

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

BALD EAGLE BLVD. E.

From Park Ave. To Taylor Ave.

Road Acc't. No. 77

Date Filed 4-7-27

File _____

ALIGNMENT

BALD EAGLE BLVD E

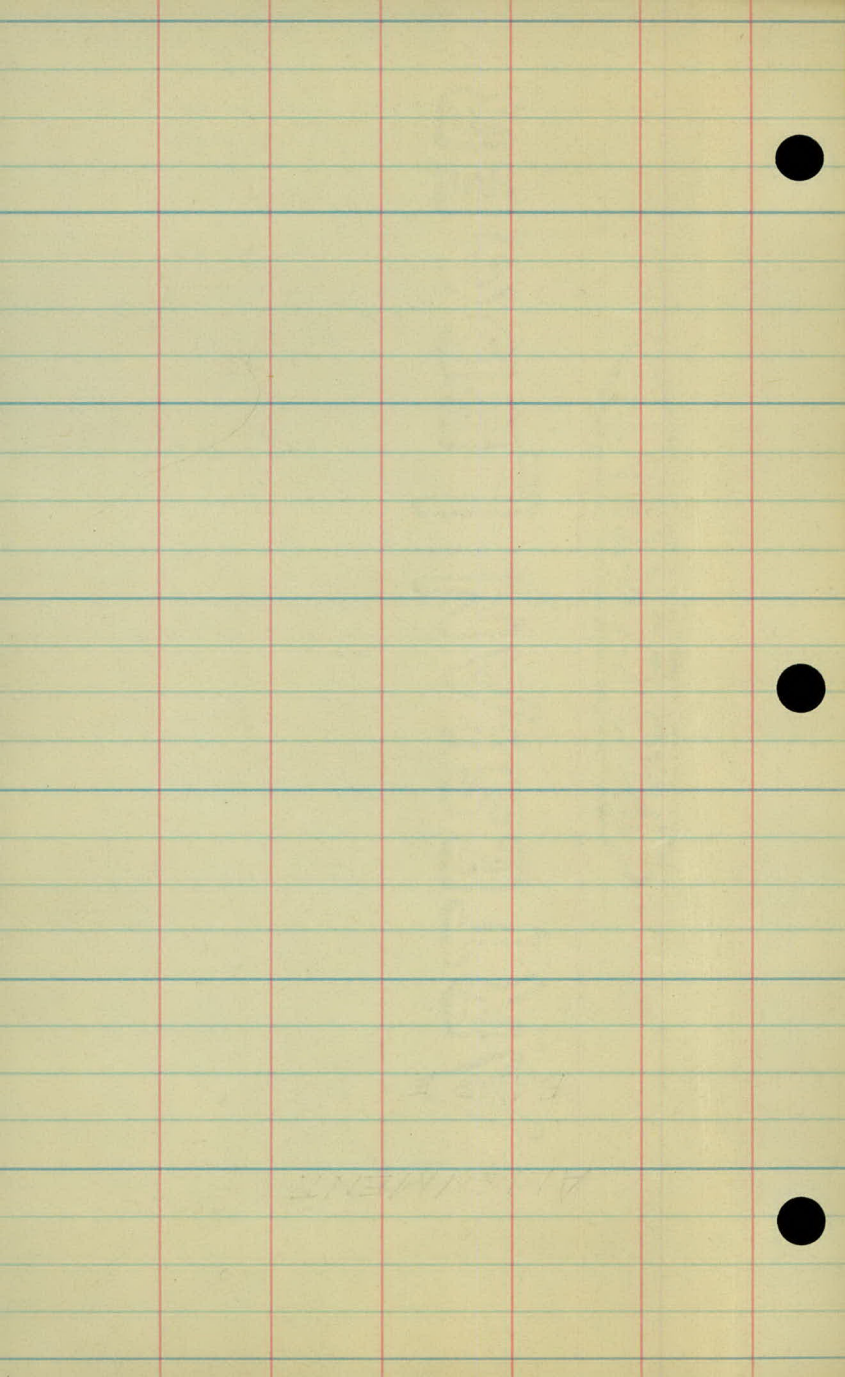
From

PARK AVE

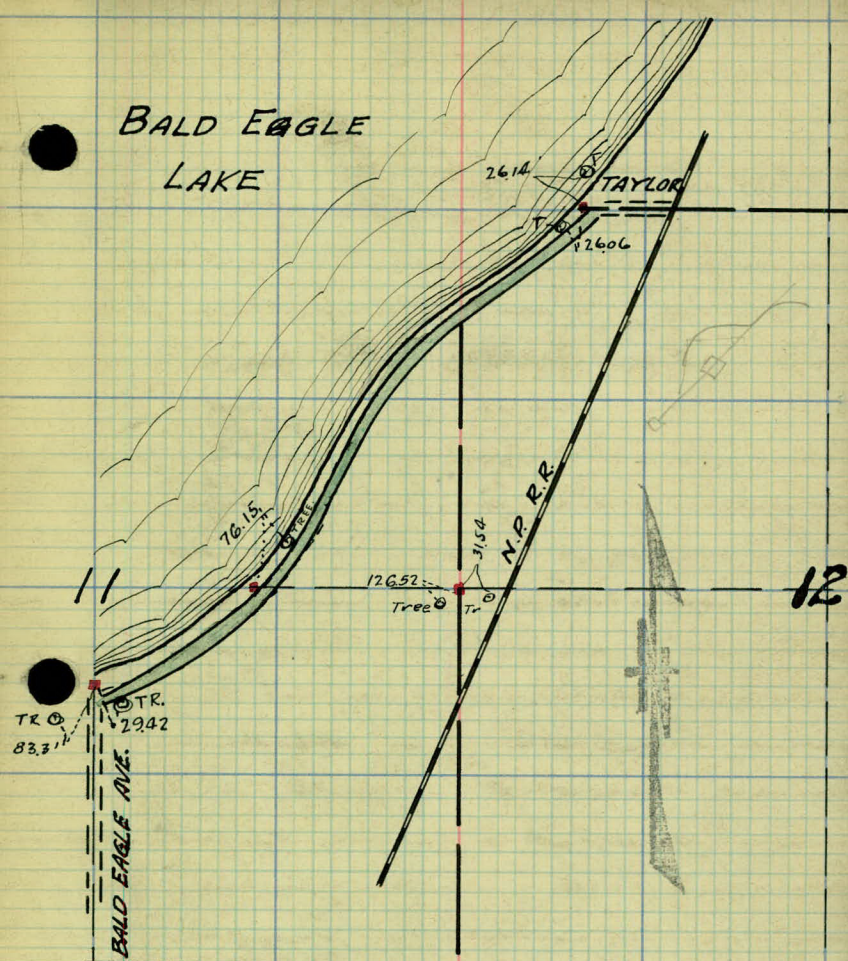
to

TAYLOR AVE

Rd 9/c 77

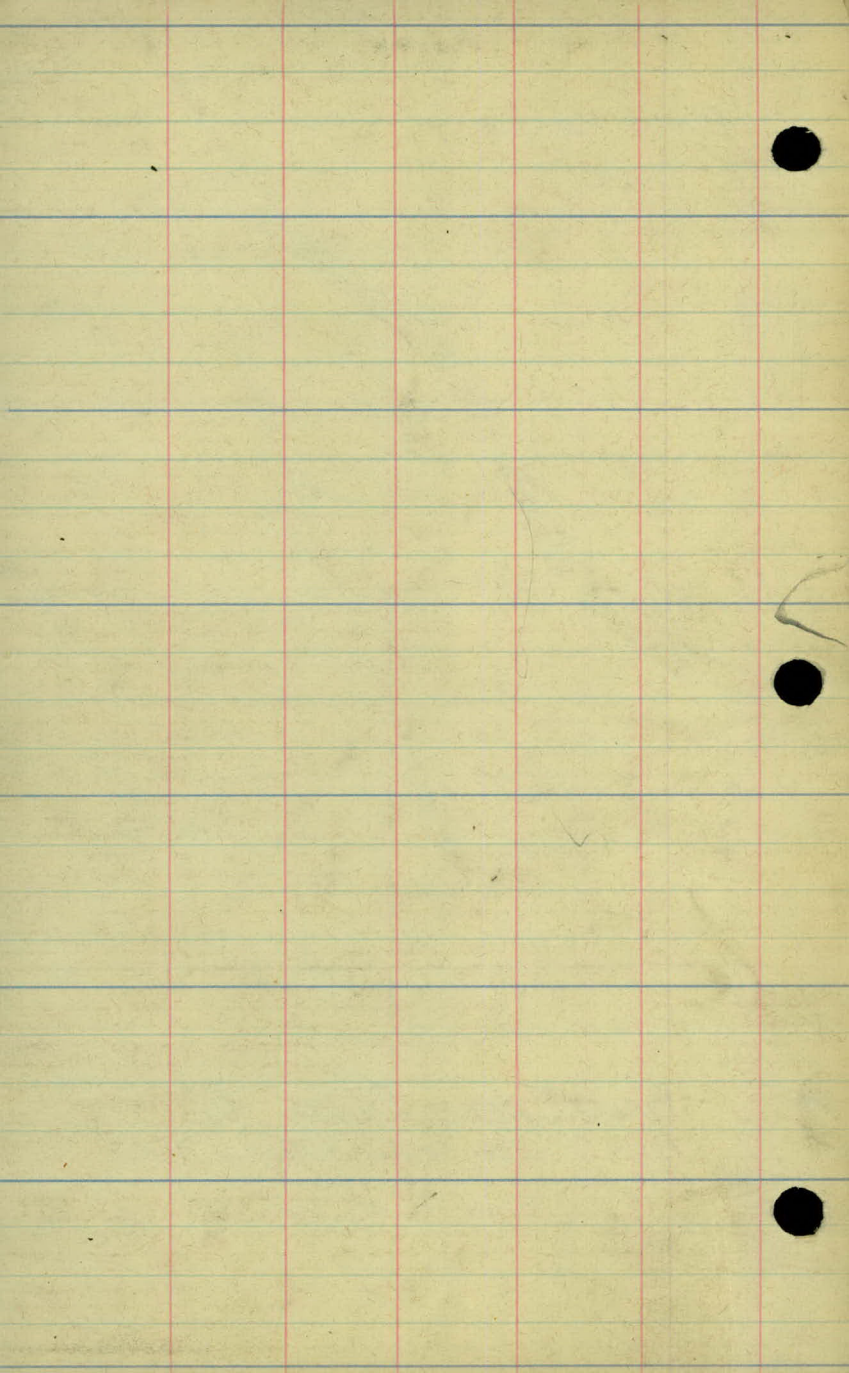


BALD EAGLE LAKE



BALD EAGLE BLVD. E.
From Bald Eagle Ave. to Taylor Ave.

Road $\frac{1}{2}$ N.° 26



3-8-27

FAIR @
WARM

{ A.W. LINDBALL
A.L. PERSONS
W.G. ALEXANDER
E.T. SINGLEY

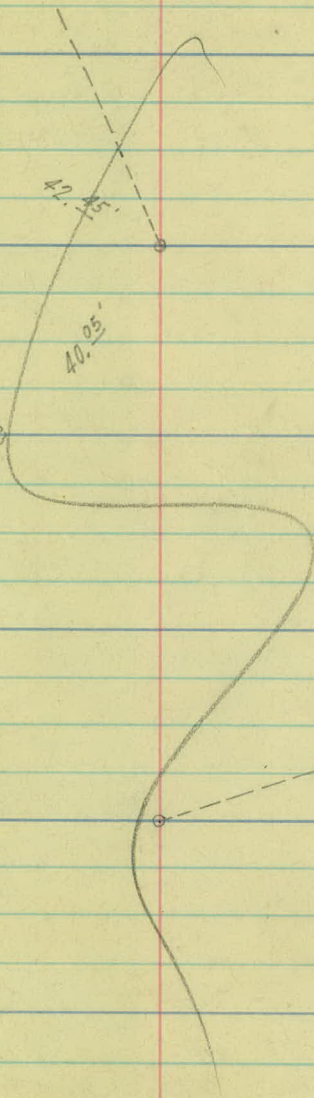
3

18" DAK ☺

42.45'

40.05'

18" DAK ☺



STA.	P.T.	$\Delta L.T.$	$\Delta R.T.$	CALCU. BEAR	MAGN. BEAR.
18+40.07	P.T. ✓		1°-52'-30"		N. 24° 47' E. ✓
18+00			2°-28'-30"		
+50			1°-58'-30"		
17+00			1°-28'-30"		
16+96.45	P.I.			$\Delta 5^{\circ}-45' R$	
+50			0°-58'-30"	D. 2°-00' ✓	
16+00			0°-28'-30"	T. 143.88 ✓	
15+52.57	P.C. ✓		0°-00'	L. 287.50' ✓	
				R. 2864.93 ✓	

EQUATION - 14+96.97 = 14+13.94

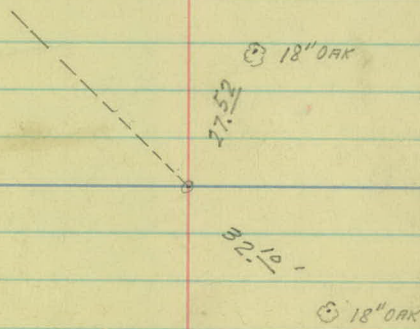
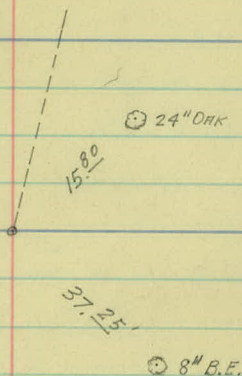
14+06.97	P.T. ✓	23°-10'			N. 19° 02' E. ✓
14+00		22°-36'-30"			
+50		18°-36'-30"			
13+00		14°-36'-30"			
12+76.10	P.I.			$\Delta 46^{\circ}-20' L$	
+50		10°-36'-30"		D. 16°-00' ✓	
12+00		6°-36'-30"		T. 153.71 ✓	
+50		2°-36'-30"		L. 289.58 ✓	
11+17.39	P.C. ✓	0°-00'		-R. 359.26	

10+58.69 ~~at~~ Park Ave.

3-8-27

4

6.97
6.0



STA.	P.T.	ALT.	Δ RT.	CALCU. BEAR.	MAGN. BEAR.
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N. 30° 19' E. ✓

21+22.39	P.T. ✓	2°-46'			
21+00		2°-32'-30"			
+50		2°-02'-30"			
20+00		1°-32'-30"			
19+84.18	P.I.			Δ 5°-32' R	
+50		1°-02'-30"		D. 2°-00'	
19+00		0°-32'-30"		T. 138.46 ✓	
+50		0°-02'-30"		L. 276.67 ✓	
18+45.72	P.C. ✓	0°-00'		R. 2864.93	

3-9-27

FAIR & WARM (5)
{ A.W.L.
 A.L.P.
 W.G.A.
 E.T.S

12" OAK (TWIN) ☺

31.25'

8" OAK ☺ 20.25'



Sta	Pt.	$\Delta L.T.$	$\Delta R.T.$	CALC. BEAR.	MAGN. BEAR.
38+87.71	P.T. ✓	7°-45'			N. 25° 51' E. ✓
+50		6°-37'			
38+00		5°-07'			
27+59.40	P.I.			Δ 15°-30' L	
27+50		3°-37'		D. 6°-00' ✓	
27+00		2°-07'		T. 130.02 ✓	
+50		0°-37'		L. 258.33 ✓	
26+29.38	P.C. ✓	0°-00'		R. 955.37 ✓	

24+91.31	P.T. ✓	5°-31'			N. 41° 21' E. ✓
+50		4°-41'-30"			
24+00		3°-41'-30"			
23+53.85	P.T.			Δ 11°-02' R	
+50		2°-41'-30"		D. 4°-00'	
23+00		1°-41'-30"		T. 138.37 ✓	
+50		0°-41'-30"		L. 275.83 ✓	
22+15.48	P.C. ✓	0°-00'		R. 1432.69	

3-9-27

6

12" ELM ☉

29.60

38.80

18" B.E. ☉

6" OAK ☉

15.12

16.60

12" STUMP ☹

Sta.	P.T.	$\Delta L.T.$	$\Delta R.T.$	CALCU. BEAR.	MAGN. BEAR.
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$$36+81.70 = 36+91.70$$

N. 72° 34' E. ✓

<u>36+91.70</u>	P.T.	23°-21'-30"
+50		21°-41'-30"
36+00		19°-41'-30"
+50		17°-41'-30"
35+00		15°-41'-30"
+50		13°-41'-30"

34+07.30	P.I.	$\Delta 46^{\circ}-43' R$
34+00		11°-41'-30" D. 8°-00'
+50		9°-41'-30" T. 309.56 ✓
33+00		7°-41'-30" L. 583.96 ✓
+50		5°-41'-30" R. 716.78 ✓
32+00		3°-41'-30"
+50		1°-41'-30"

<u>31+07.74</u>	P.C.	0°-00'
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~~Equation 30+97.74 - 31+07.74~~

3-9-27

7

12" OAK (3)

46.80

(3) 32.50' (3)

P.I. FALLS IN LAKE.

12" OAK (7)

55.80'

56.50'

STA.	PT.	ΔLT.	ΔRT.	CALCU. BEAR.	MAGN. BEAR.
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42+55.48	P.T. ✓	1° 50'			
42+50		1° 46' 30"			
42+00		1° 16' 30"			

41+63.85	P.I.				
+50		0° 46' 30"			
41+00		1° 16' 30"			
40+72.15	P.C. ✓	0° 00'			

Δ 3° 40' L

D. 2° 00'

T. 91.70 ✓

L. 183.333 ✓

R. 2864.93 ✓

N. 50° 53' E ✓

39+91.73	P.T. ✓	9° 00' 30"			
+50		7° 20'			
39+00		5° 20'			

38+80.15	P.I.				
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38+50		3° 20'			
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38+00		1° 20'			
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37+66.52	P.C. ✓	0° 00'			
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Δ 18° 01' L

D. 8° 00'

T. 113.63 ✓

L. 225.21 ✓

R. 716.78 ✓

N. 54° 33' E ✓

FAIR & COLD

{ A.W.L.
A.L.P.
W.G.A.
E.L.S.

33. 95' (C) 24" OAK

8" ELM

9.08

P. P. ⊙

25.⁰⁰

9.00 -

POST OF WALL

STONE &
MEANDER COR. ☒

SECTION

IRON SPIKE

P. P. C.

10" B.F.

IRON SPIKE N.E. COR
OF BUFFALO & EAGLE AV

STA.	P.T.	$\Delta L.T.$	$\Delta R.T.$	CALCU. BEAR.	MAGN. BEAR.
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5.53° 07' E ✓

49+15.03	P.T. ✓	38°-00'	END SURVEY
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49+00

34°-14'-30"

48+55.48	P.T.	Δ 76°-00' R
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+50

21°-44'-30" D. 50°-00'

48+00

9°-14'-30" T. 92.45' ✓

47+63.03	P.C. ✓	0°-00	L. 152.00' ✓
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R.

3-19-27

9

NOTE: FOR SECTION LINE N. OF THIS
POINT SEE NOTATION AT END OF
TAYLOR AVE. SURVEY.

18" OAK



27.70'

37.20'

Q.T.P.



STA.

PT.

ALT.

ΔPT.

CALCU.
BEAR.

MAGN.
BEAR.

TOPOGRAPHY

Roadbed.
Lt. Rt.

+50

8.2-31.6

+17.39

4.0 21.5

11+00

7.2 16.0

10+58.69

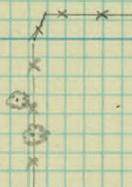
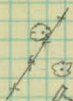
+50

9.2 10.8

17+00

+87 End F.L. 9'
 +74 14" O 22
 +50 F.L. 34
 +55 15" Elm 11
 +39 Rd. Sq. 6
 +30.4 Edge Prmt

+19 12" Birch 23
 +65 12" O. 21
 +90 10" Birch 16



3-8-27 (AWL
 Fair + ALP
 Warm WGA
 ETS

12

+12 F.C. 39'
 +00 F.L. 33
 +94 F.L. 30
 +69 C.B. 12
 +68 14" O 24
 +50 F.L. 31
 +50 12" O. 32

Roadbed.
Lt. Rt.

+50 12' 8'
18 10 10

+50 11 9

17 12 8

+50 13 7

+07 12"CM 44'lg.

16 14 6

+52 13 7

15 11 9

+69 12"CM 36'lg.

14 12 8

+50 12 8

13 9 11

+50 5 15

12 4 16

+78 8" BIRCH 17

3-9-27 (A.W.L.
FAIR & A.L.P.
WARM } W.G.A.
E.T.S.

+03 18" ELM 18'

+28 12" OAK 21'

+07 12" C.M. 36'

F=====

+07 12" C.M. 8'

+81 12" B.E. 9'
+75 12" B.E. 16'

+30 Rd. Sg. 15'

+03 3-12" BIRCH 15'

+37 12" OAK 11'

+69 12" C.M. 19'

{ +92 12" C.M. 16'
+70 12" C.M. 18'
+69 12" C.M. 17'

+39 18" OAK 25'

(5) +82 STEPS 12'

+64 24" OAK 15'

+37 14" OAK 22'

+28 8" OAK 24'

(5) +26 STEPS 13'

+06 18" ELM 24'

+30 12" OAK 12'

ROADBED
L.T. RT.

25+00 9' 11'

+50 10' 10'

+40 ϕ DRIVE TO RT. (12" C.M. 30' Lg.)

24+00 12' 8'

+50 13' 8'

23+00 12' 10'

+66 ϕ DRIVE TO RT. (10" C.M. 12' Lg.)

+50 12' 12'

22+00 11' 11'

21+00 12' 12'

+50 12' 11'

20+00 13' 10'

+50 12' 10'

19+00 12' 10'

26+00
+82 14" BIRCH 21

+13 14" ELM 18'
+07 8" OAK 12'

3-9-27
+97 12" OAK 19'
+77 12" OAK 16'
+64 10" C.M. 13'
+58 10" C.M. 13'
+45 12" OAK 21'
+45 8" OAK 19'
+33 12" OAK 21'

HEDGE 16'
+86 12" OAK 19'
+73 14" OAK 16'
+53 B&G HEDGE 16'
+53 12" C.M. 13'
+51 P.P. 15'
+40 4" DRIVE
+23 X FENCE 14'
+22 12" C.M. 11'
+15 14" OAK 12'
+04 8" OAK 15'

+72 10" C.M. 14'
+78 8" B.E. 22'
+66 4" DRIVE
+61 8" B.E. 32'
+60 10" C.M. 14'

+94 3" WOOD STEP 13'
+89 18" OAK 23'

+01 5" WOOD STEP 12'

+54 X FENCE 15'

+02 4" WOOD STEP 6'

+55 8" OAK 18'

+47 6" WOOD STEPS 15'

+11 2-10" OAKS 23'

+83 8" OAK 24'

+13 P.P. 16'
+05 8" BIRCH 16'

ROADBED
LT. RT.

+50

8' 12'

32+00

9' 12'

+50

11' 13'

31+00

13 13

+50 & DRIVE TO LT.

+47 & BUFFALO ST. TO RT.

+25

8' 27'

30+00

6' 16'

29+00

8 12

+92 & DRIVE TO RT.

+50

9' 11'

+13 CONC. CULV. 4' WIDE X 6' HIGH

28+00

8' 12'

+50

7' 13'

27+00

10' 11'

+50

8' 12'

26+00

9' 11'

33+0

(15)

3-9-37

+87 24" OAK 33

+20 8" OAK 22
+00 6" OAK 25
+88 10" OAK 21
+86 10" OAK 27
+71 12" OAK 24
+56 8" OAK 22'

+29 8" OAK 29'
+16 10" OAK 23'
+08 18" OAK 26'

+41 12" OAK 26'
+38 3' W. STEP 17'
+23 8" OAK 24

+97 8" OAK 22'

+63 I. ROAD 56.21'
+50 E. DRIVE

+27 P.P. 15'

+47 6" BUFFALO
(26' WIDE)

+01 8" OAK 13'

+85 6" OAK 16'

+44 18" Pop. 12

+14 6" x 4' CONC. 14'
(CULVERT)

+02 24" OAK 22'

+92 E. DRIVE
+79 2-8" MAPLE 17

(CULVERT)
+12 2-6" x 4' CONC. 8'
+02 P. ELM. 17'

+56 12" ELM 18'

+29 18" ELM. 19'

+77 RD. SGN. 14
+63 2-8" BIRCH 30
+69 END WALL 27'
+48 STONE STEP 18'
+31 12" OAK 26
+22 BEG. WALL 21'
+22 END HEDGE 21

HEDGE 19'

+38 10" B.E. 14'

+47 12" OAK 20'

+22 14" OAK 30

HEDGE 17

ROADBED
LT. RT.

+50		13	10
39+00		12	10
+50		11	23
+40	2 ROAD TO RT.		
38+00		10	14
37+00		10	10
+50		11'	9'
36+00		14	8'
+95	12" C.M. 44' Lg.		
+50		13	8'
+22	2 DRIVE TO RT.		
35+00		15	7'
+50		14	8
34+00		11	13
+50		9'	11'
+13	12" C.M. 34' Lg.		
33+00		8'	12

40+00

3-19-21

(16)

FAIRG (A.W.L.
COLD } A.L.P.
 W.G.A.
 E.T.S.

+81 STEPS 15
5'6" x 10'

+50 WALL 17

WALL 16.5

+73 R.P. 15

+74 WALL 16

+64 WALL 31

+56 B.S. WALL 39

+40 E ROAD
(18' W.)

+33 Ho 32
+32 8" OAK 26
+19 Ho 32



+82 10" OAK 28

x x x

+92 X.F. 26

+34 20" OAK 28
+17 M.E. COR. 32
+15 W. STEPS 18'
+05 S.E. COR. 28.5
+95 12" C.M. 29



+28 4" CONC. W. 12
+13 20" OAK 24
+01 END HEDGE 24
+95 12" C.M. 15
+71 22' E.M. 28
+68 8" ST. PILLAR 24
+64 3" W. WALK 10'
+60 3" STONE PILLAR 24
+30 B.S. HEDGE
+30 X.F. 20
+22 E DRIVE

+65 12" OAK 31

+36 10" OAK 24

+02 14" OAK 31

x x x

+61 X.FENCE 22

+61 R.D. SG. 8'

+94 12" OAK 25
+81 R.D. SG. 13'
+70 12" OAK 25

+97 43' C. WALL 13'

+38 10" OAK 24
+13 12" C.M. 17

+19 18" OAK 29

+13 12" C.M. 17

ROADBED
LT. RT.

46+00

10'

10

+66 ϕ DRIVE TO RT. (12" C.M. 20' Lg.)

45+00

10'

10'

44+00

11'

10'

43+00

12'

10'

42+00

10

10'

+83 12" C.M. 36' Lg.

+50

11'

10'

41+00

10'

11'

+50 ϕ ROAD TO RT.

11

16'

+40 15" C.M. 70' Lg.

40+00

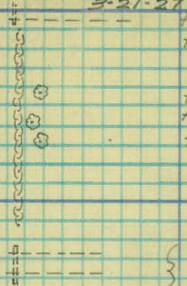
11

13

FAIR &
WARM

(A.W.I.
A.L.P.
W.G.A.
M.P.)

17



+92 15" C.M. 13'
+90 END HEDGE 16'

+56 18" OAK 28'
+41 18" OAK 23'
+31 18" OAK 29'

+88 BEE. HEDGE 16'
+77 12" C.M. 14'
+66 E. DRIVE
+57 12" C.M. 14'

+89 12" BIRCH 23'

+06 W. STEPS (3') 14'

+05 10" BIRCH 24'

+50 5' CONC. STEPS 11'

+07 15" BIRCH 26'
+05 8" B.E. 27'

+56 CONC. STEPS (4') 11'

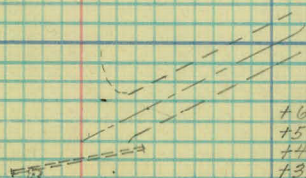
+37 XRD SIGN 12'

+72 5" W. STEP 13'
+65 8" ELM 19'
+45 15" ELM 19'
+34 15" ELM 20'
+18 18" MAPLE 28'

+90 10" OAK 28'
+89 15" C.M. 23'

+82 12" C.M. 13'
+62 20" OAK 35'

+40 14" OAK 28'



+32 15" C.M. 36'
+31 8" OAK 25'

+66 E. ROAD 36'
+50 E. ROAD (20')
+40 15" C.M. 34'
+32 END WALL 19'

+00 WALL 19'

ROADBED
LT. RT.

49+15.03 END OF SURVEY

49+00	10'	9'
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+50	18	6'
-----	----	----

+25	21	7'
-----	----	----

48+00	11	10
-------	----	----

+88 12" C.M. 54' / g

+00 E DRIVE TO RT. (12" C.M. 16' / g)

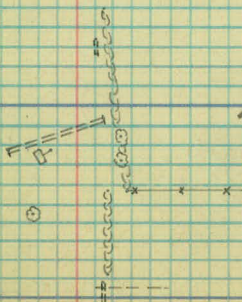
47+00	10'	10'
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+92 15" OAK 15'

+67 P.P. 25

+79 LAKE SIGN 13'
+78 15" C.M. 37'

+45 15" OAK 23



+50 HEDGE (END) 15'

{ +34 12" C.M. 10'
+27 15" C.M. 11'

{ +94 12" C.M. 15'

+85 15" OAK 34'

+71 12" OAK 23'

+56 B.G. HEDGE 28'

+58 X FENCE 28'

+56 END HEDGE 19'

+11 B.G. HEDGE 17'

+08 12" C.M. 14'

+00 & DRIVE

