

**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 - PLAIN            | ----- |
| WITH ENDWALLS               | ----- |
| WITH WINGWALLS              | ----- |
| DROP INLET                  | ----- |
| FENCE LINE                  | ----- |
| GRAVEL PIT                  | ----- |
| SAND PIT                    | ----- |
| CLAY PIT                    | ----- |
| ROCK QUARRY                 | ----- |
| SPRINGS                     | ----- |
| MARSH                       | ----- |
| BRUSH OR TIMBER             | ----- |
| HEDGE                       | ----- |
| ROCK LEDGE                  | ----- |
| SAND                        | ----- |
| EDGE OF CUT                 | ----- |
| TOE OF EMBANKMENT           | ----- |
| RAILROAD R/W LINE           | ----- |
| BUILDING (One Story Frame)  | ----- |

**ABBREVIATIONS**

|   |       |            |
|---|-------|------------|
| EXCAVATION                              | ..... | EXC.       |
| EARTH                                   | ..... | E          |
| LOOSE ROCK                              | ..... | L.R.       |
| SOLID ROCK                              | ..... | S.R.       |
| EMBANKMENT                              | ..... | F.         |
| OVERHAUL                                | ..... | M.         |
| SURFACING                               | ..... | S.         |
| HAND DITCHING                           | ..... | H.D.       |
| SPECIAL EXCAVATION                      | ..... | S.E.       |
| SPECIAL PLOWING                         | ..... | S.P.       |
| GUARD RAIL                              | ..... | G.R.       |
| CORRUGATED METAL CULVERT                | ..... | C.M. CULV. |
| SECTIONAL CONCRETE CULVERT              | ..... | R. CULV.   |
| SECTIONAL CONCRETE CULVERT (Heavy Type) | ..... | R. CULV.   |
| TON MILES                               | ..... | T.M.       |
| TELEPHONE POLE                          | ..... | T.P.       |
| POWER POLE                              | ..... | P.         |
| PLACE                                   | ..... | P.         |
| INPLACE                                 | ..... | J.N.P.     |
| REPLACE                                 | ..... | REP.       |
| RIGHT                                   | ..... | RT.        |
| LEFT                                    | ..... | LT.        |
| INTERSECTION ANGLE                      | ..... | A          |
| RADIUS                                  | ..... | R.         |
| TANGENT                                 | ..... | T.         |
| LENGTH OF CURVE                         | ..... | L.         |
| POINT OF CURVE                          | ..... | P.C.       |
| POINT OF TANGENT                        | ..... | P.T.       |
| POINT OF INTERSECTION                   | ..... | P.I.       |
| VERTICAL CURVE                          | ..... | V.C.       |
| BENCH MARK                              | ..... | B.M.       |
| ELEVATION                               | ..... | EL.        |
| ACRES                                   | ..... | A.         |

**STATE OF MINNESOTA**  
**DEPARTMENT OF HIGHWAYS**  
**Plan and Profile of State Aid Road No. 39**

A POINT ON THE E-W 1/4 LINE OF SEC. 31  
T. 31 N.-R. 23 W. 4995.2' WEST OF THE  
1/4 COR. SEC. 31 & 32 T. 31 N.-R. 23 W.  
**From** \_\_\_\_\_ **To** THE CENTER OF SEC. 32 T. 31 N.-R. 23 W.  
Give proper reference to Sections, Township and Range

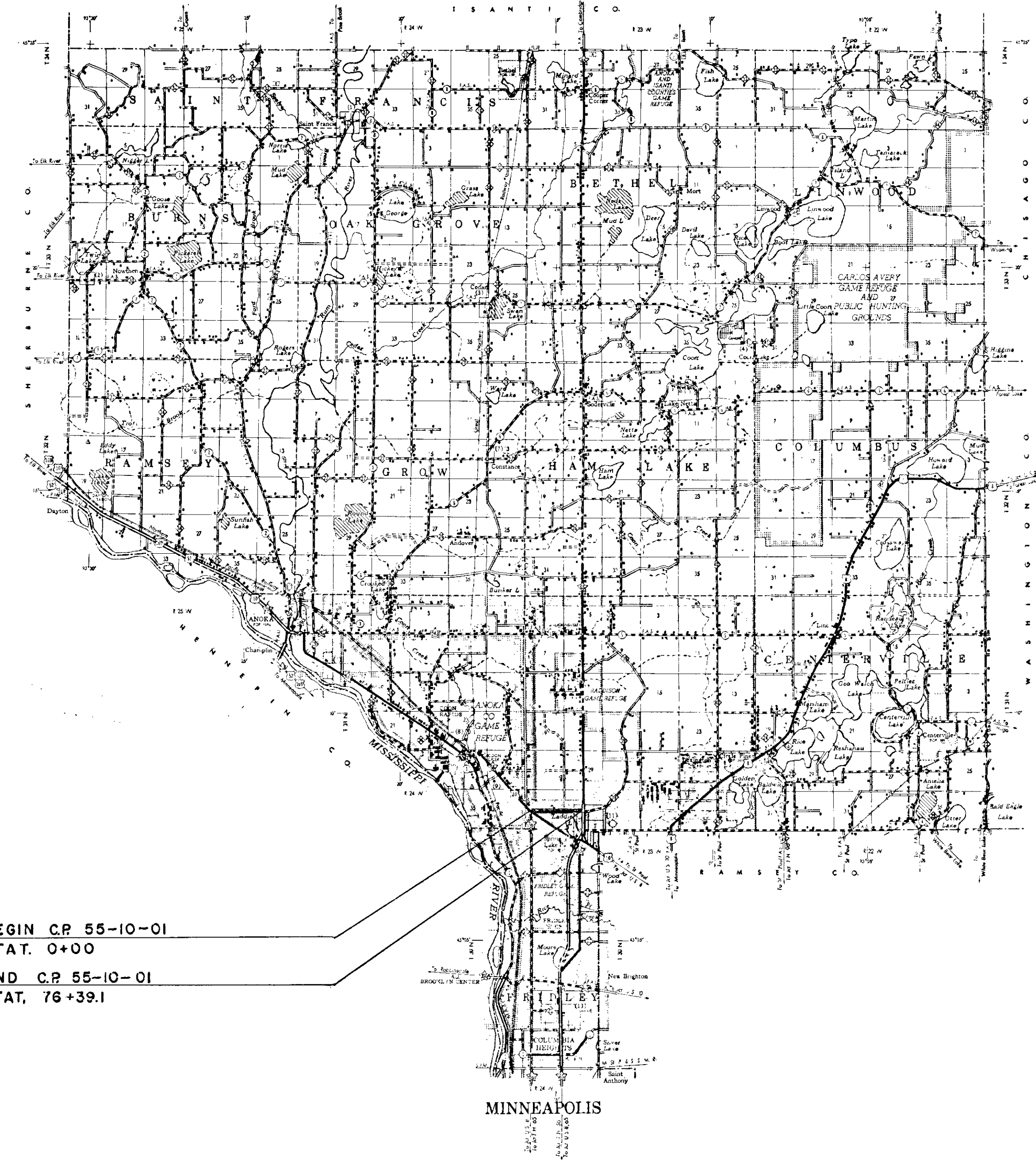
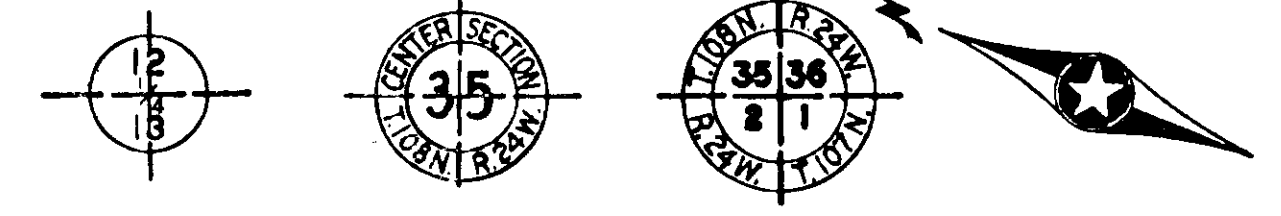
GROSS LENGTH 7,639.1 FEET 1.45 MILES  
LENGTH OF EXCEPTIONS 0 FEET 0 MILES  
NET LENGTH 7,639.1 FEET 1.45 MILES

**SCALES**

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

**LAYOUT**  
Scale, 1 Inch = 100 Feet

NOTE: SECTION NUMBERS READ FROM THE SOUTH



BEGIN C.P. 55-10-01  
STAT. 0+00  
END C.P. 55-10-01  
STAT. 76+39.1

**INDEX OF SHEETS**

|              |  |
|--------------|--|
| Sheet No. 1. | Title Sheet and Layout Map                 |
| " No. 2.     | Typical Cross-Sections and Statement       |
| " No. 3.     | Plan and Profile, Sta. _____ to Sta. _____ |
| " No. 4.     |  |

**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 1' 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.

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.

DATE \_\_\_\_\_ REG. NO. 2865

PLANNED BY E. S. VEVEA 19 55  
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

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

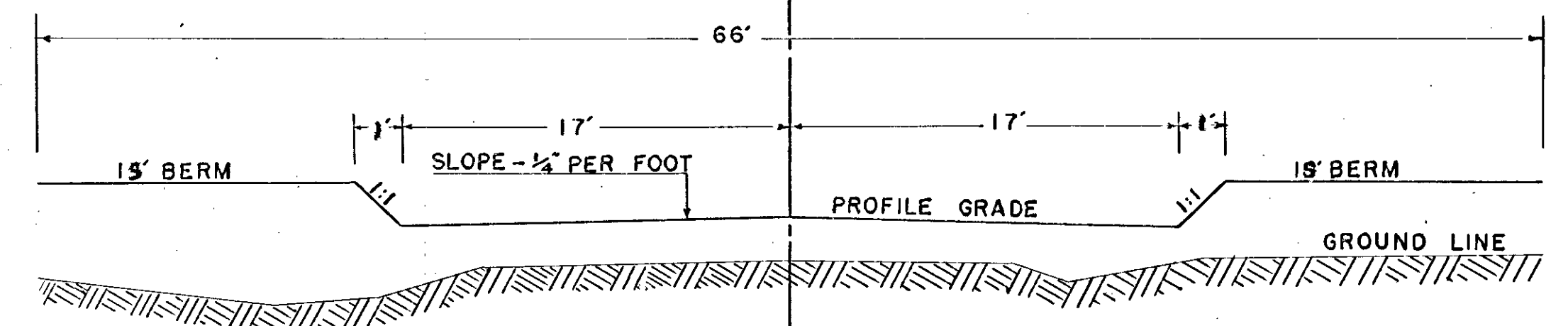
APPROVED \_\_\_\_\_  
DISTRICT ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | SEC. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|------|-------------|-----------|--------------|
| 4                   | MINN. |                    |      |             |           |              |

| ESTIMATED QUANTITIES |                                   |          |                            |
|----------------------|-----------------------------------|----------|----------------------------|
| SPECIFICATION NO.    | ITEM                              | UNIT     | TOTAL ESTIMATED QUANTITIES |
| 2101.502             | CLEARING                          | TREE     | 11                         |
| 2101.507             | GRUBBING                          | TREE     | 22                         |
| 2104.510             | REMOVE FENCE                      | LIN. FT. |                            |
| 2105.503             | CLASS "C" EXC.                    | CU. YD.  | 3866                       |
| 2105.508             | BORROW EXC. - CLASS "C"           | CU. YD.  | 16,778                     |
| 2501.511-06          | FURNISH & INSTALL 6" C.M.P. CURV. | LIN. FT. | 76                         |
| 2501.511-36          | " " " " 36" " "                   | " "      | 8                          |
| 2574.501             | ROADSIDE SEEDING                  | ACRE     | 5.26                       |
| 2575.511             | MULCH ADMIXTURE - TYPE I          | TON      | 10.52                      |

2574.501 - SEED TO BE FURNISHED BY CONTRACTOR AT 60 LBS. PER ACRE.  
 2575.511 - MULCH ADM. AT 2 TONS PER ACRE.

### TYPICAL GRADING SECTIONS

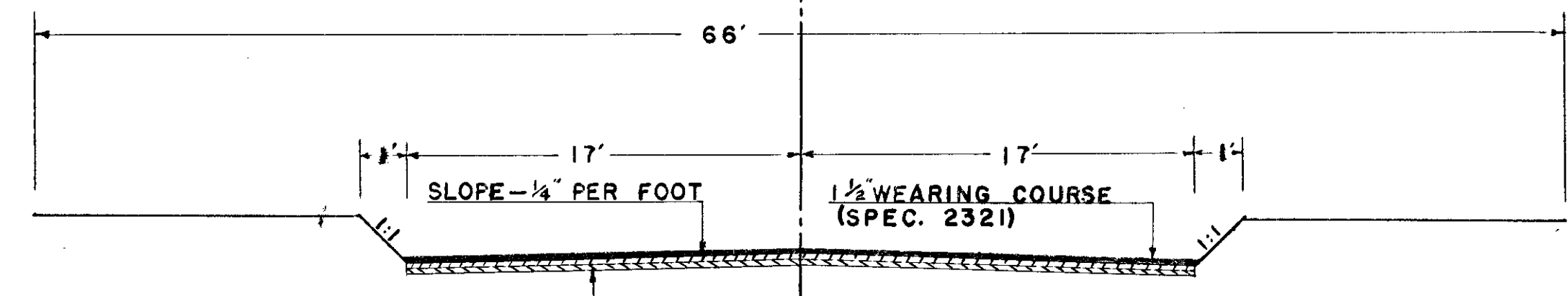


ROADBED TO BE BLADED TO 1/4" PER FOOT PITCH DURING FINISHING OPERATIONS.

### SPECIAL DETAILS

THE UPPER 0.5' OF NATURAL SOIL IS CONSIDERED UNSUITABLE FOR USE IN THE UPPER 1.0' OF ROADWAY. THE UPPER PORTION OF THIS LAYER SHALL BE USED TO COVER DITCH BOTTOMS AND SLOPES. THE REMAINDER TO BE PLACED BELOW THE UPPER 1.0' OF EMBANKMENT.

### TYPICAL BASE & SURFACE SECTIONS



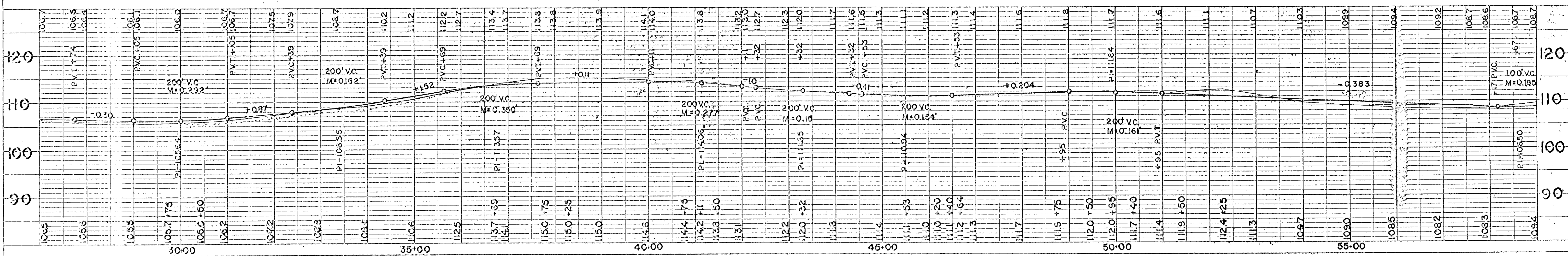
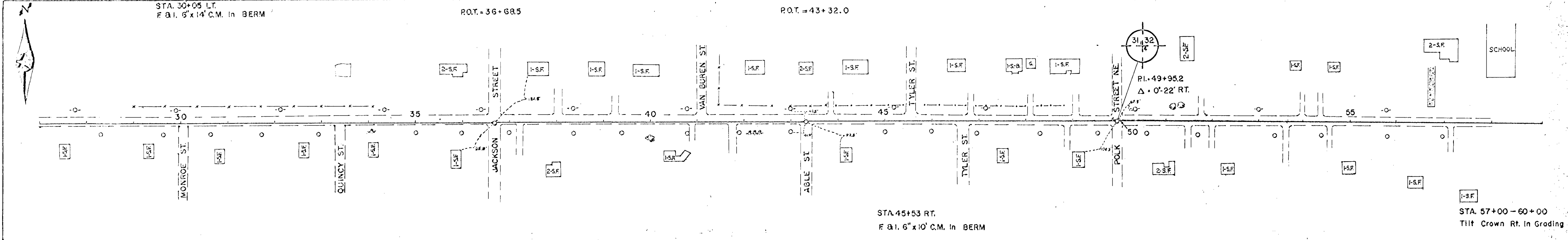
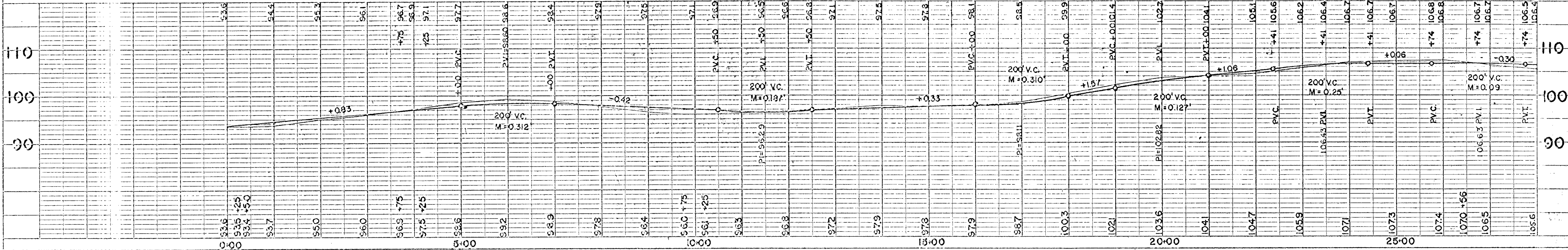
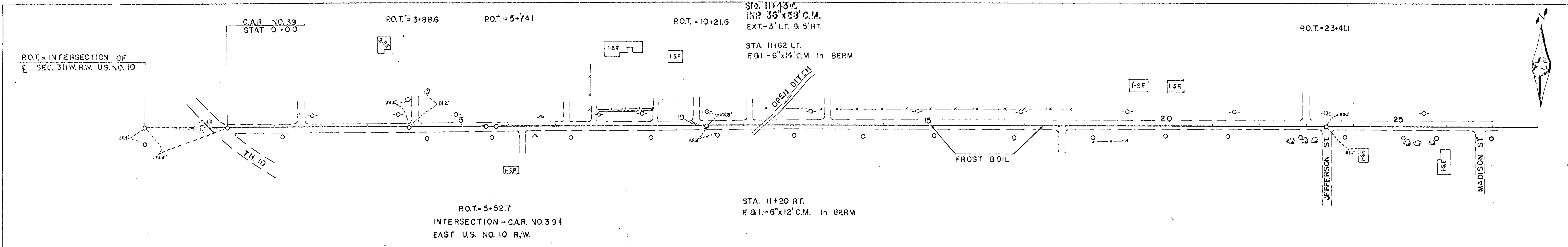
4" BITUMINOUS SAND STABILIZING

### STANDARD DETAIL PLATES

Standard Detail Plates issued October 1, 1947 and approved by the Public Roads Administration April 1, 1943, with revisions Approved Feb. 24, 1949, shall govern.

| PLATE NO. | STANDARD DETAIL PLATES |
|-----------|------------------------|
|           |                        |
|           |                        |
|           |                        |
|           |                        |
|           |                        |
|           |                        |
|           |                        |

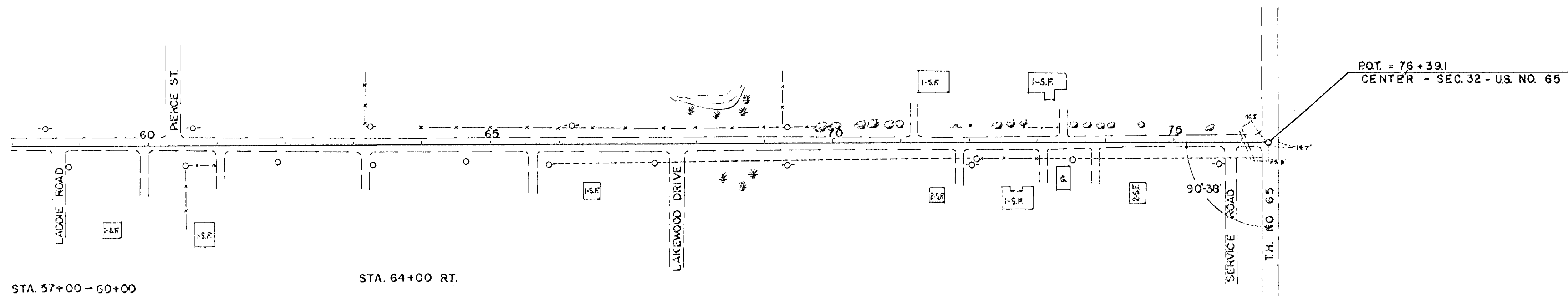
*Greenwich*



Greenwich

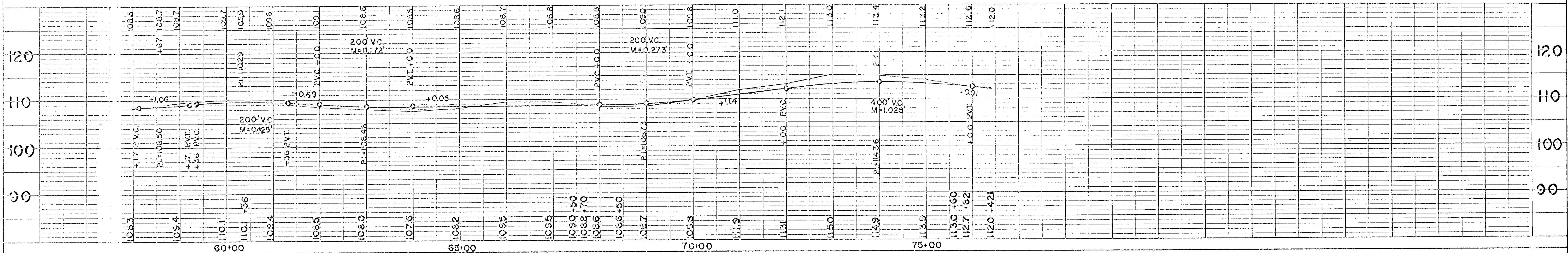


STA. 64+00 LT.  
F & I. 6" x 14" C.M. in BERM



STA. 57+00 - 60+00  
TILT CROWN RT. in GRADING

STA. 64+00 RT.  
F & I. - 6" x 12" C.M. in BERM



NOTATION: PLOTTER'S CHECKED  
NO. 1021 BOOK ALIGNMENT CHECKED  
NO. 1021 BOOK

NOTATION: DESIGNER'S CHECKED  
NO. 1021 BOOK

Greenwich