

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Road Map Survey

KELLER PKWY.

From Phalen Pkwy. To S.T.H. 61

Road Acc't. No. 42

Date Filed.....

File.....

Feb - 1940

Alignment Notes

Branch "H"

0+00 = 14+48.49 on Keller Parkway Alignment
to
State Trunk Hwy #61

Stadler
Lunser
Wadell

Sta	Point	LT	ET
6+32.86	± S.T.H. 61		100° 56' 0"
			776.11 West to d Arcade St.
4+17.51	1/4 line		102° 27' 0"
3+00.48	P.T.	7° 59' 30"	822.99 W to d Arcade
2+21.19	P.I.	15° 59' 0"	$\Delta = 15^\circ 59' 0''$ $D = 10^\circ 0'$ $T = 80.54$ $L = 159.83$ $E = 573.67$
2+00		2° 58' 0"	
1+40.65	P.C.	0° 0' 0"	
0+10.37			curve P.I. Keller Pkwy
0+00	= 1st 48.49 on Keller Pkwy Survey		± Keller Pkwy

Drill hole (2)

3 nails
P.P.

97.85

100056

71.85

~~3 Nails~~
P.P

1000

10.44 to PJ

822.989
+ 2 Arcade St

1020

67

1/4 - 117E
18th - 88 to 1/4 cor
Frost & Adelle

COTIC, G.R. Post Bolt
from South

12.447

3 Nails
P.P.

22^o Road

$\angle 20^\circ$ Road

Gutter

$$\begin{aligned}\Delta &= 12^\circ 53' 35'' \\ D &= 24^\circ 47' \\ T &= 27.17 \\ L &= 53.71 \\ P &= 240.50\end{aligned}$$

2.1

3.6

27.17

10

~~45.52~~

(b)

48.21

11011 2405

Drill hole
top center

Darr

Gutter Imp.

14.0

+ 28° Road

PC

4a

Feb-1940

(1a)

Topog Notes

Bratich "H"

Keller Parkway to
Highway #61

			L.T. & R.T.		
3	+50	Gutter & Road	8.6	14.0	Gutter & Road
	+42	G.E. Post	13.5		
	+16			19.0	Cross Road Sign
3	+00	Gutter & Road	8.6	14.0	Gutter & Road
	+98	Conc. G.E. Post	13.1		
	+89	✓	✓	12.4	
	+80	✓	✓	12.0	
	+71	✓	✓	11.5	
	+62	✓	✓	11.2	
	+53	✓	✓	11.0	
	+50	Gutter & Road	6.3	16.2	Gutter & Road
	+44	Conc. G.E. Post	11.1		
	+35	✓	✓	11.2	
	+27	✓	✓	11.5	
	+18	✓	✓	12.0	
	+08.5	✓	✓	12.6	
2	+00	Gutter & Road	8.4	14.3	Gutter & Road
	+98	G.E. Post	13.0		
	+90	G.E. Post	12.7		
	+81	G.E. Post	12.4		
	+72	Conc. G.E. Post	11.8		
	+63	Conc. G.E. Post	11.7		
	+59	Gutter	7.4		
	+57	Gutter & Road	7.4		
	+57	Tractor Prohibited Sign	16.3		
	+55	Conc. Post (G.E. Post)	17.0		
	+54	Conc. G.E. Post	13.3		
		Gutter	8.0		
	+52	Gutter & Road	8.7		
	+50	Gutter & Road	10.8		
	+49	Gutter & Road	13.0		
	+40.65 P.C.				
		Gutter & Road	42.9	14.3	Gutter & Road
1	+00	Gutter & Road	33.1	14.2	Gutter & Road
	+50	Gutter Road	21.7	14.0	Gutter & Road
	+10.37	R.I. to Keller Pkwy.			
	+10	Curve & Slow Sign	20.6		
0	+00	Gutter 22 wide edge Black Top	14.0	14.0	Gutter 22 wide edge Road
			14.0	14.0	

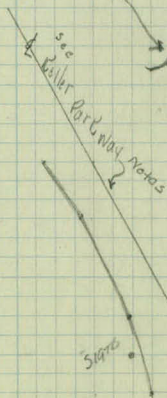
Feb - 1920

(3a)

Total of 41 Concrete Guard Rail Posts with
9.5 of chain between Posts about 9.0 apart.

Concrete G. Rail Posts 3" Line chain between Posts

2.2 Gutter



Black Top - Trap Post

0+00

Aa

LT. & ET

6+32.86 $\pm$ Highway #61+20 end gutter 32
+19.5 parking line #61+10 44.9 end gutter
57.7 #61 parking line

+05 outside gutter 13.8 23.0 outside - Gutter

6+00 outside - gutter 13.1 20.0 outside edge gutter

+93 outside edge gutter 11.3 16.9 outside edge gutter

+86 16.8
+71 15.6 outside edge gutter

+66 23.7 stop sign

+63 outside edge gutter 11.1

+50 Gutter + Road 8.8 13.7

5+00 Gutter + Road 8.8 14.0 Gutter + Road

5+00 Lost G. R. Post + chain 13.5

+74 Conc. G. R. Post 13.4

+50 Gutter + Road 8.9 14.0 Gutter + Road

+30 Conc. G. R. Post 13.5

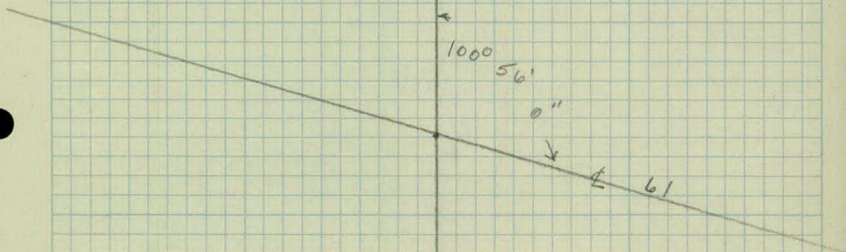
4+17.51 $\frac{1}{4}$ line E

4+00 Gutter + Road 8.8 14.0 Gutter + Road

3+86 G. R. Post 13.3

Feb-1960

52



5+63

Gutter filled with
Black Top

Gutter filled black top
5+71

6a

Alignment Notes

Keller Parkway

DTSD =

on East Shore Drive

To

E St. H. #61

Stadler

Louzer

Wadell

①

10+76.13 P.T.

$$T = 50.56 \checkmark$$

$$D = 22^\circ 47' \checkmark$$

10+27.41 P.I.

$$\Delta = 21^\circ 50' 33'' \checkmark$$

$$L = 99.28 \checkmark$$

9+94.18 * Frost Ave Conn

$$R = 262.04 \checkmark$$

9+76.85 P.C. Frost Ave Conn

7+52.52 P.T.

$$T = 111.46 \checkmark$$

$$D = 4^\circ 47' \checkmark$$

6+39.90 P.I.

$$\Delta = 8^\circ 57' 48'' \checkmark$$

$$L = 224.08 \checkmark$$

5+28.44 P.C.

$$R = 1432.69$$

1+94.63 P.T.

$$T = 99.44 \checkmark$$

$$D = 14^\circ 47' \checkmark$$

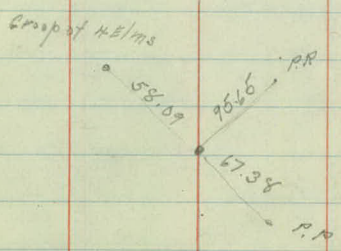
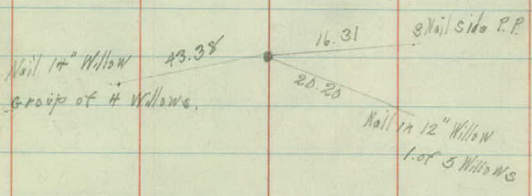
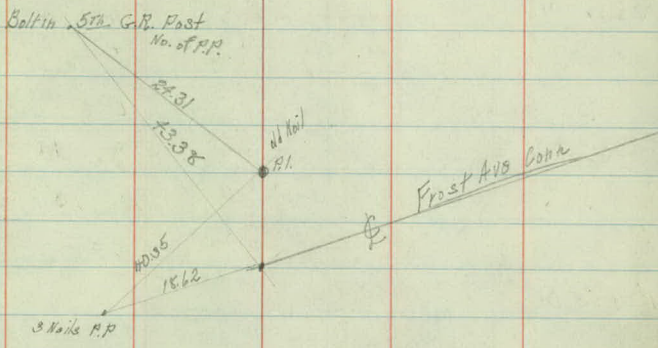
0+99.44 P.I.

$$\Delta = 27^\circ 14' 51'' \checkmark$$

$$L = 194.63$$

$$R = 410.28 \checkmark$$

0+00 P.C.



(3)

13+96.01

$$T = 67.51$$

$$D = 23^{\circ} \text{ Rt.}$$

13+32.52 P1

$$\Delta = 30^{\circ} 07' 51''$$

$$L = 131.00$$

$$R = 250.79$$

12+65.01

12+62.33 MT

$$T = 44.23$$

$$D = 45^{\circ} \text{ Rt.}$$

12+23.64 P1

$$\Delta = 37^{\circ} 24' 20''$$

$$L = 83.12$$

$$R = 130.66$$

11+79.41 P.C.

11+56.84 & Frost Ave

Cong Down

95.25

69.88

57.47

Wells Sooline Span

Wells Sooline Span

24.98

33.62

64.75

Wells Frost Ave Span

R Frost Ave

Drill Hole

42.84

20.43

66.67

32.92

Nail

Drill Hole

(5)

19+60.17 PT ✓

$$T = 135.26$$

$$D = 16^\circ \text{ Lt. } \checkmark$$

18+37.55 PI

$$\Delta = 41^\circ 15' 38'' \checkmark$$

$$L = 257.88$$

$$R = 359.27 \checkmark$$

17+02.29 PC

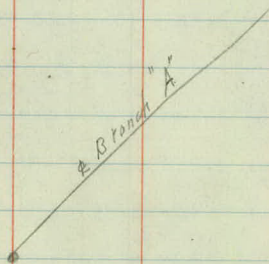
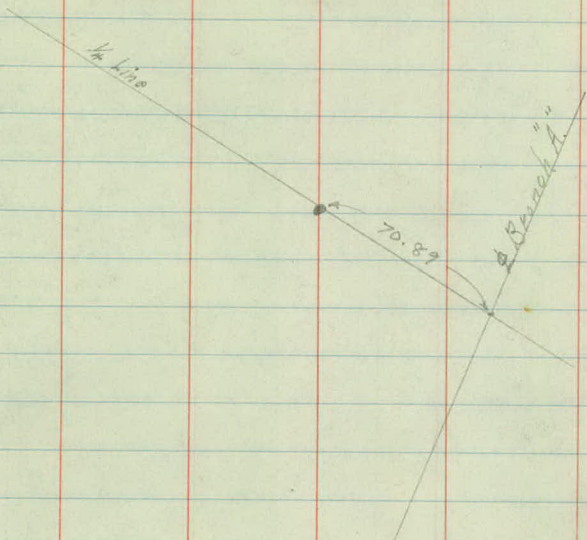
P.T.

14+49.63 PI

$$\Delta 12^\circ 54' 51'' \checkmark$$

PC

⑥



(7)

27+07.03 P.T.

$$T = 102.91 \checkmark$$

$$D = 25^\circ \text{ Rt. } \checkmark$$

26+17.85 P.I.

$$\Delta = 48^\circ 01' 22'' \checkmark$$

$$L = 192.09 \checkmark$$

$$R = 231.01 \checkmark$$

25+14.94 P.C.

21+88.44 P.T.

$$T = 56.48 \checkmark$$

$$D = 48^\circ \text{ Rt. } \checkmark$$

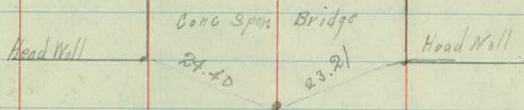
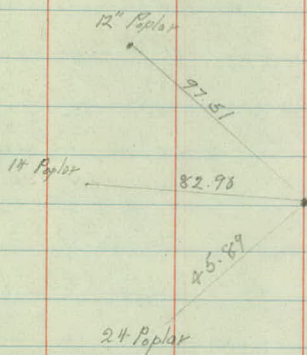
21+42.10 P.I.

$$\Delta = 49^\circ 21' 19'' \checkmark$$

$$L = 102.82 \checkmark$$

$$R = 122.93 \checkmark$$

20+85.62 P.C.



(9)

33+51.65 PT.

$$T = 65.61 \checkmark$$

$$D = 40^\circ \text{ Rt. } \checkmark$$

32+96.40 P1

$$\Delta = 48^\circ 20' 39'' \checkmark$$

$$L = 120.86 \checkmark$$

$$R = 146.19 \checkmark$$

32+30.79 P.C.

31+10.41 PT.

$$T = 86.86$$

$$D = 9^\circ 30' \text{ Rt.}$$

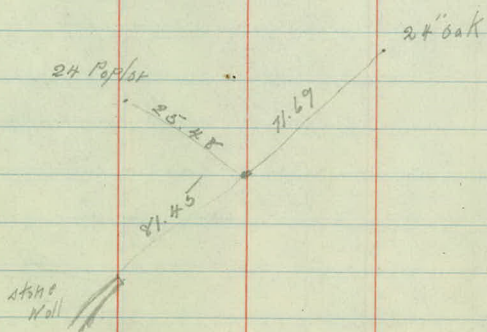
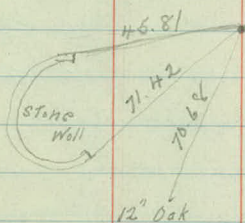
30+24.94 P1

$$\Delta = 16^\circ 22' 18''$$

$$L = 172.33 \checkmark$$

$$R = 603.80$$

29+38.08 P.C.



(11)

38+73.81 PT.

$$T = 251.38 \checkmark$$

$$D = 32^\circ 21' \checkmark$$

37+86.53 P1

$$\Delta = 108^\circ 22' 13'' \checkmark$$

$$L = 338.66 \checkmark$$

35+35.15 PC.

$$R = 181.40 \checkmark$$

S.T.H. 61

E

77.19

38.10

Stone Wall

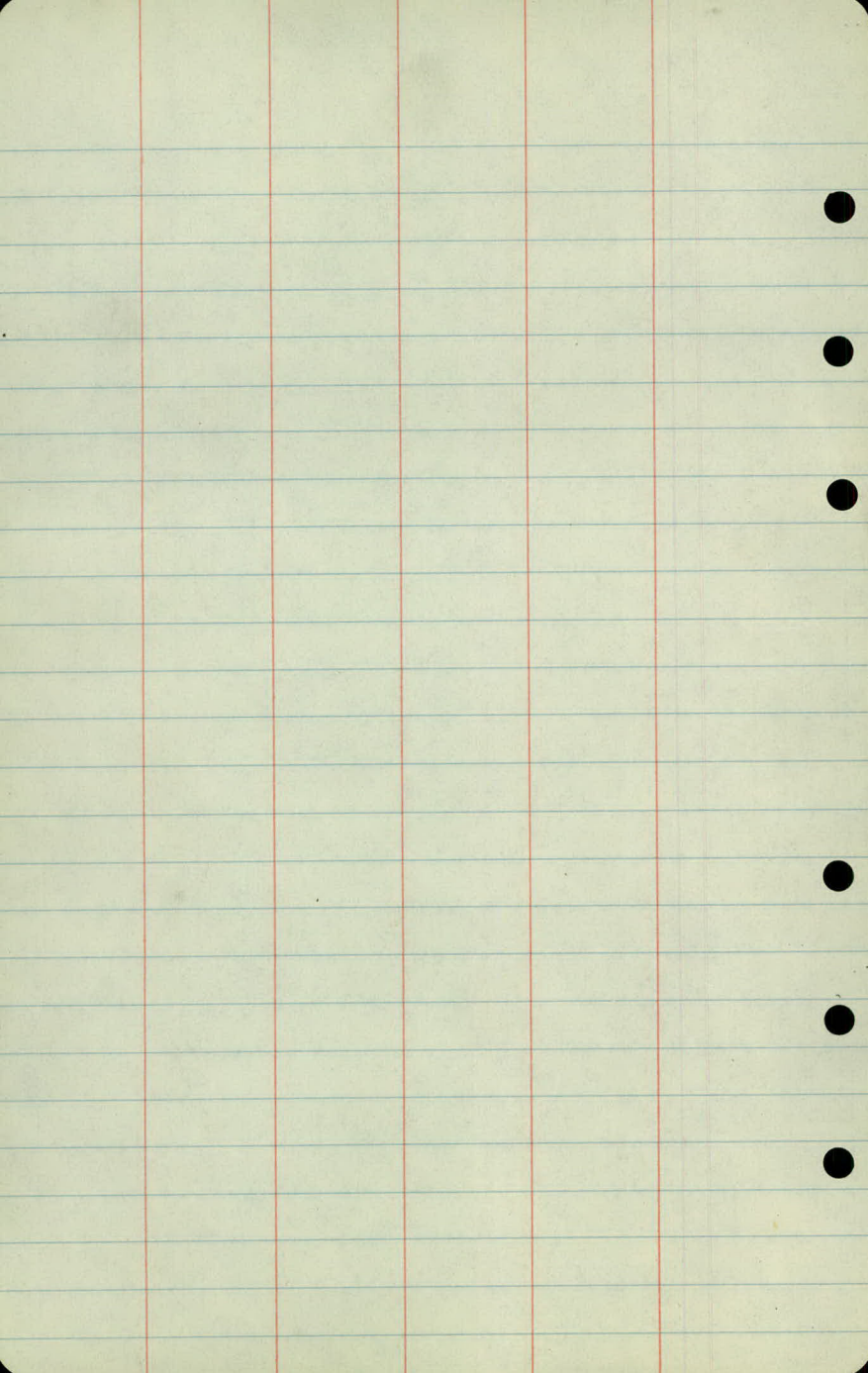


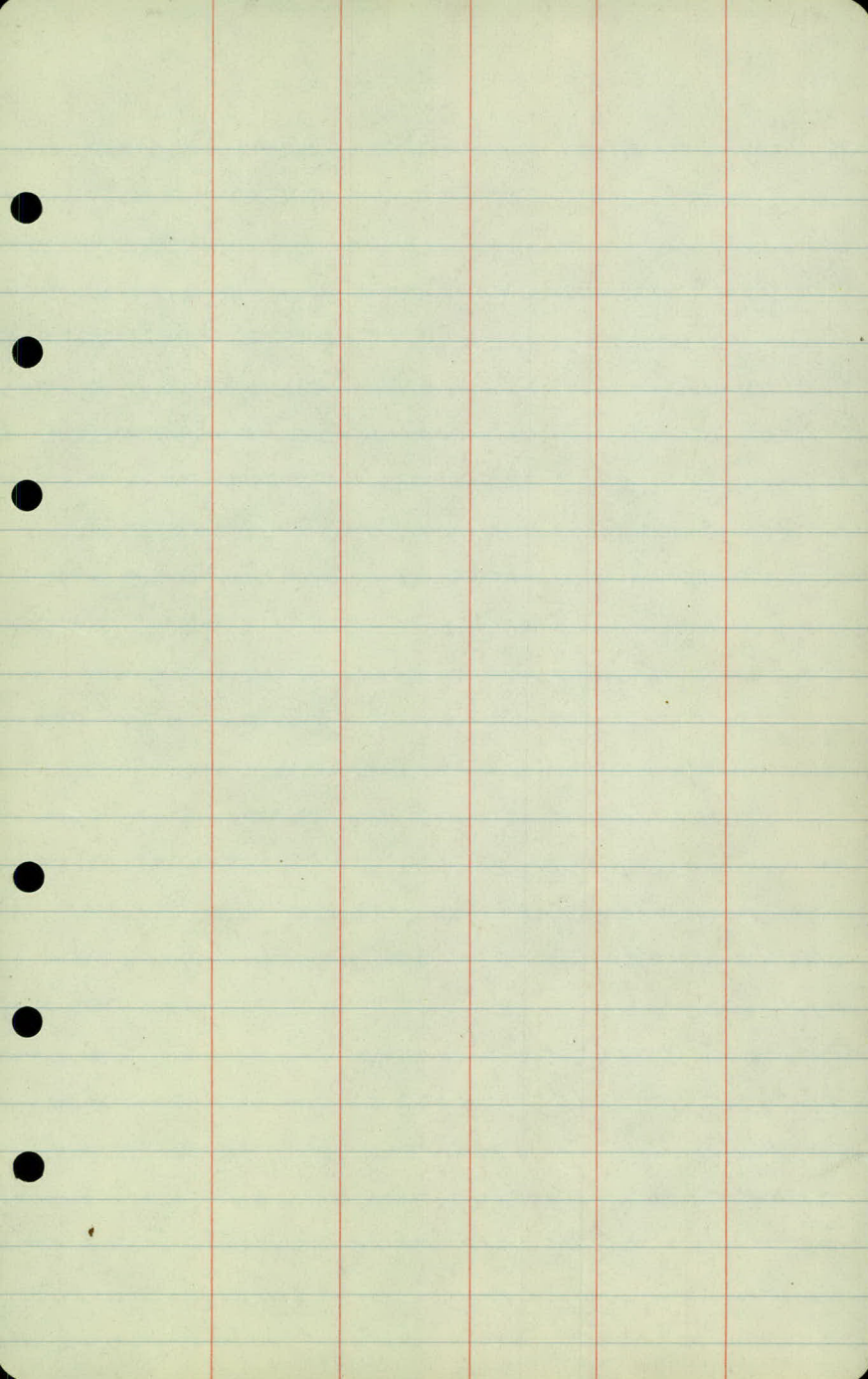
Entrance
Keller



Stone Wall

E Keller Parkway





Sta.	Point	LT.	ET.
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49+84.16	P.T.	8° 11' 30"	
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49+00		4° 36' 51"	
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48+86.69	P.I.	16° 23' 0"	
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48+00		0° 21' 51"	
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47+91.43	P.C.	0° 0' 0"	
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$$A = 16^{\circ} 23' 0''$$

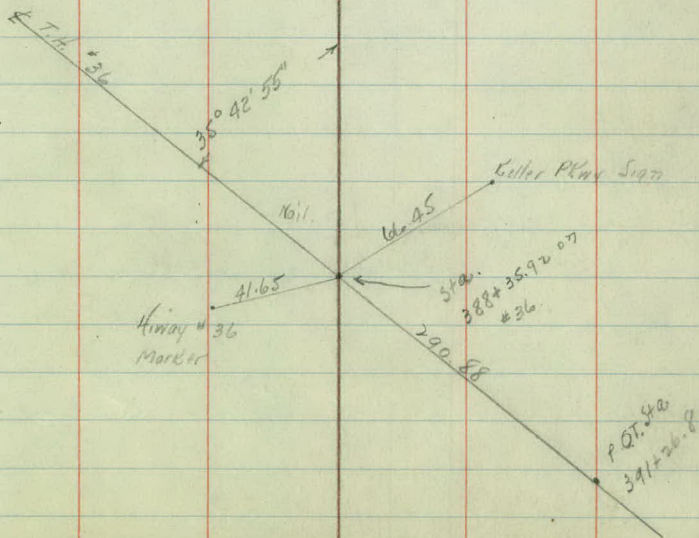
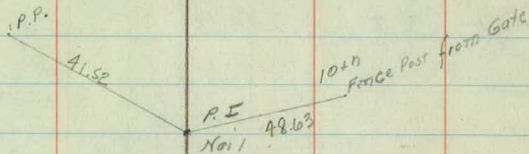
$$D = 8^{\circ} 30' 47''$$

$$T = 95.76$$

$$L = 192.75$$

$$E = 674.69$$

38+70.82	Intersection with T.H. #36 + Miller Pkwy		
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17.

Sta	P.T.	L.T.	R.T.
53+46.14	P.T.	$23^{\circ}48'40''$	$A = 47^{\circ}37'20''$
53+00		$18^{\circ}30'20''$	$D = 23^{\circ}47'$
52+49.75	P.I.	$47^{\circ}37'20''$	$T = 110.67$
52+00		$7^{\circ}0'20''$	$L = 207.06$
51+39.08	P.C.	$0^{\circ}0'0''$	$R = 250.79$
51+00.81	$\frac{1}{2}$ line		

53.86

3 Mils
P.P.

96.79

Nil

64.70

3 Mils
So. Sid
P.P.

± Arcade St.

$20^{\circ} 17' 30''$

P.P. 3 Mils
South Side P.P.

89.30

44.61

78.12

See Other Notes

P.P.

at P.P.

19.

Sta Point LT & RT

57+46.51 P.T.

 $A = 17^{\circ} 17' 30''$ $D = 160 \text{ RT}$ $T = 54.62$ $L = 108.05$ $C = 370.78$

56+93.08 P.I.

 $17^{\circ} 17' 30''$

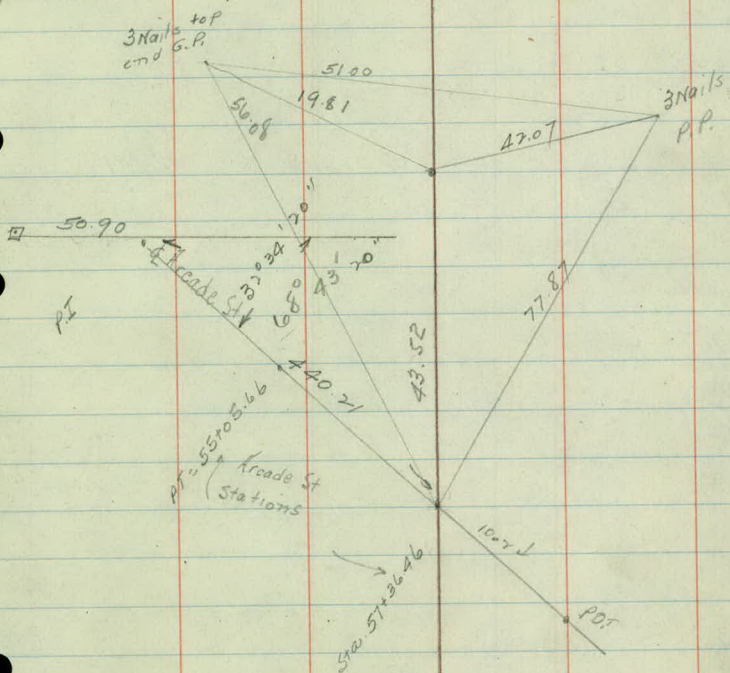
56+49.56 ± Arcade St.

56+38.46 P.C.

55+57.63 P.T.

 $A = 13^{\circ}$ $D = 130$ $T = 50.37$ $L = 100.00$ $C = 441.68$ 55+07.95 P.I. 13°

54+57.63 P.C.



Sta	Point	LT	ET
78+22.92	P.T.		
77+67.54	P.I.	22°33'50"	
77+10.10	P.C.T.		
63+97.13	P.T.		
62+05.89	P.I.	18°26'	
62+12.80	P.C.		

$$A = 22^{\circ}33'50''$$

$$D = 20^{\circ}$$

$$T = 57.44$$

$$L = 112.82$$

$$E = 287.94$$

$$22^{\circ}33'50''$$

$$A = 18^{\circ}26'0''$$

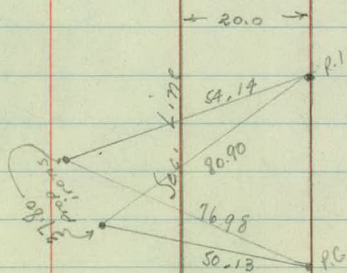
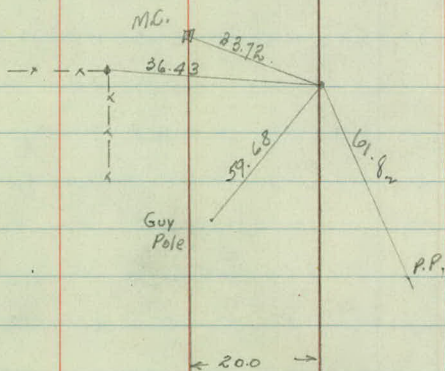
$$D = 10^{\circ}07'$$

$$T = 93.09$$

$$L = 184.33$$

$$E = 573.69$$

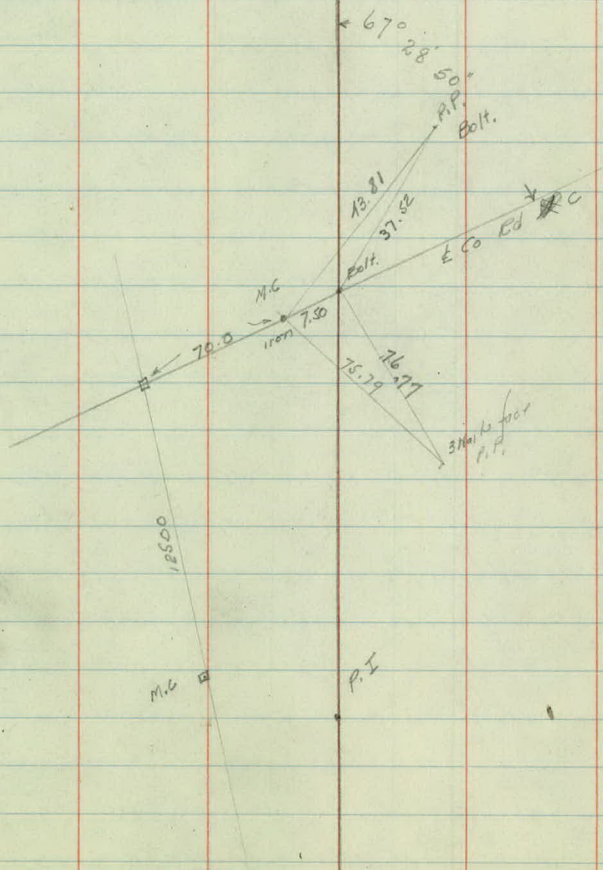
$$18^{\circ}26'$$



79+14.98 ± Co. Rd 'B' + Section Line

March - 1940

29,



Feb - 1940
March -

1.

Topog Notes
Keller Parkway

Stadler
Lunzer
Wadell

1 of 40 pages

LT. & RT.

9				
9+79		31.4		Gutter + Road
9+74.50	Gutter + Road	13.0	22.1	Gutter + Road
+70		19.4		Gutter + Road
+68	G.C. Post	17.6		
+65		16.5		Gutter + Road
+59	Conn. G.R. Post	17.7		
+57		14.6		Gutter + Road
+2	Begin Guard Rail	17.7		
	Conn. Posts & Report + chain			
9+00	Gutter + Road	13.1	14.6	Gutter + Road
8+00	Gutter + Road	13.5	14.4	Gutter + Road
+51.39	P.T. Gutter + Road	13.7	14.3	Gutter + Road
+43		22.0		Side Road Sign
7+00	Gutter	13.5	14.3	Gutter + Road
+50	Gutter	12.8	15.2	Gutter
6+00	Gutter + Road	13.6	14.3	Gutter + Road
+50	Gutter	14.0	14.8	Gutter
+33	Side Rd Sign	21.3		
+26.39	Gutter + Road	14.0	14.2	Gutter + Road = P.C.
5+00	Gutter + Road	13.8	14.1	Gutter + Road
4+00	Gutter + Road	14.0	14.0	Gutter + Road
3+00	Gutter + Road	14.0	14.2	Gutter + Road
+95	G.B. in Gutter	15.0		
+60		14.0		Gutter + Road
+50	Gutter + Road	14.2	15.5	Gutter + Road
+40		19.3		Gutter + Road
+30		24.6		Gutter + Road
+22		56.0		Killer Pkwy Sign (Steel Post)
+20		33.6		Gutter + Road
+10		54.7		edge gutter + Road
4+00	Gutter	14.0		
+93.65	P.T. Gutter + Road	14.0		
+50	Gutter + Road	11.4		
1+00	Gutter + Road	14.0		
0+50	Gutter + Road	11.0		
0+00	edge 2.2 Conn. Gutter + Black top	14.2		
0+00	= 10+86.67 on East Shore Drive Survey			

for tying Notes
this side see

East Shore Drive Notes

Cloudy 16° 20Mile N wind

Feb - 1990

Concrete G.P. Post
3" chain cable

74.50

18" corr
outlet

32.3

Gutter
2.2 wide

street
sign

Black top

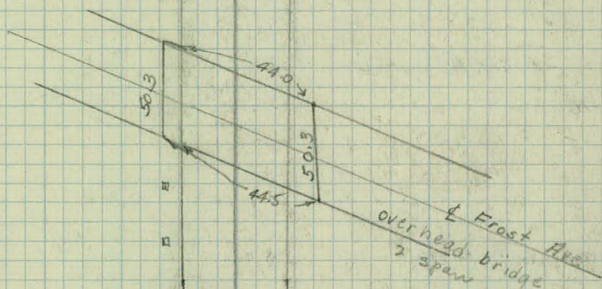
Black top Road
(Trap Post)

A.	LT.		CT.	
12 + 12 Conc. G. R. Post	21.4			
17 + 00 Gutter + Road	13.9	14.0		Gutter + Road
+ 93 Begin G. R. + Chain	20.0			
+ 91 cor. bridge Span	18.9			
+ 76.80 Gutter + Road	14.0	14.0		Gutter
+ 66		20.6		cor. bridge Span
+ 41 Cor. bridge Span	18.7			
+ 40 end G. R. + Chain	18.6			
+ 15		20.2		Corner bridge Span Over head
+ 05 Conc. G. R. Post	18.4			
11 + 00 Gutter + Road	13.8	13.9		Gutter + Road
10 + 74.46 P.T. Gutter + Road	13.8	14.2		Gutter + Road
+ 69 Conc. G. R. Post	18.0			
+ 51 Conc. G. R. Post	15.1			
+ Gutter + Road	11.8	15.8		Gutter + Road
+ 43		28.4		Curve + slow Sign
		16.1		Gutter
+ 35		16.1		Gutter + Road
+ 32 Conc. G. R. Post	15.9			
+ 25		16.5		Gutter
+ 18		26.7		Street Sign
+ 15 Conc. G. R. Post	16.6	19.1		Gutter
+ 09		25.6		Gutter + Road
+ 04		32.6		Gutter + Road
10 + 00 Gutter + Road	13.6			
+ 45 G. R. Post	17.7			
+ 93.5 Reflector Sign	17.0			
9 + 86 Conc. G. R. Post	17.4			

Feb - 1940

6/1/40 P-1

total 8 conc. posts
w/ 3" chord cable
Sta 11+93 to Sta 12+46



total of 25 Conc. Posts
Sta 9+29 to Sta 11+40

conc G.P. Posts
3" chord cable

Sign

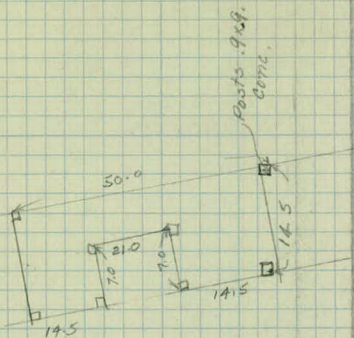
Sign

FROST AVE

Paving

6'

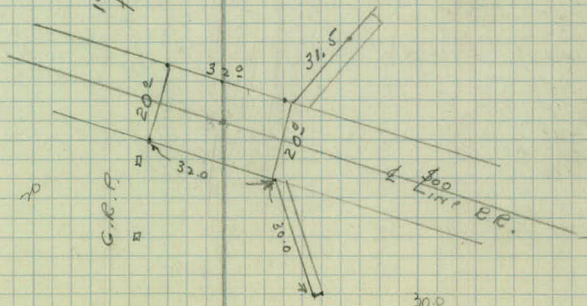
14+91.60 P.T. Gutter & Road	10.3	24.8	Gutter & Road
+64 Gutter & Road	10.4	19.0	Gutter
+60 cor. & Slow Sign	16.8		
+38.12 Gutter & Road	14.2	14.7	Gutter & Road
+35 Line of Dams			
+33 N.E. cor. face Post Dam	22.2		
+21 Line dam intersects &			
+19 S.E. cor. face Post Dam	21.3		
+16 end G.P. Post & chain	19.3		
14+05 G.P. Post	19.0		
13+93.13 Gutter & Road P.T.	13.7	14.3	Gutter & Road
+90 G.P. Post	19.9		
+73 G.P. Post	22.1		
+55 G.P. Post	22.1		
+50 Gutter & Road	17.3	10.7	Gutter & Road
+37 G.P. Post	22.6		
+ G.P. Post	21.6		
13+00 Gutter & Road	12.5	15.3	Gutter & Road
+97 Gutter	13.0	13.0	Gutter
+97 Spillway	13.6	13.6	Spillway
+97 Conc. G. Post	17.8		
+95		27.4	end Wing Wall 2.5 thick
+88 Gutter 13.6 Spillway	15.8	13.6	Gutter 13.6 to spillway
+79 G.P. Post	16.5		
+64009m Conc. G.P. & chain	19.3		
+63 cor. R.R. Span	16.0	16.0	cor R.R. Span
+61.19 P.T. Gutter & Road	13.4	13.8	Gutter & Road
+47 cor. R.R. Span	18.5		
+46 End G.P. & chain	21.4		
+42		13.2	cor R.R. Span over head concrete
+30 Conc G.P. Post	22.6		
12+15		25.8	cor-face wing wall 2.5 thick



19 - Concrete C.P. Post 4 3/4" diam
from Sta 12+64 to Sta 14+16



Spillway



		LT	ET	
8.				
70+90		18.8		Stone wall
+88		21.6		✓
+70		25.4		✓
+61.5		30.2		✓
+50		38.8		✓
+27		50.0		Stone wall
+31 No Parking Sign	14.5			
+25		16.7		slow Sign
70+00 paring	11.5	9.0		paring
19+58.72 paring	11.5	9.2		paring
+30		27.0		Rock at falls
+31		32.2		✓
+29		25.4		✓
+28 end head wall	13.6			
+26		31.5		face falls
+25.5		17.4		end headwall
+28.5		37.6		pt. Rock at falls
+17.5 begin Stone headwall	14.0			
+17		17.0		begin headwall (stone)
+17		33.7		face falls
+17		50.0		edge Rock Spillway
+13		37.1		Rock at falls
+11		27.0		Rock at falls
+10		32.2		Rock at falls
+10		36.5		✓
19+00 paring	10.6	10.3		paring
+76		17.6		No Parking Sign
+06 Side Rd Sign	12.0			
18+00 paring	9.0	12.2		paring
17+00 edge road	9.8	10.5		edge road
+08 end 2.2 Gutter	10.3	12.3		end 2.2 Gutter
+02		16.0		Sign Tractors not Permitted
01.5		12.3		Gutter
+01		17.0		conc. G. R. Post
16+00 Gutter	10.3	12.7		Gutter + 26.0 Gutter
+99		30.5		conc. G. R. Post
+98		24.6		Gutter
+98		13.4		Gutter
+96		22.6		Gutters
+96		16.0		
95.5		16.9		Gutter
95		28.0		Gutter
+50 Gutter + Road	10.5	37.4		Gutter + Road
15+00 Gutter + Road	10.4	26.1		Gutter + Road

Temp 09° 20 M. E. Wind clear

March 14 40

9

4-16" corr. Pipes
Carrying full water
32.0 long.

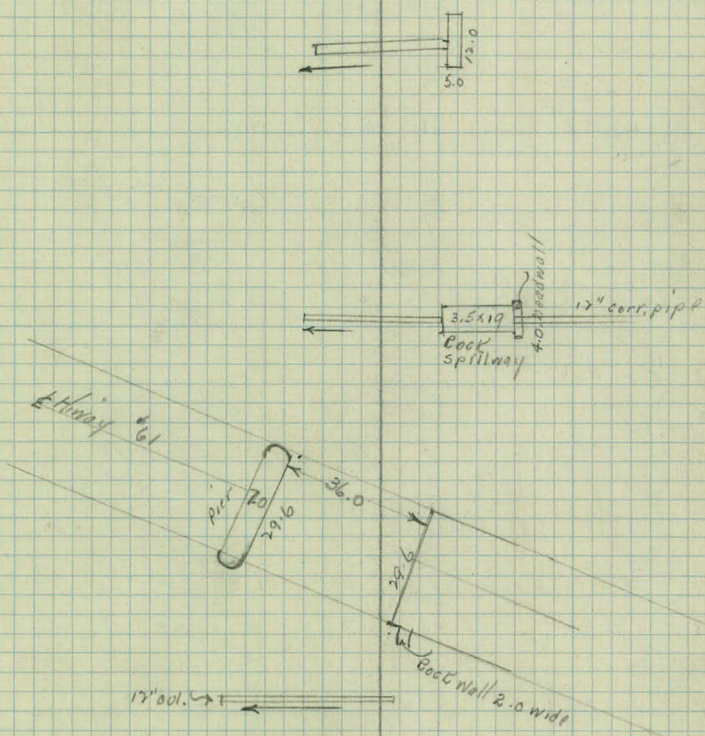


		LT. & CT	
10.			
76+00	begin G.E. spaced 5.0 apart	20.6	
76+00	paring	15.6	7.2
+47	G.E. Post	23.5	
+44	G.E. Post	26.9	
+86	G.E. Post	36.9	
+85			14.3 G.E. Post
+79	G.E. Post	40.7	
+76	G.E. Post-wood	48.2	
+50	paring	18.0	5.6 paring
+33		15.7	G.E. Post
75+00	paring	13.2	8.0 paring
+80		19.3	G.E. Post
+34		20.8	begin wood G.E. Post spaced 5.0
+16		17.6	end conc. G.E.
+09.5		18.2	12" tile culvert
+07	12" tile culvert	17.5	
+04	G.E. Post	10.8	16.7 G.E. Post
		17.8	begin Conc. C. Basin 5.0 x 12.0
74+00	paring	9.2	9.6 paring
+20	Slow Sign	14.0	
73+00	paring	9.5	10.5 paring
+11		33.5	12" corr. outlet from highway '61
+09	end 12" corr. cul.	18.6	
+08		15.2	12" corr. culv
72+00	paring	12.2	9.0 paring
+67	con Pier	24.2	
+86	face pier edge	20.7	
+71.5		13.0	end conc. Spout
+59	face Pier edge	21.4	
+58	con Pier	34.9	
+50	paring	20.6	0.9 paring
+43.5		2.3	begin Conc. 2 span overhead bridge T.H. #61
+42.5		4.0	end Stone Wall 8' wide
+39		42.0	2.6 12" corr. culvert
+30		5.8	face stone wall
+20		9.5	" " "
+10		14.5	" " "
71+00		17.5	Stone wall
21+00	paring	11.0	9.2 paring (block top)

March - 1940

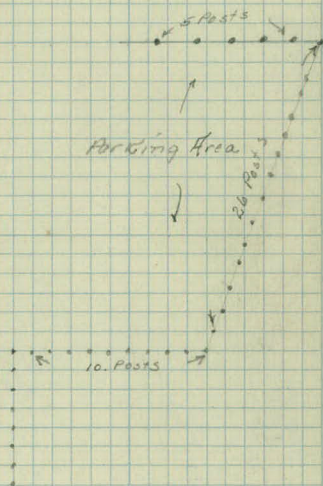
11.

72- Wood G.P. Post 18" high
No cable or planking
Sta 24+34 to Sta. 28+04



17.		LT. & ET.	
33 +00	Paving	9.8	11.0
+00	G.E. Post	16.6	
+50	paving	12.1	10.6
+81	G.E. Post	16.9	
37+00	paving	11.9	12.0
+85	G.E. Post (begin)	18.0	
+735	& 10 ² Driveway		
+59	G.E. Post (end)	18.9	
+50	paving	12.0	11.6
31+00	paving	11.0	11.9
+99	G.E. Post	17.6	
+50	G.E. Post	18.7	
+50	paving	11.4	11.6
+02	G.E. Post	15.1	
30+00	paving	8.3	13.7
+94		100.7	Line of 5 G.E. Post 57.4 to 1st end
+67		97.4	cor. of Paving Area
+50	paving	9.9	11.0
+48	G.E. Post	15.3	
29+00	Paving	10.1	10.7
+98		89.1	G.E. Post
+95	G.E. Post	16.5	
+35.5	G.E. Posts	16.7	
+27	curve Sign	16.9	
+04		20.0	end Guard Rail Post
		56.0	Line of G.E. Post
28+00	paving	10.3	10.0
+93		20.1	G.E. Post
+85.5	G.E. Post	16.5	
+45	G.E. Post	20.0	G.E. Post
+36	G.E. Post	16.4	
27+00	paving	9.4	11.7
+97	G.E. Post	17.0	
+89		18.8	G.E. Post
+42	G.E. Post	24.3	
26+41.5		14.0	G.E. Post

140 - wood G.E. Post 18" high
 No count or plotting
 Sta - 26+00 to Sta 33+50



38+70.87 $\angle$ T.H. #61 + $\angle$ Keller Pkwy

+17 edge #61 H.way $\angle$ paving

38+00 paving 15.7 5.0

+75 paving 9.0 23.5 edge #61

+50 paving 7.0 42.7 edge #61 paving

+43 50.0 edge #61 paving

+15 50.5 paving

+05 31.5 paving

+02 37.0 Stop Sign

+02 49.0 Keller Pkwy Sign

+01 27.5 paving

37+00 paving 10.0 19.4 paving

+91 38.7 Gen. M. H. Cover

+88 18" corr. outlet 25.6

+50 paving 0.9 20.7 paving

36+00 paving 7.3 12.9 paving

+50 paving 9.3 12.0 paving

35+00 paving 10.6 11.7 paving

+48 18.8 Gross Road Sign

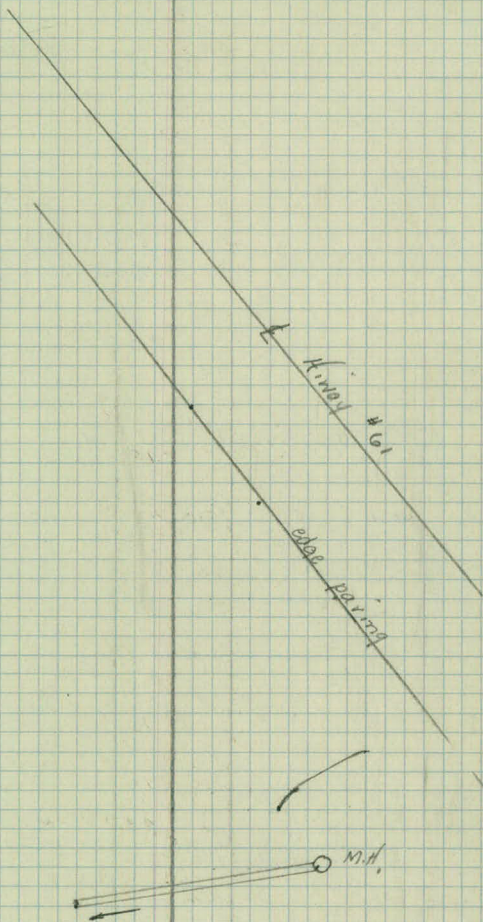
34+00 paving 11.0 10.8 paving

+56 G.E. Post (end) 17.2

33+50 paving 9.7 11.7 paving

March - 1940

15.



16.

LT. & RT.

54+00	shld	9.0	9.0	shld	
+62			39.0	£ 120 Driveway	
+27			35.2	Prop Iron	Rec. Grds
53+00	shld	9.3	10.5	shld	
52+00	shld	10.0	10.0	shld	
51+00	shld	9.5	9.5	shld	
+90			34.3	Prop Iron	Kelle Rec. Grds
+33			35.5	£ 120 Driveway	
50+00	shld	9.0	9.0	shld	
49+00	shld	9.5	10.0	shld	
48+00	shld	10.0	34.0 9.4	shld	fence
47+00	shld	10.0	29.5 10.0	shld	fence
46+00	shld	10.0	27.7 10	shld	fence
45+00	shld	10.0	26.4 9.5	shld	fence
+79				£ 10.0 Driveway	
+56			24.5	fence	corner
44+00	shld	9.5	9.5	shld	begin blacktop and Gravel
43+00	shld	10.0	10.0	shld	
42+00	shld	9.4	9.2	shld	
41+00	✓	11.0	11.0	shld	
+95			14.4	Prop. limp hub	Keller Rec. Grds
+44		10			
+25		14.4			
+10	shld	27.0			
+05	shld	67.5			
+03	shld	47.0			
40+00			10.0	shld	
+65			10.0	shld limp	
+35			16.0	Keller Pewy Sign	
+25			10.0	shld limp	
39+00	shld limp on			hwy	436

Stone Posts

Stone Posts

Clay & Gravel
New fill by State

519m
200 Radius

3rd limit

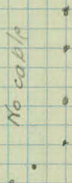
34	LT	±	RT
59 + 67			Line of Driveway
+57		400	± 10 ² Driveway
+03 Side Rd Sign	17.0		
59 + 00 shld	10.0	10.0	shld
+63 14" corr. culvert	785		
+63	276		14" corr. culvert
58 + 00 shld	100	10.0	shld
+60 Celler Rec. Prop Iron	38.0	2	
+58		32.5	Celler Rec. Prop Iron
+56 shld	9.3		
+36 shld	13.0		
+15 shld	16.0		
+03 G.R. Post (end)	25.0		
57 + 00 shld	220	8.0	shld
+92 Paving line Arcade St.			
+91 G.R. Post	29.8		
+75 Wood G.R. Post	39.6		
+65 shld	39.0		
+49.56 ± Arcade St			
+25	17.6		stop Sign
56 + 00 shld	43.0		E 10 ² Driveway
+98.5 shld			
+92 shld	30.0		
+91 Celler Plwy Sign	38.8		
+76 shld	16.2		
+62 shld	12.4		
+43 shld	10.0		
+28			fence line
+16	25.4		Celler Rec. Prop Iron
+13	24.7		± Fence Cor
55 + 00 shld	9.0	8.6	shld
54 + 58 - 4' x 1' Conc. Head wall end 12" culvert	24.8	23.8	4' x 1' Headwall 12" corr culvert

10° Driveway

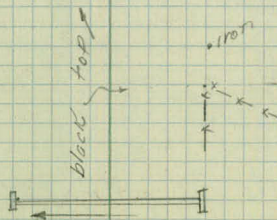


Wood G. C. Beds

No coal



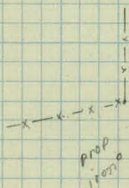
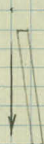
5.05



77+00	shld	7.5	13.0	shld
+48			26.0	No Parking Sign
+10 ±	14° Gate & Fence line	32.8		
+05			25.5	8" corr colv
76+00	shld	8.9	18.3	shld
+99			32.5	± 10° Driveway
+85			26.3	8" Corr culvert
+31			17.0	Slow & Side Rd Sign
75+00	shld	10.0	10.0	shld
74+00	shld	10.0	10.0	shld
73+00	shld	10.0	10.0	shld
72+00	shld	10.5	10.0	shld
71+00	shld	10.5	9.5	shld
70+00	shld	10.0	9.8	shld
69+00	shld	9.5	10.5	shld
+35.5	Line of fence			
+31	fence cor.	32.8		
+16	Keller Gas Prop Iron	32.8		
68+00	shld	9.5	11.0	shld
66+00	shld	10.0	11.0	shld
66+00	shld	10.5	10.0	shld
65+00	shld	10.0	9.8	shld
64+00	shld	10.0	10.2	shld
63+00	shld	10.3	9.5	shld
+167				± 12° Driveway
62+00	shld	12.0	8.6	shld
61+00	shld	10.6	9.0	shld
+74	Slow & Curve	19.3		
60+00	shld	10.0	10.0	shld

March - 1940

37



block top

79+14.98 $\pm$ "Co" Rd "B" end of Survey

+05 G.E. Post 14.0

79+00 30.0 shld

+89 Shld limp of "Co" Rd "B"

+89 G.E. Post 14.2

+85 17.8 shld

+72 13.5 shld

+60 11.7 shld

+56 G.E. Post 14.7

+06 G.E. Post 13.8

78+00 Shld 8.5 10.5 shld

+77 fence corner 45

+85 No Tractor sign 100

+77 M.C. Mont 31.5

+60 G.E. Post 18.5

+33

21.4 No Parking Sign

77+12 begin G.E. Wood 14.0
Post with cable

Spaced 82 on center

19 - Wood G. C. Post +

Woven Wire Cable
Sta. 77+60 to Sta. 79+05

