

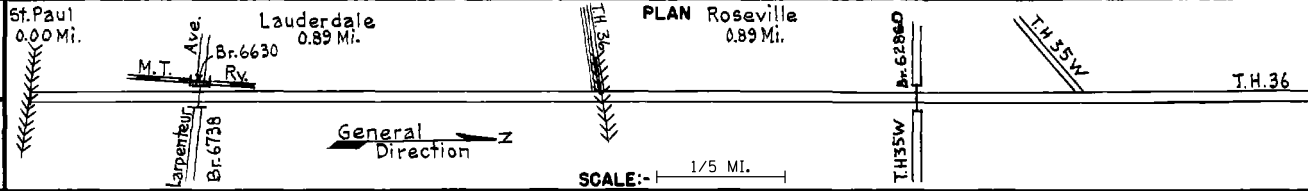
PREPARED BY  
HIGHWAY PLANNING SURVEY  
IN COOPERATION WITH  
U.S. PUBLIC ROADS ADMINISTRATION

STATE OF MINNESOTA  
DEPARTMENT OF HIGHWAYS  
ROAD LIFE STUDIES  
CONSTRUCTION PROJECT LOG RECORD

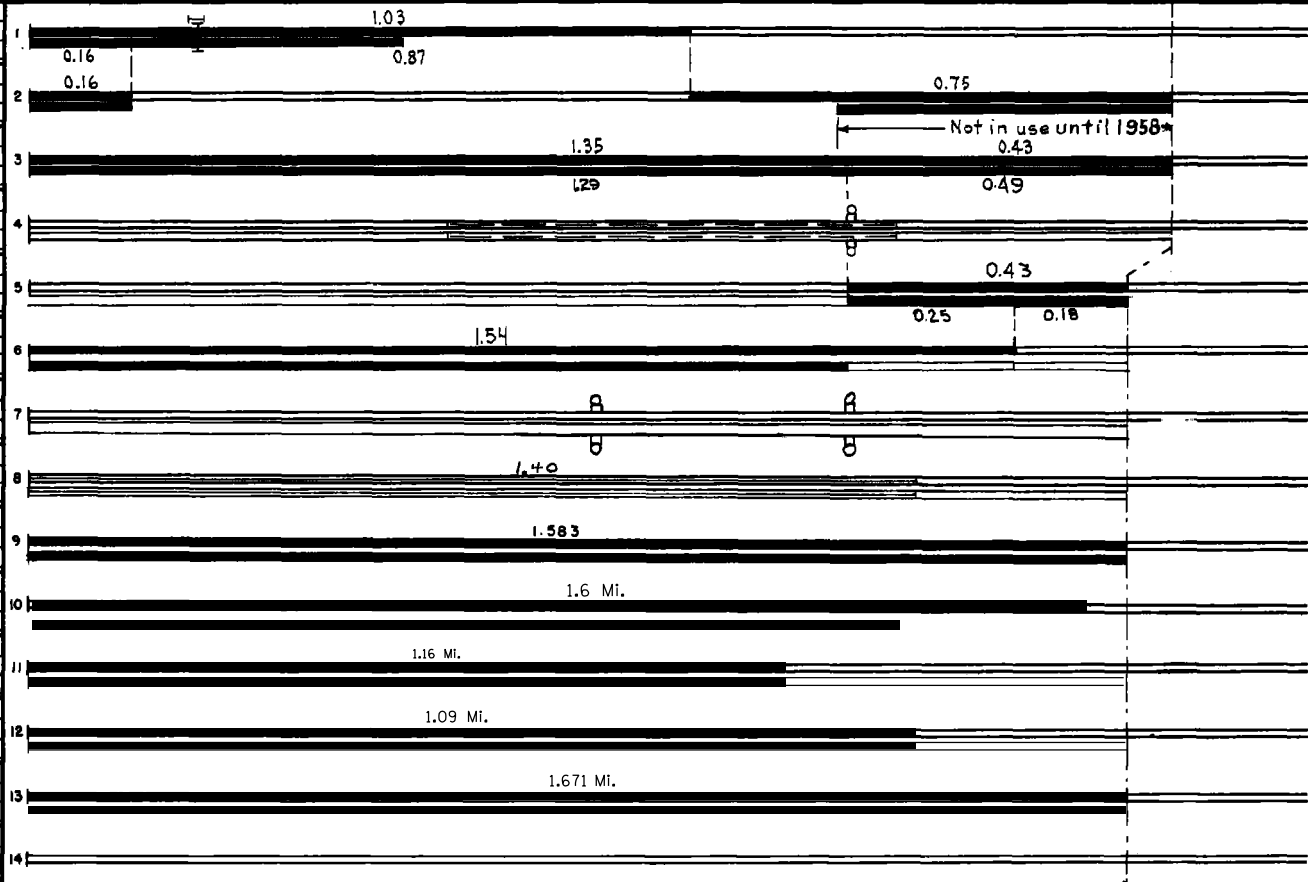
CONTROL SECTION 6241  
TRUNK HIGHWAY 280  
COUNTY Ramsey  
DISTRICT Metro

LIMITS: N. Limits St. Paul - Jct. ITH-35W N.B.

Ref. Pt. 002+00.044 - 003+00.710



| YEAR BUILT       | PROJECT N°                       | DESCRIPTION   |       |            |  | CODE N° |
|------------------|----------------------------------|---|-------|------------|--|---------|
|                  |                                  | TYPE  | WIDTH | THICK-NESS | REMARKS  |         |
| C<br>1957        | 6241-01                          | Grading (0.58 Mi. Div.)<br>Sand-Gravel<br>Br. 6738 (C.D.G.-U.P.)      | 472   | 12"        | Br. 6630 Larpenteur Ave. over M.T. Ry. built as S.P. 6241-03 |         |
| C<br>1956        | 6241-05                          | Grading & Subbase<br>Base (0.52 Mi.)                                  | 472   | 12"        | Storm Sewer built as S.P. 6241-06                            |         |
| C<br>1957        | 6241-12                          | Mixed Bit. (0.52 Mi.)   | 68    | 2"         | 0.68 Mi. Divided   |         |
| C<br>1957<br>(2) | 6241-08                          | Gravel Base<br>P.C. Concrete  | 484   | 3"         | 6-8' Asph. Conc. widen Rt. & Lt. for 0.43 Mi.                |         |
| C<br>1966        | 6241-19 & 20                     | Spot conc. resurface<br>turning lanes, traffic<br>signals, guard rail | 1224  | 9"         |  |         |
| C<br>1973        | 6284-47<br>I-IG-35W<br>3(65) 114 | Grade, Gravel Base<br>P.C. Concrete<br>Pl. Mix. Bit. Should.          | 20    | 9"         |  |         |
| C<br>1974        | -36<br>HHS-5423-1                | Asphaltic Conc.   | 48    | 1"         | 0.25 S.B. Rdwy. Const. only                                  |         |
| C<br>1974        | -34<br>-35                       | TRAFFIC SIGNALS<br>REVISION   |       |            | AT BROADWAY<br>AT Co. Rd. B                                  |         |
| M<br>1979        | SF                               | Bit. Surf. Removal  |       |            | From Pearl St. (St. Paul)<br>To Jct. N. of Co. Rd. B.        |         |
| M<br>1985        | 6241-42                          | Conc. Repair<br>Bit. Surfacing<br>Bit. Shoulders                      |       |            | 2" Sp. 2331.1 "Sp. 2361                                      |         |
| S<br>2005        | 8825-193                         | Overlay<br>Mill & Bit. Overlay  | 24'   | 2"         | Spec. 2360<br>Spec. 2360                                     |         |
| S<br>2009        | 6241-51                          | Grading<br>Bit. Surfacing<br>Conc. Surfacing                          | var.  | var.       |  |         |
| S<br>2009        | 6241-57R                         | Grading<br>Bit. Surfacing   | var.  | var.       |  |         |
| S<br>2016        | 6241-102                         | Grading<br>Bit. Mill & Overlay<br>Conc. Pavement                      | var.  | 3.25'      | Spec. 2360<br>Br. 62853                                      |         |



| YEARS FROM | TO   | TOTAL MILES | UNINCORPORATED |         | INCORPORATED |         | RURAL     |         | URBAN     |         |
|------------|------|-------------|----------------|---------|--------------|---------|-----------|---------|-----------|---------|
|            |      |             | RDWY. MI.      | BR. MI. | RDWY. MI.    | BR. MI. | RDWY. MI. | BR. MI. | RDWY. MI. | BR. MI. |
| 1957       | 1957 | 1.35        | 0.00           | 0.00    | 1.35         | 0.00    | 0.00      | 0.00    | 1.35      | 0.00    |
| 1958       | 1972 | 1.78        | 0.00           | 0.00    | 1.78         | 0.00    | 0.00      | 0.00    | 1.78      | 0.00    |
| 1973       |      | 1.72        |                |         | 1.72         |         |           |         | 1.72      |         |

REMARKS: Layout is to scale as of 1957  
(1) See C.S. 6212 (T.H. 36) (2) Contract not final but work substantially complete. 0.43 Mi. from present Jct. T.H. 36 to Jct. future T.H. 36 not completed and not in use until 1958.