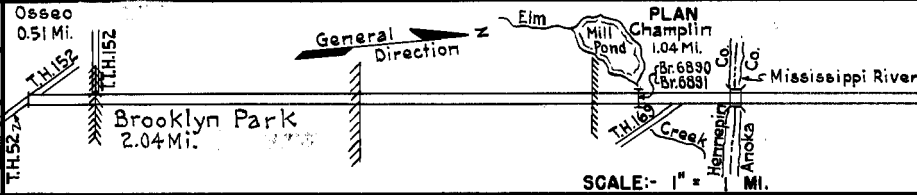


PREPARED BY
HIGHWAY PLANNING SURVEY
IN COOPERATION WITH
U. S. PUBLIC ROADS ADMINISTRATION

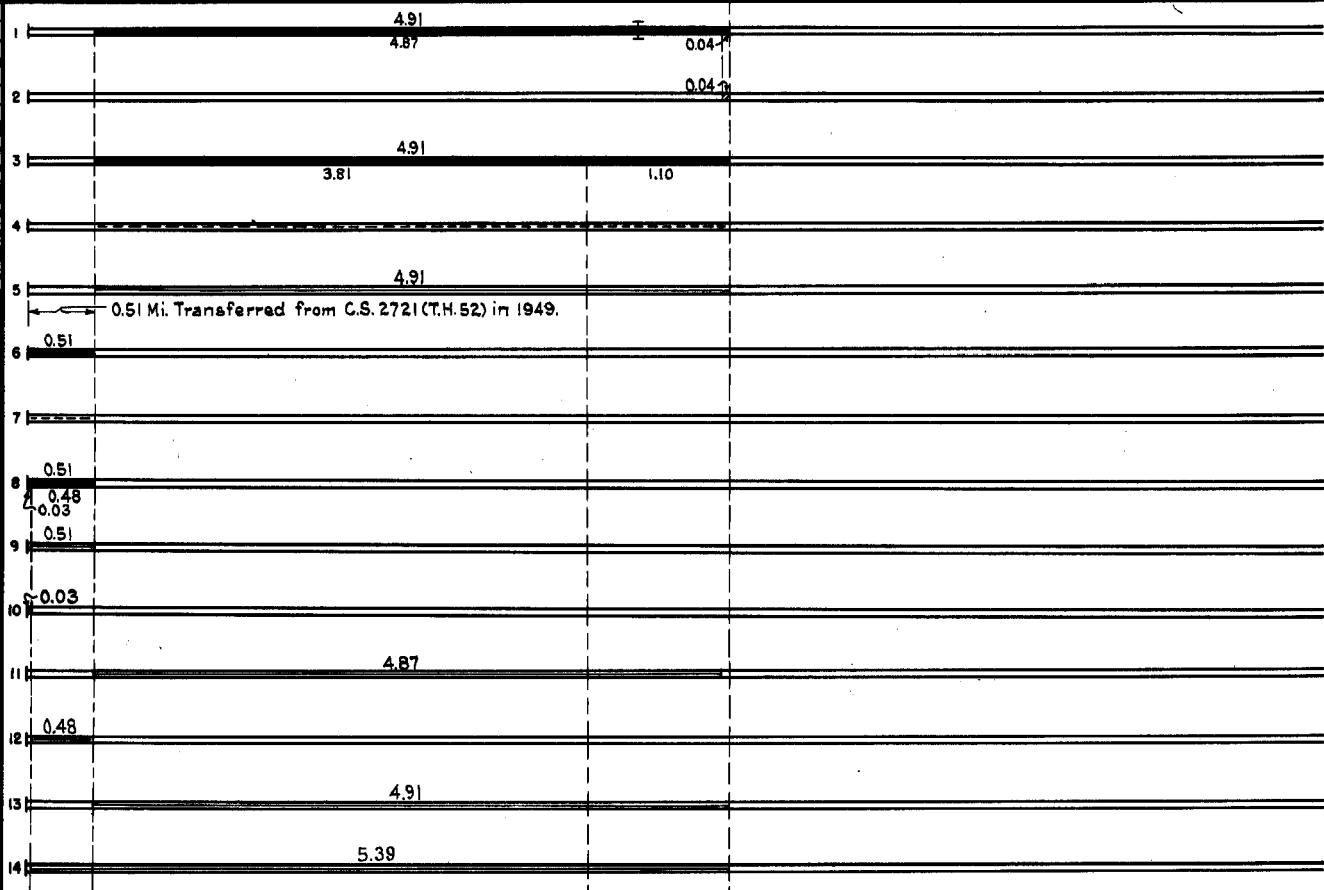
STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
ROAD LIFE STUDIES
CONSTRUCTION PROJECT LOG RECORD

CONTROL SECTION 2750
TRUNK HIGHWAY 52
COUNTY Hennepin
DISTRICT 5A

LIMITS: N. Jct. T.H. 152 in Osseo - S. End Miss. River Bridge (N. Co. Line) in Champlin



| YEAR BUILT | PROJECT N° | DESCRIPTION | | | CODE N° |
|------------|------------|--------------------|---------|-----------|---------------------------------------|
| | | TYPE | WIDTH | THICKNESS | |
| 1920 | 218-3-5 | Bit. Concrete | 20' | 3" | |
| | | Br. 3072 | 20' | | 6" Conc. Base 36 Conc. Arch |
| 1930 | 218-3-49 | Grading | | | |
| | | Bit. Tr. Gravel | 20' | 1 1/2" | |
| C | | Bit. Resurfacing | | | Bit. 12164 Gal./Mi. |
| 1945 | A.F.E. 19 | Mixed Bit. | 24 3/4' | 1 3/4" | Grav. 558 C.Y./Mi. Maint. Division |
| C | | | | | 912 C.Y. |
| 1946 | A.F.E. 24 | Grav. Shoulders | 1/2-3' | | 4' Rt. & Lt. |
| M | | | | | RC-2, 7411 Gal. Sand 47 C.Y. |
| 1947 | A.F.E. 4 | Bit. Fog Seal | | | |
| 1920 | 218-3-5 | Bit. Concrete | 20' | 3" | 6" Conc. Base |
| C | | Widening | | | |
| 1940 | A.F.E. 6 | Mixed Bit. | 11' | 3" | 5 1/2' Rt. & Lt. Maint. Div. |
| C | | Bit. Resurfacing | | | Bit. 18798 Gal./Mi. |
| 1945 | A.F.E. 20 | Mixed Bit. | 24 5/8' | 1 1/2" | Agg. 800 C.Y./Mi. Maint. Div. |
| M | | | | | RC-2, 859 Gal. |
| 1947 | A.F.E. 4 | Bit. Fog Seal | 24 4/8' | | |
| C | | Grading | | | |
| 1949 | 2721-04 | Concrete | 53' | 9-9" | |
| (1) | | | | | |
| M | | | | | RSC-0, 7011 Gal. |
| 1950 | A.F.E. 4 | Light Bit. Seal | 24 3/8' | | Agg. 227 C.Y. |
| M | | | | | RCS-2, 1768 Gal. |
| 1952 | A.F.E. 5 | Light Bit. Seal | 52' | | Agg. 60 C.Y. |
| M | | | | | MC-3, 47288 Gal. |
| 1952 | A.F.E. 4 | Bit. Surf. Repairs | | | Agg. 2535 C.Y. |
| | A.F.E. 35 | Storm Drains | | | In Champlin |
| M | | | | | RCS-2, 8745 Gal. |
| 1954 | A.F.E. 605 | Light Bit. Seal | | | Agg. 400 C.Y. |



| YEARS | | TOTAL MILES | UNINCORPORATED | | INCORPORATED | | RURAL | | URBAN | |
|-------|------|-------------|----------------|---------|--------------|---------|-----------|---------|-----------|---------|
| FROM | TO | | RDWY. MI. | BR. MI. | RDWY. MI. | BR. MI. | RDWY. MI. | BR. MI. | RDWY. MI. | BR. MI. |
| 1920 | 1945 | 4.91 | 4.90 | 0.01 | 0.00 | 0.00 | 4.90 | 0.01 | 0.00 | 0.00 |
| 1946 | 1948 | 4.91 | 3.85 | 0.00 | 1.05 | 0.01 | 4.90 | 0.01 | 0.00 | 0.00 |
| 1949 | 1950 | 5.42 | 3.85 | 0.00 | 1.55 | 0.02 | 5.40 | 0.02 | 0.00 | 0.00 |
| 1951 | 1953 | 5.42 | 3.85 | 0.00 | 1.55 | 0.02 | 4.89 | 0.02 | 0.51 | 0.00 |
| 1954 | 1955 | 5.42 | 1.81 | 0.00 | 3.59 | 0.02 | 2.85 | 0.02 | 2.55 | 0.00 |
| 1956 | 1959 | 5.40 | 1.81 | 0.00 | 3.58 | 0.01 | 2.84 | 0.01 | 2.55 | 0.00 |
| 1960 | | 5.40 | 1.81 | 0.00 | 3.58 | 0.01 | 2.84 | 0.00 | 3.55 | 0.01 |

REMARKS: Layout is to scale as of 1949.
(1) Contract not final but work substantially complete in 1949.

