

CONVENTIONAL SIGNS & ABBREVIATIONS

STATE LINE	-----	EXCAVATION	F
COUNTY LINE	-----	EMBANKMENT	-----	F
TOWNSHIP LINE	-----	OVERHAUL	-----	H
SECTION LINE	-----	SURFACING	-----	S
CITY, VILLAGE, OR BOROUGH	-----	GUARD RAIL	-----	GR
FENCE LINE	-----	INTERSECTION ANGLE	-----	A
RIGHT-OF-WAY LINE	-----	RADIUS	-----	R
TRAVELLED WAY	-----	ELEVATION	-----	E1
RAILROADS	-----	VERTICAL CURVE	-----	VC
RETAINING WALL	-----	BENCH MARK	-----	B.M.
BASE OR SURVEY LINE	-----	SECTIONAL CONCRETE CULVERT	-----	P.C.
LEVEE	-----	CORRUGATED METAL CULVERT	-----	C.M.
GRAVEL PIT	-----	CULVERT HAUL	-----	P.H.
SAND PIT	-----	TON MILES	-----	T.M.
CLAY PIT	-----	PLACE	-----	P
ROCK QUARRY	-----	IN PLACE	-----	Imp.
CULVERTS	-----	REPLACE	-----	Rep.
PLAIN	-----	RIGHT	-----	R
WITH FACEWALLS	-----	LEFT	-----	L
WITH WINGWALLS	-----	HAND DITCHING	-----	H.D.
DROP INLET	-----	POINT OF CURVE	-----	P.C.
POWER POLE LINE	-----	POINT OF TANGENT	-----	P.T.
TELEPHONE OR TELEGRAPH LINE	-----	POINT OF INTERSECTION	-----	P.I.
MARSH	-----	SPECIAL EXCAVATION	-----	S.E.
HEDGE, BUSH, OR TIMBER	-----	SPECIAL FLOWING	-----	S.F.
GROUND ELEVATION	-----	TELEPHONE POLE	-----	Tel.P.
GRADE ELEVATION	-----			

OFFICE OF COUNTY SURVEYOR
RAMSEY COUNTY

CONSTRUCTION PLAN OF BRIDGE No 7035 - LEXINGTON AVE.-S.A.R.No 11-PROJ.62-540-01

From 1294.98 Ft. So. of N. Line of Sec. 3, T-30N-R23W. To 1272.48 Ft. South of N. Line of Sec. 3-T-30N-R23W.

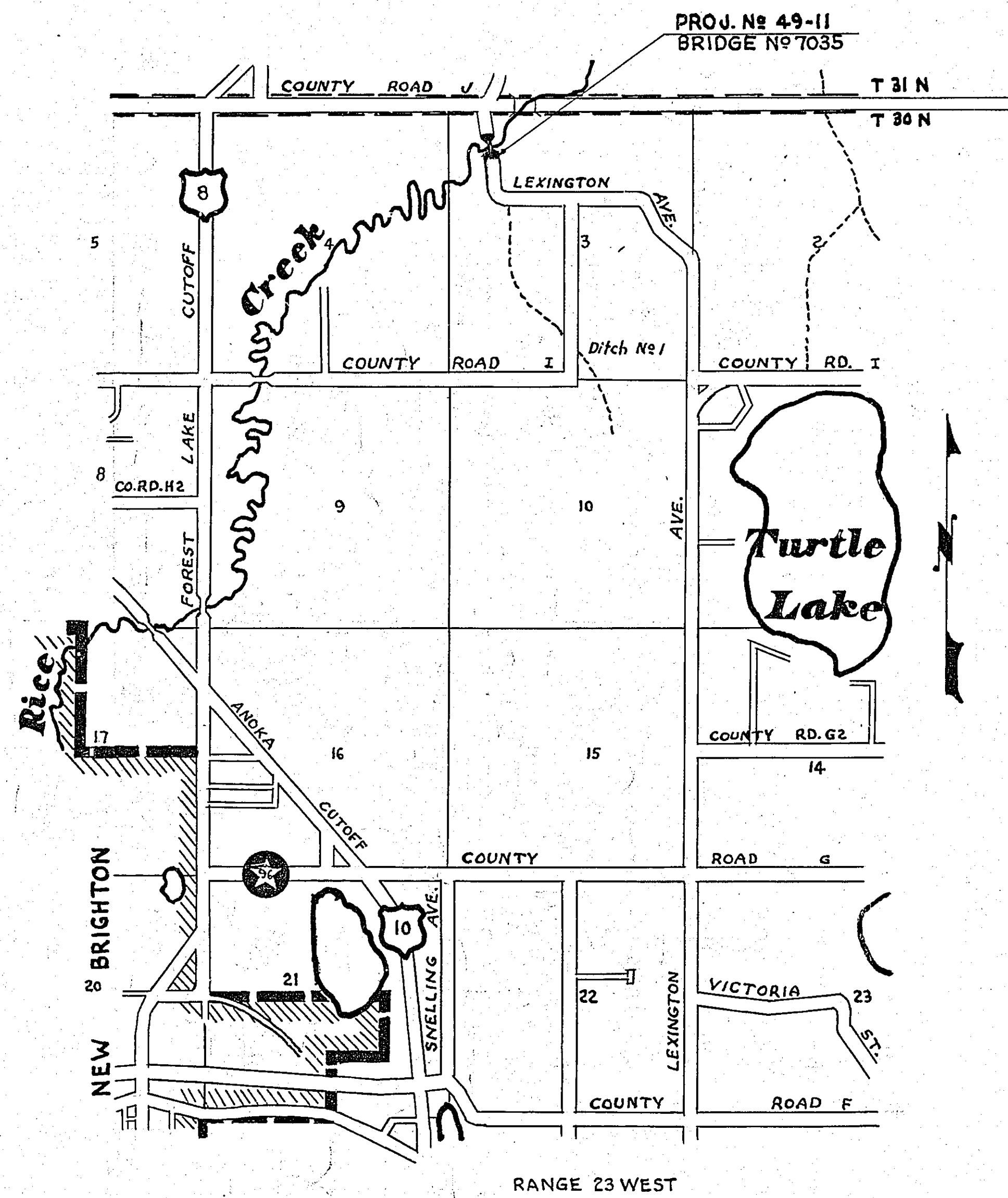
GROSS LENGTH 22.5 FEET MILES
LENGTH OF EXCEPTIONS 0 FEET 0 MILES
NET LENGTH 22.5 FEET MILES

SCALES
PLAN, 1 Inch = 100 Feet
PROFILE, Horz. 1 Inch = 100 Feet, Vert. 1 Inch = 10 Feet
WORKING PLANS
Horz. 1 Inch = 10 Feet
Vert. 1 Inch = 10 Feet
Cross-Sections, 1 Inch = 10 Feet

LAYOUT
SCALE, 1 Inch = 2640 Feet

INDEX OF SHEETS

Sheet No. 1.	Title Sheet and Layout Map
" No. 2.	New Bridge Plan
" No. 3.	Present Bridge Plan
" No. 4.	Survey Sheet



Recommended for Approval H. E. Guad.
District Engineer - Minn. Hwy. Dept.

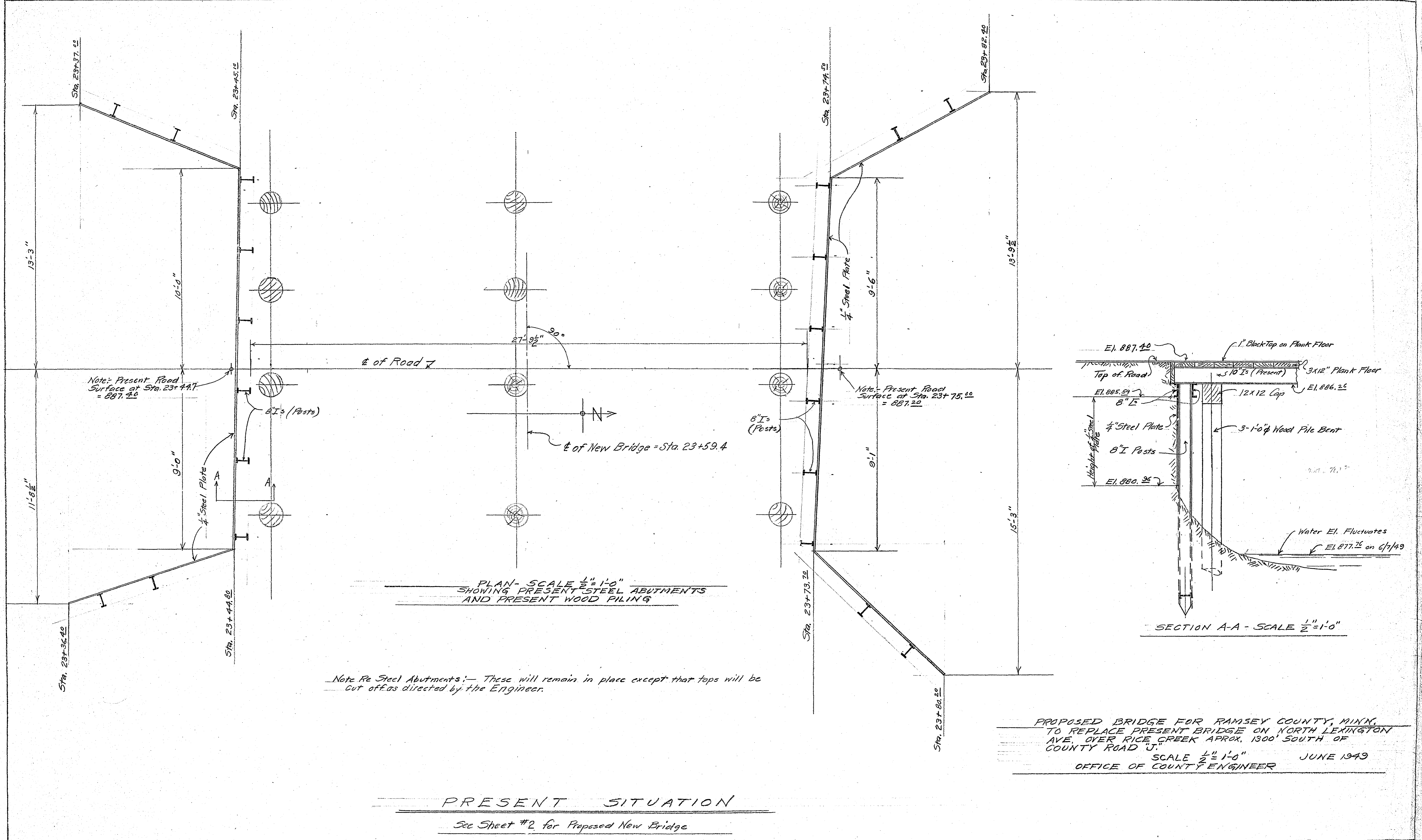
Recommended for Approval S. M. Evans 7-18-49
Engineer of County Division - Minn. Hwy. Dept.

Approved W. C. Siertson 7-22-49
Bridge Engineer - Minn. Highway Dept.

Recommended for Approval A. D. Crumpton
PRINCIPAL ASSISTANT ENGINEER

Plans Approved and Recommended for Consideration Barry J. Birnson
COUNTY SURVEYOR

Approved by County Board Aug 1 1949 Edward W. Delaney
CHAIRMAN OF COUNTY BOARD



Note: Present Road Surface at Sta. 23+44.7 = 887.40

Note: Present Road Surface at Sta. 23+75.00 = 887.20

Note Re Steel Abutments:— These will remain in place except that tops will be cut off as directed by the Engineer.

PLAN- SCALE $\frac{1}{2}'' = 1'-0''$
 SHOWING PRESENT STEEL ABUTMENTS AND PRESENT WOOD PILING

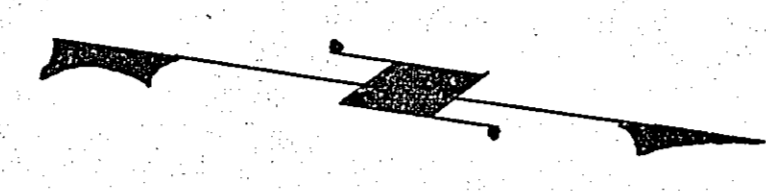
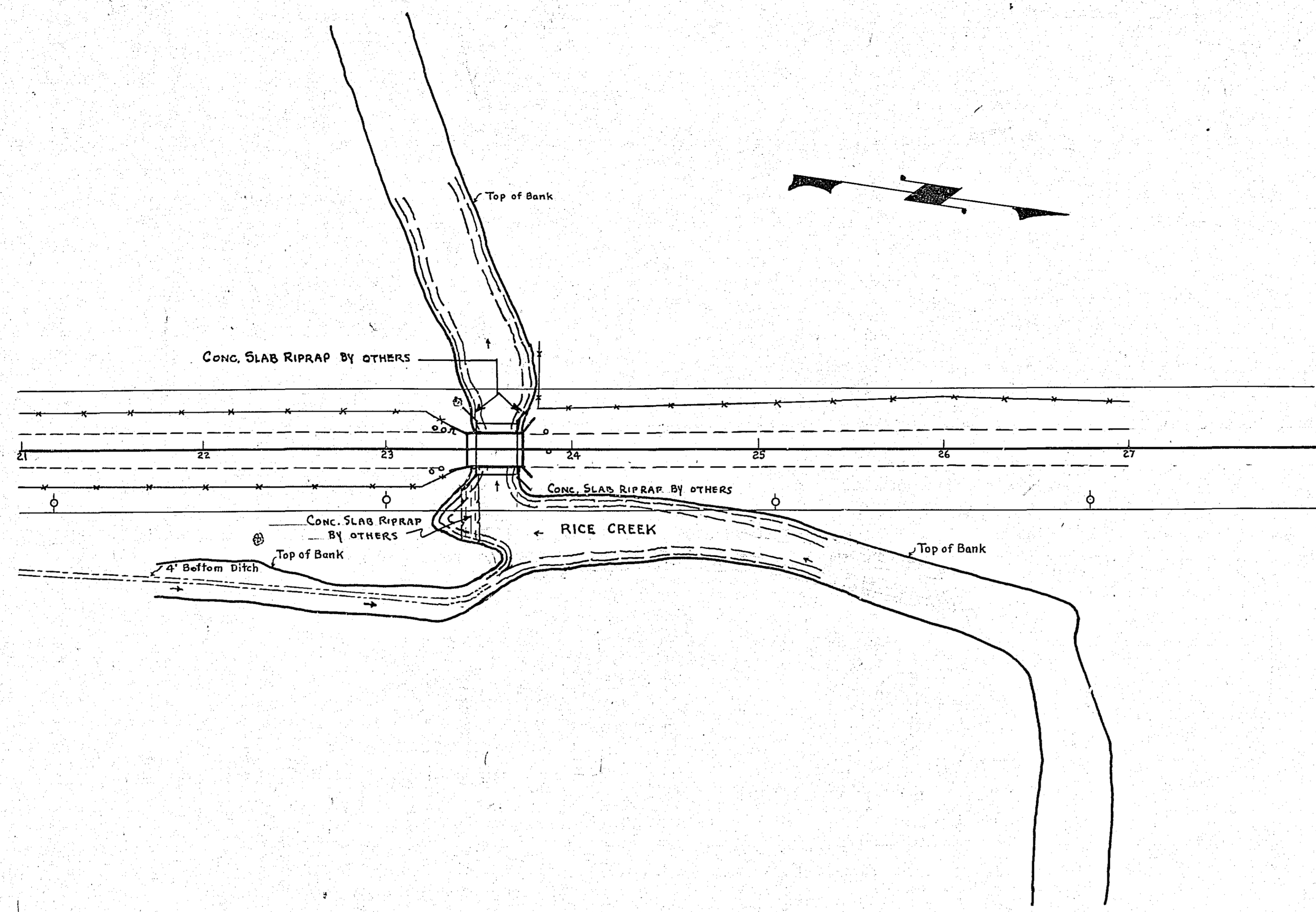
SECTION A-A - SCALE $\frac{1}{2}'' = 1'-0''$

PROPOSED BRIDGE FOR RAMSEY COUNTY, MINN.
 TO REPLACE PRESENT BRIDGE ON NORTH LEXINGTON AVE. OVER RICE CREEK APPROX. 1300' SOUTH OF COUNTY ROAD 'J'.
 SCALE $\frac{1}{2}'' = 1'-0''$ JUNE 1949
 OFFICE OF COUNTY ENGINEER

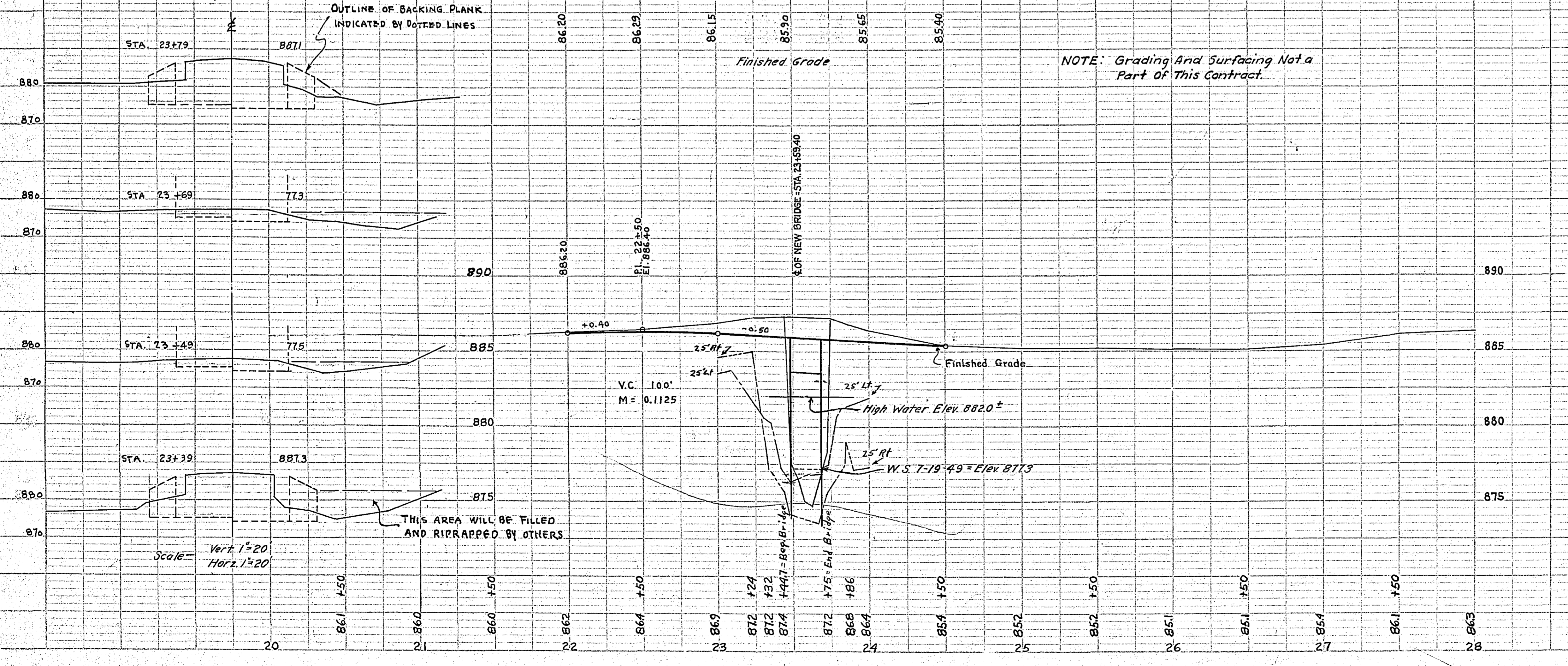
PRESENT SITUATION
 See Sheet #2 for Proposed New Bridge

PLAN SURVEYED BY DATE
 PLOTTED BY
 NOTE BOOK NO.
 RT. OF WAY CHECKED BY

PROFILE SURVEYED BY DATE
 PLOTTED BY
 NOTE BOOK NO.
 B.M. NOTED
 STRUCTURE NOTED IN CHD.



CROSS SECTIONS AT RT. ANGLE TO C OF RDWY.



NOTE: Grading And Surfacing Not a Part of This Contract.

THIS AREA WILL BE FILLED AND RIPRAPED BY OTHERS

SOUNDING DATA

EQUIPMENT USED - 1/2" ROD, 50 LB. HAMMER - 2 FT. FALL.

SOUNDING N°1 Sta. 23+44 = 13' RT.
 SOUNDING N°2 Sta. 23+45 = 14' LT.
 SOUNDING N°3 (Sta. 23+65-20' RT.) = 850.00

Station	Depth (ft)	Reading	Remarks
SOUNDING N°1 Sta. 23+44 = 13' RT.	4'	47	PUSH
	8'	46	PUSH
	12'	46	PUSH
	16'	46	PUSH
	20'	46	PUSH
	24'	46	PUSH
	28'	46	PUSH
	32'	46	PUSH
	36'	46	PUSH
	40'	46	PUSH
	44'	46	PUSH
	48'	46	PUSH
	52'	46	PUSH
	56'	46	PUSH
60'	46	PUSH	
SOUNDING N°2 Sta. 23+45 = 14' LT.	4'	47	PUSH
	8'	47	PUSH
	12'	47	PUSH
	16'	47	PUSH
	20'	47	PUSH
	24'	47	PUSH
	28'	47	PUSH
	32'	47	PUSH
	36'	47	PUSH
	40'	47	PUSH
	44'	47	PUSH
	48'	47	PUSH
	52'	47	PUSH
	56'	47	PUSH
60'	47	PUSH	
SOUNDING N°3 (Sta. 23+65-20' RT.) = 850.00	4'	47	PUSH
	8'	47	PUSH
	12'	47	PUSH
	16'	47	PUSH
	20'	47	PUSH
	24'	47	PUSH
	28'	47	PUSH
	32'	47	PUSH
	36'	47	PUSH
	40'	47	PUSH
	44'	47	PUSH
	48'	47	PUSH
	52'	47	PUSH
	56'	47	PUSH
60'	47	PUSH	