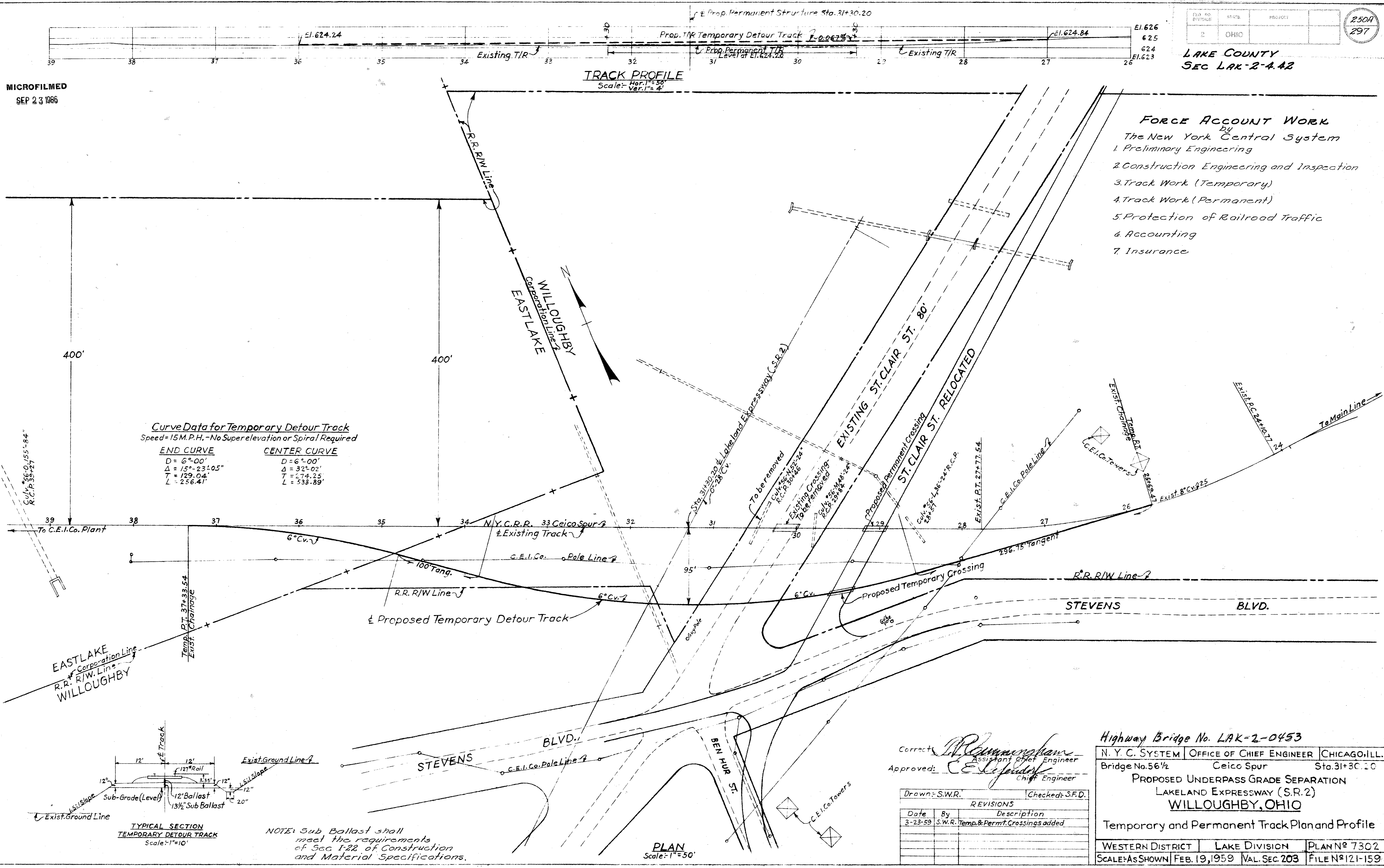


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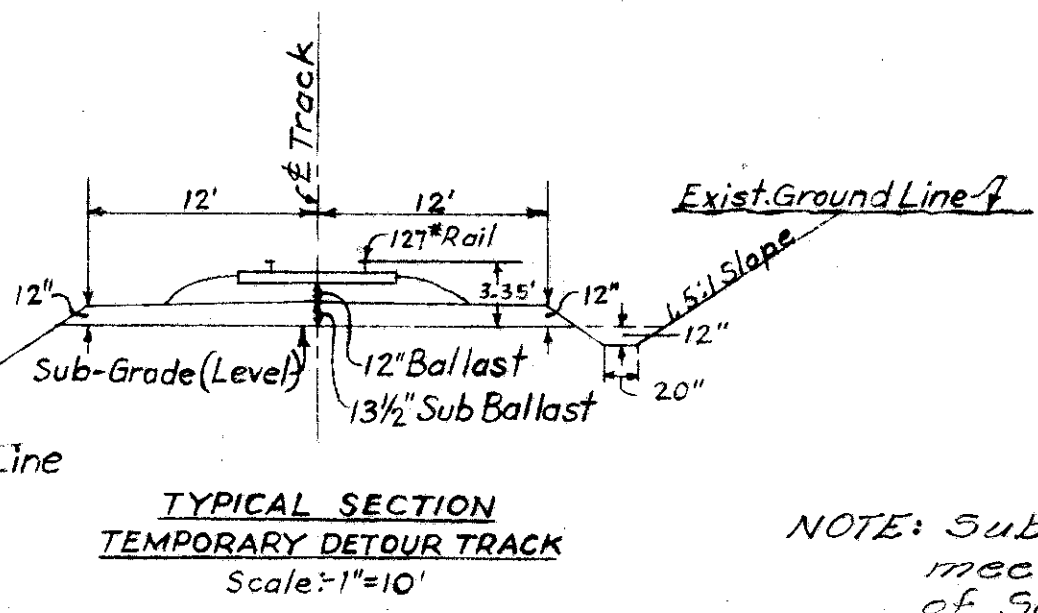
TRACK PROFILE
Scale: Hor. 1"=50'
Ver. 1"=4'

- FORCE ACCOUNT WORK**
by
The New York Central System
1. Preliminary Engineering
 2. Construction Engineering and Inspection
 3. Track Work (Temporary)
 4. Track Work (Permanent)
 5. Protection of Railroad Traffic
 6. Accounting
 7. Insurance



Curve Data for Temporary Detour Track
Speed=15 M.P.H., -No Super elevation or Spiral Required

END CURVE	CENTER CURVE
D = 6°-00'	D = 6°-00'
Δ = 15°-23'-05"	Δ = 32°-02'
T = 129.04'	T = 174.25'
L = 256.41'	L = 533.89'



NOTE: Sub Ballast shall meet the requirements of Sec 1-22 of Construction and Material Specifications.

Corrected: *R. Birmingham*
Assistant Chief Engineer

Approved: *E. J. J. J.*
Chief Engineer

Drawn: S.W.R. Checked: S.F.D.

REVISIONS		
Date	By	Description
3-23-59	S.W.R.	Temp. & Perm. Crossings added

Highway Bridge No. LAK-2-0453

N. Y. C. SYSTEM	OFFICE OF CHIEF ENGINEER	CHICAGO, ILL.
Bridge No. 56 1/2	Ceico Spur	Sta. 31+30.20

PROPOSED UNDERPASS GRADE SEPARATION
LAKELAND EXPRESSWAY (S.R. 2)
WILLOUGHBY, OHIO

Temporary and Permanent Track Plan and Profile

WESTERN DISTRICT	LAKE DIVISION	PLANN ^o 7302
SCALE: AS SHOWN	FEB. 19, 1959	VAL. SEC. 203 FILE N ^o 121-159

PLAN
Scale: 1"=50'