

1232

EAST

FIELD BOOK

No. 385

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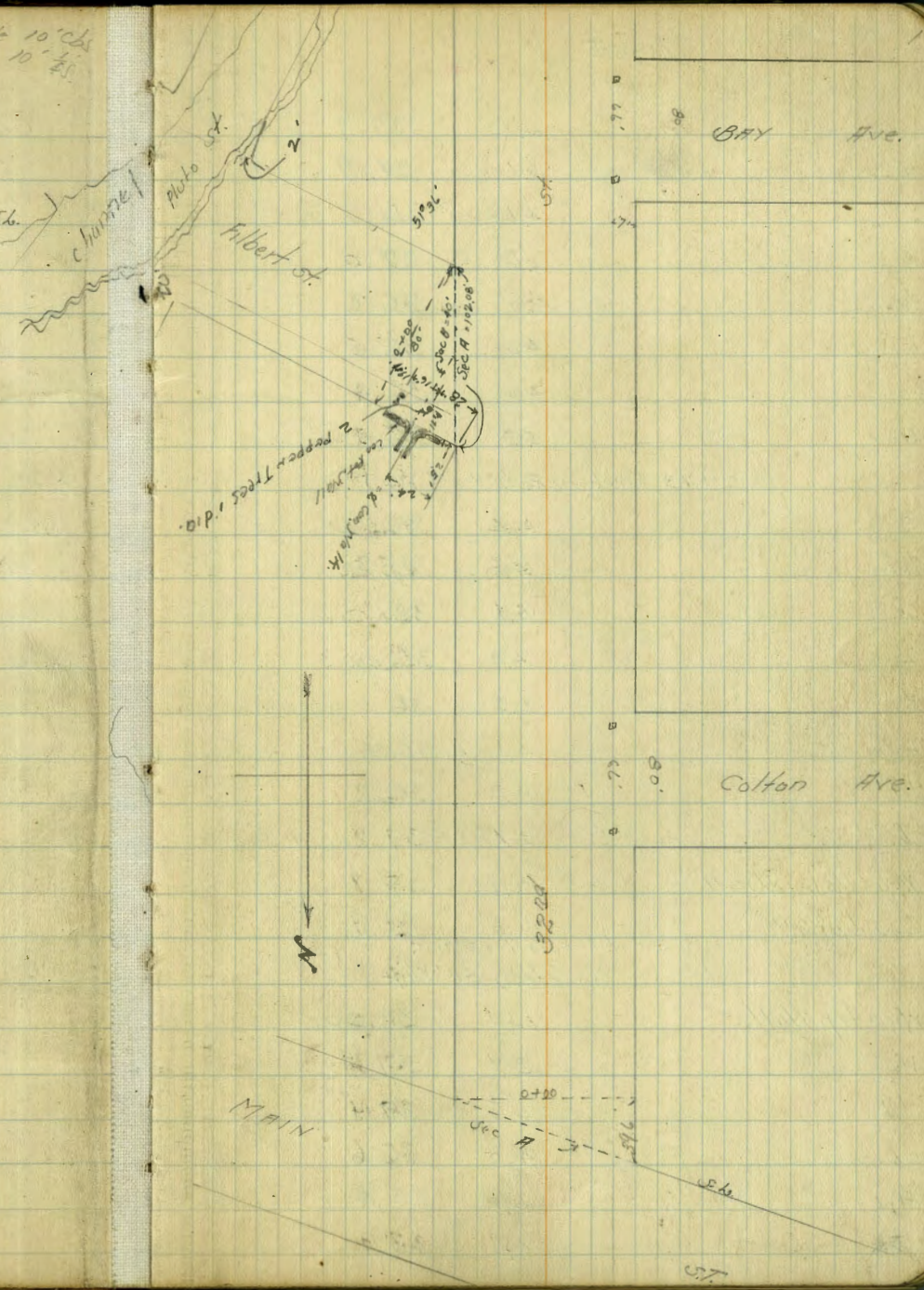
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Walker
Koplinger
Shaw
2-5-28

Cross Section 32nd Street, 60' wide 10' ch
from Main to Destroyer Base

Station	196	40.55	38.59
W on top Wall			42.8
W at base of Ret. Wall	2.0		38.6
Top ch	2.34		38.2
Gut on Pav.	3.06		37.49
1/2 on Pav.	3.03		37.52
1/2 " "	2.96		37.59
1/3 on top West St. Cor Rail	2.99		38.56
1/9 " " East " "	3.02		37.53
1/4 on Pav.	3.03		37.52
E. Gut on Pav.	4.02		36.53
E. Top ch	3.62		36.93
E	3.6		37.0
0+00			
5'	3.7		36.9
cb.	3.7		36.9
1/2	3.3		37.3
1/2	3.4		37.2
1/4	3.3		37.3
+9	3.6		37.0
cb	2.7		37.9
W at Wall	2.2		38.4
W on top Wall	+2.0		42.6
0+50			
W on top Wall	+1.4		42.0

Plotted 12-21-28
TGH



4055

W	2.7	37.9
cb	3.1	37.5
+1	4.1	36.5
2	3.6	37.0
3	4.0	36.6
4	4.1	36.5
cb	4.2	36.4
E	4.2	36.4

0+73 = Brk. in Ret. Wall on W.

E	4.4	36.2
+8	4.8	35.8
cb	5.1	35.5
2	4.3	36.3
2	4.3	36.3
7	4.1	36.5
+9	4.3	36.3
cb	3.4	37.2

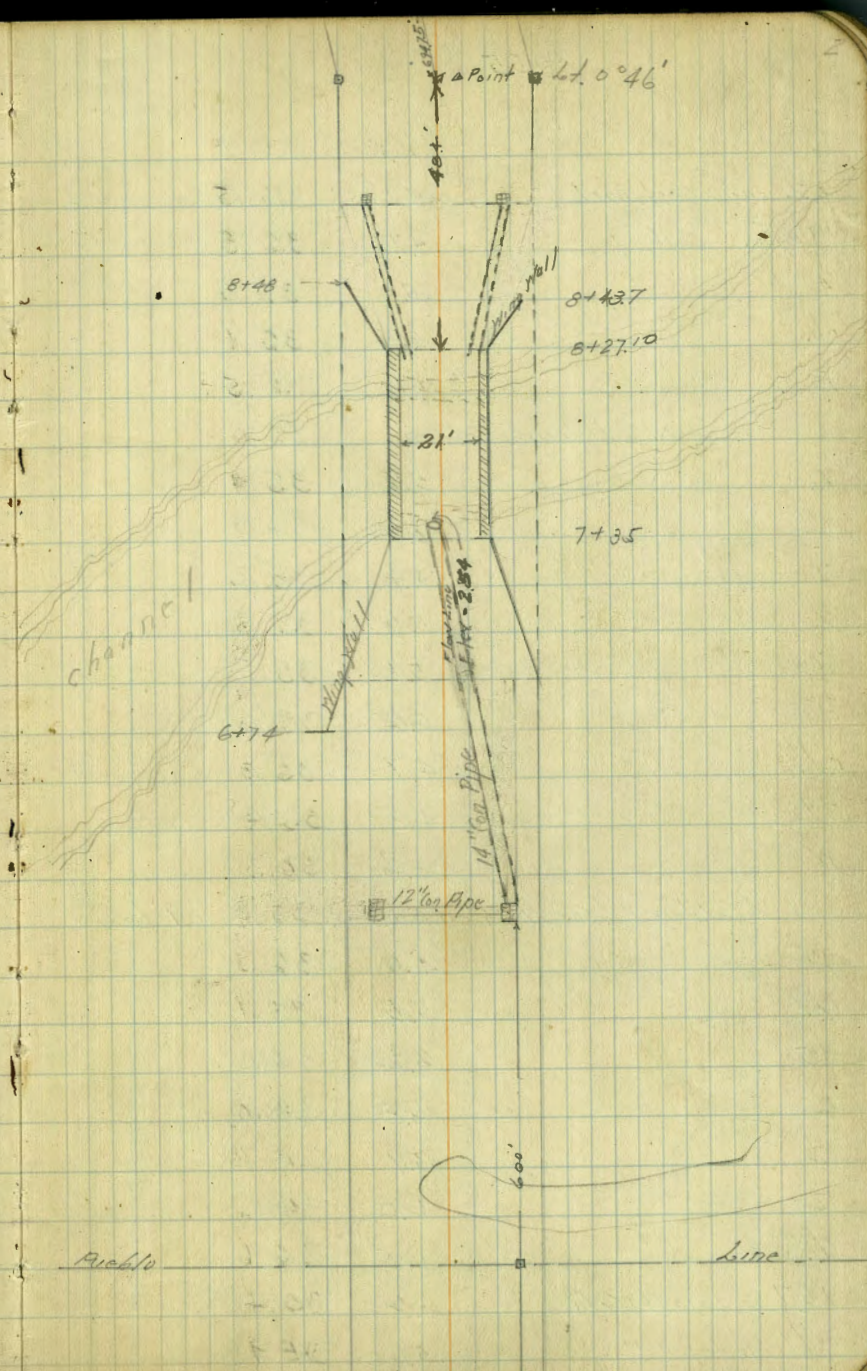
W. at Base of Wall 2.9 37.7

W. on top Wall. +1.3 41.9

= End of Ret. Wall on West

1+17.7 = N.W. Corner 80' Wide

W. on top Wall	1.55	39.00
W	3.1	37.5
+9	3.5	37.1
cb	4.0	36.6
+1	3.7	35.4
2	4.7	35.9



Pueblo

Line

40.55

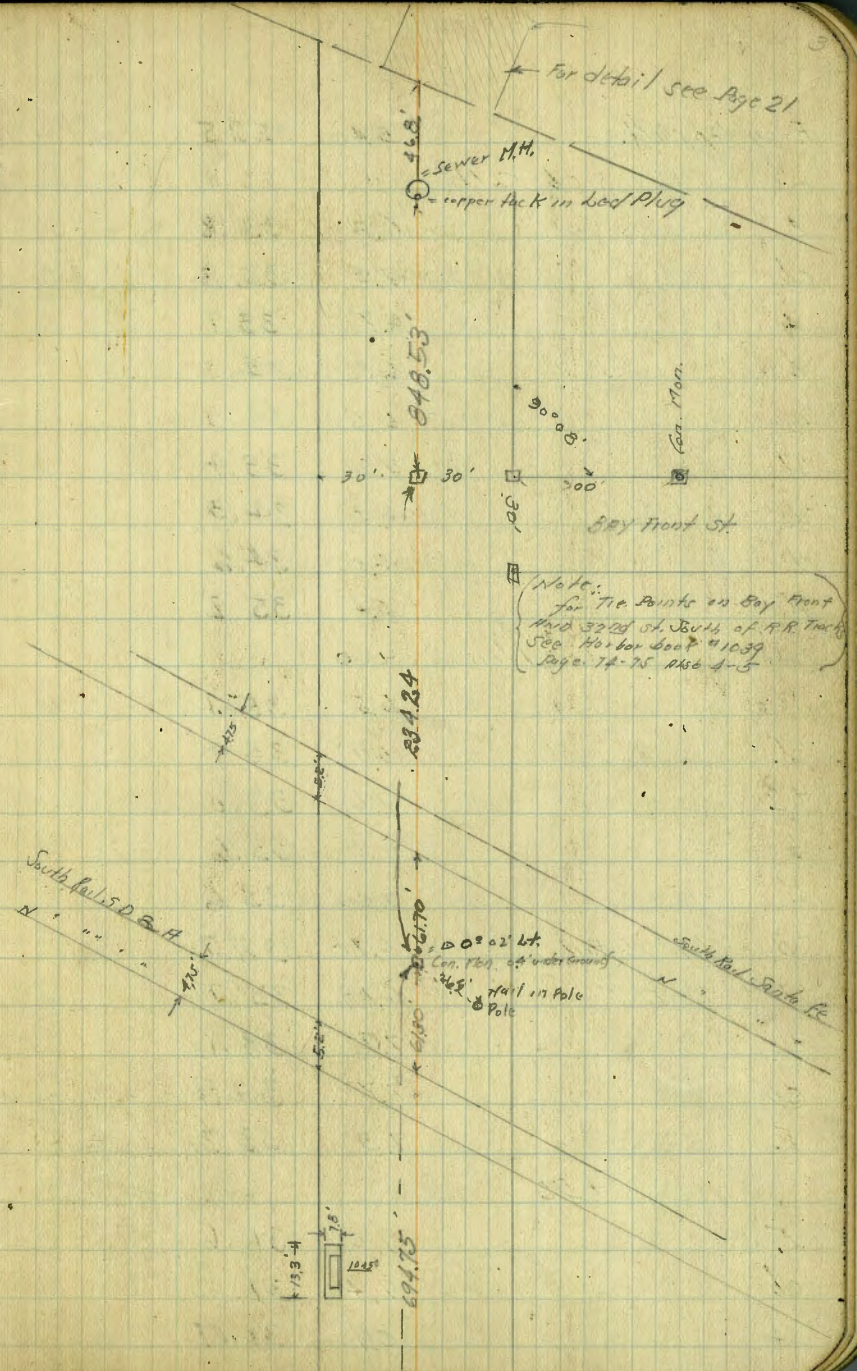
2	4.8	35.8
+2 on top West Rail	4.78	35.77
+7 approx. " East "	4.77	35.78
4	5.0	35.6
cb	5.5	35.1
E	5.1	35.5

N of line Cotton

2	5.5	35.1
cb	5.7	34.9
1/2	5.4	35.2
2	5.1	35.5
1/2	5.1	35.5
+8	5.6	35.0
cb	4.7	35.9
+7	4.2	36.4
W	3.3	37.3

2 Cotton = 2 Con. Walk on East 33' in st. 10.9' long

W	4.6	36.0
cb	5.5	35.1
+5	6.2	34.4
1/2	5.8	34.8
2	5.9	34.7
1/2	6.0	34.6
cb	6.5	34.1
+6.7 at base of Walk	6.2	34.4
+6.7 on top "	5.6	34.95



4055

E on top W.H.	5.40	35.15
S cb Cotton		
E	6.8	33.8
cb	7.3	33.3
$\frac{1}{2}$	6.7	33.9
$\frac{1}{2}$	6.6	34.0
$\frac{1}{2}$	6.6	34.0
+7	7.2	33.4
+8	6.3	34.3
cb	6.0	34.6
W	5.4	35.2
S lb Cotton = 0+00		
W	5.5	35.1
cb	5.7	34.9
+2	7.6	33.0
$\frac{1}{2}$	7.0	33.6
$\frac{1}{2}$	7.0	33.6
+3 on top W Rail	6.78	33.77
+7.75 " E "	6.78	33.77
$\frac{1}{2}$	7.0	33.6
cb	7.7	32.9
E	7.3	33.3
0+50		
E	9.0	31.6
cb	9.4	31.2
$\frac{1}{2}$	6.9	31.7

4055

$\frac{1}{2}$	8.9	31.7
$\frac{1}{2}$	9.0	31.6
+7	7.6	31.0
cb	7.5	33.1
W	7.3	33.3
	1400	
W	9.5	31.1
cb	9.6	31.0
+1	11.0	29.6
$\frac{1}{2}$	10.7	29.9
$\frac{1}{2}$	10.8	29.8
$\frac{1}{2}$	10.9	29.7
cb	11.3	29.3
E	10.6	30.0
TP 334	3082 1307	8748
	1450	
E	2.8	28.0
+7	3.1	27.7
cb	3.5	27.3
$\frac{1}{2}$	3.0	27.8
$\frac{1}{2}$	2.9	27.9
$\frac{1}{2}$	2.8	28.0
+7	3.5	27.3
cb	2.3	28.5
W	1.1	29.7
1+93.8 = N.L. Filbert Station Rt. Δ to 3225		

W	29	27.9
cb	34	27.4
+1	47	25.9
$\frac{1}{2}$	43	26.5
$\frac{1}{2}$	46	26.2
+3 on W Car Rail	450	26.32
+7.75" E " "	448	26.34
$\frac{1}{4}$	47	26.1
$\frac{1}{2}$	55	25.3
+1	49	25.9
E for N Section of Fibert	44	26.4
(Left BM on top of Wall on E	3.12	27.70 }
2+44.8 = E Fibert Sec Pt. A to 3229		
E	69	23.9
cb	73	23.5
$\frac{1}{2}$	68	24.0
$\frac{1}{2}$	66	24.2
$\frac{1}{2}$	67	23.1
+9	69	23.9
cb	56	25.2
+7	54	25.4
W	45	26.3
2+95.8 = SL Fibert on E. Sec Pt. A to 3229		
W	65	24.3
+2	74	23.4
cb	74	23.4

+1	8.3	22.5
$\frac{1}{2}$	8.2	22.6
$\frac{1}{2}$	8.1	22.7
+3 on W Car Rail	8.37	22.45
+7.75" E " "	8.34	22.48
$\frac{1}{4}$	8.4	22.4
cb	8.5	22.3
E	8.6	22.2
3+00.10 = N.W. Bay Ave 80' Wide		
E	8.3	22.5
cb	8.6	22.2
$\frac{1}{4}$	8.7	22.1
+1.25" Top E Car Rail	8.61	22.21
+7 "W" Rail	8.64	22.18
$\frac{1}{2}$	8.4	22.4
$\frac{1}{2}$	8.5	22.3
+9	8.5	22.3
cb	7.8	23.0
W	7.7	23.1
$\frac{1}{2}$ Bay Ave		
W	8.8	22.0
cb	9.2	21.6
+5	9.8	21.0
$\frac{1}{2}$	9.5	21.3
$\frac{1}{2}$	9.3	21.5
$\frac{1}{2}$	9.5	21.3

3081

cb.	9.7	21.1
+1	9.4	21.4
E	9.3	21.5

South of Bay Ave

E	8.6	22.2
+3	10.0	20.8
+9	9.7	21.1
cb.	10.4	20.4
$\frac{1}{2}$	9.9	20.9
$\frac{2}{2}$	9.8	21.0
$\frac{3}{2}$	9.9	20.9
+8	10.7	20.1
cb.	9.7	21.1
N	9.2	21.6

S. Bay Ave = 0+00

N	8.6	22.2
cb.	9.4	21.4
+2	11.2	19.6
+4	11.3	19.5
$\frac{1}{2}$	10.3	20.5
$\frac{2}{2}$	10.1	20.7
+3 = N top Cor Rail	9.96	20.86
+7.5 E. " " "	9.96	20.86
$\frac{1}{2}$	10.4	20.6
+9	11.0	19.8
cb.	10.3	20.5

3082

6

+8	10.2	20.6
E	9.0	21.8
TP 353	21.51 1284	17.98

0+50

E	1.1	20.4
+3	2.6	18.9
cb.	3.0	17.5
+1	3.6	17.9
$\frac{1}{2}$	2.9	18.6
$\frac{2}{2}$	2.8	18.7
$\frac{3}{2}$	2.8	18.7
+7	3.6	17.9
+9	4.1	17.4
cb.	2.1	19.4
N	1.5	20.0

1+00

N	4.1	17.4
cb.	4.3	17.2
+1	5.6	15.9
+2	5.9	15.6
+3	5.4	16.3
$\frac{1}{2}$	4.6	16.9
$\frac{2}{2}$	4.8	16.7
$\frac{3}{2}$	5.0	16.5
+9	5.4	16.1
cb.	4.8	16.7

2151

E	43	17.2
	1+20	
E	51	16.4
cb	59	15.6
$\frac{1}{2}$	58	15.7
$\frac{1}{4}$	56	15.9
$\frac{1}{4}$	56	15.9
+6	59	15.6
+7	7.6	13.9
+9	7.6	13.9
cb	5.4	16.1
Y	4.6	16.9
+10	7.7	13.8
	1+50	
-10	133	8.2
Y	68	14.7
cb	72	14.3
+1	90	12.5
+3	90	12.5
+3.10	75	14.0
$\frac{1}{2}$	70	14.5
$\frac{1}{4}$	72	14.3
+2 on W Rail	705	14.46
+6.75 E "	708	14.43
$\frac{1}{2}$	72	14.3
cb	76	13.9

2157

E	74	14.1
+6	78	13.7
+10	90	12.5
	2+100	
-10	132	8.3
-4	103	11.2
E	99	11.6
cb	95	12.0
$\frac{1}{4}$	96	10.9
$\frac{1}{2}$	94	12.1
$\frac{1}{4}$	96	11.9
+6	99	11.6
+7	111	10.4
+9	113	10.2
cb	97	11.8
Y	97	11.8
+10	164	5.1
TP 1.88	1175/1164	9.87
	2+50	
-10'	80	3.8
Y	17	10.1
cb	23	9.5
+2	32	8.6
+3	26	9.2
$\frac{1}{4}$	21	9.7
$\frac{1}{2}$	18	10.0

1175

E	$\frac{1}{2}$		1.8	10.0
	cb		2.0	9.8
E	E		2.2	9.6
cb	+10		3.4	8.4
$\frac{1}{2}$		3+00		
$\frac{1}{2}$	-10		5.5	6.3
$\frac{1}{4}$	E		4.1	7.7
+6	cb		3.9	7.9
+7	$\frac{1}{2}$		3.8	8.0
+9	+3' top of E Rail		3.2	8.13
cb	+7.75" " " "		3.70	8.05
Y	$\frac{1}{2}$		3.9	7.9
+10	$\frac{1}{2}$		4.1	7.7
	cb		4.2	7.6
-1	Y		3.8	8.0
-Y	+10		10.8	1.0
cb		3+50		
+1	-10		12.3	-0.5
+3	Y		5.7	6.1
+3.5	cb		5.4	6.4
$\frac{1}{2}$	$\frac{1}{2}$		5.6	6.2
$\frac{1}{4}$	$\frac{1}{4}$		5.7	6.1
+2	+2 top of Y Rail		5.70	6.05
+6.7	+6.75" " " "		5.64	6.11
$\frac{1}{2}$	$\frac{1}{2}$		5.6	6.2
cb	cb		5.6	6.2

1175

E			5.3	6.5
+10			6.2	5.6
		4+00		
E-10			7.5	4.3
E			6.5	5.3
cb			6.3	5.5
$\frac{1}{2}$			6.7	5.1
+7.75 top E Rail			6.75	5.00
+7			6.76	4.99
$\frac{1}{4}$			6.5	5.3
$\frac{1}{4}$			6.6	5.2
cb			6.4	5.4
Y			6.6	5.2
+10			10.6	-1.8
		4+50		
-10			14.2	-2.4
Y			7.6	4.2
+2			6.8	5.0
cb			6.7	5.1
+3			7.4	4.4
$\frac{1}{2}$			7.4	4.4
$\frac{1}{4}$			7.3	4.5
+2 top of Y Rail			7.3	4.41
+6.75" " " "			7.40	4.35
$\frac{1}{2}$			7.3	4.5
cb			7.3	4.5

11.75

E	7.3	4.5
+10	7.9	3.9
	5+00	
-10	8.3	3.5
E	7.9	3.9
cb	7.6	4.2
z	7.7	4.1
+2.25 = top E Rail	7.62	4.13
+7 = " " "	7.62	4.13
z	7.9	3.9
z	7.9	3.9
+9	8.1	3.7
cb	7.6	4.2
+2	7.2	4.6
+7	7.6	4.2
W	9.3	2.5
+7	13.0	-1.2
+10	14.0	-2.2
	5+50	
-10	13.9	-2.1
-8	13.0	-1.2
W	8.8	3.0
+2	7.8	4.0
+7	7.7	4.1
cb	8.2	3.6
+3	8.7	3.1

11.75

9

z	8.4	3.4
cb	8.1	3.7
+2 on N Rail	7.76	3.99
+6.75 = E Rail	7.74	4.01
z	7.8	4.0
cb	8.2	3.6
E	8.2	3.6
+10	8.0	3.8
TP	6.49	8.36 9.88
		1.87
		6+00 = N edge catch basin on N cb line
-E	4.9	3.5
cb	3.2	3.2
z	4.7	3.7
z	4.8	3.6
z	5.2	3.2
+6	5.4	2.6
+7 on top of Grating	6.5	1.9
+7" Flow line	8.58	-0.22
cb	4.9	3.5
W	4.6	3.8
+7	9.1	-0.7
+10	9.5	-1.1
	6+50	
-10	9.3	-0.9
-6	8.9	-0.5
W	5.0	3.4

+8	4.9	3.5
cb	5.4	3.0
$\frac{1}{2}$	5.4	3.0
$\frac{1}{2}$	5.4	3.0
$\frac{1}{4}$	5.1	3.3
$\frac{1}{4}$	5.2	3.2
E	5.2	3.2
+10	5.2	3.2
6+74 = North End of Wing Wall on E		
-10	6.7	1.7
-5 on top of Wooden Wing Wall	4.5	3.9
-5 " Base " " "	5.6	2.8
E	5.6	2.8
cb	5.5	2.9
$\frac{1}{2}$	4.9	3.5
$\frac{1}{2}$	5.4	3.0
$\frac{1}{2}$	5.3	3.1
cb	5.4	3.0
N	5.4	3.0
+6	9.7	-1.3
+10	10.4	-2.0
7+19 = North End Wooden Wing Wall on N		
-10	10.2	-1.8
N	9.5	-1.1
+5 at Base of Wing Wall	7.7	0.7
+5 on top " " "	4.27	4.09

cb	4.9	3.5
$\frac{1}{2}$	5.1	3.3
$\frac{1}{2}$	5.3	3.1
$\frac{1}{4}$	5.3	3.1
cb	4.9	3.5
+3	4.6	3.8
+3.0	11.7	-3.3
E	14.0	-5.6
+10	15.0	-6.6
+20	14.0	-5.6
7+35 = North end of Bridge		
-20	15.6	-7.2
-10	15.9	-7.5
E	15.0	-6.6
cb	15.0	-6.6
+2 on top Wing Wall	3.8	4.6
+3	5.0	3.4
$\frac{1}{2}$	5.0	3.4
$\frac{1}{2}$	5.1	3.3
$\frac{1}{2}$	5.1	3.3
+2 on top Board Walk	4.5	3.9
+8 ^{top} on Wing Wall	4.3	4.1
+8 at Bottom of Wall	10.8	-2.4
cb	11.4	-3.0
N	12.4	-4.0
+10	12.4	-4.0

Under Bridge

7+36 = down in channel 1' South of N end of Bridge

-15	12.4	-4.0
W	12.4	-4.0
cb.	13.4	-5.0
z	13.4	-5.0
z	14.5	-6.1
z	14.5	-6.1
cb.	14.5	-6.1
E	15.0	-6.6
+10	16.0	-7.6
+20	15.5	-7.1

8+12 = Section 15' North South end Bridge in channel

-20	16.1	-7.7
E	16.1	-7.7
cb.	17.0	-8.6
z	17.0	-8.6
z	18.0	-9.6
z	17.0	-8.6
sk.	17.5	-9.1
W	17.5	-9.1
+10 Telephone in Pole S.E. of Bridge Nails	17.5	-9.1

Section taken under Bridge

8+26.1 = 1' North of South end Bridge

-20	14.0	-5.2
-W	14.0	-5.2
cb.	13.5	-4.7

z	13.0	-4.2
z	12.0	-3.2
z	11.0	-2.2
cb.	10.8	-2.0
E	6.9	1.9
+10	5.6	3.8

Section across top of Bridge

8+27.10 = South end of Bridge

-10	5.0	3.8
E	6.0	2.8
cb.	9.0	-0.2
+5	9.8	-1.0
+5.10 on Wing Wall	4.7	4.1
z 0.7 top Wooden Side Walk	4.5	4.3
+1	5.3	3.5
z	5.9	2.9
z	5.9	2.9
+1	5.1	3.7
+1.4 on Wooden Walk	5.2	3.6
+7 on Wing Wall	5.1	3.7
+7.10	13.2	-4.4
cb.	13.8	-4.5
W	14.0	-5.2
+20	14.0	-5.2

8+43.7 = South end of Wing Wall on West.

-20	14.0	-5.2
-10	13.5	-4.7
W	11.4	-2.6

+7	76	-0.8
+7.1 = top of Wing Wall	50	3.8
d	56	3.2
+5	52	3.6
$\frac{1}{4}$	57	3.1
$\frac{1}{2}$	57	3.1
$\frac{3}{4}$	54	3.4
cb	52	3.6
+4 on top Wing Wall	47	4.1
$R = \frac{4.7}{4.8}$	4.0	4.0
B+48 = South end Wing Wall on East		
B+74.5 = Δ Lt. $0^{\circ}46'$ = South end of catch Basin <small>on East + West curb</small>		
E	55	3.3
d	6.0	2.8
+1 on top Grating	6.47	2.37
+1 " Flow line 10" Cur Pipe	8.09	0.75
$\frac{1}{4}$	5.5	3.3
+7.45 on top East Cur Rail	5.89	3.45
+7 " " " "	5.89	3.45
$\frac{1}{2}$	5.9	2.9
$\frac{3}{4}$	6.0	2.8
+9 = top Grating on West	6.41	2.43
+9 on " Flow line	8.05	0.79
cb	5.8	3.0
+7	52	3.6
W	57	3.1
+7	10.2	-1.4

+15	116	-2.8
	7+00	
-15	115	-2.7
-10	110	-2.2
W	58	3.0
cb	56	3.2
+1	62	2.6
$\frac{1}{4}$	60	2.8
$\frac{1}{2}$	57	3.1
$\frac{3}{4}$	55	3.3
cb	59	2.9
E	54	3.4
	7+50	
E	54	3.4
+8	55	3.3
cb	59	2.9
$\frac{1}{2}$	54	3.4
$\frac{3}{4}$	54	3.4
$\frac{1}{4}$	60	2.8
+9	58	3.0
cb	53	3.5
W	54	3.4
+10	112	-2.4
+15	120	-3.2
	10+00	
-15	126	-3.8

8.84

-10	10.9	-2.1
Y	6.2	2.5
+2	5.3	3.5
cb	5.1	3.7
+1	5.7	3.1
$\frac{1}{2}$	5.8	3.0
$\frac{1}{2}$	5.4	3.4
$\frac{1}{2}$	5.3	3.4
cb	5.4	3.4
E	5.3	3.5

10+50 = 8 Pumping House on East

E	4.9	3.9
cb. on top con. Platform	4.94	3.90
+1	5.6	3.2
$\frac{1}{2}$	5.5	3.3
+2.25 top of E Rev 1	5.53	3.31
+7 " " Y " "	5.44	3.40
$\frac{1}{2}$	5.7	3.1
$\frac{1}{2}$	5.7	3.1
+9	5.7	3.1
cb	5.3	3.5
Y	5.7	3.6
+10	9.6	-0.8

+P. 5.23 2.05 5.02 3.82
R = 4.50

10+77 = 8 Wooden Soft Drink Stand on West on line 54' Wck

11+00

9.05

18

Y. on Floor Soft Drink stand	5.0	4.0
+9	5.2	3.8
cb	5.5	3.5
$\frac{1}{2}$	5.7	3.3
$\frac{1}{2}$	5.5	3.5
$\frac{1}{2}$	5.4	3.6
cb	5.1	3.9
E	5.3	3.7

11+50

-10	6.0	3.0
E	5.9	3.1
cb	4.7	4.3
$\frac{1}{2}$	5.2	3.8
$\frac{1}{2}$	5.6	3.4
$\frac{1}{2}$	5.6	3.4
+9	5.6	3.4
cb	5.0	4.0
Y	5.3	3.7
+10	11.2	-2.2
+15	12.2	-3.2

11+65

-15	12.2	-3.2
-10	11.3	-2.3
Y	5.3	3.7
cb	5.0	4.0
+2	5.6	3.4

905

z	56	3.4
z	56	3.4
z	52	3.8
cb	47	4.3
E	67	2.3
+8	20	0.0
+15	121	-3.1

12+00

-15	11.0	-2.0
E	71	1.9
cb	44	4.6
+6	42	4.8
z	52	3.8
z	54	3.6
z	55	3.5
+9	58	3.2
cb	51	3.9
+1	52	3.8
+8	52	3.8
y	57	3.3
+9	102	-1.2
+15	117	-2.7

12+50

-15	120	-3.0
-8	104	-1.4
y	20	0.0

705

12

cb	51	3.9
+1	54	3.6
z	54	3.6
z	54	3.6
z	50	4.0
z	50	4.0
+5	37	5.3
cb	45	4.5
E	62	2.8
+15	121	-3.1

13+00

-15	106	-1.6
-6	85	0.5
E	61	2.9
cb	44	4.6
+6	40	5.0
z	50	4.0
z	51	3.9
z	54	3.6
+9	52	3.8
cb	48	4.2
+9	41	4.1
y	59	3.1
+4	25	-0.5
+10	114	-2.4
+15	122	-3.2

13+50

-15	12.2	-3.2
-6	9.8	-0.8
W	5.8	3.2
+2	4.9	4.1
cb	4.6	4.4
+1	5.1	3.9
$\frac{1}{4}$	5.3	3.7
$\frac{1}{2}$	5.2	3.8
$\frac{3}{4}$	5.0	4.0
+3	4.3	4.7
cb	4.7	4.3
E	4.2	2.8
+10	8.5	0.5
+15	11.5	-2.5

14+00

-15	11.8	-2.8
-5	9.8	-0.8
E	6.8	2.2
+6	4.3	4.7
cb	4.0	5.0
+7	3.7	5.3
$\frac{1}{4}$	4.1	4.3
$\frac{1}{2}$	4.9	4.1
$\frac{3}{4}$	5.1	3.9
cb	4.7	4.3
+1	4.3	4.7

+8	4.5	4.5
W	5.9	3.6
+10	11.0	-2.0
+15	12.1	-3.1

14+22 = End of Exist Car Tracks

-15	10.0	-1.0
-7	9.5	-0.5
W	4.9	4.1
cb	4.5	4.5
$\frac{1}{4}$	4.5	4.5
$\frac{1}{2}$	4.4	4.6
+300 West Rail	4.78	4.27
-17.75 " " "	4.70	4.35
$\frac{3}{4}$	4.4	4.6
+5	3.7	5.3
cb	3.7	5.3
+5	4.2	4.8
E	6.8	2.2
+10	7.4	1.6
+15	9.8	-0.8

14+50

-15	9.8	-0.8
-10	6.1	2.9
E	6.3	2.7
cb	3.8	5.2
$\frac{1}{4}$	4.6	4.4

2	4.5	4.5
1/4	4.8	4.2
cb	4.2	4.8
+9	4.1	4.9
Y	4.6	4.4
+10	5.2	3.8
(14+27.65) = North Rail S.D.H. on N.P.L.		
Y top of Rail	4.15	4.90
cb	4.14	4.91
1/4	4.3	4.7
2	4.4	4.6
1/4	4.2	4.8
cb	4.0	5.0
E	4.8	4.2
+10	7.1	-0.1
+15	10.3	-1.3
14+82.85 = South Rail on N.P.L. S.D.H.		
-15	10.0	-1.0
E	4.7	4.3
cb	4.3	4.7
1/4	4.3	4.7
2	4.3	4.7
1/4	4.3	4.7
cb	4.1	4.9
Y on top Rail	4.15	4.90
+10	6.4	2.6

+15	8.5	0.5
Red on Rim = 4.15		
{ 14+75 = 2 M.H. 6' East of 2 }		
T.P. on R.P. on S.D.H. Elec. Signal 3.85		
6.86	12.06	
15+16.67 = N Rail on East S.D.H.		
-10	9.3	2.8
Y	6.8	5.3
cb	7.0	5.1
1/4	7.2	4.9
2	7.2	4.9
1/4	6.9	5.2
cb = South Rail on cb line	6.95	5.11
E = N Rail	6.93	5.13
+10	2.0	4.1
15+69.25 = 2 Con. Men. = 2 Pt. of Ways for S.D.H. + Santa Fe.		
E	6.7	5.4
cb	6.4	5.7
1/4	6.0	6.1
2	6.1	6.0
1/4	6.5	5.6
+6	6.6	5.5
cb	5.6	6.5
Y	5.5	6.6
-4	6.0	6.1
+10	9.2	2.9
16+06.18 = N Rail Santa Fe on N.P.L.		

520 Elev. of B.M. in Millers Song
520 = B.M. on RR track
520 = Above T.P.

12.06

N Top of Rail	4.15	7.91
cb	4.1	8.0
+4	4.9	7.2
$\frac{1}{4}$	4.9	7.2
$\frac{2}{4}$	5.0	7.1
$\frac{3}{4}$	4.9	7.2
+7	4.8	7.3
cb	5.2	6.9
E	5.7	6.4
+5	6.0	6.1

16+11.38 = South Rail on N.P.R.

4.12 7.94

16+47.10 = N Rail on K.P.R.

3.60 8.46

E	3.60	8.46
cb = S Rail on K line	3.62	8.44
$\frac{1}{2}$	3.6	8.5
$\frac{2}{2}$	4.1	8.0
$\frac{3}{2}$	4.3	7.8
cb	4.3	7.8
N	4.2	7.9

16+52.3 = South Rail on B.P.R.

3.53 8.53

16+85

E	3.3	8.8
cb	4.2	7.9
$\frac{1}{4}$	4.7	7.4
$\frac{2}{4}$	5.2	6.9
$\frac{3}{4}$	5.4	6.7

12.06

cb	5.3	6.8
N	4.4	7.7
17+12		
N	5.1	7.1
cb	5.7	6.4
$\frac{1}{4}$	5.9	6.2
$\frac{2}{4}$	5.8	6.3
$\frac{3}{4}$	5.7	6.4
+5	5.4	6.7
cb	5.6	6.5
E	5.2	6.9
+7	2.7	9.4

17+50

-5	3.7	8.4
E	3.7	6.4
cb	6.1	6.0
$\frac{1}{4}$	6.1	6.0
$\frac{2}{4}$	6.0	6.1
$\frac{3}{4}$	6.2	5.9
cb	6.0	6.1
N	6.0	6.1

17+82.2 = N.P. Bay Front.

N	6.1	
cb	6.4	
$\frac{1}{4}$	6.4	
$\frac{2}{4}$	6.2	

1/2		6.3	
cb		6.5	
1/4		6.4	
1/5		3.4	
T.P.	2.12	9.77	4.41

NYC Elec. Pk.
Halls
Bay Front + 1000

17+73.49 = N.W. Bay Front St. 30' Wide

NY		3.8	6.0
cb.		4.0	5.8
1/4		4.0	5.8
1/5		3.8	6.0
1/2		4.0	5.8
cb.		4.3	5.5
E		4.1	5.7
+5		0.0	9.8

18+03.49 = S.W. Bay Front

-5		0.9	8.9
E		3.4	6.4
cb.		4.2	5.6
1/4		4.0	5.8
1/5		4.0	5.8
1/2		4.0	5.8
cb.		4.3	5.5
NY		4.0	5.8

18+50

NY		4.2	5.6
+6		4.4	5.4

cb.		4.8	5.0
1/2		4.5	5.3
1/4		4.3	5.5
1/5		4.3	5.5
cb.		4.5	5.3
E		4.0	5.8
+5		1.9	7.9

19+00

-5		0.8	9.0
E		3.6	6.2
cb.		4.7	5.1
1/4		4.4	5.4
1/5		4.4	5.4
1/2		5.0	4.8
+8		5.2	4.6
cb.		4.9	4.9
NY		4.4	5.4

19+50

NY		4.6	5.2
cb.		5.0	4.8
+2		5.3	4.5
1/2		4.9	4.9
1/4		4.5	5.3
1/5		4.7	5.1
cb.		5.1	4.7
E		4.2	5.6

+5		1.0	8.8
	20+00		
-5		0.6	9.2
E		3.7	6.1
cb.		4.8	5.0
4		4.9	4.9
d		4.7	5.1
z		5.2	4.6
cb.		5.2	4.6
Y		4.8	5.0
	20+50		
Y		5.0	4.8
cb.		5.6	4.2
z		5.3	4.5
z		4.9	4.9
4		5.2	4.6
cb.		5.3	4.5
E		4.2	5.6
	21+00		
E		4.8	5.0
cb.		5.6	4.2
z		5.4	3.4 ^{3.4}
z		5.2	4.6
4		5.5	4.3
cb.		5.6	4.2
Y		5.2	4.6

	21+50		
Y		4.8	5.0
cb.		5.8	4.0
4		5.6	4.2
z		5.2	4.6
4		5.5	4.3
cb.		5.6	4.2
E		4.7	5.1
	22+00		
E		5.1	4.7
cb.		5.8	4.0
4		5.8	4.0
z		5.6	4.2
4		6.0	3.8
cb.		6.2	3.6
Y		5.3	4.5
TP 378	7.60595		3.82
	22+50		
Y		2.3	5.3
+3		3.7	3.9
cb.		4.1	3.5
4		3.9	3.7
z		3.6	4.0
4		3.7	3.9
cb.		3.2	4.4
E		2.5	5.1

7.60

23+00

E	27	4.9
cb	3.1	4.5
$\frac{1}{4}$	3.8	3.8
$\frac{1}{2}$	3.8	3.8
$\frac{3}{4}$	4.0	3.6
cb	4.1	3.5
+6	4.0	3.6
N	2.2	5.4

23+50

N	1.8	5.8
+5	3.9	3.7
cb	4.3	3.3
$\frac{1}{4}$	4.2	3.4
$\frac{1}{2}$	4.0	3.6
$\frac{3}{4}$	4.1	3.5
cb	4.1	3.5
E	3.3	4.3

24+00

E	3.6	4.0
cb	4.5	3.1
$\frac{1}{4}$	4.6	3.0
$\frac{1}{2}$	4.3	3.3
$\frac{3}{4}$	4.6	3.0
cb	4.7	2.9
+6	4.1	3.5

7.60

20

N	2.3	5.3
24+50		
N	2.0	5.6
+5	4.4	3.2
cb	5.0	2.6
$\frac{1}{4}$	4.9	2.7
$\frac{1}{2}$	4.5	3.1
$\frac{3}{4}$	4.6	3.0
cb	4.7	2.9
E	3.9	3.7

25+00

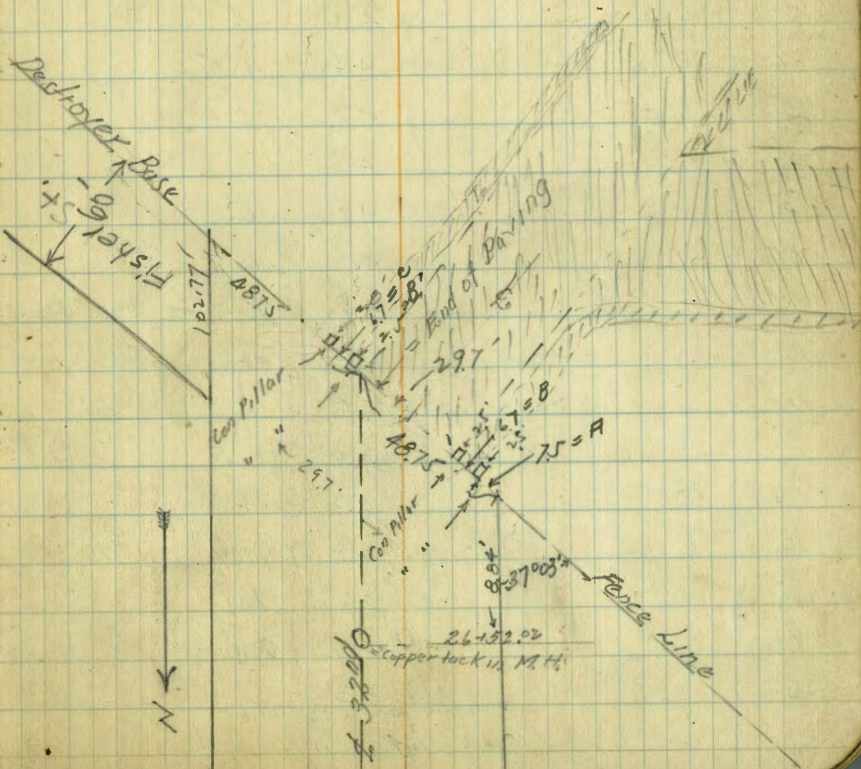
E	4.4	3.2
cb	5.0	2.6
$\frac{1}{4}$	4.8	2.8
$\frac{1}{2}$	4.7	2.9
$\frac{3}{4}$	5.1	2.5
cb	5.2	2.4
+8	4.6	3.0
N	2.8	4.8

25+50

N	4.3	3.3
cb	5.3	2.3
$\frac{1}{4}$	5.4	2.2
$\frac{1}{2}$	4.9	2.7
$\frac{3}{4}$	5.0	2.6
cb	4.9	2.7

+7	4.4	3.2
E	3.9	3.7
26400		
E	4.3	3.3
cb	5.1	2.5
$\frac{1}{4}$	5.2	2.4
$\frac{1}{2}$	5.1	2.5
$\frac{1}{4}$	5.3	2.3
cb.	5.7	1.9
N	5.4	2.2
26426		
N	5.8	1.8
cb	5.7	1.9
$\frac{1}{4}$	5.4	2.2
$\frac{1}{2}$	5.4	2.2
$\frac{1}{4}$	5.5	2.1
cb.	4.6	3.0
E	3.7	3.9
26453 = 2 M.H. $\frac{1}{2}$ 3700		
E	1.8	5.8
+6	1.5	6.1
cb	4.9	2.7
$\frac{1}{4}$	5.6	2.0
$\frac{1}{2}$ on Rim of M.H.	5.59	2.01
$\frac{1}{4}$	5.8	1.8
cb.	6.1	1.5

N	5.9	1.7	TP in top Mt. 00 East 75° West. Fe
T.P. 254	6.91	3.23	4.37
B on top side Walk.	5.32	4.3	1.59
$\frac{1}{2}$ Main Ent.	5.51	2.1	1.40
C = $\frac{1}{2}$ Cor. Walk.	5.23	2.4	1.58
E.P.L. 3220	5.0	2.6	1.91
T.P. 741	10.52	3.80	3.11
7.P. on N.W. side Age 18	2.85	7.67	
		7.65 =	
		0.02	



Walker
Rupprecht
Shaw
Shaw
2-7-27

7. Section Bay Front st 30' wide 5' lbs
From 322S to West end 5' lbs

11.31

122

366	11.31	765
N	5.4	5.9
cb.	5.5	5.8
$\frac{1}{2}$	5.3	6.0
$\frac{1}{2}$	5.4	5.9
$\frac{1}{2}$	5.6	5.7
cb.	5.6	5.7
S	5.6	5.7

Plotted
X-X-28

0+20

S	4.8	6.5
cb	4.8	6.5
$\frac{1}{2}$	4.8	6.5
$\frac{1}{2}$	4.8	6.5
$\frac{1}{2}$	4.9	6.4
cb	5.0	6.3
N	4.9	6.5

0+60

N	2.8	8.5
cb.	3.0	8.3
$\frac{1}{2}$	3.2	8.2
$\frac{1}{2}$	3.4	7.9
$\frac{1}{2}$	2.5	7.8
cb.	3.3	8.0
S	3.3	8.0

2'x2' x 14.3' x 16" at top
0+99.6 = 2 Con. Pillars on N+South

South Pillar 15' Back North Pillar 15' 17 St.

S	3.3	8.0
cb.	3.7	8.1
$\frac{1}{2}$	3.3	8.0
$\frac{1}{2}$	3.3	8.0
$\frac{1}{2}$	3.4	7.9
cb.	3.5	7.8
N	3.5	7.8

1+20

N	3.8	7.5
cb	3.7	7.6
$\frac{1}{2}$	3.7	7.6
$\frac{1}{2}$	3.6	7.7
$\frac{1}{2}$	3.6	7.7
cb.	3.4	7.9
S	3.4	7.9

on South R = 3.4
1+06 = 2 Con. Apron 14' Back 18' Wide R = 3.19

1+42 = 2" Drive on South 15' Back 10' Wide

-15' on top of Dr.	4.17	7.1
S	3.9	7.4
cb.	4.0	7.3
$\frac{1}{2}$	4.1	7.2
$\frac{1}{2}$	4.1	7.2
$\frac{1}{2}$	4.1	7.2
cb.	4.2	7.1
N	4.2	7.1

1+50 = E top of R.R. Rail #1 See sketch P. 24

N	on top of Rail	4.64	6.67
cb	" " " "	4.69	6.62
$\frac{1}{4}$	" " " "	4.63	6.68
$\frac{1}{2}$	" " " "	4.60	6.7
$\frac{3}{4}$	" " " "	4.60	6.7
cb	" " " "	4.57	6.74
S	" " " "	4.55	6.76

T.P. 2.69 10.27 373 758

Ref on Floor = 2.87

2+83 = Approach to Old on South Can. Floor Approach 8' wide 26' Back

2+20

S		4.7	5.6
cb		4.6	5.7
$\frac{1}{4}$		4.4	5.9
$\frac{1}{2}$		4.4	5.9
$\frac{3}{4}$		4.5	5.8
cb		4.7	5.6
N		4.5	5.8

Ref on Apron = 4.74

2+60 = Gauge on North Wood Floor (Can Apron 5' Back) 26.7' Back

2+70

N		5.1	5.2
cb		5.3	5.0
$\frac{1}{4}$		5.3	5.0
$\frac{1}{2}$		5.1	5.2
$\frac{3}{4}$		5.1	5.2
cb		5.1	5.2

S

5.1

5.2

3+00

S

5.4

4.9

cb

5.4

4.9

 $\frac{1}{4}$

5.4

4.9

 $\frac{1}{2}$

5.4

4.9

 $\frac{3}{4}$

5.5

4.8

cb

5.6

4.7

N

5.6

4.7

3+20

N

6.3

4.0

cb

6.2

4.1

 $\frac{1}{4}$

6.3

4.0

 $\frac{1}{2}$

6.3

4.0

 $\frac{3}{4}$

6.2

4.1

cb

6.2

4.1

S

6.0

4.3

3+67.5 RR Track #2 Section Parallel with Track

S Top of Rail

7.81

2.46

cb

7.80

2.47

 $\frac{1}{4}$

7.78

2.49

 $\frac{1}{2}$

7.78

2.49

 $\frac{3}{4}$

7.76

2.51

cb

7.74

2.53

N

7.73

2.54

4+20

1027

N	86	1.7
cb	85	1.8
$\frac{1}{4}$	85	1.8
$\frac{1}{2}$	83	2.0
$\frac{3}{4}$	86	1.7
cb	88	1.5
S	88	1.5

4+70

S	89	1.4
cb	91	1.2
$\frac{1}{4}$	90	1.3
$\frac{1}{2}$	87	1.6
$\frac{3}{4}$	90	1.3
cb	88	1.5
N	87	1.6

5+20

N	92	1.1
cb	94	0.9
$\frac{1}{4}$	90	1.3
$\frac{1}{2}$	86	1.7
$\frac{3}{4}$	89	1.4
cb	94	0.9
S	92	1.1

5+80.7

S	96	0.7
cb	10.0	0.3

1027

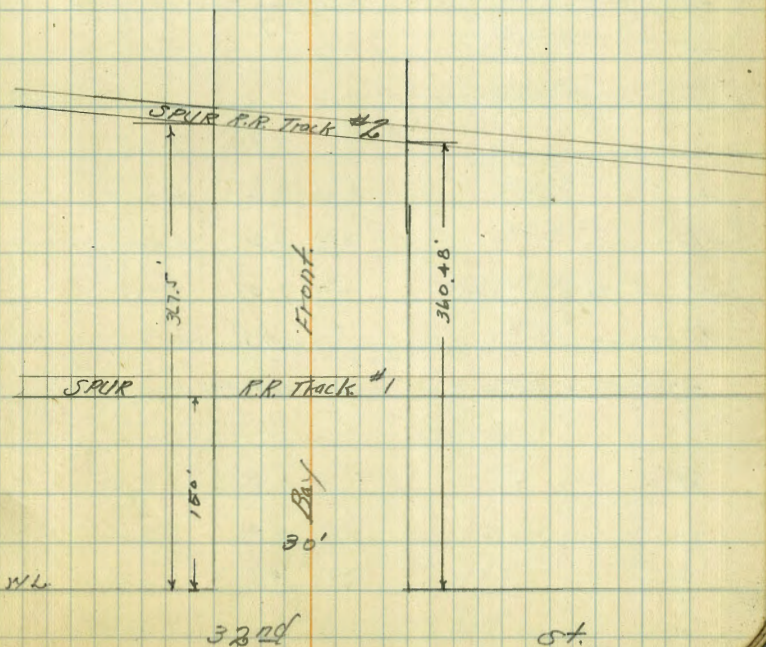
82

$\frac{1}{4}$	97	0.6
$\frac{1}{2}$	96	0.7
$\frac{3}{4}$	96	0.7
cb	94	0.9
N	94	0.9

I.P. 334 1189 167
 Elev. of B.M. vs Miller Grade Bank
 ch. on B.M. Eka. Signal 50th of 22d 679

8.65

520
 $\frac{526}{9.06} = \text{BM}$



Walker
Refining
Sheet
2-826

X. Section Filbert st. 80' wide 14' cbs
From E.L. 322nd to Y.L. Pluto st

27.84

25

= T.P. on top of
Ref. Wall
Page 5

Section A = E.L. 322nd St. see sketch Page 1

0.14	27.84	27.70
N	1.1	26.4
cb	2.5	25.3
$\frac{1}{4}$	3.3	24.5
L	3.9	23.9
$\frac{1}{4}$	4.4	23.4
cb	5.0	22.8
S	5.6	22.2
+5	5.4	22.4
24' East of E.L. 322 nd on North = End Ref. Wall	2.74	25.1
28' " " " " " " " "	2.8	25.0
28' " " " " " " " "	3.9	23.9
44' " " " " " " " "	3.9	23.9

Plotted
A-4-28

$\frac{1}{4}$	4.8	23.0
cb	5.2	22.6
S	5.6	22.2
-5	1.6	26.2
S	6.3	21.5
+4	7.4	20.4
cb	7.4	20.4
$\frac{1}{4}$	6.4	21.4
L	6.0	21.8
$\frac{1}{4}$	6.9	20.9
cb	7.3	20.5
N	7.6	20.2
+1	7.6	20.2
+5	5.0	22.8

Section B

L	3.9	23.9
$\frac{1}{4}$	3.6	24.2
cb	3.2	24.6
N at Base of Wall	3.0	24.8
N on top " "	0.98	26.86
525' East E.L. 322 nd on North = End Ref. Wall	1.60	26.24

0+50		
N	4.8	23.0
cb	5.4	22.4
$\frac{1}{4}$	4.9	22.9
L	4.6	23.2
0+75		
-5	6.1	21.7
-2	8.4	19.4
N	8.4	19.4
cb	8.6	19.2
$\frac{1}{4}$	8.8	19.0
L	7.8	20.0
$\frac{1}{4}$	7.2	20.6
cb	7.7	20.1
+5	8.0	19.8
S	7.0	20.8

27.84

S+5	2.1	25.7	
	1+00		
-5	3.8	24.0	
S	8.8	19.0	
cb	8.8	19.0	
$\frac{1}{2}$	9.3	18.5	
$\frac{2}{3}$	10.4	17.4	
$\frac{3}{4}$	12.0	15.8	
cb	11.7	16.1	
N	10.9	16.9	
+1	10.6	17.2	
+5	9.0	18.8	
1+09 = <i>A. coccoloba</i> tree in inst.	12.0	15.8	1 dia
1+27 - " " " 10' 112 St on North			" "
-5	9.6	18.2	
N	9.9	17.9	
+1	11.9	15.9	
+10 at Base of tree	12.8	15.0	
cb.	13.4	14.4	
$\frac{1}{4}$	14.8	13.0	
$\frac{2}{3}$	14.5	13.3	
$\frac{3}{4}$	13.6	14.2	
+7	12.5	15.3	
cb.	10.9	16.9	
S	8.4	19.4	
+5	6.3	21.5	

27.84

1+44 - <i>A. coccoloba</i> tree on N	14.0	13.8	
	1+50		
-5	9.8	18.0	
S	10.8	17.0	
TP 072	15.92	12.64	15 15.20
cb	2.5	13.4	
$\frac{1}{2}$	5.4	10.5	
$\frac{2}{3}$	6.4	9.5	
$\frac{3}{4}$	6.1	9.8	
+11	6.0	9.9	
cb.	3.6	12.3	
+2	2.9	13.0	
N	2.0	13.9	
+1	+1.6	14.3	
+5	+1.6	14.3	
	1+62		
-5	+1.2	14.8	
N	2.6	13.3	
+12	3.5	12.4	
cb.	4.8	11.1	
+5	7.5	8.4	
$\frac{1}{2}$	7.5	8.4	
$\frac{2}{3}$	6.0	7.9	
$\frac{3}{4}$	7.5	8.4	
cb	5.3	10.6	
S	2.7	13.2	

+5		1.3	14.6
	1+85		
-15		10.4	5.5
S		11.3	4.6
cb.		11.2	4.7
$\frac{1}{2}$		12.8	4.1
L		12.6	4.3
$\frac{1}{4}$		10.9	5.0
cb.		9.6	6.3
N		7.3	8.6
+5		6.4	9.5
	2+05		
-10		11.0	4.9
N		13.6	2.3
TP	178 4.69	13.01	2.91
cb.		3.9	0.7
$\frac{1}{2}$		5.1	-0.4
L		5.4	-0.7
$\frac{1}{4}$		5.9	-1.2
cb.		6.4	-1.7
S		5.9	-1.2
+15		6.1	-1.4
	2+25		
-20		7.0	-2.3
S		7.2	-2.5
cb.		7.7	-3.0

L		7.4	-2.7
$\frac{1}{2}$		7.3	-2.6
cb.		7.8	-3.1
N		7.4	-2.7
+20		6.1	-1.4
	2+64 = ? M.L. Pluto		
-20		6.7	-2.0
N		6.7	-2.0
cb.		7.4	-2.7
$\frac{1}{2}$		7.3	-2.6
L		7.6	-2.9
$\frac{1}{4}$		7.5	-2.8
L		6.8	-2.1
S		6.7	-2.0
+20		6.7	-2.0
TP 1166		1106.529	-0.60
TP 1172		1269.009	1.077
TP 1246		34.57 256	21.3
TP 912		42.23 148	33.11
chk. on SK. BP in Mon. Main + 3226		36.0	38.63
			38.59 = 87%
			0.04 = 51101

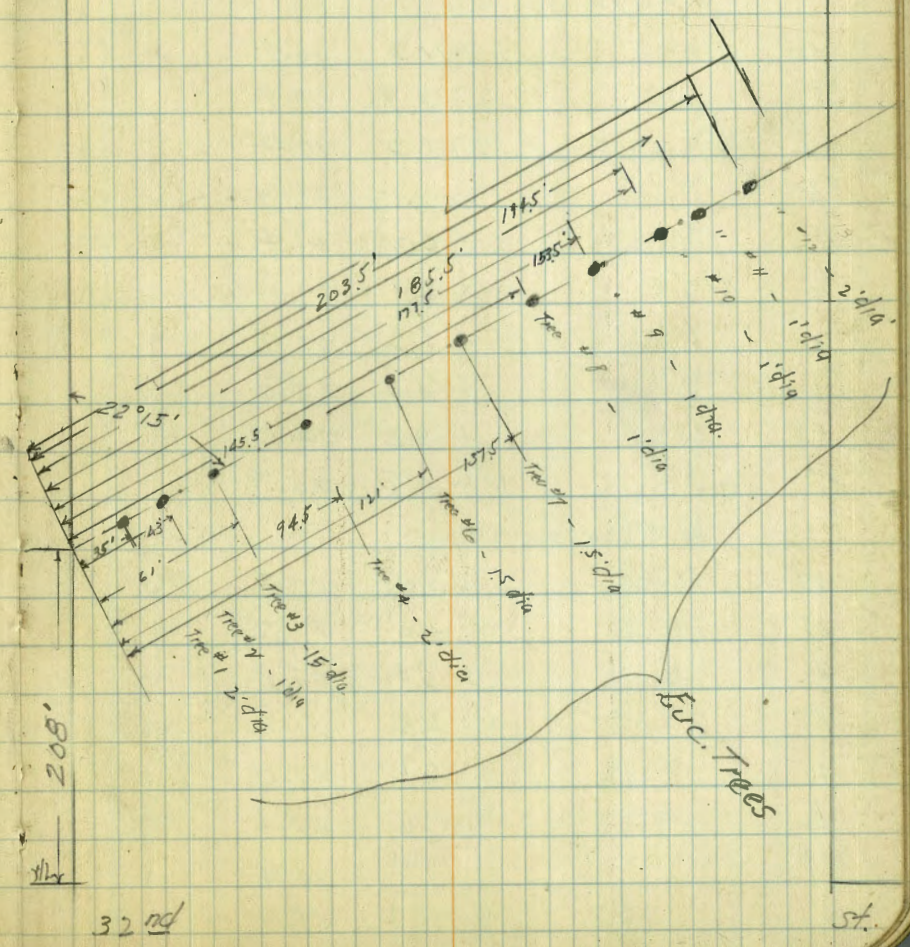
X-Section Bay Ave 80' wide 14' cbs
 from N.L. 32nd St. West 13' ±

0.03 27.78 27.10 Top Wall Page 5

N.L. 32nd = 0+00

Plotted
 A X-28

N	4.7	23.0
cb.	5.2	22.5
7	5.7	22.0
8	5.7	22.0
7	6.3	21.4
cb.	6.3	21.4
5	5.6	22.1
0+50		
5	6.5	21.2
cb.	6.3	21.4
7	6.3	21.4
8	6.0	21.7
4	5.5	22.2
cb.	4.9	22.8
+9	3.5	24.2
N	1.3	26.4
+2	+1.0	26.7
+5	+1.0	26.7
0+70		
-5	+1.0	26.7
N	+1.0	26.7
+7	3.9	23.8
cb.	4.8	22.9



27.73

z	55	22.2
z	6.3	21.4
z	6.7	21.0
cb	7.0	20.7
S	7.7	20.0
+10	9.5	18.2
	1+00	
-10	11.3	16.4
S	9.9	19.8
+7	8.3	19.4
cb	7.5	20.2
z	6.3	21.4
z	6.1	21.6
z	5.6	22.1
cb	4.7	23.0
+8	3.6	24.1
N	10.8	26.9
	1+30	
N	00	27.7
cb	40	23.7
z	59	21.8
z	63	21.4
z	67	21.0
cb	76	20.1
+7	83	19.4
S	97	18.0

27.73

+7	11.0	16.7
+10	11.5	16.2
	1+80	
-10	16.8	10.9
S	14.0	13.7
cb	11.5	16.2
z	9.2	18.5
z	7.1	20.6
z	6.1	21.6
cb	5.0	22.7
N	0.8	26.9
T.P. 468	2331	9.10
Tree #1	9.7	13.6
" " 2	10.2	13.1
" " 3	10.8	12.5
" " 4	11.1	12.2
" " 5	10.1	13.2
" " 6	2.9	14.4
" " 7	8.3	15.0
" " 8	7.0	16.3
" " 9	2.9	20.4
" " 10	2.4	21.1
" " 11	1.4	21.9
" " 12	0.9	22.4
	2+20	
N	+10	22.0

cb.	11	22.2	
$\frac{1}{2}$	3.0	20.3	
$\frac{2}{3}$	4.8	18.5	
$\frac{1}{4}$	6.9	16.4	
cb.	8.6	14.7	
+6	10.0	13.3	
S	11.9	11.4	
+6	12.7	10.6	
+20	18.4	4.9	
	Z+55		
-20	24.1	-0.8	
S	15.7	+7.6	
cb.	12.0	11.3	
$\frac{1}{2}$	9.6	13.7	
$\frac{2}{3}$	7.7	15.6	
$\frac{1}{4}$	5.7	17.6	
cb.	3.6	19.7	
N	1.6	21.7	
	on South		
	Z+61 = 2 Euc Tree 15 dia	12.1	11.2
	Z+80		17' 12" st.
N	24	20.9	
+5	4.1	19.2	
cb.	5.6	17.7	
$\frac{1}{2}$	7.9	15.4	
$\frac{2}{3}$	9.3	14.0	
$\frac{1}{4}$	12.7	10.6	

cb.	14.9	8.4	
S	19.1	4.2	
+15	24.7	-1.4	
+30	26.1	-2.8	
	3+10		
-20	2.6	20.7	
-5	25.5	-2.2	
S	23.5	-0.2	
cb.	17.9	+5.9	
$\frac{1}{2}$	14.2	+9.1	
$\frac{2}{3}$	11.6	11.7	
$\frac{1}{4}$	8.7	14.6	
cb.	6.5	16.8	
+9	4.8	18.5	
N	2.0	20.3	
	3+40		
N	33	20.00	
+5	46	18.7	
cb.	6.5	16.8	
$\frac{1}{2}$	27	13.6	
$\frac{2}{3}$	12.6	10.7	
$\frac{1}{4}$	15.8	7.5	
cb.	18.0	5.3	
+4	12.8	3.5	
S	25.1	-1.8	
+20	27.3	-4.0	

	3+75		
-20		27.0	-3.7
S		25.2	-1.9
cb		21.7	+1.6
$\frac{1}{2}$		17.3	6.0
2		11.7	11.6
$\frac{1}{4}$		6.9	16.4
cb.		3.0	19.7
N		0.6	22.7

4+10

N		0.9	22.4
cb.		6.6	16.7
TP	373	1778	926
$\frac{1}{2}$		4.6	13.2
2		9.4	8.4
$\frac{1}{4}$		14.9	+2.9
cb.		18.6	-0.8
+7		21.9	-4.1
S		21.9	-4.1
+20		22.0	-4.2

North Entrance toward Collier st.

4+19 = E. House on N 14' Back	24' Wide	+6.8	+11.0
4+33 = West edge of house		+6.0	+11.7
4+56 = E. House on N 4' Back		+1.5	+16.3

4+60

S-20		21.8	-4.0
S		21.8	-4.0

cb		21.8	-4.0
$\frac{1}{2}$		21.8	-4.0
2		17.5	+0.3
$\frac{1}{4}$		12.6	+5.2
cb.		7.1	+10.7
N		+0.3	17.4

5+05

N		9.0	8.8
+7		11.2	+6.6
cb.		19.0	-1.2
$\frac{1}{4}$		21.2	-3.4
2		21.3	-3.5
$\frac{1}{2}$		21.4	-3.6
cb.		21.4	-3.6
S		21.4	-3.6
+25		21.4	-3.6

5+45

-25		22.3	-4.5
S		22.0	-4.2
cb.		22.0	-4.2
$\frac{1}{4}$		22.0	-4.2
2		21.9	-4.1
$\frac{1}{2}$		21.9	-4.1
cb.		22.0	-4.2
N		22.3	-4.5
+10		11.0	+6.8

6+00

-10			225	-4.7
N			225	-4.7
cb			224	-4.6
$\frac{1}{4}$			223	-4.5
2			223	-4.5
$\frac{1}{2}$			225	-4.7
cb			225	-4.7
S			226	-4.8
+25			226	-4.8
T.P.	1019	26.48	1.49	16.29
T.P.	742	28.70	5.20	21.28
Chk. on Top Roll Pages			1.00	27.70
				<u>27.70</u>
				0.00

	+	H.I.	-	Elev.
	1.34	15.76		14.415
			9.95	5.81
	2.33	8.14		
	2.23	8.04		5.81
TP			4.46	3.58
	3.88	7.46		

B.M. SE. Cor. Juan & Wallace

Cross Section on South Side of 65th & Imperial

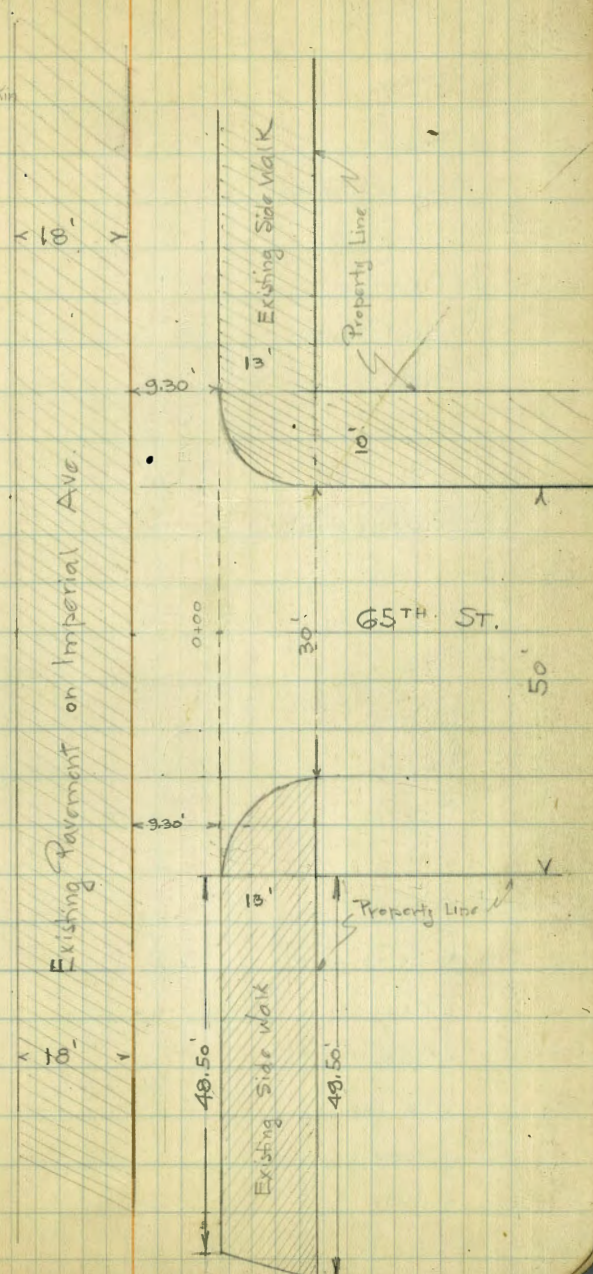
JAEGER
Bailey
Clavert } April 16th 1928

11.19

34

Reduced by
Loughborough

STA	+	H.I.	-	Elev.
				212.80
				B.M. Spk. NE. 65 th & AKH
0+00	Intersection	65 th and Imperial going West		
	11.19	223.99		
0+00	Property		3.10	220.89
0+00	Curb		3.96	220.03
	Existing Pavement		4.26	219.73
0+7 ⁵⁰	Prop.		3.21	220.78
0+7 ⁵⁰	Curb		3.93	220.06
	Exist. Pav.		4.25	219.74
0+15	Prop.		3.39	220.60
0+15	Curb		3.91	220.08
	Exist. Pav.		4.21	219.78
0+25	Prop.		3.21	220.78
0+25	Curb		3.52	220.47
	Exist. Pav.		4.14	219.85
0+50	Prop.		2.86	221.13
0+50	Curb		3.39	220.60
	Existing Pav.		4.15	219.84
0+74 ⁵⁰	Prop.	West Line of Existing S.W.	2.93	221.06
0+74 ⁵⁰	Curb		3.22	220.77
	Exist. Pav.		3.92	220.07
1+00			3.03	220.96
1+00			3.38	220.61
1+00			3.72	220.27



223.99
H.I.

STA.	+	H.I.	-	Elev.
1+15 ⁶⁰	{	Prop.	0.33	223.66
		S.L. of Side Walk	1.37	222.62
		N.L. " "	1.40	222.59
		Curb (not in)	1.60	222.39
1+25 ⁰⁰	{	Exist. Pavem.	3.63	220.36
		Prop.	1.10	222.89
		S.L. of S.W.	1.26	222.73
		N.L. of S.W.	1.30	222.69
			1.76	222.23
			3.59	220.40

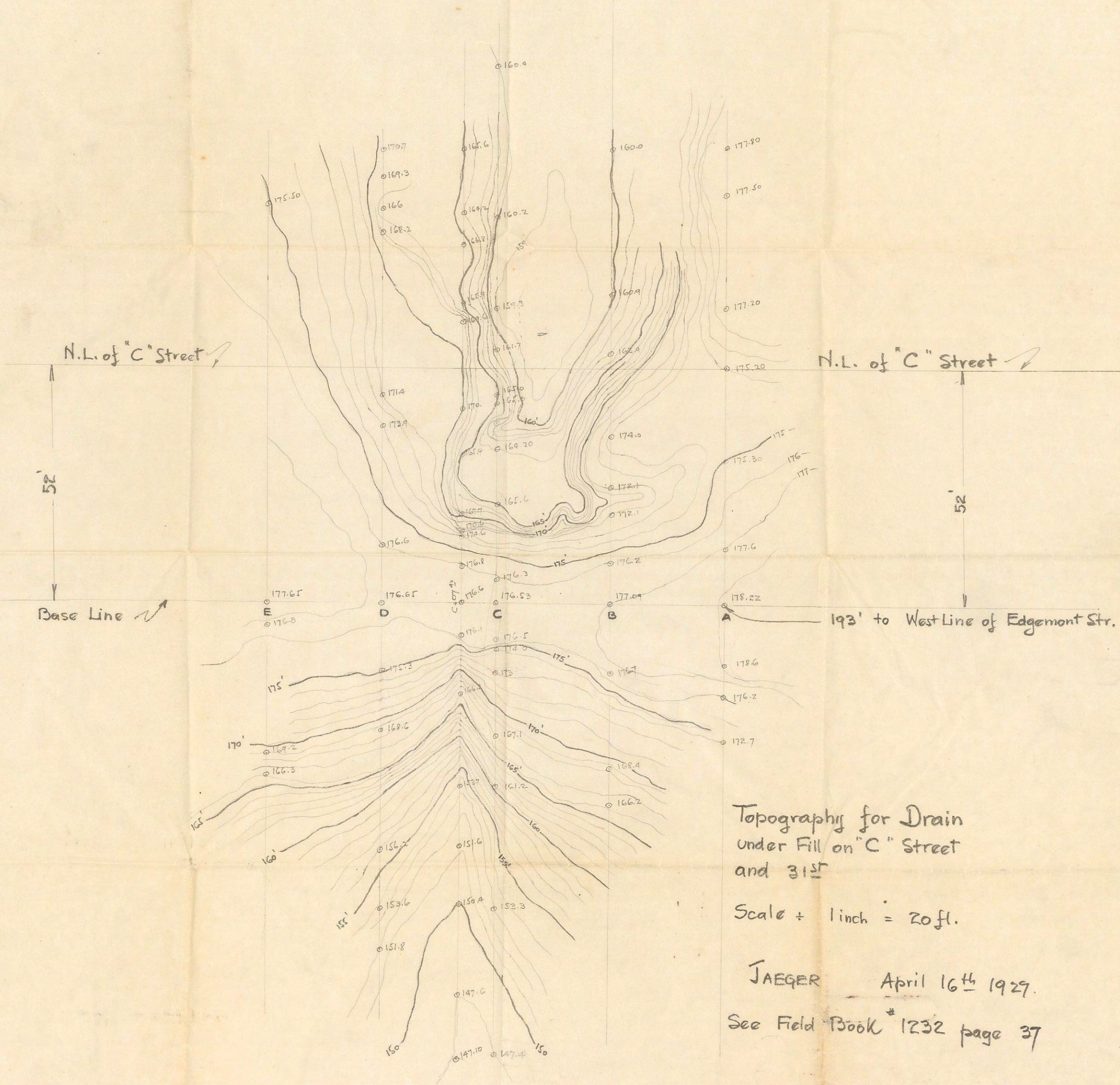
From 0+00 East,

0+07 ⁵⁰	{	Prop.	3.32	220.67
		Curb	4.02	219.97
		Ex. Pav.	4.28	219.71
0+15	{	Prop.	3.48	220.51
		Curb	4.08	219.91
		Ex. Pav.	4.27	219.72
0+25	{	Prop.	3.30	220.69
		Curb	3.59	220.40
		Ex. Pav.	4.28	219.71
0+50	{	Prop.	3.45	220.54
		Curb	3.71	220.28
		Ex. Pav.	4.24	219.75

223.99

36

STA.	+	H.I.	-	Elev.
0+76	{	Prop. Line	3.45	220.54
		S.L. Side Walk	3.53	220.96
		N.L. Side Walk	3.58	220.41
		Curb (Termination of Curb)	3.79	220.20
		Exist. Pav.	4.20	219.79
1+00	{	Prop.	3.18	220.81
		S.L. Side Walk	3.21	220.78
		N.L. " "	3.16	220.83
		Curb (Not in)	3.65	220.34
		Ex. Pavement	4.25	219.74
1+25	{	Prop.	2.80	221.19
		S.L. Side Walk	3.36	220.63
		N.L. " "	3.46	220.53
		Curb (not in)	3.39	220.60
		Ex. Pavement	4.23	219.76



Topography for Drain
 under Fill on "C" Street
 and 31st

Scale + 1 inch = 20 ft.

JAEGER April 16th 1929.
 See Field Book # 1232 page 37

Topography for Drain under Fill on "C" Street
 193' West of West Line of Edgemont Street.

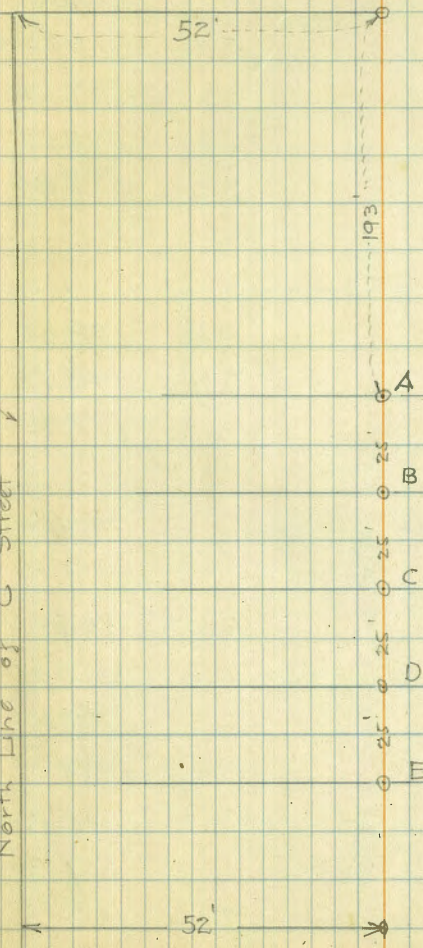
JAEGER
 Pailer
 Claret

April 16th 1928

37

STA	+	H.I.	-	Elev.
				206.74
	1.10	197.84		
T.P.			12.40	195.44
	0.65	196.09		
T.P.			12.47	183.62
	1.12	184.74		
A			6.52	178.22
B			7.65	177.09
C			8.21	176.53
D			8.09	176.65
E			7.09	177.65

North Line of "C" Street ↗



STA.	+	H.I.	-	Elev.
A in Right	North			178.22
	2.2	180.40		
+ 12 ⁵⁰			2.8	177.60
+ 33			5.1	175.30
+ 52			5.2	175.20
+ 65			3.2	177.20
+ 90			2.9	177.50
1 + 00			2.6	177.80

	South			
	1.20	179.40		
+ 13			0.80	178.60
+ 20			3.20	176.20
+ 30			6.70	172.70

B	North			
	1.30	178.40		177.09
+ 09			2.2	176.20
+ 20			6.3	172.10
+ 26			6.3	172.10
+ 37			4.4	174.00
	T.P.		13.0	165.40
	2.20	167.60		
+ 55			4.20	163.40
+ 68			6.70	160.30
1 + 00			7.60	160.00

STA.	+	H.	-	Elev.
B				177.09

	0.7	177.80		
+15			1.1	176.70
+36			9.4	168.40
+44			11.6	166.20

C		North		176.53
---	--	-------	--	--------

	0.10	176.60		
+05			0.30	176.30
+22			11.0	163.60
	T.P.		12.0	164.60

	2.3	166.90		
--	-----	--------	--	--

+34			2.7	164.20
+40			4.6	162.30
+44			1.9	165.00
+46			1.9	165.00
+56			5.2	161.70
+75			7.6	159.30
+85			6.7	160.20
+18			6.5	160.40

C		South		176.53
---	--	-------	--	--------

	0.80	177.30		
+08			0.80	176.50
+10			3.30	174.00

STA.	+	H.I.	-	Elev.
+15			4.30	173.00
+29			10.20	167.10
	T.P.		13.0	164.30
	0.50	164.80		
+40			3.6	161.20
+67			11.5	153.80
	T.P.		11.0	153.80
	4.2	158.00		
+99			10.6	147.40
C+7 ⁴⁰	North			176.65
	1.90	178.55		
C+7 ⁴⁰			2.0	176.6
+8			1.8	176.8
+15			4.0	174.60
+16			8.0	170.60
+20			10.9	167.70
+33			13.2	165.40
+43			8.6	170.00
+62			9.0	169.60
+66	T.P.		12.60	165.95
	3.30	169.25		
+79			2.50	166.80
+86			5.10	164.20
+100			3.7	165.60

STA	+	H.I.	-	
D		South		176.65
	2.0	178.65		
C+7 ⁴⁰			-2.2	176.50
+07			2.6	176.10
+20	T.P.		12.3	166.35
	0.0	166.35		
+40	T.P.		12.6	153.75
	3.80	157.55		
+53			6.0	151.60
+66			7.2	150.40
+86			10.0	147.60
+100			10.5	147.10
D		North		176.65
	1.00	177.65		
+13			1.1	176.60
+39			3.8	173.90
+46			6.3	171.40
+82			9.5	168.20
+87			11.7	166.00
+94			8.4	169.30
+100			7.0	170.70
D		South		176.65
	0.9	177.55		
+15			2.30	175.30
+28			9.00	168.60

STA. + H.I. - Elev.

T.P. 13.1 164.45

0.00 164.45

+ 54 8.3 156.20

+ 67 10.9 153.60

+ 76 12.7 151.80

E North 177.65

3.3 180.95

+ 88 5.5 175.5

E South 177.65

0.80 178.45

+ 05 1.70 176.80

+ 33 9.3 169.20

+ 38 12.2 166.30

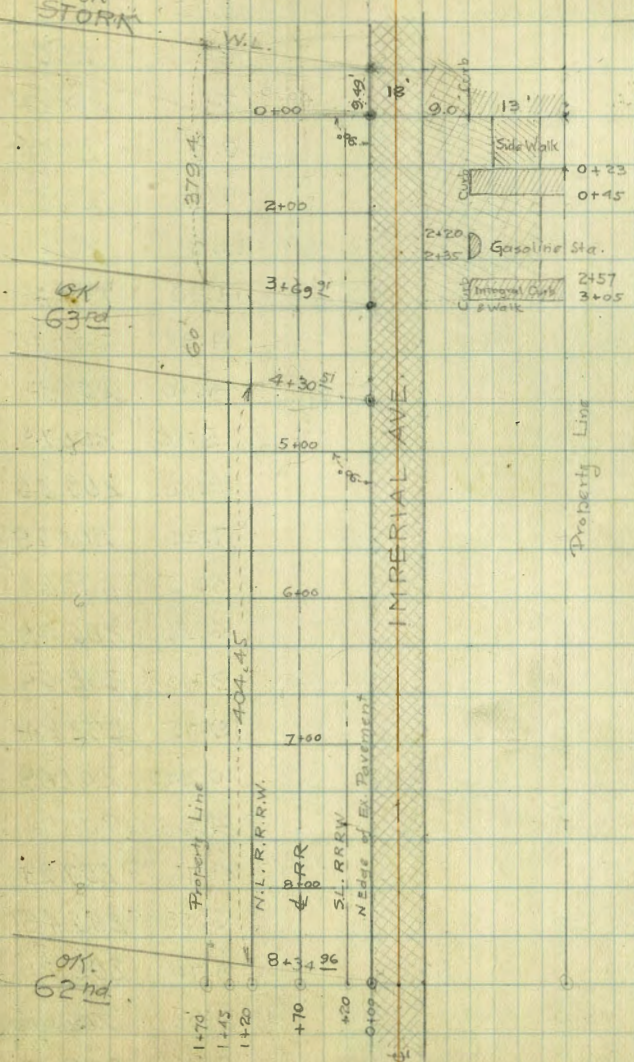
X-Section N of Imperial Ave. between Stork & 62nd

JAEGER }
Bailey }
Clavert } May 2nd 1928.

STA	+	H.I.	-	Elev.
				212.80
	11.12	223.92		
T.P.			5.31	218.61
	1.57	220.18		
			12.06	208.12
	3.87	211.99		
W.L. Stork			4.20	207.79
+20			4.95	207.04
+70			4.00	207.99
1+20			8.20	203.79
+43			9.00	202.99
+45			19.00	292.99
+70			18.30	293.69
0+50			5.1	206.89
+20			5.55	206.44
+70			5.35	206.64
1+20			8.30	203.39
1+45			8.50	203.49
+63			9.3	202.7
+70			12.75	199.24
1+00			5.05	206.94
+20			5.20	206.79
+70			6.20	205.79
1+20			8.65	203.34
+45			9.45	202.54

B.M. Spike NE 65th & Akin

OK STORK



Plotted 5/10-20
N. Prop. line - N.L. of Imperial Ave.

Correction in Dist. is W.L. STORK = 0+100 page 56.

211.99

212.0

STA.	+	H.I.	-	
1+70			11.1	200.9
1+50		2.	4.75? 5.75	206.24
+20			6.2	205.8
+45			7.1	204.9
+70			7.9	204.1
1+20			10.5	201.5
+45			11.9	200.1
+70			13.70	198.29
2+00			4.38	207.61
+20			4.10	207.89
+55			5.80	206.19
+61			8.60	203.39
+70			7.20	204.79
+78			8.15	205.84
+84			6.50	205.49
1+20			9.40	202.59
+45			9.75	202.24
+70			10.90	201.09
2+50			4.00	207.99
+20			4.70	207.29
+56			6.50	205.49
+61			9.70	202.29
+70			9.00	202.99
+75			9.9	202.1

211.99

44

STA.	+	H.I.	-	
+83			8.0	204.0
1+20			10.5	201.5
+45			11.9	200.1
+61			13.0	199.0
+70			16.20	195.79
3+00				207.98
	3.15	211.13	2.48	
+20			3.65	207.48
+56			6.50	204.63
+63			10.35	200.78
+70			9.20	201.93
+78			10.05	201.08
+85			8.10	203.03
1+00			8.60	202.53
+20			11.30	199.83
+45			13.15	197.98
+65			18.65	192.48
+70			24.00	187.13
3+69 ⁹¹	E.L. 63 ¹⁹			207.27
	4.06	211.33		
+20			5.60	205.73
+60			8.20	203.13
+65			11.30	200.03
+70			10.55	200.78

211.33

45

STA.	+	H.I.	-	
1+00			10.40	200.93
+20			13.40	197.93
+45			19.40	191.93
+51			20.70	190.63
+52			25.20	186.13
+70			21.50	189.83
4+30 ^{SI}	W.L. 63 rd	5.07	211.45	206.38
+20			4.20	207.25
+55			6.70	204.75
+63			12.15	199.30
+70			11.70	199.75
+80			12.40	199.05
+83			9.90	201.55
1+00			10.55	200.90
+20			18.75	192.70
+24			19.05	192.40
+25			22.05	189.40
+45			23.05	188.40
+70			22.0	189.5
4+50	4.42	210.47		206.05
+20			4.55	205.92
+54			7.25	203.22
+61			12.85	197.62

STA.	+	H.I.	-		
		210.47			
+70			12.15	198.32	
+79			12.95	197.52	
+84			9.00	201.47	
1+00			9.30	201.17	
+20			18.60	191.87	
+23			21.90	188.57	
+45			22.60	187.87	
+65			23.90	186.57	
+70			19.00	191.47	Top of Retaining Wall
5+00				205.18	
	2.10	207.28			
+20			1.65	205.63	
+37			1.90	205.38	
+59			5.35	201.93	
+60			10.00	196.28	
+70			9.00	198.28	
+79			9.80	197.48	
+85			6.90	200.38	
1+20			11.15	196.13	
+35			21.55	185.73	
+45			20.75	186.53	
+58			21.95	185.33	
+58			15.95	191.33	Top of Retaining Wall
+59			20.35	186.93	
+70			17.35	189.93	

STA	+	H.I.	-	Elev.
5+50				204.34
	2.86	207.20		
+20			3.10	204.10
+54			5.45	201.75
+60			10.70	196.50
+70			10.05	197.15
+79			10.70	196.50
+86			7.45	199.75
1+20			12.40	196.80
+25			14.00	193.20
+28			22.00	185.20
+45			21.50	185.70
+60			21.70	185.50
+60			17.50	189.70
+70			18.10	189.10
6+00				203.09
	4.00	207.09		
+20			4.35	202.74
+54			6.75	200.34
+60			11.90	196.19
+70			11.00	196.09
+78			11.85	195.24
+84			8.10	198.99
1+20			12.60	194.49

Top of Retaining Wall

207.09

STA.	+	H.I.	-	Elev.
1+45			15.60	191.49
+56			18.40	188.69
+60			21.70	185.39
+70			22.90	186.19
6+50				201.66
	1.77	203.43		
+20			1.50	201.93
+33			2.40	201.03
+42			5.10	198.33
+54			4.00	199.43
+60			9.30	194.13
+70			8.30	195.13
+78			9.10	194.33
+83			6.60	196.83
1+20			10.20	193.23
+45			11.65	191.78
+70			14.20	189.23
7+00				200.34
	3.19	203.53		
+20			3.00	200.53
+33			3.00	200.53
+41			6.80	196.73
+54			6.35	197.18
+60			10.10	193.43

203.53

STA.	+	H.I.	-	Elev.
+70			9.40	194.13
+78			10.10	193.43
+81			8.15	195.38
1+20			12.0	201.5
+45			12.90	200.63
+70			13.90	199.63

7+50
 5.11 203.59
 198.48

+20			3.90	199.69
+32			4.45	199.14
+40			8.10	195.49
+54			7.55	196.04
+60			10.70	192.89
+70			10.60	192.99
+78			11.30	192.29
+81			9.85	193.74
1+20			13.80	189.79
+45			14.80	188.79
+70			15.20	188.39

7.45 203.62

8+00			7.20	196.42
+20			8.30	195.32
+58			11.60	192.02

20362

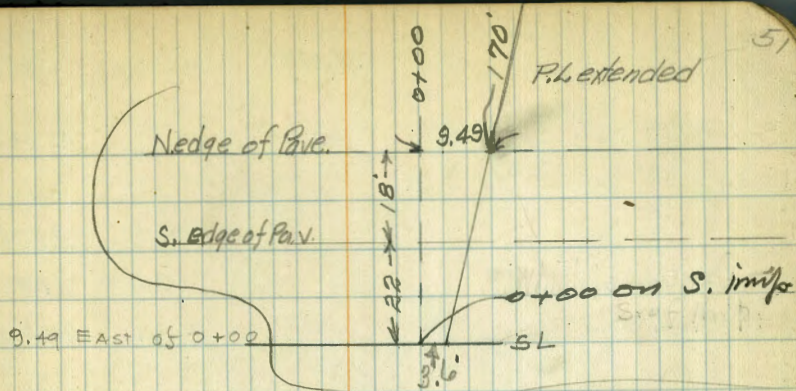
50

STA.	+	14.1	-	Elev.
+70			11.50	192.12
1+20			15.1	188.5
+45			15.4	188.2
+70			15.8	187.8
8+04				196.17
+20			8.3	195.3
+70			11.4	192.2
1+20			15.9	187.7
+45			17.1	186.5
+70			17.0	186.6
8+34 ⁹⁶			8.8	194.8
+20			9.0	194.6
+70			11.85	191.77
1+20			17.20	186.42
+45			17.50	186.12
+70			17.80	185.82

South of Imperial

STA	+	H.I.	-	Elev.
^{OK} W.L. Stank	9.49 East of 0+00			207.79
	3.98	211.77		
^{OK} W.L. STORK				
	S.L. Ex. Pav. Imp.	3.89		207.88
	Bot. of Curb	3.88		207.89
	Top " "	3.45		208.32
	S.L. Sidewalk	3.61		208.16
	Prop. Line	3.27		208.50
0+23				
	S.L. Ex. Pav.	4.37		207.40
	Bot. of Curb	4.13		207.64
	Top " "	3.66		208.11
	S.L. Sidewalk	4.00		207.77
	Prop. Line	4.9		206.9
0+54				
	S.L. Ex. Pav.	4.81		206.96
	Bot. of Curb	4.61		207.16
	Top " "	4.05		207.72
	S.L. Walk	4.23		207.54
	Prop. Line	4.15		207.62
1+00				
	S.L. Ex. Pav.	4.82		206.95
	S.L. Walk	4.19		207.58
	Prop. Line	4.03		207.74

Plotted. 5/10-1928
G.B. Hough



211.77

STA.	+	H.I.	-	Elev.
1+50				
S.L. Ex. Pav.			4.35	207.42
S.L. Walk			3.66	208.11
Prop. Line			3.32	208.45
2+00				
S.L. Ex. Pav.			3.78	207.99
S.L. Walk			2.72	209.05
Prop. Line			2.59	209.18
2+20				
S.L. Ex. Pav.			3.61	208.16
Bot. Curb			2.90	208.87
Top. "			1.77	210.00
S.L. Walk			2.15	209.62
Prop. Line			1.93	209.84
2+35				
S.L. Ex. Pav.			3.45	208.32
Bot. Curb			2.72	209.05
Top Curb			1.85	209.92
S.L. Walk			2.04	209.73
Prop. Line			1.82	209.95

211.77

53

STA.	+	H.I.	-	Elev.
2+57				
S.L. Ex. Pav.			3.22	208.55
Bot.			2.39	209.38
Top Curb			1.80	209.97
S.L. Walk.			1.61	210.16
Prop. Line			1.45	210.32
3+05				
S.L. Ex. Pav.			3.38	208.39
Bot.			2.71	209.06
Top Curb			1.80	209.97
S.L. Walk. - Prop. L.			1.10	210.67
				207.56
3+50	8.36	215.92		
S.L. Ex. Pav.			8.45	207.47
+04			8.16	207.76
+11			5.66	210.26
+22			5.10	210.82
4+00				
S.L. Ex. Pav.			9.08	206.84
+04			9.02	206.90
+09			5.16	210.76
+22			4.77	211.15

215.92

54

STA.	+	H.I.	-	Elev.
4+50				
S.L. Ex. P.			10.02	205.90
+04			10.01	205.91
+09			7.51	208.41
+22			6.67	209.25
5+00				
S.L. Ex. Par.			10.59	205.33
+05			10.80	205.12
+09			8.66	207.26
+22			7.58	208.34
				204.34
5+50	6.16	210.50		
S.L. Ex. Par.			6.26	204.24
+06			6.66	203.84
+10			3.54	206.96
+22			2.76	207.74
6+00				
S.L. Ex. Par.			7.39	203.11
+06			7.97	202.53
+09			5.50	205.00
+22			4.95	205.55
6+50				
S.L. Ex. Par.			8.70	201.80
+06			9.20	201.30

210.50

STA.	+	H.I.	-	Elev.
+10			5.65	204.85
+22			4.74	205.76
7+00				
S.L. Ex. Par.			10.32	200.18
+07			10.44	200.06
+15			4.67	205.83
+22			3.00	207.50

196.17
 12.90
 209.07

7+50				
S.L. Ex. Par.			11.95	198.55
+06			11.90	198.60
+12			1.95	208.55
+22			1.36	209.14

196.17

8+04 ⁰⁶	12.90	209.07		
S.L. Ex. Par.			12.75	196.32
+05			13.30	195.77
+22			0.96	208.11

Correction

JAEGER }
Bailer }
Clayert }

May 10th 1928

0+00 W.L. Stork

3+70⁶⁰ E.L. 63rd

60.60

4+31²⁰ W.L. 63rd

379.40

8+10⁶⁰ E.L. 62nd

STA. + H.I. - Elev.

8+10⁶⁰ E.L. 62nd

196.17

7.97 204.14

N.L. Ex. Pav.

8.15 195.99

+20

9.0

S.L. Ex. Pav.

8.09 196.05

+05

8.60

T.P.

0.30 203.84

12.90 216.74

+22

6.30 210.4

196.7

7.97

204.14

.30

203.84

12.90

216.74

Sewer Levels on SCOTT ST
Ingelow to Fenslon

Station	Level	Notes	Level	Notes
SW 7' Man	3.34		7.93	4.59
00 = to Ingelow + Scott 6' 23' RT			8.4	-0.5
+50			9.1	-1.2
1			9.5	-1.6
T.P.	6.03	4.81	9.5	-1.4 ✓
1 + 50			6.7	-1.9
✓			6.8	-2.0
+50			6.9	-2.1
2 + 71.63 = A 15' 00' RT			8.1	-3.3
3			8.1	-3.4
+50			8.1	-3.3
✓			8.1	-3.3
+50			8.1	-3.3
✓			7.5	-2.7
+30			7.0	-2.2
5 + 59.75 = A 16' 16" LT			6.5	-1.7
+64			6.5	-1.7
+66 (open storm ditch)			9.8	-5.0
+73 (from Roscrans)			10.4	-5.6
+74			6.3	-1.5
6			6.2	-1.4
+50			6.3	-1.5
7			6.7	-1.9
+50			6.9	-2.1
8			6.9	-2.1
+15			6.9	-2.1

4.81

5/23/28
Moore 57

8 + 59.75 = A Fenslon 8.0 - 3.2
 Check to BP SW Garrison + Roscrans 3.65 1.16
 1.15
 0.01 error

5/23/28
H.G.M.

at Sand Beach

McHugh

58

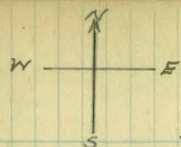
X Sec. ALLEY Block 195

University Hts. 20' wide

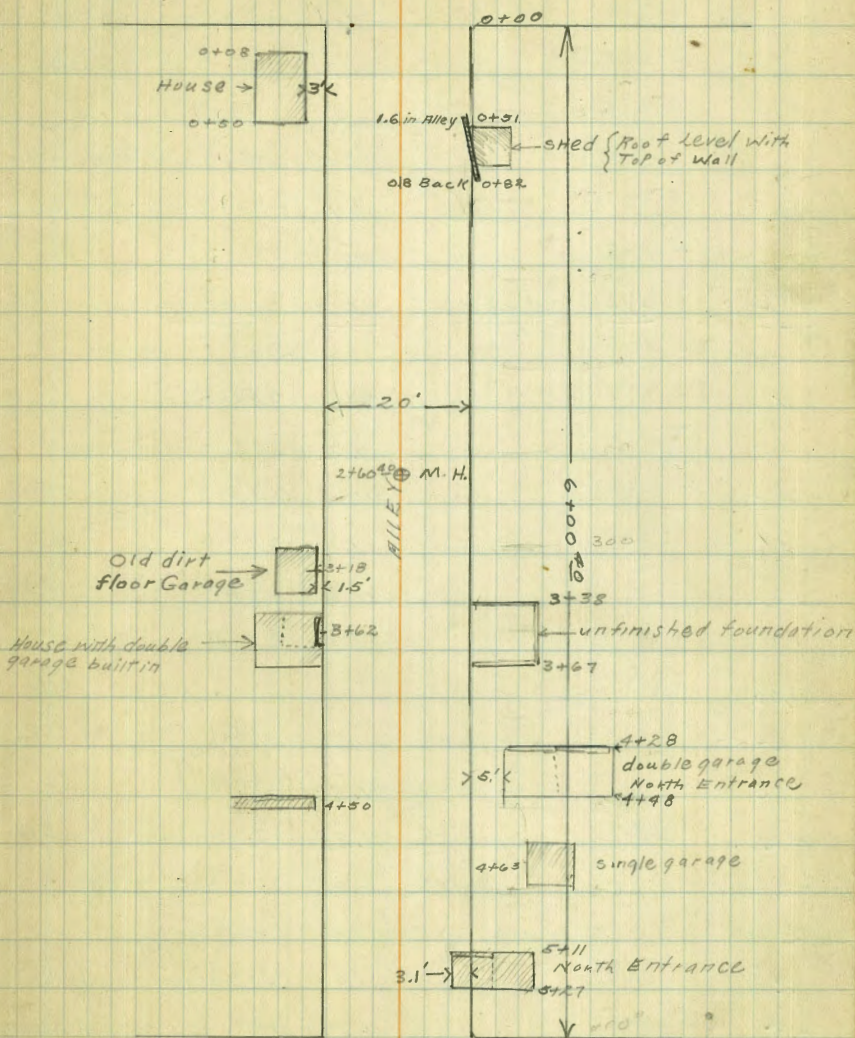
B.M. = University + Florida S.W. B.P. 287.08

0+00 = SL. Lincoln St.

T.P.	<u>0.30</u>	<u>287.38</u>		
T.P.	<u>13.00</u>	<u>290.28</u>	<u>10.10</u>	<u>277.28</u>
0+00				
WL			3.5	286.8
ℓ			5.5	284.9
EL			7.1	282.9
+10			10.4	279.9
0+50				
EL-10			7.2	283.1
-1			5.0	285.3
EL			3.3	287.6
ℓ			3.1	287.2
WL			1.8	288.5
0+51 = Start of 31' Retaining Wall on East. (1.6 in Alley)				
EL + 1.4 Top of Wall			2.96	
T.P.	<u>8.88</u>	<u>297.18</u>	<u>1.98</u>	<u>288.30</u>
0+82 = End of 31' Retaining Wall on East (0.8 Back)				
WL			5.3	291.9
+7			8.2	289.0
ℓ			8.5	288.7
EL			9.7	287.5
+0.8 Top of Wall			9.80	287.4
+1 Bottom of Wall			14.3	282.9



LINCOLN



1+00				
EL-10		13.0	284.2	
EL		6.7	290.5	
ℓ		6.9	290.3	
+3		6.7	290.5	
+6		4.9	292.3	
WL		4.3	292.9	
T.P.	<u>939</u>	<u>30637</u>	<u>0.20</u>	<u>296.98</u>
1+50				
WL		8.2	298.2	
+4		9.2	297.2	
+5		10.6	295.8	
ℓ		11.4	295.0	
EL		12.6	293.8	
+6		15.0	291.4	
2+00				
EL-5		11.3	295.1	
-3		9.5	296.9	
EL		9.2	297.2	
+2		8.2	298.2	
ℓ		7.4	299.0	
+2		7.3	299.1	
+5		5.9	300.5	
WL		5.1	301.3	
2+40				
WL		1.5	304.9	

+6		4.3	302.1	
ℓ		4.8	301.6	
EL		6.2	300.2	
+10		8.4	298.0	
2+60 ⁴⁰	= ℓ sewer M.H.			
EL-10		7.5	298.9	
EL		4.8	301.6	
+6		2.8	303.6	
ℓ	on Rim of M.H. Cover	2.55	303.82	★
	on Flow Line of Rpe	8.10	299.27	
+3		2.7	303.7	
+6		1.3	305.1	
WL		0.6	305.8	
T.P.	<u>13.07</u>	<u>31933</u>	<u>0.11</u>	<u>306.26</u>
3+18	= ℓ Garage on West (dirt floor) (1.5 Back)			
WL		11.6	307.7	
ℓ		12.2	307.1	
+7		12.4	306.9	
EL		14.2	305.1	
+8		15.5	303.8	
3+38	= North End of unfinished concrete Garage foundation			
EL-10		14.8	304.5	
EL	on ground	12.6	306.7	
EL	Top of concrete wall	10.61	308.7	
ℓ		12.3	306.5	
+5		10.4	308.9	

WL	10.2	309.1	+5 = West Edge of Garage	13.2	306.1
3+62 = E of double garage built under new House			+15 = E of garage doors	13.3	306.0
WL = Present dirt floor level of double garage on west	10.6	308.7	+150		
+2	8.1	311.2	EL - 13	13.1	306.2
+6	8.5	310.8	-8	9.7	309.6
E	11.2	307.5	EL	8.2	311.1
EL	11.9	307.4	+5	7.5	311.8
3+67 = South End of unfinished concrete foundation on South			E	6.6	312.7
EL (on top of Foundation)	10.50	308.8	+3	4.1	315.2
EL (on ground)	12.1	307.2	WL	2.2	317.1
3+80			+1 = concrete walk	0.81	318.52
EL - 10	13.9	305.4	4+63 = E garage on East (dirt floor)		
EL	12.4	306.9	WL	1.7	317.6
+6	10.8	308.5	+6	3.3	316.0
E	10.7	308.6	E	5.0	314.3
+1	10.7	308.6	+7	7.6	311.7
+3	7.4	311.9	EL	8.2	311.1
WL	6.8	313.0	+13 = Garage floor	9.1	310.2
4+28 = North End of double garage on East (North Entrance)			5+11 = North Entrance on East (dirt floor) (3.1 in Alley)		
WL	5.1	314.2	EL - 10	10.6	308.7
+1	6.1	313.2	-4	8.9	310.4
+4	6.0	313.3	EL	8.6	310.7
E	8.3	311.0	+3	8.3	311.0
+8	9.5	309.8	E	4.9	314.4
EL	10.4	308.9	WL	1.4	317.9
+1	12.0	307.3			

5450
 WL 0.4 318.9
 ♀ 3.9 315.4
 +6 5.8 313.5
 EL 7.8 311.5
 +8 9.9 309.4

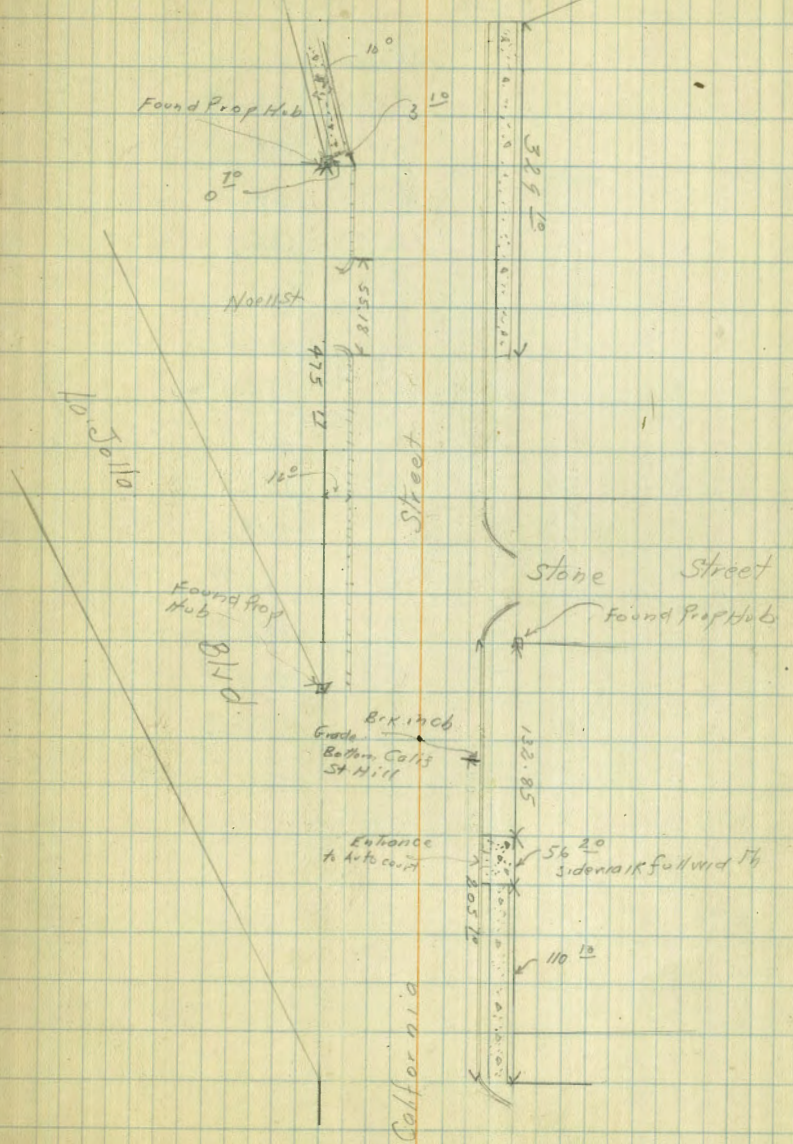
5495
 WL 0.5 318.8
 ♀ 2.7 316.6
 +5 4.0 315.3
 EL 6.7 312.6
 +10 9.0 310.3

6400⁴⁰ = N.L. University (on concrete walk)

EL 6.72 312.61
 ♀ 4.92 314.41
 WL 3.30 316.03

T.P. 1269 328.33 364 315.69
 T.P. 1251 310.67 0.17 328.16
 T.P. 4.29 336.38
 B.M. Georgia & University SWP = 336.41
 .03 Error

Sketch of California Street between
Henry and Pringle Streets, showing amount
of Sidewalk in on East side of Street

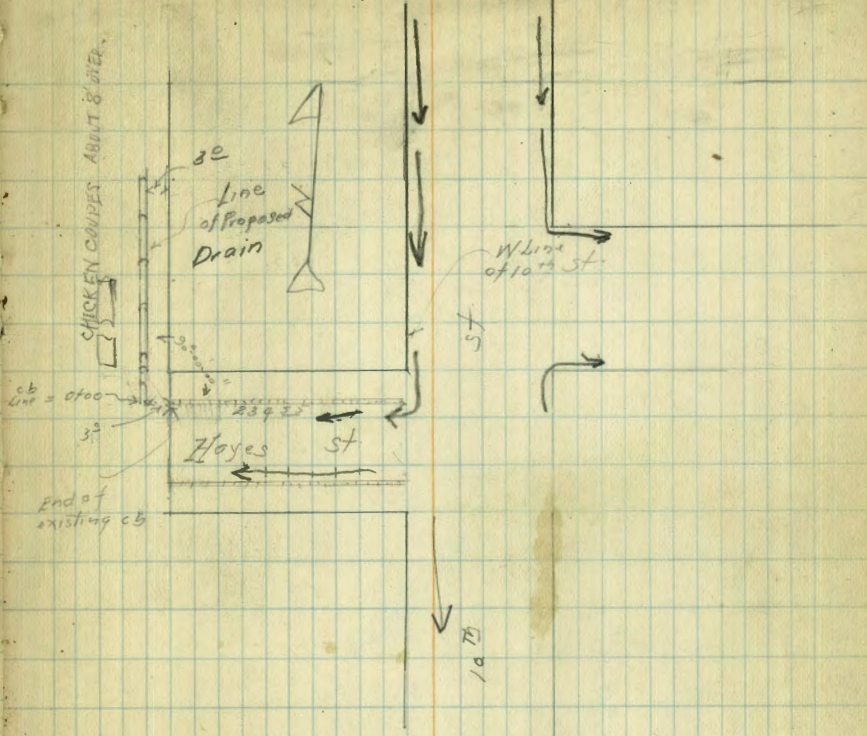


Bliss
Duermit
Dobson
B.M. NW
B.P. Johnson
+ 10th

Levels for Drain West End of
Hayes St.

	3.61	286.06		282.95
79.	0.77	279.09	12.79	273.27
Top existing cb. N. side of Hayes			5.96	268.08
0+00			5.7	268.3
0+28			5.9	268.1
0+40			8.7	265.3
0+54			11.8	262.2
0+59			13.5	260.5
0+70			16.0	258.0
0+75			18.1	255.9
0+85			21.5	252.5
1+00			25.0	249.0
1+10			27.1	246.9
1+20			30.9	243.1
1+30			34.5	239.5
1+40			37.2	236.8

0+50 - 0+60 2 TREES ABOUT 2 1/2' FROM PROPERTY LINE ABOUT 5' HIGH



50' wide
10' chs
7.5' 1/4s
Qualtrough ST X Sec
Rosecrans to San Antonio

8-18-28
Miller

64

B.M. B.P.	0.01	62.08	62.07
T.P.	0.43	49.73	49.50
T.P.	0.19	37.32	37.13
T.P.	0.11	24.89	24.78
T.P.	0.72	14.00	13.28

S.E. Rosecrans
& Qualtrough

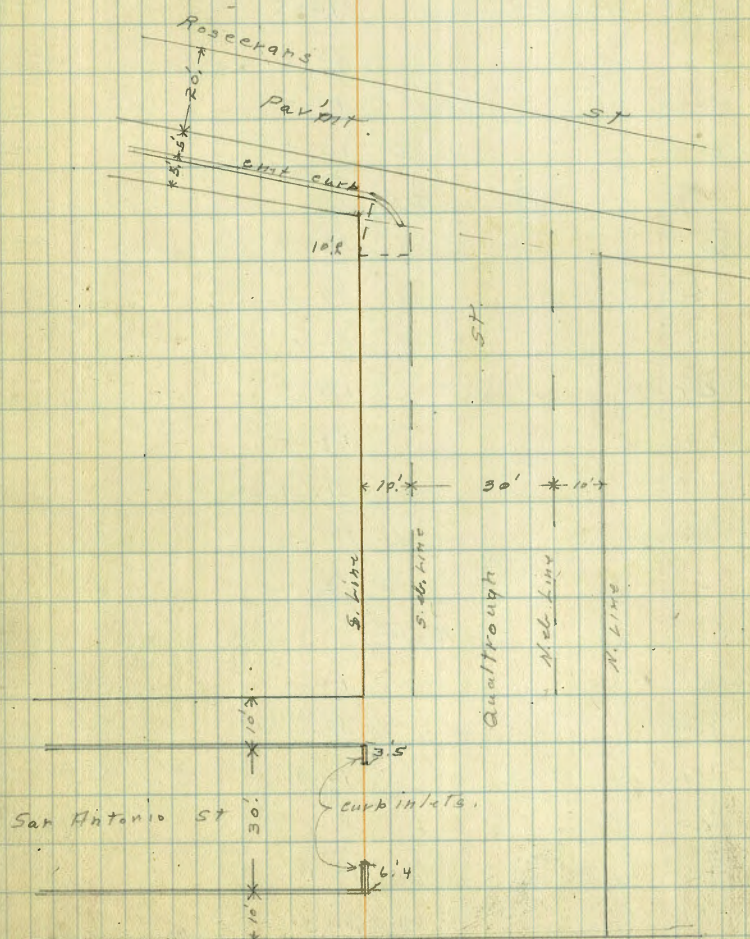
E. line San Antonio
50' wide
10' chs
7.5' 1/4s

1.4

S	12.6	
12	16.0	
14	16.6	
14	17.1	
e	17.6	-3.6
14	18.0	
14	18.1	
N	17.0	-3.0
	17.1	-3.0
	17.8	-3.1
14	17.6	
e	17.4	-3.4
14	17.0	
14	16.4	
15	12.4	
S line	12.68	
S "	13.35	

Plotted 8-20-28 C.B.H.

ch of
N. end San Antonio
F.L. inlet
132
65



14.00

8.44 San Antonio
14.00

s	12.7	1.3
cb	12.2	
+3	12.2	
114	16.2	
e	16.5	-2.5
114	16.8	
cb	17.3	
N	17.3	-3.3

♀

N	16.9	-2.9
cb	16.6	
114	16.0	
e	15.6	-1.6
+2	12.0	
114	11.9	
cb	12.2	
s	12.2	1.8

W. 114

s	12.0	2.0
cb	12.0	
114	12.1	
e	11.8	3.2
+5	12.1	
114	14.0	
cb	16.0	
N	16.6	-2.6

Swaltrough st

65

14.00

14.00 W. cl

N	15.2	-1.2
cb	11.6	
114	11.5	
e	11.4	2.2
114	12.0	
cb	11.9	
s	11.66	
s	12.43	

2.3A
chT el
1.6
F.L. chT el

0.0 = W. Line San Antonio

s	12.0	2.0
cb	12.0	
114	11.9	
e	11.7	2.3
114	11.6	
cb	11.5	
N	11.6	2.4

39.1 W

N-3.4 = S. side House

10.6	3.4 ✓
11.1	2.9
10.8	
10.4	
10.4	3.2
11.0	
10.7	
9.9	4.1
9.5	

	14.00			
	14.00	73' W		
-5		3.0		
S		2.7	11.3	
cl		8.0		
114		8.4		
+1		3.5		
C		4.2	9.8	
14		6.0		
+1		10.8		
cl		9.7		
N		9.2	4.8	
+3.8 - s side House		10.5		

		50' W		
-5		2.3		
N		1.8	12.2	
cl		2.4		
+4		6.4		
114		2.7		
C		1.9	12.1	
114		1.2		
cl		0.8		
S		0.0	14.0	
+5		0.0		
T.P.	12.74	26.02	0.72	13.28

		35' W		
-5		10.8		
S		11.2	14.7	

		26.02		Qualtrough	66
cl				12.3	
114				12.7	
C				13.3	12.7
114				15.7	
cl				14.2	
+5				12.4	
N				12.1	13.9
+5				12.5	

		65' W			
-5				11.2	
N				11.2	14.8
cl				11.6	
114				12.2	
C				12.1	13.9
114				11.2	
cl				11.0	
S				8.3	14.7
+5				8.2	

		75' W			
S				5.6	20.1
cl				5.1	
114				6.4	
C				7.8	18.2
+4				10.1	
114				7.7	
cl				7.7	
N				6.9	19.7

26.02		83' W	
N	1.4	2.4	21.6
cl		4.6	
1/4		4.6	
e		5.5	20.5
1/4		4.6	
cl		4.4	
S		4.0	22.0
100' W			
-5		3.0	
S		3.0	23.0
cl		3.5	
1/4		3.9	
e		3.8	22.2
1/4		3.8	
cl		3.4	
N		3.5	22.5
+5		3.5	
109' W			
-5		2.0	
N		2.0	24.0
+5		2.6	
cl		7.7	
1/4		1.0	
e		0.8	25.2
1/4		0.7	
cl		2.5	

24.02		120' W	
S		0.7	25.3
+5		0.7	
T.P.	12.57	38.40	0.19
			25.83
120' W			
-10		10.8	
S		10.8	27.6
cl		10.5	
1/4		9.1	
e		9.7	28.7
1/4		9.6	
cl		12.3	
N		11.0	27.9
+10		11.0	
133' W			
N		5.2	33.2
cl		6.2	
1/4		5.0	
e		5.7	32.7
1/4		5.5	
cl		4.5	
S		4.2	34.2
T.P.	12.68	51.00	0.08
			38.32
165' W			
S		10.2	40.8
cl		10.4	
1/4		10.3	

51.00

165' W. (con)

c	10.3
N ¹⁴	10.4
cl	10.3
N	10.2

40.7

174' W.

N	7.2
cl	8.2
14	8.5
c	8.5
14	8.4
cl	8.8
s	9.1
+5	9.3

43.6

178' W.

s	6.8
+5	6.9
+7	7.9
cl	7.8
14	7.3
c	7.3
14	7.2
cl	7.3
N	6.5

42.5

41.9

44.2

43.7

44.5

44.4

205' W.

N	1.6
cl	1.3

And trough

68

51.00

14	0.8
2	0.6
14	0.5
cl	1.4
+3	0.5
s	0.3

50.4

T.P. 12.67 63.46 0.21 50.79

50.7

225' W.

s	8.8
+7	8.6
cl	9.1
14	8.2
c	8.0
14	8.0
cl	8.1
N	7.7

54.5

55.5

55.8

237' W.

N	3.5
cl	5.5
14	5.2
c	5.5
14	5.8
cl	6.4
+3	5.1
s	5.5
+5	7.2
+10	8.1

60.0

58.0

58.0

63.46

63.46
243.7 W. on N } = E. Line Rosecrans St.
252.6 W. on S

S - 5	1.8	
S	2.9	60.6
+ 5	1.4	
+ 9.7 = E. end, 10' R. amt. el. Ret.	1.42	62.04
+ 10 = el	3.0	
114	3.6	
0	3.3	60.2
111	3.6	
el	3.7	59.8
4.5	3.0	
N	2.5	61.0

5' N. of S. Line Rosecrans = S. el. line

N	2.5	61.0
el	3.0	
114	2.6	
e	2.5	61.0
114	2.3	
el	2.3	
S	1.8	61.7 gutter
S	1.28	60.42 gutter

10' N. of S. Line Rosecrans = S. Line Pavment

S	1.39	62.17 Pavment
el	1.58	"
114	1.74	"
e	1.84	61.88
114	2.09	"

el	2.22	pavmt 61.06
N	2.42	"
T.P. on R.M.	1.40	62.06 = 62.07 Page 64

12/1/08 Levels for Bridge on 3rd St
 Moore South of Day Ave.

3rd St 60 wide
 10' 1/2
 10' 6 1/2

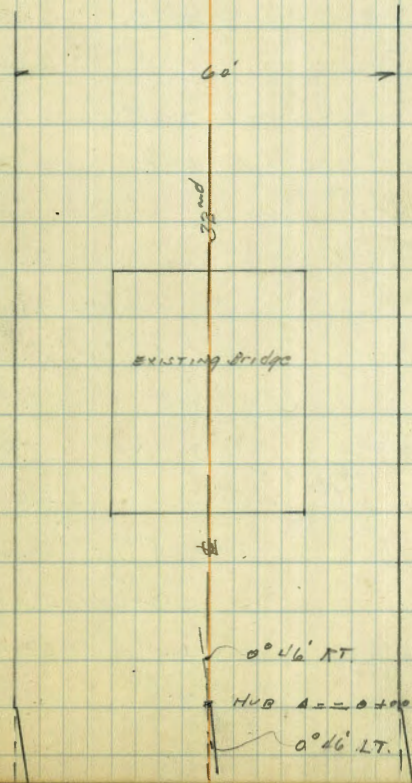
9.16
 8.16

3rd St

70

Point	Level	Height	Distance	SD 4777 Elev. Signal
CP. W. 3rd St	4.1	9.50 ✓	5.26	4.24
T.P.	3.89	8.16 ✓	5.23	4.27 ✓
a South of E.C. bridge = 00 See page 2 for notes				
-50		5.1	3.06	
E		4.7	3.46	
+8		5.6	2.76	
cb on grading of CB.		5.71	2.45	
1/4		4.8	3.36	
0		4.0	3.36	
1/4		5.2	2.96	
furthest u u row way		5.68	2.48	
+7		4.7	3.46	
W		4.9	3.26	
+8		10.3	-2.14	
+4W Top S edge channel		11.0	-2.84	
+65		14.5	-6.34	
0+23				
-33		15.0	-6.84	
-15 Top S edge channel		10.6	-2.44	
-5		10.0	-1.84	
W		7.7	0.46	
+8		4.9	3.26	
cb		4.5	3.66	
1/4		5.2	2.96	
E		4.9	3.26	
1/4		4.6	3.56	

Design bridge for RR tracks 6' ^{over} center of E 3rd St



0432

916
8.16

EL.

- 50	4.2	3.96
E	4.3	3.86
cb'	4.2	3.96
1/4	4.6	3.56
C	4.8	3.36
1/4	5.1	3.06
cb	4.8	3.36
+22	4.9	3.26
+4	9.9	-1.74
W/ Top Sedge channel	10.9	-2.74
+20	15.0	-6.84
+30	17.4	-9.24
T.P. on Box 4.2	8.32	4.08
T.P. 1.2	9.32	5.08
	10.02	-1.70
		-2.70
		-8.3
-40	7.8	-7.3
-20	7.6	-7.1
W	5.5	-5.0
cb	3.9	-3.2
+3	3.7	-3.2
+3.5 = wedge bridge	6.1	+4.1
W 1/4	6.5	4.0
C	6.3	4.2
+15 = W Rail	6.2	4.1
E 1/4	5.2	5.1
+5.3 = E. edge bridge	5.4	5.1

8.32
9.32
10.02
-0.46

9.56
9.56

9.56
9.56

3rd md

71

EL.

1/4 46	6.6	+4.0	3.0
cb	6.6	4.0	3.0
E	7.5	3.0	2.0
+40	6.2	4.2	3.2
0+48.5 = Section under bridge			
-40	6.2	4.0	3.0
E	7.6	2.9	1.9
cb	8.9	+1.7	0.7
+47	11.0	-1.5	-2.5
+8 = 12" water MAIN	10.0	+0.7	-0.26
1/4	9.5	-3.0	-4.0
1/4 + 30 = 10" Conc. pipe culvert	1.30	-0.76	-1.76
1/4 + 8 = 8" CI Sewer Main	3.35	-2.8	-3.8
C on ground	5.0	-4.5	-5.5
C + 9 = 14" Conc. pipe Culvert	1.24	-0.70	-1.70
W 1/4	4.9	-4.4	-5.4
cb	4.6	-4.1	-5.1
W	6.0	-5.5	-6.5
+20	7.7	-7.2	-8.2
+40	7.9	-7.4	-8.4
0+55			
-40	7.5	-7.0	-8.0
-15	8.3	-7.8	-8.8
W	7.1	-6.6	-7.6
E	5.9	-5.4	-6.4
E	12.0	-1.5	-2.5

9.56
-0.46

9.56
9.56

Flowline outlet
Top 24" Sewer pipe

#2 1046
9.56

E + 20	7.9	+ 2.6	1.6
0 + 70			
- 20	13.1	- 2.6	- 3.6
- 16 S edge Top channel	13.1	- 2.6	- 3.6
E	17.5	- 8.0	- 9.0
Φ ground	16.0	- 8.1	- 9.1
Highest oil mark on pile	15.7	- 1.03	- 2.03 High felt by Tide
Gravel bed by sounding		- 16.0	- 17.0
W	9.0	- 8.5	- 9.5
+ 10	8.5	- 8.0	- 9.0
+ 40	8.0	- 7.5	- 8.5
0 + 90			
- 40	6.8	- 6.3	- 7.3
W	7.9	- 7.4	- 8.4
- C	9.6	- 9.1	- 10.1
E	8.5	- 8.0	- 9.0
+ 30	7.5	- 7.0	- 8.0
+ 45 S edge Top channel	12.6	- 2.1	- 3.1
1 + 15			
- 50 S edge channel to Top	12.6	- 2.1	- 3.1
- 40	8.0	- 7.5	- 8.5
E	9.7	- 9.2	- 10.2
C	9.1	- 8.6	- 9.6
W	6.8	- 6.3	- 7.3
+ 25	4.9	- 4.4	- 5.4
+ 35 Top channel on North	1.5	- 1.0	- 2.0

#1 1046
-0.46

#2 9.56
1046

#1 904
-0.146

30 md
72

143N	1.7	- 1.7	- 2.2
- 22			
- 18	3.3	- 2.8	- 3.8
W	4.6	- 4.1	- 5.1
Φ	6.6	- 6.1	- 7.1
E	8.6	- 8.1	- 9.1
+ 40	7.4	- 7.1	- 8.1
+ 50 Top Sedge channel	2.6	- 2.1	- 3.1
1438.5			
- 50 Top Sedge Channel	2.7	- 2.2	- 3.2
- 40	2.8	- 2.3	- 3.3
E	8.9	- 8.4	- 9.4
+ 19 = water Main		+ 0.64	- 0.36 Top pipe
+ 19 on mud		- 5.0	- 6.0
1' east of E ST = E sewer	3.08	- 2.54	- 3.54 Top pipe
E + 9 = 12" Conic culvert	1.91	- 1.34	- 2.34 flowline outlet
W cb	4.6	- 4.1	- 5.1
W	3.6	- 3.1	- 4.1
+ 12	3.4	- 2.9	- 3.9
+ 22	1.2	- 0.7	- 1.7
1439.5 = N end Bridge			
- 22	1.2	- 0.7	- 1.7
- 12	3.4	- 2.9	- 3.9
W	3.5	- 3.0	- 4.0
cb	2.1	- 1.6	- 2.6
+ 2	5.5	5.0	4.0
1/4	6.2	4.3	3.3

9.56
1046 #2

9.56
10x6

C		6.2	4.3	3.3
+25	w rail	6.23	4.33	3.33
1/4		6.1	4.5	3.5
+5		6.1	4.5	3.5
+7		16.0	-5.5	-6.5
eb		17.8	-7.3	-8.3
E		17.9	-7.4	-8.4
+45		17.6	-7.1	-8.1
+55	Sedge channel/Top	12.0	-1.0	-2.5
	1+65			
-60	Sedge " "	12.0	-1.5	-2.5
-50		17.7	-7.2	-8.2
E		14.0	-3.5	-4.2
+5		12.9	-2.5	-3.5
+6		6.0	+4.5	3.5
ϕ		6.4	+3.9	2.9
5' east of WL		6.1	+3.6	3.6
W		10.0	+0.5	-0.5
+25	Top marsh	11.7	-1.2	-2.2
	1+78			
-25		11.3	-0.5	-1.8
+5		11.1	-0.6	-1.6
W		7.4	+3.1	2.1
+5		6.4	+4.1	3.1
ϕ		6.2	+4.3	3.3
Ecb		6.5	+4.0	3.0

9.56
10x6

73

eb +9		5.7	+4.8	3.8
E Top N edge channel		7.4	+3.0	2.0
+25 Bottom N edge "		16.6	-6.0	-7.0
+55		16.8	-6.3	-7.3
+65 Top Sedge channel		12.0	-1.5	-2.5
	2+50			
-90 Top Sedge "		12.0	-1.5	-2.5
-80		16.7	-6.7	-7.7
-40		16.6	-6.1	-7.1
-25		8.7	+1.8	0.86
E		5.4	5.1	4.16
ϕ		6.0	4.5	3.56
W		6.0	4.5	3.56
+5		10.4	+0.1	-0.84
+20		11.0	-0.5	-1.44

Water
N. Ch. 11
Northon
Leakey

Cross Section 20' Alley Sth. 11. TEBULTA
8-20-29 Bet 37th and 38th Sts.
From St. ORANGE to N.L. DALK AVE.

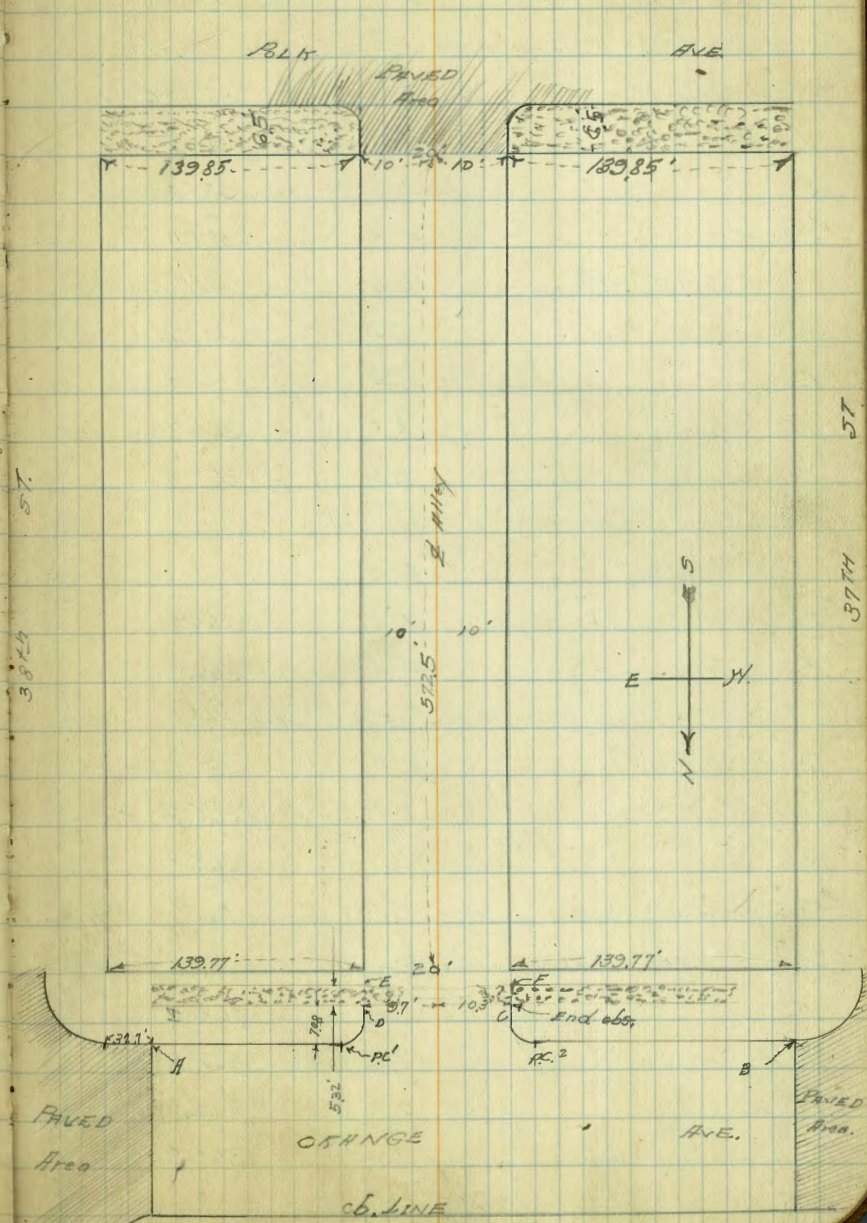
	372	371.83	368.11	Orange + 38th
Bed of A on ch.		4.51	367.32	
" " " Paving		5.11	366.72	
Bed of B on Pav. ← ?		3.90	367.93	
" " " " cb.		4.40	367.43	
" " " " c		4.27	367.56	
" " " " D		4.17	367.66	
" " " " E " Milk		4.06	367.77	
" " " " F " "		4.13	367.70	
PC ² " cb		4.29	367.44	
PC ¹ " "		4.37	367.51	

St. ORANGE = 0+00

E	4.0	367.8
L	4.3	367.5
M	3.9	367.9
0+10		
M	4.1	367.7
L	4.0	367.8
E	3.8	368.0

0+40 = Garage on E 5.5' Back 12' Wide Con. Floor.

-5.5' on Garage Floor	3.79	368.04 ✓
-2.5' " loc Con. Apron	3.91	367.92 ✓
E	4.1	367.7
L	4.3	367.5
M	4.3	367.5



T.P.	4.08	371.86	4.05	367.78
	0+59 = $\frac{1}{2}$ Garage on West 12' Wide 3' Back Con. Floor ✓			
-9' on Garage Floor.		3.90		367.96
W		4.4		367.4
$\frac{1}{2}$		4.6		367.2
E		4.8		367.0
	0+89 = $\frac{1}{2}$ Garage on E. 12' Wide 12' Back dirt Floor ✓			
-12 on Garage Floor		5.4		366.4
E		5.4		366.4
$\frac{1}{2}$		5.1		366.7
W		4.6		367.2
	1+00			
W		5.3		366.5
$\frac{1}{2}$		5.2		366.6
E		5.1		366.7
	1+52 = $\frac{1}{2}$ Garage on West 9.5' Back dirt Floor ✓			
E		6.0		365.8
$\frac{1}{2}$		6.0		365.8
W		6.1		365.7
+0.5 on Garage Floor.		6.1		365.7 ✓
	2+06 = $\frac{1}{2}$ Garage on E. 5.2' Back 2.8' Wide Con. Floor.			
W		7.2		364.6
$\frac{1}{2}$		7.0		364.8
E		7.0		364.8
+5.2 = Garage Floor.		7.00		364.86 ✓
	2+40 = $\frac{1}{2}$ Garage on E. 5.2' Back 10' Wide Con. Floor.			

-5.2 on Garage Floor.		7.58		364.28 ✓
E		7.6		364.2
$\frac{1}{2}$		7.3		364.5
W		7.5		364.3 ✓
	2+48 = Wedge of 6 Car Garage on E. Con. Floors. 0.610 Alley.			
W		7.2		364.6
$\frac{1}{2}$		7.3		364.5
+3.4 = on Garage Floor.		7.68		364.18
	2+82 = $\frac{1}{2}$ Above Six Garages			
E+0.6 on Garage Floor.		7.82		364.04 ✓
$\frac{1}{2}$		7.7		364.1
W		8.0		363.8
X.P. 3.06		367.14	7.78	364.08
	2+22.5 = South end Above Six Garages on E. 0.4 in Alley ✓			
W		3.7		363.4
$\frac{1}{2}$		3.5		363.6
+2.6 = on Garage Floor.		3.25		363.89
	2+29 = $\frac{1}{2}$ Garage on E. 2.5' Back 10' Wide Con. Floor. ✓			
-2.5 on Garage Floor.		3.54		363.60
E+0.5 = loc Con. Apron		4.04		363.10
$\frac{1}{2}$		3.8		363.3
W		3.9		363.2
	3+66 = $\frac{1}{2}$ Garage on W dirt Floor on Line ✓			
W at Garage		3.9		363.2
$\frac{1}{2}$		4.0		363.1
E.		4.4		362.7

3+81 = f frame shed on E. 16' wide 6.6 in Alley ✓

4+00

E	4.9	362.2
L	5.0	362.1
M	5.2	361.9

4+24 = N. end. dble. Garage on W. Con floor 17' back ✓

M-17' on Garage floor 5.65 361.49 ✓

M = toe Con Apron 5.75 361.39 ✓

L 6.0 361.1

E 5.8 361.3

4+42 = S end above Garage

E 6.7 360.4

L 6.3 360.8

M = toe Con Apron 5.85 361.29 ✓

+17' on Garage floor 5.70 361.44 ✓

5+00

M 7.4 359.7

L 7.1 360.0

E 7.4 359.7

5+50

E 8.2 358.9

L 7.8 359.3

M 7.7 359.4

T.P. 4.37 363.58 7.93 359.21

5+65

M 4.2 359.4

L 4.5 359.1

E 4.6 359.0

4.8
5+70 = L Pepper tree on West. 0.3' in Alley 10" dia. 20' High.

5+72.5 = N.L. Park Ave.

E top cb. 4.90 358.68 ✓

" " Pav. 4.94 358.64 ✓

L on " 5.0 358.58 358.6

M " " 4.69 358.89 ✓

" top cb. 4.62 358.96 ✓

5+79 = N cb. line Park Ave

M-20' on Pav. 5.06 358.52

M " " 5.16 358.42

L " " 5.21 358.37

E " " 5.29 358.29

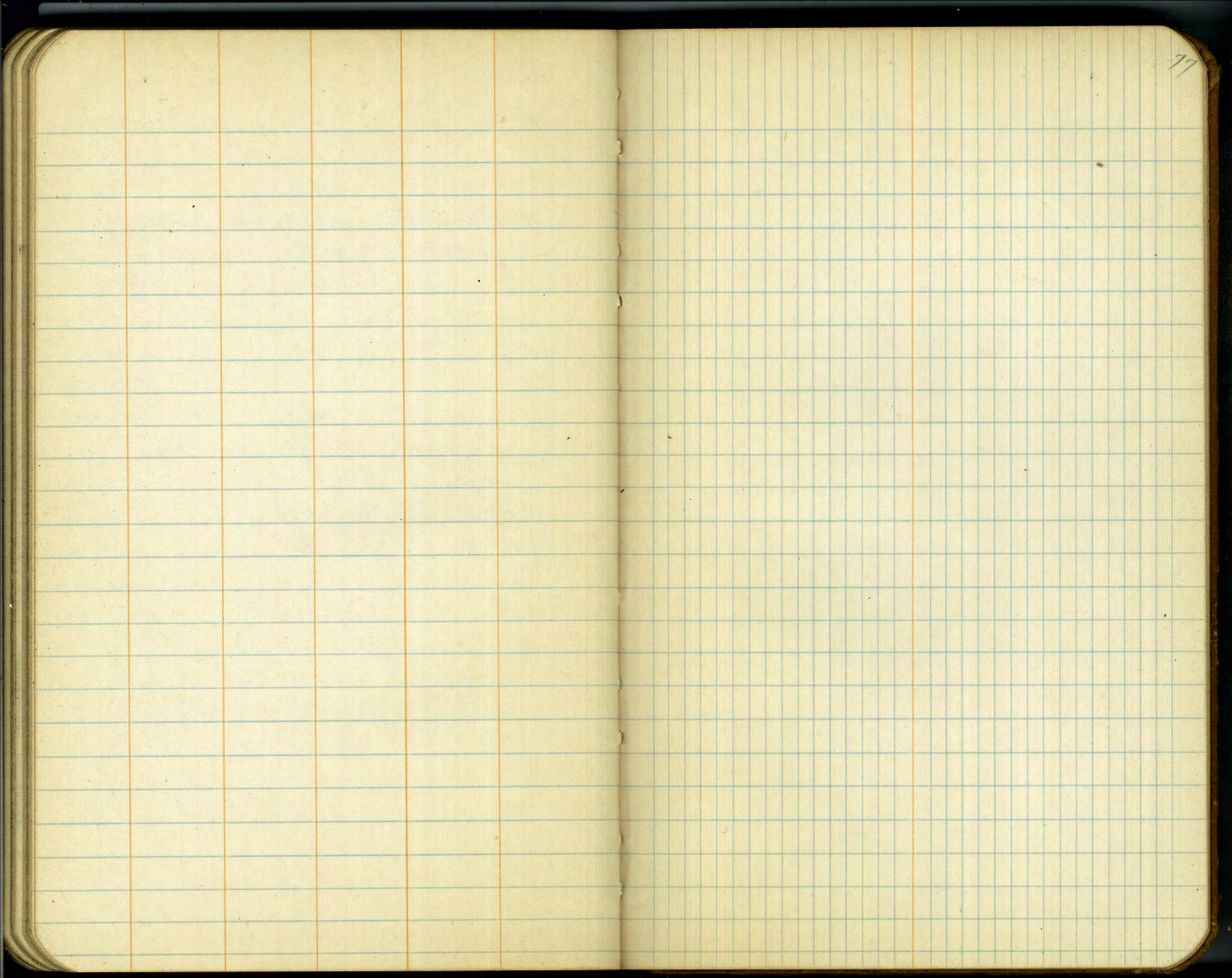
+20 " " 5.46 358.12

T.P. 8.25 366.50 5.33 358.25

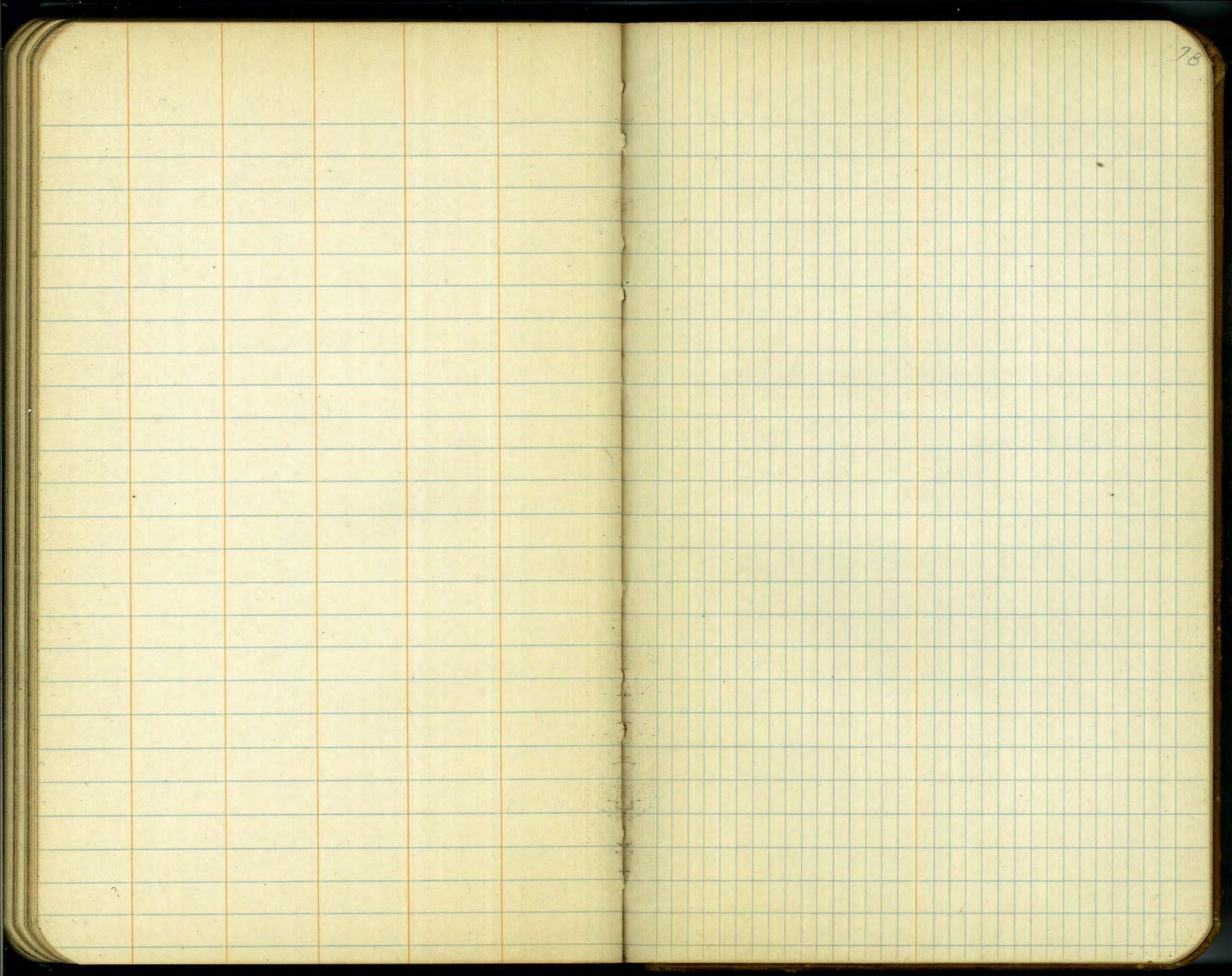
T.R. 7.19 372.44 1.55 364.85

T.P. 4.35 318.09

368.11 = 814
0.02 - error + 38th
Error



77



18.14	4.80	5.70	5.55	5.70
5.80	3.24	2.44	2.59	2.44
2.34	5.50	6.20	5.45	4.60
	2.64	1.84	2.69	3.54
5.60	5.45	5.20	3.04	
2.54	2.69	2.98	5.90	
4.85	5.90	4.90	2.24	
3.29	2.24	3.24	5.45	
	5.20	6.10	2.69	
	2.90	2.04	5.85	
			2.29	

DIRECTIONS FOR USE OF TABLES

TABLE No. 1

Distance of slope stake from side or shoulder stake for any width roadway slope $1\frac{1}{2}$ to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not

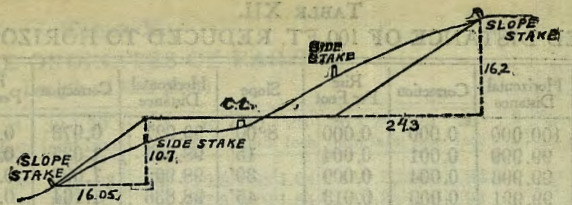
IMPROVED TABLES

AND

INFORMATION

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 T may be found by dividing tangent (or external) opposite T 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	17189
0-40	8594
1-0	5730
1-20	4297
1-40	3438
2-0	2865
2-20	2456
2-40	2149
3-0	1910
3-20	1719
3-40	1563
4-0	1433
4-20	1323
4-40	1228
5	1146
6	955.3
7	819.0



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 05	1 20	1 35	1 50	1 65	1 80	1 95	2 10	2 25	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.

To find length

1803.49
1569.25
234.24

1594
21
38
14.0

1547.25
1507.12

327.70
148
787.70
379.70
1398.5

73
57
14
535.50
159.00
694.50

61.30
216
63.90

1549.25
634.50
694.75

694.75
630.85
63.90

694.75
64.6
630.15

1494
874.85
620.15
1.57
463.15

2653
1803.49
850.51

ENGINEERING DEPARTMENT
CITY OF CALIFORNIA
SAN DIEGO

157.3
4396
113.3
76.4
127.6
63.6
117.3
396
1177
2450
685
34
719
224.2
1569.25
1793.49
30
1763.49
1773.49
1316
240
1556-17.11
41
27
17
12.95
430.5
379.4
809.9

383.2 380
192.59
37.62950
133
24
10.90
-836
304
484
8755
207.98
3.15
211.13
430.51
404.45
834.96
18
22.3
40.3
20.0
13
210.3
185.3 x 2
370.6

2652.02
26.80
298.82
261.25
26.82
13.16
41.25
24
48.75
2672.5
2652.02
20.48
2672.5
1316
2679.34
38
26
12
60
37.5
22.5
1569.25
3275
16377

481
1.15
59.50
15.00
74.50
16 x 3
48
70
22
212.80
11.19
223.99
196.17
+ 7.97
204.14
18
9.30
13.00
40.30
400.45

189.7
189.7
379.4
30.3
30.3
465.05
60.60
404.45

271.69
5+59.74 = 469.62
37.5
17.5
20.0
N Edge Existing Perement
+20 SL RRRW
+70 E R.R.
1+20 N.L. RRRW
1+45
1+70
Garrison SWB 115
Jarvis SW 3' Max 459