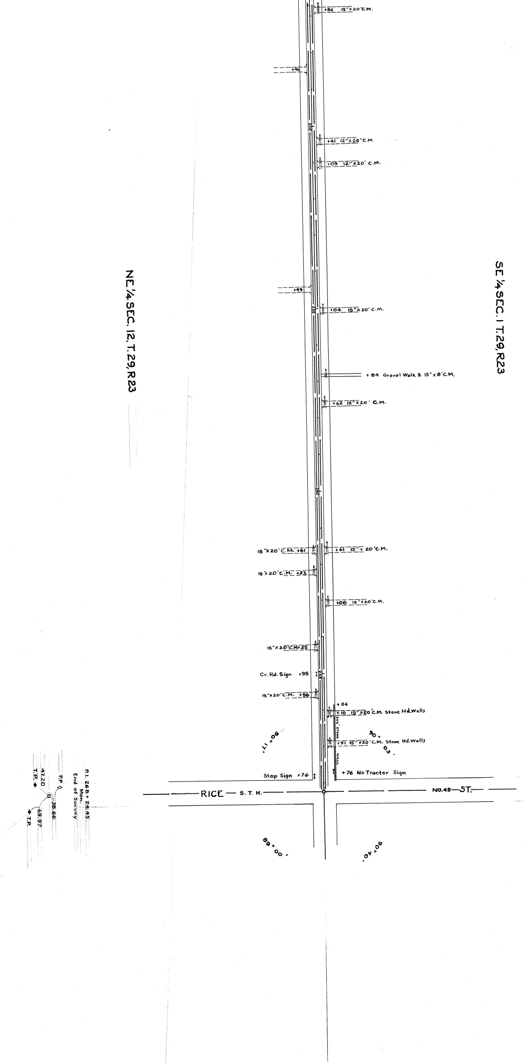
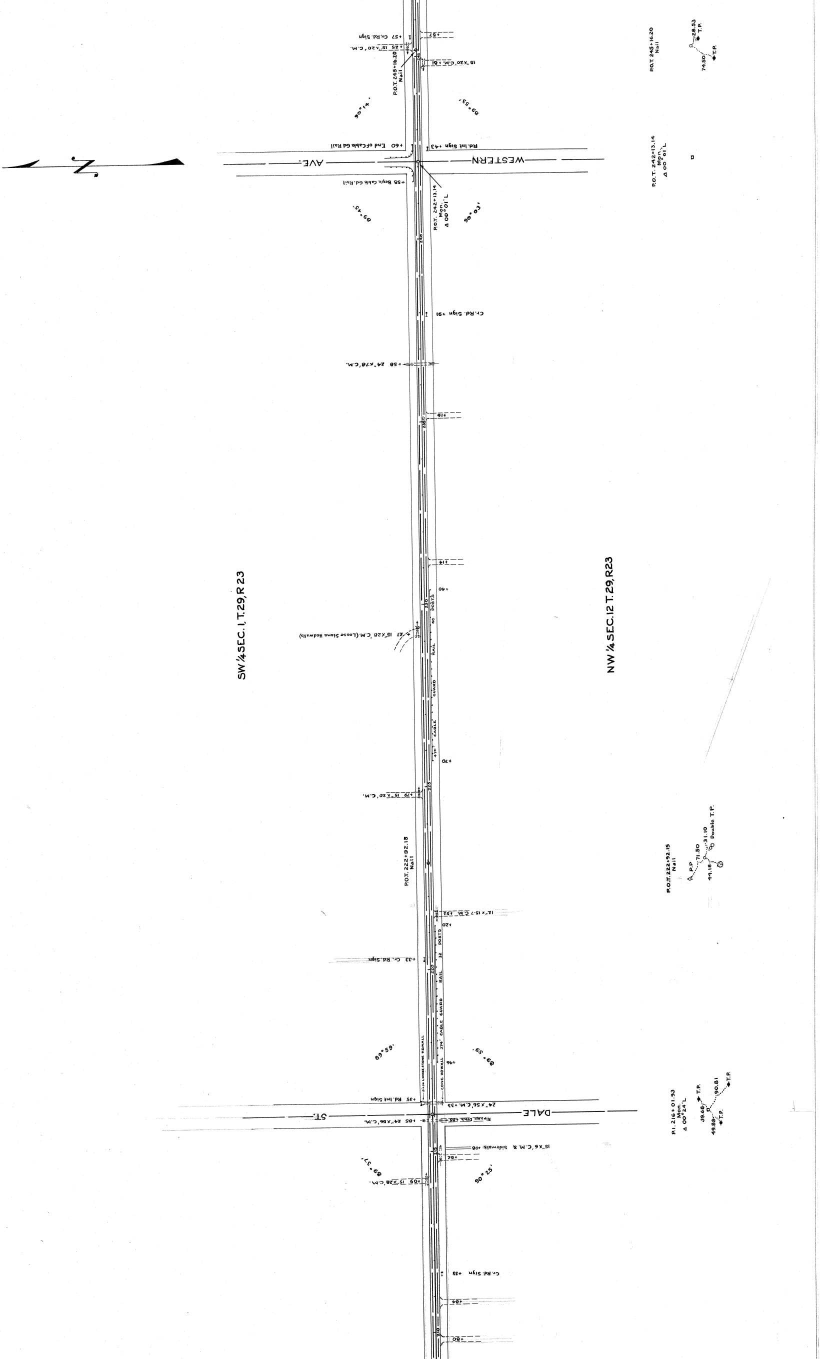
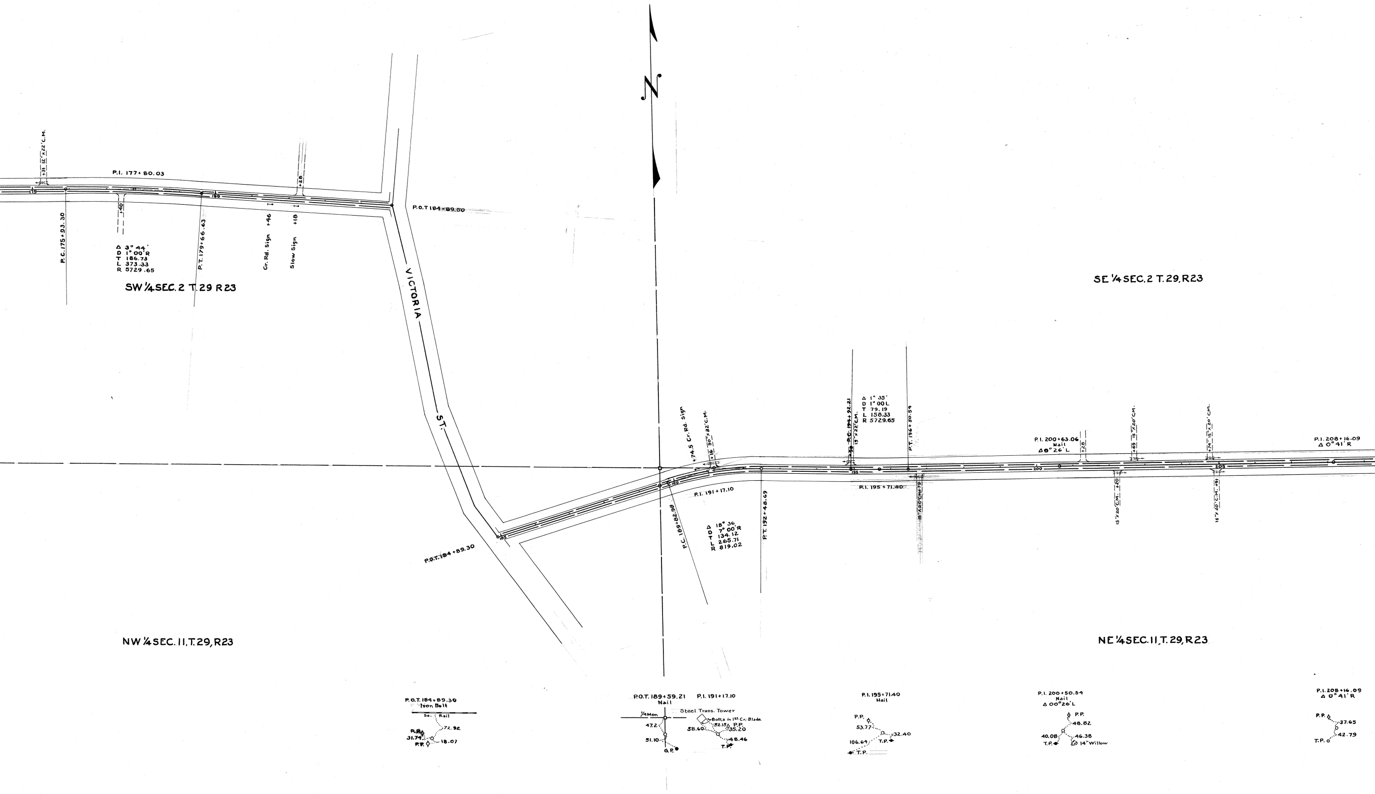
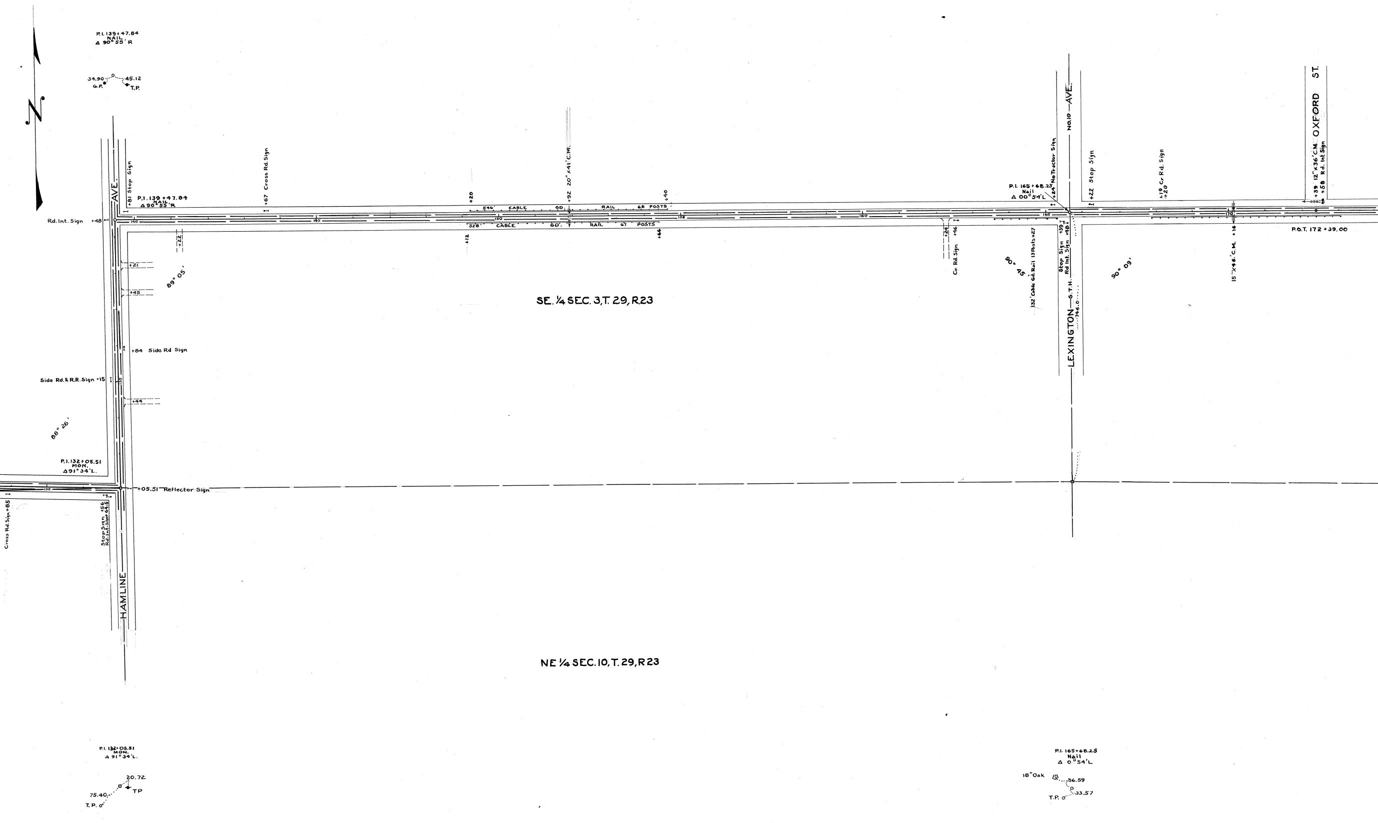

+82 15"x20'C.M.
+46
250
+41 12"x20'C.M.
+09 12"x20' C.M.
NE¼ SEC. 12, T.29, R23
SE¼ SEC. 1 T.29, R23
+49
255
+04 15"x20' C.M.
+84 Gravel Walk & 15"x8'C.M.
+62 15"x20' C.M.
260
15"x20'C.M. +61
+61 15"x20'C.M.
15"x20'C.M. +23
+06 15"x20'C.M.
15"x20'C.M.+25
Cr. Rd. Sign +95
265
15"x20'C.M. +56
+86
+10 15"x20'C.M. Stone Hd.Walls
206' STONE WALL
90° 17'
90° 03'
+91 15"x20'C.M. Stone Hd.Walls
Stop Sign +76
+76 No Tractor Sign
P.I. 268+24.45
Mon.
End of Survey
P.P
38.66
47.20
T.P.
69.97
T.P.
RICE — S. T. H. — NO.49 — ST.
89° 00'
90° 40'

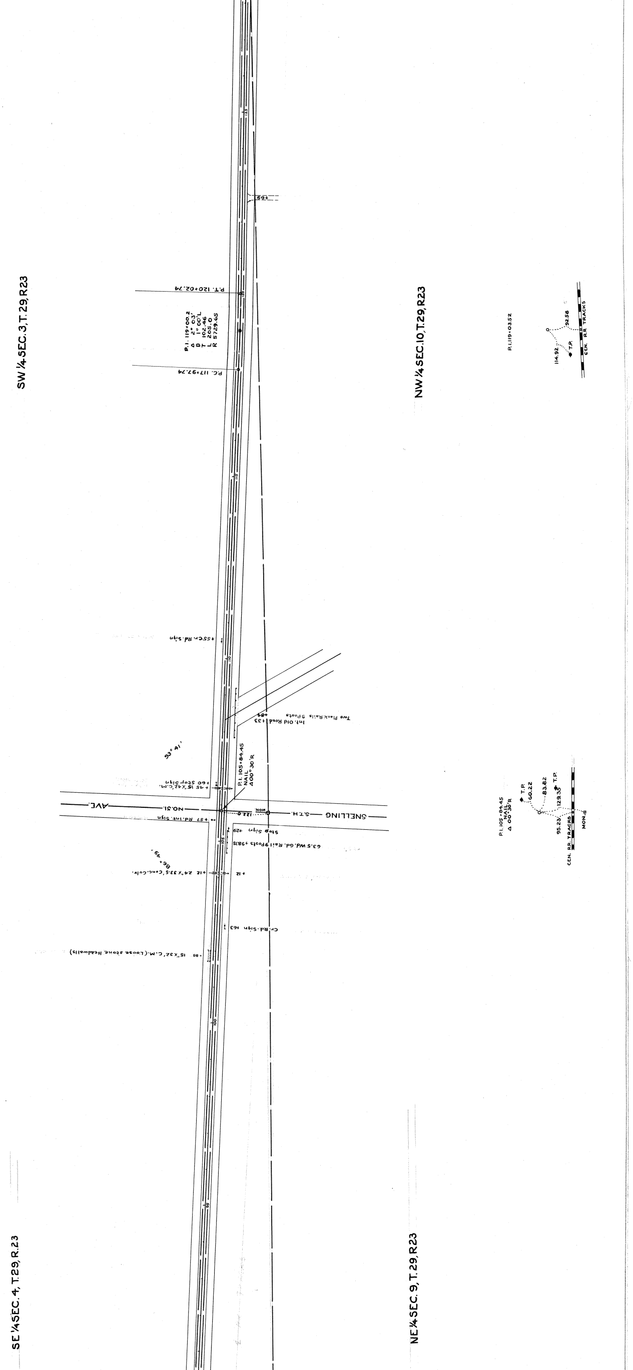

N
WESTERN AVE.
DALE ST.
SW ¼ SEC. 1, T.29, R 23
NW ¼ SEC. 12 T.29, R23
P.O.T. 245+16.20 Nail
28.53
74.50
T.P.
+57 Cr. Rd. Sign
+25 15"x20" C.M.
+19 15"x20" C.M.
+57
90°14'
89°53'
+60 End of Cable Gd Rail
+43 Rd. Int Sign
+58 Begin Cable Gd. Rail
P.O.T. 242+13.14 Mon. Δ 00°01' L
89°45'
90°03'
240
+91 Cr. Rd. Sign
+58 24"x78" C.M.
+91
235
+41
230
+40
+27 15"x28" C.M. (Loose Stone Hdwalls)
490' CABLE GUARD RAIL 40 POSTS
+70
225
+79 15"x20" C.M.
P.O.T. 222+92.15 Nail
P.P
71.50
31.10
44.18
Double T.P.
+53 12"x15.7 C.M.
+20
+33 Cr. Rd. Sign
220
374' CABLE GUARD RAIL 32 POSTS
89°59'
89°59'
+96
LOOSE STONE HDWALL
CONC. HDWALL
+35 Rd. Int Sign
+33 24"x56" C.M.
+85 24"x56" C.M.
P.I. 216+01.93 Mon. Δ 00°24' L
39.68
90.81
49.88
T.P.
215
+08 15"x6" C.M. & Sidewalk
+92
89°37'
90°25'
+69 15"x28" C.M.
+55 Cr. Rd. Sign
+84
+80
210

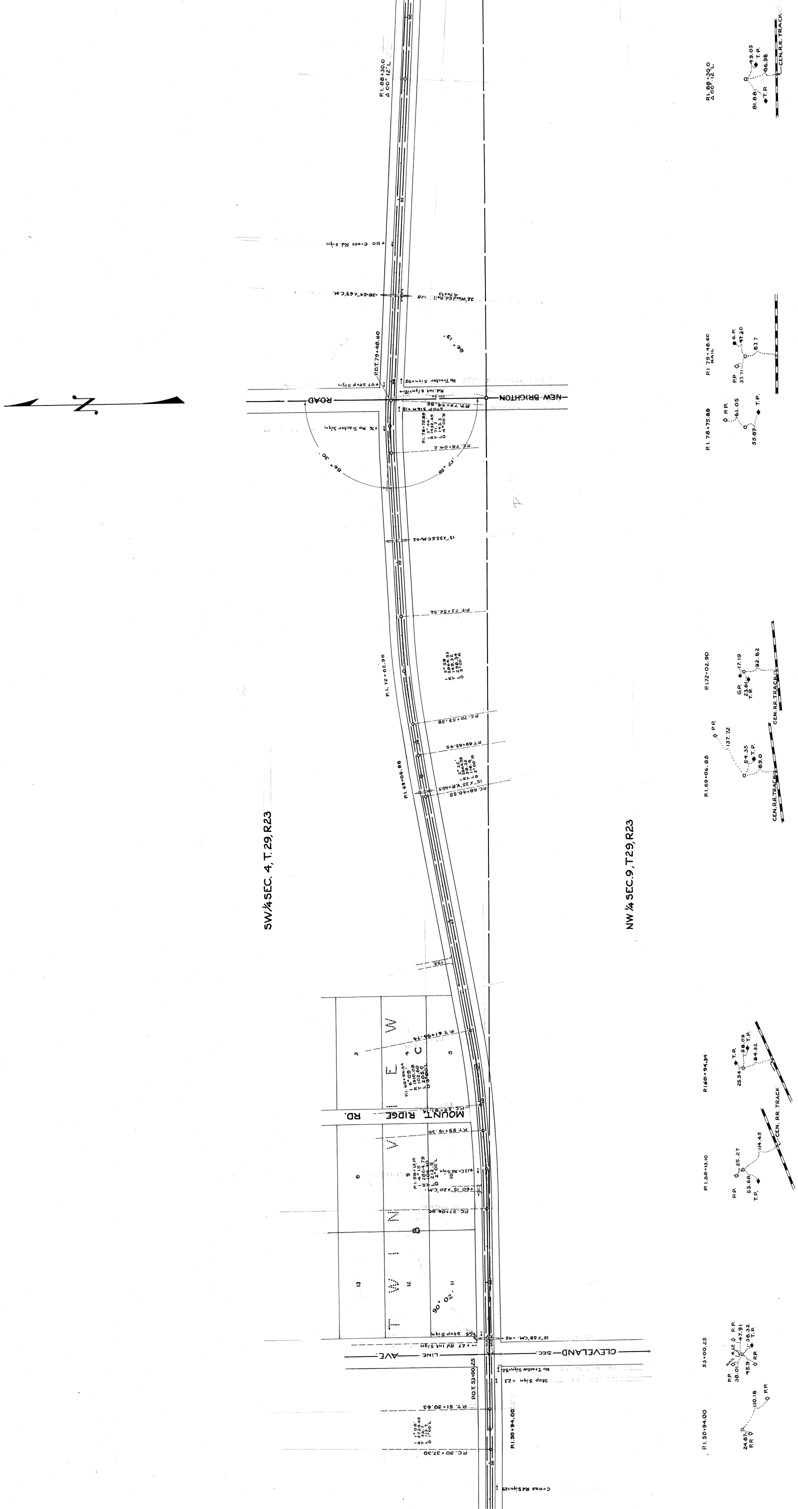


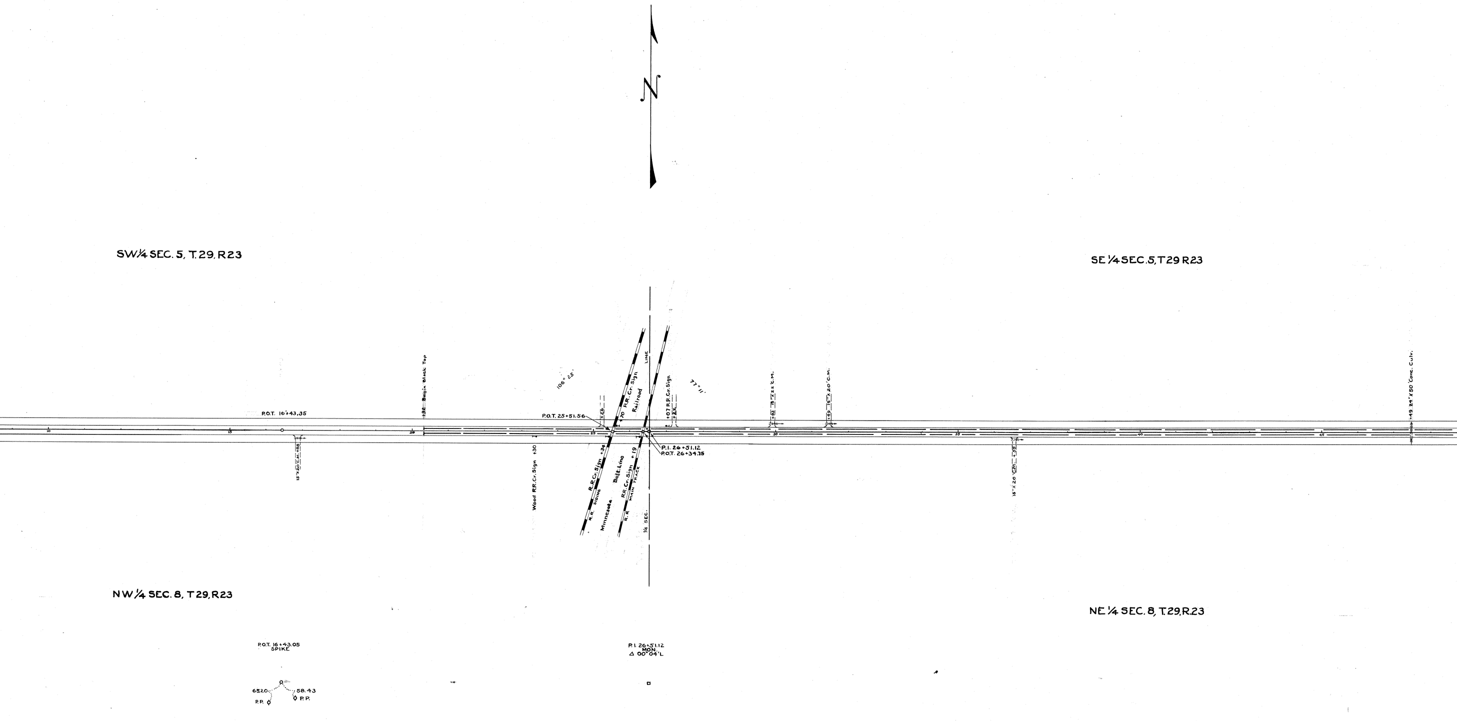
SW ¼ SEC. 2 T. 29 R 23
SE ¼ SEC. 2 T. 29, R 23
NW ¼ SEC. 11, T. 29, R 23
NE ¼ SEC. 11, T. 29, R 23
VICTORIA ST.
N
+31 12"x22' C.M.
P.I. 177+80.03
P.C. 175+93.30
+40
Δ 3° 44'
D 1° 00' R
T 186.73
L 373.33
R 5729.65
P.T. 179+66.63
Cr. Rd. Sign +46
Slow Sign +18
+28
P.O.T 184+89.50
P.O.T. 184+89.30
175
180
185
190
195
200
205
+74.5 Cr. Rd. Sign
+16 30"x82' C.M.
P.C. 189+82.98
P.I. 191+17.10
Δ 18° 36'
D 7° 00' R
T 134.12
L 265.71
R 819.02
P.T. 192+48.69
+90 P.C. 194+92.21
15"x22' C.M.
Δ 1° 35'
D 1° 00 L
T 79.19
L 158.33
R 5729.65
P.T. 196+50.54
P.I. 195+71.40
15"x20' C.M. +79
P.I. 200+63.06
Nail
Δ 0° 26' L
+28
+69 15"x20' C.M.
15"x20' C.M. +20
+74' 15"x20' C.M.
15"x20' C.M. +91
P.I. 208+16.09
Δ 0° 41' R
P.O.T. 184+89.30
Iron Bolt
So. Rail
72.92
P.P.
31.74
P.P.
18.07
P.O.T. 189+59.21
Nail
¼ Mon
47.2
51.10
G.P.
P.I. 191+17.10
Steel Trans. Tower
Bolts in 1st Cr. Blade
52.15
P.P.
58.60
35.20
48.46
T.P.
P.I. 195+71.40
Nail
P.P.
53.77
32.40
106.64
T.P.
T.P.
P.I. 200+50.54
Nail
Δ 00° 26' L
P.P.
48.82
40.08
46.38
T.P.
14" Willow
P.I. 208+16.09
Δ 0° 41' R
P.P.
37.65
42.79
T.P.

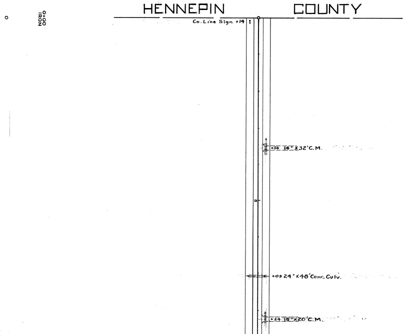


P.I. 139+47.84
NAIL
Δ 90°55'R
34.90
G.P.
45.12
T.P.
AVE.
+81 Stop Sign
P.I. 139+47.84
NAIL
Δ 90°55'R
Rd. Int. Sign +48
140
+22
+21
+45
89° 05'
+84 Side Rd Sign
Side Rd. & R.R. Sign +15
135
+44
88° 26'
P.I. 132+05.51
MON.
Δ91°34'L.
130
+05.51 Reflector Sign
Cross Rd. Sign +85
Stop Sign +56
Rd. Int. Sign +64.6
HAMLINE
+67 Cross Rd. Sign
145
+20
546' CABLE GD. RAIL 68 POSTS
150
+92 20"×41' C.M.
+40
528' CABLE GD. RAIL 67 POSTS
+12
+66
155
SE. ¼ SEC. 3, T. 29, R23
160
+24
+46
Cr. Rd. Sign
P.I. 165+68.25
Nail
Δ 00°54'L
+24 No Tractor Sign
165
90° 45
132' Cable Gd. Rail 13 Posts +27
Stop Sign +39
Rd Int. Sign +48
NO.10 —AVE.
LEXINGTON —S.T.H.
746.0
+22 Stop Sign
90° 09'
+19 Cr Rd. Sign
+20
170
15"×46' C.M. +16
+39 12"×36' C.M.
+58 Rd. Int Sign
OXFORD ST.
P.O.T. 172+39.00
NE ¼ SEC. 10, T. 29, R23
P.I. 132+05.51
MON.
Δ 91°34'L.
20.72
TP
75.40
T.P.
P.I. 165+68.25
Nail
Δ 0°54'L
18" Oak
56.59
T.P.
33.57


SW 1/4 SEC. 3, T. 29, R 23
NW 1/4 SEC. 10, T. 29, R 23
SE 1/4 SEC. 4, T. 29, R. 23
NE 1/4 SEC. 9, T. 29, R 23
125
+69
120
P.T. 120+02.74
P.I. 119+00.2
Δ 2° 03' L
D 1° 00'
T 102.46
L 205.0
R 5729.65
P.C. 117+97.74
115
110
+55 Cr. Rd. Sign
Two Plank Rails 9 Posts +84
Int. Old Road +33
93° 41'
P.I. 105+84.45
NAIL
Δ 00° 30' R
+60 Stop Sign
+45 15"X42' C.M.
AVE.
NO. 51.
S.T.H.
SNELLING
MON.
122.0
+57 Rd. Int. Sign
Stop Sign +29
63.5 Wd. Gd. Rail 9 Posts +98.75
105
86° 49'
+12 24"X33.5' Conc. Culv.
+12
Cr. Rd. Sign +63
+85 15"X32' C.M. (Loose stone Headwalls)
100
95
P.I. 119+03.52
114.92
T.P.
92.58
CEN. R.R TRACKS
P.I. 105+84.45
NAIL
Δ 00° 30' R
T.P.
60.22
83.82
T.P.
129.35
95.23
CEN. R.R. TRACKS
MON.


N
SW 1/4 SEC. 4, T. 29, R23
NW 1/4 SEC. 9, T29, R23
NEW BRIGHTON ROAD
MOUNT RIDGE RD.
CLEVELAND AVE.
SEC. LINE
P.I. 88+30.0 Δ 00°12' L
P.I. 79+48.60
P.O.T. 79+48.60
P.I. 78+75.89
P.C. 78+04.2
P.I. 72+02.90
P.T. 73+52.92
P.C. 70+53.58
P.I. 69+06.88
P.T. 69+65.95
P.C. 68+48.55
P.T. 61+95.74
P.I. 60+94.34
P.T. 59+19.30
P.I. 58+13.10
P.C. 57+06.80
P.O.T. 53+00.25
53+00.25
P.T. 51+30.63
P.I. 50+94.00
P.C. 50+37.30
+60 Cross Rd. Sign
+38-24"x69' C.M.
32' Wood Gd. Rail 4 Posts
No Tractor Sign
Stop Sign
15"x35' C.M.+62
15"x68' C.M.+48
Cross Rd Sign
CEN. R.R. TRACK
T.P.
P.P.
G.P.
NAIL
49.05
86.98
81.88
47.30
37.71
87.7
61.05
55.87
17.19
92.82
23.61
137.72
54.35
89.0
58.09
84.32
25.54
25.27
114.45
53.68
47.91
36.32
38.01
45.9
110.18
24.67


N
SW¼ SEC. 5, T.29, R23
SE ¼ SEC. 5, T29 R23
NW ¼ SEC. 8, T29, R23
NE ¼ SEC. 8, T29, R23
P.O.T. 16+43,35
15"X20'C.M. +88
+32 Begin Black Top
Wood R.R. Cr. Sign +30
106° 25'
P.O.T. 25+51.56
+26
+70 R.R. Cr. Sign
Railroad
R.R.Cr.Sign +34
R.R. SIDING
Minnesota
Belt Line
R.R. Cr. Sign +19
R.R MAIN TRACK
LINE
¼ SEC.
P.I. 26+51.12
P.O.T. 26+34.75
+07 R.R. Cr. Sign
+22
77° 11'
+93 15"X22'C.M.
+49 16"X20'C.M.
15"X20'C.M. +55
+49 24"X50'Conc. Culv.
10
15
20
25
30
35
40
45
P.O.T. 16+43.05
SPIKE
65.20
58.43
P.P.
P.P.
P.I. 26+51.12
MON.
Δ 00° 04'L


HENNEPIN
COUNTY
0+00
IRON
Co. Line Sign +14
+56 14" X 32' C.M.
5
+09 24" X 48' Conc. Culv.
+24 15" X 20' C.M.