

BK 62 Dr 16

CE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Signal Survey

Lexington Ave

Soo Line & Asphalt Plant

Road Acc't. No. 3

Date Filed 6-11-41

File

PLAN SURVEY

LEXINGTON AVE.

Vicinity 300 Line
for proposed Xing Signal

Alignment 1-2

Topog 3-6

Levels 7-11-

Actual time spent
was one whole day.

②

15100

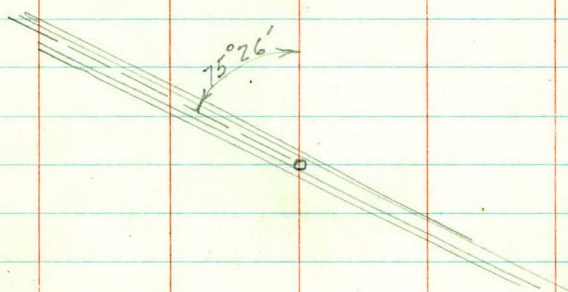
7457.80 $\in$ N-track

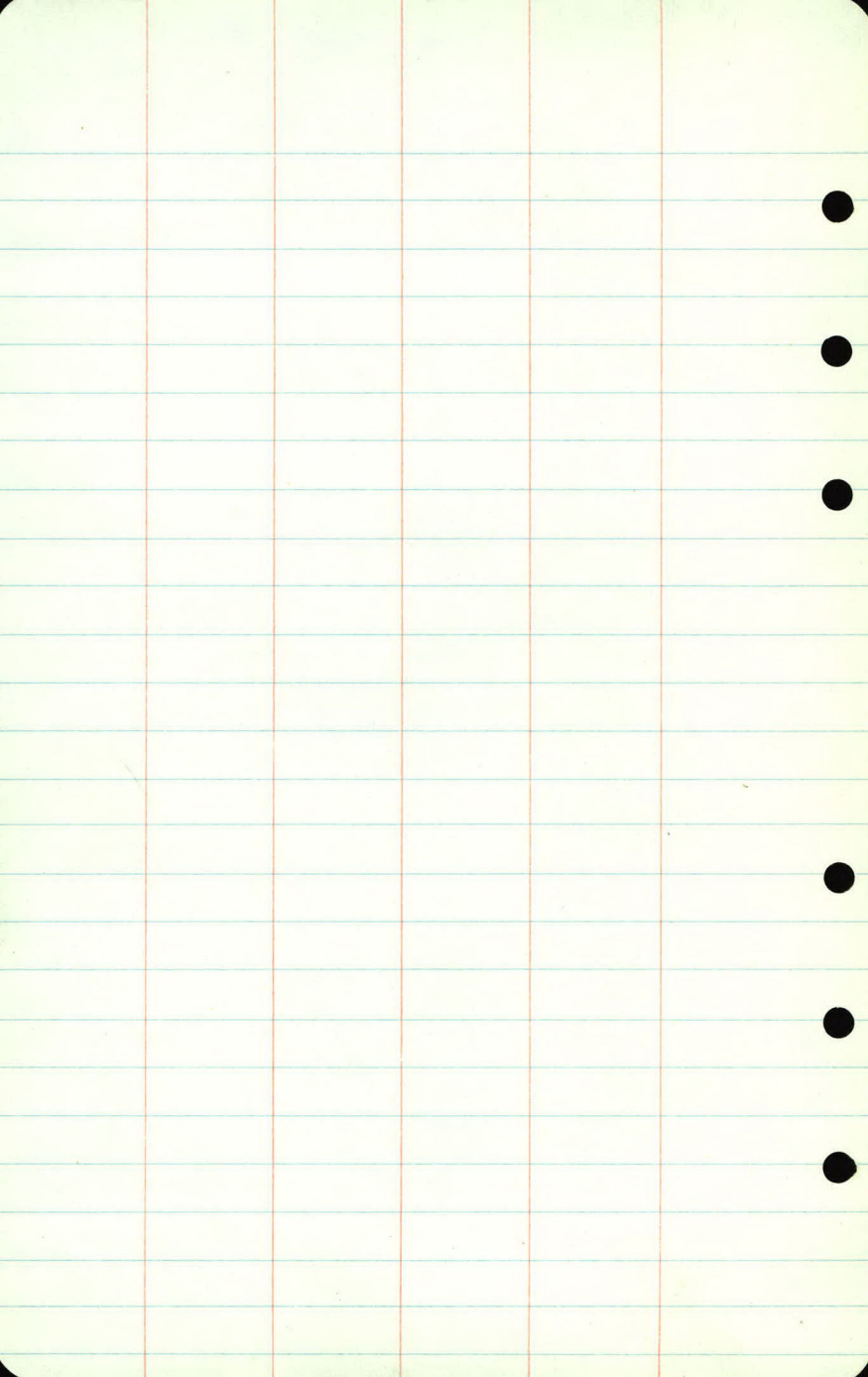
7150 $\in$ Between two 5° 20'

7442.22 $\in$ 3 Track

4445.37 $\in$ E'

0100





TOPOGRAPHY

LEXINGTON AVE.

Vicinity of

500 Line Tracks

6

12

15

5

13

15

+45 Apparent End Conc.

4

13.6

13.4

3

58.6 23.0 14.1

12.9

+81 Beg Rod - 14.2

150 Rod - 34.4

2

19.9 - 14.6

12.4

+44 Beg Rod - 14.8

1

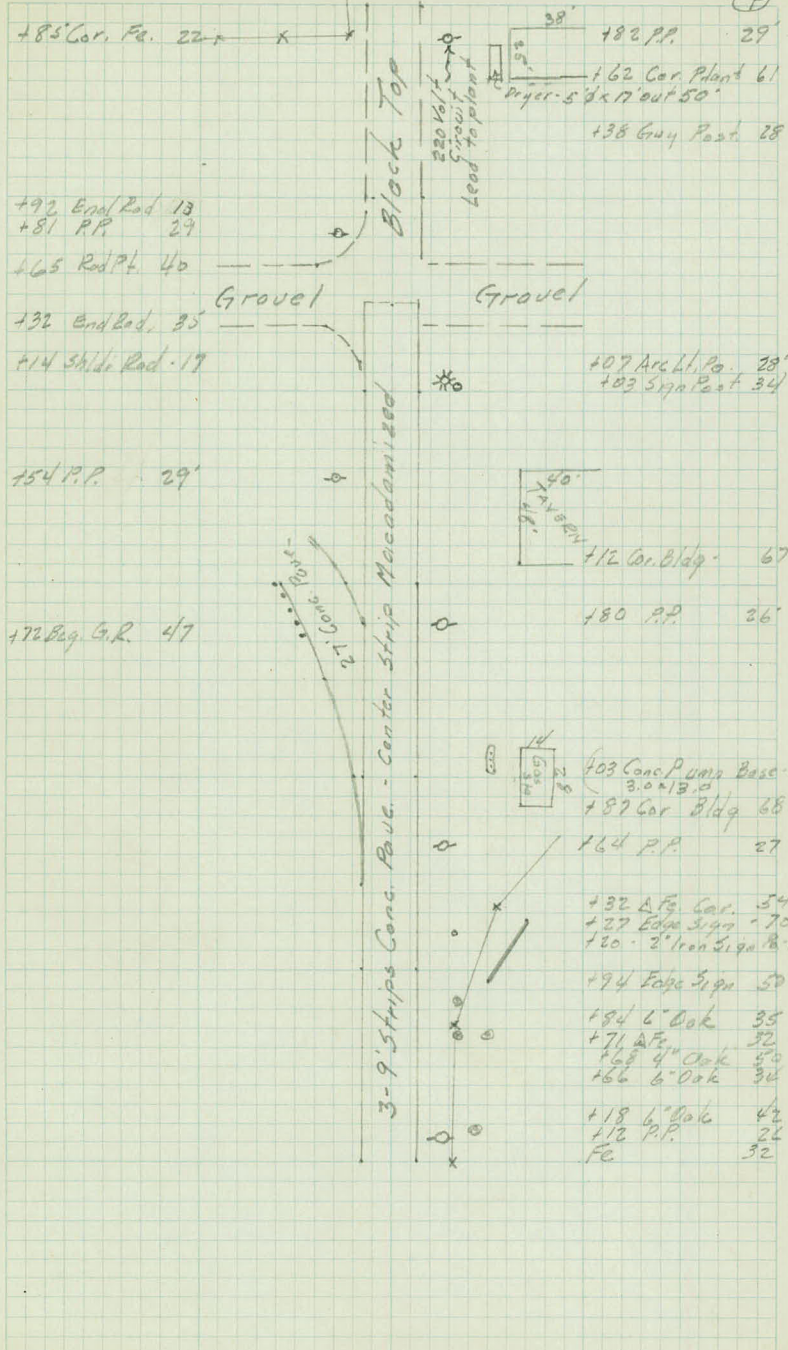
12.6

12.4

0

14.9

12.1



13

12

11

10

9

8

Gr 15

Gr 15

+60.39
+55.30
+44.80
+39.71 } Rails Xs E

7

6

12

15

Fe.

34

5

140 T.P. 31

Fe.

34

Fe.

34

164 T.P. 31

Fe.

34

Fe.

35

189 T.P. 31

+00 Fe Co. 35
+91 Rge Tie Fe
+82 King Sign 16
+78 Beg. G.R. 15

+76 Beg. Co. R 15

+08 T.P.
T+00 Cor. Fe

5
08-1?
23

+22 King Sign 17

+90 T.P. 49

Block Top

Block Top

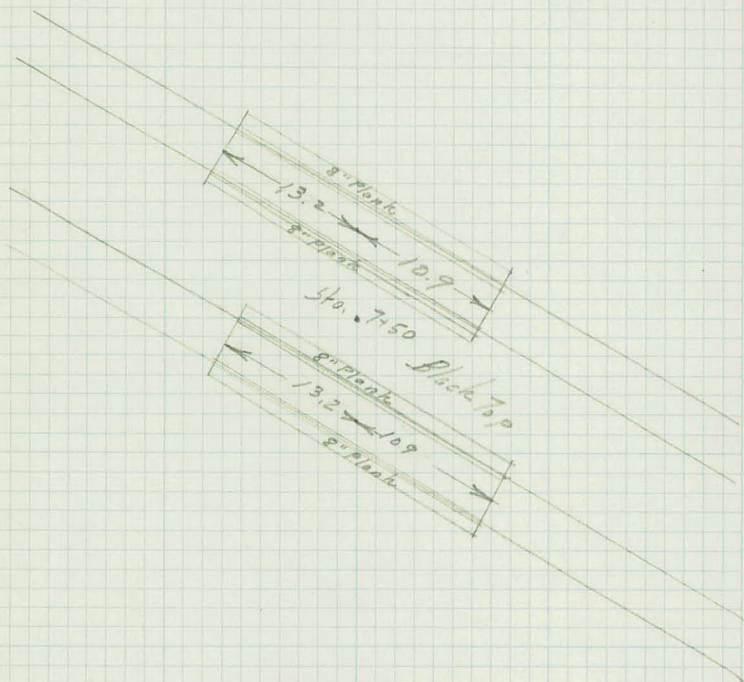
15

G.R. 15'

G.R. 15'

14

13



DETAIL CROSSING

8" Planks Between Rails

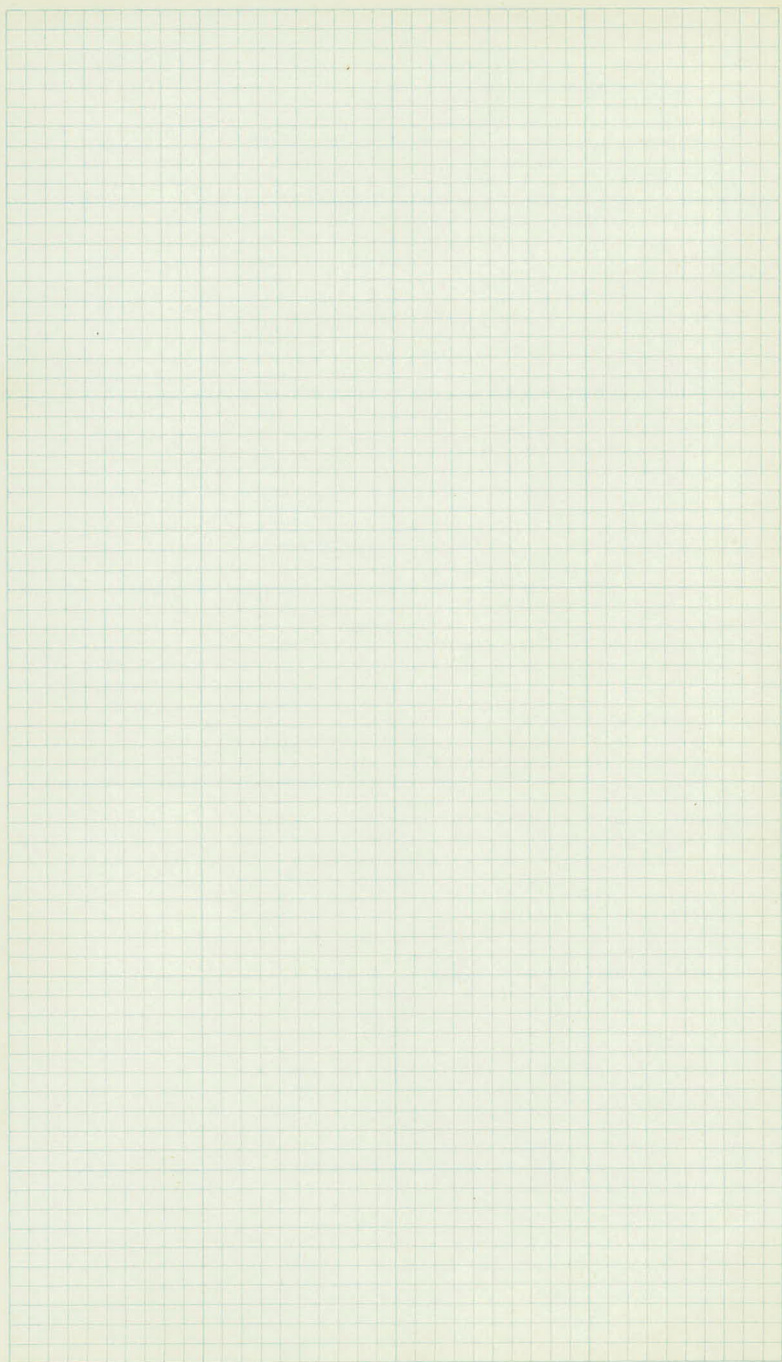
Fe. 34

Fe 34

Fe 34



114 T.P. 31



B.M.	6.48	952.79	946.31
0+00.		4.23	48.56
+50		3.31	49.48
1		2.81	49.98
+50		2.66	50.13
2		2.73	50.06
+50		3.35	49.44
3		4.23	48.56
+50		5.13	47.66
4		5.86	46.93
+45		6.48	46.31
5		7.3	45.50
+50		8.0	44.8

Top Man Lexington and Co Rd E

$$\begin{array}{r} 45.6 \\ 7.2 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 46.3 \\ 65 \end{array}$$

$$\begin{array}{r} 46.7 \\ 6.1 \\ \hline 50 \end{array}$$

952.79

6

8.4

44.4

+50

9.0

43.8

7 +02.22

9.2

43.6

T.P.

1.68

945.34

9.13

943.66

+27.22

1.4

43.9

+39.71 Top Rail

1.58

43.76

+42.22

1.6

43.7

+44.80 Top Rail

1.58

43.76

+50

1.5

43.8

+55.30 Top Rail

1.62

43.72

+57.80

1.7

43.8

+60.39 Top Rail

1.64

43.70

+72.80

1.6

43.7

139	16.5	9.5	9.2		9.4	9.2	9.1
<u>50</u>	26	17	13	9.2	18	31	50

25	54	2.4	1.7		1.6	1.8	1.8
<u>50</u>	30	18	14	1.4	13	21	50

37	2.5	1.6		1.6	3.6	3.6
<u>50</u>	22	16	1.6	16	28	50

945.34

7 + 97.80	1.8	43.5
8	1.9	43.4
+50	2.5	42.8
9	3.8	41.5
+50	5.3	40.0
10	7.0	38.3
+50	8.6	36.7
11	9.9	35.4
+50	10.8	34.5
12	11.4	33.9
+50	11.9	33.4
13	12.0	33.3

$\frac{10.7}{50}$	$\frac{9.3}{35}$	$\frac{7.6}{28}$	$\frac{1.8}{16}$	$\frac{1.7}{16}$	$\frac{4.8}{25}$	$\frac{8.2}{37}$	$\frac{8.8}{50}$
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945.36

13 +50

11.9

33.4

14

12.1

33.2

+50

12.2

33.1

15

12.2

33.1

T.P.

5.35

949.04

1.65

943.69

B.M.

2.66

946.38