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# EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and  
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning  
Roadway 16 feet wide. Side Slopes 1 on 1.  
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be  $30.6 + (20 - 16) \times 2$  or 2 ft. added to  $30.6 = 32.6$ . For slopes of 1 on 1½ see inside of back cover.

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ENGINEERING DEPARTMENT  
CITY OF SAN DIEGO,  
CALIFORNIA.

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to

of 1

ext

80.

Alley Bk. K Teralta 4-11

Monroe 1-4

.. .. 42 Fairmount 22-

Mission & Monroe 25

Main St 44

33 St. K to Imperial 72

3-27-39 Miller w/Bliss  
 X Sec. Alley Bk. K. Teralta Hts.  
 .. Monroe - bet Alley + Terrace Dr.

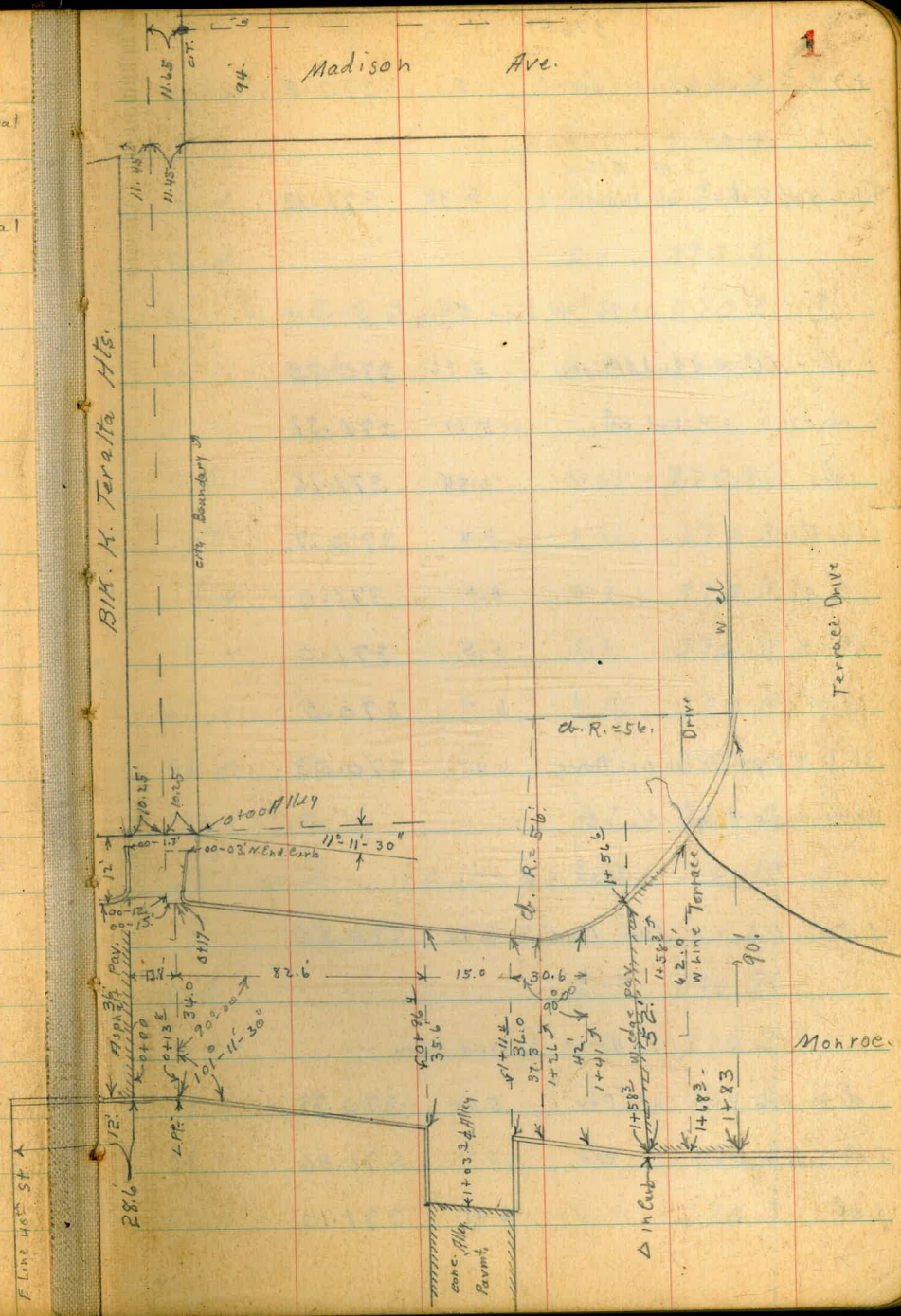
B.M.R.P.	5.26	373.91		368.65	N.W. Central + Meade
T.P.B.M.B.P.	6.50	376.51	3.90	370.01	S.W. Central + Monroe

Monroe X Sec.

(W. Lin = Alley to N.

0+00 E. End Asphalt Pav.  
 See Page 3 for sec. W. of 0+00

s. cl	Monroe	4.34	372.13
gutter pav.	E. End.	4.90	371.61
9' N	5' 1/4	4.81	371.70
18' N	= 1/4	4.95	371.56
27' N	= 1/4	5.24	371.23
36' N	gutter Pav	5.72	370.79
36' N	cl	5.23	371.28
46.3' N	cl N. End	5.10	371.41
+47.9' N	E Edge concrete 5-10		371.41
0+13 1/2 Δ on s. cl. lin -			
5' cl		4.63	371.88
gutter		5.0	371.5
+9' = 1/4		4.9	371.6
+18' = 1/4		5.0	371.5
+27' = 1/4		5.3	371.2



376.51

+ 3.4 = N. ch. produced from E. 5.7 370.8

0 + 17 E.

34.2 N of S. ch. =  $\begin{cases} \text{E. ch. Alley} \\ \text{N. ch. Monroe to E.} \end{cases}$  5.38 371.130 + 96<sup>4</sup> W. Line Alley to S.

S. ch. - 11.6 = N. End. Alley pav. 5.76 370.75

S. ch. - 11.6 = S. End. ch. 5.19 371.32

S. ch. 5.35 371.16

S. gutter 5.8 370.7

9' N 5.5 371.0

18' N 5.5 371.0

27' N 6.0 370.5

35.6 N = gutter in cone Drive 6.48 370.03

35.6 N = cont. ch. No. ch.

1 + 03<sup>2</sup> = E. Alley to S.

S. ch. - 11.6 = N. End. Pav 5.95 370.56

1 + 11<sup>4</sup> = E. Line Alley

S. ch. - 11.6' = N. End. Pav 5.78 370.73

S. ch. - 11.6 = S. " ch. 5.25 371.26

S. ch. 5.41 371.10

376.51

Monroe.

2

gutter 6.1 370.4

9' N 5.6 370.9

18' N 5.6 370.9

27' N 6.0 370.5

36' N = gutter 6.3 370.2 ?

36' N = N. ch. 6.18 370.33

1 + 26

S. ch. 5.55 370.96

gutter 6.2 370.3

9' N 5.7 370.8

18' N 5.6 370.9

27' N 6.1 370.4

36' N 6.5 370.0

37.3 N = gutter 6.7 369.8

37.3 N = N. ch. 6.33 370.18

1 + 41

S. ch. 5.75 370.76

gutter 6.3 370.2

9' N 5.9 370.6

18' N 5.8 370.7

27' N 6.2 370.3

376.51

1+41 con

s. ch + 36 6.5 370.0

+ 42 = gutter 6.8 369.7

+ 42 = N. ch 6.52 369.99

1+56<sup>2</sup> on N. ch }  
 1+58<sup>3</sup> on S. ch } W. Ende Asphalt. Pav.

s. ch 5.92 370.59

gutter 6.62 369.89

9' N 6.33 370.18

18' N 6.28 370.23

27' N 6.35 370.16

36' N 6.47 370.04

T.P. 4.41 374.67 6.25 370.26

52' N = gutter Pav 5.16 369.51

52' N = conc. Pav. curb 4.67 370.00

1+68<sup>3</sup> = W. Line Terrace Drive

36' N of s. ch 4.61 370.06

62' N " " " = gutter 5.26 369.41

" " " " N. ch 4.72 369.95

1+83 = W. ch. Terrace Drive to N.

s. ch 4.17 370.50

gutter 4.84 369.83

+9 4.60 370.07

+18 4.52 370.15

This sec. on page 1.

T 376.51

Monroe

3

28.6. W of 0+00 = E. Line 40<sup>76</sup> St

s. ch 3.75 372.76

gutter 4.25 371.26

+9. = '14 4.37 372.14

+18 = E 4.64 371.87

+27 = '14 5.04 371.47

+36 gutter panning 5.58 370.93

+36 = N ch 5.11 371.40

1+83 (con)

T 374.67

+27 4.49

+36 N = 4.66

+62' N 4.99

+90' N = W gutter 5.48 369.19

+90' N = W. Terrace Drive  
E.C. CURT. Return 4.95 369.72

+40 N = W gutter 5.67 369.60

B.M. Monroe + Central 4.66 370.01 ✓

## Alley B1 K. K. Teralta Hts.

BMI	6.22	376.23	370.01	S.W. Central + Monroe
		00 - 3.0		
92 E. of $\phi$ N. End. cl. Return on E	4.79	371.44		
		00 - 1.7		
10.25 W. of $\phi$ N. End. cl. Return	4.72	371.51		
		0+00 = N. line Monroe to W, 20.5 wide		
W = conc. walk.	4.62	371.61	?	
$\phi$	4.9	371.3		
E	4.9	371.3		
From 0+00 to 0+11 Eugenia hedge on E & W.				
Trunks 9.5 W of $\phi$ + 9.0 E. of $\phi$				
		0+11		
E	5.0	371.2		
+ 0.8 W. side cobble curbs	5.0	371.2		
+ 0.9	5.7	370.5		
$\phi$	5.2	371.0		
W	5.2	371.0		
+ 0.1 walk	4.94	371.29		
		0+45		
W - 5' on Ground	5.7			
W - 0.1 Walk. N. End.	5.60	370.63		
W	5.7	370.5		

376.23

4

$\phi$	5.9	370.3		
+ 10 = Cobble curb N. End.	6.3	369.9		
E	5.9	370.3		
0+55 garage on E. conc. floor	1.9	Back		
E - 1.9 = floor	6.18	370.05		
E = W. edge conc. apron	6.35	369.88		
$\phi$	5.8	370.4		
W	5.9	370.3		
0+68 garage on W. conc. floor	7.9	Back		
W - 7.9 floor	5.32	370.91		
W - 2.2 = E. edge conc. apron	5.38	370.85		
$\phi$	5.6	370.6		
E	6.0	370.2		
+ 5	6.3	369.9		
0+94 garage on W. conc. floor				
0.6 in alley = E. Edge conc. apron	5.38	370.85		
W - 7.4 = floor	4.93	371.30		
		1+11		
- 5	6.74	369.8		
E	6.2	370.0		
$\phi$	5.4	370.8		
W	5.4	370.8		

376.23

1+15 S. End. double garage on E. conc. floor 6.7' Back

W 5.4 370.8

E 5.4 370.8

E 5.6 370.6

+6.7 = floor 5.46 370.77

? 1+23 N. End above garage

E+6.7 = floor 5.40 370.83

1+50

E 5.4 370.8

E 5.2 371.0

W 5.2 371.0

+3 5.4 370.8

1+75 double garage on E. conc. floor 3' Back

E-3' = floor 5.24 370.99

2+00

W Line = Fence S. End 5.1 371.1

E 5.1 371.1

E 5.2 371.0

2+17 garage on E. conc. floor 4.0 Back

E-4. = floor 4.93 371.30

E-0.8 = W. end conc. apron 4.99 371.23

376.23

2+50 garage on E. dirt. floor

E-0.7 = floor 4.8 371.4

E 4.8 371.4

E 4.8 371.4

+10.3 = Fence 4.8 371.4

+10.7 = W. 4.8 371.4

2+80 N. End. Fence on W. 0.7 in Alley

3+00

W 4.7 371.5

E 4.7 371.5

E - W. End. conc. Drive 4.52 371.71

T.P. 4.80 376.32 4.71 371.52

3+50 double garage on E. conc. floor 6.1 Back

E-6.1 = floor <sup>1/2 yard inside garage</sup> 5.20 371.12

E 4.8 371.5

E 4.8 371.5

W 5.5 370.8

+2. 5.1 371.2

5



376.32

4+00

W = S. End. Fence	4.9	371.4
+4	5.5	370.8
+6	5.1	371.2
⊕	5.0	371.3
E	5.2	371.1

4+21 ⊕ double garage on E. dirt. floor 2' Back

E-2 = floor 4.7 371.6

4+35

E	4.9	371.4
⊕	5.0	371.3
+5	5.1	371.2
+6	5.5	370.8
+9	4.5	371.8
W	4.5	371.8

4+39

W	4.8	371.5
+0.4 = N. End. Fence	4.8	371.5
⊕	5.0	371.3
E	4.8	371.5

4+44 garage on W. conc. floor 1.8 Back

W-1.8 = floor 4.15 372.17

3.5 E of W. = E. End. conc. apron 4.75 371.57

376.32

4+53

6

E	4.8	371.5
⊕	4.8	371.5
+6	5.0	371.3
+8	5.5	370.8
W	4.8	371.5

4+85

W	4.6	371.7
+0.5 = S. End. Fence	5.6	370.7
+3	5.0	371.3
+5	4.8	371.5
⊕	4.8	371.5
E	4.8	371.5
E+0.2 edge. step.	4.38	371.94

5+17

E	4.6	371.7
+2	4.9	371.4
⊕	4.9	371.4
+6	5.3	371.0
+7	5.7	370.6
+8	4.9	371.4
+11.0 = Fence	4.6	371.7
+11.2 = W		

376.32

5+40

W	4.6	371.7
+0.4 = fence	4.6	371.7
+4	5.0	371.3
+5	5.9	370.4
+6 <sup>W End. ditch</sup> S. End 4" Culvert	5.4	370.9
⊕	5.2	371.1
E	5.1	371.2

5+41

E	5.1	371.2
⊕	5.2	371.1
+5	5.0	371.3
W	4.6	371.7

5+56 garage on W. conc. floor 1.6 Back

W - 1.6 = floor	5.63	370.69
W	5.7	370.6
⊕	5.6	370.7
E	5.3	371.0

5+58

S. End Eugenia Hedge on E Trunks. on E. line

376.32

5+64

5. W of ⊕ = N End. 4" Culvert

5+67

E	5.8	370.5
⊕	5.9	370.4
+5	6.3	370.0
+8 Fig Tree 4" Diam	6.0	370.3
W.	6.0	370.3

5+87

10.8 W of ⊕ Peach Tree 5" Diam

5+99

W	6.2	370.1
+0.4 Peach Tree 2" Diam		
+5	6.7	369.6
⊕	6.5	369.8
+8	6.7	369.6
E	6.3	370.0
	6+07	
E	6.9	369.4
+3	7.7	368.6
⊕	7.4	368.9
+11	7.7	368.6
W	7.3	369.0

376.32  
S. end Asphalt Pav

6 + 10.6 = S. Line Madison Ave 22.90 wide

N. Top. ch.	7.49	368.83		
+ 0.45 } E. Face ch. par. S. end.	7.99	368.33		
± " " "	8.18	368.14		
+ 11.15 " " "	8.11	368.21		
+ 11.45 = E. Line Top. ch. 20' N of S. line on E. 25' " " " " " W } = S. ch. Line of Madison	8.03	368.29		
E. Top. ch.	8.42	367.90		
E. pav.	9.09	367.23		
± " "	8.90	367.42		
W. pav.	8.60	367.72		
W. conc. ch.	7.90	368.42		
T.P.	2.23	368.56	9.99	366.33
T.P.	0.20	355.84	12.92	355.64
T.P.	8.72	357.23	7.33	348.51

chk. B.M. C.T. { 10' N of S. line of dams.  
6' E of W. " Terrace Dr } 4.11 353.12 = 353.10

"Additional levels"  
Alley 81 1/2' N - Terolta No 2  
Bet. Terrace Drive + 40' N  
From Monroe to Madison.

	4.50	375.35		370.85	E.I. Con. Apron 0+68 on W Page 4
	0 + 45 = see p. 4				
W - 0.1 on Walk.	4.72			370.61	
W - 13' "	4.48			370.87	
W - 13' on ground	4.9			370.5	
W - 23' " "	4.8			370.6	
W - 35' " "	4.9			370.5	
	0 + 60				
W - 35 on ground	4.9			370.5	
- 23 " "	4.9			370.5	
- 13 " "	4.9			370.5	
W " "	5.0			370.4	
	0 + 80				
W	4.8			370.6	
+ 10	4.5			370.9	
+ 20	4.2			371.2	
+ 27	4.1			371.3	
	0 + 63				
E	5.6			369.8	
+ 20	5.6			369.8	
+ 40	5.6			369.8	

375.35

0+63-Cont.-

60' E	5.6	369.8
90' E	5.4	370.0
W. cb. Terrace Drive on Top cb.	5.82	369.53
" " on Paving	6.20	369.15
1+00		
E	4.6	370.8
W	4.5	370.9
+10	4.4	371.0
+27	4.1	371.3
+30	3.8	371.6
1+10		
E	5.2	370.2
+15	5.4	370.0
+30	5.5	369.9
1+25		
W	4.5	370.9
+10	4.1	371.3
+30	3.8	371.6
1+50		
W	4.2	371.2
+10'	4.0	371.4

375.35

40' W

4.0

Alley 8th St. <sup>9</sup>  
Terrace No. 2

Levels on Bottom of Footings

Cobble + Plastered Walls on East Side Alley.

+ 7.95	376.24	368.29	6+10.6 to Top cb. P-18
chk. L. Alley 6+10.6	8.10	368.14	
4+61 = South end Cobble Wall on East			
E + 10.6 = Bottom of <sup>conc.</sup> Footing	5.25	370.79	Bottom of Footing at Wall
E + 11.1 = Face of cobble Wall	4.4	371.9	on ground
4+85 chh. top step on E	4.32	371.92	
4+90 Wall on East cont.			
E + 11.0 = Bottom of <sup>conc.</sup> Footing	5.55	370.69	Bottom of conc. Footing on grd.
E + 11.95 = Face of Wall on E	4.4	371.8	at Wall
5+10 = N. end Cobble Wall and S. end Plast. Wall			
E + 11.25 = Bottom of Cobble ft.	5.5	370.7	Bottom of Cobble Footing
E " = ground at Wall	4.3	371.9	
E + 11.75 = Bottom of Conc. Footing of plastered Wall	5.24	371.00	(also Face) of Wall
E + 11.75 at face of Wall	4.3	371.9	plastered Wall
5+57 = N. end plastered Wall			
E + 11.5 on grd. at Wall	5.3	370.9	
E + 11.5 on Bottom of Footing	6.05	370.19	

368.29 - E. Top cb. 6+10.6 = S.E. Cor Alley Madison

10

				Above Top cb. 368.29
	2.40	370.69		
South cb Lane Madison				
0+ West Lane Terrace Drive	6.30			
South Lane Madison Drive				
on West cb Terrace on Parking	6.17			
" * Top cb. S.W. Cor. Terrace Madison	5.82			
T.P.	7.45	372.32	5.82	369.87
Levels West cb. Terrace Drive				
0+00 = South Lane Madison				
0+60 on cb.	5.37			
" " Gutter.	5.84			
1+00 " "	5.25			
" " cb.	4.72			
1+50 " "	4.16			
" " Gutter.	4.87			
2+00 " "	4.57			
" " cb.	3.91			
3+00 " "	3.54			
" " Gutter.	4.00			
check P.C. on West cb Terrace Drive	2.70			at Menice



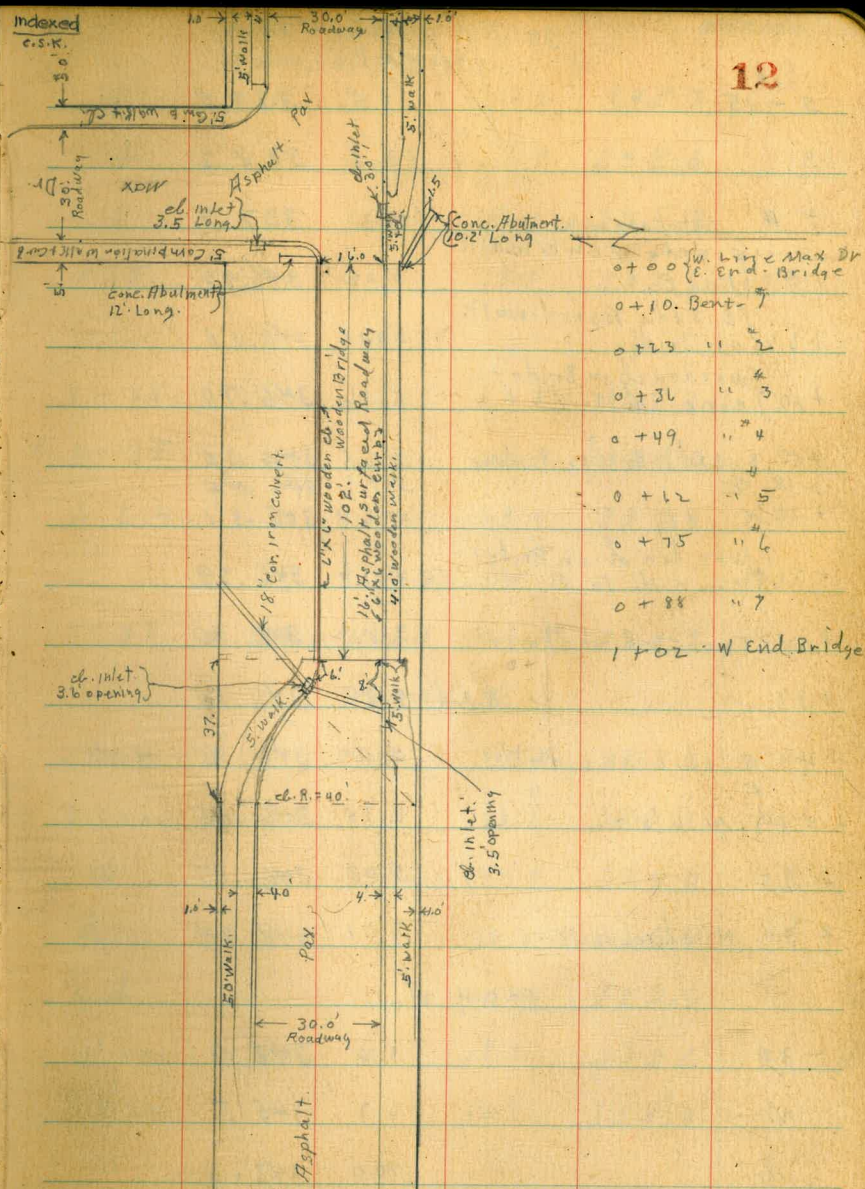
7-10-39  
Miller  
Walker  
Blas.

Monroe Ave X Sec. bet Max Drive  
+ 45<sup>th</sup> St. at present site of Bridge.

BM. B.P.	6.53	363.11		356.58	S. W. Chamoune + 81' Cajon.
T.P.	4.55	361.84	5.82	357.29	
T.P.P. BM	1.91	355.05	8.70	353.14	S. W. Verwood. + Chamoune N. E. Max. Drive
T.P.B.P. BM	4.66	351.95	7.76	347.29	+ Monroe.

S. E. of W. line = W. ch. Max Drive

N - 30'	cl	3.74	348.21	
N - 30'	gutter	4.32	347.63	
N - 9.5' Brk	"	5.24	346.71	
N - 9.5'	cl	4.90	347.05	
N. Line		5.00	346.95	
" "		5.62	346.33	
110" cl gutter at cl inlet		5.92	346.03	gutter
+19 = B.C. 5' R. cl. Ret.	cl	5.42	346.53	
" " " "	gutter	5.87	346.08	
N + 24	pav	5.75	346.20	
N + 32	"	5.60	346.35	
N + 40 = S. gutter		5.71	346.24	
N + 40 = S. cl		5.25	346.70	
+45 = S. sidewalk		5.07	346.88	
+50 = S. line Top. of abutment		5.82	346.13	



	351.95	Se. End. Bridge	
	0300	W. Line - Max Dr.	
S-15	13.5	338.5	
S.	13.8	338.2	
+4 Foot of abutment	14.3	337.7	
+5 S. side concrete walk			
+5 to E.	5.02	346.93	
+6 S. side Board walk			
+6 on Bridge	5.40	346.55	
+10 wooden on Bridge			
+10 concrete. cl. to E.	5.16	346.79	
+10 S. side Bridge Roadway	5.65	346.30	
+18. E	5.51	346.44	
+26. N	5.64	346.31	
+26 wooden on Bridge			
+26 concrete. cl. to E	5.16	346.79	
+27, Top. conc. abutment	5.85	346.10	
+39 " " " N. End	5.20	346.15	
+40 W. edge conc. walk	5.00	346.95	N. cl.
+50 N. line	5.15	346.85	
+9.5	5.08	346.87	
+30 W. edge walk	3.71	348.24	
	0+04	N	
-30	3.4	348.6	
N.	6.3	345.7	
cl	10.0	342.0	
+5	12.0	340.0	
+4	15.0	337.0	

	351.95		Monroe
			13
±	16.3	335.7	
cl	19.4	332.6	
S	16.7	335.3	
+25	19.4	332.6	
	0+17		
S-35	29.8	322.2	
S-25	28.0	324.0	
S. Line	25.0	327.0	
	0+21		
S-35 ± Proposed Culvert	29.4	322.2	
	0+25	N.	
S-35	29.8	322.2	
S. line	28.7	323.3	
cl	26.0	326.0	
±	25.6	326.4	
N. cl.	21.4	330.6	
N. line	19.4	332.6	
+20	16.7	335.3	
	0+25		



351.95

0+40 W.

N-35	26.2	325.8	
N. Line	28.2	323.8	
N. d	29.5	322.5	
⊕	31.7	320.3	
S. d	32.4	319.6	
S. Line	32.4	319.6	
+ 15	30.2	321.8	
+ 35	26.4	325.6	
	0+46. Ⓢ Monroe - ⊕ Proposed Culvert.		
	0+50		
S-28	22.6	329.4	
S. Line	30.0	322.0	
S. d	31.4	320.6	
⊕	34.0	318.0	Low Point
N. d	36.3	315.7	
N. Line	37.1	314.9	
N+30	32.4	319.6	
N+45	29.4	322.6	
	0+65		
N-55	36.7	315.3	
N-30	39.5	312.5	
N. Line	34.1	317.9	

351.95

Monroe

14

N. d.	31.0	321.0	
⊕	29.0	323.0	
S. d	25.7	326.3	
S. Line	22.4	329.2	
S+25	16.3	335.7	
	0+75 W.		
S-15	13.6	338.4	
S.	16.7	335.3	
S. d	19.6	332.4	
⊕	23.2	328.8	
N. d	25.2	326.8	
N. Line	27.0	325.0	
N+20	36.5	315.5	
N+30	39.7	312.3	
N+60	41.5	310.5	
N+65	39.5	312.5	
	Outlet Culvert. at 60' N of N Line at Sta 0+82		
	0+88		
N-65	41.5	310.5	
N-30	27.2	324.8	
N. Line	25.2	326.8	
+ 4. = F.L. Outlet. 18" Culvert.	21.2	330.8	

	351.95	0+88W	
N. cl		18.6	333.4
±		16.8	335.2
T.P. BM	4.64	351.93	4.66 347.29 1
S. cl		13.2	338.7
S. Line		7.0	342.9
+10.		8.0	343.9
	0+99		
-5		5.8	346.1
S line		5.9	346.0
cl		10.3	341.6
±		13.0	338.9
cl		13.3	338.6
N.		16.0	335.9
+13		18.4	333.5
+14		20.1	331.8
+38		28.5	323.4

	351.93	1+02	
N-25		19.5	332.4 <b>15</b>
N. line		14.0	337.9
+10 N. cl		11.8	340.1
N + 21. N. of Apartment ground.		8.7	343.2
" + 21. = N. side. E. end. conc. walk.		5.08	346.85
" + 24. = { Sw. end. wooden curb E " conc. "		5.10	346.83
" + 24. gutter Pav.		5.60	346.33
" + 32. " ± Bridge Adv		5.58	346.35
" + 40. S. gutter		5.60	346.33
" + 40. W. end. wooden curb E " conc. "		5.10	346.83
" + 44. S. edge wooden walk on bridge		5.23	346.70
" + 45 = " " conc. walk to W (This is Real grade of walk)		5.23	346.70 dipped
" 3' W. of above		4.92	347.01
" + 50 = S. line		4.6	347.3
	1+22		
S. cl grade.		4.80	347.13
+10 gutter		5.45	346.48
+25 = cl		5.16	346.77
+36 <sup>3</sup> - N. gutter		5.55	346.38
+36 <sup>3</sup> N. conc. cl.		5.20	346.73
+50 = N. Line		5.0	346.9

351.93

1+39 = P.C. curb. curv on N.

(E. end. 30' Roadway

16

N. d 4.50 347.43

N. gutter Pav 5.00 346.93

d " 4.70 347.23

S. gutter " 5.05 346.88

S. d. grade 4.40 347.53

T.P. 7.21 357.05 2.09 349.84

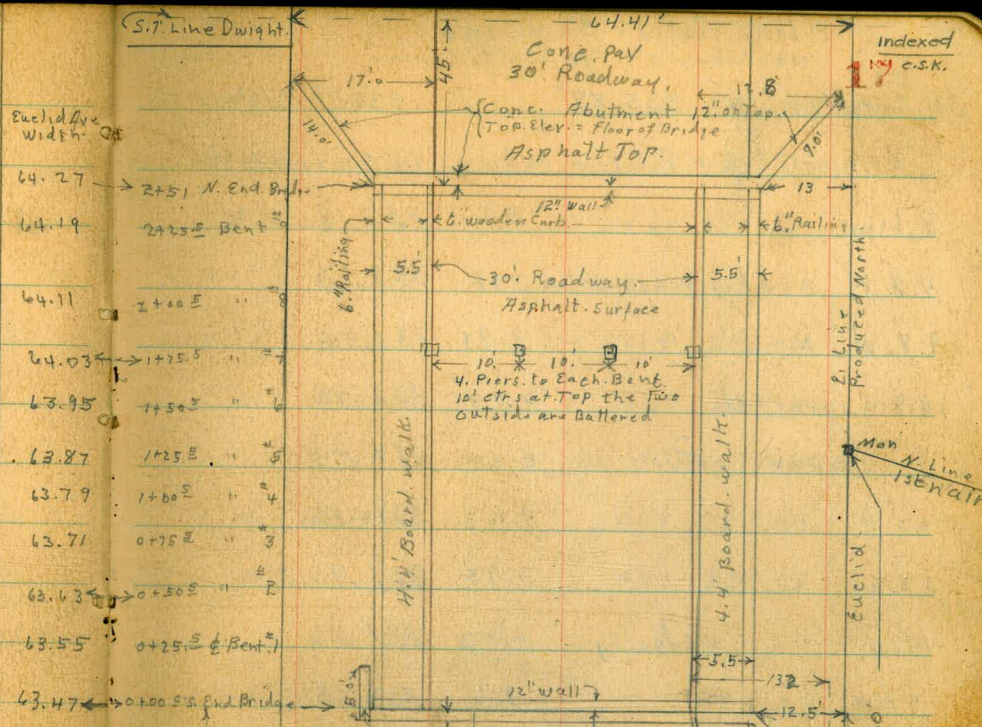
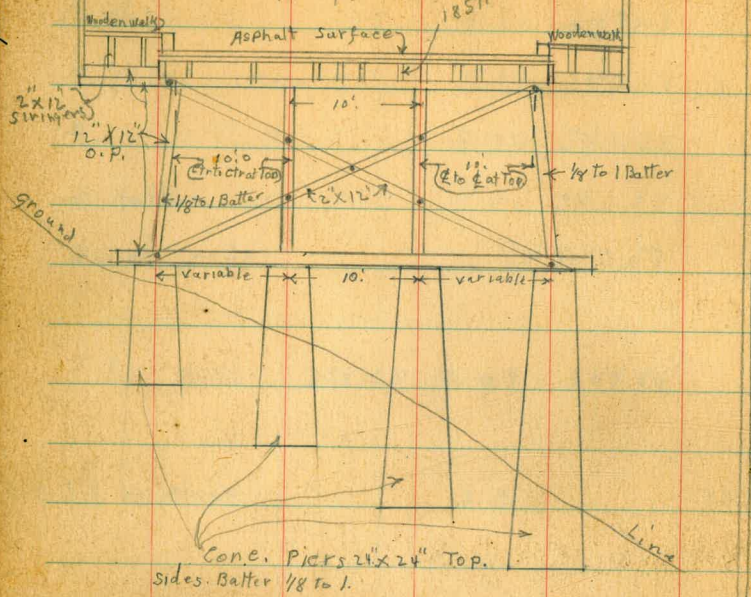
B.M. S.W. Norwood 3.91 = 353.14 ✓

7-7-39  
 Miller  
 20' x 20'  
 Blinn

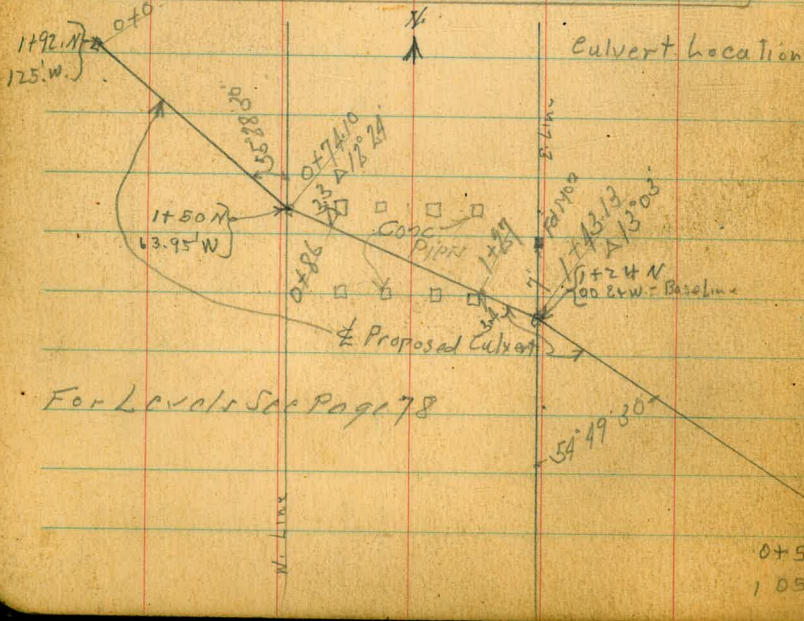
See Euclid Ave North of Isla Vista  
 at Existing Bridge for Fill.

See Page 18.

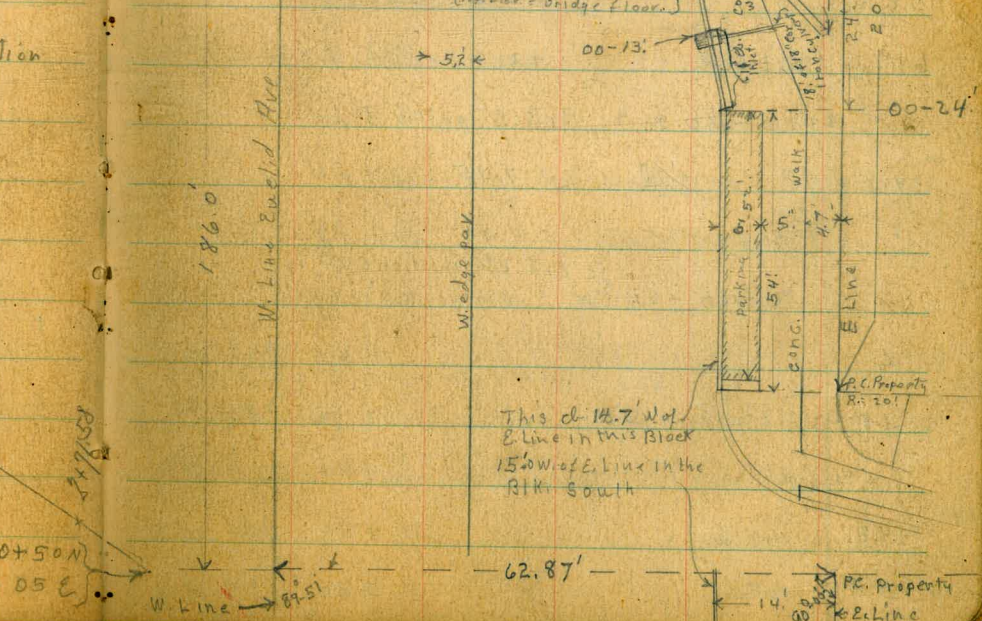
Bridge Section



64.27	2+51 N. End Brd.	8
64.19	2+25 Bent	7
64.11	2+00 E	6
64.03	1+75 S	5
63.95	1+50 S	4
63.87	1+25 S	3
63.79	1+00 S	2
63.71	0+75 S	1
63.63	0+50 S	0
63.55	0+25 S Bent	0
63.47	0+00 S End Brd.	0



For Levels See Page 78



This is 14.7' W of  
 E. Line in this Block  
 15' W of E. Line in the  
 Rtk. South

0+50N	105 E	87.51
62.87'		

E. Line Euclid = Base Line		S.E. Euclid	
Sections at 40' 00" to E Line			
BM. Fire Hydrant	0.19	335.89	335.70 1/2 Isla Vista
0+00-78.5 = P.C. Prop. Radius. N.E. Cor Isla Vista			
E. Line		3.1	332.8
4.8' W E edge cone walk		3.76	332.13
9.8' W W " " " "		3.93	331.96
14.8' W = conc. db.		4.03	331.86
" " = pav. gutter		4.40	331.49
23' W " "		4.03	331.86
33' W " "		3.93	331.96
43' W " = W. Edge		4.03	331.86
47' W		3.6	332.8
52' W		+2.0	337.9
63 <sup>2</sup> W = W. Line		+2.0	337.9
0+00-40'S = Brk. E. gutter Line			
14.8' W of E. = conc. db.		4.45	331.44
" " " " gutter		4.90	330.99
0+00-24' N { S. End. db. inlet on c. db. - parking bet db. walk			
C		4.6	331.3
4.8' W = E. Edge cone. walk		4.40	331.49
9.8' " = W " " " to S.		4.49	331.40
14.8' " = conc. db.		4.58	331.31
14.8' = gutter		5.50	330.39

E. Line = Base Line		18
+23' W	4.71	331.18
+33' W	4.58	331.31
+43' W	4.68	331.21
+47	4.8	331.1
+50	2.0	333.9
+63 <sup>2</sup> = W. Line	1.6	334.3
00-13' = N. End. db. inlet on c. db.		
E. db. sec. plat.	4.46	331.43
E. gutter	5.48	330.41
00-11.3' (outlet 18" Cor. box)		
2.0' E. of E. Line = Culvert.	11.20	324.69 F.L.
00-6.0'		
4.8' W of E. Line = E. End. Wingwall	3.53	332.36
4.8' " " " " ground.	9.2	326.7
0+00 = S. End. Bridge		
40' E	21.9	314.0
21' E	21.1	314.8
E. Line	13.4	322.5
12.5' W = Top of above wing wall w. end.	3.54	332.35
12.5' W = E. edge Bridge/ground	11.6	324.3
13' W = " " { conc. walk to S wooden " " "	4.15	331.74

		335.89 ✓		
+18. =	{ conc. cl. N. End. wooden cl. S. "	4.28	331.61	
+18. =	gutter	4.64	331.25	
+23		4.63	331.26	
+33. =	φ Bridge Deck.	4.63	331.26	
+33. =	φ ground. Below.	9.6	326.3	
+43.		4.60	331.29	
+48.	W. gutter on Bridge	4.60	331.29	
+48. =	wooden cl.	4.22	331.67	
+53. =	W. side wooden walk.	4.31	331.58	
53.5 <sup>W</sup>	ground under W. side Bridge	7.9	328.0	
53.6 <sup>W</sup>	Top conc. abutment	4.73	331.16	
63.5 <sup>W</sup>	= W. Line	2.3	333.6	
	0+25 <sup>E</sup> N. = φ Bent. #		63.55' wide	
75. W		5.3	330.6	
63 <sup>W</sup>	= W. Line	6.3	329.6	
53. W		11.5	324.4	
T.P.	1.20	324.17	12.92	322.97
	Top conc. Piers	+4.33	328.50	
33. W	= φ Bridge on ground.	3.6	320.6	
12. W		10.3	313.9	
E. Line	= Base Line	14.1	310.1	

		324.17 ✓		12.75 <sup>TP</sup>
25. E		21.6	302.6	19
50. E		26.0	298.2	
55. E		26.6	297.6	
105. E	= wash.	0+50 <sup>E</sup> N. = Bent. #	63.63' wide	
80. E		40.4	283.8	
		36.9	287.3	
35. E		32.0	292.2	
E. Line	= Base Line	24.4	299.8	
13. W		20.1	304.1	
33 W	= φ Bridge	14.6	309.6	
	Top conc. Piers	6.50	317.67	
50. W		8.7	315.5	
63.63 <sup>W</sup>	= W. Line	2.7	321.5	
80. W		+2.3	326.5	
T.P.	1.55	313.03	12.69	311.48
				Rock
		0+75 <sup>E</sup> φ Bent. #	63.71' wide	
90. E		26.0	287.0	
63. E	= wash	28.0	285.0	
48 E		25.7	287.3	
E. Line	= Base Line	19.6	293.4	
	Top conc. Piers	+0.73	313.76	

313.03 ✓

0+75<sup>E</sup>

12' W	17.0	296.0
33' W = $\frac{1}{2}$ Bridge	10.6	302.4
50' W	3.4	309.6
63.71 W = w. line	+ 0.0	313.0
75' W	+ 6.0	319.0
85' W	+ 10.2	323.2
	1+00 <sup>E</sup> = Bent #4	Euclid 63.79 wide
78' E	23.0	290.0
35' E	24.3	288.7
13' E = wash	26.2	286.8
E. Line	25.6	287.4
12' W	24.0	289.0
33' W = $\frac{1}{2}$ Bridge	23.0	290.0
Top. Conc. Piers	15.17	297.86
50' W	15.3	297.7
63.79 W = w. line	8.6	304.4
80' W	2.5	310.5
95' W	+ 2.2	315.2
	1+25 <sup>E</sup> = Bent #5	Euclid 63.87 wide
60' E	15.0	298.0
30' E	20.7	292.3
E. Line	21.0	292.0

Top. Conc Piers

313.03 ✓

20

12' W	21.2	291.8
33' W = $\frac{1}{2}$ Bridge	21.5	291.5
50' W	21.5	291.5
63.87 W = w. line	16.4	296.6
85' W	9.6	303.4
110' W	1.8	311.2
	1+50 <sup>E</sup> = Bent #6	Euclid 63.95 wide
55' E	5.0	308.0
40' E	5.8	307.2
E. Line	16.3	296.7
	Top. Conc. Piers	
12' W	17.8	295.2
33' W = $\frac{1}{2}$ Bridge	19.2	293.8
53' W	20.7	292.3
63.95 W = w. line	20.7	292.3
85' W	15.2	297.8
110' W	9.0	304.0
	1+75 <sup>E</sup> = Bent #7	Euclid 64.03 wide
E.	+ 4.3	317.3
15' E	+ 0.4	313.4
E. line = Base Line	3.8	309.2
12' W	9.4	303.6

313.03 ✓

+33' W $\phi$ Bridge	17.75 <sup>E</sup> (con)	13.5	299.5
Top. Conc. Piers.	8.90	304.13	
40' W	19.0	294.0	
64.03' W = W. Line	19.8	293.2	
110' W	14.4	298.6	
137' W	9.5	303.5	
2+00 <sup>E</sup> Bent. #8	64.11 wide		
33' W = $\phi$ Bridge	7.4	305.6	
Top. Conc. Piers.	1.85	311.18	
53' W	15.0	298.0	
64.11' W = W. Line	17.4	295.6	
90' W	18.0	295.0	
125' W	16.3	296.7	
150' W in wash	15.3	297.7	
2+25 <sup>E</sup> Bent. #9	64.79 wide		
50' W	7.2	305.8	
64.19' W = W. Line	9.2	303.8	
125' W	16.3	296.7	
140' W	13.0	300.0	
T.P.	12.67	325.08	0.62 312.41 ✓
T.P.	6.41	336.89	+5.40 330.48 ✓

336.89 ✓

21

2+00 <sup>E</sup> (con) from opp. page			
25' E	8.0	328.9	
15' E	8.1	328.8	
E. Line	14.2	322.7	
17' W	22.7	314.2	
20' W	26.0	310.9	
2+25 <sup>S</sup> con. from opp. page.			
10' E	6.0	330.9	
C. Line = Base Line	5.7	331.2	
12' W	11.0	325.9	
23' W	18.9	318.0	
33' W = $\phi$ Bridge	21.9	315.0	
Top. Conc. Piers.		314.20	
2+51 = N. End Bridge			
10' E	5.0	331.9	
E. Line = Base Line	5.3	331.6	
13' W. = ground to S.	7.0	329.9	
13.5' W. $\left\{ \begin{array}{l} \text{E. End Abutment} \\ \text{Top. W. End Wingwall} \end{array} \right\}$	4.76	332.13	
13.5' W. ground to N.	4.8	332.1	
12.5' W wooden walk $\left\{ \begin{array}{l} \text{W. End} \\ \text{E. Edge} \end{array} \right\}$	4.18	332.71	
18.5' W " cl. N. End	4.24	332.65	
18.5' W gutter pav.	4.51	332.38	
33.5' W = $\phi$ Bridge pav.	4.69	332.20	
33.5' W = $\phi$ " ground below		322.0	



336.89 ✓

## 2+51 N. (con) N. End Bridge

48' W = gutter pav	4.65	332.24
48' W wooden ch. N. End.	4.23	332.66
53' W = wooden walk {N. end.} {W. side}	4.20	332.69
53' W Top. {W. end. conc. abutment.} {E. " " Wingwall} {ground to N}	4.78	332.11
53.5' W ground to S+W.	18.9	318.0
64.27' W = W. Line	19.9	317.0
80' W	21.5	315.4
110' W	26.9	310.0

## 2+55.7 N

5.7' W of E. Line = E. End. Wingwall 5.85 331.04

## 2+57 N

10' E	4.8	332.1
E. Line	4.4	332.1
18.5' W = E. Edge pav.	4.64	332.21
33.5' W " " "	4.60	332.29
48.5' W W edge "	4.75	332.14
53' W	4.8	332.1
64.27' W = W. Line	9.6	327.3
65.5' W Top. W. End. Wingwall	9.85	327.04
66.0' W	14.0	322.9
95.0' W	18.0	318.4

336.89 ✓

## 2+77

22

10' E	4.3	331.6
E. Line = Base Line	4.1	331.8
18.5' W = E. edge pav	4.72	332.17
33.5' W = " " "	4.54	332.35
48.5' W = W edge "	4.66	332.23
64.3' W = W. Line	4.5	332.4
80' W	7.2	329.7

## 2+79 N

48.5' W of E = W edge pav. 4.69 332.20

## 2+82 N

33.5' W of E. = " pav	4.56	332.33
18.5' W " " = E. edge pav.	4.77	332.12

2+89 = S. Line Dwight Ave Produced from West

10' E	4.3	332.6
E. Line	4.1	332.8
18.5' W = E. Line Conc. pav	4.76	332.13
33.5' W " " "	4.55	332.34
48.5' W - W Line " "	4.69	332.20
64.4' W = W. Line	5.3	331.6
70' W	5.3	331.6
chk. B.M. NW.7. G.T. Euclid + Rosehawn	1.03	335.86 = 335.85

Original Conc. Pavement. Covered with asphalt from here south to Bridge.

X. See Alley Bk. 42 Fairmont. + Add

B.M. BP	6.60	393.42		386.82	S.W. 51st + El Cajon Blvd
T.P.	1.49	388.73	6.18	387.24	
T.P. Hub.	1.11	377.67	12.17	376.56	4 Alley Sta 0+86.54
T.P.	0.84	366.41	12.10	365.57	

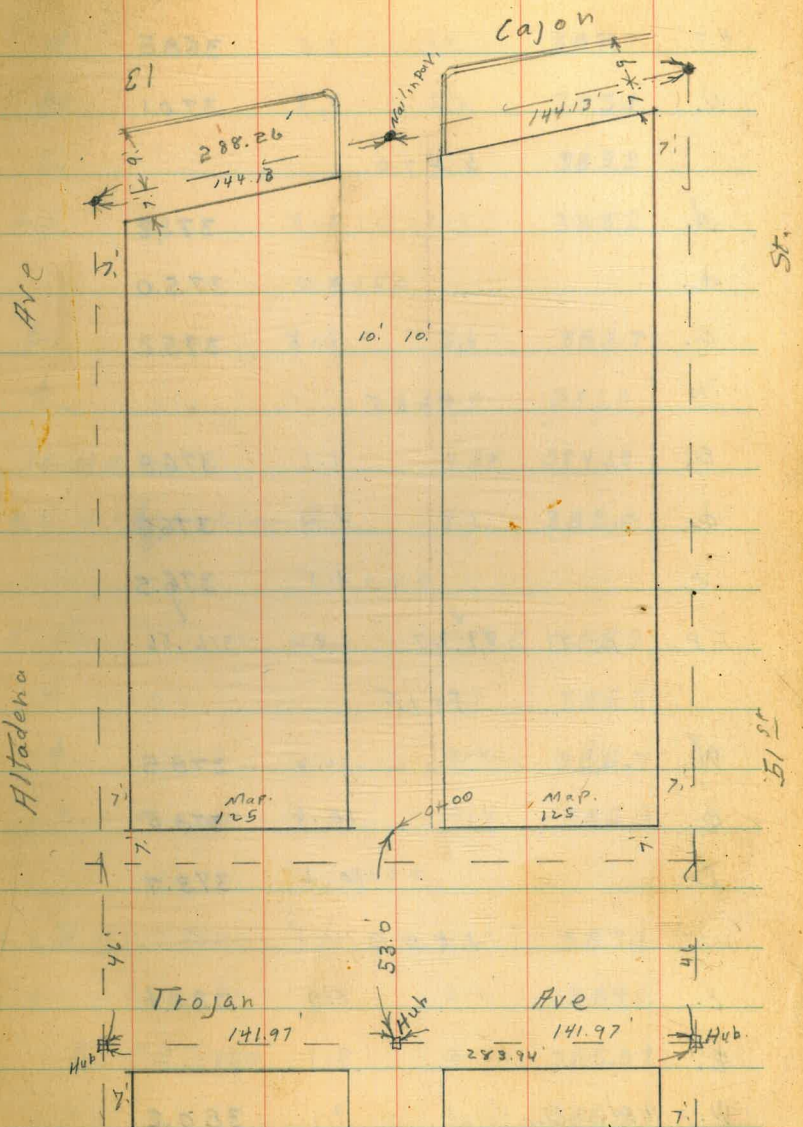
0+00 = N. Line Trojan

W.			8.0	358.4
±			8.9	357.5
E.			10.5	355.9
0+05				
E.			10.2	356.2
±			7.1	359.3
±			6.6	359.8
W.			5.2	361.2
0+30				
W.			1.8	364.6
±			3.0	363.4
E.			2.6	363.8
T.P.	12.41	377.98	0.84	365.57
0+50				
E.			8.4	369.6
±			8.7	369.3

Reduced Sept. 12-39 C.B.H. Page 23-26  
Plotted on New Profile Sheet

Indexed  
c.s.k.

23



377.98 ✓

+1.		9.5	368.5
+7.		9.5	368.5
W.		7.9	370.1
	0+70		
W.		2.8	375.2
☉.		3.0	375.0
E.		2.8	375.2
	0+85		
E.		1.1	376.9
☉.		1.4	376.6
W.		1.5	376.5
T.P.	12.71	389.27 ✓	1.42
			376.56
	1+15		
W.		10.8	378.5
☉.		10.8	378.5
E.		10.6	378.7
	1+50		
E.		8.9	380.4
☉.		9.1	380.2
W. = Wadge Elec Pole		9.1	380.2

389.27 ✓  
2+00

W-5.		6.6	382.7	24
W.		6.6	382.7	
☉.		6.2	383.1	
E.		6.1	383.2	
+5.		6.1	383.2	
	2+50			
E.		3.6	385.7	
☉.		4.0	385.3	✓
Ex. M.H. Top.		4.58	384.69	
W. = w. edge Elec Pole		4.3	385.0	
	2+80			
-10.		3.4	385.9	
W.		3.1	386.2	
☉.		2.6	386.7	
E. = Fence		2.4	386.9	
	3+00			
0.2' W. of E. = Fence to S.		2.2	387.1	
0.4' " " E. = " " N.		2.2	387.1	
☉. P.O.T. Hub.		2.30	386.97	
W.		2.5	386.8	
+25.		3.0	386.3	

389.27 ✓

3+17

N. End. above Fence on E. 0.5' in Alley

S. u shed on E-conc. Foundation 0.5' in Alley ✓

3+44

N. End. above shed on E. 0.7' in Alley. ✓

3+50

- 25. 2.0 387.3

W. 2.0 387.3

☉ 1.7 387.6

E. 1.9 387.4

+10. 1.9 387.4

3+98 11.3' W. of ☉ = W. edge Elec Pole

4+00

E-10. 1.5 387.8

E. 1.5 387.8

☉ 1.5 387.8

W. 1.5 387.8

+10. 1.7 387.6

T.P. 5.17 392.95 ✓ 1.49 387.78 ✓

392.95 ✓

4+50

25

W-25. 5.0 388.0

W. 5.0 388.0

☉ 5.0 388.0

E. 4.8 388.2

+10. 4.8 388.2

4+92 garage on E conc. floor 0.6 in Alley

0.6 in Alley = floor 4.00 388.95 ✓

5+00

E- 4.4 388.6

E. 4.4 388.6

☉ 4.5 388.5

W. 4.9 388.1

+25. 5.0 388.0

5+47.5 - 9.8 W. of ☉ = W. edge Elec Pole

5+50

- 25. 4.7 388.3

W. 4.7 388.3

☉ 4.7 388.3

E. 4.5 388.5

+10. 4.4 388.6

392.95 ✓

6+00

-10.	4.2	388.8
E.	4.3	388.7
☉.	4.5	388.5
W.	4.6	388.4
+40.	5.3	387.7

6+25

-40.	5.2	387.8
W.	4.7	388.3
☉.	4.6	388.4
E.	4.4	388.6
+10.	4.2	388.8

6+45

-10.	4.0	389.0
E.	4.0	389.0
☉.	3.5	389.5
W.	4.0	389.0
+25.	4.9	388.1

6+70

-30.	4.9	388.1
W.	4.3	388.7

392.95

26

E.	4.1	388.9
E.	3.7	389.3
+10.	3.7	389.3

6+87

E.	4.2	388.8
☉.	4.9	388.1
W.	4.7	388.3

6+91<sup>2</sup> = S. line of Cajon on Diagonal

W. d.	s. end.	5.47	387.48	✓	
W.	pav.	" "	5.79	387.16	✓
☉.	" "	" "	5.93	387.02	✓
E.	" "	" "	5.73	387.22	✓
E.	d.	" "	5.50	387.45	✓

16' N. of S. line = s. d. line

E-25.	pav.	6.43	386.52	
E.	d.	5.66	387.29	✓
E.	pav.	6.29	386.66	✓
☉.	"	6.19	386.76	✓
W.	d.	5.60	387.35	✓
W.	pav.	6.21	386.74	✓
+25.	"	6.19	386.76	
orig. B.M.		6.13	386.81	✓

9-28-39 (X Sec. Manroc - Park Blvd. to Alabama)  
 Walker Mission - Florida to Louisiana  
 Bliss Mission Ave { 15' ds.  
 10' 45.

B.M. — 3.02 — 345.33 — 342.31 — Madison

20' E. of W. of Line Louisiana on diagonal

S. cb. line produced on par 3.56 341.77

S. 1/4 " " " " 3.47 341.86

± " " " " 3.46 341.87

N. 1/4 " " " " 3.35 341.98

N. d. Line " " " " 3.71 341.62

W. line Louisiana on diagonal

N. d. " " " " 3.44 341.85

G. par W. end 4.11 341.22

1/4 " " " " 3.73 341.60

± " " " " 3.65 341.68

1/4 " " " " 3.80 341.53

S. d. Line " " " " 4.04 341.29

+ 9. = 6 " " " " 4.41 340.92

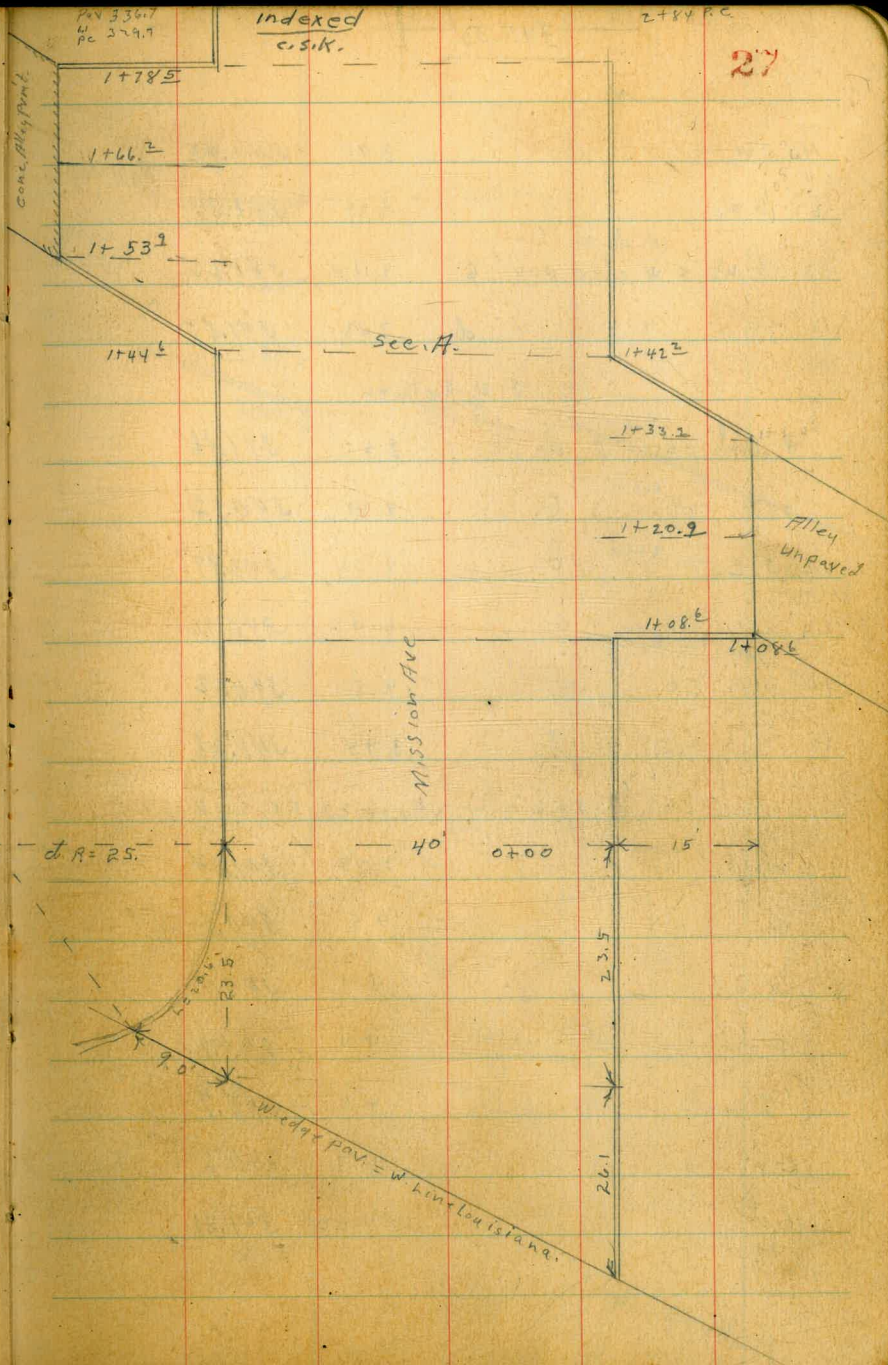
+ 9. = 5 cb. on Return 3.87 341.46

N. W. Return

W. d. La. - S. Line Madison cb 3.24 342.09

" " " " " G 3.75 341.58

" " " 8. S. " " } " G 3.88 341.45  
 B.C. Ret. }



N

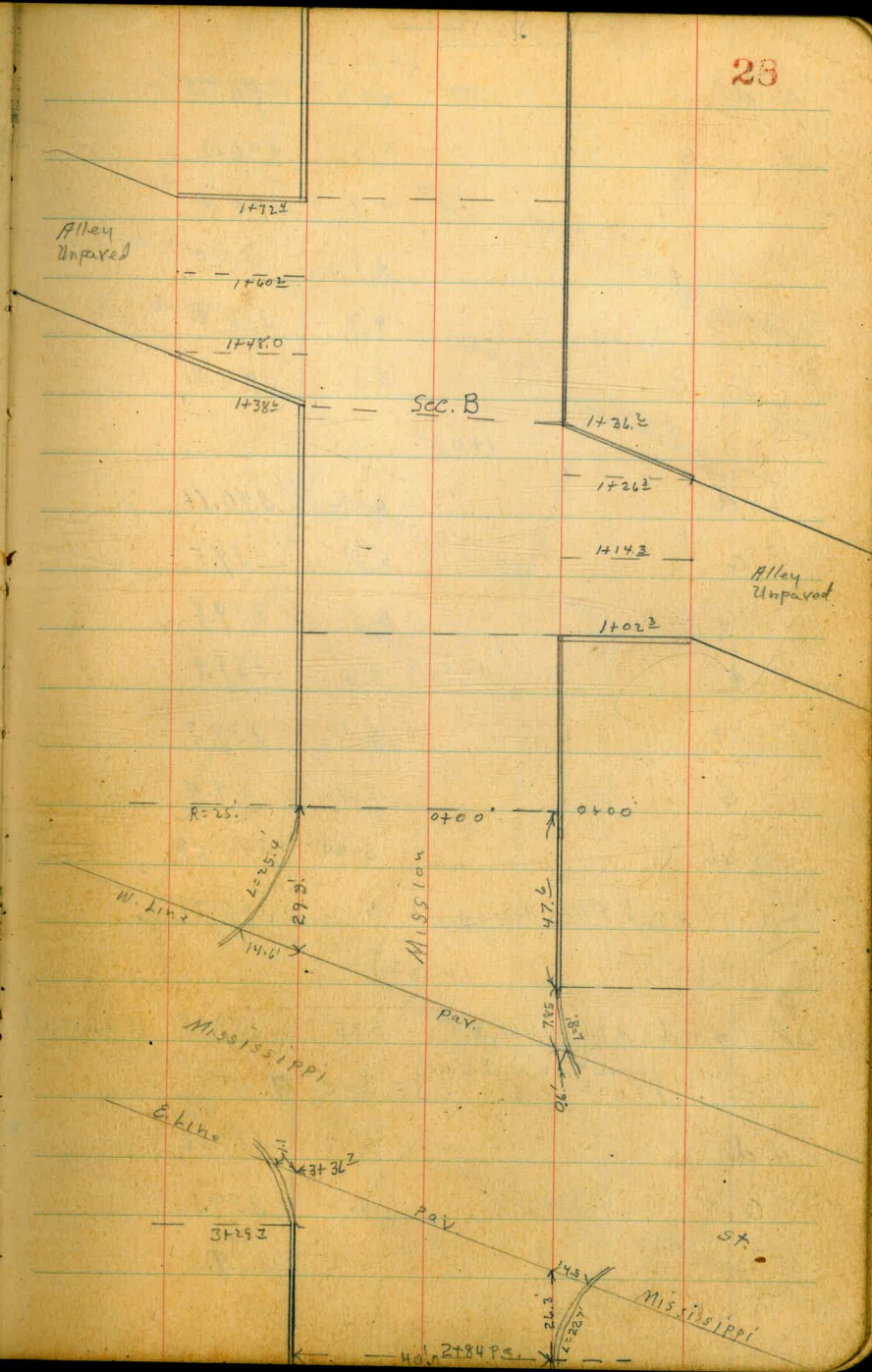
11' S.W.		3.91	341.42
22' S.W.		3.99	341.34
33' S.W.	n. d. Mission z. w. edge par G.	4.11	341.22
" " "	" " " d.	3.44	341.85

## S.W. Return

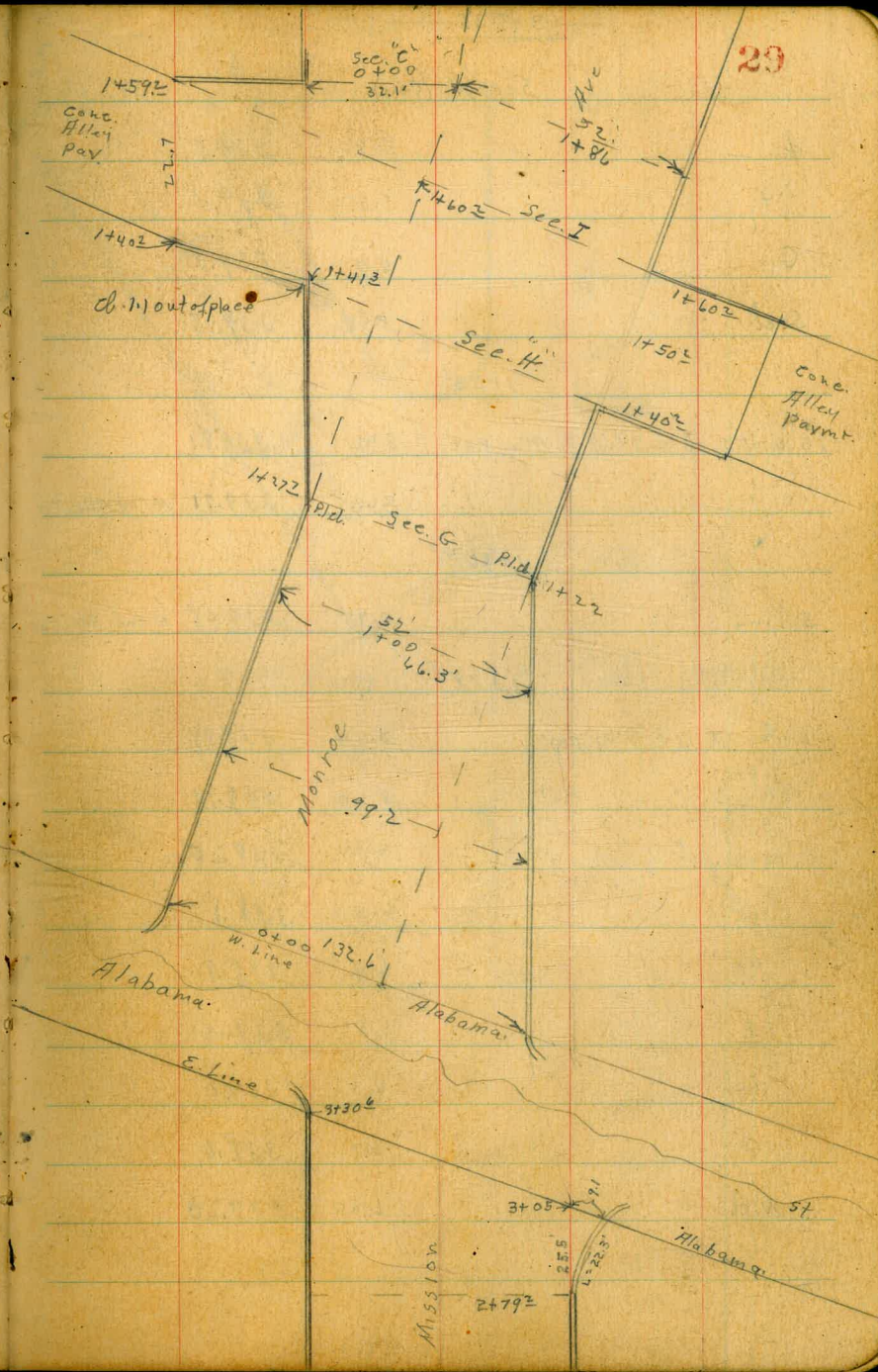
W. End. par S. d.		3.87	341.46
" " " S. G.		4.41	340.92
12' S. E.	G	4.36	340.97
24 " "	G	4.43	340.90
36 " " E.C.	"	4.51	340.82
48 " " "	d.	3.95	341.38

0400 - Page 27, P.C. S.W. Ret.

S. d.		3.99	341.34
G		4.5	340.8
ly		4.4	340.9
⊕		4.4	340.9
"y		4.6	340.7
G		4.7	340.6
N. d.		4.02	341.31



		345.33	
N. d	0+50 SW	4.63	340.70
G		5.3	340.0
"4		4.9	340.4
2		4.8	340.5
"4		4.9	340.4
S. G		5.1	340.2
		1708 <sup>6</sup>	
S. d		5.22	340.11
G		5.8	339.5
"4		5.5	339.8
2		5.5	339.8
"4		5.6	339.7
G		5.9	9.4
N. d		5.24	340.09
+ 15 = N. End. Alley Ret. + ground		5.12	340.21
		1+33 <sup>2</sup>	
15. N. of N. d = N. End. W. Alley Ret		5.35	339.98 cl + ground
		$\left. \begin{array}{l} 1+42^3 \text{ on N. d. line} \\ 1+44^2 \text{ " S " " " } \end{array} \right\} = \text{Sec. A.}$	
N. d		5.67	339.66
G		6.2	339.1
"4		6.0	339.3



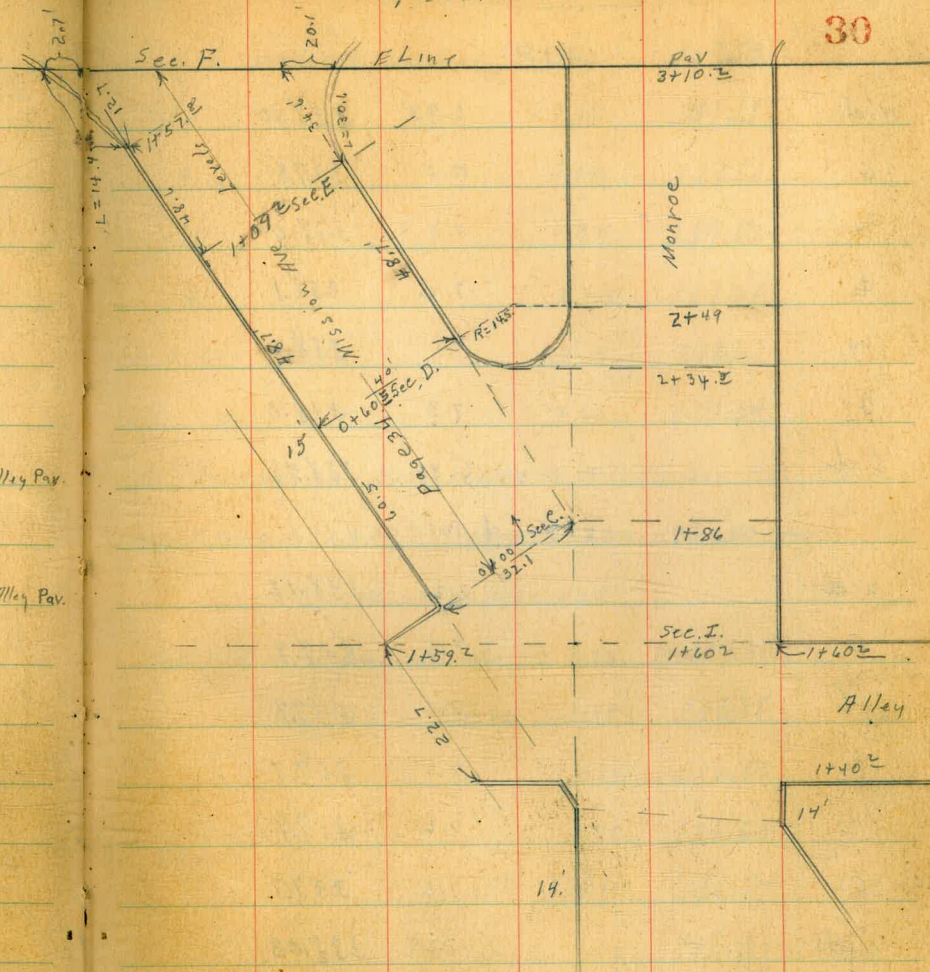


345.33

Sec. A. (Con)

4	5.8	339.5	
14	5.9	339.4	
G	6.0	339.3	
S. d	5.58	339.75	
1+53 <sup>2</sup>			
15' s. of S. d. = S. End E. Alley Ret.	5.52	339.81	
" " " " " " " "	5.62	339.71	N. End Alley Pav.
1+66 <sup>2</sup>			
S. Line =	5.95	339.38	N. End Alley Pav.
1+78 <sup>5</sup>			
S. Line = N. End Alley Pav.	5.54	339.79	
" " S. " " Ret.	5.60	339.73	
S. conc. d	6.08	339.25	
G	6.5	338.8	
"4	6.4	338.9	
4	6.3	339.0	
44	6.3	339.0	
G	6.7	338.6	
N. d.	6.05	339.28	

Florida



2+50.

N. d	6.93	338.40
G	7.5	337.8
1/4	7.3	338.0
⊕	7.2	338.1
1/4	7.1	338.2
G	7.3	338.0
S. d	6.87	338.76

2+84 d.p.e. on N.

s d	7.21	338.12
G	7.6	337.7
1/4	7.6	337.7
⊕	7.6	337.7
1/4	7.6	337.7
G	7.6	337.7
N. d	7.25	338.08

E. Edge Par. E. Line Mississippi diagonal

14.5 N. d. N. d. produced: N. d	7.23	338.10
" " " " " " = G P.	7.78	337.55

31

N. d	product.	par. E. edge	7.75	337.50
1/4	"	" " "	7.65	337.68
⊕	"	" " "	7.70	337.63
1/4	"	" " "	7.80	337.53
G	"	" " "	8.09	337.24
+1.1' S. G	"	" " "	8.10	337.23
+1.1' S. d.	"	" " "	7.69	337.64

Fordraininge Mississippi &amp; Mission see F.B.

— T.P. — 0.03. — 337.43 — 7.93 — 337.40 —

W. Line Miss. = W. edge par.

14.6 S. of S. d. produced: d.	0.38	337.05
" " " " " " G par	1.05	336.38
" " " " " "	0.93	336.50
1/4 " " " "	0.78	336.65
⊕ " " " "	0.89	336.54
1/4 " " " "	1.12	336.31
N. d " " " "	1.55	335.88
+0.6 = N. G. " "	1.55	335.88
+0.6 = d. " "	0.92	336.51

0+00 = P.C. cl. Ret on S.

N. cl	2.05	335.38
G	2.9	334.5
1/4	2.5	334.9
±	2.0	335.4
1/4	1.9	335.5
G	2.0	335.4
S. cl	1.28	336.15

0+50 W

S. cl	2.90	334.53
G	3.8	333.6
1/4	3.6	333.8
±	3.6	333.8
1/4	4.0	333.4
G	4.4	333.0
N. cl	3.55	333.88

1+02<sup>2</sup> = E Alley on N.

N. Line N. End. cl. Ret	4.96	332.47
N " ground	5.4	332.0
N. cl.	5.12	332.31
G.	5.9	331.5

1/4	5.5	331.9
±	5.1	332.3
1/4	5.1	332.3
G	5.4	332.0
S. cl	4.52	332.91

1+26<sup>2</sup> Page 28.

N Line ground.	5.8	331.6
N " = N End. cl. Ret	6.08	331.35
1+36 <sup>2</sup> on N. cl.	} = Sec. B.	
1+38 <sup>2</sup> " S. cl.		

S. cl	5.65	331.78
G	6.6	330.8
1/4	6.3	331.1
±	6.3	331.1
1/4	6.4	331.0
G.	7.3	330.1
N. cl.	6.32	331.11

1+48

S. Line = S. End. Alley, Ret.	5.66	331.77
" " ground.	6.0	331.14

337.43

1+72.4

Page 28

N. cl.	7.35	330.08
G	8.0	329.4
1/4	7.7	329.7
±	7.5	329.9
1/4	7.4	330.0
G	7.6	329.8
s. cl.	6.79	330.64
S. Line = S. end. cl. Ret.	6.63	330.80
" " ground	6.6	330.8
	2+25	
s. cl.	8.46	328.91
G	9.4	328.0
1/4	9.1	328.3
±	9.2	328.2
1/4	9.4	328.0
G	10.0	327.4
N. cl.	8.95	328.48
	2+79 <sup>2</sup>	Page 29
N. cl.	10.10	326.83
G	11.1	326.3
1/4	11.0	326.3

337.43

Mission

33

±	10.9	326.5	
1/4	10.4	326.6	
G	10.9	326.5	
s. cl.	10.15	327.28	
E Line Alabama = E. Edge Pav. diagonal			
s. cl. at st. 3+30 <sup>u</sup>	11.81	325.62	
G. pav	12.44	324.99	
1/4 "	11.91	325.52	
± "	11.62	325.81	
1/4 "	11.57	325.86	
N. cl. Line produced.	11.50	325.93	
" " " + 9.1	11.48	325.95	N. G.
" " " + 9.1	10.90	326.53	N. cl.
E. cl. Alabama on diagonal			
N. cl. Produced.	11.99	325.44	
1/4 "	12.08	325.35	
± "	12.18	325.25	
1/4 "	12.32	325.11	
s. cl. "	12.52	325.91	
— T.P. — 1.47 — 326.98 — 11.92 — 325.51 —			
chk. B.M. S.E. Alabama + Monroe 2.42 324.56 = 324.61			

326.98

Mission S. of Monroe See Page 30

0+00 = Sec. "C."

S. line = N. End Alley Pav.	6.93	320.05
S. " S. End. dr. Ret	6.30	320.68
" " " ground	6.5	320.5
S. conc. dr	6.60	320.38
G.	7.0	320.0
+10 = 14	6.9	320.1
+20 = 4	6.9	320.1
+30 = 14	6.9	320.1
+32 = P.I. S. dr. Line Monroe	6.9	320.1

0+60 = Sec. "D"

N. dr	6.90	320.08
G	7.6	319.4
14	7.4	319.6
4	7.2	319.8
14	7.3	319.7
G.	7.7	319.3
S. dr	7.09	319.89

1+09 = Sec. E.

S. dr	7.57	319.41
G	8.2	318.8

326.98

Mission Ave.

34

14	7.9	319.1
4	7.7	319.5
14	7.6	319.4
G.	7.9	319.1
N. dr	7.18	319.80
E. Line Florida } = Sec. F. on diagonal E. Edge Pav.		
N. dr Produced - 20.1 = N. dr	7.25	319.73
" " " - 20.1 = G	7.66	319.32
" " " "	7.80	319.18
14 " "	8.02	318.96
4 " "	8.22	318.76
14 " "	8.44	318.54
S. dr " "	8.82	318.16
" " " + 2.7 = G	8.84	318.14
" " " + 2.7 = S. dr	8.30	318.68
E. dr. Line Florida		
S. dr. Produced.	9.00	317.98
14 " "	8.80	318.18
4 " "	8.50	318.48
14 " "	8.33	318.65
N. dr " "	8.08	318.90

Page 29. Monroe Ave X Sec. Alabama Park Blvd.

W. cb line Alabama

80' wide  
14' dia.  
13' 6 1/2

S. line cb 4.09 322.89

" " G 4.66 322.32

S d = 00 4.25 322.73

114 = +13 3.88 323.10

ϕ = +26 3.61 623.37

114 = +39 3.49 323.49

d = +52 3.34 323.64

N. = +64 3.74 323.84

S. d. Monroe +84<sup>b</sup> 3.00 323.98" " " +96<sup>b</sup> 2.92 324.06" " " +108<sup>b</sup> 2.82 324.16" " " +120<sup>b</sup> 2.80 324.18" " " +132<sup>b</sup> 2.82 324.16

W. edge Pav.

0+00 = W line Alabama

S. d - 132<sup>b</sup> = N. d. Mission 2.83 324.15

" " - " N. G. " 3.49 323.49

S. d - 120<sup>b</sup> = N. 114 Mission 3.31 323.67" " - 108<sup>b</sup> = ϕ " 3.31 323.67 ✓" " - 96<sup>b</sup> = S 114 " 3.36 323.62" " - 84<sup>b</sup> = S. d " 3.36 323.62

S. d - 66 = N. L. Monroe 3.39 323.59

" " - 52 = N. d 3.58 323.40

" " - 39 = N. 114 3.69 323.29

" " - 26 = ϕ 3.93 323.05 J

" " - 13 = 1/4 4.18 322.80

G 4.63 322.35

S. d 4.15 322.83

0+50 W.

S. d 4.95 322.03

G 5.7 321.3

114 4.8 322.2

ϕ 4.6 322.4

114 4.4 322.6

d 4.2 322.8

+66 = N. line 3.9 323.1

+75<sup>2</sup> = ϕ Mission produced. 3.8 323.2+87<sup>2</sup> = N 114 " 3.7 323.3+99<sup>2</sup> = G 4.4 322.6+99<sup>2</sup> = N. d. Mission 3.50 323.48

326.98

1+00 W

s. cl - 66.3 = N. cl. Mission 4.46 322.52

G 5.1 321.9

s. cl - 66.0 = N. Line Monroe 5.1 321.9

" " - 52.0 = N. cl 4.8 322.2

" 4 5.1 321.9

⊕ 5.4 321.6

" 4 5.8 321.2

G 6.4 320.6

s. cl 5.75 321.23

T.P. 4.21 325.13 6.06 320.92

1+22 W on N. cl } = Sec. G.  
1+27 W " S. cl

s. cl at A 4.00 321.13

G 4.9 320.2

" 4 4.3 320.8

⊕ 3.8 321.3

" 4 3.3 321.8

G 3.4 321.7

N. cl at A 2.88 322.25

325.13

Monroe

36

1+40<sup>2</sup> N. cl. Monroe } = Sec. H.  
1+41<sup>2</sup> s. cl. Monroe  
1+41<sup>3</sup> s. cl. Mission  
1+40<sup>2</sup> s. Line Mission

N. Line N. End. cl 2.78 322.35

" " S " Alley pav. 3.09 322.04

N. cl 2.97 322.16

G 3.5 321.6

" 4 3.2 321.9

⊕ 3.9 321.2

" 4 4.5 320.6

s. cl produced 4.9 320.2

s. cl + 8.3 = s. G. Mission at Sta 1+41<sup>2</sup> 4.9 320.2

s. cl + 8.3 = s. cl " " " 1+41<sup>3</sup> 4.22 320.91

s. Line Mission at Sta 1+40<sup>2</sup> 4.13 321.00 s. End. cl.

" " " " " 1+40<sup>3</sup> 5.10 320.03 N " Alley pav.

" " " " " 1+40 5.3 319.8 ground at

1+50<sup>2</sup> ⊕ Alley

N. Line Monroe = s. End. pav. 3.40 321.73

s. " Mission = N " Pav. 5.24 319.79

Sec. I. { 1+60<sup>2</sup> N. Line - N. cl. + s. cl. of Monroe.  
1+59<sup>2</sup> s. " Mission.

s. Line Mission pav. 5.08 320.05

" " " cl. } Sec. Sec. E. 4.45 320.68

" " " ground 4.6 320.5

+ 7. " 4.5 320.6

s. cl. Mission. 4.9 320.2

+ 21' North }  
s. cl. Line Monroe. 4.9 320.2

325.13  
 Sec. I, (Con)

S. 14	4.6	320.5
♀	4.0	321.1
14	3.6	321.5
G.	3.8	321.3
N. d.	3.15	321.98
N. Line = N. Enc. d.	3.00	322.13
" " = S " Pav	3.10	322.03
	1 + 86	
N. d.	3.38	321.75
G	4.1	321.0
14	3.8	321.3
♀	4.1	321.0
14	4.7	320.4
S. d. Line see Sec. "E"	5.0	320.1
	2 + 345	see Page 30
S. Line Monroe on d. Return	4.94	320.19
" " " dirt gutter	5.2	319.9
S. d.	5.2	319.9
14	5.0	320.1
♀	4.6	320.5
14	4.1	321.0

325.13 Monroe

37

G	4.4	320.7
N. d.	3.75	321.38
	2 + 49	
N. d.	3.75	321.38
G	4.4	320.7
14	4.2	320.9
♀	4.7	320.14
14	5.1	320.0
S. G	5.4	319.7
S. d. at P. E.	4.93	320.20
	3 + 10 <sup>2</sup> =	{ E. Line Florida
S. d.	5.17	319.96
G.	5.56	319.57
14	5.14	319.99
♀	4.78	320.35
14	4.66	320.47
G	4.60	320.53
N. d.	4.16	320.97
	E. d. Florida	
N. line d.	4.13	321.00
" " G. pav.	4.65	320.48
N. d.	4.66	320.47



325.13

1/4	par	4.82	320.31
¢	"	5.03	250.10
1/4	"	5.28	319.85
cl	line "	5.56	319.59
S	" "	5.71	319.42
S	" cl.	5.14	319.99

w. cl. Florida

s. line	cl	4.10	321.03
" "	G	4.75	320.38
cl		4.61	320.52
1/4		4.35	320.78
¢		4.12	321.01
1/4		3.99	321.14
cl		3.79	321.34
N. line	G	3.62	321.51
" "	cl	3.08	322.05
+50 = <sup>sw edge par.</sup> W. line Florida			
N. cl		3.12	322.01
G.		3.62	321.51
1/4		3.66	321.47
¢		3.81	321.22

325.13

Monroe

33

1/4		4.13	321.00
G		4.47	320.66
s. cl.		4.04	321.09

0+10 W.

G		4.02	321.11
1/4		3.4	321.7
¢		3.1	323.0 <sup>2</sup>
1/4		3.0	322.1
G		3.2	321.9
N. cl		2.34	322.79

— T.P. — 12.64 — 337.35 — 0.42 — 324.71 —

0+50

N. cl		11.33	326.02
G		12.1	325.2
1/4		12.5	324.8
¢		12.5	324.8
1/4		12.7	324.6
G		13.1	324.2
s. cl		12.25	325.10

1+00.

s. d.	8.00	329.35
G	8.9	328.4
1/4	8.7	328.6
⊕	8.3	329.0
1/4	8.2	329.1
G	7.9	329.4
N. d.	7.13	330.22
1+50 = E. Line Alley.		
N line ground	1.7	335.6
N. " N. end d.	2.70	334.65
+ 4 ground	2.9	334.4
+ 10 ground	3.0	334.3
N. d.	3.00	334.35
G	3.8	333.5
1/4	3.7	333.6
⊕	3.5	333.8
1/4	4.2	333.1
G	4.8	332.5
s. d.	3.87	333.48
+ 3 ground.	3.9	333.4
+ 9 "	3.6	333.7
S. "	2.5	334.8
S. d.	3.55	333.80

1+40 = W. Line Alley.

s. Line d.	?	1.86	335.49
" " ground.		6.6	335.7
+ 4. "		1.9	335.4
+ 13. "		2.1	335.2
s. d.		2.00	335.55
G		2.9	334.4
1/4		2.5	334.8
⊕		1.9	335.4
1/4		2.1	335.2
G		2.1	335.2
N. d.		1.23	336.12
+ 3. ground.		1.3	336.0
N. "		0.5	336.8
N. d.		1.10	336.25
TP — 12.31 — 349.30 — 0.36 — 336.99 —			
2+00			
N. d.		10.86	338.44
G		11.7	337.6
1/4		11.5	337.8
⊕		11.5	337.8
1/4		11.9	337.4
G		12.2	337.1

	2+50	
S. cl.	7.40	341.90
G	8.1	341.2
"4	7.4	341.9
⊕	7.0	342.3
"4	6.9	342.4
G	7.5	341.8
	2+92	
N. cl suns	3.27	346.03
G	3.9	345.4
"4	2.7	346.6
⊕	3.6	345.7
"4	3.8	345.5
G	4.4	344.9
S. cl	3.87	345.43
	3+10 { E. Line Georgia E. edge pay	
S. cl	2.38	346.92
G	3.02	346.28
"4	2.48	346.82
⊕	2.12	347.18
"4	2.22	347.08
G	2.39	346.91
N. cl	1.76	347.54

		3+28 = E. d. Line
N. Line	cl	1.73 347.57
" "	G	2.27 347.13
	cl	2.36 346.94
"4		2.40 346.90
⊕		2.46 346.84
"4		2.67 346.66
	cl	2.73 346.57
S. Line	G	2.81 346.49
" "	cl	2.17 347.13
	18' E. of W = W cl. Georgia	
S. Line	cl	1.68 347.62
" "	G	2.35 346.95
	cl	2.30 347.00
"4		2.17 347.13
⊕		2.00 347.30
"4		1.93 347.37
	cl	1.91 347.39
N. Line	G	1.77 347.53
" "	cl.	1.11 348.19

349.30

0+00 = S.W. Line Georgia  
W. end Pav

N. cl	1.25	348.05
G	1.87	347.43
1/4	1.58	347.72
⊕	1.53	347.77
1/4	1.90	347.40
G	2.37	346.93
S. cl	1.72	347.58

0+50

S. cl	2.10	347.20
G	2.7	346.6
1/4	2.5	346.8
⊕	2.0	347.3
1/4	2.2	347.1
G	2.3	347.0
N. cl	1.55	347.75

1+00

N. cl	2.01	347.29
G	2.6	346.7
1/4	2.7	346.6
⊕	2.6	346.7
1/4	3.1	346.5

349.30

Montez.

41

G	3.1	346.2
S. cl	2.48	346.82

T.R — 3.20 — 350.02 — 2.48 — 346.82

1+40 = E. Line Alley.

S. Line S. End. cl.	3.36	346.66
" " N. " Alley Pav	3.59	346.43
" " ground	3.4	346.6
+13 "	3.8	346.2
S. cl	3.58	346.44
G	4.3	345.7
1/4	4.1	345.9
⊕	3.7	346.3
1/4	3.8	346.2
G	3.7	346.3
N. cl	3.53.09	346.93
+2 ground	3.3	346.7
+10 cl	2.88	347.14
+10 S. End. Pav.	3.22	346.80

350.02

1+50 = E. Alley.

10' N of N. ch = S. End. Pav. 3.50 346.52

S. Line N " " 3.90 346.12

1+60 = W. Line Alley

10' N of N. ch = ch. 3.10 346.92

" " " " = S. End. Pav. 3.21 346.81

+7 ground 3.4 346.6

N. ch 3.74 346.78

G 3.8 346.2

" 3.9 346.1

ϕ 3.4 346.6

" 4.2 345.8

G 4.6 345.4

S. ch 3.97 346.05

+2: ground 4.1 345.9

S. Line ch 3.67 346.35

" " N. End. Pav. 3.81 346.21

2+00

S. ch 4.14 345.84

G 4.8 345.2

" 4.6 345.4

ϕ 4.2 345.8

350.02

Map 102

42

" 4.0 346.0

G 4.3 345.7

N. ch 3.60 346.42

2+50

N. ch 4.11 345.81

G 4.7 345.3

" 4.4 345.6

ϕ 4.5 345.5

" 5.0 345.0

G 5.2 344.8

S. ch 4.65 345.37

2+86

S. ch 5.00 345.02

G 5.6 344.4

" 5.0 345.0

ϕ 4.5 345.5

" 4.4 345.6

G 5.0 345.0

N. ch 4.48 345.54

350.02

2+97.

N. ch. pav	4.58	345.44
conc @ E. end. intake	5.58	344.44
+ 1.6 <sup>s</sup> { E " " " " } " " wing wall	5.64	344.38
+ 2 ground.	4.7	345.3
2+97		
2' N of S. ch. = ground	4.7	345.3
1.6 N of S. = { E end. conc gutter } " " " " wing wall	6.11	343.91
G. E. end. conc gutter	6.11	343.91
S. ch.	5.03	344.99
3+00 = { E. Line Park Blvd. E. edge pav.		
N. ch. + pav. over intake	4.49	345.53
G. FL. intake	5.53	344.49
+ 1.6 FL. "	5.53	344.49
+ 2 pav.	4.49	345.53
14 "	4.52	345.50
± "	4.58	345.44
14 "	4.80	345.22
+ 11 "	4.98	345.04
+ 11.4 FL. intake	6.07	343.95
E " " "	6.07	343.95
ch + pav.	5.03	344.99

350.02

Monroe

14' W of E = S. ch. Line

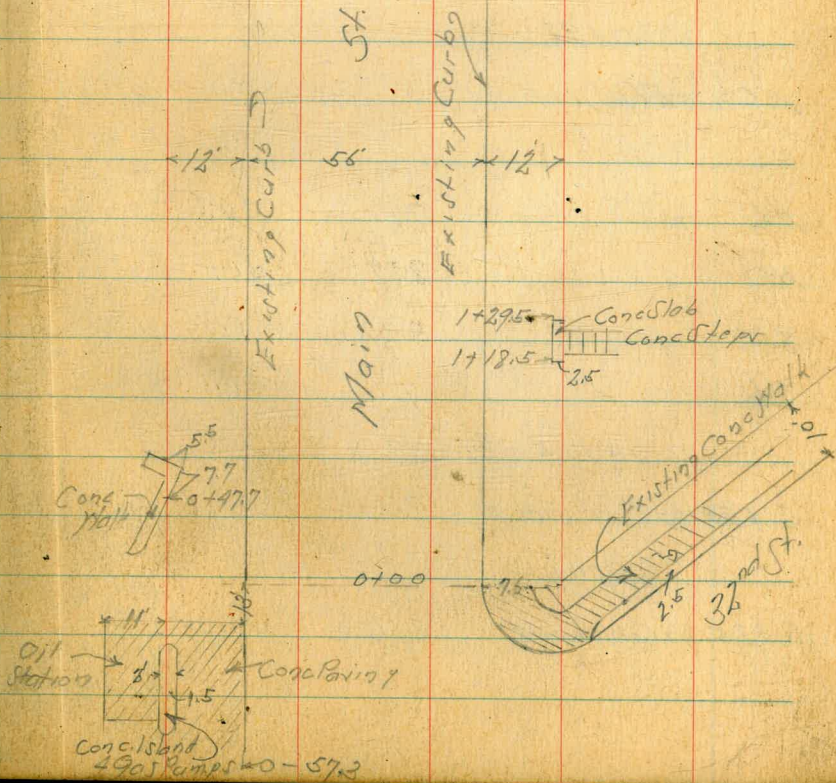
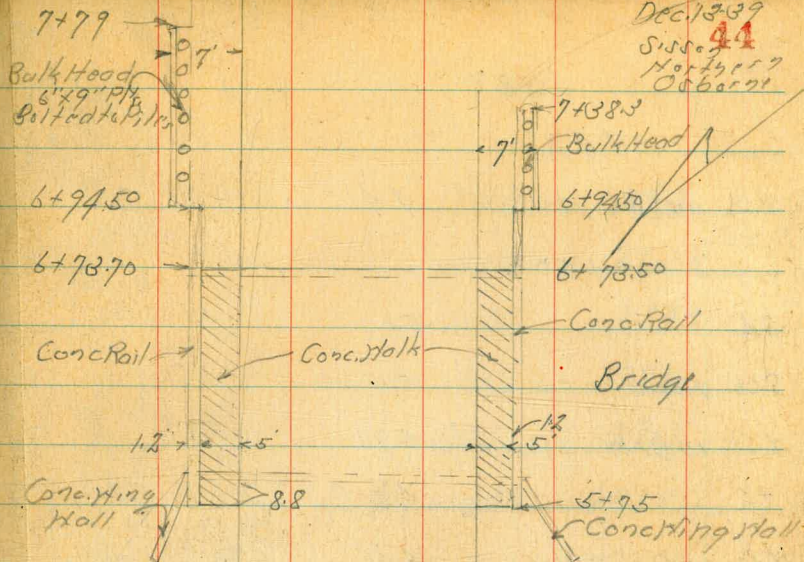
S-14 G.	6.05	343.97	43
S. FL. outlet culvert	6.13	343.89	
S. ch. - pav. + headwall	5.07	344.95	
ch. on cleanout	4.90	345.12	
14	4.68	345.34	
±	4.60	345.42	
14	4.50	345.52	
ch on cleanout	4.50	345.52	
N. ch. - pav + headwall	4.50	345.52	
N. FL. culvert inlet	5.47	344.55	
+ 4 G.	5.17	344.85	
+ 14 G.	4.98	345.04	
ch K. BM. S. E. Park Blvd	5.07	344.95 = 344.98	

Main St. Cross Section  
For Sidewalks  
From 32<sup>nd</sup> St. to Division

Indexed  
C.S.K.

BM	Oil	38.70	38.59	574 Mon Main 132 <sup>nd</sup>
		0 - 57.3 = F.L. 32 <sup>nd</sup> St on Diag		
N of Paving		1.02	37.68	
Cb Top		0.98	37.92	
Cb of Conc Drive Oil Sta.		1.26	37.44	
		0 - 2.5		
N Cb = Fly Drive		1.11	37.59	
on Conc Drive Oil Sta.		1.91	36.79	
		0 - 13		
N on Conc Drive		0.69	38.01	
Cb in Drive		2.14	36.56	
		0.70		
N		2.0	36.7	0 + 08.5
Cb in Drive		2.68	36.02	SL + 9.3 = 54 Pan Pol
Scb Top		1.73	36.97	
S.L.		1.5	37.2	
		0 + 30		
N Cb = Fly Drive Topcb		3.80	34.90	0 + 38 H.L. + 9.5 = 114 Tel Pol
		0 + 45		
N Cb = Fly Drive Topcb		4.72	33.98	

Dec 13 39  
Sissel  
North  
Osborn



38.70

0+97.7

HL on Conc Walk 4.90 34.30

0+50

SL 5.1 33.6

SCB Top 5.19 33.51

NCB in Drive 5.73 32.97

+6 4.5 34.2

HL on Conc Walk 4.36 34.34

0+92

NCB = Fly Drive

1+0

HL 7.9 30.8

NCB 8.27 30.93

SCB 8.35 30.35

SL 7.7 31.0

1+18.5

S+25 on Conc Slab Fly 8.65 30.05

1+29.5

S+25 on Conc Slab Fly 8.61 30.09 1+39

HL+9.8=Fly  
Total pole

45

38.70

1+50

SL 10.15 28.2 1+60

SCB 11.34 27.36 SL+9.9=SL  
Pot. Pole

NCB 11.22 27.48

HL 11.1 27.6

+3 = Top Fill 11.2 27.5

TP 0.59 26.44 12.85 25.85

2+0

HL 1.7 24.7

NCB 1.81 24.63

SCB = Fly Drive 1.96 24.48

SL 2.1 24.3

2+24

SCB = Fly Drive

2+38

NCB = Fly Drive

2+46

SCB = Fly Drive

2+50

SL 4.7 21.7



36.44

SCB Gutter in Drive	5.08	21.06
HCB " " "	5.02	21.42
N.L.	4.9	22.0
H.	4.4	22.0

3+60

HCB - Fly Drive

3+77

SCB - Fly Drive

3+0

N.L.	7.0	19.4
HCB	6.80	19.64
SCB	6.98	19.46
S.L.	7.2	19.2

3+02

HCB - Fly Drive

3+24

HCB - Fly Drive

3+40

HCB - Fly Drive

3+96

N.L. + 96 - Fly  
Tel. Pole

36.44

46

3+50

S.L.	9.5	16.9
SCB	9.20	17.24
HCB Gutter in Drive	9.62	16.81
N.L.	9.1	17.3

3+52

SCB - Fly Drive

3+62

HCB - Fly Drive

3+77

HCB - Fly Drive

3+85

SCB - Fly Drive

4+0

N.L.	10.9	15.5
HCB Gutter in Drive	11.60	14.84
SCB	11.08	15.36
S.L.	10.9	15.5

4+12

HCB - Fly Drive

3+96

N.L. + 97 - Fly  
Tel. Pole

26.44

4+28

HCB = Wly Drive

4+50

SL 12.6 13.8

SCB 12.76 13.68

HCB Gutter in Dr. 13.25 13.19

HL 12.5 13.9

TP 1.77 15.58 12.63 13.81

4+63

HCB = Fly Drive

5+0

HL 3.4 12.2

HCB 3.52 12.06

SCB 3.53 12.05

SL 3.3 12.3

5+50

SL 6.1 9.5 5+55

+3 4.9 10.7 HL + 10.1 = HL

SCB 4.90 10.68 Tol. Pole

HCB 4.80 10.78 5+60

HL 4.7 10.9 SL + 9.9 = SL  
Power Pole

1558

~~26.44~~

47

5+75 - Wly Bridge

-10 13.6 2.0

HL 7.7 7.9

+6 5.5 10.1

+7 on Conc Walk 5.22 10.36

HCB 5.32 10.26

SCB 5.34 10.24

+5 on Conc Walk 5.23 10.35

+6 5.5 10.1

SL 8.7 6.9

+10 13.2 2.4

6+78.50 - Fly Bridge

5+7 = Fly Conc Walk 7.28 8.30

SCB 7.36 8.22

HCB 7.36 8.22

+5 = Fly Conc Walk 7.27 8.31

6+94.5

-10 18.0 -2.32

HL 18.0 -2.32

+5 Ground 18.0 -2.32

+5 Top Blk Hood 8.25 7.33

8.25  
9.8

1558  
~~2674~~

Hcb	8.00	7.58	7+0
Scb	7.94	7.64	H2+10 = H4 Tel. Pole
+7 Top Blk Head	8.66	6.92	
+7 Ground	14.7	0.9	
S.L.	14.3	1.2	
+10	14.1	1.4	

7+38.3

-10	14.1	1.4	
S.L.	13.0	2.6	
+5 Ground	11.2	4.4	
+5 Top Blk Head	9.15	6.43	
Scb	8.82	6.76	
Hcb	8.81	6.77	
+7 Top Blk Head	9.24	6.34	
+7 Ground	16.2	-0.6	
H.L.	16.3	-0.7	
+10	16.3	-0.7	

7+79

-10	13.6	2.0	
H.L.	13.5	2.1	

1558  
~~2674~~

48

+5 Ground	11.8	5.8	
+5 Top Blk Head	9.72	5.86	
Hcb = H4 Dr.	9.27	6.31	
Scb	9.38	6.20	
+5	9.2	6.4	
S.L.	12.3	3.3	
+10	13.5	2.1	

8+0

-10	13.0	2.6	
S.L.	11.2	4.4	8+23
+8	9.7	5.9	S.L.+9.8 = Sty. Pole Pole
Scb	9.62	5.96	
Hcb Gutter in Drive	10.15	5.43	
+5	10.2	5.4	
H.L.	12.0	3.6	
+10	12.6	3.0	

8+26

Hcb = Fly Drive

8+50

-10	13.6	2.0	8+50
			H.L.+9.6 = H4 Tel Pole

15.58

~~26.44~~

NL	12.2	2.4
+7	10.1	5.5
HCB	9.90	5.68
SCB	9.85	5.73
+5	9.7	5.9
SL	12.4	3.2
+10	12.9	2.7
9+0		
-10	12.0	3.6
SL	11.6	4.0
+7	9.9	5.7
SCB	10.10	5.48
HCB	9.90	5.68
+4	9.9	5.7
NL	12.8	2.8
+10	12.0	2.6
9+15		
-10	12.8	2.8
NL	12.8	2.8
+8	10.0	5.6
HCB	9.90	5.68

49

15.58

~~26.44~~

9+23			
HCB		9.90	5.68
+4		10.0	5.6
NL		10.0	5.6
+10		10.1	5.5
TP	5.49	11.27	9.80
9+50			
NL		5.2	6.1
HCB		5.52	5.75
SCB		5.55	5.72
+5		5.5	5.8
SL		8.6	2.7
+10		9.2	2.1
10+0			
-15		13.9	-2.6
-10		13.6	-2.3
SL		8.2	3.1
+6		5.4	5.9
SCB		5.35	5.92
HCB		5.30	5.97
NL		5.1	6.2

9+95  
NL+97=NL  
Tot Pol

SL+94=  
54 Pom Pal

10+23

Main St.

11.27

10+08

H.C. 612 Drive 5.86 5.41

H.L. on Conc Dr. 5.70 6.17

10+24

H.L. on Conc Dr. 5.12 6.15

H.C. 612 Drive 5.88 5.39

10+59

N.L. 5.4 5.9

H.C. 6 5.25 6.02

S.C. 6 5.25 6.02

+6 5.4 5.9

S.L. 8.2 3.1

+8 12.8 -1.5

+15 13.4 -2.1

TP 4.48 11.01 4.74 6.53

N.Y. Cor.  
Morot Ringel  
x 12 For Cb

11+0

-15 12.2 -1.2

-5 11.4 -0.4

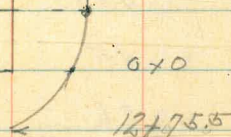
S.L. 9.1 1.9

+7 4.7 6.3

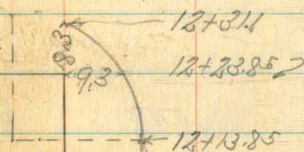
S.C. 6 4.81 6.20

Dec 14.39

50

Existing  
Curbs →

Rigel St



Main St

	11.01		
Ncb		4.67	6.34
N.L.		4.9	6.1
	11+47		
N.L.+96-Ny Tel Pole			
	11+50		
N.L.		4.5	6.5
Ncb		4.56	6.45
Scb		4.58	6.43
+5		4.5	6.5
S.L.		8.6	2.4
+5		11.4	-0.4
+15		11.8	-0.8
	11+75		
Ncb		4.48	6.53
+5		4.5	6.5
N.L.		4.9	6.1
+10		4.8	6.2
	12+0		
-10		8.4	2.6
N.L.		8.6	2.4
+7		4.5	6.5

	11.01		
Ncb		4.48	6.53
Scb		4.56	6.45
+6		4.5	6.5
S.L.		8.4	2.6
+5		11.4	-0.4
+15		12.0	-1.0
	12+13.85 = Cb BC.02 N		
-15		12.1	-1.1
-6		11.5	-0.5
S.L.		8.0	5.0
+6		4.5	6.5
Scb		4.58	6.43
Ncb = BC.		4.45	6.54
+6		4.5	6.5
N.L.		8.7	2.3
+10		9.1	1.9
	12+23.85 = N.L. Rigol		
-10		9.3	1.7
-5		9.0	2.0
N.L.		7.0	4.0

	11.01		
+4		4.8	6.2
+9.5 = Cb		4.53	6.48
	12+31.1		
NL Top Cb		4.49	6.52
Ground		5.0	6.0
NL-4		5.4	5.6
			12+23 SL +9.3 = Sly Part Pale
-10		8.0	3.0
	12+36		
NL on Paving		5.06	5.95
NL-10		5.6	5.4
	12+54 = 2 Rigel		
-10		5.5	5.5
NL on Paving		4.94	6.07
SCb		4.62	6.39
+9		4.6	6.4
SL		6.2	4.8
+10		11.8	-0.8
+15		12.2	-1.2
	12+75.5		
NL Top Cb		4.50	6.5
Ground		4.8	6.2

	11.01		
NL-10		5.3	5.7
	0+0 = FL Rigel		
-10		9.1	1.9
NL		4.6	6.4
+9.3 = Cb Top		4.62	6.39
	0+10		
-10		9.4	1.6
NL		4.5	6.5
Ncb		4.58	6.43
SCb		4.67	6.34
	0+23		
+11		4.9	6.1
			NL +9.6 = NL Top Pale
SL		5.3	5.7
+12		11.8	-0.8
+20		12.7	-1.7
	0+50		
-20		12.4	-1.4
-12		12.6	-1.6
SL		4.7	6.3
SCb		4.70	6.31
Ncb		4.65	6.36
NL		4.3	6.7

Main St.

	11.01		
	170		
HL	4.6	6.4	
HCB	4.75	6.26	
SCB	4.89	6.12	
710	4.9	6.1	
SL	5.6	5.4	
+11	11.5	-0.5	
+20	12.5	-1.5	

1749

SL +9.5 = Sly Parrot Pole

1750

-15	11.8	-0.8	
-10	11.3	-0.3	
SL	5.9	5.6	
+1	4.9	6.1	
SCB	5.00	6.01	
HCB	4.87	6.14	
HL	4.8	6.2	

1769

HL +10.3 = N4 Tol Pole

870

1750



Thor St

67083

5790.2

5792

5726

5702

3745.5

3700.5

2751

Main St.

12' x

56

x 12'

0+0.2

6+52.2

Sivo St.

67088

5790.5



	11.01		
	2+0		
NL	4.8	6.2	
NCB	5.02	5.99	
SCB	5.12	5.89	
+11	5.0	6.0	
SL	5.7	5.3	
+11	11.1	-0.1	
+15	11.6	-0.6	
	2+50		
-15	12.2	-1.2	
-10	11.8	-0.8	
SL	5.6	5.4	
+1	5.1	5.9	
SCB	5.25	5.76	
NCB	5.10	5.91	
NL	4.8	6.2	
	3+0		
NL	5.0	6.0	
NCB	5.20	5.81	
SCB	5.24	5.77	
+11	5.0	6.0	

	11.01		
SL	6.0	5.0	
+7	9.3	1.7	
+15	10.9	0.1	
	3+14		
	NL+9.7-Nly Tol Polr		
	3+50		
-15	11.5	-0.5	
-9	10.8	0.2	3+51
SL	5.9	5.1	SL+9.7-Nly Polr Polr
+1	5.0	6.0	
SCB	5.40	5.61	
NCB	5.38	5.63	
NL	5.1	5.9	
	4+0		
NL	5.2	5.8	
NCB	5.46	5.55	
SCB	5.53	5.48	
SL	5.3	5.7	
+8	10.4	0.6	
+15	11.2	-0.2	
	4+47		
	NL+9.5-Nly Tol Polr		

11.01

4+50

-15		11.7	-0.7
-10		11.2	-0.2
S.L.		5.2	5.8
SC6		5.50	5.51
HCB		5.57	5.44
H.L.		5.3	5.7
TP	5.06	10.76	5.31
			5.70

5+0

H.L.		5.2	5.6
HCB		5.45	5.31
SC6		5.31	5.45
+22 = Sky Port Pole			
+11		5.2	5.6
S.L.		6.2	4.6
+9		10.8	00.0
+15		11.6	-0.8

5+50

-15		11.4	-0.6
-8		10.6	0.2
S.L.		6.3	4.5

55

10.76

+1		5.4	5.4
SC6		5.40	5.36
HCB		5.51	5.25
H.L.		5.5	5.3

5+90.5 = C680

H.L.		5.4	5.4	5+93
HCB		5.57	5.19	H.L. + 9.7 = H.L. Tot. Pole
SC6		5.62	5.14	
+11		5.4	5.4	
S.L.		5.8	5.0	
+9		11.1	-0.4	
+15		11.1	-0.4	

6+08.8

-10		7.2	3.6
S.L. Ground		6.5	4.3
S.L. Top C6		5.53	5.23
H.L. " "		5.50	5.26

6+52.8

H.L. Top C6		5.50	5.26
S.L. " "		5.64	5.12

10.76

0+0 = F.L. Sivo

-10	6.3	4.5
S.L.	5.4	5.4
+9.5 = CbTop	5.57	5.19
N Cb + 2.5 = CbTop	5.44	5.32 0+08
+9	5.4	5.4 SL+9 = 5.4
N.L.	6.3	5.5 Power Pole
+10	9.2	1.6

0+10 = Cb RC

-10	9.4	1.4
N.L.	6.5	4.3
+4	5.2	5.6
N Cb	5.39	5.37
S Cb	5.44	5.32
+10	5.1	5.7
S.L.	5.8	5.0
+8	9.2	1.6
+15	9.9	0.9

0+50

-15	10.3	0.5
-8	9.8	1.0

10.76

S.L.	6.0	4.8
+2	5.1	5.7
S Cb	5.28	5.48
N Cb	5.22	5.54
+8	5.0	5.8 0+98
N.L.	6.8	4.0 N.L. 9.8 = 11.4 N.L. Total Pole
+10	9.8	1.0
+15	9.6	1.2

1+0

-15	10.4	0.4
-8	9.8	1.0
N.L.	5.2	5.6
+1'	4.9	5.9
N Cb	5.02	5.74
S Cb	5.20	5.56
+2.3 = Sty Power Pole		
+11'	5.0	5.8
S.L.	5.8	5.0
+6	9.3	1.5
+15	9.8	1.0

10.76

1+50

-10	7.6	5.2
-3	7.4	3.4
S.L.	6.1	4.7
+2	4.6	6.2
SCB	5.01	5.75
Ncb	4.86	5.90
+10	4.8	6.0
N.L.	5.9	4.9
+6	9.2	1.6
+15	9.1	1.7

2+0

-15	11.1	-0.3
-7	10.3	0.5
N.L.	5.3	5.5
+2	4.3	6.5
Ncb	4.63	6.13
SCB	4.86	5.90
+10	Top Broken (conc) Wall	4.5
S.L.	6.5	4.3
+10		8.0

2+48  
N.L.+101=  
N.Y. Tol. Pole

10.76

2+51

-10	9.1	1.7
+1	6.3	4.5
S.L. - Top Dry Wall	4.5	6.3
+2.5' w/ly Conc Wall	4.42	6.34
SCB	4.67	6.09
Ncb	4.44	6.32
N.L.	4.3	6.5
+7	8.6	2.2
+15	9.0	1.8

3+0

-10	8.2	2.6
-5	7.8	5.0
N.L.	5.5	5.3
+2	4.2	6.6
Ncb	4.27	6.49

3+35

Ncb	4.09	6.67
+10	9.0	6.8
N.L.	5.0	5.8
+10	8.0	2.8

	10.76		
	3750		
-10		5.9	4.9
N.L.		4.7	6.1
+2		3.9	6.9
N.C.B. = Wly Drive		4.02	6.74
	3767		
N.C.B. = Fly Drive			
	3782		
N.C.B. = Wly Drive			
	3797		4+01
N.C.B. = Fly Drive			N.L.+91 = Nly Tel. Pole
	410		
-5		5.4	5.4
N.L.		4.3	6.5
+2		3.7	7.1
N.C.B.		3.78	6.98
TP	628	13.29	3.75
			7.01
	4+50		
N.C.B.		6.13	7.16
N.L.		6.1	7.2

	13.29		
	5+0		
N.L.		5.7	7.6
N.C.B.		5.98	7.31
	5+50		
N.C.B.		5.88	7.41
N.L.		5.8	7.5
	5+54		
N.L.+102 = Wly Tel. Pole			
	5+90 = Cb B.C. N Thor		
N.L.		5.2	8.0
N.C.B.		5.59	7.70
	6+083 = End Cb Return		
N.L. Cb Top		5.80	7.49
	6+51.7		
N.L. Cb Top		5.18	8.11
S.L. Cb		5.93	7.36
B.M.		6.16	7.12
	0+10 = Cb F.C. East of Thor		
S.L.		5.2	8.1
S.C.B.		5.45	7.84
N.C.B.		4.87	8.42
N.L.		4.6	8.7

S.F.B.P.  
Main Thor  
7.05

Main St.

13.29

0+32

H + 10.1 = Hly Tol Pole

0+50

H.L.	4.4	8.9
H.Cb	4.50	8.79
S.Cb	5.08	8.21

+2.3 = Sly Power Pole

S.L.	4.9	8.4
------	-----	-----

0+68

H.Cb = Hly Drive

0+82

H.Cb = Fly Drive

1+0

S.L.	4.6	8.7
S.Cb	4.62	8.67
H.Cb	4.05	9.24
H.L.	3.9	9.4

1+35

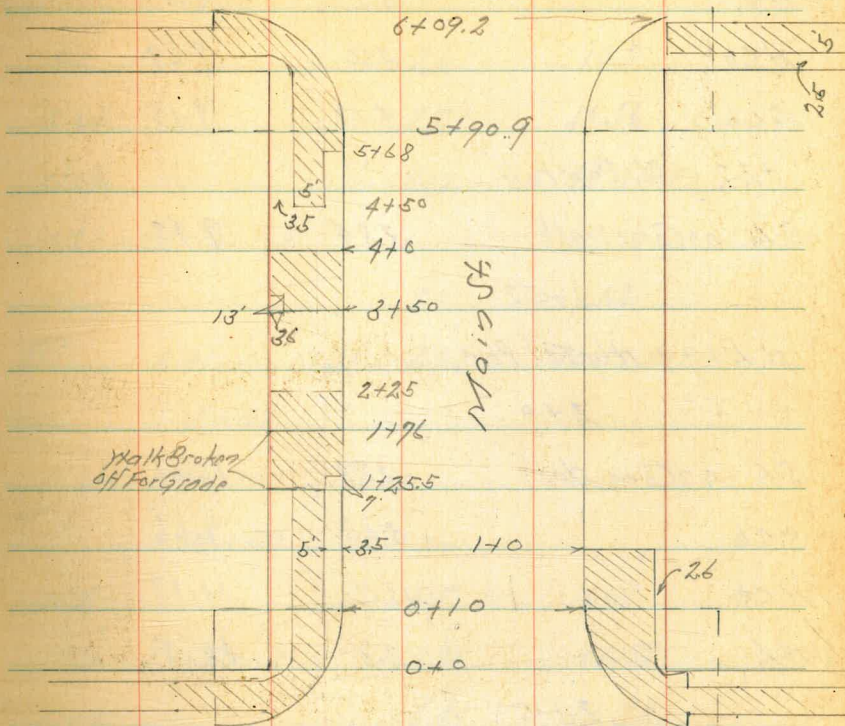
H.Cb = Hly Drive

1+50

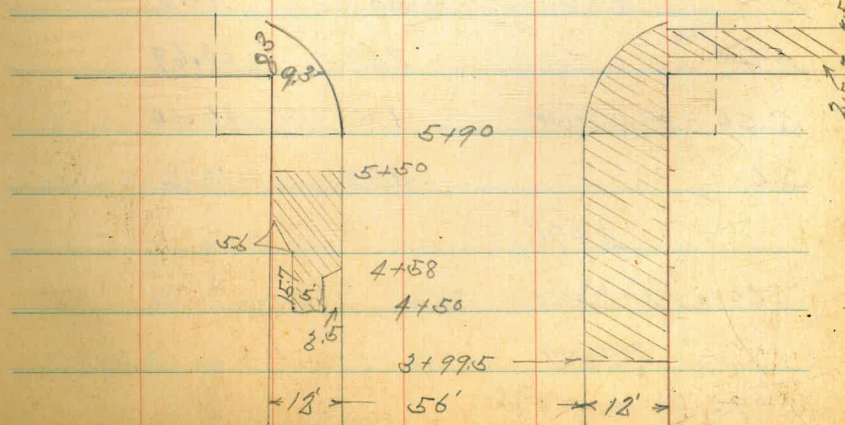
H.Cb = Fly Drive

59

Vesta St.



Uno St.



13.29

1+50

NL	3.4	9.9
HCB	3.60	9.69
SCB	4.10	9.19
+2.2 = Sty Post Pole		
SL on Conc Walk	5.84	9.45

1+52

NL+9.9 = Sty Tel Pole

2+0

SL on Conc Walk	3.28	10.01
SCB	3.63	9.66
HCB	3.11	10.18
NL	2.8	10.5

2+50

NL	2.6	10.6
HCB	2.60	10.69
SCB = Sty Drive	3.15	10.14
SL	3.0	10.2

2+76

SCB = Sty Drive

2+79

S+9.6 = Sty Post Pole

60

13.29

3+0

SL	2.6	10.7
SCB	2.73	10.56
HCB	2.17	11.12
+2.1 = Sty Tel Pole		

NL 2.0 11.3

TP 6.91 17.42 2.78 10.51

3+38

HCB = Sty Drive

3+50

NL	5.5	11.9
HCB = Sty Drive	5.84	11.58
SCB	6.44	10.98
SL	6.4	11.0

3+80

SCB = Sty Drive

SL+9.2 = Sty Post Pole

4+0

SL on Sty Conc Drive	5.64	11.88
SCB Gutter on " "	6.51	10.91

17.42			
HCB	5.40	12.02	
H.L.	5.1	12.3	
4+26			
S.L. on Conc Walk	5.20	12.22	
SCb Top = Fly Conc Drive	5.74	11.68	
4+50			
H.L.	4.6	12.8	
+2.5 = Fly Conc Walk	4.77	12.65	
+8.5 = Fly Conc "	4.82	12.60	
HCB	4.96	12.46	
5+50			
HCB = Fly Conc Walk = Fly Drive No Cb	4.12	13.30	
H.L. on " "	3.92	13.50	
5+82			
HCB = Fly Drive No Cb			
5+90 = B.C. H of Cb			
HCB	3.80	13.62	
H.L.	3.1	14.3	
6+082			
H.L. on End Cb	3.48	13.94	

17.42			
TP	5.95	19.33	4.04 13.38
BM			5.77 13.56
S.E.B.P. Main + Uno 13.46			
1+0 East of Uno = Fly Walk on S			
SCb	5.20	14.13	
+10.4 Fly Walk	4.97	14.36	
S.L.	5.2	14.1	
1+50			
S.L.	5.0	14.3	
SCb	5.03	14.30	
2+0			
S.L.	5.7	13.67	
+2	5.0	14.3	
+9.8 = Fly Power Pole			
SCb	4.87	14.46	
2+25 = Fly Conc Walk on H			
HCB = Fly Drive No Cb.	4.39	14.94	
H.L. on Conc Walk	4.17	15.16	
TP	5.80	20.40	4.73 14.60
2+50			
H.L.	5.2	15.2	
+9.8 = Fly Tel Pole			



20.40

Hcb - Fly Drive	5.38	15.02
Scb	5.84	14.56
+10	5.6	14.8
SL	6.2	14.2

3+0

-5	7.6	12.8
SL	6.9	13.5
+2	5.6	14.8
Scb	5.70	14.70
Hcb	5.27	15.13
HL	4.8	15.6

3+37

S+98 = Sly Power Pole

3+50 = Sly Walk

N	5.0	15.4
+3.6 = Sly Conc Walk	4.90	15.50
+8.6	4.99	15.41
Hcb	5.13	15.27
Scb	5.58	14.82
+10	5.5	14.9
SL	6.5	13.9

20.40

+5	7.2	13.2
----	-----	------

4+0

-5	7.0	13.4
----	-----	------

SL	6.2	14.1
----	-----	------

+2	5.5	14.9
----	-----	------

Scb	5.47	14.93
-----	------	-------

Hcb	5.02	15.38
-----	------	-------

HL = Fly Walk	4.70	15.70
---------------	------	-------

4+30

Scb	5.42	14.98
-----	------	-------

SL	5.2	15.2
----	-----	------

4+50 = Sly Walk on N

HL	4.6	15.8
----	-----	------

+3.6 = Sly Walk	4.69	15.71
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+8.6 = Sly "	4.74	15.66
--------------	------	-------

Hcb	4.87	15.53
-----	------	-------

Scb	5.36	15.04
-----	------	-------

SL	5.2	15.2
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4+67

SL+97 = Sly Power Pole

Scb = Sly Drive

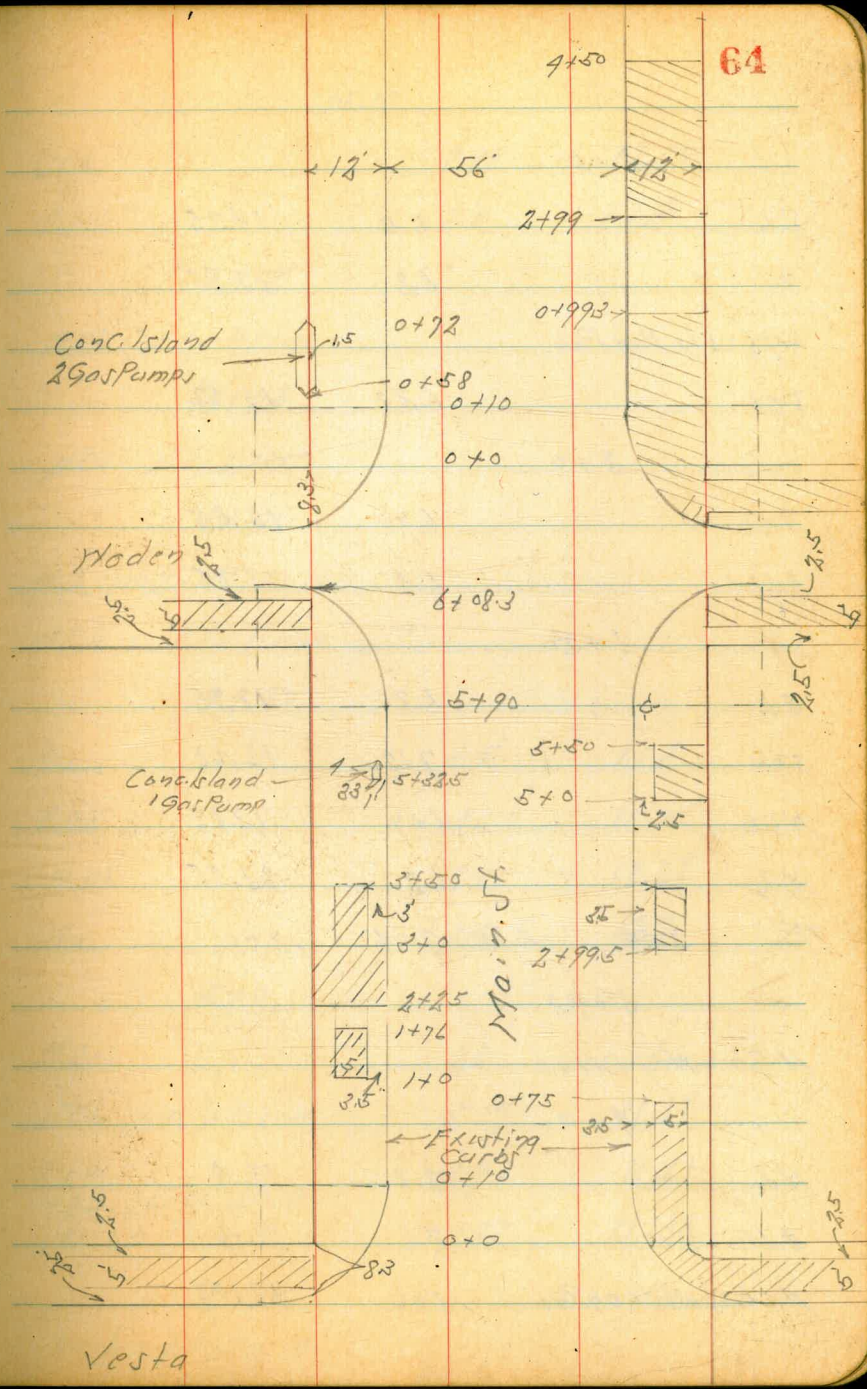
	20.40		
5x0			
SL	5.5	14.9	
711	5.7	14.7	
SCb Gutter in Drive	5.92	14.48	
5+15			
SCb = Fly Drive			
5+25			
SCb = Fly Drive			
5+50			
SCb in Gutter in Drive	5.71	14.69	
SL	5.0	15.4	
5+72			
SCb = Fly Drive			
5+90.9 = CB BC in Vesta			
SCb	5.07	15.33	
SL	5.1	15.3	
6+09.3			
SL Topcb	5.50	14.90	
BM 478	19.75	5.43	14.97

SF BP  
Maint Vesta

	19.75		
0+8.3			0+08'
N.L. Topcb	3.51	16.24	N.L. + 9.7 = N.Y. Tel + P.
0+10 = CB EC Fop Vesta			
N.L.	3.6	16.15	
Ncb	3.69	16.06	
0+50			
N.L.	3.7	16.05	
Ncb	3.92	15.83	
0+75			
N.L.	3.8	15.95	
Ncb	4.16	15.59	
SCb	4.65	15.10	
+2.4 = Sky Port			
+3.5 = Fly Walk	4.60	15.15	
+5.8	4.50	15.25	
SL on Paving	4.40	15.35	
1+0			
SL	4.8	14.95	
SCb	4.85	14.90	
Ncb	4.31	15.44	
+3.5 = Fly Walk	4.23	15.52	

Main St.

	19.75		
78.5 = 11/4	4.11	15.64	1+47
HL	3.9	15.85	HL+10 = 11/4 Tel Pojo
	1+50		
HL	4.5	15.25	
HCb	4.76	14.99	
SCb	5.32	14.43	
7.11	5.2	13.95	
S.L.	3.5	16.25	
	1+76		
HL	4.9	14.85	
HCb	4.99	14.76	
	2+0		
HL	4.9	14.85	
HCb	5.22	14.53	
SCb	5.78	13.97	
7.11	5.6	4.15	
S.L.	4.0	15.75	
	2+25		
HL on Conc Walk	5.1	14.65	
HCb.	5.47	14.28	



	2+50		
S.L.	5.5	14.25	
+1	6.2	13.55	
+96-Sly Penn Pole			
SCB	6.23	13.52	
	3+0		
SCB	6.70	13.05	
S.L.	6.4	13.35	
	3+50		
S.L.	6.8	12.95	
SCB	7.12	12.63	
HCB	6.57	13.18	
H.L.	6.2	13.55	
TP	2.44	15.15	7.04
	3+93		
HCB = Sly Drive			
	4+0		
H.L.	2.3	12.9	
+10	2.6	12.6	
HCB Gutter on Pav	3.06	12.09	

	15.15		
SCB	2.99	12.16	
S.L.	2.8	12.4	
	4+12		
HCB = Fly Drive			
	4+24		
HCB = Sly Drive			
	4+46		
H.L. +102 = Sly Tel Pole			
HCB = Fly Drive			
	4+50		
S.L.	3.5	11.7	
SCB	3.50	11.65	
HCB	2.87	12.28	
H.L.	2.5	12.7	
	5+0		
H.L.	2.6	12.6	
HCB = Sly Drive	3.37	11.78	
SCB	3.94	11.21	
+24 = Sly Penn Pole			
S.L. on Concrete	3.82	11.33	
	5+18		
HCB = Fly Drive			

15.15

5+41

HCB = Fly Drive

5+50

S.L. on Conc) Walk 3.98 11.17

+9.5 = Fly " " 4.37 10.78

S.Cb Gutter in Drive 5.01 10.14

HCB " " " 4.52 10.63

+3 4.0 11.2

H.L. 3.54 11.7

5+52

S.Cb = Fly Drive

5+59

H.Cb = Fly Drive

5+90 = Cb B.C.W of Hodon

H.L. 3.9 11.3

H.Cb 4.18 10.97

S.Cb 4.82 10.33

S.L. 4.8 10.4

5+95

H+10 = Fly Tel Pole

66

15.15

5+96

S.L. +8.2 = Fly Post Pole

6+08.3

S.L. on Cb 5.32 9.83

H.L. 4.50 10.65

FL Hodon - 8.3

H.L. on Cb 4.98 10.17

0+10 = Cb F.C. East of Hodon

H.L. 4.2 11.0

+2 4.7 11.5

H.Cb 4.88 10.27

0+50

H.L. 3.9 11.3

+1 4.5 10.7

H.Cb 4.99 10.16

0+97

H.L. +97 = Fly Tel Pole

1+0

H.L. 4.8 10.4

H.Cb 5.12 10.03

15.15

SCB = Fly Drive 5.59 9.56  
 S.L. on Conc Walk 5.31 9.84  
 1+28  
 SCB = Fly Drive 1+45  
 SCB = Fly Drive 1+50  
 S.L. 5.8 9.4  
 SCB Gutter in Drive 6.34 8.81  
 NCB 5.19 9.96  
 N.L. 5.1 10.1  
 1+77  
 SCB = Fly Drive 2+0  
 -5 8.7 6.5  
 N.L. 8.0 7.2  
 +1 Top Dry Wall 5.3 9.9  
 NCB 5.26 9.89  
 SCB 5.80 9.55  
 S.L. 5.7 9.5

15.15

2+05  
 S.L. 79.6 S/Ly Pow Pole 2+47  
 N.L. +99 = N/Ly Tel Pole 2+50  
 S.L. 5.8 9.4  
 SCB 5.86 9.29  
 NCB 5.33 9.82  
 +11 5.2 10.0  
 N.L. 6.0 9.2  
 +5 7.0 8.2  
 TP 4.52 13.92 5.75 9.40  
 3+0  
 N.L. 4.0 9.9  
 NCB 4.23 9.69  
 SCB 4.67 9.25  
 S.L. on Conc Walk 4.42 9.50  
 3+50  
 N.L. 4.1 9.8  
 NCB 4.29 9.63

13.92

4+0

NL 4.1 9.8

+10.2 = Nly Tol Pole

NCB 4.35 9.57

4+32

NCB = Nly Drive

4+50

NL 4.4 9.5

+8 4.8 9.1

NCB Gutter in Drive 5.13 8.79

SCB 4.93 8.99

SL on Conc Walk 4.83 9.09

4+66

NCB = Fly Drive

4+74

NL on Conc Walk 4.31 9.61

NCB 4.44 9.48

5+0

SL 4.9 9.0

SCB 5.03 8.89

13.92

5+01

SL +96 = Sly Port Pole

5+05

SCB = Nly Drive

5+24

SCB = Fly Drive

5+50

NL on Conc Walk 4.35 9.57

+96 = Nly Tol Pole

NCB 4.63 9.29

SCB 5.08 8.84

SL 4.9 9.0

5+90 = CB BC. w/ of Yards

SL 5.0 8.9

SCB 5.17 8.75

NCB 4.70 9.22

NL 4.6 9.3

5+92

SL +96 = Sly Port Pole

Main St.

13.92

6+08.3

N.L. on Cb End 4.77 9.15

S.L. " " " 5.44 8.48

TP 441 13.53 4.80 9.12

0-8.3 = Cb End of Yama

S.L. on Cb End 4.76 8.77 0+05

N.L. " " " 4.32 9.21 NY Tel Pole

0+10 = Cb E.C. of Yama

N.L. 4.2 9.3

N.Cb 4.41 9.12

S.Cb 4.84 8.69

S.L. 4.9 8.16

0+55

S.L. 5.0 8.5

S.Cb 4.90 8.63

N.Cb 4.47 9.06

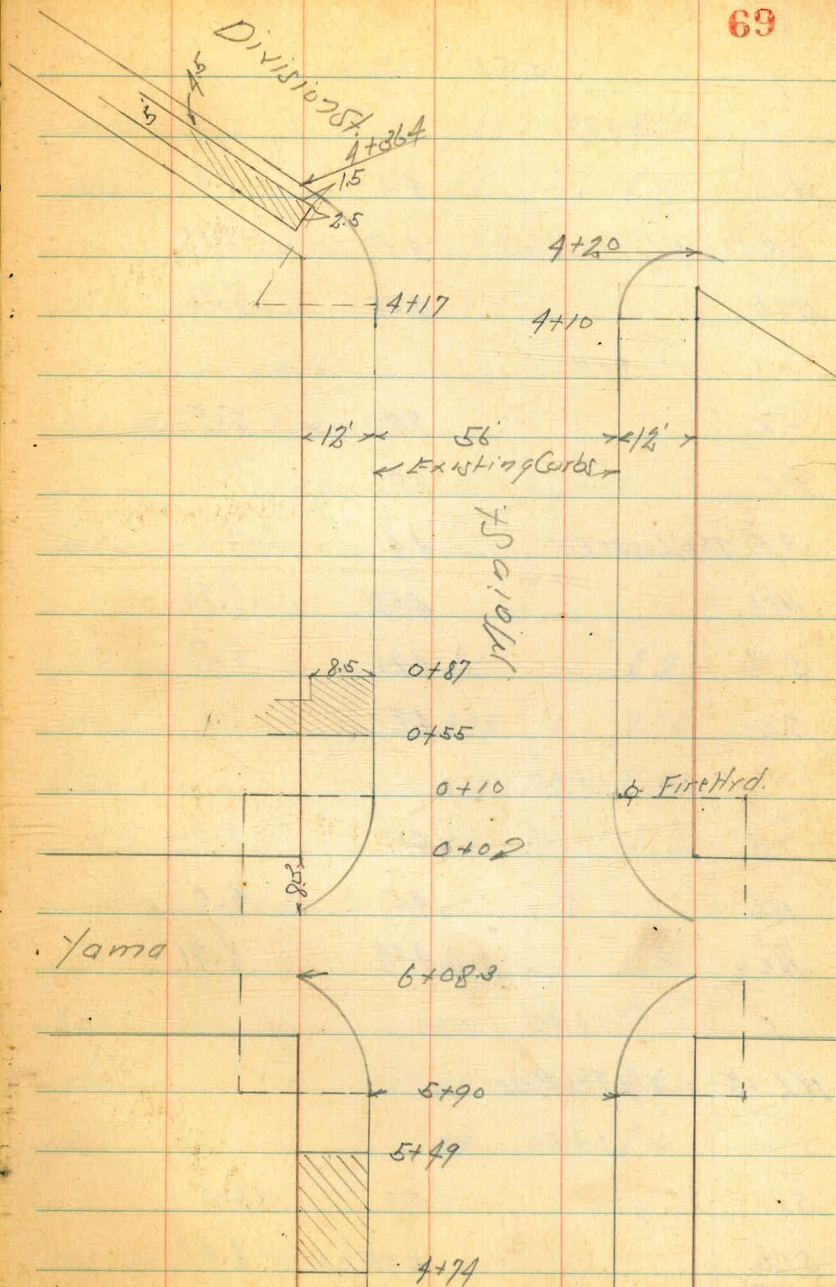
+8.5 on Conc Walk 4.26 9.27

N.L. " " " 4.30 9.23

0+67

S.L. +98 = NY Power Pole

69





13.53

0+87

NL	4.5	9.0
+3.5 = Nly Conc Walk	4.38	9.15
Ncb	4.55	8.98

1+0

-5	8.0	5.5
NL	6.0	7.5
+1 Top Loose Fall	4.4	9.1
Ncb	4.57	8.96
SCb	4.95	8.58
S.L.	4.9	8.6

1+15

-3	4.5	9.0
NL	4.5	9.0
Ncb	4.62	8.91

1+45

NL+8 = Nly Tol Pole

1+50

SL	5.0	8.5
SCb	5.05	8.48

70

13.53

Ncb 4.68 8.85

NL 4.6 8.9

1+55

Ncb = Nly Drive

1+86

S.L +96 = Sly Power Pole

1+97

Ncb = Fly Drive

2+0

12

NL 4.6 8.9

Ncb 4.77 8.76

SCb 5.12 8.41

S.L. 4.9 8.6

2+50

S.L. 5.1 8.4

SCb 5.16 8.37

Ncb 4.87 8.66

NL 4.9 8.6

2+96

NL+74 = Nly Tol Pole

13.53

2+0

NL	4.8	8.7
Ncb	5.00	8.53
Scb	5.20	8.33
+2.3 = Sky Power Pole		
SL	5.0	8.53

3+50

SL	4.8	8.7
Scb	5.25	8.28
Ncb	5.05	8.48
NL	5.0	8.53

3+98

NL+72 = 11/4 Tol Pole

4+0

NL	4.3	9.2
Ncb	5.00	8.53
Scb	5.08	8.45
SL	5.0	8.53

4+10 = Cb BC on S Ho of Division

SL	5.0	8.53
Scb	5.03	8.50

13.53

71

4+17 = Cb BC on N Ho of Division

NL	4.3	9.2
Ncb	4.85	8.68

4+20

SL on Cb End	5.05	8.48
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4+36.4

NL on Cb	4.52	9.01
BM	4.42	9.11

 N.H.B.P.  
 Mount  
 Division  
 8.98

PC Cross Section 33rd St.  
KST to Imperial

INDEXED  
EPB

				8 P.M. Rail Bridge E 329 (Imperial)
BM	2.60	32.17	29.57	
TP	6.64	31.76	7.05	25.12
	N.A. KST			
F		3.0		28.8
Cb		3.0		28.8
1/4		2.2		29.6
1/2		2.7		29.1
1/4		2.9		28.9
Cb		3.2		28.6
H.		3.0		28.8
	1/2 KST			
H		3.5		28.3
Cb		3.3		28.5
1/4		3.0		28.8
1/2		2.8		29.0
1/4		2.9		28.9
Cb		3.2		28.6
F		3.3		28.5
	5/8 KST = 0.4			
F		3.5		28.3

60' Wide  
10' Cb  
10' Qtr.

May 31-20  
Sisson  
Northbridge  
H Moore

		3176	
Cb		3.5	28.3
1/4		3.3	28.5
1/2		3.0	28.8
1/4		3.5	28.3
+7		3.7	28.1
Cb		3.2	28.6
	to 15' Fly Paper or Pale		
H		3.6	28.2
	0+27		
F	1/2	3.43	28.33
	0+50		
H		3.9	27.9
Cb		3.8	28.0
+4		4.0	27.8
1/4		3.6	28.2
1/2		3.3	28.5
1/4		3.6	28.2
+8		3.6	28.2
Cb		3.4	28.4
F		3.5	28.3

Red X Plat 6-3-1900  
H. Cole, Jr  
Profile 219

31.76 ✓

1+0

F	3.9	27.9	
+8	3.9	27.9	
cb	4.3	27.5	
1/4	4.3	27.5	
1/2	3.9	27.9	
1/4	4.0	27.8	
cb	4.3	27.5	
H = 226' Cosec Walk 226' + 5' ground	4.15	27.61	
1+3.5 = 2.5 Alley			
H	4.3	27.5	
cb	4.4	27.4	1+4.5
1/4	4.4	27.4	H+9.3 = Fly Power Plk.
1/2 on MH Road	4.08	27.68	
1/4	4.3	27.5	
+9	4.5	27.3	
cb	4.3	27.5	
F	4.3	27.5	
	1+5.0		
F	4.5	27.3	

73

31.76 ✓

cb	4.5	27.3	
+1	4.7	27.1	
1/4	4.6	27.2	
1/2	4.3	27.5	
1/4	4.5	27.3	
cb	4.6	27.2	
H	4.7	27.1	
	2+0		
H	5.2	26.6	
cb	5.3	26.5	
1/4	5.1	26.7	
1/2	5.0	26.8	
1/4	5.3	26.5	
+8	5.2	26.6	
cb	4.9	26.9	
F	4.9	26.9	
	2+0.6		
H+10.9 = Fly 24' Pepper Tree			
	2+1.9		
H+10.8 = Fly 18' Pepper Tree			

31.76'

2+26

H = 3 Conc Walk 5.25 26.51

2+49

H+9.3 Fly 18" Foot Trac

2+50

F 5.3 26.5

cb 5.4 26.4

+2 5.7 26.1

1/4 5.7 26.1

1/2 5.5 26.3

1/4 5.6 26.2

cb 5.8 26.0

H 5.8 26.0

H = 3 Conc Walk 5.61 26.15

2+68

H+9.8 Fly 10" Poppr Trac

2+70 = NL LST

H 6.0 25.8 60" W/dt  
10' cbr

cb 6.0 25.8

1/4 5.8 26.0

31.76'

1/2 5.7 26.1

1/4 5.8 26.0

+8 5.8 26.0

cb 5.4 26.4

F 5.6 26.2

H cb LST

F 5.9 25.9

cb 5.7 26.1

1/4 5.9 25.9

1/2 5.8 26.0

1/4 5.8 26.0

cb 6.0 25.8

H 6.0 25.8

1/2 LST

H 6.1 25.7

cb 6.0 25.8

1/4 5.9 25.9

1/2 5.9 25.9

1/4 5.9 25.9

cb 6.0 25.8

31.76 ✓

F 5.9 25.9

SCB

F 6.3 25.5

Cb 6.2 25.6

1/4 6.0 25.8

2 6.0 25.8

1/4 6.1 25.7

Cb 6.7 25.1

H 6.8 25.0

S-L 2.57 = 0+0

H 6.6 25.2

+8.9 = Fly Power Pole

Cb 6.6 25.2 0+25

+4 6.7 25.1 H = 2.3 Conc Walk  
6.43

1/4 6.4 25.4

2 6.1 25.7

1/4 6.2 25.6

Cb 6.4 25.4

F 6.2 25.6

0+14

H + 8.2 = Fly 12" Tree

75

31.76 ✓

0+45

H + 8.2 = Fly 10" Tree

F + 7.6 = Fly 24" Tree

0+50

-0.8 = 1.5 Conc Walk 5.98 25.78

F 6.3 25.5

Cb 6.5 25.3

1/4 6.6 25.2

2 6.7 25.1

1/4 6.7 25.1

+7 6.8 25.0

Cb 6.5 25.3

+5 6.6 25.2

H 6.8 25.0

0+54

F + 7 = Fly 8" Tree

TP 5.66 30.78 6.64 25.12

H = 1+0

H = 2 4' Conc Walk 5.97 24.81  
+ Ground

Cb 5.9 24.9

30.78

1/4	6.0	24.8
1/2	5.9	24.9
1/4	6.0	24.8
cb	6.0	24.8
F	5.7	25.1

1+35 = 1/2 Alley

F	5.7	25.1
cb	6.1	24.7
1/4	6.1	24.7
1/2 = M.H. Pond	6.04	24.74
1/4	6.1	24.7
cb	5.9	24.9
H	5.9	24.9

1+45

H+9.5 = Fly Power Pole

1+50

H	5.9	24.9
cb	6.0	24.8
1/4	6.1	24.7
1/2	6.2	24.6

76

30.78

1/4	5.9	24.9
cb	6.0	24.8
1 = M/H 24" Fuel Tree		
1/2	5.3	25.5
F	5.2	25.6

1+76

F+9 = M/H 18" Fuel Tree

1+92

F+9 = M/H 18" Fuel Tree

2+0

F	5.2	25.6
1/2	5.2	25.6
cb	5.5	25.3
1/4	5.2	25.6
1/2	5.3	25.5
1/4	5.3	25.5
cb	5.5	25.3
H	5.6	25.2

2+14

F+9 = M/H Fuel Tree

30.78

2+35

W	5.2	25.6
Cb	4.8	26.0
1/4	4.5	26.3
1/2	4.5	26.3
1/4	4.6	26.2
Cb	4.9	25.9
+5	4.5	26.3
F	4.6	26.2

2+45

E+9 = W 1/4 24' EucTFC

W+9 = E 1/4 Parter Polo

2+64

E+94 = W 1/4 24' EucTFC

2+70 = W 1/2 Imperial

F	4.1	26.7
Cb Top	3.74	27.04
Gutter on Paving	4.17	26.61
1/4	3.80	26.98
1/2	3.51	27.27

27

30.78

1/4 on Paving	3.42	27.36
Gutter "	3.41	27.37
Cb Top	2.83	27.95
W	2.5	28.3
H Cb Imperial		
W Top Cb	2.78	28.00
Gutter on Paving	3.27	27.51
Cb " "	3.56	27.22
1/2 " "	3.88	26.90
Cb " "	4.17	26.61
F " "	4.37	26.41
F Top Cb	3.77	27.01
BM	1.91	28.87

H.E. Top H. 1/2



Cross Section Proposed Storm Drain  
 Euclid Ave. South of Dwight St.  
 See Sketch Page 17 For Alignment

March 27-41  
 S. S. Jones  
 W. Moore

0+60

0+35

0+0 & 0+7 Stab

0-30

TP	0.22	302.39	11.38	302.17
TP	0.22	313.55	11.59	313.33
TP	0.28	324.92	11.56	324.64
BM	0.50	336.20		335.70

SE Top of Hd  
 15' above  
 Euclid

Indexed  
 LM

6+11

2

pt. 1

78

297.0  
 8.9  
 10

295.5  
 6.9

297.3  
 5.1  
 10

296.1  
 5.6  
 10

297.1  
 5.9

299.7  
 3.7  
 10

296.5  
 5.9  
 10

296.72  
 5.67

298.5  
 3.9  
 10

297.0  
 5.4  
 10

292.0  
 5.4

297.1  
 4.3  
 10

302.39

2+09

1+89

1+42.13  $\Delta$  13°03' = E.L. Euclid

1P 2.39 295.26 9.52 292.87

on Calc Mod  
E.L. Euclid + M.L.  
1st ed. 1817

1+29

1+08

143  
74  
69

0+86

0+9410  $\Delta$  12°24' = M.L. Euclid

302.39

4

2

191

389.1  
8.5  
10

286.8  
8.5

285.7  
9.6  
10

286.6  
8.7  
10

290.6  
1.7  
10

288.6  
6.7

287.9  
7.4  
10

286.4  
8.9  
10

293.6  
1.7  
10

291.8  
3.52  
10

290.5  
4.8  
10

295.26

294.1  
8.3  
10

292.1  
10.3

291.9  
10.5  
10

290.9  
11.5  
10

294.5  
7.9  
10

292.4  
10.0

291.7  
10.7  
10

11=114 P. 11

292.9  
9.5  
10

292.6  
9.8  
10

292.1  
10.3

292.6  
9.8  
10

292.4  
4.8  
10

292.18  
9.21  
10

295.8  
6.6  
10

302.39

Lt Z Pt

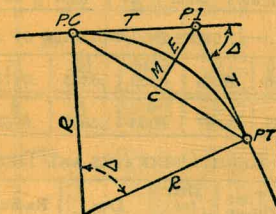
Top P. I. or B. C. or N. 5      +2.60      297.86  
  
 286.6      286.4      283.9      284.5      284.1  
 2+71.58      8.7      8.9      11.5      10.8      11.2  
                  10      6      3-8.1/10.11      10.

286.0      285.2      284.3      285.3      286.7  
 2+45      9.3      10.1      11.0      10.0      8.6  
                  10      3      11.0 Bot part      4      10

295.26

# DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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### CURVE FORMULAS

- Radius= $R = \frac{50}{\sin \frac{D}{2}}$  (1) Degree of Curve= $D$  and  $\sin \frac{D}{2} = \frac{50}{R}$  (2)
- Tangent= $T = R \tan \frac{\Delta}{2}$  (3) Length of Curve= $L = 100 \frac{\Delta}{D}$  (4)
- Middle ordinate= $M = R(1 - \cos \frac{\Delta}{2}) = R \text{vers} \frac{\Delta}{2}$  (5) (6)
- External= $E = T \tan \frac{\Delta}{4} = R \div \cos \frac{\Delta}{2} - R$  (7) (8) =  $R \text{exsec} \frac{\Delta}{2}$  (9)
- Long Chord= $C = 2 R \sin \frac{\Delta}{2}$  (10)  $\Delta$  = Central Angle

### EXPLANATION AND USE OF TABLES

**Stations.**—Given P. I. = Sta. 161 + 60.35 to find Sta. of P. C. and P. T.  $\Delta = 62^\circ 10'$   $D = 8^\circ 20'$ . From Table IV for  $1^\circ$  curve  $T = 3454.1$  and  $\div 8\frac{1}{2} = 414.49$  ft. From Table V correction = .36 or  $T = 414.85$  ft. P. C. = Sta. P. I. -  $T = 157 + 45.50$ . Also from (4)  $L = 746.00$  and P. T. = Sta. P. C. +  $L = 164 + 91.50$ .

**Offsets.**—Tangent offsets vary (approximately) directly with  $D$  and with square of the distance. Thus tangent offset for Sta. 158 on above curve is 2.16 ft. found as follows. From Table III tangent offset for 100 ft. = 7.27 ft. Distance = 158 - Sta. P. C. = 54.50, hence offset =  $7.27 (54.50 \div 100)^2 = 2.16$  ft. Also square of any distance divided by twice the radius equals (approximately) the distance from tangent to curve. Thus  $(54.50)^2 \div (2 \times 688.26) = 2.16$  ft.

**Deflections.**—Deflection angle =  $\frac{1}{2} D$  for 100 ft.,  $\frac{1}{4} D$  for 50 ft., etc. For  $c$  ft. = (in minutes)  $.3 \times C \times D^\circ$  or = defl. for 1 ft. from Table III  $\times C$ . For Sta. 158 of above curve =  $3 \times 54.5 \times 8\frac{1}{2} = 136.2'$  or  $2^\circ 16.2'$ , or =  $2.50 \times 54.5 = 136.2'$  from Table III. For Sta. 159 deflection angle =  $2^\circ 16.2' + 8^\circ 20' \div 2 = 6^\circ 26.2'$ , etc.

**Externals.**—May be found in similar manner to tangents. Thus  $E$  for curve above is 91.37. For from Table IV for  $1^\circ$  curve  $E = 960.6$  for  $8^\circ 20' = 960.6 \div 8\frac{1}{2} = 91.27$  and from Table V correction = .10 or  $E = 91.37$  ft. Or suppose  $\Delta = 32^\circ$  and  $E$  is measured and found to be 42 ft. What is  $D$ ? From Table IV  $E = 230.9$  and  $\div 42 = 5.5$  or  $D = 5^\circ 30'$ .

11.6 357.03  
 2.4 89.2  
 240 24  
 75.2  
 12  
 87

24824  
 144.13

73.94  
 150  
 60.

2283.94  
 141.97

108.6  
 123  
 120.9  
 137.2

78.5  
 123  
 66.2  
 123  
 153.9

140.3  
 12  
 124.2  
 12  
 123  
 123

172.4  
 12.2  
 160.2  
 12.2  
 148.0

4.30 4.20  
 55 100  
 13.46  
 P.O.T. 0 + 86.54

26.3  
 14.5  
 12.7

DISTANCES FROM CENTER OF ROADWAY FOR  
 CROSS-SECTIONING.  
 Roadway 16 feet wide. Side Slopes 1 on 1 1/2  
 For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9 + (20 - 16) \* 2 or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.