

CONVENTIONAL SIGNS	
STATE LINE	.....
COUNTY LINE	.....
TWP. OR RANGE LINE	.....
SECTION LINE	.....
RIGHT OF WAY LINE	.....
CORPORATE OR CITY LIMITS	.....
ROAD CENTER LINE	.....
RETAINING WALL	.....
RAILROADS	.....
CREEK	.....
DRY RUN	.....
DRAINAGE DITCH	.....
POWER POLE LINE	.....
TELEPHONE OR TELEGRAPH LINE	.....
CULVERTS - PLAN	.....
WITH ENCYCLES	.....
WITH SIDEWALKS	.....
DROP INLET	.....
FENCE LINE	.....
GRAVEL PIT	.....
SAND PIT	.....
CLAY PIT	.....
ROCK QUARRY	.....
SPRINGS	.....
WATER	.....
BRUSH OR TIMBER	.....
MEADOW	.....
ROCK LEDGE	.....
SAND	.....
EDGE OF CUT	.....
TOE OF EMBANKMENT	.....
RAILROAD R/W LINE	.....
BUILDING (On a Study Plan)	.....

ABBREVIATIONS	
EXCAVATION	.....
EARTH	.....
LOOSE ROCK	.....
SOLID ROCK	.....
EMBANKMENT	.....
OVERPAUL	.....
SURFACING	.....
HAND DITCHES	.....
SPECIAL EXCAVATION	.....
SPECIAL PLOWING	.....
GUARD RAIL	.....
CORRUGATED METAL CULVERT	.....
SECTIONAL CONCRETE CULVERT	.....
SECTIONAL CONCRETE CULVERT	.....
TON MILES	.....
TELEPHONE POLE	.....
POWER POLE	.....
PLACE	.....
IN PLACE	.....
REPLACE	.....
RIGHT	.....
LEFT	.....
INTERSECTION ANGLE	.....
RADIUS	.....
TANGENT	.....
LENGTH OF CURVE	.....
POINT OF CURVE	.....
POINT OF TANGENT	.....
POINT OF INTERSECTION	.....
VERTICAL CURVE	.....
LENGTH MARK	.....
ELEVATION	.....
ACRES	.....

STATE OF MINNESOTA

DEPARTMENT OF HIGHWAYS

Plan and Profile of State Aid Road No. 3

A POINT ON EAST LINE OF SEC. 20
T-32-N. R-21-W. DISTANCE 200' SO. OF
From NE COR. SEC. 20, T-32-N. R-21-W. To NE COR. SEC. 5, T-32-N. R-21-W.

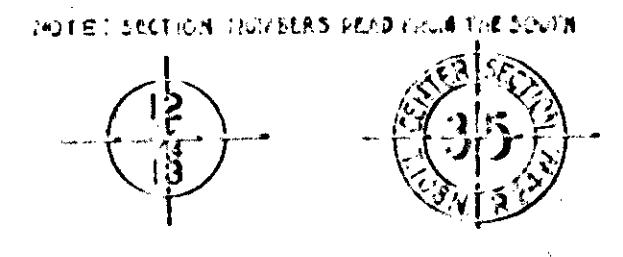
GROSS LENGTH 15,828.1 FEET 2.938 MILES
LENGTH OF EXCEPTIONS NONE FEET NONE MILES
NET LENGTH 15,828.1 FEET 2.938 MILES

PLAN: 1" = 100 Feet
PROFILE: Horiz. 1" = 100 Feet, Vert. 1" = 10 Feet
ADRIAN'S PLANS: Horiz. 1" = Feet, Vert. 1" = Feet
Cross-Section: 1" = 10 Feet

LAYOUT
Scale: 1" = 100 Feet

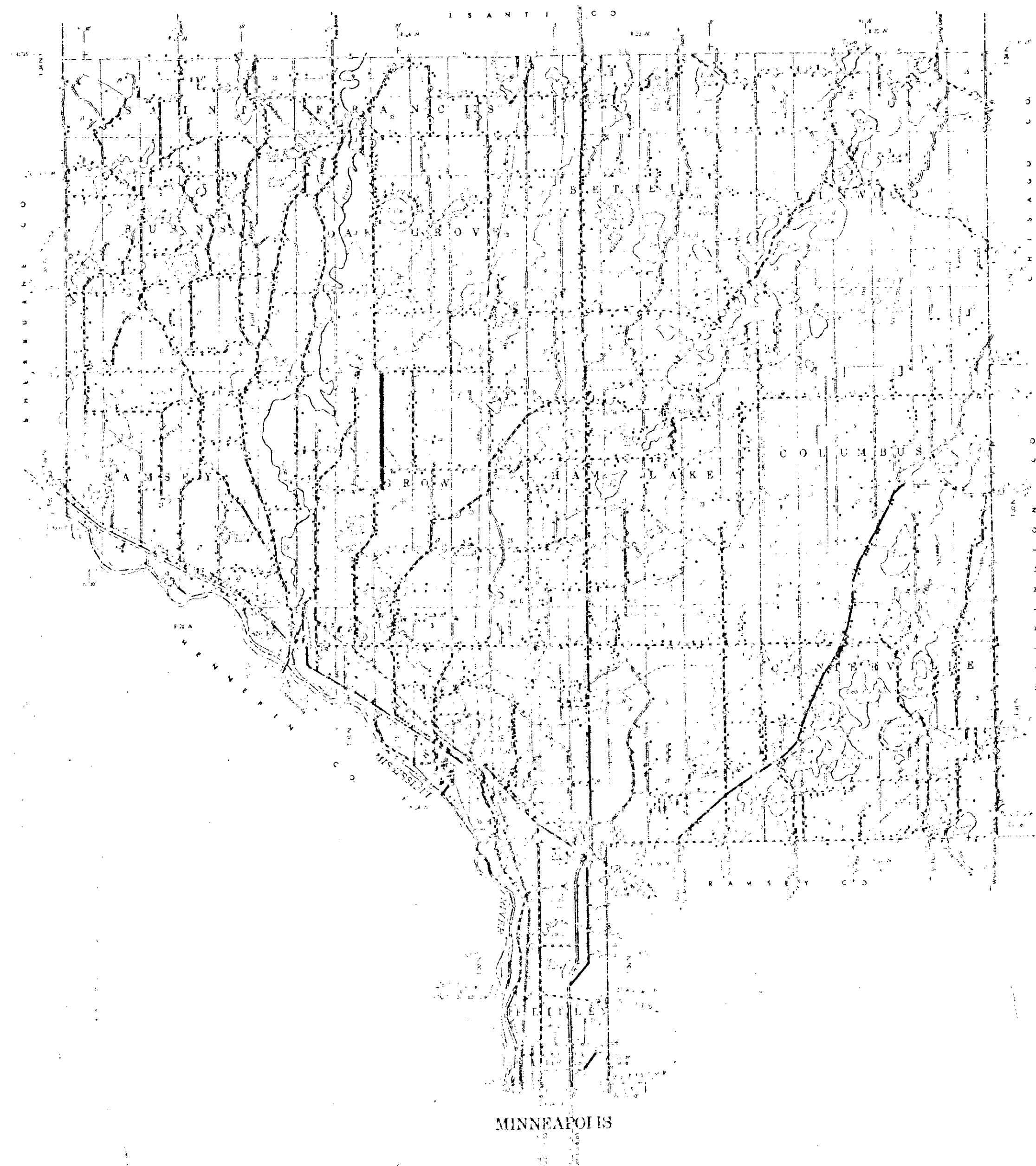
INDEX OF SHEETS	
Sheet No. 1.	Title Sheet and Layout Map
" No. 2.	Typical Cross-Sections and Statement
" No. 3.	Plan and Profile, Sta. 236100 to Sta. 237100.
" No. 4.	" " " Sta. 238100 to Sta. 239100.
" No. 5.	" " " Sta. 240100 to Sta. 241100.
" No. 6-19.	CROSS SECTIONS

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.



END S.P. 02-501-08 S-6373(3)
STA. 336 + 28.1

BEGIN S.P. 02-501-08 S-6373(3)
STA. 233 + 00



THE LIT COPY OF THIS PLAN WAS PREPARED BY THE CIVIL ENGINEER OF THE BUREAU OF PUBLIC ROADS UNDER THE SUPERVISION AND CONTROL OF THE DIVISION ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE FEBRUARY 28 1955

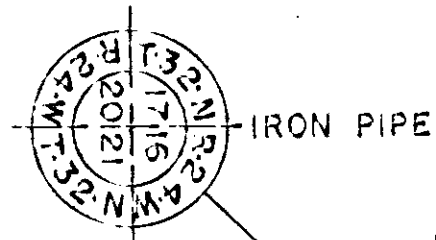
MINN. PROJ. 5 6373(3)

PLANNED BY E. S. VEVEA 1955
COUNTY ENGINEER FOR ANOKA COUNTY
RECOMMENDED FOR APPROVAL [Signature] 1955
RECOMMENDED FOR APPROVAL [Signature] 1955
APPROVED [Signature] 1955

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED

C.A.R. #27 STA. 240+00 LT. F&I. 15"X52' C.M. CULV.



BEGIN SP 02-501-06 STA. 238+00

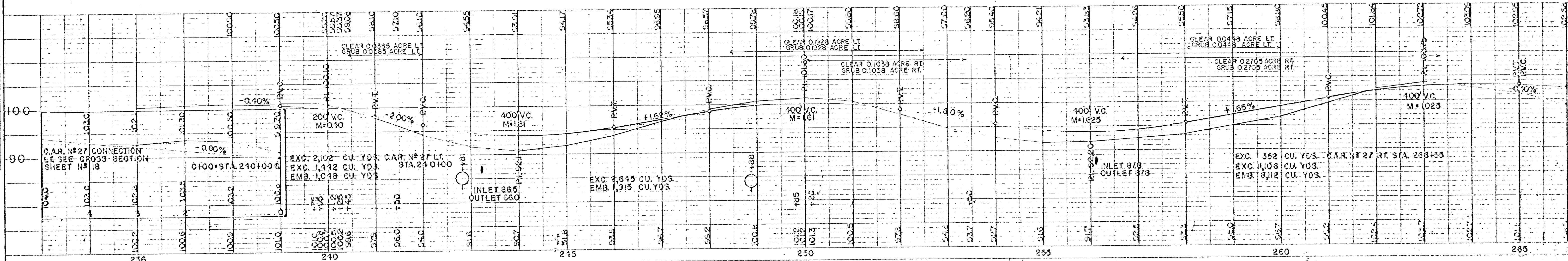
FE. STA. 240+15 RT. F&I. 15"X52' C.M. CULV. FE. STA. 241+15 RT. F&I. 15"X38' C.M. CULV.

STA. 243+26 F&I. 24"X78' S.C. CULV. CULV. EXC. 63 CU. YDS. SAND-GRAVEL BACKFILL 85 CU. YDS.

FE. STA. 250+00 RT. NO CULV. REQ.

STA. 256+00 F&I. 24"X64' S.C. CULV. CULV. EXC. 38 CU. YDS. SAND-GRAVEL BACKFILL 57 CU. YDS.

FE. STA. 263+28 RT. NO CULV. REQ.



TOWN RD. STA. 266+13 LT. F&I. 15"X38' C.M. CULV.

FE. STA. 273+00 LT. NO CULV. REQ.

FE. STA. 281+06 LT. F&I. 12"X38' C.M. CULV.

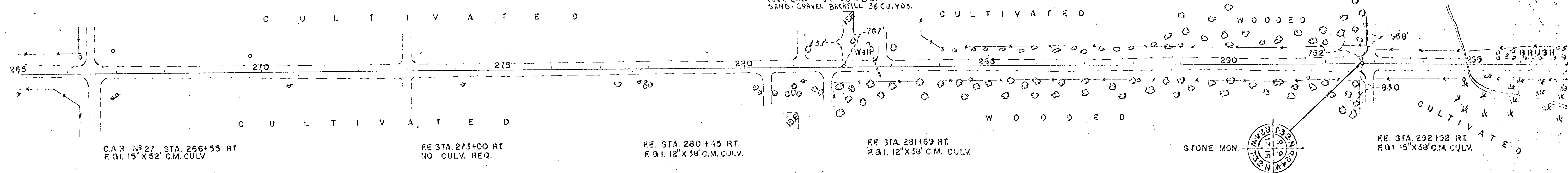
P.O.T. STA. 282+02.7 FE. STA. 282+33 LT. NO CULV. REQ.

P.I. STA. 292+76.3 Δ=0°36' RT.

FE. STA. 292+92 LT. F&I. 15"X38' C.M. CULV.

STA. 231+95 INR 36"X51' C.M. CULV. TO REMAIN F&I. 36"X10' C.M. CULV. F&I. 36"X14' C.M. CULV.

STA. 282+55 F&I. 24"X48' S.C. CULV. CULV. EXC. 21 CU. YDS. SAND-GRAVEL BACKFILL 36 CU. YDS.



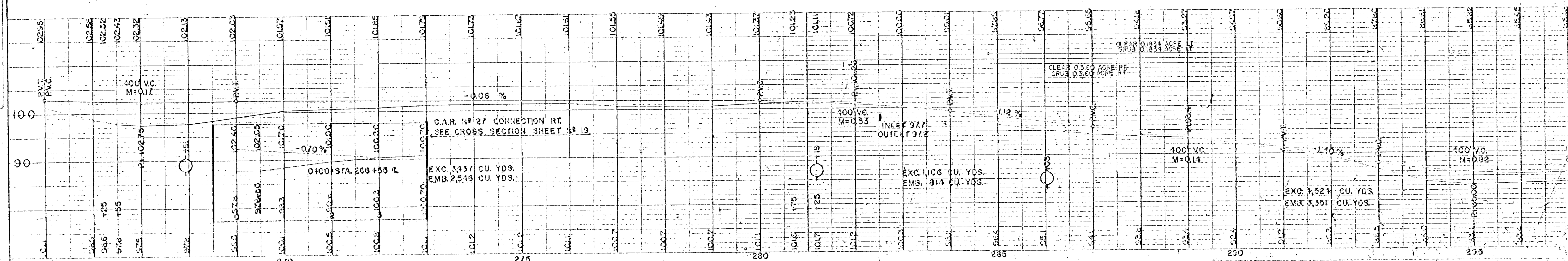
C.A.R. #27 STA. 266+55 RT. F&I. 15"X52' C.M. CULV.

FE. STA. 273+00 RT. NO CULV. REQ.

FE. STA. 280+45 RT. F&I. 12"X38' C.M. CULV.

FE. STA. 281+63 RT. F&I. 12"X38' C.M. CULV.

FE. STA. 292+92 RT. F&I. 15"X38' C.M. CULV.



C.A.R. #27 CONNECTION RT. SEE CROSS SECTION SHEET # 19

0+00+STA. 266+55 EXC. 3,437 CU. YDS. EMB. 2,546 CU. YDS.

EXC. 1,108 CU. YDS. EMB. 814 CU. YDS.

EXC. 1,521 CU. YDS. EMB. 3,351 CU. YDS.

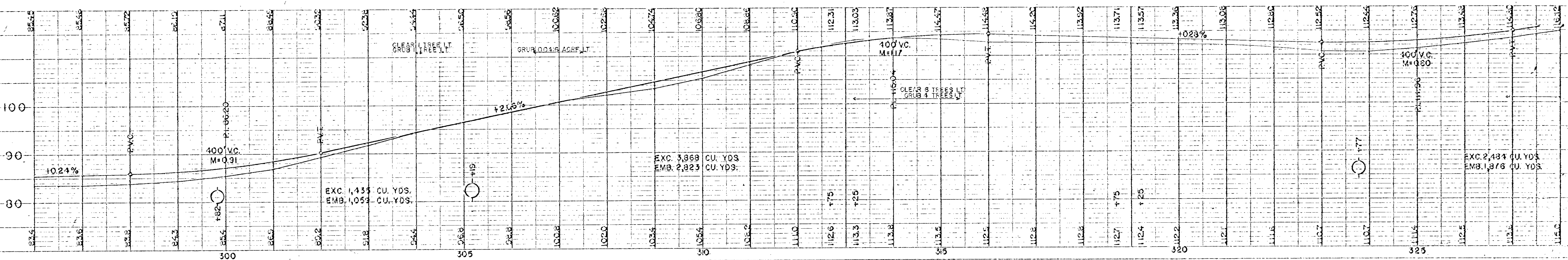
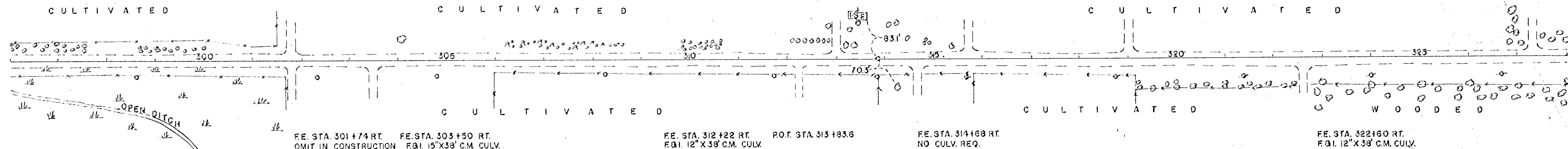
100' VC. M=0.82

FE. STA. 301+73 LT.
F&I 15"X38" C.M. CULV.

FE. STA. 313+02 LT.
F&I 12"X38" C.M. CULV.

FE. STA. 315+75 LT.
NO CULV. REQ.

FE. STA. 319+03 LT.
F&I 12"X38" C.M. CULV.



FE. STA. 327+31 LT.
F&I 15"X38" C.M. CULV.

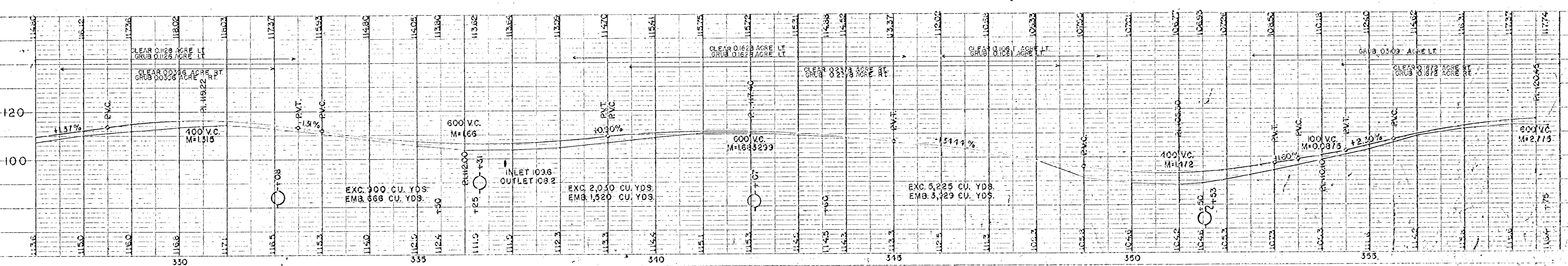
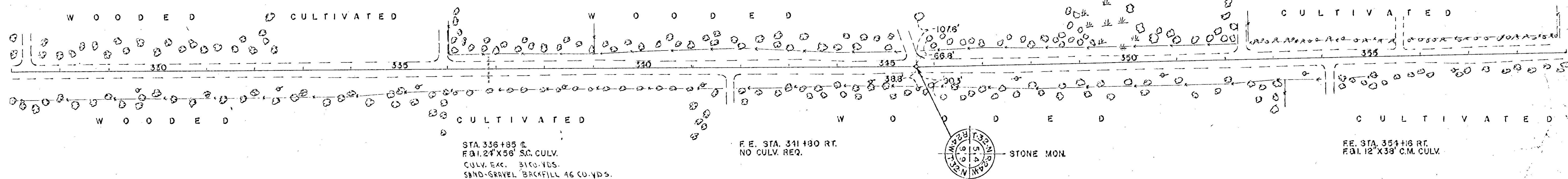
FE. STA. 335+33 LT.
F&I 15"X38" C.M. CULV.

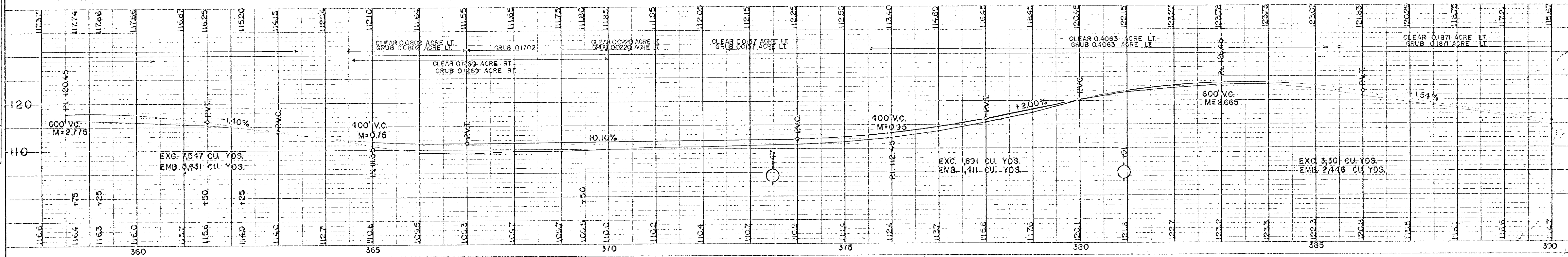
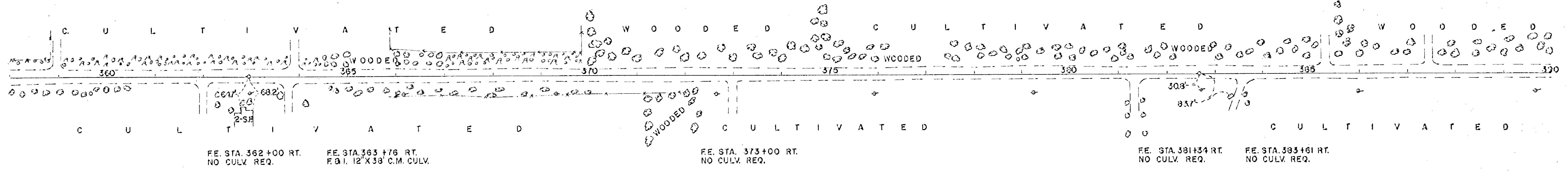
FE. STA. 345+65 LT.
NO CULV. REQ.

P.I. STA. 345+62.9
 $\Delta=0^{\circ}47' LT.$

FE. STA. 352+38 LT.
CMIT IN CONSTRUCTION

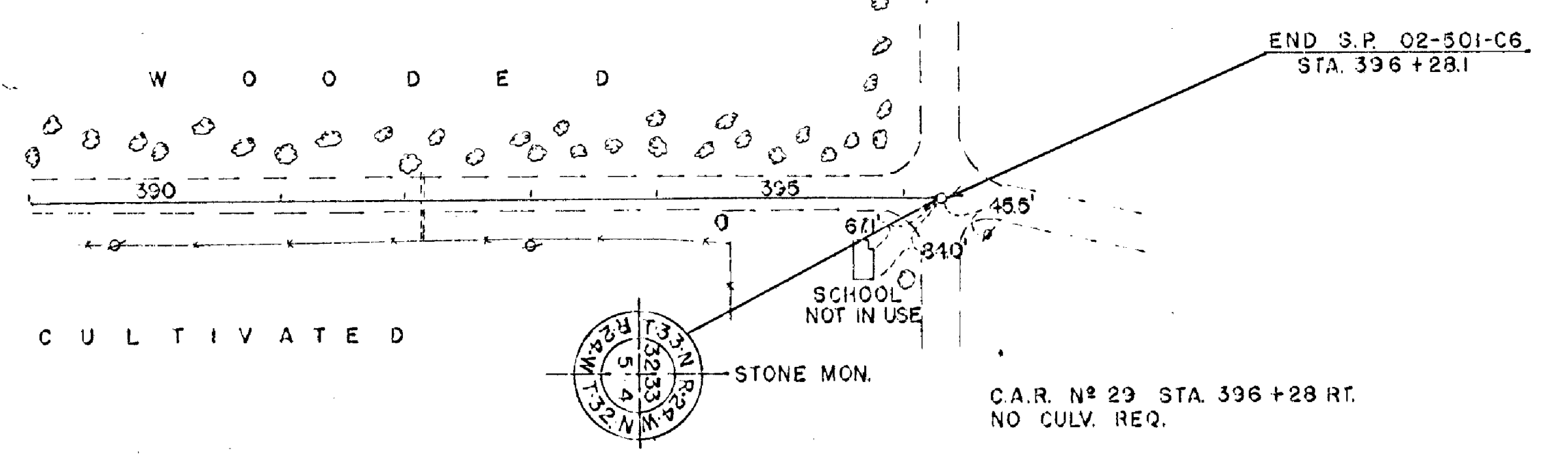
FE. STA. 355+60 LT.
F&I 12"X38" C.M. CULV.





STA. 392+20 R. P & L 24' X 70' C.C. CULV. CULV. EXC. 58 CU. YDS. SAND-GRAVEL BRKFILL 87 CU. YDS.

C.A.R. # 29 STA. 396+28 LT. NO CULV. REQ.



C.A.R. # 29 STA. 396+28 RT. NO CULV. REQ.

