

PLANS SURVEY
CLEVELAND AVE.

RELOCATION
LINE N^o 2

COUNTY PROJ. 27-05

Road % N^o 5

File N^o 13

OK
4-7-27

16

①

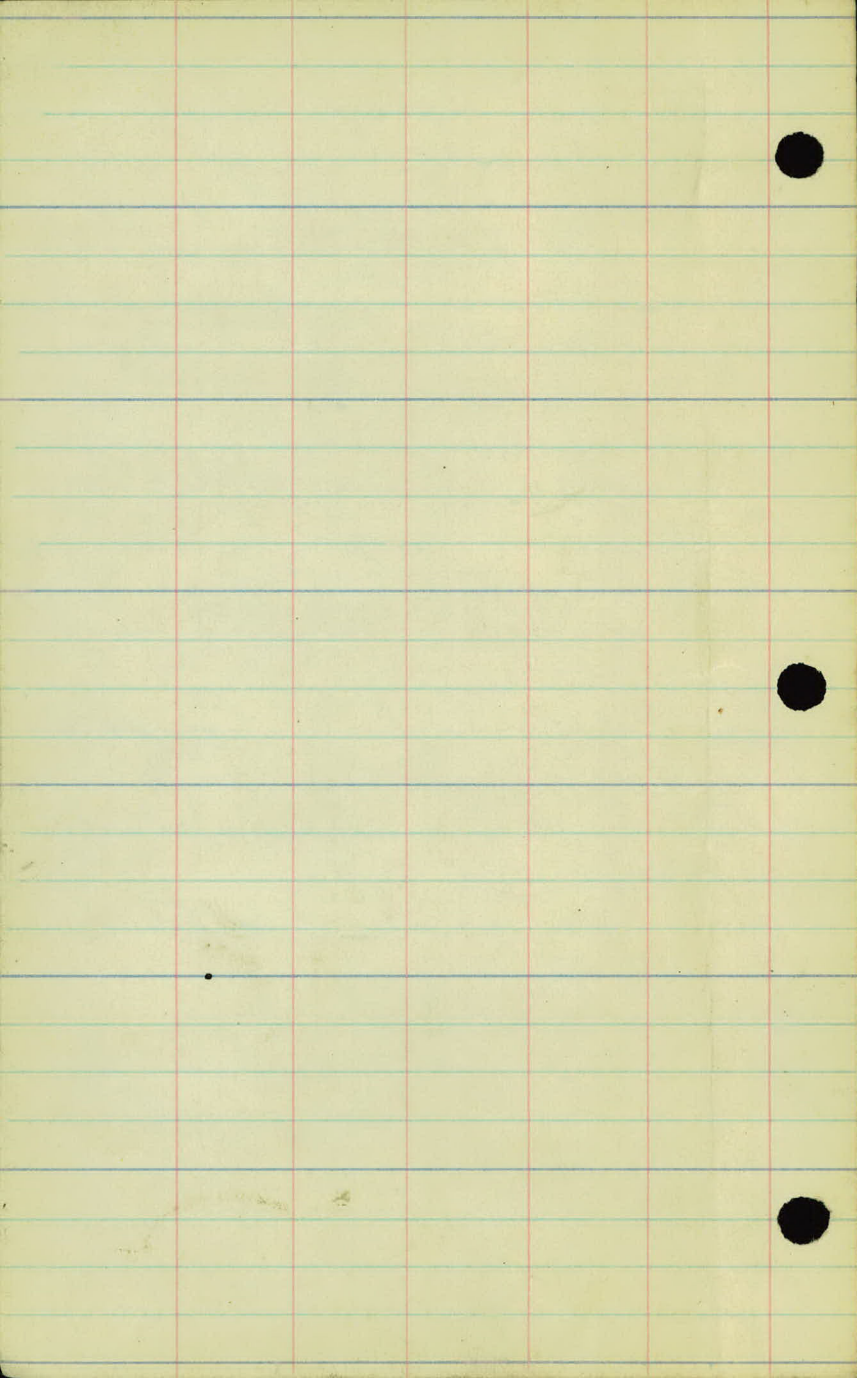
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CLEVELAND AVE.
ROAD NO 5
PROJ. 27-05

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Received 3-18-27
C. H. [Signature]

4-7-27
16



SECTION TIES -
CLEVELAND AVE. EXTENSION
PROJ. 27-05

3-14-27

FAIR &

WARM

{ A.W.L.
A.L.P.
W.G.A.
E.T.S.

X 71.24' @ T.P.
84.15'
SIGN *

STONE MONT. □

SPLICE ○

○ F.P.

16.31'

STONE MONT. □

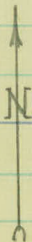
17.15' ○ F.P.

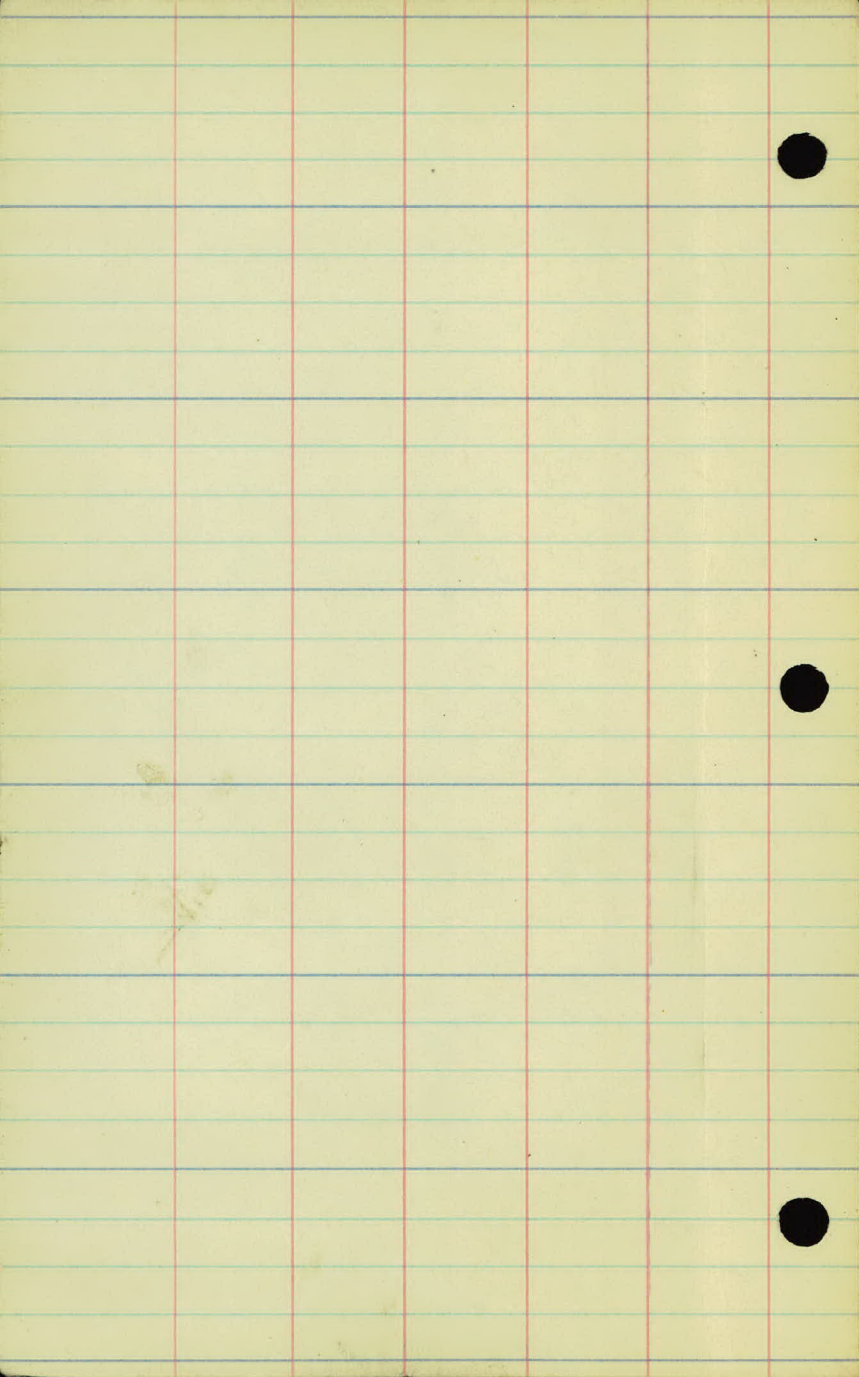
848.15'
500.0' 548.15'

STONE MONT. □

1920.0'

831.97' □ 5 Nails (MONT.)





ALIGNMENT

CLEVELAND AVE

PROJECT-27-05

STA. PT. ALT. ART.

9+35.94 ✓ P.T. 44°-07'-30"

9+00 41°-26'

+50 37°-41'

8+00 33°-56'

+50 30°-11'

7+19.15 P.I.

A 88°-15'

7+00 26°-26'

D. 15°-00'

+50 22°-41'

T. 371.54 ✓

6+00 18°-56'

L. 588.33 ✓

+50 15°-11'

R. 383.065 ✓

5+00 11°-26'

+50 7°-41'

4+00 3°-56'

+50 0°-11'

3+47.61 ✓ P.C. 0°-00'

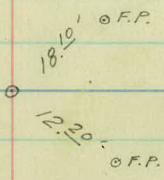
0+00 END OF BRIDGE - BEG. PROJECT

-1+12.82 MONT. LOCATION ON TOP BRIDGE

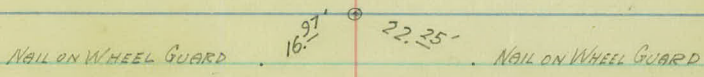
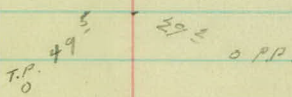
3-15-27

4

FAIR + WARM }
VERY WINDY } A.W.L.
 } A.L.P.
 } W.G.A.
 } E.T.S.



34761
11282
46043



STA. PT. Δ LT Δ RT

20+96.62 \checkmark P.T.

44°-14'

+50

40°-44'

30+00

36°-59'

+50

33°-14'

19+00

29°-29'

18+79.80 P.I

Δ 88°-28' R

+50

25°-44' D. 15°-00'

18+00

21°-59' T. 372.96 \checkmark

+50

18°-14' L. 589.78 \checkmark

17+00

14°-29' R. 383.065 \checkmark

+50

10°-44'

16+00

6°-59'

+50

3°-14'

15+06.84 \checkmark P.C

0°-00'

3-16-27

COOL & RAIN

{ A.W.L.
A.L.P.
W.G.A.
E.T.S.

5

T.P. ○

26.20'

5
135

○ T.P.

35+02.45 P.O.T. =

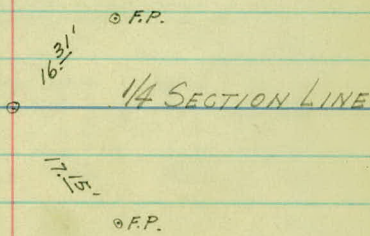
3-17-27

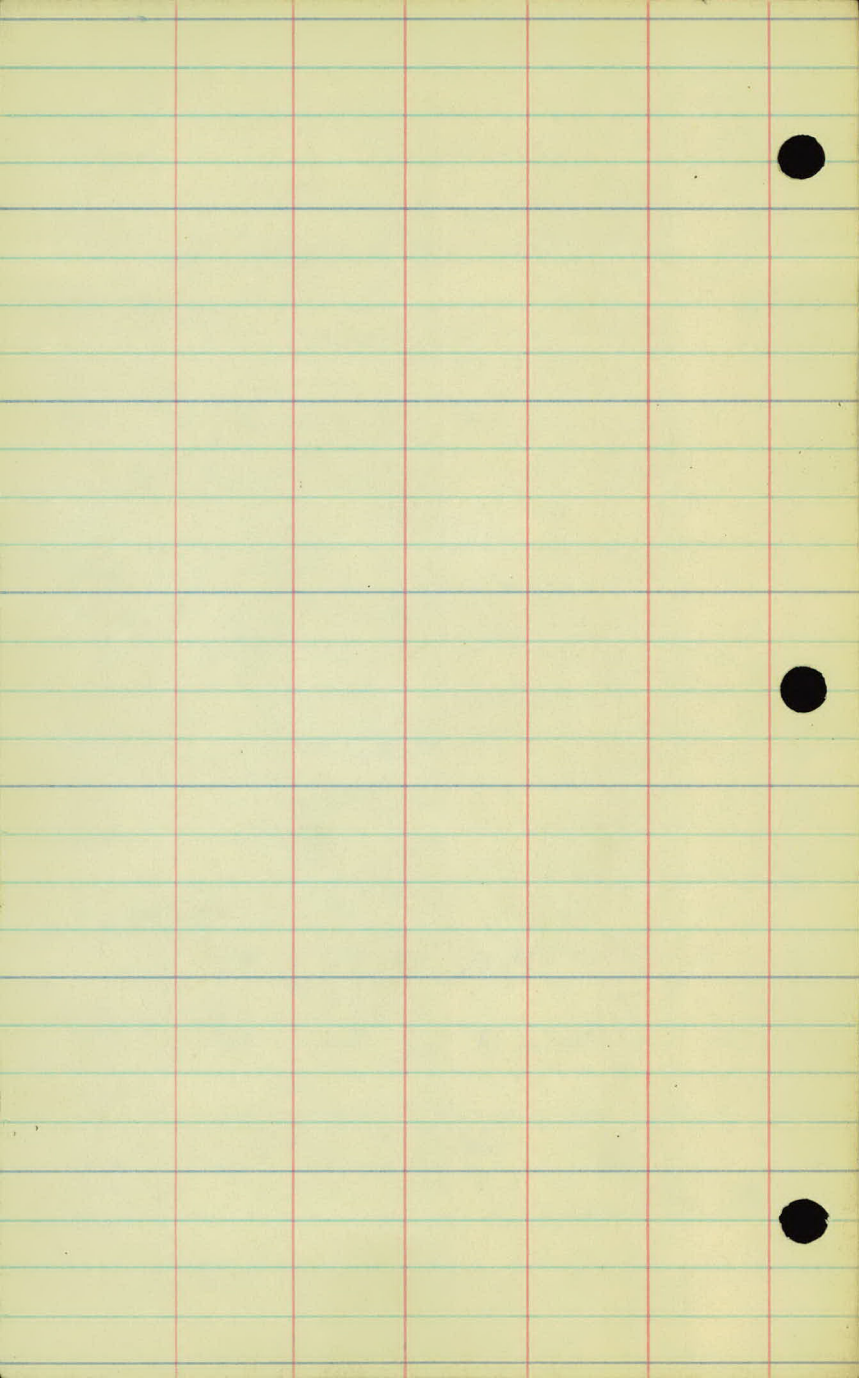
6

FAIR & WARM
WINDY

{ A.W.L.
A.L.P.
W.G.A.
E.T.S.

SPIKE





TOPOGRAPHY

CLEVELAND AVE.

PROJECT 27-05

ROADBED
LT. RT.

4+00

3+00

+45 @ CLEVELAND AVE. TO LT.

+10 @ DRIVE TO RT.

2+00

26'

19'

1+00

0+00

-1+00

FAIRMARM { A.W.L.
A.L.P.
W.G.A.
E.T.S.

CULTIVATED

"THE OAKS"
WOODED

+75 P.P. 29'
+50 F.L. 19'
+50 E.DRIVE 28'
+39' 30" OAK 29'
+14 27" OAK 27'
+00 F.L. 6'
E.DRIVE 18'

+57 18" OAK 25'
+50 E.DRIVE 20'

+33 P.P. 7.5'
+10 18" OAK 16'
+00 F.L. 5'
E.DRIVE 27'

+55 G.P. 22'
+46 DANGER SGN. 2'
+45 DANGER SGN. 0.0
+45 E.RD. LT.

E. CO. RD. "E"

+53 20" OAK 34'
+61 F.C. (X FEN) 6'
+50 E.DRIVE 25'
+46 BEG. F. 17'
+45 34" OAK 17'

+10 E.DRIVE 9'
+11 G.P. 21'
+00 P.P. 28'

+91 T.P. 24'
+72 END G.R. 14.5
+66 G.R. 12

+79 END G.R. 18'
+72 G.R. 16.7

+16 T.P. 24'
G.R. 11.6

MEADOW

+14 P.P. 27'
G.R. 17.6

+17 T.P. 26'
+08 G.R. 10'
BEG G.R. 8.0'

END BRIDGE

+09 P.P. 26'
+07 G.R. 19.5
G.R. 16.5 BEG

G.R. 9.5

G.R. 14.9

ROADBED
LT. RT.

+73 CROSS FARM ROAD

11+00

10+00

9+00

8+00

7+00

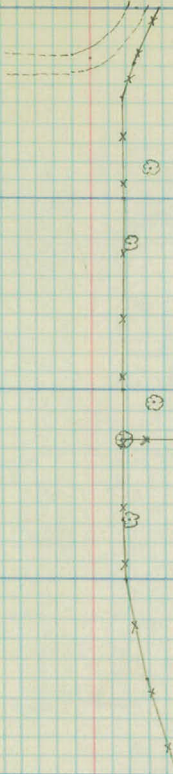
6+00

5+00

12+00

3-17-27 9

+73 XRD.



+74 F.C. 24

+53 F.C. 18'

+17 24" OAK 32'
+00 F.L. 18'

+77 18" OAK (F.L.) 21'

+00 F.L. 17'
+95 24" OAK 33'
+75 X FENCE 16'
+75 22" OAK 16'

WOODED

+33 F.L. 17'
+33 24" OAK 20'
+00 F.L. 19'

CULTIVATED

+50 F.L. 29

+00 F.L. 45'

CULTIVATED

+00 & DRIVE 54
+00 F.L. 38

ROADBED
LT. RT.

18+00

17+00

16+00

15+00

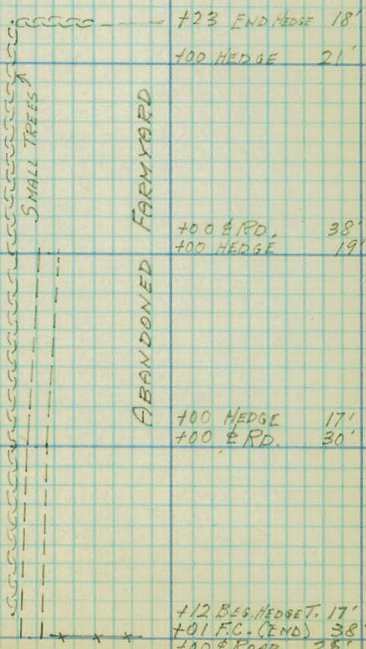
14+00

13+00

12+00

CULTIVATED

CULTIVATED



123 END HEDGE 18'

100 HEDGE 21'

ABANDONED FARMYARD

100 & RD. 38'
100 HEDGE 19'

100 HEDGE 17'
100 & RD. 30'

12 BEG. HEDGE T. 17'
101 F.C. (END) 38'
100 & ROAD 26'

195

E DRIVE TO RT,

LT.

ROADBED
RT.

25+00

12'

12

24+00

13

13

23+00

13

13

22+00

14

12

21+00

14

13

16

11

20+00

27

0

19+00

26+00
+96 P.P. 25'

B-17-27
+95 E DRIVE 11

+59 P.P. 25'

F.L. 29'

+07 P.P. 25'

F.L. 29'

Pole
Yard.

+85 F.C. 23'

F.L. 30'
+90 Row 7. 34'
+88 X FENCE 30'

+52 P.P. 25'

F.L. 24'

F.L. 26'

+50 F.L. 27'

+50 F.L. 24'

+19 P.P. 34'
+RD. 14'

F.L. 14'

+57 F.L. 0.0'
+50 E.R.D. 32'
+50 F.L. 2'

+00 E.R.D. 57'
+00 F.L. 27'

POLE YARD

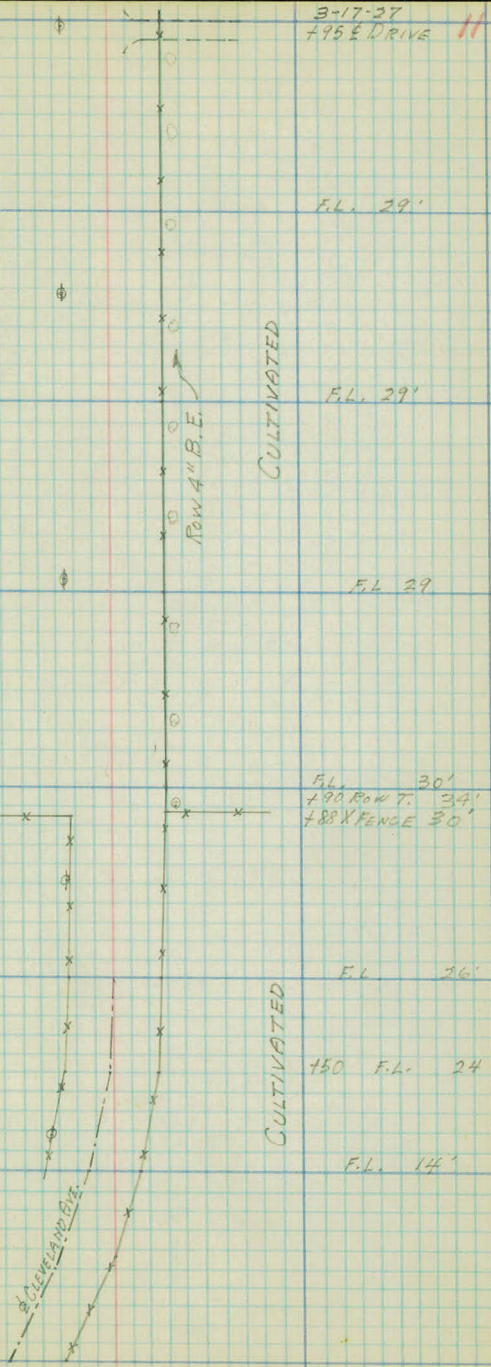
CULTIVATED

CULTIVATED

CULTIVATED

CONCRETE DRIVE

Row 4 "B.E."



ROADBED
LT. RT.

32+00

12'

13'

+00 & DRIVE TO RT.

31+00

13'

13'

+75 & DRIVE TO RT.

30+00

12

13

29+00

11'

14'

28+00

11

14

27+00

12

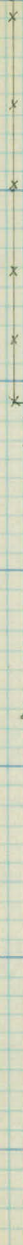
13

+29 & DRIVE TO LT.

26+00

13

13



PASTURE

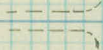
FL. 13'

+62 P.P. 27'



PASTURE

+100 & DRIVE



+90 F.C. 13

+75 & DRIVE

+58 F.C. 30'

+41 P.P. 27'



CULT.

FL. 30'

POLE YARD

+27 School SGN. 19'

FL. 29'

+95 P.P. 25'



CULTIVATED

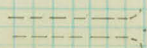
FL. 28'

+51 P.P. 25



FL. 27

+29 & DRIVE



+27 XFENCE 27'

+25 END TREES 34'

FL. 29'

ROADBED
LT. RT.

36+00

35+00

13

12

34+00

12

11

33+00

12

12

470 P.P. 26'

POLE YARD

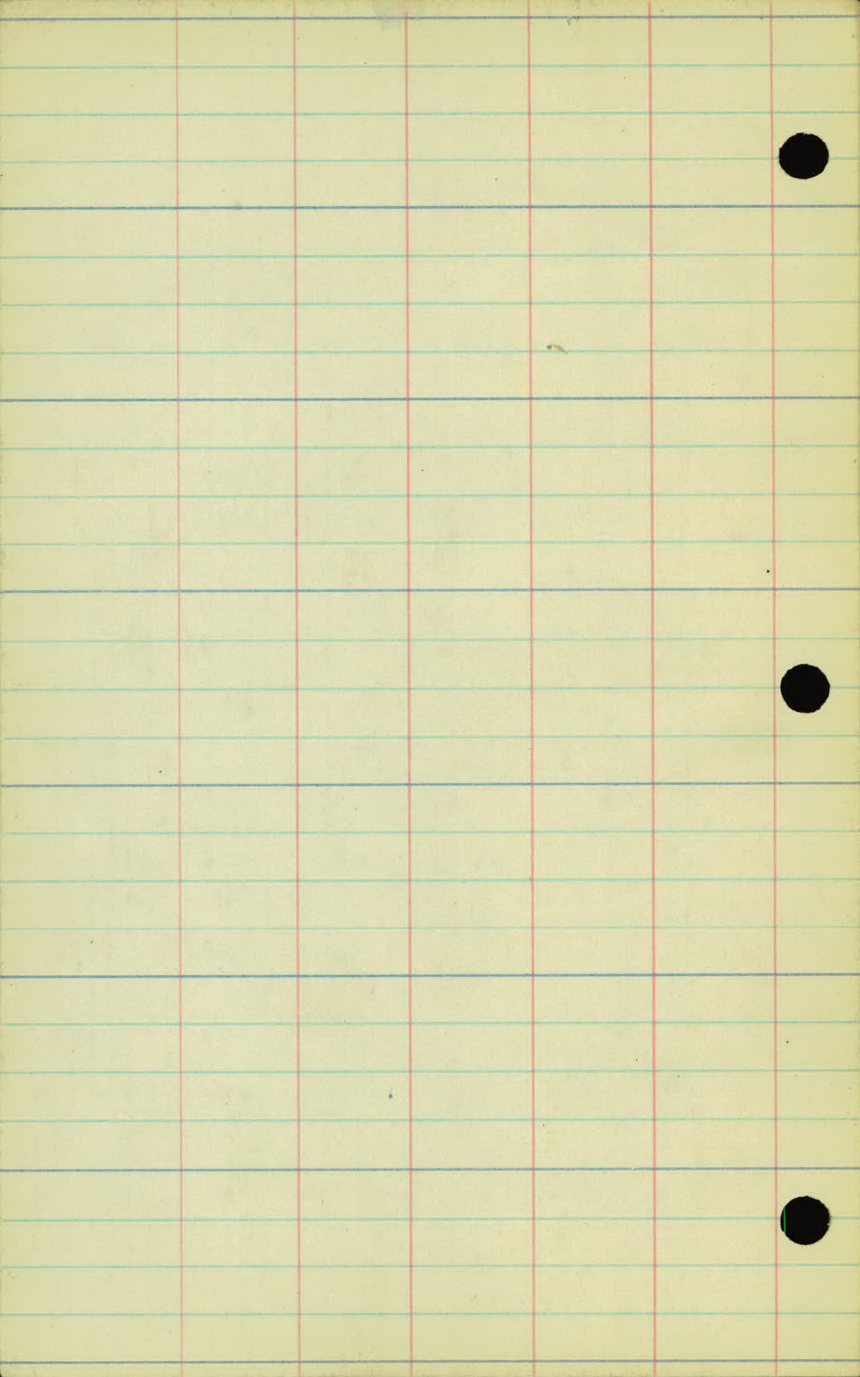
424 P.P. 27'

F.L. 13'

F.L. 13'

F.L. 13'





CHECK LEVELS.

3-18-27 FAIR & WARM
(WINDY)

CLEVELAND AVE.

PROJECT-27-05

{ A.W.L. π
A.L.P. (REC.)
W.G.A.
E.T.S.

T. B.M. 905.09 SPIKE F.P. 13' R. STA. 35+12

6.65
π 911.74 ✓

0.47
T.P. 911.27 ✓

7.66
π 918.93 ✓

π 918.93
3.24
B.M. 915.69 - 25' W. STA. 25+95
(915.59)

4.73
T.P. 914.20 ✓

3.58
π 917.78 ✓

1.85
T.P. 915.93 ✓

10.00
π 925.93 ✓

0.41
T.P. 925.52 ✓

4.06
π 929.58 ✓

0.45
T.P. 929.13 ✓

9.42
π 938.55 ✓

3.20
B.M. 935.35 (935.38) B.M. 17' E. OF STA. 2+45
(0.03 Low)

CROSS-SECTIONS

CLEVELAND AVE.

PROJECT 27-05

-1+12.82

-0+94

-0+45.7

0+00

1+00

2+00

+40

+43

+50

3+00

+50

4+00

3-18-27
 FAIR & MARM

(A.W.L. (REG.)
 A.L.P. π
 W.G.A.
 E.T.S.)

$\frac{15.0}{46}$ $\frac{15.0}{32}$ $\frac{1.8}{8}$ 1.8 $\frac{1.8}{20}$ $\frac{19.0}{49}$

$\frac{15.6}{33}$ $\frac{16.1}{28}$ $\frac{7.4}{14}$ $\frac{6.8}{}$ $\frac{6.9}{24}$ $\frac{15.9}{39}$

$\frac{12.7}{38}$ $\frac{10.5}{31}$ $\frac{9.8}{}$ $\frac{9.9}{18}$ $\frac{12.6}{24}$ $\frac{12.6}{33}$

$\frac{10.2}{33}$ $\frac{10.5}{20}$ $\frac{11.1}{}$ $\frac{11.7}{25}$ $\frac{12.6}{33}$

$\frac{10.6}{33}$ $\frac{11.4}{15}$ $\frac{11.6}{}$ $\frac{11.8}{9}$ $\frac{12.1}{33}$

$\frac{11.9}{33}$ $\frac{11.8}{14}$ $\frac{10.9}{}$ $\frac{11.4}{11}$ $\frac{12.0}{33}$

$\frac{11.1}{33}$ $\frac{11.4}{15}$ $\frac{11.6}{}$ $\frac{12.6}{19}$ $\frac{13.5}{33}$

$\frac{3.8}{33}$ $\frac{4.1}{15}$ $\frac{4.3}{}$ $\frac{4.9}{14}$ $\frac{6.1}{33}$

$\frac{4.2}{33}$ $\frac{4.9}{15}$ $\frac{5.5}{}$ $\frac{6.2}{13}$ $\frac{7.6}{33}$

4+50

5+00

+50

6+00

+50

7+00

+50

8+00

+50

9+00

+36

10+00

+50

3-18-27

Lr.

E

Rr.

22

$\frac{3.8}{33}$	$\frac{4.6}{17}$	$\frac{5.6}{33}$	$\frac{6.1}{19}$	$\frac{7.7}{24}$	$\frac{7.8}{33}$
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$\frac{4.5}{33}$	$\frac{5.0}{15}$	$\frac{5.1}{33}$	$\frac{5.6}{20}$	$\frac{5.7}{33}$
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$\frac{6.4}{33}$	$\frac{6.3}{18}$	$\frac{6.1}{33}$	$\frac{5.2}{20}$	$\frac{4.6}{33}$
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$\frac{9.8}{33}$	$\frac{9.5}{17}$	$\frac{8.8}{33}$	$\frac{7.8}{18}$	$\frac{6.9}{33}$
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$\frac{7.9}{50}$	$\frac{8.6}{33}$	$\frac{8.5}{18}$	$\frac{7.7}{33}$	$\frac{6.7}{19}$	$\frac{5.6}{33}$	$\frac{4.6}{50}$
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$\frac{10.0}{50}$	$\frac{12.4}{25}$	$\frac{13.2}{15}$	$\frac{12.8}{33}$	$\frac{11.1}{26}$	$\frac{9.2}{50}$
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$\frac{2.5}{50}$	$\frac{6.0}{25}$	$\frac{9.3}{33}$	$\frac{11.4}{25}$	$\frac{11.4}{50}$
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$\frac{0.7}{50}$	$\frac{4.4}{25}$	$\frac{8.6}{33}$	$\frac{12.1}{25}$	$\frac{12.9}{46}$	$\frac{14.6}{50}$
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$\frac{0.7}{50}$	$\frac{4.4}{25}$	$\frac{8.0}{33}$	$\frac{10.9}{25}$	$\frac{14.8}{50}$
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$\frac{4.6}{50}$	$\frac{1.9}{25}$	$\frac{4.7}{33}$	$\frac{6.0}{19}$	$\frac{7.2}{21}$	$\frac{11.3}{50}$
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$\frac{3.5}{50}$	$\frac{6.2}{25}$	$\frac{9.3}{33}$	$\frac{11.2}{25}$	$\frac{14.6}{50}$
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$\frac{2.9}{50}$	$\frac{4.7}{25}$	$\frac{7.3}{33}$	$\frac{9.0}{18}$	$\frac{11.0}{33}$	$\frac{13.0}{50}$
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$\frac{2.4}{50}$	$\frac{4.0}{25}$	$\frac{5.4}{33}$	$\frac{5.9}{17}$	$\frac{7.7}{25}$	$\frac{10.0}{50}$
------------------	------------------	------------------	------------------	------------------	-------------------

11+00

12+00

13+00

14+00

15+00

+50

16+00

+50

17+00

+50

18+00

+50

19+00

3-18-27

L.T.

E

R.T.

23

$\frac{2.9}{50}$	$\frac{4.0}{25}$	5.1	$\frac{6.7}{25}$	$\frac{8.2}{50}$
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$\frac{4.8}{50}$	$\frac{5.2}{25}$	$\frac{4.9}{25}$	$\frac{4.7}{33}$	$\frac{4.5}{50}$
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$\frac{4.6}{50}$	$\frac{4.9}{25}$	$\frac{4.6}{25}$	$\frac{4.5}{25}$	$\frac{4.6}{50}$
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$\frac{5.3}{50}$	$\frac{5.3}{25}$	$\frac{4.8}{25}$	$\frac{4.6}{25}$	$\frac{4.6}{50}$
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$\frac{4.7}{50}$	$\frac{5.0}{25}$	$\frac{5.1}{25}$	$\frac{4.0}{25}$	$\frac{4.0}{50}$
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$\frac{5.6}{50}$	$\frac{5.8}{25}$	$\frac{5.5}{25}$	$\frac{5.6}{25}$	$\frac{5.2}{50}$
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$\frac{8.3}{50}$	$\frac{8.8}{25}$	$\frac{7.3}{25}$	$\frac{7.0}{25}$	$\frac{6.8}{50}$
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$\frac{12.4}{50}$	$\frac{12.0}{25}$	$\frac{10.6}{25}$	$\frac{9.7}{25}$	$\frac{9.1}{50}$
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$\frac{9.2}{50}$	$\frac{8.2}{25}$	$\frac{6.6}{25}$	$\frac{4.7}{25}$	$\frac{3.2}{50}$
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$\frac{15.0}{50}$	$\frac{13.8}{25}$	$\frac{12.3}{25}$	$\frac{9.0}{25}$	$\frac{6.0}{50}$
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$\frac{12.9}{50}$	$\frac{11.6}{25}$	$\frac{8.9}{25}$	$\frac{6.2}{25}$	$\frac{3.0}{50}$
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$\frac{14.8}{50}$	$\frac{12.8}{25}$	$\frac{10.5}{25}$	$\frac{7.8}{25}$	$\frac{5.3}{50}$
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$\frac{9.2}{61}$	$\frac{9.2}{44}$	$\frac{12.3}{37}$	$\frac{11.8}{25}$	$\frac{10.6}{25}$	$\frac{8.6}{25}$	$\frac{6.9}{50}$
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19+50

+85

20+00

+10

+50

21+00

22+00

23+00

24+00

25+00

26+00

27+00

28+00

3-18-27

LT.

Q

RT.

24

$\frac{11.6}{51}$	$\frac{9.4}{43}$	$\frac{9.4}{19}$	$\frac{10.8}{13}$	$\frac{10.3}{10}$	$\frac{10.0}{25}$	$\frac{9.0}{50}$
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$\frac{7.9}{50}$	$\frac{7.6}{34}$	$\frac{5.8}{29}$	$\frac{5.8}{6}$	$\frac{7.4}{10}$	$\frac{7.1}{25}$	$\frac{6.4}{50}$
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$\frac{7.2}{50}$	$\frac{7.2}{37}$	$\frac{8.1}{34}$	$\frac{8.1}{32}$	$\frac{5.9}{26}$	$\frac{5.7}{3}$	$\frac{6.2}{6}$	$\frac{7.7}{6}$	$\frac{7.2}{25}$	$\frac{6.3}{50}$
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$\frac{7.3}{33}$	$\frac{7.0}{21}$	$\frac{5.6}{15}$	$\frac{5.0}{10}$	$\frac{5.5}{11}$	$\frac{7.2}{17}$	$\frac{6.9}{33}$
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$\frac{6.3}{33}$	$\frac{6.2}{19}$	$\frac{5.2}{14}$	$\frac{4.7}{10}$	$\frac{5.2}{12}$	$\frac{6.3}{17}$	$\frac{6.1}{22}$	$\frac{4.9}{25}$	$\frac{4.9}{33}$
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$\frac{1.8}{33}$	$\frac{1.7}{22}$	$\frac{4.9}{16}$	$\frac{4.5}{13}$	$\frac{4.1}{10}$	$\frac{4.5}{12}$	$\frac{4.0}{23}$	$\frac{+1.0}{33}$
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$\frac{3.6}{33}$	$\frac{3.4}{22}$	$\frac{5.5}{16}$	$\frac{4.8}{10}$	$\frac{5.4}{14}$	$\frac{6.2}{18}$	$\frac{6.2}{21}$	$\frac{1.6}{30}$	$\frac{1.6}{33}$
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$\frac{6.6}{33}$	$\frac{6.6}{26}$	$\frac{6.5}{21}$	$\frac{5.4}{14}$	$\frac{5.0}{10}$	$\frac{5.4}{13}$	$\frac{7.9}{19}$	$\frac{7.5}{27}$	$\frac{6.9}{29}$	$\frac{6.9}{33}$
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$\frac{6.9}{33}$	$\frac{6.9}{33}$	$\frac{5.3}{14}$	$\frac{4.9}{10}$	$\frac{5.2}{12}$	$\frac{8.2}{18}$	$\frac{8.2}{22}$	$\frac{7.2}{28}$	$\frac{7.1}{33}$
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$\frac{6.0}{33}$	$\frac{5.6}{17}$	$\frac{5.1}{14}$	$\frac{4.6}{10}$	$\frac{4.9}{11}$	$\frac{5.0}{16}$	$\frac{5.0}{18}$	$\frac{3.4}{28}$	$\frac{3.2}{33}$
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$\frac{1.6}{33}$	$\frac{0.8}{22}$	$\frac{5.8}{15}$	$\frac{5.6}{13}$	$\frac{5.0}{10}$	$\frac{5.6}{14}$	$\frac{4.9}{18}$	$\frac{10.6}{29}$	$\frac{10.6}{33}$
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$\frac{2.5}{33}$	$\frac{2.0}{28}$	$\frac{8.1}{16}$	$\frac{9.0}{13}$	$\frac{8.6}{10}$	$\frac{9.0}{14}$	$\frac{8.5}{17}$	$\frac{3.2}{27}$	$\frac{3.0}{33}$
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29+00

30+00

31+00

32+00

33+00

34+00

34+79

35+00

L.T.

C

R.T.

25

3-18-57

$\frac{1.9}{33}$	$\frac{1.9}{30}$	$\frac{10.8}{14}$	$\frac{10.6}{12}$	$\frac{10.2}{10}$	$\frac{10.7}{14}$	$\frac{9.4}{21}$	$\frac{3.5}{29}$	$\frac{3.5}{33}$
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$\frac{5.5}{33}$	$\frac{5.5}{29}$	$\frac{12.3}{15}$	$\frac{12.3}{13}$	$\frac{11.7}{10}$	$\frac{12.3}{14}$	$\frac{11.5}{20}$	$\frac{5.7}{30}$	$\frac{5.7}{33}$
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$\frac{4.3}{33}$	$\frac{4.7}{25}$	$\frac{3.2}{11}$	$\frac{2.8}{10}$	$\frac{3.1}{13}$	$\frac{4.6}{17}$	$\frac{5.2}{33}$
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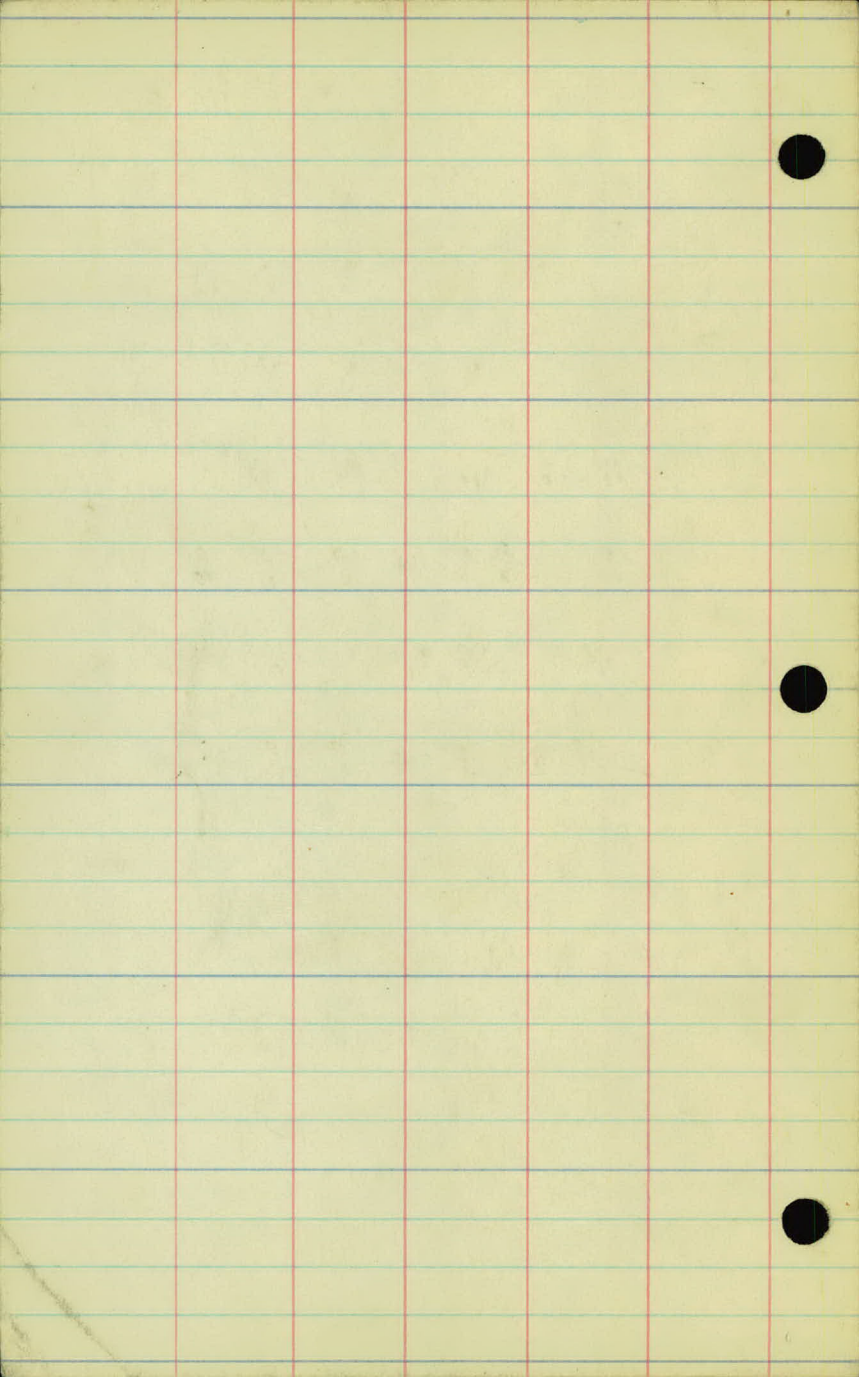
$\frac{12.8}{33}$	$\frac{12.2}{26}$	$\frac{4.8}{14}$	$\frac{4.0}{10}$	$\frac{4.8}{13}$	$\frac{14.2}{33}$
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$\frac{15.6}{33}$	$\frac{15.2}{30}$	$\frac{5.8}{13}$	$\frac{5.3}{10}$	$\frac{5.3}{13}$	$\frac{16.2}{33}$
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$\frac{15.8}{33}$	$\frac{14.3}{25}$	$\frac{6.3}{12}$	$\frac{5.9}{10}$	$\frac{6.2}{13}$	$\frac{12.3}{23}$	$\frac{15.0}{33}$
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$\frac{11.3}{33}$	$\frac{10.3}{23}$	$\frac{5.2}{15}$	$\frac{4.4}{10}$	$\frac{4.9}{13}$	$\frac{10.6}{22}$	$\frac{12.1}{27}$	$\frac{12.1}{33}$
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$\frac{5.8}{33}$	$\frac{6.0}{22}$	$\frac{5.0}{15}$	$\frac{4.4}{10}$	$\frac{4.8}{13}$	$\frac{8.5}{26}$	$\frac{10.1}{33}$
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E ELEVATIONS

CLEVELAND AVE.

PROJECT 27-05

STA.	B.S.	H.I.	F.S.	ROD	ELEV.
B.M.		946.17 ✓	10.79 ✓		935.38 ✓
-1+12.82				1.68	44.5
-0+94				0.60	45.6
-0+45.7				0.64	45.5
0+00				2.95	43.2
1+00				8.0	38.2
2+00				11.0	35.2
+40				12.3	33.9
+43				13.0	33.2
+50				12.2	34.0
3+00				12.9	33.3
T.P.	1.80 ✓	935.80 ✓	12.17 ✓		934.00 ✓
+50				4.00	31.8
4+00				5.00	30.8
+50				5.10	30.7
5+00				4.60	31.2
+50				5.60	30.2
6+00				8.40	27.4
+50				12.90	22.9
T.P.	2.27 ✓	926.03 ✓	12.04 ✓		923.76 ✓
7+00				8.30	17.7
+50				11.40	14.6
8+00				10.70	15.3

3-17-27

FRIG WORM

15

{ A.W.L. (REG.)
A.L.P. X
W.G.A.
E.T.S.

SPIKE IN 30" OAK 17' E. OF STA. 2+45

SPIKE IN 30" OAK. R. STA.

STA	B.S.	H.I.	F.S.	ROD	ELEV.
		926.03 ✓			
+50				9.10	16.9
9+00				5.70	20.3
+36				3.30	22.7
T.P.	11.97 ✓	934.92 ✓	3.08 ✓		922.95 ✓
10+00				6.50	28.4
+50				4.60	29.3
11+00				4.40	30.5
12+00				4.10	30.8
13+00				3.80	31.1
14+00				2.40	32.5
15+00				2.50	32.4
T.P.	1.06 ✓	933.69 ✓	2.29 ✓		932.63 ✓
+50				1.80	31.9
16+00				3.60	30.1
+50				6.80	26.9
17+00				11.80	21.9
T.P.	0.62 ✓	923.21 ✓	11.10 ✓		922.59 ✓
+50				6.9	16.3
18+00				9.9	13.3
+50				11.60	11.6
19+00				11.70	11.5

3-17-27

16

STA.	B.S.	H.I.	F.S.	ROD	ELEV.
		923.21 ✓			
19+50				11.30	11.9
+85				12.10	11.1
20+00				11.00	12.2
+10				10.40	12.8
+50				9.70	13.5
21+00				9.50	13.7
T.P.	5.47 ✓	919.21 ✓	9.47 ✓		913.74 ✓
22+00				4.80	14.4 14.5
23+00				4.70	14.5
24+00				4.70	14.5
25+00				4.70	14.5
B.M.				3.51	915.70
26+00				4.40	14.8
27+00				4.80	14.4
28+00				5.90	13.3
T.P.	1.42 ✓	914.23 ✓	6.40 ✓		912.81 ✓
29+00				2.50	11.7
30+00				4.00	10.2

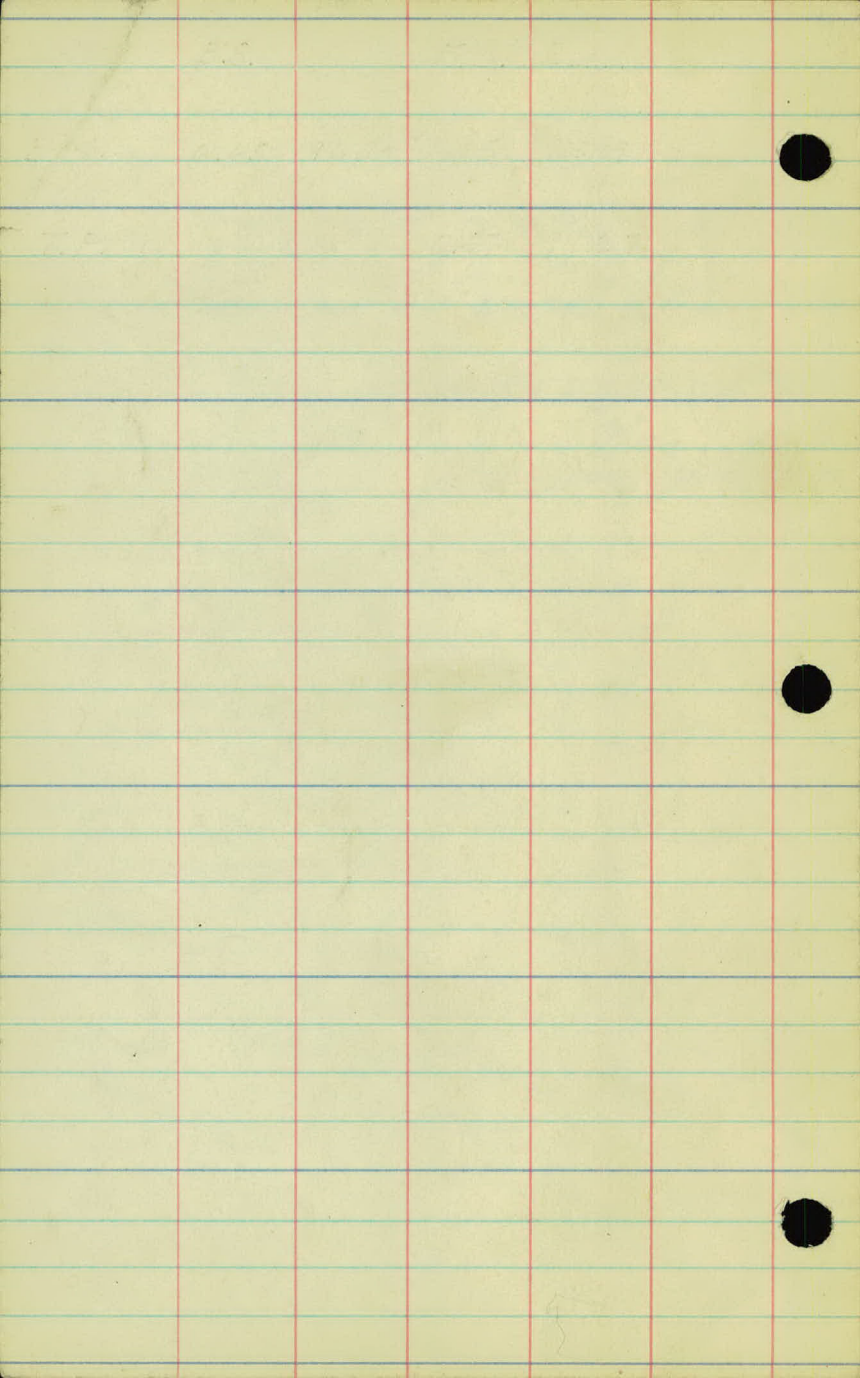
3-17-27

T.P. 25' W. OF STA. 25+95 (ELEV. 915.59)

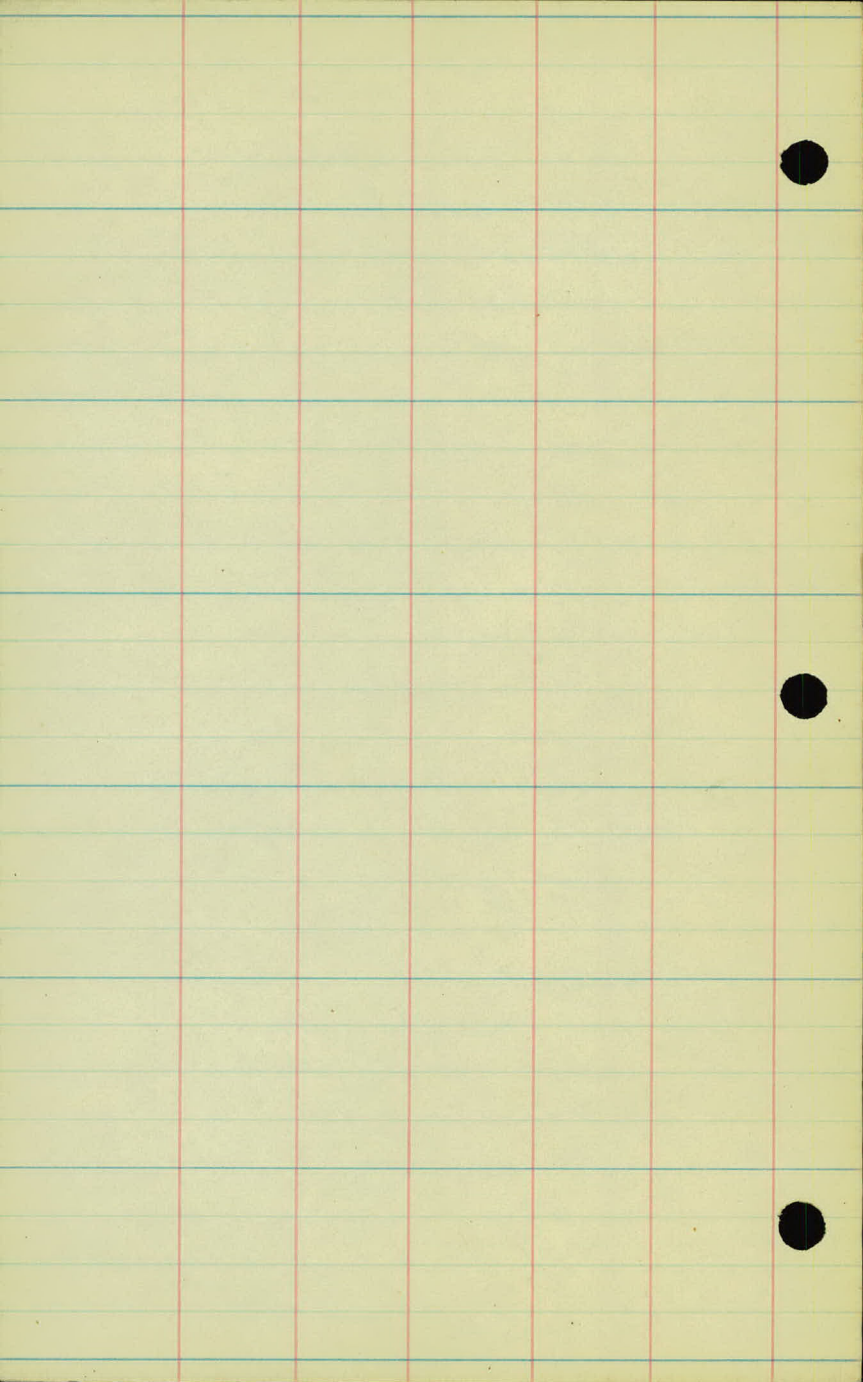
STA.	B.S.	H.I.	F.S.	ROD	ELEV.
		914.23 ✓			
31+00				5.8	08.2
32+00				7.3	06.9
33+00				8.2	06.0
34+00				8.8	05.8
+79				8.8	05.4
35+00				8.8	05.4
T.B.M.			9.14 ✓		905.09 ✓

3-17-27

SPIKE F. POST 13' R. OF STA. 35+12



Survey of Int. of
Anoka Cutoff & Co. Ref "P".
For Clay on Proj. # 27-05.



5700 ft. Mamm's View Rd.

Co. Rd "G"

2700
2700

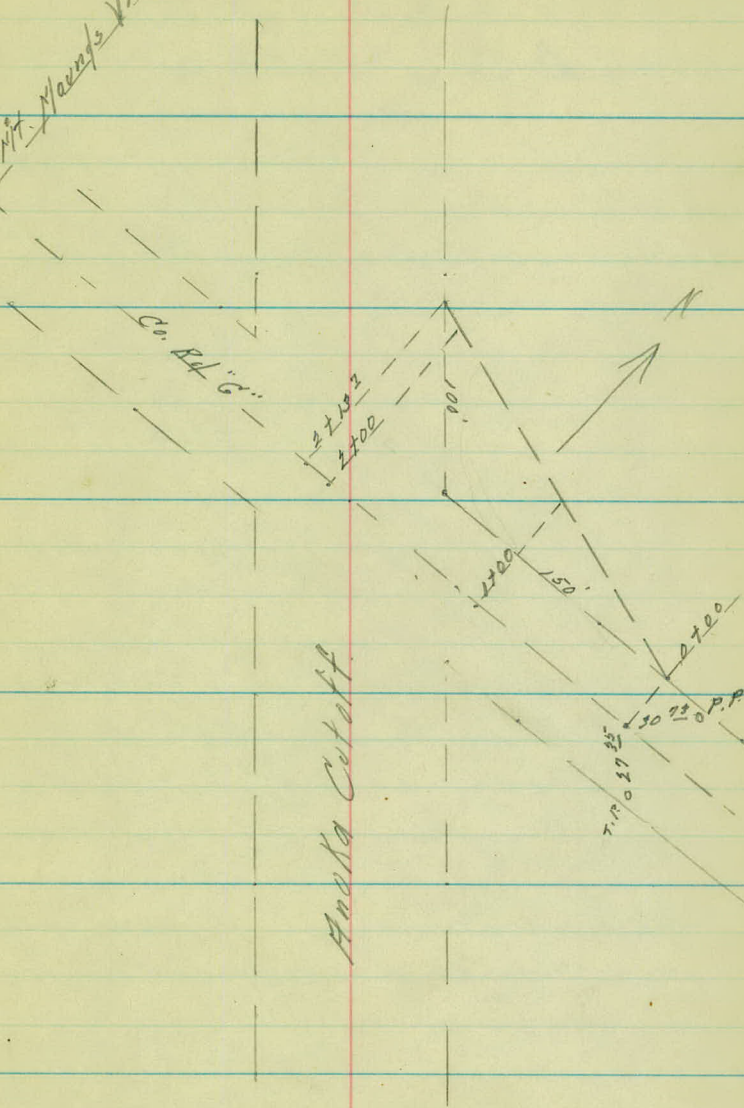
100'

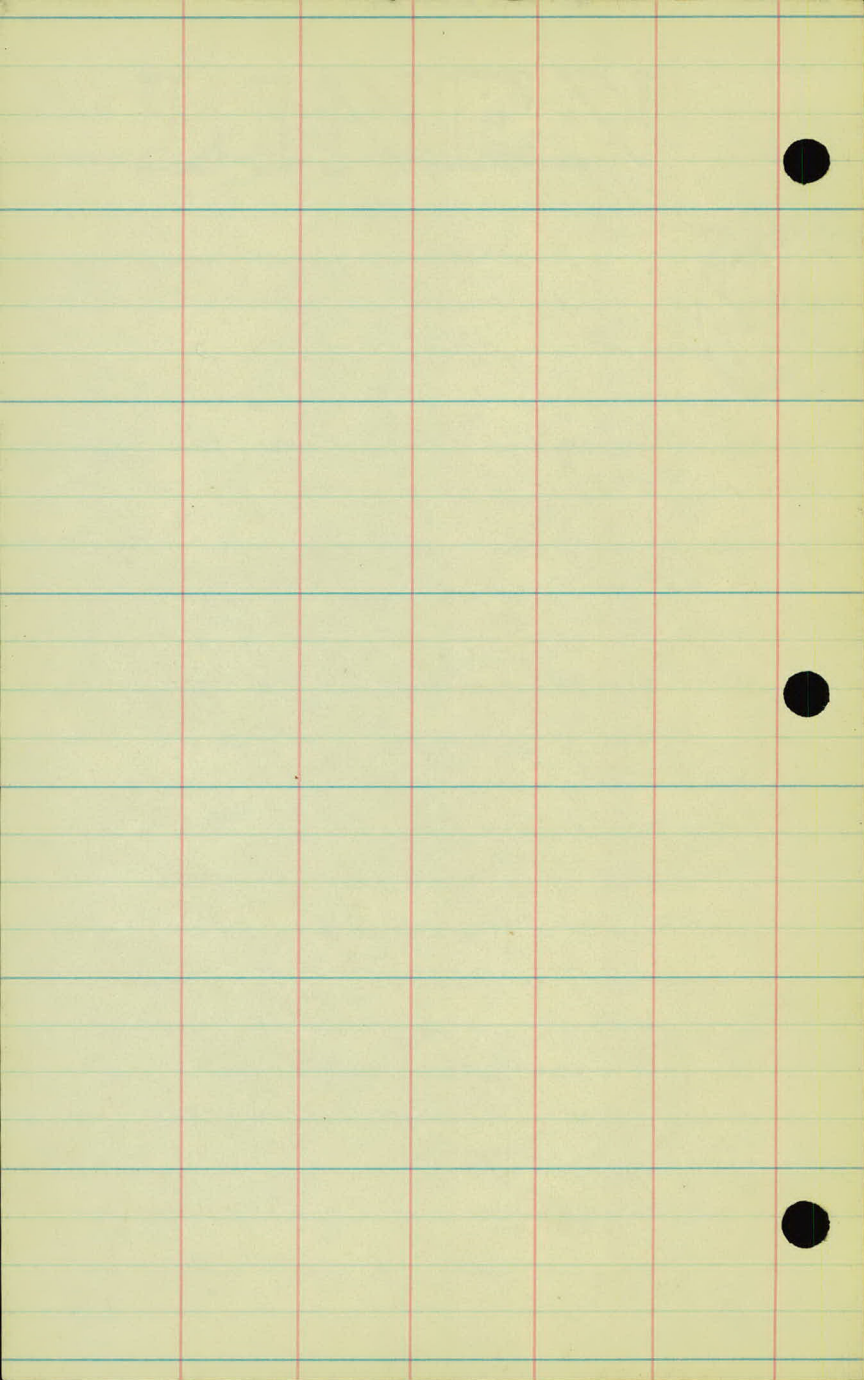
1700

150'

2700
30' P.P.
T.P. 0 17 25

Andra Cutoff





X. Sec. of Int. of
Anoka Cutoff & Co. Ref. "G."
For Clay on Proj. # 27-05.

Sta.	+	H.I.	-	Rod	Elev.
B.M.	12.81	930.25		917.44	
0+00				0	21.8
0+50					21.1
0+80					20.6
1+00					20.3
1+25					20.0
1+60					19.3
1+80					19.0
2+00					18.6
2+13 ⁷					18.0
2+30					17.4
T.P.	12.20	942.05	0.40	929.85	
0+00					21.8
0+50					21.1
0+80					20.6

Spk. in P.P. 200 Lt. Sta. 575+00

Right

	<u>8.9</u>	<u>8.1</u>	<u>0.0</u>
8.5	15	21	50

	<u>9.3</u>	<u>7.2</u>	<u>0.0</u>
9.2	15	19	22

	<u>10.0</u>	<u>7.5</u>	<u>0.0</u>
9.7	12	17	31

	<u>10.4</u>	<u>10.0</u>	<u>2.2</u>	<u>0.0</u>
10.0	11	17	27	31

	<u>10.8</u>	<u>10.4</u>	<u>4.1</u>	<u>2.4</u>	<u>1.4</u>	<u>1.5</u>
10.3	12	16	26	33	40	50

	<u>11.3</u>	<u>11.2</u>	<u>7.0</u>	<u>4.5</u>	<u>4.4</u>	<u>2.0</u>	<u>1.0</u>
11.0	12	15	29	36	50	80	91.5

	<u>11.6</u>	<u>12.7</u>	<u>12.6</u>	<u>5.5</u>	<u>5.5</u>	<u>1.9</u>
11.3	23	31	38	56	80	100

	<u>11.5</u>	<u>11.6</u>	<u>13.0</u>	<u>13.0</u>	<u>5.3</u>	<u>3.8</u>	<u>2.6</u>
11.7	29	48	55	63	82	93	106

	<u>11.7</u>	<u>11.6</u>	<u>12.8</u>	<u>13.2</u>	<u>4.6</u>	<u>3.1</u>
12.3	22	64	71	80	99	111

	<u>12.1</u>	<u>11.6</u>	<u>11.6</u>	<u>13.1</u>	<u>13.1</u>	<u>4.9</u>
12.9	23	50	84	93	101	117

(20.3)	<u>9.7</u>	<u>6.7</u>	<u>2.2</u>	<u>2.2</u>
	33	38	45	50

(21.0)	<u>4.9</u>	<u>4.1</u>	<u>4.5</u>
	40	43	57

(21.5)	<u>8.2</u>	<u>7.1</u>	<u>7.3</u>	<u>5.9</u>
	34	40	50	62

Sta. + H.I. - Rod Elev.

942.05

1+00

20.3

1+25

✓

✓

20.0

B.M.

0.37

950.22

12.20

929.85

B.M.

12.78

917.44

$$\textcircled{21.8} \quad \frac{10.5}{35} \quad \frac{101}{40} \quad \frac{100}{50} \quad \frac{80}{70}$$

$$\textcircled{22.1} \quad \frac{12.1}{64} \quad \frac{9.7}{79}$$

0684
595
89