

OFFICE OF COUNTY ENGINEER
RAMSEY COUNTY, MINN.

PLAN

Survey

EAST SHORE DRIVE

From OLD KELLER RD To FIRST AVE CORN

Road Acc't. No. 62

Date Filed 1-21-82

Dr 12
File BK 38

OFFICE OF COUNTY ENGINEER
RAMSEY COUNTY, MINN.

PLAN

Survey

KELLER REGIONAL PARK
(LOOP ROAD)

From

To

Road Acc't. No. ==

Date Filed 1-21-82

Dr 12
File BK 38

C.M.

NOV. 21, 1979
CLOUDY 43°

ADDITIONAL TOPOGRAPHY

EAST SHORE DRIVE

STA. 13+00

To -

STA. 16+00

14+00

F

RD	SOD	Bit. Path	SOD	Rock	H ₂ O
16.5	16.5-23.5	23.5-34.5	34.5-58.5	58.5-65.5	65.5

13+50

RD	SOD	Bit. Path	SOD	Rock	H ₂ O
16.5	16.5-21.5	21.5-32	32-47	47-54	54

+20

RD End old Bit. Path; Beg. New Bit
 16 Path (9' wide) abutts back of
 curb

13+00

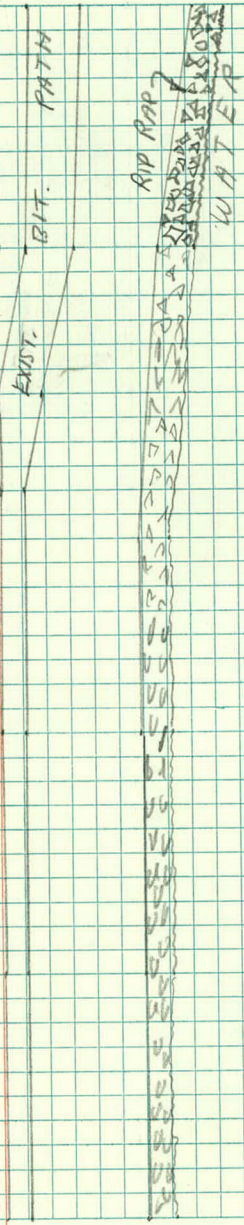
RD
 16

+50

12+00

11+50

2



+50

L

Rd	SOD	Bit. Path	SOD	Rock	H ₂ O
16	16-19	19-29.5	29.5-45.5	45.5-49	49

16+00

Rd	SOD	Bit. Path	SOD	Rock	H ₂ O
16.7	16.7-24.7	24.7-34.7	34.7-62.7	62.7-69.7	69.7

+72

Rd	SOD	Bit. Path	SOD	Rock	H ₂ O
16.3	16.3-25.1	25.1-36.1	36.1-69.1	69.1-76.1	76.1

+50

Rd	SOD	Bit. Path	SOD	Rock	H ₂ O
16.3	16.3-24.3	24.3-35.3	35.3-69.3	69.3-76.3	76.3

15+00

+100 Tree

Rd	SOD	Bit. Path	SOD	Rock	H ₂ O
16.4	16.4-25.9	25.9-36.4	36.4-66.4	66.4-73.4	73.4

+71

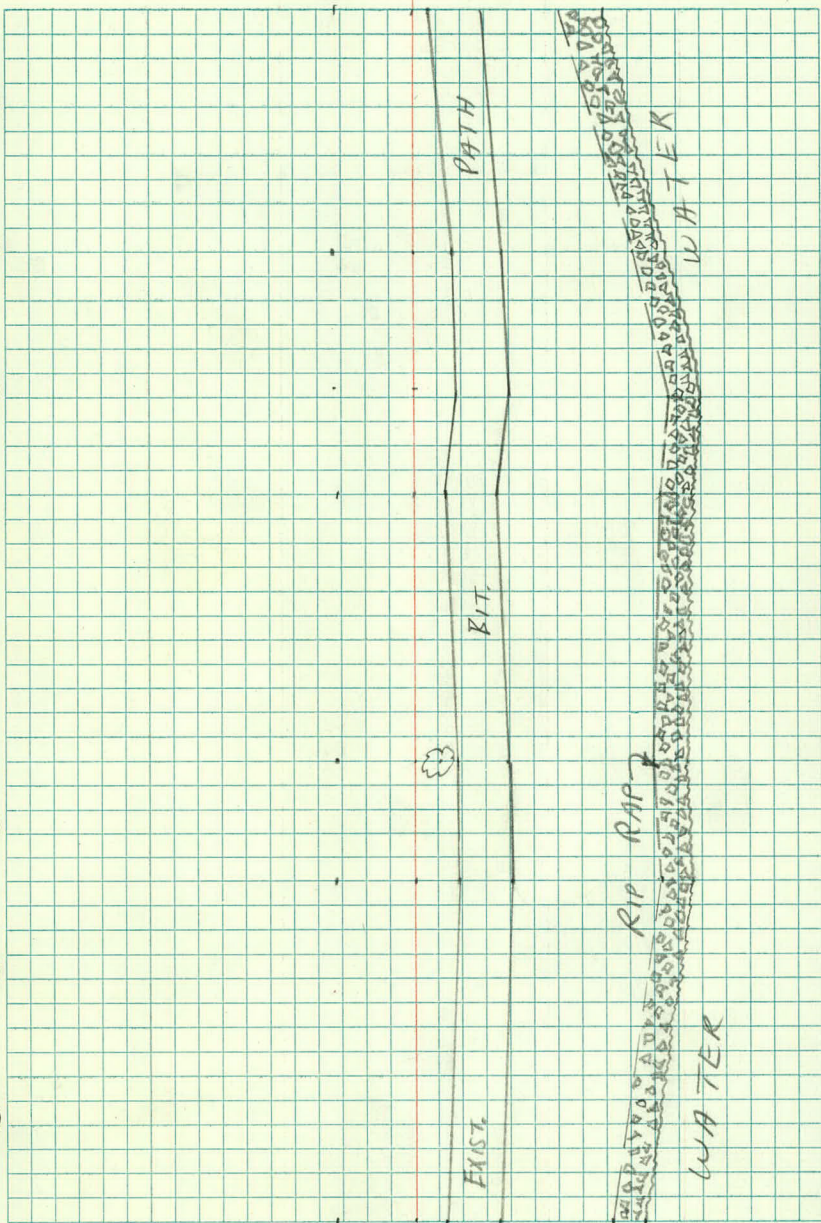
Rd	SOD	Bit. Path	SOD	Rock	H ₂ O
16.5	16.5-25.5	25.5-36	36-68	68-75	75

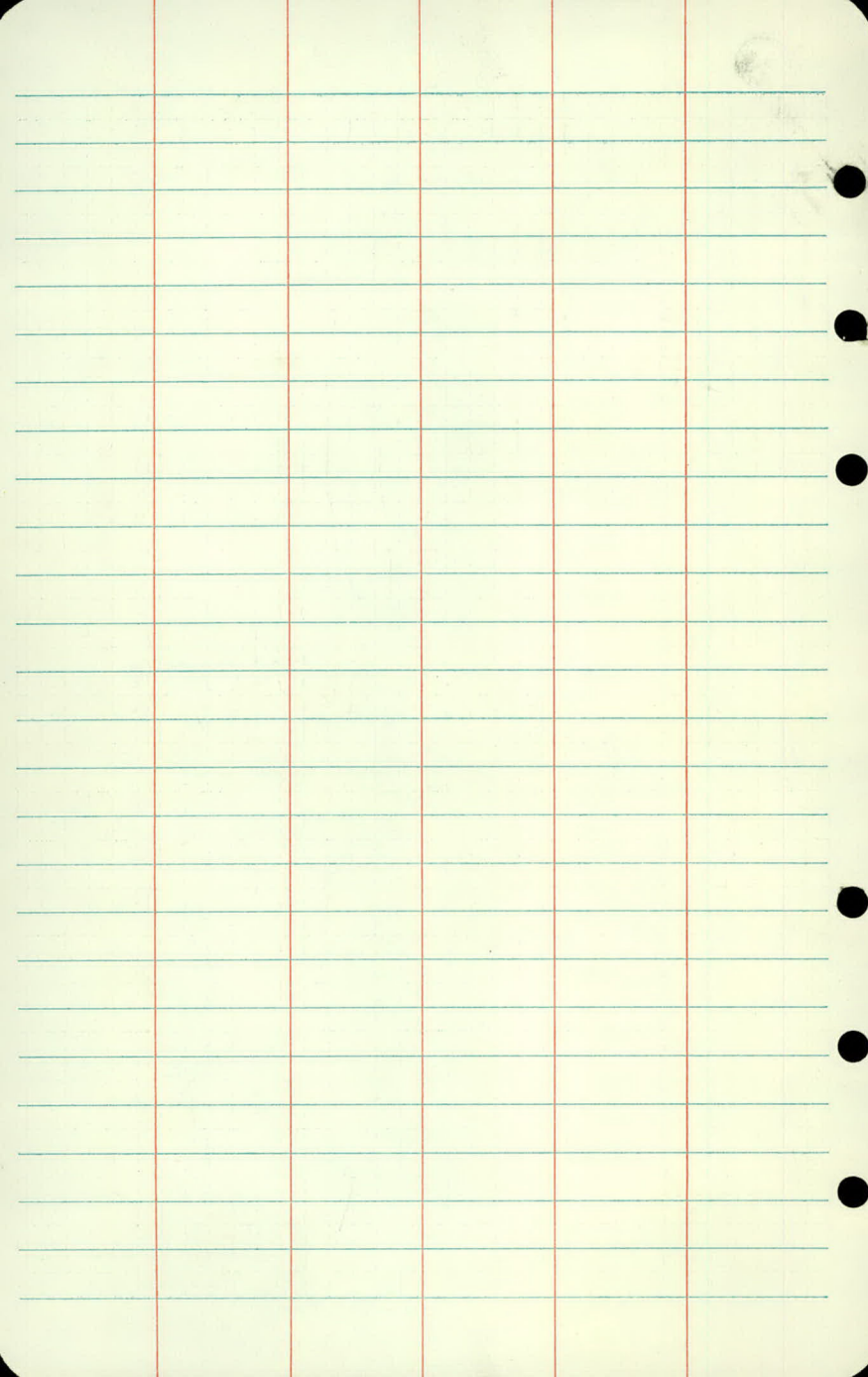
+50

14+00

Rd	SOD	Bit. Path	SOD	Rock	H ₂ O
16.5	16.5-23.5	23.5-34.5	34.5-58.5	58.5-65.5	65.5

R





C.M.

Nov. 20, 1919
Cloudy 46°

ADDITIONAL TOPOGRAPHY

EAST SHORE DRIVE

STA. 16+50

TO

STA. 20+50

C.M.

NOV. 20, 1917
CLOUDY 46°

19+00

♀

RD	SOD	Bit. Path	SOD	Rock	H ₂ O
16	16-21.5	21.5-32.5	32.5-42.5	42.5-48.5	48.5
+95 9" Tree					
36					

+50

RD	SOD	Bit. Path	SOD	Rock	H ₂ O
16	16-21	21-31.5	31.5-47	47-53	53

+32 5" Tree

37

+10 End Bench

36

+07 Post

34

+05 Beg. Bench

36

18+00

RD	SOD	Bit. Path	SOD	Rock	H ₂ O
16	16-20.5	20.5-32	32-47.5	47.5-53.5	53.5

+83 End 18" C.M.P.

40

+50

RD	SOD	Bit. Path	SOD	Rock	H ₂ O
16	16-20.5	20.5-32	32-46	46-50	50

+28 END NEW SOD

28-43

+28 End 2' & Smaller Rock

45-49

+28 Beg. Old SOD

16-20

+28 Beg. 3' and larger Rock

45-49

17+00

RD	SOD	Bit. Path	SOD	Rock	H ₂ O
16	16-19	19-29.5	29.5-45.5	45.5-49	49

16+50

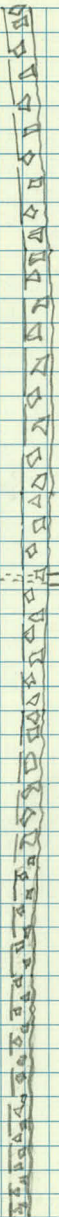
RD	SOD	Bit. Path	SOD	Rock	H ₂ O
16	16-19	19-29.5	29.5-45.5	45.5-49	49

2

BIT.

PATH

C.B.



W A T R

C.M.

Nov. 20, 1977
CLOUDY 46°

♀

+50

Rd	SOD	Bit. Path	SOD	Rock	H ₂ O
14.5	14.5-18.5	18.5-20.5	20.5-40.5	40.5-44.5	44.5

20+00

Rd	SOD	Bit. Path	SOD	Rock	H ₂ O	400 2"
15	15-21	21-31	31-41	41-48	48	35 Tree

 +74 4" Tree
38

+50

Rd	SOD	Bit. Path	SOD	Rock	H ₂ O
16	16-22	22-32	32-45	45-52	52

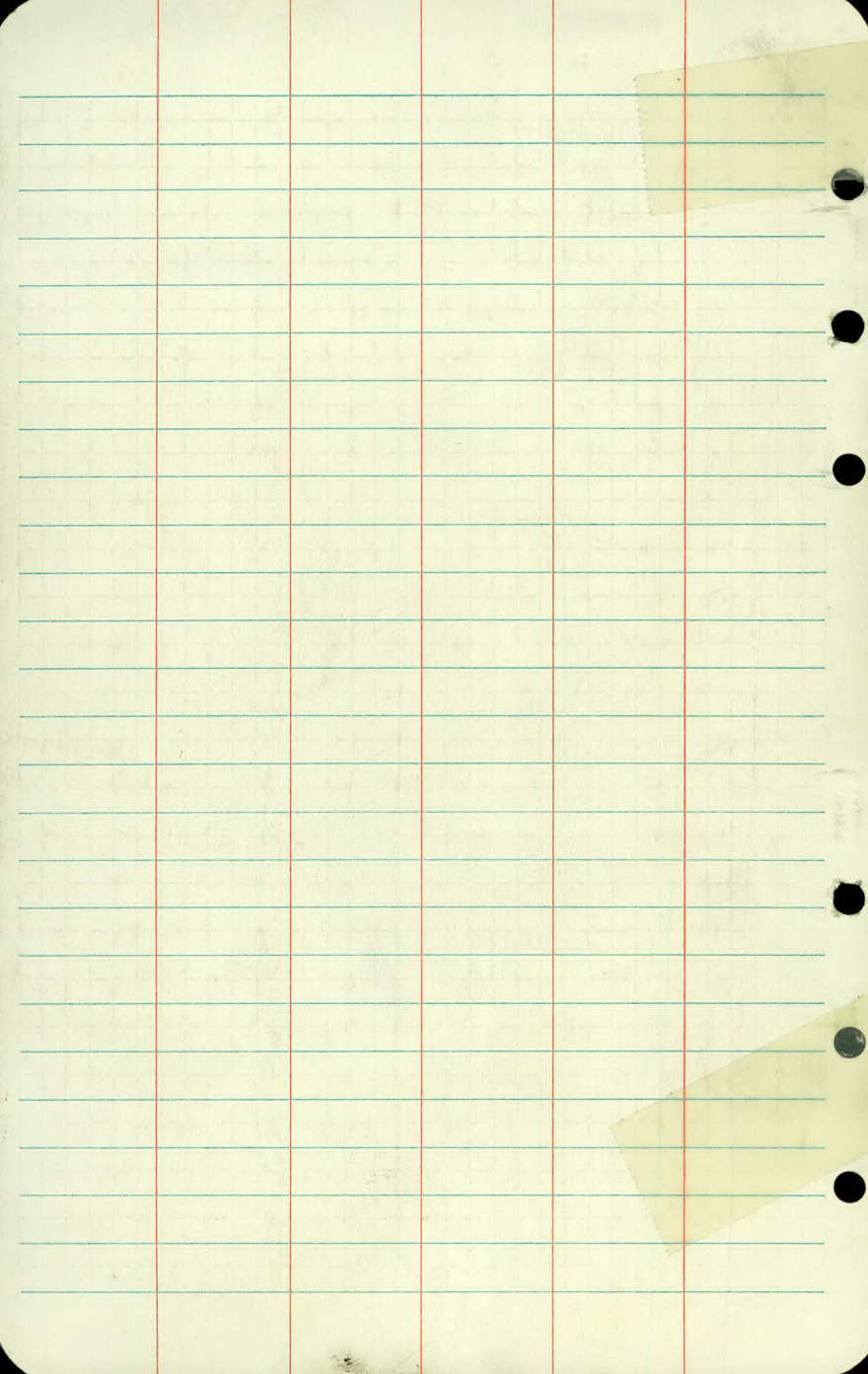
 +37 9" Tree
39

19+00

Rd	SOD	Bit. Path	SOD	Rock	H ₂ O
16	16-21.5	21.5-32.5	32.5-42.5	42.5-48.5	48.5

2

BIT	PATN
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100



PK
LIPD
MG.

5-JULY-79
CLY 80°

1

ALIGNMENT

EAST SHORE DRIVE

STA 10+50

TO

STA 18+00

42 feet

STA	PT	LT	RT	DATA
16+03.12	PT		21°58'	CHORD DEF.
16+00			21°40'	$\Delta = 43^{\circ}56'$ RT.
+50			16°40'	$D = 20^{\circ}$
15+00			11°40'	$T = 116.14$
14+99.59	PI		43°56'	$L = 219.67$
+50			6°40'	$R = 287.939$
14+00			1°40'	
13+83.45	PC.		0°00'	
13+83.45	PT			2
13+68.81	PT		20°47'	
+50	PT		18°54'	CHORD DEF.
13+00			18°54'	$\Delta = 41^{\circ}34'$ RT.
12+70.26	PI		41°34'	$D = 20^{\circ}$
+50			8°54'	$T = 109.28$
12+00			3°54'	$L = 207.83$
11+60.98	PC		0°00'	$R = 287.939$

PK
L.P.D
M.G.

2

5-JULY-79
CLY 80

2

PK

BOLT SPIKE

PK

3

PK

Spike

PK

STA

PT

LT

RT

DATA

4

18+86.62 P.T.

9°24' CHORD DEF.

+50

7°34' $\Delta = 18°47'$ RT

18+00

5°04' $\Delta = 10°$

17+93.68 P.I.

18°47' T = 94.89

+50

2°34' L = 187.83

17+00

0°04' R = 573.686

16+98.79 P.C.

0°00'

PK
L.P.D.
M.G.

2

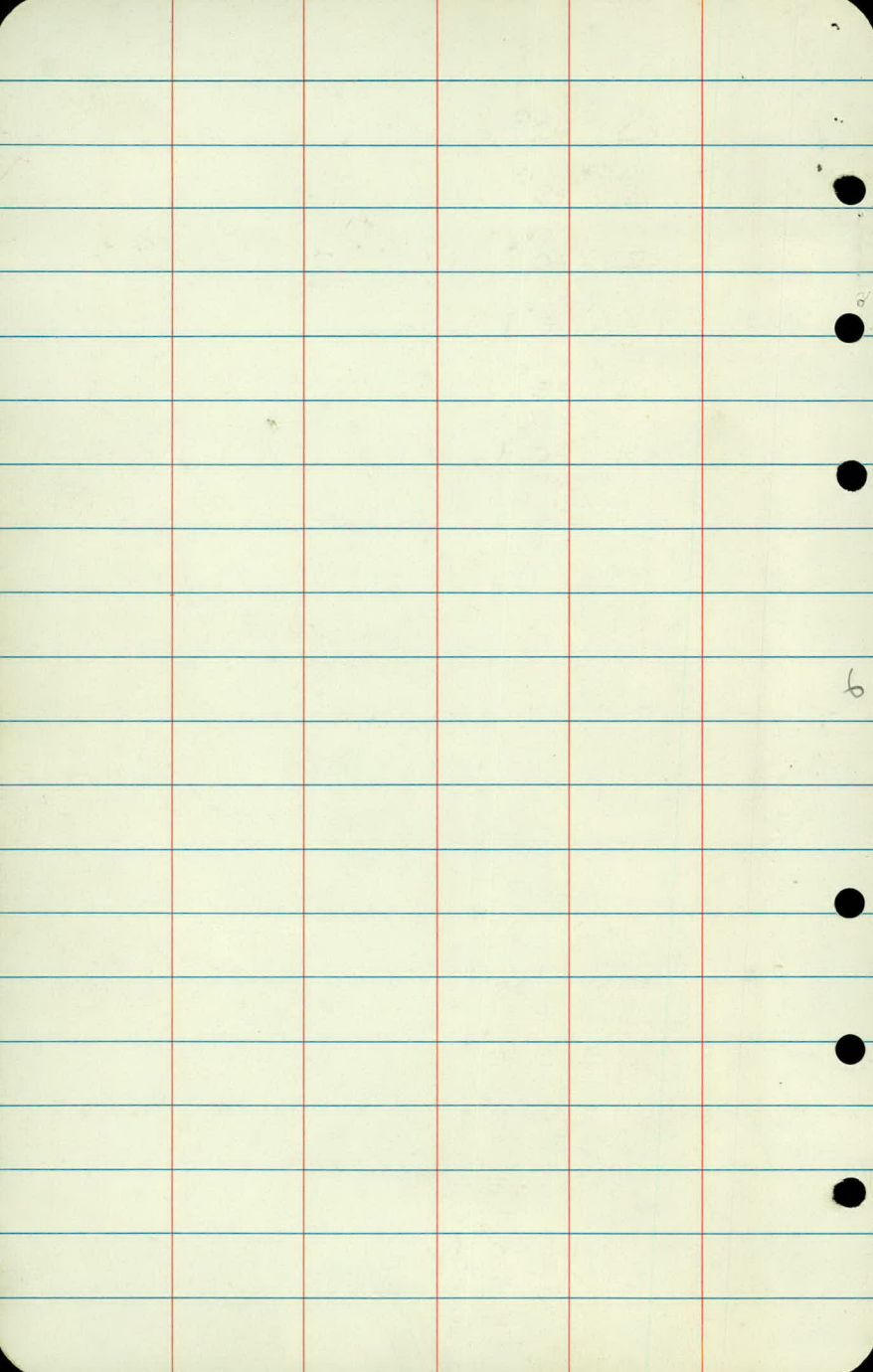
5-JULY-79
CLY 80° 3

5

PK

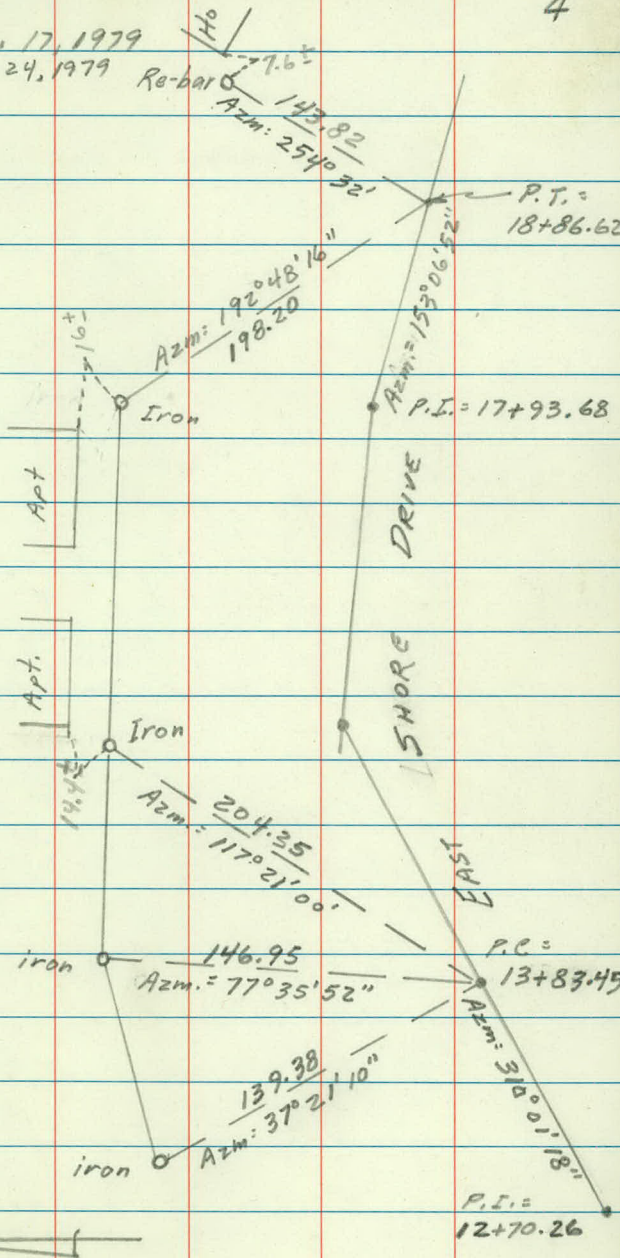
PK

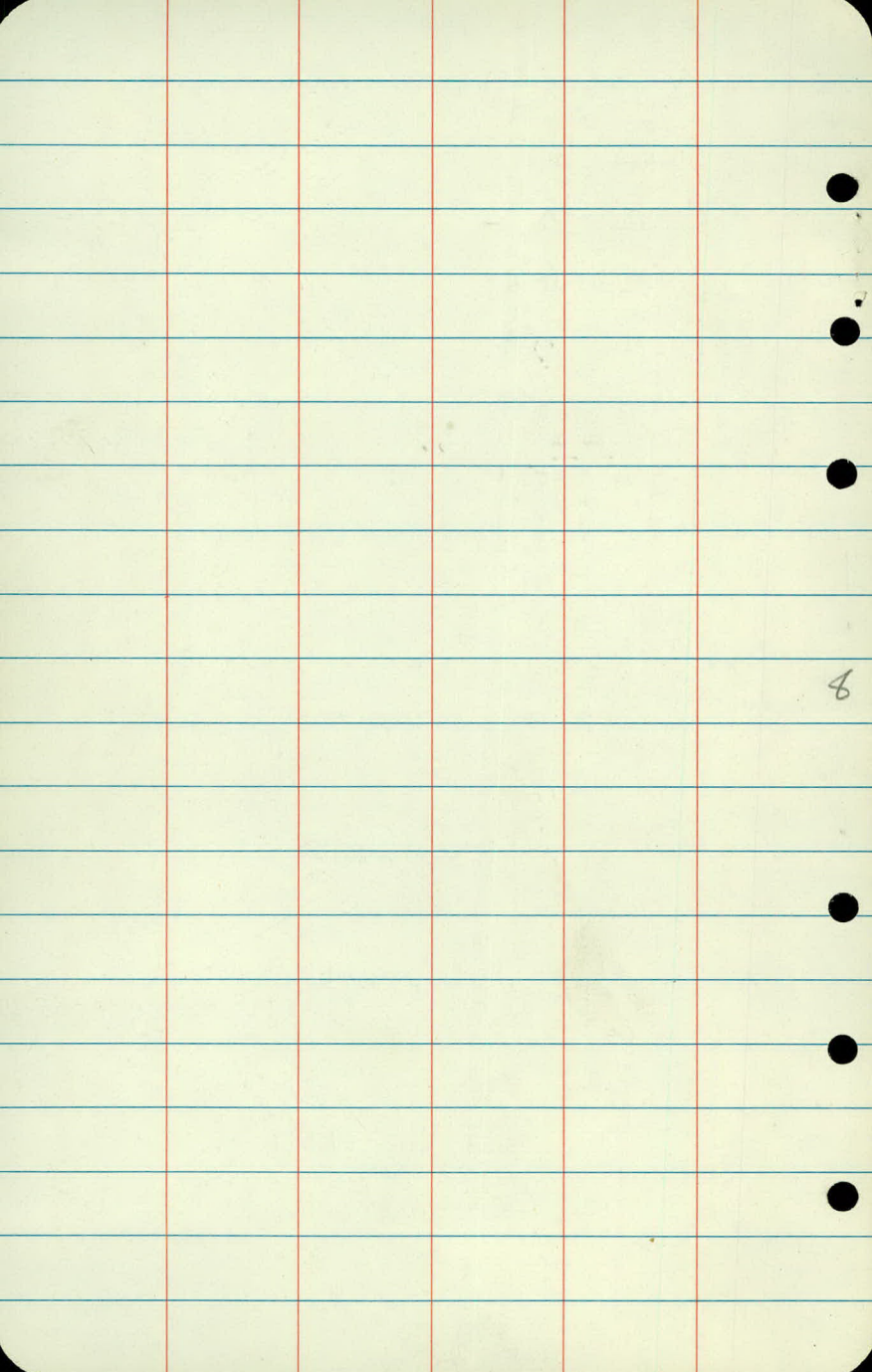
PK



Aug. 17, 1979
 Aug. 24, 1979

Re-bar





6

PK
200
MG

5-JULY-19
CL 80° 1

ALIGNMENT

TOPOGRAPHY

EAST SHORE DR.

STA. 10+50

TO

STA. 18+00

1

LT

RT

13+00

$$\frac{POR}{35}$$

$$\frac{RD}{16}$$

$$\frac{B.P.}{16-24}$$

$$\frac{H^2O}{46}$$

$$+88 \frac{2" ELM}{65}$$

$$+79 \frac{PP}{64}$$

$$+79 \frac{POR CONT}{63}$$

+50

$$+36 \frac{ER}{63}$$

$$\frac{RD}{85}$$

$$\frac{RD}{18}$$

$$\frac{B.P.}{18-25}$$

$$\frac{H^2O}{48}$$

$$+23 \frac{B. CURB CONT.}{45}$$

$$+23 \frac{B. CURB CONT.}{18} \frac{B.P.}{18-25}$$

12+00

$$\frac{POR}{35}$$

$$\frac{H^2O}{67}$$

$$\frac{RD}{17}$$

$$\frac{4" ELM}{33}$$

$$\frac{H^2O}{49} \frac{B.P.}{17-25}$$

$$+90 \frac{POR}{32}$$

$$+67 \frac{POR}{26}$$

$$+67 \frac{18" MAPLE}{45}$$

10

$$\frac{H^2O}{54}$$

$$+50 \frac{BR}{23}$$

$$\frac{23}{RD}$$

$$\frac{16}{RD}$$

$$+50 \frac{B.P.}{16-24}$$

$$+50 \frac{6" ELM}{34}$$

$$+50 \frac{LAKE}{50}$$

$$+23 \frac{PP}{28}$$

$$+116 \frac{ELM}{34}$$

11+00

$$\frac{H^2O}{47}$$

$$\frac{18}{RD}$$

$$\frac{17}{RD}$$

$$\frac{PB}{17-25}$$

$$\frac{LAKE}{45}$$

$$+47 \frac{BUSH}{35}$$

10+50

$$\frac{H^2O}{35}$$

$$\frac{16}{RD}$$

$$\frac{16}{RD}$$

$$\frac{PB}{16-23}$$

$$\frac{H^2O}{32}$$

10+35

$$24 \text{ BRG}$$

+

$$24 \text{ BRG}$$

PK
L.P.D.
M.G.

5-JULY-79
CL RT 80°

15

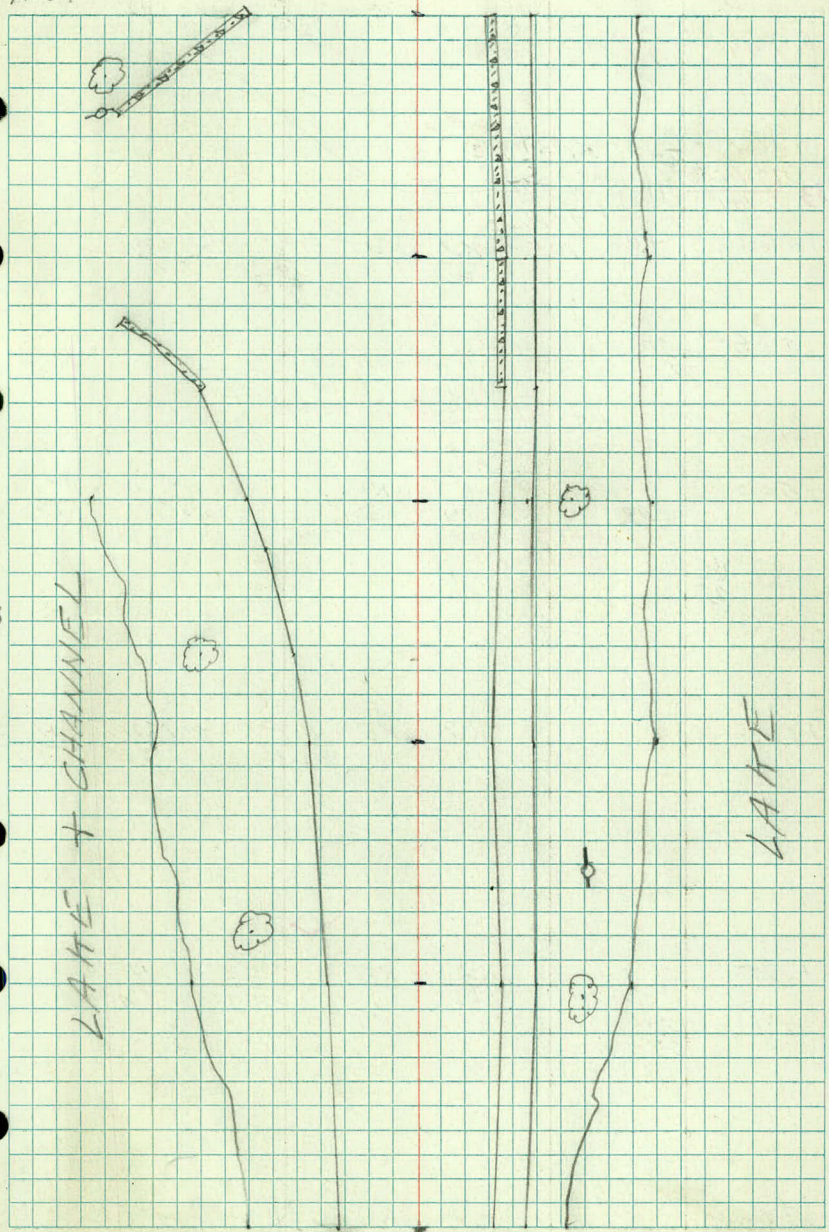
LT

2

13

LAKE + CHANNEL

LAKE



+50 2T

+44 ~~4" Pine~~
97

+18 20" OAK
45

+34 ~~10" Pop~~
112

+33 ~~7" Pine~~ +11 MHC +32 ~~7" P. ...~~
101 27 80

15+00 +00 ~~7" Pine~~
105

RD
16

RD
16

B.P.
27-32

20" FLM
22

H²O
73

+98 10" MAPLE

46

+86 24" OAK
32

+60 BUSH
44

+53 ~~24" Cottonwood~~ in hedge
80

+50

+50 ~~2" ENT~~ RD
14

RD
15

+50 B.P.
30-35

+50 H²O
67

dirt & broken
Black top

+36 BG. HG
45-100

+34 ~~5" FLM~~
42

+9 ~~14" OAK~~
26

14+00

RD
16

RD
16

B.P.
30-36

8" MAPLE
38

H²O
54

+50

RD
17

RD
17

28-33

H²O
46

+41 ~~8" PINE~~
33

+33 E.R.
20

+15 B.P.
18-25

RD
18

+106 ~~FLM~~
40

13+00

POA
35

RD
16

B.P.
16+24

H²O
46

PK
L.P.D
M.G

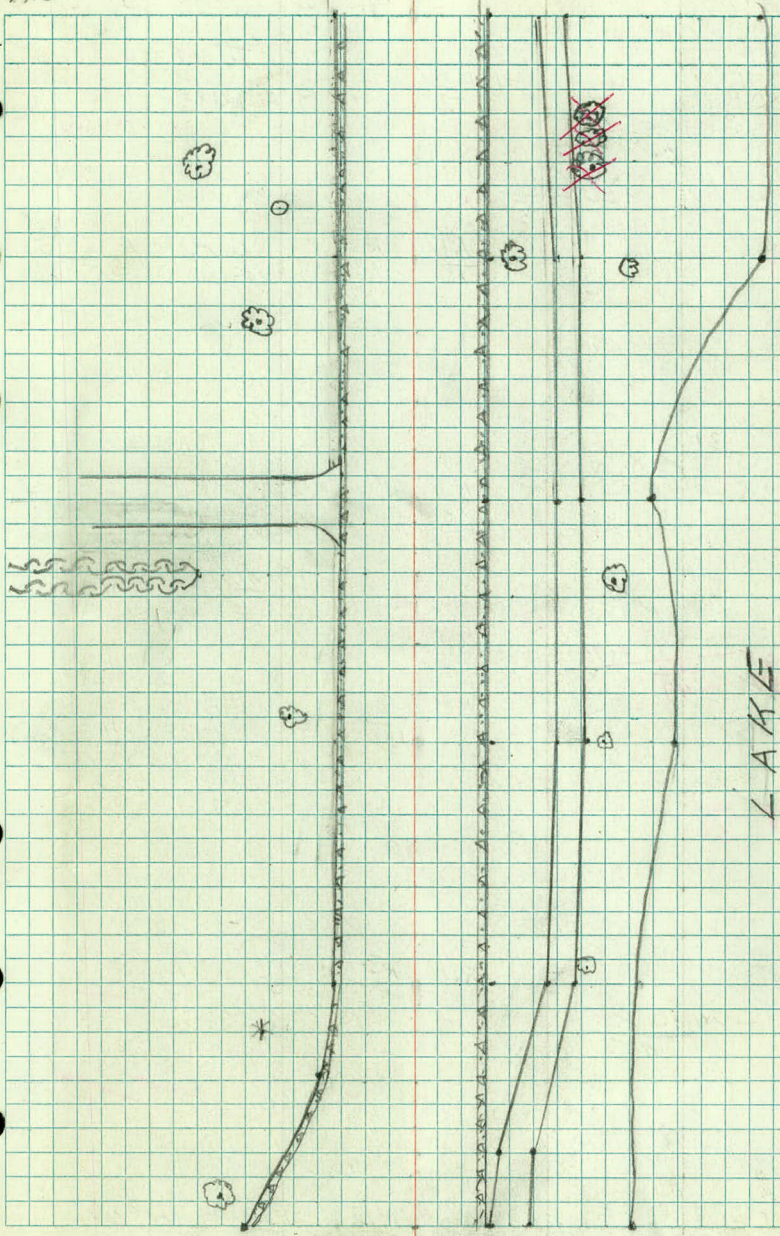
LT

E

6-JULY-19
CL 800
RT

2

15



LT

18+00

RD 16

RD 16

RT

B.P. 25-30

H²O 50

+83 CB 16

+81 PP 28

+83 CB 16

+83 end 18" CM 54

+71 R.O.V 26

+74 R.O.V 32

+78 2" WIL 37

+64 twin R.O.V 28

+54 R.O.V 31

+60 twin R.O.V 25

+50

RD 16

RD 16

B.P. 25-30

H²O 50

+31 6th MAPLE 30

+22 5" MAPL 32

+06 R.O.V 31

17+00 R.O.V 33

RD 16

RD 16

B.P. 22-27

H²O 45

+88 & 10" ENT CONT

+79 4" ASH 35

+68 8" MAPLE 34

+58 Flag Pole 82

+61 sign 42

+59 49

+50

RD 16

RD 16

B.P. 23-28

H²O 52

+45 & 10" ENT CONT

+40 8" MAPL 37

+48 MH 52

16+00

RD 16

RD 16

B.P. 25-30

H²O 65

+94 10" POP 45

+90 23" ELN 21

+98 10" WIL 41

+87 8" WIL 36

Ground

+60 12" POP 44

15+50

RD 16

RD 16

B.P. 27-32

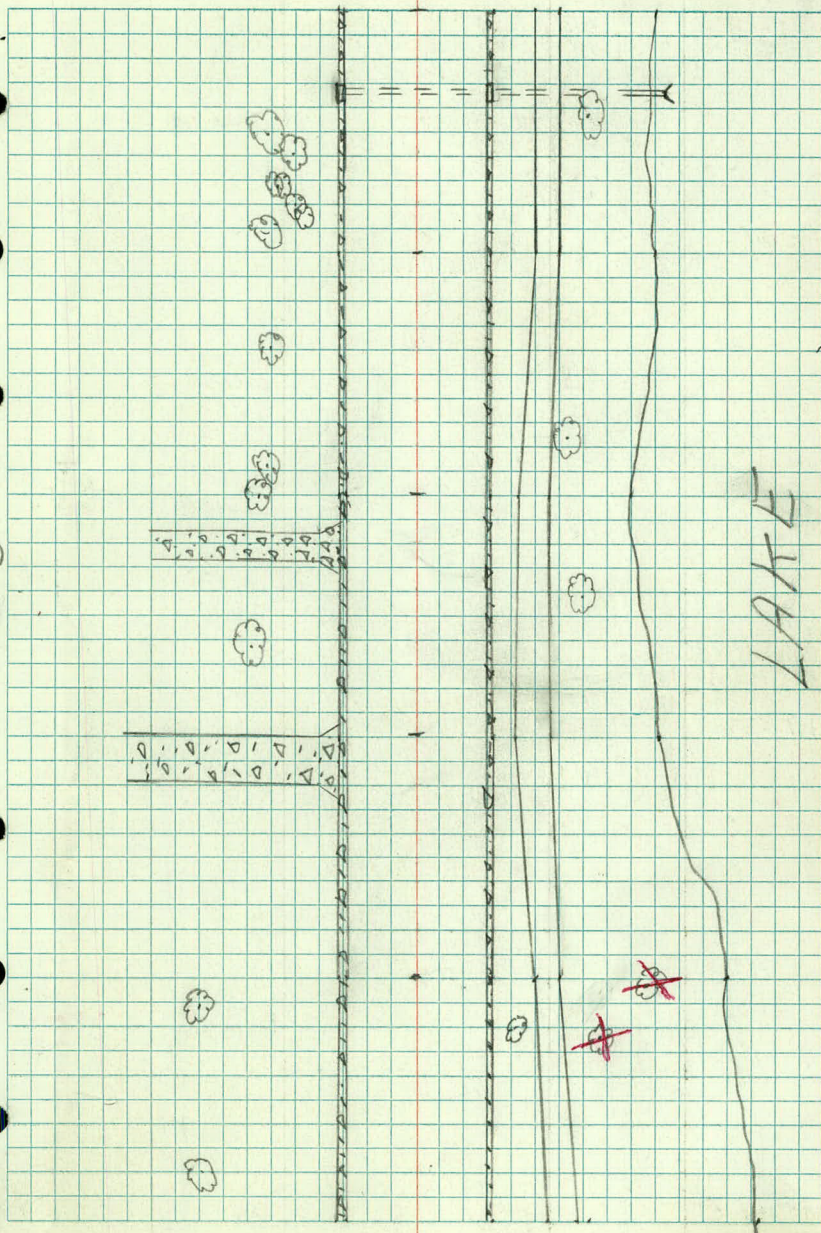
H²O 72

LT

2

RT 6-JULY-79
CL 80°

3



+50

$$\frac{Rd}{17}$$

$$\frac{Rd}{15}$$

$$+35 \frac{P.P.}{21}$$

$$+06 \frac{15' \text{ Conc dwy}}{17}$$

20

$$\frac{Rd}{17}$$

$$\frac{Rd}{15}$$

+50

$$+53 \frac{MH}{30}$$

$$\frac{Rd}{16}$$

$$\frac{Rd}{16}$$

$$\frac{1}{2} \text{ dwy} + 41 \frac{10' \text{ Conc. Dwy}}{16}$$

$$+09 \frac{P.P.}{19}$$

20

19

$$\frac{RD}{16}$$

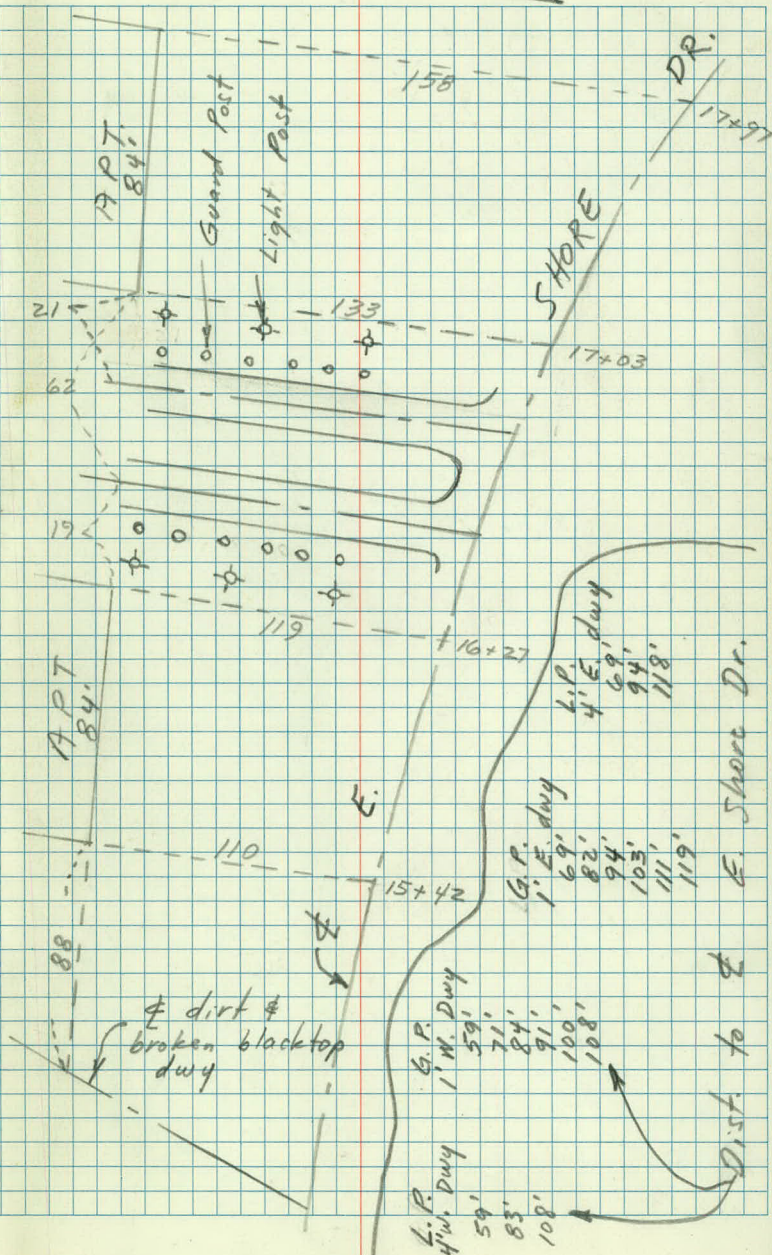
$$\frac{RD}{16}$$

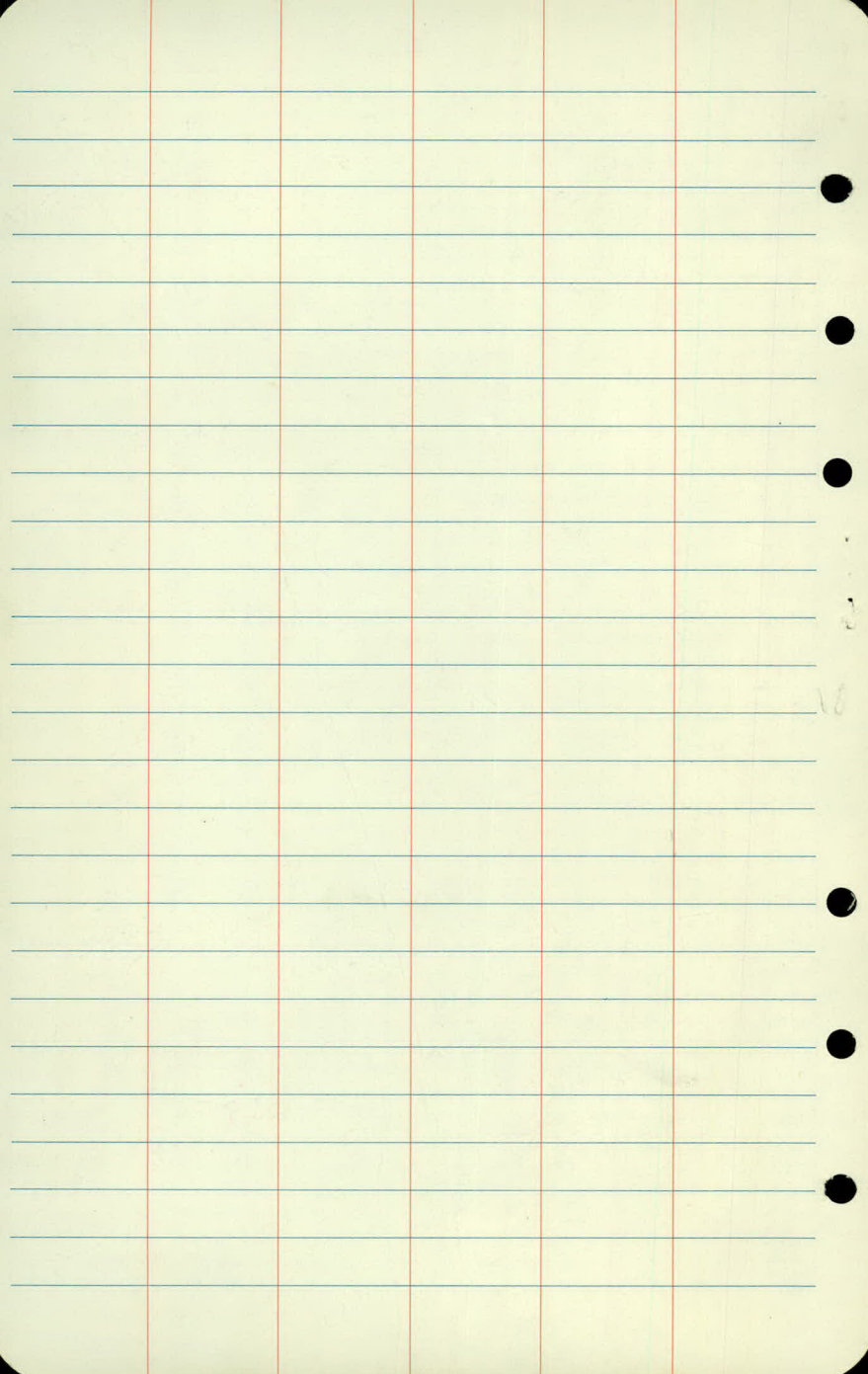
+50

$$\frac{RD}{16}$$

$$\frac{RD}{16}$$

18+00





Rainn 75° 1A

Aug. 8, 1979

Crew: R.M.

P.D.

P.K.

M.G.

121-33-47
37-15-15

84-18-32

FROST AVE.
CONN.

P.I. (Survey)
iron

P.B.

40.17

2.85

P.K. A

P.C.

E. SHORE DR.

Sta. 18+32.15 = Sta. 0+00 F. AVE. CONN.

PHALEN

LAKE

STA. 18+32.15 EAST SHORE DRIVE =

STA. 0+00 FROST AVE. CONNECTION

X- SECTIONS

EAST SHORE DRIVE

(Sta. $10+35 - 17+00$) 44R
 $10+50 - 18+00$)

5 sheets

	+	Δ	-	ELEV
	6.12	869.44		
				863.32 B.M.
			4.78	864.66
T.P. 12+50			4.90	864.54
	5.25	869.79		
			0.92	868.87
10+35				
+50				26
11+00				
+50				
12+00				
+50				

(Top P.K. nail Sta 0+00 @
 E. Shore Blvd & New Frost Ave Conn.
 (Top rim pipe conn. Lift Sta Meter pole

Top NW or E. Wall Bridge connect-
 ing Round Lake & Phalen Lake

Lt.		64.69		65.39		65.59		65.09		Rt.		65.19	
5.1		24		4.4		4.2		4.7		4.6		23	
27		59.69		63.79		64.99		65.29		64.99		64.89	
10.1		33		6.0		4.8		4.5		4.8		4.9	
27		33		27		15		0		16		23	
60.19		64.49		64.89		65.39		65.09		65.19		64.89	
9.6		43		5.3		4.9		4.4		4.7		4.6	
43		34		18		0		15		25		34	
59.29		64.39		64.59		64.99		64.79		64.99		63.99	
10.5		52		5.4		5.2		4.8		5.0		4.8	
52		39		23		0		17		26		41	
59.09		63.19		63.99		64.49		64.79		64.79		63.99	
10.7		66		6.6		5.8		5.3		5.0		5.0	
66		51		35		23		0		15		24	
58.99		63.49		63.19		63.99		64.49		64.19		64.19	
10.8		110		7.3		6.6		5.8		5.3		5.6	
110		84		71		44		0		16		23	
												63.19 water	
												59.19	
												40	
												49	

869.79

13+00

+50

14+00

28

+50

T.P.

5.69

864.10

4.95

869.05

+50

15+00

+11 $\frac{5.63}{27}$ MH LF

63.99

64.19

63.79

64.39

64.39

63.89

63.79

63.09

58.99

$$\begin{array}{r} 5.8 \\ 72 \end{array}$$

$$\begin{array}{r} 5.6 \\ 46 \end{array}$$

$$\begin{array}{r} 6.0 \\ 41 \end{array}$$

$$\begin{array}{r} 5.4 \\ 23 \end{array}$$

$$\begin{array}{r} 5.4 \\ 0 \end{array}$$

$$\begin{array}{r} 5.9 \\ 16 \end{array}$$

$$\begin{array}{r} 6.0 \\ 24 \end{array}$$

$$\begin{array}{r} 6.7 \\ 39 \end{array}$$

$$\begin{array}{r} 10.8 \\ 47 \end{array}$$

63.99

64.19

63.99

64.29

63.89

63.39

63.09

62.29

$$\begin{array}{r} 5.8 \\ 46 \end{array}$$

$$\begin{array}{r} 5.6 \\ 19 \end{array}$$

$$\begin{array}{r} 5.8 \\ 15 \end{array}$$

$$\begin{array}{r} 5.5 \\ 0 \end{array}$$

$$\begin{array}{r} 5.9 \\ 14 \end{array}$$

$$\begin{array}{r} 6.4 \\ 26 \end{array}$$

$$\begin{array}{r} 6.7 \\ 32 \end{array}$$

$$\begin{array}{r} 7.5 \\ 37 \end{array}$$

58.79

$$\begin{array}{r} 11.0 \\ 44 \end{array}$$

63.99

64.19

63.99

64.19

63.59

63.69

61.99

61.89

$$\begin{array}{r} 5.8 \\ 51 \end{array}$$

$$\begin{array}{r} 5.6 \\ 17 \end{array}$$

$$\begin{array}{r} 5.8 \\ 13 \end{array}$$

$$\begin{array}{r} 5.6 \\ 0 \end{array}$$

$$\begin{array}{r} 6.2 \\ 14 \end{array}$$

$$\begin{array}{r} 6.1 \\ 25 \end{array}$$

$$\begin{array}{r} 7.8 \\ 31 \end{array}$$

$$\begin{array}{r} 7.9 \\ 37 \end{array}$$

58.99

$$\begin{array}{r} 10.8 \\ 54 \end{array}$$

59.89

$$\begin{array}{r} 9.9 \\ 43 \end{array}$$

29

62.89

63.79

64.09

63.69

63.39

62.09

58.99

$$\begin{array}{r} 6.9 \\ 32 \end{array}$$

$$\begin{array}{r} 6.0 \\ 13 \end{array}$$

$$\begin{array}{r} 5.7 \\ 0 \end{array}$$

$$\begin{array}{r} 6.1 \\ 13 \end{array}$$

$$\begin{array}{r} 6.4 \\ 23 \end{array}$$

$$\begin{array}{r} 7.7 \\ 29 \end{array}$$

$$\begin{array}{r} 10.8 \\ 67 \end{array}$$

62.25

62.15

60.35

$$\begin{array}{r} 6.8 \\ 79 \end{array}$$

$$\begin{array}{r} 6.9 \\ 62 \end{array}$$

$$\begin{array}{r} 8.7 \\ 45 \end{array}$$

63.05

64.05

63.75

64.05

63.65

63.95

62.35

62.05

$$\begin{array}{r} 6.0 \\ 41 \end{array}$$

$$\begin{array}{r} 5.0 \\ 18 \end{array}$$

$$\begin{array}{r} 5.3 \\ 14 \end{array}$$

$$\begin{array}{r} 5.0 \\ 0 \end{array}$$

$$\begin{array}{r} 5.4 \\ 14 \end{array}$$

$$\begin{array}{r} 5.1 \\ 22 \end{array}$$

$$\begin{array}{r} 6.7 \\ 29 \end{array}$$

$$\begin{array}{r} 7.0 \\ 36 \end{array}$$

61.95

61.55

58.85

60.45

$$\begin{array}{r} 7.1 \\ 47 \end{array}$$

$$\begin{array}{r} 7.5 \\ 60 \end{array}$$

$$\begin{array}{r} 10.2 \\ 73 \end{array}$$

$$\begin{array}{r} 8.6 \\ 47 \end{array}$$

869.05

15+50

16+00

+50

30

+88

63.45	63.35	63.55	63.85	63.45	63.45	62.45	62.15
<u>5.6</u>	<u>5.7</u>	<u>5.5</u>	<u>5.2</u>	<u>5.6</u>	<u>5.6</u>	<u>6.6</u>	<u>6.9</u>
55	17	13	0	14	21	27	32

58.95	60.25
<u>10.1</u>	<u>8.8</u>
73	45

63.95	63.65	63.35	63.55	63.75	63.45	63.15	62.65	62.35
<u>5.1</u>	<u>5.4</u>	<u>5.7</u>	<u>5.5</u>	<u>5.3</u>	<u>5.6</u>	<u>5.9</u>	<u>6.4</u>	<u>6.7</u>
60	44	17	13	0	14	22	25	33

58.85	59.35
<u>10.2</u>	<u>9.7</u>
66	45

64.02	63.17	62.25	63.45	63.15	62.75	60.35	58.95
<u>5.03 Conc</u>	<u>5.88 Conc</u>	<u>6.8</u>	<u>5.6</u>	<u>5.9</u>	<u>6.3</u>	<u>8.7</u>	<u>10.1</u>
30	17	13	0	13	28	40	53

64.24	64.44
<u>4.81 Conc.</u>	<u>4.61 Conc.</u>
58	80

63.98	63.01	63.15	63.35	63.05	62.85	58.85
<u>5.07 conc</u>	<u>6.04 conc.</u>	<u>5.9</u>	<u>5.7</u>	<u>6.0</u>	<u>6.2</u>	<u>10.2</u>
30	17	13	0	13	27	47

64.26	64.46
<u>4.79 Conc</u>	<u>4.59 Conc.</u>
62	90

869.05

17+00

5.70

863.35

863.32

32

64.25	63.35	63.05	63.25	63.05	63.25	61.25	59.85
<u>4.8</u>	<u>5.7</u>	<u>6.0</u>	<u>5.8</u>	<u>6.0</u>	<u>5.8</u>	<u>7.8</u>	<u>10.2</u>
56	18	13	0	13	21	45	50

64.65
4.4
 81

B.M Top P.K. rail Sta 0+00 @
 E. Shore Blvd. & New Frost A. Can.

KELLER REGIONAL PARK

LOOP ROAD

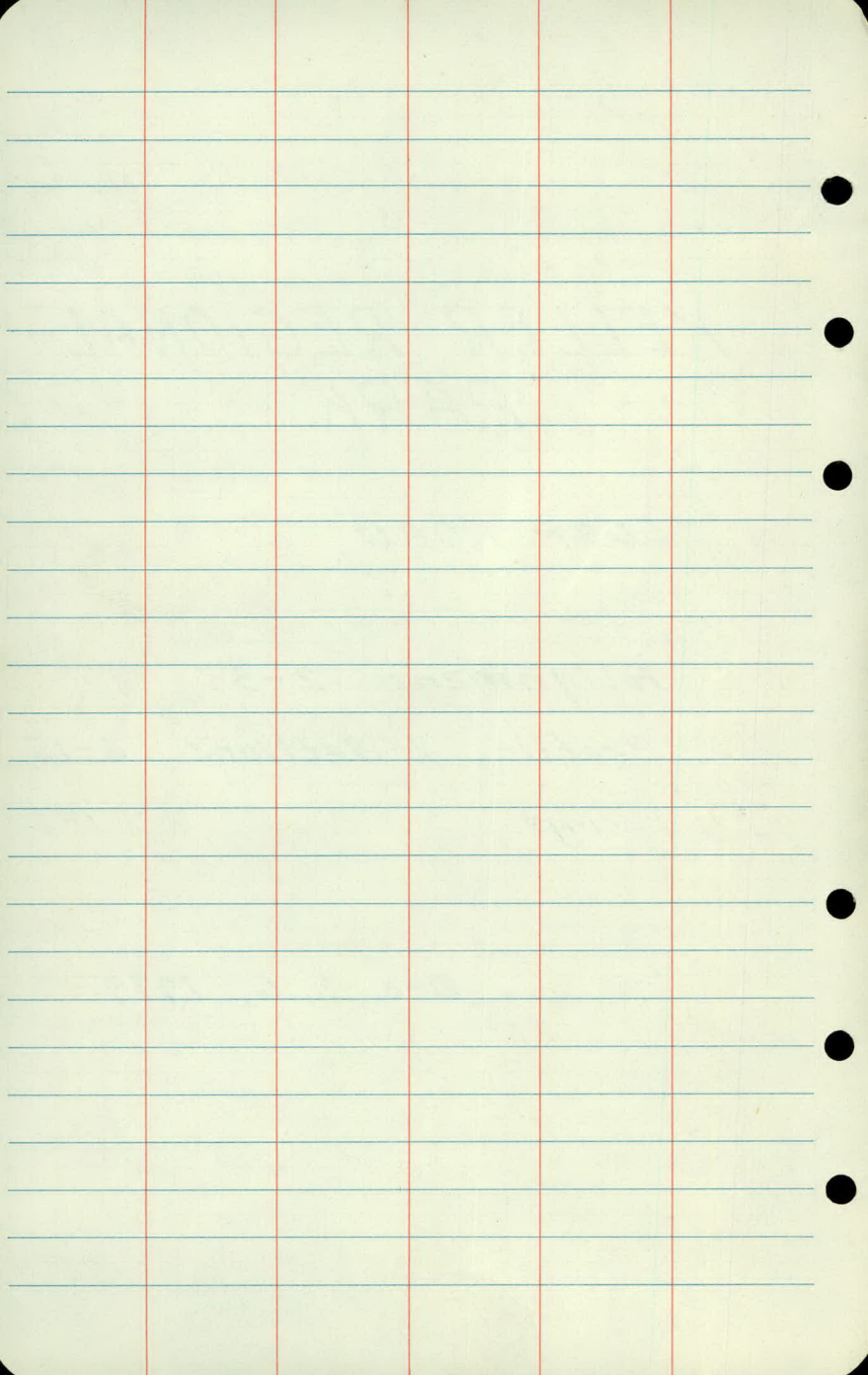
Alignment 2-5

Profile, X-Sections 6-15

borings

1-2

Dec. 5, 6, 1979



ALIGNMENT

LOOP ROAD
(Runs clockwise)

Crew: R.M. K

PD

PK

Dec. 5 & 6, 1979

6+72.94 P.T.

$\Delta = 90^\circ 03' 13''$ Right

$R = 175.35$

$T = 175.51$

P.I.

3+97.34 P.R.C.

$\Delta = 19^\circ 50' 30''$ Left

$R = 285.87$

P.I.

$T = 50$

2+98.34 P.C.

1+30.51

Inter section

0+00

± S. T. H. No. 61

-0+37.05

• P.K.

• Spk

• P.K.

• P.K.

• P.K.

• Spk

• P.K.

• P.K.

15+41.69 P.T.

$\Delta = 27^\circ 16' 32''$ Right

$R = 597.63$

$T = 145$

P.I.

12+57.19 P.C.

10+09.53 P.T.

$\Delta = 49^\circ 52' 05''$ Right

$R = 322.65$

$T = 150$

P.I.

7+28.71 P.C.

• P.K.

• spk

• P.K.

• P.K.

• spk

• P.K.

26+60.60 Intersection = 1+30.51

24+02.09 Def. Point $0^{\circ}33'49''$ Left

20+60.42 P.T.

$\Delta = 48^{\circ}27'33''$ Right

$R = 200$

P.I.

$T = 90.01$

18+91.27 P.C.

17+74.18 P.T. = 21+71.05 $\pm$ Keller Pkwy.

$\Delta = 87^{\circ}33'55''$ Right

$R = 104.34$

P.I.

$T = 100$

16+14.72 P.C.

• Spk

• P.K.

•

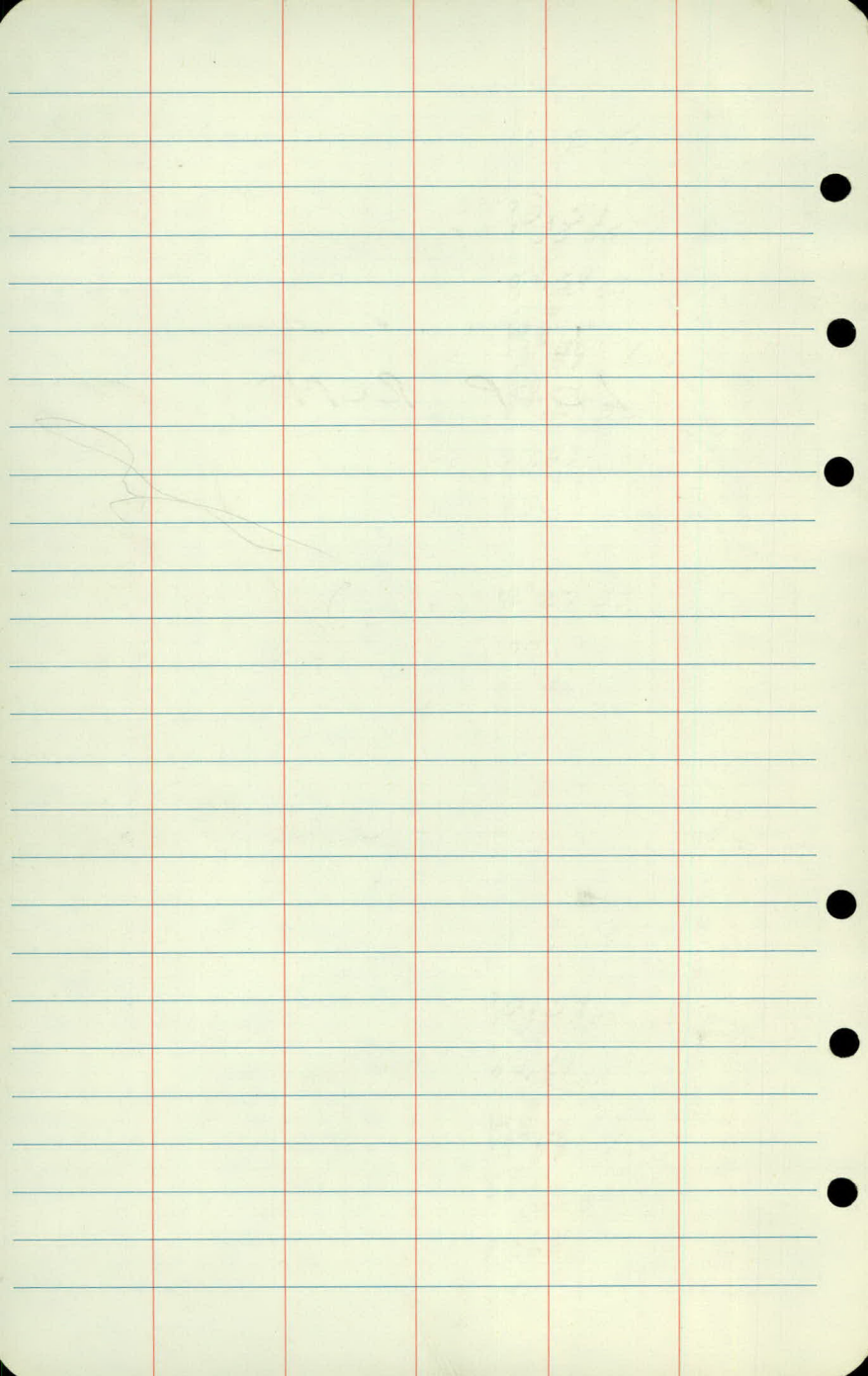
• P.K.

• P.K.

• P.K.

• P.K.

• P.K.



PROFILE + X Sects
(Runs clockwise)

~~BEER CAN HILL~~

LOOP ROAD

Crew: P.M. &

Dec. 7, 1979

P.K.

P.D.

Reduced LRF 12-14-A

Sta.	B.S.	H.I.	F.S.		
B.M.	12.29	875.20			862.91
18+00 T.P.	13.60	886.55	2.25	872.95	
20+00			6.79	879.76	
B.M.			5.50	881.05	
T.P.	9.57	894.27	1.85	884.70	
B.M.	4.81	895.15	3.93	890.34	
B.M.	0.41	893.41	2.15	893.00	
T.P. (P.C)			14.76	878.65	
	11.36	890.01			
T.P.	6.77	878.12	18.66	871.35	
P.K.			7.16		
B.M.			5.23	872.89	
			1.7		
T.P. (P.K.)	8.86	885.64	1.34	876.78	
B.M.			4.58	881.06	881.05
Sta 20			5.87	879.77	879.76

B.M. on Keller Cr. control structure

Spike in 36" Cottonwood NW. side @
Keller Pkwy & Golf Course Rd.

P.K. & Golf Course Road

Bent Spike in 36" Oak N. side Rd

Spike in E. side 12" Pine W. side Rd.

P.C. @ Sta 22+98.34

On pavement in parking lot

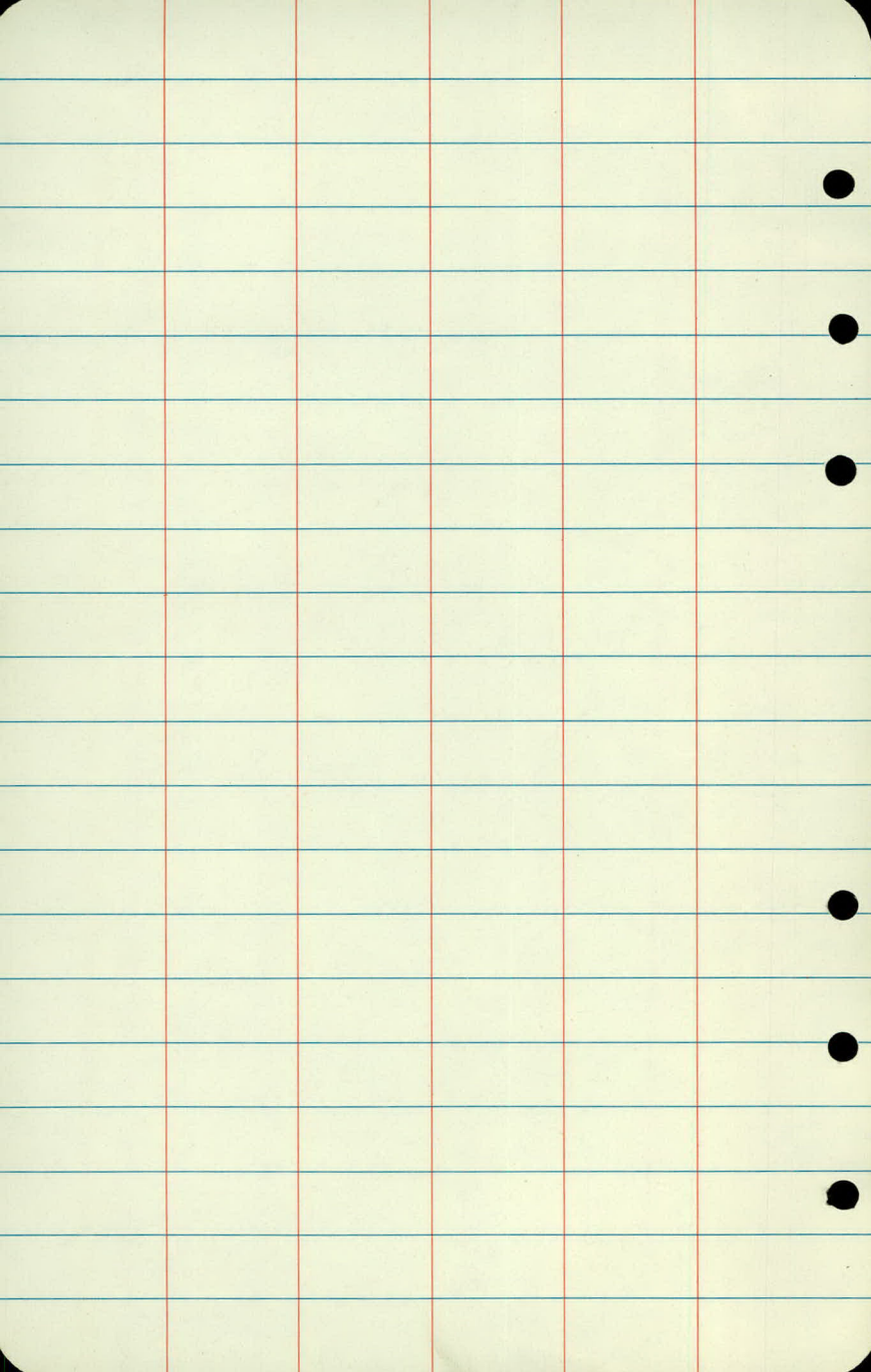
P.K. N. end parking lot

S. end of top conc. abutement of under pass
E. side Hwy 61

P.I.

Spk. in 36" Cottonwood (Keller Pkwy & Golf Course Rd)

Sta. 20+00 (Keller Pkwy)



STA.

B.S.
+

H.I.

F.S.
-

6.39 885.04

878.65

1+00

1+30.51

+50

2

+50

3

+50

4

T.P.

14.09 897.32 1.81 883.23

+50

π R.M.
P.D.
P.K.

Dec. 11, 1979

Partly Cloudy 9
18° Windy 25mph

P.K. & Sta. 2+98.34

16.2 68^B

14.95 870.1

13.8 712 7120

11.2 73^B 735

8.6 76⁴

6.3 78⁷

4.5 80⁵

2.9 82¹

12.3 85⁰

B.S.

H.I.

F.S.

897.32

5

+50

6

+50

7

+50

8

+50

9

Rt

10

$$9.8 \ 875$$

$$6.9 \ 904$$

$$5.7 \ 916$$

$$5.6 \ 912$$

$$6.0 \ 913$$

$$6.6 \ 902$$

$$7.1 \ 902$$

$$\begin{array}{r} 9062 \\ 6.7 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 908 \\ 6.5 \\ \hline 10 \end{array}$$

$$7.4 \ 899$$

$$\begin{array}{r} 901 \\ 7.2 \end{array}$$

$$\begin{array}{r} 892 \\ 8.1 \\ \hline 11 \end{array}$$

$$\begin{array}{r} 892 \\ 8.1 \\ \hline 12 \end{array}$$

B.S.

H.I

F.S.

897.32

9 + 50

10

T.P.

3.90

894.42

~~894.37~~

6.85

890.47

+ 50

4.08 890.29 890.34

11

+ 50

12

+ 50

13

+ 50

$$\begin{array}{r} 907 \\ \underline{6.6} \\ 7 \end{array}$$

$$\begin{array}{r} 905 \\ \underline{6.8} \end{array}$$

$$\begin{array}{r} 895 \\ \underline{7.8} \\ 14 \end{array}$$

$$\begin{array}{r} 907 \\ \underline{6.6} \\ 7 \end{array}$$

$$\begin{array}{r} 904 \\ \underline{6.9} \end{array}$$

$$\begin{array}{r} 904 \\ \underline{4.0} \end{array}$$

Bent spk in Oak

$$\begin{array}{r} 903 \\ \underline{4.1} \end{array}$$

$$\begin{array}{r} 903 \\ \underline{4.1} \end{array}$$

$$\begin{array}{r} 903 \\ \underline{4.1} \end{array}$$

$$\begin{array}{r} 903 \\ \underline{4.2} \end{array}$$

$$\begin{array}{r} 898 \\ \underline{4.6} \end{array}$$

$$\begin{array}{r} 892 \\ \underline{5.3} \end{array}$$

B.S.

H.I

F.S.

894.42

14

+50

15

+50

16

	B.S.	H.I	F.S.		
T.P.	2.50	887.20	9.70	884.72	884.70

+50

17

+50

18

885
5.9

876
6.8

868
7.6

858
8.6

845
9.9

P.K. in E. Golf Course Rd.

829
4.3

813
5.9

808
4.4

824
4.8

B.S.

H.I.

F.S.

887.20

18+50

19

+50

20

+50

T.P.

2.90

876.68 ✓

13.42

873.78

21

3.79

872.89 872.89

+50

22

+50

813
5.9

792
7.5

778
9.4

749
12.3

738
13.4

736
3.1

B.m. Top S. end conc. abutement underpass

731
3.6

727
4.0

723
4.5

B.S.

H.I.

F.S.

876.68

23

+50

24

+50

0+00

0+30

edge pavement

0+50

T.P.

23.54 897.45 2.77 873.91

24+30

24+80

Lt.

£

R.T.

14

717
5.0

5.5 712

5.7 710

8.8 679

867.2
9.5

9.8 662

740
23.5

770
20.5
48

906
6.9 Not
100 Top

728
24.6
30

832
14.2

894 946
8.1 24.2.9
40 80

NOT
TOP

B.S.

H.I.

F.S.

897.45

25+39

25+90

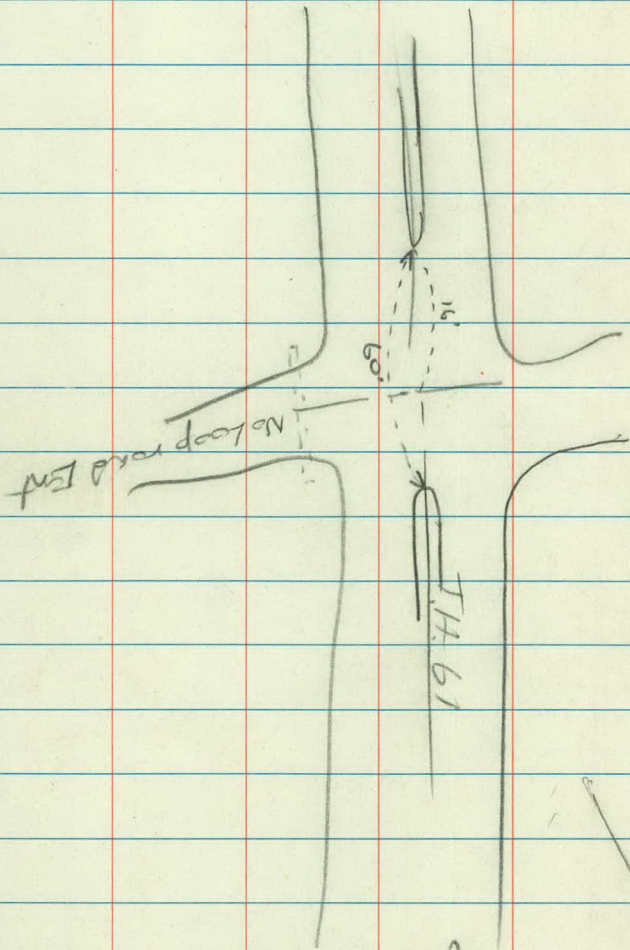
24.60 872.85 872.89

Lt.

£

Rt. 15

 $77\frac{2}{3}$ 20.3 $\frac{15}{15}$ $83\frac{1}{2}$ 13.9 $77\frac{1}{2}$ 19.8 $87\frac{2}{3}$ 10.3 $\frac{27}{27}$ $83\frac{4}{5}$ 14.0 $\frac{35}{35}$ $96\frac{0}{10}$ 1.4 $\frac{87}{87}$ $88\frac{2}{5}$ 9.3 $\frac{100}{100}$



No
with top for com.

2-27-30

G.A.
MIL.

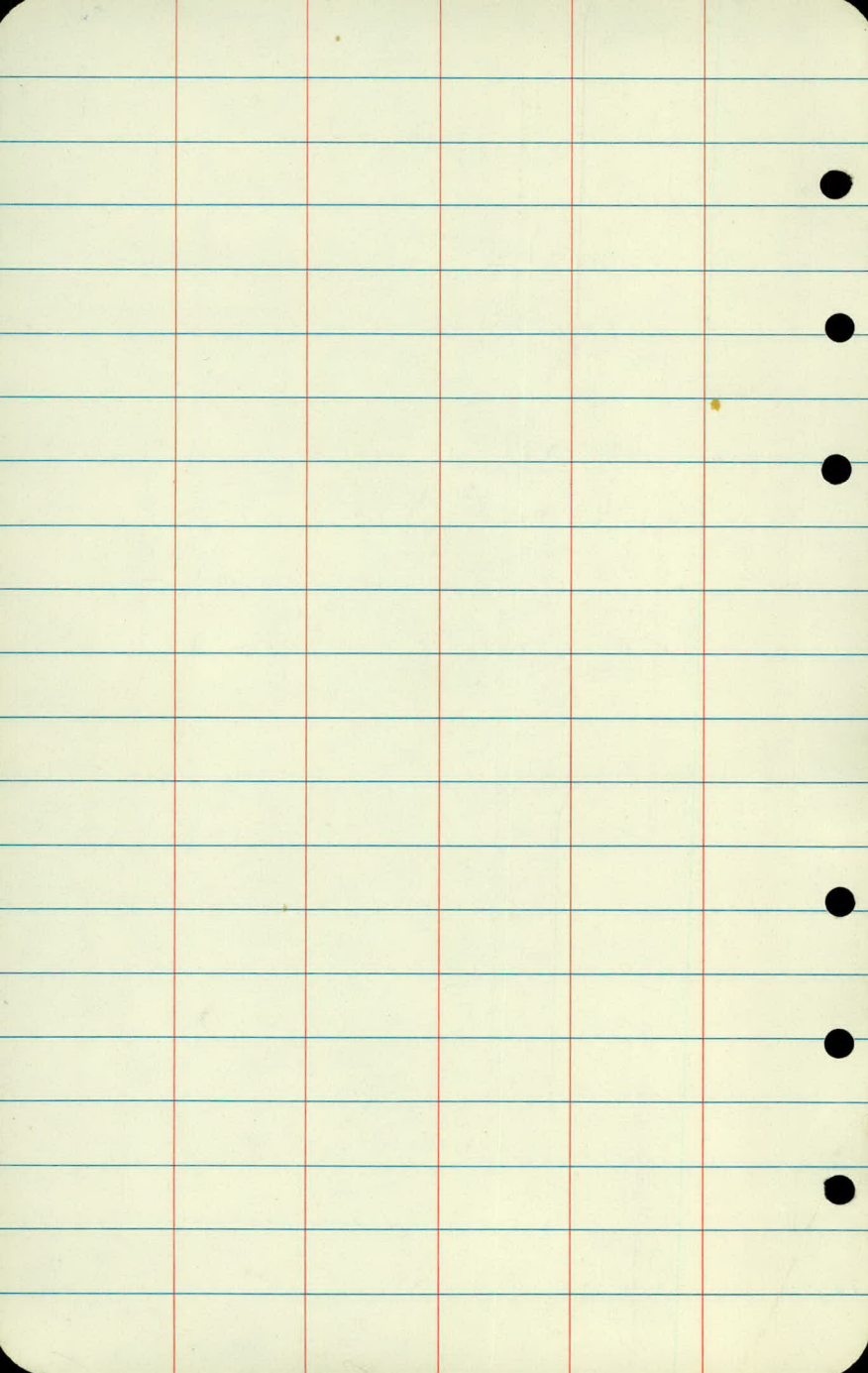
①

Soils
Borings

T.H. 61

No. of Keller Pkwy

(For Proposed Rt. turn lane)



STA	DIS FROM Lt or RT	BORING DEPTH	TYPE OF SOILS	(2)
100' South of ENT.	32'	0-1	AGGREGATE GRAVEL	
		1-2	AGGREGATE	
		2-3	sand	
		3-4	sand	
		4-5	sand	
		5-6	sand	
		6-7	sand	
400' s of ENT	32'	0-1	AGG.	
		1-2	SAND	
		2-3	SAND	
		3-4	BLUE CLAY	
		4-5	"	
		5-6	"	
		6-7	"	
		7-8	CLAY	
		8-9	"	
		9-10	"	
		10-11	WET CLAY	

144