FORM R.L.-7 REV. 7-70

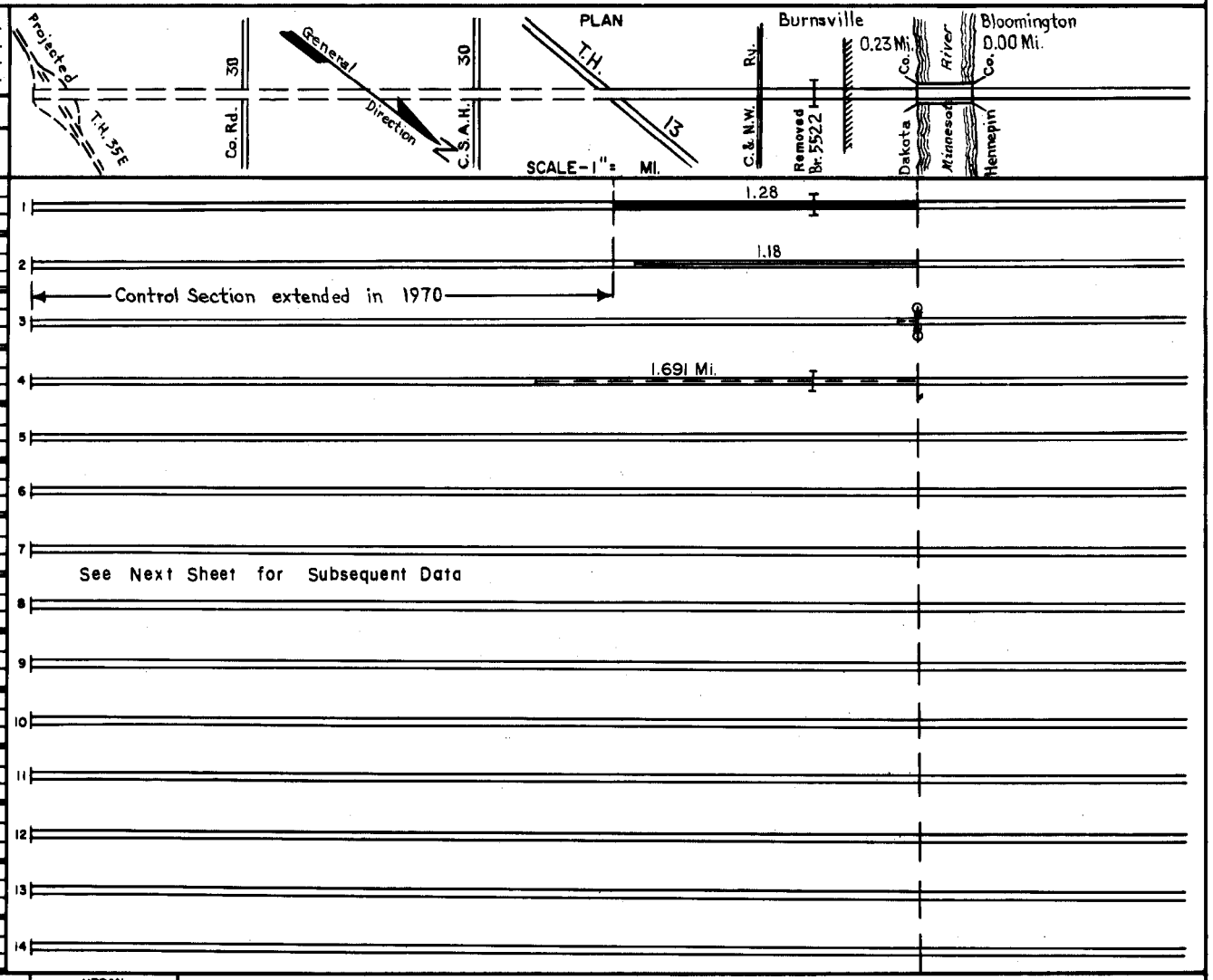
PREPARED BY
TRANSPORTATION & TRANSIT PLANNING & PROGRAMMING DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION-BUREAU OF PUBLIC ROADS

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

CONTROL SECTION 1925
TRUNK HIGHWAY 36
COUNTY Dakota
DISTRICT 5A

LIMITS: S. Ramps T.H. 35E - N. Co. Line (S.E. end of Minn. River Bridge - S. Limits of Bloomington)

YEAR BUILT	PROJECT Nº	DESCRIPTION: TYPE	WIDTH	THICKNESS	REMARKS
					No Record of Const.
		Mixed Bit.	22'		Added in 1957
		Br. 5522	20'		122' C.D.G.
M					
1960		Bit. Surf. Repair	24'		Plant Mix 260 Tons
C	1925-04	Traffic Signals			
1970	1925-05	By-Pass Lane			385' of Guard Rail
C					
1982	1925-25	Misc. Grading & Surf.			On Old Alignment
	BR-TRM-M8405(4)				Remove Br-5522



YEARS FROM	YEARS TO	TOTAL MILES	UNINCORPORATED RDWY. MI.	UNINCORPORATED BR. MI.	INCORPORATED RDWY. MI.	INCORPORATED BR. MI.	RURAL RDWY. MI.	RURAL BR. MI.	URBAN RDWY. MI.	URBAN BR. MI.
1957	1963	1.28	1.26	0.02	0.00	0.00	1.26	0.02	0.00	0.00
1964		1.25	1.00	0.02	0.23	0.00	1.00	0.02	0.23	0.00

REMARKS: Layout is to Scale as of 1970.

Mn/DOT 29450 (4-78)
FORM RL-7

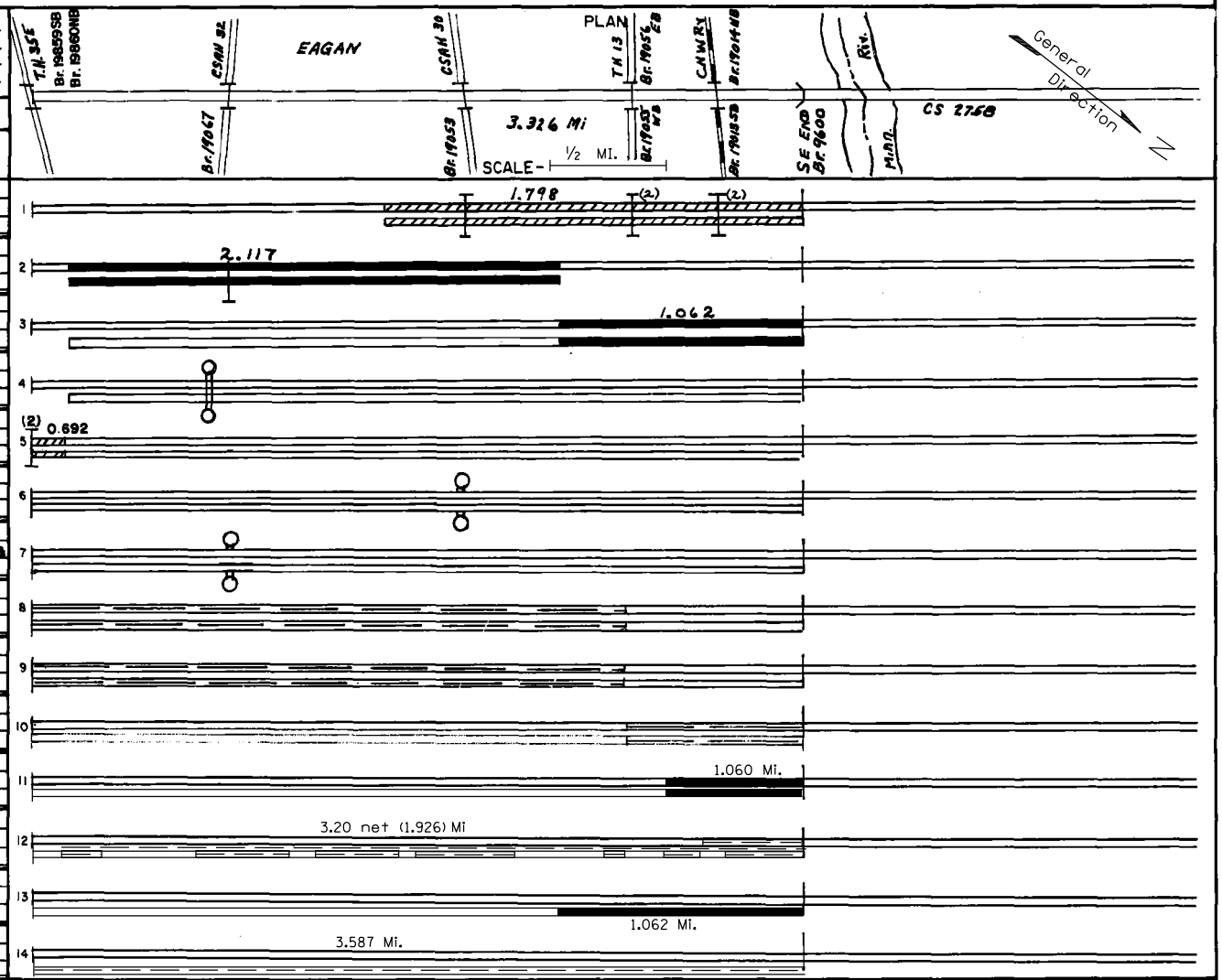
PREPARED BY
BUREAU OF POLICY & PLANNING
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION-FEDERAL HIGHWAY ADMINISTRATION

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PROJECT LOG RECORD

CONTROL SECTION 1925
TRUNK HIGHWAY 77
COUNTY DAKOTA
DISTRICT Metro

LIMITS: JCT. TH 35E, N.B.L. —— N. CO. LINE

YEAR BUILT	PROJECT NO	DESCRIPTION: TYPE	WIDTH	THICKNESS	REMARKS
C	1925-12	GRADING	2-72'		
1979	M5049(3)	BR. 19058, 55, 56			345', 395', 370' PRE. PCC B.S.
	M5405(6)	BR. 19014, 18			2-217' PRE. PCC B.S.
C		GRADING	VAR.		
1979	1925-13	CONC. SURF.	24-48'	8"	
	M5049(4)	BIT. SHLDRS, BR 19067	10'		368' PRE PCC B.S.
C					
1979	1925-14	BIT. SURFACING	36'	2 1/4"	BASE 14 1/2" PL. MIX BIT.
	M5049(4)	BIT. SHLDRS.	10'		
C					
1979	1925-24	TRAFFIC CONTROL SIGNALS			AT INTERSEC. CSAH 32 (CLIFF RD) & CSAH 23
	M5049(4)				
C		Grading	Var.		
1980	1982-48	Br. 19859			602.4 Pre Conc. Bm. Sp.
	(188)-4(188)190	Br. 19860			
C	1925-20				Cedar Ave. at C.R. 30
1981	1925-21	Traffic Control Signals			E. & W. Ramps of T.H. 77
	M-5049(5)				at C.R. 30
C	1925-22				E. & W. Ramps of T.H. 77
1981	1925-23	Traffic Control Signals			at CSAH-32, Cliff Rd. &
	M-5049(5)				Cedar Ave. at Cliff Rd.
C					
1981	1925-15	Electric Lighting System			
	M-5049(4)				
C					
1981	1925-26	Traffic Signs & Devices			
	M-5049(4)				
C					
1981	1925-18	Traffic Signs & Devices			
	M-5405(9)				
C					
1988	1925-32	Bit. Overlay	36'	1"	Spec. 2361
C					
1994	1925-34	Should. Reconst.			
C					
1997	1925-35	Bit. Milling	36'	1 1/2"	
		Bit. Overlay	36'	1 1/2"	47 Wear
S					
2003	1925-41	Shoulder work			
		Milling & Bit. Overlay			



YEARS FROM	YEARS TO	TOTAL MILES	UNINCORPORATED RDWY. MI.	UNINCORPORATED BR. MI.	INCORPORATED RDWY. MI.	INCORPORATED BR. MI.	RURAL RDWY. MI.	RURAL BR. MI.	URBAN RDWY. MI.	URBAN BR. MI.

REMARKS:

FORM RL-7

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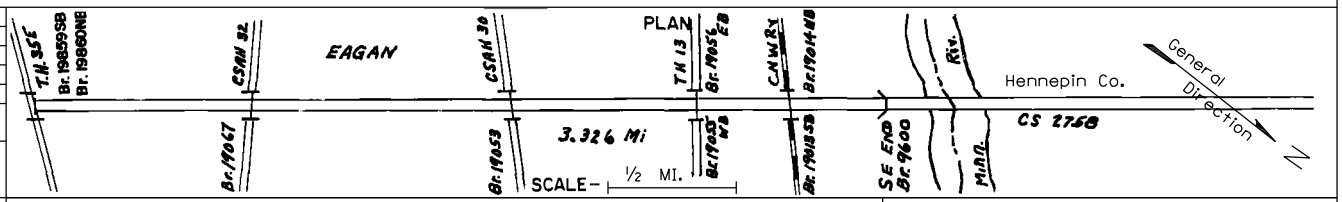
BUREAU OF POLICY & PLANNING
IN COOPERATION WITH
U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PROJECT LOG RECORD

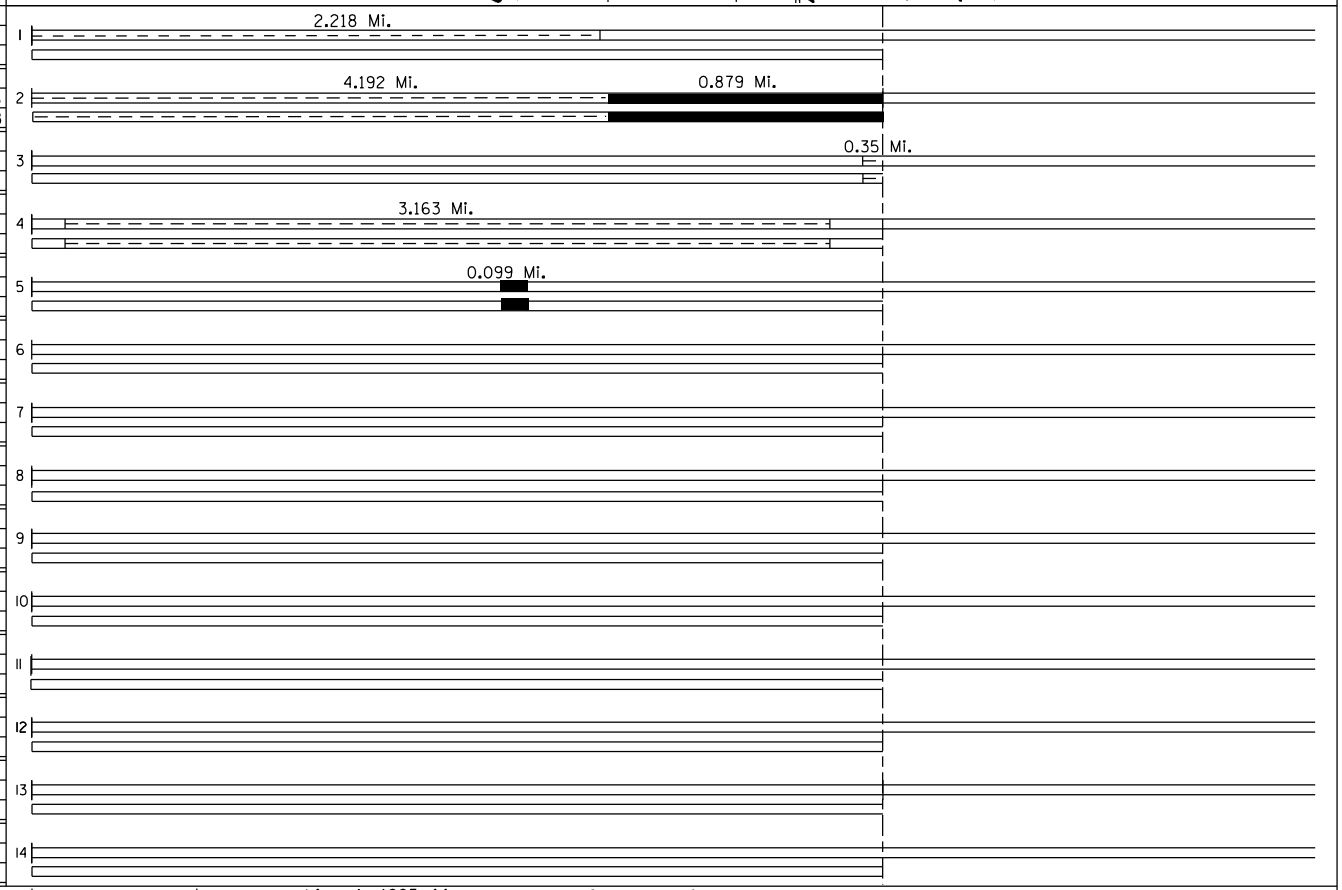
CONTROL SECTION 1925
TRUNK HIGHWAY 77
COUNTY Dakota
DISTRICT Metro

LIMITS: Jct. USTH-35E - S. End Br. 9600; Dakota/Hennepin Co. Line

Ref. Pt. 002+00.846 - 006+00.168



YEAR BUILT	PROJECT No	DESCRIPTION: TYPE	WIDTH	THICKNESS	REMARKS
S	S07045	Concrete Pavement	72'	Var.	
2007	1925-44	Repair			Conc. dowel bars
S		Concrete Rehab	24'-36'		
2012	1925-53	Bit Mill & Overlay	36'	3.5"	Spec. 2360 SB
					NB
		Grading			
2015	1925-52	Safety Improvements			
					Br. 9600N, 9600S, 9600F
2016	8825-551	Guardrail			Tension cable and
					Plate beam
		Conc. Pvmt Repair			SE, NE, NW ramps
2017	1925-43	Bit. Surfacing			NE ramp
		C & G			ada, tms



YEARS FROM	YEARS TO	TOTAL MILES	UNINCORPORATED RDWY. MI.	UNINCORPORATED BR. MI.	INCORPORATED RDWY. MI.	INCORPORATED BR. MI.	RURAL RDWY. MI.	RURAL BR. MI.	URBAN RDWY. MI.	URBAN BR. MI.

REMARKS: Line 1; 1925-44 - the rest of the project is on C.S. 1929. Note that TH-77 begins with a gap, & CSAH-23 is behind.