

STATE OF MINNESOTA  
DEPARTMENT OF HIGHWAYS  
CONSTRUCTION PLAN FOR GRADING

County State Aid Highway No. 11

BETWEEN T.H. 27 AND CSAH 9  
From SW COR. SEC. 16 T29N. R31W To NW COR. SEC. 10 T30N. R31W

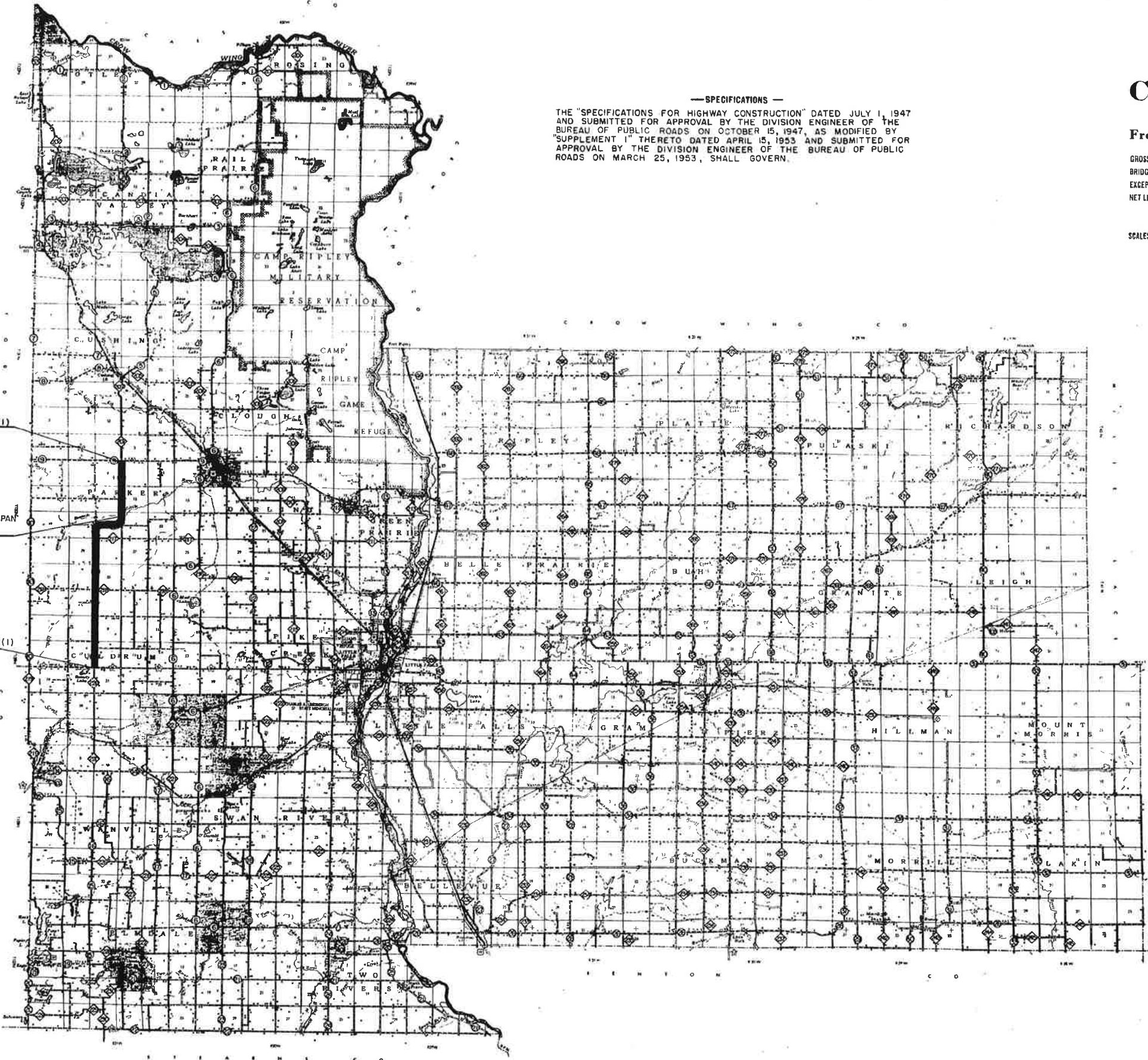
GROSS LENGTH 47,175.2 FEET 8.934 MILES  
BRIDGES LENGTH 23 FEET 0.004 MILES  
EXCEPTIONS LENGTH 00 FEET 00 MILES  
NET LENGTH 47,152.2 FEET 8.930 MILES

MINN. PROJ. S 6493 (1)

— SPECIFICATIONS —  
THE "SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" DATED JULY 1, 1947 AND SUBMITTED FOR APPROVAL BY THE DIVISION ENGINEER OF THE BUREAU OF PUBLIC ROADS ON 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.

SCALES } Plan 1 inch = 100 Feet  
          } PROFILE, Horiz 1 inch = 100 Feet Vert. 1 inch = 10 Feet  
          } WORKING PLANS (Horiz. 1 inch = 100 Feet  
                          } Vert. 1 inch = 10 Feet  
                          } Cross Section 1 inch = 10 FEET  
LAYOUT  
Scale 1 inch = 1056 Feet

INDEX OF SHEETS  
Sheet No. 1. Title Sheet & Layout Map  
No. 2. Est. Quantities & Typical Sec.  
No. 3. To 20 Plan & Profile  
No. 21 To 66 Cross Sections



END SP 49-611-01 S6493 (1)  
STA. 480+23.6

BR. NO. 2735 23' BEAM SPAN  
STA. 368+02

BEG. SP 49-611-01 S6394 (1)  
STA. 8+48.4

CONVENTIONAL SIGNS

STATE LINE	ROAD END	TRUCK
COUNTY LINE	ROAD END	TRUCK
TOWNSHIP OR RANGE LINE	ROAD END	TRUCK
SECTION LINE	ROAD END	TRUCK
QUARTER LINE	ROAD END	TRUCK
SIXTEENTH LINE	ROAD END	TRUCK
THIRTY-SECOND LINE	ROAD END	TRUCK
PRESERVE ROAD 7/4 LINE	ROAD END	TRUCK
LIMITED ACCESS	ROAD END	TRUCK
PRESERVE LINE (Level Line)	ROAD END	TRUCK
GRADED PLATTED PROPERTY	ROAD END	TRUCK
CONCRETE OR CITY LIMITS	ROAD END	TRUCK
15000 HIGHWAY CENTER LINE	ROAD END	TRUCK
RETAINING WALL	ROAD END	TRUCK
STEAM RAILROAD	ROAD END	TRUCK
ELECTRIC RAILROAD	ROAD END	TRUCK
BALANCED BEAM OF RAIL LINE	ROAD END	TRUCK
GREEN	ROAD END	TRUCK
ADJOS OR WATERFALL	ROAD END	TRUCK
BYE BAY	ROAD END	TRUCK
DEFORMED BITCH	ROAD END	TRUCK
HIGH TENSION LINE	ROAD END	TRUCK
POWER LINE	ROAD END	TRUCK
TELEPHONE OR TELEGRAPH LINE	ROAD END	TRUCK
TELEPHONE CONDUIT	ROAD END	TRUCK
WIRE FENCE	ROAD END	TRUCK
BALANCED BEAM	ROAD END	TRUCK
BOARD OR SIGNIFY BROW SIGN	ROAD END	TRUCK
STONE WALL OR FENCE	ROAD END	TRUCK
RAILROAD	ROAD END	TRUCK
WATER PIPE	ROAD END	TRUCK
SEWER PIPE	ROAD END	TRUCK
GRAVEL PIT	ROAD END	TRUCK
SAND PIT	ROAD END	TRUCK
CLAY PIT	ROAD END	TRUCK
ROCK QUARRY	ROAD END	TRUCK
SPRINKLER	ROAD END	TRUCK
MIXED	ROAD END	TRUCK

ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT  
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.  
*Jim McMillan* DATE 2/5/59  
MORRISON COUNTY REC NO. 3635  
RECOMMENDED FOR APPROVAL *J. J. Linn* Feb 19 1959  
RECOMMENDED FOR APPROVAL *J. J. McMillan* 3/2 1959  
APPROVED \_\_\_\_\_ STATE AID ENGINEER

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
DISTRICT ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

Minn. Project No. S 6493 (1) State Project No. 49-611-01



P.I. 8+48.4

POT. 31+00

P.I. 35+06.6  
Δ=0° 05' RT



8+85 L  
INP 18" X 40' CMC REMOVE  
F&I 18" X 46' SCP  
F&I 2 APRONS

22+15 FM. ENT.  
INP 15" X 24' CMC REMOVE  
F&I 18" X 22' SCP  
F&I 2 APRONS

25+06 FE. ENT.  
INP 18" X 26' CMC REMOVE  
F&I 15" X 22' SCP  
F&I 2 APRONS

15261

15467

15174 OPEN LAND

17+72 FM. ENT.  
INP 24" X 26' CMC REMOVE  
F&I 18" X 22' SCP  
F&I 2 APRONS

25+05 FM. ENT.  
INP 15" X 20' CMC REMOVE  
F&I 15" X 22' SCP  
F&I 2 APRONS

PLAN	DATE	BY

PROFILE	DATE	BY

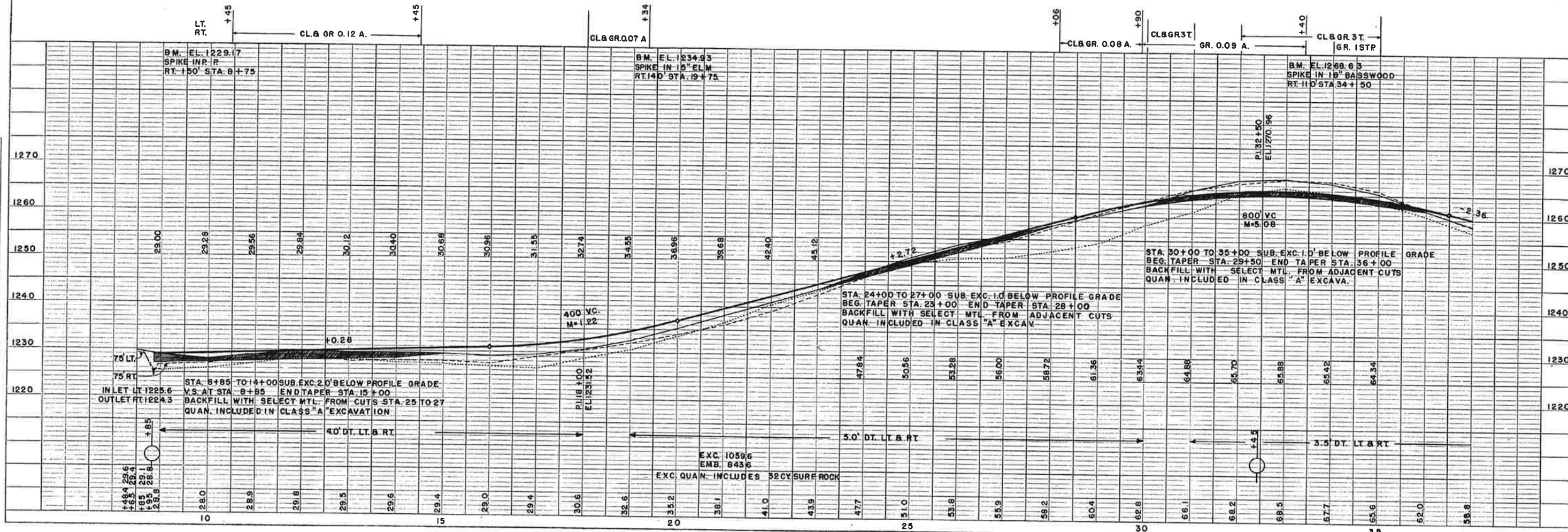
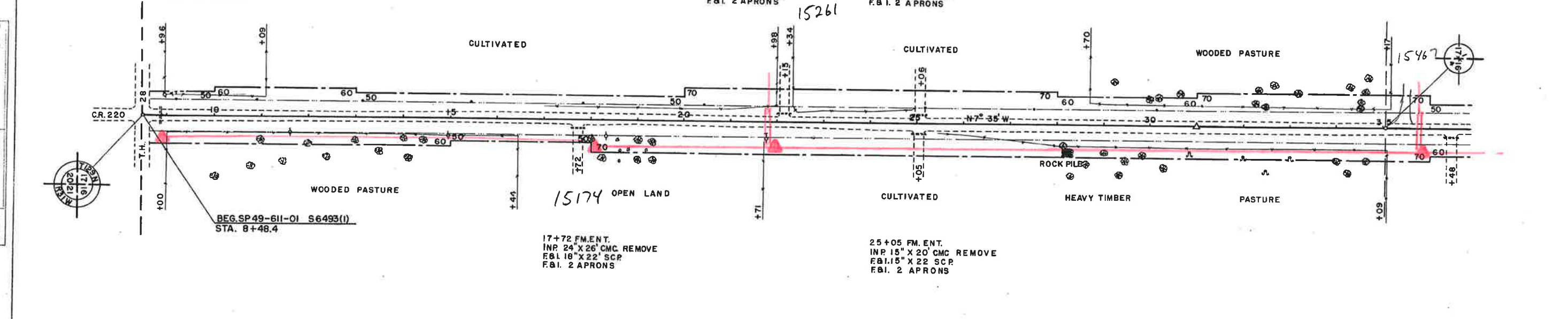


PLATE 1 - PLAN - PROFILE - G.P.D. A.E. STANDARD  
KEMPTEL - S. ESSER CO., NEW YORK  
K & E CO. NO. 340-10



PI 35+06.6  
A= 0° 05' RT.

PT. 54+00

PI 61+65.5  
A= 0° 05' LT.

40+65 L  
INP. 24" X 42" CMC REMOVE  
F&I. 30" X 44' SCR  
F&I. 2 APRONS

44+35 FM ENT.  
INP. 12" X 28" CMC REMOVE  
F&I. 15" X 22' SCR  
F&I. 2 APRONS

52+12 FM ENT.  
NO CULV. INP.  
F&I. 15" X 22' SCR  
F&I. 2 APRONS

61+65.5 TWP RD.  
INP. 18" X 44" CMC REMOVE  
F&I. 18" X 26' SCR  
F&I. 2 APRONS

36+48 FE. ENT.  
INP. 12" X 28" CMC REMOVE  
F&I. 15" X 22' SCR  
F&I. 2 APRONS

44+25 FE. ENT.  
NO CULV. INP.  
F&I. 15" X 22' SCR  
F&I. 2 APRONS

48+32 TWP RD.  
INP. 12" X 22" CMC (55' OUT) REMOVE  
F&I. 15" X 26 SCR  
F&I. 2 APRONS

55+12 FM ENT.  
NO CULV. INP.  
F&I. 15" X 22' SCR  
F&I. 2 APRONS

60+75 SCH. ENT.  
INP. 15" X 24" CMC REMOVE  
F&I. 18" X 22' SCR  
F&I. 2 APRONS

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REVISIONS		

PROFILE	DATE	BY
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DESCRIPTION		
REVISIONS		

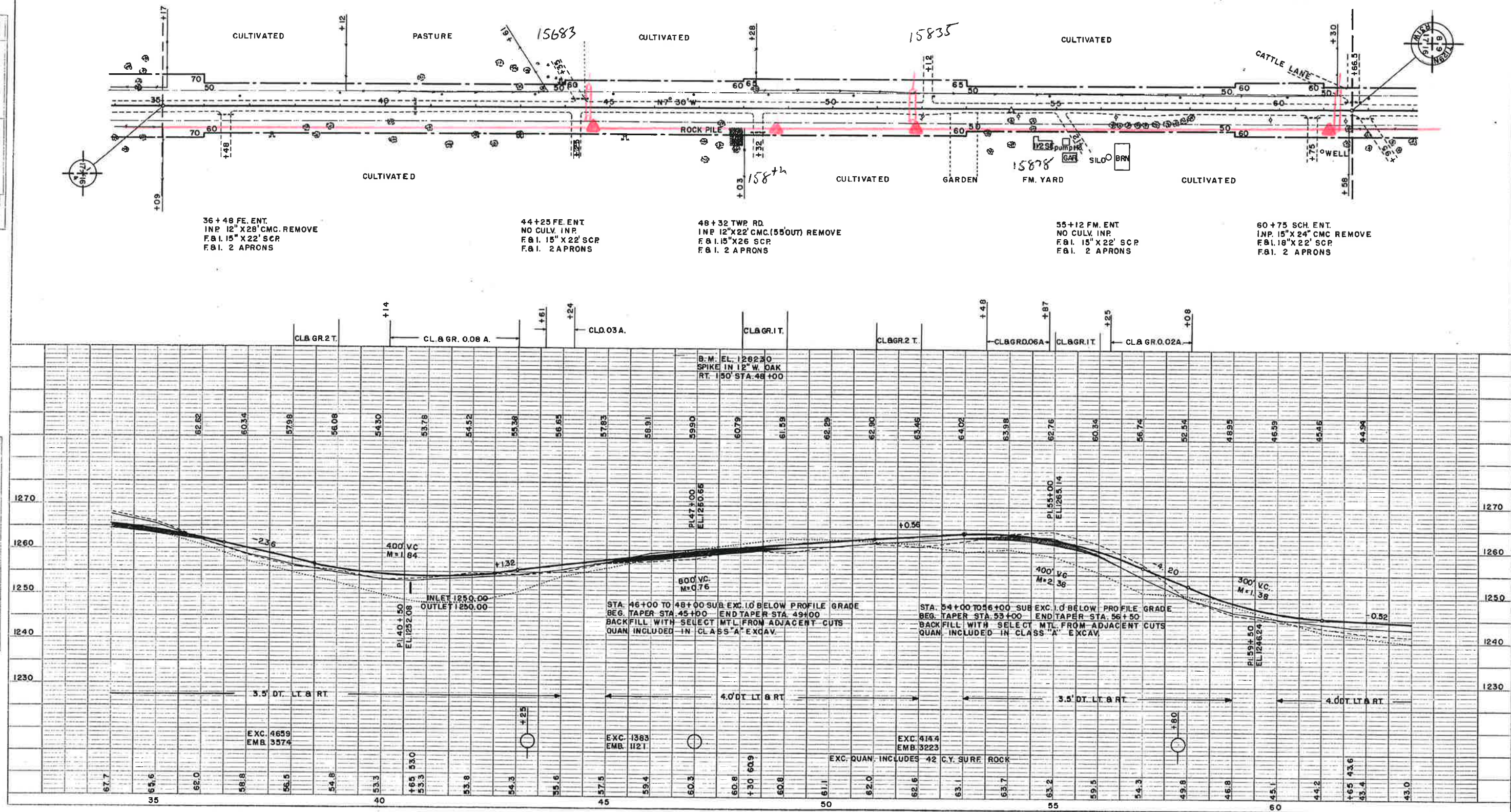


PLATE 1 - PLAN PROFILE, O.P.R. & R.T. STATIONED  
K&E Co. No. 348-10

CSAH 11 FROM  
T.H. 27 TO CSAH 9 SHEET 4 OF 66 SHEETS  
SP 49-611-01 S 6493 (I)



PI. 61 + 65.5  
Δ = 0° 05' LT.

POT. 79 + 00

PI. 87 + 81.6  
Δ = 0° 13' LT.



68 + 82 L  
INP. 24" X 36" CMC. REMOVE  
F&I. 24" X 44" SCP  
F&I. 2 APRONS

76 + 48 FE. ENT.  
INP. 12" X 26" CMC. REMOVE  
F&I. 15" X 22" SCP  
F&I. 2 APRONS

82 + 19 FE. ENT.  
INP. 15" X 24" CMC. REMOVE  
F&I. 15" X 22" SCP  
F&I. 2 APRONS

86 + 56 L  
INP. 24" X 36" CMC. REMOVE  
F&I. 30" X 48" SCP  
F&I. 2 APRONS

61 + 95 PAST. ENT.  
INP. 15" X 24" CMC. REMOVE  
F&I. 18" X 22" SCP  
F&I. 2 APRONS

71 + 40 FE. ENT.  
INP. 12" X 24" CMC. REMOVE  
F&I. 15" X 22" SCP  
F&I. 2 APRONS

78 + 31 FM. ENT.  
NO CULV. INP.  
NO CULV. REQ'D.

82 + 22 FE. ENT.  
INP. 12" X 20" CMC. REMOVE  
F&I. 15" X 22" SCP  
F&I. 2 APRONS

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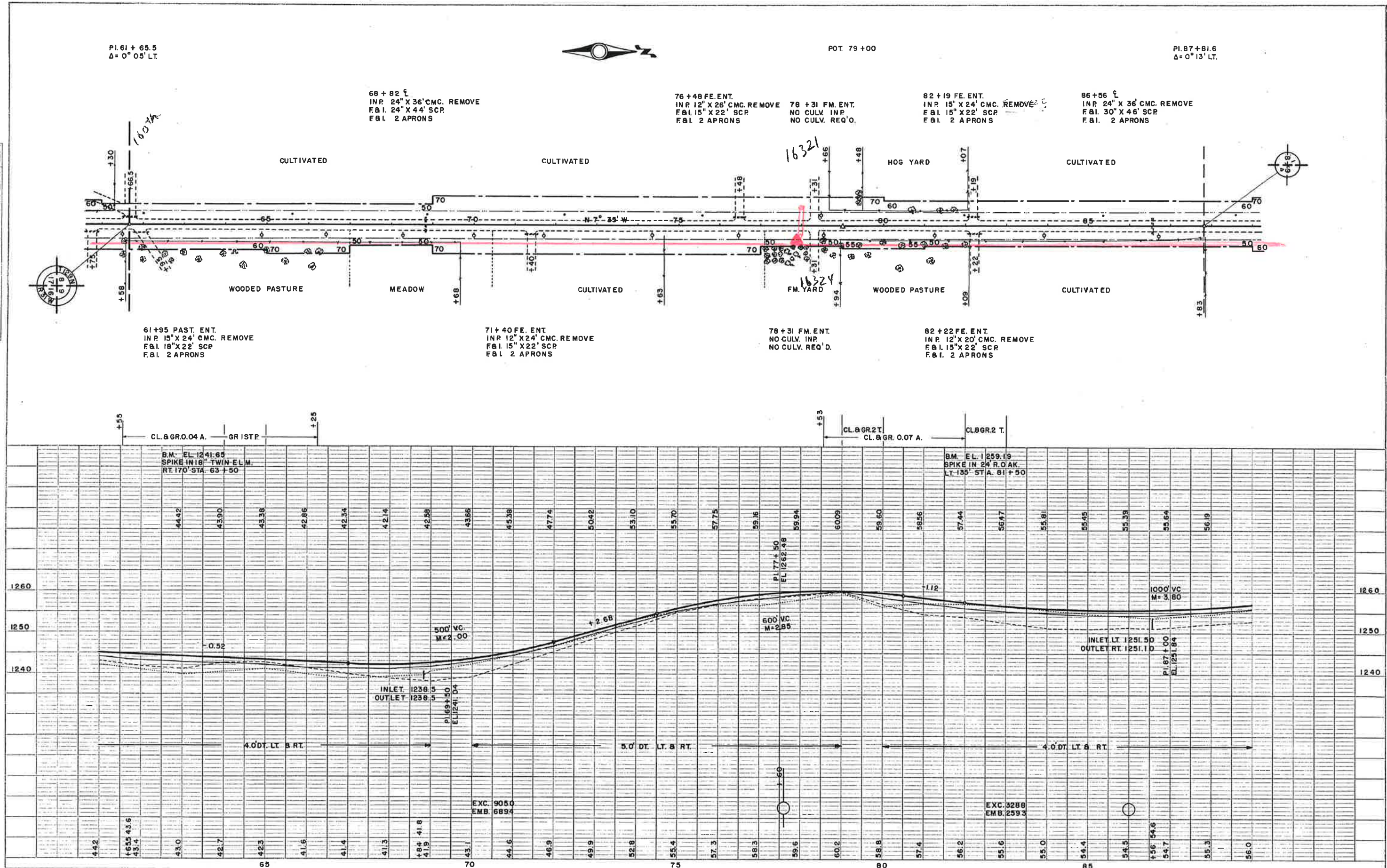


PLATE 1 PLAN, PROFILE, Q.P. & S.C. STANDARD  
WHEELER & ESSER CO., NEW YORK

S.C. & CO. NO. 249-10

CSAH 11 FROM  
T.H. 27 TO CSAH 8 SHEET 5 OF 66 SHEETS  
SP 49-611-01 S6493(I)



PI. 87 + 86.1  
Δ = 0° 13' LT.

POT. 99 + 00

PI. 114 + 21.4  
Δ = 0° 30' RT.

99 + 78 PAST ENT.  
NO CULV. INP.  
F.B.I. 15" X 22' SCR.  
F.B.I. 2 APRONS

97 + 43 FM. ENT.  
NO CULV. INP.  
F.B.I. 15" X 22' SCR.  
F.B.I. 2 APRONS

100 + 15 FE. ENT.  
NO CULV. INP.  
F.B.I. 15" X 22' SCR.  
F.B.I. 2 APRONS

114 + 21.4 TWP RD.  
INP. 24" X 48' SCR. REMOVE  
F.B.I. 30" X 26' SCR.  
F.B.I. 2 APRONS

PLAN	DATE	BY
REVISIONS		
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NO. 2	DATE	BY
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PROFILE	DATE	BY
REVISIONS		
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NO. 2	DATE	BY
NO. 3	DATE </td <td>BY</td>	BY

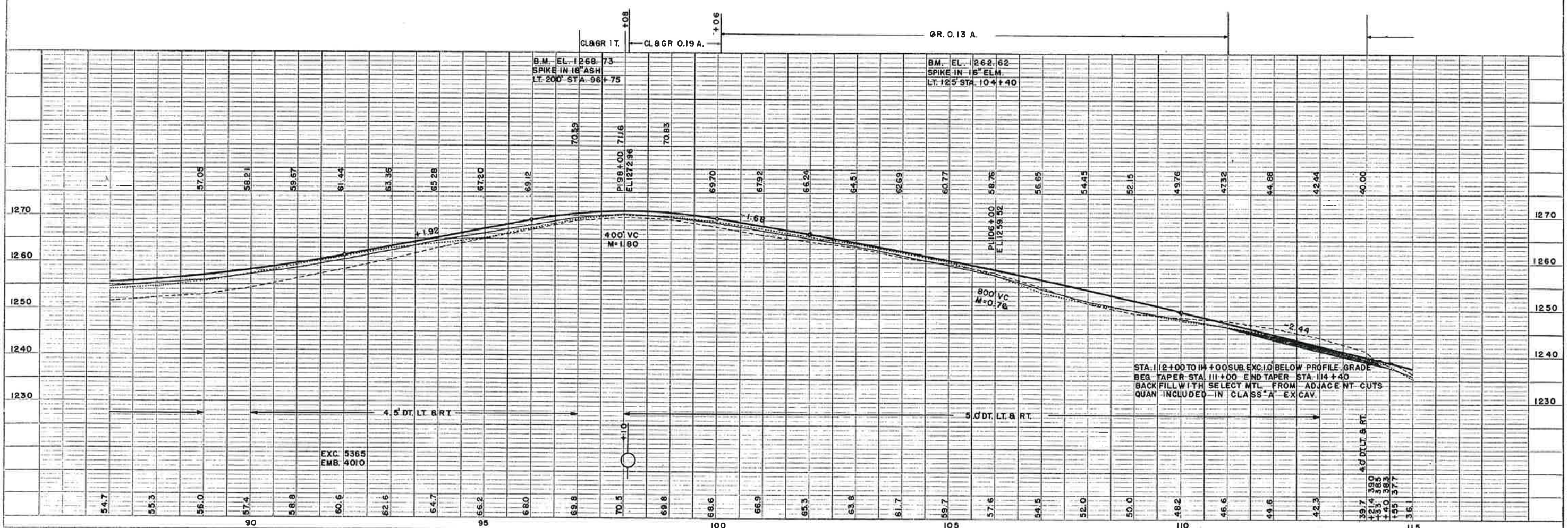
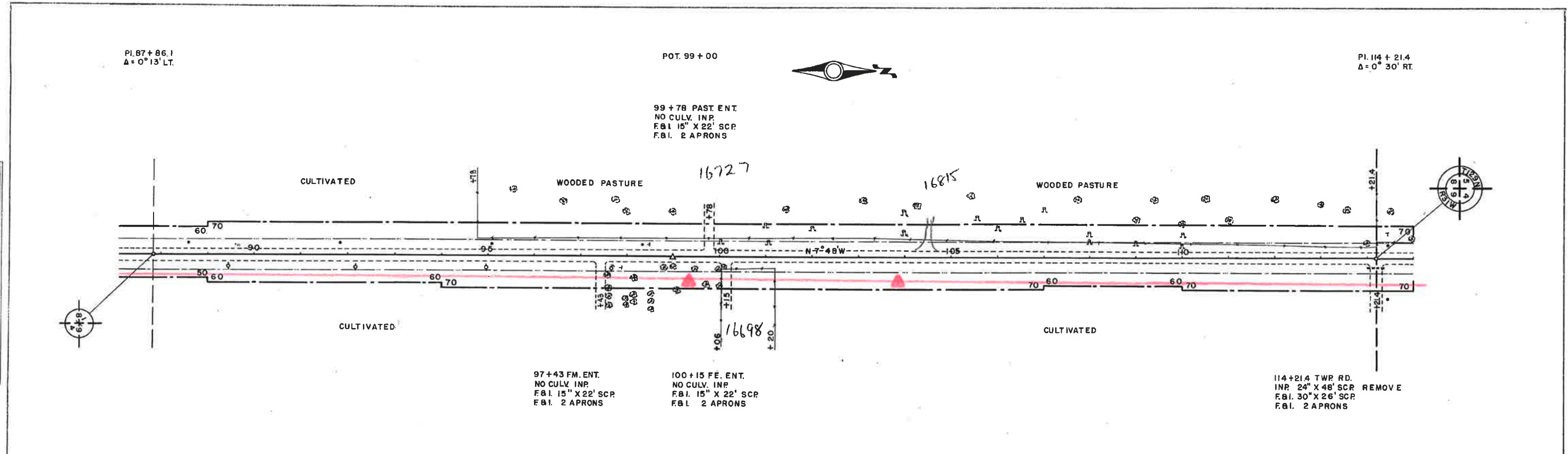


PLATE 1 - PLAN AND PROFILE - C.S.A.H. STANDARD  
REVISED 1-1-58 BY C.E. NEW YORK

CSAH 11 FROM  
T.H. 27 TO CSAH 8  
SP 49-611-01 S 6493(1)



PI. 14 + 21.4  
Δ = 0° 30' RT.

POT. 138 + 23.4

PI. 140 + 62.3  
Δ = 1° 31' LT.



126 + 00 L  
INP. 36" X 40' CMC REMOVE  
F&I. 36" X 60' CMC.  
F&I. 2 APRONS

126 + 94 PAST. ENT  
INP. 12" X 20' CMC. REMOVE  
F&I. 18" X 22' SCP  
F&I. 2 APRONS

137 + 58 FM. ENT.  
INP. 12" X 24' CMC. REMOVE  
F&I. 15" X 22' SCP  
F&I. 2 APRONS

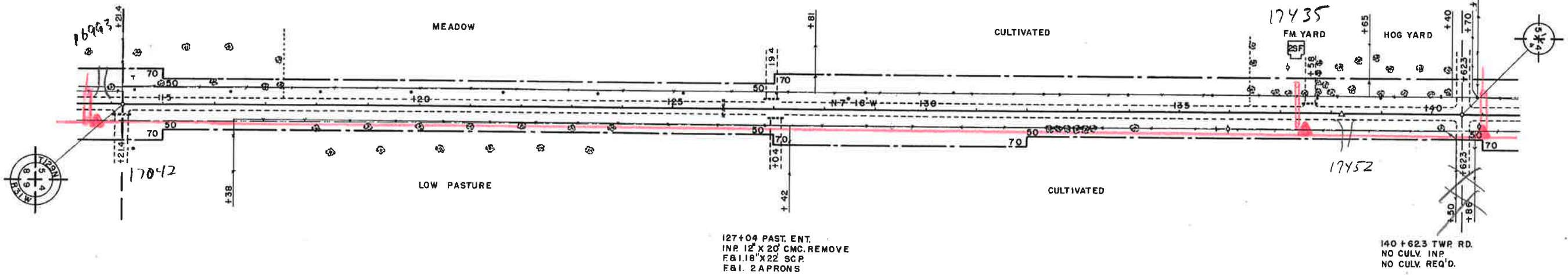
140 + 62.3 TWP. RD.  
NO CULV. INP.  
NO CULV. REQ'D.

127 + 04 PAST. ENT.  
INP. 12" X 20' CMC. REMOVE  
F&I. 18" X 22' SCP  
F&I. 2 APRONS

140 + 62.3 TWP. RD.  
NO CULV. INP.  
NO CULV. REQ'D.

PLAN

DATE	10/1/00
BY	J.M.
CHECKED	J.M.
SCALE	AS SHOWN
NOTE	SEE PLAN FOR DIMENSIONS AND NOTES.
NO.	10



PROFILE

DATE	10/1/00
BY	J.M.
CHECKED	J.M.
SCALE	AS SHOWN
NOTE	SEE PLAN FOR DIMENSIONS AND NOTES.
NO.	10

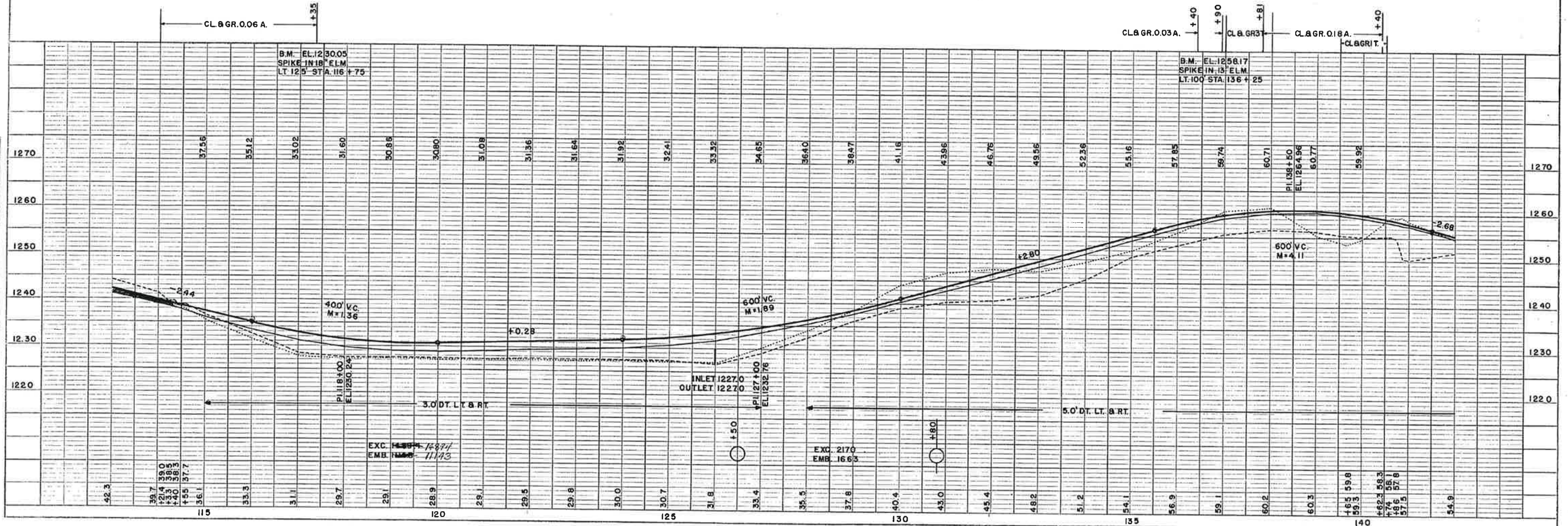
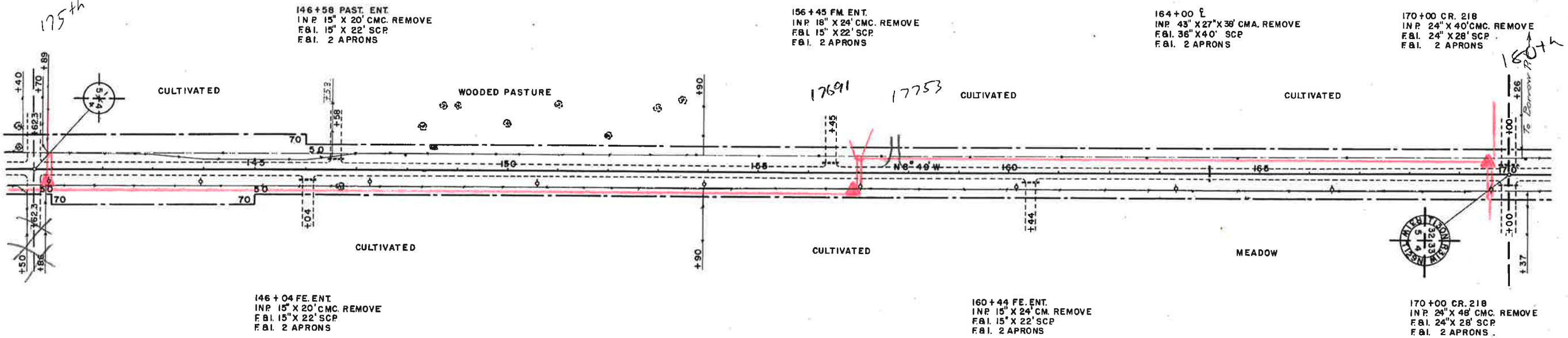


PLATE 1 - PLAN PROFILE, C.P.P.A. STANDARD  
REVISIONS & EDITIONS, NEW YORK  
N.Y.C. CO. NO. 240-10



PI. 140 + 62.3  
 $\Delta = 1^{\circ} 31' \text{ LT.}$

PI. 170 + 00  
 $\Delta = 0^{\circ} 43' \text{ RT.}$



**PLAN**

DATE	1/25
PROJECT	ROADWAY
NO.	1
NOTE	NO. 1: ALIGNED TO 12-12
	NO. 2: RT. OF WAY 12-12

**PROFILE**

DATE	1/25
PROJECT	ROADWAY
NO.	1
NOTE	NO. 1: ALIGNED TO 12-12
	NO. 2: RT. OF WAY 12-12

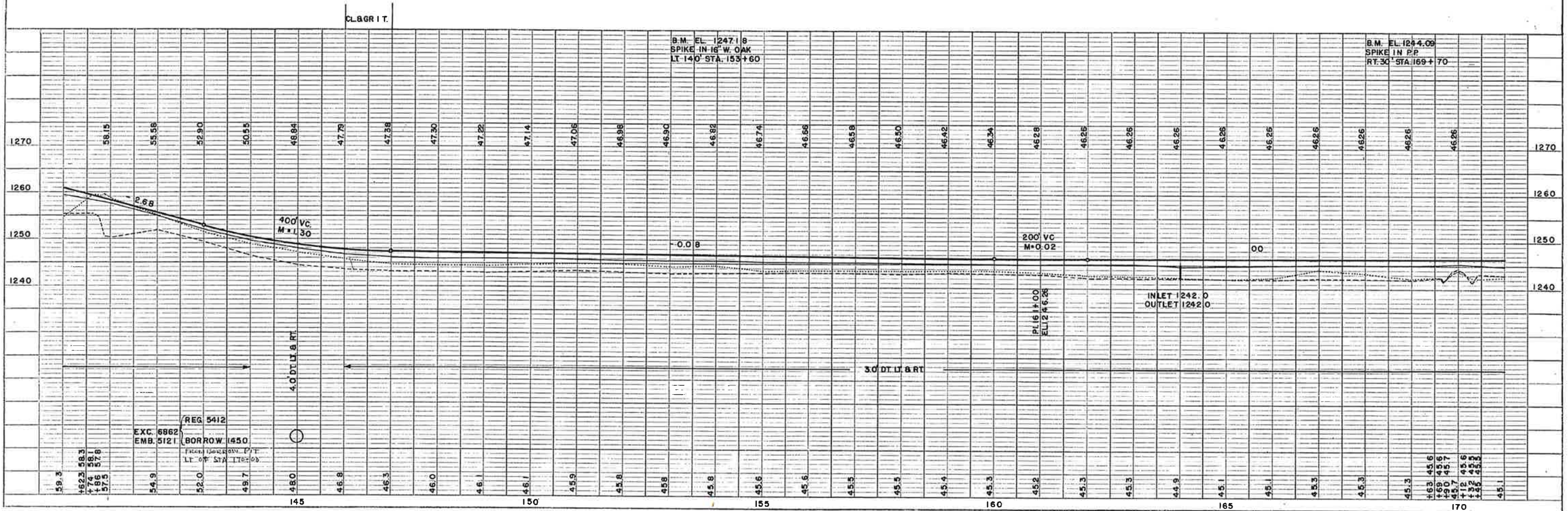


PLATE 1 - PLAN - PROFILE, S.P. 6.2 & 6.3 STANDARD  
 KENNETH A. BESSER CO., NEW YORK