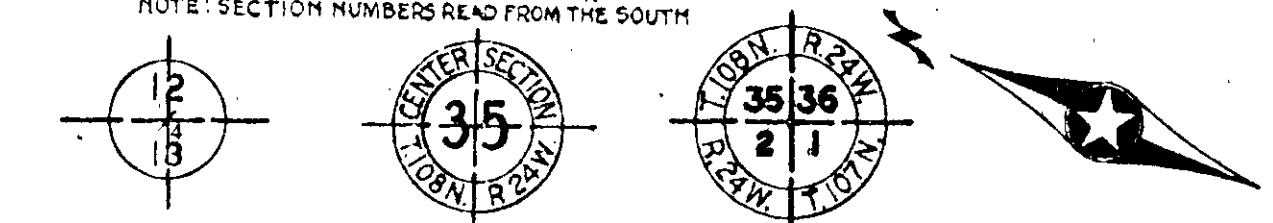


STATE OF MINNESOTA
 DEPARTMENT OF HIGHWAYS
 Plan and Profile of Co. Road No. 24
 ANOKA COUNTY

SW. COR. OF THE NW. 1/4 SEC. 27 T.31-N. R.23-W. To SE. COR. OF THE NE. 1/4 OF THE SE. 1/4 SEC. 26 T.31-N. R.23-W.
Give proper reference to Sections, Township and Range

CONVENTIONAL SIGNS	ABBREVIATIONS	
STATE LINE	EXCAVATION	EXC.
COUNTY LINE	EARTH	E.
TWP. OR RANGE LINE	LOOSE ROCK	L.R.
SECTION LINE	SOLID ROCK	S.R.
RIGHT OF WAY LINE	EMBANKMENT	F.
CORPORATE OR CITY LIMITS	OVERHAUL	H.
ROAD CENTER LINE	SURFACING	S.
RETAINING WALL	HAND DITCHING	H.D.
RAILROADS	SPECIAL EXCAVATION	S.E.
CREEK	GUARD RAIL	G.R.
DRY RUN	SPECIAL PLOWING	S.P.
DRAINAGE DITCH	CORRUGATED METAL CULVERT	C.M.C.
POWER POLE LINE	SECTIONAL CONCRETE CULVERT	R.C.C.
TELEPHONE OR TELEGRAPH LINE	SECTIONAL CONCRETE CULVERT (heavy type)	R.C.C.V.
CULVERTS - PLAIN	TON MILES	T.M.
WITH ENDWALLS	TELEPHONE POLE	T.E.P.
WITH WINGWALLS	POWER POLE	P.P.
DROP INLET	PLACE	P.
FENCE LINE	INPLACE	INP.
GRAVEL PIT	REPLACE	REP.
SAND PIT	RIGHT	RT.
CLAY PIT	LEFT	LT.
ROCK QUARRY	INTERSECTION ANGLE	Δ
SPRINGS	RADIUS	R.
MARSH	TANGENT	T.
BRUSH OR TIMBER	LENGTH OF CURVE	L.
HEDGE	POINT OF CURVE	P.C.
ROCK LEDGE	POINT OF TANGENT	P.T.
SAND	POINT OF INTERSECTION	P.I.
EDGE OF CUT	VERTICAL CURVE	V.C.
TOE OF EMBANKMENT	BENCH MARK	B.M.
RAILROAD R/W LINE	ELEVATION	E.L.
BUILDING (One Story Frame)	ACRES	A.



GROSS LENGTH 10.5781... FEET 2.003 MILES
 LENGTH OF EXCEPTIONS NONE... FEET NONE... MILES
 NET LENGTH 10.5781... FEET 2.003 MILES

PLAN, 1 inch = 200 Feet.
 PROFILE, Horiz. 1 inch = 200 Feet, Vert. 1 inch = 20 Feet
 Horiz. 1 inch = 100 Feet
 Vert. 1 inch = 10 Feet
 WORKING PLANS {
 Cross-Section, 1 inch = Feet

LAYOUT
 Scale, 1 inch = 10560 Feet

INDEX OF SHEETS

Sheet No. 1.	Title Sheet and Layout Map
" No. 2.	Typical Cross-Sections and Statement
" No. 3.	Plan and Profile, Sta. 0+00 to Sta. 60+00
" No. 4.	" " " " 60+00 " " 105+78.1
" No. 5-14	CROSS SECTIONS
" No. 15-16	" " BORROW MATERIAL



DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL:

_____	DATE
DISTRICT ENGINEER	

APPROVED:

_____	DATE
DIVISION ENGINEER	

PLANNED BY E.S. VEVEA _____ 19____
 COUNTY ENGINEER FOR ANOKA COUNTY

RECOMMENDED FOR APPROVAL _____ 19____
 DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL _____ 19____
 ENGINEER OF COUNTY DIVISION

APPROVED _____ 19____
 ENGINEER OF PLANS AND SURVEYS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

[Signature]
 DATE 7/23/10 REG. NO. 2865

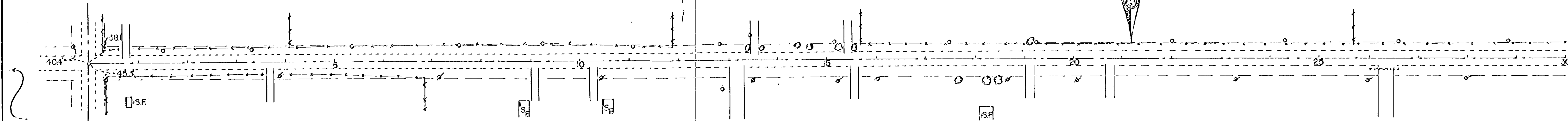
FE. STA. 0+73 LT.
F&I 12'X34' C.M. CULV.

STA. 5185 CL.
F&I 24'X56' C.M. CULV.

FE. STA. 13+52 LT.
NO CULV. REQ.

FE. STA. 15+41 LT.
NO CULV. REQ.

FE. STA. 20+60 LT.
F&I 12'X34' C.M. CULV.



BORROW PIT - STA. 0+00 WEST TO STA. 19+86.3 SHALL CONSIST OF EXCAVATION OF OLD ROAD AS PER CROSS SECTIONS.

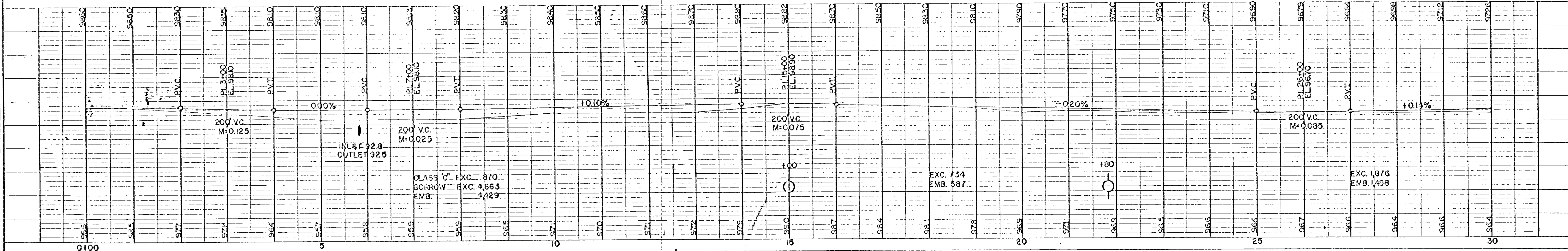
FE. STA. 3169 RT.
F&I 12'X34' C.M. CULV.

FE. STA. 3+07 RT. FE. STA. 10+26 RT. BLACK OAK ST. STA. 13+17 RT.
F&I 12'X34' C.M. CULV. F&I 12'X34' C.M. CULV. NO CULV. REQ.

FE. STA. 15+55 RT.
NO CULV. REQ.

FE. STA. 19+09 RT. FE. STA. 20+78 RT.
F&I 12'X34' C.M. CULV. F&I 12'X34' C.M. CULV.

WHITE OAK ST. STA. 26+34 RT.
INP 12'X44' C.M. CULV. REMOVE
F&I 15'X56' C.M. CULV.



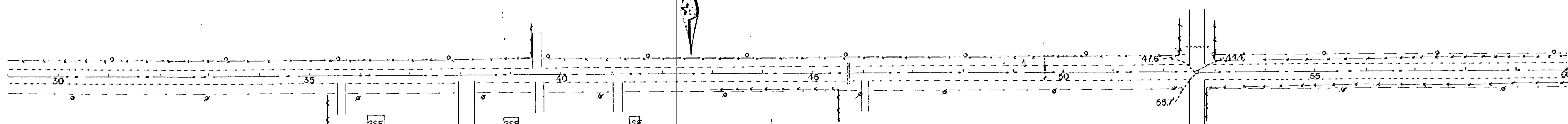
NOTE BOOK PLOTTED
ALIGNMENT CHECKED
BY: []
NO. []

FE. STA. 39+48 LT.
INSTALL 12'X32' C.M. CULV.

STA. 45+71 CL.
INP 15'X32' C.M. CULV.
TO REMAIN
F&I 15'X16' C.M. CULV.
EXTEND 8' LT. & 8' RT.

PIONEER RD. STA. 52+64 LT.
INP 12'X32' C.M. CULV.
REMOVE
NO CULV. REQ.

PI. STA. 52+64.5
A=0°11' LT.



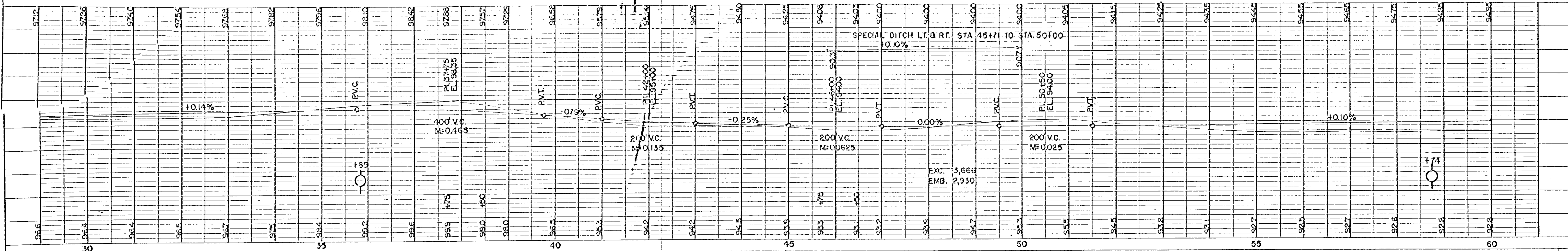
FE. STA. 35+64 RT.
NO CULV. REQ.

SOUTHBREEZE ST. STA. 38+3 RT.
NO CULV. REQ.

FE. STA. 39+59 RT. FE. STA. 41+12 RT.
F&I 12'X34' C.M. CULV. F&I 12'X34' C.M. CULV.

FE. STA. 46+07 RT.
F&I 12'X34' C.M. CULV.

PIONEER RD. STA. 52+64 RT.
NO CULV. REQ.

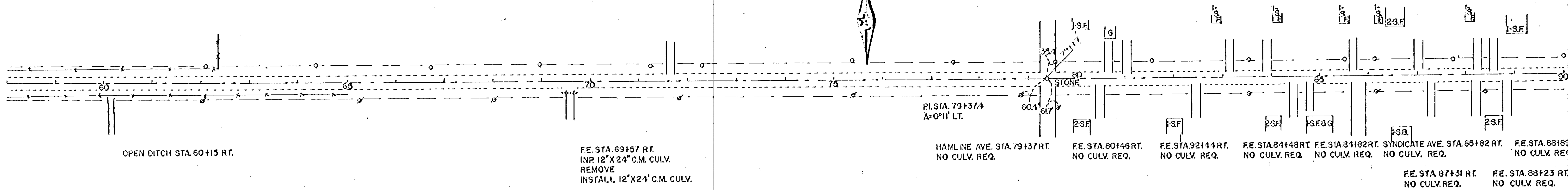


NOTE BOOK PLOTTED
ELEVATIONS CHECKED
BY: []
NO. []

STA. 60+15 L.
F. & I. 36" X 30" C.M. CULV.

FF STA. 71+66 LT.

HAMLIN AVE. STA. 79+37 NO CULV. REQ. FE STA. 80+63 LT. NO CULV. REQ. FE STA. 81+03 LT. NO CULV. REQ. FE STA. 83+17 LT. NO CULV. REQ. FE STA. 83+91 LT. NO CULV. REQ. FE STA. 87+05 LT. NO CULV. REQ. FE STA. 88+27 LT. NO CULV. REQ. FE STA. 88+53 LT. NO CULV. REQ.

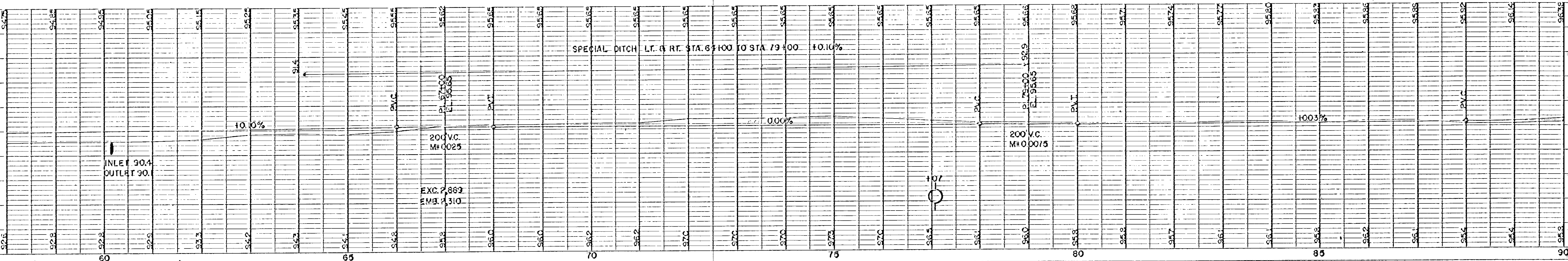


OPEN DITCH STA. 60+15 RT.

FE. STA. 69+57 RT.
INP 12" X 24" C.M. CULV.
REMOVE
INSTALL 12" X 24" C.M. CULV.

P.I. STA. 79+37.4
A=0°11' LT.

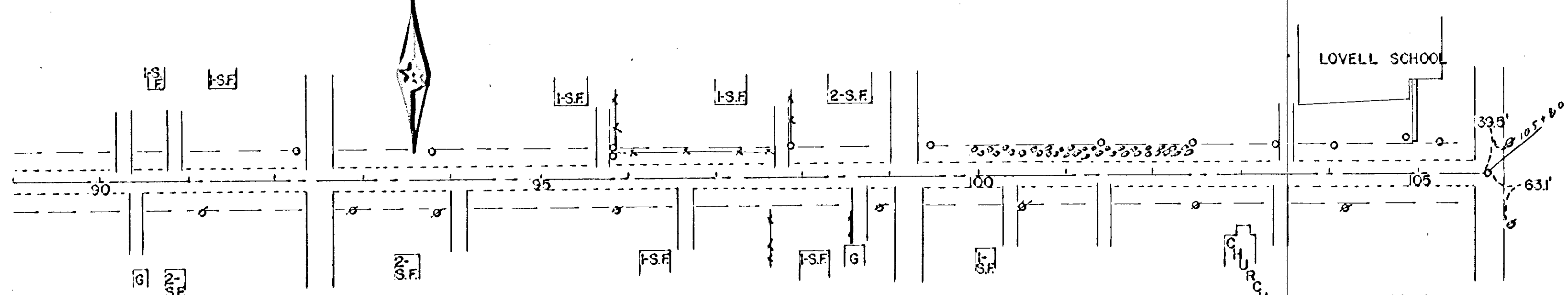
HAMLIN AVE. STA. 79+37 RT. NO CULV. REQ. FE STA. 80+46 RT. NO CULV. REQ. FE STA. 92+44 RT. NO CULV. REQ. FE STA. 84+48 RT. NO CULV. REQ. FE STA. 84+82 RT. NO CULV. REQ. SYNDICATE AVE. STA. 85+82 RT. NO CULV. REQ. FE STA. 87+31 RT. NO CULV. REQ. FE STA. 88+23 RT. NO CULV. REQ.



SPECIAL DITCH LT. & RT. STA. 64+00 TO STA. 79+00 ±0.10%

100.3%

FE. STA. 90+24 LT. NO CULV. REQ. FE. STA. 90+84 LT. NO CULV. REQ. GRIGGS AVE. STA. 91+49 LT. NO CULV. REQ. FE. STA. 95+71 LT. NO CULV. REQ. FE. STA. 97+73 LT. NO CULV. REQ. DUNLAP AVE. STA. 99+11 LT. NO CULV. REQ. FE. STA. 103+40 LT. NO CULV. REQ.



FE. STA. 90+38 RT. NO CULV. REQ. GRIGGS AVE. STA. 92+49 RT. NO CULV. REQ. FE. STA. 94+07 RT. NO CULV. REQ. FE. STA. 96+63 RT. NO CULV. REQ. FE. STA. 98+63 RT. NO CULV. REQ. DUNLAP AVE. STA. 99+17 RT. NO CULV. REQ. FE. STA. 101+37 RT. NO CULV. REQ. FE. STA. 103+40 RT. NO CULV. REQ. FE. STA. 100+30 RT. NO CULV. REQ.

