

1013

EMILY DICKENS

# KEUFFEL & ESSER CO.

DRAWING MATERIALS

AND  
SURVEYING INSTRUMENTS.

NEW YORK.

CHICAGO, ST. LOUIS, SAN FRANCISCO, MONTREAL.

## Tables for Excavations and Embankments.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.

FOR SINGLE TRACK EXCAVATION.

" Copyright, 1895, by Keuffel & Esser Co."

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

Xsection of Arbor Drive from West line of 5th to West line of 4th.  
50' St - 10' Curbs - 7 1/2' quarters.

B.M. B.P. S.W. Cor 4th & Lewis. 283.12.

4-23-1917

(Dennett,  
JOHN  
SHAW.)

π  
294.59

+	H.I.		
5.49	288.61		283.12
10.43	293.53	5.51	283.10
15.62	294.58	2.57	290.96

West line 5th St - 80' wide - 14' Curbs

S.L.	4.1
cl.	4.4
g.	5.2
1/2	4.8
c	4.4
1/4	4.8
g	4.8
cl	4.2
N.L.	4.0
W. Curb 5th St.	
N.L.	4.6
cl	4.9
1/4	4.5
c	4.4

1/4	4.7
cl	4.9
S.L.	4.5
	W 1/4 of 5th St.
S.L.	4.6
cl	4.7
1/4	4.7
c	4.4
1/4	4.5
cl	4.5
N.L.	4.3
	Center 5th St.
N.L.	4.3
cl	4.6
1/4	4.5
c	4.4
1/2	4.6
cl	4.5
S.L.	4.3
	E 1/4 of 5th St.

+

HI  
294.58

S.L.		4.7
cl.		4.7
1/4		4.7
c		4.5
1/4		4.7
cl		4.8
N.L.		4.5
E curio 5 <sup>th</sup> St.		
N.L.		4.6
cl		5.2
1/4		5.0
c		4.8
1/4		5.2
cl		5.3
S.L.		5.1
oo = E line of 5 <sup>th</sup> St.		
S.L.		4.9
cl		5.0
g		5.8
1/2		5.6

+

π  
294.58

c		5.1
1/4		5.4
g		5.8
cl		5.0
N.L. +50		4.7
N.L.		5.6
cl		5.8
g		6.7
1/4		6.5
c		6.0
1/4		6.4
g		6.9
cl		5.8
S.L. 1+00		5.5
S.L.		6.5
cl		6.7
g		7.4
1/4		7.1
c		6.8
1/4		7.2

-

Arbor Vitae (50 wide) 2

+

H.I.  
294.58

-

7.5

g

cl.

6.9

N.L.  
1+50

6.4

N.L.

7.9

cl.

7.9

Check on sidewalk stake 1+45 N.cb, 7.59

1/2

7.8

c

8.1

1/4

7.8

cl

8.0

S.L.

7.4

#

1.22

287.00

8.80

285.78

1+56

S.L.

0.4

+6

1.6

cl.

3.7

1/2

3.6

c

4.8

1/4

4.1

cl

0.6

N.L.

0.4

+

TR  
287.00

-

0.8

1+68  
N.L.

+1

7.7

cl

9.9

1/2

12.5

c

14.4

1/4

12.6

cl

10.1

S.L.

5.8

2+00 = W.L. of 6<sup>th</sup> St.

#

0.93

275.15

12.78

274.22

S.L.

7.8

cl.

12.1

+2

16.6

1/4

18.4

cl

20.0

1/4

17.5

+2

14.9

cl

13.3

N.L.

8.4

#

14.54

287.11

0.58

274.57

Arbor Drive (rowide)

3

	+	HI 287.11	-	
#	8.32	294.96	0.47	286.64
#	5.70	288.83	11.93	283.13
#			5.71	283.12 = Initial B.M.

Xsection of Ingalls St from the South line of Montecito  
to the South line of Stockton St. 80' wide - 14' curbs - 13' quarters.

4-23-17 {Donnan,  
Oitem,  
Shard.

B.M. B.F. S.W. Cor Jackson & Montecito. 273.03 - 275.50 *Gregory*

South line of Montecito - 50' wide - 10' curbs - 7 1/2' quarters.

273.03

Cross section Ingalls from no. line  
 the so. line arbor drive. } 6' walk  
 40' wide from East line } 17' quarters  
 H.E.

of muniticito to  
 Sept. 14/17

behinds  
 Evans  
 more  
 see page 33  
 for slopes.

J.P.	4.48	280.32	275.84	B.M. SE Lewis + Ingalls App. pole.		
J.P.	3.48	273.53	1027 270.05		30' no.	
	No. line muniticito way			E line		
E line		3.6	270.0			2.2 271.3
		3.6	269.9			2.6 270.9
		4.1	269.4	C		3.5 270.0
C		5.8	267.7			4.9 268.6
	15' no.				50' no.	
				C		4.9 268.6
						3.0 270.5
C		5.6	267.9			2.2 271.3
		4.5	269.0	E line		1.7 271.8
		3.2	270.3		80' no.	
E line		3.0	270.5	E line		2.4 271.1
						2.7 270.8
						5.5 268.0
				C		7.5 266.0

100' no.

C	8.5	265.0
	6.4	267.1
	3.0	270.5
Elise	2.8	270.7

115' no.

Elise	2.6	270.9
+1	3.0	270.5
	3.2	270.3

	6.8	266.7
--	-----	-------

C	10.1	263.4
---	------	-------

135' no.

C	11.0	262.5
---	------	-------

	6.7	266.8
--	-----	-------

	3.3	270.2
--	-----	-------

	3.4	270.1
--	-----	-------

	2.6	270.9
--	-----	-------

+4'	Elise
-----	-------

same
------

140' no.

same	2.8	270.7
------	-----	-------

	3.5	270.0
--	-----	-------

	3.4	270.1
--	-----	-------

	6.6	266.9
--	-----	-------

	10.5	263.0
--	------	-------

	12.4	261.1
--	------	-------

150'

	12.5	261.0
--	------	-------

	9.9	263.6
--	-----	-------

	6.8	266.7
--	-----	-------

	3.8	269.7
--	-----	-------

	3.7	269.8
--	-----	-------

same	2.9	270.6
------	-----	-------

Elise

+2'

+13'

C

C

+5'

+4'

Elise



273,53

160' no.

E line	lawn	3.2	270.3
+1"		4.2	269.3
		4.1	269.4
		6.9	266.6
+11'		9.1	264.4
C		12.8	260.7

180' no.

C		13.4	260.1
		9.0	264.5
		4.5	269.0
+5'		4.5	269.0
E line	lawn	3.6	269.9

200' no.

E line		4.5	269.0
+1'		4.9	268.6
C		5.5	268.0
+8'		6.8	266.7
+13'		9.0	264.5
1/4		9.9	263.6
C		13.0	260.5

223' no.

E line	no. edge walk	4.80	268.7
--------	---------------	------	-------

225' no.

C		11.8	261.7
		7.8	265.7
		6.1	267.4
+5'		6.0	267.5
E line	lawn	5.3	268.2

273.53

240' no.

Elvis	lawn	6.0	267.5
+1'		6.4	267.1
		6.6	266.9
		8.0	265.5
C		12.2	261.3

255' no.

C		13.5	260.0
		9.4	264.1
		7.6	265.9
+5'		7.6	265.9
Elvis	lawn	7.0	266.5

270' no.

Elvis		7.9	265.6
+1'		8.3	265.2
		8.7	264.8
		10.6	262.9
C		17.3	256.2

290' no.

C		23.9	249.6
		19.0	254.5
		11.3	262.2
Elvis		9.2	264.3

300' no (20. line w/bo drive)

Elvis		11.8	261.7
		16.3	257.2
		23.1	250.4
C		27.1	246.4

Williams  
Dunkle  
Evans  
Fall 18-1919

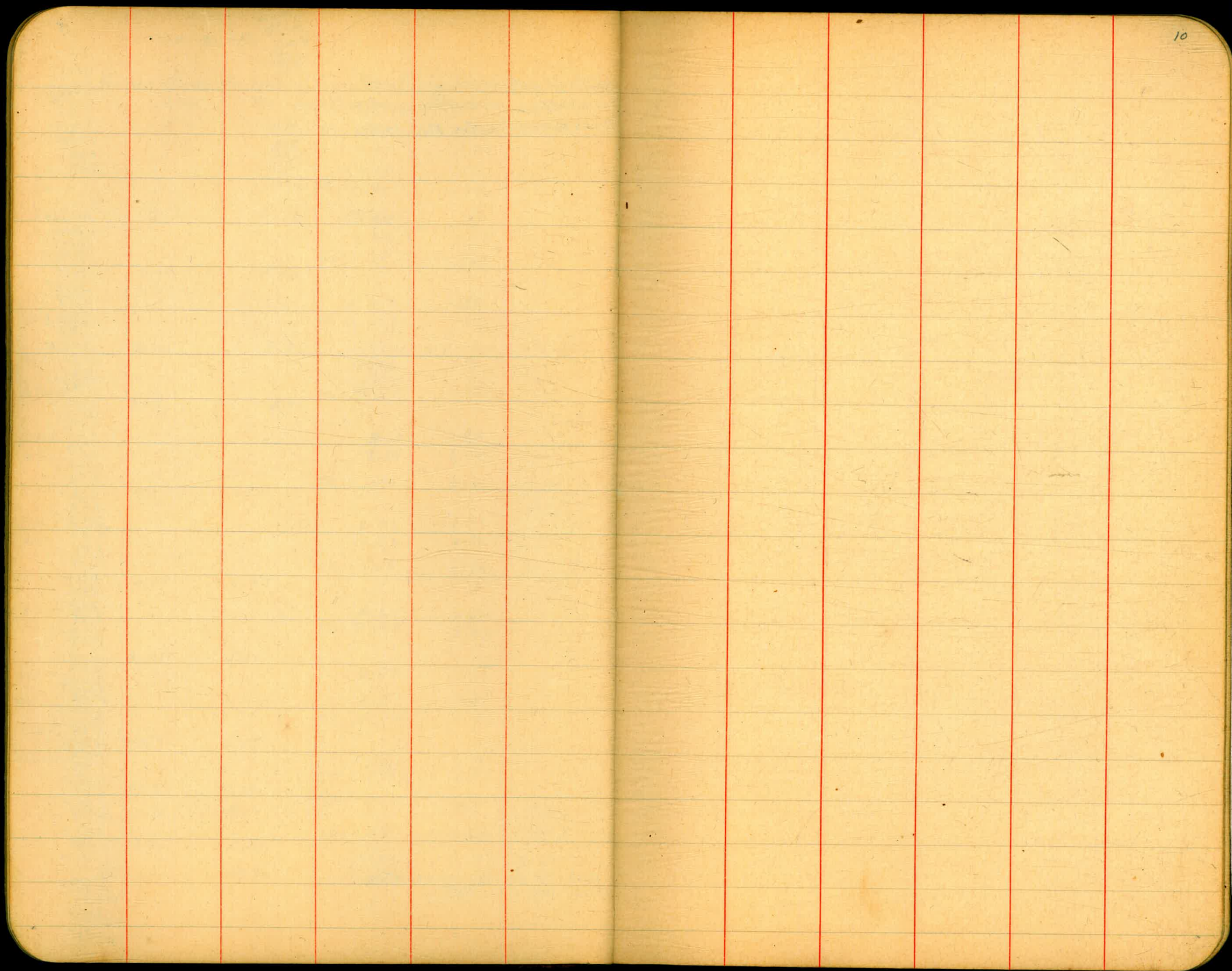
Sta.	Revised Grade + Rod	South Curb H.I.	Line Tide St - Rod	5 ft from +00 Elev. Gr	= lat w. line B.M
+00	5.70 2.56	16.24 5.79	T.P. - 1.30 - 4.36	3.23 1.43	10.536
2+00			- 4.79	1.00	
5+00			T.P. - 4.46	1.33	
8+00	3.03	4.36	- 2.69	1.67	
11+00			- 2.26	2.00	
	3.08	5.06	T.P. 2.38	1.98	
14-			3.23	1.83	
17-			T.P. 3.39	1.67	
20-	4.09	5.76	4.36	1.50	
22-			T.P. 4.13	1.63	
	3.28	4.91			
25-			3.09	1.82	
28-			2.89	2.02	
	2.91	4.92	T.P. - 2.90	2.01	
31-			2.71	2.21	
34-			2.52	2.40	
	4.08	6.47	T.P. 2.53	2.39	
37-			4.25	2.22	
40-			T.P. 4.44	2.03	
43-	3.45	5.48	3.63	1.85	
46-			3.81	1.67	
			T.P. 3.82	1.66	
48+77.85	+4.89	6.55	5.05	1.50	
	+11.30	17.37	T.P. 0.48	6.07	
	+12.41	29.26	T.P. 0.52	16.85	
	12.64	41.45	T.P. 0.45	22.81	
	4.65	44.74	- 1.36	40.09	B.M
			3.03	41.71	41.75

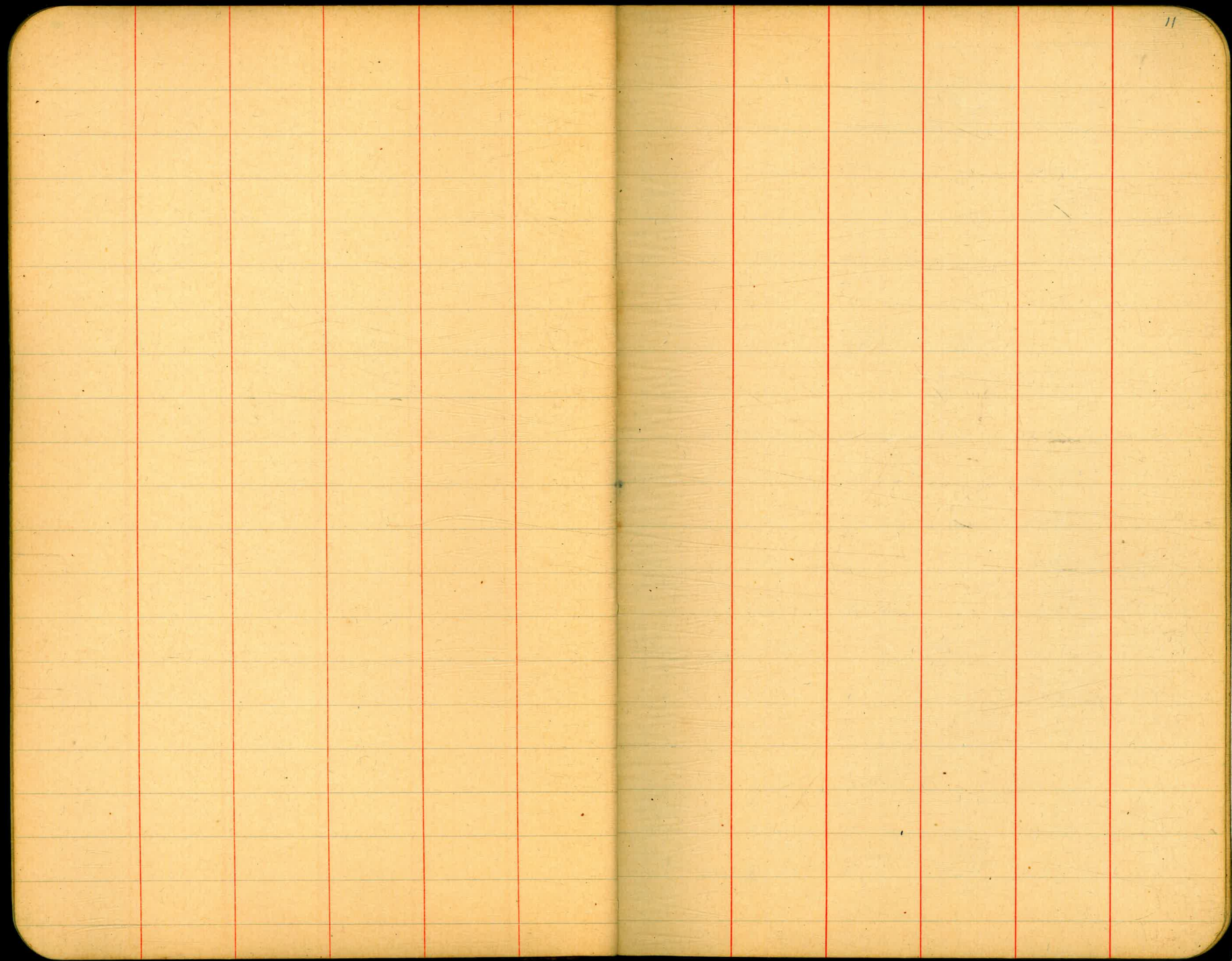
Kurtz St with North line Tide St  
S.W. Cor. Wetherby + Hancock St Inside Property Line  
Brass plug in Con. Men Elev. 10.536

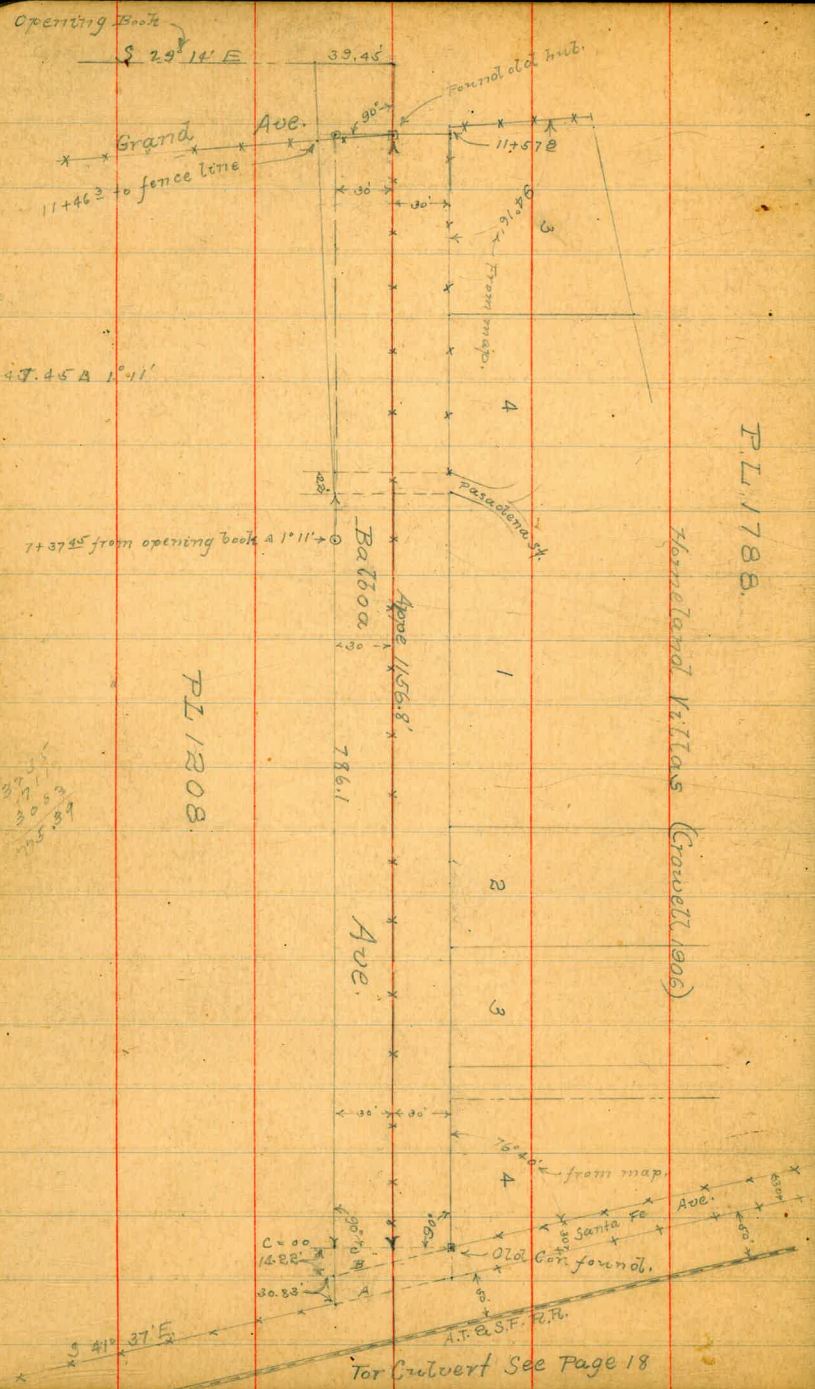
6.55  
1.75  
4.80

B.M. S.W. Cor Rosegrans + Lytton  
Brass Plug in Park Return

10.536
5.70 +
16.236
12.01 -
3.226
3.76 +
5.786
4.36
1.43
10.536
5.70 +
16.236
13.01 -
3.23
2.56 +
5.79
4.46 -
1.33
3.03 +
4.36
3.38 -
1.98
3.08 +
5.06
3.39 -
1.67
4.09 +
5.76
4.13 -
1.63
3.28 +
4.91
2.90 -
2.01
2.91 +
4.92
2.53 -
2.39
4.08 +
6.47
4.44 -
2.03
3.45 +
5.48
3.82 -
1.66
4.89 +
6.55 -
0.48 -
6.07
11.30 +
17.37
0.52 -
16.85
12.41 +
29.26
6.45 -
28.81
12.64 +
41.45
1.36 -
40.09







P.L. 178B.

Homeland Villas (Crowell 1906)

P.L. 178B.

Xsection of Balboa Ave - Full length - Varying width - 10 Curves.  
 See Plat. 4-24-1917

	H.I.		
B.P. S.W. (NW) Grand & Lament 50.37			
# 2.21	52.58		50.37
# 3.60	49.43	6.75	45.33
# 3.86	48.68	4.61	44.82
# 1.38	41.52	8.54	40.14
# 2.02	35.15	8.39	33.10
# 0.80	27.18	8.77	26.38
# 2.81	20.66	9.33	17.85
# 2.87	16.92	6.61	14.00
# 3.57	18.37	2.12	14.80
# 4.40	18.05	4.72	18.05
# 3.86	23.24	1.67	16.38
0		3.21	20.03
Spa. Pole N.E. Cor Magnolia & Grand Ave 15.42			
# 4.94	20.36		15.42
0	23.56	0.31	20.05
# 11.53	24.87	0.12	20.34
# 12.49	45.91	1.45	33.42

Curves:  
 Dorman 12  
 Otten  
 Shaw.

Spa. Pole E.L. Grand Ave & S.L. Balboa Ave.

	+	HI 45.91	-		0+00		π 50.80	-	Balboa Ave.	13
#	5.28	50.90	0.38	45.52	N.L.			4.6	46.2	
0			2.22	48.58 BJT	cl			4.3	46.5	
Floor of A.T. & S.F. Culvert Lower end face arch 4.34					1/4			3.9	46.9	
West A.T. & S.F. Right of Way Line. Sec A. see Plat					c			5.0	45.8	
Sec A. N.L.			3.7	47.1	1/4			5.6	45.2	
cl			3.9	46.9	cl			5.7	45.1	
1/4			4.2	46.6	3L 0+50			5.7	45.1	
c			4.2	46.6	3L			6.6	44.2	
1/4			4.2	46.6	cl			7.1	43.7	
cl			4.0	46.8	1/4			6.2	44.6	
S.L.			5.3	45.5	c			5.2	45.6	
West line of Santa Fe Ave produced.					1/4			5.5	45.3	
Sec B. S.L.			5.3	45.5	cl			5.4	45.4	
cl			5.3	45.5	N.L. 1+00			5.1	45.7	
1/4			5.1	45.7	N.L.			7.0	43.8	
c			4.4	46.4	cl			7.2	43.6	
1/4			4.0	46.8	1/4			6.7	44.1	
cl			4.5	46.3	c			6.7	44.1	
N.L.			4.5	46.3	1/4			8.0	42.8	
00 = Sec C. = RWA from N.L. Balboa Ave at old Cot.					cl			8.5	42.3	
					S.L.			8.4	42.4	

Santa Fe Telegraph pole on West line of Santa Fe Right of way  
 100' North of Balboa Ave.

	+	⌘ 50.80	-			+	H.I. 50.80	-	Balboa Ave. 14
1	1+50 S.L.		10.0	40.8	3+00 N.L.			11.4	39.4
	cl		9.5	41.3	cl			11.2	39.6
	1/4		8.9	41.9	1/4			11.1	39.7
	c		7.7	43.1	c			10.7	40.1
Sec	1/4		8.0	42.8	1/4			11.6	39.2
	cl		8.1	42.7	cl			12.2	38.6
	N.L.		8.1	42.7	S.L.			12.8	38.0
	2+00 N.L.		9.1	41.7	2+50 S.L.			13.0	37.8
	cl		8.6	42.2	cl			12.5	38.3
	1/4		8.6	42.2	1/4			12.3	38.5
	c		9.0	41.8	c			11.8	39.0
	1/4		9.9	40.9	1/4			12.0	38.8
Sec	cl		10.5	40.3	cl			12.1	38.7
	S.L. 2+50		11.0	39.8	N.L.			12.2	38.6
	S.L.		11.9	38.9	# 4+00	1.17	39.1	12.56	38.24
	cl		11.3	39.5	N.L.			1.5	37.9
	1/4		10.7	40.1	cl			1.9	37.5
	c		10.0	40.8	1/4			1.9	37.5
	1/4		10.1	40.7	c			1.6	37.8
Sec	cl		10.3	40.5	1/4			1.7	37.7
	N.L.		10.2	40.6	cl			2.0	37.4



+

H.I.  
39.41

-

2.2 37.2

S.L.  
4+50

3.5 35.9

S.L.

3.4 35.0

cl

3.0 36.4

1/4

3.0 36.4

c

3.0 36.4

1/4

2.9 36.5

cl

2.4 37.0

N.L.  
5+00

4.4 35.0

N.L.

4.3 35.1

cl

4.3 35.1

1/4

3.8 35.6

c

4.3 35.1

1/4

4.6 34.8

cl

5.2 34.2

S.L.  
5+50

6.4 33.0

S.L.

5.9 33.5

cl

5.7 33.7

1/4

5.3 34.1

c

5.6 33.8

1/2

+

H.I.  
39.41

-

Balboa Ave.

15

cl

5.6 33.2

N.L.  
6+00

6.4 33.0

N.L.

8.0 31.4

cl

7.0 32.4

1/4

7.1 32.3

c

6.7 32.7

1/4

6.8 32.6

cl

7.0 32.6

S.L.  
6+50

7.4 32.0

S.L.

7.7 31.7

cl

7.5 31.9

1/4

7.7 31.7

c

7.5 31.9

1/4

8.0 31.4

cl

8.0 31.4

N.L.  
7+00

8.5 30.9

N.L.

8.8 30.6

cl

8.7 30.7

1/4

8.4 31.0

c

8.2 31.2

+

H.I.  
39.41

-

1/4		8.3	31.1
cb		8.4	31.0
S.L.		8.7	30.7
(Note) 7+37 <sup>45</sup> Δ 111' from opening Book			
7+50		9.7	29.7
S.L.			
cb		9.6	29.8
1/4		9.5	29.9
c		9.1	30.3
1/4		9.0	30.4
cb		9.5	29.9
N.L.		9.4	30.0
7+86 <sup>2</sup> =	Appe East line of Pasadena St.		
N.L.		9.3	30.1
cb		9.8	29.6
1/4		9.7	29.7
c		9.4	30.0
1/4		9.9	29.5
cb		9.9	29.5
S.L.		10.3	29.1
7+97 <sup>2</sup> =	Appe Cen line of Pasadena St.		
S.L.		10.5	28.9

+

H.I.  
39.41

-

Balboa Ave.

16

cb		10.5	28.9
1/4		10.3	29.1
c		9.7	29.7
1/4		10.0	29.4
cb		10.4	29.0
N.L.		10.7	28.7
8+08 <sup>2</sup> =	Appe West line of Pasadena St.		
N.L.		11.0	28.4
cb		11.2	28.2
1/4		10.2	29.2
c		10.5	29.4
1/4		10.6	28.8
cb		10.6	28.8
1/4		10.5	28.9
S.L.			
8+50		11.7	27.7
S.L.			
cb		11.9	27.5
1/4		11.9	27.5
c		11.0	28.4
1/4		11.3	28.1
cb		12.3	27.1
N.L.		11.5	27.9

	+	HI 39.41	-			+	HI 29.72	-	Balboa Ave.	17
#	2.73	29.72	12.42	26.79					24.0	
JVL			3.0	26.7				5.7	23.9	
c.b.			3.4	26.3	S.L. 10+50			5.8	22.8	
1/2			3.3	26.4	S.L.			7.4	22.8	
c			2.5	27.2	cl			7.4	22.7	
1/2			3.2	26.5	1/2			7.0	22.8	
cl			3.0	26.7	c			6.9	22.1	
S.L. 9+50			3.1	26.6	1/2			7.6	22.9	
S.L.			4.5	25.2	cl			6.8	22.7	
cl			4.4	25.3	JVL			7.0	20.37	
1/2			4.5	25.2	#	4.31	24.68	9.35	21.7	
c			4.0	25.7	10+87			3.0	21.1	
1/2			4.6	25.1	J.L.			3.6	21.3	
cl			4.7	25.0	cl			3.4	21.5	
J.L. 10+00			4.1	25.6	c			3.2	21.4	
JVL			5.3	24.4	1/2			3.3	21.2	
cl			5.5	24.2	cl			3.5	21.3	
1/2			5.6	24.1	V.L. 10+90			3.4	21.3	
c			5.3	24.4	S.L.			3.4	21.7	
1/2			5.8	23.9	cl			3.5	21.2	
					1/2			3.5		

+

H.I.  
24.68

-

c	3.3	21.4
1/4	3.7	21.0
cl	3.3	21.4
+1	5.4	19.3
+4	5.4	19.3
+5	3.7	21.0
N.L. 11+00	3.3	21.4
N.L.	3.6	21.1
+9	4.0	20.7
cl	5.6	19.1
+3	5.6	19.1
+4	3.5	21.2
1/4	4.1	20.6
c	3.6	21.1
1/4	3.6	21.1
cl	3.7	21.0
S.L. 11+46 3 On South-fence line, which appears to be E line of Grand Ave.	3.5	21.2
S.L.	4.7	20.0
cl	4.7	20.0
1/4	4.6	20.1

+

H.I.  
24.68

-

Balboa Ave.

18

c	4.9	19.8
1/4	5.3	19.4
cl	5.8	18.9
+6	6.4	18.3
+7	5.6	19.1
N.L.	5.3	19.4
11+57 3 - Appro Intn of N.L. Balboa & E.L. of Road		
N.L.	5.6	19.1
cl	6.0	18.7
1/4	6.3	18.4
c	4.8	19.9
1/4	4.7	20.0
cl	4.6	20.1
S.L.	4.7	20.0
#	4.64	20.04 - 20.05 Initial B.M.
B.M. 48.58 See Page 13		
12.72	61.30	48.58
7.54	65.61	58.07
		2.54
		2.57
		{ 63.07 62.04 }

E.P.W. Rail of A.T. & S.F. R.R. above Culvert







Levels on Tide St Production at R.R. Crossings See Pages -

20-21  
 {Donnan  
 Otten  
 Shaw  
 4-2-17

From E.L. Wetherby & Co. Hancock Man (10.54)

2.75 13.29 10.54

North Rail Ocean Beach R.R. Intn with E.L. Kurt St. 10.94

2.35

South " " " " " " " " 10.83

2.16

Crossing Ocean Beach R.R. Ex. A.T. & S.F. R.R. 2.84

10.45

North Rail Ocean Beach R.R. Intn S.L. Tide St 3.28

10.01

South " " " " " " " " 3.32

9.97

0 13.00 23.54 2.75 10.54

10.37 33.90 0.01 23.53 Rock

South Rail La Jolla R.R. Intn with N.L. Tide St. 2.80

31.10

North " " " " " " " " 3.10

30.80

South " " " " " " S.L. " " 1.96

31.94

North " " " " " " " " 2.36

31.60

# 1.61 22.60 12.91 20.99

12.08 10.52 = 10.54 B.M. Initial

Xsection of Tide St from Kurt to La Jolla Ave 80' wide. 22  
 14' curbs - 13' quarters - No interseptions - See pages 20-21-22-31.

Note: See Plat Page 1.

4-4-1917 {Donnan  
 Otten  
 Shaw

T.R. Rock 23.92 See preceding Page

12.82 36.35 23.53

12.69 48.54 0.50 35.85

12.60 60.48 0.66 47.88

12.49 72.69 0.25 60.20

Xsection along South Lane La Jolla Ave (113.42) Curbs 19.35 - quarters 18.43

N.L. 2.3 70.4

1.3 71.4

0.7 72.0

0.0 72.7

+ 0.5 73.2

+ 1.3 74.0

+ 2.0 74.7

S.L. + 1.5  
 S.L. Parallel to S.L. La Jolla Ave. 4.6 68.1

cl. 5.4 67.3

1/4 6.5 66.2

c. 6.7 66.0

1/4 7.8 64.9



	+	$\pi$ 72.69	-			+	$\pi$ 61.06	-	Tide St (80')	23
cl			8.9	63.8				9.0	52.1	
JV.L.			9.9	67.8				10.0	51.1	
+21										
JV.L. Paralleling Sl. La Jolla Ave			12.8	59.9				10.7	50.4	
cl,			11.5	61.2						
1/4			9.5	63.2						
c			8.3	64.4						
1/4			7.8	64.9						
cl,			7.0	64.7						
S.L.			5.8	66.9						
#	0.77	61.06	12.40	60.29						
+00										
S.L.			3.6	57.5						
cl			2.2	58.9						
1/4			1.1	60.0						
c			0.3	60.8						
1/4			+0.9	62.0						
+5 = Intersection with +21 part line			+1.5	62.6						
+50										
JV.L.			5.4	55.7						
cl			6.1	55.0						
1/4			7.2	53.9						
c			8.2	52.9						
1/4								9.0	52.1	
cl								10.0	51.1	
S.L.								10.7	50.4	
#	1.00	49.34						12.72	48.34	
+00										
S.L.								6.0	43.3	
cl								5.0	44.3	
1/4								4.4	44.9	
c								3.5	45.8	
1/4								2.6	46.7	
cl								1.9	47.4	
JV.L.								0.9	48.4	
+00										
JV.L.								8.7	40.6	
cl								9.0	40.3	
1/4								9.2	40.1	
c								9.7	39.6	
1/4								10.3	39.0	
cl								10.8	38.5	
S.L.								11.5	37.8	
#	0.87	37.17						13.04	36.30	
+00										
S.L.								6.2	31.0	

	+	$\pi$ 37.17	-		+	$\pi$ 37.17	-	Tide St (80)	24
cl			5.5	31.7	<sup>2+38</sup> J.L.		7.4	29.8	
1/4			4.5	32.7	cl		7.7	29.5	
c			4.1	33.1	1/4		8.9	28.3	
1/4			3.8	33.4	c		7.3	29.9	
cl			3.8	33.4	1/4		6.2	31.0	
N.L. 2+12			3.0	34.2	cl		6.2	31.0	
J.L.			4.8	32.4	S.L. 2+46		6.1	31.1	
cl			5.0	32.2	S.L.		10.7	26.5	
1/4			5.5	31.7	cl		8.7	28.5	
c			6.1	31.1	1/4		6.5	30.7	
1/4			6.2	31.0	c	App Cen Track.	5.9	31.3	
cl			6.8	30.4	1/4		7.4	29.8	
S.L.			7.6	29.6	cl		8.8	28.4	
2+24 <sup>22</sup> = Cen La Jolla Track on S.L.			5.5	31.7	N.L. 2+56		8.2	29.0	
cl			6.1	31.1	J.L.		8.7	28.5	
1/4			6.9	30.3	cl		7.2	30.0	
c			7.3	29.9	1/4		6.1	31.1	
1/4			7.5	29.7	c		7.2	30.0	
cl			7.4	29.8	1/4		10.8	26.4	
N.L.			7.2	30.0	cl		11.4	25.8	

	+	H.I. 37.17	-		+	$\pi$ 37.17	-	Tide St (80')	23
S.L.			11.4	25.8			12.3	24.9	
2+68 <sup>53</sup> = Carr La Jolla Trach on N.L.			12.1	25.1			11.8	25.4	
cl			12.4	24.8			12.5	24.7	
1/4			11.9	25.3			13.4	23.8	
c			11.7	25.5			12.98	24.19	
1/4			11.1	26.1		0.19	24.38	23.5	
cl			7.1	30.1			1.3	23.1	
N.L. 2+76			6.3	30.9			1.3	23.1	✓
N.L.			7.3	29.9			2.0	22.4	
cl			11.2	26.0			2.2	22.2	
1/4			12.1	25.1			4.9	19.5	
c			12.1	25.1			4.4	20.0	
1/4			11.9	25.3			4.0	20.4	✓
cl			12.8	24.4			4.0	20.4	
S.L. 2+84			12.6	24.6			4.0	20.4	
S.L.			14.0	23.2			4.0	20.4	
cl			13.8	23.4			3.7	20.7	
1/4			12.8	24.4			6.2	18.2	
c			12.5	24.7			6.5	17.9	
1/4			11.8	25.4			6.5	17.9	

H.I.  
24.38

	+		-	
c			6.6	17.8
1/2			6.8	17.6 ✓
cb			7.2	17.2
S.L. 4+50			7.8	16.6
S.L.			9.6	14.8
cb			9.2	15.2
1/4			9.0	15.4 ✓
c			9.1	15.3
1/4			9.1	15.3
cb			9.0	15.4
J.V.L. 5+00			9.3	15.1
J.V.L.			11.6	12.8
cb			11.8	12.6
1/4			12.0	12.4
c			12.1	12.3
1/4			12.1	12.3 ✓
cb			12.2	12.2
S.L.			12.1	12.3
#	488	16.45	12.81	11.57
			5.77	10.68 ✓

B.T. 10.54

26

	+	π	-	
5+50	5.77	16.91		10.54 = B.T. 11.07 See Page
S.L.			7.4	8.9
cb			7.5	8.8
1/4			7.2	9.1 ✓
c			6.7	9.6
1/4			6.9	10.0
cb			5.6	10.7
J.V.L. 6+00			5.2	11.1
J.V.L.			4.5	11.8
cb			5.3	11.0
1/4			6.1	10.2
c			7.0	9.3
1/4			7.8	8.5 ✓
cb			8.4	7.9
S.L.			9.2	7.1
6+25				
S.L.			7.9	8.4
+8			8.7	7.6
+9			7.9	8.4
cb			7.9	8.4

	+	$\pi$ 16.31	-			+	$\pi$ 16.31	-	Trole St (80')	27
1/4			7.1	9.2	✓	1/2		5.9	10.4	✓
c			6.4	9.9		c		5.4	10.9	
1/4			5.4	10.9		1/2		4.8	11.5	
cl			4.3	12.0		cl		4.3	12.0	
J.L.			3.4	12.9		J.L.		3.5	12.8	
6+41 <sup>34</sup> = Cen. Ocean Beach RR on S.L.						6+64				
6+41 <sup>34</sup>						J.L.		3.5	12.8	
J.L.			3.9	12.4		cl		4.3	12.0	
cl			4.7	11.6		1/2		4.9	11.4	
1/2			5.3	11.0		c		5.3	11.0	
c			6.0	10.3		+10		5.7	10.6	
1/4			6.6	9.7	✓	1/2		8.1	8.2	✓
+6			6.5	9.8		+9 = N Rail O.B. RR.		6.74	9.57	
+9			8.1	8.2		cl = Cen RR.		7.0	9.3	
cl			7.6	9.7		+3 = S. Rail O.B. RR.		6.91	9.40	
+11 = N Rail O.B. RR.			6.72	9.59		+11		8.8	7.5	
S.L.			6.9	9.4		S.L.		6.3	10.0	
6+60						7+00				
S.L.			8.9	7.4		S.L.		4.7	11.6	
+9 = S. Rail O.B. RR.			6.88	9.43		cl		4.8	11.5	
cl = N " " "			6.72	9.59		+6		9.0	7.3	
+11			7.9	9.4		1/2 = S. Rail O.B. RR.		7.16	9.15	✓

	+	$\pi$ 16.31	-			+	$\pi$ 16.31	-	Tide St (80')	28
+6	= N. Rail O.B. R.R.		6.95	9.36		+10		3.7	12.6	
C			8.2	8.1		1/2		5.3	11.0	✓
+5			3.9	12.4		+5		8.6	7.7	
1/2			3.5	12.8		C		7.9	8.4	
cl			3.1	13.2		+2		7.13	9.18	
N.L.			2.9	13.4		+7		7.04	9.27	
7+25						1/2		7.7	8.6	
N.L.			2.0	14.3						
cl			2.4	13.9		+3		7.3	9.0	
+11			2.8	13.5		+8		0.4	15.9	
1/2			5.1	11.2		cl		+0.4	16.7	
+3			7.5	8.8		N.L.		+0.6	16.9	
+12	= N. Rail O.B. R.R.		7.07	9.24		7+73		+0.6	16.9	
C			7.5	8.8		N.L.				
+4	= S. " " "		7.22	9.09		+12		0.2	16.1	
1/2			8.9	7.4	✓	cl		2.5	13.8	
+4			3.5	12.8		+10		7.1	9.2	
cl			3.6	12.7		1/2		7.6	8.7	
S.L.			3.8	12.5		+5	N. Rail O.B. R.R.	6.92	9.39	
7+66						+10		7.00	9.31	
S.L.			2.5	13.8		C		7.9	8.4	
cl			3.5	12.8		+7		8.7	7.6	

+

 $\pi$   
16.31

-

 $\frac{1}{2}$  4.5 11.8 ✓

cl 3.6 12.7

+6 2.4 13.9

S.L. 7.3 9.0

7+06<sup>23</sup> = Cen A.T. & S.F. R.R. on S.L. 6.3 10.0

cl 7.5 8.8

 $\frac{1}{2}$  5.7 10.6 ✓

+7 8.3 8.0

c 7.9 8.5

+2 = S Rail O.B. R.R. 6.77 9.54

+8 = JV " " " 6.72 9.59

 $\frac{1}{2}$  7.5 8.8

+2 7.2 9.1

+6 3.8 12.5

cl 3.4 12.9

J.L. 1.9 14.4

8+15

J.L. 2.5 13.8

# 3.18 12.81 6.69 9.63

+4 4.0 8.8

cl 4.0 8.8

+

 $\pi$   
12.81

-

Tide St (80') 29

 $\frac{1}{4}$  3.3 9.5

+5 = JV Rail O.B. R.R. &amp; A.T. &amp; S.F. R.R. 2.73 10.08

+10 = S. " " " " " " 2.70 10.11

c 3.1 9.7

 $\frac{1}{4}$  3.4 9.4 ✓

+10 3.3 9.5

cl 4.0 8.8

S.L. 6.6 6.2

8+15

S.L. 6.7 6.1

cl 4.3 8.5

+6 3.2 9.6

 $\frac{1}{2}$  3.1 9.7 ✓

c 3.1 9.7

+2 = S. Rail O.B. R.R. 2.58 10.23

+7 = JV. " " " 2.67 10.14

 $\frac{1}{2}$  3.2 9.6

cl 4.0 8.8

J.L. 4.1 8.7

8+37<sup>27</sup> = Cen A.T. & S.F. R.R. on J.L. 3.2 9.6

cl 3.9 8.9

	+	$\pi$ 12.81	-		+	$\pi$ 12.81	-	Tide St (80)	30
+10			3.7	9.1	N.L.		6.2	6.4	
1/4			2.8	10.0	9+75 N.L.		11.8	1.0	
+5	= N Rail O.B. R.R.		2.35	10.46	cl.		11.5	1.3	
+10	= S " " "		2.30	10.51	+6		11.3	7.5	
c			3.0	9.8	1/4		8.2	4.6	
+5			3.1	9.7	+4		7.15	5.66	
+10			5.6	7.8	+9		7.16	5.65	
1/4			5.3	7.5	c		8.4	4.4	
cl.			6.3	6.5	1/4		10.3	2.5	✓
S.L.			6.7	6.1	cl.		10.4	2.4	
8+75 S.L.			9.0	3.8	S.L.		10.7	2.1	
cl.			8.6	4.2	← Charmed → 9+47 <sup>22</sup> on South = 9+47 <sup>22</sup> on North		10.1	2.7	
1/4			7.8	5.0	+3		11.2	1.6	
+8			7.2	5.6	cl.		11.2	1.6	
c			4.9	7.9	1/4		10.7	2.1	
+3	= S. Rail O.B. R.R.		3.68	9.13	c		9.6	3.2	
+8	= N. " " "		3.70	9.11	+3 South Rail O.B. R.R.		8.75	4.06	
1/4			4.5	8.3	+8 North " " "		8.75	4.06	
+5			4.5	8.3	1/4		9.8	3.0	
cl.			6.5	6.3	+9		13.6	- 0.8	







5/15/17 Gregory Moore Miller

CROSS SECTION OF  
INGHILLS ST  
from the NL Montecito  
to the SL Harbor Drive

12' walks  
13' 1/2's

2.26 277.76 275.50 B.P. SW  
Jest days  
Montecito

N.L. MONTECITO

E		7.8	270.0	1/4
cb		8.2	269.6	C
1/4		8.4	269.4	1/4
C		10.1	267.7	cb
1/4		12.2	265.6	W
T.P.	6.08	272.79	11.06	266.71
cb		8.8	264.0	W
W		11.8	261.0	cb
W		17.4	255.4	1/4
cb		11.7	261.1	C
1/4		7.7	265.1	1/4
C		4.9	267.9	cb
1/4		3.8	269.0	+11
cb		3.1	269.7	E
E		2.3	270.5	E

272.8

30' No

1.5	271.3
2.2	270.4
3.0	269.8
4.1	268.7
6.2	266.6
11.5	261.3
18.2	254.6

50' No

18.6	254.2
11.3	261.5
6.2	266.6
4.2	268.6
2.7	270.1
1.8	271.0
1.5	271.3
0.9	271.9

80' No

1.6	271.2
3.4	269.4

272.79

1/4	5.6	267.2
C	6.8	266.0
1/2	8.9	263.9
+7	10.3	262.5
cb	12.1	260.7
W	17.3	255.5
100' No		
W	25.5	247.3
cb	18.5	254.3
1/4	11.3	261.5
+5	9.0	263.8
C	7.7	265.1
1/4	6.2	266.6
cb	4.0	268.8
+8	2.3	270.5
E	2.1	270.7
115' No		
E	1.9	270.9
+1	2.3	270.5
+10	3.0	269.8

272.8

/NGALLS

.34

cb	3.9	268.9
1/4	6.9	265.9
C	9.3	263.5
+10	12.3	260.5
1/4	14.5	258.3
cb	23.4	249.4
W	30.0	242.8
135' No		
W	29.6	243.2
cb	22.7	250.1
1/4	16.5	256.3
C	10.2	262.6
1/4	6.8	266.0
+9	5.1	267.4
cb	4.1	268.7
+12	2.7	270.1
E	1.8	271.0 on land
140' No		
E	2.0	270.8 on land
+2	2.8	270.0

27279

db	4.6	268.2
1/4	6.9	265.9
+9	9.5	263.3
C	11.7	261.1
1/4	16.8	256.0
db	22.7	250.1
W	30.0	242.8

160' No.

W	30.2	242.5
db	21.7	251.1
1/4	16.3	256.5
C	12.1	260.7
+6	8.4	264.4
1/4	6.8	266.0
db	4.9	267.9
+13	3.4	269.4
E	2.4	270.4 on lawn

180' No.

E	2.8	270.0 on lawn
+1	3.7	269.1

2728

INGALLS

35

db	5.5	267.3
1/4	9.3	263.5
C	12.7	260.1
1/4	16.7	256.1
db	22.0	250.8
W	28.6	244.2

200' No.

W	28.0	244.8
db	21.4	251.4
1/4	15.0	257.8
C	12.3	260.5
1/4	9.7	263.1
+7	8.6	264.2
db	5.9	266.9
+13	4.2	268.6
E	3.7	269.1 on lawn

223' No. = N side walk to house.

E	4.0	268.8 = walk to house
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225' No.

E	4.5	268.3 on lawn
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272.79

+1	5.2	267.6
cb	5.8	267.0
1/4	7.8	265.0
C	11.1	261.7
1/4	16.0	256.8
cb	22.4	250.4
W	29.0	243.8

270' No.

W	29.1	243.7
cb	22.0	250.8
1/4	16.0	256.8
C	11.6	261.2
1/4	8.1	264.7
cb	6.5	266.3
+13	5.6	267.2

E	5.2	267.6	on lawn.
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255' No.

E	6.4	266.4	on lawn.
+1	6.8	266.0	
cb	7.7	265.1	

272.8

INGALLS

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1/4	9.1	263.7
C	12.8	260.0
1/4	18.0	254.8
cb	23.8	249.0
W	31.0	241.8

270' No.

W	32.4	240.4	
cb	27.5	245.3	
1/4	21.7	251.1	
C	16.6	256.2	
1/4	11.4	261.4	
cb	9.3	263.5	
+13	7.7	265.1	
E	7.3	265.5	on lawn

290' No.

E	8.4	264.4		
T.P.	0.47	260.27	12.99	259.80
cb	1.7	258.6		
1/4	6.3	254.0		
C	10.7	249.6		

260.27

1/6	13.9	246.4
cb	17.2	243.1
W	23.6	236.7
-		
W	25.8	234.5
cb.	20.8	239.5
1/4	18.5	241.8
C	14.0	246.3
1/4	11.3	249.0
cb	6.6	253.7
E	11.5	261.8
FID	0.5	259.8

300' No. = 5L. ARBOR DRIVE.

West Curb.	25.6	234.7
Center	24.0	236.3
E 1/4	18.7	241.6
cb	14.0	246.3
E	9.0	251.3
+10	7.3	253.0
West 1/4	26.5	233.8

30' No.

2583 at 6' mark

249.2 at 6' mark

INGALLS

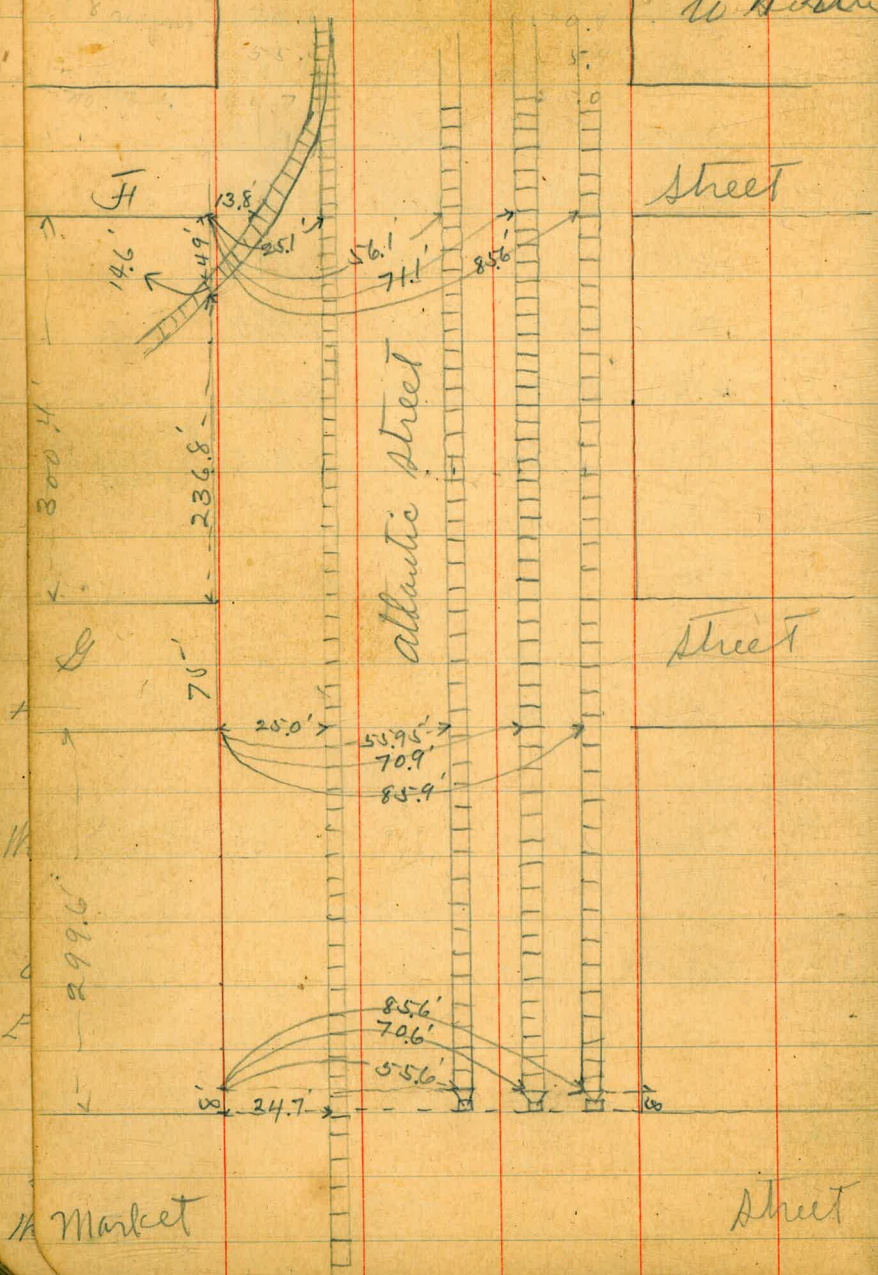
37

-10	10' No.	14.2	245.9	
E		16.9	243.4	
cb		20.4	239.9	
1/6		25.1	235.2	
C		28.8	231.5	
TP	12.04	270.45	1.86	258.41
TP	6.72	276.22	0.95	269.50
chk BM		3.17	273.05	

8P. 5th. Loc. det.  
+ ARBOR DR.  
= 273.03

X sect. Atlantic from  
to North

North Market  
line cedar,



100' street 6' walk on  
west and every 10 and  
2 feet from all tracks.  
Cross streets G, H & E  
are 75' wide 12' curbs  
12.75' quarters.  
B street 30' wide 5' curbs 7.5' quarters



B.M. S.E. Market + atlantic  
 H.I. 4.85  
 8.04  
 3.195

North line Market.

E line	5.2	2.8
+ 7.2	5.1	2.9
+ 16.2'	4.7	3.3
+ 22.2'	4.7	3.3
+ 31.2'	4.7	3.3
+ 37.2	4.8	3.2
+ 46.2'	4.8	3.2
+ 50	4.8	3.2
+ 60	4.7	3.3
+ 68	4.8	3.2
Top west rail.	4.72	3.28
+ 77	4.8	3.2
+ 80	4.8	3.2
+ 90	5.1	2.9
+ 94	4.9	3.1
Wh line	4.7	3.3

B.M.

8' north

Wh line	4.9	3.1
+ 6'	5.1	2.9
+ 10	5.2	2.8
+ 20	5.1	2.9
+ 23	5.0	3.0
+ 32	5.1	2.9
+ 40	4.9	3.1
+ 50	4.9	3.1
+ 53.8	4	4.0
Top west rail	5.3	2.7
+ 62.8	> 4.80	3.7
+ 68.8	5.6	2.4
Top west rail	5.6	2.4
+ 77.8	> 5.00	3.0
+ 83.8	5.5	2.5
Top west rail	5.5	2.5
+ 92.8	> 4.92	3.1
E line	5.8	2.2
	6.3	1.7

## 50' north

E line	7.0	1.0	white
+7.2	5.6	2.4	+6'
+16.2	5.8	2.2	+10
+22.2'	6.0	2.0	+12
			+20
+31.2	5.8	2.2	+23
+37.2	5.6	2.4	+32
+46.2	5.4	2.6	+40
+50	5.5	2.5	+50
+60	5.4	2.6	+53.8
+68	5.0	3.0	+62.8
+77	5.2	2.8	+68.8
+80	5.4	2.6	+77.8
+90	5.9	2.1	+83.8
+94	5.6	2.4	+92.8
white	5.9	2.1	E line

## 100' north

9.0	-1.0
8.3	-0.7
6.9	1.1
6.2	1.8
5.7	2.3
5.2	2.8
4.9	3.1
5.2	2.8
5.4	2.6
5.5	2.5
5.5	2.5
5.5	2.5
5.4	2.6
5.3	2.7
5.5	2.5
7.4	0.6

150' north

Elise	6.9	1.1
+7.2	5.1	2.9
+16.2	5.1	2.9
+22.2	5.1	2.9
+31.2	5.2	2.8
+37.2	5.3	2.7
+46.2	6.1	2.9
+50	5.1	2.9
+60	5.0	3.0
+68	4.8	3.2
+77	4.9	3.1
+80	5.0	3.0
+85	6.7	1.3
+90	7.2	0.8
+94	7.2	0.8
White	7.5	0.5

200' north

White	8.3	-0.3
+6	7.6	0.4
+10	7.3	0.7
+14	6.6	1.4
+18	4.9	3.3
+20	4.7	3.3
+23	4.7	3.3
+32	4.8	3.2
+40	5.0	3.0
+50	5.1	2.9
+53.8	5.1	2.9
+62.8	5.0	3.0
+68.8	5.1	2.9
+77.8	5.3	2.7
+83.8	5.1	2.9
+92.8	5.0	3.0
Elise	5.1	2.9

350' north

E line	4.9	3.1
+7.2	5.2	2.8
+16.2	5.4	2.6
+22.2	5.2	2.8
+31.2	5.4	2.6
+37.2	5.2	2.8
+46.2	5.0	3.0
+50	5.0	3.0
+60	4.9	3.1
+68	4.9	3.1
+77	4.7	3.3
+80	4.7	3.3
+82	4.7	3.3
+83	7.1	0.9
+90	7.5	0.5
+94	7.7	0.3
White	8.3	-0.3

299.6' no. (So. line G street)

White	8.0	0.0
+6	7.6	0.4
+10	7.2	0.8
+14	6.6	1.4
+18	4.8	3.2
+20	4.8	3.2
+23	4.8	3.2
top west rail	> 4.37	3.67
+32	4.9	3.1
+40	5.1	2.9
+50	5.2	2.8
+53.8	5.2	2.8
top west rail	> 4.63	3.41
+62.8	5.2	2.8
+68.8	5.2	2.8
top west rail	> 4.77	3.27
+77.8	5.2	2.8
+83.8	5.1	2.9
top west rail	> 4.63	3.41
+92.8	5.0	3.0
E line	4.8	3.2

South curb.

E line	4.9	3.1	white
+7.2	4.9	3.1	+6
+16.2	5.1	2.9	+10
+22.2	5.1	2.9	+20
+31.2	5.0	3.0	+23
+37.2	5.0	3.0	+32
+46.2	5.0	3.0	+40
+50	5.1	2.9	+50
+60	4.9	3.1	+53.8
+68	4.9	3.1	+62.8
+77	4.8	3.2	+68.8
+80	4.8	3.2	+77.8
+82	4.7	3.3	
+88	6.9	1.1	+83.8
+90	7.2	0.8	
+94	7.4	0.6	+92.8
white	7.5	0.5	E line

South  $\frac{1}{4}$

5.4	2.6
5.1	2.9
5.2	2.8
4.6	3.4
4.6	3.4
4.8	3.2
4.7	3.3
4.8	3.2
4.9	3.1
5.0	3.0
5.1	2.9
5.0	3.0
4.9	3.1
5.0	3.0
4.8	3.2

center

Elise

7.2

+16.2

+22.2

+31.2

+37.2

+46.2

+50

+60

+68

+77

+80

+90

+94

White

4.6 3.4

4.6 3.4

4.6 3.4

4.6 3.4

4.6 3.4

4.6 3.4

4.7 3.3

4.7 3.3

4.7 3.3

4.4 3.6

4.4 3.6

4.4 3.6

4.9 3.1

5.1 2.9

5.1 2.9

north key

White

+6

+10

+20

+23

+32

+40

+50

+53.8

+62.8

+68.8

+77.8

+83.8

+92.8

Elise

5.0 3.0

5.0 3.0

4.9 3.1

5.0 3.0

4.8 3.2

4.9 3.1

4.7 3.3

5.1 2.9

5.1 2.9

5.0 3.0

5.0 3.0

4.9 3.1

4.9 3.1

4.9 3.1

4.8 3.2

North curb

E line	4.9	3.1
+7.2	5.0	3.0
+16.2	5.2	2.8
+22.2	5.1	2.9
+31.2	5.0	3.0
+37.2	5.2	2.8
+46.2	5.0	3.0
+50	5.0	3.0
+60	4.9	3.1
+68	4.8	3.2
+77	4.9	3.1
+80	5.1	2.9
+84	5.4	2.6
+90	6.5	1.5
+94	6.9	1.1
W line	6.7	1.3

North line Go Street.

W line	6.9	1.1
+6	7.0	1.0
+10	6.7	1.3
+16	5.1	2.9
+20	5.0	3.0
+23	4.8	3.2
top west rail	> 4.23	3.81
+32	4.7	3.3
+40	4.7	3.3
+50	5.0	3.0
+53.8	5.1	2.9
top west rail	> 4.62	3.42
+62.8	5.1	2.9
+68.8	5.1	2.9
top west rail	> 4.55	3.49
+77.8	5.3	2.7
+83.8	5.3	2.7
top west rail	> 4.58	3.46
+92.8	5.2	2.8
E line	5.1	2.9

50' north

Elise	5.1	2.9
+7.2	5.3	2.7
+16.2	5.2	2.8
+22.2	4.9	3.1
+31.2	4.8	3.2
+37.2	4.9	3.1
+46.2	4.9	3.1
+50	5.0	3.0
+60	4.8	3.2
+68	4.8	3.2
+77	4.7	3.3
+80	4.9	3.1
+83	5.1	2.9
+90	6.9	1.1
+94	8.0	0.0
White	8.6	-0.6

 $\frac{8.04}{100}$  north

White	7.5	0.5
+6	7.6	0.4
+8	7.4	0.6
+10	5.8	2.2
+12	5.0	3.0
+20	5.0	3.0
+33	4.7	3.3
+32	4.7	3.3
+40	4.7	3.3
+50	4.8	3.2
+53.8	4.6	3.4
+62.8	4.7	3.3
+68.8	4.8	3.2
+77.8	4.7	3.3
+83.8	4.7	3.3
+92.8	4.8	3.2
Elise	4.9	3.1



T.P.	5.12	H.I. 8.61	455	3.49	White
	150' north				+6
Elms			5.4	3.2	+10
+7.2			5.1	3.5	+15
+16.2			5.7	3.5	+20
+22.2			5.7	3.5	+23
+31.2			5.7	3.5	+32
+37.2			5.2	3.4	+40
+46.2			5.2	3.4	+50
+50			5.1	3.5	+53.8
+50			5.4	3.2	+62.8
+60			5.0	3.6	+68.8
+68			5.2	3.4	+77.8
+77			5.0	3.6	+83.8
+80			5.4	3.2	+92.8
+88			5.5	3.1	
+90			6.4	2.2	Elms
+94			8.6	0.0	
White			9.1	-0.5	

200' north

8.7	-0.1
8.3	0.3
6.8	1.8
5.5	3.1
5.4	3.2
5.1	3.5
5.1	3.5
5.2	3.4
5.2	3.4
5.1	3.5
5.2	3.4
5.2	3.4
5.1	3.5
5.2	3.4
5.2	3.4
5.2	3.4
5.3	3.3
5.2	3.4
5.1	3.5

218' north

E line	5.0	3.6
+7.2	5.0	3.6
+16.2	5.2	3.4
+22.2	5.2	3.4
+31.2	5.2	3.4
+37.2	5.1	3.5
+46.2	5.0	3.6
+50	5.1	3.5
+60	5.1	3.5
+68	5.1	3.5
+77	5.1	3.5
+80	5.2	3.4
+86	5.5	3.1
+90	6.3	2.3
+94	6.5	2.1
White	5.7	2.9

231.2' north

White	5.3	3.3
+6	5.8	2.9
+10	5.2	3.4
+20	5.1	3.5
+23	5.0	3.6
+32	5.0	3.6
+40	5.0	3.6
+50	5.1	3.5
+53.8	5.1	3.5
+62.8	5.1	3.5
+68.8	5.3	3.3
+77.8	5.2	3.4
+83.8	5.3	3.3
+92.8	4.8	3.8
E line	5.0	3.6

Elev. S.E. rail on west. line of Atlantic

W

3.81

257.5' north

E line	5.2	3.4
+7.2	5.2	3.4
+16.2	5.4	3.2
+22.2	5.2	3.4
+31.2	5.2	3.4
+37.2	5.2	3.4
+46.2	5.2	3.4
+50	5.2	3.4
+60	5.0	3.6
+68	5.0	3.6
+77	5.0	3.6
+80	5.0	3.6
+90	5.4	3.2
+94	5.4	3.2
W line	5.9	2.7

Elev. of W rail on west line Atlantic

3.64

8.61

300.4' no. (south line F Street)

Whio	8.17	0.44
+4	8.0	0.6
+6	7.3	1.3
+8	5.9	2.7
+10	5.7	2.9
+116	5.5	3.1
top west rail	4.93	3.62
+21	5.1	3.5
+23	5.1	3.5
+32	4.73	3.88
	5.0	3.6
+40	4.9	3.7
+50	5.1	3.5
+538	5.1	3.5
top west rail	4.79	3.82
+628	5.3	3.3
+688	5.3	3.3
top west rail	4.90	3.7
+778	5.3	3.3
+838	5.4	3.2
top west rail	4.96	3.65
+928	5.3	3.3
E line	5.4	3.2



J.P.

8.19

H.I.  
8.63

8.19

0.44

E line

5.2

3.4

South curb. F

+8.8

5.1

3.5

White

8.2

0.4

+17.8

5.1

3.5

+3

7.9

0.9

+6

6.8

1.8

+22.2

5.0

3.6

+10

5.8

2.8

+31.2

5.0

3.6

+13.9

5.4

3.2

+37.2

5.0

3.6

+23

5.1

3.5

+46.2

5.0

3.6

+32

5.0

3.6

+50

5.0

3.6

+40

4.9

3.9

+60

4.8

3.8

+50

5.1

3.5

+68

5.0

3.6

+53.8

5.2

3.4

+84

5.5

3.1

+62.8

5.2

3.4

+90

5.7

2.9

+68.8

5.4

3.4

+94

7.0

1.6

+77.8

5.3

3.3

White

7.6

1.0

+82.9

5.5

3.1

+91.9

5.3

3.3

E line

5.3

3.3

South 1/4

	Center		E line
W line	5.6	3.0	+10
+6	5.4	3.2	+16
+10	5.2	3.4	+20
+17.5	4.6	4.0	+23.2
+32	4.6	4.0	+31.2
+40	4.7	3.9	+37.2
+50	4.7	3.9	+46.2
+53.8	4.7	3.9	+50
+62.8	4.7	3.9	+60
+68.8	4.8	3.8	+68
+77.8	4.9	3.7	+81.2
+81.2	5.0	3.6	+90
+90.2	4.8	3.8	+94
E line	5.5	3.1	W line

north 1/4

5.7	2.9
5.1	3.5
5.1	3.5
5.3	3.3
5.3	3.3
5.2	3.4
5.1	3.5
5.0	3.6
5.0	3.6
4.8	3.8
4.6	4.0
4.6	4.0
4.6	4.0
4.8	3.8
4.8	3.8

810  
21036  
786

north curb.

White	5.5	3.1
+6	5.2	3.4
+10	5.0	3.6
+20.1	4.9	3.7
+32	5.1	3.5
+40	4.9	3.7
+50	5.2	3.4
+53.8	5.1	3.5
+62.8	5.1	3.5
+68.8	5.2	3.4
+77.8	5.2	3.4
+78.6	5.2	3.4
+87.6	5.0	3.6
+90	5.1	3.5
Eline	5.3	3.3

north line F1

Eline	7.0	1.6
+4	6.3	3.3
+10	5.1	3.5
+13.6	5.0	3.6
top west rail	> 4.77	3.86
top west "	> 4.84	3.79
+31.2	5.4	3.2
+37.2	5.3	3.3
top west rail	> 4.83	4.10
+46.2	5.1	3.5
+50	5.1	3.5
+60	4.9	3.7
+68	4.9	3.7
top west rail	> 4.63	4.0
+78.7	5.1	3.5
+80.	5.1	3.5
+90	5.0	3.6
+94	5.3	3.3
White	5.3	3.3

## 50 north

white	6.5	2.1
+6	6.4	2.2
+10	5.5	3.1
+12	5.0	3.6
+20	6.1	3.5
+23	5.0	3.6
+32	5.0	3.6
+40	5.2	3.4
+50	5.2	3.4
+53.8	5.1	3.5
+62.8	4.9	3.7
+66.5	5.0	3.6
+78.7	5.2	3.4
+87.5	5.0	3.6
+96.5	5.2	3.4
Eline	5.6	3.0

## 100' north

Eline	5.1	3.5
+3.5	4.9	3.7
+12.5	4.8	3.8
+20	5.4	3.2
+30	4.9	3.7
+37.2	4.7	3.9
+46.2	4.8	3.8
+50	4.9	3.7
+60	4.9	3.7
+68	4.7	3.9
+77	4.8	3.8
+80	4.9	3.7
+90	5.4	3.2
+94	5.6	3.0
White	5.6	3.0



130' north

Wline

5.0 3.6

Eline

+6

4.7 3.9

+35

4.2 4.2

+10

4.6 4.0

+12.5

4.1 4.5

+20

4.8 3.8

+16.8

4.5 4.1

+23

4.6 4.0

+25.8

4.5 4.1

+32

4.7 3.9

+30

4.5 4.1

+40

4.9 3.7

+40

4.9 3.7

+50.1

4.8 3.8

+47.4

4.8 3.8

+61.1

4.8 3.8

+56.4

4.5 4.1

+74.2

4.6 4.0

+60

4.6 4.0

+83.2

4.5 4.1

+68

4.9 3.7

+87.5

4.6 4.0

+77

4.5 4.1

+96.5

4.7 3.9

+80

4.7 3.9

Eline

4.7 3.9

+90

4.9 3.7

+94

5.0 3.6

Wline

5.1 3.5

J.P.

Hub S.W. E

5.1 3.5

5.10 3.53

J.P.	5.65	H.I. 9.18	3.53	300' north (A.O. line E street)	
<del>W line</del>	250' north			E line	4.9 4.3
W line			5.2 4.0	+3.5	4.7 4.5
+6			5.1 4.1	+12.5 <i>top west rail</i>	4.44 4.74
+10			5.2 4.0	+16.8	4.6 4.6
+20			5.3 3.9	+25.8 <i>top west rail</i>	4.7 4.5
+23.4			5.0 4.2	+30	4.43 4.75
+32.4			4.9 4.3	+40	4.8 4.4
+37.3			5.0 4.2	+50	4.9 4.3
+46.3			4.9 4.3	+55.5	5.3 3.9
+50			5.0 4.2	+64.6 <i>top west rail</i>	4.8 4.4
+60			5.4 3.8		4.47 4.71
+70			4.9 4.3	+73.7 <i>top west rail</i>	4.8 4.4
+74.2			4.5 4.7	+80	4.26 4.92
+83.2			4.5 4.7	+90	5.0 4.2
+87.5			4.5 4.7	+94	5.1 4.1
+96.5			4.7 4.5	w. line	5.1 4.1
E line			4.7 4.5		5.65 3.53

	So. curb.	
White	4.4	4.8
+6	4.3	4.9
+10	4.2	5.0
+20	4.1	5.1
+27.5	4.2	5.0
+44.8	4.5	4.7
+50	4.8	4.4
+60	4.9	4.3
+70	4.6	4.6
+74.2	4.5	4.7
+83.2	4.6	4.6
+87.5	4.6	4.6
+96.5	4.5	4.7
E line	4.4	4.8

E line

+3.5
+12.5
+16.8
+25.8
+30
+40
+50
+55
+71
+80
+90
+94
W. line

So 1/4

4.7	4.5
4.7	4.5
4.8	4.4
4.8	4.4
5.0	4.2
5.0	4.2
4.7	4.5
5.1	4.1
4.9	4.3
4.9	4.3
5.1	4.1
5.0	4.2
5.0	4.2

Center

W line

+6

+10

+20

+30.5

+45.4

+50

+60

+70

+74.2

+83.2

+87.5

+96.5

E line

4.4

4.8

4.3

4.9

4.5

4.7

5.1

4.1

4.9

4.3

4.9

4.3

5.1

4.1

4.2

5.0

4.6

4.6

4.9

4.3

4.8

4.4

4.8

4.4

4.8

4.4

4.9

4.3

E line

+3.5

+12.5

+16.8

+25.8

+30

+40

+50

+63.9

+67.5

+70

+80

+90

+94

W line

no. 14

5.0

4.2

4.7

4.5

4.8

4.4

4.8

4.4

4.7

4.5

4.7

4.5

4.8

4.4

5.3

3.9

4.9

4.3

4.9

4.3

5.1

4.1

4.7

4.5

4.8

4.4

5.0

4.2

5.1

4.1

	9.18	
no. curb.		
W. line	5.6	3.6
+6	5.5	3.7
+10	5.5	3.7
+20	5.0	4.2
+30	5.2	4.0
+34.5	5.0	4.2
+46.6	4.9	4.3
+50	5.3	3.9
+60	5.1	4.1
+70	4.8	4.4
+74.2	4.8	4.4
+83.2	4.8	4.4
+87.5	4.8	4.4
+96.5	4.8	4.4
E. line	4.8	4.4
J.R.	4.22	5.14

	5.28	H.I. 8.61	5.83	3.53
J.R.				
north line E				
E. line			4.1	4.5
+35			4.2	4.4
+35			4.3	4.0
+16.8			4.3	4.0
+25.8			4.3	4.0
+30			4.3	4.0
+40			4.6	4.0
+50			4.6	4.0
+52.5			4.3	4.0
top west rail			3.93	4.68
+63.7			4.4	4.2
+70			4.7	3.9
+80			4.5	4.1
+90			4.8	3.8
+94			5.0	3.6
W. line			4.5	4.1

H.I.  
9.36

8,61

50' north

W. line	4.6	4.0	E line
+6	4.4	4.2	+3.5
+10	4.5	4.1	+12.5
+20	4.5	4.1	+16.8
+30	4.3	4.3	+25.8
+40	4.7	3.9	+30
+44.1	4.6	4.0	+39.8
+53.1	4.5	4.1	+48.8
+60	4.6	4.0	+50
+70	4.4	4.2	+60
+74.2	4.4	4.2	+70
+83.2	4.5	4.1	+80
+87.5	4.4	4.2	+90
+96.5	4.2	4.4	+94
E line	4.2	4.4	W line

100' north

4.4	4.2
4.4	4.2
4.6	4.0
4.6	4.0
4.6	4.0
4.6	4.0
4.6	4.0
4.8	3.8
4.8	3.8
4.9	3.7
4.7	3.9
4.3	4.3
4.1	4.5
4.1	4.5
4.1	4.5

## 150' north

W. line	4.3	4.3
+6	4.3	4.3
+10	4.3	4.3
+20	4.5	4.1
+30	4.8	3.8
+40	4.5	4.1
+50	4.9	3.7
+56.7	4.8	3.8
+65.7	4.7	3.9
+70	4.7	3.9
+84.2	4.7	3.9
+83.2	4.7	3.9
+87.5	4.6	4.0
+96.5	4.6	4.0
E line	4.6	4.0

## 200' north

E line	4.8	3.8
+3.5	4.8	3.8
+12.5	4.8	3.8
+16.8	4.9	3.7
+25.8	4.9	3.7
+30	4.8	3.8
+31.9	4.9	3.7
+40.9	5.0	3.6
+50	4.9	3.7
+60	4.5	4.1
+70	4.7	3.9
+80	4.4	4.2
+90	4.4	4.2
+94	4.6	4.0
W. line	4.6	4.0

250' north

W. line	4.7	3.9
+6	4.6	4.0
+10	4.2	4.4
+20	4.2	4.4
+30	4.2	4.4
+40	4.0	4.6
+50	4.9	3.7
+59.5	4.9	3.7
+68.5	4.9	3.7
+70	4.9	3.7
+74?	5.0	3.6
+83.2	5.0	3.6
+87.5	4.9	3.7
+96.5	4.8	3.8
E line	4.8	3.8

8.61

300' no. (No. line Broadway)

E line	4.4	4.2
+33	4.5	4.1
+12.5	4.54	4.07
+16.8	4.6	4.0
+25.8	4.6	4.0
+30	4.6	4.0
+31.5	4.6	4.0
+40.5	4.54	4.07
+50	4.4	4.2
+60	4.5	4.1
+70	4.5	4.1
+80	4.7	3.9
+90	4.8	3.8
+94	5.0	3.6
J.P.	5.1	3.5
W. line	4.5	4.1
	4.48	4.13
	4.37	4.11
	4.68	
	8.79	

top west rail

top west rail

top west rail

gutter  
concrete curb.

4.35  
curb.

H.F.  
8.48





H.I.

8.29

700. line Broadway

W. line		4.7	4.1
+6 gutter cement curb		4.77	4.02
		5.65	3.14
+10		5.5	3.3
+20		5.2	3.6
+30		4.9	3.9
+40		4.8	4.0
+50		4.7	4.1
+59.5		4.7	4.1
+68.5	top west rail →	4.74	4.05
		4.8	4.0
+74.3		4.8	4.0
+83.3	top west rail →	4.71	4.08
		4.7	4.1
+87.2		4.7	4.1
+96.2	top west rail →	4.73	4.06
		5.0	3.8
E line		5.1	3.7

50' north

E line	4.7	4.1
+6.6	4.9	3.9
+15.6	5.1	3.7
+16.7	5.1	3.7
+25.7	5.1	3.7
+31.5	5.1	3.7
+40.5	5.3	3.5
+50	5.0	3.8
+60	5.1	3.7
+70	5.1	3.7
+80	5.0	3.8
+90	5.0	3.8
+94	5.0	3.8
W. line	4.9	3.9

100 north

Wilnie	4.7	4.1
+6	4.8	4.0
+10	4.7	4.1
+20	4.8	4.0
+30	4.9	3.9
+40	5.3	3.5
+50	5.1	3.7
+59.5	5.2	3.6
+68.5	5.2	3.6
+74.3	5.2	3.6
+87.8	5.2	3.6
+90	4.8	4.0
E line	4.5	4.3

135 north 2' 20" pier track.

E line	4.6	4.2
+10	5.0	3.8
+15.3	5.2	3.6
+25.7	5.1	3.7
+31.5	5.1	3.7
+40.5	5.1	3.7
+50	4.9	3.9
+60	4.6	4.2
+70	4.6	4.2
+80	4.6	4.2
+90	4.7	4.1
+94	4.7	4.1
Wilnie	4.8	4.0

top SE rail at west prop.  
pier track

4.73 4.06

137' no. 2' no. pier track

200' north

W. line	5.2	3.6	E line	4.4	4.4
+6	5.2	3.6	+10	4.7	4.1
+9.4	5.1	3.7	+16.7	4.9	3.9
+10	5.1	3.7	+25.7	5.0	3.8
+20	5.0	3.8	+31.5	5.1	3.7
+30	4.8	4.0	+40.5	5.0	3.8
+40	4.8	4.0	+50	4.5	4.3
+50	4.9	3.9	+60	5.0	3.8
+59.5	5.1	3.7	+64	5.1	3.7
+68.5	5.1	3.7	+73	5.3	3.5
+74.3	5.0	3.8	+80	5.3	3.5
+83.9	5.1	3.8	+85	3.8	5.0
+90	4.8	4.0	+90	3.8	5.0
E line	4.4	4.4	+94.5	4.0	4.8
top n.w. <sup>west</sup> rail at property pier tract	5.04	3.75	W line	4.3	4.5

250' north

w. line

4.7 4.1

+6

4.7 4.1

+10

4.7 4.1

+20

4.4 4.4

+30

4.2 4.6

+35

4.7 4.1

+40

5.5 3.3

+44.2

5.4 3.4

+53.2

5.1 3.7

+59.5

4.9 3.9

+68.5

4.9 3.9

+74.3

5.0 3.8

+83.3

4.9 3.9

+90

4.7 4.1

E. line

4.4 4.4

300' north

E. line

4.4 4.4

+10

4.8 4.0

+16.7

5.0 3.8

+25.7

4.9 3.9

+31.5

4.9 3.9

+45.8

5.0 3.8

+50

5.2 3.6

+60

4.7 4.1

+70

4.6 4.2

+80

4.4 4.4

+90

4.5 4.3

+94

4.5 4.3

w. line

4.5 4.3

350' north

W line

4.4 4.4

+6

4.3 4.5

+10

4.4 4.4

+20

4.3 4.5

+30

4.3 4.5

+40

4.0 4.8

+50

5.0 3.8

+59.1

4.9 3.9

+68.5

4.8 4.0

+74.3

4.9 3.9

+83.3

4.9 3.9

+90

4.7 4.1

E line

4.4 4.4

8.79

400' north

E line

4.4 4.4

+10

4.7 4.1

+16.7

4.8 4.0

+25.7

4.8 4.0

+31.3

4.9 3.9

+40.3

4.7 4.1

+50

4.5 4.3

+60

4.4 4.4

+70

4.4 4.4

+80

4.4 4.4

+90

4.3 4.5

+94

4.3 4.5

W line

4.3 4.5

top west rail

4.47 4.32

top west rail

4.54 4.25

8.79-

430' north H.T.

4.03

8.80

4.02 4.77

4.4 4.4

4.4 4.4

4.4 4.4

4.4 4.4

4.3 4.5

4.4 4.4

4.6 4.2

4.9 3.9

5.0 3.8

4.9 3.9

4.8 4.0

4.7 4.1

4.4 4.4

J.P.  
White

+6

+10

+20

+30

+40

+50

+60.1

+69.1

+74.4

+83.4

+90

Eline

500' north

4.3 4.5

4.7 4.1

4.8 4.0

4.9 3.9

5.0 3.8

5.0 3.8

4.9 3.9

4.8 4.0

4.5 4.3

4.1 4.7

4.2 4.6

4.3 4.5

4.2 4.6

4.4 4.4

White

8.80

535' north

W. line	4.5	4.3
+6	4.4	4.4
+10	4.5	4.3
+20	4.3	4.5
+30	4.3	4.5
+40	4.9	3.9
+50	4.2	4.6
+60	4.3	4.5
+69.2	4.6	4.2
+76.6	4.8	4.0
+84.1	5.0	3.8
+90	4.8	4.0
E line	4.4	4.4

600' north

E line	4.5	4.3
+84	4.6	4.2
+19.5	4.12	4.68
+30	4.5	4.3
+40	4.5	4.3
+50	2.6	6.2
+60	3.8	5.0
+70	4.2	4.6
+80	4.3	4.5
+90	4.4	4.4
+94	4.5	4.3
W line	4.4	4.4

top west rail. →



880

629.2' north <sup>W</sup> line  
 3.98 9.68

J.P. W. line	3.10	5.70
+6	5.4	4.3
+10	5.1	4.6
+20	5.2	4.5
+30	5.2	4.5
+40	5.0	4.7
+50	4.6	5.1
+60	4.0	5.7
+70	4.3	5.4
+80	5.6	4.1
+90	5.1	4.6
+90.7	5.1	4.6
E line	5.3	4.4

649' north (No. line B on East)

E line	5.0	4.7
top west rail	4.5-8	5.10
+2.5	5.1	4.6
+10	5.6	4.1
+20	4.5	5.2
+30	4.1	5.6
+40	4.3	5.4
+50	4.5	5.2
+60	4.9	4.8
+70	5.0	4.7
+80	5.2	4.5
+90	5.2	4.5
W. line	5.0	4.7

880

629.2' north  
3.789.68

3.10 5.70

5.4 4.3

5.1 4.6

5.2 4.5

5.2 4.5

5.2 4.5

5.0 4.7

4.6 5.1

4.0 5.7

4.3 5.4

5.6 4.1

5.1 4.6

5.1 4.6

5.3 4.4

J.P.  
W. line

+6

+10

+20

+30

+40

+50

+60

+70

+80

+90

+90.7

E line

649' north (No. line B on East)

E line

top west rail

+25

+10

+20

+30

+40

+50

+60

+70

+80

+90

W. line

5.0 4.7  
4.5-8 5.10

5.1 4.6

5.6 4.1

4.5 5.2

4.1 5.6

4.3 5.4

4.5 5.2

4.9 4.8

5.0 4.7

5.2 4.5

5.2 4.5

5.0 4.7

657.2' north

W. line	5.0	4.7
+6	5.0	4.7
+10	5.2	4.5
+20	5.1	4.6
+30	4.9	4.8
+40	5.0	4.7
+50	4.6	5.1
+60	3.4	6.3
+70	3.3	6.4
+80	3.8	5.9
+90	5.1	4.6
E. line	5.2	4.5

691' north (so. B going west)

E. line	4.5	5.2
+10	4.6	5.1
+20	5.0	4.7
+30	4.3	5.4
+35	3.4	6.3
+40	3.6	6.1
+50	3.1	6.6
+60	3.7	6.0
+70	4.0	5.7
+80	4.3	5.4
+85	4.3	5.4
+90	5.6	4.1
+94	5.4	4.3
W. line	5.5	4.15

to 06. B

White	5.5	4.2
+6	5.4	4.3
+10	4.8	4.9
+20	4.5	5.2
+30	3.8	5.9
+40	3.3	6.4
+50	3.4	6.3
+60	4.0	5.7
+70	5.1	4.6
+80	5.0	4.7
+90	4.9	4.8
Elise	5.2	4.5

to 1/4

Elise	5.1	4.6
+10	5.2	4.5
+20	5.3	4.4
+30	5.0	4.7
+40	5.4	4.3
+50	3.7	6.0
+60	3.5	6.2
+70	3.4	6.3
+80	4.3	5.4
+90	5.8	3.9
+94	6.3	3.4
White	5.1	4.6

Center

w, line	5.4	4.3
+6	6.4	3.3
+10	5.7	4.0
+20	4.2	5.5
+30	3.3	6.4
+40	3.4	6.3
+50	4.1	5.6
+60	5.5	4.2
+70	5.3	4.4
+80	5.3	4.4
+90	5.3	4.4
E line	5.2	4.5

No. 14

E line	5.3	4.4
+10	5.0	4.7
+20	5.4	4.3
+30	5.3	4.4
+40	5.3	4.4
+50	5.1	4.6
+60	3.8	5.9
+70	3.6	6.1
+80	3.8	5.9
+90	6.0	3.7
+94	6.6	3.1
w, line	5.3	4.4

	no. curb.	
W. line	5.4	4.3
+6	5.9	3.8
+10	5.9	3.8
+20	4.2	5.5
+30	3.7	6.0
+40	4.1	5.6
+50	5.2	4.5
+60	5.4	4.3
+70	5.6	4.1
+80	6.1	3.6
+90	5.4	4.3
E. line	5.4	4.3

E. line
+10
+20
+30
+40
+50
+60
+70
+80
+90
+94
W. line

9.68

north line B (on west)	
5.2	4.5
5.3	4.4
5.6	4.1
5.7	4.0
5.7	4.0
5.4	4.3
4.2	5.5
3.9	5.8
4.5	5.2
6.2	3.5
5.5	4.2
4.91	4.77

J.P.

4.65

H.I.

9.42

4.77

8' north (North line B on East)

50' north of B, on East line

W. line

4.5 5.2

E. line

4.1 5.3

+6

4.5 5.2

+10

4.2 5.2

+10

4.8 4.9

+20

4.4 5.0

+20

5.7 4.0

+30

4.6 4.8

+30

4.2 5.5

+40

5.2 4.2

+40

4.1 5.6

+50

5.1 4.3

+50

5.2 4.5

+60

5.4 4.0

+60

5.5 4.2

+70

5.0 4.4

+70

5.1 4.6

+80

4.7 4.7

+80

5.6 4.1

+90

4.5 4.9

+90

5.2 4.5

+94

4.4 5.0

E. line

5.3 4.4

W. line

4.3 5.1

942  
100' no.

w. line	4.9	4.5
+6	5.1	4.3
+10	5.0	4.4
+20	5.1	4.3
+30	5.2	4.2
+40	5.3	4.1
+50	5.3	4.1
+60	5.7	3.7
+70	4.4	5.0
+80	4.7	4.7
+90	4.4	5.0
E line	4.1	5.3

150' no.

E line	4.0	5.4
+5	4.9	4.5
+10	5.1	4.3
+20	5.6	3.8
+30	4.6	4.8
+40	5.6	3.8
+50	5.5	3.9
+60	5.3	4.1
+70	5.5	3.9
+80	5.7	3.7
+90	5.3	4.1
+94	5.2	4.2
w. line	5.2	4.2



200' no.

w, line	4.9	4.5
+6	5.0	4.4
+10	5.0	4.4
+20	5.1	4.3
+30	5.1	4.3
+40	5.2	4.2
+50	5.3	4.1
+60	5.7	3.7
+70	5.8	3.6
+80	6.2	3.2
+90	5.8	3.6
E line	5.5	3.9

250' no.

E line	5.1	4.3
+10	5.7	3.7
+20	5.2	4.2
+30	5.2	4.2
+40	5.4	4.0
+50	5.3	4.1
+60	5.2	4.2
+70	5.0	4.4
+80	4.9	4.5
+90	4.8	4.6
+94	4.9	4.5
w, line	4.8	4.6

300' No. (So. line A street

W. line	4.82	4.60
+6	4.9	4.5
+10	4.9	4.5
+20	5.1	4.3
+30	5.1	4.3
+40	5.2	4.2
+50	5.2	4.2
+60	5.3	4.1
+70	4.6	4.8
+80	4.7	4.7
+90	5.0	4.4
E line	5.0	4.4

So. curb.

E line	4.9	4.5
+10	4.7	4.7
+20	4.1	5.3
+30	4.9	4.5
+40	5.3	4.1
+50	5.2	4.2
+60	5.1	4.3
+70	5.1	4.3
+80	4.9	4.5
+90	4.9	4.5
+94	4.9	4.5
W. line	4.8	4.6

W. line

SO. 1/4

4.9 4.5

+6

4.9 4.5

+10

4.6 4.8

+20

5.0 4.4

+30

5.1 4.3

+40

5.2 4.2

+50

5.1 4.3

+60

5.0 4.4

+70

5.1 4.3

+80

4.1 5.3

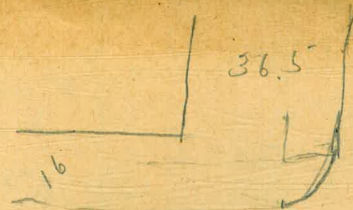
+90

4.4 5.0

E line

4.4 5.0

See Book 974 page 45



4.1

275.845 SE

Lewis App pole.

SE, 272.98 JTA

plug

$$\begin{array}{r} 4.48 \\ 280.32 \text{ HJ} \\ \hline 10.27 \\ 270.05 \text{ J.P.} \end{array}$$

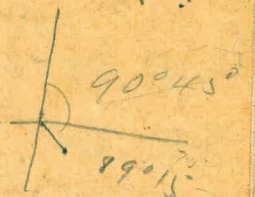
569  
38

44° 37' 30"  
90 45  
135° 22' 30"

227 12 3  
200  
270 492  
90923  
1722

6.19  
573  
45

36  
72  
30  
2160



200.12

4

100  
1190 200  
50 25

4.84

4.9

6.973

10.502  
0.50

14.80 HI  
4.44 ✓ 6.35 ✓  
6.56 ✓ 4.65 ✓  
4.84 ✓ 5.98 ✓  
6.16 ✓ 5.02 ✓  
5.41 ✓ 5.62 ✓  
5.59 ✓ 5.38 ✓  
5.97 ✓ 5.44 ✓  
5.03 ✓ 5.56 ✓  
6.58 ✓ 5.22 ✓  
4.45 ✓ 5.79 ✓  
7.18 ✓  
3.82 ✓  
6.95 ✓  
4.05 ✓  
6.68 ✓  
4.32 ✓

6.77

6.95

6.37

5.97

5.41

4.84

4.44

4.1

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1 1/2 TO 1.

FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

750