

1667

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 $30.6 + (20 - 16) \div 2$ or 2 ft. added to $30.6 = 32.6$. For slopes of 1 on 1½ see inside of back cover.

Copyright, 1914, by Eugene Dietzgen Co.

1667

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.

DETROIT St

2 - 22

Tennis Court Grant School 25 - 29

Proposed 16" Water Main - Boundary St. Units 1 & 2.

University to Park - 30 & 33

Park to Madison - 31, 32 & 33 to 36.

Walker
Hugard
Horton
6-6-44

CROSS SECTION - DETROIT ST. 60' wide
From 65th St.
To Woodman St.
10' cbs
10' lbs

J.M. Gross Pkg.
in L.aving
Skyline Pl. & Woodman

9.17
399.12

F.B. 1368
Page 54
389.95

| | | | | |
|------------------------------------|------|--------|-------|--------|
| TP | 5.21 | 401.90 | 2.43 | 396.62 |
| TP | 1.13 | 390.22 | 12.81 | 389.09 |
| TP | 0.98 | 378.14 | 12.56 | 377.66 |
| TP | 0.71 | 366.53 | 12.32 | 365.82 |
| TP | 0.83 | 355.11 | 12.25 | 354.28 |
| TP | 8.06 | 350.30 | 12.87 | 342.24 |
| N.W. Coy 65th on Disk L.S. 2236 | | | 6.86 | 343.44 |

100' W. W.L. 65th

| | | | | |
|--------------------|--|--|-------|--------|
| N | | | 11.6 | 338.7 |
| cb. | | | 11.9 | 338.4 |
| 1/4" = N. edge Pav | | | 12.14 | 338.16 |
| L on " | | | 11.97 | 338.33 |
| 5 1/4" = S. Edge " | | | 12.03 | 338.27 |
| cb. | | | 11.8 | 338.5 |
| S | | | 12.4 | 337.9 |
| +10 | | | 13.5 | 336.8 |
| -10 | | | 12.1 | 338.2 |

78' W.W.L. = Approx 86' Pav.

Cont. P-3

Reduced 6-9-9
Plotted
H.B.J.

Index
cont.

Sketch Cont.
P. 22

3+28.55
3+03.40
66th St.

2

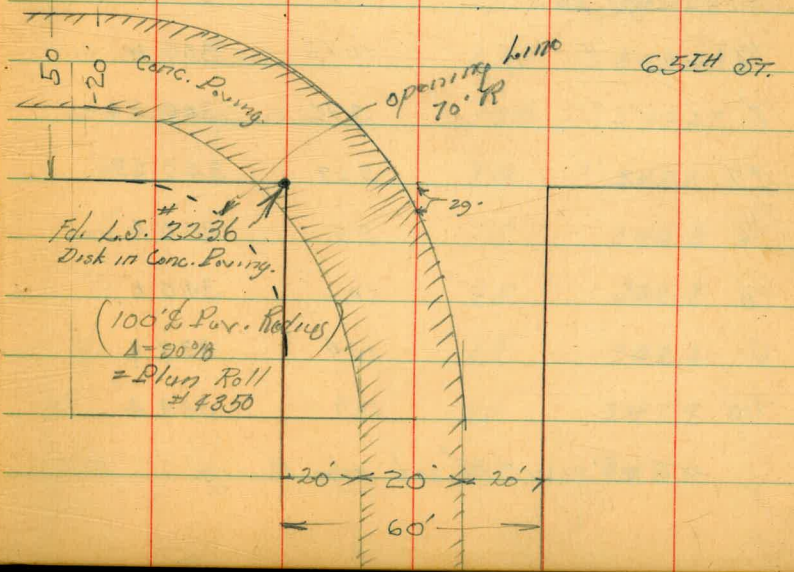


7 (0°16'30" →)

Detroit St.

Δ Point?

0+00



35030

| | | | |
|------------------|--------|-------|--------|
| S | | 12.0 | 338.3 |
| cb. | | 11.4 | 338.9 |
| S ^{1/4} | | | |
| = S. edge Par | | 11.08 | 338.22 |
| L ₂ | on Par | 11.21 | 339.09 |
| N ^{1/4} | " " | 11.58 | 338.72 |
| cb. | | 11.6 | 338.7 |
| N | | 11.2 | 339.1 |
| +10 | | 11.1 | 339.2 |

50' W.W.L. 65th

| | | | |
|------------------|-----|-------|--------|
| -10 | | 8.4 | 341.9 |
| N | | 8.9 | 341.4 |
| cb. | | 10.0 | 340.3 |
| +7 = N edge Par. | | 10.20 | 340.10 |
| 1/4 on " | | 10.10 | 340.20 |
| L ₂ | " " | 9.76 | 340.54 |
| +7 = S " " | | 9.67 | 340.63 |
| 1/4 | | 9.9 | 340.4 |
| cb. | | 10.2 | 340.1 |
| S | | 10.4 | 339.9 |
| +10 | | 10.9 | 339.4 |

29' W.W.L. = L₂ int. edge Par. 179.

35030

3

| | | | |
|-------------------|-------------|------|--------|
| -10 | | 9.4 | 340.9 |
| S | | 8.9 | 341.4 |
| cb. | | 8.8 | 341.5 |
| 1/4 | | 8.9 | 341.4 |
| L ₂ | S edge Par. | 8.75 | 341.55 |
| N ^{1/4} | | 8.79 | 341.51 |
| N cb. | | 8.97 | 341.33 |
| +2' = N edge Par. | | 8.96 | 341.34 |
| N | | 8.9 | 341.4 |
| +10 | | 8.4 | 341.9 |

W.L. 65th

| | | | |
|--------------------|--|------|--------|
| -12 = N edge Par. | | 6.49 | 343.81 |
| -10 | | 6.62 | 343.68 |
| N on Par | | 6.87 | 343.43 |
| cb + 1 S edge Par. | | 7.03 | 343.27 |
| 1/4 | | 7.2 | 343.1 |
| L ₂ | | 7.5 | 342.8 |
| 1/4 | | 7.5 | 342.8 |
| cb. | | 7.9 | 342.4 |
| S | | 8.4 | 341.9 |
| +10 | | 8.3 | 342.0 |

350.30

16' East of W.L. = Wedge Pav on N

| | | |
|---------------------------------|------|--------|
| -10 | 7.6 | 342.7 |
| 0 | 7.3 | 343.0 |
| cb. | 7.0 | 343.3 |
| 1/4 | 6.6 | 343.7 |
| 1/2 | 6.3 | 344.0 |
| 3/4 | 6.2 | 344.1 |
| cb. | 6.0 | 344.3 |
| N | 5.8 | 344.5 |
| +17 = S edge Pav. | 5.48 | 344.82 |
| +30 on Pav | 4.75 | 345.55 |
| +71 = Approx E.C. Pav. (W edge) | 2.74 | 347.56 |
| 1' E. L = L Strip Pav on N | | |
| -71 = Approx E.C. | 2.19 | 348.11 |
| -55 = edge Pav | 4.03 | 346.27 |
| N | 3.0 | 345.3 |
| 1/8 | 5.5 | 344.8 |
| 1/4 | 5.8 | 344.5 |
| 1/2 | 6.0 | 344.3 |
| 3/4 | 6.3 | 344.0 |
| cb. | 6.5 | 343.8 |

350.30

4

| | | |
|---------------------------------|------|--------|
| SL | 6.9 | 343.4 |
| +10 | 7.2 | 343.1 |
| 11' E. L 65th = E edge Pav on N | | |
| -10 | 6.9 | 343.4 |
| 0 | 6.2 | 344.1 |
| cb. | 5.9 | 344.4 |
| 1/4 | 6.1 | 344.2 |
| 1/2 | 5.4 | 344.8 |
| N 1/4 | 5.2 | 345.1 |
| cb. | 4.6 | 345.7 |
| N | 4.2 | 346.1 |
| +10 | 3.5 | 346.8 |
| +35 | 2.8 | 347.5 |
| +71 = Approx E.C. Pav (E edge) | 1.80 | 348.50 |
| 0+00 = E.L. 65th | | |
| -10 | 2.9 | 347.4 |
| N | 3.5 | 346.8 |
| cb. | 4.1 | 346.2 |
| 1/4 | 4.4 | 345.9 |
| 1/2 | 4.7 | 345.6 |
| 3/4 | 5.1 | 345.2 |

350.30

cb. 5.9 344.4

SL 6.4 343.9

+10 7.4 342.9

0+25

-10 8.2 342.1

5 7.3 343.0

cb. 6.1 344.2

1/4 5.4 344.9

2 4.6 345.7

1/4 3.9 346.4

cb. 3.2 347.1

N 2.5 347.8

+10 1.8 348.5

0+29 Tel Pole 20' South of L

0+50

-10 2.2 348.1

N 3.1 347.2

cb. 4.0 346.3

1/4 4.7 345.6

2 5.5 344.8

1/4 6.5 343.8

cb. 7.5 342.8

350.30

5

SL 8.6 341.7

7.15 10.2 340.1

0+75

-15 14.1 336.2

SL 11.9 338.4

cb. 10.9 339.4

1/4 10.0 340.3

2 8.9 341.4

1/4 8.0 342.3

cb. 7.3 343.0

N 6.2 344.1

+10 5.3 345.0

1+00

-15 11.9 338.4

N 12.6 337.7

cb. 13.4 336.9

1/4 14.0 336.3

2 14.8 335.5

1/4 15.8 334.5

cb. 16.2 334.1

SL 16.9 333.4

+20 19.7 330.6

| | 35030 | Detroit St. | |
|-----|-------|-------------|--------------|
| TP | 0.46 | 338.10 | 12.66 337.64 |
| | 1725 | | |
| -25 | | 13.4 | 324.7 |
| S | | 11.4 | 326.7 |
| cb. | | 10.5 | 327.6 |
| 1/4 | | 10.0 | 328.1 |
| 1/2 | | 8.8 | 329.3 |
| 1/4 | | 8.2 | 329.9 |
| cb. | | 7.5 | 330.6 |
| N | | 6.2 | 331.9 |
| +25 | | 7.6 | 330.5 |
| TP | 0.36 | 325.63 | 12.83 325.27 |
| | 1750 | | |
| -40 | | 3.4 | 322.2 |
| N | | 4.9 | 320.7 |
| cb. | | 5.6 | 320.0 |
| 1/4 | | 6.6 | 319.0 |
| 1/2 | | 7.1 | 318.2 |
| 5/4 | | 8.3 | 317.3 |
| cb. | | 8.9 | 316.7 |
| S | | 9.7 | 315.9 |
| +50 | | 12.5 | 313.1 |

| | 32563 | | 6 |
|----------------|---------------|------|-------|
| | 1768 = W edge | Draw | |
| -60 | | 18.8 | 304.8 |
| S | | 15.4 | 310.2 |
| cb. | | 13.3 | 312.3 |
| 1/4 | | 13.0 | 312.6 |
| 1/2 | | 12.7 | 312.9 |
| 1/4 | | 12.3 | 313.3 |
| cb. | | 11.9 | 313.7 |
| N | | 11.4 | 314.2 |
| +50 = 1/2 Draw | To NW | 9.1 | 316.5 |
| | 1781 | | |
| -50 | | 6.3 | 319.3 |
| -30 | | 10.0 | 315.6 |
| N | | 11.3 | 314.3 |
| cb. | | 11.7 | 313.9 |
| 1/4 | | 12.1 | 313.5 |
| 1/2 | | 12.7 | 312.9 |
| 1/4 | | 13.2 | 312.4 |
| cb. | | 13.9 | 311.7 |
| S | | 15.5 | 310.1 |
| +30 | | 16.7 | 308.9 |
| 5'W | | 18.7 | 306.9 |
| +70 | | 20.1 | 305.5 |

32563

2+00

| | | |
|-------------------------|------|-------|
| -60 | 12.7 | 312.9 |
| -30 | 2.5 | 316.1 |
| SL | 2.1 | 316.5 |
| cb. | 9.0 | 316.6 |
| 1/4 | 8.7 | 316.9 |
| L | 9.3 | 316.3 |
| 1/4 | 9.8 | 315.8 |
| cb. | 10.3 | 315.3 |
| N | 10.3 | 315.3 |
| +13 = S edge Draw to NE | 10.9 | 314.7 |
| +22 = N " " " | 10.6 | 315.0 |
| +50 | 4.0 | 321.6 |

2+25

| | | |
|-----------------------|-----|-------|
| N-50 | 4.2 | 321.4 |
| -35 = " L Draw to NE. | 2.1 | 316.5 |
| N | 3.0 | 322.6 |
| cb. | 2.2 | 323.4 |
| 1/4 | 1.5 | 324.1 |
| L | 0.9 | 324.7 |
| 1/4 | 0.6 | 325.0 |

32563

7

| | | | |
|------|-------|--------|-------------|
| cb. | | 0.6 | 325.0 |
| S | | 0.5 | 325.1 |
| +30 | | 0.2 | 325.4 |
| T.P. | 11.89 | 337.16 | 0.36 325.27 |

2+50

| | | | |
|--------------------|--|------|-------|
| -30 | | 4.2 | 332.3 |
| SL | | 3.9 | 333.3 |
| cb | | 3.5 | 333.7 |
| 1/4 | | 3.5 | 333.7 |
| L | | 3.8 | 333.4 |
| 1/4 | | 4.6 | 332.6 |
| cb. | | 5.4 | 331.8 |
| N | | 6.3 | 330.3 |
| +30 | | 12.0 | 325.2 |
| +50 = L Draw to NE | | 17.1 | 320.1 |
| +70 | | 12.1 | 325.1 |

Diag. Section.

2+78.75 = station st. = r.l. (Barish) 66th st.

| | | | |
|------|-------|--------|-------------|
| -60 | | 12.0 | 325.2 |
| -25 | | 4.3 | 332.9 |
| T.P. | 12.95 | 350.08 | 0.03 337.13 |
| N | | 13.3 | 336.8 |

350.08

cb. 12.3 337.8

1/4 11.5 338.6

L 10.4 339.7

1/4 9.1 341.0

cb. 8.8 341.3

S 9.4 340.7

Wcb. 66th diag.

S 5.1 345.0

cb. 5.0 345.1

1/4 5.7 344.4

L 8.2 341.9

1/4 9.1 341.0

cb. 10.5 339.6

N 11.6 338.5

+20 14.3 335.8

W 1/4 66th diag.

-20 11.7 338.4

N 9.7 340.4

cb. 8.4 341.7

1/4 7.1 343.0

L 5.2 344.9

350.08

8

S. 1/4 3.2 346.8

S cb. 4.0 346.1

S L 4.2 345.9

L 66th on S = 3703.90 - SL station

S L. 4.5 345.6

cb. 3.6 346.5

1/4 3.2 346.9

L 2.7 347.4

1/4 5.3 344.8

cb. 6.7 343.4

N 7.8 342.3

+20 9.0 341.1

E 1/4 66th

-20 7.4 342.7

N 6.3 343.8

cb. 4.9 345.2

1/4 2.3 347.8

L 2.3 347.8

1/4 2.7 347.4

cb. 3.2 346.9

S L. 3.6 346.5

350.08

F. cb. 66th

| | | |
|-----|-----|-------|
| SL | 3.5 | 346.6 |
| cb | 2.3 | 347.8 |
| 1/4 | 2.0 | 348.1 |
| 2 | 1.7 | 348.4 |
| 1/4 | 1.0 | 349.1 |
| cb | 2.2 | 347.9 |
| H | 4.0 | 346.1 |
| +15 | 5.1 | 344.0 |

3+23.55 - SL station = EL. 66th diag. Sec.

-15 3.8 346.3

N 2.1 348.6

(# 307829-H-Pole No)

JP 12.60 360.22 1.76 348.32

Elec.
Hut in Pole
Srv. 66th
to Detroit

cb 10.3 350.6

1/4 11.2 349.7

+6 11.0 349.9

2 10.4 350.5

+4 10.2 350.7

+5 11.2 349.7

1/4 11.5 349.4

cb 12.5 348.4

360.22

9

cb +3 12.7 348.2

+5 10.0 350.9

SL 10.3 350.6

3+31 at Rt Δ

SL 9.9 351.0

+6 9.6 351.3

cb 12.0 348.9

1/4 10.9 350.0

+5 10.7 350.2

+7 8.4 352.5

2 8.5 352.4

1/4 9.4 351.5

N cb 9.7 351.2

N 8.9 352.0

+4 10.7 350.2

+15 11.9 349.0

3+50

-10 6.4 354.5

H 6.6 354.3

cb 6.1 354.8

1/4 6.0 354.9

360.92

360.92

TP

12.98

372.12

1.78

359.14

on stake (Sub) 4+00 on N.

4+00

L 6.4 354.5

+2 6.5 354.4

+5 8.1 352.8

1/4 8.2 352.7

+8 9.1 351.8

cb. 9.7 351.2

+4 7.8 353.1

SL 8.2 352.7

+10 8.7 352.2

3+75

-10 7.0 353.9

SL 6.2 354.7

cb. 5.8 355.1

+4 6.2 354.7

1/4 5.5 355.4

L 4.6 356.3

1/4 4.2 356.7

cb. 4.0 356.9

N 3.8 357.1

+10 3.8 357.1

-10

13.1 359.0

N

13.0 359.1

cb

13.0 359.1

1/4

13.4 358.7

L

13.9 358.2

1/4

13.7 358.4

cb.

14.8 357.3

S

15.6 356.5

+15

16.7 355.4

4+08" Ornamental Tree on South 1' Back

14.6 357.5

4+25

-15

14.3 357.8

SL

13.2 358.9

cb.

12.6 359.5

1/4

12.5 359.6

L

11.7 360.4

1/4

11.3 360.8

cb.

11.2 360.9

N

10.9 361.2

+10

10.7 361.4

| | 372.12 | | |
|-----|--------|------|-------|
| | 4+50 | | |
| -10 | | 8.8 | 363.3 |
| N | | 8.7 | 363.4 |
| cb. | | 8.8 | 363.3 |
| 1/4 | | 9.0 | 363.1 |
| L. | | 9.4 | 362.7 |
| 1/4 | | 10.1 | 362.0 |
| cb. | | 10.3 | 361.8 |
| SL. | | 11.1 | 361.0 |
| +15 | | 12.1 | 360.0 |
| | 4+75 | | |
| -15 | | 9.4 | 362.7 |
| SL. | | 8.4 | 363.7 |
| cb. | | 7.9 | 364.2 |
| 1/4 | | 7.7 | 364.4 |
| L. | | 7.1 | 365.0 |
| 1/4 | | 6.5 | 365.6 |
| cb. | | 6.5 | 365.6 |
| N | | 6.5 | 365.6 |
| +10 | | 6.6 | 365.5 |
| | 5+00 | | |
| -10 | | 4.0 | 368.1 |

| | 372.12 | | |
|------------------------------------|--------|-----|-------|
| | 5+00 | | |
| N | | 3.8 | 368.3 |
| cb. | | 3.7 | 368.4 |
| 1/4 | | 3.7 | 368.4 |
| L. | | 4.4 | 367.7 |
| 1/4 | | 4.7 | 367.4 |
| +6 | | 5.7 | 366.4 |
| cb. | | 5.1 | 367.0 |
| +5 | | 4.8 | 367.3 |
| SL. | | 5.7 | 366.4 |
| +13 at House | | 6.4 | 365.7 |
| 4187 1/2 Pole on South 8' N of SL. | | | |
| | 5+25 | | |
| -15 | | 4.4 | 367.7 |
| SL. | | 2.5 | 369.6 |
| cb. | | 2.2 | 369.9 |
| +4 | | 2.5 | 369.6 |
| 1/4 | | 1.8 | 370.3 |
| L. | | 1.5 | 370.6 |
| 1/4 | | 1.0 | 371.1 |
| cb. | | 0.9 | 371.2 |
| N | | 1.0 | 371.1 |
| +10 | | 1.2 | 370.9 |

| | | 372.12 | | |
|--------------------------|-------|--------|------|---------------------|
| T.P. | 12.34 | 384.15 | 0.31 | 371.81 |
| | 5150 | | | |
| -10 | | | 10.6 | 373.6 |
| N | | | 10.5 | 373.7 |
| cb. | | | 10.4 | 373.8 |
| 1/4 | | | 10.3 | 373.9 |
| 2/4 | | | 10.7 | 373.5 |
| 1/4 | | | 10.9 | 373.3 |
| +5 | | | 11.1 | 373.1 |
| +7 | | | 10.7 | 373.5 |
| cb. | | | 10.7 | 373.5 |
| S.L. at Garage | | | 10.5 | 373.7 |
| | | | 10.4 | 373.8 |
| 5155 1/2 Garage on South | | | | Dirt floor, on line |
| | 5175 | | | |
| -15 | | | 10.0 | 374.2 |
| S.L. | | | 8.9 | 375.3 |
| cb. | | | 8.4 | 375.8 |
| +7 | | | 8.5 | 375.7 |
| 1/4 | | | 8.3 | 375.9 |
| 2/4 | | | 8.0 | 375.2 |
| 1/4 | | | 7.7 | 376.5 |

| | | 384.15 | | 12 |
|------|----------------------------------|--------|-------|---|
| cb. | | | 7.5 | 376.7 |
| N | | | 7.6 | 376.6 |
| +10 | | | 7.7 | 376.5 |
| | 6700 | | | |
| -10 | | | 5.0 | 379.2 |
| N | | | 4.9 | 379.3 |
| cb. | | | 5.1 | 379.1 |
| 1/4 | | | 5.3 | 378.9 |
| 2/4 | | | 5.4 | 378.8 |
| 1/4 | | | 6.2 | 378.0 |
| cb. | | | 6.7 | 377.5 |
| S.L. | | | 7.5 | 376.7 |
| +15 | | | 9.4 | 374.8 |
| | 6735 = W.L. Leghorn on South | | | East edge Three feet Rel. to South. |
| -150 | | | 25.2 | 359.0 in Roadway |
| -90 | in Roadway | | 18.5 | 365.7 |
| -64 | opp 2 Garage on E.L. | | 15.9 | 368.2 |
| | 25' E Above shot on Garage Floor | | 15.05 | 369.10 Conc. Floor |
| -25 | in Roadway | | 10.8 | 373.4 |
| S.L. | | | 12.1 | 372.1 |
| cb. | | | 3.6 | 378.6 |

384.15

| | | |
|-------------------------------|------|-------|
| 1/4 | 4.2 | 380.0 |
| L | 3.0 | 381.2 |
| 1/4 | 2.2 | 382.0 |
| cb. | 1.7 | 382.5 |
| N in Roadway to N | 1.3 | 382.9 |
| +50 " L " | +0.1 | 384.3 |
| 100 N in " W edge (12' wide) | 0.3 | 383.8 |
| 6+40 = W.L. Leghorn on N | | |
| -100' in Roadway (12' wide) | +0.2 | 384.4 |
| -50 " " E. edge | +0.1 | 384.3 |
| N | 1.5 | 382.7 |
| cb. | 2.0 | 382.2 |
| 1/4 | 2.4 | 381.8 |
| L | 2.8 | 381.4 |
| 1/4 | 4.0 | 380.2 |
| cb. | 5.4 | 378.8 |
| S.L. | 7.3 | 376.9 |
| +15 | 9.6 | 374.6 |
| 6+47.5 = L. Leghorn on South. | | |
| -15 | 8.9 | 375.3 |
| S.L. | 6.4 | 377.8 |

384.15

13

| | | |
|---|-------|--------|
| cb. | 5.1 | 379.1 |
| 1/4 | 3.5 | 380.7 |
| L | 3.0 | 381.2 |
| +5 | 2.9 | 381.3 |
| +8 | 0.9 | 383.3 |
| 1/4 | 0.9 | 383.3 |
| Pole # 307826-H | | |
| T.P. | 11.78 | 393.36 |
| SE. Pole = Large Leghorn No. 1 + Detail | | |
| cb. | 8.8 | 384.6 |
| N | 7.8 | 385.6 |
| +15 | 6.6 | 386.8 |
| 6+60 = L. Leghorn on N = E.L. Leghorn on South. | | |
| T.P. | 6.77 | 395.17 |
| -250 = L. Roadway to N | 5.9 | 389.3 |
| -200 in " | 7.9 | 387.3 |
| 170 E. edge Roadway | 9.5 | 385.7 |
| 160 on Bank | 8.1 | 387.1 |
| 115 " " | 6.6 | 388.6 |
| 110' N " N edge Private Drive | 7.8 | 387.4 |
| 100' N in " " | 6.8 | 388.4 |
| 81' N " S edge " " | 4.9 | 390.3 |
| 76' N " " " | 5.9 | 389.3 |

325.17
6+60 Cent.

| | | | |
|------|--------------------------|--------|-------------|
| -40 | | 6.2 | 389.0 |
| N | | 8.0 | 387.2 |
| T.P. | 8.47 | 326.08 | 7.56 387.61 |
| 17.5 | 27'E = L. Gury Pole | | |
| cb. | | 10.4 | 385.7 |
| 1/4 | | 12.0 | 384.1 |
| +8 | | 13.1 | 383.0 |
| L. | | 15.1 | 381.0 |
| 1/4 | | 15.0 | 381.1 |
| cb. | | 16.0 | 380.1 |
| +2 | 27'E = E. Elec Pole | | |
| SL. | | 18.0 | 378.1 |
| +15 | | 20.6 | 375.5 |
| | 6+80 = E.L. Leghorn on N | | |
| -15. | | -20.2 | 375.9 |
| S | | 17.3 | 378.8 |
| cb. | | 15.1 | 381.0 |
| 1/4 | | 14.9 | 381.7 |
| +8 | | 14.3 | 381.8 |
| +9 | | 12.7 | 383.4 |

326.08

| | | | |
|--------------------|------------------------------|-------|-----------------------------|
| L | | 12.3 | 383.8 |
| 1/4 | | 10.6 | 385.5 |
| cb. | | 8.8 | 387.3 |
| N | | 7.0 | 389.1 |
| Set BM | | | |
| N, on 2" Pipe | "E.E." 2746 | 6.59 | 389.49 |
| | | | N.E. Cor. Leghorn & Detroit |
| +15 | | 5.1 | 391.0 |
| | 7+00 | | |
| -15 | | 2.9 | 393.2 |
| N | | 5.4 | 390.7 |
| cb. | | 7.8 | 388.3 |
| 1/4 | | 9.5 | 386.6 |
| L. | | 11.5 | 384.6 |
| +3 | | 12.2 | 383.9 |
| +4 | N edge Tree Road | | 13.8 382.3 |
| 1/4 | | 13.9 | 382.2 |
| cb. | | 12.5 | 383.6 |
| S | | 16.4 | 379.7 |
| +1/4 at Cottage | | 18.9 | 377.2 |
| | 6+21 = E. Door Above Cottage | | 18.9 377.2 floor |
| | 7+25 = 1'E. 3' Walk on South | | |
| -19 at Front House | | 18.10 | 377.68 |
| 1'E. on Wall | | 13.50 | 382.58 |

39608

| | | | |
|-------------------------|------|-------|--|
| -2' = N end Wall + Walk | | | |
| -2' on Walk | 15.7 | 380.4 | |
| 1' E on Wall | 14.0 | 382.1 | |
| -1.5' on Conc. Step | 15.2 | 380.9 | |
| S | 15.2 | 380.9 | |
| +7 = S edge Road | 13.9 | 382.2 | |
| cb. in " | 13.5 | 382.6 | |
| 1/4 " " | 13.3 | 382.8 | |
| 7/4 N edge " | 13.3 | 382.8 | |
| L | 10.1 | 386.0 | |
| 1/4 | 8.1 | 388.0 | |
| cb. | 6.2 | 389.9 | |
| N | 4.0 | 392.1 | |
| +15 | 1.0 | 395.1 | |
| 7+50 | | | |
| -15 | +0.8 | 396.9 | |
| N | 2.4 | 393.7 | |
| cb. | 4.6 | 391.5 | |
| 1/4 | 6.7 | 389.4 | |
| L | 8.9 | 387.8 | |
| +4 | 9.2 | 386.9 | |

39608

15

| | | | |
|---------------------------------|-------|--------|--------------------|
| +6 = edge Road | 12.3 | 383.8 | |
| 1/4 | 12.5 | 383.6 | |
| cb. | 12.6 | 383.5 | |
| 7.5 | 12.9 | 383.2 | |
| S.L. 12 N edge Front Yard | 14.2 | 381.9 | |
| +19 | 11.8 | 384.3 | |
| 7+41 = L 3' Conc. Walk on South | | | End (=1.5' in st.) |
| on L Walk | 14.1 | 382.0 | |
| | 14.03 | 382.05 | |
| 7+55 = Ret Wall on South | | | 2' Back. |
| 7+58.5 = L 3' Walk on South | 14.93 | 381.15 | |
| " on step " " | 14.53 | 381.55 | |
| 7+55 19' Back on Wall | 14.47 | 381.61 | |
| 7+56.5 = L 3' Walk 19' Back | 18.47 | 377.61 | |
| 7+75 | | | |
| -20 | 17.4 | 378.7 | |
| S | 14.2 | 381.9 | |
| +5 = S edge Road | 12.7 | 383.4 | |
| cb. in " | 12.0 | 384.1 | |
| 1/4 " " | 12.1 | 384.0 | |
| +3 = N edge " | 12.3 | 383.8 | |
| +5 | 9.3 | 386.8 | |

396.08

| | | | |
|------------------|------|------|-------|
| L | | 8.0 | 388.1 |
| 1/4 | | 6.0 | 390.1 |
| cb. | | 3.9 | 392.2 |
| N | | 1.8 | 394.3 |
| +15 | | +1.6 | 397.7 |
| | 8+00 | | |
| -15 | | +1.8 | 397.9 |
| N | | 1.5 | 394.6 |
| cb. | | 3.5 | 392.6 |
| L | | 6.0 | 390.1 |
| 1/4 | | 8.1 | 388.0 |
| +7 | | 10.4 | 385.7 |
| +8 = N edge Road | | 12.4 | 383.7 |
| 1/4 in " | | 12.3 | 383.8 |
| cb " " | | 12.0 | 384.1 |
| +5 = 5 " " | | 12.4 | 383.7 |
| 5 | | 13.8 | 382.3 |
| +8 | | 16.4 | 379.7 |
| +20 | | 17.7 | 378.4 |
| | 8+25 | | |
| -20 | | 18.8 | 377.3 |

396.08

16

| | | | |
|------------------|------|------|-------|
| -7' | | 17.6 | 378.5 |
| O.L. | | 13.8 | 382.3 |
| +3 = S edge Road | | 13.0 | 383.1 |
| cb in " | | 12.5 | 383.6 |
| 1/2 | | 13.3 | 382.8 |
| +1 N edge " | | 13.3 | 382.8 |
| +5 | | 9.2 | 386.9 |
| L | | 8.1 | 388.0 |
| +5 | | 7.0 | 389.1 |
| 1/4 | | 6.2 | 389.9 |
| cb | | 4.0 | 392.1 |
| N | | 1.8 | 394.3 |
| +15 | | +1.4 | 397.5 |
| | 8+50 | | |
| -15 | | +1.8 | 397.9 |
| N | | 2.2 | 393.9 |
| cb. | | 4.2 | 391.9 |
| 1/4 | | 6.6 | 389.5 |
| L | | 8.8 | 387.3 |
| +8 = N edge Road | | 14.5 | 381.6 |
| 1/4 in " | | 14.3 | 381.8 |

| | 396.08 | Detroit St. X-Section. |
|------------------|--------|---------------------------|
| +8 in Road | 13.7 | 382.4 |
| cb. " " | 13.7 | 382.4 |
| +8 = S edge " | 14.2 | 381.9 |
| SL | 14.8 | 381.3 |
| +7 | 18.7 | 377.4 |
| +25 | 19.8 | 376.3 |
| 8+75 | | |
| -25 | 21.8 | 374.3 |
| -11 | 20.6 | 375.5 |
| -6 | 18.4 | 377.7 |
| SL = S edge Road | 15.8 | 380.3 |
| cb. in " | 15.2 | 380.9 |
| 1/2 " " | 16.3 | 379.8 |
| +1 N edge " | 16.4 | 379.7 |
| -2 | 15.4 | 380.7 |
| L | 14.1 | 382.0 |
| 1/4 | 11.2 | 384.9 |
| cb. | 5.6 | 390.5 |
| N | 4.3 | 391.8 |
| +15 | 0.4 | 395.7 |

| | 396.08 | |
|-------------------|--------|--------|
| | 9+00 | |
| N-15 | 3.2 | 392.9 |
| N | 6.2 | 389.9 |
| cb. | 8.4 | 387.7 |
| TP | 1.76 | 386.42 |
| +6 | 1.8 | 384.6 |
| 1/4 | 2.2 | 384.2 |
| L | 2.9 | 383.5 |
| +8 = N edge Road | 8.6 | 377.8 |
| 1/4 in " | 8.5 | 377.9 |
| cb. " " | 7.9 | 378.5 |
| +6 S edge " | 7.9 | 378.5 |
| S | 8.7 | 377.7 |
| +8 | 12.4 | 374.0 |
| +25 | 13.8 | 372.6 |
| 9+25 | | |
| -25 | 15.6 | 370.8 |
| -8 | 11.3 | 375.1 |
| S | 11.7 | 374.7 |
| +4 | 10.3 | 376.1 |
| +8 | 10.2 | 376.2 |
| cb. = S edge Road | 11.0 | 375.4 |

| | 386.42 | Detroit St. X-Section | |
|-------------------------------|--------|--------------------------|--------|
| S ¹ / ₄ | | 10.7 | 375.7 |
| +1 | | 10.8 | 375.6 |
| +7 | | 7.5 | 378.9 |
| L | | 6.2 | 380.2 |
| ¹ / ₄ | | 3.0 | 383.4 |
| cb. | | 3.0 | 383.4 |
| N | | 1.8 | 384.6 |
| +15 | | +1.1 | 387.5 |
| | 2+50 | | |
| -15 | | 4.3 | 382.1 |
| N | | 6.8 | 379.6 |
| cb. | | 8.2 | 378.2 |
| ¹ / ₄ | | 10.5 | 375.9 |
| +8 = N edge Rd | | 12.3 | 373.9 |
| T.P. | 1.46 | 376.12 | 117.6 |
| | | | 374.66 |
| L | | 3.5 | 372.6 |
| ¹ / ₄ | | 2.6 | 373.5 |
| +6 = S edge Rd | | 3.1 | 373.0 |
| cb. | | 3.1 | 373.0 |
| +6 | | 3.5 | 372.6 |
| SL ₁ | | 4.6 | 371.5 |

| | 376.12 | | 18 |
|-----------------------------|---------------------|------|-------|
| +4 | | 6.0 | 370.1 |
| +25 | | 7.5 | 368.6 |
| | 2+75 | | |
| -25 | | 9.8 | 366.3 |
| SL ₁ = 3' | | 8.4 | 367.7 |
| SL ₁ | | 7.3 | 368.8 |
| +5 | | 6.6 | 369.5 |
| cb. = S edge Rd | | 7.0 | 369.1 |
| ¹ / ₄ | in " | 6.0 | 370.1 |
| L | " " | 5.0 | 371.1 |
| ¹ / ₄ | " " | 5.1 | 371.0 |
| +8 = N " " | | 5.6 | 370.5 |
| cb. | | 3.6 | 372.5 |
| N | | 1.9 | 374.2 |
| +15 | | +1.0 | 377.1 |
| | 2+90 = W.L. Woodman | | |
| -15 | | 3.2 | 372.9 |
| -10 | | 4.6 | 371.5 |
| N = N edge Rd | | 6.4 | 369.7 |
| cb. | | 6.1 | 370.0 |
| ¹ / ₄ | | 6.3 | 369.8 |

| | 376.12 | Detroit St. X-section | |
|--------------------------|--------------------------------|-----------------------|-------------|
| L on Hub | | 7.86 | 368.26 |
| 1/4 | | 8.1 | 368.0 |
| cb. | | 9.3 | 366.8 |
| SL Ground | | 10.4 | 365.7 |
| SL on Hub | | 10.80 | 365.32 |
| 710 | | 10.4 | 365.7 |
| +25 | | 11.5 | 364.6 |
| | 10+00 = 10' E of N.L. Woodmans | | |
| -25 | | 13.1 | 363.0 |
| -10 = S edge Rd. to west | | 12.1 | 364.0 |
| S | | 11.2 | 364.9 |
| 2/6 | | 10.5 | 365.6 |
| 1/4 | | 10.5 | 365.6 |
| 2/6 | | 10.1 | 366.0 |
| 1/4 | | 9.6 | 366.5 |
| cb. | | 7.8 | 368.8 |
| N | | 6.9 | 369.2 |
| +25 | | 6.1 | 370.0 |
| T.P. | 2.91 | 375.49 | 3.54 372.58 |

| | 375.49 | | |
|----------------------|--------------------|--------|--------------|
| | 10+10 = L Woodmans | | |
| -400' in L Dirt Road | 3.8 | | 371.7 |
| -350 " " " " | 4.6 | | 370.9 |
| -300 " " " " | 4.7 | | 370.8 |
| -250 " " " " | 4.6 | | 370.9 |
| -200 " " " " | 4.1 | | 371.4 |
| -150 " " " " | 3.1 | | 372.4 |
| -100 " " " " | 2.8 | | 372.7 |
| T.P. | 0.28 | 372.86 | 2.91 372.58 |
| -50 in Road | 1.8 | | 371.1 |
| N.L. | | 4.8 | 368.1 |
| cb. | | 5.5 | 367.4 |
| 1/4 | | 6.1 | 366.8 |
| 2/6 | | 6.7 | 366.2 |
| 1/4 | | 7.3 | 365.6 |
| cb. | | 7.9 | 365.0 |
| SL | | 8.5 | 364.4 |
| +50 | | 11.6 | 360.3 |
| T.P. | 0.01 | 359.81 | 13.06 359.80 |
| +100 | | 1.6 | 358.2 |
| +150 | | 5.5 | 354.3 |

| | | 35981 | Detroit St. X Sections | | | | 37238 | | |
|------------------------------|-----------------------|--------|---------------------------|--------|-------|--|-------|-------|--|
| +200 | 10+10 Cont 17 Road | | 7.0 | 352.8 | 1/4 | | 2.3 | 363.1 | |
| +250 | " " | | 13.2 | 346.6 | L | | 10.3 | 362.1 | |
| +300 | " " | | 15.7 | 344.1 | 1/4 | | 10.8 | 361.6 | |
| +350 | " " | | 17.5 | 342.3 | cb. | | 10.8 | 361.6 | |
| +400 | | | 18.9 | 340.9 | S | | 11.1 | 361.3 | |
| TP | 12.58 | 372.38 | 0.01 | 359.80 | +46 | | 13.0 | 359.4 | |
| 10+20 = 10' E. of E. Woodman | | | | | 10+37 | | | | |
| -40 | | | 10.8 | 361.6 | -40 | | 14.0 | 358.4 | |
| -20 | | | 10.3 | 362.1 | OL | | 12.8 | 359.6 | |
| S | | | 3.3 | 363.1 | cb. | | 12.5 | 359.9 | |
| cb. | | | 3.1 | 363.3 | 1/4 | | 12.8 | 359.6 | |
| 1/4 | | | 8.8 | 363.6 | L | | 12.5 | 359.9 | |
| L | | | 8.5 | 363.9 | 1/4 | | 10.9 | 361.5 | |
| 1/4 | | | 7.7 | 364.7 | cb. | | 9.6 | 362.8 | |
| cb. | | | 7.0 | 365.4 | N | | 8.6 | 363.8 | |
| N | | | 6.7 | 365.7 | +46 | | 6.2 | 366.4 | |
| +25 | | | 5.0 | 367.4 | 10+50 | | | | |
| 10+30 = E.L. Woodman | | | | | -40 | | 10.5 | 361.9 | |
| -40 | | | 5.0 | 367.4 | -30 | | 11.1 | 361.3 | |
| N | | | 7.8 | 364.6 | N | | 15.4 | 357.0 | |
| cb. | | | 8.6 | 363.8 | cb. | | 17.5 | 354.9 | |

372.38

Detroit St.
X-Section

| | | |
|-------|------|-------|
| N 1/4 | 17.7 | 354.7 |
| 2 | 18.3 | 354.1 |
| 1/4 | 18.4 | 354.0 |
| cb. | 17.7 | 354.7 |
| SL | 16.4 | 356.0 |
| +5 | 14.8 | 357.6 |
| +40 | 15.9 | 356.5 |

10+80

| | | |
|-----|------|-------|
| -40 | 19.6 | 352.8 |
| -15 | 19.0 | 353.4 |
| SL | 22.0 | 350.4 |
| cb. | 24.2 | 348.2 |
| 1/4 | 26.1 | 347.3 |
| 2 | 26.7 | 345.7 |
| 1/4 | 25.5 | 344.9 |
| cb. | 24.3 | 348.1 |
| N | 23.6 | 248.5 |
| +40 | 18.6 | 253.8 |

on slow off value (Air Value)

Top T.P. 3.86 375.48 0.76 371.62

T.P. 11.0% 382.66 3.84 371.64

80' N.W.L.

Detroit

Approx 10' E

of L. Woodman.

21

382.66

| | | | | |
|--------------------|-------|--------|------|---------------|
| TP | 10.56 | 392.84 | 0.38 | 382.28 |
| chk. starting 8.M. | | | 2.92 | 389.92 |
| | | | | 389.95 = 8.M. |
| | | | | 0.03 |

B.P. Woodman
5/1/10

Detroit St.

Additional levels on $\frac{1}{2}$ 66th from St. Detroit

0.32 348.64

34832
BM. Nail
10 Pole
66th + Detroit P-9

| | | |
|-------------------------|------|------------------|
| 250' South St. Detroit | 5.3 | 3433 |
| 50' " " in Road | 7.8 | 3408 |
| 75' " SL " " | 11.2 | 337.4 W edge Rd. |
| 100' S (10' E = L Rd.) | 15.0 | 3336 |
| 112' S (10' E = L ") | 16.6 | 3320 |
| 150' S (10' E = L ") | 19.0 | 3296 |
| 200' S = W edge Rd.) | 19.6 | 3290 |
| 217.06 = PG. Pt. in Rd. | 19.8 | 3288 |

Lot 12 E-Mission

Lot 18

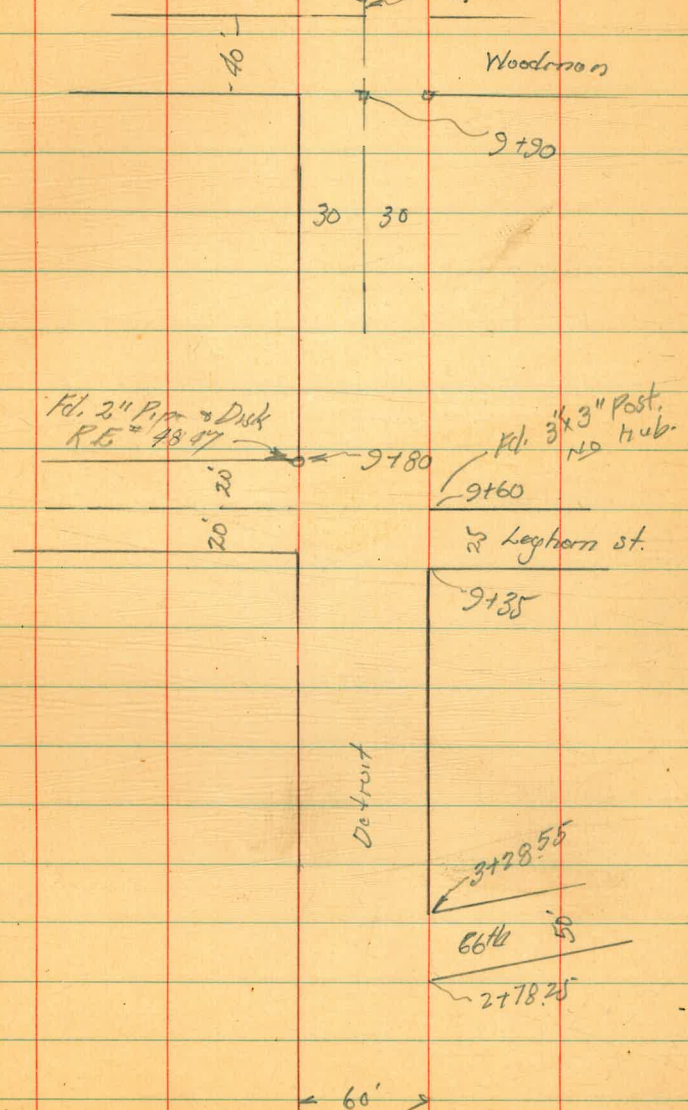
Lot 22

Fd. 2" Pipe
R.E. 27/18

22

Fd. old Hub 3' deep.

7.67

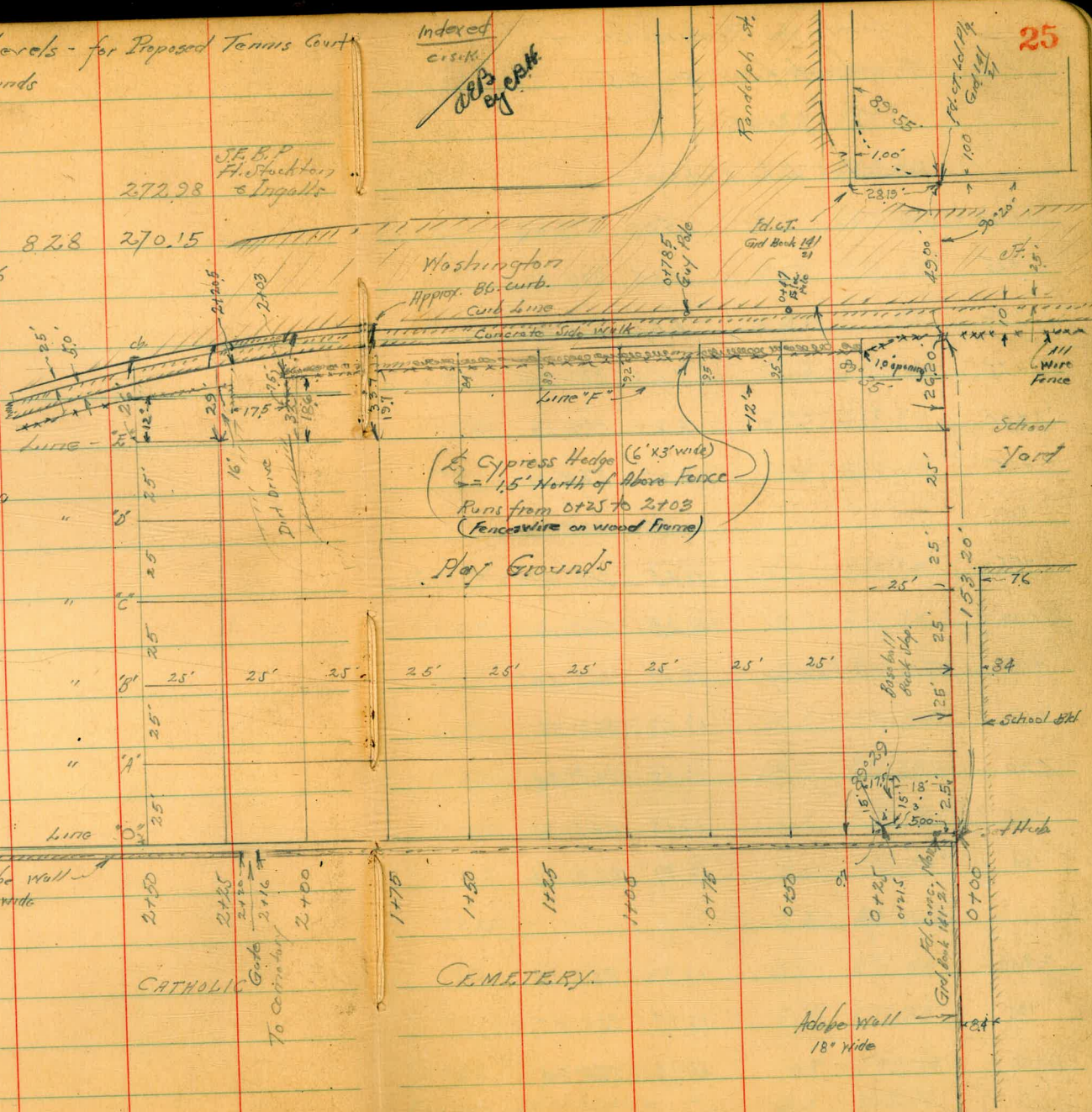


Walker
Hoard
Pardoll
Seggs
6-15-44

Preliminary Levels - for Proposed Tennis Court Grant School Grounds

~~Indexed
circles
all by G.P.H.~~

| | | | | |
|------------|--------|--------|--|--------|
| 5.45 | 278.43 | 272.98 | J.F. B.P. H. Staehelin & Ingalls | |
| T.P | 7.87 | 278.02 | 8.28 | 270.15 |
| Cont. P-26 | | | | |



Note: Park Supt. would like a
Plot made to scale
of 1" = 20'
and 10' contours.

CATHOLIC

CEMETERY

Adobe Wall
18" wide

Levels for Tennis Court
Cont. from p. 25

278.02

South cb. Line Washington

| | | |
|------------------------|-------|--------|
| 0+00 = Top G. | 5.00 | 273.02 |
| +25 " " | 5.65 | 272.37 |
| +50 | 6.57 | 271.45 |
| +75 | 7.68 | 270.34 |
| 1+00 | 8.83 | 269.19 |
| +25 | 9.91 | 268.11 |
| +50 | 10.83 | 267.19 |
| +75 | 11.45 | 266.57 |
| 2+00 | 11.85 | 266.17 |
| 103 in Drive on Porcup | 12.45 | 265.57 |
| +19 " " " " | 12.66 | 265.36 |
| +20 on cb. | 12.18 | 265.84 |
| +25 " " | 12.18 | 265.84 |
| +50 " " | 12.39 | 265.63 |
| South Edge Side Walk | | |
| +150 | 12.30 | 265.72 |
| +185 | 12.17 | 265.85 |
| 2+00 | 11.78 | 266.24 |

278.02

26

| | | |
|------|-------|--------|
| +175 | 11.30 | 266.72 |
| +30 | 10.67 | 267.35 |
| +25 | 9.72 | 268.30 |
| 1+00 | 8.61 | 269.41 |
| +75 | 7.50 | 270.52 |
| +50 | 6.44 | 271.58 |
| +25 | 5.56 | 272.46 |
| 0+00 | 4.73 | 273.29 |
| TIP | 5.96 | 276.44 |

Line "O"

| | | |
|------------------------------|-----|--------|
| -0184 d/814 | 6.2 | 270.24 |
| -020 1 South = 12" Euc. Tree | 6.1 | 270.34 |
| 0-20 7' N 16" " " | 5.9 | 270.54 |
| 0-20 22.5' N 16" " " | 5.1 | 271.34 |
| 0-20 30.5' N 16" " " | 4.7 | 271.74 |
| 0+00 | 6.1 | 270.34 |
| +09 3' N 16" " " | 9.6 | 266.84 |
| 0+25 | 5.2 | 271.24 |
| +50 | 5.0 | 271.44 |
| +75 | 4.7 | 271.74 |
| (0788) 3' N = 16" Euc. Tree | 4.3 | 272.14 |
| (0784) 18' N = 29" " " | 4.1 | 272.34 |

N.E. No. 17.

0

Line "O" Cont.

276.44

| | | | |
|--------|---------------------------|------|--------|
| 1+00 | | 4.4 | 272.04 |
| (1+08) | 7' N = 16" Euc. Tree | 4.0 | 272.44 |
| (1+22) | 3' N = 24" " " | 3.9 | 272.54 |
| 1+25 | | 3.9 | 272.54 |
| 1+50 | | 3.9 | 272.54 |
| (1+52) | 17' N = 18" Euc. Tree | 4.2 | 272.24 |
| (1+58) | 2.5' N = 18" " " | 3.9 | 272.54 |
| (1+70) | 22' N = 18" " " | 4.6 | 271.84 |
| (1+74) | 4' N = 18" " " | 4.0 | 272.44 |
| 1+75 | | 3.8 | 272.64 |
| 2+00 | | 3.8 | 272.64 |
| (2+08) | 5' N = 16" Euc. Tree | 4.0 | 272.44 |
| (2+16) | 2' Lt on Ground | 3.5 | 272.94 |
| " | 2' " " Corp. Step in Guts | 2.86 | 273.58 |
| 2+25 | | 3.7 | 272.74 |
| (2+27) | 13' N = 18" Euc. Tree | 4.1 | 272.34 |
| (2+45) | 10' N = 16" " " | 4.2 | 272.24 |
| 2+50 | | 3.7 | 272.74 |

Line "A"

2+50 5.2 271.24

Line "A" Cont.

276.44

| | | | |
|--------------|--|-----|--------|
| 2+25 | | 4.8 | 271.64 |
| 2+00 | | 5.0 | 271.44 |
| 1+75 | | 4.7 | 271.74 |
| 1+50 | | 4.4 | 272.04 |
| 1+25 | | 4.3 | 272.14 |
| 1+00 | | 4.2 | 272.24 |
| 0+75 | | 4.4 | 272.04 |
| +50 | | 4.5 | 271.94 |
| +25 | | 4.9 | 271.54 |
| 0+00 | | 5.0 | 271.44 |
| 0-5 | | 5.3 | 271.14 |
| 0-84 at Bld. | | 4.9 | 271.54 |

Line "B"

| | | | |
|--------------|--|-----|--------|
| 0-84 at Bld. | | 4.4 | 272.04 |
| 0+00 | | 4.0 | 272.44 |
| +25 | | 4.2 | 272.24 |
| +50 | | 4.3 | 272.14 |
| +75 | | 4.5 | 271.94 |
| 1+00 | | 4.8 | 271.64 |
| +25 | | 5.0 | 271.44 |

Cont. p. 28

27

Line "B" Cont.

276.44

| | | |
|------|-----|--------|
| 1+50 | 5.3 | 271.14 |
| +75 | 5.5 | 270.94 |
| 2+00 | 5.8 | 270.64 |
| +25 | 6.2 | 270.24 |
| +50 | 6.5 | 269.94 |

Line "C"

| | | |
|------|-----|--------|
| 2+50 | 8.4 | 268.04 |
| +25 | 7.8 | 268.64 |
| 2+00 | 7.3 | 269.14 |
| 1+75 | 6.5 | 269.94 |
| +50 | 6.2 | 270.24 |
| +25 | 5.5 | 270.94 |
| 1+00 | 5.1 | 271.34 |
| 0+75 | 4.8 | 271.64 |
| 0+50 | 4.4 | 272.04 |
| 0+25 | 4.1 | 272.34 |
| 0+00 | 3.7 | 272.74 |
| 0-84 | 3.4 | 273.04 |

Line "D"

| | | |
|------|-----|--------|
| 0+00 | 3.9 | 272.54 |
|------|-----|--------|

Line "D" Cont.

276.44

| | | |
|--------|------------------------|------------|
| +25 | 4.1 | 272.34 |
| +50 | 4.6 | 271.84 |
| +75 | 5.2 | 271.24 |
| 1+00 | 5.7 | 270.74 |
| 1+25 | 6.0 | 270.44 |
| 1+50 | 6.6 | 269.84 |
| 1+75 | 7.1 | 269.34 |
| 2+00 | 7.9 | 268.54 |
| (2+01) | 2' N = 12" Pepper Tree | 8.0 268.44 |
| 2+07 | Dirt Drive | 8.9 267.54 |
| 2+25 | | 8.9 267.54 |
| (2+27) | 3' N = 10" Pepper Tree | 9.2 267.24 |
| 2+50 | | 9.6 266.84 |

Line "E"

| | | |
|--------|------------------------|-------------|
| 2+50 | 10.2 | 266.24 |
| 2+25 | 10.2 | 266.24 |
| " | 3' N = 12" Pepper Tree | 10.3 266.14 |
| 2+10 | in Dirt Drive | 9.7 266.74 |
| 2+00 | | 9.3 267.14 |
| (1+28) | 3' N = 24" Pepper Tree | 9.0 267.44 |

276.44

Large "E" Cont

| | | |
|------|-----|--------|
| 1+85 | 8.0 | 268.44 |
| 1+75 | 7.7 | 268.74 |
| 1+50 | 7.0 | 269.44 |
| 1+25 | 6.7 | 269.74 |
| 1+00 | 6.1 | 270.34 |
| 0+75 | 5.7 | 270.74 |
| 0+50 | 4.8 | 271.64 |
| 0+25 | 4.3 | 272.14 |
| 0+00 | 4.0 | 272.44 |

Large "F"

| | | |
|-------------------------|-----|--------|
| 0+00 | 3.7 | 272.74 |
| 0+25 | 4.3 | 272.14 |
| (0+28) 10' Rt. of Fence | 4.3 | 272.14 |
| 0+50 | 5.0 | 271.44 |
| (0+50) 2.5' N " " | 5.0 | 271.44 |
| 0+75 | 5.5 | 270.94 |
| (0+75) 9.5' N " " | 5.4 | 271.04 |
| 1+00 | 6.3 | 270.14 |
| (1+00) 22' N = at Fence | 6.3 | 270.14 |
| 1+25 | 7.1 | 269.34 |
| (1+25) 8.9' N = at " " | 7.1 | 269.34 |

Large "F" Cont.

276.44

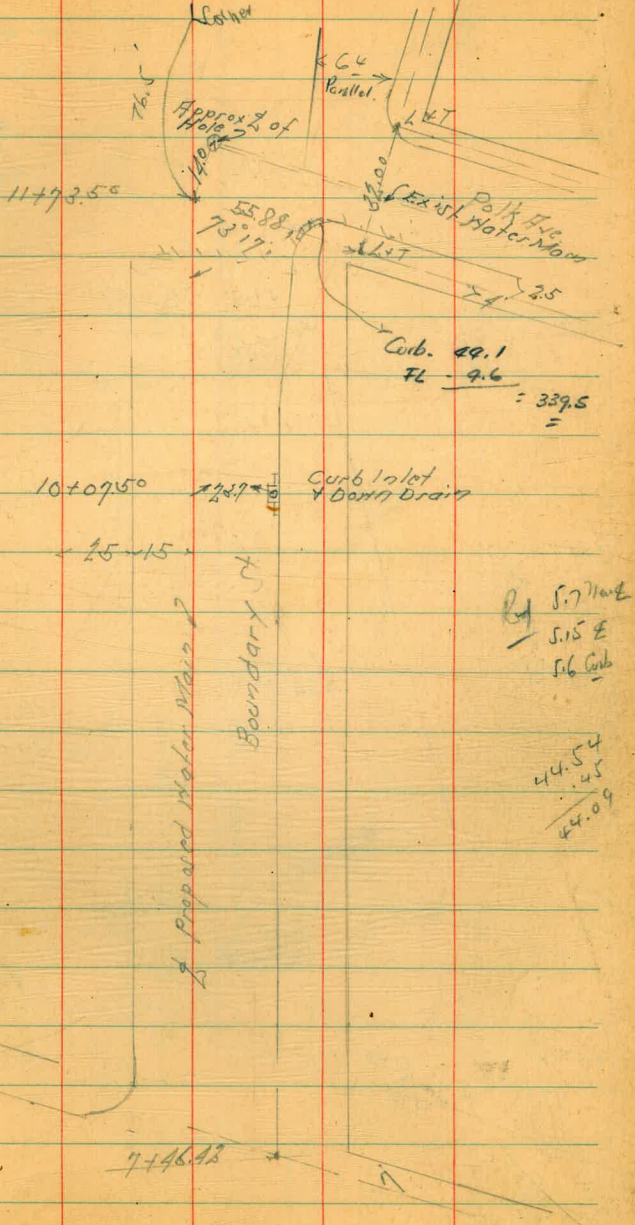
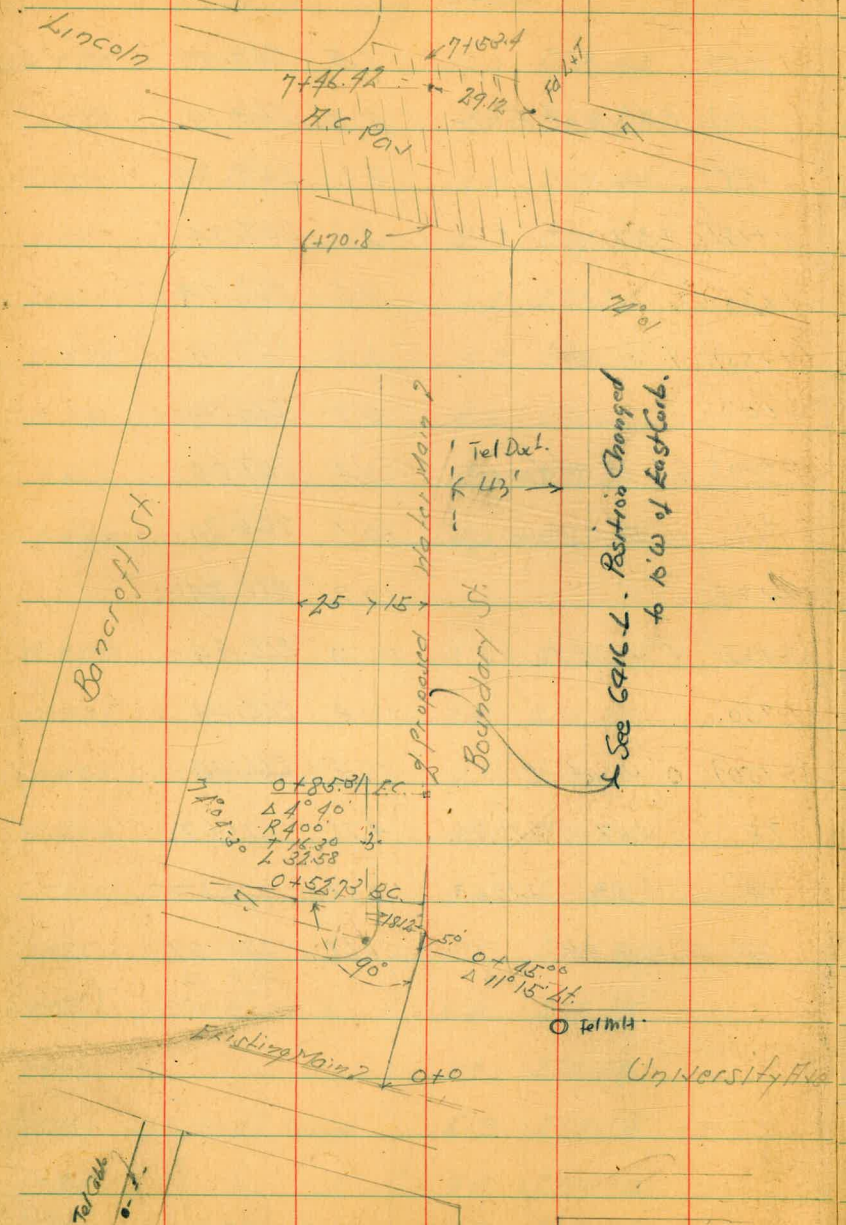
29

| | | |
|--------------------------|------|--------|
| 1+50 | 7.5 | 268.94 |
| (1+50) 8.4' N = at Fence | 8.3 | 268.14 |
| 1+75 | 8.1 | 268.34 |
| (1+75) 7.3' N " " | 9.1 | 267.34 |
| 1+90 | 8.5 | 267.94 |
| (1+90) 7' N at " " | 9.3 | 267.14 |
| 2+00 | 9.7 | 266.74 |
| (2+00) 6.1' Rt. of Fence | 9.4 | 267.04 |
| 7+10 in Dirt Drive | 10.1 | 266.34 |
| 2+25 | 10.2 | 266.24 |
| (2+25) 4' N = at Fence | 10.0 | 266.44 |
| 2+50 | 10.4 | 266.04 |
| (2+50) 0' N at " " | 10.4 | 266.04 |
| TP 4.07 275.76 | 4.75 | 271.69 |
| TP 6.38 279.63 | 2.51 | 273.25 |
| chk. Starting BM | 6.66 | 272.97 |
| | | 272.98 |
| | | 0.01 |

indexed
c.s.k.

Proposed Water Main Boundary St.
University Ave. to Polk Ave. to East.

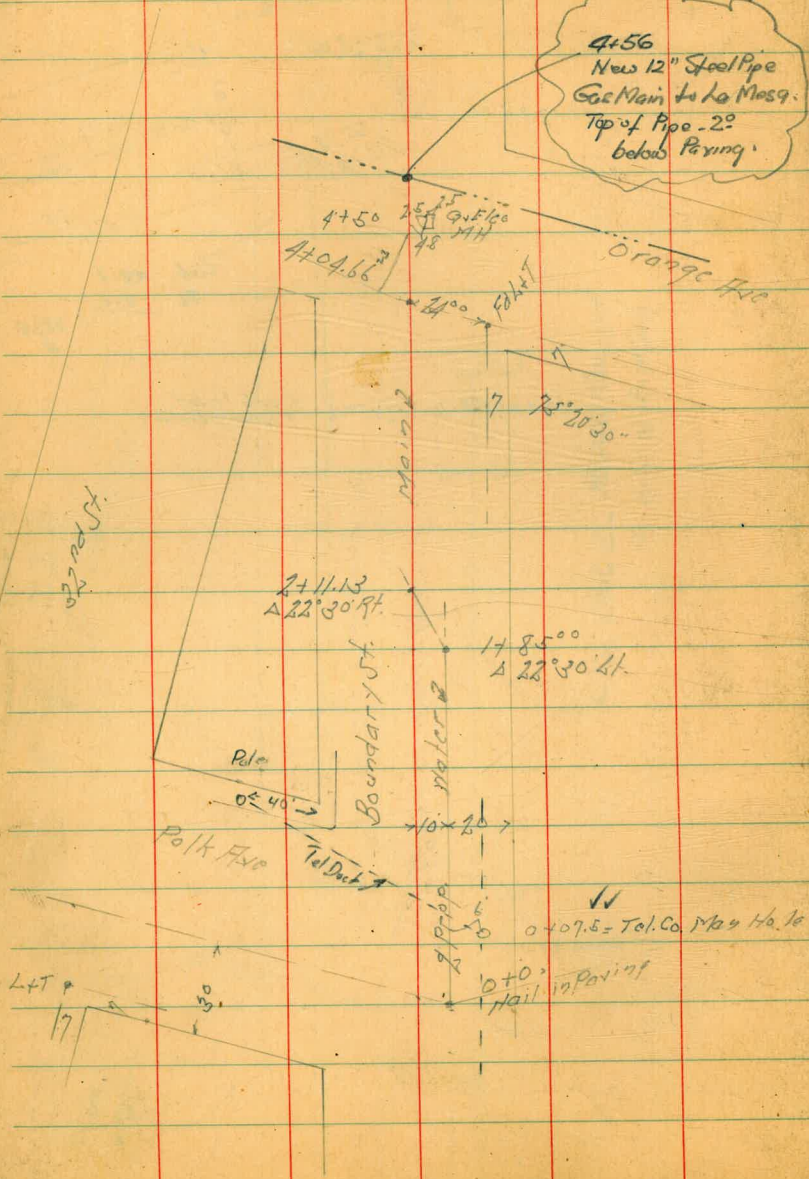
Oct. 11-11
S. 1107
81st
C. S. K. 30



Proposed Water Main Boundary St.
Polk Ave to start to Madison Ave.

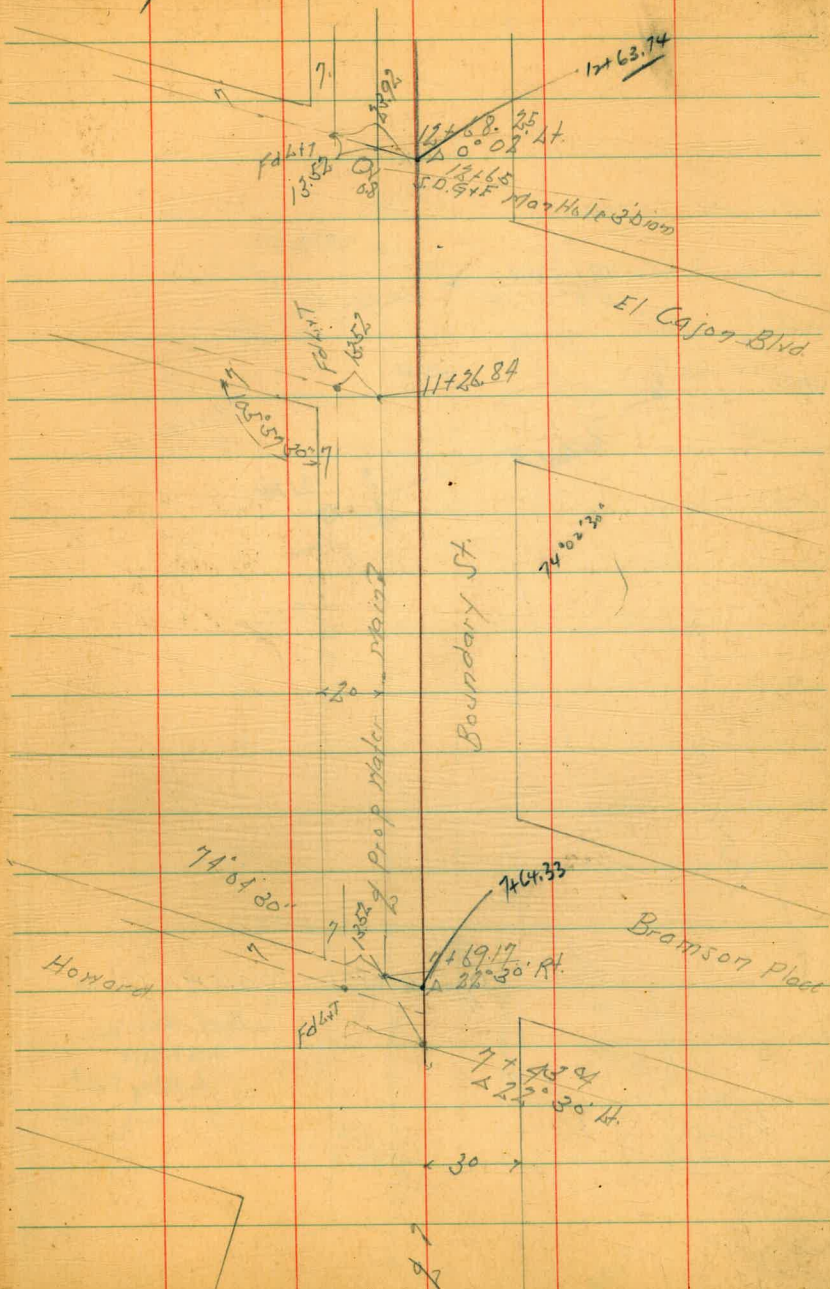
Info. By Sisson - 1.29.22

4+56
New 12" Steel Pipe
See Main to La Mesa.
Top of Pipe - 22'
below Paving.

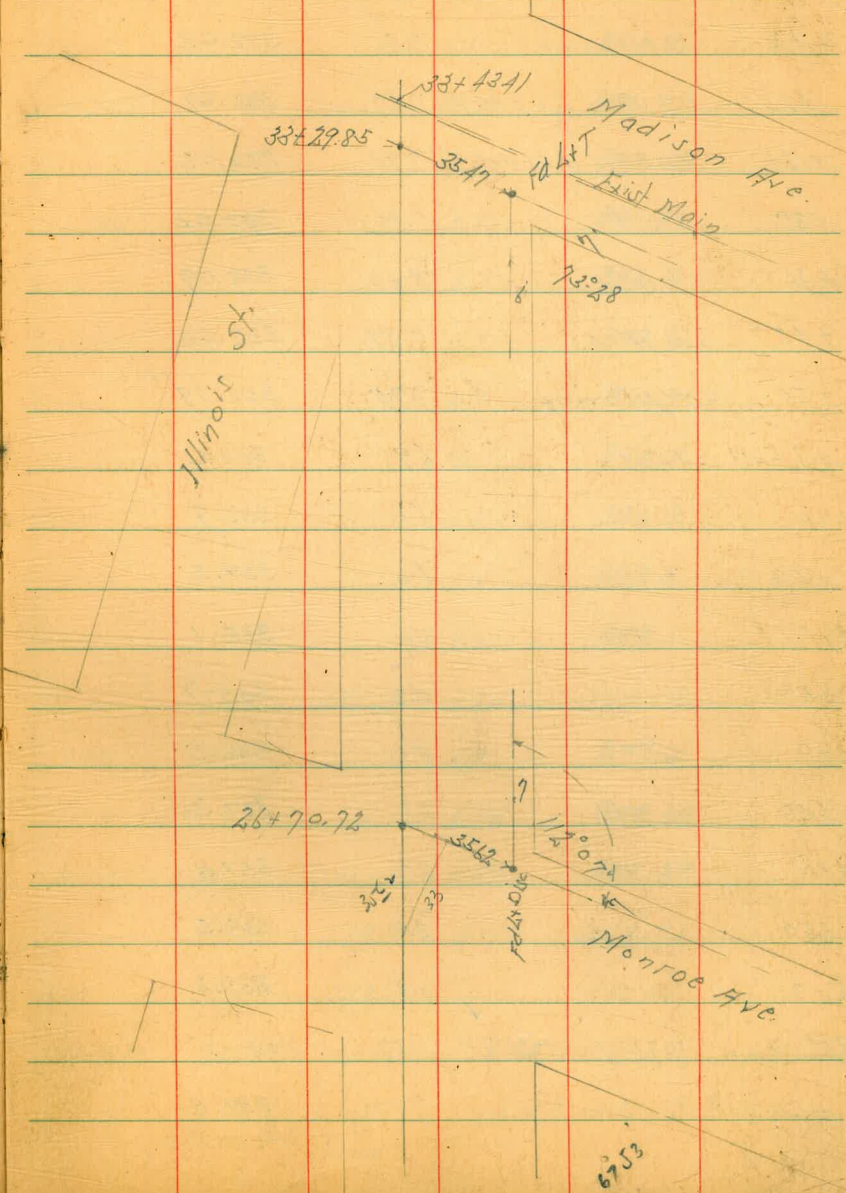
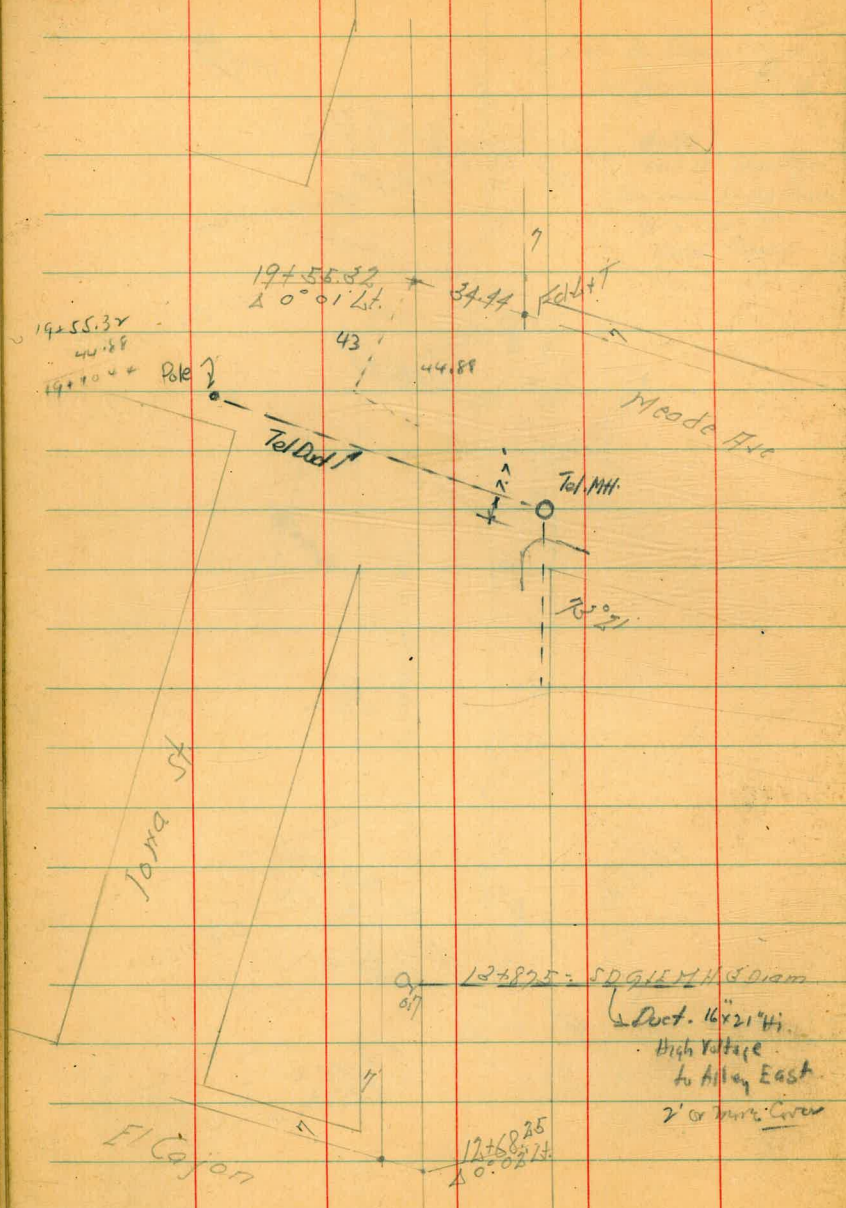


Indexed
C.S.K.

31



Proposed Water Main Boundary St.



Levels Proposed Water Main
Boundary St. University Ave. to Polk Ave. to East
Sketch Page 30

| BM | 7.05 | 340.49 | 333.44 | N.W. CP University Boundary |
|--------|----------------------|--------|--------|-----------------------------------|
| 0+0 | Top Paving | 7.86 | 332.63 | |
| +26 | = Sly Rail S.D.E. RR | 7.80 | 332.69 | |
| +126 | = Sly Rail Track | 7.76 | 332.73 | |
| +27 | | 7.96 | 332.53 | |
| +36 | | 8.40 | 332.09 | |
| +450 | = A 11'15" | 7.89 | 332.60 | |
| +50 | = Sly Paving | 7.75 | 332.79 | |
| +85.31 | = F.C. | 6.9 | 333.6 | |
| 1+0 | | 6.6 | 333.9 | |
| +50 | | 6.0 | 339.5 | |
| 2+0 | | 5.4 | 335.1 | |
| +50 | | 4.6 | 335.9 | |
| 3+0 | | 4.0 | 336.5 | |
| +50 | | 3.2 | 337.3 | |
| 4+0 | | 2.7 | 337.8 | |
| +50 | | 2.0 | 338.5 | |
| 5+0 | | 1.3 | 339.2 | |
| TP | 7.71 | 346.83 | 137 | 339.12 |
| +50 | | 7.0 | 339.8 | |

| | 346.83 | | 346.83 | Oct 19-44 S. J. Ross Bliss O. Starnes | 33 |
|---------|--|--------|--------|--|----|
| 6+0 | | 6.3 | 340.5 | | |
| +50 | | 5.6 | 341.2 | | |
| +70.8 | = Sly Pav Lincoln | 5.11 | 341.72 | | |
| 7+0 | | 4.75 | 342.08 | | |
| +53.4 | = Sly Pav | 4.86 | 341.97 | | |
| 8+0 | | 4.4 | 342.4 | | |
| +50 | | 4.2 | 342.6 | | |
| 9+0 | | 3.9 | 342.9 | | |
| +50 | | 3.7 | 343.1 | | |
| 10+0 | | 3.5 | 343.3 | | |
| +50 | | 3.0 | 343.8 | | |
| 11+0 | | 2.7 | 344.1 | | |
| TP | 7.54 | 351.12 | 3.25 | 343.58 | |
| +50 | | 6.9 | 344.2 | | |
| +55 | = Sly Oil Paving | 6.74 | 344.38 | | |
| +73.50 | = South 4' line of Polk Ave to East | 6.58 | 344.58 | | |
| TP | 12.46 | 359.69 | 3.89 | 347.23 | |
| BM | 4.07 | 348.61 | | 344.54 | |
| 10+0750 | 237 ft = Opp C614/d | 6.52 | 342.09 | on Grating | |
| " | = Flow Line of Storm Drain | 16.49 | 338.12 | | |

Levels Proposed Water Main
 Boundary St. Park Ave. to West to Madison Ave
 359.69 Bl. Ford Sketch Page 31-32

| | | | | |
|---------|--------------------------|--------|--------|---|
| 0+0 | Top Oil Pav | 13.6 | 396.1 | |
| +50 | " " " | 13.0 | 396.7 | |
| 1+0 | " " " | 11.7 | 398.0 | |
| +50 | " " " | 9.6 | 350.1 | |
| +85 | A 22°30' Lt T.O. Pav | 8.1 | 351.6 | |
| 2+11.13 | A 22°30' Lt T.O. " | 7.3 | 352.9 | |
| +50 | T.O. " | 5.9 | 353.8 | |
| 2+6 | " " " | 4.0 | 355.7 | |
| +50 | " " " | 2.2 | 357.5 | |
| +97.4 | = 1/4 Oil + 3/4 H.C. Pav | 0.3 | 359.9 | |
| TP | 5.66 | 365.05 | 0.20 | 359.39 |
| BM | | 6.81 | 358.24 | H.W. B.P. Orange Bancroft 358.11 |
| 1+50 | Top H.C. Pav | 4.48 | 360.57 | |
| 5+0 | | 3.15 | 361.90 | |
| +50 | | 1.38 | 363.67 | |
| 6+0 | | 0.00 | 365.05 | |
| TP | 11.26 | 375.71 | 0.60 | 364.45 |
| +50 | | 8.84 | 366.87 | |
| 7+0 | | 7.52 | 368.19 | |
| +12.04 | A 22°30' Lt | 6.74 | 368.97 | |

Oct. 14, 44

34

| | | | | |
|---------|-------------------------------|--------|--------|--|
| | | | 375.71 | |
| 7+69.17 | A 22°30' Lt | 6.58 | 369.13 | |
| 8+0 | | 5.99 | 369.72 | |
| +50 | | 4.77 | 370.99 | |
| 9+0 | | 3.77 | 371.99 | |
| +50 | | 2.62 | 373.09 | |
| 10+0 | | 1.46 | 374.25 | |
| +50 | | 0.23 | 375.38 | |
| TP | 6.70 | 381.92 | 0.49 | 375.22 |
| 11+0 | | 5.48 | 376.99 | |
| +20 | | 5.04 | 376.88 | |
| TP | 3.37 | 378.33 | 6.96 | 374.96 |
| BM | | 5.30 | 378.03 | S.F.B.P. E/C 107 1372 St 378.93 |
| TP | 6.99 | 383.67 | 1.65 | 376.68 |
| 11+66.3 | = 1/4 H.C. + 3/4 Sky Conc Pav | 6.39 | 377.28 | |
| +93 | Top Conc Pav | 5.70 | 377.97 | |
| 12+15.6 | = 1/4 Conc + 3/4 H.C. Pav | 5.84 | 377.83 | |
| +50 | Top H.C. | 5.95 | 377.72 | |
| 165 | 0.8 Lt of T. = Top MH | 6.03 | 377.69 | |
| 13+0 | | 5.75 | 377.92 | |
| +50 | | 5.40 | 378.27 | |

| | | 388.67 | | |
|---------|----------------|--------|--------|--------------------------------------|
| 13+87.5 | 0.766 = top MH | 5.06 | 378.61 | |
| 14+0 | | 4.89 | 378.78 | |
| +50 | | 4.58 | 379.09 | |
| 15+0 | | 4.05 | 379.62 | |
| +50 | | 3.51 | 380.16 | |
| TP | 7.66 | 388.18 | 3.15 | 380.52 |
| 16+0 | | 7.53 | 380.65 | |
| +50 | | 7.33 | 380.85 | |
| 17+0 | | 6.81 | 381.37 | |
| +50 | | 6.30 | 381.88 | |
| 18+0 | | 5.92 | 382.26 | |
| +50 | | 5.57 | 382.61 | |
| 19+0 | | 5.17 | 383.01 | |
| +50 | | 4.89 | 383.29 | |
| BM | | 5.35 | 382.83 | N.W. BP Moore + Iowa 383.22 |
| 20+0 | | 4.61 | 383.57 | |
| +50 | | 4.36 | 383.82 | |
| 21+0 | | 4.29 | 383.89 | |
| +50 | | 4.12 | 384.06 | |
| 22+0 | | 3.79 | 384.39 | |

| | | 388.18 | | |
|-------|------|--------|------|--------|
| TP | 6.40 | 390.73 | 3.85 | 384.33 |
| 22+50 | | | 6.19 | 384.54 |
| 23+0 | | | 5.82 | 384.91 |
| +50 | | | 5.69 | 385.04 |
| 24+0 | | | 5.46 | 385.27 |
| +50 | | | 5.34 | 385.39 |
| 25+0 | | | 5.27 | 385.96 |
| +50 | | | 5.17 | 385.56 |
| 26+0 | | | 5.27 | 385.96 |
| +50 | | | 5.25 | 385.98 |
| BM | | | 5.18 | 385.55 |
| 27+0 | | | 5.02 | 385.71 |
| +50 | | | 4.80 | 385.93 |
| TP | 7.29 | 393.22 | 4.80 | 385.93 |
| 28+0 | | | 6.97 | 386.25 |
| +50 | | | 6.70 | 386.52 |
| 29+0 | | | 6.40 | 386.82 |
| +50 | | | 5.91 | 387.31 |
| 30+0 | | | 5.77 | 387.45 |
| +50 | | | 5.72 | 387.89 |

N.W. BP
Moore +
Boundary
385.21

393.22 ✓

31+0 5.13 388.09

+50 4.81 388.91

32+0 4.46 388.76

+50 4.24 388.98

33+0 3.90 389.32 ✓

+43.41 = Exist Main Madam 3.51 389.71 ✓

TP 6.34 395.72 3.84 389.38

TP 5.35 396.41 4.66 391.06

BM 5.09 391.32 ✓

S.F.B.P.
Adams +
Boundary
390.96 ✓

Notes Reduced. 16-17-02

Check Levels University Hic + 3200ft. Oct. 16-44
to Boundary St + Adams Hic
S.F.B.P.
Bios
Osbornet

36

BM 1.19 353.10 351.91 ✓

0.58 340.98 12.70 340.40

BM 7.74 333.24 ✓

BM 7.23 340.67 333.44 ✓

8.51 346.47 2.71 337.96

6.52 349.69 3.30 343.17

11.01 360.10 0.60 349.09

BM 8.98 367.23 1.85 358.25 ✓

11.54 377.97 0.80 366.43

1.24 378.42 0.79 377.18

BM 5.39 373.05 ✓

7.15 383.84 1.73 376.59

7.12 386.90 4.06 379.78

BM 4.07 382.83 ✓

6.21 389.88 3.23 383.67

5.60 391.42 4.06 385.82

BM 5.86 385.56 ✓

6.82 394.72 3.52 387.90

6.15 396.16 4.71 390.01

BM 4.80 391.36 ✓

See pp. 391.32

S.F.B.P.
University
+ 3200ft.
S.F.B.P.
University +
Boundary
383.44
S.F.B.P.
University
+ Boundary
Page 33S.F.B.P.
of 1990 +
Bancroft
358.11S.F.B.P.
Ficajes +
10119
372.93S.F.B.P.
Wood +
10119
388.42S.F.B.P.
Mozroc +
Boundary
383.31S.F.B.P.
Adams +
Boundary
390.96

Walker
Hogard
Harding
12-13-44

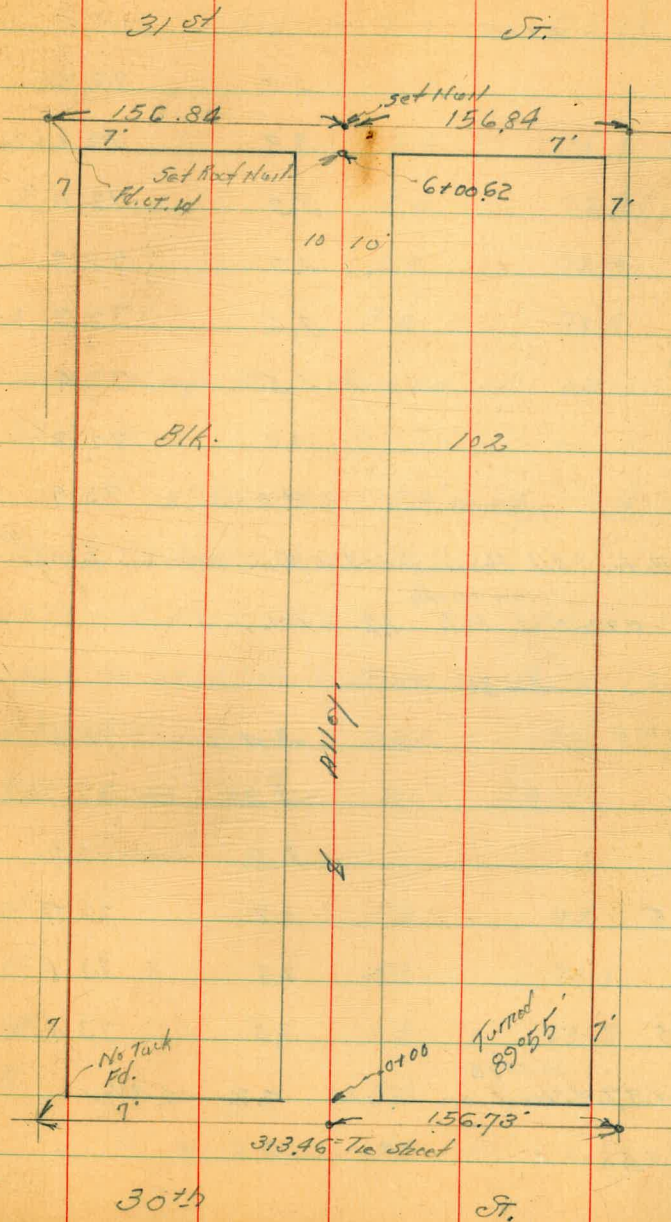
CROSS SECTION ALLEY - BLK. 102
CENTRAL PARK ADD.
Between K. and L. Sts
from 30th to 31st St.

| | 1.95 | 75.93 | 73.98 |
|------------------------|------|-------|-------|
| 0-10' = E. cb. 30th St | | | |
| SL-10' on Gut. | 4.76 | 71.17 | |
| " " cb. | 4.27 | 71.66 | |
| SL " " | 4.33 | 71.60 | |
| " " Gut. | 4.85 | 71.08 | |
| L " Conc. Paving | 4.88 | 71.05 | |
| NL " " Gut | 4.92 | 71.01 | |
| " " cb. | 4.53 | 71.40 | |
| +10 " " | 4.61 | 71.32 | |
| " " Gut | 5.14 | 70.79 | |
| 0+00 = E. line 30th St | | | |
| N + 0.2 = cb. on cb. | 4.33 | 71.60 | |
| " " on Gut. | 4.40 | 71.53 | |
| L " Paving. | 4.60 | 71.33 | |
| +10' = S. Gut. | 4.25 | 71.70 | |
| " " cb. | 4.14 | 71.79 | |

Cont. P-38

Indexed
C.S.K.

37



Alley 814 102
 Corrd from p. 37
 75.93

0110

| | | |
|-----|-----|------|
| SL | 3.2 | 72.7 |
| +4 | 3.3 | 72.6 |
| +6 | 3.5 | 72.0 |
| L | 4.0 | 71.9 |
| +6 | 3.6 | 72.3 |
| N | 3.5 | 72.4 |
| +1 | 3.1 | 72.8 |
| +10 | 3.0 | 72.9 |

Note: All Poles located with reference to Edge ^{Nearest} of Alley
 or North
 0+20 = Tel. Pole 1.2 in Alley ↓

0+30

| | | |
|----------------------|-----|------------|
| -5' | 3.4 | 72.5 |
| N | 3.2 | 72.7 |
| L | 3.2 | 72.7 |
| +5 | 3.2 | 72.7 |
| SL | 2.8 | 73.1 |
| +5 | 2.8 | 73.1 |
| 0+37 = Shed on South | 0.2 | in Alley ↓ |
| 0+50 = " " " " | 0.8 | " " ↓ |

7593

12' wide

0+56 = Garage on South 1.3' in Alley

Rod - 2.0

73.9

38
 Dirt Floor

0150

| | | |
|----|-----|------|
| SL | 2.8 | 73.1 |
| L | 3.0 | 72.9 |
| N | 3.0 | 72.9 |
| +5 | 3.0 | 72.9 |

0+45 = W edge Board Fence on N 0.4' in Alley ↓

0+56 = E " " " " on line ↓

0+77 = 12" Elec. Pole 3.3' in Alley ↓

0+62 = W edge Shed on South 1.3' in Alley ↓

0+77 = E " " " " 1.8 " " ↓

0+77 to 0+91 = Lath Fence on South 1.7' in Alley ↓

0+98.3 = Sewer Man 3.01 73.92 ✓

T.P. 6.09 80.01 3.01 73.92 ✓

1400

| | | |
|-----|-----|------|
| N-5 | 5.9 | 74.1 |
| N | 5.9 | 74.1 |
| +4 | 6.5 | 73.5 |
| L | 6.2 | 73.8 |
| N | 5.9 | 74.1 |

| 80.01 | | Alley 81K 102 | |
|-------|--|---------------|----------------|
| 1+02 | = W edge Dble Garage on N 0.6' Back ✓ | 5.81 | 74.20 |
| 1+20 | = E " " " 0.1' Back | 5.88 | 74.13 |
| | | 5.6 | 74.4 |
| 1+07 | = E Garage on South 7' Back Dirt Floor ✓ | | |
| 1+63 | = W edge Wire fence on South 1.2' in Alley ✓ | | |
| 1+51 | = E " " " " " " ✓ | | |
| 1+40 | = Tel Pole on 0.5' in Alley ✓ | | |
| 1+50 | | | |
| -5 | | 5.3 | 74.7 |
| J | | 5.3 | 74.7 |
| L | | 5.5 | 74.5 |
| N | | 5.6 | 74.4 |
| +5 | | 5.6 | 74.4 |
| | | 5.5 | 74.5 ✓ |
| 1+67 | = Garage on N 0.5' Back Dirt Floor | | |
| | | 5.2 | 74.8 / 9' wide |
| 1+70 | = Garage on South 1.3' in Alley Dirt Floor | | |
| | | 5.1 | 74.9 / 9' wide |
| 1+79 | = E " " " 1.3' " " ✓ Dirt Floor | | |
| 1+88 | = W edge Board Fence on S 1.2' in Alley ✓ | | |
| 2+00 | = E " " " " 1.5' " " ✓ | | |
| | | | |
| 2+00 | = Elec. Pole on South 3.1' in Alley ✓ | | |
| | | 5.4 | 74.6 ✓ |
| 1+78 | = E Garage on N 0.5' Back Dirt Floor ✓ | | |
| 2+00 | | | |
| N | | 5.2 | 74.8 |

| 80.01 | | 39 | |
|--|---|-----|--------|
| L | | 5.2 | 74.8 |
| L | | 4.8 | 75.2 |
| 2+00 to 2+50 = Board Fence on South 12' in Alley ✓ | | | |
| 2+50 | | | |
| -5 | | 4.6 | 75.4 |
| L | | 4.7 | 75.3 |
| L | | 4.7 | 75.3 |
| N | | 4.6 | 75.4 |
| +5 | | 4.6 | 75.4 |
| | | 4.5 | 75.5 ✓ |
| 2+56 | = E Garage on South 1.3' Back dirt Floor | | |
| | W edge | | |
| 2+61 | = Board Fence on South 1.2' in Alley ✓ | | |
| 2+67 | = Tel Pole on N 0.5' in Alley ✓ ✓ | | |
| 2+90 | = E edge Board Fence on South 0.7' in Alley ✓ | | |
| 2+90 to 3+00 | = Shed on South 0.9' in Alley ✓ | | |
| 3+00 | = Elec Pole on South 2.2' in Alley ✓ | | |
| 3+00 | | | |
| N-5 | | 3.9 | 76.1 |
| N | | 3.9 | 76.1 |
| L | | 4.0 | 76.0 |
| S | | 4.1 | 75.9 |
| | | 4.0 | 76.0 ✓ |
| 3+10 | = E Garage on South 0.2' in Alley Dirt Floor | | |
| | | 3.8 | 76.2 ✓ |
| 3+08 | = " " " " 0.3' in Alley ✓ | | |

Alley Blk. 102

80.01

3+14 = W edge Picket Fence on N 0.3' in Alley

3+56 E " " " " 0.5' " "

3+70 W " " " " South 0.6 " "

756 E " " " " 0.7 " "

3+50

| | | |
|----|-----|---------|
| S | 3.6 | 76.4 |
| E | 3.6 | 76.4 |
| N | 3.8 | 76.2 |
| +5 | 3.8 | 76.2 |
| | | 76.32 ✓ |

3+65 = E 3' conc. Walk on N. 3.69 — on line

3+50 = W edge Shed on South 0.6' in Alley

3+80 E " " " " 0.3 " "

Not in use

3+80.5 = W edge Dble Garage on South 0.3' in Alley

4+01.5 E " " " " " " "

3+58 = W edge Fence on N 0.5' in Alley } Picket Fence

4+00 E " " " " 0.4 " "

4+00 = E Elec. Pole on South 2.1' in Alley

3+95 E Tel " " N 1.0' " "

4+00

| | | |
|---|-----|------|
| N | 3.2 | 76.8 |
| E | 3.3 | 76.7 |

80.01

40

S. 3.0 77.0 ✓

3.3 77.0 ✓

4+07 = E Garage on N. Dirt Floor 0.6' in Alley

4+00 to 4+25 = Bld. on South 0.5' in Alley. Frame used as living quarters.

T.P. 5.99 82.77 3.23 76.78

4+15 = W edge Board Fence on N 0.4' in Alley

4+50 E " " " " on line

4+50.5

| | | |
|------------|------|-------|
| Sl. on Hub | 5.51 | 77.26 |
| E | 5.6 | 77.2 |
| N | 5.7 | 77.1 |

4+75

| | | |
|--------------|------|-------|
| N | 5.7 | 77.1 |
| E | 5.6 | 77.2 |
| Sl. on stake | 5.51 | 77.26 |

4+60 to 4+69 = Shed on N 0.7' in Alley

4+70 = W edge Board Fence on N 0.3' in Alley

5+00 = E " " " " 1.0' in Alley

{ 4+50 = W edge Shed on South on line

{ 4+89 = E " " " " 1.3' in Alley

→ This shed is to be torn down as soon as grade for this Alley is established.

5+00.5 = Elec. Pole on South 2.6' in Alley

Alley Blk. 102

82.77

5+00⁵

| | | |
|-----------|------|-------|
| N | 5.6 | 77.2 |
| L | 5.6 | 77.2 |
| SL on Hub | 5.26 | 77.51 |

5+02 = Tel Pole on N 1.6' in Alley ✓

5+50

| | | |
|----|-----|------|
| -4 | 5.1 | 77.7 |
| SL | 5.2 | 77.6 |
| L | 5.1 | 77.7 |
| N | 5.2 | 77.6 |
| 75 | 5.2 | 77.6 |

5+59 = Pole Anchor on N 0.8' in Alley ✓

5+82 = Tel Pole " N 0.8' " "

5+80

| | | |
|----|-----|------|
| -5 | 4.7 | 78.1 |
| N | 4.9 | 77.9 |
| L | 5.0 | 77.8 |
| S | 5.1 | 77.7 |
| 71 | 4.6 | 78.2 |
| 73 | 4.6 | 78.2 |

82.77

5+95

| | | |
|----|-----|------|
| SL | 4.8 | 78.0 |
| L | 5.5 | 77.3 |
| 75 | 5.6 | 77.2 |
| N | 4.9 | 77.9 |

6+00.62 = W.L. 31st CT

| | | |
|----------------------|------|-------|
| N on cb. | 5.31 | 77.46 |
| " " Gut. Asphalt Pav | 5.49 | 77.28 |
| L on " " | 5.78 | 76.99 |
| SL Gut, " " " | 5.58 | 77.19 |
| SL on cb. | 5.51 | 77.26 |

6+10.62
W cb. 31st

| | | |
|----------------|------|-------|
| -10 on cb. | 5.74 | 77.03 |
| " Gut. on Pav. | 6.29 | 76.48 |
| SL on cb. | 5.70 | 77.07 |
| " " Gut. " " | 6.24 | 76.53 |
| L " " " | 6.23 | 76.54 |
| N.L. " " " | 6.09 | 76.68 |
| " cb. | 5.51 | 77.26 |
| 710 on cb. | 5.46 | 77.31 |
| " " Gut. " " | 6.08 | 76.69 |

41

Alley 81K 102

82.77

TD 439

81.39

577 77.00

chk. NE BR. K-31st

2.80

78.59

78.98 - BM

0.11 diff.

TP

3.56

78.96

5.29

75.40

55. 30th + L-st.

chk. starting BM

4.95

74.01

73.98 - BM

0.03 Error.

41-A

Curb Levels on Moorland Dr. = 50' wide
101CBS

Ingraham to Franzera

£ STG. on Moorland

Made
Sawyer's
M.S.M.
10-26-44

0 + 55.5

0 + 37.5 W.G. Ingraham to N

0 + 32.5

Notes Reduced
12-29-1944
New Green Profile
C.B.H.

0 + 25.5 = W of Ingraham to N.

0 + 13

0 + 00 = £ Ingraham to N. or RT.

NWBP L.08 39.94

33.86

| Lt. | £ | STG. | RT. | Indexed as K. |
|-------|-------|-------|-------|------------------|
| 34.21 | 33.68 | 33.88 | 33.66 | 34.17 |
| 5.73 | 6.2 | 6.2 | 6.28 | 5.77 |
| 15 | 15 | | 15 | 15 |
| 06 | | | 97 | 06 P.C. |
| | | 33.67 | 33.53 | 34.12 |
| | | 6.27 | 6.41 | 5.82 |
| | | | 20.6 | 20.6 |
| | | | 97 | 06 |
| 33.94 | 33.40 | 33.64 | | |
| 6.0 | 6.5 | 6.0 | | |
| 06 | 15 | | | |
| 15 | 97 | | | |
| 33.78 | 33.31 | 33.48 | 33.37 | 33.86 |
| 6.4 | 6.6 | 6.6 | 6.57 | 6.08 |
| 16 | 16 | | 45 | 45 |
| 06 | 97 | | 97 | 06 P.C. |
| 33.61 | 33.12 | 33.29 | 33.47 | |
| 6.33 | 6.42 | 6.5 | 6.47 | |
| 25.2 | 25.2 | | 25 | |
| 06 | 97 | | | |
| 32.96 | 33.10 | 33.34 | | |
| 6.28 | 6.24 | 6.60 | | |
| 25 | | 25 | | |
| | | 39.94 | | |

2+02.5 E of Prom. to So.

35.94 35.53 35.89
4.42 4.83 4.47
33.7 33.7
06 EC 97

1+92.24 = EL. Prom. to So.

35.76 35.37 35.71 35.38 35.87
4.60 4.99 4.65 4.98 5.49
06 14.8 15 15 8
7

T.P. 4.19 42.36 4.37 35.67

1+85.4

35.81 35.33 42.36 35.31 35.76
4.13 4.61 4.01 4.63 4.18
15 15 15 15
06 EC 06

1+52.5 W & alley

35.36 34.92 35.24 34.82 35.38 35.11
4.58 5.02 4.70 5.12 4.50 4.83
15 15 15 15 15 25
06 97 06 97 06 97

1+37.5 E. alley to N

35.02 34.70 35.16 34.82
4.92 5.26 4.78 5.12
15 15 15 25
97 06 97 97

1+00

34.62 34.16 34.50 34.17 34.65
5.32 5.78 5.44 5.77 5.29
15 15 15 15
06 97 06 97 06

39.94

39.94

2 + 69.3 Ec6 Prom. to N

2 + 55.4

2 + 52.3 EL Prom. to N.

cb. R. 30
sdw. 17

2 + 42.4 W.L. Prom to So.

2 + 39.3

2 + 32.4 W cb Prom. to So.

42.36

36.81

36.57

36.42

36.91

35.28

555

5.79
15
Fav.

5.94
45

5.45
45

7.08
140 = cb. d
20 d

45 EC.
97
45 Rt. = edge Pav.

36.86

36.37

36.60

5.50

5.99
15

5.70

45 EC.

36.57

36.16

36.61

5.79

6.20
17.8
97

5.75
17.8
66

36.92

35.20

36.12

36.40

5.44
18.3
66

6.10
18.3
97

6.20
17.5
97

5.90

36.36

36.07

36.54

6.00

6.29
15

5.82
15
cb. BC.

36.83

36.34

35.96

36.25

5.53
36.6
66 EC.

6.02
36.6
97

6.40
15
97

6.11

42.36

4+27 E.L. Alley to N.

4+23.07 E.L. Bayard

4+16.7

3+65

3+40.3

3+27.3 W.L. Prout to N.

3+10.3 W. 6 Prout to N.

42.36

LT

| | | | | |
|-------|-------|---------|-------|--------|
| 38.42 | 38.33 | P-38.79 | 38.58 | 45 |
| 3.5x | 4.03 | 3.57 | 3.78 | |
| | 15 | 15 | 25 | 25 |
| | 97 | 06 | 97 | 06 out |

| | | |
|-------|-------|-------|
| 38.43 | 37.90 | 38.45 |
| 3.73 | 4.46 | 3.91 |
| 17 | 17 | |
| 06 | 97 | |

| | | | | |
|--------|-------|-------|-------|-------|
| 38.39 | 37.94 | 38.47 | 38.34 | 38.79 |
| 3.97 | 4.42 | 3.89 | 4.02 | 3.57 |
| 15 | 15 | | 15 | 15 |
| 06 BC. | | | | 06 |

| | | | | |
|-------|-------|-------|-------|-------|
| 37.94 | 37.60 | 38.04 | 38.01 | 38.48 |
| 4.42 | 4.80 | 4.32 | 4.35 | 3.88 |
| 15 | 15 | | 15 | 15 |
| 06 | | | | 06 |

| | | |
|-------|-------|--------|
| 37.83 | 37.89 | 38.39 |
| 4.53 | 4.47 | 3.97 |
| | 15 | 15 |
| | | 06 BC. |

| | | | | |
|-------|-------|-------|-------|-------|
| 37.57 | 37.07 | 37.70 | 37.57 | 38.10 |
| 4.79 | 5.29 | 4.50 | 4.29 | 4.26 |
| 15 | 15 | | 17.8 | 17.8 |
| 06 | 97 | | 97 | 06 |

| | | | | | | |
|-------|-------|-------|-------|-------|--------|---------|
| 37.40 | 36.93 | 37.40 | 37.31 | 36.92 | 37.39 | 35.88 |
| 4.96 | 5.43 | 4.96 | 5.05 | 5.44 | 4.97 | 4.48 |
| 15 | 15 | | 15 | 45 | 45 | 140 |
| 06 | | | 97 | 97 | 06 EC. | 06 end. |

42.36

5 + 29

| | | | | |
|-------------------|-------------------|-------|-------------------|-------------------|
| 36.58 | 36.11 | 36.73 | 36.83 | 37.34 |
| $\frac{3.05}{15}$ | $\frac{3.52}{15}$ | 2.90 | $\frac{2.80}{15}$ | $\frac{2.29}{15}$ |
| cb | 97 | | | cb. B.C. R. 30' |

T.P. 220 29.43 4.93 37.43

37.63

4 + 86

| | | | | |
|-------------------|-------------------|-------|-------------------|-------------------|
| 37.90 | 37.43 | 37.83 | 37.63 | 38.13 |
| $\frac{4.40}{15}$ | $\frac{4.93}{15}$ | 4.53 | $\frac{4.73}{15}$ | $\frac{4.23}{15}$ |
| 15 B.C. | | | | cb |

4 + 73.7 W L Bayonne

| | | | | |
|-------------------|-------------------|-------|-------------------|-------------------|
| 38.12 | 37.60 | 38.06 | 37.83 | 38.34 |
| $\frac{4.20}{19}$ | $\frac{4.70}{19}$ | 4.20 | $\frac{4.53}{15}$ | $\frac{4.02}{15}$ |
| cb | 97 | | | cb |

4 + 63.1 W cb Bayonne

| | | | |
|---------------------|---------------------|-------------------|-------|
| 38.42 | 37.86 | 37.66 | 38.17 |
| $\frac{3.90}{30.9}$ | $\frac{4.50}{30.9}$ | $\frac{4.70}{15}$ | 4.19 |
| cb E.C. | 97 | PAV | |

4 + 42 W L alley To N.

| | | | |
|-------|-------------------|-------------------|-------------------|
| 38.25 | 38.30 | 38.85 | 38.53 |
| 4.01 | $\frac{4.00}{15}$ | $\frac{3.51}{15}$ | $\frac{3.83}{25}$ |
| | | cb | 97 |

4 + 33.2 E cb Bayonne

| | | | |
|---------------------|---------------------|-------------------|-------|
| 38.35 | 37.85 | 37.84 | 38.42 |
| $\frac{4.01}{33.5}$ | $\frac{4.51}{33.5}$ | $\frac{4.52}{15}$ | 3.90 |
| cb E.C. | 97 | PAV | |

42.3642.36

6+30.2

6+17.2 W.L. Haines

6+00.2 W of Haines

5+79.7 E Haines

5+59.2 = E of Haines
20.5

5+42.2 E.L. Haines = 75' wide 17' cbs 41' Rdwy.
cb. R = 30'

3963

Lt € R.

| | | | | |
|------|-------|-------|-------|--------------|
| 3340 | 32.92 | 33.56 | 33.78 | 34.30 |
| 6.23 | 6.71 | 6.97 | 5.85 | 5.33 |
| 15 | 15 | | 15 | 15 |
| cb | | | | cb E.C. R 30 |

| | | | | |
|-------|-------|-------|-------|-------|
| 33.78 | 33.31 | 33.99 | 34.01 | 34.55 |
| 5.85 | 6.32 | 5.64 | 5.62 | 5.08 |
| 15 | 15 | | 17.8 | 17.8 |
| cb | | | 9T. | cb |

| | | | | | |
|-------|-------|-------|-------|-------|-------|
| 34.35 | 33.84 | 34.58 | 34.64 | 34.64 | 34.39 |
| 5.28 | 5.79 | 5.05 | 4.99 | 4.99 | 5.24 |
| 15 | 15 | | 15 | 25 | 45 |
| cb | | | Par | Par | 9T |

24.82
Top Guard

| | | | | | |
|-------|-------|-------|-------|-------|--------------|
| 34.97 | 34.43 | 35.21 | 35.29 | 35.28 | 35.15 |
| 4.66 | 5.20 | 4.42 | 4.34 | 4.35 | 4.48 |
| 15 | 15 | | 15 | 25 | 45 |
| cb | | | Par | Par. | cb edge Par. |

| | | | | | |
|-------|-------|-------|-------|-------|-----------------------|
| 35.64 | 35.13 | 35.84 | 35.92 | 35.39 | 35.89 |
| 3.99 | 4.50 | 3.79 | 3.71 | 4.24 | 3.74 |
| 15 | 15 | | 15 | 45 | 45 |
| cb | | | Par | 9T | cb E.C. N edge Par |

| | | | | |
|-------|-------|-------|-------|-------|
| 36.16 | 35.66 | 36.33 | 36.36 | 36.85 |
| 3.47 | 3.97 | 3.30 | 3.27 | 2.78 |
| 15 | 15 | | 17.8 | 17.8 |
| cb | | | 9T | cb |

3963

7+17.3 E.L. Alley to N.

7+16.8

7+03.88 W.L. Buena Vista

6+92.8

6+13.8

6+53.72 E.L. Buena Vista

6+47.2

3963

| | | | | | |
|----|-------|-------|----------|------|-------|
| Lt | 29.25 | 29.65 | 29.29.18 | 2894 | 29.35 |
| | 1038 | 1038 | 1045 | 1049 | 1028 |
| | | 15 | 15 | 25 | 25 |
| | | | 06 | 97 | 06 |

| | | |
|--------|-------|-------|
| 29.87 | 29.39 | 29.27 |
| 9.76 | 1026 | 1030 |
| 15 | 15 | |
| 06 EC, | 97 | |

| | | | |
|-------|-------|-------|-------|
| 30.49 | 29.95 | 29.87 | 30.02 |
| 9.14 | 9.88 | 9.76 | 9.61 |
| 18.7 | 18.7 | 15 | Pav |
| 06 | 97 | | |

| | | | | | |
|--------|-------|-------|-------|-------|-------|
| 31.38 | 30.90 | 30.28 | 30.58 | 30.06 | 30.52 |
| 8.25 | 8.73 | 9.35 | 9.05 | 9.57 | 9.11 |
| 30.5 | 30.5 | 15 | | 15 | 15 |
| 06 EC, | 97 | Pav | | | 06 |

| | | | | | |
|--------|-------|-------|-------|-------|-------|
| 31.87 | 31.30 | 31.62 | 32.14 | 31.79 | 32.25 |
| 7.76 | 8.33 | 8.01 | 7.49 | 7.80 | 7.38 |
| 33.6 | 33.6 | 15 | | 15 | 15 |
| 06 EC, | 97 | Pav | | | 06 |

| | | |
|-------|-------|-------|
| 32.50 | 31.92 | 32.48 |
| 7.13 | 7.71 | 7.15 |
| 109 | 109 | |
| 06 | | |

| | | | | |
|--------|-------|-------|-------|-------|
| 32.85 | 32.36 | 32.89 | 32.81 | 33.31 |
| 6.78 | 7.27 | 6.70 | 6.80 | 6.30 |
| 15 | 15 | | 15 | 15 |
| 06 EC, | | | | 06 |

3963

check to B.M.B.P.

6.57 21.46 21.47

N.E. Franzen + Moorland

8 + 41.94 E.C.B. Franzen

| | | | | |
|-------|-------|-------|-------|--------|
| 21.53 | 21.79 | 21.67 | 20.90 | 21.41 |
| 6.45 | 6.19 | 6.31 | 7.08 | 6.57 |
| | 15 | 25 | 45 | 45 |
| | Pay | Pay | 97 | 06 EC. |

8 + 31.94 E.L. Franzen

| | | | | | |
|-------|-------|-------|-------|-------|-------|
| 21.97 | 21.47 | 22.10 | 22.18 | 22.02 | 22.57 |
| 6.01 | 4.51 | 5.88 | 5.80 | 5.92 | 5.41 |
| 15 | 15 | | 15 | 22.4 | 22.4 |
| 06 | | | Pay | 97 | 06 |

8 + 11.94

| | | | | |
|--------|-------|-------|---------|-------|
| 22.83 | 23.21 | 22.96 | 23.41 | |
| 5.5 | 4.77 | 5.92 | 4.57 | |
| 15 | | 15 | 15 | |
| 97.111 | | | 06 B.C. | R. 30 |
| DRIVE | | | | |

1 + 65

| | | | | |
|-------|-------|-------|-------|-------|
| 26.63 | 26.11 | 26.24 | 25.70 | 26.16 |
| 1.35 | 1.87 | 1.74 | 2.28 | 1.82 |
| 15 | 15 | | 15 | 15 |
| 06 | | | | 06 |

T.P.

0.74 27.98 12.39 27.24

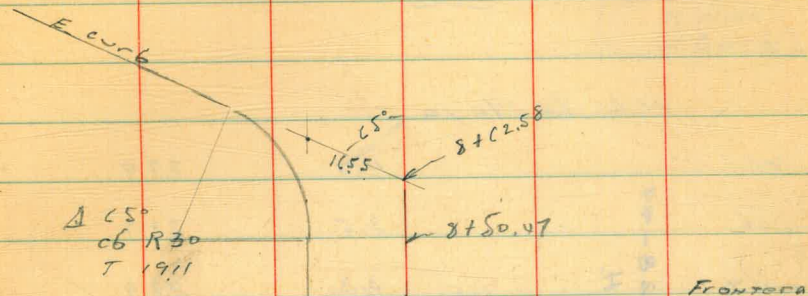
27.98

6 7 + 32.3 w.l. alley to N

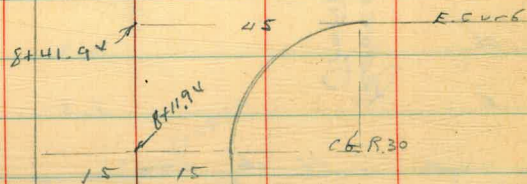
| | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|
| 28.78 | 28.29 | 28.35 | 27.70 | 28.10 | 27.79 | 28.16 |
| 10.85 | 11.34 | 11.28 | 11.93 | 11.53 | 11.84 | 11.47 |
| 15 | 15 | | 15 | 15 | 25 | 25 |
| 06 | | | 97 | 06 | 97 | 06 |
| | | | | | | end |

39.63

39.63



FRONTIERA



2846
9.01
19.45

| | | | |
|--------|-------|--------|-------|
| 18.9A | 18.24 | 19.18 | 20.40 |
| 9.04 | 9.74 | 8.80 | 7.58 |
| 35.66 | 35.66 | 16.55 | |
| cb. EC | 97. | R. Pav | |

| | | |
|-------|-------|-------|
| 20.63 | 20.20 | 20.97 |
| 7.35 | 7.78 | 7.01 |
| 15 | 15 | |
| cb R. | | |

27.98

check to NEBP FRONTIERA + La Playa 3.43 17.46 ✓

T.P. 5.30 22.89 5.69 17.59

B.P.

T.P. P.49 1.80 23.28 4.52 21.46.

8+62.58 = E. cb of opening on diag. on Frontiera

8+50.47 Sec. 90°

27.98

Xsec Haines, 75' wide, 17' curbs
 La Playa to Moorland. ^{CSM} 12-27-44

8M.B.P. 50 12.76 32.22

19.46 ^{NE} Frontera
 La Playa

N.L. La Playa

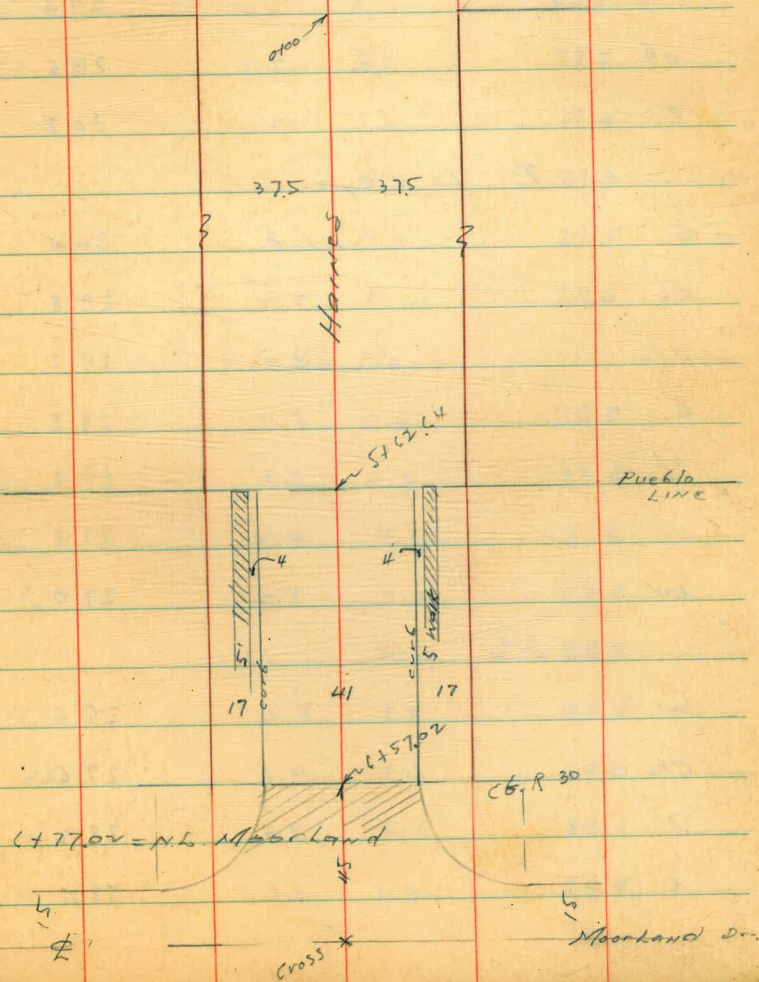
| | | |
|-----|-----|------|
| W | 4.3 | 27.9 |
| cb | 3.5 | 28.7 |
| 1/4 | 3.3 | 28.9 |
| C | 3.0 | 29.2 |
| 1/4 | 2.5 | 29.7 |
| cb | 2.2 | 30.0 |
| E | 1.5 | 30.7 |

Reduced 12-28-44
 Profile CBH.

N cb = 20'

| | | |
|-----|-----|------|
| E | 1.7 | 30.5 |
| cb | 2.0 | 29.6 |
| 1/4 | 2.5 | 29.4 |
| C | 2.9 | 29.3 |
| 1/4 | 3.7 | 28.5 |
| cb | 4.0 | 28.2 |
| W | 4.9 | 27.3 |

La Playa
 75' wide
 20' Curbs



32.22

N 1/4

| | | |
|-----|-----|-----|
| w | 5.1 | 271 |
| cb | 4.3 | 279 |
| 1/4 | 3.7 | 285 |
| c | 3.3 | 289 |
| 1/4 | 2.8 | 294 |
| cb | 2.0 | 296 |
| E | 2.0 | 302 |

E La Playa

| | | |
|-----|-----|-----|
| E | 1.8 | 304 |
| cb | 2.4 | 298 |
| 1/4 | 3.0 | 292 |
| c | 3.4 | 288 |
| 1/4 | 3.9 | 283 |
| cb | 4.4 | 278 |
| w | 5.2 | 270 |

S 1/4

| | | |
|-----|-----|-----|
| w | 5.6 | 266 |
| cb | 4.6 | 276 |
| 1/4 | 4.0 | 282 |
| c | 3.6 | 286 |

32.22

52

| | | |
|-----|-----|-----|
| 1/4 | 3.2 | 290 |
| cb | 2.8 | 294 |
| E | 2.1 | 301 |

S cb

| | | |
|-----|-----|-----|
| E | 1.7 | 305 |
| cb | 3.1 | 291 |
| 1/4 | 3.5 | 287 |
| c | 3.8 | 284 |
| 1/4 | 4.3 | 279 |
| cb | 4.7 | 275 |
| w | 5.4 | 270 |

ofo S.L. La Playa

| | | |
|-----|-----|-----|
| w | 5.5 | 267 |
| 1/2 | 4.8 | 274 |
| cb | 4.6 | 276 |
| 1/4 | 4.4 | 278 |
| c | 4.0 | 282 |
| 1/4 | 3.7 | 285 |
| 1/8 | 3.2 | 290 |
| cb | 2.6 | 296 |
| E | 2.3 | 299 |

| | | 32.22 | |
|-----------|--|-------|---------------------------------|
| | 0+08 | | |
| E-0.5 | E 4.5 do. Rib. drive | 2.15 | 30.07 7.5 wide |
| | 0+12 | | |
| E on line | Beg 6" ^{Top} _{Con.} Wall | 2.04 | 30.18 also Picket beg. fence |
| | 0+50 | | |
| E | Top end 6" wall | 2.00 | 30.22 |
| E | | 2.4 | 29.8 |
| cb | | 2.9 | 29.3 |
| +3 | | 3.6 | 28.6 |
| 1/4 | | 3.8 | 28.4 |
| C | | 4.2 | 28.0 |
| 1/4 | | 4.4 | 27.8 |
| cb | | 4.8 | 27.4 |
| +6 | | 4.8 | 27.4 |
| 1/10 | | 5.4 | 26.8 |
| W | | 5.5 | 26.7 |
| | 0+92 | | |
| E +0.3 | E 3' do. Con. Rib. | 2.26 | 29.96 9 wide |
| | 1+00 | | |
| W | | 5.6 | 26.6 |
| cb | | 4.8 | 27.4 |

| | | 32.22 | 53 |
|------|--|-------|----------------|
| +5 | | 5.1 | 27.1 |
| 1/4 | | 4.8 | 27.4 |
| C | | 4.2 | 28.0 |
| 1/4 | | 4.0 | 28.2 |
| +8 | | 3.9 | 28.3 |
| cb | | 2.8 | 29.4 |
| E | picket end fence + beg. wire fence | 2.4 | 29.8 and hedge |
| | 1+25 | | |
| W | ground | 5.6 | 26.6 |
| W | Top Tile wall | 5.3 | 26.9 |
| W+1 | lawn | 6.2 | 26.0 |
| | 1+46 | | |
| E | | 2.8 | 29.4 |
| cb | | 2.9 | 29.3 |
| +4 | | 4.0 | 28.2 |
| 1/4 | | 4.1 | 28.1 |
| C | | 4.2 | 28.0 |
| 1/4 | | 4.8 | 27.4 |
| cb | | 4.9 | 27.3 |
| +12 | | 5.3 | 26.9 |
| W | ground | 6.3 | 25.9 |
| +0.3 | E 3' Con. walk | 6.30 | 25.92 |

43

32.22

| | | | |
|-------------------------------------|-----|------|--|
| 1+75 | | | |
| W ground | 5.5 | 26.7 | |
| " Top. end Tile wall | 5.3 | 26.9 | |
| +1 Lawn | 6.2 | 26.0 | |
| 1+88 | | | |
| E end hedge | | | |
| 1+98 | | | |
| E end wire fence + Beg. Cedar hedge | | | |
| 2+00 | | | |
| W | 5.9 | 26.3 | |
| cb | 5.2 | 27.0 | |
| 1/2 | 4.7 | 27.5 | |
| c | 4.3 | 27.9 | |
| 1/4 | 4.2 | 28.0 | |
| +8 | 3.9 | 28.3 | |
| cb | 3.1 | 29.1 | |
| E | 2.8 | 29.4 | |

T.P. 5.46 33.17 4.51 27.71 c

54

33.17

| | | | |
|--------------------------|------|-------|--|
| 2+22 | | | |
| E-0.5 2 3' Flagstone Wk. | 3.11 | 30.06 | |
| 2+30 | | | |
| W-0.7 2 8' Con. drive | 6.84 | 26.33 | |
| 2+52 | | | |
| E end Cedar hedge | | | |
| 2+56 | | | |
| E | 3.3 | 29.9 | |
| cb | 3.7 | 29.5 | |
| +3 | 4.7 | 28.5 | |
| 1/4 | 5.0 | 28.2 | |
| c | 5.2 | 28.0 | |
| 1/4 | 5.6 | 27.6 | |
| cb | 6.0 | 27.2 | |
| +8 Lawn | 6.7 | 26.5 | |
| W | 6.8 | 26.4 | |
| +1 2 3' Con. walk | 6.82 | 26.35 | |
| 3+00 | | | |
| W Lawn | 6.8 | 26.4 | |
| +12 " | 6.6 | 26.6 | |
| cb | 5.8 | 27.4 | |

| | | 33.17 | |
|-----------|----------------------------|-------|-------|
| 1/4 | | 5.4 | 27.8 |
| c | | 4.9 | 28.3 |
| 1/4 | | 4.8 | 28.4 |
| +8 | | 4.5 | 28.7 |
| c6 | | 3.8 | 29.4 |
| E | | 3.4 | 29.8 |
| | 3+24 | | |
| E on Line | £ 3.5 ^{Con. Walk} | 2.77 | 30.40 |
| | 3+38 | | |
| E + 0.1 | £ 14.9 Con. drive | 2.63 | 30.54 |
| | 3+50 | | |
| E | | 2.8 | 30.4 |
| +12 | | 3.1 | 30.1 |
| c6 | | 4.3 | 28.9 |
| 1/4 | | 4.5 | 28.7 |
| c | | 4.7 | 28.5 |
| 1/4 | | 5.2 | 28.0 |
| c6 | | 5.7 | 27.5 |
| W | | 6.3 | 26.9 |
| | 3+69 | | |
| E + 0.2 | £ 3.5 ^{Con. Walk} | 2.73 | 30.99 |

| | | 33.17 | 55 |
|---------|--------------------------------|-------|---------|
| | | 3+90 | |
| E + 0.5 | £ 8.2 Con. drive | 1.77 | 31.40 |
| | | 4+00 | Level |
| W | | 5.6 | 27.6 |
| c6 | | 5.1 | 28.1 |
| 1/4 | | 4.7 | 28.5 |
| c | | 4.0 | 29.2 |
| 1/4 | | 3.7 | 29.5 |
| +8 | | 3.8 | 29.4 |
| c6 | | 3.0 | 30.2 |
| E | | 1.9 | 31.3 |
| | 4+11 | | |
| W = 0.5 | £ do. 7' ^{Con. Rhoda} | 5.52 | 27.65 |
| | | | 7' wide |
| | 4+24 | | |
| E | £ 3.5 Con. walk | 1.12 | 32.05 |
| +0.5 | end " | 1.15 | 32.02 |
| +13 | | 2.2 | 31.0 |
| c6 | | 3.2 | 29.8 |
| 1/4 | | 3.2 | 29.8 |
| c | | 3.5 | 29.7 |
| 1/4 | | 4.3 | 28.9 |

| | | | |
|--------|---------------------------------|--------------|------------------------------|
| cb | | 4.7 | 28.5 |
| W | Lawn | 5.1 | 28.1 |
| | 4x31 | | |
| W-0.5 | E 3' Con. walk | 4.87 | 28.30 |
| T.P. | 6.80 | <u>36.27</u> | 3.70 29.47 |
| | 4x39 | | |
| E to S | E 15' Con. drive | 4.02 3.83 | 32.25 = N. edge = S. " |
| | 4x50 | | 32.44 |
| W | | 7.8 | 28.5 |
| | +C9 Beg. Bd. fence in street | | |
| cb | | 7.3 | 29.0 |
| 1/4 | | 7.0 | 29.3 |
| c | | 6.2 | 30.1 |
| 1/4 | | 5.9 | 30.4 |
| cb | | 5.8 | 30.5 |
| t3 | | 4.7 | 31.6 |
| E | | 3.6 | 32.7 |
| | 4x59 | | |
| W-0.5 | E do. 2' Con. Rib. drive | 7.64 | 28.63, wide |

| | | | |
|--------|-------------------|------|-------------|
| | | 4x69 | |
| E to S | E 2.5' Con. walk | 2.15 | 33.12 |
| | 4x75 | | |
| E | Lawn | 3.0 | 33.3 |
| 1/4 | " | 4.1 | 32.2 |
| cb | | 4.9 | 31.4 |
| 1/4 | | 5.1 | 31.2 |
| c | | 5.5 | 30.8 |
| 1/4 | | 6.1 | 30.2 |
| cb | | 6.5 | 29.8 |
| W | Lawn | 7.3 | 29.0 |
| | 4x83 | | |
| W-0.5 | E 3' Con. walk | 7.01 | 29.26 |
| | 4x91 | | |
| E to S | E 8.5' Con. drive | 2.42 | 33.85 Level |
| | 5x00 | | |
| W | | 6.2 | 30.1 |
| | +C9 end Bd. fence | | |
| cb | | 5.5 | 30.8 |
| 1/4 | | 5.0 | 31.3 |
| c | | 4.2 | 32.1 |

36.27

| | | |
|---------------------------|------|-----------------|
| E 1/4 | 4.0 | 32.3 |
| +8 | 4.0 | 32.3 |
| cb | 3.0 | 33.3 |
| E | 2.1 | 34.2 |
| S+14 | | |
| W-0.6 E side, r. 6. drive | 5.36 | 30.91 7' wide |
| S+34 | | |
| E | 1.3 | 35.0 |
| +14 | 1.9 | 34.4 |
| cb | 2.2 | 34.1 |
| 14 | 3.0 | 33.3 |
| 1/4 | 2.9 | 33.4 |
| c | 2.8 | 33.5 |
| 1/4 | 3.2 | 33.1 |
| cb | 4.4 | 31.9 |
| +3 | 3.6 | 32.7 |
| +16 | 4.4 | 31.9 |
| W STEP STONES | 5.3 | 31.0 |
| +14 9 3.5 Con. STEP | 5.62 | 30.65 Bot. STEP |
| +16 Top " Porch | 5.08 | 31.19 |

36.27

57

| | | |
|--------------------------------------|------|-----------------|
| S+42.5 = N edge 15' Con. dr. | | |
| E | 0.63 | 35.64 |
| +3 | 0.85 | 35.42 3' IN ST. |
| S+57.5 = S. edge 15' Con. dr. | | |
| E | 0.33 | 35.94 |
| +3 | 0.77 | 35.50 |
| S+62.5 = Pueblo Line + Beg. 8" Curbs | | |
| W | 3.0 | 33.3 |
| cb. Top | 2.52 | 33.75 |
| 9T | 3.4 | 32.9 |
| 1/4 | 3.1 | 33.2 |
| c | 2.6 | 33.7 |
| 1/4 | 3.5 | 32.8 |
| 9T | 2.4 | 33.9 |
| cb Top | 1.47 | 34.80 |
| +10 | 1.2 | 35.1 |
| E | 0.1 | 36.2 |
| C+00 | | |
| E cb | 1.07 | 35.20 |
| 9T | 2.1 | 34.2 |
| 1/4 | 2.1 | 34.2 |

36.27

58

| | | |
|------|------|-------|
| c | 2.5 | 33.8 |
| 1/4 | 2.6 | 33.7 |
| 9T | 2.7 | 33.6 |
| W cb | 2.09 | 34.18 |

L 425

| | | |
|------|------|-------|
| W cb | 1.79 | 34.48 |
| 9T | 2.4 | 33.9 |
| 1/4 | 2.2 | 34.1 |
| c | 2.1 | 34.2 |
| 1/4 | 1.8 | 34.5 |
| 9T | 1.7 | 34.6 |
| E cb | 0.79 | 35.48 |

L 457.02 Beg. Pav. 20' N of Moorland Dr.

| | | |
|-----------|------|-------|
| E cb P.C. | 0.39 | 35.88 |
| 9T | 0.90 | 35.37 |
| 1/4 | 0.92 | 35.35 |
| c | 1.13 | 35.14 |
| 1/4 | 1.43 | 34.84 |
| 9T | 1.90 | 34.37 |
| W cb P.C. | 1.45 | 34.82 |

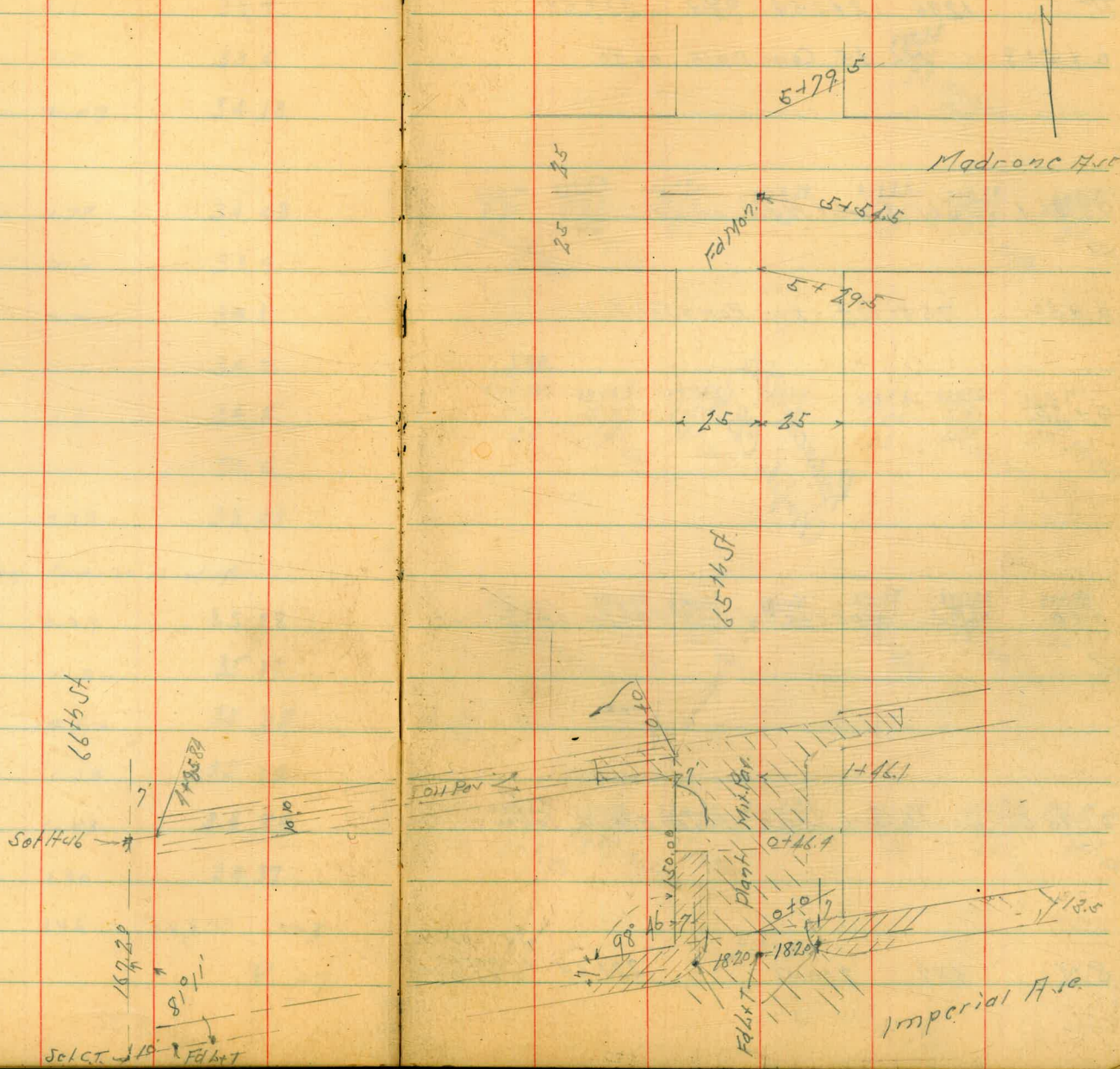
P. 47

Cross Section 65th St. Imperial Ave
to Madrone Ave

Indexed
C.S.K.

Jan. 25-45
Sisson
Osborn
Hardin

59



Levels 65th St Imperial to Madrone

TP 1296 242.54 0.93 229.58

0+53.8 = N.L. 3.5 Conc Walk on Rt

0+46.4 = Sly Curbt Walk on Lt

0+30 19.5 Pt of $\frac{1}{2}$ = Ely Pav. x Tel Pole

0+25

Reduced AEB
Profile CBH

0+0 = S.L. Imperial Arc Taken on St. Line

0-13.5 = South Carb Line of Imperial Taken on St.

BM

687

230.51

223.64

SI Top H.H.
Imperial
+ 65th St

Lt = E

$\frac{1}{2}$

Rt = H

60

228.25
1.76
2.5 = Ely Conc
Walk

| | | | | | | |
|----------------------------------|---------------------------------|------------------------|----------------|-----------------------|----------------------------------|--------------------------------|
| 227.71 2.80 2.5 = Sly Walk | 227.53 2.98 14.6 = Sly Cb | 226.84 3.67 1.66 | 227.39 3.12 | 226.76 3.75 1.5 | 227.16 3.36 18.5 = Hly Pav | 227.5 3.0 2.5 = Ely Bldg |
|----------------------------------|---------------------------------|------------------------|----------------|-----------------------|----------------------------------|--------------------------------|

| | | | | | | |
|-----------------------|----------------------------|-----------------------------|----------------|-----------------------|----------------------------------|--------------------------------|
| 224.96 5.57 2.5 | 224.67 5.82 1.6 = Cb | 224.01 6.50 1.6 = Gut | 224.29 6.22 | 223.86 6.65 1.5 | 224.20 6.31 16.5 = Hly Pav | 224.5 6.0 2.5 = Ely Bldg |
|-----------------------|----------------------------|-----------------------------|----------------|-----------------------|----------------------------------|--------------------------------|

| | | | | | | |
|----------------------------------|----------------------------|-----------------------------|----------------|-----------------------------|----------------------------|----------------------------------|
| 221.42 9.09 2.5 = 3.5 Walk | 221.24 9.27 1.7 = Cb | 220.81 9.90 1.2 = Gut | 221.16 9.35 | 220.98 9.53 1.5 = Gut | 221.28 9.23 1.5 = Cb | 221.89 9.12 2.5 = 0.7 Walk |
|----------------------------------|----------------------------|-----------------------------|----------------|-----------------------------|----------------------------|----------------------------------|

| | | | | | | |
|----------------------------|----------------------------------|------------------------------|----------------|-----------------------|---------------------------------|----------------------------|
| 221.14 9.37 2.5 = Cb | 220.46 10.05 2.5 = Gut Pav | 220.81 10.00 1.5 = Pav | 220.67 9.84 | 220.98 9.73 1.5 | 220.82 9.69 2.5 = Gut Pav | 221.16 9.25 2.5 = Cb |
|----------------------------|----------------------------------|------------------------------|----------------|-----------------------|---------------------------------|----------------------------|

230.51

1+461 N.L. of Alley to East on Lt.

TP 8 12.58 252.78 2.34 240.20

1+25

1+217

1+02 N.Y. 2 Rb. Conc Dr. on Lt.

0+75

242.54

6 Lt.

8

W Rt.

61

| | | | | | |
|---------------|---------------|---------------|---------------|---------------|------------------|
| <u>239.66</u> | <u>240.23</u> | <u>240.60</u> | <u>240.87</u> | <u>239.58</u> | <u>240.03</u> |
| 13.12 | 12.05 | 12.18 | 11.95 | 13.20 | 12.75 |
| 80-ELY Pk | 25 | 15 | | 15 | 25 on Roll Drive |

252.78

| | | | | | | |
|--------------|--------------|---------------|---------------|---------------|---------------|--------------|
| <u>238.1</u> | <u>237.9</u> | <u>237.24</u> | <u>237.87</u> | <u>237.23</u> | <u>237.81</u> | <u>238.8</u> |
| 4.4 | 4.6 | 5.20 | 4.67 | 5.31 | 4.73 | 3.7 |
| 25 | 16 | 14-ELY Pk | | 15 | 16.5-ELY Pk | 25 |

~~236.39~~

4.15
24.1-ELY Pk
conc stop

| | | | | | | | |
|---------------|---------------------------|-------------------------|---------------|--------------|---------------|--------------|--------------|
| <u>236.16</u> | <u>235.74</u> | <u>235.54</u> | <u>234.19</u> | <u>234.6</u> | <u>234.26</u> | <u>234.9</u> | <u>235.5</u> |
| 7.28 | 6.60 | 7.00 | 8.35 | 7.68 | 8.28 | 7.6 | 7.0 |
| 45 on Drive | 24.4-ELY Pk conc Drive | 20-ELY Pk conc Drive | 14 | | 15 | 16.5-ELY Pk | 25 |

| | | | | | | |
|--------------|--------------|---------------|---------------|---------------|---------------|--------------|
| <u>231.7</u> | <u>231.7</u> | <u>230.49</u> | <u>231.17</u> | <u>230.57</u> | <u>231.18</u> | <u>231.9</u> |
| 10.8 | 10.8 | 12.05 | 11.37 | 11.97 | 11.36 | 10.5 |
| 25 | 17 | 14-ELY Pk | | 15 | 16.5-ELY Pk | 25 |

242.54

IP 12.93 287.27 0.85 274.34
 2+61 24.5 Lt = Sly Maxence Fence
 2+50

2+25
 IP 12.23 275.19 1.06 262.96

2+0
 IP 11.66 264.02 0.42 252.36

1+75 17' 9" Lt = Fly Pond Pond #174479

1+66 = 24.5 Lt = Sly Maxence Fence

1+65

252.78

| | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 265.7 | 266.9 | 265.9 | 268.1 | 270.0 | 271.2 | 271.5 | 272.4 |
| 9.5 | 8.3 | 9.3 | 7.1 | 5.7 | 3.5 | 3.7 | 2.8 |
| 3.5 | 2.5 | 2.0 | 1.5 | | 1.5 | 2.5 | 3.5 |

259.2 260.5 273.61 260.2 262.7 264.1 264.4 264.1
 16.0 14.4 15.8 14.5 12.5 11.1 10.8 11.1
 33-M/Comp Walk 2.5 2.0 1.5 1.5 2.5 3.5
 275.19

253.87 254.93 253.25 255.9 256.4 256.2 256.6
 10.3 9.9 10.7 8.1 7.6 7.8 7.4
 30-M/Comp Walk 2.5 1.9 1.5 2.5 2.5 3.5
 264.02

| | | | | | |
|-------|-------|-------|-------|-------|-------|
| 247.5 | 247.5 | 246.4 | 248.5 | 249.4 | 250.8 |
| 5.3 | 5.3 | 2.4 | 4.3 | 3.4 | 2.0 |
| 21.5 | 2.5 | 1.5 | | 1.5 | 2.5 |

30-M/Comp Walk

| | | | | | |
|-------|-------|-------|--------|--------|---------------|
| 242.2 | 242.6 | 243.1 | 243.26 | 244.24 | 240.15 |
| 9.6 | 10.2 | 9.7 | 9.02 | 8.04 | 5.13 |
| 2.5 | 1.5 | 1.5 | 1.5 | 2.5 | 5.0 = 44 Pond |

252.78

W
PT

3+75

| | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>295.1</u> | <u>296.1</u> | <u>297.3</u> | <u>301.7</u> | <u>303.7</u> | <u>304.9</u> | <u>306.5</u> |
| 16.8 | 15.8 | 13.6 | 10.2 | 8.2 | 7.0 | 5.1 |
| 35 | 25 | 15 | | 15 | 25 | 35 |

TP 12.58 311.88 0.33 299.30

311.88

3+50

| | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>288.9</u> | <u>290.1</u> | <u>292.3</u> | <u>294.5</u> | <u>296.8</u> | <u>298.6</u> | <u>299.6</u> |
| 9.7 | 9.5 | 7.3 | 5.1 | 2.8 | 1.0 | 0.0 |
| 35 | 25 | 15 | | 15 | 25 | 35 |

3+25

| | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>284.2</u> | <u>285.3</u> | <u>287.6</u> | <u>289.1</u> | <u>290.9</u> | <u>291.6</u> | <u>292.8</u> |
| 15.1 | 14.3 | 12.5 | 10.5 | 9.2 | 8.0 | 6.8 |
| 35 | 25 | 15 | | 15 | 25 | 35 |

TP 12.71 299.63 0.35 286.91

299.63

3+0

| | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>288.3</u> | <u>289.3</u> | <u>291.9</u> | <u>293.3</u> | <u>294.2</u> | <u>296.0</u> | <u>295.8</u> |
| 9.0 | 8.0 | 5.1 | 4.0 | 3.7 | 2.2 | 1.5 |
| 35 | 25 | 15 | | 15 | 25 | 35 |

3+75 20 ft of 1/2 = 1 Port Pole #77198

| | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>276.0</u> | <u>272.6</u> | <u>274.7</u> | <u>272.0</u> | <u>278.3</u> | <u>279.5</u> | <u>280.4</u> |
| 16.3 | 14.7 | 12.6 | 10.2 | 9.0 | 7.8 | 6.9 |
| 35 | 25 | 15 | | 15 | 25 | 35 |

287.27

287.27

570

| | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>317.1</u> | <u>319.6</u> | <u>322.2</u> | <u>325.8</u> | <u>328.6</u> | <u>330.6</u> | <u>333.5</u> |
| 19.0 | 16.5 | 13.9 | 10.3 | 7.5 | 5.5 | 3.5 |
| 35 | 25 | 15 | | 15 | 25 | 35 |

TP 12.60 336.07 1.05 328.47

336.07

475

| | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>312.5</u> | <u>315.6</u> | <u>319.1</u> | <u>322.1</u> | <u>325.1</u> | <u>326.5</u> | <u>328.9</u> |
| 12.0 | 8.9 | 5.4 | 2.4 | +0.6 | +2.0 | +4.4 |
| 35 | 25 | 15 | | 15 | 25 | 35 |

450

| | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>310.3</u> | <u>312.3</u> | <u>315.3</u> | <u>319.3</u> | <u>321.8</u> | <u>323.2</u> | <u>325.5</u> |
| 14.2 | 12.2 | 9.2 | 5.2 | 2.7 | 0.8 | +1.0 |
| 35 | 25 | 15 | | 15 | 25 | 35 |

425

| | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>305.0</u> | <u>307.5</u> | <u>310.1</u> | <u>313.3</u> | <u>316.5</u> | <u>319.0</u> | <u>321.4</u> |
| 19.5 | 17.0 | 14.4 | 11.2 | 8.0 | 5.5 | 3.1 |
| 35 | 25 | 15 | | 15 | 25 | 35 |

321.52

TP 13.03 324.52 0.39 311.49

40

| | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>301.2</u> | <u>302.3</u> | <u>304.3</u> | <u>307.5</u> | <u>310.7</u> | <u>311.9</u> | <u>314.3</u> |
| 10.7 | 9.6 | 7.6 | 4.3 | 1.2 | 0.0 | +2.4 |
| 35 | 25 | 15 | | 15 | 25 | 35 |

311.88

311.88

6 Lt.

2

N/P1

64

65th St.

W
St.

S

W
Pt.

65

B.M.

6.03

330.04

2 Mon.
Madrone
65th St

5+79.5 = S.L. Madrone to East

$\frac{322.0}{14.1}$
35

$\frac{324.5}{11.6}$
25

$\frac{322.6}{8.5}$
15

$\frac{322.1}{7.0}$

$\frac{327.4}{71.8}$
15

$\frac{340.1}{74.0}$
25

5+54.5 = N.L. Madrone to East

$\frac{320.9}{15.2}$
35

$\frac{323.1}{18.0}$
25

$\frac{325.5}{10.6}$
15

$\frac{330.04}{80.3}$
15

$\frac{335.0}{0.4}$
15

$\frac{338.9}{77.8}$
25

$\frac{341.6}{73.5}$
35

5+29.5 = N.L. Madrone to East

$\frac{320.6}{15.5}$
35

$\frac{322.3}{13.8}$
25

$\frac{324.3}{11.8}$
15

$\frac{327.5}{8.6}$

$\frac{331.9}{4.2}$
15

$\frac{335.1}{1.0}$
25

$\frac{338.5}{7.7}$
35

336.07

336.07

Cross Section Alley South of Imperial Ave

From 65th to 66th St.

Sketch Page 59

B.R. F. Encanto Hts. (Alley undedicated)

0+66 9' Pl of 2 Fly Wire Fence

0+61

0+55 Fly Plant Mix Pav.

0+25

0+02

0+0 = E.L. 65th St. Taken on Line 65th St

TP 28

537 245.57

240.20

Page 61

1-26-45
S. V. 07
81115
Osborne

At. N

Indexed
C.S.K.

Rt. 5

66

238.8
8.8
159.2
250.001
Plank Floor

239.5 239.85 239.85 239.2 241.5
6.1 5.72 5.72 5.7 4.1
10 10 10 10 10

37-5140.1

239.9 240.4 240.3 244.3 241.6 243.9
5.7 5.2 5.3 9.3 4.0 1.7
16.5-54 House 13-114 oil 37-5140.1

16.5-54 House

243.11 245.10
2.46 8.47
8.8-114 Stone 88 103 Stone

246.7 241.9 235.5
4.9 3.7 10.1
10.1 10

245.57

TP 6.63 249.23 2.97 242.60

198 10.2' Rt. of 1/2" Nly 13' Pepper Tree

2150

103' 10.2' Lt of 1/2" Sly Tal Pole

210

1750

140

0485 10.8' Lt = Sly Tal Pole

0480

245.57

Lt

Rt

Rt

| | | | | | |
|-------------|-------------|--------------|-------------|---------------|-------------|
| <u>2377</u> | <u>2382</u> | <u>2465</u> | <u>2464</u> | <u>2464</u> | <u>2437</u> |
| 79 | 64 | 41 | 42 | 42 | 19 |
| 30 | 10 | 54 = Nly 0.1 | | 3.3 = Sly 0.1 | 10 |

| | | | | | |
|-------------|-------------|--------------|-------------|--------------|-------------|
| <u>2378</u> | <u>2397</u> | <u>2407</u> | <u>2406</u> | <u>2406</u> | <u>2431</u> |
| 78 | 59 | 49 | 50 | 50 | 25 |
| 30 | 10 | 60 = Nly 0.1 | | 28 = Sly 0.1 | 10 |

| | | | | | |
|-------------|-------------|--------------|-------------|--------------|-------------|
| <u>2372</u> | <u>2386</u> | <u>2391</u> | <u>2391</u> | <u>2391</u> | <u>2414</u> |
| 84 | 70 | 65 | 65 | 65 | 42 |
| 30 | 10 | 65 = Nly 0.1 | | 25 = Sly 0.1 | 10 |

| | | | | | |
|-------------|-------------|--------------|-------------|--------------|-------------|
| <u>2338</u> | <u>2321</u> | <u>2386</u> | <u>2384</u> | <u>2384</u> | <u>2388</u> |
| 71.8 | 85 | 70 | 72 | 72 | 68 |
| 20 | 10 | 87 = Nly 0.1 | | 35 = Sly 0.1 | 10 |

| | | | |
|-------------|-------------|-------------|-------------------------------|
| <u>2363</u> | <u>2366</u> | <u>2382</u> | <u>2390</u> |
| 93 | 70 | 67 | 67 |
| 25 | 10 | | 10 = 1/2" Cap Bar, 0.1" Floor |

24

245.57

Lt

Z

Rt

470

| | | | | |
|--|--|--------------------------------------|--------------------------------------|-----------------------------|
| 244.3 244 4 1.9 10.2 = 547 Hole Conc | 244.4 244 5 4.8 3.3 = 541 Hole | 244.4 244 5 4.8 5.7 = 546.1 | 244.4 244 5 4.8 5.7 = 546.1 | 244.4 244 5 4.8 10 |
|--|--|--------------------------------------|--------------------------------------|-----------------------------|

486

244 77
4.96
10.2 = 547
Hole Conc

3 + 50

| | | | | | | |
|---------------------|--------------------------------|--------------------|---------------------------------|---------------------------|---------------------------|--------------------|
| 236.7 17.5 20 | 237.1 17.1 15 = Top Conc | 240.5 8.8 10 | 244.2 5.6 5 = 541 Hole | 244.1 5.1 5 = 546.1 | 244.1 5.1 5 = 546.1 | 248.5 0.9 10 |
|---------------------|--------------------------------|--------------------|---------------------------------|---------------------------|---------------------------|--------------------|

446

90° Rt - 1/4 21 Loc Tree

3 + 41

| | |
|--|---|
| 244.55 4.68 5.4 = 541 Top of 546 546 | 248.00 3.23 9.0 = Top Conc 546 |
|--|---|

439

9.3 Rt of Z = 1/4 Wire Fence

435

8.3 Rt of Z = 5/4 Top Pole

370

| | | | | | |
|-------------------------------|--------------------|-----------------------------------|-----------------------------|-----------------------------|--------------------|
| 238.4 248.15 10.8 20 | 240.0 9.8 10 | 242.8 6.9 4.1 = 541 Hole | 242.8 6.4 8.4 = 540.1 | 242.8 8.4 5.7 = 546.1 | 244.8 4.4 10 |
|-------------------------------|--------------------|-----------------------------------|-----------------------------|-----------------------------|--------------------|

249.23

249.23

Lt L Rt

BM 1.74 223.63
 TP 4.81 225.37 10.36 220.56
 TP 0.80 230.92 12.92 230.12
 TP 0.86 242.04 7.05 242.18

S E Top Fire
 Hyd
 Imperial
 7657
 223.64

4+92.82 = N 7' Line 66th St

244.5
 4.74
 6711.5

4+85.84 = N.L. 66th St

238.0 242.5 244.6 244.6 244.6 248.7
 11.8 6.9 4.6 4.6 4.6 0.5
 20 10 57 = N 1/2
 3 = S 1/2

777 8.8 Rt of L - Fly Garage East Entrance
 760 9.5 Rt of L - Fly Wire Fence Fly Garage

4+50

238.8 242.1 244.3 244.4 244.4 248.4
 10.4 7.1 4.9 4.8 4.8 0.8
 30 10 41 = N 1/2
 38 = S 1/2

4+37

244.78
 4.45
 9.9 = S E Cor BB 19.53
 60 = Central

249.23

CSM X sec alley 20' wide
 CS.
 Wm.
 2-21-45 B/K 39 Ocean Beach

36.03 } other
 36.19 } Elev. of THIS
 B.M.
 ↓
 Del. Mar and
 Sunset Cliffs Blvd

NWBP 3.57 39.69 36.12

0-17 = E c6 Sunset Cliffs Blvd

| | | |
|-------|------|-------|
| N c6 | 6.06 | 33.63 |
| N pav | 6.65 | 33.04 |
| C " | 6.82 | 32.87 |
| S " | 6.94 | 32.75 |
| S c6 | 6.36 | 33.33 |

Est. Grade Plate = 33.67
 Est. Grade Plate = 33.33

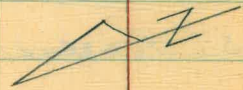
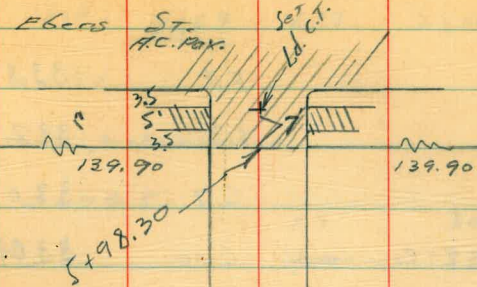
0+00 E.L. Sunset Cliffs Blvd.

| | | | |
|-------|-------------------------|------|-------|
| S c6 | Beq. Co. Cor. Ret. Wall | 6.11 | 33.58 |
| S pav | | 6.27 | 33.42 |
| IC " | | 6.35 | 33.34 |
| N " | | 6.11 | 33.58 |
| N c6 | | 5.90 | 33.79 |

0+42.5

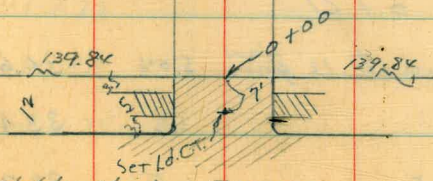
-4 Sw Cor old garage 4.8 34.9

Indexed
 C.S.R.



Del Mar Ave

Orchard Ave



Sunset Cliffs Blvd. A.C. Pav.

39.69

| | | | |
|-------|-----------------------------------|------|-------|
| N | | 5.9 | 33.8 |
| C | | 6.5 | 33.2 |
| S | | 6.7 | 33.0 |
| S | Top 1" Con. wall | 6.00 | 33.09 |
| | 0+49 | | |
| S | Top end 1" ^{CON.} WALL | 5.90 | 33.79 |
| S | ground | 6.4 | 33.3 |
| | 0+50 | | |
| S | | 6.5 | 33.2 |
| +1 | 12" P.P. | | |
| C | | 6.5 | 33.2 |
| N | THIS COMES OUT | 5.3 | 34.4 |
| +1.5 | 18' ^{CON.} APRON | 4.93 | 34.76 |
| | 0+55 | | |
| N-4.1 | old SE. Con. gar. ground | 4.6 | 35.1 |
| N-4.1 | Bot. Con. Fd. | 5.5 | 34.2 |
| | 0+61 | | |
| N | on stub = 12' ^{New} gar. | 5.04 | 34.65 |
| +5 | | 6.3 | 33.4 |
| C | | 6.5 | 33.2 |
| S | | 7.0 | 32.7 |

GIVE MARK
CUT FROM
THIS STUB

39.69

71

| | | | | |
|-------|--------------------------------|-------|------|-------|
| T.P. | 837 | 41.69 | 6.37 | 33.32 |
| | 0+74 | | | |
| N+0.1 | beg. picket fence | | | |
| | 0+99.5 | | | |
| -10 | | | 7.7 | 34.0 |
| S | | | 8.2 | 33.5 |
| C | | | 8.2 | 33.5 |
| +5 | | | 8.1 | 33.6 |
| +9.9 | end picket fence C.C. | | | 35.1 |
| | 1+49.5 | | | |
| N-10 | | | 6.9 | 34.8 |
| N | | | 6.9 | 34.8 |
| +0.70 | beg. picket fence | | | |
| C | | | 7.0 | 34.7 |
| S | | | 7.0 | 34.7 |
| +10 | | | 7.2 | 34.5 |
| | 1+60 | | | |
| S-8.2 | 18' ^{CON.} gar. floor | | 6.77 | 34.92 |
| | 1+73 | | | |
| S+2 | 12" P.P. | | | |
| | 1+75 | | | |
| S-10 | | | 6.5 | 35.2 |

| | | 41.59 | | |
|-------|---------------------|-------------------|-------|-------|
| S | | 6.1 | 35.6 | |
| C | | 5.9 | 35.8 | |
| N | | 5.7 | 36.0 | |
| +0.7 | end picket fence | | | |
| +8 | | 5.7 | 36.0 | ✓ |
| | 1480 | | | |
| N-7.4 | E do. 20' gar floor | 5.12 | 36.57 | ✓ |
| | 2+00 | | | |
| -10 | | 5.3 | 36.4 | ✓ |
| N | | 4.9 | 36.8 | |
| C | | 4.7 | 37.0 | |
| +6 | | 4.6 | 37.1 | |
| S | | 5.3 | 36.4 | |
| +10 | | 5.7 | 36.0 | ✓ |
| | 2+50 | | | |
| -10 | | 1.8 | 39.9 | |
| S | | 1.6 | 40.1 | |
| C | | 1.6 | 40.1 | |
| N | | 1.3 | 40.4 | |
| +10 | | 1.9 | 39.8 | |
| T.P. | 11.53 | $\frac{52.94}{2}$ | 07.8 | 41.41 |

| | | | | 72 |
|--------|---------------------|-------|-------|----|
| | | | 2+65 | |
| S-9.2 | 9' Con. Apron | 11.59 | 41.35 | ✓ |
| S-10.7 | E do. 20' gar floor | 11.48 | 41.46 | ✓ |
| | 2+75 | | | |
| -10 | | 11.2 | 41.7 | ✓ |
| N | | 10.9 | 42.0 | |
| C | | 11.1 | 41.8 | |
| S | | 11.3 | 41.6 | |
| +10 | ground | 11.5 | 41.4 | ✓ |
| | 3+00 | | | |
| -10 | | 9.5 | 43.4 | |
| S | | 8.6 | 44.3 | |
| +1.4 | 4 12" PP | | | |
| +4 | | 8.4 | 44.5 | |
| C | | 8.8 | 44.1 | |
| N | | 8.6 | 44.3 | |
| +10 | | 9.0 | 43.9 | ✓ |
| | 3+19 | | | |
| N-8 | E Singar dirt floor | 7.4 | 45.5 | ✓ |

52.94

3+50

| | | | |
|-----|-----|------|---|
| -10 | 5.0 | 47.9 | ↓ |
| N | 4.5 | 48.4 | |
| +5 | 5.0 | 47.9 | |
| C | 4.9 | 48.0 | |
| +5 | 4.7 | 48.2 | |
| S | 4.4 | 48.5 | |
| +10 | 4.9 | 48.0 | ↓ |

3+60

| | | | |
|----------------------|-------|--------------|------------|
| S-4 E Side gar floor | 3.23 | 49.71 | ✓ |
| S-1 E 91 Com apron | 3.48 | 49.46 | ✓ |
| T.P. | 12.61 | <u>64.91</u> | 0.64 52.30 |

3+99

| | | | |
|---------------|------|------|---|
| -10 | 12.7 | 52.2 | ✓ |
| S | 11.8 | 53.1 | |
| +1 E 14" P.P. | | | |
| C | 12.7 | 52.2 | |
| +6 | 12.9 | 52.0 | |
| N | 12.3 | 52.6 | |
| +10 | 12.3 | 52.6 | ↓ |

64.91

4+10

| | | | |
|--------------------------|------|-------|--------------|
| S-8.7 E de. gar 18' wide | 11.3 | 53.6 | dir floor |
| " " " " " | 11.1 | 53.80 | future floor |

4+50

| | | | |
|--------------------|-----|------|-----------|
| N-15.7 E Side gar. | 7.6 | 57.3 | dir floor |
| N | 7.4 | 57.5 | |
| +5 | 8.0 | 56.9 | |

| | | | |
|-----|-----|------|---|
| C | 8.1 | 56.8 | |
| +5 | 8.1 | 56.8 | |
| S | 7.4 | 57.5 | |
| +10 | 7.8 | 57.1 | ↓ |

4+99

| | | | |
|-----------------|-----|------|---|
| S-10 | 3.2 | 61.7 | ↓ |
| S | 2.9 | 62.0 | |
| +0.5 E 12" P.P. | | | |
| +5 | 3.6 | 61.3 | |
| C | 3.7 | 61.2 | |
| +5 | 3.7 | 61.2 | |
| +7 | 2.6 | 62.3 | |
| N | 2.5 | 62.4 | |
| +10 | 2.0 | 62.9 | ✓ |

| | 12.29 | 64.91 | 77.75 | 69.5 | 64.81 |
|-------|-------|-------|-------|--------|-------|
| T.P. | | | | | |
| | 5+25 | | | | |
| -10 | | 13.5 | | 64.2 | |
| N | | 13.7 | | 64.1 | |
| +3 | | 13.7 | | 64.6 | |
| +5 | | 14.3 | | 63.5 | |
| C | | 14.3 | | 63.5 | |
| +5 | | 14.5 | | 63.3 | |
| S | | 13.7 | | 64.7 | |
| +10 | | 13.5 | | 64.3 | |
| | 5+50 | | | | |
| -10 | | 10.2 | | 67.6 ↓ | |
| S | | 11.2 | | 66.6 | |
| +4 | | 11.9 | | 65.9 | |
| C | | 11.8 | | 66.0 | |
| +7 | | 11.6 | | 66.2 | |
| N | | 10.3 | | 66.5 | |
| +10 | | 9.3 | | 68.5 ↓ | |
| | 5+75 | | | | |
| N -10 | | 4.3 | | 73.5 | |

| | | 77.75 | |
|-----|----------------------|-------|-------|
| N | | 5.4 | 72.4 |
| +2 | | 5.7 | 72.1 |
| +3 | | 7.5 | 70.3 |
| C | | 7.9 | 69.9 |
| +7 | | 8.3 | 69.5 |
| S | | 7.0 | 70.8 |
| +10 | | 6.8 | 71.0 |
| | 5+93.3 | | |
| -10 | | 3.9 | 73.9 |
| S | | 4.1 | 73.7 |
| +3 | | 4.7 | 73.1 |
| C | | 5.0 | 72.8 |
| N | | 3.7 | 74.1 |
| +10 | | 3.3 | 74.5 |
| | 5+98.3 W.L. Ebers St | | |
| N | Top curb | 2.54 | 75.23 |
| N | Pav. | 2.99 | 74.76 |
| C | " | 3.61 | 74.14 |
| S | " | 3.60 | 74.15 |
| S | Top curb | 3.31 | 74.44 |
| | <u>OVERS</u> | | |

77.75

C + 01.3 = 3' E of W.L. Ebers

| | | | |
|---|-----|------|-------|
| S | cb | 3.32 | 74.43 |
| S | pay | 3.59 | 74.16 |
| C | " | 3.51 | 74.24 |
| N | " | 2.93 | 74.82 |
| N | cb | 2.50 | 75.25 |

C + 10.3 McG Line Ebers

| | | | |
|---|-----|------|-------|
| N | cb | 2.57 | 75.18 |
| N | pay | 3.18 | 74.57 |
| C | " | 3.63 | 74.12 |
| S | " | 3.96 | 73.79 |
| S | cb | 3.41 | 74.34 |

Rate 75.18

Rate 74.32

These are on E of alley bet. W.L. & R.

| | | | | |
|-----------------------|------|-------|-------|-------|
| T.P. | 0.30 | 65.33 | 12.72 | 65.03 |
| T.P. | 0.24 | 52.56 | 13.01 | 52.32 |
| T.P. | 1.01 | 40.80 | 12.77 | 39.79 |
| T.P. | 3.77 | 38.42 | 6.15 | 32.27 |
| check to starting BM. | 2.30 | 36.12 | 36.12 | |
| T.P. | 4.46 | 33.62 | 9.24 | 24.38 |

33.62

75

check to NW BP
Pescadero + Sunset Cliff Rd

5.55 28.07

2 elev. for this BM. 28.13 + 28.06

Indexed
C.S.K.

C. Moore Curb & Paving Levels

Southern
Moore
Beggs

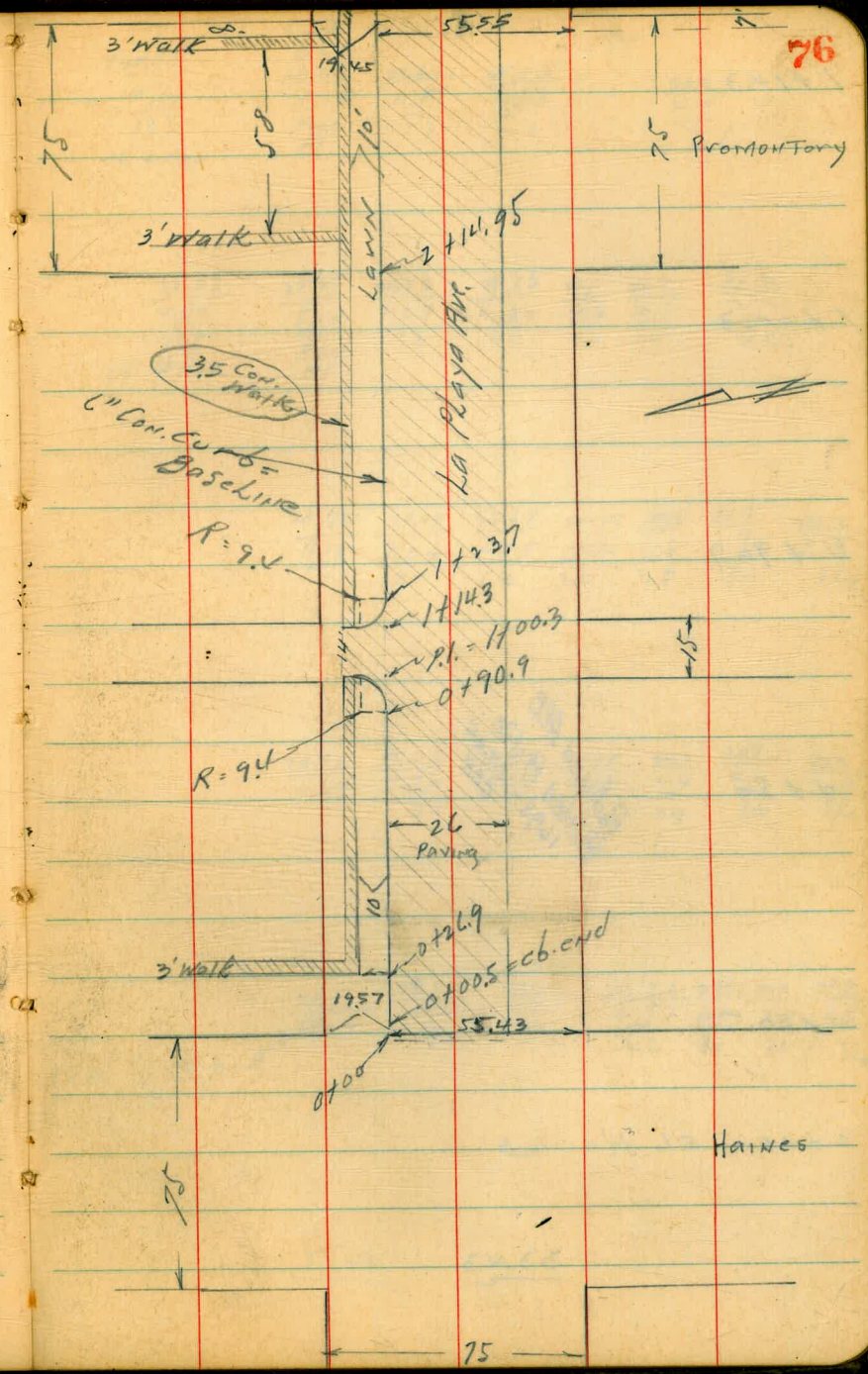
on La Playa Ave,

4-27-45.

Haines Ely to Promontory

N.E.B.P. Rise 10.19 29.65 1946 Frontier La Playa

T.P. 4.22 33.43 0.44 29.21 0+00.5 Top Curb



1+14.3

1+00.3

0+90.9

0+50

0+00.5

0+00 = E.L. Haines

33.43

Reduced AEB
Plotted Profile
1698 - 5-1-45
GBH

| | | | | | | | |
|-------------|-------|-------|-------|--|--|------------|--|
| LT 28.73 | Curb | | | | | | |
| <u>4.70</u> | BL | | | | | | |
| 13.5 | 28.23 | 28.62 | 28.55 | | | 31.0 | |
| 66.4 Pav. | 5.20 | 4.81 | 4.88 | | | <u>2.2</u> | |
| | Pav. | 13 | 20 | | | 5.6 | |
| | PI. | | | | | | |

| | | | | | | |
|-------------|-------|-------|-------|------|------|------------|
| 28.83 | 28.29 | 28.74 | 28.63 | 29.1 | 31.3 | 31.2 |
| <u>4.60</u> | 5.14 | 4.69 | 4.80 | 4.3 | 2.1 | <u>2.2</u> |
| 13.5 | Pav. | 13 | 20 | 33 | 35 | 5.6 |
| 66.4 Pav. | PI. | | | | | |

| | | | | | | |
|------------|-------|-------|--------|------|------|------------|
| 28.78 | 28.29 | 28.68 | 29.173 | 28.6 | 31.2 | 31.2 |
| <u>4.5</u> | 5.14 | 4.75 | 4.70 | 4.8 | 1.7 | <u>2.2</u> |
| | 97 | 13 | 20 | 28 | 30 | 5.6 |

| | | | | | | |
|-------------|-------|-------|-------|------|------|------------|
| 28.91 | 28.47 | 28.87 | 29.75 | 29.0 | 31.3 | 31.0 |
| <u>4.47</u> | 4.90 | 4.50 | 4.48 | 4.4 | 2.1 | <u>2.4</u> |
| | 97 | 13 | 20 | 29 | 30 | 5.6 |

| | | | | | | |
|-------------|-------|-------|-------|------|------|------|
| 29.21 | 28.71 | 29.02 | 28.96 | 28.9 | 30.2 | 28.9 |
| <u>4.27</u> | 4.70 | 4.41 | 4.57 | 4.5 | 3.2 | 3.5 |
| | 97 | 13 | 20 | 30 | 31 | 5.6 |

Top curb end

33.43

E.L. Prudentary

E Prudentary

✓ + 14.95 W.L. Prudentary

✓

1 x 50

1 + 23.7

33.43

Lt.

| | | | | | | |
|-------|-------|-------|-------|------|------|------|
| CG. | | | | | | |
| 12.6. | | | | | | |
| 27.83 | 27.33 | 27.20 | 27.66 | 27.5 | 25.4 | 26.9 |
| 5.60 | 6.10 | 5.73 | 5.77 | 5.9 | 8.0 | 8.1 |
| | 97 | 13 | 20 | 28 | 34 | S.L. |

| | | | | | |
|-------|-------|-------|-------|------|--|
| 28.06 | 27.54 | 27.74 | 27.88 | 26.3 | |
| 5.37 | 5.89 | 5.59 | 5.55 | 7.1 | |
| | 97 | 13 | 20 | 36 | |

| | | | | | |
|-------|-------|-------|-------|------|------|
| 28.24 | 27.75 | 28.11 | 28.00 | 28.1 | 28.9 |
| 5.19 | 5.68 | 5.34 | 5.43 | 4.3 | 4.5 |
| | 97 | 13 | 20 | 30 | S.L. |

| | | | | | | |
|-------|-------|-------|-------|------|------|------|
| 28.78 | 27.77 | 28.14 | 28.09 | 28.1 | 28.2 | 28.9 |
| 5.15 | 5.66 | 5.29 | 5.34 | 5.3 | 4.2 | 4.5 |
| | 97 | 13 | 20 | 27 | 28 | S.L. |

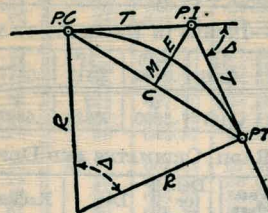
| | | | | | | |
|-------|-------|-------|-------|-------|------|------|
| 28.56 | 28.06 | 28.43 | 28.27 | 28.48 | 26.1 | 30.3 |
| 4.87 | 5.37 | 5.00 | 5.06 | 5.10 | 2.3 | 3.1 |
| | 97 | 13 | 20 | 28 | 30 | S.L. |

| | | | | | | |
|-------|-------|-------|-------|------|------|------|
| 28.68 | 28.16 | 28.56 | 28.46 | 28.9 | 26.1 | 30.8 |
| 4.75 | 5.27 | 4.87 | 4.97 | 4.5 | 2.3 | 2.6 |
| | 97 | 13 | 20 | 30 | 34 | S.L. |

33.43

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

Copyright, 1914, by Eugene Dietzgen Co., New York City



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= $M = R(1 - \cos \frac{\Delta}{2})$ (5) = $R \text{vers } \frac{\Delta}{2}$ (6)
 External= $E = T \tan \frac{\Delta}{4}$ (7) = $R \div \cos \frac{\Delta}{2} - R$ (8) = $R \text{exsec } \frac{\Delta}{2}$ (9)
 Long Chord= $C = 2 R \sin \frac{\Delta}{2}$ (10) Δ=Central Angle

EXPLANATION AND USE OF TABLES

Stations.—Given P. I.—Sta. 161+60.35 to find Sta. of P. C. and P. T. Δ=62° 10' D=8° 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—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° 16.2', or= $2.50 \times 54.5 = 136.2'$ from Table III. For Sta. 159 deflection angle=2° 16.2' + 8° 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° curve E=960.6 for 8° 20'= $960.6 \div 8\frac{1}{2} = 91.27$ and from Table V correction=.10 or E=91.37 ft. Or suppose Δ=32° 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° 30'.

check to starting B.M. 10.49 19x5 19.26
001

T.P. 1.98 29.92 5.47 27.96

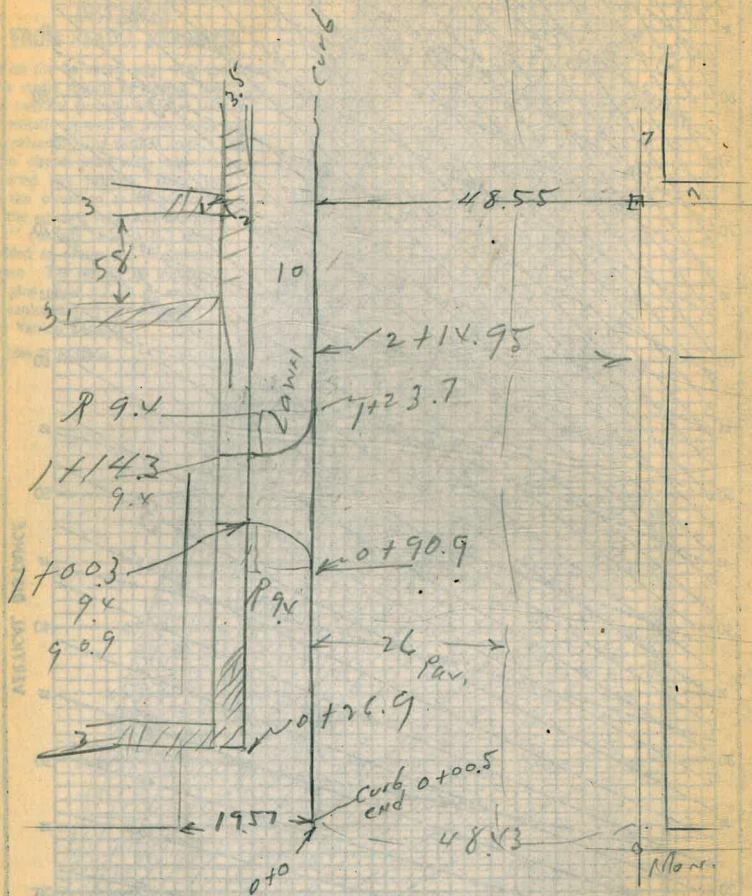
23.43
 Fwd.
 T

TABLE IV.—TANGENTS AND EXTERNALS TO A 1° CURVE.

Table with columns: Central Angle, Tangent, External. Rows: 31, 32, 33, 34, 35, 36, 37, 38, 39, 40. Each row has sub-rows for angles 10, 20, 30, 40, 50.

TABLE IV.—TANGENTS AND EXTERNALS TO A 1° CURVE.

Table with columns: Central Angle, Tangent, External. Rows: 61, 62, 63, 64, 65, 66, 67, 68, 69, 70. Each row has sub-rows for angles 10, 20, 30, 40, 50. Includes handwritten numbers 15, 33, 18, 19, 52, 14 at the top right.



**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 $41.9 + (20 - 16) \div 2$ or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.