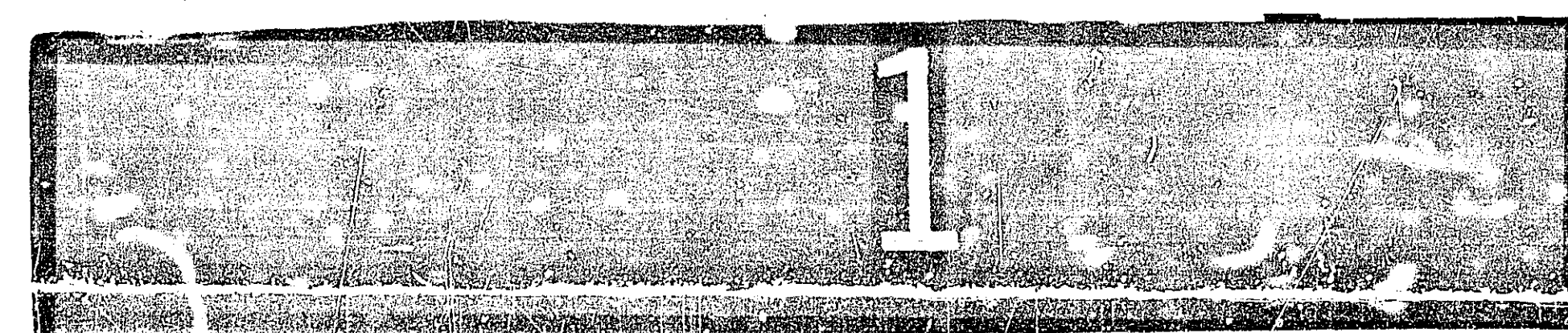


P.1.26+55.18
SPIKE

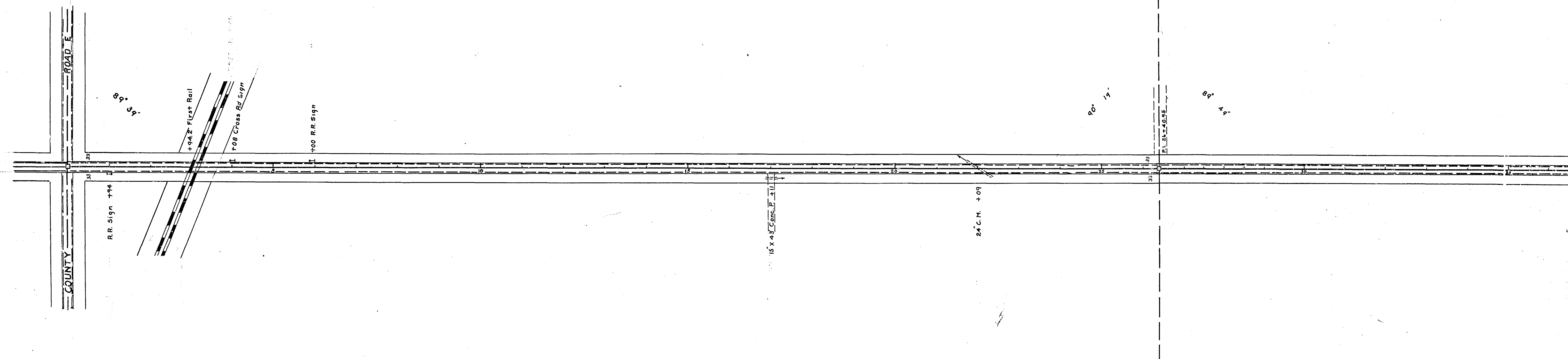
22.82
5.32
37.0
31.15
66.40
0

T.P.
IRON
CULV.
PUNCH HOLE

ROAD MAP
COUNTY ROAD NO. 8
FROM NEW BRIGHTON RD. TO SNEILING AVE.
FR



SEC. 27 T. 30 N. R. 23 W.

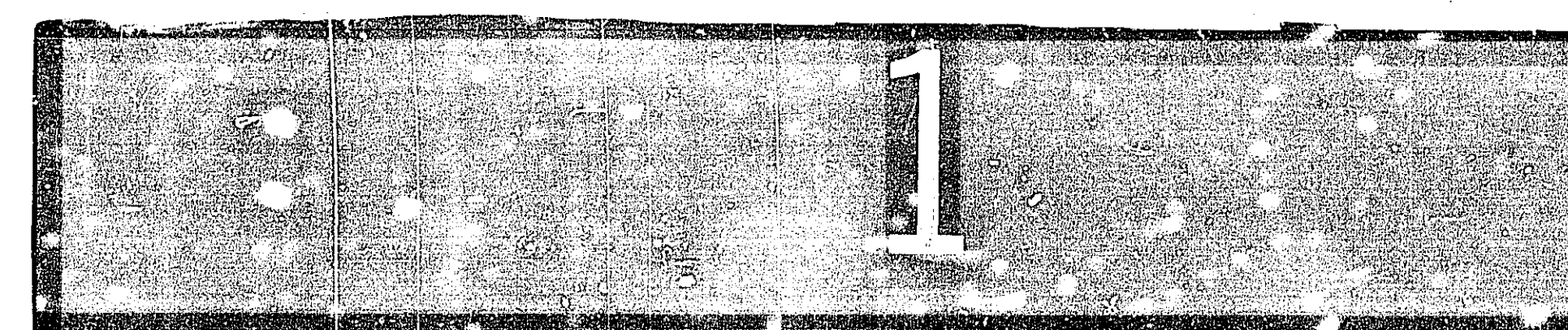


SEC. 26 T. 30 N. R. 23 W.

P.I. 0+00
GRAN. MON.
ST. SIGN P.P.
41.24 45.66

P.I. 26+40.95
GRAN. MON.
3 NAILS COR.
FENCE POST 34.88
32.90 36.20
3 NAIL STP.
HIGHEST POINT
HUGE BOULDER
Δ 00° 07' 00" R.

ROAD MAP
LEXINGTON AVE.
FROM CO. RD. E TO U.S. HIGHWAY NO. 8
ROAD NO. 3



N.E. $\frac{1}{4}$ SEC. 27 T. 30 N. R. 23 W.

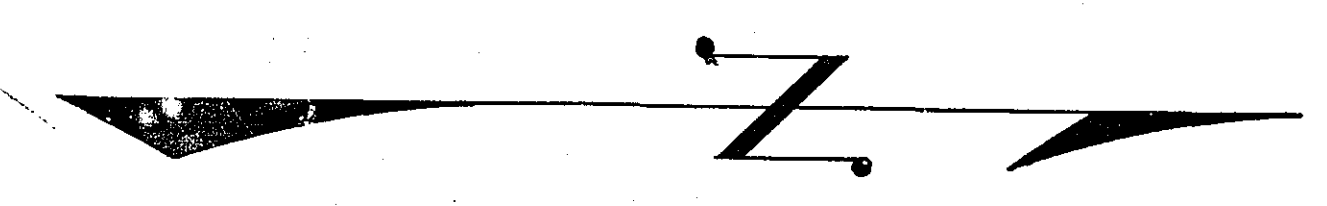
S.E. $\frac{1}{4}$ SEC. 22 T.

N.W. $\frac{1}{4}$ SEC. 26 T. 30 N. R. 23 W.

S.W. $\frac{1}{4}$ SEC. 23 T.

P.I. 26+40.75
GRAN. MON.
3 NAILS COR.
FENCE POST
34.83
36.20
32.90
3 NAIL ST.P.
HIGHEST POINT
HUGE BOULDER
 $\Delta 00^{\circ} 07' 00''$ R.

P.I. 52+81.10
GRAN. MON.
GUY POLE
38.13
38.72
T.P.
 $\Delta 00^{\circ} 05' 00''$ R.

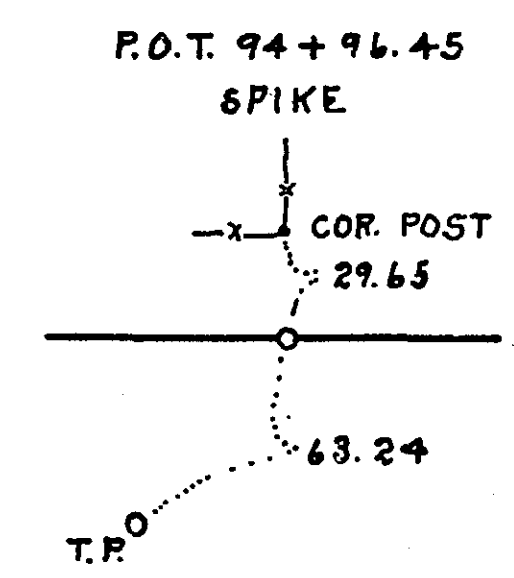
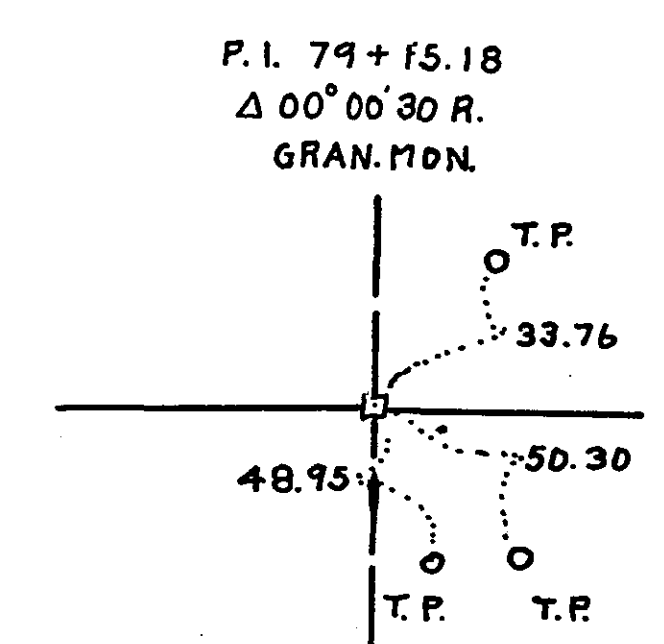
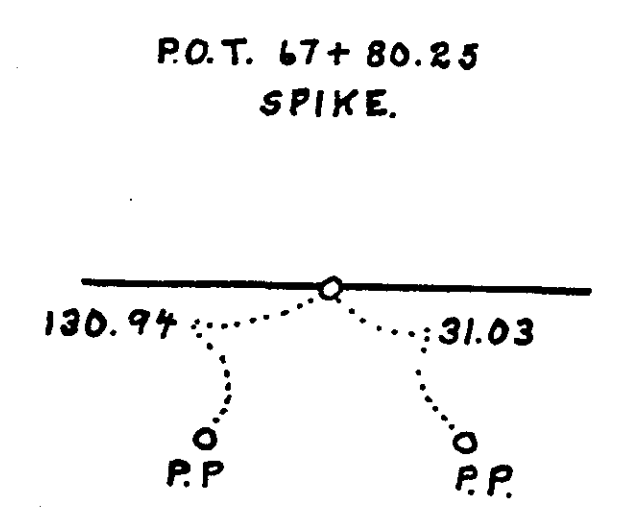


S.E. $\frac{1}{4}$ SEC. 22 T. 30 N. R. 23 W.

N.E. $\frac{1}{4}$ SEC. 22 T. 30 N. R. 23 W.

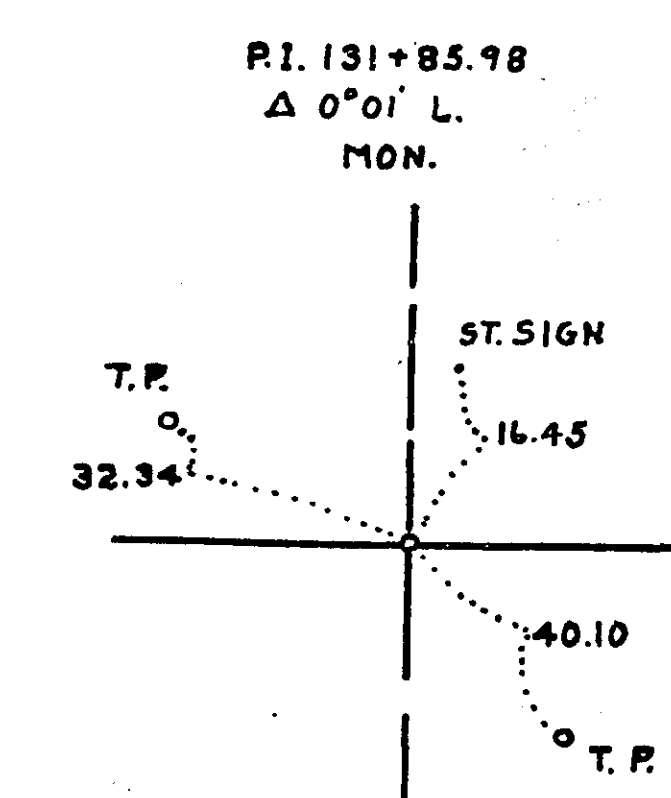
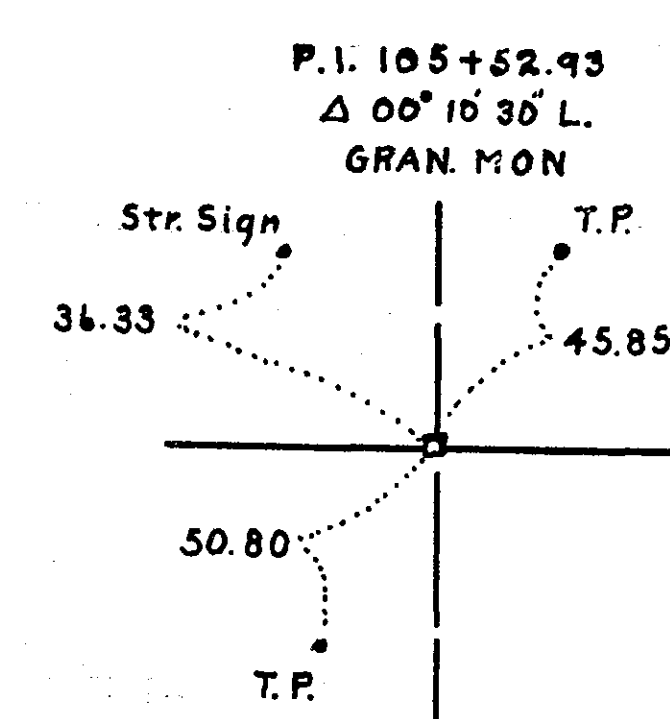
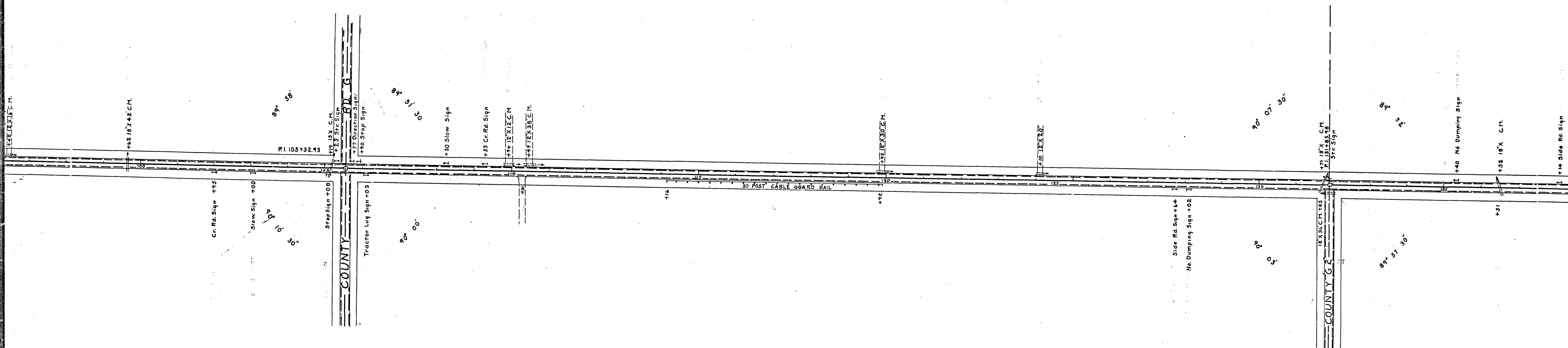
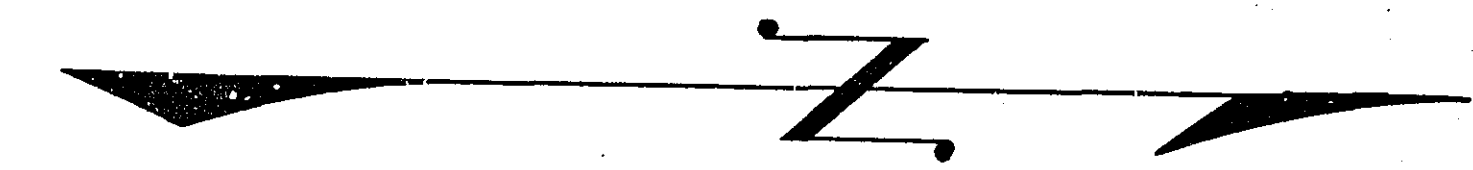
S.W. $\frac{1}{4}$ SEC. 23 T. 30 N. R. 23 W.

N.W. $\frac{1}{4}$ SEC. 23 T. 30 N. R. 23 W.



S.E. 1/4 SEC. 15 T. 30 N. R. 23 W.

S.E. 1/4 SEC. 14 T. 30 N. R. 23 W.



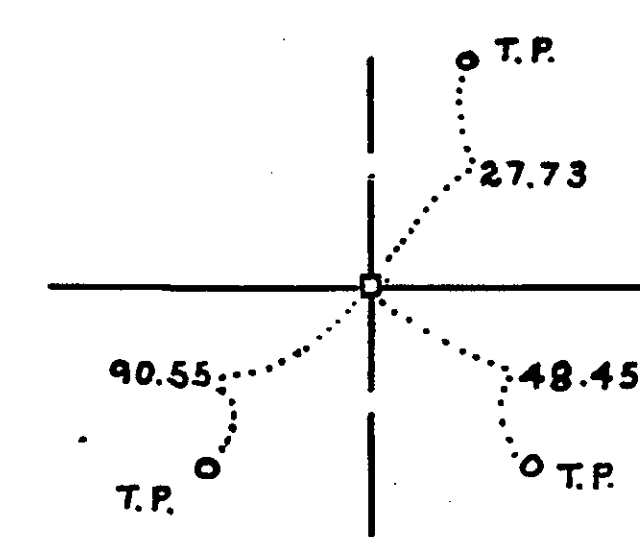
N.E. $\frac{1}{4}$ SEC. 15 T. 30 N. R. 23 W.

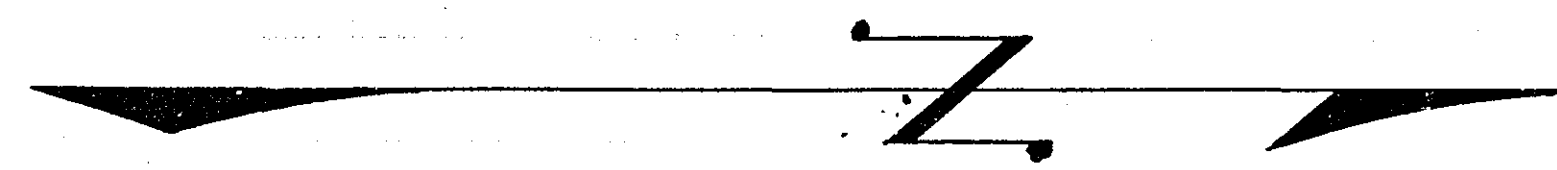
S.E. $\frac{1}{4}$ SEC. 10 T. 30 N. R. 23 W.

N.W. $\frac{1}{4}$ SEC. 14 T. 30 N. R. 23 W.

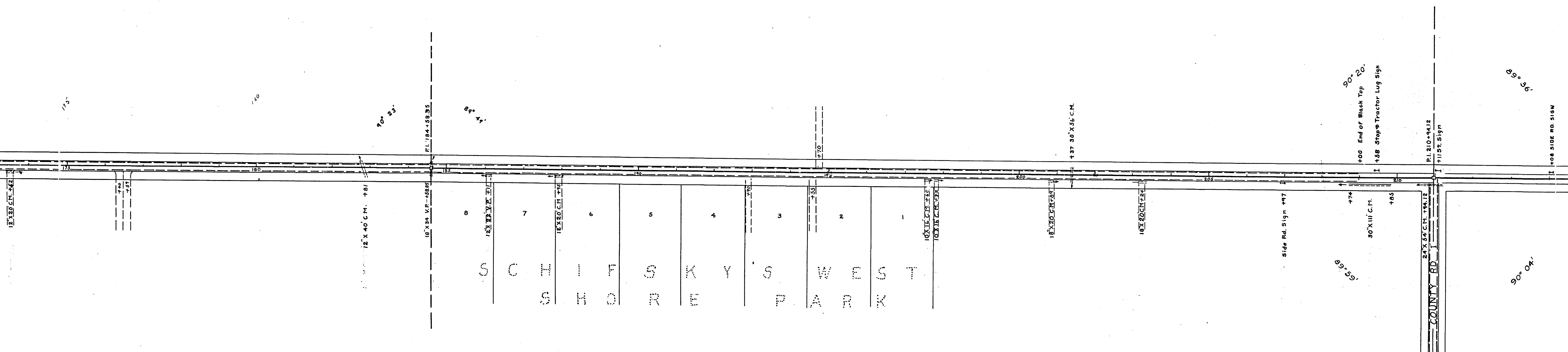
S.W. $\frac{1}{4}$ SEC. 11 T. 30 N. R. 23 W.

P.I. 158 + 17.8
GRANITE MON.
 $\Delta 0^{\circ} 14' 00''$ L

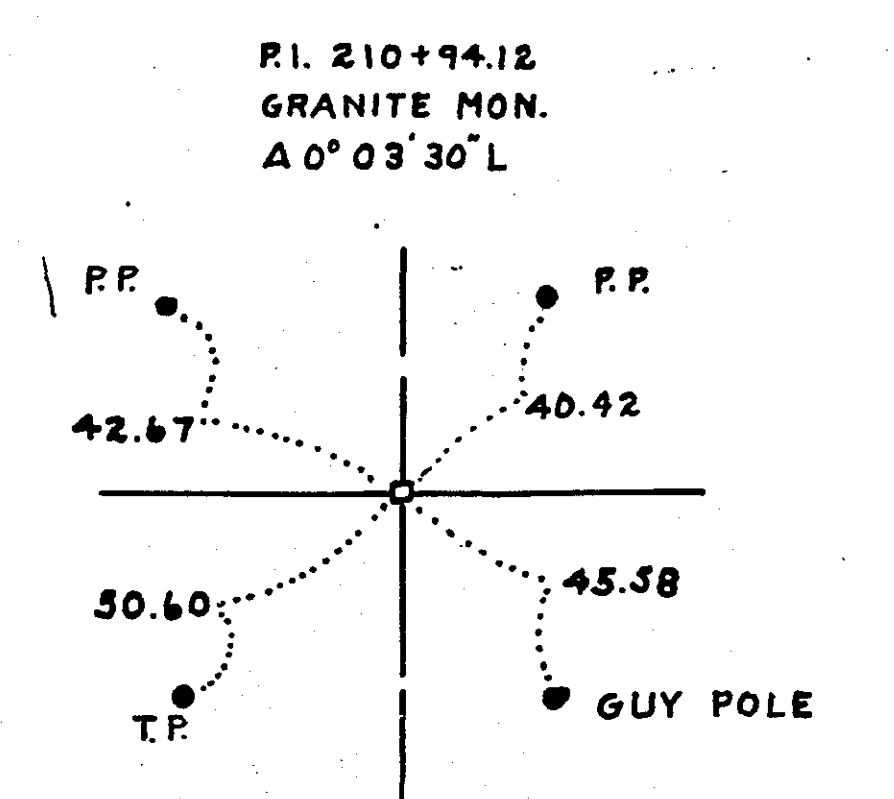
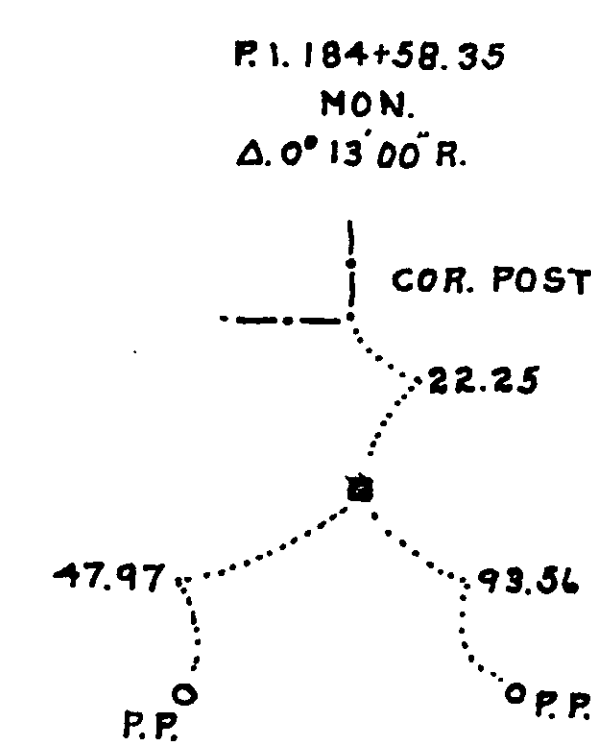


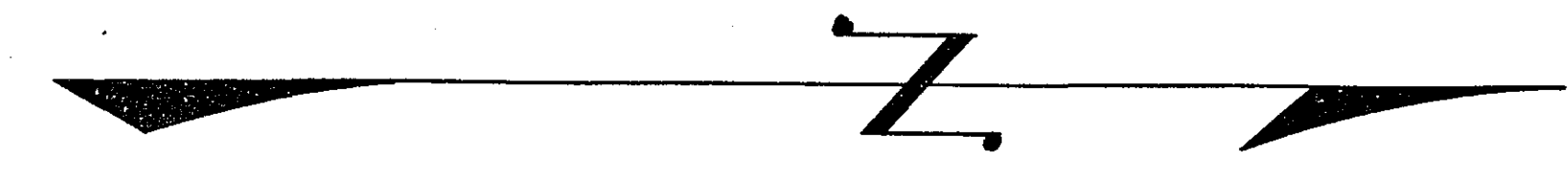
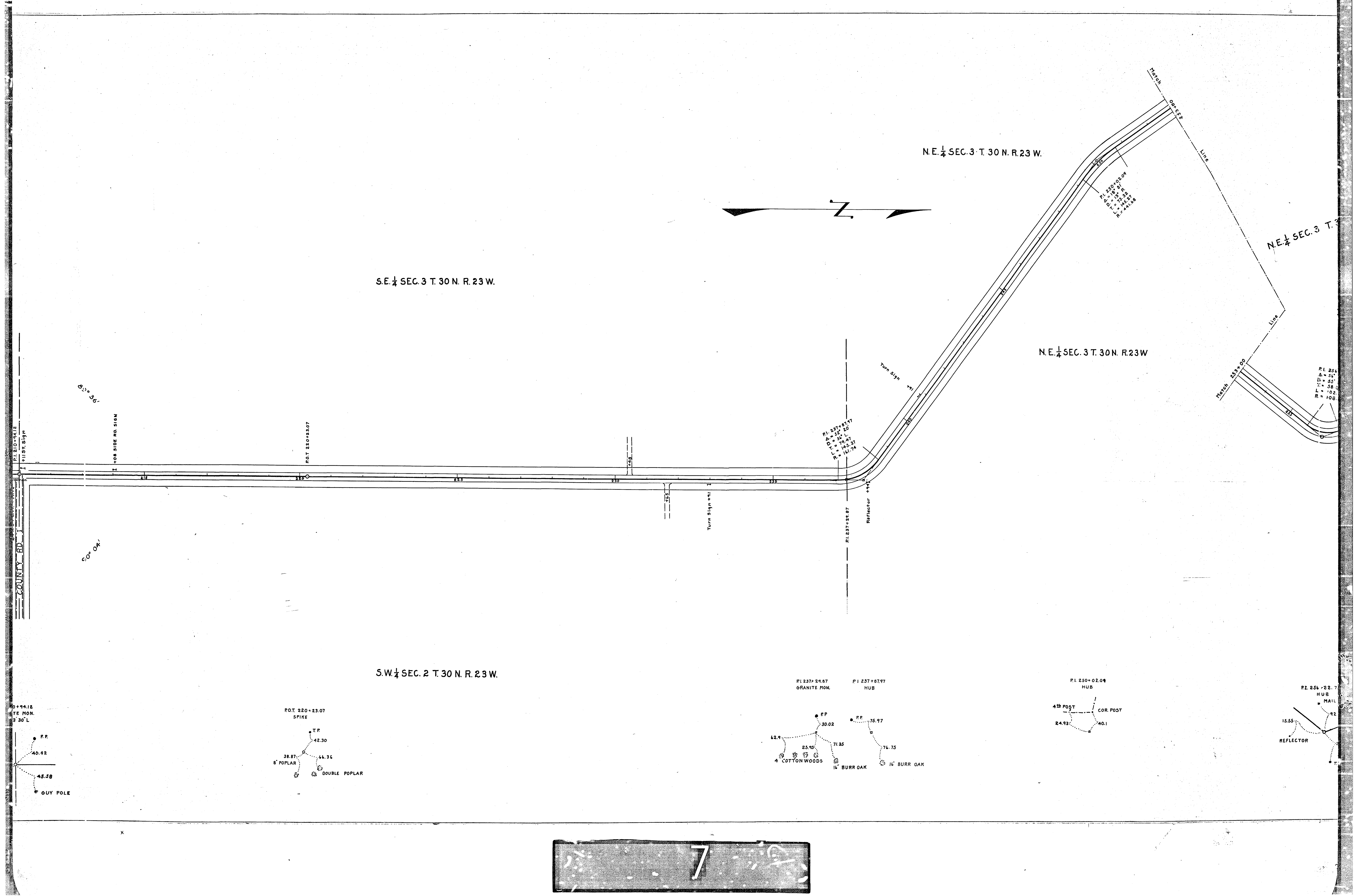


N.E. $\frac{1}{4}$ SEC. 10 T. 30 N. R. 23 W.



N.W. $\frac{1}{4}$ SEC. 11 T. 30 N. R. 23 W.





S.E. $\frac{1}{4}$ SEC. 3 T. 30 N. R. 23 W.

N.E. $\frac{1}{4}$ SEC. 3 T. 30 N. R. 23 W.

N.E. $\frac{1}{4}$ SEC. 3 T. 30 N. R. 23 W.

N.E. $\frac{1}{4}$ SEC. 3 T. 30 N. R. 23 W.

S.W. $\frac{1}{4}$ SEC. 2 T. 30 N. R. 23 W.

COUNTY RD. 1

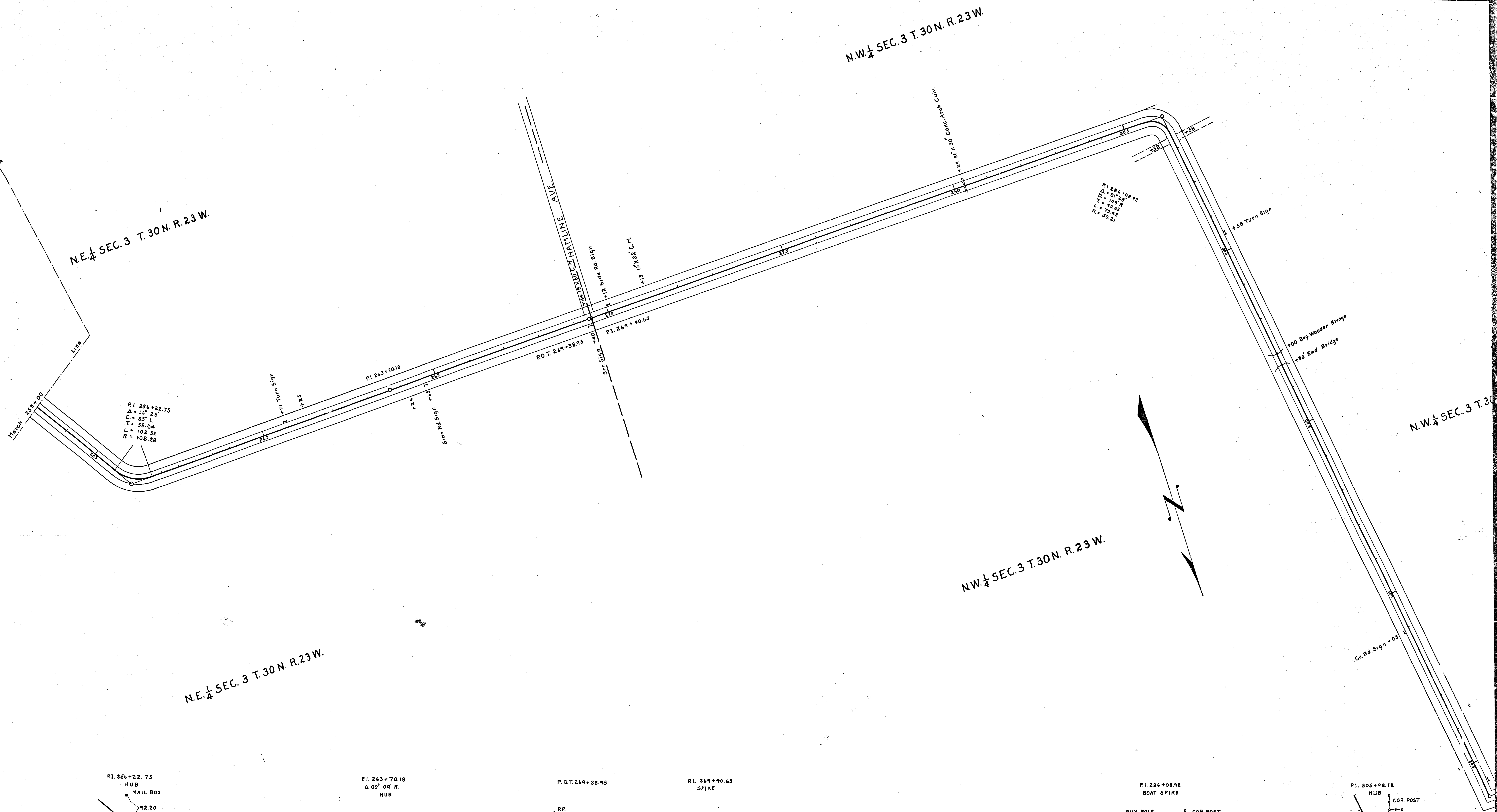
P.P.
40.42
45.38
GUY POLE

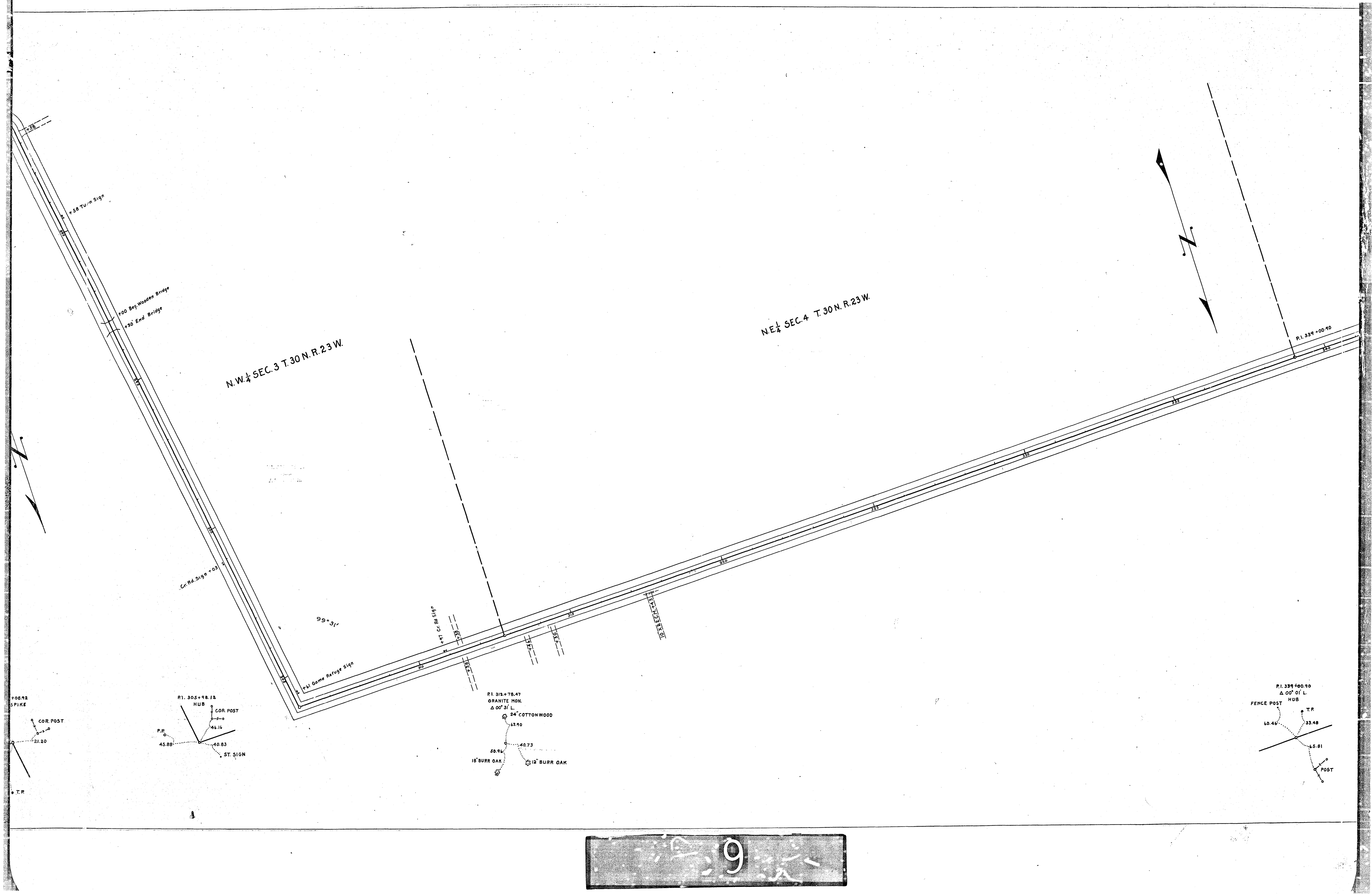
P.O.T. 220+23.07
SPINE
T.P.
42.30
38.87
8' POPLAR
44.36
DOUBLE POPLAR

P.I. 237+29.87
GRANITE MON.
P.P.
30.02
62.9
25.45
4 COTTON WOODS
71.35
16' BURR OAK
P.P.
75.97
76.75
16' BURR OAK

P.I. 250+02.04
HUB
4th POST
24.93
COR. POST
40.1

P.I. 256+22.7
HUB
MAIL
15.55
REFLECTOR





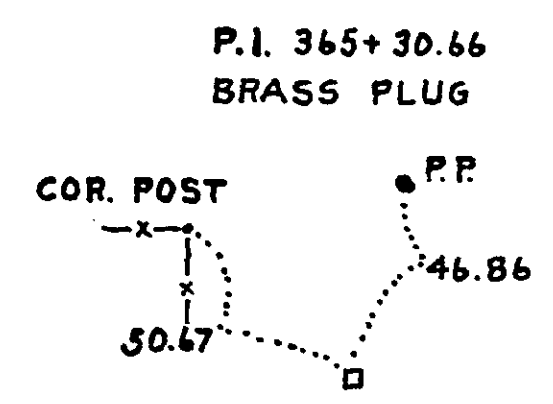
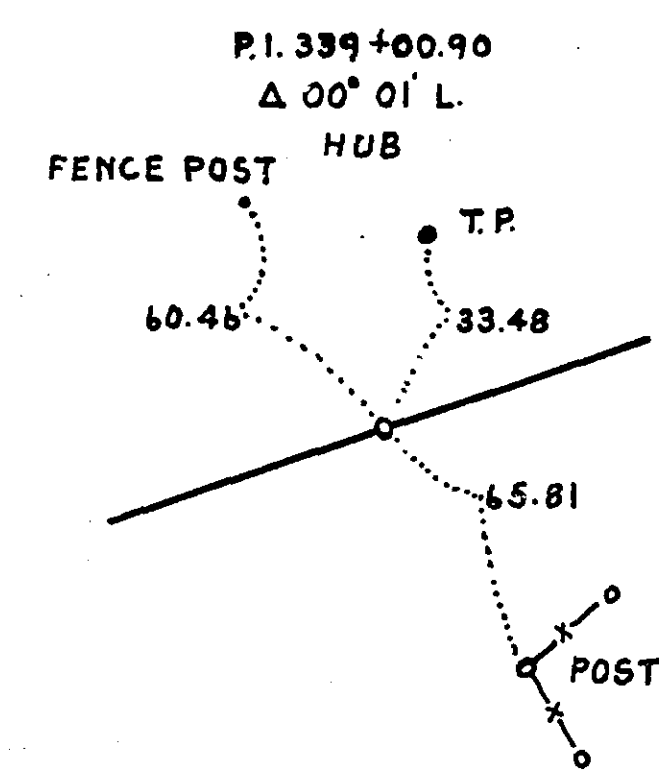
NW 1/4 SEC. 4 T. 30 N. R. 23 W

89° 29'

105' x 105' sub known h/h

crossed by S. 1/4

P.I. 339+00.90

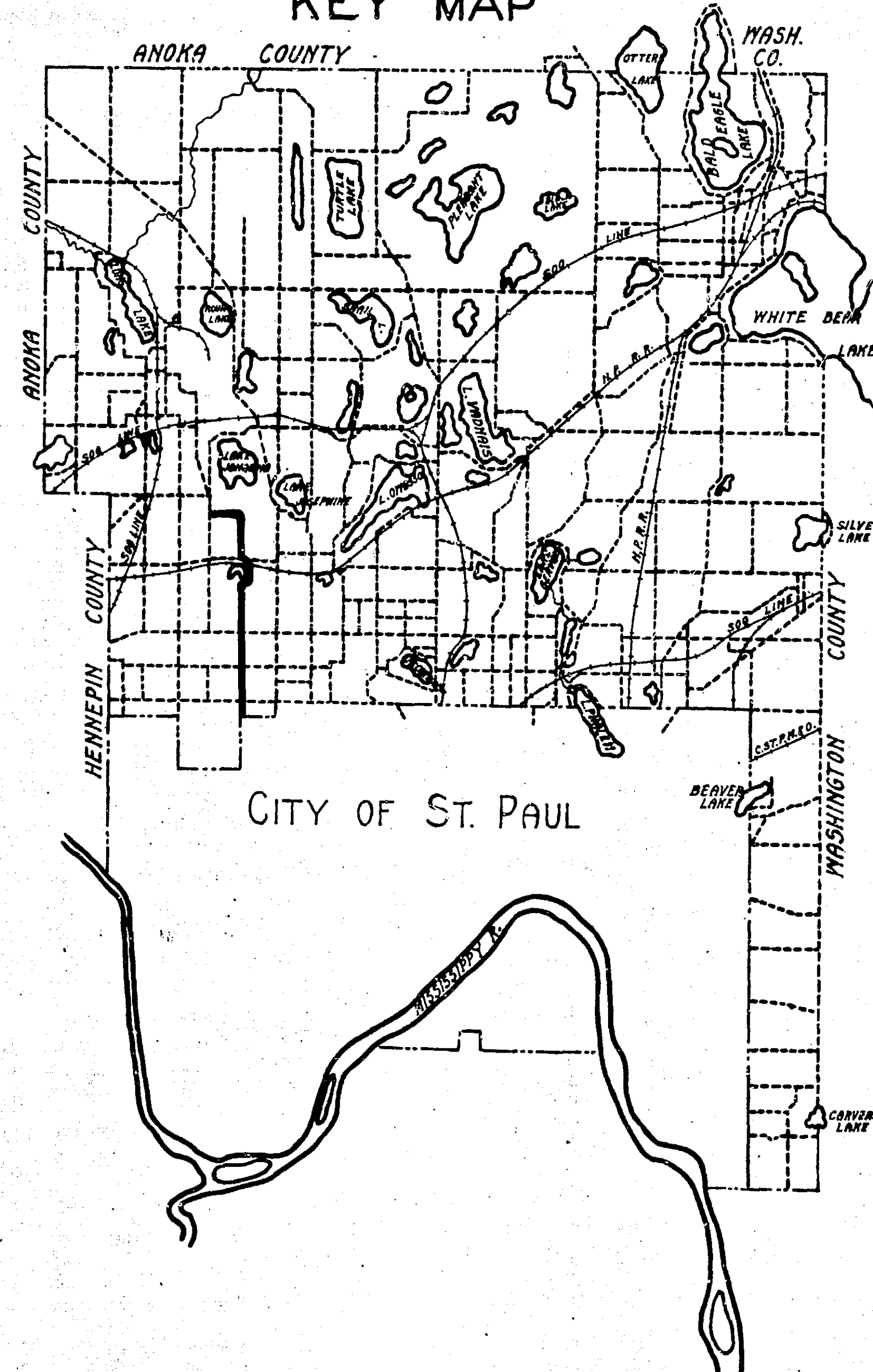


OFFICE OF COUNTY ENGINEER
 RAMSEY COUNTY
 PROGRESSIVE ROAD MAP
 OF
 SNELLING AVENUE
 FROM HOYT AVE. TO NEW BRIGHTON ROAD

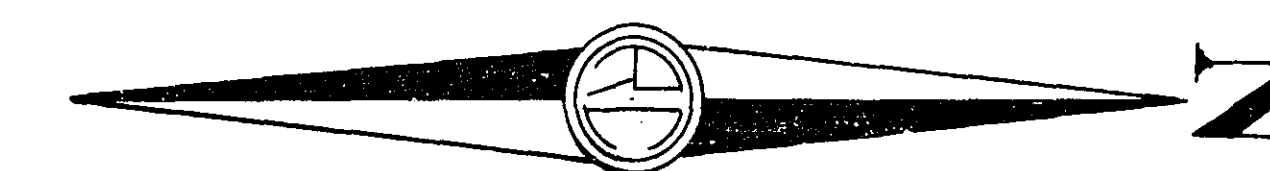
TOTAL LENGTH 19,510.70 FT. 3.70 MILES
 SCALE: 1" = 100'

CONVENTIONAL SIGNS & ABBREVIATIONS				
ITEM	CONVENTION	ABBREV.	ITEM	ABBREV.
County Line	---		Surfacing	S
Township Line	---		Sectional Conc. Culv. (light type)	P1
Section Line	---		Sectional Conc. Culv. (heavy type)	P3
City or Village	---		Corrugated Metal Culvert	C.M.
Fence	---		Vitrified Clay Pipe	V.P.
Right-of-Way Line	---	R.O.W.	Cast Iron Pipe	C.I.P.
Earth Road - not standard	---	Rd.	Private	Pr.
Graveled on Grade not standard	---	G.	In place	Imp.
Graveled to Standard	---	Gr.	Right	RI
Graveled & Graveled to Stand.	---	Gr. & G.	Left	LI
Bituminous Treated	---	Bit.Tr.	Intersection Angle	Δ
Paved	---	Pvd.	Radius	R
Farm Entrance	---	F.E.	Point of Curve	P.C.
Railroads	---	R.R.	" Tangent	P-T
Retaining Walls	---	R.W.	" Intersection	P-I
Guard Rail	---	G.R.	" on Curve	P-O-C
Survey Line	---	S	" Tangent	P-O-T
Gravel Pit	---	GP		
Sand Pit	---	SP		
Clay Pit	---	CP		
Culverts	---			
" Plain	---			
" With Headwalls	---			
Manhole	---	M.H.		
Catch Basin	---	C.B.		
Electric Poles	---	E.P.		
Telephone or Telegraph Poles	---	T.P.		
Trolley Poles	---	T.P.		
Road Lamps	---	R.L.		
County Marking Signs	---			
" Guide	---	G. sign		
" Caution	---	C. sign		
" Reflector	---	R. sign		
" Rail Crossing	---	R.R. sign		
Railroad Crossing Sign	---	Xing sign		

KEY MAP



N.E. 1/4 SEC. 21-29-23



AVE.

CITY OF ST. PAUL

HOYT AVE.

LARPEUR

N.W. 1/4 SEC. 22-29-23

P.I. 13+18.00
 Δ = 00°14'L
 S.E. COR. SEC. 16-29-23

20XF-1/7

S.E. 1/4 SEC. 16-29-23

A2

ROAD

COUNTY

AVE.

LARPENTEUR



PINEBUSH

WOODS

WOODS

CULTIVATED

YARD

THEMISONS ESTATE

CULTIVATED

PASTURE

CULTIVATED

CULTIVATED

CULTIVATED

CULTIVATED

15+00

20+00

25+00

30+00

35+00

40+00

45+00

S.W. 1/4 SEC. 15-29-23

25+00
13+18
11

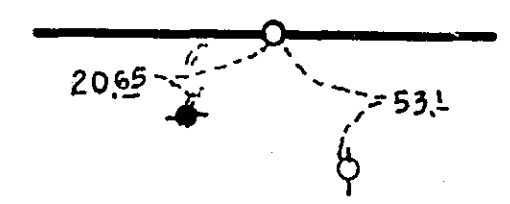
34+41
13+18
26-23

17+11.5
13+18
1967.23

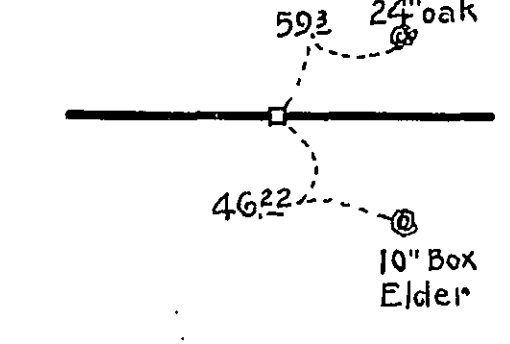
PI. 13+18.00
Δ: 0°01'41" L
S.E. COR. SEC. 16-29-23



P.O.T. 25+02.00

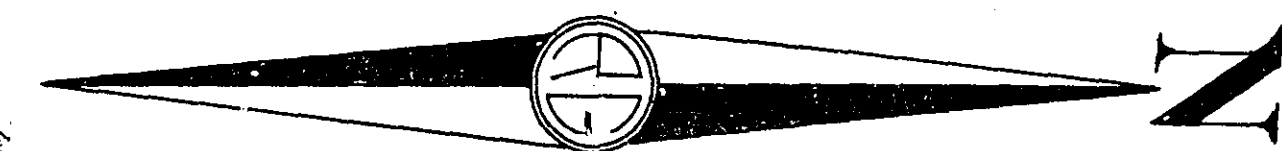


PI. 39+45.00
Δ: 0°01'01" L
E. 1/4 COR. SEC. 16-29-23



20XF 2-1,7

NE. 1/4 SEC. 16-29-23

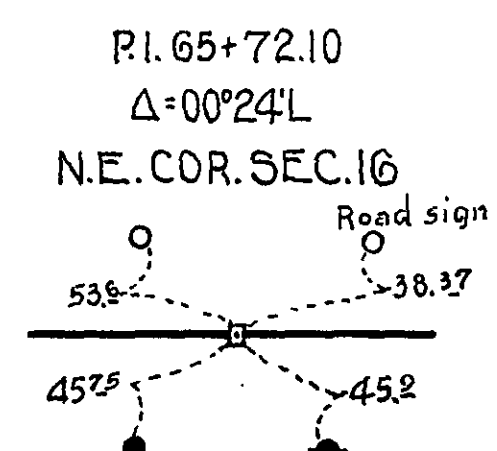


B

ROAD

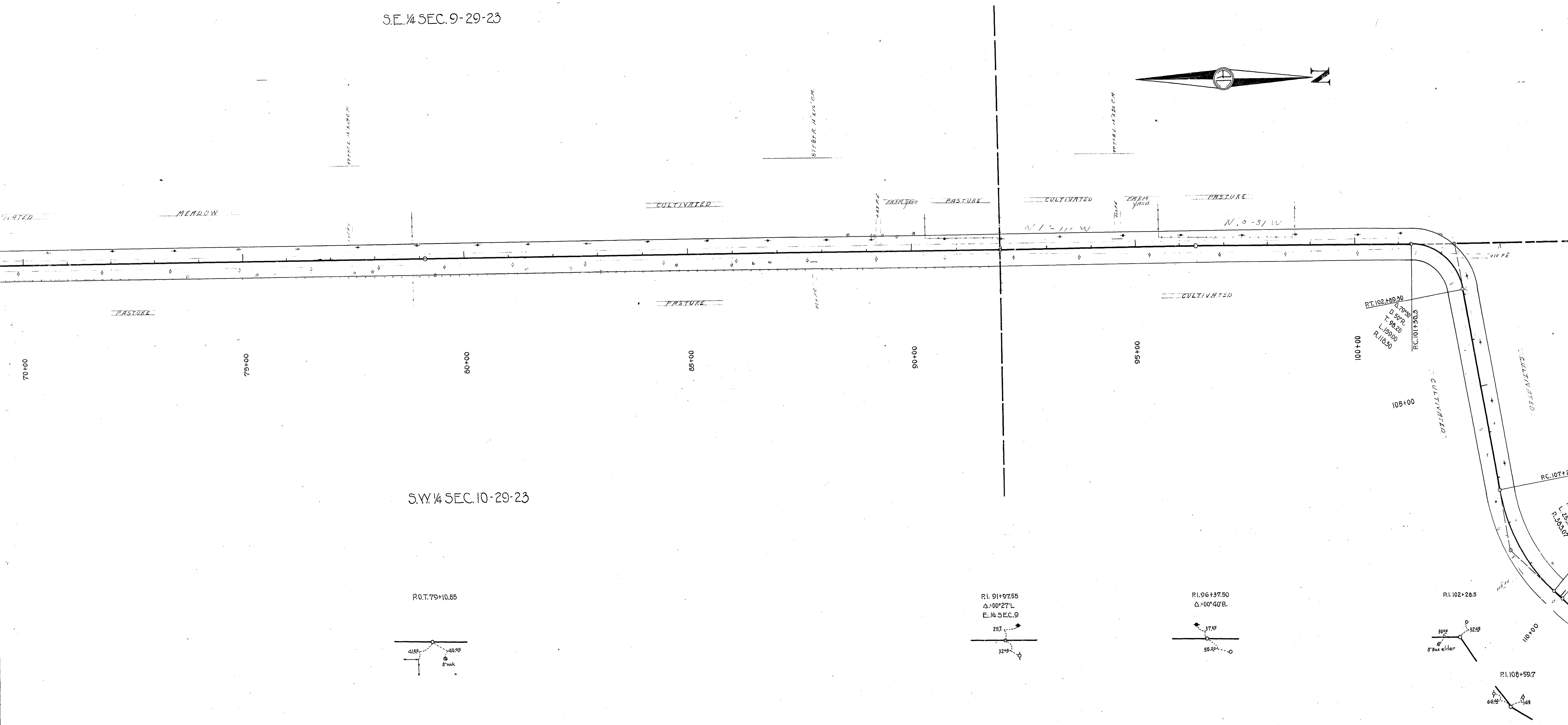
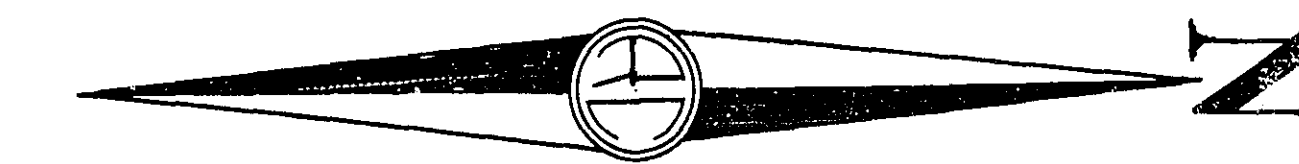
COUNTY

N.W. 1/4 SEC. 15-29-23

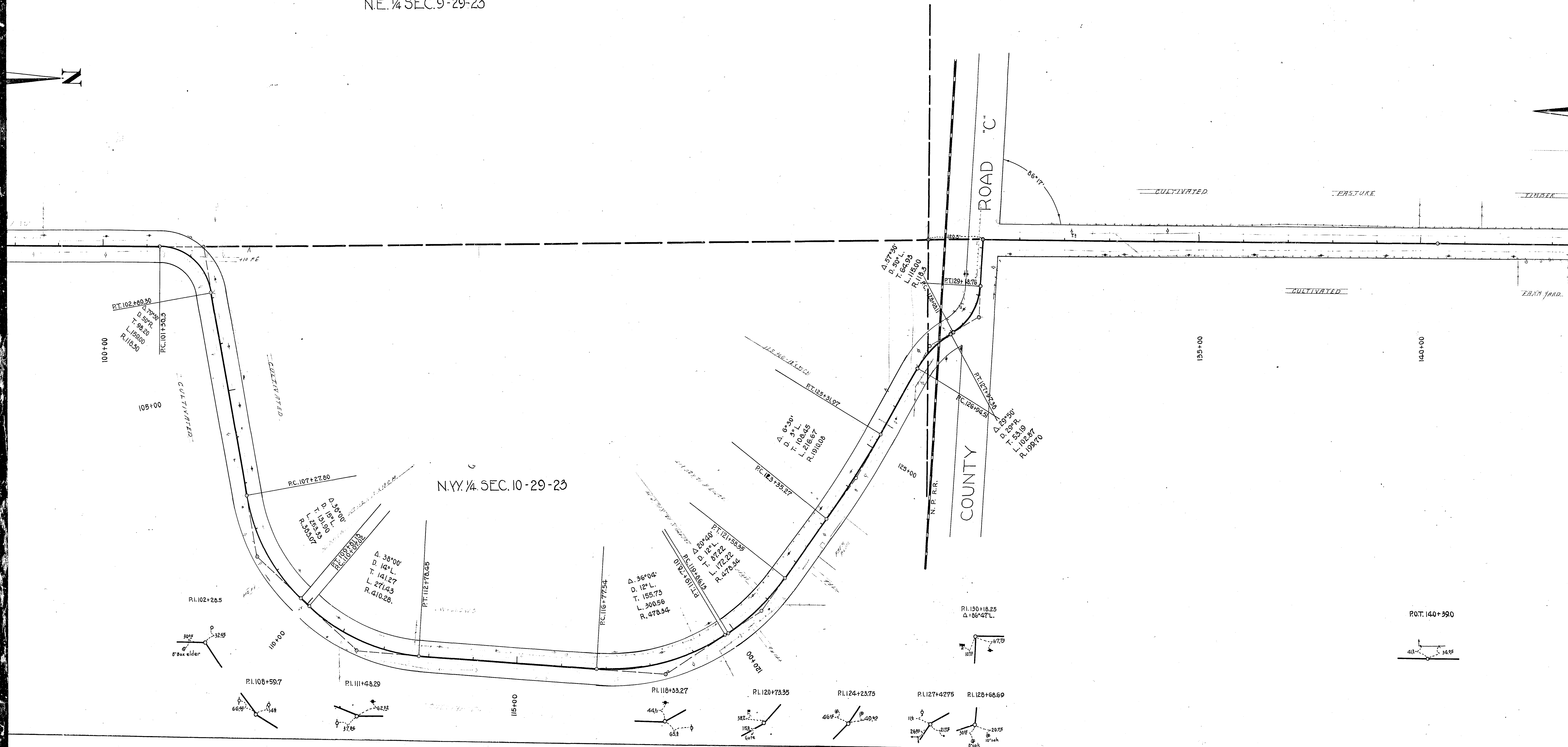


20XF 3/7

S.E. 1/4 SEC. 9-29-23

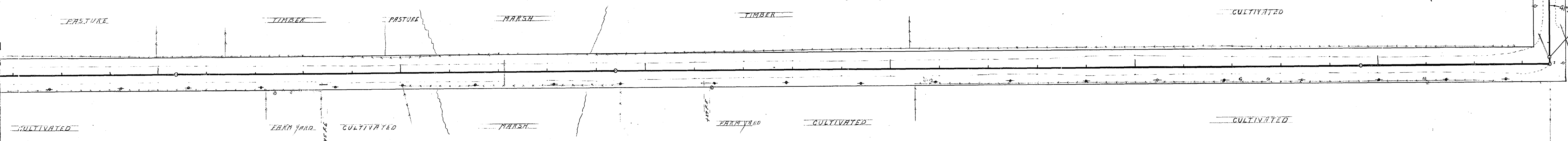
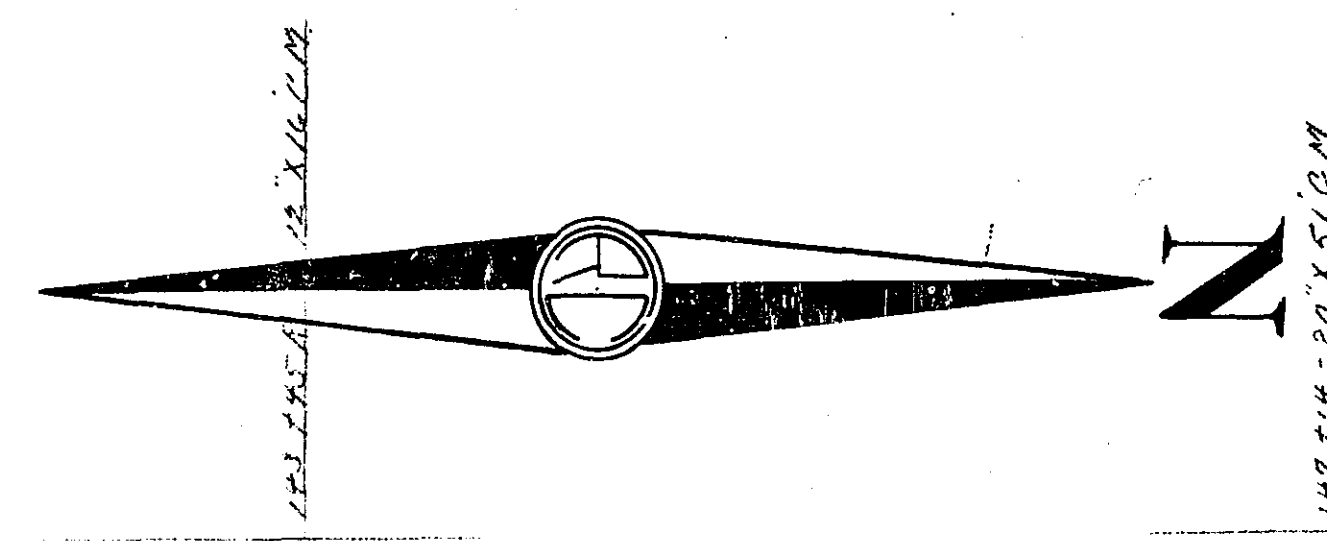


N.E. 1/4 SEC. 9-29-23



20XF-5/7

E. 1/2 SEC. 4-29-23



140+00

145+00

150+00

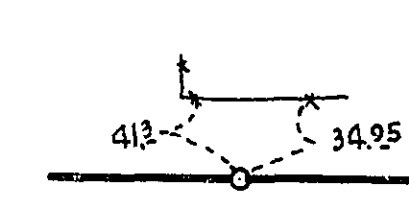
155+00

160+00

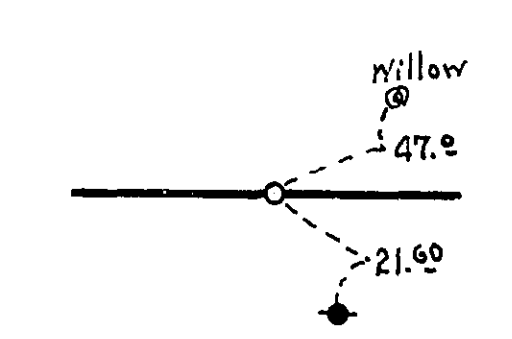
165+00

W. 1/2 SEC. 3-29-30

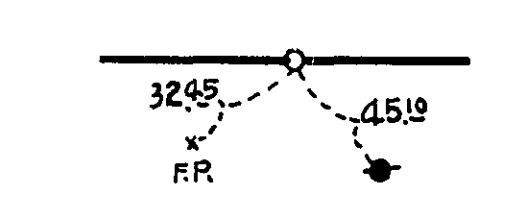
P.O.T. 140+39.0



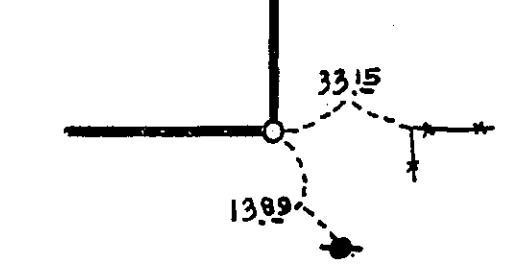
P.O.T. 149+39.80



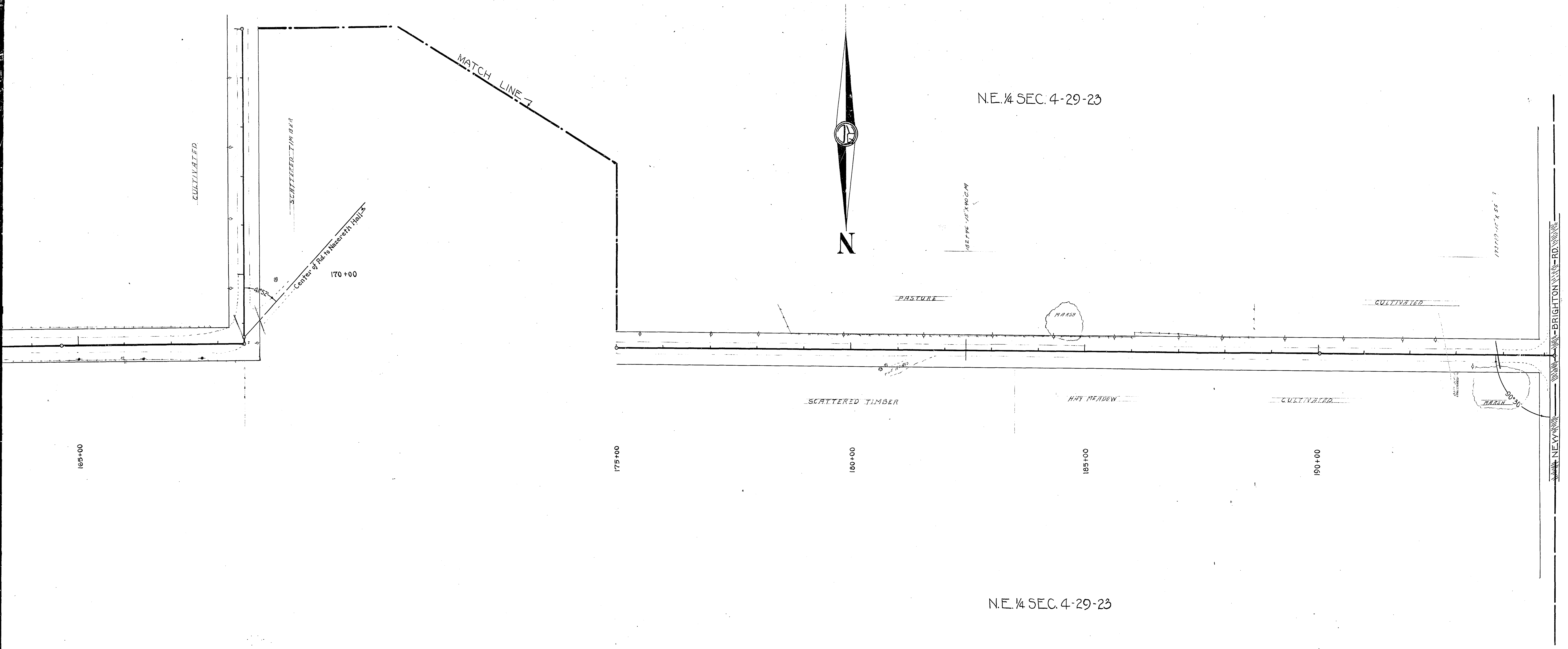
P.O.T. 164+64.5



P.I. 168+56.00
 $\Delta = 60^\circ 49' L$



20XF 6/7



P.O.T. 164+64.5

P.I. 166+56.00
 $\Delta = 69^{\circ}49'11''$

P.O.T. 175+00

P.O.T. 190+03.35

P.O.T. 195+10.70

20XF7/7