

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

HAMLIN AVE

From No. City Limits To Lexington Ave.

Road Acc't. No. 9

Date Filed.....

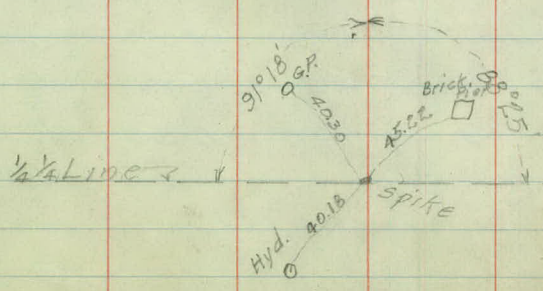
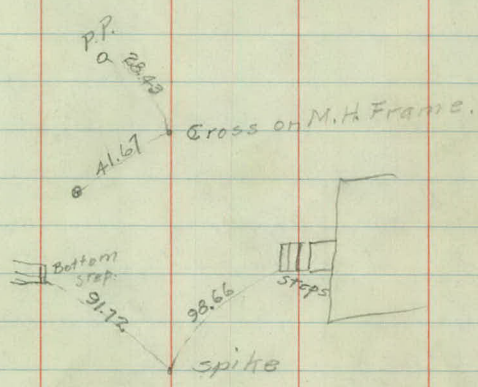
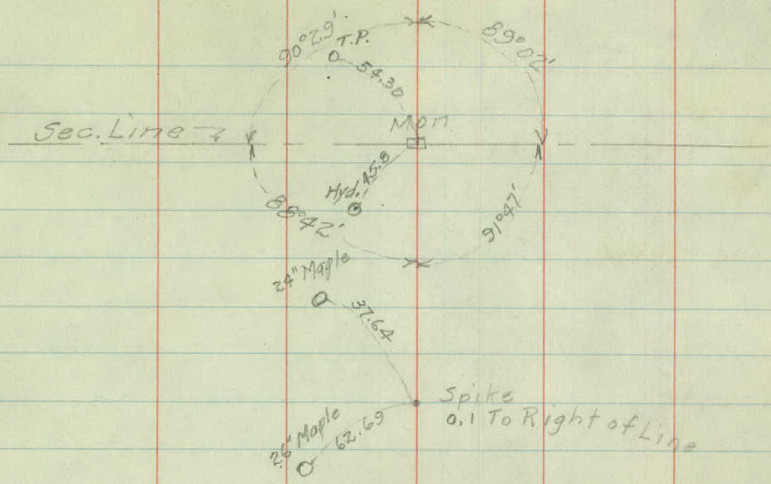
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ALIGNMENT NOTES

HAMLIN AVE.

Church
Gallagher
Smith
McGarry

Sta.	Pt.	Ang.	Lt	Ang.	Rt.
13+17.00	±	Larpenieur	(Equation $13+17.00=0+00$)		
338.53-					
9+78.95	±	California	Ave		
319.51					
6+58.94	±	Idaho	Ave		
329.33					
3+29.61	±	Iowa	Ave		
0+00	±	Hoyt	Ave		



Sta.	Pt	Ang. Lt.	Ang. Pt.
26+33.95			
52+63.14	P.I.	0°32'	± Co. Rd "B"

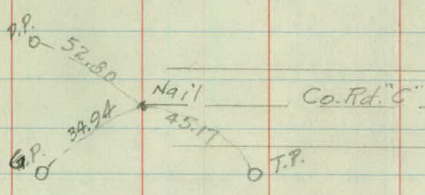
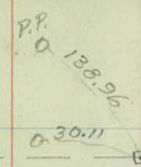
22+88.42			
29+74.72	P.O.T.		

26+44.68	± Roselawn Ave.
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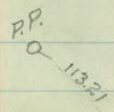
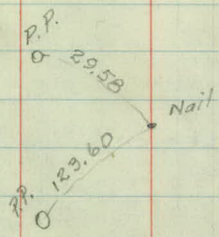
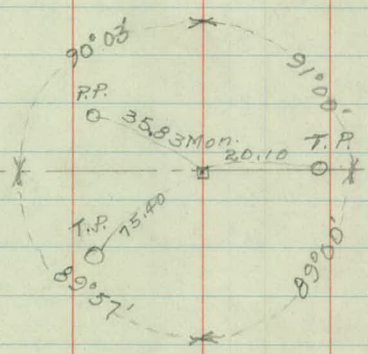
13+22.34	± Garden Ave
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Sta.	Pt.	Ang. Lt.	Ang. Rt.
131+56.38	P.I.	0°35'	
1865.80	18765.50		
112+80.88	P.O.T.		Co. Rd. "C" To Right
742+51			
105+38.37	P.O.T.		Co. Rd. "C"
2018.41			
85+19.96	P.O.T.		
622.47			
78+97.09	P.O.T.		

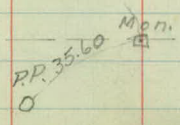
1/4 Line $\rightarrow$ $\square$



Sec. Line



1/4 Line $\rightarrow$



Sta. Pt. Ang. Lt. Ang. Pt.

154+66.07

~~154+66.09~~ P.T. 22°05'

+00 21°17'

154+00 18°47'

+50 16°17'

$I = 44^{\circ}10'$

153+00 13°47'

$T = \cancel{232.75} - 232.77$

152+57.17 P.I. 11°17'

$L = 441.67$

152+00 8°47'

$R = 573.69$

+50 6°17'

151+00 3°47'

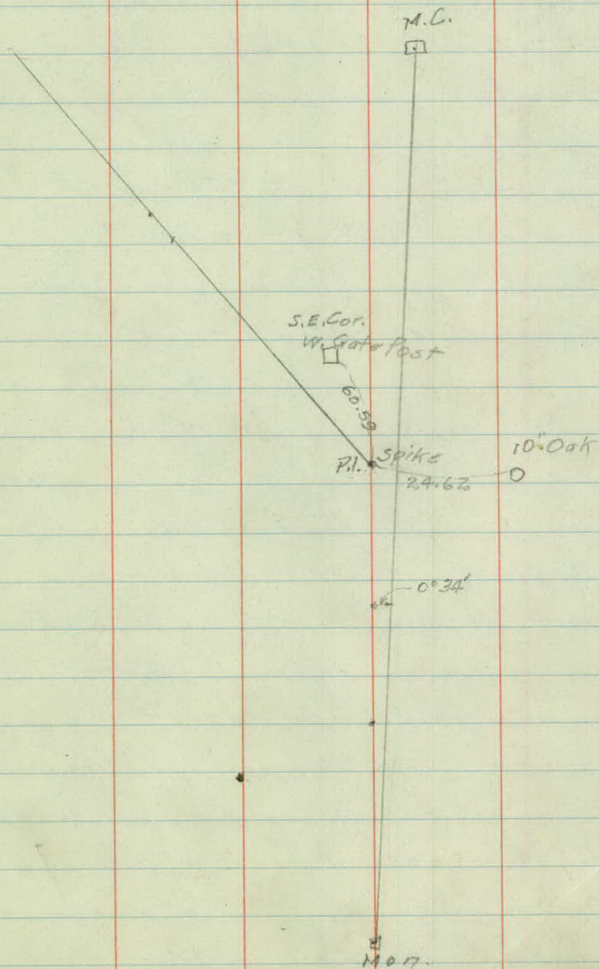
+50 1°17'

150+24.40

~~150+24.42~~ P.C. 10° Curve Left.

1868.04

131+56.38 P.I. 0°34'



Sta.	Pt.	Ang.	Lt.	Ang.	Pt.
165+25.94		11°30'		I = 23°00'	
165+00		9°10'		T = 65.03	
+50		4°40'		L = 127.78	
164+00		0°00'		R = 319.62	

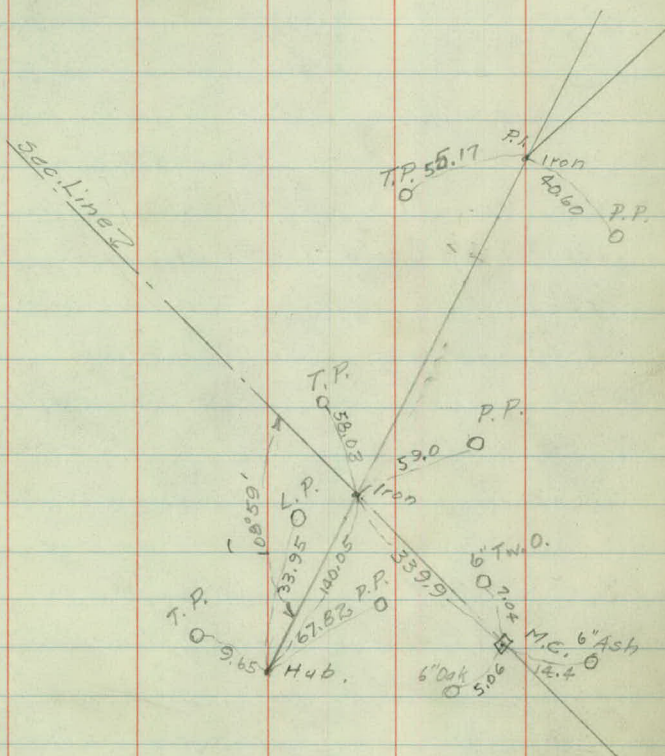
163+98.16 P.C. 18° Curve Right

0.09

163+98.07	P.T.	13°05'			
163+00		10°54'		I = 26°10'	
162+00		8°39'		T = 295.98	
161+00		6°24'		L = 581.48	
160+00		4°09'		R = 1273.57	
159+00		1°54'			

158+16.59 P.C. 4°30' Curve Right

350.50



Sta. Pt. Ang. Lt. Ang. Rt.

171+17.91 P.T.

21° 47.5'

171+00

20° 11'

+50

15° 41'

170+00

11° 11'

$I = 43^\circ 35'$

+50

6° 41'

$T = 127.78$

169+00

2° 11'

$L = 242.13$

168+75.78

P.C. 18° Curve Right

$R = 319.62$

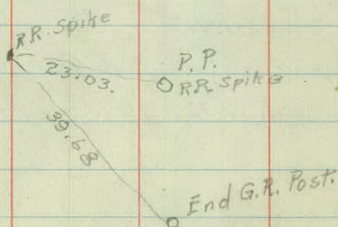
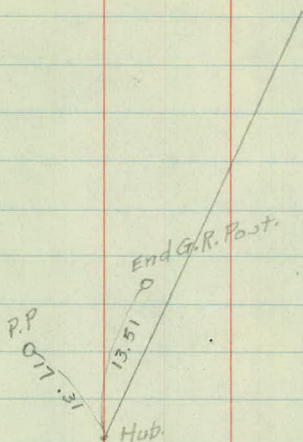
159.87

167+15.91

P.I.

3° 06'

189.97



Sta.	Pt.	Ang Lt.	Ang Rt.	
210+22.84	P.I.		0°09'	E Co. Rd "E"

26. + 03.82

191+88.96	P.O.T.			
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11480.91

180+05.05	P.T.	25°31'		
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180+00		25°00'		
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+50		20°00'		
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179+00		15°00'		
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+50		10°00'		
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178+00		5°00'		
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177+49.97	P.C. 20° Curve Left.			
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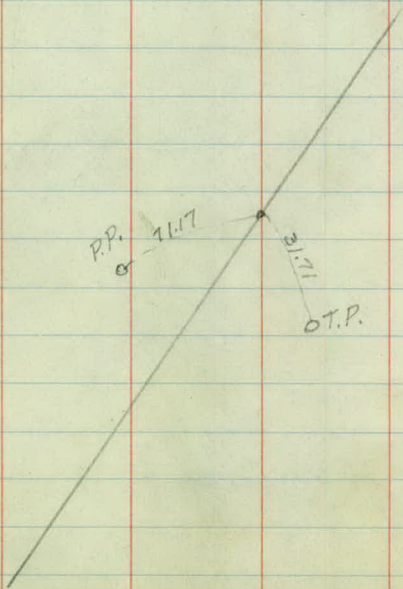
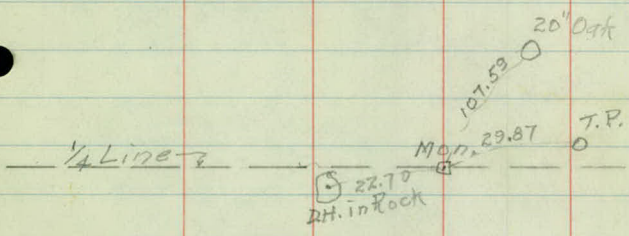
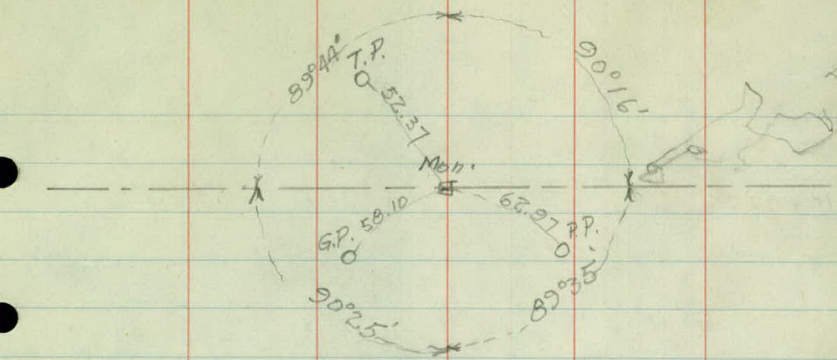
6432.00

I = 51°02'

T = 137.44

L = 255.08 **255.17**

R = 287.94



Sta.	Pt.	Ang. Lt.	Ang. Rt.
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270+97.75			
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270+97.75		0° 02'	
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270+97.75			Co. Rd. 'F'
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26+35.39

244+62.36	P.O.T.		
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244+62.36	P.O.T.		E ^B
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13+19.71

231+42.65			
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231+42.65	P.O.T.		
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231+42.65	P.O.T.	1/4 1/4 Cor.	
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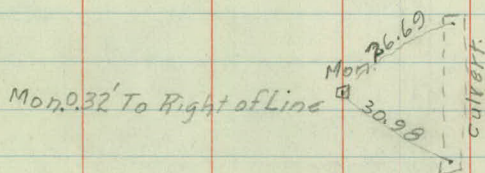
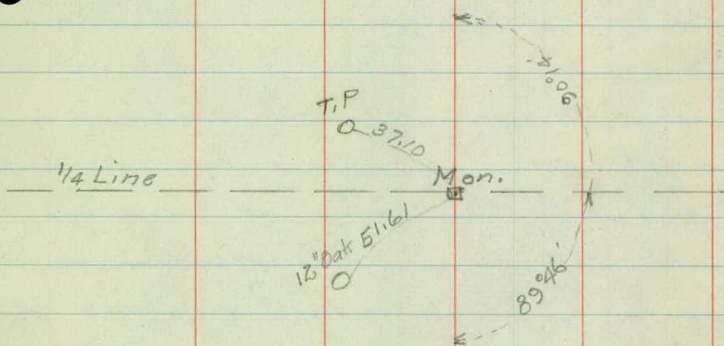
3+47.30

227+95.35			
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227+95.35	P.O.T.		
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227+95.35	P.O.T.	∠ R.R. Tracks	
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4+72.57



Sta. Pt. Ang. Lt. Ang. Pt.

323+68.80 P.I. 0°03' Co. Rd. "G"

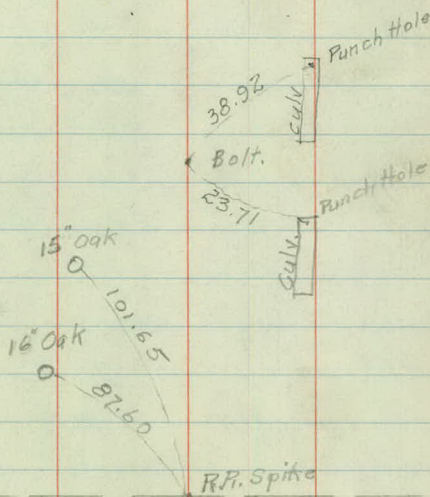
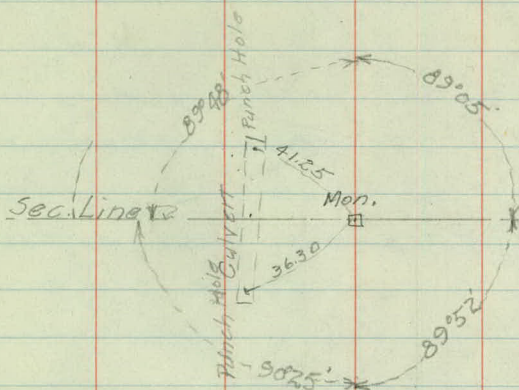
19+72.13

303+96.67 P.O.T

6+57.30

297+39.37 P.O.T

26+41.62



376+36.59

0°10'

14+32.97

362+03.62 P.O.T.

12+01.24

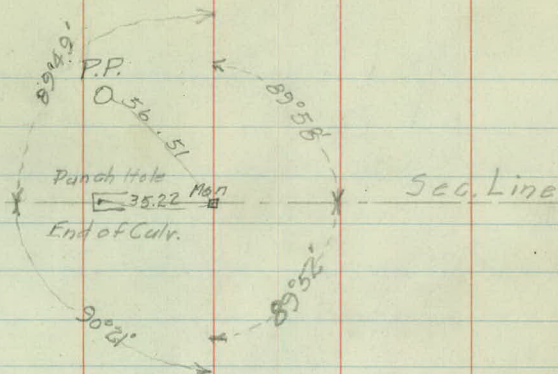
350+02.28 P.O.T.

11+39.27

338+63.01 P.O.T.

14+94.21

Co. Rd. H.



P.P. 81.19
Spikes

P.P. 97.45
P.P.

1/4 Line → Mon. Mon. 21 To Left of Line

P.P. 29.50
73.20
6" Oak

P.P. 97.32
Nail
P.P. 47.60

Sta. Pt. Ang. Lt. Ang. Rt.

429+19.27 P.I.

0° 02'

21+56.60

407+62.67 P.O.T.

4+86.82

402+75.85 P.I.

0° 03'

26+39.20

Punch Culvert.
Hole
F.R. 53.5 ft
Large Spike
F.R. 39.3 ft

[illegible]

1/4 Line

Sta.	Pt.	Ang. Lt.	Ang. Rt
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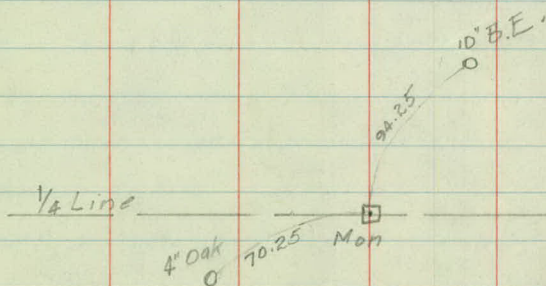
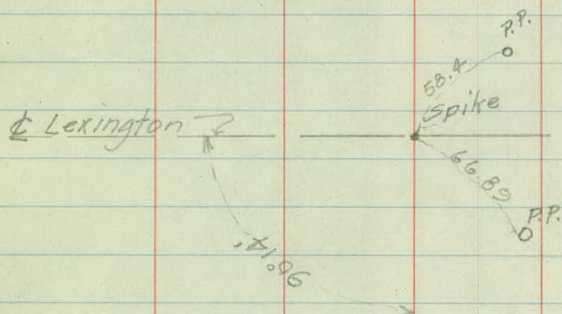
468+64.95

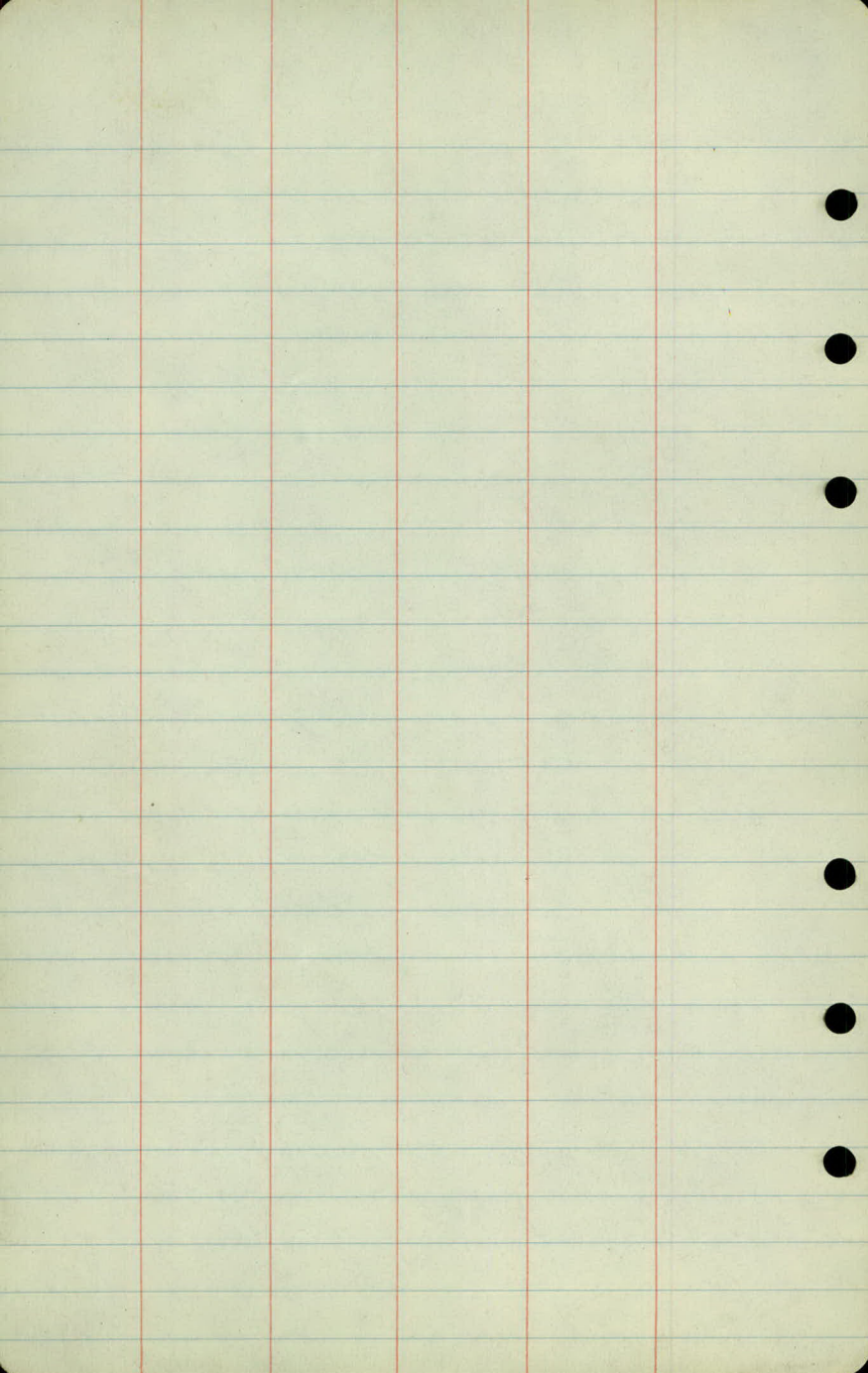
12+68.74

455+46.16 P.I

0° 03'

26+56.89





$$\begin{array}{r} 180^{\circ} 24' \\ 90^{\circ} 25' \\ \hline 89^{\circ} 59' \end{array}$$

$$\begin{array}{r} 179^{\circ} 42' \\ 89^{\circ} 52' \\ \hline 89^{\circ} 50' \end{array}$$

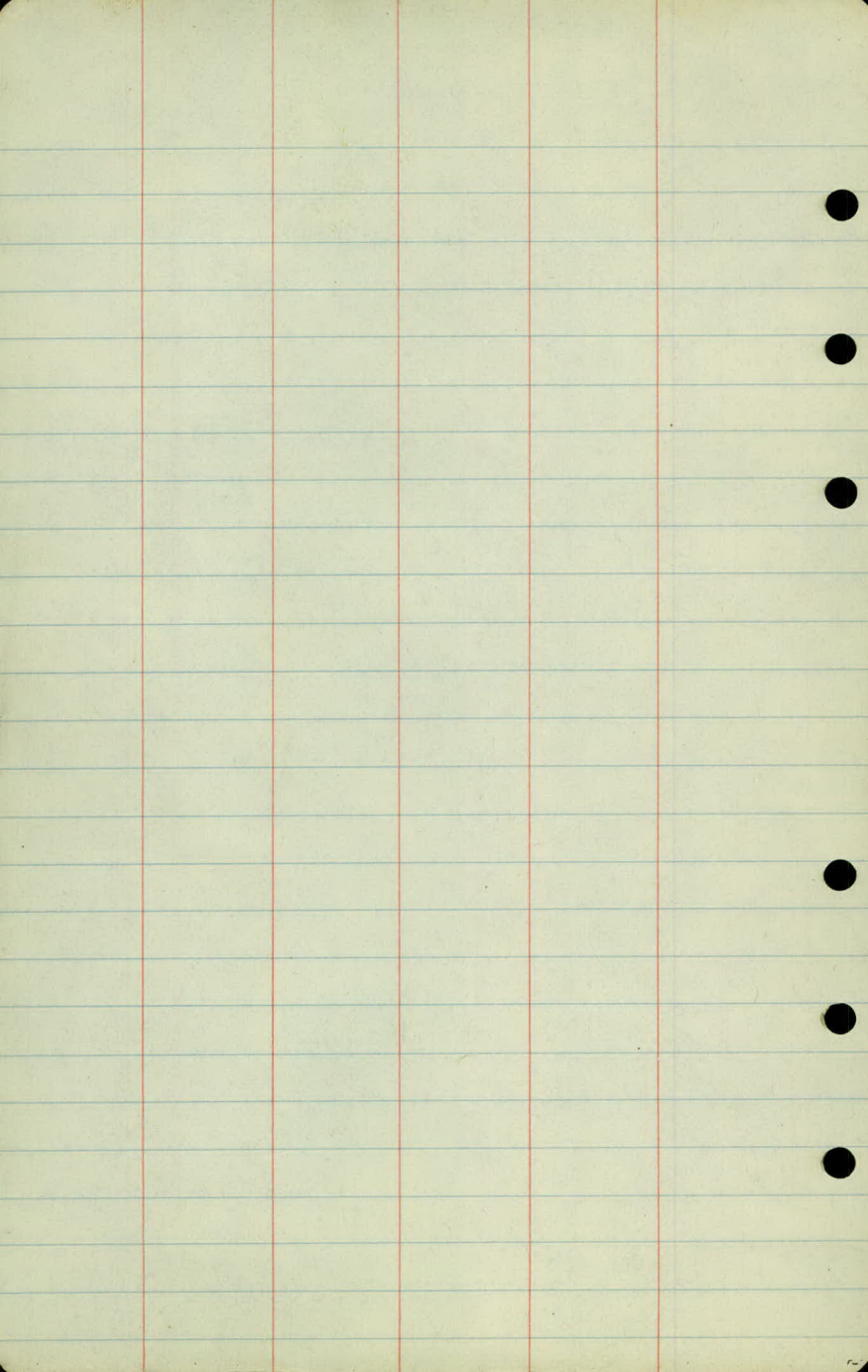
$$\begin{array}{r} 270^{\circ} 23' \\ 180^{\circ} 24' \\ \hline 89^{\circ} 59' \end{array}$$

$$\begin{array}{r} 360^{\circ} 00' \\ 270^{\circ} 23' \\ \hline 89^{\circ} 37' \end{array}$$

$$\begin{array}{r} 180^{\circ} 54' \\ 90^{\circ} 45' \\ \hline 90^{\circ} 09' \end{array}$$

$$\begin{array}{r} 271^{\circ} 00' \\ 180^{\circ} 20' \\ \hline 90^{\circ} 40' \end{array}$$

$$\begin{array}{r} 180^{\circ} 20' \\ 90^{\circ} 17' \\ \hline 90^{\circ} 03' \end{array}$$





TOPOGRAPHY

HAMLIN AVE.

Church

Gallagher

Smith

Mc Garry.

9+78.45 & California Ave

17.5 9+67 Stop Warning Sign

8+63 Manhole

8+13 & Alley

7+77 Drive

7+61 Drive

6+58.94 & Iowa Ave

5+73 Drive

4+92 & Alley

4+75 & Drive

4+60 Catch Basin & Manhole 32.0

3+29.61 Intersection Iowa Ave

2+60 Man Hole

10+00
16.0 7.0

25'

Spike
Oil Right

M.H. Stop Warning Sign

29.5'

15.5 8+00
24.0 7.6

DRIVE

31'

Idaho Ave

M.H.

22.6+00
15.0 8.0

Drive

26'

Alley

Drive

C.B.

34 square

34.0 9+00
11.0 9.5

M.H.

Spike

Oil Right

M.H.

Iowa Ave

27.00
16.0 10.5

Black Top

17.00
20.0 13.0

Hoyt Ave

Black Top

9
07+00

5+63 Drive

4+98 Drive

4+50 Drive

3+86 Drive

3+36 Stop Warning Sign 18.0

2+26 Drive

1+74 Drive

18.5 0+26 No Tractor Sign
0+88 End Culv.

0+38 Stop Sign
0+35
0+33 Street Sign

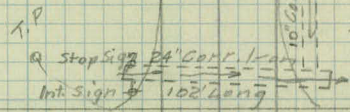
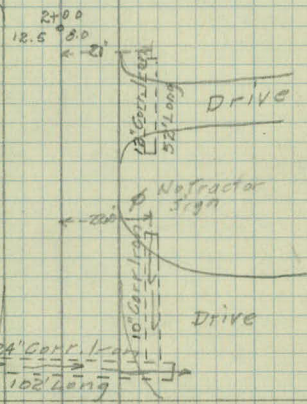
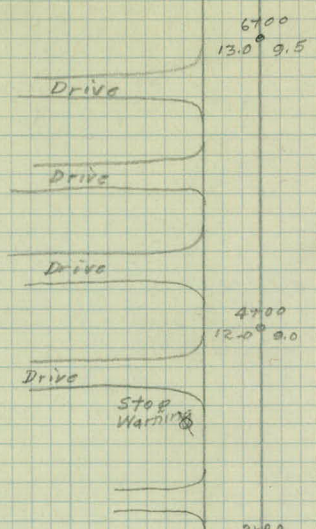
26.0
0+35 24" Corr. Iron Culv.
30.0

12+17.0 ϕ Larpenaur

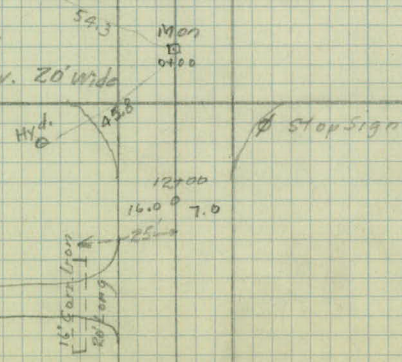
18.5 12+85 Stop Sign

11+41 Drive

Platted



Larpenteur
Conc. Pav. 20' wide



16+65 Drive

21.0 13+61 Street Sign

13+22.35 $\angle$ Garden Ave.

12+88 18' Cong. Pipe Culv.

11+44 Drive

9+82 Drive

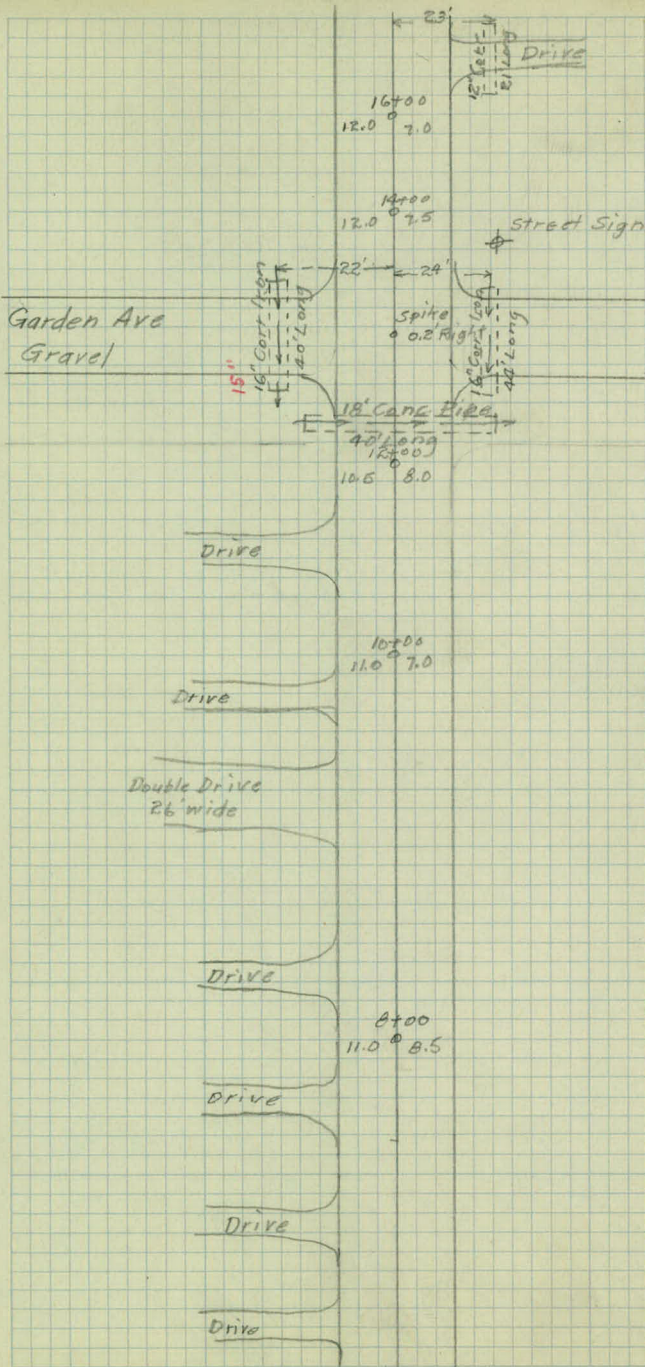
5+00 Double Drive

8+45 Drive

7+63 Drive

6+88 Drive

6+87 Drive



23+89 Drive

23+62 Drive

21+63 Drive

19.5 21+23 Cross Rd. Sign

19+65 Drive

17+90 Drive

Roselawn Ave.
Gravel

28+00
12.5 8.0

24+44.70

26+00
18.0 11.0

24+00
11.5 9.0

← 23'

Drive

16' Cor. 10' Long

22+00
12.0 9.0

← 22'

12' Cor. 10' Long
Drive

12' Cor. 10' Long
Cross Rd
Sign

20+00
12.0 8.0

← 23'

12' Cor. 10' Long
Drive

18+00
13.0 6.0

← 22'

12' Cor. 10' Long
Drive

41+57 ^{16"} Corr. Iron Culv

40+87 Drive

40+12 Drive

39+37 Drive

38+42 Drive

36+82 Drive

35+99 24" Corr. Iron Culv.

34+55 Drive

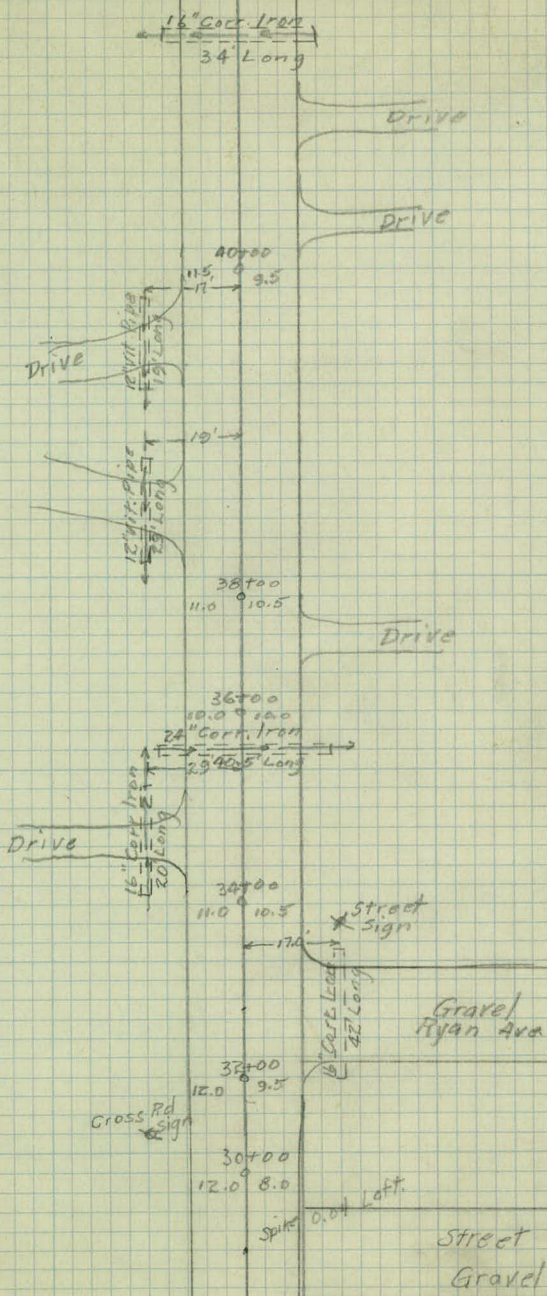
21' 33+27 Street Sign

33+02 Street Left

30+26 Cross Rd Sign

27.0

29+74.75 Str. Intersection



52+96 Stop Sign

250

28.5 52+31 Street Sign

17.5 52+25 Stop Sign

48+35 Drive

16 48+58 Cross Rd Sign

47+52 Drive

46+70 Drive

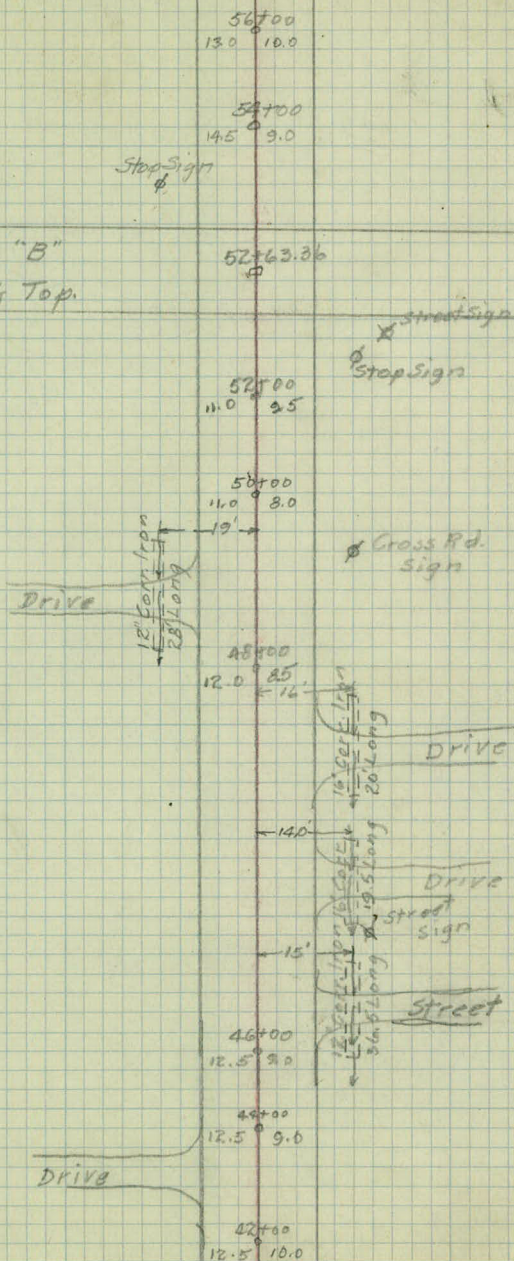
23.5 46+37 Street Sign

46+16 Eldridge St.

43+10

Drive

Co. Rd. "B"
Black Top.



6T+30 Stop Sign

22.5

66+84 Approx. E Highway

21.0 66+25 Stop Sign

64+74 16" Cont. Iron Culv.
15"

17.5 62+00 Stop Warning

61+77 Drive

60+59 Drive

60+46 Drive

59+12 Drive

58+72 Drive

56+35 Side Rd. B Stop Sign 22.0

72+00
12.0 10.0

70+00
13.0 8.0

68+00
stop 11.5 2.0
Sign

Black Top
Highway

stop
Sign

66+00
10.5 10.5
16" Corridor
30' Long

64+00
11.0 9.5

62+00
12.0 3.0
stop Warning
Sign

21'
19'
Drive
Drive
Drive

60+00
11.0 9.5

Drive

17'
Drive

58+00
11.5 9.5

Side Rd
+ Slow Sign

92+41 Hi Tension Line

88+66 Drive

87+75 Drive

85+28 Drive

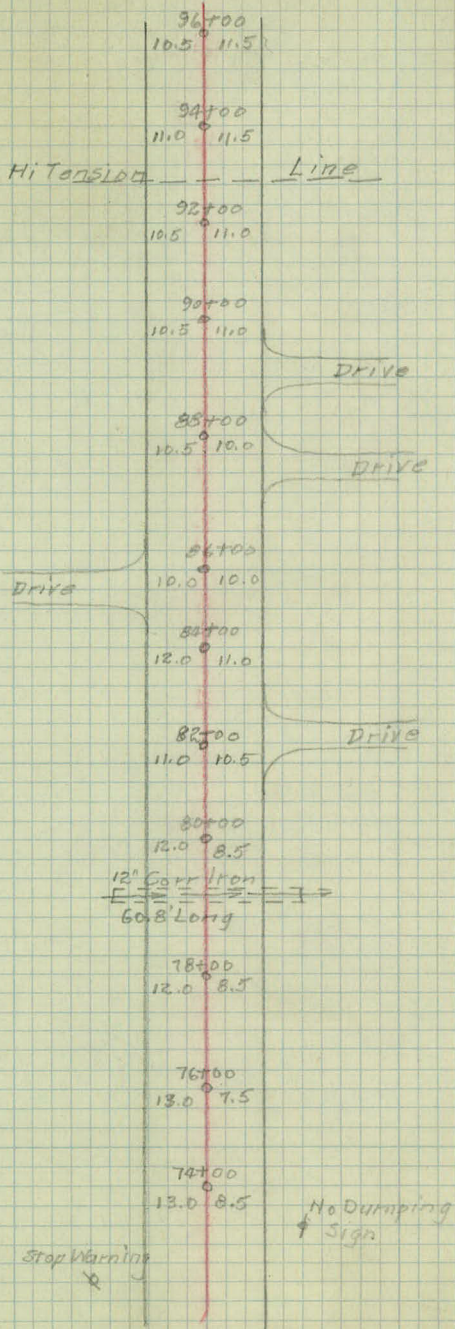
82+16 Drive

79+42 12" Cor. Iron Culv.

165 73618 No Pumping Sign

72+31 Stop Warning

21.0



9
108+48 R.R. Crossing Sign 18.0
& side Rd Sign

107+78 Drive

20.5 105+38 12" Reflector

104+50 Stop Sign

12.0

104+31.0 & Siding

104+17.0 & Main Track,
18.0 104+02 Stop Sign

104+08 18" Conc. Pipe Culv.

103+32 Drive

102+58 Conc Walk Lt

101+56 Drive Lt

101+26 Drive Lt

100+46 Drive

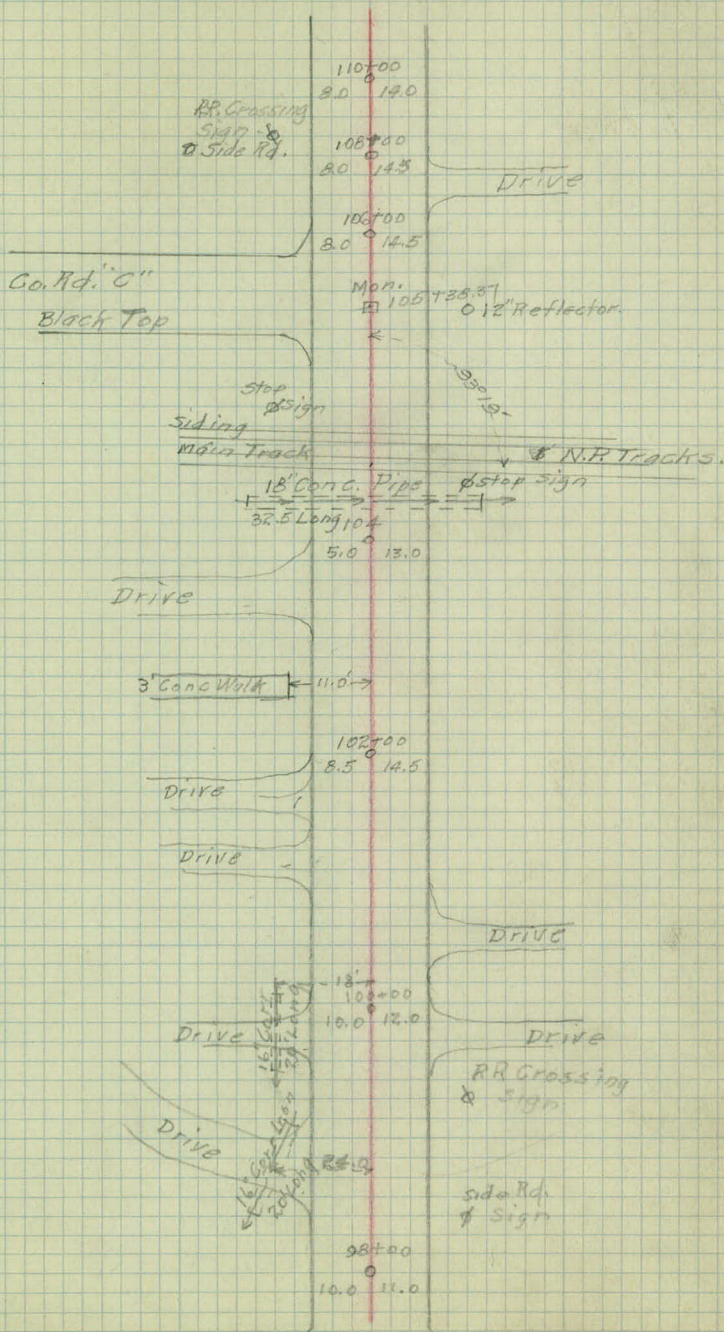
99+98 Drive

99+98 Drive

19.0 99+77 R.R. Crossing Sign

99+02 Drive

22.0 98+77 Side Rd. Sign



130+64 Drive

129+66 Drive

150/27+62 Cattle Crossing Sign

118+58 Drive

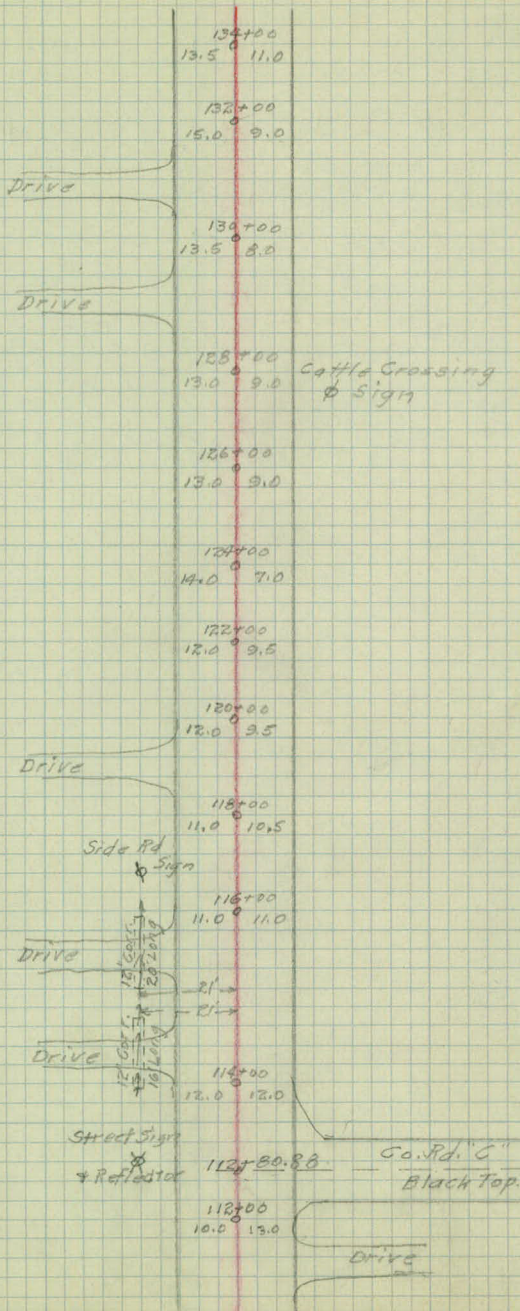
116+28 Side Road Sign 24.5

115+33 Drive

114+05 Drive

112+81 Street Sign + Reflector 20

111+53 Drive



151+94 Side Rd. Sign 27.0

150+35 Drive

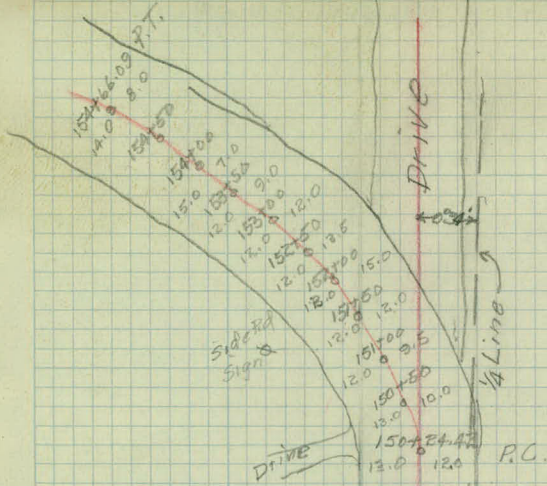
146+23 Drive

147+28 Josephine Rd,

28 143+64 Side Rd Sign

140+00 Drive

134+59 Cattle Crossing Sign 24.5



Josephine Road
Gravel

Side Rd
Sign

Drive
28' →
12' 6" 26' 2" 26' 2"

Cattle
Crossing
Sign

162+90 Drive

161+42 Drive

159+71 Double Drive

220 159+47 Side Rd Sign

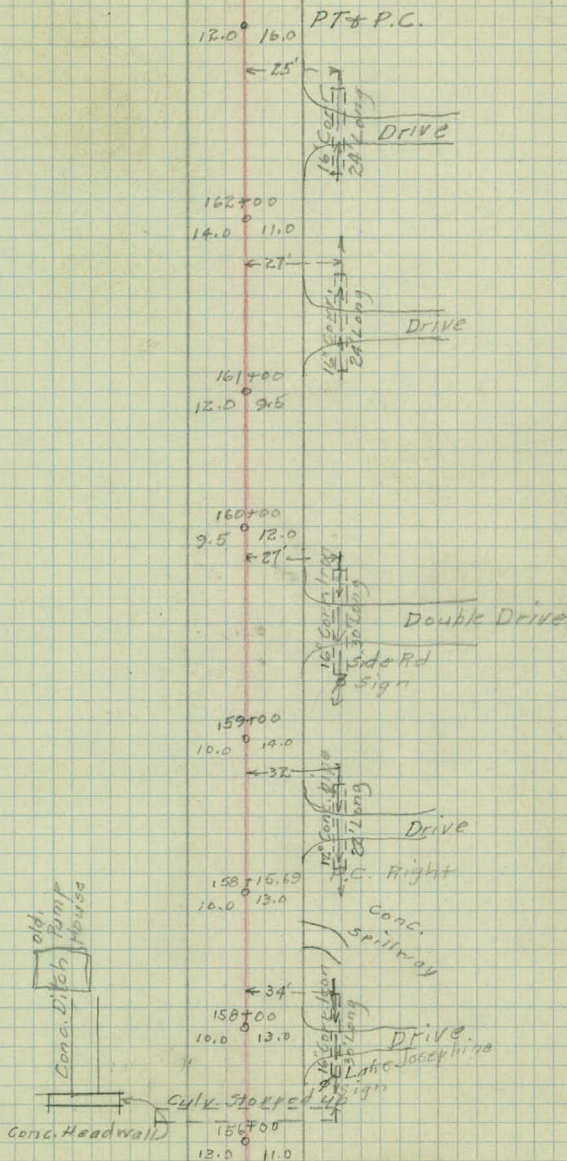
158+76 Drive

158+14 Spillway

157+95 Drive

156+75 Lake Josephine Sign 19.0 19.0 156+75 Lake Josephine Sign

156+04 Culv. Stopped up.



15.0 166+79 End Guard Rail Posts
166+79 24" Corr. Iron Culv.

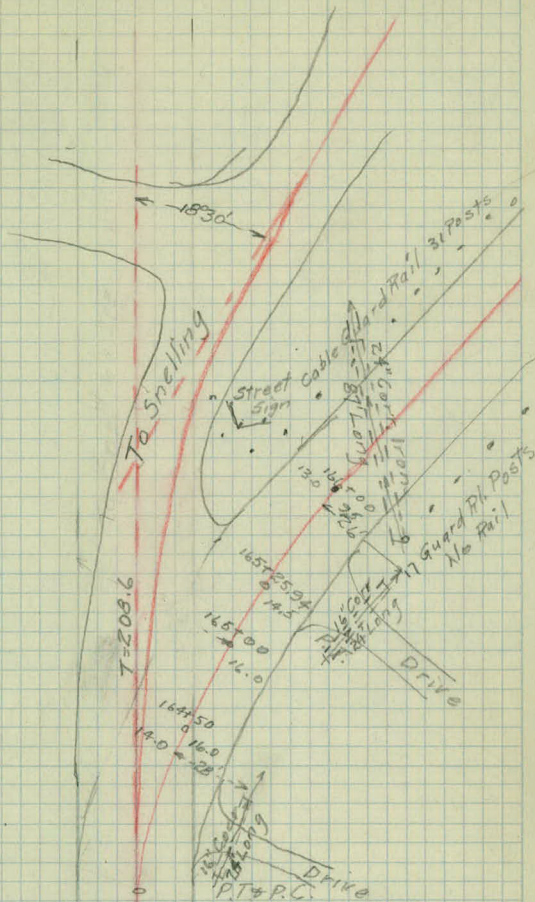
166+37 Street Sign RA.

166+37 Begin Guard Rail 20.

16.1 165+84 Begin Guard Rail

165+41 Drive

164+15 Drive



169+35 Street Sign 22.0
 169+35 End Guard Rail 21.0

169+35 Drive ✓

~~169+35 Drive~~

168+76 Drive

168+42 Slow Sign

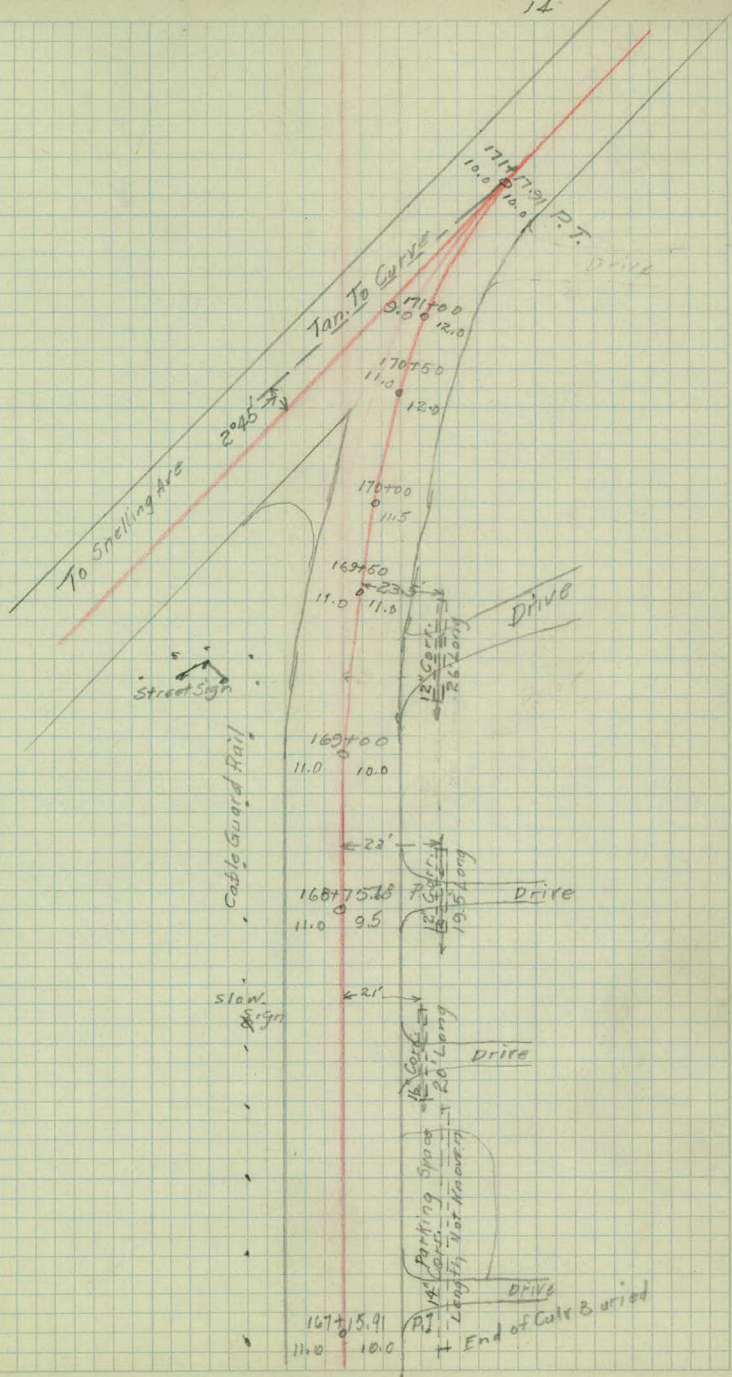
15.5

168+40 Drive

168+10
 12.0 9.0

19.0 167+88 End Culv.
 15.5 Turn Sign

167+20 Drive



183+25 Turn Sign

183+95 16" Corr Iron Culv

150

182+99

178+84 Drive

176+00 36" Corr Iron Culv

173+41 Side Rd & Turn Signs 19.0 18.5 173+41 Turn Sign

171+33 Drive

16" Corridor
Turn Sign
37' Long

20'
12' x 11' 6" Box
35' Long

182+00
10.0 11.0

180+05.05 P.T.

180+00
12.0 10.0

179+50
12.0 11.0

179+00
10.0 11.0 DRIVE

178+50
10.0 12.0

178+00
10.5 10.0

177+49.97 P.C.
12.0 9.0

Ditch
Pump line
36" Corr. Iron
43' Long
10.0 10.5

Side Rd.
Turn Signs
174+00
11.0 10.0

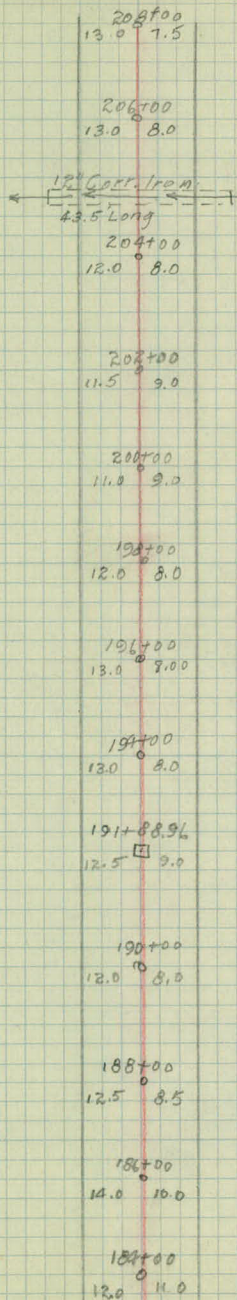
Turn Sign

172+00
12.0 11.0

20'
12' Corr. Iron
24.5' Long
DRIVE

204+81

12" Corr. Iron Culv.



227+03

12" Corr. Iron Culv.

225+82 Drive

224+26 Drive

17.5 224+27 R.R. Crossing Sign

222+62 Cross Rd Sign 16.0

220+13 Drive

218+73 Stop Sign 18

218+50 16" Corr. Iron Culv.

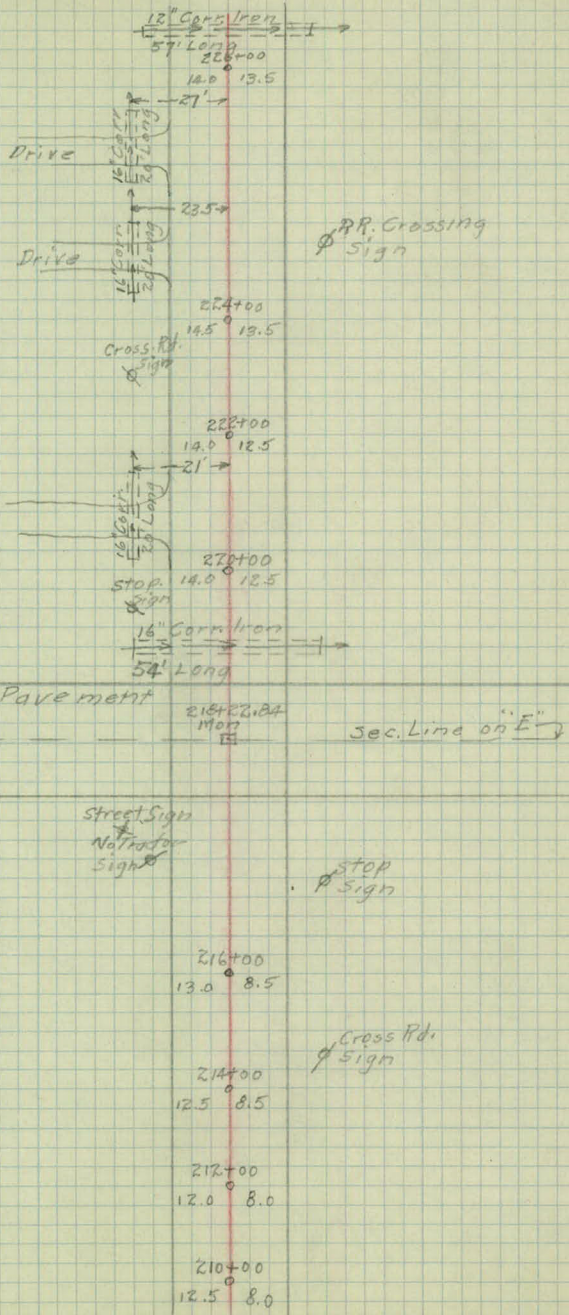
217+78 Street Sign 38'

217+72 No Tractor Sign 26'

20' 217+70 Stop Sign

20' 214+16 Cross Rd Sign

-0



246+90 18" Corr. Iron Culv

244+20 Drive

237+06 Drive

236+19 24" Corr. Iron Culv

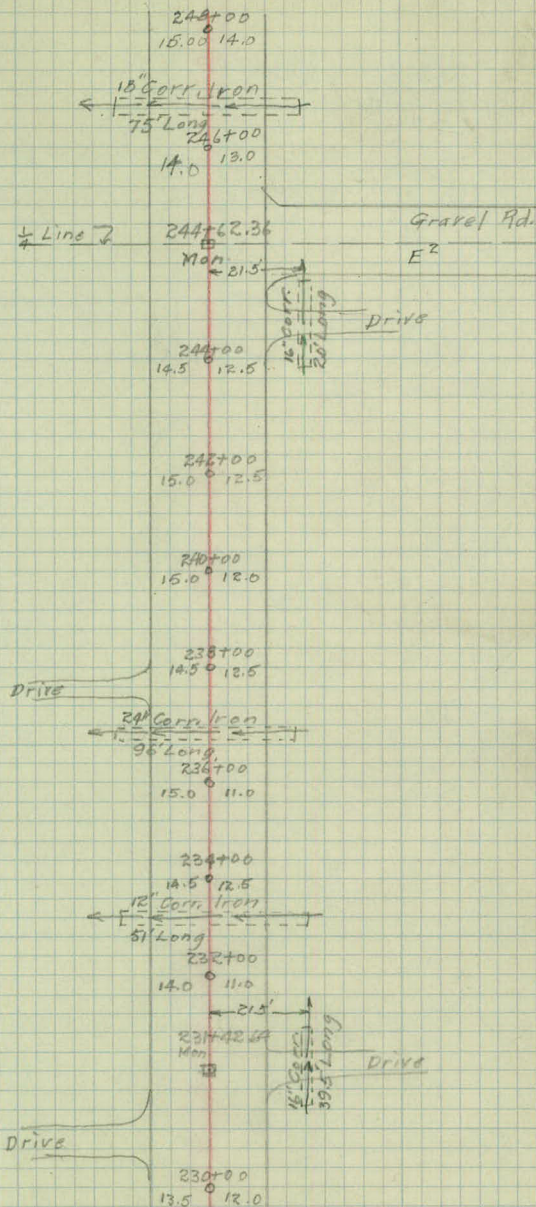
232+60 18" Corr. Iron Culv.

231+43 Drive

231+00 R.R. Cross. Sign 17.5

230+26 Drive

227+95.35 $\pm$ Tracks



269+79

18" Corr. Iron Culv.

17.0 267+32 Cross Rd Sign

260+94

260+52

Hi-Tension Line.

260+09

Hi-Tension Line

259+71

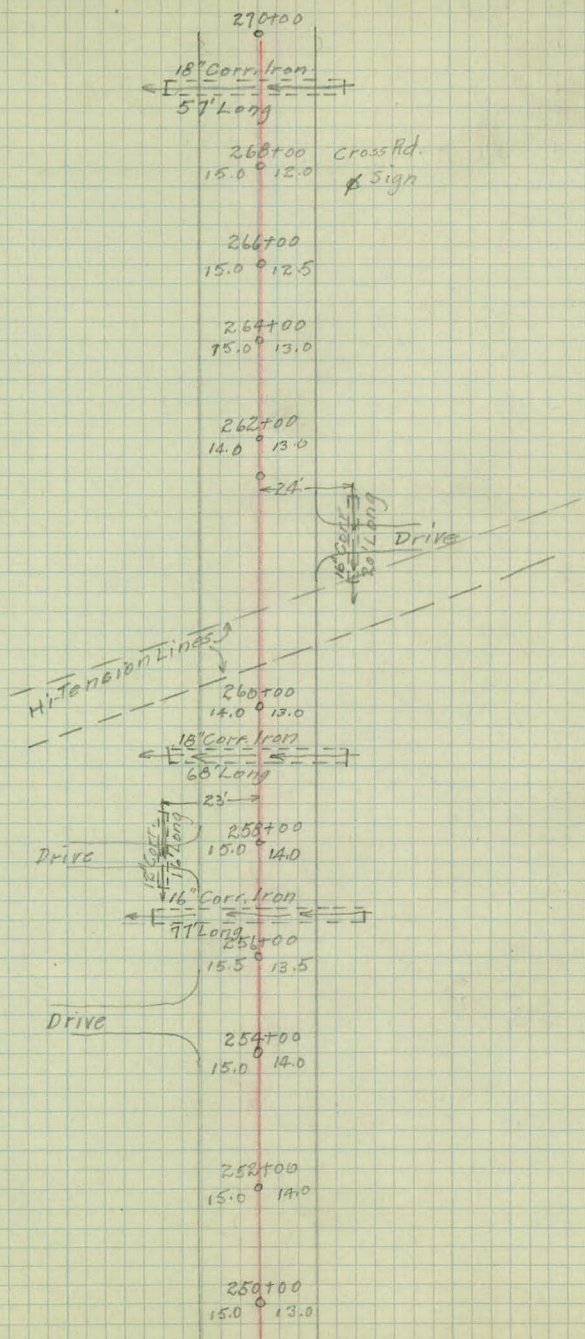
18" Corr. Iron Culv.

257+37 Drive

256+06

16" Corr. Iron Culv.

254+13 Drive



257+75 Drive

284+39 16" Cor Iron Culv.

274+48 Cross Rd Sign 19.0

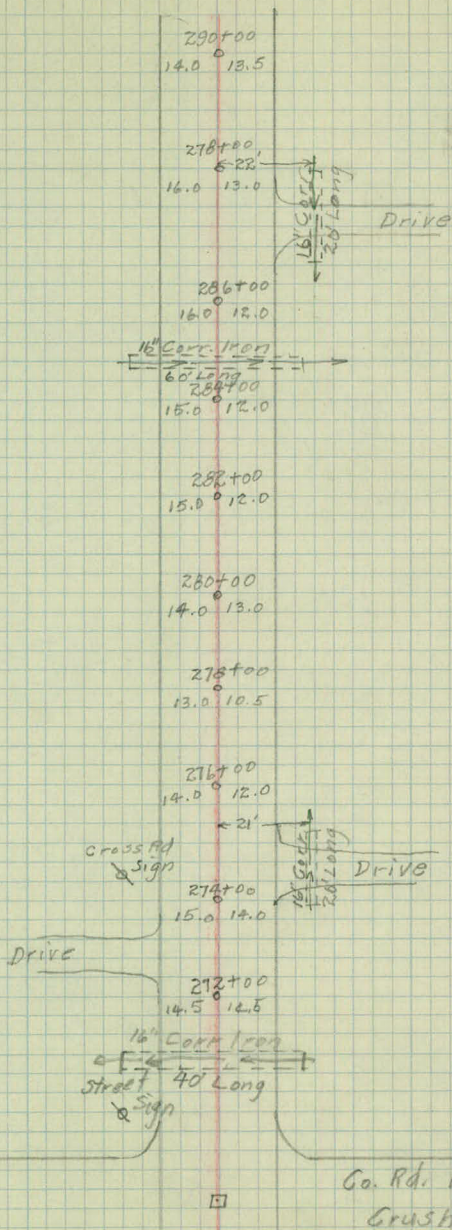
273+78 Drive

274+48 Drive

271+41 16" Cor Iron Culv.

271+19 Street Sign

30.5



304+13.5 E Road.

303+77.5 Drive

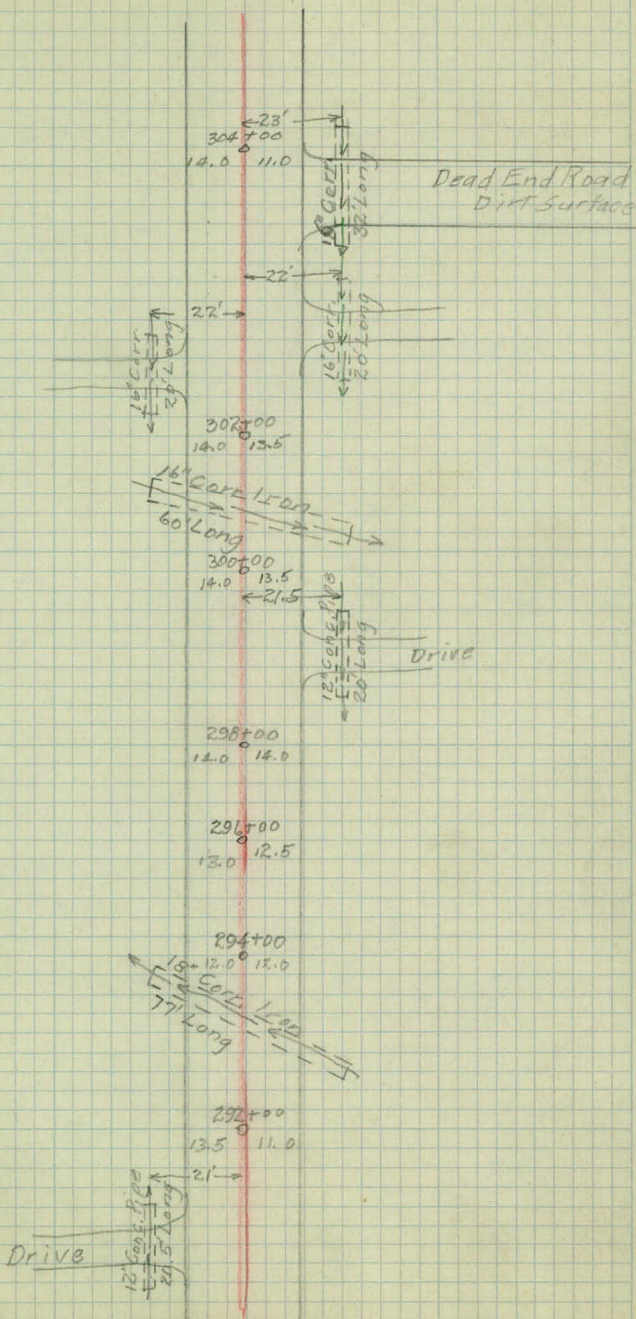
303+56 Drive

301+43 16" Corr. Iron Cyl.

298+83 Drive

293+89. 18" Corr. Iron Cyl.

291+71 Drive



(Culvert omitted)

25.5 323+42 Street Sign

21.5 323+35 Stop Sign

17.0 320+24 Cross Rd. Sign

311+80 16" Corr Iron Culv.

310+56 Drive

310+48 Drive

323+68.80

Morr.

Co. Rd. G
Black Top.* Street Sign
stop.
Ø sign

322+00

14.0 13.0

Cross Rd.
Ø sign

320+00

14.0 13.5

318+00

14.0 14.5

316+00

14.0 14.0

314+00

14.0 15.0

312+00

15.0 12.0

16" Con. 150'

21' x 63' Long

3.0 10.0

Drive

12" Con. Pipe
21' Long

Drive

310+00

14.0 14.0

308+00

14.0 13.0

306+00

14.0 13.0

342+52 Drive

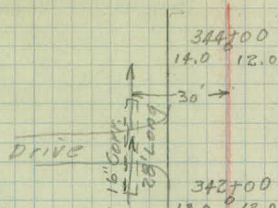
335+13 Drive

328+53

328+53 24" Corr. Iron Culv.

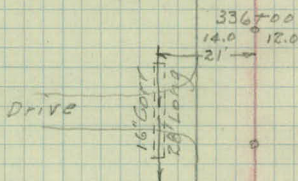
327+53 Cross Rd. Sign

21.0



340+00
13.0 12.0

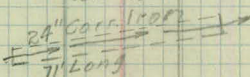
338+00
14.0 12.5



334+00
14.0 13.0

332+00
13.0 13.0

330+00
13.0 13.0



Cross Rd 14.0 12.0
Sign

No Stop Sign

326+00
13.0 12.0

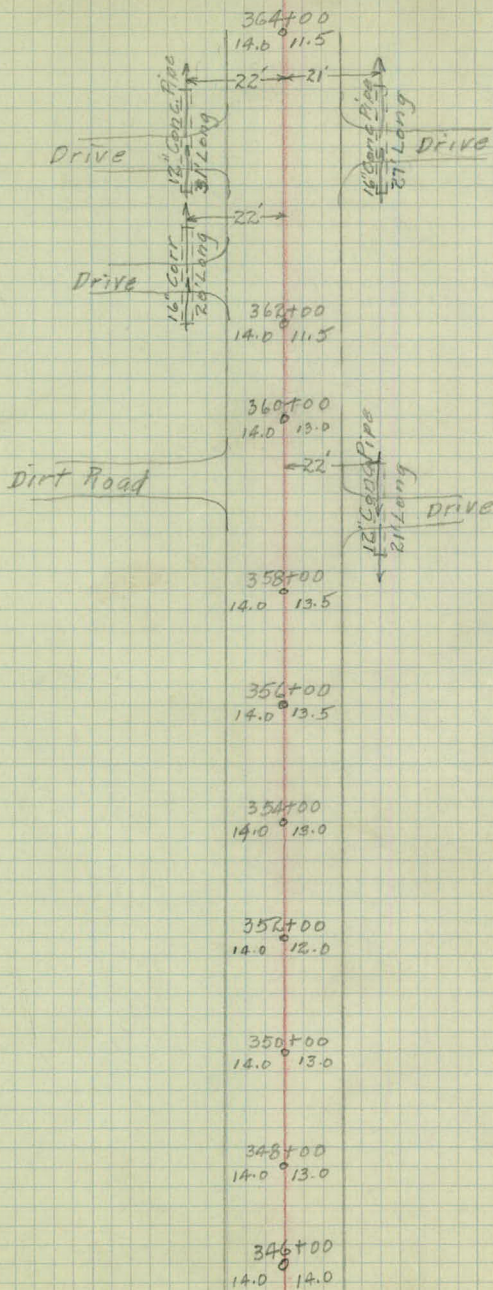
324+00
20.0 23.0

363+16

362+38 DRIVE

359+64 Side Road.

358+43 DRIVE



380+97 Drive

376+36.59 24" C&F Iron Culv.

370+53 Drive

348+03 Wood Spillway

366+70 Wood Spillway

365+05 Wood Spillway

384+00

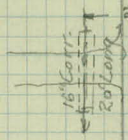
14.0 13.0

382+00

14.0 13.0

22'

Drive



380+00

14.0 14.0

378+00

14.0 14.0

24' Corr 376+36.59

85' Long Man

376+00

14.0 13.0

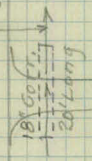
374+00

14.0 12.0

372+00

14.0 12.0

23'

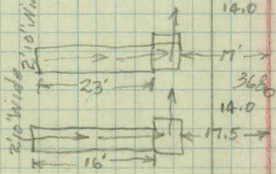


Drive

370+00

14.0 12.0

2'10" wide



368

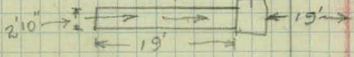
14.0 12.0

17.5'

366+00

14.0 13.0

Wood Spillway



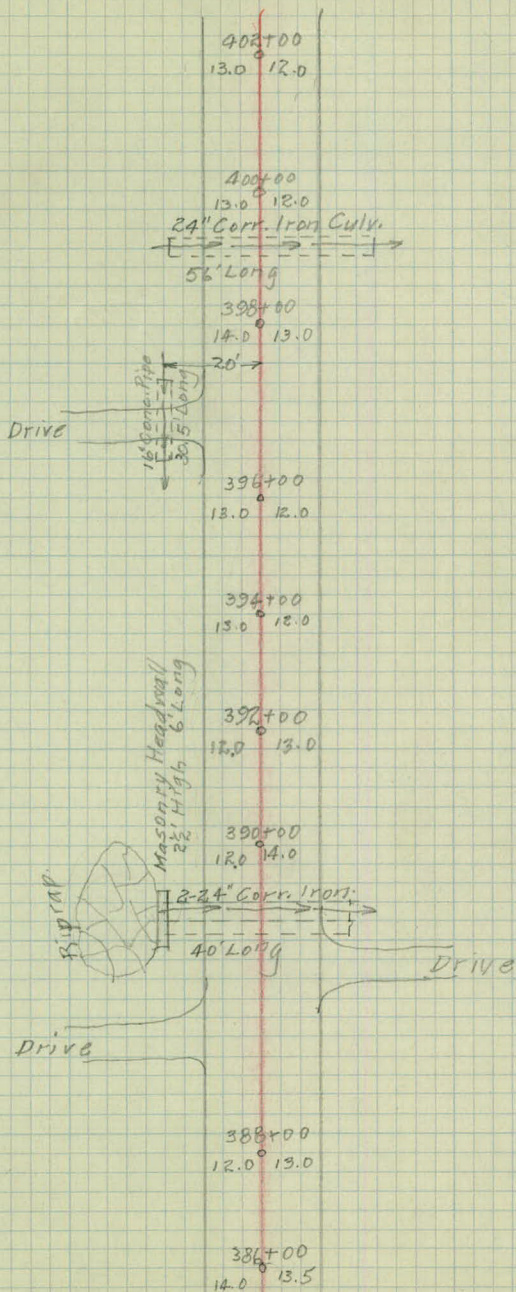
399+65 24" Corr. Iron Culv.

397+13 Drive

389+50 Double 24" Corr. Iron Culv.

389+41. Drive

389+21 Drive

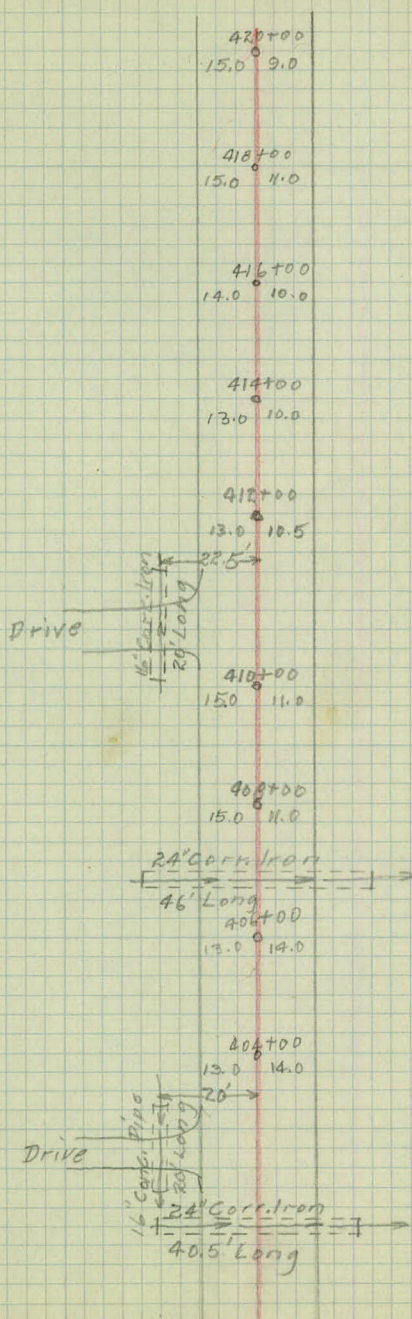


410+19 Drive

406+78 24" Corr. Iron Culv.

403+34 Drive

403+18 24" Corr. Iron Culv.



20
438+24 Drive

437+88 Drive

433+78 30" Corr. Iron Culv.

433+23 Side Rd. Sign 220

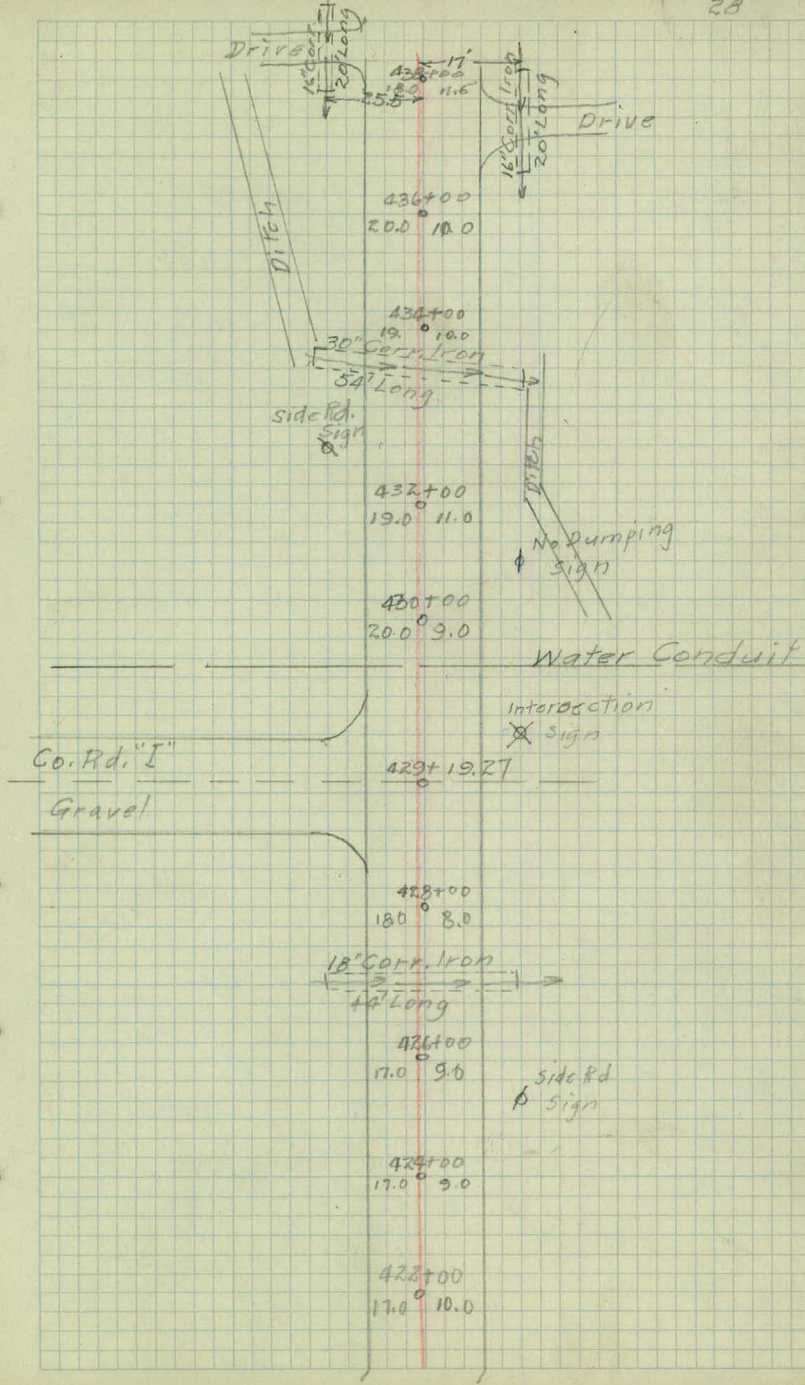
19.0 430+65 No Dumping Sign

429+60 Intersection With Conc. Conduit

140 429+26 Int. Sign

427+16 18" Corr. Iron Culv.

14.5 425+40 Side Rd. Sign



458+67 Drive

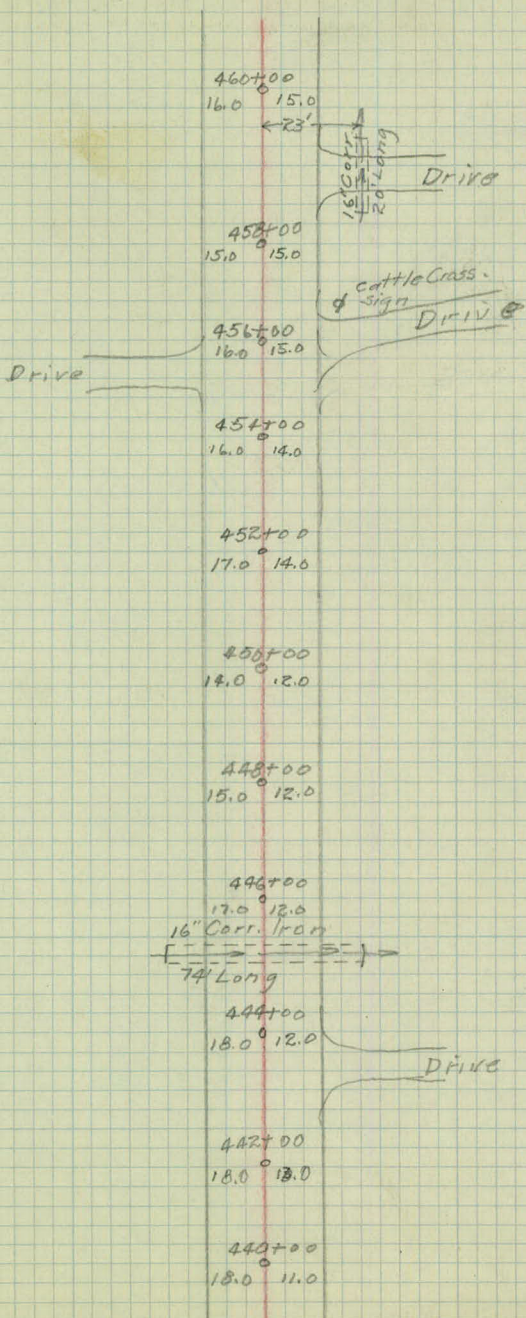
17.0 456+11 Cattle Crossing Sign

455+71 Drive

455+30 Drive

445+58 16" Cor. Iron Culv.

442+59 Drive



468+40 18" Conc. Pipe Culv.

29.0 468+37 Intersection Sign

16.5 463+88 Cross Rd. Sign

463+63 Drive

463+42 Drive

462+49 12" Conc. Pipe Culv.

461+33 Cattle Cross. Sign 160

460+60 Drive

Lexington Ave.
Gravel,

468+64.95

18" Conc. Pipe
60' Long

Intersection sign

468+00
15.0 15.0

466+00
15.0 15.0

464+00
15.0 15.0

Cross Rd
X sign

Drive

Drive

Left End buried

12" Conc. Pipe

462+00
16.0 16.0

Cattle Cross.
sign

21'

