

Book # 28 - DP # 8

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Topographic Survey

KELLER LAKE PROPERTY
MISC'L TRACTS

From _____ To _____

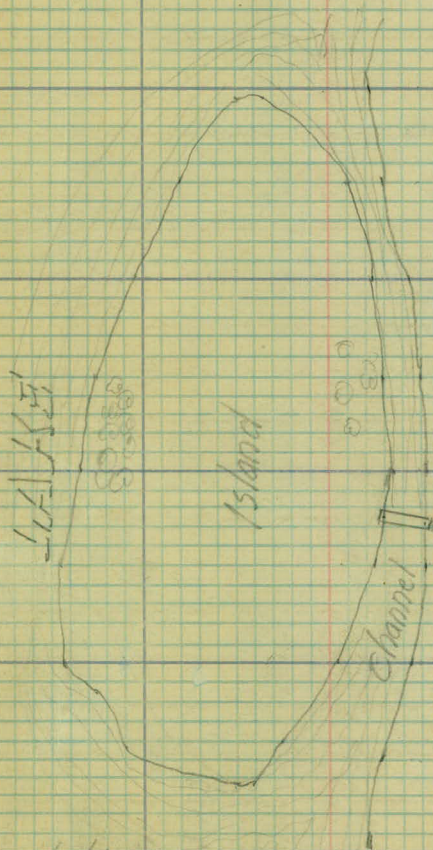
Road Acc't. No. _____

Date Filed 1-6-36

File 8

Island Survey.

West of T.H. No. 61 - 8 Co. Rd B

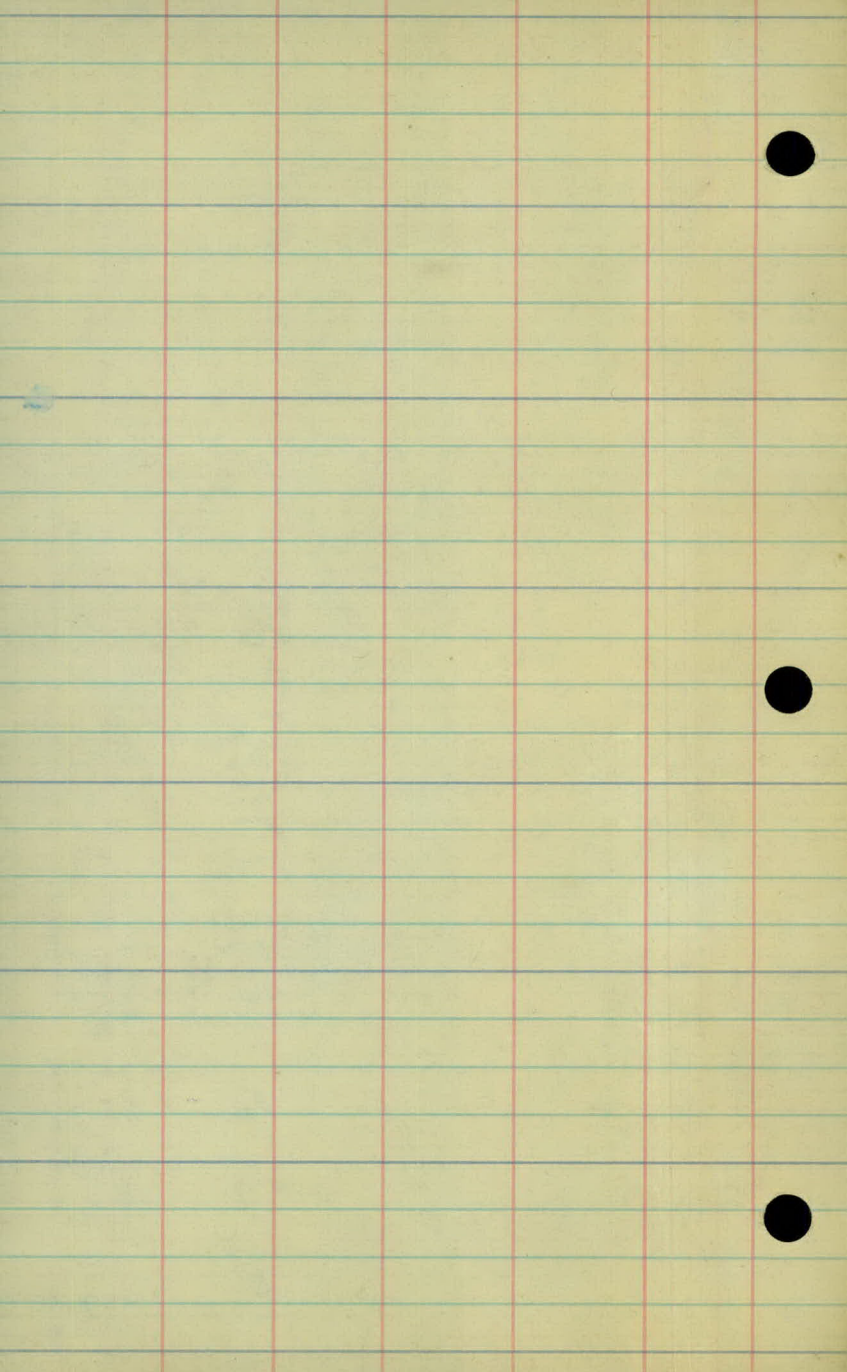


T.H. #61

Index

align	R.1
Topog.	P. 2-5
Levels	P. 6-9
Bridge	P. 10

W. H. Carlson
Nov. 9, 1935



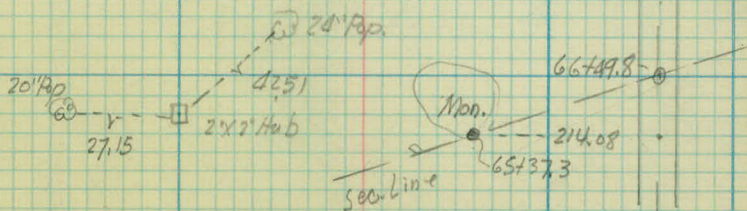
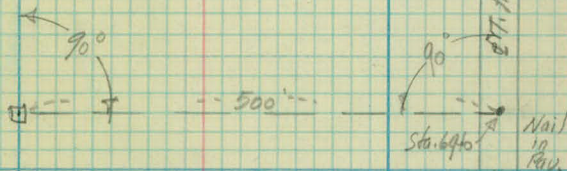
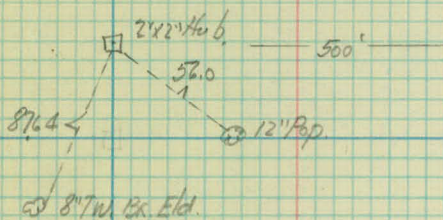
alignment.

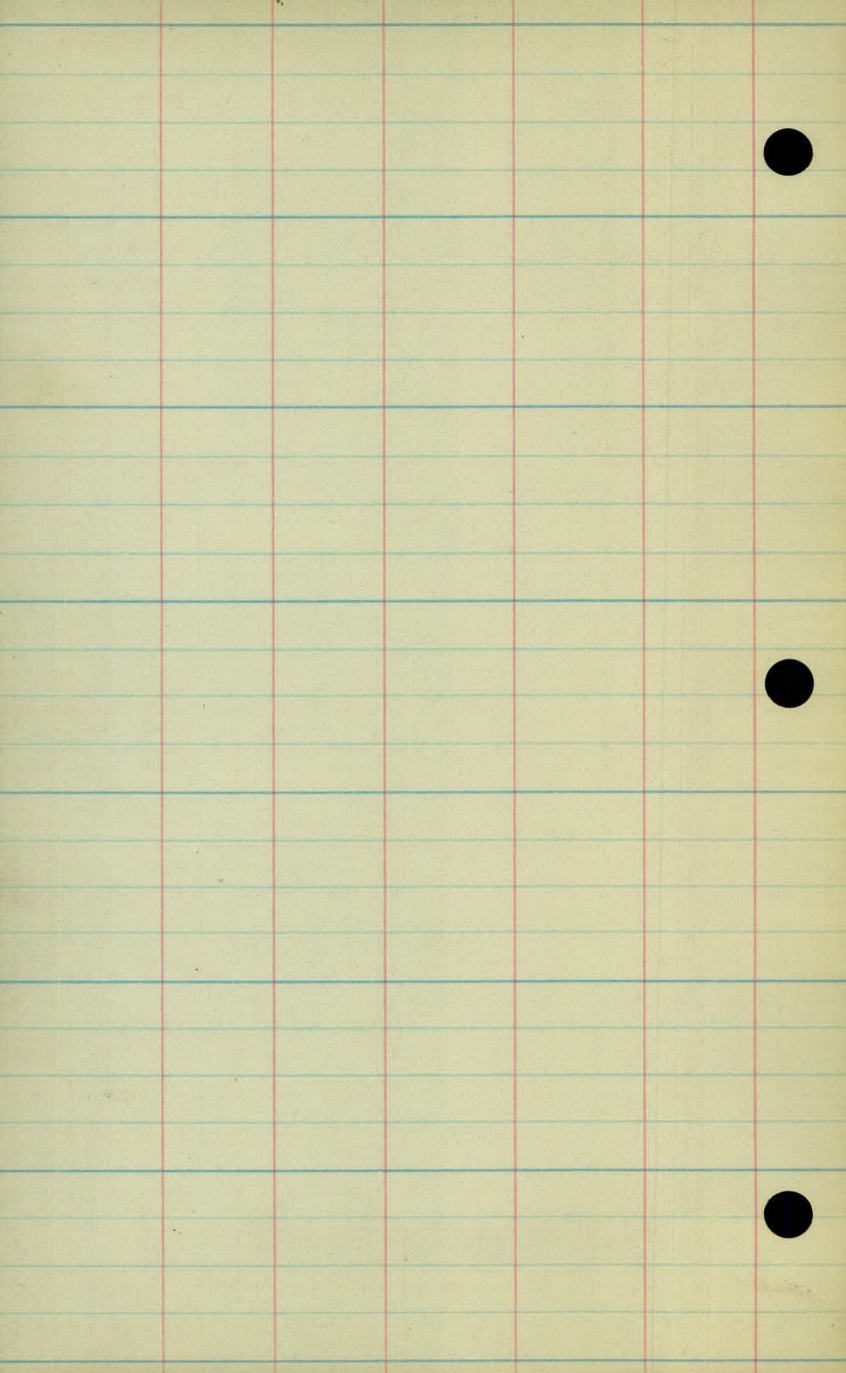
Sta.

73+50 - 500' Lt.

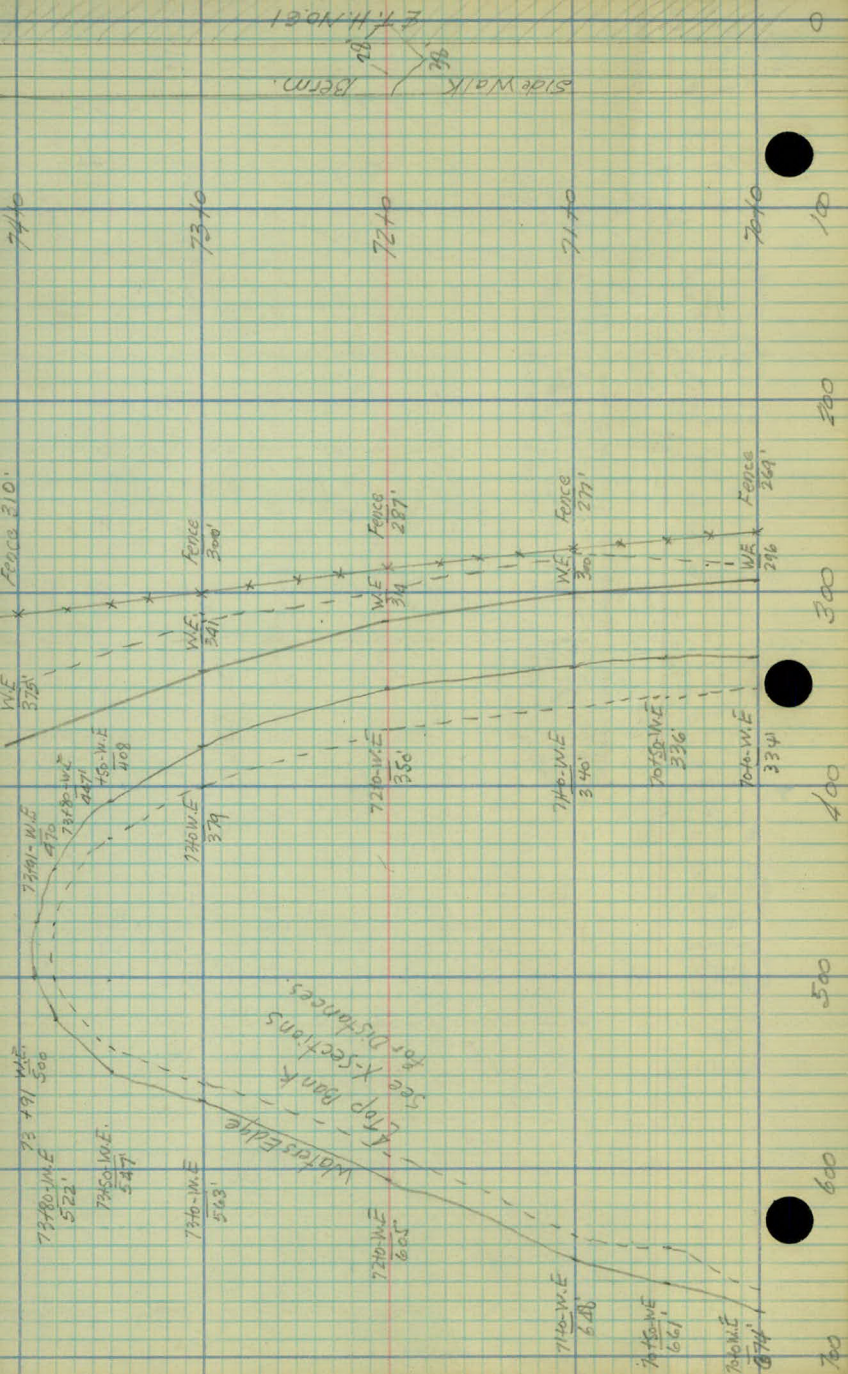
69+00 - 500' Lt.

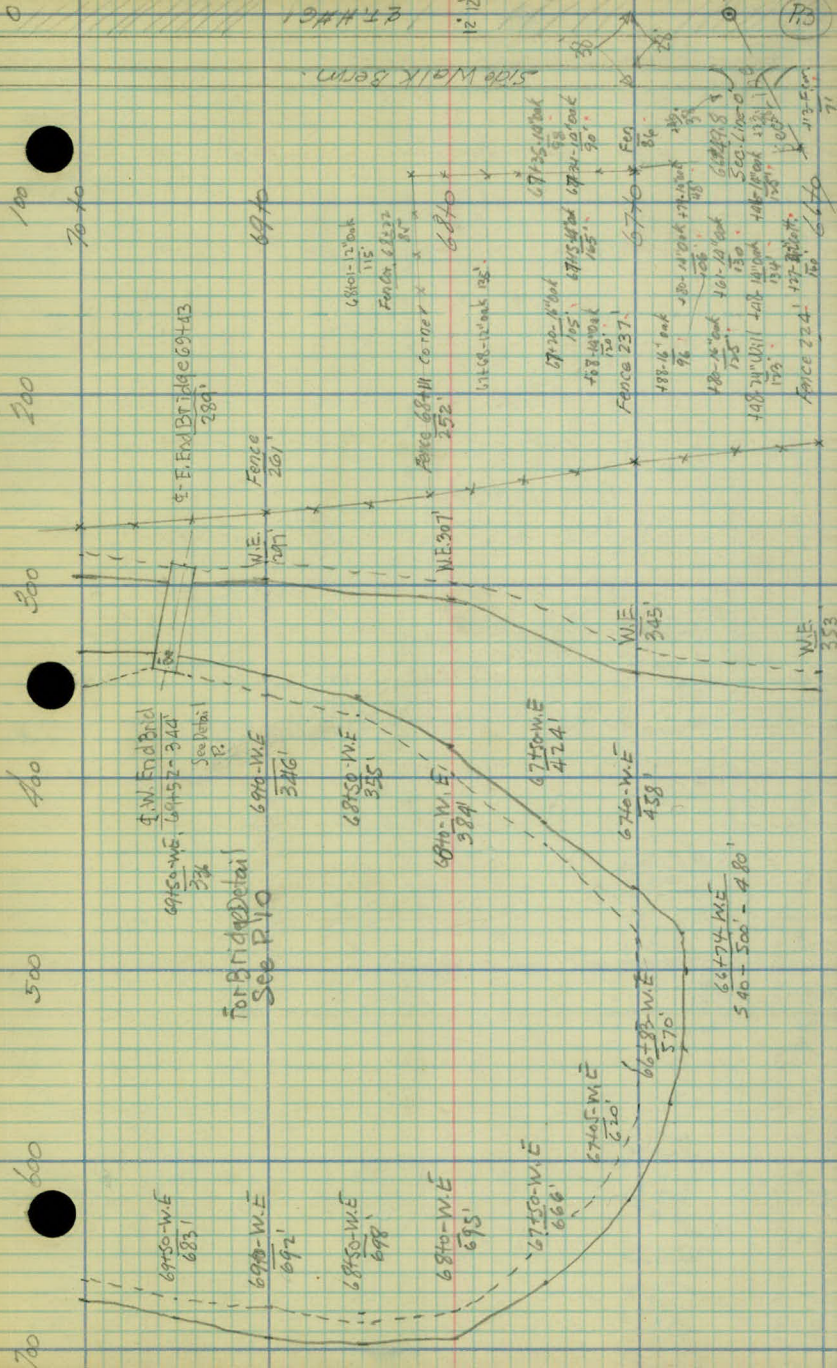
67+00 - 500' Lt.





Topography





74

700'

600

+95-24" Poplar 526'

73

+70-6" TW. Bx E/d 518'

72

+63-16" Pop 605' 412'

+15-14" Pop. 620'

+66-8" Tri. Bx E/d 616'

71

+50-12" Pop. 629'

+38-10" Pop. 632'

+38-12" Pop. 637'

+98-18" Sp. 590'

+95-12" Pop. 591'

+82-16" Pop 587'

(165-14" Bx E/d)
637(+58 7-Steps - 611)
(+60-12" TW. W. H. - 609')

70

+90. Cor. Timber 650'

+50 Timber
648'

6940-16" Pop 665'

+75- Edge Timber
621

+50 Timber 620'

69

6940 Timber 642'

90-8" 20" Pop 622'

6940 Timber 628'

68490- Point of Timber - 624'

+43-3-14" Poplars - 681'

68

67+65-24" Pop. 653'

67422-24" Pop. 463'

66+92-24" Pop - 564'

66+97-20" Pop - 528'

+31-16" Poplar- 446'

7310

+45-16" Burr Oak 487'

+30-12" Burr Oak 477'

+14-14" Burr Oak 454'

7210

7210-Emul Willow
on bank.

7110

+88-14" Burr Oak 384'

+71-12" Burr Oak 368' (+75-14" Burr Oak 393')

+62-14" Red Oak 398'

+55-16" Red Oak 377'

+46-16" Red Oak 394'

+41-16" Oak-361'

(B.M.)

7010-Willow

360

70

+32-12" Oak-413'

+96-12" Red Oak-382'

+78-16" Pop-396'

+74-18" Pop-383'

+42-14" Pop-472'

+40-16" Pop-450'

69

68

W.E.
353'

W.E. + 37.3
350'

6640 + 1000
7640

500' Line

65 + 37.3 - 1160.15 = 214.08

6540

447
58
425
33

6440

6349
127.11
31.35

6340

Side Walk Berm.

11

1064443

1212

444
39

6240

200

300

400

500

600

700

100

200

300

400

500

600

700

Levels.

Station	+	π ✓	-	Elev ✓
	10.58	886.42		875.84

63+0

64+0

65+0

T.R

3.08

878.61 ✓

10.89

875.53 ✓

65+0

65+37

66

67

68

Left.

Top. R.O.W. Mon. Rt. Sta. 66+49.8

73.4	78.7	80.8	83.7	84.2	85.7	86.1	86.3	86.3	85.9	86.2	
<u>130</u>	<u>7.7</u>	<u>56</u>	<u>2.7</u>	<u>2.2</u>	<u>0.5</u>	<u>1.3</u>	<u>0.1</u>	<u>0.1</u>	<u>0.5</u>	<u>0.2</u>	
73.5	78.8	80.0	165	128	140	55	38	28	27.5	12	0

70.3	76.7	76.2	78.2	76.6	
<u>16.1</u>	<u>9.7</u>	<u>10.2</u>	<u>8.2</u>	<u>9.8</u>	
217	207	200	163	117	

78.4	80.4	82.8	83.0	82.3	82.6	
<u>80</u>	<u>6.0</u>	<u>3.6</u>	<u>3.4</u>	<u>4.1</u>	<u>3.80</u>	
72	46	38	28	27.5	12	0

74.6	75.7	72.4	74.5	78.9	79.2	
<u>118</u>	<u>10.7</u>	<u>7.0</u>	<u>4</u>	<u>7.5</u>	<u>7.22</u>	
100	49	38	28	27.5	120	0

63.4	70.1	70.7	74.3	
<u>15.2</u>	<u>8.5</u>	<u>7.9</u>	<u>4.3</u>	
209	188	167	117	

64.1	68.0	68.0	72.7	74.9	75.4	
<u>14.5</u>	<u>10.6</u>	<u>10.6</u>	<u>5.9</u>	<u>3.7</u>	<u>3.2</u>	
191	182	157	123	100	76	

68.5	70.8	72.0	76.0	76.2	75.7	75.7	
<u>10.1</u>	<u>7.8</u>	<u>6.6</u>	<u>2.6</u>	<u>2.4</u>	<u>2.9</u>	<u>2.73</u>	
100	90	51	38	28	27.5	12	

64.4	65.6	74.8	75.0	74.4	74.6	
<u>14.2</u>	<u>13.0</u>	<u>3.8</u>	<u>3.6</u>	<u>4.2</u>	<u>3.97</u>	
100	62	36	28	27.5	12	

63.0	64.7	74.7	74.8	74.2	74.4	
<u>13.6</u>	<u>13.9</u>	<u>3.9</u>	<u>3.8</u>	<u>4.4</u>	<u>4.1</u>	
100	67	35	28	27.5	120	

Stn.	+	π	-	Elev.
		878.61 ✓		
69+0				
T.D	0.08	867.36 ✓	11.33	867.28 ✓

66+0

67+0

68+0

69+0

70

71

72

73

74

B.M.

4.93

862.43 ✓

B.M.

2.98

864.38 ✓

Left

62.0	64.0	74.7	75.0	74.4	74.7
<u>14.6</u>	<u>14.6</u>	<u>3.7</u>	<u>3.6</u>	<u>4.2</u>	<u>3.90</u>
100	67	35	78	275	12

57.18	61.2	61.6	62.6	65.0
<u>10.18</u>	<u>6.2</u>	<u>5.8</u>	<u>4.8</u>	<u>2.4</u>
W.E. = 353	345	270	200	168

61.3	61.7	61.7
<u>10.18</u>	<u>6.1</u>	<u>5.7</u>
W.E. = 345	333	200

60.6	61.4	61.6
<u>10.18</u>	<u>6.8</u>	<u>5.8</u>
W.E. = 307	200	270

61.3	61.8	61.3
<u>10.18</u>	<u>6.1</u>	<u>5.6</u>
W.E. = 297	288	260

60.7	60.7	61.2
<u>10.18</u>	<u>6.7</u>	<u>6.2</u>
W.E. = 296	284	270

61.2	61.9	60.9
<u>10.18</u>	<u>6.2</u>	<u>5.5</u>
W.E. = 300	278	270

59.7	61.2
<u>10.18</u>	<u>2.7</u>
W.E. = 314	302

60.7	60.9
<u>10.18</u>	<u>6.7</u>
W.E. = 341	315

61.2	59.8
<u>10.18</u>	<u>6.2</u>
W.E. = 375	350

Top Mon. 214.08' Lt. Sta. 65+37.3

(R.R. Spike) in 16" Oak 361' Lt. Sta. 70+41
on Island.

Sta.

+

π

-

Elev.

3.11

867.49

864.38

73+91

73+80

73+50

73+0

72

71

+50

70+0

$$\begin{array}{r} 57.17 \\ 10.32 \\ \hline 500 \end{array} = W.E.$$

$$\begin{array}{r} 57.17 \\ 10.32 \\ \hline 470 \end{array} = W.E.$$

$$\begin{array}{r} 57.17 \\ 10.32 \\ \hline 522 \end{array} = W.E.$$

$$\begin{array}{r} 60.5 \\ 7.0 \\ \hline 500 \end{array} = T.B.$$

$$\begin{array}{r} 60.4 \\ 7.1 \\ \hline 470 \end{array} = T.B.$$

$$\begin{array}{r} 57.17 \\ 10.32 \\ \hline 447 \end{array} = W.E.$$

$$\begin{array}{r} 57.6 \\ 9.9 \\ \hline 547 \end{array} = W.E.$$

$$\begin{array}{r} 62.0 \\ 5.5 \\ \hline 535 \end{array} = T.B.$$

$$\begin{array}{r} 62.4 \\ 5.1 \\ \hline 500 \end{array}$$

$$\begin{array}{r} 62.3 \\ 5.2 \\ \hline 427 \end{array} = T.B.$$

$$\overline{408} = W.E.$$

$$\begin{array}{r} 57.8 \\ 9.1 \\ \hline 557 \end{array} = W.E.$$

$$\begin{array}{r} 62.1 \\ 5.4 \\ \hline 553 \end{array} = T.B.$$

$$\begin{array}{r} 62.7 \\ 4.8 \\ \hline 500 \end{array}$$

$$\begin{array}{r} 62.9 \\ 4.6 \\ \hline 400 \end{array} = T.B.$$

$$\overline{379} = W.E.$$

$$\begin{array}{r} 57.7 \\ 9.8 \\ \hline 599 \end{array} = W.E.$$

$$\begin{array}{r} 62.5 \\ 5.0 \\ \hline 593 \end{array} = T.B.$$

$$\begin{array}{r} 63.1 \\ 4.4 \\ \hline 500 \end{array}$$

$$\begin{array}{r} 62.5 \\ 5.0 \\ \hline 400 \end{array} = T.B.$$

$$\begin{array}{r} 62.5 \\ 5.0 \\ \hline 370 \end{array} = T.B.$$

$$\overline{350} = W.E.$$

$$\begin{array}{r} 57.6 \\ 9.9 \\ \hline 641 \end{array} = W.E.$$

$$\begin{array}{r} 62.5 \\ 5.0 \\ \hline 635 \end{array} = T.B.$$

$$\begin{array}{r} 62.5 \\ 5.0 \\ \hline 600 \end{array}$$

$$\begin{array}{r} 63.8 \\ 3.7 \\ \hline 500 \end{array}$$

$$\begin{array}{r} 63.0 \\ 4.5 \\ \hline 400 \end{array} = T.B.$$

$$\overline{340} = W.E.$$

$$\begin{array}{r} 58.1 \\ 9.4 \\ \hline 656 \end{array} = W.E.$$

$$\begin{array}{r} 62.1 \\ 5.4 \\ \hline 650 \end{array} = T.B.$$

$$\begin{array}{r} 62.9 \\ 4.6 \\ \hline 600 \end{array}$$

$$\begin{array}{r} 62.9 \\ 4.6 \\ \hline 550 \end{array}$$

$$\begin{array}{r} 62.7 \\ 4.8 \\ \hline 500 \end{array}$$

$$\begin{array}{r} 62.9 \\ 4.6 \\ \hline 450 \end{array}$$

$$\begin{array}{r} 63.7 \\ 3.8 \\ \hline 400 \end{array}$$

$$\begin{array}{r} 63.3 \\ 4.2 \\ \hline 355 \end{array} = T.B.$$

$$\overline{336} = W.E.$$

$$\begin{array}{r} 57.9 \\ 9.6 \\ \hline 674 \end{array} = W.E.$$

$$\begin{array}{r} 61.5 \\ 6.0 \\ \hline 665 \end{array} = T.B.$$

$$\begin{array}{r} 62.8 \\ 4.7 \\ \hline 600 \end{array}$$

$$\begin{array}{r} 62.4 \\ 5.1 \\ \hline 500 \end{array}$$

$$\begin{array}{r} 63.5 \\ 4.0 \\ \hline 400 \end{array}$$

$$\begin{array}{r} 63.1 \\ 4.4 \\ \hline 350 \end{array} = T.B.$$

$$\overline{534} = W.E.$$

Sta.

+

+

-

Elev

867.49

69+50

69+0

68+50

68+0

67+50

67+23

67+14

67+05

67+0

66+83

66+74

B.M.

13.71

876.14

5.06

862.43

0.30

875.81

$$W.E = \frac{10.32}{683} = \frac{7.2}{672} = \frac{4.1}{650} = \frac{4.2}{600}$$

$$62.2 \quad 62.5 \quad 62.5 \quad 62.1 \quad 57.17$$

$$\frac{5.3}{500} = \frac{5.0}{450} = \frac{5.0}{400} = \frac{5.4}{344} = T.B. = \frac{10.32}{336} = W.E.$$

$$W.E = \frac{10.32}{692} = \frac{7.2}{681} = \frac{5.0}{677} = \frac{4.3}{600} = \frac{4.1}{550} = \frac{4.3}{500}$$

$$62.0 \quad 62.0 \quad 57.17$$

$$\frac{5.5}{400} = \frac{5.5}{356} = T.B. = \frac{10.32}{346} = W.E.$$

$$W.E = \frac{10.32}{698} = \frac{7.2}{689} = \frac{5.0}{685} = \frac{4.6}{650} = \frac{4.2}{600}$$

$$63.0 \quad 62.3 \quad 62.1 \quad 61.7 \quad 57.17$$

$$\frac{4.5}{500} = \frac{5.2}{450} = \frac{5.4}{400} = \frac{5.8}{367} = T.B. = \frac{10.32}{355} = W.E.$$

$$W.E = \frac{10.32}{695} = \frac{7.2}{685} = \frac{4.2}{680} = \frac{4.0}{600}$$

$$63.7 \quad 62.7 \quad 62.1$$

$$\frac{4.6}{500} = \frac{4.8}{450} = \frac{5.4}{398} = T.B. = \frac{10.32}{387} = W.E.$$

$$W.E = \frac{10.32}{666} = \frac{7.2}{652} = \frac{4.4}{640} = \frac{4.2}{600} = \frac{4.4}{500} = \frac{6.4}{433} = T.B. = \frac{10.32}{424} = W.E.$$

$$63.3$$

$$T.B. = \frac{4.2}{620}$$

$$58.3$$

$$\frac{9.2}{620}$$

$$W.E = \frac{10.32}{620}$$

$$63.2$$

$$T.B. = \frac{4.3}{570}$$

$$62.7$$

$$\frac{4.8}{500} = T.B.$$

$$62.1$$

$$\frac{5.4}{480} = T.B. = \frac{10.32}{458} = W.E.$$

$$W.E = \frac{10.32}{570}$$

$$\frac{10.32}{540} = W.E = \frac{10.32}{500}$$

$$\frac{10.32}{480} = W.E$$

Man.

+	π	-	Elev.
3.11	867.49 ✓		864.38 ✓

Bridge Survey.

{ 69+52-344' Left =

0+0 = W. End Bridge 5.1 862.4 - -

0+08 - Water's Edge 10.32 57.17 - -

0+19 - Bottom channel 12.4 55.1 - -

0+19 - Top Bridge 2.1 65.4 - -

0+29 Bottom channel 12.8 54.9 - -

0+29 Solid Bottom 14.3 53.2 - -

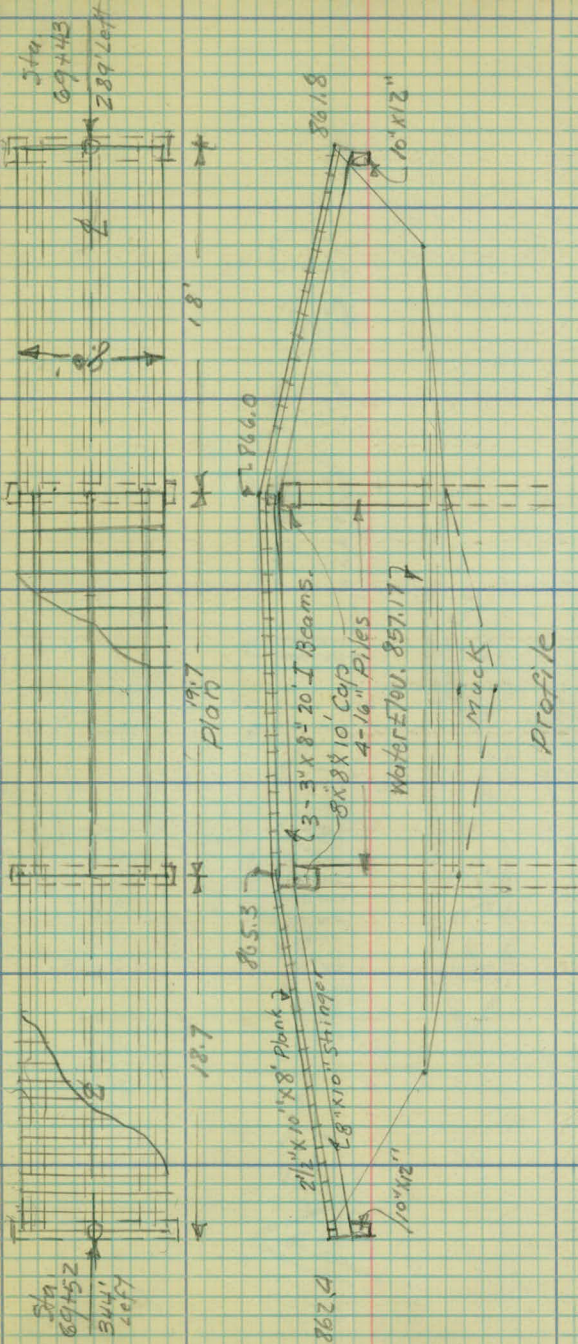
0+39 Bottom channel 12.2 53.3 - -

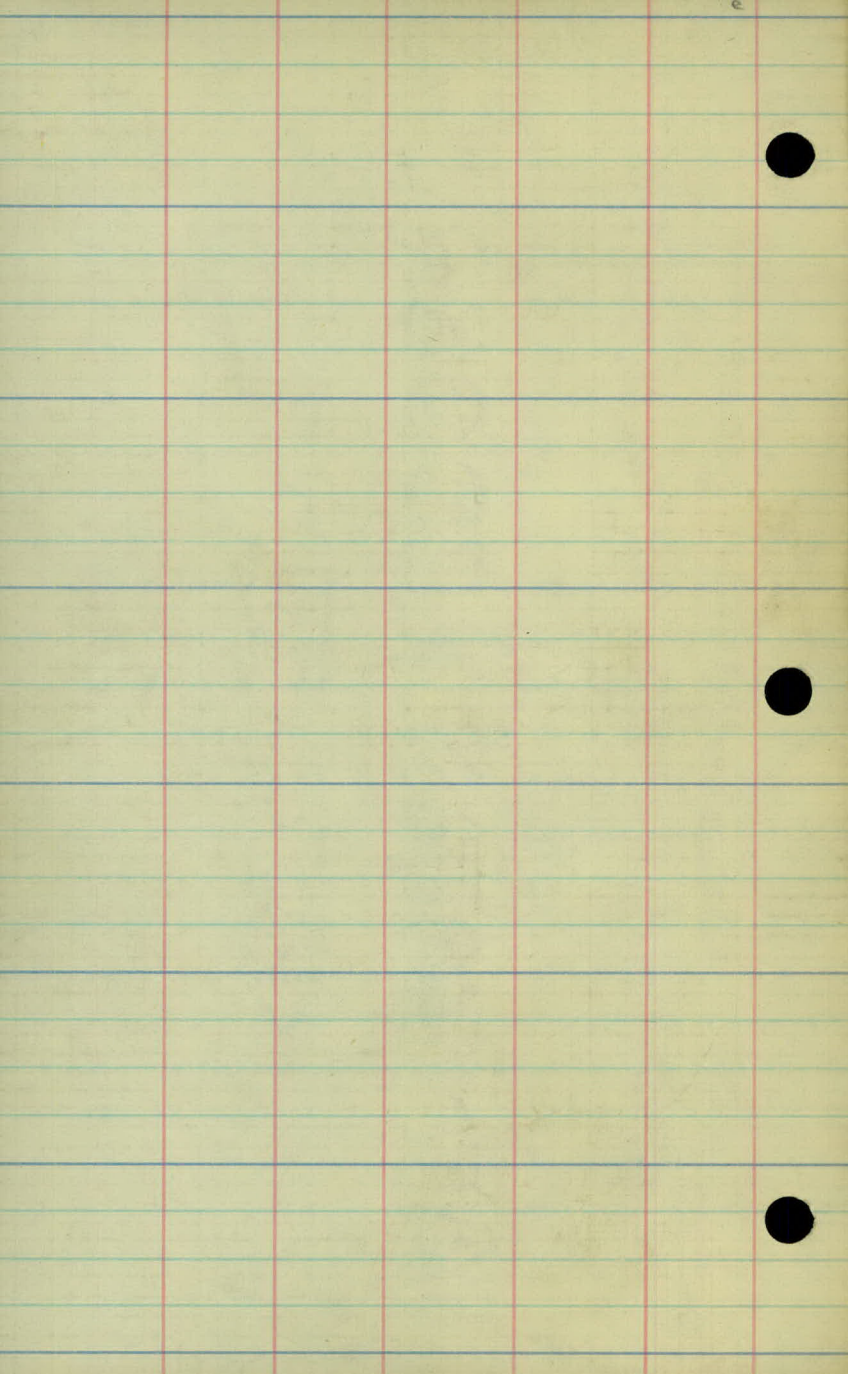
0+39 Top Bridge 1.5 66.0 - -

0+52 - Water's Edge 10.32 57.17 - -

{ 0+57 = East end Bridge 5.7 61.8 - -

{ 69+43-289' Left



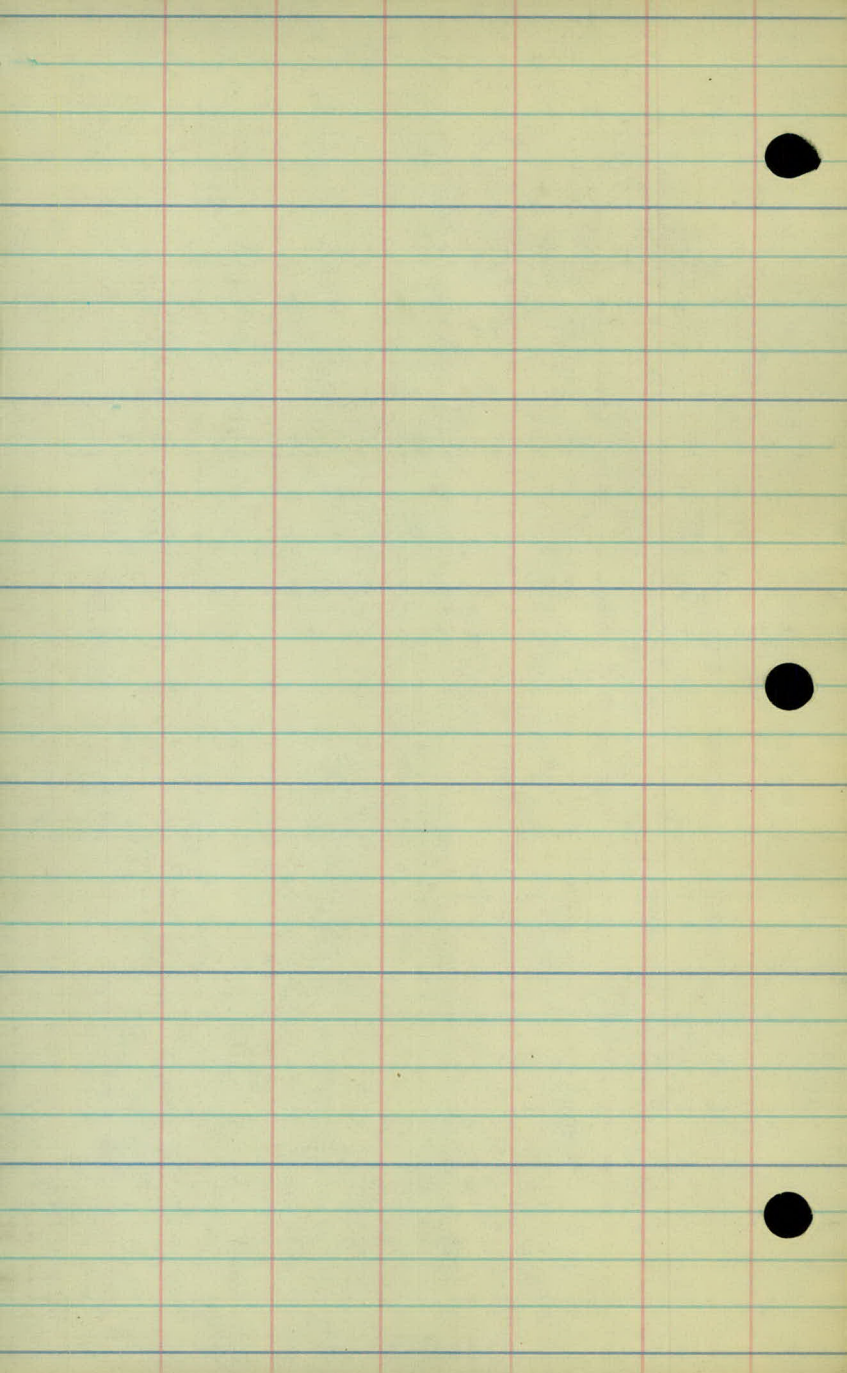


[illegible]

Allig. - P. 1
 Topog. - P. 2-7
 Levels - P. 2-18

W. H. Carlsson
Nov. 7, 1935

57.5



Topography

T.H. #61

Rao.

71

12-12

Siddellark
Berr
28-38

70

12-12

69

12-12

68

12-12

Berr
28-38

67

12-12

+09.8

66

12-12

+13-P.P. 38'

Side Walk Beltn.

8' Bx 6'



+92 Cor. Arch 64'
15-F.

+70 Cor Arch 64'
+64-P.B. 38'

+98

Ent.

+70 ---

+23-P.B. 38'

+10 Ent.

Masonry 12' Long

+51-X-Drain 24"-Ø

+48-12" C.M. 288-405

Masonry 12' Long

+83-P.P. 71'

+79-2 M. H. 26'

+71 Cor. Stone Wall

561

+65-P.P. 38'

1/2 M. H.

565

See Line.

24' Conc. 13600 - 8 Black Top

2

1

oto = 2 T.H. #61

74

1939.5 - 2 Co. Rd "B" = oto

73

72

+31.5-Tarvia-13'
Shldr-15'

Tarvia-13'
Shldr-15'

Tarvia-13'
Shldr-16'

Tarvia-14'

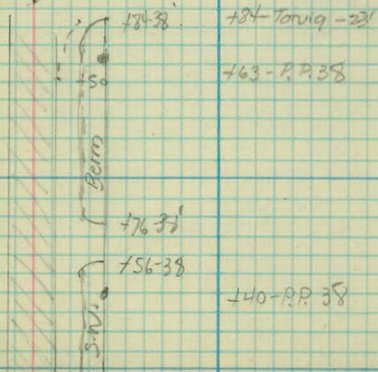
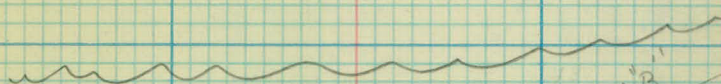
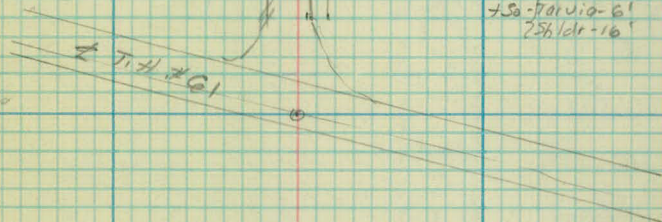
+31.5-Tarvia-9'
Shldr-15'

Tarvia-8'
Shldr-15'

brvia-8
+50-Ent

Tarvia-7'-Shldr-14'

+50-Tarvia-6'
Shldr-16'



+84-Tarvia-23'

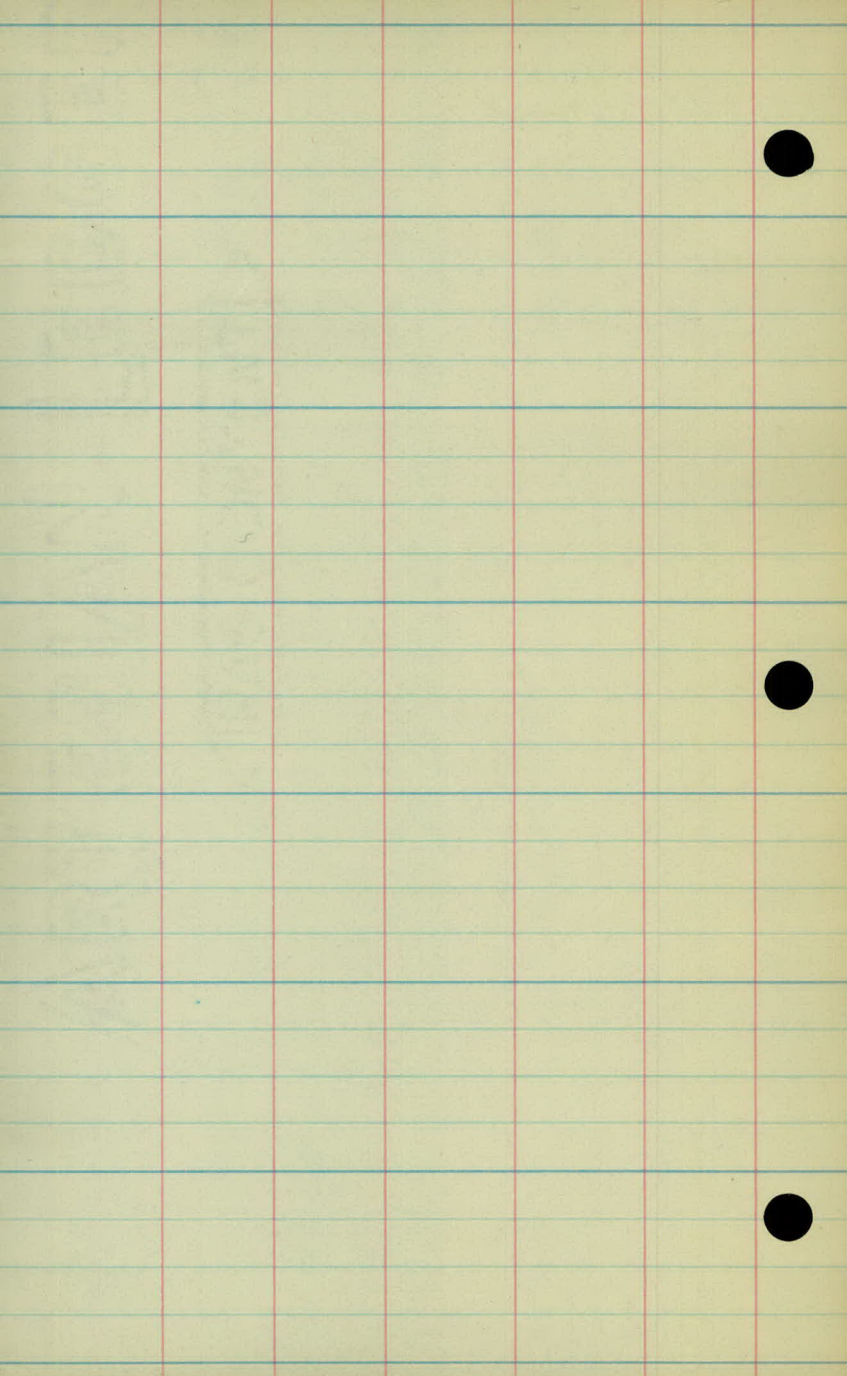
+63-P.P. 38

+84-38

+76-38

+56-38

+40-P.P. 38



topography

Station Object

5+41 A+94 S.W. cor. 1-S. Frame Ho.

5+75 A+93 N.W. " Porch 8' ↗

5+38 - B+38 2 Hand Pump.

5+41 - B+85 S.E. cor. 1-S. Frame Ho.

5+41 - C+07 S.W. " 1-S- " ✓

5+50 - B+50 Po. Pole

4+98 - B+51 2 4' x 4' - Privy

5+12 - A+01 Fence Corner } chicken yard.

5+13 - Minus 0+27 " " }

4+69 - A+0 S.E. Corner Coop, 8' North, 7' West

4+55 - A+03 6" Oak

4+20 - A+0 12" Oak

4+15 - A+05 14" Oak

3+77 - A+05 12" Oak

2+70 - A+05 5" Oak

1+89 - D+43 - E 4' x 5' Privy

0+52 - D+98 S.E. corner 1-S. Frame Ho.

0+65 - E+27 S.W. " 1-S " Pond

Minus 0+05 - E+50 Hedge

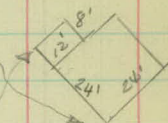
" 0+03 - E+00 "

" 0+03 - D+50 "

0+10 - D+80 Begin Brush.

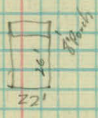
0+05 - D+50 Brush

0+13 - D+50 Brush



c/o

B/O



②

5/0

5

4/0

4

3/0

3

2/0

2

1/0
8' 1/2\"/>

1

D/O

c/o

B/O

A/O

- 0400 - 0490 - Edge Tarvin
 0400 - 0456 Curb Line
 0450 - 0455 - Edge Tarvin
 0450 - 0469 - Shldr.
 0481 - 0405 - S.W. ^{2nd} Cor. Ret. Wall.
 1415 - 0405 - N.W. Cor. Ret. " }
 1416 - B40 - Ret. Wall }
 1416 - A457 - Cor. Ret. Wall.
 1416 - A40 Cor. " "
 0442 - A40 Beg " " S. end. 15' Wide.
 0442 - A404 - S.E. Cor. Pro. Shop. 36.5 - West.
 0442 - A440 - S.W. " " " 20.5 - North.
 0455 - A440 - Cor. Wall.
 0455 - A457.5 S.W. Cor. Wall. (fence north)
 0433 - A457.5 - N. End of Wall.
 0403 - B40 - Wall.
 0418 - B462 A in Wall.
 0415.5 - B487 - End of Wall
 0412.5 - B487 - N.E. Cor. Stairway to Club Hse.
 0410 - 043 - Curb Line
 0405 - 0432 - A in Bldg.
 140 - 0455 - Shldr. Parking.
 1450 - 0465 ✓ ✓
 1460 - 0450 - ✓

0+87- Cto 2- Beg. G. Rail

1+12- Cto 2- Con. G. Rail Cable

1+14- Bto G. Rail

1+14- A+69- End. G. Rail

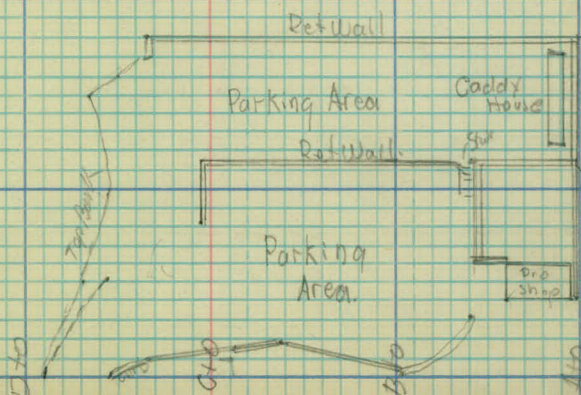
4to

3to

2to

1to

oto



1+77 -C+33 N. W. Cor. of Wall, ^{by} Parking
 1+78 -C+33 Beg Wall ^{Spacer}
 1+79.4 -B+00 Wall- "
 1+79.7 -A+0 N.E. Cor. Wall.
 1+71 -A+04.5 -N.E. Cor. Caddy Shed
 1+21 -A+04.5 S.E. cor. " " ^{Metal}
 1+21 -A+15 S.W. " " ^{Shed}
 1+71 -A+15 N.W. " "

4+29 A+03 Beg. Ground Rail
 4+77-A+03 Cor. Ground " "
 1+77-A+50 G. Rail (Cable)
 1+77-B+0 " "
 1+77-C+30 Cor. G. Rail
 1+28-C+28 Beg. G. Rail

Levels & X-sec.

Sta.	+	π ✓	-	Elev.
	8.85	879.45		870.60
B.M.			3.61	875.84 ✓

North along T.M. #61

66+50

66+70

67+0

+50

68

69

70

71

72

4.24	874.86 ✓	8.85	870.60 ✓
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4.

2

RT

9

Top Pavement Inter. of T.H #61 - and Co. Rd "B"
(See Co Rd B-Survey)

Top Iron Man. Sta R.W. Marker 56.5' East Sta 66+49.8

75.39	15.1	75.0	75.5	75.7	75.7
<u>4.06</u>	<u>4.14</u>	<u>4.5</u>	<u>4.0</u>	<u>3.8</u>	<u>3.8</u>
	12	27.5	2.8	3.8	5.0

75.22	15.10	74.7	75.3	75.2	76.3
<u>4.23</u>	<u>4.35</u>	<u>4.8</u>	<u>4.2</u>	<u>4.3</u>	<u>3.2</u>
	12	27.5	2.8	3.8	5.4

75.03	14.95	74.5	75.1	75.1	73.3	74.9
<u>4.42</u>	<u>4.50</u>	<u>5.0</u>	<u>4.4</u>	<u>4.4</u>	<u>6.2</u>	<u>6.2</u>
	12	27.5	2.8	3.8	4.6	4.6
					4.7	5.0

74.8	74.80	14.2	74.8	74.9	71.7	71.9	74.6
<u>4.65</u>	<u>4.15</u>	<u>5.3</u>	<u>4.7</u>	<u>4.6</u>	<u>7.8</u>	<u>7.6</u>	<u>4.9</u>
	12	27.5	2.8	3.8	4.1	4.1	5.0

74.85	74.80	14.3	75.0	75.0	15.3
<u>4.60</u>	<u>4.65</u>	<u>5.2</u>	<u>4.5</u>	<u>4.1</u>	<u>4.2</u>
	12	27.5	2.8	3.8	5.0

75.06	74.97	14.1	15.2	15.4	18.7	Top Back.
<u>4.89</u>	<u>4.48</u>	<u>4.8</u>	<u>4.3</u>	<u>4.1</u>	<u>6.8</u>	
	12	27.5	2.8	3.8	4.8	

75.10	75.05	14.7	15.3	15.5
<u>4.85</u>	<u>4.40</u>	<u>4.8</u>	<u>4.2</u>	<u>4.0</u>
	12	27.5	2.8	3.8

74.91	74.78	14.3	15.0	15.3
<u>4.54</u>	<u>4.67</u>	<u>5.2</u>	<u>4.5</u>	<u>4.2</u>
				3.8

73.74	73.55	12.2	13.5	14.1
<u>5.71</u>	<u>5.90</u>	<u>6.3</u>	<u>5.7</u>	<u>5.4</u>

Station	+	π ✓	-	Elev.
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874.86

72764

73

+50

73+93.95 = 040

East on Rd "B"

040

0465

1428

1434

1468

1476

2431.5

12.79	12.62	12.6	13.1	13.6
2.07	2.24	2.3	1.8	1.3
<u>12</u>	<u>12</u>	38	60	75

12.31	12.16	11.8	12.4	12.5	13.4
2.55	2.70	3.1	2.5	2.4	1.5
<u>12</u>	<u>12</u>	27.5	28	38	60

11.44	11.38	10.7	11.5	11.5	12.2
3.42	3.48	4.2	3.4	3.4	2.7
<u>12</u>	<u>12</u>	27.5	28	38	70

-Top in Yard

10.60
4.76

10.60
4.76

69.9	69.5	67.6	67.5	67.7
5.0	5.4	7.3	7.4	7.2
<u>13</u>	<u>13</u>	24	50	75

69.1	69.6	67.2	66.9
5.2	5.3	7.7	8.0
<u>14</u>	<u>14</u>	20	65

69.1	69.5
5.2	5.6
<u>17</u>	

69.1	68.9	} Yard.
5.2	6.0	
<u>20</u>		

69.8	69.6	68.3	67.5
5.1	5.3	6.6	7.4
<u>14</u>	<u>14</u>	18	65

10.0	69.7	66.5	64.3
4.9	5.2	8.4	10.6
	<u>15</u>	<u>22</u>	<u>50</u>

Point	+	Σ ✓	-	Elev.
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874.86

640 - B40			5.6	69.3
640 - A460			5.7	69.2
5450 - A493			3.4	71.5
5450 - B410			3.4	71.5
5450 - B426			5.6	69.3
5450 - B450			6.4	68.5
5450 - B459			6.2	68.7
5450 B475			2.3	72.6

T.P.	10.97	884.52 ✓	1.31	873.55 ✓
------	-------	----------	------	----------

540 - B40			12.4	72.1
540 - A460			12.8	71.7
540 - A439			16.2	68.3
540 - A40			17.0	67.5
5403 B440			13.2	71.3
540 - B473			13.3	71.2
540 - B492			11.3	73.2
540 - B40			10.7	73.8
4490 - C40			7.3	77.2
4490 - C434			2.0	82.5
4450 - C40			4.6	79.9
4450 - B463			9.9	74.6
4450 - B443			10.5	74.0
4450 - B411			4.8	79.7
4450 - B40			4.1	80.4

73.54
10.97
874.14

Boint	+	π ✓ 884.52	-	Elev.
4487-Bto			6.5	78.0
4485-A+80			6.7	77.8
4450-A+80			3.7	80.8
4450-A+64			5.2	79.3
4450-Ato			13.7	70.8
4425-A+25			7.8	76.7
440-Ato			6.2	78.3
440-A+50			2.8	81.7
440-A+75			0.7	83.8
440-Bto			0.6	83.9
440-B+25			1.0	83.5
440-B+50			3.0	81.5
440-B+62	Ravine		4.1	80.4
440-cto			0.0	84.5
T.P.	12.53	895.09 ✓	196	882.56 ✓ Top Stake 440-B+50
4450-C+25			10.9	84.2
4450-C+50			10.0	85.1
4450-C+61	Top Bank.		10.0	85.1
440-C+50			5.8	89.3
440-C+85	top Bank.		9.0	86.1
440-C+25			7.6	87.5
4425-C+25			9.0	86.1
3450-C+50			2.8	92.3
3450-C+75			5.0	90.1
3450-D+0	Top Bank		8.9	86.2
3450-D+20	Top Bank		11.3	83.6

Point	+	$\pi \checkmark$ 85.09	-	Elev.
3475-C475			6.5	88.6
3450-C475			3.6	91.5
3475-C475			5.5	89.6
3450-C40			5.5	89.6
3450-B450			2.4	86.7
3450-B475			7.3	87.8
3475-B475			8.8	86.3
3450-B40			6.0	89.1
3450-A450			7.5	87.6
3475-A475			8.6	86.5
3450-A475			9.6	85.5
3475-A475			12.3	82.8
3450-A40			12.1	83.0
340-A40			11.0	84.1
340-A412			8.2	86.9
340-A475			7.8	87.3
340-A450			6.7	88.4
3475-A450			6.6	88.5
340-B40			4.8	90.3
340-B450			4.4	90.7
3475-B475			4.6	90.5
340-C40			1.1	94.0
T.P.	13.26	908.10	0.75	894.84 (Stake 340-C40)

Point	+	Σ ✓	-	Elev.
		908.10		
3to-C+25			12.2	95.9
3+25-C+25			13.5	94.6
3+50 C+50			12.4	95.7
2+50 -C+25			8.7	99.4
2+75-C+25			10.0	98.1
2+50-C+0			8.9	99.2
2+50-B+25			9.5	98.6
2+50-B+50			11.6	96.5
2+75-B+25			12.8	95.3
2+75-B+50			16.1	92.0
2+50-B+0			11.4	96.7
2+70-B+0			15.7	92.4
2+50-A+50			12.7	95.4
2+75-A+50			17.0	91.1
2+50-A+0			16.6	91.5
2+25-B+0			3.8	04.3
2+25-A+25			4.8	03.3
2+0-B+50			1.8	06.3
2+25-B+50			6.9	01.2
2+0-B+25			1.8	06.3
2+0-C+0			3.3	04.8
2+0-C+25			5.3	02.8
2+0-C+50			6.6	01.5
T.P.	11.30	916.96 ✓	244	905.66 ✓



Point	+	$\checkmark$ 916.96	-	Elev.
210-A150			9.5	07.5
210-A10			14.1	02.9
1479-A10 Top Wall			2.86	14.1
1479-A10 Bot Wall			11.8	05.2
1479-A150 Top Wall			0.91	16.1
1479-A150 Bot "			5.4	11.6
1479-B10 Top Wall			0.58	16.4
1479-B10 Bot Wall			4.3	12.7
210-B10			7.2	09.8
1479-B150 Top Wall			0.86	16.1
1479-B150 Bot "			6.8	10.2
1479-C10 Top "			1.80	15.2
1479-C10 Bot "			8.0	09.0
1479-C133 Top " Cor.			2.86	14.1
1479-C133 Bot " Cor.			10.2	06.8
1470-C133 Top Wall			2.86	14.1
T.P.	11.35	927.73	0.58	916.38
1450-A115 Park Space			11.8	15.9
1450-B10			10.5	17.2
1450-C10			11.4	16.3
1450-C130 Gr. Rail			11.9	15.8
1450-C170 Top Bank			15.5	12.2
1475-C165 " "			12.6	15.1
140-C155 " "			9.9	17.8
0450-C168 " "			9.5	18.2
0400-C194 " "			9.3	18.4

Point	+	T	-	Elev.
		927.73		
0+81 - CtoS			7.2	20.5
0+81 - CtoS S.W. Bay Rd Ball			7.15	20.5
1+10 - CtoS B.W. Cor. Ref Uap			6.00	21.7
1+15 - CtoS Bot " " "			10.1	17.6
1+16 - Bto Top Ref Uap			4.31	23.4
1+16 - Bto Bott ✓ ✓			9.8	17.9
1+16 - Ato Top Cor " "			5.35	22.2
1+16 - Ato Bott " "			12.10	15.6
Top				
N.E. Cor. Pro. Shop.			4.5	23.2
S.W. " " "			3.6	24.1
0+50 - Bto Parking			3.7	24.0
0+05 - Bto "			2.7	25.0
0+50 - Bto50 "			4.8	22.9
0+18 - Bto50 "			4.5	23.2
0+50 - Cto "			6.5	21.2
0+15 - Cto "			6.6	21.1
0+50 - Cto 3.5' Drive.			7.8	19.9
0+0 - Cto50			9.49	18.24
T.P.	0.93	919.17	9.49	918.24
0+0 - 0+0			3.5	15.7
0+50 - 0+0			12.0	07.2
1+0 - 0+0			16.9	02.3
1+0 - Cto70			8.7	10.5
1+84 - Cto50			16.0	03.2
T.P.	0.02	908.17	11.02	908.15

about 59- ? P1-

W-

A

T.

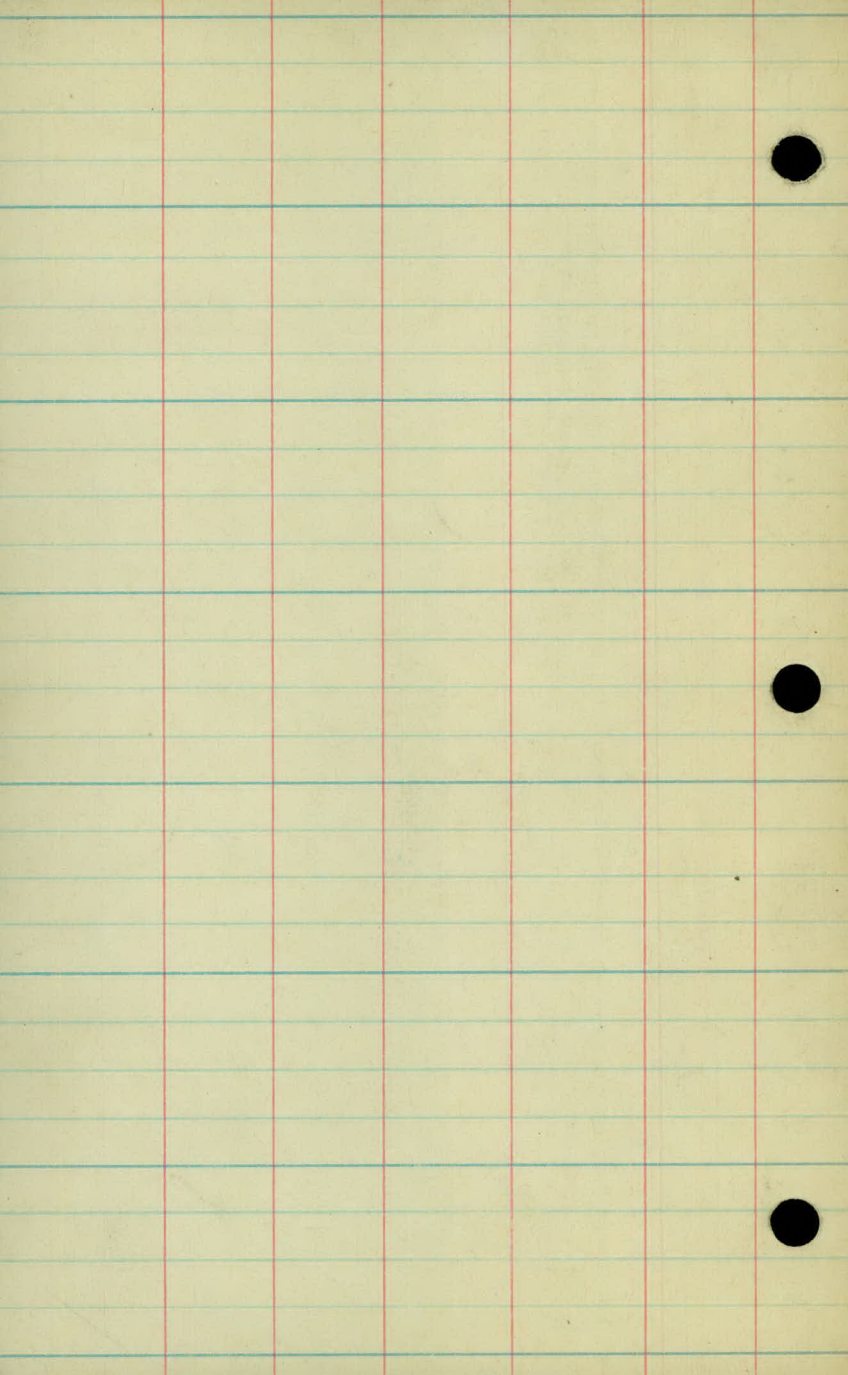
L.

B.M.-

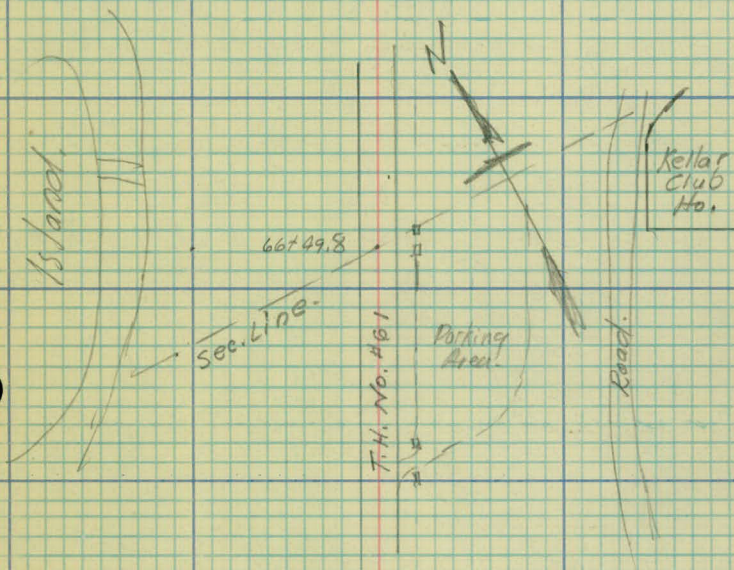
Point	+	π ✓ 908.17	-	Elev.
1473-C+95			6.8	01.4
1450-D40			9.1	99.1
1475-D40			11.2	97.0
1475-C+83			9.1	99.1
240-D40			13.0	95.2
240-C+75			9.8	98.4
140-D+75			10.8	97.4
0450-D+75			7.6	00.6
040-D+50			8.7	99.5
0475-D+50			11.6	96.6
0450-D+50			13.3	94.9 ✓
T.P.	0.04	895.77 ✓	12.44	895.73
040-E40			7.2	88.6
0475-D+75			6.1	89.7
0450-E40			12.0	83.8
0450-D+88			11.5	84.3
0450-D+81	Top Bench		8.4	87.4
0482-D+75	" "		8.1	87.4
0482-D+80			11.6	84.2
140-D+50			4.8	91.0
140-D+75			9.2	86.6
140-E40			12.4	83.4
140-E+12	Top Bench		12.4	83.4
1475-E40	✓ ✓		13.1	82.7
1450-E40			14.6	81.2

✓
895.77

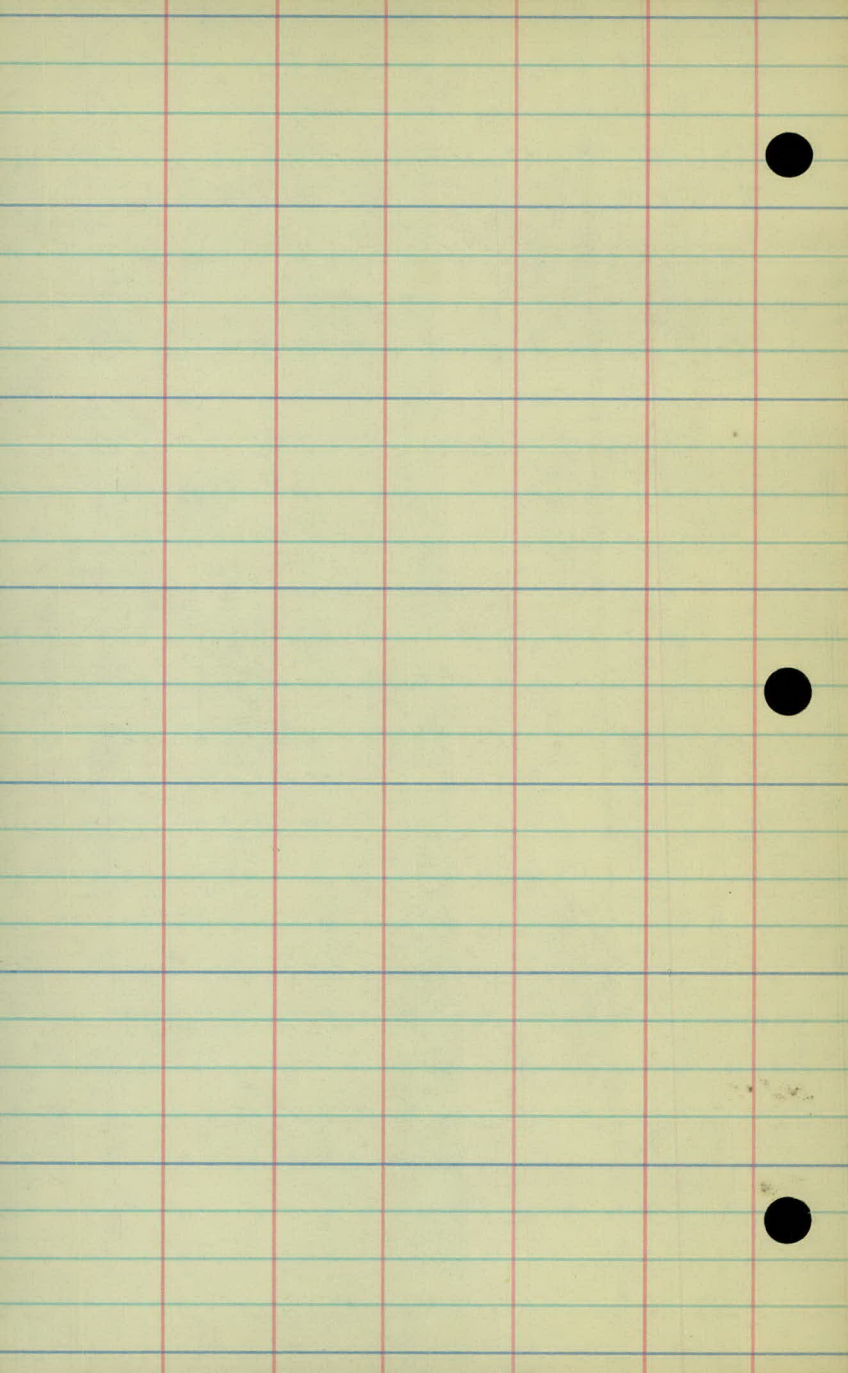
1450-D450	6.7	89.1
240-D450	8.8	87.0
340-D40	6.3	89.5
340-C475	3.0	92.8
340-D450 Top Bank	11.0	84.8
340-D470	10.0	85.8
2450-D40	3.6	92.2
2450-D407	3.7	92.1
2450-D414	9.1	86.7
2450-C475	0.0	95.8
2478-D413	4.9	90.9
2478-D475	8.8	87.0
S.W. Cor. Mo.	10.4	85.4
240-D482	13.0	82.8
240-E415 Top Bank.	17.0	78.8 ✓
T.P. 1.42 ✓	883.50	13.69 882.08
1450-E425	6.4	77.1
140-E435	5.3	78.2
0490-E422	0.4	83.1
0450-E425	0.4	83.1
0460-E434	0.4	83.1
0450-E450	6.1	77.4
0475-E475	1.3	82.2
040-E450	2.5	81.0
B.M.	7.65	875.86



Kellar Golf Course
Topog. & X-sec.
Parking Area.



W. H. Carlson
Dec. 2, 1935



Topography

Sta. 62-68
on Right

65-50-2. edge parking
133'

63+32-Shrub Line

65+38-T.P.

38

171' 63+28-Shrub Line

121'

65

65+38-East edge Parking 100'

65+100-Shrub Line

110-122'

Wall Δ 64+84-50-53

+80-d'Pop

+80-Shrub Line

100'

43'

+85-Shrub Line

115'

+76-Begin Hedge

+70-Shrub Line

90'

47'-48'

+65-Shrub Line +73-d'Asb

115'

102'

Wall +47-60

+54-Shrub Line 100'

+48-Shrub Line 68'

+41- " " 73'

Wall 64+31-71-73'

Wall-64+15-64-66

64

Wall-64+60-64-66'

Shrub

43-61

Wall 63+70-70

Wall 63+50-61-6

Wall-63+34-50-52'

63+48-Begin Shrubs

44'

63

Wall-50-52

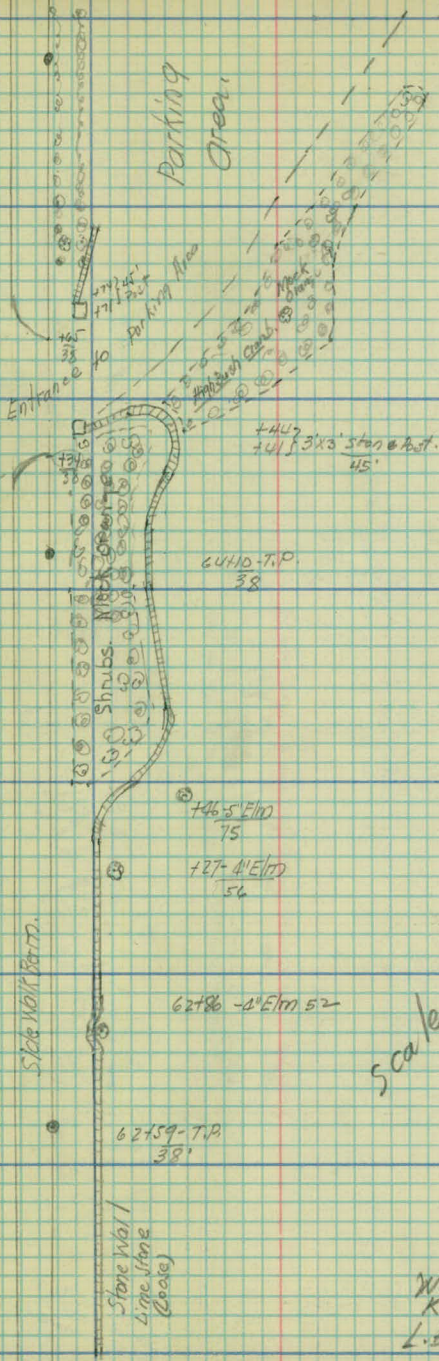
#61
T.H.
4

62+0

Wall-50-52' Berm 28-38'

Trunk # 61

2d Pavement



Scale 1/4" = 50'

W. H. C.
K. A.
L. B. H.
12/2/35

67+48 - 1/2 Top 4' Stone Steps
199'

67+40 - 1/2 Bot. Stone Steps
186'

67+34 Cor. Shrubs
185'

67+14 - Cor. Shrubs
154'

67+14 N.E. Cor. Parking Space
146'

67

67+00 - E. edge Parking
146'

67+00 2 M. Hole (See P. 19)
137'

+72 - 4" Tree 47'

+78 } 3'x3' Stone Post
+75 } 54'

+68 } 3'x3' Stone Post
+65 } 54'

66+50 E. edge Parking
146'

+57 - 1/2 in Wall - 50' 52'

+53 - 1/2 Pop. 44'

+52 - End Hedge 47'

+47 - End Hedge 42'

66

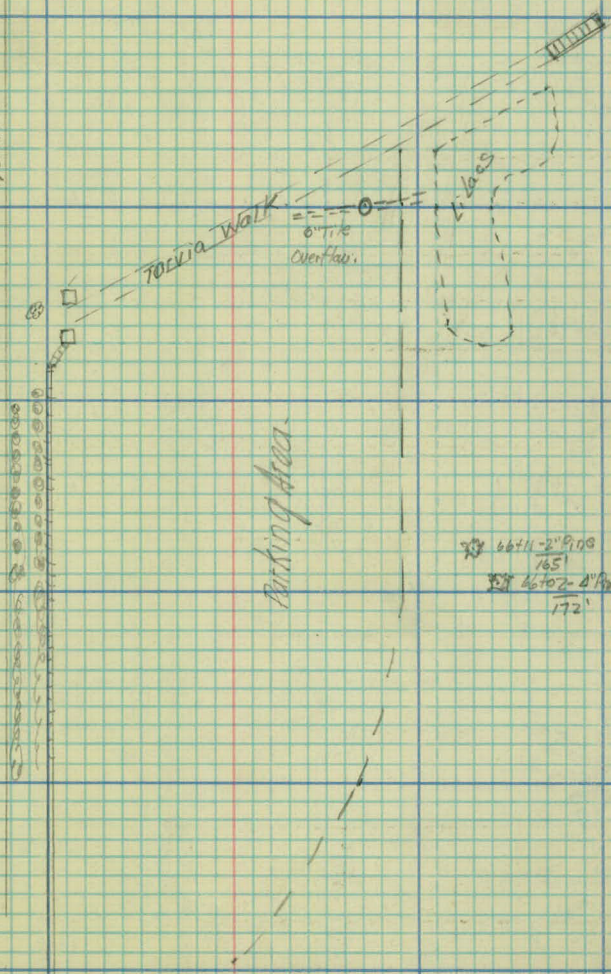
66+00 E. edge Parking
146'

65

Scale 1" = 50'

24' Ave. 27 H 461
66+1498

Berm:



66+11-2" P108
1651
66+02-8" P108
172'

67+34 - Batt Step
224'

67+32 - Top Conc. Step d'

253'
67+29 - Iron Fence 244'
67+29 - Iron Fence 252'

67+0

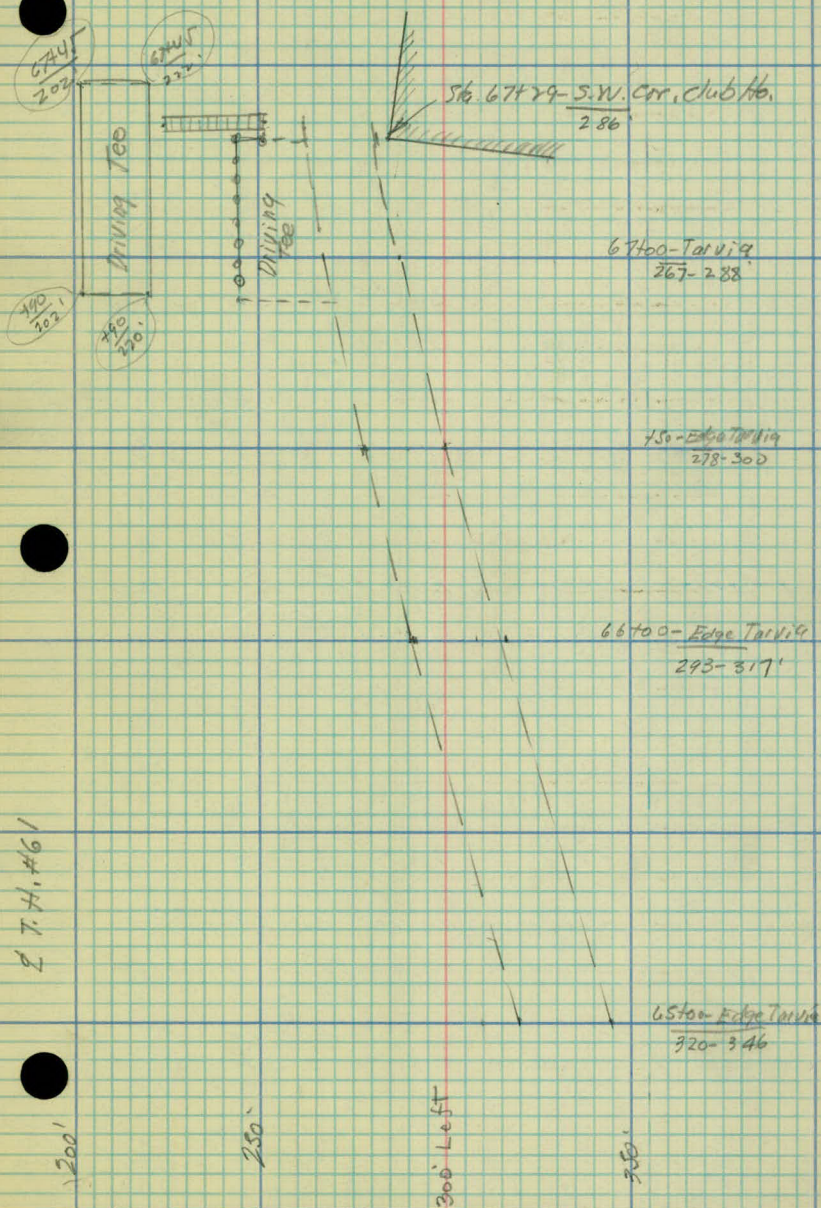
66+93 - Iron Fence
245'

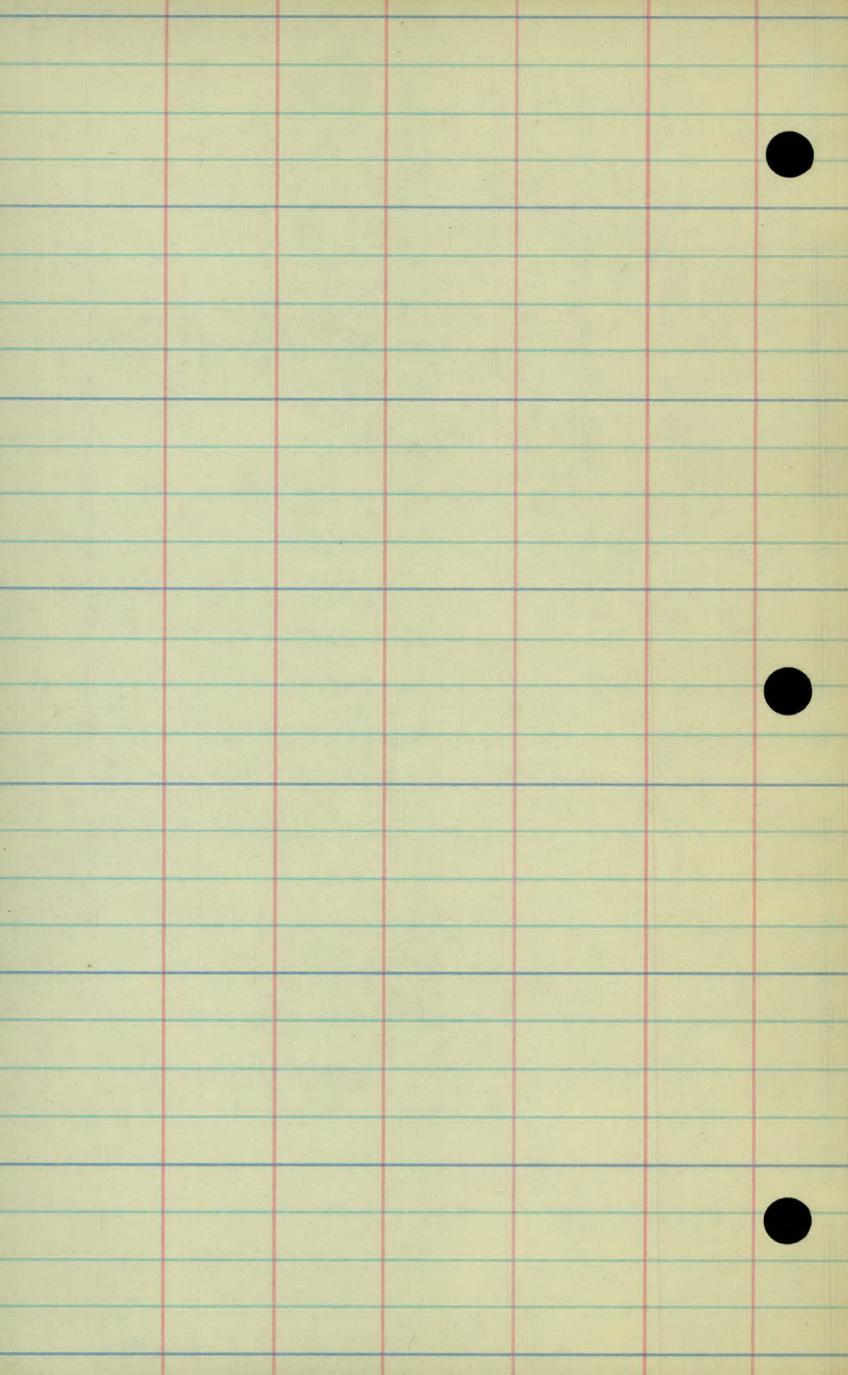
66+84 - S.W. Cr. Drilling Tee
244'

66

65+0

4





Cross-sections
on Right Sta. 62-68

Sta.	+	π ✓	-	Elev.
B.M.	13.34	889.18		875.84

62+0

63+0

63+50

64+0

+50

65+0

+50

66+0

89.7	85.8	86.4	84.2
<u>70</u>	<u>34</u>	<u>28</u>	<u>1.0</u>
36	50	100	144

86.36	85.9	86.5	86.4	83.7	84.2	86.2
<u>282</u>	<u>33</u>	<u>27</u>	<u>28</u>	<u>5.5</u>	<u>5.0</u>	<u>1.0</u>
12	27	28	37	45	100	150

84.70	84.5	85.0	84.8	82.7	82.6	84.2
<u>448</u>	<u>47</u>	<u>42</u>	<u>44</u>	<u>6.5</u>	<u>5.6</u>	<u>1.0</u>
12	27	28	37	45	100	150

82.82	82.6	82.7	81.4	83.9	84.2
<u>636</u>	<u>66</u>	<u>6.5</u>	<u>78</u>	<u>33</u>	<u>1.0</u>
12	27	38	50	85	150

Trunk Highway #617

81.23	80.9	84.0	89.2
<u>7.95</u>	<u>8.3</u>	<u>5.2</u>	<u>0.0</u>
12	60	100	154

79.42	79.0	79.7	79.9	82.5	83.4	89.2
<u>976</u>	<u>102</u>	<u>9.5</u>	<u>7.3</u>	<u>67</u>	<u>5.8</u>	<u>0.0</u>
12	28	29	55	100	103	156

77.1	77.3	77.9	74.8	80.9	83.2
<u>11.47</u>	<u>11.9</u>	<u>11.3</u>	<u>10.4</u>	<u>7.3</u>	<u>6.0</u>
12	27	28	55	100	133

16.07	15.9	16.4	11.0	81.1	83.5
<u>13.00</u>	<u>13.3</u>	<u>12.8</u>	<u>12.2</u>	<u>8.1</u>	<u>5.7</u>
12	28	29	55	100	145

Sta.	+	π	-	Elev.
------	---	-------	---	-------

889.18

6650

6740

+19

I.P.	12.96	901.69 ✓	0.45	888.73 ✓
------	-------	----------	------	----------

6440

+50

65

+50

66

+50

6740

+33

I.P.	12.69	913.59 ✓	0.79	900.90 ✓
------	-------	----------	------	----------

6540

2

Right.

17

$$\begin{array}{r} 16.7 \\ 12.9 \\ \hline 53 \end{array} \quad \begin{array}{r} 40.4 \\ 8.8 \\ \hline 100 \end{array} \quad \begin{array}{r} 42.2 \\ 7.0 \\ \hline 125 \end{array} \quad \begin{array}{r} 43.3 \\ 5.9 \\ \hline 146 \end{array}$$

$$\begin{array}{r} 40.6 \\ 8.6 \\ \hline 100 \end{array} \quad \begin{array}{r} 43.5 \\ 5.7 \\ \hline 146 \end{array}$$

$$\begin{array}{r} 46.4 \\ 7.8 \\ \hline 150 \end{array}$$

$$\begin{array}{r} 96.0 \\ 5.7 \\ \hline 200 \end{array} \quad \begin{array}{r} 01.7 \\ 0.0 \\ \hline 227 \end{array}$$

$$\begin{array}{r} 96.7 \\ 5.0 \\ \hline 200 \end{array} \quad \begin{array}{r} 01.7 \\ 0.0 \\ \hline 222 \end{array}$$

$$\begin{array}{r} 91.2 \\ 1.5 \\ \hline 174 \end{array} \quad \begin{array}{r} 91.4 \\ 1.3 \\ \hline 200 \end{array} \quad \begin{array}{r} 01.7 \\ 0.0 \\ \hline 219 \end{array}$$

$$\begin{array}{r} 87.0 \\ 14.7 \\ \hline 139 \end{array} \quad \begin{array}{r} 90.9 \\ 10.8 \\ \hline 168 \end{array} \quad \begin{array}{r} 97.9 \\ 3.8 \\ \hline 200 \end{array} \quad \begin{array}{r} 01.7 \\ 0.0 \\ \hline 216 \end{array}$$

$$\begin{array}{r} 89.5 \\ 12.2 \\ \hline 155 \end{array} \quad \begin{array}{r} 98.5 \\ 3.2 \\ \hline 200 \end{array} \quad \begin{array}{r} 01.7 \\ 0.0 \\ \hline 213 \end{array}$$

$$\begin{array}{r} 89.9 \\ 11.8 \\ \hline 156 \end{array} \quad \begin{array}{r} 90.7 \\ 11.0 \\ \hline 167 \end{array} \quad \begin{array}{r} 99.7 \\ 2.0 \\ \hline 200 \end{array}$$

$$\begin{array}{r} 87.9 \\ 13.8 \\ \hline 154 \end{array} \quad \begin{array}{r} 89.8 \\ 11.9 \\ \hline 168 \end{array} \quad \begin{array}{r} 95.2 \\ 6.5 \\ \hline 185 \end{array}$$

$$\begin{array}{r} 95.1 \\ 6.6 \\ \hline 183 \end{array}$$

$$\begin{array}{r} 10.1 \\ 35 \\ \hline 250 \end{array}$$

$$67400 = \frac{88321}{137'} \quad \frac{5.97}{137'}$$

$$0.7 + 40 \text{ Bot/Steps } 7.7 \\ \text{Stone } 186'$$

↓
913.59

65+50

66+0

66+50

66+90

66+80

67+45

T.P.

11.42 924.48

↓
0.53

↓
913.06

65+0

66+0

66+50

66+85 S.W. cor. Tee 2441

67+29 N.W. Cor. Tee 245"

67+34 Top Cor. stairs

67+50

$$\begin{array}{r} 11.2 \\ 24 \\ \hline 250 \end{array}$$

$$\begin{array}{r} 11.9 \\ 17 \\ \hline 250 \end{array}$$

$$\begin{array}{r} 13.1 \\ 0.5 \\ \hline 250 \end{array}$$

$$\begin{array}{r} 04.4 \\ 9.2 \\ \hline 202 \text{ Tee} - 220 \end{array}$$

$$\begin{array}{r} 04.4 \\ 9.2 \\ \hline 220 \end{array}$$

$$\begin{array}{r} 03.9 \\ 9.7 \\ \hline 202 \end{array} \quad \begin{array}{r} 03.9 \\ 9.7 \\ \hline 222 \end{array} \quad \begin{array}{l} 267 + 34 \\ 9.7 \text{ Bo H} \\ 222 \text{ conc H} \end{array}$$

$$\begin{array}{r} 22.1 \\ 2.4 \\ \hline 240 \end{array}$$

$$\begin{array}{r} 24.2 \\ 0.3 \\ \hline 288 \end{array} \quad \begin{array}{r} 25.0 \\ 10.5 \\ \hline 316 \end{array}$$

$$\begin{array}{r} 16.9 \\ 7.6 \\ \hline 263 \end{array} \quad \begin{array}{r} 21.6 \\ 2.9 \\ \hline 274 \end{array} \quad \begin{array}{r} 22.2 \\ 1.3 \\ \hline 200 \end{array}$$

$$\begin{array}{r} 19.7 \\ 4.8 \\ \hline 244 \end{array} \quad \begin{array}{r} 19.7 \\ 4.8 \\ \hline 264 \end{array} \quad \begin{array}{r} 21.0 \\ 3.5 \\ \hline 267 \end{array}$$

$$\begin{array}{r} 19.3 \\ 5.2 \\ \hline 245 \end{array} \quad \begin{array}{r} 19.1 \\ 5.4 \\ \hline 258 \end{array}$$

$$\begin{array}{r} 18.6 \\ 5.9 \\ \hline 254 \end{array}$$

$$\begin{array}{r} 18.5 \\ 6.0 \\ \hline 254 \end{array} \quad \begin{array}{r} 18.2 \\ 6.3 \\ \hline 276 \end{array}$$

$$\begin{array}{r} 5. W. Cor. \\ Club Ho. \\ \hline 478 \end{array}$$

$$\begin{array}{r} 02.2 \\ 11.4 \\ \hline 149 \end{array} \quad \begin{array}{l} 67 + 48 - \text{top step} \end{array}$$

✓
924.48 ✓

T.P.

0.96 911.74

13.70

✓
910.78

✓

0.15 898.19 ✓

13.70

✓
898.04

✓

252 888.73

12.48

✓
885.71 ✓

B.17.

12.36 875.87

Brick Manhole

137'-24. Sta. 16740.0

Top 883.2

(Light Weight Cover)

To Lake Overflow

From Ctu 6th

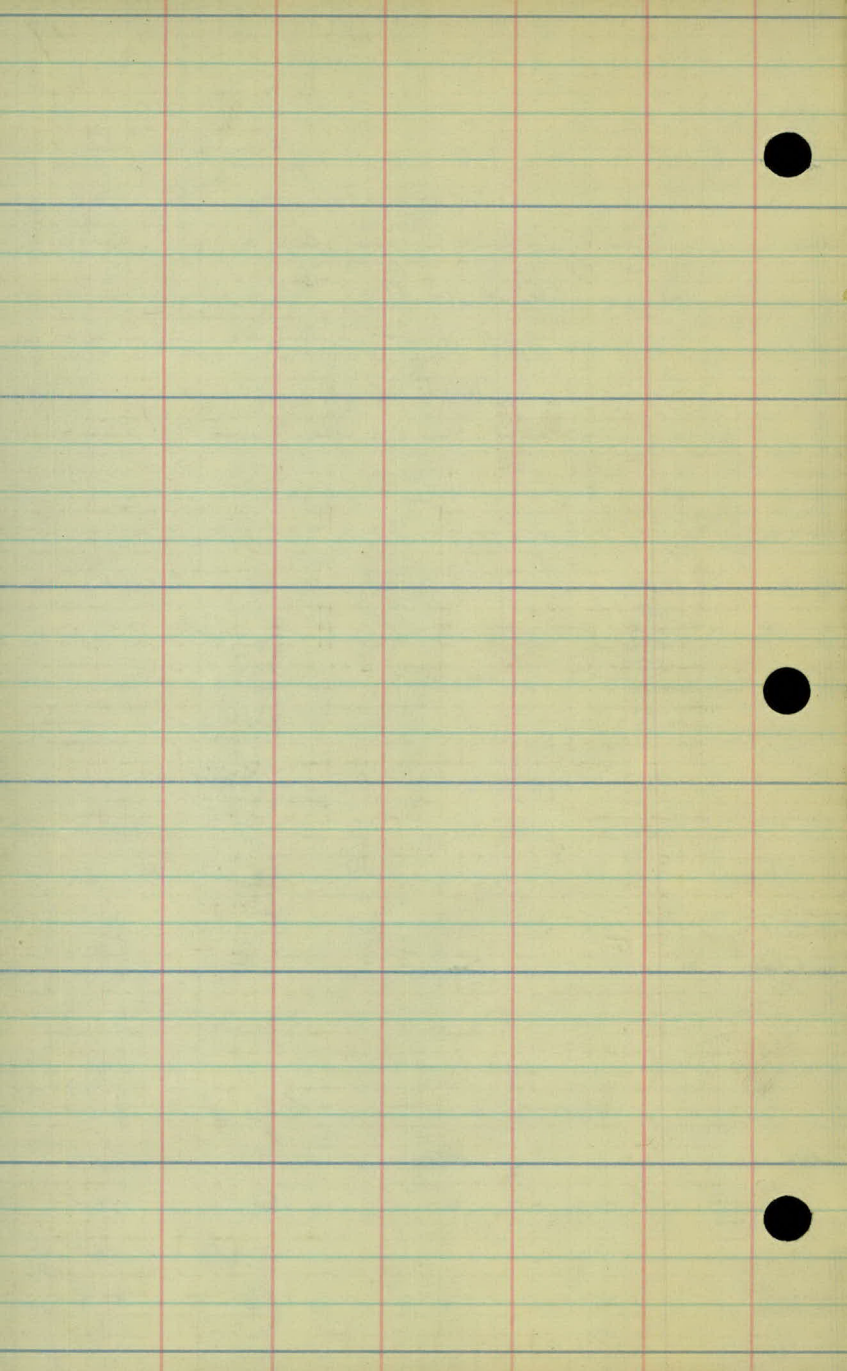
Elev. 878.2

W.S. 874.2

Bot Elev. 867.2

6.0' ±

π 888.23	Rad	Elev.
Top Ring	5.05	883.2
F. Line Tile	10.00	878.2
W.S.	14.1	874.2
Bot.	21.0	867.2



X- SECTIONS
PARKING SPACE
KELLER CLUBHOUSE

P.T.	+	H.I.	-	ROD	ELEV.
B.M.		8.30	926.62		918.32

27'- SECTIONS

A

B

C

D

E

F

G

H

I

J

J+12

NORTH E SOUTH
 TOP CURB-EXP. JT. 6' S.W. OF ^{WEST} A DOOR

TOP OF SO. E. & W. STONE WALL

914.6

12.0
64

916.0

10.6
64

916.0

10.6
64

916.2

10.4
64

916.4

10.2
64

916.3

10.3
64

915.9

10.7
64

911.3

15.3
64

914.5

12.1
64

916.3

10.3
0

916.3

10.3
0

917.6

9.0
0

917.7

8.9
0

917.5

9.1
0

917.0

9.6
0

917.0

9.6
0

916.5

10.1
0

922.4

4.2

923.2

5.4

923.9

2.7

923.8

2.8

923.5

3.1

922.9

3.7

922.4

4.2

922.0

4.6

917.3

9.3

917.3

9.3

917.3

9.3

923.0

3.6
50

923.4

3.2
50

923.8

2.8
50

925.3

1.3
117

924.3

2.3
108

923.6

3.0
102

922.9

3.7
100

921.8

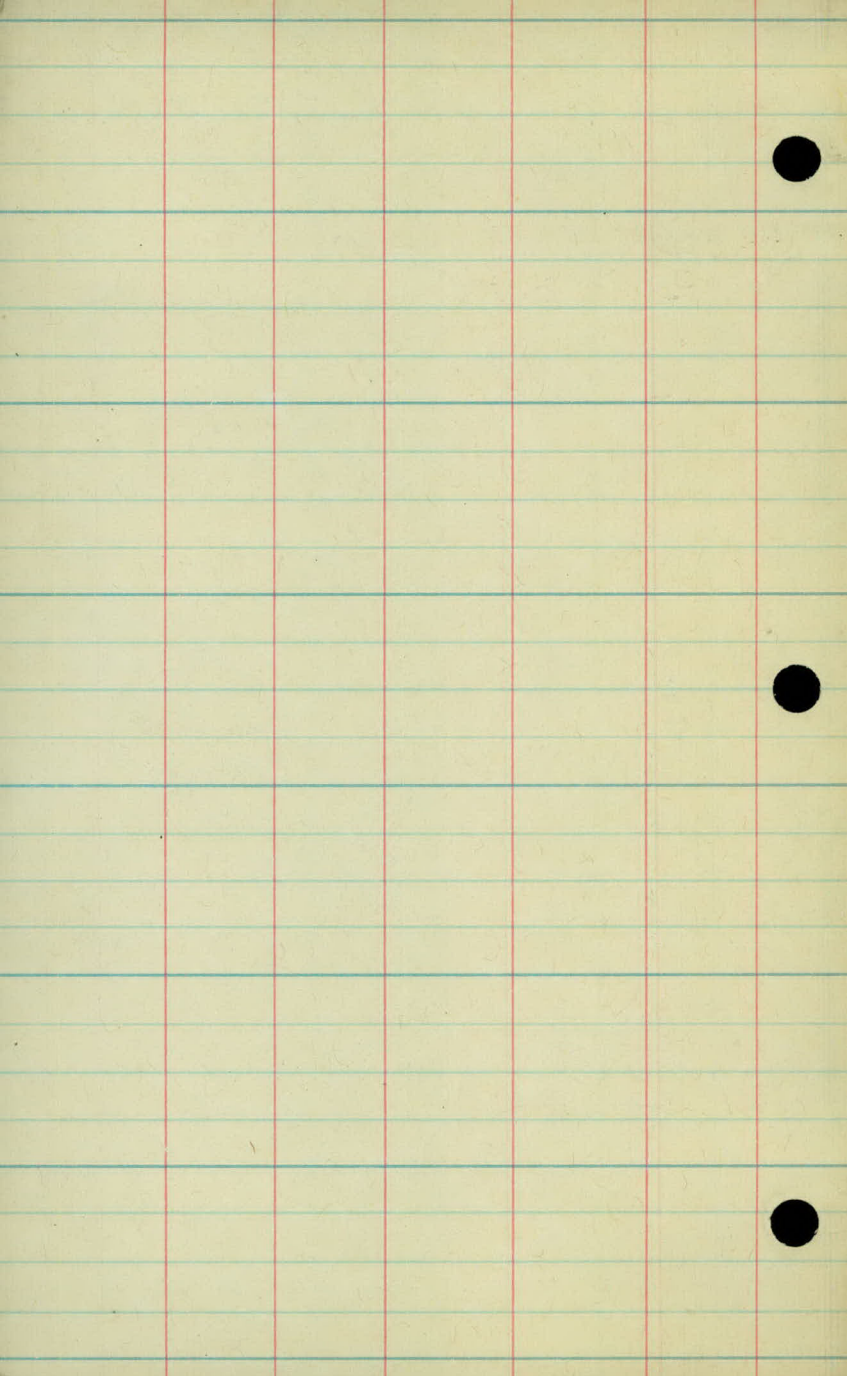
4.8
100

920.7

5.9
100

919.1

7.5
100



W.H.O.
5/11/36

Flange Discharge Main

0760

$$\begin{array}{r} 67.8 \\ 0753 \quad \underline{6.9} \\ 13 \end{array}$$

A Base Line

0740

$$\begin{array}{r} 61.7 \\ 13.0 \\ \underline{13} \end{array}$$

+25

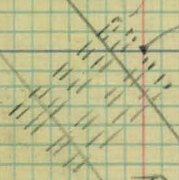
$$\begin{array}{r} 10.0 \\ 4.7 \\ \underline{17} \end{array} = \text{Bottom Wall}$$

0720

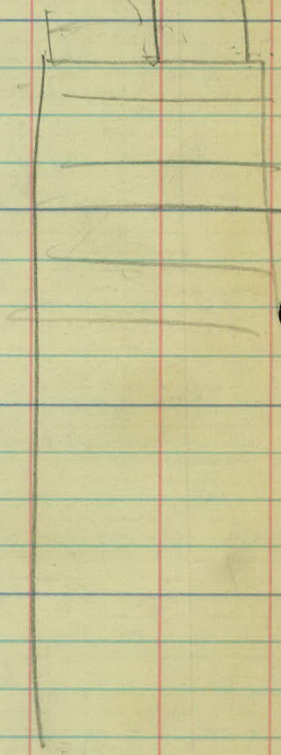
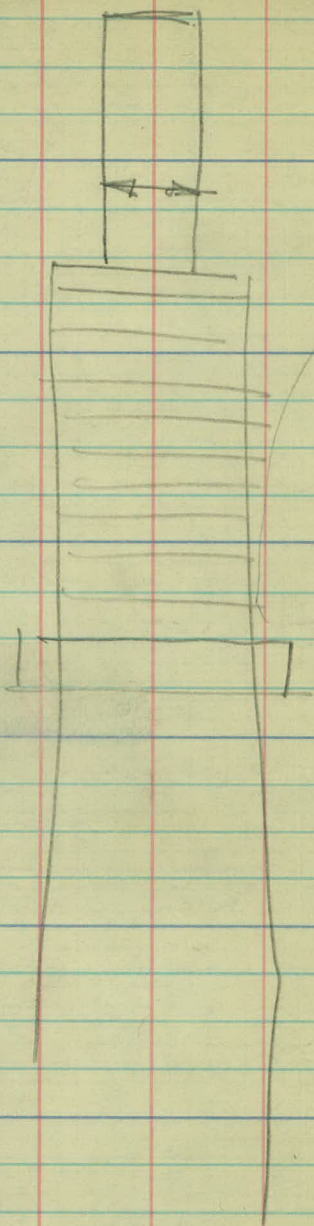
Keller

070

0700



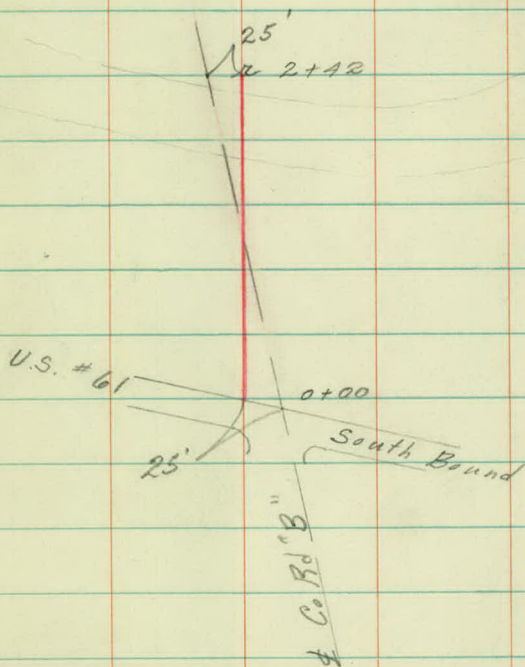
Parkway



Profile

to

Keller Island



Sta + π - Elev

BM 0.82 869.69 868.87

0+00 25' S.W. of intersection of & Co Rd B
& West Edge of Pavement South Bound
Lane

+13

+23

+34

+40

+55

FK
LC.
AB
CW

Jan 13, 1956
Friday

2

Pavement at 0+00

Pop. 81
0.82

859.00
26.00
833.00

68.6

1.1

65.2

4.5

62.1

2.6

61.1

8.6

60.4

9.3

Sta	+	x	-	Elev
-----	---	---	---	------

		869.69		
--	--	--------	--	--

0+72				
------	--	--	--	--

+18				
-----	--	--	--	--

+31				
-----	--	--	--	--

+50				
-----	--	--	--	--

+60				
-----	--	--	--	--

Jan 13, 1956

3

9.9

9.8

10.2

9.5

10.3

9.4

10.5

9.2

10.9

8.8

10.2

9.5

Sta + π - Elev.

869.69

1 + 63

+ 69

+ 81

+ 96

2

+ 10

Jan 13, 1956

4

58.5

11.2

58.2

Solid at Surface 11.5

57.8

4' to Solid Ground 11.9

57.8

4' to Solid Ground 11.9

57.6

4' to Solid Ground 12.1

57.9

2' to Sand

11.8

Solid at 3'

Sta + π - Elev

869.69

2+19

+23

+34

+42 Stump 25' N of 2 C.Rd B Extended

+56

3

Jan 13, 1956

5

58.2

1' Muck
2' Gravel

11.5

60.6

9.1

62.3

7.4

62.3

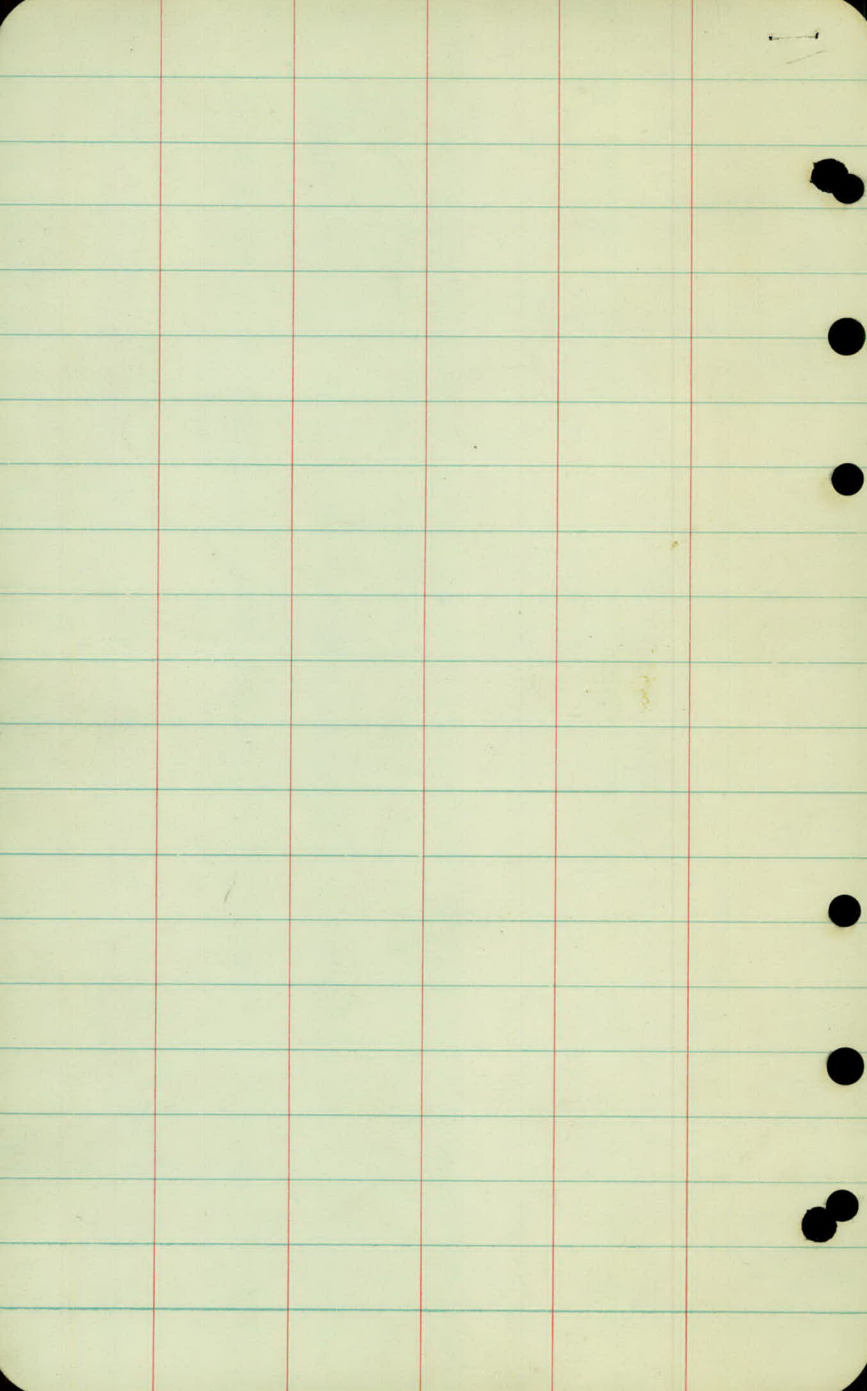
7.4

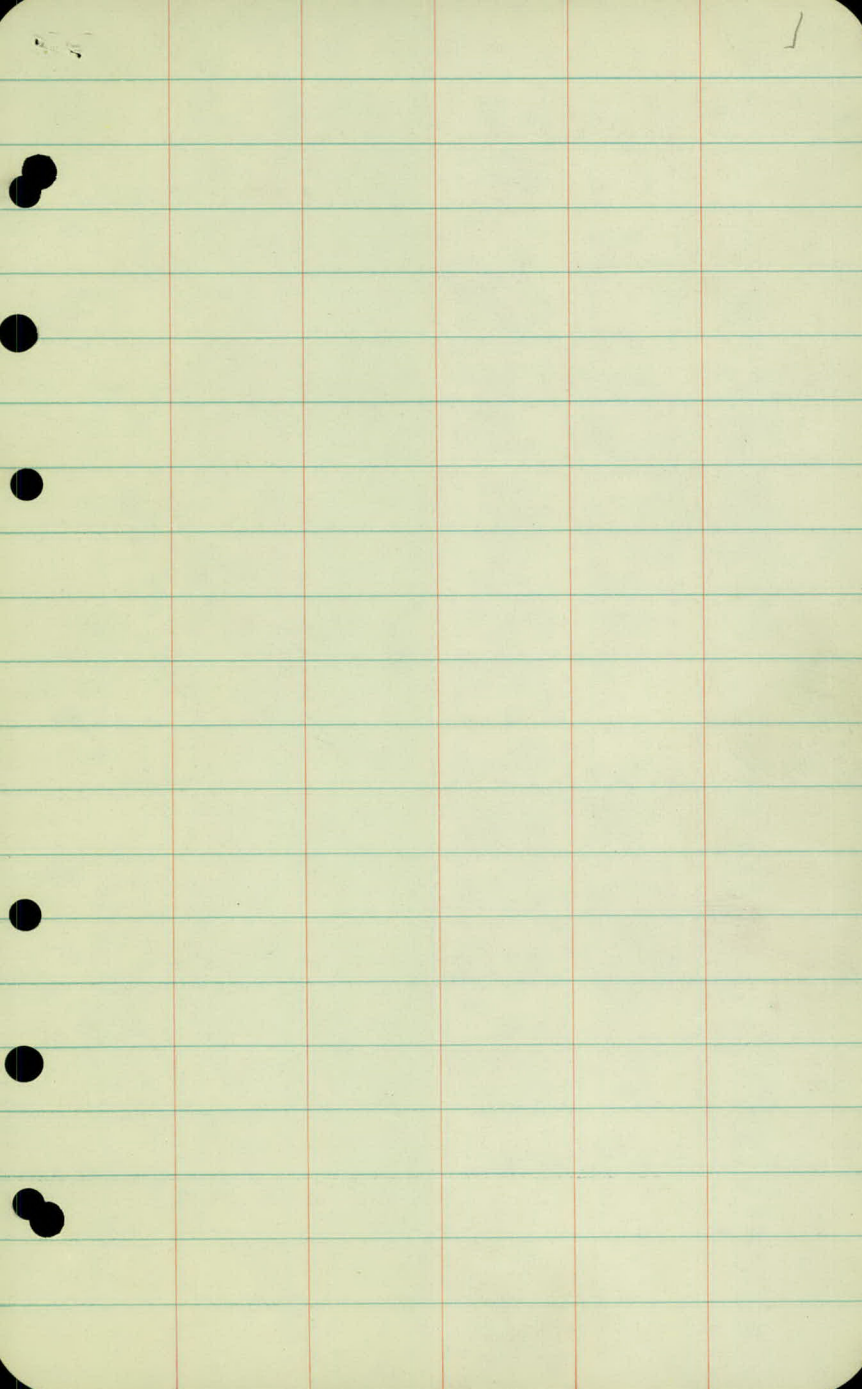
62.1

7.6

62.2

7.5





PG PGR

0+00 0.53 869.40 868.87

1+50 £ stake

1+76 853.5 15.9

1+91 852.0 17.4

2+06 852.5 16.9

Water Sur. 9.70 844.22 856.52

1+76 7.54 (858.68) 858.68

BM 2.32 863.84 861.52

+06 52.5 11.34

191 820 11.84

+76 53.5 10.34

Jan 30, 1954

2

Edge of Pavement 25' S. of $\pm$ Co Rd "B"

861.52
7.88

858.68

10.72
C-5.18

11.11
C-6.29

10.32
C-6.58

6.11

6' 7"

1 1/6' 1 3/8"

6.0'

6' 1/8"

Bottom of Chanel Grade set at 856.52

Normal 859.00

~~861~~ 934.0 ✓ ✓
C 2.0

934
C 4.5

934
C 1.0

934
C 2.5

