

Dr: 8 - Bk 122

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

_____ Plan _____ Survey

RAMSEY Co. OIL TANK PROPERTY

From At Lexington To & Co. Rd E

Road Acc't. No. _____

Date Filed. 1937 _____

File. _____

1

Plan Survey

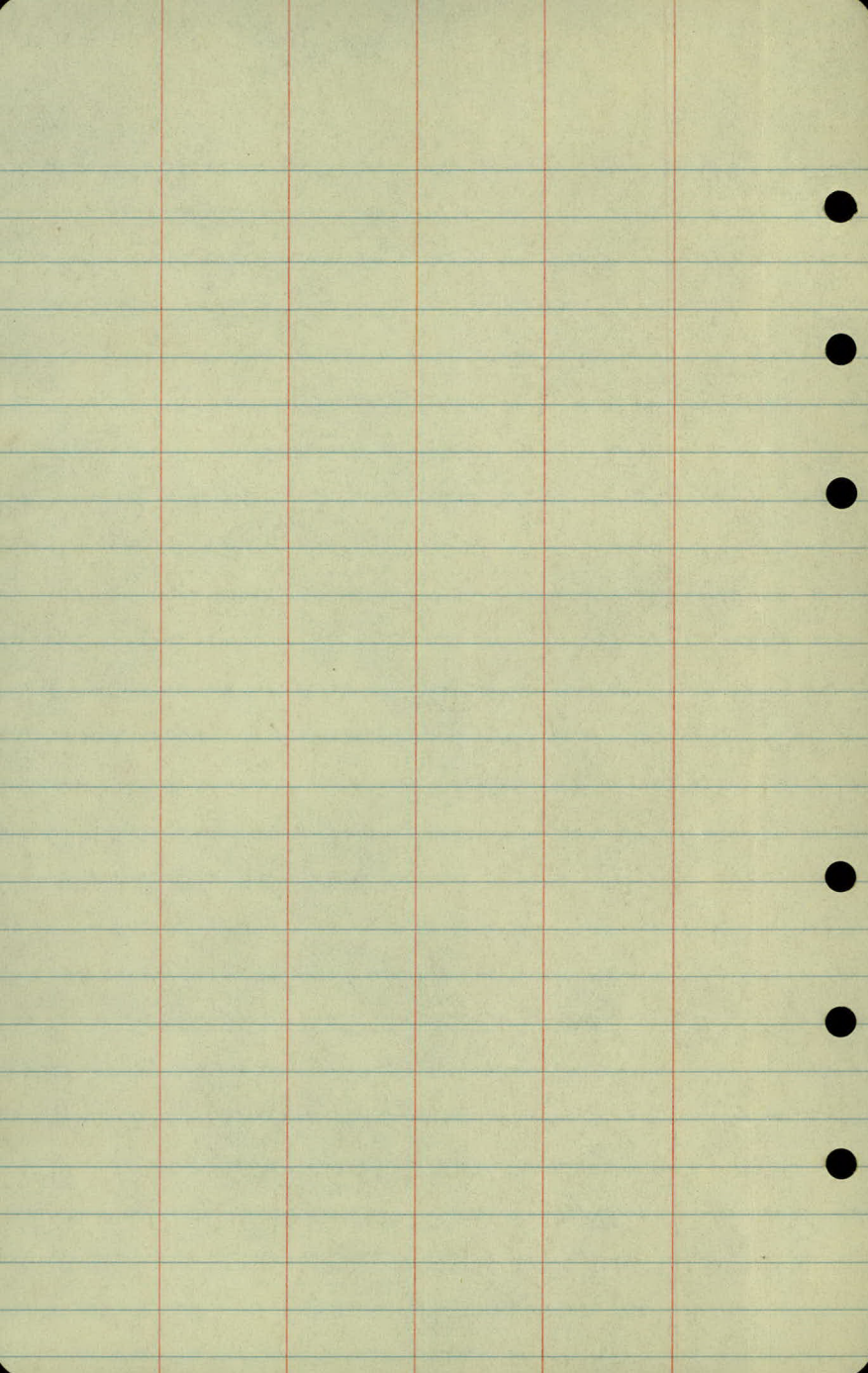
Oil Tank Prop.

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K. Baker

Sept. 1937



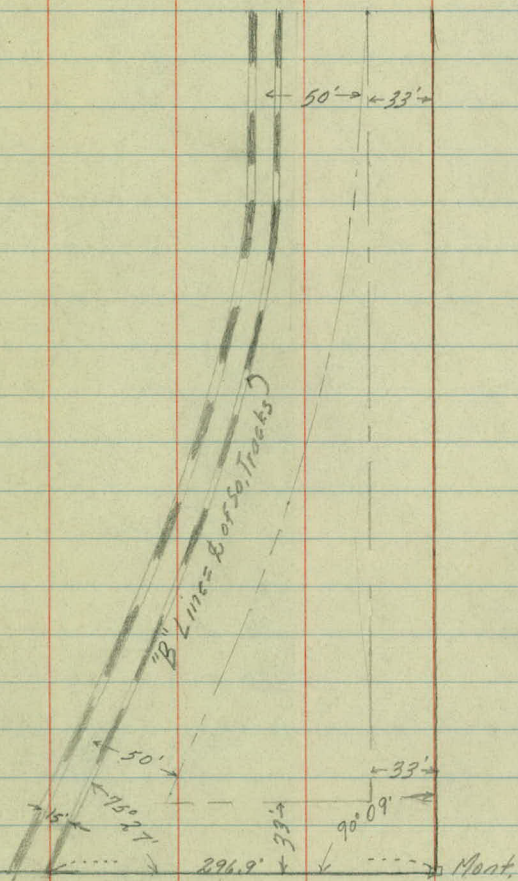
Alignment

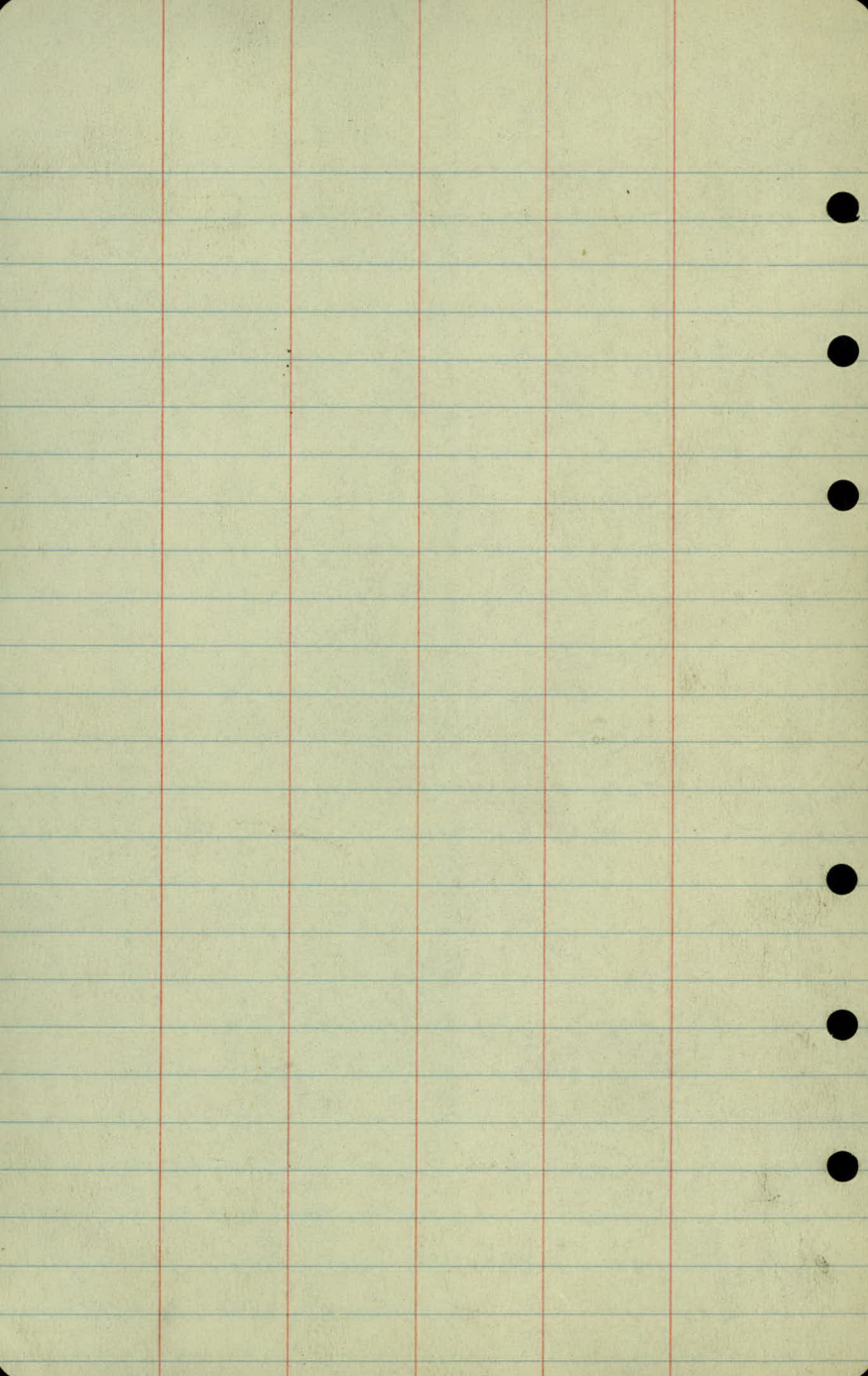
14+ 38.81

End of County Property

0+00

Lexington Ave + Co. Rd E^{2nd}





Topography
"A" Line

6

5

4

3

2

1

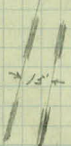
0+00

E.S. Tr. 132' 11'
+82 T.P. 96'

22'

00

5



E.S. Track 153' 22' 00

+82 T.P. 113'

0

20

1'

18'

3'

18'

3'

17'

4'

16'

5'

16'

5'

Brush and Stumps

← ←

to E. Edge Ent
+38 S.E. Cor Grand Drier III'

25' +49 S.W. Cor
5-4' Gravel Drier III'

+30 P.P. 136' 6"

+15 Portia 14'

13

12

11

10

9

8

12° X 41' G.M.

7

+92 T.P. 45'

0

L. 50 Tr. 83'

22'

20

+125 T.P. 47'

0

L. 50 Tr. 86'

22'

1'

+12 T.P. 50'

L. 50 Tr. 91'

22'

20

L. 50 Tr. 98'

T.P. 57'

24'

1'

Brush and Stumps

L. 50 Tr. 106'

+95 T.P. 61'

24'

00

+20 End Swamp Bog brush 32'

L. 50 Tr. 119'

21'

00

+82 T.P. 80'

+70 12" C.M. 29'

Swamp

+75 So. End 12" C.M. 12'

+30 End Brush + Stumps Bog Swamp

36

22'

00

15

14

19.881 50 to 60 80'

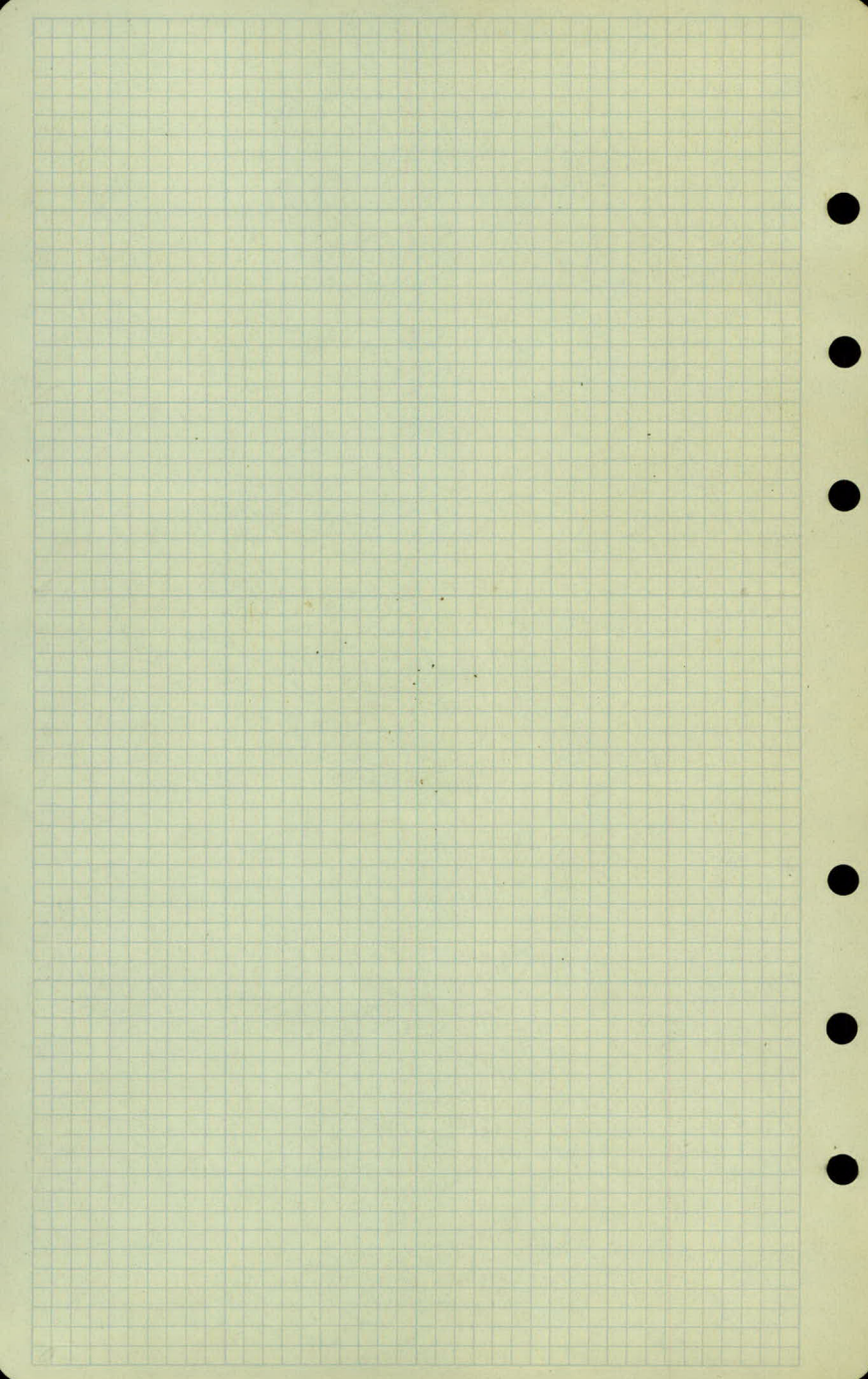


23'

60

24'

60'



Topography
"B" Line

5

4

3

2

1

0

Track 3.5'

+09 T.P. 37'

Track 1'

+06 T.P. 40'
Fe. 46'

39' L.

21' x 75-24' x 60' Cast Iron Culv.

+47 Switch

Fe. 48'
+99 T.P. 40'

Track 7'

Track 12'

+97 N.E. Cor. Shed 71'

+90 N.W. Cor. Shed 72'

+83 Beg. Fe. 47' T.P. 40'

+53 N.E. Cor. Gar. 47'

+50 Track 14.5'

+37 N.W. Cor. Gar. 47'

+37 Oil Receiver 20'

+107 N.E. Cor. Boil. Room 57'

+90 N.E. Cor. Oil

Tank Base 57'

+64 Oil Receiver 23'

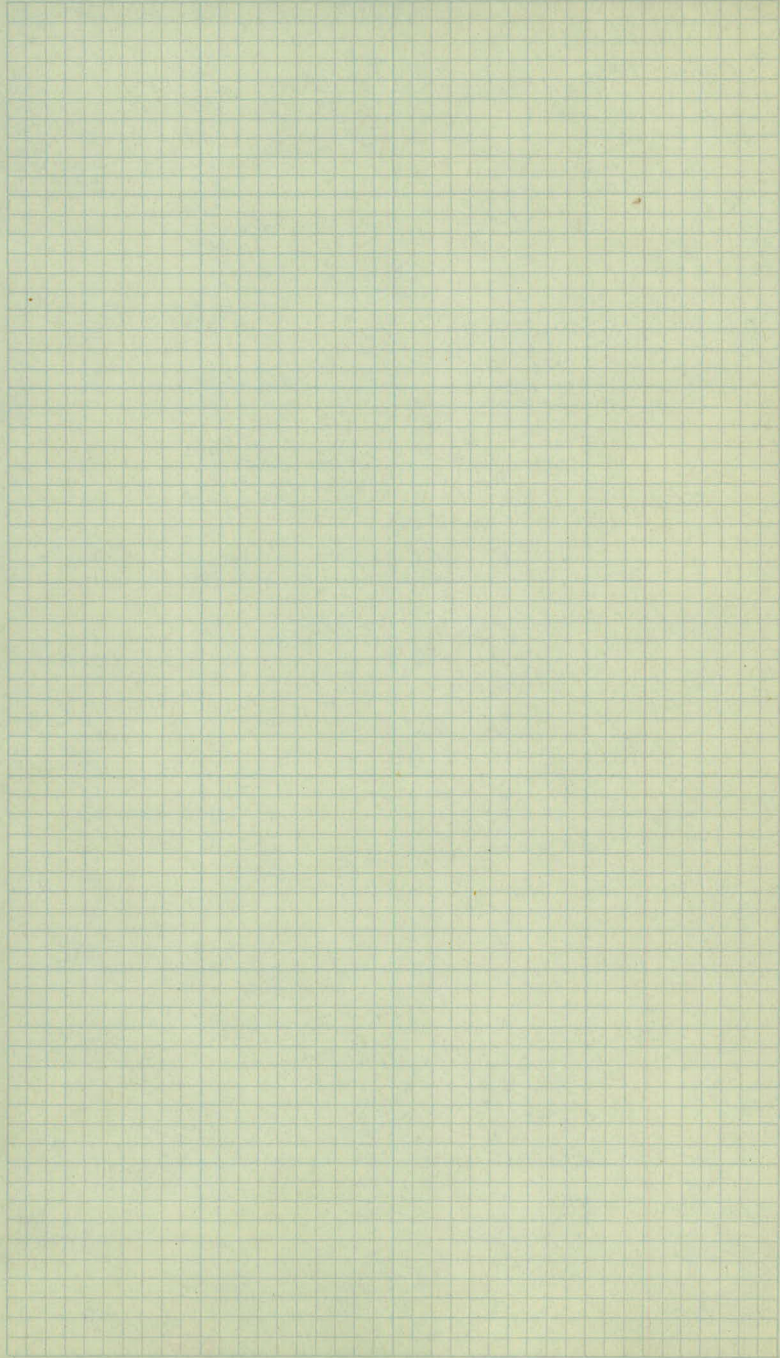
+69 T.P. 40'

+54 N.W. Cor. Oil Tank

Base 57'

+23 End Spur Track 19'

E. Lexington Ave.



X Sections

	+	Δ	-	Elev
B.M.	4.86	951.17 [✓]		946.31
0+00				46.3
+50				46.6
1				47.4
+50				48.0
T.P.	5.15	953.57 953.67	2.25	948.42 [✓]
2				48.4
+65				48.6
3				48.6
+50				48.5
4				48.2
T.P.	9.90	957.04 [•]	5.93	947.64 [•]
+50				47.6

ht

L_h

Rt

Top Mast Lexington Ave + Co Rd Eⁿ

7.95	7.6	7.4	6.8	6.5	5.8	4.9
220	250	200	150	100	50	

7.7	7.1	6.8	6.4	4.9	4.6
150	70	65	33	14	

8.4	7.3	7.0	6.8	4.9	5.1	4.3	3.3
225	150	100	55	31	26	13	

8.1	8.0	7.7	6.7	4.5	4.5	3.7	3.6
200	150	100	35	30	22	14	

9.1	1.7	10.3	7.2	6.1	8.2	8.2	6.8	5.7	5.1	5.2
200	140	100	50	31	25	25	12	150	6	

12.6	15.3	16.7	14.6	11.6	6.9	5.7	4.8	5.0
181	150	115	75	37	23	17	7	

Top Mt	9.1	15.2	18.3	16.7	17.8	15.9	11.6	6.3	5.9	5.3	5.0
	210	189	179	168	130	76	33	23	19	7	

33.17

20.4

No End R.R. Cut

33.27

20.3

No End R.R. Cut

18.2	18.2	17.1	14.0	9.3	6.0	3.4	5.0	5.1
183	160	127	70	50	25	11	7	

17.2	10.2	5.4	4.1	4.2	5.8	5.2	5.4
150	135	70	36	30	18	7	

18.4	10.9	6.8	6.6	10.1	10.8	9.2	9.4
142	190	75	36	27	20	9	

Note: Readings circled are yard elevations.

	+	✓	-	Elev
		957.04		

5+00				46.8
------	--	--	--	------

+50				45.6
-----	--	--	--	------

T.P.	6.52	951.71	11.85	945.19
------	------	--------	-------	--------

6				44.7
---	--	--	--	------

+50				43.5
-----	--	--	--	------

7				42.1
---	--	--	--	------

T.P.	4.24	947.93	8.52	942.19
------	------	--------	------	--------

+50				41.3
-----	--	--	--	------

+70 & 75			12" x 41' G.P.	
----------	--	--	----------------	--

8				41.3
---	--	--	--	------

+50				41.7
-----	--	--	--	------

9				42.8
---	--	--	--	------

T.P.	11.36	955.57	3.22	944.21
------	-------	--------	------	--------

+50				44.0
-----	--	--	--	------

At

E

<u>190</u>	<u>114</u>	<u>80</u>	<u>68</u>	<u>63</u>	<u>102</u>	<u>107</u>	<u>101</u>	<u>102</u>
127	123	73	71	27	30	22	9	

<u>189</u>	<u>114</u>	<u>88</u>	<u>74</u>	<u>65</u>	<u>119</u>	<u>116</u>	<u>111</u>	<u>114</u>
120	108	72	63	40	39	23	9	

<u>155</u>	<u>92</u>	<u>52</u>	<u>42</u>	<u>73</u>	<u>74</u>	<u>61</u>	<u>70</u>
104.0	94	58	40	34	23	10	

<u>154</u>	<u>113</u>	<u>99</u>	<u>70</u>	<u>69</u>	<u>80</u>	<u>83</u>	<u>77</u>	<u>82</u>
97	84	70	53	39	34	23	10	

<u>144</u>	<u>130</u>	<u>130</u>	<u>129</u>	<u>118</u>	<u>94</u>	<u>89</u>	<u>96</u>
88	74	65	44	29	24	11	

Top Fence Post RL

<u>86</u>	<u>111</u>	<u>110</u>	<u>114</u>	<u>65</u>	<u>56</u>	<u>61</u>
103	78	59	39	23	10	

35.8

11.55
 Floor Line

35.23

12.2
 Floor Line

<u>98</u>	<u>98</u>	<u>108</u>	<u>115</u>	<u>67</u>	<u>56</u>	<u>61</u>
92	71	56	31	24	11	

<u>76</u>	<u>97</u>	<u>78</u>	<u>80</u>	<u>85</u>	<u>55</u>	<u>50</u>	<u>57</u>
89	67	65	50	29	22	11	

<u>60</u>	<u>62</u>	<u>62</u>	<u>47</u>	<u>40</u>	<u>46</u>
86	60	30	24	11	

<u>20.3</u>	<u>128</u>	<u>124</u>	<u>125</u>	<u>130</u>	<u>120</u>	<u>111</u>	<u>116</u>
94	81	63	46	39	26	18	

	+	π	-	Elev
		955.57		
101 00				44.9
+50				45.6
11				46.1
+50				46.2
12				47.1
+50				47.6
13				48.1
+50				49.0
14				49.6
+38.81				50.0
B.M.			2.51	953.06
B.M.	2.51	955.57		953.06
T.P.	6.91	950.03	11.95	943.62
T.P.	4.25	952.52	1.70	948.33
B.M.			6.27	946.31
				946.31

Top $\frac{62}{75}$ $\frac{72}{85}$ $\frac{93}{91}$ $\frac{83}{75}$ $\frac{72}{96}$ $\frac{105}{37}$ $\frac{114}{31}$ $\frac{107}{26}$ $\frac{103}{18}$ $\frac{107}{14}$
 Rail $\frac{75}{85}$ $\frac{85}{91}$ $\frac{91}{75}$ $\frac{75}{96}$ $\frac{96}{37}$ $\frac{37}{31}$ $\frac{31}{26}$ $\frac{26}{18}$ $\frac{18}{14}$

$\frac{66}{86}$ $\frac{86}{80}$ $\frac{69}{74}$ $\frac{68}{48}$ $\frac{105}{39}$ $\frac{113}{31}$ $\frac{102}{27}$ $\frac{96}{12}$ $\frac{100}{14}$

$\frac{65}{89}$ $\frac{90}{75}$ $\frac{87}{90}$ $\frac{106}{38}$ $\frac{106}{29}$ $\frac{97}{27}$ $\frac{92}{14}$ $\frac{95}{14}$

$\frac{62}{81}$ $\frac{92}{68}$ $\frac{100}{39}$ $\frac{72}{26}$ $\frac{87}{18}$ $\frac{94}{14}$

$\frac{59}{79}$ $\frac{76}{72}$ $\frac{90}{68}$ $\frac{71}{53}$ $\frac{83}{33}$ $\frac{95}{30}$ $\frac{87}{26}$ $\frac{80}{13}$ $\frac{85}{14}$

$\frac{58}{79}$ $\frac{79}{72}$ $\frac{72}{68}$ $\frac{52}{60}$ $\frac{62}{32}$ $\frac{74}{30}$ $\frac{81}{26}$ $\frac{78}{12}$ $\frac{80}{14}$

$\frac{54}{72}$ $\frac{65}{71}$ $\frac{37}{60}$ $\frac{50}{59}$ $\frac{69}{32}$ $\frac{77}{30}$ $\frac{72}{26}$ $\frac{62}{14}$ $\frac{74}{14}$

$\frac{53}{76}$ $\frac{67}{70}$ $\frac{30}{66}$ $\frac{38}{60}$ $\frac{56}{31}$ $\frac{64}{25}$ $\frac{60}{12}$ $\frac{66}{14}$

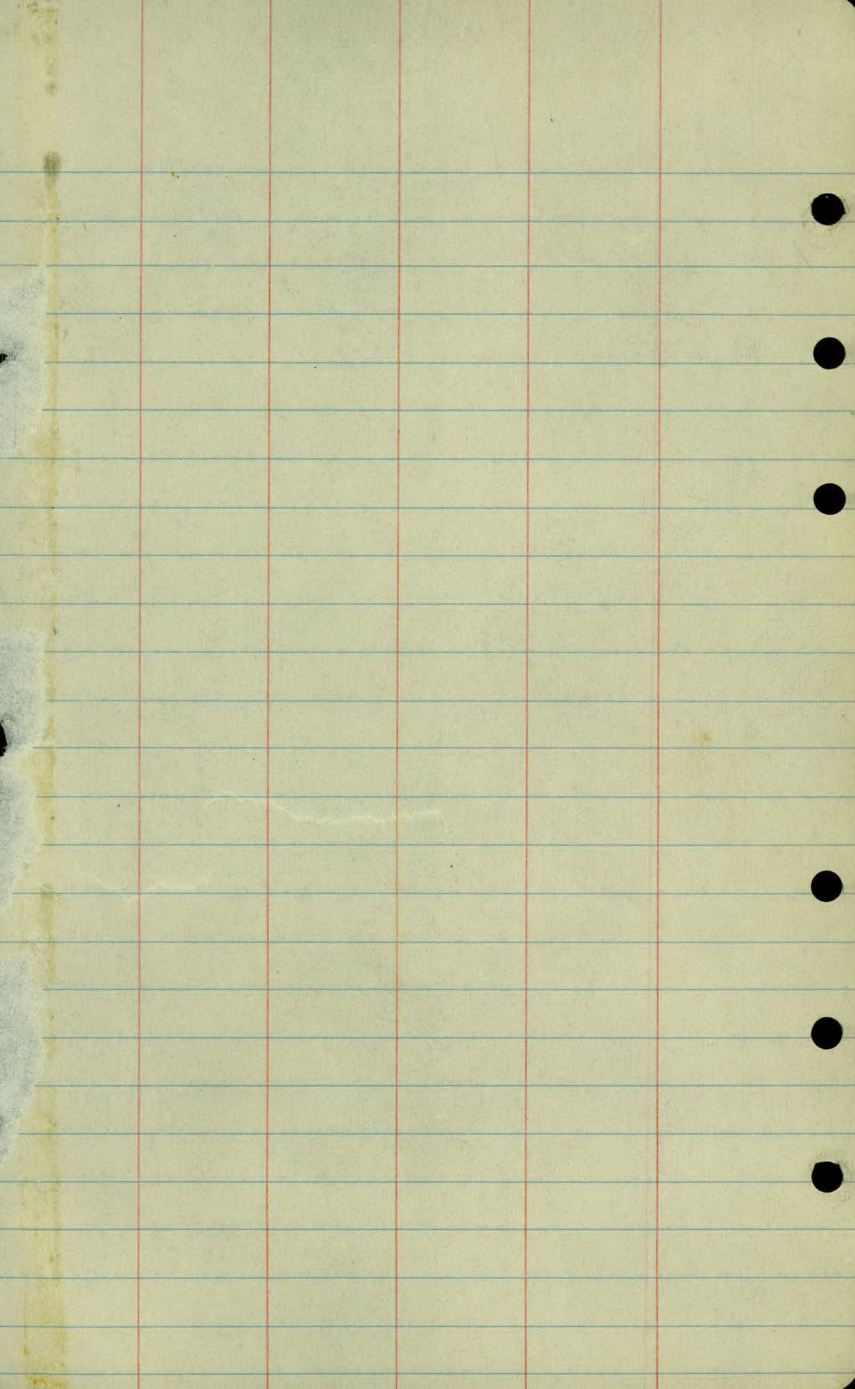
$\frac{50}{76}$ $\frac{66}{71}$ $\frac{23}{64}$ $\frac{35}{55}$ $\frac{41}{31}$ $\frac{60}{27}$ $\frac{59}{12}$ $\frac{60}{14}$

Top Rail $\frac{98.5}{78}$ $\frac{47}{76}$ $\frac{60}{69}$ $\frac{12}{63}$ $\frac{28}{33}$ $\frac{36}{37}$ $\frac{57}{27}$ $\frac{99}{12}$ $\frac{56}{14}$

Nail in T.R. L.H. 14+90

" " " " " "

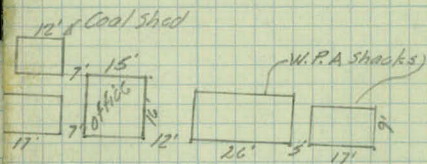
Top Manf L.H. 4'5"



OIL TANKS

Topography

K.A. 1-17-39
 L.B.H.
 L.C.
 M.D.G.



See Page 2 for Details

1+00

Post 5

0+00

Co. Rd. "E"

+174 6' 6"

+29 6' 6"

Lexington Ave

Out House
2. Hater

Storage
shed

+17-N.W. Cor. Office - 129'

+16-S.W. Cor. Office - 114'

+100-S.E. Cor. Bar - 165'



See Page 3
for Details

Boiler
Room

Oil Tank

Oil Tank

Oil Tank

+184-S.W. Cor. Gar. - 148'

+32.5-S.E. Cor. Conc. Base of Oil Tanks - 151'

+20-Ctr. Mixing Drum Base - 102.4'

+20-Conveyor Belt Platform - 58'

+15-S.W. Cor. Shed - 77'

+117-N.W. Cor. Shed - 102.4'

0-35-S.W. Cor. Conc. Base of Oil Tanks - 160'

OIL TANKS

Topography

3 Pages

