

1284

PASTY

---

FIELD BOOK

No. 385 F

---



3+63.7

$$\begin{array}{r}
 .648 \\
 52 \overline{) 33.7} \\
 \underline{312} \\
 250 \\
 \underline{208} \\
 420
 \end{array}$$

$$\begin{array}{r}
 363.7 \\
 \underline{9.1} \\
 354.6
 \end{array}$$

61.65

$$\begin{array}{r}
 50 \overline{) 1.65} \\
 \underline{100} \\
 65
 \end{array}$$

$$\begin{array}{r}
 .648 \\
 \underline{14} \\
 259.2 \\
 \underline{648} \\
 9.07
 \end{array}$$

ENGINEERING DEPARTMENT,  
 CHICAGO,  
 CALIFORNIA.

MICROFILME

DEC 42 1964

ENGINEERING DEPARTMENT,  
 CHICAGO,  
 CALIFORNIA.

## ENGINEERING DEPARTMENT, CITY OF SAN DIEGO, CALIFORNIA.

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

- No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.
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- No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.
- No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

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**THE FREDERICK POST CO.**  
 ENGINEERING and DRAFTING SUPPLIES  
 IRVING PARK STATION  
 CHICAGO, ILL.



X Sec. Ward Road	Cherokee to 38	1
" " "	Ward Road 40' wide South	4
" " 38th	Monroe to Ward Road	5
More Levels on	& Ward Road.	14
X Sec. 20' Alley U.V. #167		15
X Adams Ave	West of 54	39
X 54 <sup>th</sup> St.	S. of Adams	41
Warrington-Midwood	to Dixon Pl.	51
Alley 13th	University Hts	65
32 <sup>nd</sup> St.	Howthorn to Grape	74
Levels around Pet's	Dixon Pl. & Chatsworth	62
Opening	Electric Ave	73
Alley Blk 154	Uni. Hts	77

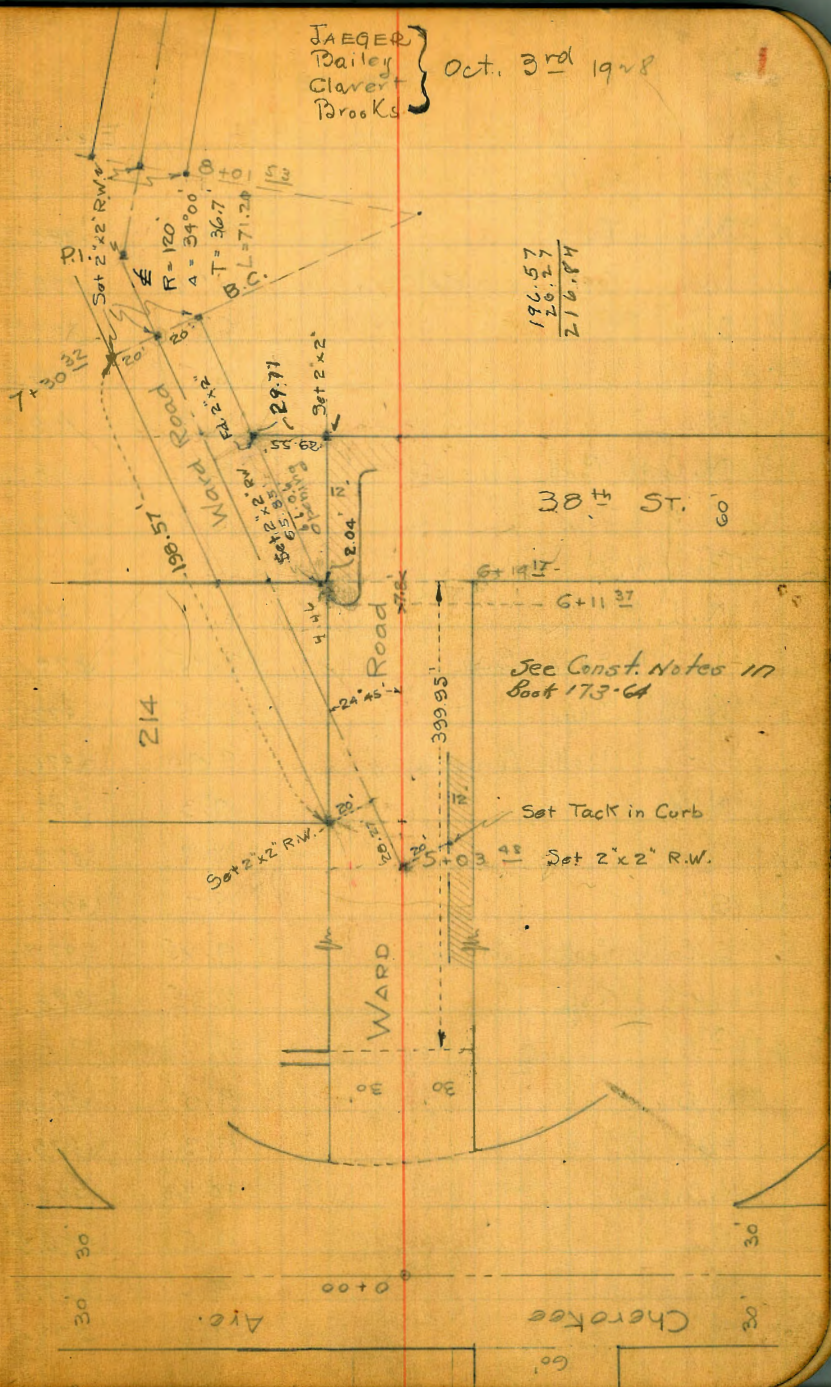


X- Section Ward Road Cherokee to  
38<sup>th</sup> on North. 60' wide, 12' SW. 9' Quarter

STA	H.I.	Elev
SE. B.P. Adams & Cherokee		385.78
4.25	396.03	384.13
	363.03	357.13
T.P.		5.90
	386.42	357.13
2.29	359.42	
0+00 Insters. of Ward & Cherokee	2.88	383.54
0+69 <sup>91</sup> E.L. Mountain View Dr.		
S. Curb Top	3.13	383.29
✓ Bolt. Pavement	3.80	382.62
S/4	3.72	382.70
⊥	3.63	382.79
N/4	3.85	382.57
N. Curb Bolt.	4.25	382.17
✓ Top	3.49	382.93
1+00		
N. Curb Top	4.76	381.66
✓ Bolt. Concrete	5.10	381.32
N/4	4.8	381.6
⊥	4.4	382.0
S/4	4.6	381.8
S. Curb Bolt. Concrete	5.06	381.36
✓ Top	4.23	382.19

Plotted 10-29-28- C.B.H.

JAEGER }  
Bailey }  
Claver } Oct. 3<sup>rd</sup> 1928  
Brooks }



196.57  
20.27  
216.84



386.42

STA	+	H.I.	-	Elev.
8+50				
S. Curb Top			6.13	380.29
✓ Bot. Concrete			6.98	379.44
S 1/4			6.5	379.9
⊕			6.5	379.9
N 1/4			6.9	379.5
N. Curb Bot. Concrete			7.52	378.90
✓ Top			6.87	379.55
2+04 <sup>22</sup> W.L. Alley				
N.L.			8.2	378.2
+1.5' N. Edge S.W.			8.85	377.57
N. Curb Top			9.15	377.27
✓ Bot. Concrete			9.90	376.52
N 1/4			9.3	377.1
⊕			8.8	377.6
S 1/4			8.7	377.7
S. Curb Bot. Concrete			9.25	377.17
✓ Top			8.35	378.07
2+11 <sup>22</sup> ⊕ Alley				
N.L.			9.0	377.4
+6			9.3	377.1
N. Curb			10.30	376.12
N 1/4			9.5	376.9
⊕			9.0	377.4
S 1/4			9.0	377.4

386.42

STA	+	H.I.	-	Elev.
S. Curb Bot. Concr.			9.59	376.83
✓ Top			8.72	377.70
2+19 <sup>22</sup> E.L. Alley				
N.L.			9.49	376.93
+1.5' N. Edge S.W.			9.57	376.85
N. Curb Top			9.89	376.53
✓ Bot. Concrete			10.46	375.96
N 1/4			9.8	376.6
⊕			9.4	377.0
S 1/4			9.4	377.0
S. Curb Bot. Concrete			9.89	376.53
✓ Top			9.03	377.39
2+50				
S. Curb Top			10.26	376.16
✓ Bot. Concrete			11.12	375.30
S 1/4			10.7	375.7
⊕			10.7	375.7
N 1/4			11.1	375.3
N. Curb Bot. Conc.			11.79	374.63
✓ Top			11.12	375.30
T.P.			12.09	374.33
0.70				
375.03				
348.03				
3+00				
N. Curb Top			1.86	373.17
✓ Bot. Concrete			2.54	372.49



375.03

STA	+	H.I.	-	Elev.
N/4			1.8	373.2
¢			1.4	373.6
S/4			1.5	373.5
S. Curb Bott. Concr.			1.72	373.31
✓ Top			0.88	374.15
3+50				
S. Curb Top, Driveway			3.85	371.18
✓ Bott. Concr.			3.85	371.18
S/¢			3.50	371.53
¢			3.5	371.5
N/4			3.8	371.2
N. Curb Bott. Concr.			4.62	370.41
✓ Top			3.97	371.06
4+00				
N. Curb Top			6.02	369.01
✓ Bott. Concr.			6.78	368.25
N/4			5.8	369.2
¢			5.5	369.5
S/4			5.4	369.6
S. Curb Bott. Concr.			5.95	369.08
✓ Top			5.07	369.96
4+50				
S. Curb Top			7.14	367.83
✓ Bott. Concr.			8.0	367.0
S/¢			7.5	367.5

375.03

3

STA	+	H.I.	-	Elev.
¢			7.6	367.4
N/4			8.0	367.0
N. Curb Bott. Concr.			8.69	366.34
✓ Top			8.06	366.97
S+03 <sup>98</sup>				
Angle Point ¢				
S. Curb Top			9.61	365.42
✓ Bott. Concr.			10.45	364.58
S/4			9.9	365.1
¢			9.8	365.2
N/4			10.1	364.9
+17.30 <sup>N</sup>				
S. Curb Bott. Concr.			11.26	363.77
✓ Top			10.66	364.37
T.P.			12.13	365.90
		368.29		362.90
		341.29 ✓		
5.39				
5+50				
S. Curb Top			3.70	364.59
✓ Bott. Concr.			4.57	363.72
S/4			3.9	364.4
¢			4.0	364.3
N/4			4.2	364.1
+9'			4.7	363.6
6+11 <sup>37</sup>				
S. Curb Top			4.26	364.03
✓ Bott.			5.10	363.19
S/4			4.9	363.4



368.29

STA	+	H.I.	-	Elev.
¢			5.1	363.2
N 1/4			5.6	362.7
+9'			6.3	362.0
+15.5'	Curb Top		5.41	362.88
	✓ Bottom		6.6	361.7
6+19 <sup>17</sup>	W.L.	38 <sup>h</sup>		
N. Curb Top			5.38	362.91
✓	Bottom		5.7	362.6
N 1/4			5.3	363.0
¢			4.8	363.5
S 1/2			4.6	363.7
S. Curb Bottom			5.0	363.3
✓	Top		4.33	363.96

X-Section Ward Road from STA. 5+03<sup>98</sup>  
 along Hy-Way Commission Survey.  
 40' wide.

4

STA	+	H.I.	-	Elev.
X-Sections at Right Angles to ¢ Road				
368.29 - Page 3				
341.29 ✓				
S+03 <sup>98</sup>				
+20'	S. Curb Top		2.87	365.42
	✓ Bottom		3.72	365.57
+10'			3.0	365.3
¢			2.8	365.5
+10'			3.1	365.2
+20'			3.4	364.9
+23.1'	N. Curb Bottom		3.63	364.66
	✓ Top		3.15	365.14
S+50				
+10'			4.5	363.8
N.L.			4.7	363.6
+10'			5.1	363.2
¢			4.6	363.7
+10'			4.1	364.2
S.L.			4.0	364.3
G+00				
S.L.			5.8	362.5
+10'			6.2	362.1
¢			6.9	361.4
+10'			7.2	361.1
N.L.			6.7	361.6
+5'			6.5	361.8



368.29

377.49  
5.1  
382.60  
5.2  
377.39

359.77

555  
496  
60  
588  
571  
49  
5

STA	+	H.I.	-	Elev.
6+50				
+10			8.4	359.9
N.L.			9.3	359.0
+10			10.0	358.3
☼			9.8	358.5
+10			9.6	358.7
+16			9.6	358.7
+18			8.0	360.3
S.L.			7.5	360.8
T.P.			11.86	<del>329.43</del> 356.43
	3.34	359.77 332.77 ✓		

STA	+	H.I.	-	Elev.
S.L.				5.4 354.4
+4'				5.5 354.3
+10'				1.7 358.1
+13'				1.5 358.3
X-Section 38 <sup>th</sup> from Monroe to Ward Road. 60' wide, 12' SW. 9' Quarters.				
Page 3 = 368.29 341.29 ✓				
			10.70	378.82 351.82 ✓
0+00				0.17 368.12 341.12

7+00				
S.L.			3.8	356.0
+10'			3.6	356.2
☼			3.5	356.3
+9'			4.0	355.8
+10'			3.3	356.5
N.L.			2.9	356.9
+10'			0.0	359.8
7+30 <sup>3v</sup>	B.C. Curve to Right			
+10'			4.2	355.6
N.L.			4.6	355.2
+10'			4.5	355.3
☼			5.1	354.7
+10'			5.0	354.8

W. Curb Top	1.15	377.67
✓ Bottom	1.60	372.02 377.22
W 1/4	1.7	377.1
☼	1.3	377.39 377.5
E 1/4	1.7	377.1
E. Curb Bottom	1.7	377.1
✓ Top	1.33	377.02 377.49
0+50		
E. Curb Top	2.38	376.44
✓ Bottom	3.0	375.8
E 1/4	2.4	376.4
☼	2.3	376.5
W 1/4	2.3	376.5
W. Curb Bottom	2.8	376.0
✓ Top	1.96	376.86

Plotted 10-29-28 - C.B.H.



378.82

STA	+	H.I.	-	Elev.
1+00				
W. Curb Top			2.83	375.99
✓ Bolt.			3.6	375.2
W/4			3.1	375.7
⊕			3.1	375.7
E/4			3.4	375.4
E. Curb Bolt.			4.0	374.8
✓ Top			3.47	375.35
1+50				
E. Curb Top			4.51	374.31
✓ Bolt.			5.1	373.7
E/4			4.3	374.5
⊕			4.0	374.8
W. 1/4			4.0	374.8
W. Curb Bolt.			4.4	374.4
✓ Top			3.73	375.03
2+00				
W. Curb Top			4.66	374.16
✓ Bolt.			5.5	373.3
W/4			5.0	373.8
⊕			5.0	373.8
E/4			5.3	373.5
E. Curb Bolt.			6.0	372.8
✓ Top			5.49	373.33

378.82

6

STA	+	H.I.	-	Elev.
2+50				
E. Curb Top			6.53	372.29
✓ Bolt.			6.8	372.0
E/4			6.1	372.7
⊕			5.9	372.9
W/4			5.7	373.1
W. Curb Bolt.			6.12	372.70
✓ Top			5.47	373.35
2+73 <sup>00</sup>				
W. Curb Top			5.84	373.00
✓ Bolt.			6.20	372.62
W/4			6.0	372.8
⊕			6.1	372.7
E/4			6.4	372.4
2+66 <sup>50</sup> E. Curb Bolt.			7.1	371.7
✓ Top			6.76	372.06
S. Curb Mountain View Dr.				
E. W. Curb Top			6.79	372.03
✓ Bolt.			7.4	371.4
E. Curb Top			6.78	372.05
✓ Bolt.			7.2	371.6
E/4			7.0	371.8
⊕			7.0	371.8
W/4			6.9	371.9
W. Curb Bolt.			6.9	372.4



378.82

STA	+	H.I.	-	
W. Curb Top			5.98	372.84
W. Curb Top			5.66	373.16
✓			6.3	372.5
S/4 Mountain View Drive.				
W. L.			6.0	372.8
W. Curb			6.4	372.6
W/4			6.5	372.3
♀			6.7	372.1
E/4			6.8	372.0
E. Curb			6.9	371.9
E. L.			7.0	371.8
♀ Mountain View Dr.				
E. L.			7.2	371.6
E. Curb			6.9	371.9
E/4			6.8	372.0
♀	Top	Manhole	6.60	372.22
W/4			6.5	372.3
W. Curb			6.3	372.5
W. L.			6.1	372.7
N/4 Mountain View Dr.				
W. L.			6.5	372.3
W. Curb			6.6	372.2
W/4			6.7	372.1
♀			6.8	372.0
E/4			7.0	371.8

378.82

7

STA	+	H.I.	-	Elev.
E. Curb			7.3	371.5
E. L.			7.6	371.2
N. Curb Mountain View Drive.				
E. L. Curb Top			7.78	371.04
✓			7.8	371.0
E. Curb Top			7.84	371.00
✓			8.0	370.8
E/4			7.2	371.6
♀			7.0	371.8
W/4			7.0	371.8
W. Curb Top			7.0	371.8
✓			7.3	371.5
W. L. Curb Top			7.13	371.69
✓			7.3	371.5
•0+0696				
W. Curb Top			7.10	371.7
✓			7.9	370.9
W/4			7.6	371.2
♀			7.7	371.1
E/4			7.9	370.9
0+00 E. Curb Top			7.96	370.86
✓			8.5	370.3

S.W. Mountain View Drive



STA	+	H.I.	-	Elev.
		378.82		
0+50				
E. Curb Top			8.87	369.95
✓ Bolt.			9.20	369.62
E 1/4			8.6	370.2
⊕			8.3	370.5
W 1/4			8.3	370.5
W. Curb Bolt.			8.6	370.2
✓ Top			7.93	370.89
1+00				
W. Curb Top			9.15	369.67
✓ Bolt.			10.1	368.7
W 1/4			9.4	369.4
⊕			9.3	369.5
E 1/4			9.6	369.2
E. Curb Bolt.			10.4	367.4
✓ Top			9.81	369.00
T.P. See Page 5				368.12
		370.87		341.12 ✓
	2.75	343.87		
1+50				
W. Curb Top			2.46	368.41
✓ Bolt.			3.2	367.6
W 1/4			2.7	368.1
⊕			2.5	368.3
E 1/4			2.7	368.1
E. Curb Bolt.			3.6	367.2

STA	+	H.I.	-	Elev.
		370.87		8
			2.95	367.92
1+95				
S.L. Alley				
E. Curb Top			3.83	367.04
✓ Bolt			4.2	366.6
E 1/4			3.8	367.1
⊕			3.5	367.3
W 1/4			3.8	367.0
W. Curb Bolt.			4.0	366.8
✓ Top			3.51	367.36
+10.5'				
Edge of S.W.			3.36	367.51
W.L.			1.80	369.07
2+10				
W.L.			3.0	367.9
+1.5'				
Edge of S.W.			3.72	367.15
W. Curb Top			3.99	366.88
✓ Bolt			4.3	366.6
W 1/4			4.0	366.9
⊕			3.8	367.1
E 1/4			4.2	366.7
E. Curb Bolt.			4.6	366.3
✓ Top			4.1	366.8
2+50				
E. Curb Top			4.96	365.91
✓ Bolt.			5.6	365.3
E 1/4			5.0	365.9



370.87

STA	+	H.I.	-	Elev.
☼			4.8	366.1
W 1/4			5.0	365.9
W. Curb Bott.			5.6	365.3
✓ Top			4.86	366.01
3+00				
W. Curb Top			6.06	364.81
✓ Bott.			7.8	363.1
W 1/4			6.1	364.8
☼			6.0	364.9
E 1/4			6.0	364.9
E. Curb Bott.			6.1	364.8
✓ Top			5.95	364.92
3+35		S.L. Ward Str.		
E.L.			6.3	364.6
E. Curb Top			6.64	364.23
✓ Bott.			7.1	363.8
E 1/4			6.7	364.2
☼			6.4	364.5
W 1/4			6.6	364.3
W. Curb Bott.			7.1	363.8
✓ Top			6.86	364.01
W.L.			6.7	364.2
3+47		S. Curb Ward		
W.L. Curb Top			6.9	364.0
✓ Bott.			7.6	363.3

370.87

STA	+	H.I.	-	Elev.
W. Curb Top			6.92	363.95
✓ Bott.			7.2	363.7
W 1/4			6.7	364.2
☼			6.6	364.3
E 1/4			7.0	363.9
E. Curb Bott.			7.1	363.8
✓ Top			6.87	364.00
E.L.			6.50	364.37
T.P. See pg. 3				335.90
4.86				362.90
				367.76
				340.76 ✓
3+65		☼ Ward St.		
E.L.			3.7	364.0
E. Curb Top			3.98	363.78
✓ Bott.			4.2	363.5
E 1/4			4.1	363.7
☼			3.8	364.0
W 1/4			3.8	364.0
W. Curb Line			4.0	363.8
3+83		N. Curb Ward St.		
W. Curb Line Top			4.59	363.17
✓ Bott.			5.3	362.4
W. 1/4 Curb Top			4.48	363.28
✓ Bott.			4.50	363.26
☼			4.38	363.38
✓ Bott.			4.4	363.4



367.76

STA	+	H.I.	-	Elev.
E 1/4	Curb Top		4.26	363.50
	✓ Bolt.		4.26	363.50
	E. Curb Line on S.W.		4.10	363.66
	E.L.		3.8	364.0
3+95	N.L. Ward St.			
	E.L.		3.1	364.7
	E. Curb		4.1	363.7
	E 1/4		4.3	363.5
	⊕		4.2	363.6
	W 1/4		4.3	363.4
	W. Curb		4.3	363.4
	W.L.		4.9	362.9
4+02				
	E.L.		3.5	364.3
	E. Curb		4.3	363.5
	E 1/4		4.8	363.0
	⊕		4.8	363.0
	W 1/4		4.5	363.3
	W. Curb		4.4	363.4
4+18				
	E.L.		4.5	363.3
	E. Curb		4.9	363.9
	E 1/4		6.2	361.6
	⊕		7.0	360.8
	W 1/4		7.2	360.6

367.76

10

STA	+	H.I.	-	Elev.
	S.L. Ward Road			
	E.L.		11.2	356.6
	E. Curb		9.6	358.2
	E. 1/4		8.6	359.2
	⊕		7.3	360.4
	W 1/4		6.2	361.6
	W. Curb		4.7	363.1
	W.L.		4.8	363.0
X - Section Ward Rd. from B.C. STA. 7+30 <sup>33</sup>				
along Rd. down Canyon (Continuation from pg. 5)				
				356.43
				329.43

T.P. See pg. 5

2.63

259.06  
332.06 ✓

7+65.92

+10'

S.L.

+10'

⊕

+10'

+13'

+15'

N.L.

+10'

5.5 353.6

6.1 353.0

5.8 353.3

5.7 353.4

5.2 353.9

5.4 353.7

7.1 352.0

5.8 353.3

3.2 355.9



359.06

STA	+	H.I.	-	Elev.
8+01 <sup>53</sup>	E.C.			
+10'			5.9	353.2
+5'			6.0	353.1
+3'			7.3	351.8
N.L.			6.6	352.5
+10'			6.9	352.2
⊕			7.3	351.8
+10'			7.6	351.5
S.L.			7.5	351.6
+10'			7.2	351.9
8+50				
+10'			8.0	351.1
+5'			8.4	350.7
+4'			9.3	349.8
S.L.			9.5	349.6
+10'			9.5	349.6
⊕			9.9	349.2
+7'			10.0	349.2
+8'			9.1	350.0
+10'			8.9	350.2
N.L.			8.4	350.7
+5'			5.3	350.8

11

STA	+	H.I.	-	Elev.
-----	---	------	---	-------



Levels of existing Ward Road  
on E of Alignment

BM PNHub PC of curve	2.37	354.17		351.80	Notes
		0+00 = EC			
0+00			2.9	351.8	
0+50			4.5	349.7	
1+00			6.9	347.3	
1+50			9.2	345.0	
+87			10.8	343.4	
2+37 <sup>39</sup> PI	32°-30'00" L		12.9	341.8	
T.P.	1.71	343.28	12.60	341.57	
2+86			3.9	339.9	
3+00			3.9	329.4	
+50			5.3	339.0	
4+00			6.7	336.6	
+09 <sup>39</sup> Δ 14°05' L			7.1	336.2	
+50			8.0	335.3	
+85			9.0	334.3	
5+00			6.5	326.8	
T.P.	12.65	354.22	1.71	341.57	
check out on BM					



Jaeger  
NotesLevels to Establish Eley of Garage  
Floor North Side of Ward Road@M Top Curb  
@ 51.63

3.51

368.93

365.42

Eley floor of Garage

7.99

360.94



Levels in lot of Present Ward Road  
 from PC of Curve. See Jaeger's Notes 500' North  
 and East No Attention to Alignment

B.M. B.V. Hub  
 26 of curve

2.37 359.17 351.80

0+00 PC Curve

0+00			2.6	
0+50			4.6	
1+00			6.6	
+25			7.8	
+50			9.2	
+75			10.3	
2+00			11.3	
+25			12.2	
T.P.	1.71	393.28	12.60	341.57
+50			2.1	
+75			3.2	
3+00			4.1	
+25			4.8	
+50			5.6	
+75			6.2	
4+00			6.8	
+25			7.4	
+50			8.0	
+75			8.7	
5+00			9.4	
+50			11.1	
T.P.	12.65	354.22	1.71	341.57
check on B.M.			2.42	351.80

Plotted 12-8-28  
T.G.H.



SEER  
Lincoln, Utah

X Sec. Alley Bk 167 U.H.

20' wide. Ed. Utah & Idaho  
Folk to Lincoln.

Dec 26-28

BM 540 368.34

362.94

ck Bench Book

Note on profile fence this BM for construction

N ch line Lincoln = 0-14			
EL top cb	5.22	363.12	
EL gut	5.88	362.46	
± Pav	5.96	362.38	
WL gut	5.96	362.38	
WL top cb	5.42	362.92	
0+00 = N.L. Lincoln			
WL top cb	5.10	363.24	
WL Pav	5.37	363.07	
± V	5.57	362.77	
EL V	5.17	363.17	
EL top cb	5.04	363.30	
0+10			
EL	4.9	363.4	
+6	5.5	362.8	
±	5.3	363.0	
+6	5.2	363.1	
+8	5.4	362.9	
WL	5.1	363.2	
0+35			
WL	5.1	363.2	
±	5.0	363.3	
+3	5.0	363.3	
EL	4.5	363.8	

Plotted Jan 8-1929-GBH

Loutan  
Isbell  
Moran.

15

368.34

0+55 fence 0.5' in on west			
EL	4.6	363.7	
+4	4.9	363.4	
±	4.9	363.4	
WL	4.9	363.4	
0+77 fence 0.8' in on west			
WL	4.6	363.7	
+6	4.6	363.7	
±	4.8	363.5	
+5	4.7	363.6	
EL	4.5	363.8	
0+78 = sand double garage 1.3' West fence			
	4.19	364.15	
1+00 = Mend same garage			
	4.04	364.30	
1+00 fence 0.5' in on East			
WL	3.8	364.5	
+7	4.4	363.9	
±	4.4	363.9	
+5	4.2	364.1	
EL	4.0	364.3	
T.P. 6.83	371.26	3.91	364.43



371-26

1+15 = s end double garage 3.7' West ✓

7.00 36426

1+31 = Nord same garage 3.9' West ✓

6.86 36440

1+25 fence 4 in on East

EL 6.6 364.7

+5 7.1 364.2

+9 6.9 364.4

± 6.9 364.4

+1 7.1 364.2

+5 6.8 364.5

w.L. 6.8 364.5

1+34 fence 06 in on West ✓

1+50 ✓ 0.9 ✓ ✓ ✓

w.L. 6.5 364.8

+3 6.3 365.0

+8 6.8 364.5

± 6.7 364.6

+5 6.6 364.7

EL 6.2 365.1

1+59 = ± Single garage 2.1 West Conc floor ✓

6.25 365.01

1+75

EL 6.1 365.2

+4 6.4 364.9

± 6.4 364.9

+2 6.4 364.9

1+75 ✓ 371 26

+5 6.0 365.3

w.L. 6.1 365.2

1+81 = ± Single garage 5.2' East earth floor ✓

6.0 365.3

1+92 = ± Single garage 5.4' East wood floor ✓

5.5 365.8

2+00

w.L. 5.5 365.8

+4 5.5 365.8

+7 6.0 365.3

± 5.8 365.5

+2 6.0 365.3

+4 5.7 365.6

EL 5.8 365.5

2+18 = ± Single garage 4.6' East earth floor ✓

5.2 366.1

2+25

EL 5.2 366.1

+6 5.0 366.3

± 5.1 366.2

+9 5.4 364.9

w.L. 5.6 365.7



2+50

37126

w.L.	4.6	366.7
+7	5.1	366.2
±	4.9	366.4
+5	4.8	366.6
E.L.	4.9	366.4

Earth floor

2+52 = S end double garage 1.5' East.

4.7 366.6

2+70 = N end same garage 1.7 East.

4.9 366.4

2+75 fence 0.5 in on West

E.L.	4.4	366.9
+3	4.7	366.6
+6	4.4	366.9
±	4.6	366.7
+3	4.8	366.5
w.L.	4.5	366.8

3+00 fence 0.2 in on West

w.L.	4.2	367.1
+7	4.5	366.8
±	4.2	367.1
+3	4.3	367.0
+5	4.0	367.3
E.L.	4.4	366.9

37126

3+15 = ± Single garage on E.L.

4.6 367.3

3+25

E.L. 4.1 367.2

+2 3.8 367.5

+6 3.8 367.5

± 3.9 367.4

+6 4.1 367.2

w.L. 4.3 367.0

3+50 shed 0.7 in on West

w.L. 3.7 367.6

+6 3.6 367.7

± 3.7 367.6

+4 3.6 367.7

E.L. 3.5 367.8

3+66 shed 0.8 in on West

3+75

E.L. 3.3 368.0

+5 3.0 368.3

+7 3.4 367.9

± 3.2 368.1

+2 3.4 367.9

+9 3.1 368.2

w.L. 3.2 368.1



shed 0.6' in on East ✓

4+00	371.26		
W.L.	3.0	368.3	
+5	2.7	368.6	
+7	3.1	368.2	
±	2.8	368.5	
+3	3.0	368.3	
+4	2.8	368.5	
EL	2.8	368.5	

4+21 shed 0.2 in on East ✓

4+25 fence 0.2 in on East

EL	2.3	369.0	
+6	2.2	369.1	
+8	2.4	368.9	
±	2.4	368.9	
+1	2.4	368.9	
+3	2.5	368.8	
W.L. fence 0.6 in	2.6	368.7	

4+50

W.L.	2.3	369.0	
+3	2.2	369.1	
±	2.3	369.0	
EL fence 0.3 in	2.4	368.9	

4+75 ✓ 371.26

EL fence 0.3 in	2.3	369.0	
+5	2.2	369.1	
±	2.4	368.9	
+3	2.5	368.8	
W.L.	2.3	369.0	
4+94 = ± Single grade on W.L. ✓	Earth floor		
	2.3	369.0	

5+00

W.L.	1.8	369.5	
+8	2.4	368.9	
±	2.1	369.2	
+3	2.2	369.1	
+6	2.2	369.1	
EL fence 0.4 in	2.3	369.0	
T.P. 4.90 374.01	2.15	369.11	

5+25

EL fence 0.5 in	5.0	369.0	
+4	5.0	369.0	
±	5.0	369.0	
+4	4.9	369.1	
W.L.	4.8	369.2	



5+50	374.01		
w.L	4.7	369.3	
+3	4.5	369.5	
L	5.1	368.9	
E.L. fence 0.5 in.	5.0	369.0	
5+75			
E.L.	5.1	368.9	
+6	5.2	368.8	
⊕	5.0	369.0	
+3	4.9	369.1	
w.L.	4.4	369.6	
5+92			
w.L	4.4	369.6	
+3	4.4	369.6	
⊕	5.0	369.0	
+5	5.3	368.7	
E.L.	5.3	368.7	
6+00 <sup>6</sup> = S.L. Polk			
E.L. top cb	4.94	369.07	
E.L. gut	5.6	368.4	
+6	5.5	368.5	
⊕	5.3	368.7	
+5	5.0	369.0	
w.L. gut	4.8	369.2	
w.L. top cb	4.63	369.38	

374.01 19

5 cb line Polk = 6+14<sup>6</sup>

w.L. top cb	4.82	369.19	
gut	5.5	368.5	
+5	5.6	368.4	
⊕	5.6	368.4	
gut	5.7	368.3	
E.L. top cb	5.04	368.97	
T.P. 377	371.46	6.32	367.69
TP 5.45	368.33	8.58	362.88
BM. Beginning	5.44	362.89	
BM. SE Lincoln & Idaho	7.35	360.98	
Bench mark		360.85	

Lincoln

561.0	362.0	364.0	364.0
560.0	361.0	363.0	363.0
Idaho	Utah	Utah	Utah



Hand level Profile with cuts & Fills  
for 9% grade from 60' N of E.C. in bottom of  
canyon.

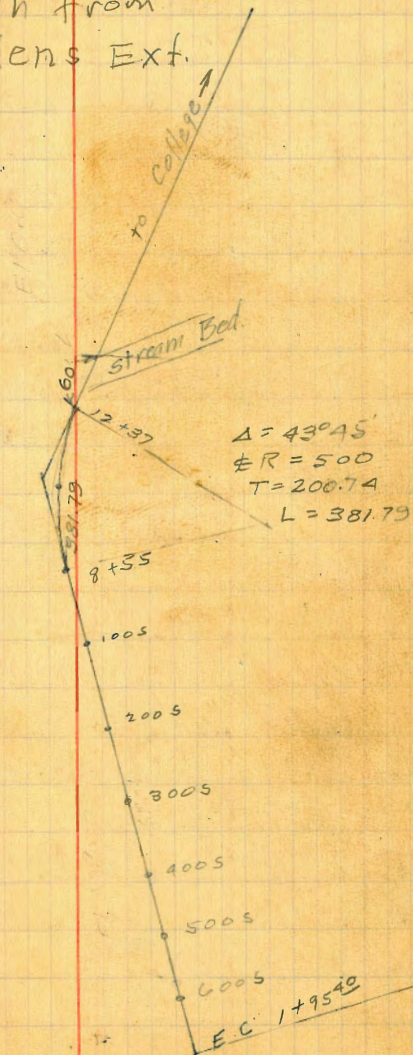
W side	Bank	N of	stream	Bed	0.0	grade
T.P.	13.0	13.0	0.0	0.0		
T.P.	13.0	26.0	0.0	13.0		
T.P.	13.0	39.0	0.0	26.0		
Cut Curve				10.4	28.6	22.6 C 6.0
T.P.	13.0	52.0	0.0	39.0		
T.P.	13.0	65.0	0.0	52.0		
T.P.	8.0	71.0	2.0	63.0		
B.C.	6.2	71.0	6.2	64.8	39.8	C 25.0
T.P.	12.0	81.0	2.0	69.0		
100' cut B.C.				11.9	69.1	48.8 C 20.3
T.P.	9.0	78.0	12.0	69.0		
200's				11.0	67.0	58.8 C 8.2
T.P.	10.0	78.0	10.0	68.0		
T.P.	10.0	78.0	10.0	68.0		
300's				6.2	71.8	67.8 C 4.0
T.P.	1.0	74.0	5.0	73.0		
400's				10.5	74.0	10.5 63.5 76.8 F 13.3
T.P.	18.0	84.0	3.0	71.0		
500's				7.8	76.2	85.8 F 9.6
T.P.	13.0	96.0	1.0	83.0		
T.P.	13.0	109.0	0.0	96.0		
T.P.	9.0	118.0	0.0	109.0		
600's				7.9	110.1	94.8 C 15.3
700's				5.4	120.0	3.4 114.6 103.8 C 10.8
800's				6.4	122.7	3.7 116.3 112.8 C 3.5
850's				5.2	117.5	117.3 C 0.2

Dec 29-78

Lowton  
Isbell  
Morgan.

20

Proposed Extension of  
54<sup>th</sup> St. North from  
Redland Gardens Ext.





Dec 31-28  
London

X Sec of New alignment of 54th St

From B.C. to 2+75. Stationing on E 1

BM.	4.19	421.07		416.93
T.P.	235	414.31	7.03	412.04
0+00 = B.C.	(P. 21)		(8 parts)	
10E			4.2	410.2
EL			3.8	10.6
cb			3.6	10.8
1/4			3.5	10.9
±			3.3	11.1
1/4			3.4	11.0
cb			3.2	11.2
WL			2.9	11.5
0+2443				
WL			3.2	11.2
cb			3.8	10.6
1/4			4.0	10.4
±			4.1	10.3
1/4			4.3	10.1
cb			4.5	9.9
±5			4.8	9.6
EL			5.8	8.6
10E			7.5	069

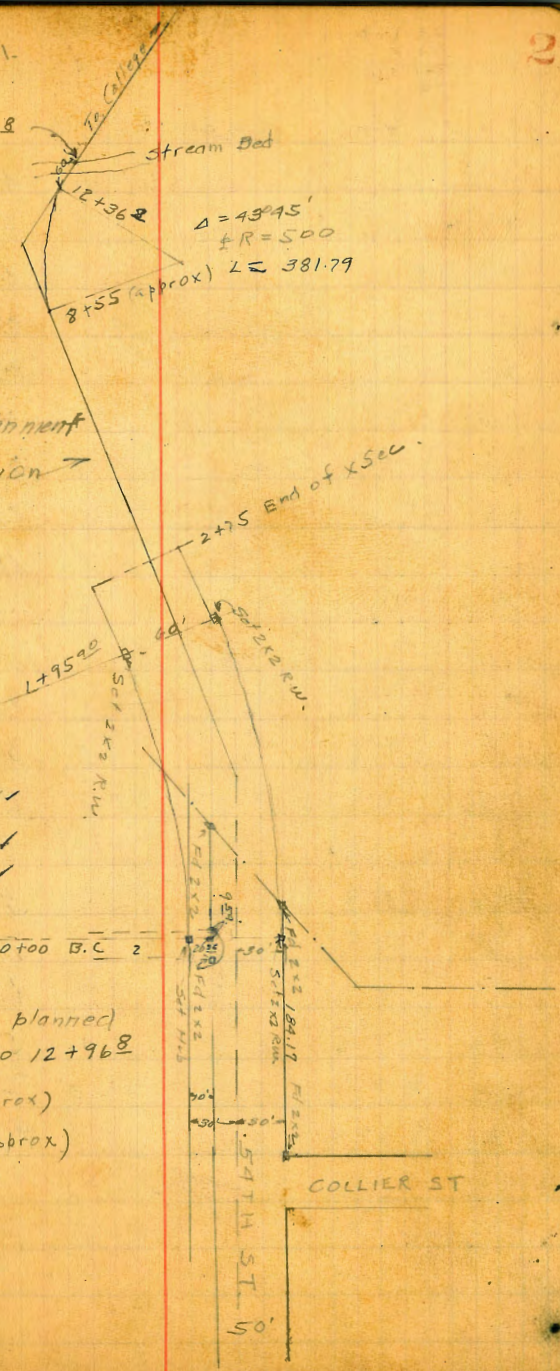
SW Adams & Hinson Pl.

Spring Seat  
Pole 20258

Tentative Alignment  
for extension →

$\Delta = 22^{\circ}28'30''$   
 $\pm R = 500$   
 $T = 98.37$   
 $\pm L = 125.40$

Note:  
Straight grade planned  
from 0+00 to 12+96.8  
Fall 117' (approx)  
Dist. 1296.8 (approx)



ALBERTA 0+00 B.C. 2

COLLIER ST

54th St  
50'



544 St.

O+48<sup>86</sup>

414.39

15E	13.5	400.9
EL	9.8	04.6
cb	5.6	08.8
1/4	4.8	09.6
±	4.2	10.2
+6	4.5	09.9
1/4	4.5	09.9
cb	4.0	10.4
w.L.	3.8	10.6
O+73 <sup>39</sup>		
w.L.	3.6	10.8
cb	4.1	10.3
1/4	4.8	09.6
+5	5.3	9.1
±	5.0	9.4
+6	5.3	9.1
1/4	7.1	7.3
+7	8.3	6.1
cb	9.4	5.0
EL	12.3	2.1
20E	17.9	96.5

544 St.

22

O+97<sup>22</sup>

414.39

15E	17.8	96.6
EL	14.2	400.2
cb	10.9	403.5
1/4	8.3	06.1
±	6.8	07.6
1/4	6.1	08.3
cb	5.3	09.1
w.L.	4.7	9.7
1+22 <sup>15</sup>		
w.L.	4.6	9.8
+7	4.9	9.5
cb	5.8	8.6
+3	6.1	8.3
+5	5.8	8.6
1/4	6.3	8.1
+5	6.4	8.0
±	7.3	7.1
1/4	7.4	5.0
cb	12.2	2.2
EL	15.0	399.4
15E	18.3	396.1



1 + 46<sup>58</sup>

414.39

15E	17.4	97.0
EL	14.3	400.1
cb	11.6	02.8
1/4	9.4	05.0
±	7.3	07.1
1/4	6.0	08.4
cb	5.2	09.2
W.L.	4.8	09.6

1 + 71<sup>0L</sup>

W.L.	5.4	9.0
cb	5.9	8.5
1/4	6.4	8.0
±	6.9	7.5
1/4	8.0	6.4
cb	9.4	5.0
EL	11.9	2.5
15E	17.9	96.5

1 + 95<sup>90</sup> E.C.

EL	9.7	04.7
cb	8.0	6.4
1/4	7.2	7.2
±	6.7	7.7
1/4	6.0	8.4
cb	5.4	9.0
W.L.	5.4	9.0

2 + 25

414.39

W.L.	6.6	7.8
cb	6.6	7.8
1/4	6.7	7.7
±	7.0	7.4
1/4	7.2	7.2
cb	7.8	6.6
EL	9.2	5.2

2 + 50

EL	11.6	2.8
cb	10.5	3.9
1/4	9.3	5.1
±	9.2	5.2
1/4	8.7	5.7
cb	8.2	6.2
W.L.	7.7	6.7

2 + 75

W.L.	13.9	0.5		
cb	15.2	99.2		
1/4	16.2	98.2		
±	16.4	98.0		
1/4	17.2	97.2		
cb	17.5	96.9		
EL	18.2	96.2		
B.M. <sup>54th &amp; Alberta</sup> Hub NW.	3.14	11.25	411.25	
T.P.	6.57	420.98	0.00	414.39
BM Begin.	4.06			416.92



Jan 1-20  
London  
18th St  
Albany

Profile of extension of sewer line

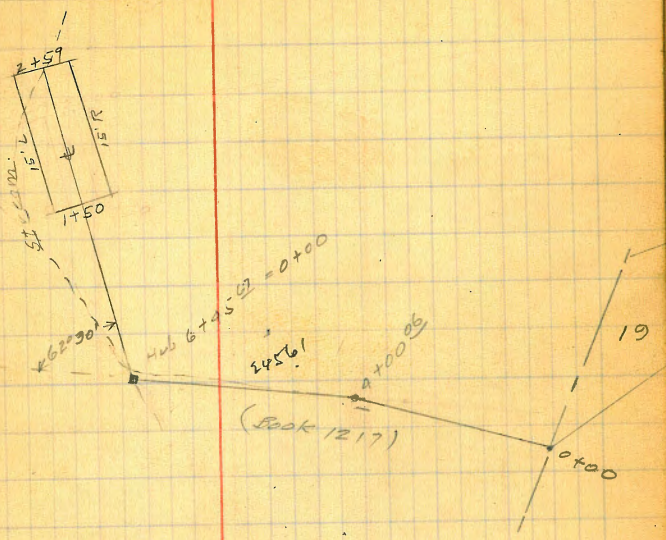
in Lot 22 Part. Rho. Exmission and XSec  
for Tank.

(Book 1217  
p. 73)

6+45.62	8.63	334.07	325.44
0+08	9.3	24.8	
0+25	8.5	25.6	
0+40	7.0	27.1	
0+48	5.0	29.1	
0+55	4.7	29.4	
0+80	5.1	29.0	
1+00	5.9	28.2	
1+25	7.0	27.1	

XSec for tank Site

1+50			
15R	6.0	28.1	
±	9.0	25.1	
15L	10.8	23.3	
1+68			
15L	12.0	22.1	
±	9.7	24.4	
15R	7.6	26.5	
1+90			
15R	11.0	23.1	
±	12.5	21.6	
15L	14.5	29.6	
2+00			
15L	15.9	18.2	
±	13.7	20.4	
15R	12.2	21.9	



334.07

2+36		
15R	15.7	18.4
±	15.8	18.3
12R	16.4	17.7
15R	19.2	14.9
2+59		
15L	17.9	16.2
± stream	18.9	16.2
15R	18.0	16.1







X sec Alberta from 54<sup>th</sup> St. West.  
50' St 10' cbs 30' Rdway

B.M. 7.33 418.58 411.25 <sup>Hub NW</sup> 54<sup>th</sup> & Alberta

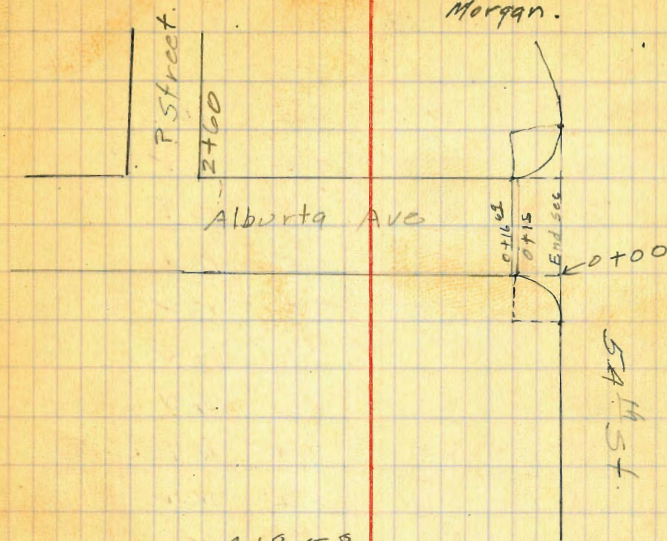
End Sec 0+00 on south

16 <sup>3</sup> N	end ret	8.0	410.6
NL		7.3	11.3
cb		7.1	11.5
+3		7.0	11.6
1/4		7.3	11.3
1/2		7.1	11.5
3/4		6.9	11.7
cb		7.1	11.5
+5		6.9	11.7
+6		5.9	11.7
S.L.		5.3	13.3
15 <sup>3</sup>	end ret.	4.8	13.8
0+15	= end s.w. ret.		
S.L.		5.1	13.5
+3		5.3	13.3
+5		6.2	12.0
cb		6.7	11.9
1/4		6.5	12.1
1/2		6.7	11.9
3/4		7.1	11.5
+2 <sup>5</sup>		7.1	11.5
+5 <sup>5</sup>		6.9	12.2
cb		6.5	12.1
N.L.		6.7	11.9

Alberta

Jan 2-29  
London  
Isbell  
Morgan.

26



0+16 <sup>69</sup>	= end N.W. ret		
N.L.		6.6	12.0
0+40			
N.L.		5.5	13.1
cb		5.5	13.1
+2		5.4	13.2
+5		6.3	12.3
1/4		6.2	12.4
1/2		5.9	12.7
3/4		5.9	12.7
cb		6.2	12.4
+4		6.1	12.5
+6		5.8	12.8
S.L.		4.7	13.9



Alberta

0+65	41858		
SL		3.8	14.8
+5		3.7	14.9
+6 <sup>S</sup>		5.4	13.2
+9		5.7	12.9
cb		5.5	13.1
1/4		5.4	13.2
1/4		5.4	13.2
1/4		5.6	13.0
+3		5.5	13.1
+6		4.4	14.2
cb		4.4	14.2
N.L.		4.5	14.1
0+90			
N.L.		4.5	14.1
cb		4.5	14.1
+1		4.5	14.1
+5		5.5	13.1
1/4		5.3	13.3
1/4		5.1	13.5
1/4		5.1	13.5
cb		5.3	13.3
+3 <sup>S</sup>		5.3	13.3
+5 <sup>S</sup>		4.4	14.2
SL		4.3	14.3

Alberta

27

1+40	41858		
SL		4.5	14.1
+4		4.7	13.9
+6		5.5	13.1
cb		5.4	13.6
1/4		5.2	13.4
1/4		5.2	13.4
1/4		5.4	13.2
+2 <sup>S</sup>		5.4	13.2
+4		4.8	13.8
cb		4.7	13.9
N.L.		4.6	14.0
1+90			
N.L.		5.3	13.3
+5		5.3	13.3
cb		5.7	12.9
+5		5.8	12.8
1/4		5.7	12.9
1/4		5.6	13.0
+5		5.5	13.1
1/4		5.5	13.1
cb		5.7	12.9
+4		5.7	12.9
+7		5.2	13.4
SL		5.1	13.5



Alberta

28

2 + 40

418.58

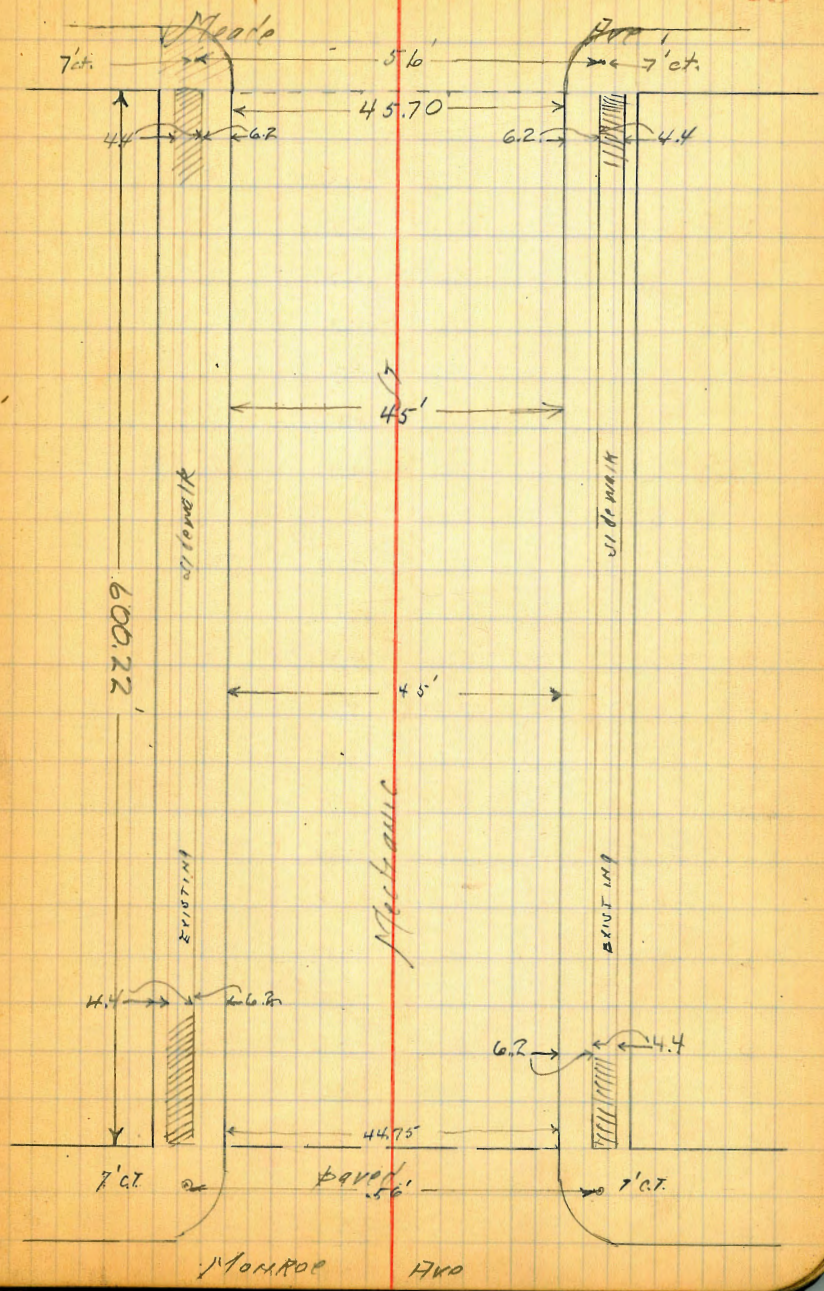
SL	4.9	13.7
+45	5.0	13.6
+6	5.7	12.9
cb	5.7	12.9
'4	5.5	13.1
<del>E</del>	5.6	13.0
'4	5.6	12.8
+15	6.0	12.6
+4	5.4	13.2
cb	5.5	13.1
NL	5.3	13.3
2 + 60 = EL ? street		
NL	5.4	13.2
cb	5.4	13.2
+5	5.3	13.3
'4	6.0	12.6
<del>E</del>	5.7	12.9
'4	5.5	13.1
cb	5.6	13.0
+3	5.6	13.0
+6	4.7	13.9
SL	4.5	14.1



Moore  
1/4/29  
X section of Mechanic st. Monroe to Meade  
70' st. 12 1/2' curbs 11 1/4' on 1/4's

	4.75	385.04	380.29
	on S.E. corner		
Paving on E. Mechanic + cb. Line of Monroe	5.21	379.83	
half way around Return	5.27	379.77	
X S.L. Monroe = 00 on top of cb East.	4.72	380.32	
cut	5.31	379.73	
1/4	5.19		
1/4	5.19	379.85	
1/4	5.33		
cut	5.63	379.41	
Top cb.	4.96	380.08	
half way around Return	5.57	379.47	
ON Paving W.L. Mech. + cb at Monroe	5.71	379.33	
0+25			
West Top cb.	5.06	379.98	
cut	5.6		
1/4	5.1		
1/4	4.9		
1/4	5.1		
cut	5.5		
E. Top cb.	4.74	380.30	
0+50			
E. Top cb	4.89	380.15	
cut	5.5		
1/4	5.1		
1/4	4.9		
1/4	5.2		

SW 1/4  
Monroe = 2300.





385.04

gut	5.7	
W. Top cb.	5.06	379.98
0+75"		
W. Top cb.	5.14	379.90
gut	5.8	
$\frac{1}{4}$	5.2	
E	5.3	
$\frac{1}{4}$	5.3	
gut	5.5	
E. Top cb.	4.91	380.13
1+00		
E. Top cb.	5.03	380.01
gut	5.4	
$\frac{1}{4}$	5.3	
E	5.0	
$\frac{1}{4}$	5.4	
gut	5.7	
W. cb. on Runway - Lower than curb.	5.67	379.37
1+25"		
W. Top cb.	5.33	379.71
gut.	5.9	
$\frac{1}{4}$	5.6	
E	5.2	
$\frac{1}{4}$	5.6	
gut	5.7	
E. Top cb.	5.22	379.82

385.04

30

1+50		
E. Top cb.	5.16	379.88
gut	6.8	
$\frac{1}{4}$	5.5	
E	6.3	
$\frac{1}{4}$	5.5	
gut	6.0	
W. Top cb.	5.40	379.64
1+75"		
W. Top cb.	5.54	379.50
gut	6.2	
$\frac{1}{4}$	5.8	
E	5.5	
$\frac{1}{4}$	5.7	
gut	5.9	
E. Top cb. on Runway	5.70	379.34
2+00		
E. Top cb.	5.35	379.69
gut	6.0	
$\frac{1}{4}$	5.2	
E	5.5	
$\frac{1}{4}$	5.8	
gut	6.2	
W. Top cb.	5.52	379.52
2+20		
W. Top cb.	5.70	379.34



385.04

gut.	6.4	
$\frac{1}{4}$	6.0	
E	5.7	
$\frac{1}{4}$	5.7	
gut	6.1	
E. topcb.	5.39	379.65
2+40		
E. topcb.	5.67	379.37
gut	6.2	
$\frac{1}{4}$	5.8	
E	5.7	
$\frac{1}{4}$	6.0	
gut	6.5	
W. Topcb.	5.80	379.24
2+60		
W Topcb.	5.90	379.14
gut	6.7	
$\frac{1}{4}$	6.0	
E	5.9	
$\frac{1}{4}$	5.9	
gut.	6.4	
E. Topcb.	5.83	379.21
2+80		
E. Topcb.	5.83	379.21
gut	6.4	
$\frac{1}{4}$	5.9	

385.04

31

E	5.9	
$\frac{1}{4}$	6.3	
gut	6.6	
W. topcb.	6.07	378.97
3+00		
W. on Runway	6.71	378.33
gut	6.8	
$\frac{1}{4}$	6.3	
E	5.7	
$\frac{1}{4}$	6.0	
gut	6.5	
E. topcb.	5.90	379.14
3+20		
E. topcb.	6.09	378.95
gut	6.5	
$\frac{1}{4}$	6.2	
E	5.9	
$\frac{1}{4}$	6.4	
gut	6.9	
W. topcb.	6.30	378.74
3+40		
W. topcb.	6.40	378.64
gut	7.0	
$\frac{1}{4}$	6.4	
E	6.0	
$\frac{1}{4}$	6.2	



385.04

gut.	6.6	
E. top cb	6.06	378.98
3+60		
E. top cb	6.14	378.90
gut	6.7	
$\frac{1}{4}$	6.3	
e	6.0	
$\frac{1}{4}$	6.5	
gut	7.0	
W. top cb.	6.40	378.64
3+20		
W. top cb.	6.53	378.51
gut	7.1	
$\frac{1}{4}$	6.7	
e	6.2	
$\frac{1}{4}$	6.4	
gut	6.7	
E. top cb.	6.16	378.88
4+00		
E. top cb	6.31	378.73
gut	6.8	
$\frac{1}{4}$	6.6	
e	6.5	
$\frac{1}{4}$	6.7	
gut	7.0	
W. top cb.	6.46	378.58

385.04

32

T.P. 4.14	382.88	6.30	378.74
4+20			
W. top cb		4.39	378.49
gut		4.9	
$\frac{1}{4}$		4.6	
e		4.0	
$\frac{1}{4}$		4.3	
gut		4.7	
E. on Runway		4.80	378.08
4+40			
E. top cb.		4.30	378.58
gut		4.8	
$\frac{1}{4}$		4.5	
e		4.2	
$\frac{1}{4}$		4.6	
gut		4.9	
W. top cb.		4.51	378.37
4+60			
W. top cb		4.60	378.28
gut		4.7	
$\frac{1}{4}$		4.7	
e		4.3	
$\frac{1}{4}$		4.5	
gut		4.9	
E. top cb.		4.40	378.48
4+80			



382.88

E. top cb	4.37	378.51
gut	5.0	
$\frac{1}{4}$	4.6	
E	4.4	
$\frac{1}{4}$	4.7	
gut	5.0	
W. on Runway	5.07	377.81
5+00		
W. top cb.	4.53	378.35
gut	5.1	
$\frac{1}{4}$	4.9	
E	4.5	
$\frac{1}{4}$	4.7	
gut	4.9	
E. top cb.	4.46	378.42
5+25		
E. top cb.	4.57	378.31
gut	5.0	
$\frac{1}{4}$	4.9	
E	4.6	
$\frac{1}{4}$	4.9	
gut	5.4	
W. top cb.	4.68	378.20
5+50		
W. top cb.	4.88	378.00
gut	5.5	

382.88

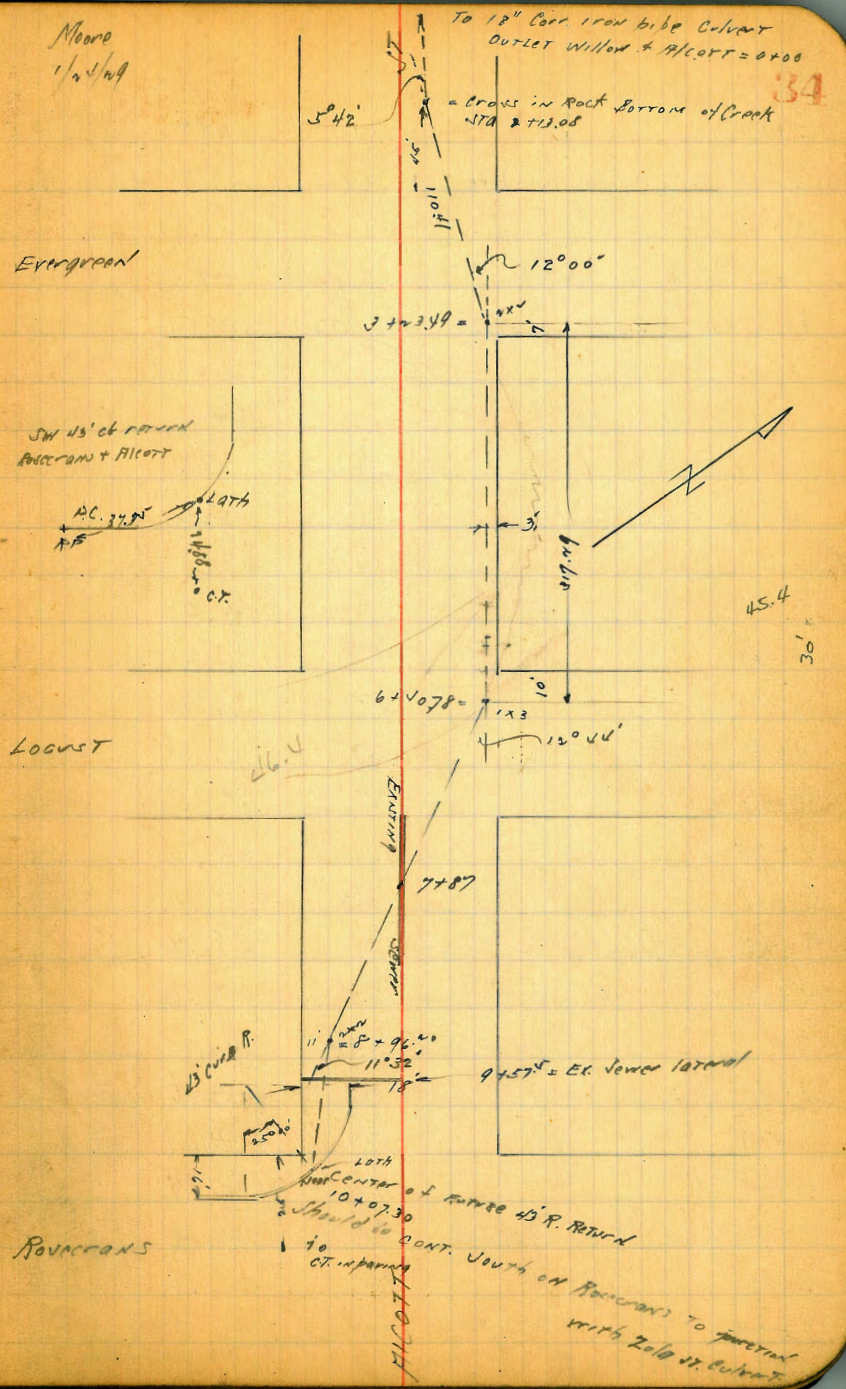
33

$\frac{1}{4}$	5.0	
E	4.6	
$\frac{1}{4}$	4.6	
gut	5.0	
E. top cb.	4.53	378.35
5+75		
E. top cb.	4.68	378.20
gut	5.2	
$\frac{1}{4}$	4.9	
E	4.7	
$\frac{1}{4}$	5.0	
gut	5.6	
W. top cb.	4.97	377.91
6+00 = N.L. of Meade.		
W. top cb.	5.12	377.76
gut.	5.7	
$\frac{1}{4}$	5.1	
E	4.8	
$\frac{1}{4}$	4.9	
gut	5.3	
E. top cb.	4.81	378.07
Meade		
Top of cb. on E. h. Mech. + ch. Line out	4.80	378.08 check to Yeager and Miller elev. 3 on Meade Run
" " " " W.L. " " " "	5.15	
T.P.	5.99	385.05
	3.82	379.06
<del>T.P.</del> M. SW. NP Mon. 33 <sup>rd</sup>	4.76	380.29 ✓



Levels for Proposed Culvert on  
FLCOTT ST Evergreen To Roscrans

SWOP	+	H.I.	-	Elev.	Willow & Alcott
	3.22	116.48 <del>115.94</del>		112.76 <del>112.72 = correct</del>	
T.P.	0.22	104.07 103.53	12.63	103.85 103.21	OK
T.P.	1.20	92.59 92.05	12.68	91.39 90.85	
T.P.	5.80	85.63 85.09	12.76	79.83 79.29	
0+00 = F.L. of existing 18" cor. pipe			2.58	82.51	
0+10			2.4	82.7	
0+15			1.8	83.3	
0+20			3.1	81.0	
0+25			5.7	79.4	
0+32			5.4	79.7	
0+50			7.6	77.5	
0+60			8.2	76.9	
0+75			9.0	76.1	
1+00 creek meanders South here			12.2	72.9	
1+25 line <sup>EXISTING</sup> Crossed Main Sewer line here			12.5	72.6	ON E ALCOTT ST
T.P.	0.64	73.98 73.44	12.29	73.34 72.80	
1+50			4.5	68.9	
1+60 Line meets Creek here			7.3	66.1	
1+70			5.1	68.3	
1+95			6.2	67.2	
2+00			9.1	64.3	
2+13 <sup>00</sup> = A			9.6	63.8	
2+25			10.5	62.9	
2+50			11.2	61.6	
2+59			10.5	62.9	
2+75			11.7	61.7	





73.98  
73.44

2+80			14.0	59.4
2+95 Creek Meanders North here			14.9	58.5
3+00			11.6	61.8
3+23 <sup>48</sup> = A			13.2	<del>60.2</del>
T.P. on Rock 2+53	67.78 67.24		8.73	65.25 64.71
3+48			4.9	<del>62.3</del>
3+73			2.5	<del>64.9</del>
3+98			1.6	65.6
4+20			2.0	65.2
<sup>6+20</sup> 26 north to Creek Bottom			14.2	53.0
4+48			1.4	66.0
4+58			1.8	65.4
4+73			5.2	62.0
4+98			5.3	61.9
5+23			7.7	59.5
5+30			7.1	60.1
5+48			10.2	57.0
5+48 no North to creek bottom			18.5	48.7
5+73			13.5	53.7
T.P. 0.58	55.30		12.52	44.26 54.72
5+98			1.7	<del>53.6</del>
6+23			5.4	49.9
6+38			7.6	47.7
6+40.78 = A.P.T. <sup>Back</sup> Next Bottom			8.9	46.4
7			9.6	45.7
7+25			10.1	45.2

Gr E1

59.61

61.1 ✓

63.1 ✓

57.1 ✓

55.30

35

7+50			8.7	46.6
7+57 crosses existing Sewer line			9.4	45.9
8			11.3	44.0
T.P. 0.29	42.62 43.08		12.51	42.23 42.79
8+25			2.0	41.1
8+39			3.6	39.5
8+40			5.2	37.8
8+44			5.9	37.2
8+60			4.0	39.1
8+80			4.0	39.1
8+88			6.5	36.6
8+96.5 = A.P.T. = 11' N of St Alcott			6.7	36.4
9+25			7.5	35.3
9+25			9.8	33.3
9+57.5 = F.L. existing Sewer Lat.			10.32	32.76
9+60			13.1	30.0
9+97			13.3	29.8
10+07.30 = Top of future curb			11.9	31.2
T.P. 4.63	33.48 33.44		12.77	30.85 30.31
P.L. of future curb return curb			3.95	39.13
check to BM at on Top of 57 + Rosecrans			7.65	44.87 check 45.29 = check
33.88				
0.2				
33.41				
1.21				
34.77				
2.41				
37.81 T.P. on plug in curb SW Curtis + Rosecrans. No record of this				
6.02				
48.89				
4.02				
44.87				
44.39				
0.48				

45.29 = check  
44.87 = check



Willow & Zola SEPP  
 158.21  
 + 0.92  
 159.13  
 - 13.00  
 146.13  
 + 0.62  
 146.75 = X  
 - 12.67  
 134.08

Willow & Alcott SW BP  
 138.26  
 error 0.84

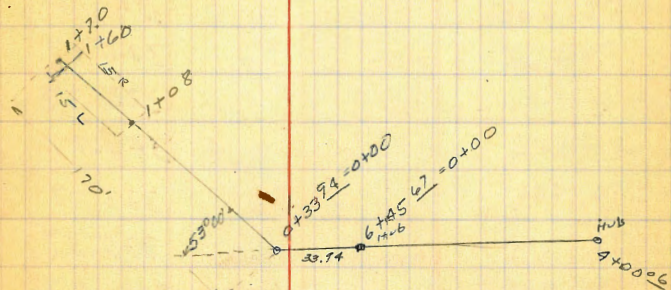
SWOT Willow  
 Browning 129.91  
 error 1.30

SWBP Curtis  
 Rousseaux 44.33  
 9.43  
 53.76  
 1.34  
 40.42  
 2.52  
 42.94  
 1.12  
 41.82  
 0.26  
 41.56  
 9.77  
 51.33  
 4.40  
 46.93  
 2.27  
 44.66  
 41.72 = SWBP  
 0.03 error  
 LYTAN  
 Rousseaux

Willow Alcott  
 113.26 SW  
 + 3.20  
 116.46  
 - 12.67  
 103.79  
 + 0.16  
 103.95  
 - 12.86  
 91.09  
 + 0.34  
 91.43  
 - 12.63  
 78.80  
 + 0.57  
 79.37  
 - 14.60  
 64.77  
 + 0.32  
 65.09  
 - 11.91  
 53.18  
 + 0.24  
 53.42  
 - 10.26 ON BP  
 43.16  
 44.87  
 46.33 = SWBP  
 0.54 = error  
 Rousseaux  
 Curtis

Feb 13-29

Louton  
 Isbell  
 Marpan



change of sewer Lot 22 Pat. Rho Ex Mission.

See P. 24.



Change of Sewer in Lot 22 Part. Rho Emission.

(See P 24)

10.8

13.3

~~11.6~~  
12.6

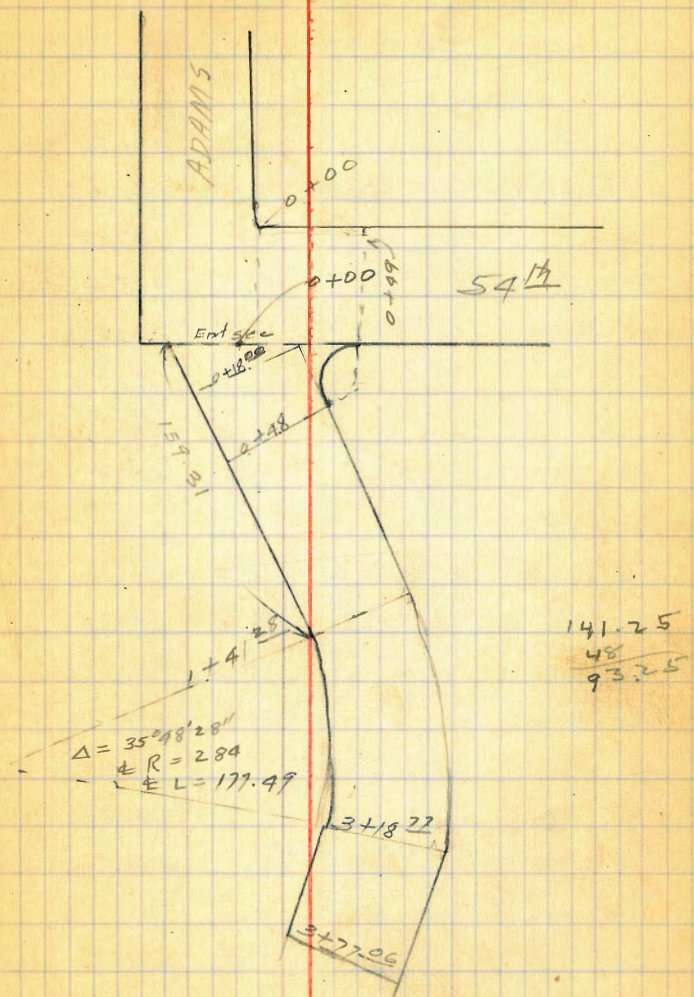
37

Hub 445 <sup>42</sup>	6.33	331.77	325.44
0+12 str. bed	7.6	324.17	
0+23	7.2	324.57	
0+24 fork beds	8.2	323.57	
0+28	6.5	325.27	
0+33 <sup>24</sup> $\mu = 0+00$	5.1	326.67	
(0+15) 7'R str. bed	9.4	322.37	
0+15	6.5	325.27	
0+21	6.0	325.77	
0+26	6.4	325.37	
0+50	8.8	322.97	
(0+50) 6'R str. bed.	10.8	320.97	
0+63 str. bed.	13.5	318.27	
0+70	11.2	320.57	
0+75	12.0	319.77	
(0+75) 5'L str. bed	13.4	318.37	
0+85	10.7	321.07	
(0+85) 4'L str. bed.	13.3	318.47	
1+00	11.3	320.47	
(1+00) 3'L str. bed	13.3	318.47	
1+08			
15'R	9.9	321.87	
3'R	10.6	321.17	
$\pm$	13.4	318.37	
5'L	9.7	322.07	
15'L	9.1	322.67	

1+30	331.77	
15'L	10.0	321.77
5'L	10.5	321.27
$\pm$	13.3	318.47
1'R	11.5	320.27
15'R	10.0	321.27
1+32		
15.R	10.0	321.27
$\pm$	11.7	320.07
1L	13.2	318.57
4L	13.2	318.57
5L	10.5	321.27
15L	10.0	321.77
1+45		
15L	11.7	320.07
12L	13.4	318.37
7L	13.8	317.97
4L	11.8	319.97
$\pm$	11.8	319.97
15.R	11.0	320.77



1+60		331.77	
17L	str. bed.	13.4	318.37
15L		12.0	319.77
<del>±</del>		12.6	319.17
15R		12.4	319.37
1+68			
<del>±</del>		12.4	319.37
1+70	str. bed.	15.3	316.47





Feb 13-29  
London.

XSec of Opening of Adams W. of 54<sup>th</sup>.  
50' st 10' ebs 30' Rdway All stationing  
on  $\pm$  see P. 38.

39

0.39	417.37	416.98
End sec		
NL	2.7	414.7
cb	3.1	414.3
1/4	3.5	413.9
$\pm$	4.0	413.4
1/4	4.8	412.6
cb	5.4	412.0
S.L	6.3	411.1
29'S. EC. SW ret	8.0	409.4
0+18		
SL	6.3	411.1
cb	6.0	411.4
1/4	5.5	411.9
$\pm$	4.9	412.5
1/4	4.6	412.8
cb	4.4	413.0
NL	4.1	413.3
0+48		
NL	5.4	412.0
cb	6.0	411.4
1/4	6.4	411.0
$\pm$	7.0	410.4
1/4	8.0	409.4
cb	8.6	408.8
S.L	9.2	408.2

Plotted 2/14/29 T.J.

0+48	417.37	
5'S	9.2	
0+75		
5'S	11.4	
SL	11.1	406.3
cb	10.0	
1/4	9.3	
$\pm$	8.5	408.9
1/4	8.0	
cb	7.4	
NL	6.8	410.6
1+00		
NL	8.4	409.0
cb	8.8	
1/4	9.5	
$\pm$	9.9	407.5
1/4	10.4	
cb	11.2	
S.L	11.9	405.5
5'S	12.2	
1+25		
5'S	13.1	
SL	12.9	404.5
cb	12.4	
1/4	12.0	
$\pm$	11.6	405.8



1+25	417.37		
1/4		11.1	
cb		10.4	
N.L.		10.2	407.2
1+41 <sup>28</sup> BC.			
N.L.		11.2	406.2
cb		11.7	
1/4		12.1	
<del>1/4</del>		12.6	404.8
1/4		12.8	
cb		13.3	
S.L.		13.7	403.8
S'S		13.9	
1+85 <sup>65</sup>			
S'S		16.0	
S.L.		15.4	402.0
cb		15.1	
1/4		14.6	
<del>1/4</del>		14.3	403.1
1/4		13.6	
cb		13.3	
N.L.		12.4	405.0
T.P.	4.33	408.66	13.04 404.33

2+30 <sup>03</sup>	409.66		
N.L.		4.4	404.3
cb		4.8	
1/4		5.2	
<del>1/4</del>		5.7	403.0
1/4		5.8	
cb		6.0	
SA		6.2	402.5
2+74 <sup>31</sup>			
S.L.		5.4	403.0
cb		5.3	
1/4		5.4	
<del>1/4</del>		5.3	403.3
1/4		4.9	
cb		4.8	
N.L.		4.5	404.2
3+18 <sup>22</sup> EC.			
N.L.		5.0	403.7
cb		5.3	
1/4		5.5	
<del>1/4</del>		5.8	402.9
1/4		5.9	
cb		6.1	
S.L.		6.1	402.6



3+47 408.66

S.L.	6.5	402.2
cb	6.6	
1/4	6.6	
<del>+</del>	6.6	402.1
1/4	6.4	
cb	6.1	
N.L.	5.7	403.0
3+77.06		
N.L.	7.1	401.6
cb	7.4	
1/4	7.6	
<del>+</del>	7.7	401.0
1/4	7.7	
cb	7.7	
S.L.	7.8	400.9

X sec 54<sup>th</sup> from S.L. Adams South 41  
 60'st. 10' ebs 40' Rdway  
 0.61 417.59 416.98  
 0+00 = S.L. Adams

EL	34	414.2
cb	39	413.7
<del>+</del>	4.2	413.4
<del>+</del>	4.8	412.8
+4	4.9	412.7
+5	5.7	411.9
1/4	4.7	412.9
cb	5.0	412.6
W.L.	5.4	412.2
0+49 = EC S.W. rot		
W.L.	9.2	408.2
+5	8.8	408.8
cb	9.6	409.0
1/4	8.4	409.2
+1	11.8	405.8
+5	11.4	406.2
+7	8.4	409.2
<del>+</del>	8.4	409.2
1/4	7.8	409.8
cb	7.7	409.9
E.L.	7.2	410.4

Plotted 2/19/69 R.D.



417.59

0+70

EL	8.5	409.1
cb	9.1	408.5
1/4	9.6	408.0
±	9.5	408.1
1/4	10.3	407.3
+3	13.1	404.5
+6	13.8	403.8
+8	10.9	406.7
cb	11.0	406.6
WL	11.6	406.0

1+00

WL	13.1	404.5
+2	18.5	
+4	14.1	
cb	12.4	
1/4	12.9	
+6	12.0	
±	11.9	405.7
1/4	11.3	
cb	10.5	
EL	9.7	407.9

417.59

42

1+21

EL	10.9	406.7
cb	11.6	
1/4	12.1	
±	13.0	404.6
1/4	13.7	
cb	14.9	
+5	15.8	
WL	18.4	399.2
S.W	22.2	
10'W	19.1	

1+50

15'W	20.2	
6'W	17.6	
WL	15.9	401.7
+2	15.1	
cb	14.9	
1/4	13.9	
±	13.3	404.3
1/4	12.6	
cb	12.4	
EL	11.8	405.8



2-27-09  
 J.C. Bliss  
 Raney  
 Sommereyer

X-section 54<sup>th</sup> Street  
 S.L. Adams to N.K. Collier  
 60' wide 10' cbs 10' 1/4s

B.M. Springleaf in Pole S.W. cor. Adams Ave + Kinson Pl. 416.98  
 + 4.11

H.I. 421.09

S.L. Adams<sup>50' wide</sup>  
<sup>10' cbs</sup>  
<sup>10' 1/4s</sup>

Not Plotted for 60' St.  
 50' St. See FB 1242 p 1

W	8.8	412.3
cb	8.5	412.6
1/4	8.2	412.9
£	8.2	412.9
1/4	7.7	413.4
cb	7.4	413.7
E	6.9	414.2
S cb Adams		
E	6.8	414.3
cb	7.1	414.0
1/4	7.5	413.6
£	7.6	413.5
1/4	7.5	413.6
cb	7.6	413.5
W	7.7	413.4
5/4 Adams		
W	7.4	413.7
cb	7.2	413.9
1/4	7.2	413.9
£	7.1	414.0
1/4	7.0	414.1

Old Notes for 50' Street  
 in FB 1242 p 1.

H.I. 421.09

13

cb	6.8	414.3
E	6.6	414.5
£ Adams		
E	6.3	414.8
cb	6.4	414.5
1/4	6.8	414.3
£	7.0	414.1
1/4	7.1	414.0
cb	6.8	414.3
W	7.0	414.1
N 1/4 Adams		
W	6.5	414.6
cb	6.6	414.5
1/4	6.8	414.3
£	6.9	414.2
1/4	6.7	414.4
cb	6.5	414.6
E	6.5	414.6
N cb Adams		
E	6.5	414.6
cb	6.6	414.5
1/4	6.7	414.4
£	6.7	414.4
1/4	6.7	414.4
cb	6.5	414.6



H.I. 42109

w	6.4	414.7
N.L. Adams = 0+00		
w	6.2	414.9
cb	6.1	415.0
1/4	6.2	414.9
±5	6.7	414.4
±	6.4	414.7
1/4	6.3	414.8
cb	6.7	414.4
±3	5.5	415.6
E	5.6	415.5

0+25

E	5.1	416.0
±7	5.3	415.8
cb	6.1	415.0
1/4	6.0	415.1
±	5.9	415.2
1/4	6.3	414.8
±3	5.6	415.5
cb	5.7	415.4
w	5.9	415.2

0+36 = 6' Concrete Driveway 20' in St. from W.L.

Shot at W.L.

5.40 415.69

H.I. 42109

14

0+50

w	5.2	415.9
cb	5.1	416.0
±7	5.3	415.8
1/4	5.9	415.2
±	5.6	415.5
1/4	5.5	415.6
cb	5.7	415.4
±3	4.7	416.4
E	4.7	416.4

0+75

E	4.2	416.9
±7	4.5	416.6
cb	5.4	415.7
1/4	5.3	415.8
±	5.3	415.8
1/4	5.7	415.4
±3	5.1	416.0
cb	5.1	416.0
w	5.2	415.9

1+00

w	4.6	416.5
cb	4.9	416.2
±7	4.7	416.4
1/4	5.5	415.6
±	5.2	415.9



H.L. 42109

1/4	51	416.0
cb	53	415.8
+3	46	416.5
E	46	416.5
1+25		
E	43	416.8
+7	44	416.7
cb	51	416.0
1/4	49	416.2
¢	51	416.0
1/4	54	415.7
+3	48	416.3
cb	49	416.2
w	50	416.1
1+50		
w	48	416.3
cb	49	416.2
+7	50	416.1
1/4	54	415.7
¢	51	416.0
1/4	49	416.2
cb	51	416.0
+3	43	416.8
E	3.8	417.3

H.L. 42109

15

1+75		
E	41	417.0
+7	42	416.9
cb	51	416.0
1/4	49	416.2
¢	51	416.0
1/4	54	415.7
+2	47	416.4
cb	46	416.5
w	47	416.4
2+00		
w	47	416.4
cb	46	416.5
+8	46	416.5
1/4	52	415.9
¢	50	416.1
1/4	50	416.1
cb	51	416.0
+3	45	416.6
E	43	416.8
2+25		
E	3.9	417.2
+7	42	416.9
cb	50	416.1
1/4	50	416.1
¢	50	416.1



1/4	51	4160
+2	46	416.5
cb	46	416.5
w	47	416.4
2+50 = S.L. Collier 10' Wide <sup>5' cbs</sup> <sub>7.5' 1/4.5'</sub>		
w	50	416.1
cb	48	416.3
+3	48	416.3
1/4	53	415.8
♀	52	415.9
1/4	52	415.9
cb	55	415.6
+3	47	416.4
E	44	416.7
5 cb Collier		
F	54	415.7
cb	55	415.6
1/4	52	415.9
♀	50	416.1
1/4	55	415.6
cb	52	415.9
w	54	415.7
5 1/4 Collier		
w	55	415.7
cb	54	415.7

1/4	54	415.7
♀	53	415.8
1/4	52	415.9
cb	54	415.7
E	55	415.6
♀ Collier		
E	53	415.8
cb	53	415.8
1/4	53	415.8
♀	54	415.7
1/4	55	415.6
cb	55	415.6
w	54	415.7
N 1/4 Collier		
w	56	415.5
cb	57	415.4
1/4	57	415.4
♀	53	415.8
1/4	53	415.8
cb	55	415.6
E	56	415.5
N cb Collier		
E	54	415.7
cb	57	415.4
1/4	55	415.6



H1 4 21.09

♀	54	415.7
1/4	57	415.4
cb	54	415.7
w	52	415.9
H.-L. Collier		
w	50	416.1
cb	52	415.9
+8	53	415.8
1/4	58	415.3
♀	55	415.6
1/4	56	415.5
cb	58	415.3
+3	50	416.1
E	48	416.3

B.M. S.W. Nails in Pale Collier +54<sup>00</sup> -362 417.47  
 > 417.45

2-27-29  
 J.S. Bliss  
 .Ravner  
 Sommermeier

X-section 55<sup>th</sup> Street. 200' South  
 of Madison to 100' North of Sicota  
 50' wide 10' cbs 7.5' 1/4s

47

East Top cb 200' South of Madison		419.56
+10.91	H1 4.30.47	
0+00 = 200' S of SL Madison = 0+00		
W Top cb	420.47 11.39'	419.08
G	430.5 12.0	418.5
1/4	11.5	419.0
♀	11.1	419.4
1/4	10.9	419.6
G	11.3	419.2
E Top cb	10.91	419.56
0+25		
E Top cb	11.36	419.11
G	12.1	418.4
1/4	11.8	418.7
♀	11.9	418.6
1/4	12.7	418.3
G	12.5	418.0
W Top cb	11.83	418.64
0+50		
W Top cb	12.21	418.26
G	12.5	418.0
1/4	12.4	418.1
♀	12.3	418.2
1/4	12.0	418.5
G	12.0	418.5



H.I. 430.47

E Top cb	11.64	418 83
0+75 = & 10' CB Inlet		
E Top cb	11.77	418 70
G-Top Grating	12.27	417 70
+3	12.2	418 3
1/4	12.2	418 3
&	12.0	418 5
1/4	12.4	418 1
+4	12.8	417 7
G-Top Grating	13.30	417 20
W Top cb	12.31	418 16
	1+00	
W Top cb	11.77	418 70
G	12.2	418 3
1/4	11.9	418 6
&	11.6	418 9
1/4	11.4	419 1
G	11.6	418 9
E Top cb	11.28	419 19
	1+05	
E Top cb	9.95	420 52
G	10.4	420 1
1/4	10.5	420 0
&	10.5	420 0
1/4	10.9	419 6

H.I. 430.47

48

G	11.4	4193
W Top cb	10.54	41993
	1+50	
W Top cb	9.02	42145
G	9.7	4208
1/4	9.4	4211
&	9.0	4215
1/4	9.1	4214
G	9.3	4212
E Top cb	8.46	42201
	1+75	
E Top cb	6.85	42362
G	7.6	4229
1/4	7.4	4231
&	7.5	4230
1/4	7.9	4226
G	8.2	42230
W Top cb	7.38	42309
	50' width 7.5' / 45'	
2+00 - S.L. Madison - End existing CB on East side of		
55 <sup>th</sup> St Street is Graded for curbs however		
W Top cb	5.88	42449
G	6.8	4237
+0.7 - cb Line	6.7	4238
1/4	6.3	4242
&	5.9	4246



H.I. 430.47

1/4	6.0	424 5
G	6.5	424 0
W Tp cb	5.22	425 25
E.L.	4.9	425 6
S cb Madison		
E	4.9	425 6
cb	5.5	425 0
1/4	5.3	425 2
£	5.2	425 3
1/4	5.7	424 8
cb	6.1	424 4
W-Gutter	6.7	423 8
W Tp cb	5.91	424 56
5 1/4 Madison		
W	5.8	424 7
cb	5.4	425 1
1/4	5.2	425 3
£	4.9	425 6
1/4	5.0	425 5
cb	4.9	425 6
E	4.5	426 0
£ Madison		
E	4.1	426 4
cb	4.6	425 9
1/4	4.7	425 8

H.I. 430.47

19

£	4.6	425 9
1/4	4.8	425 7
cb	5.1	425 4
W	5.5	425 0
N 1/4 Madison		
W	5.5	425 0
cb	4.9	425 6
1/4	4.7	425 8
£	4.4	426 1
1/4	4.5	426 0
cb	4.3	426 2
E	3.9	426 6
1 cb Madison		
E	3.7	426 8
cb	4.3	426 2
1/4	4.4	426 1
£	4.3	426 2
1/4	4.4	426 1
cb	4.7	425 8
W-Gutter	5.6	424 9
W-Tab cb	4.75	425 7 R
N.L. Madison - 0 + 00		
W Tp cb	4.07	426 4 0
Gutter	5.0	425 5
10.7 - cb Line	4.9	425 6



114	4.2	4263
¢	3.9	4266
1/4	4.1	4264
cb	4.1	4264
+v	3.4	4271
E	3.3	4272
	0725	
E	2.6	4279
+8	2.7	4278
cb	3.7	4268
1/4	3.3	4272
¢	3.2	4273
1/4	3.6	4269
G	4.1	4264
WTpcb	3.25	42722
	0750	
WTpcb	2.48	427.99
G	3.4	4271
1/4	3.0	4275
¢	2.5	4280
1/4	2.6	4279
cb	3.0	4275
+v	1.8	4287
E	1.9	4286

0775		
E	1.2	4293
+8	1.3	4292
cb	2.4	428.1
1/4	2.0	428.5
¢	1.9	428.6
1/4	2.2	428.3
G	2.7	427.8
WTpcb	1.81	42866
	1400	
WTpcb	1.06	429.41
G	2.0	428.5
1/4	1.6	428.9
¢	1.3	429.2
1/4	1.5	429.0
¢	1.8	428.1
+8	0.8	4297
E	0.5	4300
	1425	
E	0.2	4303
+8	0.2	4303
cb	1.3	4292
1/4	1.0	4295
¢	0.8	4297
1/4	1.1	4294
G	1.4	4291



H.I. 430 47

W T p c b      0.55      429 9 R  
 T.P.                      - 0.44      430.03

+ 6.60

H.I. 436.63

+ 1.50

W T p c b      436.63      6.38      430 R 5

G                      7.0      429 6

1/4                      6.8      429 B

♀                      6.4      430 2

1/4                      6.5      430 1

C b                      6.7      429 9

+ v                      5.9      430 7

E                      5.6      431 0

+ 1.75

E                      5.3      431 3

+ 8                      5.4      431 B

C b                      6.4      430 R

1/4                      6.1      430 5

♀                      6.0      430 6

1/4                      6.4      430 R

G                      6.8      429 B

W T p c b                      6.07      430 56

+ 2.60

W T p c b                      5.73      430 90

G                      6.4      430 R

H.I. 436.63

51

1/4                      6.2      430 4

♀                      5.7      430 9

1/4                      5.8      430 8

C b                      6.2      430 4

+ v                      5.3      431 3

E                      5.0      431 6

+ 2.25

E                      4.8      431 8

+ 8                      5.0      431 6

C b                      5.7      430 9

1/4                      5.5      431 1

♀                      5.4      431 2

1/4                      5.9      430 7

G                      6.3      430 3

W T p c b                      5.45      431 18

+ 2.50 = 5.21

W T p c b                      5.22      431 41

G                      5.9      430 7

+ 0.7 C b line                      5.9      430 7

1/4                      5.4      431 2

C                      5.1      431 5

1/4                      5.2      431 4

C b                      5.4      431 2

+ v                      4.6      432 0

E                      4.6      432 0

Siesta      50' wide      10' cbs  
2.5' 1/45      11



H.I. 436.63

## S cb Siesta

S			
F	43	432	3
+8	44	432	2
cb	53	431	3
1/4	49	431	7
£	49	431	7
1/4	53	431	3
cb	56	431	0
W-gutter	63	430	3
N-Top cb	546	431	1.7

## S 1/4 Siesta

W	60	430	6
cb	54	431	2
1/4	51	431	5
£	49	431	7
1/4	50	431	6
cb	51	431	5
+v	44	432	2
E	43	432	3

## £ Siesta

E	40	432	6
+8	42	432	4
cb	51	431	5
1/4	47	431	9
£	47	431	9

H.I. 436.63

52

1/4	50	431.6
cb	51	431.5
W	56	431.0

## N 1/4 Siesta

W	56	431.0
cb	50	431.6
1/4	48	431.8
£	43	432.3
1/4	46	432.0
cb	50	431.6
+v	41	432.5
E	40	432.6

## N cb Siesta

E	39	432.7
+8	39	432.7
cb	49	431.7
1/4	45	432.1
£	45	432.1
1/4	48	431.8
cb	51	431.5
W-gutter	58	430.8
W Top cb	494	431.69

## N.L. Siesta = 0x00

W Top cb	435	432.28
G	52	431.4



H.I. 436.63

+0.7	cb	217c	51	431 5
1/4			45	432 0
¢			44	432 2
1/4			44	432 2
cb			45	432 1
+v			38	432 8
E			38	432 8
0+25				
E			3.5	433 1
+8			3.5	433 1
cb			44	432 2
1/4			41	432 5
¢			4.2	432 4
1/4			45	432 1
G			48	431 8
W T p cb			4.04	432 59
0+50				
W T p cb			3.73	432 90
a			4.5	432 1
1/4			41	432 5
¢			3.7	432 9
1/4			3.7	432 9
cb			3.9	432 7
+v			3.2	432 4
E			3.1	433 5

H.I. 436.63

53

0+75

E	2.6	434.0
+8	2.8	433.8
cb	3.5	433.0
1/4	3.3	433.3
¢	3.3	433.3
1/4	3.7	432.9
G	4.1	432.5
W T p cb	3.44	433.19
1+00 - End existing cb on west		
W	2.8	433.8
W T p cb	3.08	433.55
G	3.5	433.0
1/4	3.2	433.4
¢	3.0	433.6
1/4	2.7	433.9
cb	2.9	433.7
+v	2.4	434.2
E	2.2	434.9

B.M. N.W. Top Pillar Madison + 55<sup>th</sup> - 3.43 433.20  
 → 433.22  
 Error 0.2







285.55

60' N - 25.5 wide

W-0.7	4.14	281.41	cont. walk to House
W	4.1	281.5	
47	3.4	282.2	
±	3.7	281.9	
E	3.7	281.9	
111.5 N = 27.4 wide			
E	3.9	281.7	
±	3.9	281.7	
0.5 E. of N. line	3.80	✓ 281.75	E. End. cont. Walk to House
W	3.4	281.8	
140.2 N = S. line Alley pavnt on W. 28.4 wide pavnt covered			
1/2 W. of N. line = E. End Alley pavnt.	5.76	✓ 279.79	no yardage
W. on ground	3.9	281.7	
±	3.8	281.8	
E	3.6	282.0	
150.2 N = ± Alley on W. 28.8 wide			
E	3.6	282.0	
±	3.7	281.9	
W. ground	4.2	281.4	Pavnt covered
W + 0.65 = E. End. Alley Pavnt.	5.95	✓ 279.60	no yardage
160.2 = N. line Alley on W. 29.2 wide Pavnt Covered			
W-0.3 = E. End Alley Pavnt on W.	5.55	✓ 280.00	No yardage
W. ground	3.7	281.9	
±	3.5	282.1	
E	3.4	282.2	

285.55

184.5 N - 30.1 wide

32<sup>nd</sup> St. 55

E	3.5	282.1	
±	3.7	281.9	
W	3.5	282.1	
W + 1.0 = E. End cont. walk to House	3.56	✓ 281.99	
189.2			
188.2 N = S. line Alley Pavnt. on E. 30.2 wide			
W	3.6	282.0	
±	3.6	282.0	
E. dirt	3.0	282.6	Pavnt covered
E. W. End Alley Pavnt.	5.42	✓ 280.13	no yardage
197.7			
196.7 N = ± Alley on E. 30.5 wide Pavnt covered			
E. on W. End Alley Pavnt	5.64	✓ 279.91	No yardage
E. ground.	3.0	282.6	
±	3.6	282.0	
W.	3.6	282.0	
206.2			
205.2 N = N. line Alley on E. 30.9 wide			
W	3.6	282.6	
±	3.5	282.1	
E dirt	3.3	282.3	
E. on W. End Alley Pavnt.	5.41	✓ 280.14	
250' N. 32.3 wide			
E	3.4	282.2	
±	3.1	282.5	
W	3.6	282.0	



285.55  
 300.3N = S. Line Hawthorne st 34.14 wide

N	3.6	282.0
φ	3.8	281.8
E	4.2	281.4

14. N of S. Line = S. cl.

E. emb. cl	4.84	✓ 280.71
E. gutter dirt	5.4	280.2
φ	4.3	281.3
W. on emb. cl	4.00	✓ 281.55
W. " gutter pavnt	4.33	✓ 281.22

S. 14

W. Line = E. End pavnt.	3.89	✓ 281.66
-------------------------	------	----------

φ Hawthorne

W. Line = E. End pavnt	3.56	✓ 281.99
------------------------	------	----------

N. 14

W. Line = E. End pavnt	3.73	✓ 281.82
------------------------	------	----------

N. cl

W. Line gutter pavnt	4.13	✓ 281.42
----------------------	------	----------

" " Top emb. cl.	3.51	✓ 282.04
------------------	------	----------

chk on BM. B.P.

3.49 282.06 = 282.04 + Hawthorne  
 N.W. 32.25







	H.I.	Elev
	216.91	
1/4	4.9	211.5
⊕	4.4	212.0
1/4	4.5	211.9
+7.5	4.75	211.66
G	4.93	211.48
N Top cb	3.92	212.49
	0+7.5	
N Top cb	3.69	212.72
G	4.70	211.51
+2.5	4.51	211.90
1/4	4.2	212.2
⊕	4.2	212.2
1/4	4.7	211.7
+7.5	5.16	211.35
G	5.39	211.02
S Top cb	4.36	212.05
	0+5.0	
S Top cb	4.07	212.34
G	5.08	211.33
+2.5	4.83	211.58
1/4	4.3	212.1
⊕	3.9	212.5
1/4	3.9	212.5
+7.5	4.08	212.33
G	4.32	212.09
N Top cb	3.32	213.09

	H.I.	Elev
	216.91	
	0+7.5	
N Top cb	2.97	213.44
G	3.98	212.43
+2.5	3.73	212.68
1/4	3.6	212.8
⊕	3.6	212.8
1/4	4.1	212.3
+7.5	4.66	211.75
G	4.94	211.47
S Top cb	3.92	212.49
	1+0.0	
S Top cb	3.62	212.79
G	4.65	211.76
+2.5	4.41	212.00
1/4	3.8	212.6
⊕	3.3	213.1
1/4	3.1	213.3
+7.5	3.28	213.13
G	3.53	212.88
N Top cb	2.55	213.86
	1+15. Break	End of cb on N.
	2.0	End of gutter on N. & S. 15
N Top cb	2.32	214.09
G	3.22	213.19
+2.5	2.93	213.48
1/4	3.0	213.4
⊕	3.3	213.1



	H.I. 216.41	-	Elev
1/4		3.8	212.6
+7.5		4.27	212.14
G		4.59	211.82
S Top cb		3.59	212.82
	1725		
S Top cb		3.80	212.61
G		4.4	212.0
1/4		4.0	212.4
ϕ		3.4	213.0
1/4		3.1	213.3
cb		3.1	213.3
+5		2.3	214.1
N		2.1	214.3
	1750		
N		2.9	213.5
+4		2.9	213.5
+5		3.5	212.9
cb		3.9	212.5
1/4		4.1	212.3
ϕ		4.3	212.1
1/4		4.8	211.6
G		5.0	211.4
S Top cb		4.31	212.10
	1775		
S Top cb		4.88	211.53
G		5.5	210.9

	H.I. 216.41	-	Elev
1/4		5.2	211.2
ϕ		4.8	211.6
1/4		4.8	211.6
cb		4.5	211.9
N		3.8	212.6
	2700		
N		4.3	212.1
+cb		4.9	211.6
		5.0	211.4
1/4		5.2	211.2
ϕ		5.4	211.0
1/4		5.6	210.8
G		5.8	210.6
S Top cb		5.42	210.99
	2710 P.C. on South		
S Top cb		5.57	210.94
G		6.0	210.4
1/4		5.8	210.6
ϕ		5.4	211.0
1/4		5.4	211.0
cb		5.4	211.0
N		4.7	211.7
	2725		
N		4.6	211.8
cb		5.4	211.0
1/4		5.5	210.9
ϕ		5.9	210.5



	ft	Elev
	216.41	
1/4	6.1	210.3
cb	6.5	209.9
+ 9. Gutter	6.7	209.7
+ 9. Top cb	5.99	210.42
	2139.50	F. Line Dixon Place
Shine Top 15	6.31	210.10
Bottom	7.0	209.4
cb	6.8	209.6
1/4	6.5	209.9
1/4	5.8	210.6
1/4	5.5	210.9
cb	5.3	211.1
N	4.6	211.8
	2144	cb
N	4.9	211.5
cb	5.2	211.2
1/4	5.6	210.8
1/4	6.1	210.3
1/4	6.6	209.8
cb	7.0	209.4
S	7.2	209.2
	2154	1/4
S	7.1	209.3
cb	6.7	209.7
1/4	6.3	210.1
1/4	5.9	210.5

	ft	Elev
	216.91	
1/4	5.5	210.9
cb	5.1	211.3
N	4.6	211.8
	2164	1/4
N	4.4	212.0
cb	5.0	211.4
1/4	5.4	211.0
1/4	5.7	210.7
1/4	6.1	210.3
cb	6.5	209.9
S	7.0	209.4
	2174	1/4
S	7.0	209.4
cb	6.5	209.9
1/4	6.0	210.4
1/4	5.6	210.8
1/4	5.3	211.1
cb	4.9	211.5
N	4.4	212.0
	2184	in gutter
N	4.5	211.9
cb	4.8	211.6
1/4	5.3	211.1
1/4	5.7	210.7
1/4	6.0	210.4
cb	6.4	210.0



	+	HZ 216.41	-	Key
S			7.0	209.4
			2189 <sup>20</sup> Topcb	
S			6.06	210.35
cb			5.76	210.65
1/4			5.46	210.95
1/2			5.14	211.27
3/4			4.80	211.61
cb			4.44	211.97
N			4.11	212.30
Redon. P. of Curve East side		25 3.16	8.16	208.25
T.P.	108	207.31	10.18	206.23
			9.69	197.57



Bill Bliss

3/24/49

Levels around Returns at Dixon  
Place + Chatsworth Blvd.

H.Z. E.H.V.

SM	1.47	199.14	197.67
PC		N.W. Return	
#1		1.40	197.74
#2		1.95	197.19
#3		2.30	196.84
#3		2.67	196.47
Rod on pt.		2.74	196.40
#4		3.00	196.14
Note point on cb Worked at 80 presumably used as PC by previous X Sec Party		2.96	196.18
#5 PT		2.83	196.31

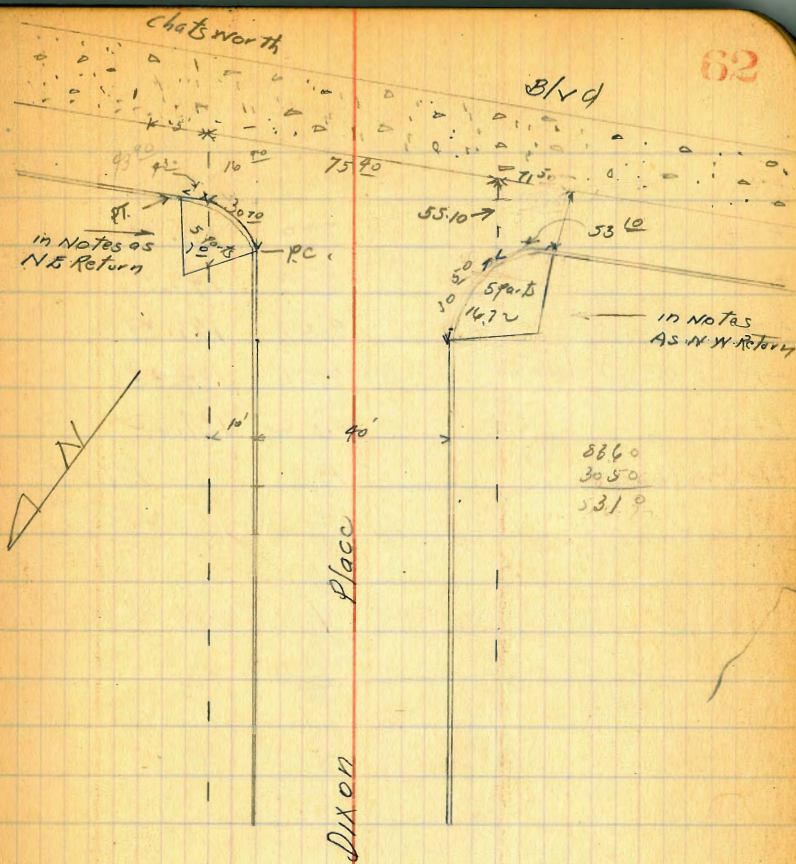
N.E. Return

P.C.		8.05	191.09
#1		8.38	190.76
#2		8.78	190.36
#3		9.19	189.95
#4		9.51	189.63
Rod on Inter. East line		9.66	189.48
#5 PT		9.88	189.26

Levels along Chatsworth Blvd

W-71.50	opposite PC Return	0.91	198.23
W-51.50		1.02	197.12
W-41.50		2.44	196.70
W-31.50		2.90	196.24
W-21.50		3.90	195.74
W-11.50		3.91	195.23
W.		4.44	194.70
+10		5.01	194.13
+20		5.65	193.49

62





199.1A

63

+30	6.33	192.81
+40	7.09	192.05
+50	7.79	191.35
+60	8.57	190.57
+70	9.27	189.87
+75 <sup>40</sup> E line	9.66	189.48
+85	11.5	187.62
check out on B.M.	137	

197.77

197.67

11



Bill Bliss  
July 19

Levels along Top Curb on the  
South Eastern Side of Redondo from the  
North Line of Santa Cruz to a point 100'  
North Eastern

<sup>in gutter</sup>

BM 9.36 176.92 167.56 SW BP Santa Cruz + Catalina

TP 11.89 188.58 0.23 176.69

0+00 N Line of Santa Cruz  
street is paved.

Topcb 6.12 182.46

G 6.78 181.80

0+25

Topcb 9.95 184.13

G 5.11 183.47

0+50

Topcb 2.77 185.81

G 3.96 185.12

0+75

G 2.18 186.96

Topcb 1.50 187.08

Topcb 0.92 188.16

G 1.09 187.49

TP 2.43 177.82 13.19 175.39

checkout on starting BM. 10.25 167.57

167.56  
0.01

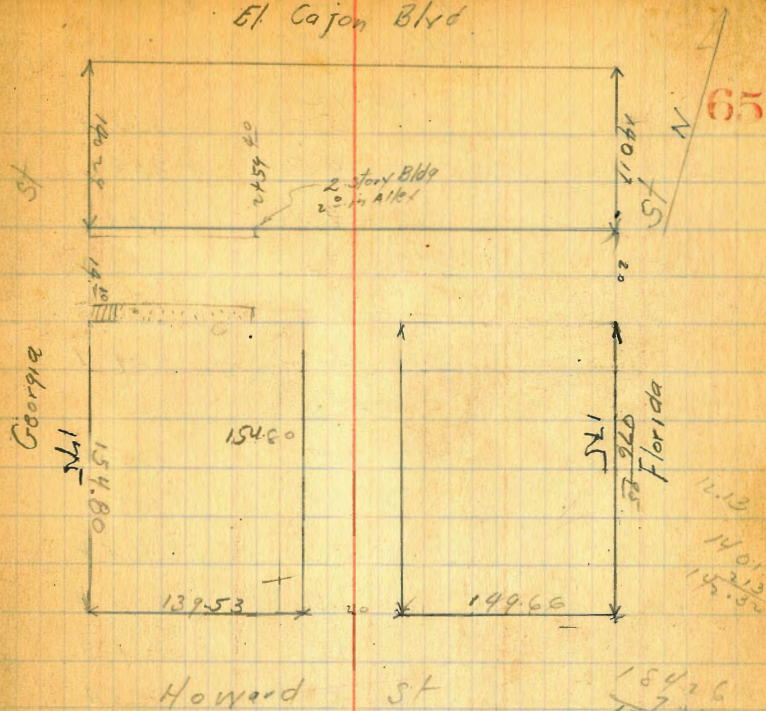


Bill Bliss  
 Joe D. Smith  
 J. Jacobson  
 P. Kernen  
 3/30/49

X. Section Alley Block 130 Univ Hts  
 Between 51 Cajon + Howard, Georgia +  
 Florida (North + South 4/1/49)

BM	0.19	320.04	319.85	NW BP Georgia + Howard
79	0.51	307.94	12.61	307.93
Section on curbline of Howard				
N Topcb		307.9	4.03	303.51
G			5.92	302.52
φ			6.16	301.78
E Topcb			6.42	301.52
G			7.20	300.74
0100 N line of Howard				
E Topcb			6.11	301.83
G			6.1	301.8
75			5.8	302.1
+6			5.6	302.3
φ			5.5	302.4
+4			5.4	302.5
3			4.5	303.4
N Topcb			4.33	303.61
0105				
N			4.0	303.9
+4			4.4	303.5
+6			4.9	303.0
+8			5.1	302.8
φ			5.0	302.9
77			4.9	303.0
5			5.2	302.7

51 Cajon Blvd





	+	H.I. 30794	-	Elev
			0+12	
E			5.0	302.9
+7			4.3	303.6
Φ			4.1	303.8
+3			9.5	303.4
+5			3.6	304.3
N			3.2	304.7
			0+25	
N			2.5	305.4
+5			2.9	305.0
+7			3.5	304.4
Φ			3.5	304.4
+8			3.6	304.3
+9			9.5	303.4
E			4.5	303.4
			0+32 S End Dbf Garage on West	
online			2.38	305.56
			0+40	
E			3.6	304.3
+2			3.6	304.3
+2 Top			2.6	305.3
+5			2.6	305.3
Φ			2.8	305.1
+4			2.9	305.0
N			2.4	305.5
			0+50 N End Dbf Garage on West	
online			2.19	305.75

	+	H.I. 30794	-	Elev
			15	
			Φ	
			+4	
			+6 Top	
			+6 Bottom	
			E	
			0+80	
			E	
			+5	
			+7	
			Φ	
			+7	
			TP. 4.87	310.88
			N	
			0+85	
			N	
			14	
			Φ	
			E	
			0+90 S End 4 car Garage on West	
			E-5	
			E	
			+4	
			Φ	
			+2	
			+7	

66

(310.9)



+ HZ  
310.88

- E/W

W	3.7	307.2
4 <sup>o</sup> Back concrete floor	3.1 ~	307.76
	1400	
-4 <sup>o</sup> concrete floor	3.11	307.77
N	3.3	307.6
+6	3.8	307.1
⊕	4.1	306.8
+7	4.9	306.0
⊕	5.1	305.8
+1	5.2	305.7
+5	6.3	304.6
	1410	
-5	5.9	305.0
⊕	5.1	305.8
+4	4.4	306.5
⊕	3.7	307.2
+3	3.5	307.4
+7	3. ~	307.7
N	3.1	307.8
+ 4 <sup>o</sup> Garage floor	3.1 ~	307.76
	1425 N End 4 Car Garage on West	
4 <sup>o</sup> Back concrete floor	3.11	307.77
N	3.8	307.1
+7	4.5	306.4
⊕	4.5	306.4
+4	5.0	305.9

+ HZ  
310.88

67

+8	5.1	305.8
⊕	5.3	305.6
+5	6.5	304.4
	1431 Single Garage on West	
-10 <sup>o</sup> Back dirt floor	⊕ 3.0	307.9
	1440 Single Garage on West	
-5	7.0	303.9
⊕	6.3	304.6
+1	5.3	305.6
⊕	5.0	305.9
+5	4.8	306.1
N	4.0	306.9
+10	⊕ Garage dirt floor	⊕ 3.0
	1455	
N	4.1	306.8
+5	4.6	306.1
⊕	5.1	305.8
+5	5.7	305.2
⊕	6.5	304.4
+5	6.8	304.1
	1477 Skimo E & W Alley	
⊕	5.9	305.0
+4	5.2	305.7
⊕	4.9	306.0
+6	4.6	306.3
N	3.9	307.0
	0.50	310.38

Set 3M. N. End of E & W  
Alley Brewery Wall



Jan 8/63  
3/30/67

X Section East + West Alley Block  
130 Univ H/B

BM	0.45	310.83	310.38	N Driveway Horse for Assoc N. S. Alley
TP	2.86	304.08	301.22	
Sec on Cb. line of Florida				
N Topcb		7.59	296.49	
S Topcb	304.1	8.30	295.78	
0100. N. line of Florida				
S Topcb		8.03	296.05	
G		8.3	295.8	
+8		8.3	295.8	
+		8.3	295.8	
+5		8.2	295.9	
+7		7.8	296.3	
G		7.5	296.6	
N Topcb		7.92	296.66	
0110				
N		6.6	297.5	
+5		7.3	296.8	
+6		7.7	296.4	
+		7.8	296.3	
+5		8.0	296.1	
+8		7.8	296.3	
S		7.6	296.5	
0121				
S		7.0	297.1	
+3		6.8	297.3	

+

H2.  
304.08

Elev

68

+8	6.7	297.4
+	6.9	297.2
+2	6.8	297.3
+9	5.9	298.2
N	5.9	298.2
0130		
N	5.1	299.0
+6	5.2	298.9
+8	5.6	298.5
+	5.7	298.4
S	6.4	297.7
0140		
S	5.9	298.2
+6	5.5	298.6
+	5.2	298.9
+3	5.0	299.1
+9	4.6	299.5
N	4.4	299.7
0157. Single Garage on N.		
06 in Alley diff. to		
	4.4	299.7
+5	4.4	299.7
+7	4.8	299.3
+	4.9	299.2
S	5.2	298.9



	HZ		Elev
	304.08		
	0770		
S	4.9	299.8	
+5	304.1	299.5	
⊕	4.6	299.5	
+2	4.5	299.6	
17	4.2	299.9	
N	4.2	299.9	
	0786		
N	3.6	300.5	
+3	3.4	300.7	
⊕	3.5	300.6	
S	3.9	300.2	
	1700 Single Garage on South		
4.0 Back dirt floor ⊕	2.9	301.2	
S	3.0	301.1	
+7	2.7	301.4	
+9	2.5	301.6	
⊕	2.5	301.6	
+8	2.4	301.7	
N	2.6	301.5	
	1725		
N	0.7	303.4	
+2	0.4	303.7	
+7	0.5	303.6	
⊕	0.9	303.2	
+2	1.2	302.9	
S	1.1	303.0	

	HZ		Elev
	304.08		
TP	10.68	314.30	0.96
	1799.66		E.6. Alley
S			9.2
⊕			9.2
N			9.1
TP	5.66	316.04	3.92
	1759.66		E. N.6. Alley
N			10.0
⊕ on Rim Mat Hole	Ground N the Same		9.85
S			10.0
	1769.66		W.6.6. Alley
S	316.0		8.0
+5			9.4
⊕			9.4
+5			9.1
N			9.1
	1780		
N			8.2
+7			8.4
⊕			8.4
+3			8.2
+7			8.0
S			7.8
	1785 Single Garage on South		
1.3 Back dirt floor ⊕			7.2



	HI	-	Elev
	316.04		
	1490		
S		6.9	309.1
+8		7.2	308.8
♀		7.2	308.8
+5		7.1	308.9
N		6.3	309.7
	1490 - East End 3 <sup>car</sup> Garage on N		
	12' Back concrete floor	5.37	310.67
	1499. Single Garage on South		
	13' Back Dirt floor ♀	6.7	309.3
	2400		
N		6.1	309.9
♀		6.3	309.7
S.		6.5	309.5
	2415. W. End 3 car Garage on North		
S		6.3	309.7
+1		6.0	310.0
♀		5.9	310.1
N		5.6	310.4
	12' Back concrete floor	5.95	310.59
	2421. ♀ Single Garage on North		
	12' Back concrete floor	4.81	311.23
	2426. East End 2 Car Garage on N		
	12' Back concrete floor	4.41	311.63
N		5.2	310.8
♀		5.4	310.6

	HI	-	Elev
	316.04		
			70
+8		5.6	310.4
S.		5.8	310.2
	2442. W. End 2 car Garage on N		
S		5.3	310.7
+5		4.9	311.1
♀		4.8	311.2
+5		4.7	311.3
N		4.9	311.1
	12' Back concrete floor		
		4.42	311.64
	2447. Single Garage on N		
	12' Back concrete floor	4.65	311.39
	2456		
	3.9' Back 2' Walk	4.16	311.88
N		4.2	311.8
♀		4.4	311.6
	7.5' Walk	4.64	311.40
	5 on Walk	4.66	311.38
	2459. 2 story Residence on N		
	1.9 in alley		
	2475		
	3 on Walk	3.09	312.95
	12.5' Edge of Walk	3.23	312.81
	7.6	3.4	312.6
	♀	3.5	312.5
	+8 Edge Bldg on North	3.4	312.6



T	HI	-	Elev
	31604		
		279~	
Ntr Edge		2.5	3135
+6		2.3	3137
Φ		2.5	3135
+7.2 Edge walk on S		2.48	31356
S on walk		2.9~	31362
		2795	
S.		2.34	31370
+2.6 Edge of walk		2.37	31367
+3		2.1	3139
Φ		2.1	3139
+4		2.1	3139
+8 Edge 2 story dwelling on N		2.1	3139
		3100	
N+~		1.3	3147
+4		1.0	3150
Φ		0.9	3151
+5		1.2	3148
+7.5		1.58	31446
+8		2.13	31391
S		2.1~	31392
TP.	776	32263	1.17 314.87
			3105 Bottom steps on south
S on walk		8.97	31416
+2		8.97	31416
+2.5		7.77	31486

T	HI	-	Elev
	32263		
			71
+5		6.7	3159
Φ	3226	6.4	3162
+4		6.4	3162
+8		6.7	315.9
		3102.40 on paving	
N on walk		4.34	318.29
+33 top cb		4.4	318.19
G		5.31	31732
Φ		5.40	31723
+7.3 C		5.52	31711
Top cb		4.58	31705
S		4.59	31704
		2.77	319.86 -
			319.85
			0.01 -

Georg 14  
check out on BM N.W. B.P. 1/4



Flood  
Record  
California  
9/5/29

Levels on Culvert Line, in Alcott St.

On Evergreen St. Contract  
Ref. P. 34 This Book

75 8.29

72

	+	-	Elev	Willow + Elliott S.W. BT.		
	0.89	113.61		112.72	34 50	1.5 53.0
T.P.	2.27	103.36	12.52	101.09	34 85	8.1 51.1
T.P.	1.64	92.23	12.77	90.59	34 87	8.2 50.0
T.P.	1.26	80.42	13.06	79.17	4 + 12	10.0 48.2
T.P.	3.19	71.48	12.43	67.99	4 + 27.87 Δ	11.8 46.4
0 + 00 - Inlet			8.0	63.5		
0 + 12			8.7	62.8		
0 + 37			10.0	61.5		
0 + 46			4.5	64.5		
0 + 60			9.4	62.3		
0 + 65			10.0	61.5		
0 + 70			12.4	58.9		
0 + 75			12.0	59.5		
0 + 81			10.2	61.2		
1 + 10.4 Δ on Hub			11.83	59.65		
1 + 35			10.4	61.1		
1 + 60			8.1	63.4		
T.P. on Road	5.33	70.07	6.78	64.70		
1 + 85			4.5	65.6		
2 + 07			4.8	65.3		
2 + 35			4.0	66.1		
2 + 60			7.9	62.2		
2 + 75			7.9	62.2		
3 + 85			7.1	63.0		
3 + 10			10.7	59.4		
3 + 35			13.0	57.1		
T.P.	0.58	58.29	12.41	57.66		

Sta 2713.8  
= Moore's Notes

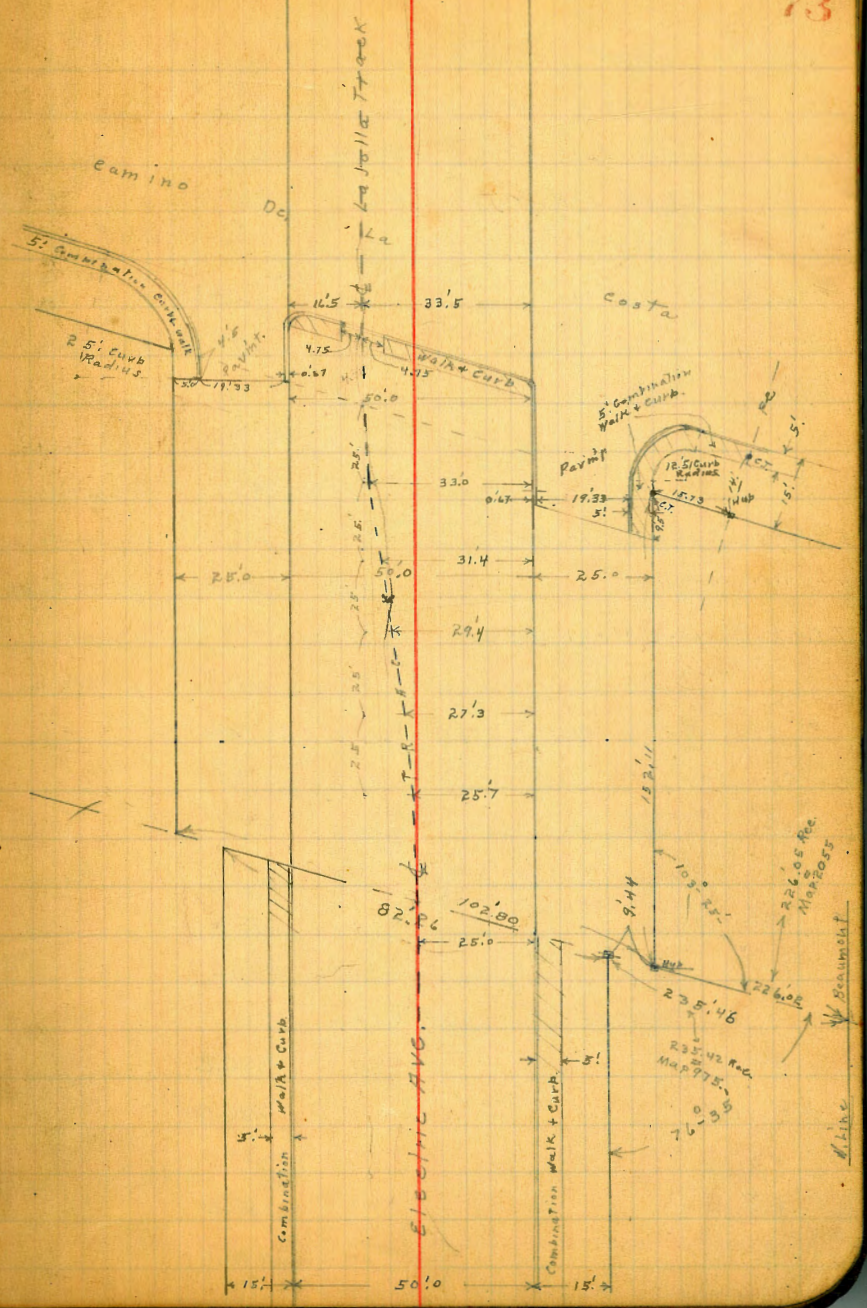
Sta 323.97  
= Moore's Notes

110 50



7-8-29

Miller Survey of Opening for Electric Ave  
From N. Line P.L. 1782 - N. Line Bird Rock City  
By the Sea. To Camino De La Costa.





7-15-29  
Miller

32<sup>nd</sup> St X Sec  
Grape To Hawthorne

Plat Page 54

286.30

79

BM.	9.34	286.30	276.76	on 32 <sup>nd</sup> Grape	26	5.6	280.7
32 <sup>nd</sup> St 30' wide at Grape - 34 1/2' wide at Hawthorne					E.	5.9	280.4
0.67 curb on W. - 5' curb on E.						30' N.	24.75 Rdw
286.30					E	5.4	280.9
N. ch. line Grape					ch	5.4	280.9
10.7 W. of W. line 32 <sup>nd</sup> St	7.72	278.58		at Mark in curb Top ent. ch	ch	5.5	280.8
" " " " " "	8.32	277.98		gutter Paint	ch	5.8	280.5
N. Line	7.55	278.75		Top ent. ch	W	5.9	280.4
" "	8.21	278.09		gutter Paint		60' N	25.27 Rdw.
ch	7.97	278.33		N. end. paint	N - 0.7 ent. walk to house	4.89	281.41
5' E. of E. line on R.C. 10' R. Ret.	7.65	278.75		Top ent. ch	W	4.9	281.4
" " " " " " " "	8.34	277.96		gutter Paint	ch	4.9	281.4
7' E. of E. line on Mark in curb	7.73	278.57		Top ent. ch	ch	4.3	282.0
" " " " " "	8.43	277.87		gutter paint	ch	4.4	281.9
00 = N. line Grape 24.37 Rdw.					E	4.5	281.8
E.	7.0	279.3				111.5 N	25.87 Rdw.
+5' ch.	6.6	279.7			E	4.8	281.5
ch	6.6	279.7			ch	4.6	281.7
W. ch	7.1	279.2			E	4.7	281.6
W	7.1	279.2			W ch on ent. walk to house	4.55	281.75
3' N 24.37 Rdw					W	4.55	281.75
W	6.1	280.2					
+0.67 = ch	6.3	280.0					
+3	7.3	279.0					
+8	6.1	280.2					
ch	6.3	280.0					



286.30  
140.2 N = S. Line Alley on W. 26.27 Rdu

1.0 W. of W. Line = E. End Alley parmt	6.51	279.79	no yardage
N	4.4	281.5	
cb	4.8	281.5	
E	7.5	281.8	
cb	4.3	282.0	
E	4.6	281.7	
150.2 N = E. Alley 26.42 Rdu.			
E	4.3	282.0	
cb	4.2	282.1	
E	4.5	281.8	
cb	5.0	281.3	
W	5.0	281.3	
0.65 W. of W. Line = E. End Alley Parmt.	6.70	279.60	
160.2 N = N. Line Alley 26.55 Rdu.			
0.30 W. of W. Line = E. End Alley Parmt.	6.30	280.00	
W	4.6	281.7	
cb	4.4	281.9	
C	4.2	282.1	
cb	4.1	282.2	
E.	4.1	282.2	
184.5 N 26.88 Rdu			
E	4.3	282.0	
cb	4.3	282.0	
E	4.4	281.9	
cb	4.3	282.0	
W	4.3	282.0	
W + 1 cont. walk	4.31	281.99	

32<sup>th</sup> St  
286.30  
188.2 N = S. Line Alley on E. 26.94 Rdu

W	4.4	281.9	
cb	4.4	281.9	
C	4.4	281.9	
cb	4.1	282.2	
cb + 2.6 = W. End Alley parmt	6.17	280.13	No yardage
E	3.9	282.4	
197.7 196.7 N = E. Alley 27.07 Rdu			
C	3.5	282.8	
+ 2.7 = W. End Alley Parmt.	6.39	279.91	No yardage
cb	3.7	282.6	
C	4.5	281.8	
cb	4.4	281.9	
W	4.4	281.9	
206.2 205.2 N = N. Line Alley on E. 27.18 Rdu.			
W	4.4	281.9	
cb	4.3	282.0	
C	4.3	282.0	
cb	4.2	282.3	
+ 3.1 = W. End Alley Parmt	6.16	280.14	No yardage
E.	4.0	282.3	
250. N 27.80 Rdu.			
E	4.2	282.1	
cb	4.1	282.2	
E	4.0	282.3	
cb	4.5	281.8	
W	4.5	281.8	

75



286.30

295' N.

N	4.2	282.1
el	4.2	282.1
±	4.2	282.1
el	4.5	281.8
E	4.6	281.7

300' 3/4 N. = S. L. in Hawthorn 28.50 Rdw.

E	4.9	281.4
+5 = cont. el.	5.24	281.04
+5.1 = gutter Pavmt	5.69	280.61
± "	5.31	280.99
W. gutter "	5.15	281.15
W. cont. el.	4.72	281.58
W. el.	4.7	281.6
chk on New B.M. N.W. 32 <sup>nd</sup> + Hawthorn	4.22	282.08 = 282.08.



Cross Section

Alley Block 154 Univ Hls.  
From Polk to Howard  
Between Kansas & 30th St.

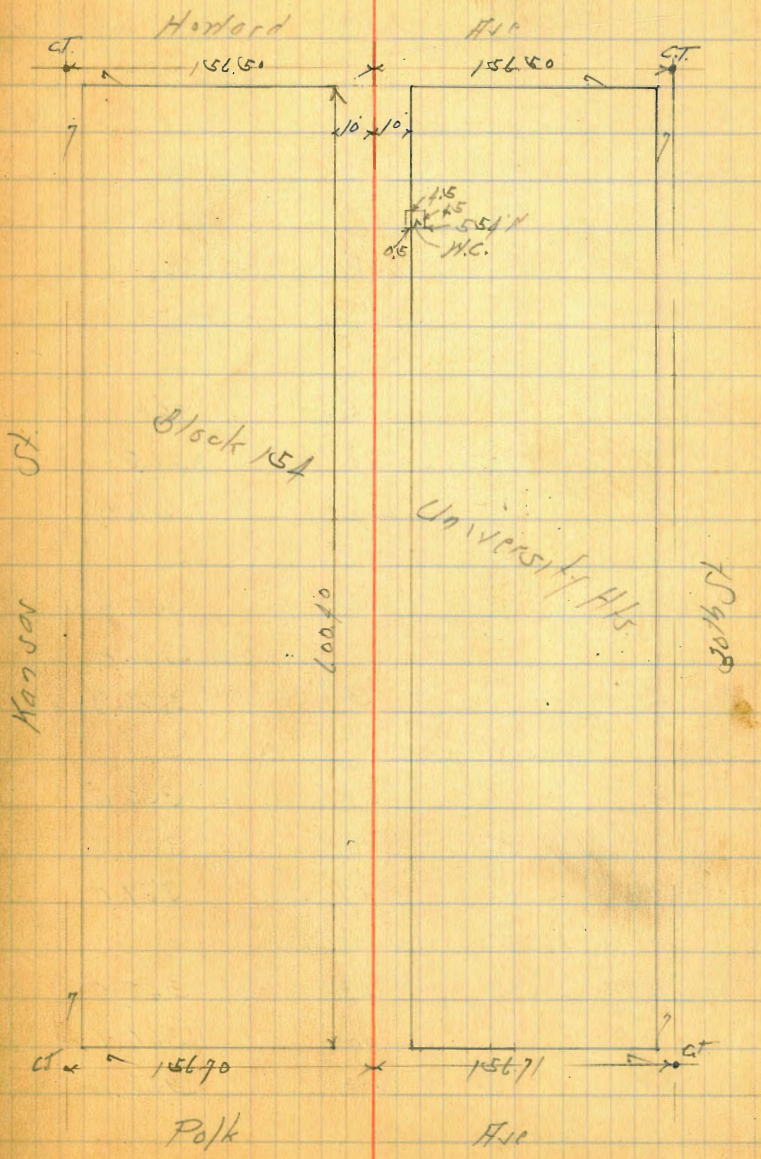
20' wide

BM	2.65	368.61	365.96	SE&P Polk + Ohio
	5.46	371.75	232	366.29
		N. Cb of Polk		
E	on Pav 1.29	6.00		365.75 ✓
S	" "	5.80		365.95 ✓
N	" "	5.65		366.10 ✓
		N.L. Polk		
N	Top Cb	4.92		366.83 ✓
	Gutter on Pav + Dirt	5.16		366.59 ✓
S	" " "	5.46		366.29 ✓
E	" " "	5.86		366.49 ✓
E	Top Cb	5.18		366.57 ✓
		S.W. of N.L. Polk		
	-1.5 = Conc Walk	4.50		367.25
E	"	4.4		367.3
S	"	4.7		367.0
N	"	4.6		367.1
		30' N		
	-2.3 = Conc Walk	4.09		367.66
N	"	4.4		367.3
S	"	4.3		367.4
E	"	4.5		367.2
	+1.8 = S.W. End of Do. Garage Conc Floor	4.57		367.18 ✓

Plotted 2-19-30  
C.B.H.

50' N

2-19-30  
S. 507  
J.C. Hill  
Howard  
Osborn





371.75

-1.8 = 1/4 End of 1st Garage  
Conc Floor

	4.9	367.26	✓
F	4.5	367.2	58' N 7' W of HL
♂	4.5	367.2	Top Good Stone
H	4.4	367.3	3.07 ✓ 368.68
	75' N		
H	4.4	367.3	
♂	4.8	366.9	
F	4.8	366.9	
	100' N		
F	4.9	366.8	
♂	4.9	366.8	
H	4.9	366.8	
	125' N		
H	4.8	366.9	
♂	4.9	366.8	
F	4.8	366.9	
	150' N		
F	5.1	366.6	
♂	5.0	366.7	
H	4.7	367.0	
	175' N		
H	4.7	367.0	
♂	5.0	366.7	
F	5.3	366.4	
	200' N		
F	5.0	366.7	✓

371.75

78

♂	4.9	366.8	
H	4.9	366.8	
	225' N		
H	4.9	366.8	
♂	4.9	366.8	
F	5.3	366.4	End of 1st Alley
	250' N		
F	5.6	366.5	1/4 End of Fence
	65' 1/2 Alley		
♂	5.0	366.7	
H	4.8	366.9	
	275' N		
H	4.8	366.9	
♂	5.0	366.7	
F	5.3	366.4	
	300' N		
F	5.6	366.5	
♂	4.9	366.8	
H	4.5	367.2	
	325' N		
H	4.5	367.2	
♂	5.0	366.7	
F	5.6	366.5	
	350' N		
F	5.1	366.6	
♂	5.0	366.7	
H	4.4	367.3	



871.75

375'H

H	44	367.3
L	46	367.1
F	48	366.9

392'H

-24 = 2 Garage Dkt Floor	47	367.0
F	47	367.0
L	46	367.1
H = Conc Apron to Garage	420	367.55 ✓
406'H		

H	44	367.3
L	44	367.3
F	46	367.1
+23 = 2 Garage Dkt Floor	46	367.1 ✓
435'H		

F	45	367.2
L	43	367.4
H	43	367.4

453'H

H	42	367.5
L	43	367.4
+9.2 = Edge Conc Apron	446	367.29 ✓
Slk End of 4 Garages		
F	44	367.3
+3.6 = Slk End of 4 Garages	433	367.42 ✓
on Conc Floor		

482'H

871.75

-34 = Nly End of 4 Garages	436	367.39 ✓
F	43	367.4
+1.0 = Edge Conc Apron	440	367.35 ✓
L	41	367.6
H	41	367.6

622 373.85 412 367.63

506'H

H	60	367.8
L	62	367.6
+9 = Conc Apron	650	367.35 ✓
F	65	367.3

+3.4 = Slk End of 4 Garages	636	367.49 ✓
-----------------------------	-----	----------

525'H

-34 on Conc Floor of 4 Garages	638	367.53
F	64	367.4
+1.0 = Conc Apron	648	367.37
L	60	367.8
H	61	367.7

542'H

H	60	367.8
L	62	367.6
+ = Edge Conc Apron	653	367.32 ✓
F	64	367.4

+3.4 = Nly End of 4 Garages on Conc Floor	641	367.44 ✓
---	-----	----------

575'H



873.85

E			12	367.6	
S			11	367.7	
N			11	367.7	
600 ft N = S.L. Hayward					
W Top Cb			497	368.88	✓
Gutter on Paving			542	368.43	✓
S			518	368.17	
E Gutter			560	368.25	
E Top Cb			521	368.64	
S.E. of Hayward					
E on Paving			58	368.0	✓
S			574	368.11	✓
N			511	368.19	✓
TP	381	870.26	740	366.45	588P
BM			586	364.44	Hayward 0410 364.47

KANSAS ST.

Howard  
15th  
Polk Ave  
165  
Lindley Ave  
206  
University Ave

80

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope 1% to 1%. If ground is nearly level, the cut or fill at side stake is located by the double entry method in 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 level, the side stake and slope stake, lower tangent by this amount if cut, elevation if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point and line of sight should cut target.

**IMPROVED TABLES  
AND  
INFORMATION**

TABLE No. 2.

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections. Degree of curve with a given I may be found by dividing tangent, (or external), opposite I 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.



TABLE II—Continued  
TRIGONOMETRIC FORMULAE (continued)

In any triangle:

Given a, b, C; to find c, B, A.

Use Law of Tangents.

Given A, B, c; to find a, b, C.

Use Law of Sines.

Given a, b, c; to find A, B, C.

$$\text{Let } \frac{a+b+c}{2} = s, \sqrt{\frac{(s-a)(s-b)(s-c)}{s}} = r$$

$$\text{or } \frac{1}{2} A = \sqrt{\frac{s(s-a)}{bc}}$$

$$\tan \frac{1}{2} A = \frac{r}{s-a}$$

$$\tan \frac{1}{2} B = \frac{r}{s-b}$$

$$\tan \frac{1}{2} C = \frac{r}{s-c}$$

Area of a triangle:

$$\text{Area} = \frac{1}{2} ab \sin C$$

$$\text{Area} = \sqrt{s(s-a)(s-b)(s-c)}$$

PRISMOIDAL FORMULA.

$$\text{Vol.} = \frac{h}{6} (B+b+4M)$$

h = altitude; b, B = bases; M = midsection

TABLE III  
INCHES AND FRACTIONS OF AN INCH IN DECIMALS OF A FOOT

	0	1	2	3	4	5	6	7	8	9	10	11
$\frac{1}{16}$	.0052	.0885	.1719	.2552	.3385	.4219	.5052	.5885	.6719	.7552	.8385	.9219
$\frac{1}{8}$	.0104	.0938	.1771	.2604	.3438	.4271	.5104	.5938	.6771	.7604	.8438	.9271
$\frac{3}{16}$	.0156	.0990	.1823	.2656	.3490	.4323	.5156	.5990	.6823	.7656	.8490	.9323
$\frac{1}{4}$	.0208	.1042	.1875	.2708	.3542	.4375	.5208	.6042	.6875	.7708	.8542	.9375
$\frac{5}{16}$	.0260	.1094	.1927	.2760	.3594	.4427	.5260	.6094	.6927	.7760	.8594	.9427
$\frac{3}{8}$	.0313	.1146	.1979	.2813	.3646	.4479	.5313	.6146	.6979	.7813	.8646	.9479
$\frac{7}{16}$	.0365	.1198	.2031	.2865	.3698	.4531	.5365	.6198	.7031	.7865	.8698	.9531
$\frac{1}{2}$	.0417	.1250	.2083	.2917	.3750	.4583	.5417	.6250	.7083	.7917	.8750	.9583
$\frac{9}{16}$	.0469	.1302	.2135	.2969	.3803	.4635	.5469	.6302	.7135	.7969	.8802	.9635
$\frac{5}{8}$	.0521	.1354	.2188	.3021	.3854	.4688	.5521	.6354	.7188	.8021	.8854	.9688
$\frac{11}{16}$	.0573	.1406	.2240	.3073	.3906	.4740	.5573	.6406	.7240	.8073	.8906	.9740
$\frac{3}{4}$	.0625	.1458	.2292	.3125	.3958	.4792	.5625	.6458	.7292	.8125	.8958	.9792
$\frac{13}{16}$	.0677	.1510	.2344	.3177	.4010	.4844	.5677	.6510	.7344	.8177	.9010	.9844
$\frac{7}{8}$	.0729	.1563	.2396	.3229	.4063	.4896	.5729	.6563	.7396	.8229	.9063	.9896
$\frac{15}{16}$	.0781	.1615	.2448	.3281	.4115	.4948	.5781	.6615	.7448	.8281	.9115	.9948
1	.0833	.1667	.2500	.3333	.4167	.5000	.5833	.6667	.7500	.8333	.9167	1.0000
	0	1	2	3	4	5	6	7	8	9	10	11

TABLE IV  
USEFUL RELATIONS.

Lineal feet  $\times .00019$  = miles  
 Lineal yards  $\times .0006$  = miles  
 Square inches  $\times .007$  = square feet  
 Square feet  $\times .111$  = square yards  
 Square yards  $\times .0002067$  = acres  
 Acres  $\times 4840$  = square yards  
 Cubic inches  $\times .00058$  = cubic feet  
 Cubic feet  $\times .03704$  = cubic yards  
 Links  $\times .22$  = yards  
 Links  $\times .66$  = feet  
 Feet  $\times 1.5$  = links

$$360^\circ = 21600' = 1296000''$$

$$\text{Radius} = \text{arc of } 57.2957790^\circ$$

$$\text{Arc of } 1^\circ (\text{radius} = 1) = .017453292$$

$$\text{Arc of } 1' (\text{radius} = 1) = .000290888$$

$$\text{Arc of } 1'' (\text{radius} = 1) = .000004848$$

$$\pi = 3.141592654 \quad \sqrt{\frac{1}{4}} = 0.564190$$

$$\frac{\pi}{4} = 0.785398163 \quad \sqrt{\frac{6}{\pi}} = 1.240700982$$

$$\frac{\pi}{6} = 0.523598776 \quad \pi^2 = 9.869604401$$

$$\sqrt{\frac{4}{\pi}} = 1.128379167 \quad \frac{1}{\pi^2} = 0.101321184$$

$$\frac{\pi}{6} = 0.523598776 \quad \sqrt{\pi} = 1.772453851$$

$$\frac{4\pi}{3} = 4.188790205 \quad \frac{1}{\pi} = 0.3183099$$

Curvature of Earth's surface = about 0.7 feet in 1 mile

Curvature in feet =  $0.667 (\text{Dist. in miles})^2$

Difference between arc and chord length, 0.05 feet in  $11\frac{1}{2}$  miles

$$\text{Probable error of a single observation} = 0.6754 \sqrt{\frac{\sum v^2}{n-1}}$$

Error in chaining of 0.01 feet in 100 feet:

Due to—

1. Length of tape error of 0.01 feet
2. Alignment. One end 1.4 feet out of line
3. Sag of tape at centre of 0.61 feet.
4. Temperature difference of  $15^\circ$
5. Difference of pull of 15 lbs.

STADIA REDUCTION FORMULAE.

$$\text{Horizontal Distance} = R - R \sin^2 a + C \cos a$$

$$\text{Vertical Distance} = R \frac{1}{2} \sin 2a + C \sin a$$

$$R = \text{Reading} \times \frac{\text{distance from Object glass to cross hairs}}{\text{distance between cross hairs}}$$

C = distance from Object glass to cross hairs + distance from Object glass to center of instrument.

a = angle of elevation for mid Reading



144.30  
 29.00  
 17.30

44.30  
~~80.36~~  
 33.94

219.22  
 399.95  
 619.17  
 7.80  
 6+11.37

Math Ave

16<sup>th</sup> NW 3.80

Seward SW 41.00

Explos NE 23.94

13<sup>th</sup>

M NE 3.00

16<sup>th</sup>

Newton NW 1.82

NaH 3.80

1960  
 6/15

358.78  
 4.25  
 363.03  
 5.90  
 357.13  
 2.29  
 359.42  
 12.09

~~EXP~~ 12.09

341.14  
 10.70  
 351.82

56.4  
 34.8

341.14  
 2.75  
 343.87

347.33  
 0.70

348.03  
 12.13

335.90 ✓  
 5.39

341.29  
 11.86

329.43 ✓ Canyon

341.29  
 0.17

341.12 38<sup>th</sup>

329.43  
 3.34

332.77

882.26  
 10.28  
 41.52  
 10.28  
 14.03

25.29 = 25.29  
 25.29  
 25.29  
 25.29

ENGINEERING DEPARTMENT  
 CITY OF SAN DIEGO,  
 CALIFORNIA.

10.28  
 32  
 2056  
 3084  
 32896