

OFFICE OF COUNTY ENGINEER
RAMSEY COUNTY, MINN.

PLAN

Survey

KELLER PARKWAY

From E. SHORE DR To T.H. 61

Road Acc't. No. ABANDON

Dr 12

Date Filed 1-21-82

File BK 39

ROAD NO LONGER
EXISTS

KELLER PARKWAY

(E. Shore Drive - S.T.H. No. 61)

ALIGNMENT

4
~~8~~ sheets

Crew: R.M.
P.D.
P.K.
M.G.

August, 1979

Sta.	Pt.	def. $\angle$	chord	Data
+47.75	P.T.	0°		$\Delta = 8^\circ 48'$
7		$0^\circ 57' 17''$	47.75	$R = 1432.827$
+50		$1^\circ 57' 16''$	49.99	$T = 110.25$
+37.93	P.I.			$D = 3.595566$
6		$2^\circ 57' 15''$	"	$L = 220.066$
+50		$3^\circ 57' 15''$	"	
5+27.68	P.C.	$4^\circ 24'$	22.32	

36

3+31.13 N. Line Phalen Park (to iron)

1+94.17	P.T.	0°		$\Delta = 27^\circ 07'$
+50		$3^\circ 05' 03''$	44.15	$R = 410.274$
1		$6^\circ 34' 32''$	49.97	$T = 98.94$
+98.94	P.I.			$D = 13.575487$
+50		$10^\circ 04' 00''$	"	$L = 194.173$
0+00	P.C.	$13^\circ 33' 29''$	"	

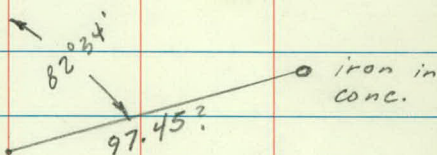
$\Delta-L-R$

• P.K.

 $\Delta-L$

• P.K.

• P.K.



• P.K.

 $\Delta-L$

• P.K.

• P.K.

Sta	Pt.	def. $\angle$	chord	Data
+10.04	P.T.	$13^{\circ}54'$	10.04	$\Delta = 27^{\circ}48'$
14		$12^{\circ}54'02''$	49.94	$R = 287.948$
+50		$7^{\circ}55'35''$	49.94	$T = 71.26$
+41.59	P.I.			$D = 19.535258$
13		$2^{\circ}57'06''$	29.65	$L = 139.713$
12+70.33	P.C.C.	0°		
+70.33	P.C.C.	20°	20.31	$\Delta = 40^{\circ}$
+50		$15^{\circ}32'28''$	49.69	$R = 130.643$
	P.I.			$T = 47.55$ 30
12		$4^{\circ}34'36''$	20.85	$D = 43.512486$
11+79.13	P.C.	0°		$L = 91.206$
+79.46	P.T.	0°		$\Delta = 22^{\circ}14'00''$
+50		$2^{\circ}55'52''$	29.45	$R = 287.947$
+24.30	P.I.			$T = 56.58$
10		$7^{\circ}54'20''$	49.94	$D = 19.535284$
9 +67.72	P.C.	$11^{\circ}07'$	32.26	$L = 111.736$

Δ
L-R

3

• P.K.

Δ -R

• P.K.

• P.K.

• P.K.

39

Δ -R

• P.K.

• P.K.

• P.K.

Δ -L

• P.K.

• P.K.

Sta.	Pt.	def. &	chord	Data
------	-----	--------	-------	------

2+04.07 $\pm$ Median Strip

23+48.73 = 0+00

22+00.90 P.O.L.

40

+29.55 P.T. 0° $\Delta = 16^\circ 10' 49''$

17 $1^\circ 59' 56''$ 29.54 $R = 423.510$

P.I. $T = 60.20$

+50 $5^\circ 22' 52''$ 49.97 $D = 13.528790$

16+09.95 P.C. $8^\circ 05' 25''$ 40.03 $L = 119.599$

• P.K.

41

• P.K.

• P.K.

$\Delta - L$

• P.K.

• P.K.

42

1
KELLER PARKWAY
(AT S.T.H. 61)

ALIGNMENT

2

Sheet 3

43

2+04.07

± Median Strip

1+00

P.K.

0+00

P.K.

44

22

JA
ML
BW

FEB 28, 80
Sunny 15°

①

Keller Pump House

7-10

2 sheets

STA	+	π	-	ELL
		321 <u>64</u>		862 <u>21</u>
BM	1873	900.75		882.22
				280 <u>71</u>
			0.93	900.02
				873 <u>89</u>
			7.75	893.20
				871 <u>17</u>
			10.47	890.48

DESCRIPTION

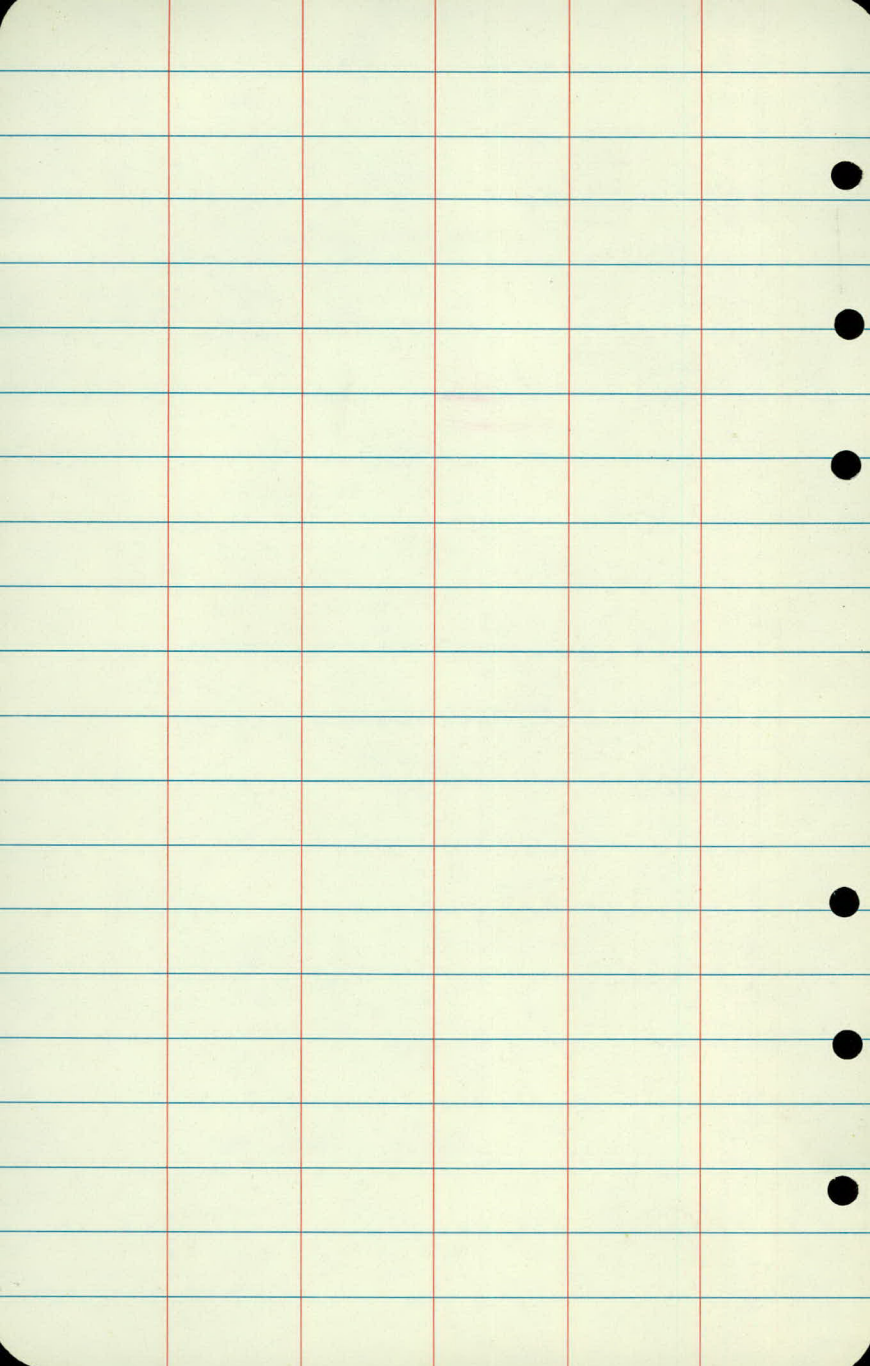
2

N.W. COR Top Pump House ² 7-10

CONC. WINGWALL MEETS FLAGSTONE
GROUND IN FRONT OF Pump House

CONC. WINGWALL IS 25.2' LONG

(End is flat)



1

TOPOGRAPHY

KELLER PARKWAY

(AT S.T.H. 61)

3 sheets

45

Crew: R.m.

P.D.

P.K.

M.G.

Sunny 75°

June 29, 1979

$$\begin{array}{r}
 \text{P.O. Rad.} \quad \text{P.O. G.R.} \\
 +58 \quad \underline{\quad 5 \quad} \quad \underline{\quad 9 \quad} \\
 +54 \quad \text{P.P.} \quad \text{w. Luminare} \\
 \quad \quad \underline{14}
 \end{array}$$

+ 50

$$\begin{array}{r}
 46.6 \quad \text{P.O. G.R.} \\
 \quad \quad \underline{11.6} \\
 +40 \quad \text{End G.R.} \\
 \quad \quad \underline{33.2} \\
 +34 \quad \text{End Rad} \quad +38 \quad \text{Beg. Rad} \\
 \quad \quad \underline{4.4} \quad \quad \underline{67} \\
 +18.6 \quad \text{P.O. Rad} \\
 \quad \quad \underline{36} \\
 +0 \quad \text{E. Rd} \\
 \quad \quad \underline{7}
 \end{array}$$

$$+96 \quad \text{P.O. Rad} \\
 \quad \quad \underline{485}$$

$$\begin{array}{r}
 81.2 \quad \text{P.O. Rad.} \\
 \quad \quad \underline{24.7} \\
 +73 \quad \text{End Culv.} \\
 \quad \quad \underline{26'}
 \end{array}$$

$$+65.7 \quad \text{Beg. Rad} \\
 \quad \quad \underline{16.5}$$

$$+88 \quad \text{P.O. Rad} \\
 \quad \quad \underline{7.3 - 33.5}$$

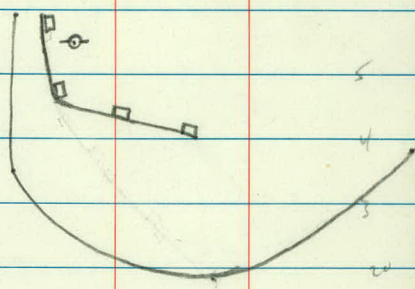
$$+77.2 \quad \text{P.O. Rad} \\
 \quad \quad \underline{9 - 20}$$

$$+61.5 \quad \text{Beg Rad} \\
 \quad \quad \underline{10.4}$$

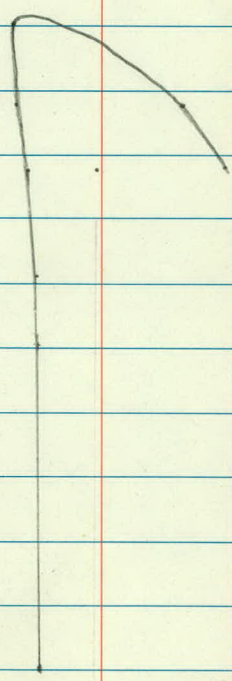
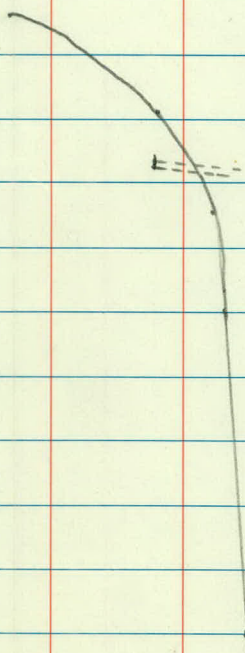
$$\begin{array}{r}
 \text{Bt.} \\
 14.5 \quad +50 \quad \text{Bt.} \\
 \quad \quad \underline{10.2}
 \end{array}$$

$$\begin{array}{r}
 \text{Bt.} \\
 11.2 \quad 0 \quad \text{Bt.} \\
 \quad \quad \underline{11.2}
 \end{array}$$

$$0-04 \quad \text{P.P.} \\
 \quad \quad \underline{34}$$



47



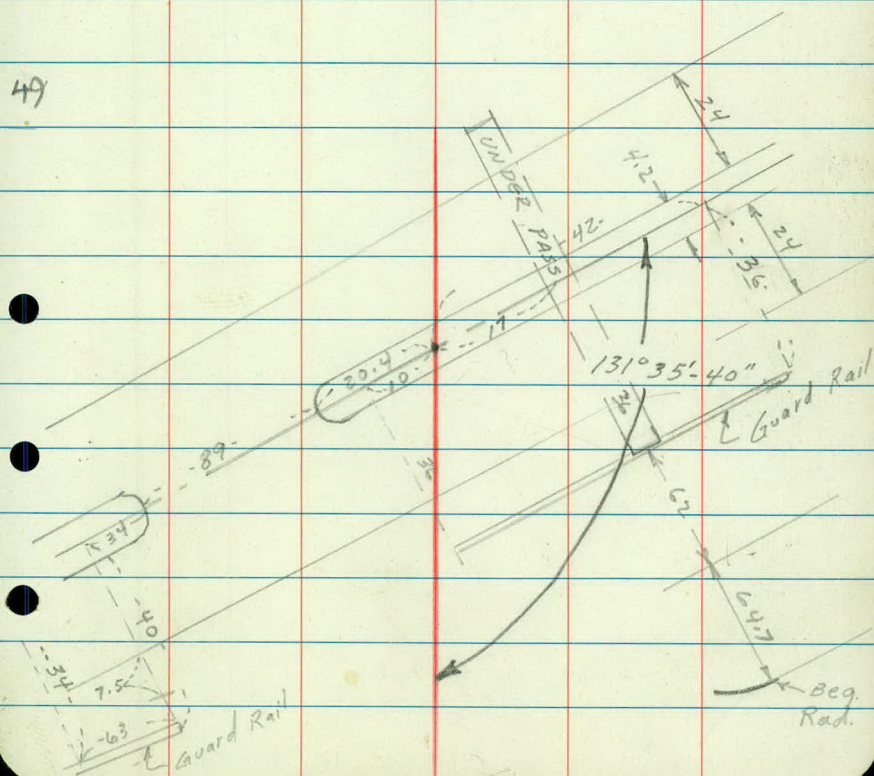
0.04

48

~~£ Median strip~~ = 2+04.07



49



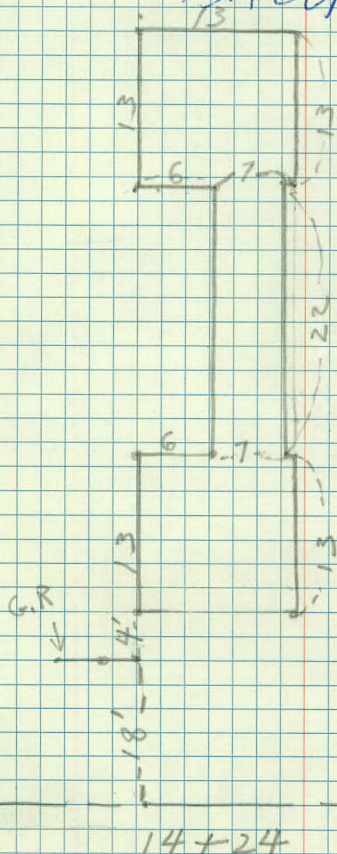
50

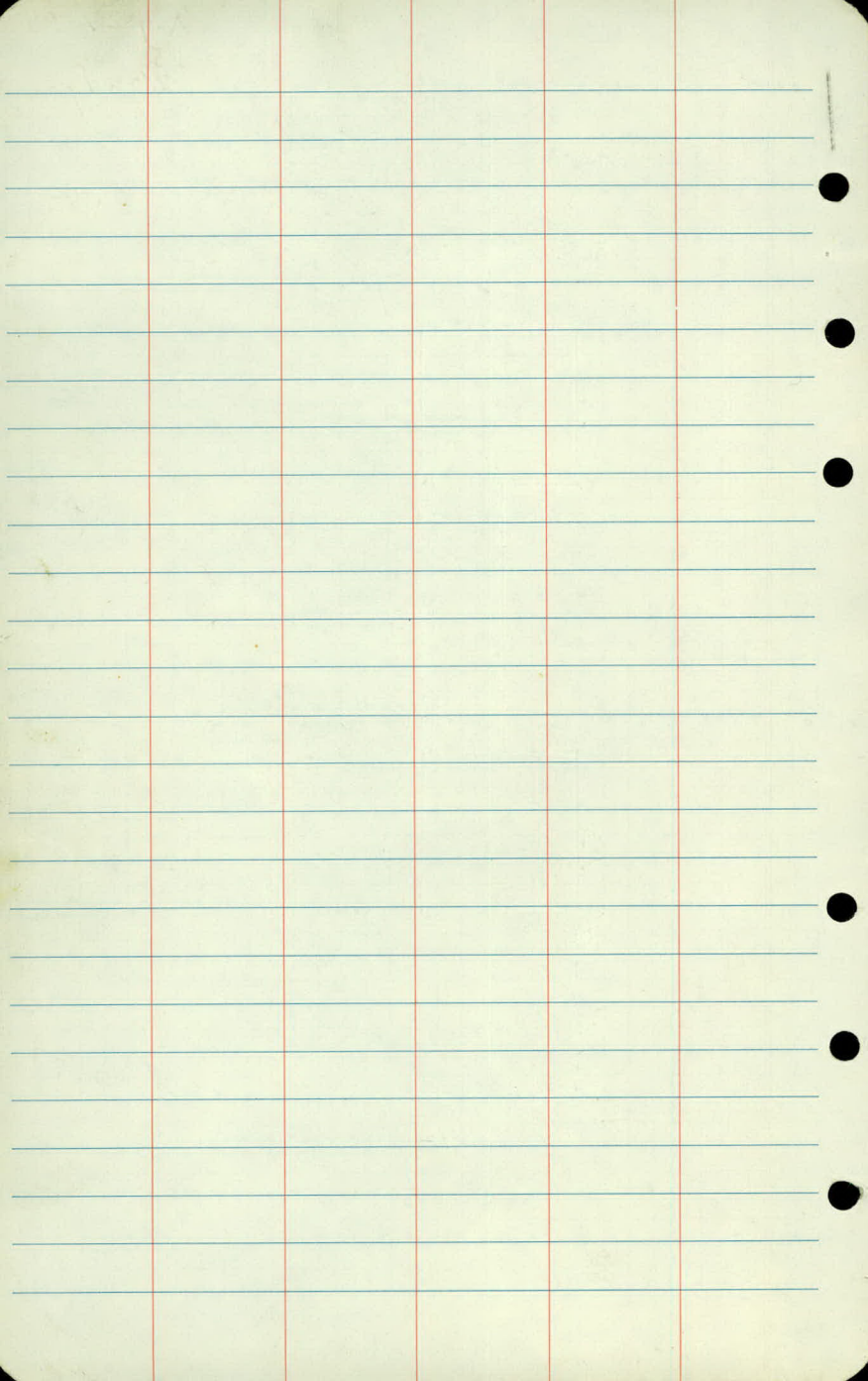
L.P.D.
P.K.
M.G.

Aug 27 79
65°
cloudy

LAKE LEVEL CONTROL STRUCTURE KELLER PKWP

7000 GRPPHY
Sheet





1

KELLER PARKWAY

East Shore Dr. to S.T.H. #61

X- SECTIONS

11 sheets

CREW: R.M.
P.K.
P.D.
M.G.

Aug. 15, 1979

Sunny

Cool 60°

Sta	B.S	H.I	F.S.
B.M.	5.84	870.50	864.66

1+00

+50

2

+50

C.B. ^{62.82}
7.68

culv. ^{59.71}
10.79/33

3

T.P.	5.09	868.73	6.86	863.64	⁴ Sta 3+50
------	------	--------	------	--------	-----------------------------

3

+50

Lt.

E

Rt.

2

Top rim pipe conn. meter pole

$$\begin{array}{r} 58.1 \\ 12.4 \\ \hline 51 \end{array}$$

$$\begin{array}{r} 63.5 \\ 7.0 \\ \hline 32 \end{array}$$

$$\begin{array}{r} 64.3 \\ 6.2 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 64.8 \\ 5.7 \end{array}$$

$$\begin{array}{r} 58.8 \\ 11.7 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 62.7 \\ 7.8 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 63.17 \\ 7.33 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 64.1 \\ 6.4 \end{array}$$

$$\begin{array}{r} 58.1 \\ 12.4 \\ \hline 44 \end{array}$$

$$\begin{array}{r} 62.4 \\ 8.1 \\ \hline 26 \end{array}$$

$$\begin{array}{r} 62.87 \\ 7.63 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 63.4 \\ 6.9 \end{array}$$

$$\begin{array}{r} 58.9 \\ 11.6 \\ \hline 41 \end{array}$$

$$\begin{array}{r} 62.85 \\ 7.65 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 63.5 \\ 7.0 \end{array}$$

$$\begin{array}{r} 63.15 \\ 7.35 \\ \hline 19 \end{array}$$

$$\begin{array}{r} 63.7 \\ 6.8 \\ \hline 71 \end{array}$$

$$\begin{array}{r} 63.9 \\ 6.6 \\ \hline 97 \end{array}$$

$$\begin{array}{r} 63.04 \\ 7.46 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 63.5 \\ 7.0 \end{array}$$

$$\begin{array}{r} 63.09 \\ 7.41 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 63.4 \\ 7.1 \\ \hline 45 \end{array}$$

$$\begin{array}{r} 61.5 \\ 9.0 \\ \hline 56 \end{array}$$

$$\begin{array}{r} 61.43 \\ 7.3 \\ \hline 125 \end{array}$$

$$\begin{array}{r} 60.23 \\ 8.5 \\ \hline 87 \end{array}$$

$$\begin{array}{r} 61.43 \\ 7.3 \\ \hline 59 \end{array}$$

$$\begin{array}{r} 58.43 \\ 10.3 \\ \hline 36 \end{array}$$

$$\begin{array}{r} 63.24 \\ 5.44 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 63.43 \\ 5.1 \end{array}$$

$$\begin{array}{r} 63.34 \\ 5.37 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 63.03 \\ 5.7 \\ \hline 43 \end{array}$$

$$\begin{array}{r} 60.53 \\ 8.2 \\ \hline 55 \end{array}$$

$$\begin{array}{r} 61.43 \\ 6.8 \\ \hline 145 \end{array}$$

$$\begin{array}{r} 61.13 \\ 7.6 \\ \hline 93 \end{array}$$

Sta

868.73

4

+50

5

+50

T.P.

4.72

868.21

5.24

863.49

+90

6 + 50

LH

L

RH

3

57.43

62.13

63.11

63.73

63.30

63.13

60.83

$$\frac{11.3}{34}$$

$$\frac{6.6}{25}$$

$$\frac{5.62}{16}$$

$$\frac{5.0}{16}$$

$$\frac{5.43}{16}$$

$$\frac{5.6}{41}$$

$$\frac{7.9}{58}$$

57.33

61.13

63.0

63.53

63.12

61.43

61.23

$$\frac{7.3}{138}$$

$$\frac{7.5}{76}$$

$$\frac{10.4}{30}$$

$$\frac{7.6}{26}$$

$$\frac{5.73}{17}$$

$$\frac{5.2}{17}$$

$$\frac{5.61}{17}$$

$$\frac{5.5}{37}$$

$$\frac{8.5}{59}$$

57.43

61.03

63.04

63.33

62.7

60.83

60.73

$$\frac{10.8}{34}$$

$$\frac{7.7}{33}$$

$$\frac{5.69}{16}$$

$$\frac{5.4}{16}$$

$$\frac{6.03}{16}$$

$$\frac{6.1}{42}$$

$$\frac{9.4}{58}$$

$$\frac{9.2}{73}$$

58.33

60.43

62.33

62.98

63.53

62.11

60.13

59.13

$$\frac{10.4}{38}$$

$$\frac{8.3}{36}$$

$$\frac{6.4}{27}$$

$$\frac{5.75}{16}$$

$$\frac{5.2}{16}$$

$$\frac{6.32}{16}$$

$$\frac{7.8}{42}$$

$$\frac{9.6}{54}$$

59.01

60.61

62.51

63.01

63.31

62.51

60.81

59.21

$$\frac{9.2 \text{ inv.}}{34}$$

$$\frac{7.6}{34}$$

$$\frac{5.7}{29}$$

$$\frac{5.2}{16}$$

$$\frac{4.9}{16}$$

$$\frac{5.7}{16}$$

$$\frac{7.4}{38}$$

$$\frac{9.0 \text{ inv.}}{38}$$

18" CMC

18" C.M.C.

58.131

62.71

63.14

63.21

62.59

62.01

60.11

58.71

$$\frac{9.9}{37}$$

$$\frac{5.5}{30}$$

$$\frac{5.05}{16}$$

$$\frac{5.0}{16}$$

$$\frac{5.62}{16}$$

$$\frac{6.2}{48}$$

$$\frac{8.1}{51}$$

$$\frac{9.5}{57}$$

Sta	B.S.	H.I	F.S
-----	------	-----	-----

868.21

7+00

T.P.	4.86	868.08	4.99	863.22	± Sta 7+50
------	------	--------	------	--------	------------

+50

8

+50

9

+45 $\frac{5.55}{15}$ C.B. Rt

T.P.	4.88	867.76	5.20	862.88	± Sta 9+50
------	------	--------	------	--------	------------

+50

10

+39 $\frac{3.87}{26}$ MH Rt

863.89

+50

Lt.

#

Rt.

4

$$\begin{array}{r} \$8.01 \\ 10.2 \\ \hline 32 \end{array} \quad \begin{array}{r} 11.11 \\ 7.1 \\ \hline 30 \end{array} \quad \begin{array}{r} 12.21 \\ 6.0 \\ \hline 28 \end{array} \quad \begin{array}{r} 13.04 \\ 5.13 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 13.11 \\ 5.1 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 12.51 \\ 5.70 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 10.41 \\ 7.8 \\ \hline 55 \end{array}$$

$$\begin{array}{r} 10.31 \\ 7.9 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 11.91 \\ 9.3 \\ \hline 69 \end{array}$$

$$\begin{array}{r} 12.68 \\ 9.4 \\ \hline 31 \end{array}$$

$$\begin{array}{r} 12.68 \\ 5.4 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 12.93 \\ 5.15 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 13.18 \\ 4.9 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 12.41 \\ 5.67 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 12.58 \\ 5.5 \\ \hline 31 \end{array}$$

$$\begin{array}{r} 12.18 \\ 5.9 \\ \hline 76 \end{array}$$

$$\begin{array}{r} 11.38 \\ 6.7 \\ \hline 95 \end{array}$$

water elev

$$\begin{array}{r} 10.0 \\ 28 \end{array}$$

$$\begin{array}{r} 12.88 \\ 5.2 \\ \hline 24 \end{array}$$

$$\begin{array}{r} 13.02 \\ 5.06 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 12.08 \\ 5.0 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 12.65 \\ 5.43 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 12.38 \\ 5.7 \\ \hline 67 \end{array}$$

$$\begin{array}{r} 11.48 \\ 6.6 \\ \hline 145 \end{array}$$

$$\begin{array}{r} 10.98 \\ 7.1 \\ \hline 112 \end{array}$$

$$\begin{array}{r} 10.0 \\ 29 \end{array}$$

$$\begin{array}{r} 12.98 \\ 5.1 \\ \hline 22 \end{array}$$

$$\begin{array}{r} 12.87 \\ 5.21 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 13.02 \\ 5.0 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 12.67 \\ 5.41 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 12.68 \\ 5.4 \\ \hline 82 \end{array}$$

$$\begin{array}{r} 12.08 \\ 6.0 \\ \hline 145 \end{array}$$

$$\begin{array}{r} 10.0 \\ 26 \end{array}$$

$$\begin{array}{r} 11.58 \\ 6.5 \\ \hline 23 \end{array}$$

$$\begin{array}{r} 12.68 \\ 5.40 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 12.88 \\ 5.2 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 12.63 \\ 5.45 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 13.28 \\ 4.8 \\ \hline 52 \end{array}$$

$$\begin{array}{r} 12.88 \\ 5.2 \\ \hline 145 \end{array}$$

$$\begin{array}{r} 9.7 \\ 30 \end{array}$$

$$\begin{array}{r} 7.0 \\ 25 \end{array}$$

$$\begin{array}{r} 4.1 \\ 19 \end{array}$$

$$\begin{array}{r} 4.86 \\ 16 \end{array}$$

$$\begin{array}{r} 4.9 \\ 18 \end{array}$$

$$\begin{array}{r} 5.3 \\ 25 \end{array}$$

$$\begin{array}{r} 4.5 \\ 144 \end{array}$$

$$\begin{array}{r} 4.4 \\ 144 \end{array}$$

$$\begin{array}{r} 9.7 \\ 30 \end{array}$$

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

$$\begin{array}{r} 4.2 \\ 19 \end{array}$$

$$\begin{array}{r} 5.05 \\ 17 \end{array}$$

$$\begin{array}{r} 4.6 \\ 51 \end{array}$$

$$\begin{array}{r} 4.5 \\ 100 \end{array}$$

$$\begin{array}{r} 4.2 \\ 100 \end{array}$$

$$\begin{array}{r} 9.7 \\ 30 \end{array}$$

$$\begin{array}{r} 4.3 \\ 20 \end{array}$$

$$\begin{array}{r} 5.03 \\ 17 \end{array}$$

$$\begin{array}{r} 4.8 \\ 13 \end{array}$$

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

$$\begin{array}{r} 4.1 \\ 42 \end{array}$$

$$\begin{array}{r} 3.2 \\ 42 \end{array}$$

$$\begin{array}{r} 0.8 \\ 74 \end{array}$$

Sta B.S. H.I F.S

867.76

11+00

+50

T.P. 7.71 870.58 4.89 862.87 $\pm$ Sta. 12+00

12

+50

T.P. 4.91 867.78 4.89 862.87 $\pm$ Sta 12+00

T.P. 7.00 869.89 4.89 862.89 862.91

T.P. 14.84 878.99 5.76 864.15

T.P. 11.73 889.51 1.21 877.78

7.15 882.36 882.229

LX

Z

Rt.

5

$$\begin{array}{r} 58.06 \\ 9.7 \\ \hline 28 \end{array}$$

$$\begin{array}{r} 62.66 \\ 5.1 \\ \hline 19 \end{array}$$

$$\begin{array}{r} 62.56 \\ 5.2 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 63.06 \\ 4.7 \\ \hline \end{array}$$

$$\begin{array}{r} 62.32 \\ 5.44 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 63.26 \\ 4.5 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 67.16 \\ 0 \\ \hline 26 \end{array}$$

$$\begin{array}{r} 62.66 \\ 5.1 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 62.96 \\ 4.8 \\ \hline \end{array}$$

$$\begin{array}{r} 62.44 \\ 5.3 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 57.98 \\ 12.6 \\ \hline 27 \end{array}$$

$$\begin{array}{r} 61.98 \\ 8.8 \\ \hline 21 \end{array}$$

$$\begin{array}{r} 62.28 \\ 8.3 \\ \hline 19 \end{array}$$

$$\begin{array}{r} 62.88 \\ 7.7 \\ \hline \end{array}$$

$$\begin{array}{r} 62.63 \\ 7.95 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 63.68 \\ 6.9 \\ \hline 21 \end{array}$$

$$\begin{array}{r} 65.09 \\ 5.5 \\ \hline 23 \end{array}$$

$$\begin{array}{r} 67.58 \\ 3.0 \\ \hline 43 \end{array}$$

$$\begin{array}{r} 62.68 \\ 7.9 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 62.98 \\ 7.6 \\ \hline \end{array}$$

$$\begin{array}{r} 62.60 \\ 7.98 \\ \hline 14 \end{array}$$

$$\begin{array}{r} 68.28 \\ 2.3 \\ \hline 63 \end{array}$$

B.M. on Keller Cr. control structure

Bottom of Millers 7oz beer bottle

B.M. on S.T.H. #61 bridge over Keller

Channel B.M. # 6222 B

Sta	B.S	H.I.	F.S
-----	-----	------	-----

B.M.	15.17	878.08	862.91
------	-------	--------	--------

12+00	15.17	878.08	862.91
-------	-------	--------	--------

13+00

+50

14

B.M.	19.25	882.16	862.91
------	-------	--------	--------

14+50

15

Lt.

£

Pt.

6

B.M. on Keller Creek control structure

$$\begin{array}{r}
 58.08 \\
 20.0 \\
 \hline
 27
 \end{array}
 \quad
 \begin{array}{r}
 66.28 \\
 17.8 \\
 \hline
 24
 \end{array}
 \quad
 \begin{array}{r}
 62.28 \\
 15.8 \\
 \hline
 18
 \end{array}
 \quad
 \begin{array}{r}
 62.98 \\
 15.1 \\
 \hline
 15
 \end{array}
 \quad
 \begin{array}{r}
 62.73 \\
 15.35 \\
 \hline
 26
 \end{array}
 \quad
 \begin{array}{r}
 64.38 \\
 13.7 \\
 \hline
 37
 \end{array}
 \quad
 \begin{array}{r}
 69.48 \\
 8.6 \\
 \hline
 37
 \end{array}
 \quad
 \begin{array}{r}
 75.88 \\
 2.2 \\
 \hline
 52
 \end{array}$$

$$\begin{array}{r}
 58.08 \\
 20.0 \\
 \hline
 24
 \end{array}
 \quad
 \begin{array}{r}
 62.48 \\
 15.6 \\
 \hline
 17
 \end{array}
 \quad
 \begin{array}{r}
 63.08 \\
 15.0 \\
 \hline
 16
 \end{array}
 \quad
 \begin{array}{r}
 62.82 \\
 15.26 \\
 \hline
 57
 \end{array}
 \quad
 \begin{array}{r}
 65.19 \\
 12.9 \\
 \hline
 82
 \end{array}
 \quad
 \begin{array}{r}
 75.68 \\
 2.4 \\
 \hline
 82
 \end{array}$$

$$\begin{array}{r}
 58.08 \\
 20.0 \\
 \hline
 26
 \end{array}
 \quad
 \begin{array}{r}
 62.38 \\
 15.7 \\
 \hline
 17
 \end{array}
 \quad
 \begin{array}{r}
 62.98 \\
 15.1 \\
 \hline
 16
 \end{array}
 \quad
 \begin{array}{r}
 62.72 \\
 15.36 \text{ curb} \\
 \hline
 16
 \end{array}
 \quad
 \begin{array}{r}
 62.28 \\
 15.80 \text{ C.B.} \\
 \hline
 \text{C.B.}
 \end{array}$$

$$\begin{array}{r}
 72.48 \\
 5.6 \\
 \hline
 113
 \end{array}
 \quad
 \begin{array}{r}
 65.28 \\
 12.8 \\
 \hline
 93
 \end{array}$$

$$\begin{array}{r}
 58.06 \\
 24.1 \\
 \hline
 30
 \end{array}
 \quad
 \begin{array}{r}
 62.46 \\
 19.7 \\
 \hline
 20
 \end{array}
 \quad
 \begin{array}{r}
 63.06 \\
 19.1 \\
 \hline
 16
 \end{array}
 \quad
 \begin{array}{r}
 62.96 \\
 19.20 \\
 \hline
 16
 \end{array}
 \quad
 \begin{array}{r}
 64.96 \\
 17.2 \\
 \hline
 122
 \end{array}
 \quad
 \begin{array}{r}
 68.66 \\
 13.5 \\
 \hline
 150
 \end{array}$$

$$\begin{array}{r}
 58.06 \\
 24.1 \\
 \hline
 37
 \end{array}
 \quad
 \begin{array}{r}
 63.16 \\
 19.0 \\
 \hline
 25
 \end{array}
 \quad
 \begin{array}{r}
 63.56 \\
 18.6 \\
 \hline
 16
 \end{array}
 \quad
 \begin{array}{r}
 63.54 \\
 18.62 \\
 \hline
 16
 \end{array}
 \quad
 \begin{array}{r}
 64.56 \\
 17.6 \\
 \hline
 86
 \end{array}
 \quad
 \begin{array}{r}
 64.36 \\
 17.8 \\
 \hline
 150
 \end{array}
 \quad
 \begin{array}{r}
 63.36 \\
 18.8 \\
 \hline
 227
 \end{array}$$

$$\begin{array}{r}
 63.16 \\
 19.0 \\
 \hline
 250
 \end{array}$$

Sta

BS

882.16

H.I.

F.S.

15+50

P.C.

16+

T.P.

14.45

867.71 $\frac{4}{\text{Sta 16+50}}$

6.02

873.73

+50

17

B.M.

10.84

862.89

862.91

$$\begin{array}{r}
 58.06 \\
 24.1 \\
 \hline
 55
 \end{array}
 \quad
 \begin{array}{r}
 \angle 1.274 \\
 19.4 \\
 \hline
 42
 \end{array}
 \quad
 \begin{array}{r}
 18.6416 \\
 18.0 \\
 \hline
 15
 \end{array}
 \quad
 \begin{array}{r}
 64.46 \\
 17.7 \\
 \hline
 16
 \end{array}
 \quad
 \begin{array}{r}
 64.71 \text{ RT.} \\
 17.45 \\
 \hline
 16
 \end{array}
 \quad
 \begin{array}{r}
 64.86 \\
 17.3 \\
 \hline
 52
 \end{array}
 \quad
 7$$

$$\begin{array}{r}
 63.54 \\
 18.6 \\
 \hline
 250
 \end{array}
 \quad
 \begin{array}{r}
 63.76 \\
 18.4 \\
 \hline
 205
 \end{array}
 \quad
 \begin{array}{r}
 64.26 \\
 17.9 \\
 \hline
 150
 \end{array}
 \quad
 \begin{array}{r}
 64.26 \downarrow \\
 17.9 \\
 \hline
 126
 \end{array}$$

$$\begin{array}{r}
 65.66 \\
 16.5 \\
 \hline
 15
 \end{array}
 \quad
 \begin{array}{r}
 65.26 \\
 16.9 \\
 \hline
 12
 \end{array}
 \quad
 \begin{array}{r}
 65.66 \\
 16.5 \\
 \hline
 9
 \end{array}
 \quad
 \begin{array}{r}
 66.06 \\
 16.1 \\
 \hline
 15
 \end{array}
 \quad
 \begin{array}{r}
 66.22 \\
 15.94 \\
 \hline
 15
 \end{array}
 \quad
 \begin{array}{r}
 66.66 \\
 15.5 \\
 \hline
 48
 \end{array}
 \quad
 \begin{array}{r}
 64.26 \\
 17.9 \\
 \hline
 58
 \end{array}$$

$$\begin{array}{r}
 63.36 \downarrow \\
 18.8 \\
 \hline
 28
 \end{array}
 \quad
 \begin{array}{r}
 63.26 \\
 18.9 \\
 \hline
 57
 \end{array}
 \quad
 \begin{array}{r}
 62.26 \\
 19.9 \\
 \hline
 71
 \end{array}
 \quad
 \begin{array}{r}
 58.06 \\
 24.1 \\
 \hline
 77
 \end{array}
 \quad
 \begin{array}{r}
 63.26 \\
 18.9 \\
 \hline
 260
 \end{array}
 \quad
 \begin{array}{r}
 64.16 \\
 18.0 \\
 \hline
 150
 \end{array}
 \quad
 \begin{array}{r}
 64.06 \downarrow \\
 18.1 \\
 \hline
 117
 \end{array}$$

$$\begin{array}{r}
 67.73 \\
 6.0 \\
 \hline
 16
 \end{array}
 \quad
 \begin{array}{r}
 67.37 \\
 6.36 \\
 \hline
 12
 \end{array}
 \quad
 \begin{array}{r}
 67.53 \\
 6.20 \\
 \hline
 10
 \end{array}
 \quad
 \begin{array}{r}
 67.73 \\
 6.0 \\
 \hline
 14
 \end{array}
 \quad
 \begin{array}{r}
 67.52 \\
 6.11 \\
 \hline
 14
 \end{array}
 \quad
 \begin{array}{r}
 68.03 \\
 5.7 \\
 \hline
 47
 \end{array}
 \quad
 \begin{array}{r}
 64.33 \\
 9.4 \\
 \hline
 60
 \end{array}$$

$$\begin{array}{r}
 62.53 \\
 11.2 \\
 \hline
 27
 \end{array}
 \quad
 \begin{array}{r}
 62.93 \\
 10.8 \\
 \hline
 33
 \end{array}
 \quad
 \begin{array}{r}
 62.53 \\
 11.2 \\
 \hline
 60
 \end{array}
 \quad
 \begin{array}{r}
 62.23 \\
 11.5 \\
 \hline
 89
 \end{array}
 \quad
 \begin{array}{r}
 63.53 \\
 10.2 \\
 \hline
 254
 \end{array}
 \quad
 \begin{array}{r}
 63.93 \downarrow \\
 9.8 \\
 \hline
 150
 \end{array}$$

$$\begin{array}{r}
 58.03 \downarrow \\
 15.7 \\
 \hline
 96
 \end{array}$$

$$\begin{array}{r}
 69.73 \\
 12.0 \\
 \hline
 31
 \end{array}
 \quad
 \begin{array}{r}
 69.53 \\
 4.2 \\
 \hline
 16
 \end{array}
 \quad
 \begin{array}{r}
 69.21 \\
 4.52 \\
 \hline
 14
 \end{array}
 \quad
 \begin{array}{r}
 69.53 \\
 4.2 \\
 \hline
 13
 \end{array}
 \quad
 \begin{array}{r}
 69.31 \\
 4.42 \\
 \hline
 13
 \end{array}
 \quad
 \begin{array}{r}
 69.33 \\
 4.4 \\
 \hline
 36
 \end{array}
 \quad
 \begin{array}{r}
 64.73 \\
 9.0 \\
 \hline
 62
 \end{array}
 \quad
 \begin{array}{r}
 63.73 \\
 10.0 \\
 \hline
 150
 \end{array}$$

$$\begin{array}{r}
 62.63 \\
 11.1 \\
 \hline
 39
 \end{array}
 \quad
 \begin{array}{r}
 62.23 \\
 11.5 \\
 \hline
 67
 \end{array}
 \quad
 \begin{array}{r}
 60.83 \\
 12.9 \\
 \hline
 113
 \end{array}
 \quad
 \begin{array}{r}
 63.73 \downarrow \\
 10.0 \\
 \hline
 253
 \end{array}$$

$$\begin{array}{r}
 58.03 \downarrow \\
 15.7 \\
 \hline
 160
 \end{array}$$

Keller Channel Control structure

+

HI

-

ELEV

14.23

877.14

862.91 BM

$$\begin{array}{r} 8.5 \\ 877.14 \\ \hline 872.9 \end{array}$$

17+50

74.2

18

76.4

18+50

19

I.P.

877.14 9.03

13.66 881.76

868.10

13.66

18

Lt

E

Rt.

8

Keller channel control structure

58.04	61.34	61.94	62.54	61.54	70.94	70.74	71.34	71.06	71.64	64.74	64.34	64.74
19.1	15.8	15.2	14.6	15.6	62	6.40	5.8	6.08	5.5	12.4	12.8	12.4
150	148	71	38	33	15	13	5.8	15	46	67	150	264

60.34	62.44	61.84	62.14	61.34	72.64	72.54	72.94	72.73	73.14	70.64	64.94
16.8	14.5	15.3	15.0	15.8	4.5	4.60	4.41	4.0	6.5	12.2	
165	150	75	42	37	15	12	4.2	15	32	44	61

101	161
58.04	
19.1	
167	

71.94	71.34	71.64	71.29	71.24	69.34	65.14	64.74	65.44
2.2	2.80	2.85	2.9	7.8	12.0	12.4	11.7	
15	13	2.5	15	26	42	56	125	150

71.44	71.18	71.44	75.50	75.64	68.14	65.44	65.94	66.94
.7	0.96	1.64	1.5	9.0	11.7	11.2	10.2	
18	130	7	15	22	36	81	137	150

25.44
1.7
200

S.W. Cor. Wing Wall

64.36	64.86	62.66	71.06
17.4	16.9	14.1	10.7
100	150	203	240

L

HI.

—

ELEV

881.76

18+50

19+50

20

20 T. 5B

881.76

2.02

0.38 880.12

879.74

18+50

L+

E

R+

9

$$\begin{array}{r}
 10.0 \\
 210 \\
 \hline
 210
 \end{array}
 \quad
 \begin{array}{r}
 71.74 \\
 10.0 \\
 \hline
 210
 \end{array}$$

$$\begin{array}{r}
 78.14 \\
 77.72 \\
 \hline
 3.6 \\
 18
 \end{array}
 \quad
 \begin{array}{r}
 77.72 \\
 4.04 \\
 \hline
 13
 \end{array}
 \quad
 \begin{array}{r}
 77.51 \\
 4.25 \\
 \hline
 15
 \end{array}
 \quad
 \begin{array}{r}
 77.16 \\
 4.6 \\
 \hline
 24
 \end{array}
 \quad
 \begin{array}{r}
 71.16 \\
 10.6 \\
 \hline
 39
 \end{array}
 \quad
 \begin{array}{r}
 66.26 \\
 15.5 \\
 \hline
 85
 \end{array}
 \quad
 \begin{array}{r}
 67.36 \\
 14.4 \\
 \hline
 124
 \end{array}$$

$$\begin{array}{r}
 79.26 \\
 2.5 \\
 \hline
 210
 \end{array}
 \quad
 \begin{array}{r}
 74.76 \\
 7.0 \\
 \hline
 178
 \end{array}$$

$$\begin{array}{r}
 80.24 \\
 1.5 \\
 \hline
 43
 \end{array}
 \quad
 \begin{array}{r}
 79.35 \\
 2.4 \\
 \hline
 13
 \end{array}
 \quad
 \begin{array}{r}
 79.42 \\
 2.34 \\
 \hline
 15
 \end{array}
 \quad
 \begin{array}{r}
 79.76 \\
 2.0 \\
 \hline
 24
 \end{array}
 \quad
 \begin{array}{r}
 76.86 \\
 4.9 \\
 \hline
 43
 \end{array}
 \quad
 \begin{array}{r}
 75.46 \\
 6.3 \\
 \hline
 62
 \end{array}
 \quad
 \begin{array}{r}
 72.56 \\
 4.2 \\
 \hline
 95
 \end{array}$$

$$\begin{array}{r}
 80.46 \\
 1.3 \\
 \hline
 135
 \end{array}$$

± sta
20+00

$$\begin{array}{r}
 62.32 \\
 17.8 \\
 \hline
 150
 \end{array}
 \quad
 \begin{array}{r}
 62.52 \\
 17.6 \\
 \hline
 106
 \end{array}
 \quad
 \begin{array}{r}
 61.42 \\
 18.7 \\
 \hline
 89
 \end{array}
 \quad
 \begin{array}{r}
 61.92 \\
 18.2 \\
 \hline
 51
 \end{array}
 \quad
 \begin{array}{r}
 60.92 \\
 19.2 \\
 \hline
 47
 \end{array}$$

$$\begin{array}{r}
 60.92 \\
 19.2 \\
 \hline
 7174
 \end{array}
 \quad
 \begin{array}{r}
 58.02 \\
 22.1 \\
 \hline
 175
 \end{array}$$

	+	H.I	-	ELEV
--	---	-----	---	------

		880.12		
--	--	--------	--	--

19				
----	--	--	--	--

19+50				
-------	--	--	--	--

20				
----	--	--	--	--

	880.12	17.24	862.88	862.91
	17.24			
	862.88			

Aug. 23, 1979				
---------------	--	--	--	--

	12.34	892.08		
--	-------	--------	--	--

			879.74	
--	--	--	--------	--

20+50				
-------	--	--	--	--

L+

R+

60.02 61.32 61.82 62.2
 $\frac{20.1}{138}$ $\frac{18.8}{117}$ $\frac{18.3}{77}$ $\frac{19.5}{68}$

58.32 61.82 61.82 60.52
 $\frac{21.8}{141}$ $\frac{18.3}{160}$ $\frac{18.3}{184}$ $\frac{19.6}{191}$

Bottom Falls

top spillway

center spillway

59.82 60.02 61.02 61.52
 $\frac{20.3}{79}$ $\frac{18.2}{79}$ $\frac{11.1}{65}$ $\frac{8.6}{53}$

61.52 60.82 61.62 60.32
 $\frac{18.6}{96}$ $\frac{19.3}{141}$ $\frac{18.5}{150}$ $\frac{19.8}{198}$

61.52 63.12 64.32 68.92 74.82
 $\frac{18.6}{182}$ $\frac{12.0}{122}$ $\frac{15.8}{120}$ $\frac{11.2}{101}$ $\frac{5.3}{73}$

Keller channel control structure

Sta 20+00 Keller Parkway

78.78 80.98 81.18 81.38 81.28 83.38 84.48
 $\frac{13.3}{100}$ $\frac{11.1}{40}$ $\frac{10.9}{11}$ $\frac{10.7}{10.7}$ $\frac{10.8}{13}$ $\frac{8.7}{108}$ $\frac{7.6}{150}$

71.68
 $\frac{20.4}{140.1}$

892.08

21+00

+50

22+00

+50

23+00

LT. RT. 11

$\downarrow \frac{11.5}{53}$	$\frac{10.2}{21}$	$\frac{9.8}{11}$	9.5	$\frac{9.7}{14}$	$\frac{9.5}{55}$	$\frac{8.4}{89}$
------------------------------	-------------------	------------------	-----	------------------	------------------	------------------

$\frac{11.3}{80}$	$\frac{13.9}{108}$					$\frac{6.9}{150}$
-------------------	--------------------	--	--	--	--	-------------------

$\downarrow \frac{12.0}{30}$	$\frac{10.1}{18}$	$\frac{9.4}{11}$	9.2	$\frac{9.4}{11}$	$\frac{9.8}{15}$	$\frac{10.3}{20}$
------------------------------	-------------------	------------------	-----	------------------	------------------	-------------------

$\frac{10.8}{68}$	$\frac{11.7}{90}$	$\frac{14.0}{110}$		$\frac{7.1}{109}$	$\frac{6.7}{91}$	$\frac{8.3}{36}$	$\frac{10.6}{28}$
-------------------	-------------------	--------------------	--	-------------------	------------------	------------------	-------------------

$\downarrow$

$\frac{86.58}{5.5}$
$\frac{150}{150}$

$\frac{12.2}{16}$	$\frac{12.8}{29}$	$\frac{10.5}{19}$	$\frac{9.8}{12}$	9.7	$\frac{10.0}{11}$	$\frac{16.4}{23}$	$\frac{11.4}{30}$	$\frac{4.6}{52}$	$\frac{3.7}{100}$
-------------------	-------------------	-------------------	------------------	-----	-------------------	-------------------	-------------------	------------------	-------------------

$\frac{12.4}{86}$	$\frac{14.7}{112}$
-------------------	--------------------

$\downarrow \frac{13.9}{35}$	$\frac{13.9}{28}$	$\frac{11.6}{17}$	$\frac{11.0}{11}$	10.9	$\frac{11.1}{11}$	$\frac{12.5}{23}$	$\frac{13.2}{31}$	$\frac{3.6}{62}$	$\frac{1.5}{100}$
------------------------------	-------------------	-------------------	-------------------	------	-------------------	-------------------	-------------------	------------------	-------------------

$\frac{12.8}{45}$	$\frac{13.7}{98}$	$\frac{17.5}{114}$
-------------------	-------------------	--------------------

$\frac{15.3}{28}$	$\frac{13.3}{17}$	$\frac{12.8}{11}$	12.5	$\frac{12.7}{11}$	$\frac{13.9}{24}$	$\frac{14.8}{31}$	$\frac{4.4}{71}$
-------------------	-------------------	-------------------	------	-------------------	-------------------	-------------------	------------------

$\frac{15.3}{34}$	$\frac{14.0}{43}$	$\frac{14.7}{85}$	$\frac{18.5}{95}$			$\frac{2.7}{100}$
-------------------	-------------------	-------------------	-------------------	--	--	-------------------

892.08

12.33 879.75

£
5⁰⁰
20+00

1
KELLER PARKWAY
(AT. S.T.H. #61)

X- SECTIONS

2 Sheets

51

Crew: R.M.
P.K.
P.D.
M.G.

July 2, 1979
Sunny 80°

Station B.S. H.I. F.S.

5.04 887.27

882.229

0+00

+50

52

1+00

+50

+70 $\frac{12.5}{0}$ edge S.T.H. pvt.

B.M. on S.T.H. #61 bridge over Keller
Channel B.M. # 6222

$$\begin{array}{r} 12.2 \\ 29 \end{array} \quad \begin{array}{r} 11.0 \\ 21 \end{array} \quad \begin{array}{r} 9.7 \\ 11 \end{array} \quad \begin{array}{r} 77.7 \\ 9.6 \\ 0 \end{array} \quad \begin{array}{r} 9.8 \\ 12 \end{array} \quad \begin{array}{r} 10.2 \\ 19 \end{array} \quad \begin{array}{r} 11.7 \\ 30 \end{array} \quad \begin{array}{r} 8.8 \\ 47 \end{array}$$

$$\begin{array}{r} 10.5 \\ 46 \end{array} \quad \begin{array}{r} 11.1 \\ 78 \end{array} \quad \begin{array}{r} 4.7 \\ 61 \end{array}$$

$$\begin{array}{r} 13.7 \\ 33 \end{array} \quad \begin{array}{r} 12.2 \\ 23 \end{array} \quad \begin{array}{r} 11.7 \\ 15 \end{array} \quad \begin{array}{r} 11.4 \\ 0 \end{array} \quad \begin{array}{r} 11.4 \\ 13 \end{array} \quad \begin{array}{r} 12.7 \\ 33 \end{array} \quad \begin{array}{r} 12.2 \\ 57 \end{array}$$

$$53 \quad \begin{array}{r} 12.0 \\ 50 \end{array} \quad \begin{array}{r} 12.5 \\ 68 \end{array} \quad \begin{array}{r} 4.4 \\ 100 \end{array} \quad \begin{array}{r} 6.6 \\ 83 \end{array}$$

1+73 $\frac{10.4}{\text{Top Culvert}}$

$$\begin{array}{r} 12.0 \\ 37 \end{array} \quad \begin{array}{r} 12.3 \\ 9 \end{array} \quad \begin{array}{r} 74.8 \\ 12.5 \\ 0 \end{array} \quad \begin{array}{r} 12.8 \\ 12 \end{array} \quad \begin{array}{r} 13.6 \\ 58 \end{array} \quad \begin{array}{r} 13.7 \\ 100 \end{array}$$

$\frac{10.6}{76 \text{ edge}}$
S.T.H. 61
pavement

$$\begin{array}{r} 12.0 \\ 21 \end{array} \quad \begin{array}{r} 12.7 \\ 0 \end{array} \quad \begin{array}{r} 12.7 \\ 7 \end{array} \quad \begin{array}{r} 13.4 \\ 19 \end{array} \quad \begin{array}{r} 15.6 \\ 61 \end{array} \quad \begin{array}{r} 14.4 \\ 86 \text{ Bt} \end{array} \quad \begin{array}{r} 14.3 \\ 100 \end{array}$$

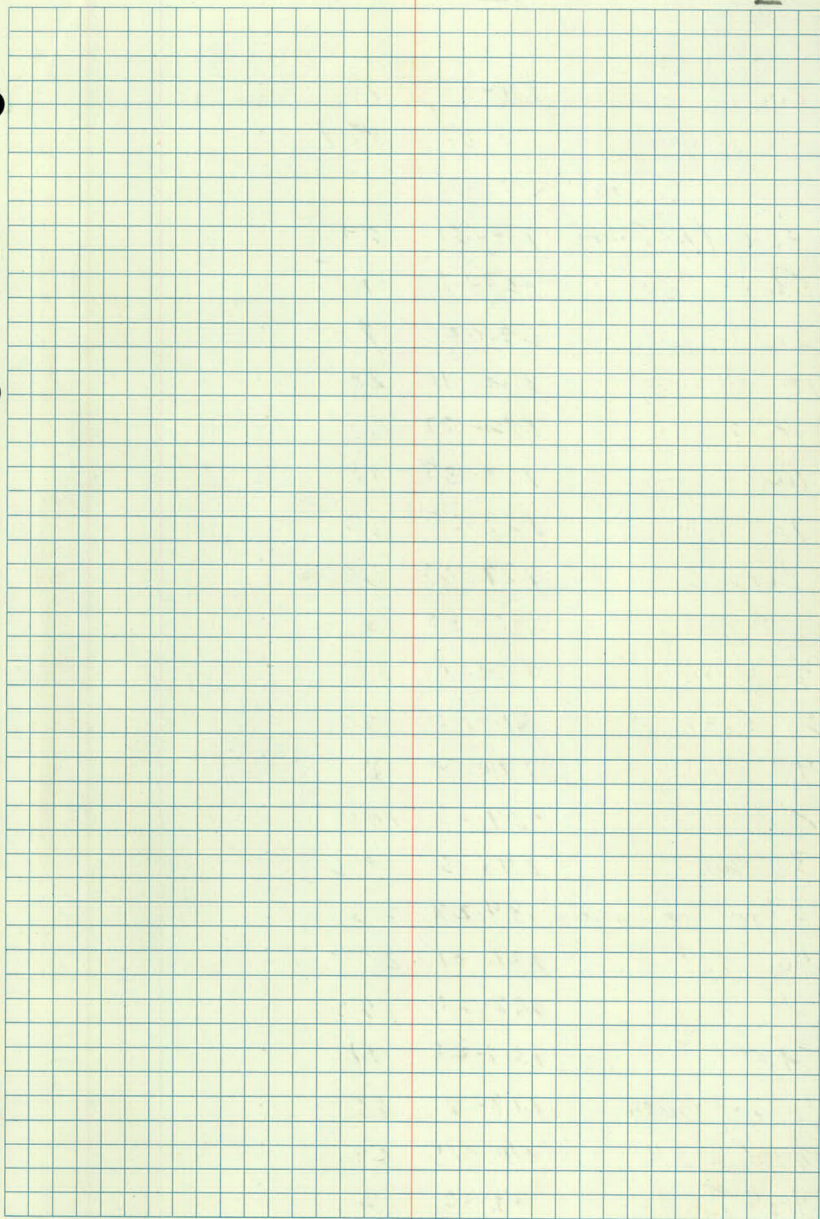
54

R.M.
P.O.K.
L.P.D.
M.G.

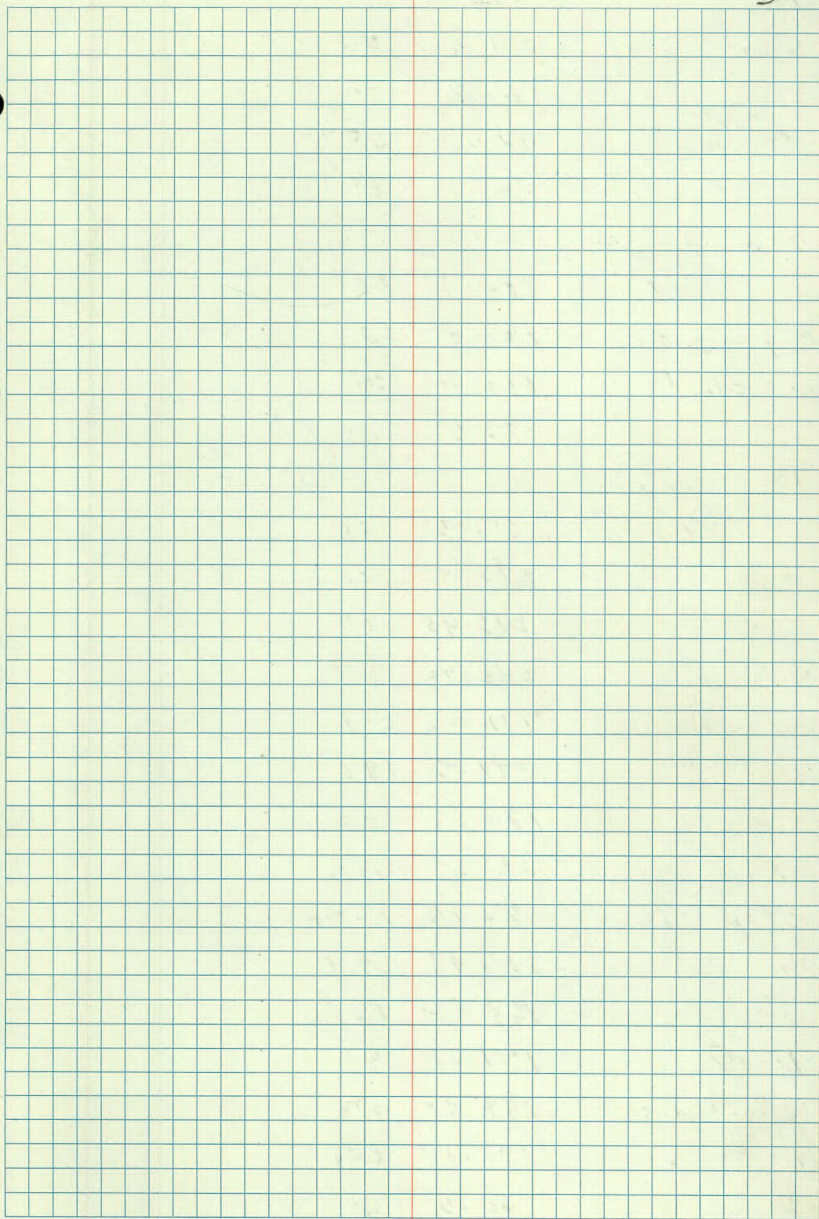
Aug 16, 1978
70° cloudy

STADIA
KELLER PARKWAY
EASTSHORE DRIVE
TO
S.T.H. 61

Pt.	Azm.	Dist.	V. $\angle$
π @ Sta. 3+00		0°-00'	South
	to	P.I.	
Sta 11 (E. Shore Dr.)	8°-45'	294	.
P.C 13+380 (")	298-37	175	.
Curb	324-01	114	.
24" Elm tree	320-10	109	.
20" Elm	326-37	91	.
P.O.R. Curb	334-55	85	.
P.R.	333-56	82	.
P.O.R. curb	339-23	61	.
8" Pine	317-19	66	.
20" Pine	314-38	62	.
3" Elm	302-34	96	.
26" Elm	290-54	69	.
30" Oak	277-05	106	.
8" Elm	256-06	192	.
12" Cottonwood	249-27	213	.
twin 20" "	246-01	215	.
8" "	236-55	192	.
30" "	226-25	158	.
E. end sign	218-11	65	.
W. " "	210-59	62	.
28" Elm	243-53	42	.



P.t.	Azm.	Dist.	
End Rad			
Curb.	331-0	34	.
curb	11-16	80	.
18" Maple	19-27	83	.
4" Elm.	72-07	39	.
End 18" Cylv.	79-43	34	.
Edge H ₂ O	80-47	36	.
Curb & C.B.	69-02	17	.
12" Maple	120-11	30	.
P.P.	196-57	60	.
12" Maple	163-39	92	.
10" "	169-35	133	.
Curb	172-56	132	.
"	186-45	135	.
14" willow	200-24	168	.
30" Cottonwood	171-12	170	.
40" "	170-50	182	.
P.P.	184-53	200	.
30" Willow	193-55	203	.
Edge of bush	184-29	230	.
40" Cottonwood	171-48	225	.
H ₂ O	168-52	165	.
H ₂ O	157-21	91	.
edge bush	189-57	238	.
23 3/4" Willow	191-15	247	.
H ₂ O	42-0	61	.

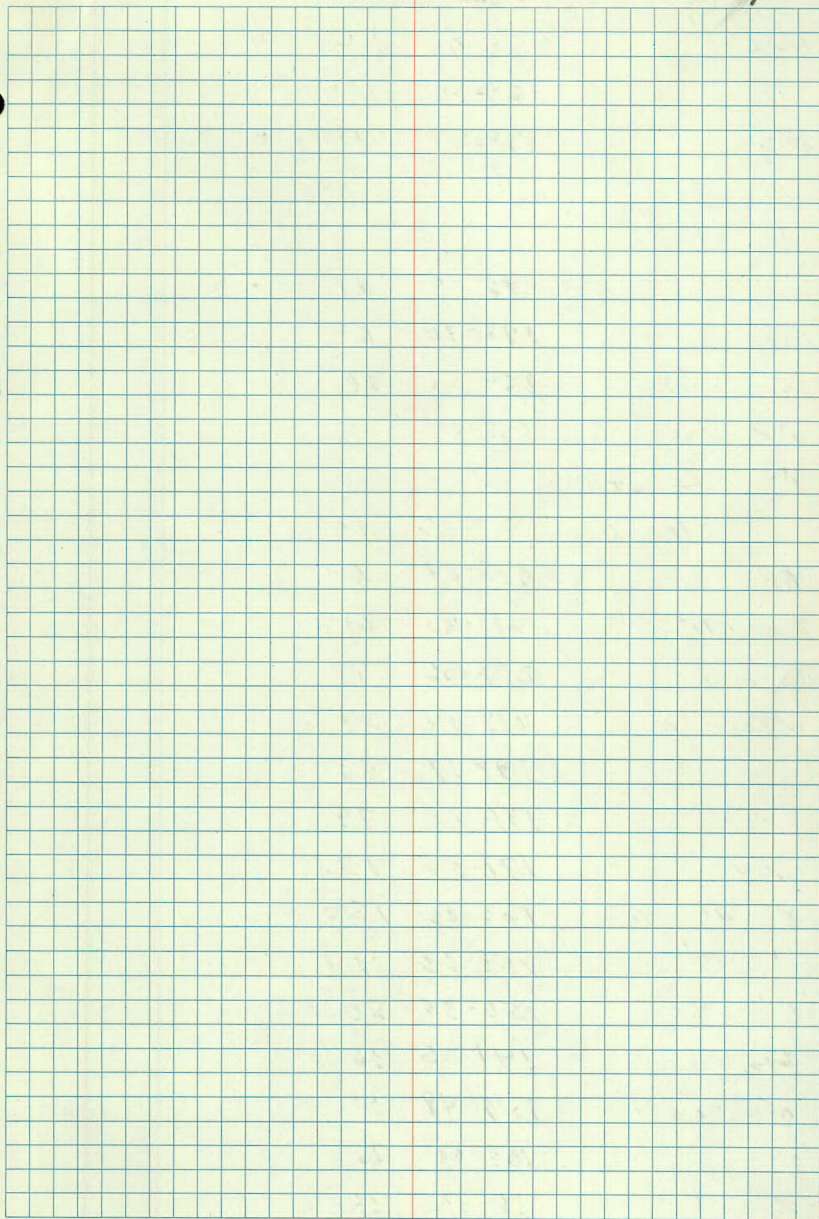


Pt.	Azm	Dist.
Corb	7-16	127
"	6-52	156
H ₂ O	17-0	157

⌞ @ P.I.

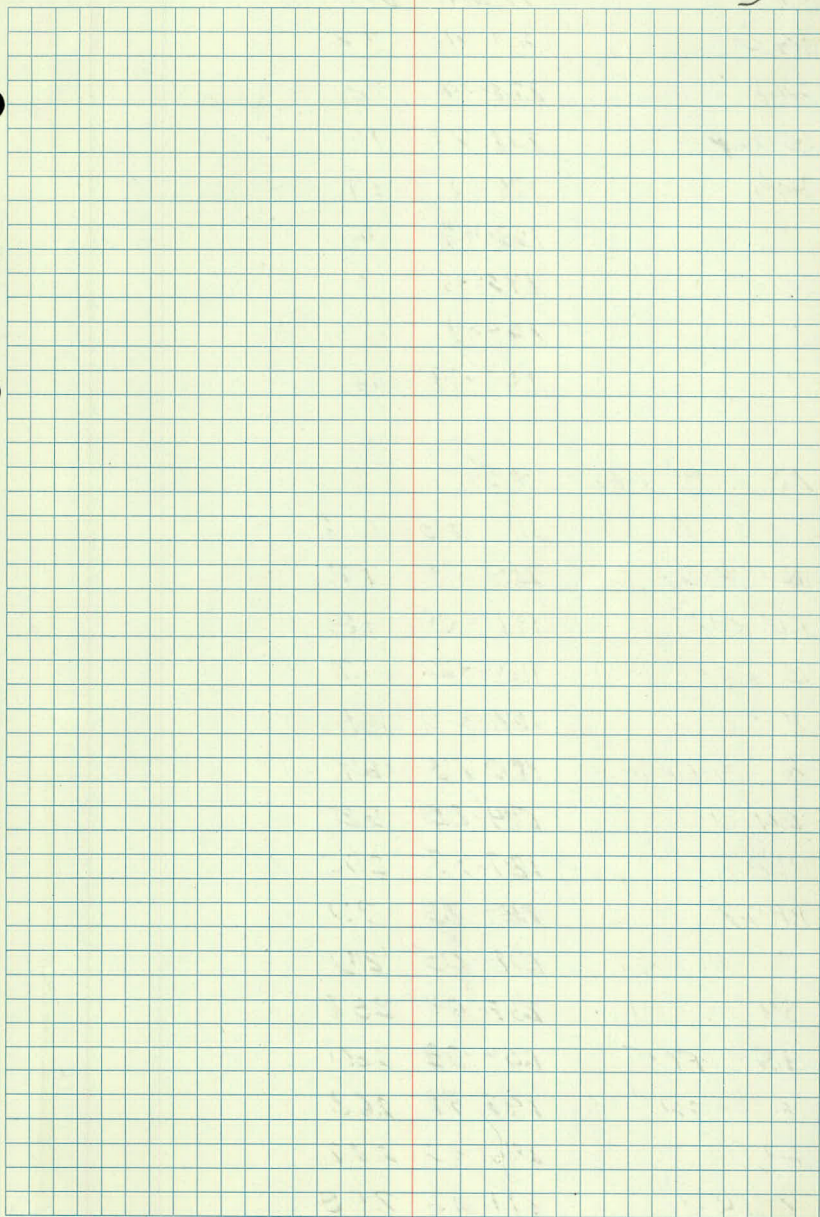
0°00' to S. along tangent

edge bush	345-30	69
20" Elm & bush	334-20	30
P.P.	325-39	75
4-8" willow		
& edge swamp	319-33	78
P.P.	315-04	26
Quad-20" willows	273-30	21
Swamp	272-06	48
edge bush	218-04	54
" "	197-17	43
" "	181-55	79
P.P.	178-34	138
8" maple	162-03	150
" "	158-13	114
6" "	150-39	80
H ₂ O	141-25	68
10" maple	139-48	56
12" "	109-03	30
12" "	76-03	33

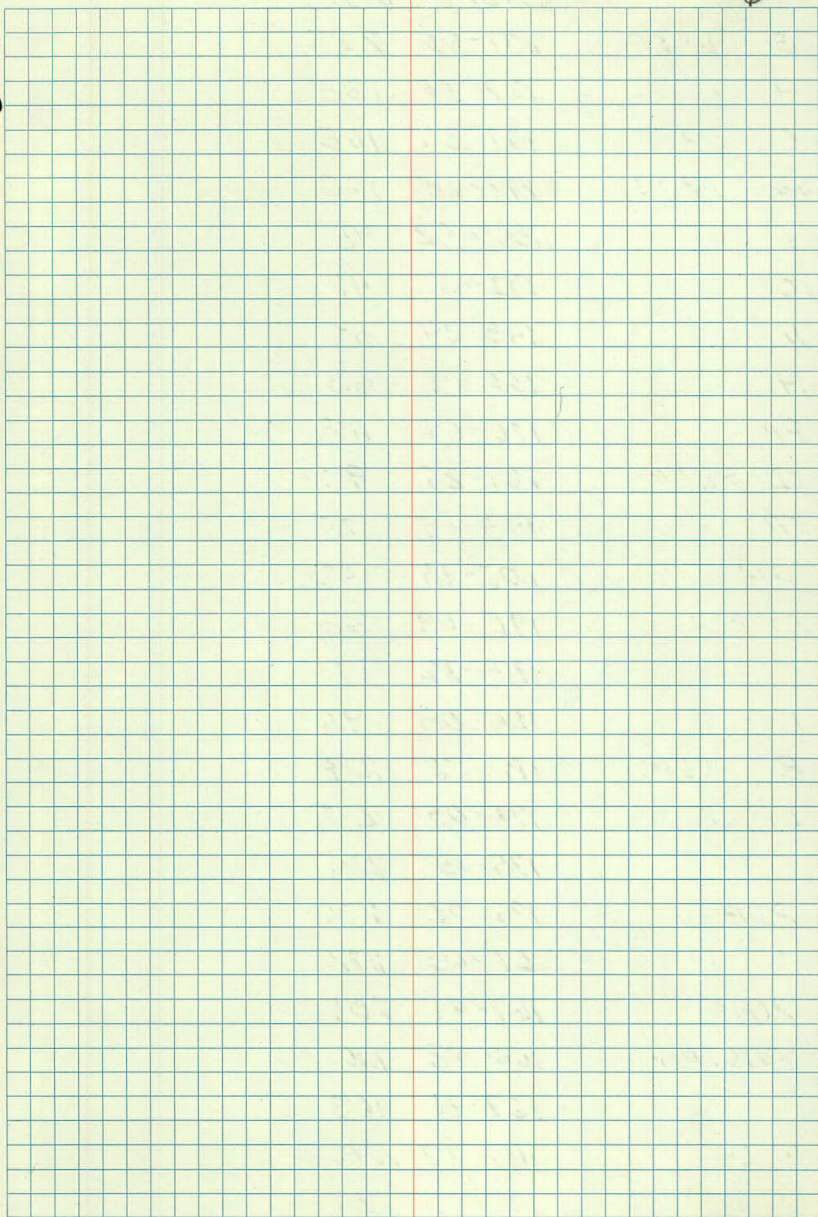


Pt	Azm	Dist
H ₂ O	58-38	46
curb	328-28	24
Swamp	218-58	74
curb	178-18	127
"	163-49	126
"	143-38	39
"	16-04	61
"	353-17	138

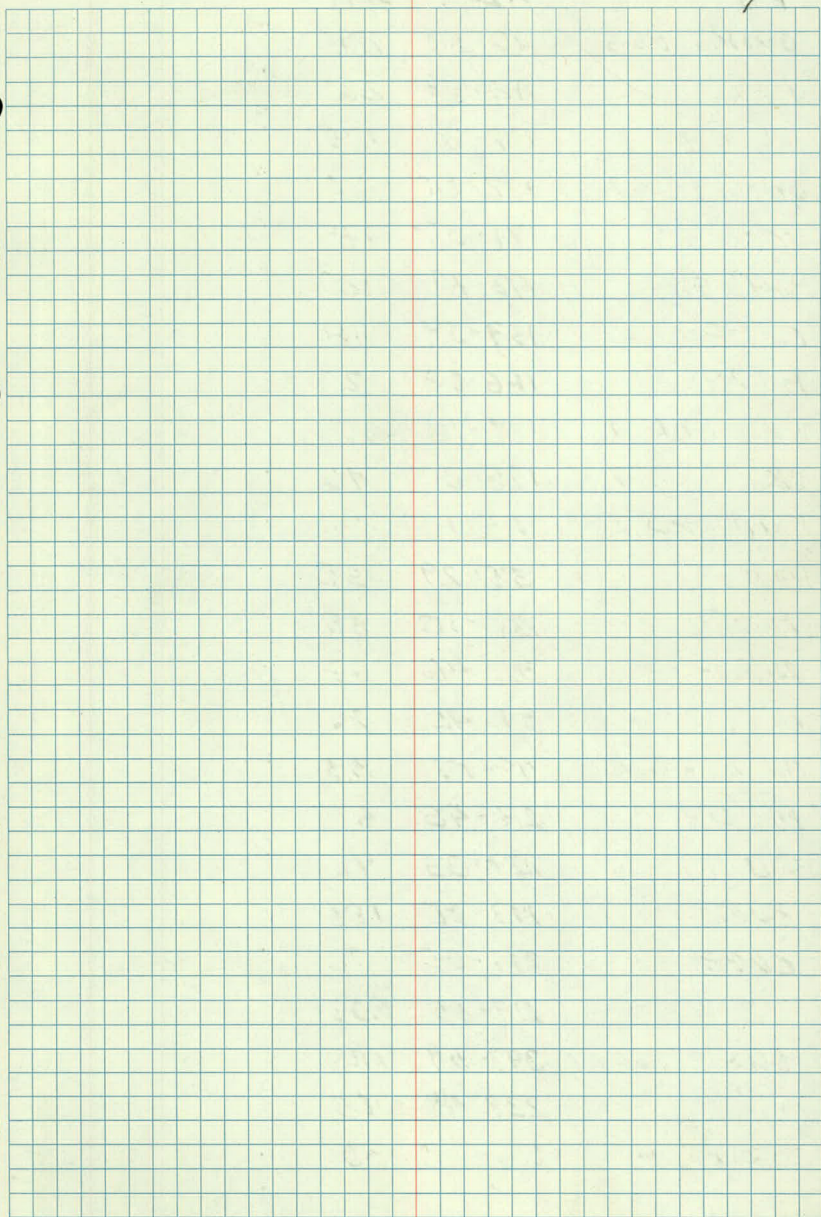
⌵ @ Sta 8+50		
0°00' S. along tangent		
48" WILL	325-59	62
SWAMP	313-40	168
18' ELM	310-32	138
TWIN 20" WILL	302-51	165
12" WILL	300-23	169
QUAD WILL	294-20	158
SWAMP	287-53	200
TRIPL 24" WILL	289-23	170
11" 20" WILL	278-05	180
10" ELM	258-54	232
15" ELM	254-38	260
24" ELM	245-59	262
20" "	246-40	226
8" BOX	236-22	248



PT	AZM	DIST	
15" BASE	231-45	220	✓
34" MAPLE	228-44	185	✓
PP	231-26	168	.
32" ELM	214-08	140	.
16" "	250-48	95	.
20" "	292-51	46	.
20" "	245-34	39	.
24" "	233-54	63	.
PP	196-57	62	.
22" ELM	201-25	81	.
28" "	198-58	104	.
EDGE RD.	203-43	147	.
CURB	190-49	165	.
" END	184-32	171	.
MH	184-04	195	.
8" ELM	182-33	218	.
CURB	178-05	232	.
"	175-15	270	.
BRDG.	176-02	270	.
"	167-20	280	.
CURB	167-41	280	.
GAR. POST	166-52	281	.
10" MAPLE	167-11	263	.
H ² O	165-42	277	.
CURB	171-13	208	.



PT.	AZM	DIST	
GAR. POST	170-33	205	.
H ² O	167-46	205	.
CHRB	172-37	170	.
GAR. POST	172-00	170	.
DP	171-52	144	.
CHRB	172-31	127	.
12" MAPLE	169-39	132	.
H ² O	166-08	127	.
GAR. POST	170-06	109	.
12" MAPLE	165-27	90	.
GAR. POST	165-15	75	.
DP	155-29	50	.
10" MAPLE	131-10	30	.
CHRB	93-46	17	.
H ² O	91-45	26	.
8" MAPLE	49-17	33	.
H ² O	24-48	67	.
CB	189-03	96	.
POR	193-38	119	.
EDGE RD	216-05	172	.
" RD	214-45	201	.
BUSH	347-59	110	.
" "	327-49	100	.
7+30 ^{52"} WILL. RT.	7+00 ^{15"} MAPLE.		
67	41		



T @ P.I. 0°00 S. LONG TAG.

PT STA.

AZM DIST

BRDG, COR, 350-09 111

" " 12-19 85

" " 30-25 48

H²O 45-05 37

GAR. RAIL 30-25 48

POR, GAR. RAIL 60-47 20

CMP 158-55 18

BRDG COR, 186-40 26

END GAR. RAIL " "

BRDG COR, 198-00 46

END GAR. RAIL " "

POR, GAR. RAIL 210-29 89

H²O 206-38 89

L.T.P. 203-50 68

CONC. SPILLWAY 202-40 76

GAR. RAIL 219-15 141

H²O 216-48 141

END GAR. RAIL 226-38 200

SPILLWAY 222-30 184

CMP 221-00 176

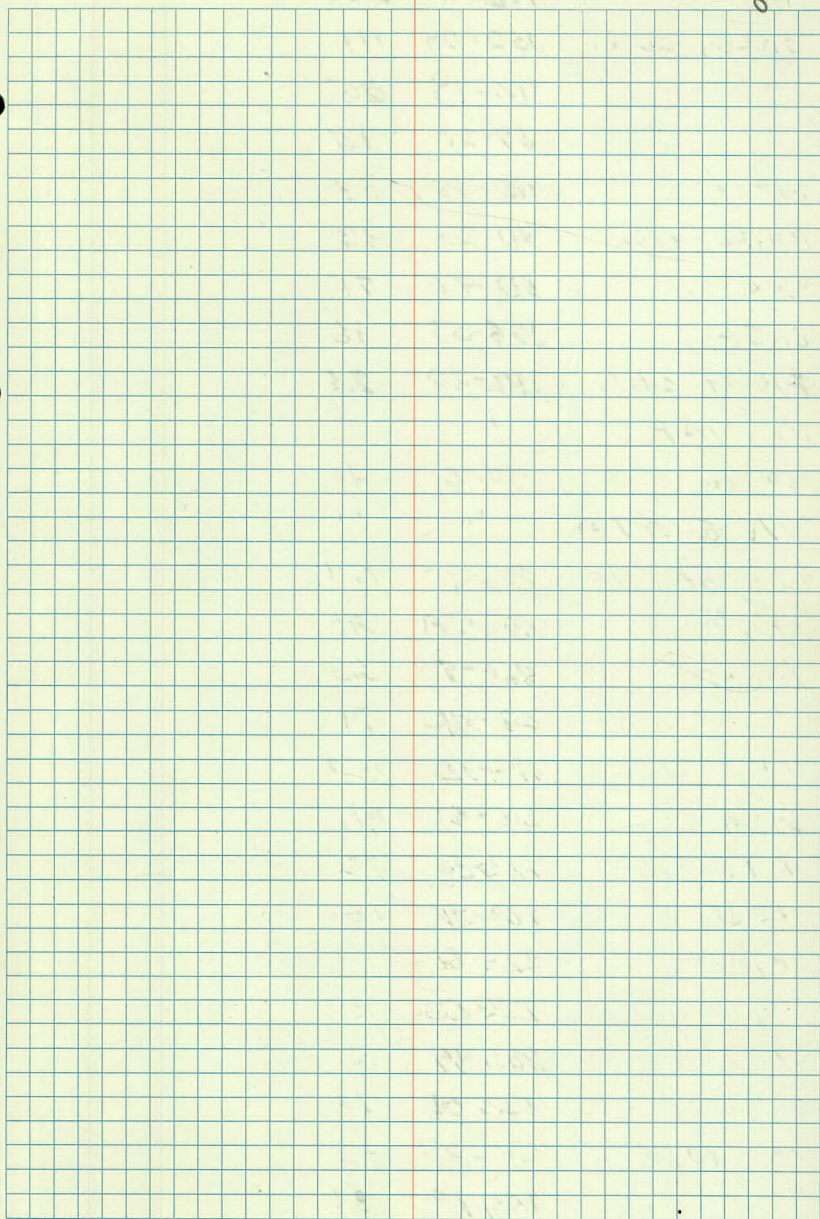
CB 233-50 168

CURB 231-44 129

" 232-00 78

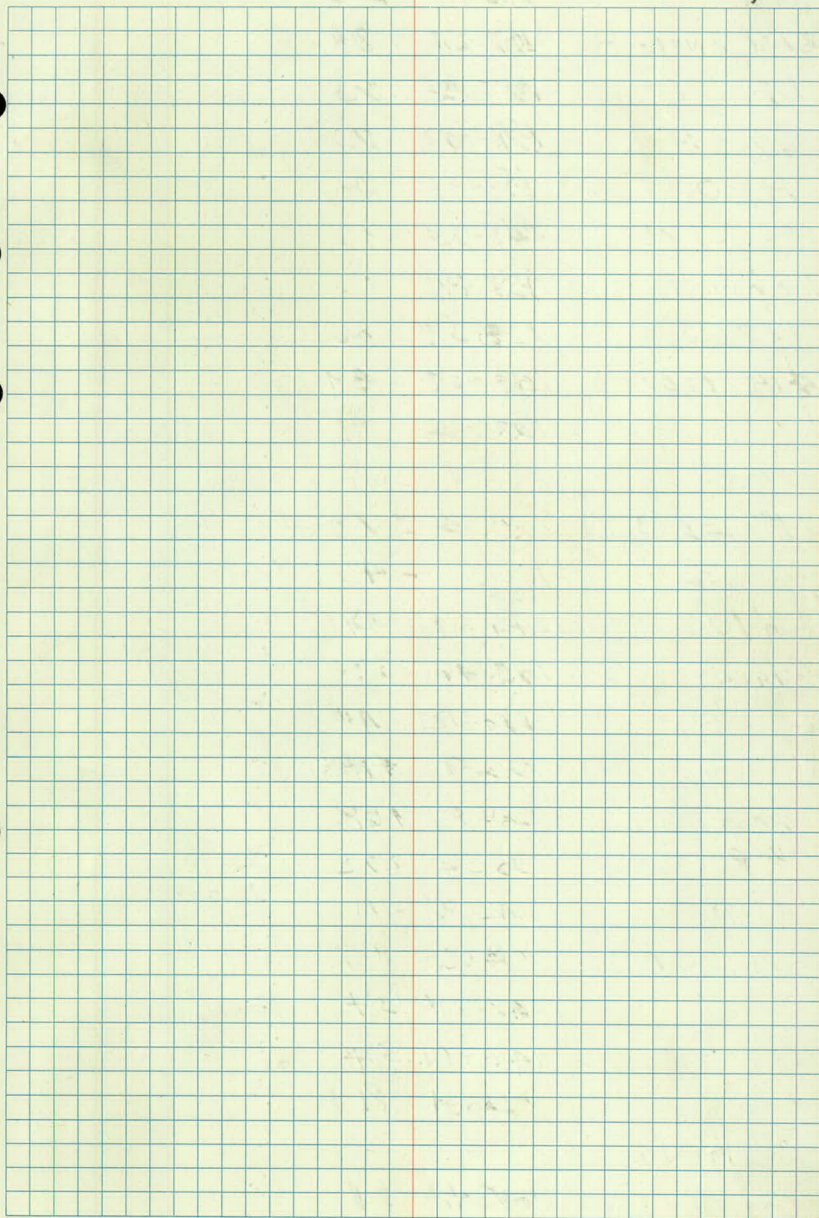
COR. BRDG. 237-37 48

" " 253-19 31



PT	AZM	DIST	
BRDG. WING WALL	307-00	34	.
CB	267-05	25	.
CURB	317-02	25	.
FLAG STONE WALL	323-15	38	.
BRDG. CDR.	341-25	61	.
PP	326-30	71	.
BRDG. COR.	328-50	86	.
5-14" OAK	310-00	88	.
10" OAK	303-18	70	.

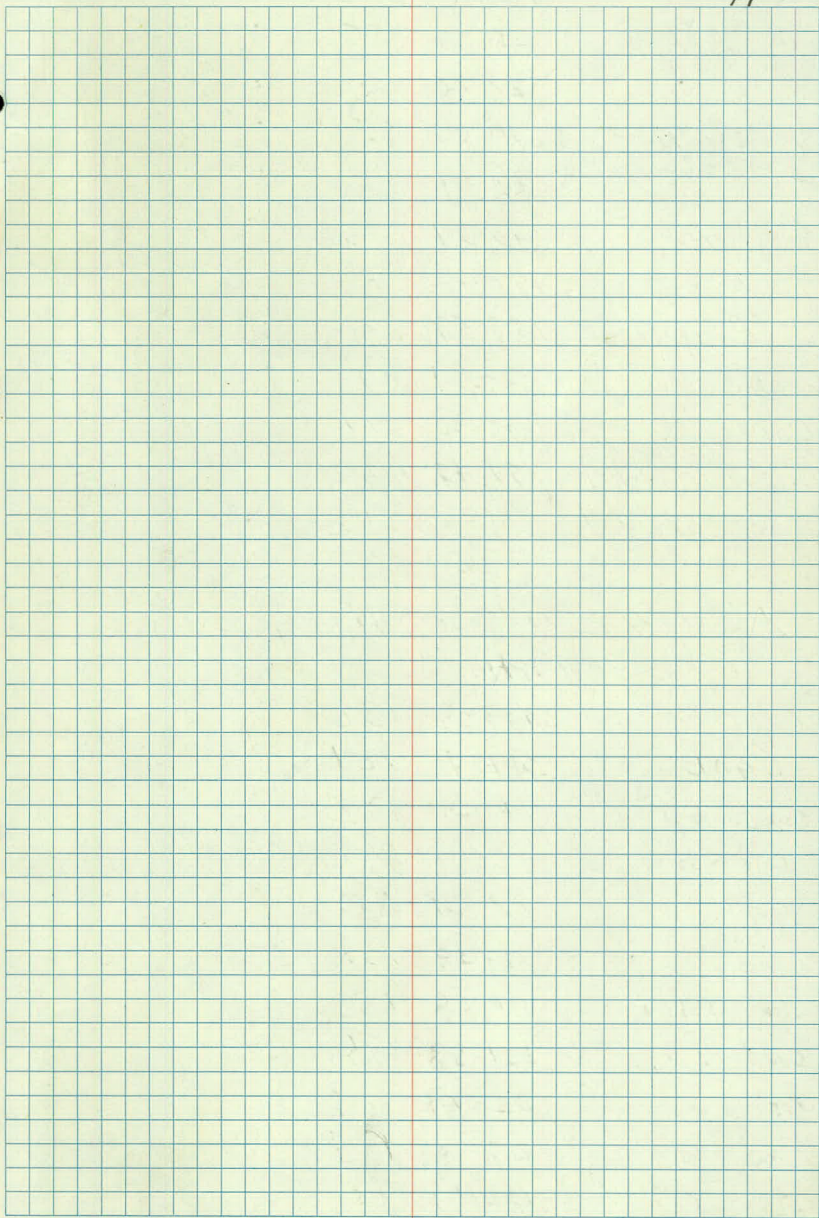
π @ STA	15+50		
Sighting	504 + H	0° ON TAN	
PT	AZM	DIST	
Dgmn	30-41	135	..
"	27-57	149	..✓
"	11-18	119	..✓
Dgm	9-43	128	..✓
P.P.	11-29	102	..11-48
H ₂ O	14-23	112	..7-29
Edge Rd.	21-50	70	..4-28
" "	128-29	55	..
BT Spillway	119-11	75	..11-40
Begin CON G.P	134-12	80	..7-57
10' apart			
Eon. Gar. Post	147-55	140	..



PT	AZM	Dist	
End Con. G.P.	151-27	182	::
14" E/M	137-05	200	::
H ₂ O	135-17	180	::
H ₂ O	135-33	260	::
58" C.W.	146-05	280	:: 146-02
Memorial Stone	141-41	290	::
H ₂ O	138-39	360	:: ✓
4' Foot Bridge	143-59	349	::
" " "	143-52	359	::
H ₂ O	139-06	364	::
14" E/M	145-33	371	::
40" E/M	144-56	343	::
Quad 12" Willow	149-59	339	::
^{LONE} Guard Post. Con.	149-46	355	::
^{5+9 ft} Con. Guard Post	148-12	379	::
1" ^{END} 10' apart	143-50	468	::
Cor Park Lot	144-40	468	::
P. Edge Rd.	153-54	272	::
P. Edge Rd	162-36	211	::
P. P.	164-03	211	:: 164-03
Edge Rd.	161-29	134	::
" "	149-30	134	::
" "	154-54	61	::
" "	160-28	55	::
" "	167-48	59	::

10

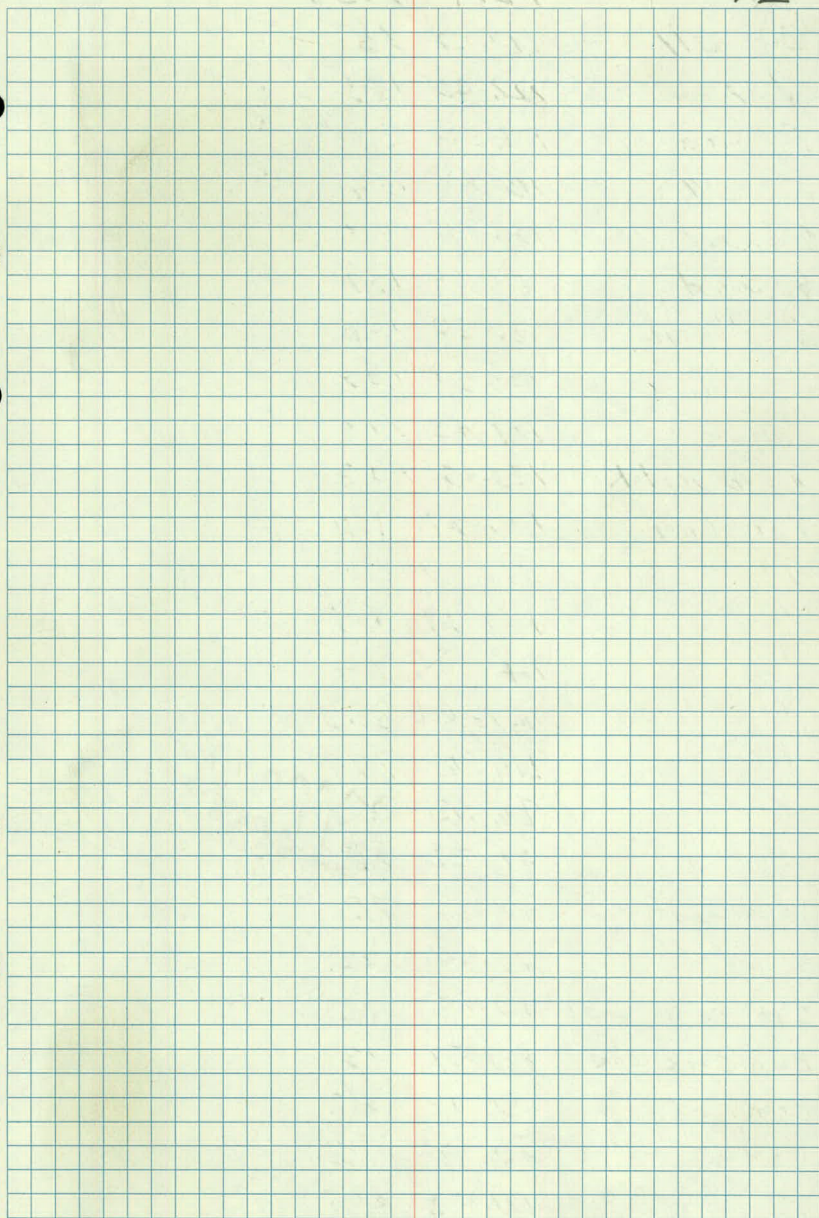
PT	AZIM	DIST	
CON G.P.	16007	59	.
" "	16443	56	.
Bgn. CON GR 8' apart	168-32	74	• 168-29
P.P.	162-42	75	• 162-29
P.T.			
CON. G.P.	170-31	117	.
PT. CON. G.P.	170-06	169	.
" " "	168-53	212	.
Curb	169-34	213	.
"	176-48	216	.
"	184-13	121	.
"	171-33	118	.
"	194-07	59	.
"	282-11	15	.
"	348-26	64	.
"	353-52	191	.
Wing Wall ^{wood}	349-23	237	• 349-18
Bgn LINE OF G.P.	349-29	226	• 349-50
10' apart			
G.P. P.T.	349-59	162	.
8" ASH	340-36	157	.
6" ASH	332-56	113	.
Cor G.P.	338-58	76	.
Cor G.P.	326-43	77	.
6" ASH	273-34	51	• 273-30
End G.P.	256-51	47	• 256-45



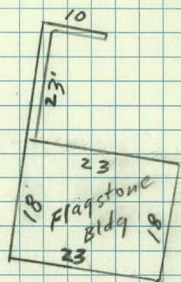
PT	AZM	DIST	
6" ASH	248-27	55'	• 248-20
6" ASH	224-46	69'	•
5" ASH	210-10	95'	• 210-15
4" ASH	201-39	126'	•
4" ASH	195-37	157'	•
4" ASH	191-42	182'	•
6" Maple	187-59	210'	•
6' chain Link Fence	237-31	290'	•
Cor. " "	275-53	271'	•
S.E. cor. Bld.	191-47	253'	•
S.W. cor. Bld.	186-53	252'	•

π @ 19+50 Sighting South
0° ON TAN.

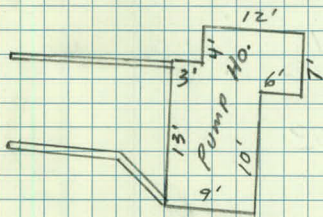
CONC. G.P.	6-23	130'	•
Curb	5-27	126'	•
CONC. G.P.	96-35	15'	•
Curb	96-35	13'	•
Cylvert	77-54	90'	•
" "	72-49	132'	•
COR. Parking Lot	116-58	183'	•
End Flagstone ^{wall}	121-53	215'	•
PT ON " "	125-19	166'	•
End " "	136-37	115'	•
24" OAK	122-18	155'	•



Pt	AZM	DIST	
20" E/M	118-03	163	.
P.P.	112-03	163	.
Parking Lot	113-22	135	.
22" Oak	115-00	134	.
4' step	115-00	134	.
Cor Wood Rail Fence	113-56	131	.
" " " "	122-20	100	Cor Conc.
" " " "	121-55	105	" "
" " " "	119-43	104	" "
4' Walk	123-55	106	.
Cor Conc.	127-41	97	.
" "	137-37	86	.
" "	142-17	79	.
" "	141-06	74	.
" "	127-01	83	.
" "	119-13	77	.
" "	92-36	53	.
" "	79-27	58	.
" "	70-05	79	.
" "	87-05	86	.
COR. FLAG ^{STONE} WALL	87-05	86	.
CONC. COR.	93-54	88	.
COR. FE. WOOD	95-24	85	.
" " "	97-50	75	COR. CONC.
" " "	104-52	81	CONC.



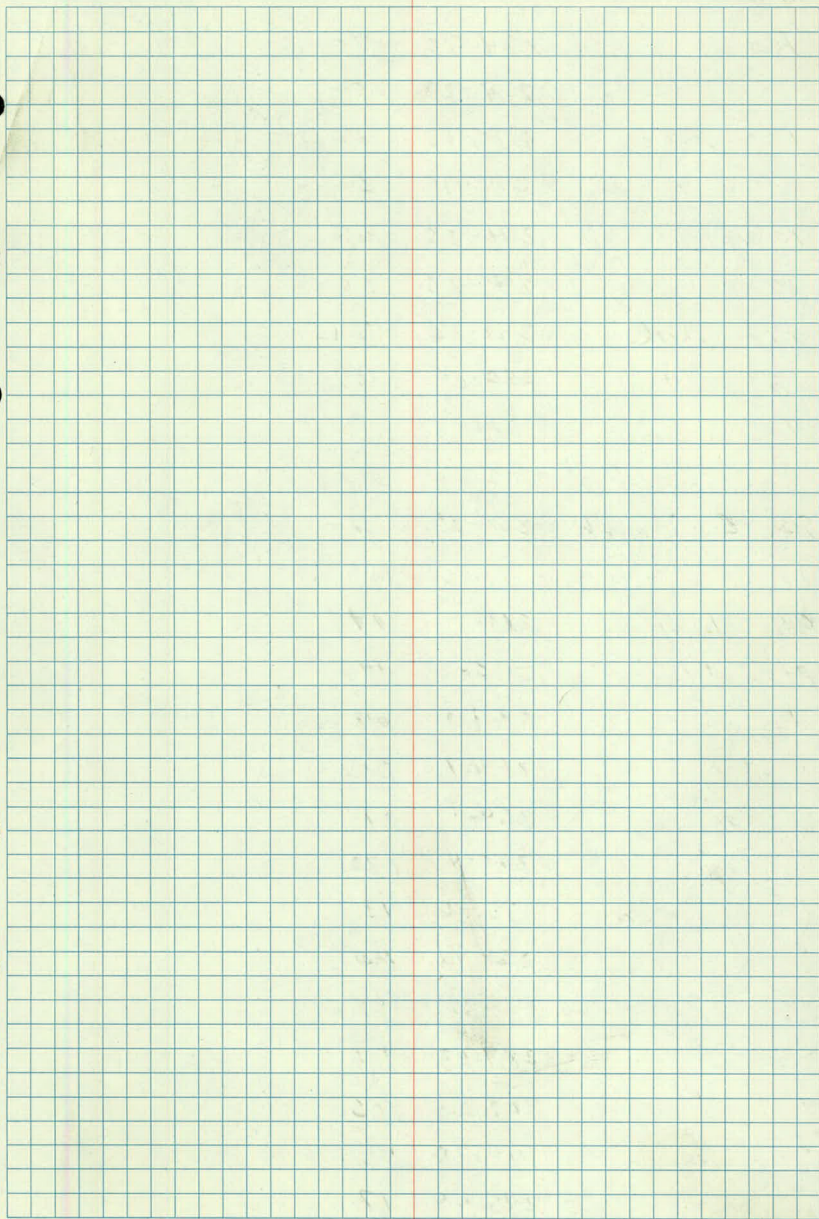
PT	AZM	DIST	
FLAG STONE WALL	105-06	100	.
14" ELM	115-50	119	.
18" OAK	110-25	104	.
24" OAK	91-00	78	.
GAR. POST	72-33	89	COR. PARK LOT
L.T. P.	53-09	90	.
EDGE RT	30-03	110	.
50" COT	20-45	98	.
COR. WING WALL	131-59	109	.
" " "	137-48	93	.
" " "	138-20	86	COR. PUMP HD #10
COR PUMP HD [#] 10	142-33	80	.
" " "	147-13	86	.
" " "	150-14	83	.
" " "	153-15	88	.
" " "	146-23	97	.
" " "	144-41	94	COR. WING WALL
36" COTT.	143-08	98	.
COR. WING WALL	136-00	114	.
PP	139-06	134	.
PP	140-54	144	.
END CONE. CURB	169-56	73	.
" " "	190-44	71	.
PP	195-30	95	.
20" COTT.	207-16	67	.



PT	AZM	DIST
TWINK 14" OAK	268-04	143
15" OAK	298-09	55
14" OAK	311-04	49
" OAK	303-00	61
20" OAK	318-32	86
18" "	334-59	91
BLD. COR.	333-58	160
N.W. COR. WALL	328-07	142

⋈ @ Sta. 21+50 0° S. along tangent

6" Ash	29-17	89
34" Cotton	94-30	86
P.P.	92-54	68
5" Ash	101-27	54
5" Elm	134-55	73
3" Apple	144-13	120
6" Russian Olive	142-09	131
3" Apple	142-56	138
5" Russian Olive	147-20	143
3" Apple	151-43	145
3" Apple	144-13	143
Rd	175-34	144
"	184-23	140



PT.	AZM.	DIST.	
Rd	194-52	46	.
P.P.	214-37	51	.
12" Pine	285-43	36	.
10" "	292-19	51	.
10" "	290-28	65	.
10" "	279-23	60	.
14" Oak	258-32	92	.
8" "	250-08	91	.
16" Elm	244-14	99	.
36" Oak	251-18	98	.
Sw. Cor } Back	255-16	111	.
NW Cor } ^{Ho.} (7.4 x 14.1)	249-51	113	.
Cor Dwy	261-0	144	.
pt "	265-29	144	.
" "	264-22	173	.
" "	261-18	214	.
" "	264-19	217	.
" "	268-48	172	.
" "	275-38	137	.
" "	268-26	120	.
" "	281-38	95	.
" "	287-43	111	.
" "	302-03	106	.
" Rd.	304-35	120	.
" "	295-44	170	.

1788

[illegible]

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2025

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A blank sheet of graph paper with a grid pattern. The grid consists of light blue horizontal and vertical lines forming small squares. A single red vertical line runs down the center of the page, dividing it into two equal halves. There are some faint smudges or marks on the paper, particularly near the top left and bottom right corners.

PT	AZIM	DIST.	
Pt. Rd.	289-34	224	.
" "	295-50	231	.
" "	303-16	182	.
" "	324-44	108	.
" "	304-13	79	.
Cor Fence	294-03	330	.
P.O.R. Rd.	321-38	66	.
" "	334-56	51	.
E.R. Rd.	337-57	30	.
Rd.	15-44	38	.
Rd	349-56	112	.
"	341-06	100	.
18" Poplar	212-04	141	.
10" Elm	221-14	173	.
8" "	212-49	200	.
16" Poplar	204-20	218	.