

1664

ENCANTO SEWER
LATERALS

ENGINEERS
FIELD BOOK

No. 403F

1664

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) * 2 or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1 1/2 see inside of back cover.
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CITY ENGINEER'S OFFICE

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

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to h
of r
exam
30.6

Proposed Sewer Lots 1 + 14 Block 8
Encanto Heights

Sketch Page 1.

Drawing 1087 D.

BM	298	<237.45>	<234.47>	HT of Brooklyn + Washington St
0 + 0	1/2 Brooklyn	6.26	231.19	on Hub
+12		6.7	230.7	
+30	1/2 Brooklyn	4.5	232.9	
+55	8.6' Ht. of House = Elev. of Floor	1.80	236.15	
+0		1.4	236.0	
TP	4.16	<239.27>	2.34	<235.11>
1 + 07	9.0' Ht. of 1/2 Ht. Ho.			
1 + 30		1.6	237.7	
1 + 30	35' Ht. Fly of Garage Laundry Tray in H. End	5.79	<233.48>	on Conc. floor
1 + 50		0.8	238.5	
TP	12.77	<251.38>	0.66	<238.61>
2 + 0		11.2	240.2	
2 + 0	100' Ht. of 1/2	16.4	235.0	
+50		8.5	242.9	
2 + 0		5.3	246.1	
2 + 0	100' Ht. of 1/2	10.2	241.2	
+50		1.9	249.5	
TP	13.01	<263.94>	0.45	<250.93>
4 + 0		10.5	253.4	
4 + 0	60' Ht. of 1/2	14.9	249.0	
+55		6.7	259.2	
+68		2.1	261.9	
+75.6	Existing Cb Top	2.21	261.63	
	Gutter	2.92	261.02	

Jan 26-44

Sisson

81.55

0.56

of Rod <263.94>

2

4 + 791	1/2 Conc. Gutter	2.57	261.37
4 + 956	1/2 Gutter	1.1	262.8
TP	12.21	<275.51>	0.64
			<263.29>
BM		1.15	<274.34>

HT of
Washington
St
204.8
274.34

Note - Ground East of 1/2 is higher
than 1/2

Proposed Sewer Lots 9422 Block 8

Encontro HC 1964

Sketch Page 1

Drawing 10260.

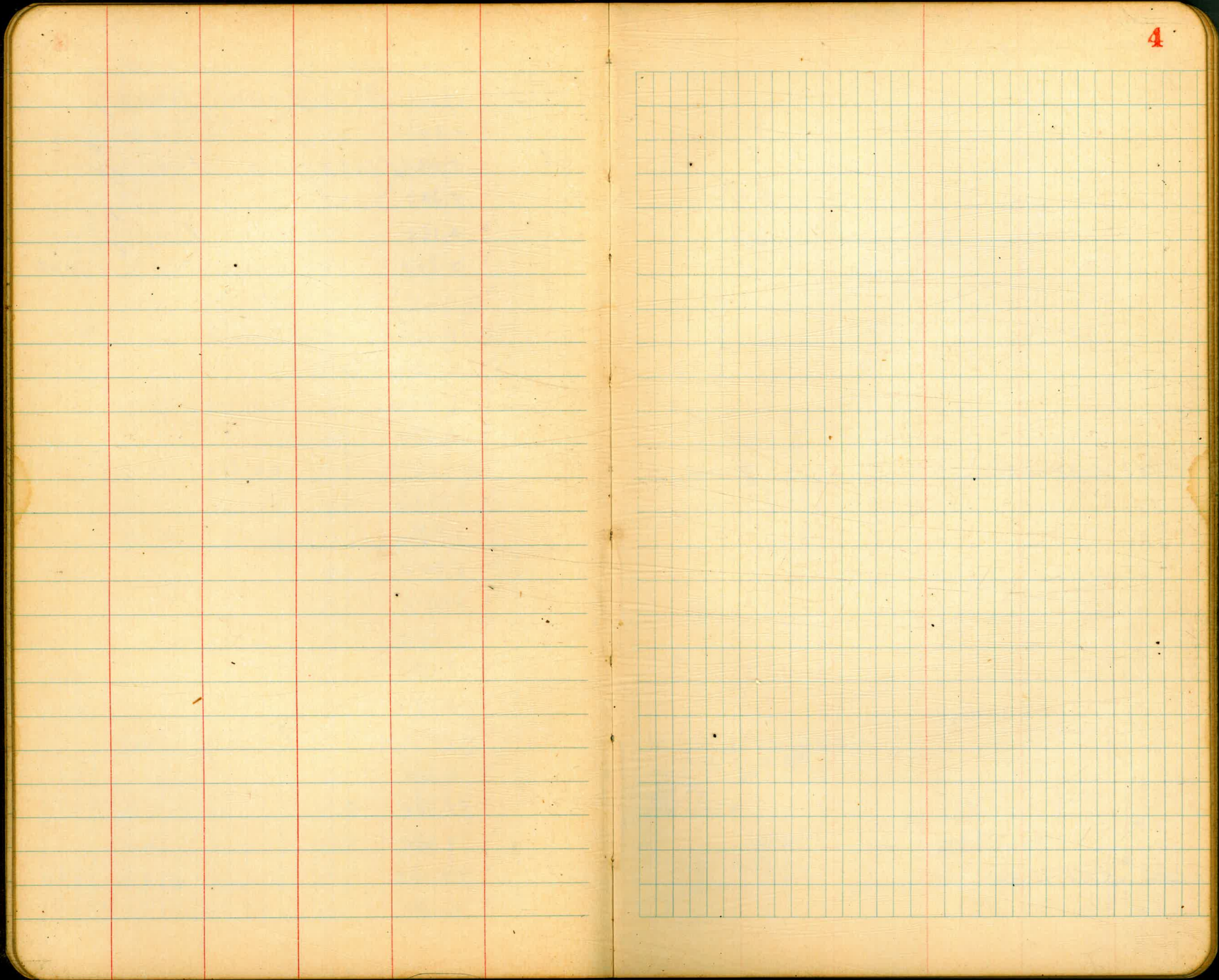
SW Spt. Park
Brooklyn
62nd St.

BM	9.95	<254.57>	244.62	✓	
0+0 = 2 Brooklyn	11.4	243.2	✓		
+30	9.9	244.7	✓		
+50	8.4	246.2	✓		
1+0	3.2	251.4	✓		
1+0	40' Rt - Bot Wash	9.6	245.0	✓	
TP	12.94	<266.78>	0.78	<253.8>	✓
+50		10.1	256.7	✓	
2+0		5.4	261.4	✓	
2+0	85' Rt = Bot Wash	14.1	252.7	✓	
+50		1.5	265.3	✓	
TP	12.48	278.20	1.06	<265.7>	✓
3+0		10.5	267.7	✓	
3+0	70' Rt = Bot Wash	18.6	259.6	✓	
+50		8.4	269.8	✓	
4+0		5.4	272.8	✓	
4+0	30' Rt - Bot Wash	12.1	266.1	✓	
1+5		6.4	271.8	✓	
+55		3.6	274.6	✓	
TP	8.43	<286.15>	0.48	<277.7>	✓
+65		5.1	281.1	✓	
+75.6	Exit C6 Tap	5.19	280.66	✓	
	Gutter	6.08	280.07	✓	
+79.1	Nly Conc Gutter	5.93	280.42	✓	
+195.60	Wunderlin	8.9	282.2	✓	

3

TP	12.41	<286.15>	0.30	<285.85>	✓
TP	5.79	<302.53>	1.52	<296.74>	✓
BM		2.93	<299.6>	299.59	✓

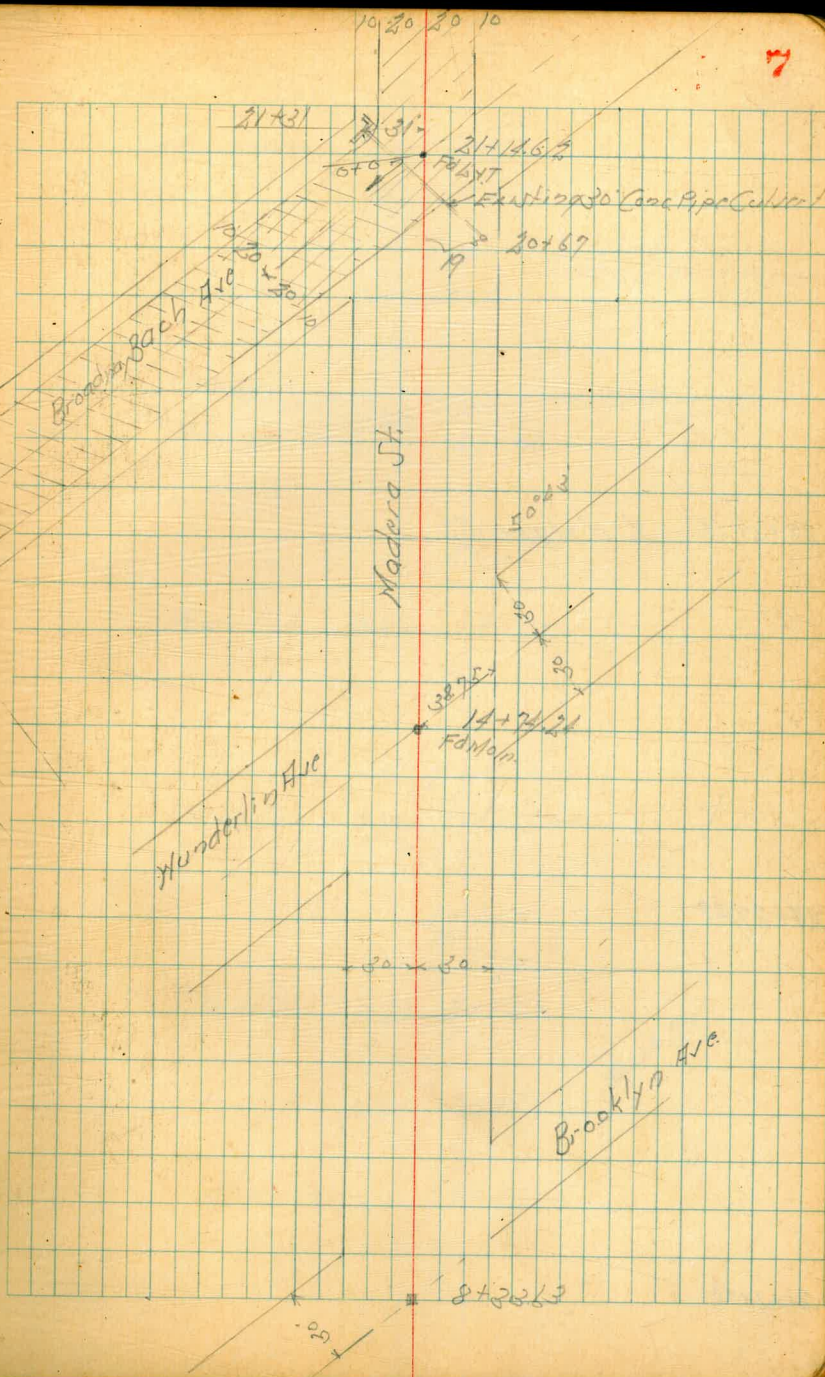
Note: Ground on 4' or more all
Higher than 2'



21+14.62

14+74.31

8+33.63



77

28+51.12 = $\frac{1}{2}$ Hilger St.

24+89.29

21+14.52

Power Pole 0-218 33-61

Power Pole 0-218 30+72

Exist. C&N
Hilger St. 280
285
294 02

29+78.51 0.75 Conc.
wall

28+51.12

Fd. 4+7

Power Pole 0-215 28+23

10-20 20-10

Power Pole 0-214 25+28

B. Horn St.

Fd. 4+7

24+89.29

Power Pole 0-213 24+57

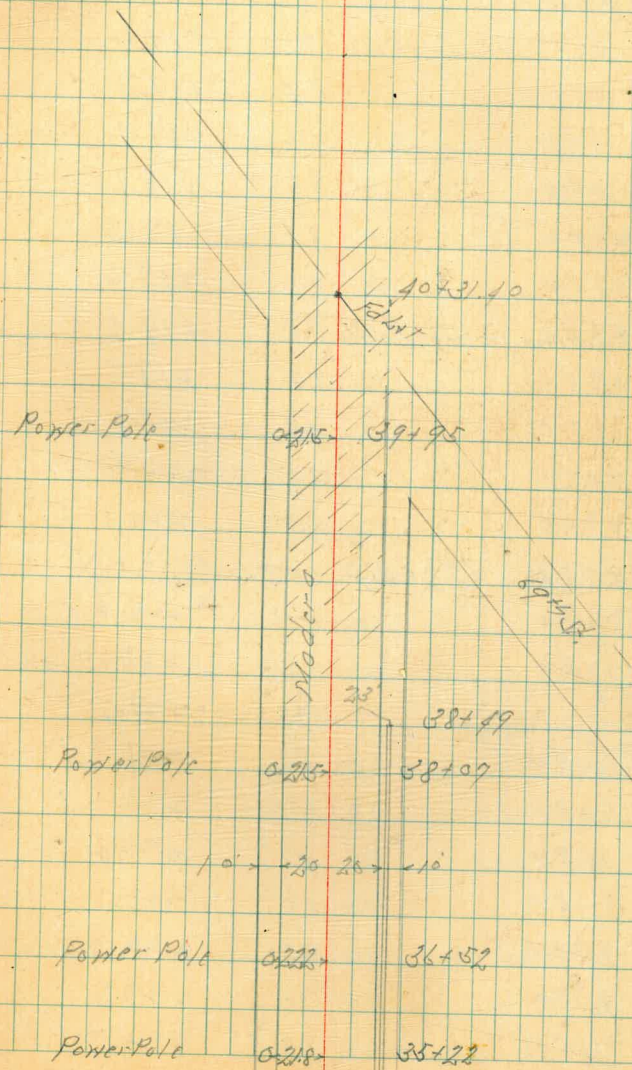
Power Pole 0-216 22+43

Power Pole 0-220 21+56

Back Flc.

20+86
Anchor pole

40+31.40



Levels Proposed Server Sage Way. And
Madras St to 69th St.
Sketch

BM	2.43	(232.73)	230.30	57 ft. Imperial W. 42nd St. to Madras
	2.29	(233.68)	11.34	221.39 ✓ Recheck
0+0	2.47	12.6	211.1	✓
+15		12.5	211.2	✓
+28		6.4	217.3	✓
+50		6.6	217.1	✓
+75		8.6	215.1	✓
+100		8.2	215.5	✓
+25		8.1	215.6	✓
+45	Bottom Wash to start	9.2	214.5	✓
+60		5.8	217.9	✓
+70		4.9	218.8	✓
+50		3.5	220.2	✓
+30		2.0	221.7	✓
TP	12.11	(235.46)	1.33	(222.35) ✓
+50		10.3	225.2	✓
+77.47 A		7.98	227.48	227.48 ✓
+40		8.0	227.5	✓
+50		8.2	227.3	✓
"	100 ft of	12.2	223.3	✓
"	15 ft "	3.1	232.4	✓
+70		6.8	228.7	✓
"	15 ft of	9.2	226.3	✓
"	100 ft	12.0	223.5	✓
"	15 ft	1.2	234.3	✓

Feb. 5-44.
Sisson
Orbernet
Bliss

(235.46)

5+25		5.2	230.3	✓
"	10' RT	8.4	227.1	✓
"	100' RT	11.8	223.7	✓
"	15' RT	9.0	235.5	✓
+70		5.4	230.1	✓
+85		8.8	226.7	✓
+10	Bottom Wash	9.4	226.1	✓
+25		10.1	225.4	✓
+50		8.3	227.2	✓
+70		7.9	227.6	✓
"	40 ft of 1/2 - Bottom Wash	6.1	229.4	✓
"	5' RT - Bottom Wash	6.0	229.5	✓
"	50' RT	8.9	226.6	✓
+50		5.6	229.9	✓
+70		4.9	230.6	✓
+80		3.6	231.9	✓
+32.63	2' Brooklyn	2.4	232.1	✓
BM	11.64	(244.14)	2.96	(232.50) ✓ 2' Max Brooklyn Imperial St. 232.50
+60	" Wash	11.8	232.3	✓
+70		9.8	234.3	✓
+50		8.8	235.3	✓
+100		7.4	236.7	✓
"	15' RT of 1/2 - Bottom Wash	9.7	234.4	✓
+50		5.8	238.3	✓
+40		4.2	239.9	✓

	244.14		
11+0	15' Rt of L - Bot Wash	8.1	235.5 ✓
+50		3.0	241.1 ✓
12+0		2.1	242.0 ✓
"	26' Lt - Bot Wash	5.2	238.9 ✓
+50		1.3	242.8 ✓
13+0		0.6	243.5 ✓
TP	12.28 $\langle 255.88 \rangle$	0.54	$\langle 243.63 \rangle$ ✓
13+0	26' Lt - Bot Wash	14.1	241.8 ✓
+50		11.4	244.5 ✓
14+0		10.2	245.7 ✓
"	25' Lt - Bot Wash	11.9	244.0 ✓
+50		8.6	247.3 ✓
+74.24	2' Wooden Lin	8.41	247.47 ✓ <small>on 247.29</small>
15+0		7.4	248.5 ✓
+50		5.7	250.2 ✓
16+0		4.2	251.1 ✓
+47	2' Dashed Cast Iron Curb	3.2	252.7 ✓
"	6' Rt - 1st of Floor Lm	5.79	250.09 ✓
"	10' Lt - culled F.L. of S/S Pipe	6.98	248.90 ✓
17+0		2.2	253.7 ✓
+50		0.9	255.0 ✓
TP	12.47 $\langle 267.90 \rangle$	0.45	$\langle 255.13 \rangle$ ✓
18+0		10.6	257.3 ✓
"	65' Rt of L - Bot Wash	14.1	253.8 ✓
+50		8.3	259.6 ✓

	$\langle 267.90 \rangle$		
19+0		7.3	260.6 ✓
"	28' Rt of L - Bot W	13.2	254.6 ✓
+08	S/S 55' long Pipe House	6.61	261.29 ✓ <small>on Floor</small>
19+50	52' Rt of L	6.9	261.0 ✓
+65		7.2	260.7 ✓
20+0		8.1	259.8 ✓
"	15' Rt of L - Bottom Wash	10.2	257.6 ✓
+50		3.2	264.7 ✓
+63		1.2	266.7 ✓
TP	8.22 $\langle 275.55 \rangle$	0.57	$\langle 267.33 \rangle$ ✓
+67	19' Rt - out of 30' Conc. Curb	14.59	260.96 ✓ <small>Flankline</small>
+75		5.0	270.5 ✓
+89	S/S Paving	5.71	269.84 ✓
21+0		5.56	269.99 ✓
+146.2	2' Boach	5.69	269.86 ✓ <small>on 267</small>
+81	31' Wild Interlock Conc. Curb for 2' Headwall	9.80	265.75 ✓ <small>Flankline</small>
TP	6.99 $\langle 276.85 \rangle$	5.69	$\langle 269.86 \rangle$ ✓ <small>on 267 5003 + 146.2 = 369.91</small>
+50		6.99	270.06 ✓
22+0		6.10	270.75 ✓
+50		5.71	271.14 ✓
23+0		5.36	271.49 ✓
+50		4.99	271.86 ✓
24+0		4.61	272.24 ✓
+50		4.28	272.51 ✓

(276.85)

24+89.29	7	Bittern	3.95	272.90	outlet
25+0			3.83	273.02	✓
"		38' R of 1/2 Bot Wash	8.2	268.6	✓
+50			5.16	273.69	✓
+74			2.84	274.01	✓
"	29.5	Lt = 1/2 let 18" Conc PIPE CONJ. 1/2	6.26	270.59	✓ Floor line
"	31.5	Rt = Outlet	7.52	269.33	✓ " "
26+0			2.43	274.42	✓
+50			1.62	275.23	✓
27+0			0.88	275.97	✓
TP	10.06	(286.14)	0.97	(276.08)	✓
+50			9.44	276.70	✓
28+0			8.64	277.50	✓
+51.12	7	Hilger St.	8.06	278.08	outlet
29+0			7.28	278.86	✓
+02	28	Lt = 1/4 19x19 Conc inlet outlet covered	11.55	274.59	Bot Box
+50			5.95	280.19	✓
30+0			4.35	281.79	✓
+50			2.84	283.30	✓
31+0			1.33	284.81	✓
"		25' R of 1/2 Bot Wash	5.8	280.3	✓
TP	8.41	(294.28)	0.27	(285.87)	✓
+50			7.97	286.31	✓
32+0			6.50	287.78	✓

(294.28)

32+50			5.72	288.56	✓
33+0			5.30	288.98	✓
+50			5.12	289.16	✓
34+0			4.94	289.34	✓
+50			4.78	289.50	✓
35+0			4.35	289.93	✓
+50			3.36	290.92	✓
36+0			1.77	292.51	✓
"		27' R of 1/2 Bot Wash	3.9	290.4	✓
+50			0.06	294.22	✓
TP	12.17	(305.77)	0.68	(293.60)	✓
37+0			9.80	295.97	✓
+50			8.10	297.67	✓
38+0			6.34	299.43	✓
"		36' R of 1/2 Bot Wash	11.3	294.5	✓
+50			4.70	301.07	✓
39+0			3.06	302.71	✓
+50			1.38	304.39	✓
TP	4.72	(309.78)	0.71	(305.06)	✓
40+0			4.10	305.68	✓
+31.40	7	69th St.	3.42	306.36	outlet

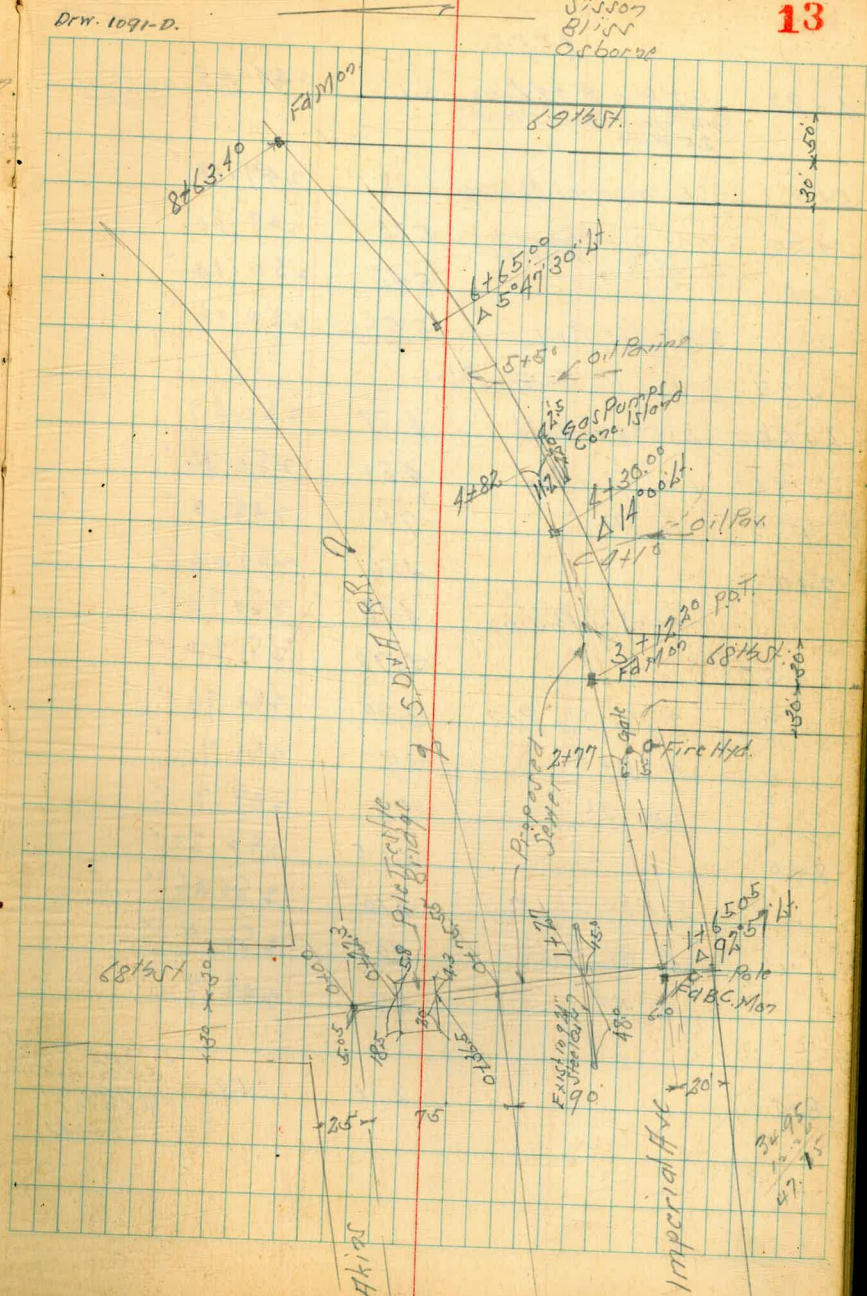
Proposed Sewer 68th St + Akins
And Imperial Ave

BM	3.79	234.09	230.30	bet 5 7 line Imperial + W. Woodman?
TP	7.17	237.39	230.22	✓
TP	8.85	244.61	235.76	✓
TP	8.73	252.22	243.49	✓
0+0	= 1/2 Akins	2.2	250.0	✓
+22.3	= 1/4 Pile Trestle Bridge	2.8	249.4	✓ on Deck
+22.3		12.6	239.6	✓ Ground
+36.5	= 1/4 Bridge	2.9	249.3	✓ on Deck
+36.5		12.8	239.4	✓ Ground
+75.55	= 1/2 RR Top Rail	4.24	247.98	✓
1+0		5.7	246.5	✓
+27	= Existing 24" Steel	7.6	244.6	✓
"	15" Lt	10.40	241.82	✓ top of floor
"	48" Rt	12.20	240.02	✓ out of floor
+42	= 1/4 Pavmg	8.88	243.34	✓
+65.05	1 92" 57" Lt	8.98	243.24	✓ on Stab
2+0		7.99	244.23	✓
"	5" Rt = 1/4 oil Pav	8.16	244.06	✓
+50		6.65	245.57	✓
2+12.20	= 1/2 68th St to So.	5.20	247.02	✓
+50	= 1/4 oil Pavmg	4.62	247.60	✓
TP	7.65	255.56	247.99	✓
4+0		7.2	248.4	✓
+10	= 1/4 oil Pav to Sdr via Stairs	7.07	248.49	✓
+43.0	= 1 11" 00" Lt	6.84	248.72	✓ on Stab

Indexed
C.S.K.
Dwn. 1091-D.

Jan. 28-44
Dillon
Blinn
Osborne

13



25556

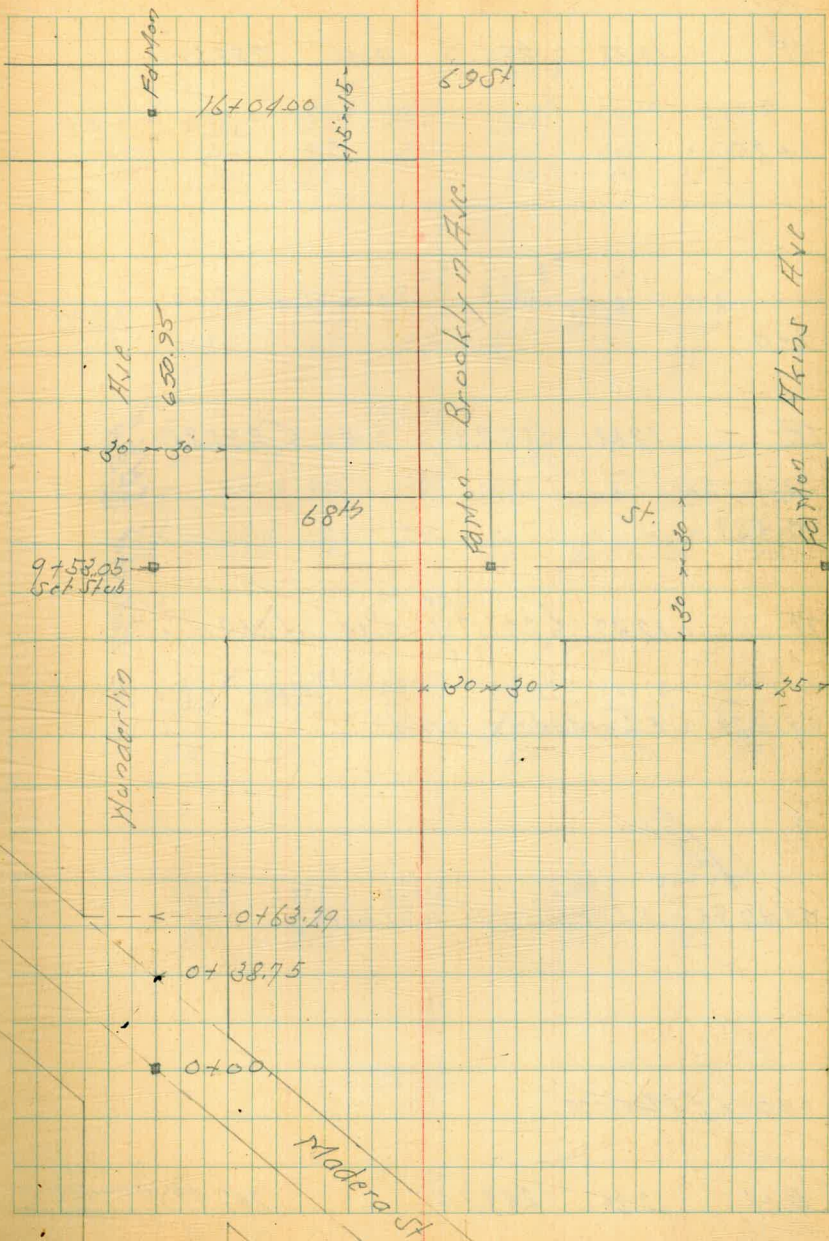
4+82	11.2' Rt = 22' Long Gas Pump Concl Island 2.5' Wide	6.11	249.45	✓	0.2 Conc Island
5+0	Sly Imperial Paving	6.38	249.18	✓	
+150	Fly Oil Pav to Service Station	5.86	249.70	✓	
6+0		5.42	250.14	✓	
"	2' Rt = Sly Pav	5.50	250.06	✓	
+25	10.6' Rt. Anchor Pole				
6+65.0	Δ 5° 47' 30" Lt	4.89	250.67	✓	
"	1' Lt = Sly Pav.	4.80	250.76	✓	
"	10' Rt.	7.6	248.0	✓	
7+0		4.56	251.00	✓	
"	18' Rt = Sly Paving	4.62	250.94	✓	
+150		3.72	251.84	✓	
"	2' Rt = Sly Pav	3.80	251.76	✓	
"	7' Rt	3.9	251.7	✓	
"	15' Rt	7.9	247.7	✓	
8+0		5.05	252.51	✓	
"	2' Rt = Sly Pav	3.10	252.46	✓	
"	6' Rt	2.7	252.9	✓	
"	15' Rt.	8.9	248.7	✓	
B.M.		2.16	253.40	✓	Top 2" Pipe Six Cor Box Cul Imperial 259.35 253.41

Cross Section Munderly Ave. From
Madera St. to 69th St.

Feb. 8-44
Sivov
Blum
Osborne

Indexed
C.S. No.

15



Cross Section Munderlin Ave
Madera St to 89th St.

TP 12.38 295.88 0.36 283.50

1+25

1+0

TP 12.63 <283.86> 0.55 <271.23>

0+83

TP 12.47 <271.78> 0.44 <259.31>

0+63.29 = EL Madera on Lt.



0+37.85 = EL Madera Taken on Diag

0+0 = 1/2 Madera

BM 12.26 <259.75>

<247.49> 2 1/2 M. Munderlin Madera

Notes Reduced (L.H.N.)

Feb. 9-44

Lt. N

2

Pt. 5

16

268.2	272.4	276.1	281.3	285.8	287.9	289.5
<u>15.7</u>	<u>11.5</u>	<u>7.8</u>	<u>2.6</u>	<u>1.9</u>	<u>1.0</u>	<u>1.6</u>
40	30	20		20	30	40

262.9	265.6	268.4	275.7	278.9	280.6	281.8
<u>21.0</u>	<u>18.3</u>	<u>15.5</u>	<u>8.2</u>	<u>5.0</u>	<u>3.3</u>	<u>2.1</u>
40	30	20		20	30	40

283.86

258.5	261.5	263.7	268.9	269.8	270.8	274.3	278.1
<u>13.3</u>	<u>10.3</u>	<u>8.1</u>	<u>2.9</u>	<u>2.0</u>	<u>1.0</u>	<u>4.25</u>	<u>16.8</u>
40	30	20		15	20	30	40

271.78

253.3	254.2	257.3	260.1	263.3	264.8
<u>6.5</u>	<u>5.6</u>	<u>2.5</u>	<u>10.0</u>	<u>4.25</u>	<u>1.50</u>
30	20		20	30	40

253.3	251.5	251.3	249.5	249.1
<u>6.5</u>	<u>2.0</u>	<u>8.5</u>	<u>16.0</u>	<u>10.7</u>
30	20		20	30

247.6
12.2

259.75

TP 12.94 322.87 0.48 319.93

2+75

2+50

TP 13.00 320.41 0.22 307.41

2+15

1+95 21.5 Rto/2 = Sly Power + Tel. Pole

1+90

TP 12.14 307.63 0.36 295.52

1+65

1+45

295.88

$\frac{308.4}{12.0}$	$\frac{310.4}{10.0}$	$\frac{312.3}{8.1}$	$\frac{315.8}{7.6}$	$\frac{318.9}{7.5}$	$\frac{320.9}{7.0}$	$\frac{322.1}{7.0}$
20	30	20	20	20	30	40

$\frac{303.4}{17.0}$	$\frac{305.4}{15.0}$	$\frac{307.4}{13.0}$	$\frac{311.3}{9.1}$	$\frac{314.5}{5.9}$	$\frac{316.6}{3.8}$	$\frac{317.7}{3.7}$
40	30	20	20	20	30	40

320.41

$\frac{295.9}{11.7}$	$\frac{298.1}{9.5}$	$\frac{300.3}{7.3}$	$\frac{304.1}{3.5}$	$\frac{306.4}{0.7}$	$\frac{308.4}{4.0}$	$\frac{310.5}{2.9}$
40	30	20	20	20	30	40

$\frac{288.8}{18.8}$	$\frac{292.0}{15.6}$	$\frac{294.3}{13.2}$	$\frac{297.9}{9.7}$	$\frac{301.7}{5.9}$	$\frac{303.0}{4.6}$	$\frac{304.3}{3.0}$
40	30	20	20	20	30	40

307.63

$\frac{282.6}{13.3}$	$\frac{284.5}{11.4}$	$\frac{287.2}{8.7}$	$\frac{293.1}{7.8}$	$\frac{296.1}{7.2}$	$\frac{297.9}{7.0}$	$\frac{300.5}{7.0}$
40	30	20	20	20	30	40

$\frac{275.0}{20.9}$	$\frac{278.1}{17.8}$	$\frac{281.5}{14.4}$	$\frac{286.5}{9.4}$	$\frac{291.6}{7.0}$	$\frac{293.3}{4.6}$	$\frac{295.9}{4.6}$
40	30	20	20	20	30	40

295.88

TP 10.84 352.36 2.29 342.52 ✓

4+65 22.5 Lt of $\frac{1}{2}$ - $\frac{1}{2}$ 18" Euc Tree

4+50

4+09 22.0 Lt of $\frac{1}{2}$ - $\frac{1}{2}$ 14" Euc Tree ✓

4+0

3+98 21.5 Lt of $\frac{1}{2}$ - $\frac{1}{2}$ 12" Euc Tree ✓

3+91 21.5 Lt of $\frac{1}{2}$ - $\frac{1}{2}$ 10" Euc Tree ✓

3+88 22.5 Rt of $\frac{1}{2}$ - Sly Pencil + Top Pole ✓

3+85

TP 12.63 344.81 0.69 332.18 ✓

3+50

3+25

3+0

332.87 ✓

$\frac{334.0}{10.8}$	$\frac{335.7}{9.6}$	$\frac{337.2}{7.6}$	$\frac{339.7}{5.1}$	$\frac{341.2}{3.6}$	$\frac{342.9}{1.9}$	$\frac{343.5}{1.3}$
$\frac{40}{40}$	$\frac{80}{80}$	$\frac{20}{20}$		$\frac{20}{20}$	$\frac{30}{30}$	$\frac{40}{40}$

$\frac{328.5}{163}$	$\frac{329.7}{151}$	$\frac{332.5}{123}$	$\frac{335.0}{9.8}$	$\frac{335.7}{9.1}$	$\frac{337.2}{7.6}$	$\frac{337.8}{7.0}$	$\frac{338.2}{6.6}$
$\frac{40}{40}$	$\frac{30}{30}$	$\frac{20}{20}$		$\frac{18}{18}$	$\frac{20}{20}$	$\frac{30}{30}$	$\frac{40}{40}$

$\frac{326.6}{182}$	$\frac{328.4}{164}$	$\frac{330.2}{146}$	$\frac{332.7}{126}$	$\frac{333.4}{114}$	$\frac{334.4}{104}$	$\frac{335.2}{96}$	$\frac{334.9}{90}$
$\frac{40}{40}$	$\frac{50}{50}$	$\frac{20}{20}$	$\frac{10}{10}$		$\frac{20}{20}$	$\frac{30}{30}$	$\frac{40}{40}$

344.81 ✓

$\frac{322.0}{102}$	$\frac{323.9}{90}$	$\frac{325.1}{7.8}$	$\frac{327.3}{5.6}$	$\frac{329.1}{3.8}$	$\frac{330.1}{2.5}$	$\frac{331.5}{1.4}$	$\frac{332.3}{0.6}$	$\frac{332.9}{0.9}$
$\frac{40}{40}$	$\frac{30}{30}$	$\frac{20}{20}$	$\frac{5}{5}$	$\frac{28}{28}$	$\frac{20}{20}$	$\frac{20}{20}$	$\frac{30}{30}$	$\frac{40}{40}$

$\frac{317.3}{156}$	$\frac{319.6}{135}$	$\frac{321.6}{113}$	$\frac{326.0}{69}$	$\frac{328.1}{48}$	$\frac{329.9}{30}$	$\frac{330.2}{27}$	$\frac{331.4}{10}$
$\frac{70}{70}$	$\frac{30}{30}$	$\frac{20}{20}$	$\frac{20}{20}$	$\frac{12}{12}$	$\frac{20}{20}$	$\frac{30}{30}$	$\frac{20}{20}$

$\frac{313.5}{194}$	$\frac{315.3}{176}$	$\frac{317.8}{151}$	$\frac{322.4}{105}$	$\frac{325.0}{79}$	$\frac{326.9}{60}$	$\frac{329.2}{45}$
$\frac{40}{40}$	$\frac{30}{30}$	$\frac{20}{20}$	$\frac{10}{10}$	$\frac{20}{20}$	$\frac{30}{30}$	$\frac{40}{40}$

332.87 ✓

5+91 22 Rt of L = Sky Power + Tel Pole

5+83

5+66 23 Lt of L = 8" Orange Tree

5+56

5+50

5+48 22.5 Lt of L = 16" Orange Tree

5+39

5+12 = Garage on Lt

5+0

55336

$$\begin{array}{r} 247.97 \\ 5.59 \\ \hline 242.38 \end{array}$$
 30.5 = 1/4 Ribbon

$$\begin{array}{r} 246.27 \\ 7.09 \\ \hline 239.18 \end{array}$$
 37 = 1/4 Gate
 1/4 Gate Flood

$$\begin{array}{r} 346.71 \\ 6.65 \\ \hline 340.06 \end{array}$$
 18.5 = 1/4 House
 on floor

$$\begin{array}{r} 347.20 \\ 6.16 \\ \hline 341.04 \end{array}$$
 31.5 = 1/4 House
 on floor

$\begin{array}{r} 246.9 \\ 6.5 \\ \hline 240.4 \end{array}$	$\begin{array}{r} 246.9 \\ 6.5 \\ \hline 240.4 \end{array}$	$\begin{array}{r} 247.2 \\ 6.8 \\ \hline 240.4 \end{array}$	$\begin{array}{r} 247.1 \\ 6.3 \\ \hline 240.8 \end{array}$	$\begin{array}{r} 348.6 \\ 4.8 \\ \hline 343.8 \end{array}$	$\begin{array}{r} 348.4 \\ 5.0 \\ \hline 343.4 \end{array}$	$\begin{array}{r} 348.3 \\ 5.1 \\ \hline 343.2 \end{array}$	$\begin{array}{r} 347.8 \\ 5.6 \\ \hline 342.2 \end{array}$
20	30	20	15	48	50	50	40

$$\begin{array}{r} 347.83 \\ 5.55 \\ \hline 342.28 \end{array}$$
 30 = 1/4 Gate
 on floor

$$\begin{array}{r} 347.35 \\ 6.01 \\ \hline 341.34 \end{array}$$
 51 = 1/4 House
 on floor

$$\begin{array}{r} 344.59 \\ 8.77 \\ \hline 335.82 \end{array}$$
 27 = 1/4 Garage
 on floor

$\begin{array}{r} 339.4 \\ 14.0 \\ \hline 325.4 \end{array}$	$\begin{array}{r} 340.8 \\ 13.6 \\ \hline 327.2 \end{array}$	$\begin{array}{r} 342.5 \\ 10.9 \\ \hline 331.6 \end{array}$	$\begin{array}{r} 343.9 \\ 9.5 \\ \hline 334.4 \end{array}$	$\begin{array}{r} 344.5 \\ 8.9 \\ \hline 335.6 \end{array}$	$\begin{array}{r} 345.3 \\ 8.1 \\ \hline 337.2 \end{array}$	$\begin{array}{r} 345.8 \\ 7.6 \\ \hline 338.2 \end{array}$	$\begin{array}{r} 345.1 \\ 8.3 \\ \hline 336.8 \end{array}$
40	30	26	10	10	10	30	40

55336

7+87 19' Rt of $\frac{1}{2}$ = Fly Moles Wire Fence
 22' Rt of $\frac{1}{2}$ = Sly Post + Tel. Pole

7+50 29' Rt of $\frac{1}{2}$ = Moxen Wire Fence

TP 0.66 341.11 12.91 340.45

7+0 30' Rt of $\frac{1}{2}$ = Moxen Wire Fence

6+50

6+30

6+28 27' Rt. of $\frac{1}{2}$ = Sly 18' Pepper Tree

6+03

6+0

35336

$\frac{343.1}{+2.0}$ 40	$\frac{341.6}{+0.5}$ 30	$\frac{340.1}{+1.0}$ 20	$\frac{337.9}{-3.2}$ 4	$\frac{335.9}{-5.2}$ 4	$\frac{335.9}{-5.2}$ 20	$\frac{333.8}{-7.2}$ 30
----------------------------	----------------------------	----------------------------	---------------------------	---------------------------	----------------------------	----------------------------

341.11

$\frac{347.9}{-5.5}$ 40	$\frac{346.7}{-6.7}$ 30	$\frac{345.0}{-8.1}$ 20	$\frac{341.8}{-1.1}$ 11	$\frac{339.3}{-1.1}$ 2	$\frac{339.3}{-1.1}$ 20	$\frac{338.6}{-1.8}$ 30	$\frac{337.1}{-1.6}$ 40
----------------------------	----------------------------	----------------------------	----------------------------	---------------------------	----------------------------	----------------------------	----------------------------

$\frac{348.4}{-5.0}$ 40	$\frac{348.6}{-4.8}$ 30	$\frac{347.9}{-5.5}$ 20	$\frac{346.2}{-7.2}$ 12	$\frac{345.1}{-8.3}$ 2	$\frac{345.0}{-8.1}$ 20	$\frac{344.4}{-9.0}$ 30	$\frac{343.6}{-9.8}$ 40
----------------------------	----------------------------	----------------------------	----------------------------	---------------------------	----------------------------	----------------------------	----------------------------

$\frac{348.9}{-4.5}$ 40	$\frac{349.1}{-4.3}$ 30	$\frac{349.0}{-4.4}$ 20	$\frac{347.6}{-5.8}$ 15	$\frac{346.5}{-6.9}$ 20	$\frac{346.1}{-7.3}$ 30	$\frac{345.2}{-8.2}$ 40
----------------------------	----------------------------	----------------------------	----------------------------	----------------------------	----------------------------	----------------------------

$\frac{346.97}{-6.39}$
30
30' N.H.H. Case Walk

$\frac{344.36}{-9.00}$
30
30' N.H.H. Case

$\frac{348.8}{-1.6}$ 40	$\frac{349.9}{-5.5}$ 30	$\frac{349.9}{-3.5}$ 20	$\frac{348.6}{-4.8}$ 18	$\frac{347.6}{-5.8}$ 20	$\frac{347.3}{-6.1}$ 30	$\frac{346.3}{-7.1}$ 40
----------------------------	----------------------------	----------------------------	----------------------------	----------------------------	----------------------------	----------------------------

35336

9+53.05 = 2

9+38

9+30 30' Rt of 2 = Sly Post Pole 18' Lt = Sly Anchor Pole
9+23.05 = 2x L 68' Lt to South

9+0

TP L18 334.42 12.87 328.24

8+50

8+30 28' Rt of 2 = 15" Pepper Tree

8+0

341.11

Lt

2

Rt

21

$\frac{330.1}{0.7}$	$\frac{330.3}{2.1}$	$\frac{330.9}{2.5}$	$\frac{327.3}{2.05}$	$\frac{326.3}{8.1}$	$\frac{325.0}{9.1}$	$\frac{323.0}{11.4}$	$\frac{321.5}{13.9}$
40	30	20	100/100	3	20	30	10

$\frac{324.47}{9.5}$	$\frac{322.65}{11.77}$
2	30

$\frac{333.8}{0.6}$	$\frac{332.1}{1.7}$	$\frac{331.3}{2.1}$	$\frac{328.6}{5.8}$	$\frac{326.7}{7.7}$	$\frac{326.3}{8.1}$	$\frac{325.4}{9.0}$	$\frac{324.6}{11.8}$
40	30	20	3	3	20	30	10

$\frac{334.4}{0.0}$	$\frac{333.2}{1.3}$	$\frac{331.8}{2.6}$	$\frac{328.9}{5.3}$	$\frac{327.1}{7.8}$	$\frac{326.8}{7.6}$	$\frac{325.9}{8.5}$	$\frac{323.2}{11.1}$
40	30	20	3	4	20	30	10

334.42

$\frac{336.7}{1.1}$	$\frac{335.4}{5.7}$	$\frac{333.5}{7.6}$	$\frac{330.5}{10.6}$	$\frac{328.9}{13.2}$	$\frac{328.1}{12.1}$	$\frac{326.2}{14.9}$	$\frac{325.4}{15.7}$
40	30	20	4	4	20	30	10

$\frac{339.8}{1.3}$	$\frac{338.7}{2.1}$	$\frac{337.2}{2.9}$	$\frac{335.2}{5.9}$	$\frac{332.1}{8.7}$	$\frac{333.3}{7.8}$	$\frac{331.1}{10.0}$	$\frac{327.3}{13.8}$
40	30	20	3	4	20	30	10

341.11

11+90 28.5 Rt of Z = 214 Wire Fence
21.7 Rt of Z = Sky Power & Tel Pole

11+50

11+20

11+10 30 Rt = 1/2 Palm Tree Small

11+0

10+50

10+0

9+8305 - EL 68' 5"

334.42

331.8	329.8	328.2	325.6	323.2	322.9	321.3	321.04
40	40	40	88	40	40	40	40
332.7	331.2	329.6	327.0	324.9	324.5	323.0	321.4
40	40	40	74	40	40	40	40
333.2	331.8	330.3	327.7	325.7	325.6	324.1	321.7
40	40	40	67	40	40	40	40
333.5	332.2	330.8	327.6	326.4	325.7	324.9	322.6
40	40	40	40	40	40	40	40
333.0	331.5	330.8	327.1	325.3	325.1	323.8	
40	40	40	70	40	40	40	

334.42

BM 11.95 289.30 ✓
 2 Mon
 Munderlin
 469th St
 28932

16+04 = 2 69th St

CBW
 (15+92)
 16+92 = 20" Steel Culvert

15+89 = 2 69th St

15+87 304 Rt of 2 - Fly Fence Posts

15+50

15+38 215 Rt of 2 - Sly Tel Pole

15+0

14+95 244 Rt of 2 - Sly Power Pole
 TP 0.45 301.25 12.31 300.80 ✓

14+50

14+0

3/13/11 ✓

St.	Δ	Rt
		289.7
		116
	2907.7	286.46
	10.99	11.79
	294.9	289.5
	294.1	289.1
	292.1	288.5
	290.9	288.5
	290.0	290.0
	291.9	290.9
	292.2	291.4
	294.6	290.9
	293.0	290.0
	292.9	291.4
	291.7	290.9
	300.5	294.8
	299.5	298.2
	298.1	293.4
	295.8	293.4
	301.2	301.25
	305.3	298.5
	304.3	297.7
	303.0	296.4
	304.5	303.7
	299.3	302.8
	306.5	301.9
	303.7	300.9
	303.7	300.9
	302.8	300.9
	301.9	300.9
	300.9	300.9

3/13/11 ✓

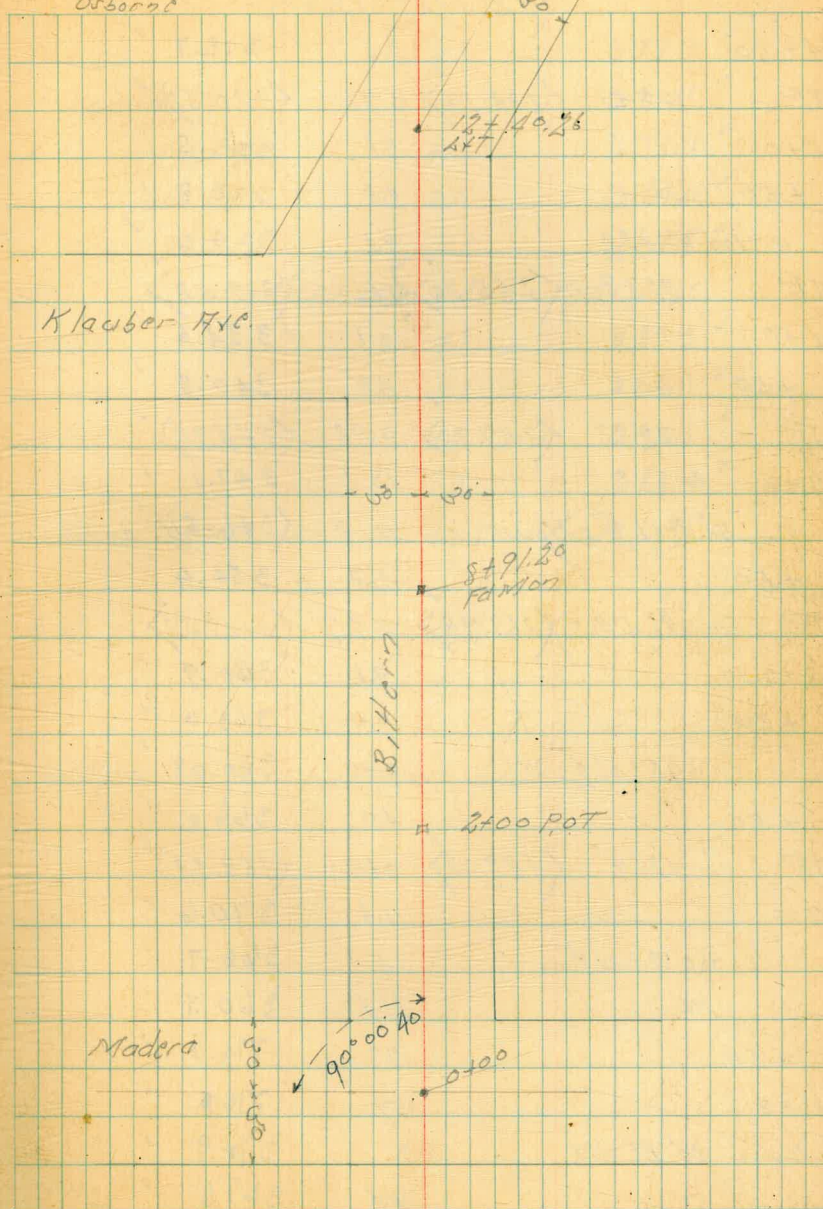
Proposed Sewer Bittern St
Madera St to Klauber Ave

BM	11.97	(284.87)	272.90	AT & Madera + Bittern Page 12
0+00	- 1/2 Madera	11.97	272.90	✓
+20	- 1/4 Paving	12.35	272.52	✓
+50		9.6	275.3	✓
+75		5.0	279.9	✓
TP	13.11	(297.73)	0.25 (284.62)	✓
1+0		12.7	285.0	✓
"	1 Rt of 1/2 - Top Cut	10.9	286.8	✓
+25		7.3	290.4	✓
"	1 Rt of 1/2 - Top Cut	2.8	294.9	✓
"	1 ft " " Road Way	11.3	286.4	✓
+50		4.2	293.5	✓
"	2 Rt of 1/2 - Top Cut	1.8	299.5	✓
+75		0.4	297.3	✓
"	4 Rt of 1/2	13.1	300.8	✓
TP	12.62	(310.10)	0.25 (297.48)	✓
2+0		8.96	301.14	on Hub
+29		6.5	303.6	✓
"	75' Hd of 1/2 House	5.08	305.02	on Floor
+50		4.8	305.3	✓
3+0		1.7	308.4	✓
TP	11.90	(321.33)	0.67 (309.13)	✓
+50		10.0	311.3	✓
4+0		6.4	314.9	✓
+05	51 Rt of 1/2 - 1/4 House	5.43	315.90	on Floor

Feb. 14. 44
Sisson
Bittern
Osborne

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c.s.K.

25



		(321.33)		
4+50		2.6	318.7	✓
TP	12.51	(333.13)	0.71	(320.62) ✓
5+0		9.6	323.5	✓
+50		4.3	328.8	✓
"	100' Pt of $\frac{1}{2}$	9.1	324.0	✓
TP	12.68	(345.20)	0.61	(332.52) ✓
6+0		10.6	334.6	✓
+50		4.7	340.5	✓
TP	12.82	(357.90)	0.32	(344.88) ✓
7+0		10.6	347.1	✓
"	53' Pt of $\frac{1}{2}$ = House	11.9	(346.51)	on floor ✓
+50		3.3	354.4	✓
TP	12.55	(369.98)	0.27	(357.43) ✓
8+0		9.1	360.9	✓
+20		7.0	363.0	✓
"	59' Pt of $\frac{1}{2}$ = WY	9.0	360.08	on floor ✓
+50		4.0	366.0	✓
TP	12.69	(382.02)	0.65	(369.33) ✓
9+0		11.4	370.6	✓
"	50' Pt of $\frac{1}{2}$	15.3	366.7	✓
"	100' " " "	21.3	360.7	✓
+50		7.7	374.3	✓
10+0		5.7	376.0	✓
"	34' Pt of $\frac{1}{2}$	9.1	372.9	✓
"	50' " " "	14.4	367.6	✓
"	100' " " "	30.9	361.1	✓

		(382.02)		
10+50		4.1	377.9	✓
11+0		1.9	380.1	✓
"	35' Pt of $\frac{1}{2}$	4.1	377.9	✓
"	50' " " "	8.0	374.0	✓
"	100' " " "	14.2	367.8	✓
TP	11.73	(393.35)	0.40	(381.62) ✓
+35		9.8	383.5	✓
+50		7.2	386.1	✓
12+05		3.2	390.1	✓
+07		6.9	386.4	✓
+40.26 = $\frac{1}{2}$ Klauber		3.78	(389.57)	on lat ✓
BM		3.87	(387.48)	SET OFF AND Bittern X Klauber ✓

Proposed Sewer Hilger St.
Madera St. to Klauber Ave

Sketch Page 27

BM	11.94	$\langle 290.02 \rangle$	278.08	2 1/2 Lt Hilger + Madera Page 12
0+00 = 1/2 Madera	11.94	$\langle 278.08 \rangle$		
+20.6 = 1/4 Paving	12.38	277.64		
+50	10.3	279.7		
+76 23' Lt of 1/2 Sly Power + Tel Pole				
1+0	61	283.9		
+50	41	285.9		
2+0	11.7	288.3		
+27 23' Lt of 1/2 Sly Power Pole				
TP	12.65	$\langle 302.23 \rangle$	0.44	$\langle 289.58 \rangle$
+50		11.8		290.4
3+0		9.7		292.5
+50		7.7		294.5
+70.45 = 1/2 Tarbox St	7.43	$\langle 294.80 \rangle$		02 Mar
" 30' Lt of 1/2 = Bottom Wash	11.8	290.4		
4+0		5.8		296.4
4+12 23' Lt of 1/2 Sly Power Pole				
+50		24		299.8
5+0		+0.2		302.4
" 75' Lt of 1/2 = Bot Wash	7.5	294.7		
TP	12.89	$\langle 314.89 \rangle$	0.23	$\langle 302.00 \rangle$
+50		9.9		305.0
+80 56' Lt of 1/2 = 1/4 + 1/4 of House	10.10	304.79		02 Floor
6+0		6.5		308.4
+40 1/4 of 1/2 Sly Power + Tel Pole				

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e.s.k.

Feb-18-44
S. 5502
Bliss X
Osborne

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		$\langle 311.89 \rangle$		
6+50		3.9		311.0
7+0		1.4		313.5
TP	12.87	$\langle 327.29 \rangle$	0.47	$\langle 314.42 \rangle$
+33 23' Lt = Sly Power + Tel Pole				
+40.80 = 1/2 G 1602 St	11.97	$\langle 315.32 \rangle$		02 Mar
" 95' Lt	23.1	304.2		
+50		10.7		316.6
8+0		8.0		319.3
+50		5.6		321.7
+90 46' Lt of 1/2 + 1/4 of House	6.60	320.79		02 Floor
9+0		2.8		324.5
+50		0.0		327.3
TP	13.13	$\langle 340.19 \rangle$	0.23	$\langle 327.06 \rangle$
10+0		10.2		330.0
+50		7.7		332.5
+55 23' Lt of 1/2 Sly Power + Tel Pole				
11+0		5.5		334.7
+50		2.6		336.6
" 60' Lt of 1/2 = Bottom Wash	18.2	322.0		
12+0		2.0		338.0
TP	12.40	$\langle 351.18 \rangle$	1.41	$\langle 338.78 \rangle$
+50		11.2		340.0
+77.16 28' 15" R	11.48	339.70		02 Mar
" 22.5' Lt of 1/2 = Sly Power + Tel Pole				
" " 50' Lt of 1/2 = Bot Wash	23.9	327.5		

		(351.18)		
13+0		9.8	341.4	✓
+50		9.6	341.6	✓
14+0		2.7	348.5	✓
"	50' Lt of $\frac{1}{2}$ - Bot. Wash	15.6	335.6	✓
TP	12.93	(362.61)	0.50	(350.68)
+55	23' Lt of $\frac{1}{2}$ - Wly Power Pole			
+50		10.6	353.0	✓
15+0		7.6	356.0	✓
+50		2.6	360.0	✓
16+0		0.5	363.1	✓
"	60' Lt of $\frac{1}{2}$ - Bot. Wash	16.8	346.8	✓
TP	12.91	(375.74)	0.78	(362.83)
16+41	23' Lt of $\frac{1}{2}$ - Wly Power Pole			
+50		10.4	365.3	✓
17+0		7.90	367.84	on Hub
+50		4.9	370.8	✓
18+0		2.4	372.3	✓
"	60' Lt of $\frac{1}{2}$ - Bottom Wash	16.1	359.6	✓
TP	12.12	(386.73)	1.13	(374.61)
+50		12.9	373.8	✓
19+0		11.7	375.0	✓
"	70' Lt of $\frac{1}{2}$	19.6	367.1	✓
+50		10.4	376.3	✓
+59	23' Lt of $\frac{1}{2}$ - Wly Power Pole			
20+0		7.2	379.5	✓

		(386.73)		
20+50		0.9	385.8	✓
TP	12.48	(398.76)	0.45	(386.28)
21+0		7.7	391.1	✓
"	10' Rt of $\frac{1}{2}$ - Road Way	10.5	388.3	✓
"	50' Rt " "	13.2	385.6	✓
+50		4.0	394.8	✓
TP	9.04	(406.80)	1.00	(397.76)
22+0		7.0	399.8	✓
"	8' Rt - Road Way	9.5	397.3	✓
"	40' Rt	10.0	396.8	✓
+23		5.1	401.7	✓
+27		7.4	399.4	✓
+41.7	Sly Paving	6.70	400.10	✓
+53.45	2' Klauber	6.42	(400.38)	on LYT

Proposed Server Tarbox St.
Hilger St. to 69th St.
Sketch Page 27

BM	12.65	(307.45)	(294.80)	27107 Hilger x Tarbox p 28
0+0	12.6		294.8	
+40	7.5		300.0	
+10	4.5		303.0	
"	5.5	50 ft of $\frac{1}{2}$	302.0	
+50	1.5		306.0	
2+0	0.0		307.5	
TP	8.10	(315.01)	0.54	(306.91)
+50	6.8		306.2	
3+0	6.0		309.0	
+13	7.90	55 ft of $\frac{1}{2}$ House	307.11	on Floor
+50	5.2		309.8	
+40	5.3		309.7	
+50	4.9		310.1	
"	6.20	70 ft of $\frac{1}{2}$ House	308.81	on Floor
5+0	4.8		310.2	
+50	3.9		311.1	
6+0	3.2		311.8	
+50	2.8		312.2	
7+0	1.1		313.9	
"	6.4	100 ft of $\frac{1}{2}$	308.6	
TP	7.87	(222.38)	0.50	(314.51)
+50	7.1		315.3	
"	9.65	75 ft of $\frac{1}{2}$ Sim. House	(312.73)	on Floor
8+0	6.6		315.8	

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C.S.K.

(322.38)

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81155
Osbornet
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8+50	6.8	315.6	
9+0	6.1	316.3	
+50	5.9	316.5	
10+0	4.7	317.7	
"	7.7	314.7	75 ft of $\frac{1}{2}$
+50	5.8	318.6	
11+0	2.8	319.6	
+50	1.6	320.8	
12+0	0.7	321.7	
"	2.6	318.8	75 ft of $\frac{1}{2}$
TP	10.31	(331.46)	1.23
+50	8.5	323.0	(321.15)
13+0	6.2	325.2	
"	10.5	321.0	75 ft of $\frac{1}{2}$
+50	5.0	326.5	
14+0	6.0	325.5	
"	9.8	321.7	75 ft of $\frac{1}{2}$
+50	5.8	325.7	
15+0	3.6	327.9	
+42.78	2.34	(329.12)	on Floor
"	1.8	329.7	Ground

Proposed Section Gibson St.
Hilger St to Plover St.

B.M.	12.36	(327.68)	315.32	4 Mon. Hilger & Gibson Page 25
0+0	= 2' Hilger & Gibson			
+06	= Top 12" Steel Culvert	10.85	316.83	
+50		5.1	322.6	
TP	12.56	(339.97)	0.27	(327.41)
1+0		10.9	329.1	
+50		4.2	335.8	
"	60' Rt of 2'	7.2	332.8	
TP	12.66	(351.93)	0.90	(339.27)
2+0		9.4	342.5	
+50		2.8	349.1	
"	60' Rt of 2'	8.8	343.1	
TP	6.78	(358.19)	0.52	(351.41)
3+0		5.3	352.9	
+40		4.5	353.7	
+50	POT	2.84	355.35	07 Hub
"	60' Rt of 2'	15.4	342.8	
4+0		1.7	356.5	
"	5' Rt	2.6	355.6	
"	7' Rt: Roadway	6.5	351.7	
+50		3.4	354.8	
"	5' Rt of 2'	4.5	353.7	
"	6' " " "	6.9	351.3	
"	60' " " "	16.2	342.0	
5+0		4.4	353.8	

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C.S.R.

5+0	5' Rt of 2'	5.2	353.0	(358.19)
	7' Rt " "	7.6	350.6	
+50		5.5	352.7	
"	5' Rt of 2'	6.2	352.0	
"	7' " " "	8.3	349.9	
"	7.5' " " "	2.0	338.2	
+73		5.9	352.3	
+76		8.1	350.1	
6+0		7.5	350.7	
+17.47	= 2' Plover	8.7	349.5	
TP	1.80	(350.71)	9.28	(348.91)
+50		3.5	347.2	
7+0		4.0	346.7	
"	7.5' Rt of 2'	12.6	338.1	
+50		2.7	348.0	
+82	80' Rt of 2' 2 1/4" W4 Home	10.48	340.23	07 Hub
TP	12.11	(361.54)	1.28	(349.42)
8+0		10.6	350.9	
+50		2.2	359.3	
"	20' Rt of 2'	7.6	353.9	
"	7.5' Rt " " "	14.9	346.6	

Check Levels Sunny Slope Add. to Encanto Hts.
Madera + 65th St. to Bitter + Klauber

BM	11.35	319.71		306.36	2 L + T Madera + 65th St. page 12
	10.76	327.92	0.55	317.16	
	10.70	338.39	0.23	327.69	
BM			9.30	329.09	2 Mon. Torb ox 169th 337.12
	12.49	350.09	0.79	337.69	
BM	13.03	361.96	1.16	348.93	2 Mon Bisson + plover
	12.78	374.465	0.275	361.685	
	12.95	387.14	0.275	374.19	
	12.50	399.295	0.345	386.795	
	12.92	411.80	0.415	398.88	
	12.63	422.23	1.20	410.60	
	10.99	431.24	2.98	420.25	Top Post 5th Ave Wall 1503 Plover
	12.71	443.32	0.63	430.61	
	12.92	446.72	9.52	433.80	Nail to pole 438.911
BM	0.33	437.78	9.27	437.45	hit to Klauber + Plover
	0.10	424.80	13.08	424.70	
	0.54	413.01	12.33	412.47	
BM	6.21	406.55	12.67	400.34	hit to Klauber + Hilger
	13.00	416.77	2.78	403.77	
	11.61	427.99	0.39	416.38	
	4.83	431.20	1.62	426.37	
BM			0.64	430.56	5th. Post Klauber + Hilger 430.84
	0.31	419.01	12.50	418.70	
	0.56	406.52	13.05	405.96	
	2.19	397.34	12.37	394.15	

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Feb. 21-44
Sisson
Bisson +
Osborne

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				397.34	
BM			7.79	389.55	hit to Klauber + Hilger 389.57 page 26

Proposed Senior Bach Hvel (Broodway)
Madera St. to 65th St

Sketch Page 7

B.M	12.68	(282.54)	(269.86)	47 1/2 Madera St Bach Page 11
0+0	= 1/2 Madera	12.68	269.86	
+40		12.15	270.39	
+64	22' Lt of St - Sly Power Pole			
+10		8.32	274.22	
+50		336	279.18	
TP	1214	(294.49)	(282.35)	
2+0		10.15	284.34	
+50		5.20	289.29	
"	50' Lt of St	5.2	289.3	
"	50' " " "	12.8	281.7	
3+0		0.24	294.25	
TP	13.01	(307.07)	(294.06)	
+50		7.82	299.25	
"	30' Lt of St	7.5	299.6	
"	70' Lt of St	13.6	293.5	
+58	22' Lt of St - Sly Power Pole			
4+0		2.73	304.34	
TP	12.70	(318.92)	(306.22)	
+50		9.52	309.40	
+90	75' Lt of St - 1/4 Hr House 10.22	10.22	308.70	07 Floor
5+0		4.48	314.44	
+50		0.26	318.66	
TP	12.64	(330.99)	(318.15)	
6+0		8.60	322.19	

Proposed

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(330.79)

6+46	227' Lt of St - Sly Power Pole		
+50		5.76	325.03
+74	123' Lt of St - 1/4 Hr Garage 15.20	15.20	315.39
+96	67' Lt of St - 2 1/2 Hr House 7.44	7.44	323.35
7+0		4.52	326.27
+50		4.54	326.25
8+0		4.98	325.81
+50		6.14	324.65
"	75' Lt of St	13.7	317.1
9+0		7.50	323.29
+50		8.85	321.94
10+0		10.25	320.54
"	30' Lt of St	10.5	320.3
"	75' " " "	12.8	313.0
TP	1.13	(320.69)	(319.56)
+50		1.56	319.13
11+0		2.86	317.83
"	30' Lt of St	3.1	317.6
"	45' " " "	11.2	309.5
"	75' " " "	12.0	308.7
+50		3.90	316.79
12+0		4.46	316.23
"	45' Lt of St	6.6	314.1
"	75' " " "	13.9	306.8
+50	18" Cross Calvert 18" Cast Iron Head Wall on Rt.	4.74	315.95

(320.69)			
12+50.4	31 pt of 1/2 - inlet	8.50	312.19 ✓ Flax Hill
"	39 Lt of 1/2 - outlet	11.40	309.79 ✓ " "
12+0		5.15	315.54 ✓
"	37 Lt of 1/2	6.6	314.1 ✓
"	60 " " "	14.1	306.6 ✓
"	75 " " "	15.0	305.7 ✓
+50		5.54	315.15 ✓
14+0		5.97	314.72 ✓
"	30 Lt of 1/2	6.6	314.1 ✓
"	75 " " "	10.3	310.4 ✓
+50		6.75	313.94 ✓
+76.21 = 2 65 th St		7.18	313.51 ✓
BM		8.55	(312.14) ✓ 8 P.S. L. Beck 1/2 of W. Fugate 65 th St.

Proposed Sewer Plover St
 916507 St. to Klouber Ave.
 Sketch Page 27

BM	12.61	<361.54>	<348.93>	✓	Mon 916507 + p33
070	- 1/2 Gibsons				
+50		37	357.8	✓	
TP	12.88	<373.85>	<360.97>	✓	
1+0		8.3	365.5	✓	
"	50' Rt of 1/2 - Low Spot	15.7	358.1	✓	
TP	12.91	<386.21>	<373.30>	✓	
+50		13.0	373.2	✓	
2+0		5.3	380.9	✓	
"	35' Rt of 1/2 - Low Spot	12.2	374.0	✓	
TP	12.01	<398.86>	<385.85>	✓	
+40		11.1	387.8	✓	
"	30' Rt of 1/2 - Low Spot	15.3	383.6	✓	
TP	12.91	<410.93>	<398.02>	✓	
3+0		11.5	399.4	✓	
"	50' Rt of 1/2	12.6	397.3	✓	
+50		0.2	410.7	✓	
TP	12.05	<423.38>	<410.33>	✓	
+65	50' Rt of 1/2 - 2 x Fly House	7.45	415.93	✓	on floor
4+0		2.5	419.9	✓	
TP	12.53	<435.32>	<422.79>	✓	
+49.26	A 18° 54' Rt	7.5	427.8	✓	
5+0		2.7	432.6	✓	
TP	10.61	<445.68>	<435.09>	✓	
+50		9.3	436.4	✓	

Indexed
 c.s.k.

Feb. 28 11
 Sisson
 Blinn
 or barrett

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		<445.68>		
5+65	55' Lt of 1/2 - 2 x Fly House	7.65	438.03	✓
6+0		6.9	438.8	✓
7+0		6.4	439.3	✓
7+0		8.4	437.3	✓
"	60' Lt of 1/2	11.5	434.2	✓
+50		11.2	434.5	✓
8+0		13.4	432.3	✓
"	50' Lt of 1/2	18.8	426.9	✓
+50		14.2	431.5	✓
9+0		12.9	432.8	✓
"	50' Lt of 1/2	19.1	426.6	✓
+50		10.5	435.2	✓
"	50' Lt of 1/2	13.0	432.7	✓
10+0		6.4	439.3	✓
"	50' Lt of 1/2	7.1	438.6	✓
+50		3.8	441.9	✓
TP	5.52	<447.96>	<442.44>	✓
11+0		3.4	444.6	✓
"	50' Lt of 1/2	5.7	442.3	✓
+50		3.1	444.9	✓
12+0		3.7	444.3	✓
"	50' Lt of 1/2	6.4	441.6	✓
+50		4.8	443.2	✓
13+0		7.0	441.0	✓
"	50' Lt of 1/2	10.0	438.0	✓
+50		9.8	438.2	✓
+84.18	- 1/2 Klouber	10.49	<437.47>	✓

on fly
 427.45 p33

Proposed Sayer Klauber Hse
Bithers St. to Hilger St.
Sketch Page 33

See 169
to
B.M.

528	(394.85)	389.57	2472 Klauber + Bithers Page 33 3/24/44 Ruler ch. mv
30+98 = Paving Edge	9.60	385.25	
31+0	9.4	385.4	✓
+50	6.0	388.5	✓
32+0	8.7	391.1	✓
+50	0.5	394.3	✓
TP	12.61 (407.03)	0.43 (394.42)	✓
+90	9.8	397.2	✓
33+0	8.6	398.4	✓
" 7' Rt. W/ly Paving	7.62	399.41	✓
+50	4.3	402.7	✓
+65	2.5	404.5	✓
TP	12.93 (419.64)	0.32 (406.7)	✓
+85.5 - S.W. Conc Drive	11.90	407.74	✓
+99 - N.W. " "	10.93	408.71	✓
34+02	9.7	409.9	✓
+20	10.0	409.6	✓
+50	8.2	411.4	✓
35+0	4.2	415.4	✓
+38	0.7	418.9	✓
" 11.5 Rt. W/ly Pav	1.05	418.59	✓
TP	11.67 (430.96)	0.35 (419.20)	✓
+51	3.6	427.4	✓
+53.88 - A 39' 03" Rt	3.4	427.6	✓
" 5 Rt. = Bottom Cut	10.3	420.7	✓

Hub
N

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(430.96)

March 18-44
S 15 167
B 11 117
Begg Red

37

35+64	4.4	426.6	
+75	8.4	422.6	
B.M.	0.37	430.59	S.W. Prop. Pipe Klauber + S 15 170.10.
36+0	7.0	423.7	✓
+10	7.9	423.1	✓
+50	1.0	425.0	✓
37+0	4.0	427.0	✓
+50	3.0	428.0	✓
+69.44 P.O.T.	2.58	428.38	✓ 52 Hub
38+0	2.2	428.8	✓
+50	1.8	429.2	✓
39+0	2.5	428.5	✓
+50	4.0	427.0	✓
40+0	5.2	425.8	✓
TP	0.89 (426.87)	4.98 (425.92)	✓
+11	3.1	423.8	✓
+50	1.0	425.9	✓
" 7' Rt. W/ly Paving	2.98	423.89	✓
41+0	4.5	422.4	✓
" 7' Rt. W/ly Paving	5.53	421.34	✓
+50	7.3	419.7	✓
+75	9.3	417.6	✓
100' Rt. W/ly 18" House	12.25	413.02	✓ 57 Floor
42+0	8.6	418.3	✓
" 7' Rt. W/ly Paving	10.66	416.21	✓

(426.87)

42150		13.8	413.1	✓
TP	2.43	(416.30)	13.00	(413.87) ✓
42145	100' Rt. 2x1/4 House	4.74	411.56	✓ on Floor
+92	2' Rt. Sly 12" Conc. Culv.	5.70	410.60	✓ Flow Line
4310		4.7	411.6	✓
+10	17' Rt. 1/4 12" Conc. Culv.	6.50	409.80	✓ Flow Line
+50		5.3	411.0	✓
"	1' Rt	7.2	409.1	✓
"	7' Rt. W/4 Paving	7.48	408.8	✓
+86		7.6	408.7	✓
4410		9.2	407.1	✓
"	Rt. 2x1/4 House	12.98	403.3	✓ on Floor
+50		10.0	406.3	✓
+62.55	A 43° 54' Rt	10.51	405.79	✓ on Hill
"	202 Rt on Split W/4 Pav	12.04	404.26	✓
4510		11.7	404.6	✓
+18	50' Lt. 2x1/4 House	10.43	405.87	✓ on Floor
+50		13.1	403.2	✓
TP	2.14	(405.42)	13.02	(403.28) ✓
+67	1/4 Black Paving	3.33	402.69	✓
+8732	2' FHix	3.74	401.68	✓
461		3.76	401.66	✓
+08	1/4 Black Paving	3.63	401.79	✓
+20	42 Lt. Sly Olive Tree			
+39	42 Lt. " " "			

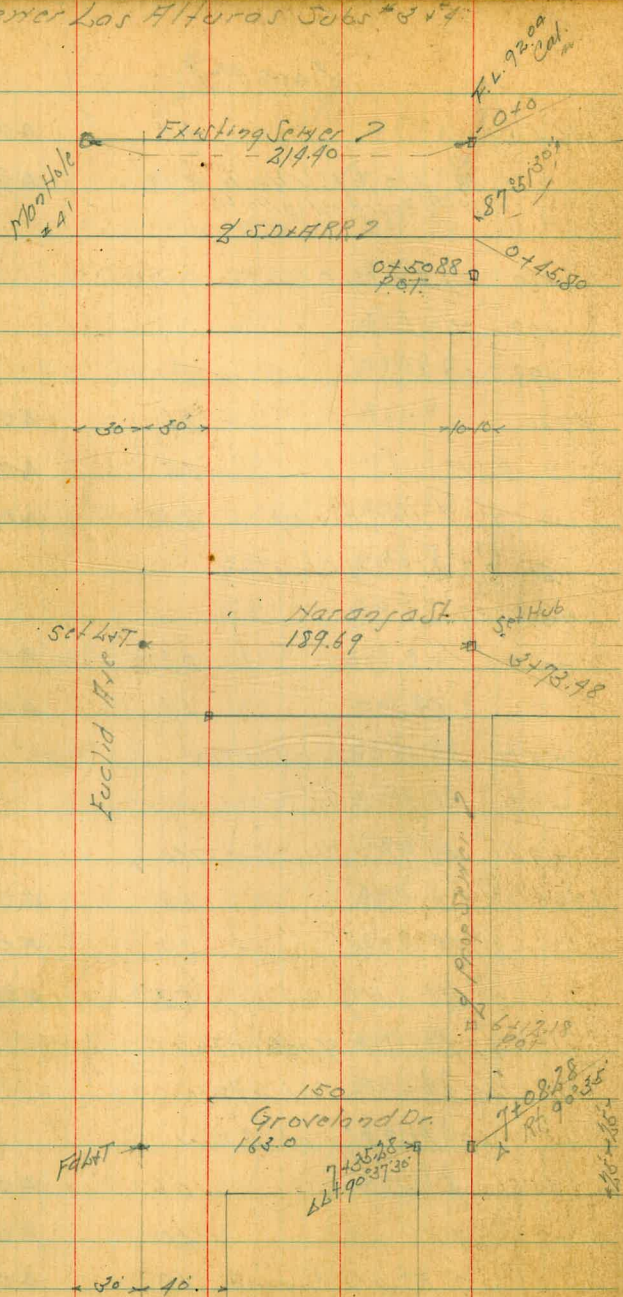
(405.42)

46453		3.5	401.9	✓
"	33' Lt. 2x1/4 House	3.18	402.24	✓ on Floor
	W/4 Base and 1/2 Work			
+59	39 Lt. Sly Olive Tree			
+98	39 Lt. " " "			
+98	39 Lt. " " "			
4710		2.6	402.8	✓
"	2' Rt	4.5	400.9	✓
"	7' Rt. W/4 Paving	4.54	400.88	✓
+20	37 Lt. Sly Olive Tree			
+38	39 Lt. " " "			
+50		3.2	403.2	✓
"	2' Rt	4.9	400.5	✓
+57	37 Lt. Sly Olive Tree			
+77	1' Lt. " " "			
+96	42 Lt. Sly Olive Tree			
4810		1.3	404.1	✓
"	2' Rt	4.9	400.5	✓
"	7' Rt. W/4 Paving	5.33	400.09	✓
+11	42 Lt. Sly Anchor Pole			
+16	42 Lt. Sly Olive Tree			
+37	42 Lt. Sly Olive Tree			
+45.80	1/4 Hilger St	0.6	404.8	✓
"	2' Rt	4.0	401.4	✓
"	7' Rt. W/4 Paving	4.83	400.59	✓

811

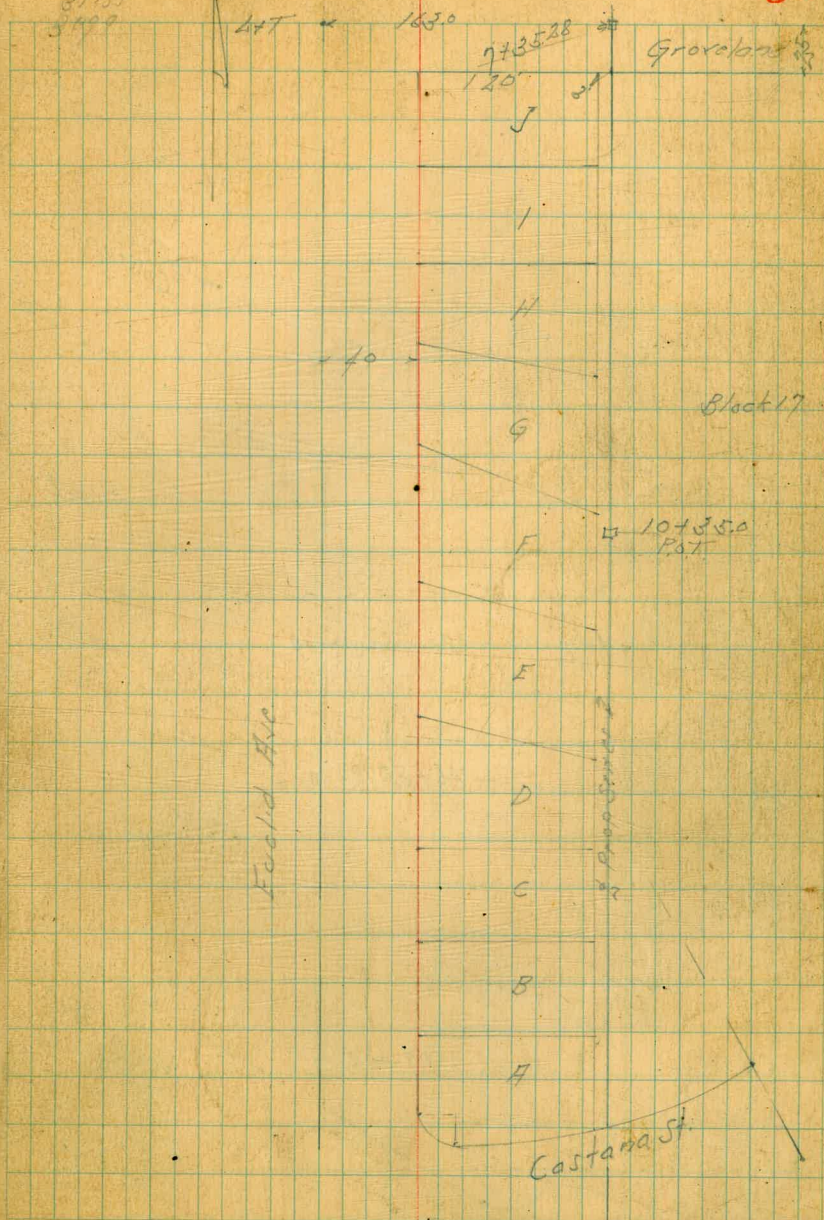
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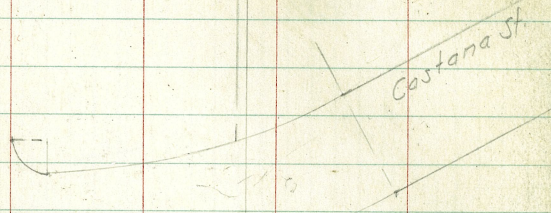
Proposed Sewer Las Alturas Subs # 8 v 4



March 23 1900
 81151
 31999

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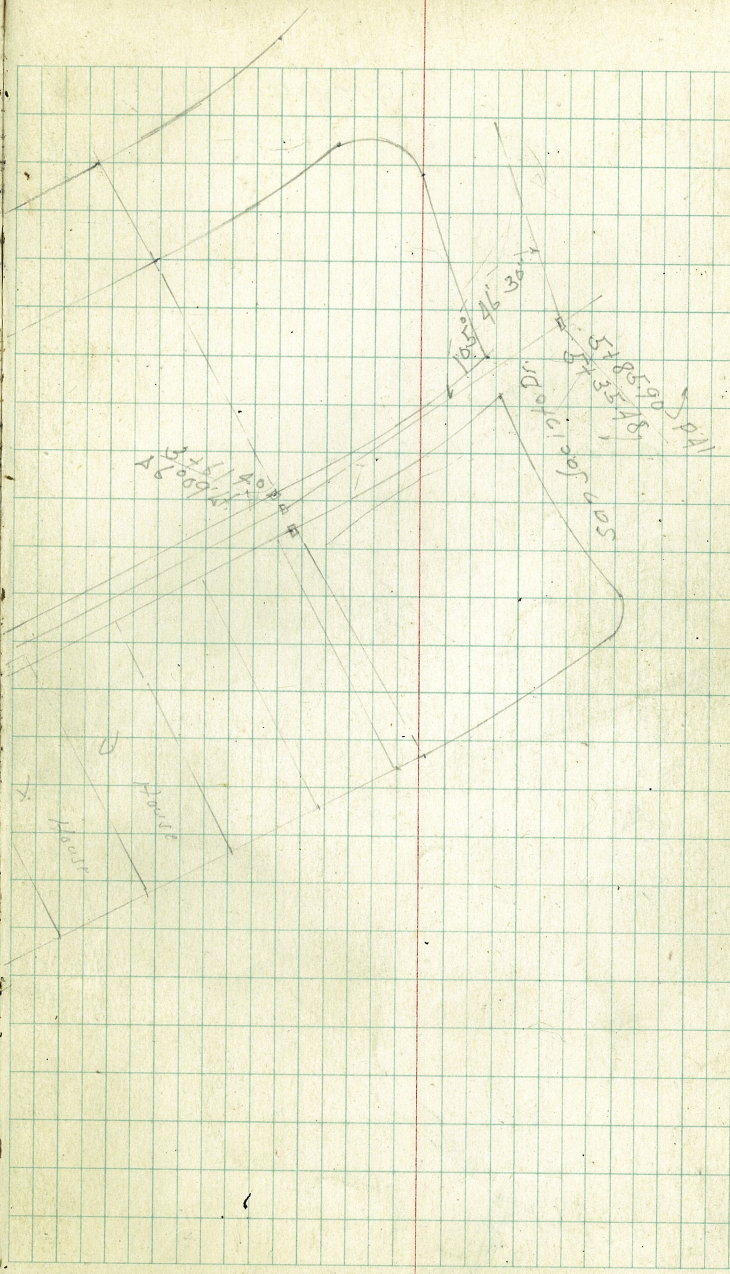
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100+00

Fedld

17+85

Imperial Ave



Fedld
Imperial
+ Fedld

Groveland Drive



40 x 40

RR 50' San Jacinto Co. Dr.

Castana St

Tras set
11-28-09
CBVI

RR 50'

379303
A 18° 57' Lt.

RR 50' Prop Service

105° 46' 30"

548590
A 110° 53' Lt.

RR 50' 4974

23492

10/0

RR 50'

Block 13

119969
117545
64118

119969
117545
64118

137°

532nd St

Proposed Sewer Los Altos Subs. # 34 #4

Sketch Page 39

BM	591	(110.13)	104.32	
0+0	Ground Exst. Sewer		12.7	97.4
+24			12.5	97.6
+35	3 Rt of 1/2 - Fly Tel Pole			
+41			5.2	104.9
+45.80	1/2 SD + A RR Top Rail		4.55	105.58
+55			5.4	104.7
+67			11.5	98.6
+78			11.4	98.7
+83			9.5	100.6
1+0			9.3	100.8
+50			9.1	101.0
2+0			8.3	101.8
+14	8 Rt of 1/2 - Fly Tel Pole			
+50			7.8	102.3
3+0			3.6	106.5
TP	12.54	(122.22)	0.45	109.68
+50			10.9	111.3
+51	7.5 Rt of 1/2 - Fly Pole + Tel Pole			
+73.48	1/2 Narajest		111	111.1
+0			10.5	111.7
+15			9.7	112.5
+50			8.4	115.8
+85	8.2 Rt of 1/2 - Fly Tel Pole			
5+0			7.0	115.2

Black
in

8 P.M. B. 299
200 So. of Market
on E. 61st
104.45
115.56

March 27, 11

Sisson
B. 100 T
8099

42

5+30		(122.22)	4.4	117.8
TP	12.78	(132.82)	1.12	(121.10)
+60			11.7	122.2
+69	8.5 Rt of 1/2 - Fly Tel Pole			
6+0			1.4	132.5
TP	9.82	(142.10)	1.60	(122.28)
+12			6.2	135.9
+50			5.1	137.0
+82	8.0 Rt of 1/2 - Fly Tel Pole		4.2	137.9
7+02.28	1/2 Grove Road 490' 35.8'		4.6	137.5
7+55.28	1/2 90' 37' 30" H.		5.36	(126.74) on Hub
+50			4.8	137.3
+57.5	1.5 Rt of 1/2 - Fly Tel Pole			
8+0			5.1	137.0
+03.3	1.3 H. - 11' 11" Cor Cone 5106		4.75	137.35
+21.6	1.6 H. - 5' 11" Cor Cone 5106		4.83	137.27
+50	8.4 Rt - 5' 11" House		3.7	138.4
+80	1.6 Rt - Fly Tel Pole		3.15	136.95 on Floor
9+0			3.0	139.1
+50			2.5	139.6
10+0			1.2	140.9
+30	1.9 Rt of 1/2 - Fly Tel Pole		1.0	141.1
+45			3.4	138.7
+57			8.7	133.4
+58	6.4 H of 1/2 - RR Cor FLOOR			

142.0

TP	10.52	141.57	11.05	131.05
10+78			15.4	126.2
11+0			15.3	126.3
+18	1/2 Fence Post		14.7	126.9
+50			7.3	134.3
+58	30' Rt. NFCor Picket Fence			
	16' Rt. Fly Tel Pole			
+66			12.3	139.3
TP	6.69	149.45	0.80	140.77
+91	81' Rt of 2 - SF Fly House	6.26		141.20
+99	17' Rt - Wire Fence	28' Rt of 2 - SF Cor Picket Fence		
12+0			5.9	141.8
+50			4.8	143.0
+52.8	Fly Wire Fence			
+83	32' Rt of 2 NFCor Shed			
+92.5	3.5' Rt of SF Cor Shed			
+98.5	30' Rt - Fly Tel Pole			
13+0			2.5	145.0
TP	8.05	154.15	1.36	146.10
+08	81' Rt of 2 - N Fly House	10.43		142.7
+40	3' Rt. S Fly Wire Fence		9.7	146.4
+50			8.3	145.8
+95	16' Rt of 2 - Fly Tel Pole		7.3	146.8
14+0			6.4	147.7
+50			4.8	149.3
15+0			7.0	147.1
"	80' Rt of 2 - Last Spot		11.0	143.1

154.15

43

15+23	1.7' Rt of 2 - Fly Tel Pole			
+50			6.8	147.3
+93	2.4' Rt - Fly Tel Pole		3.1	152.0
+82.72	2.7' Alley to East		1.0	153.1
TP	12.75	165.94	0.96	153.19
				07 Hub 15+82.78
16+0			10.7	155.2
+30			9.4	156.5
+50			6.5	159.4
+92			3.7	162.2
+86			2.8	163.1
TP	12.23	177.97	0.21	165.68
17+0			11.8	166.1
+23	2.1' Rt - Fly Tel Pole			
+35			8.4	169.5
TP	12.24	188.82	1.33	176.58
BM			3.94	184.88
				SP 506 of 1st period / Church Ward 1743-50 185/2

Proposed Senior Alley Block 16
Los Altos #4

Sketch Page 40

BM	5.74	(158.93)	153.19	HUB 15182.78 Page 43
0+0	-	-	-	-
+25	-	7.3	151.6	✓
+36	-	9.9	149.0	✓
+40	-	8.3	150.6	✓
+50	-	7.7	151.2	✓
+90	-	5.1	153.8	✓
1+0	-	4.8	154.1	✓
"	100 Lt of 2	8.2	150.7	✓
+50	-	4.5	154.4	✓
2+0	-	6.3	152.6	✓
"	100 Lt of 2	11.0	147.9	✓
+50	-	8.4	150.5	✓
3+0	-	9.1	149.8	✓
"	100 Lt of 2	11.8	147.1	✓
+50	-	9.3	149.6	✓
+61.40	A 6° 09' Lt.	9.5	149.4	✓
"	100 Lt of 2	12.0	146.9	✓
TP	1.49	(150.99)	943	(149.50) ✓ on Hub 3761.40
4+0	-	3.8	147.2	✓
"	50 Lt of 2	4.2	146.8	✓
"	100 Lt of 2	5.0	146.0	✓
+30	-	4.8	146.2	✓
+50	-	5.9	147.1	✓
+70	-	6.4	144.6	✓

Indexed
C.S.N.

4+83	6.8	144.2	✓
+90 = Bottom Mark	9.3	141.7	✓
+97	6.2	144.8	✓
5+20	5.0	146.0	✓
+55.48 = 5+85.90	3.82	(147.17)	✓ on Hub 147.14 P 45

Proposed Center San Jacinto Drive
And Alley Block 15 Los Altos #4

Sketch Page 41

BM	6.51	143.25	136.74	07 Hub 7135.22 Page 42
TP	8.88	149.35	2.78	07 Hub 2 Groveland San Jacinto
0+0	-	Groveland San Jacinto	8.6	140.7
+12			8.8	140.5
+50			7.4	141.9
+10			6.2	143.1
+50			5.5	143.8
2+0			4.9	144.4
"	100 ft. of S		5.5	143.8
+50			4.6	144.7
3+0			4.9	144.4
"	100 ft. of S		5.7	143.6
+50			4.8	144.5
+92.93	$\Delta 18^{\circ} 57'$		4.78	144.57
+10			4.4	145.0
+50			3.2	146.1
5+0			1.8	147.5
"	60 ft. of S		5.0	144.3
"	80 ft. of S - Bot Gully	131		136.2
+50			2.0	147.3
+85.90	$\Delta 110^{\circ} 55'$		2.2	147.2
TP	7.73	154.87	2.21	147.14
6+0			7.4	147.5
+30			6.4	148.5
+50			5.9	149.0
"	10 ft. of S - Lorry Spot		7.8	147.1

indexed

c.s.R.

March 28-42

S. 5502

Bliss

8999

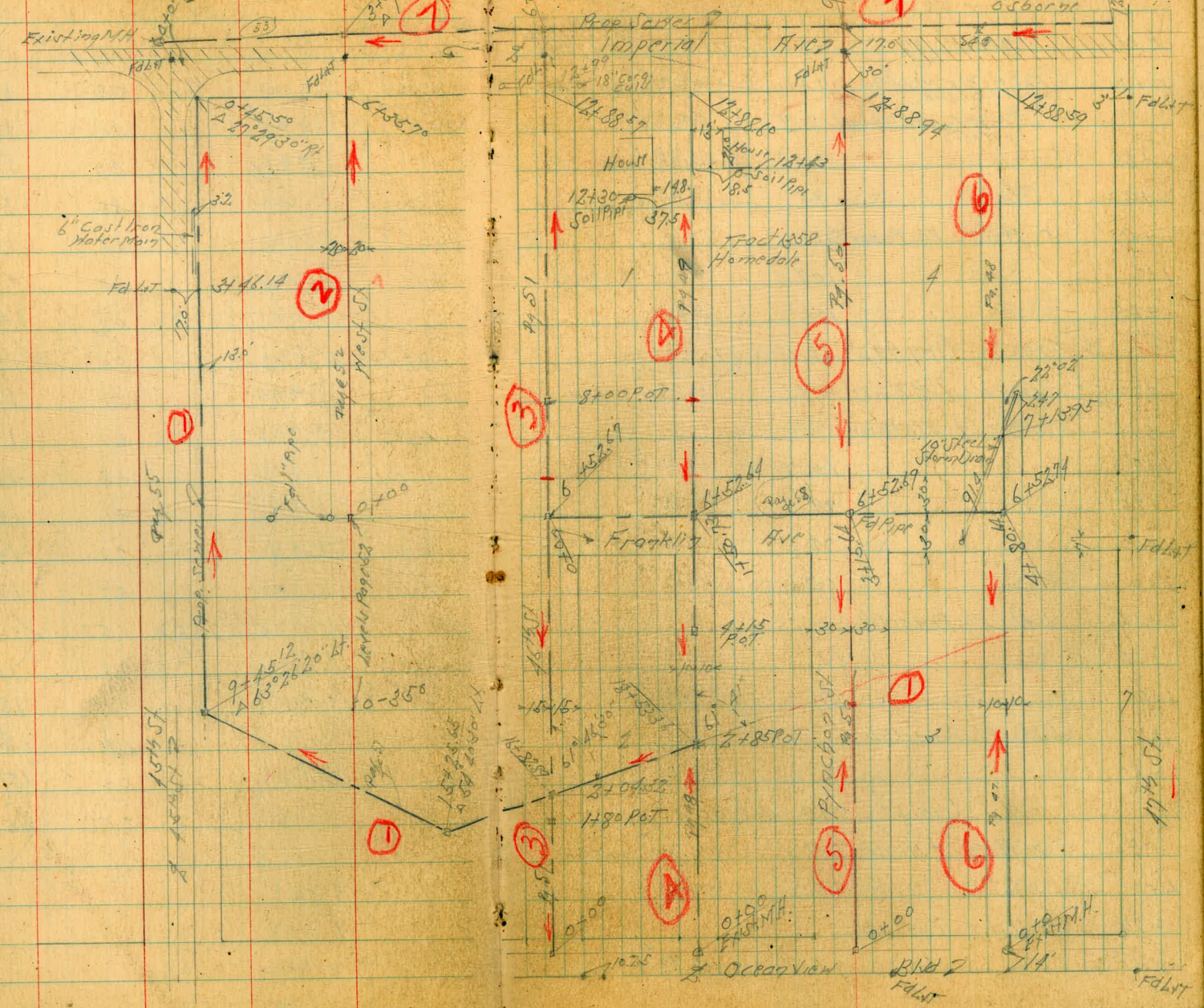
45

7+0			4.2	150.7
+50			3.8	151.1
8+0			5.0	149.9
"	100 ft. of S		6.2	148.7
+50			4.8	150.1
9+0			6.3	148.6
"	100 ft. of S		6.5	148.4
+50			5.2	149.7
+92.48	$\Delta 16^{\circ} 12'$		5.40	149.47
10+0			5.1	149.8
+10			5.7	149.2
+50			4.8	150.1
11+0			5.1	149.8
"	ft. of S		7.3	147.6
+10			5.7	149.2
TP	7.20	157.55	4.52	150.35
+50			7.9	149.6
+99.67	$\Delta 9^{\circ} 15'$		7.17	150.38
12+50			6.2	151.3
13+0			5.7	151.8
BM			2.57	154.98

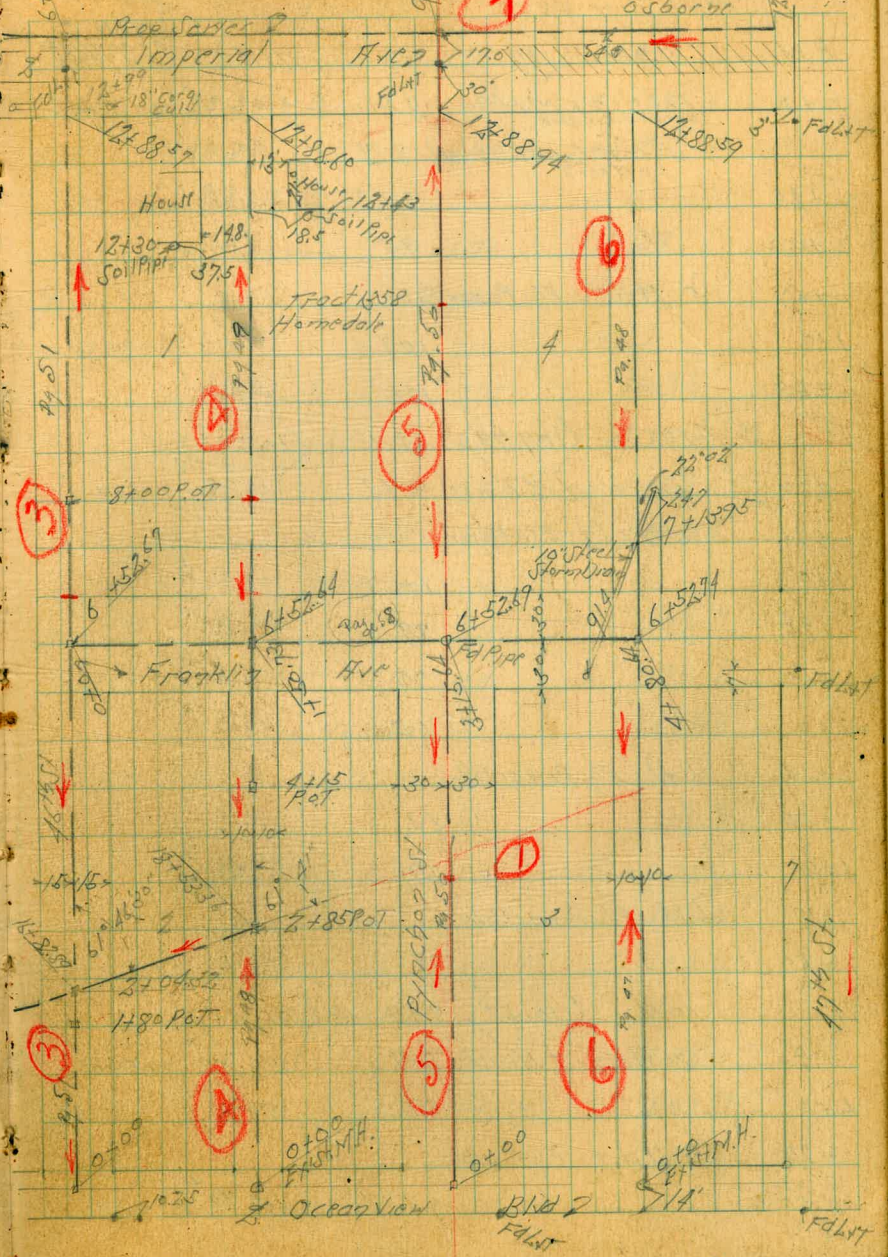
147 ft
Imperial
5320 ft
155.22
#1552 Page 54

Alignment Proposed Sewers
 Ocean View Blvd - Imperial Ave. 15th + 47.

May 26, 1944
 S. J. Osborne
 8125
 Osborne



Indexed
 C.S.K.



Proposed Senior Alley Blocks 3 & 4 Homedale
From Ocean View Blvd. to Imperial Ave

Sketch Page 46

BM	0.70	(117.19)	116.49	
040	Existing M.H. in Ocean View Blvd	8.81	108.38	07 Room
"	Flow Pipe Channel to North	18.21	98.98	
+20		8.3	108.9	
+50		9.5	107.7	
+69	5' Lt of 2" Fly Power Pole			
140		10.9	106.3	
+50		12.6	104.6	
TP	2.71	(107.79)	12.11	(105.08)
+60	6' W of 2" House	5.43	102.36	07 Floor
+93	5' Lt of 2" Fly Power Pole			
240		6.0	101.8	
+25		7.9	99.9	
+50		7.7	100.1	
340		6.5	101.3	
+13	6' Lt - Fly Power Pole			
+50		6.3	101.5	
440		7.9	99.9	
+19	6' Lt - Fly Power Pole			
+50		7.8	100.0	
TP	10.14	(110.58)	7.35	(100.44)
+90	20' Lt of 2" House	8.32	102.26	07 Floor
540		8.2	102.4	
+27	8' Lt of 2" Fly Power Pole			
+50		7.4	103.2	

indexed
C.S.K.

May 29-14
Sisson
8/1/14
Osborn 47

		(110.58)		
547.5	0.5' Lt. Exposed 2" Water Main	7.2	103.4	
+80	80' Lt of 2" House	8.6	101.98	07 Floor
640		6.7	103.9	
+39	11.5' Lt - Fly Power Pole			
+52.74	2" Franklin	6.90	103.68	* 07 Stab
740		7.4	103.2	
+13.95		7.1	103.5	
"	24" M.H. = 10' Lt 10" Storm Drain	9.72	100.86	Flux Hole
"	91.4 S.D. = Outlet 12" Conc Storm Drain	12.53	97.05	" "
+50		6.9	103.9	
+65	83' Lt of 2" House	3.90	106.68	07 Floor
+72	9' Lt of 2" Fly Power Pole			
840		5.3	105.3	
+50		4.5	106.1	
"	75' Lt of 2" House	3.10	107.48	07 Floor
+82	9' Lt of 2" Fly Power Pole			
940		3.1	107.5	
TP	4.88	(112.60)	2.86	(107.72)
+50		4.6	108.0	
1040		4.6	108.0	
+36	10' Lt - Fly Power Pole			
+50		4.5	108.1	
1140		4.9	107.7	
+50		5.3	107.3	
+82	10' Lt - Fly Power Pole			

(112.60)

12+0		5.6	107.0 ✓
+150		5.3	107.3 ✓
+ 88.59	5 L Imperial	5.7	106.9 ✓
TP	772	(114.87)	5.45 (107.15) ✓
BM		2.68	(112.19) ✓

SEBP
Imperial
49.58
112.17

Proposed Sewer Alley Blocks 1 & 2 Homedale
From Ocean View Blvd. to Imperial Ave

Indexed
CSK-48

Sketch Page 46

TP 22	144	(106.52)		105.08 Page 47
TP	275	(100.52)	8.75	(97.77) ✓
0+0	Existing MH Ocean View		8.38	97.14 on Plan
"	E.L. Channel to North		9.83	90.69 ✓
+20			2.3	98.2 ✓
+50			2.5	98.0 ✓
+40			2.4	98.1 ✓
"	60 Lt of 2		2.8	97.7 ✓
+38	7.3 Lt of 2 - Fly Port Pole			
+50			3.5	97.0 ✓
+70			5.5	95.0 ✓
"	50 Lt of 2		13.6	87.0 ✓
+22			6.7	93.8 ✓
+40			9.9	90.6 ✓
TP	279	(90.43)	12.88	(87.64) ✓
+50			6.0	84.4 ✓
+66			10.7	79.7 ✓
+85	POT		10.50	79.93 ✓ on Sketch
+70			9.8	80.6 ✓
+38	6.7 Lt - Fly Port Pole			
+50			7.8	82.6 ✓
+90			2.4	88.0 ✓
TP	1142	(101.5)	0.34	(90.09) ✓
+415	POT		6.07	95.44 on Sketch
+34	1/2 - Water Meter			
+35	6.4 Lt - Fly Port Pole			

(101.51)

4150		4.0	97.5 ✓
+70	71 Lt = 1/4 of House	3.9	97.6 ✓ 07 Floor
540		2.8	98.7 ✓
+50		1.4	100.1 ✓
"	90 Lt = 1/2 House	1.9	99.6 ✓ 07 Floor
470	2' = Exposed 2" Water Main		
640		0.5	101.0 ✓
"	80 Lt = 1/2 House	1.4	100.1 ✓ 07 Floor
TP	7.30	(108.37)	0.44 (101.07)
+35	72 Lt = Fly Port Pole		
+52.64	1/2 Franklin	6.92	(101.45) ✓ 07 Floor
710		5.4	103.0 ✓
+35	82 Lt = Fly Tel Pole		
+50		4.4	104.0 ✓
840		4.6	103.8 ✓
+50		4.8	103.6 ✓
"	80 Lt of 1/2	5.4	103.0 ✓
784	9 Lt = Fly Tel Pole		
940		4.4	104.0 ✓
+50		4.6	103.8 ✓
1040		5.3	103.1 ✓
+50	9 Lt = Fly Tel Pole		
+50		6.0	102.4 ✓
TP	0.98	(103.29)	6.06 (102.31)
1140		1.6	101.7 ✓
"	93 Lt = 1/4 House	3.0	100.3 ✓ 07 Floor

49

(103.29)

11450		1.8	101.5 ✓
780	8.6 Lt = Fly Tel Pole		
1240		2.0	101.3 ✓
"	100 Lt	7.4	95.9 ✓
450		2.8	100.5 ✓
+8860	5L Imperial	4.7	98.6 ✓
TP		12.94	(90.35) ✓ Imperial 1/2 1/2 1/2 1/2 1/2

Proposed Sewer Pyncheon St.
Ocean View Blvd. to Imperial Ave.

Indexed
C.S.K.

Sketch Page 46

TR 82	193	(1070)	105.08	Page 47
0+0	= Existing Sewer Ocean View Blvd.		6.67	on Stud
+20			6.4	
+50			7.2	
+10			8.1	
+50			8.9	
+85			10.0	
"	50 ft of 2	1/2 House	9.40	on Floor
2+35			11.9	
+75			10.2	
3+0			9.9	
IP	6.23	(103.39)	9.95	(97.05)
+50			6.5	96.9
+75			6.9	96.5
4+0			8.7	94.7
+25			10.2	93.2
+70			10.0	93.4
5+0			9.0	94.4
+50			7.6	95.8
6+0			6.8	96.6
+52.69	= 1/2 Franklin		5.0	98.4
7+0			3.1	100.3
+50			1.9	101.5
8+0			0.9	102.5
IP	5.50	(10810)	0.99	(102.60)

May 31-44.

50

(10810)

8+50		1.8	103.3	
9+0		4.2	103.9	
+50		3.9	104.2	
10+0		4.1	104.0	
+50		4.4	103.7	
11+0		4.8	103.3	
+50		5.1	103.0	
12+0		5.5	102.6	
+50		5.9	102.2	
+88.94	SL Imperial		6.3	101.8
IP	0.23	(99.53)	9.00	(99.10)
BM			8.99	(98.51)
10488 Ford P 54				
13+09.94	SL Conc Pav		3.15	101.73
+18.94	1/2 Imperial		3.01	101.87
+27.94	1/4 Conc Pav		3.05	101.83

Let 2
100 ft of
1/2 Imperial
93.55 P 49

Proposed Section 46/45T
 Ocean View Blvd to Imperial Ave.
 Sketch Page #6

Indexed
 C. Site.

TP	1.52	(99.29)	97.77	Page 48
640	Existing Section in 5.21 Ocean View Blvd		94.08	on Stub
+50		2.5	90.8	
140		11.6	87.7	
+40		12.8	85.5	
+80		14.6	84.7	
"	4' RT	Top Fill	14.7	84.6
"	13' RT		19.7	79.6
"	13' Lt		14.5	84.8
"	25' Lt		19.5	79.8
240		14.0	85.3	
"	3' RT	Top Fill	14.3	85.0
+25		12.1	87.2	
+50		10.4	88.9	
+67	Slx Oil Pav		9.6	89.7
340		8.7	90.6	
+50		7.2	92.1	
TP	11.47	(108.89)	6.87	(92.42)
440		10.8	93.6	
+06	(33.59) - N.W. Cor. of South House of East of 26th		96.9	07 Floor
+50	25' RT - Slx Oil Pav House 97.3 07 Floor		91	94.8
540		8.2	95.7	
+50		7.0	96.9	
640		5.3	98.6	
+23	10' Lt 1/2 - Water Gate			
+52.67	- 2 Franklin		2.8	101.1

(108.89)

740		1.2	102.7	
+50		1.0	102.9	
+87	Slx Oil Pav		1.1	102.8
840	POT		1.37	102.50
+50		3.1	100.8	on Stub
940		5.0	98.9	
TP	2.33	(101.40)	4.82	(99.07)
+50		3.8	97.6	
1040		4.3	97.1	
+30	109' Lt of 7 - Garage with King Staircase		8.1	93.3
+50		4.9	96.5	07 Floor
+63	5.0' Lt of 2 - 2 House		6.43	94.97
1140		7.2	94.2	07 Floor
+40		8.5	92.9	
1240		9.4	92.0	
+50		9.7	91.7	
+88.57	- Slx Imperial		10.1	91.3
TP	4.19	(95.83)	9.76	(91.64)
BM		5.48	(90.35)	447 2 Imperial 112 - 16 1/2 St Page 49
		94.79	Floor 33	
1340	9.6 - Slx Conc Pav		3.78	91.07
+18.6	- 2 Imperial		3.61	91.18
+27.6	- Slx " "		5.70	91.09

Proposed Section West St.
 S.W. of Imperial to 635.7 South
 Sketch Page 46

			Indexed c.s.k.	Lat & Imperial N.W. 1/4 Sec 34
BM	2.82	(93.17)	90.35	
0-125'	opp N/4 of House	3.3	89.9	✓
" "	opp E of 1/2	7.0	86.2	✓
0-100	75' Lt of 1/2 = West	4.5	88.7	✓
0-50		6.2	87.0	✓
" "	65' Lt of 1/2 = West	8.6	84.6	✓
0+0	= 635.7 S of S.W. Imperial	6.25	86.92	on Hub
+50		5.8	87.4	✓
+70		5.8	87.4	✓
+07	47' Lt of 1/2 = House	5.65	87.52	on floor
+50		5.5	87.7	✓
+10		5.0	88.2	✓
+50		4.7	88.5	✓
+10		5.1	88.1	✓
+50		6.5	86.7	✓
+10		8.3	84.9	✓
+30		11.1	82.1	✓
TP	0.36	(81.38)	12.15	(81.02)
5+0		3.0	78.4	✓
+50		6.4	75.0	✓
+91		8.9	72.5	✓
"	35' Lt of 1/2 = S.W. House	9.28	72.10	on floor
6+0		9.2	72.2	✓
+50	Sly Black Paving	10.6	70.8	✓
+56.7	Sly Conc Paving	10.52	70.86	✓

June 1-14
 51.55
 Osborne

52

6165.7	= 1/2 Imperial	10.39	70.99	✓
+74.7	Sly Conc Paving	10.51	70.87	✓
BM		16.39	(90.99)	Lat & Imperial West St.
Additional Levels West St. South of 0+0				
BM	11.66	(92.58)	86.92	on Hub 0+0
0-165		5.4	93.2	✓
0-200		4.5	94.1	✓
"	75' W of 1/2	11.4	87.2	✓
"	75' E "	8.7	94.9	✓
0-250		4.0	94.6	✓
0-300		4.3	94.3	✓
"	75' W of 1/2	11.1	87.5	✓
"	75' E "	2.0	96.6	✓
0-327		1.8	95.8	✓
0-350		15.1	83.5	✓

Proposed Section Imperial Ave
45th St. to 47th St.

Sketch Page 46

Indexed
c.s.k.

June 2, 44

53

BM	0.51	(91.50)	70.99	8247 Imperial West St Page 52 07 R.R.P.
070	= East Mt Imperial	11.64	(59.86)	
"	Flood Line N° Channel	25.21	46.29	
+50	+0 Foot	11.4	60.1	
1+0		10.4	61.1	
"	5A Rt - 1/4 Conc Pav	10.33	61.17	
"	6.5 Lt of 2	14.9	56.6	Ground
+50	- 1/4 Block Shoulder	8.9	60.6	
2+0	- " " "	7.0	64.5	
"	5A Rt - 1/4 Conc Pav	6.75	64.75	
"	6.5 Lt	7.9	63.6	
+37	6.3 Lt = Sly 14' Tree			
+50	= 1/4 Block Pav	4.6	66.9	
+53	6.3 Lt = Sly 12' Tree			
+67	6.0 Lt = Sly 12' Tree			
+83	5.7 Lt = Sly 13' Tree			
+89	5.5 Lt = Sly Post Pole			
3+0	"	2.1	69.2	
"	1.5 Rt - 1/4 Oil Pav	2.40	69.10	
"	7.1 Rt - 1/4 Conc	2.33	69.17	
+01	5.9 Lt = Sly 14' Tree			
+18	4.1 Lt = Sly Anchor Pole			
+39.93	41° 04' Rt	0.48	71.07	02 Stub
JP	12.17	(82.87)	70.70	
4+0		8.8	74.1	
"	8 Rt - 1/4 Conc Pav	8.36	74.51	

		(82.87)		
1+0	50 Lt of 2	10.7	72.2	✓
+40	48 Lt = Sly Tail Pole			
+50		6.0	76.9	✓
5+0		2.6	80.3	✓
"	8 Rt - 1/4 Conc Pav	2.52	80.35	✓
"	50 Lt	8.5	74.4	✓
TP	12.23	(94.79)	92.1	(82.58) ✓
+50		11.5	83.3	✓
+81	4.4 Lt = Sly Tail Pole			
6+0		8.2	86.6	✓
"	2 Rt - 1/4 Oil Pav			
"	8 Rt - 1/4 Conc Pav	8.31	86.48	✓
+50		6.0	88.8	✓
+81.14	= 2 46° 35' St	3.8	91.0	✓
BM		4.44	(90.35)	847 2 Imperial West St Page 52 07 R.R.P.
7+0		2.4	92.4	90.35 R.R.P.
+03	2 Lt = Bus Stop Sign			
+08	0.6 Rt = 1/4 Mail Box Rock 2 Metal Posts			
+22	0.8 Rt = 1/4 " " "			
+30	2.2 Lt = Sly Tail Pole			
+50		0.7	94.1	✓
TP	10.68	(104.88)	0.59	(94.20) ✓
8+0		9.2	95.7	✓
"	8 Rt - 1/4 Conc Pav	8.71	96.17	✓
+50		7.3	97.6	✓

	(104.88)		
8+80	4' Lt - Sky Tel Pole		
9+0		5.7	99.2 ✓
"	1.5 Rt - Nly Oil		
"	8' Rt = " Conc Pav	5.59	99.29 ✓
+08	60' Lt - 1/2 House	6.68	98.20 ✓
+50		4.6	100.3 ✓
+9790	1/2 Pyncher	3.6	101.3 ✓
10+0		3.1	101.3 ✓
+31	42' Lt - Sky Tel Pole		
+50		1.8	103.1 ✓
"	75' Lt	1.7	100.2 ✓
11+0		0.4	104.5 ✓
"	8' Rt - Nly Conc Pav	0.07	104.81 ✓
TP	9.78 (113.95)	0.71	(104.17) ✓
+50		7.8	106.1 ✓
"	75' Lt	10.1	103.8 ✓
+81	2.9 Lt - Sky Tel Pole		
12+0		6.2	107.7 ✓
"	8' Rt - Nly Conc Pav	6.06	107.89 ✓
+50		4.8	109.1 ✓
+95		2.7	111.2 ✓
+97	3.1 Lt - Sky Tel Pole		
+9823	H-L 47 th to South	2.7	111.2 ✓
BVI		1.78	(112.17) ✓

SEBP
Imperial
49504
112.17

Proposed Series 45th St South of Imperial Ave

Sketch Page 46

BM	2-11	(6197)	59.86	07 Ring of 5700 H.O. Imperial Ave Page 53
0+0	= Existing M.H. Imperial 45th St			
+12	= 8' 18" Strip Pav.	1.98	59.99 ✓	
+21.8	= 5' 11" "	2.06	59.91 ✓	
+44.5	= 5' 4" Pav. ing	2.15	59.82 ✓	
+45.5	Δ 27° 29' 30" Rt	2.32	59.65 ✓	
+60		2.3	59.7 ✓	
+63	1.0 Rt = Blvd Stop Sign			
+70		2.0	59.0 ✓	
"	8' Rt = Fly Core Pav.	3.30	58.67 ✓	
+75		4.3	57.7 ✓	
+80		5.6	56.4 ✓	
"	3' Rt	4.5	57.5 ✓	
"	8' Rt = Fly Pav.	4.60	57.37 ✓	
+15.8	2.3 Rt. 1/2 c 120° Corp Curbcut 8' H.S. Head Wall	7.88	54.09 ✓	Flow down
"	2.3 Rt Top Head Wall	4.61	57.33 ✓	
+50		5.6	56.4 ✓	
+50		5.3	56.7 ✓	
3+0			56.99 ✓	
"	8' Rt = Fly Pav	4.98	56.8 ✓	
+50		5.2	57.1 ✓	
4+0		4.9	57.21 ✓	
"	8' Rt = Fly Pav	4.76	57.6 ✓	
+50		4.4	58.3 ✓	
5+0		3.7	58.58 ✓	
"	8' Rt = Fly Pav	5.39		

Indexed
C.S.K.

55

TP	11.66	(6197) (7023)	54.0	(58.57)
5+50			10.7	59.5 ✓
"	3' Lt		10.9	59.3 ✓
"	7' Lt = Top Cut		7.3	62.9 ✓
6+0	= Bottom Cut		8.7	61.5 ✓
"	8' Rt = Fly Pav		8.60	61.60 ✓
	5' Lt = Top Cut		1.2	69.0 ✓
+50			7.2	63.0 ✓
7+0			5.7	64.5 ✓
"	8' Rt = Fly Pav.		5.28	64.85 ✓
"	6' Lt = Top Cut		0.8	69.4 ✓
+50			4.5	65.1 ✓
8+0	= Bottom Cut		2.8	67.4 ✓
"	8' Rt = Fly Pav		2.49	67.74 ✓
"	6' Lt = Top Cut		4.72	77.4 ✓
+50			2.1	68.1 ✓
TP	7.30	(7642)	111	(69.12)
9+0	= Bottom Cut		7.2	69.2 ✓
"	8' Rt = Fly Pav		6.90	69.52 ✓
"	7' Lt = Top Cut		4.18	78.2 ✓
+25			5.2	70.5 ✓
"	6' Lt = 5' 4" Cut		4.2	72.2 ✓
+15.12 Δ	5' 4" 40' 30" Lt		4.99	71.43 ✓
+53	= Top Fill		4.9	71.5 ✓
+89	= Top Slope		1.23	64.1 ✓

68.5
4.72
70.60

as Stud

<76.42>

10+0		8.9	67.5 ✓
"	10' Lt	4.0	72.4 ✓
"	18' Rt	15.0	61.4 ✓
+50		2.1	69.3 ✓
"	10' Lt	2.1	74.3 ✓
"	20' Rt	15.2	61.2 ✓
11+0		7.2	69.2 ✓
"	10' Lt	2.0	74.4 ✓
"	16' Rt	14.2	62.2 ✓
+50		8.3	68.1 ✓
"	10' Lt	5.7	70.7 ✓
"	36' Rt	12.8	62.6 ✓
12+0		5.4	71.0 ✓
"	15' Lt	1.4	75.0 ✓
"	15' Rt	10.2	66.2 ✓
TP	4.98	<77.15> 4.25	<72.17> ✓
+40		11.7	65.4 ✓
"	15' Lt	8.4	68.7 ✓
"	20' Rt	11.5	65.6 ✓
12+0		8.5	68.8 ✓
"	35' Lt	8.7	68.4 ✓
"	35' Rt	6.1	71.0 ✓
+50		8.2	68.9 ✓
"	20' Lt	7.6	69.5 ✓
"	20' Rt	4.4	72.7 ✓

<77.15>

14+0		7.0	70.1 ✓
"	20' Lt	8.2	73.9 ✓
"	20' Rt	7.6	69.5 ✓
+50		4.0	73.1 ✓
"	20' Lt	0.9	76.2 ✓
"	20' Rt	6.7	70.4 ✓
15+0		8.7	73.4 ✓
"	15' Lt	2.3	74.8 ✓
"	25' Rt	4.5	72.6 ✓
+50	1.5 A 59° to 20' Lt	3.94	73.2 ✓ on pad
"	15' Lt on split	2.3	74.8 ✓
"	13' Rt	4.0	73.1 ✓
TP	12.51	<88.04> 1.62	<75.53> ✓
+50		14.3	73.7 ✓
"	15' Lt	11.3	76.7 ✓
"	8' Rt	15.0	73.0 ✓
"	20' Rt	13.5	74.5 ✓
16+0		12.3	75.7 ✓
"	15' Lt	6.9	81.1 ✓
"	10' Rt	12.6	75.4 ✓
"	15' Rt	14.2	73.8 ✓
"	20' Rt	12.0	76.0 ✓
+50	= Top Fin	8.7	79.3 ✓
"	15' Lt	6.5	81.5 ✓
"	20' Rt	6.3	84.7 ✓

		(88.04)		
16+65		28	85.2	✓
+82.89	1/2 461657	246	85.58	0.25 Sub
+85		2.5	85.5	✓
+94		5.7	82.3	✓
17+0		6.6	81.4	✓
"	15' Lt	1.7	86.3	✓
"	25' Rt	11.3	76.7	✓
+222	3' Wire Grass E+H Fence Metal Posts			
+50		7.1	80.9	✓
"	15' Lt	4.1	83.9	✓
"	15' Rt	9.5	78.5	✓
18+0		6.5	81.5	✓
"	15' Lt	4.6	83.4	✓
"	20' Rt	9.9	78.1	✓
+44		7.2	80.8	✓
+53.36	1/2 Hillery = 2+85	8.07	(79.97)	0.25 Sub 7993-P48

Levels West of 451657 South of Imperial
 1/2 Levels 55 to 57

7099-44
 51502 **57**

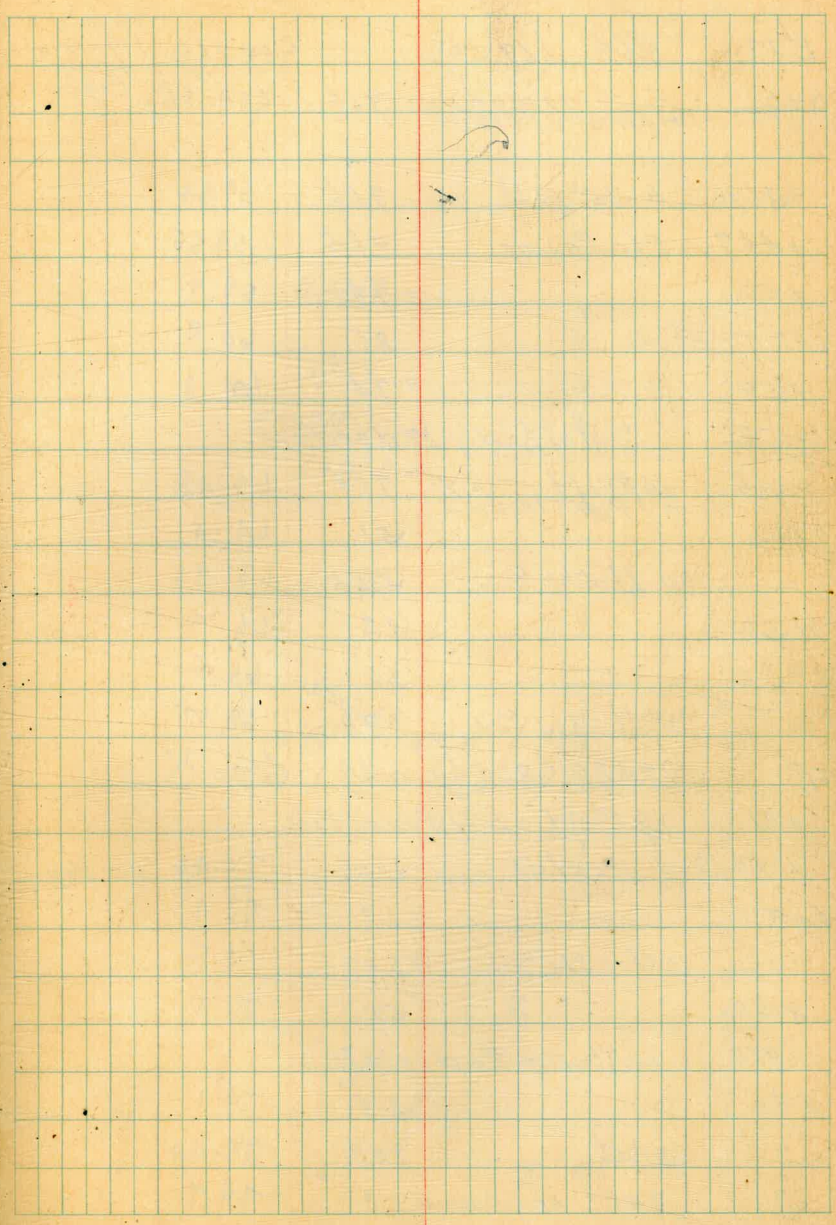
		(61.60)		(59.86)		
BM	174					Reloc. of sho. 44 no
1+0	34 Rt of 2 - West	3.2			58.4	
"	47 " " "	7.0			54.6	
"	100	8.9			52.7	
3+0	36 Rt of 2 - West	4.5			57.1	
"	46 " " "	8.4			53.2	
"	100 " " "	9.4			52.2	
5+0	36 Rt of 2	3.9			57.7	
"	46 " " "	5.7			55.9	
"	100 " " "	8.6			53.0	
6+0	46 Rt of 2	0.0			61.6	
"	70 " " "	4.5			57.1	
"	127 " " " = 5 E H Con. House on Floor	6.85			54.75	

6 to 8+75 West of 45 high enough
 to get in Power.

Proposed Sewer Franklin Ave
 46th St. to Alley West of 47th St.
 East
 Sketch Page 46

Indexed
 C.S.R.

B.M.	485	<106.30>	101.45	022 Stub Franklin & Alley Burdick Page 49
0+0	- 1/2 46th St.	5.2	101.1	✓
+50		5.5	100.8	✓
1+0		5.5	100.8	✓
+50.73		4.85	101.45	022 Stub
2+0		4.9	101.4	✓
+50		6.1	100.2	✓
3+0	= Fly Oil Pav.	7.3	99.0	✓
+15.64	= Pyncheon	7.8	98.5	✓
+50		6.3	100.0	✓
4+0		4.9	101.4	✓
+50		3.5	102.8	✓
+80.64	= 1/2 Alley	6.90	99.40	* 022 Stub

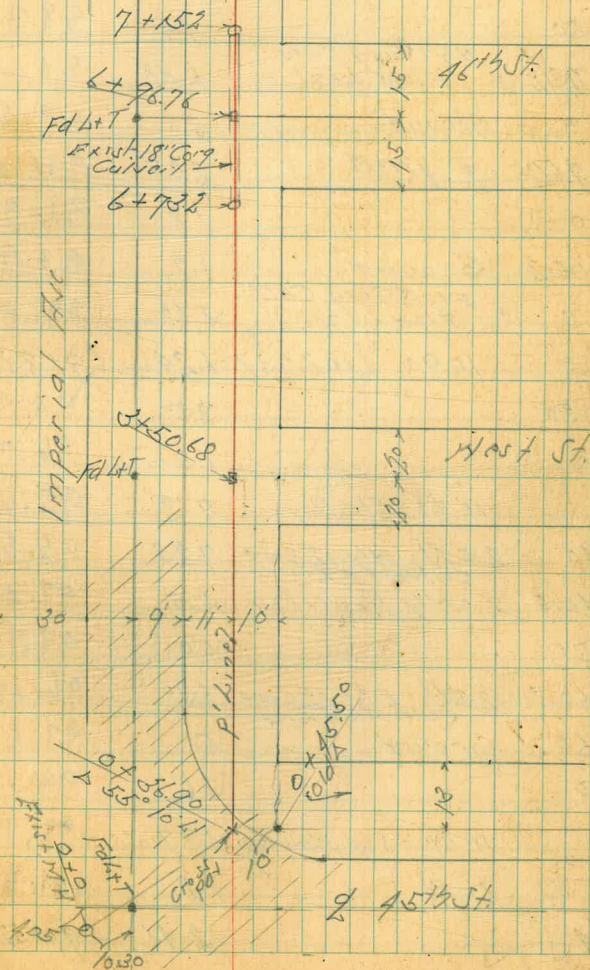


Proposed Sewer P-Line
Imperial A.O. From 45th St. East

B.M	9.64	(69.50)	(59.86)	on Rim Mt. Imperial + 45th St. Aug 1953
0+0	Existing Man Hole		9.64	(59.86)
	Imperial + 45th St			
+36.90	Δ 55° 10' Lt		9.66	59.84
+44.7	Fly Paving		9.65	59.85
+50			9.6	59.9
1+0			8.6	60.9
+50			7.4	62.1
+52.6	2' Rt of Δ = Nly Power Pole			
+76.5	60' Rt of Δ = Top 2' Soil Pipe Clean out		7.05	62.45
2+0			5.1	64.4
"	11' Lt = Sly Pav.		5.55	63.95
+50			3.2	66.3
3+0			1.0	68.5
"	11' Lt = Sly Pav.		0.98	68.52
TP	12.52	(81.53)	0.49	(69.01)
+31	1.9' Rt of Δ = Nly Power Pole			
+50.68	West St.		11.07	70.46 on Hub
4+0			8.2	73.3
"	11' Lt = Sly Pav.		8.00	73.5
+50			5.5	76.0
+91.5	11' Rt = Nly Power Pole			
5+0			2.4	79.1
"	11' Lt		2.09	79.42
"	75' Rt. on Ground 1.8			79.1

Aug. 9-14
Sisson
8/11/53
Hazard
Hardin

59



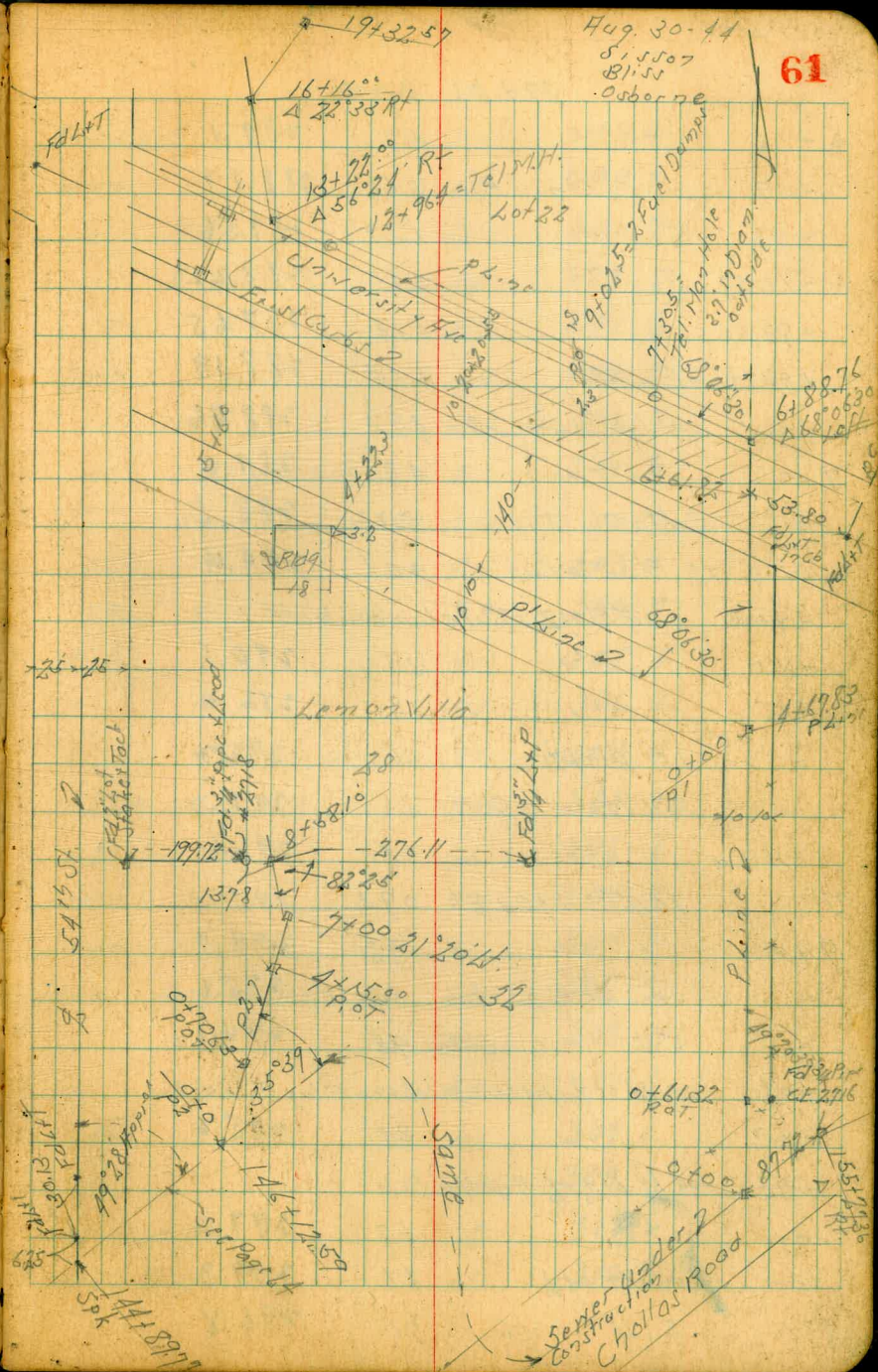
		81.53		
TP	12.04	93.07	0.50	81.03
5+50			10.7	82.4
6+0			7.8	85.3
"	11' Lt = Sly Pav		7.58	85.49
"	75' Rt		7.0	86.1
+50			4.4	88.7
+73.2	W/ 18' Corp. Culv. Flow 41.71		6.38	86.69
"	Ground		3.6	89.5
+96.76	2 46' Lt		2.07	91.00
7+0			1.8	91.3
+15.2	Ground		1.2	91.9
"	W/ 18' Corp. Culv. Flow 41.71		3.60	89.47
TP	10.90	102.73	1.24	91.83
+50			8.5	94.2
8+0			6.5	96.2
"	11' Lt = Sly Pav		7.12	95.61
+40	2.5' Lt = W/ 12' Corp Culvert P.L.		7.23	95.50
+40.5	2 11' Lt = Sly Pav		5.3	97.4
+50			5.0	97.7
+60	2.5' Lt = W/ 12' Corp Culv. Flow 41.71		6.30	96.43
+60	Ground		5.1	97.6
9+0			3.6	99.1
"	11' Lt = Sly Pav		3.97	98.16
"	60' Rt		1.2	101.5
B.M.			12.41	90.32

247 2
 1000
 90.35
 P.49

Proposed Server Plance
Lots 32-28+22 Lemoy Villa

index
c.s.k.

				index c.s.k.	H.M.B.P. University + 5415 St.
BM	0.66	310.68		310.02	
TP	2.49	300.34	12.88	297.85	
TP	0.85	288.69	12.50	287.84	
TP	0.52	276.31	12.90	275.79	
TP	6.13	271.00	11.44	264.87	
0+0	154+39.64	La Mesa Server	15.4	255.6	
+15			14.9	256.1	
+20			11.7	259.3	
+41			4.7	266.3	
+61.32	P.O.T.		1.50	269.5	0.0 Hds
TP	12.35	281.85	1.50	269.50	
+10			7.5	274.4	
+50			9.9	272.0	
+80			11.0	270.9	
2+0			8.7	273.2	
+50			6.3	275.6	
3+0			6.2	275.7	
+65			7.5	274.4	
4+0			4.5	277.4	
TP	12.58	293.83	0.60	281.25	
+50			12.0	281.8	
+67.83			10.67	283.16	0.0 Hds
5+0			10.1	283.7	
+50	82		8.2	285.6	
6+0			5.6	288.2	



298.83

6+15		4.7	289.1	
+39	Sly Cb Univ. Rte	5.66	288.17	
+39	Gutter	6.27	287.56	
+61.82	= 2	5.61	288.22	
+83.56		6.18	287.65	
+88.76	= Gutter	5.64	288.19	
7	" " = Nly Cb Univ. Rte	4.97	288.86	
7+0		4.8	289.0	
"	5' Lt = Cb Top	5.3	288.5	
"	12' Rt = Top Cut	7.06	294.4	
+30.5	0.3 Rt of 2 = 2 Tol. Man. Hole			
+50		2.5	290.3	
8+0		1.8	292.0	
"	15' Rt of 2	1.6	292.2	
"	5' Lt " " = Cb Top	2.5	291.3	
+50		1.2	292.6	
TP	10.96	303.86	0.93	292.90
9+0		9.2	294.7	
"	15' Rt of 2	8.2	295.6	
"	5' Lt " " = Cb Top	9.8	294.1	
+06	3.5 Lt of 2 1/2 Conc. Base For Flag Pole			
+50		8.7	295.2	
+71	4' Lt of 2 1/2 Anchor Pole			
10+0		6.7	297.2	
"	15' Rt of 2	6.6	297.3	
"	5' Lt " " = Cb	7.1	296.8	

303.86

62

10+50		5.5	298.4	
11+0		4.2	299.7	
"	10' Rt	2.1	301.7	
"	5' Lt = Cb	4.4	299.5	
+50		2.7	301.2	
12+0		1.4	302.5	
"	10' Rt	+2.8	306.7	
"	5' Rt = Cb in Drive	2.1	301.8	
TP	10.14	313.39	0.61	303.25
+50		9.5	303.9	
+96.4	2 = 2 Tol. M. H.	8.5	304.9	
13+0		8.4	305.0	
"	10' Rt	7.4	306.0	
"	5' Lt = Gutter in Drive	9.0	304.4	
+22.00	Δ 56° 21' Rt	7.69	305.70	0.7 Hub
+29		7.6	305.8	
+34		9.4	304.0	
+50		9.1	304.3	
14+0	= Bottom Draw	8.2	305.2	
"	10' Rt	5.0	308.4	
"	10' Lt	5.9	307.5	
+50		6.3	307.1	
15+0		4.3	309.1	
"	10' Rt	1.8	312.2	
"	10' Lt	1.1	312.3	

"P" Line

313.39

BM		3.32	310.07	
157.33	3' Rt = 24" Euc Tree at Base			
+35	3' Lt = 24" " " "			
+45	3' Lt = 18" " " "			
"	4' Rt = 16" " " 3.0			
+56	4' Rt = 12" " " "			
+67	6' Lt = 16" Euc Tree			
+72	= Bot. Draw "	3.0	310.4	
+78	3' Rt = 6" Euc Tree			
+82	7' Lt = 8" " " "			
+90	4' Lt = 18" " " "			
"	2' Rt = 3" " " "			
TP	12.75	324.96	1.18	312.21
1640			12.3	312.7
"	10' Rt		10.3	314.7
"	8' Lt = Bot. Draw		13.1	311.9
+16	= Δ 22' 33" Rt	12.80	312.16	0.7 H46
+50		11.3	313.7	
1740			8.8	316.2
"	6' Rt = Bot. Draw		9.5	315.5
"	10' Lt		5.8	319.2
+40			7.4	316.6
+60			3.1	321.9
1840			1.6	323.4
"	10' Rt		1.6	323.4
"	10' Lt		1.5	323.5

NW 8P
Univ + 5415
310.02

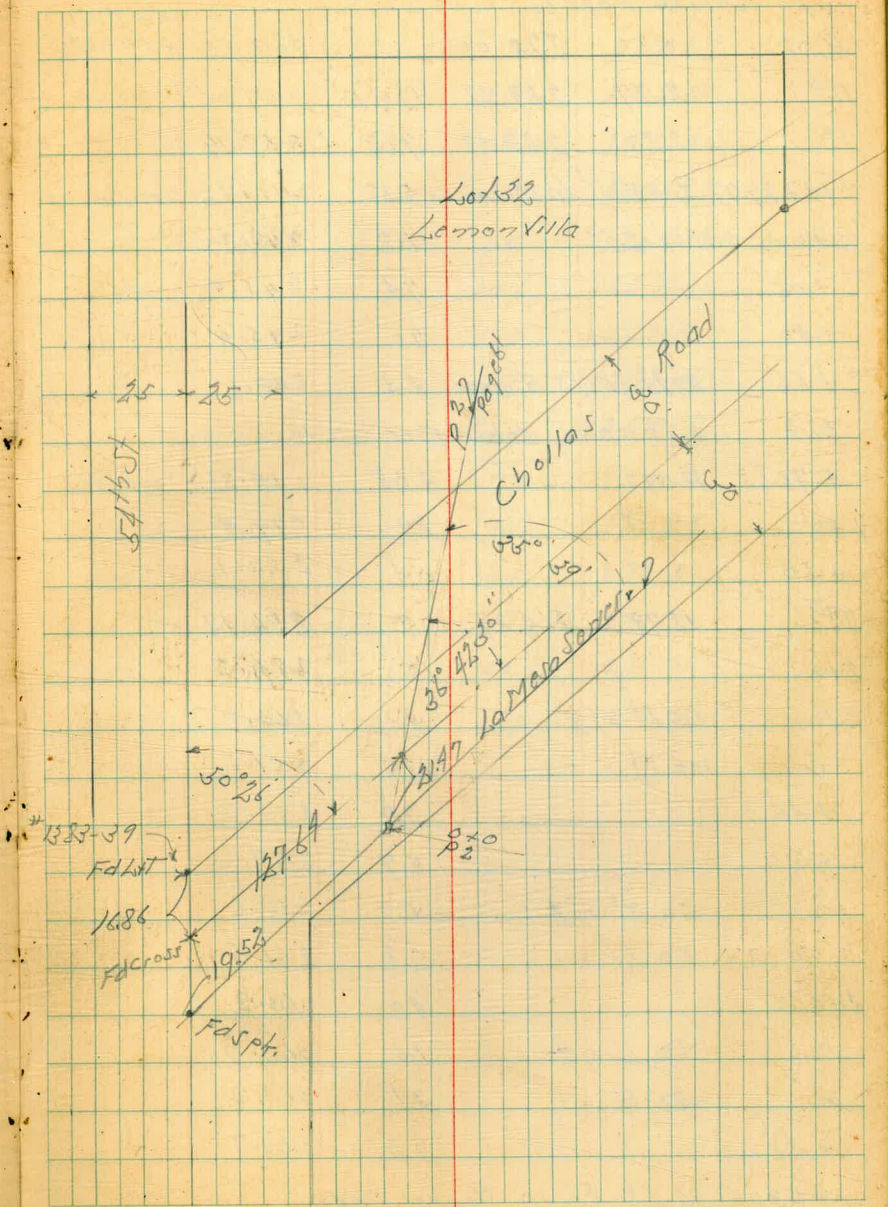
63

324.96

TP	9.36	332.71	0.61	324.35
18450			8.4	325.3
1940			5.5	328.2
"	10' Rt		5.1	328.6
"	10' Lt		5.1	328.6
+32.57	= opp. Sky of several H46 on 2nd	4.68		329.03 on H46

P'line Proposed Sutter Alley South
of University Ave East of 54th St

BM	12.32	295.48	283.16	07/1/06 4187.83 P Page 61	
0+0	= 4+67.83 P				
+50		12.4	283.4		
+100		11.4	284.1		
+150		10.4	285.1		
+200		8.5	287.0		
+250		6.6	288.9		
+300		4.0	291.5		
+350		2.0	293.5		
+400		0.5	295.0		
TP	6.28	301.41	0.35	295.13	
+22.3	= Fly Bldg		5.5	295.9	
+145	45 th Lt = Fly House		7.9	293.5	09 Floor
+50		5.1	296.3		
+5+0		5.8	295.6		
+60	= Bottom Dray to South 10.1		291.3		



Proposed Sewer P&L Line
 Lot 32 Lemon Villa
 Sketch Page 61

B.M.	0.50	270.00		269.50	on 2 Hubs 0+61.82 P
TP	2.77	259.82	12.95	257.05	
TP	2.20	252.39	9.63	250.19	
144+89.77 = 2	54" St La Merohine	5.27		247.12	on Pav 129
0+0	= 146+12.59	"	6.2	246.2	
+15			7.4	245.0	
+40			7.0	245.4	
+60	27 Lt. = 1 1/2" Almond	4.3		248.1	
+68	1 Rt = 1 1/2" Walnut Tree				
+70.63	POT	4.68		248.31	on Stub
1+0			2.9	249.5	
+50			0.3	252.1	
TP	12.79	264.27	0.91	251.48	
2+0			10.6	254.3	
"	50 Lt of 2		4.3	260.0	
"	100 Rt " "		12.7	251.6	
+35			7.0	257.3	
+50			8.7	257.6	
"	50 Rt of 2		5.7	258.6	
"	50 Lt " "		2.8	261.5	
3+0			4.0	260.3	
"	50 Lt of 2		1.3	263.0	
"	50 Rt " "		3.1	261.2	
+50			1.6	262.7	
+57	6 Lt = 1 1/2" Pepper Tree				

Sept 6-14
 Survey
 Blinn
 Osborne
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		264.27			
TP	8.08	270.60	1.75	262.52	
4+0			4.8	265.8	
"	60 Rt of 2		4.8	265.8	
"	50 Lt " "		3.8	266.8	
TP + 15° POT	12.47	279.01	4.06	266.54	on Stub
+50			10.6	268.4	
5+0			11.5	267.5	
+50			11.6	267.4	
6+0	Slope up Rt + Lt		10.7	268.3	
+50			9.7	269.3	
7+0	-A 21° 20' Lt.		8.16	270.85	on Stub
+50			6.5	272.5	
8+0	Slope up Rt + Lt		4.8	274.2	
+55			2.8	276.2	
+58.10 = 1 1/2" Lot 32			1.80	277.2	on Stub

Proposed Sewer From Garbage Hopper "P" Line
to Existing Man Hole Under Bridge on Harbor Dr.

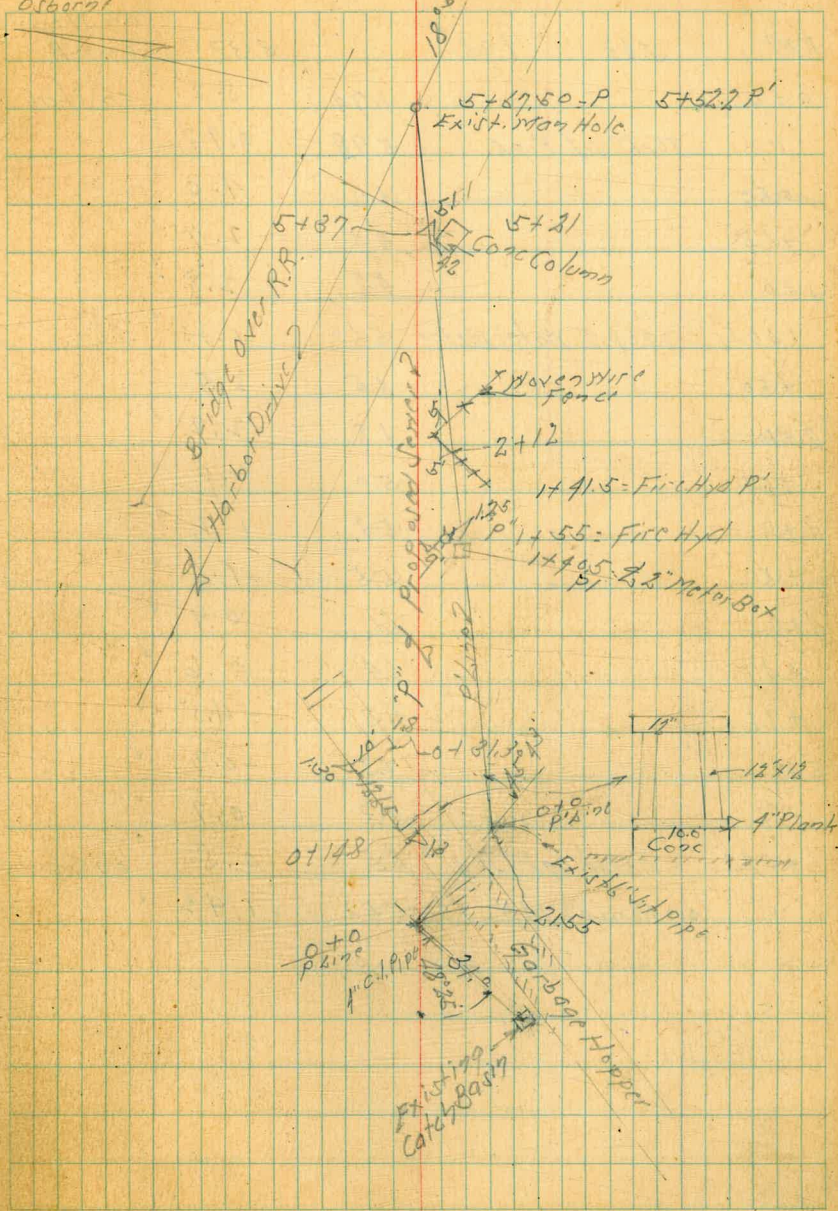
BM	1.99	8.50	6.51	HEBP 1/2 period 4.51 10/1852-20
TP	9.33	11.67	6.16	2.34
TP	5.97	9.29	8.35	3.32
0-31	Grating		6.92	2.37
"	Flow Line Trap		9.70	-0.41
0+0			5.97	3.32
"	Flow 4" Cast Iron Pipe		7.82	1.47
+148	on Top of Plank		2.60	6.69
"	Ground		4.4	4.9
+50			4.4	4.9
+10			6.5	2.8
+50			6.9	2.4
+10			7.2	2.1
+50			7.5	1.8
+30			7.4	1.9
TP	2.55	5.43	7.41	1.88
+50			3.9	1.5
+10			4.6	0.8
+62			5.0	0.4
+85			9.0	-3.6
+50			6.6	-1.2
+20			4.8	0.6
+37			4.8	0.6
+67.5	Ground		4.9	0.5
"	on Rim of EXIST Man Hole #26 1023 D?		4.0	1.42

Scale 1" = 10'
TL - 18.13

Sept 6-14
Supt
Blair
Osborn

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e.s.k.

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Prop. Sewer Garbage Hopper "P" Line
to Exist M.H. Under Bridge Harbor Drive

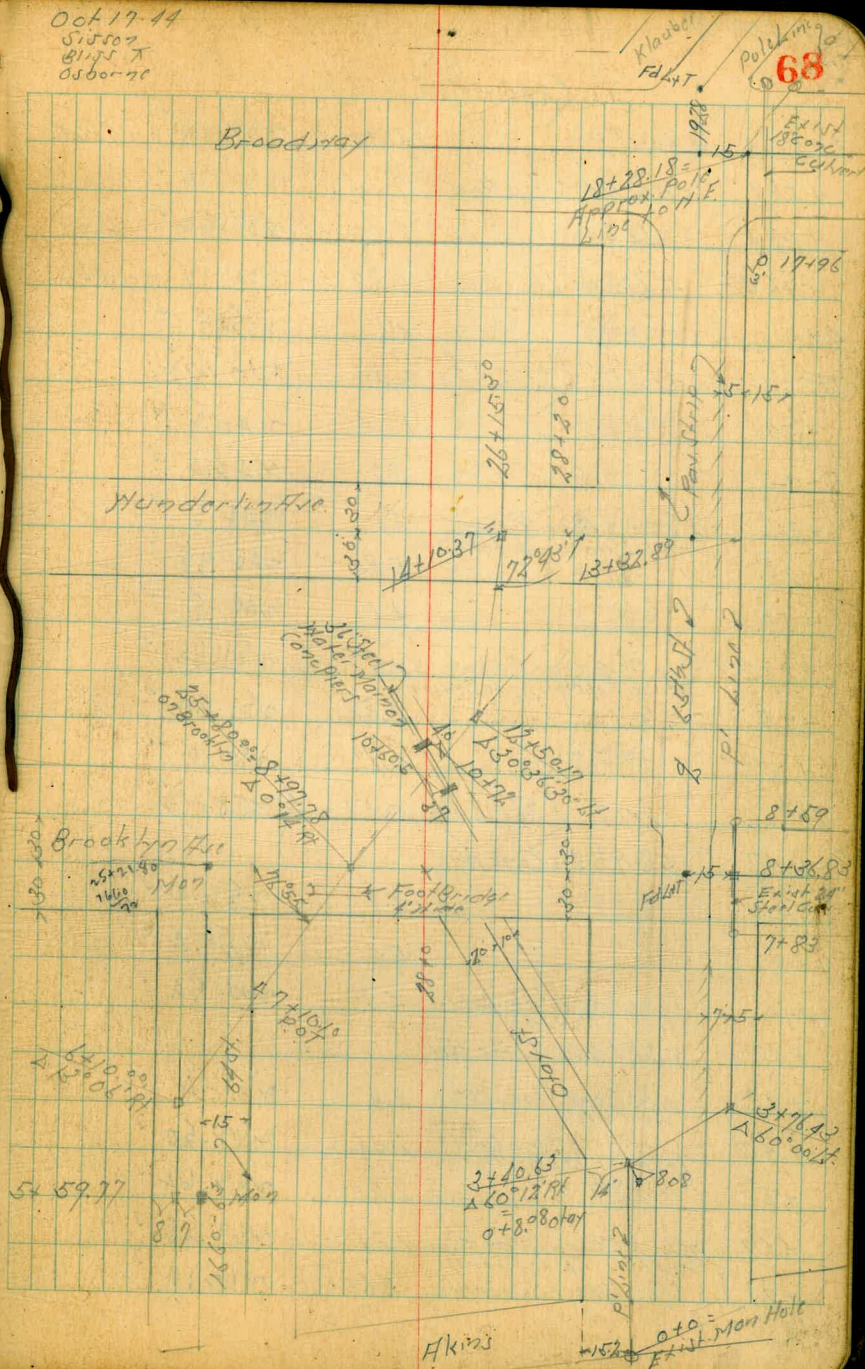
67

8.71	5.63	6.95	5.32	on Stub 0+0 P
0+0		1.74	5.21	on Stub
"	= Top 6" Vix. Pipe	5.98	0.97	
+50		3.0	4.0	
+65		4.3	2.7	
+10		4.2	2.8	
+40.5	= Top 2" Water Meter	5.60	1.35	
+50		4.5	2.5	
+10		4.8	2.2	
+50		5.0	2.0	
3+0		5.3	1.7	
+50		5.5	1.5	
4+0		6.1	0.9	
+47		6.4	0.6	
+71		11.5	-4.5	
5+0		7.3	-0.3	
+21		6.3	0.7	
+52.2	= Existing M.H.	6.5	0.5	on Ground
"	on Rim of M.H.	5.53	1.42	

Proposed Sewer 65th St. P-Line
 Hkins Ave. to Broadway
 P-Line #1660-43

BM	0.70	224.34	228.64	SETOP FHYD Imperial X 85' 10"
0+0	= Exist M.H. Hkins Ave	802	216.32	not collared 1st Hkinl Hkins 2 65' 6"
TP	1221	(227.94)	8.61	215.73
+29	7' Lt. Fly Power Pole			
+50	07 AC Walk	119	216.0	✓
+61		125	215.4	✓
+66	19 Rt. S.W. Bridge	126	215.3	07 Oak
+697	= Top Blk Head 2" Pipe Extends 3' West	143	213.6	✓
+70		214	206.5	Ground
+80		224	204.5	✓
+10		222	205.6	✓
+12	= Base Blk Head	206	207.3	✓
"	= top " " Extends 12.8 48' West		215.1	✓
"	2' Rt. N.W. Cor Bridge	124	215.5	07 Oak
+15		120	215.9	✓
+26	2" 1/2 30" Down Drain	1270	215.24	Flux Line
+30	07 AC Walk	113	216.6	✓
+50	" " " "	9.6	218.3	✓
+70	" " " "	6.5	221.4	✓
+08	48' Lt. Fly Power Pole			
+50		26	225.3	✓
TP	1210	(240.50)	0.54	(227.10)
+20	07 AC Walk	108	229.7	✓
+22.5	5' Lt. Fly Power Pole			
+30		9.2	231.3	✓

Oct 17-14
 Sisson
 Bliss X
 Osborne



(240.50)

3740.63	160° 12 Rt	8.34	232.16	0.7 Stab
+501	= Wly HC Strip Pav	7.74	232.76	✓
+684	= Fly " " "	6.90	233.60	✓
+7643	= 4 60° 00 Rt	6.32	234.18	0.9 Stab
470		4.6	235.9	✓
TP	12.45	<u>(252.62)</u>	0.33	<u>(240.17)</u>
+50		12.4	240.2	✓
570		8.2	244.4	✓
+21	= Sly Do. 2 Conc Ribbon Drive Extends Lt. to Paving	6.1	246.5	✓
+28	= H	5.84	246.78	✓
+50		4.1	248.5	✓
+88.2	= Sly Do. 2 Conc Ribbon Dr No Extends Lt. to Paving	1.04	251.58	✓
+95	= H	0.82	251.80	✓
670		0.6	252.0	✓
TP	12.73	<u>(264.84)</u>	0.51	<u>(252.11)</u>
+47	5.2 Rt. Sly Conc Wall			
+50		8.8	256.0	✓
710		5.4	259.4	✓
+11	= Sly Conc Slab Bot. Wall + Paving	4.30	260.54	✓
+32	5.2 Rt. Wly Conc Wall			
+32	= Wly Conc Slab Bot. Wall + P	3.4	261.4	✓
+45	= Sly Solid Conc Drive Extends Lt. to Paving	2.34	262.50	✓
+52	= Wly " " "	2.20	262.64	✓
+69	= Sly 3.5 Conc Walk Extends Lt. to Paving	1.26	263.58	✓
+73	= Sly Steel Culvert	2.65	262.19	Flow line

(264.84)

TP	12.89	<u>(277.37)</u>	0.36	<u>(264.48)</u>
870		11.5	265.9	✓
+36.83	= 2 Brooklyn	10.80	266.57	0.7 Stab
+59		9.7	267.7	✓
"	= Wly 24" Steel Culvert	12.44	264.93	Flow line
+71	6.1 Rt. Wly Fire Hyd.			
910		8.7	268.7	✓
+50	8+71.8	6.3	271.1	✓
1070	8 26.8 35.0	4.4	273.0	✓
+50		2.7	274.7	✓
1170		0.5	276.9	✓
TP	12.99	<u>(290.02)</u>	0.34	<u>(277.03)</u>
+45	4.3 Rt. Wly 16" Pepper Tree			
+50		10.8	279.2	✓
+90	4.6 Rt. 24" Century Plant			
1270		8.7	281.3	✓
+50		6.3	283.7	✓
+98	5.9 Rt. Wly Fire Hyd.			
1370		4.6	285.4	✓
+32.89	= 2 Wunderlin	3.6	286.4	✓
+50		2.8	287.2	✓
+78	4.6 Rt. Wly 24" Fire Tree			
1470		0.1	289.9	✓
+03	4.4 Rt. Wly 18" Pepper Tree			
TP	12.77	<u>(302.79)</u>	0.00	<u>(290.03)</u>

	$\langle 302.79 \rangle$			
14+50		10.3	292.5	✓
+79	5' Rt. Wly 30" Euc Tree			
15+0		7.2	295.6	✓
+04	5' Rt. Wly 8" Paper Tree			
+50		4.3	298.5	✓
16+0		1.6	301.2	✓
TP	12.89 $\langle 315.28 \rangle$	0.40	$\langle 302.39 \rangle$	✓
+50		11.2	304.1	✓
17+0		8.1	307.2	✓
+50		5.5	309.8	✓
+96	3' Rt. Sly 18" Conc Curb	5.30	309.98	Flordune ✓
18+0		2.4	312.9	✓
+01.9	Sly Conc Pav 12.9	2.26	313.02	✓
+2818	1/2 Broadway	1.42	313.86	✓
BM		3.04	$\langle 312.24 \rangle$	✓
			8 P.S. Line	
			Broadway	
			1/2 of 12.9 Pav	
			0.78512	
			312.84	
			1660.45	

Levels Proposed Sewer 64th St.
South of Brooklyn to Under 11th
Sketch Page 68

BM	542	(243.05)	237.63	8 Mon Brooklyn 64 th St
6+10	13° 06' 81	1.59	(241.41)	on Hub
+130		0.8	242.3	✓
+150		0.6	242.5	✓
7+0		0.7	242.4	✓
7+10.10	POT	0.70	242.35	on Stake
+20		0.7	239.4	✓
+30	22 Lt - 4 1/2" Exc Tric			
+45		6.0	237.1	✓
+60	22 Lt 4 1/2" Exc Tric			
+80		11.4	231.7	✓
TP	825	(238.66)	230.4	(230.4)
8+0		9.6	229.1	✓
7+10	2 1/2" 4 1/2" Exc Dump			
+20		12.8	225.9	✓
+38	33 Lt - 4 1/2" Exc Tric			
+50		11.5	227.2	✓
+76.2	5 1/2 Foot Bridge	2.58	235.08	on Deck
+80	5 1/2 "			
+97.78	4 0' 14" Rt	10.55	228.11	on Hub
9+50		8.7	230.0	✓
+75		6.0	232.7	✓
10+0		5.0	233.7	✓
+150		3.9	234.8	✓
+157		1.7	237.0	✓

Oct 18-14
S. J. 007
81.00
October

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		(238.66)	
10+86	Bottom over head	+6.70	
+92	32" Water Main	2.9	
+81	7 1/2" 11" Pepper Tric		
11+0		2.8	235.9 ✓
+38	1 1/2" 11 1/2" Pepper Tric		
+50		2.1	236.6 ✓
TP	12.65	(248.88)	2.43 (236.23) ✓
12+0		11.2	237.7 ✓
+40		10.5	238.4 ✓
+50.17	4 30' 36" 30" Lt	9.01	239.51 on Hub
13+0		7.1	241.8 ✓
+50		4.9	244.0 ✓
14+0		2.8	246.1 ✓
+10.37	26 1/2 15.30 on Under 11 th	3.27	245.61 on Hub

Levels Prop. Sider St under 110 Ave

Sketch Page 68 248.88 Rt. Ford

TP	13.01	(261.21)	0.68	248.20 ✓
26+40			8.6	257.6 ✓
+70			4.0	251.2 ✓
TP	12.55	(273.35)	0.41	(260.80) ✓
27+0			8.8	264.5 ✓
"	60 Rt. on S		16.3	251.0 ✓
"	60 Lt. " " "		6.2	267.1 ✓
+25			4.2	269.1 ✓
TP	12.89	(285.54)	0.70	(272.65) ✓
+50			10.9	274.6 ✓
+60			7.8	277.7 ✓
+80			1.9	283.6 ✓
TP	5.86	(290.07)	1.33	(284.21) ✓
28+0			11	286.0 ✓
"	50 Lt. " "		6.3	283.8 ✓
"	60 Rt. " "		9.8	280.3 ✓
+20			3.9	286.2 ✓

Levels Prop. Sider Brook 4.0
Between 64th & 65th Sts

See Sketch Page 68

BM	12.87	(250.50)		237.63	Moore Brook 4.0 x 34/30x
26+0			13.5	237.0 ✓	
+30			5.2	244.7 ✓	
TP	13.25	(263.35)	0.49	(250.01) ✓	
+35			12.5	250.9 ✓	
+55			7.1	256.3 ✓	
"	60 Rt. " "		8.6	254.8 ✓	
"	60 Lt. " "		8.0	255.4 ✓	
TP	11.24	(274.07)	0.53	(262.80) ✓	
27+0			9.6	264.5 ✓	
+30			5.9	268.4 ✓	
+50			4.5	269.6 ✓	
28+0			3.8	270.3 ✓	

Walker
Harris
Beggs
10-30-44

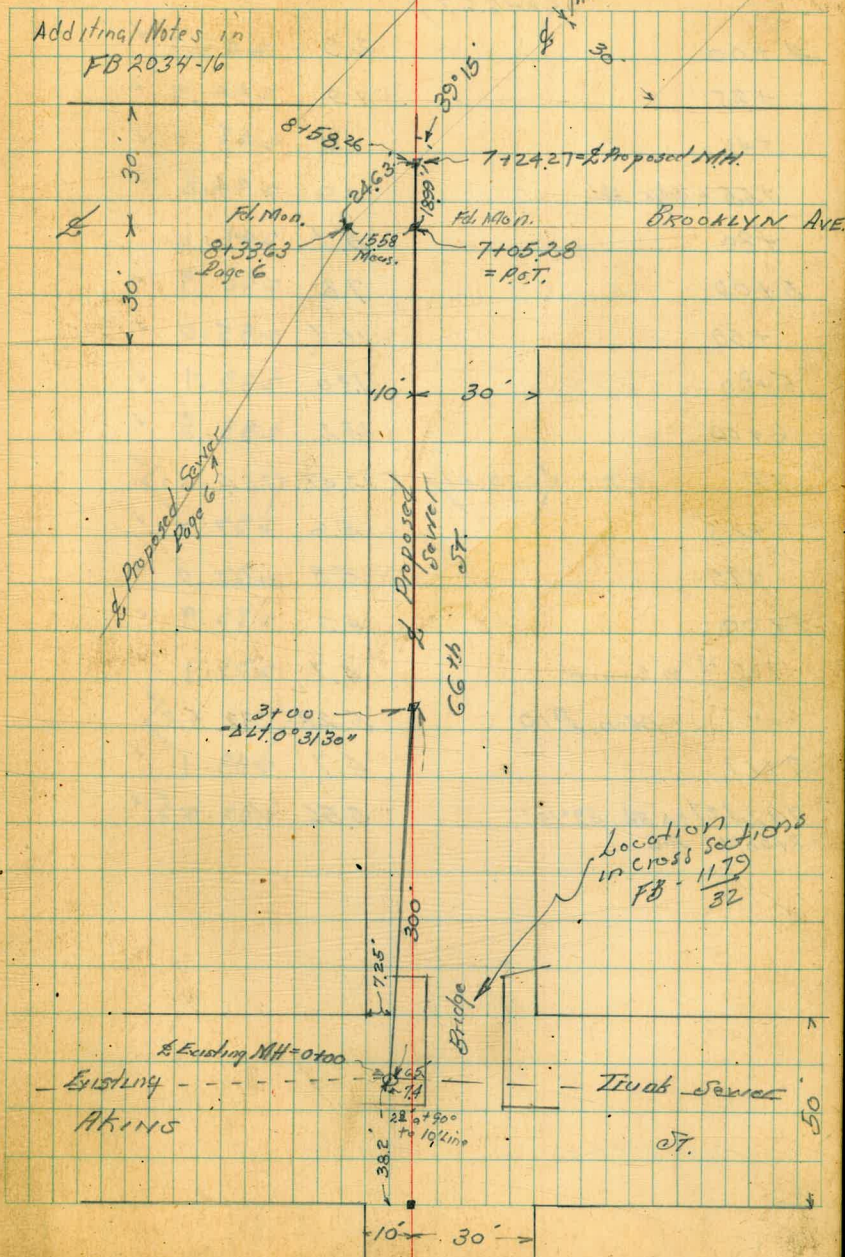
LOCATION ^{and} LEVELS - PROPOSED SEWER
in 66th St. from AKINS ST.
to Brooklyn Ave

Station	Description	Proposed Level	Existing Level	Notes
BM. RP No. 1104		226.53	221.85	Ord. Book 2/2 55.
257+10.58	4.68	226.53	221.85	
0+00	on Rim Existing M.H.	5.96	220.57	✓
"	Flow			
"	Ground in channel	13.3	213.2	✓
0+07		12.2	214.3	✓
+25.6	at Bulkhead	11.0	215.5	✓
"	on "	4.6	221.9	✓
+26	" Ground	6.5	220.0	✓
+31		5.4	221.1	✓
+37		5.4	221.1	✓
+40		6.4	220.1	✓
+50		6.4	220.1	✓
+100		5.8	220.7	✓
+150		5.0	221.5	✓
+200		2.8	223.7	✓
+25		0.7	225.8	✓
T.P.	12.01	238.05	226.04	✓
+250		8.7	229.3	✓
+75		5.2	222.8	✓
+300	on Ground	1.9	226.1	✓
"	T.P. 10.61			
"	P.O.T. Hub.	246.67	236.06	✓
+3+25		7.6	229.1	✓
+50		5.7	221.0	✓
+75		4.2	224.5	✓

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Indexed
C.S.N.

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66th St. Senior
Cont. from P. 73

$\langle 246.67 \rangle$

4+00		2.9	243.8	✓
+25		1.9	244.8	✓
+40		1.4	245.3	✓
+55 = edge Rd.		1.9	244.8	✓
+80		5.1	241.6	✓
5+00		7.8	238.9	✓
+50		11.7	235.0	✓
5+80		13.0	233.7	✓
6+00		13.2	233.5	✓
T.P.	3.21	$\langle 237.81 \rangle$	12.07	$\langle 234.60 \rangle$
+25		5.6	232.2	✓
+75		5.8	232.0	✓
7+00		4.9	232.9	✓
+05 ?8 on Ground.		4.7	233.1	✓
" + Mon P10		5.28	$\langle 232.53 \rangle$	✓
7+17		4.7	233.1	✓
7+24.27 = A Rt. 39°15'		5.56	232.25	✓
= 8+58.26 P-6				

Levels Proposed Sewer
East of 60th St. From Brooklyn Ave to
Wanderlin Ave. Sketch Page 1

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S. 5507
8/1/55
Osborne 75

BM	541	(239.88)	234.97	1st & 80th Brooklyn
0+0	= 1/2 Brooklyn	11.8	228.6	✓
+51		10.3	229.6	✓
+31	= Top Cobble Wall	8.9	231.0	✓
+34	2.6 Lt = Ely 16" Tree			
+50		8.4	231.5	✓
+55	7' Lt = S Ely Cor Frame House			
+90	7' Lt = H Ely "			
1+0	7' Lt = Ely 36" Palm	8.3	231.6	✓
+50		6.6	233.3	✓
2+0		4.0	235.9	✓
+50		1.2	238.7	✓
TP	12.72	(252.15)	0.45	(239.95)
3+0		10.5	241.7	✓
+50		6.6	245.6	✓
4+0		2.2	250.0	✓
TP	12.89	(264.63)	0.36	(251.79)
A 33	6' Rt = Wly 10" Pepper Tree			
+50		11.2	253.4	✓
+65		5.3	259.3	✓
+75.3	= Top Cb. Wanderlin	4.84	259.19	✓
"	= Gutter	5.49	259.14	✓
+78.8	= Hly Cone Gutter	5.19	259.44	✓
+95.3	= 1/2 Wanderlin	3.72	260.91	✓
For Check		2.94	(261.69)	0.25 for 6 5.06 rounded in old line

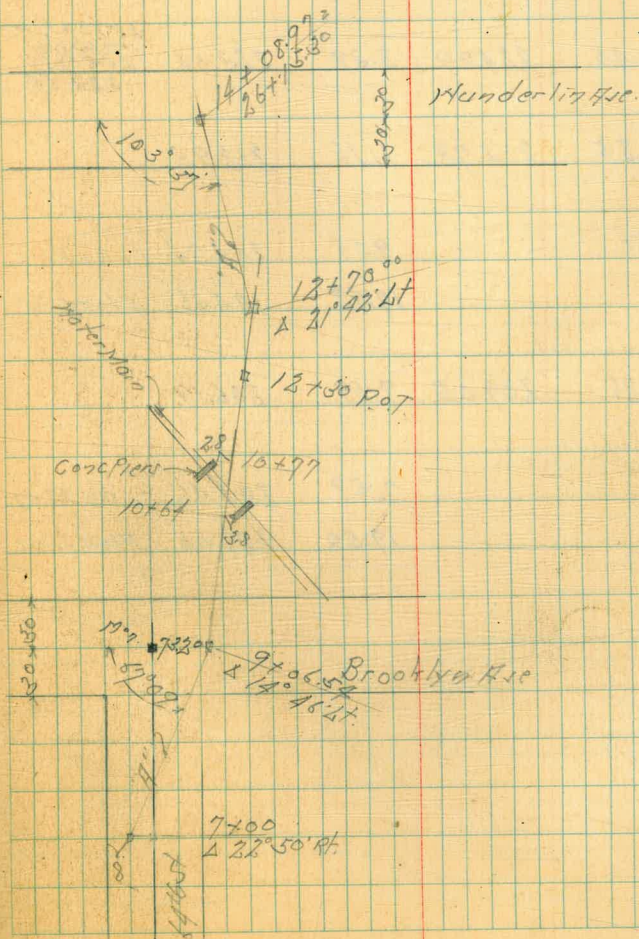
Proposed Sewer 64th St South of Brooklyn Rse
to Munderling Ave. "H" Line

B.M.	1.52	<242.98>	<241.46>	2 Hub 6+10 Page 71
7+0	A 22° 50' Rt	5.63	237.35	on Hub
+50		10.4	232.6	
+64.5	5' Rt - W/15' Eoc. Tree			
+89	6' Lt - E/120" "			
8+0		15.7	227.3	✓
+14	2' Rt - W/12" Eoc. Stamp			
+40	7' Lt - E/15" Tree			
+50		13.6	229.4	✓
+83.5	5' Foot Bridge			
9+0		9.0	234.0	✓
+06.54	A 14° 46' Lt	8.66	234.32	on Stub
+50		9.3	233.7	✓
10+0		7.2	235.8	✓
+50		7.9	235.1	✓
+63		5.4	237.6	✓
+64	2.8 Rt - W/ly Conc Pier + Overhead Water Main			
+77	2.8 Lt - E/ly " "			
11+0		7.1	235.9	✓
TP	10.72	<247.30>	<236.58>	
+93	8' Rt - W/ly Pepper Tree			
+50		10.9	236.4	✓
12+0		8.9	238.4	✓
+29		8.9	238.4	✓
+46		4.5	242.8	✓

Nov. 22-11
S. J. 507
- 81.15
560925
Hazard

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12+70	A 21° 42' Lt	6.51	240.79	on Hub
13+0		3.4	243.9	
730		4.6	242.7	
14+0		1.8	246.0	
+08.97	- 261° 15' 30"	1.66	<245.64>	on Stub



Check Levels From 7 to Seven Laterals.
 From Hkin + 61st to Imperial + Woodman
 Also Imperial + 65th St.

BM 10.42 222.27 221.85 RP. Not 10th
 257 + 10.48
 9 * 212.33

BM 1.90 220.87 LOTS of size
 Imperial +
 Woodman

TP 4.27 226.03 10.61 221.66

BM 0.45 224.09 2.29 223.64 SET OF Hyd
 Imperial
 + 65th St
 223.64

0.85 212.78 11.16 212.93

Exist. M.H.
 Hkin + 61st 9.04 204.74 on Rim

1/2 of M.H. 19.42 194.26 Floor Line

2.86 209.05 7.59 206.19

Exist M.H.
 Hkin + 61st 7.59 201.46 on Rim

1/2 of M.H. 19.50 189.55 Floor Line

Dec. 5-44
 Sisson
 Bliss
 Osborn

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Proposed Sewer Euclid Hvc
Myrtle + Isla Vista

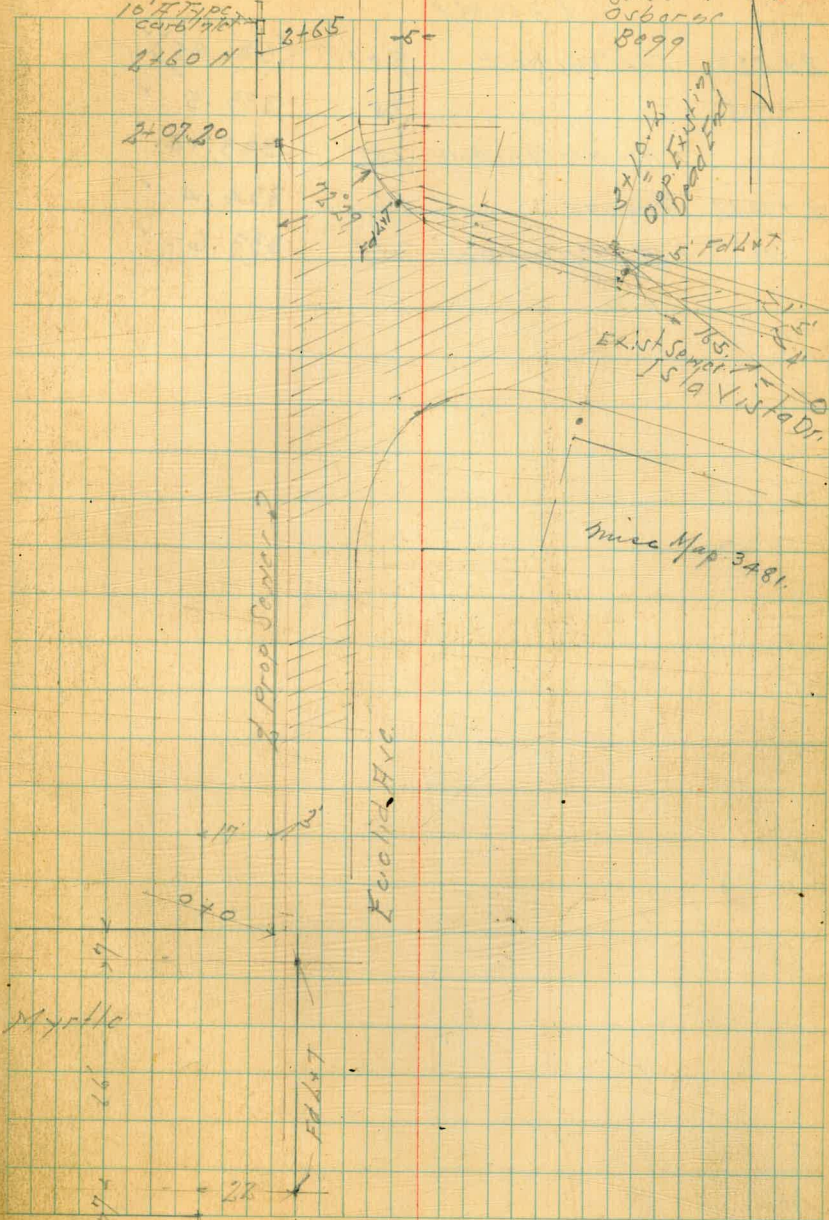
BM	8.15	(340.9)	332.81	NX 8P Drigbt + Euclid
0+0	= HL Myrtle	8.67	332.29	6/18/46 Revised on Stub
"	32ft of 2" W/Pav	8.80	332.16	
+40		8.7	332.6	
"	6' Lt of 2" TopCut	5.7	335.6	
"	36' Lt " " 2" + Fly House	4.52	336.2A	on Floor
1+0		7.9	333.1	
"	3' Rt of 2" W/Pav	7.90	333.06	
+30		8.0	333.0	
"	6' Lt of 2" TopCut	3.7	336.3	
"	36' Lt " " 2" + Fly House	1.56	339.40	
+65		8.3	332.7	
2+07.20	= A to East	9.00	331.96	on Stub
"	6' Lt of 2" TopCut	3.3	337.7	
2+60H				
"	5' Lt of 2" Gutter	10.0	331.0	
"	5' Lt " " TopCb	9.53	331.43	
"	10' Lt Ground	8.7	332.3	
"	20.5ft = Top 6" Conc of all	5.2	335.8	
2+72H	48' Lt = Fly + Fly House	4.3	336.7	on Floor
2+107E	= W/Pav	9.05	331.91	
+24	= 2" Pav	8.88	332.08	
+40	= Gutter	9.37	(331.59)	
+43.1	= Gutter	9.32	331.64	
"	= TopCb	9.02	331.94	

Indexed
c.s.K.

June 16-45

Sutton
Bliss
Osborne
8099

78



(340.94)

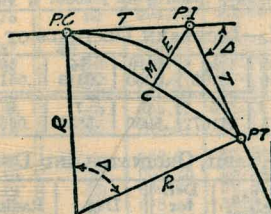
2+527	Fly Conc Walt	9.01	(331.95)	✓
+75		7.5	333.5	✓
"	1 Rt. Fly Conc Walt	7.82	333.14	✓
2+10.12	Ground	6.6	334.4	✓
"	1 Rt. Fly Conc Walt	7.37	333.62	✓

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229.41 223.64 SET OFF
 11.60 240.20 0.81 228.66 IMPROVED
 4851258
 Top 36" water main 267' ± W 4.75 235.43
 65' ± V 0' ± W 5'

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) $= R \text{vers} \frac{\Delta}{2}$ (6)
 External $= E = T \tan \frac{\Delta}{4} = R \div \cos \frac{\Delta}{2} - R$ (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° 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 $= 158 - \text{Sta. P. C.} = 54.50$, 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 115.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{2} = 115.27$ and from Table V correction $= .10$ or $E = 115.37$ 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 $D = 5^\circ 30'$.

DISTANCES FROM CENTER OF ROADWAY FOR
CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½
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 $41.9 + (20 - 16) \cdot 2$ or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.