Void

PLANS SURVEY

CLEVELAND AVE.

From: County Road "E" — North

Road % C No. 5

File No. 12

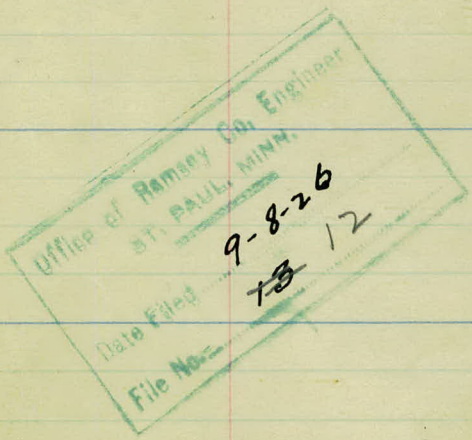
27-05

9-8-26

12

Road Pe #5.

Relocation of Cleveland Ave
from Co. Rd. "E" North.



Sta.	Point	Lt.	Rt.
234+02.9	P.O.T.		
232+11.12	P.T.		
230+03.6	P.I.	43°-50	
227+72.79	P.C.		
227+60.1	P.I		

$227+72^{72}$

228 $-1^{\circ}-21^{\underline{L}}$

$+50$ $-3^{\circ}-51^{\underline{L}}$

229 $-6^{\circ}-21^{\underline{L}}$

$+50$ $-8^{\circ}-51^{\underline{L}}$

230 $-11^{\circ}-21^{\underline{L}}$

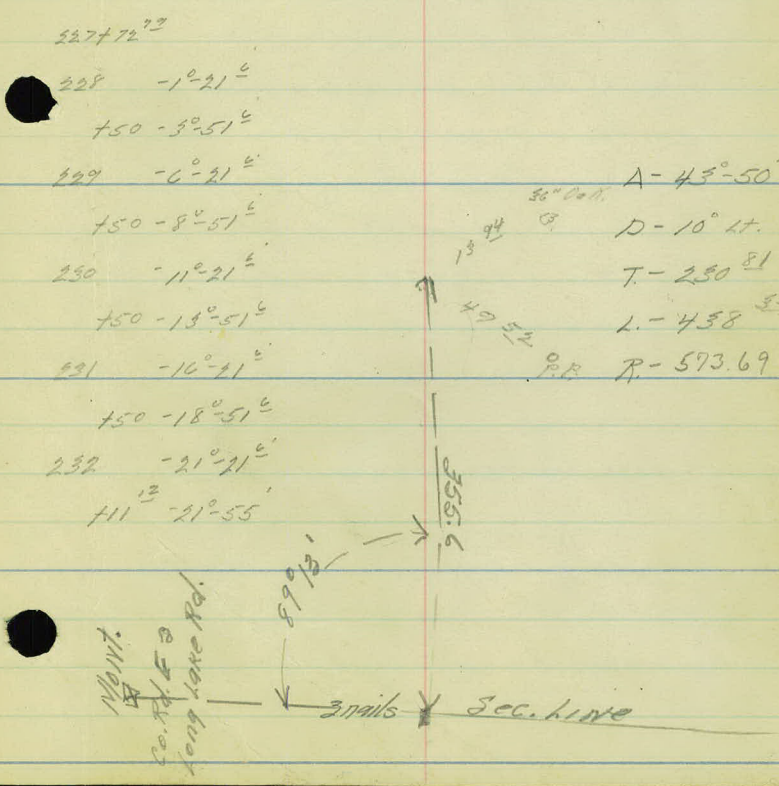
$+50$ $-13^{\circ}-51^{\underline{L}}$

231 $-16^{\circ}-21^{\underline{L}}$

$+50$ $-18^{\circ}-51^{\underline{L}}$

232 $-21^{\circ}-21^{\underline{L}}$

$+11^{13}$ $-21^{\circ}-55'$



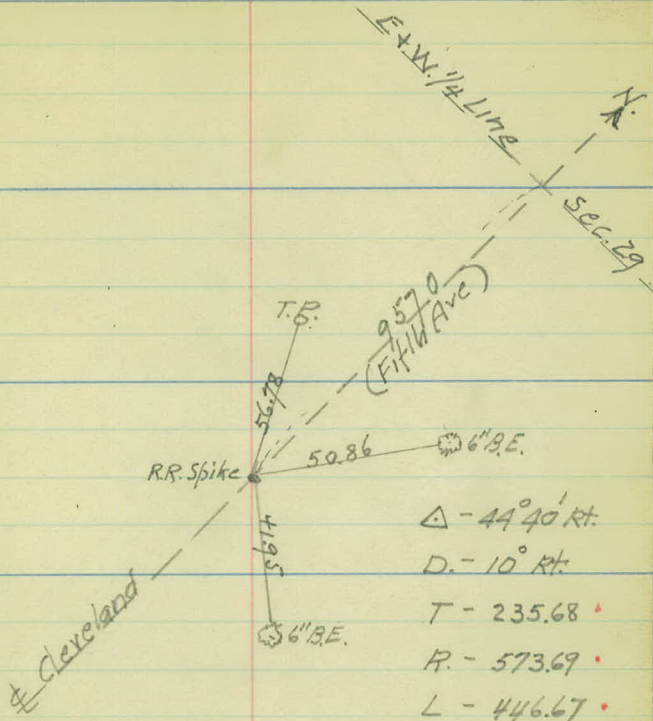
8-25-26

250+64.89 P.T.

248+53.9 P.I. 44°40'

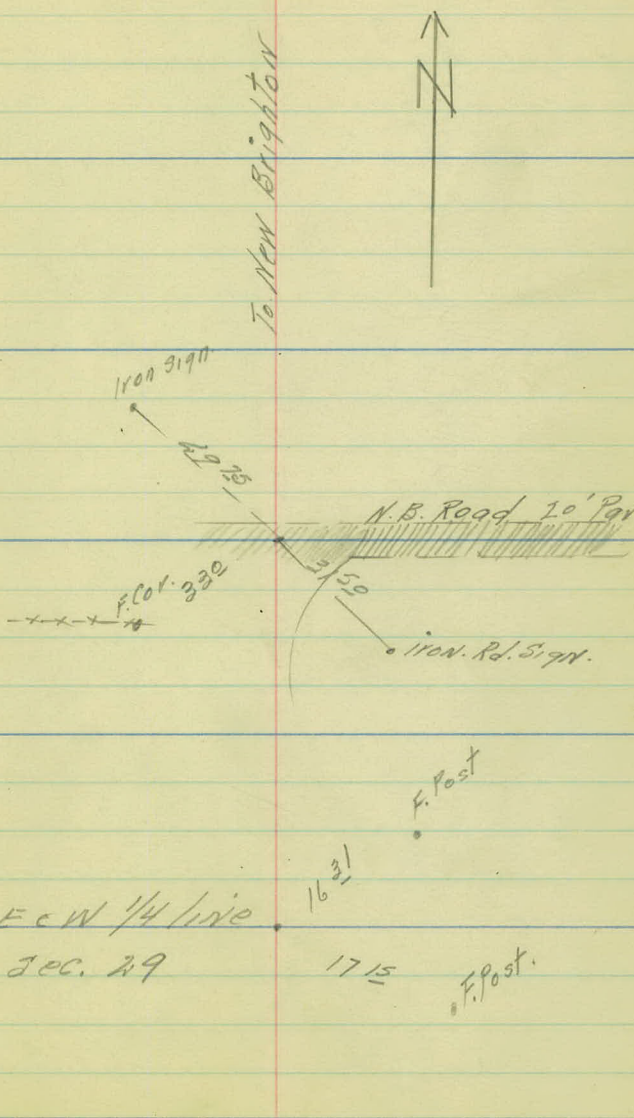
246+18.22 P.C.

243+38 P.O.T.


E+W. 1/4 Line
N.
Sec. 29
T.S.
9570
(Fifth Ave)
56.78
50.86
6"B.E.
R.R. Spike
Cleveland
41.95
6"B.E.
Δ - 44°40' Rt.
D. - 10° Rt.
T - 235.68
R. - 573.69
L - 446.67

264+45.6 P.I.

257+86.7 P.O.T.


To New Brighton
N
Iron Sign
42.75
N.B. Road 70' Pav.
3.59
F. Cor. 330
Iron. Rd. Sign.
F. Post
16.31
E & W 1/4 line
Sec. 29
17.15
F. Post.

8-25-25

235+00

230+00

240

239

238

237

236

Cultivated

Cultivated

+89.2

67.6'

44°55'

ch. coop

53.6

40.

+94.5

15 - 12" to 20" Oaks

4 11" Stumps

98.0

Timber

+93

Cultivated

Cultivated

84.0

248

247

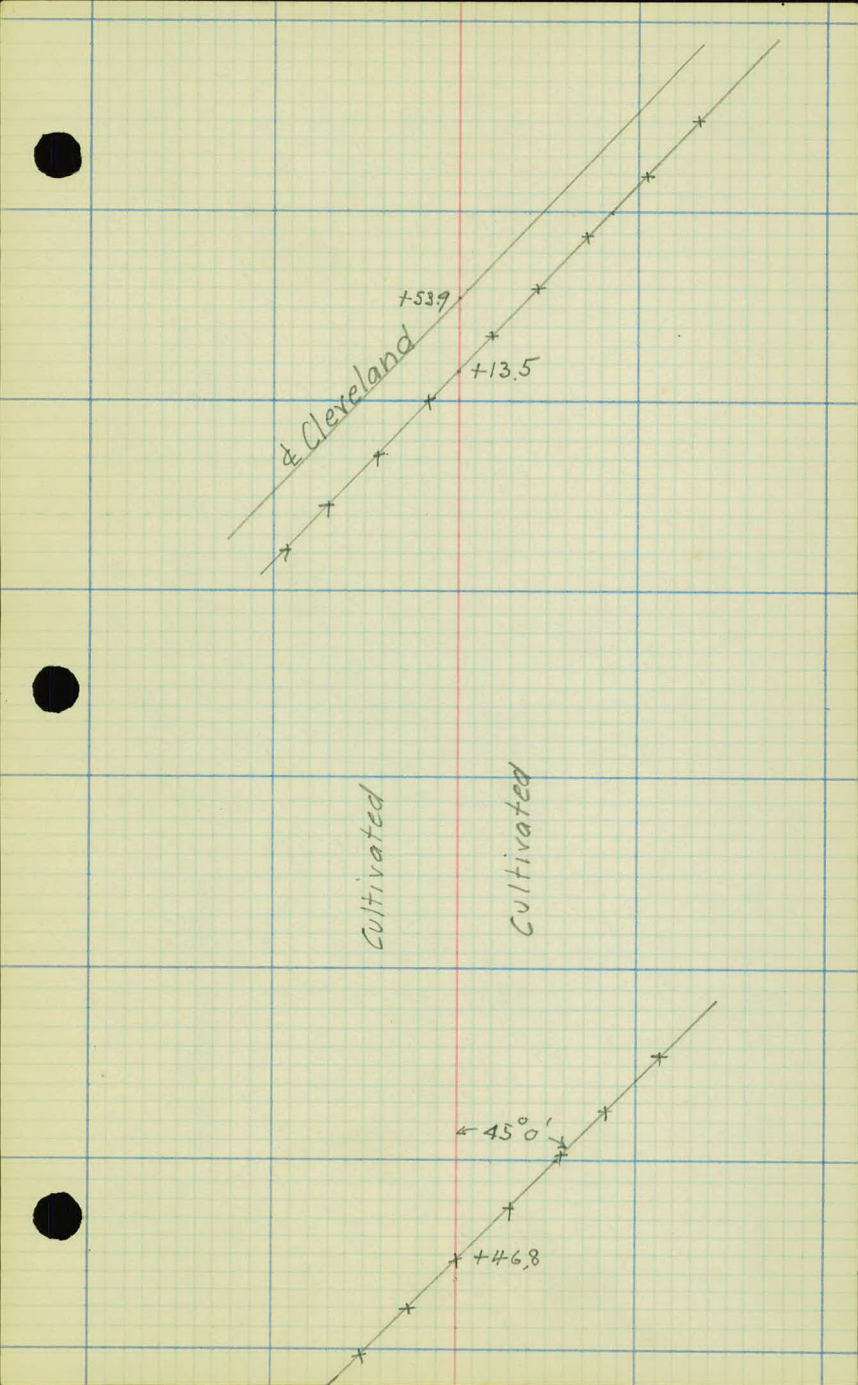
246

245

244

+38 P.O.T.

243


+539
& Cleveland
+13.5
Cultivated
Cultivated
45° 0'
+46.8

1-10-27

Cleveland Ave

Topography

Sta 250+00 to 264+45.6

Party
Wilshusen
Skoglun
Bartholomew
Thiessen Dunn

Received 1-11-27
Cleveland

256

255

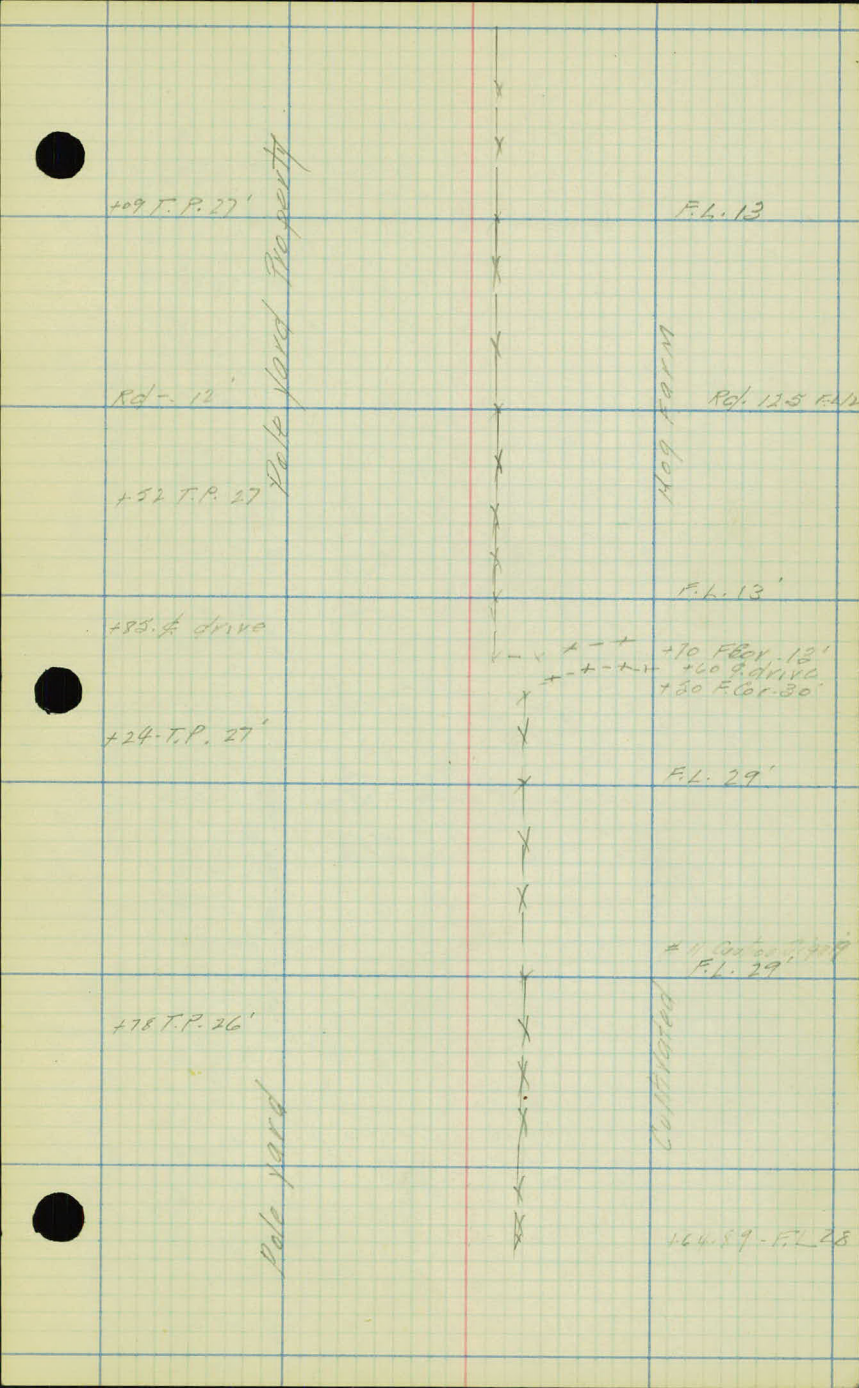
254

253

252

251+00

250+00


+09 T.P. 27'
Rd - 12'
Dale Yard Property
F.L. 13
Rd. 12.5 F.L.
Hog Farm
+52 T.P. 27
F.L. 13'
+85 ± drive
+24 T.P. 27'
+10 Floor 12'
+60 ± drive
+80 Floor 30'
F.L. 29'
F.L. 29'
+78 T.P. 26'
Dale Yard
Cultivated
164.89 - F.L. 28

262

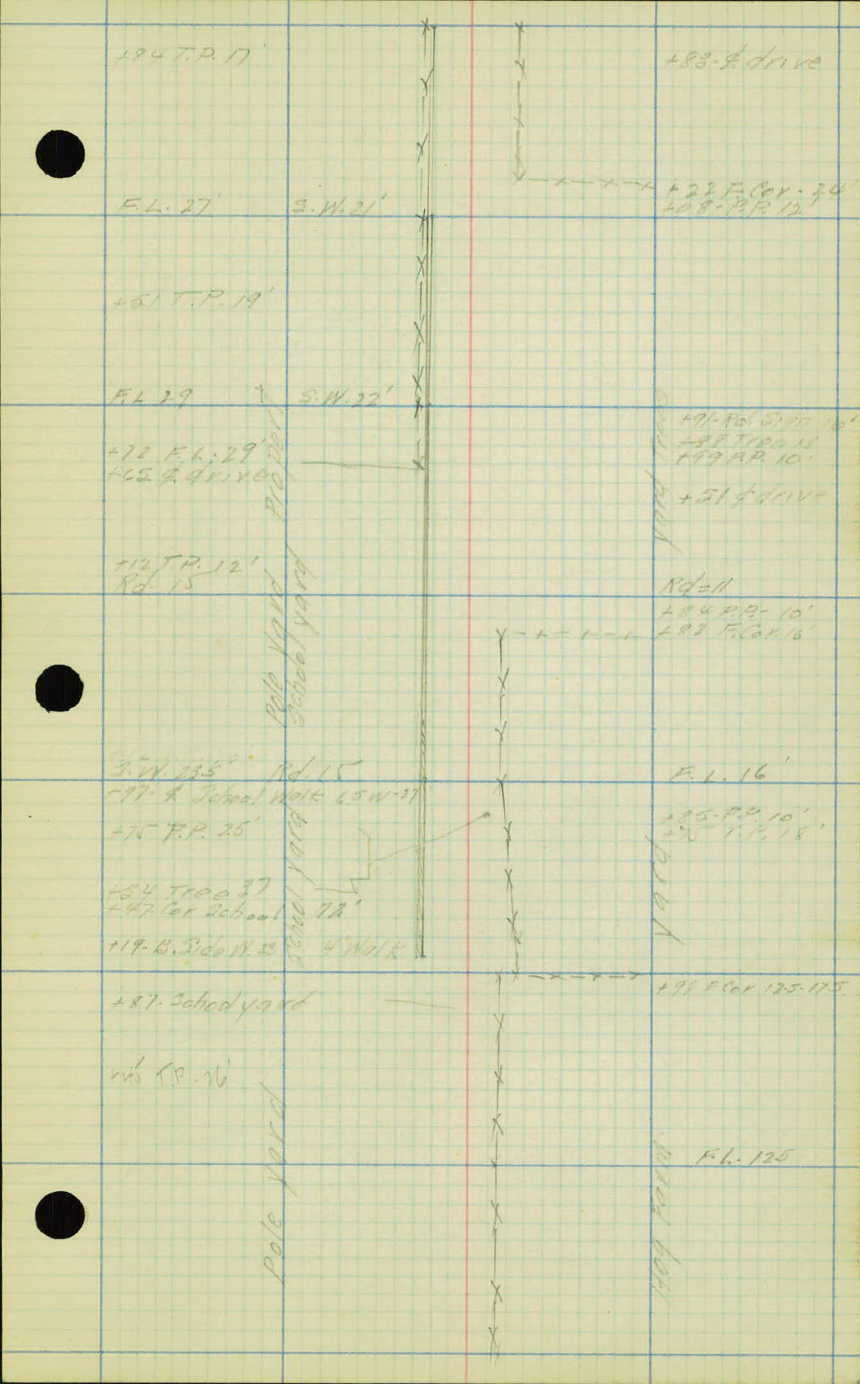
261

260

259

258

257

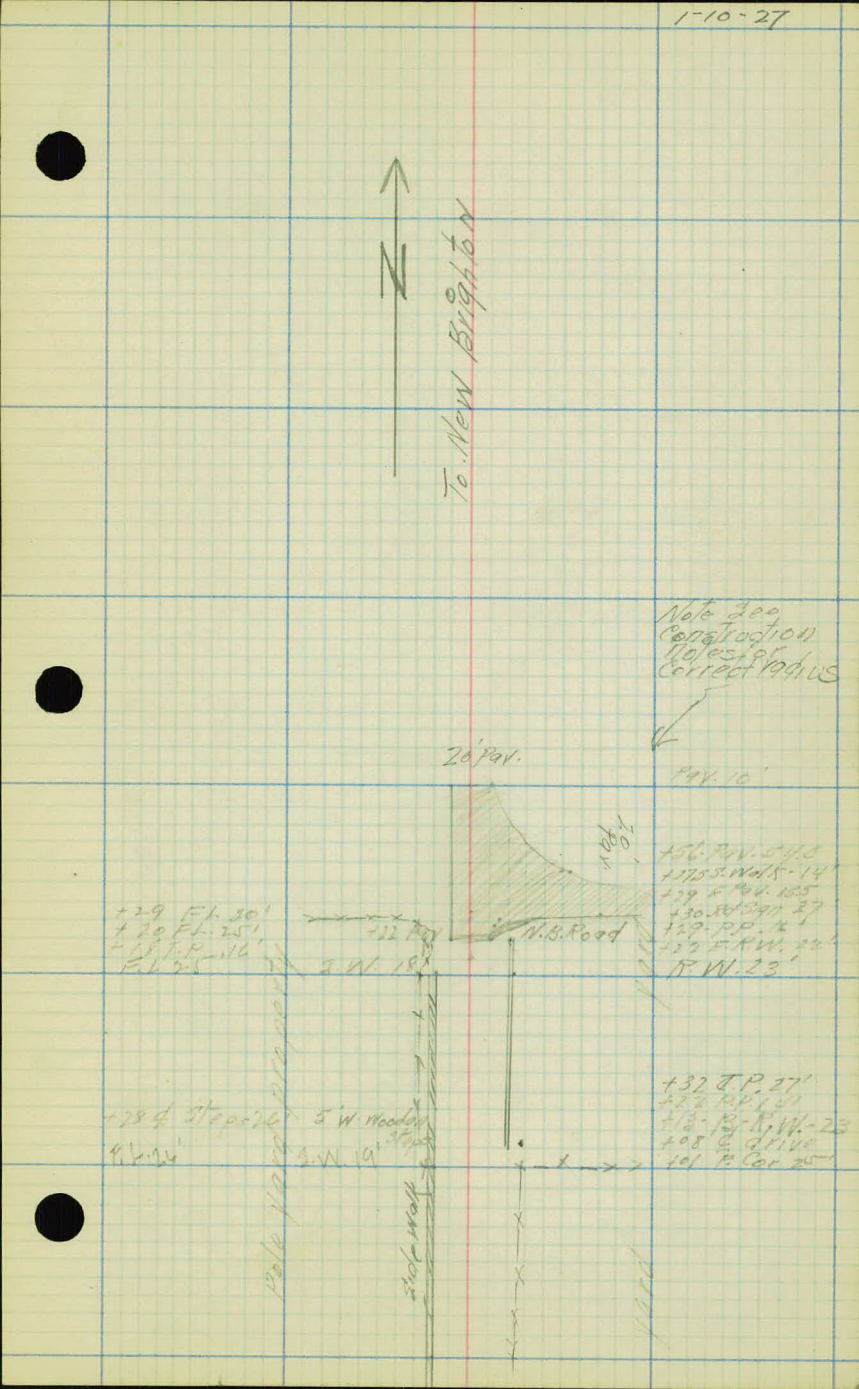

+84 T.P. 17'
F.L. 27'
S.W. 21'
+83-R drive
+32 F.Cor. 34'
+68-T.P. 19'
+61 T.P. 19'
F.L. 29
S.W. 22'
+72 F.L. 29'
+65 R drive
+12 T.P. 12'
Rd 15
Pole Yard
School Yard
+91-Rd S.W. 10'
+85 T.P. 10'
+79 R.R. 10'
+51 R drive
Rd=11
+84 T.P. 10'
+82 F.Cor. 16'
S.W. 23.5'
Rd 15
F.L. 16'
+97-R School Walk 45 W-37
+76-T.P. 25'
+64 Tree 37
+47 Cor School 78'
+19-E.S. do N.S.
School Yard
+85-T.P. 10'
+72-T.P. 18'
+87 School yard
+91 F.Cor 125-175
F.L. 125
Pole Yard
School Yard

265+00

264+00

263+00

1-10-27


N
To New Brighton
Note 200 Construction Notes 85 Correct Radius
Pav. 10'
26' Pav.
10'
+52 Pav. 5 Rt
+175 S. Wall 5 - 14'
+29 E. Pav. 185
+30 Mh Sqn. 27
+29 P.P. 4'
+37 F.A.W. 22'
F.W. 23'
+29 El. 30'
+20 El. 25'
+13 T.P. 14'
El. 25'
22' Pav
N.B. Road
S.W. 18'
+32 T.P. 27'
+27 P.P. 4'
+18 P.P. W. 23
+98 C. Drive
101 F. Car 30'
+28 C. St. Ep. 26'
F.L. 24'
5' W. Wooden Step
S.W. 19'
Pole
Iron Post

Xsections

(27-05)

8-27-26

	7.27	942.65	935.38	
227+72.8				P.C. 942.7
228				41.1
+50				38.3
229				34.1
+50				30.5
230				34.2
	7.08	941.06	8.67	933.98
+50				34.0
231				34.0
+50				35.0
232+11.12				P.T. 35.9
+50				35.6
233				934.8

Spike in 30" Oak At Sta 230+03

	10.1 / 33	4.8 / 19	0.1 / 11	0.0	0.2 / 11	5.8 / 20	12.7 / 33	
13.5 / 33	12.1 / 22	8.4 / 18	2.0 / 10	1.6	7.0 / 17	7.8 / 18	12.8 / 28	13.1 / 33
	13.9 / 33	13.3 / 19	4.7 / 5	4.4	4.2 / 6	4.5 / 15	13.3 / 28	14.1 / 33
11.5 / 33	12.1 / 25	13.6 / 20	12.7 / 6	8.6	6.5 / 4	6.1 / 14	6.7 / 15	11.3 / 33
	9.8 / 33	10.0 / 18	12.4 / 8	12.2	10.0 / 8	7.7 / 13	7.7 / 26	8.2 / 33
11.1 / 33	11.5 / 29	10.3 / 13	9.0 / 8	8.5	8.0 / 12	9.3 / 33		
		7.2 / 33	6.8 / 14	7.1	6.9 / 15	7.1 / 33		
		6.7 / 33	7.0 / 14	7.1	7.3 / 15	7.7 / 33		
		5.7 / 33	5.8 / 14	6.1	6.6 / 16	6.7 / 33		
		5.0 / 33	5.1 / 18	5.2	5.6 / 17	5.9 / 33		
		5.0 / 33	5.2 / 18	5.5	5.8 / 15	6.4 / 33		
		5.8 / 33	5.8 / 20	6.3	7.0 / 18	7.5 / 33		

941.06

233+50 935.1

234 35.8

+50 35.3

235 33.8

2.22 936.62 6.66 934.40

+50 33.0

236 32.6

+50 30.7

237 28.5

+50 26.5

238 27.1

+50 28.5

239 930.6

1.99 933.28 5.33 931.29

4.7	5.4	6.0	7.2	8.3
33	14		15	33
4.1	4.6	5.3	6.8	8.1
33	18		20	33
4.2	4.8	5.8	7.3	8.9
33	17		15	33
5.7	6.4	7.3	8.6	10.1
33	14		15	33
1.7	2.5	3.6	5.0	6.7
33	15		13	33
2.5	3.1	4.0	5.7	7.3
33	16		18	33
4.4	5.0	5.9	7.1	8.8
33	20		15	33
6.1	6.7	8.1	8.9	11.8
33	6		16	33
7.5	8.5	10.1	11.9	14.0
33	15		15	33
7.0	8.1	9.5	11.3	13.3
33	17		15	33
5.7	6.4	8.1	10.1	11.7
33	19		20	33
5.8	5.9	6.0	6.7	9.4
33	20		13	33

933.28

239+50		930.4
240		30.4
+50		29.6
241		29.1
+50		29.1
242		28.9
+50		29.3
243		29.1
	6.25 93613 3.40 92988	
+50		30.1
244		28.7
+50		27.4
245		926.2

2.0	2.5	2.9	3.3	4.1
33	15		18	33
2.3	3.0	2.9	3.5	4.2
33	16		16	33
2.8	3.2	3.7	4.3	4.5
33	14		16	33
3.2	3.5	4.2	4.4	4.6
33	16		18	33
3.7	4.2	4.2	4.9	5.6
33	17		18	33
3.9	4.5	4.4	4.6	4.8
33	18		19	33
3.5	3.6	4.0	4.3	5.0
33	17		15	33
3.5	3.6	4.0	4.2	4.1	4.3
33	19	12		16	33
5.9	6.0	6.0	7.1	8.2
33	20		15	33
6.6	7.0	7.4	8.1	8.4
33	20		17	33
8.0	8.2	8.7	8.8	9.3
33	20		19	33
9.2	9.7	9.9	10.0	10.2
33	20		24	33

	936.13				
245+50					924.5
	0.14	926.92	9.35	926.78	245
246					22.1
+50					18.9
247					16.2
	4.35	919.77	11.30	915.62	
+50					15.8
248					13.9
+50					14.9
249					16.1
+25					13.8
+50					14.1
250					14.1
+64.09	P.T.				913.5
B.M.			4.38	915.59	

L C R

11.3 / 33	11.5 / 16	11.6	11.6 / 25	11.6 / 33
4.8 / 33	4.8 / 15	4.8	4.8 / 15	4.5 / 33
9.9 / 33	9.0 / 16	8.0	6.2 / 18	5.9 / 33
12.6 / 33	11.6 / 17	10.7	9.7 / 17	9.6 / 33
6.9 / 33	6.2 / 15	4.2	4.2 / 16	3.8 / 33
7.2 / 33	6.9 / 15	6.1	4.9 / 17	4.1 / 33

6.5 / 33	6.7 / 31	6.6 / 28	5.5 / 22	5.2 / 14	5.1	4.6 / 16	3.8 / 33	
5.3 / 33	5.3 / 29	5.8 / 12	5.6 / 0.8	5.0 / 0.4	3.9	2.9 / 0.6	2.7 / 15	2.7 / 33
5.5 / 33	5.4 / 27	5.4 / 17	5.9 / 0.3	6.2	2.7 / 10	1.6 / 20	1.5 / 33	
5.9 / 33	5.5 / 21	5.5 / 11	5.9	6.2 / 0.3	5.4 / 0.6	1.5 / 1.3	1.2 / 21	1.4 / 33
1.8 / 33	6.0 / 26	6.5 / 21	5.9 / 10	5.9	6.0 / 0.4	6.4 / 10	5.9 / 15	0.8 / 23	0.0 / 33
0.0 / 33	0.0 / 26	6.4 / 17	7.1 / 13	6.6 / 0.6	6.5	6.5 / 0.6	7.0 / 14	6.0 / 18	1.4 / 25	1.0 / 33

T.P. Sta. 249+00 - 50'L

1-10-27

Cleveland Ave
Cross Sections
Sta. 2,250+64.89 to 264+45.6

party
Wilshusen
Kooglun
Berthiaume
Massenburg

Station	+	H.I.	−	Elev
B.M	7.78	923.37		915.59
251+00				13.0
+50				12.3
252+00				11.4
+50				10.7
253+00				10.0
T.P.	0.72	912.48	11.61	911.76
+50				09.0
254+00				8.2
+50				7.4
255+00				06.7
+50				06.3
256+00				05.9
T.P.	4.48	910.27	6.69	905.79
+50				5.6

1-10-27

Lt | ℄ | Rt

R.R. Spike on T.P. 50' Lt. Sta. 249+00.

3.4	3.4	10.4	10.6		10.5	10.4	9.2	8.0	8.0
33	27	15	10	10.4	11	15	20	26	33
3.7	3.8	11.2	11.5		11.5	11.2	8.0	5.5	5.6
33	28	16	10	11.1	11	17	24	28	33
4.0	4.0	12.0	12.0		12.4	12.4	10.0	4.8	4.9
33	29	15	9	12.0	13	15	22	29	33
5.0	5.0	13.7	12.1		13.0	13.0	10.4	4.0	4.1
33	29	16	12	12.7	13	17	24	29	33
5.0	11.7	14.0	13.7		13.7	13.7	11.7	5.0	7.8
33	27	15	11	13.9	11	16	22	28	33
2.3	1.9	3.3	4.3	3.7	3.4	4.3	4.6	4.0	3.7	1.1
33	25	18	14	10	3.5	10	15	16	18	24	33
7.5	6.1	5.2			4.5	10.3			
33	23	13			4.9	12	33		
12.4	11.8	7.7	5.6		5.7	14.3			
33	24	16	12	5.1	12	33			
15.0	14.8	6.3			6.0	16.3			
33	21	12	5.8		12	33			
15.8	15.3	8.5	6.6		6.4	16.8			
33	25	15	11	6.2	12	33			
17.2	13.3	7.0			6.6	16.5			
33	22	12	6.6		12	33			
14.0	6.0	5.1			6.0	14.7			
33	15	12	4.7		12	33			

Station	+	H.I.	−	Elev.
		910.27		
257+00				5.3
+64				5.3
+76				5.3
258+00				5.3
+50				5.6
259+00				5.9
+50				6.2
260+00				6.8
+50				7.7
261+00				8.5
T.P.	8.50	917.94	0.83	909.44
+50				9.6
262+00				10.9

1-10-12
Wilshoam
O.S.
A.B
H.M.

140	137	54				5.2	12.2	12.0			
33	26	12		6.0		12	24	33			
116	115	53				5.3	12.0	13.0			
33	24	15		5.0		12	24	33			
7.0	6.4	5.4				5.2	10.4	12.0			
33	29	15		5.0		12	24	33			
6.2	6.0	5.3				5.2	7.0	8.2			
33	22	13		6.0		12	19	33			
5.3	5.6	6.3	6.3	5.8	5.3		5.5	9.2	12.0		
33	28	26	23	21	14	4.7	12	18	33		
5.4	5.3	5.8	5.6	6.0			4.6	7.0	10.4		
33	28	24	20	14		4.4	11	16	33		
5.6	5.5	5.3	5.5	4.5			4.5	6.1	9.2		
33	29	26	24	14		4.1	10	15	33		
5.6	5.0	4.8	3.8				3.7	5.0	7.5		
33	28	24	14			3.5	10	23	33		
4.8	3.8	3.8	3.5	3.2			2.6	7.0	6.2		
33	27	24	22	15		2.6	10	22	33		
3.8	2.4	2.2					16 3.0	6.6	7.0		
33	26	15				1.8	8 10	16	25	33	
	9.2	9.6	9.7				8.5	13.4	18.7		
	33	23	14			9.3	12	23	33		
	7.8	7.0	7.4				7.1	7.8	11.4	12.4	
	33	21	13			7.0	10	15	24	33	

Station	+	H.	-	Elev	
		917.94			
+50				12.4	
263+00				14.0	
T.P.	8.17	924.57	1.54	916.40	
+50				15.8	
B.M.			4.62	919.95	919.94
264+00				17.8	
+22				18.8	
+22				18.8	
B.M.	4.62	924.56		919.94	
+45.6		End of Survey		19.31	
265+45.6					
266+45.6					
267+45.6					
268+45.6					

T-1037

Lt. ℄ Rt.

3.4 4.6 3.4 3.4 5.8 5.5 5.7 6.2 6.4 6.4
33 28 24 20 12 10 17 25 33

2.0 0.50 3.3 3.7 4.2 3.9 3.9 3.8 2.3
33 32 25 20 12 10 18 33

T.R.W.

2.8 8.2 8.7 10 8.8 9 9.1 10.0 8.7 4.6 2.8
33 25 18 13 9 16 17 33 33

R.R. Spike 10 T.P. 50' Lt. Stg. 249+00 T.R.W.

1.2 6.7 6.7 10 6.8 7.4 7.5 8.2 7.0 0.5 2.0 0.98
33 24 18 11 6.8 10 14 15 17 18 22 29 33

Pav. Pav. T.R.W.

3.0 3.6 3.6 5.9 Pav 5.8 7.6 5.4 2.8 2.8
33 23 16 10' 5.8 11 12 22 22 3.3

Pav Pav.

? 2.0 3.6 3.6 3.7 Pav 5.8 5.3 3.3 ?
33 23 10 10 5.8 11 22 33

R.R. Spike 10 T.P. 50' Lt. Stg. 249+00

47 Pav 5.32 Pav 3.35 2.55
33 10 5.75 200' 300'
Pav. Pav.

Pav
6.25

Pav
7.60

Pav
9.15

Pav.
10.95

1-8-27

Cleveland Ave
℄ Levels
Sta. 260+64.89 to 264+45±

Wilshusen
D.S.
A.B
A.M

Station	+	H.I.	-	Elev.
B.M.	3.07	918.66		915.59
250+64.89			5.2	
251+00			5.6	
+50			6.4	
252+00			7.2	
+50			8.0	
253+00			8.8	
+50			9.6	
254+00			10.6	
+50			11.4	
255+00			12.1	
T.P.	3.64	910.31	11.99	906.67
+50			4.0	
256+00			4.5	

R.R. Spike in T.P. 50' Lt. Sta. 249+00

Station	+	H.I.	−	Elev.
		910.31		
+50			4.8	
257+00			5.0	
+50			5.1	
258+00			5.1	
+50			4.7	
259+00			4.5	
+50			4.2	
260+00			3.7	
+50			2.8	
261+00			1.8	
+50			0.80	
T.P.	12.05	922.49	0.87	909.44
262+00			11.6	
+50			10.1	

Station	+	H.I.	-	Elev.
		924.49		
263+00			8.5	
+50			6.8	
264+00			4.9	
B.M.			2.55	919.94
+15 ℄	Edge Pav		4.0	
+45 ℄			Pav 3.15	
B.M.	4.68	924.62		919.94
264+45 ℄				
265+00			Pav. 5.84	
266+00			Pav. 7.03	

1-8-27

Wilshusen
Hooglyn
Berthiaume

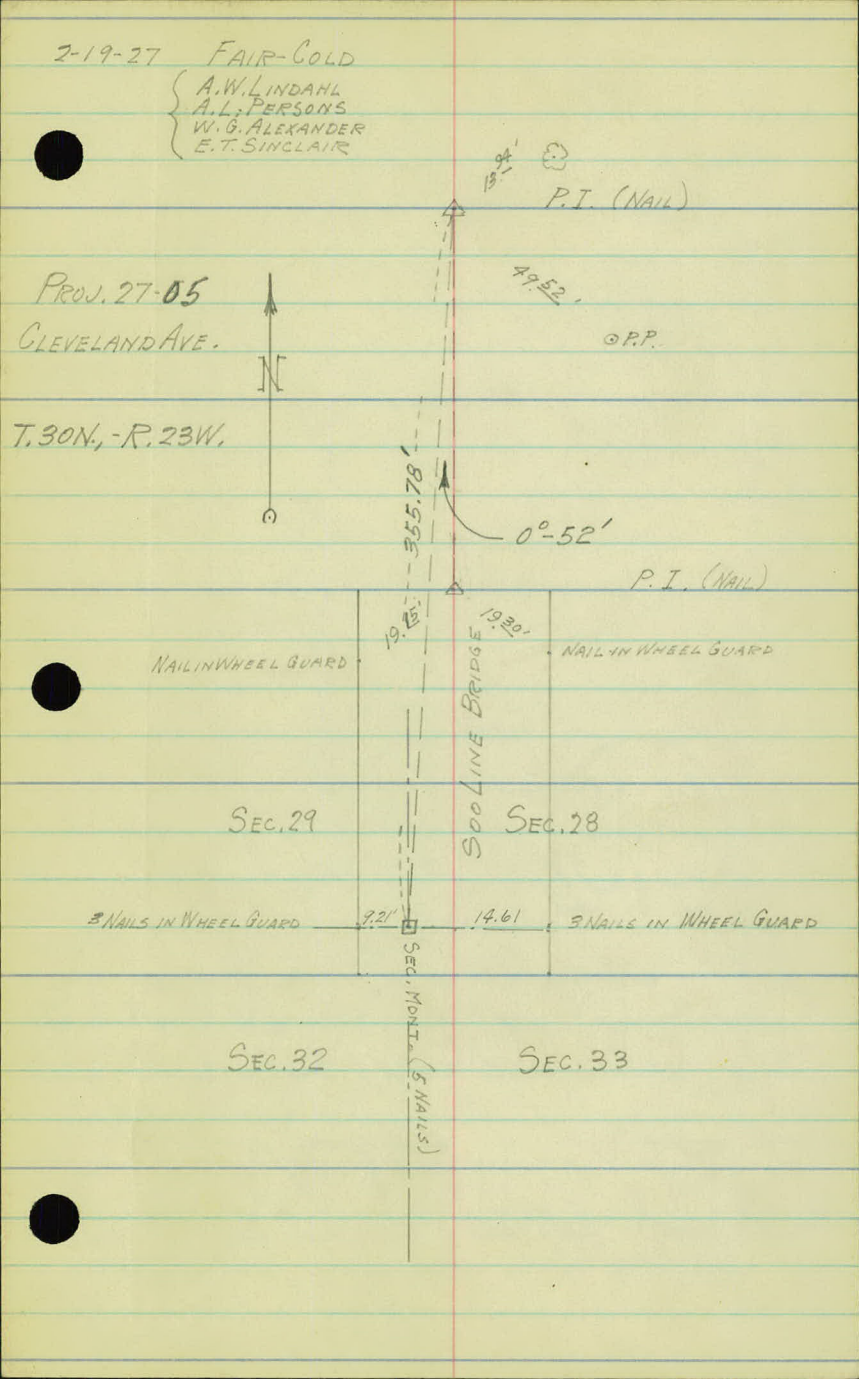
R.R. Spike in P.P. 15' Lt. Sta. 264 + 12 e

"	"	q.m.	q.r.d.	pav.	"	"
		c.c.	3.5	5.38	4.47	3.47
		100'	50'	10'	100'	200'

Readings Top Pav. N.B. Rd.

2-19-27 FAIR-COLD

A.W. LINDAHL
A.L. PERSONS
W.G. ALEXANDER
E.T. SINCLAIR



~ PROJ. 27-05 ~

~ CLEVELAND AVENUE ~

Plans in hand inspection — 2-24-27

O.R. Van Kreveken
W.S. Mackintosh
H.J. Goldberg

✓ 227+75 to 230+00 - Lt. - Remove and replace guard rail.
Rt. - Leave guard rail in place

✓ 230+10 - F.E. - Rt. - No culv. req.

✓ 237+50 - P. 24" P_3

✓ 237+00 to 239+00 - Cl. 17 trees Gr. 19 Trees

✓ 236+75 to 238+75 - Rt. - Guard rail

✓ 238+50 - F.E. - Lt. - No culv. req.

✓ 240+00 - F.E. - Rt. - P. 15" x 24' C.M.

✓ 248+00 - P. 24" P_3

✓ 246+25 to 248+75 - Lt. - Guard rail

✓ 248+80 - F.E. - Rt. - P. 15" x 24' C.M.

✓ 249+10 - " - Lt. - No culv. req.

✓ 253+60 - " - Rt. - P. 15" x 24' C.M.

✓ 253+85 - " - Lt. - P. 15" x 24' C.M.

✓ 253+75 to 257+75 - Lt. - Guard rail

✓ 253+75 to 258+00 - Rt. - " "

END PROJ. AT 258+00.

CLEVELAND AVE.

PROJ. 27-05.

Plans in hand inspection. 4-26-27 O.R.K. W.S.M.

✓ 0+00 to 1+80 - Rt + Lt - Remove + Replace G.R. 351'

✓ 2+45 - Rt + Lt - No culv's. req.

✓ 2+50 to 4+50 - Cl. 5 Trees Gr. 6 Trees.

✓ 5+00 - F.E. Rt - No culv. req.

✓ 7+25 - P. 24" P_3

✓ 6+75 + 8+00 G.R Lt

✓ 6+75 to 9+75 - G.R. - Lt

✓ 9+00 to 12+00 - Cl. 4 Trees Gr. 6 Trees.

✓ 11+73 - F.E. - Rt + Lt - No culv's. req.

✓ 12+00 to 15+50 - Cl. + Gr. 10 Trees

✓ 19+00 to 20+00 G.R. [redacted] + Lt

✓ 19+00 - P. 24" P_3

✓ 20+75 - F.E. Lt - P. 15"X24' C.M.

✓ 25+75 - F.E. Rt - No culv. req.

✓ 26+29 - " Lt - " " " .

✓ 30+75 - F.E. Rt - P. 15"X24' C.M.

✓ 31+00 - " Lt " " " "

✓ 31+25 to 35+02 - G.R. - Rt + Lt.