

Dr. 8 - Bk. 114

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

----- Plan ----- Survey

----- KELLER GOLF COURSE RD -----

From ----- To -----

Road Acc't. No. -----

Date Filed. 1937 -----

File -----

Culvert
Keller Golf Road.

W. H. Carlson
April 14, 1937

B.M.

8.51

1000
11.02

Bolt Licks

2.20

Grade Red. Grade

0.20

2.2

0.40

0.30

0.7

5.2

0.50

4.6

7.2

0.60

6.7

0.75

7.7

9.7

0.95

9.8

1.40

12.4

12.2

1.45 - Fl. Line 24"

12.75

Fl. Line 12"

12.20

1.40

1.45

10.65

(Fl. Line gutter ext'd)

10.2

1.48

9.2

Keller

ECI CM

Keller

Approach Road.

15" CM
Pipe delivered

32
32
34

98' Pipe

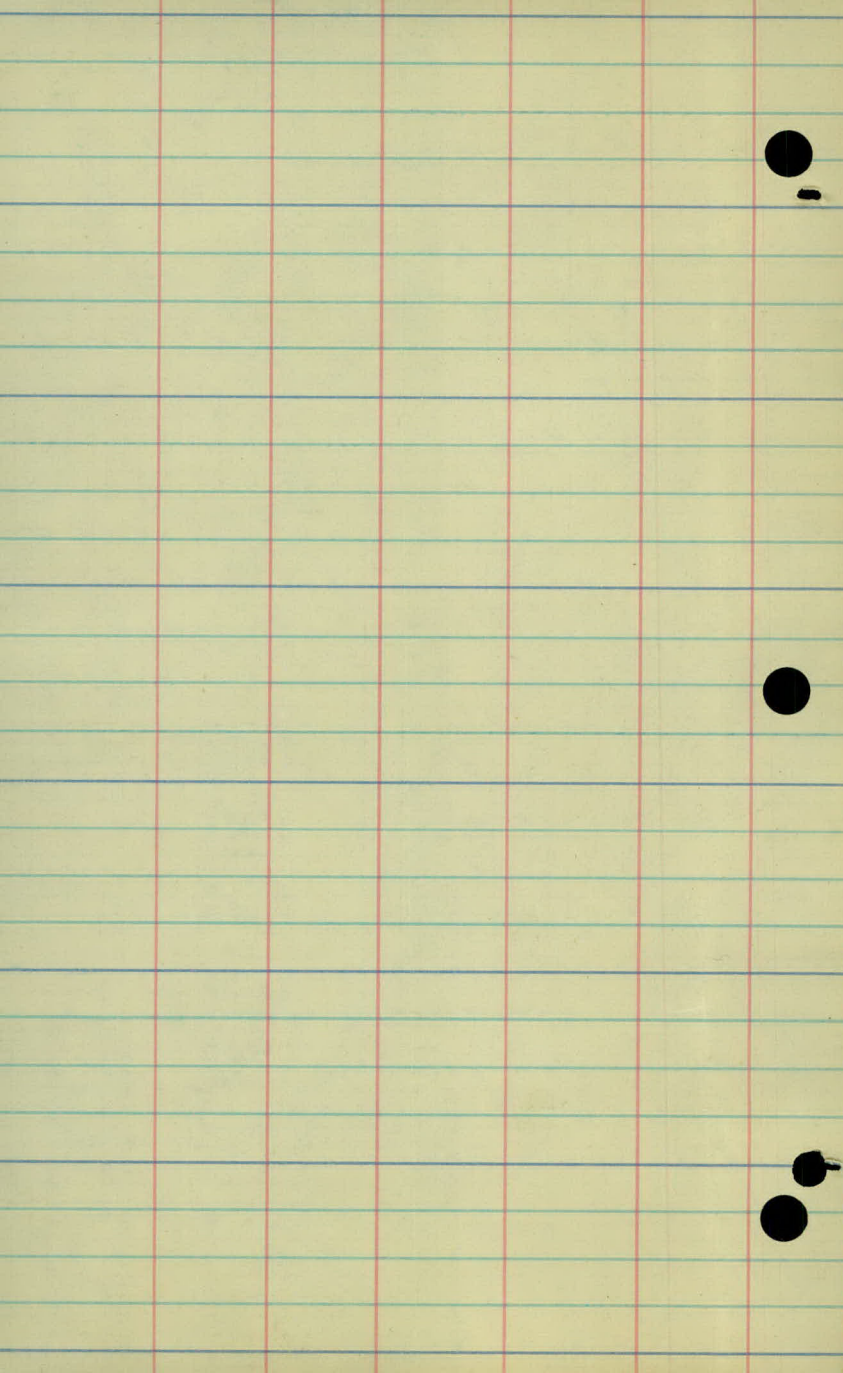
10' 17" 101
100%

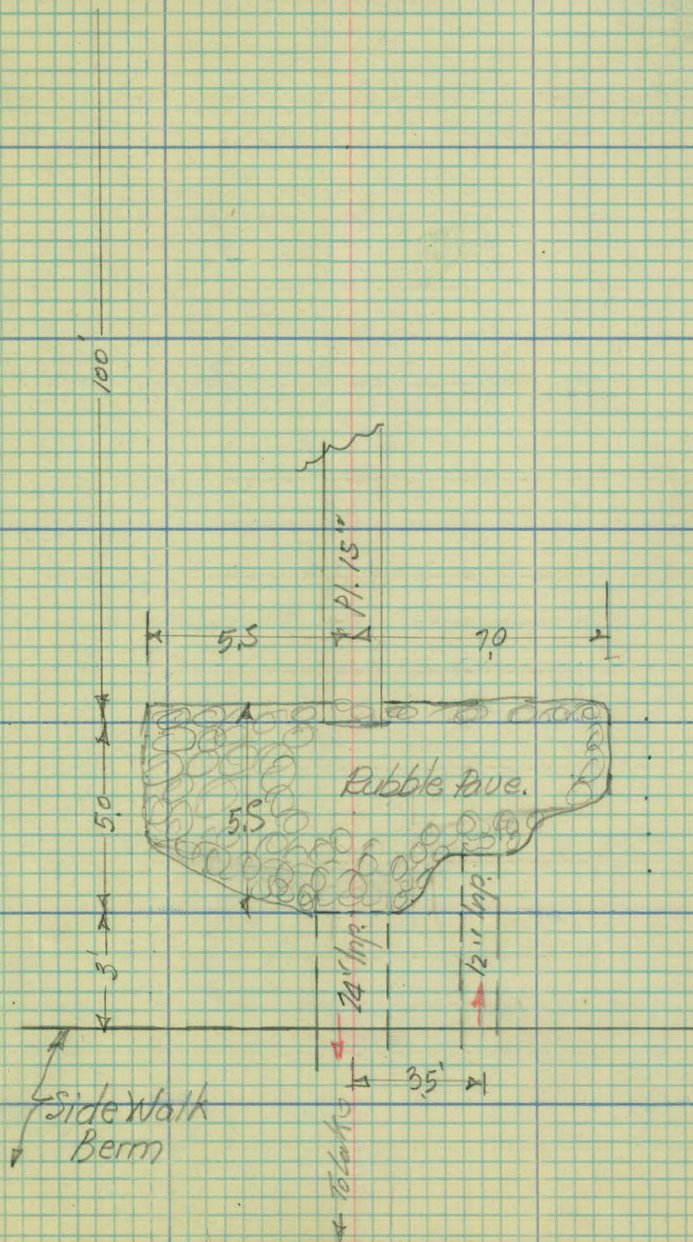
15"

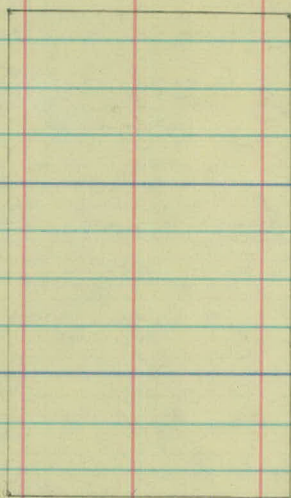
24" Flowline

24"

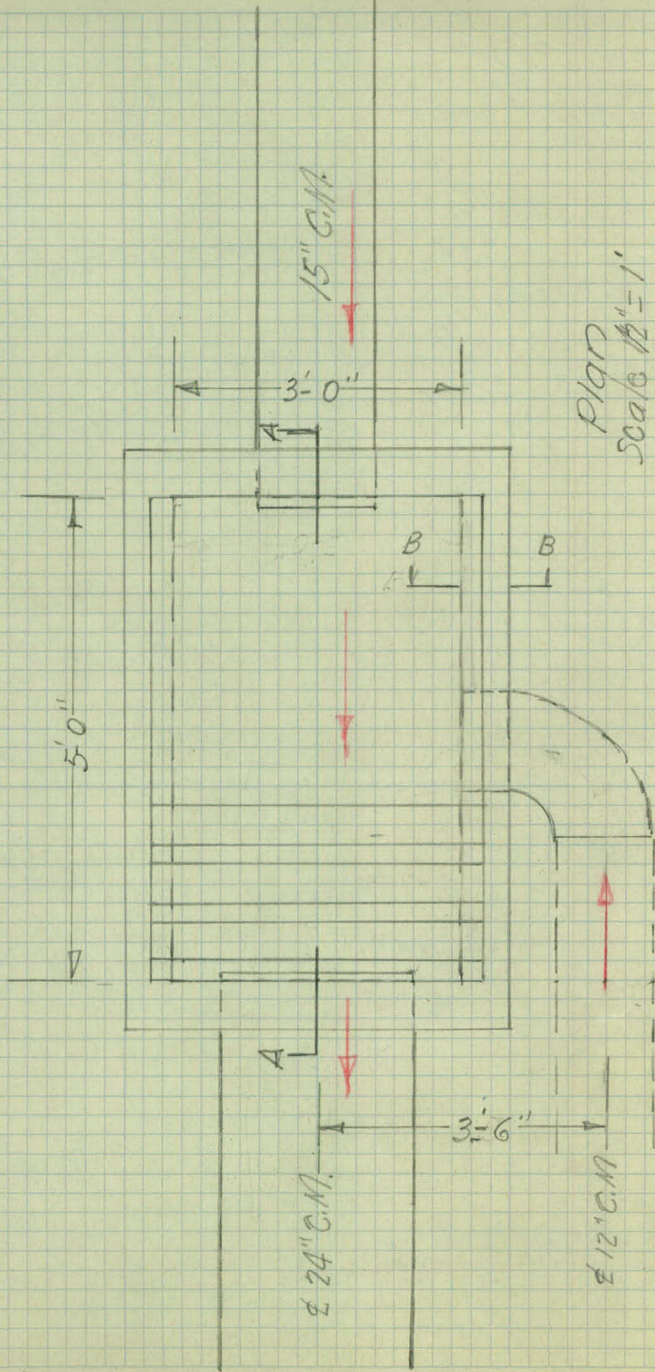
12"







Recommended
Catch Basin.

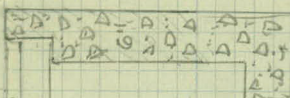


Side Walk Berm

1708

1705

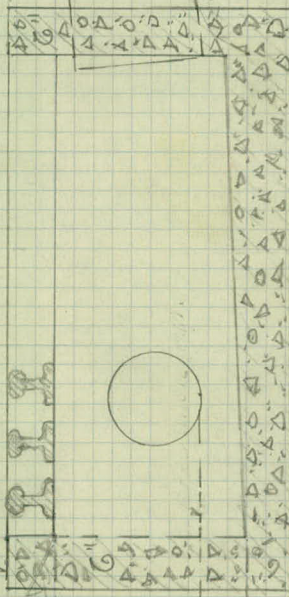
1700



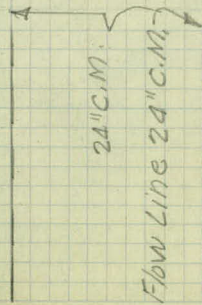
Rail

Sec. B-B

Gutter Grate



Sec. A-A



24" C.M.

Flow Line 24" C.M.



15" C.M.

Existing Ground

Scale 1/2" = 1'

Road.

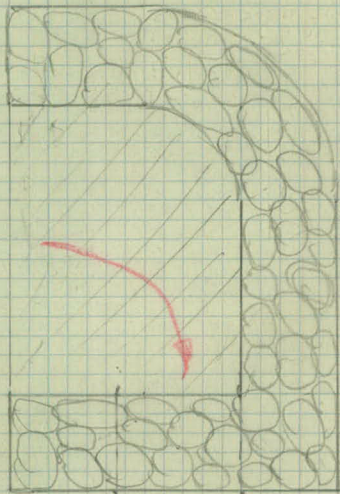
12' 7"

2:1

2:1

15" C.M.

Section



Plan.

101
3
98

ALIGNMENT

①
7-21-36
T A.W.L.

PROPOSED ROAD AT

KELLER GOLF COURSE

STA. PT. Δ LT. Δ RT.
 "A" LINE

{ = 0+42.5 - "B" LINE

8+20.0 P.T.	18°-45'	Δ 37°-30' RT.
8+00	17°-15'	D-15°-00'
7+73.0 = 0-4.5 - "B" LINE	15°-13.5'	T-130.03'
+50	13°-30'	L-250.00
7+00	11°-37.5'	R-383.06
+50	7-52.5'	
6+00	4°-07.5'	
5+70.0 P.C.	2°-15'	

2+98.0 P.T.	20°-00'	
+50	17°-42'	Δ -40°-00' LT.
2+00	15°-12'	D-20°-00'
+50	12°-42'	T-104.80
1+00	10°-12'	L-200.0'
0+98.0 P.C.	7°-42'	R-287.94

RAIN 7-21-36
A.W.L.

7-30 1.100
5-45 1.53
1-5 2.15
2-18

2.21

P.I. 7+00.03

120 341° 15'
100 342° 45'
75 344° 45'
50 346° 30'
25 350° 15'
0 354° 00'
6+00 357° 45'
70 0° 00'

P.I. 2+02.8

10-12
1-1 2.0
1-6 2.7
2.6
2.15
2.25

10.42
19.93
19.23
2"X2" Hubs

"B" LINE

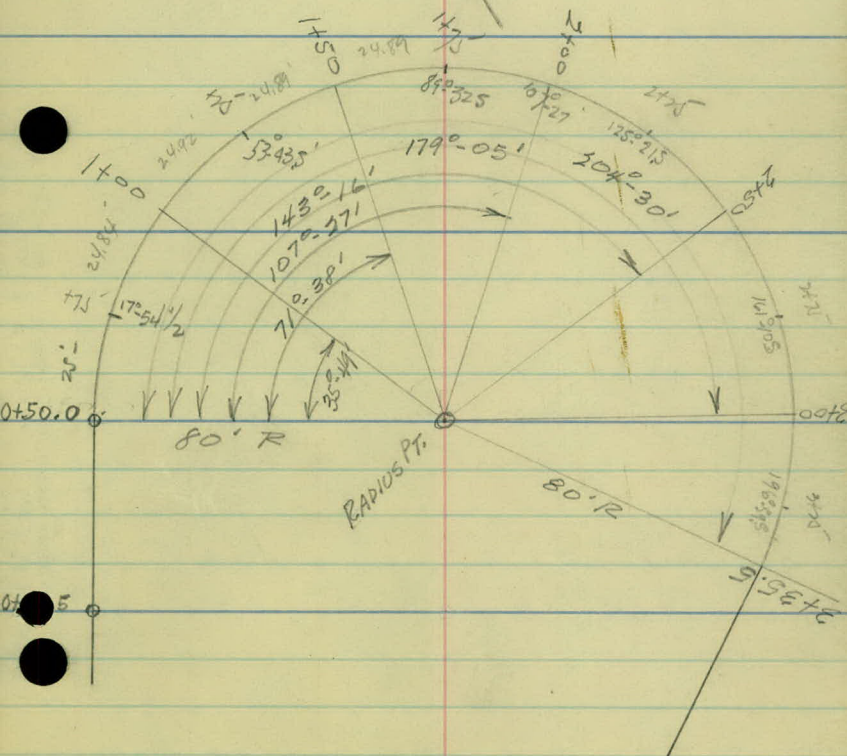
3+35.5 P.T.

0+50.00 "B" P.C. 80' R. TO RT.

0+42.5 "B" P.T.

FAIR & WARREN - 7-29-36

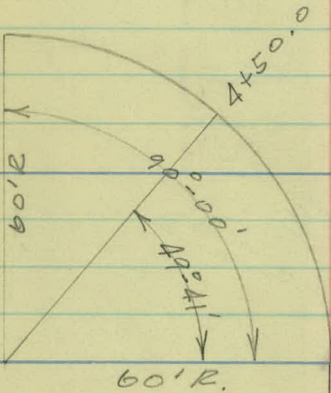
T A.W.L.



"B" LINE

3+98.0 "B" P.C. 60' R. TO LT.

4+92.2 = END "B" LINE

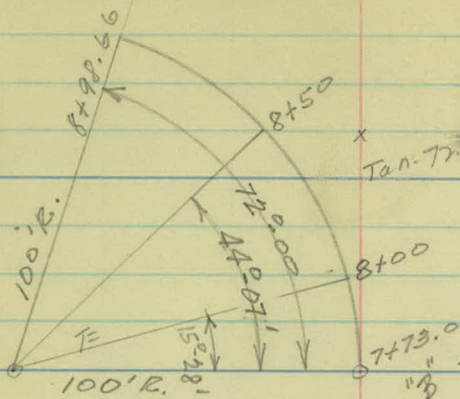


"A" LINE

7+73.0 "A" P.C. 100' RAD. TO LT.
= 0+4.5 "B" LINE

"C" LINE

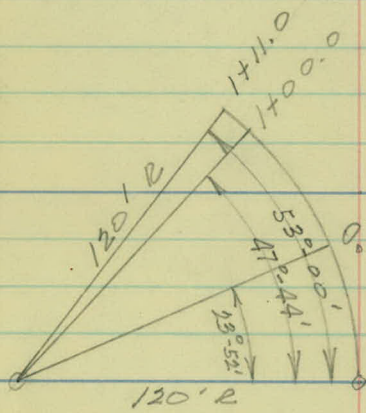
0+00 "C" = 8+98.66 - "A"
0+00 P.C. 120' R. TO LT.



$8+93 = 76^\circ$
 $+15 = 30.26'$
 $+50 = 23.06'$
 $8+15 = 15.26'$
 $8+0 = 8.06'$
 $7+73 = 0.00'$

$\tan 72^\circ \checkmark$

72.65
 59.83
 1282



153°
 26.30

$\tan 59.83$

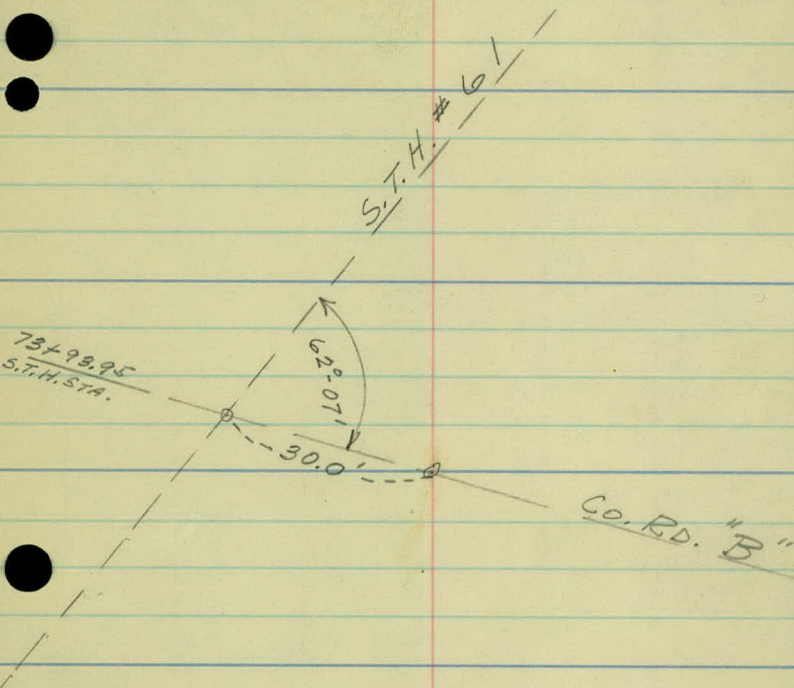
$1+11 = 26.30'$
 $1+0 = 23.252'$
 $0+10 = 17.54'$
 $0+50 = 11.86'$
 $0+15 = 5.88'$
 $0+0 = 0.00'$

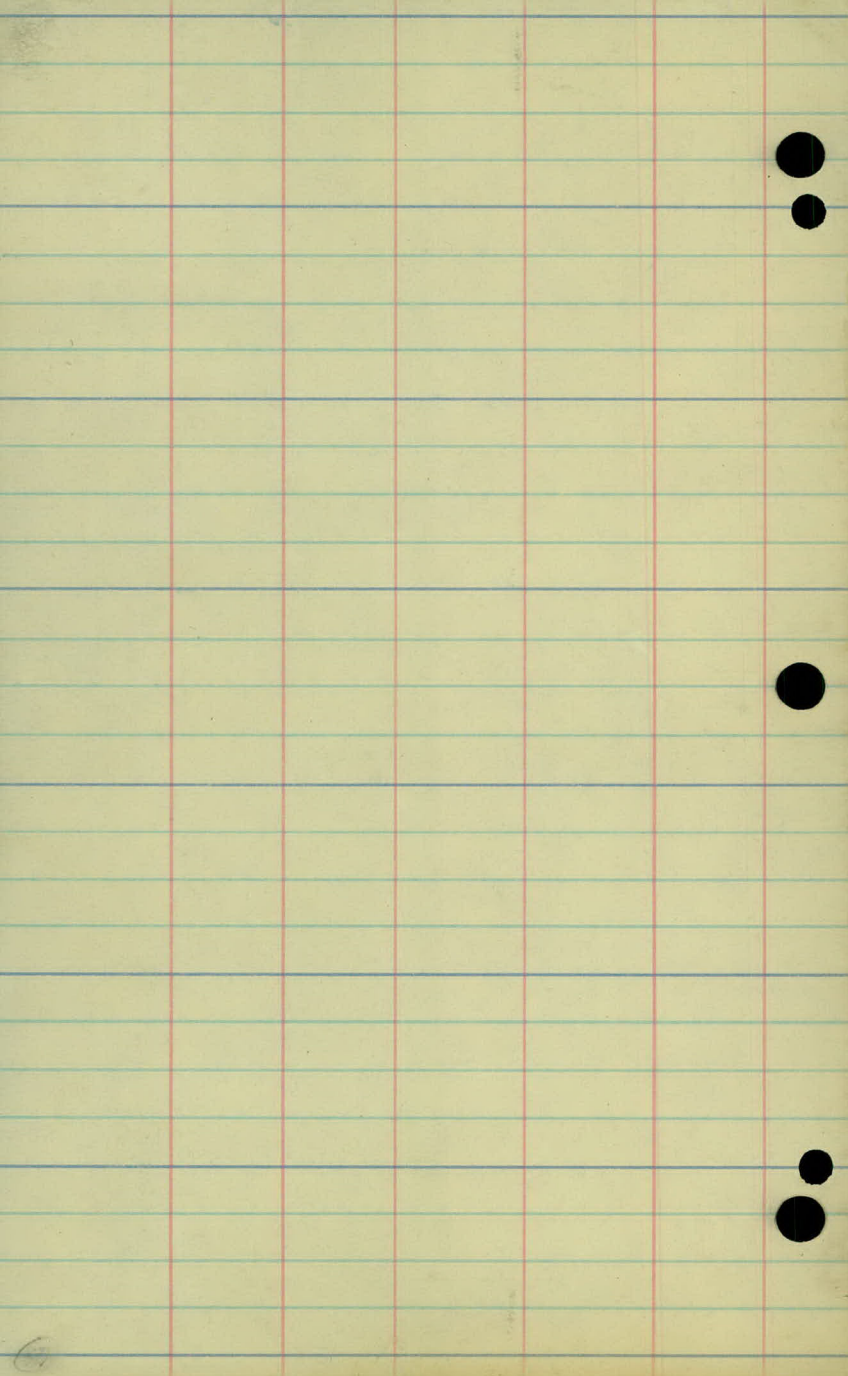
$0+00 = 0.00'$

"A" LINE

11+18.93 END "A" LINE

8+98.66 P.T. (= 0+00 "C" LINE)





PROPOSED ROAD
AT
KELLER GOLF COURSE

GRADE STAKES

"A" Line

STA
B.M.

11.38

887.22 ✓

ELEV.

875.84

GRADE
E

"A" LINE

1+00

6.5

80.7

82.0

+50

82.3

2+00

82.7

+50

83.0

3+00

83.3

+50

83.7

T.P.

13.00

898.16 ✓

2.06

885.16 ✓

4+00

84.0

+50

84.3

5+00

84.7

+50

85.0

L

E

R

8

R.O.W. Mon Trunk H. St. LL + 49.8

9
0+75 81.6

$$\begin{array}{r} 6.81.8 \quad 79.7 \\ - F. 2.1 \quad \underline{7.5} \\ 17.3 \end{array}$$

$$\begin{array}{r} 6 \quad 81.7 \quad 81.1 \\ \underline{6.1} \\ - F. 0.6 \quad 16 \end{array}$$

$$\begin{array}{r} 6 \quad 81.8 \quad 81.3 \\ \underline{5.9} \\ - F. 0.5 \quad 16 \end{array}$$

$$\begin{array}{r} 81.95 \quad 81.7 \\ 6 \quad 82.1 \quad \underline{5.6} \\ - F. 0.4 \quad 16 \end{array}$$

$$\begin{array}{r} 82.35 \quad 81.4 \\ 6 \quad 82.6 \quad \underline{5.8} \\ - F. 1.2 \quad 16 \end{array}$$

$$\begin{array}{r} 82.95 \quad 82.3 \\ 6 \quad 83.3 \quad \underline{4.9} \\ - F. 1.0 \quad 14 \end{array}$$

75 = 83.55

$$\begin{array}{r} 6 \quad 83.8 \quad 83.0 \\ \underline{15.2} \\ - F. 0.8 \quad 12 \end{array}$$

$$\begin{array}{r} 14 \quad 84.5 \quad 83.2 \\ 6 \quad 84.3 \quad \underline{15.0} \\ - F. 1.1 \quad 12 \end{array}$$

$$\begin{array}{r} (84.5) \quad 86.0 \\ 6 \quad 84.7 \quad \underline{12.2} \\ - C. 1.3 \quad 12 \end{array}$$

$$\begin{array}{r} (84.45) \quad 88.2 \\ 85.2 \quad \underline{10.0} \\ - C. 3.0 \quad 12 \end{array}$$

75 = 85.5

$$\begin{array}{r} 8 \quad 80.7 \\ \underline{4.5} \end{array}$$

$$\begin{array}{r} 81.9 \\ \underline{5.3} \end{array}$$

$$\begin{array}{r} 83.0 \\ \underline{5.2} \end{array}$$

$$\begin{array}{r} 82.6 \\ \underline{4.6} \end{array}$$

$$\begin{array}{r} 82.5 \\ \underline{4.7} \end{array}$$

$$\begin{array}{r} 83.6 \\ \underline{3.6} \end{array}$$

$$\begin{array}{r} 83.2 \\ \underline{14.9} \end{array}$$

$$\begin{array}{r} 83.7 \\ \underline{14.4} \end{array}$$

$$\begin{array}{r} 88.1 \\ \underline{10.0} \end{array}$$

$$\begin{array}{r} 90.1 \\ \underline{8.1} \end{array}$$

$$\begin{array}{r} 81.2 \quad 6.82.2 \\ \underline{6.0} \quad \text{Fall } 1.0 - \\ 12 \quad (1.75 \quad 6.82.5) \end{array}$$

$$\begin{array}{r} 82.6 \quad 6.82.8 \\ \underline{4.6} \quad \text{F. 0.2} - \\ 12 \quad 1.75 \quad 83.15 \end{array}$$

$$\begin{array}{r} 82.6 \quad 6.83.5 \\ \underline{4.6} \quad \text{F. 0.9} - \\ 12 \quad 1.75 = 83.65 \end{array}$$

$$\begin{array}{r} 83.1 \quad 6.83.8 \\ \underline{4.1} \quad \text{F. 0.7} - \\ 12 \quad 83.95 \end{array}$$

$$\begin{array}{r} 83.1 \quad 6.83.9 \\ \underline{4.1} \quad \text{F. 0.8} - \\ 12 \quad 83.95 \end{array}$$

$$\begin{array}{r} 85.1 \quad 84.0 \\ \underline{2.1} \quad \text{C. 1.1} - \\ 12 \end{array}$$

75 = 84.1
84.5

$$\begin{array}{r} 85.8 \\ \underline{12.4} \quad 84.2 \\ 12 \quad \text{C. 1.6} - \end{array}$$

$$\begin{array}{r} 87.5 \\ \underline{10.6} \quad 84.3 \\ 12 \quad \text{C. 3.3} - \end{array}$$

$$\begin{array}{r} 90.2 \quad (84.4) \\ \underline{8.0} \quad 84.7 \quad 84.5 \\ 12 \quad \text{C. 5.5} - \end{array}$$

$$\begin{array}{r} 92.8 \quad 84.6 \\ \underline{5.4} \quad 84.7 \\ 15 \quad \text{C. 8.1} - \end{array}$$

75 = 84.75

H.I. 898.16 "A" LINE ELEV. $\pm$ GRADE

6+00 85.3

T.P. 4.68 899.44 3.40 894.76 ✓

+50 85.7

7+00 86.0

+50 86.3

8+00 86.7

T.P. (Top of 0+50 B) 0.21 887.43 12.22 887.22 ✓

+50 86.0

8+98.66 83.4

T.P. 3.67 879.07 12.03 875.40 ✓

9+50 79.9

10+00 76.4

+50 72.0

+80 71.2

11+00 70.7

+18.93 870.37 70.70

L.T.

E

R.T.

(9)

89.5

92.2

94.8

84.8

85.8

8.7

6.0

3.4

84.7

- C 3.7

12

16

C 10.1

(85 = 86.15)

+25

(84.85)

92.5

94.0

96.1

84.9

86.5

6.9

5.4

3.3

84.8

- C 6.0

12

16

C 11.3

+15 = 86.55

94.7

96.1

97.4

85.0

86.6

4.7

3.3

2.0

85.2

- C 8.1

12

16

C 12.2

(86.55)

93.2

93.5

93.0

85.5

86.5

6.2

5.9

6.4

85.7

- C 6.7

13.5

16

C 7.3

86.4

86.9

86.5

13.0

12.5

- F 0.1

16

(15 86.1)

80.6

82.2

83.3

85.6

6.8

5.2

4.1

86.8

- F 5.0

16

12

F 3.5

(15 84.4)

75.3

74.6

75.9

83.2

12.1

12.8

11.5

83.7

- F 7.9

15

(15 81.85)

71.7

71.5

71.9

F 7.2

79.9

7.4

7.6

7.2

79.9

- F 8.2

13.5

7.6

13.5

F 8.0

+15 = 78.15

72.9

72.0

69.3

+15 = 78.15

76.4

6.2

7.1

9.8

76.4

- F 3.5

13.5

12.5

F 7.1

72.9

72.7

71.9

68.7

74.65

- F 0.2

12

7.2

10.4

72.9

71.2

7.8

70.4

68.1

71.2

- C 0.1

20

8.7

11.0

71.2

70.1

19

F 3.1

9.0

70.4

8.70

"B"

H.I. —
"B" Line
H.I.

ELEV.

GRADE

899.44 —

0 - 4.5 = 7+73 "A"

86.5

0 + 50

87.6

+ 55

(87.8)

+ 71

(88.3)

1 + 00

89.7

+ 50

93.0

2 + 00

96.3

+ 50

99.6

T.P.

13.50

912.22 ✓

0.72

898.72 ✓

3 + 00

02.9

+ 50

06.2

+ 98

09.5

T.P.

12.48

920.97 ✓

3.73

908.49 ✓

4 + 50

12.8

~~T.P.~~

~~12.48~~

~~920.97~~

~~3.73~~

~~908.49~~

L.T.

E

R.T.

10

90.2

9.2

91.0

8.4

G 86.1

16

C 4.9

86.65

86.3

13.1

87.1

12.3

G 87.2

16

F 0.1

84.7

G 88.0

14.7

F 3.3 - 12

85.6

G 88.5

13.8

+75 88.15

F 2.9 - 12

87.7

11.7

88.9

10.5

G 89.1

16

F 0.2

87.1

G 93.4

12.3

F 6.3 - 12

(95.75)

87.1

G 97.1

12.3

F 10.0 - 12

(98.75)

93.9

G 00.4

5.5

- F 6.5 12

(01.9)

07.4

G 03.4

4.8

- C 4.0 12

(04.90)

08.4

G 06.4

3.8

- C 2.0 13.5

07.2

G 09.2

5.0

- F 2.0 16

15.5

G 12.0

5.5

- C 3.5 20

88.7

11.3

88.5

10.9

G 92.2

16

F 3.7

(93.8)

87.3

12.1

88.2

11.2

G 95.4

16

F 7.2

(97.05)

94.1

5.3

92.7

5.4

G 98.7

16

F 5.0

(90.30)

Top of rock

05.5

6.7

01.5

10.7

G 02.3

16

F 0.8

04.25

06.0

6.2

03.1

9.1

G 06.2

15

- F 3.2

04.2

8.0

02.6

9.6

G 09.7

12

- F 7.1

05.6

15.4

03.0

18.0

G 13.6

18

F 10.6

+

H.I

-

ELEV.

±

GRADE

920.97

4+92.2

15.5

B.M.

2.65

918.32 ✓

"C"

Line

987.43

0+00 = 8+98.66 "A"

(83.5)

+50

86.8

1+00

90.1

1+11 = 1+17.37 "B"

90.7

L.T.

E

R.T.

(11)

$$\begin{array}{r} 16.1 \\ 15.1 \\ - C 1.0 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 15.9 \\ 5.1 \\ \hline \end{array}$$

$$\begin{array}{r} 14.4 \\ 6.6 \\ - 20 \\ \hline \end{array} \quad \begin{array}{r} G 15.9 \\ F 1.5 \end{array}$$

SIDE-walk curb

B.M.

{ 5.3' W. of club-house
3.5' S. of Sedge of door
near S. edge of porch

(wide space in
walk)

$$G = \frac{82.7}{15}$$

$$+ \times G = 84.7$$

$$\begin{array}{r} 82.7 \\ G 84.2 \\ - F 3.5 \\ \hline 16 \end{array}$$

16

$$\begin{array}{r} 83.4 \\ 4.0 \\ \hline \end{array}$$

$$\begin{array}{r} 83.4 \\ 4.0 \\ \hline 12 \end{array}$$

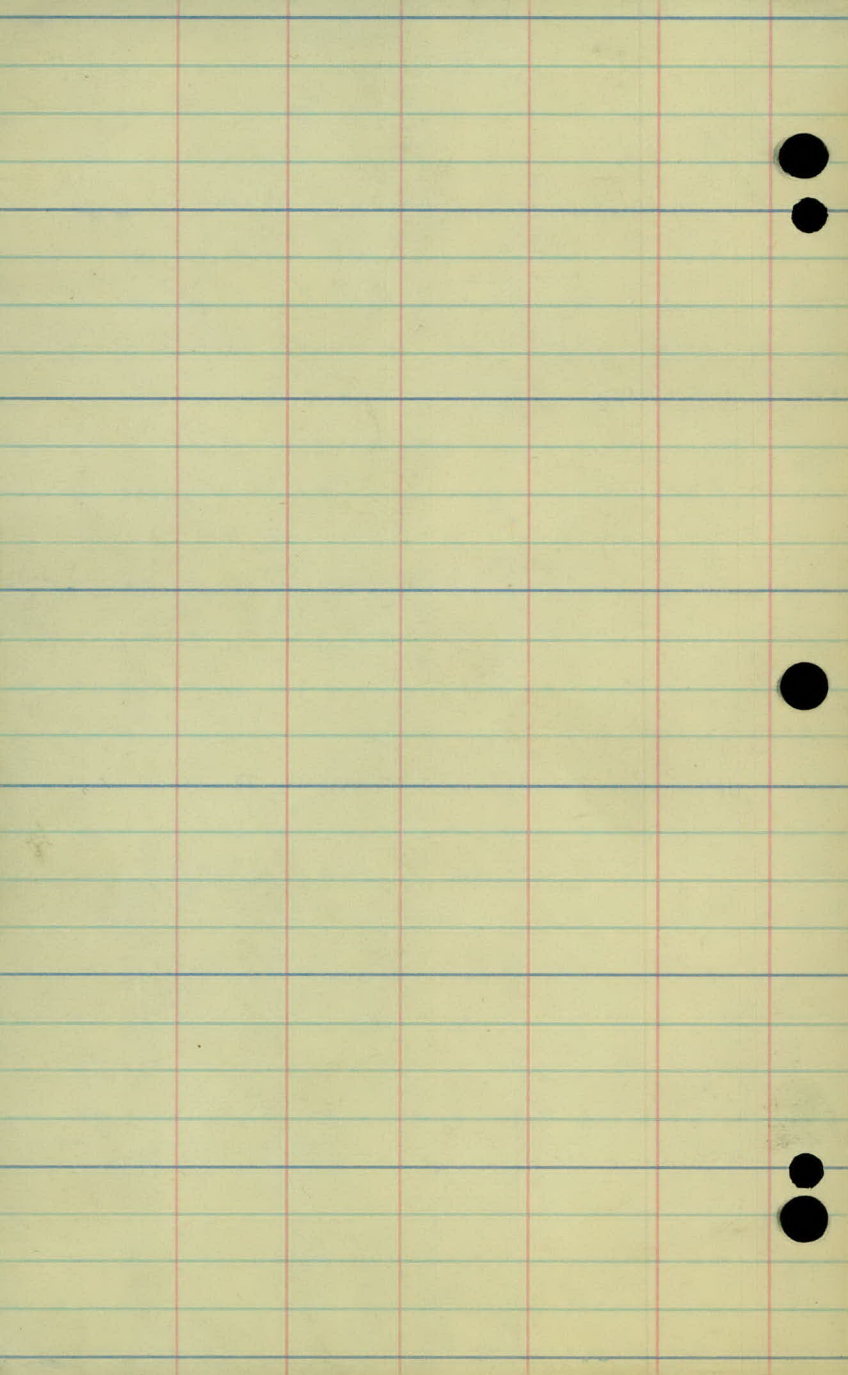
$$\begin{array}{r} G 86.8 \\ F 3.4 \end{array}$$

$$\begin{array}{r} 86.0 \\ 88.05 \\ G 89.9 \\ - F 4.0 \\ \hline 16 \end{array}$$

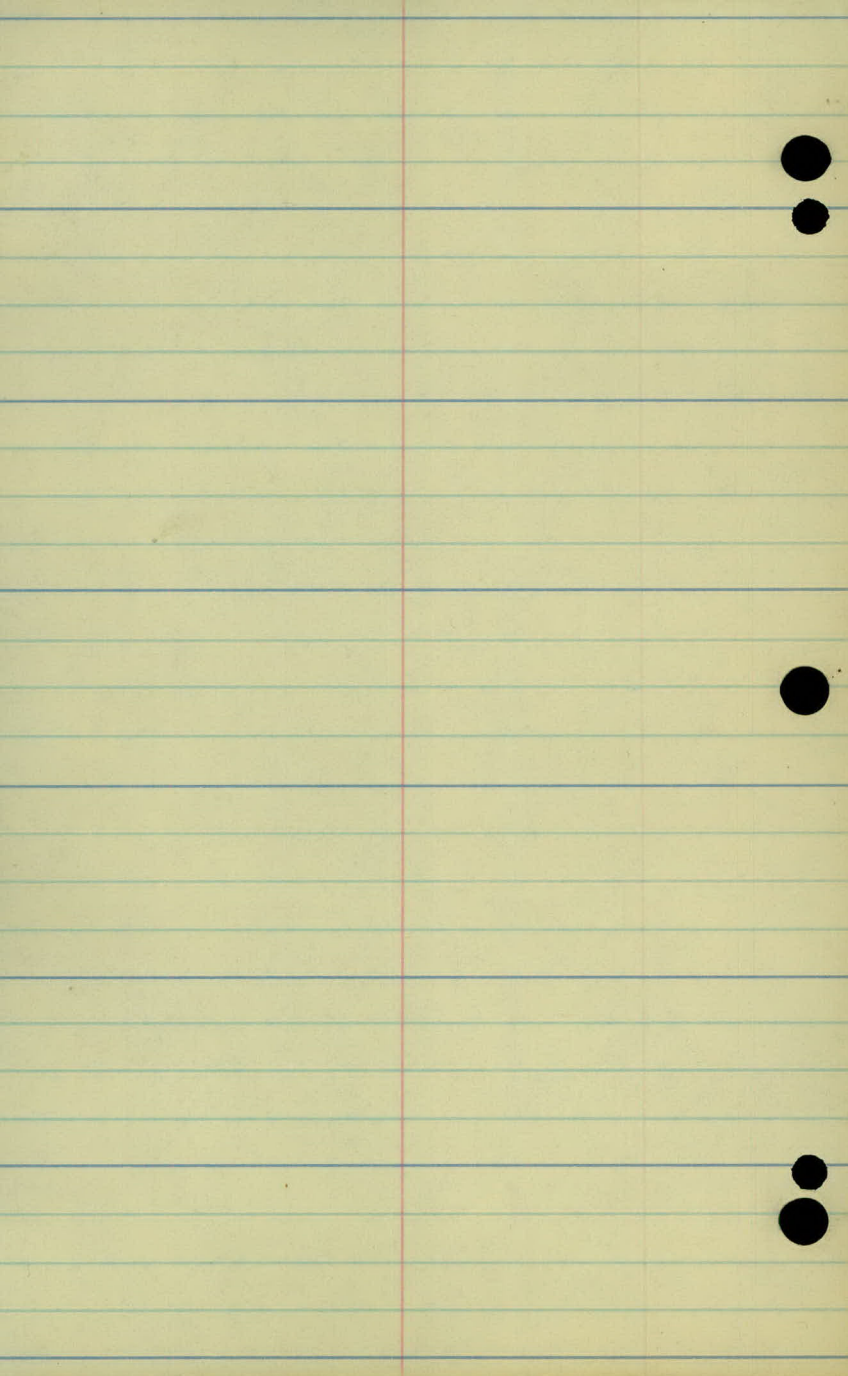
16

$$\begin{array}{r} 87.4 \\ 0.0 \\ \hline \end{array}$$

15



STA.	LT.	¢	RT.
1400	$F \frac{2.1}{17.3}$	F1.3	$F \frac{1.0}{12}$
+50	$F \frac{0.6}{16}$	F0.4	$F \frac{0.2}{12}$
2400	$F \frac{0.5}{16}$	F0.7	$F \frac{0.9}{12}$
+50	$F \frac{0.4}{16}$	F0.4	$F \frac{0.7}{12}$
3400	$F \frac{1.2}{16}$	F0.8	$F \frac{0.8}{12}$



Kellar Golf Road
Parking Space.

6646

50

40



B.M.

6.34

882.18

875.84

66+49.8

66+0

4.33

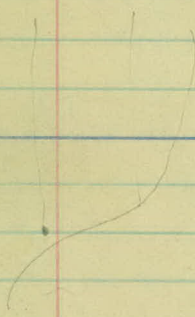
880.17

875.84

442

880.26

875.84



	$\pm$	50' Rt.		90' Rt.	gr. Antenn
70 to	7.15	690	$\begin{smallmatrix} +1.4 \\ 6.1 \end{smallmatrix}$	5.9	
69 to 50	7.05 +	7.00 $\begin{smallmatrix} +0.9 \\ 6.2 \end{smallmatrix}$	$\begin{smallmatrix} +1.4 \\ 6.2 \end{smallmatrix}$	6.0	
69 to	7.15	7.10 $\begin{smallmatrix} +1.5 \\ 6.3 \end{smallmatrix}$	$\begin{smallmatrix} +1.5 \\ 6.3 \end{smallmatrix}$	6.1	
68 to 50	7.26	7.20 $\begin{smallmatrix} +1.0 \\ 6.4 \end{smallmatrix}$	$\begin{smallmatrix} +1.4 \\ 6.4 \end{smallmatrix}$	6.2	
68 to	7.35	7.30 $\begin{smallmatrix} 6.5 \end{smallmatrix}$	6.5	6.3	(+1.5)
67 to 50	7.46 Low spot	7.40 $\begin{smallmatrix} 6.6 \end{smallmatrix}$	6.6	6.4	4.3 +2.1
67 to	7.17	7.20 $\begin{smallmatrix} 6.4 \end{smallmatrix}$	6.4	6.2	3.7 +2.5
	75.10	70 to	50' Rt. 75.10	90' Rt. 76.0	4.2
		69 to 50	75.1	76.5	3.7
	75.06	69 to	75.1	79.0	3.2
		68 to 50	75.0	77.5	2.7
	74.85	68 to	75.9	78.5	2.2
	74.80	67 to 50	74.8	78.5	1.7
	73.03	67 to 00	75.0 $\begin{smallmatrix} +1.6 \\ 7.0 \end{smallmatrix}$	78.9	1.3
	75.4		77.5	79.5	
	76.3	66 to	78.50	80.1	
	77.6	65	79.75		
	79.6	65	81.0		
		64			

880.26

7040

+50

71

+50

72✓

+50

73

+50

Paw.

50' Rt.

90' Rt.

75.1

75.1

76.0 ^{4.70}

75.0

75.0 ^{5.3}

76.0 ^{4.70}

74.9

74.9 ^{5.3}

75.9 ^{4.70}

74.3

74.3 ^{6.0}

75.3 ^{5.0}

73.7

73.7 ^{6.6}

74.7 ^{5.6}

73.0

73.0 ^{7.3}

74.0 ^{6.3}

72.3

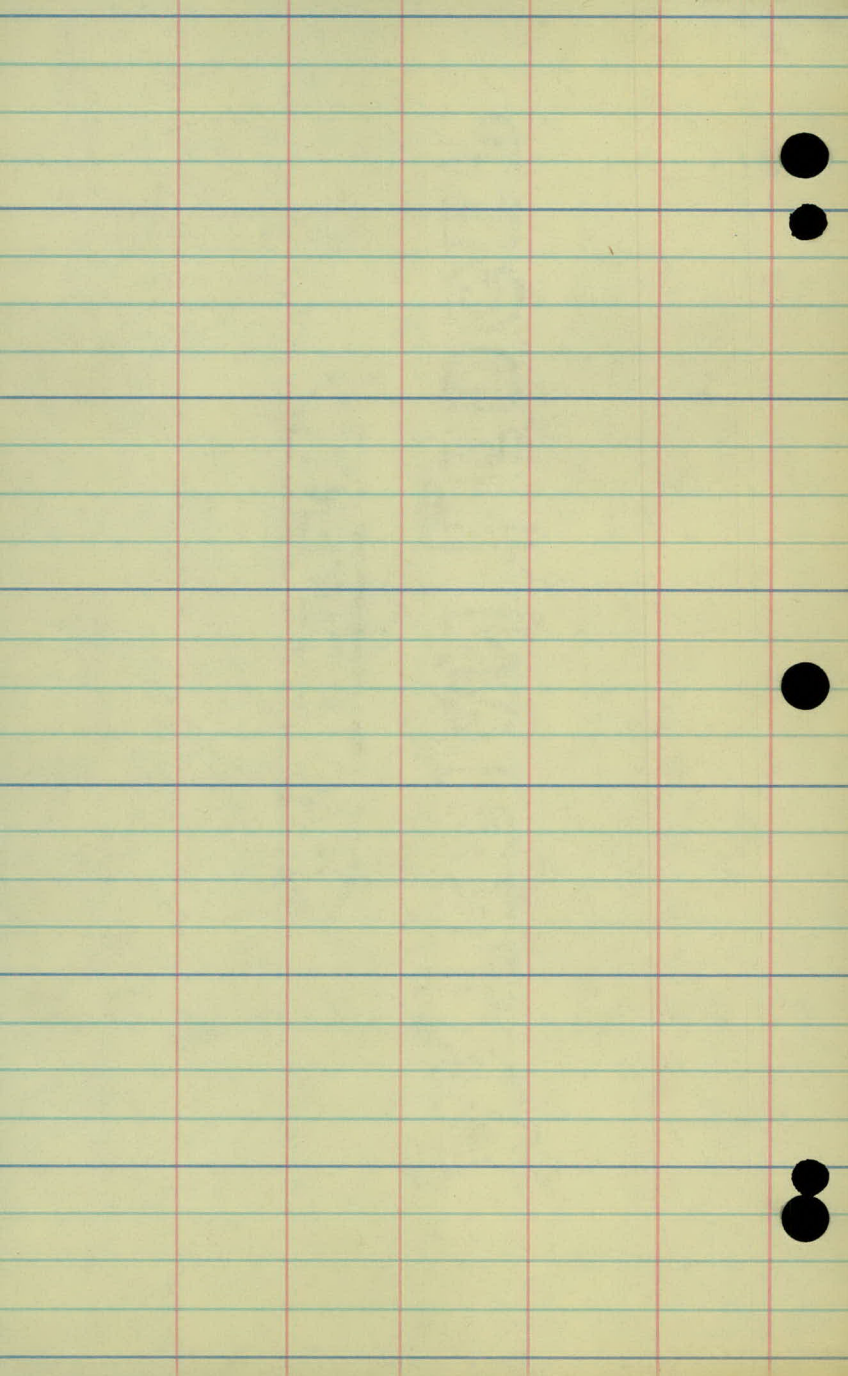
72.3

73.3

71.4

71.4

72.4



Kellar Road

Slope stakes

11.34 887.18

875.84

81.8 82.2
82.0

140

81.8 82.2
12 82.0 12

+25

81.7 82.4

1450

82.8
81.7 82.3 12

171

81.8 82.1

240

81.8 82.5
16 12

82.0 82.7

2450

82.1 82.8

82.35 82.1

340

82.6 82.9

T.P.

13.58 897.40 3.36

82.7 82.1 883.82

3450

82.3 84.0

440

84.0 84.2
82.8

13.22 902.33 82.9

884.11

4450

84.3

540

84.7

5450

85.2 85.0 84.7

5.4 5.0
5.2

5.7
2028/19.6

5.5 4.9 4.4

16

12

6.1
16

R.B

4.6
12

2.9
20.30/24.0

5.4 3.7

16
5.9
16

4.5
12

4.1
20.11/20.2

5.1 3.4

5.5
16

4.0
12

3.7
20.12/19.4

4.6 3.3

5.7
16

4.1
12

+ 7.6/32.2

14.1 - 13.4

14

12

8.7
20.22/19.4

18.6 17.4 13.2

14.4
12

8.2
20.65/30.

13.1/18.0

12

13.6
12

12

9.4
20.98/37.6

17.6

12

12

4.2
20.149/46.8

11 17.3 17.6

12

15

20.190/88.

902.33

13.20 914.61 0.92 901.41

11.42 923.42 2.61 912.00

B.M. - 5.11 918.31

Floor level

to Locker Room. 5.15 918.27

Floor level to Kitchen. 2.75 920.67

Top Water table } +7.13 930.55
or Porch Floor }

(See P. 11) Lindahl.

11.82 887.66 875.84

7.94 893.20 2.40 885.26

5+70

6+0

+25

6+50

6+75

7+0

7+25

7+50

7+75

8+0

8+25

8+50

8+75

9+0

Red grade

grade Red

$$7.8 \quad \frac{85.4}{12}$$

$$\frac{84.7}{16} \quad 8.5$$

$$7.4 \quad \frac{85.8}{12}$$

$$\frac{84.8}{16} \quad 8.4$$

$$7.1 \quad \frac{86.1}{12}$$

$$\frac{84.9}{16} \quad 8.3$$

$$\checkmark \quad 6.7 \quad \frac{86.5}{12}$$

$$\frac{85.0}{16} \quad 8.2 \quad \checkmark$$

$$\cdot \quad 6.6 \quad \frac{86.6}{12}$$

$$\frac{85.1}{16} \quad 8.1$$

$$6.6 \quad \frac{86.6}{12}$$

$$\frac{85.2}{16} \quad 8.0 \quad \checkmark$$

$$6.7 \quad \frac{86.5}{12}$$

$$85.6 \quad 7.7 \quad \checkmark$$

$$6.7 \quad \frac{86.5}{13.0}$$

$$\frac{85.7}{16} \quad 7.5 \quad \checkmark$$

$$6.7 \quad \frac{86.5}{15}$$

$$\frac{86.1}{16} \quad 7.1$$

$$6.7 \quad \frac{86.5}{16}$$

$$\frac{86.7}{16.5}$$

$$7. \checkmark \quad \frac{86.0}{16}$$

$$\frac{86.3}{16.9}$$

$$7.6 \quad \frac{85.6}{16}$$

$$\frac{86.0}{17.2}$$

$$8.7 \quad \frac{84.5}{16}$$

$$\frac{84.8}{18.2}$$

$$9.7 \quad \frac{83.5}{16}$$

$$85$$

$$\frac{83.5}{16} \quad 9.7$$

$$13.3 \quad \frac{13}{13}$$

$$79.9$$

$$\frac{79.9}{13} \quad 13.3$$

893.20

C"Line

040

045

0450

140

1411

T.P.

2.50 890.70

0450

0476

	$\frac{90}{10}$ 831	825	$\frac{97}{16}$
83	$\frac{849}{16}$		
7.0	$\frac{862}{16}$	$\frac{868}{64}$	
5.1	$\frac{881}{16}$	$\frac{885}{4.7}$	
3.3	89.9	90.1	

(Blue 16' Rd. Sta 1411)

90.7	$\frac{90.7}{16}$	2.5	
		3.2	
140-89.1			9.3
175-88.4		4.4	10.0
87.6		5.6	(10.8)
86.7		6.5	8.0 11.7
86.1		7.1	(7+73)

A Line

9750

6

1040

$$\begin{array}{r} 799 \ 799 \\ 13 - 15 \end{array}$$

$$\begin{array}{r} 76.4 \ 76.4 \\ 13 - 14 \end{array}$$

B Line

898.35 T

1450

1475

240

2475

2450

2425

3400

425

3450

T.P.

3498

4450

4490

907.87

911.44

$$14 \overline{) 93.4} \quad 92.2 \overline{) 6.2} \quad 16$$

$$12 \overline{) 95.75} \quad 93.8 \overline{) 4.8} \quad 16$$

$$12 \overline{) 97.1} \quad 95.4 \overline{) 3.0} \quad 16$$

$$12 \overline{) 98.2} \quad 97.6 \overline{) 10.8} \quad 16$$

$$12 \overline{) 99.4} \quad 98.7 \overline{) 10.8} \quad 16$$

$$12 \overline{) 01.9} \quad 00.8 \overline{) 7.4} \quad 16$$

$$12 \overline{) 03.0} \quad 02.3 \overline{) 5.6} \quad 16$$

$$12 \overline{) 04.9} \quad 04.2 \overline{) 3.7} \quad 16$$

$$13 \overline{) 06.4} \quad 06.2 \overline{) 1.7} \quad 15$$

$$16 \overline{) 09.2} \quad 09.7 \overline{) 8.1} \quad 12$$

$$16 \overline{) 10.6} \quad 11.7 \overline{) 6.1} \quad 12$$

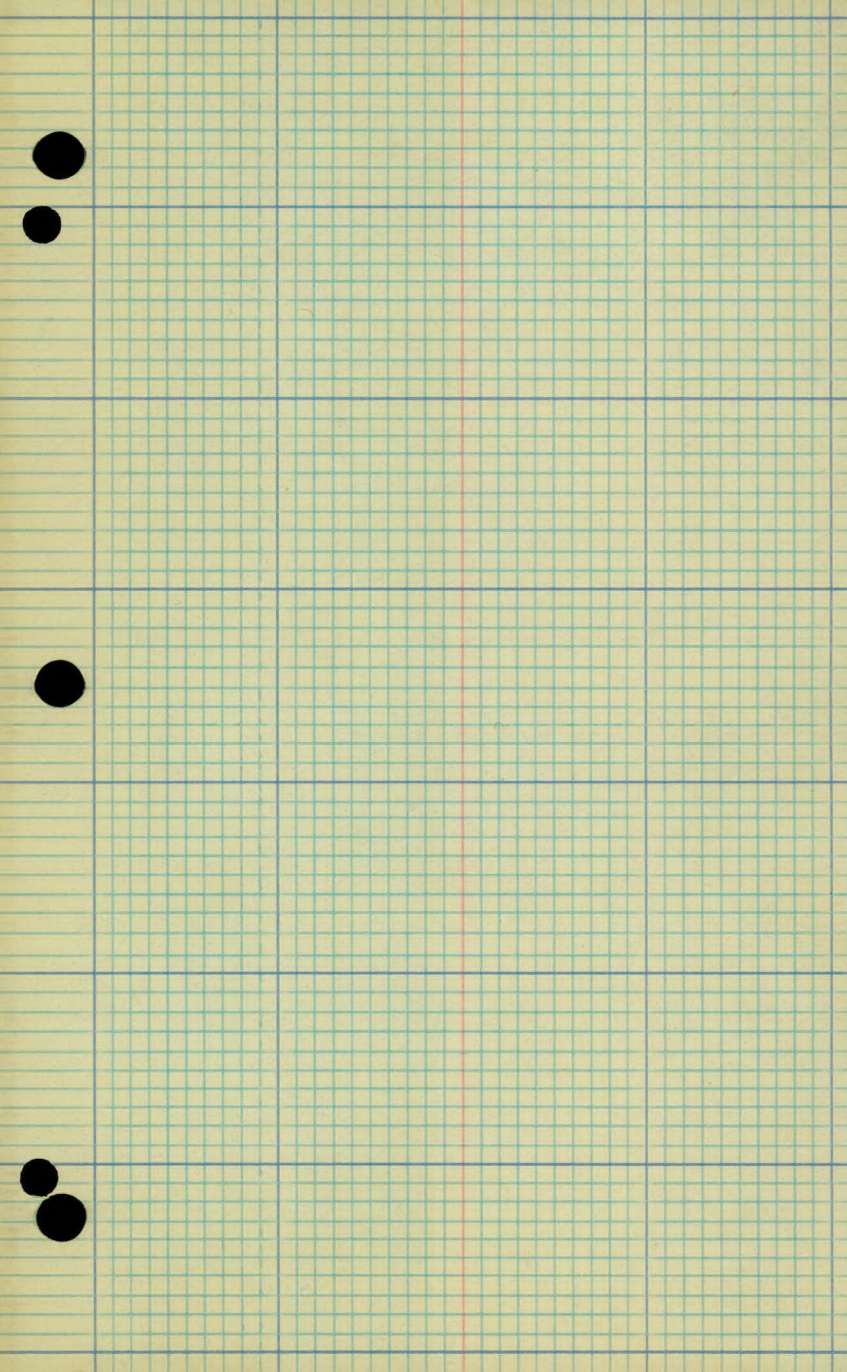
$$12 \overline{) 12.0} \quad 12.0 \overline{) 4.2} \quad 12$$

$$13 \overline{) 13.8} \quad 14.9 \overline{) 3.1} \quad 12$$

$$15 \overline{) 15.1} \quad 15.9 \overline{) 1.9} \quad 12$$

13.8 Lts
Sdn. 3450

1.47 90640



7+73		15.6	R
7+50		13.7	16.0
7+75		12.5	

6+75			15.94
------	--	--	-------

6+0			15.51
-----	--	--	-------

5+70	P.C	12.5	14.22
------	-----	------	-------

5+50			12.93 ✓
------	--	--	---------

5+25			12.50
------	--	--	-------

3+50		12.5	12.5
------	--	------	------

3+75		12.93 ✓	12.5 ✓
------	--	---------	--------

2+98	R.T.	14.22	12.5
------	------	-------	------

2+75		15.51	
------	--	-------	--

2+50		15.94 ↓	
------	--	---------	--

2+25			
------	--	--	--

2+0			
-----	--	--	--

1+75			
------	--	--	--

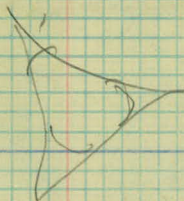
1+50		15.94	
------	--	-------	--

1+25		15.51	
------	--	-------	--

0+98	P.C	12.22	12.5 ✓
------	-----	-------	--------

+75			12.5
-----	--	--	------

Wid.
20'



5.0

13

2.6
13.0

5.5

5.0

4.5
10.0

4.2

6.0

5.7

5.4
5.0

5.1

5.0 Road

18

4.5

6.4

6.3 0
1.0

2.0

2.0 or 1.3

2.0

shop 12807
Lester 811
Lamp 8 14
8 21.5

10

38

4.7

53

56

59

44

4+922	44' - 72-80
4+75	41 - 65-78
4+50	37' - 61'-78
4+20	36 - 60-72
3+98	38- 62-72

2+10 OK.

2+75 OK.

2+80 10-

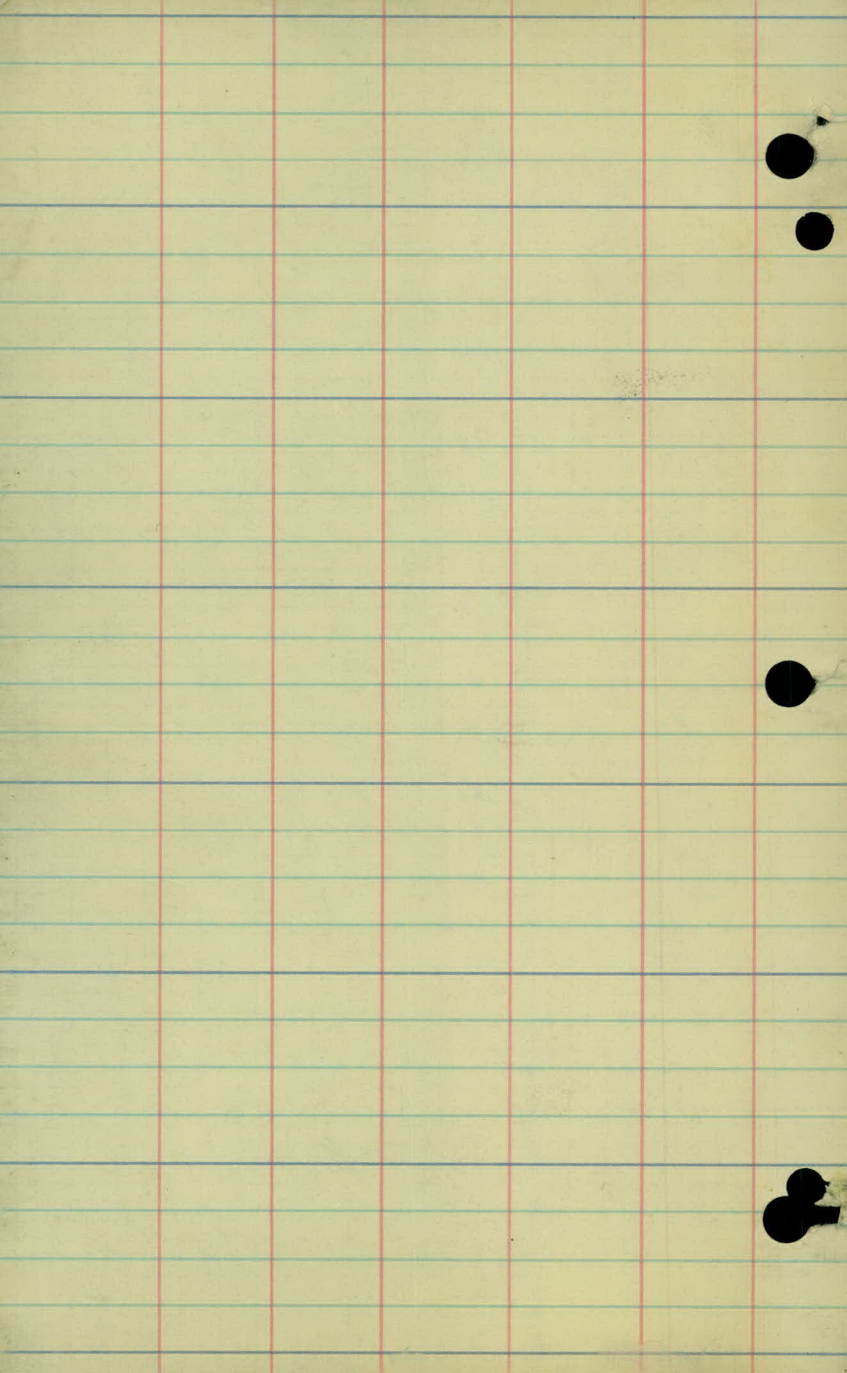
2+20 7.0

2+00 6.0

1+75 10

1+50 8.

end 10

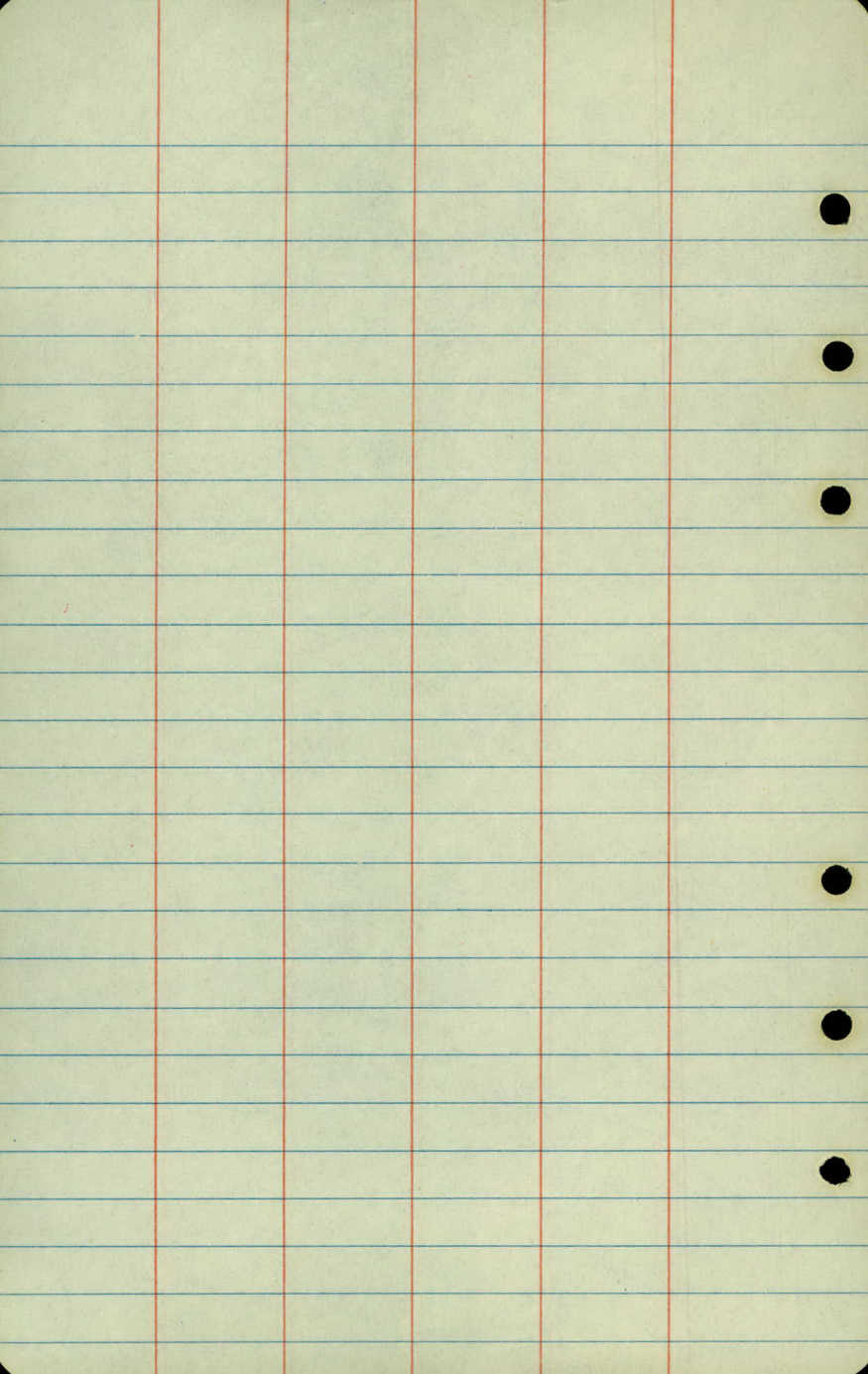


Keller Golf Course

Plan Survey

Re Const Fill at old
Suspension Bridge

Rec.
4/20/51
K.A.



AL. 211

Sta

pt

Alt ΔRT

3400

P.O.T.

NW of Tee # 7

Short Tee

0400

P.O.T.

Hub North End

Tee # 7

Description

112.85'

15" Oak

10

46.12'

15" Oak

15" Oak

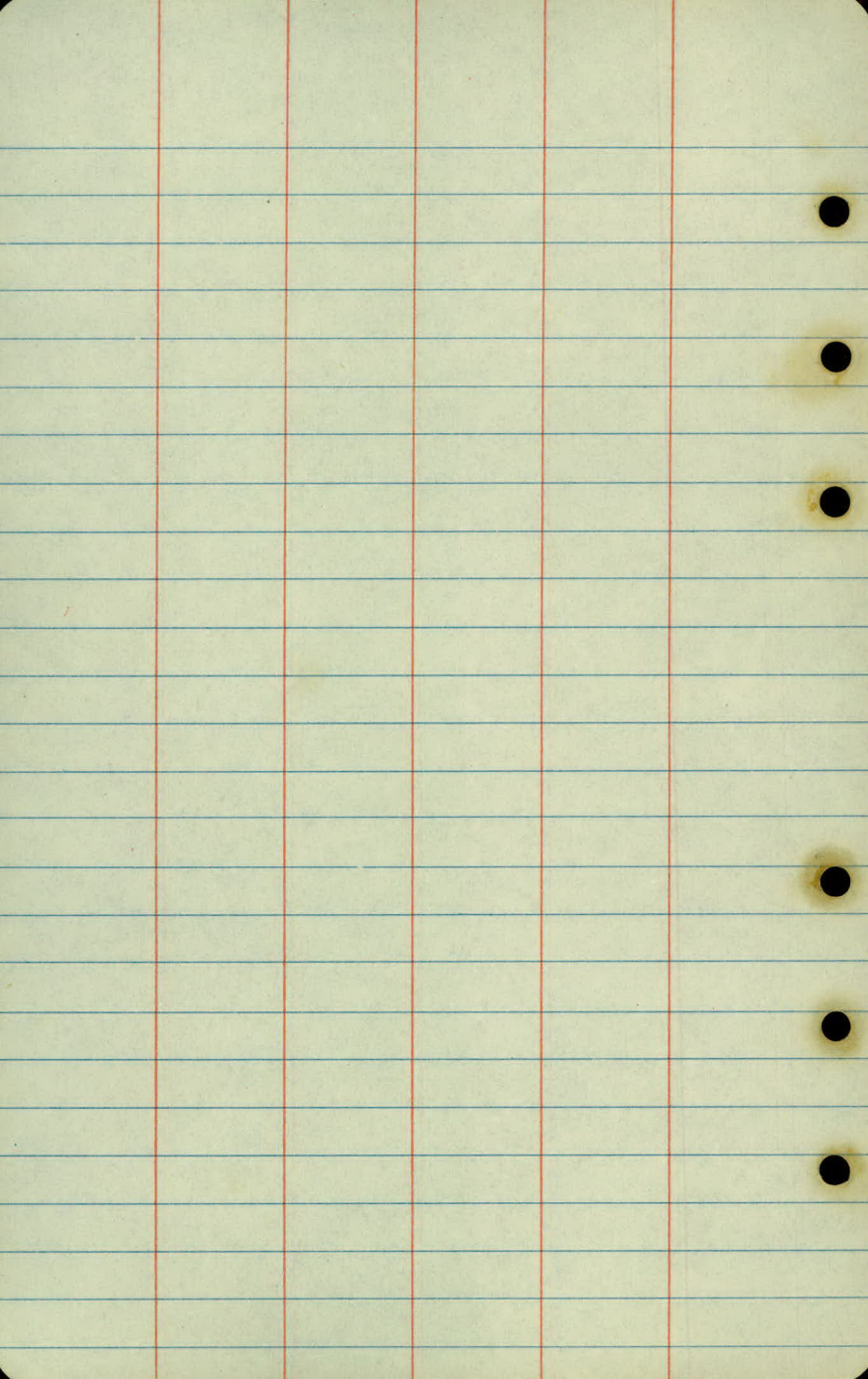
10

43.25'

Hub

63.93

12" Oak



X Sections

Sta	T	π	-	Elev
B.M	1.34	896.00		894.64

0+00				95.3
------	--	--	--	------

+05				94.5
-----	--	--	--	------

+12				92.3
-----	--	--	--	------

+25				89.2
TP	1.68	886.90	10.78	885.22

+50				86.9
-----	--	--	--	------

+65				85.5
-----	--	--	--	------

+75				84.5
-----	--	--	--	------

1				82.5
---	--	--	--	------

Lt

L

Rt

J

Spk in 15" Dak 43' Lt Sta 0+10

6.8	6.5	4.2	1.6	0.9		0.8	2.2	4.0	5.6	10.9
100	93	87	36	33	0.7	21	27	46	65	100

X

6.8	5.0	2.8	2.0	0.8	1.1		0.8	1.0	3.5	2.8	10.4
100	79	74	38	33	8	1.5	4	21	28	57	100

X

7.1	5.2	3.2	3.0	3.9	3.3					
100	72	74	38	18	13	37				

X

4.2	6.3	9.3	16.1
17	28	53	100

X

7.6	6.8	6.1	7.1	7.5	8.5	5.8	6.2		9.7	11.8	12.9	17.2	20.8
100	88	83	63	35	22	12	2	68	7	24	40	72	100

WS
1128

Top Bolt

X

7.2	7.3	7.2	8.0	8.6	7.7	0.1		0.0	10.2	11.7	12.8	13.4	13.4
100	87	60	39	37	29	10	0.0	1	23	34	52	82	100

X

10.7	10.7	11.5	11.5	10.7	1.6		1.4	1.3		12.5	14.3	15.2	15.0	14.6
100	77	71	48	30	10			3		26	47	65	87	100

X

11.9	12.1	13.0	13.2	14.6	12.6	6.9	2.6		2.4	2.4	13.5	14.8	15.3
100	87	81	70	50	31	19	9	2.4	4		27	55	100

X

13.5	13.8	14.8	15.1	14.5	4.3	4.4	4.5		13.1	14.3	14.3	14.5
100	95	87	57	30	7		6		24	46	63	100

X

4.06 $\frac{1}{2}$

Sta + π - Elev
886.90 ✓

1425 820

+50 834

+66 847

+89 867

2 (87.9) ✓

+14 (89.9) ✓

+25 (91.7) ✓

+50 (96.3) ✓

T.P. 13.46 878.68 ✓ 1.68 885.22 ✓

Lt

L

Rt

✓

✓

$$\frac{14.3}{100} \quad \frac{15.5}{87} \quad \frac{15.3}{55} \quad \frac{14.5}{28} \quad \frac{5.0}{6} \quad \frac{5.0}{49} \quad \frac{5.0}{6} \quad \frac{13.4}{25} \quad \frac{14.5}{37} \quad \frac{15.1}{59} \quad \frac{14.7}{68} \quad \frac{14.9}{100}$$

✓

$$\frac{15.0}{100} \quad \frac{15.3}{80} \quad \frac{15.2}{60} \quad \frac{14.3}{28} \quad \frac{36}{8} \quad 35 \quad \frac{35}{6} \quad \frac{12.7}{27} \quad \frac{12.7}{44} \quad \frac{12.0}{72} \quad \frac{12.4}{100}$$

✓

$$\frac{15.3}{100} \quad \frac{15.2}{66} \quad \frac{14.7}{39} \quad \frac{13.7}{28} \quad \frac{2.4}{6} \quad 2.2 \quad \frac{2.3}{6} \quad \frac{11.2}{25} \quad \frac{11.8}{32} \quad \frac{11.3}{40} \quad \frac{10.0}{53} \quad \frac{10.0}{74} \quad \frac{11.2}{100}$$

✓

$$\frac{15.0}{100} \quad \frac{14.8}{72} \quad \frac{15.0}{60} \quad \frac{13.1}{43} \quad \frac{11.8}{30} \quad \frac{9.3}{22} \quad \frac{0.3}{6} \quad \frac{0.36}{6.19} \quad \frac{6.3}{23} \quad \frac{5.0}{29} \quad \frac{2.9}{52} \quad \frac{2.0}{68} \quad \frac{2.5}{83} \quad \frac{4.8}{100}$$

$$\frac{140}{100}$$

77.3

1.0

$$\frac{12.6}{85} \quad \frac{13.7}{75} \quad \frac{13.0}{63} \quad \frac{12.2}{24} \quad \frac{11.3}{34} \quad \frac{10.3}{31} \quad \frac{9.6}{27}$$

44

✓

81.9

-3.0

$$\frac{12.9}{100} \quad \frac{12.1}{85} \quad \frac{12.0}{75} \quad \frac{10.5}{68} \quad \frac{8.8}{48} \quad \frac{8.6}{39} \quad \frac{6.8}{36} \quad \frac{5.0}{22}$$

✓

$$\frac{12.4}{120}$$

85.9

-4.8

$$\frac{12.0}{100} \quad \frac{10.8}{94} \quad \frac{9.7}{79} \quad \frac{7.3}{61} \quad \frac{5.7}{56} \quad \frac{3.2}{32} \quad \frac{1.0}{17}$$

✓

80.9

-9.4

$$\frac{5.3}{120} \quad \frac{3.0}{100} \quad \frac{1.1}{80} \quad \frac{0.0}{74}$$

✓

Sta + π ✓ - Elev
898.68

2 879

+14 899

+26 91.7 ✓

+50 96.3 ✓

+75 (02.2) ✓

T.P. 1375 912.37 ✓ 0.02 898.62

2+50 (96.3)

+75 02.2 ✓

3+00 06.9

Lt

X

Rt

✓

X

$$\frac{109}{6} \quad 108 \quad \frac{109}{7} \quad \frac{165}{18} \quad \frac{15.5}{25} \quad \frac{127}{32} \quad \frac{126}{41} \quad \frac{95}{58} \quad \frac{71}{73} \quad \frac{127}{100}$$

X

$$\frac{9.0}{6} \quad 88 \quad \frac{87}{6} \quad \frac{128}{15} \quad \frac{118}{22} \quad \frac{78}{34} \quad \frac{62}{44} \quad \frac{36}{65} \quad \frac{56}{82} \quad \frac{85}{100}$$

$$\frac{71}{6.1} \quad 7.0 \quad \frac{73}{6} \quad \frac{97}{11} \quad \frac{97}{15} \quad \frac{75}{26} \quad \frac{47}{34} \quad \frac{37}{46} \quad \frac{07}{64} \quad \checkmark$$

$$\frac{99}{67} \quad \frac{60}{39} \quad \frac{3.1}{13} \quad \frac{2.1}{8} \quad 24 \quad \frac{24}{8} \quad \frac{1.7}{13} \quad \frac{09}{20} \quad \checkmark$$

$$\frac{94}{145} \quad \frac{73}{120} \quad \frac{65}{100} \quad \frac{3.7}{80} \quad \frac{10}{64} \quad \frac{977}{-3.5} \quad \checkmark$$

$$\frac{997}{+16.1} \quad \frac{127}{28} \quad \frac{97}{42} \quad \frac{5.8}{64} \quad \checkmark$$

$$\checkmark \quad \frac{96}{32} \quad \frac{91}{18} \quad \frac{97}{9} \quad 102$$

$$\frac{100}{2} \quad \frac{58}{21} \quad \frac{53}{77} \quad \checkmark$$

$$\frac{100}{120} \quad \frac{110}{100} \quad \frac{80}{76} \quad \frac{3.5}{53} \quad \frac{48}{40} \quad \frac{55}{19} \quad 5.5 \quad \frac{5.5}{15} \quad \frac{5.5}{95} \quad \checkmark$$

Sta + π ✓ - Elev

9/237

3+25

07.6 ✓

+50

07.9 ✓

+75

06.3 ✓

4

04.8 ✓

+22 ✓

+25

05.0 ✓

+50

05.5 ✓

+75

05.1 ✓

5

02.5 ✓

Lt

X

Rt

X

$$\begin{array}{cccccccccccc} \checkmark & 66 & 29 & 28 & 40 & 3.2 & 34 & 3.7 & 5.4 & 5.3 & 55 & 8.6 \\ 164 & 136 & 113 & 100 & 86 & 41 & 13 & 48 & 14 & 35 & 78 & 99 \end{array} \quad \checkmark$$

$$\begin{array}{cccccccccccc} \checkmark & 37 & 12 & 00 & 03 & 16 & 23 & 34 & 6.3 & 71 & 75 \\ 185 & 167 & 143 & 120 & 85 & 55 & 15 & 45 & 19 & 44 & 67 \end{array} \quad \checkmark$$

Note Baseline S East Edge Fairway

$$\checkmark \begin{array}{cccccccc} 705 & 0.4 & 1.2 & 25 & 36 & 93 & 97 \\ 147 & 120 & 93 & 55 & 28 & 61 & 38 & 70 \end{array} \quad \checkmark$$

$$\begin{array}{cccccccc} \checkmark & 104 & 09 & 12 & 29 & 38 & 9.3 & 10.5 \\ 153 & 120 & 100 & 69 & 46 & 7.6 & 26 & 60 \end{array} \quad \checkmark$$

Edge Fairway

$$\begin{array}{ccc} 45 & 325 & 817 \\ \text{Conn} & 142 & 70 \end{array} \quad \text{Water Main 134 App}$$

Edge Fairway

$$\checkmark \begin{array}{cccccccc} 01 & 13 & 24 & 31 & 47 & 68 & 8.4 & 10.1 & 11.2 \\ 163 & 136 & 100 & 82 & 57 & 30 & 74 & 20 & 38 & 57 \end{array} \quad \checkmark$$

Edge Fairway

$$\checkmark \begin{array}{cccccccc} 1.2 & 1.7 & 2.7 & 3.5 & 5.1 & 7.9 & 8.2 & 6.9 & 8.8 & 10.5 \\ 184 & 153 & 120 & 92 & 66 & 41 & 26 & 69 & 11 & 28 & 54 \end{array} \quad \checkmark$$

$$\checkmark \begin{array}{cccccccc} 24 & 32 & 39 & 46 & 76 & 92 & 96 & 6.2 & 6.6 & 8.8 & 11.8 \\ 177 & 146 & 120 & 100 & 50 & 39 & 28 & 7.3 & 15 & 25 & 46 & 70 \end{array} \quad \checkmark$$

$$\begin{array}{cccccccc} 41 & 41 & 48 & 61 & 74 & 95 & 111 & 111 & 76 & 68 & 71 & 10.1 \\ 192 & 175 & 145 & 108 & 81 & 54 & 42 & 25 & 9.9 & 14 & 28 & 43 & 71 \end{array} \quad \checkmark$$

Sta + Σ - Elev
912.37 ✓

Sta 5125 007 ✓

+50 99.5 ✓

+75 99.0 ✓

6 98.6 ✓

+50 96.8 ✓

7 96.0 ✓

B.M. L88 905.49.

17.77 894.60 894.24 ✓

LT

R

RT

✓

$\frac{6.6}{192}$ ✓

± Fairway

● $\frac{62}{153}$ $\frac{69}{120}$ $\frac{81}{100}$ $\frac{81}{81}$ $\frac{122}{30}$ $\frac{128}{31}$ 122 $\frac{118}{10}$ $\frac{83}{36}$ $\frac{70}{50}$ $\frac{71}{65}$ ✓

● $\frac{69}{194}$ $\frac{75}{155}$ $\frac{90}{120}$ $\frac{98}{100}$ $\frac{101}{85}$ $\frac{129}{60}$ $\frac{132}{30}$ 12.9 $\frac{128}{14}$ $\frac{89}{40}$ $\frac{76}{50}$ $\frac{67}{65}$ ✓

$\frac{89}{162}$ $\frac{84}{180}$ ✓

● $\frac{105}{120}$ $\frac{112}{100}$ $\frac{118}{78}$ $\frac{132}{62}$ $\frac{122}{33}$ 134 $\frac{126}{20}$ $\frac{105}{33}$ $\frac{86}{50}$ $\frac{80}{67}$ ✓

9

$\frac{83}{189}$ $\frac{105}{162}$ $\frac{117}{120}$ $\frac{120}{100}$ $\frac{123}{83}$ $\frac{139}{52}$ $\frac{135}{30}$ 138 $\frac{132}{12}$ $\frac{101}{33}$ $\frac{90}{72}$ ✓

± Fairway

15.6

16.4

Spt in 18" Oak 25' Rt 2+65'

Spt in Oak Lt 0+10

