

1160

EMERY

FIELD BOOK

No. 385

75.51 N.W. La Jolla Blvd Palomar
 48.86 N.W.B.P. " " " Grakilla
 8.54 84.54
 7.03

Gilded

MICROFILMED

DEC 21 1964

Our Leather Bound Engineers Note Books are carried in the following rulings:

- No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.
- No. 382 FIELD BOOK. Left Hand Page as in this Book Right Hand Page 4 x 4 to the inch, Center Line Red.
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 IRVING PARK STATION
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92 FIFTH ST.
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75 NEW MONTGOMERY ST.
 SAN FRANCISCO, CAL.

AGENTS FOR

"BERGER" TRANSITS and LEVELS

"GURLEY" SURVEYING and HYDRAULIC INSTRUMENTS

"CHICAGO" STEEL TAPES, etc.

100' wide
20' ch-s
20' paving
17' E. of st.

La Jolla Blvd. X sec
S. Line Palomar to N. Line La Jolla Highway

6-7-26
mills.

| | | | | |
|--------------------------|------|-------|-------|--|
| BM | 9.00 | 77.86 | 68.86 | N. W. Gravel + La Jolla Blvd S. W. Palomar |
| T.P. on BP | 9.19 | 84.09 | 2.96 | 74.90 + La Jolla Blvd N. S. Palomar |
| T.P. on BP | 4.32 | 82.54 | 5.87 | 78.22 + La Jolla Blvd |
| N. Line Palomar 30' wide | | | | |
| -5 | | 7.4 | 75.1 | 15 line |
| W | | 7.0 | 75.5 | |
| cl | | 6.5 | 76.9 | |
| +12 | | 5.9 | 76.6 | |
| tr = W. Line Palomar | | 5.15 | 77.39 | |
| cl + 10: E " | | 5.15 | 77.39 | |
| cl + 12 | | 4.8 | 77.7 | |
| E cl | | 4.3 | 78.2 | |
| E | | 4.0 | 78.5 | |
| E Palomar | | | | |
| E | | 4.8 | 77.7 | |
| tr = cl | | 5.0 | 77.5 | |
| E Pav | | 5.15 | 77.39 | |
| W " | | 5.20 | 77.34 | |
| +14 | | 6.1 | 76.4 | |
| +10: cl | | 7.5 | 75.0 | |
| W | | 7.5 | 75.0 | |
| +5 | | 7.6 | 74.9 | |
| 0+00 = S. Line Palomar | | | | |
| -5 | | 7.6 | 74.9 | |
| W | | 7.4 | 75.1 | |
| cl | | 6.6 | 75.9 | |

82.54.

1

| | | |
|--|------|-------|
| +2' | 8.6 | 73.9 |
| +12 | 5.4 | 77.1 |
| W. Pav | 5.10 | 77.44 |
| E Pav | 5.10 | 77.44 |
| cl | 5.2 | 77.3 |
| E | 5.2 | 77.3 |
| Measurements on 4 H&C Sections on Radial Lines | | |
| 25'S | | |
| E-5 | 5.1 | 77.4 |
| E | 5.1 | 77.4 |
| +20: cl | 5.1 | 77.4 |
| E. Pav | 5.0 | 77.5 |
| W " | 5.0 | 77.5 |
| +7 | 5.3 | 77.2 |
| +15 | 8.5 | 74.0 |
| cl | 4.4 | 75.9 |
| W | 7.3 | 75.2 |
| +5 | 7.6 | 74.9 |
| 50'S | | |
| -5 | 7.2 | 75.3 |
| W | 7.2 | 75.3 |
| cl | 6.7 | 75.8 |
| +5 | 4.1 | 73.4 |
| +10 | 5.3 | 77.2 |
| W Pav | 4.9 | 77.6 |
| E. Pav | 4.9 | 77.6 |

82.54

| | | |
|--------|------|-------|
| cl | 5.2 | 77.3 |
| E | 5.1 | 77.4 |
| +5 | 5.2 | 77.3 |
| 75' S | | |
| -5 | 5.2 | 77.3 |
| E | 5.2 | 77.3 |
| cl | 5.3 | 77.2 |
| E Pav | 4.8 | 77.7 |
| W " | 4.8 | 77.7 |
| +10 | 5.4 | 77.1 |
| +17 | 8.7 | 73.8 |
| cl | 6.6 | 75.9 |
| W | 7.3 | 75.2 |
| +5 | 7.3 | 75.2 |
| 100' S | | |
| -5 | 7.5 | 75.0 |
| W | 7.3 | 75.2 |
| cl | 6.9 | 75.6 |
| +9 | 6.5 | 76.0 |
| +10 | 5.8 | 77.0 |
| W Pav | 4.65 | 77.89 |
| E " | 4.7 | 77.8 |
| cl | 5.4 | 78.1 |
| E | 5.2 | 78.3 |
| +5 | 5.2 | 78.3 |

82.54

82.54

La Jolla Blvd

2

150' S

| | | |
|-------|-----|------|
| -5 | 5.0 | 77.5 |
| E | 5.1 | 77.4 |
| cl | 5.2 | 77.3 |
| +4 | 4.2 | 78.3 |
| E Pav | 4.5 | 78.0 |
| W " | 4.5 | 78.0 |
| +10 | 5.4 | 77.1 |
| +12 | 6.5 | 76.0 |
| cl | 6.7 | 75.8 |
| W | 7.0 | 75.5 |
| +5 | 7.3 | 75.2 |

200' S

| | | |
|-------|-----|------|
| -5 | 7.2 | 75.3 |
| W | 6.8 | 75.7 |
| cl | 6.4 | 76.1 |
| +10 | 5.1 | 77.4 |
| W Pav | 4.2 | 78.3 |
| E " | 4.2 | 78.3 |
| cl | 4.3 | 78.2 |
| E | 4.2 | 78.3 |
| +5 | 4.1 | 78.4 |

250' S

| | | |
|-------|-----|------|
| -5 | 3.7 | 78.8 |
| E | 3.8 | 78.7 |
| cl | 3.6 | 78.9 |
| E Pav | 3.9 | 78.6 |

82.54

250'S (EON)

| | | |
|--------|-----|------|
| W. Pav | 3.8 | 78.7 |
| +12 | 4.8 | 77.7 |
| +15 | 6.0 | 76.5 |
| cl | 6.1 | 76.4 |
| W | 6.6 | 75.9 |
| +5 | 6.7 | 75.8 |

300'S

| | | |
|--------|-----|------|
| -5 | 5.9 | 76.6 |
| W | 5.8 | 76.7 |
| cl | 5.3 | 77.2 |
| +5 | 5.5 | 77.0 |
| +8 | 4.3 | 78.2 |
| W. Pav | 3.1 | 79.4 |
| E. Pav | 3.2 | 79.3 |
| cl | 3.3 | 79.2 |
| E | 2.8 | 79.7 |
| +5 | 2.7 | 79.8 |

350'S

| | | |
|--------|-----|------|
| -5 | 1.8 | 80.7 |
| E | 1.8 | 80.7 |
| cl | 2.6 | 79.9 |
| E. Pav | 2.5 | 80.0 |
| W " | 2.4 | 80.1 |
| +12 | 3.5 | 79.0 |
| +15 | 4.4 | 78.1 |
| cl | 4.3 | 78.2 |

82.54

La Jolla Blvd

3

| | | |
|----|-----|------|
| W | 5.3 | 77.2 |
| +5 | 5.4 | 77.1 |

400'S

| | | |
|--------|------|-------|
| -5 | 3.7 | 78.8 |
| W | 3.7 | 78.8 |
| cl | 2.3 | 79.2 |
| +12 | 2.1 | 80.4 |
| W. Pav | 1.7 | 80.8 |
| E " | 1.7 | 80.8 |
| T.P. | 7.17 | 88.06 |
| +12 | 7.4 | 80.7 |
| cl | 6.8 | 81.3 |
| E | 4.2 | 81.9 |

450'S

| | | |
|--------|-----|------|
| E | 5.1 | 83.0 |
| cl | 5.7 | 82.4 |
| +8 | 5.7 | 82.4 |
| +9 | 6.3 | 81.8 |
| E. Pav | 6.4 | 81.7 |
| W " | 6.5 | 81.6 |
| +12 | 6.8 | 81.3 |
| cl | 7.3 | 80.8 |
| W | 8.2 | 79.9 |
| +5 | 8.3 | 79.8 |

88.06

500'S

| | | |
|-------|-----|------|
| -5 | 6.8 | 81.3 |
| W | 6.8 | 81.3 |
| cl | 6.3 | 81.8 |
| +10 | 5.9 | 82.2 |
| W Pav | 5.7 | 82.4 |
| E Pav | 5.7 | 82.4 |
| +13 | 5.4 | 82.7 |
| cl | 4.8 | 83.3 |
| E | 4.1 | 84.0 |

550'S

| | | |
|-------|-----|------|
| E | 3.4 | 84.7 |
| cl | 4.0 | 84.1 |
| +9 | 4.8 | 83.3 |
| E Pav | 5.1 | 83.0 |
| W Pav | 5.1 | 83.0 |
| +10 | 5.3 | 82.8 |
| cl | 5.4 | 82.7 |
| W | 5.7 | 82.4 |
| +5 | 5.7 | 82.4 |

600'S

| | | |
|-------|-----|------|
| -5 | 5.6 | 82.5 |
| W | 5.1 | 83.0 |
| cl | 4.9 | 83.2 |
| W Pav | 4.6 | 83.5 |
| E, H | 4.7 | 83.4 |
| +10 | 4.4 | 83.7 |

88.06

La Jolla Blvd

4

| | | |
|----|-----|------|
| cl | 3.7 | 84.4 |
| E | 3.9 | 85.1 |

650'S

| | | |
|-------|-----|------|
| E | 3.0 | 85.1 |
| cl | 3.4 | 84.7 |
| +10 | 3.7 | 84.4 |
| E Pav | 4.4 | 83.5 |
| W, H | 4.6 | 83.5 |
| cl | 4.7 | 83.2 |
| W | 5.5 | 82.6 |
| +5 | 5.4 | 82.7 |

700'S

| | | |
|-------|-----|------|
| -5 | 5.7 | 82.4 |
| W | 5.6 | 82.5 |
| cl | 5.1 | 83.0 |
| +8 | 5.1 | 83.0 |
| W Pav | 4.9 | 83.2 |
| E, H | 4.8 | 83.3 |
| +11 | 4.2 | 83.9 |
| cl | 3.4 | 84.7 |
| E | 2.9 | 85.2 |

750'S

| | | |
|-----|-----|------|
| E | 3.9 | 84.7 |
| cl | 4.3 | 83.8 |
| +10 | 4.7 | 83.4 |

88.06

750'S COH

| | | |
|-------|------|-------|
| E.Pav | 5.05 | 83.01 |
| W " | 5.05 | 83.01 |
| +7 | 5.1 | 83.0 |
| +12 | 4.7 | 83.4 |
| cl | 5.8 | 82.3 |
| W | 5.9 | 82.2 |
| +5 | 6.0 | 82.1 |

800'S

| | | |
|-------|------|-------|
| -5 | 6.4 | 81.7 |
| W | 6.4 | 81.7 |
| cl | 6.6 | 81.5 |
| +10 | 6.0 | 82.1 |
| W.Pav | 5.35 | 82.71 |
| E.Pav | 5.4 | 82.7 |
| +10 | 5.1 | 83.0 |
| +12 | 4.7 | 83.4 |
| cl | 4.8 | 83.3 |
| E | 4.6 | 83.5 |
| +5 | 4.6 | 83.5 |

850'S

| | | |
|-------|-----|------|
| -5 | 5.7 | 82.4 |
| E | 5.7 | 82.4 |
| cl | 6.7 | 81.4 |
| +5 | 5.9 | 82.4 |
| E.Pav | 5.7 | 82.4 |
| W.Pav | 5.7 | 82.4 |

88.06

La Jolla Blvd

5

| | | |
|-----|-----|------|
| +10 | 6.7 | 81.4 |
| cl | 6.7 | 81.4 |
| W | 7.2 | 80.9 |
| +5 | 7.2 | 80.9 |

900'S

| | | |
|-------|------|-------|
| -5 | 8.0 | 80.1 |
| W | 8.0 | 80.1 |
| cl | 7.7 | 80.4 |
| +10 | 7.1 | 81.0 |
| W.Pav | 5.95 | 82.11 |
| E. " | 6.0 | 82.1 |
| +15 | 6.5 | 81.6 |
| cl | 7.2 | 80.9 |
| E | 6.1 | 82.0 |
| +5 | 6.0 | 82.1 |

| | | | | |
|------|------|-------|------|-------|
| T.P. | 2.72 | 84.80 | 5.98 | 82.08 |
|------|------|-------|------|-------|

950'S

| | | |
|-------|------|-------|
| -5 | 3.1 | 81.7 |
| E | 3.1 | 81.7 |
| cl | 3.8 | 81.0 |
| +6 | 3.9 | 80.9 |
| +15 | 3.1 | 81.7 |
| E.Pav | 3.0 | 81.8 |
| W. " | 3.05 | 81.75 |
| +12 | 4.6 | 80.2 |
| cl | 4.6 | 80.2 |

84.80

950' S (cont)

| | | |
|----------|-----|------|
| W | 5.3 | 79.5 |
| +5 | 5.4 | 79.4 |
| 1000' S | | |
| -5 | 5.0 | 79.8 |
| W | 5.0 | 79.8 |
| cl | 5.0 | 79.8 |
| +8 | 5.0 | 79.8 |
| W.Pav | 3.3 | 81.5 |
| E. " | 3.4 | 81.4 |
| +5 | 3.3 | 81.5 |
| +12 | 3.8 | 81.0 |
| cl | 3.3 | 81.5 |
| E | 2.9 | 81.9 |
| +5 | 2.9 | 81.9 |
| 1050' S. | | |
| -5 | 3.1 | 81.7 |
| E | 3.2 | 81.6 |
| +15 | 3.6 | 81.2 |
| cl | 3.0 | 81.8 |
| +5 | 4.1 | 80.7 |
| +15 | 3.5 | 81.3 |
| E.Pav | 3.6 | 81.2 |
| N. " | 3.7 | 81.1 |
| +14 | 5.2 | 79.6 |
| cl | 5.0 | 79.8 |
| W | 5.3 | 79.5 |
| +5 | 5.3 | 79.5 |

84.80

La Jolla Blvd

1100' S

| | | |
|----------|------|-------|
| -5 | 5.4 | 79.4 |
| W | 5.4 | 79.4 |
| cl | 4.9 | 79.9 |
| +5 | 5.4 | 79.4 |
| W.Pav | 3.9 | 80.9 |
| E " | 3.9 | 80.9 |
| cl | 4.0 | 80.8 |
| E | 2.8 | 82.0 |
| 1150' S. | | |
| E | 3.7 | 81.6 |
| cl | 4.3 | 80.5 |
| E.Pav | 4.25 | 80.55 |
| W. " | 4.25 | 80.55 |
| +15 | 5.5 | 79.3 |
| cl | 5.2 | 79.6 |
| W | 5.8 | 79.0 |
| +5 | 5.9 | 78.9 |
| 1215' S | | |
| -5 | 6.2 | 78.6 |
| W | 6.1 | 78.7 |
| cl | 5.4 | 79.4 |
| W.Pav | 4.7 | 80.1 |
| E.Pav | 4.6 | 80.2 |
| cl | 4.2 | 80.6 |
| E | 3.4 | 81.4 |

84.80

12.29 W.P. 11

La Jolla Blvd 7

12+78 S on ϕ = N. Line La Jolla Hermosa
 section Taken on P.L.

| | | |
|-----------------------------------|------|-------|
| E | 3.4 | 81.4 |
| eb | 4.0 | 80.8 |
| + 10 = E of La Jolla Hermosa | 4.65 | 80.15 |
| E. Par | 4.7 | 80.1 |
| W. " | 4.7 | 80.1 |
| + 10 = W. end of La Jolla Hermosa | 4.75 | 80.05 |
| eb | 5.0 | 79.8 |
| W | 6.1 | 78.7 |
| + 5 | 6.1 | 78.7 |
| S. + B.M. B.P. | 5.33 | 79.47 |

N.W. Viaduct North
 + La Jolla Blvd

100' width La Jolla Blvd X 50' E
 20' cl
 20' Paving in center Bonair to Graviola

6-8-26
 melle.

78.15

La Jolla Blvd

8

| | | | | | | | |
|----------------------------------|------|-------|-------|--------------------------------|--|------|------------------|
| B.M. | 0.63 | 69.47 | 68.86 | NW Graviola + La Jolla Blvd | N cl | 6.2 | 72.0 |
| T.P. | 9.75 | 78.15 | 1.09 | 68.40 | S. end cut Return SE. Cor La Jolla Blvd & Bonair | 6.55 | 71.60 no yardage |
| | | | | | W | 6.1 | 72.1 |
| | | | | | | | 25' S. of 0+00 |
| 40' W of E line = E. edge Paving | | 4.1 | 74.05 | Paving | | | |
| 35' " " " | | 3.8 | 74.1 | | W | 6.3 | 71.9 |
| 20' " " " | | 3.8 | 74.4 | | cl | 7.0 | 71.2 |
| E. Line | | 3.4 | 74.8 | Paving at La Jolla Blvd East | W Paving | 7.6 | 70.6 |
| | | | | | E " | 7.3 | 70.9 |
| | | | | | cl | 6.8 | 71.4 |
| 25' S of E line | | 3.8 | 74.4 | Paving on La Jolla Blvd East | E | 6.5 | 71.6 |
| 40' " " " | | 4.3 | 73.9 | | E | 6.5 | 71.6 |
| E. Line | | 3.8 | 74.4 | | +20 | 5.2 | 72.0 |
| 20' W of " " | | 4.3 | 73.9 | | | | 40' S. of 0+00 |
| 40' W " " " = E. edge Paving | | 5.0 | 73.2 | | -20 | 5.3 | 72.9 |
| | | | | | E | 6.1 | 72.1 |
| | | | | | cl | 6.6 | 71.6 |
| | | | | | E Pav | 7.8 | 70.4 |
| | | | | | W " | 7.9 | 70.2 |
| | | | | | cl | 7.8 | 70.4 |
| | | | | | W | 6.7 | 71.5 |
| | | | | | | | 60' S of 0+00 |
| | | | | | | | |
| 20' E of E. line | | 3.7 | 74.5 | | W | 8.4 | 69.8 |
| 10' " " " " | | 4.6 | 73.6 | | cl | 8.5 | 69.7 |
| E. line | | 5.6 | 72.6 | | W Pav | 8.4 | 69.8 |
| 20' W of " " | | 6.4 | 71.8 | | E " | 8.3 | 69.9 |
| E. Paving | | 6.45 | 71.7 | | cl | 7.7 | 70.5 |
| W. Paving | | 7.05 | 71.1 | | +10 | 7.6 | 70.6 |
| | | | | | E | 5.3 | 72.5 |

0+00 = 11.8 S. of 0+00
 = 90° from S.W. Cor Bonair & La Jolla Blvd

78.15

75' S. of 0+00

| | | |
|--------|------|------|
| E | 8.1 | 70.0 |
| cl | 8.6 | 69.6 |
| E. Pav | 8.75 | 69.4 |
| W. Pav | 8.8 | 69.4 |
| cl | 8.8 | 69.4 |
| +8 | 9.2 | 69.0 |
| W | 8.4 | 69.8 |

90' S of 0+00

| | | |
|-------|------|-------|
| W | 9.0 | 69.2 |
| +7 | 10.0 | 68.2 |
| +15 | 9.8 | 68.4 |
| cl | 9.3 | 68.9 |
| +5 | 8.9 | 69.3 |
| W Pav | 9.25 | 68.90 |
| E " | 9.2 | 69.0 |
| cl | 9.0 | 69.2 |
| +6 | 9.4 | 68.8 |
| E | 9.2 | 71.0 |

120' S

| | | |
|-------|-------|-------|
| E | 8.3 | 69.9 |
| +6 | 8.3 | 69.9 |
| +9 | 9.3 | 68.9 |
| cl | 9.8 | 68.4 |
| +5 | 10.2 | 68.0 |
| E Pav | 10.05 | 68.10 |
| W " | 10.05 | 68.10 |

78.15

Zalatta Blvd 9

| | | |
|-----|------|------|
| +15 | 10.0 | 68.2 |
| cl | 10.5 | 67.7 |
| +12 | 10.5 | 67.7 |
| W | 9.6 | 68.6 |

128.4 S of 0+00

= N. end of emb'dy walk on W

| | | |
|--------|------|--------------|
| W | 9.7 | 68.5 |
| +8 | 10.6 | 67.6 |
| cl | 10.1 | 68.05 emb'dy |
| +1 | 10.6 | 67.6 |
| W. Pav | 10.3 | 67.9 |
| E " | 10.3 | 67.9 |
| cl | 10.2 | 68.0 |
| +5 | 9.4 | 68.8 |
| +10 | 9.3 | 68.9 |
| E | 8.8 | 69.4 |

145' S

| | | |
|-------|------|------|
| E | 10.1 | 68.1 |
| +10 | 9.7 | 68.5 |
| +15 | 10.8 | 67.4 |
| cl | 10.4 | 67.8 |
| E Pav | 10.7 | 67.5 |

W. side graded & curbed

78.15
155' S. of 0+00

| | | | | |
|---|----------------|------|-----------------|------|
| | E. Pav | | 11.0 | 67.2 |
| | +10 | | 11.2 | 67.0 |
| E | cl | | 13.6 | 64.6 |
| W | +6 | | 15.8 | 62.4 |
| U | E. | | 10.3 | 67.9 |
| T | T.P. | 0.93 | 69.79 | 7.29 |
| | | | 68.86 | |
| | | | 166' S. of 0+00 | |
| | -15 | | 7.4 | 62.4 |
| | E | | 8.7 | 61.1 |
| | +5 | | 11.5 | 58.3 |
| | +10 | | 10.0 | 59.8 |
| E | cl | | 5.7 | 64.1 |
| | +5 | | 3.9 | 65.9 |
| W | +10 | | 2.8 | 67.0 |
| E | E. edge Paving | | 2.9 | 66.9 |
| | W " | | 2.9 | 66.9 |
| | | | 184' S. of 0+00 | |
| | W " | | 3.3 | 66.5 |
| | E " | | 3.3 | 66.5 |
| | +10 | | 3.5 | 66.3 |
| | +14 | | 2.0 | 67.8 |
| | cl | | 5.9 | 63.9 |
| | +8 | | 8.3 | 61.5 |
| | +14 | | 11.7 | 58.1 |
| | E | | 9.7 | 60.1 |
| E | +10 | | 9.0 | 60.8 |

69.79

Lalolla Blvd 10

190' S of 0+00

| | | | | |
|--|------------|--|----------------|------|
| | -10 | | 9.3 | 60.5 |
| | E | | 12.0 | 57.8 |
| | +4 | | 10.1 | 59.7 |
| | +10 | | 5.1 | 64.7 |
| | cl | | 3.2 | 66.6 |
| | E. Pav 14x | | 3.5 | 66.3 |
| | W. 71 | | 3.5 | 66.3 |
| | | | 196' E | |
| | W Paving | | 3.6 | 66.2 |
| | E Paving | | 3.7 | 66.1 |
| | cl | | 3.9 | 65.9 |
| | +8 | | 4.3 | 65.5 |
| | E | | 9.9 | 59.9 |
| | +5 | | 12.2 | 57.6 |
| | +10 | | 10.1 | 59.7 |
| | +15 | | 10.0 | 59.8 |
| | | | 213' S of 0+00 | |
| | -20 | | 12.4 | 57.4 |
| | E | | 5.7 | 64.1 |
| | +7 | | 4.3 | 65.5 |
| | cl | | 4.3 | 65.5 |
| | +5 | | 3.9 | 65.9 |
| | E Paving | | 4.0 | 65.8 |
| | W " | | 4.0 | 65.8 |

69.79

237' S. of 0+00

| | | |
|-----------|-----|------|
| W. Paving | 4.7 | 65.1 |
| E " | 4.7 | 65.1 |
| +15 | 4.5 | 65.3 |
| cb | 4.0 | 65.8 |
| +5 | 3.7 | 66.1 |
| E | 5.1 | 64.7 |
| +8 | 8.0 | 61.8 |

257' S. of 0+00

| | | |
|-----------|------|------|
| -18 | 11.6 | 58.7 |
| E | 9.0 | 60.8 |
| +16 | 5.2 | 64.6 |
| cb | 4.5 | 65.3 |
| +4 | 5.0 | 64.8 |
| E. Paving | 5.1 | 64.7 |
| W " | 5.1 | 64.7 |

R. 63' S. of 0+00

| | | |
|-----------|------|-------|
| W. Paving | 5.2 | 64.6 |
| E " | 5.2 | 64.6 |
| +15 | 5.5 | 64.3 |
| cb | 4.8 | 65.0 |
| +4 | 6.5 | 63.3 |
| +13 | 13.7 | 56.1 |
| E | 14.2 | 55.6 |
| +18 | 13.7 | 56.1 |
| T.P. | 0.64 | 69.50 |
| | 0.93 | 68.86 |

69.50

300' S. of 0+00

| | | |
|--------|------|------|
| E-20 | 13.7 | 55.8 |
| E | 14.7 | 54.8 |
| +5 | 14.8 | 54.7 |
| +12 | 10.3 | 59.2 |
| cb | 8.3 | 61.2 |
| +5 | 7.0 | 62.5 |
| +12 | 5.7 | 63.8 |
| E. Pav | 5.8 | 63.7 |
| W. Pav | 5.4 | 64.1 |

320' S. of 0+00

| | | |
|--------|------|-------|
| W. Pav | 5.6 | 63.9 |
| E " | 6.15 | 63.35 |
| +8 | 6.1 | 63.4 |
| +15 | 8.6 | 60.9 |
| cb | 10.0 | 59.5 |
| +14 | 14.5 | 55.0 |
| E | 15.0 | 54.5 |
| +18 | 14.8 | 54.7 |

335' S

| | | |
|--------|------|------|
| -18 | 14.4 | 55.1 |
| E | 15.3 | 54.2 |
| +10 | 14.5 | 55.0 |
| cb | 11.8 | 57.7 |
| +5 | 10.9 | 58.6 |
| +13 | 6.1 | 63.4 |
| E. Pav | 6.3 | 63.2 |
| W " | 5.7 | 63.8 |

69.50
341' S of 1000

| | | |
|---------------------------|------|-------|
| W. Pav | 5.75 | 63.75 |
| E " | 6.4 | 63.1 |
| +6 | 6.7 | 62.8 |
| +15 | 11.3 | 58.2 |
| +20 | 12.6 | 56.9 |
| +3 | 13.1 | 56.4 |
| +3.1 Flow line no yardage | 17.0 | 52.5 |
| +4 | 15.5 | 54.0 |
| E | 15.3 | 54.2 |
| +18 | 15.0 | 54.5 |

E. end 30"
emit. can
Pipe cutvert
Flow line

345 S

| | | |
|--------|------|-------|
| -18 | 14.0 | 55.5 |
| E | 14.8 | 54.7 |
| +14 | 14.8 | 54.7 |
| d | 13.3 | 56.2 |
| +5 | 12.5 | 57.0 |
| +6 | 14.7 | 54.8 |
| +10 | 14.8 | 54.7 |
| +15 | 6.4 | 63.1 |
| E. Pav | 6.5 | 63.0 |
| W. Pav | 5.75 | 63.75 |

355 S

| | | |
|--------|------|-------|
| W. Pav | 5.85 | 63.65 |
| E. Pav | 6.6 | 62.9 |
| +8 | 6.3 | 63.4 |
| +13 | 13.2 | 56.3 |

69.50

La Jolla Blvd 12

| | | |
|--------|--------|------|
| d | 9.3 | 60.2 |
| E | 11.3 | 58.2 |
| +20 | 10.0 | 59.5 |
| | 36.5 S | |
| -7 | 8.6 | 60.9 |
| E | 8.6 | 60.9 |
| d | 6.6 | 62.9 |
| +10 | 6.9 | 62.6 |
| E. Pav | 6.7 | 62.8 |
| W " | 5.9 | 63.6 |

350 S

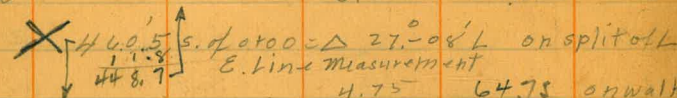
375 S = P.C. of PAVING approx

| | | |
|--------|-----|------|
| W. Pav | 5.9 | 63.5 |
| E. " | 6.8 | 62.7 |
| +10 | 7.2 | 62.3 |
| d | 4.2 | 63.3 |
| E | 5.4 | 64.1 |
| +5 | 5.7 | 63.8 |

400 S

| | | |
|--------|-----|------|
| E | 4.1 | 65.4 |
| +18 | 5.6 | 63.9 |
| d | 6.5 | 63.0 |
| E. Pav | 7.1 | 62.4 |
| W " | 6.1 | 63.4 |

69.50
 H36.0 S of 0100 = N. End. Combination cl + walk
 Parallel to + 24. E. of E. Line Paving.

| | | |
|--|------|---------------|
| 56' W. of E. line = W. Line Paving | 5.3 | 64.2 |
| 36' " " " = E. " " | 6.25 | 63.25 |
| 20' " " " = 20' cl | 6.1 | 63.4 |
| 11' " " " = Present emt cl | 5.5 | 64.0 |
| E. Line | 5.0 | 64.5 |
| Equation  | 4.75 | 64.75 on walk |
| + 8.7 = Present emt cl | 5.0 | 64.5 |
| + 9 = gutter | 5.4 | 64.1 |
| + 20 = cl | 6.0 | 63.5 |
| cl + 12.7 = E. Paving | 6.05 | 63.45 |
| W. Paving | 5.05 | 64.45 |

E. Line Measurement.
 473.5 S. of 0100 = S. end combination cl + walk
 Parallel to + 24. E. of E. Line Paving

| | | |
|-------------------------------------|------------------|---------------|
| 55.7 W. of E. line = W. line Paving | 4.4 | 65.1 |
| 35.7 " " " = E. " " | 5.3 | 64.2 |
| 20' " " " = E 20' cl | 5.6 | 63.9 |
| 11.1 " " " = Present emt. cl | 4.55 | 64.95 |
| T.P. 10.05 75.12 | 4.43 | 65.07 |
| E. Line | 9.85 | 65.27 on walk |
| | 475.5 S. of 0100 | |
| E | 9.0 | 66.1 |
| + 13 | 9.8 | 65.3 |
| + 14 | 10.6 | 64.5 |
| + 20 = cl | 11.0 | 64.1 |

75.12 La Jolla Blvd

13

| | | |
|-------------------------------------|------|------|
| 35.9 W. of E. line = E. Line Paving | 10.9 | 64.2 |
| 56' N. " " " = W. " " | 9.9 | 65.2 |

500' S. of 0100

| | | |
|-------------------------------------|------|------|
| 59.5 W. of E. line = W. edge Paving | 9.0 | 66.1 |
| 39.5 " " " = E " " | 10.0 | 65.1 |
| 26 " " " " | 10.4 | 64.7 |
| 20 " " " " = E cl | 9.0 | 66.1 |
| E | 7.6 | 67.5 |

525' S. of 0100 E. C. of Paving APPROX

| | | |
|------------------|------|-------|
| E | 6.5 | 68.6 |
| + 10 | 7.9 | 67.2 |
| + 20 = cl | 8.0 | 67.1 |
| + 3 | 8.4 | 66.7 |
| + 4 | 9.7 | 65.4 |
| + 20 = E. Paving | 9.25 | 65.87 |
| W. Paving | 8.40 | 66.72 |

550' S. of 0100

| | | |
|-----------|-----|------|
| W. Paving | 7.7 | 67.4 |
| E " " | 8.3 | 66.8 |
| + 14 | 8.6 | 66.5 |
| cl | 7.3 | 67.8 |
| + 10 | 6.1 | 69.0 |
| E | 6.4 | 68.7 |

75.12
586' S. of 0+00

| | | |
|-----------|-----|------|
| E | 5.5 | 69.6 |
| +10 | 5.8 | 69.3 |
| el | 5.7 | 69.4 |
| +2 | 5.5 | 69.6 |
| +7 | 7.0 | 68.1 |
| E. Paving | 6.7 | 68.4 |
| W. " | 6.5 | 68.6 |

E. Line Measurement 5+98.5 S. N. Line Gravilla

| | | |
|-----------------------|------|-------|
| W. Paving | 6.1 | 69.0 |
| E " | 6.2 | 68.9 |
| +12 | 6.5 | 68.6 |
| +14 | 5.6 | 69.5 |
| +19.8 | 4.5 | 70.6 |
| +20 = el | 3.83 | 71.29 |
| E | 3.6 | 71.5 |
| +50' E | 2.9 | 72.2 |
| +100' E - White Alley | 1.5 | 73.6 |
| +110' E " " | 1.2 | 73.9 |

10' S. of above = N. el. of Gravilla

| | | | |
|-----------------------|------|-------|--------|
| -110' = E. Line Alley | 1.30 | 72.8 | ent el |
| -100' = W. " " | 1.58 | 73.54 | " " |
| -50 | 2.64 | 72.48 | " " |
| E | 3.68 | 71.44 | " " |

75.12
10.1 S of N. Line N. Gutter of Gravilla
La Jolla Blvd 13

| | | |
|---------------------------|------|-------|
| 6' W of E Line = W Paving | 5.8 | 69.3 |
| 40' " " " = E " | 5.85 | 69.27 |
| +12 | 4.0 | 69.1 |
| +15 | 5.2 | 69.9 |
| el | 5.0 | 70.1 |
| E | 4.2 | 70.9 |
| +50 | 3.0 | 72.1 |
| +100 | 2.3 | 72.8 |
| +110 | 2.2 | 72.9 |

25' S. of N. Line Gravilla = E

| | | |
|--------|-----|------|
| -110 | 1.5 | 73.6 |
| -100 | 1.7 | 73.4 |
| -50 | 2.8 | 72.3 |
| E | 3.9 | 71.2 |
| el | 4.8 | 70.3 |
| E. Pav | 5.5 | 69.6 |
| W. Pav | 5.5 | 69.6 |

S. Gutter

| | | |
|--------|------|-------|
| W. Pav | 5.25 | 69.87 |
| E. Pav | 5.15 | 69.97 |
| el | 4.5 | 70.6 |
| E | 4.0 | 71.1 |
| +50 | 3.2 | 71.9 |
| +100 | 1.7 | 73.4 |
| +110 | 1.6 | 73.5 |

75.12
S. eb Gravilla

| | | | |
|------|------|-------|-------|
| -110 | 1.25 | 73.87 | emtel |
| -100 | 1.50 | 73.62 | " " |
| -50 | 2.61 | 72.51 | " " |
| E | 3.65 | 71.47 | " " |

S. Line Gravilla

| | | | |
|-------------|------|-------|----------------------------------|
| W Paring | 5.05 | 70.07 | |
| E " | 5.0 | 70.1 | |
| +198 | 4.5 | 70.6 | |
| +205 db | 3.72 | 71.4 | |
| E | 3.4 | 71.7 | |
| +50 | 2.4 | 71.7 | |
| +100 | 1.3 | 73.8 | |
| +110 | 1.0 | 74.1 | |
| ehK on B.M. | 6.26 | 68.86 | N.W. Gravilla + La Jolla Blvd |

La Jolla Blvd

14

+35' = curb 18.9

50 - 18.8

63' W of EPL of Neptune Place 18.1

80 12.6

90 5.5

Elevat SE cor of Playa Del Sur St + Neptune Place = 20.3

20.3

0 + 0

1.6

- 18.7

= Pt. 30' W of SE cor at Rt Angle to Neptune Place

+ 03

18.7

+ 11

39

16.4

+ 26

Ht. 13.2

7.1

13.2

+ 33

3.4

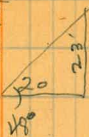
9.8

+ 50

5.3

7.9

M.L. Neptune Place



20
7.9

Cross Section of Milehine Terrace
From Cypress to Myrtle

10' wide
5' Cb
75' H

N.Y.S.P.
Cypress
Georgia

| | | | | |
|----|------|--------|-------|--------|
| BN | 0.05 | 284.05 | | 284.00 |
| TP | 0.90 | 272.06 | 12.89 | 271.16 |
| TP | 0.06 | 260.02 | 12.10 | 259.92 |

0+0 = S.L. Cypress

Paving Side Walk & Curb Extends 50' south of S.L. Cypress

50' S

260.0

11' 1.0 259.0

Top Curb So End 11 258.8

" Paving & Ground 1.90 258.1

" " " 2.58 257.4

" " " 3.11 256.9

" " " 3.64 256.4

" " " 4.11 255.9

Top Curb So End 2.58 256.4

E 2.7 256.3

100' S

-10 81 251.9

E 61 253.9

cb 56 254.4

" 51 254.9

" 46 255.4

" 41 255.9

cb 36 256.4

+2 31 256.6

" 27 257.6

4.3 150' S 259.6 Top Bank

+3 257.5 = Bank

260.02

260.0

254.7

11 5.3

cb 5.5 254.5

" 6.2 253.8

" 6.6 253.4

" 7.4 252.6

cb 8.0 252.0

E 8.7 251.3

+10 9.8 250.2

200' S

-10 13.0 247.0

E 11.4 248.6

cb 10.4 249.6

" 9.9 250.1

" 9.1 250.9

" 8.5 251.5

cb 7.9 252.1

" 7.4 252.6

+2 254.9 TB

250' S

+1 252.3 TB

" 9.7 250.3

cb 10.1 249.9

" 10.6 249.4

" 11.2 248.8

" 11.6 248.4

cb 12.2 247.8

E 13.0 247.0

+10 13.5 244.5

300' S

16
5.3
5.5
6.2
6.6
7.4
8.0
8.7
9.8

260.02

247.40

| | | | | |
|------|------|--------|-----------|-----------|
| | | | 260.0 | |
| -10 | | 18.3 | 241.7 | |
| F | | 15.0 | 245.0 | |
| cb | | 14.6 | 245.4 | |
| 1/4 | | 14.1 | 245.9 | |
| 2 | | 13.4 | 246.6 | |
| 1/4 | | 12.8 | 247.2 | |
| cb | | 12.1 | 247.9 | |
| H | | 11.5 | 248.5 | |
| +2 | | | 250.5 T.B | |
| TP | 0.18 | 247.40 | 247.28 | |
| | | | 247.4 | |
| | | | 248.4 T.B | |
| +2 | | 3.50'S | 245.8 | |
| H | | 1.6 | 245.5 | |
| cb | | 1.9 | 244.8 | |
| 1/4 | | 2.1 | 244.0 | |
| 2 | | 3.4 | 243.5 | |
| 1/4 | | 3.9 | 242.9 | |
| cb | | 4.5 | 241.0 | |
| F | | 6.4 | 238.4 | |
| +10 | | 9.0 | | |
| | | 400'S | | |
| -10 | | 11.5 | 235.9 | |
| F | | 8.7 | 238.7 | |
| cb | | 7.2 | 240.2 | |
| 1/4 | | 6.8 | 240.6 | |
| 2 | | 5.9 | 241.5 | |
| 1/4 | | 5.0 | 242.4 | |
| cb | | 4.4 | 243.0 | |
| H +2 | | 3.8 | 243.6 | 246.5 T.B |

| | | | |
|-----|-------|-----------|--|
| | | 247.4 | |
| | 450'S | 245.1 T.B | |
| H | 5.6 | 241.8 | |
| cb | 6.1 | 241.3 | |
| 1/4 | 6.9 | 240.5 | |
| 2 | 7.9 | 239.5 | |
| 1/4 | 8.7 | 238.7 | |
| cb | 9.6 | 237.8 | |
| F | 11.8 | 235.6 | |
| +10 | 14.3 | 233.1 | |
| | | | |
| | 500'S | | |
| -10 | 16.5 | 231.9 | |
| F | 18.5 | 233.9 | |
| cb | 14.6 | 235.8 | |
| +3 | 11.0 | 236.4 | |
| 1/4 | 10.4 | 237.0 | |
| 2 | 9.5 | 237.9 | |
| 1/4 | 8.7 | 238.7 | |
| cb | 7.6 | 239.8 | |
| H | 6.9 | 240.5 | |
| +3 | | 243.6 T.B | |
| | | 243.8 T.B | |
| | | 240.0 | |
| | | 239.6 | |
| | | 238.8 | |
| | | 237.6 | |
| | | 236.6 | |
| | | 235.4 | |
| | | 233.2 | |

247.40

247.4
230.5

| | | |
|-----|-------------|----------|
| +10 | 16.9 | |
| | 600's | |
| -10 | 18.7 | 228.7 |
| F | 14.4 | 233.0 |
| Cb | 11.6 | 235.8 |
| 1/4 | 10.3 | 236.6 |
| L | 9.8 | 237.6 |
| 1/4 | 9.5 | 238.9 |
| Cb | 9.6 | 239.8 |
| X | 7.2 | 240.2 |
| +3 | | 245.0 TB |
| +4 | 650's | 244.2 TB |
| X | 7.4 | 240.0 |
| Cb | 7.9 | 239.5 |
| 1/4 | 8.6 | 238.8 |
| L | 9.9 | 237.5 |
| 1/4 | 10.6 | 236.8 |
| Cb | 12.0 | 235.4 |
| F | 14.1 | 232.8 |
| +10 | 18.4 | 229.0 |
| | 690's - 1/2 | 214.30 |
| -10 | 21.0 | 226.4 |
| F | 15.9 | 231.5 |
| Cb | 12.8 | 234.6 |
| 1/4 | 11.7 | 235.7 |
| L | 10.4 | 237.0 |
| 1/4 | 9.8 | 238.2 |
| Cb | 8.0 | 239.4 |

Apple
80's
140's
180's

247.40

247.4

| | | | | |
|-----|------|--------|------|-------|
| W | 5.06 | 245.06 | 7.1 | 240.0 |
| 1/4 | | | 7.0 | 240.0 |
| | | | | 245.1 |
| +3 | | | | 240.5 |
| X | | | 4.6 | 240.1 |
| Cb | | | 5.0 | 240.1 |
| 1/4 | | | 6.5 | 238.6 |
| L | | | 8.1 | 237.0 |
| 1/4 | | | 7.5 | 235.6 |
| Cb | | | 10.8 | 234.3 |
| F | | | 12.7 | 232.4 |
| 115 | | | 18.8 | 226.3 |
| | | | | 17.7 |
| +15 | | | | 227.4 |
| F | | | 12.8 | 232.3 |
| Cb | | | 11.1 | 234.0 |
| 1/4 | | | 9.5 | 235.6 |
| L | | | 8.2 | 236.9 |
| 1/4 | | | 6.7 | 238.4 |
| Cb | | | 5.1 | 240.0 |
| X | | | 4.3 | 240.8 |
| | | | | 4.0 |
| X | | | | 241.1 |
| Cb | | | 5.1 | 240.0 |
| 1/4 | | | 6.8 | 238.3 |
| L | | | 8.2 | 236.9 |
| 1/4 | | | 10.5 | 234.6 |
| Cb | | | 11.9 | 233.2 |
| F | | | 12.8 | 232.3 |

L Myrtle

W. L. ...

245.06

245.1

228.4

+1.5

16.7

1/4

-1.5

17.0

228.1

F

12.1

232.0

cb

12.0

233.1

1/4

10.5

234.6

2

8.2

236.9

1/4

6.8

238.3

cb

5.0

240.1

1/4

4.0

241.1

5 cb

1/4

4.4

240.7

cb

5.2

239.9

1/4

7.1

238.0

2

9.0

236.1

1/4

10.7

234.4

cb

12.6

234.5

F

12.7

231.4

+1.5

17.0

228.1

5.2 1/4

-1.5

18.2

216.9

F

14.1

230.7

cb

13.6

231.7

1/4

11.6

233.5

2

10.0

235.1

1/4

7.9

237.2

cb

6.2

238.9

17

245.1

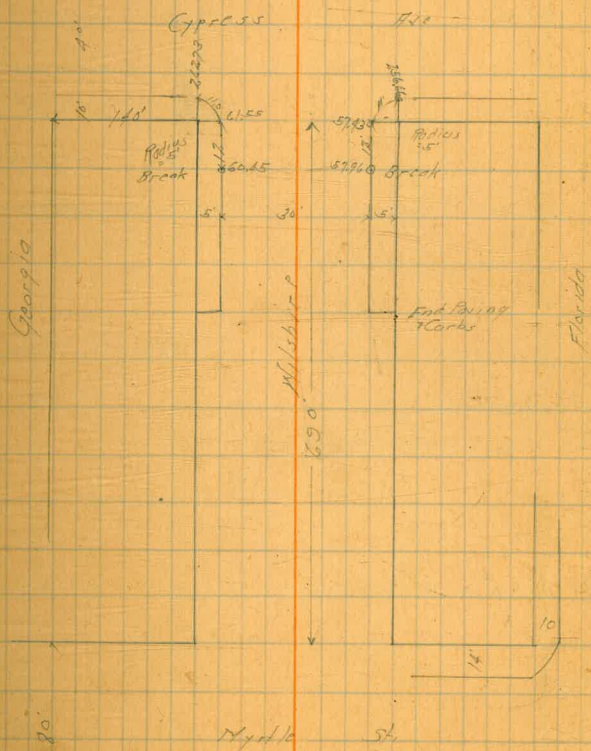
240.0

5.1

Level* 20. Return of Hillsboro Terrace + Cypress
Top of Corbs

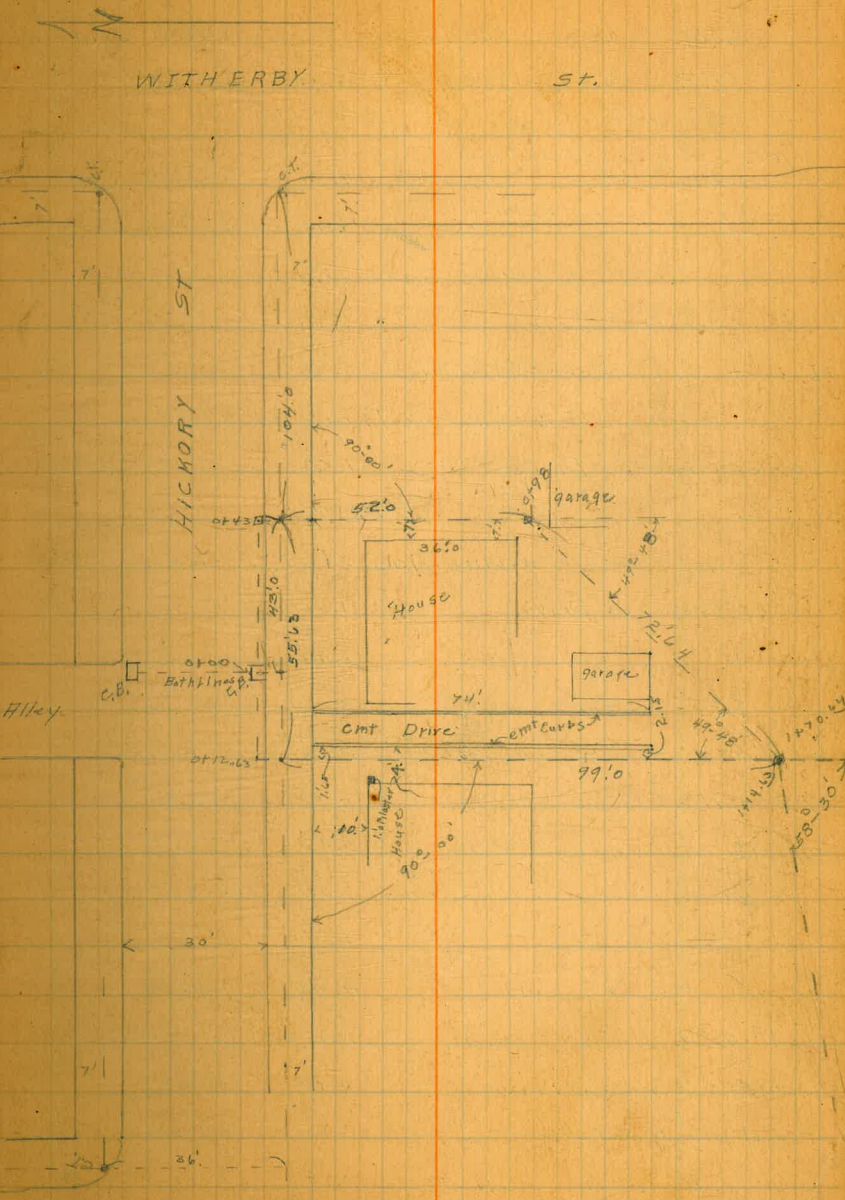
| | | S.M. Return | |
|---------|-------|-------------|--------|
| B.M. | 1.69 | 263.22 | 261.53 |
| W. End | | 0.49 | 46.77 |
| S. End | | 1.67 | 11.55 |
| 12' So. | Break | 2.77 | 60.45 |

| | | S. F. Return | |
|--------|-------|--------------|-------|
| F. End | | 6.56 | 51.11 |
| S. End | | 5.79 | 57.43 |
| 12' S. | Break | 5.24 | 57.96 |



Levels for Proposed Drain
 1A BIK 2 Carmilita Place
 11/22/26
 Miller

| Line from C.B. East Then South. | | | | M.W. Hickory |
|--|------|--------|--------|-----------------------|
| 0+00 = E.C.B. | 0.32 | 251.38 | - | 4 With Kirby |
| S. 06 line Hickory 140' W of With Kirby | | 10.70 | 240.68 | Top Curb |
| 0+23 East | | 10.32 | 241.06 | " " |
| 0+43 $\angle 90^{\circ} 00' R$ | | 8.85 | 242.53 | " " |
| 0+53 = 5 line Hickory | | 8.5 | 242.9 | " " |
| 0+75 | | 7.1 | 244.3 | " " |
| 0+98 $\angle 49^{\circ} 48' R$ | | 7.60 | 243.78 | on hub |
| 1+30 | | 10.7 | 240.7 | Filled ground |
| 1+63 | | 12.0 | 239.4 | Filled ground |
| T.P. | 0.68 | 242.26 | 9.80 | 241.58 |
| 1+70.64 $\Delta = 1+14.53 \Delta$ below | | 7.43 | 234.83 | Filled ground |
| Line from C.B. West Then South | | | | |
| 0+00 = E.C.B. | | 251.38 | | |
| S. 06 line Hickory 140' W of With Kirby | | 10.70 | 240.68 | Top of Curb |
| 0+12.63 $\angle 90^{\circ} 00' L$ | | 10.69 | 240.69 | " " |
| T.P. | 0.68 | 242.26 | 9.80 | 241.58 |
| 0+60 | | 1.6 | 240.7 | Filled ground |
| 1+05 | | 2.5 | 239.8 | " " |
| 1+14.53 $\angle 58^{\circ} 30' R = 1+70.64 \Delta$ above | | 7.43 | 234.83 | " " |
| 1+24 | | 11.0 | 231.3 | natural ground |
| T.P. | 0.70 | 230.78 | 12.18 | 230.08 |
| 1+55 | | 5.7 | 225.1 | Natural ground |
| 1+84 | | 11.5 | 219.3 | " " |
| 1+90 | | 12.5 | 218.3 | " " |
| 2+00 | | 12.0 | 218.78 | 4 creek heading South |



Curb Levels for Establishment
of Grade, on Crescent Drive Bet Trias
& Whitman

9/22/26
null

| | | | | |
|---|-------|--------|--------|-------------------------|
| B.M. | 0.32 | 249.33 | 249.01 | N.E. Trias & Whitman |
| T.P. | 0.35 | 236.73 | 12.95 | 236.38 |
| W. Curb Line of Trias | | | | |
| 170.3 S. of S. Line of Whitman | | | | N. end of 24' |
| 25' N. of N. Line of Crescent Drive | 3.37 | 233.36 | | R. Return |
| 229.3 S. of S. Line of Whitman | | | | S. end 10' |
| 105' S. " " " " | 8.27 | 228.46 | | R. Return |
| W. Line of Trias St | | | | |
| S. cb. of Crescent Drive | 8.27 | 228.46 | | W. end 10' R. Return |
| P.L. Curb Curve Return & W. Line Trias | 5.86 | 230.87 | | |
| 15' W. of W. Line Trias 24' Roadway | | | | |
| N. cb. of Crescent Drive | 7.55 | 229.19 | | W. end 10' R. Return |
| S. " " " " | 7.46 | 229.07 | | |
| 150' W. of W. Line Trias St = P.C. 24' Roadway | | | | |
| S. cb. of Crescent Drive | 11.62 | 225.11 | | |
| N. " " " " | 11.73 | 225.00 | | |
| T.P. | 5.93 | 229.57 | 13.09 | 223.64 |
| Low Point 43' NW. of P.C. on arc of (N.E. Curb Curb Curve) 24' Roadway | | | | |
| N.E. curb of Crescent Drive | 5.50 | 224.07 | | |
| opposite above on SW. curb | 5.40 | 224.17 | | |
| 42' NW. of above on arc of (N.E. Curb Curb Curve) 24' Roadway | | | | |
| E. cb. of Crescent Drive | 4.92 | 224.65 | | |
| opposite above on W. curb | 4.89 | 224.68 | | |
| apparent P.T. 42' N. of above on arc of (E. Curb Curb Curve) 24' Roadway | | | | |
| E. curb of Crescent Drive | 3.14 | 226.59 | | |
| opposite above on W. cb. | 3.12 | 226.45 | | |
| T.P. | 12.32 | 241.73 | 0.17 | 229.40 |

241.73

65
53.7
118.7
174.0
55.30
22

5' S. & Parallel to S. Line of Whitman St

Not on Radial Line of Crescent Drive

| | | | | |
|------------------------------|-------|--------|------|-------------------------|
| W. cb. of Crescent Drive | 7.93 | 233.80 | | S. end 10' R. Return |
| S. " " " " | 6.90 | 234.83 | | |
| S. Line of Whitman St | | | | |
| W. cb. of Crescent Drive | 7.82 | 233.91 | | W. end 10' R. Return |
| E. " " " " | 6.02 | 235.71 | | on return |
| S. curb Line of Whitman St | | | | |
| 174.0 W. of W. Line of Trias | 8.27 | 233.46 | | W. end 10' R. Return |
| 118.7 " " " " | 3.60 | 231.13 | | E. end Return |
| T.P. | 10.30 | 251.88 | 0.15 | 241.54 |
| chk on B.M. | 2.88 | 249.00 | | = 249.01 |

170.3
59
227.3
25
24
1.8
29

Cross Section Hilly Block 220 Chain Heights
 Belvedere Spas & Myrtle From Richmond to Vermont
 20th Ave

287.65

23
 9.29.26
 S. 15.000
 2155
 Northern

PLOTTED

| BM | 761 | 287.65 | 280.04 | 57.80 Myrtle Richmond | N | 165 ft | 4.1 | 83.5 |
|----------------------|-----|---------------|----------------------------|--------------------------|----------------|--------|--------|--------|
| | | N.L. Richmond | N.S. Cook W.S. de Richmond | | L | | 3.8 | 83.8 |
| H | | 58 | 81.8 | | S | | 3.9 | 83.7 |
| L | | 55 | 82.1 | | | 200 ft | | |
| S | | 59 | 81.9 | | S | | 4.1 | 83.5 |
| | | 5 ft | | | +7 | | 4.6 | 83.0 |
| S | | 50 | 82.6 | | L | | 4.6 | 83.0 |
| L | | 53 | 82.3 | | N | | 4.7 | 82.9 |
| H | | 54 | 82.2 | | T | 856 | 286.08 | 513 |
| | | 50 ft | | | | | | 222.52 |
| H | | 51 | 82.5 | | | 235 ft | | |
| L | | 47 | 82.9 | | -1 Garage prop | | 3.65 | 82.43 |
| S | | 49 | 82.7 | | N | | 3.7 | 82.4 |
| | | 70 ft | | | L | | 4.0 | 82.1 |
| S | | 43 | 83.3 | | S | | 4.0 | 82.1 |
| L | | 44 | 83.2 | | | 275 ft | | |
| H | | 45 | 83.1 | | S | | 4.5 | 81.6 |
| | | 100 ft | | | L | | 4.7 | 81.4 |
| H | | 40 | 83.6 | | N | | 4.6 | 81.5 |
| L | | 39 | 83.7 | | | 300 ft | | |
| S | | 40 | 83.6 | | L | | 4.6 | 81.5 |
| | | 135 ft | | | S | | 4.6 | 81.5 |
| S | | 37 | 83.9 | | | 350 ft | | |
| L | | 33 | 84.3 | | S | | 4.0 | 82.1 |
| H | | 35 | 84.1 | | L | | 4.6 | 81.5 |
| +2 Garage Dirt Floor | | 31 | 84.4 | | N | | 4.7 | 81.4 |

180 ft
 Garage Garage
 455 ft
 4.8 ft

215 ft
 De Garage
 Code Floor
 210 ft
 3.11 = 82.97

280 ft
 6 ft
 De Garage
 Code Floor
 280

Elley Block 220 Cont. Hghts
286.03

| | | | |
|-----|--------|------|--|
| | 400 ft | | 36.5 ft 80 ft L D. Conc. Pass 457 = 81.51 |
| H | 46 | 81.5 | |
| +5' | 49 | 81.2 | |
| L | 48 | 81.3 | |
| +1' | 46 | 81.5 | |
| S | 40 | 82.1 | |

| | | | |
|-----|--------|------|--|
| | 435 ft | | |
| S | 39 | 82.2 | |
| +2' | 47 | 81.4 | |
| L | 49 | 81.2 | |
| +5' | 46 | 81.5 | |
| H | 45 | 81.6 | |

| | | | |
|---|--------|------|--|
| | 450 ft | | |
| H | 44 | 81.7 | |
| L | 48 | 81.3 | |
| S | 49 | 81.2 | 495 ft D. Conc. Pass 465 = 81.43 |

| | | | |
|---|--------|------|--|
| | 500 ft | | |
| S | 50 | 81.1 | |
| L | 52 | 80.9 | 510 ft 80 ft L D. Conc. Pass D. Conc. Pass 486 = 81.22 |
| H | 48 | 81.3 | |

| | | | |
|---|--------|------|---|
| | 540 ft | | |
| H | 51 | 81.0 | |
| L | 53 | 80.8 | 558 ft 80 ft L D. Conc. Pass D. Conc. Pass |
| S | 52 | 80.9 | |

| | | | |
|----------|---------------------|-------|-------------|
| | 600 ft = F. Vermont | | 532 = 80.16 |
| S | 621 | 80.80 | |
| Top Pass | 653 | 80.55 | |

286.08

24

| | | | |
|---|------------|-----|-------|
| L | Top Pass | 679 | 80.59 |
| H | " | 645 | 80.63 |
| " | Ch. Ground | 641 | 80.97 |

| | | | | |
|----|-----|--------|------|--------|
| TP | 296 | 285.99 | 3.05 | 289.03 |
| BN | | | 597 | 280.02 |

SE
Mudlet
Richmond

Cross Section Alky Black 171 Cont. Hghts
Between Texas + Arizona From Lincoln to Pk. 20 miles

323.69

25
F. 1946
Glass
Northern

| BM | 361 | 323.69 | 320.08 | NE SP 4' 2" coln to Arizona |
|-----|----------------------------|--------------|--------|--------------------------------------|
| | | N.b. Lincoln | | |
| E | Top Ch | 476 | 318.93 | |
| | Ground | 49 | 318.8 | |
| Z | | 51 | 318.6 | |
| N | Ground + Top Ch | 495 | 318.74 | |
| | | 45'H | | |
| | - 1 Garage Conc Floor | 414 | 319.55 | |
| N | Conc Apron + Ground | 437 | 319.32 | |
| Z | | 43 | 319.4 | |
| E | | 42 | 319.5 | |
| | | 80'H | | |
| E | | 31 | 320.6 | Fence 1' on Ely |
| Z | | 30 | 320.7 | |
| N | | 29 | 320.8 | 88'H on W.L. Conc Wall 3.54 |
| | | 100'H | | |
| N | | 26 | 321.1 | |
| Z | | 27 | 321.0 | |
| E | | 21 | 321.3 | Fence 2' on W.L. |
| | | 110'H | | |
| E | In Garage on Conc Apron | 19 | 321.8 | |
| +08 | Edge of Conc Apron | 201 | 321.69 | |
| Z | | 24 | 321.3 | |
| N | | 25 | 321.2 | |
| +15 | Garage Conc Floor | 220 | 321.49 | |

| | | | | |
|----|------------------------|--------|--------|--------|
| | - 7' Garage Dirt | 03 | 323.4 | 157'H |
| | " | 07 | 323.0 | |
| | " | 09 | 322.8 | |
| E | on Conc Apron + Ground | 062 | 323.07 | |
| +2 | Garage Conc Floor | 034 | 323.35 | |
| FP | 803 | 331.21 | 046 | 323.23 |
| | | | | 196'H |
| | | 74 | 323.9 | |
| Z | | 71 | 324.2 | |
| N | | 74 | 323.9 | |
| | | | | 205'H |
| | - 1 Garage Dirt Floor | 73 | 324.0 | |
| N | | 73 | 324.0 | |
| Z | | 73 | 324.0 | |
| E | | 74 | 323.9 | |
| +1 | Garage Conc Floor | 721 | 324.05 | |
| | | | | 230'H |
| | | 65 | 324.8 | |
| Z | | 60 | 325.3 | |
| N | | 63 | 325.0 | |
| | | | | 260'H |
| | - 2 Garage Dirt Floor | 57 | 325.6 | |
| N | | 57 | 325.6 | |
| Z | | 57 | 325.6 | |
| E | | 59 | 325.4 | |
| +1 | Garage Dirt Floor | 59 | 325.4 | |

331.86

330 N

E 51 326.2

Z 509 326.17

N 480 326.46

350 N

N 46 326.7

Z 47 326.6

E 45 326.8

400 N

E 43 327.0

Z 40 327.3

N 41 327.2

TP 5.6 332.81 40.5 327.21

460 N

-3 Garage Dirt Floor 47 328.1

N 47 328.1

Z 50 327.8

E 52 327.6

493 N

-4 Garage Conc Floor 493 328.08

-2 Conc Apron 508 327.73

E 50 327.8

Z 53 327.5

N Ground Conc Apron 518 327.63

570 N

N 48 328.0

Z 46 328.2

323 N
Garage Conc Floor
10' N.W.L.
48'

443 N
Garage Conc Floor
8' N.W.L.
46' 328.20

478 N
Garage Conc Floor
5' E.E.L.
479 - 328.02

332.81

48 328.0

555 N

47 328.1

47 328.1

47 328.1

47 328.1

590 N

45 328.3

46 328.2

48 328.0

600 N - Sh. Palk Mc Carb Retaining Id

49 327.9

48 328.0

51 327.7

467 332.48 500 327.81

249 327.92

534 N
Do Garage Conc Floor
on E.L.
497

J.F.B.P.
Palk Affigano
379.95

Cross Section Alley Block 4 City Heights.
Between Fairmount & 44th St From Highmen to University
20740

360.09

160'N

9.27
3.45
31.80
10.15
142'N
Garage Dirt Floor
7' x 11' L

| | | | | |
|----|----------------------|--------|--------|-------------------------------------|
| BM | 476 | 360.09 | 355.33 | 11' x 8' Highmen + Fairmount |
| | | | | 1/2' x Highmen |
| | Top Cb | 4.78 | 355.31 | |
| | Ground | 4.9 | 355.2 | |
| | | 4.9 | 355.2 | |
| | Top Cb + Ground | 4.90 | 355.19 | |
| | | 15'N | | |
| | | 3.6 | 356.5 | |
| | | 4.1 | 356.0 | |
| | | 4.1 | 356.0 | |
| | on Conc Wall | 4.00 | 356.09 | |
| | | 15'N | | 27'N End Conc Wall on 11' x 8' 3-28 |
| | -5 Garage Conc Floor | 3.47 | 356.62 | |
| | -3 Conc Apron | 3.55 | 356.54 | |
| | | 4.5 | 356.6 | 56'N Garage Conc Floor 5' x 11' L |
| | | 3.5 | 356.6 | 3.31 |
| | | 3.2 | 356.9 | |
| | | 9'N | | |
| | | 3.5 | 356.6 | |
| | | 3.7 | 356.4 | |
| | | 3.7 | 356.4 | |
| | +5 Conc Apron | 3.56 | 356.53 | |
| | +6 Garage Conc Floor | 3.52 | 356.57 | |
| | | 12.5'N | | |
| | | 3.0 | 357.1 | |
| | | 2.6 | 357.5 | |
| | | 2.8 | 357.3 | |

| | | | | |
|--|----------------------|--------|--------|--------|
| | | 3.4 | 356.7 | |
| | | 3.3 | 356.8 | |
| | | 2.8 | 357.3 | |
| | | 19.5'N | | |
| | -7 Garage Dirt Floor | 3.5 | 356.6 | |
| | | 3.2 | 356.9 | |
| | | 3.1 | 357.0 | |
| | | 3.0 | 357.1 | |
| | +4 Garage Conc Floor | 3.00 | 357.09 | |
| | | 2.50'N | | |
| | | 3.3 | 356.8 | |
| | | 3.0 | 357.1 | |
| | | 3.5 | 356.6 | |
| | | 3.00'N | | |
| | | 3.6 | 356.5 | |
| | | 3.1 | 357.0 | |
| | | 3.1 | 357.0 | |
| | | 5.17 | 357.18 | 362.35 |
| | | 3.50'N | | |
| | | 5.3 | 357.1 | |
| | | 5.0 | 357.4 | |
| | | 4.9 | 357.5 | |
| | | 4.00'N | | |
| | | 4.9 | 357.5 | |
| | | 5.2 | 357.2 | |
| | | 5.3 | 357.1 | |

face 10.15. 11.15
390'N
Garage Dirt Floor
11.5' x 11.5' L
5.16 - 357.19

| | | | |
|--|--------|--------|---|
| | 410' N | | |
| -2 Garage Wood Floor | 49 | 357.5 | 410' N Garage Conc Floor 55' N N 1 |
| E | 51 | 357.3 | 450 |
| Z | 49 | 357.5 | |
| N | 50 | 357.4 | |
| +5.5 Garage Conc Floor | 46.3 | 357.72 | |
| | 460' N | | |
| N | 50 | 357.4 | |
| Z | 50 | 357.4 | |
| E | 52 | 357.2 | |
| +7 Garage Dirt Floor | 49 | 357.5 | 495' N Garage Conc Floor on N 1. 145 |
| | 500' N | | |
| E | 50 | 337.4 | |
| Z | 47 | 357.7 | |
| N | 48 | 357.6 | |
| | 535' N | | |
| N | 39 | 358.5 | |
| +5 | 44 | 358.0 | |
| Z | 46 | 357.8 | |
| E | 48 | 357.6 | |
| | 560' N | | |
| E Public Garage Conc Floor + Ground | 47.4 | 357.61 | |
| Z | 43 | 358.1 | |
| N | 43 | 358.1 | |
| TP | 408 | 362.02 | 441 |
| | 575' N | | |
| N | 42 | 357.8 | |

| | | | |
|----------------------------|------|--------|----------------------|
| | 40 | 358.0 | |
| | 44 | 357.6 | |
| | | | 600' N - S L Unit |
| E Top Cbr, Paving + Ground | 4.52 | 357.50 | |
| Z " " | 4.66 | 357.36 | |
| N " " | 4.57 | 357.45 | |
| " Cb + Ground | 4.38 | 357.64 | |
| B 11 | 2.28 | 359.74 | N 11 Cbr + Paving |

Cross Section Alley Block 46 City Heights
 Between Fairmount & 43rd St. From University to Park
 20' Wide

365.68

29
 9-18-26
 S. S. S. S.
 2155
 Hardman

| | | | | | |
|----|-----|--------|--------|--------|--------------------------|
| BM | 423 | 363.97 | 359.74 | 11.23 | Close to Fairmount |
| | | | | 11.23 | University |
| I | | | 359.90 | 1.07 | Top Cb + Paving |
| Z | | | 359.74 | 1.21 | " Paving |
| W | | | 360.09 | 3.88 | 1. Cb + Paving |
| | | | | 16' H | |
| W | | | 360.4 | 3.1 | |
| Z | | | 360.4 | 3.1 | |
| F | | | 360.4 | 3.6 | |
| | | | | 50' H | |
| F | | | 360.5 | 3.5 | Face of 1st floor |
| Z | | | 360.7 | 3.3 | |
| W | | | 360.7 | 3.3 | |
| | | | 360.77 | 3.20 | on Conc. Sill Step to Cb |
| | | | | 88' H | |
| W | | | 360.7 | 3.3 | |
| Z | | | 360.7 | 3.3 | |
| | | | 361.0 | 3.0 | +9.5 Garage Wood Floor |
| F | | | 360.7 | 3.3 | |
| TP | 423 | 365.18 | 360.95 | 3.02 | |
| | | | | 125' H | |
| F | | | 360.4 | 5.3 | 1st floor |
| Z | | | 360.9 | 4.8 | 2nd floor |
| W | | | 361.1 | 4.6 | |
| W | | | 360.3 | 5.4 | |
| W | | | 360.41 | 5.27 | on Garage Floor Conc |

| | | | | | |
|------|--|--|--------|--------|-----------------------------|
| | | | | 150' H | |
| -4 | | | 360.49 | 5.19 | N. End of Garage Conc Floor |
| W | | | 360.7 | 5.0 | |
| Z | | | 360.8 | 4.9 | |
| F | | | 360.4 | 5.3 | |
| | | | | 210' H | |
| -1 | | | 360.61 | 5.07 | Garage Conc Floor |
| F | | | 360.46 | 5.22 | Edge Conc Approx to Ground |
| Z | | | 360.9 | 4.8 | |
| Z | | | 360.9 | 4.8 | |
| W | | | 360.5 | 5.2 | |
| | | | 360.26 | 5.42 | +5.5 Garage Conc Floor |
| | | | | 250' H | |
| -1 | | | 360.5 | 5.2 | Garage Dirt Floor |
| W | | | 360.5 | 5.2 | |
| Z | | | 360.6 | 5.1 | |
| F | | | 360.4 | 5.3 | |
| | | | | 305' H | |
| F | | | 360.3 | 5.4 | |
| F | | | 360.36 | 5.22 | +0.8 Garage Conc Floor |
| Z | | | 360.5 | 5.2 | |
| W | | | 360.3 | 5.4 | |
| | | | 360.61 | 5.07 | +6 Garage Conc Floor |
| | | | | 343' H | |
| -3.5 | | | 360.48 | 5.20 | Garage Conc Floor |
| W | | | 360.5 | 5.2 | |
| Z | | | 360.2 | 5.5 | |

128' H
 Garage Dirt Floor
 70.16 Alley on E
 51-360.8

Face of 5th floor

| | | | | |
|-----|----------------------|--------|-----|--------|
| F | | | 59 | 359.8 |
| * 1 | Do Garage Conc Floor | | 570 | 359.98 |
| TR | 117 | 364.14 | 521 | 360.17 |
| | | 320' N | | |
| F | Fence 0.6 in Alley | | 46 | 360.0 |
| £ | | | 44 | 360.2 |
| H | | | 41 | 360.5 |
| | | 400' N | | |
| H | | | 48 | 359.8 |
| £ | | | 47 | 359.9 |
| F | | | 47 | 359.9 |
| | | 435' N | | |
| F | Fence 0.9 in Alley | | 50 | 359.6 |
| X | | | 48 | 359.8 |
| H | | | 49 | 359.7 |
| | | 468' N | | |
| H | | | 48 | 359.8 |
| £ | | | 48 | 359.8 |
| +7 | | | 51 | 359.5 |
| F | | | 59 | 359.2 |
| +3 | Garage Conc Floor | | 537 | 359.27 |
| | | 530' N | | |
| F | Fence 0.5 in Alley | | 53 | 359.3 |
| £ | | | 49 | 359.7 |
| H | | | 51 | 359.5 |

356' N
E. N. N. L.
Garage Conc Floor
380 - 360.84

| | | | | | |
|------|--------------------|----------------------|--------|--------|--------|
| -5 | Garage Conc Floor | | 160 | 360.04 | |
| H | | | 48 | 359.8 | |
| £ | | | 50 | 359.6 | |
| F | | | 52 | 359.4 | |
| +1 | Garage Conc Floor | | 517 | 359.47 | |
| | | 555' N | | | |
| F | | | 52 | 359.4 | |
| £ | | | 49 | 359.7 | |
| H | | | 47 | 359.9 | |
| | | 528' N | | | |
| H | | | 48 | 359.8 | |
| £ on | Plm. M.H. + Ground | | 481 | 359.83 | |
| F | | | 53 | 359.3 | |
| | | 600' N - S. L. Palk | | | |
| F | | | 50 | 359.6 | |
| £ | | | 50 | 359.6 | |
| H | | | 50 | 359.6 | |
| | | 1065' N - S. C. Palk | | | |
| H | on Curb | | 511 | 359.53 | |
| £ | " " | | 517 | 359.17 | |
| F | | | 516 | 359.48 | |
| TR | | 458 | 364.06 | 516 | 359.48 |
| BM | | | 595 | 358.31 | |

N.H.
Ord 299
358.43

Cross Section of Alley 20' wide
 BIK 110 Reed & Swayne's Central Park Add.

Moore
 11/4/6

81.73

31

| NEBR | 3x5 | 81.73 ✓ | 78.48 | K+310* |
|------|-----------------------------|---------|-------|----------|
| | EL. 310 ⁺ = 0+00 | | | |
| S | Com. return | 3.91 | 77.82 | |
| C | | 4.5 | 77.2 | |
| N | " " | 4.07 | 77.66 | |
| | 0+10 | | | |
| N | | 4.5 | 77.2 | |
| C | | 5.0 | 76.7 | |
| S | | 4.9 | 76.8 | |
| | 0+59 | | | |
| -r | Garage dirt floor | 5.0 | 76.7 | |
| S | | 5.0 | 76.7 | |
| e | | 4.9 | 76.8 | |
| N | | 4.7 | 77.0 | |
| | 1+00 | | | |
| N | Fence 4' alley | 4.7 | 77.0 | |
| C | | 4.8 | 76.9 | |
| S | | 4.8 | 76.9 | |
| | 1+44 | | | |
| S | | 4.6 | 77.1 | |
| C | | 4.6 | 77.1 | |
| N | Garage dirt floor | 4.3 | 77.4 | 4' alley |
| | 1+70 | | | |
| N | fence 6' alley | 4.1 | 77.6 | |
| e | | 4.3 | 77.4 | |
| S | | 3.9 | 77.8 | |

PLOTTED

| | | | | |
|---|--------------------------|---------|------|-----------|
| | 2+00 | | | |
| S | | 3.3 | 78.4 | |
| C | | 3.5 | 78.2 | |
| N | Fence 3' alley | 3.4 | 78.3 | |
| | 2+39 | | | |
| N | | 2.8 | 78.9 | |
| C | | 2.9 | 78.8 | |
| S | double Garage dirt floor | 2.5 | 79.2 | 2' alley |
| | 2+70 | | | |
| S | fence 2' alley | 1.8 | 79.9 | |
| e | | 2.5 | 79.2 | |
| N | | 2.4 | 79.3 | |
| | 3+00 | | | |
| N | | 0.4 | 81.3 | |
| e | | 1.2 | 80.5 | |
| C | | 1.2 | 80.5 | |
| S | | 1.2 | 80.5 | |
| | T.P. 6.33 | 86.92 ✓ | 1.14 | 80.59 ✓ |
| | 3+19 | | | |
| S | Garage dirt floor | 6.2 | 80.7 | |
| C | | 6.3 | 80.6 | |
| N | | 6.2 | 80.7 | |
| N | fence 2' alley | 5.8 | 81.1 | |
| | 3+60 | | | |
| N | Garage dirt floor | 6.1 | 80.8 | 1' r back |
| C | | 6.2 | 80.7 | |
| S | | 5.9 | 81.0 | |

869^v

| | | | |
|-------------------------------|------|-----|------|
| | 4+00 | | |
| S | | 6.0 | 80.9 |
| e | | 6.1 | 80.8 |
| N | | 5.8 | 81.1 |
| | 4+30 | | |
| N | | 5.6 | 81.3 |
| e | | 6.0 | 80.9 |
| S | | 5.8 | 81.1 |
| +5.5 double Garage wood floor | 4+43 | 5.8 | 81.1 |
| S | | 5.6 | 81.3 |
| e | | 5.7 | 81.2 |
| N | | 5.6 | 81.3 |
| +0.5 double Garage dirt floor | 4+79 | 5.6 | 81.3 |
| N | | 5.0 | 81.9 |
| e | | 5.2 | 81.7 |
| S | | 4.9 | 82.0 |
| +5 Garage dirt floor | 5+13 | 4.9 | 82.0 |
| -0.8 Garage dirt floor | | 4.3 | 82.6 |
| S | | 4.3 | 82.6 |
| e | | 4.3 | 82.6 |
| N | | 4.3 | 82.6 |
| | 5+57 | | |
| N | | 3.5 | 83.4 |

869^v

32

| | | | |
|-------------|-------------------|------|-------------------|
| e | | 3.7 | 83.2 |
| S | Garage dirt floor | 3.9 | 83.0 on line |
| | 5+96 | | |
| S | | 4.1 | 82.8 |
| e | | 3.8 | 83.1 |
| N | | 3.7 | 83.2 |
| | 6+01 = WL around | | |
| N | on paving | 4.59 | 82.33 root paving |
| e | " " | 4.78 | 82.14 for grade |
| S | " " | 4.41 | 82.51 |
| check to BM | | 5.44 | 81.48 81.52 |
| | | | NW of 4 around |

Cross Section of ALLEY 20' wide
BIK M Univ. Hgts

Moore
10/2/66

398.41

33

| Station | Material / Description | Thickness | Elevation | Notes | Material | Thickness | Elevation |
|--------------|------------------------|-----------|-----------|---------|--------------------------------|-----------|------------------------|
| Station 6.34 | 398.41 | 392.07 | 398.41 | | C | 5.0 | 393.4 |
| | SL Copley = 0.00 | | | | W | 5.0 | 93.4 |
| W | on paving | 5.52 | 392.88 | | 1+88 | | |
| C | | 5.78 | 392.63 | | W | 5.4 | 93.0 |
| E | | 5.50 | 392.91 | | C | 5.3 | 93.1 |
| | 0+05 | | | | E | 5.3 | 93.1 |
| E | | 4.8 | 93.6 | | +6 Garage cement floor | 4.9 | 93.5 |
| C | | 4.8 | 93.6 | | 2+29 | | |
| W | | 4.7 | 93.7 | | E | 5.5 | 92.9 |
| | 0+14 | | | | C | 5.6 | 92.8 |
| -w | Garage dirt floor | 4.4 | 94.0 | | W | 5.7 | 92.7 |
| W | | 4.4 | 94.0 | | +10 Garage cement floor | 5.2 | 93.2 |
| C | | 4.3 | 94.1 | | 2+57 | | |
| E | | 4.5 | 93.9 | | 4' E of EL Garage cement floor | 5.3 | 93.1 |
| | 0+57 | | | | 2+77 | | |
| E | Garage cement floor | 4.6 | 93.8 | on line | W | 5.9 | 92.5 |
| C | | 4.5 | 93.9 | | C | 5.7 | 92.7 |
| W | | 4.3 | 94.1 | | E | 5.4 | 93.0 |
| +12 | dirt floor | 4.3 | 94.1 | | 2+88 | | |
| | 1+00 | | | | E | 5.6 | 92.8 |
| W | | 4.9 | 93.5 | | C | 6.3 | 92.1 |
| C | | 4.8 | 93.6 | | W | 6.4 | 92.0 |
| E | | 4.7 | 93.7 | | 3+01 = NL Collier Flv | | |
| | 1+45 | | | | W on crown's foot future | 7.83 | 390.58 #11. off paving |
| -1.9 | Garage cement floor | 4.7 | 93.7 | | C for ydgs | 7.4 | 91.01 |
| E | | 5.1 | 93.3 | | E crown's foot | 7.4 | 90.99 |

PLOTTED

Cross Section of Nile St.
From Thoro to Quince

34
10.13.26
S. 55.5
S. 1.1
N. 1.1

| BM | 207 | 318.08 | | 318.01 | | | | | |
|------------|-----|--------|-------|--------|--|--|--|--|--|
| TP | 171 | 307.15 | 12.64 | 305.49 | | | | | |
| TP | 108 | 305.40 | 5.83 | 301.32 | | | | | |
| BM | | | 1.71 | 303.69 | | | | | |
| S.L. Thoro | | | | | | | | | |
| F | | | 2.7 | 300.7 | | | | | |
| cb | | | 2.6 | 300.8 | | | | | |
| 1/4 | | | 3.1 | 300.3 | | | | | |
| 1/4 | | | 3.2 | 300.2 | | | | | |
| 1/4 | | | 3.6 | 301.8 | | | | | |
| cb | | | 3.9 | 301.5 | | | | | |
| 1/4 | | | 4.3 | 301.1 | | | | | |
| 60'S | | | | | | | | | |
| 1/4 | | | 5.4 | 300.0 | | | | | |
| cb | | | 4.8 | 300.6 | | | | | |
| 1/4 | | | 3.9 | 301.5 | | | | | |
| 1/4 | | | 3.2 | 302.2 | | | | | |
| 1/4 | | | 3.5 | 301.9 | | | | | |
| cb | | | 3.2 | 302.2 | | | | | |
| F | | | 3.2 | 302.2 | | | | | |
| 110'S | | | | | | | | | |
| F | | | 3.8 | 301.6 | | | | | |
| cb | | | 3.9 | 301.5 | | | | | |
| 1/4 | | | 4.1 | 301.3 | | | | | |
| 1/4 | | | 3.8 | 301.6 | | | | | |
| 1/4 | | | 4.4 | 301.0 | | | | | |

60' High
10' Cbs
10' Gts

N. 11.
Thoro +
Gregory

N. 5. 2.
Thoro + Nile

305.40

160'S

210'S

260'S

| | |
|----|-------|
| 57 | 299.7 |
| 58 | 299.6 |
| 60 | 299.4 |
| 62 | 298.5 |
| 64 | 299.0 |
| 64 | 299.0 |
| 48 | 300.6 |
| 44 | 301.0 |
| 42 | 301.2 |
| 46 | 300.8 |
| 47 | 300.7 |
| 50 | 300.1 |
| 46 | 300.8 |
| 54 | 300.0 |
| 48 | 300.6 |
| 55 | 299.9 |
| 70 | 298.4 |
| 75 | 297.9 |
| 78 | 297.6 |
| 75 | 297.9 |
| 63 | 299.1 |
| 56 | 299.8 |
| 61 | 299.3 |
| 61 | 299.3 |

| | | |
|-----|-------|---------|
| F | 58 | 299.6 ✓ |
| | 310.5 | |
| F | 60 | 299.2 ✓ |
| FS | 61 | 299.3 ✓ |
| cb | 70 | 298.4 ✓ |
| 1/4 | 68 | 298.6 ✓ |
| S | 65 | 298.9 ✓ |
| +5 | 65 | 298.9 ✓ |
| 1/4 | 72 | 298.2 ✓ |
| cb | 79 | 297.5 ✓ |
| 1/4 | 82 | 297.2 ✓ |
| | 360.5 | |
| 1/4 | 88 | 296.6 ✓ |
| cb | 86 | 296.8 ✓ |
| 1/4 | 78 | 297.6 ✓ |
| +5 | 69 | 298.5 ✓ |
| S | 70 | 298.4 ✓ |
| 1/4 | 73 | 298.1 ✓ |
| cb | 76 | 297.8 ✓ |
| +5 | 68 | 298.6 ✓ |
| F | 66 | 298.8 ✓ |
| | 416 | |
| F | 75 | 297.9 ✓ |
| +5 | 75 | 297.9 ✓ |
| cb | 81 | 297.3 ✓ |
| 1/4 | 81 | 297.3 ✓ |
| S | 79 | 297.5 ✓ |
| +5 | 79 | 297.5 ✓ |

| | | |
|-----|-------|---------|
| 1/4 | 85 | 296.9 ✓ |
| cb | 93 | 296.1 ✓ |
| 1/4 | 95 | 295.9 ✓ |
| | 460.5 | |
| 1/4 | 103 | 295.1 ✓ |
| cb | 103 | 295.1 ✓ |
| 1/4 | 97 | 295.7 ✓ |
| +5 | 90 | 296.4 ✓ |
| S | 90 | 296.4 ✓ |
| 1/4 | 91 | 296.3 ✓ |
| cb | 86 | 296.8 ✓ |
| F | 80 | 297.4 ✓ |
| | 510.5 | |
| F | 88 | 296.6 ✓ |
| cb | 74 | 296.0 ✓ |
| 1/4 | 98 | 295.6 ✓ |
| S | 98 | 295.6 ✓ |
| +5 | 99 | 295.5 ✓ |
| 1/4 | 105 | 294.9 ✓ |
| cb | 109 | 294.5 ✓ |
| 1/4 | 111 | 294.3 ✓ |
| | 560.5 | |
| 1/4 | 119 | 293.5 ✓ |
| cb | 119 | 293.5 ✓ |
| 1/4 | 119 | 294.0 ✓ |
| +5 | 107 | 294.7 ✓ |
| S | 107 | 294.7 ✓ |

463.5 297.6
Cost 1/4
10.02 = 295.14

503 296.6
Cost 1/4
11.07 = 294.33

| | | | |
|-----|-------|-------------|--|
| 1/4 | | 105 | 294.9 ✓ |
| cb | | 101 | 295.3 ✓ |
| F | | 97 | 295.7 ✓ |
| TP | 218 | 297.78 ✓ | 1030 295.10 ✓ |
| | | 110 | |
| F | | 27 | 295.1 ✓ |
| cb | | 31 | 294.7 ✓ |
| 1/4 | | 37 | 294.1 ✓ |
| 2 | | 41 | 293.7 ✓ |
| 15 | | 41 | 293.7 ✓ |
| 1/4 | | 45 | 293.3 ✓ |
| cb | | 51 | 292.7 ✓ |
| 1/4 | | 52 | 292.0 ✓ |
| | 620's | 1/4 Redwood | Redwood |
| 1/4 | | 54 | 292.2 ✓ <small>10' Cbs 10' 9"</small> |
| cb | | 50 | 292.8 ✓ |
| 1/4 | | 46 | 293.2 ✓ |
| 2 | | 44 | 293.4 ✓ |
| 1/4 | | 41 | 293.7 ✓ |
| cb | | 36 | 294.2 ✓ |
| F | | 30 | 294.8 ✓ |
| | Xcb | | |
| F | | 31 | 294.7 ✓ |
| cb | | 36 | 294.2 ✓ |
| 1/4 | | 43 | 293.5 ✓ |
| 2 | | 46 | 293.2 ✓ |
| 1/4 | | 40 | 292.9 ✓ |

| | | | |
|-----|---|---------|---------|
| cb | | 52 | 292.6 ✓ |
| 1/4 | | 56 | 292.2 ✓ |
| | | 1/4 | |
| 1/4 | | 57 | 292.1 ✓ |
| cb | | 54 | 292.4 ✓ |
| 1/4 | | 49 | 292.9 ✓ |
| 2 | | 45 | 293.3 ✓ |
| 1/4 | | 41 | 293.7 ✓ |
| cb | | 40 | 293.8 ✓ |
| F | | 34 | 294.4 ✓ |
| | 2 | Redwood | |
| F | | 36 | 294.2 ✓ |
| cb | | 41 | 293.7 ✓ |
| 1/4 | | 45 | 293.3 ✓ |
| 2 | | 48 | 293.0 ✓ |
| 1/4 | | 52 | 292.6 ✓ |
| cb | | 55 | 292.3 ✓ |
| 1/4 | | 60 | 291.8 ✓ |
| | | 1/4 | |
| X | | 62 | 291.6 ✓ |
| cb | | 57 | 292.1 ✓ |
| 1/4 | | 51 | 292.4 ✓ |
| 2 | | 50 | 292.8 ✓ |
| 1/4 | | 48 | 293.0 ✓ |
| cb | | 42 | 293.6 ✓ |
| F | | 38 | 294.0 ✓ |
| | | 5cb | |

| | | |
|------------|-----|----------|
| 5 | 39 | 293.9 ✓ |
| cb | 43 | 293.5 ✓ |
| 11 | 48 | 293.0 ✓ |
| 12 | 52 | 292.6 ✓ |
| 13 | 53 | 292.5 ✓ |
| 14 | 54 | 292.2 ✓ |
| cb | 59 | 291.9 ✓ |
| 11 | 63 | 291.5 ✓ |
| SL Redwood | | |
| 11 | 65 | 291.3 ✓ |
| cb | 60 | 291.8 ✓ |
| 14 | 59 | 292.6 ✓ |
| 12 | 59 | 292.4 ✓ |
| 18 | 59 | 294.4 ✓ |
| 14 | 48 | 293.0 ✓ |
| cb | 15 | 293.3 ✓ |
| 1 | 10 | 293.8 ✓ |
| BM | 409 | 296.01 ✓ |
| 50's | | |
| 1 | 30 | 293.0 ✓ |
| cb | 34 | 294.6 ✓ |
| 11 | 38 | 294.2 ✓ |
| 12 | 47 | 291.3 ✓ |
| 13 | 50 | 291.0 ✓ |
| 14 | 16 | 291.4 ✓ |
| cb | 51 | 290.9 ✓ |
| 11 | 56 | 290.4 ✓ |

over 5pk
Redwood 5pk

| | | |
|-------|----|----------|
| -1 | 29 | 288.91 ✓ |
| 11 | 64 | 289.6 ✓ |
| cb | 57 | 290.3 ✓ |
| 11 | 51 | 290.9 ✓ |
| 11 | 57 | 290.3 ✓ |
| 12 | 56 | 290.4 ✓ |
| 11 | 49 | 291.1 ✓ |
| cb | 40 | 292.0 ✓ |
| 1 | 37 | 292.3 ✓ |
| 150's | | |
| 1 | 41 | 291.9 ✓ |
| cb | 43 | 291.7 ✓ |
| 11 | 44 | 291.6 ✓ |
| 16 | 42 | 289.8 ✓ |
| 16 | 63 | 289.7 ✓ |
| 15 | 64 | 289.6 ✓ |
| 11 | 58 | 290.2 ✓ |
| cb | 67 | 289.6 ✓ |
| 11 | 70 | 289.0 ✓ |
| 200's | | |
| 11 | 71 | 288.9 ✓ |
| cb | 61 | 289.6 ✓ |
| 16 | 57 | 290.3 ✓ |
| 11 | 59 | 290.1 ✓ |
| 13 | 69 | 289.1 ✓ |
| 12 | 72 | 288.8 ✓ |
| 14 | 71 | 288.9 ✓ |

on Conc Walk in front
of G1 Corp 101 Station

195 S 29 FL
Conc Walk
128

2960'

| | | | |
|-------|-----|-------|---|
| 1/4 | 5.2 | 290.8 | ✓ |
| 1/2 | 9.1 | 291.2 | ✓ |
| E | 15 | 291.5 | ✓ |
| 250'S | | | |
| E | 5.3 | 290.7 | ✓ |
| 1/2 | 5.5 | 290.5 | ✓ |
| 1/4 | 5.6 | 290.4 | ✓ |
| +6 | 8.1 | 287.9 | ✓ |
| 8 | 8.2 | 287.8 | ✓ |
| +7 | 8.0 | 288.0 | ✓ |
| 1/4 | 6.5 | 289.5 | ✓ |
| +2 | 5.7 | 290.3 | ✓ |
| 1/2 | 6.5 | 289.5 | ✓ |
| 1/4 | 7.0 | 289.0 | ✓ |
| 300'S | | | |
| 1/4 | 9.1 | 286.9 | ✓ |
| 1/2 | 8.2 | 287.8 | ✓ |
| +5 | 7.2 | 288.7 | ✓ |
| 1/4 | 7.7 | 288.3 | ✓ |
| +3 | 9.1 | 286.8 | ✓ |
| 8 | 9.2 | 286.8 | ✓ |
| +4 | 9.2 | 286.8 | ✓ |
| 1/4 | 6.5 | 289.5 | ✓ |
| 1/2 | 6.2 | 289.8 | ✓ |
| E | 6.0 | 290.0 | ✓ |
| 350'S | | | |
| E | 6.8 | 289.1 | ✓ |

2960'

| | | | |
|-------|------|--------|---------------|
| 1/2 | 7.1 | 288.9 | ✓ |
| 1/2 | 6.8 | 289.2 | ✓ |
| 1/4 | 7.6 | 288.4 | ✓ |
| 1/2 | 10.2 | 285.8 | ✓ |
| 1/2 | 10.3 | 285.7 | ✓ |
| 1/2 | 10.4 | 285.6 | ✓ |
| 1/4 | 8.7 | 287.3 | ✓ |
| 1/2 | 7.3 | 288.7 | ✓ |
| 1/2 | 8.8 | 287.2 | ✓ |
| 1/2 | 9.9 | 286.1 | ✓ |
| 1/2 | 10.2 | 285.2 | ✓ |
| 400'S | | | |
| 1/2 | 16.1 | 279.9 | ✓ |
| 1/2 | 17.3 | 281.7 | ✓ |
| 1/2 | 11.6 | 284.4 | ✓ |
| 1/2 | 10.1 | 285.9 | ✓ |
| 1/2 | 10.7 | 285.3 | ✓ |
| 1/2 | 11.4 | 284.6 | ✓ |
| 1/2 | 11.2 | 284.8 | ✓ |
| 1/2 | 11.4 | 284.6 | ✓ |
| 1/2 | 8.6 | 287.4 | ✓ |
| 1/2 | 8.0 | 288.0 | ✓ |
| 1/2 | 8.3 | 287.7 | ✓ |
| 1/2 | 7.9 | 288.1 | ✓ |
| 7P | 0.63 | 288.42 | 8.22 287.79 ✓ |
| 450'S | | | |
| E | 0.9 | 287.5 | ✓ |

288.12

| | | |
|-------|-----|---------|
| 0.6 | 15 | 286.9 ✓ |
| 1/2 | 23 | 286.1 ✓ |
| +6 | 42 | 284.2 ✓ |
| 1/2 | 10 | 284.2 ✓ |
| 1/4 | 35 | 284.9 ✓ |
| 0.6 | 58 | 282.6 ✓ |
| 1/4 | 84 | 280.0 ✓ |
| +10 | 102 | 278.0 ✓ |
| 450'S | | |
| -10 | 119 | 276.5 ✓ |
| 1/4 | 100 | 278.4 ✓ |
| 0.6 | 81 | 280.3 ✓ |
| 1/4 | 62 | 284.2 ✓ |
| +5 | 44 | 283.6 ✓ |
| 1/2 | 51 | 283.3 ✓ |
| 1/4 | 52 | 283.2 ✓ |
| 1/4 | 33 | 285.1 ✓ |
| 0.6 | 23 | 286.1 ✓ |
| 1/2 | 14 | 287.0 ✓ |
| 500'S | | |
| 1/2 | 25 | 285.9 ✓ |
| 0.6 | 33 | 285.1 ✓ |
| 1/4 | 44 | 284.0 ✓ |
| +6 | 72 | 281.2 ✓ |
| 1/2 | 66 | 281.8 ✓ |
| +5 | 64 | 282.0 ✓ |
| 1/2 | 80 | 280.4 ✓ |

288.42

| | | |
|---------------------|-----|---------|
| 0.6 | 96 | 278.8 ✓ |
| 1/4 | 118 | 276.6 ✓ |
| +12 | 151 | 273.3 ✓ |
| 550'S | | |
| -15 | 157 | 272.7 ✓ |
| 1/4 | 123 | 276.1 ✓ |
| 0.6 | 108 | 277.6 ✓ |
| 1/4 | 91 | 279.3 ✓ |
| +5 | 79 | 280.5 ✓ |
| 1/2 | 78 | 280.6 ✓ |
| +5 | 86 | 279.8 ✓ |
| 1/4 | 57 | 282.7 ✓ |
| 0.6 | 41 | 284.3 ✓ |
| 1/2 | 33 | 285.1 ✓ |
| 600'S | | |
| 1/2 | 45 | 283.9 ✓ |
| 0.6 | 58 | 282.6 ✓ |
| +5 | 69 | 281.5 ✓ |
| 1/4 | 90 | 279.4 ✓ |
| 1/2 | 70 | 279.4 ✓ |
| +5 | 91 | 279.3 ✓ |
| 1/4 | 105 | 277.9 ✓ |
| 0.6 | 130 | 276.4 ✓ |
| 1/4 | 125 | 274.9 ✓ |
| +15 | 168 | 271.6 ✓ |
| 620'S = N.L. Quince | | |
| -15 | 188 | 269.6 ✓ |

Nile St.

288.42

| | | | |
|------|-----|--------|---|
| M | 142 | 274.2 | ✓ |
| cb | 130 | 275.4 | ✓ |
| '14 | 111 | 277.3 | ✓ |
| 5 | 96 | 278.8 | ✓ |
| '14 | 92 | 279.1 | ✓ |
| '14 | 79 | 281.0 | ✓ |
| cb | 64 | 282.0 | ✓ |
| F | 51 | 283.3 | ✓ |
| B.M. | 499 | 283.42 | ✓ |

Top of 100 ft. level
Nile at 100 ft.
S.E. of Cairo
+ Nile

Plotted M.N.D. Oct 15th 1926

$\Delta = 48^{\circ}13'30''$
 $R = 570$
 $T = 339.29$
 \circ PC 7+76.11

$\Delta = 50^{\circ}09'30''$
 $R = 500'$
 $T = 272.96$

PI
 $\Delta = 5^{\circ}40'$
 $T = 59.56$

EC 148+88.42

$\Delta = 71^{\circ}$
 $T = 223.99$
 $R = 311.32$

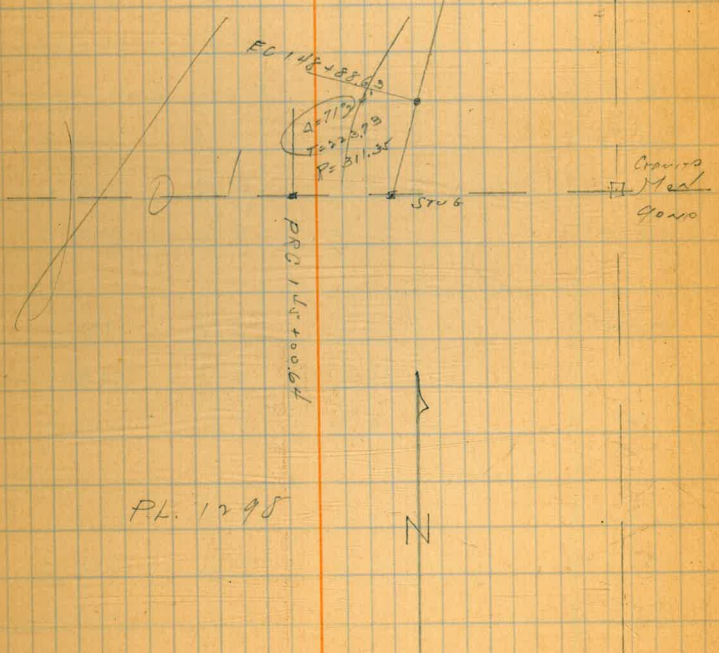
POB 14+00.64

STW 6

Cross
at
Mead
Cove

PL 1295

N



Moore
1/2/26

Cross Section of Alley 30' wide
Blk 57 Univ. Hqts. from to Mad
Utah to Kent.

379.67

42

SEBP 028 379.73 375.95

Moore
30+5

T.P. 7.86 379.67 7.9 371.81

0+00 = all Monroe

E, Top 6 7.86 371.81

E 8.4 371.3

C for ydgo 8.8 370.9

w/ 8.5 371.2

w/ top 6 8.6 371.61

50' n/

w/ 7.4 372.3

C 7.7 372.0

E 7.6 372.1

100' n/

E 7.1 372.6

C 6.7 373.0

w/ 7.0 372.7

135' n/

w/ 6.6 373.1

C 6.6 373.1

E 6.6 373.1

200' n/

E 5.7 374.0

C 5.6 374.1

w/ 5.7 374.0

225' n/

w/ 5.1 374.6

C 4.8 374.9

E 5.1 374.6

250' n/

E 5.1 374.6

C 5.3 374.4

w/ 4.9 374.8

280' n/

- 5. Garage con floor 4.40 375.3

w/ 4.5 375.2

C 4.6 375.1

E 4.8 374.9

300' n/

E 4.1 375.6

C Rim M.H. 3.90 375.8

w/ 4.3 375.4

350' n/

w/ 4.2 375.5

C 4.3 375.4

E 4.0 375.7

376' n/

E 4.1 375.6

C 4.1 375.6

w/ 3.6 376.1

+ 2.4 Sedge con Apron 3.40 376.3 to 3 garages

379.67

| | | | |
|---------|---------------------|------|-------|
| 406' n' | | | |
| - 2.4 | Nudge of corr Apron | 3.20 | 376.5 |
| w' | | 3.3 | 376.4 |
| e | | 3.7 | 376.0 |
| 'E | | 3.7 | 376.0 |
| + 5 | Garage dirt floor | 3.7 | 376.0 |
| 447' n' | | | |
| - 8 | garage corr strips | 3.4 | 376.3 |
| E | | 3.3 | 376.4 |
| C | | 3.3 | 376.4 |
| w' | | 3.3 | 376.4 |
| 486' n' | | | |
| w' | | 3.2 | 376.5 |
| C | | 3.5 | 376.2 |
| E | | 3.3 | 376.4 |
| + 5 | Garage dirt floor | 3.2 | 376.5 |
| 531' n' | | | |
| E | | 2.9 | 376.8 |
| C | | 3.1 | 376.6 |
| w' | | 3.0 | 376.7 |
| + 0.8 | corr Apron | 3.0 | 376.7 |
| 555' n' | | | |
| - 0.8 | corr walk | 2.8 | 376.9 |
| w' | | 3.0 | 376.7 |
| e | | 2.9 | 376.8 |
| E | | 2.7 | 377.0 |

above
to 376.56' back
garage

379.67

43

| | | | |
|----------------------|-------------------|------|--------|
| E + 4 | Garage corr floor | 2.6 | 377.1 |
| 600' n' - SL Madison | | | |
| E | Top cb | 2.57 | 377.10 |
| E | | 2.7 | 377.0 |
| C | for rdge | 3.0 | 376.7 |
| w' | | 2.7 | 377.0 |
| w' | Top cb | 2.35 | 377.32 |

Moose
11/2/26

Cross Section of 17th St 20' wide
D.K. 203 Univ. Hgts

Oregon to Idaho
Went to Lincoln

348.76

44

| | | | |
|-------------------------------|---------|---------|-----------------|
| NET MON 99' | 348.76' | 338.85' | Univ. Oregon |
| 0+00 = 11' Univ. | | | |
| w/ ON paving | 5.09 | 343.67' | - |
| c | 5.19 | 343.57' | - |
| E | 4.83 | 343.93' | - |
| di'n | | | |
| E | 4.4 | 344.4' | - |
| c | 4.8 | 344.0' | - |
| w/ | 4.7 | 344.1' | - |
| + 1.5 Garage Cem floor | 5.0 | 343.8' | - |
| 59' N | | | |
| 5.5 w/ w/ Garage Cem floor | 4.5-3 | 344.23' | - |
| 79' N | | | |
| - 5.5 garage cem floor | 4.5 | 344.22' | - |
| w/ | 4.5 | 344.3' | - |
| c | 4.7 | 344.1' | - |
| E & Cem 17' from outside | 4.5 | 344.3' | - |
| 99' N | | | |
| E fence 0.3 in alley | 4.4 | 344.4' | - |
| c | 4.4 | 344.4' | - |
| w/ | 4.7 | 344.1' | - |
| + 5.5 Garage Cem floor | 4.50 | 344.56' | - |
| 110' N | | | |
| - 0.7 double garage Cem floor | 4.0 | 344.8' | - |
| w/ | 4.4 | 344.4' | - |
| c | 4.1 | 344.7' | - |
| Fence 0.3 in alley | | | |

Plotted 1/16/26
 H. H. H.

| | | | |
|-------------------------------|------|---------|---|
| 140' N | | | |
| E fence in alley .5 | 4.0 | 344.8' | - |
| c | 4.2 | 344.6' | - |
| w/ | 3.9 | 344.9' | - |
| + 0.5 double garage Cem floor | 3.9 | 344.9' | - |
| T.P. 970 354.75' | 3.7 | 345.05' | - |
| 180' N | | | |
| - 1.0 Garage Cem floor | 9.47 | 345.28' | - |
| w/ | 9.5 | 345.2' | - |
| c | 9.5 | 345.2' | - |
| E fence at in alley | 9.7 | 345.0' | - |
| 19' N | | | |
| 1.0 w/ w/ Garage Cem floor | 9.50 | 345.35' | - |
| 230' N | | | |
| E | 8.6 | 346.1' | - |
| c | 8.9 | 345.8' | - |
| w/ | 8.8 | 345.9' | - |
| + 3.5 double Garage Cem floor | 8.85 | 345.90' | - |
| 235' N | | | |
| 0.7 E of EL Garage Cem floor | 8.55 | 346.20' | - |
| 245' N | | | |
| 0.7 E of EL | 8.1 | 346.61' | - |
| 256' N | | | |
| w/ | 8.1 | 346.6' | - |
| c | 8.2 | 346.4' | - |
| E | 8.0 | 346.7' | - |
| + 0.3 Garage Cem strips | 7.8 | 347.0' | - |

Plotted 1/16/26
 H. H. H.

| | | | |
|-----------------------------------|------|-------------|--|
| 284' n | | | |
| E fence 0.7 in alley | 7.1 | 347.6' - | |
| C | 7.5 | 347.2' - | |
| w/ | 7.2 | 347.5' - | |
| + w Garage dirt floor | 7.2 | 347.5' - | |
| 307' n | | | |
| w/ Apron on line | 6.4 | 348.33' - | |
| C | 6.5 | 348.2' - | |
| E Fence 0.3 in alley | 6.0 | 348.7' - | |
| 340' n | | | |
| C on Riv 19.1 | 6.05 | 348.70' - | |
| 323' n | | | |
| 1.9 E of EL Garage concrete floor | 4.90 | 349.85' - | |
| 345' n | | | |
| 1.7 E of EL Garage | 4.77 | 349.98' - ✓ | |
| E | 4.5 | 349.9' - | |
| C | 5.4 | 349.3' - | |
| w/ | 5.2 | 349.5' - | |
| 393' n | | | |
| - 0.7 Garage floor P | 3.65 | 351.10' - | |
| w/ | 3.6 | 351.1' - | |
| C | 3.9 | 350.8' - | |
| + 9' Cem Apron to Garage | 3.33 | 351.42' - | |
| 407' n | | | |
| - 1.4 Garage concrete floor | 2.81 | 351.94' - ✓ | |
| E | 3.0 | 351.7' - | |

Plotted 1/14/22
Apron

| | | | |
|-------------------------------------|------|------------------|--|
| C | 3.3 | 351.9' - | |
| w/ Garage concrete floor | 3.2 | 351.4' - on line | |
| 445' n | | | |
| - 5 Garage concrete floor | 2.7 | 352.0' - | |
| w/ | 4.3 | 352.4' - | |
| C | 2.2 | 352.5' - | |
| E fence 0.7 in alley | 1.8 | 352.9' - | |
| 480' n | | | |
| E - 0.4 Still concrete floor | 0.95 | 353.77' - | |
| C | 1.3 | 353.9' - | |
| w/ Garage r | 1.10 | 353.65' on line | |
| T.P 840 | 1.24 | 353.31' ✓ | |
| 500' n | | | |
| w/ | 7.9 | 354.0' - | |
| C | 7.8 | 354.1' - | |
| E | 7.8 | 354.1' - | |
| 525' n | | | |
| 2' west of w/ Garage concrete floor | 7.1 | 354.8' - | |
| 540' n | | | |
| w/ | 6.6 | 355.3' - | |
| C | 6.7 | 355.2' - | |
| E | 6.1 | 355.8' - | |
| + 5.8 Garage concrete floor | 5.8 | 356.1' - | |
| 553' n | | | |
| E | 5.5 | 356.4' - | |
| C | 5.9 | 356.0' - | |

Plotted 1/15/22
Apron

365.91

46

C + 9.5 core stab to residence 5.4 356.51 -

577' n/

w/ com walk to water ✓ 5.05 356.86

100' n/

+ 1.2 paper tree in chain

e 5.4 356.51 -

E 4.8 357.11 -

600 n/ = st. to road

E Top cb 4.7 357.21 -

E 4.5 357.41 -

e } for ydgo 5.2 356.71 -

w/ com walk to water 4.9 357.01 -

w/ top cb 4.63 357.281 -

Plotted
12/16/14
HPG/line

Moore
11/21/66
Cross Section of ALLEY
BIK 460 + 461 Windsor's Sub. 20' wide

275.20

47

| NW 1/4 | 1.77 | 263.77 | 262.00 | Setter Section |
|---|--------|--------|--------|-------------------|
| 0+00 = WL Jackdaw | | | | |
| 2' on paving | | 4.81 | | |
| " " | | 5.05 | | |
| " " | | 4.61 | | |
| 21' w/ | | | | |
| N top retaining wall | | 2.40 | | |
| 25' w/ | | | | |
| S top retaining wall | | 2.84 | | |
| 34' w/ | | | | |
| - 1' double garage Conc. Apron 73 | | | | |
| S | | 2.7 | | |
| C | | 2.4 | | |
| N | | 1.8 | | |
| T.P. 1x67 | 275.20 | 1.24 | 262.53 | |
| 65' w/ | | | | |
| N | | 12.2 | | |
| C edge Apron | | 12.6 | | |
| S on Conc. Apron Garage has West entrance | | 12.83 | | |
| 88' w/ | | | | |
| S wedge Apron | | 11.1 | | |
| C | | 10.7 | | |
| N | | 10.6 | | |
| 98.3 W = EL KITP | | | | |
| N top cb | | 8.75 | | |
| N for v/dge | | 9.2 | | |

| | | |
|------------------------|------|-----------|
| C } for v/dge | 9.1 | 266.1 |
| S } for v/dge | 9.1 | 266.1 |
| S top natural | 8.51 | 266.68 |
| WL KITP = 0+00 | | |
| S top cb | 7.41 | 267.75 |
| S for v/dge | 7.6 | 267.6 - - |
| " " | 7.5 | 267.7 - - |
| " " | 7.5 | 267.7 - - |
| N top cb | 7.26 | 267.94 |
| 10' w/ | | |
| " " | 5.6 | 269.6 - - |
| C | 5.6 | 269.6 - - |
| S | 5.7 | 269.5 - - |
| 60' w/ | | |
| S fence 10' in alley | 3.8 | 271.4 - - |
| C | 3.7 | 271.5 - - |
| " " | 3.5 | 271.7 - - |
| + 7.5 garage com floor | 3.0 | 272.2 - - |
| 105' w/ | | |
| - S Garage r. Apron | 1.6 | 274.6 - - |
| N | 1.8 | 273.4 - - |
| C | 2.0 | 273.2 - - |
| S fence 0.8' in alley | 2.2 | 272.0 - - |
| 150' w/ | | |
| S | 0.3 | 274.9 - - |
| C | 0.4 | 274.8 - - |

Plotted
M. White
Apr 1966

| | | | |
|--------------------------|------|--------|-------------|
| C + 0.6' fence | 0.0 | 275.2 | - ✓ |
| N. end of improved fence | 0.0 | 275.2 | - to east ✓ |
| TP 76' N 8' W | 0.4 | 274.78 | ✓ |
| 191' W | | | |
| N | 5.4 | 277.0 | - ✓ |
| + 4.0' fence | | | |
| E | 5.7 | 276.7 | - ✓ |
| S | 5.8 | 276.6 | - ✓ |
| + 5.8' double garage | 5.9 | 276.5 | - ✓ |
| 211' W | | | |
| S fence 0.3' in alley | 5.2 | 277.2 | - ✓ |
| E | 5.2 | 277.2 | - ✓ |
| + 5.8' Garage | 4.83 | 277.59 | - ✓ |
| 264' W | | | |
| N Shed on fence | 4.1 | 278.3 | - ✓ |
| + 4.0' fence in alley | 4.2 | 278.2 | - ✓ |
| E | 4.2 | 278.2 | - ✓ |
| S garage corr apron | 4.2 | 278.2 | - ✓ |
| 300' W | | | |
| S | 4.1 | 278.3 | - ✓ |
| E | 4.1 | 278.3 | - ✓ |
| + 6' fence | 4.1 | 278.3 | - ✓ |
| N | 4.1 | 278.3 | - ✓ |
| 309' W | | | |
| N E Shed 3.3' in alley | | | - ✓ |

Plotted 174' W
Apron

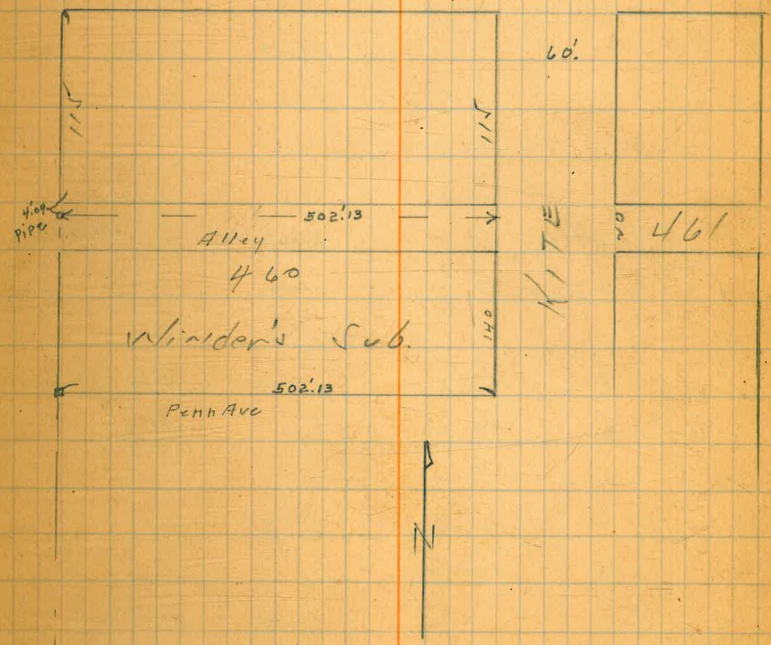
| | | | |
|--|------|--------|-------------|
| 335' W | | | |
| N | 4.1 | 278.3 | - ✓ |
| + 4' W fence in alley | | | ✓ |
| C | 4.5 | 278.0 | - ✓ |
| S | 4.1 | 278.3 | - ✓ |
| + 4.8' Conc Apron | 4.2 | 278.29 | - ✓ |
| 353' W | | | |
| N E Shed 3.6' in alley | | | - 8' wide ✓ |
| 395' W | | | |
| - 2.9' Conc Apron | 6.70 | 275.72 | - |
| S | 6.7 | 275.7 | - |
| E | 7.1 | 275.3 | - ✓ |
| + 6.4' fence in alley | 6.2 | 276.2 | - ✓ |
| N | 6.1 | 276.3 | - ✓ |
| 411' W | | | |
| N | 7.1 | 275.3 | - ✓ |
| + 3.7' fence in alley | 7.4 | 275.0 | - ✓ |
| C | 8.4 | 274.0 | - ✓ |
| S | 8.3 | 274.1 | - ✓ |
| + 3.1' Conc Apron | 8.0 | 274.4 | - ✓ |
| 440' W | | | |
| N E Shed 2.7' in alley + fence 3.7' in alley | | | - ✓ |
| 455' W | | | |
| S | 10.7 | 271.7 | - ✓ |
| E | 10.2 | 272.2 | - ✓ |
| + 3 | 10.0 | 272.4 | - ✓ |

Plotted 174' W
Apron

| | | | |
|-----------------------------------|--------|--------|----------|
| e + 62x fence in alley | 9.1 | 273.3 | ✓ |
| N | 9.0 | 273.4 | - ✓ |
| T.P. 416 | 276.70 | 9.88 | 272.54 ✓ |
| 457' w | | | |
| N | 20.1 | 274.69 | - ✓ |
| 471' w | | | |
| N | 37 | | - ✓ |
| Join w/ approx to Middletown line | | | |
| N | 4.6 | 272.1 | - |
| + 4 fence in alley | 4.7 | 272.0 | |
| + 7 | 5.3 | 271.4 | |
| e | 5.5 | 271.2 | - |
| S | 6.0 | 270.7 | - ✓ |
| T.P. 445 | 274.55 | 6.60 | 270.10 ✓ |
| check to DM Sutter + | 5.8 | 269.37 | 269.38 |
| Middletown line w/ BP | | | |

*Plotted w/ pipe
w/ phone*

Sutter



Market
127

X. Section Columbia St. 75' wide 12' cbs
FROM S.W. MARKET to R.R. Tracks 1275' 4'S

1058

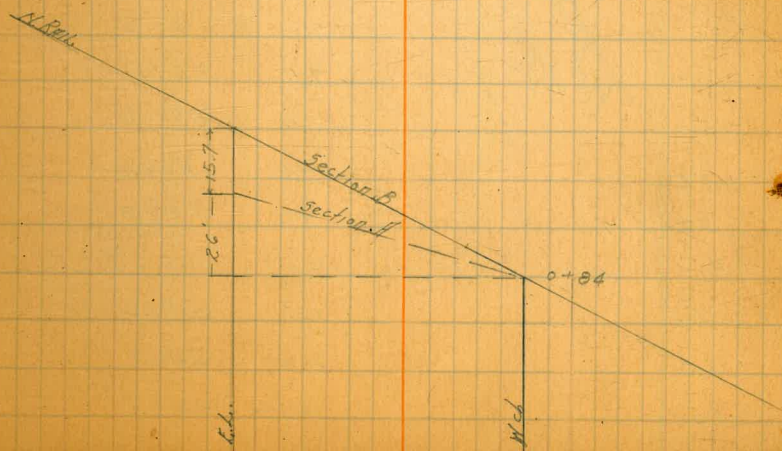
50

| | | | |
|--------------------|------|-------|------|
| S.W. Market | | | |
| Columbia St. | 5.97 | 10.88 | 4.91 |
| S.W. MARKET | | | |
| N top cb | | 6.01 | 4.87 |
| " Gutter on Paving | | 6.56 | 4.32 |
| 1/4 " " | | 5.88 | 5.00 |
| 1/2 " " | | 5.64 | 5.24 |
| 1/4 on top of Rail | | 5.36 | 5.52 |
| E cb " " " | | 5.29 | 5.59 |
| E | | 5.1 | 5.8 |
| 5.5'S | | | |
| E | | 5.8 | 5.1 |
| E on top of Rail | | 5.39 | 5.49 |
| cb " " " Paving | | 5.32 | 5.56 |
| 1/4 | | 5.7 | 5.2 |
| 1/2 | | 5.9 | 5.0 |
| 1/4 | | 6.1 | 4.9 |
| N Gut | | 6.7 | 4.1 |
| N top cb. | | 6.10 | 4.78 |
| 17'S | | | |
| N top of cb. | | 6.36 | 4.52 |
| " Gut | | 6.7 | 4.2 |
| 1/4 | | 6.2 | 4.7 |
| 1/2 | | 6.1 | 4.8 |
| 1/4 | | 6.0 | 4.9 |
| +11 | | 5.9 | 5.0 |

| | | |
|-------------------|------|------|
| cb. | 5.0 | 5.9 |
| +4 | 5.2 | 5.7 |
| +6 | 5.8 | 5.1 |
| E | 5.5 | 5.1 |
| E top of Rail | 5.40 | 5.48 |
| 21'South | | |
| E | 6.0 | 4.9 |
| +3 | 5.2 | 5.7 |
| cb. | 5.1 | 5.8 |
| +2 | 5.9 | 5.0 |
| 1/4 | 6.1 | 4.8 |
| 1/2 | 6.1 | 4.8 |
| 1/4 | 6.1 | 4.8 |
| W-top of Driveway | 6.76 | 4.12 |
| 24'S | | |
| W-top of Driveway | 6.86 | 4.02 |
| 1/4 | 6.3 | 4.6 |
| 1/2 | 6.2 | 4.7 |
| 1/4 | 6.1 | 4.8 |
| +10 | 6.0 | 4.9 |
| cb. | 5.1 | 5.8 |
| E | 5.1 | 5.8 |
| +5 | 5.8 | 5.1 |
| 30'S | | |
| E | 5.4 | 5.5 |
| cb. | 5.9 | 5.0 |

| | | | |
|--------------------------------------|-----------|------|------|
| 1/4 | | 6.8 | 4.1 |
| 1/2 | | 6.6 | 4.3 |
| 3/4 | | 6.9 | 4.0 |
| N Gut | | 7.6 | 3.3 |
| N top cb. | | 7.05 | 3.80 |
| | 74'S | | |
| N top cb. | | 7.60 | 3.28 |
| " Gut | | 8.0 | 2.9 |
| 1/4 | | 7.4 | 3.5 |
| 1/2 | | 7.2 | 3.7 |
| 3/4 | | 7.3 | 3.6 |
| cb. | | 6.9 | 4.0 |
| E | | 5.8 | 5.1 |
| | 84'S | | |
| E | | 6.8 | 4.1 |
| cb. | | 7.6 | 3.3 |
| 1/4 | | 7.5 | 3.4 |
| 1/2 | | 7.5 | 3.4 |
| 3/4 | | 7.5 | 3.4 |
| +6 | | 7.8 | 3.1 |
| N | | 8.9 | 2.0 |
| N ^{cb line} N = top Rail | | 8.56 | 2.32 |
| | section A | | |
| N = top of Rail | | 8.56 | 2.32 |
| 1/4 | | 8.2 | 2.7 |
| 1/2 | | 8.3 | 2.6 |

| | | | |
|--------------------|-----------|------|------|
| 1/4 | | 8.1 | 2.8 |
| cb. | | 7.1 | 3.8 |
| E | | 6.9 | 4.0 |
| | section B | | |
| E | | 8.9 | 2.0 |
| E top of Rail | | 8.38 | 2.50 |
| +cb. " " | | 8.53 | 2.35 |
| 1/4 on " " | | 8.59 | 2.29 |
| 1/2 " " " | | 8.58 | 2.30 |
| 3/4 " " " | | 8.59 | 2.29 |
| Ncb on top of Rail | | 8.56 | 2.32 |



Walker
3-1-27

PRELIMINARY LEVELS For Sewer Millshire TERRACE
From S.W. Cypress to E. Myrtle and from E. Myrtle to
Existing M.H. E. Myrtle + Florida sts.

| | | | | |
|------------------------------|------|--------|-------|--------|
| | 0.17 | 284.17 | | 284.00 |
| T.P. | 0.26 | 271.58 | 12.25 | 271.32 |
| T.P. 10' 5" curb line | 0.71 | 259.89 | 12.40 | 259.18 |
| Cypress st. = 0+00 on Paving | | | 1.22 | 258.67 |
| +20 " | | | 1.36 | 258.53 |
| 0+50 = End of Paving | | | 3.01 | 256.88 |
| 1+00 | | | 4.8 | 255.1 |
| +50 | | | 7.2 | 252.7 |
| 2+00 | | | 9.7 | 250.2 |
| +50 | | | 12.0 | 247.9 |
| 3+00 | | | 14.0 | 245.9 |
| T.P. | 0.31 | 247.15 | 13.05 | 246.84 |
| 3+50 | | | 3.5 | 243.7 |
| 4+00 | | | 5.4 | 241.8 |
| +50 | | | 7.0 | 240.2 |
| 5+00 | | | 8.2 | 239.0 |
| +50 | | | 9.0 | 238.2 |
| 6+00 | | | 9.5 | 237.7 |
| +50 | | | 10.2 | 237.0 |
| 7+00 | | | 10.6 | 236.6 |
| +30 = E. Myrtle st. | | | 9.2 | 238.0 |
| T.P. | 0.25 | 235.33 | 12.07 | 235.08 |
| 7+45 | | | 1.3 | 234.0 |
| +60 | | | 6.2 | 229.1 |
| +75 | | | 10.6 | 224.7 |

Plotted
2/27/27
HWS

235.33

52

| | | | |
|--------------------------------------|--------|-------|---------------|
| T.P. 148 | 224.26 | 12.55 | 222.78 |
| T.P. 0.09 | 211.58 | 12.77 | 211.49 |
| 8+16 | | 4.1 | 207.5 |
| +51 | | 7.0 | 202.6 |
| +79 | | 11.0 | 200.6 |
| +93 | | 13.2 | 198.4 |
| 9+20 = Run of Exis. M.H. | | 13.07 | 198.51 |
| 9+20 = float line " | | 16.22 | 195.36 |
| T.P. 13.02 | 224.60 | 0.00 | 211.58 |
| T.P. 12.48 | 237.03 | 0.05 | 224.55 |
| T.P. 12.57 | 249.53 | 0.07 | 236.96 |
| T.P. 12.17 | 261.67 | 0.03 | 249.50 |
| T.P. on S.W. BR. Cypress + Millshire | | 0.15 | 261.52 |
| | | | 261.53 = 0.01 |
| | | | 0.02 |

Plotted
2/27/27
HWS

X. Section Boundary St.
From Angle Point N of UPAS to N. of UPAS

317.31

53

B.M. N.N.
Thorn + Gregory

1.95 319.96 ✓

318.01

8.71 317.31 ✓

11.36 328.60 ✓

Section A $\frac{5' cbs}{5' \frac{1}{2} S}$

E 1.8 315.5 ✓

cb 2.0 315.3 ✓

$\frac{1}{2}$ 2.1 315.2 ✓

$\frac{1}{2}$ 2.1 315.2 ✓

$\frac{1}{2}$ 2.1 315.2 ✓

cb 2.3 315.0 ✓

N 2.0 315.3 ✓

Plotted
Jan. 11-3-24-27

Sec B $\frac{10' cbs}{7.5' \frac{1}{2} S}$ $\frac{1}{2} S$ $\frac{1}{2} S$ $\frac{1}{2} S$ All other Section to N. of UPAS.

N 3.5 313.8 ✓

cb 3.3 314.0 ✓

$\frac{1}{2}$ 3.4 313.9 ✓

$\frac{1}{2}$ 3.6 313.7 ✓

$\frac{1}{2}$ 3.6 313.7 ✓

cb 3.3 314.0 ✓

E 2.9 314.4 ✓

Sec C

E 4.2 313.1 ✓

cb 4.7 312.6 ✓

$\frac{1}{4}$ 4.8 312.5 ✓

$\frac{1}{4}$ 4.8 312.5 ✓

$\frac{1}{4}$ 4.7 312.6 ✓

cb 4.9 312.4 ✓

N

5.0 312.3 ✓

Sec D = P.C. on N

N

6.4 310.9 ✓

cb

6.1 311.2 ✓

$\frac{1}{4}$

5.9 311.4 ✓

$\frac{1}{4}$

5.7 311.6 ✓

$\frac{1}{4}$

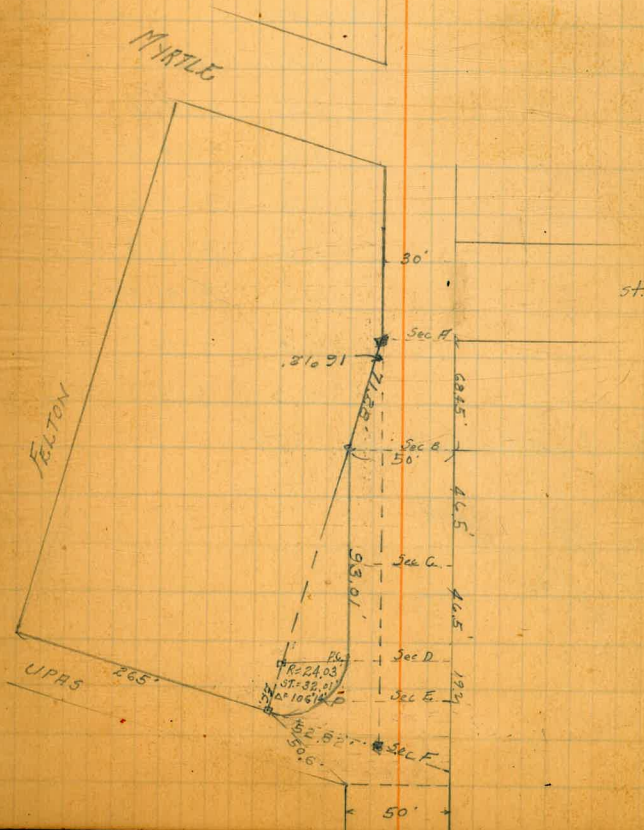
5.5 311.8 ✓

cb

5.3 312.0 ✓

E

4.9 312.5 ✓



Section E

| | | | |
|----------------------|-----|-------|---|
| E | 5.6 | 311.7 | ✓ |
| cb | 5.6 | 311.7 | ✓ |
| $\frac{1}{2}$ | 5.9 | 311.4 | ✓ |
| $\frac{1}{4}$ | 6.1 | 311.2 | ✓ |
| $\frac{1}{4}$ | 6.4 | 310.9 | ✓ |
| cb | 6.4 | 310.9 | ✓ |
| N | 7.0 | 310.3 | ✓ |
| +9.5 = P sea sketch. | 7.4 | 309.9 | ✓ |

Section F Parallel with N.L. Upas

| | | | |
|---------------|-----|-------|---|
| -34 = EC | 9.8 | 307.5 | ✓ |
| N | 8.5 | 308.8 | ✓ |
| cb | 7.5 | 309.8 | ✓ |
| $\frac{1}{2}$ | 7.0 | 310.3 | ✓ |
| $\frac{1}{4}$ | 7.0 | 310.3 | ✓ |
| $\frac{1}{4}$ | 7.0 | 310.3 | ✓ |
| cb | 6.4 | 310.9 | ✓ |
| E | 6.2 | 311.1 | ✓ |

chk. on top cb N.E. Con. Myrtle + Bdry. 0.75

Plotted
J. H. B. 3-24-27

Dannon Flood Bicket.
Levels on Copeland Ave Curb El Cajon to Meade

| | + | π | - | E _k |
|--|-----|-------------------------|------|--|
| Aug 19-1927 | 571 | 368.67 | | B.P. 362.74 S.W. El Cajon and Copeland |
| | | 00 = N. L. El Cajon Ave | | |
| 0+00 E.C.C. | | | 4.74 | 363.73 |
| 0+00 E on Pavement | | | 5.58 | 363.09 |
| 0+50 E | | | 5.06 | 363.62 |
| 1+00 E | | | 5.18 | 363.49 |
| 1+50 E | | | 5.09 | 363.58 |
| 2+00 E | | | 5.03 | 363.64 |
| 2+50 E | | | 4.92 | 363.75 |
| 3+00 E | | | 4.90 | 363.77 |
| 3+50 E | | | 4.80 | 363.87 |
| 4+00 E | | | 4.75 | 363.92 |
| 4+50 E | | | 4.72 | 363.95 |
| Note: at 4+75 Walk end on East side | | | | |
| 5+00 E | | | 4.63 | 364.04 |
| 5+50 E | | | 4.49 | 364.18 |
| 6+07 ² ± = S.L. Meade on E. | | | 4.50 | 364.17 |
| 6+07 ² ± = " " on W. | | | 4.45 | 364.22 |
| 5+50 W. | | | 4.54 | 364.13 |
| 5+00 W | | | 4.54 | 364.13 |
| 4+50 W | | | 4.63 | 364.04 |
| 4+00 W. | | | 4.70 | 363.97 |
| 3+50 W | | | 4.76 | 363.91 |
| 3+00 W. | | | 4.85 | 363.82 |
| 2+50 W | | | 4.87 | 363.80 |
| 2+00 W. | | | 4.97 | 363.70 |

| | | |
|----------------------------|------|--------|
| 1+50 W | 5.04 | 363.63 |
| 1+00 W | 5.04 | 363.63 |
| 0+50 W | 5.08 | 363.59 |
| 0+00 = N. L. El Cajon C.C. | 5.17 | 363.50 |
| 0+00 Parking | 5.76 | 362.91 |

Note: See how this checks with Cajon profile: I'm afraid of these B.M.s

Xsection Nutmeg India to Columbia

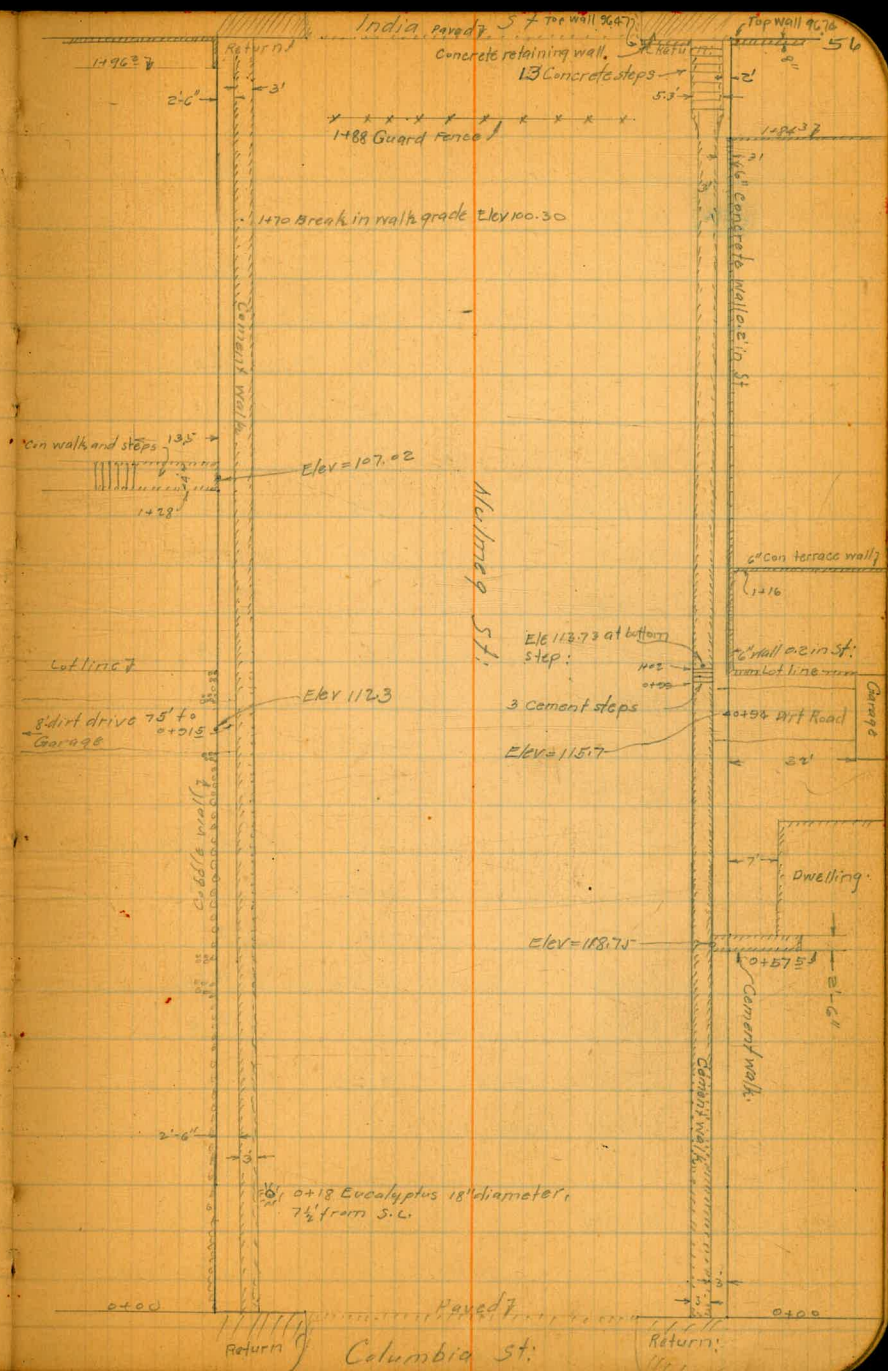
80' st
14' Cbs - 12' ats.

Aug 24th 1927

Donnan
Flood
Bichel:

| | Elev | | | |
|---|-------|--------|------|----------------------------------|
| # | 12.88 | 104.78 | | 91.90 B.P. SE India and Columbia |
| # | 12.60 | 116.98 | 0.00 | 104.38 on walk; |
| # | 9.22 | 125.83 | 0.37 | 116.61 Reck: |
| + = W.L. Columbia St. | | | | |
| © T.P. On 7' back S.W. Cor. Columbia and Nutmeg | 4.6 | | | 121.03 |
| S.W. Cor return | | 4.03 | | 121.30 |
| Cb. on " | | 4.77 | | 121.06 |
| Gutter on paving | | 5.13 | | 120.70 |
| 1/4 " " | | 4.36 | | 121.47 |
| 4 " " | | 3.85 | | 121.98 |
| 1/4 " " | | 3.60 | | 122.23 |
| Gutter " " | | 3.61 | | 122.22 |
| Cb on return | | 2.85 | | 122.98 |
| W.L. " " | | 2.97 | | 123.36 |
| 0+25 | | | | |
| W.L. | | 3.9 | | 121.9 |
| +4 on cement walk see sketch: | | 4.33 | | 121.5 |
| +11 | | 5.2 | | 120.6 |
| cb | | 5.2 | | 120.6 |
| 1/8 | | 5.6 | | 120.2 |
| 4 | | 6.1 | | 119.7 |
| 1/4 | | 6.9 | | 118.9 |
| cb | | 7.1 | | 118.7 |
| +10 On cement walk: | | 6.9 | | 118.9 |
| S.W. Foot of wall | | 6.9 | | 118.9 |

Plotted
8/26/27
JWB



| | + | π 125.83 | - | E/e |
|--------------------------------|------|-----------------|-------|--------|
| | | 0+50 | | Nutmeg |
| S.L. at foot of wall on ground | | | 9.1 | 116.7 |
| +4 | | | 9.13 | 116.7 |
| cb | | | 8.9 | 116.9 |
| 1/2 | | | 8.7 | 117.1 |
| ϵ | | | 8.0 | 117.8 |
| 1/2 | | | 7.7 | 118.1 |
| cb | | | 7.6 | 118.2 |
| +5 | | | 7.5 | 118.3 |
| +10 on cement sidewalk | | | 6.48 | 119.35 |
| N.C. | | | 6.2 | 119.6 |
| | | 0+75 | | |
| N.C. | | | 8.4 | 117.4 |
| +4 on cement walk | | | 8.85 | 116.98 |
| cb | | | 9.4 | 116.4 |
| 1/4 | | | 9.4 | 116.4 |
| ϵ | | | 10.0 | 115.8 |
| 1/4 | | | 10.4 | 115.4 |
| cb | | | 11.1 | 114.7 |
| +10 on cement walk | | | 11.77 | 114.06 |
| S.L. | | | 11.5 | 114.3 |
| # | 3.65 | 116.88 | 12.60 | 113.23 |
| | | 1+00 | | |
| S.W. | | | 5.6 | 111.3 |
| +4 on cement sidewalk | | | 5.96 | 111.42 |
| cb | | | 4.6 | 112.3 |
| 1/4 | | | 3.5 | 113.4 |

| | + | π 116.88 | - | E/e |
|-----------------------------|---|-----------------|-------|--------|
| | | | | |
| ϵ | | | 2.2 | 114.7 |
| 1/4 | | | 2.4 | 114.5 |
| cb | | | 1.9 | 115.0 |
| +10 Sidewalks on top step | | | 11.21 | 115.67 |
| +13.8 on ground bottom wall | | | 2.5 | 114.38 |
| N.W. on cement wall | | | 1.77 | 115.11 |
| | | 1+25 | | |
| N.W. Top wall | | | 5.61 | 111.27 |
| +0.2 Foot of wall ground | | | 6.1 | 110.78 |
| +4 on cement walk | | | 6.38 | 110.50 |
| cb | | | 6.4 | 110.68 |
| 1/4 | | | 6.85 | 110.4 |
| ϵ | | | 7.1 | 109.8 |
| 1/4 | | | 8.0 | 108.9 |
| cb | | | 8.3 | 108.6 |
| +10 on cement walk | | | 9.22 | 107.66 |
| S.W. | | | 9.1 | 107.8 |
| S.W. | | 1+50 | 13.2 | 103.7 |
| S.L.+14 On cement walk | | | 13.32 | 103.56 |
| cb | | | 12.9 | 104.0 |
| 1/4 | | | 12.2 | 104.7 |
| ϵ | | | 11.1 | 105.8 |
| 1/2 | | | 10.8 | 106.1 |
| cb | | | 9.7 | 107.2 |
| +10 on cement walk | | | 10.05 | 106.83 |
| +13.8 on ground foot wall | | | 10.1 | 106.78 |
| N.W. Top of wall | | | 9.84 | 107.04 |

| | + | π 116.88 | - | E/E Nutmeg |
|---------------------------------|------|-------------|-------|---------------|
| # | 0.37 | 104.75 | 12.50 | 104.38 |
| | | 1475 | | |
| N.C. Top wall | | | 1.78 | 102.97 |
| N.C. + 1/2 ground foot wall | | | 2.0 | 102.8 |
| + 1/4 on cement walk | | | 2.24 | 102.53 |
| cb | | | 1.6 | 103.2 |
| 1/4 | | | 3.0 | 101.2 |
| ± | | | 4.2 | 100.6 |
| 1/4 | | | 4.5 | 100.3 |
| cb | | | 5.0 | 99.8 |
| + 10 on cement walk | | | 5.82 | 98.93 |
| S.C. | | | 5.5 | 99.3 |
| | | 1487 | | |
| S.C. | | | 8.0 | 96.8 |
| + 1/4 on cement walk | | | 9.09 | 95.66 |
| + 7 | | | 7.5 | 97.3 |
| cb | | | 7.2 | 97.6 |
| + 6 | | | 8.1 | 96.7 |
| 1/4 | | | 7.0 | 97.8 |
| ± | | | 6.0 | 98.8 |
| 1/4 | | | 5.2 | 99.6 |
| cb | | | 3.8 | 101.0 |
| + 10 on cement walk at top step | | | 4.17 | 100.58 |
| N.C. in lawn | | | 3.8 | 101.0 |
| | | 1495 | | |
| N.C. in lawn | | | | |

| | + | π 104.75 | - | E/E | 58 |
|---------------------------------------|-------|-------------|---|----------------------------|----|
| | | 1+95 con. | | | |
| N.L+3 on top cement wall for steps | 4.53 | | | 100.22 | |
| N.L+3 " 4th step from bottom c | 9.41 | | | 95.34 | |
| N.L+7 " " " " " | 9.41 | | | 95.34 | |
| N.L+7 on top of cement wall for steps | 6.63 | | | 98.12 | |
| cb | 6.5 | | | 98.3 | |
| 1/4 | 6.8 | | | 98.8 | |
| + 7 | 8.6 | | | 96.2 | |
| ± | 7.8 | | | 97.0 | |
| 1/4 | 8.9 | | | 95.9 | |
| cb | 9.4 | | | 95.4 | |
| + 4 | 9.1 | | | 95.7 | |
| + 10 on cement walk | 11.42 | | | 93.33 | |
| S.C. on Ground | 11.3 | | | 93.5 | |
| | | 2+00 | | | |
| S.C. Cor return | 12.60 | | | 92.15 | |
| cb concrete | 12.77 | | | 91.98 | |
| Gutter on paving | 13.20 | | | 91.45 | |
| 1/4 " " | 12.71 | | | 92.04 | |
| ± " " | 12.36 | | | 92.39 | |
| 1/4 " " | 12.40 | | | 92.35 | |
| Cutter " " | 12.55 | | | 92.20 | |
| Curb Concrete | 11.86 | | | 92.89 | |
| N.L. Cor return | 11.45 | | | 93.30 | |
| # | 12.87 | | | 91.88 = 91.90 Initial B.M. | |

Plotted
Job

Tolman
9-15-77
plus one @ helper

60' Street
12' curbs

59

Xsection of Froude St
Newport to Narragansett

8.66 117.04 108.38

≡ 3. L. Newport ≡

NE Mon
Newport
& Froude

| | | |
|------|------|-------|
| E.L. | 3.8 | 113.2 |
| cb | 5.2 | 111.8 |
| +5 | 6.6 | 110.4 |
| +8.5 | 8.4 | 108.6 |
| 1/4 | 7.8 | 109.2 |
| ± | 8.4 | 108.6 |
| +2 | 9.2 | 107.8 |
| 1/4 | 10.1 | 106.9 |
| cb | 11.1 | 105.9 |
| WL | 11.3 | 105.7 |
| +10 | 12.2 | 104.8 |

≡ 25' south ≡

| | | |
|-----|------|-------|
| -10 | 11.1 | 105.9 |
| WL | 9.5 | 107.5 |
| cb | 9.0 | 108.0 |
| 1/4 | 8.3 | 108.7 |
| +7 | 7.5 | 109.5 |
| ± | 6.5 | 110.5 |
| 1/4 | 6.2 | 110.8 |
| +3 | 6.8 | 110.2 |
| +6 | 4.4 | 112.6 |

| | | |
|------|------|--------|
| cb | 2.7 | 114.3 |
| EL | 1.0 | 116.0 |
| T.P. | 9.78 | 122.16 |
| | 4.66 | 112.38 |

122.2

≡ 50' South

| | | |
|-----|------|-------|
| EL | 3.6 | 118.6 |
| cb | 6.1 | 116.1 |
| +6 | 8.2 | 114.0 |
| 1/4 | 10.1 | 112.1 |
| +2 | 9.1 | 113.1 |
| ± | 9.4 | 113.8 |
| +1 | 10.3 | 111.9 |
| 1/4 | 11.0 | 111.2 |
| cb | 11.2 | 111.0 |
| WL | 13.4 | 108.8 |
| +10 | 14.4 | 107.8 |

≡ 75' south

| | | |
|-----|------|-------|
| -10 | 13.5 | 108.7 |
| WL | 12.2 | 110.0 |
| cb | 10.0 | 112.2 |
| 1/4 | 8.9 | 113.3 |
| ± | 9.2 | 113.0 |
| +2 | 7.4 | 114.8 |
| 1/4 | 7.0 | 115.2 |

122.16

122.2

| | | |
|----|-----|-------|
| +3 | 7.9 | 114.3 |
| +6 | 6.0 | 116.2 |
| cb | 4.0 | 118.2 |
| EL | 2.0 | 120.2 |

≡ 100' South ≡

| | | |
|-----|------|-------|
| EL | 0.8 | 121.4 |
| cb | 3.4 | 118.8 |
| +8 | 6.3 | 115.9 |
| 1/4 | 5.6 | 116.6 |
| +1 | 5.5 | 116.7 |
| +6 | 5.8 | 116.4 |
| ± | 6.8 | 115.4 |
| 1/4 | 7.5 | 114.7 |
| cb | 9.8 | 112.4 |
| WL | 11.4 | 110.8 |
| +10 | 12.4 | 109.8 |

≡ 140' South ≡

| | | |
|-----|------|-------|
| -10 | 10.9 | 111.3 |
| WL | 9.7 | 112.5 |
| cb | 8.1 | 114.1 |
| 1/4 | 4.8 | 117.4 |
| ± | 4.0 | 118.2 |
| 1/4 | 2.5 | 119.7 |
| cb | 1.3 | 120.9 |

Fraude St

60

| | | | | |
|----|------|--------|------|--------|
| EL | | | 0.1 | 122.1 |
| TP | 11.0 | 129.59 | 3.57 | 118.59 |
| | | | | 129.6 |

≡ 160' South ≡

| | | |
|-----|------|-------|
| EL | 4.0 | 125.6 |
| cb | 6.2 | 123.4 |
| 1/4 | 7.7 | 121.9 |
| +3 | 9.9 | 119.7 |
| +5 | 8.8 | 120.8 |
| ± | 9.0 | 120.6 |
| 1/4 | 10.7 | 118.9 |
| cb | 12.8 | 116.8 |
| WL | 15.6 | 114.0 |
| +10 | 17.4 | 112.2 |

≡ 162' South ≡

| | | |
|-----|------|-------|
| -10 | 15.3 | 114.3 |
| WL | 13.6 | 116.0 |
| cb | 10.9 | 118.7 |
| 1/4 | 10.0 | 119.6 |
| ± | 9.0 | 120.6 |
| +4 | 8.8 | 120.8 |
| +6 | 10.0 | 119.6 |
| 1/4 | 7.9 | 121.7 |
| cb | 6.1 | 123.5 |
| EL | 4.0 | 125.6 |

129.59

129.6

Froude

61

= 175' south

| | | |
|-----|------|-------|
| EL | 3.0 | 126.6 |
| cb | 4.6 | 125.0 |
| 1/4 | 6.0 | 123.6 |
| +4 | 9.2 | 120.4 |
| +6 | 7.5 | 122.1 |
| ± | 7.9 | 121.7 |
| +6 | 8.1 | 121.5 |
| 1/4 | 9.4 | 120.2 |
| +3 | 8.6 | 121.0 |
| cb | 10.6 | 119.0 |
| NPL | 12.1 | 117.5 |
| +10 | 13.8 | 116.8 |

= 200' south =

| | | |
|-----|------|-------|
| -10 | 10.1 | 119.5 |
| NL | 8.8 | 120.8 |
| cb | 7.2 | 122.4 |
| 1/4 | 5.2 | 124.4 |
| ± | 5.1 | 124.5 |
| +4 | 5.0 | 124.6 |
| +6 | 6.7 | 122.9 |
| 1/4 | 5.3 | 124.3 |
| +3 | 2.3 | 127.3 |
| cb | 1.0 | 128.6 |
| EL | 0.1 | 229.5 |

TP 7.66

137.35

19.0 127.69

= 225' south

137.4

| | | |
|-----|------|-------|
| EL | 5.4 | 132.0 |
| cb | 6.7 | 130.7 |
| +8 | 7.7 | 129.7 |
| 1/4 | 9.7 | 127.7 |
| +4 | 12.4 | 125.0 |
| +7 | 9.3 | 128.1 |
| ± | 9.5 | 127.9 |
| 1/4 | 9.5 | 127.9 |
| cb | 11.3 | 126.1 |
| NL | 13.0 | 124.4 |
| +10 | 14.6 | 122.8 |

= 350' south =

| | | |
|-----|------|-------|
| -10 | 12.1 | 125.3 |
| NL | 11.0 | 126.4 |
| cb | 8.2 | 129.2 |
| 1/4 | 6.5 | 130.9 |
| ± | 6.5 | 130.9 |
| +4 | 6.5 | 130.7 |
| 1/4 | 9.6 | 127.8 |
| +6 | 3.7 | 133.7 |
| cb | 3.3 | 134.1 |
| EL | 1.0 | 136.4 |

137.35

Froude

62

TP 10.42 145.74 1.83 135.52
145.9

= 275' south

| | | |
|-----|------|-------|
| EL | 6.7 | 139.2 |
| cb | 8.8 | 137.1 |
| +6 | 8.9 | 137.0 |
| 1/4 | 14.3 | 131.6 |
| +3 | 15.0 | 130.9 |
| +5 | 11.9 | 134.0 |
| ± | 11.9 | 134.0 |
| 1/4 | 12.3 | 133.6 |
| cb | 13.8 | 132.1 |
| NL | 15.7 | 130.2 |
| +10 | 16.9 | 129.0 |

= 300' south = N.L. Niagara

| | | |
|-----|------|-----------------|
| -10 | 15.9 | 130.0 |
| WL | 13.8 | 132.1 |
| cb | 10.5 | 135.4 |
| 1/4 | 8.8 | 137.1 |
| ± | 9.0 | 136.9 |
| +1 | 13.2 | 132.7 |
| 1/4 | 11.2 | 134.7 |
| +5 | 5.1 | 140.8 |
| cb | 4.2 | 141.7 |
| EL | 3.2 | 142.7 |
| Mon | 3.20 | 142.74 = 142.75 |

N.P.L + 10

145.9

| | | |
|-----|------|-------|
| EL | 0.9 | 145.0 |
| cb | 5.4 | 140.5 |
| +8 | 7.2 | 138.7 |
| 1/4 | 10.1 | 135.8 |
| +4 | 11.2 | 134.7 |
| +7 | 7.3 | 138.6 |
| ± | 7.5 | 138.4 |
| 1/4 | 7.4 | 138.5 |
| cb | 9.4 | 136.5 |
| NL | 15.4 | 130.5 |
| +10 | 15.8 | 130.1 |

N.P.L + 20 = cb.

| | | |
|-----|------|-------|
| -10 | 18.1 | 127.8 |
| NL | 15.7 | 130.2 |
| cb | 12.3 | 133.6 |
| ± | 7.7 | 138.2 |
| ± | 6.1 | 139.8 |
| 1/4 | 6.0 | 139.9 |
| +2 | 8.7 | 137.2 |
| cb | 8.9 | 137.0 |
| EL | 4.1 | 141.8 |

145.94

145.9

NPL + 30 = 1/4

| | | |
|-----|------|-------|
| EL | 4.5 | 141.4 |
| +6 | 7.6 | 138.3 |
| +9 | 2.8 | 138.1 |
| cb | 4.3 | 141.6 |
| 1/4 | 4.7 | 141.2 |
| ± | 4.7 | 141.2 |
| +6 | 5.0 | 140.9 |
| 1/4 | 6.5 | 139.4 |
| cb | 10.1 | 135.8 |
| NL | 14.2 | 131.7 |
| +10 | 16.2 | 129.7 |

NPL + 40 = ± Niagara

| | | |
|-----|------|-------|
| -10 | 15.4 | 130.5 |
| NL | 13.6 | 132.3 |
| +9 | 9.8 | 136.1 |
| cb | 7.7 | 138.2 |
| 1/4 | 5.3 | 140.6 |
| +5 | 3.7 | 142.2 |
| ± | 3.4 | 142.5 |
| 1/4 | 3.0 | 142.9 |
| cb | 3.0 | 142.9 |
| EL | 2.5 | 143.4 |

Froude

63

145.9

NPL + 50 = 1/4

| | | |
|-----|------|-------|
| EL | 0.9 | 145.0 |
| cb | 1.8 | 144.1 |
| 1/4 | 2.8 | 143.1 |
| ± | 2.1 | 143.8 |
| 1/4 | 2.4 | 143.5 |
| cb | 5.2 | 140.7 |
| NL | 10.3 | 135.6 |
| -10 | 12.8 | 133.1 |

NPL + 60 = 26

| | | |
|-----|------|--------|
| -10 | 15.8 | 133.1 |
| NL | 9.7 | 136.2 |
| +7 | 6.9 | 139.0 |
| cb | 5.8 | 140.1 |
| 1/4 | 3.3 | 142.6 |
| +7 | 0.8 | 145.1 |
| ± | 1.4 | 144.5 |
| 1/4 | 1.6 | 144.3 |
| cb | 1.0 | 144.9 |
| EL | 0.2 | 145.7 |
| TP | 8.51 | 152.96 |
| | 1.49 | 144.45 |

152.96

153.0

= NPL + 80 = SL Niagara =

| | | |
|-----|------|-------|
| EL | 6.0 | 147.6 |
| cb | 6.0 | 147.0 |
| 1/4 | 6.2 | 146.8 |
| E | 6.1 | 146.9 |
| +5 | 6.9 | 146.1 |
| 1/4 | 8.6 | 144.4 |
| cb | 11.6 | 141.4 |
| +9 | 15.2 | 137.8 |
| WL | 16.4 | 136.6 |
| -10 | 18.4 | 134.6 |

SL + 25

| | | |
|-----|------|-------|
| -10 | 9.0 | 144.0 |
| -5 | 10.0 | 143.0 |
| WL | 10.4 | 142.6 |
| +9 | 13.8 | 139.2 |
| cb | 13.0 | 140.0 |
| +5 | 8.6 | 144.4 |
| 1/4 | 7.1 | 145.9 |
| E | 4.4 | 148.6 |
| 1/4 | 4.5 | 148.5 |
| cb | 4.7 | 148.3 |
| EL | 5.8 | 147.2 |

| | | | | |
|----|------|--------|------|--------|
| TP | 8.14 | 157.95 | 3.15 | 149.81 |
|----|------|--------|------|--------|

Frouder

64

157.9

SL + 50

| | | |
|-----|-----|-------|
| EL | 8.6 | 149.3 |
| cb | 8.2 | 149.7 |
| 1/4 | 7.2 | 150.7 |
| E | 7.1 | 150.8 |
| 1/4 | 7.6 | 150.3 |
| cb | 6.5 | 151.4 |
| WL | 7.2 | 150.7 |
| +10 | 8.7 | 149.2 |

SL + 75

| | | |
|-----|-----|-------|
| -10 | 6.8 | 151.1 |
| WL | 5.5 | 152.4 |
| cb | 5.2 | 152.7 |
| 1/4 | 3.9 | 154.0 |
| 2 | 4.0 | 153.9 |
| +6 | 3.6 | 154.3 |
| 1/4 | 5.3 | 152.6 |
| cb | 6.6 | 151.3 |
| EL | 7.7 | 150.2 |
| +10 | 7.7 | 150.2 |

SL + 100

| | | |
|-----|-----|-------|
| -10 | 6.4 | 151.5 |
| EL | 6.8 | 151.1 |
| cb | 5.1 | 152.8 |

15795

| | | | |
|-----|--|-----|--------------|
| | | | <u>157.9</u> |
| 1/4 | | 4.1 | 153.8 |
| -E | | 2.0 | 155.9 |
| 1/4 | | 2.2 | 155.7 |
| cb | | 2.8 | 155.1 |
| WL | | 3.2 | 154.7 |
| +10 | | 4.7 | 153.2 |

162.6Joint
Pipe

TP 5.16 162.62 0.49 157.46

= SL + 140 =

| | | | |
|-----|--|-----|-------|
| -10 | | 1.0 | 161.6 |
| EL | | 1.8 | 160.8 |
| cb | | 2.7 | 159.9 |
| 1/4 | | 3.5 | 159.1 |
| +3 | | 4.0 | 158.6 |
| +L | | 4.6 | 158.0 |
| ± | | 5.9 | 158.7 |
| 1/4 | | 4.5 | 158.1 |
| cb | | 5.6 | 157.0 |
| WL | | 7.0 | 155.6 |
| +10 | | 8.3 | 154.3 |

= SL + 160 =

| | | | |
|-----|--|-----|-------|
| -10 | | 9.1 | 153.5 |
| WL | | 7.6 | 155.0 |
| cb | | 6.0 | 156.6 |
| 1/4 | | 4.8 | 158.8 |

Froude

65

162.6

| | | |
|-----|-----|-------|
| ± | 3.5 | 159.1 |
| 1/4 | 3.0 | 159.6 |
| cb | 2.3 | 160.3 |
| EL | 1.5 | 161.1 |
| +10 | 0.4 | 162.2 |

= SL + 175 =

| | | |
|-----|-----|-------|
| EL | 0.9 | 161.7 |
| +L | 0.9 | 161.7 |
| cb | 2.1 | 160.5 |
| 1/4 | 3.2 | 159.4 |
| ± | 4.4 | 158.2 |
| 1/4 | 5.5 | 157.1 |
| cb | 6.9 | 155.7 |
| WL | 8.1 | 154.5 |
| +10 | 9.2 | 153.4 |

= SL + 200 =

| | | |
|-----|------|-------|
| -10 | 10.5 | 152.1 |
| WL | 9.4 | 153.2 |
| cb | 8.4 | 154.2 |
| 1/4 | 7.5 | 155.1 |
| ± | 5.6 | 157.0 |
| 1/4 | 4.8 | 157.8 |
| cb | 3.9 | 158.7 |
| EL | 2.9 | 159.7 |

162.6 ✓

162.6

= SL + 225 =

| | | |
|-----|------|-------|
| EL | 5.0 | 157.6 |
| cb | 6.1 | 156.5 |
| 1/4 | 7.1 | 155.5 |
| ε | 7.8 | 154.8 |
| 1/4 | 9.1 | 153.5 |
| cb | 10.2 | 152.4 |
| WL | 11.2 | 151.4 |
| +10 | 12.4 | 150.2 |

= SL + 250 =

| | | |
|-----|------|-------|
| -10 | 14.6 | 148.0 |
| WL | 12.7 | 149.9 |
| cb | 12.7 | 149.9 |
| +4 | 11.2 | 151.4 |
| 1/4 | 11.5 | 151.1 |
| ε | 10.3 | 152.3 |
| 1/4 | 9.4 | 153.2 |
| cb | 8.7 | 153.9 |
| EL | 7.7 | 154.9 |

= SL + 275 =

| | | |
|-----|------|-------|
| EL | 9.8 | 152.8 |
| cb | 10.8 | 151.8 |
| 1/4 | 11.5 | 151.1 |
| ε | 12.2 | 150.4 |

Froude

66

162.6

| | | |
|-----|------|--------|
| 1/4 | 13.5 | 149.1 |
| cb | 14.1 | 148.5 |
| WL | 15.3 | 147.3 |
| +10 | 16.2 | 146.4 |
| TP | 2.42 | 155.67 |
| | 9.37 | 153.25 |

= SL + 300 = NL. Narragansett 153.7

| | | |
|-----|------|-------|
| -10 | 10.6 | 145.1 |
| WL | 10.2 | 145.5 |
| cb | 9.0 | 146.7 |
| 1/4 | 7.9 | 147.8 |
| ε | 7.2 | 148.5 |
| 1/4 | 6.5 | 149.2 |
| cb | 5.8 | 149.9 |
| EL | 4.7 | 151.0 |

Line checks stakes of Xsection of Narragansett

| | | | |
|------|--------|-------|----------|
| 8.50 | 161.74 | 2.43 | 153.24 |
| 3.72 | 155.74 | 9.72 | 152.02 |
| | | 13.01 | 142.73 = |

142.75
 Now NE King
 & Froude

Find
service
Remarks.

X Section Mission Blvd

Florida to Georgia
70' St 15' Obs 10' Obs In

9/20/29

| | + | π | - | Elev |
|----------|------|--------|------|--------|
| S.E.B.P. | 7.65 | 352.68 | | 344.98 |
| T.P. | 3.29 | 347.87 | 8.45 | 344.18 |

344.97
Monroe & Pk Blvd
Pine St
Mission St

Sec A = E Line Georgia, On Paving

| | | | | |
|--------------------------------------|--|------|--|--------|
| Intersection of Pk N.C.B. Top Cb. | | 3.22 | | 344.25 |
| On paving in gutter | | 4.11 | | 343.56 |
| N.C.B. line on paving | | 3.90 | | 343.77 |
| 1/4 " | | 3.92 | | 343.75 |
| 1/4 Mission " | | 4.04 | | 343.63 |
| 1/4 " | | 4.37 | | 343.30 |
| S.C.B. line + 02 = gutter | | 4.81 | | 342.86 |
| S.C.B. Top Cb. | | 4.15 | | 343.51 |

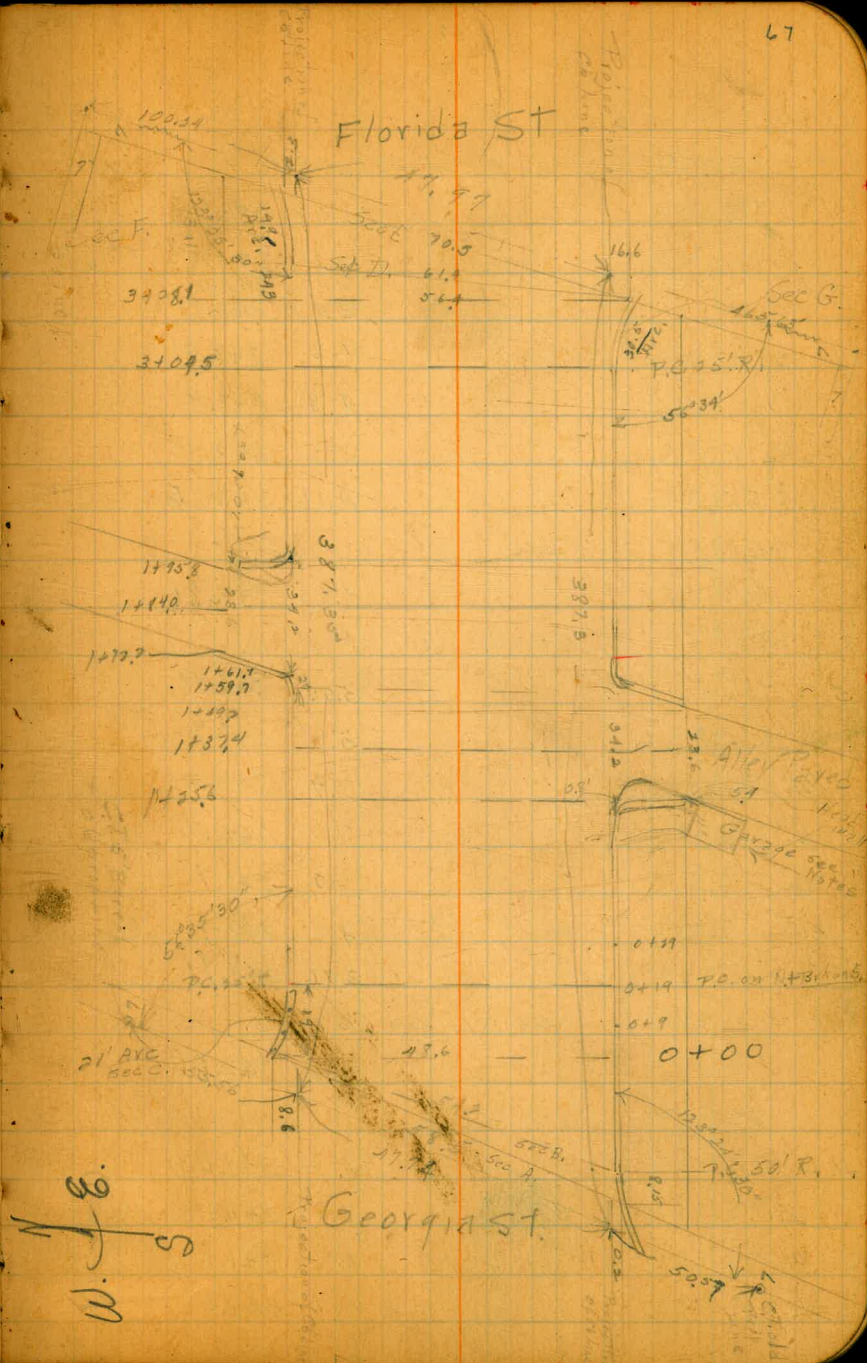
Plotted.
9/24/29
T.L.

Sec B = P.C. on S. to Intersection

| | | | | |
|------------|--|------|--|--------|
| S.C.B. Top | | 1.30 | | 343.37 |
| Gutter | | 5.0 | | 342.7 |
| 1/4 " | | 1.2 | | 343.5 |
| 1/4 " | | 2.9 | | 343.8 |
| 1/4 " | | 3.7 | | 344.0 |
| Cb line | | 3.9 | | 343.8 |
| N gutter | | 1.1 | | 343.56 |
| N top Cb | | 3.7 | | 344.25 |

Sec C = Top of Return on N

| | | | | |
|----------------------|--|------|--|--------|
| W.L. Georgia Top Cb. | | 3.22 | | 344.25 |
| + 7' on Arc Top Cb | | 3.8 | | 344.17 |
| + 14' on Arc " | | 3.67 | | 344.00 |
| + 21' on " = P.C. | | 3.96 | | 343.71 |



347.67

| | + | - | Elev |
|--|---|------|--------|
| 0+00 = Intersection of Primiton Georgia & Ret N of Mission | | | |
| N.Cb. Top | | 3.42 | 344.25 |
| Gutter | | 4.11 | 343.56 |
| + 8.6 = N.Cb line projected | | 1.1 | 343.6 |
| 1/4 | | 3.9 | 343.8 |
| 1/2 | | 1.3 | 343.4 |
| 3/4 | | 4.8 | 342.9 |
| Gut. | | 5.5 | 342.2 |
| S.Cb Top | | 4.71 | 342.96 |
| 0+1 Top Cb on S. | | | |
| | | 1.86 | 342.81 |
| 0+19 = P.C. Ret on N. | | | |
| S.Cb Top | | 5.09 | 342.58 |
| Gutter | | 5.8 | 341.9 |
| 1/4 | | 5.7 | 342.0 |
| 1/2 | | 5.0 | 342.7 |
| 3/4 | | 5.0 | 342.7 |
| Gut | | 4.8 | 342.9 |
| N.Cb Top | | 3.96 | 343.71 |
| 0+39 Top Cb on S. | | | |
| | | 5.61 | 342.06 |
| 0+50 | | | |
| N.Cb. Top | | 6.04 | 341.63 |
| Gut. | | 6.6 | 341.1 |
| 1/4 | | 6.9 | 341.0 |
| 1/2 | | 6.7 | 341.0 |

68

347.67

| | + | - | Elev |
|---------------------------|---|-------|--------|
| 1/4 | | 7.1 | 340.6 |
| Gut | | 7.7 | 340.0 |
| S. Top Cb. | | 7.06 | 340.61 |
| 0+75 | | | |
| S. Top Cb. | | 8.74 | 338.93 |
| Gut | | 9.1 | 338.6 |
| 1/4 | | 8.9 | 338.8 |
| 1/2 | | 8.4 | 339.3 |
| 3/4 | | 8.5 | 339.2 |
| Gut | | 8.3 | 339.4 |
| N. Top Cb. | | 7.73 | 339.94 |
| 1+00 | | | |
| N.Cb. Top | | 9.17 | 338.20 |
| Gut | | 9.9 | 337.8 |
| 1/4 | | 10.2 | 337.5 |
| 1/2 | | 10.0 | 337.7 |
| 3/4 | | 10.6 | 337.1 |
| Gut. | | 10.7 | 337.0 |
| S.Cb Top | | 10.51 | 337.16 |
| 1+25.0 = W.L. Alley on S. | | | |
| S.L. on Alley Prmit | | 11.95 | 335.72 |
| S.L. + 1 Top Cb | | 11.95 | 335.72 |
| S.L. Dist | | 12.08 | 335.59 |
| S.Cb Top | | 12.03 | 335.64 |
| Gut | | 12.1 | 335.6 |

347.67

| | | | Elev |
|----------------------|--------|---------------------------|--------------|
| | 1+25.6 | Cont | |
| 1/4 | | 12.3 | 335.4 |
| ☐ | | 11.8 | 335.9 |
| 1/4 | | 11.8 | 335.9 |
| But | | 11.9 | 335.8 |
| N.Cb Top | | 11.20 | 336.47 |
| T.P. | 0.53 | 335.88 ✓ | 12.52 337.85 |
| | | 1+37.4 = ☐ Alley on S. | |
| N.Cb Top | 0.34 | | 335.72 |
| Butter | | 0.2 | 335.2 |
| 1/4 | | 0.4 | 335.0 |
| ☐ | | 0.4 | 335.0 |
| 1/4 | | 1.0 | 334.4 |
| Cb Line | | 1.3 | 334.1 |
| + 10 | | 1.2 | 334.2 |
| S.L. on Alley Permit | | 0.75 | 334.63 |
| | | 1+49.2 = E.L. Alley on S. | |
| S.L. on Alley Permit | | 1.19 | 334.19 |
| S.L. Top Cb. | | 1.30 | 334.08 |
| S.L. on dirt | | 1.5 | 333.9 |
| + 10 | | 2.2 | 333.2 |
| Cb Line | | 2.3 | 333.1 |
| 1/4 | | 1.8 | 333.6 |
| ☐ | | 1.3 | 334.1 |
| 1/4 | | 1.5 | 333.9 |

336.88

69

| | | |
|--------------|----------------------------------|--------|
| But | 0.9 | 334.5 |
| N.Cb Top | 0.52 | 334.86 |
| | 1+59.7 = Reto/E Line Alley on S. | |
| N.Cb Top | 1.16 | 334.22 |
| But | 1.18 | 333.6 |
| 1/4 | 2.0 | 333.4 |
| ☐ | 2.0 | 333.4 |
| 1/4 | 2.4 | 333.0 |
| But | 2.5 | 332.9 |
| S.Cb Top | 2.19 | 333.19 |
| | 1+61.7 = Reto/W Line Alley on N. | |
| N.Cb Top | 1.35 | 334.03 |
| | 1+72.2 = W.L. Alley on N. | |
| N.L. Top Cb. | 1.73 | 333.65 |
| N.L. Dirt | 0.1 | 335.3 |
| + 5 | 1.8 | 333.6 |
| Cb Line | 2.8 | 332.6 |
| 1/4 | 2.6 | 332.8 |
| ☐ | 2.8 | 332.6 |
| 1/4 | 3.3 | 332.1 |
| But | 3.6 | 331.8 |
| S. Top Cb. | 3.11 | 332.27 |
| | 1+84.0 = ☐ Alley on N. | |
| S. Top Cb. | 3.91 | 331.47 |
| But | 4.6 | 330.8 |

| | | |
|----------|-----|-------|
| 1/4 | 4.1 | 331.3 |
| ¢ | 3.7 | 331.7 |
| 1/4 | 3.6 | 331.8 |
| Col Line | 3.8 | 331.6 |
| + 5 | 3.0 | 332.4 |
| + 10 | 2.6 | 332.8 |
| N.L. | 1.6 | 333.8 |

1 + 95.8 = E Line Alley on N

| | | |
|------------------------|------|--------|
| N.L. Dist | 3.2 | 332.2 |
| N.E. Top Co. | 3.34 | 332.04 |
| Ch. Line - 0.8 Top Co. | 3.70 | 331.68 |
| Out | 1.7 | 330.7 |
| 1/4 | 4.4 | 331.0 |
| ¢ | 4.5 | 330.9 |
| 1/4 | 4.9 | 330.5 |
| Out | 5.4 | 330.0 |
| Sub Top | 4.71 | 330.67 |

P. B. Allen - 1928 Mission, wants to know if the return an east of Alley on N. cannot be rebuilt so as to allow him better access to his Garage. The Alley Ret is at Rth angle with Mission. Now, and cuts diagonally across in front of Garage. Suggest carrying Ret out on Alley Line 10' from propty, & then putting in 5' or 6' Radius.

E. L. 3 + 4 + 7 = C Garage on N

| | | |
|-------------------------------------|-------|--------|
| N.L. + 2.7 = drive in Circle Garage | 3.27 | 332.11 |
| N.L. on drive | 3.54 | 331.84 |
| N.L. + 4.5 = inside edge walk | 1.00 | 331.38 |
| + 7.5 = outside " " | 1.09 | 331.29 |
| Ch. Line / Drive way | 5.00 | 330.38 |
| 2 + 3.5 | | |
| Sub Top - driveway | 7.02 | 328.36 |
| Out | 7.1 | 328.3 |
| 1/4 | 6.9 | 328.5 |
| ¢ | 6.4 | 329.0 |
| 1/4 | 6.5 | 328.9 |
| Out | 6.4 | 328.0 |
| N.E. Top | 5.70 | 329.68 |
| 24.50 | | |
| N.E. Top | 7.36 | 328.02 |
| Out | 7.8 | 327.6 |
| 1/4 | 8.2 | 327.2 |
| ¢ | 8.1 | 327.3 |
| 1/4 | 8.6 | 326.8 |
| Out | 8.7 | 326.7 |
| Sub Top | 8.38 | 327.00 |
| 24.75 | | |
| Sub Top | 10.07 | 325.31 |
| Out | 10.6 | 324.8 |

335.86

| | | | | |
|--------------------------------|------|--------|-------|-----------------|
| 1/4 | | | 10.3 | 325.1 |
| 1/2 | | | 9.8 | 325.6 |
| 3/4 | | | 9.9 | 325.5 |
| Gut | | | 9.6 | 325.8 |
| N.C. Top | | | 9.07 | 326.31 |
| St 04.5 = P.C. Ret on S. | | | | |
| N.C. on driveway | | | 11.63 | 323.75 |
| 1/4 | | | 12.1 | 323.3 |
| 1/2 | | | 12.1 | 323.3 |
| 3/4 | | | 12.4 | 323.0 |
| Gut | | | 12.8 | 322.6 |
| 9th Top | | | 12.06 | 323.32 |
| T.P. | 1.58 | 324.26 | 12.70 | 322.68 |
| St 28.1 = Intersection of Ret | | | | |
| S.L. (projected) - 1/5 Top Co. | | | 4.26 | 319.90 |
| Print Grade for Florida | | | 5.11 | 319.14 = 319.10 |
| Divt | | | 4.8 | 319.5 |
| Obline projected | | | 3.8 | 320.5 |
| 1/4 | | | 3.0 | 321.3 |
| 1/2 | | | 2.7 | 321.6 |
| 3/4 | | | 2.6 | 321.7 |
| Gut | | | 2.0 | 322.3 |
| N Top Co. | | | 1.77 | 322.54 |

324.26

71

Sec D from P.C. on N to Intersection of Florida on S.

| | | | | |
|----------------------------|--|--|------|--------|
| N.C. Top | | | 3.17 | 321.07 |
| Gut | | | 3.3 | 321.0 |
| 1/4 | | | 2.6 | 320.7 |
| 1/2 | | | 3.5 | 320.8 |
| 3/4 | | | 3.6 | 320.7 |
| Obline projected | | | 4.3 | 320.0 |
| + 16.5 Print Grade Florida | | | | |
| Top Co. | | | | |

Sec E. = W.L. Florida St

| | | | | |
|---------------------------------------|--|--|------|-----------------|
| S.C. projected | | | 4.4 | 319.9 |
| 1/4 | | | 4.1 | 320.2 |
| 1/2 | | | 4.0 | 320.3 |
| 3/4 | | | 4.0 | 320.3 |
| Ob projected | | | 3.9 | 320.4 |
| + 33 = Intersection of Ret of Fla St. | | | | |
| N. Florida Print Grade | | | 4.32 | 319.94 = 319.99 |
| N Top Co. | | | 3.60 | 320.66 |

Sec F. Around Ret N.W.

| | | | | |
|---------------|--|--|------|--------|
| P.C. | | | 3.20 | 321.06 |
| + 17.5 in Arc | | | 3.40 | 320.86 |
| W.L. Florida | | | 3.60 | 320.66 |
| + 7.5 on Divt | | | 3.51 | 320.45 |

324.20

72

Sec G Ground Return S.W.

| | | | | |
|---------------------------|---------|------------|--------|----------|
| P.C. | | | 0.93 | 323.33 |
| + 10.15 | in Ave. | | 2.03 | 322.23 |
| + 20.35 | " " | | 3.19 | 321.07 |
| + 30.5 | " " | W. Florida | 4.26 | 319.90 |
| T.P. | 2.58 | 317.43 | 9.11 | 314.85 |
| B.M. 7 Jack NE Meade Fla. | | 7.43 | 310.00 | = 309.94 |

Flood
Partice
Remmen

X sec Alley B.R.I. Tera Alta Hrs. 9/21/29
15' Wide

369.75 Chase's Record
895

| | | | | | |
|---------------------|------|------------------|------|------------------|---------------|
| | ↓ | | | El. 11. | March 9 1929 |
| B.M. N.W. C.B. | 6.91 | 376.66 376.56 | | 367.65 | |
| T.P. | 2.33 | 375.18 375.07 | 3.81 | 372.85 372.75 | |
| T.P. | 3.74 | 378.08 377.98 | 0.89 | 374.34 374.24 | Monroe 390.51 |
| SE 7' each for B.M. | | | 1.04 | 373.94 | |

0-12 = Cb line Monroe

| | | | | |
|----------------------|--|------|--|--------|
| E Line After Top Cb. | | 4.13 | | 373.95 |
| " " " Cutter | | 4.60 | | 373.48 |
| " " " | | 4.25 | | 373.83 |
| W. Line " | | 4.02 | | 374.06 |
| " " " Top Cb. | | 3.44 | | 374.64 |

0+00 = N.L. Monroe

| | | | | |
|------------|--|------|--|--------|
| W. Top Cb. | | 3.51 | | 374.57 |
| W. paving | | 3.73 | | 374.35 |
| " " " | | 4.00 | | 374.08 |
| E.L. " | | 3.99 | | 374.09 |
| " Top Cb. | | 3.74 | | 374.34 |

0+1

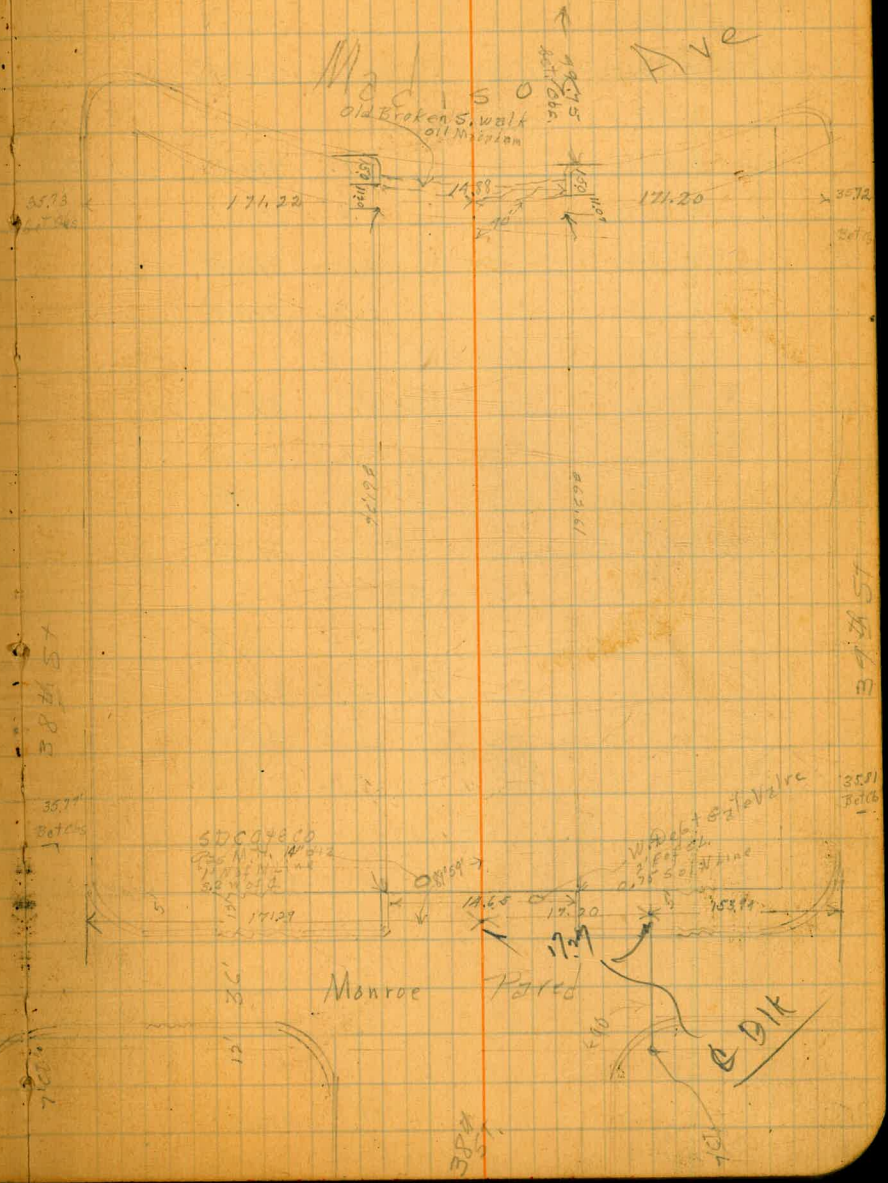
| | | | | |
|-------------------|--|------|--|--------|
| Rim Gas M.H. 32nd | | 3.84 | | 374.24 |
|-------------------|--|------|--|--------|

0+28

| | | | | |
|------|------|------------------|------|---------------|
| E | | 4.5 | | 373.6 |
| " | | 1.3 | | 373.8 |
| W. | | 4.0 | | 374.1 |
| T.P. | 1.98 | 376.32 376.22 | 3.74 | 434 374.24 |

0+57

| | | | | |
|----|--|-----|--|-------|
| W. | | 3.7 | | 373.1 |
|----|--|-----|--|-------|



376.32
376.72

374.24
374.24

| | + | - | Flor | |
|---------------------------|--------|------------------|------------------|-------------------|
| ± | | 3.4 | 372.9 | |
| ± | | 3.2 | 373.1 | |
| E + 10 = ± Face of Garage | | 3.19 | 373.13 | on concrete floor |
| | 0 + 84 | | | |
| E - 12 = ± Face of Garage | | 3.90 | 372.4 | on concrete floor |
| ± | | 1.2 | 372.1 | |
| ± | | 4.1 | 372.2 | |
| W. | | 3.0 | 372.7 | |
| | 1 + 16 | | | |
| W. | | 4.4 | 371.9 | |
| ± | | 4.6 | 371.7 | |
| ± | | 4.9 | 371.4 | |
| E + 12 = ± Face of Garage | | 1.93 | 371.49 | on concrete floor |
| | 1 + 43 | | | |
| ± | | 5.4 | 370.9 | |
| ± | | 5.3 | 371.0 | |
| W. | | 5.1 | 371.2 | |
| T.P. | 3.08 | 374.24 374.14 | 371.16 371.06 | |
| | 2 + 09 | | | |
| W - 5 = ± Face of Garage | | 3.95 | 371.19 | on concrete floor |
| W. | | 3.1 | 371.1 | |
| ± | | 2.8 | 371.4 | |
| ± | | 3.4 | 370.8 | |
| | 3 + 51 | | | |
| E | | 3.6 | 370.6 | |

| | + | - | Flor | |
|--------------|--|--------|--------|------------------------------|
| ± | | 3.5 | 370.7 | |
| W. | | 3.4 | 370.8 | |
| | 2 + 61.26 on W + 2 + 62.61 on E = S.L. Madison | | | |
| W. | | 3.6 | 370.6 | |
| ± | | 3.8 | 370.4 | |
| ± | | 3.8 | 370.4 | |
| | 2 + 73.68 on E = End of C6 Top | 4.31 | 369.93 | |
| | 2 + 73.0 on ± = edge of walk | 4.35 | 369.89 | |
| | 2 + 72.46 on W = end of C6 Top | 4.14 | 370.10 | |
| | 2 + 87.56 on W = Top on Madison | 4.55 | 369.69 | |
| | 2 + 88.18 on E = Top | 4.75 | 369.49 | |
| | | 1.72 | 370.21 | |
| T.P. | 9.51 | 381.62 | 1.03 | 370.59 |
| | | 389.0 | | 7.1 |
| | | 387.90 | 1.01 | 380.61 |
| | | 8.0 | | 95 |
| B.M. Menzies | 1.05 | 387.90 | 1.05 | 386.85 = 386.28 = 57 diff |
| | | 99 | | 87 |
| T.P. | 3.12 | 381.59 | 9.13 | 372.46 |
| | | 33 | | 47 |
| T.P. | 0.86 | 376.23 | 6.52 | 375.37 |
| | | 369.77 | | 369.77 |
| B.M. Menzies | 9.395 | | 6.56 | 379.67 = 369.65 = 0.02 error |
| | | | | 369.75 |

Indexed
C.S.R.

43.00 Alley 30' wide
BIK 75 Ocean Beach

Moore
10-25-38

75

NWBP 568 14.57 8.89 Cape May Abbott

00-10 E of Abbott

| | | |
|--------|------|------|
| N Pav. | 7.97 | 6.60 |
| C " | 8.06 | 6.51 |
| S " | 8.12 | 6.43 |

0+00 E of Abbott - beg. of surfacing over sand

| | | |
|--------|------|------|
| S cb | 7.27 | 7.30 |
| S. Pav | 7.40 | 7.17 |
| C " | 7.71 | 6.86 |
| N " | 7.30 | 7.27 |
| N cb | 7.13 | 7.44 |

0+05

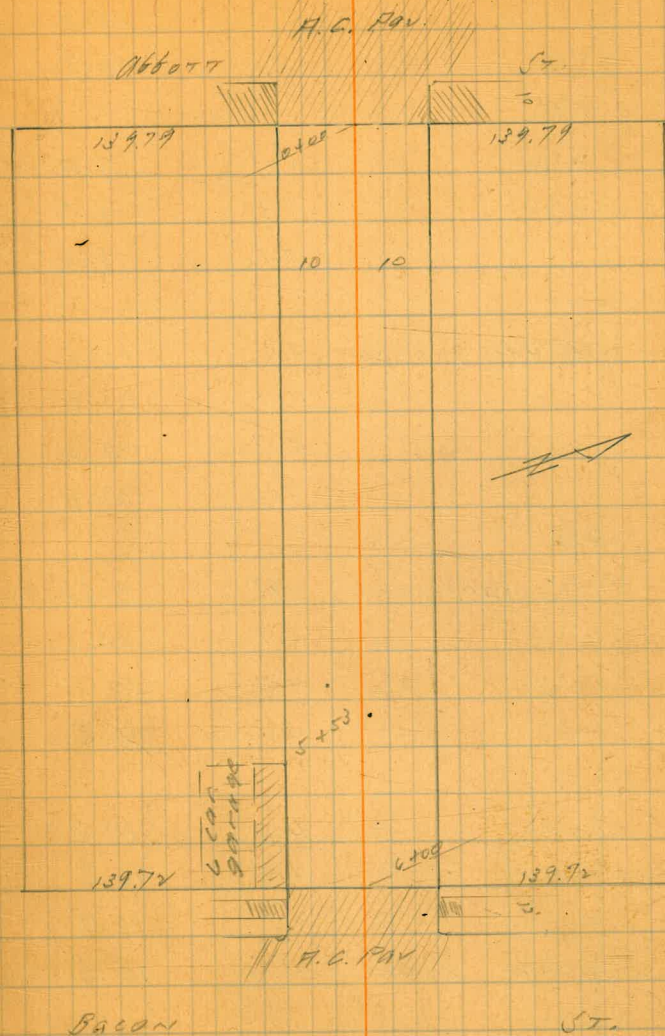
| | | |
|----|-----|-----|
| N | 5.5 | 9.1 |
| +6 | 7.0 | 7.6 |
| C | 7.0 | 7.6 |
| +4 | 7.1 | 7.5 |
| S | 6.3 | 8.3 |

0+25

| | | |
|----|-----|-----|
| S | 5.5 | 9.1 |
| C | 5.9 | 8.7 |
| +5 | 5.9 | 8.7 |
| N | 5.2 | 9.4 |

0+50

| | | |
|---|-----|-----|
| N | 5.6 | 9.0 |
|---|-----|-----|



1457

| | | | |
|---|------|-----|-----|
| C | | 5.4 | 9.2 |
| S | | 5.4 | 9.2 |
| | 0+75 | | |
| S | | 5.2 | 9.4 |
| C | | 5.3 | 9.3 |
| N | | 5.1 | 9.5 |

1406

| | | | |
|-----|-----------------------------------|-----|------|
| - 4 | Sin. gar. ^{How} dwelling | 4.5 | 10.1 |
| N | | 4.6 | 10.0 |
| C | | 4.7 | 9.9 |
| S | | 4.8 | 9.8 |

1433

| | | | |
|------|------------------|------|----------------|
| - 11 | E 17' gar. cent. | 4.95 | 9.62 fl. level |
| S | | 4.5 | 10.1 |
| C | | 4.3 | 10.3 |
| N | | 4.1 | 10.5 |

1458

| | | | |
|------|----------------|-----|------|
| N | | 4.0 | 10.6 |
| C | | 4.0 | 10.6 |
| S | | 3.7 | 10.9 |
| + 11 | Sin. gar. dirt | 4.0 | 10.6 |

| | | | | |
|-----|-----|-------|------|-------|
| TP. | 541 | 16.34 | 3.64 | 10.93 |
|-----|-----|-------|------|-------|

16.34

76

1469

| | | | |
|------|---------------------|------|-------|
| - 20 | Sin. gar. cent. fl. | 5.90 | 10.44 |
| S | | 5.8 | 10.5 |
| C | | 5.7 | 10.6 |
| N | | 5.7 | 10.6 |

1491

| | | | |
|------|-----------------|------|-------|
| N | | 5.2 | 11.1 |
| C | | 5.5 | 10.8 |
| S | | 5.6 | 10.7 |
| + 20 | Sin. gar. cent. | 5.73 | 10.61 |

2441

| | | | |
|-----|--|-----|------|
| - 7 | | 6.0 | 10.3 |
| S | | 5.0 | 11.3 |
| C | | 5.2 | 11.1 |
| N | | 5.2 | 11.1 |

| | | | |
|-----|-----------------|-----|------------|
| + 2 | E 20' gar. dirt | 5.2 | 11.1 level |
|-----|-----------------|-----|------------|

2465

| | | | |
|------|--|-----|------|
| N | | 5.0 | 11.3 |
| C | | 4.6 | 11.7 |
| + 6 | | 4.1 | 11.9 |
| S | | 4.0 | 10.3 |
| + 10 | | 6.2 | 10.1 |

3400

| | | | |
|------|--|-----|------|
| - 10 | | 5.9 | 10.4 |
| S | | 3.6 | 10.7 |
| + 6 | | 4.9 | 11.4 |
| C | | 4.8 | 11.5 |
| N | | 5.0 | 11.3 |

1634

3+35 end of Surfacing

beg. Sandhill

| | | |
|-----|-----|------|
| N | 4.0 | 12.3 |
| C | 3.7 | 12.6 |
| S | 4.9 | 11.4 |
| +10 | 5.0 | 11.3 |

3+65

| | | |
|----------------|-----|------|
| -10 | 5.4 | 10.9 |
| S | 5.1 | 11.2 |
| C | 4.8 | 11.5 |
| +5 | 4.6 | 11.7 |
| N ^E | 5.6 | 12.7 |

4+00

| | | |
|-----|-----|------|
| N | 3.8 | 12.5 |
| C | 4.3 | 12.0 |
| S | 4.6 | 11.7 |
| +10 | 3.4 | 12.9 |

4+35

| | | |
|-----|-----|------|
| -10 | 1.9 | 14.4 |
| S | 3.0 | 13.3 |
| C | 3.5 | 12.8 |
| N | 3.9 | 12.4 |

4+77

| | | |
|-------------------------|-----|------|
| - 1.2 W. edge Bd. Bldg. | 2.4 | 13.9 |
| N | 2.6 | 13.7 |
| C | 2.4 | 13.9 |
| S | 1.3 | 15.0 |
| +10 | 1.0 | 15.3 |

fl. elev.
back gate
entrance
from
Cape May

1634

77

5+00

| | | |
|-----|-----|------|
| -20 | 7.7 | 8.6 |
| S | 1.1 | 15.2 |
| +5 | 1.0 | 15.3 |
| C | 1.8 | 14.5 |
| N | 2.1 | 14.2 |

+ 1.2 Bd Bldg.

5+03 beg. 4' Bd fence 1.0 in alley

5+10 E. edge Bd. Bldg 1.4 back of N.L.

5+18

| | | |
|-----|-----|------|
| N | 1.7 | 14.6 |
| C | 1.0 | 15.3 |
| S | 4.4 | 11.9 |
| +10 | 7.8 | 8.5 |
| +20 | 8.2 | 8.1 |

5+25

| | | |
|-----|-----|------|
| -20 | 8.6 | 7.7 |
| -10 | 9.0 | 7.3 |
| S | 6.4 | 9.9 |
| C | 3.0 | 13.3 |
| +3 | 1.2 | 15.1 |

N east end 4' Bd. fence 1.0 14.7 0.5 in alley

5+40

| | | |
|-----|-----|------|
| -10 | 2.5 | 13.8 |
| N | 5.0 | 11.3 |
| C | 6.9 | 9.4 |

1634

| | | | | |
|-----------------------|---------------------------------|------|------|---------|
| S | | 8.5 | 7.8 | |
| +10 | | 9.0 | 7.3 | |
| | 5453 | | | |
| S | W edge 47 ^{6 car} gar. | 8.80 | 7.54 | CEM. FL |
| S | CEM. apron | 9.06 | 7.28 | |
| C | | 8.9 | 7.4 | |
| N | | 8.8 | 7.5 | |
| +5 | | 7.8 | 8.5 | |
| | 6400 W4 Bacon | | | |
| N 16 | | 9.06 | 7.28 | |
| N par. | | 9.29 | 7.05 | |
| C " | | 9.57 | 6.77 | |
| S " | | 9.27 | 7.07 | |
| C cb + apron | | 9.05 | 7.29 | |
| +5 | E edge 6 car gar | 8.77 | 7.57 | CEM. |
| | 6412 W 16 Bacon | | | |
| S par. | | 9.71 | 6.63 | |
| C " | | 9.75 | 6.59 | |
| N " | | 9.77 | 6.57 | |
| J.P. | 1.50. 11.68 | 9.16 | 7.18 | |
| NEBP Bacon + Cape May | | 4.96 | 6.72 | 6.76 |

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope 1% to 1%. If ground is nearly level, the cut or fill at side stake is located by the double entry method in

IMPROVED TABLES

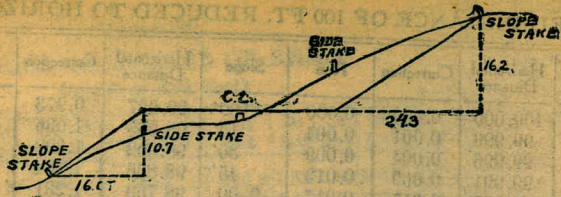
AND

INFORMATION

TABLE No. 2.

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections. Degree of curve with a given L may be found by dividing tangent (or external), opposite L by given tangent (or external). The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.

| C | R |
|------|------|
| o / | Feet |
| 0-20 | 1718 |
| 0-40 | 859 |
| 1-0 | 573 |
| 1-20 | 429 |
| 1-40 | 343 |
| 2-0 | 286 |
| 2-20 | 245 |
| 2-40 | 214 |
| 3-0 | 191 |
| 3-20 | 17 |
| 3-40 | 15 |
| 4-0 | 14 |
| 4-20 | 13 |
| 4-40 | 12 |
| 5 | 11 |
| 6 | 9 |
| 7 | 8 |



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING;

SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

| | 0 | .1 | .2 | .3 | .4 | .5 | .6 | .7 | .8 | .9 | |
|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|
| 0 | 0 00 | 0 15 | 0 30 | 0 45 | 0 60 | 0 75 | 0 90 | 1 05 | 1 20 | 1 35 | 0 |
| 1 | 1 50 | 1 65 | 1 80 | 1 95 | 2 10 | 2 25 | 2 40 | 2 55 | 2 70 | 2 85 | 1 |
| 2 | 3 00 | 3 15 | 3 30 | 3 45 | 3 60 | 3 75 | 3 90 | 4 05 | 4 20 | 4 35 | 2 |
| 3 | 4 50 | 4 65 | 4 80 | 4 95 | 5 10 | 5 25 | 5 40 | 5 55 | 5 70 | 5 85 | 3 |
| 4 | 6 00 | 6 15 | 6 30 | 6 45 | 6 60 | 6 75 | 6 90 | 7 05 | 7 20 | 7 35 | 4 |
| 5 | 7 50 | 7 65 | 7 80 | 7 95 | 8 10 | 8 25 | 8 40 | 8 55 | 8 70 | 8 85 | 5 |
| 6 | 9 00 | 9 15 | 9 30 | 9 45 | 9 60 | 9 75 | 9 90 | 10 05 | 10 20 | 10 35 | 6 |
| 7 | 10 50 | 10 65 | 10 80 | 10 95 | 11 10 | 11 25 | 11 40 | 11 55 | 11 70 | 11 85 | 7 |
| 8 | 12 00 | 12 15 | 12 30 | 12 45 | 12 60 | 12 75 | 12 90 | 13 05 | 13 20 | 13 35 | 8 |
| 9 | 13 50 | 13 65 | 13 80 | 13 95 | 14 10 | 14 25 | 14 40 | 14 55 | 14 70 | 14 85 | 9 |
| 10 | 15 00 | 15 15 | 15 30 | 15 45 | 15 60 | 15 75 | 15 90 | 16 05 | 16 20 | 16 35 | 10 |
| 11 | 16 50 | 16 65 | 16 80 | 16 95 | 17 10 | 17 25 | 17 40 | 17 55 | 17 70 | 17 85 | 11 |
| 12 | 18 00 | 18 15 | 18 30 | 18 45 | 18 60 | 18 75 | 18 90 | 19 05 | 19 20 | 19 35 | 12 |
| 13 | 19 50 | 19 65 | 19 80 | 19 95 | 20 10 | 20 25 | 20 40 | 20 55 | 20 70 | 20 85 | 13 |
| 14 | 21 00 | 21 15 | 21 30 | 21 45 | 21 60 | 21 75 | 21 90 | 22 05 | 22 20 | 22 35 | 14 |
| 15 | 22 50 | 22 65 | 22 80 | 22 95 | 23 10 | 23 25 | 23 40 | 23 55 | 23 70 | 23 85 | 15 |
| 16 | 24 00 | 24 15 | 24 30 | 24 45 | 24 60 | 24 75 | 24 90 | 25 05 | 25 20 | 25 35 | 16 |
| 17 | 25 50 | 25 65 | 25 80 | 25 95 | 26 10 | 26 25 | 26 40 | 26 55 | 26 70 | 26 85 | 17 |
| 18 | 27 00 | 27 15 | 27 30 | 27 45 | 27 60 | 27 75 | 27 90 | 28 05 | 28 20 | 28 35 | 18 |
| 19 | 28 60 | 28 65 | 28 80 | 28 95 | 29 10 | 29 25 | 29 40 | 29 55 | 29 70 | 29 85 | 19 |
| 20 | 30 00 | 30 15 | 30 30 | 30 45 | 30 60 | 30 75 | 30 90 | 31 05 | 31 20 | 31 35 | 20 |
| 21 | 31 50 | 31 65 | 31 80 | 31 95 | 32 10 | 32 25 | 32 40 | 32 55 | 32 70 | 32 85 | 21 |
| 22 | 33 00 | 33 15 | 33 30 | 33 45 | 33 60 | 33 75 | 33 90 | 34 05 | 34 20 | 34 35 | 22 |
| 23 | 34 50 | 34 65 | 34 80 | 34 95 | 35 10 | 35 25 | 35 40 | 35 55 | 35 70 | 35 85 | 23 |
| 24 | 36 00 | 36 15 | 36 30 | 36 45 | 36 60 | 36 75 | 36 90 | 37 05 | 37 20 | 37 35 | 24 |
| 25 | 37 50 | 37 65 | 37 80 | 37 95 | 38 10 | 38 25 | 38 40 | 38 55 | 38 70 | 38 85 | 25 |
| 26 | 39 00 | 39 15 | 39 30 | 39 45 | 39 60 | 39 75 | 39 90 | 40 05 | 40 20 | 40 35 | 26 |
| 27 | 40 50 | 40 65 | 40 80 | 40 95 | 41 10 | 41 25 | 41 40 | 41 55 | 41 70 | 41 85 | 27 |
| 28 | 42 00 | 42 15 | 42 30 | 42 45 | 42 60 | 42 75 | 42 90 | 43 05 | 43 20 | 43 35 | 28 |
| 29 | 43 50 | 43 65 | 43 80 | 43 95 | 44 10 | 44 25 | 44 40 | 44 55 | 44 70 | 44 85 | 29 |
| 30 | 45 00 | 45 15 | 45 30 | 45 45 | 45 60 | 45 75 | 45 90 | 46 05 | 46 20 | 46 35 | 30 |
| 31 | 46 50 | 46 65 | 46 80 | 46 95 | 47 10 | 47 25 | 47 40 | 47 55 | 47 70 | 47 85 | 31 |
| 32 | 48 00 | 48 15 | 48 30 | 48 45 | 48 60 | 48 75 | 48 90 | 49 05 | 49 20 | 49 35 | 32 |
| 33 | 49 50 | 49 65 | 49 80 | 49 95 | 50 10 | 50 25 | 50 40 | 50 55 | 50 70 | 50 85 | 33 |
| 34 | 51 00 | 51 15 | 51 30 | 51 45 | 51 60 | 51 75 | 51 90 | 52 05 | 52 20 | 52 35 | 34 |
| 35 | 52 50 | 52 65 | 52 80 | 52 95 | 53 10 | 53 25 | 53 40 | 53 55 | 53 70 | 53 85 | 35 |
| 36 | 54 00 | 54 15 | 54 30 | 54 45 | 54 60 | 54 75 | 54 90 | 55 05 | 55 20 | 55 35 | 36 |
| 37 | 55 50 | 55 65 | 55 80 | 55 95 | 56 10 | 56 25 | 56 40 | 56 55 | 56 70 | 56 85 | 37 |
| 38 | 57 00 | 57 15 | 57 30 | 57 45 | 57 60 | 57 75 | 57 90 | 58 05 | 58 20 | 58 35 | 38 |
| 39 | 58 50 | 58 65 | 58 80 | 58 95 | 59 10 | 59 25 | 59 40 | 59 55 | 59 70 | 59 85 | 39 |
| 40 | 60 00 | 60 15 | 60 30 | 60 45 | 60 60 | 60 75 | 60 90 | 61 05 | 61 20 | 61 35 | 40 |
| 41 | 61 50 | 61 65 | 61 80 | 61 95 | 62 10 | 62 25 | 62 40 | 62 55 | 62 70 | 62 85 | 41 |
| 42 | 63 00 | 63 15 | 63 30 | 63 45 | 63 60 | 63 75 | 63 90 | 64 05 | 64 20 | 64 35 | 42 |
| 43 | 64 50 | 64 65 | 64 80 | 64 95 | 65 10 | 65 25 | 65 40 | 65 55 | 65 70 | 65 85 | 43 |
| 44 | 66 00 | 66 15 | 66 30 | 66 45 | 66 60 | 66 75 | 66 90 | 67 05 | 67 20 | 67 35 | 44 |
| 45 | 67 50 | 67 65 | 67 80 | 67 95 | 68 10 | 68 25 | 68 40 | 68 55 | 68 70 | 68 85 | 45 |
| 46 | 69 00 | 69 15 | 69 30 | 69 45 | 69 60 | 69 75 | 69 90 | 70 05 | 70 20 | 70 35 | 46 |
| 47 | 70 50 | 70 65 | 70 80 | 70 95 | 71 10 | 71 25 | 71 40 | 71 55 | 71 70 | 71 85 | 47 |
| 48 | 72 00 | 72 15 | 72 30 | 72 45 | 72 60 | 72 75 | 72 90 | 73 05 | 73 20 | 73 35 | 48 |
| 49 | 73 50 | 73 65 | 73 80 | 73 95 | 74 10 | 74 25 | 74 40 | 74 55 | 74 70 | 74 85 | 49 |
| 50 | 75 00 | 75 15 | 75 30 | 75 45 | 75 60 | 75 75 | 75 90 | 76 05 | 76 20 | 76 35 | 50 |

Computed by L. Leland Locke.

- 18 13.7
E-14
+ 13- 13.7

5 25
3 65
1 60

P. B. Allen
1928 Mission Ave
E. of Alley - Ret to fit Garage Drive.

28.15
6.19
7.01

108.38
10.77
119.15
A 32
114.83
11.07
105.92
3.97
122.05
9.21
131.26
151
129.75
10.49
140.24
1.03
1129.10
7.01
146.57
3.85
142.72

3/342.43 342.43
171.24 171.24
153.91 171.22
17.27

153.91
17.30
171.21

14873
3.85
144.88
Mon

6126.
1174
273.00

55
45
78
65
163

45
76
726
98
7264
170.64

170.3

342.43
171.24
171.22

12.63
99.
3.
114.63

22455
1248
23703

Surafika Collier Tdoto 389.90

1257 730
84 140
417 870
26 910
157
84 13.97
1257 3.15
1622

870
20
890
40
730

26153

104.75
9.95
100.80

116.88
9.86
107.02

116.9
4.6
112.3

120.83
7.08
118.75

116.88
3.15
113.73

104.75
8.01
96.74

104.75
8.28
96.47

15
13
12

60
20
40
7

60