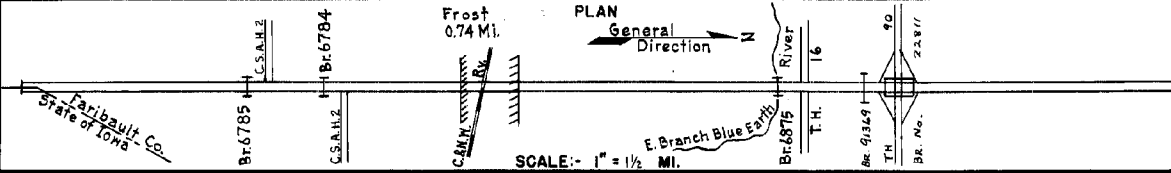


PREPARED BY
HIGHWAY PLANNING SURVEY
IN COOPERATION WITH
U.S. PUBLIC ROADS ADMINISTRATION

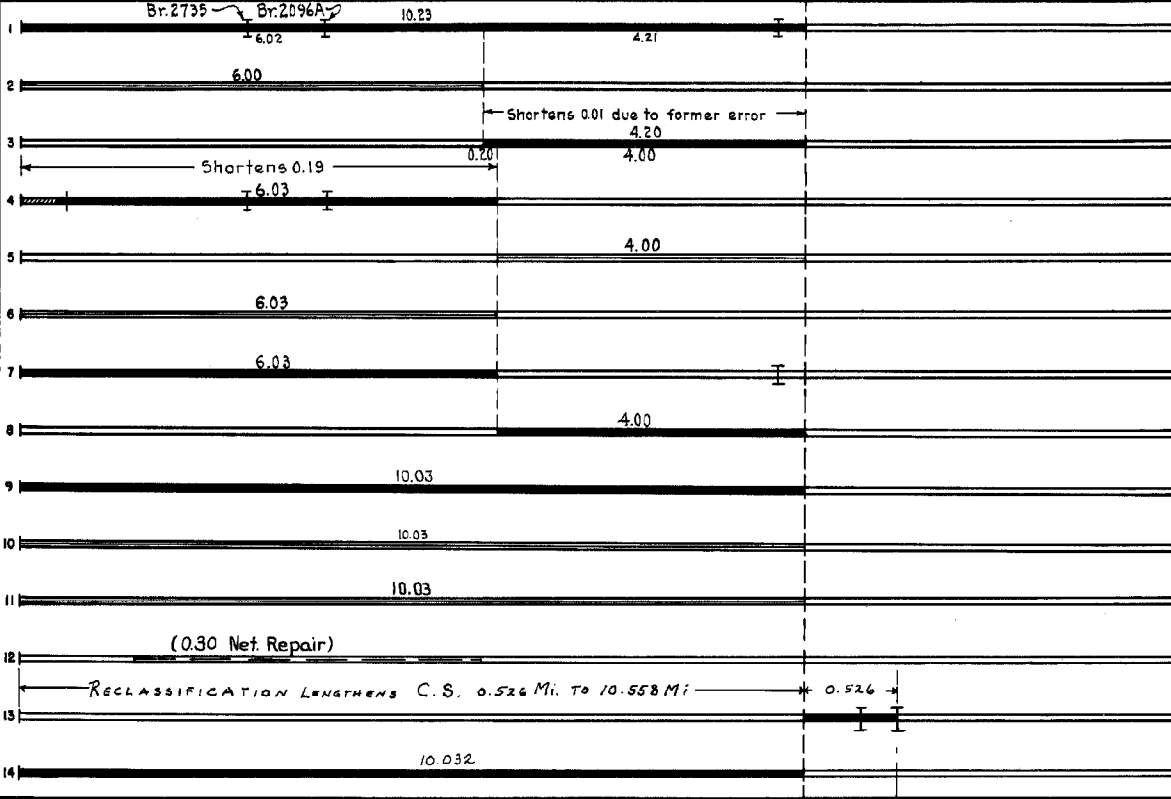
STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
ROAD LIFE STUDIES
CONSTRUCTION PROJECT LOG RECORD

CONTROL SECTION 2211
TRUNK HIGHWAY 254
COUNTY Faribault
DISTRICT 7A

LIMITS: S.State Line - Jct.T.H.16



YEAR BUILT	PROJECT N°	DESCRIPTION				CODE N°
		TYPE	WIDTH	THICKNESS	REMARKS	
		Gravel	28'	1 1/2"	Added in 1949. No Record of Const. 20' C.S., 18' C.S. & 64' L.T.	1
M	1949	Spot Grade Lifts				2
	A.F.E. 6	Grav. Resurfacing			3708 Tons	
C	1950	Bit. Stab. Base	26'	7"		3
	2211-01	Mixed Bit.	24'	1 1/2"		
C	1952	Grading	34'		Ext. W108 Culv. 1200 C.Y. / Mi.	4
	2211-03 (1)	Gravel	28'			
	2211-05 & 04	Br. 6785 & Br. 6784	30'		40' C.D.G. & 20' C.S.	
M	1953	Light Bit. Seal	24'		RCS-2, 6018 Gal. Agg. 255 Tons	5
M	1953	A.F.E. 606			1013 Tons	6
C	1955	Bit. Stab. Base	32'	3"	On 8" Sand-Gr. Sub-base	7
	2211-08	Mixed Bit.	24'	1 1/2"	* Earth Shoulders	
	2211-07	Br. 6875	30'		65' P.S.	
C	1956	Grading	36'		* On 9" Sand-Grav. Sub-base	8
	2211-09	Bit. Stab. Base * Road Mix Bit.	36'	3"		
			28'	2"		
C	1958	Plant Mix Bit.	24'	2"		9
				added		
M	1959	Light Bit. Seal	25'		RS-2, 20057 Gal. Agg. 675 C.Y.	10
M	1964	C			RS-2K, 17385 Gal. Agg. 610 C.Y.	11
M	1972	SF			Spot Bit. Surf. Repair MC-250 150 Gal. Agg. 168 Tons	12
C	1977	Grading, Bit. Base	24'	9"	Br. 91349, 22811	13
	2211-12	Bit. SURFACE	24'	1 1/2"		
	2280-45	Bit. SHOULDERS	10'	1 1/2"	10' Lt. & Rt.	
C	1978	Bit. SURFACE	24'	2 1/2"		14
	RS-4159(3)	GRAV. SHOULDERS	5'	2 1/2"	5'-9" VAR. GRAY.	



YEARS FROM	TO	TOTAL MILES	UNINCORPORATED		INCORPORATED		RURAL		URBAN		REMARKS
			RDWY. MI.	BR. MI.	RDWY. MI.	BR. MI.	RDWY. MI.	BR. MI.	RDWY. MI.	BR. MI.	
1949	1949	10.23	9.71	0.02	0.50	0.00	10.21	0.02	0.00	0.00	(1) Contract not final-Substantially complete in 1952
1950	1951	0.22	9.70	0.02	0.50	0.00	10.20	0.02	0.00	0.00	
1952	1961	10.03	9.52	0.02	0.49	0.00	10.01	0.02	0.00	0.00	
1962		0.03	9.27	0.02	0.74	0.00	10.01	0.02	0.00	0.00	

REMARKS: Layout is to scale as of 1949
(1) Contract not final-Substantially complete in 1952

6-6-73

