

1231

CASTS

FIELD BOOK

No. 385 F

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DEC 22 1964

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CITY OF SAN DIEGO,
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THE FREDERICK POST CO.
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- 1
- 2
- IT
- X-section New York St 1-5
- X " Rhode Island 6-18^②
- X-section Hoffman 19-22
- X-section Mass South of Madison 23-26
- X-section " North of Madison 27-29
- X-section Madison from Elyic of Massachusetts
 to White of Golden Gate Drive 30-37
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- X-section of New Hampshire from the S. Line
 of Madison to Send 38-43
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- X-section of Alley in Block Between Massachusetts
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Bliss
Ishell
Morgan
12.9.27
BMSWB
Madison NY

X Sections of New York Street
from the S line of Madison to 250' South
+ X
Elev 60' 51
10' cbs
10' 1/2

6.03 346.54 340.51

0100 = S line of Madison
on paring

W 5.8 346.5
340.7

W Top cb 6.03 340.5

Gutter 6.51 340.0

1/4 6.23 340.3

E 5.97 340.5

1/4 5.98 340.5

Gutter 6.00 340.5

E Top cb 5.90 341.1

E 5.2 341.3

or South

E 5.2 341.3

cb 5.6 340.9

1/4 5.8 340.7

E 5.9 340.6

1/4 6.1 340.4

+3 6.1 340.4

cb 5.3 341.2

W 5.6 340.9

07 South

W 5.2 341.3

cb 5.1 341.4

+5 5.9 341.1

1/4 5.7 340.8

E 5.8 340.7

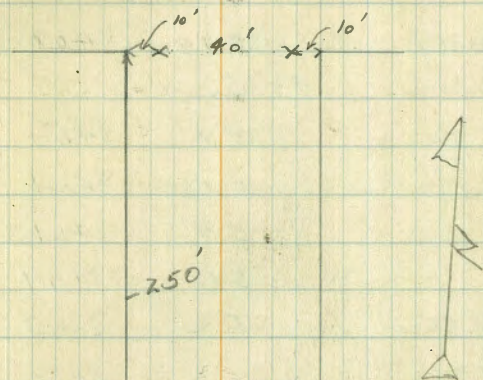
Sketch of
New York St.
South of Madison

2

Madison

Ave

IT



Found Redwood

346.54

Podotory 4.87

346.59

3

		346.5	
1/4	5.7	340.8 ✓	cb
cb	5.5	341.0 ✓	1/4
E	5.2	341.3 ✓	ϕ
	0+17 Walk on West		1/4
1.0 Back ctr	4.79	341.7 ✓	+3
	95' South		cb
E	4.9	341.6 ✓	W
cb	5.1	341.4 ✓	
1/4	5.4	341.1 ✓	
ϕ	5.1	341.4 ✓	
1/4	5.2	341.3 ✓	W
+4	5.2	341.3 ✓	cb
cb	5.0	341.5 ✓	+3
W	5.4	341.1 ✓	+6
	75' South Walk on West		1/4
on-line	5.2	341.3 ✓	ϕ
cb	5.2	341.3 ✓	1/4
T3	5.1	341.4 ✓	cb
T7	5.6	340.9 ✓	E
1/4	5.5	341.0 ✓	
ϕ	5.1	341.4 ✓	E
1/4	5.4	341.1 ✓	cb
cb	5.5	341.0 ✓	1/4
E	5.6	340.9 ✓	ϕ
	106' South		1/4
E	5.7	340.8 ✓	+4

		346.5	
	5.7	340.8 ✓	cb
	5.7	340.8 ✓	1/4
	5.3	341.2 ✓	ϕ
	5.9	340.6 ✓	1/4
	6.2	340.3 ✓	+3
	5.9	340.6 ✓	cb
	5.8	340.7 ✓	W
	1+23 Walk on East		
1.0 Back ctr	5.57	340.9 ✓	
	145' South		
	6.6	339.9 ✓	W
	6.6	339.9 ✓	cb
	6.6	339.9 ✓	+3
	7.2	339.3 ✓	+6
	6.9	339.6 ✓	1/4
	6.5	340.0 ✓	ϕ
	6.7	339.8 ✓	1/4
	6.6	339.9 ✓	cb
	6.5	340.0 ✓	E
	165' South		
	7.0	339.5 ✓	E
	7.2	339.3 ✓	cb
	7.4	339.1 ✓	1/4
	7.2	339.3 ✓	ϕ
	7.8	338.7 ✓	1/4
	8.1	338.4 ✓	+4

396.59

396.59

221 South

		346.5	
+7	7.3	339.2	W
cb	7.9	339.1	cb
W	7.6	338.6	1/4
	190' South		E
W	8.8	337.7	1/4
cb	8.9	337.6	+5
+3	9.0	337.5	cb
+5	9.0	337.1	E
1/4	9.9	337.1	TP. 588
E	8.6	337.9	390 82
1/4	9.0	337.0	11.6 0
cb	8.7	337.8	230
E	8.7	337.8	
	200' South		
E	10.0	336.5	E
cb	9.9	336.6	cb
1/4	10.0	336.5	+6
E	9.5	337.0	1/4
1/4	9.8	336.7	+5
cb	9.6	336.9	E
W	9.5	337.0	1/4
	205' South		cb
1.0 Back	9.69	336.8	W-10
	219' South		W
0.5 Back	11.58	334.9	cb
	221' South		1/4
			E

250' South

		346.5
	11.2	335.3
	11.2	335.3
	11.2	335.3
	10.9	335.6
	11.3	335.2
	11.8	334.7
	11.9	334.6
	12.1	334.4
	11.6 0	334.94
		340.8
	7.8	333.0
	7.9	333.4
	7.3	333.5
	6.7	334.1
	5.8	335.0
	5.9	334.9
	5.9	334.9
	6.5	334.3
	6.9	334.4
	6.5	334.3
	12.4	328.4
	11.6	329.2
	10.3	330.5
	9.1	331.7
	9.0	331.8

X
340.82

5

1/4			9.3	<u>340.8</u>	331.5 ✓
06			9.8		331.0 ✓
E			10.0		330.8 ✓
TP	6.08	346.28 ✓	0.2		340.20 ✓
BM			5.75		340.53 - .02 ✓

13/1/50
 Isbell
 11/30/78
 BM SW Mon +
 Madison's
 Rhode Island

X Section Rhode Island from the
 S Line of Madison to South end
 Elev. 60.57
 10' cbs.
 10' 1/2"

0700 S

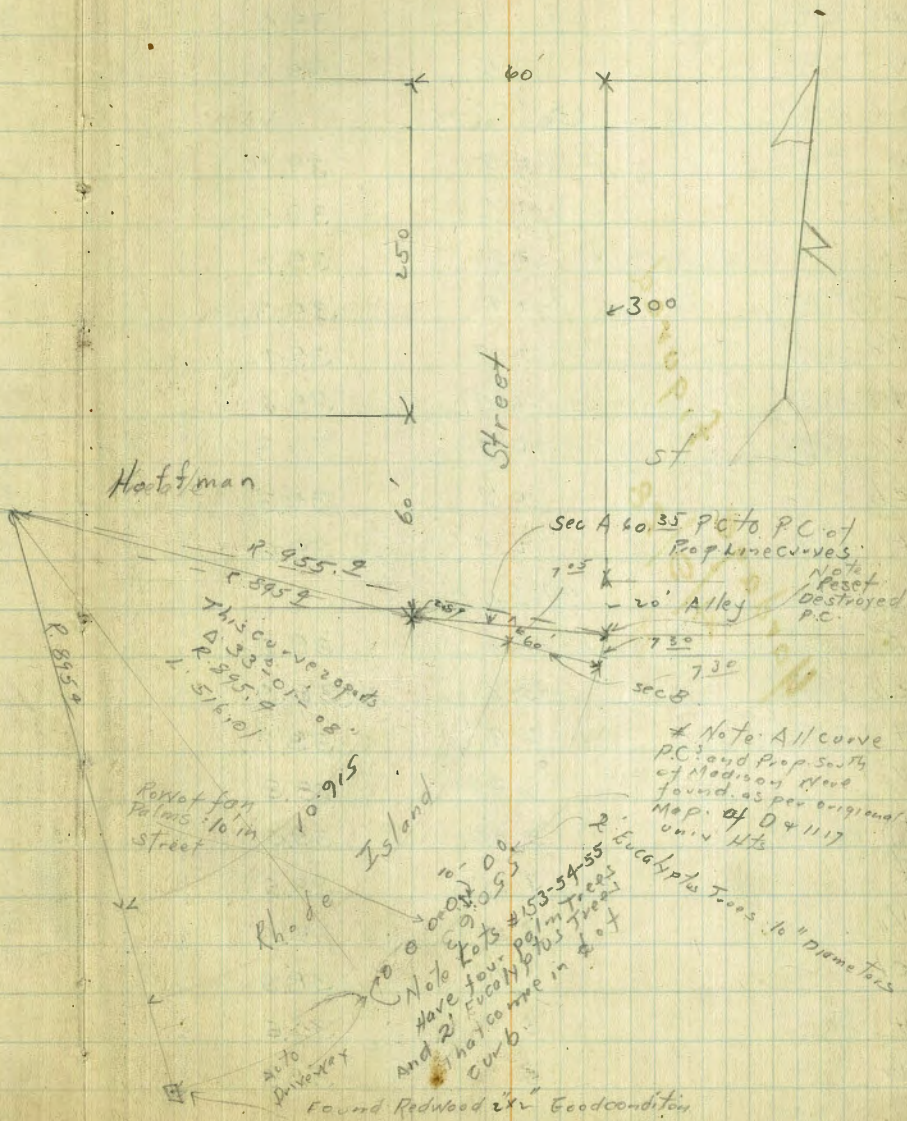
E	3.1	38.9
Topcb	3.99	38.49
Gutter	4.00	37.98
1/4	3.83	38.15
1/4	3.84	38.14
1/4	4.06	37.92
Gutter	4.40	37.58
W Topcb	3.92	38.06
W	3.6	38.4
03' South		
W	2.6	39.4
cb	3.0	39.0
+6	3.8	38.2
1/4	3.8	38.2
1/4	3.7	38.3
1/4	3.7	38.3
+7	3.4	38.6
cb	2.9	39.1
1/4	2.6	39.4
14' South		
E	2.4	39.6
cb	2.6	39.4
1/4	2.7	39.3
1/4	2.7	39.3

Plotted
 2-28-78
 figured
 4/9/78
 H.C.H.

Sketch of
 Rhode Island
 South of Madison

6

Madison 80' Ave



sec A 60.35 PC to PC of
 Poplar curves
 Note
 Reset
 destroyed
 P.C.

* Note: All curve
 P.C. and Prop. South
 of Madison have
 found as per original
 Map of D & 1117
 Univ. Hts

Note you
 have four
 Eucalyptus
 trees that
 came in lot

Found Redwood in Good condition

391.98

E/ov

1/4	27	39.3
cb	30	39.0
+5	30	39.0
W	25	39.5
30' South		
W	29	39.1
+5	21	39.9
cb	28	39.2
+5	27	39.3
1/4	29	39.1
1/4	29	39.6
1/4	27	39.3
cb	27	39.3
E	29	39.6
41' South		
E	28	39.2
cb	31	38.9
+7	33	38.7
1/4	32	38.8
+5	30	39.0
1/4	31	38.9
1/4	35	38.5
cb	31	38.9
+3	34	38.6
W	32	38.8

391.98

7

52' South

W	35	38.5
cb	36	38.4
1/4	35	38.5
1/4	34	38.6
cb	32	38.8
E	30	39.0

72' South Walkway East

1.0 m street	3.12	38.76
E on Ground	3.4	38.6
cb	3.6	38.4
1/4	3.6	38.4
+7	3.2	38.8
1/4	3.3	38.7
1/4	3.9	38.1
cb	3.9	38.1
+6	3.8	38.2
W	3.4	38.6

88' South Auto Driveway

2.6 m street 7' wide to 4.30

37.68

Tree 08 2/15/57

100' South

W	4.5	37.5
+5	4.8	37.2
cb	4.8	37.2
+8	4.9	37.1
1/4	4.7	37.3

341.78

4	4.2	37.8
+3	4.0	38.0
1/4	4.2	37.8
+4	4.5	37.5
cb	4.4	37.6
E	4.2	37.8

127 South Walk on West

E	4.6	37.4
cb	5.0	37.0
+3	5.0	37.0
1/4	5.6	36.4
+3	5.3	36.7
E	5.2	36.8
1/4	5.8	36.2
cb	5.8	36.2

W on Side Walk etc 5.75 36.13

140' South Walk on East

1.2 inst. etc 4.88 37.10

154' South

W	7.6	34.4
+6	7.1	34.9
cb	7.1	34.9
1/4	7.4	34.6
+8	6.7	35.3
E	6.8	35.2
+7	6.8	35.2

341.98

5

1/4	6.9	35.1
+6	6.4	35.6
10b	6.3	35.7
E	5.7	36.3

181 South Walk on West

E	6.7	35.3
+1	6.8	35.2
+4	7.8	34.2
cb	8.2	33.8
1/4	8.5	33.5
+5	8.3	33.7
E	8.4	33.6
+3	8.4	33.6
1/4	9.0	33.0
+4	9.4	32.6
+8	8.9	33.1
cb	8.9	33.1
W on Walk.	8.70	33.28

1790 Auto Driveway on East

1.0 in street 7.62 34.36

194 South

W	10.3	31.7
cb	10.0	32.0
+5	10.0	32.0
+8	10.3	31.7
1/4	9.8	32.2

7
341.98

4	+8	9.2	32.8
+3	4	9.3	32.7
1/4	+5	9.0	33.0
+4	+8	9.5	32.5
cb	1/4	9.3	32.7
E	cb	8.7	33.3
E	E	7.7	34.3
E	200' South		
cb	E	8.9	33.1
+3	cb	9.3	32.7
1/4	1/4	9.7	32.3
+3	+2	9.8	32.2
4	+5	9.4	32.6
1/4	4	9.6	32.4
cb	+8	9.8	32.2
W	1/4	10.2	31.8
+3	+3	10.7	31.3
cb	cb	10.6	31.4
W	W	10.8	31.2
W	208' South Auto Driveway		
+6	on West Line ctr.	11.06	30.92
cb	221' South Walk on West		
1/4	entire ctr.	11.95	30.53
+8	W+1	11.9	30.1
4	cb	11.8	30.2
+7	+8	11.8	30.2

7
341.98

1/4	11.5	30.5
+5	11.0	31.0
4	11.0	32.0
+5	10.7	31.3
1/4	10.8	31.2
cb	10.6	31.4
+5	10.5	31.5
E	10.0	32.0
TP.	1.89 332.60 11.22	3 30.76
292' South		
E	2.2	30.4
cb	2.6	30.0
+3	2.8	29.8
+6	3.2	29.4
+8	3.2	29.4
1/4	2.7	29.9
4	2.9	29.7
+7	2.9	29.7
1/4	3.5	29.1
+5	3.7	28.9
cb	3.4	29.2
W	2.9	29.7
294' South		
W	3.7	28.9
cb	3.7	28.9
+8	3.7	28.9

7
332.60

1/4	3.9	29.2
+3	3.1	29.5
¢	2.9	29.7
+5	2.7	29.9
1/4	2.8	29.8
+2	3.2	29.4
+5	3.4	29.2
+7	2.8	29.8
cb	2.7	29.9
E	2.3	30.3

25.6' South

E	2.8	29.8
cb	3.1	29.5
+8	3.7	28.9
1/4	3.4	29.2
+5	3.1	29.5
¢	3.5	29.1
1/4	3.9	28.7
+3	4.3	28.3
cb	4.4	28.2
W	4.2	28.4
T.P.	3.92	330.12
		6.40
		326.20

N cb

W	2.4	27.7
cb.	2.4	27.7
1/4	2.4	27.7

7
330.12

10

+4	1.8	28.3
¢	1.6	28.5
1/4	1.5	28.6
cb	1.2	28.9
E	0.9	29.2
	N 1/4	
E	1.3	28.8
cb	1.6	28.5
+2	1.6	28.5
+5	2.2	27.9
1/4	2.2	27.9
+5	1.9	28.2
¢	2.0	28.1
1/4	2.4	27.7
cb	3.3	26.8
W	3.6	26.5
	¢	
W	3.3	26.8
cb	3.1	27.0
+5	3.2	26.9
1/4	2.9	27.2
¢	2.6	27.5
1/4	2.7	27.4
+5	2.8	27.3
cb	2.1	28.0
E	1.9	28.2

330.12
5 1/4

E	2.5	27.6
cb	2.7	27.4
+5	3.3	27.8
1/4	3.1	27.0
E	3.2	26.9
1/4	3.5	26.6
+5	4.1	26.0
cb	4.0	26.1
W	4.3	25.8
Sub		
W	4.8	25.3
cb	4.8	25.3
+6	4.6	25.5
1/4	4.0	26.1
E	3.7	26.4
+8	3.9	26.7
1/4	3.8	26.3
+5	4.2	25.9
+8	3.9	26.7
cb	3.9	26.7
E	2.7	27.4
S Line of Hoffman		
E	3.3	26.8
cb	3.7	26.4
+4	4.0	26.1
+6	4.6	25.5

330.12

11

1/4	4.4	25.7
E	4.3	25.8
1/4	4.8	25.3
cb	5.0	25.1
W	5.3	24.8
Sec A. See sketch		
W	5.5	24.6
cb	5.2	24.9
1/4	5.1	25.0
+5	4.8	25.3
E	4.7	25.4
1/4	4.8	25.3
+2	5.2	24.9
+4	5.2	24.9
+6	4.3	25.8
cb	4.2	25.9
E	3.7	26.4
Sec B. PC of curve at west 20 points See sketch		
E	4.3	25.8
cb	4.6	25.5
+5	4.9	25.2
+6	5.5	24.6
1/4	5.2	24.9
+5	4.6	25.5
E	4.8	25.3
1/4	5.2	24.9

8
8
8

60.35 -0400

04.02.89

04073

X
330.12

cb	5.2	24.9	
W	5.5	24.6	
W. 0+28.04	Sec 1	E = 0+34.8	
W	7.1	23.0	
cb	6.5	23.6	
+7	7.1	23.0	
19	6.5	23.6	
E	6.2	23.9	
+5	6.5	23.6	
19	6.4	23.7	
cb	6.6	23.5	
E	5.6	24.5	
0+54.2	Sec 2	0+62.3	
E	7.1	23.0	
cb	7.1	23.0	
+5	7.9	22.2	
19	8.0	22.1	
E	7.7	22.4	
19	8.0	22.1	
+5	8.4	21.7	
cb	8.5	21.6	
W	8.5	21.6	
0+79.8	Sec 3	0+89.8	
W	10.0	20.1	
cb	9.7	20.4	
+7	9.9	20.2	

X
330.12

12.

19	9.6	20.5	
E	9.3	20.8	
19	9.9	20.7	
+5	9.4	20.7	
+8	8.5	21.6	
cb	8.5	21.6	
E	8.2	21.9	
1405.5	Sec 4	1473	
E	9.8	20.3	
cb	10.2	19.9	
+2	10.2	19.9	
+6	11.2	18.9	
19	11.5	18.6	
E	11.1	19.0	
19	11.3	18.8	
+5	11.6	18.5	
cb	11.8	18.3	
W	12.2	17.9	
W+15	13.7	316.4	
TP	1.12	318.39	12.85
			317.27
1434	Sec 5	1+44.8	
W-20	13.8	304.6	
W-10	9.0	309.4	
W	3.3	15.1	
cb	2.3	16.1	
19	1.9	16.5	

318.39

£	1.5	16.9
1/4	1.7	16.7
+5	1.8	16.6
cb	11	17.3
E	0.3	18.1

14568

Sec 6 Waikona East

14723

1.0 Back ct. 2.05 16.34

E	2.5	15.9
cb	3.4	15.0
+5	4.0	14.4
1/4	3.7	14.7
+5	3.6	14.8
£	3.6	14.8
1/4	3.9	14.5
+5	4.9	13.5
cb	5.2	13.2
W	5.9	12.5
W+10	13.2	05.2
W+20	19.6	298.8
W+25	23.2	95.2
W+30	28.6	89.8

14824

Sec 7

14996

W-20	21.6	96.8
W-10	14.6	03.8
W	8.2	10.2
cb	7.8	10.6

318.39

13

1/4	5.9	12.5
£	5.7	12.7
+5	5.9	12.5
1/4	5.8	12.6
cb	5.7	12.7

+8.5 Auto Driveway ct 4.86 13.53
 £ 4.6 13.8

2+08

Sec 8

2+27L

E	6.3	12.1
cb	6.4	12.0
+3	6.4	12.0
+5	7.7	10.7
1/4	7.6	10.8
£	7.5	10.9
1/4	7.9	10.5
+2	8.1	10.3
cb	9.7	08.7
W	10.2	08.2
W+10	12.9	05.5
+20	17.1	01.3

2+33Z

Sec 9

2+546

W-20	18.9	99.5
W-10	15.1	03.3
W	13.0	05.4
cb	11.1	07.3
+8	9.2	09.2

X
318.39

X
309.55

14

1/4		9.3	09.1	cb	6.5	303.0
1/2		9.0	09.4	+7	3.8	05.7
1/4		9.3	09.1	1/4	3.4	06.1
+7		9.2	09.2	1/2	3.1	06.4
+8		8.0	10.4	1/4	3.3	06.2
cb		8.0	10.4	+5	3.0	06.5
E		7.5	10.9	+7	0.6	09.0

2+59.2

Sec 10

2+82.1

E		8.3	10.1	E	0.3	09.3
---	--	-----	------	---	-----	------

cb		9.0	09.4	E	0.3	09.3
----	--	-----	------	---	-----	------

3+11

Sec 12

3+87.1

+2		9.0	09.4	E Top <i>See sketch in auto</i>	1.1	08.5
----	--	-----	------	---------------------------------	-----	------

+6		10.6	07.8	E Bottom <i>Driveway</i>	2.9	06.6
----	--	------	------	--------------------------	-----	------

1/4		11.0	07.4	+7	2.0	07.6
-----	--	------	------	----	-----	------

1/2		10.5	07.9	+8	3.9	06.6
-----	--	------	------	----	-----	------

1/4		10.4	08.0	cb	9.0	05.6
-----	--	------	------	----	-----	------

+3		10.5	07.9	1/4	4.7	04.8
----	--	------	------	-----	-----	------

cb		13.5	04.9	1/2	4.4	05.2
----	--	------	------	-----	-----	------

W		16.6	301.8	1/4	4.6	05.0
---	--	------	-------	-----	-----	------

W+10		21.0	297.4	+5	4.9	04.6
------	--	------	-------	----	-----	------

W+15		23.0	95.4	cb	7.1	02.5
------	--	------	------	----	-----	------

W+20		26.2	92.2	+5	9.3	300.3
------	--	------	------	----	-----	-------

T.P.	3.06	309.55	11.90	306.49	W	11.6	98.0
------	------	--------	-------	--------	---	------	------

2+85

Sec 11

3+09.6

W-25		21.5	88.0	W+10	15.4	94.2
------	--	------	------	------	------	------

W-15		14.2	95.3	W+20	19.6	90.0
------	--	------	------	------	------	------

W1		9.9	99.5	W+30	25.4	84.1
----	--	-----	------	------	------	------

309.55

Sec 12 + 07 East

W-20	3113	20.0	89.6	31391
W-10		15.8	93.7	
W		11.6	298.0	
+4		9.6	300.0	
cb		7.7	01.9	
+7		4.8	05.8	
1/4		4.7	05.9	
1/4		4.5	05.1	
1/4		4.8	04.8	
cb		4.1	05.5	
E		3.0	06.6	

3122

Sec 12 + 11 East

31481

E		3.2	06.4
cb		4.3	05.3
1/4		5.1	04.5
1/4		5.0	04.6
1/4		5.1	04.5
+2		5.2	04.4
+5		6.3	03.3
cb		8.3	01.3
W		12.1	97.5
W + 10		16.2	93.4
W + 20		21.2	88.4

3124

Sec 12 + 13 East

31501

W-20		20.8	88.8
W-10		15.6	94.0

309.55

15

W		12.4	297.2
cb		9.1	300.5
+8		5.4	04.2
1/4		5.2	04.4
1/4		5.1	04.5
1/4		5.2	04.4
+5		4.8	4.7
+6		3.2	6.4
cb		2.7	6.9
E		1.7	7.9

3136

Sec 13

31646

E		1.8	7.8
cb		3.2	6.4
+4		3.7	5.8
+7		5.2	4.4
1/4		5.6	4.0
1/4		5.8	3.8
1/4		5.8	3.8
+5		6.5	3.1
cb		9.3	300.3
W		12.7	296.9
W + 10		15.8	93.8
W + 20		20.0	289.6

3162

Sec 14

31921

W-20		22.1	87.4
W-13		17.7	91.9

T
309.55

W	13.3	96.3
cb	10.7	98.9
+5	8.7	300.9
1/4	6.7	02.9
¢	6.8	02.8
1/4	6.7	02.9
cb	5.6	04.0
E	3.5	06.1

Sec 15

E	3.7	05.9
cb	5.5	04.1
+5	6.7	02.9
1/4	7.4	02.2
¢	8.0	01.6
1/4	7.6	02.0
+5	9.8	299.8
cb	11.1	98.5
W	14.2	95.4
W+20	18.5	91.1
W+30	23.5	86.1

Sec 16

W-30	25.5	84.1
W-15	19.2	90.4
W	15.2	94.4
cb	11.9	297.6
1/4	8.3	301.3

T
309.55

16

+5	8.5	301.1
¢	8.5	01.1
1/4	8.3	01.3
cb	6.8	02.8
+5	5.6	04.0
E	5.2	04.4

+39

Sec 17

+746

E	5.6	04.0
cb	6.9	02.6
1/4	8.6	01.0
+6	9.4	00.2
¢	9.4	00.2
1/4	9.5	00.0

T.P. 3.42 303.70 9.27 300.28

+5	7.6	99.1
cb	6.3	97.4
W	9.3	94.4
W+15	13.7	90.0
W+25	20.7	83.0
W+30	23.6	80.1

T.P. 7.07

304.76 3.31

4.95 PM

300.39

+65

Sec 18

52021

W-30	23.2	81.3
W-23	20.0	84.5
W-13	14.6	89.9
W	10.0	94.5

309.96

309.96

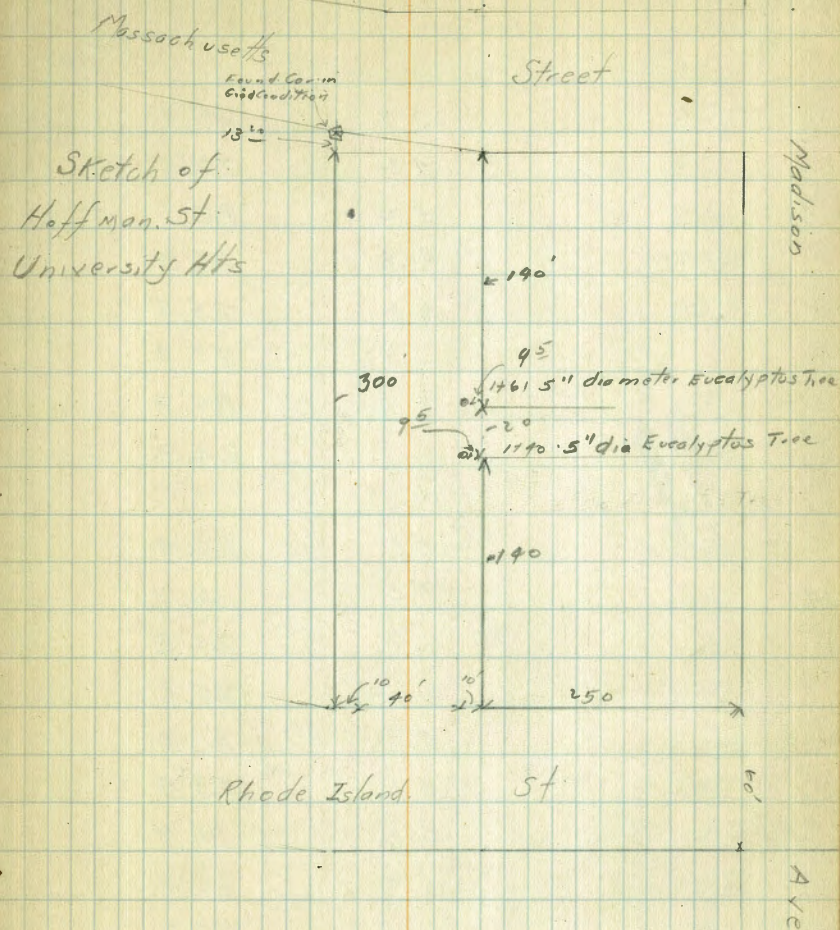
17

cb	7.2	97.3	1/4	5.2	299.3
1/4	7.6	99.9	+6	5.1	99.4
£	4.8	99.7	cb	9.6	99.9
1/4	4.5	300.0	+3	4.2	300.3
cb	3.0	01.1	E	4.0	00.5
E	1.7	02.8	5+07	Sec 19 + 17.04 e.	5+44.6
5+90	Sec 19	5+29.6	E	4.0	00.5
E	3.4	01.1	+7	4.3	00.2
+5	4.0	00.5	cb	5.0	99.5
cb	4.3	00.2	+4	5.3	99.2
+7	5.1	99.4	1/4	5.4	99.1
1/4	5.0	99.5	£	5.6	98.9
£	5.3	99.2	1/4	5.5	99.0
1/4	5.1	99.4	cb	6.3	98.2
+3	5.2	99.3	+7	6.4	98.1
cb	6.8	97.7	W	7.8	96.7
W	8.5	96.0	W-20	13.7	90.8
W+15	13.3	91.1	5+16.4	Sec 20	5+47.1
W+20	14.3	90.1	W-20	11.9	92.6
5+02	Sec 19 + 12 on k	5+41.6	W-5	8.5	96.0
W-20	13.4	91.1	W-2	6.4	98.1
W	8.5	96.0	W	6.4	98.1
cb	7.2	97.3	cb	6.2	98.3
+7	5.7	98.8	1/4	5.7	98.8
1/4	5.6	98.9	£	5.7	98.8
£	5.5	99.0	1/4	5.4	99.1

X
304.96

06			51	299.4
F			41	300.4
T.P	11.75	315.80	0.91	304.05
T.P	12.07	327.85	0.02	315.78
B.M.P.			1.67	326.18.00

18



2/1/8

X Sections of Hoffman St. Rhode Island
to W Line of MassachusettsB.M. Poles
SWRI & Hoffman

+	x	-	Elev
5.50	331.70		326.20

33/70

19

0 + 00 = W line of RI

N.	3.3	28.4
cb	4.1	27.6
1/4	5.2	26.5
2	4.9	26.8
1/4	6.0	25.7
+3	6.3	25.4
cb.	6.4	24.8
S	6.9	24.8
	37' West	
S	7.3	24.4
cb	7.0	24.7
1/4	6.9	24.8
2	6.1	25.6
+8	5.7	26.0
1/4	5.8	25.9
+5	6.0	25.7
+8	5.0	26.7
cb	5.0	26.7
N	4.4	27.3
	56' West	
N	4.9	27.3
+5	5.1	26.6
cb	5.2	26.5
+3	5.9	26.3

+6

1/4

+6

2

1/4

cb

S

S

cb

+8

1/4

+2

2

+3

+8

1/4

+4

cb

N

N

cb

+2

+5

1/4

6.1

6.4

6.2

6.5

7.1

7.8

8.9

64' West

8.6

8.2

7.9

7.5

7.2

6.9

6.6

6.5

6.9

6.8

5.9

5.9

80' West

5.8

6.6

6.7

7.5

7.2

256

253

255

252

246

239

233

231

235

238

242

245

248

251

252

248

24.9

25.8

26.3

25.9

24.1

25.0

24.2

24.5

Plotted
2-28-28

π
33/70

+4	70	24.7
¢	73	24.4
+5	74	24.3
1/4	81	23.6
cb	81	23.6
S	80	23.7
S+10	9.1	22.6
	100 West	
S-10	10.5	21.2
S.	9.5	22.2
cb	8.9	22.8
+6	9.1	22.6
1/4	8.7	23.0
+7	7.9	23.8
¢	7.9	23.8
+7	7.5	24.2
1/4	7.5	24.2
+4	7.7	24.0
cb	7.0	24.7
N	6.9	25.3

107 West Auto Driveway on North

on line Rodonets 6.28 25.42

119 West Steps of a Dwelling

on line Rodonets 6.22 25.48

120 West

N 6.8 24.9

π
33/70

20

cb	7.7	24.0
+6	8.5	23.2
1/4	8.4	23.3
+3	8.2	23.5
¢	8.5	23.2
1/6	9.0	22.7
+2	9.4	22.3
+7	8.9	22.8
cb	9.2	22.5
S	10.3	21.4
S+10	10.7	21.0
	140 West E. line of Alley	
S-10	10.8	20.9
S	10.2	21.5
cb	8.9	22.8
+6	9.8	21.9
1/4	9.2	23.5
¢	9.0	22.7
+5	8.5	22.9
1/4	9.1	22.6
+5	8.8	22.9
+9	7.9	23.8
cb	7.9	23.8
N	7.6	24.1
	160 West W. line of alley	
N	8.1	23.6

↑
331.70

cb	8.2	23.5
+1	8.2	23.5
1/4	9.9	21.8
+5	9.5	22.2
2	9.7	22.0
1/4	10.1	21.6
cb	10.4	21.3
S	10.8	20.9
st10	11.9	19.8
	193 West	
S-10	13.0	18.7
S	12.3	19.4
cb	11.8	19.9
77	11.5	20.2
1/4	11.2	20.5
+5	10.8	20.9
2	10.8	20.9
1/4	10.8	20.9
cb	9.9	21.8
N	9.3	22.4
T	3.94	325.00 1064 321.06
	225 West	
N	3.0	22.0
cb	3.8	21.2
+5	4.6	20.4
1/4	4.7	20.3

↑
325.00

21

2	4.7	20.3
1/4	4.8	20.2
cb	5.7	19.3
S	6.8	18.2
st10	7.6	17.4
	250 West	
S-10	9.2	15.8
S	7.9	17.1
cb	7.3	17.7
1/4	6.1	18.9
2	5.8	19.2
1/4	5.6	19.4
+8	5.4	19.6
cb	5.1	19.9
+2	9.2	15.8
N	3.9	21.1
	261 West	Breaks into canyon on south!
N	4.2	20.8
+5	4.5	20.5
cb	5.6	19.4
1/4	6.1	18.9
2	6.2	18.8
1/4	7.3	17.7
cb	7.8	17.2
S	9.3	15.7
st10	10.5	14.5

325.00

279 West

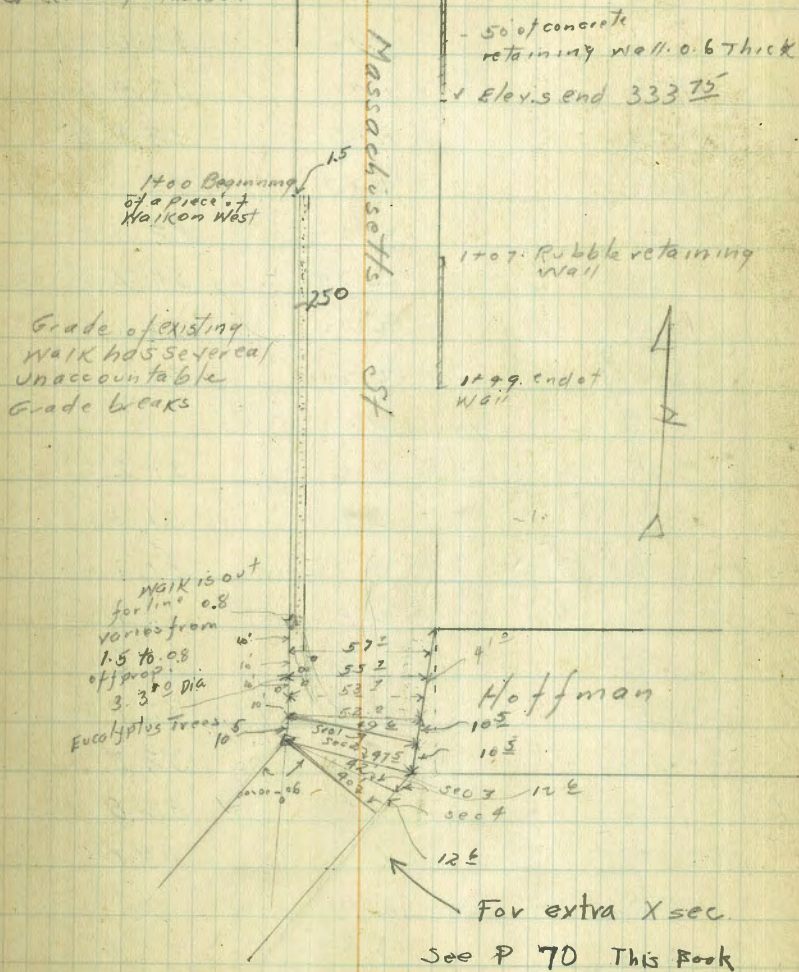
5-15	18.2	06.8
S	15.8	09.2
cb	13.5	11.5
14	9.9	15.1
17	7.1	17.9
2	6.9	18.1
1/4	6.4	18.6
cb	6.5	18.5
+5	6.2	18.8
N	9.6	15.4

300 West

N	6.4	18.6
cb	6.6	18.4
14	6.8	18.2
+5	7.9	17.6
2	9.5	15.5
1/4	13.4	11.6
cb	17.5	07.5
S	22.4	02.6
St 15	28.0	97.0
St 25	30.3	94.7

T.P. 13.06 332.96 5.60 319.40

T.P. 2.50 334.39 0.57 331.89

B.M. NE Mass
Madison 1.91 332.98333.03
332.98
0.05Sketch of Massachusetts
Street S. of Madison

X Section Mass. St from the S Line
of Madison to 290 South

B.M. NE B.P.
Mass & Madison

+ + - Elev
1.91 339.44 333.03

339.94

23

0 + 00 S Line of Madison

on top of

E	1.1	33.3	Red Wood - 031 Send north 0.69
Top cb	1.92	33.02	
Gutter	1.96	32.48	
1/4	1.96	32.48	
1/2	2.03	32.41	
1/4	2.3	32.12	
Gutter	2.79	31.65	
N Top cb	2.92	32.02	
W	2.2	32.2	
W	3.2	31.2	
cb	2.9	31.5	
+2	3.3	31.1	
+4	2.8	31.6	
1/4	2.8	31.6	
1/2	2.3	32.1	
1/4	2.1	32.3	
cb	1.6	32.8	
E	1.9	33.0	
E	1.9	32.3	
cb	2.9	32.0	
1/4	3.2	31.2	
1/2	3.6	30.8	

Added
2-28-28
Mandage
Book 12
P 191

10' South

30' South

1/4	9.0	30.4
cb	9.0	30.4
W	9.2	30.2
50' South		
W	5.5	28.9
cb	4.7	29.7
+3	4.6	29.8
+7	5.3	29.1
1/4	5.0	29.4
1/2	4.7	29.7
1/4	4.9	30.0
cb	3.6	30.8
E	2.8	31.6
75' South		
E	4.9	29.5
cb	5.2	29.2
+3	6.3	28.1
+7	5.8	28.6
1/4	6.0	28.4
1/2	6.2	28.2
1/4	6.6	27.8
cb	7.1	27.3
W	7.9	27.0
100' South		
W	8.7	25.7
+1.5 edge of walk	8.65	26.79

π
334.44

π
334.44

24

cb	8.0	26.4
1/4	8.0	26.4
ϕ	7.7	26.7
+6	7.9	27.0
1/4	7.5	26.9
cb	7.6	26.8
E	7.1	27.4

ϕ	10.5	23.9
1/4	10.9	23.5
+4	10.8	23.6
+6	10.4	24.0
cb	10.7	23.7
+5 c edge of walk	10.92	24.02
+9 W " " "	10.98	23.96
W	10.6	23.8

107 South Retaining Wall on East 1/2 mi

Face of wall flush with line Rodent top 6.23 27.71

119 E Sidewalk Breaks on West

Wedge 9.28 25.16

123 E

Wedge Wall 9.28 25.16

138

Wedge of Walk 10.29 23.20

142 South

Concrete Driveway 16 3/4 in street ϕ 10.36 24.08

145

Wedge of Walk 10.30 24.14

149 South End of Wall on East

Face of wall flush with line Top 7.70 26.74

150 South

E 9.6 24.8

cb 9.8 24.6

+5 10.3 24.1

1/4 10.3 24.1

188 S South ctr Auto Driveway on West

10.6 in st ctr 12.60 21.84

196 South Break inside Walk Grade on West

Wedge 12.56 21.88

200 South

W 13.1 21.3

W + 0.8 edge of Walk 12.91 21.53

+4.8 12.90 21.54

cb 13.0 21.4

1/4 13.1 21.3

ϕ 12.9 21.5

1/4 12.6 21.8

+5 12.5 21.9

cb 12.0 22.4

E 12.0 22.4

T.P 2.31 329.04 12.71 321.73

225 South

K 1.5 22.5

π
329.04

+3	2.8	21.2
cb	3.3	20.7
+3	3.3	20.7
1/4	4.1	19.9
¢	4.5	19.5
1/4	4.4	19.6
cb	4.6	19.4
+5.2 edge of walk	4.50	19.54
+9.2 " "	4.46	19.58
W	4.5	19.5
	238	50.74
W	5.6	18.4
+0.7 walk	5.41	18.57
+4.7 edge walk	5.50	18.54
cb on	5.89	18.15
1/4	5.5	18.5
¢	5.3	18.7
1/4	5.5	18.5
+5	4.9	19.1
cb	4.5	19.5
+6	4.5	19.5
E	2.9	21.1
	256	South N Line of Hoffman
E	5.3	18.7
cb	5.7	18.3
1/4	5.6	18.4

π
329.04

E/W 25

¢	5.6	18.4
1/4	5.6	18.4
cb	6.5	17.5
+5.3 edge of walk	6.52	317.52
+9.3 Wedge	6.46	17.58
W	6.9	17.1
	Ncb	57 I see sketch
W	7.4	16.6
cb	6.8	17.2
1/4	7.4	16.6
¢	6.6	17.4
1/4	5.8	18.2
cb	5.8	18.2
E	5.7	18.3
	N 1/4	557
E	5.9	18.1
cb	7.5	16.5
1/4	11.0	13.0
¢	12.3	11.7
1/4	12.3	11.7
cb	13.9	10.1
W	13.5	10.5
T.P. 2, 12	319.62	6.54
	¢	317.50
W-12	9.5	10.1
W-13	11.8	088

X
319.62

26

W	13.0	06.6
cb	14.6	05.0
1/4	14.9	05.2
ϕ	13.2	06.4
1/4	10.6	08.0
cb	7.8	11.8
+3' E line	5.5	14.1

5 1/4

52' sees notes

cb - v E line	9.9	10.2
cb	10.9	308.7
1/4	14.8	04.8
ϕ	16.8	02.8
1/4	18.4	01.2
cb	17.8	301.8
W	16.1	03.5
W+15'	13.2	06.4

Notes Because of the extreme slope of ground thought it inadvisable to carry X section further

T.P.	12.97	332.57	0.02	319.60
T.P.	9.37	340.82	1.12	331.45
B.M. NEBP Madison 421002		7.77		338.05 (over)

2/1/28 x Section Massachusetts North of Madison
 from the N line of Madison to 290' North 60' St
 10' cb 10' st

34080 27

	7.77	390.80	333.03
		0100 N. line of Madison	
E	7.3	33.5	
cb	7.43	33.37	
1/4	7.7	33.1	
±	8.1	32.7	
+5	8.3	32.5	
Cutter	9.9	30.9	
Topcb	9.55	31.25	
		05' N.	
W Topcb	9.91	31.39	
Cutter	9.7	31.1	
+5	8.2	32.6	
1/4	7.9	32.9	
±	7.7	33.1	
1/4	7.5	33.3	
cb	6.8	34.0	
+5	6.8	34.0	
E	5.9	34.9	
		50' North	
E	5.0	35.8	
+2	4.9	35.9	
+4	5.5	34.3	
cb	5.6	35.2	
1/4	5.8	35.0	
±	6.1	34.7	

Plotted
7-20-28
Yardage T.G.H.
Back 12
P191

1/4	6.7	34.1
+6	7.0	33.8
Cutter	8.0	32.8
W Topcb	7.60	33.2
	100' North	
W Topcb	6.13	34.67
Cutter	6.5	34.3
+5	6.0	34.8
1/4	5.8	35.0
±	5.2	35.6
1/4	5.0	35.8
cb	4.9	35.9
E	4.8	36.0
	148' North Break in cb Grade on West	
E	4.1	36.7
cb	4.1	36.7
1/4	4.3	36.5
±	4.7	36.1
1/4	5.3	35.5
Cutter	5.5	35.3
W Topcb	5.14	35.66
	158' North concrete walk on East	
	10' Back ±	3.32
	172' North	
W Topcb	5.17	35.63
Cutter	5.9	35.4

T
340.80

340.80

28

1/4	5.0	35.8
£	4.8	36.0
1/4	4.3	36.5
cb	4.2	36.6
E	3.8	37.0
180' North		
E	4.0	36.8
+5	4.6	36.2
cb	4.7	36.1
1/4	4.5	36.3
£	4.6	36.2
1/4	4.8	36.0
Gutter	5.4	35.4
W Topcb	5.17	35.63
200' North		
W Topcb	5.20	35.60
Gutter	5.4	35.4
1/4	5.0	35.8
£	4.7	36.1
1/4	4.8	36.0
cb	5.0	35.8
+5	4.9	35.9
+7	4.5	36.3
E	4.4	36.4
225' North		
E	4.5	36.3

+2	4.6	36.2
+5	5.3	35.5
cb	5.3	35.5
1/4	5.0	35.8
£	4.8	36.0
1/4	5.0	35.8
+8	5.3	35.5
Gutter	5.7	35.1
W Topcb	5.46	35.34
275' North		
W Topcb	5.78	35.02
Gutter	6.1	34.7
+2	5.6	35.2
1/4	5.1	35.7
£	4.9	35.9
1/4	5.1	35.7
cb	5.4	35.4
+5	5.6	35.2
+8	4.8	36.0
E	4.7	36.1
300		
E	5.2	35.6
+5	5.8	35.0
cb	5.8	35.0
1/4	5.6	35.2
£	5.6	35.2

2/1/28
Bliss
Isbell
Mo. 99
S.M.N.E.B.P.
Madison
Mo. 100

x sections Madison Street from the
E line of Massachusetts to the W End

T
335.15

30

	X	-	Elev			
	2.12		335.15			
			333.03	1/4	27	32.5
				¢	29	32.3
				1/4	37	31.5
N		1.6	34.0	Gutter	42	31.0
Top.cb		2.20	32.95	STop.cb	382	31.33
Gutter		2.89	32.31			
1/4		2.70	32.45			
¢		2.80	32.35	STop.cb	421	30.94
1/4		3.16	31.99	Gutter	45	30.7
Gutter		3.95	31.20	+3	46	30.6
STop.cb		3.43	31.72	+6	41	31.0
				1/4	39	31.2
				¢	32	32.0
STop.cb		3.56	31.59	1/4	29	32.3
Gutter		4.0	31.2	+11	21	33.1
1/4		3.5	31.7	cb	21	33.1
¢		2.8	32.4	N	21	33.1
1/4		2.7	32.5			
+3		2.5	32.7			
+9		1.2	34.0			
cb		1.3	33.9	N	21	33.1
+8		2.0	33.2	cb	22	33.0
N		1.6	33.6	1/4	32	32.0
				¢	35	31.7
				1/4	41	31.1
N		1.7	33.5	+7	43	30.9
+6		1.9	33.3	Gutter	50	30.2
cb		1.5	33.7	STop.cb	461	30.54
+9		2.6	32.6			

Plotted
2-28-28

Pages prepared
Book 12 - 186
2/31/28

E line + 0.3

E cb

60' 51"

E 1/4

¢

T
335.15

W 1/4

S Top cb	5.21	30.14
Gutter	5.5	29.7
+3	9.9	30.3
1/4	4.3	30.9
♀	3.7	31.5
1/4	3.3	31.9
cb	2.4	32.1
N	2.9	32.7
	W 1/4 + 7	
N	2.7	32.4
cb	2.8	32.3
+3	2.8	32.3
1/4	3.5	31.7
♀	4.0	31.2
1/4	4.5	30.7
+7	4.7	30.5
Gutter	5.6	29.6
S Top cb	5.30	29.85
	W. cb	
S Top cb	5.40	29.75
Gutter	5.7	29.4
+5	4.8	30.3
1/4	4.5	30.7
♀	4.0	31.2
1/4	3.5	31.7
+5	3.5	31.7

T
335.15

31

+11	2.9	32.3
cb	3.1	32.1
+3	4.0	31.2
+9	4.3	30.9
N on Ground	4.2	31.0
Non Top cb	3.89	31.26
	W line of Mass	
N	3.7	31.5
N Top cb: end Return	4.14	31.01
Gutter	4.6	30.6
+5	3.5	31.7
1/4	3.8	31.4
♀	4.2	31.0
1/4	4.7	30.5
+10	5.5	29.7
Gutter	6.0	29.2
S Top cb	5.78	29.37
	of West	
S Top cb	5.83	29.32
Gutter	6.4	29.0
+3	5.7	29.5
1/4	4.8	30.4
♀	4.2	31.0
1/4	3.8	31.4
+9	3.6	31.6
+12	4.7	30.5

T
33515

cb	4.2	31.0
+4	3.3	31.9
N	2.8	32.3
21 West of the W. line of Mass		
N	2.9	32.3
+13	3.3	31.9
cb	4.3	30.8
+1	5.3	29.9
+2	4.5	30.7
1/4	4.6	30.6
1/2	4.8	30.4
1/4	5.7	29.5
+7	6.0	29.2
Gutter	6.8	28.4
Topcb	6.53	28.62

56 West W. Line of Alley

S. on Ground	8.0	27.2
S on Top Alley Return	7.74	27.41
Topcb	7.93	27.22
Gutter	8.3	26.8
1/4	7.2	28.0
+10	6.2	29.0
1/2	6.2	29.0
+5	6.3	28.9
1/4	6.1	29.1
cb	5.8	29.4

T
33515

32

N	4.4	30.8
70' West		
N	5.2	30.0
+13	5.5	29.7
cb	6.1	29.1
+2	6.7	28.5
1/4	6.7	28.5
+7	6.9	28.5
1/2	6.9	28.3
+5	7.2	28.0
1/4	7.8	27.4
+7	8.7	26.5
cb	8.4	26.8
+2	7.9	27.3
5	8.3	26.9

76' W. W. Line of Alley

S. on Ground	8.7	26.5
S on Top Alley Return	8.43	26.72
Topcb	8.74	26.36
Gutter	8.9	26.3
+5	8.8	26.4
1/4	7.9	27.2
+8	7.9	27.2
1/2	7.1	28.1
1/4	7.0	28.2
+5	6.8	28.4

+9	7.2	28.0
cb	5.9	29.3
N	5.9	29.8
100' West		
N	6.6	28.6
+5	6.9	28.8
+7	6.0	29.2
cb	6.4	28.8
+9	8.1	27.1
+9	7.7	27.5
1/4	8.0	27.2
⊥	8.2	27.0
+5	8.5	26.7
1/4	9.0	26.2
+11	9.5	25.7
Gutter	9.8	25.3
Topcb	9.62	25.53
150' West		
S. Topcb	11.58	23.57
Gutter	12.0	23.2
1/4	11.3	23.9
⊥	10.5	24.7
+5	10.3	24.8
1/4	10.1	25.1
+4	9.8	25.4
+8	9.8	25.4

cb	8.5	26.7
N	7.8	27.4
185' West		
N	8.7	26.5
+12	9.2	26.0
cb	9.5	25.7
+6	12.0	23.2
+9	11.6	23.6
1/4	11.7	23.5
⊥	12.2	23.0
1/4	12.8	22.4
+8	13.1	22.1
Gutter	13.7	21.5
S. Topcb	12.85	22.30
T.P.	5.97	328.18
	12.94	322.21
	2105	E Line of New Hampshire
S. Topcb	6.64	21.54
Gutter	7.1	21.1
+6	7.5	20.7
1/4	6.8	21.4
⊥	5.8	22.4
1/4	5.4	22.8
+3	5.3	22.9
+7	5.8	22.4
cb	3.0	25.2
N	2.7	25.5

32818

E cb

N	3.0	25.2
+12	3.2	25.0
cb	3.7	24.5
+6	6.2	22.0
1/4	5.7	22.5
£	6.1	22.1
1/4	7.1	21.1
+7	7.6	20.6
cb	7.5	20.6
San Ground	7.4	20.8
San Top cb	6.72	21.46

E 1/4

S	7.8	20.4
cb	7.6	20.6
+6	7.8	20.4
1/4	7.2	21.0
£	6.3	21.9
1/4	5.9	22.3
+7	6.3	21.9
cb	3.6	24.6
N	3.0	25.2
£		
N	3.4	24.8
+12	3.6	24.6
cb	4.0	24.2

32819

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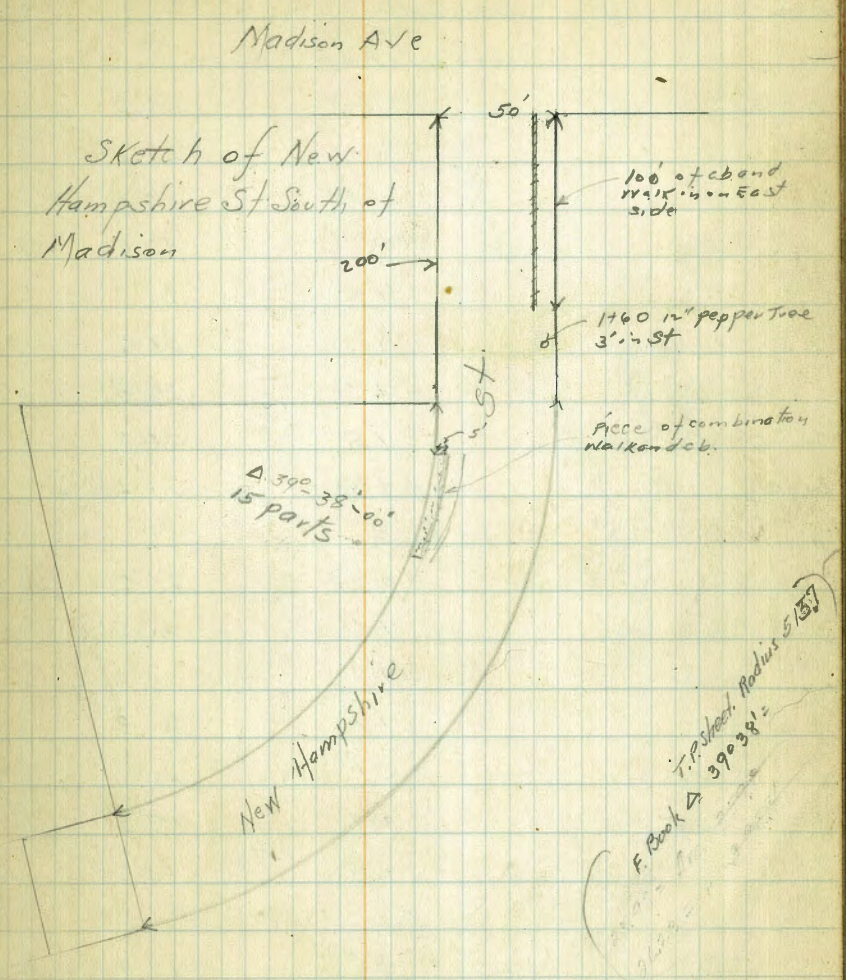
+6	6.5	21.7
+10	5.9	22.3
1/4	6.1	22.1
£	6.5	21.7
1/4	7.4	20.8
+5	7.7	20.5
cb	7.7	20.5
S	7.8	20.4
N 1/4		
S	7.8	20.4
cb	7.9	20.3
+3	8.5	19.7
+5	7.9	20.3
1/4	7.5	20.7
£	6.6	21.6
1/4	6.2	22.0
+5	6.1	22.1
+8	6.5	21.7
cb	4.1	24.1
N	3.6	24.6
N 06		
N	3.9	24.3
+12	9.0	24.2
cb	9.3	23.9
+6	6.7	21.5
+8	6.3	21.9

1/4	6.4	21.8	cb
£	6.8	21.4	+5
1/4	7.5	20.7	+9
+9	8.2	20.0	1/4
+11	8.6	19.6	£
cb	8.3	19.9	1/4
+2	7.8	20.4	+8
S	8.3	19.9	+11
S of O.M. SW 7' Part New Hampshire	8.8	31 9.90	cb
W. Line of New Hampshire			+2
S	7.9	20.3	S
+11	7.4	20.8	
cb	8.4	19.8	
+3	8.8	19.4	
1/4	7.7	20.5	S
£	7.0	21.2	+11
1/4	6.6	21.6	cb
+6	6.7	21.5	+9
+7	7.1	21.1	1/4
cb	9.5	23.7	£
N	9.2	24.0	1/4
0 to 100 Rubble Stone Masonry NW on South			+6
1.5" thick Radon Top			+9
50' West of the W. Line of New Hampshire			cb
N	5.6	22.6	N
+11	6.0	22.2	

6.9	21.3	
8.3	19.9	
7.9	20.8	
7.8	20.4	
8.2	20.0	
9.1	19.1	
9.9	18.8	
10.0	18.2	
9.9	18.8	
9.0	19.2	
8.9	19.3	
55 West end of Rubble Retaining Wall		
Radon Top at end	6.63	21.55
100' West		
10.3	17.9	
10.4	17.8	
10.8	17.4	
11.3	16.9	
10.6	17.6	
9.6	18.6	
9.2	19.0	
9.0	19.2	
9.5	19.7	
7.8	20.4	
7.3	20.9	

St 10		9.4	11.9
	265	1/4 end of St	
S		83	13.0
+2		78	13.5
+12		80	12.3
cb		86	12.7
+4		96	11.7
+6		86	12.7
1/4		84	13.9
+		73	14.0
+5		71	14.2
1/4		72	14.1
+6		75	13.8
cb		68	14.5
+3		63	15.0
N		61	15.2
Set BM on Prop Hub N.E. Madison		6.11	315.21
BM 7' point next to Madison		6.43	319.89
TP	13.01	332.90	1.93
TP	6.36	336.82	2.94
BM NE 99 Mads + Madison		3.80	330.02

319.00
319.89
0.89



Bliss
Zabell
Morgan
2/10-18
3 M. 7 Hub
S.W. New Hamp
+ Madison

X section New Hampshire from the
S line of Madison to 100' South of curve 50' st
PT. 50' st
100' st
7 1/2' st

322.17

38

2 27 322.17 319.90
0400 = S Line Madison
see sketch page 37

W	1.9	20.3
+9	2.0	20.2
+5	2.3	19.9
Cb	2.2	20.0
1/4	1.8	20.4
1/2	1.9	20.4
1/4	1.7	20.5
Gutter	1.5	20.7
Topcb	0.70	21.47
E Topcb	0.94	21.29
Gutter	1.6	20.6
1/4	1.9	20.3
1/2	1.9	20.3
1/4	2.1	20.1
Cb	2.7	19.5
W	2.7	19.5
W	4.5	17.7
Cb	4.7	17.5
1/4	4.2	18.0
1/2	4.0	18.2
1/4	3.9	18.3
Gutter	4.0	18.0

Plotted
 7-28-28
 yds & figured
 B12-188

E Topcb	3.68	18.49
65' South		
E Topcb	4.45	17.62
Gutter	4.7	17.5
1/4	4.5	17.6
1/2	4.7	17.5
1/4	4.8	17.4
Cb	5.2	17.0
+ 3.5 Auto Driveway on West	5.43	16.64
W 1/2 auto driveway	5.55	16.62
78' South		
W	6.0	16.0
Cb	6.2	16.0
1/4	5.5	16.7
1/2	5.3	16.9
1/4	5.1	17.1
Gutter	5.4	16.8
Topcb	5.25	16.92
100' South end of Cb on East		
W	6.2	16.0
Topcb	6.53	15.64
Gutter	6.8	15.4
+2	6.4	15.8
1/4	6.0	16.2
1/2	6.1	16.1
1/4	6.4	15.8

N
322.17

39

cb	7.0	15.2	1/4
W	6.7	15.5	1/4
	108' South		
W	7.1	15.1	cb
cb	7.2	15.0	E
1/4	6.7	15.5	
1/4	6.5	15.7	E
1/4	6.3	15.9	cb
cb	6.6	15.6	1/4
+3	5.7	16.5	1/4
E	5.5	16.7	1/4
	150 South		
E	7.6	14.6	W
cb	8.2	14.0	TP 0.01
1/4	8.3	13.9	
1/4	8.4	13.8	W
+6	8.4	13.8	cb
1/4	8.6	13.6	1/4
cb	9.5	12.7	1/4
+2	9.0	13.2	1/4
W	9.3	12.9	cb
	151.5 South WaiKou East		E
WaiK 15.9 1/4 St Red. st.	7.33	14.74	
	150 South		
W	11.0	11.2	E
cb	10.7	11.5	cb
			1/4

N
322.17

	10.1	12.1	
	10.0	12.2	
	10.0	12.2	
	10.0	12.2	
	9.9	12.3	
	200 South PC of curve to R.	15.0	
	10.3	11.9	
	11.0	11.2	
	11.3	10.9	
	11.4	10.8	
	11.4	10.8	
	11.8	10.4	
	12.0	10.2	
	310.52	11.72	310.45
	Sec 1		
	2.1	8.4	
	2.0	8.5	
	1.5	9.0	
	1.5	9.0	
	1.4	9.1	
	1.1	9.4	
	1.0	9.5	
	Sec 2		
	2.8	7.7	
	3.1	7.4	
	3.1	7.4	

Page 37

A
31052

2	3.4	7.1
1/4	3.3	7.2
cb	3.6	6.9
+2	3.5	7.0
+3	3.1	7.4
W	3.3	7.2

Sec 3

W	4.0	6.5
+7	4.9	5.6
+8	5.3	5.2
cb	5.3	5.2
1/4	4.9	5.6
2	4.9	5.6
1/4	4.9	5.6
cb	5.1	5.4
E	5.6	4.9
E+15	7.7	302.8

Sec 4

E-25	26.1	284.4
B-13	17.0	93.5
E	10.2	300.3
cb	7.0	3.5
+5	6.1	4.4
1/4	6.2	4.3
2	6.3	4.2
1/4	6.2	4.3

X
31052

40

+5	6.3	304.2
cb	7.1	3.4
+5	6.7	3.8
+6	5.8	4.7
W	5.7	4.8

Sec 5

W on acta Diversey	6.9	4.10
+5	7.3	3.2
cb	7.2	3.3
1/4	6.9	3.6
2	6.9	3.6
1/4	7.0	3.5
+5	7.0	3.5
cb	7.7	302.8
E	11.0	299.5
E+10	13.1	97.4
E+20	21.0	89.5
E+25	25.5	85.0

Sec 6

Beginning combination
wait and for next

E-25	21.0	89.5
E-15	15.9	95.1
E	11.1	299.4
cb	9.4	301.1
+5	7.5	3.0
1/4	7.6	2.9
2	7.3	3.2

1/4	7.3	309.2
cb	7.2	03.3
+5	7.0	03.5
+5.9 edge of combination cb & walk	6.62	03.90
Prop	6.6	3.9
Sec 7	7	
W	6.8	3.7
+7 ctr auto pressure	7.62	2.90
cb	7.5	3.0
1/4	7.4	3.1
ϕ	7.4	3.1
1/4	7.6	2.9
+4	7.5	3.0
cb	8.9	1.6
E	10.1	00.4
E+5	10.7	99.8
E+15	13.3	97.2
E+25	14.7	93.8
Sec 8		
E-25	13.9	96.6
E-15	11.6	98.9
E	9.4	01.1
cb	8.1	2.4
1/4	7.6	2.9
ϕ	7.5	3.0
1/4	7.5	3.0

cb	7.7	2.8
+ 6.6 ga cutter	7.5	3.0
+ 6.6 Topob	7.07	2.45
W	7.0	3.50
Sec 8 + 16.6 end of cb on test		
Topcb	7.20	3.32
Sec 9		
W	7.4	3.1
+7	7.9	3.1
+8	7.8	2.7
cb	7.8	2.7
1/4	7.5	3.0
ϕ	7.5	3.0
1/4	7.7	2.8
cb	8.1	2.4
E	8.9	1.6
E+10	9.9	300.6
E+25	11.8	298.7
Sec 10		
E-15	9.6	300.9
E	8.2	2.3
cb	7.7	2.8
1/4	7.9	2.6
ϕ	7.6	2.9
1/4	7.6	2.9
cb	7.5	2.7

T
310.52

+3	7.0	3.5
W	6.9	3.6
Sec 11		
W	7.2	3.3
+6	7.4	3.1
cb	8.1	2.4
1/4	8.0	2.5
E	8.1	2.4
1/4	8.1	2.3
+5	8.3	2.2
cb	7.9	2.6
E	8.0	2.5
E+15	8.7	1.8
Sec 12		
E	8.7	1.8
cb	9.1	1.4
+5	8.9	1.6
1/4	8.6	1.9
E	8.4	2.1
+5	8.5	2.0
1/4	8.6	1.9
cb	8.8	1.7
+5	7.7	2.8
W	7.8	2.7
Sec 13		
W	8.2	2.3

T
310.52

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+6	8.3	2.2
cb	9.2	1.3
1/4	9.4	1.1
E	9.1	1.4
1/4	9.3	1.2
cb	9.6	0.9
E on sidewalk	9.02	1.50
Sec 14		
E	9.9	0.6
cb	10.3	3.00.2
1/4	10.1	0.04
E	10.1	0.04
1/4	9.9	0.6
cb	10.1	0.04
+3	9.1	1.4
W	9.3	1.2
Sec 15		
W	10.1	0.04
cb	10.4	0.01
1/4	10.4	99.9
E	10.8	99.7
1/4	10.8	99.7
cb	10.9	99.6
E	10.7	99.8
T.P.	2.15	301.77
	10.90	299.62

π
301.77

06' South of PC Auto Drive way correct

6' in street ch 1.94 300.33

50' South of PC

E	3.7	98.0
cb	3.7	98.0
1/4	3.8	98.0
⊥	3.9	97.9
1/4	4.3	97.5
cb	4.2	97.6
W	4.3	97.5

61' South

W	5.9	95.9
cb	5.5	96.3
1/4	5.0	96.8
⊥	4.5	97.3
1/4	4.3	97.5
cb	4.1	97.7
E	4.1	97.7

69' South

E	4.3	97.5
cb	4.5	97.3
1/4	4.8	97.0
⊥	5.0	96.8
1/4	5.9	96.4
cb	5.7	96.1
W	6.0	95.8

π
301.77

43

72' South

W	7.3	94.5
cb	6.9	94.9
+1	6.1	95.7
1/4	5.8	96.0
⊥	5.9	95.4
1/4	5.0	96.8
cb	4.6	97.2
E	4.5	97.3

Note: Old map shows road ending at PT of curve. The owner of Lots 100 West South of PT. said it had been opened beyond PT of curve. So I was set back 100' South of curve.

E	6.2	95.6
cb	7.1	94.7
1/4	7.8	94.0
⊥	8.9	92.9
1/4	9.8	92.0
+55	10.0	91.8
cb	11.7	90.1
W	13.8	88.0
W+10	15.0	86.8

T.P. 11.87 313.33 0.31 301.46

T.P. 9.38 322.58 0.13 313.20

BM chow on BM 3. N 7° Point Madison N. Hamp 2.67 319.91 (circled)

2/28

44

X Section 5 Alley Block - Univ Hts
Between Massachusetts & New Hampshire South
of Madison

20' Alley

8 M 7 point
S. of N. Hampshire
of Madison

	T	-	Elev
	10.62	330.53	319.90

0+00 = line of Madison

E Top cb	3.11		327.42
Cutter	3.9		327.1
⊕	3.7		26.8
+5	3.8		26.7
Cutter	4.1		26.4
W Top cb	3.8		26.7

05' South

W	4.4		326.1
+1	4.7		25.8
+7	4.3		26.2
⊕	4.1		26.4
+7	3.7		26.8
E	3.1		27.4

25' South

E	4.0		26.5
+1	4.2		26.1
⊕	4.8		25.7
+4	5.2		25.3
+6	5.5		25.0
W	5.5		25.0

50' South

W	6.4		24.1
+3	6.7		23.8
+5	6.6		23.9

Plotted
2-29-28
Yardog figured
6/4/28 T.G.H.

π
330.53

+6	6.3	24.2
♀	6.1	24.4
+9	5.6	24.9
E	5.1	25.4

84' South Db/Carageon East

6-1 Back Hand 6.65 23.88

E	6.9	29.6
+4	7.2	23.3
♀	7.6	22.9
+5	8.0	22.5
+8	8.4	22.1
W	8.5	22.0

98 South Sand Db/Carageon East

W	9.1	21.4
+3	9.0	21.5
♀	8.8	21.7
+7	7.6	22.9
E	7.9	23.1
+5.5 on floor	6.64	23.89

105' South

E	9.3	21.2
♀	9.4	21.1
W	9.5	21.0

113' South

W	10.2	20.3
♀	10.3	20.2

π
330.53

45

E	10.1	20.4
	195' South	
E	11.5	19.0
♀	11.7	18.8
W	11.7	18.8

166' South

W	12.2	18.3
+5	12.6	17.9
+8	12.5	18.0
♀	12.1	18.4
E	12.1	18.4
TP 3.56	321.34	12.75
		317.78

170' South

E	3.6	17.7
+7	3.5	17.8
♀	3.9	17.4
+2	4.3	17.0
W	3.9	17.4

185' South

W	9.6	16.7
+5	9.5	16.8
♀	9.6	16.7
E	9.6	16.7

192' South Single Carageon West

5' BACK	♀	5.2	16.1
---------	---	-----	------

321.39

200° South

E	5.0	16.3
☉	5.0	16.3
W	5.3	16.0

210° South

W	5.5	15.8
☉	5.8	15.5
+9	5.5	15.8
E	5.2	16.1

220° South

E	6.3	15.0
☉	6.2	15.1
W	6.3	15.0

240° South

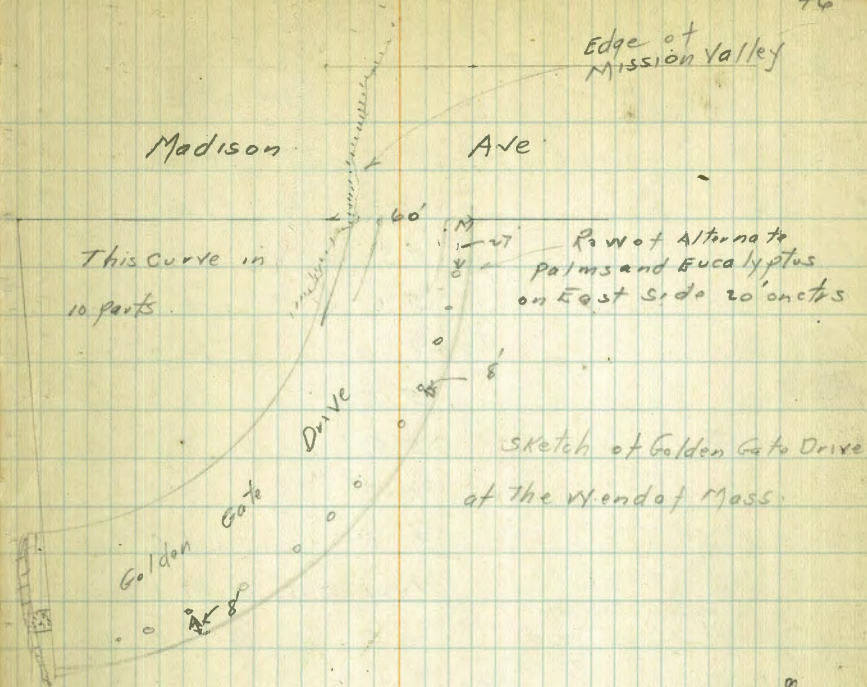
W	8.2	13.1
☉	8.3	13.0
E	7.8	13.5

250° South

E	8.2	13.1
☉	8.4	12.9
W	8.5	12.8

T.P. 7.86 329.00 0.20 321.14

B.M. 9.15 319.85



The Point Radius 160.88
 Arc = 278.1
 Ch = 107.1

4/3/28
 B.M. Prop Hub
 N.W. Madison
 - Golden Gate

X. Section Golden Gate Drive from the
 S. Line of Madison to South end.

	+	π	-	Elev
	0.31	315.52		315.21

Sec A = 0100 S. Line of Madison

E		3.3	12.2
cb		4.3	11.2
+5		5.0	10.5
1/4		4.8	10.7
ϕ		5.3	10.2
1/4		5.6	9.9
cb		6.5	9.0
+3		6.9	8.6
W		14.1	301.4
W+15	2 Note Lateral slope very great. Would not catch before it hit pattern	25.0	290.5

Sec 1

W-20		22.0	93.5
W-3		8.1	07.4
W		7.9	07.6
cb		7.5	08.0
1/4		6.7	08.8
ϕ		6.7	08.8
1/4		6.5	09.0
cb		6.5	09.0
E		5.6	09.9

Sec 2

E		7.2	08.3
cb		7.6	07.9
1/4		7.9	07.6

Plotted
 2-28-28

X
 315.52

47

ϕ	8.9	7.1
1/4	8.2	7.3
1/4	8.3	7.2
cb	8.9	7.1
+6	9.2	6.3
+8	8.2	7.3
W	8.6	6.9
W-18	10.7	04.8

Sec 3

W-25	13.0	02.5
W-15	10.5	05.0
W	9.5	06.0
cb	9.3	06.2
1/4	9.3	06.2
+5	10.8	04.7
ϕ	9.2	06.3
1/4	8.9	06.6
cb	8.8	06.7
E	8.8	06.7

Sec 4

E	10.5	05.0
cb	10.7	04.8
1/4	10.7	04.8
ϕ	10.5	05.0
+5	10.0	05.5
1/4	10.3	05.2

315.52

cb	10.2	5.3
W	11.0	4.5
W+10	12.0	3.5
W+15	14.0	3015
T.P.	295	307.95
	10.52	305.00

Sec 5

W-20	14.2	2937
W	5.8	3021
cb	3.9	4.5
1/4	3.5	4.4
+8	3.3	4.6
£	3.8	4.1
+5	4.0	3.9
+8	3.3	4.6
1/4	3.5	4.4
cb	4.3	3.6
E	4.3	3.6

Sec 6

E	5.0	2.9
cb	4.8	3.1
1/4	4.7	3.2
+5	4.7	3.2
£	4.1	3.78
1/4	4.1	3.78
cb	4.1	3.78
W	7.6	0.3

307.95

78

W+25	18.1	89.8
Sec 7		
W-25	18.8	289.1
W	7.7	300.2
cb	5.5	2.4

+8	4.4	3.5
1/4	4.4	3.5
£	4.6	3.3
+4	4.8	3.1
+8	5.3	2.6
1/4	4.9	3.0
cb	4.8	3.1
E	4.7	3.2

Sec 8

E	5.3	2.6
cb	4.9	3.0
+8	4.8	3.1
1/4	5.7	2.2
+5	5.0	2.9
£	5.0	2.9
1/4	4.8	3.1
cb	5.4	2.5
W	6.1	301.8
W+10	8.6	299.3
W+25	15.7	92.2

π
307.95

Sec 9

W-25	136	294.3
W-10	101	97.0
W	60	301.9
cb	54	25
1/4	53	26
+4	53	26
ℓ	53	26
+5	54	25
1/4	60	19
+3	60	19
+6	54	25
cb	56	23
E	61	301.8
E+10	9.7	298.2

Sec 10

R-16	154	92.5
E	78	300.1
+3	65	1.7
cb	61	1.8
+3	55	2.4
1/4	54	2.5
+5 ℓ auto driveway	54	2.53
ℓ	54	2.5
+2	59	2.0
1/4	59	2.0
cb	55	2.4

307.95

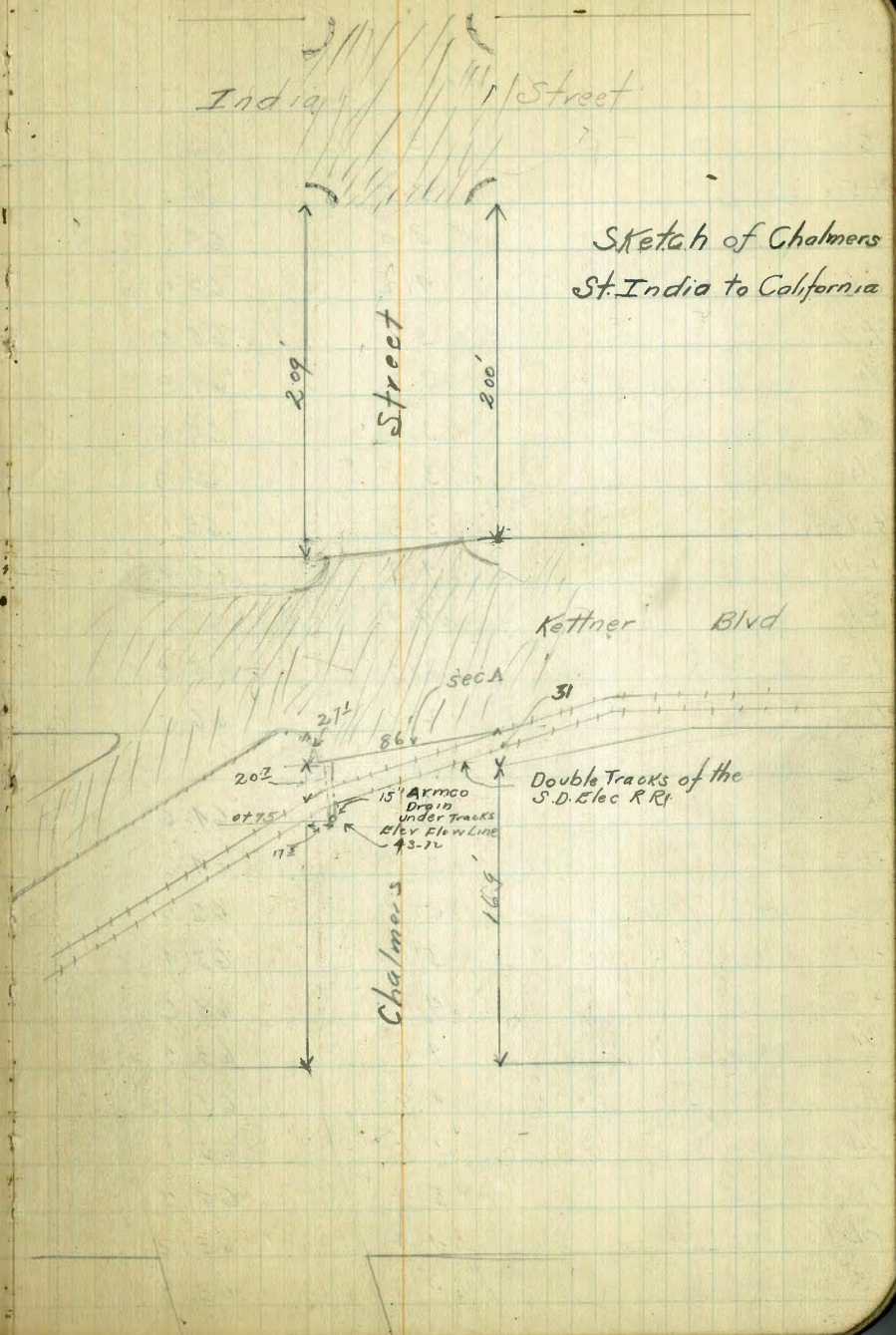
49

W	5.8	302.1
W+15	6.9	01.0
T.P. 971	316.67	0.99
BM PropHub	1.46	315.21

3/2/18 X sections Chalmers Street from the W
 Line of India to E line of California 80
 BMSWBP
 Chalmers
 India

	+	x	-	Elev
India	2.06	68.13		66.07
		01.00 = W Line of India		
s		1.8		66.3
Stop cb		2.17		65.96
Gutter		2.77		65.96
1/4		2.22		65.91
1/2		2.14		65.99
3/4		2.12		66.01
Gutter		2.15		65.98
N. Top cb		2.15		65.98
N		1.7		66.4
		01 West		
N		1.7		66.4
+12		1.8		66.3
cb		4.2		63.9
Ed flow line of culvert		3.49		64.64
+2		4.1		64.0
+4		2.1		66.0
1/4		2.4		65.7
1/2		2.5		65.6
3/4		2.4		65.7
+10		2.2		65.9
+11 flow culvert		3.52		64.61
+12		3.3		64.8
cb		2.3		65.8
s		1.9		66.2

plotted
3-1-1918



7
68.13

10' West

S	3.1	65.0
+5	3.5	64.6
+12	3.0	65.1
cb	4.2	63.9
+3	3.1	65.0
1/4	3.3	64.8
⊕	3.2	64.9
1/4	3.2	64.9
+10	3.0	65.1
+11	4.8	63.3
cb	4.9	63.2
+3	2.3	65.8
N	2.1	66.0

25' West

N	3.5	64.6
+13	3.5	64.6
cb	5.6	62.5
+1	5.7	62.4
+4	4.3	63.8
1/4	4.6	63.5
⊕	4.9	63.2
1/4	5.0	63.1
+7	5.4	62.7
cb	4.9	63.2
S	4.8	63.3

7
68.13

57

50' West

S	7.0	61.1
+12	6.7	61.4
cb	7.9	60.2
+2	7.1	61.0
1/4	7.2	60.9
+3	7.1	61.0
+7	7.4	60.7
⊕	7.2	60.9
1/4	7.0	61.1
+10	6.3	61.8
+11	8.2	59.9
cb	7.8	60.3
+1	5.9	62.2
+4	5.3	62.8
N	5.4	62.7

75' West

N	7.3	60.8
+9	7.3	60.8
cb	8.5	59.6
+1	10.3	57.8
+2	11.0	57.1
+3	8.7	59.4
+6	8.4	59.7
1/4	8.7	59.4
⊕	8.5	59.6

7
68.13

1/4	8.8	59.3
cb	9.8	58.3
+3	9.0	59.1
S	9.0	59.1
100' West		
S	11.2	56.9
cb	10.7	57.4
+4	12.0	56.1
+6	11.0	57.1
1/4	10.4	57.7
2	10.1	58.0
1/4	10.4	57.7
+8	10.5	57.6
+12	11.8	56.3
cb	11.6	56.5
+1	10.4	57.7
+4	10.1	58.0
+7	9.3	58.8
N	8.9	59.2
125' West		
N	10.4	57.2
+9	10.3	57.8
cb	11.7	56.4
+1	14.1	54.0
+2	17.4	53.7
+5	12.0	56.1

7
68.13

52

1/4	11.8	56.3
2	11.5	56.5
1/4	12.1	56.0
+9	12.6	55.5
cb	12.4	55.7
S	13.0	55.1
T.P. 2.62	58.17	12.58
150' West		
S	9.2	54.0
+12	3.8	54.4
cb	4.3	53.9
1/4	3.6	54.6
2	3.4	54.8
1/4	3.4	54.8
+8	3.3	54.9
+10	5.7	52.5
+13	6.1	52.1
cb	3.2	55.0
+2	1.6	56.6
+7	1.7	56.5
N	0.9	57.3
175' West		
N	1.0	57.2
+12	2.6	55.6
cb	4.4	53.8
+2	6.8	51.4

X
5817

5817

53

200' West

+7	6.7	51.5	N
+5	5.3	52.8	cb
+9	5.1	53.1	72
+8	5.6	52.6	+4
2	5.2	53.0	+6
+9	5.5	52.7	1/4
+11	6.1	52.1	2
+12	7.3	50.9	+8
26	6.7	51.5	1/4
+3	5.9	52.8	cb
S	5.7	52.5	+1

49	53.3
5.9	52.3
8.1	50.1
8.1	50.1
7.3	50.9
7.6	50.6
7.5	50.7
7.7	50.5
8.9	49.7
9.0	49.2
8.4	49.8

195' West

S

S	6.6	51.6	
+11	6.5	51.7	S
cb	7.7	50.5	Stopcb
+2	8.5	49.7	Cotter
+6	8.0	50.2	1/4
1/4	7.4	50.8	2
2	6.9	51.3	1/4
1/4	7.1	51.1	flow line of existing drain
+8	6.8	51.4	Cotter
+9	7.8	50.3	N topcb
+11	7.9	50.3	N
26	5.2	53.0	T.P
+9	3.4	54.8	
N	2.6	55.6	N

209' West or North

53

cupping 500 sketch

8.3	49.9
8.98	49.69
9.16	49.01
8.62	49.55
8.29	49.88
8.16	50.01
10.16	48.01
8.32	49.85
7.85	50.32
7.6	50.6
8.52	49.65
2.3	48.2

5051 8.52

49.65

Sec A

W line of Ketter see
86
sketch

50.51

2.86
#15.5 2.96
+21.5 3.03

50.51

54

+15.5 Topcb.	2.52	47.99
Gutter	3.33	47.18
1/4	2.77	47.74
£	2.65	47.86
1/4	2.60	47.91
cb	2.68	47.83
S	2.74	47.77
Top Rail	2.76	47.75
	27 1/2 West	
S	3.6	46.9
+9 Top Rail	3.04	47.47
cb	3.1	47.4
+26.5 Toprail	2.99	47.52
1/4	3.0	46.5
+10.5 Top Rail	2.98	47.53
£	3.0	47.5
+8.5	2.95	47.56
1/4	2.77	47.74
Gutter	3.33	47.18
Topcb	2.52	47.99
	31 1/2 West 4 on South	
N	2.3	48.2
cb	3.1	47.4
1/4 Top Rail	3.03	47.48
+9.5	3.01	47.50
£	3.16	47.35

+12.5	3.03	47.48
1/4	3.0	47.5
+10 Toprail	3.03	47.48
cb	3.5	47.0
S	4.0	46.5
	50' West	
	4.7	45.8
	4.5	46.0
	4.3	46.2
1/4	3.7	46.8
+11.2 Top Rail	3.22	47.29
1/4	3.3	47.2
+8 Toprail	3.28	47.23
cb	3.4	47.1
+10.7 Top Rail	3.33	47.18
N	3.4	47.1
	62' West	
N	3.6	46.9
+9 Top Rail	3.92	47.09
+13.2	3.32	47.19
cb	3.4	47.1
+6	3.6	46.9
1/4	4.2	46.3
£	4.9	45.6
1/4	5.1	45.4
cb	5.1	45.4

π
50.51

4.2
5.7
7.3
5.7
3.50
3.44
3.38
3.36

π
50.51

55

100' West

+9	4.8	45.7	S
S	3.9	46.6	+11
	75' West		cb
S	4.3	46.2	+7
+11	4.2	46.3	1/4
cb	5.0	45.5	+3
1/4	5.7	44.8	+7
£	5.7	44.8	£
1/4	5.7	44.8	1/4
+6	5.0	45.5	+7
cb	4.8	45.7	+9
N	4.3	46.2	cb
	86' West		N
N	5.1	45.4	
+10	5.6	44.9	N
cb	6.2	44.3	+7
1/4	6.4	44.1	+9
£	5.9	44.6	cb
1/4	5.8	44.7	+7
+4	5.4	45.1	1/4
+9	4.6	45.9	+12
cb	4.5	46.0	£
+1	4.5	46.0	+3
+8	6.8	43.7	1/4
S	7.3	43.2	cb
			S

	9.1	41.4
	8.2	42.3
	7.6	42.9
	9.9	45.6
	9.9	45.6
	5.3	44.2
	6.0	44.5
	6.4	44.1
	6.5	44.0
	6.9	43.6
	7.6	42.9
	7.2	42.3
	5.8	44.7
	11.8' W	
	7.5	43.0
	7.8	42.7
	7.9	43.1
	7.0	43.5
	6.7	43.8
	6.8	43.7
	6.6	43.9
	6.3	44.2
	5.6	44.9
	8.3	42.2
	9.4	41.1
	10.0	40.5

π
50.51

125' West

S	10.2	40.3
cb	9.7	40.8
1/4	9.0	41.5
+6	8.6	41.9
+11	7.0	43.5
ϕ	6.9	43.6
+4	7.9	43.1
1/4	7.9	43.1
+5	7.2	43.3
+6	6.7	43.8
cb	7.0	43.5
N	7.9	42.6
140' W		
N	7.3	43.2
cb	6.5	44.0
+3	6.2	44.3
+7	8.5	42.0
1/4	8.6	41.9
+4	8.5	42.0
+8	8.1	42.4
ϕ	8.4	42.1
+10	10.0	40.5
1/4	10.1	40.4
cb	10.5	40.0
S	11.0	39.5

π
50.51

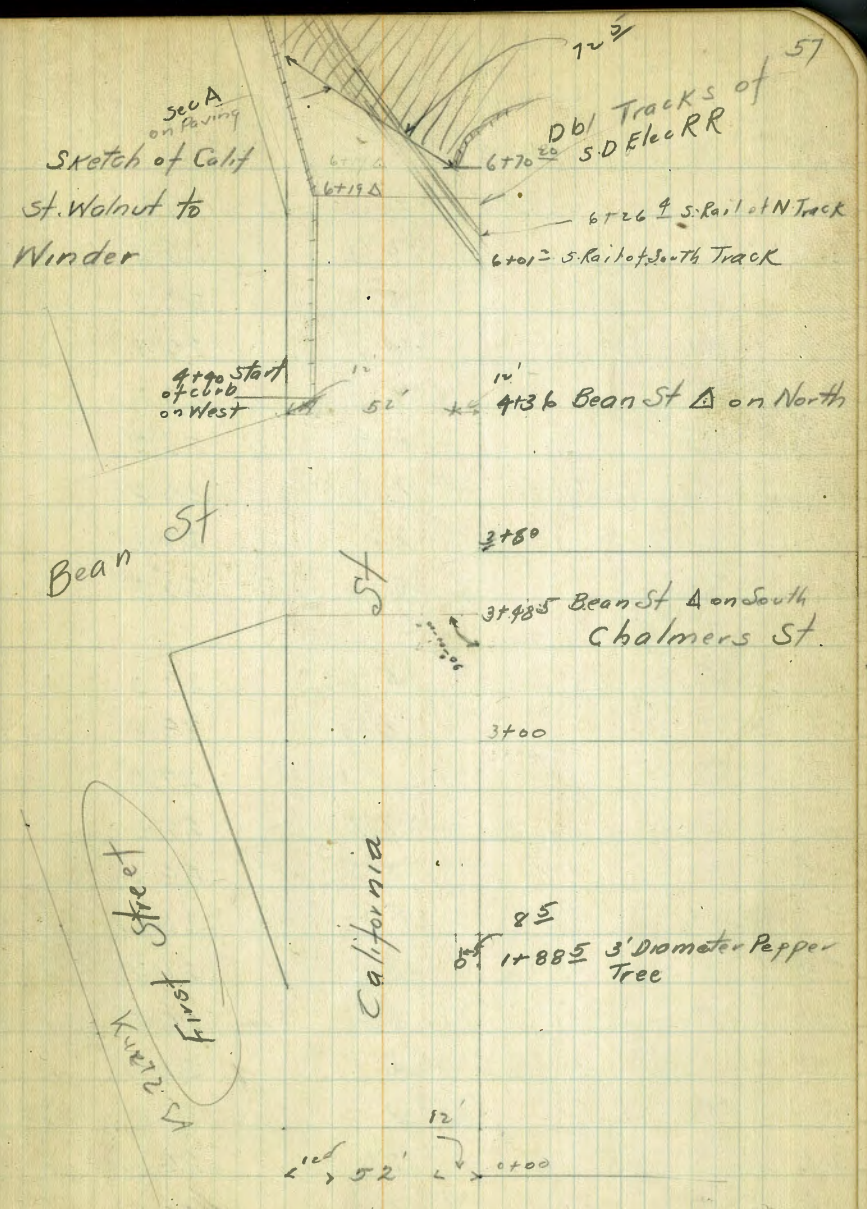
152' W

56

S	11.5	39.0
cb	11.0	39.5
1/4	10.6	39.9
+8	10.3	40.2
ϕ	9.5	41.0
+3	9.1	41.4
+7	8.9	41.6
1/4	9.7	40.8
+9	9.3	41.2
cb	6.2	44.3
+7	6.5	44.0
+9	6.9	43.6
N	7.2	43.3
167' W		
N	6.8	43.7
+3	6.5	44.0
cb	9.8	40.7
+2	10.2	40.3
+8	10.5	40.0
1/4	10.6	39.9
+6	10.0	40.5
ϕ	10.7	39.8
1/4	11.3	39.2
cb	12.0	38.5
S	12.1	38.4

π
50.51

S.			12.7	37.8
cb			12.3	38.2
1/4			17.5	39.0
2			11.3	39.2
+5			11.0	39.5
10			10.8	39.7
1/4			10.9	39.6
cb			10.9	39.6
+4			10.3	39.2
N			9.8	40.7
	200' West			
N			11.5	39.0
+8			11.8	38.7
cb			12.2	38.3
1/4			11.9	38.6
+6			11.9	38.6
2			12.6	37.9
1/4			12.9	37.6
+3			13.1	37.4
T.P.	2.16	39.69	12.98	37.53
+7			3.0	36.7
cb			3.0	36.7
+9			3.0	36.7
3			3.4	36.3
set B.M. pole S.W. Chalmers Calif			5.58	34.11



π
3473

1/9	6.0	28.7
ob	5.2	29.5
E	4.9	30.3
	142' N Δ Sketch	
E	9.1	30.6
ob	4.8	29.9
1/9	5.7	29.0
⊕	6.6	28.1
+10	7.0	27.7
1/9	6.9	27.8
+8	7.3	27.4
ob	7.2	27.5
W	7.7	27.0
	155' North	
W	7.0	27.7
ob	6.5	28.2
+4	7.0	27.7
1/9	6.9	27.8
⊕	6.3	28.4
1/9	5.5	29.2
+7	5.1	29.6
ob	4.3	30.4
E	2.8	31.9
	175' North	
E	2.3	32.4
+8	2.8	31.9

π
3473

59

+9	3.9	31.3
ob	3.7	31.0
+4	3.6	31.1
+11	5.0	29.7
1/9	5.1	29.6
+8	5.3	29.4
⊕	5.9	28.8
+8	5.7	29.0
+9	6.3	28.4
1/9	6.4	28.5
+2	5.7	29.0
+4	5.9	28.8
+5	6.4	28.3
+12	6.4	28.3
ob	5.9	28.8
W	6.1	28.6
	200' North	
W	5.3	29.4
ob	5.1	29.6
+1	5.4	28.3
+8	5.3	28.4
+10	4.8	29.9
1/9	4.9	29.8
+1	5.8	28.9
+4	5.3	28.4
+6	4.5	29.2

π
34.73

ϕ	4.1	30.6
+9	4.1	30.6
+8	4.6	30.1
1/4	4.7	30.0
+2	4.7	30.0
+5	4.2	30.5
cb	3.2	31.5
E	2.0	32.7
211' North		
E	1.5	33.2
+5	2.0	32.7
cb	3.1	31.6
+7	3.7	31.0
1/4	4.1	30.6
+3	3.9	30.8
+10	3.6	31.1
ϕ	3.9	30.8
+8	4.1	30.6
+10	4.8	29.9
1/4	5.0	29.7
+3	4.5	30.2
+4	5.0	29.7
+12	5.1	29.6
cb	4.8	29.9
W	4.9	29.8

π
34.73
216' North Garage on West ⁶⁰

online floor	ctv	4.47	30.26
225' North			
W		9.6	30.1
+11		4.9	30.3
cb		4.7	30.0
+6		4.8	29.9
+8		4.9	30.3
1/4		4.3	30.4
ϕ		3.3	31.4
+2		3.2	31.5
+12		3.2	31.5
1/4		3.0	31.7
+10		2.5	32.2
cb		2.2	32.5
E		1.5	33.2
TP	10.03	42.09 2.67	32.06
238' N Warehouse on West			
on line concrete boards 10:95			31.14
242' North			
E		7.8	34.3
cb		8.2	33.9
+8		8.7	33.4
1/4		9.6	32.5
ϕ		10.0	32.1
+11		10.5	31.6
1/4		10.9	31.2

7
42:09

+5	10.9	31.2
+6	11.4	30.7
cb	11.7	30.4
+9	11.0	31.1
W	11.2	30.9
	250' N	
W	11.1	31.0
+9	11.0	31.1
+11	11.4	30.7
cb	11.4	30.7
+6	11.2	30.9
+7	10.6	31.5
+9	10.7	31.4
+10	11.2	30.9
1/4	10.7	31.4
⊕	10.0	32.1
+10	9.9	32.7
1/4	9.1	33.0
+5	8.9	33.7
+11	7.3	34.8
cb	7.2	34.9
+6	7.6	34.5
E	7.6	34.5
	275' N	
E	6.3	35.8
cb	6.9	35.2

7
42:09

61

1/4	8.3	33.8
+6	8.6	33.5
⊕	9.1	33.0
1/4	9.5	32.6
+2	10.2	31.9
cb	10.4	31.7
+4	9.9	32.2
W	10.3	31.8
	300' North Shore of Chalmers	
W	9.6	32.5
+7	9.9	32.7
+10	9.9	32.2
cb	9.9	32.2
+5	9.8	32.3
+10	8.9	33.2
1/4	8.7	33.4
⊕	8.1	34.0
1/4	7.7	34.4
cb	6.2	35.9
E	5.9	36.2
	325' North	
E	4.7	37.4
cb	5.2	36.9
+10	5.9	36.2
1/4	6.4	35.7
⊕	7.1	35.0

π
42.09

+8	7.9	34.2	W
+10	8.6	33.5	
1/4	9.0	33.1	W
cb	9.2	32.9	cb
+3	9.3	32.8	1/4
+6	9.0	33.1	E
W	9.3	32.8	1/4
390 N of Chalmers + Colf			
W	8.8	33.3	E
cb	8.8	33.3	
+6	8.6	33.5	E
+8	8.0	34.1	cb
1/4	8.0	34.1	1/4
+5	7.9	34.7	E
E edge of Mn. Hole.	6.25	35.74	1/4
+8	6.3	35.8	+5
1/4	5.9	36.2	+8
cb	7.8	37.3	cb
W	9.2	37.9	W
398 E of Bear St.			
E	3.6	38.5	W
cb	4.4	37.7	+7
1/4	5.6	36.5	cb
E	6.2	35.9	1/4
1/4	7.6	34.5	E
cb	8.3	33.8	1/4

π
42.09

62

8.2	33.9	W
374 North		
7.2	34.9	W
6.7	35.4	cb
6.3	35.8	1/4
6.1	36.0	E
4.9	37.2	1/4
3.9	38.2	cb
3.2	38.9	E
379 North		
2.9	39.2	E
3.4	38.7	cb
3.8	38.3	1/4
4.8	37.3	E
5.9	36.2	1/4
5.9	36.2	+5
5.8	36.3	+8
6.1	36.0	cb
7.2	34.9	W
392 N		
6.8	35.3	W
6.0	36.1	+7
5.1	36.9	cb
4.7	37.3	1/4
3.8	38.3	E
3.0	39.1	1/4

π
42.09

cb	2.7	39.4
E	2.7	39.4
408' North		
E	1.3	40.8
cb	1.6	40.5
1/4	2.6	39.5
ϕ	3.5	38.6
+7	4.2	37.9
1/4	4.8	37.3
+9	5.9	36.2
cb	5.8	36.3
W	6.5	35.6
414' N		
W	5.9	36.2
+8	5.8	36.3
+10	5.5	36.6
cb	5.7	36.4
+9	5.2	36.9
1/4	9.7	37.4
+1	5.5	36.6
+7	5.9	36.7
+10	2.9	39.2
ϕ	2.4	39.7
1/4	2.5	39.6
cb	1.6	40.5
+8	0.8	41.3

π
42.09

63

E	0.4	41.7
T.P.	580	47.33 0.56
428' North		
E	5.2	42.1
cb	5.7	41.6
+6	6.8	40.5
+9	8.9	38.4
1/4	8.9	38.4
+1	7.1	40.2
ϕ	7.5	39.8
+7	8.8	38.5
1/4	9.6	37.7
cb	10.4	36.9
W	10.6	36.7
436' N Δ N side of Basin ^{see sketch}		
W	10.1	37.2
cb	10.9	36.9
+9	10.9	36.9
1/4	9.5	37.8
+5	8.9	38.5
+11	8.6	38.7
ϕ	7.9	39.4
+2	7.6	39.7
1/4	7.1	40.2
cb	5.9	41.4
+1	6.8	40.5

π
47.33

+3	5.8	46.5	+11
E	5.2	42.1	cb
	440' North Beginning of cb on West		E
Topcb	10.59	36.74	
	447' North		E
E	5.2	42.1	cb
+7	4.9	42.4	1/4
cb	5.1	42.2	+7
1/4	6.7	40.6	E
+10	7.5	39.8	1/4
E	8.1	39.2	Gutter
1/4	9.5	37.8	Topcb
+4	9.9	37.4	W
+7	9.1	38.2	
Gutter	10.4	36.9	W
Topcb	10.36	36.97	Topcb
W	9.8	37.5	Gutter
	473 North		1/4
W	9.6	37.7	F12
Topcb	9.56	37.77	E
Gutter	10.2	37.1	+3
+5	9.0	38.3	1/4
1/4	8.9	38.4	cb
cb	7.2	40.1	E
+4	5.7	41.6	
1/4	5.0	42.3	E

π
47.33

64

51	422
51	422
47	426
500' North	
51	422
51	422
51	422
55	41.8
6.4	40.9
7.6	39.7
9.1	38.2
8.63	38.70
8.1	39.2
515' N	
7.8	39.5
8.20	39.13
8.6	38.7
7.2	40.1
6.7	40.6
6.2	41.1
5.2	42.1
5.2	42.1
5.2	42.1
4.8	42.5
535' N	
9.0	43.3

47-33

cb	49	42.4
1/4	52	42.1
1/2	56	41.7
3/4	60	41.3
+1	66	40.7
+9	79	39.4
Gutter	77	39.6
Topcb	74.6	39.87
W	72	40.1
560' North		
W	65	40.8
Topcb	66.5	40.68
Gutter	70	40.3
+5	75	39.8
+8	58	41.5
1/4	56	41.7
1/2	52	42.1
3/4	52	42.1
cb	49	42.4
+7	37	43.6
E	33	44.0
591' N		
E	30	44.3
cb	30	43.9
+3	37	43.6
+5	46	42.7

47-33

65

1/4	48	42.5
1/2	49	42.4
3/4	50	42.3
+7	51	42.2
+9	68	40.5
+11. E of 15" Drain ^{flow line}	75.9	39.74
Gutter	68	40.5
Topcb	56.2	41.71
W	55	41.8
594' N		
W	59	41.9
Topcb	55.2	41.81
Gutter	59	41.4
+6	51	42.2
1/4	51	42.2
1/2	50	42.3
3/4	46	42.7
+7	46	42.7
+10	37	43.6
cb	32	44.1
+10	30	44.3
E	35	43.8
6+01.2 Prop of Calif crosses S Rail on East of South Track		
Top Rail	3.31	44.02
6+10.80 Prop of Calif crosses N Rail on East of North Track		
Top of N. Rail	3.39	43.94

47.33

	619 North A	of Calif + Winder
E	3.6	43.7
+ 6.7 Top Rail	3.99	43.84
cb	3.9	43.4
+ 0.5 Top Rail	3.51	43.82
1/4	4.4	42.9
¢	4.7	43.6
1/4	5.0	42.3
Gutter	5.4	41.9
Topcb	4.87	42.46
W	5.4	41.9

6+26 20 E line of Calif crosses S Rail of North Track

Top of Rail	3.09	44.24
	6+35 80	E line of Calif crosses N Rail of North Track

Top of Rail	3.17	44.26
	650 N.	

W	5.3	42.0
cb	5.0	42.3
1/4	4.7	43.6
¢	3.6	43.7
+ 5	4.1	43.2
+ 7 Top Rail	3.96	43.37
+ 12.7 " "	3.93	43.40
1/4	4.1	43.2
+ 9.9	3.98	43.85
cb	3.9	43.4

47.33

66

+ 2.2 Top Rail	3.4	43.81
+ 5	3.5	43.8
E	2.6	44.7
	6+76 20	
E Topcb	2.42	44.91
Gutter	3.2	44.1
1/4	3.8	43.5
¢	4.2	43.1
1/4	4.3	43.0
cb	4.7	42.6
W	5.0	42.3

Sec A on Paving 70 E from Ecb to W Propline

N	4.89	42.44
cb	4.69	42.64

+ 4 Top Rail	4.65	42.68
--------------	------	-------

+ 14 Top Rail	4.57	42.76
---------------	------	-------

1/4	4.53	42.80
-----	------	-------

¢	4.17	43.16
---	------	-------

+ 0.5 Top Rail	4.13	43.20
----------------	------	-------

+ 10 Top Rail	4.00	43.33
---------------	------	-------

1/4	3.82	43.51
-----	------	-------

Gutter	3.26	44.07
--------	------	-------

E Topcb	2.92	44.91
---------	------	-------

TY	8.37	54.16	1.54	45.79	52.53
3M N.E.	California At Five				52.45
	+ Andrews Point		1.71	52.45	0.08

Bliss
Duermit
Holbeck
5/8/28
BM. R.W. Hub.
N. Line of Golden Gate Drive
X Sections of the Intersection
of Golden Gate Drive & Madison Ave.

60' st
10' cbs
10' / 95

2.56 317.77 315.21

Sec. A

81"

N		2.7	
+10		2.8	
cb	This section	3.5	
+7	read erroneously	4.0	
1/4	void	3.7	
+6		3.6	
1/2		3.9	
1/4		4.9	
+6		5.1	
+8		6.0	
cb		4.9	5.3
+12		4.5	
S		4.7	
S	E Line Golden Gate		+00
S		4.7	313.8
+2		4.5	313.3
+13		4.7	313.1
cb		5.2	312.6
+3		5.9	311.9
+5		6.0	311.8
+6		5.3	312.5
1/4		5.0	312.8
1/2		4.3	313.5
1/4		4.3	313.5
cb		3.8	314.0

X Sec. fig. to Subgrade.
7-21-1928.

317.77

+6

3.2

314.7

N

2.7

315.1

ECB

0+10

N

3.5

314.4

cb

4.0

313.8

1/4

4.6

313.2

1/4

4.9

312.9

1/4

5.6

312.2

cb

6.1

311.7

S

6.6

311.2

E 1/4

0+20

S

7.3

310.5

cb

6.7

311.1

1/4

5.8

312.0

1/2

5.0

312.8

1/4

4.5

313.3

cb

4.1

313.7

+1

3.4

314.4

N

3.1

314.7

E 1/4 + 4

0+24

N

2.9

314.9

+10

3.3

314.5

~~+13~~ cb

5.0

312.8

1/4

4.7

313.1

1/2

5.1

312.7

1/4

5.7

312.1

317.77

cb		6.7	311.1
S.		7.5	310.3
	0+30	£	
S.		7.6	310.2
cb		6.5	311.3
+7		6.5	311.3
1/4		6.1	311.7
+11		5.8	312.0
£		6.1	311.7
+6		7.2	310.6
+7		10.2	306.6
1/4		11.5	306.3
cb		13.2	304.6
N		14.0	303.8
N+14		14.3	303.5
	0+40	W 1/4	N 1/4
S		7.9	309.9
cb		7.6	310.2
+3		7.0	310.8
1/4		6.8	311.0
+5		7.0	310.8
£		11.9	306.4
1/4		22.9	294.9
cb		27.0	290.8
N		27.6	290.2
+14		28.3	289.5

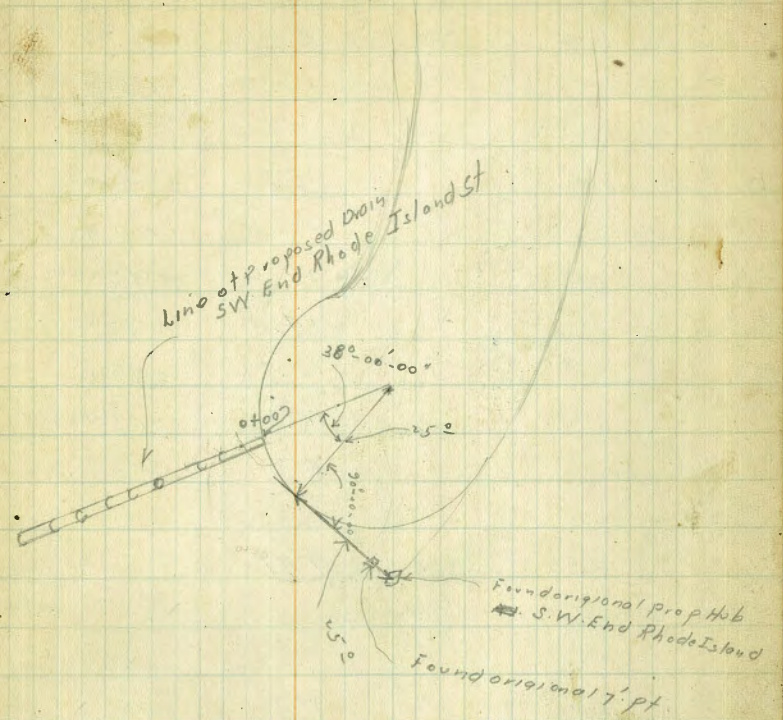
317.77

		16.0	22.0	68
		17.0		
		W 1/4 + 4		
S		8.1		309.7
cb		7.9		309.9
+3		7.3		310.5
1/4		7.6		310.2
+8		9.7		308.1
£		13.3		304.5
Extreme Break of 20' N of £. Top of slope would fall 100' down Hill on + fill				
	0+50	W 1/4		
S		8.9		308.9
+5		9.4		308.4
cb		11.9		305.9
+7		12.8		305.0
+9		15.4		302.4
1/4		16.7		301.1
+3		16.6		301.2
+5		10.8		307.0
£		15.3		302.5

Bliss
Doermit
Holbein
5/8-8
B.M. R.W. Hub
S.E. end Rhode
Island

Levels for Drain South West End
Rhode Island Street Univ Hts

C	2.10	302.47		300.37
S	0700		3.9	298.6
	0718		4.6	297.9
S	0736		5.6	296.9
cb	0751		7.0	295.5
+	0760		7.0	295.5
1/4	0770		13.4	289.1
+ TP	0.40	289.47	13.40	289.07
+	0780		6.3	283.2
+	0790		12.8	276.7
+ TP	0.20	276.87	12.80	276.67
1/4	1700		7.5	269.4
o TP	0.00	263.77	13.10	263.77
Δ	1710		2.00	62.8
N	1720		10.6	53.8
TP	1.10	252.37	12.50	251.27
S	1730		5.6	46.8
c	1733		7.8	44.6
+	1737		11.8	40.6
1/4 TP	0.60	241.17	11.80	240.57
+	1740		3.1	43.1
+	1750		10.4	40.8



Bliss
Duermit
Holbeck
5/9/28

Additional X sections of the Intersection
of Massachusetts & Hoffman St Univ Hts
see sketch page 22 this book

30755

70

	1.62	327.82	326.20	
STP	2.55	321.52	8.85	318.97
TP	2.66	312.01	12.17	309.35
		Sec 1	49.2	10' cbs 10' 1/2
W		8.7	303.2	
+cb		12.6	299.4	
1/4		13.6	298.4	
+8		14.0	295.0	
1/4		13.9	298.6	
+1/4		10.1	301.9	
1/4+9.4 E line		6.9	305.1	
TP	1.95	304.55	9.91	302.60
		Sec 2	97.2	10' cbs 6.9 1/2
E		4.2	300.4	
cb		7.4	297.2	
1/4		9.9	294.7	
E		12.9	292.2	
1/4		11.0	293.6	
cb		10.5	294.1	
+7		7.9	296.7	
W		7.8	296.7	
W+15		2.6	302.0	
		Sec 3		
W		7.8	296.55	10' cbs 5 1/2
+3		8.1	296.5	

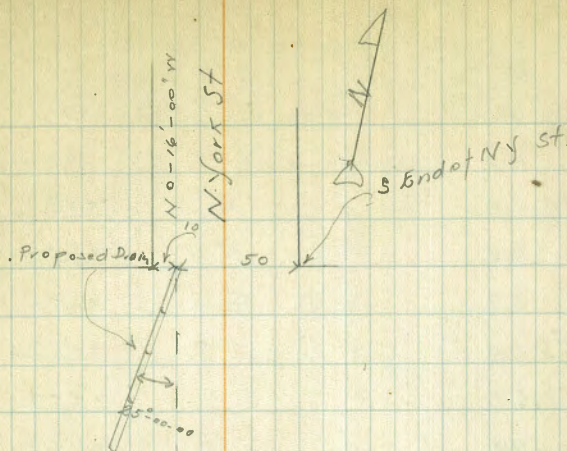
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Page 22
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of G.H.

cb		11.8	292.8	
1/4		13.3	291.3	
E		11.1	293.5	
1/4		11.6	293.0	
cb		13.1	291.5	
E		11.6	293.0	
E+10		10.3	294.3	
E+20		10.2	294.4	
E+30		6.8	297.8	
TP	2.70	294.05	13.20	291.35
		Sec 4		40's 10' cb 5 1/2
E-30		6.3	287.6	
E-20		8.8	285.3	
E-10		9.0	285.1	
E		8.7	285.4	
cb		9.0	285.1	
1/4		9.6	284.5	
E		8.0	286.1	
1/4		5.3	288.6	
cb		3.1	291.0	
TP	13.20	304.55	9.1	291.35
+6		299.05	2.70	
+6		9.1	295.5	
W		7.8	296.8	
TP	11.30	315.12	0.73	303.82
TP	8.51	321.99	1.69	313.93
TP	10.25	327.89	9.30	317.64
check on starting BM		1.64	326.25	

5/9/28
13/100

Levels for Drain South End of
New York Street Univ. Hts. Elev

BM S.W. BP Madison N.Y.	5.95	346.46		340.51
T.P.	1.47	336.89	11.04	335.42
Set BM S.W. BP New York			7.66	329.23
0+00			6.5	30.4
0+15			11.7	25.2
T.P.	0.50	325.69	11.70	325.19
0+24			5.6	320.1
0+30			6.7	319.0
0+40			12.2	313.7
T.P.	0.80	314.29	12.20	313.99
0+50			6.0	308.3
0+60			10.4	303.9



Cross section Massachusetts From
 S.L. Golden Gate N. to Canyon
 Mass 60' wide 90' Roadway

B.M. 7.87 340.90 333.03

NE. R.R.
 Madison S.
 Massachusetts

S.L. Golden Gate		
E.L.	5.3	335.6
+5	5.9	335.0
cb	5.8	335.1
1/4	5.7	335.2
1/4	5.7	335.2
+9	5.6	335.3
1/4	5.7	335.2
+3	5.8	335.1
+7	6.4	334.5
wgut.	6.5	334.4
top w. cb	6.39	
S cb line		
top w. cb	6.50	
wgut	6.6	334.3
+6	6.0	334.9
1/4	5.8	335.1
+1	5.8	335.1
1/4	5.8	335.1
1/4	5.8	335.1
cb	5.9	335.0
+5	6.0	334.9
E.L.	5.3	335.3

Golden Gate 40' wide 30' Roadway
 5' cbs. S.L. Golden Gate 275' N. of
 Madison

340.90

S 1/4 line Golden Gate

E.L.	5.2	335.7
+2	5.4	335.5
+5	6.1	334.8
cb	6.0	334.9
1/4	5.9	335.0
1/4	6.0	334.9
+7	6.0	334.9
1/4	5.7	335.0
+5	6.1	334.8
+9	6.6	334.3
wgut	6.7	334.2
top w. cb	6.60	334.3
Golden Gate		
top w. cb	6.77	334.1
wgut	7.1	333.8
+7	6.3	334.6
1/4	6.2	334.7
+5	6.3	334.6
1/4	6.2	334.7
1/4	6.0	334.9
cb	5.9	335.0
+5	6.1	334.8
+7	5.6	335.3
E.L.	5.6	335.3

340 90

N 1/4 line Golden Gate

EL	5.8	335.1
+3	5.9	335.0
+5	6.3	334.6
cb	6.3	334.6
+3	6.1	334.8
1/4	6.2	334.7
±	6.3	334.6
1/4	6.4	334.5
+7	6.6	334.3
+9	6.8	334.1
w gut	7.1	333.8
top w cb	6.92	334.0
3.5 N of 4 = end w cb	7.00	333.9
N cb line Golden Gate		
w.L.	7.0	333.9
cb	7.1	333.8
+1	7.4	333.5
+2	6.9	334.0
1/4	6.7	334.2
±	6.5	334.4
1/4	6.2	334.7
+8	6.1	334.8
cb	6.3	334.6
EL	6.1	334.8

10.1
9.3

340.90

N.L. Golden Gate = edge Canyon on W.

EL	6.2	334.7
+3	6.1	334.8
cb	6.3	334.6
1/4	6.4	334.5
+7	6.6	334.3
±	9.0	331.9
+5	10.5	330.7
+7	8.6	332.3
1/4	8.6	332.3
+5	8.3	332.6
cb	7.3	333.6
+9	7.6	333.3
w.L.	7.9	333.0

12' N of N.L. Golden Gate = edge Canyon on E.

w.L.	14.8
±	13.2
EL	6.5

Note -

Existing curb & side walk on
W side of Massachusetts ends 31'
N of S.L. Golden Gate

Bliss

6/15/28

B.M. 3 W. Spk.
in Pole Road, Town
of HoffmanRelocation of and New Levels for Drain
South West End of Massachusetts St. Univ

HTS	1.86	328.06		326.20	✓
T.P. at Δ	1.20	319.99	9.77	318.29	✓
0100 Hub			1.2	319.3	
0407			2.3	317.2	
+15			6.3	313.2	
+23			8.8	310.7	
T.P.	0.80	307.99	12.30	307.19	✓
+35			2.8	305.2	
+45			7.8	299.2	
T.P.	0.10	299.84	13.25	299.74	✓
+65			3.5	291.3	
T.P.	1.80	285.04	11.60	283.20	✓
+80			6.5	278.5	
+95			13.8	271.2	

175
523
50
608

3.30

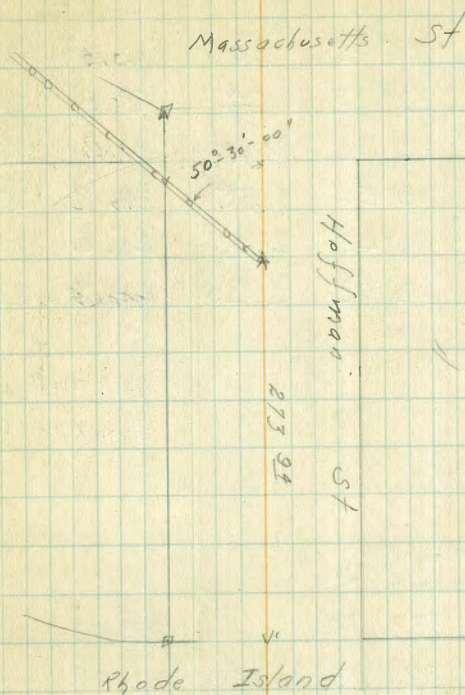
3-

175

370

175

275

2792.11
+ 11.22
2773

52

BM. NE.
B.P. Mass.
+Madison
333.03

ST.

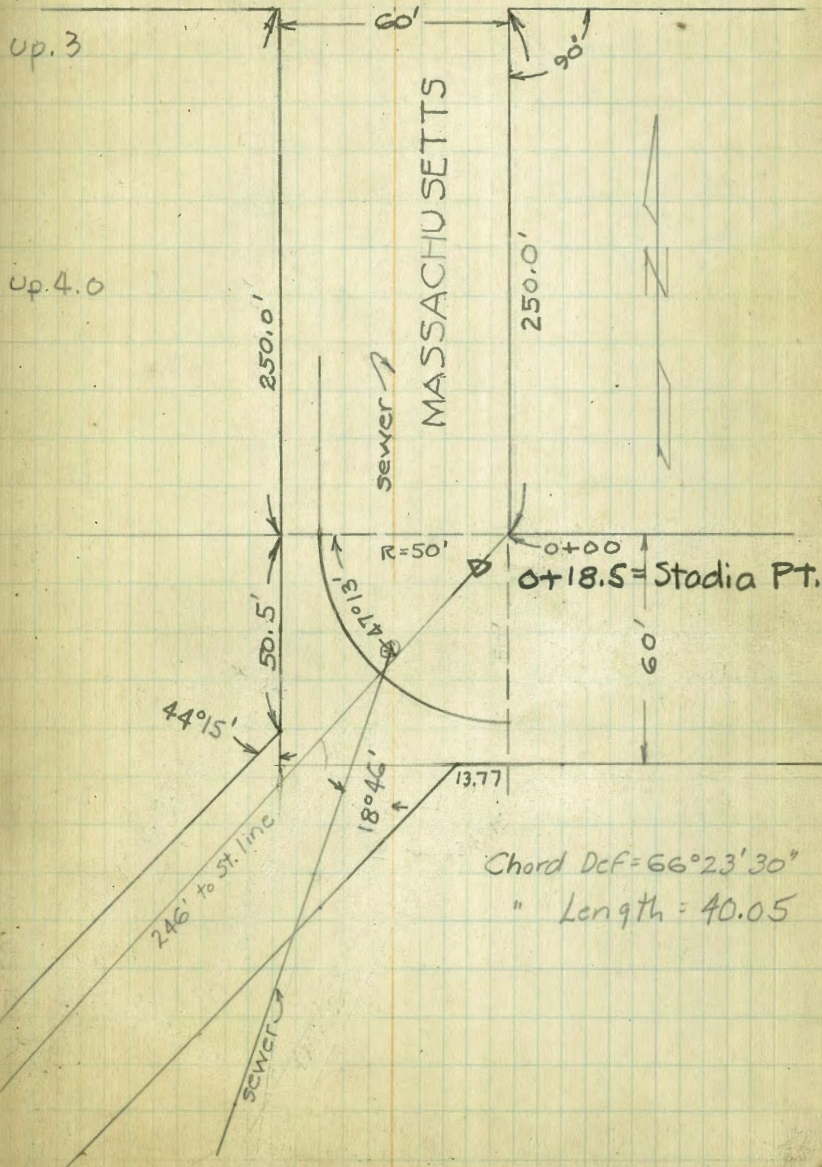
6-23-28
McCarty
Davies

	Vert. L	Rod	Diff. in Elev.	Elev.
0+18.5 P.O.T. Δ				318.2
0+44	21°44'	.30	13.3	304.9
0+85	22°25'	.78	27.5	290.7
1+11	15°52'	1.20	31.6	286.6
1+46	13°56'	1.55	36.2	282.0
1+94	11°43'	2.03	40.4	277.8
2+10	12°02'	2.20	48.9	269.3

0.75	333.78		333.03	
4.34	326.73	11.39	322.39	
		8.58	318.15	Δ Stadia Pt.

MADISON

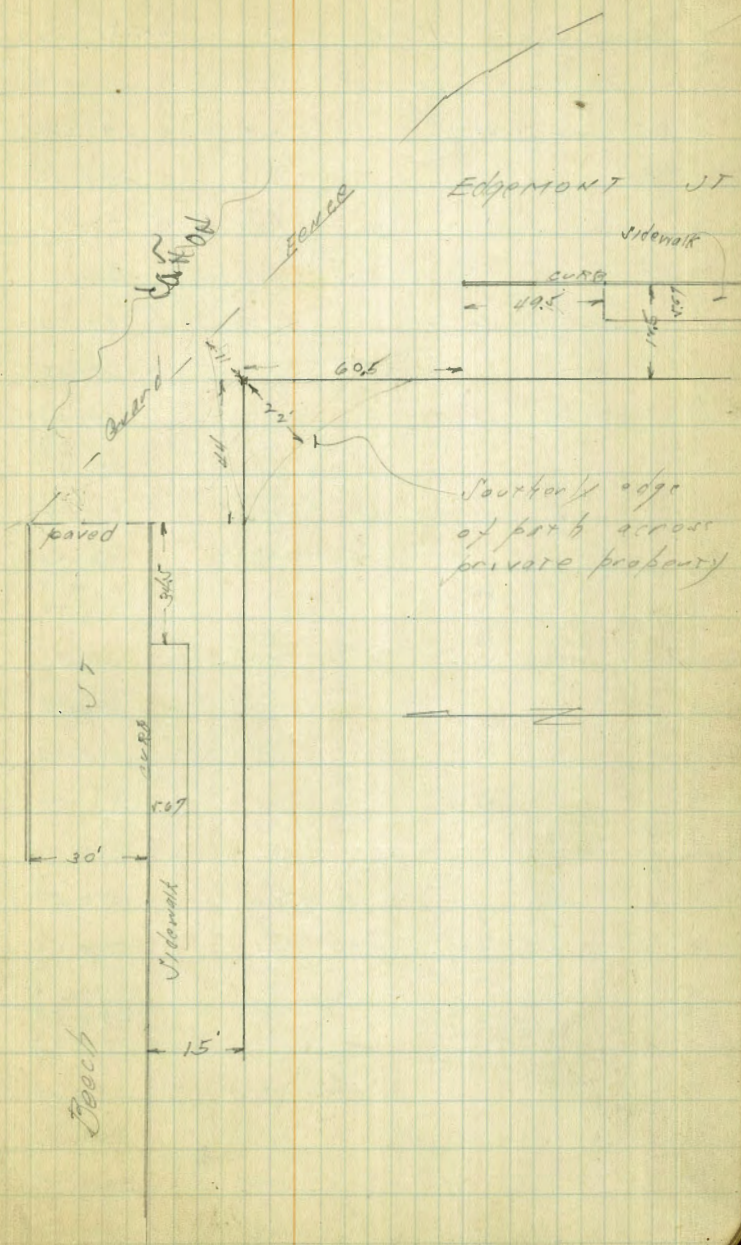
AVE.



Survey DIX to St. Santees Sub.

Location of NE Cor of DIX 20

W. J. Moore
8/14/28



Levels in gutter N.E. by el. line of Johnson Ave 5-4-29
 From N. line Lincoln Ave N.W.
 to Ctr. inlet.

299.35

78

GP 125

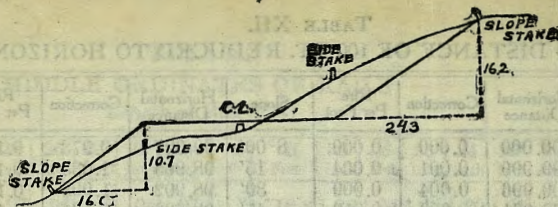
291.01 = 291.01 P. 59

B.M.	1.78	299.35	297.57	at N.W. Corner + Johnson
805 8 N. of N. el. line Lincoln on s.w. edge old Pavmt			2.17	297.18
1.4 H. NW on New Pavmt			2.14	297.21
150 "			2.93	295.42
100 "			5.85	293.50
140 "			7.28	291.97
145.2 " N. End. old curb = Brk			7.75	291.60
148.2 " " - P.C.			8.00	291.35
148.8 " " Ctr curve			8.07	291.28
243 " " E.C.			8.11	291.24
243.5 " "			8.18	291.17
245 " "			8.23	291.12
247.5 " "			8.31	291.04
3400 " "			8.44	290.91
3425 " "			8.49	290.86
3450 " "			8.56	290.79
3475 " "			8.63	290.72
3487 " " = P.C.			8.65	290.70
3496 " " ctr curve			8.68	290.67
4+05 " " E.C.			8.71	290.64
4+15 " "			8.77	290.58
4+20 " "			8.80	290.55
4+25 " "			8.82	290.52
4+30 " "			8.82	290.52
4+35 " "			8.81	290.54
4+40 " "			8.83	290.52
4+50 " "			8.96	290.39
4+60 " "			9.13	290.22
4+68.25 " " = S.E. End cl. Inlet			9.26	290.09

Plotted 5-5-29 C.H.

468.25 S.E. End cl. Inlet Top el.

8.34



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	28.50	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.

166
10
42
17
230
55/113

C
o / I
0-20
0-40
1-0
1-20
1-40
2-0
2-20
2-40
3-0
3-20
3-40
4-0
4-20
4-40
5
6
7

To find

14.2
 1.3
 12.7
 8.8
 21.5

78-89
 19.19
 948

19.19
 75.39
 89.58

ENGINEERING DEPARTMENT,
 CITY OF CALIFORNIA, SAN DIEGO.

4014
 3987
 270
 65
 135
 162
 1755

42° 3' L 227.97 280

18327 ← 186 30 - 80 270 125 slope
 of IH

179 60
 47 13
 132 47
 66° 23' 30"

2 | 47 13
 23° 36' 30"

3987
 18
 4005

49th SW B.P 357.05
 Euclid NE Mon 348.21
 Estrella SW B.P 326.68
 Orange + Estrella Church St p. 348.45

91. 72.5
 153-154-155 60.5

321.5
 16.1
 307.4

725
 12.5
 312.0
 10.0
 302.0

24.5 to edge of Center

107

380.57 15.605

on Calif 75.23

20.5 - ← Where Rails cross
 30.0 - on Angle
 47 -
 562

7.25

97.5
 20
 27.5
 2/137.5
 6.87

144.7
 14.15
 178.85
 14.15
 213.00