

**STATE OF MINNESOTA**  
**DEPARTMENT OF HIGHWAYS**  
**Plan and Profile of State Aid Road No. 2**

A POINT 360' WEST OF  
 THE S.E. COR. - NW 1/4 - N.W. 1/4  
**From E. 1/4 COR. SEC. 8 - T. 33 N. - R. 25 W. To SEC. 1 - T. 33 N. - R. 25 W.**  
Give proper reference to Section, Township and Range

GROSS LENGTH 20,512 FEET 3.885 MILES  
 LENGTH OF EXCEPTIONS 0 FEET 0 MILES  
 NET LENGTH 20,512 FEET 3.885 MILES

**SCALES**  
 PLAN, Inch = 100 Feet  
 PROFILE, Horz. Inch = 100 Feet, Vert. Inch = 10 Feet  
 WORKING PLANS { Horz. Inch = Feet  
 Vert. Inch = Feet  
 Cross-Section, Inch = 10 Feet

**LAYOUT**  
 Scale, Inch = 100 Feet

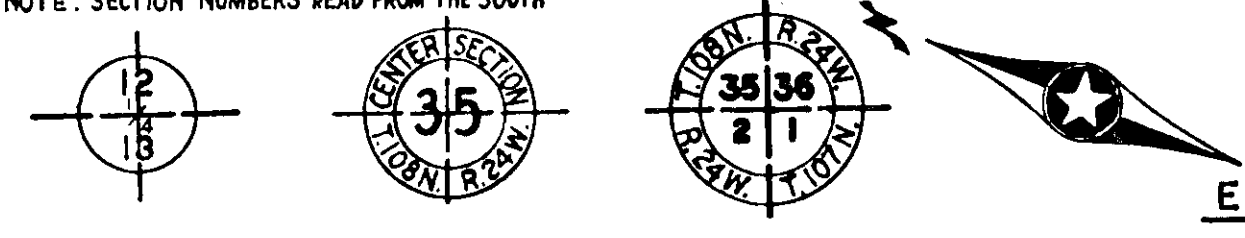
**INDEX OF SHEETS**

Sheet No. 1.	Title Sheet and Layout Map
" No. 2.	Typical Cross-Sections and Statement
" No. 3.	Plan and Profile, Sta. 182+76.5 to Sta. 243+00.
" No. 4.	" " " " 243+00 " " 295+00
" NO. 5.	" " " " 295+00 " " 350+00
" NO. 6.	" " " " 350+00 " " 387+75
" NO. 7-34	CROSS-SECTIONS SHEETS.

**SPECIFICATION REFERENCE:**  
 The specifications for Highway Construction, dated July 1, 1947, and submitted for approval by the Division Engineer of the Bureau of Public Roads October 15, 1947, as modified by 'supplement I' thereto dated April 15, 1953, and submitted for approval by the Division Engineer of the Bureau of Public Roads on March 25, 1953, shall govern.

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 . . . . . E.
CORPORATE OR CITY LIMITS	OVERHAUL . . . . . H.
ROAD CENTER LINE	SURFACING . . . . . S.
RETAINING WALL	HAND DITCHING . . . . . H.D.
RAILROADS	SPECIAL EXCAVATION . . . . . S.E.
CREEK	SPECIAL PLOWING . . . . . S.P.
DRY RUN	GUARD RAIL . . . . . G.R.
DRAINAGE DITCH	CORRUGATED METAL CULVERT . . . . . C.M. CULV.
POWER POLE LINE	SECTIONAL CONCRETE CULVERT . . . . . S.C. CULV.
TELEPHONE OR TELEGRAPH LINE	SECTIONAL CONCRETE CULVERT (heavy type) . . . . . H.C. CULV.
CULVERTS - PLAN	TON MILES . . . . . T.M.
WITH ENDWALLS	TELEPHONE POLE . . . . . TEL. P.
WITH WINGWALLS	POWER POLE . . . . . P.P.
DROP INLET	PLACE . . . . . P.
FENCE LINE	INPLACE . . . . . I.P.
GRAVEL PIT	REPLACE . . . . . R.P.
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.
BUILDING (One Story Frame)	ACRES . . . . . A.

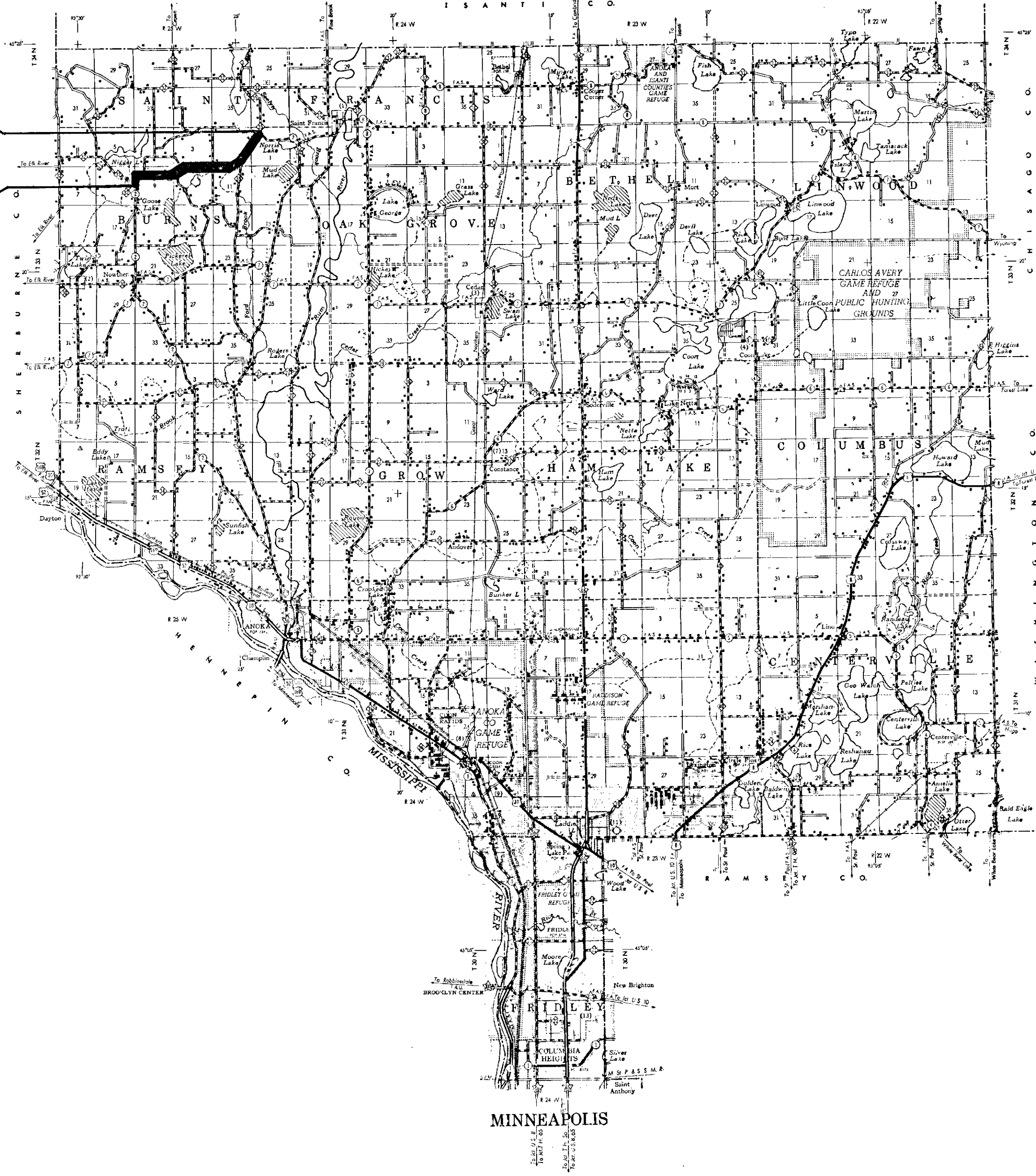
NOTE: SECTION NUMBERS READ FROM THE SOUTH



END S.P. 02-510-05 S-6374(6)  
 STA. 387+75.0

Δ STA. 275+65.8 L.P.L. =  
 STA. 275+78.5 L.P.<sub>3</sub>

BEGIN S.P. 02-510-05 S-6374(6)  
 STA. 182+76.5



**DESIGN SPEED 50 M.P.H.**

PLANNED BY E.S. VEVEA 19 57  
 COUNTY ENGINEER FOR ANOKA COUNTY

RECOMMENDED FOR APPROVAL [Signature] 2-10-57  
 DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL \_\_\_\_\_ 19 \_\_\_\_\_  
 ENGINEER OF COUNTY DIVISION

APPROVED 3/8 1957 [Signature]  
 ENGINEER OF COUNTY DIVISION

DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS

APPROVED

DISTRICT ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_





PLAN SURVEYED, PLOTTED, CHECKED, ALIGNED, CHECKED, NO. 10

PROFILE SURVEYED, PLOTTED, CHECKED, GRADES CHECKED, STRUCTURE NOTATIONS CHECKED, NO. 10

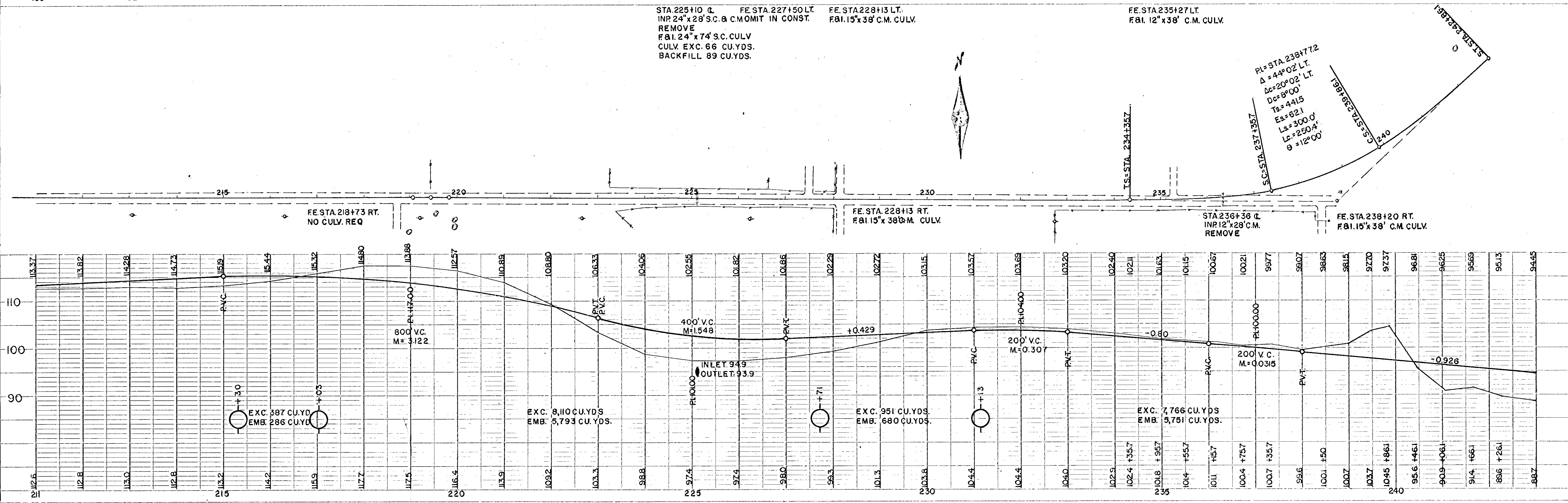
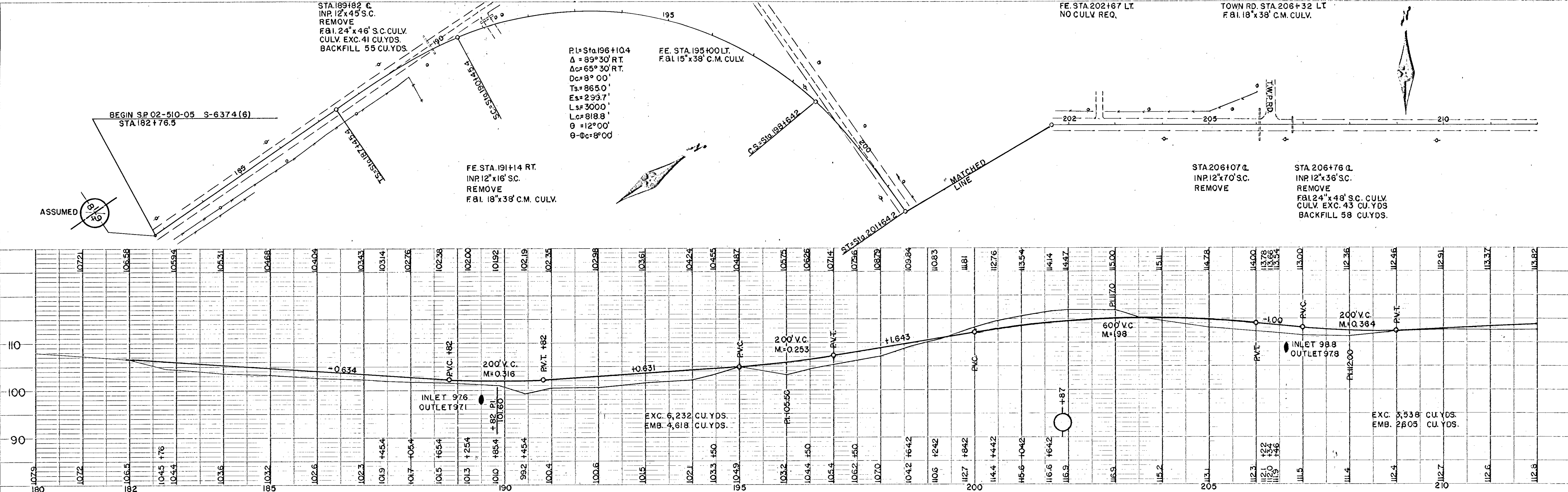
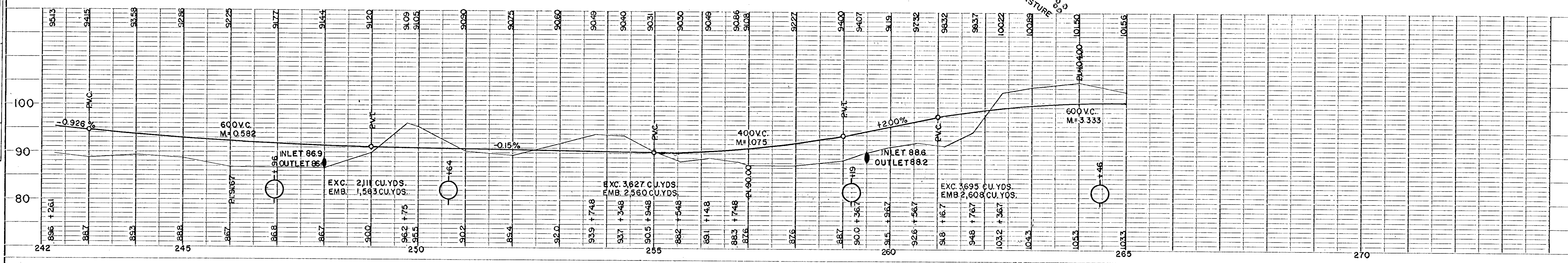
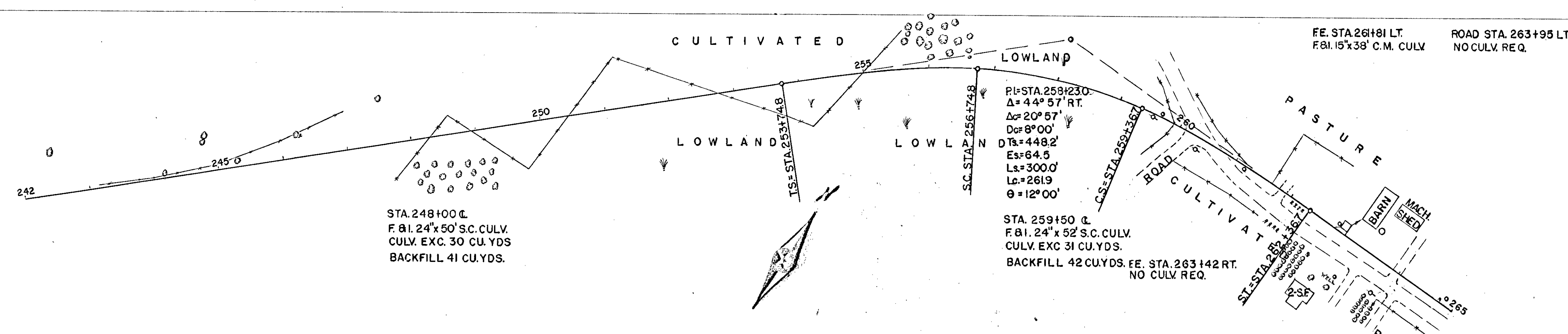
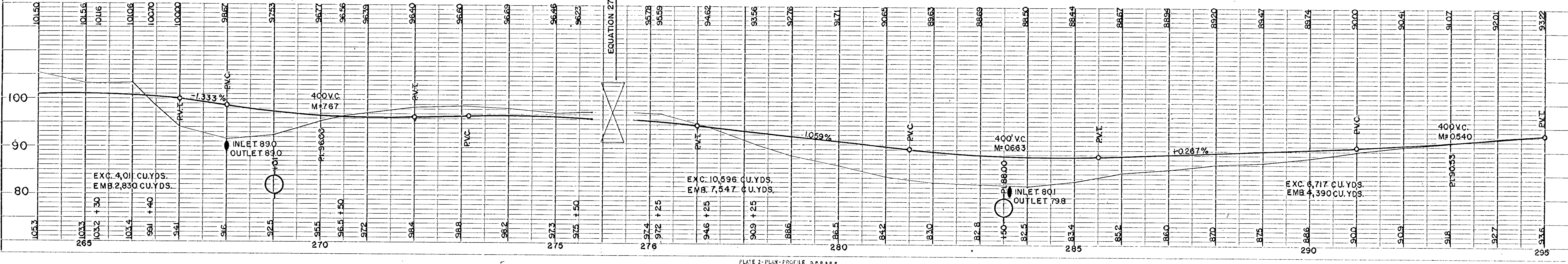
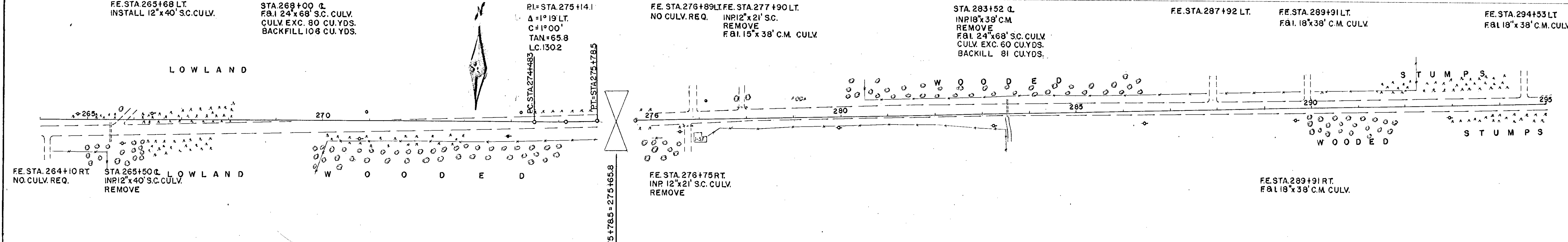


PLATE 2-PLAN-PROFILE D.P.R. & E. CHARLES L. PUGH & COMPANY, INC.

PLAN  
 DRAWN BY: [ ]  
 CHECKED BY: [ ]  
 DATE: [ ]  
 NOTE BOOK NO. [ ]  
 AT. OF WA. CHECKED: [ ]



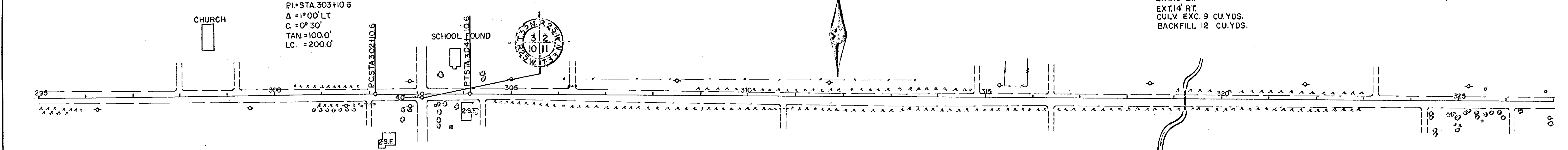
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 NOTE BOOK NO. [ ]  
 AT. OF WA. CHECKED: [ ]



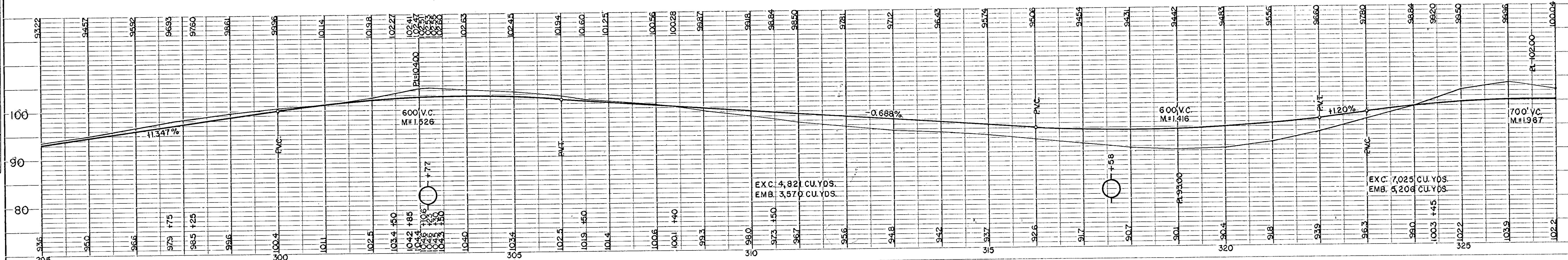


FE STA 298+00 LT. FE STA 299+20 LT. TWP RD. STA 303+11 LT. FE STA 306+29 LT. FE STA 314+83 LT. FE STA 316+40 LT. STA 319+23 C. FE STA 323+26 LT.  
 F&I 15"x38' C.M. CULV. F&I 15"x38' C.M. CULV. NO CULV. REQ. INR 12"x18' S.C. CULV. REMOVE F&I 15"x38' C.M. CULV. NO CULV. REQ. INR 24"x40' S.C. CULV. F&I 24"x30' S.C. CULV. EXT 16' LT. EXT 14' RT. CULV. EXC. 9 CU.YDS. BACKFILL 12 CU.YDS.

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

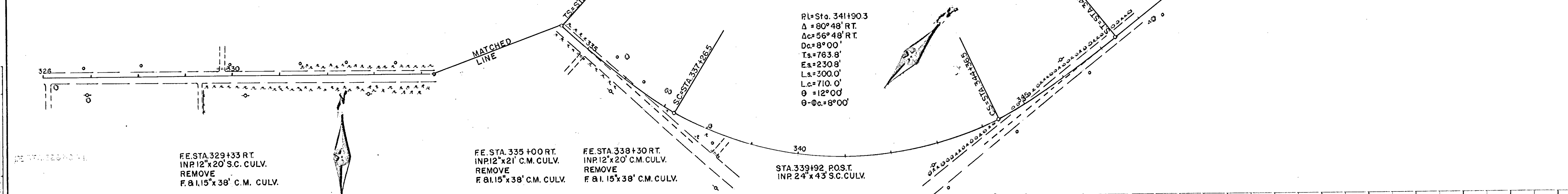


FE STA 302+00 RT. INR 12"x25' S.C. CULV. REMOVE INSTALL 12"x38' S.C. CULV.  
 TWP RD. STA 303+11 RT. NO CULV. REQ.  
 FE STA 304+39 RT. OMIT IN CONST.  
 FE STA 310+75 RT. INR 12"x20' S.C. CULV. REMOVE F&I 15"x38' C.M. CULV.  
 FE STA 316+40 RT. F&I 15"x38' C.M. CULV.  
 FE STA 324+26 RT. OMIT IN CONST.  
 FE STA 326+10 RT. NO CULV. REQ.

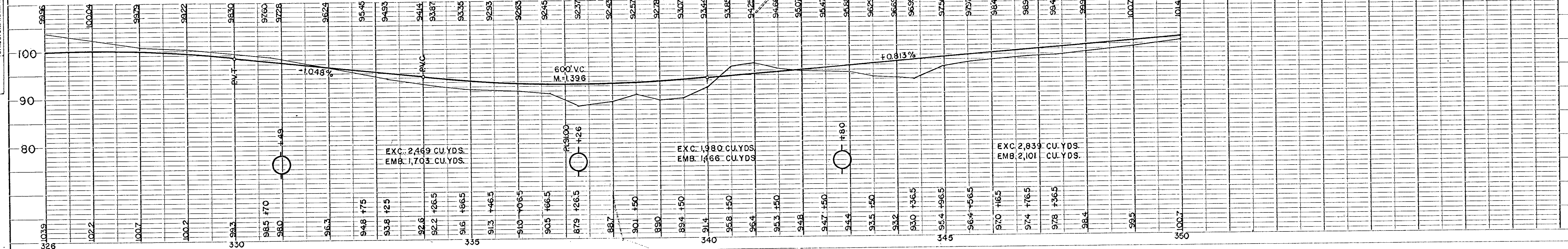


PROFILE  
 SURVEYED BY DATE  
 PLOTTED BY  
 NOTE BOOK NO.  
 IN R.F. BY  
 STRUCTURE NOTATION CHECKED BY

FE STA 329+77 RT. INR 12"x20' S.C. CULV. REMOVE INSTALL 12"x40' S.C. CULV.

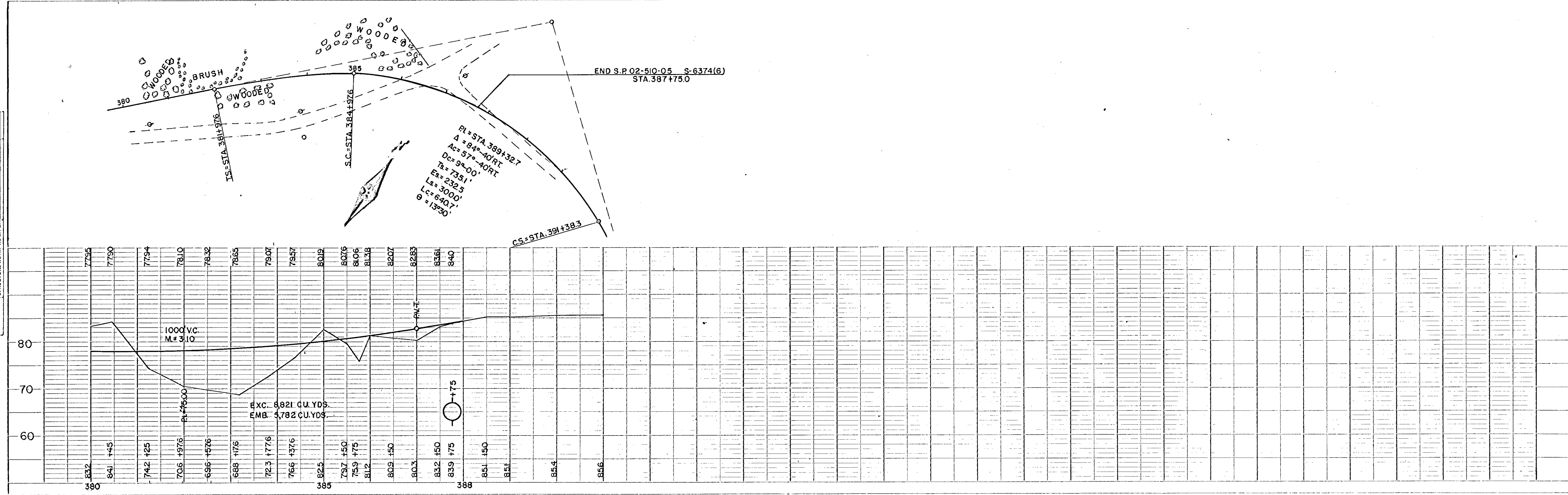
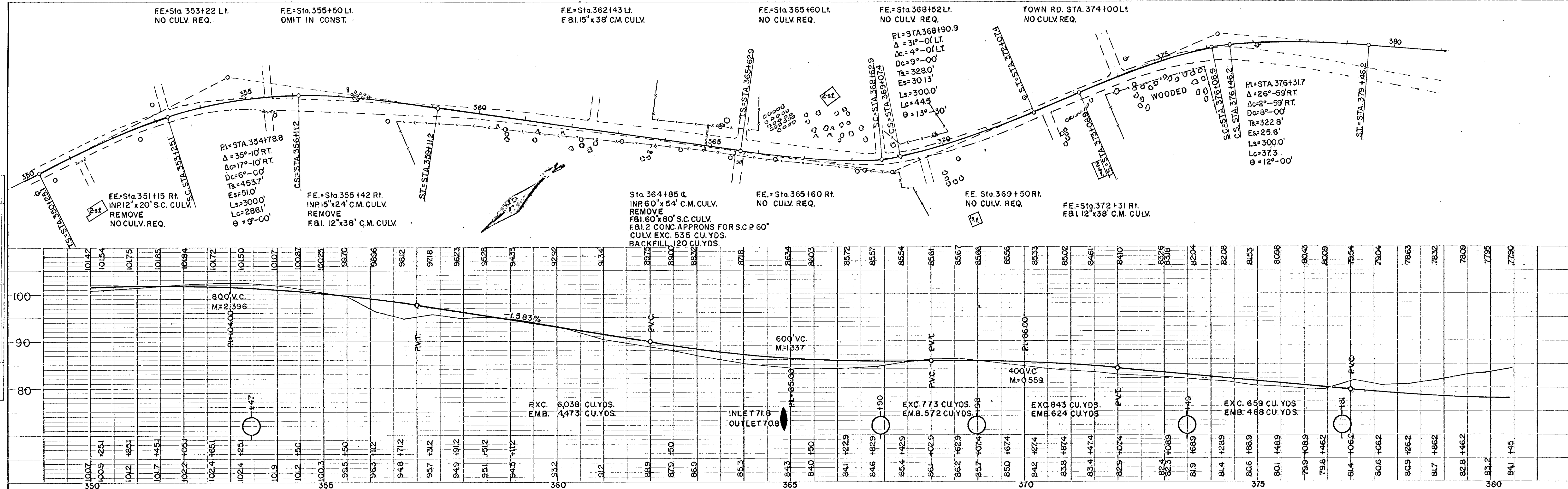


FE STA 329+33 RT. INR 12"x20' S.C. CULV. REMOVE F&I 15"x38' C.M. CULV.  
 FE STA 335+00 RT. INR 12"x21' C.M. CULV. REMOVE F&I 15"x38' C.M. CULV.  
 FE STA 338+30 RT. INR 12"x20' C.M. CULV. REMOVE F&I 15"x38' C.M. CULV.  
 STA 339+92 POST. INR 24"x43' S.C. CULV.



PLAN  
 SURVEYED  
 PLOTTED  
 ALIGNED CHECKED  
 AT 1/2" = 100'

PROFILE  
 SURVEYED  
 PLOTTED  
 GRADED CHECKED  
 STRUCTURE NOTATIONS CHECK



4-1111 12-1111