

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

RICE ST.

From Hodgson Rd. Conn. To S.T.H 96

Road Acc't. No. 1

Date Filed.....

File.....

Rice St.

State Troop Highway # 49

to

Co. Rd 'C'

May 25-1939

Stadler

Wutizer

Wedell

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

0° 16' 45"

11+31.76	Mont	N.E. Cor Sec. 35 - 30-23	Co. Rd "F"
----------	------	--------------------------	------------

3+28.80
~~3+28.20~~

P.I. on curve Hodgson Rd.

0+00

= P.C. on curve Hodgson Rd

-1+87.78

= 1/4-1/4 line

PT.

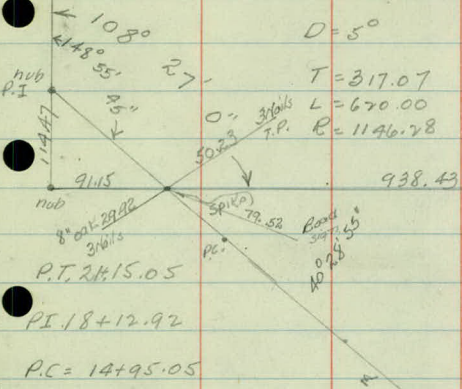
$$\Delta = 31^{\circ} 0' R$$

$$D = 5^{\circ}$$

$$T = 317.07$$

$$L = 670.00$$

$$R = 1146.28$$



890' 29' 15"
900' 14' 0"

These stations are from
State Hwy Dept Surveys

$$\Delta = 49^{\circ} 17''$$

$$D = 8^{\circ}$$

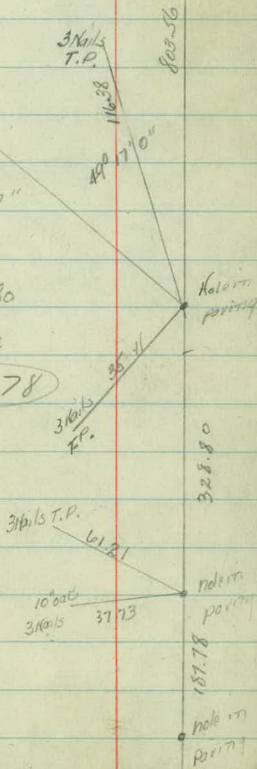
$$T = 328.80$$

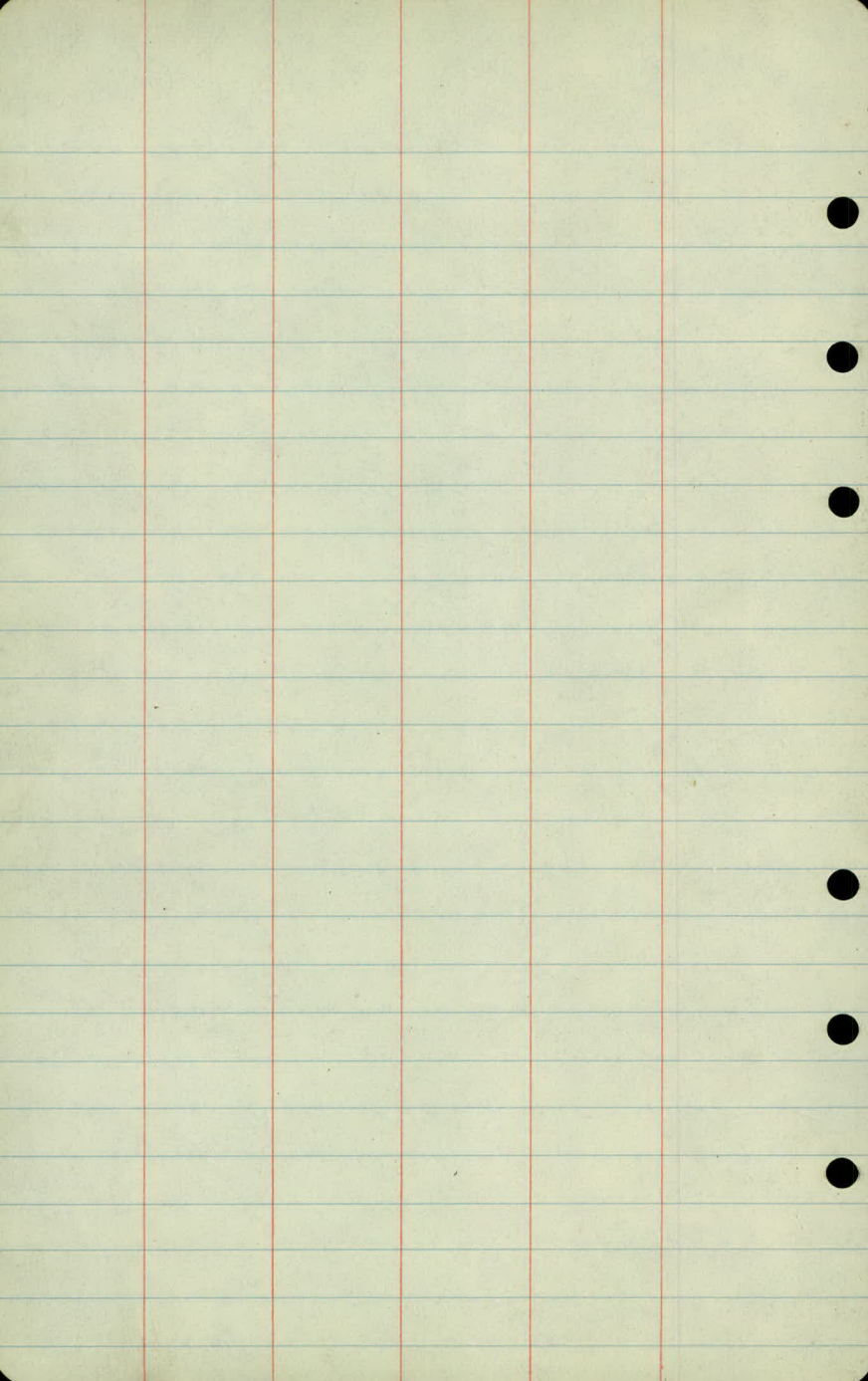
$$L = 616.04$$

$$R = 716.78$$

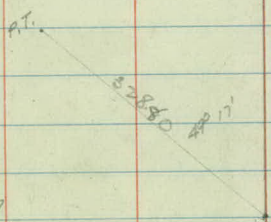
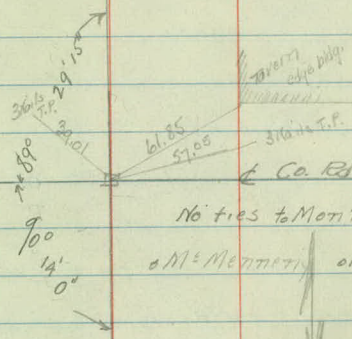
$$P.T. = 7+36.52$$

$$P.C. = 14+20.48$$

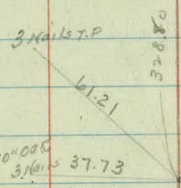




5-25-39



$\Delta 49.17'$
D 8° L
T. 328.40
L. 616.04



hole in paving

hole in paving

hole in paving

0+00

68 + 59.15 P.I. Mont.

60 + 73.05 P.C.

43 + 49.35 P.O.T.

31 + 85.99 P.O.T.

11 + 31.76 Mont.

PI

286.10

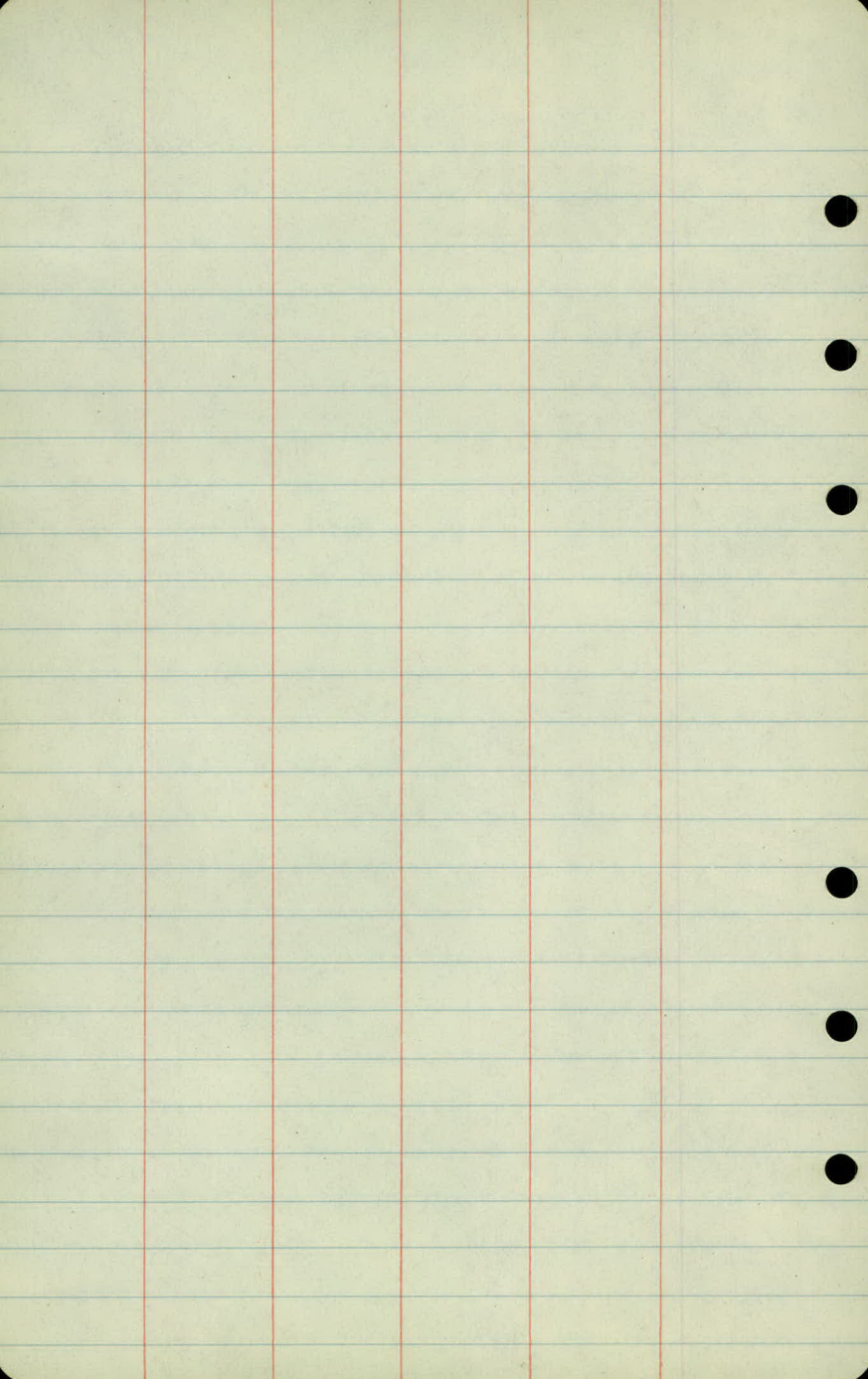
P.T.

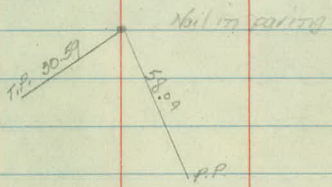
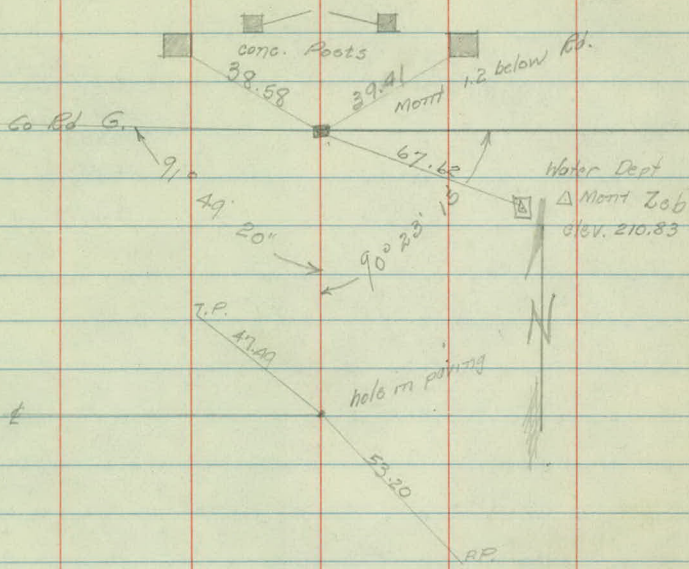
± 6 Rd "G"

286.10

60173.05 P.C.

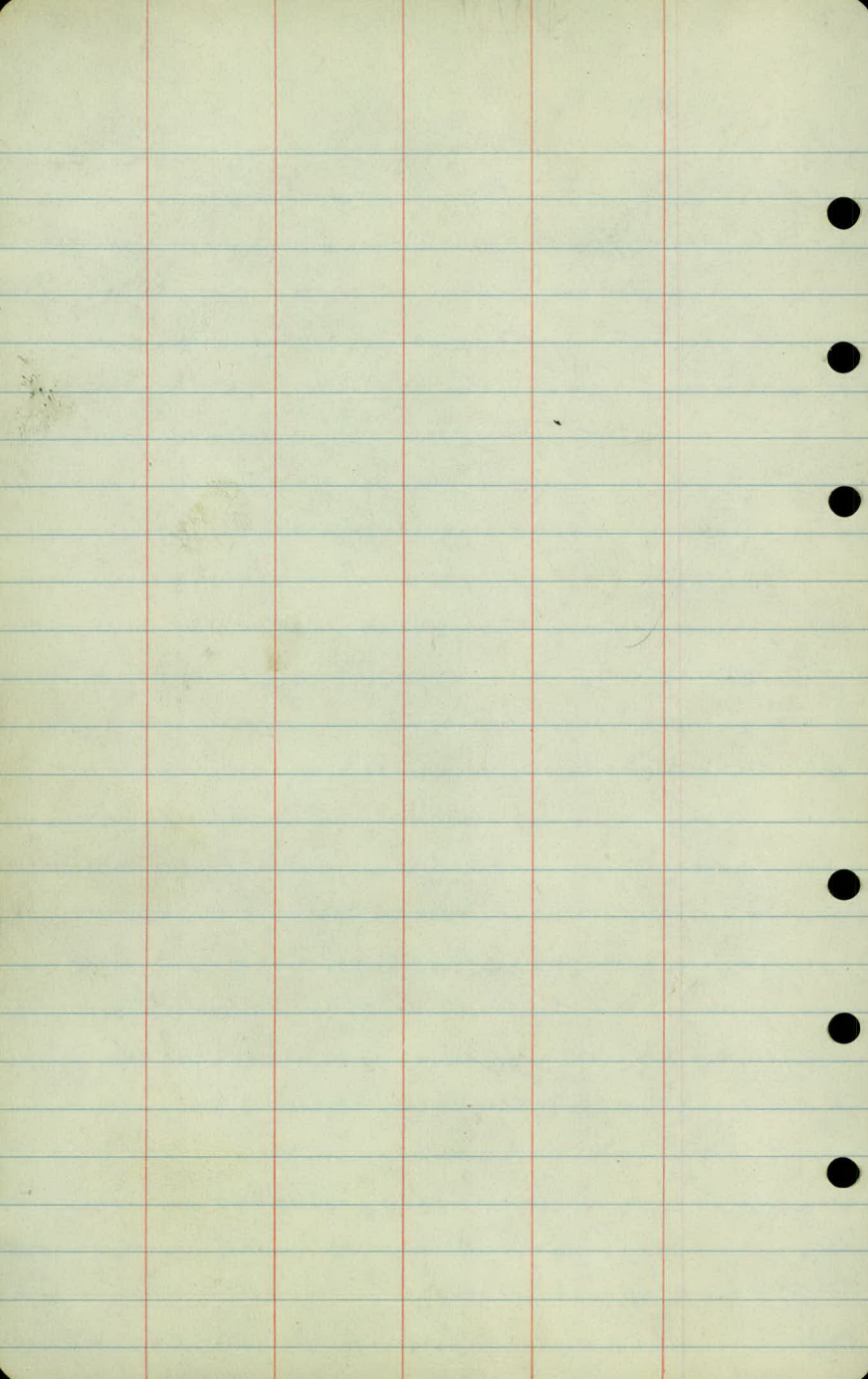
± Rice St.





179' 43' 15"

Co Rd F



1

Rice St

Topog.

Stadler
Lenzer
Wodelf

		Distance	LT.	RT.
11 + 31.76	Section Cor. Mark. Edge pavement	128		118
11 + 09	Rd + Stop Sign (1 ^{on} fast)	30 ⁰		
+ 74	end G. Rail			179
+ 72.5	end G. Rail	18 ⁰		
+ 08	end 10" corr Outlet	26 ⁰		
9 + 06.5	G.B. 10" corr Outlet	139		
+ 91.5	G.B. 10" corr Outlet			139
8 + 91	end 10" corr. Outlet			26 ⁰
+ 95	36" Comp. Culv.	38 ⁰		356
7 + 86	Cross Rd Sign			185
6 + 01.5	begin Guard Rail			179
5 + 99.5	begin Guard Rail	18 ⁰		
+ 91	Side Rd Sign	27 ⁰		
+ 09	Stop Sign	23 ²		
3 + 05	Road Sign	28 ⁹		
1 + 18	Capital Hwy Marker			262
+ 39	Hwy Marker			216
+ 31	Hwy Marker	235		
0 + 00	P.C. of Corie Hodgson Rd. edge paving	128		128

LT.

ET.

(2)

11+31.76

Co. Rd F.

Meadow

Cultivated

32 Posts

Guard Rail

wood posts - western white oak

32 Posts

36" Conc. culvert

concrete paving

Block Top

440 ft
Rd.

0+00

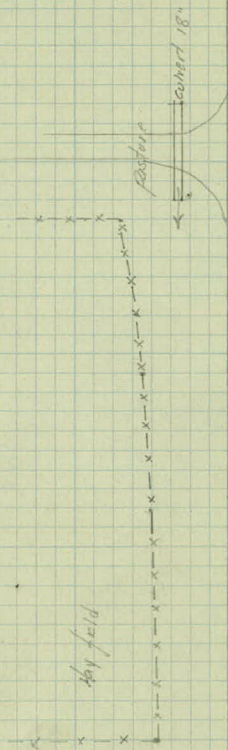
Distance
LT ET

26+93	begin fence		33°
+61	end 18" Culvert (Plugged)	254	
+50	4 9° Driveway		
+36	18" Carr Culvert	254	
+35	fence Corner	37 ¹¹	
24+00	fence	352	
23+00	fence	346 13 ²	112
+85.99	P.O.T. edge parking fence	327 12 ³	112
21+00	fence	317	
20+00	fence	307	
19+00	fence	289	
18+00	fence	289	
17+00	fence	289	
16+23	Fence corner	288	
15+13	X Rd Sign	224	
14+90	Drive way 132		30°
12+89	Mont	27.1	
11+55	Stop Sign		46°
11+31.76	Mont		

LT.

5-26-39
ET.

(2)



Platz 194

Alfafa Field

U.S.C.T.G.
7.4

Woods

Woods

Woods

Barren

Tavern

		Distance Lt Rt	
37+00	fence		338
+72	end Guard Rail	17 ²	
36+00	Guard Rail Lt. fence Rt.	17 ⁶	33 ⁶
+52	C.B. 8" corr. Outlet	14 ⁴	
+52	and 8" corr. Rail Outlet	22 ²	
+50	end Guard Rail		16 ⁵
+28	begin fence		33 ⁴
35+00	Guard Rail Rt + Lt.	17 ⁵	16 ⁴
+06	outlet 8" corr. outlet		25 ³
+05.5	C.B. 8" corr. Outlet		13 ²
34+00	Guard Rail Rt + Lt	17 ⁸	16 ⁷
+71	end 30" corr. culv.	27 ²	
+70	end 30" corr. culv.		27 ²
33+00	Guard Rt + Lt	17 ⁵	16 ⁶
32+00	Guard Rail		16 ⁶
31+60	end fence		34 ⁷
+67	begin Guard Rail	17 ⁶	
+58	begin Guard Rail		16 ⁵
+49	end Guard Rail	17 ⁵	
+40	begin fence		34 ⁷
30+25	end Guard Rail		16 ⁴
+71	end 10" corr. outlet	26 ⁷	
+70.5	C.B. 8" corr. outlet	14 ⁷	
29+00	Guard Rail Rt + Lt	17 ⁵	16 ⁵
+60.5	C.B. 8" corr. outlet		14 ⁷
+60	and 10" corr.		28 ²
+03	end 10" corr. out	26 ⁶	
28+02	C.B. 10" corr. outlet	14 ⁶	
+61	end fence		33 ⁵
27+25	begin Guard Rail Rt + Lt 12" corr. culv.	17 ⁵	16 ³

43 Posts north wire cable Guard Rail

Pasture

C.B.

Pasture

conc. Paving

30' conc. only.

Unusable

Woods

Woods & Brush

28 Posts wire cable

Pasture

C.B.

C.B.

Woods

42 Posts

26 Posts wire cable

		Distance L.T.	L.T.
43+99.35	P.O.T. edge paving	12 $\frac{1}{2}$	11 $\frac{1}{2}$
+93	curb		26 $\frac{1}{2}$
+92	curb		27 $\frac{3}{4}$
+89	curb		28 $\frac{5}{8}$
+84.5	begin Rock Curbing		29 $\frac{1}{2}$
+80	cor Rock Gutter	27 $^{\circ}$	
+70	begin Crushed Rock		11 $\frac{1}{2}$
+67	begin Rock Gutter	12 $\frac{1}{2}$	
+28	end Driveway		11 $\frac{1}{2}$
+08	pt ✓ end curb		24 $\frac{1}{2}$
+02	pt ✓		34 $\frac{1}{2}$
43+00			39 $\frac{1}{2}$
+67	pt. on Driveway		38 $\frac{1}{2}$
+65	✓ ✓ ✓		27 $\frac{3}{4}$
+62	permt Driveway Stone curb		25 $^{\circ}$
42+41	begin Driveway		11 $\frac{1}{2}$ ✓
+39	end autirated Garden + Fence line	33 $^{\circ}$	
+78	£ 14" Driveway No culvert		
+71	and fence		36 $\frac{1}{2}$
41+00	fence		35 $^{\circ}$
+89	£ 10" Driveway No Culvert	33 $^{\circ}$	
+60	fence line & Prop iron	33 $^{\circ}$	
40+00	fence		35 $\frac{1}{2}$
39+00	fence		34 $\frac{1}{2}$
+	end 14" culvert	22 $\frac{1}{2}$	
+26	£ 9" Driveway	33 $^{\circ}$	
+17	14" corr colv	21 $\frac{1}{2}$	
38+00	fence		34 $\frac{1}{2}$
37+63	con. 10" Fire Break Trail		33 $^{\circ}$

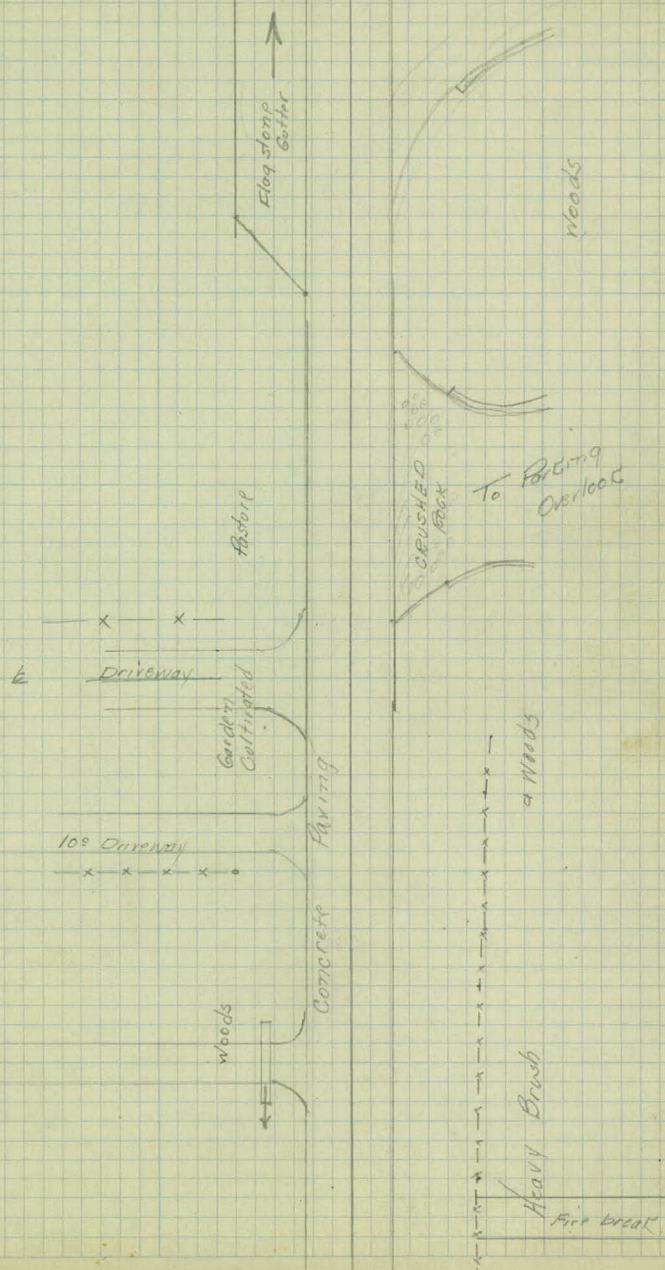
LT.

LT.

5-26-39
Ct.

(5)

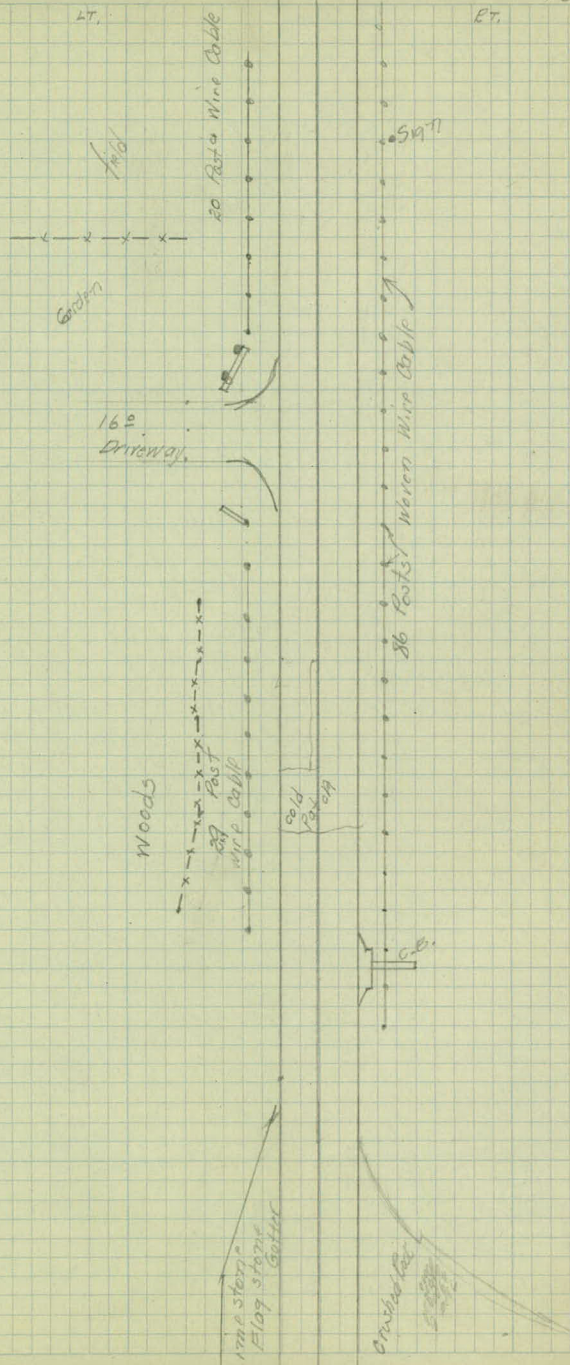
side Rd



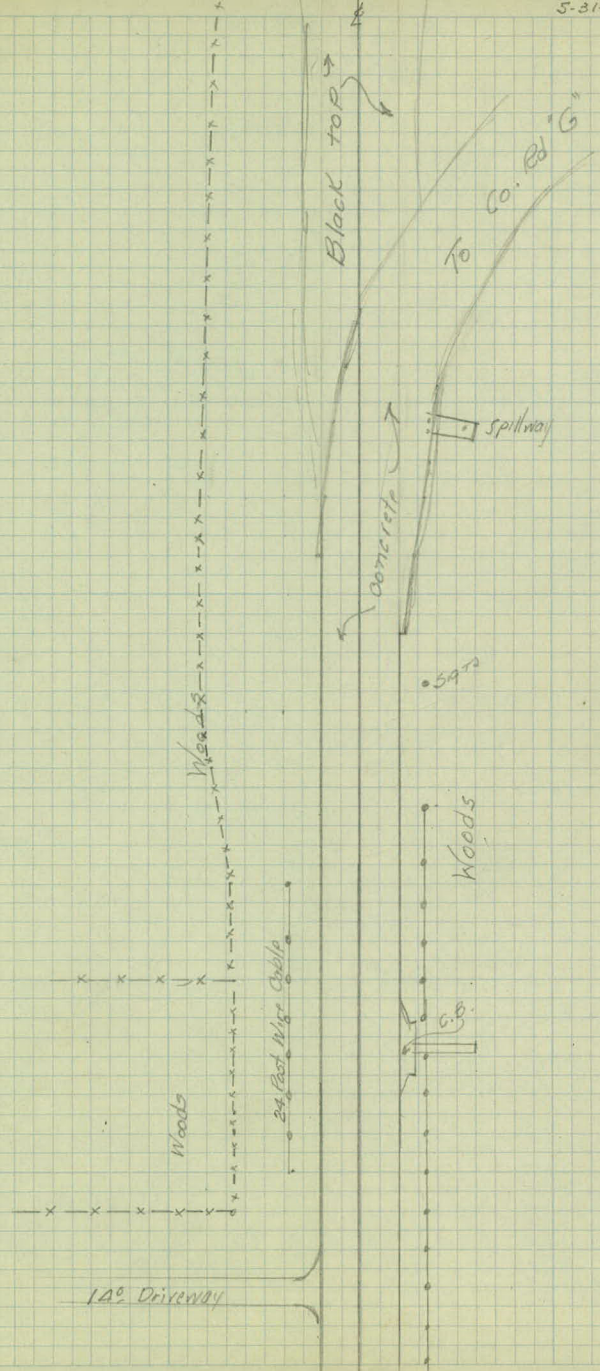
		LT.	RT.
54+58.5	end Guard Rail	17°	
+15	Slow Sign		18.7
54+00	Guard Rail	17°	16.8
+75	cross fence	34°	
53+00	Guard Rail	17°	16.6
+30	begin Guard Rail	17°	
+38.5	end 7x10 cross Member & Post	18.2	
+24	Guard Rail Post	24.5	
+23	end 2x10 cross Member	25.5	
+12	& 16" Drive Way	34°	
52+00	Guard Rail		16.9
+99	end 7x10 cross Member No Post at end	25.6	
+97	Wood Guard Rail Post 2x10 cross Member	17°	
+94	end Guard Rail	17°	
+90	and fence	31°	
51+00	Guard Rail	17°	16.5
	fence end old patch 25 LT.	31°	
50+00	Guard Rail	17.4	16.5
	fence old patch 25 LT.	32°	
	Cold Patch on Pt 2° to LT &		
+73	end old Patch on LT.		
+40	Pt+LT Cold Patch over Conc.		
49+00	Guard Rail	17.2	16.6
+65	Fence	30.7	
	Fence	36°	
+59	begin Guard Rail 12° centers	17.5	
+57	catch Basin 8" Gull Outlet		13.2
	end 8" outlet		25.5
48+02	begin Guard Rail 12° centers		16.2
48+00	begin fence	48°	
+45	end Crushed Rock Driveway		11.5
+36.5	end Rock Gutter	12.5	
+28.5	curb (end)		25.3
+27	curb		26°
+23	curb		28.5
44+22	Rock Gutter	25.3	
44+21	curb		37.3

LT.

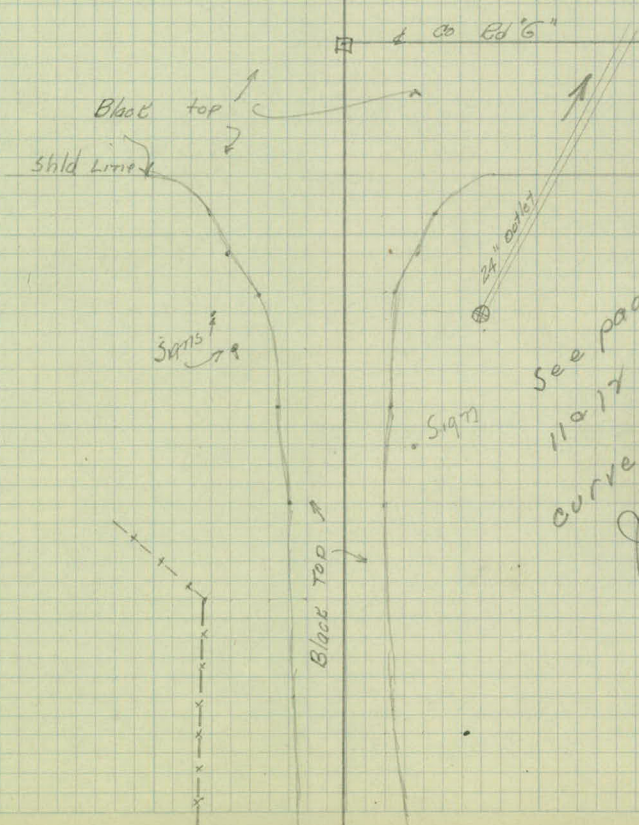
ET.



62+00	fence edge, black top edge paring face curb	14. 38 ⁵ 10 ⁵	Kt. 17 ² 47 ²
+99	Stop Sign	18 ¹	
+75	face curb edge paring edge black top	12 ³	35 ² 6 ¹
+56	edge paring edge black top	11 ²	
+40	face curb face gutter edge paring	23 ⁵ 12	28 ²
+25	face curb edge paring	7 ⁶	20 ²
+18	cen. Spillway (38" wide)		18 ²
+17	end spillway		27 ²
+10	curb edge paring	9 ²	17 ⁶
✓ 61+00	face curb edge paring	10 ⁹ 41 ⁵	16 ²
+75	face curb edge paring fence	12 ¹	13 ⁵
+50	face curb		12 ²
+23	Begin Conc. Curb edge paring		11 ⁶
+23	Sign (Stop Sign ahead)		17 ³
✓ 60+00	Fence	41 ²	
59+00	Fence	38 ² 11 ⁹	11 ⁹ 16 ²
+17	End Guard Rail on Rt		16 ²
58+00	Guard Rail fence	33 ⁵	
+69 ²	End Guard Rail	16 ⁹	
+61	Curve Sign		18 ¹
57+00	cross fence Guard Rail edge paring	32 ⁹ 17 ² 12 ²	17 ¹ 11 ⁹
+66	Catch Basin 8" cur. outlet		15 ²
+67	end 8" cur. outlet		23 ²
+36	end Cold Patch Rt &		
56+00	Guard Rail fence	17 ² 33 ⁰	17 ¹
55+00	Guard Rail		17 ²
+93	begin Guard Rail	17 ²	
+86	begin fence & corner	32 ⁶	
+85	Guard Rail Post	20 ¹	
+75	& 12" Driveway to left	33 ²	
54+67	Guard Rail Post	19 ²	

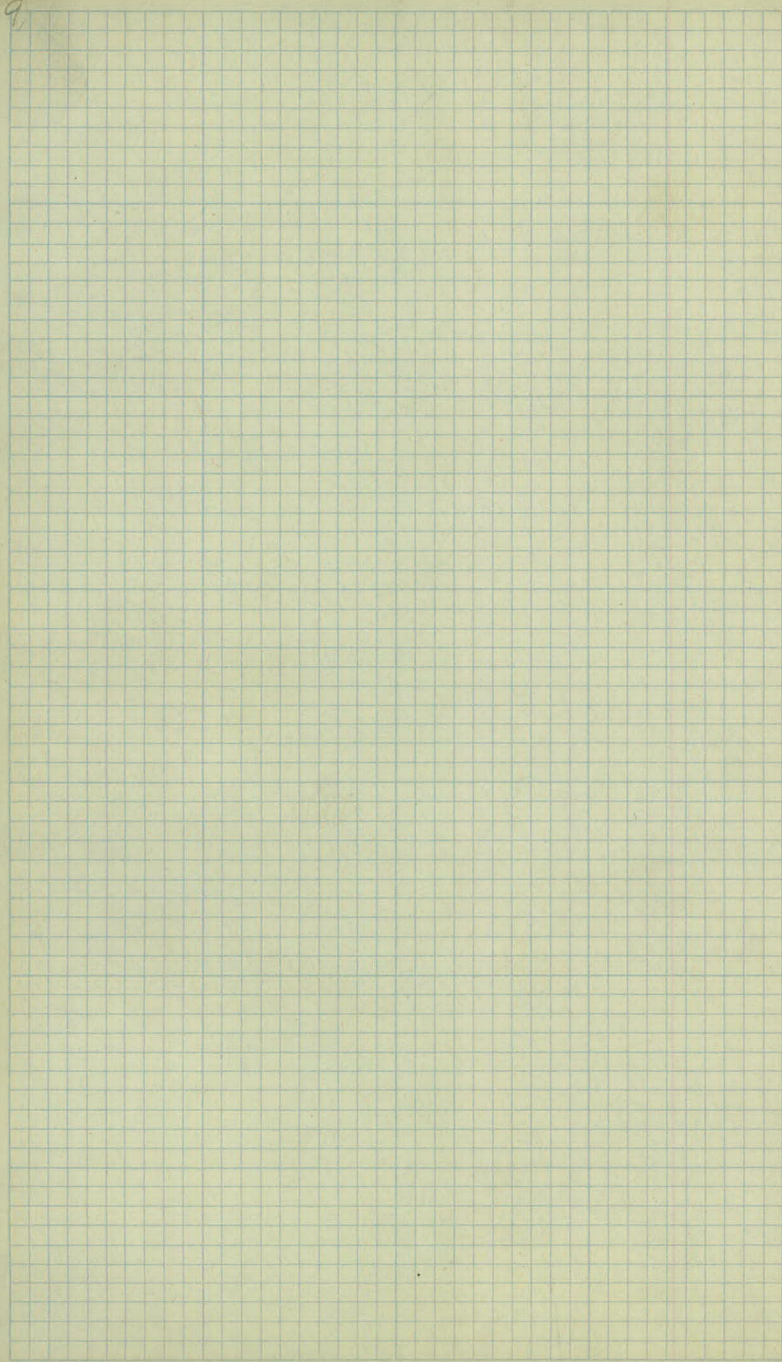


+47	Shoulder	Vina Co Bldg		
+40	edge	Bd	35°	23
+35	edge	Rd	30	19°
+30	edge	Bd	23°	13°
+27	orn	G.B. (iron grate carrier) 24" corr. Outlet. Co. Rd Sign	29°	34°
+26	old	Hiway Sign	31°	
+20	black	top -	17°	12°
+13	stop	Sign		17°
63+00	black	top	14°	10°
+74	fence	corner	36°	
+61	Post			52°
+52	Post			45°
+50	black	top	13°	11°
+43	Post			38°
62+92	begin	Guard Rail on Curve		31°
+15	edge	black top	12°	16°



see page
11 & 17 for
curve data
J. Stadler

9



St.	LT.	St.		RT.
+48.37	P.C. paring	99	11.8	curb
+25	paring	108	11.9	curb
+100	paring	102	13.5	curb
+75	paring	133	10.2	curb
+50	paring	150	8.9	curb
+25	paring	136	10.3	curb
+3+00	Guard Rail	238		
+98	Guard Rail Post	199		
+97	Road Sign	232		
+94	Stop Sign	282		
2+93	Guard Rail Post end cable	171		
+3+00	paring	112	13.7	curb
+92			17.8	stop sign
+89	end Guard Rail	171		
+75	paring	149	10.4	curb
+50	paring	100	9.5	curb
+25	paring	151	10.8	curb
2+00	paring	112	14.4	curb
+99	Guard Rail Post	162		
+75	paring		11.0	curb
+63	beginning Guard Rail	203		
+50	paring	151	10.2	curb
+25	paring	151	11.2	curb
1+00	paring	122	15.4	curb
+75	paring	152	11.7	curb
+50	edge paring	156	10.7	face curb
+48			10.6	center spillway
0+25	edge paring	155	11.6	face curb
	edge paring	120	13.7	face curb
0+00 = Sta.	on R.R.	P.C.		

All topog Measured at Rt A to back tangent

July 31-1939 12

Stadler
Lotzer
Wadell



63+59.15

Co. Rd. G.

12 Wood Post Never Wreckable

Stop Sign
3+00

4+00

4+48.57

2+00

1+00

Spillway

60+73.05

0+00=PC

↑ Rice St.

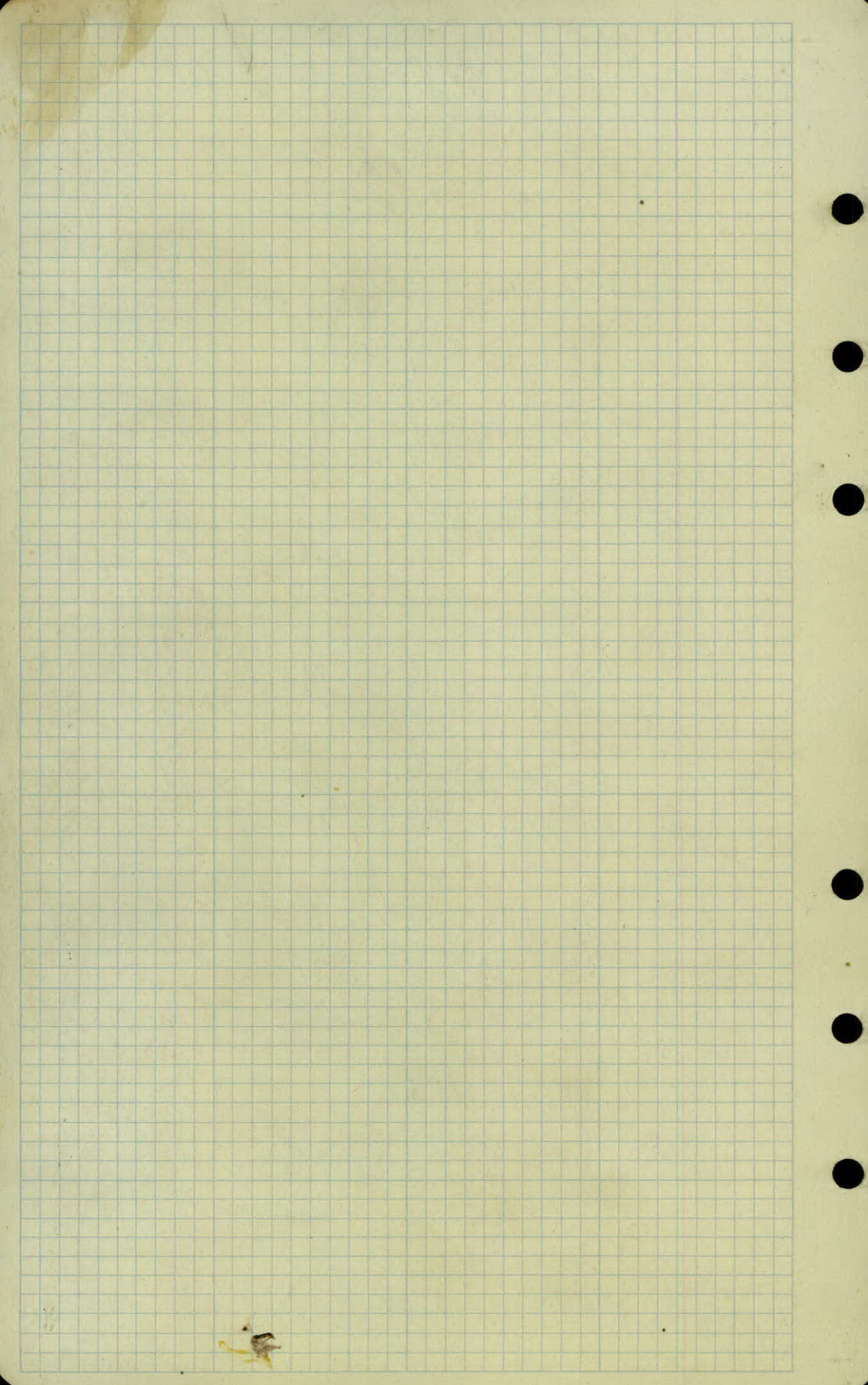
$$\Delta = 89^{\circ} 36' 45''$$

$$T = 286.10$$

$$L = 147.47$$

$$Def = 90^{\circ} 59' 55''$$

$$Rad = 297.98$$



1

County Road #1

from

County Rd. G2

to

Hodgson Road and N.E. corner sec #14

June 19, 1939

π - H. Duff

Rod - Sommers

" - Van Ness

" - Dalen

26+39.93

N.E. Cor Sec #14

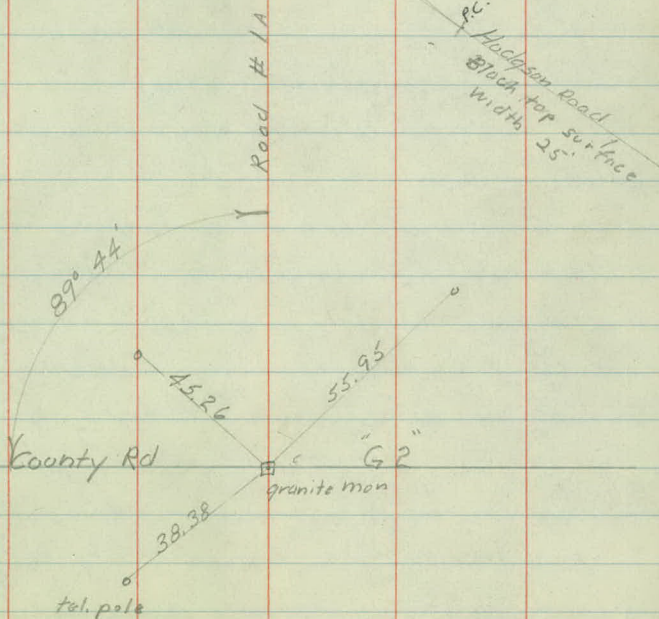
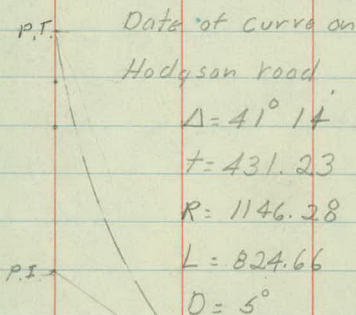
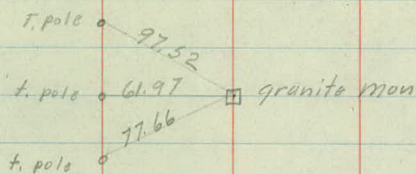
T 30 N R 23 W

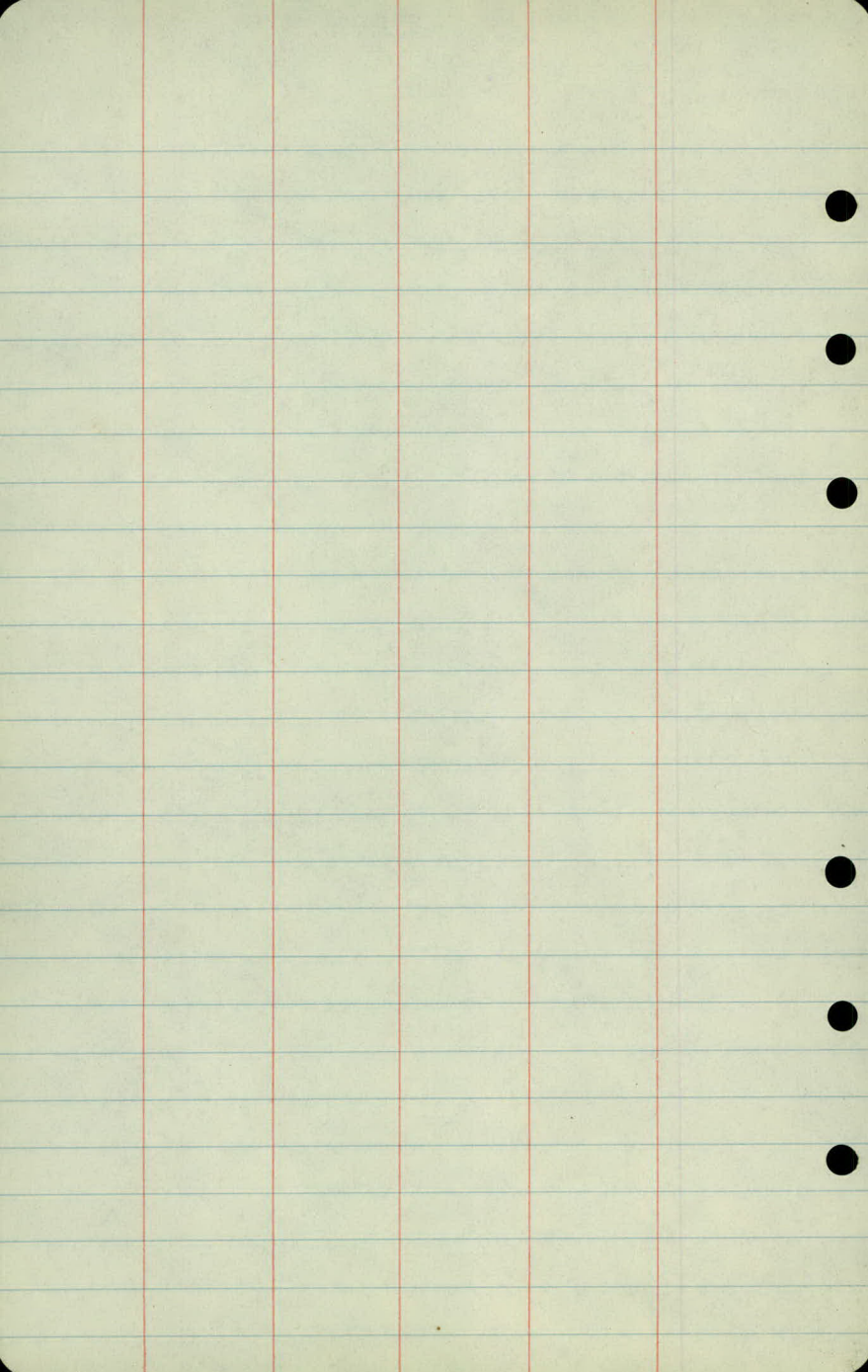
17+45.73 P I of Curve on Hodgson Rd.

0+00

E 1/4 Cor Sec #14

T 30 N R 23 W





Topography
county Rd # 1
from G2 to Hodgson Rd

June 19 1939

* Duff

Rod - Sommers

" - Van Ess

" - Dalen

	L	R
20+00 edge b. top	4°	
19+75 " "	3°	
19+50 " "	4°	
19+25 " "	5°	
19+00 edge b. top	7°	
18+75 ed. of b. top	7°	13°
18+56 Pvt drive		
18+30 edge b. top	8°	13°
18+48		21° Thru stop sign
18+40 Tractor lug sign	15°	
18+00 edge b. top	9°	13°
16+00 edge black top	10°	12°
15+07		21° Side road sign
14+26 Pvt. drive		
14+00 edge black top	8°	12°
12+00 edge black top	9°	11°
10+00 edge black top	10°	10°
8+00 edge black top	11°	9°
7+50		
6+00 edge black top	10°	11°
4+00 edge black top	9°	10°
3+87 X Rds. sign	21.4	✓
2+00 edge black top	11°	9°
1+80		Pvt drive
1+00		pvt drive

L R

20+00

11.3

19+75

15.2

19+50

20.2

19+25

26.1

19+00

31.1

18+75

38

18+50

46.1
13

Hodgson Rd
black top surface

Cultivated

black top surface

Meadow

Meadow

priv drive

E 1/4 Cor 14

G2

