

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

LABORE RD.

From Edgerton St. To Centerville Rd

Road Acc't. No. 4

Date Filed.....

File.....

Alignment Notes

Labore Road.

8-1-39

Party: Church
Goetke
Brown
Jack

Sta.	Pt.	Ang Lt.	Ang Rt.	Calc. Brg
14+86.45	P.T.	$1^{\circ}05\frac{1}{2}'$	$3^{\circ}53\frac{1}{2}'$	$R = 955.37$
14+50		$1^{\circ}30'$	$2^{\circ}48'$	$I = 7^{\circ}47'$
14+00		$1^{\circ}18'$	$1^{\circ}18'$	$T = 65.0$
13+56.75	P.C.	6° Curve Left.		$L = 129.72$

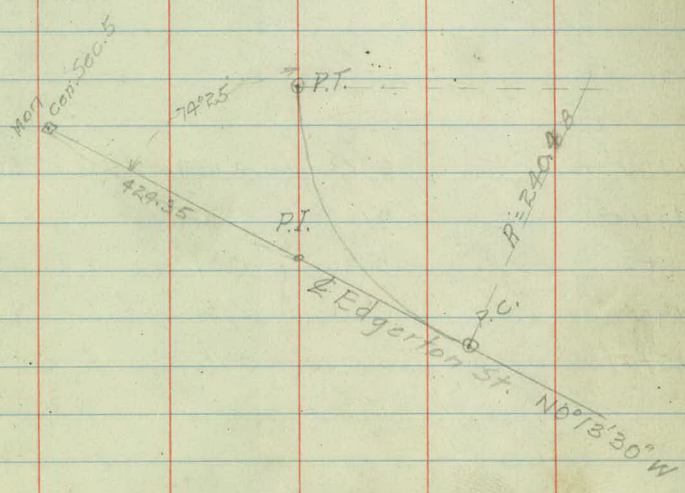
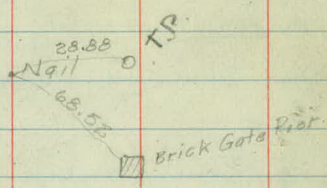
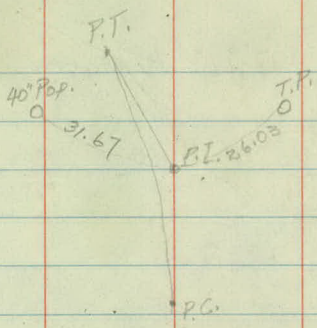
8+00 P.O.T.

N 74° 11' 30" E

310.07

3+11.85	P.T.	$1^{\circ}24\frac{1}{2}'$	$37^{\circ}12\frac{1}{2}'$	
3+00		$5^{\circ}58'$	$35^{\circ}48'$	$I = 74^{\circ}25'$
2+50		$5^{\circ}58'$	$29^{\circ}50'$	$R = 240.48$
2+00		$5^{\circ}58'$	$23^{\circ}52'$	$T = 182.6$
1+50		$5^{\circ}58'$	$17^{\circ}54'$	$L = 311.85$
1+00		$5^{\circ}58'$	$11^{\circ}56'$	
0+50		$5^{\circ}58'$	$5^{\circ}58'$	
0+00	P.C.	24° Curve Rt. at Sta. 125+51.96		

of Edgerton St. Survey.



Sta. Pt. Ang Lt. Ang Rt. Calc. Brg.

N 73° 37' 30" E

25+09.68
~~25+09.55~~

0° 32' 1"

1° 39' 1"

R = 5729.7

25+00
23+43.85 P.I.

0° 30'

1° 07'

I = 3° 19'

23+00

0° 30'

0° 37'

T = ~~165.9~~ 165.84

22+00

0° 07'

0° 07'

L = 331.67

21+77.95 P.C. 1° Curve Right

21+78.01

N 70° 18' 30" E

17+43.00 P.T. =

17+42.95 P.T. 1

0° 26'

1° 57'

R = 2864.9

17+00

0° 30'

1° 31'

I = 3° 54'

16+50

0° 30'

1° 01'

T = ~~97.6~~ 97.55

16+45.55 P.I.

16+00

0° 31'

0° 31'

L = 195.0

15+47.95 P.C. 2° Curve Right

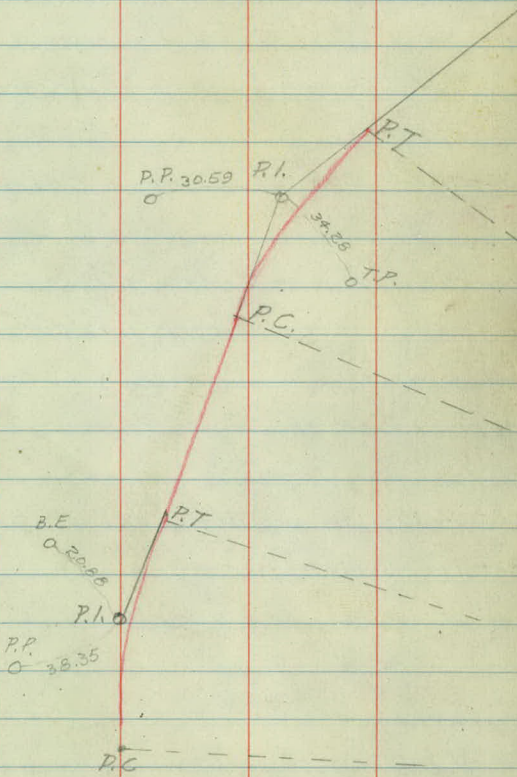
15+48.00 P.C.

N 66° 24' 30" E

14+86.45 P.T.

L = 50

1742.90
10.5



Sta. Ft. Ang. Lt Ang. Ht. Calc. Brg.

N 38° 31' 30" E

34+14.87

~~39+14.85~~

P.T.

6° 38'

17° 28'

39+00

4° 00'

16° 50'

I 34° 56'

38+00

4° 00'

12° 50'

R = 716.78

37+03.75

PI

4° 00'

8° 50'

T = 225.54

37+00

36+00

4° 00'

4° 50'

L = 436.66

35+00

0° 50'

0° 50'

34+78.25

P.C.

8° Curve Left

34+78.21

28+94.15

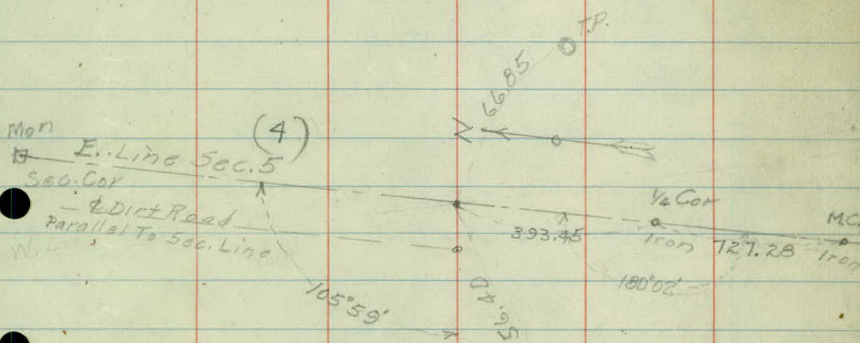
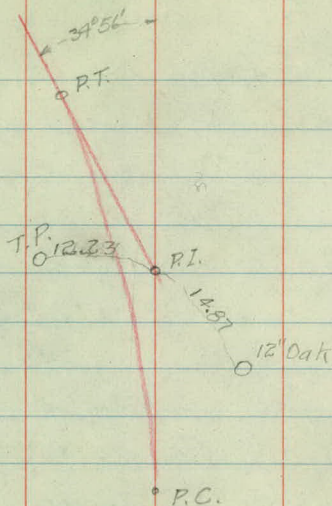
Intersection with Sec. Line

28+77

Intersection to Dirt Rd.

N 73° 37' 30" E

25+09.55 P.T.



○ P. T.

4

Sta. Pt. Ang. Lt. Ang. Pt. Calc. Brg

62+15.53 P.I.

N 21° 16' 30" E

62+03.99

~~62+03.95~~

0° 0' 35" 1° 05'

62+00

0° 15' 1° 04' 25" I = 2° 10'

61+00

0° 15' 0° 49' 25" R = 11459.2

60+00

0° 15' 0° 34' 25" T = 216.7

59+87.35 P.I.

59+00

0° 15' 00" 0° 19' 25" L = 433.34

58+00

0° 04' 25" 0° 04' 25"

57+70.65 P.C. 0° 30' Curve Left.

N 23° 26' 30" E

51+14.75 P.I.

0° 31'

N 23° 55' 30" E

I = 15° 36'

45+85.84

R = 319.62

~~45+86.15~~

P.T.

3° 10' 7° 48'

L = 86.67

45+50

4° 29' 4° 36'

T = 43.78

45+42.95 P.I.

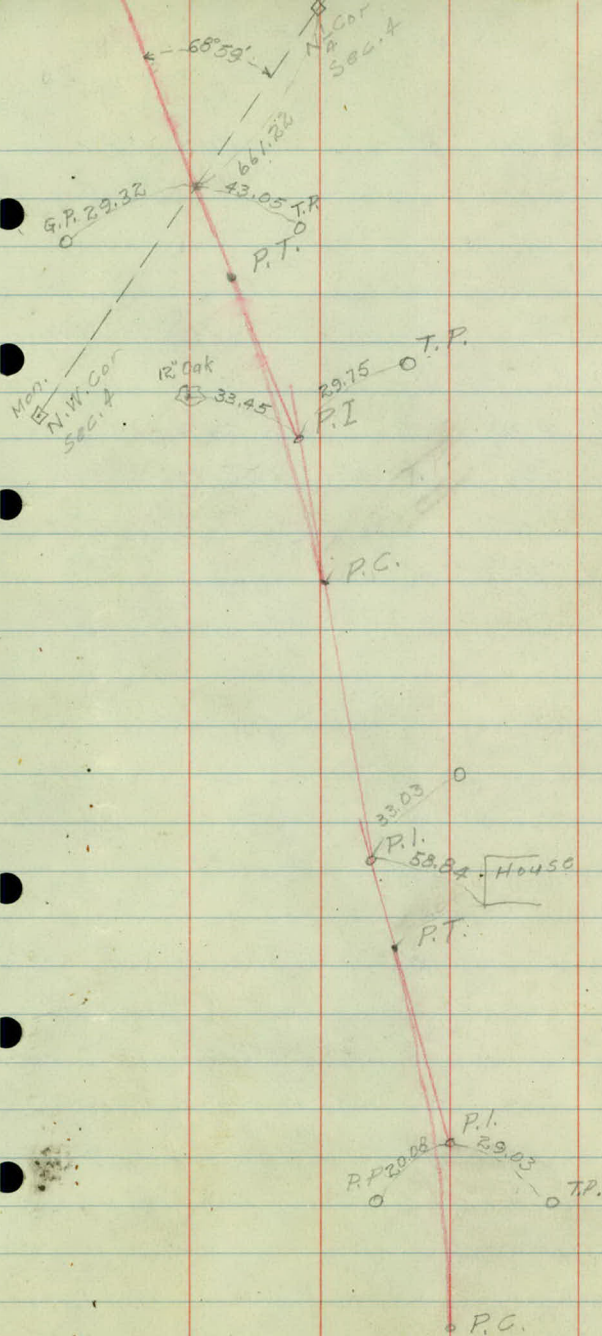
45+00

0° 09' 0° 09'

Defl. for 50' = 4° 39'

44+99.15 P.C. 18° Curve Left.

44+99.17



Sta. Pt. Ang. Lt. Ang. Rt. Calc. Brg

87+53.85 P.C. 2° Curve Left.

~~87+05.85~~ 87+05.82

87+05.85 P.T. 0° 07' 5° 08' $I = 10^{\circ} 16'$
 $R = 1432.69$

87+00 2° 00' 5° 01' $T = 128.7$

86+00 2° 00' 3° 01' $L = 286.67$

~~85+77.85~~ P.I.

~~85+00~~ 1° 01' 1° 01'

84+49.15 P.C. 4° Curve Left.

$\begin{matrix} 7^{\circ} 06' 30'' E \\ 4^{\circ} 00' 30'' N \end{matrix}$

77+72.25 P.T. 2° 10' 8° 35' $I = 17^{\circ} 10'$

$R = 955.37$
 ~~$R = 955.4$~~

77+00 3° 00' 6° 25' $L = 286.11$

~~76+30.25~~ P.I.

76+00 3° 00' 3° 25' $T = 144.20$

75+00 0° 25' 0° 25'

74+86.15 P.C. 6° Curve Left.

$N 21^{\circ} 16' 30'' E$

PC

PT

37.95 T.P.

PI

35.97 B.E.

PC

PT

21.58 T.P.

PI

102.97

T.P.

PC

Sta. Pt. Ang. Lt. Ang. Pt. Calc. Brg.

105+59.35 P.C.

829.20

N44°34'30"E

97+28.81

~~97+30.15~~ P.T.

4°03'27" 28°21'30"

97+00

6°42'21" 24°18'03"

I = 56°43'

96+50

6°42'21" 17°35'42"

R = 214.2

96+34.36 P.I.

96+00

6°42'21" 10°53'21"

210.06
L = 211.4

95+50

4°11' 4°11'

T = 115.61

95+18.75

P.C. 27° Curve Right

Long Chord 203.49

N12°08'30"W

90+53.02

~~90+53.05~~ P.T.

0°31'1/2" 2°59'1/2"

90+00

1°00' 2°28'

89+03.58 P.I.

89+00

1°00' 1°28'

L = 5°59'

88+00

0°28' 0°28'

R = 2864.93

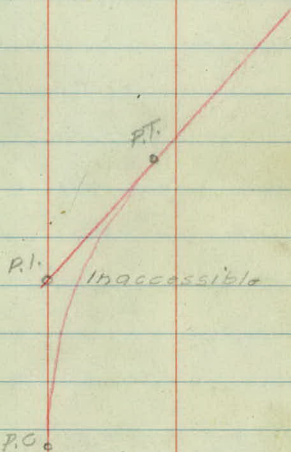
87+53.85

P.C. 2° Curve Left

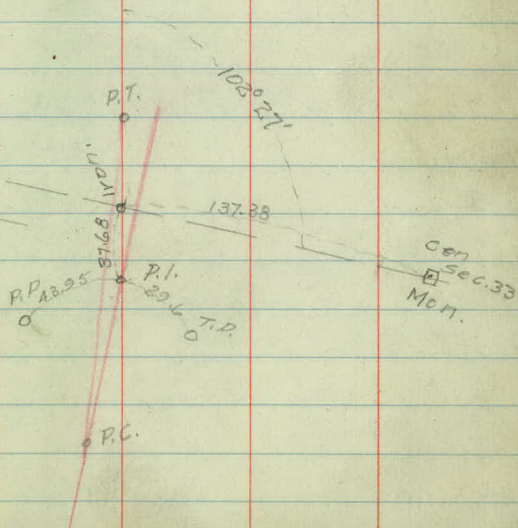
T = 149.73

L = 299.2

299.17

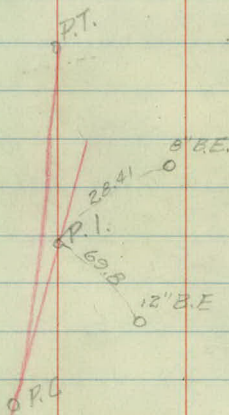
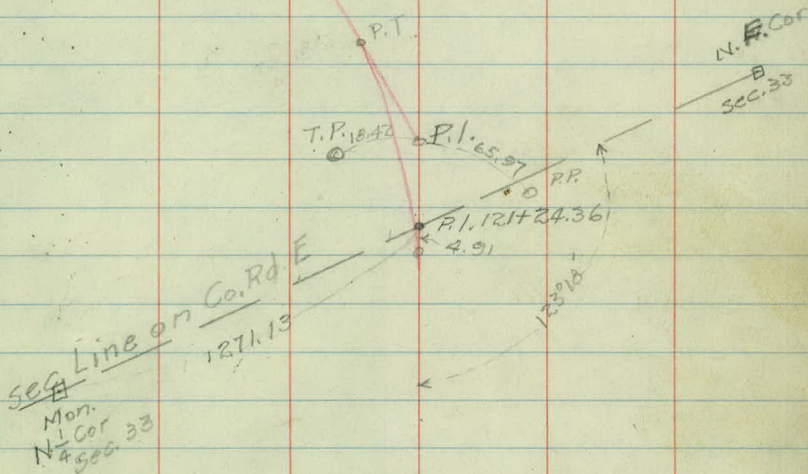


Mississippi St.
Gravel Road.



Sta.	Pt.	Anglt.	Ang. Pt.	Calc. Brg.
127+41.80	P.C.			N 5° 13' 30" E
122+19.5	P.T.	2° 31' 37"	14° 6' 30"	
122+16.71	P.T.			I = 28° 13'
122+00		7° 11' 30"	11° 34' 30"	R = 199.69
121+69.64	PI	4° 23' 12"	4° 23' 12"	T = 50.19
121+50				
121+12.45	P.C.	29° Curve Left.		L = 28.75 97.26

109+98.00				
109+98.5	P.T.	1° 13' 34"	5° 29'	
109+00		1° 15' 00"	4° 15' 26"	
108+00		1° 15' 00"	3° 00' 26"	I = 10° 58'
107+79.37	P.I.	1° 15' 00"	1° 45' 26"	R = 2292.01
107+00				
106+00		0° 30' 26"	0° 30' 26"	T = 220.02
105+59.35	P.C.	2° 30' Curve Left		L = 438.65



7

Sta. Pt. Ang Lt. Ang Rt. Calc. Brg.

N 30° 28' 30" W

138+69.32 P.T.

I = 4° 50'

0° 42' 2° 25' R = 2864.9

138+00 1° 00' 1° 43' T = 120.9

137+00 0° 43' 0° 43' L = 241.7

136+27.62 P.C. 2° Curve Right.

480.5'

N 35° 18' 30" W

131+47.12 P.T. 2° 21' 20° 16' T = 211.84

131+00 5° 00' 17° 55' I = 40° 32'

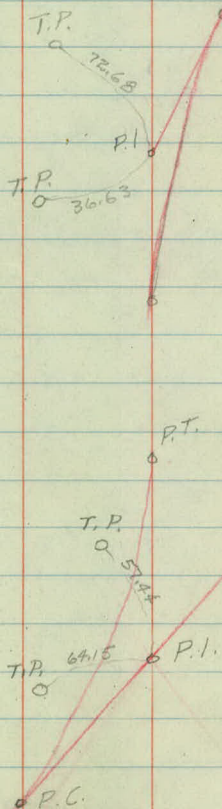
130+00 5° 00' 12° 55' R = 573.49

129+00 5° 00' 7° 55' L = 405.32

128+00 2° 55' 2° 55' Long Chord = 397.45

127+41.8 P.C. 10° Curve Left.

N 5° 18' 30" E



Sta. Pt. Ang Lt. Ang Rt. Calc. Brg.

~~158+02.75~~ P.T. $2^{\circ}04'12''$ $8^{\circ}18'30''$ $I = 16^{\circ}37'$

158+00 $2^{\circ}30'00''$ $6^{\circ}14'18''$ $R = 1146.28$

~~157+17.85~~ P.I. $2^{\circ}30'00''$ $3^{\circ}44'18''$ $T = 167.4$

156+00 $1^{\circ}14'18''$ $1^{\circ}14'18''$ $L = 332.33$

155+50.45 P.C. 5° Curve Right

325.40

152+25.05 P.I. Intersection E.N.P.R.R. Track

133.45

150+91.60 P.I. Intersection E & W $\frac{1}{4}$ Line Sec. 5.

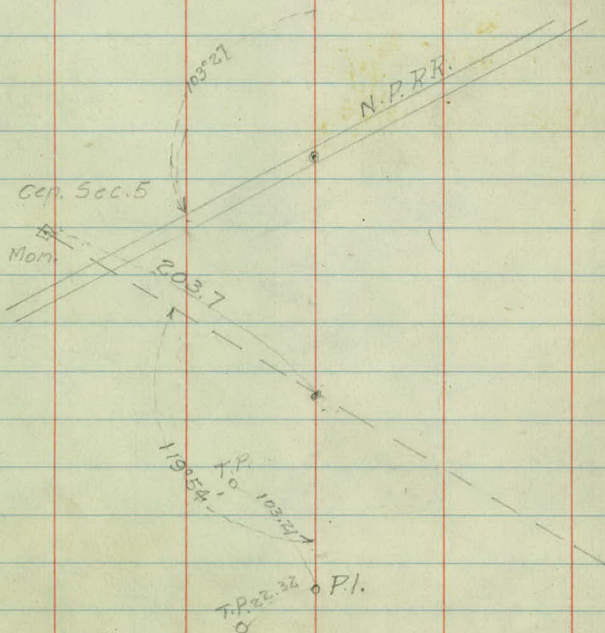
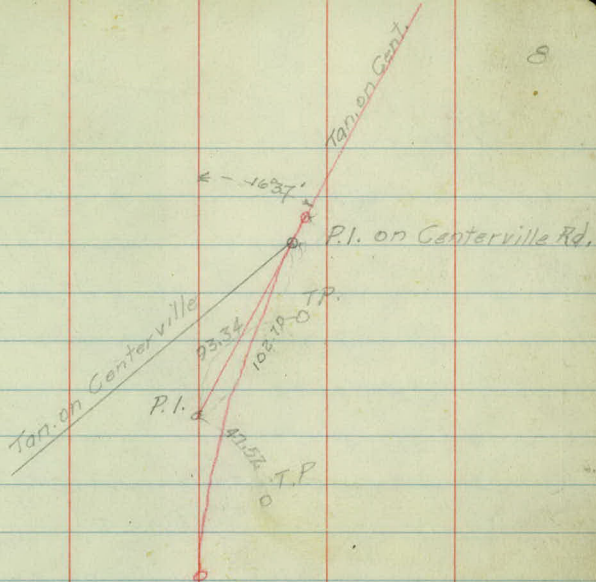
391.60

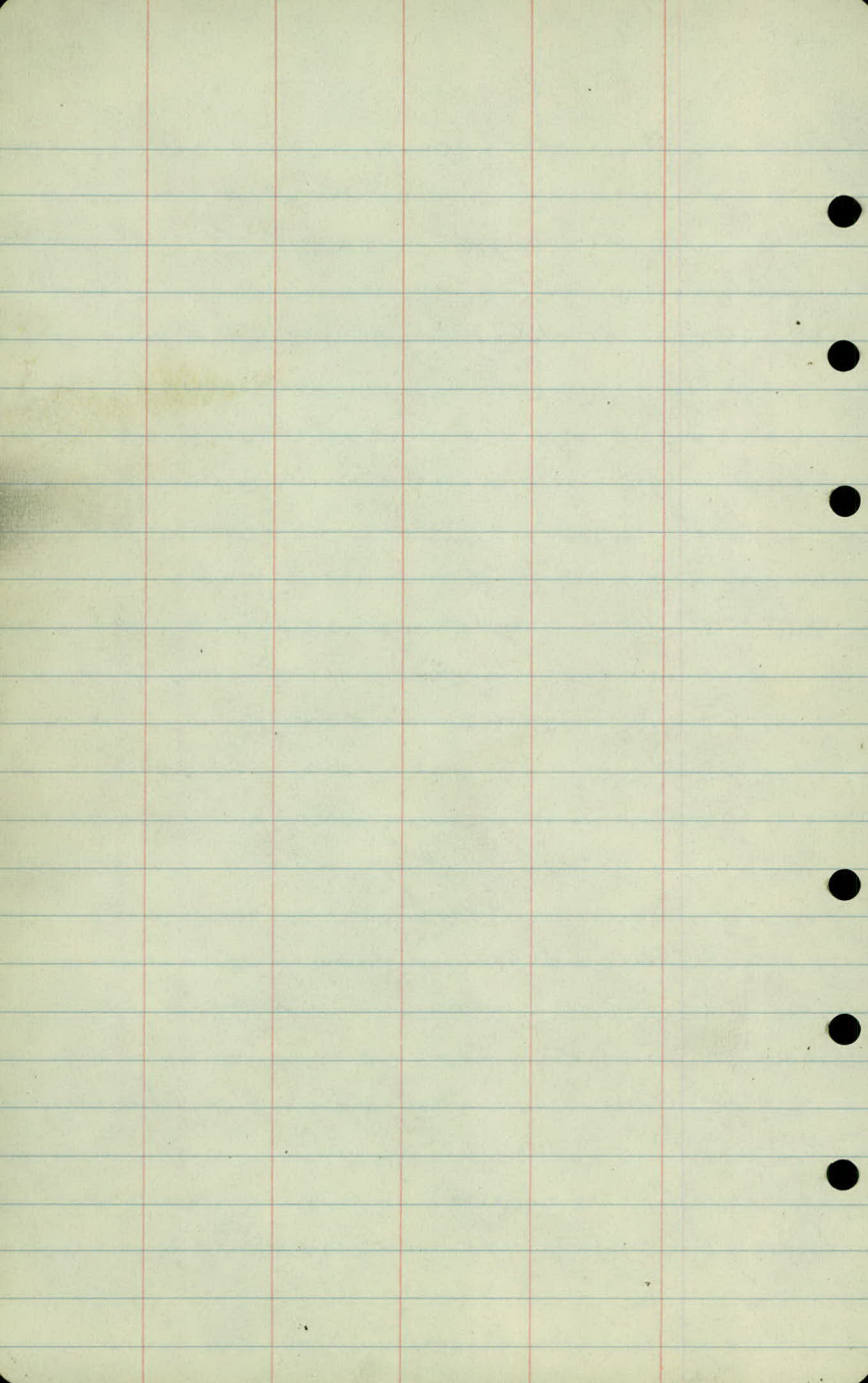
147+00 P.I. $0^{\circ}36'$

N $29^{\circ}52'30''$ W

138+69.32 P.T.

N $30^{\circ}28'30''$ W





Topographic Notes

Labore Road.

8-1-39

Party:

Church

Gaetke

Brown

Jack

13+83 Drive

12+15 Drive

12+15 Drive
22.8 12+09 Surface Drain

9+72 Drive

9+86 Drive

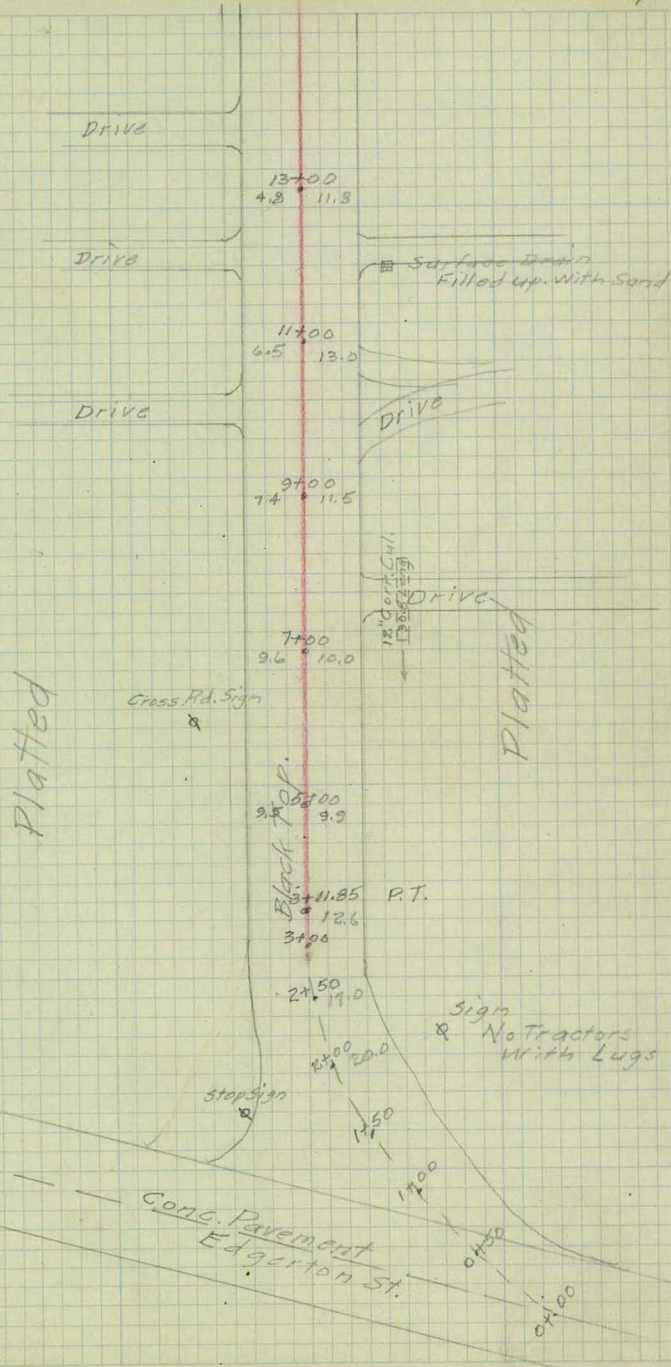
9+39 Drive

7+42 Drive

6+15 Cross Rd. Sign 20.5

1+85 Stop Sign 12.4

26.0 1+76 Sign No Lugs



21+11 Drive

21+11 Drive

18+63 Drive

19+65 Drive

17+50 Drive

18+80 Drive

16+88 Drive

17+95 Drive

16+23 Drive

15+76 16" Con. Iron Culv.

15+00

15+06 Drive

14+35.5 Drive

32+21 Side Rd Sign 24.0

30+27 C.I. Manhole 20.0

30+45 Drive

29+09 Road Int. Sign 26.0

28+99 24" M.H. 19.5

26+39 Drive

25+88 Drive

25+62 Drive

17.8 25+41 Side Road Sign

23+02 Drive

23+36 Drive

22+18 Drive

side Rd.
Sign

Woods

Ditch

Cultivated

59 M.H.

40" V.T.
Pipe

Read 1st.

29700

177.0

corr. from

Arco de

Black Toy

Dirt Road

287.77.03

$$\begin{array}{r} 28+00 \\ 8.4 \cdot 12.0 \end{array}$$
$$\begin{array}{r} 16 \overline{) 272} \\ \underline{160} \\ 112 \\ \underline{96} \\ 16 \end{array}$$

26400
6.3 0 12.0

Drive

16° 14' 12" 6400

15-47

Mr. Cor. Iron
Co. Inc.
New York

Drive
side Rd.
of sign

25 + 09.55 P.T.
10.0 + 13.0

24700
9.0 0 13.0

23.

Drive

16" COF 1100
16" COF 1100
16" COF 1100

Drive

$$\frac{22700}{518} = 12.0$$

21 + 77.95 P.C.
11.5.

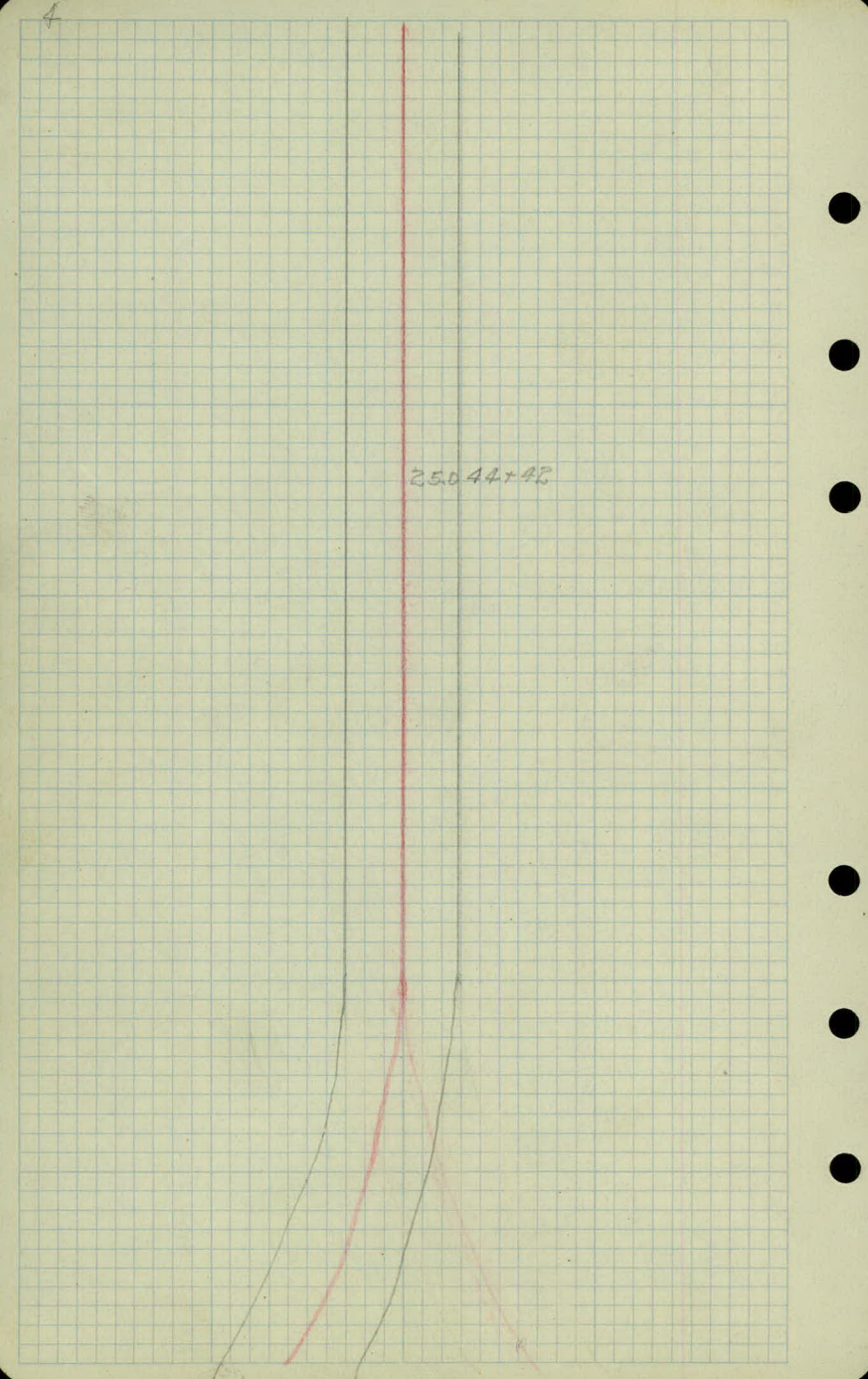
7.7

Cultivated

Platted

4

25044+42



44+99.15 P.C.
0

Red Reflector
Ø

44+00
7.5 12.5

42+00
8.0 12.2

40+00
8.0 12.0

39+14.85 P.T.
8.5 11.2

38+00
9.6 10.6

38+00
11.0 11.0

37+00
10.0 12.2

36+00
9.0 12.0

35+00
10.4 11.0

Platted
Houses & Gardens

Platted
Houses & Gardens

58+41 Drive

57+44 Drive

56+80 Drive

56+30 Power Line

55+00 Drive

53+78 Drive

53+78 Drive

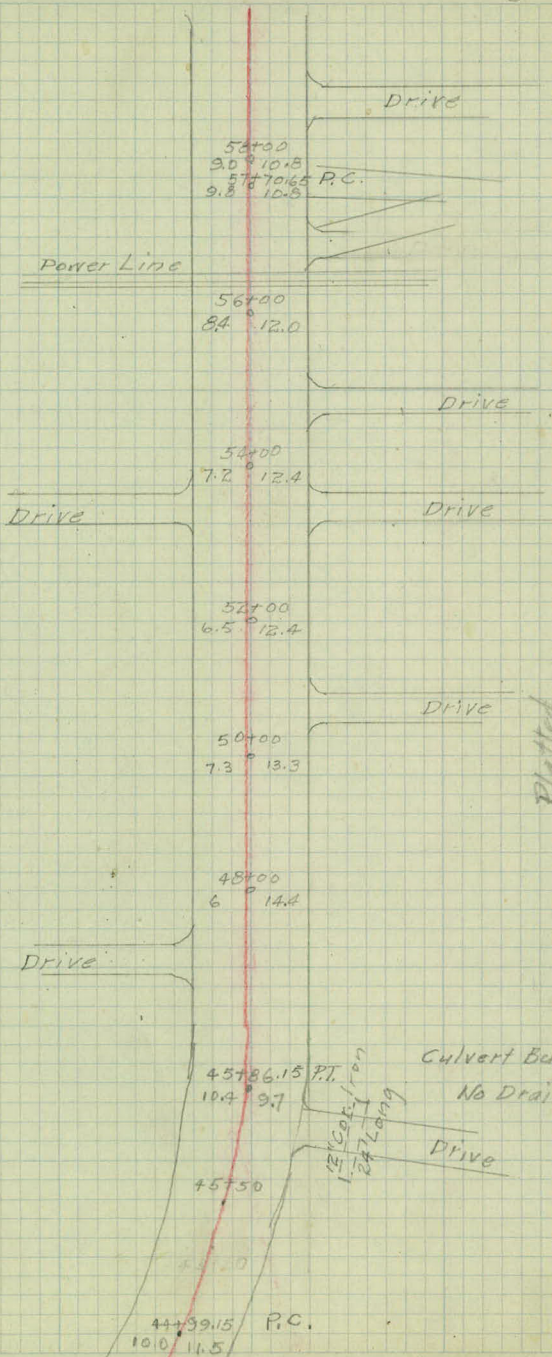
50+88 Drive

47+14 Drive

45+80 Drive

Plotted

Plotted



Drive

50+00
9.0 10.8
7.0 10.5 P.C.

Power Line

56+00
8.4 12.0

Drive

Drive

54+00
7.2 12.4

Drive

52+00
6.5 12.4

Drive

50+00
7.3 13.3

Drive

48+00
6 14.4

45+86.15 P.T.
10.4 9.7

Culvert Buried
No Drainage

45+50

12' COL. Iron
24' Long

Drive

44+39.15 P.C.
10.0 11.5

6
72+48 Drive

71+16 Drive

65+92 Side Rd. Sign 19.0

64+62 Drive

62+15 Drive

62+15.53 Int. of Co. Rd. "D"

62+00 Red Reflector 25.0

61+50 Drive

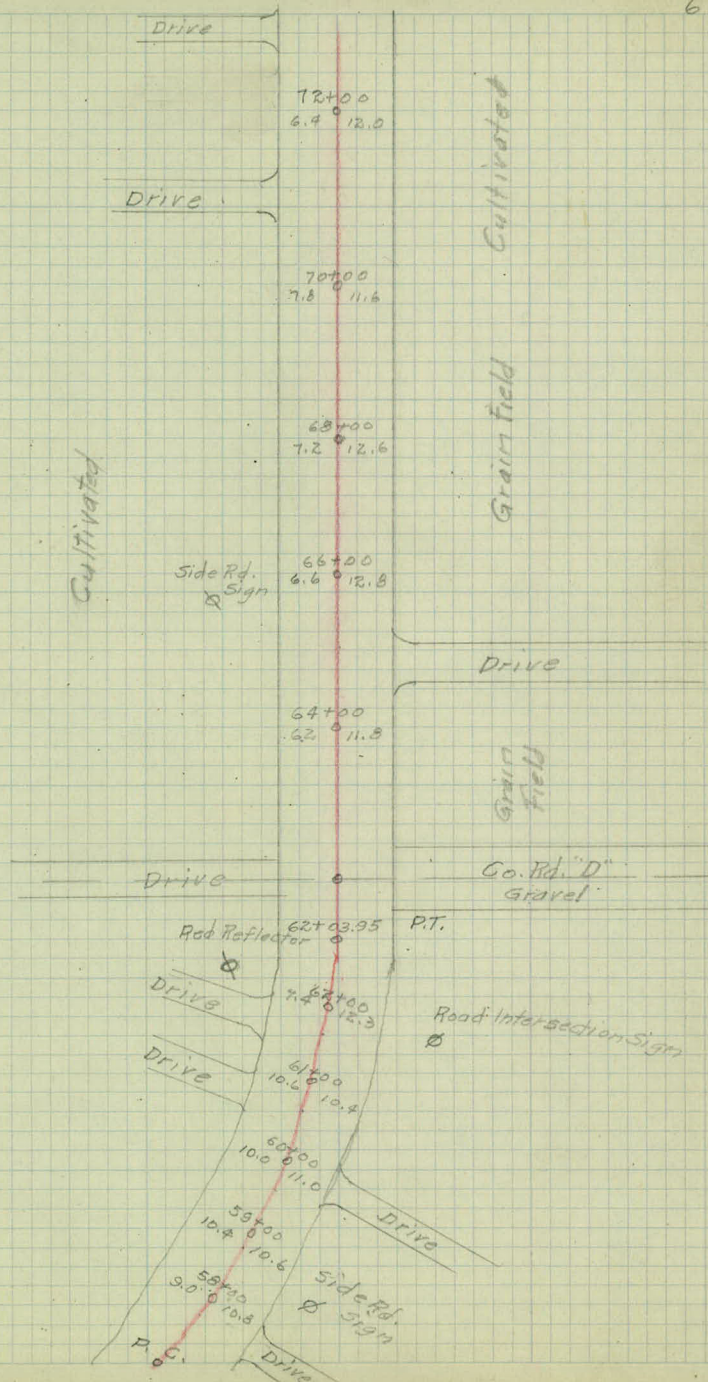
36.0 61+94 Road Int. Sign

60+50 Drive

59+98 Drive

22.4 58+53 Side Rd. Sign

58+41 Drive



83+56 Drive

80+60 Drive

78+40 Drive

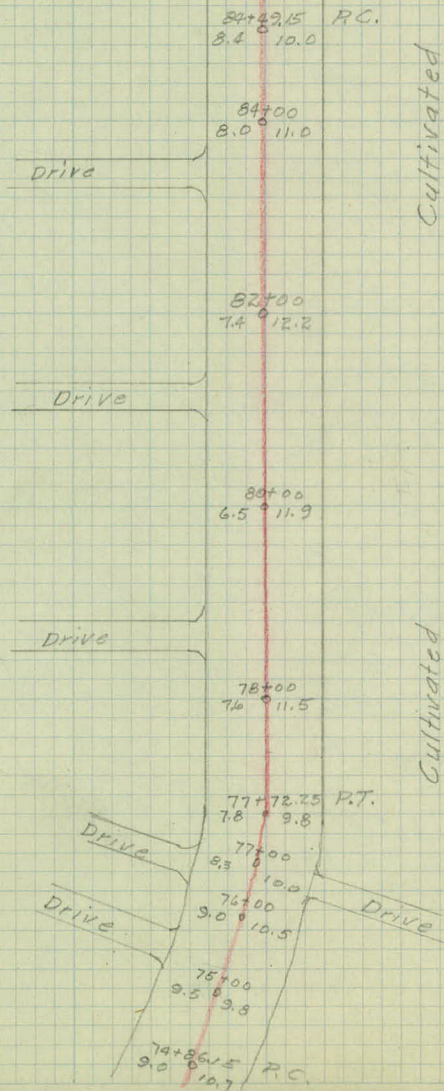
76+66 Drive

75+07 Drive

76+97 Drive

Houses & Gardens

Platted



Cultivated

Cultivated

94+48 Drive
94+39 End Wall

17.0

93+48 Begin Stone Wall 17.0
93+38 Drive

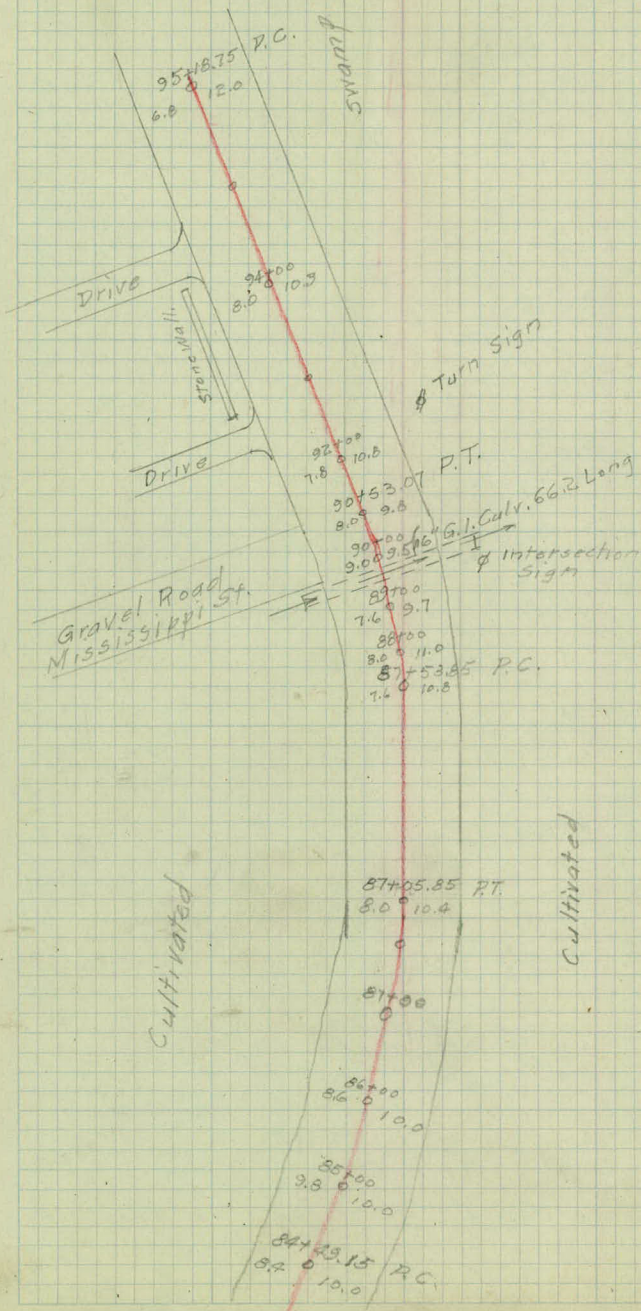
21.6

92+27 Turn Sign

89+41 Int. E. Mississippi St.

89+29

16" Corr. Iron Culv.
89+24 Intersection Sign



9
105+84 End Scarified Surf.
Begin Black Top.
105+36 Drive

102+79 Drive

97+19 Begin Scarified Surface

96+84 14" Cor. Iron Culv.

96+46 Drive

Cultivated

Black Top

105+59.35 P.C.

Drive

Meadow

Scarified

104+00

Drive

102+00
8.0 16.0

100+00
8.0 16.0

Swamp

98+00
7.5 15.0

Swamp

97+30.15 P.T.
6.6 17.8

4" Cor 1.50
4" Cor 1.50

4" Long
96+50
5.5 17.0

4" Cor 1.50
4" Long
4" Cor 1.50

96+00
7.4 16.2

95+50
6.3 13.8

95+00 P.C.

10
131+13 End Black Top

32.0 131+05 Stop Sign

26.3 117+35 Cross Rd Sign

112+61 Drive

111+48 Drive

107+54 Drive

Cultivated

Cultivated

Stop Sign

120+00
4.3 15.3

118+00
5.1 15.3

Cross Rd
Sign

116+00
4.0 15.4

114+00
3.1 15.7

Drive

112+00
5.5 16.3

Drive

1st Concession
Station

9.6

109+98.05 P.T.
52 14.6

109+00
5.0 14.0

108+00
5.5 14.5

107+00
7.0 12.0

105+00
7.0 11.0

Drive To School

105+00 59.35

126+20 16" Corr. Iron Culv.

37.5 121+59 Int. Sign

121+47 16" Corr. Iron. Culv.

127# 41.8 P.C.
10.3 11.2

Meadow

16" Cor. Iron 28' Long
126# 00
7.0 14.7

Meadow

124# 00
13.5

123# 17.5
13.5
122# 00
8.0 14.0

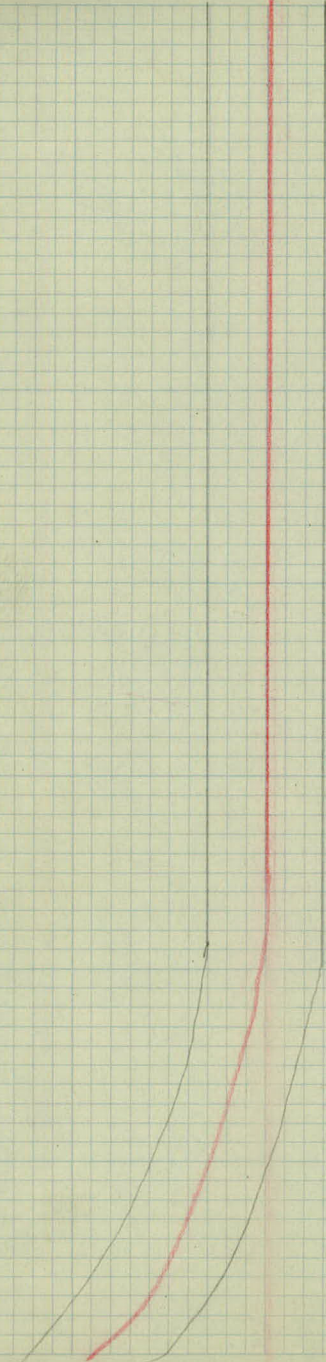
Int. Sign

Conc. Pave 20' wide
Co. Rd. "E"

16" Cor. Iron 28' Long
121# 54.5 P.C. Sec. Line

Black Top

135+43 Drive



A hand-drawn graph on blue graph paper. A vertical red line is drawn near the center. A red curve starts at the bottom left, rises steeply, and crosses the red line. Two black curves are also drawn, one above and one below the red curve, both starting from the bottom left and rising towards the top of the page. The text '135+43 Drive' is written in the upper right quadrant.

1367 27.62 P.C.
16.0 8.5

1367 0.0
16.0 7.8

Drive

Meadow

1347 0.0
15.2 7.4

1327 0.0
12.8 8.7

Meadow

1317 47.12 P.T.
14.7 9.2

1317 0.0
14.5 9.0

1307 0.0
13.4 9.0

1287 0.0
13.0 11.0

1287 0.0
11.7 9.6

1277 44.8 P.C.

152+35 12" Vit. Pipe Culv.

152+25.05 ~~E~~ R.R. Track

152+15 12" Vit. Pipe Culv.

35.0 151+81 Int. Sign

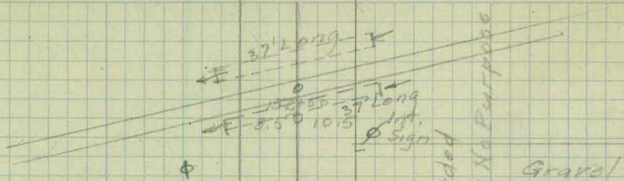
151+51 Red Reflector

17.5 151+55 Int. Goose Lake Rd.

151+24 14" Corr. Iron Culv 30' Long

12.0 149+42 16" Culv.

20.0 148+07 Side Rd. Sign



← F - 55 - Te

150+00
12.5 10.5

148+00
12.0 11.0

146+00 P.I. 0° 36' Right

144+00
12.0 13.0

142+00
12.5 11.0

140+00
13.0 11.0

138+00
12.5 11.0

136+00 P.T.
12.0 12.3

134+00
12.0 12.0

132+00
13.0 10.5

130+00 R.C.
16.0 8.5

Not needed

Gravel

Side Rd Sign

Conc. on Centerville

12.2 157+60 Stop Sign
19.5 157+52 Int. Sign

155+91 Side Rd Sign

15.0

14.6 154+14 Side Rd Sign

152+91 Goose Lake Rd Cent.

15

Cont. on Centerville

0+0 14.

15+00

Stop Sign
Int. Sign

13+00
13.5 10.4

Side Rd.
Sign

15+00
9.0 12.4

153+50.45 P.C.
9.0 14.6

155+00

Side Rd. Sign

154+00
12.0 9.0

Goose Lake Rd. Connection
Gravel 152+91

