

Book-54- Dr. 6

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

.....Survey

.....
From..... To.....

Road Acc't. No.

1931

File.....

TOWN & COUNTRY
GOLF COURSE

TOWN & COUNTRY

Traverse Lines - Transit Notes.

O.R.V.K.

P.J.C.

J. H.

H.P.

10/29/31

"A" LINE

0+00 £ Marshall Ave.

5+45.6 Δ On Tee #1

19+90.0 Δ Back of Green #10

"B" LINE

0+00 £ Otis Ave.

0+75.15 Δ Sta. 5+45.6 of "A" Line

5+82.5 Δ On Fairway #1

13+20.0 Δ Edge of Fairway #8

15+64.8 £ Cretin Ave.

"C" LINE

0+00 A Sta. 5+45.6 of "A" Line

6+75.0 P.O.T. Back of Tee #3

11+57.2 A Back of Green #8

14+62.6 & Cretin Ave.

"D" LINE

Minus 245.5 ft. to & Marshall Ave.

0+00 A Sta. 11+57.2 of "C" Line

6+47.9 A Sta. 13+20.0 of "B" Line

11+42.7 P.O.T. Back edge of Green #7

20+74.0 A On Fairway #7

22+99.5 & Beverly Ave.

"E" LINE

Minus 95.5 ft. to $\&$ Cretin Ave.

0+00 A Sta. 20+74.0 of "D" Line

5+12.6 A In rough between Fairways #12 + #13

10+00.0 P.O.T. in Fairway #12

14+92.8 A Back of Green #16

16+70.1 A Rough in front of Tee #12

19+13.5 $\&$ Como + River Blvd.

"F" LINE

0+00 A Sta. 19+90.0 of "A" Line

2+55.0 P.O.T. Rough in front of Tee #11

6+56.0 A Sta. 16+70.1 of "E" Line

7+67.2 $\&$ Beverly Ave.

"G" LINE

0+00 A Sta. 5+82.5 of "B" Line

2+91.1 P.O.T. Back of Tee #16

11+00.0 P.O.T. On Fairway #16

19+46.6 A Sta. 14+92.8 of "E" Line

"H" LINE

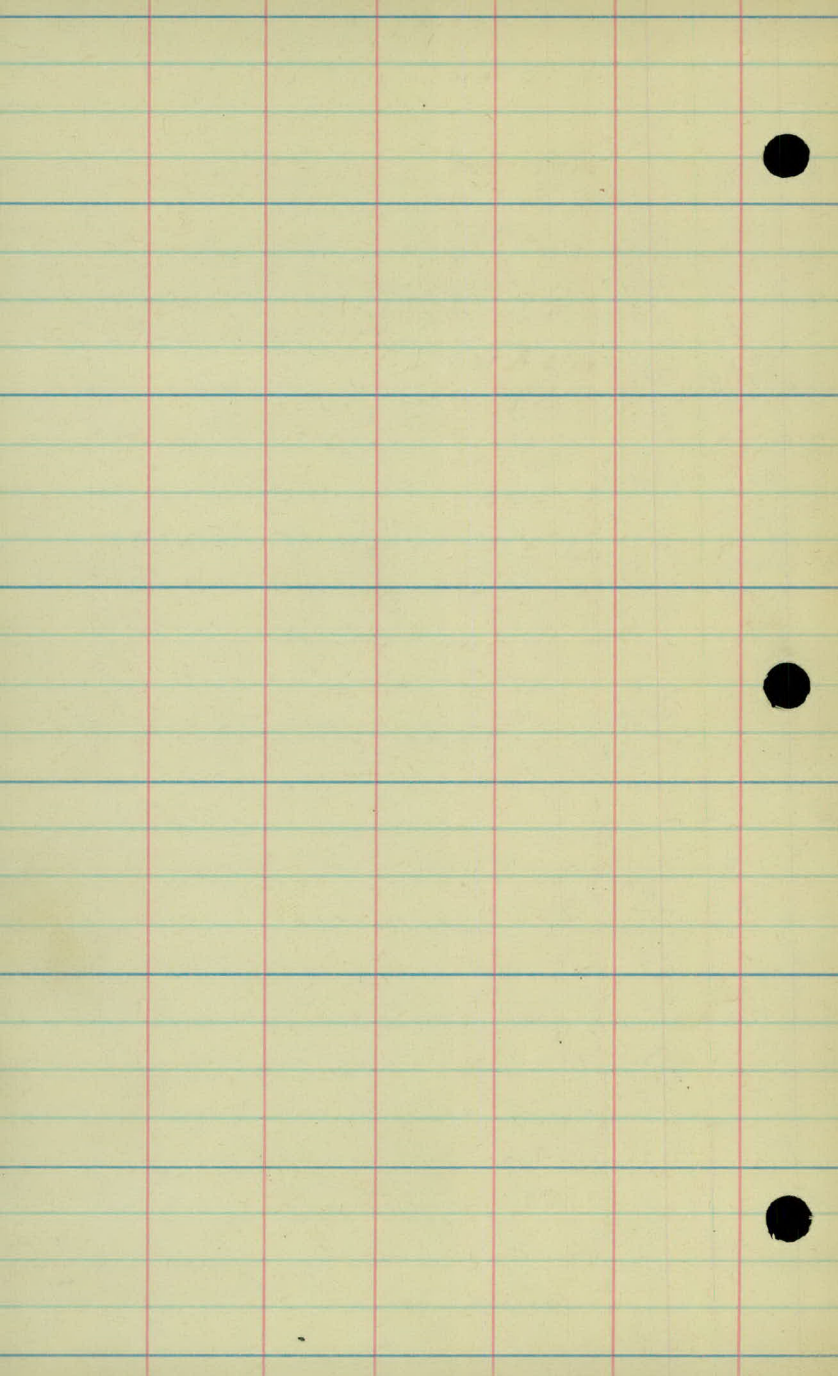
0+00 A Sta. 5+82.5 of "B" Line

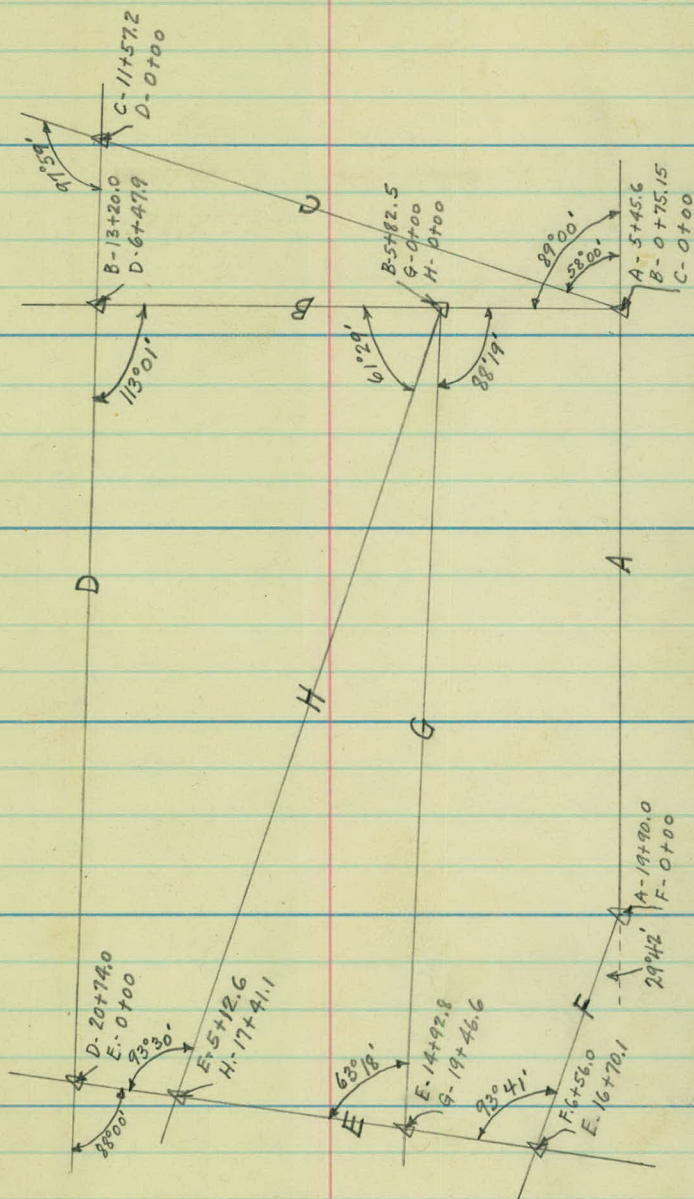
2+45.6 P.O.T. Back and side of Green #15

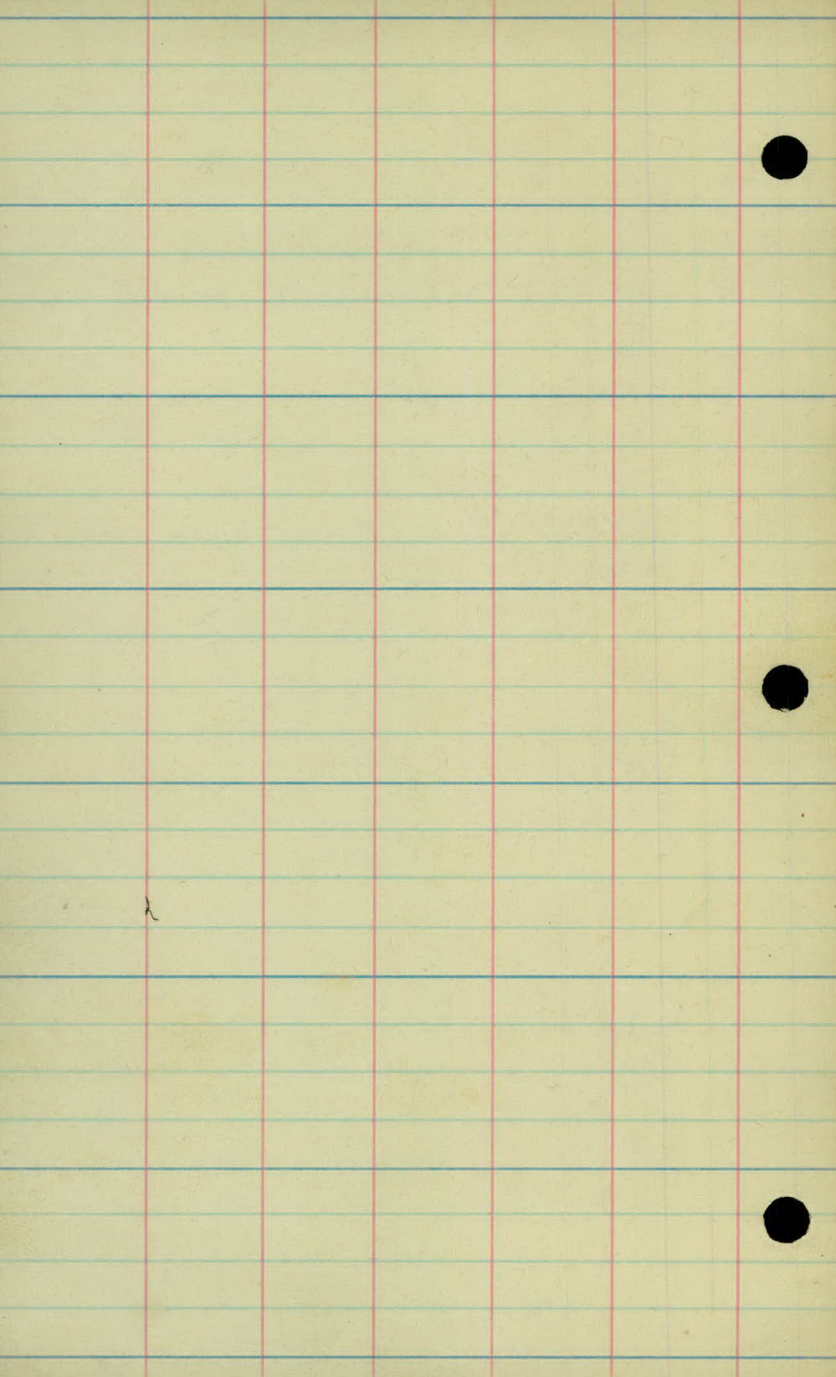
5+10.0 P.O.T. On Fairway #15

7+54.7 P.O.T. Side of trap at Green #13

17+41.1 A Sta. 5+12.6 of "E" Line.







Town & Country

& Levels

B.M. 7.14 151.65[✓] Elev. 144.51

"A" Line

0+00 1.79 149.86.

+27 Bot. of Curb 2.48 149.17.

+27 Top of Curb 1.97 149.68.

+44 2.4 149.1.

1+00 4.6 147.1.

+33 2.3 149.4.

+40 3.5 148.2.

2 3.3 148.4.

+20 2.7 149.0.

+60 4.3 147.4.

3 3.3 148.4.

4 2.8 148.9.

T.P. 2.18 151.59[✓] 2.24 149.411

5 0.2 151.4.

4 Marshall Ave

151.59✓

Elev.

+50

0.4

151.2.

+60

4.7

146.9.

6

5.5

146.1.

+05

7.2

144.4.

7

10.7

140.9.

+67

10.2

141.4.

T.P.

1.74

141.24✓

12.09

139.50✓

8

17.5

123.7.

+67

5.0

136.2.

9

2.9

138.3.

10

1.5

139.7.

T.P.

10.60

150.98✓

0.86

140.38✓

11

10.2

140.8.

12

8.6

142.4.

13

3.8

147.2.

Top of Iron Lt. 7+67

150.98✓

Elev.

14

2.3

148.7.

T.P.

13.42

162.60✓

1.80

149.18✓

15

11.1

151.5.

16

9.5

153.1.

17

6.8

155.8.

18

1.9

160.7.

T.P.

9.04

170.68✓

0.96

161.64✓

19

6.2

164.5.

+90

0.5

170.2.

T.P.

0.54

170.14✓

Top of Hub @ 19+90

Elev.

T.P. 13.37 152.87✓ 139.50✓
 "B" Line

0+00 12.32 140.6.

+25 12.4 140.5.

+30 9.1 143.8.

+60 7.4 145.5.

+75 1.8 151.1.

1 1.3 151.4.

T.B.M. 3.90 155.46✓ 1.31 151.56✓

2 2.2 153.3.

3 3.5 152.0.

4 4.1 149.4.

5 3.4 152.1.

6 1.7 153.8.

T.P. 13.40 167.67✓ 1.19 154.27✓

7 12.2 153.5.

Top of Iron Lt. 7+67

¢ Otis

Top of Conc. Base of Flag Pole on No. 1 Tee

		167.67✓	Elev.	
8		9.4	158.3.	
9		6.8	160.9.	
10		1.0	166.7.	
T.P.	13.42	180.72✓	0.37	167.30✓
11		10.7	170.0.	
12		3.0	177.7.	
+90		5.0	175.7.	
13		2.0	178.7.	
T.P.	13.31	192.52✓	1.51	179.21✓
+15		4.6	185.9.	
T.B.M.			5.60	186.92✓
T.P.	12.54	204.27✓	0.79	191.73✓
T.P.	9.98	213.65✓	0.60	203.67✓
14		9.2	204.5.	
15		3.7	210.0.	
+25		4.0	209.7.	
+64.8		4.9	208.8.	
B.M.			2.18	211.47✓

Top. of Hub @ 13+20

4 Cretin Ave

Top Hyd. N.E. Cor. Cretin + Carroll

T.B.M. 12.04 163.60 ✓
"C" Line

Elev. 151.56 ✓

0+00 12.3 151.3.

1 10.9 152.7.

2 9.2 154.4.

3 4.6 157.0.

T.P. 12.85 176.21 ✓ 0.24 143.36 ✓

4 0.3 175.9.

T.P. 13.19 189.26 ✓ 0.14 176.07 ✓

+30 2.4 186.9.

T.P. 12.42 201.32 ✓ 0.36 188.90 ✓

5 12.0 189.3.

+12 11.6 189.7.

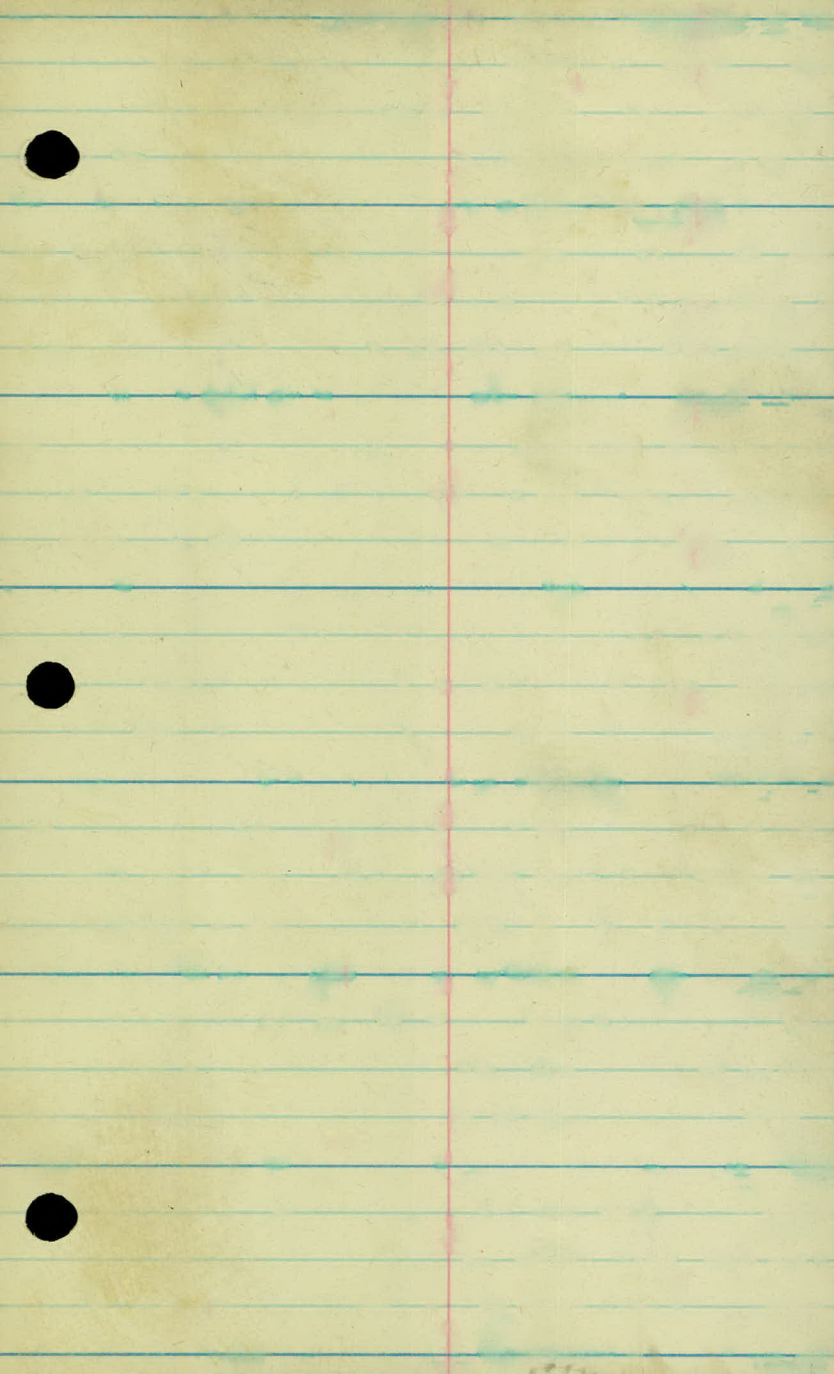
+18 6.6 194.7.

T.P. 10.13 210.99 ✓ 0.46 200.86 ✓

6 7.6 203.4.

7 3.6 207.4.

8 5.5 205.5.



210.99✓

Elev.

9

8.3

202.7.

10

11.5

199.5

T.P.

5.50 205.54✓

10.95 200.04✓

11

8.4

197.1.

12

6.1

199.4

13

4.2

201.3.

14

8.0

197.5

+62.6

11.2

194.3.

T.B.M.

6.12 199.42✓

20.00

185.5

T.B.M. 3.54 202.96✓

199.42✓

B.M.

11.62 191.34✓ 191.33

5.7

13.8

19.5

20.0

↳ Cretin

Top of Hyd @ 0400 "D" Line

↳ Marshall

" "

Top Hyd, N.E. Cor. Marshall & Cretin

Elev.

"D" Line

T.B.M. 3.54 202.96✓

199.42✓

0+00

3.5

199.5

1

3.3

199.7

2

4.9

198.1

3

7.3

195.7

T.P.

0.21 196.36✓

6.81

196.15✓

4

2.7

193.7

5

10.8

185.6

6

12.0

184.4

T.B.M.

9.50

186.86✓ 186.92

7

5.0

191.4

T.P.

13.31 209.34✓

0.33

196.03✓

8

14.3

195.0

9

10.1

199.2

10

0.7

208.6

11

7.5

201.8

Elev. 185.5 @ Marshall on "D" Line

Top of Hub @ 13+20 "B" Line

		209.34✓	Elev.	
T.P.	4.23	212.16✓	1.41	207.93✓
11+43.		0.5	2117.	
12		3.4	208.8.	
13		5.4	206.8.	
14		8.3	203.9.	
15		8.8	203.4.	
16		4.7	205.5.	
T.P.	4.22	210.23✓	6.15	206.01✓
17		7.3	202.9.	
18		7.9	202.3.	
19		3.2	207.0.	
20		6.0	204.2.	
21		4.2	204.0.	
22		4.3	203.9.	
22+99.5		9.3	200.9.	
T.B.M.			5.87	204.36✓

4 Beverly
Top Hub 20+74 "D" Line

210.23 ✓
"E" Line

Elev.

0-95.5 7.4 202.8.

0+00 5.9 204.3.

1 9.3 200.9.

2 9.4 200.8.

3 11.3 198.9.

4 9.4 200.8.

T.P. 11.2 203.05 ✓ 8.80 201.43 ✓

5 11.2 191.9.

6 21.0 182.1. ✓

7 21.1 182.0.

8 6.8 196.3.

9 6.5 196.6.

10 3.9 199.2.

\$ Cretin

$$\begin{array}{r} 5.7 \\ 13.8 \\ 1.5 \\ \hline 21.0 \end{array}$$

$$\begin{array}{r} 191.1 \\ 9.0 \\ \hline 182.1 \end{array}$$

203.05✓

Elev.

11

5.1

198.0.

12

8.7

194.4.

13

11.2

191.9.

14

12.5

190.6.

T.P.

4.09

195.11✓

12.03 191.02✓

15

9.8

185.3.

16

16.7

178.4.

17

10.9

184.2.

18

1.6

193.5.

19

10.4

184.7.

19 + 13.5

10.1

185.0.

T.B.M.

13.76 181.35✓

€ Como River Blvd.

Top Hub @ 6+56 "F" Line Int. "E" Line

195.11✓

Elev.

T.B.M.

"F" Line

7+67.2

11.6

183.5

7

13.5

181.6

T.P.

2.99

184.34✓

13.76

181.35✓

6

8.3

176.0

5

11.0

173.3

4

16.4

167.9

3

3.6

180.7

T.B.M.

0.77

184.40✓

0.71

183.63✓

2

2.0

182.4

1

4.5

177.9

T.P.

2.04

174.32✓

12.12

172.28✓

0+00=19+90 "A" Line

4.2

170.1

T.B.M.

4.21

170.11✓

170.14

170.14

£ Beverly

Top Hub P.O.T. 2+55 "F" Line

Top Hub. @ 0+00 = 19+90 "A" Line

Elev.

"G" Line

T.P.	7.60	161.87✓		154.27✓
0+00			8.2	153.7.
1			18.4	143.5.
T.P.	13.15	174.26✓	0.76	161.11✓
2			2.9	171.4.
T.P.	13.53	187.59✓	0.20	174.06✓
T.P.	12.16	198.59✓	1.16	186.43✓
3			11.6	187.0.
4			4.8	193.8.
5			3.9	194.7.
6			5.9	192.7.
7			4.1	194.5.
8			0.3	198.3.
T.P.	13.30	211.39✓	0.50	198.09✓
9			7.3	204.1.
10			4.0	207.4.

Stg 6 on "B" Line

12.7

5.7

18.4

186.14

174.06

12.08

211.39✓

Elev.

11 0.5 210.9.

12 4.7 206.7.

13 6.8 204.6.

14 8.4 203.0.

15 10.4 201.0.

16 16.0 195.4.

T.P. 1.24 199.53✓ 13.10 198.29✓

17 7.6 191.9.

18 9.8 189.7.

19 14.2 185.3.

19+ 13.6 185.9.

T.P. 8.44 191.09✓ 191.02

T.B.M. 0.23 199.30✓

Int. with "E" Line

Top Stake Sta 14+00 "E" Line

Top Hub Sta. 10+00 "E" Line

	"H" Line		Elev.	
T.P.	0.74	202.17 ✓		201.43 ✓
T.P.	0.89	191.13 ✓	11.93	190.24 ✓
17+		0.9	190.2	
17		3.1	188.0.	
16		10.5	180.6.	
15		16.3	174.8.	
14		12.4	178.7.	
13		11.0	180.1.	
12		12.5	178.6.	
T.P.	13.17	192.40 ✓	11.90	179.23 ✓
11		15.8	176.6.	
10		16.5	175.9.	
9		12.3	180.1.	
T.P.	12.89	204.85 ✓	0.44	191.96 ✓
8		3.4	201.5.	
T.P.	8.05	212.44 ✓	0.46	204.39 ✓
7		7.0	205.4.	

Top of Stake Sta. 4 on "E" Line

Int. "E" Line

212.44✓

Elev.

4

1.8

210.6

5

7.2

205.2

T.P.

0.33

199.45✓

13.12 199.32✓

4

9.2

190.5

T.P.

0.07

186.21✓

13.51 186.14✓

3

8.1

178.1

T.P.

12.22 173.99 174.06✓

