

OFFICE OF COUNTY ENGINEER

RAMSEY CO. MINN.

Road Map Survey

LAKE PHALEN BLVD.

From *N. City Limits* To *S.T.H. No 1*

Road Acc't. No. *82*

Date Filed *5-16-27*

File

5-16-27

÷ ALIGNMENT ÷

LAKE PHALEN BLVD

RD. No 82 - "A" LINE

FROM CITY-COUNTY LINE TO S.T.H. No 61

[Handwritten initials]

Reviewed 5-14-27
[Signature]

Date Filed	5/16/27
File No.	16

STA. PT. ΔL T. ΔR T.

7+16.33 ✓ P.T. $14^{\circ}-48'$ ✓

7+00 $13^{\circ}-40'$

+50 $10^{\circ}-10'$

6+13.20 P.I. $\Delta \cdot 29^{\circ}-36'$ L

6+00 $6^{\circ}-40'$ D. $14^{\circ}-00'$

+50 $3^{\circ}-10'$ T. 108.40 ✓

5+04.80 ✓ P.C. $0^{\circ}-00'$ L. 211.43

R.

2+35.31 P.T. $6^{\circ}-59'$

2+00 $4^{\circ}-20'$ ✓

1+89.12 P.I. $\Delta \cdot 13^{\circ}-58'$ R

+50 $0^{\circ}-35'$ D. $15^{\circ}-00'$

1+42.20 P.C. $0^{\circ}-00'$ T. 46.92

L. 93.11

R.

0+77.0 BEGINNING OF COUNTY PAVING

0+00 COUNTY-CITY LINE

4-29-27

2

FAIR & WARM

NAIL

24" OAK



48.95

26.92' P.P.

24" OAK



44.55' 15"

NAIL

24" OAK



32.51'

MONT. ARCADE ST.

10" OAK



1732.97' SECTION LINE

COUNTY-CITY LINE

79.20'

50.48' 5 NAILS

40.53'

P.P.

Sta. Pt. $\Delta L.T.$ $\Delta R.T.$

12+79.80 P.T. $13^{\circ}-31'-30''$ ✓

+50 $11^{\circ}-26'$

12+00 $7^{\circ}-56'$

11+85.28 P.I. Δ $27^{\circ}-03'L$

+50 $4^{\circ}-26'$ D. $14^{\circ}-00'$

11+00 $0^{\circ}-56'$ T. $98.69'$

10+86.59 P.C. $0^{\circ}-00'$ ✓ L. $193.21'$

✓ R.

10+46.70 P.O.T.

9+94.60 P.T. ✓ $7^{\circ}-41'$

+50 $5^{\circ}-27'$

9+18.33 P.I. Δ $15^{\circ}-22'R$

9+00 $2^{\circ}-57'$ ✓ D. $10^{\circ}-00'$

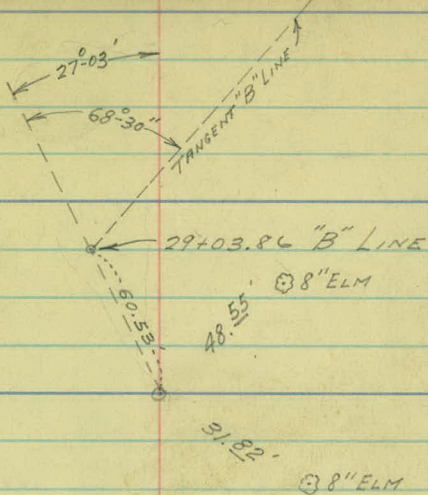
+50 $0^{\circ}-27'$ T. 77.40

8+40.93 P.C. ✓ $0^{\circ}-00'$ ✓ L. 153.67

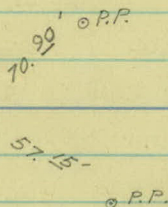
✓ R.

4-30-27
4-29-27
FAIR & NARM

3



NAIL



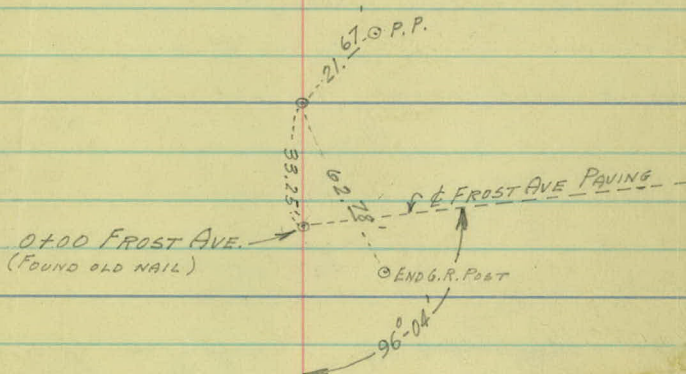
Sta. P.T. $\Delta L.T.$ $\Delta R.T.$

21+60.72	P.T.	$10^{\circ}59'30''$ ✓	
+50		$9^{\circ}49'$	
21+11.70	P.I.		$\Delta 21^{\circ}59' L$
21+00		$4^{\circ}19'$	✓ $D. 22^{\circ}00'$
20+60.80	P.C.	$0^{\circ}00'$ ✓	✓ $T. 50.90$
			✓ $L. 99.92$
			$R 262.04$
18+37.72	P.T.	$4^{\circ}30'$ ✓	
18+00		$3^{\circ}45'$	
+50		$2^{\circ}45'$	
17+25.47	P.I.		$\Delta 9^{\circ}00' L$
17+00		$1^{\circ}45'$	$D. 4^{\circ}00'$
+50		$0^{\circ}45'$	✓ $T. 112.75$
16+12.75	P.C.	$0^{\circ}00'$ ✓	✓ $L. 225.00$
			✓ $R 1432.69$

5-7-27

4

CLOUDY & WINDY



NAIL

15.75' P.P.

52.48'

6" ELM

Sta. P.T. $\Delta L.T.$ $\Delta R.T.$

28+33.19 P.T. $8^{\circ}-13'$ ✓

28+00 $6^{\circ}-33'-30''$

27+51.70 P.T. $\Delta 16^{\circ}-26' L$

+50 $4^{\circ}-03'-30''$ ✓ $D. 10^{\circ}-00'$

27+00 $1^{\circ}-33'-30''$ ✓ $T. 82.84'$

26+68.86 P.C. $0^{\circ}-00'$ ✓ ✓ $L. 164.33'$

✓ $R.$

24+62.95 P.T. ✓ $33^{\circ}-46'-30''$

+50 $31^{\circ}-50'$

24+00 $24^{\circ}-20'$

23+66.98 P.T. $\Delta 67^{\circ}-33' R$

+50 $16^{\circ}-50'$ $D. 30^{\circ}-00'$

23+00 $9^{\circ}-20'$ ✓ $T. 129.20'$

+50 $1^{\circ}-50'$ ✓ $L. 225.17'$

22+37.78 P.C. ✓ $0^{\circ}-00'$ ✓ R

5-2-27

5

⊙ P.P.

56.59'

53.88'

P.P. ⊙

P.P. ⊙

70.55'

FACE OF POST - 1' FROM GROUND ⊙ 19.90'

101.7'

P.P. ⊙

P.I. IS INACCESSIBLE

23+38.75 & ¹⁰⁰ LINE Underpass

34.15' ⊙

71.18'

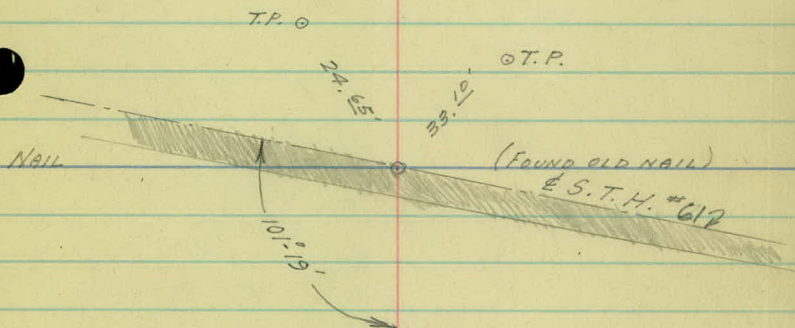
⊙ G.P.

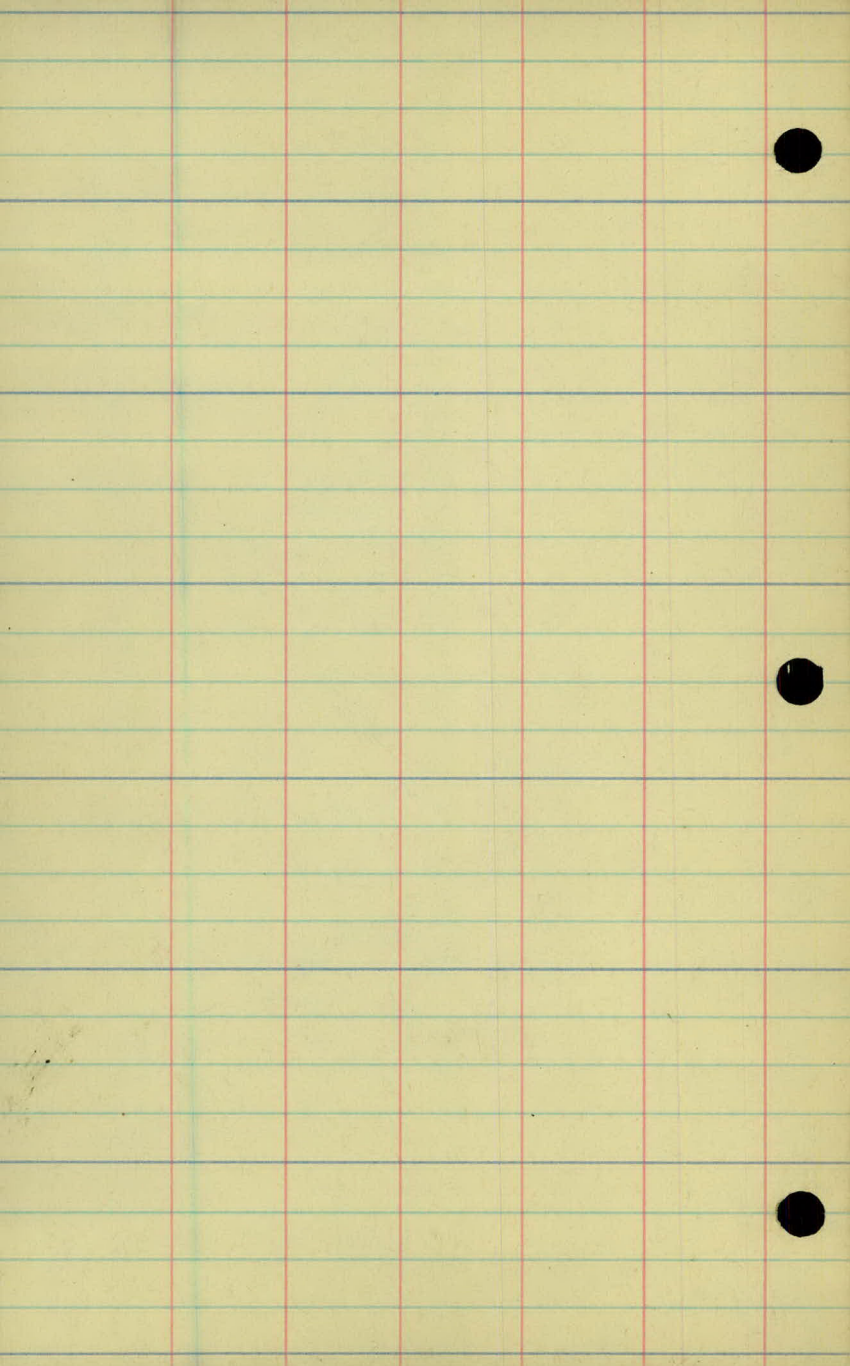
31+64.37 P.I.

31+52.5 END PAVE.

5-2-27

6





TOPOGRAPHY
LAKE PHALEN BLVD.
RD. N^o 82 - "A" LINE

ROADBED
L.T. R.T.
13.6 13.9

5+00

14.0 13.4

4+00

13.6 13.9

3+00

13.7 13.9

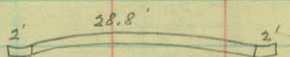
2+00

13.6 13.9

13.6 14.0

1+00

14 14.8



0+00

NOTE. THESE DISTANCES
ARE EDGE OF ASPHALTIC-
CONCRETE. A 2' CONC.
GUTTER BORDERS
B.L. PAVING ON
BOTH SIDES.

6+00

4.30-27 { A.W. LINDAHL T
 FAIRBANKS { A.L. PERSONS
 W.D. ALEXANDER
 MURDOCK BEATON

8

+33 15" OAK 23

+00 15" OAK 38

+76 15" OAK 29

+17 8" OAK 22

+97 24" OAK 23

+05 14" OAK 17

+85 24" OAK 24

+84 12" OAK 24

+50 5-28" OAK 22

+29 15" OAK 30

+82 C.B. 14.6

+97 5-12" OAKS 25

+77 BEG. GUT. 15.8

+50 CURB 23.2

+25 CURB 38.5

+10 CURB 65

+57 CONC. SPILL. 30'

+06 P.P. 20
LAKE 33

LAKE 38

+83 P.P. 19

+00 LAKE 33

+49 P.P. 17

+82 G.B. 15
+82 18" C.M. 22+17 P.P. 30
+00 LAKE 38

+77 BEG. GUTTER 18.2

+50 CURB 22

+25 CURB 25.8
+00 LAKE 76'
CURB 29.6

GUTTER

13.9

12+00

13.8

36.8

14.0

18.9

11+00

14.2

14.0

10+00

13.9

13.5

9+00

13.8

13.7

13.7

14.0

8+00

13.6

13.9

7+00

13.6

13.7

13.0

14.5

6+00

13.1

14.2

13+00

9

+67 4-8" W/L 25'

+32 LAKE SGN. 18

+00 CANAL 60'

NOTE: SEE "B" LINE NOTES
FOR REMAINDER OF ROAD

+57 BLINKER 29
3.0 x 2.5

+21 P.P. 25

+87.5 RAIL 15
+87.2 GUARD 14.6
+73.3 GIRDER 15.7
+62 CANAL BANK

+87.8 RAIL 22.4
+87.5 GUARD 14.8
+73.3 GIRDER 15.7

+26 CANAL BANK
+15.5 GIRDER 15.9

+01.4 WHEEL G. 14.5

+82 4-8" W/L 28

STEEL BRIDGE

+15.5 GIRDER 15.3
+00 RAIL 22
+00 GUARD 14.5

LAKE 70'

+76 P.P. 23

LAKE 58

+65 E DRIVE 35

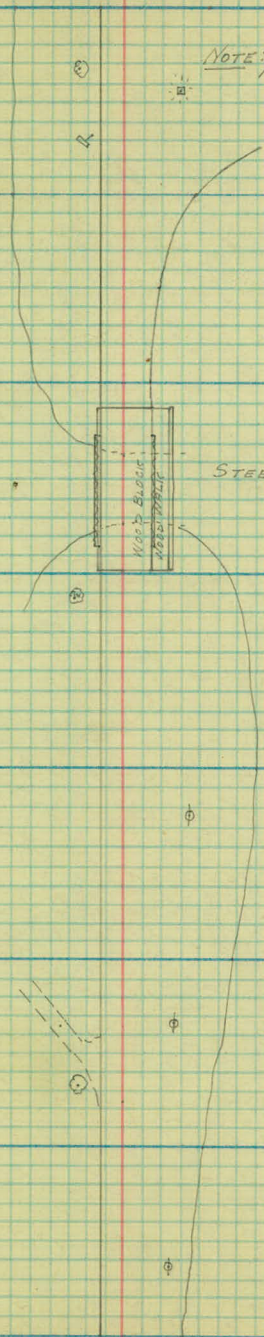
+66 P.P. 26

+32 10" OAK 25
+24 E DRIVE

LAKE 41

+26 P.P. 23

LAKE 30'



19+00

13.4

14.2

18+00

13.6

14.0

13.8

14.0

17+00

13.6

14.0

13.6

14.0

16+00

13.8

14.0

15+00

13.8

13.9

14+00

13.8

13.9

+57

13.9

+25

20.6

13+00

13.9

43.2

20+00

(10)

+77 G.P. 17

+96 P.P. 19

+00 CANAL 38'

+62 P.P. 18'

+00 CANAL 40'

+03 SPILL. 30'

+00 CANAL 45'

+28 P.P. 20
+30 5.4" WIL. 22

+98 6" WIL. 21'

+00 CANAL 45'

+20 SPILL. 30'

+86 P.P. 18

+00 CANAL 45'

+48 P.P. 18

+00 CANAL 53

+79 18" C.M. 32
+79 C.B. 15

+61 SPILL. 29

+15 43' SPILL. 25'
+00 CANAL 59'

+13 P.P. 37

+50

40.4

+25

34.6

26+00

29.1

11.1

+75

23.4

+50

18.5

+25

16.8

25+00

16.5

11.1

14.5

13.3

24+00

13.7

14.4

30' WIDE

17.0

10.1

23+00

18.6

9.0

14.1

13.5

22+00

13.7

14.0

13.7

13.7

21+00

13.6

19.7

+98

23.0

+58

12.9

21.6

+43.5

14.6

20+00

13.0

14.6

5.3.27 27+00

11

+94 PAVE 36.8
+87 PAVE 48.9
+81 PAVE 18.7
+85 B.L.G.R. 17.5
+88 PAVE 11.1

+87 P.P. 30

+100 CANAL 45

+80 P.P. 28
+104 END G.R. 21.2
+100 CANAL 31
+83 SPILL. 31
+75 18" C.M. 37.6
+75 C.B. 16.5
+50 G.R. 19'
+49 I.D. SGN. 20

+78 G.B. 19.5

+100 CANAL 26
+100 G.R. 18'
+77 SPILL. 30
+52 REFLEC. 20
+50 G.R. 21.5
+48 COR. BR. 19.3
+62 RELEC. 20'
+67 P.P. 20
+29.5 COR. BR. 19.7
+29 END G.R. 22
+100 CANAL 33
G.R. 19'

+83 WINGWALL 26.3

+50 COR. BR. 12.6

+29.5 COR. BR. 12.2

+97 WINGWALL 21.5

+80 SPILL. 33

+66 P.P. 22

+100 CANAL 32
G.R. 18

+92 SIGN 18

+50 G.R. 18

+100 CANAL 34
G.R. 18

+38 P.P. 20

+106 I.D. SGN 24

+80 REFL. 17

+92 ENDGUTTER 40.2

+60 G.R. 17.2

+66 ENDGUTTER 41.6

+68 G.R. 17.6
+100 CANAL 34

+31 15" C.M. 38
+31 C.B. 16.5

33+00

32+00

31+00

9.2

13.5

30+00

9.7

12.9

29+00

10.3

12.3

28+00

10.8

11.8

11.0

11.5

27+00

11.0

11.4

34+00

(12)

STATE TRUNK HIGHWAY No. 61

+59 END CURB 39'
 +52.5 END PAVE
 +38 PAVE 12.5
 +15 PAVE 9.2

+44 END CURB 45
 +41 P.P. 34
 +37 RD. SGN. 30
 +33 PAVE 33.
 +31 T.P. 19
 +18 RD. SGN. 30
 +15 PAVE 13.6

+60 T.P. 22.5

+33 END G.R. 13.8
 (Conc. Posts & Chain)

+00 G.R. 14.0

+92 RD. SGN. 18
 +85 3' SMILL. 23

+00 RD. 60'
 +00 G.R. 15

+28 T.P. 18

+00 RD. 48
 +00 G.R. 15

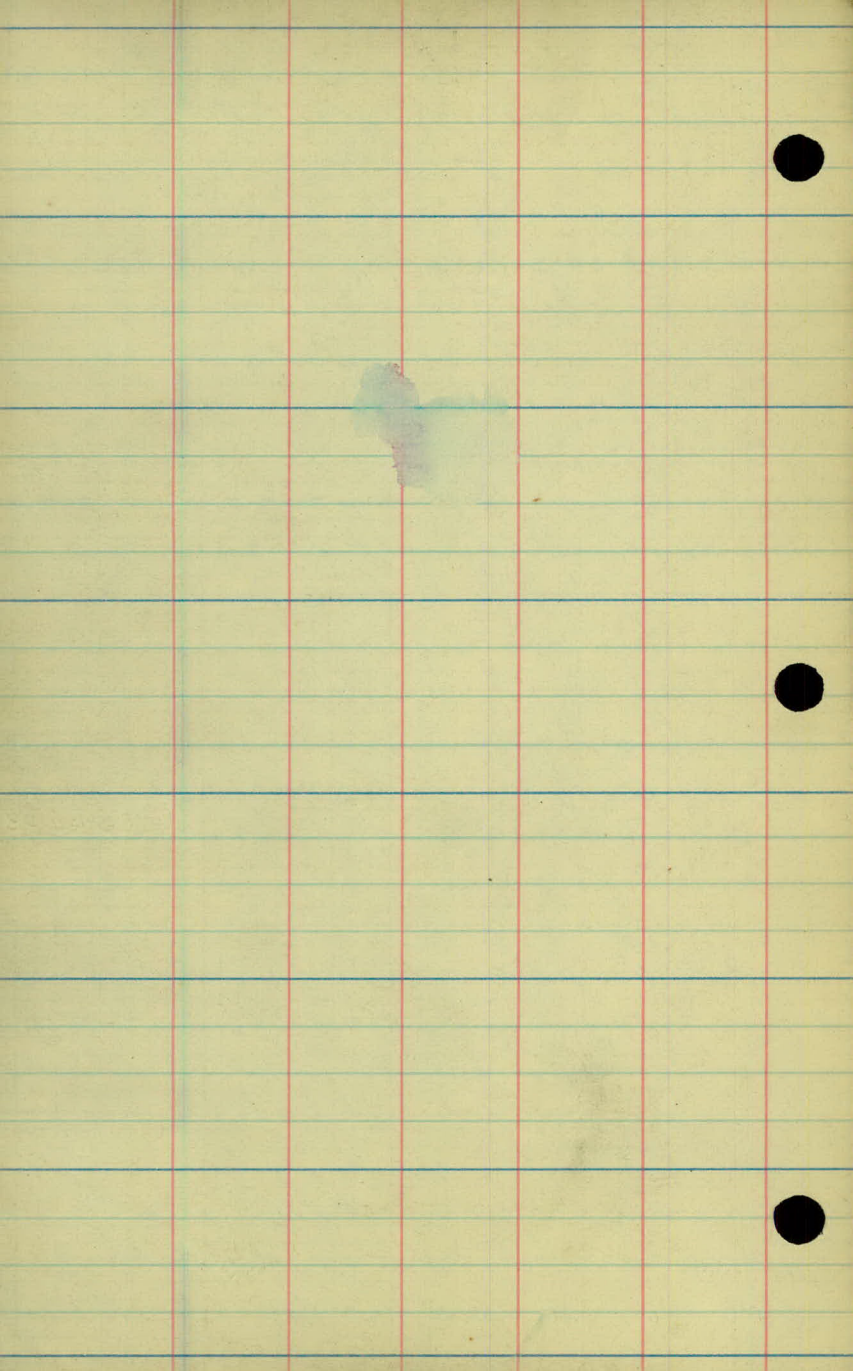
+06 P.P. 17

+92 RD. SGN. 14.5

+50 G.R. 15.5

+05 P.P. 23
 +00 RD. 40
 +00 G.R. 15

+018'



→ ALIGNMENT ÷

LAKE PHALEN BLVD.

Rd. No 82- "B" LINE

FROM CITY-COUNTY LINE TO "A" LINE

STA. PT. $\Delta L.T.$ $\Delta R.T.$

6+04.60 P.T. $18^{\circ}-00'$ ✓

6+00 $17^{\circ}-40'-30''$

+50 $14^{\circ}-10'-30''$

5+00 $10^{\circ}-40'-30''$

4+80.77 P.I. $\Delta 36^{\circ}-00' /$

+50 $7^{\circ}-10'-30''$

D. $14^{\circ}-00'$

4+00 $3^{\circ}-40'-30''$

T. 133.31 ✓

+50 $0^{\circ}-10'-30''$

L. 257.14 ✓

3+47.46 P.C. $0^{\circ}-00'$ ✓

R. 410.28 ✓

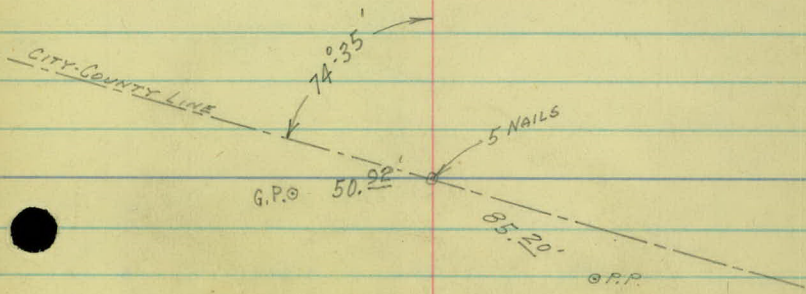
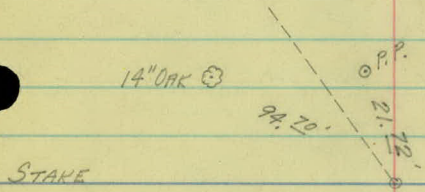
0+00 CITY-COUNTY LINE

BEG. OF "B" LINE

EAST SIDE - L. PHALEN

4-30-27 FAIRBANKS

{ A.W.L.
A.L.P.
W.G.A.
M.B.



Sta.	Pt.	$\Delta L.T.$	$\Delta R.T.$
16+93.39	P.T.	$16^{\circ}18'30''$ ✓	
+50		$15^{\circ}00'30''$	
16+00		$13^{\circ}20'30''$	
+50		$12^{\circ}00'30''$	
15+00		$10^{\circ}30'30''$	
+50		$9^{\circ}00'30''$	
14+29.30	P.I.		$\Delta 32^{\circ}37' L$
14+00		$7^{\circ}30'30''$	$D. 6^{\circ}00'$
+50		$6^{\circ}00'30''$	
13+00		$4^{\circ}30'30''$	$T. 279.52$ ✓
+50		$3^{\circ}00'30''$	$L. 543.61$ ✓
12+00		$1^{\circ}30'30''$	$R. 755.37$ ✓
11+50		$0^{\circ}00'30''$	
11+49.78	P.C.	$0^{\circ}00'$ ✓	
9+67.86	P.T.	$9^{\circ}36'$ ✓	
+50		$8^{\circ}53'$	
9+00		$6^{\circ}53'$	
+50		$4^{\circ}53'$	
8+49.10	P.T.		$\Delta 19^{\circ}12' R.$
8+00		$2^{\circ}53'$	$D. 8^{\circ}00'$
7+50		$0^{\circ}53'$	$T. 121.24$ ✓
7+27.86	P.C.	$0^{\circ}00'$ ✓	$L. 240.00$ ✓
			$R. 716.78$ ✓

5-3-27

15

COLD & WINDY - RAIN

STAKE

P.P.O

29.80'

6" ELM ☉

60.38'

NAIL

18" DAK ☉

29.85'

12" ELM ☉

27.00'

STA. P.T. Δ L.T. Δ R.T.

WINDY AS HELL

24+23.45	P.T.	$9^{\circ}-24'$	
24+00		$8^{\circ}-13'-30''$	
+50		$5^{\circ}-43'-30''$	
23+30.42	P.T.		$\Delta. 18^{\circ}-48' L$
23+00		$3^{\circ}-13'-30''$	$D. 10^{\circ}-00'$
+50		$0^{\circ}-43'-30''$	$T. 94.97$ ✓
22+35.45	P.C.	$0^{\circ}-00'$	$L. 188.00$ ✓
			$R. 573.69$ ✓

21+84.31	P.T.	$8^{\circ}-31'-30''$	
+50		$7^{\circ}-30'$	
21+00		$6^{\circ}-00'$	
+50		$4^{\circ}-30'$	
20+43.35	P.T.		$\Delta. 17^{\circ}-03' L$
20+00		$3^{\circ}-00'$	$D. 6^{\circ}-00'$
+50		$1^{\circ}-30'$	$T. 143.21$ ✓
19+00.14	P.C.	$0^{\circ}-00'$	$L. 284.17$ ✓
			$R. 955.37$ ✓

5-4-27 ^{43°57'}

16

FAIR & VERY WINDY

NAIL

4" ELM. ⓑ

45.18'

51.82'

4" ELM. ⓐ

NAIL

4" ELM. ⓐ

49.18'

55.25'

4" ELM. ⓐ

STA. PT. ΔL_T ΔR_T

29+03.86 = END OF "B" LINE

27+38.76 P.T. $21^{\circ}58'30''$ ✓

27+00 $18^{\circ}06'$

+50 $13^{\circ}06'$

26+35.20 P.I. $\Delta \cdot 43^{\circ}57' L$

26+00 $8^{\circ}06'$ $D \cdot 20^{\circ}00'$

+50 $3^{\circ}06'$ $T \cdot 116.19$ ✓

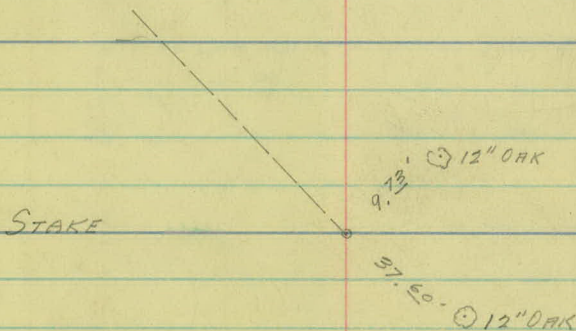
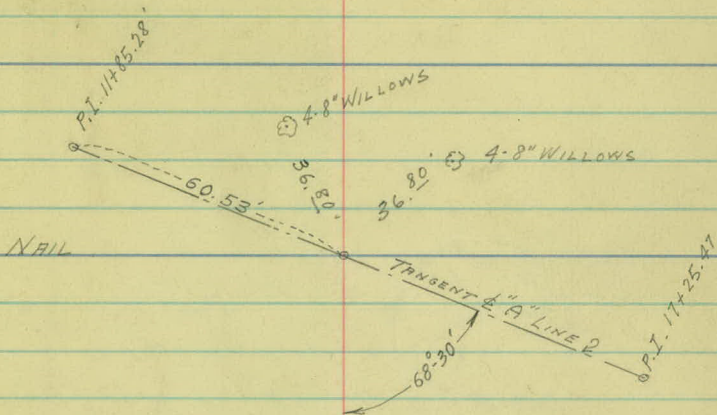
25+19.01 P.C. $0^{\circ}00'$ ✓ $L \cdot 219.75$ ✓

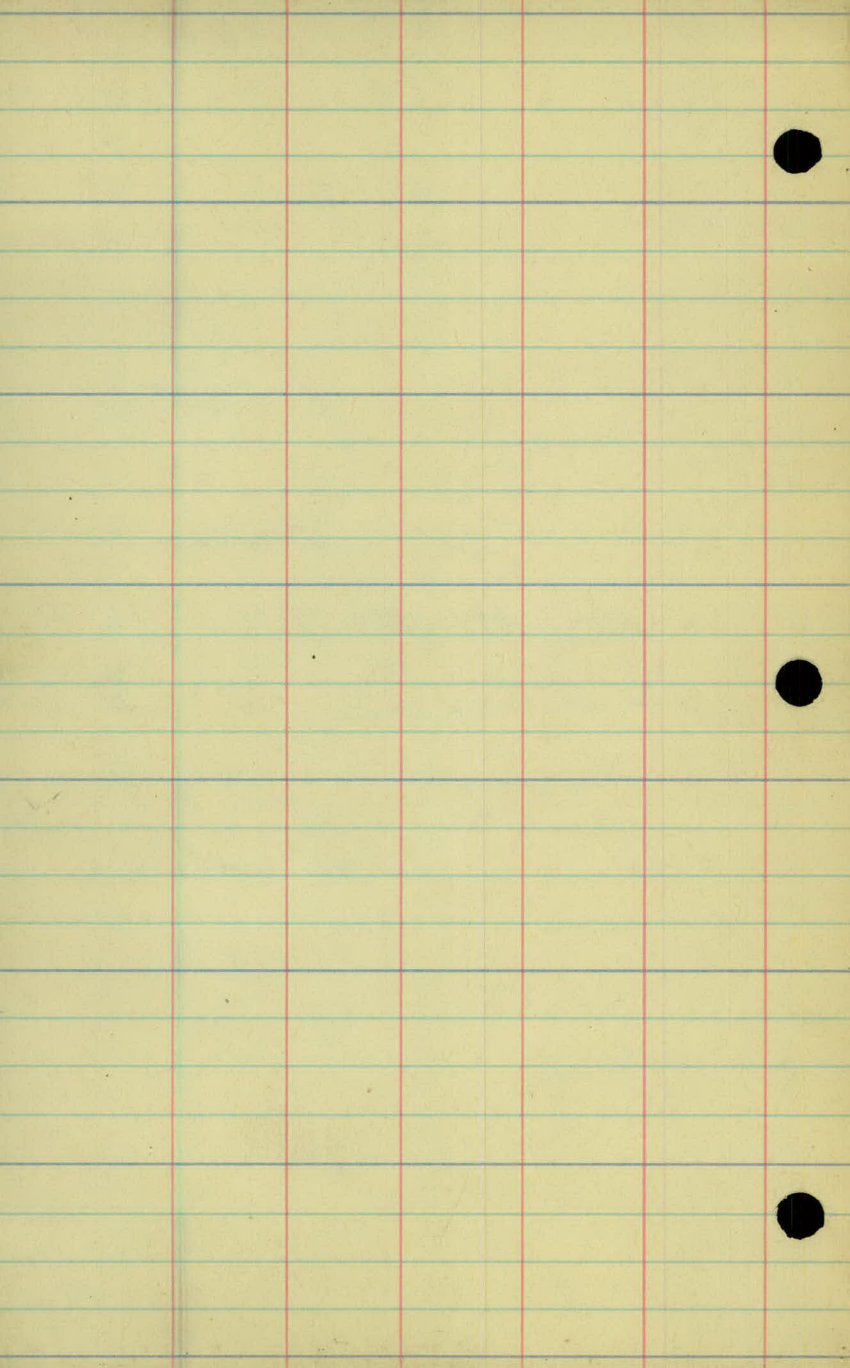
$R \cdot 287.94$ ✓

68°30'
60.53

14-14-17

17





TOPOGRAPHY
LAKE PHALEN BLVD.
RD. No 82. "B" LINE

14.0 13.7

5+00

14.1 13.6

14.4 13.2

4+00

14.3 13.3

3+00

14.4 13.3

2+00

14.4 13.1

+32

14.5

1+00

19.7 13.4

+75

29.2 17.0

+50

36.8 24.9

0+00

47.0 46.2

6+00
5-3-27

19

+97 P.P. 23

+02 END G.R. 19.5
+00 G.R. 19.5

+99 5' LONG. STEP 32

ϕ
III

+66 P.P. 34
+58 CONG. STEP 34

+00 G.R. 19.5

+00 G.R. 19.6
+97 LAKE SON 20.5

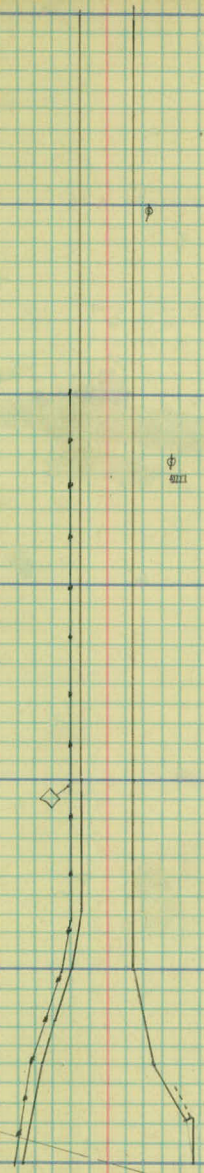
+27 G.R. 20
G.R. 25.4

+16 LAKE SON 18

+75 G.R. 34.3
+50 G.R. 42

+21 BRG GUT. 41.5

G.R. 51



750

9.8

17.8

12+00

12.8

14.8

13.9

13.6

11+00

13.8

13.7

10+00

13.8

13.8

13.7

13.9

9+00

13.6

14.0

13.8

13.9

8+00

13.8

13.7

13.9

13.7

7+00

13.9

13.6

6+00

13.9

13.7

5-4-27 13+0

+76 12" MAPLE 18

③

φ

+84 P.P. 28

(50)

+00 LAKE 53

φ

+56 P.P. 27'

+40 T.

+00 LAKE 63

φ

+23 P.P. 29

+00 LAKE 59

+92 C.B. 14.8

+93 15" C.M. 30

=====

+92 C.B. 15

+00 LAKE 55

+92 G.P. 32

⊙

φ

+92 P.P. 26

+00 LAKE 50'

+64 G.P. 26'

⊙

φ

+64 P.P. 27'

+00 LAKE 50'

+00 15" C.M. 28.5

=====

+92 P.P. 19

+00 15" C.M. 29.7

φ

+29 P.P. 19'

+00 LAKE 55

12.9 14.5

19+00

13.8 13.8

18+00

13.9 13.8

17+00

14.5

16.3 11.1

16+00

17.1 10.4

17.0 10.5

15+00

16.0 11.4

14.1

14+00

11.6

9.1 18.3

13+00

8.6 19.0

5-4-27

+95 8"ELM 19

+53 8"ELM 19

+50 12"VIT. 35

(7'X2.5' HEADWALL)

+11 6"ELM 18

+00 LAKE 47

+69 8"ELM 18

+38 8"ORK 22

+25 8"ELM 18

+00 LAKE 52

+86 8"ELM 21

+43 8"ELM 22

+04 6"ELM 33

+00 LAKE 52

+80 C.B. 16.5

+80 15"C.M. 38

+69 6"ELM 24

+23 8"ELM 24

+00 LAKE 45

+82 8"ELM 23

+40 8"ELM 22

+00 LAKE 40

+96 6"ELM 21

+53 8"ELM 20

+11 8"ELM 19

+00 LAKE 41

+84 15"C.M. 35

+68 4"ELM 18

+28 6"ELM 16

+00 LAKE 47

+60 12"VIT. 38

+46 P.P. 19

+16 P.P. 18

+65 CURB 12.8

+52 CURB 19

+47 CURB 33.4

+14 CURB 32

+08 CURB 18.6

+05 P.P. 21

+94 CURB 13.4

+80 C.B. 13.0

+73 P.P. 14

+56 CURB 12.9

+46 P.P. 22

+43 CURB 18.4

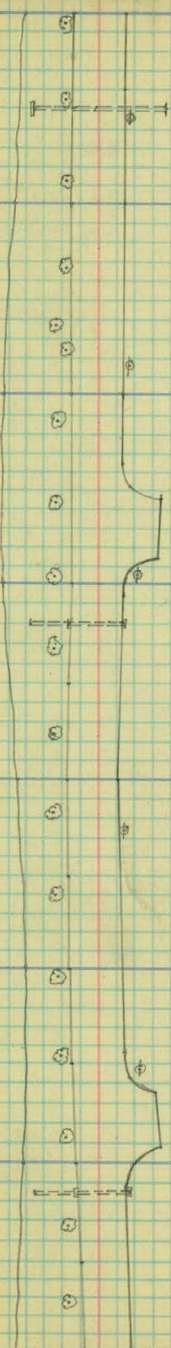
+36 CURB 30.8

+09 CURB 33.7

+00 CURB 20

+88 CURB 16.3

+85 C.B. 17



13.9 13.6

26+00

13.9 13.6

13.9 13.6

25+00

13.0 13.7

24+00

13.8 13.8

13.6 13.7

23+00

13.7 13.8

13.8 13.5

22+00

13.8 13.7

13.3 14.0

21+00

12.6 14.9

12.2 15.1

20+00

12.4 15.1

5-4-27

+67 6"ELM 23

①

+706 DRIVE

+20 6"ELM 22

①

+00 LAKE 66

①

+98 P.P. 18'

+77 6"ELM 23

①

+31 6"ELM 22

①

+00 LAKE 59

+89 4"ELM 20'

①

① -----

+69 P.P. 19'
+58 E DRIVE

+48 4"ELM 19'

①

+06 6"ELM 20'

①

+00 LAKE 53

+64 6"ELM 22'

①

+40 C.B. 15'

+40 15" C.M. 19

① ----- ①

+42 P.P. 17'
+39 C.B. 15'
+27 20" COT. 23'

+28 6"ELM 22'

①

+00 LAKE 49'

+87 8"ELM 22'

①

+45 8"ELM 21

①

+13

+07 6"ELM 20'

+00 LAKE 40'

①

①

+13 P.P. 18'

+67 6"ELM 20'

①

+23 8"ELM 20'

①

+00 LAKE 42

+81 8"ELM 21'

①

①

+87 P.P. 19'

+86 3"ELM 21

①

+00 LAKE 40

①

+10 30" OAK 31

33

32

31

30

29

+50

34.3 49.0

+25

26.2 22.8

28+00

19.8 14.3

+80

16.4 13.8

+60

14.6 13.7

+40

13.9 13.7

27+00

14.0 13.7

54+0

7.5
28.7

5-9-27

23

+34 6"ELM 44'
+30 P.P. 41

+00 LAKE 65'

+61 8"ELM 24
+60 CURB 14.6+16 6"ELM 24
+00 LAKE 6.1+26 P.P. 23
+14 12"OK 23
+11 12"OK 25

