

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

GOOSE LAKE RD.

From Labore Rd. To Otter Lake Rd.

From Otter Lake Rd. To State Hy. 61

Road Acc't. No. 80

Date Filed 3-19-25

File

3-19-25

Road #80

Transit Notes

Sta. 0+00 to 74+68.7 E R 25

Austin
Skoglund
Berthiaume } Party
Tan Koski.

March, 1925
3/11 - 3/17

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

Date Filed

File No. 3-19-25

Station

Ang. ht. Ang. Rt. Bear.

N. 58° 11' E. ✓

3+32.9 P.I. 0° 47'

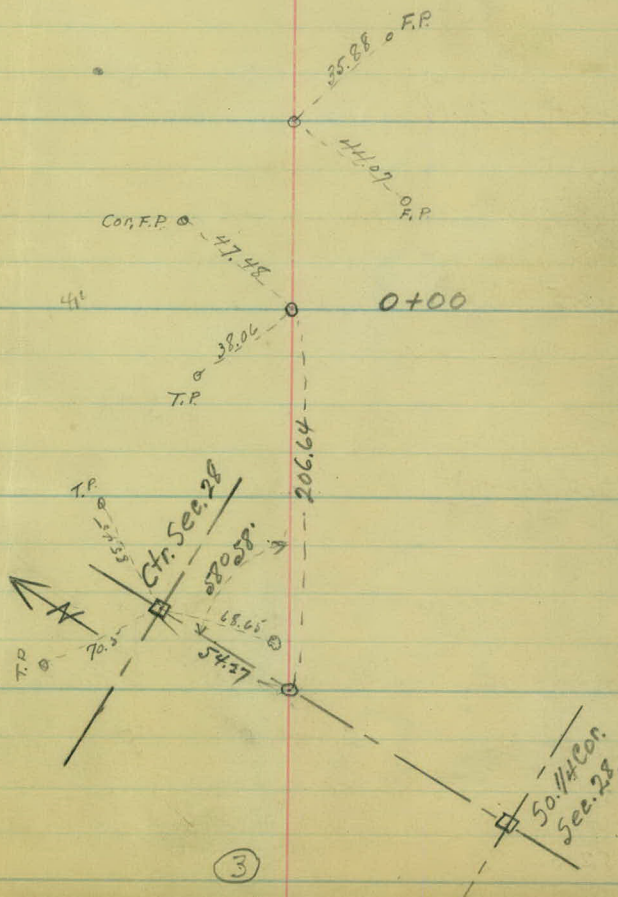
N. 58° 58' E. ✓

0+00

Approx to Labore Rd.

3-11-25

Road #80



Station.

Ang. Lt. Ang. Rt. Bear.

16+05.52 P.T. ✓

N. 62° 52' E ✓

14+34.3 P.I. 13° 46'

12+61³⁵ P.C. ✓

11+36.5 P.O.T.

9+12.9 P.T. ✓

N. 76° 38' E ✓

7+98.7 P.I. 18° 27'

6+82.3 P.C. ✓

(4)

3-12-25

Road #80

Sta - Def

12+61.35 - 0°00'

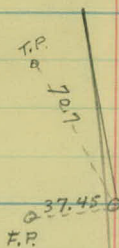
13+00 - 0°46'

14+00 - 2°46'

15+00 - 4°46'

16+00 - 6°46'

16+05.52 - 6°53'



4° Curve left

$\Delta = 13°46'$

Rad = 1432.69. ✓

Tang = 172.95. ✓

Length = 344.17 ✓



Sta. - Def

6+82.3 - 0°00'

7+00 - 0°42 1/2'

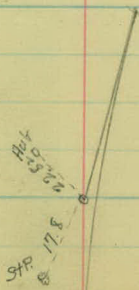
+50 - 2°42 1/2'

8+00 - 4°42 1/2'

+50 - 6°42 1/2'

9+00 - 8°42 1/2'

+12.9 - 9°13 1/2'



8° Curve Rt

$\Delta = 18°29'$

Rad = 716.78. ✓

Tang = 116.41. ✓

Length = 230.62. ✓

(5)

Station

Ang. ht. Ang. Rt

N. 63° 58' E ✓

28+40.3 P.I.

1° 02'

27+40.6 P.O.T.

N. 62° 56' E ✓

22+72.6 P.I. 1° 10'

N. 64° 06' E ✓

20+106 P.I.

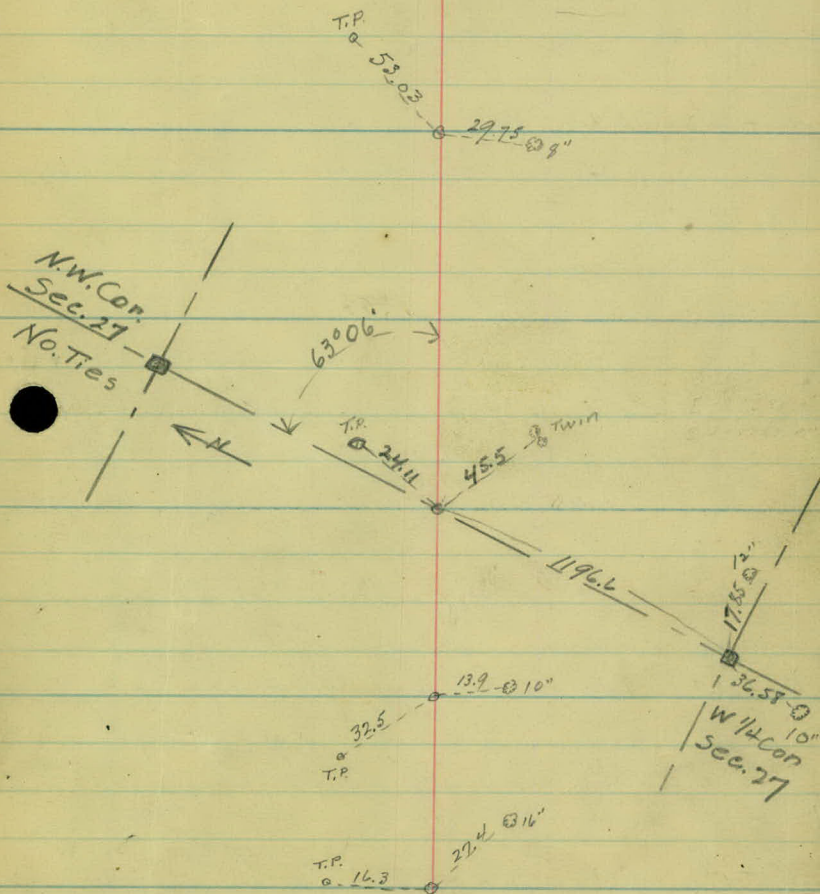
1° 14'

3-12-25

#

6306

Road #80



Station

Anght. Ang R4

N. 53° 47' E

43+052

P.I.

2° 00'

N. 51° 47' E ✓

41+311

P.I.

3° 13'

N. 55° 00' E ✓

40+202

P.I.

3° 03'

37+13.7

P.T. ✓

N. 51° 57' ✓

35+142

P.I.

✓ 12° 01'

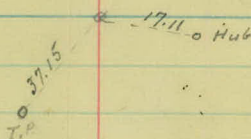
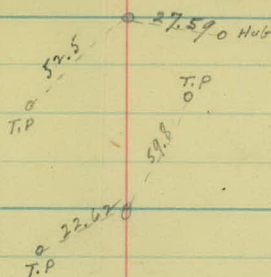
33+132

P.C. ✓

(8)

3-14-25

Road #80



Sta - Def

33+13' - 0°00'

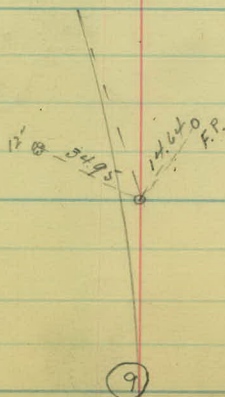
34+00 - 1°18'

35+00 - 2°48'

36+00 - 3°18'

37+00 - 5°48'

37+13.7 - 6°00' 1/2



3° Curve, Ht.

$\Delta = 12°01'$

Rad. = 1910.08. ✓

Tang = 201.03. ✓

Length = 400.56. ✓

Station

Ang. ht. Ang. Rt.

58+78.2 P.O.T

54+72.3 P.O.T

N56°45'E ✓

50+68.5 P.I. 2°06'

49+66.3 P.T. ✓

N58°51'E ✓

48+59.7 P.I. 5°04'

47+13.0 P.C. ✓

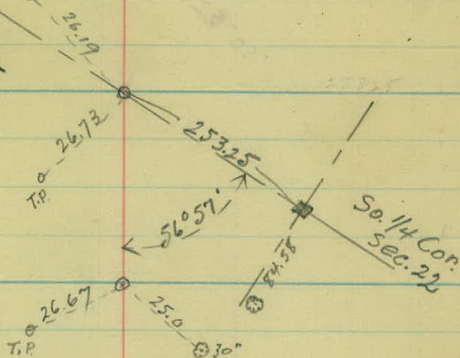
(10)

3-16-25

Sta. Sec. 22
No. Ties

Hub

Road #80



Sta. - Def

47+130 - 0°00'

48+00 - 0°52'

49+00 - 1°52'

49+66.3 - 2°32'

2° Curve Rt

$\Delta = 500'$

Rad = 2864.93 ✓

Tang = 126.74 ✓

Length = 253.33 ✓

T.P.

11

Station

Ang. ht. Ang. Rt.

74 + 68.7 P.O.T. End. Project = 6 + 62.3 Rd #77

NS 7° 07' E

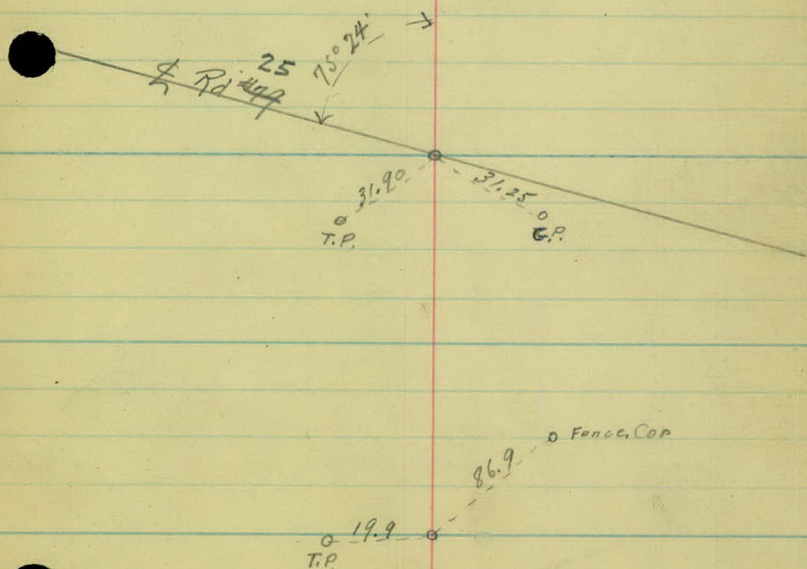
65 + 28.3 P.I.

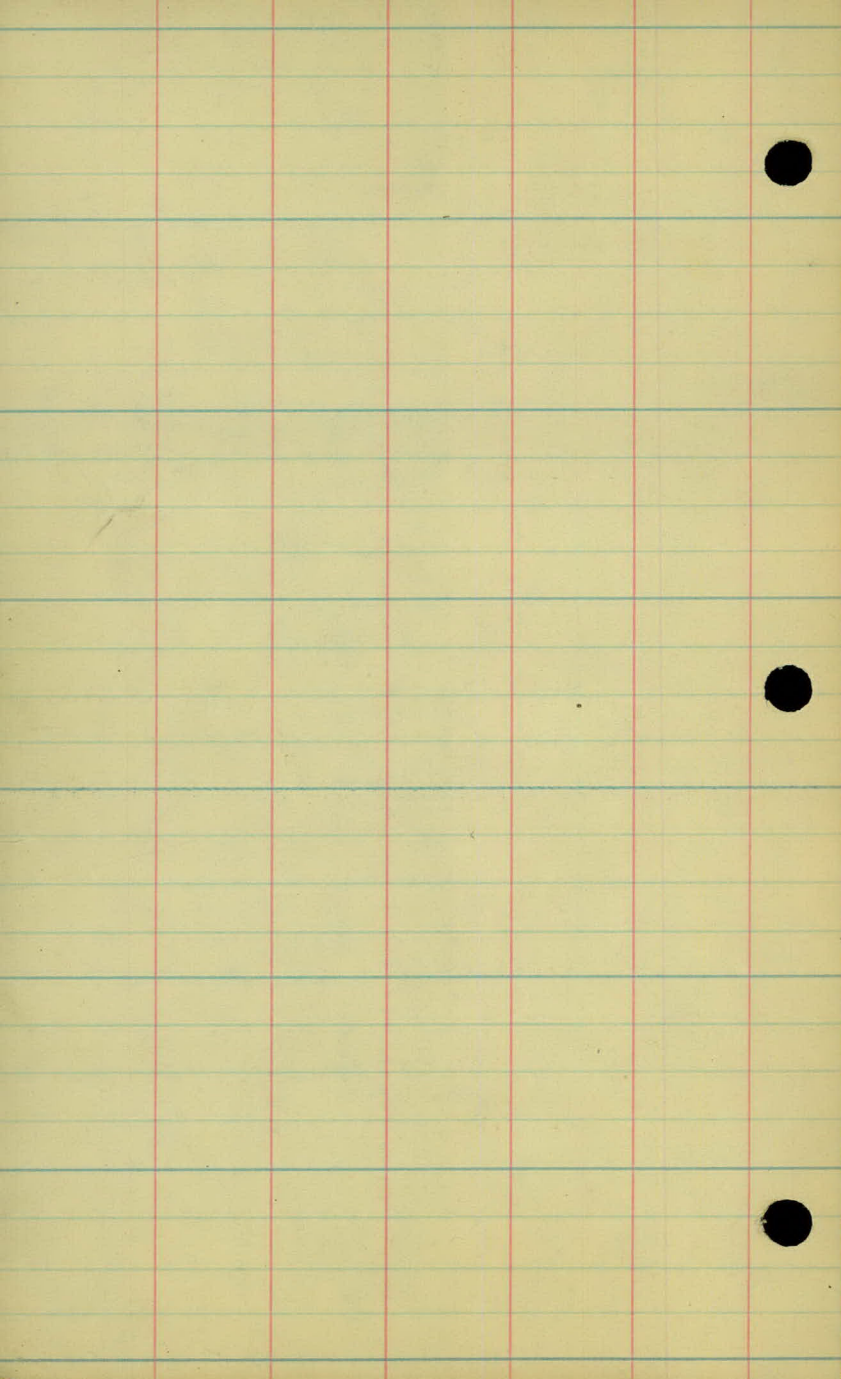
0° 22'

3-17-25

4

Road #80





Road #80

Artificial Topography

Sta 0+00 to 74+68.7

Austin
Skoglund
Benthiaume } Ponty.
JonKoski.

March 1925

Shoulder Widths

ht. & ht.
11.0 12.0

9.0 12.5

9.5 12.0

10.0 9.5

10.5 10.0

10.5 10.5

3-12-25

RD #80

+29 T.P. 30' Ht.

+97 T.P. 34' Ht.

+73 T.P. 36' Ht.

+40 (16" @ 27.5)

+04 (6" @ 29' Ht.)

+47 G.P. 31.5
+35 F.Cor. 34' Ht.

+62 G.P. 18' Ht.

+30 F.Cor. 30.6 Ht.

6+00

5+00

4+00

3+00

2+00

1+00

0+00

Shoulder Widths

8.5

8.5

8.0

7.5

8.5

8.5

10.0

10.0

10.0

10.0

9.0

8.0

8.5

11.0

Rd #80

13+00

+81 Fence Cor 30' h

Rad. Br.

+69 Fence Cor 27' R4

+100 T.P. 29' h

12+00

+92 (12' @ 23.5)

+58 (10' @ 22.5)

+46 (14' @ 21.5)

+38 (12' @ 25')

+36 T.P. 28' h

11+00

+91 (14' @ 24.5)

+92 (10' @ 27.5)

+109 T.P. 27.5

10+00

+97 (10' @ 28.5)

+50 Brush 19'

+50 Brush 23'

+23 (12' @ 23.5 R4)

9+00

+83 T.P. 27.5

450

+12 T.P. 33.5

8+00

+48 T.P. 26' h

450

7+00

P.C. 492.3

+85 T.P. 27' h

+17 Anire

6+00

47. 2 124.

Shoulder Widths

10. 9.0

11.0 9.5

11.0 9.0

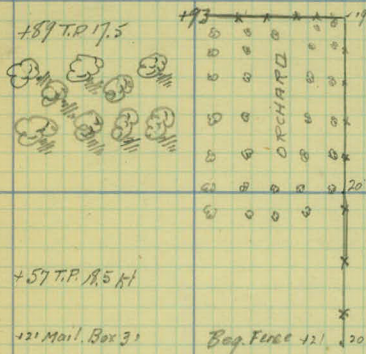
11.0 7.0

8.5 8.5

7.0 8.0

Rd #80

20+00



+82 (24" @ 22.5)

19+00

+54 (18" @ 23)

+30 (18" @ 19.5)
+15 (9" @ 30)

18+00

+30 T.P. 20

+11 F.C.P. 20.5

+47 Drive

+34 (3-6" @ 16 P1)

+39 (4" @ 17.5)
+79 (2 (1" @ 22.5)
+77 (6" @ 19)
+65 (6" @ 16.5)
+62 (10" @ 21)

16+00

+00 T.P. 17.5

+07 (10" @ 17' R1) 15+00
+97 T.P. 24' R1

+12 (6" @ 16.5)

14+00

+95 (4" Tree 18' + 20' A1)

+68 T.P. 26.5

+69 G.P. 22.5

10.0

10.0

10.0

10.0

10.0

10.0

10.0

10.0

10.0

9.0

9.5

9.0

9.0

9.0

8.0

9.0

RD #80

27+00

+ 81 (20' 60' 20' 5)

+ 48 (24' 21' R+ 5)
+ 35 (2' 10' 60')

+ 29 T.P. 29' H

End Timber

18' Timber

26+00

+ 02 T.P. 19.5

25+00

+ 75 T.P. 20

Cultivated band

17' Timber

24+00

15' Timber

23+00

+ 46 T.P. 20' H

22+00

+ 26 T.P. 19.5 H

15' Timber

21+00

+ 27 (14' 20' 21.5)

+ 10 T.P. 16.5

20+00

10.0

9.0

9.0

9.0

8.0

9.0

9.0

10.0

10.0

10.5

9.0

9.0

9.5

9.5

RD #80

+61 (24" @ 21.5)

+45 (12" @ 17.5) + Fence

+21 (18" @ 16.5)

+85 T.R. 27' H.

+82 (8-6" @ 19' H)

+19 (10" @ 18.5)

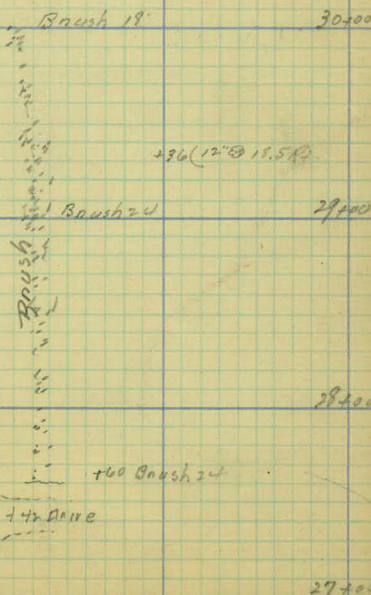
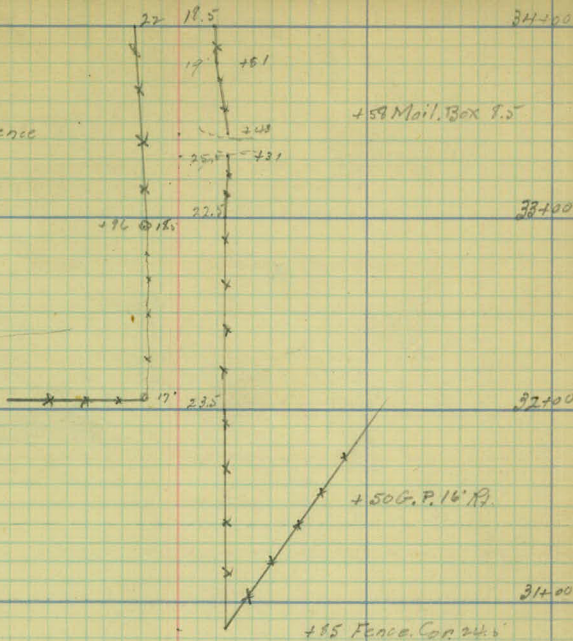
+06 (12" @ 17' H)

+50 T.R. 21.5

+21 T.R. 19.5

+90 T.R. 18' H

+55 T.R. 18.5



10.0

10.0

10.0

10.0

10.0

10.0

7.5

9.5

8.5

8.5

7.5

7.5

9.0

9.0

TR #80

41+00

104 Drive

40+00

+68 T.P. 20' ht.

+106 (5" @ 17.5) 39+00

+82 (10" @ 17.5)
+72 (4" @ 21.5)

+53 T.P. 23' ht.

+62 (10" @ 18 23' R)
+46 (6" @ 17.5)
+36 +29 Mail Boxes R. 5
+20 (12" @ 19' R)
+16 (12" @ 17.5) R

+20 F. Cor. 19' ht.

39+00

+70 Drive

+45 (14" @ 17.5)
+44 (8" @ 17.5)

+13 (12" @ 16.5 ht.)

37+00

+98 T.P. 27' ht.

+52 (24" @ 17' ht.)

+14 (12" @ 14' ht.)
+10 (6" @ 24' V.P.)

36+00

+65 (24" @ 16.5)

+41 T.P. 25' ht.
+32 (12" @ 20' ht.)

+58 F. Cor. 21' R.
+42 G.P. 16.5

35+00

+20 F. Cor. 19' ht.

Bush 19'

+06 T.P. 29' ht.

34+00

Shoulder Widths

64 5 14

9.0 10.0

9.0 8.5

8.0 8.5

7.5 9.0

7.0 10

10. 10

Rd # 80

+86 T.P. 21.5 ft

E

48+00

+54 T.P. 19 ft.

47+00

← 12.6 11.7
E 223

207-10" x 24.3"
C.M.P

46+00

+16 T.P. 18 ft.

45+00

+86 T.P. 16.5 ft

44+00

+56 T.P. 18.5

43+00

+10 DRIVE

+27 (Clamp 4" @ 20' R)

42+00

+81 T.P. 34' R

453 (6" @ 13')

+24 T.P. 22 ft.

41+00

10

10

8.5

8.0

9.0

8.0

8.0

8.0

8.0

8.0

8.0

10.0

8.0

9.0

9.0

10.0

Rd #10

+64 (24" @ 29.5)
+59 Mail Box 14.
+57 T.P. 27'

+81 Drive

+89 (10" @ 15' R).

Fence Angle +36 (30" @ 20'

+124 T.P. 23' ht.

+190 T.P. 23.5

+54 T.P. 23.5

+20 T.P. 20' ht.

16.5

19'

19'

+99 F.Cor. 19'

+95 F.Cor. 30.0

55100

52100

52400

51400

50400

49400

48400

8.0

10.0

8.0

9.0

8.0

9.0

9.0

9.0

10

10

10

10

10.

10

10

Rd #80

62+00

+29 T.P. 20.5

61+00

+95 T.P. 21.47

60+00

+60 T.P. 20.5

59+00

58+00

+27 T.P. 21.5

57+00

+59 T.P. 21.5 47

55+00



9.0 9.0

8.0 8.0

9.0 8.0

8.0 8.0

8.0 8.0

8.0 8.5

9.0 9.0

3-17-20

Rd #80

27' 150 End. Fence

+92 T.P. 21' ht.

69+00

+62 T.P. 21' ht.

67+00

+28 T.P. 20.5 ft

66+00

+97 T.P. 21' 0

65+00

+62 T.P. 21' ht.

64+00

63+00

62+00

ht & RT

Shoulder widths

9.0 8.0

8.5 8.0

8.0 8.0

9.0 7.0

8.5 7.0

Road #80

447 T.P. 24.5

475 T.P. 22.5

415 T.P. 22.541

473 T.P. 22.561

429 T.P. 21.561

74+68.7

443 G.P. 18'

450 Int Rd Right

415 Drive

76+00

74+00

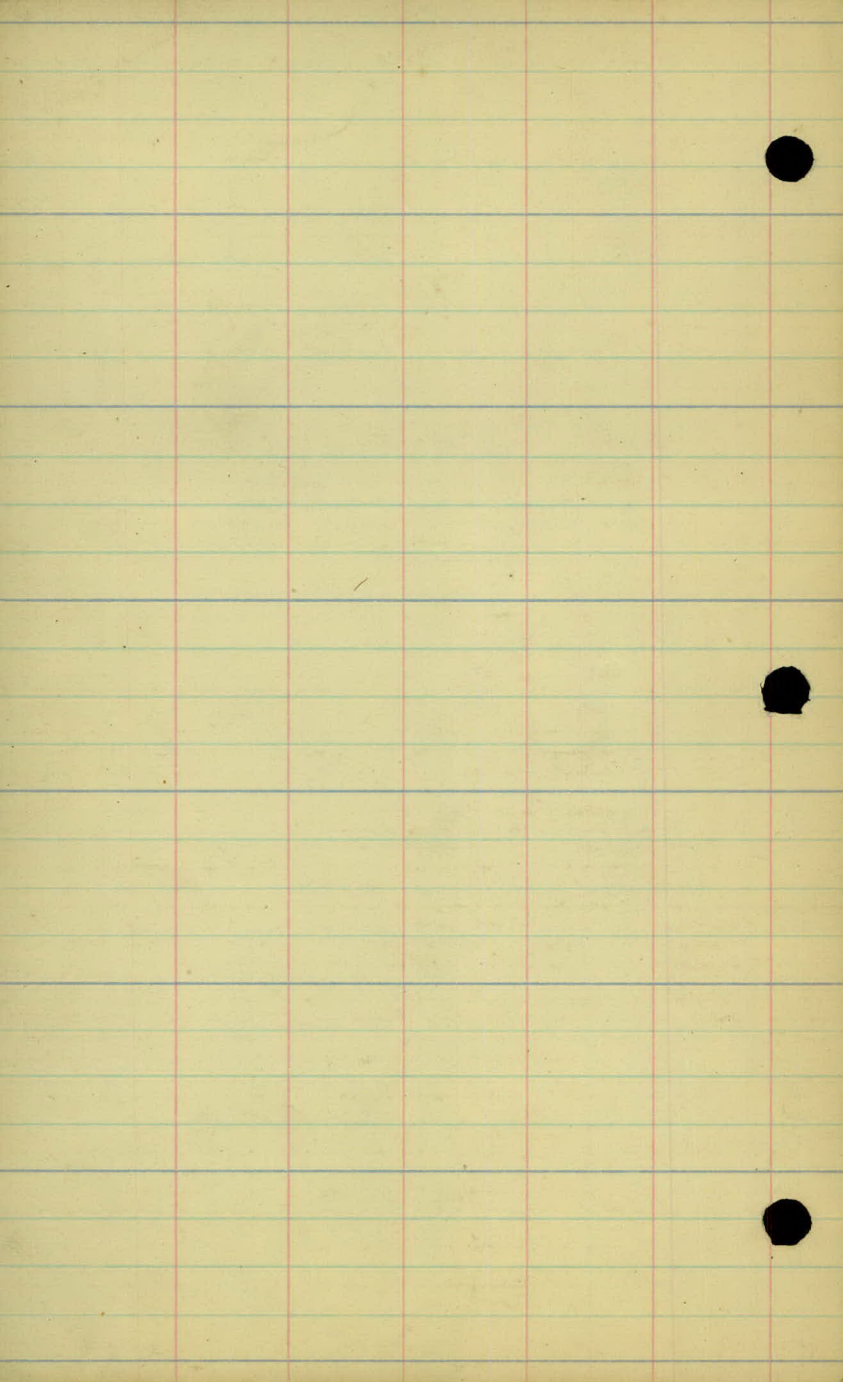
73+00

72+00

71+00

70+00

69+00



P.I. 157+42.4

586.2

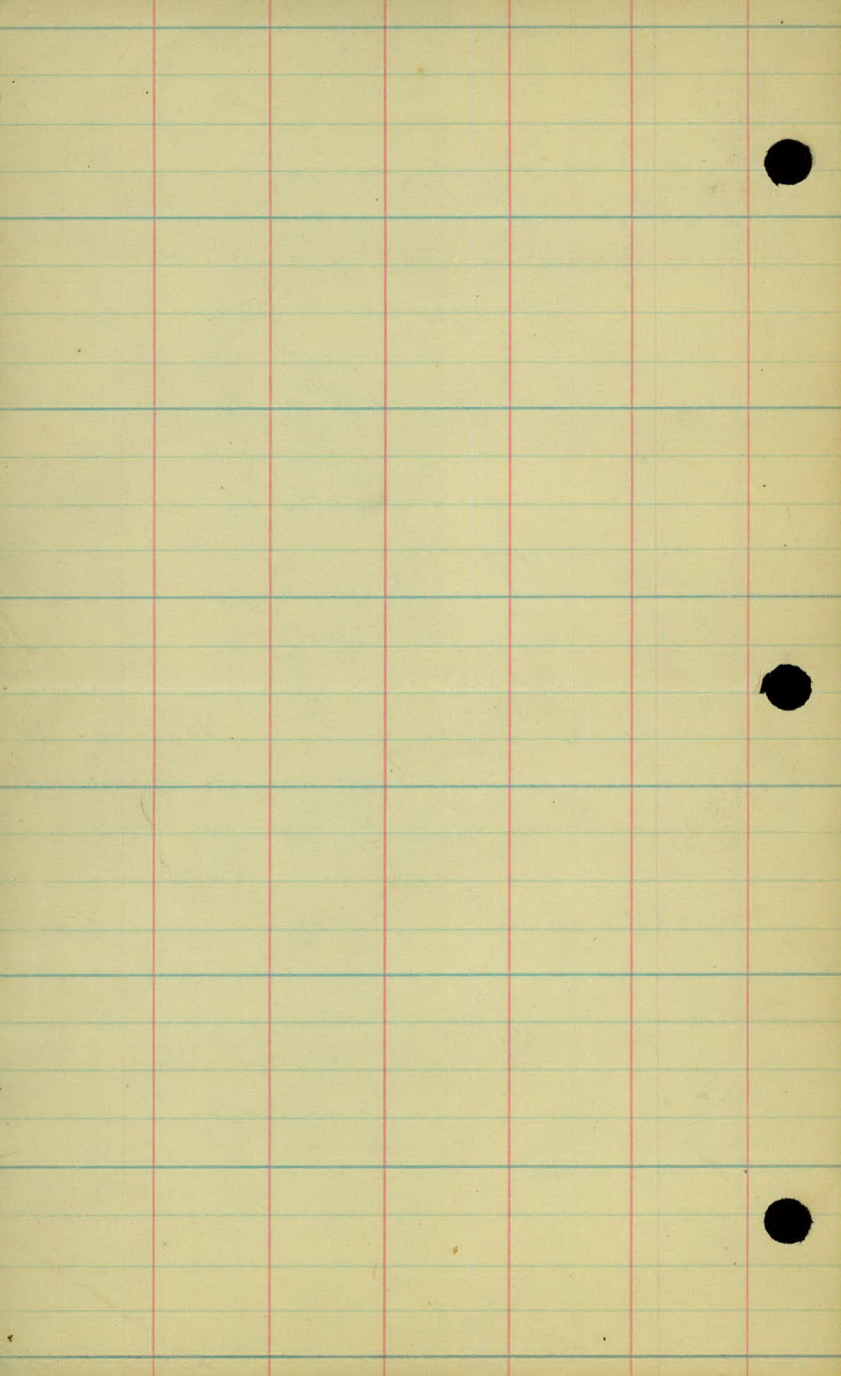
990.26'

0.25

0+00

to Goose Lake Rd.

to Habone Rd.



ALIGNMENT

GOOSE LAKE ROAD

FROM

SCHEUNEMAN ROAD

TO

S.T.H. #61

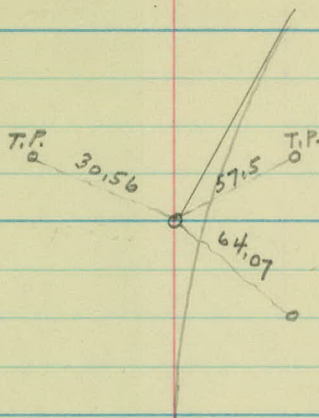
$\frac{1}{2}$ 80

ΔL_t ΔR_t

59+58.0 P.T.

59+00.7 P.I. 62°-35'

58+28.81 P.C.



50° Curve Rt.

$\Delta 62^\circ 35'$

R. 118.28

T 71.89

(L 129.19)
Actual Arc.

Rad. Hub set.

Sta.

Δ Lt Δ Rt.

63+43.5 P.I.

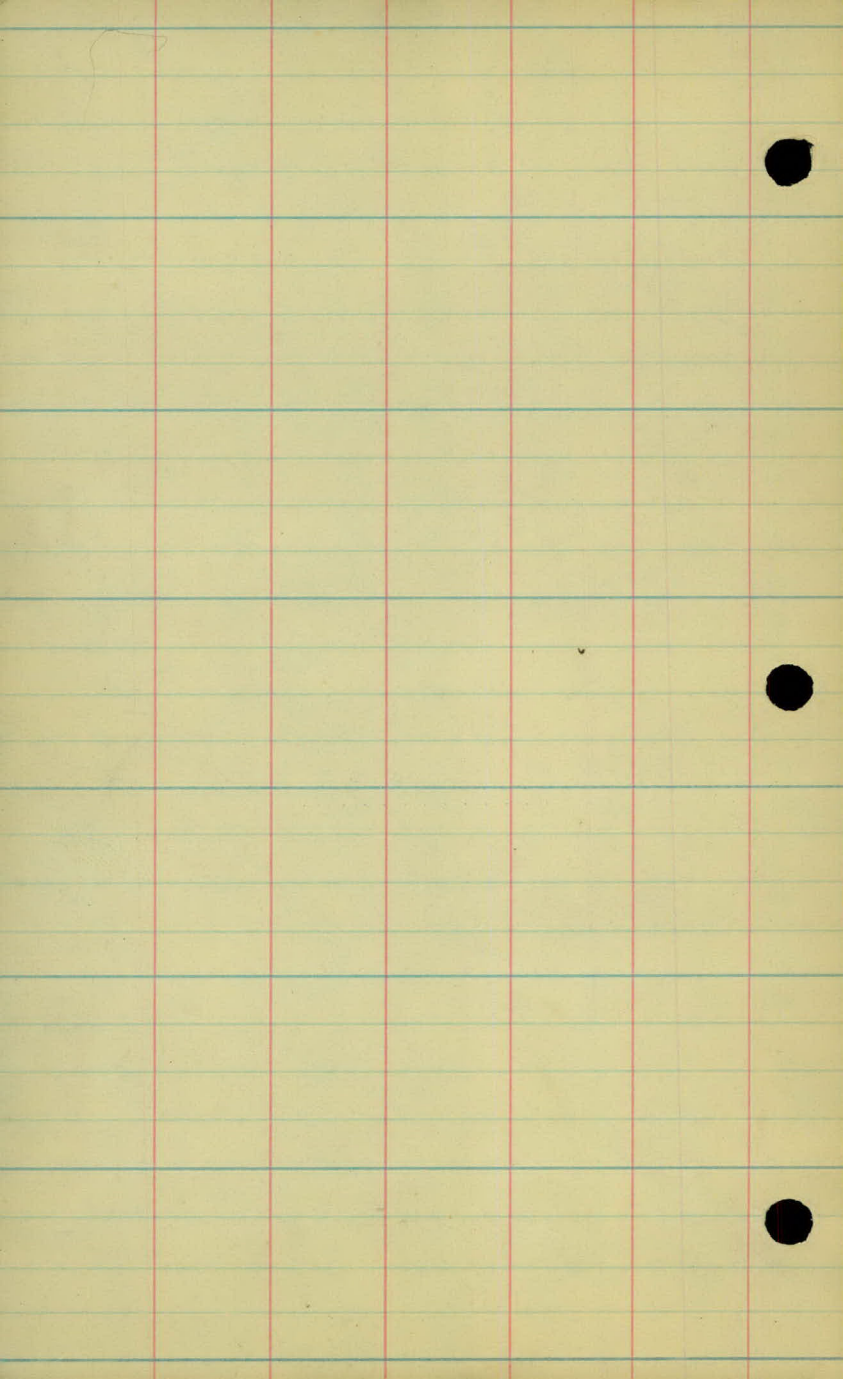
$\neq$ S.T.H. 61

62+59.0 P.O.T.

$\neq$ N.P.R. No. bound Track.

62+44.5 P.O.T.

$\neq$ N.P.R. So. bound Track



TOPOGRAPHY

GOOSE LAKE ROAD

FROM

SCHEUNEMAN ROAD

TO

S.T.H. #61

$\frac{2}{c}$ 80

Gravel Shoulder
Surf. Width

24' 30'

24' 32'

59+58 20 32

+00.7

+93 112' 11" 17

+67 8" @ 255

+30 P.P. 195

30.5

30

28

28

61

57.5

46.5

39

39

+85 T.P. 24

61

+46 T.P. 23

60

+77 (24" @ 28")

+36 T.P. 19.5

59

+93

+44 T.P. 17

+28.5

+79

