

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.

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1718

Imperial 588P
+ 580/5/600 98.86

CITY ENGINEER'S OFFICE

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

Made in U. S. A.

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Mount Hope General

No. E. So. Rd. R.R. to Market 13-14-27-28-29

East & West Rd. = Cypress & Hope Ave. 61-62

Storm Drain Greenwood So. Wly. 37-38-39-40

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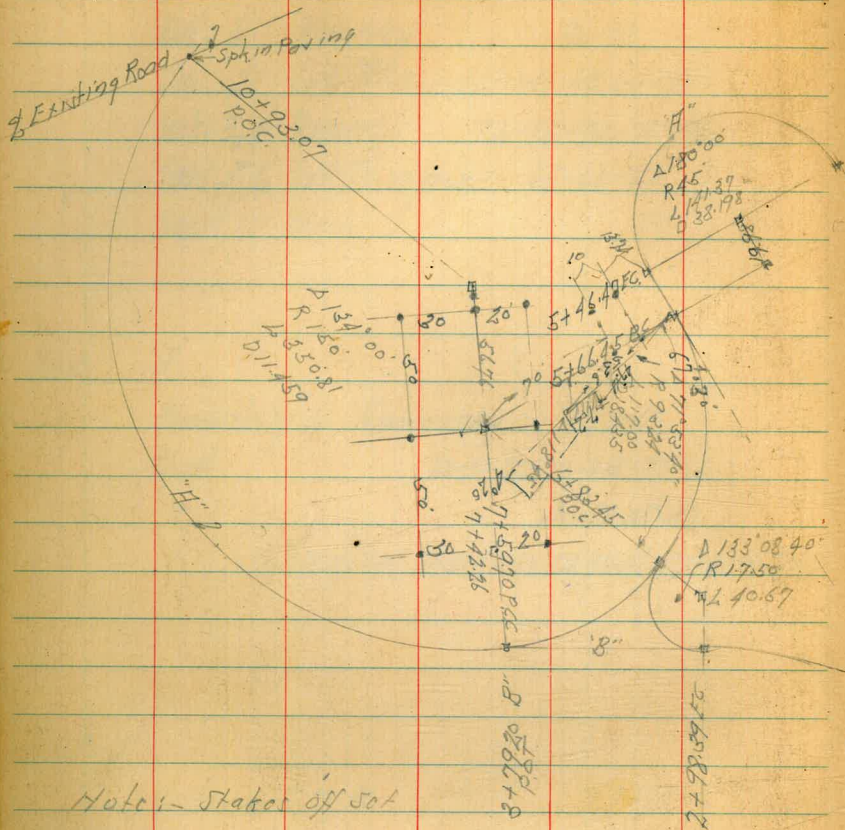
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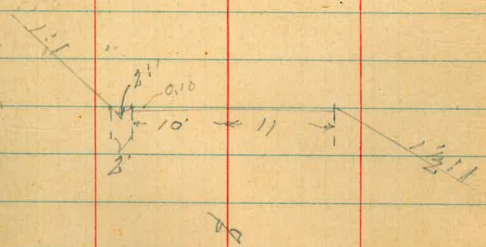
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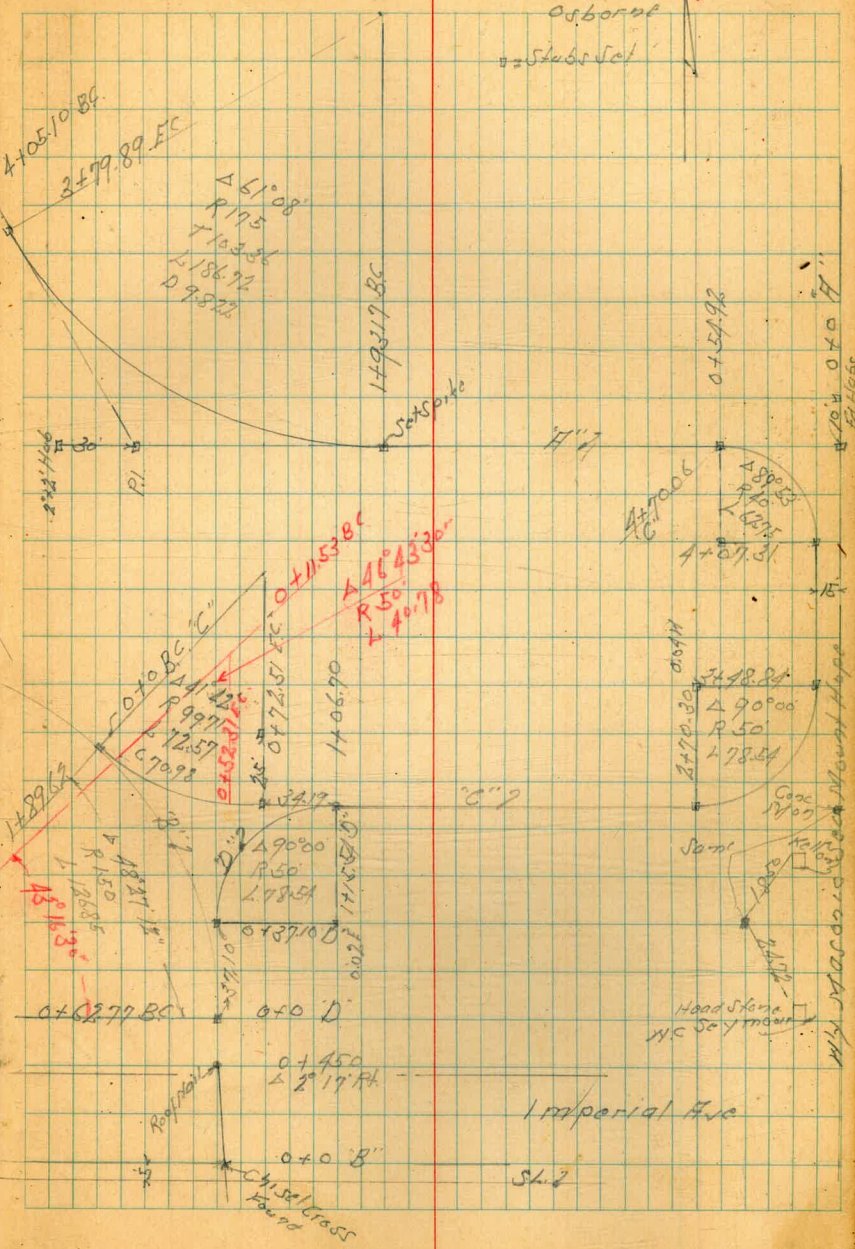
Alignment of Roads
Home of Peace Cemetery



Note 1 - Stakes off 50'
3' from toe of slope

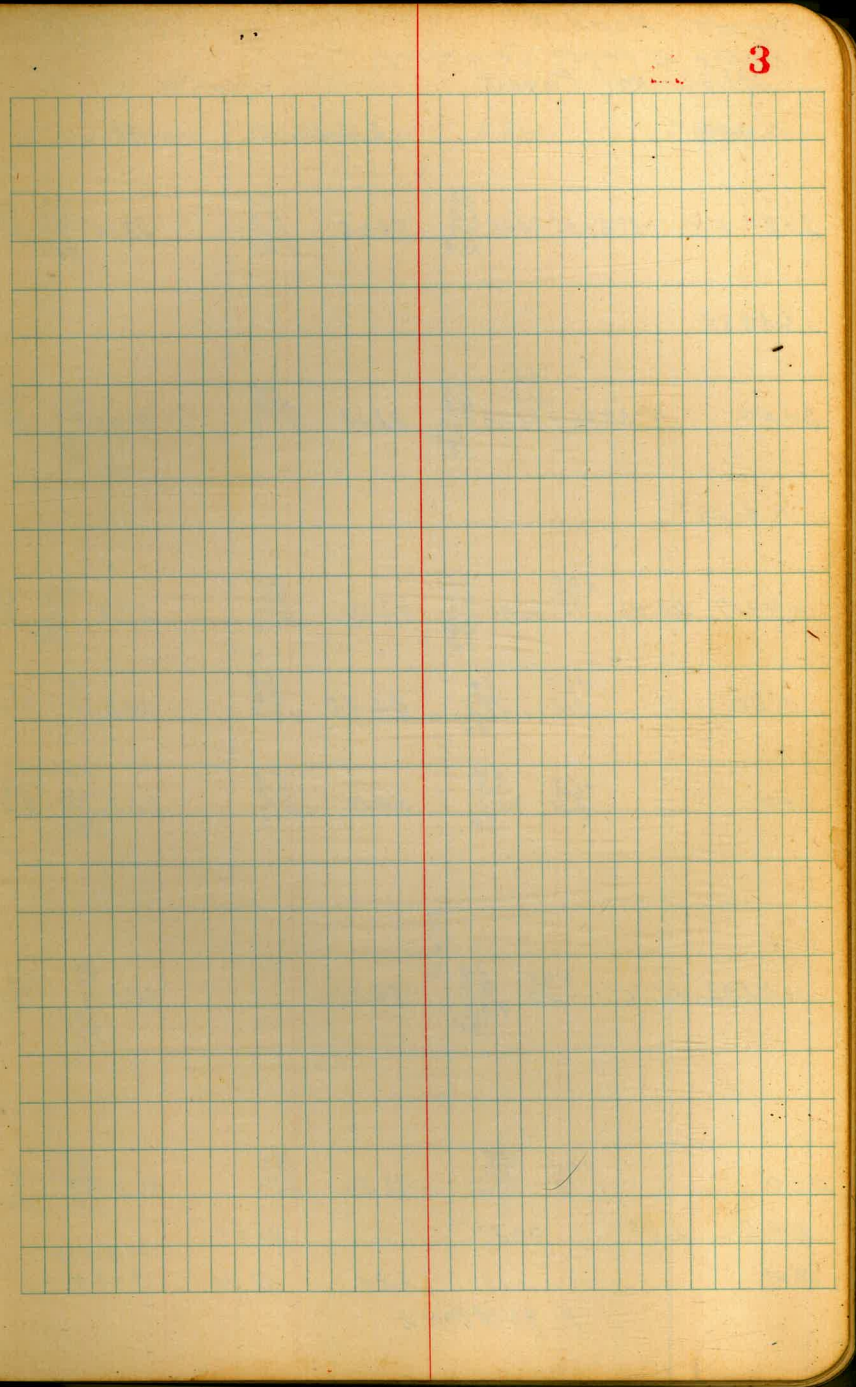
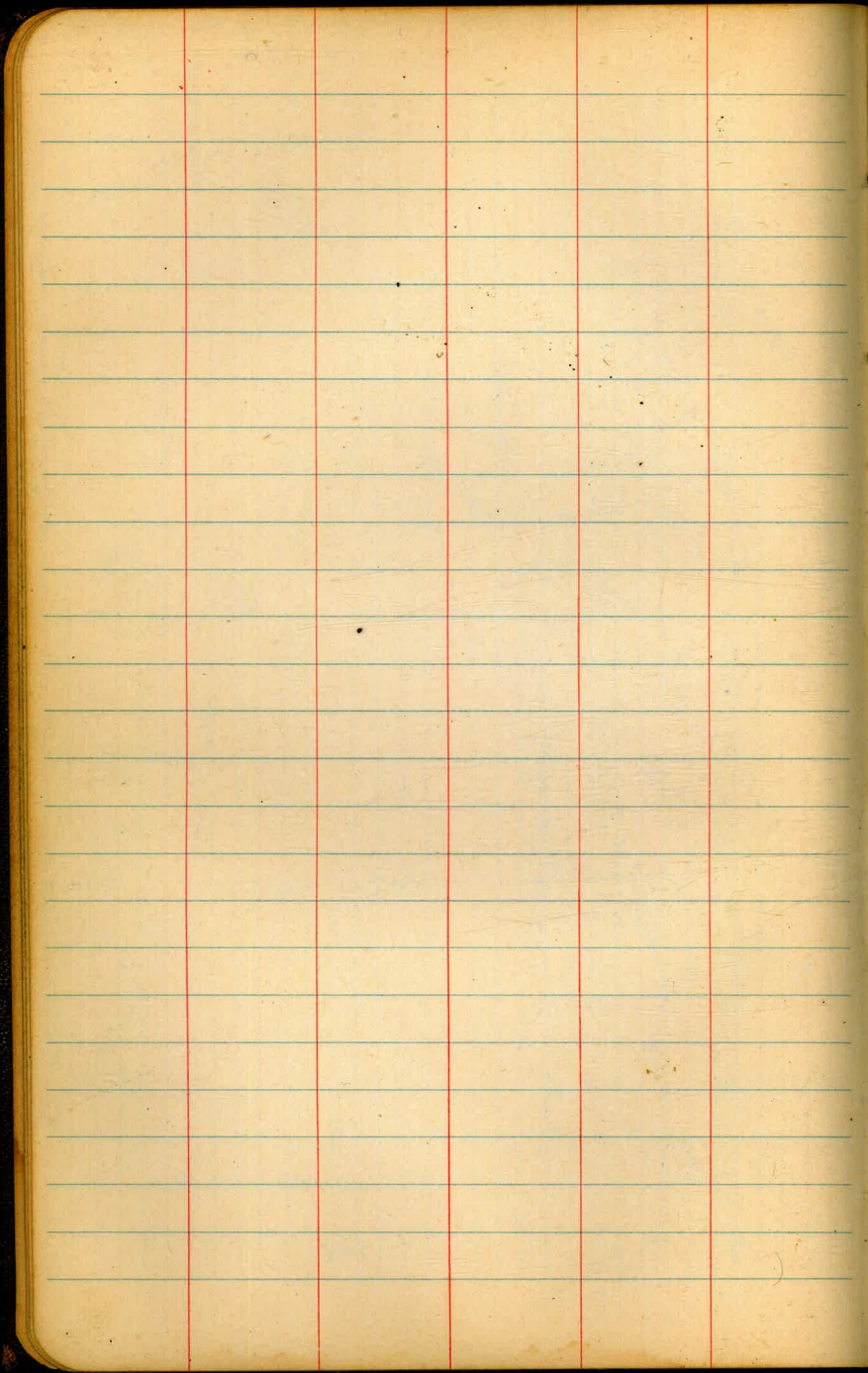


Nov. 18-45
Sussan
Blair
Osborne



Imperial Ave

St. 2



Grades Road A
Home of Peace Cemetery
Alignment Page 2

Sta	Lt	% Grade	Rt
0+487			
2+90 Exc	15° 51.06	82.45	82.05
		8.8 2.8 2.0 10.5	7.6 9.7 F2.1
			22.66 -8.7 26.6 2.1
C4983			
2+40	7° 39.96	82.52	82.12
		-1.6 21.5 7.8 12.8 18.5	8.3 18.2 F6.8
			81.72 -10.0 26 2.9
C4669			
+9317 B.C.R.T.	+0.4 15°	82.70	82.50
		7.6 7.5 2.0 12	8.1 8.2 F0.8
			82.30 -2.2 17.5 1.45
+50	+6.2 2.4	83.38	83.58
		6.0 9.8 18.4	7.5 3.8 F3.4
			82.42 -0.8 11.5 1.6 1.65
+0	+6.2 2.4	84.12	84.42
		5.9 0.5 15.4 17.1	6.3 10.8 F0.6
			84.4 -0.8 18.4 2.14
+5192 F.C.C.	+0.4 15.2	85.36	85.36
		4.9 4.7 +0.7 12.3	4.9 7.1 F0.2
			85.3 -0.2 12.3 4.3
0+0	+0.3 12	86.50	86.50
		5.8 2.8 2.9 11	4.1 4.2 F0.7
			86.5 -0.4 14.6 1.5
BM 846 2.87		90.27	86.70
BM		4.24	86.40

2 90.64 Page 12

Slope Station
Dec. 24-75

4

Area	Cubic Yds
Excavation	Embankment
Excav	Embank

	lt	grade	Rt
5+0	120° 50' V 60° 25'	87.10 + 3.9 - 2.0 ----- 87.50	10.4 7.8 - 2.6 ----- 87.90 - 3.8 ----- 84.15

+75	89° 00.08' ✓ 44° 30.04'	87.20 + 3.5 - 2.0 ----- 87.62	10.3 7.8 - 2.5 ----- 88.00 - 3.2 ----- 84.80
-----	----------------------------	---	---

+50	57° 10.18' ✓ 28° 35.09'	87.00 + 3.1 - 2.0 ----- 87.49	10.5 11.7 - 1.2 ----- 87.90 - 3.0 ----- 84.90
-----	----------------------------	---	--

4+25	25° 20.28' ✓ 12° 40.14'	86.80 + 3.3 - 2.0 ----- 87.11	10.9 10.9 - 0.0 ----- 87.40 - 2.3 ----- 85.10
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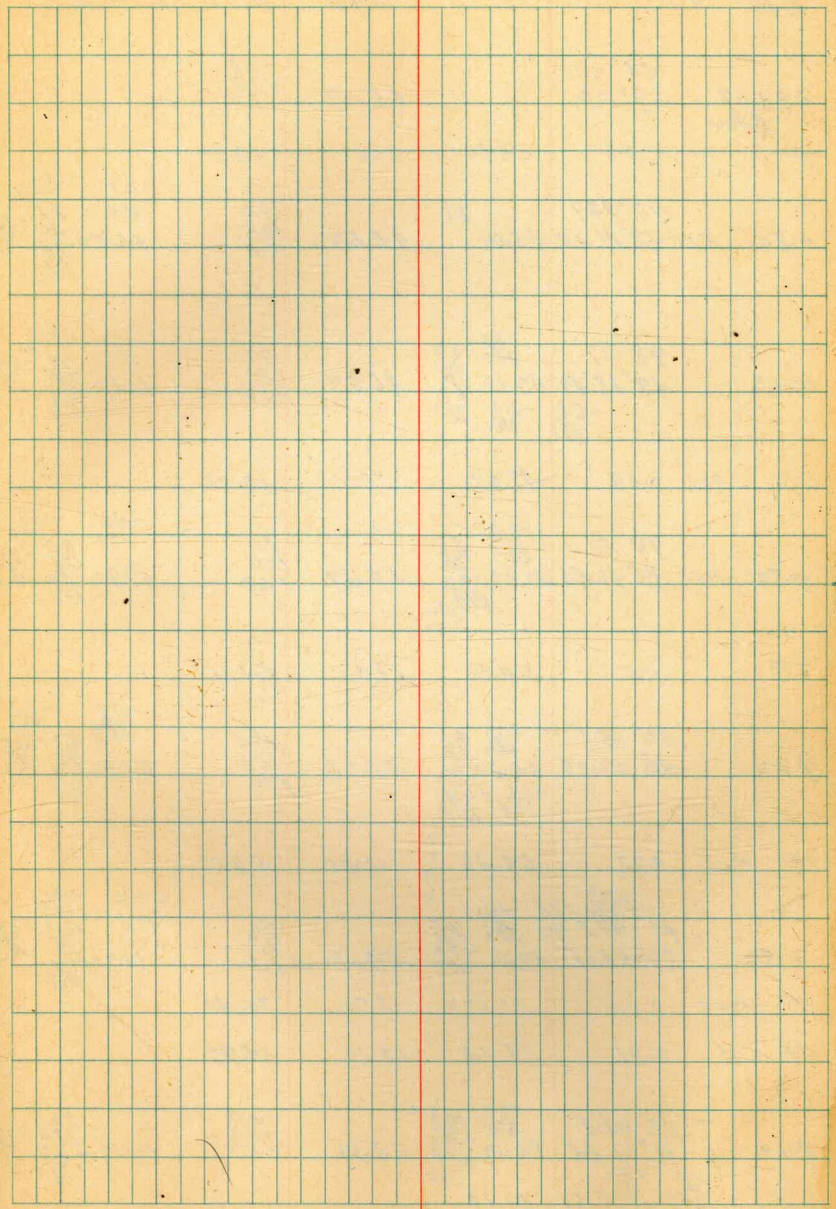
4+05.10	BCH	86.40 + 3.2 - 2.0 ----- 86.59	11.4 10.0 - 1.4 ----- 86.70 - 3.1 ----- 83.60
TP R/L	5.11	95.06 X	0.32
TP L	8.10	97.96	0.78

3+79	89° EC 30° 34'	86.00 + 4.3 - 3.0 ----- 85.84	4.8 1.0 - 3.8 ----- 85.70 - 1.0 ----- 84.70
------	----------------	---	--

C 1477

3+35	23° 13' 05"	84.85 + 4.3 - 3.0 ----- 84.45	6.2 2.8 - 3.4 ----- 84.05 - 1.0 ----- 83.05
	R/L	90.27	
	L	90.64	

	ht	Grade	Rt
7+42.26	118° 45'	146	9.9
7+59.70	ecc. 59° 22.5'	686 +5.3 120 117	68.62 0.29
			68.20 15.0 18.9 16.1 13.1
7+21.57	95° 18.3' 47° 39.66'	7240	71.96
		108 out	6.6 1.3 0.2
			71.50 117 11.2 10.4 18.4 2.4
TP 2	0.73	78.52	12.26
			77.79
+23.45	71° 53.7' 35° 56.83'	75.80	75.30
		14 12.7 17.5	14.7 12.1 0.6
			74.80 8.4 +0.7 7.5 10.9 15.9 12.9
TP R+L	0.09	83.19	11.96
			83.10
+40	15° 11.8' 22° 35.9'	79.50	79.11
		15.6 9.3 11.3 16.3 18.3	10.9 7.0 0.7
			78.70 13.4 12.6 14.6 17.8 14.8
6+0 - EYE	20° 36.9' 10° 18.45'	82.90	82.62
		12.1 8.2 23.0	7.1 6.5 0.6
			82.40 12.7 12.5 18.1 15.1
TP	1.52	90.05	9.43
			88.53
5+66.45		85.20	85.07
		9.9 3.1 16	12.9 9.4 0.5
			84.90 10.2 9.9 10.6 13.3
			10.2 +0.6 16.8
5+46.47	180° 00' 90° 00'	86.10	86.17
		9.0 8.5 20.0	11.8 9.5 0.2
			86.20 8.2 10.6 11.8 13.7
BM		4.10	92.86
			07 Rad. Pt. 57 46.47
5+25	162° 39.9' 76° 19.94'	86.70	87.01
		14.3 20.0 8.4 8.4 20.0	11.0 10.0 0.10
			87.20 7 7.8 10.2 7.4 23.1
	R+L	95.06	
		2	97.96



Lt. 29 grade Rt.

7+5970.4

3+79.20

68.6 ^{+5.3} 12.7 68.61 6.29 68.6

78.52

10.91

3+38.79

73.2 ^{8.2} 2.3 ^{+5.9} 73.21 15.9 13.4 6.5 73.2

10.40

2+98.39 ^{90°00'} 45°00'

77.8 ^{3.6} 11.3 77.81 10.2 0.1 77.8

TP R+L 2.89

81.42 11.61 78.53 0.7 17.5 R

2+62.14

76°09.3' 38°04.6' ^{+3.6} 78.5 8.3 81.80 ^{7.3} 81.93 6.1 82.00 ^{8.1} 6.1 ^{+2.2} 12.0 11.0

31.22

2+25.88

62°18.2' 31°09.1' ^{+4.9} 76.6 4.3 85.80 ^{3.3} 85.90 1.8 86.00 ^{4.1} 4.1 ^{+4.1} 13.6 15.1

TP R+L 2

0.72 90.19 12.62 89.42
R+L 102.04
2 89.12

Gravel Road C

Alignment Page 2

	St.	Grade	St.
TP R/L	2.52	96.66	4.86 9414

2+0	92.6	92.60	92.6
-----	------	-------	------

+50	92.4	92.40	92.4
-----	------	-------	------

TP 2	5.74	98.01	8.75 92.27
------	------	-------	------------

1+06.70 Hook	92.2	92.23	92.2
--------------	------	-------	------

+72.51 EC	20.464 out	91.61	91.61
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0+52.31 = New EC	91.2	91.20	91.2
------------------	------	-------	------

+36.255	10.222	90.88	90.88
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+11.53 = New BC	89.80	89.80	89.80
-----------------	-------	-------	-------

0+0 : PRO	1+89.62 "B"	89.28	89.28
-----------	-------------	-------	-------

B/M R/L	9.58	99.00	89.43
---------	------	-------	-------

101.02 Bk Ford. Page 8
* TP Page 9

BM 4.89 10.15
 174234
 520765
 Sewer Survey
 1622-91
 6016

TP 10.21 65.04 1.11 54.83

5597 Ford Paving

Lt. 2.6000 Rt.

TP 5.38 90.64 12.75 85.26

4+7006 FC 44°56.5'
 0+5492.4" 85.36
 136
 137
 FH

4+38.68 22°28.25' 86.8 86.77 86.8
 112
 118
 FH

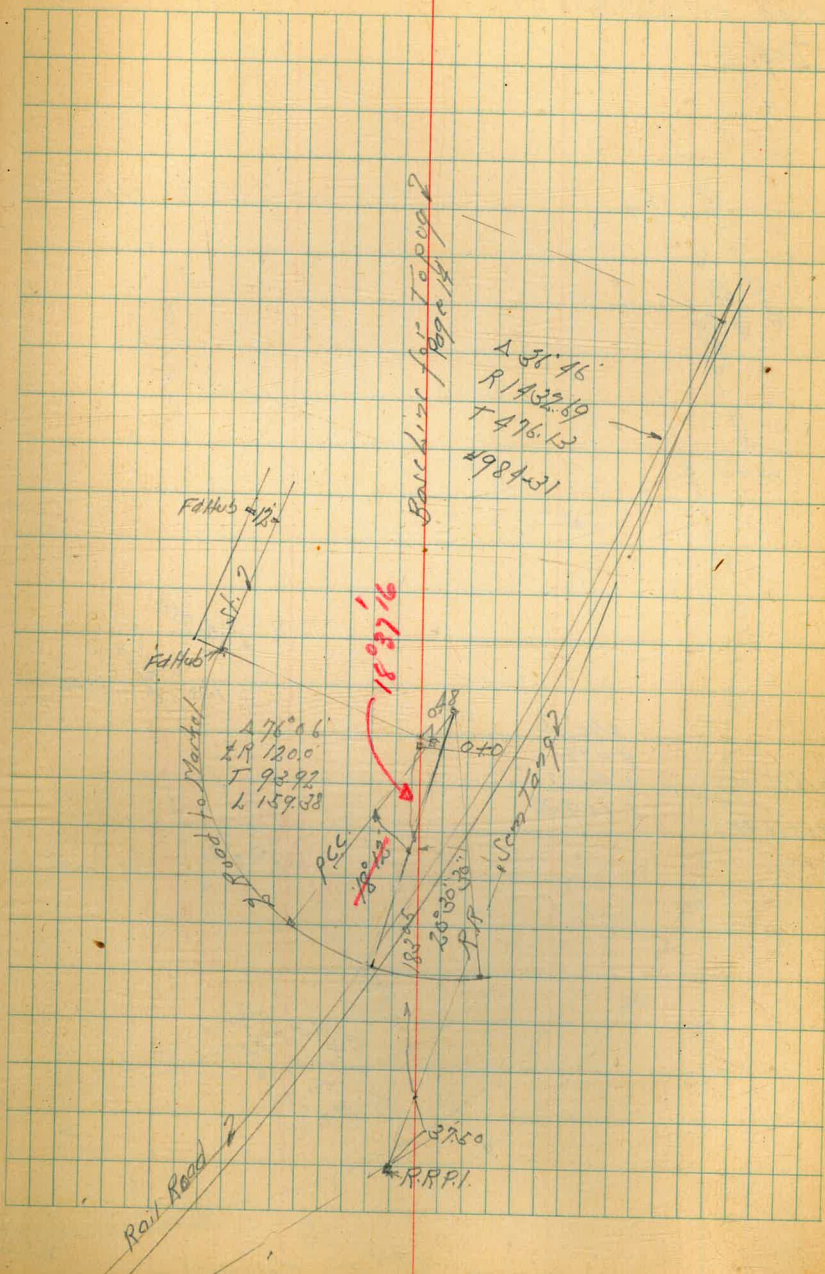
9801

Grader Road D

N.E.S. Rd. RR to Market St.

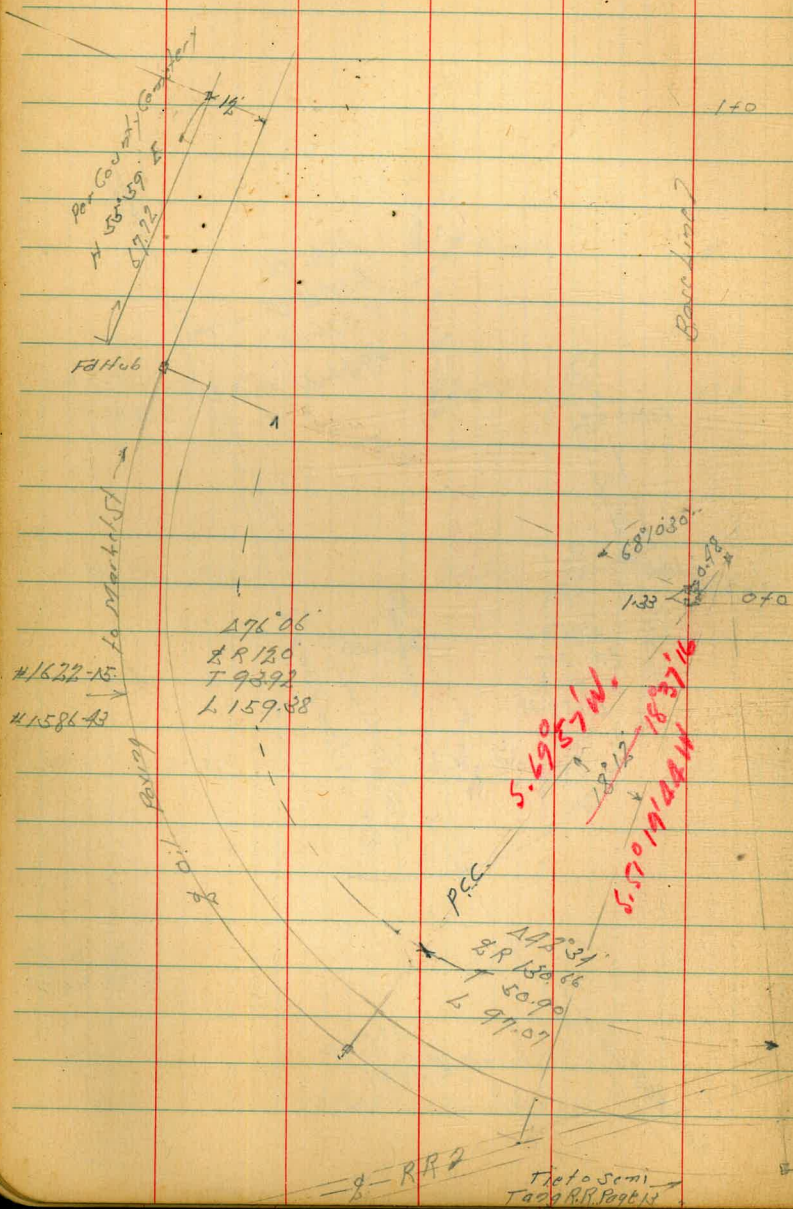
Div. 8

Lt.	% Grade	Rt.
1+15.54-EG 45°00' "106.70K"	92.22 8.8 9.1 F0.3	92.2
+ 76.37 22°30'	93.86 7.1 7.8 F0.7	93.8 5.8 6.9 15.9 12.9
+ 2710-BC RA	95.49 5.5 5.8 F0.3	95.5 5.5 6.0 1.50
St. o D 6+62.77 B	97.85 F0.5	
R+L	99.00 81 Ford Page 10	
2/	101.02 81 Ford Page 8	



Mount Hope Cemetery
 Free North of Rail Road East of North & South
 Road to Market St

Div. 8



Topog. on Sheet
 Plotted in Field

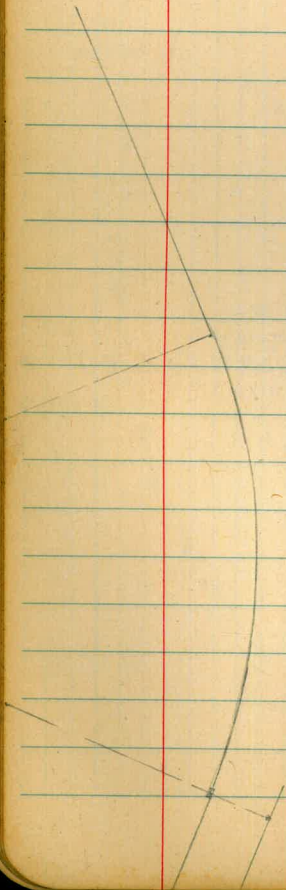
Jan 6-46
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 model
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14

8.50

2

12.50

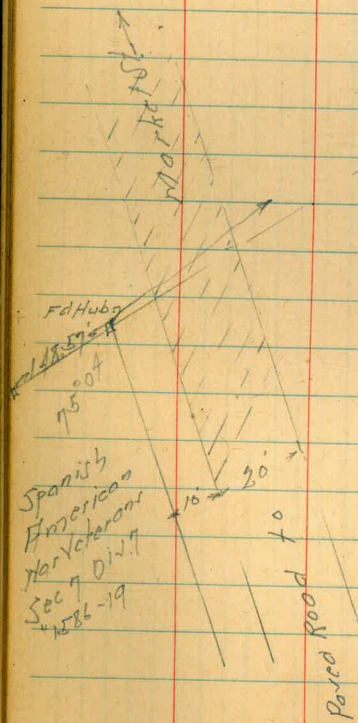


4-51°
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41°

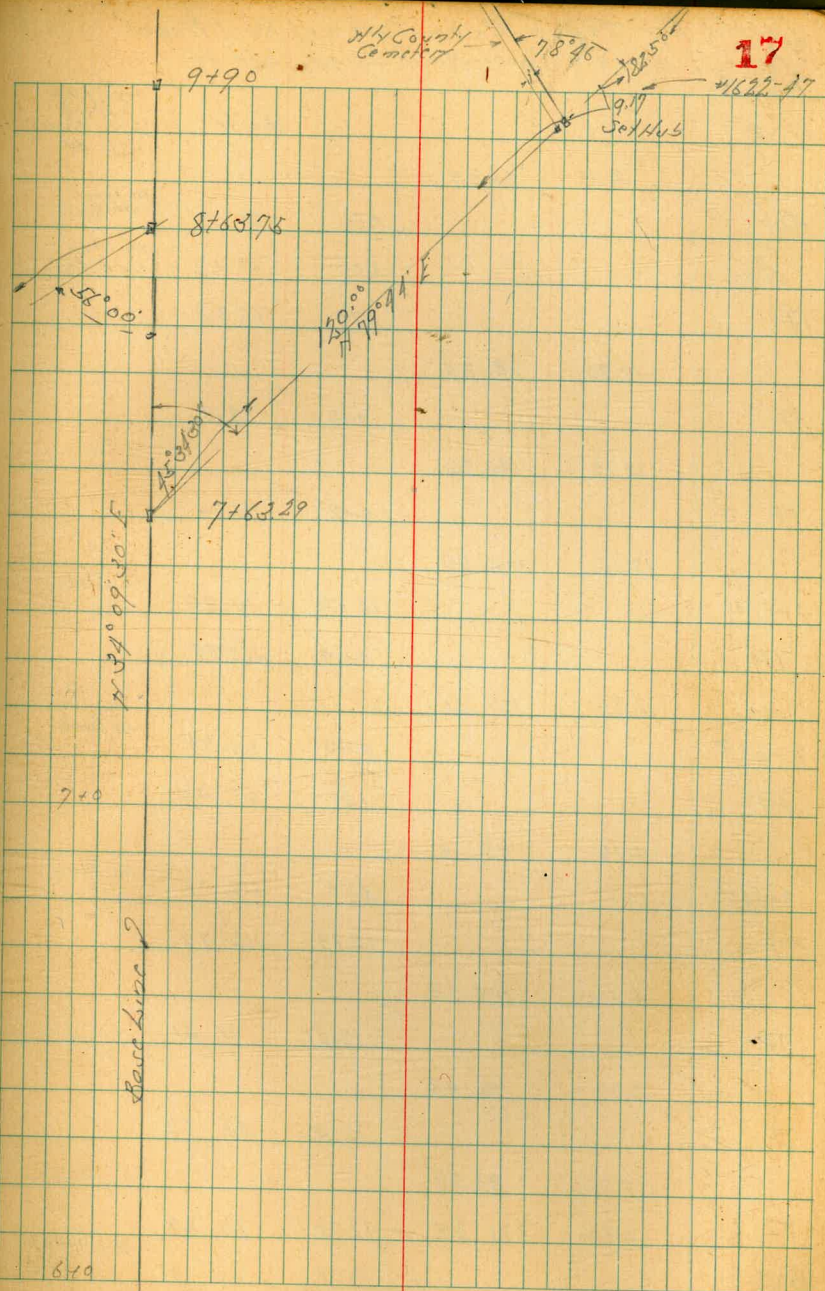
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Div. 8



23219

17



Hwy County Cemetery

9+90

8+60.76

7+63.29

N 34°09' 30" E

7+0

Stave Line

8+0

78°46

225°58

19.17

50/145

56°00'

20°00'

199°57'

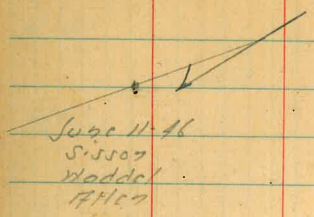
150°00'

4622-17

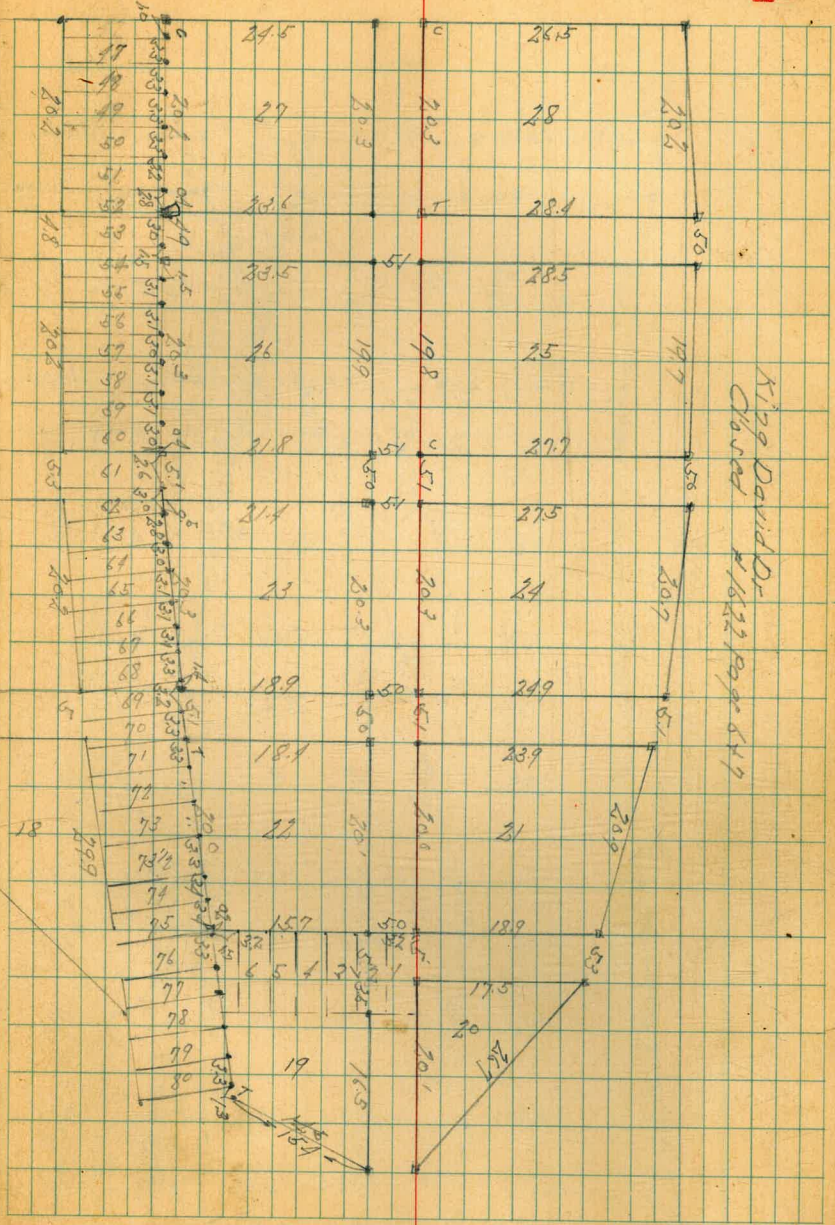
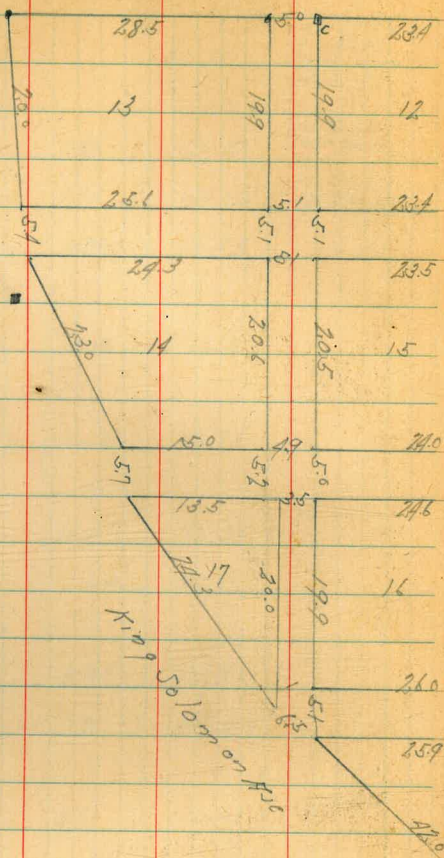
Levels For Topog. Area North of Rail Road
East of North & South Road to Market St.
Div. 8

BM			60.16	on Stub 1449-34 Satic Survey 1622-41	
	5.91	66.07			
BM			556	60.51	NE Corner catch Basin
0+00			3.95	62.12	on Stub 120' Radius
TP			0.74	65.33	
	12.92	78.25			
TP			0.12	78.13	
	12.73	90.86			
TP			0.12	90.74	
	12.25	102.99			
4+51 ⁰⁰			12.74	90.25	on Stub
TP			0.04	102.95	
	12.36	115.31			
7+63 ⁰⁰			8.48	106.83	on Stub
TP			1.91	113.40	
	6.16	119.56			
9+90 ⁰⁰			3.51	116.05	on Stub
TP			12.73	106.82	
	2.26	109.08			
TP			12.67	96.41	
	0.07	96.48			
TP			12.89	83.59	
	0.00	83.59			
TP	0.36	71.25	12.70	70.89	
BM			11.08	60.17	Stub 1449-34 1622-41 Elev 60.16

Masonic Cemetery
Block "J"



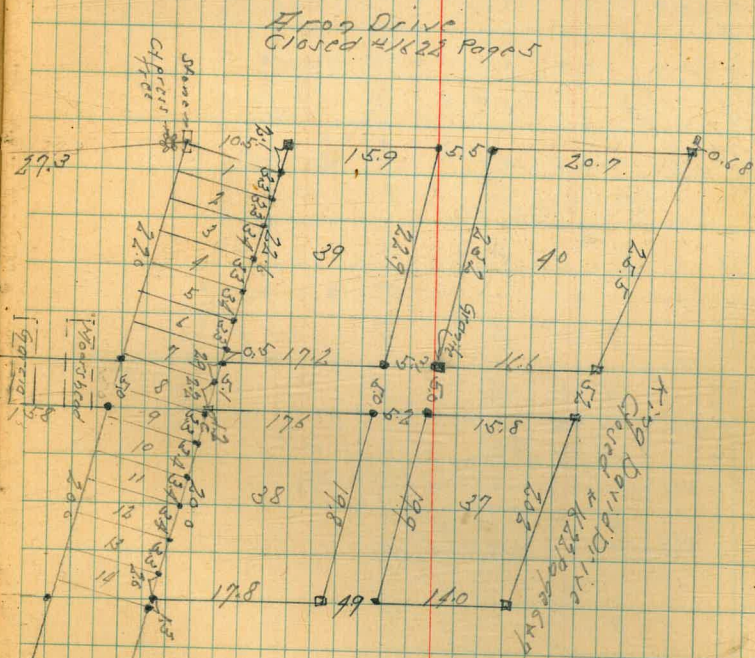
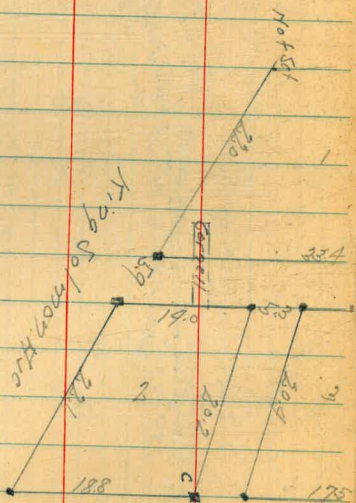
- Denotes Hole Found □ Reset
- " " " Set
- T " " Tack
- C " " Copper Cap



King David Dr
Corner #1822 Page 619

Masonic Cemetery
Block J

21



Re Survey Block 6 Mount Hope Cemetery

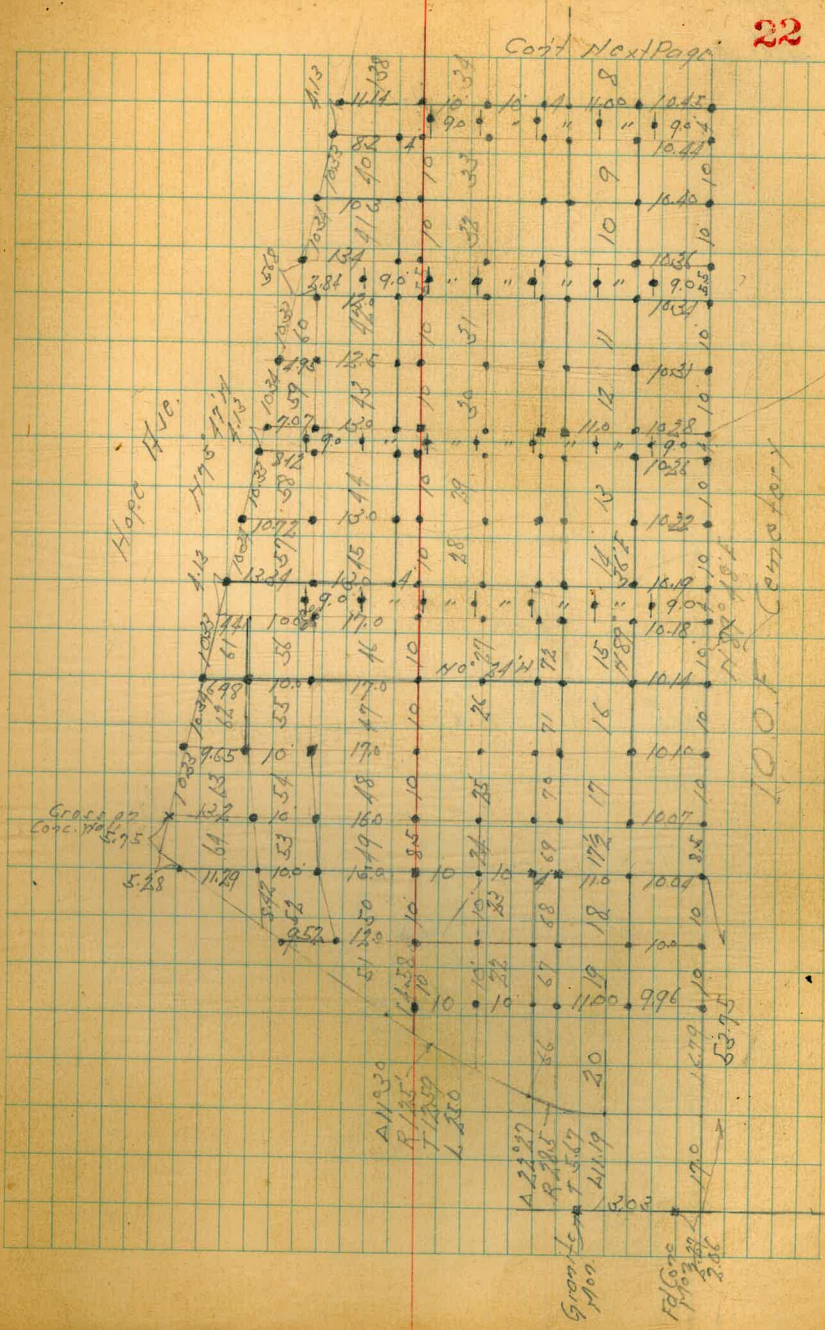
Div. 6

Roll # 5019

June 27-16

S. Mason
W. H. H. H.

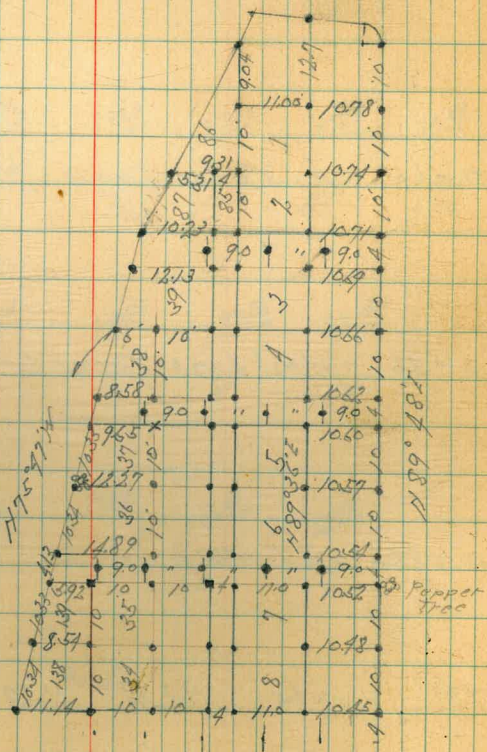
- Deceased Hubs Found
- " Set
- " Re-Set
- * Tree



Block 6 Mount Hope Cemetery

Div. 6

23



St Ford Page 22

Cross Section Spruce Drive
Cedar Dr. to King Solomon Ave.
Masonic Cemetery

Sketch #1586-35

+68 11 Rt. of $\frac{1}{2}$ - 11/4 24" Cypress Tree

+35

+18 123 Lt. of $\frac{1}{2}$ - 5/4 18" Cypress Tree

0+0 = East Line Cedar Drive

0-15 = $\frac{1}{2}$ Cedar Drive - $\frac{1}{2}$ 17' Cold Lay Paving

0-30 = West Line Cedar Drive

0-82.5 = 1/4 Masonic

TP 0.25 93.24 ✓ 1127 92.99 ✓

B.M. 5.70 104.26 ✓ 98.56 S.F.B.P.
Imperial
South Street

Nov. 8-46
S. 5800
McCoy
Hillen

Lt. North

2

Rt. South 24

Work order #157

86⁷⁴ 86³⁴ 87⁰⁴ 86⁹⁴ 88⁰⁴

6.15
15 6.9
10 5.2
6.3
10 5.5
15

87¹⁴ 86⁷⁴ 87²⁴ 87⁴⁴ 88⁷⁴

6.1
2 6.5
10 5.0
5.6
10 4.5
15

84⁰⁶ 86⁴⁴ 86⁷² 87²⁴ 87⁷⁰ 87⁹³ 89⁴⁴

9.18
50 6.80
15 6.50
10 6.0
07/10/46 5.54
10 5.21
15 5.80
50

87¹⁴ 87²⁴ 87⁴⁴ 87⁵⁴ 88¹⁴

6.1
15 6.0
10 5.8
5.7
5 5.1
10

85⁹⁴ 86²⁴ 86⁵⁴ 86⁶⁴ 86⁴⁴

7.3
15 7.0
10 6.7
6.6
5 6.8
10

93.24

3x6

+50

210

TP 0.94 83.79 10.39 82.85 ✓

+98 11.6 Rt of $\frac{1}{2}$ - N 4 3/4° Cypress Tree

+50

+49 12 Rt of $\frac{1}{2}$ - N 1/2 48° Cypress Tree

1+0

0+70

93.24

Lt.

L

Rt

76³⁹ 76⁴⁹ 77³⁹ 77⁴⁹ 78⁶⁹7¹/₁₅ 7⁷/₁₀ 6⁴ 6⁶/₉ 5¹/₁₅78⁶⁹ 78⁴⁹ 79⁹⁹ 79⁶⁹ 80⁸⁹5¹/₁₅ 5³/₁₀ 3⁸ 7¹/₁₀ 2⁹/₁₅80⁰⁹ 79⁹⁹ 81⁷⁹ 81⁵⁹ 82⁸⁹6⁷/₁₅ 5⁸/₁₀ 2⁰ 2³/₁₀ 0⁹/₁₅83⁷⁹81⁵⁴ 81⁴⁴ 82⁹⁴ 82⁷⁴ 83⁶⁴11⁷/₁₅ 1⁸/₈ 10⁵ 1⁰/₅ 9⁶/₁₅83⁴⁴ 83⁴⁴ 84⁶⁴ 84⁵⁴ 85⁶⁴9⁸/₁₅ 9⁸/₁₀ 8⁶ 8⁷/₁₀ 7⁶/₁₅85³⁴ 84⁸⁴ 85⁸⁴ 85⁷⁴ 86⁹⁴7⁹/₁₅ 8⁴/₁₀ 7⁴ 7⁵/₁₀ 6³/₁₅

93.24

BM 5.80 98.54 ✓ SE BP.
 100 ft. or so
 South look
 98.56 ✓
 TP 11.37 104.34 ✓ 0.91 92.97 ✓
 TP 10.56 93.58 ✓ 0.97 82.82 ✓

$3 + 59.51 = \frac{1}{2}$ King Solomon taken on line of Paving

3+45

3+25

8379

Lt.

S

Rt.

26

70⁹⁷ 73⁰³ 75⁰⁵ 75⁵⁶ 76⁰⁴ 77⁰⁴ 77.91 80⁰²
 12.82 10.76 8.74 8.22 7.75 6.75 5.88 3.17
 100 50.92 10 200 ft. 10 31.61 = FC 50 100

75⁵⁹ 74⁷⁹ 75⁵⁹ 76⁰⁹ 75⁶⁹ 75⁹⁹
 9.2 9.0 8.2 7.9 8.1 7.8
 15 10 10 10 10 15

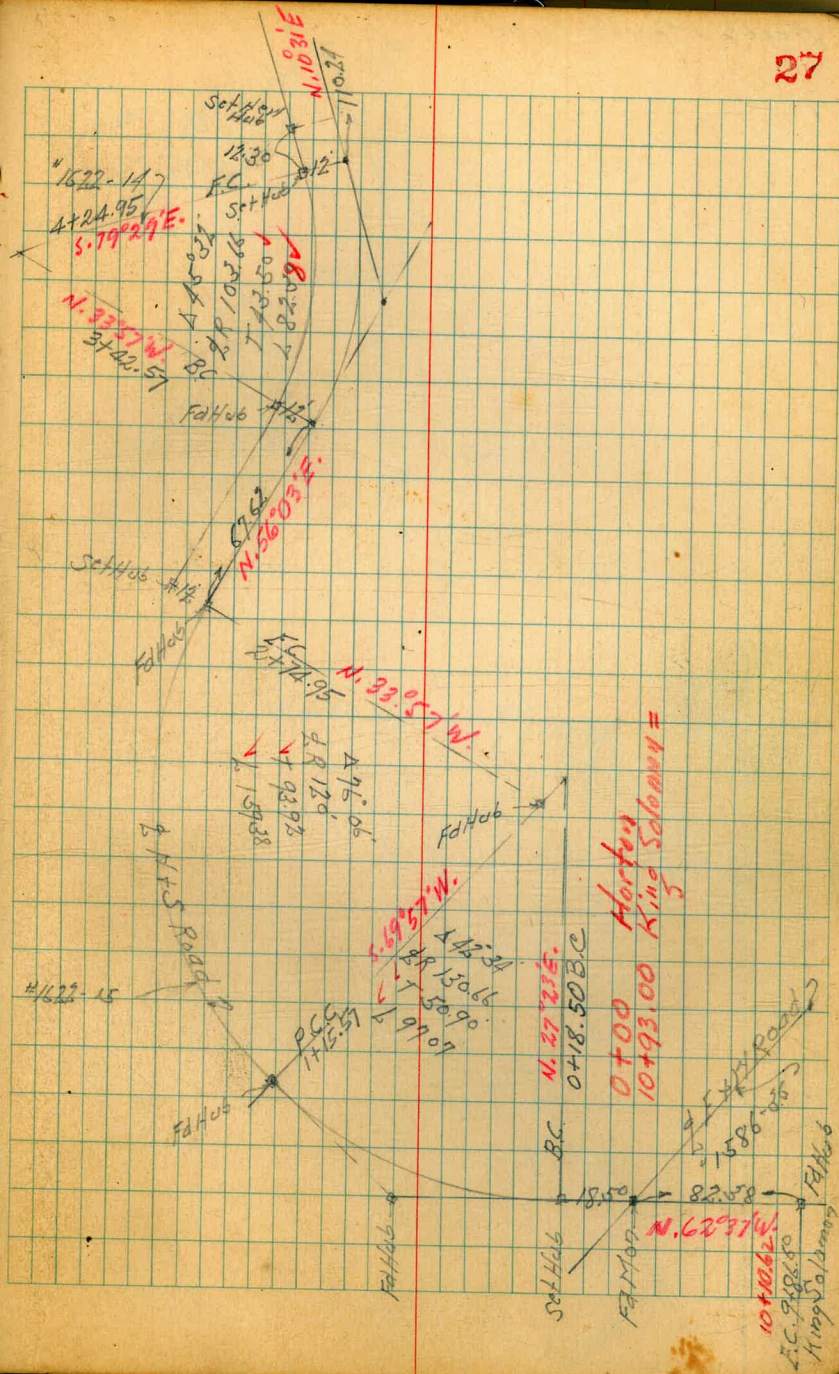
75⁰⁹ 74⁷⁹ 75²⁹ 76⁰⁹ 76⁰⁹ 76³⁹ 77¹⁹
 8.2 9.0 8.5 7.7 7.7 7.4 6.6
 15 10 10 10 10 10 15

8379

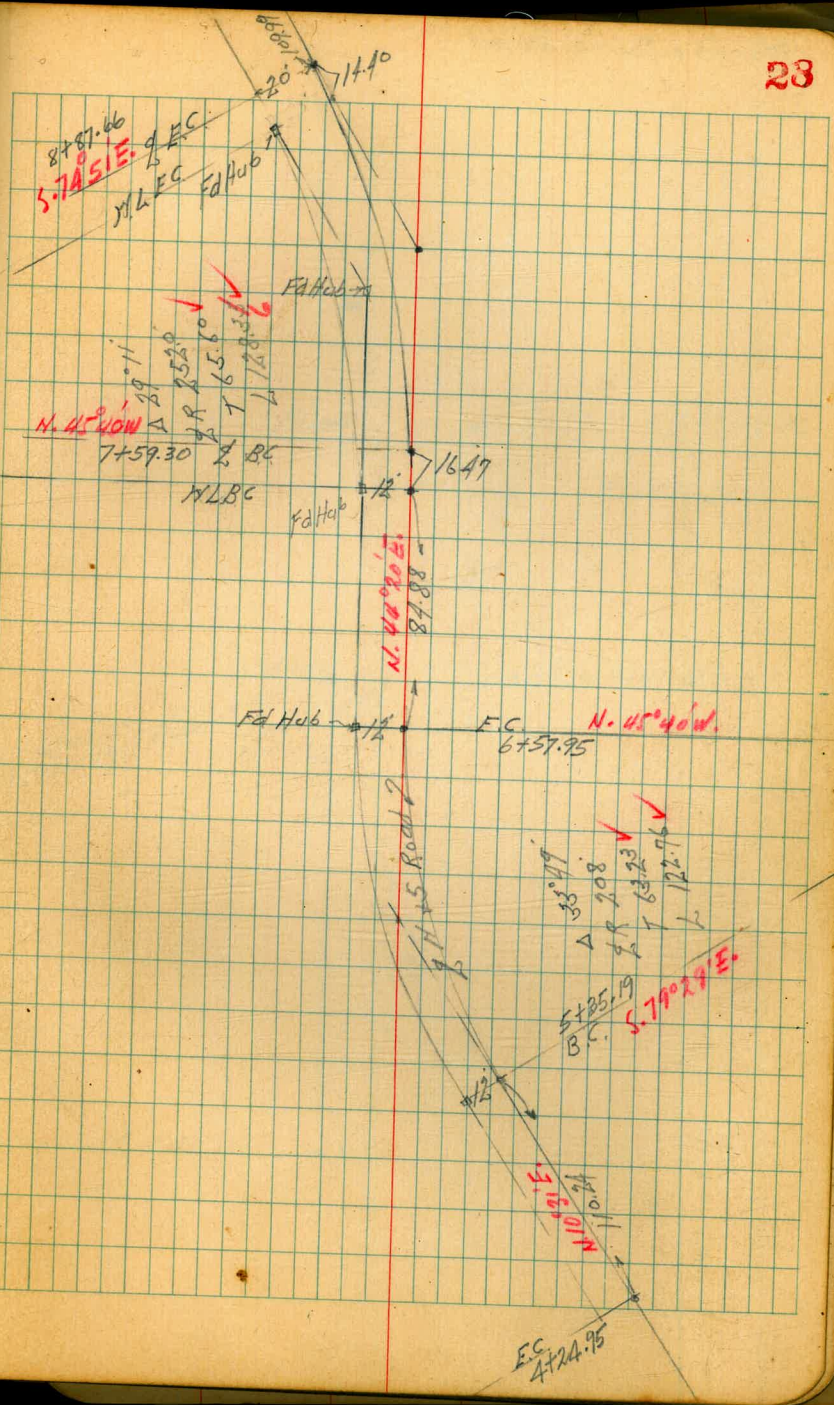
Alignment North & South Road
From South of Railroad to North of
Spanish American Tract

Feb. 3. 47
S. J. 402
McCoy
Waddel
7167

• = nails



North & South Road



FdHub

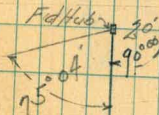
BC 0+79.27 = 10+77.0182

N 1586-20

79.27

Use 79.27
Feb. 1586.9

0+0 = 9+97.74 P.O.T.



N Spanish
American Tract

g N + S Road?

1999 4.1589E

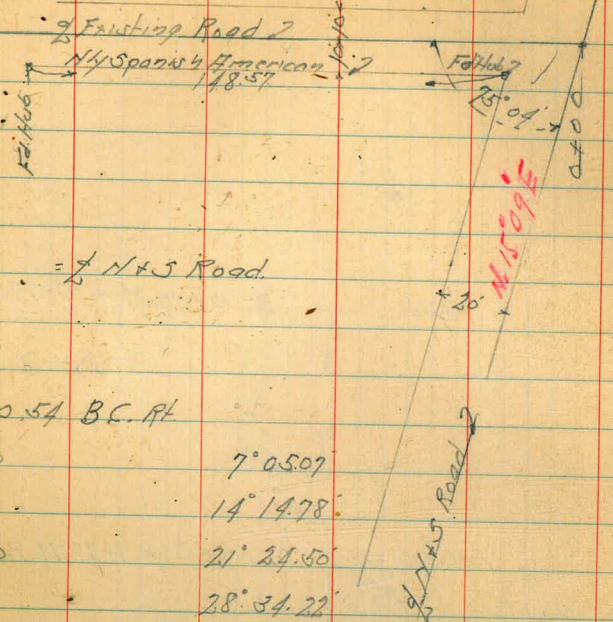
Use 110.08

g FC

20'

Alignment Proposed Road

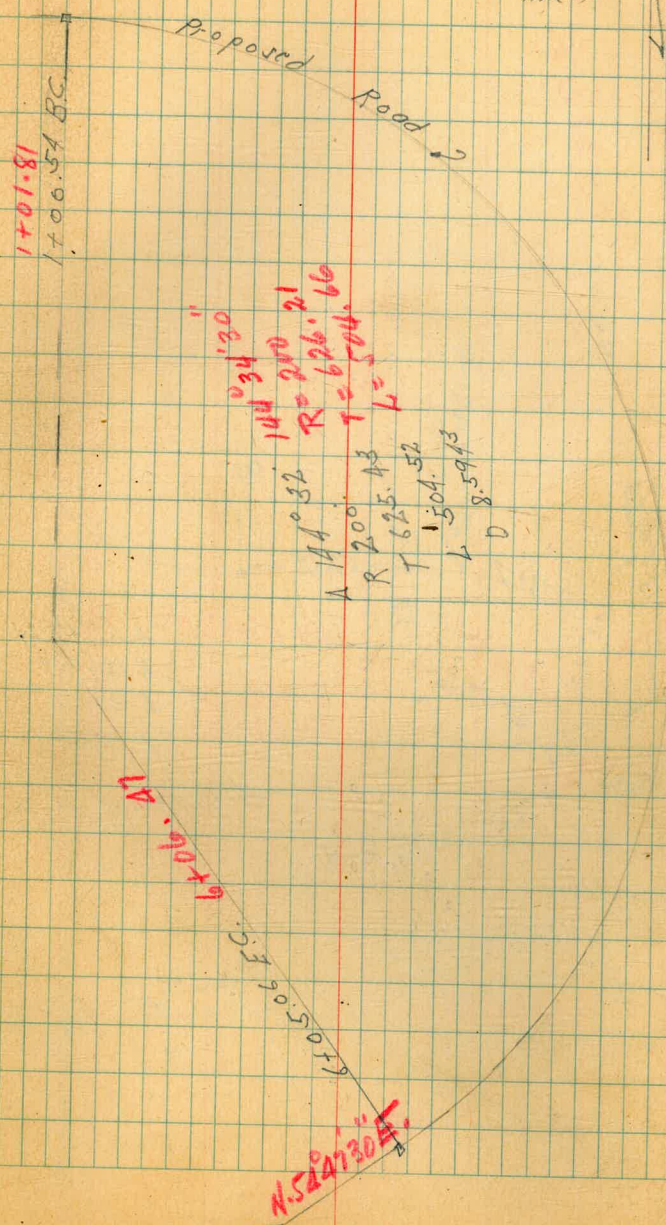
Div. 8



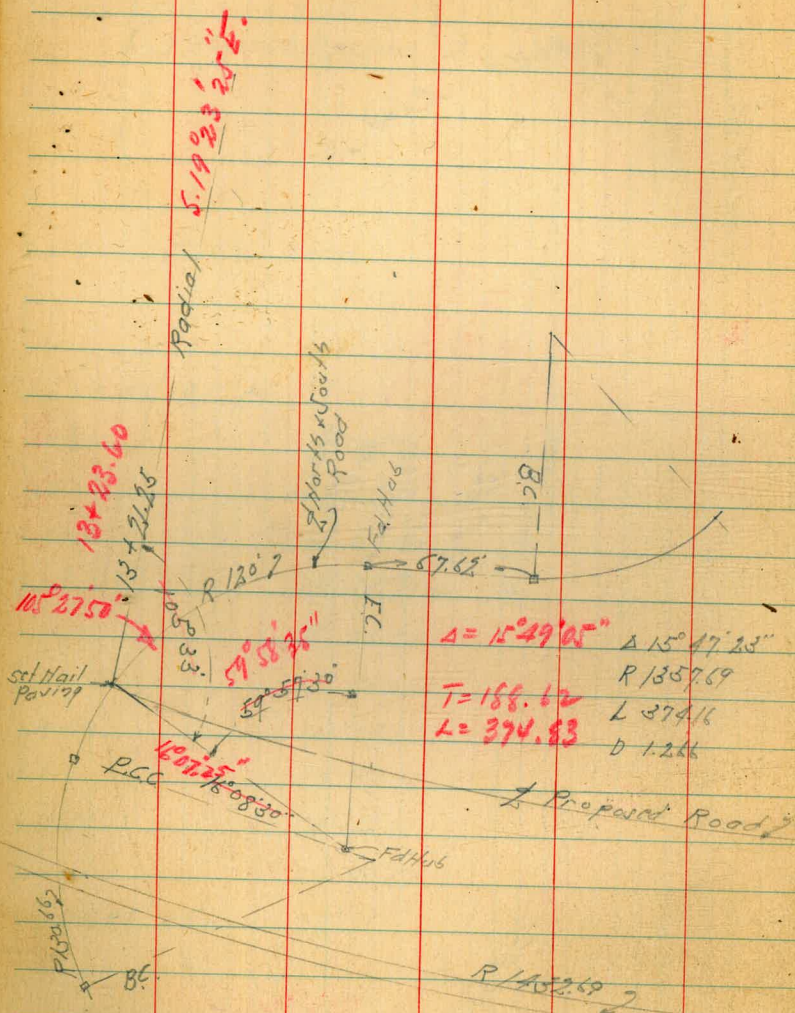
S. 89° 47' E.

1+00.54 BC. Pt	
150	7° 05.07
2+0	14° 14.78
3+50	21° 24.50
3+10	28° 34.22
4+50	35° 43.93
4+10	42° 53.65
5+50	50° 03.36
5+10	57° 13.08
6+50	64° 22.79
6+10	71° 32.51
105.06 EC.	72° 16'

Feb 10. 47
S. 5500
McCoy
Maddal
Allen



Cont. Page 31



$\Delta = 15^{\circ}29'05''$ $\Delta 15^{\circ}47'23''$
 $T = 186.62$ $R 1357.69$
 $L = 374.83$ $L 374.16$
 $D 1.266$

Set Nail
 75'
 9+47.09 S.C. $N 35^{\circ}13'30'' W$
 9+48.77

S.D.A.R.R. $N. 54^{\circ}47'30'' E.$

75'
 6+05.06 F.C. 6+06.47

Cross Section Proposed Road
Div. 8

TP 2.37 116.31 12.74 113.94

1+50

Sections on Curve Taken Radial

1+00.54 B.C. Pt.

0+50

0+103 = Fly AC Paving Taken on Diagonal

0+0 = Pav. N+V Road Taken on Diagonal

TP 8.77 126.68 1.26 117.91

BM 12.34 119.17 106.83

07 Hub
7+63.29 Base
Page 18

L.H

A

Rt. 5

32

$\frac{7.8}{25}$ $\frac{9.5}{16}$ $\frac{9.7}{10}$ 9.9 $\frac{11.5}{10}$ $\frac{12.5}{25}$

$\frac{4.4}{25}$ $\frac{5.2}{16}$ $\frac{6.7}{10}$ 6.7_{on stub} $\frac{7.3}{10}$ $\frac{9.1}{25}$

$\frac{2.8}{25}$ $\frac{3.6}{17}$ $\frac{5.1}{10}$ 5.5 $\frac{6.2}{10}$ $\frac{7.7}{25}$

$\frac{1.48}{50}$ $\frac{4.02}{20}$ $\frac{4.91}{10}$ 5.83 $\frac{6.78}{10}$ $\frac{8.52}{30}$ $\frac{10.14}{50}$

$\frac{1.30}{50}$ $\frac{4.01}{20}$ $\frac{4.93}{10}$ 5.82_{on Nail} $\frac{6.72}{10}$ $\frac{10.16}{30}$

126.68

750

410

TP 0.23 91.93 12.99 91.70

750

370

TP 0.66 104.69 12.28 104.03
 00 P. 10
 S. V. Co. C. C.
 County Com.

750

270

116.31

229
50 21.9
25 16.4
25 13.5
76 11.3
70 10.2 8.6
70 6.3
25

11.0
31-Top set
50 9.2
25 8.2
71-Top set
70 6.6
70 5.2 5.7
70 2.0
25 91.93

16.2
35 14.8
20-Top set
70 12.2
70 11.6 10.8
70 9.5
25

3.2
25 4.5
70 4.3 3.8
70 4.3
25 104.69

8.2
25 9.8
70 9.6 9.8
70 10.9
25

2.7
25 4.5
15 4.5
70 4.5 5.3
70 6.6
25

116.31

Lt. 8 Pt

12.5 10.9 8.1 6.8 5.6 4.5
38 31 10 10 10 10

12.81 11.3 9.6 6.6 5.1 4.0 3.4
72.45 40-54 31 10 10 10
RR. 11.91 11.00

9.7 5.7 4.2 3.0 2.5
40 10 10 10 10

84.40

14.7 13.2 11.9 10.5 8.5
35 10 10 10 10

16.1 15.5 13.5 12.4 11.1 8.9
35 25 10 10 10 10

18.2 16.9 13.9 12.6 11.0 8.6
35 25 10 10 10 10

35-Top Cat
Bank

91.93

7.50

7.70

7.50

TP 9.15 84.40 11.69 80.24 0.28 Hrs
6705.06 EC

6.70

7.50

5.70

91.93

150

2° 10.3'

10+0

1° 07'

+47.09 BC RT

9+0

TP

1.69

74.72

11.37

73.03

+50

8+0

84.4°

Lt. = 5

2

Rt. = N

35

19.3 7.7 7.1 6.6 6.0 5.2
34-54 Graded
Rt. 25 10 10 25

8.1 6.5 5.9 5.4 4.5 3.9
34 25 10 10 25

7.5 5.7 4.1 4.05 3.7 2.0
36 27 10 on Hob 10 25

6.9 6.8 5.3 3.5 2.6 1.9 0.5
72 36 36 10 10 25
Rt. 1

74.72

15.3 14.1 11.5 10.6 10.0 8.2
38 35 10 10 25

14.0 12.5 9.9 8.6 7.7 6.3
39-54 Graded
Rt. 25 10 25

84.4°

N. F. Col.
Catch Basin
60.51
Page 18

BM. 10.88 60.57

+21.25 = 1/2 N+S Road Taken Radial to Prop. Road

13+0 7° 26.8

+50 6° 25.5

TP 5.81 71.45 9.08 65.64

12+0 5° 20.2

+50 1° 16.9

11+0 3° 31.6

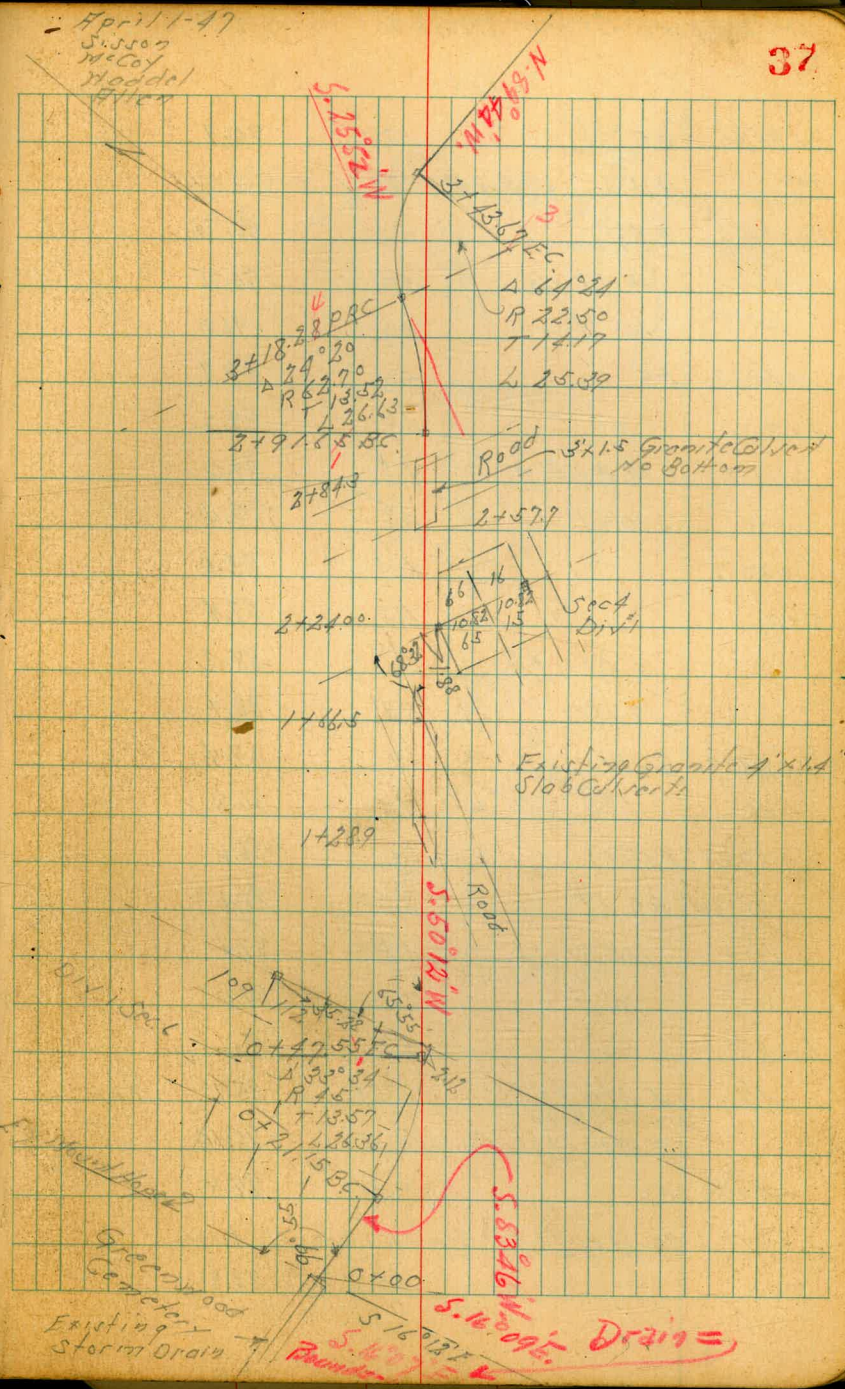
74.72

11.10 72.65 11.00 R.P.	10.22 50.07 R.P.	8.90 15.00 R.P.	7.75 10.00 R.P.	6.80 on Pt.	5.80 10.00 R.P.	2.76 39.3 15.00 R.P.
10.82 72.65 R.P.	9.2 25 11.00 R.P.	7.9 10	7.0	6.0	4.46 27.9 10.00 R.P.	
9.7 33.5 11.00 R.P.	8.3 25	7.2 10	6.7	6.0	4.7 25	1.43 18.2 10.00 R.P.
			71.45			
12.1 37	11.0 26	10.2 10	9.5	9.1 10	8.0 25	
11.5 33	10.7 33	9.3 10	8.9	8.2 10	7.5 25	
10.14 72.65 R.P.	10.4 34	9.3 28	8.1 10	7.6	7.3 10	6.5 25
				74.72		

Proposed Storm Drain Mount Hope Cemetery
Division 7 Section 76 to the West

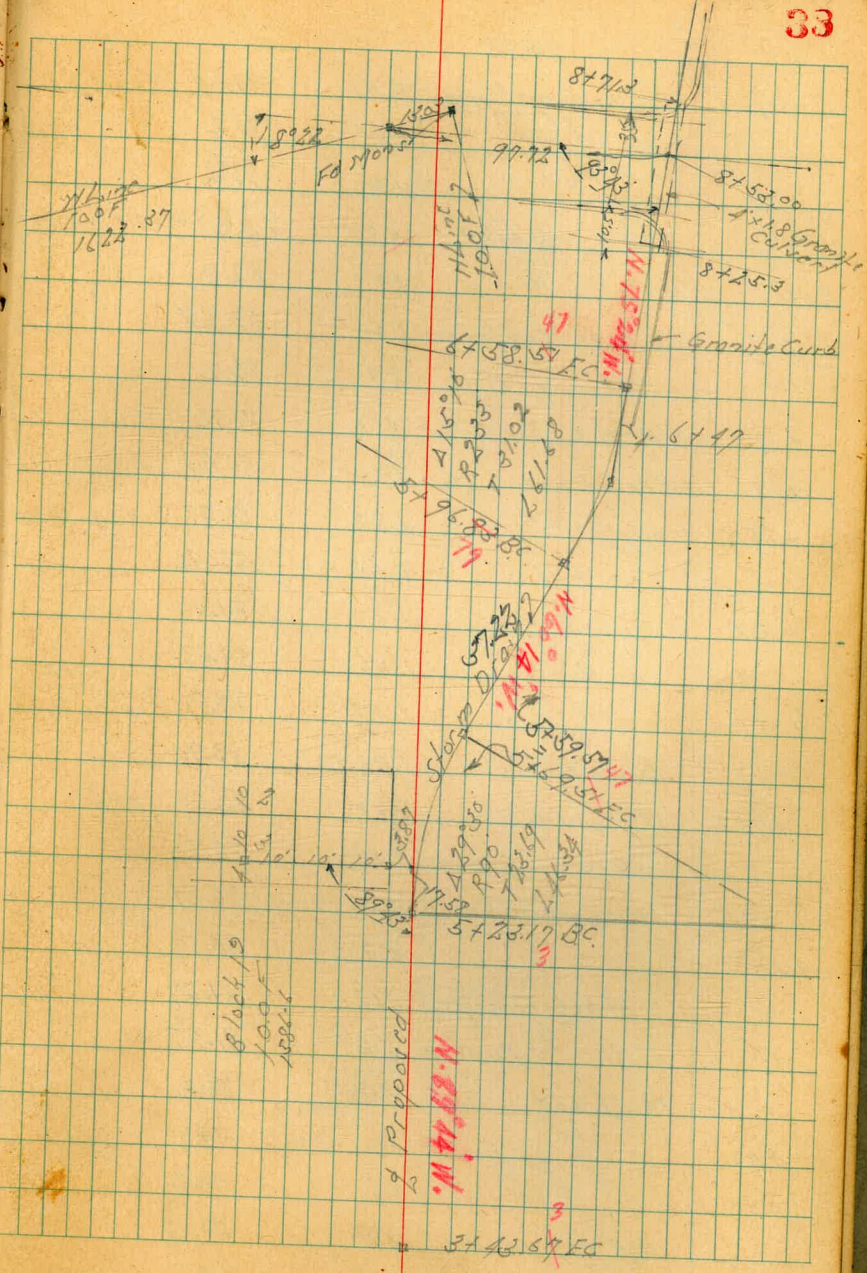
	+	HI.	-	ELV.	
B.M.	6.24	125.25		119.01	SEBP Imperial 4/30/45
TP	0.40	114.47	11.18	114.07	
TP	1.59	103.61	12.45	102.02	
0-3.6	= Wly Pipe		8.25	95.36	Floorline
0-006	= Wly 2x2 Grate		5.17	98.44	
0+004	= Wly 2 Cone Box 0.3 walls		7.2	96.3	Ground
+21.15	BC Lt		6.1	97.5	
+47.55	FC		6.2	97.4	
"	10 Ft of 2		5.8	97.8	
"	10 Ft "		6.1	97.5	
+0	2.7 Ft of 2 = Fly 48" Pipe		7.8	95.8	
"	10 Ft of 2		6.9	96.7	
"	10 Ft "		7.3	96.3	
+28.9	Fly 4" Granite Culvert 1.4' Opening		9.80	93.81	Granite Bottom
+18	Road		7.8	95.8	
+66.5	5 Wly Culvert		8.3	95.3	on Road
"	Bottom Channel		10.1	93.5	
2+0			10.8	92.8	
"	10 Ft of 2		9.2	94.4	
"	10 Ft "		9.7	93.9	
+57.7	4 Fly Culv		12.6	91.0	
+57.7	0.7 Paving		10.6	93.0	
+71			10.6	93.0	
+84.3	5 Fly Culv Paving		10.9	92.7	No Bottom
"	Bottom Channel		12.9	90.7	

April 1-47
Sisson
McCoy
Haddel
Allen



Proposed Storm Drain

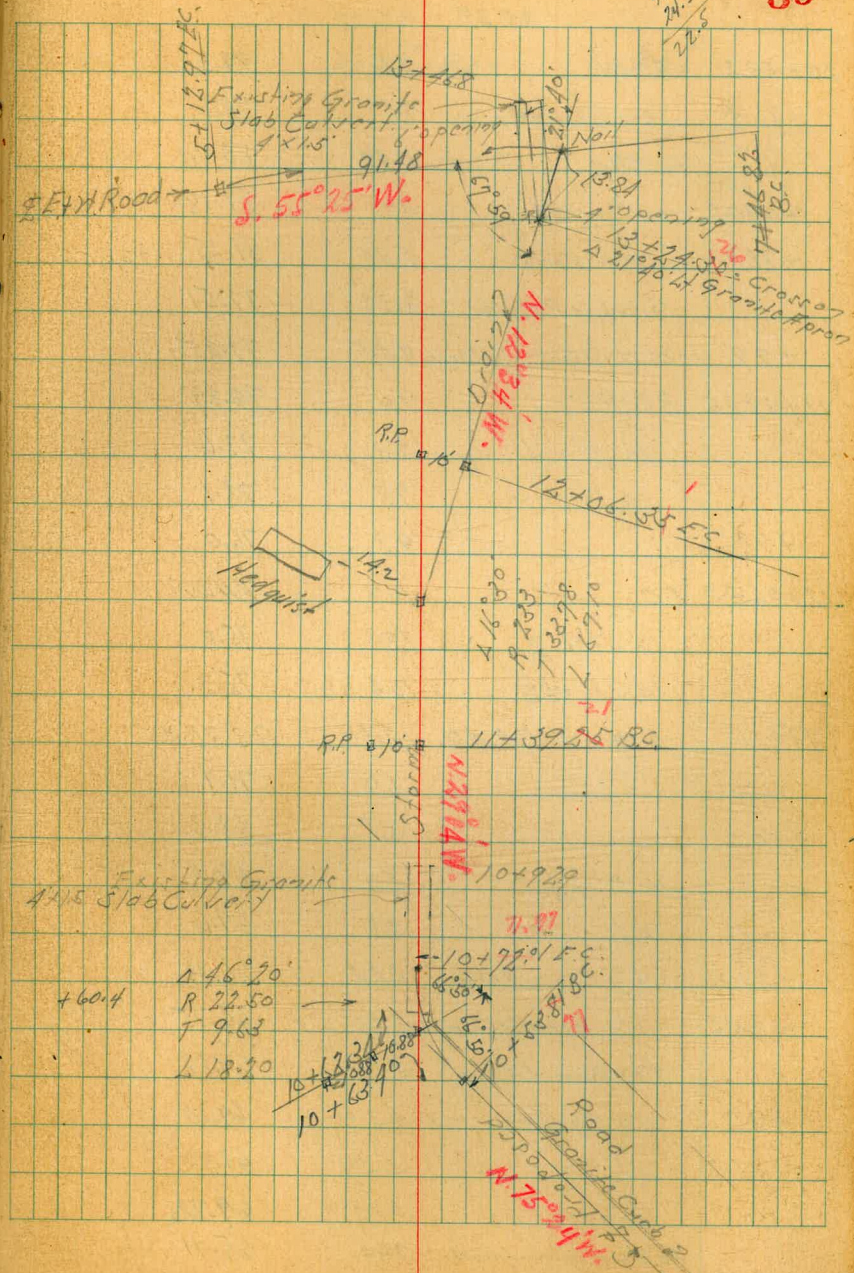
		103.61	
2+91.65	BC Lt	12.9	90.7
TP	3.58	94.25	12.94
3+78.28	P.R.C.	3.91	90.54
"	10' Rt of L	3.5	90.75
"	10' Lt "	3.3	91.0
+43.67	EC	4.4	89.8
4+0		6.0	88.2
"	10' Rt of L	4.7	89.6
"	10' Lt "	4.8	89.4
+50		6.3	88.0
5+0		6.8	87.4
"	10' Rt of L	6.1	88.2
"	10' Lt "	5.8	88.4
+23.17	BC Rt	6.9	87.4
+46		7.4	86.8
+69.51	EC	7.6	86.6
+96.83	BC Lt	8.0	86.2
"	10' Rt of L	6.8	87.4
"	10' Lt "	7.3	87.0
1+28		8.7	85.6
+47	4' Rt of L = FH Granite Curb	8.53	85.72
"	7' Rt of L = City Paving	8.15	86.10
+58.51	EC	9.5	84.8
+72	27' Lt of L - NY City Sect. 18" Drain		
7+0		10.1	83.8



Proposed Storm Drain

94.25

7+0	7.5 Rt. Granite Curb	9.41	84.84	Top Curb
"	Also Paving			
"	10' Lt of L	9.6	84.6	
+50		11.0	83.2	
IP	1.88	85.89	10.24	84.01
8+0		39		82.0
"	17 Rt of L = Cb + Paving	2.61		83.28
"	10' Lt of L	2.7		83.2
+11	2' Rt of L = 5 1/2" Pipe	4.13		81.76 Flow line
+17	= Ely 3.6 Box	4.95		80.94 on Granite Apron
+25.3	= Ely	4.82		81.07 on Bottom
"	Top Box	2.43		83.46
+33	= Granite Curb	1.49		84.40 Top
+42	on Paving	1.86		84.03
BM		1.32		84.57 Ch 150' D Granite Curb 55' Rt. 8+33
+63	= Granite Curb	1.99		83.90 Top
+71.3	= 1 1/4 Granite Curb	3.61		82.28 Top
"	on Granite Bottom	5.57		80.32
+75	= 1 1/4 Granite Apron	5.58		80.31
9+0		5.3		80.59
"	1' Rt of L = Granite Cb	4.62		81.27
"	4' Rt = Paving	4.04		81.85
"	10' Lt of L	4.3		81.6
+50		6.0		79.9
10+0		6.1		79.8
"	2' Rt of L = Cb + Pav	5.11		80.78
"	10' Lt of L	5.2		80.7



Proposed Storm Drain

85.89

10+53.81	= BC Rt.	6.6	79.3
+ 20.4	= S/Ly Granite Curb	7.6	78.3
"	Top	5.49	80.40
+ 72.01	on Paving	4.71	81.18
+ 92.9	= H/Wy Curb	4.34	81.55
"	Granite Bottom	8.38	77.51
+ 99	= H/Wy Granite H/prop	8.64	77.25
11+39.25	BC Rt.	9.0	76.89
"	10' Rt of $\frac{1}{2}$	8.3	77.6
"	10' Lt " "	7.8	78.1
+ 72		9.9	76.0
12+06.35	EC	11.7	74.2
"	10' Rt of $\frac{1}{2}$	10.9	75.0
"	10' Lt of $\frac{1}{2}$	10.6	75.3
TP	0.19	73.40	12.68
			73.21 ✓
+ 50		1.7	71.7
13+0		5.1	68.3
"	10' Rt of $\frac{1}{2}$	4.0	69.4
"	10' Lt " "	3.8	69.6
+ 24.30	= S/Ly Conc H/prop	6.64	66.76
+ 25.6	= S/Ly Granite Curb	6.65	66.75
"	Top Granite Curb	3.52	69.88
+ 37	on Paving	4.30	69.10
+ 46.8	= H/Wy "	4.48	68.92
"	Granite Curb	3.68	69.72
"	Bottom Granite Curb	7.99	65.41

40

73.40

TP 2.42 70.62 ✓ 5.20 ✓ 68.20 ✓

BM

10.09

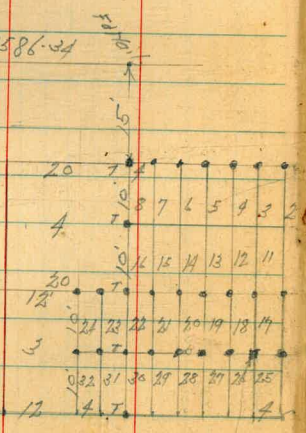
60.53 ✓

 ✓
 12' Gates
 80.10
 60.51
 Prop. 8
 10' Point

Block H+I Masonic Cemetery

Cypress Drive

#1586-34



Comp
Block

W060059

Sept. 26-47

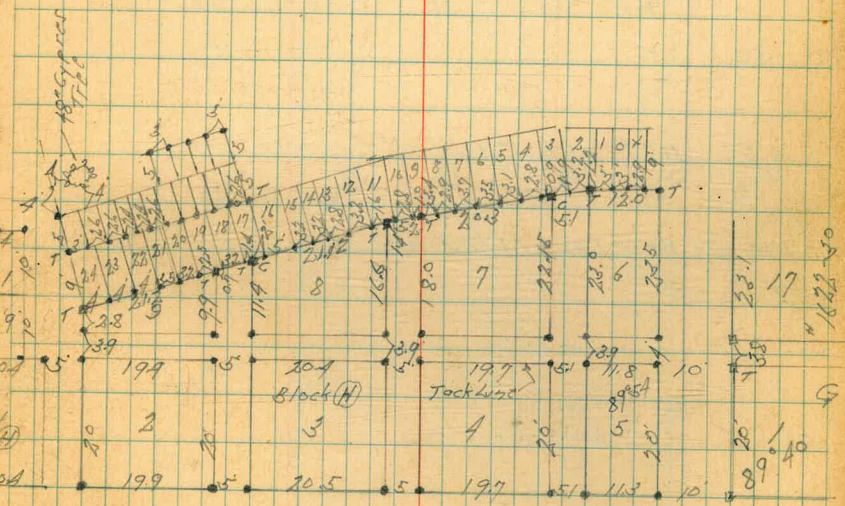
S. S. on

McCoy

H/Co

Indicators

- Hubs Found
- " Set
- " Reset
- T = Copper Tack
- C = Copper Cap



Part 52156

Imperial Ave

Cross Section Cypress Drive
 Cedar Drive to King Solomon
 Station 1586 Page 34+41

+78 12' Lt of 1/2 - 1/2 x 5 1/2" Cypress Tree

+50

+46 115 Rt of 1/2 - 1/2 x 1 1/4" 36" Cypress Tree

+40

+35 12' Lt of 1/2 - 1/2 x 5 1/2" Cypress Tree

0+50

+25 115 Rt of 1/2 - 1/2 x 1 1/4" 36" Cypress Tree

0+10 - Fast Lane of Parking

0+00 - Cedar Drive

TP	4.55	99.80 ✓	862	95.45 ✓	07 1/2" Hnd 0780
B.M.	5.51	184.07 ✓		98.56	S.F.R.P. Imperial 4 South Look

Sept 29 1917
 S. J. S. Co.
 McCool
 41100.

42

Lt. N

Z

Rt. S

92 ¹	91 ²	92 ⁶	92 ³	93 ⁶
77	81	72	75	63
15	9		9	15

92 ⁹	92 ⁵	93 ⁴	93 ¹	94 ⁶
69	73	64	67	53
15	9		8	15

94 ¹	93 ²⁰	94 ⁵⁰	94 ³	95 ²⁰
57	51	53	55	49
15	9		8	15

92 ⁵⁰	94 ³⁰	95 ⁵¹	95 ⁸⁰	98 ⁰⁰	99 ⁰⁰
730	547	433	400	180	080
50	15		15	15	15

93 ¹⁴	94 ⁵³	95 ⁵¹	96 ⁵⁴	98 ⁶⁴
66	198	155	271	115
50	15	0746	15	14

99.80

+105 2 1/2 Pt of 1/2 - 1/2 + 1 1/4 18" Cypress tree on Radial

4+1432

3+94.44 - 8C Lt

+56 1 1/2 Pt of 1/2 = 1/2 + 1 1/4 18" Cypress tree

+50

370

+65 1 1/2 Pt of 1/2 = 1/2 + 1 1/4 18" Cypress tree

TR 2.69 94.09 8.40 91.40

+50

270

99.80

St-N

Z

Pt. 5

23

87 ¹	87 ⁴	88 ⁷	89 ⁶	89 ¹	90 ¹	90 ⁶
6.3 15	6.7 11	5.4	4.5 12	5.0 15	4.0 18	3.5 30

88 ³	88 ³	89 ⁴	89 ⁶	91 ¹
5.8 15	5.8 9	4.90 10/15	4.5 9	5.0 15

89 ⁰	88 ³	90 ⁰	90 ¹	91 ⁸
5.1 15	5.2 9	4.1	4.0 8	3.5 15

89 ⁶	89 ⁶	90 ⁶	90 ⁴	91 ⁹
4.5 15	4.5 8	3.5	3.7 8	3.3 15

94.09

90 ⁷	90 ⁴	91 ⁶	91 ²	92 ⁸
9.1 15	8.4 9	8.2	8.6 8	7.0 15

91 ⁴	91 ²	92 ¹	91 ⁸	93 ³
8.4 15	8.1 8	7.7	8.0 8	6.5 15

99.80

5+137

5+29.88 = B.C. Lt.

5+16.47 = F.C.

4+90.47

4+70.5

8414
16' Ho/25 = 2.2 x 1.7 Grading 995 on 1/2 of Grading

4+64.47

4+34.60 = F.C. Pac. to North

94.09

Lt. N

2

pt. S

14

87³⁴

6.95
11 = 2.15 x 1.7
19.6 Grading

87⁶

87⁹

87²⁵

87³

87⁷

88¹

6.5
15

7.1
10 = 1.4 x 1.7

6.7
11

6.8
10

6.4
15

6.0
20 = 1.1 x 1.7

87¹

86¹⁴

86⁷¹

86⁶

87⁰

88²

7.0
15

7.7
9

7.38
10

7.5
10

7.1
15

5.9
30

85⁰³

85⁷⁴

85¹⁸

86⁴⁹

87⁹⁶

9.06
15 = 1.1 x 1.7

8.55
10

8.90
15 = 1.1 x 1.7

7.6
15 = 1.1 x 1.7

6.3
30

83⁷

84⁷

85⁶

85⁶

86⁸

88¹

11.5
50 = 1.1 x 1.7

9.4
15

8.5
10

8.5
6

7.3
15

6.1
30 = 1.1 x 1.7

86⁶

86²³

87³⁴

88⁰

87⁵

89²

7.5
15

7.9
11

6.75
67 Hds

6.1
15

6.6
17

4.9
30 = 1.1 x 1.7

94.09

BM

6.47

75.61

on 2nd Hub
K10050/0000
+ 50000
P09126
7556

TP

0.79

82.08

12.80

81.29

6+21.56 = PCC

6+00.89

11' pt of $\frac{1}{2}$ - 2x11/16" Cypress Tr

5+77.22

5+53.55

12' pt of $\frac{1}{2}$ - 2x11/16" Cypress Tr

94.09

41

5

81

45

91²

7.2
1.5

91⁴

7.5
1.5

92²³

1.87

92²

8.1

92⁷

1.5

91⁴

5.0
1.5

90⁵

5.6
1.0

91⁰³

5.06

90⁹

5.3
1.0

91⁷

5.4
1.5

89²

7.2
1.5

89³

8.9

89⁷⁸

7.01

89³

7.8

90³

5.8
1.5

88²

5.4
1.5

88²

5.6

88¹⁶

5.53

88⁴

5.7
1.0

89⁴

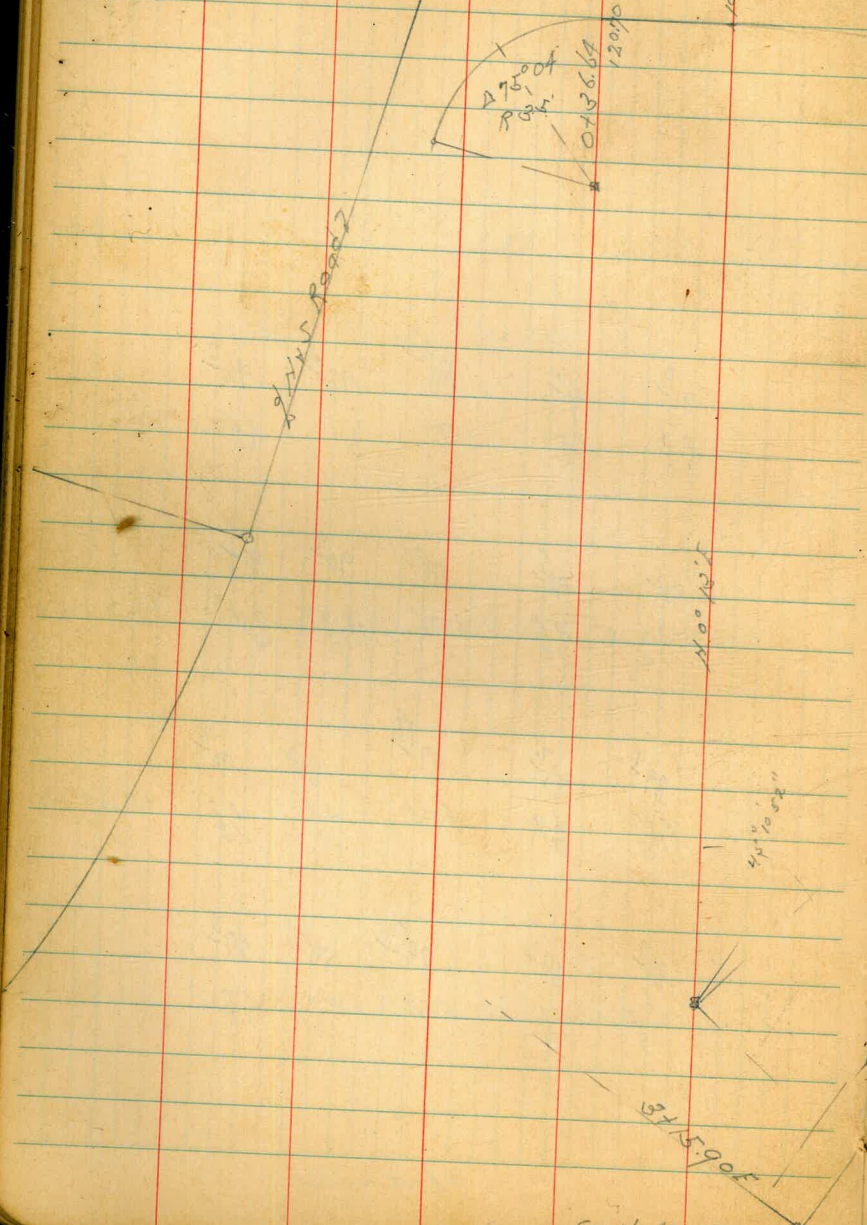
4.7
1.5

94.09

Mount Hope Cemetery

Div. 8

$\Delta 101^{\circ}55'$
R 20
12000
0713.66
12010
0713.66
12010



Cont 47

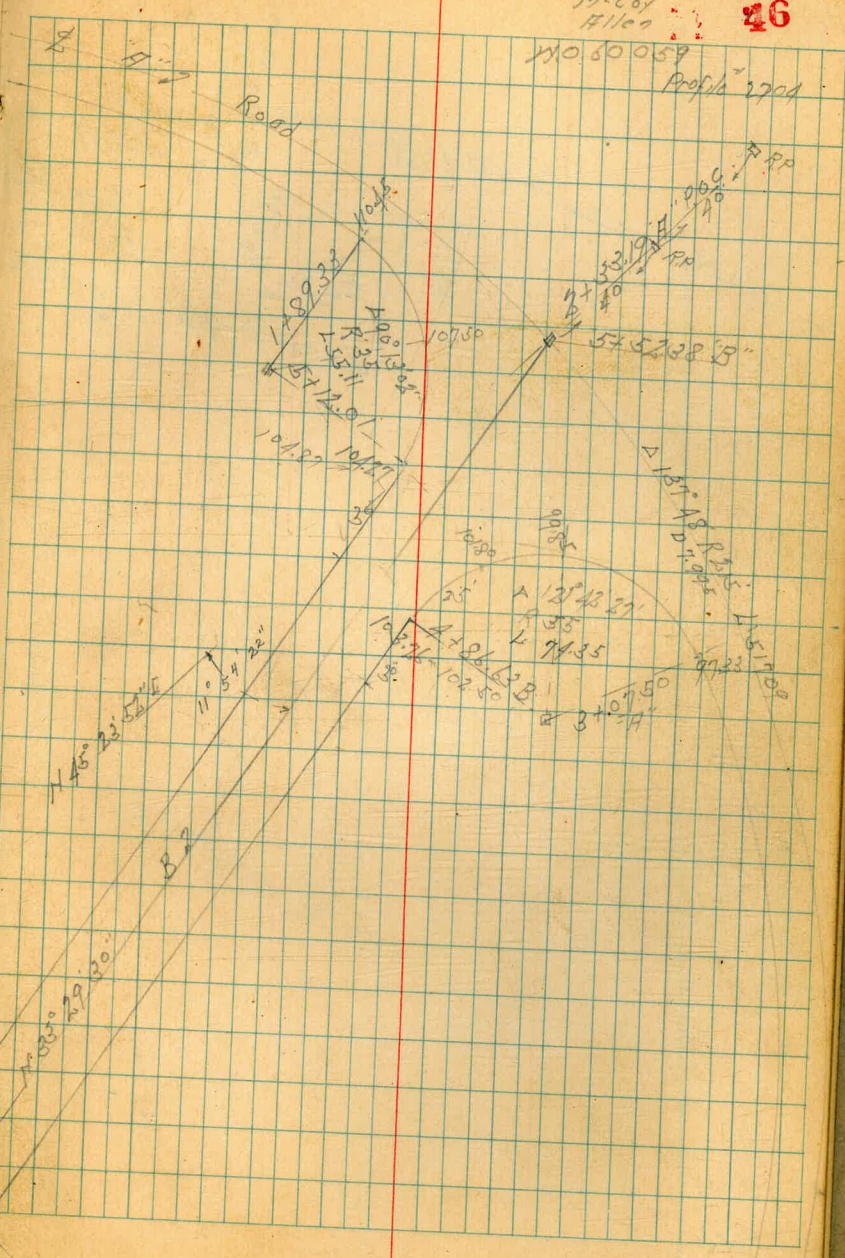
Proposed Roads H + S.
Div. 8

Nov. 4-47
S. J. S. Col
Filed

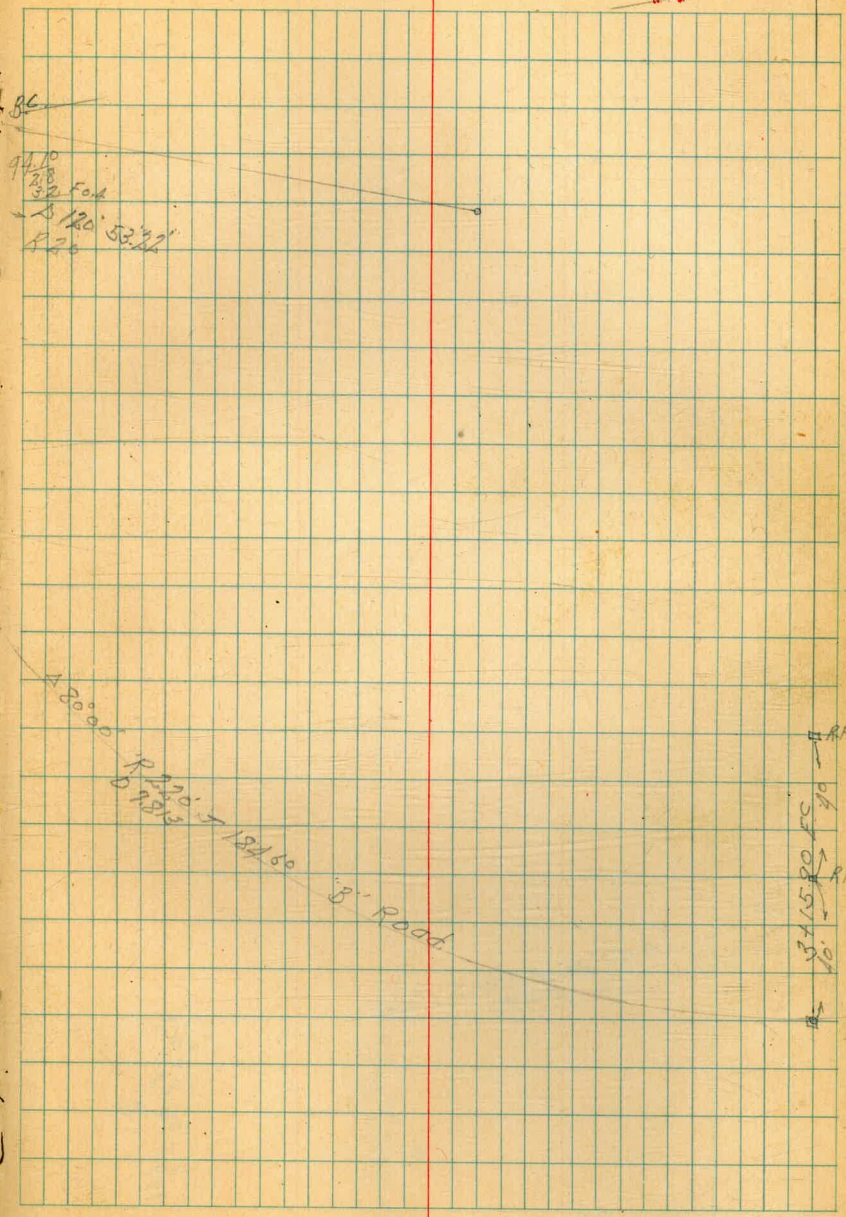
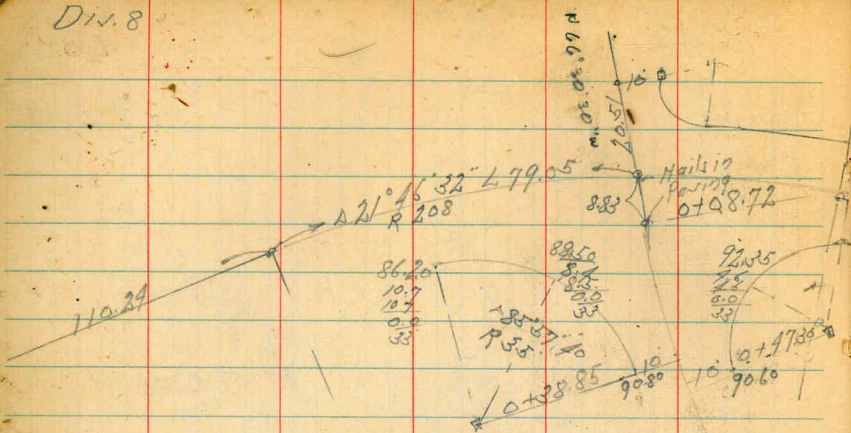
46

110.60059

Profile 2704



Cont 48



AP
 40
 10
 31.5
 20
 FC
 AP

Cost 12/24/40

H' 2

$\Delta 51^{\circ} 30'$ R 350 T 17260
54.911

6 + 90.8885
1998 RP

RP Nail in Tr
2' N of So. Rail
RP Track

51.809 H' 2
RP

RP
South of
R.R. Track

H' 2 R 215

Prop 46

Lowell Proposed Road A Div. 8

Alignment Page #

B.M.	1.00	121.86 ✓	120.86	on tail of page 27
0+0	= 2 N x S Road	1.0	120.86	
+50		0.6	121.3	
+63.65	B.C.P.T.	0.80	121.1	on stub
1+0		2.0	119.9	
+50		6.3	115.6	
2+0		11.9	110.0	
TP	0.04	109.30 ✓	109.26 ✓	
+33.19	= 5+5238 B	3.09	106.21 ✓	on stub
+50		4.6	104.7	
3+0		10.7	98.6	
TP	0.16	96.62 ✓	96.46 ✓	
+50		42	92.4	
4+0		100	86.6	
+50		140	82.6	
5+0		162	80.4	
TP	2.08	86.00 ✓	83.92 ✓	
+50		59	80.1	
+80.74	FC	6.26	79.64 ✓	on stub
6+0		6.7	79.3	
+50		8.0	78.0	
+90.88	B.C.P.T.	10.00	76.0	on stub
7+0		10.4	75.6	
+50		12.1	73.9	
8+0		13.0	73.0	

Nov. 6-97
S. S. 1002
McCoy
11102

50

86.00

8+50	15.4	72.6	
9+0	13.5	72.7	
+50	12.9	73.1	
10+0	12.0	74.0	
+11.52 FC	12.10	73.9	on stub
+69 = E of B.C. Point	10.85	75.15	
+83.07 = 2 N x S Road	11.35	74.65	on tail
TP	0.58	74.98 ✓	12.10
TP	4.54	69.10 ✓	9.92
B.M.		8.56	60.54 ✓
			60.50

H. H. 100
Catcher Basin
60.51 Page 12
11/14 RR. E of RR
Road

P.K. in Pole
S. of RR Tracks + E. of
59.78

Levels Proposed Road B Div. 8.

Alignment Page 46

BM	12.63	92.27 ✓		79.64 ✓	on Stub 8+80.74 FT Page 50
0+0	= 7th & S Road	0.70		91.57	on Nail
+09	= Fly H.C. Pav. 27	1.34		90.93	
+30		2.9		89.4	
+40		3.0		89.3	
+50		2.1		90.2	
2+0		0.7		91.6	
TP	12.68	104.50 ✓	0.45	91.82 ✓	
+50			10.9	93.60	
3+0			8.8	95.7	
+15.90	E.C.		7.95	96.55	on Stub
+50			5.8	98.7	
4+0			3.9	100.6	
+50			2.2	102.3	
5+0			0.7	103.8	
TP	10.42	112.41 ✓	2.51	101.99 ✓	
+25			8.0	104.4	
+52.38	2+33.19 FT		6.18	106.23 ✓	on Stub 106.21

Div 8 Road "H" Grader

	LL	Z	RT		
TP	1.89	112.89	12.89	111.00	
+50	11° 30.37	115.81	115.31	114.81	
	81	81	91	91	91
	73	75	93	93	93
	+0.8	+0.6	-0.2	-0.5	-0.5
	13.6	10.6	71.3	14.3	14.3
c = 49.89					
170	1° 50.67	119.87	119.47	119.05	
	10	10	4.8	4.8	4.8
	3.2	4.0	4.8	4.8	4.8
	+0.8	0.7	0.0	0.0	0.0
	13	7.0	7.1	7.1	7.1
c = 36.30					
+63.65 = BC Pt.	120.93	120.67	120.27		
	3.0	3.0	3.6	3.6	3.6
	1.2	2.1	2.6	2.6	2.6
	+1.8	+0.9	0.0	0.0	0.0
	13.9	7.9	7.1	7.1	7.1
+41.12 = EC on H	120.80	120.86	120.56		
	3.1	3.1	3.1	3.1	3.1
	1.3	1.9	1.9	1.9	1.9
	+1.8	+1.2	0.0	0.0	0.0
	14.2	11.2			
+36.64 = EC on Rt.	120.80	120.86	120.70		
	3.2	3.2	3.2	3.2	3.2
	3.7	3.7	3.7	3.7	3.7
	+0.8	+0.8	0.0	0.0	0.0
	11.9	11.9	11.9	11.9	11.9
070 = 1/2 H & S Road		120.86			
BT	3.03	122.89	120.86		
				0.7 North	
				Rev. 010	
				Page 32	

	LL	Z	RT		
+50	51° 28.9	83.58	83.08	82.58	
	5.9	5.9	6.9	6.9	6.9
	10.1	9.5	5.3	5.3	5.3
	-4.2	7.2	+7.2	+7.2	+7.2
	7.9	7.4	11.7	11.7	11.7
470	44° 49.15	88.06	87.56	87.06	
	1.4	1.4	2.4	2.4	2.4
	5.9	5.9	7.4	7.4	7.4
	-4.5	-4.0	11.0	11.0	11.0
	20.0	17	11.0	11.0	11.0
TP	2.00	89.47	12.23	87.47	
+50	38° 09.10	93.61	93.11	92.61	
	7.1	7.1	8.4	8.4	8.4
	10.4	10.5	11.0	11.0	11.0
	-3.3	-3.2	+0.7	+0.7	+0.7
	18.8	15.8	10.7	10.7	10.7
3707.50	32° 29.00	98.33	97.83	97.33	
	3.4	3.4	5.7	5.7	5.7
	3.2	3.1	2.6	2.6	2.6
	-1.0	-0.9	+0.8	+0.8	+0.8
	15.1	12.1	7.0	7.0	7.0
TP	0.84	100.70	130.3	99.86	
+70	✓ 27° 29.81	102.49	101.99	101.49	
	10.4	10.4	11.4	11.4	11.4
	9.8	9.8	10.8	10.8	10.8
	+0.6	+0.6	+0.6	+0.6	+0.6
	7.4	7.0	10.6	10.6	10.6
			out	out	13.6
2733.19	22° 35.52	106.58	106.08	105.58	
	6.3	6.3	7.3	7.3	7.3
	5.6	5.7	7.3	7.3	7.3
	+0.7	+0.6	7.3	7.3	7.3
	10.6	10.6			
1789.33	18° 44.86	111.45	110.95	110.45	
	1.4	1.4	3.4	3.4	3.4
	0.9	0.9	3.4	3.4	3.4
	+0.7	+0.6	0.0	0.0	0.0
	12.5	10	11	11	11
		112.89			

	lt	z	rt	
7+20	2°22'	75.55	75.25	74.90
	7.9 11.5 -3.6 78.5	7.9 16.9 -9.0 75.5	8.5 7.2 -1.3 71.3	8.5 6.8 -1.7 74.3
6+90.88 BC RL		76.18	75.98	75.64
	10.3 10.0 -2.7 17.0	10.3 10.3 -2.0 14.0	7.8 7.8 -1.9 11.9	7.8 5.7 -2.1 14.9
6+54.16		76.94	76.89	76.60
	1.5 8.0 -6.5 15.7	6.5 2.2 -4.3 12.7	6.8 4.3 -2.5 12.5	6.8 3.7 -3.2 15.5
6+17.45		77.81	77.81	77.51
	5.1 8.8 -3.7 14.8	5.6 6.5 -0.9 11.8	5.9 4.8 -1.1 13.1	5.9 3.5 -2.4 16.1
3+36.71				
TP	3.79	83.43	9.83	79.64
		1.05		0.72 stub 57 80.74
+80.74 - FC 68°54'		79.00	78.73	78.33
	10.5 11.5 -1.0 15.2	10.5 11.3 -0.8 12.2	11.1 8.1 -3.0 13.0	11.4 7.1 -4.3 16.0
+40	63 28.45	80.15	79.75	79.35
	9.3 11.3 -2.0 76.7	9.3 11.7 -2.4 76.7	12.7 12.4 -0.3 72.4	12.1 13.0 -0.9 15.4
5+0	FC 58°08.6581.25	80.75	80.25	80.25
	8.2 11.2 -3.0 78.1	8.2 10.2 -2.0 76.1	9.2 7.6 -1.6 72.0	9.2 6.7 -2.5 15.0
		89.47		

	lt	z	rt	
+11.58 - FC 26°15'		74.00	73.84	73.50
	6.7 7.2 -0.5 14.8	6.7 7.2 -0.5 11.8	7.3 5.9 -1.4 7.3	7.3 5.5 -1.8 14.3
10+0	25°17.4'	73.96	73.71	73.36
	6.7 8.0 -1.3 13.5	6.7 7.7 -1.0 12.5	7.3 6.1 -1.2 11.2	7.3 5.9 -1.4 14.3
+50	21°14.85'	73.50	73.14	72.80
	7.1 8.8 -1.7 15.8	7.1 8.2 -1.1 12.8	7.7 6.6 -1.1 11.1	7.9 6.3 -1.6 14.2
9+0 - FVC 19°06.5'		72.97	72.57	72.17
	7.3 9.3 -2.0 12.1	7.7 7.7 -0.1 13.1	8.5 8.9 +0.4 11.6	8.5 6.5 -2.0 14.5
TP	6.87	80.66	9.64	73.99
				0.2 stub 14.1 stub 8+50
+50	13°00.75'	72.86	72.46	72.06
	10.6 12.3 -1.7 12.3	10.6 12.1 -1.5 13.3	11.4 10.0 -1.4 11.4	11.9 9.6 -2.3 14.4
8+0 - P.V.C 8°55.2'		73.65	73.25	72.85
	9.8 12.9 -3.1 17.6	9.8 12.2 -2.4 14.6	10.6 9.3 -1.3 11.4	10.6 8.9 -1.7 14.4
0+49.94				
7+50	1°50'	74.85	74.50	74.15
	8.6 12.7 -4.1 19.0	8.6 11.3 -2.7 15.0	9.3 8.3 -1.0 11.0	9.3 7.8 -1.5 14.0

Div 8 Road "B" Grades

	Lt	Z	Rt	
2+0	24°54.45' = FVC	91.60	92.00	92.40
	5.3 3.9 +1.4 141	5.3 1.2 +1.1 111	2.5 6.5 -2.0 140	4.5 6.5 -2.0 17.0
+50	18°23.8'	90.18	90.58	90.98
	6.7 5.4 +1.3 139	6.7 5.5 +0.9 10.9	5.9 8.4 -2.5 143	5.9 8.4 -2.5 17.3
c. 19.89				
1+0	11°53.15' = P.V.C	90.00	90.33	90.60
	6.9 6.9 +0.6 73	6.9 8.9 2.0 70	6.3 8.3 -2.0 149	6.3 9.1 -2.8 17.9
52.90				
+47.30	5°01.41' P.C.C. 0.71	90.60	90.68	90.76
	6.3 6.3 +0.3 14	6.3 6.3 0.0 11	6.3 6.3 -0.2 out	6.3 6.3 -0.2 out
8.45				
+38.85	3°55.4' P.R.C. 0.21	90.70	90.74	90.80
	6.1 8.7 +2.6 149	6.1 8.7 2.6 out	6.1 8.7 -2.6 149	6.1 9.1 -3.0 17.9
30.13				
0+08.72	B.C.Lt	90.93	90.93	90.93
0+0	1/2 H+S Road			
BM	5.33	96.90	91.57	on Nail 0+08.145 R. Page 51

See Grade Change Page 58

	Lt	Z	Rt	
4+50		101.80	102.00	101.80
	8.6 4.8 +1.8 141	8.6 5.2 +1.4 114	6.6 6.5 -1.0 146	6.6 6.5 -1.0 146
4+0		99.80	100.00	99.80
	8.6 8.2 +1.2 150	8.6 8.7 +1.9 12.0	8.6 8.6 -0.8 148	8.6 8.6 -0.8 148
3+50		97.80	98.00	98.00
	10.6 8.6 +2.0 16.8	10.6 8.8 +1.8 11.8	10.6 10.7 -0.3 115	10.6 10.6 -0.3 115
3+15.90 = A.C. 40°00'		96.40	96.64	96.80
	12.0 12.2 +1.8 144	12.0 12.2 +1.4 114	12.0 12.2 -1.2 128	12.0 12.2 -1.2 128
3+0	37°55.75'	95.80	96.00	96.20
	12.6 12.8 +1.8 140	12.6 12.6 +1.0 110	12.6 12.7 -1.3 133	12.6 12.7 -1.3 133
TP	12.63	108.39	1.14	95.76
3+30	31°25.10'	93.70	94.00	94.30
	3.3 3.2 +1.0 13.7	3.3 3.3 +0.7 10.7	3.3 3.3 -2.0 160	3.3 3.3 -2.0 160

Road B Grader

	Lt	R	Rt	
For Check		2.15	106.24	on 5/20 \$ 21.38 19 H 106.21 P 50

1/2	SIT Return		99.85	
			8.5	
			8.8	
			7.7	
			3/4	

1/2	NY Return	107.50		
		0.9		
		0.9		
		0.10		
		32		

5+52.38: 2+33.19 5/4" 106.08

5+12.01	B.C. on Lt	104.87	104.47	104.27	
		3.5		out	
		3.2			
		10.3			
		13.0			
		70.0			

1+86.63	B.C. on Rt	103.26	103.46	103.46	
		out		102.50	
				5.9	5.9
				5.9	5.9
				0.0	0.0
				7.0	7.0

108.39

Spruce Drive Grader
Cedar Dr to King Solomon Hub
Masonic Cemetery

	Lt-N	2	Rt-S
+50	82.84 1.29 799 F1.64	83.04	82.84 1.29 5.80 60.69
+10 = E.V.C	84.82 1.31 5.63 F1.32	85.02	84.82 1.31 4.96 60.35
+75	85.69 3.11 1.23 F0.78	85.89	85.69 3.11 2.86 60.78
+50	86.30 2.82 2.83 0.00	86.50	86.30 2.82 1.87 60.76
+25	86.68 2.45 2.67 60.88	86.88	86.68 2.45 1.29 61.13
0+0 = E.L. Cedar Dr	86.80 2.53 1.77 60.31	87.00	86.80 2.53 0.59 61.74
BM	1.89	89.13	87.24

07 1/2 Hub
0-15 Page 24

Dec. 31-47
S. W. 07
F. L. C.
D. Smith

	Lt-N	2	Rt-S
Cross Sections Page 24			
20 Roadway Station set 3 back of N & S line			
W.P. 60059			
Check	60.4	75.59	on 2/4/03 3 x 59.51 75.54 page 26
+40 = Approx W.L. King Solomon	75.50 6.32 5.87 F0.78 0.12	75.50	75.50 6.32 5.87 60.78
8+0	76.88 1.75 5.23 F0.78	77.08	76.88 1.75 5.15 61.80
TP	2.72	81.63	10.22
+50	78.87 10.31 10.20 F0.74	79.07	78.87 10.21 8.39 61.87
2+0	80.85 8.28 8.92 F0.71	81.05	80.85 8.28 8.31 61.71

89.13

DN 8 Road B" Grade Change

	Lt	Z	Rt	
2+50	$\begin{array}{r} 5.5 \\ 3.1 \\ +2.1 \\ \hline 15.1 \end{array}$	$\begin{array}{r} 92.36 \\ 5.5 \\ 3.2 \\ +2.1 \\ \hline 12.1 \end{array}$	$\begin{array}{r} 92.66 \\ 4.9 \\ 5.1 \\ -0.5 \\ \hline 11.8 \end{array}$	$\begin{array}{r} 92.96 \\ 4.9 \\ 5.6 \\ -0.9 \\ \hline 14.8 \end{array}$
2+0	$\begin{array}{r} 7.9 \\ 4.7 \\ +3.2 \\ \hline 16.0 \end{array}$	$\begin{array}{r} 90.04 \\ 7.9 \\ 3.9 \\ +3.0 \\ \hline 13.0 \end{array}$	$\begin{array}{r} 90.44 \\ 7.1 \\ 4.2 \\ +0.9 \\ \hline 10 \end{array}$	$\begin{array}{r} 90.84 \\ 7.1 \\ 4.2 \\ +0.9 \\ \hline 13.0 \end{array}$
+50	$\begin{array}{r} 10.1 \\ 8.3 \\ +3.8 \\ \hline 16.5 \end{array}$	$\begin{array}{r} 87.82 \\ 10.1 \\ 5.5 \\ +3.6 \\ \hline 13.5 \end{array}$	$\begin{array}{r} 88.22 \\ 9.3 \\ 8.8 \\ +0.5 \\ \hline 10.5 \end{array}$	$\begin{array}{r} 88.62 \\ 9.3 \\ 8.8 \\ +0.5 \\ \hline 12.5 \end{array}$
1+0	$\begin{array}{r} 18.9 \\ 4.1 \\ +1.8 \\ \hline 16.8 \end{array}$	$\begin{array}{r} 86.90 \\ 11.0 \\ 7.2 \\ +0.8 \\ \hline 13.8 \end{array}$	$\begin{array}{r} 87.24 \\ 13.4 \\ 10.7 \\ \hline 16.7 \end{array}$	$\begin{array}{r} 87.50 \\ 13.4 \\ 10.8 \\ +0.8 \\ \hline 13.7 \end{array}$
+47.30	$\begin{array}{r} 9.1 \\ 7.0 \\ 0.8 \\ +1.7 \\ \hline 14.7 \end{array}$	$\begin{array}{r} 88.80 \\ 9.1 \\ 7.4 \\ +1.7 \\ \hline 11.7 \end{array}$	$\begin{array}{r} 88.90 \\ 0.1 \end{array}$	$\begin{array}{r} 0.1 \end{array}$
0+38.85 P.R.C. RT		$\begin{array}{r} 89.20 \\ 0.7 \end{array}$	$\begin{array}{r} 89.45 \\ 0.7 \end{array}$	$\begin{array}{r} 89.60 \\ 8.3 \\ 9.7 \\ -1.4 \\ \hline 13.1 \end{array}$
BM	6.52	97.89	91.57	$\begin{array}{r} 11.1 \\ 8.3 \\ 1.6 \\ \hline 0.10 \end{array}$

	Lt	Z	Rt	
5+12.01		$\begin{array}{r} 104.87 \\ 0.4 \end{array}$	$\begin{array}{r} 104.29 \end{array}$	
+86.63			$\begin{array}{r} 103.16 \end{array}$	$\begin{array}{r} 102.50 \\ 5.1 \\ 0.0 \end{array}$
+50	$\begin{array}{r} 6.3 \\ 4.0 \\ +2.3 \\ \hline 15.1 \end{array}$	$\begin{array}{r} 101.32 \\ 6.3 \\ 4.3 \\ +2.1 \\ \hline 12.1 \end{array}$	$\begin{array}{r} 101.53 \end{array}$	$\begin{array}{r} 101.33 \\ 6.3 \\ 4.3 \\ +0.7 \\ \hline 10 \end{array}$
1+0	$\begin{array}{r} 8.5 \\ 5.5 \\ +2.9 \\ \hline 15.7 \end{array}$	$\begin{array}{r} 99.11 \\ 8.5 \\ 5.8 \\ +2.2 \\ \hline 12.7 \end{array}$	$\begin{array}{r} 99.21 \end{array}$	$\begin{array}{r} 99.11 \\ 8.5 \\ 5.8 \\ +0.7 \\ \hline 10.7 \end{array}$
+50	$\begin{array}{r} 10.8 \\ 9.8 \\ +2.0 \\ \hline 15.9 \end{array}$	$\begin{array}{r} 96.89 \\ 10.8 \\ 9.8 \\ +2.9 \\ \hline 12.9 \end{array}$	$\begin{array}{r} 97.09 \end{array}$	$\begin{array}{r} 97.09 \\ 10.6 \\ 9.9 \\ +0.8 \\ \hline 10.6 \end{array}$
+1590-EC	$\begin{array}{r} 12.2 \\ 9.5 \\ +2.8 \\ \hline 15.6 \end{array}$	$\begin{array}{r} 95.34 \\ 12.2 \\ 9.9 \\ +2.8 \\ \hline 13.6 \end{array}$	$\begin{array}{r} 95.58 \end{array}$	$\begin{array}{r} 95.76 \\ 11.9 \\ 10.6 \\ +0.8 \\ \hline 10 \end{array}$
TP	11.07	107.64	1.52	96.57
2+0	$\begin{array}{r} 8.2 \\ 5.2 \\ +2.8 \\ \hline 15.8 \end{array}$	$\begin{array}{r} 94.68 \\ 8.2 \\ 5.2 \\ +2.2 \\ \hline 12.8 \end{array}$	$\begin{array}{r} 94.88 \end{array}$	$\begin{array}{r} 95.02 \\ 8.2 \\ 5.2 \\ +0.8 \\ \hline 11.5 \end{array}$

Cypress Drive Grading
Cedar Drive to King Solomon Ave

Next to Imperial

		Lt=N	Z	Rt=S	
3+0	7.34 8.06 FO.72	90.47	90.67	90.47	7.34 6.23 1.11
4+50	1.50 7.00 FO.50	91.31	91.51	91.31	1.50 5.55 0.95
2+0	5.67 6.28 FO.61	92.14	92.34	92.14	5.67 4.78 0.89
1+50	4.83 5.66 FO.83	92.98	93.18	92.98	4.83 4.23 0.60
1+0	4.88 4.92 FO.72	93.81	94.01	93.81	4.00 2.87 0.43
0+50	3.17 3.77 FO.60	94.64	94.84	94.64	3.17 2.15 1.02
0+15 = F.L. Cedar		95.22 ³⁶ _{FO.8}	95.42	95.22	2.6 2.1 0.2
0+10			95.50		
0+0 = Cedar Dr.					
BM	2.86	97.81		95.45	0.02 Hub 0+00 Page 42

Jan 13-48 Cross Sections Page 42
Suss's File #
3/21/48 Alignment 1586-34 2nd Plan.

		Lt=N	Z	Rt=S	
					Station offset 5' Back of Property Line
					C=2047
4+73.22		5°52'30"	87.08	86.88	1.60 3.20 0.90
4+52.71		BC Pt	87.45	87.25	1.20 3.00 0.20
4+43.47		11°25'45" = AC	87.68	87.48	1.00 1.95 0.105
4+30.17		7°37'10"	88.07	87.87	3.61 1.92 0.167
4+16.87		5°48'35"	88.41	88.21	5.30 2.65 0.152
4+03.57		BC Lt	88.54 out	88.74	2.04 3.05 0.9
3+94.40		BC Lt	88.77 out	88.97	2.71 2.0 FO.39
TP		2.08	91.48	8.41	89.40
3+50 = PVC		8.18 8.67 FO.79	89.63	89.83	8.18 2.45 0.178

St. N 2 P.S.

5+34.74 ^{23°30'} P.S.G. 88.25 88.05 ^{3.13}
_{3.19}
 00.27

5+14.24 17°37'30" 87.50 87.30 ^{4.18}
_{3.30}
 00.29

4+93.73 11°45' 87.10 86.90 ^{4.58}
_{3.95}
 00.65

91.48

5+13.50 F.C. 81.92 81.90 ^{0.58}
_{0.68}
 00.10

4+83.73 83.61 ^{2.87}
_{0.14}
 00.29

4+53.97 2 85.62 85.33 ^{6.15}
_{6.06}
 00.09

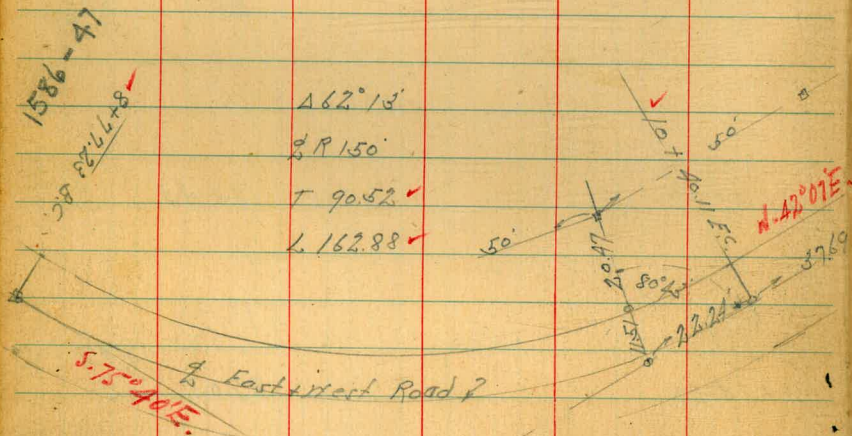
4+24.20 87.05 ^{4.43}
_{4.18}
 00.25

3+94.44 B.C.H. 88.77

91.48

Re Survey East & West Road
 Through Division 5 Sections 1-2-3-4-5

East & West Rd = Cypress & Hope Ave



March 15-18

S. 5502

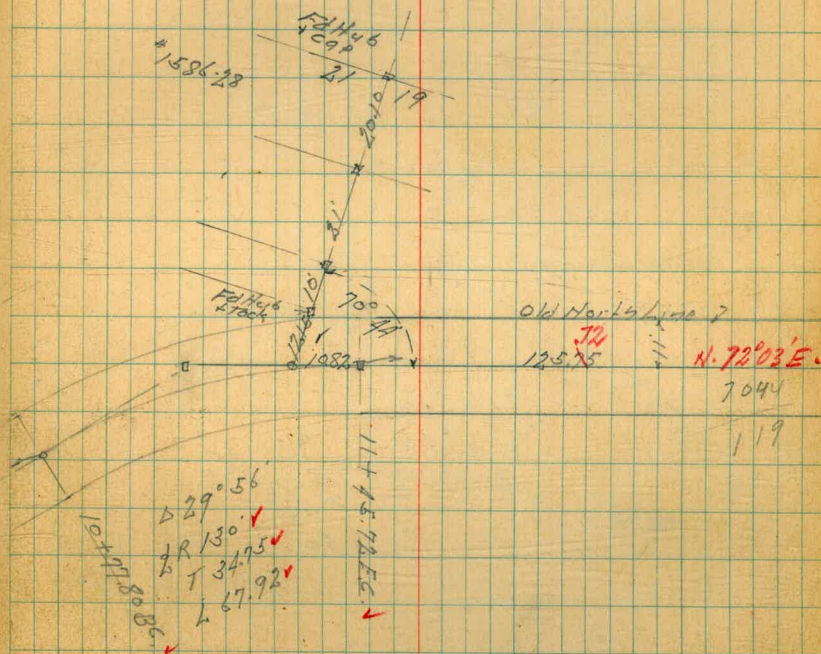
Smith

Allen

S. 510502

N.O. 60059

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Division 6 Section 2
 Hedges to Lot Corners
 Sketch 1/12/20

Transit A	Calc.	Calc.	Johnson Transit B L.P.
NE Lot 5	39°56' N. 64°55' E.	N 15°04' W	60°05'
HW	47°29' N. 57°00' E.	N 23°46' W	51°25'
HE	67°19' N. 37°01' E.	N 35°30' W	39°39'
HW	79°31' N. 25°20' E.	N 39°32' W	35°37'
SW	78°55' N. 25°56' E.	N 42°29' W	32°40'
NW	101°57' N. 2°51' W.	N 48°39' W	21°30'
HE	89°55' N. 56° E. PK.	N 47°27' W	27°42'
HE	75°00' 74°57' N. 29°51' E. PK.	N 45°09' W	30°00'
HE	60°33' N. 44°18' E.	N 41°43'30" W	33°25'30"
NE	48°43' N. 56°08' E.	N 36°58' W	38°11'
HE	39°31'30" N. 65°19'30" E.	N 30°01'30" W	45°07'30"
NE	32°37' N. 72°14' E.	N 20°33' W	54°36'
HE	29°25'30" N. 77°25'30" E.	N 07°02'30" W	68°06'30"
NE	23°48'30" N. 81°03'30" E.	N 08°57' E	81°06'
SW	21°38'30" N. 83°13'30" E.		61°33'30"
SW	28°06'30" N. 78°44'30" E.	N 28°45' W	46°22'
SW	32°12' N. 72°39' E.	N 38°47' W	36°23'
SW	41°08' N. 63°43' E.	N 45°18' W	29°51'
SW	54°38' N. 50°13' E.	N 49°19' W	25°50'
SW	73°09' N. 31°42' E.	N 52°18' W	22°51'
SW	94°06' N. 10°45' E.	N 54°12' W	20°57'
SW	110°57' N. 06°06' W.	N 54°48' W	20°21'
SW	121°14' N. 16°23' W.	N 54°30' W	20°39'
NW	131°32' N. 26°41' W.	N 55°57' W	19°12'

March 17-48
 Smith's 51160
 Smith's 504200

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Transit A	Calc.	Transit B
NW Lot 20	128°08' N. 23°17' W.	N 57°03' W 18°06'
NW	21 121°43' N. 16°52' W.	N 57°54' W 17°15'
NW	22 109°15' N. 04°24' W.	N 57°57' W 17°12'
NW?	88°55' N. 15°56' E. 45.09' 23 88°53'30" N. 15°57'30" E. CK	N 56°11'30" W 18°57'30"
NW	24 64°45' N. 40°06' E.	N 55°38'30" W 19°30'30"
NW	25 46°11' N. 58°40' E.	N 52°51' W. 22°18'
NW	26 33°46'30" N. 71°04'30" E.	N 49°16'30" W. 25°52'30"
NW	27 25°58' N. 78°53' E.	N 43°03' W. 31°06'
NW	28 20°49' N. 84°02' E.	N 33°41' W. 41°28'
NW	29 17°21' N. 87°30' E.	N 16°28'30" W. 58°40'30"
SW	29 10°51'30" S. 86°00'30" E.	N 30°21' W. 44°48'
SW	28 13°11'30" S. 88°20'30" E.	N 46°57' W. 28°12'
SW	27 16°43'30" S. 88°07'30" E. x	N 54°28'30" W. 20°30'30"
SW	26 22°18' N. 82°33' E.	N 59°08'30" W. 16°00'30"
SW	25 33°07'30" N. 71°43'30" E.	N 61°34'30" W. 13°34'30"
SW	24 55°17' N. 49°34' E.	N 63°12' W. 11°57'
SW	23 94°06'30" N. 10°44'30" E.	N 64° W. 11°09'
SW	22 125°16'30" N. 20°25'30" W.	N 64°23' W. 10°46'
SW	21 137°52' N. 33°01' W.	N 63°36'30" W. 11°32'30"
SW	20 142°13' N. 37°22' W.	N 62°15' W. 12°54'
SW	19 143°36'30" N. 38°45'30" W.	N 60°38'30" W. 14°30'30"
SW	18 141°51' N. 37°00' W.	N 57°41'30" W. 17°27'30"
NW	43 143°37'30" N. 38°46'30" W.	N 58°13' W. 16°56'
NE	43 144°46' N. 39°55' W.	N 59°30' W. 15°39'
NE	42 146°30' N. 41°39' W.	N 61°36' W. 13°30'

Cont.

Traverse A		Traverse B	
N.E. Lot 41	146°16' N41°25' W ✓	N. 63°09' W.	12°00'
N.E. 40	144°43'30" N39°52'30" W ✓	N. 64°36' W.	10°53'
N.E. 39	139°05' N34°14' W ✓	N. 65°37' W.	9°52'
N.E. 38	123°25'30" N18°34'30" W ✓	N. 66°04'30" W	9°04'30"
N.E. 37	84°04' N20°47' E	N. 65°51' W.	9°18'
N.E. ✓ 36	43°24' N61°27' E	N. 65°16'30" W.	9°52'30"
N.E. 35	25°36' N79°15' E	N. 63°58'30" W.	11°10'30"
N.E. 34	17°04'30" N87°46'30" E	N. 62°03' W.	13°07'
N.E. 33	12°54' S88°03' E	N. 58°10'30" W.	16°58'30"
N.E. 32	10°13' S85°22' E	N. 51°11'30" W.	23°57'30"
N.E. 31	8°21'30" S83°30'30" E	N. 34°54' W.	40°15'
S.W. 30	1°42' S76°51' E	N. 65°03'30" W.	10°05'30"
S.W. 31	1°48'20" S76°57'30" E	N. 70°10'30" W.	4°58'30"
S.W. 32	2°26' S77°35' E	N. 71°52'30" W.	3°16'30"
S.W. 33	2°55' S78°04' E	N. 72°55' W.	2°14'
S.W. 34	5°07' S80°16' E	N. 73°03'30" W.	2°06'30"
S.W. 35	11°26' S86°35' E	N. 73°07' W.	2°02'
S.W. 36	82°04' N22°47' E	N. 72°55'30" W.	2°13'30"
S.W. 37	158°13' N53°22' W ✓	N. 72°22' W.	2°47'
S.W. 38	162°50' N57°57' N ✓	N. 71°19' W.	3°50'
S.W. 39	162°58'30" N58°07'30" W ✓	N. 70°01'30" W.	5°07'30"
S.W. 40	160°46'30" N55°55'30" W ✓	N. 68°09'30" W.	6°59'30"
S.W. 41	157°45'30" N52°54'30" W ✓	N. 65°54'30" W.	9°14'30"
S.W. 42	154°14' N49°23' W ✓	N. 63°19'30" W.	11°49'30"

Division 6 Section 5 + 6
 Hight to Lot Corners
 Sketch #1581-14

Traverse	Point	Bearing	Dist	Traverse	Point
N4 Lot 19	Sect 5	07°30' N 58°23' E	N 76°55' E	158°30'	224
SF	19	9°52' N 65°17' E	S 60°44' E	116°09'	
HF	15	—	S 52°33' E	36.2 - 107°58'	
HF	16	9°58' N 65°23' E	S 46°19'30" E	101°44'30"	
HF	17	1°37' N 60°02' E	S 0°34' W	51°51'	
SW	17	4°42'30" N 60°07'30" E	S 42°25' W	13°00'	
SW	16	10°37'30" N 66°02'30" E	S 10°50' W	44°35'	
SW	15	15°33'30" N 70°58'30" E	S 18°58'30" E	74°23'30"	
SF	15	19°58' N 75°23' E	S 35°39'30" E	91°04'30"	
NY	14	22°13' N 77°38' E	S 32°05' E	87°20'	
NY	14	20°22'30" N 75°47'30" E	S 26°11'30" E	81°36'30"	
NY	13	15°40' N 71°05' E	S 05°05' E	60°30'	
NY	12	10°12'30" N 65°37'30" E	S 24°47'30" W	30°37'30"	
NY	11	3°27' N 58°52' E	S 48°34' W	6°51'	
SF	9	5°47' N 61°12' E	S 50°08'30" W	5°16'30"	
SF	10	13°27' N 68°52' E	S 37°21'30" W	18°02'30"	
SF	11	19°04'30" N 74°29'30" E	S 20°11' W	35°14'	
SF	12	23°25'30" N 78°50'30" E	S 01°22' W	54°03'	
SF	13	29°06' N 82°31' E	S 15°01' E	70°26'	
SF	14	30°13'30" N 85°38'30" E	S 27°05'30" E	82°30'30"	
NY	1	32°45' N 88°10' E	S 25°39'30" E	81°04'30"	
HF	2	31°23' N 86°48' E	S 20°47' E	76°12'	
HF	3	28°18' N 83°43' E	S 07°58' E	63°28'	
HF	4	24°22'30" N 79°57'30" E	S 09°03' W	46°22'	

March 22-48
 S 15507
 S 71167
 1059007
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Traverse	Point	Bearing	Traverse	Point
HF Lot 5	5	19°58' N 75°23' E	S 26°51' W	28°34'
HF	6	13°26'30" N 68°51'30" E	S 42°09' W	15°16'
HF	7	3°47' N 59°12' E	S 53°02' W	2°23'
NY	8	1°24' N 56°49' E	S 55°10'30" W	0°14'30"
SF	8	13°49'30" N 69°14'30" E	S 51°51' W	3°34'
SF	7	23°08' N 78°33' E	S 44°39'30" W	10°45'30"
SF	6	28°13' N 83°38' E	S 35°00'30" W	30°24'30"
SF	5	31°24'30" N 86°49'30" E	S 23°17'30" W	32°07'30"
SF	4	—	S 09°04' W	85°30' - 46°21'
SF	3	36°32' S 88°03' E	S 02°45'30" E	58°10'30"
SF	2	38°41' S 85°54' E	S 13°43'30" E	69°08'30"
SW ?	1	39°10' S 85°25' E	S 23°42'30" E	79°07'30"
HF	27	49°38' S 74°57' E	S 21°23' E	76°48'
HF	26	47°27' S 77°08' E	S 13°48'30" E	69°13'30"
—	—	46°24' S 78°11' E	S 08°54' E	64°19'
HF	25	45°54' S 78°41' E	S 05°00' E	60°25'
SF	32	45°26'30" S 79°08'30" E	S 0°25' W	55°00'
HF	24	44°59' S 79°36' E	S 05°37'30" W	49°47'30"
SF	33	44°27'30" S 80°07'30" E	S 11°01'30" W	41°23'30"
HF	23	44°10' S 80°25' E	—	—
SF	34	44°10'30" S 80°24'30" E	S 21°45'30" W	33°39'30"
HF	22	44°03' S 80°32' E	S 28°17'30" W	29°07'30"
SF	35	44°32'30" S 79°42'30" E	S 31°37' W	23°48'
HF	21	45°26'30" S 78°08'30" E	S 37°32'30" W	17°52'30"

Transit A		Transit B	
SF 36	46° 41' S 77° 51' E	S 39° 59' 30" W	15° 21' 30"
N.F. 20	53° 46' S 70° 49' E	S 44° 52' W	10° 32'
S.F. 37	56° 55' S 67° 40' E	S 46° 16' W	9° 09'
N.F. 19	88° 41' S 35° 54' E	S 50° 26' W	4° 59'
N.F. 18	171° 02' 30" S 46° 27' 30" W	S 54° 28' 30" W	0° 56' 30"
N.W. 18	180° 27' S 55° 52' W	S 55° 40' W	0° 15' Rt.
17+18	179° 45' 30" S 55° 10' 30" W <i>made</i>	S 55° 27' W	0° 02' Rt.
N.W. 17	179° 07' - 60.55 554° 32' W		
S.W. 17	64.8	S 54° 37' W	0° 48'
S.F. 17	167° 20' S 42° 45' W	S 52° 25' W	3° 00'
S.F. 18	145° 44' 30" S 21° 09' 30" W	S 49° 18' W	6° 07'
S.F. 19	110° 31' S 14° 04' E	S 45° 08' 30" W	10° 16' 30"
S.F. 20	81° 51' 30" S 42° 43' 30" E	S 39° 47' 30" W	15° 27' 30"
S.F. 21	67° 23' S 57° 12' E	S 33° 14' 30" W	22° 10' 30"
S.F. 22	60° 12' 30" S 64° 22' 30" E	S 25° 30' W	29° 55'
S.F. 23	56° 38' 30" - 940 567° 57' 30" E		
S.F. 24	54° 49' S 69° 46' E	S 07° 41' 30" W	47° 43' 30"
S.F. 25	54° 20' S 70° 15' E	S 01° 01' E	56° 26'
S.F. 26	54° 37' S 69° 58' E	S 08° 37' 30" E	61° 02' 30"
S.F. 27	55° 25' S 69° 10' E	S 14° 48' E	70° 12'
S.F. 28	56° 09' S 68° 26' E	S 19° 52' E	75° 17'
N.F. 2	58° 08' 30" S 66° 26' 30" E	S 22° 21' E	77° 46'
N.F. 3	57° 52' S 66° 48' E	S 17° 20' E	72° 15'
N.F. 4	57° 12' S 67° 23' E 1680		
N.F. 5	58° 48' S 67° 47' E	S 04° 54' 30" E	60° 19' 30"

Transit A		Transit B	
N.F. 6	57° 11' S 67° 24' E	S 03° 29' 30" W	51° 55' 30"
N.F. 7	58° 51' S 65° 44' E	S 12° 39' 30" W	42° 45' 30"
N.F. 8	62° 34' 30" S 62° 00' 30" E	S 21° 48' 30" W	33° 56' 30"
N.F. 9	59° 22' S 65° 13' E	S 30° 13' W	25° 12'
N.F. 10	84° 00' S 40° 35' E	S 37° 23' 30" W	18° 01' 30"
N.F. 11	109° 40' 30" S 14° 54' 30" E	S 43° 08' W	12° 17'
N.F. 12	141° 52' S 17° 17' W	S 47° 45' W	7° 40'
N.F. 13	162° 54' S 38° 19' W	S 51° 03' W	4° 22'
N.F. 14	690	S 53° 18' 30" W	2° 06' 30"
N.F. 15	179° 51' S 55° 16' W	S 55° 25' W	0° 00'
N.W. 15	184° 00' S 59° 25' W	S 57° 02' W	1° 37' Rt.
S.W. 15	11180	S 53° 49' W	1° 26' Lt.
S.F. 15	149° 19' 30" S 44° 44' 30" W	S 51° 15' 30" W	4° 09' 30"
S.F. 14	164° 07' S 36° 32' W	S 48° 50' 30" W	6° 34' 30"
S.F. 13	149° 40' 30" S 25° 05' 30" W	S 46° 10' W	9° 15'
S.F. 12	133° 34' S 08° 49' W	S 42° 55' W	12° 30'
S.F. 11	112° 09' 30" S 11° 25' 30" E	S 38° 33' 30" W	16° 51' 30"
S.F. 10	95° 18' 30" S 29° 16' 30" E	S 33° 19' W	22° 06'
S.F. 9	82° 35' 30" S 41° 57' 30" E	S 27° 06' W	28° 19'
S.F. 8	74° 08' 30" S 50° 26' 30" E	S 20° 02' W	35° 23'
S.F. 7	69° 01' S 55° 34' E	S 12° 34' W	42° 51'
S.F. 6	65° 51' 30" S 58° 43' 30" E	S 05° 00' W	50° 25'
S.F. 5	64° 29' S 60° 06' E	S 01° 58' E	57° 23'
S.F. 4	64° 07' S 60° 28' E	S 07° 54' E	63° 19'
S.F. 3	62° 35' 30" S 60° 44' 30" E	S 13° 18' 30" E	68° 40' 30"

Division 6 Section 5 & 6

Transect H

Transect B

SF Lot 2	63°33'30" S 61°01'30" E ✓ 565°27'30" E	• S 17° 35' E 73° 00'
4x11/4 34" Palm	59°07'30" - 171' ✓	—
4x11/4 45" Cypress	41°03' S 83°32' E ✓	• S 12° 00' E 67° 25'
4x11/4 30" Pepper	11°33' N 66°58' E ✓	• S 39° 05' E 91° 30'
4x11/4 36" Cypress	32°51' N 82°16' E ✓	• S 17° 26' W 37° 59'
4x11/4 28" Cypress	180° 41' S 56°12' W ✓	• S 55° 15' W 0° 10'
4x11/4 36" Cypress	189° 12' S 64°37' N ✓	• S 59° 02' W 3° 37' RT

North W. G. R.
 Angle ties to Lot Corner
 Sketch 4/622-55-19-46

Traverse A Pt.	Traverse B 4th Smith
Lot 50 1°51'20" N60°16'30" E.	• N77°41'30" E 157°37'30"
" 63 5°18' N60°43' E.	• N62°28' E 152°57'
- 6°09'20" N61°34'30" E.	• N85°45' E 149°40'
Lot 71 9°24'20" N64°49'30" E.	• S33°50' E 89°15'
" 81 10°28'20" N65°53'30" E.	• S22°23' E 77°48'
- 13°46'20" N69°11'30" E.	• S 0°28' W 54°57'
S W 1/4 50 -	• N64°41' E 327 = 170°44'
H W 1/4 68 -	• N67°43'30" E 281 = 167°41'30"
S W 1/4 71 5°51'30" N61°16'30" E.	• S20°47'30" E 76°12'30"
H W 1/4 81 6°40' N62°05' E.	• S6°03'30" E 61°28'30"
306-305 7°02'30" N62°27'30" E.	• S13°22' W 42°03'
305-303 9°28' N64°53' E.	• S20°39' W 34°46'
303-300 12°17' N67°42' E.	• S24°21' W 31°04'
300 15°45'30" N71°10'30" E.	• S26°23'30" N 29°01'30"
200 18°08' N73°33' E.	• S26°22'30" W 29°02'30"
200-205 26°08' N81°33' E.	• S25°08' W 30°17'
205-206 35°40' S88°55' E.	• S23°48' W 31°37'
206-209 43°23' S81°12' E.	• S22°08'30" W 33°16'30"
209-210 51°07'30" S73°27'30" E.	• S20°50'30" W 34°34'30"
210-213 58°37'30" S65°57'30" E.	• S19°36' W 35°49'
213-214 65°36' S58°59' E.	• S18°42' W 36°43'
214-215 71°31' S53°04' E.	• S17°33' W 37°52'
215-216 76°32'30" S48°02'30" E.	• S16°18' W 39°07'
216-217 80°20' S44°05' E.	• S14°55' W 40°30"

March 23-48
 S. J. Smith
 Johnson

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Traverse A	Traverse B
217-218 83°48'30" S40°46'30" E.	• S13°38' W 41°47'
218-219 86°34' S38°01' E.	• S12°26' W 42°59'
219-220 88°52'30" S35°41'30" E.	• S11°18'30" W 44°06'30"
220-A 90°55' S33°45' E.	• S10°19' W 45°06'
S F A 92°39' S31°56' E.	• S9°24' W 46°01'
S H A 96°30' S28°05' E.	• S12°07'30" W 47°17'30"
S F C 94°15'30" S29°49'30" E.	• S13°08'30" W 48°15'30"
S F D 92°52' S31°43' E.	• S14°12' W 49°12'
S F E 90°44' S33°51' E.	• S15°26'30" W 49°58'30"
S F F 82°13' S36°22' E.	• S16°48' W 50°37'
S F G 84°36'30" S39°38'30" E.	• S18°19' W 51°06'
S F H 80°37' S43°58' E.	• S18°50'30" W 51°34'30"
S F I 75°10' S49°25' E.	• S21°25' W 52°00'
S F 213 68°21' S56°14' E.	• S25°00'30" W 53°21'30"
H W 301 83°18' N64°01'30" E.	• S44°52'30" W 10°32'30"
201-202 11°32' N66°57' E.	• S42°42' W 12°40'
203-204 201-202 20°52'30" N76°17'30" E.	• S38°52' W 16°53'
- 32°09' N81°39' E.	• S35°04' W 20°21'
207-208 43°25' S81°10' E.	• S32°50' W 23°35'
208-211 53°08'30" S71°26'30" E.	• S30°48' W 27°37'
211-212 62°26'30" S60°58'30" E.	• S28°56'30" W 31°28'30"
H W 1 72°05'30" S52°29'30" E.	• S27°08' W 35°17'
H W H 79°51'30" S44°43'30" E.	-
H W G 85°47'30" S38°47'30" E.	• S23°33' W 39°52'

North WY GAR

Transit A

Transit B

NW F	90° 07' 30" S 34° 27' 30" E	• S 21° 44' 30" W	33° 40' 30"
NW E	93° 19' S 31° 16' E	• S 19° 58' W	33° 27'
NW D	95° 30' S 29° 05' E	• S 18° 28' 30" W	36° 56' 30"
NW C	97° 22' 30" S 27° 12' 30" E	• S 17° 09' W	38° 16'
NW B	98° 54' 30" S 25° 40' 30" E	• S 15° 55' 30" W	39° 29' 30"
SW B	100° 33' S 24° 02' E	• S 14° 45' W	40° 40'
SW J	103° 22' S 21° 13' E	• S 18° 37' W	36° 48'
SW K	102° 08' 30" S 22° 26' 30" E	• S 19° 56' 30" W	35° 28' 30"
SW L	100° 42' S 23° 53' E	• S 21° 26' W	33° 59'
SW M	98° 54' S 25° 4' E	• S 22° 59' 30" W	32° 25' 30"
SW N	96° 00' S 28° 35' E		
SW O	91° 46' 30" S 32° 48' 30" E	• S 27° 01' W	28° 24'
SW P	85° 53' 30" S 38° 4' 30" E	• S 29° 12' W	26° 13'
SW Q	77° 13' S 47° 22' E	• S 31° 26' W	23° 59'
SW R	69° 39' 30" S 56° 55' 30" E	• S 33° 25' W	22° 00'
SW S	58° 07' S 68° 28' E	• S 35° 36' 30" W	19° 48' 30"
SW T	43° 25' 30" S 81° 09' 30" E	• S 37° 58' W	17° 27'
SW U	31° 00' S 86° 25' E	• S 40° 36' 30" W	14° 48' 30"
SW V	16° 55' 30" S 72° 20' 30" E	• S 44° 43' W	10° 43'
NW = Tichenor	2° 03' S 66° 2'		

South Westerly G.A.R.

P.K. & C.K. 4/26/98
Clear cool

Transit at "J" LS RT

BASELINE ✓ S89°33'30"E

NE 67	71°46'	28.96	✓ S11°47'30"E
NE 71	71°55'	5.50	✓ S11°38'30"E
NE 61	18°33'	16.59	✓ S65°00'30"E
NE 59	40°07'	24.24	✓ S43°26'30"E
NE 57	49°40'30"	35.49	✓ S33°53'E
NE 51	10°06'	29.60	✓ S73°27'30"E
NE 49	26°45'	35.82	✓ S56°48'30"E
NE 47	37°00'	45.11	✓ S46°33'30"E

Transit at N.E. Smead

NE 44	171°37'30"	26.20	✓ S88°04' W
39	143°45'	27.02	✓ S60°11'30" W
37	123°06'	32.30	✓ S39°32'30" W
NE 31	0		
29	117°22'	18.22	✓ S33°48'30" W
27	99°37'	28.10	✓ S16°03'30" W
N.E. 19	72°45'	17.30	✓ S10°48'30" E
17	69°44'	29.85	✓ S13°49'30" E
N.E. 11	18°24'	16.34	✓ S65°09'30" E
9	39°25'30"	25.56	✓ S44°08' E
7	48°05'30"	37.41	✓ S35°28' E

70

Div. 6 Sec. 2

4/27/48 PK & CK

Transit at NE. 15 Sight at NE. 14 Dist = 18.96

50-51	92°07'	19.00	S 27°23'50" W ✓
49-50	126°09'	21.11	S 55°25'50" W ✓
46-45	140°23'30"	26.66	S 75°40'20" W ✓
47-48	153°29'	33.81	S 88°45'50" W ✓
47-46	162°27'	41.85	N 82°16'10" W ✓
45-46	169°22'	50.22	N 75°21'10" W ✓

5/1/48 Div. 6. Sec 5 R at NE cor. 12 BS on NE cor. 14

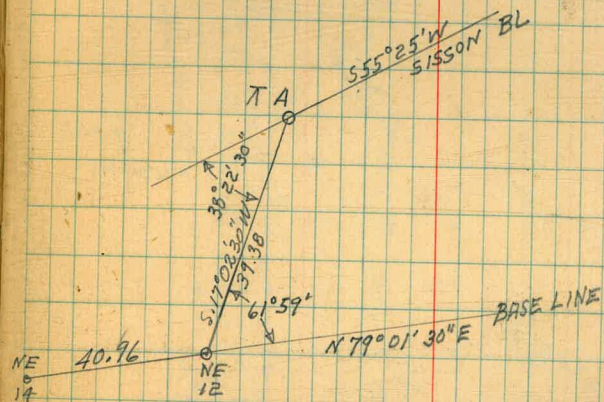
PK & CK

SE 12	92°57'	19.80	S 8°01'30" E ✓	61°59' RT FROM
SW 12	137°04'	28.90	S 36°05'30" W ✓	A POSITION A ON
S.W. 13	159°12'30"	45.63	S 53°14' W ✓	SISSONS BASELINE
S.W. 14	162°19'	63.98	S 61°20'30" W ✓	FB 1586-14
S.W. 15	168°19'	82.30	S 67°20'30" W ✓	BL = N 79°01'30" E
N.W. 15	180°44'	76.39	S 79°45'30" W ✓	
NW 14	180°21'	59.60	S 79°22'30" W ✓	
NE. 14	180°00'	40.96	S 77°01'30" W ✓	
NE. 13	182°30'	20.84	S 81°41'30" W ✓	
S.W. 18	199°19'	20.70	N 81°39'30" W ✓	
S.W. 17	188°46'	40.00	S 87°47'30" W ✓	
N.W. 17	199°35'30"	37.77	N 86°23' W ✓	
NE 17	227°19'	25.80	N 53°39'30" W ✓	
Tree	280°12'	27.00	N 0°46'30" W ✓	
NE. by 18	265°45'30"	26.13	N 15°13' W ✓	
NE.	277°22'	25.30	N 3°36'30" W ✓	
SE 18	274°22'30"	6.05	N 6°36' W ✓	

S. 64°43'10" E.

71

Continue with straight line



Re Survey An Coded Map Sections 8 + 9
 Division 6 Mount Hope Cemetery

5 Sheets of Subdivisions

Sheets 4 + 5 Original Tracings are Missing

7 P.C.
 #1586-26

For Block M
 Masonic Cemetery
 F.S. #1586-23

644519 RC
 Road Survey

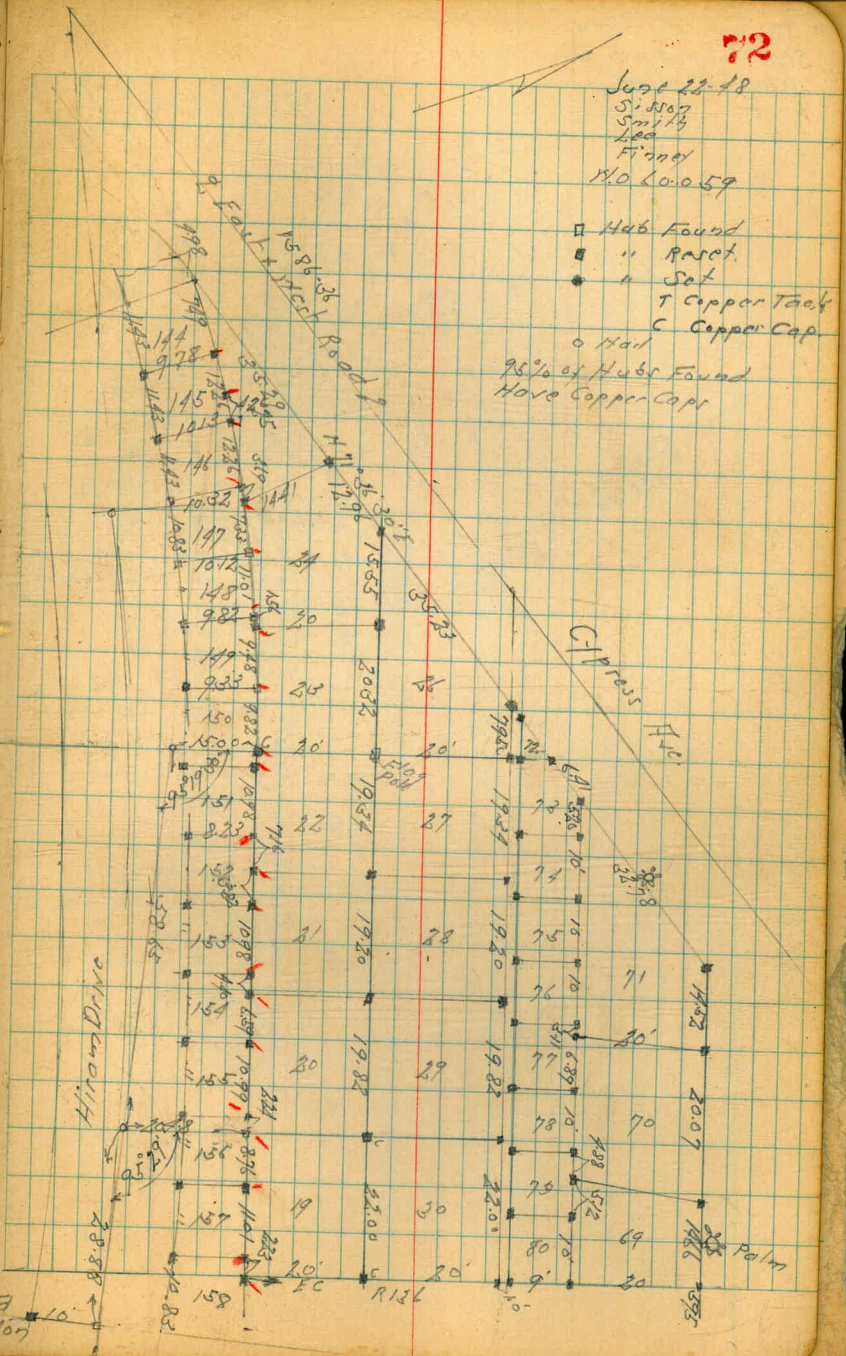
Fd 10
 Mon

72

June 22-18
 S. 1807
 S. 1814
 Lea
 Finney
 No. 60.059

- Hub Found
- " Reset
- " Set
- T Copper Tack
- C Copper Cap
- o Nail

95% of Hubs Found
 Have Copper Caps



Re Survey Amended Map
Section 3 & 4 Division 6
Mount Hope

644704

Fd Mon
644319 80 ft
Road Survey

Sgt H. L. D. D. K.
12650

545367

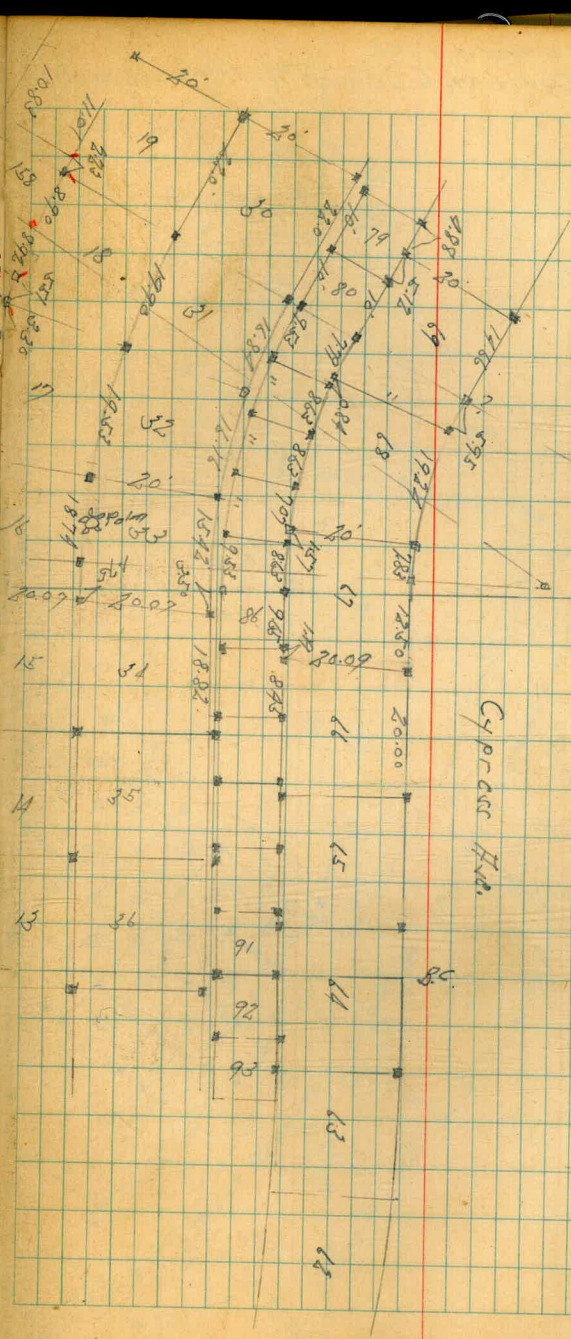
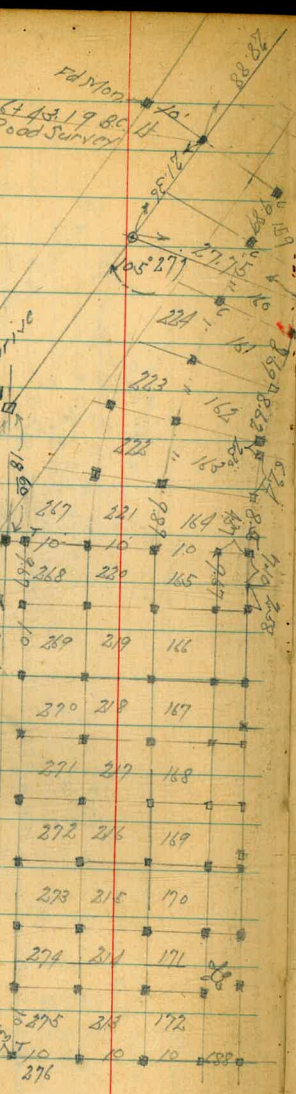
542976 F.C.
1586-58

Fellab

10 1/2

Vertical Curvature

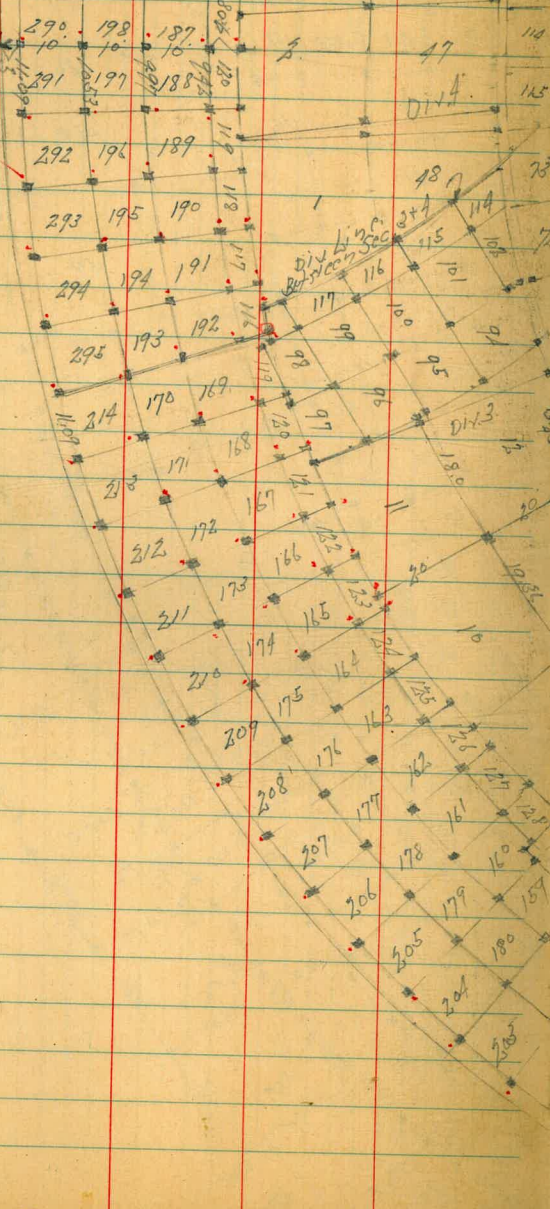
R140



Re Survey Attached Map
Sections 3 & 4 Division 6

R 146

Feb 2007

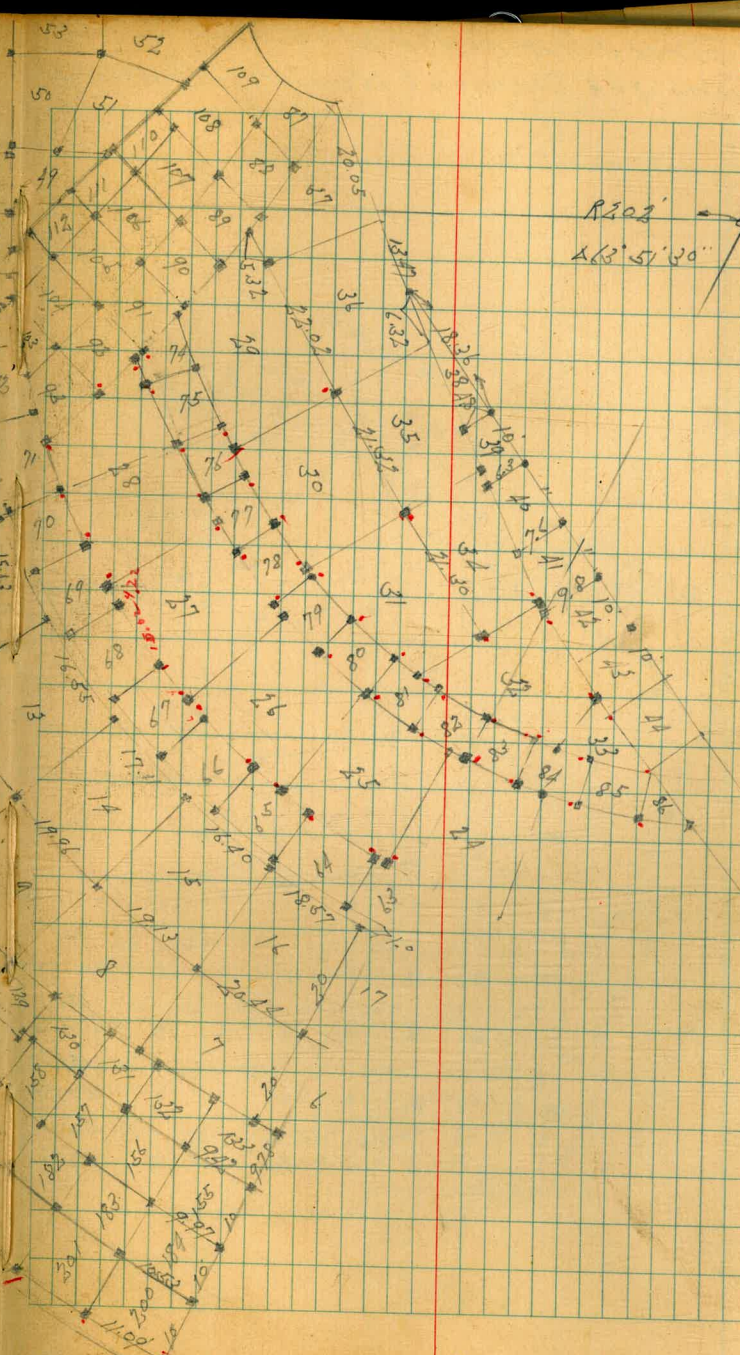


DINA

DINA

Feb 2007

R 302
163° 51' 30"



Re. Sub. Division 5 Section 4-5

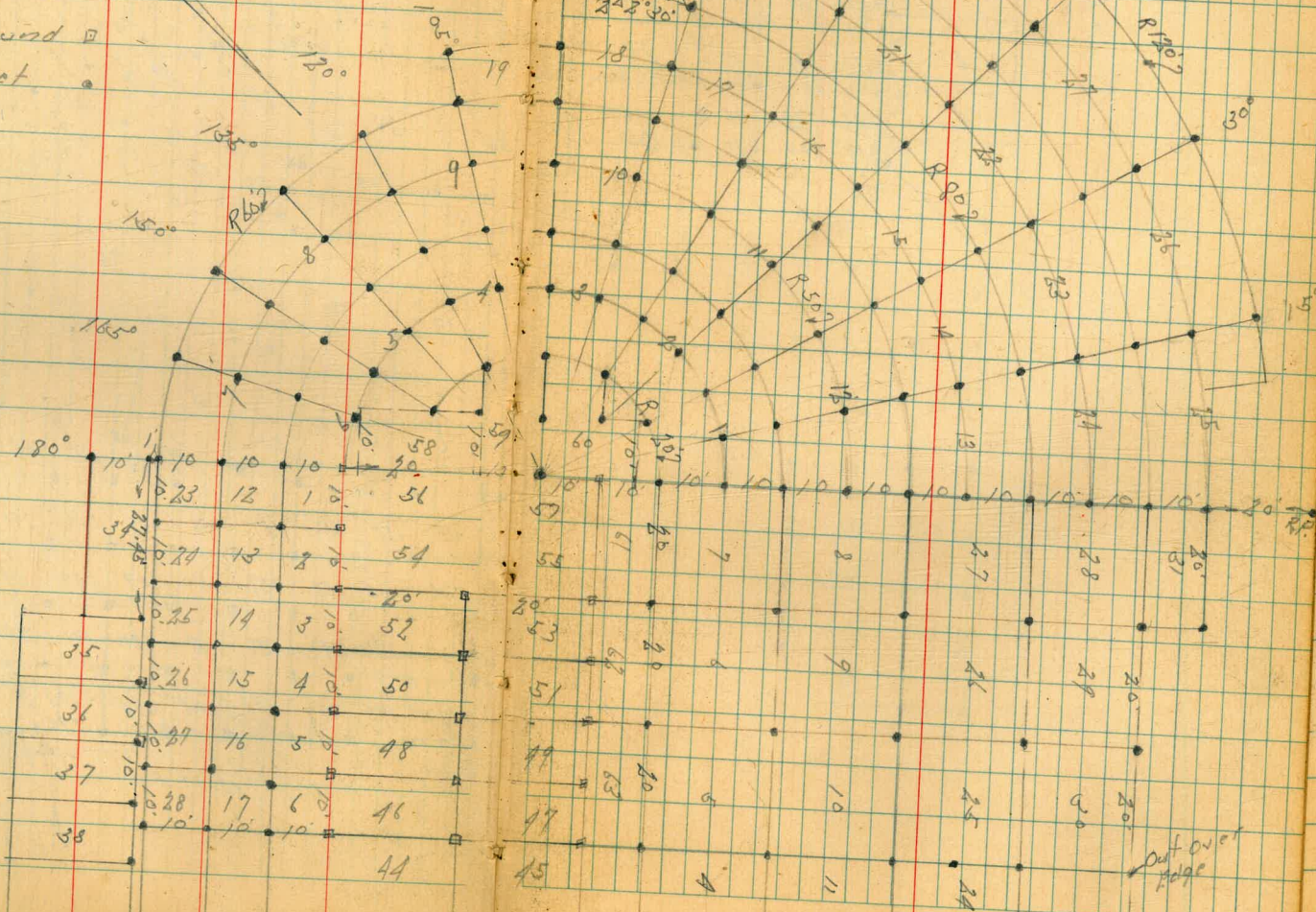
4-5-7-8

April 11, 49
F.S. 5007
D. Smith
W. Garber

Indicates

▣ Hub Found

• Hub Set



Grades Storm Drain
Mount. Hope Cemetery

2+0				89.52	^{99.1} ^{5.4} C4.57
+75				90.25	^{92.3} ^{2.0} C4.72
+50				90.98	^{85.8} ^{4.12} C4.38
+25				91.71	^{7.7} ^{3.2} C4.77
1+0				92.44	^{7.0} ^{2.98} C4.06
+75				93.17	^{6.3} ^{2.7} C3.8
+1751 F.C.	16° 47'			93.97	^{5.58} ^{1.98} C3.73
+3872	11° 11' 20"	85.0		94.23	^{5.2} ^{1.4} C3.8
+2993	5° 35' 40"			94.49	^{4.99} ^{1.22} C3.77
+2115	B.C.H. C6.82 10' 41" of 2			94.74	⁴ ¹ C3
0+0				95.36	^{11.7} ^{3.2} C3.21
TP	9.06	99.48	83.0	90.42	^{4.1} ^{2.5} C1.6
BM	9.15	93.72		84.57	^{2.5} ^{9.18} C6.6

Stakes offset 10' 41" of 2
Location #1718-37

Oct. 13-19
H. Sisson
Garber
Cota
Chavez

Y.O. 2.0011					
+75				86.02	^{12.06} ^{9.27} C4.77
+4363 F.C.	32° 12'			86.52	^{13.1} ^{8.23} C4.87
+85.17	21° 28'			86.66	^{12.83} ^{8.88} C4.94
+26.71	10° 44'			86.80	^{13.18} ^{8.29} C4.89
	C12.10 10' 41" of 2				
+18.24 - P.R.C.	12° 10'			86.93	^{12.55} ^{8.30} C4.25
+0926	8° 06' 40"			87.08	^{13.10} ^{8.00} C4.7
3+0048	1° 03' 20"			87.22	^{12.96} ^{7.88} C4.58
	C7.45 10' 41" of 2				
+91.61 B.C.H.				87.36	^{12.18} ^{7.83} C4.35
+71.81				87.68	^{11.80} ^{5.34} C6.46
+52 = Catch basin				88.00	^{11.48} ^{5.14} C6.34
2+25				88.79	^{10.58} ^{8.79} C1.79

99.48

+27.63	3° 47' 30"		81.86	9.24 5.13 C 4.11
6+12.21	1° 53' 45"		82.10	9.20 4.88 C 4.32
+96.79 B.C. Lt.			82.34	9.06 4.27 C 4.79
+59.47 +69.47 F.C.	14° 45'		82.92	8.48 4.93 C 5.55
+54.02	9° 50'	5.14 0.10	82.16	8.24 3.19 C 5.05
+38.57	4° 55'		83.41	7.92 3.96 C 3.96
+23.43 B.C. Pt.			83.65	7.75 3.91 C 3.84
5+0.3	1/2 Catch Basin		83.96	7.44 3.77 C 3.67
+7.5			84.41	6.99 3.84 C 3.15
TP 2.25	91.40	10.33	89.15	12.67 10.33 C 2.34
+5.0			84.81	12.67 10.33 C 2.34
+2.5		N/O	85.22	14.26 10.14 C 4.12
+1.0			85.62	13.81 9.32 C 4.49

9948

+7.5			78.22	13.18 8.53 C 4.65
+5.0			78.52	13.88 7.23 C 6.65
+2.5		0.12	78.83	13.57 3.51 C 10.06
+11 = 1/2 Catch Basin			79.00	13.10 3.07 C 10.03
8+0			79.17	12.73 3.07 C 9.66
+7.5			79.56	11.84 4.82 C 7.02
+5.0			79.95	11.45 2.54 C 8.91
+2.5		1.81 0.10	80.34	11.06 2.94 C 8.12
7+0			80.73	10.67 3.06 C 7.61
+7.5			81.12	10.28 3.88 C 6.40
+58.47 F.C.	7° 35'		81.38	10.09 5.74 C 4.35
6+43.95	5° 41' 15"		81.62	9.78 5.18 C 4.60

91.40

Grades Storm Drain

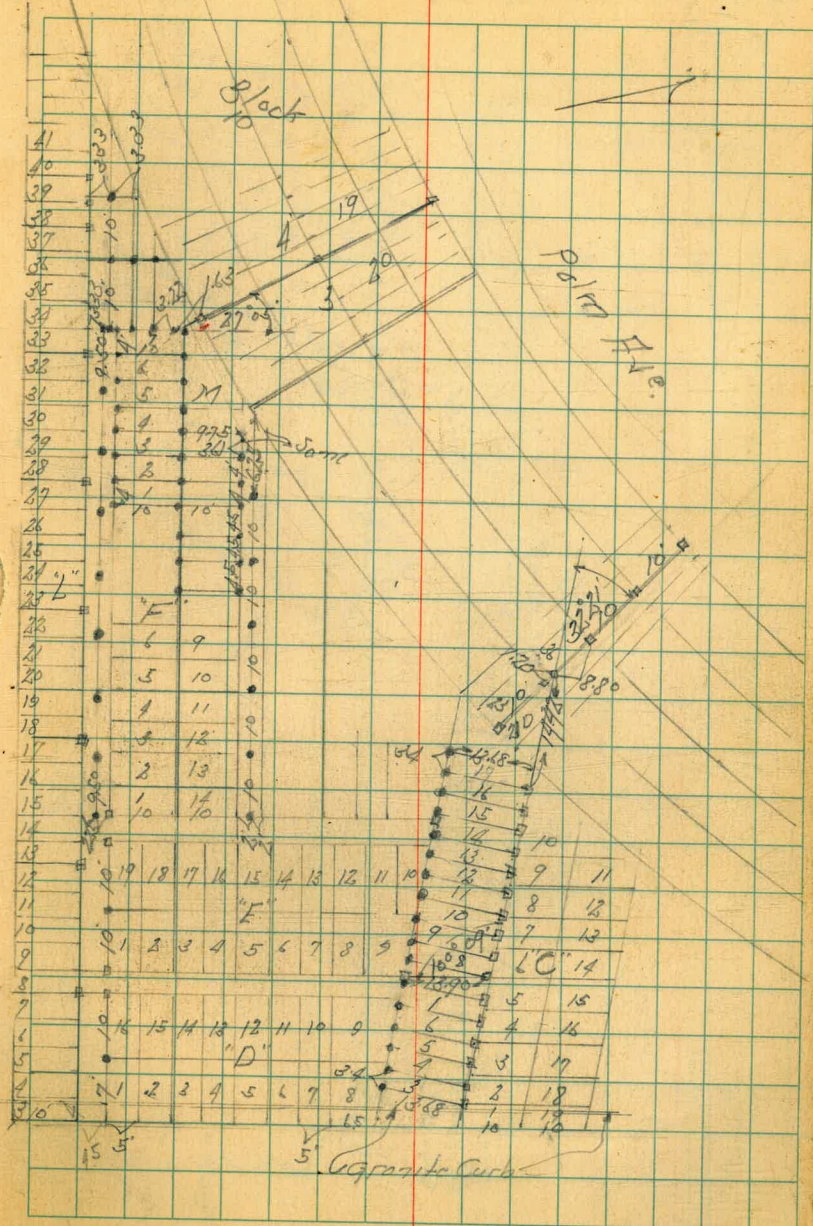
+25			73.62	$\frac{11.77}{6.87}$ c 5.77
11+0			74.49	$\frac{10.85}{3.27}$ c 4.8.8. R/W Road
+81.17		0.0349	75.14	$\frac{10.20}{3.69}$ c 6.51 on Pav.
+62.345 +63.10 A			75.79	$\frac{9.55}{3.59}$ c 5.9.
+57 = Catch Basin		0	76.00	$\frac{9.34}{4.31}$ c 5.23.
+27			76.37	$\frac{8.91}{1.54}$ c 4.43
10+0			76.70	$\frac{8.64}{1.26}$ c 4.18.
+75			77.00	$\frac{8.34}{1.48}$ c 3.86.
+50			77.30	$\frac{8.04}{1.57}$ c 3.77.
+25			77.61	$\frac{7.73}{3.76}$ c 3.77.
9+0			77.91	$\frac{7.43}{3.57}$ c 3.89.
BM	0.77	85.34	84.57	$\frac{C 15.012}{25 R 8+32}$

+26 = Catch Basin			66.75	$\frac{10.15}{8.08}$ c 2.15
13+0			67.52	$\frac{9.38}{2.71}$ c 2.27.
+75			68.39	$\frac{8.56}{3.36}$ c 2.91.
+50			69.26	$\frac{7.64}{1.53}$ c 3.71.
+25			70.13	$\frac{6.78}{1.86}$ c 3.97.
12+0 6.31 FC.	8° 15'		70.78	$\frac{6.12}{1.26}$ c 4.66.
TP	2.80	76.90	11.53	74.10
BM	1.06	85.63		84.57
+89.53	6° 11' 15"			71.36
				$\frac{1.90}{3.82}$ c 5.76.
+72.76	4° 07' 50"			71.95
				$\frac{13.39}{8.06}$ c 5.38.
+55.98	2° 03' 45"			72.53
				$\frac{1.38}{1.38}$ c 5.53.
		C 17.49	10.41	1/2
11+39.21 B.C. RT.				73.18
				$\frac{12.41}{1.08}$ c 5.22.

85.34

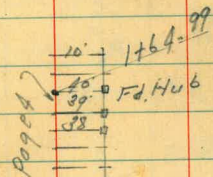
Resub Lot M #150 Resurvey Lots
 C. D. F. F. 9 + 26 10.05 Section Mount Hope
 Cemetery

Dec. 30-49
 F. Sisson
 D. Smith
 Rorer
 No. 20011
 Indicator
 Hub Found □
 Hub Set •



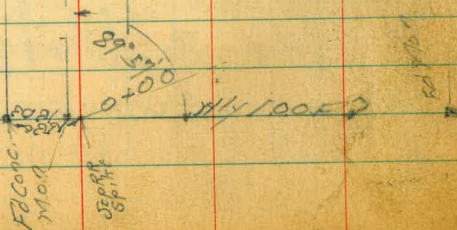
Survey North Line 1.00 F. Block 6 Div 1 Sec 7
 Also Div. 1 Sec. 7 Lot 117

Block 6
 Div 1 Sec. 7

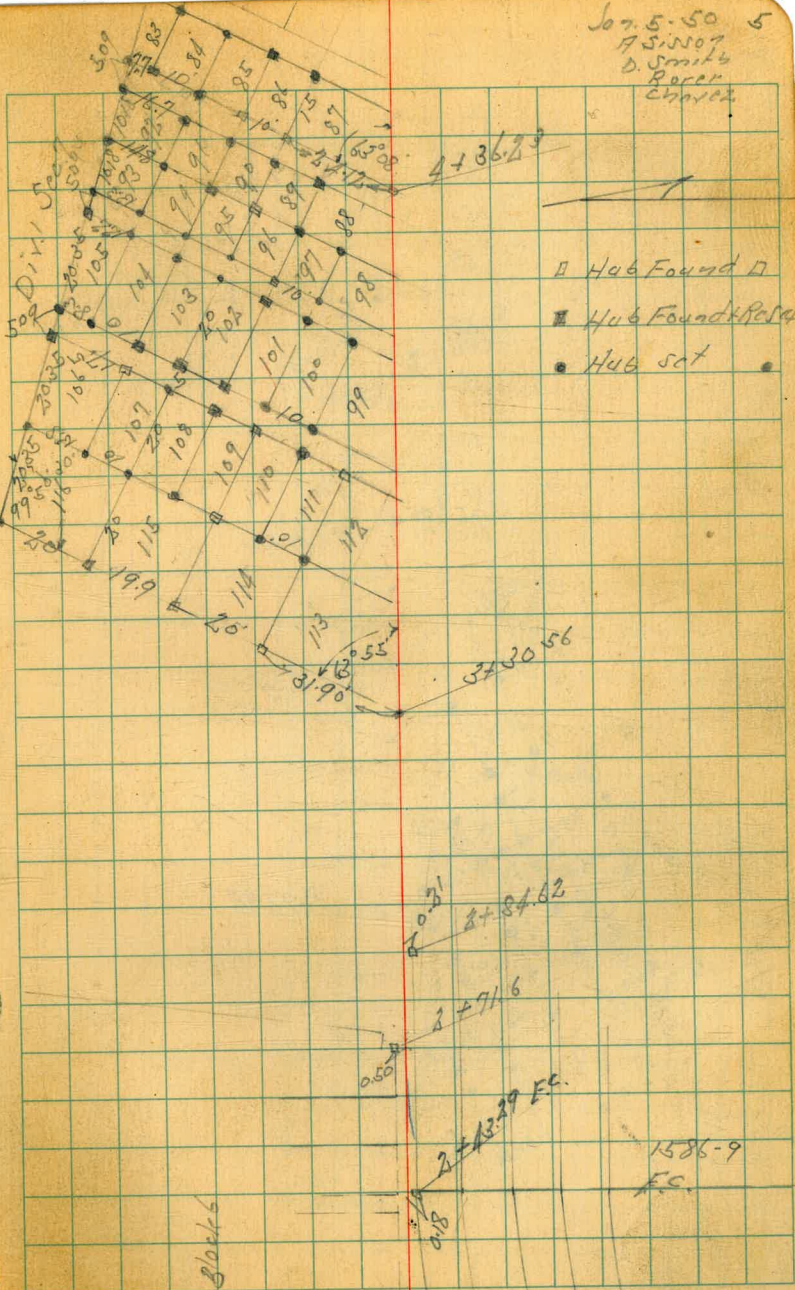


1.00 F

Central Line?

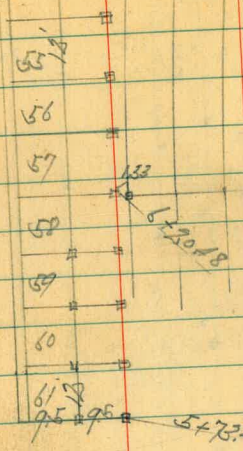


July 5-50 5
 175.007
 D. Smith
 D. Porter
 Chmra

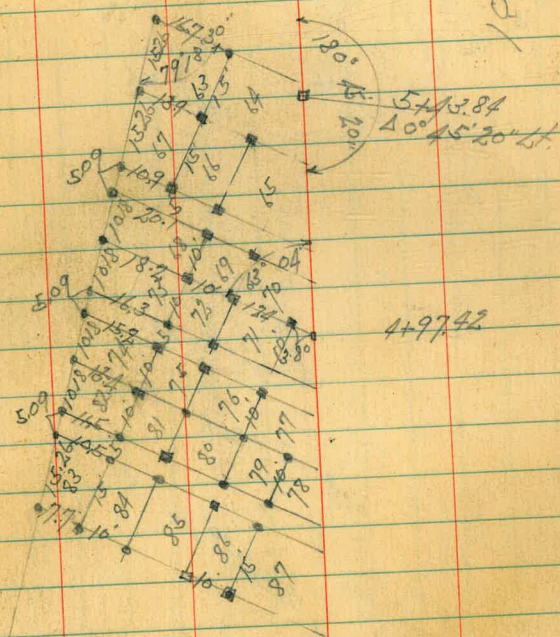


Block 6

Div 1 Sect Lot 117



H. 1526-7



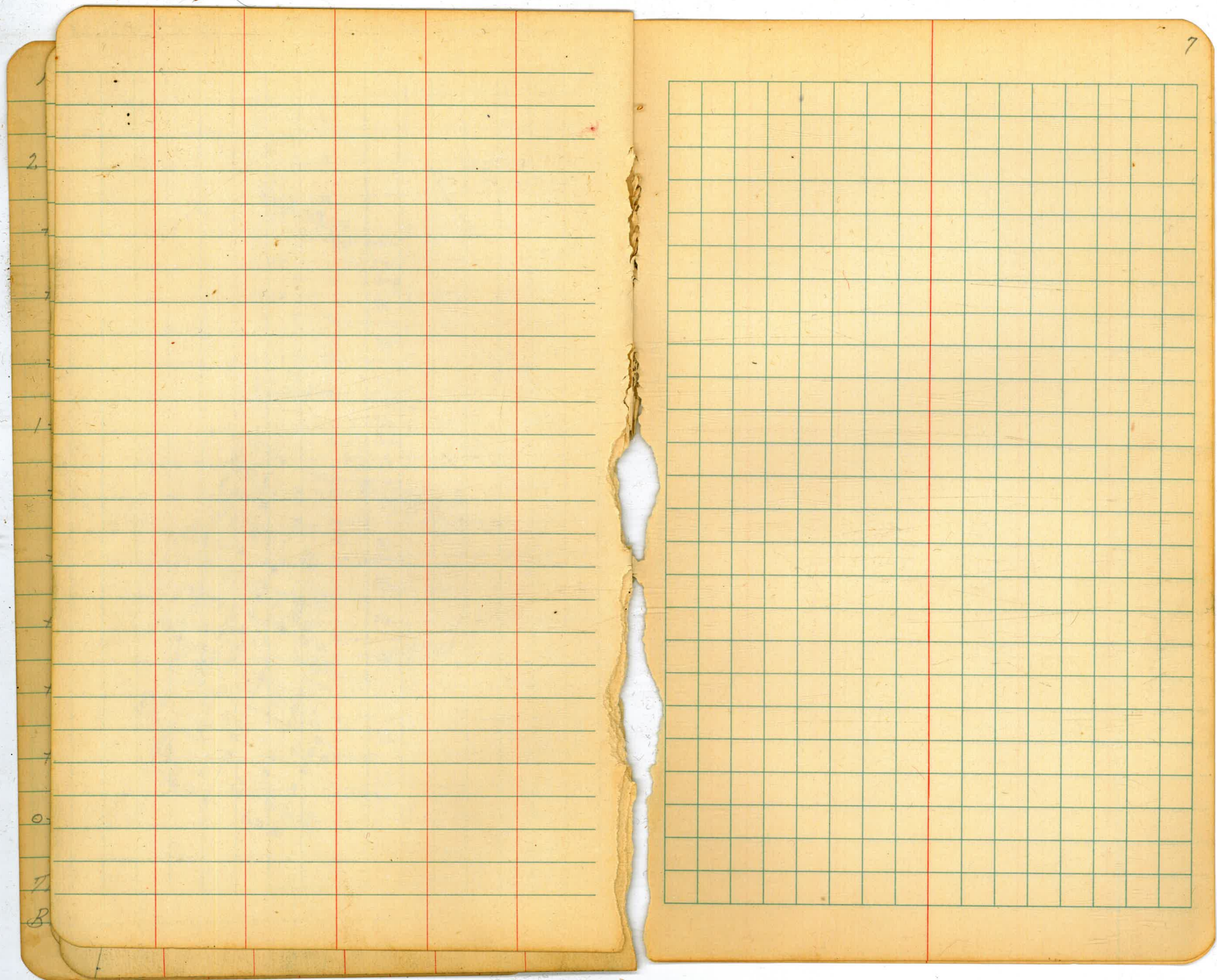
120 F

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Sec 1526
Page 60

8+2522





2

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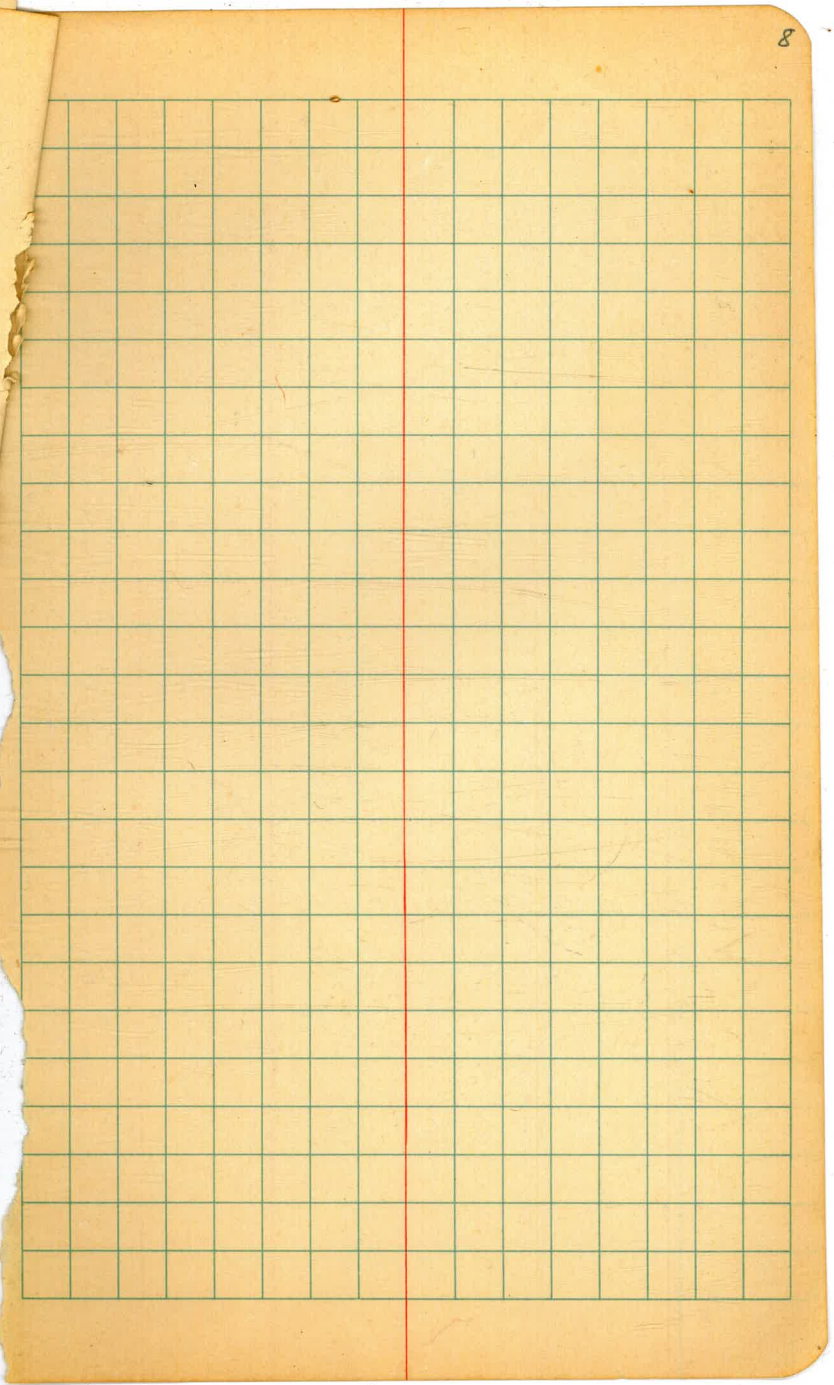
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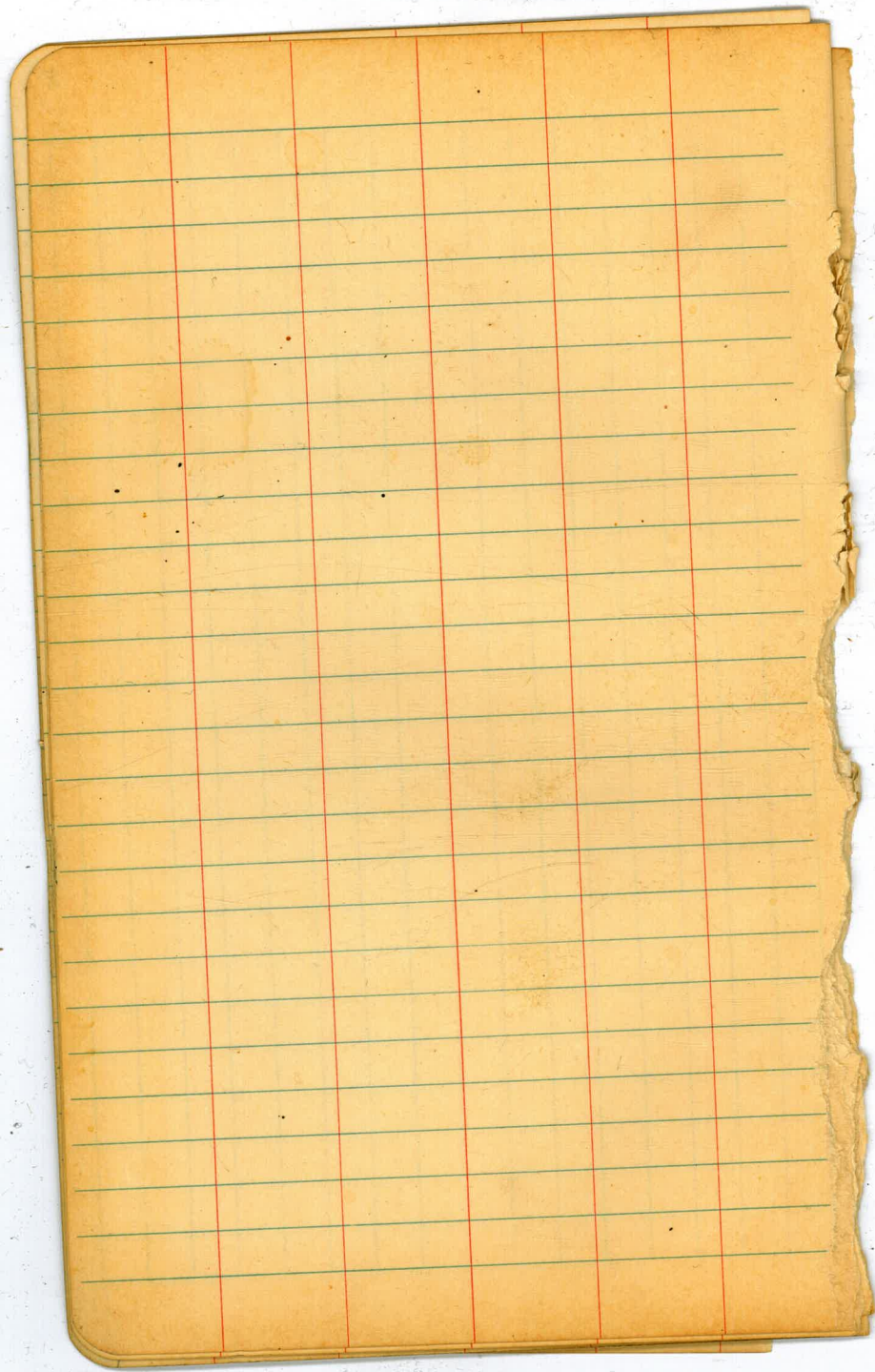
7



9948



8



Enter of the station run line locate the give from off be Dis scal s is

8 + 3/4
 117.25
 13.84
 131.79
 W 1/2 C + 1/4
 P 62
 1/2
 1/4
 1/8
 1/16
 1/32
 1/64

DISTANCES FROM CENTER OF ROADWAY FOR
 CROSS-SECTIONING.

Roadway 16 feet wide. / Side Slopes 1 on 1 1/2
 For Single Track Embankment.

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

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