

Dr. 8 - Bk 135

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

PLAN Survey

Co. Rd. "E"

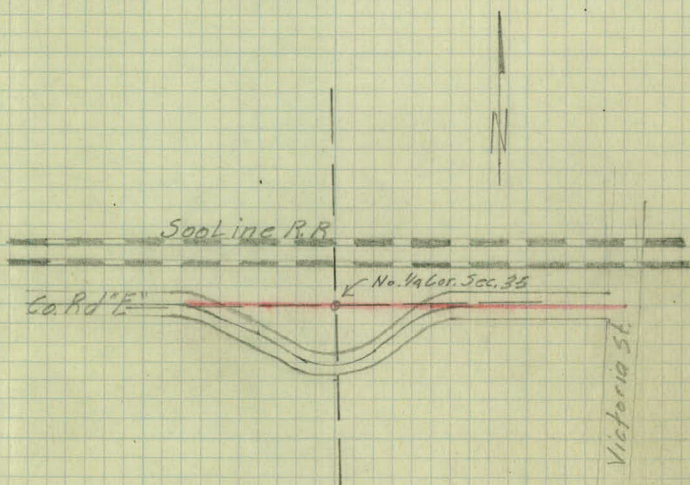
From Sta. 61+13⁰⁵ To Victoria St.

Road Acc't. No.

Date Filed

File

PLAN SURVEY
Co. Rd "E"
Sta 61+13.95 to Victoria St.

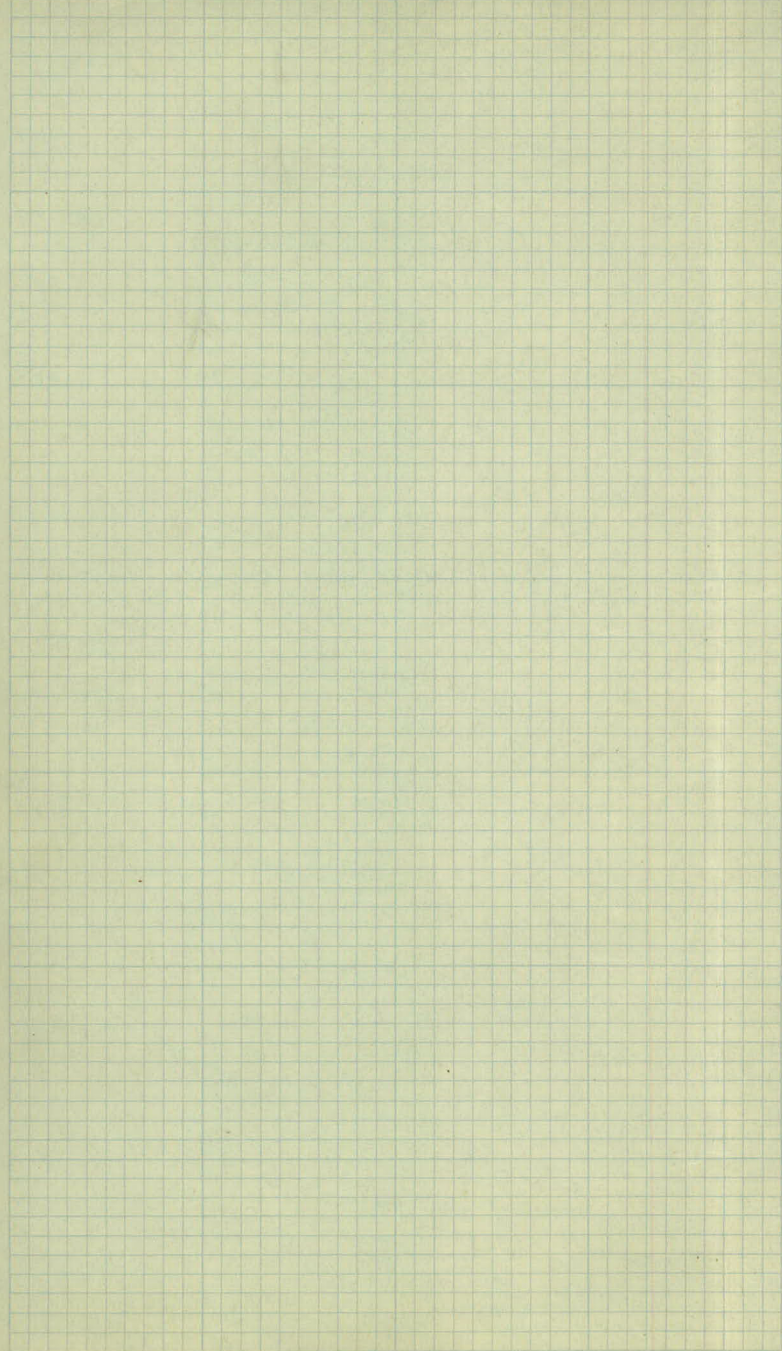


INDEX.

Align., P. 1-2
Topog., 3-6
X Sections, 7-11

Dec. 22, 1937

Wm. L. Fisher.



1

Alignment

Sta	Point	ΔL_t	ΔR_t
-----	-------	--------------	--------------

76 + 67.65	P.I.		
------------	------	--	--

69 + 43.14	Equa. P.I.		
69 + 33.07			

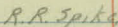
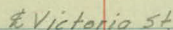
1° 12'

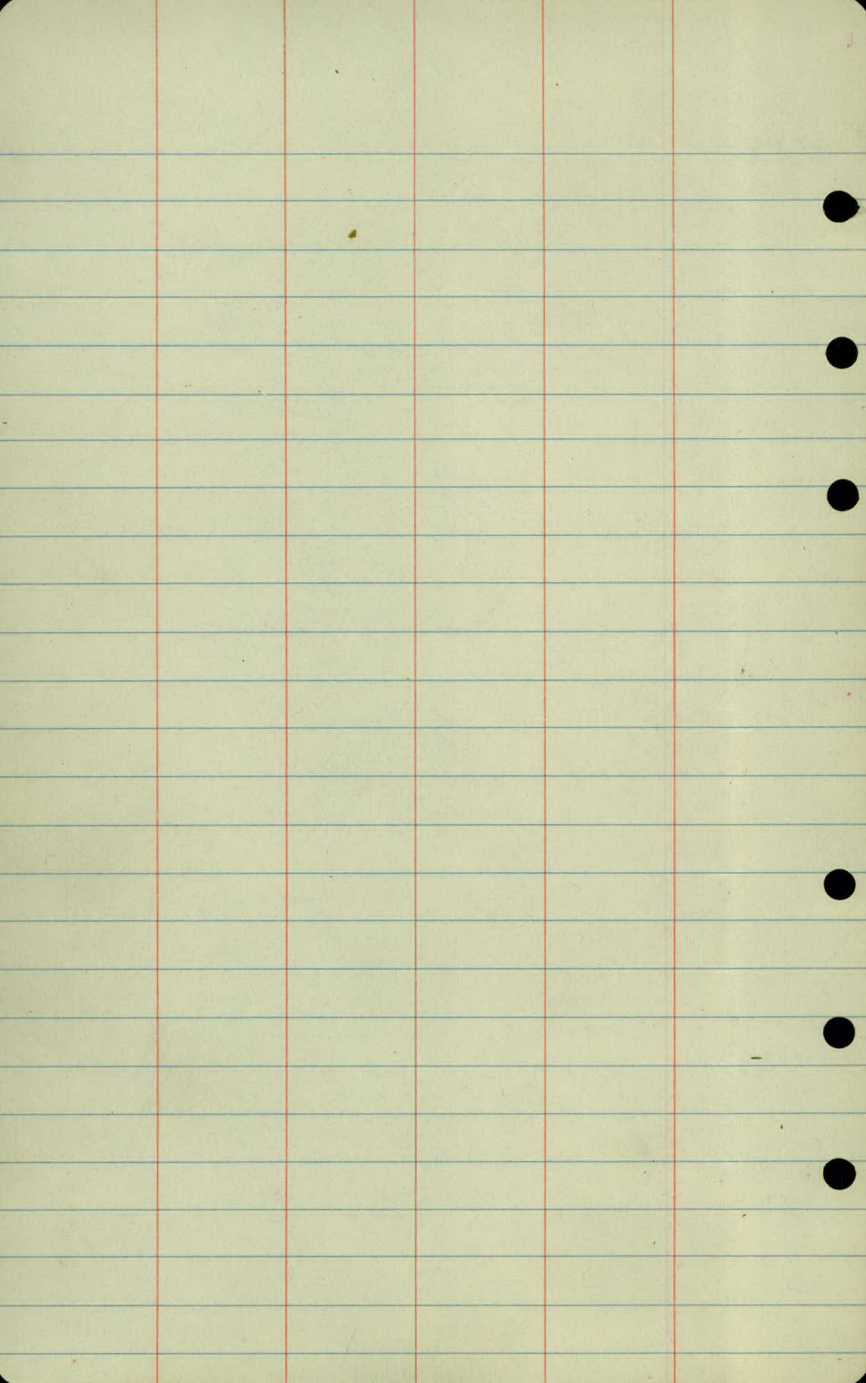
67 + 19.96	P.O.T.		
------------	--------	--	--

61 + 13.05	P.L.		
------------	------	--	--

1° 05'

See Next Page For
Line Revision





LINE REVISION

Co. Rd. "E"

Sta 58+57.91 to Victoria St.

Sta.	Point	ΔL	ΔR
------	-------	------------	------------

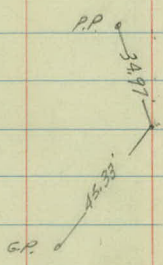
76 + 56.44	= Victoria St		
------------	---------------	--	--

58 + 59.91	PG = P1		
------------	---------	--	--

125'

45 81-80

Tol. Poles Lt Lt R Rt



Bolt Spike

74114-G.P. 20.5'

75154-T.P. 28'

74132-T.P. 21'

73162-T.P. 27'

71199-T.P. 26'

70176-T.P. 26'

69164-T.P. 25.4'

68197-Anchor 8'

68196-T.P. 24.5'

67181-T.P. 24.4'

67118-Anchor 38'

65180-T.P. 23.6'

68198-Anchor 36'

64160-T.P. 23'

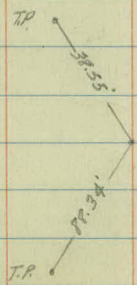
63154-T.P. 23'

62132-T.P. 23'

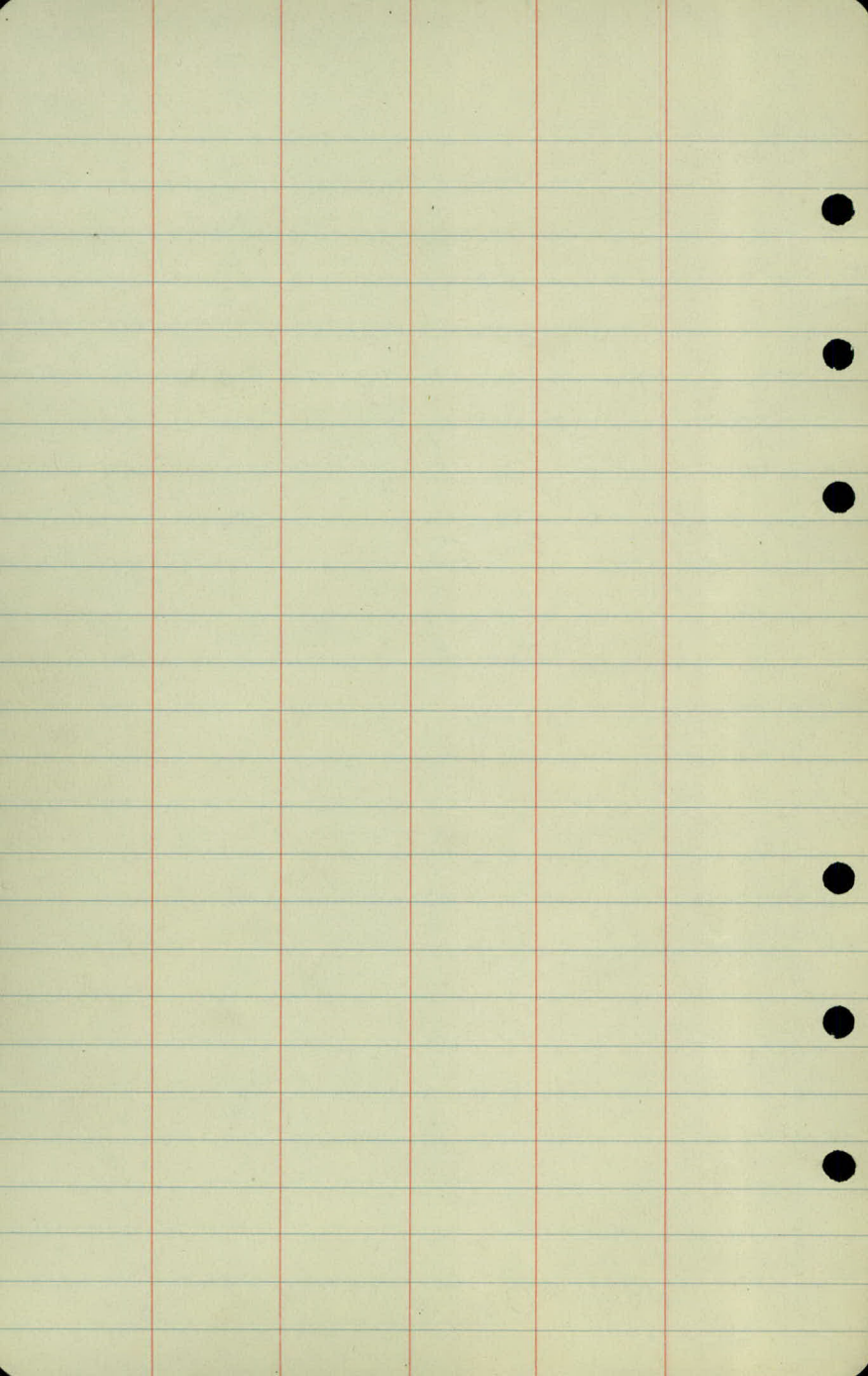
61120-T.P. 23'

60102-T.P. 23'

58191-T.P. 22.6'



Bolt Spike



Topography

63'-84'

66

58'-80'

49'-72'

65

41'-69'

64

18'-45'

16'-38'

63

7'-34'

3'-20'

62

00 28'

+50

2'

24'

+19.05 R 50 Track = 53.64' No. Track. = 70.64'

Rt. D off Fore Tang.

61

4'

22'

+50

7'

19'

+02 T.P. 19'

60

8'

18'

+50

11'

16'

59

11'

12'

+93 T.P. 24'

+50

11'

12'

58

G.R. 59

G.R. 55'

G.R. 44'

Box 61. Rail 38'

Brush

+90-T.P. 15

+60 T.P. 14'

+29 Box 12' x 22' V.P. 93'

+56 T.P. 16'

+33 T.P. 16'

+21 T.P. 17'

14'

12'

73

14'

12'

13'

13'

72

12'

12'

+50 24" X 96' C.M. 26 h.f. 11'

14'

210' Rd.

71

+98-12" X 55' C.M.

10'

15'

9'

18'

70

6'

21'

$$+92.14 \text{ S. To Track} = 51.40' \quad \overset{20}{\text{N. To Track}} = 66.40' \quad \overset{26'}{\text{E. \Delta of C. For Temp.}}$$

69

7' - 36'

23' - 47'

68

39' - 59'

51' - 74'

67

59' - 81'

+137 T.P. 22'

+110 T.R. 20'

+187 T.P. 17'
+179 End 12" C. 17'

+18 End 12" C. 23'

+170 T.P. 14'

+199 N. End 16" G.R. 7'
+197 S. End 39" G.R. 20'

← Buried

+199 T.P. 14'

+16 End Gr. Rail 42'
G.R. 46'

+22 T.P. 14'

G.R. 53'

+67.65 Rt Δ to Back Tang. to Track = 67.95' No. Track = 82.95'

76

13'

12'

14'

11'

75

14'

12'

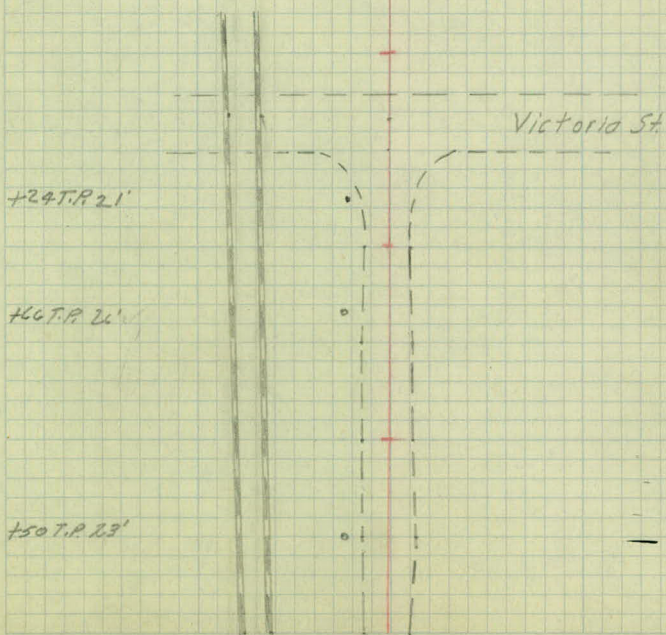
14'

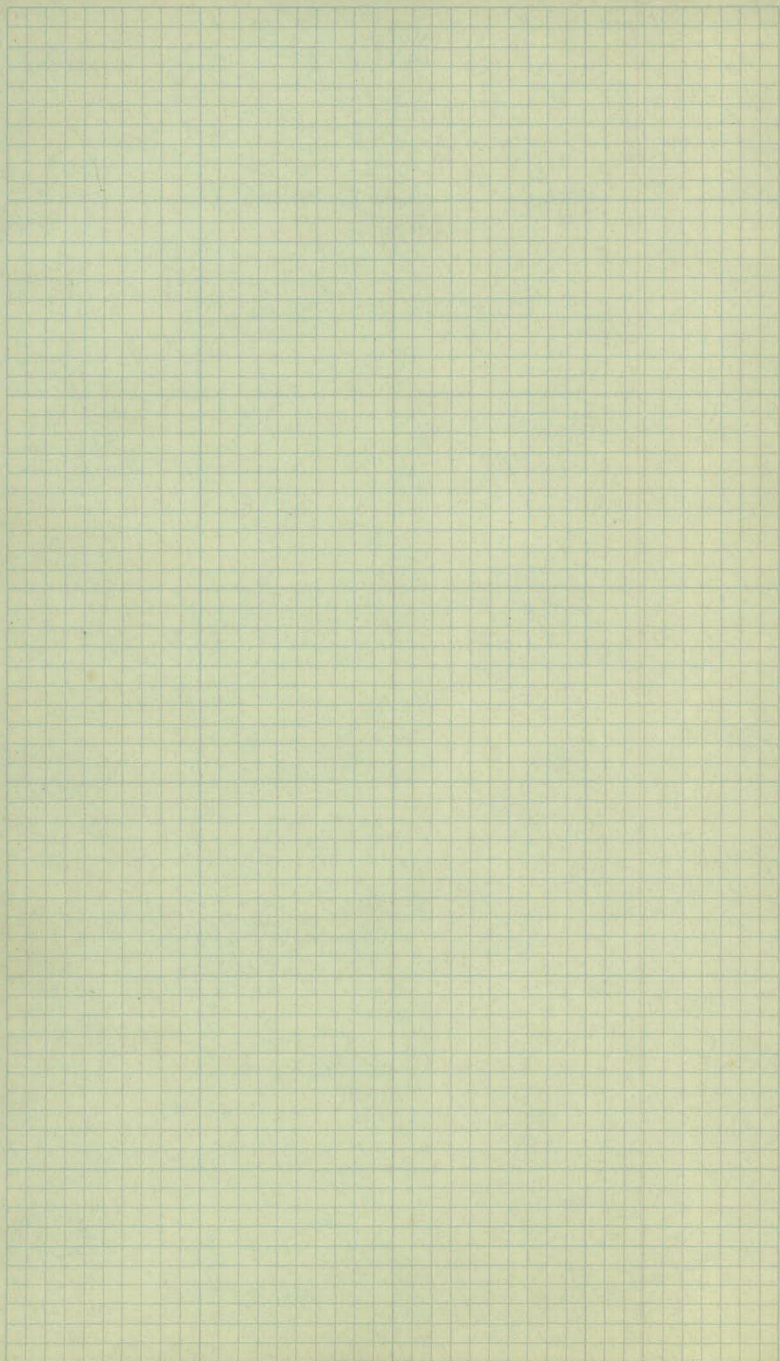
13'

74

14'

10'





X Sections

Sta	+	T ✓	-	Elev.
B.M.	8.19	961.25		953.06

58+50				54.0
-------	--	--	--	------

59				55.0
----	--	--	--	------

+50				56.2
-----	--	--	--	------

60				57.6
T.P.	6.88	964.82 ✓	331	957.94 ✓

+50				58.8
-----	--	--	--	------

61				59.5
----	--	--	--	------

+50				59.4
-----	--	--	--	------

62				59.1
----	--	--	--	------

+50				58.3
-----	--	--	--	------

63				57.1
----	--	--	--	------

+57				55.9
-----	--	--	--	------

Lt Rt

Nail in T.P. Lt. sta. 55+22

$$\begin{array}{cccccccc} 99 & 105 & 10.5 & 78 & 78 & 80 & 15.5 & 16.6 \\ 50 & 57 & 22 & 12 & & 19 & 24.0 & 50 \end{array}$$

0-0

$$\begin{array}{cccccccc} 98 & 113 & 10.2 & 110 & 69 & 63 & 68 & 116 & 12.6 \\ 50 & 24 & 28 & 19 & 18 & & 15 & 26 & 50 \end{array}$$

1.0' Rt

$$\begin{array}{cccccccc} 95 & 107 & 76 & 85 & 83 & 79 & 70 & 56 & 51 & 58 & 69 & 76 \\ 59 & 50 & 44 & 36 & 26 & 24 & 17 & 12 & & 18 & 29 & 50 \end{array}$$

2.0'

$$\begin{array}{cccccccc} 96 & 109 & 40 & 26 & 24 & 52 & 52 & 41 & 37 & 42 & 56 & 52 & 21 & 31 \\ 59 & 50 & 39 & 28 & 20 & 18 & 15 & 10 & & 20 & 26 & 30 & 32 & 30 \end{array}$$

3.0'

Borewell

$$\begin{array}{cccccccc} 12.4 & 12.4 & 135 & 93 & 6.5 & 27 & 76 & 76 & 61 & 60 & 66 & 72 & 71 & 28 & 37 \\ 59 & 59 & 47 & 38 & 25 & 17 & 17 & 19 & 9 & & 21 & 25 & 30 & 32 & 30 \end{array}$$

4.0'

$$\begin{array}{cccccccc} 125 & 154 & 3.2 & 11 & 62 & 63 & 50 & 53 & 50 & 58 & 61 & 67 & 23 \\ 48 & 46 & 31 & 15 & 15 & 11 & 7 & & 9 & 24 & 34 & 34 & 50 \end{array}$$

5.0'

$$\begin{array}{cccccccc} 128 & 136 & 75 & 57 & 58 & 69 & 71 & 56 & 54 & 48 & 51 & 69 & 66 & 25 & 22 & 55. \\ 49 & 46 & 37 & 26 & 17 & 16 & 10 & 7 & & 14 & 28 & 34 & 39 & 40 & 50 \end{array}$$

6.0'

B.R.

$$\begin{array}{cccccccc} 12.6 & 12.7 & 136 & 87 & 60 & 75 & 73 & 60 & 57 & 50 & 53 & 68 & 68 & 42 & 46 & 55. \\ 59 & 48 & 45 & 37 & 18 & 14 & 8 & 6 & & 16 & 32 & 38 & 43 & 45 & 50 \end{array}$$

6.5'

$$\begin{array}{cccccccc} 124 & 127 & 136 & 102 & 99 & 74 & 82 & 76 & 66 & 65 & 52 & 58 & 73 & 73 & 43 & 82 \\ 50 & 48 & 45 & 39 & 25 & 12 & 10 & 5 & 2 & & 17 & 34 & 43 & 47 & 48 & 100 \end{array}$$

7.

$$\begin{array}{cccccccc} 124 & 128 & 139 & 106 & 110 & 109 & 82 & 52 & 76 & 76 & 71 & 64 & 57 & 60 & 68 & 74 & 2.4 & 73 \\ 50 & 47 & 43 & 38 & 35 & 31 & 15 & 9 & 7 & 2 & & 2 & 21 & 39 & 40 & 47 & 49 & 100 \end{array}$$

7.5

$$\begin{array}{cccccccc} 108 & 125 & 136 & 101 & 108 & 87 & 44 & 42 & 89 & 87 & 81 & 72 & 66 & 67 & 78 & 78 & 0.3 & 39 \\ 50 & 47 & 47 & 56 & 30 & 12 & 4 & 2 & 2 & 3 & 7 & 11 & 23 & 43 & 47 & 47 & 51 & 100 \end{array}$$

8.0'

Sta	+	π ✓	-	Elcv
		964.82		

64 +00				59.8
--------	--	--	--	------

+17				54.8
-----	--	--	--	------

65		✓		55.9 ✓
T.P.	0.67	958.50	6.99	957.83
65				+5.3

+50				+2.5
-----	--	--	--	------

66				41.1
----	--	--	--	------

+50				40.3
-----	--	--	--	------

67				40.4
----	--	--	--	------

68				42.6
----	--	--	--	------

69				44.5
----	--	--	--	------

+50		✓		46.8 ✓
B.M.	8.13	955.46	11.17	947.33

Lt.

L

Rt

Enc. R. 52.4

$\frac{12.0}{50}$	$\frac{12.2}{50}$	$\frac{12.9}{47}$	$\frac{14.0}{44}$	$\frac{10.6}{39}$	$\frac{10.0}{35}$	$\frac{12.2}{28}$	$\frac{11.1}{15}$	$\frac{5.0}{3}$	$\frac{5.0}{2}$	$\frac{9.0}{8}$	$\frac{8.5}{18}$	$\frac{7.4}{32}$	$\frac{7.6}{46}$	$\frac{8.7}{50}$	$\frac{8.5}{56}$	$\frac{10.3}{56}$	$\frac{1.3}{100}$	8.5
-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-----------------	-----------------	-----------------	------------------	------------------	------------------	------------------	------------------	-------------------	-------------------	-----

$\frac{12.1}{47}$	$\frac{14.4}{78.0}$	$\frac{11.1}{40}$	$\frac{9.3}{5}$	$\frac{10.0}{1}$	$\frac{8.3}{2.1}$	$\frac{7.8}{38}$	$\frac{8.9}{50}$	$\frac{8.9}{53}$	$\frac{8.9}{59}$	$\frac{0.2}{59}$	$\frac{0.0}{100}$	8.7
-------------------	---------------------	-------------------	-----------------	------------------	-------------------	------------------	------------------	------------------	------------------	------------------	-------------------	-----

$\frac{14.2}{50}$	$\frac{12.3}{47}$	$\frac{14.9}{43}$	$\frac{10.5}{38}$	$\frac{8.9}{27}$	$\frac{8.8}{27}$	$\frac{8.4}{44}$	$\frac{9.0}{59}$	$\frac{10.0}{62}$	$\frac{10.0}{66}$	$\frac{2.9}{68}$	$\frac{3.5}{100}$	9.2
-------------------	-------------------	-------------------	-------------------	------------------	------------------	------------------	------------------	-------------------	-------------------	------------------	-------------------	-----

60

$\frac{6.1}{50}$	$\frac{6.9}{47}$	$\frac{13.4}{34}$	$\frac{14.0}{17}$	$\frac{15.2}{22}$	$\frac{7.8}{22}$	$\frac{3.6}{34}$	$\frac{2.1}{52}$	$\frac{3.6}{66}$	$\frac{4.9}{70}$	$\frac{5.2}{74}$	$\frac{3.6}{77}$	$\frac{4.0}{100}$	9.5
------------------	------------------	-------------------	-------------------	-------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	-------------------	-----

$\frac{6.1}{50}$	$\frac{6.1}{48}$	$\frac{12.2}{32}$	$\frac{10.0}{17}$	$\frac{12.6}{32}$	$\frac{4.5}{46}$	$\frac{4.2}{68}$	$\frac{4.9}{76}$	$\frac{6.0}{80}$	$\frac{6.1}{84}$	$\frac{4.6}{87}$	$\frac{3.6}{100}$	10
------------------	------------------	-------------------	-------------------	-------------------	------------------	------------------	------------------	------------------	------------------	------------------	-------------------	----

$\frac{6.1}{50}$	$\frac{6.1}{47}$	$\frac{12.7}{29}$	$\frac{13.4}{16}$	$\frac{12.4}{40}$	$\frac{13.4}{54}$	$\frac{5.1}{69}$	$\frac{5.0}{82}$	$\frac{5.6}{85}$	$\frac{6.4}{92}$	$\frac{6.4}{98}$	$\frac{3.1}{93}$	$\frac{1.8}{100}$	10.5
------------------	------------------	-------------------	-------------------	-------------------	-------------------	------------------	------------------	------------------	------------------	------------------	------------------	-------------------	------

$\frac{6.1}{50}$	$\frac{6.1}{48}$	$\frac{12.3}{32}$	$\frac{12.2}{17}$	$\frac{12.2}{93}$	$\frac{14.5}{54}$	$\frac{7.0}{71}$	$\frac{6.1}{86}$	$\frac{6.9}{89}$	$\frac{7.5}{96}$	$\frac{7.2}{98}$	$\frac{4.0}{98}$	$\frac{3.9}{100}$	11
------------------	------------------	-------------------	-------------------	-------------------	-------------------	------------------	------------------	------------------	------------------	------------------	------------------	-------------------	----

$\frac{6.1}{50}$	$\frac{6.4}{47}$	$\frac{12.5}{30}$	$\frac{12.7}{15}$	$\frac{12.1}{21}$	$\frac{15.3}{37}$	$\frac{8.5}{52}$	$\frac{7.2}{68}$	$\frac{7.2}{87}$	$\frac{8.5}{91}$	$\frac{8.3}{97}$	$\frac{4.9}{99}$	$\frac{4.4}{100}$	11.5
------------------	------------------	-------------------	-------------------	-------------------	-------------------	------------------	------------------	------------------	------------------	------------------	------------------	-------------------	------

$\frac{6.2}{50}$	$\frac{6.7}{47}$	$\frac{15.2}{39.0}$	$\frac{16.7}{16}$	$\frac{15.9}{28}$	$\frac{12.2}{38}$	$\frac{9.0}{59}$	$\frac{8.5}{74}$	$\frac{9.4}{78}$	$\frac{9.2}{84}$	$\frac{9.0}{88}$	$\frac{8.5}{100}$	12.1
------------------	------------------	---------------------	-------------------	-------------------	-------------------	------------------	------------------	------------------	------------------	------------------	-------------------	------

$\frac{6.1}{50}$	$\frac{6.4}{47}$	$\frac{13.5}{33}$	$\frac{14.2}{20}$	$\frac{14.0}{20}$	$\frac{12.5}{20}$	$\frac{10.0}{24}$	$\frac{8.8}{29}$	$\frac{8.8}{49}$	$\frac{9.0}{63}$	$\frac{10.0}{66}$	$\frac{9.1}{73}$	$\frac{2.8}{74}$	$\frac{0.8}{100}$	12.5
------------------	------------------	-------------------	-------------------	-------------------	-------------------	-------------------	------------------	------------------	------------------	-------------------	------------------	------------------	-------------------	------

$\frac{6.2}{50}$	$\frac{6.8}{41}$	$\frac{12.3}{31}$	$\frac{11.5}{5}$	$\frac{12.6}{2}$	$\frac{12.6}{1}$	$\frac{11.7}{5}$	$\frac{7.4}{13}$	$\frac{9.4}{37}$	$\frac{9.3}{51}$	$\frac{9.7}{57}$	$\frac{10.8}{62}$	$\frac{10.2}{67}$	$\frac{7.7}{70}$	$\frac{7.6}{70}$	13
------------------	------------------	-------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	-------------------	-------------------	------------------	------------------	----

Top 5. End RR. G.W. H. Sta.

510	+	π ✓	-	Elcy
		955.46		

69				49.0
	+47			
	+49			
	+50			48.9

70				48.9
	+50			48.8

71				48.8
	+50			48.6

72				48.8
	+50			49.0

73				49.5
	+50			50.4

74				51.0
		✓		✓
T.P.	620	957.52	4.14	956.32

Lt.

R

Rt.

Hose Rail

34	33	36	65	67	97	100	95	65	64	71	72	81	80	60	60	13.5
50	41	35	26	17	11	(10)		21	36	39	44	53	53	60		

+47 = RR Culv. No End-El. 944424

50 End-El. 94447

+49

Inv. El. = 945.36

Inv. El. =

33	39	58	106	71	66	69	73	82	77	56	56	14'
50	42	19	13	7	11	30	35	46	46	50		

32	31	29	28	106	72	66	69	67	50	82	42	90	13'
50	41	33	25	22	14	6	29	28	37	37	50		

34	36	80	94	106	105	72	67	78	81	83	36	26	12'
50	48	28	29	27	28	17	20	26	32	32	40		

+79/mv. Culv. El. 945.29

36	42	25	57	100	101	72	67	74	84	78	84	11'
50	46	39	30	23	24	14	18	24	26	33		

+18 = mv. Culv. El. 945.88

+50 f. Culv. Inv. El. 94449

Inv. El. 945.19

36	38	58	69	97	100	70	69	77	101	98	10'
50	47	42	36	31	27	20	18	21	33		

34	34	61	68	62	75	70	67	73	97	100	9.5'
50	46	37	31	21	19	14	19	23	33		

38	49	31	54	70	68	65	70	89	102	8'
52	50	45	37	18	16	15	15	22	33	

36	43	03	06	57	57	61	60	67	94	102	7'
53	50	44	37	30	22	20	13	18	32		

38	50	20	18	33	52	51	53	53	90	6'
53	50	45	41	25	19	14	14	20	33	

52.4

Hose Rail

31	37	49	15	17	41	49	45	50	56	36	5'
53	50	46	23	20	15	15	15	26	33		

Sta + π / - Elev.
957.52

74+50

51.7

75

52.3

+50

52.5

76

52.9

+96

53.4

+6765

53.0 /

B.M

2.92

954.60

Lt

K

$$\begin{array}{r} 58 \ 67 \ 66 \ 27 \ 63 \ 58 \ 63 \ 37 \ 47 \\ 53 \ 50 \ 46 \ 22 \ 18 \ 58 \ 14 \ 20 \ 33 \end{array}$$

4'

$$\begin{array}{r} 57 \ 61 \ 21 \ 28 \ 80 \ 59 \ 52 \ 57 \ 23 \ 29 \\ 56 \ 50 \ 16 \ 22 \ 19 \ 16 \ 13 \ 20 \ 32 \end{array}$$

3'

$$\begin{array}{r} 58 \ 70 \ 39 \ 31 \ 59 \ 56 \ 50 \ 53 \ 32 \ 27 \ 20 \\ 53 \ 51 \ 47 \ 21 \ 19 \ 16 \ 18 \ 20 \ 30 \ 33 \end{array}$$

2'

$$\begin{array}{r} 57 \ 63 \ 39 \ 31 \ 59 \ 56 \ 50 \ 53 \ 32 \ 27 \ 20 \ 29 \\ 57 \ 54 \ 48 \ 22 \ 19 \ 16 \ 17 \ 21 \ 25 \ 33 \end{array}$$

1'

$$\begin{array}{r} 51 \ 41 \ 49 \\ 58 \ 44 \ 49 \end{array}$$

52.32
Top Rail
5.2

$$\begin{array}{r} 97 \ 45 \ 91 \\ 30 \ 50 \ 50 \end{array}$$

0-0

Top Belt S. Vicer. Top Signal Base.

B-538-213

1
Slope stakes

Co. Rd "E"

5 Pages

Sta	+	X	-	Grade
B.M.	10.36	729.79		954.63
59	+50			56.2
60				52.4
	+50			58.6
61				59.5
	+50			59.9
62				59.7
	+50			59.0
63				55.0
I.P.	7.28	763.89	8.18	766.61
	+50			57.0
I.P.	6.11	769.91	7.59	759.30
64				56.0
	+17			55.7

12/18/39

2

Gr. Rod.

LH

R

Bl.

Nail in T.P. LH 60100

7.4

$$45.3 / \frac{94}{100}$$

$$\frac{12}{100}$$

$$\frac{6.0}{4.4} / 31.8$$

6.2

$$42.7 / \frac{82}{100}$$

$$\frac{59}{100}$$

$$\frac{3.2}{16.0} / 35.0$$

5.3

$$42.8 / \frac{7.9}{100}$$

$$\frac{50}{100}$$

$$\frac{1.4}{13.9} / 36.8$$

4.9

$$34.5 / \frac{6.9}{100}$$

$$\frac{49}{100}$$

$$\frac{2.1}{12.3} / 33.6$$

5.1

$$28.0 / \frac{7.1}{100}$$

$$\frac{51}{100}$$

$$\frac{6.0}{10.1} / 27.2$$

5.8

$$21.0 / \frac{7.8}{100}$$

$$\frac{56}{100}$$

6.8

$$26.9 / \frac{8.8}{100}$$

6.9

$$33.9 / \frac{9.0}{100}$$

4.4

$$21.6 / \frac{6.4}{100}$$

$$\frac{46}{100}$$

					Ditch Co	
Sta.	+	x	-	Grade	Lt	Rt
		960.91				
64	+65			54.7		
65				54.0	45.9 ^{5.0}	
T.P.	76.7	965.58	12.50	947.91		10.3
	+50			53.0	45.3	
66				52.0	45.2 ^{10.9}	
	+50			51.1	45.1 ^{10.5}	
67				50.4	45.0 ^{10.6}	
	+65			49.8	44.9 ^{10.7}	
68				49.6	44.8 ^{10.8}	
T.P.	100.2	956.50	9.10	946.48		11.8
	+50			49.4	44.7 ^{11.9}	
69				49.2	44.6 ^{11.7}	
B.M.			916	947.34 ⁺³⁵		11.9
	+50			49.0	44.6	

$\begin{array}{r} 2.8 \\ 4.7 \\ \hline 7.5 \end{array}$
 $\begin{array}{r} 2.9 \\ 1.4 \\ \hline 4.3 \end{array}$
 $\begin{array}{r} 23.1 \\ 10.4 \\ \hline 12.7 \end{array}$
 $\begin{array}{r} 6.8 \\ 10.4 \\ \hline 17.2 \end{array}$
3
 $\begin{array}{r} 5.6 \\ 25.8 \\ \hline 31.4 \end{array}$

Gr. Rod.	Lt.	Rt.	Rt.
5.7	$\begin{array}{r} 26.6 \\ 7.7 \\ \hline 34.3 \end{array}$	$\begin{array}{r} 4.6 \\ 4.7 \\ \hline 9.3 \end{array}$	
6.4	$\begin{array}{r} 41.8 \\ 15.0 \\ \hline 56.8 \end{array}$	$\begin{array}{r} 20.8 \\ 14.4 \\ \hline 35.2 \end{array}$	$\begin{array}{r} 8.2 \\ 4.8 \\ \hline 13.0 \end{array}$
2.6	$\begin{array}{r} 8.1 \\ 10.3 \\ \hline 18.4 \end{array}$	$\begin{array}{r} 38.1 \\ 12.6 \\ \hline 50.7 \end{array}$	$\begin{array}{r} 4.6 \\ 0.0 \\ \hline 4.6 \end{array}$
3.6	$\begin{array}{r} 46.4 \\ 10.4 \\ \hline 56.8 \end{array}$	$\begin{array}{r} 19.6 \\ 10.0 \\ \hline 29.6 \end{array}$	$\begin{array}{r} 5.4 \\ 0.0 \\ \hline 5.4 \end{array}$
4.5	$\begin{array}{r} 46.7 \\ 10.5 \\ \hline 57.2 \end{array}$	$\begin{array}{r} 14.1 \\ 9.6 \\ \hline 23.7 \end{array}$	$\begin{array}{r} 6.5 \\ 0.0 \\ \hline 6.5 \end{array}$
5.2	$\begin{array}{r} 42.1 \\ 10.6 \\ \hline 52.7 \end{array}$	$\begin{array}{r} 51.2 \\ 14.3 \\ \hline 65.5 \end{array}$	$\begin{array}{r} 7.2 \\ 0.0 \\ \hline 7.2 \end{array}$
5.8	$\begin{array}{r} 46.5 \\ 10.7 \\ \hline 57.2 \end{array}$	$\begin{array}{r} 22.7 \\ 12.5 \\ \hline 35.2 \end{array}$	$\begin{array}{r} 7.8 \\ 0.0 \\ \hline 7.8 \end{array}$
6.0	$\begin{array}{r} 43.1 \\ 10.8 \\ \hline 53.9 \end{array}$	$\begin{array}{r} 29.4 \\ 11.2 \\ \hline 40.6 \end{array}$	
7.1	$\begin{array}{r} 40.0 \\ 10.8 \\ \hline 50.8 \end{array}$	$\begin{array}{r} 7.5 \\ 10.1 \\ \hline 17.6 \end{array}$	
7.3	$\begin{array}{r} 43.0 \\ 7.8 \\ \hline 50.8 \end{array}$	$\begin{array}{r} 7.5 \\ 12.4 \\ \hline 19.9 \end{array}$	
7.5	$\begin{array}{r} 39.6 \\ 8.1 \\ \hline 47.7 \end{array}$	$\begin{array}{r} 7.5 \\ 8.0 \\ \hline 15.5 \end{array}$	$\begin{array}{r} 7.5 \\ 0.0 \\ \hline 7.5 \end{array}$

Sta.	+	X	-	Grade	Ditch C/Lt
		956.50			
70				48.8	11.8 44.7
+50				48.6	11.7 44.8
71				48.4	11.6 44.9
+50				48.3	11.5 45.0
72				48.5	
L.P.	7.42	967.14	6.78	949.72	
+50				48.9	
73				49.6	
+50				50.4	
74				51.1	
+50				51.7	
75				52.3	

Cor Rod

Lt

E

Rt

$$7.7 \quad \begin{array}{r} 59.0 / \overline{7.5} \\ 42.3 \end{array} \quad \begin{array}{r} 7.5 \\ +0.2 \end{array} \quad \begin{array}{r} 3.4 \\ 44.3 / 27.6 \end{array}$$

$$7.9 \quad \begin{array}{r} 39.6 / \overline{10.1} \\ 21.6 \end{array} \quad \begin{array}{r} 7.9 \\ +0.0 \end{array} \quad \begin{array}{r} 5.0 \\ 22.7 / 34.8 \end{array}$$

$$8.1 \quad \begin{array}{r} 39.0 / \overline{9.5} \\ 42.1 \end{array} \quad \begin{array}{r} 8.0 \\ +0.1 \end{array} \quad \begin{array}{r} 10.1 \\ 40.0 / 25.0 \end{array}$$

$$8.2 \quad \begin{array}{r} 39.0 / \overline{8.3} \\ 45.2 \end{array} \quad \begin{array}{r} 8.1 \\ +0.1 \end{array} \quad \begin{array}{r} 10.8 \\ -2.6 / 22.8 \end{array}$$

$$8.0 \quad \begin{array}{r} 48.0 / \overline{7.9} \\ 10.1 \end{array} \quad \begin{array}{r} 8.0 \\ +0.0 \end{array} \quad \begin{array}{r} 11.0 \\ -3.0 / 24.0 \end{array}$$

$$8.2 \quad \begin{array}{r} 59.7 / \overline{6.5} \\ 1.7 \end{array} \quad \begin{array}{r} 8.3 \\ -0.1 \end{array} \quad \begin{array}{r} 11.7 \\ -3.5 / 25.5 \end{array}$$

$$7.5 \quad \begin{array}{r} 65.5 / \overline{6.0} \\ 1.5 \end{array} \quad \begin{array}{r} 7.6 \\ -0.1 \end{array} \quad \begin{array}{r} 11.9 \\ -4.9 / 28.2 \end{array}$$

$$6.7 \quad \begin{array}{r} 59.5 / \overline{6.8} \\ 15.9 \end{array} \quad \begin{array}{r} 6.7 \\ +0.0 \end{array} \quad \begin{array}{r} 8.7 \\ 40.0 / 25.8 \end{array}$$

$$6.0 \quad \begin{array}{r} 55.0 / \overline{4.2} \\ 11.8 \end{array} \quad \begin{array}{r} 6.1 \\ -0.1 \end{array} \quad \begin{array}{r} 5.2 \\ 40.8 / 30.6 \end{array}$$

$$5.4 \quad \begin{array}{r} 55.0 / \overline{6.2} \\ 11.2 \end{array} \quad \begin{array}{r} 5.3 \\ +0.1 \end{array} \quad \begin{array}{r} 4.3 \\ 41.1 / 31.2 \end{array}$$

$$4.8 \quad \begin{array}{r} 59.6 / \overline{6.1} \\ 20.7 \end{array} \quad \begin{array}{r} 4.7 \\ +0.1 \end{array} \quad \begin{array}{r} 1.7 \\ 45.1 / 35.2 \end{array}$$

36a

+

X

-

Grade.

907.14

75 +50

52.7

76

52.9

+46

53.0

+36.44

53.0

B.M.

2.50

914.64

954.60

Gr. Rod.

Lt

R

Rt

44

$$53.7 / \frac{6.4}{40.0}$$

$$\frac{46}{-0.2}$$

$$\frac{22}{22} / 33.4$$

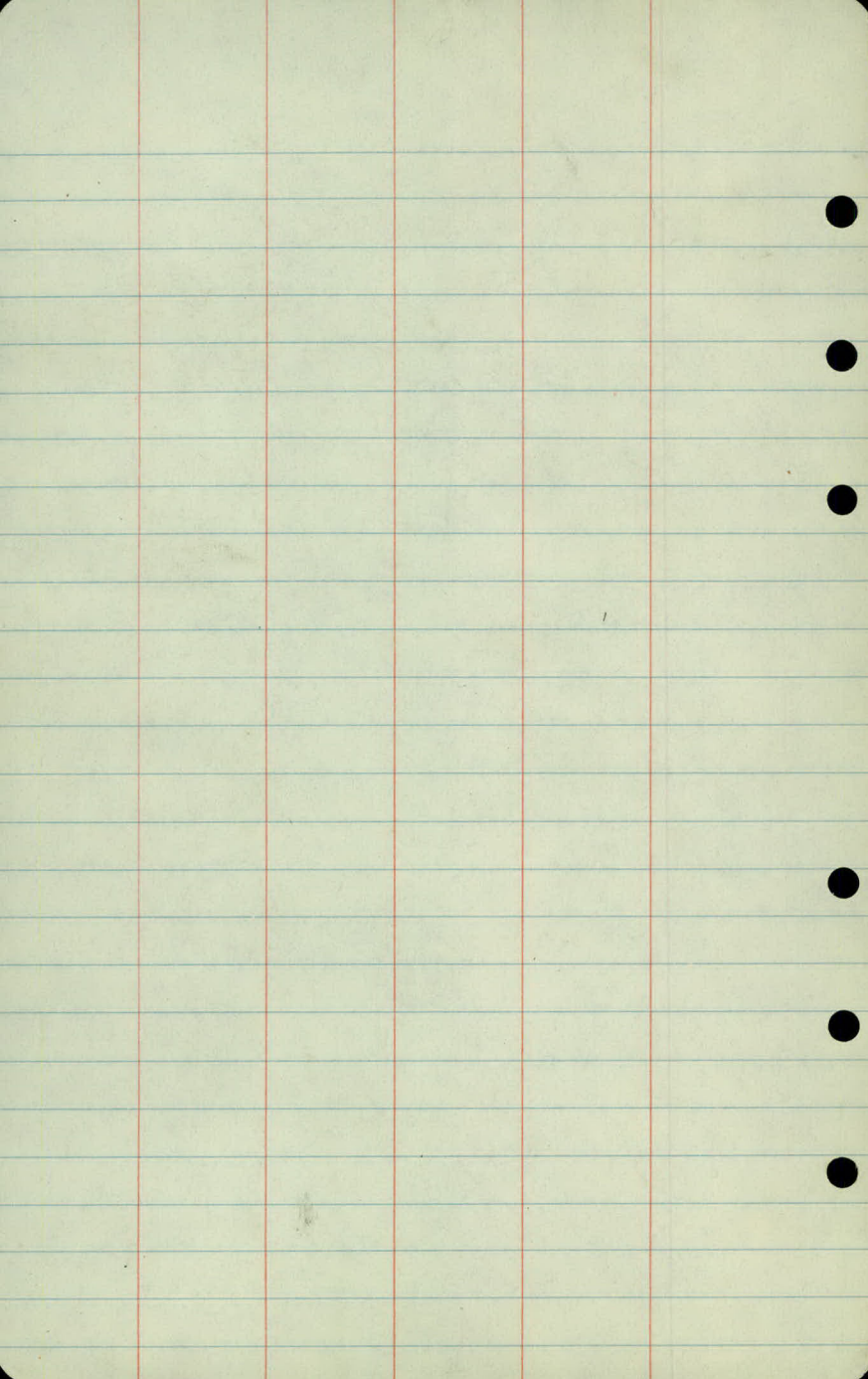
4.2

$$50.9 / \frac{5.9}{40.3}$$

$$\frac{40}{+0.2}$$

$$\frac{23}{4.9} / 32.8$$

Top Bolt & W Cor Signal Base



INTERSECTION SURVEY

Lexington Ave

and

Co. Rd. E.

Topography page - 1 to 4

& Profile " " 5 to 7

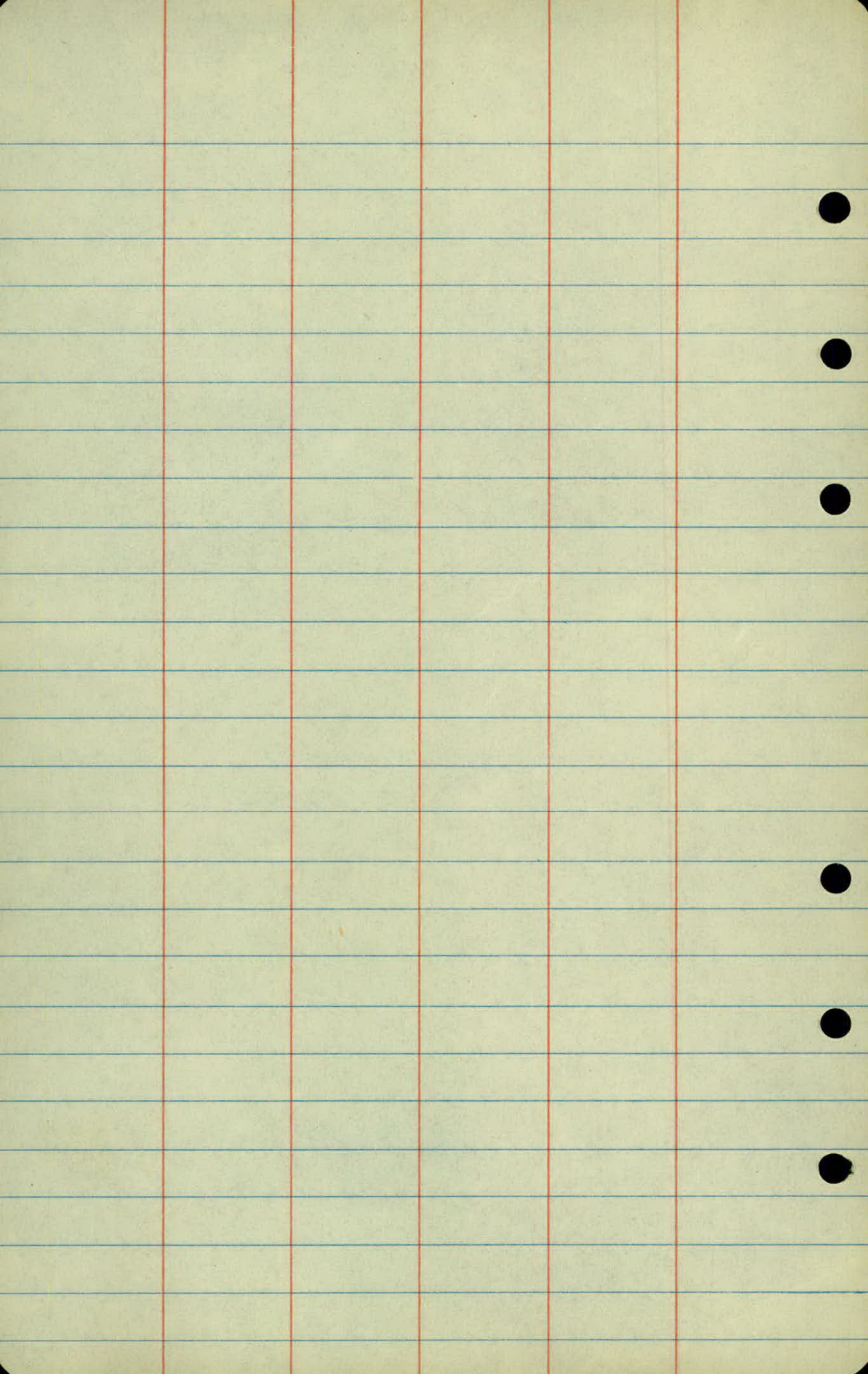
Additional topography page 8 to 14

9-20-50

G.B.

A.M.

K.R.



1

Topography

7
~~+95 Cl. H.P. 13.5~~
~~+60 R.T. to Ent~~
+50 Rd. 13

13
13.5
+95 Cl. 12' Ent. -30
+60 R. Tie to Ent. 15' wide
+50 Rd 13

6
13 13

+88- Hwy "10 Sgn -
+67- PP-28'

5
13 13

+31 PP-28'

4
13 13

+66 Curve Sgn -19

3
13 13

+81 PP-29.5

2
13 13

+20 PP-29.5
+11 No Passing Sgn -22

1
13 13

0+00
13 13

$$EL_{cx.} = 40 + 81.8 \Delta = 0^{\circ} 57' Lt.$$

$$89^2 P1$$

$$49 + 0^{\circ} 46'$$

19 928

24 928

9-20-50
GB
AM
K.R.

2



Edge of Bit Top



CT \$ RT

12 10

+98 { 20' Rd
Carb Rd PA - 40'
+675 cor Carb Rd + W - 75'

+50 Rd - 11

+50 Rd - 10

+38 PP - 30
+32 RR 534 - 27

+20 Rad Pt - 42.5 } 22.5
Rad Pt Ret W - 42.5

115 10

+61 3 Mail Boxes - 18'
+50 Rd - 16

+61
+50 Rd - 10, Slab - 33

10

+25 Rd - 120, 76, 13
+50 GR - 97 - 168
+50 Rd 158.5 104.5 13.5
+25 Reg. G.R. 69.5, G.Rail 128
+17 End Row M Box - 175
+07 PP - 29.5
+00 GR - 101
+00 Rd 92.5, 52, 13

+68 Rd - edge Grail 27.5
+62 Arc 64 Pole - 28.5
+58 - ~~Spur~~ PP - 34 Rd - 22
+50 Big Rd - 18
+10 RR 534 - 28

9+23 NW cor Tav - 68

7 Bay Row M Box - 16.5 13 13

+87 Big grass 22, 40
+75 Rd - 41, G.Rail - 77
+50 GR - 60
+50 Rd - 54
+25 Bay G.Rail 46
+25 Rd - 41

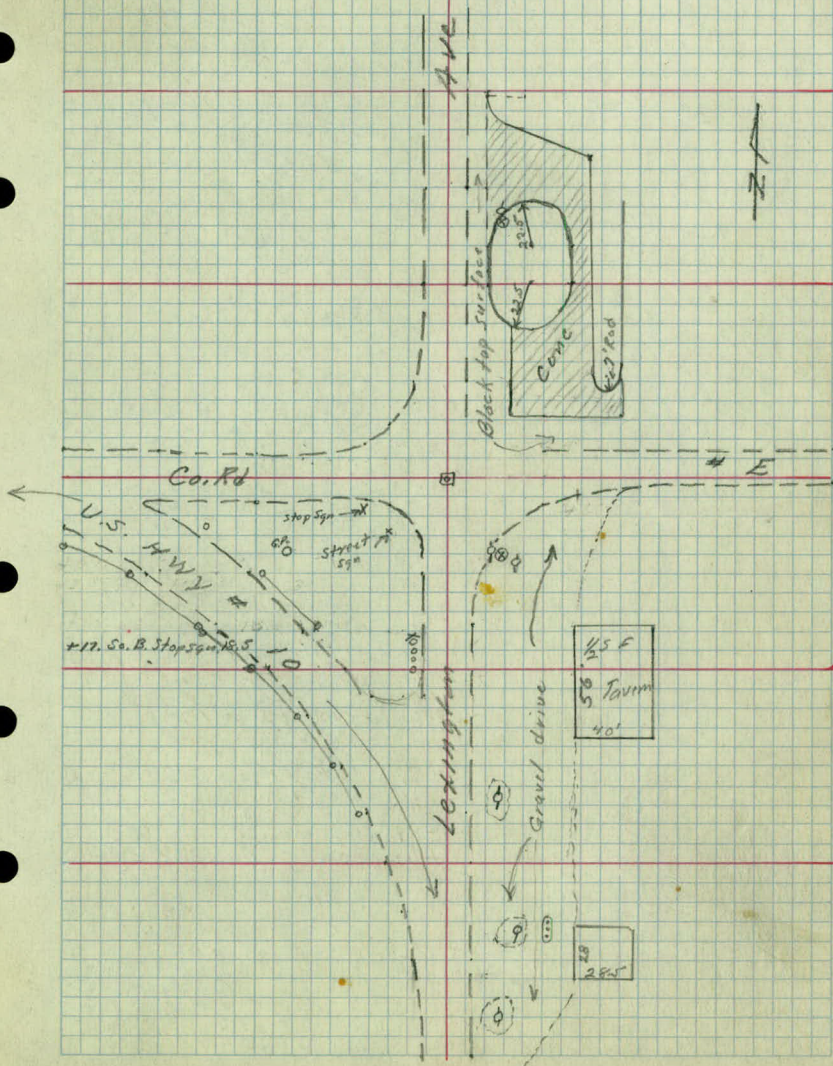
+75 Rd - 13
+67 SW cor Tavern - 68
+50 Rd - 13
+25 PP 36.5
+25 Rd - 13

31.3 13

+75 Rd - 23
+50 Rd - 18

+75 Rd - 13
+50 Rd - 130
+65 Tel Sp. 4th Sta - 37, ctr 10 x 12 Pump 25-5
+20 PP - 28.5
+42 ctr Fill Sta - ent
+42 Cor Fill Sta - 68

13.5 13



1951

137

7-20-51

20-51

10-20-51

10-20-51

10-20-51

10-20-51



- +29 US 410 Speed Lt. Sign - 50'
- +22 W. Bound Stop Sign - 160
- +33 P. on Rad - 26
- +27 P. on Rad - 30
- +21 edge Pavc - 375
- +25 N. end 18" CM - 37.5
- +36 R.P. - 30'
- +18 Beg Rad - 48
- +29 P. on Rad - 30
- +47.5 end Rad - 17
- +13.5 edge Pavc - 100
- +13.5 edge Pavc 150
- +14 edge Pavc - 200
- +15 edge Pavc - 250
- +15 edge Pavc - 300
- +15.5 edge Pavc - 350
- +15.7 edge Pavc 400
- +16.5 edge Pavc - 500
- +17 edge Pavc - 600
- +18.5 edge Pavc - 800

Station 1000



- +941.5 edge Pavc - 800
- +953 No. Passing Sign - 845
- +951.5 Curve Sign - 720
- +971 edge Pavc - 600
- +915 edge Pavc - 500
- +89.7 edge Pavc - 400
- +85 US 410 Hwy Sign - 368
- +89.5 edge Pavc - 350
- +94 Beg G. Rail - 320
- +83 G. Rail - 300
- +88 edge Pavc - 300
- +78 G. Rail - 250
- +83 edge Pavc - 250
- +66 G. Rail - 200
- +71 edge Pavc - 200
- +67.5 edge Pavc - 150
- +51 edge Pavc - 150
- +36 G. Rail - 150
- +72 end G. Rail - 126
- +58 edge Pavc - 100
- +54 G. Rail - 100
- +62 G. Pole - 81
- +84 Stop Sign - 43
- +72 end Rad - 17
- +56 P. on Rad - 30
- +59 edge Pavc - 43
- +72.5 Street Sign - 30'
- +80 S. end 18" CM - 37.5
- +89 edge Pavc - 37.5
- +85 P. on Rad - 26'

Ave

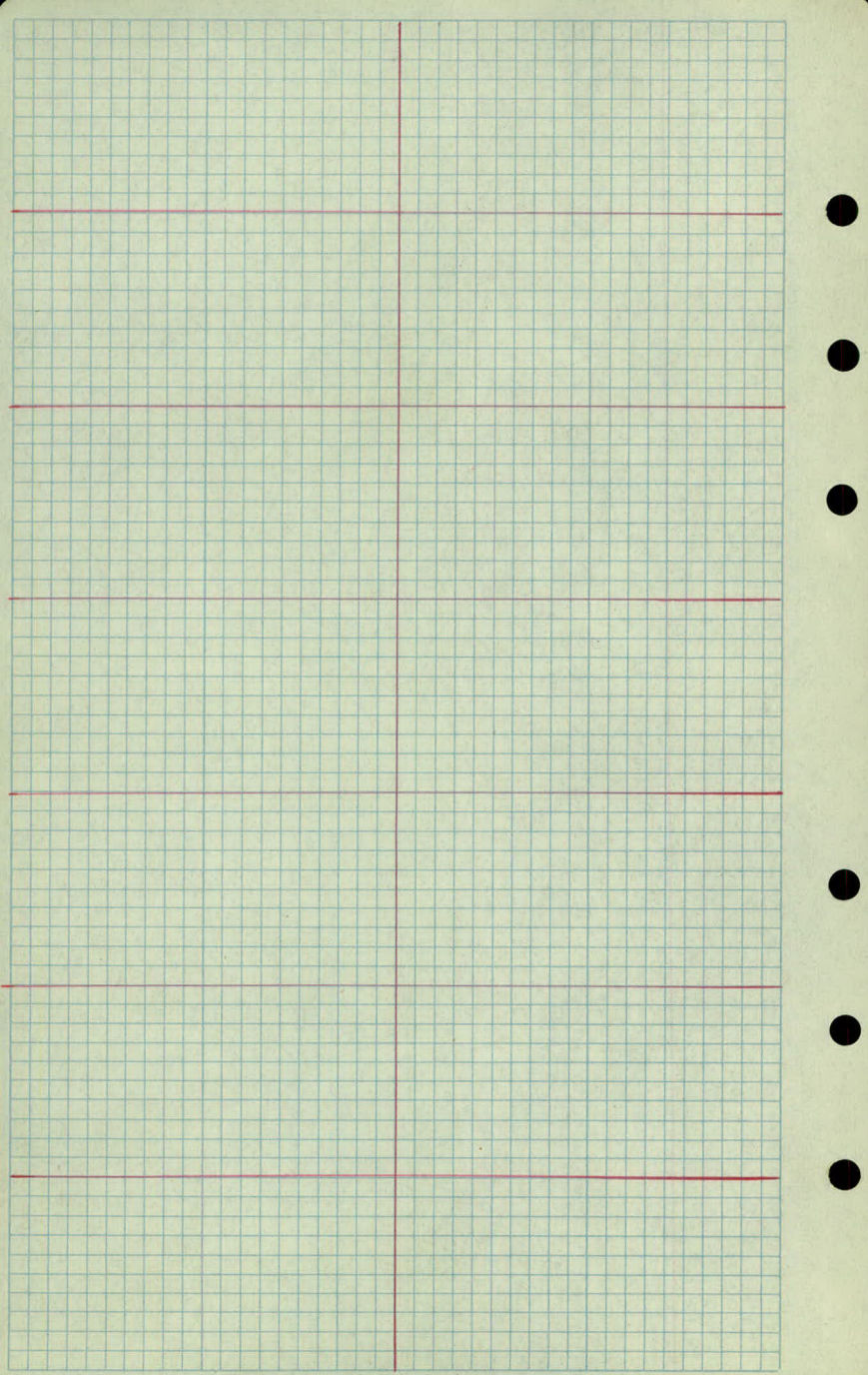
0°11'

90°
90°

- +32.8 cor Conc. - 35
- +32.8 edge Conc - 50
- +15 edge Rd - 200
- +15 " " 100

- +86 P. on Rad - 50
- +96 edge Rd - 200
- +96 edge Rd - 100
- +68 edge Pav ent - 77
- +72 end Pav ent - 100

Lehigh Turn



¢ Profile

Sta	+	π	-	Elev
BM	6.25	95252		946.27
0 + 00	= 1000' So-Co.RD-E			36.7 36.5
+50				36.6 36.7
1				36.0 37.2
+50				38.2 38.4
2				39.5 39.5
+50				40.8 40.8
3				42.0 42.0
+50				43.3
4				44.7
+50				45.9
5				47.2
+50			48.4	48.4

E

Top of Mont. Lexington & Co. Rd E.

15.8

15.9

16.5

14.3

13.0

11.7

10.5

9.2

7.8

6.6

5.3

4.1

STA	+	∇	-	ELEV
-----	---	----------	---	------

952.52

6+00

49.5

+50

50.1

T.P

2.08

953.17

1.43

951.09

7

50.3

+50

50.1

8

49.6

+50

48.8

9

47.9

+50

47.1

10

46.6

+50

45.5

11

44.9

+50

44.5

12

43.9

B.M

6.90

946.27

(946.27)

4.

3.6

2.4

2.9

3.1

3.6

4.4

5.3

6.1

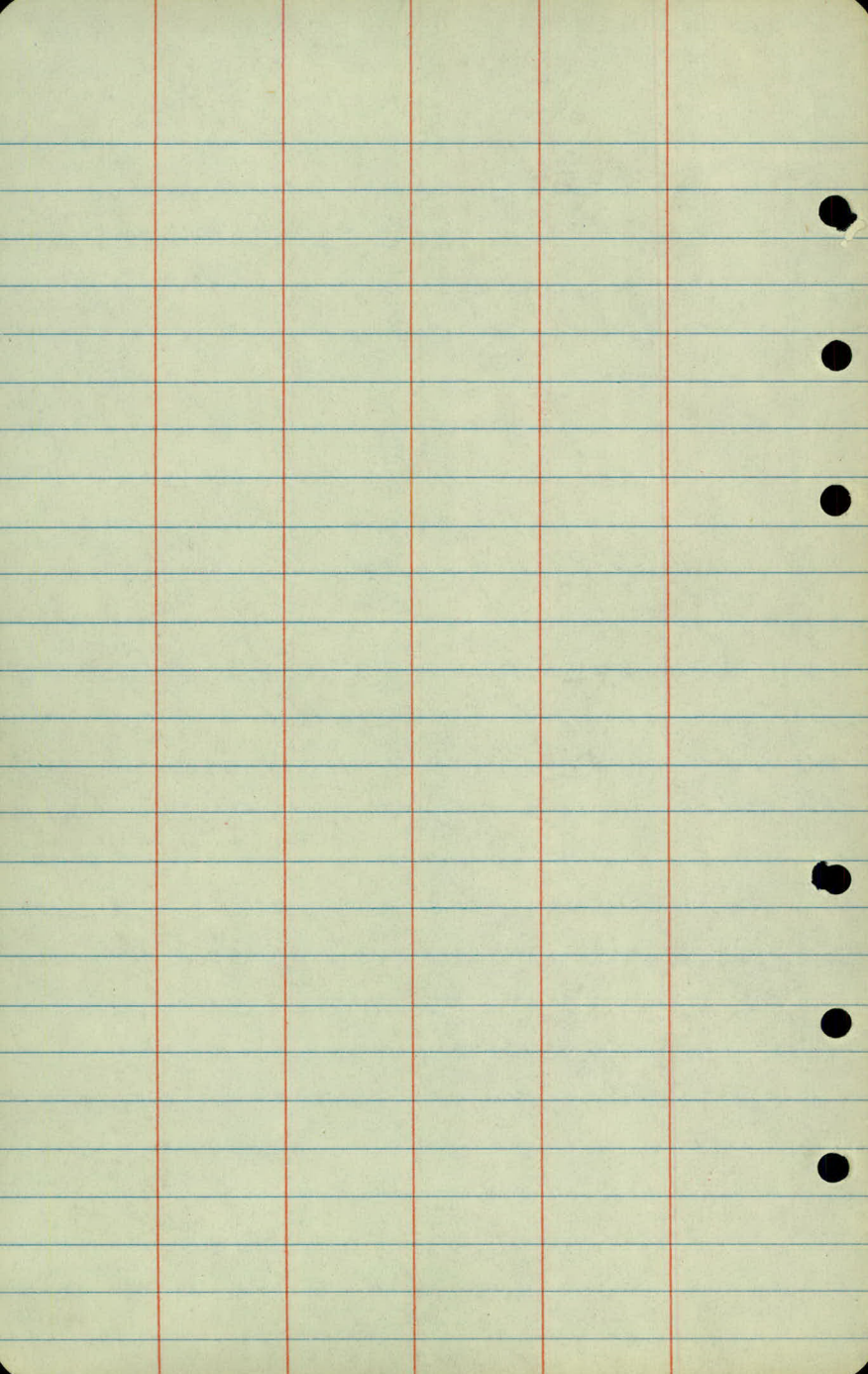
39.3	40.1	41.2	42.2	43.3	44.5	45.0	45.8	46.6	46.9	47.4	47.9	48.4
13.9	13.1	12.0	11.0	9.9	8.7	8.2	7.4	6.6	6.5	5.8	5.3	4.8
400	350	300	250	200	150	100	50		50	100	150	200

7.7

8.3

8.7

9.3



Additional Topog.
Accident Survey
at
Co. Rd. E' and Lexington Ave.

3 pages

Red reading of $\frac{1}{2}$ of int. = 3.2

" " on office floor = 3.2

+93.5 - N.W. Cor. Bldg. - 78.5

+76.3 - S.W. Cor. Bldg. - 78.5

+32.8 - Cor. Conc. 39"

0100 = Mount E. Co. Rd. E."

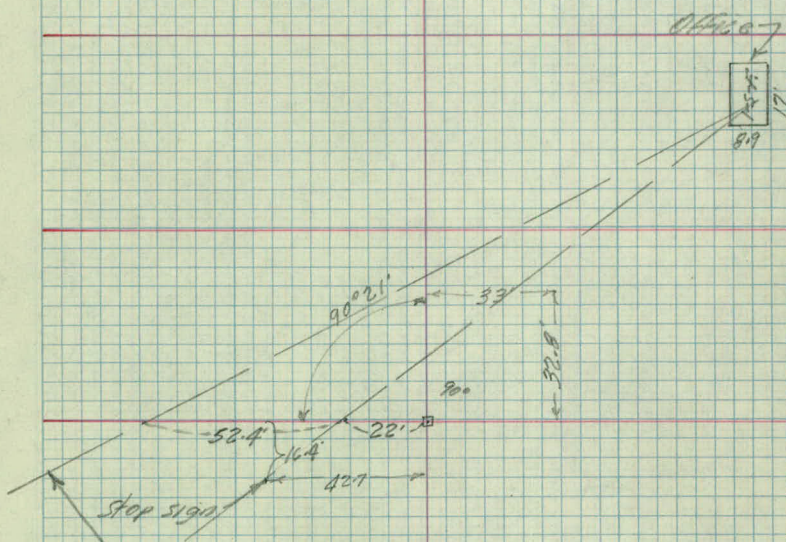
10/13/50

K. Anker
H. Morscher
R. Clark
K. Richards
E. Johnson

(2)

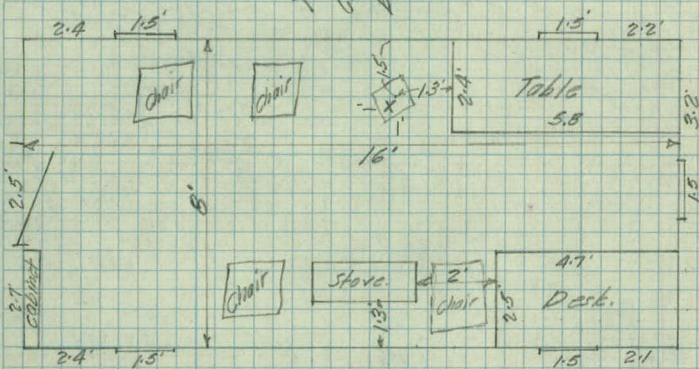
9

See back of
sheet for bldg.
location

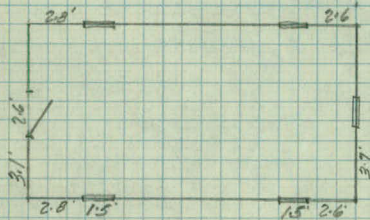
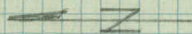


Slipta's range of vision as
shown by Slipta 10/13/50

X = Location of chair as shown by Slipped.



Inside Plant of Office

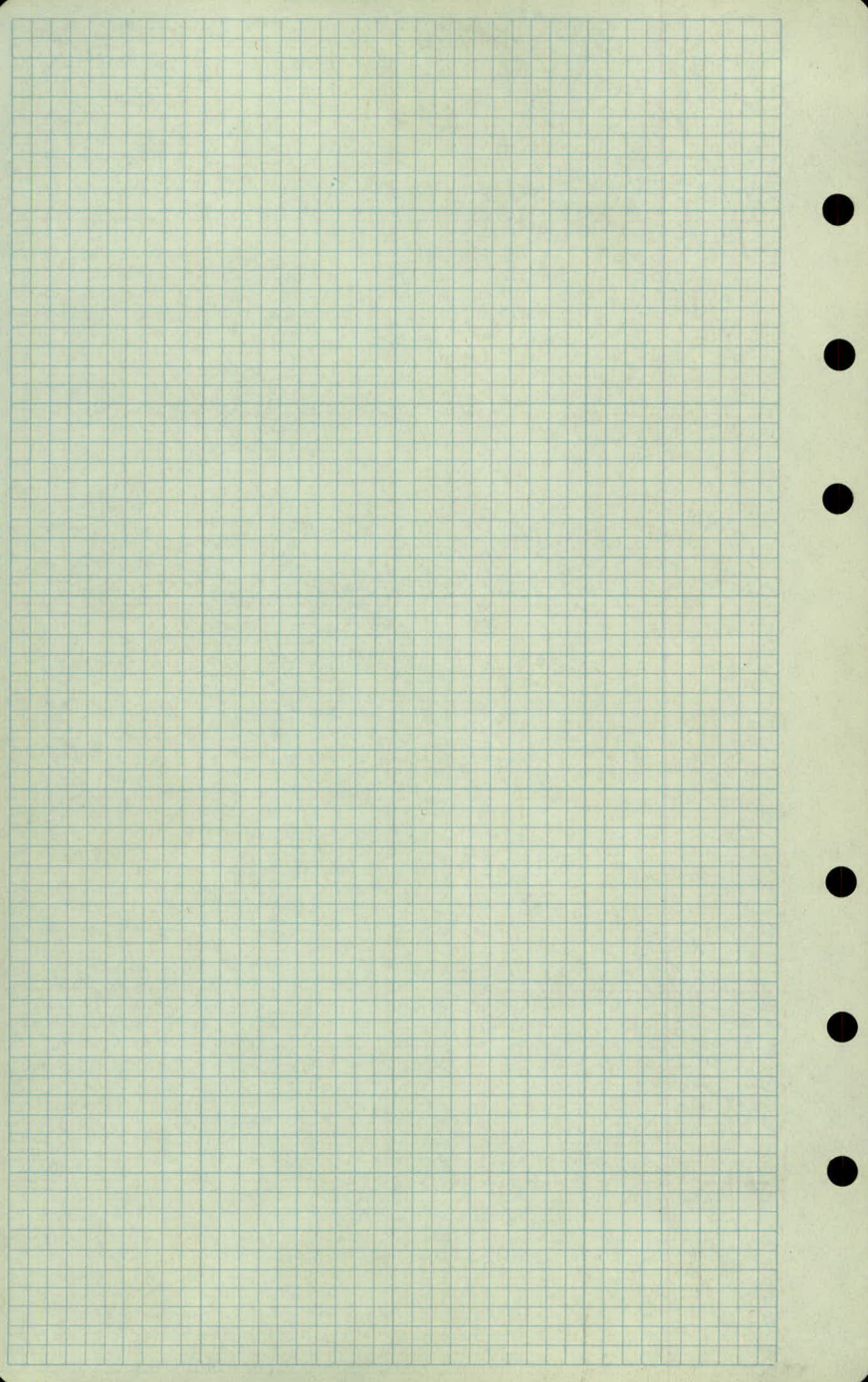


Monday
24th May

24" High

Outside
of Bldg.

6/14/22
"81" wide
550/10
snooper



Accident Survey
Additional Tepeg.

11

+51-End Rad.-16'

- +40-Rd-20'
- +32-Rd-25'
- +28-Rd-30'
- +24-Rd-35'
- +25-End 18" C.M.-
- +20-Rd-40'
- +17-Rd-45'
- +15-Beg. Rad.-52'

10

- +89-Rd-35'
- +87-Rd-30'
- +84-Rd-25'
- +85-End 18" C.M.-
- +79-Rd-20'

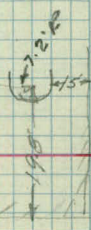
+62-Beg. Rad.-14'

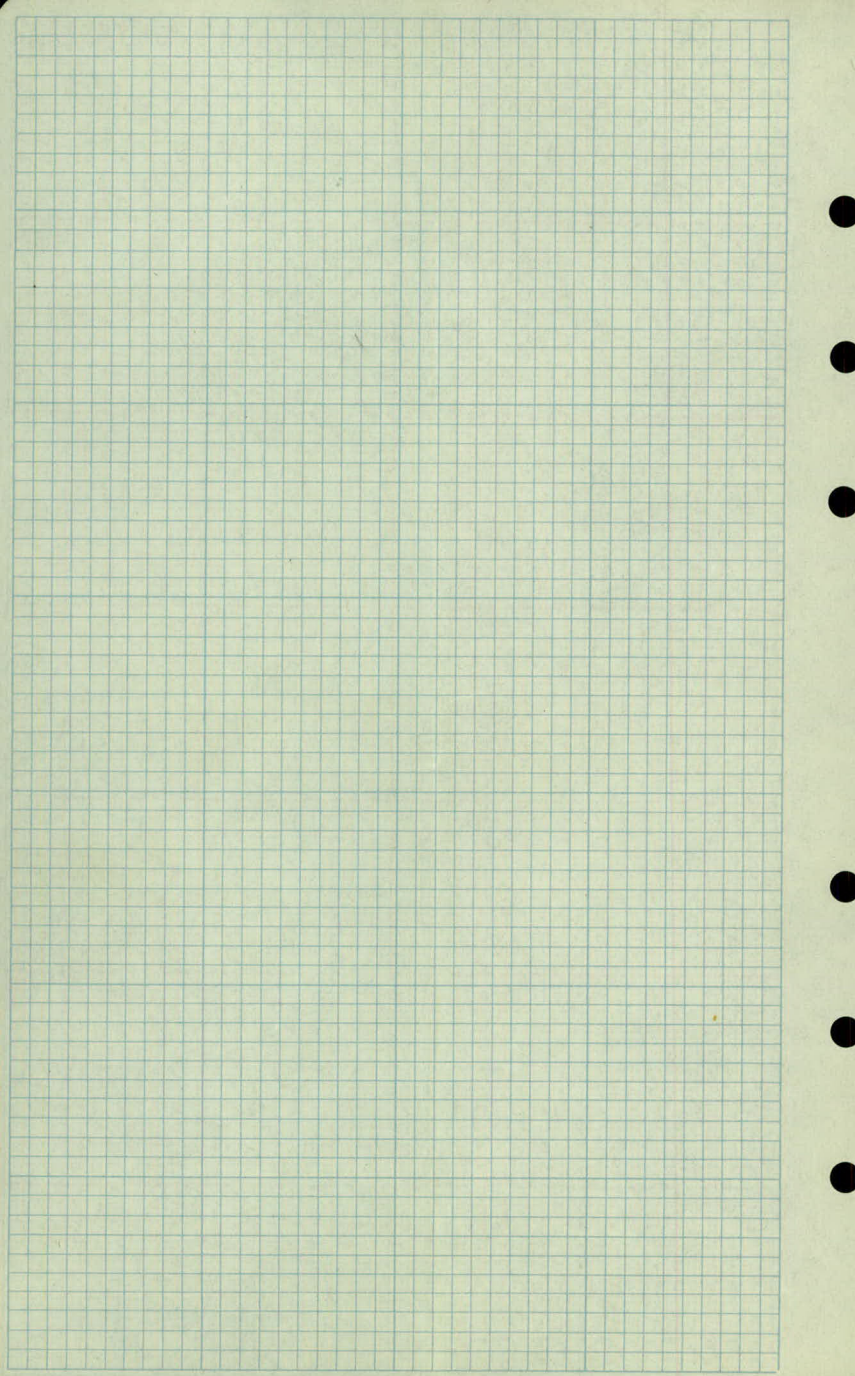
9

10-14-50

K.A.
R.M.
K.L.
E.d.

82.5





Accident Survey

Additional Topog

Object	Az.	Dist	
X at meet North =	0°00'		-
Edge of road	264°23'	130'	-
Center of Road.	263°18'	147'	-
Edge of Rd. on Road. Bcg.	187°27'	110'	-
" " " " "	190°24'	120'	-
" " " " "	195°20'	123'	-
" " " " " & Pav.	200°45'	120'	-
" " "	170°40'	81'	-
" " "	151°08'	46	-
" " "	141°04'	43'	-
" " "	132°40'	45	-
" " "	97°15'	120'	-
" " "	82°38'	119'	-
" " "	85°40'	200'	-
" " "	72°40'	200'	-
W. Edge of Eot.	134°38'	57'	-

$$\begin{array}{r} 8.8 \\ 1.45 \\ \hline 7.35 \end{array}$$

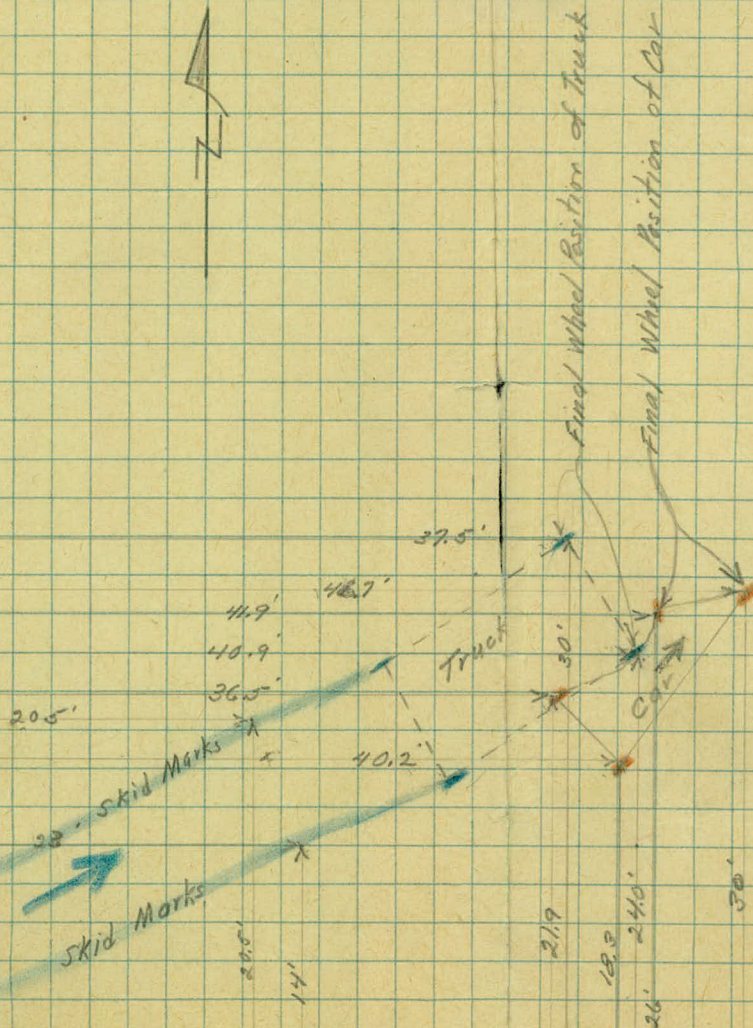
Sketch of Accident @ Ramsey Co. Asphalt Plant at Lexington Ave & Co. Rd "E" Sept. 5, 1950

Beginning Skid Marks of Truck

Mont.
East 1/4 cor.
Sec. 27

Hole made by Tire Rod of Truck (1' deep, 1/2" in dia.)

Lexington Ave



Co. Rd "E"
(approx)

Notes: Truck had been moved prior to time of survey. Position Reconstructed from Mark of wheel in Side of Car and from Skid marks

Wheelbase of Truck = 12.3'

No definite Skid Marks made by the car could be found.

Mont. @ SE cor. Sec. 27

9-5-50
GB
J.M.

George Brown

FK
RB
WS

Feb. 14, 1962

1

Milton & Selby

Accident Survey

$$+26 \frac{\text{St Lamp}}{26}$$

$$+26 \frac{\text{St Lamp}}{26}$$

+20 Building Line + Property line

$$+11.5 \frac{\text{Stops}}{49}$$

2

$$+74.5 \frac{\text{Add Curb}}{40}$$

$$+71 \frac{\text{Stops}}{41}$$

+60 Building + Property Line

$$+58 \frac{\text{St Lamp}}{26}$$

$$+56 \frac{\text{St Lamp}}{26}$$

1+00

0+94

$$+57 \frac{26' \text{ BE}}{31}$$

+40 10' Ent

$$+43 \frac{\text{St Lamp}}{26}$$

$$+27 \frac{\text{Stp}}{31}$$

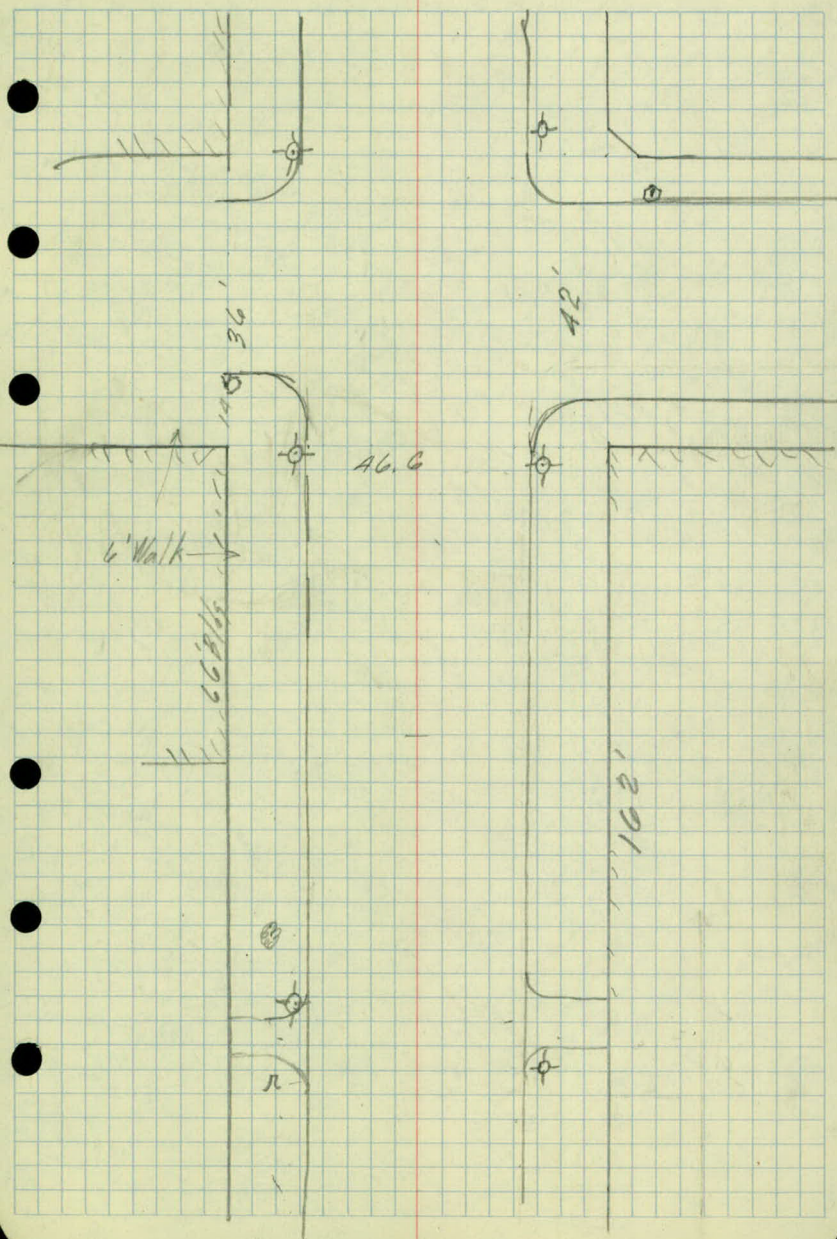
$$+31 \frac{\text{Lamp}}{26}$$

+37 8' Ent

0+00

Feb. 14, 1962

2



$$+84 \frac{14" Elm}{31}$$

$$+63 \frac{18" Maple}{31}$$

$$+58 \frac{Lamp}{26'}$$

$$+82 \frac{NW Cor Ho}{24' from PL}$$

$$+43 \frac{18" Tree}{31} \text{ Maple}$$

$$+63.5 \frac{Cor (NE) Ho}{24' from PL}$$

$$+58 \frac{St Lamp}{26}$$

$$+61 \frac{28" Elm}{32}$$

$$+107 \frac{22" Elm}{31}$$

$$+120 \frac{16" Elm}{32}$$

4

$$+86 \frac{14" Tree}{31}$$

$$+58 \frac{End Bldg}{31}$$

$$+56 \frac{18" Elm}{32}$$

$$+40 \frac{St Lamp}{26}$$

$$+39 \frac{St Lamp}{26}$$

$$+40 \frac{18" Elm}{32}$$

$$+25 \frac{10' Ent}{31}$$

$$+109 \frac{18" Elm}{32}$$

3400

$$+75 \frac{30" Elm}{32}$$

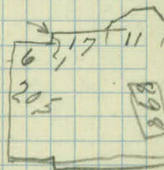
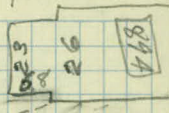
$$+67 \frac{Cor Bldg}{40}$$

+50

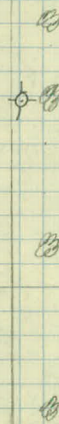
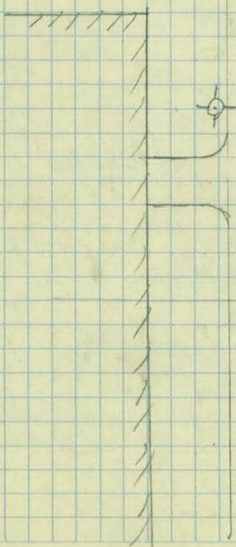
Feb. 14, 1962

3

45'



5c



$$+77 \frac{\text{St Lamp}}{26}$$

$$+83 \frac{\text{St Lamp}}{26}$$

$$+62 \frac{\text{APCO sign}}{40}$$

$$+30 \frac{18" \text{ Maple}}{31}$$

$$+22.5 \frac{\text{NW corner}}{15' \text{ From PL}}$$

$$+09 \frac{26" \text{ Elm}}{31}$$

$$+01 \frac{28" \text{ Elm}}{32}$$

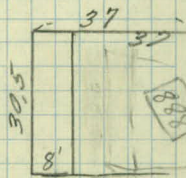
Feb 14, 1962

4



22.8

23.7



1 + 30 25.90

6 16.50

7 + 10 16.25

9 + 30 19.8

12 + 30 24.9

6 + 58.65 = £ Milton

Howard Lowe

No Repairs Nov 16 to Nov. 20

No Circuits out Either

FATAL ACC - SELBY & MILTON

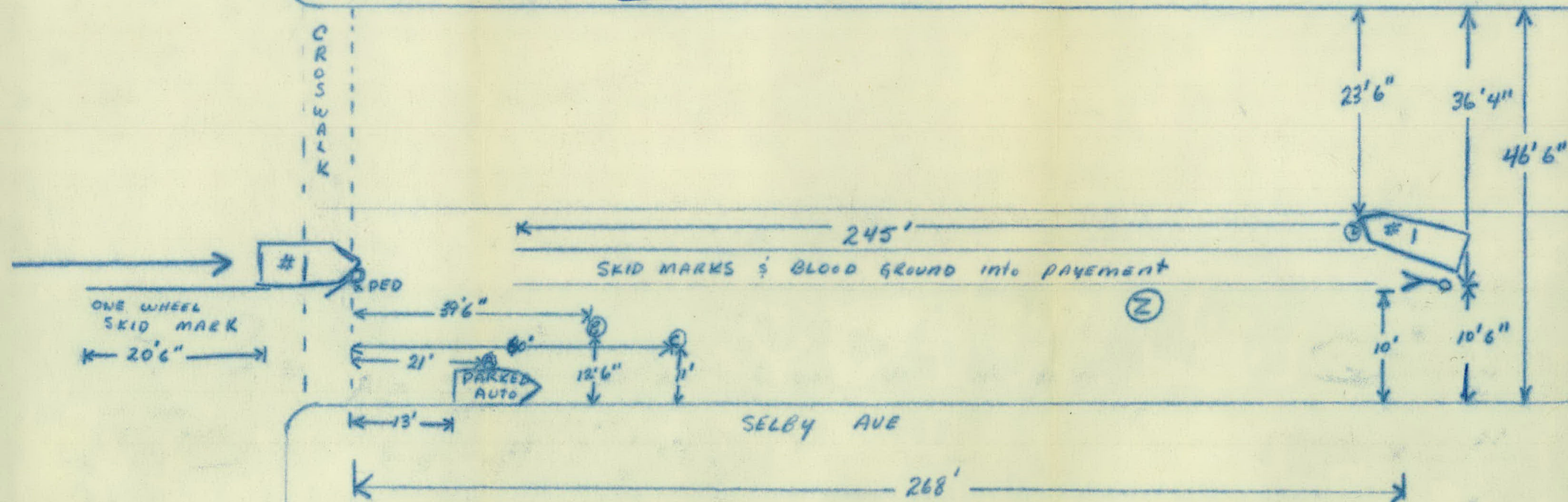
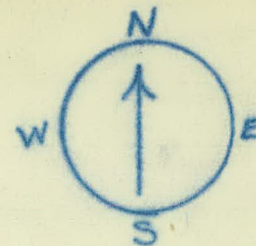
NOV 18TH 1961 AT 1:23 AM

VEH #1 - 1959 FORD # 4W 9403

PED - THOMAS J. BROWN

SQD 306 - COLLINS - HORVATH

SQD 304 - BRONSON - FEIDER

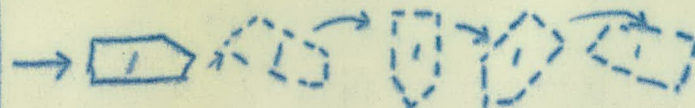


KEY

- (A) GLASSES
- (B) BALL POINT PEN
- (C) COMB.
- (D) SHOE

GLASS FROM HEADLITE
IN VERY SMALL PCS FROM
(A) PAST (C)

AT POINT (Z) VEH #1
SLID AROUND SIDEWAYS



Report No.

District No.

Reference

Squad No.

Report Received by

At m., 19

How Received

Phone

Personal

Reported by

Address

Phone

Ambulance Report

BUREAU OF POLICE

ST. PAUL 1, MINNESOTA

Location of Call

Disposition

Name of Patient

Age

Address

Phone

Whom to Notify

Address

Phone

Notified by

At

m.,

19

Nature of Case

Witness

Remarks

Articles Taken from Scene
and How Disposed of

Accident Squad (or other)

Ambulance Chauffeur

Police Surgeon

M. D.

Time Ambulance Left Headquarters

Arrived at Location of Call

At Destination

Returned to Headquarters

