

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map.....*Survey*

LEXINGTON AVE.

From Co. Rd "E" *To* U.S. Hiway #8

Road Acc't. No. 3

Date Filed..... *File*.....

1
Alignment
of Lexington Ave
from
County Road "E"
to
U.S. Highway no. "8"
at north county line

June 20, 1939

π - H. Duff

Rod - Dalen

" - Sommers

" - Van Ness

station point left right

52+81.10 P.I.

0° 05' 00"

N.E. cor sec #27

T. 30 N. R. 23 W.

26+40.95 P.I.

0° 07' 00"

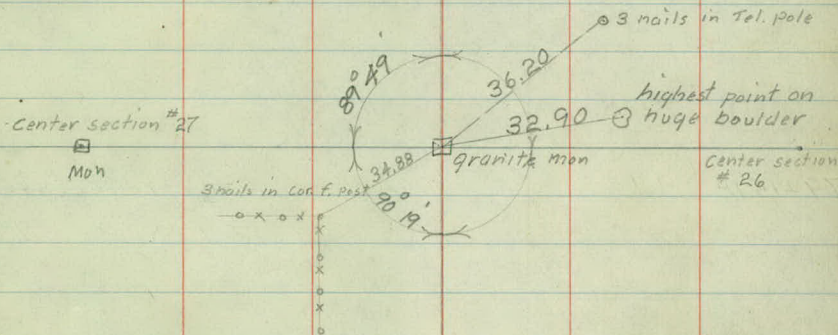
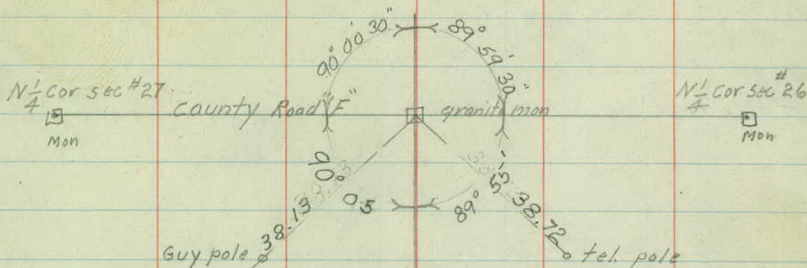
E $\frac{1}{4}$ cor sec #27

T. 30 N. R. 23 W.

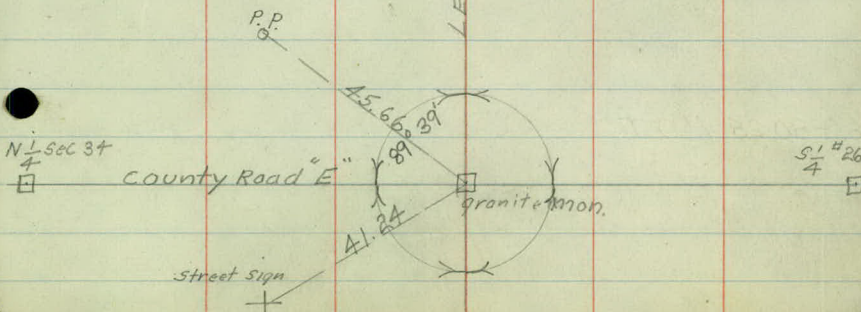
0+00 P.I.

N.E. cor sec #34

T. 30 N. R. 23 W.



LEXINGTON

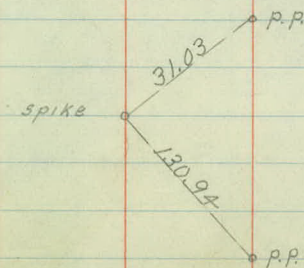
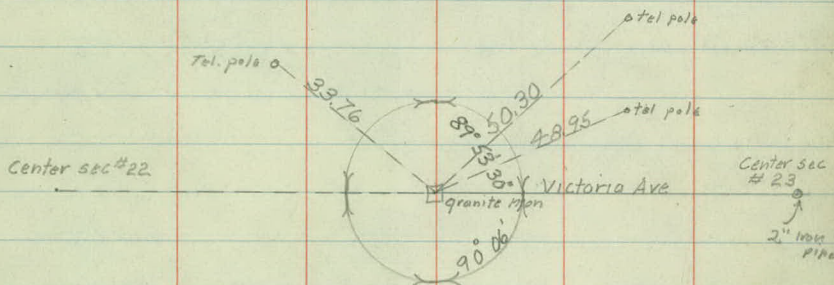
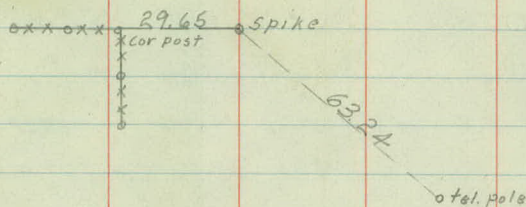


Station	Point	Lt.	Rt.
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94+96.45	P.O.T.		
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79+15.18	P.I.	$0^{\circ}00'30''$	$E \frac{1}{4}$ COR. SEC. #22 T.30 N. R.23 W.
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67+80.25	P.O.T.		
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Station	Point	Lt	Rt
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158+17.80	P.I.	$0^{\circ} 14' 00''$	
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N.E. COR SEC #15

T.30 N. R.23 W

131+85.98	P.I.	$0^{\circ} 01' 00''$	
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E $\frac{1}{4}$ COR SEC #15

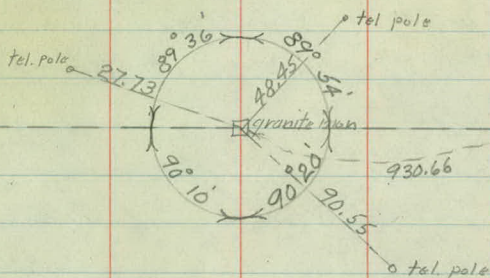
T.30 N. R.23 W.

105+52.93	P.I.	$0^{\circ} 10' 30''$	
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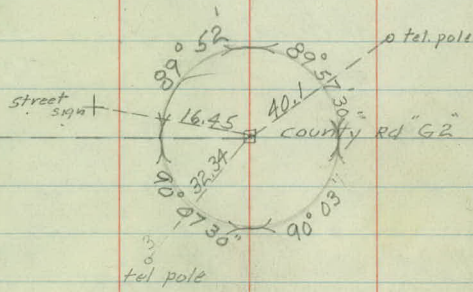
N.E. COR SEC #22

T.30 N. R.23 W.

N $\frac{1}{4}$ cor sec #15
Mon

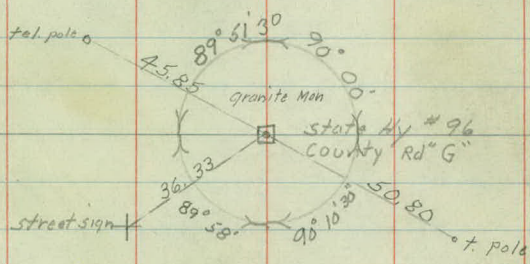


center sec #15
Mon



Center sec #15
granite Mon

N $\frac{1}{4}$ sec #22
established from tide



N $\frac{1}{4}$ sec #23
Mon

Station point

Lt

Rt

210+94.12

$0^{\circ} 03' 30''$

N.E. cor sec #10

T. 30 N R. 23 W.

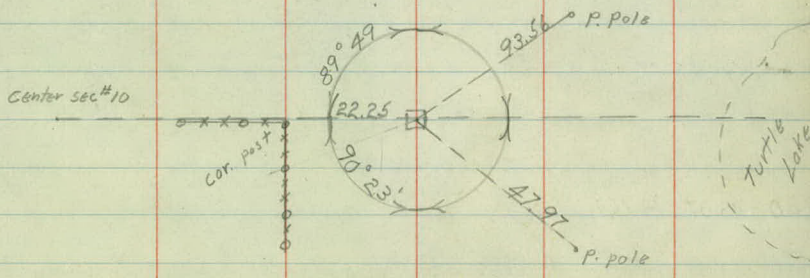
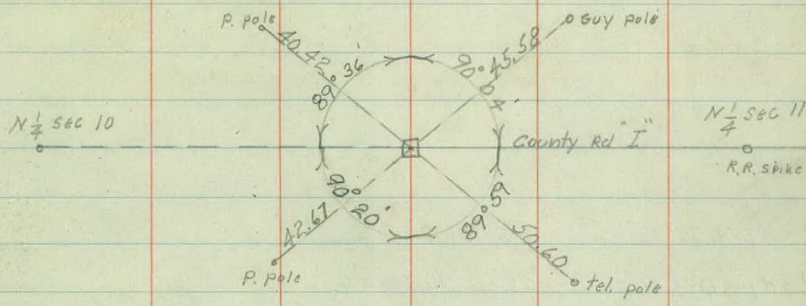
184+58.35 P.I.

$0^{\circ} 13' 00''$

E $\frac{1}{4}$ cor sec #10

T. 30 N. R. 23 W.

LEX - 5



station point Lt Rt

238+53.87 P.T. $26^{\circ}10'00''$ -6.12

238+50 $25^{\circ}05'00''$

238+25 $20^{\circ}39'00''$

$\Delta = 52^{\circ}20'$

238+00 $16^{\circ}13'00''$

$T = 79.47$ 79.50

237+87.97 P.I. $(52^{\circ}20')$

$L = 145.37$

237+75 $11^{\circ}47'00''$

$R = 161.74$ 161.80

237+50 P.I. $7^{\circ}21'00''$

$D = 36^{\circ}10'$

237+29.87 MON

$E \frac{1}{4}$ COR SEC #3

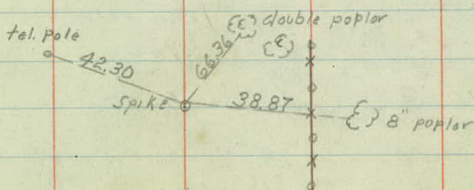
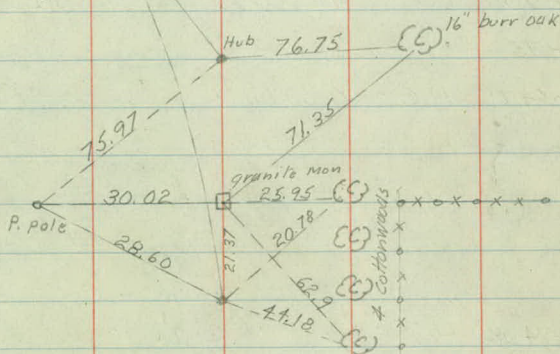
237+25 $2^{\circ}55'00''$ -16.5

$\pm 30^{\circ} N R 23^{\circ} W$

237+08.50 P.C. $0^{\circ}00'00''$

220+23.07 P.O.T.

$\angle E X = 6$



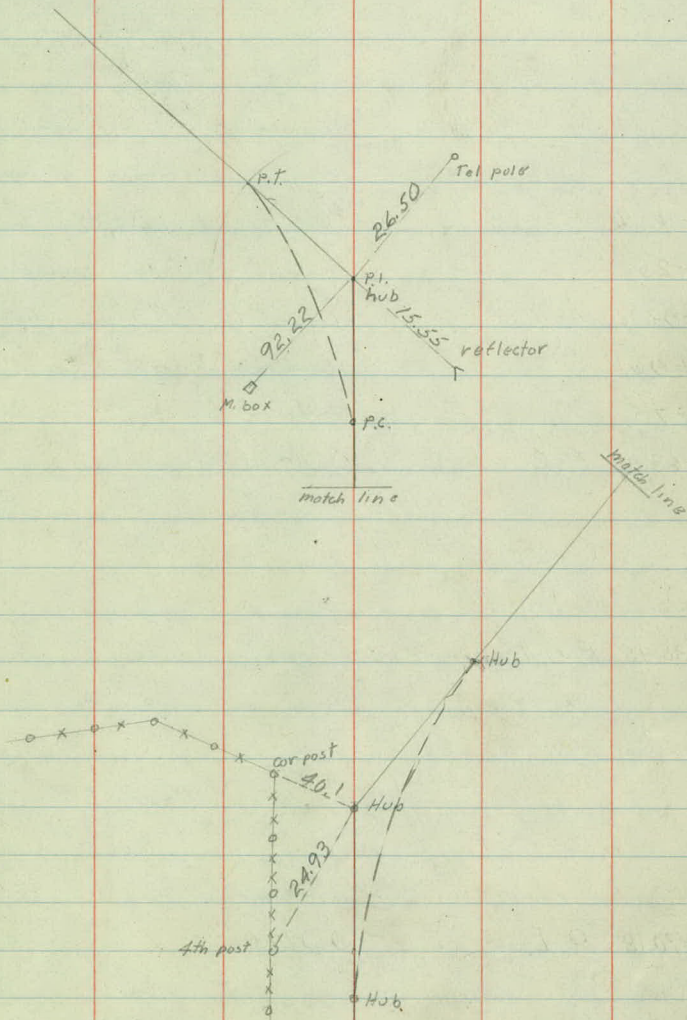
Station	Point	Lt	Rt
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256+67.23

256+71.27	P.T.	28° 11' 30"	$\Delta = 56^\circ 23'$
256+50		22° 36' 26"	$T = 58.04'$
256+25		15° 58' 44"	$R = 108.28'$
256+22.75	P.I.	(56° 23')	$L = 102.52'$
256+00		9° 21' 03"	$D = 55^\circ L'$
255+75		2° 43' 22"	
255+64.71	P.C.	0° 00' 00"	

250+74.04

250+74.08	P.T.V	9° 25' 30"	
250+50		7° 52' 19"	$\Delta = 18^\circ 51'$
250+25		6° 14' 54"	$T = 73.32'$
250+02.09	P.I.	(18° 51')	$L = 145.27'$
250+00		4° 37' 36"	$R = 441.68'$
249+75		3° 00' 18"	$D = 13^\circ R.$
249+50		1° 23' 00"	
249+28.77	P.C.	0° 00' 00"	



Station	Point	Lt	Rt
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286+38.53

286+38.82 P.T.

40° 44"

$\Delta = 81^\circ 28'$

286+25

33° 59' 00"

T = 45.82

286+08.92 P.I.

(81° 28')

R = 53.21

286+00

20° 23' 00"

L = 75.43

285+75

6° 47' 00"

D = 108° R25

285+63.10 P.C.

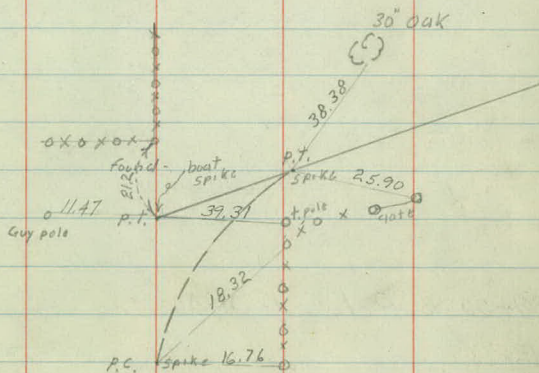
0° 00' 00"

269+40.65 P.I. = 468+64.95 Top Hamline

269+38.95 P.O.T.

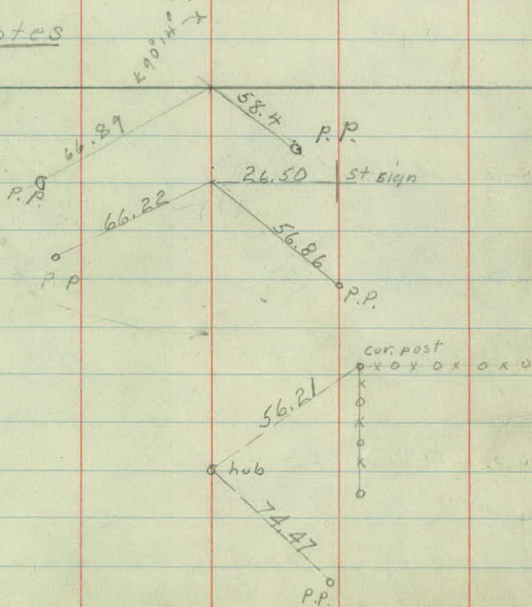
263+70.18 P.I.

0° 09' 00"



See Hamling Notes

Hamline



Station point Lt Rt

365+30.66 end of survey (N.W. Cor sec # 4
+ 30 N R. 23 W.

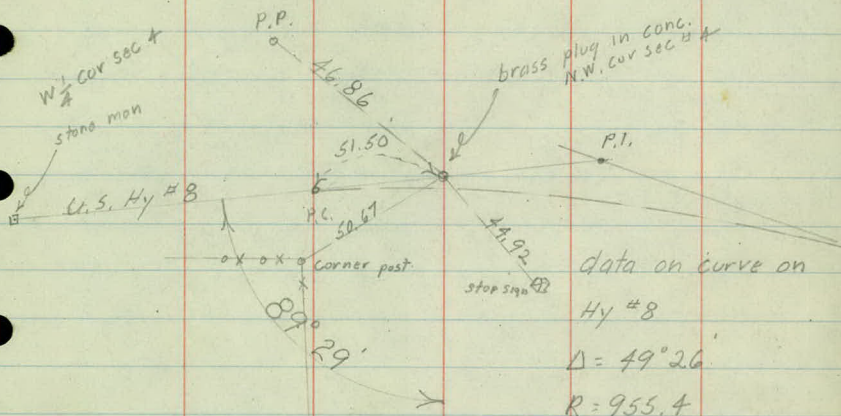
339+00.90 P.I. $0^{\circ} 01' 00''$

N.E. Cor sec # 4
+ 30 N R. 23 W.

312+78.47 P.I. $0^{\circ} 31' 00''$

N.E. Cor sec # 4
+ 30 N R 23 W

305+98.12 P.I. $80^{\circ} 29'$

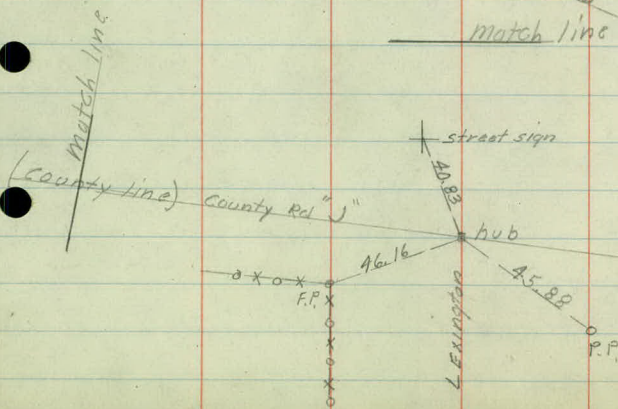
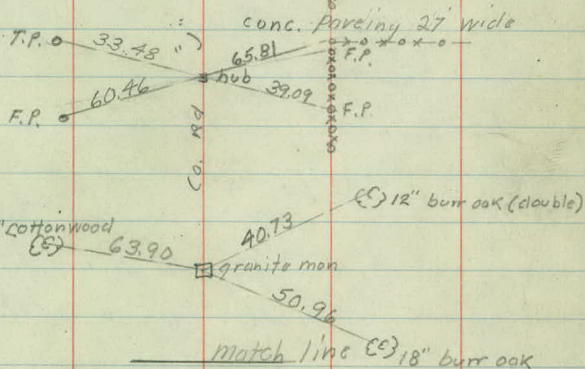


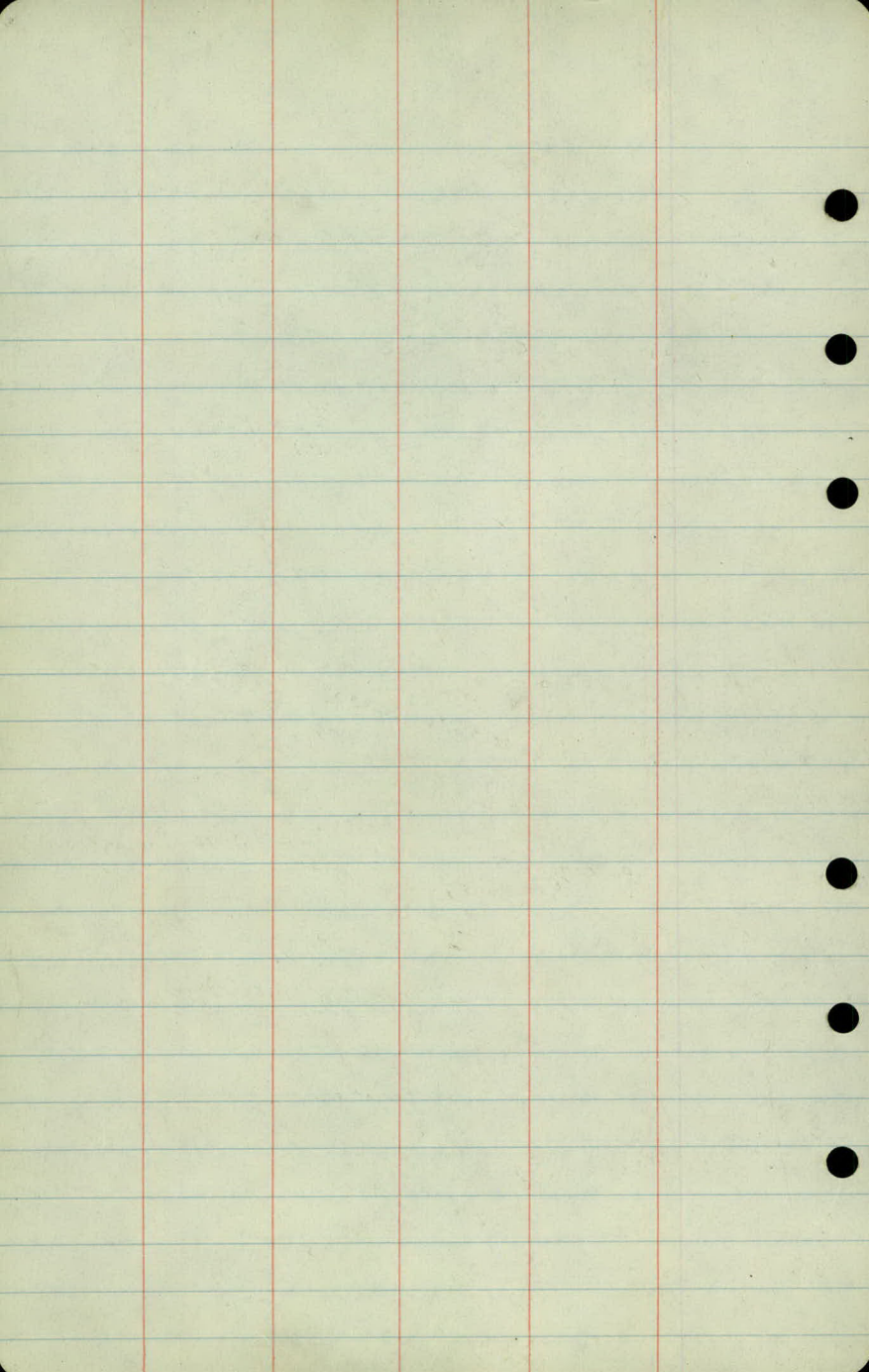
data on curve on Hy #8

$$\Delta = 49^\circ 26'$$

$$R = 955.4$$

$$t = 659.5$$







Topography
on
Lexington Ave
from
County road "E"
to
U.S. Hy. #8 at north
county line

JUNE 21, 1939

K-Duff

Red-Sommers

" - Dalen

" VanNess

		L	R
36+00	edge black top	10	10
34+00	" " "	10	10
32+00	" " "	10	10
30+00	" " "	10	10
28+00	" " "	11	9
26+40.95	granite man $E \frac{1}{4}$ cor sec #27 (begin black top)		

22+38. 27.2 Culvert (end)

21+82- culvert (begin) 29.47

17+34.6 29.7 end culvert

16+91.5 30 begin 16" Conc. culvert

6+00 R.R. Sign 22.0

4+07.9 X-road sign 19.3

3+09.8 first rail (second track)

2+94.2 first rail, (first track)

0+94 26.2 R.R. Sign

0+00 beginning of black top (end conc. paving)

L R

gravel road

black top

ditch

24" corr iron cul

oiled gravel

16" conc cul

pvt. drive

R.R. track

R.R. Track

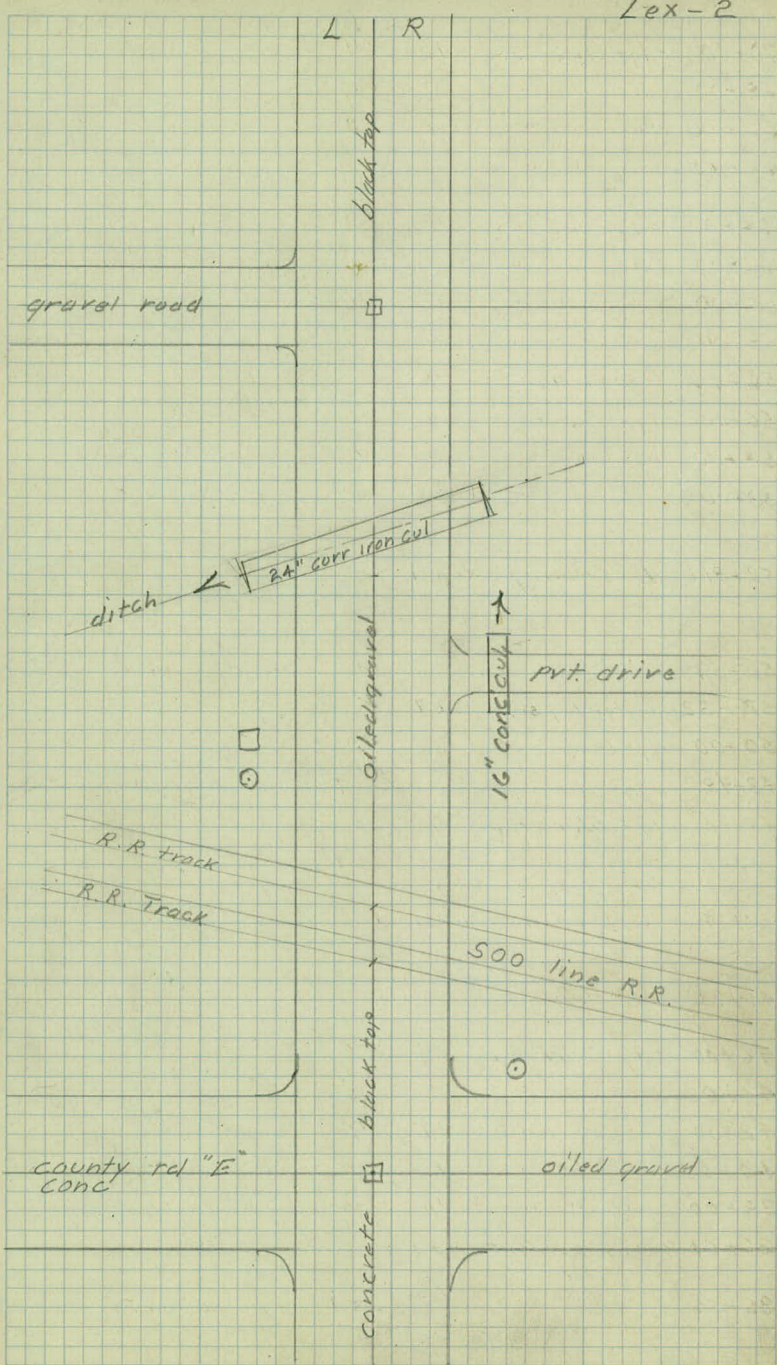
500 line R.R.

black top

county rd "E"
conc

concrete

oiled gravel



70+00	edge black top	L 11	R 11	
68+00	" " "	10	11	
66+00	" " "	11	10	
64+90				pvt drive
64+00	edge black top	11	10	
62+00	" " "	11	10	
60+00	" " "	11	10	
58+00	" " "	11	10	
56+66	X-Road sign	20.9		
56+00	edge black top	11	10	
54+00	" " "	11	10	
53+00				19.5 end culvert
52+81.1	∅ County Road "F"			
52+59				19.5 begin culvert
52+32	tractor lug sign	22.7		
50+00	edge black top	11	10	
48+98				22.9 X-Road sign
48+00	edge black top	11	8	
47+25				30.9 end culvert
47+14	Intx ∅ rd and culvert			
46+13	pvt drive			
46+00	edge black top	12	7	
44+00	" " "	11	8	
42+00	" " "	10	9	
40+00	" " "	11	10	
38+00	" " "	11	10	
36+61	End culvert	18.1		
36+56				23.1 begin culvert

L

R

pvt drive

County Rd "F"

black top surface

12" corr iron culvert



this end buried

12" corr iron culvert



pvt drive

18" tile culvert



	L	R
94+00 edge black top	11	9
92+00 " " "	10	11
91+81 cul. X's Road	23.9	25.7
90+30 cattle xing sign	20.6	
90+00 edge black top	10	10
88+23		22.2 end culvert end culvert
88+03		22.4 begin culvert
88+00 edge black top	11	9
86+00 " " "	10	11
84+06 end culvert		
84+00 edge black top	9	11
83+96		end culvert
83+90 begin culvert	24.0	
83+80		25.0 begin culvert
82+31 end posts	14.3	
82+00 edge black top	9	12
81+87 side Rd. sign	16.1	
81+80		16.3 end posts
80+38.7 6' conc. spillway	12.6	
80+00 edge black top	9	11
79+76		16.9 begin posts
79+72		20.2 cattle xing sign
79+40 street sign	14.6	
79+15.18 & Victoria Ave		granite Mon
78+62		16.9 end guard posts
78+00 edge black top	10	11
75+63 begin guard posts	14.3	
76+00 edge black top	10	12
74+73		16.5 begin guard posts
74+00 edge black top	10	13
72+00 " " "		11

L R

← 12" corr iron



pvt drive

← 12" corr iron

pvt drive

← 12" corr iron

pvt drive

← 12" corr iron

18 posts

21 posts

Small

57 guard posts and cable



Black top surface
VICTORIA ST.

Lake

20 posts
guard posts
and cable
34 posts

	L	R	
114+00 edge black top	8	13	
112+00 " " "	9	13	
110+67 end culvert	19.6		
110+31 begin culvert	19.6		pvt drive
110+11 end culvert	19.6		
110+00 edge black top	8	13	
109+79 begin culvert	19.7		
109+33 X-Road sign	17.3		
108+30 slow sign	18.6		
108+00 edge black top	10	13	
106+03		25.5	tractor lug sign
106+00 edge black top	12	12	
105+90 stop sign			
105+77 direction sign	33.8		
105+52.93 Mon @ State Hy #96 and County Rd "G"			
105+23 street sign	21.5		
105+26 end culvert	27.0		
105+13		21.4	begin culvert
105+08		26.1	stop sign
104+00 edge black top	11	9	
103+00		23.4	slow sign
102+00 edge black top	12	9	
101+95		23.5	X-Road sign
100+00 edge black top	13	8	
99+62 cul X's Road	22.0	20.5	
98+00 edge black top	14	7	
96+50 end culvert	29.0		
96+34 begin culvert	28.1		
96+00 edge black top	13	7	
95+10 pvt drive			

L R

pvt drive

pvt drive

pvt drive

12" corr iron



Hy # 96 black top

CO. Rd "G"



16" corr iron cut



18" corr iron



12" corr iron



pvt drive

pvt drive

	L	R
146+00 edge black top	11	10
144+00 edge black top	10	10
143+95		prt drive
142+00 edge black top	9	12
140+00 " " "	9	11
138+14 Side road sign	20.1	
138+00 edge black top	10	11
136+54		15.1 end culvert
136+49 begin culvert	21.2	
136+00 edge black top	9	11
135+40 no dumping sign		
134+00 edge black top	9	12
132+02 No dumping sign	19.3	end culvert
131+85.98 street sign	16.5	4 CO Rd "G 2" (Mon)
131+76 end culvert	14.7	
131+76		37.0 begin culvert Xing "G 2"
131+66		30.9 begin culvert
130+00 edge black top	7	16
128+02		28 No dumping sign
128+00 edge black top	7	16
127+64		25.8 Side Rd sign
126+00 edge black top	8	14
124+20		
124+00 begin culvert	29.4	
124+00 edge black top	10	14
122+00 " " "	8	14
120+04 end culvert	20	
120+00 edge black top	9	13
119+92.5		14.7 end posts
119+75 begin culvert	20	
118+00 edge black top	12	10
116+00 " " "	9	13
114+16		15.4 begin posts

L R

pvt drive

18" Corr Iron

18" Corr Iron
18" Corr Iron
black top
CO RCJ" G 2

pvt drive

pvt drive

12" Corr Iron
12" Corr Iron

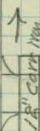
50 posts
guard posts
and
cable

182+00	edge black top	L 10	R 9	
180+00	edge black top	10	9	
178+00	" " "	12	8	
176+59				pvt drive
176+40				pvt drive
176+00	edge black top	12	8	
174+00	" " "	12	8	
173+62				end culvert
173+42			21.0	begin culvert
172+00	edge black top	11	9	
171+46				pvt drive
171+31				pvt drive
170+00	edge black top	10	9	
169+71			19	end culvert
169+51			19	begin culvert
168+00	edge black top	10	10	
167+33				pvt drive
166+00	edge black top	9	10	
164+00	" " "	9	11	
162+00	" " "	9	11	
160+06			25	end culvert
160+00	edge black top	9	11	
159+90			25	begin culvert
158+17.80	granite monument			
158+00	edge black top	10	11	
157+41				pvt. drive
156+00	edge black top	11	10	
154+00	" " "	11	10	
152+00	" " "	11	9	
150+00	" " "	11	10	
148+77	Culvert X's Rd.	36.0	18.6	
148+00	edge black top	11	9	

L R

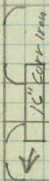
LEX-1

pvt drive
pvt drive (unused)



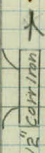
pvt drive

pvt drive
pvt drive (unused)



pvt drive

pvt drive



pvt drive

Section line



pvt drive

← 18" tile culvert

	L	R
202+00 edge black top	9	10
201+37 Culvert cross rds	33.0	23.0
200+99		end culvert
200+79		25.0 begin culvert
200+00 edge black top	9	9
198+00 " " "	11	9
197+90		end culvert
197+74		21.0 begin culvert
197+68		21.0 end culvert
197+52		20.0 begin culvert
196+00 edge black top	10	10
194+70 prt drive		
194+55		prt drive
194+00 edge black top	10	10
192+90		prt drive
192+00 edge black top	10	9
190+00 " " "	10	10
188+03		end culvert
188+00		
187+83		26.0 begin culvert
186+22		end culvert
186+00		30.0 begin culvert
186+00 edge black top	12	9
184+52.35 Culvert crosses	29	24 granite monument
184+00 edge black top	10	9
182+86		24.0 end culvert
182+77 begin culvert	23.0	

L R

30" CORR IRON CULVERT →

gravel Road

18" CORR IRON

↑

10" CORR IRON

prt. drive

↑

10" CORR IRON

prt. drive

prt drive

prt drive

prt drive

↑

12" CORR IRON

prt drive

prt drive

↓

1 HAS
4

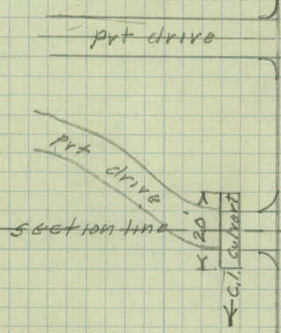
← 12" TILE CULVERT

← 12" CORR IRON

	L	R
232+91		22.5 turn sign
231+65		pvt. drive
231+48		pvt drive
214+08 side Road sign	21.0	
211+22		end culvert
211+11 street sign	27.5	
210+94.12 - section line (granite man)		1/2 culvert 21.5' from E Rd
210+68		35.1 begin culvert
210+00 edge rd.	9	16
209+85		end culvert
209+58 - stop and tractor lug sign	15.5	
209+00 end black top		
208+74		35.0 begin culvert.
208+00 edge black top	9	11 approx. 1/2 cutoff
206+97		22.3 side road sign
206+00 edge black top	9	12
204+00 edge black top	9	11
203+34		end culvert
203+14		26.0 begin culvert

L R

oiled gravel



prt drive

24" Corr Iron

County Rd "I"
black top

30" Corr Iron

Rd "I"

18" Corr Iron

prt drive

L

R

*249+28.77

240+91 Turn sign 18.6

237+87.97 P.I.

237+29.87 granite mon

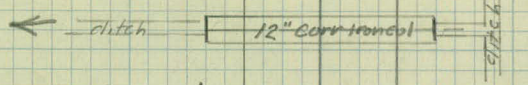
237+08.50

edge road

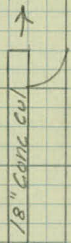
	L	R
279+26		16.7 turn sign
271+13 culvert x's rd	16.0	16.0
270+12 side rd sign	20.2	
269+75 end cul		
269+40		26.5 street sign
269+10		26.5 st sign
269+14 begin cul	25.3	
264+63		26.6 side rd. sign
264+24		pvt drive
261+25 pvt drive		
260+71 turn sign	25.1	
256+71.27 p.t. of curve		

255+64.71 p.c.

L R



Hamline
(gravel)



18' x 6'

filled gravel

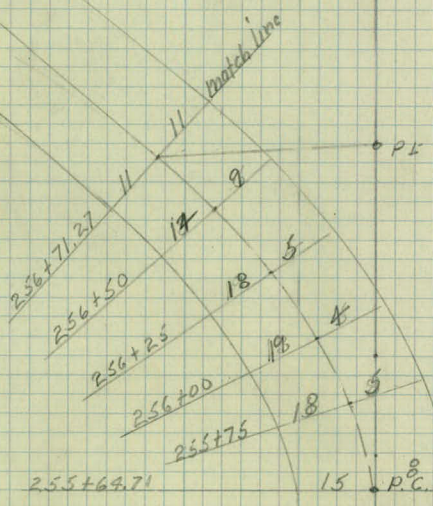
prt drive

prt drive

match line

p.t.

match line



L

R

305+98.22 County road "J" $\pm$

305+61 game refuge sign 25.8

301+03 20.2 cross rd sign

293+30.95 encl bridge

293+00.45 begin bridge

289+58 turn sign 19.5

286+58 prt drive

X

286+08.92 P.I.

*285+63.10 P.C.

280+29 Colverd's Rd. 15.6 14.5

✓ K

[illegible]

county rd "J"
along gravel

Rice Creek

prt drive to mendo

match line

4.7 P.E.

P.T.



12

2

2

4

00

3.7

1

 $\frac{1}{2}$

5

1

1

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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ditch

detail culvert

36"

L R

365+31.53 brass plug in pipe

364+90

32.85 No. County line sign

364+90

22.1 Stop sign

364+81

end culvert

+364+61

27.7 begin culvert

362+50

19.4 Trunk Hy. sign

359+81

32.2 X-Road sign

353+80 approx $\frac{1}{2}$ graded Road

353+62 $\frac{1}{2}$ E

339+00.90 P.I.

317+65

end culvert

317+43

begin culvert

314+38

prt drive

313+46

prt drive

312+78.47

granite mon!

311+38 prt drive

prt drive

310+78.22

310

310+97.22 X-Rd sign 26.5

305+98.22 $\frac{1}{2}$ Lexington

L R

State Hy. U.S. #8

brass plug

conc. para.

See alignment
Note for data on
this intx.

32'

16" Cor. iron

prt drive to field

gravel road

10" Cor. iron

cattle x-ing

prt drive

prt drive

prt drive

prt drive

Lexington

