

CONVENTIONAL SIGNS & ABBREVIATIONS

|                             |       |                            |       |      |
|-----------------------------|-------|----------------------------|-------|------|
| STATE LINE                  | ----- | EXCAVATION                 | ----- | F    |
| COUNTY LINE                 | ----- | EMBANKMENT                 | ----- | F    |
| TOWNSHIP LINE               | ----- | OVERHAUL                   | ----- | H    |
| SECTION LINE                | ----- | SURFACING                  | ----- | S    |
| CITY, VILLAGE, OR BOROUGH   | ----- | GUARD RAIL                 | ----- | GR   |
| FENCE LINE                  | ----- | INTERSECTION ANGLE         | ----- | A    |
| RIGHT-OF-WAY LINE           | ----- | RADIUS                     | ----- | R    |
| TRAVELLED WAY               | ----- | ELEVATION                  | ----- | EI   |
| RAILROADS                   | ----- | VERTICAL CURVE             | ----- | VC   |
| RETAINING WALL              | ----- | BENCH MARK                 | ----- | B.M. |
| BASE OR SURVEY LINE         | ----- | SECTIONAL CONCRETE CULVERT | ----- | P.C. |
| LEVEE                       | ----- | CORRUGATED METAL CULVERT   | ----- | C.M. |
| GRAVEL PIT                  | ----- | CULVERT HAUL               | ----- | P.H. |
| SAND PIT                    | ----- | TON MILES                  | ----- | T.M. |
| CLAY PIT                    | ----- | PLACE                      | ----- | P    |
| ROCK QUARRY                 | ----- | IN PLACE                   | ----- | INP  |
| CULVERTS                    | ----- | REPLACE                    | ----- | Rep  |
| PLAIN                       | ----- | RIGHT                      | ----- | R    |
| WITH FACEWALLS              | ----- | LEFT                       | ----- | L    |
| WITH WINGWALLS              | ----- | HAND DITCHING              | ----- | H.D. |
| DROP INLET                  | ----- | POINT OF CURVE             | ----- | P.C. |
| POWER POLE LINE             | ----- | POINT OF TANGENT           | ----- | P.T. |
| TELEPHONE OR TELEGRAPH LINE | ----- | POINT OF INTERSECTION      | ----- | P.I. |
| MARSH                       | ----- | SPECIAL EXCAVATION         | ----- | SE   |
| HEDGE, BRUSH, OR THIMBER    | ----- | SPECIAL FLOWING            | ----- | S.P. |
| GROUND ELEVATION            | ----- | TELEPHONE POLE             | ----- | T.P. |
| GRADE ELEVATION             | ----- |                            |       |      |

OFFICE OF COUNTY SURVEYOR

RAMSEY COUNTY

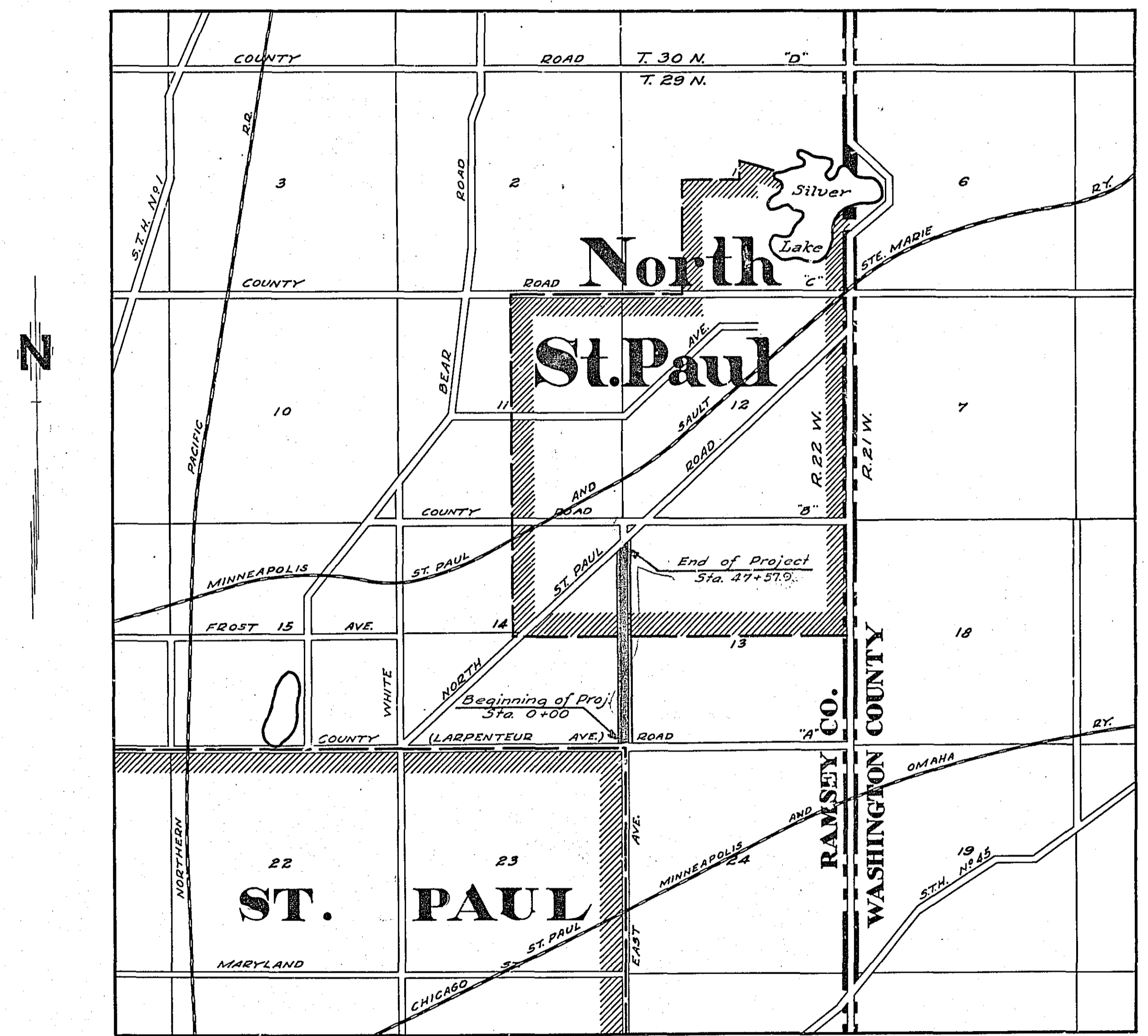
Plan and Profile of County Project No. 27-75

From S.E. Cor. Sec. 14, T. 29 N., R. 22 W. To A. POINT 495.9' So. of the N.E. Cor. Sec. 14, T. 29 N., R. 22 W.

GROSS LENGTH 4757.9 FEET 0.90 MILES  
 LENGTH OF EXCEPTIONS 0 FEET 0 MILES  
 NET LENGTH 4757.9 FEET 0.90 MILES  
 PLAN, 1 Inch = 200 Feet  
 PROFILE, Horz. 1 Inch = 200 Feet. Vert. 1 Inch = 20 Feet  
 WORKING PLANS { Horz. 1 Inch = 100 Feet  
 Vert. 1 Inch = 10 Feet  
 Cross-Sections, 1 Inch = 10 Feet  
 LAYOUT  
 SCALE, 1 Inch = 2640 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. 47+57.9 |
| " No. 4.     | Cross Sections.                             |
| " No. 5      | "   |



PLAN  
27-201  
INDEX

Date of Resolution for Preparation of Plans 9-13-1926

Planned by *Paul J. ...* ASSISTANT ENGINEER

Recommended for Approval *Wm. Mackintosh* CONSTRUCTION ENGINEER

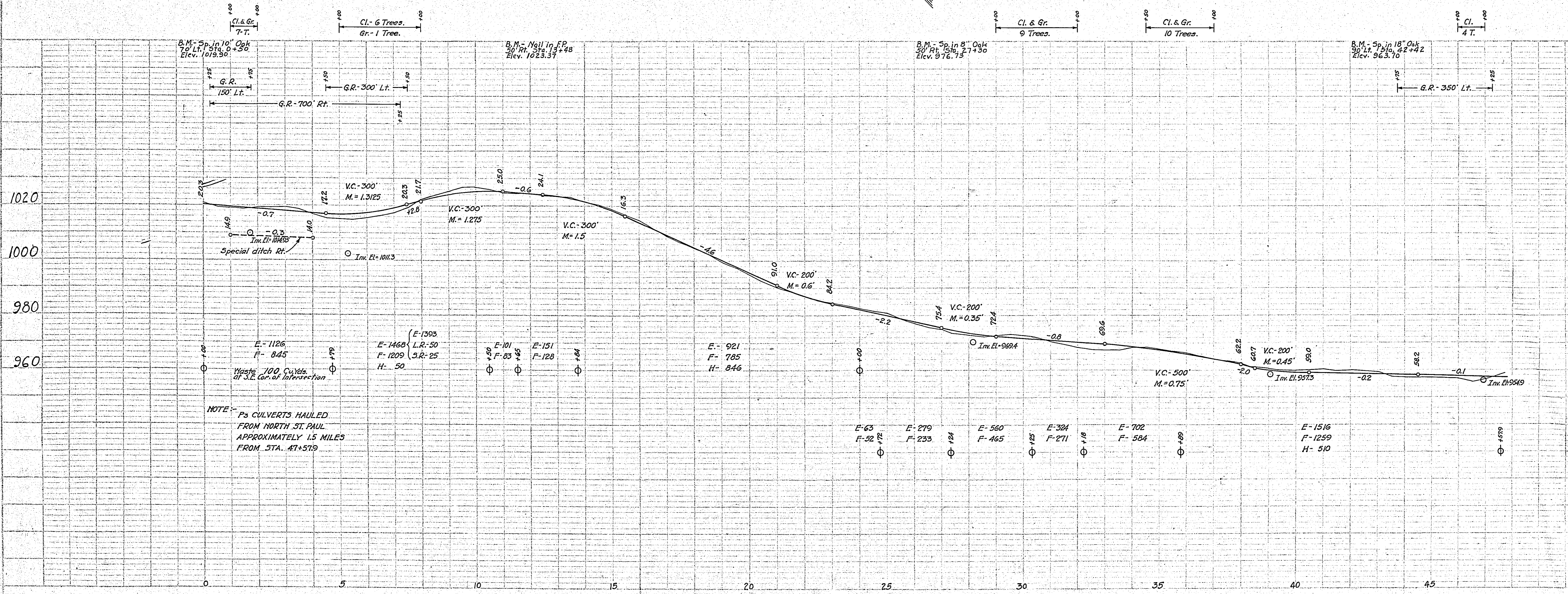
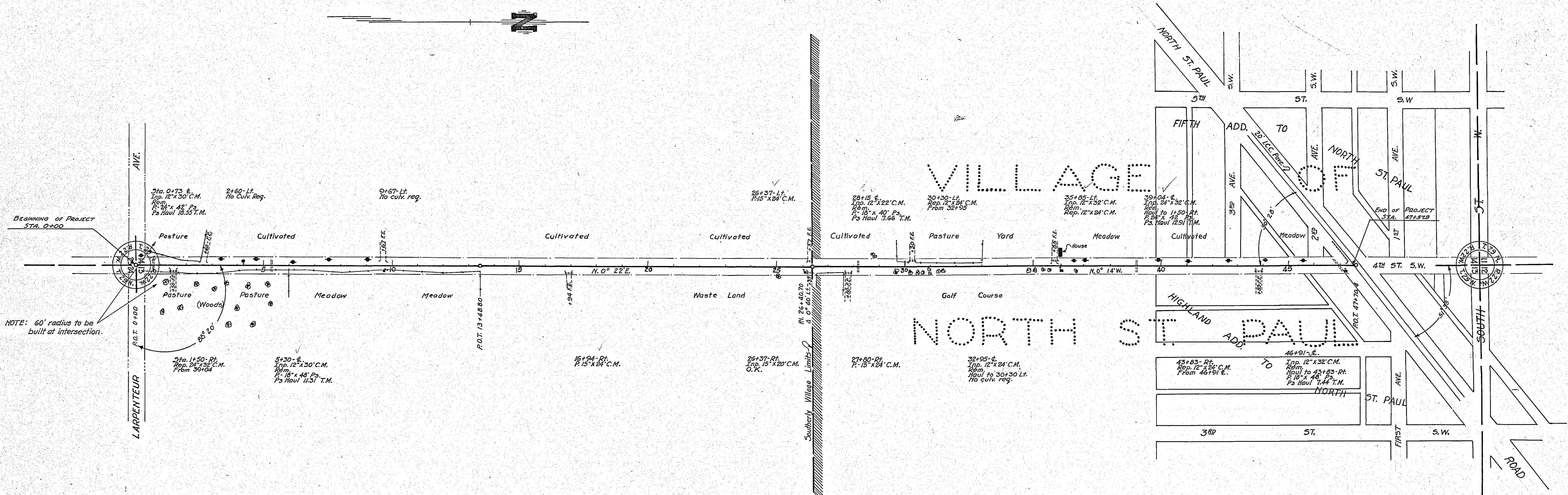
Plans Approved and Recommended for Consideration *Paul J. ...* COUNTY SURVEYOR

Approved by County Board 1926 CHAIRMAN OF COUNTY BOARD



PLAN  
 SURVEYED  
 PLOTTED  
 PRINTED  
 CHECKED  
 DATE  
 NO.  
 NOTE: BOARD OF SUPERVISORS HAS REVIEWED THIS PLAN AND APPROVES IT FOR THE ROAD DISTRICT.

PRIVATE  
 SURVEYED  
 PLOTTED  
 PRINTED  
 CHECKED  
 DATE  
 NO.  
 NOTE: BOARD OF SUPERVISORS HAS REVIEWED THIS PLAN AND APPROVES IT FOR THE ROAD DISTRICT.



**ESTIMATED QUANTITIES**  
 Sta. 0+00 to Sta. 41+50

|                      |       |          |
|----------------------|-------|----------|
| Clearing             | 36    | Trees    |
| Grubbing             | 27    | "        |
| Excavation - Earth   | 7136  | Cu.Yds.  |
| L.R.                 | 50    | "        |
| S.R.                 | 25    | "        |
| O.H.                 | 1406  | "        |
| Install - C.M. - 15" | 72    | Lin. Ft. |
| - P3 - 18"           | 136   | "        |
| - P3 - 24"           | 84    | "        |
| Hauling P3 -         | 57.87 | Ton Mi.  |
| Remove old culv.     | 202   | Lin. Ft. |
| Replace old culv.    | 104   | "        |
| Guard Rail - Cable   | 1500  | "        |
| Anchors              | 6     | Each.    |

NOTE: P3 CULVERTS HAULED FROM NORTH ST. PAUL APPROXIMATELY 1.5 MILES FROM STA. 41+50