50' 10' 12' 50' 10'

78+00

10.2 9.0

77+49.66 P.I.

10.0 10.0

76+00

10.0 9.8

74+55.22 P.T.

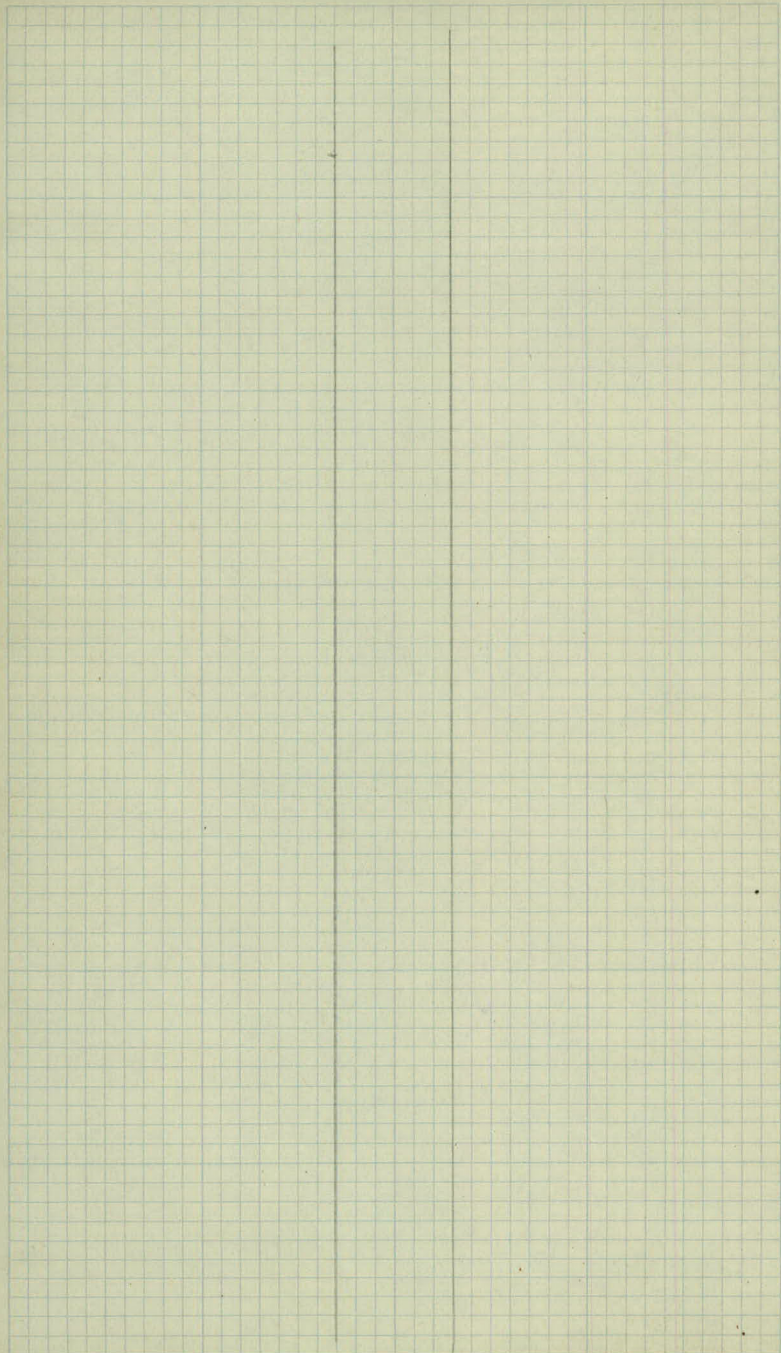
11.0 9.8

74+00

11.0 9.7

73+50

11.0 10.1



ALIGNMENT NOTES

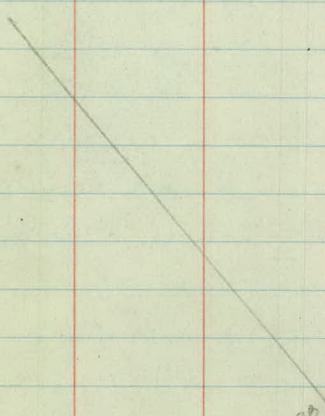
KELLER PARKWAY

(7)

Sta. Pt. Ang Lt. Ang Rt

2+55.19	33°30'	
+25	27°28'	I = 67°
2+00	22°28'	T = 96.76 ✓
1+84.45 P.I.	17°28'	L = 167.50 ✓
+75	12°28'	R = 146.19 ✓
+50	7°28'	
+25	2°28'	
1+00		
0+87.69	P.C. 40° Curve Left	

0+00 7°00'



Mon
28.36
P.I. M.C.
P.P. 31.30
0

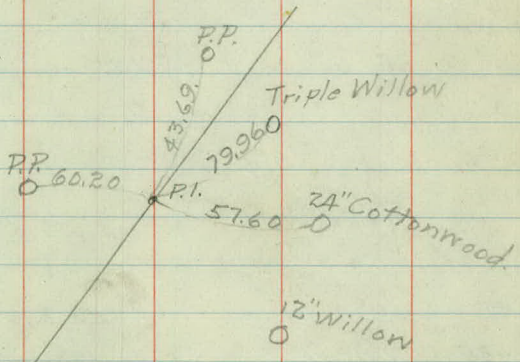
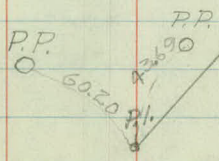
N Line 5008

Line on Edgerton
Mon

Sta. Pt. Ang Lt. Ang Rt.

~~8+61.30~~
~~8+61.59~~ P.T. 18°05'
 +50 17°07'30" I = 36°10'
 8+00 12°37'30" T = 105.08
~~7+64.75~~ P.I. 200.92
 +50 8°07'30" L = ~~308.22~~
 7+00 3°37'30" R = 319.62 ✓
~~6+59.67~~ P.C. 18° Right
~~6+60.38~~

4+64.19 P.T. 10°15'
 4+50 9°24' I 20°30'
 4+00 6°24' T = 86.50 ✓
~~3+79.86~~ P.I. 170.83 ✓
 +50 3°24' L = 170.83 ✓
 3+00 0°24' R = 478.34 ✓
 2+93.36 P.C. 12° Curve Left.

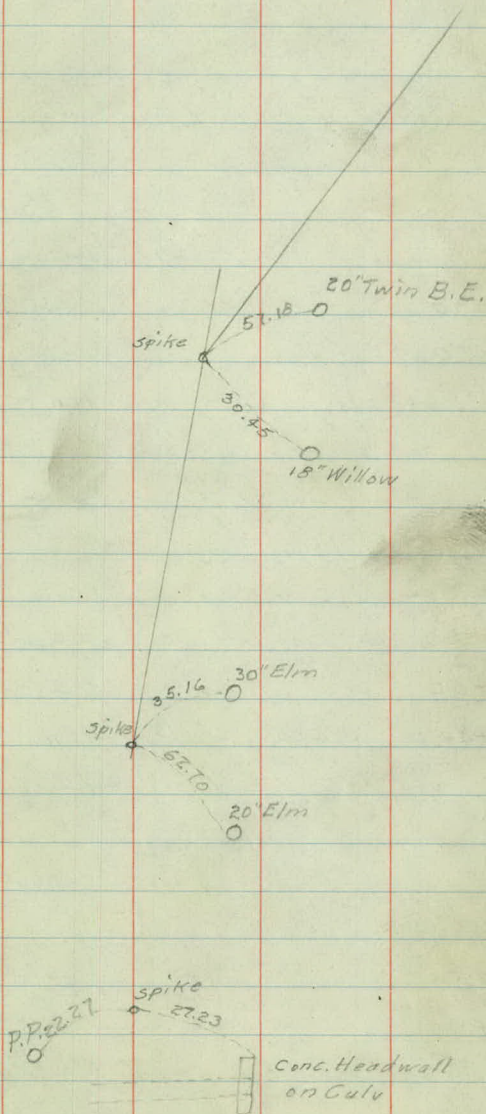


Sta. Pt. Ang Lt. Ang Rt.

23+84.11 P.T. $3^{\circ}58'$ $I = 7^{\circ}56'$
 +50 $2^{\circ}36'$ $T = 49.70 \checkmark$
 23+34.65 P.I. $0^{\circ}36'$ $L = 99.16 \checkmark$
 23+00
 22+84.95 P.C. 8° Curve Right. $R = 775.80$
 Left 716.78

21+10.85 P.T. $4^{\circ}30'$
 +50 $2^{\circ}58'30''$ $I = 9^{\circ}$
 20+21.06 P.I. $1^{\circ}43'30''$ $T = 90.21 \checkmark$
 20+00 $0^{\circ}25'30''$ $L = 180.00 \checkmark$
 +50
 19+30.85 P.C. 5° Curve Right. $R = 1146.28 \checkmark$

12+85 P.I. $1^{\circ}23'$



Sta.	Pt.	Ang. Lt.	Ang. Rt.	Calc. Brg.
29+63.50	P.T.	15° 15'		
+50		14° 22' 30"		
29+00		11° 07' 30"	I = 30° 30'	
+50		7° 52' 30"	T = 120.48 ✓	
28+49.30	P.I.	4° 37' 30"	L = 234.62 ✓	
28+00		1° 22' 30"	R = 441.68 ✓	
+50				
27+28.88	P.C. 13° Curve Right			
27+19.71				
27+19.57	P.T.	10° 16'		
27+00		9° 04' 30"	I = 20° 32'	
26+35.24	P.I.	6° 04' 30"	T = 86.64 86.64	
+50		3° 04' 30"	L = 171.11 171.11	
26+00				
25+48.74	P.C. 12° Curve Right		R = 478.34 ✓	
25+48.60				
24+82.99	P.T.	4° 00'	I = 8°	
+50		2° 24'	T = 50.12 ✓	
24+40.11	P.I.	0° 24'	L = 100.0 ✓	
24+00				
23+89.99	P.C. 8° Curve Right		R = 716.80 716.78	

34" Maple
O 38.22

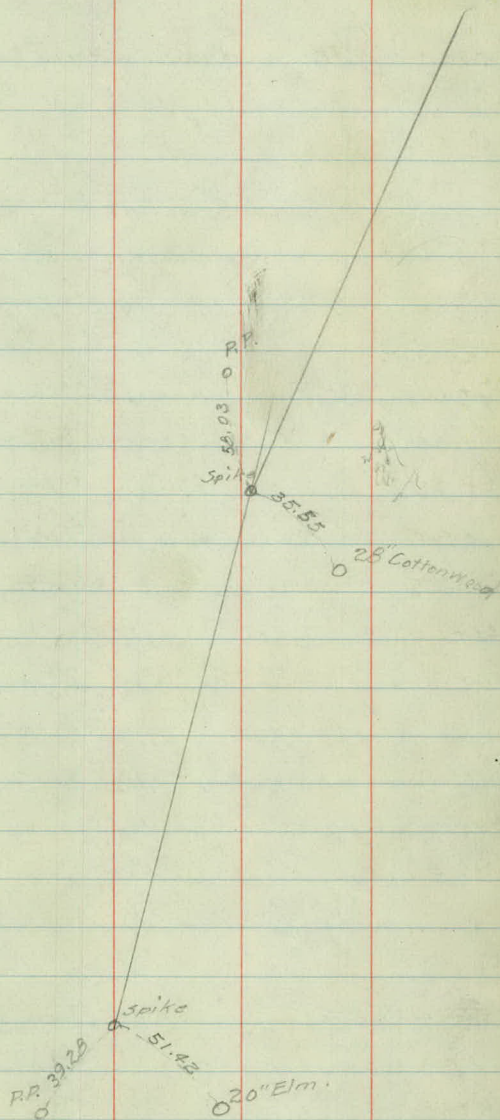
P.P.
O 46.72

30" Pop.
O 22.57
P.P. 66.80
O
Old. Hub.

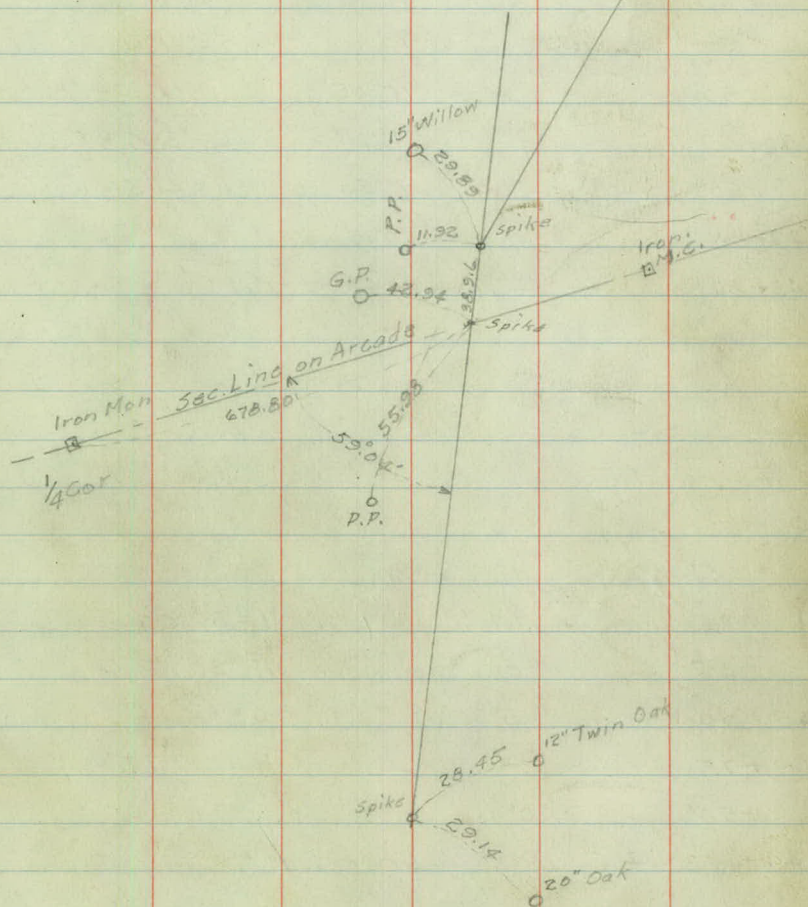
32+76.84 P.C. 2° Curve Right

32+46.91	P.T.	6°00'
32+44.92		4°56'39"
32+00		I = 12°
+50	PI	133.86
21+14.10		2°41'39" T = 135.45
31+00		L = 266.67
+50		0°26'39" R = 1273.57 ✓
30+00		

~~29+78.25~~ P.C. $4^{\circ}30'$ Curve Right
29+80.24



Sta.	Pt.	Ang. Lt.	Ang. Pt.
42+17.32	P.T.	19°22'	
42+00		16°54'00"	
+75		13°20'15"	I = 38°44'
41+52.46 P.I.		9°46'30"	T = 71.05 ✓
+50		6°12'45"	L = 135.91 ✓
+25		2°39'	R = 202.13 ✓
41+00			
40+81.41	P.C. 28°30' Curve Right		
39+34.63	P.T.	6°06'	
39+00		4°43'	I = 12°12'
38+58.73 P.I.		0°43'	T = 76.60 ✓
38+00			
37+82.13	P.C. 8°0' Curve Right		L = 152.50 ✓
			R = 716.78 ✓



7

Sta.	Pt.	Ang. Lt.	Ang. Rt.
52+22.28	P.T.	20°43'	
52+00		19°20'30"	
+50		16°15'30"	
51+00		13°10'30"	I = 41°26'
50+62.37	PI	10°05'30"	T = 176.04 ✓
+50		7°00'30"	L = 335.95 ✓
50+00		3°55'30"	R = 465.46 ✓
+50		0°50'30"	
49+00			
48+86.33	P.C.	12°20' Curve Right	
46+32.84	P.T.	18°25'	
46+00		15°15'	
+75		12°50'	
+50		10°25'	I = 36°50'
45+41.45		8°00'	T = 99.15 ✓
+25		5°35'	L = 190.54 ✓
45+00		3°10'	R = 297.77 ✓
+75		0°45'	
+50			
44+42.30	P.C.	19°20' Curve Left.	

15" B.E. Hub
11.26

22
22
22

15" B.E.

Spitzer 21.08 10" oak

45.70

12" oak

Sta.	Pt.	Ang Lt.	Ang Rt.
------	-----	---------	---------

57+41.55

7°21'

I = 14°42'

57+00

5°10'00"

T = 70.48 ✓

56+72.03 P.I.
+50

2°32'30"

L = 140.00 ✓

56+01.55 P.C. 10°30' Curve Pt.

R = 546.44 ✓

55+36.49 P.T.

22°20'

55+00

19°36'

+50

15°51'

54+00

12°06'

I = 44°40'

53+96.08 P.I.
+50

0°21'

T = 157.36 ✓

53+00

4°36'

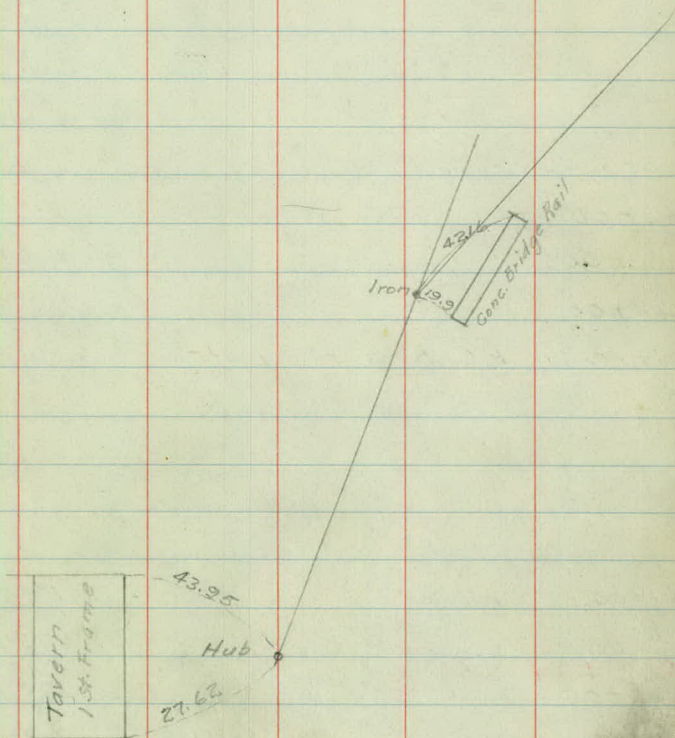
L = 297.77 ✓

+50

0°51'

R = 383.06 ✓

52+38.72 P.C. 15° Curve Right



Sta.	Pt.	Ang. Lt.	Ang. Pt.
65+37.49	Intersection with Sec. Line		

63+50.76	P.T.		
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63+00			
62+69.93	P.I.		
+50			

 $I = 13^\circ$
 $T = 81.67 \checkmark$
 $L = 162.50 \checkmark$

62+00			
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61+88.26	P.C. 8° Curve Left.		
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 $R = 716.80$
 716.78

61+04.58	P.T.	$3^\circ 41'$	
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 $I = 7^\circ 22'$

+50		$2^\circ 03'$	
-----	--	---------------	--

 $T = 61.50 \checkmark$

60+43.24	P.I.		
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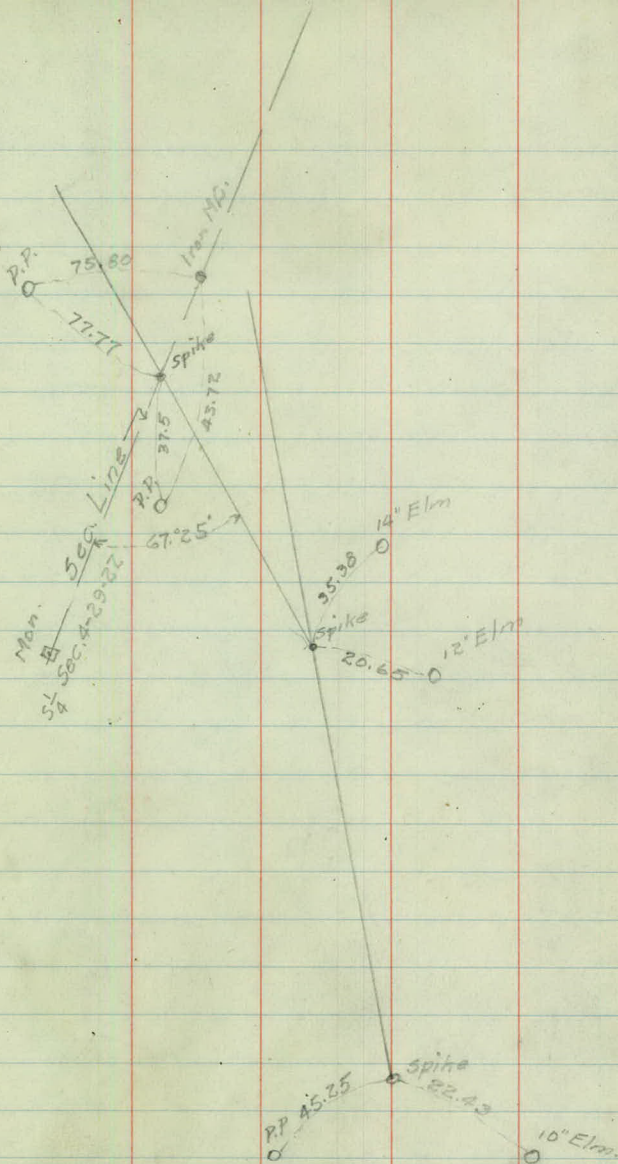
 $L = 122.78 \checkmark$

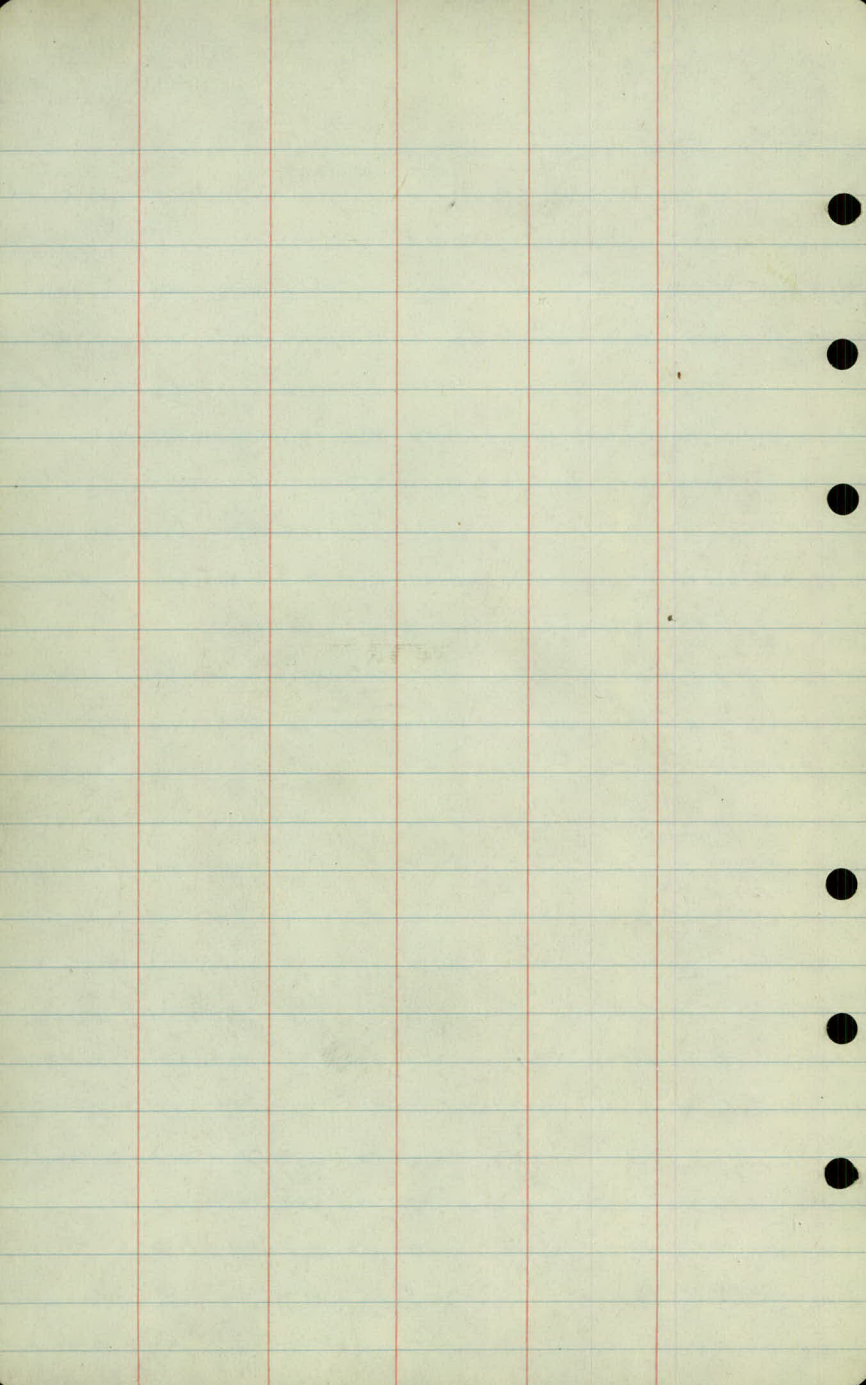
60+00		$0^\circ 33'$	
-------	--	---------------	--

59+81.74	P.C. 6° Curve Left.		
----------	----------------------------	--	--

 $R = 955.37 \checkmark$

(Equation) $57+90 = \text{Sta. } 58$





Topography
Keller Parkway

Edgerton To Co Rd. "C"

4+50 Cross Rd. Sign 19.0

5+98 Drive

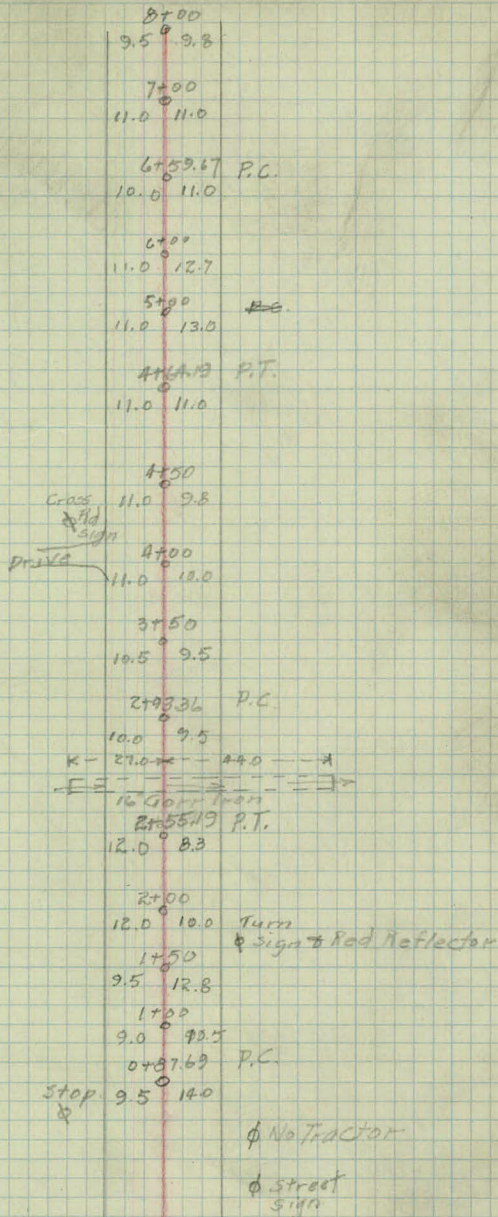
8+92 16" Corr. Iron Culv.

21.0 1+61 Turn Sign

0+70 Stop Sign 17.2

22.4 0+60 No Tractor Sign

23.6 0+37 Street Sign



20' Conc. Permit
on Edgerton

Mon. Sta. 0+00

16.0 22+49 Begin Guard Rl, Posts
No Rail

22+33 12' Cor. Iron Culvert

17+89

13.5 17+80 No Parking Sign

12+55 4.5' Cor. Iron Culv.

11+21 Winding Rd. Sign 16.0

23+50
8.0 8.4

11 Posts
No Rail

23+00
7.0 12.0

22+84.95 P.C.

7.0 13.0
36' Long
22+00

4.0 14.0

21+10.85 P.T.

6.4 12.5

20+50

8.0 9.5

20+00

9.0 9.5

19+50

11.0 7.5

19+30.85 P.C.

13.0 7.0

Drive

18+00

13.0 8.0

No Parking
Sign

16+00

11.0 3.6

14+00

10.4 10.4

12+85

P.I.

10.3 9.3

4.5' Corr. 1000
30.6' Long
Cong. Head Walls
8' Long
5' High

12+00

10.0 9.0

Q

10+00

9.8 8.7

8+61.89 P.T.

9.0 9.0

3
29+54 Drive

16.0 28+95 End Guard Rail

28+82 Drive

14.0 28+06 Begin Guard Rail

28+15 Drive

26+89 12" Vit. Pipe Culv

23+80 End Culv.

15.0

23+59 Drive

23+59 End Guard Rail Posts

25.0 23+53 End Culv.

1200 ft
K-1200 ft

29+50

160

29+00

6.0 13.0

7 Guard Rail Posts
No Rail

Drive

28+50

6.5 11.0

Drive

28+00

8.0 11.0

27+50

7.5 11.0

27+28.88 P.C.

27+19.57 P.T.

8.0 10.0

27+00

8.0 10.0

12' x 12' Pipe
28' x 12' Pipe

27+50

8.0 11.0

26+00

7.0 10.0

25+43.74 P.C.

7.0 11.0

24+89.99 P.T.

8.0 9.5

24+50

10.7 9.2

23+89.99 P.C.

7.5 10.0

23+34.11 P.T.

8.0 9.0

Drive

30' x 12' Pipe
42' x 12' Pipe

18.0 37+44 Side Rd. Sign

10.3 37+12 End G.R. Posts

36+85 Drive

36+00 Drive

12.0 35+67 Begin G.R. Posts

34+35 Stone Steps

17.0

33+30 16" Corr. Iron Culv.

32+00 Cen. Conc. Steps 16.0

31+25 Cen. Conc. Steps 18.0

30+55 Cen. Conc. Steps 22.0

DRIVE

27+00

8.0 9.0

DRIVE

16' corr. from

15' corr. from

36+00

6.0 11.0

35+71.84 P.T.

7.0 11.0

35+00

6.0 11.0



Stone Steps
6' Wide

34+00

6.5 11.0



15' Corr. from

40' long

33+00

6.5 10.0

32+76.34 P.C.

6.5 10.0

32+44.38 P.T.

6.5 10.0

Conc. Steps



Conc. Steps

4' Wide

32+00

6.0 11.0

31+00

9.0 10.0

30+55



Conc. Steps

4' Wide

30+00

9.0 10.0

29+76.25 P.C.

9.0 11.0

29+63.5 P.T.

8.0 11.0

side Rd sign

25' Guard R/P Posts
No Rail

44+32 Side Road Sign 18.0

41+77 24" Vitrified Pipe Culv.

27.0 41+60 Red Reflector

41+13.4 Intersection with Arcade

40+97 30" Cor. Iron Culv.

40+71 Street Sign

22.0

40+00 Drive

38+81 Drive

38+48 Drive

45+50
9.0 12.0

45+00
11.0 11.0

44+50
12.5 11.0

44+42.3
12.0 11.0

Side
Rd. Sign

44+00
10.5 12.0

42+17.32 P.T.
9.0 12.0

24" Vitrified Pipe

47' Long

Red.
Reflector

41+50
14.0 14.0

Arcade St.
Black Top

41+00
15.0 12.0

30' Long
84' Long

Street
Sign

40+81.41 P.C.
12.0

16" Conc. Iron
Buried
Drive

40+00
9.0 11.0

39+34.53 P.T.
8.0 10.0

39+00
9.0 10.0

Drive

38+50

Drive

38+00
9.5 11.0

37+82.13 P.C.
10.0 11.0

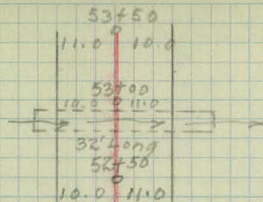
52+91 12" Corrugated Culv

50+50 Drive

49+15 No Dumping Sign 13.0

48+26 12" Vit. Pipe Culv

47+76 Drive



52+38.72 P.C.
10.0 11.0

52+22.28 P.T.
10.0 11.0

52+00
9.5 10.5

51+50
10.0 10.0

51+00
12.0 10.0

50+50
11.0 11.0

50+00
11.0 12.0

49+50
10.0 12.0

No Dump
Sign

49+00

48+86.33

9.0 11.0

52+20

48+00

11.0 9.0

12' V-L Pipe

Drive

46+32.84 P.T.
11.0 12.0

46+00
10.0 11.0

15.5 61+47 Side Rd. Sign

59+62 12" Corr. Iron Culv

59+33 End Guard Rail Post 170

57+085 End Bridge

56+68 Begin Bridge

54+95 Begin G. R. Posts 15.0

14.0 54+58 Begin G. R. Posts

side Rd.
P Sign

61704.52 P.T.
10.5 11.0

60750
11.0 10.5

59781.74 P.C.
10.0 10.0

12' GORR. MAN
36.5' Long
DRIVE

59700
8.0 9.5

58700
8.5 9.0

57741.55 P.T.
9.0 9.0

22.1 Wide

56750
8.5 9.0

56701.58 P.C.
9.0 9.0

55736.49 P.T.
9.0 10.0

55700
9.0 11.0

54750
11.0 11.0

54700
12.0 12.5

65+37.49 Sec. Line
15.0 65+30 Street Sign

64+80 Drive

T.H. #36 Black Top.
S. Line 500.4

Drive

1701

Street
Sign

65+00

64+00

11.0 9.0

63+50.76 P.T.

10.6 10.0

63+00

10.0 10.0

62+50

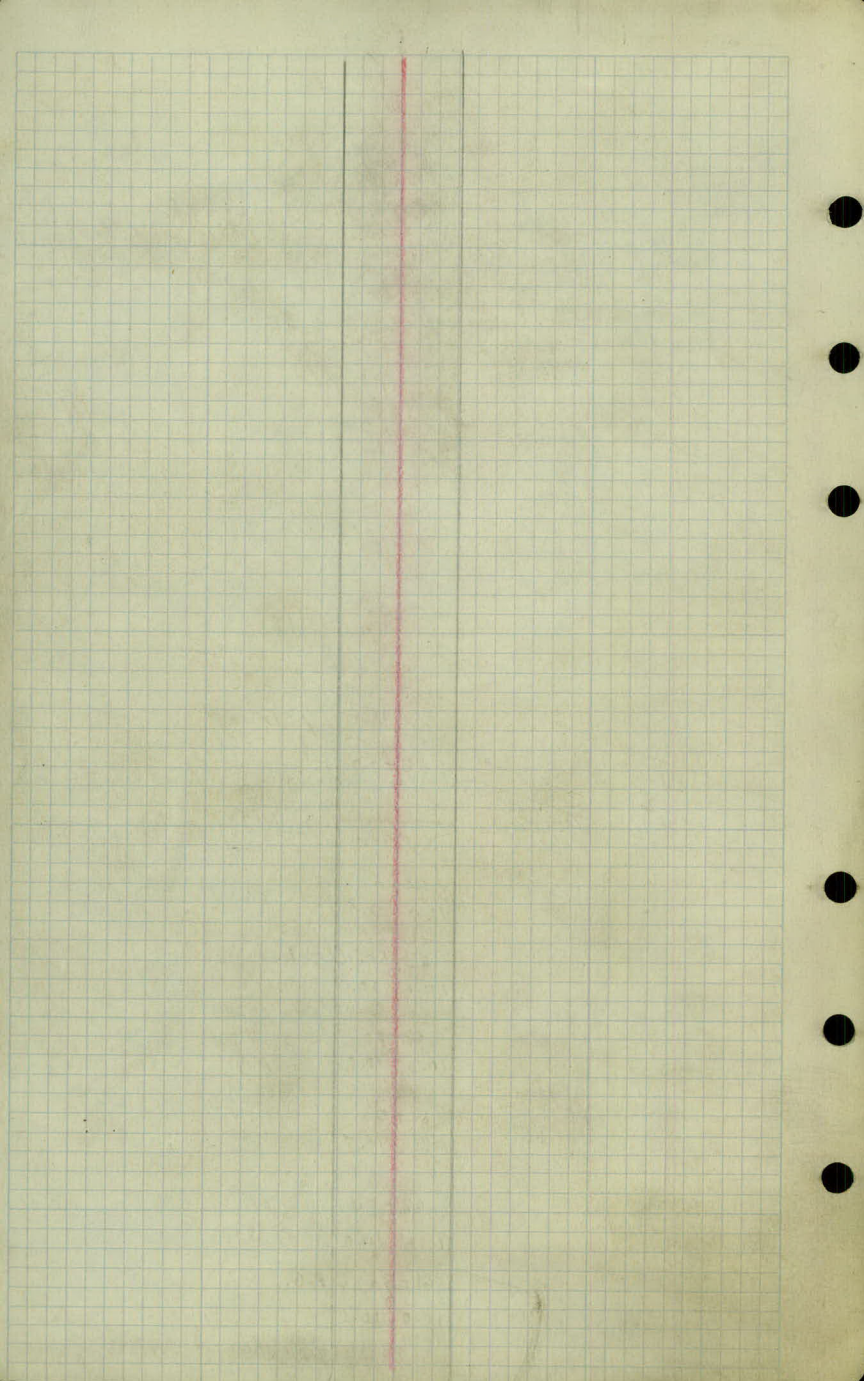
10.0 10.5

62+00

10.0 10.0

61+88.26 P.C.

10.0 10.0



Alignment Notes

Co. Rd 'G'

Lake Gervais to State Trunk Hwy #61

(7)

Jan - 1946

Stadler
Lunzer
Wadell,

N.E. Cor. Sec 9-29-22 Mont.

LT.

RT.

Hiway curve data

Δ $17^{\circ}57' R$

Tan. 90.6

D - 10°

L 179.5

PC = Sta 121+85.2

PT = 123+64.7

39+25.00 b Pavement.

39+16.94 Intersects
line Tan.

16+58.08 Mont. $0^{\circ}08'26''$

North
Center Sec 9-29-22

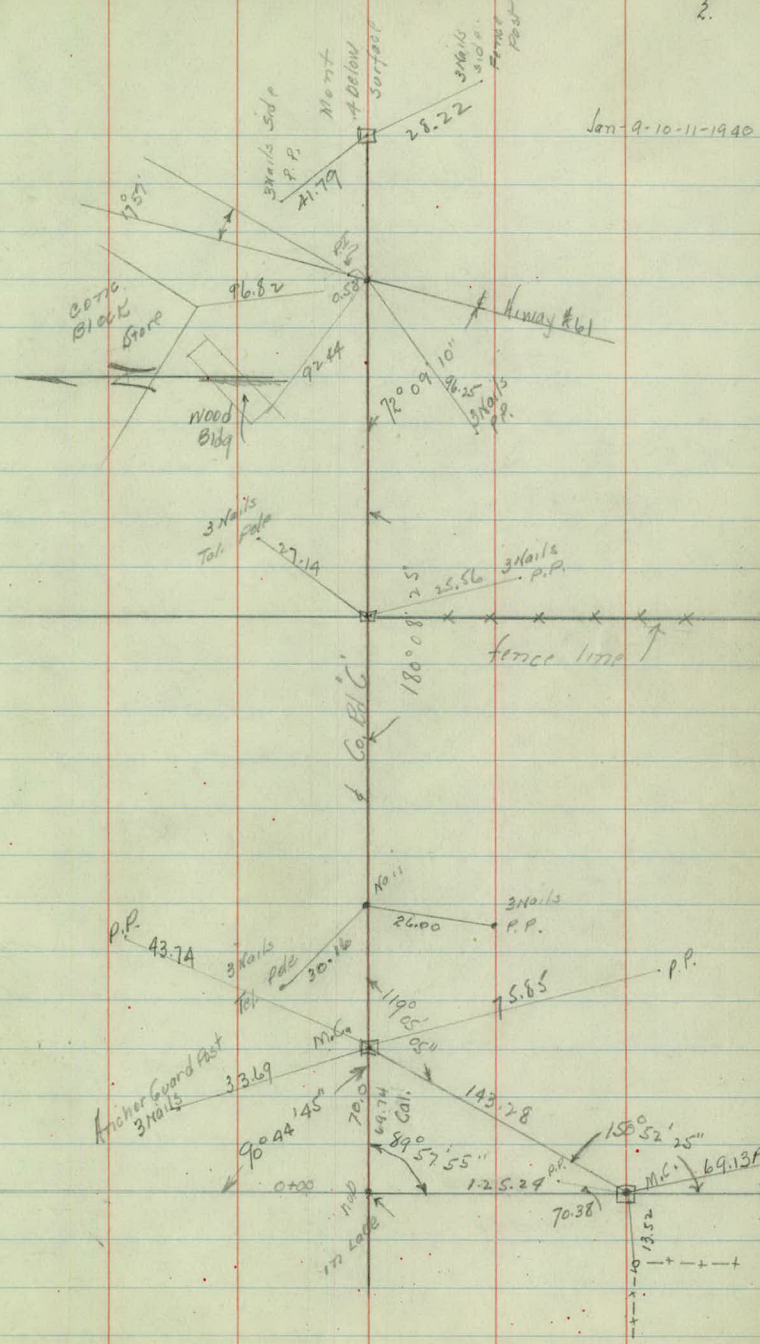
12+88.68 P.O.T.

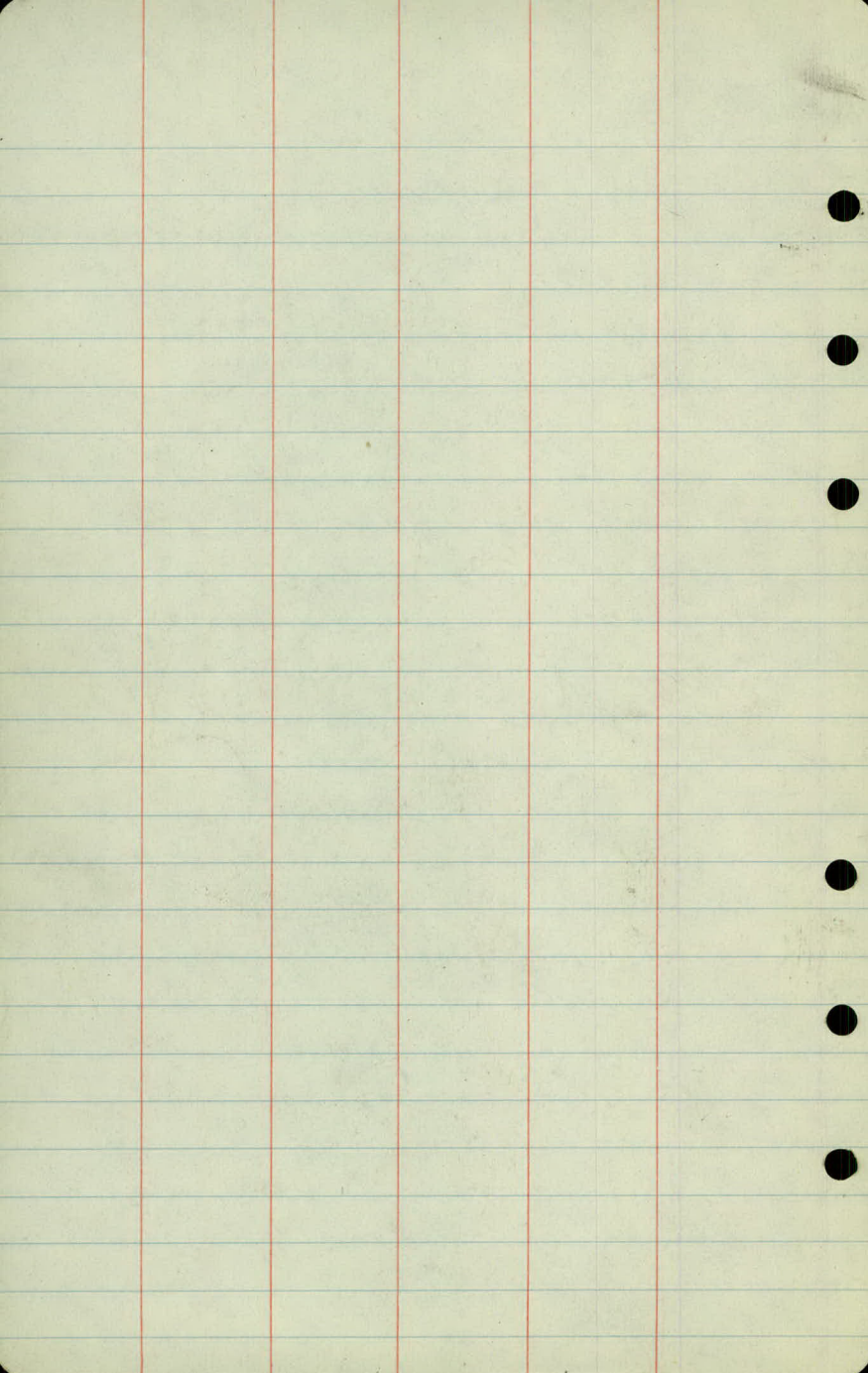
0+70 Mont (M.C.)

15077.

0+00 Section line

Jan-9-10-11-1940





Jan 9, 1940

1.

Topog. Notes

Co. Rd "C"

Gervais Lake to

State Trunk Hwy #61

Stadler
Lutsker
Madell

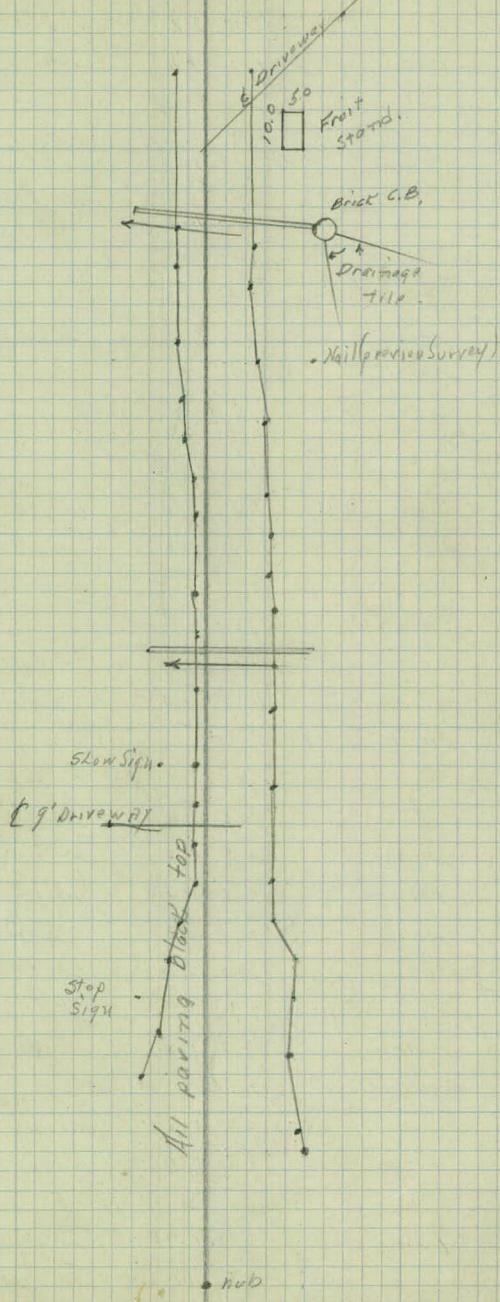
2		LT	RT	
16+40		36.0		± 10° Drive way
16+00	paring	8.0	12.0	paring
+78				intersection ± 10° Drive way
+88		21.8		cor. Stand
+78		21.8		cor. Stand
+56	18° Corr. Col.	18.6		
+52			28.0	18° corr. Col. + C.B.
15+00	paring	7.6	12.0	paring
14+00	paring	7.8	11.5	paring
+29.03				
13+00	paring	7.0	0.27	Nail (Previous Survey)?
+88.68	P.O.T.		13.3	paring
12+00	paring	5.7	15.3	paring
+16				± 10.0 Drive way form
11+00	paring	4.7	15.5	paring
10+00	paring	4.5	16.8	paring
9+00	paring	4.6	16.5	paring
8+00	paring	3.4	17.0	paring
7+00	paring	3.0	17.0	paring
+98	24° corr. Col.	14.5	27.0	24° Corr. Col.
6+00	paring	2.9	17.7	paring
+22	Slow Sign	13.6		
5+00	paring	2.8	17.6	paring
+35	± 9° Drive way	25.0		
4+00	paring	2.8	17.0	paring
3+00	paring	2.6	17.0	paring
2+00	paring	6.0	22.6	paring
+35	paring	10.0	22.0	paring
+25	Stop Sign	17.5		
+20	paring	17.0	21.5	paring
+10	paring	16.0	22.0	edge paring blocktop
1+00			25.0	edge paring

0+68 West line of Paring

0+2.8 Line of Guard Rail + Motion West Copter

0+00 1/2 Cor Wood hub in Lake

Aug. 1940 3.
10-



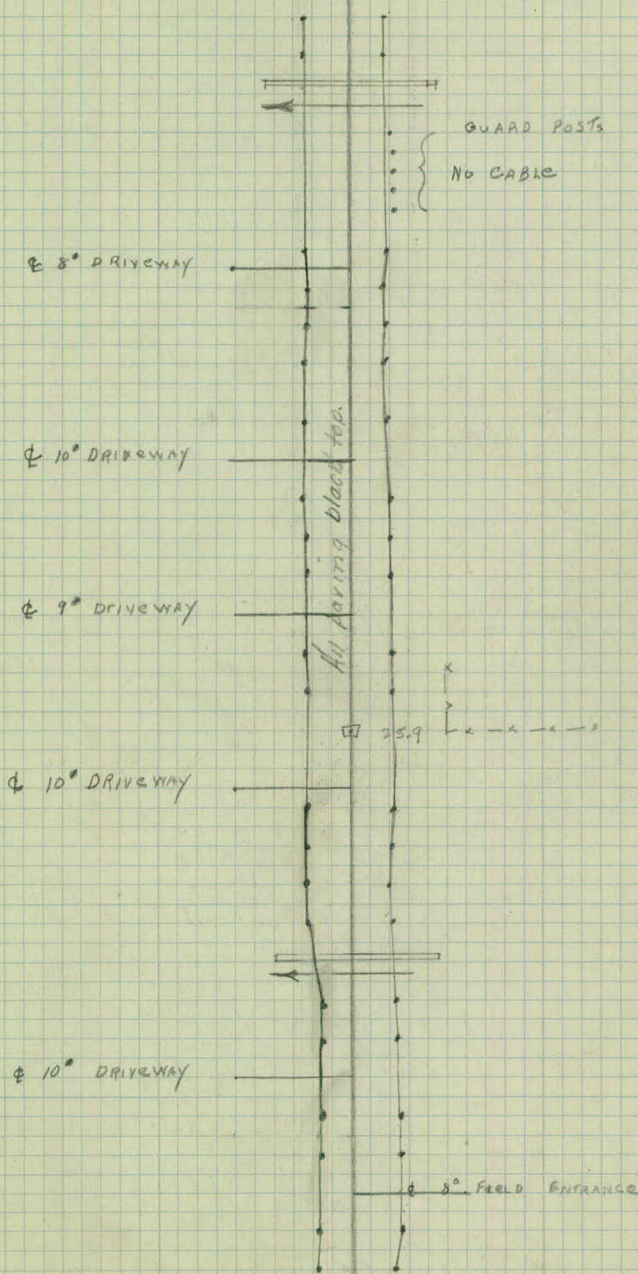
4.

36+00	paring	11.0	8.8	paring
37+00	paring	11.7	8.8	paring
+ 98.5 end 18" Corr. Cul.		23.0	23.5	end 18" Corr. Cul.
+ 97.5		10.0		Guard
+ 85		10.2		Post
+ 71		10.2		"
+ 59		10.3		"
+ 43		10.4		"
36+00	paring	10.7	9.0	paring
+ 54	± 8.0 Driveway	30.0		
35+00	paring	11.0	8.5	paring
34+00	paring	11.0	9.5	paring
33+00	paring	11.6	8.7	paring
32+00	Intersection of Drive			
	paring	11.3	9.0	paring
+ 75	± 10.0 Driveway	32.0		
31+00	paring	11.4	10.1	paring
30+00	paring	10.7	10.1	paring
29+00	paring	10.4	10.0	paring
+ 94	± 9.0 Driveway	30.0		
28+00	paring	10.7	10.4	paring
27+00	paring	10.3	10.4	paring
26+58.08	Mont. 1/4 line			
+ 49	± 10.0 Driveway	30.0		
26+00	paring	10.5	11.0	paring
25+00	paring	10.5	10.2	paring
24+00	paring	10.5	10.0	paring
23+00	paring	10.1	10.9	paring
+ 89	36" Corr. cul.	19.0	22.2	end 36" Corr. Cul.
22+00	paring	9.7	11.5	paring
21+00	paring	8.8	12.0	paring
+ 42	± 10.0 Driveway	30.		
20+00	paring	8.5	12.5	paring
19+00	paring	8.5	12.5	paring
+ 75		30.0		8° Field entrance
18+00	paring	8.2	12.7	paring
17+00	paring	8.5	11.8	paring

No cable

July 10, 1940

5



39+25.00 d

39+16.94 Taw curve intersects d Co Rd "C"

+65		70.0	road
+50		33.8	road
+30		18.0	edge road
+30	drive way + road	35.0	
+20	to stop black top	11.0	11.0 black top
+14		16.3	North St. Paul Sign
+11		16.8	Stillwater Sign
+08		16.8	Stop Sign
38 105		28.5	end 24" Corr Gals Goes across Hwy 61

Jan 9, 1940

7.

P.I. 0.58

Highway #61

Store driveway

- NORTH ST. PAUL Sign
- STILLWATER sign
- STOP sign

38 x 11 1/2

8.

LT. E

E7