

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

Read Map.....Survey

CLEVELAND AVE......

From No. City Limits To New Brighton Rd

Road Acc't. No. 5.....

Date Filed.....

File.....

1

alignment
from
No city limits
to

on
Cleveland Ave (Co Rd. #5)

June 30 1939

K - Duff

Red - Sommers

" - Dalen

" - VanEss

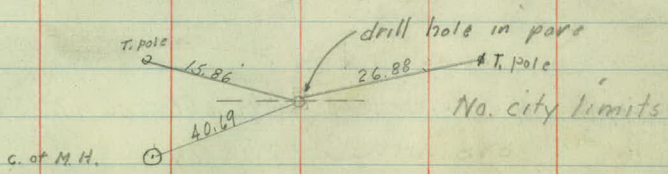
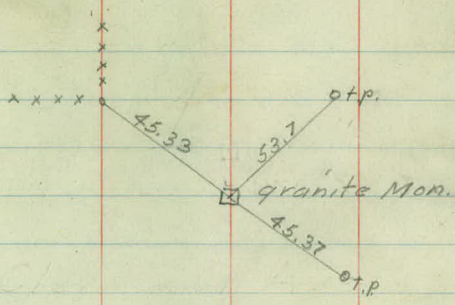
stat pt L R

13+17.3 P.I. $0^{\circ} 21' 00''$ $\square$

1317.3

0+00

o

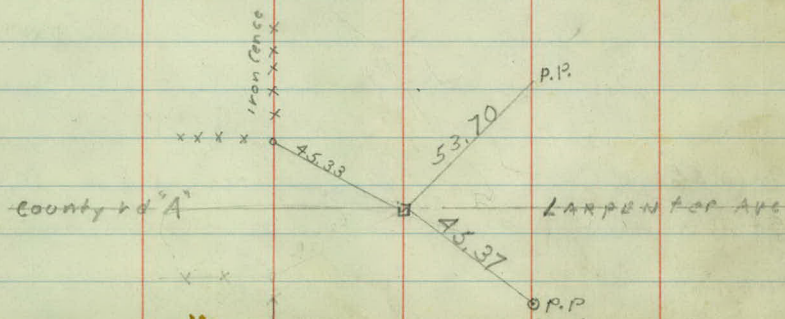
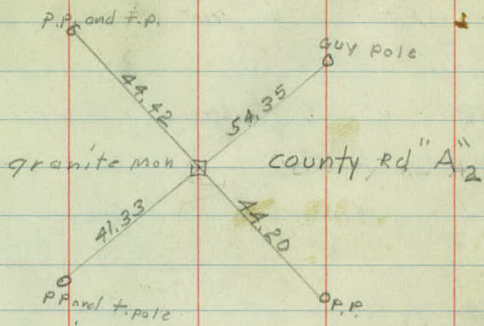


Station Point L det. R

39+30.54 P.I. $0^{\circ} 07' 00''$ $\frac{E1}{4}$ sec # 17

2633.24

13+17.3 MON $0^{\circ} 18'$ $\square$ S.E. COR SEC 17-T29N R23W



Stat pt L det R

65+75.15 P.I. 0° 10' 30" N.E. Cor Sec #17

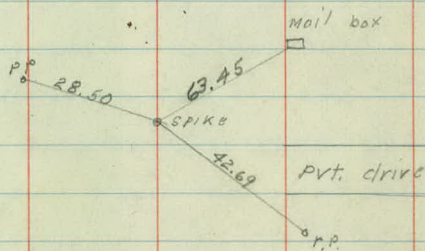
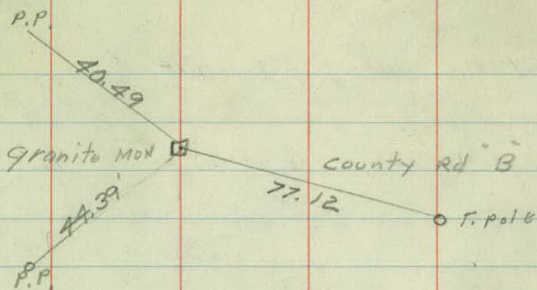
1742.08

48+33.07 Pot

822.43

39+50.54 P.I.

begin July 5, 1939



□ granite Mon

Stat point L def R

92+14.21 P.I. $0^{\circ}34'00''$ $E \frac{1}{4}$ sec # 8

1617.96

75+96.25 P.O.T.

75.32

75+20.93 P.O.T.

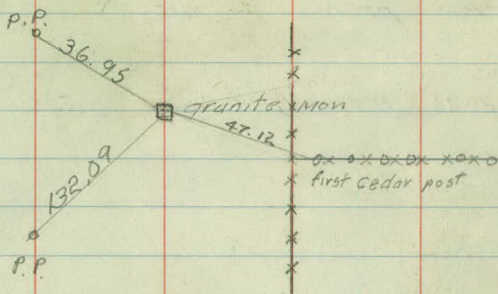
945.78

65+75.15

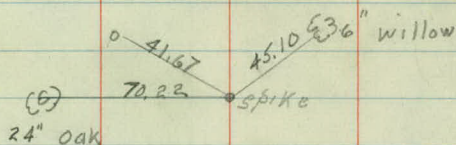
□

N.E. cor sec # 17

July 6 1939 5



o boot spike



□ granite mon

Station pt L def R

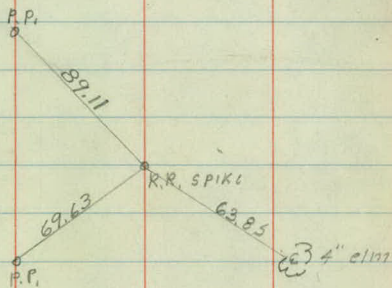
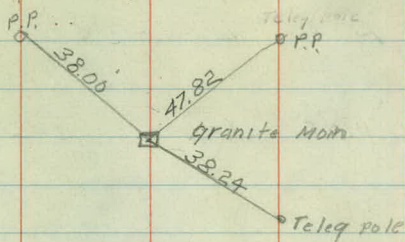
118+29.78 P.I. $0^{\circ}19'30''$ $\square$ N.E. cor sec # 8

1628.13

102+01.65 P.O.T

987.44

92+14.21 P.I.



Station PT L der R

144+66.56 P.O.T. $\square$ E $\frac{1}{4}$ Cor #5

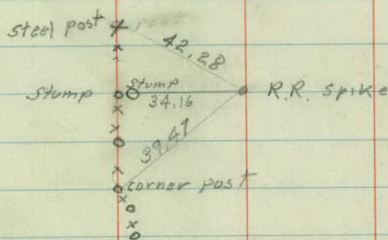
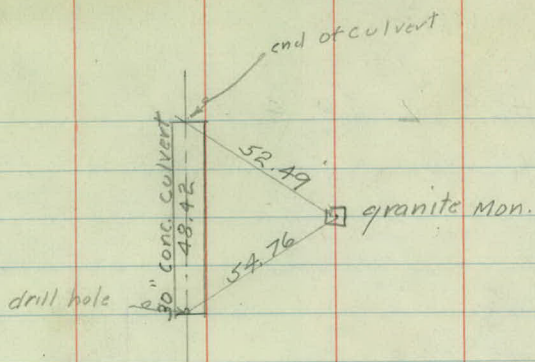
896.44

135+70.12 P.O.T.

1740.34

118+29.78 P.I.

N.E. Cor sec #8



Station Pt.

L dep R

173+73.42 P. 1.

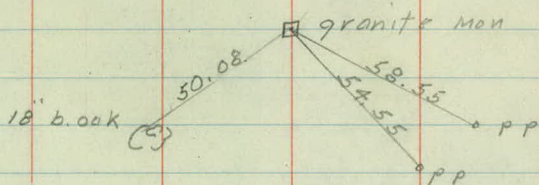
1° 03' 30" NE cor sec 5 (twp line)

2906.86

144+66.56

1

begin July 7 1939



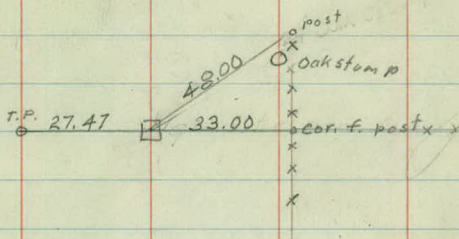
station pt L def R

199+87.64 P.I. $0^{\circ}19'30''$ $\square$ $E \frac{1}{4}$ Sec 32 Twp 30 N R 23 W

26/4.22

173+73.42

$\square$



station pt L def R

226+29.50

0° 41' 00" $\square$ N.E. cor sec #32

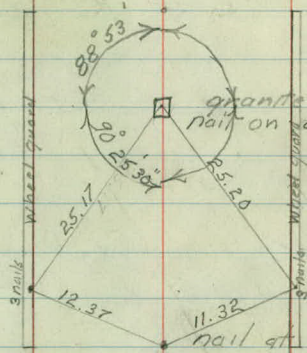
24.48

226+05.02 P.I. 0° 34' 30"

2617.38

199+87.64

$\square$ begin July 10 1939

N¹/₄ sec 32granite Mon under bridge
nail on bridge.

nail at begin of bridge

227+42.32 PI 0° 10' 00" L (end bridge)

(detail of line crossing bridge)

226+29.5 PI 0° 41' 00" L

PI 226+25.02 0° 34' 30" L (begin bridge)

stat pt L def R

570.89

236+79.93 P.T. $44^{\circ}07'30''$

236+42.32 P.O.C. $41^{\circ}20'30''$

235+92.32 A.O.C. $37^{\circ}36'00''$

235+42.32 P.O.C. $33^{\circ}51'30''$

$\Delta = 88^{\circ}15'$ Left

234+92.32 P.O.C. $30^{\circ}07'00''$

$T = 371.54$

234+61.47 P.I.

$L = 588.33$

234+42.32 P.O.C. $26^{\circ}22'30''$

$R = 383.065$

233+92.32 P.O.C. $22^{\circ}38'00''$

233+42.32 P.O.C. $18^{\circ}53'30''$

232+92.32 P.O.C. $15^{\circ}09'00''$

232+42.32 P.O.C. $11^{\circ}24'30''$

231+92.32 P.O.C. $7^{\circ}40'00''$

231+42.32 P.O.C. $3^{\circ}55'30''$

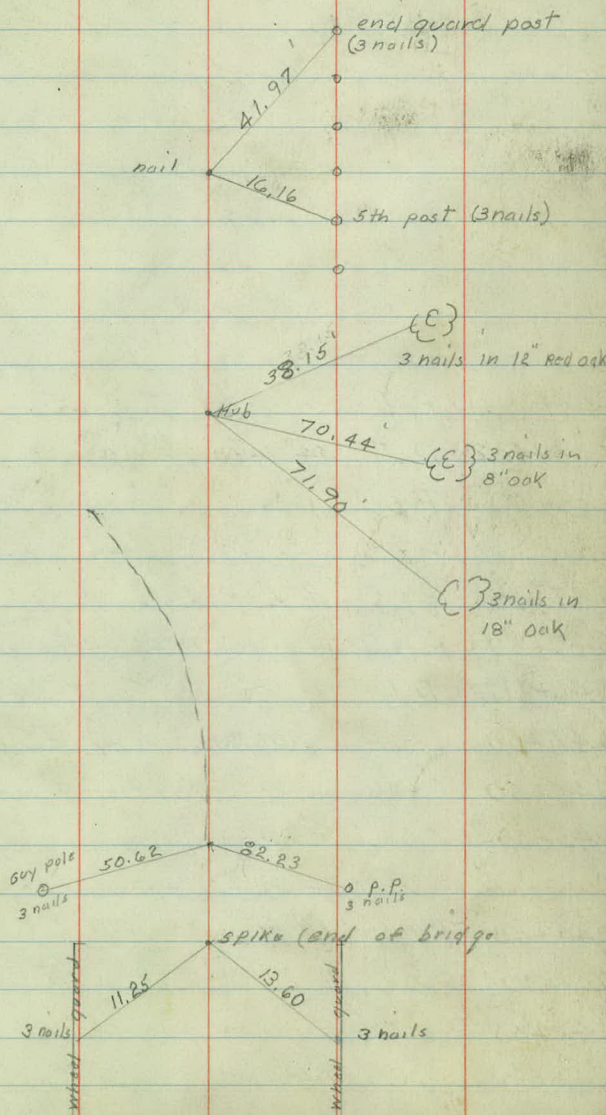
230+92.32 P.O.C. $0^{\circ}11'00''$

230+89.93 P.C. $0^{\circ}00'00''$

112.82 347.61

227+42.32 P.I. $0^{\circ}10'00''$

226+29.50



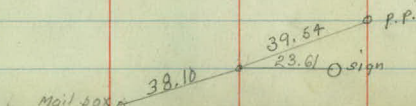
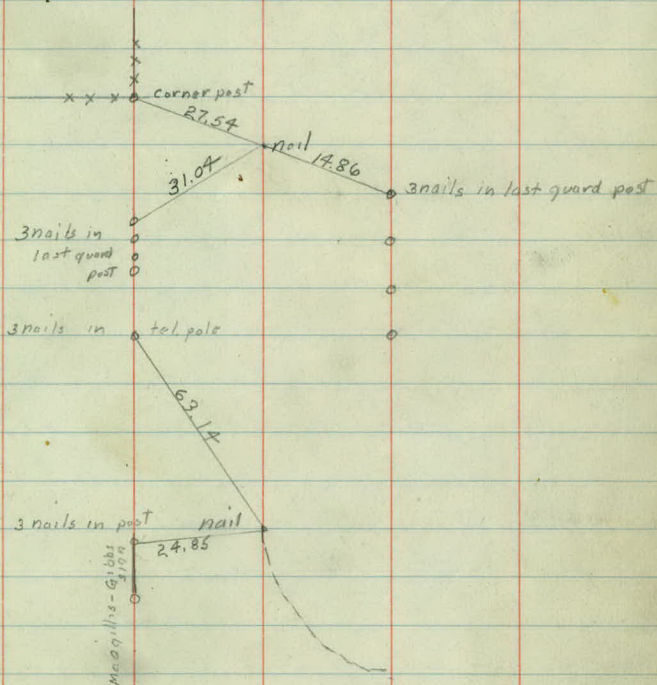
Station	pt.	L	R
268+77.50	end of survey		

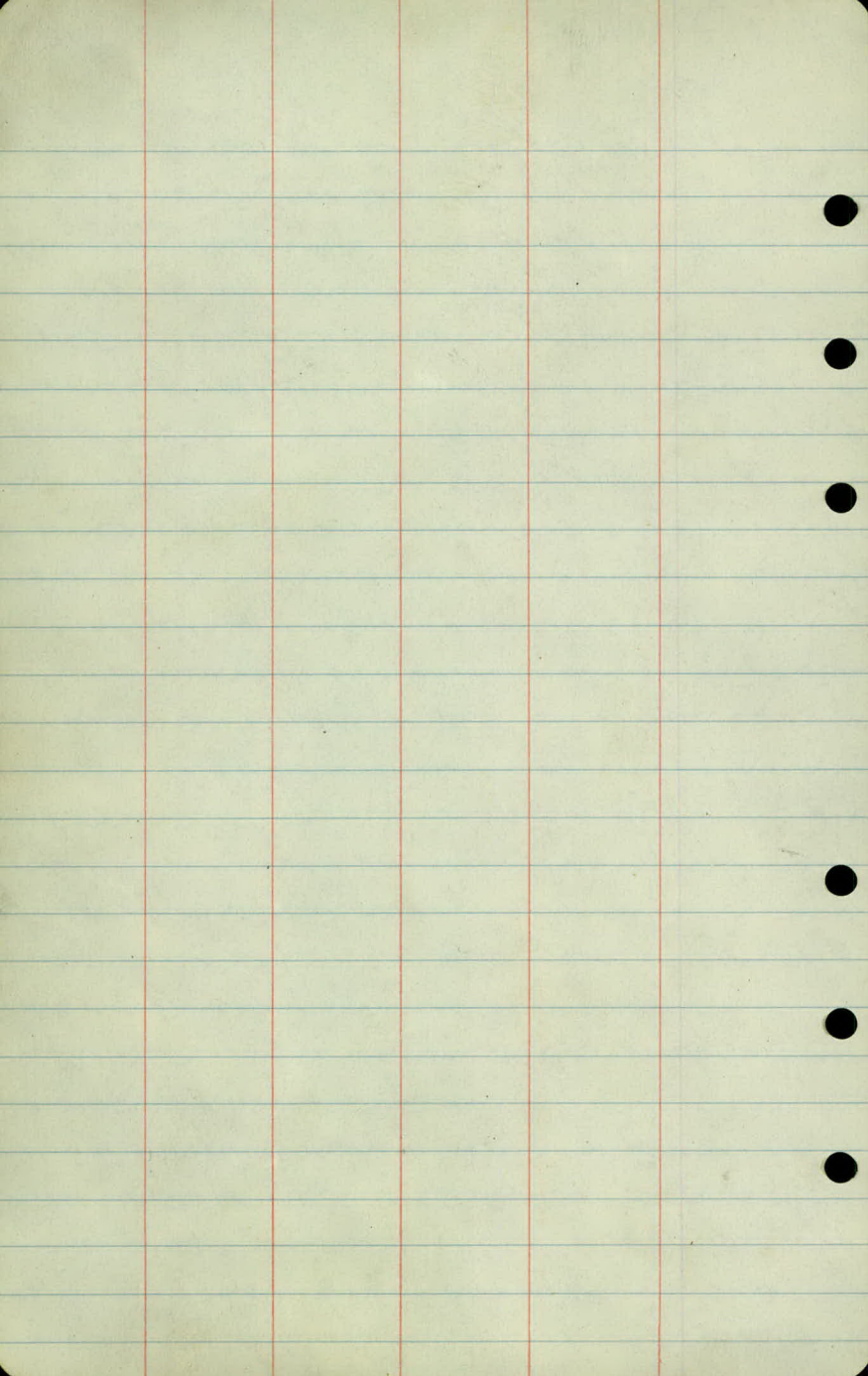
629.39

262+48.11	P.O.T.		nail
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1405.83

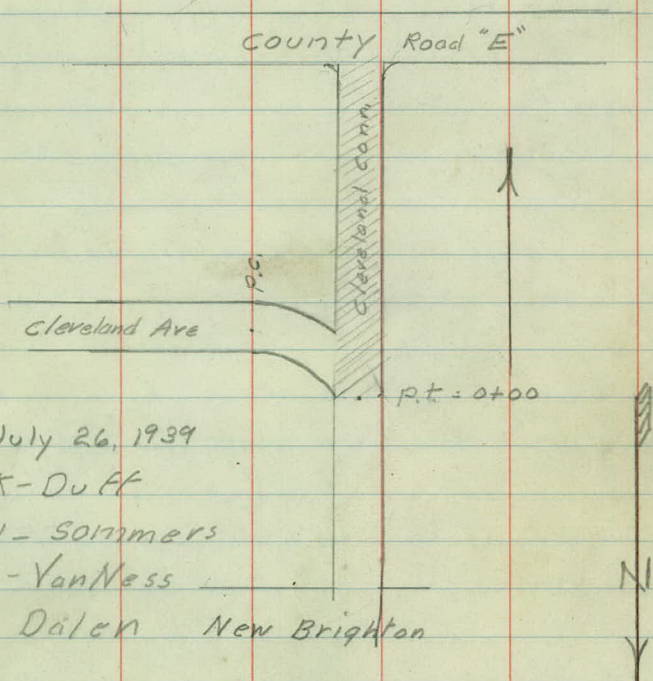
48+42.28	P.T.	44° 14' 00"
248+00	P.O.C.	41° 06' 00"
247+50	P.O.C.	37° 21' 29"
247+00	P.O.C.	33° 36' 58"
246+50	P.O.C.	29° 52' 27" $\Delta = 88^\circ 28'$
246+31.78	P.I.	$T = 372.96$
246+00	P.O.C.	26° 07' 26" $L = 589.70$
245+50	P.O.C.	22° 23' 25" $R = 383.07$
245+00	P.O.C.	18° 38' 54"
244+50	P.O.C.	14° 54' 23"
244+00	P.O.C.	11° 09' 52"
243+50	P.O.C.	7° 25' 21"
243+00	P.O.C.	3° 40' 50"
242+50.82	P.C.	0° 00' 00"





1

Alignment of Cleveland Ave Connection South of New Brighton



July 26, 1939

K-Duff

Rod - Sommers

" - Van Ness

Dalen New Brighton

Station P.T. L del R

262+48.11

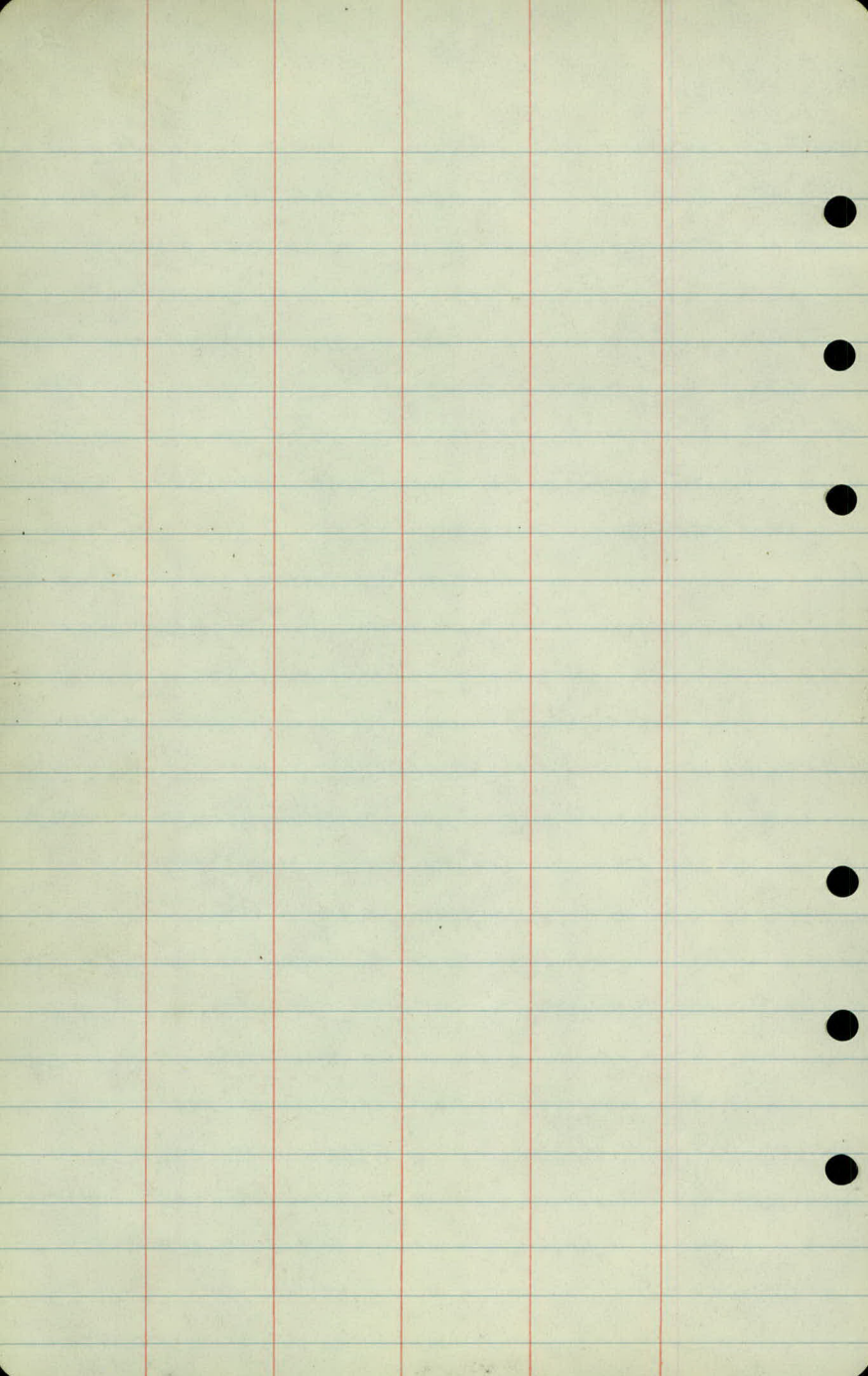
• nail

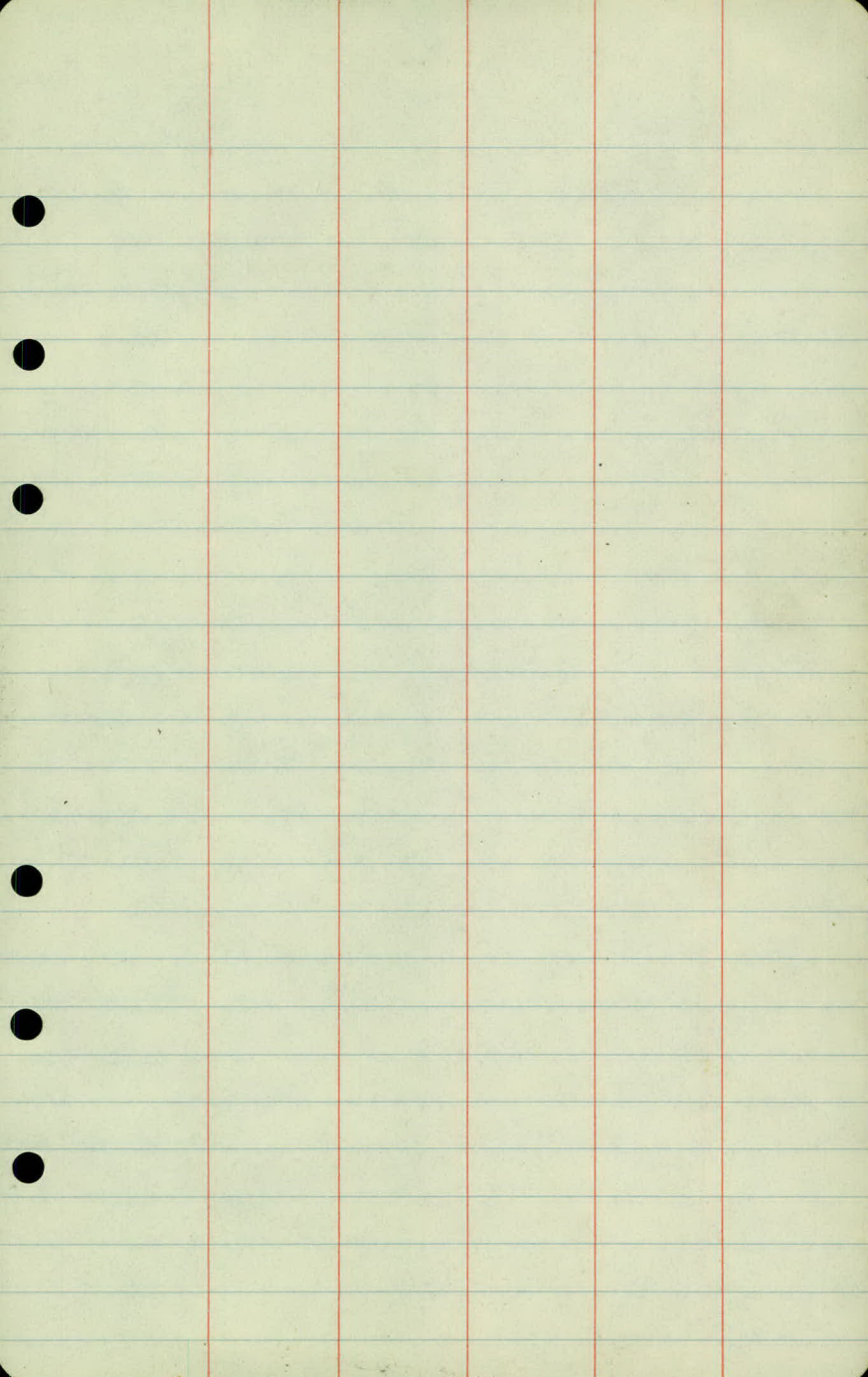
248+42.28 = 0+00

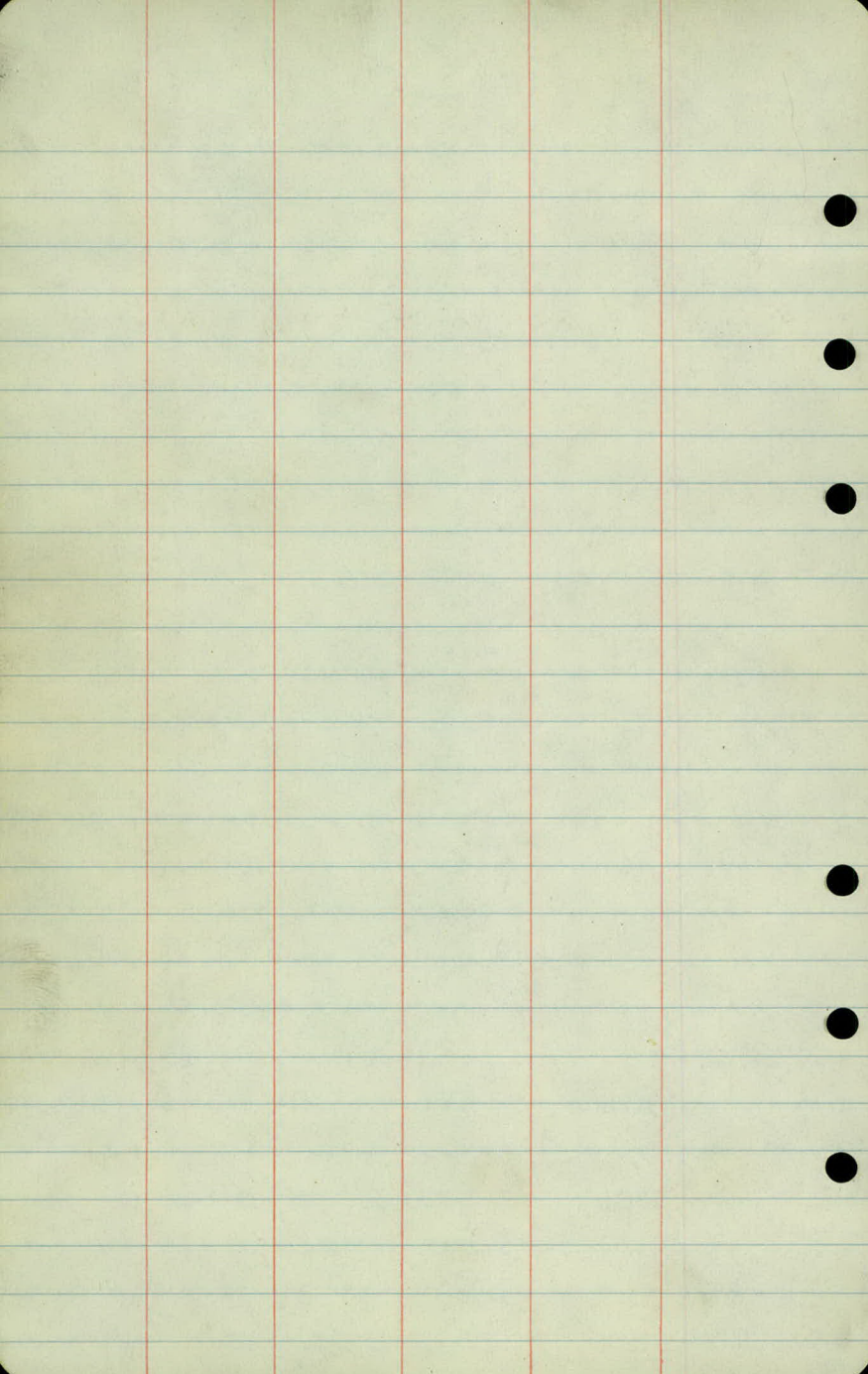
Cleveland Conn

Cleveland Aug

spike







1

Alignment on Cleveland
from State Hy #8 North of
New Brighton, East to $E\frac{1}{4}$ sec #20
thence north to Hy #8

K-Duff

Rod-VonNess

" - Dalen

" Sommers

July 20, 1939

Station	P.T.	L	R
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27+36.35	P.O.T.		
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26+25.19	P.O.T.	(P.I. of state Hy curve (U's #8))	
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12+05.29	P.I.	0° 11' 00"	
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11+75.29	P.I.	91° 10'	
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9+73.34	P.O.T.		
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4+55.71	P.T.	18° 15' 30"	
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4+50		17° 36' 28"	$\Delta = 36° 31'$
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4+00		11° 38' 28"	$T = 79.33$
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3+50		5° 40' 28"	$R = 240.49$
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3+02.44	P.C.	0° 00' 00"	$L = 152.15$
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2+00.82	P.T.	18° 00' 00"	
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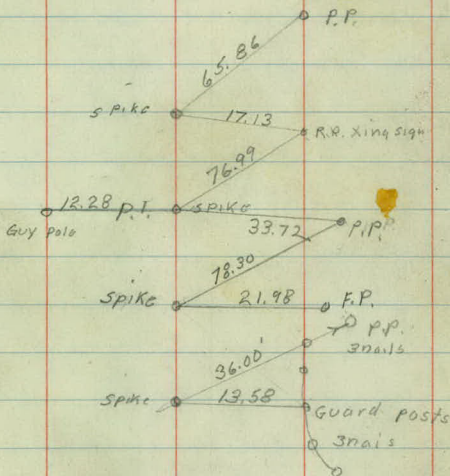
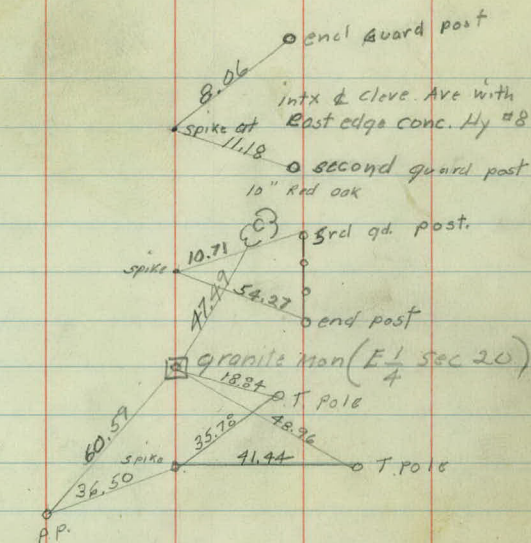
2+00		17° 56' 40"	$\Delta = 36° 00' 00"$
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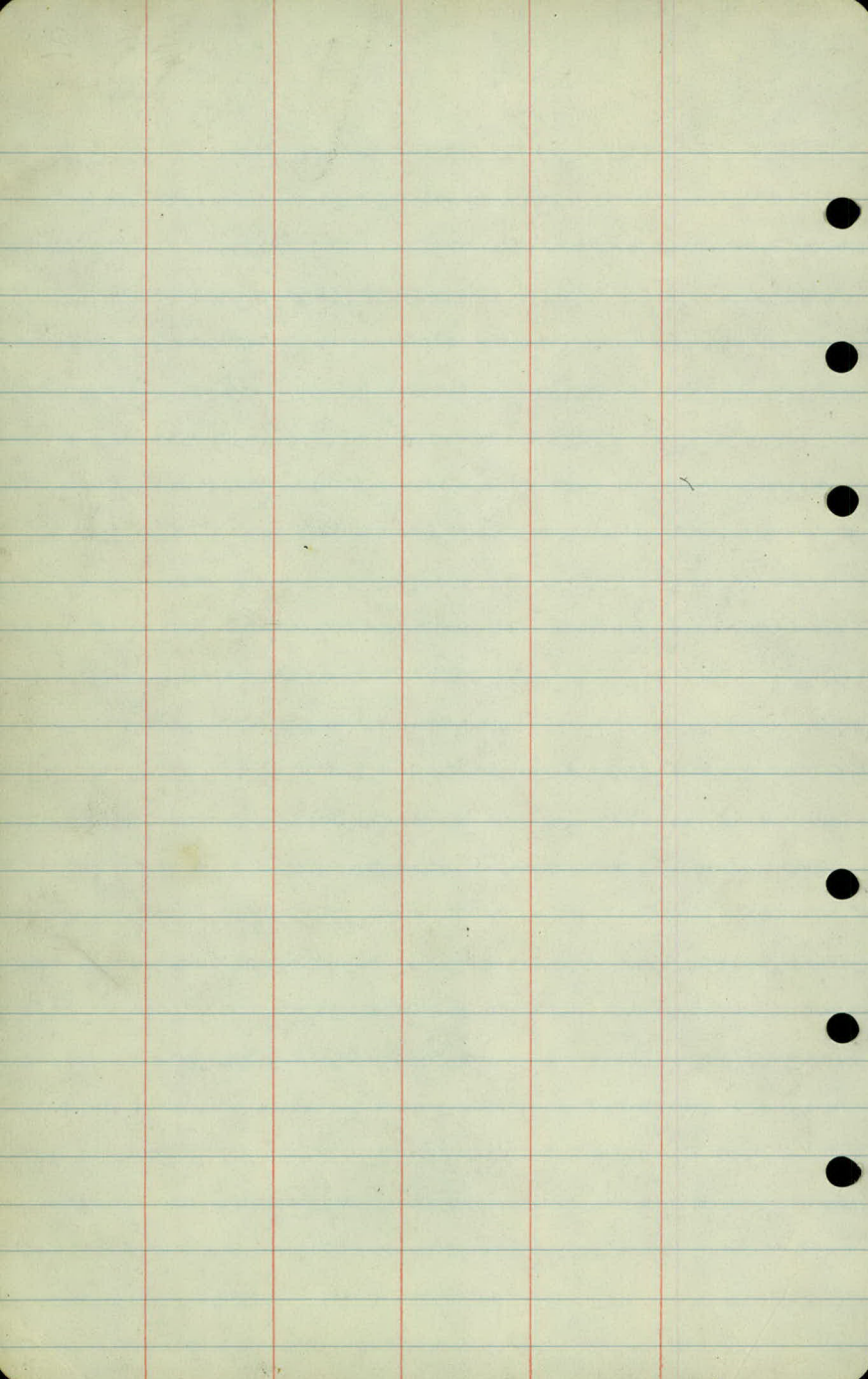
1+50		13° 27' 36"	$R = 319.62$
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1+00		8° 58' 20"	$T = 103.85$
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0+50		4° 29' 10"	$L = 200.0$
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0+00	P.C.	0° 00' 00"	
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I

Topography

NO CITY limits
TO

on cleveland

June 30 1939

π Duff

Rod - Sommers

" Van Ness

" Dalton

13+17.3

■

12+61		23.0	Stop sign
12+00 edge pave	12.1	12.3	
11+00 edge pave	12.1	12.3	
10+00 edge pave	12.0	12.05	
9+54		23.0	X-road sign
9+00 edge pave	12.3	12.2	
8+00 edge pave	12.0	12.05	
7+22		16.4	End of guard posts

7+00 edge pave	11.8	12.25	
6+94 end of guard posts	15.8		
6+00 edge pave	11.75	12.2	
5+00 edge pave	11.75	12.2	
4+00 edge pave	11.8	12.4	
3+48 end of bridge	13.0		
3+43		13.65	end of bridge

3+25 begin of bridge 13.60

3+19 13.45 begin bridge

3+00 edge pave	11.8	12.35	
2+00 edge pave	11.8	12.2	
1+96 begin post	14.7		
1+94		16.45	begin posts
1+86		16.9	end curb

1+00 edge pave 11.8 12.25

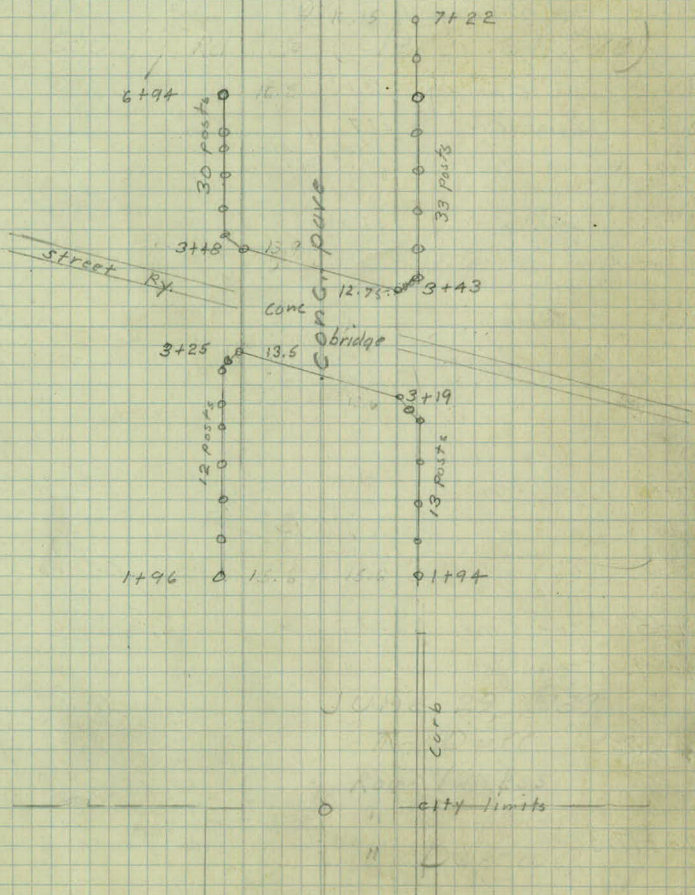
0+00 city limits

12+61

⊙ Stop sign

9+54

⊙ X-Rd sign



39+50.54

L. R

39+00		9.4	11.5
38+63	begin guard posts	20.9	
38+00	edge pave	10.3	11.4
37+82	cul. crossing	27.5	20.8
37+00	edge pave	10.8	10.9
36+00	"	10.2	10.7
35+65	"		27.0
35+00	"	9.7	11.1
34+00	"	10.0	11.3
33+00	"	10.5	11.0
32+00	"	9.3	10.8
31+00	"	10	10
30+00	edge of pave	10.5	10.8
29+00	" " "	9.8	11.6
28+00	" " "	9.6	11.4
27+00	" " "	10.6	12.2
26+00	" " "	9.8	12.4
25+00	" " "	9.3	12.1
24+00	" " "	10.7	12.4
23+52	aprox end culvert		

X Rd. sign
X-Rd. sign

23+00	edge of pave	9.1	12.4
22+54	begin culvert	27.7	
22+00	"	10.0	12.5
21+81	end of culvert		

21+65	begin culvert	27.5	
21+23	end culvert		

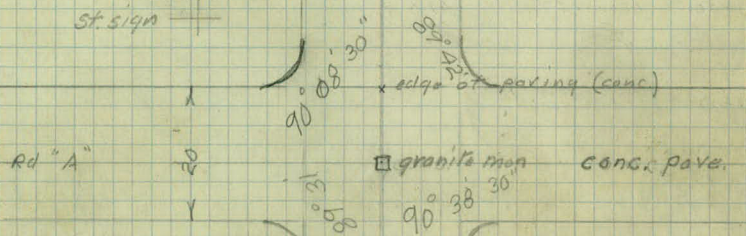
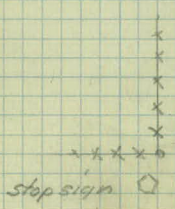
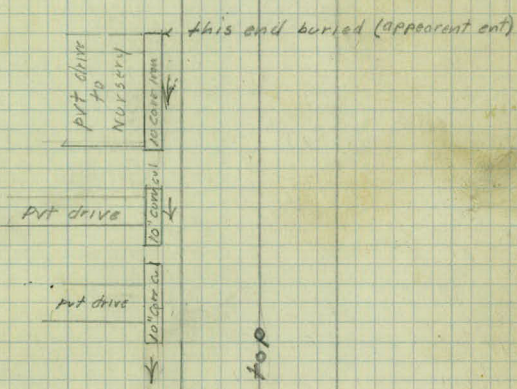
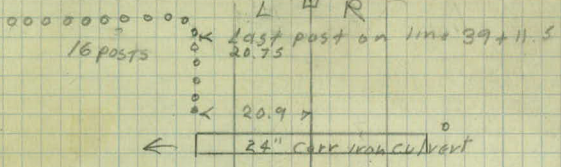
21+04	begin cul.	24.2	
21+00	edge of pave	9.4	11.8
20+00	" " "	8.4	12.1
19+00	" " "	9.4	12.5
18+00	" " "	9.8	12.4

17+58	X Rd. sign	26	
17+60	edge of pave		
16+00	" " "	10.6	12.7
15+00	" " "	10.6	12.8
14+00	" " "	10.5	12.8
14+00	" " "	11.8	12.3

13+57	stop sign	27.0	
13+49	str. sign	30.4	

13+27.3 begin black top

13+17.3



L R

52+00 edge pave	9.	10.8	end cul
51+53	x		
51+35	1	19.9	begin culvert
51+00 edge pave	9.6	10.9	end cul
50+90			
50+70		21.6	begin cul
50+00 edge pave	9.5	11.0	end cul
49+54			
49+36		24.0	begin culvert
49+23			end culvert
49+05		22.2	begin culvert
49+00 edge pave	10	10.5	pvt. drive
48+11			
48+00	9.3	11	pvt. drive &
47+60			
47+00 edge pave	9.2	10.7	
46+00 edge pave	9.1	10.3	
45+62.5		25.0	end culvert
45+42.5		25.3	begin culvert
45+00 edge pave	8.5	11.5	
44+00 edge pave	8.6	11.9	
43+00 X-Road sign	19.6	1	
43+00 edge pavement	9.1	12.1	
42+40		26'	end cul.
42+16		25.6	begin cul
42+11 end posts	19		
42+00 edge pave	9.	11.9	
41+00	8.7	11.7	
40+00 culvert	41.0	31.0	
40+00 edge pavement	9.5	13.5	
39+50.54			

L R

4

12" Iron
pvt drive

12" Iron
pvt drive

12" Cor Iron
Pvt. drive

12" Cor Iron
pvt drive

pvt. drive

pvt drive

12" Cor Iron
pvt. drive

18" Cor Iron
pvt drive

Cleveland block top

(X)

54 posts total

guard posts and cor.
33 posts on this side

24" Cor Iron Culvert

County Rd A₂

MON

black top

90° 00'

89° 50'

89° 15'

90° 16'

20'

	L	R	
77+00 edge pave	11.0	9.0	
76+00		(24.8)	
76+00 ed. pave	11.0	(27.0)	(X-Rd sign)(Stop sign ahead sign)
75+00 ed pave	11.0	11.0	
74+00 ed. pave	10.0	10.6	
- 73+77	34.0	34.4	X culvert crosses rd,
73+00 ed. pave	11.0	11.0	
72+00 ed. pave	10.0	11.0	
71+00 " "	10.0	11.0	
70+00 edge pave	10.0	10.0	
69+06 end cul	27.1		
69+00 edge pave	10.0	11.0	
- 68+71 X-Rd sign	21.7		
- 68+47		29.8	End culvert
68+00	10.3	10.6	
67+00 ed. pave	9.5	11.5	
- 66+11 Stop sign	24.8	34.6	Street sign

65+75.15

2 County Rd B

65+16.7		24.85	Stop sign
65+00	9.0	12.7	
64+00 ed. pave	8.6	12.6	
63+00 ed. pave	9.3	10.6	
62+31		28.7	X-Roads Sign
62+00 ed. pave	10.2	10.7	
61+00 ed pave	10.3	10.3	
60+47			- pvt. drive
60+00 ed pave	9.8	11.0	
59+00 ed. pave.	9.8	12	
58+00 edge pave	10.3	11.0	
57+00 edge pave	11.2	10.0	
56+00 edge pave	10.7	10.8	
55+00 edge pave	10.4	10.6	
54+34			end culvert
- 54+04		25.4	begin culvert
54+00	9.0	10.7	
53+00 edge pave	9.3	11.0	

L R

5

27.0

24.8   X-Rd
stop sign
ahead sign

← 24" Corrugated Iron Culvert

Cleveland black top surface

24" Corrugated Iron Culvert

89° 44' stop

90° 04' + street sign

County Rd "B" bolt

black top surface

90° 06'

90° 06'

priv drive

16" Corrugated Iron Culvert
priv drive

2

R

92+00 edge pave	11	16.	
91+00 " "	11	10	
90+00 ed pave	11.	10	
89+02			end culvert
89+00 edge pave	11	10	
88+64.6		21.7	* begin culvert
88+00 edge pave	12.0	10.0	
87+00 " "	12.5	10.2	
86+00 ed. pave	12.0	10.0	
85+00 edge pave	13.0	10.0	
84+55 X-Rd. sign	25.9		
84+38.5 end cul			
84+18.5 begin cul	22.0		
84+01 (stop sign ahead) sign	21.0		
84+00 ed. pave	12.5	11.0	
83+60 ed. pave.	12.0	12.0	
82+50	32.0	35.5	culvert crosses rd
82+00 ed. pave	15.0	11.0	
81+00 edge pave	14.0	12.0	
80+47 stop sign	29.9		
79+93.50 approx	±	Hy.	
79+39.5		21.1	stop sign
79+00 edge pave	12.0	12.0	
78+60 edge pave	11.0	10.0	
77+35			end cul
77+10.7		24.3	begin cul

black top surface

16" corr iron

prt drive to fields
prt drive

drail 87+00

Cleveland Ave

18" corr iron

prt drive

← 30" corr iron culvert

State Hy. # 36

black top surface

24" corr iron

prt. drive

113+00 edge pave	9	13	
112+86		24	R.R. X-ing sign
112+00 edge pave	8.6	12.5	
111+90			
111+70 begin cul	25.4		
111+00 edge pave	8.5	13	
110+38		21.3	Cattle X-ing sign
110+00 edge pave	7	14	
109+00 edge pave	7	13	
108+00 edge pave	7	14	
107+00 " "	7	14	
106+44			end culvert
106+16		22.9	begin culvert
106+00 edge pave	7.5	14	
105+00 edge pave	7	14.5	
104+00 edge pave	7	15	
103+00 edge pave	7	14.5	
102+94 T.S.T. Co M.H.	9.3		
102+00 edge pave	9	14	
101+41			end culvert
101+24.5		23.2	begin culvert
101+00 edge pave	9	12	
100+03			end culvert
100+00	10	11	
99+71.5		22.4	begin culvert
99+00 edge pave	9	12	
98+00 " "	9	12	
97+00 " "	9	12	
96+00 edge pave	9	12	
95+67			end culvert
95+47 begin culvert	24.8		
95+00 edge pave	10	11	
94+00 " "	10	10	
93+00 edge pave	10	10.5	
92+14.21			

7

L R

pvt dr.
10" corr 1 inch



12" corr 1 inch
pvt drive



12" corr 1 inch
pvt drive

12" corr 1 inch
pvt drive

12" corr 1 inch
pvt drive

		L	R	
132+00		9.0	10.0	
131+00		9.0	10.0	
130+00		10.0	9.0	
129+00		9.0	11.0	
128+00		8.5	11.0	
127+41.5	Culvert	24.5	18.0	Crosses
127+00	edge pave	8.0	11.0	
126+00	" "	8.5	11.0	
125+00	" "	8.5	10.0	
124+00	" "	9.0	11.5	
123+00	" "	9.0	11.5	
122+46	X-Rd sign	19.0		
122+00	edl pave	9.0	11.0	
121+00	" "	9.5	11.5	
120+00	edl pave	9.5	11	
119+00	edge pavement	10.5	10.0	
118+70		26.9		street sign
117+87	R.R. sign	21.9		
117+00	edge pave	12	9	
116+28.2	second rail			
116+23.0	first rail			
116+00	edge pave	10.5	9	
115+59	cattle x-ing sign	18.6		
115+00	edge pave	9	11	
114+14		21.3		X-Rd sign
114+00	edge pave	9	12	

← 30" corr iron cul

88° 46'

90°

41'

County Road

C



black top surface

55'

90°

R.R. single track

Northern Pacific

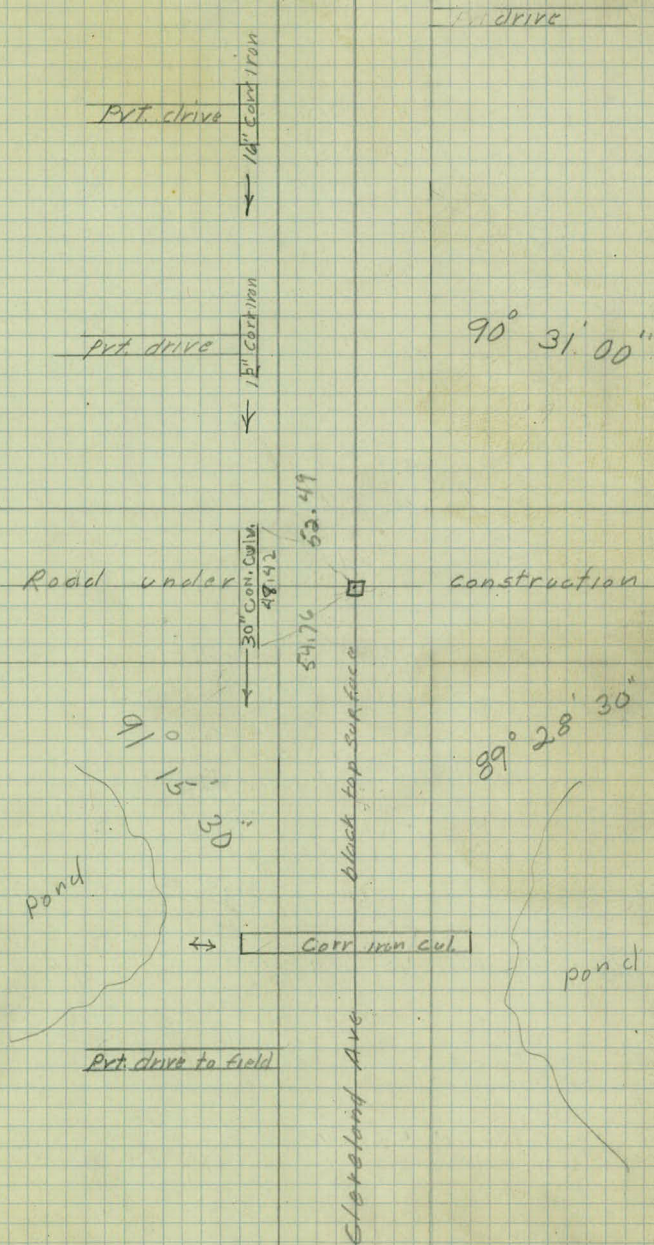
89° 39'

19° 25'

Cleveland Ave

	L	R
154+00 edge pave	9.5	11
153+45		q prt drive
153+00 edge pave	9.5	11
152+29 end cul		
152+09 begin cul	22	
152+06 edge pave	10	11
151+00 edge pave	9	11
150+00 " "	9.5	10.5
149+00 " "	9	11
148+73 end cul		
148+53 begin cul	23.2	
148+00 edge pave	8	11
147+00 " "	8	11
146+00 " "	9	11
145+00 " "	9	10.5
144+66.56 q X-Rd	00	00

144+00 edge pave	10	10
143+00 " "	10	10.5
142+00 " "	10	10
141+00 edge pave	10	10
140+00 " "	11	10
139+46 Culvert	18.0	19.8
139+00 edge pave	10.5	10.5
138+00 " "	10.5	11.0
137+38 q prt drive		
137+00 edge pave	10	11.5
136+00 " "	9.5	10
135+00 " "	10	10
134+00 " "	9.5	10.0
133+00 edge pave	9	10



		L	R
168+00	edge pave.	10	10
167+03	T.S. to M.H.	13	
167+00	edge pave	10	10
166+00	edge pave	11	10
165+00	(ed pave) prt dr &	10	11
164+00	edge pave	10	11
163+86	prt. drive		
163+00	edge pave	9.5	10.5
162+74	end culvert		
162+54	begin culvert	33.5	
162+00	edge pave	10.5	10.5
161+00	" "	10.5	11
160+00	" "	10.5	10.0
159+00	edge pave	10.5	10.5
158+95			end culvert
158+75		20.5	begin culvert
158+00	edge pave	10	11
157+52			& drive
157+42	end culvert		
157+22	begin culvert	21.5	
157+00	edge pave	10	11
156+86			end cul
156+66		22	begin cul
156+67	end cul		
156+47	begin cul	22	
156+00	edge pave	10	11
155+73			end culvert
155+43		23.6	begin cul
155+15	end cul		
155+11			end cul
155+00	edge pave	9.5	10
154+96	begin cul	24.5	24.7
154+84	end cul		
154+14	begin cul.	20.6	

L R

pvt. drive

pvt drive

pvt drive

12" corr 12" non
↓

pvt drive

12" corr 12" non
↓

pvt drive

12" corr 12" non
↓

pvt drive

12" corr 12" non
↓
16" corr 12" non
↓

pvt drive

Cleveland Ave

12" corr 12" non
↑

pvt drive

pvt. drive

12" corr 12" non
↓

pvt drive

12" corr 12" non
↓

pvt drive

8" corr 12" non
↓

pvt drive

		L	R	
182+00	edge pave	11	9.5	
181+00	" "	11.5	10	
180+00	" "	11.5	10	
179+00	" "	11.5	9.5	
178+00	" "	11.5	10.5	
177+71				end culvert
177+51			21	begin cul
177+00	edge pave	11.5	10.	
176+85	X-Rd sign	19.7		
176+00	edge pave	11.5	10	
175+00	" "	11.5	11.0	
173+96	street sign	23.85		street sign

173+73.42 County Rd "D"

173+00	edge pave	10	12	
172+00	edge pave	10	13	
171+31	end cul			
171+11	begin culvert	32		
171+00	edge pave	10.5	12.0	
170+76			19.5	X-ROAD sign
170+06				end cul
170+00	edge pave	11	11	
169+99			24.0	begin cul
169+54				end cul
169+31			24.5	begin cul
169+04	end cul			
169+00	edge pave	10	11	
168+79	begin culvert	21		
168+73	end culvert			
168+47	begin culvert	21.5		
168+48				end cul
168+28			23.7	begin cul

90° 06'



black top surface

County Rd "D"
black top surface

12" corr 10m

pvt. drive

90° 06'

twp 30 No.

twp line

twp 29 No.

90° 58'

pvt drive



12" corr 10m



12" corr 10m

pvt drive



16" corr 10m

pvt drive



CLEVELAND AVE

88° 50'



16" corr 10m



16" corr 10m

pvt footpath



16" corr 10m

pvt drive



12" corr 10m

pvt drive

211+00	pvt drive	11.5	9
210+00	" "	11	10
209+00	" "	11	10
208+00	" "	10.5	10
207+00	" "	11	10.5
206+00	" "	10.5	10.5
205+00	" "	11	10
204+00	" "	10.5	10.5
203+00	" "	10.5	10.5
202+00	" "	10.5	10.5
201+00	" "	11	10.5
200+10	pvt drive		
200+00		10.5	10
199+96			
199+00		10.5	10
198+00		11	10
197+00		11	10
196+00		11	9
195+36	end cul		
195+16	begin cul	22.0	
195+00	edge pave	10	10
194+00	" "	10.5	10
193+31	end cul		
193+11	begin cul	24.3	
193+00	edge pave	10.5	9
192+00	" "	10	9
191+00	" "	10.5	9
190+00	" "	11	9.5
189+00	" "	11	9
188+00	" "	11	10
187+00	" "	11.5	10
186+00	" "	12.5	10
185+00	" "	11.5	9.5
184+00	" "	12.0	9.5
183+00	" "	11.5	9.5

pvt drive

L R

Pvt drive to field

Pvt drive to field

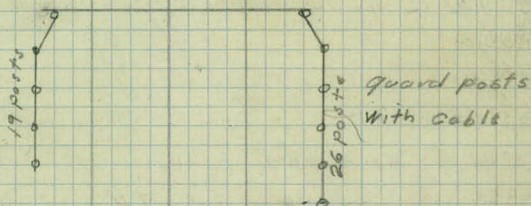
Pvt drive

Pvt drive

12' con
14' on
10' C
5' ul

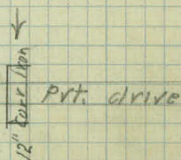
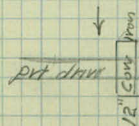
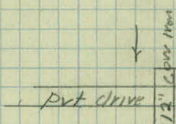
black top surface
Grove Road Ave

226+05.02	begin bridge	11.9	11	Right and left to wheel guard
226+00		10	10.5	
225+00		10.5	11	
224+00		10	10.5	
223+93	begin posts (19p)	16		
223+07			14.0	begin guard posts (26 posts)
223+00		9	11	
222+00		10.5	11	pvt. drive
221+00		10.5	11	
220+00	dirt rd	9.5	10	
219+70.5	dirt road			black top rd
219+38	pvt & drive			
219+00		10	10	
218+00		10.5	10.5	
217+00		10.5	10.5	
216+00		11.	10.5	
215+46	end culvert			
215+26	begin culvert	22.5		
215+00		10	10.5	
214+63	end culvert			
214+42	begin cul	20		
214+00		10.5	9.5	
213+53				End Culvert
213+33			21.5	begin cul
213+00		10	10	
212+00		11.5	10	



dirt road

black top rd



	L	R	
239+00 edge pave	7.5	12.0	
238+00 edge pave	7.5	12.0	
237+20		14.0	end post
236+79.93 edge pave	10.5	9.5	posts 14.0 right
236+42.32 edge pave	11.5	8.5	posts 13.5 right
235+92.32 edge pave	12.5	8.3	posts 13.0 right
235+42.32 edge pave	13.0	8.0	posts 13.0 right
234+97.32	26.0	35.0	culvert crosses rd
234+92.32 pave	-14.0	7.0	posts 12.4 right
234+42.32 edge pave	14.5	7.5	posts 12.2 right
233+92.32 edge pave	14	7.0	begin posts 12.5 right
233+68 side road sign	25.0		
233+42.32 edge pave	13.5	7.5	
232+92.32 edge pave	12.5	8.0	
232+42.32 edge pave	11.5	7.5	end drive
231+92.32 edge pave	12.5	6.5	
231+57			begin drive
231+42.32 edge pave	13	7.0	
230+89.93 edge pave	13.0	7.5	beginning of curve
230+00 edge pave	11.0	8.0	
229+87 approx d rd "E"		14.2	street sign
229+57.5		12.0	end of posts
229+53		12.6	Winding road sign
229+35 begin curve on posts	18.0		
229+00 edge pave	9.	11.5	
228+00 edge pave	10.5	9.5	
227+76		16.0	side rd sign
227+54.5 second post	13.9	16.0	second post
227+42.32 begin posts	11.4	13.7	begin posts

P.T.

36" conc. culvert

guard posts and cable
29 posts total

graveled drive

P.C.

width approx 18'

county road "E"

black top surface

6 on this line

17 posts on line

19 posts
cable and guard posts

begin July 18 1939

bridge

	L	R	
258+00 edge pave	9.5	12.0	
257+00 edge pave	9.0	13.5	
256+00 edge pave	9.0	13	
255+00 edge pave	9.5	13	
254+00 prt. drive	9.5	12.0	edge pave
253+61			end culvert
253+37		23.3	begin culvert
253+00 edge pave	11.	11.5	
252+37 prt. drive			
252+00 edge pave	11.5	11.0	
251+00 " "	12	10.0	
250+00 edge pave	13	10.0	
249+00 edge pave	12.0	11.0	
248+42.28 end curve	10.	11.5	edge pave
248+00	10	13	edge pave
247+97 end posts	13.8		edge pave
247+50	18.0	12.5	edge pave
247+30 culvert x rd.		24.7	
247+00	9	13	edge pave
246+50	7.5	15.0	edge pave
246+45 (end posts) 14.2 left	15.17.3		winding rd sign Left
246+00 post 13.5 left	6.5	14.5	edge pave
245+50 post 13.4 left	7.0	15.5	edge pave
245+00 post 13.2 left	7.5	14.4	edge pave
244+50 posts 13.0 Left	7.0	14.5	edge pave
244+02 begin posts	13.5		
244+00 edge pave	7.5	14.5	
243+50 " "	7.0	14.0	
243+00 edge pave	7.5	14.0	
242+50.82 edge pave	9.0	12.5	side road sign 24 Right
242+00 edge pave	10.	10	
241+95			prt. drive
241+00 edge pave	10.	10.5	
240+00 edge pave	9	11	

pvt drive

12" conc. 1400 cu

pvt drive

36" conc. Cul.

this end about 3' under gnd.
cannot find end

black top surface
8 posts
around curve
guard posts and cabin
22 posts on this side

pvt drive

*269+07.10 ϕ New Br. road

L R

268+79 tractor lug sign 13.1 15.4 Stop sign

268+77.5 end blacktop

268+00 edge pave 12 10

267+81.5 end cul

*267+61.3 17 begin cul.

267+51 end cul

*267+35 16 begin cul

267+00 edge pave 13.1 8
266+83 24.8 begin fence
266+00 15.5 side rd. sign

266+00 edge pave 12 8

265+21 fence 27.75
265+21 begin s.walk (4) 23.4

265+11 prt drive

265+00 edge pave 13 7

264+07 drive to school

264+00 edge pave 13 7.5

263+00 edge pave 12.5 8.0

262+51 fence corner 27.4

262+48.11 nail

262+45.5 15.0 end posts

262+19.5 end posts 12.5

262+00 edge pavement 11.5 9.5

*261+38 cul x road 24.0 47.0

261+00 edge pave 9.0 11.5

260+00 edge pave 9.0 11

259+00 edge pave 9.0 11.0

258+72.5 begin posts 12.5

258+62.5 14.5 begin posts

258+50.5 end culvert

258+26.5 begin culvert 21.7

258+17 prt drive

dirt street

L R

cong. pave

x x x x x
begin conc

26887.5 1/2 walk 1/2 5' walk

268 + 77.5 end black top

18' to 1/2 walk
22.6 to fence

1/2 walk

27'

prt drive

iron 29.7 Right

prt drive

12" corr iron

iron (29.9 right)

prt drive

x x x x x

school

x x x x x

prt drive

8" tile cul

30 posts
Guard posts and cable

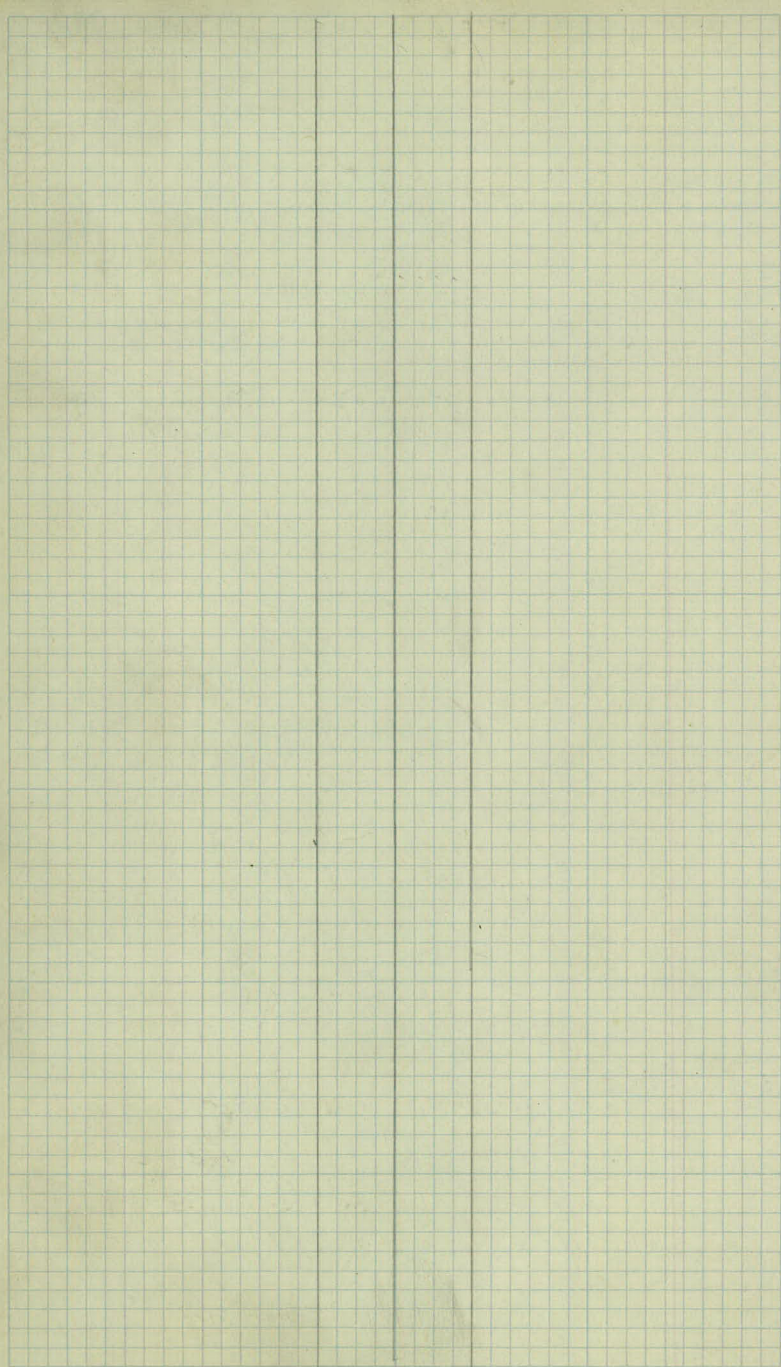
12" corr iron

Guard posts and cable

32 posts

prt drive

prt drive



Topography

from Cleveland Ave.
on Cleveland Ave Connection
to County Rd "E"

July 26 1939

A-Duff
Rod Sommers
" Van Ness
" Dalen

L R

8+72 approx Center County Rd "E"

8+00	10	11	
7+00	9	10	
6+00	7	11	
5+52 side rd sign	20		
5+33		21	X-Rd sign
5+00 edge pave	7	11	
4+00 " "	8	11	
3+00 edge pave	6.5	11	
2+06 end posts	9.5		
2+06 (stop sign) tractor / log sign	9.5		
2+02.0		10.0	end posts

0+46.5 10.5 begin posts

248+42.28 = 0+00

gravel

County Rd E

8+00 end spur track

47.5

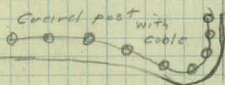
Clare land Comp (black top surface)



N

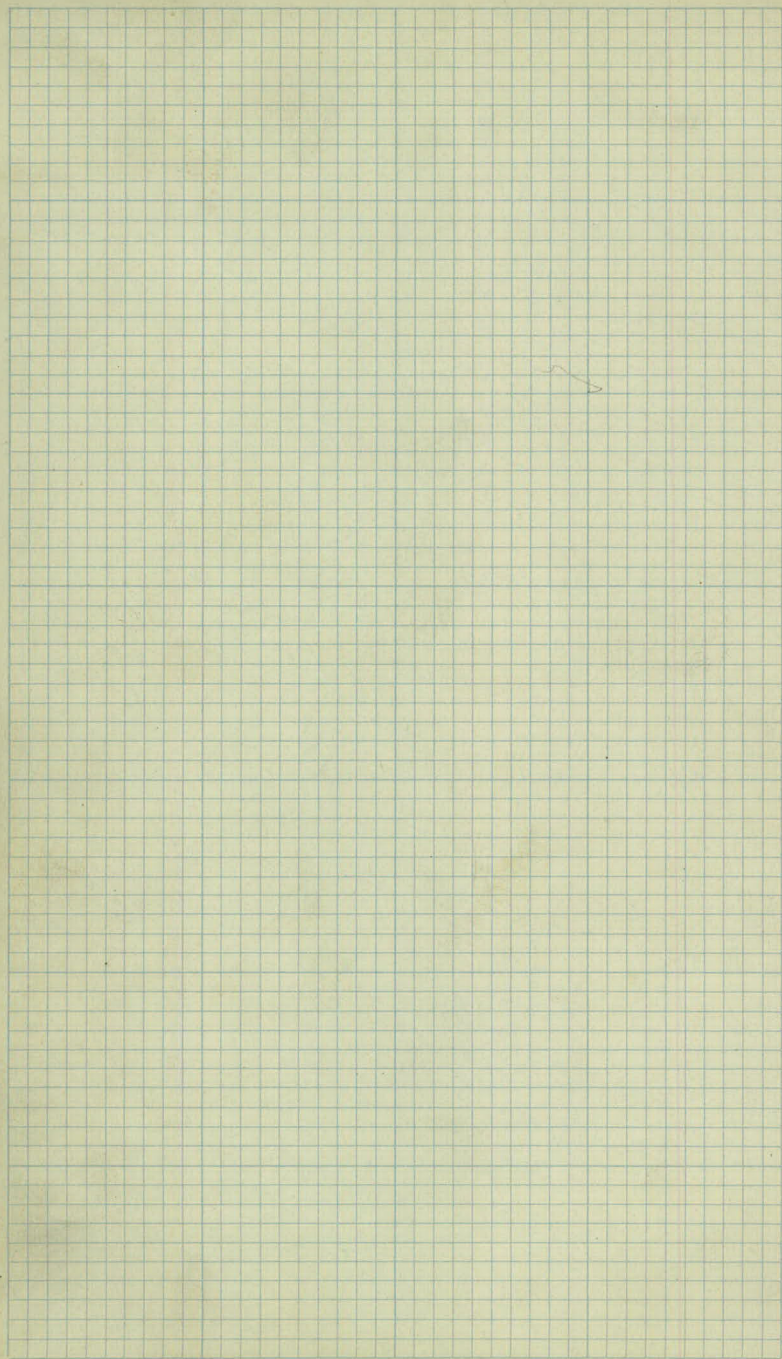
R.R. side track for pole yard

14 Guard posts and cable



Clare land Ave
P.C.

P.T.



Topography

on Cleveland Ave

from State Hy #8 North of
New Brighton. East to East
 $\frac{1}{4}$ corner sec 20 thence north
to state Hy. #8

1

K - Duff

Rod - Dalen

" VanNess

" Sommers

L R

11+75.29 p.i.

11+60 16.0

11+40 37.0 8.0

11+20 edge rd 24.0 7.0

11+00 edge road 14.0 7.5

10+00 edge road 11.5 9.5

9+00 edge road 11.0 10.0

8+00 edge rd 11.0 9.0

7+00 edge rd 9.0 10.5

6+00 edge rd 9.0 10.0

5+00 ^{drive} edge road 8.5 9.5

4+55.71 p.t. edge road.

4+50

4+46.2 ϕ crosses 1st rail

4+00 - short road between pavo and gravel rd 14 11.5 edge rd

3+50 edge of road 12.0 13.0

3+16 culvert's road 16.0 13.1

3+02.44 p.c. edge rd. 14 12.0

2+50 edge road 16.0 10.0

2+39 stop sign 24.3

2+19. 11.9 Guard posts

2+00.82, Rt edge conc pave 21.3 8.2 edge gravel rd

2+00.82 p.t. 12.3 Guard post

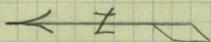
1+50 8.1 edge gravel rd (guard post 12.5 Rt

1+50 left edge pave is 27.6 left 7 Rt edge pave is 0.7 left

1+00 edge conc pave 15.4 11.5 guard posts 17.0 Rt

0+50 edge conc pave 9.8 17.0 guard posts 22.5 Rt

0+00 p.c. edge conc pave 10.6 16.3 guard posts 21.6 right



LR



1 E

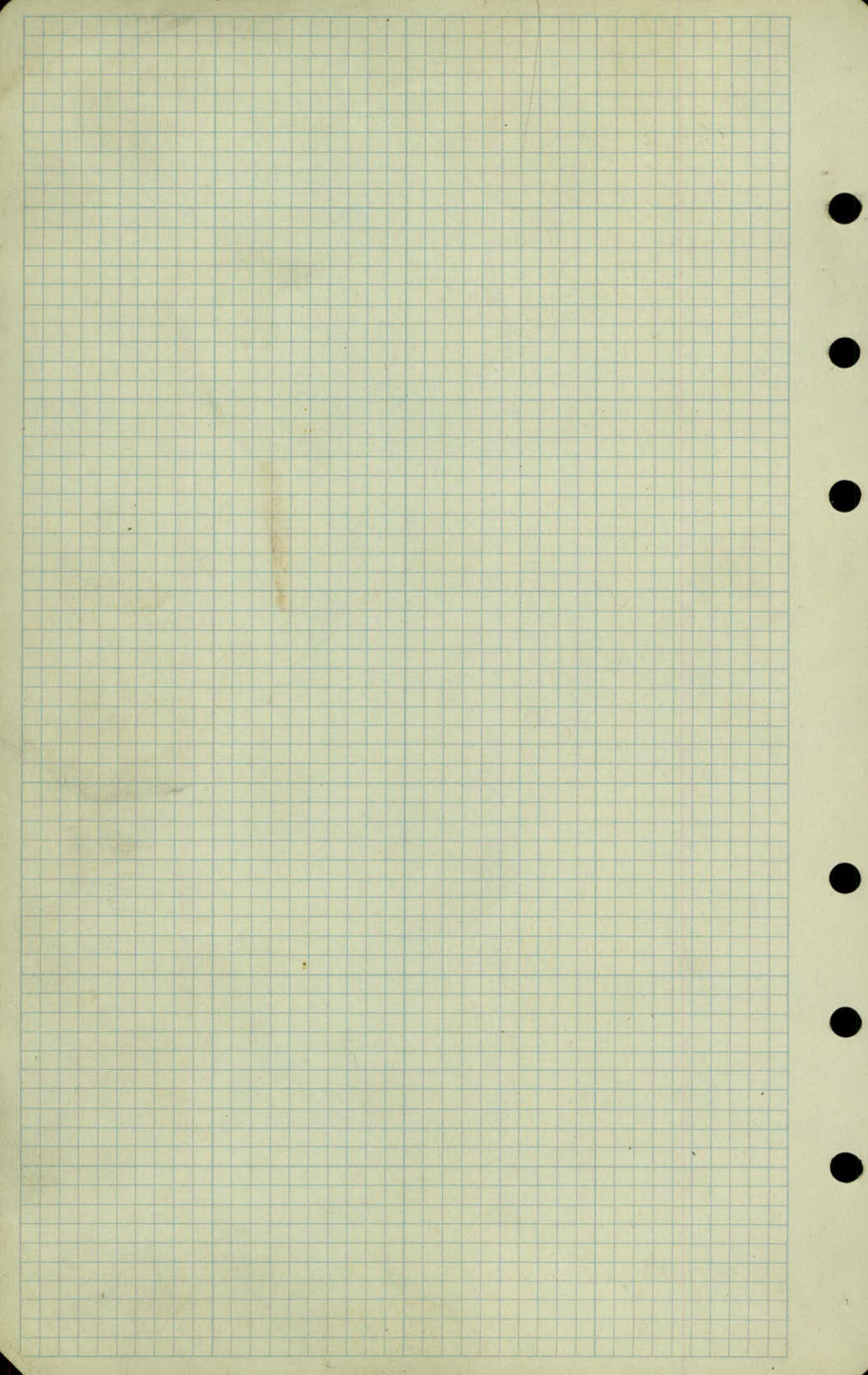
to Hy (gravel)

angle measured from tangent
 $45^{\circ} 06'$
 2nd rail
 1st rail
 $4+52.4$
 $4+50$
 $4+46.2$

12" tile on this end

12" Corr Iron Cul

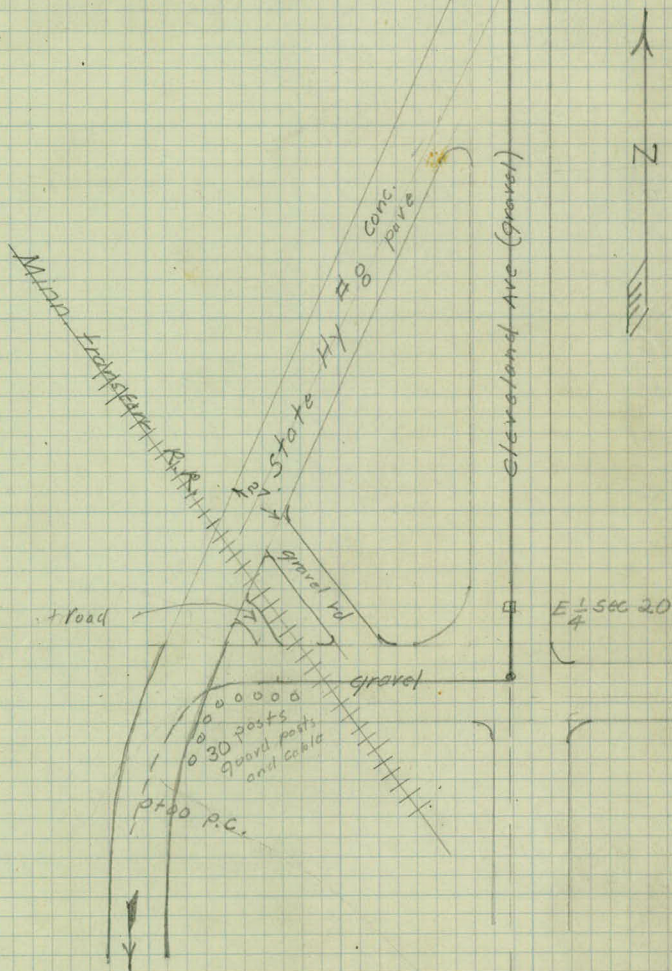
conc. state pour 27' wide



grass plug
NE. cor sec 20

3
Co. Rd "G"

Detail of Cleveland Ave at Hy #8 north of New Brighton



New Brighton

	L	R	
26+16		9.3	stop sign
25+72		10.7	begin guard posts
25+00	11	9.0	
24+00	10	9.0	
23+00	10	9.0	
22+86	10	9.0	pvt. drive E
22+00	10	9.0	
21+00	10	10	
20+00	11	10	
19+00	11	10	
18+45			pvt. drive E
18+00	10	10	
17+00 edge road	10.5	10	
16+92			pvt. drive E
16+00 edge road	9.0	9.0	
15+00 " "	8.0	9.0	
14+00 " "	8.0	9.0	
13+00 edge road	10.0	7.5	
12+05.29			

11+75.29

