

1733

1733

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

- No. 380 LEVEL BOOK. Left and Right Hand Page
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- No. 382 FIELD BOOK. Left Hand Page as in this
Book, Right Hand Page 4x4
to the inch, Center Line Red.
- No. 384 MINING TRANSIT
BOOK. Left Hand Page as in this
Book, Right Hand Page 8x8
to the inch, Center Line Red.
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Book, Right Hand Page 8 ver-
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THE FREDERICK POST CO.

ENGINEERING and DRAFTING SUPPLIES

P. O. Box 803

CHICAGO

CITY ENGINEER'S OFFICE

MICROFILMED
DEC 29 1964

MADE IN U. S. A.

✓ see Boundary, Univ. to Lincoln 65

LISTED GWE

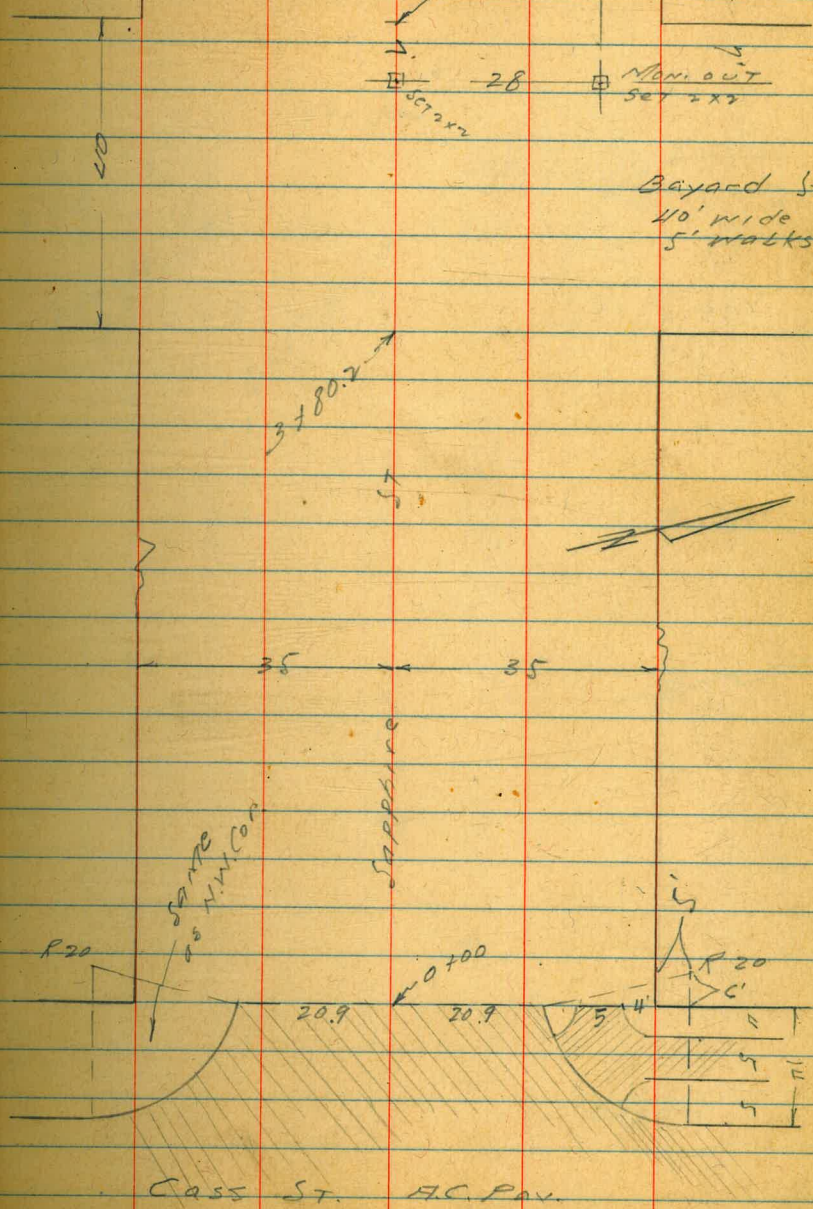
x sec of Sapphire St. 70' wide
15' cbs
40' Rdwy.
Case to Mission Blvd.

W.O. # 1005

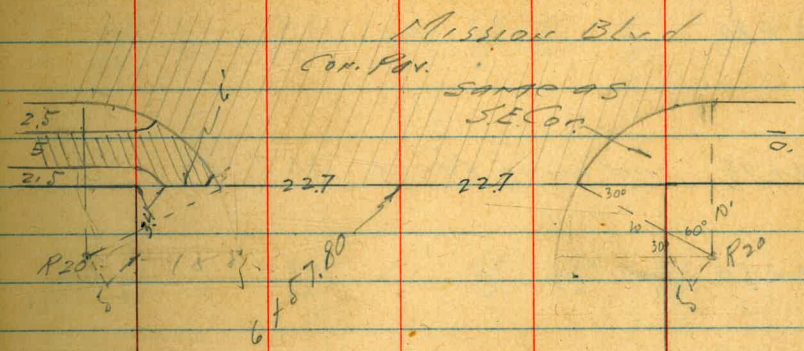
Moose
Street Map
by H.A.
E.B.
8 - 1940

Indexed
cont.

7



Mission Blvd
Con. Pav. same as
SE Con.



Sapahine St



Bayard

Xsec Sapphire St.
Cass to Mission Blvd.

LT = South

±

R₂

0+80

11.9	9.8	7.2	7.6	6.7	6.6	6.1	5.1
50	35	22	20		18	20	35

0+78 end wire fence 31.5 ft

0+50

9.1	7.6	6.6	7.0	6.1	5.8	5.3	4.6
50	35	21	20		18	20	35

0+00 W.L. Cass St edge pav

5.9	5.30	5.81	5.26	4.79	4.51	4.41	3.83	89.1	2.9
35	20.9	20.9	10		10	20.9	20.9	32	35
	cb	97				97	cb	cb	
	end						end		

0-14 W. cb. Cass St.

6.17	6.03	5.59	5.10	4.67	4.39	4.02	3.48	2.86
40	40	20	10		10	20	40	40
cb	97						97	cb
86								86

T.P. Set B.M.
NW 7th Ct.
Cass +
Sapphire

3.39 127.55 11.11 124.16 ✓

127.55

✓ B.M. SEBP
Cass +
Turquoise

0.42 135.27

134.85

2+33 E 7.5 Con Dr.

2+21 E 7' wide Con. dr.

T.P. 479 122.79 9.55 118.00

2+00

+50

+15

1+00

127.55

7.44 7.18
51 363

2.70
54.4
dr.

122.79

11.7 11.1 10.5 9.5 9.0 8.2
50 35 20 20 35

10.1 9.7 8.7 9.4 8.4 8.3 7.8
50 35 20 18 20 35

10.7 9.0 7.7 8.4 7.5 7.6 7.2 6.3
50 35 22 20 17 20 35

12.1 10.0 8.0 7.2 7.2 6.5 5.9
50 35 20 18 20 35

127.55

LT-South

♀

FT-North 5

0 + 08

<u>11.2</u>	<u>10.4</u>	<u>9.8</u>	<u>10.6</u>	9.4	8.6	8.2	6.8
50	35	20	17		20	23	35

0 + 00

3 + 80.2 E.L. Bayard

<u>111.99</u>	<u>112.69</u>	<u>113.39</u>	<u>112.49</u>	<u>113.69</u>	<u>114.29</u>	<u>115.29</u>	<u>115.99</u>
10.8	10.1	9.4	10.3	9.1	8.5	7.5	6.8
50	35	20	17		20	22	35

3 + 50

<u>113.09</u>	<u>113.79</u>	<u>114.29</u>	<u>113.49</u>	<u>114.59</u>	<u>114.89</u>	<u>116.19</u>	<u>116.69</u>
9.7	9.0	8.5	9.3	8.7	7.9	6.6	6.1
50	35	20	18		20	23	35

3 + 00

<u>113.69</u>	<u>114.59</u>	<u>115.49</u>	<u>114.79</u>	<u>115.89</u>	<u>116.09</u>	<u>116.99</u>	<u>117.59</u>
9.1	8.2	7.3	8.0	6.9	6.7	5.8	5.2
50	35	20	18		19	22	35

2 + 80 end hedge 3' wide 35' LT.

2 + 55 Beg. of 3' wide Cypress hedge 35' LT.

2 + 50 of 7.5' wide Canada

<u>114.75</u>	<u>115.41</u>	<u>115.49</u>	<u>116.09</u>	<u>116.99</u>	<u>117.09</u>	<u>117.79</u>
7.84	7.38	7.3	6.7	5.8	5.7	4.8
51.4	30.4	35	20		20	35
do	do					

122.79

122.79

notes Reduced 11-13-46 C.A. Smith

0 + 60

$\frac{109.89}{6.5}$	$\frac{110.39}{5.5}$	$\frac{111.49}{4.9}$	$\frac{112.29}{4.1}$	$\frac{112.69}{3.7}$	$\frac{113.39}{3.0}$	$\frac{114.29}{2.1}$
50	35	20	41	20	22	35

0 + 30

$\frac{111.09}{5.3}$	$\frac{111.49}{4.9}$	$\frac{112.29}{4.1}$	$\frac{112.99}{3.4}$	$\frac{113.59}{2.8}$	$\frac{114.89}{1.5}$
50	35	20	34	20	35

T.P. Set BM.
RR spike NW corner
P.P. Bayard
and Sapphire

110 116.39 7.50 115.09

116.39

0 + 00 = W L Bayard St.
0 + 40

$\frac{111.29}{11.5}$	$\frac{111.89}{10.9}$	$\frac{112.39}{10.4}$	$\frac{112.89}{9.7}$	$\frac{112.69}{9.1}$	$\frac{114.99}{7.8}$	50g. Con. Tile wall
50	35	20	47	20	35	30

0 + 38 30' Pt. to P.P.

0 + 34

$\frac{110.59}{12.7}$	$\frac{111.09}{11.7}$	$\frac{111.59}{11.7}$	$\frac{112.49}{10.3}$	$\frac{113.39}{9.4}$	$\frac{114.19}{8.6}$
50	35	20	40	20	35

0 + 20 I Bayard St

$\frac{110.89}{11.9}$	$\frac{111.39}{11.4}$	$\frac{111.99}{10.8}$	$\frac{112.89}{9.9}$	$\frac{114.09}{8.7}$	$\frac{114.79}{8.0}$
50	35	20	47	20	35

0 + 10

$\frac{110.29}{12.5}$	$\frac{110.89}{11.9}$	$\frac{111.79}{11.0}$	$\frac{113.19}{9.6}$	$\frac{114.19}{8.6}$	$\frac{114.89}{7.9}$
50	35	20	47	20	35

122.79

122.79

2 + 00

<u>104.99</u>	<u>105.79</u>	<u>106.69</u>	<u>107.89</u>	<u>107.99</u>	<u>108.69</u>	<u>109.19</u>
11.4	10.6	9.7	8.5	8.4	7.7	7.2
50	35	20		20	23	35

1 + 89 end picket fence 35.8 RT
also Beg. Bd. rail fence

1 + 70 ♀ 3.5 Con walk

10.92
5.47
36.5

1 + 63 end picket fence 33.5 LT

1 + 50 Beg. picket fence 35.5 RT

<u>106.82</u>	<u>107.59</u>	<u>108.39</u>	<u>109.59</u>	<u>109.89</u>	<u>110.69</u>	<u>111.39</u>
9.5	8.8	8.0	6.8	6.5	5.7	5.0
50	35	20		20	23	35

1 + 38 end Con. tile wall 37.5 RT

1 + 28 ♀ 3' Con. walk

112.79
3.60
37.1

1 + 14 ♀ 4' Con. walk

108.80
7.59
35.2

1 + 00 Beg. picket fence 33.4 LT

<u>107.89</u>	<u>108.79</u>	<u>110.19</u>	<u>111.09</u>	<u>111.59</u>	<u>112.39</u>	<u>113.19</u>	con.
8.5	7.5	6.2	5.3	4.8	4.0	3.2	tile
50	35	20		20	23	35	wall
							36.3

116.39

116.39

3+45 ♀ 3' Con walk

2

3+26 4" di. Tree 24' LT

1

3+25 Bag picket fence 34.3 LT

1

3+15 ♀ 6.5 Con dr.

1

3+00

1

T.P. 4.15 109.43 11.11 105.28

1

2+70 Bag 1/2" oil stamp pav. 25' wide
SKIP THIS

1

2+50

2+29 end 8d rail fence 36' RT

1

2+10 ♀ 3.5 Con walk

116.39

LT

♀

RT

<u>107.01</u>	<u>107.51</u>
2.42	1.92
336	45.9

<u>103.37</u>	<u>104.27</u>
6.06	5.16
55	35.7

0.75' drop in 12' toward garage.
D.B.S. PAS
Note: no garage converted
to room in house!

<u>103.73</u>	<u>104.33</u>	<u>104.73</u>	<u>104.53</u>	<u>105.13</u>	<u>105.13</u>	<u>105.83</u>	<u>106.13</u>	<u>106.83</u>
5.7	5.1	4.7	4.9	4.3	4.3	3.6	3.3	2.6
50	35	23	20		10	13	20	35

109.43

<u>103.49</u>	<u>104.39</u>	<u>104.79</u>	<u>105.39</u>	<u>105.49</u>	<u>106.19</u>	<u>106.79</u>	<u>107.59</u>
12.9	11.8	11.6	11.0	10.9	10.2	9.6	8.8
50	35	20		10	15	20	35

<u>103.79</u>	<u>104.79</u>	<u>105.29</u>	<u>104.89</u>	<u>105.79</u>	<u>105.79</u>	<u>106.79</u>	<u>107.89</u>
12.6	11.6	11.1	11.5	10.6	10.6	9.6	8.5
50	35	22	20	10.6	15	20	35

109.09
7.30
36

116.39

4+08 end small hedge 22 Lt

4+00

3+76

3+75

3+68 E 8' Con. dca.

3+65 E 6.5 Con. dca.

3+59 4" dia. tree 244 Lt

3+50

109.43

Lt

E

Rt

9

109.43

<u>103.73</u>	<u>103.73</u>	<u>103.23</u>	<u>103.93</u>	<u>103.83</u>	<u>105.53</u>	<u>105.83</u>	<u>106.59</u>	<u>107.15</u>
5.7	5.5	6.2	5.5	5.6	3.9	3.6	2.84	2.8
35	23	20		11.5	13.7	20	34.6	47
				E 2.5 Con. steps	Top	Top	E 3' Con. mark	3' mark

<u>103.83</u>	<u>104.13</u>	<u>103.53</u>	<u>104.13</u>	<u>104.13</u>	<u>105.73</u>	<u>105.93</u>	<u>106.73</u>
5.2	5.3	5.9	5.3	5.3	2.7	2.5	2.7
35	23	20		10	11	20	35
					Top Rock wall		

N. end hedge and
22 8' small
hedge

Bag. Rock
wall
11

S. end
Picket
fence
12

<u>106.86</u>	<u>107.48</u>
2.57	1.95
34.1	50

<u>102.93</u>	<u>104.00</u>
6.50	5.43
62.5	35.1
90	40

<u>103.63</u>	<u>103.73</u>	<u>104.53</u>	<u>103.73</u>	<u>104.53</u>	<u>104.43</u>	<u>106.03</u>	<u>106.83</u>
5.8	5.5	4.9	5.7	4.9	5.0	3.4	2.5
45	35	24	19		9	20	35

109.43

4 + 50

4 + 34 E 8.5 Can. dr.

4 + 24 ⁸⁰⁹ 22' LT. E 15 wide hedge

4 + 21 E 7.5 Can. drive

4 + 15²

4 + 15 E 6.5 wide Can. dr.

109.43

L7

E

R7

10

<u>103.03</u>	<u>103.63</u>	<u>102.83</u>	<u>103.33</u>	<u>103.03</u>	<u>104.83</u>	<u>104.83</u>	<u>105.63</u>
<u>6.4</u>	<u>5.8</u>	<u>6.6</u>	<u>6.1</u>	<u>6.4</u>	<u>4.6</u>	<u>4.6</u>	<u>3.8</u>
35	21	19		9	15	20	35

<u>105.87</u>	<u>106.44</u>
<u>3.56</u>	<u>2.99</u>
34	75
dr.	dr.

<u>106.26</u>	<u>106.70</u>
<u>3.17</u>	<u>2.73</u>
34.2	45
dr.	dr.

<u>103.43</u>	<u>103.53</u>	<u>103.03</u>	<u>103.83</u>	<u>103.63</u>	<u>105.13</u>	<u>105.43</u>	<u>106.23</u>
<u>6.0</u>	<u>5.9</u>	<u>6.4</u>	<u>5.6</u>	<u>5.8</u>	<u>4.3</u>	<u>4.0</u>	<u>3.2</u>
35	23	20		10	11	20	35

End
Top
Rock
wall
V

<u>102.53</u>	<u>103.59</u>
<u>6.70</u>	<u>5.84</u>
62.5	35.2
99	dr.

slope as 5' in 12' from R

109.43

5+49

5+33 Beg. picket fence 2 1/8 LT

5+29 E 7.7 Con. do.

5+20 E 8 Con. do.

T.P. 1.27 106.27 4.43 105.00

5+00

4+97 E 3' Con. walk

4+75 end hedge ^{1.5 wide} 2 1/2 LT

4+55 E 6.5 Con. do.

109.43

<u>101.77</u>	<u>101.77</u>	<u>101.27</u>	<u>101.87</u>	<u>101.57</u>	<u>102.77</u>	<u>103.47</u>	<u>104.17</u>
4.5	4.5	5.0	4.4	4.7	3.5	2.8	2.1
35	23	19		9	12	20	35

<u>101.61</u>	<u>102.01</u>
4.26	4.26
45	33
dr.	dr.

<u>105.12</u>	<u>105.57</u>
1.15	0.70
33.2	45

106.27

<u>102.35</u>	<u>102.83</u>	<u>102.03</u>	<u>102.73</u>	<u>102.43</u>	<u>104.53</u>	<u>105.13</u>
7.1	6.6	7.4	6.7	7.0	4.9	4.3
35	21	19		8	20	35

<u>105.34</u>	<u>106.02</u>
6.09	3.41
33.2	47

<u>101.93</u>	<u>102.76</u>
7.70	6.67
58	35.4
700	dr.

109.43

5+95 E 7.8 Con dr. & gas.

<u>99.72</u>	<u>100.59</u>
6.56	5.70
<u>58</u>	34.3
gas	dr.

5+75

<u>100.99</u>	<u>101.17</u>	<u>100.67</u>	<u>101.17</u>	<u>100.97</u>	<u>102.07</u>	<u>102.57</u>	<u>103.27</u>
5.3	5.1	5.6	5.1	5.3	4.2	3.7	3.0
<u>35</u>	23	19		9	15	20	35

5+74 end picket fence

Fence
233

5+70 E 7' Con. dr.

<u>103.55</u>	<u>103.98</u>
2.72	2.29
34	45
dr.	dr.

5+52 E 3.7 Con. walk

<u>101.77</u>	<u>101.95</u>
4.50	4.37
<u>35</u>	24.8

5+50 E 3' Con. walk

<u>104.25</u>	<u>105.11</u>
2.02	1.16
<u>33.7</u>	47

106.27

106.27

South

North

T.P. on
COM. WALK
S.E. COR.

0.87 105.40

THIS IS O.K.

Ed. BM. DP. MISSION Blvd.
NW COR and Sapphira

7.73 98.54

98.70 F.B. 1049-3
0.6

C+67.8 E.C. MISSION Blvd.

<u>96.85</u>	<u>96.27</u>	<u>96.88</u>	<u>97.23</u>	<u>97.46</u>	<u>97.74</u>	<u>98.00</u>	<u>98.47</u>	<u>99.10</u>
9.52	10.00	9.39	9.09	8.87	8.53	8.27	7.80	7.17
40	40	20	70		10	20	40	40
C6	97						97	C6
E.C.								E.C.

C+57.8 E.L. MISSION Blvd. edge part

<u>97.47</u>	<u>97.42</u>	<u>96.99</u>	<u>97.39</u>	<u>97.74</u>	<u>97.98</u>	<u>98.24</u>	<u>98.84</u>	<u>99.57</u>
8.8	8.85	9.34	8.88	8.53	8.27	8.03	7.43	6.7
35	22.7	22.7	10		10	22.7	22.7	35
C6		97				97	C6	
E.C.							E.C.	

C+47.8

<u>99.17</u>	<u>99.07</u>	<u>99.57</u>	<u>99.27</u>	<u>99.17</u>	<u>100.27</u>	<u>102.17</u>
7.1	7.7	8.7	8.0	8.1	5.0	4.1
35	24	19		10	20	35

C+00

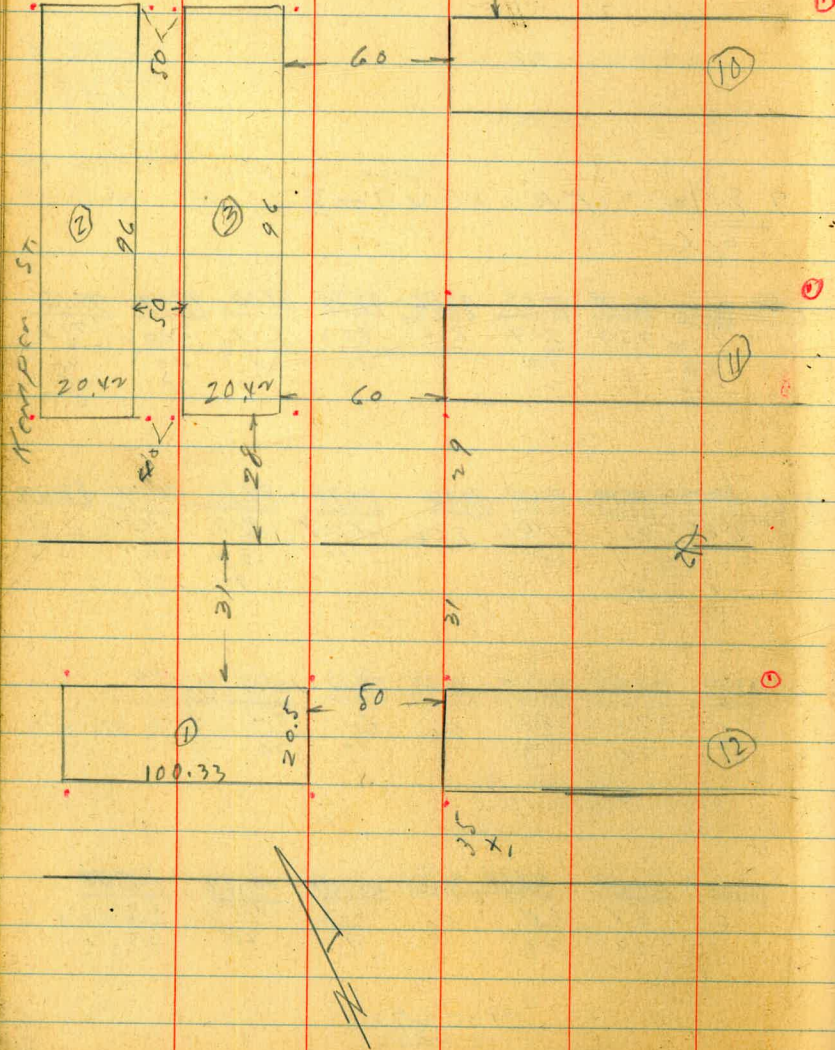
<u>100.27</u>	<u>100.57</u>	<u>99.87</u>	<u>100.27</u>	<u>100.07</u>	<u>101.87</u>	<u>102.77</u>
6.0	5.7	6.4	6.0	6.7	4.4	3.5
35	24	20		9	20	35

106.27

106.27

Name Location of Bldgs. W.O. #128
 Somerville Veterans Housing Project
 W.M. E.F. Loma Trailer Park
 9-19-46

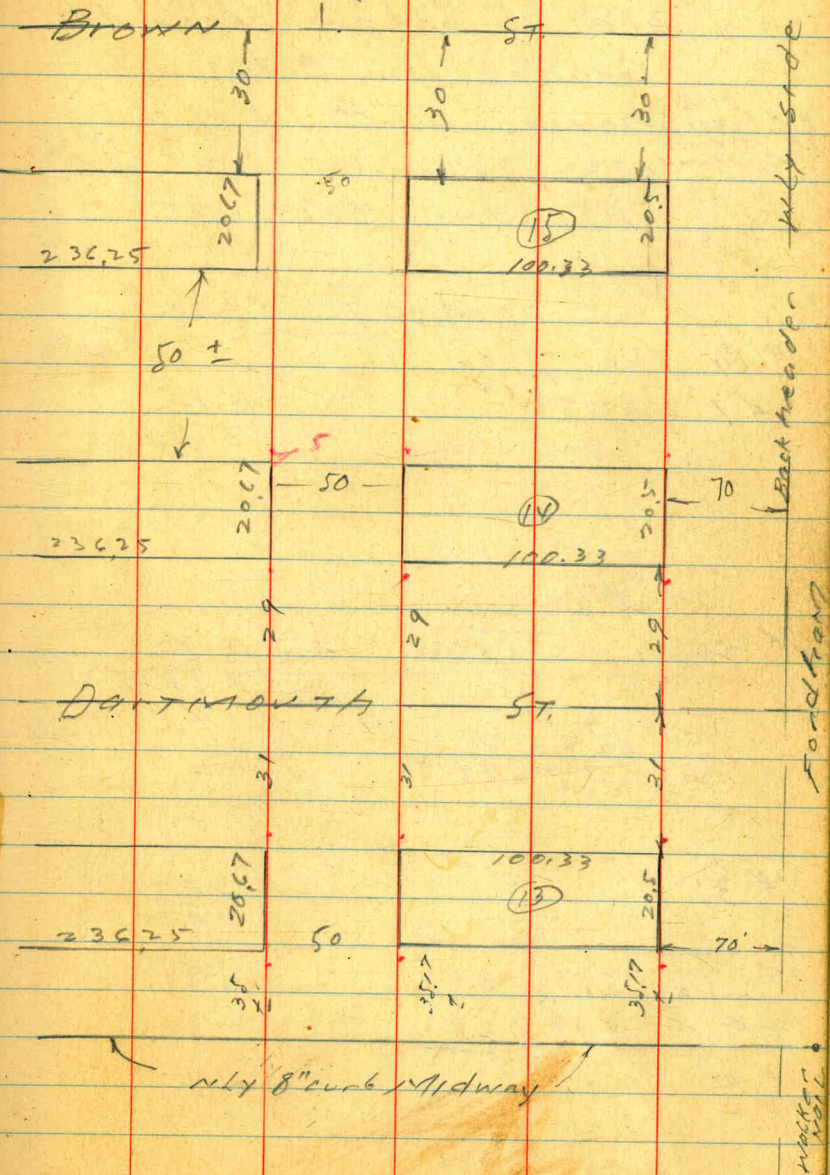
Bldgs. at 90° with baseline



. = 5' offsets
 ○ = grade only

Holyoke

index
 e.s.k.



5' offset stakes
are 2' below Floor EL.

Grades for Bldgs

disk
BM #2341
S.E. 1st Ave
Fordham

shown on P. 14

	5.43	7.63		2.21	1738-7
T.P.	4.05	7.40	4.28	3.35	

Reset

BM # P7

Bldg

#1

2.51			2.60
5.00			4.80 ✓
7.51			

#3 = 3.00

#2

4.57 ✓			2.80
			4.60 ✓

#2 = 2.80
4.77 ✓

#3

3.00
1.10 ✓

BM above

5.80	8.01		2.21
------	------	--	------

T.P.

4.99	7.83	5.17	2.80
------	------	------	------

#10

3.20
4.63

Bldg

#11

3.10
4.30 ✓

#12

3.00
4.40 ✓

4.62

7.72

4.30

3.10

#13

3.00
4.72 ✓

#14

3.10
4.12 ✓

5.51

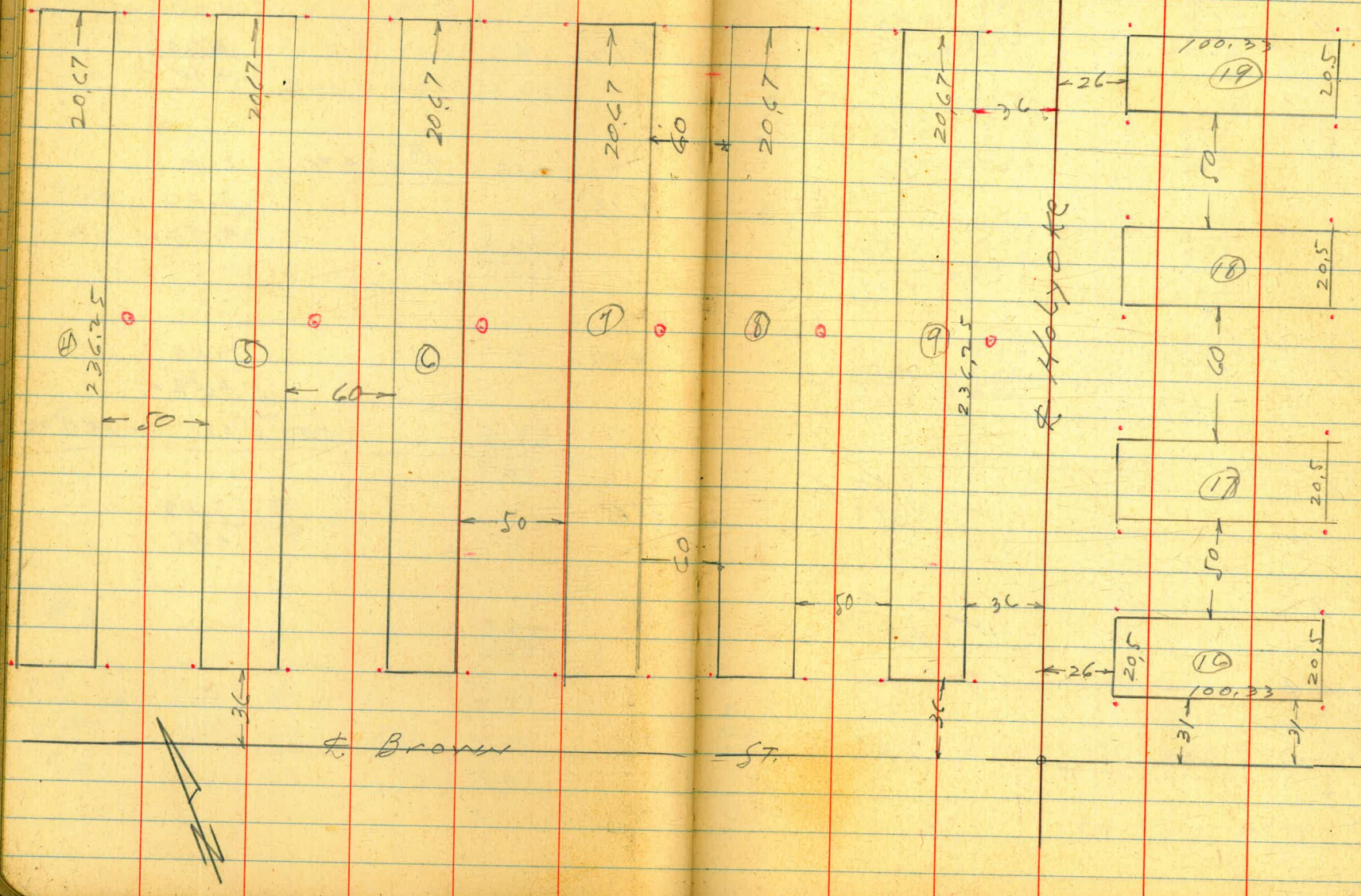
2.21 orig B.M. OK

#15

3.30
4.53

Location of Bldgs
Loma Troben Park
• = 5' offsets
and 2' below FL. EL.
○ grade only

Grades P.17



Grades for Bldgs
on P 16 - Grades 2' below

# 4			3.00	✓
			4.51	
# 5			3.50	✓
			4.01	
# 6			3.50	✓
			4.01	
# 7			3.60	✓
			3.91	
# 8			3.60	✓
			3.91	
# 9			3.50	✓
			4.01	✓

BM E
NAIL
Brown 5.00 7.51
↓
Holyoke

2.51

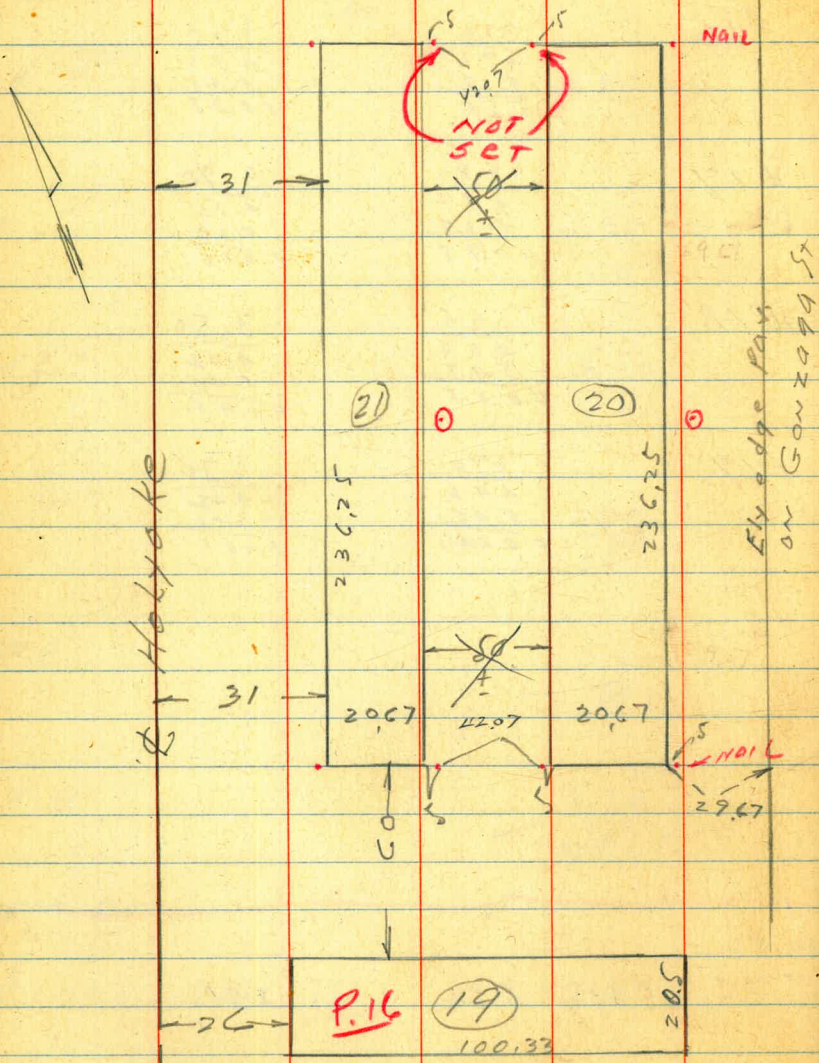
2.51 BM E Brown
5.51 NAIL HOLYOKE
8.12 S. side N side

# 16	3.20	3.20
	4.92	4.92
	5.17	5.25
	F 0.25	F 0.33
# 17	3.80	3.80
	4.32	4.32
	5.27	5.28
	F 0.95	F 0.76
# 18	3.50	3.50
	4.62	4.62
	5.17	5.04
	F 0.55	F 0.42
# 19	3.70	3.70
	4.42	4.42
	5.06	5.03
	F 0.64	F 0.61

BM. E nail
Brown + Holyoke 5.93 8.44 2.51
Set BM
chisel □ Con. Ad. 3.59 4.85

CE

Location of Bldgs
LANTA Traylor Park
= 5' offsets
⊙ grade only



EL. 2' below
FLOOR EL.

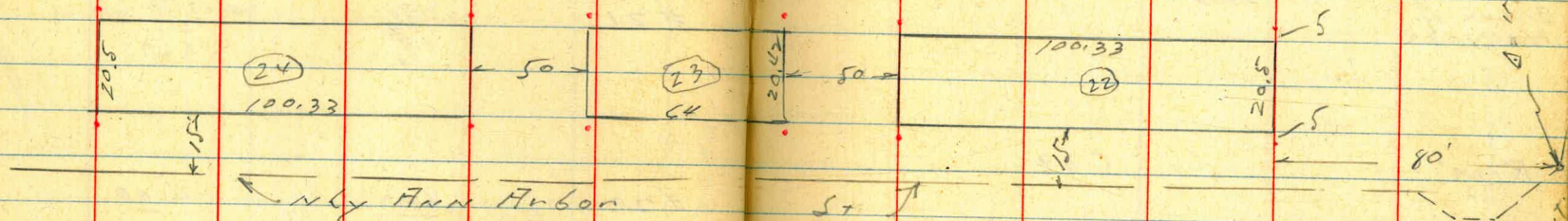
18

BM E Nail	569	8.20	2.51	Brown Holyoke
		5. Side	8. Side	
#21		$\frac{3.70}{4.50}$	$\frac{3.70}{4.50}$	
#20		$\frac{4.00}{4.20}$	$\frac{4.00}{4.20}$	= NAIL Pav
			5.10	
			<u>70.90</u>	
		North Side		
#21		$\frac{3.70}{4.50}$ ✓	3.70	NOT SET
#20		4.00 NOT SET	$\frac{4.00}{4.20}$	= NAIL in Pav.
			<u>7.86</u>	
			70.66	
		8.20		
T.P. NWLY 5' STUB of #21	4.65	8.35	4.50	3.70

Location of Bldgs

Lama Trailer Park

= 5' offsets, 2' below H.E.



8.35 From p. 18

22

$$\begin{array}{r} 4.00 \\ 4.35 \checkmark \end{array}$$

23

$$\begin{array}{r} 3.70 \\ 4.65 \checkmark \end{array}$$

24

$$\begin{array}{r} 3.80 \\ 4.55 \checkmark \end{array}$$

Elev. of Sewer M.H.
 on Nly side of Brown St
 56y from Kemper St.

BM Nail Brown & Holyoke	5.40	<u>7.91</u>	2.51
-------------------------------	------	-------------	------

RIM			5.39
-----	--	--	------

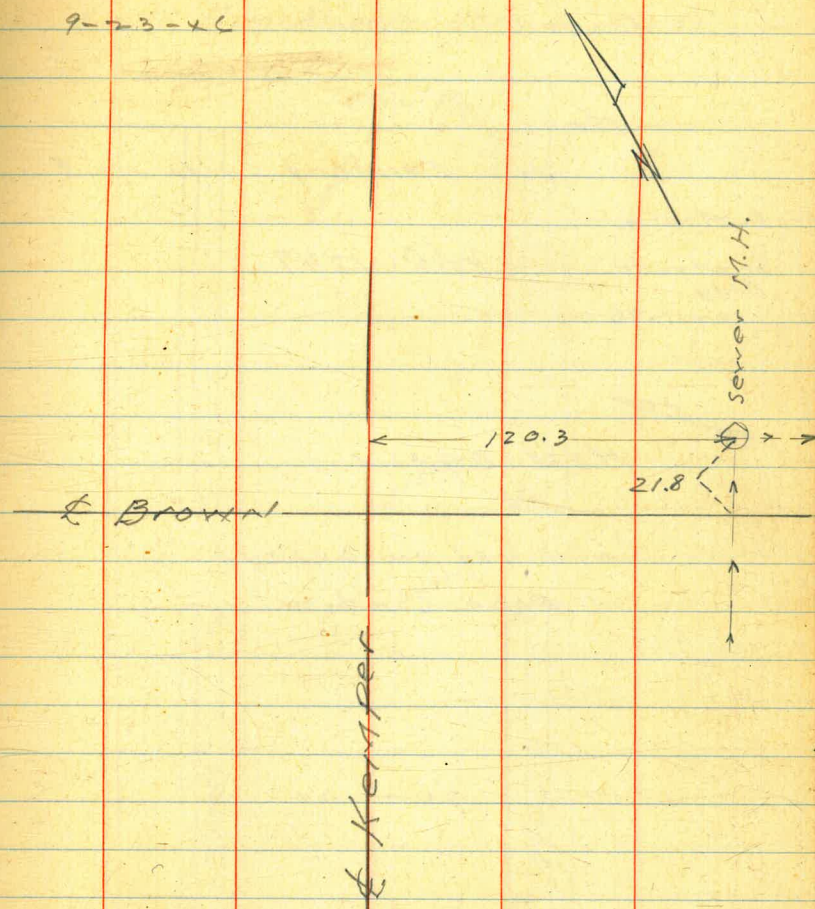
INVERT			8.87 -0.96'
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Moore
 Surveyor
 W. Moore
 8099

indexed
 0.5.1K

20

9-23-46



Xsec Kline St. = 80' wide
14' abs
Draper to Ivanhoe

Note!

ALL EXISTING CURBS ARE 8"

C. Moore

W. Moore

Begg

10-11-46

W.O. 1247

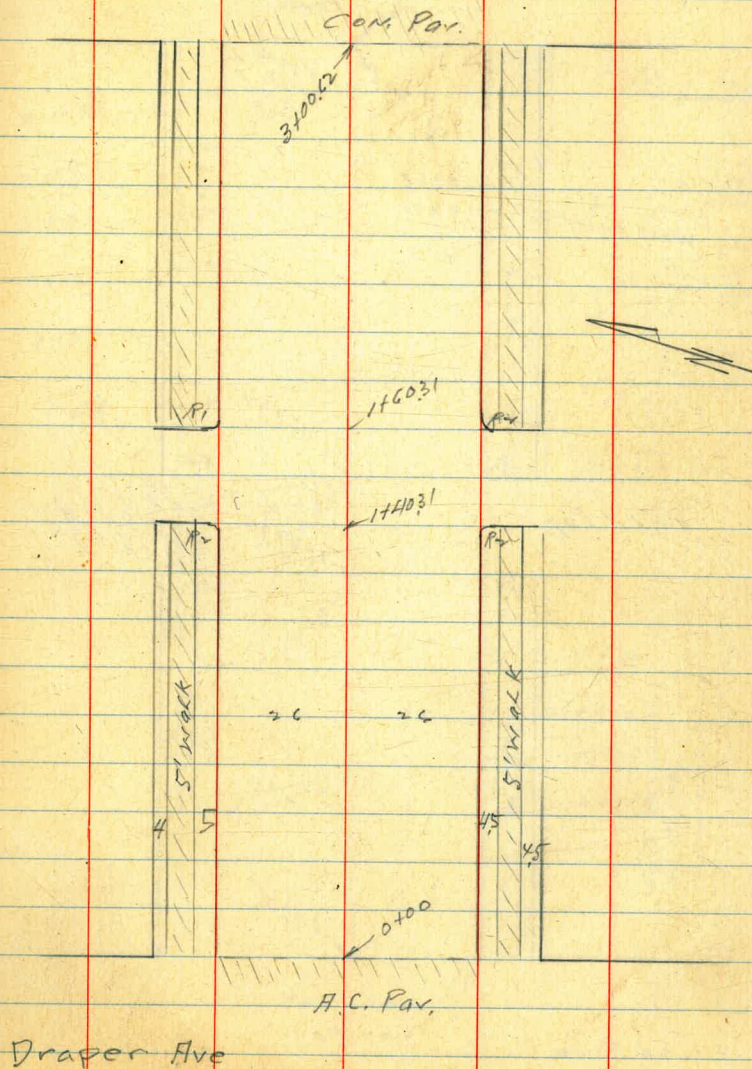
Note again!

Cold lay in alleys
in poor condition

Indexed
C.S.M

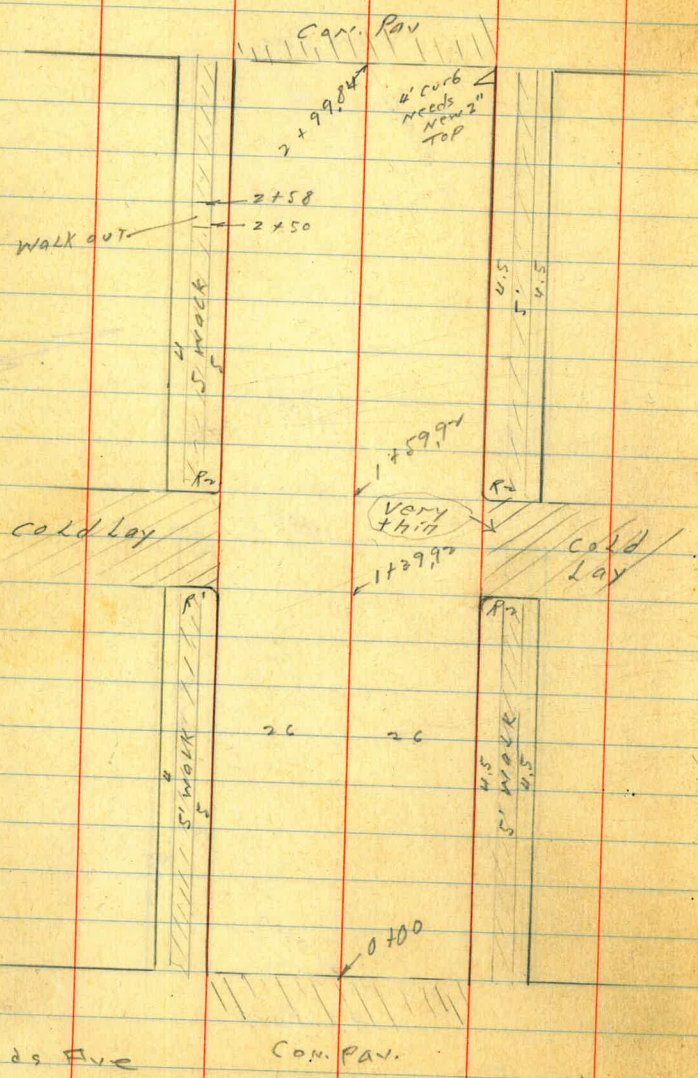
21

Eads Ave 80' wide with 14' curbs



Fay Ave 80' wide with 14' curb

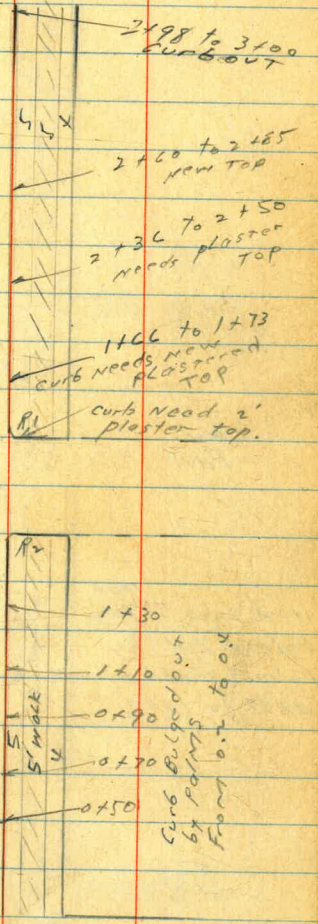
Girard 100' wide with 14' curbs



curb bulged out by 6\"/>



CON. PAV. 3+00.08



Eads Ave

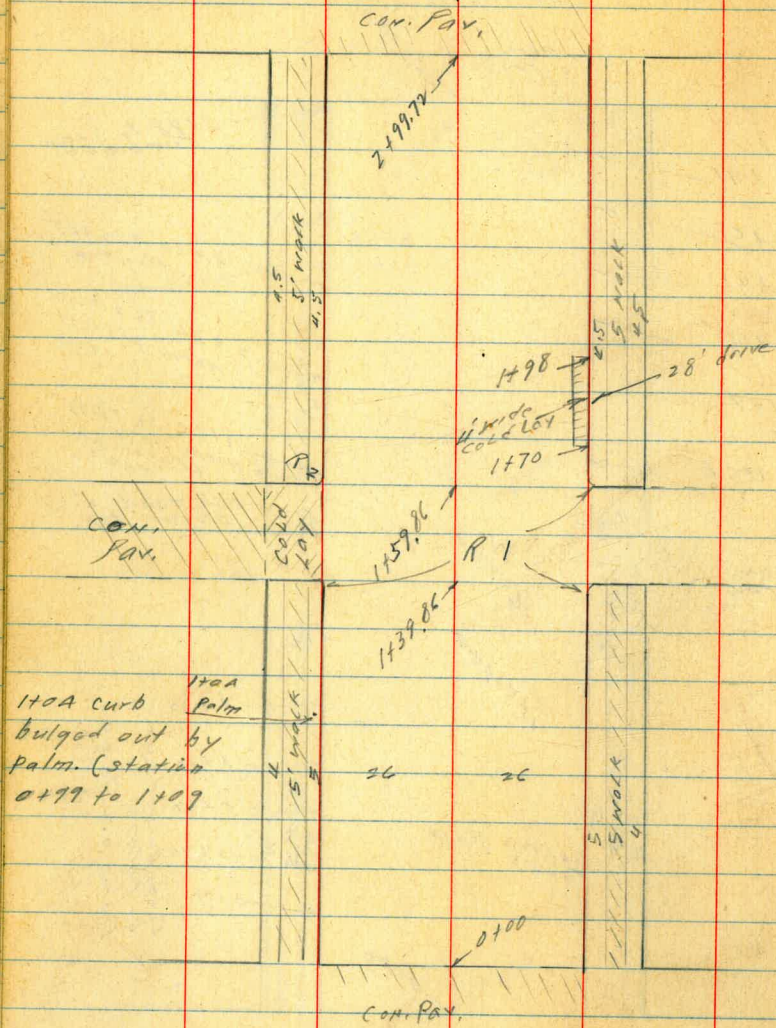
CON. PAV.

Fay Ave

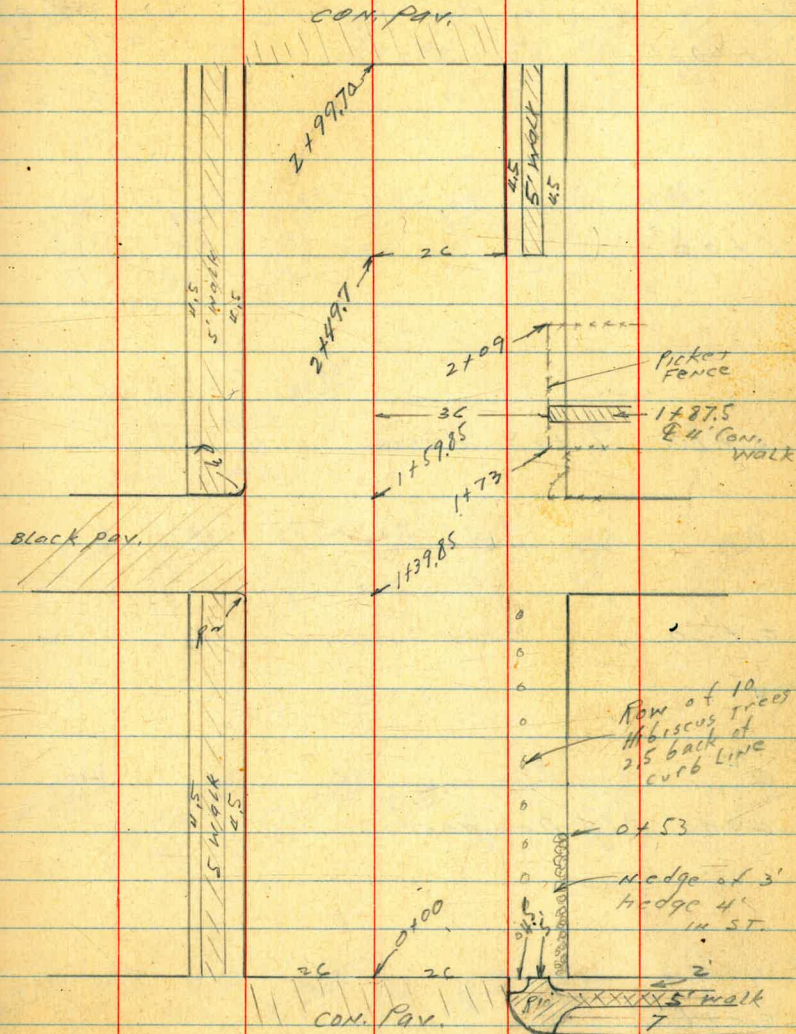
CON. PAV.

Herschel Ave 50' wide 14' curbs

Van Hoe Ave 20' curbs



Grand



Herschel Ave

1 + 40,31

<u>87.64</u>		<u>87.3</u>
2.79		31
40		60
66		

<u>89.42</u>		<u>88.7</u>	<u>88.8</u>
3.01		3.7	3.8
26		20	13
66			

<u>88.6</u>		<u>88.0</u>
3.9		4.4
		13

<u>87.1</u>		<u>87.83</u>
5.3		4.60
20		20
66		66

<u>87.9</u>		<u>88.10</u>
4.5		4.33
40		40
66		66

<u>88.10</u>		<u>88.10</u>
4.33		4.33
40		40
66		66

1 + 00

<u>87.88</u>		<u>88.1</u>	<u>88.1</u>	<u>87.0</u>	<u>87.4</u>
3.55		4.3	4.3	4.4	5.0
20		20	13	13	20
66					66

<u>88.1</u>		<u>88.1</u>
4.3		4.3
20		13

<u>87.0</u>		<u>87.4</u>
4.4		5.0
13		20

<u>86.5</u>		<u>87.40</u>
5.9		5.03
20		20
66		66

<u>87.40</u>		<u>87.40</u>
5.03		5.03
20		20
66		66

0 + 82 E 17.5 drive

<u>88.71</u>		<u>87.90</u>
3.72		4.53
31		20
rock		14 dr.

<u>87.90</u>		<u>87.90</u>
4.53		4.53
20		20

0 + 50

<u>88.19</u>		<u>87.4</u>	<u>87.2</u>	<u>87.0</u>	<u>86.4</u>	<u>85.9</u>	<u>86.71</u>
4.20		5.0	5.2	5.4	6.0	6.5	5.72
20		20	13	13	13	20	20
66							66

<u>87.4</u>		<u>87.2</u>	<u>87.0</u>	<u>86.4</u>	<u>85.9</u>	<u>86.71</u>
5.0		5.2	5.4	6.0	6.5	5.72
20		13	13	13	20	20

<u>87.2</u>		<u>87.0</u>	<u>86.4</u>	<u>85.9</u>	<u>86.71</u>
5.2		5.4	6.0	6.5	5.72
13		13	13	20	20

<u>87.0</u>		<u>86.4</u>	<u>85.9</u>	<u>86.71</u>
5.4		6.0	6.5	5.72
13		13	20	20

<u>86.4</u>		<u>85.9</u>	<u>86.71</u>
6.0		6.5	5.72
13		20	20

<u>85.9</u>		<u>86.71</u>
6.5		5.72
20		20

<u>86.71</u>		<u>86.71</u>
5.72		5.72
20		20

0 + 00 Ely Draper

<u>87.48</u>		<u>86.75</u>	<u>86.48</u>	<u>86.24</u>	<u>85.77</u>	<u>85.39</u>	<u>85.99</u>
4.95		5.68	5.95	6.17	6.60	7.04	6.44
20		20	13	13	13	20	20
66							66

<u>86.75</u>		<u>86.48</u>	<u>86.24</u>	<u>85.77</u>	<u>85.39</u>	<u>85.99</u>
5.68		5.95	6.17	6.60	7.04	6.44
20		13	13	13	20	20

<u>86.48</u>		<u>86.24</u>	<u>85.77</u>	<u>85.39</u>	<u>85.99</u>
5.95		6.17	6.60	7.04	6.44
13		13	13	20	20

<u>86.24</u>		<u>85.77</u>	<u>85.39</u>	<u>85.99</u>
6.17		6.60	7.04	6.44
13		13	20	20

<u>85.77</u>		<u>85.39</u>	<u>85.99</u>
6.60		7.04	6.44
13		20	20

<u>85.39</u>		<u>85.99</u>
7.04		6.44
20		20

<u>85.99</u>		<u>85.99</u>
6.44		6.44
20		20

0 - 14

<u>87.45</u>		<u>86.78</u>	<u>86.53</u>	<u>86.27</u>	<u>86.01</u>	<u>85.73</u>	<u>85.41</u>	<u>85.13</u>	<u>85.99</u>
4.98		5.65	5.90	6.10	6.47	6.70	7.02	7.30	6.44
40		40	20	13	13	13	20	40	40
66		97	P	P	P	P	P	97	66

<u>86.78</u>		<u>86.53</u>	<u>86.27</u>	<u>86.01</u>	<u>85.73</u>	<u>85.41</u>	<u>85.13</u>	<u>85.99</u>
5.65		5.90	6.10	6.47	6.70	7.02	7.30	6.44
40		20	13	13	13	20	40	40
97		P	P	P	P	P	97	66

<u>86.53</u>		<u>86.27</u>	<u>86.01</u>	<u>85.73</u>	<u>85.41</u>	<u>85.13</u>	<u>85.99</u>
5.90		6.10	6.47	6.70	7.02	7.30	6.44
20		13	13	13	20	40	40
P		P	P	P	P	97	66

<u>86.27</u>		<u>86.01</u>	<u>85.73</u>	<u>85.41</u>	<u>85.13</u>	<u>85.99</u>
6.10		6.47	6.70	7.02	7.30	6.44
13		13	13	20	40	40
P		P	P	P	97	66

<u>86.01</u>		<u>85.73</u>	<u>85.41</u>	<u>85.13</u>	<u>85.99</u>
6.47		6.70	7.02	7.30	6.44
13		13	20	40	40
P		P	P	97	66

<u>85.73</u>		<u>85.41</u>	<u>85.13</u>	<u>85.99</u>
6.70		7.02	7.30	6.44
13		20	40	40
P		P	97	66

<u>85.41</u>		<u>85.13</u>	<u>85.99</u>
7.02		7.30	6.44
20		40	40
P		97	66

<u>85.13</u>		<u>85.99</u>
7.30		6.44
40		40
97		66

L.E.B.P.

139

92.43

86.04

KLINE
Draper

92.43

3 + 14.62 Wly of Long Eads

91.46
512
40
06

90.90
508
40
97

90.69
589
20
P

90.49
609
13
P

90.27
631
P

89.99
650
13
P

89.66
672
20
P

89.38
720
40
97

89.99
659
40
06

3 + 00.62 Wly Eads

91.43
515
20
06

90.94
554
20

90.84
572
13

90.63
595

90.17
641
13

89.60
698
20

90.04
654
20
06

T.P. 7.40 96.58 331 89.12

96.58

2 + 50

90.79
102
20
06

90.0
20
20

90.0
20
13

89.7
27
13

89.1
33
13

88.5
39
20

89.39
304
20
06

2 + 15 E 10 down

90.42
201
31
walk

89.47
295
20
walk

87.9
4.5
↑ look like it should be 1' diff. 210

2 + 00

90.15
228
20
06

89.2
32
20

89.3
31
13

89.1
33
13

88.5
39
13

88.9
35
20

88.71
372
20
06

1 + 60.31

89.94
249
40
06

89.6
28
40

89.67
270
20
06

89.0
30
20

89.0
30
13

88.8
30
13

88.3
41
13

87.5
49
20

87.21
422
20
06

87.2
42
40

88.36
407
40
06

92.43

92.43

1+39.92 W. Line Alley

1+00

0+89 ♂ 19' drive

0+50

0+00 Ely Eggs

0-14

96.58

<u>93.95</u> 2.63 10 cc.	<u>93.62</u> 2.90 40 Pay.	<u>93.52</u> 3.06 20 cc.	<u>92.93</u> 3.25 26 cc.	<u>92.8</u> 3.8 13 cc.	<u>92.5</u> 4.1 13	<u>91.9</u> 4.7 13	<u>91.5</u> 5.1 26 cc.	<u>92.28</u> 4.32 20 cc.	<u>91.78</u> 4.80 20 cc.	<u>92.52</u> 4.06 40 cc.
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<u>93.01</u> 3.57 20 cc.	<u>92.0</u> 4.6 26 cc.	<u>92.1</u> 4.5 13	<u>91.9</u> 4.7	<u>91.4</u> 5.2 13	<u>90.9</u> 5.5 26 cc.	<u>91.68</u> 4.90 26 cc.
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<u>90.89</u> 3.67 26 ♂. 19' drive	<u>91.63</u> 4.25 30.5 on walk Edgo
--	---

<u>92.20</u> 4.38 26 cc.	<u>91.4</u> 5.2 26 cc.	<u>91.5</u> 5.1 13	<u>91.2</u> 5.4	<u>90.7</u> 5.9 13	<u>90.2</u> 6.4 26 cc.	<u>90.87</u> 5.71 26 cc.
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<u>91.17</u> 5.11 26 cc.	<u>90.91</u> 5.67 26 cc.	<u>90.83</u> 5.75 13 P	<u>90.67</u> 5.91 P	<u>90.25</u> 6.33 13 P	<u>89.59</u> 6.99 26 cc.	<u>89.99</u> 6.59 26 cc.
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91.98
5.10
40
cc.

<u>90.98</u> 5.60 40 cc.	<u>90.70</u> 5.88 26	<u>90.45</u> 6.13 13	<u>90.28</u> 6.30	<u>89.98</u> 6.60 13	<u>89.64</u> 6.94 26	<u>89.37</u> 7.21 40 cc.	<u>90.06</u> 6.52 40 cc.
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96.58

L_y
North

E

R₇
South

27

2+99⁸⁴ = Wly. Line Kay

T.P. 7.24 $\frac{101.73}{.9658} - 2.09$ 94.49

2+50

2+0.3

1+96 ϕ 10' drive

1+59.92

1+49.92 = ϕ Alley

96.58
T

$\frac{96.01}{5.72}$ 26 06.	$\frac{95.27}{6.56}$ 26 97. Cena. Pav.	$\frac{95.46}{6.27}$ 13 Pav.	$\frac{95.38}{6.35}$ Pav.	$\frac{95.02}{6.71}$ 13 Pav.	$\frac{94.54}{7.17}$ 26 Pav.	$\frac{94.98}{6.75}$ 26 06.
			$\frac{101.73}{.9658}$			

$\frac{95.21}{1.27}$ 26 06.	$\frac{94.5}{2.1}$ 26 97.	$\frac{94.4}{2.2}$ 13	$\frac{94.1}{2.5}$	$\frac{93.7}{2.9}$ 13	$\frac{93.2}{3.4}$ 26 97.	$\frac{94.12}{2.26}$ 26 06.
-----------------------------------	---------------------------------	--------------------------	--------------------	--------------------------	---------------------------------	-----------------------------------

$\frac{94.63}{1.95}$ 26 06.	$\frac{93.8}{2.8}$ 26 97.	$\frac{93.5}{3.1}$ 13	$\frac{93.4}{3.2}$	$\frac{92.9}{3.7}$ 13	$\frac{92.4}{4.2}$ 26 97.	$\frac{93.40}{3.18}$ 26 06.
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$\frac{94.62}{1.96}$ 26 06. edge walk	$\frac{93.90}{2.58}$ 26 97. on drive
--	---

$\frac{94.13}{2.15}$ 06. 00	$\frac{93.74}{2.64}$ 26 07	$\frac{94.01}{2.57}$ 26 06. Q. Pav.	$\frac{93.31}{3.27}$ 26 97.	$\frac{93.1}{3.5}$ 13	$\frac{92.8}{3.8}$	$\frac{92.2}{4.4}$ 13	$\frac{91.78}{4.80}$ 26 07	$\frac{92.68}{3.90}$ 26 06. Cl. Pav.	$\frac{92.47}{4.11}$ 40 Pav.	$\frac{92.86}{3.72}$ 40 06.
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$\frac{93.47}{3.11}$ 40	$\frac{93.16}{3.42}$ 26	$\frac{93.1}{3.5}$ 13	$\frac{92.7}{3.7}$	$\frac{92.1}{4.5}$ 13	$\frac{91.65}{4.83}$ 26	$\frac{91.85}{4.73}$ 40
----------------------------	----------------------------	--------------------------	--------------------	--------------------------	----------------------------	----------------------------

$\frac{96.58}{.9658}$

0+99 = Φ 13^o Drive

TP	7.70	<u>105.57</u>	3.86	97.87
		101.73		

0+59 = Φ 10^o drive

0+50

0+00 = Ely Line Fay 0.17 paving

0+00-14 Ely curb line Fay

3+13.84 Wly curb line Fay

101.73
x

<u>98.70</u>	<u>99.09</u>
6.87	6.48
31	26
Edge Walk	on lip

105.57

<u>96.98</u>	<u>97.77</u>
4.75	3.96
26	07.31
on lip	edge walk

<u>98.31</u>	<u>97.3</u>	<u>97.6</u>	<u>97.3</u>	<u>96.9</u>	<u>96.6</u>	<u>97.53</u>
3.12	2.2	4.1	2.4	4.8	5.1	4.20
06.	25	13		13	26	26
	91.				91.	06.

<u>96.96</u>	<u>96.35</u>	<u>96.47</u>	<u>96.41</u>	<u>96.05</u>	<u>95.57</u>	<u>96.09</u>
4.77	5.38	5.26	5.72	5.88	6.16	5.84
26	26	13		13	26	26
06.	91.				91.	06.

<u>96.95</u>	<u>96.33</u>	<u>96.22</u>	<u>96.03</u>	<u>95.82</u>	<u>95.63</u>	<u>95.46</u>	<u>95.35</u>	<u>95.99</u>
4.78	5.40	5.51	5.70	5.91	6.10	6.27	6.38	5.74
20	20	26	13	13	13	26	20	20
06.	91.					91.	91.	06.

<u>95.96</u>	<u>95.51</u>	<u>95.35</u>	<u>95.23</u>	<u>95.08</u>	<u>94.87</u>	<u>94.66</u>	<u>94.51</u>	<u>95.00</u>
5.77	6.22	6.38	6.50	6.65	6.86	7.07	7.22	6.73
1.44	20	26	13		13	26	20	20
06.	91.					91.	91.	06.

101.73

Killic

2+50

<u>103.70</u>	<u>102.8</u>	<u>102.9</u>	<u>102.6</u>	<u>102.3</u>	<u>102.1</u>	<u>102.69</u>
1.87	2.8	2.7	3.0	3.3	3.5	2.88
26	26	13		13	26	26
oc.	71.				91.	oc.

2+00

<u>102.38</u>	<u>101.5</u>	<u>101.5</u>	<u>101.2</u>	<u>100.9</u>	<u>100.5</u>	<u>101.32</u>
3.19	4.1	4.1	4.4	4.7	5.1	4.25
26	26	13		13	26	26
oc.	71.				91.	oc.

1+60.09 Ely. Line Alley

<u>101.63</u>	<u>101.20</u>	<u>101.41</u>	<u>100.39</u>	<u>100.5</u>	<u>100.2</u>	<u>99.9</u>	<u>99.5</u>	<u>100.33</u>	<u>99.8</u>	<u>100.57</u>
3.94	4.37	4.6	5.18	5.1	5.4	5.7	6.1	5.24	5.8	5.00
20	40	26	26	13		13	26	26	40	20
oc.	par	topd.	oil				91.	topd. 1 Rod	71.	71. oc.

1+50.0A C Alley

<u>100.72</u>	<u>99.96</u>
4.85	5.61
40	26
on par.	oil

1+40.0A Wly. Line Alley

<u>100.94</u>	<u>100.86</u>	<u>100.75</u>	<u>99.83</u>	<u>100.0</u>	<u>99.8</u>	<u>99.4</u>	<u>99.1</u>	<u>99.82</u>	<u>99.6</u>	<u>100.01</u>
4.63	4.71	4.82	5.24	5.6	5.8	6.2	6.5	5.75	6.0	5.56
40	20	26	26	13		13	26	26	40	40
74. oc.	par	oc. M.	91. oil				81.	oc. M.	40	oc.

1+06

<u>99.83</u>	<u>99.0</u>	<u>99.0</u>	<u>98.9</u>	<u>98.5</u>	<u>98.0</u>	<u>99.02</u>
5.74	6.6	6.6	6.7	7.1	7.6	6.55
26	26	13		13	26	26
oc.	71.				91.	oc.

105.57

105.57

0+625 = @ 16^E conc. drive on North.

0+50

0+00 = Ely. Line Girard.

0-14 Ely. curb line Girard

T.P.S.W.B.P. 10.07 114.10 1.54 104.03 103.97
Girard + Kline 105.57

3+16.08 Wly. Curb line Girard

3+00.08 Wly line Girard

105.57

L₇
North

E
Kline

R₇
South

108.60
5.50
31
edgewalk
6.29
26
1/10

108.23 107.3 107.4 107.3 107.0 106.5 107.34
5.87 6.8 6.7 6.8 7.1 7.6 6.76
28 20 13 26 13 26 26
06. 97. 97. 97. 97. 97. 06.

106.95 106.32 106.61 106.58 106.19 105.53 106.03
7.15 7.78 7.49 7.52 7.91 8.57 8.07
26 26 13 26 13 26 26
06. 97. 13 97. 13 97. 7/4 curb

107.01 106.30 106.20 106.35 106.25 105.98 105.54 105.22 106.00
7.09 7.80 7.70 7.75 7.85 8.12 8.56 8.88 8.10
06. 40 46 13 13 13 26 40 40
04. 04. 97. 97. 97. 97. 97. 06.

114.10

105.07 104.47 104.62 104.88 104.72 104.37 103.76 103.29 104.01
0.50 1.10 0.95 0.59 0.85 1.20 1.81 2.28 1.56
40 40 26 13 13 26 26 40 40
06. 77. 97. 97. 97. 97. 97. 97. 06.

105.07 104.35 104.60 104.45 104.02 103.78 103.99
0.50 1.22 0.97 1.12 1.35 2.28 1.58
26 26 13 13 13 26 26
06. 77. 97. 97. 97. 97. 06.

105.57

1+98 = Ely, edge cone. Dr. on So.

$\frac{110.75}{3.35}$
26
lip

$\frac{111.34}{2.76}$
30.5 - walk edge

1+70 = Wly. edge cone. dr. on So.

$\frac{110.02}{4.08}$
26 on lip

$\frac{110.67}{3.43}$
30.5
walk edge

1+59.86 Ely. Line Alley

$\frac{111.18}{2.92}$	$\frac{110.38}{3.72}$	$\frac{110.99}{3.11}$	$\frac{109.83}{4.27}$	$\frac{110.2}{3.7}$	$\frac{10.2}{3.9}$	$\frac{109.8}{4.3}$	$\frac{109.5}{4.6}$	$\frac{110.25}{3.85}$	$\frac{109.6}{4.5}$	$\frac{110.52}{3.58}$
40 cb.	77 par.	26 cl.	20 oil	13		13	26	26 cl.	40 97.	26 cl.

1+49.86

$\frac{109.98}{4.12}$
par.
40

$\frac{109.43}{4.67}$
26
oil

1+39.86 = Wly line alley

$\frac{110.65}{3.45}$	$\frac{110.23}{3.97}$	$\frac{110.42}{3.68}$	$\frac{109.33}{4.77}$	$\frac{109.7}{4.4}$	$\frac{109.8}{4.3}$	$\frac{109.2}{4.8}$	$\frac{109.1}{5.0}$	$\frac{109.70}{4.00}$	$\frac{109.4}{4.7}$	$\frac{109.92}{4.18}$
40 N.	40 Curb.	26 Curb.	26 oil	13		13	26 97	26 Curb. Rd.	40 97.	40 cl.

1+00

$\frac{109.54}{4.56}$
26
cl.

$\frac{108.3}{5.8}$
26
97.

$\frac{108.6}{5.5}$
13

$\frac{108.5}{5.6}$

$\frac{108.1}{6.0}$
13

$\frac{107.9}{6.2}$
26
97.

$\frac{108.66}{5.44}$
26
cl.

114.10

114.10

S.E.B.P. Herschel
+ Kline

6.31 115.52

shown as
115.51

0+00 = Ely. Line Herschel

0-1A = Ely. Curb line Herschel

3+13.72 = Wly curb line Herschel

2+99.72 = Wly. Line Herschel.

2+50

2+00

2+00

114.10

L
Kline
R

<u>116.16</u>	<u>115.40</u>	<u>115.63</u>	<u>115.61</u>	<u>115.41</u>	<u>114.98</u>	<u>115.50</u>	<u>115.70</u>	<u>115.7</u>
5.67	6.43	6.20	6.22	6.42	6.85	6.83	6.13	6.1
26	26	13		13	26	26	38.5	40
cc.	91.				91.	cc.	Edge	
						End	walk	

<u>116.01</u>	<u>115.35</u>	<u>115.27</u>	<u>115.33</u>	<u>115.33</u>	<u>115.29</u>	<u>114.98</u>	<u>114.79</u>	<u>115.51</u>
5.82	6.48	6.56	6.50	6.50	6.54	6.85	7.04	6.32
40	40	26	13		13	26	40	40
cc.	91.						91.	cc.

<u>114.52</u>	<u>113.82</u>	<u>113.97</u>	<u>114.21</u>	<u>114.25</u>	<u>114.05</u>	<u>113.61</u>	<u>113.43</u>	<u>114.01</u>
7.31	7.70	7.86	7.62	7.58	7.78	8.22	8.40	7.82
40	40	26	13		13	26	40	40
cc.	91.						91.	cc.

<u>114.48</u>	<u>113.66</u>	<u>113.97</u>	<u>114.04</u>	<u>113.74</u>	<u>113.30</u>	<u>113.95</u>
7.35	8.17	7.86	7.79	8.09	8.53	7.88
26	26	13		13	26	26
cc.	91.				91.	cc.

121.83

<u>113.24</u>	<u>112.2</u>	<u>112.3</u>	<u>112.3</u>	<u>112.1</u>	<u>111.7</u>	<u>112.64</u>
0.86	1.9	1.8	1.8	2.0	2.4	1.46
26	26	13		13	26	26
cc.	91.				91.	cc.

<u>112.03</u>	<u>110.9</u>	<u>111.1</u>	<u>111.0</u>	<u>110.7</u>	<u>110.7</u>	<u>111.37</u>
2.07	3.2	3.0	3.1	3.4	3.4	1.73
26	26	13		13	26	26
cc.	91.				91.	cc.

114.10

Lr
North

Kline

Rr

1+59.85 Ely. Line Alley

$$\begin{array}{r} 121.59 \\ 8.93 \\ \hline 26 \\ \text{cl.} \end{array}$$

$$\begin{array}{r} 122.28 \\ 9.24 \\ \hline 20 \\ \text{pav} \end{array}$$

$$\begin{array}{r} 122.60 \\ 8.92 \\ \hline 26 \\ \text{cul} \end{array}$$

$$\begin{array}{r} 121.75 \\ 9.77 \\ \hline 26 \\ \text{pav} \end{array}$$

$$\begin{array}{r} 121.6 \\ 9.9 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 121.3 \\ 10.2 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 120.9 \\ 10.6 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 120.6 \\ 10.9 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 121.0 \\ 10.5 \\ \hline 26 \end{array}$$

$$\begin{array}{r} 121.4 \\ 10.1 \\ \hline 40 \end{array}$$
1+49.85 Φ Alley
$$\begin{array}{r} 121.55 \\ 9.97 \\ \hline 20 \\ \text{blk. paving} \end{array}$$

$$\begin{array}{r} 121.32 \\ 10.20 \\ \hline 26 \end{array}$$

$$\begin{array}{r} 121.3 \\ 10.2 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 120.98 \\ 10.54 \\ \hline 13 \\ \text{M.H. Ritt} \end{array}$$

$$\begin{array}{r} 120.6 \\ 10.9 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 120.4 \\ 11.1 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 120.6 \\ 10.9 \\ \hline 26 \end{array}$$

$$\begin{array}{r} 120.8 \\ 10.7 \\ \hline 40 \end{array}$$

1+39.85 Wly. Line Alley

$$\begin{array}{r} 121.86 \\ 9.66 \\ \hline 20 \\ \text{cl.} \end{array}$$

$$\begin{array}{r} 121.78 \\ 9.74 \\ \hline 26 \\ 97. \end{array}$$

$$\begin{array}{r} 121.54 \\ 9.98 \\ \hline 26 \\ \text{cur-b} \end{array}$$

$$\begin{array}{r} 121.07 \\ 10.52 \\ \hline 26 \\ \text{pav} \end{array}$$

$$\begin{array}{r} 120.9 \\ 10.6 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 120.6 \\ 10.9 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 120.7 \\ 11.3 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 120.0 \\ 11.5 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 120.4 \\ 11.1 \\ \hline 26 \end{array}$$

$$\begin{array}{r} 120.7 \\ 10.8 \\ \hline 40 \end{array}$$
11.40 $\frac{131.52}{121.83}$ 1.71 120.12

1+00

$$\begin{array}{r} 119.97 \\ 1.86 \\ \hline 26 \\ \text{cl.} \end{array}$$

$$\begin{array}{r} 119.2 \\ 2.6 \\ \hline 26 \\ 97. \end{array}$$

$$\begin{array}{r} 119.2 \\ 2.6 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 118.9 \\ 2.9 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 118.4 \\ 3.4 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 118.2 \\ 3.0 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 119.1 \\ 2.7 \\ \hline 26 \end{array}$$

$$\begin{array}{r} 119.4 \\ 2.4 \\ \hline 36 \end{array}$$

$$\begin{array}{r} 119.2 \\ 2.6 \\ \hline 40 \end{array}$$
0+96 38² Rt. = ctr. 8" diam tree.0+76 39³ Rt. = ctr. 9" diam tree

0+50

$$\begin{array}{r} 117.99 \\ 3.84 \\ \hline 26 \\ \text{cl.} \end{array}$$

$$\begin{array}{r} 117.2 \\ 4.6 \\ \hline 26 \\ 97 \end{array}$$

$$\begin{array}{r} 117.5 \\ 4.3 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 117.3 \\ 4.5 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 116.9 \\ 4.9 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 116.5 \\ 5.3 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 117.4 \\ 4.4 \\ \hline 26 \end{array}$$

$$\begin{array}{r} 117.6 \\ 4.2 \\ \hline 36 \end{array}$$

$$\begin{array}{r} 117.3 \\ 4.5 \\ \hline 40 \end{array}$$

121.83

121.83

Lt.
North

⊕

Rt.
South

2+99.70 = Wly. Line I van had

$\frac{128.03}{3.47}$	$\frac{127.37}{4.15}$	$\frac{127.53}{3.99}$	$\frac{127.52}{4.00}$	$\frac{127.10}{4.42}$	$\frac{126.62}{4.90}$	$\frac{127.17}{4.35}$
26	26	13		13	26	26
ob.	91.				91.	26 top ob.

2+497 = start curb + walk on South

$\frac{126.03}{5.47}$	$\frac{125.1}{6.4}$	$\frac{124.8}{6.7}$	$\frac{124.5}{7.0}$	$\frac{124.1}{7.4}$	$\frac{124.0}{7.5}$	$\frac{125.08}{6.44}$
26	26	13		13	26	26
ob.	91.				91.	cutb end

2+41 = ⊕ 14' Conc. Dr. on North

$\frac{125.82}{5.69}$	$\frac{125.06}{6.46}$
30.5	26
Edge walk	on lip

2+00

$\frac{124.04}{7.48}$	$\frac{123.0}{8.5}$	$\frac{122.8}{8.7}$	$\frac{122.6}{8.9}$	$\frac{122.1}{9.4}$	$\frac{121.7}{9.8}$	$\frac{122.5}{9.0}$	$\frac{123.0}{8.5}$	$\frac{123.1}{8.4}$
26	26	13		13	24	26	29	20
ob.	91.							

1+875 36° Rt. = ⊕ 4' Conc. Walk

$\frac{122.86}{8.66}$	$\frac{122.27}{8.60}$
36	20
⊕ walk	⊕ walk

1+70

131.52

$\frac{122.86}{8.66}$	$\frac{122.0}{9.5}$	$\frac{121.8}{9.7}$	$\frac{121.6}{9.9}$	$\frac{121.2}{10.3}$	$\frac{120.9}{10.6}$	$\frac{121.6}{9.9}$	$\frac{121.9}{9.6}$	$\frac{122.0}{9.5}$
26	26	13		13	24	26	28	20
ob.	91.							

131.52

LOCATION Water Lines
Loma Trailer Park

C.S.M.
C.S.
W.M.
E.B.

12-9-46

offsets C.R.

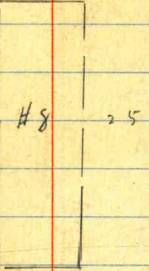
W.O. # 128

8+67.5 → ○ 14" LINE
CONNECT

150-2" Galv.

90°

5+93.1



Holyoke

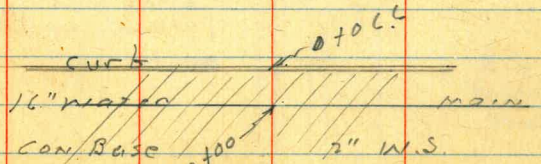
3+46.6
A 89°58' Rt

2+78.4
A 89°58' Lt

⊕ Brown

2+42.6

Dorrrough 10+92.4 E. 32' Pav.

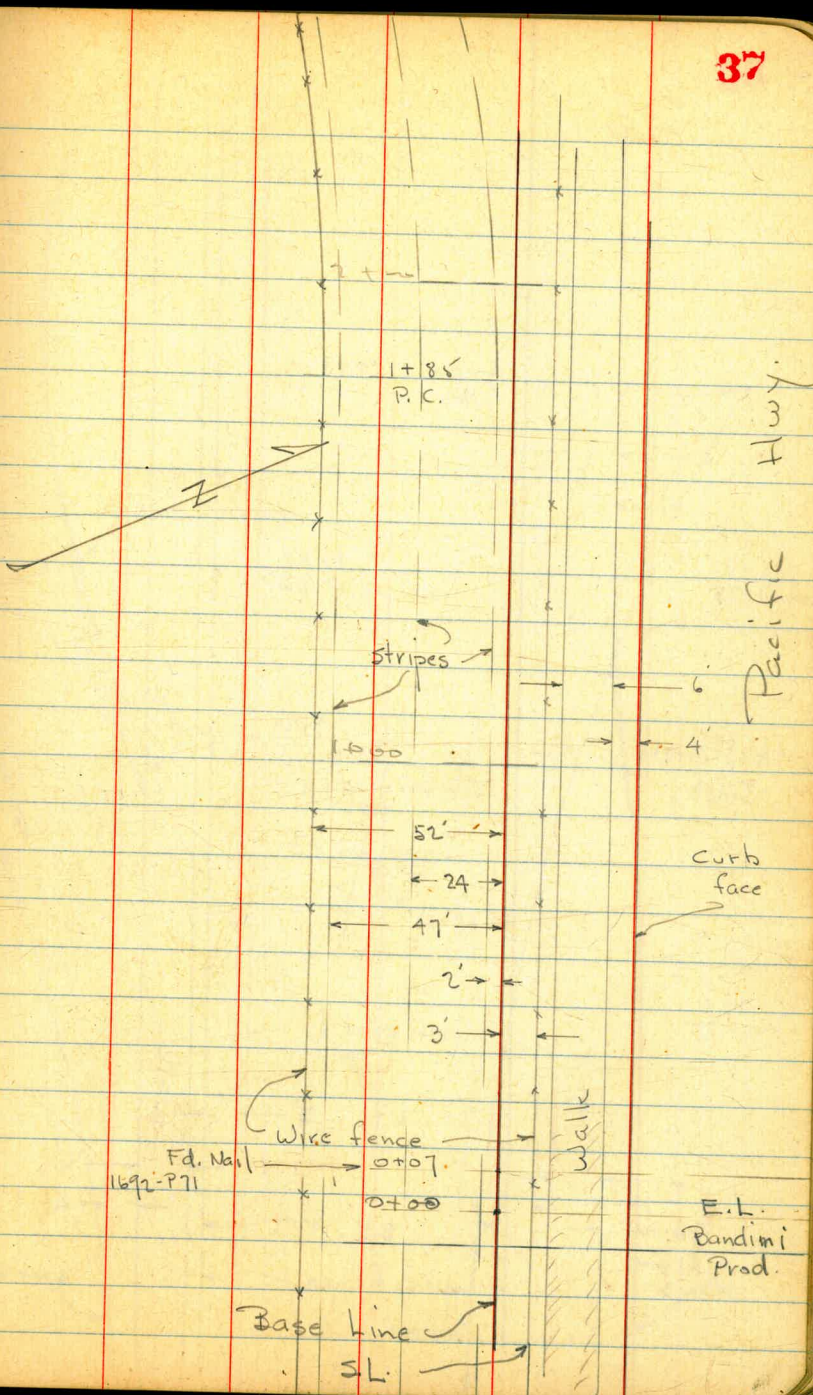


Midway Drive

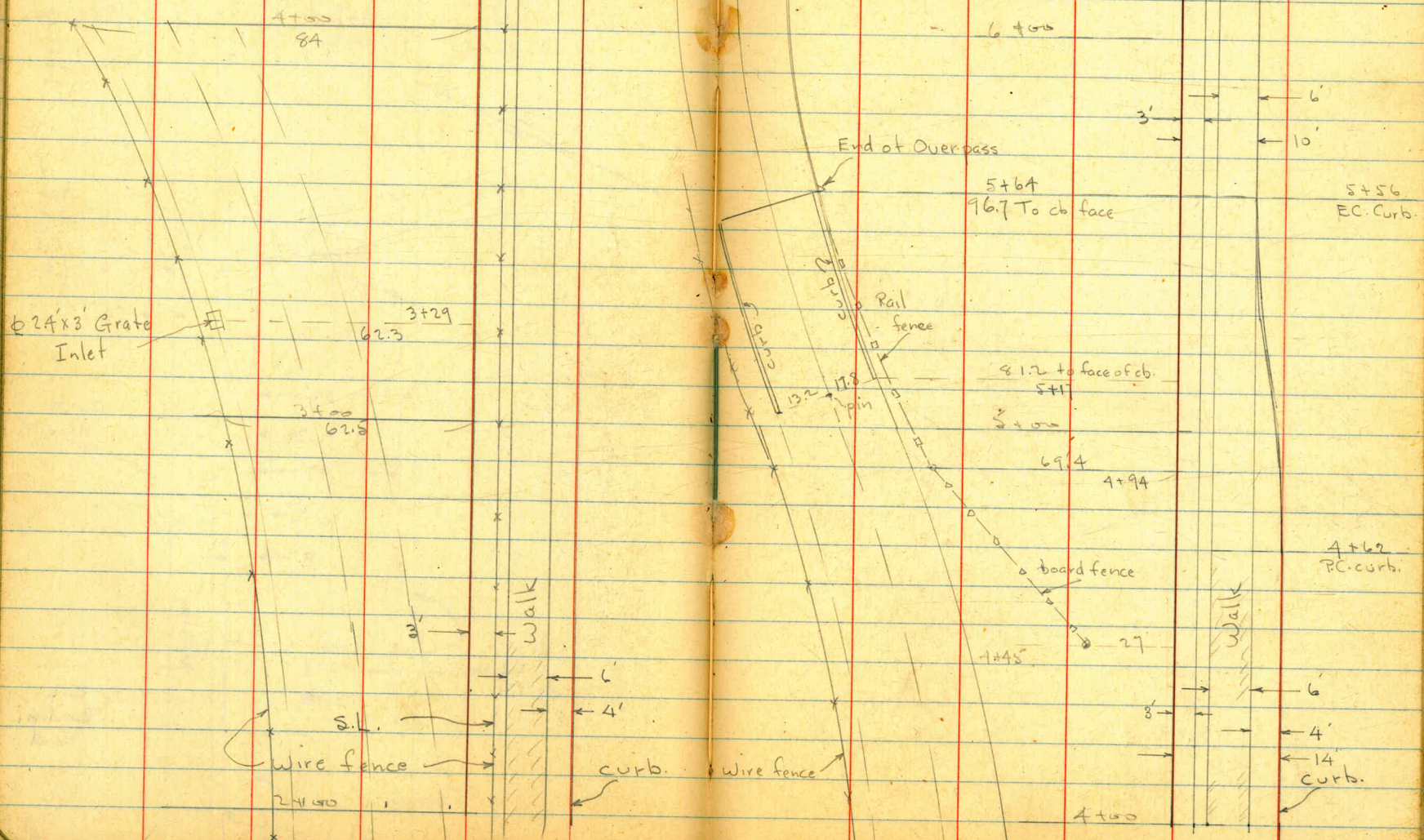
Location of Topo + Levels for
Prop. Entrance to S end of Overpass
at Consolidated

862
W.O. 189

3-12-47
Osborne
Hardin
Smith
Worrell



E.L.
Bandini
Prod.



Levels for Prop. Opening to Hwy. at
S. end of Consolidated Overpass.

1+85 - 52' Rt. = PC fence
1+50

5.29	5.15	4.87	4.65	5.17	5.78
47	24	2	3	14	14
				Top	gut

1+00

5.29	5.16	4.94	4.90	5.31	5.93
47	24	2	3	14	14
				Top	gut

0+99 - 1.5 Rt. = Light Post 5" dia.

0+80 - 12.1 Rt. = Standard Light Post.

0+50

5.32	5.06	4.84	4.70	5.29	5.89
47	24	2	3	14	14
				Top	gut

0+00 = E.L. Bandini Prod. - See sketch

Base line is 3' S. of S.L. - 1692-

5.25	5.22	4.91	4.82	5.31	6.35
47	24	2	3	14	14
52 = fence stripe	± Road	stripe		Topcb.	gut on Top of Gate for Inlet.

Hyd. S.E. Couts + Hwy.

2.87	7.02	3.92	4.15	sw. 7' ct.
------	------	------	------	------------

7.02

B.M.	8.60	8.07	2.47	Kurtz + Couts
------	------	------	------	---------------

Lt. = S.

Rt. = N.

Base line
↙3+93- 9.7 Lt. = Φ P. pole3+84 = Φ Inlet3+70 - 11.8 Rt. = Φ F.H.

3+50

4.71	5.08	4.94	4.83	5.2
73	67	49	25	
fence		Φ		

5.9	6.71
14	14
Top	gut. on
cb	Grate

5.60	6.21
14	14
Top	gut

T.P. 3.14 7.29 2.87 4.15

7.29

3+16 - 12.1 Rt. = Φ Light st.3+05 - 1.5 Rt. = Φ Light post

3+00

4.60	4.92	4.88	4.84	4.9
62.5	57	39	13	
fence		Φ	edge	

5.22	5.83
14	14
Top	gut

2+50

4.68	5.08	5.02	5.06	5.1
56	51	31	3.5	
fence		Φ	edge	Pave

5.16	5.74
14	14
Top	gut

2+02 - 12.1 Rt. = Φ St. Post. (light)

2+00

4.82	5.17	5.07	4.87	4.72
52.4	47.3	26.6	4	3
fence	stripe	Φ	stripe	

5.18	5.72
14	14
Top	gut.

1+99.5 - 1.5 Rt. = Φ Light Post.

Base
Line
↙ ↘

42 ^{31.0}
^{17.8}
^{13.2}
Rt.

Lt.

5+40 - Note: are on Rad. Line from cb. to cb.
Dist. across Roadway on Overpass
T.P. 10.24 12.00 5.53 1.76

4.80	5.93	6.29	6.80	5.11	9.1	9.4	9.7	10.20	10.83
28	28	15	9.08	9.08	83	40		10.4	10.4
Topch. gut		± on	gut	cb. face	12.00			Top	gut.
on Rad.		Radial		Top					

5+17 - 8.12 Lt. = Beg. cb. face on N. side of Overpass
approach

1.29	2.29	2.69	3.14	2.06
31	31-on	17.8 on	81.2	81.2
Topcb. Rad. gut	Radial Line	gut	Topcb.	
	= pin in ±			

5+01 - 6.87 Lt. = ± Light pole

4+92 - 11.2 Rt. = ± Light st.

3.8	2.78	3.25	3.88	3.95	4.4	4.6	5.3	5.63	6.22
116	108.8	92.6	71.5	69.3	66	30		13	13
fence		±	gut	Top of	CL curb.			Top	5.63 gut.
								14	14
								Top	gut.

4+94

4+62

4+50

4.28	4.27	4.42	4.65	4.8	5.3	5.63	6.23
100.7	93.	77.5	53.7	30		14	14
fence		±	edge			Top	gut.

4+07 - 34.5 Lt. = ± Lamp post. 5'

4+05 - 12.2 Rt. = ± Light St.

4+02 - 35.9 Lt. = ± Signal base - 3' x 3' conc.

4+00

4.64	4.81	4.82	5.07	5.1	5.60	6.22
84	78	61	38.5		14	14
fence			edge		Top	gut.

1.29

See Next page for Levels on Overpass - for profile

Pose
Line
↙

43

Rt.

T.P. 10.31 19.74 2.57 9.43

7+00 - P.C. cb. flat curve to Entrance

9.3	9.6	9.7	9.73	10.41
78	40		10	10
			Top	gut.

6+90 - 8.3 Rt. = Light St

6+50

8.7	9.7	9.8	9.92	10.59
80	40		10	10
			Top	gut.

6+24 - 0.6 Rt. = P. pole

6+00

9.2	5.5	9.8	10.03	10.72
80	40		10	10
			Top	gut.

5+68 - 3' Rt. = end of Light Control line

5+64 = N. side of End. of Overpass

Dist. across Rdw on Radial Line

3.19	4.18	4.78	5.32	4.38	9.0	9.6	9.7	10.13	10.81
26.5	26.5	13	96.7	96.7	88	40		10	10
Topcb.	gut.	±	gut.	Top	Toe ch.			Top	gut.
				cb.	Slope				

5+56 = E.C. of cb.

10.15	10.81
10	10
Top	gut.

12.00

Add. Levels on Overpass to show grade.

Φ

Lt.

Rt.

2+00

0.11

1+50

2.65
12.9
90+

3.28

3.77
12.9
90+

1+00

5.77
12.9
90+

6.41

7.02
12.9
90+

0+50 = 50' NW. along Curved Φ of Overpass

Sect. Radially

8.85
12.9
90+

9.53

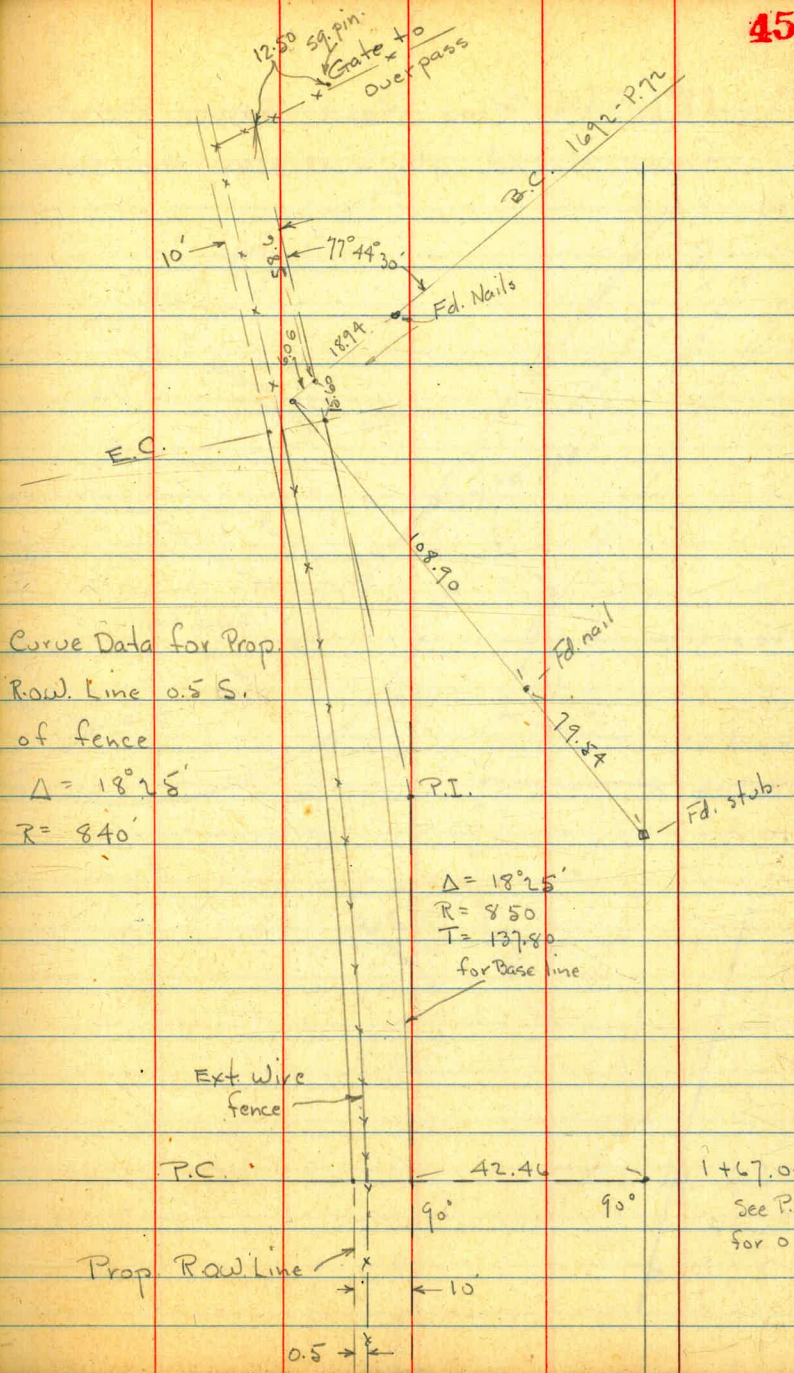
10.1
12.9
90+

- edge Rdwy.

End. of Overpass = ⁰⁺⁰⁰ Opp. Sta. 5+64 - See P 43

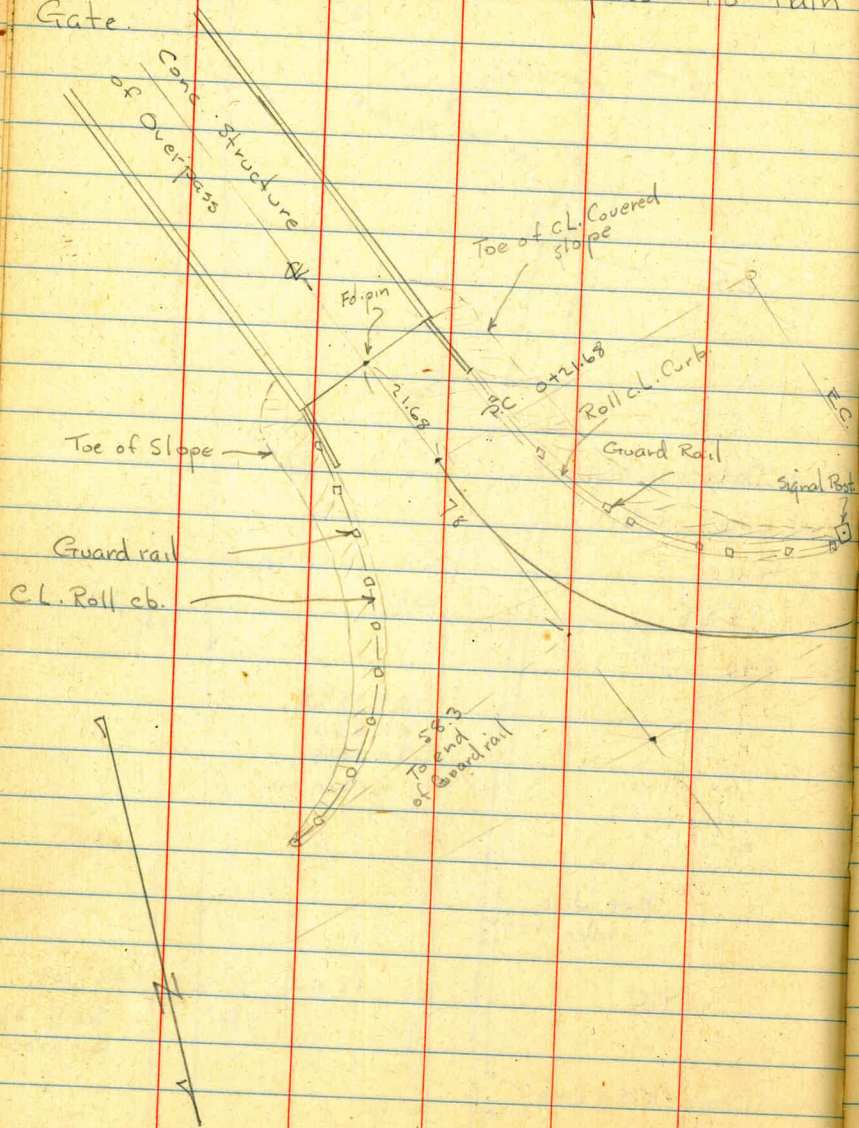
1974 - P. 43

Location of R.O.W to inclose ext
Wire fence on S.W Side of Road.



Curve Data for Prop
Row Line 0.5 S.
of fence
 $\Delta = 18^\circ 25'$
 $R = 840'$

Location of Prop. Road Thru Plant
 # 2 from N. end of Overpass to Main
 Gate.



3-19-47
 70.

46

W.O. 189

This Area paved
 covered with surplus Benches

145.54

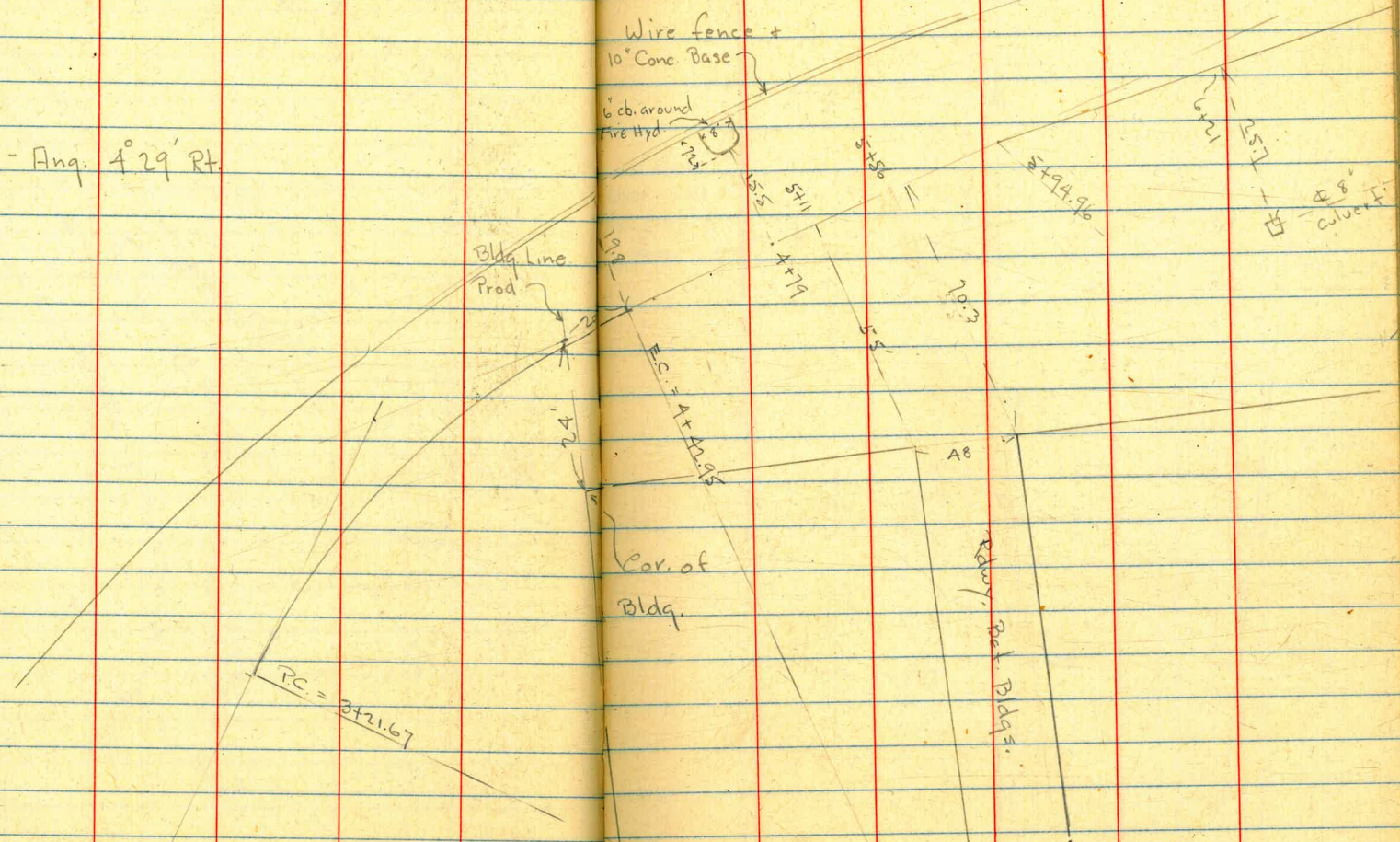
235.87

to PC →

1415

Face of Bldg. →

Sta. 5+94.96 - Ang. 42° RT



P.C. = 3+21.67

Wire fence +
10° Conc. Base

6' cb. around
Fire Hyd.

Bldg Line
Prod

Cor. of
Bldg.

48

Return, Ret. Bldg.

48"
culvert

Base line

9+24 - 25.7 - □ -

10" Conc.
Base-wall
for wire
fence

← 20' →

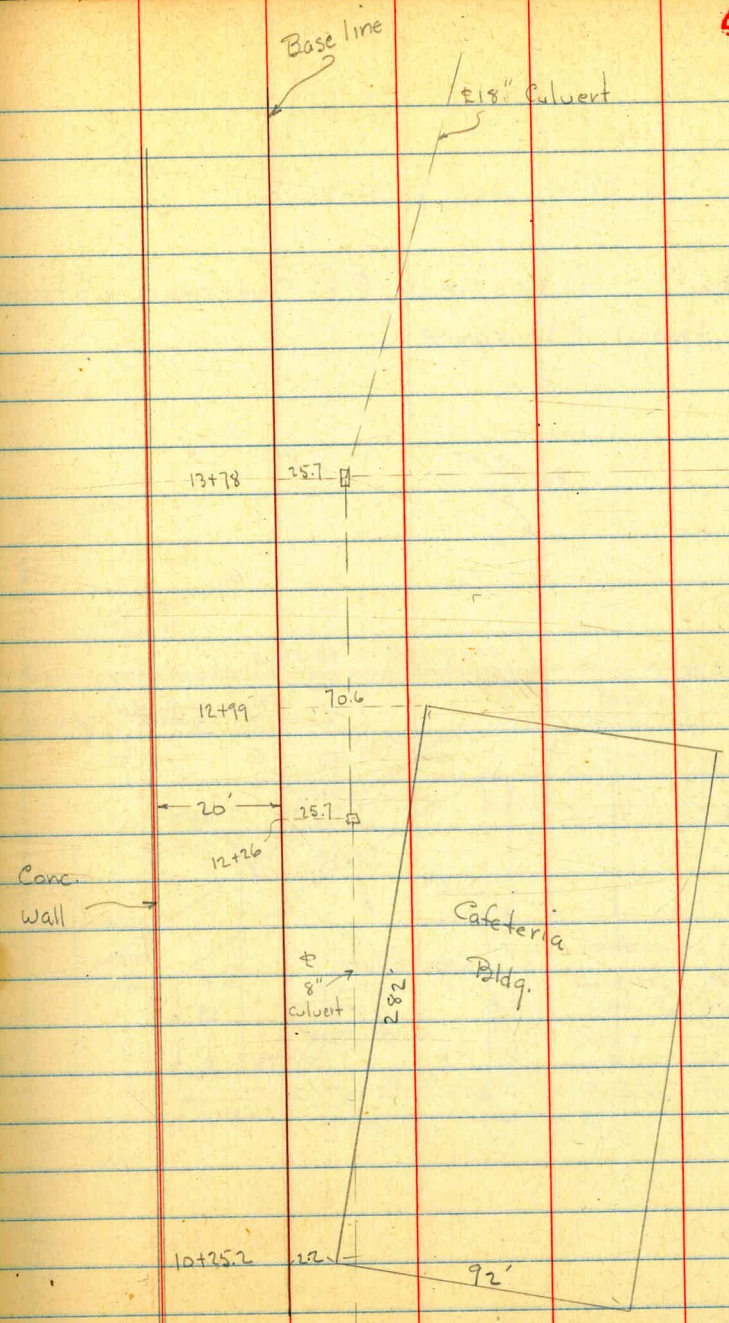
8" culvert

7+73 - 25.7 - □ -

Front of
Bldg.

7+00 106.5

5+94.96 - Ang 4°29' Rt. - ct in pave



Island →

end of
cb. →

17+82

Gateway ←

158.5

17+25

end of
cb. →

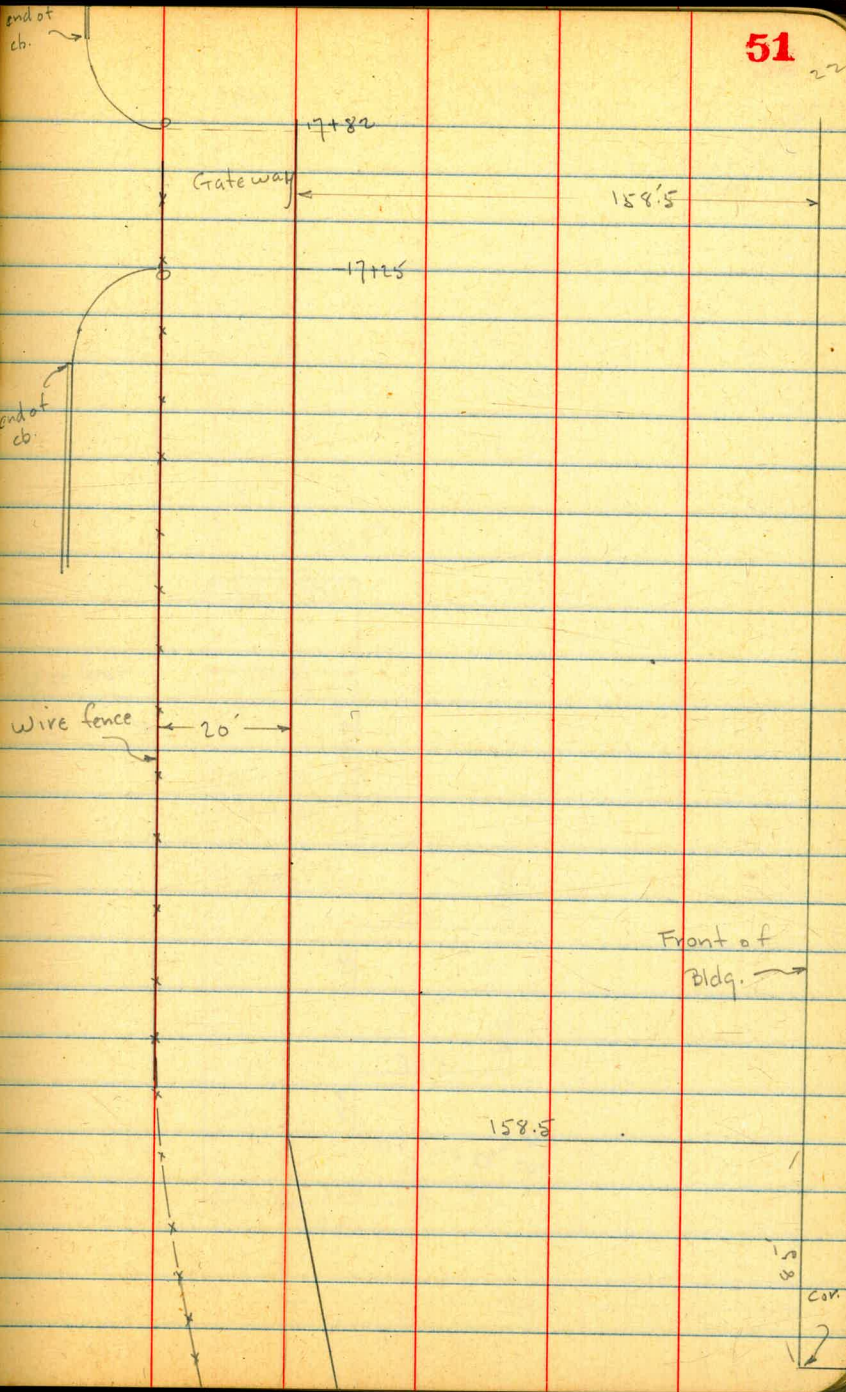
Wire fence ← 20' →

Front of
Bldg. →

15 + 44.55 - Ang 14°05' Rt.

158.8

8.5
Cor. ↓

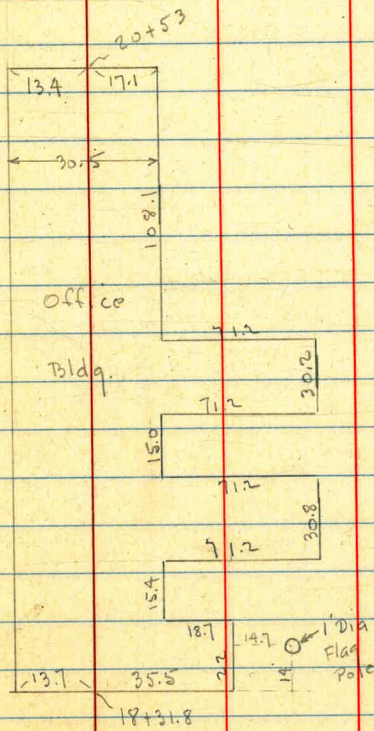


22+11

158.5

Cor. Bldg.

Wire fence



Administration Bldg.

158.5

Notes. Levels on Prop. Road location
N. of Overpass - in Plant 2

Lt.

Rt.

0+21.68 = PC.

13.14	12.79	6.7	7.44	7.19	7.26	6.5	12.85	13.06
50	28	17.3	15.3		16.1	17.7	28.5	50
	Toe slope	±CL Roll cb.	gut.		gut.	±CL cb.	Toe slope	

0+10.2 = End. of Conc. cbs. from Overpass

5.73	6.56	6.46	6.54	5.70
14.4 Top end	13.5 = gut.		13.5 gut.	14.4 Top-end

0+00 = End of Overpass

13.25	12.88	5.00	5.99	5.86	5.97	4.97	12.84	13.10
50 on pave	26 Toe at CL fill	13.1 Tipcb.	12.8 gut.		12.8	13.1	26.7 Toe fill	50

0-45

3.01	2.87	3.05
12.8		12.8

0-90 = for Profile on Overpass

0.16	0.02	0.13
12.8 gut.		12.8 = gut.

B.M.

12.47	18.48	2.17	6.01
5.71	8.18	2.47	

± Pipe at 5. fence
C.T. - E. 7 Cut
+ S.L. Kurtz

18.48

1+94 - 225 Lt. = \$ 2x2 Grate to inlet

1+75

6.30 5.70 5.77 5.78 5.82
50 20 20 50

6.19 10.50
225 flow
Top line
Grate

TP 4.78 10.87 12.39 6.09

10.87

1+50 .54 = E.C.

13.48 12.94 12.87 13.12 13.33
50 20 20 50

1+25

13.37 13.00 11.1 12.05 12.04 12.44 12.87
50 23.5 19.6 18 20 50
Toe \$ cb gut.

1+00

13.27 12.94 10.2 11.12 11.00 11.56 12.26
50 23.6 18.4 16 20 50
Toe \$ cb gut.

0+75

13.05 12.88 9.0 10.03 9.93 10.47 12.63
35 27.6 19.7 18 20 50
Toe \$ cb gut.

0+50 - Sect.

13.05 12.85 7.9 8.90 8.80 9.25 10.22 9.5 12.76 12.74
40 29.6 20.8 18.5 20 43.3 47 59 100
Toe slope \$ cL. Toe cb. slope
gut.

18.48

3+75

	Lt.				Rt.
	4.96	5.10	5.20	5.27	4.99
	32.7	20		20	46 = at Bldg.
	at fence				

3+50 - Sect Radial

	4.96	5.18	5.21	5.30	5.20
	46.7	20		20	50
	at fence				

3+21.67 = P.C.

	5.30	5.38	5.40	5.38	5.26	5.01
	50	20		20	50	70
						at Bldg.

3+00

	5.35	5.58	5.52	5.50	5.26
		20		20	50

2+50

	5.78	5.95	5.74	5.66	5.63
	50	20		20	50

2+00

	6.10	6.10	5.84	5.71	5.75
	50	20		20	50

10.87

Φ

Lt.

Rt.

5+60 - 11.1 Lt. = Φ Water M.H.

5.43
21.1
Rim
M.H.

5+50

2.98	5.33	5.59	5.77	5.61
23.4	23.4		20	50
Top	gut			

5+00

3.70	5.11	5.11	5.17	5.11
23.6	23.6		20	51.4 - at Bldg.
Top	gut			

4+58 - 24.5 Rt. = Φ Elect. M.H.

5.29
24.5 M.H.
Rim

4+42.95

4.56	4.98	5.30	5.30	5.13
19.8	19.8		20	32.1 at Bldg.
Top wall	gut			

4+39 - 9.8 Lt. = Φ Tel. Co. M.H.

5.30
9.801
Rim

4+25 - Note: 10" Conc. foundation for fence starts to Raise Here - as wall

4.82	5.05	5.34	5.42	5.04
19.1	19.1		15	26.4 - at Bldg.
Top	gut			

4+08 - 2.4 Rt. = Φ 1.5' x 1.5' Grate for inlet

5.47 9.53
2.4 Flow
Top grate Line

4+00

5.02	5.02	5.33	5.13	5.01
22.4	20		20	30.5 at Bldg
at fence		10.87		

8+00

Lt.				Rt.
2.31	4.62	4.82	4.98	4.66
20	20		20	50
Top	gut			

7+73 - 25.7 Rt. = \pm 2'x2' Grate for Inlet

4.99	7.85
25.7	F.L.
Top	
grate	

7+50

1.78	4.36	4.59	4.75	4.56
20	20		20	50
Top	gut			

7+00

1.20	4.38	4.60	4.82	4.50	3.27
20	20		20	50	106.5
Top	gut				Bldg

6+50

0.86	4.24	4.64	4.85	4.54
20	20		20	50
Top	gut			

6+21 - 25.7 Rt. = \pm 2'x2' Grate for inlet

4.94	7.02
25.7	25.7
Top	F.L.
grate	

T.P. 4.35 9.02 6.20 4.67

9.02

5+94.96 = Eng. Pt. Sect. on Split

2.63	5.79	6.05	6.36	6.13
20	20		20	50
Top	gut			
wall		<u>10.87</u>		

10+25.2 - 2.2 Rt. = S.W. Cor. Cafeteria Bldg.

4.84
2.2 floor elev.
3.82

10+00 - Note: Sidewalk meets top of wall

3.65 4.80 4.79 4.86 4.84
20 20 20 20 50
Top gut

T.P. 4.81 8.15 5.68 3.34

8.15

9+51 - 9.2 Lt = Sewer M.H.

5.59
9.2
Rim M.H.

9+50

3.97 5.36 5.50 5.56 5.28
20 20 20 20 50
Top gut

9+24 - 25.7 Rt. = 2'x2' Grate for Inlet.

5.61 8.64
25.7 25.7
Top grate F.L.

9+13 - 13' Lt = Tel. Co. M.H.

5.31
13
Rim M.H.

9+00

3.32 5.01 5.18 5.35 5.04
20 20 20 20 50
Top gut

8+50

2.83 4.95 5.10 5.17 4.83
20 20 20 20 50
Top gut

9.02

13+78 - 25.7 Rt. = \pm 4'x2' Grate for Inlet.5.99 9.61
25.7 F.L.
Topgrate

13+50

5.46 5.61 5.73 5.91 4.93
20 25 50 10013+31 - 16.4 Lt. = \pm Pole

13+00

5.38 5.48 5.71 5.72
20 25 50
wall

12+50

5.12 5.41 5.60 4.76
20 25 59.5=
wall Bldg12+26 - 25.7 Rt. = \pm 2'x2' Grate for Inlet.5.58 8.65
25.7 F.L.
Top
Grate

12+00

4.88 5.12 5.51 4.29
Top wall 25 45.9

11+50

4.69 5.03 5.26 4.27
20 15 33.4 = Bldg.
Top + gut

11+00

4.51 4.74 4.89 4.28
20 20 21.1 = Bldg.
Top gut.

10+50

4.19 4.71 4.92 4.83
20 20 8.4 = Bldg.
Top gut.

8.15

15+44.55 = Ang Pt. - Sect. on split

Lt.	±	Rt.	
5.75	5.55	5.26	4.95
18.3		20	50
fence			

15+00

5.64	5.38	5.21	4.96	4.26
20		20	50	100

4+80 = N. side 6" Conc. wall - flush with pave

5.22	4.80	4.65	
20 = Top		20 = Top wall	
con. wall			

14+78 - 52.1 Rt. ± 15' x 1.5' Grate for Inlet

5.40	6.92
52.1	FL
Top	
grate	

T.P. 5.15 8.19 5.11 3.04

8.19

14+50

5.19	3.52	4.80	5.86	5.92
20	0.6		15	50
	floored			
	Bldg.			

14+00

5.34	5.56	5.49	5.24
20		25	50
wall			

13+90 - 12.3 Lt. ± Tel. Co. M.H.

5.55
12.3
Rim
M.H.

8.15

Φ

Lt.

Rt.

17+82 = S. end cb.

5.70	5.22	5.02	4.86	4.71	4.40
34.6	34.6	20		20	50
gut.	Top end				
	cb.				

17+55 = N. side

5.77	5.97	5.81	5.38	5.04	4.93	4.74	4.51
59.1	59	35	30	20		20	50
Top cb	gut.						
on Island							

17+25 = S. side of Gateway

5.55	5.98	5.76	5.28	5.05	4.95	4.76	4.50
53.2	53.2	35	30	20		20	50
Top cb	gut.						
on Island							

17+00 = N. end cb.

5.85	5.37	5.13	4.96	4.82	4.60	4.24	3.59
35.3	35.3	20		20	50	100	150
gut.	Top end						
	curb						

16+89- 16.3 Lt. = Φ 22'x14' Cover to Fire Hyd.

4.91
.163

16+50

Top
Cover

5.24	5.04	4.90	4.67
20		20	50

16+00

5.52	5.30	5.08	4.78	4.38	3.71
20		20	50	100	158
fence					

8.17

20+50

20+00

19+85 - 59.3 Rt. = E P. pole

19+50

19+00

T.P. 4.85 9.33 3.71 4.48

18+27

Lt.

Rt.

5.68 5.51 5.57 5.55 5.20 4.56
20 14 20 50 100 158

5.33 5.34 5.18 4.50
20 50 100 158

5.56 5.52 5.15 4.35
20 50 100 158

5.96 5.73 5.85 5.08 4.42
20 14 40 100 158 - by Bldg.

9.33

5.01 4.92 4.70 4.35 4.02 3.91
20 50 100 158

8.19

check pipe at fence	8.38	6.02	6.01
8.30	14.40	4.75	6.10
6.75	10.85	5.64	4.10
8.49	9.74	4.95	4.25
T.P.	4.72	9.20	4.85
		4.48	

22 + 00

21 + 00

Lt.

Q

Rt.

5.23	5.19	5.18	5.21	5.25	4.54
17		20	50	100	158
fence					

5.58	5.50	5.36	5.25	5.02	4.48
20		20	50	100	158

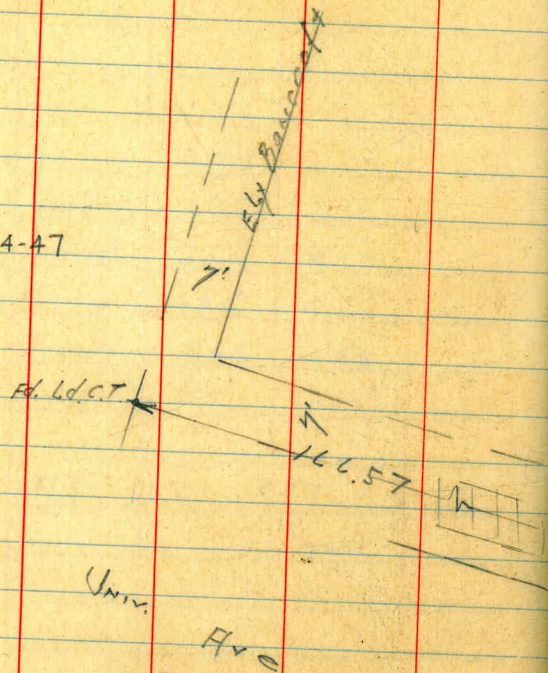
9.33

Xsec Boundary ST for Paving
 Univ. Ave. to Lincoln Ave.

Mount
 Begg
 Casso W.O. 1236
 Roberts

4-11-47

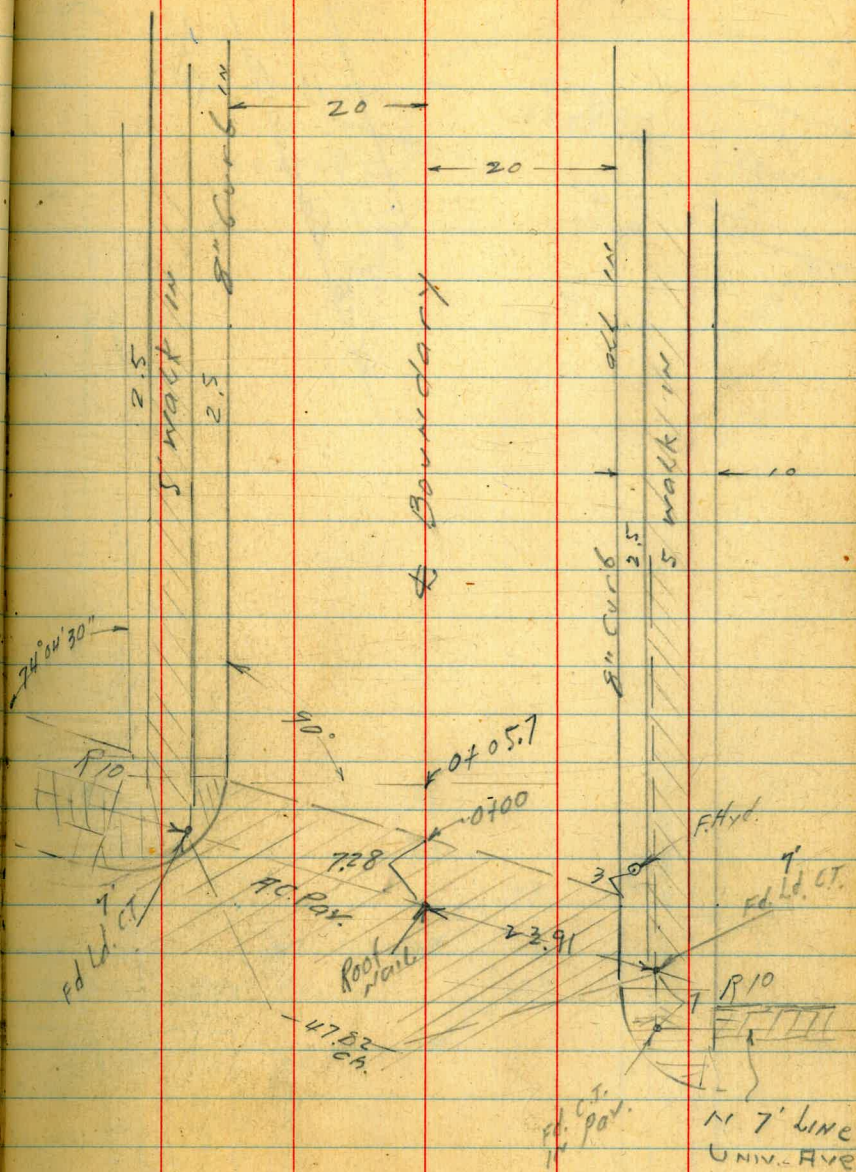
Notes Reduced 4-14-47
 O.T. Johnson



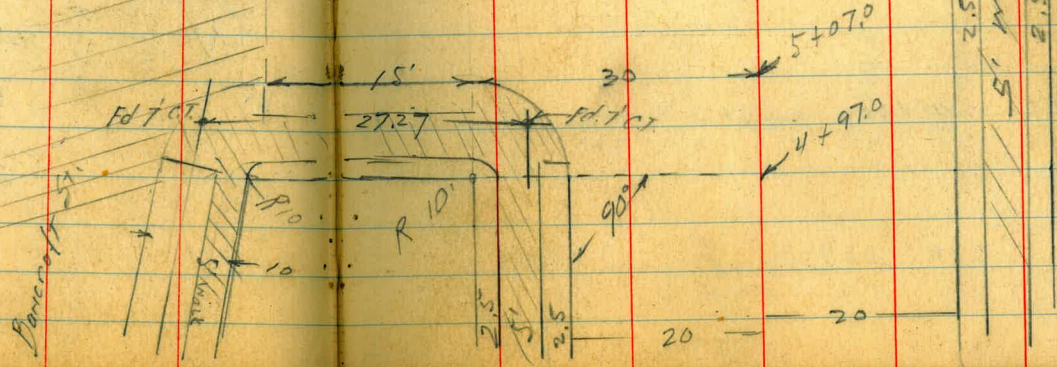
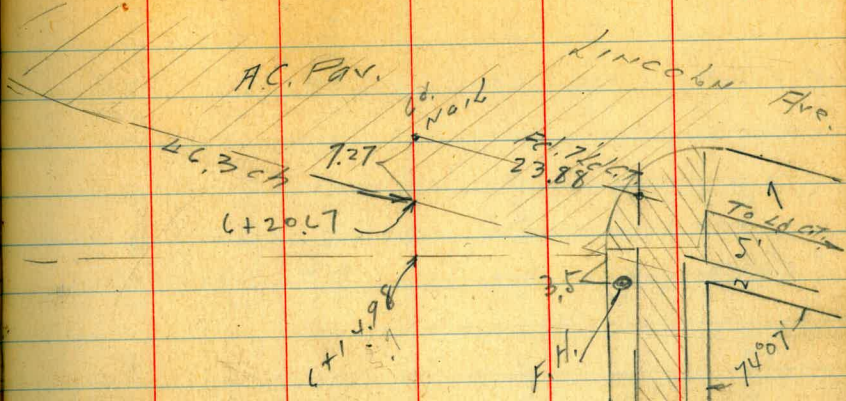
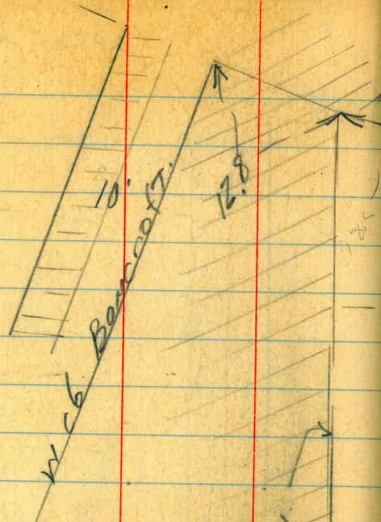
Indexed
 C.S.K.

3753.5 $\overset{N}{\curvearrowright}$ Bell Tel. M.H.

65



See F.B. 1520-70



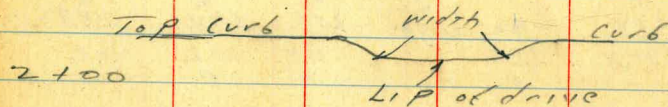
Boundary

3 + 00

2 + 52 8' drive

2 + 50

2 + 41 12' drive, NOT IN USE.



2 + 00

1 + 94 12' drive above cb.
NOT IN USE

339.22

12.8
210
06

1336.93
21.5
Walk

1336.84
210
06

1336.36
21.0
Lip

1336.0
21.2
06

1337.0
21.2
06

1337.1
21.1
06

1336.5
21.7
06

1336.9
21.3
06

1336.9
21.4
06

1336.6
21.6
06

1336.0
21.7
06

1337.18
21.0
06

1336.57
21.5
06

1335.89
21.3
06

1335.1
21.1
06

1335.6
21.6
06

1335.7
21.5
06

1335.7
21.5
06

1335.2
21.0
06

1335.92
21.3
06

1335.84
21.8
LIP

1336.56
21.5
Walk

1335.27
21.95
drive
LIP

1335.88
22.5
Walk

339.22

Boundary

4+00

3+94 & 7' drive NOT IN USE

3+72 & 12' drive, NOT IN USE

153.5 Tel. Co. M.H. Top

3+50

T.P. 6.70 344.07 1.85 337.37

3+20 & 9' drive

339.22

5.7
20
338.74

5.7
20
338.1

5.7
20
338.4

5.7
20
338.3

6.1
20
338.0

6.3
20
337.8

5.6
20
338.43
69

6.1
20
337.9
LIP

5.6
22.5
337.40
Walk

5.7
22.5
338.54
Walk

6.1
20
337.91
LIP

6.2
20
337.83
K

5.8
20
338.23
K

6.7
20
337.4

6.5
20
337.6

6.8
20
337.7

6.6
20
337.5

6.9
20
337.2

6.2
20
337.82
K

337.81

141
22.5
Walk

337.16
2.06
LIP

344.07

339.22

Boundary

approx.
of Bancroft

5+7 Secs	3.89	4.1	4.28	3.80	4.36
	75	65	55	45	45
			pay	cb	pay edge
	340.18	339.96	339.79	340.27	339.71

4+97 See Sketch

4+93 \$ 7' drive

4+50 \$ 10.5 drive

4+40

4+25 \$ 8' drive

344.07

L

R

R

70

377	4.3	4.1	4.2	4.3	4.17	4.9	4.33
24	30	20	10	4.3	10	20	20
cb	97						cb
E.C.							
340.30	339.1	339.7	339.6	339.3	339.1	339.65	339.74
20	20	20	20	20	20	20	20
BC							
ck							

4.97	4.4
20	22.5
LIP	walk

5.07	4.91
20	22.5
LIP	walk

4.96	4.5	4.7	4.5	4.5	4.5
20	20	20	20	20	20
340.27	338.73	338.8	338.9	338.8	338.4
22.5	20	20	20	20	20
walk	LIP				

344.07

Boundary

Check to orig.
B.M. near Univ. Bldg 6.70 333.44 333.44 ✓

old T.P. 2.27 339.64 6.70 337.37

0.92 343.15 343.15 ← FB 1520 P 70

6+35.21 Sec. on diag
Sch. line Lincoln

1.45 1.61 1.82 2.00 2.23 2.63 3.15 3.61 3.87
 46.3 31.2 20.8 10.0 10.0 10.0 10.0 9.7 8.6
 Pav Pav Pav Pav Pav Pav Pav Pav Pav
 343.08 342.46 342.25 342.07 341.83 341.44 340.92 340.46 341.00

6+20.67 St. Lincoln
Sec. on diag.

0.99 1.62 1.67 1.87 1.98 2.17 2.53 2.98 3.27 3.41.05
 5.97 5.97 40.3 31.2 20.8 20.8 20.8 20.8 20.8 20.8
 Pav Pav Pav Pav Pav Pav Pav Pav Pav Pav
 343.08 342.45 342.25 342.09 341.94 341.54 341.09 340.54 341.05

6+14.98 sec 90°

1.36 1.99 1.92 1.91 2.3 2.7 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1
 62 62 55 44.7 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20
 Pav
 342.77 342.08 342.15 342.16 341.8 341.9 341.8 341.5 341.1 340.54 341.05

6+100

1.00 2.16 2.16 2.5 2.5 2.7 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1 3.1
 67 67 55 44.7 30 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20
 Pav
 341.91 341.6 341.6 341.6 341.5 341.4 341.4 341.1 340.9 340.86

5+50

3.06 3.19 3.3 3.3 3.5 3.7 3.7 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8 3.8
 65 55 30 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20
 Pav
 340.93 340.8 340.5 340.4 340.5 340.3 339.9 340.29

344.07

344.07

Survey for drain on Euclid Ave
600' S of Laurel St

Moore
Beqq
Green
Roberts
6-11-47

F.B. 1710-14
" 1582-44

W.O. 80053

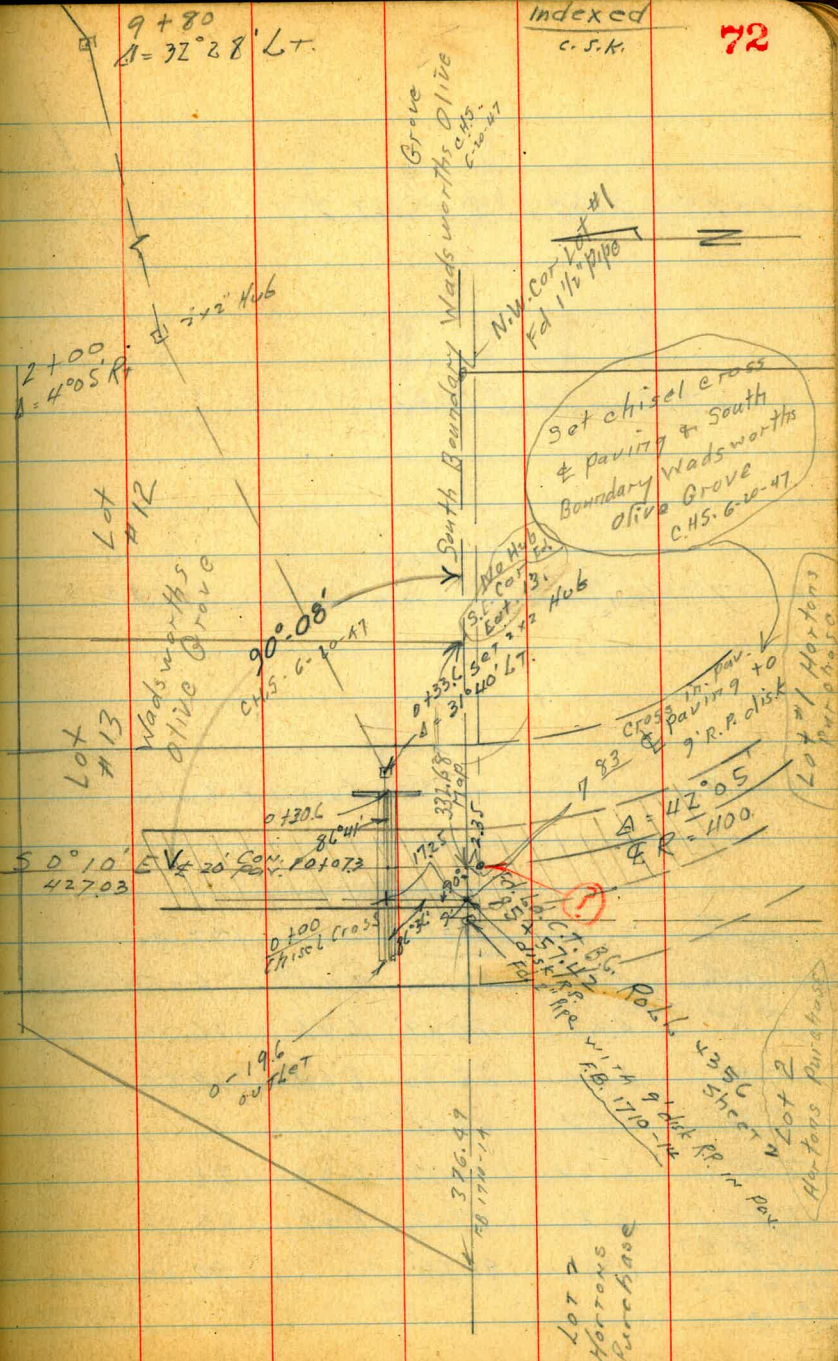
0+00 chisel cross 1725 North
of 9" R.P. disk in Pav.



inlet double 36" corr. l.p.

Euclid Ave

50°10' EV
427.03



Indexed
c.s.k.

72

9+80
A=32°28' Lt.

2+00
A=4°05' R

Lot #12

Lot #13

90°08'
C.H.S. 6-10-47

Grove
South Boundary Wadsworths Olive Grove

New Cor. Lot #1
Fd 1 1/2" pipe

set chisel cross
& paving to South
Boundary Wadsworths
Olive Grove
C.H.S. 6-10-47

0+336
Set 2.22 Hub
31640' Lt.

cross in pav.
paving to
9" R.P. disk

A=42°05'
R=1100

0+100
chisel cross

0+150
disk R.P.

Robt. B. Roll
with 9" disk R.P. in box
4356
Sheet 7
Lot 2
Roberts Purchase

376.49
48170-14

Lot 2
Roberts
Purchase

0-107.3 Sec. on E Euclid

$\frac{4.44}{100}$	$\frac{5.04}{50}$	508	$\frac{5.10}{17}$	$\frac{4.77}{50}$	$\frac{4.34}{100}$
$\frac{175.92}{100}$	$\frac{175.32}{50}$	$\frac{175.28}{508}$	$\frac{175.31}{17}$	$\frac{175.59}{50}$	$\frac{176.01}{100}$

0-2.7 W. edge Pav

$\frac{4.52}{100}$	$\frac{5.31}{50}$	508	$\frac{4.94}{17}$	$\frac{4.60}{50}$	$\frac{4.19}{100}$
$\frac{175.84}{100}$	$\frac{175.05}{50}$	$\frac{175.28}{508}$	$\frac{175.82}{17}$	$\frac{175.76}{50}$	$\frac{176.17}{100}$

0-7 Shoulder, ^{Sec.} line of Euclid

$\frac{4.3}{100}$	$\frac{4.9}{50}$	45	$\frac{4.15}{17}$	$\frac{3.7}{50}$	$\frac{4.18}{100}$
$\frac{176.0}{100}$	$\frac{175.5}{50}$	$\frac{175.9}{45}$	$\frac{175.9}{17}$	$\frac{176.7}{50}$	$\frac{176.0}{100}$

0-19.6 Invert dia. 36" Conn. I.P. Culv.

146.58
13.78

180.36 ✓

T.P.	2.42	180.36	4.22	177.94
Set B.M.	6.11	182.16	4.44	176.05
T.P.	4.27	180.49	6.48	176.22
T.P.	3.14	182.70	8.04	179.56
T.P.	2.57	187.60	7.29	185.03
T.P.	6.32	192.32	1.23	186.00
T.P.	3.87	187.23	8.27	183.36
B.M. Id. C.T.	1.33	191.63		190.30
10x100 Sewer Sta.				
1582.44				

RR spike on P.P. S.W. Euclid & Laurel near Chella Rd.

Euclid Ave approx. 1500' N.E. of Laurel St.
approx. 80' S of Bridge, on E Sewer line

0 + 40 Sec. now 90°

Δ

175.6

4.8

23

Shoulder
EMB.

168.7

11.7

10

168.0

12.4

5

Wash

170.0

10.4

30

172.7

7.7

30

Rx

74

176.6

3.8

30

0 + 33.6 Δ 31° 40' LT Sec. on split

167.1

13.3

5

169.7

10.7

5

172.4

8.0

30

176.3

11.1

30

0 + 33.6 Δ 31° 40' LT sec. taken parallel with Euclid approx. Top FILL

175.0

5.0

194

169.9

10.8

144

169.7

10.7

100

169.8

10.6

50

169.6

10.8

35

168.5

11.9

31

Wash

167.1

13.3

8

170.2

10.7

8

172.0

8.4

30

174.3

5.1

50

178.3

2.1

75

0 + 30.6 INLET INVERT do. 36" pipe

167.92

12.92

INVERT

171.10

9.26

TOP

hdwall

0 + 22 Shoulder Sec. parallel with Euclid

175.8

4.6

100

175.8

5.0

50

175.2

5.2

2

175.2

11.2

17

176.8

5.0

50

175.7

8.7

100

0 + 17.3 E. edge par on Euclid

175.76

4.60

100

175.16

5.70

50

174.52

5.22

50

174.58

11.2

17

175.20

5.76

50

175.24

4.74

100

180.36

180.36 |

T.P. 3.84 188.75 1.67 184.91

3+00

2+50

2+00 A 4°05' R Sec. on split

T.P. 13.00 186.58 6.78 173.58

1+50

1+00

0+75

180.36

L

R

R

180.8	179.0	171.5	173.3	173.0	172.2	175.1	180.3	186.2
6.2	12.5	15.0	13.3	12.6	14.4	11.5	6.3	0.4
100	77	57	50	50	75	18	22	60
	Toe	old wash			Present wash		Toe	
179.5	173.8	170.9	172.2	173.0	170.8	173.8	178.6	186.1
7.1	12.8	15.7	14.4	13.6	15.8	12.8	8.0	0.5
125	100	87	50	7	Present wash	7	45	78
	Toe	old wash					Toe	
175.8	172.2	170.0	171.2	171.8	170.6	172.0	176.8	189.6
10.8	14.4	16.6	15.4	14.8	16.0	14.6	9.8	4.3
150	138	100	50	11	5	Present wash	50	80
	Toe	old wash						100
175.6	172.2	171.2	172.2	171.6	170.0	172.1	174.6	179.9
4.8	8.7	9.7	9.0	9.6	10.4	8.3	5.8	0.5
170	150	137	130	117	114	100	50	65
	Toe				old wash	Present wash		
175.9	169.9	170.6	170.9	169.8	169.0	171.1	174.1	179.9
4.5	11.5	9.8	9.5	11.0	11.4	9.3	6.3	0.5
100	84	50	31	27	22	19	28	50
					Wash			
175.6	170.2	170.9	170.5	168.8	168.8	171.1	174.7	179.1
4.8	10.2	10.0	9.9	11.6	11.6	9.3	5.7	1.3
88	65	50	27	23	20	16	38	50
					Wash		Toe	

180.36

5+50 cont'd

5+50

5+00

T.P.

1160 191.95 840 180.35

4+50

4+00

3+50

188.75

			190.8	189.8	181.0
			1.2	7.2	11.0
			123	110	100
190.2			178.6	178.6	178.6
1.8	13.8	13.4	13.3	15.4	13.0
46	14		22	31	38
				Wash	51
185.7			176.0	180.2	186.2
6.3	12.6	14.7	15.9	11.8	5.8
50	27		A7	82	97
			Wash		
			191.95		
181.2			177.0	177.0	180.6
7.5	12.5	12.5	11.7	14.2	8.2
55	40		50	50	77
	Toe			Pres. Wash	
180.9			176.1	174.4	180.2
8.4	13.4	14.4	12.6	14.4	13.4
78	25	50	34	40	57
	Toe			P. Wash	Toe
180.2			174.8	173.4	180.2
8.0	14.6	14.4	14.0	15.3	10.8
84	28	50	11	14	40
	Toe			Present Wash	Toe
				Wash	Slope
			188.75		

8+00

7P

12.95

195.18

11.00

182.23

7+50

7+0

7P

11.56

193.23

10.28

181.67

6+50

6+00

191.95

4

5

6

7

191.0
4.2
85

186.0
9.2
60

189.8
10.4
48

182.6
12.6
27

182.7
12.5
27

179.7
15.5
37

185.2
10.0
50

191.2
4.0
95

Wash

190.2
3.0
56

186.2
7.0
46

182.5
10.7
35

195.18
11.4
21

181.6
11.6
21

179.5
13.7
36

182.1
11.1
36

183.4
9.8
50

189.3
3.9
95

183.2
0.0
107

187.7
5.5
50

181.5
11.7
26

180.9
12.3
23

180.6
12.6
23

178.8
14.4
26

181.7
11.5
39

182.8
10.4
63

188.0
5.2
103

Wash

186.8
5.2
50

180.2
11.7
16

193.23
11.7
26

179.6
12.4
26

177.2
14.7
36

180.8
11.6
40

182.6
9.4
100

188.8
3.1
115

Wash

187.7
4.3
40

179.6
12.3
23

179.6
12.4
26

178.8
13.2
26

177.2
14.7
32

180.0
12.0
40

179.6
12.4
50

183.0
9.0
100

192.0
0.0
125

Wash

191.95

11 + 11

197.0	190.5	188.8	187.9	186.5	187.8	189.0	192.1	198.8
1.8	8.3	10.0	11.4	12.3	11.0	9.8	6.7	0.0
93	50		22	27	35	50	77	75
				Wash				

9 + 80

00 split
of angle

192.9	186.9	186.6	186.2	184.7	182.2	188.2
5.9	11.9	12.2	12.6	14.1	16.6	10.6
100	65	50		22	29	42
					Wash	

TP Hob on Δ P₂
9 + 80

12.65

198.81

9.02

186.16

✓

9 + 50

192.1	186.1	185.7	184.9	182.1	189.0	185.0
3.1	9.1	9.5	10.8	13.1	6.2	0.2
75	50		32	39	50	59
				Wash		

9 + 10

194.5	187.8	185.7	184.8	183.0	181.9	181.9	182.6	185.2
0.7	7.4	9.5	10.4	12.2	13.3	13.3	2.6	0.0
100	74	50		45	50	57	65	85
					Wash			

8 + 50

192.3	189.7	183.7	182.2	180.8	180.8	189.7	192.4	194.4
0.9	10.5	11.5	13.0	14.4	14.4	5.5	2.8	0.8
100	50		40	52	60	70	90	103
				Wash				

195.18195.18

	+	H1	-	
TP	2.50	180.19	11.99	177.69
TP	0.23	189.68	12.65	189.45
TP	0.14	202.10	12.50	201.96
TP	3.20	214.46	4.30	211.26
TP	9.13	215.56	8.06	206.43
TP	7.94	214.49	8.35	206.55
TP	10.79	214.90	0.71	204.11

14 + 0

212.8	209.3	202.1	195.9	195.6	195.2	193.3	195.4	196.1	195.9	195.0	196.1
48.0	05	2.7	8.9	9.2	9.6	11.5	9.4	8.7	8.9	9.8	8.7
100	50	38	19		7	12	21	50	61	68	72

1370

201.7	195.7	192.6	193.5	190.8	191.9	192.8	192.2	192.2	192.2	192.2	192.2
9.1	9.1	12.2	11.7	14.0	12.9	12.0	5.6	5.6	5.6	5.6	5.6
80	50		41	47	50	75	100				

TP	11.75	204.82	4.46	193.07
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12 + 0

197.5	192.4	190.5	191.0	190.4	188.4	193.7	192.7	192.7	192.7	192.7	192.7
0.0	5.1	7.0	6.5	7.1	9.1	3.8	2.2	2.2	2.2	2.2	2.2
77	50	50	50	68	69	88	120				

TP	11.37	197.53	12.65	186.16
		198.81		

197.53

[Handwritten initials]

Notes, Reduced. C-18-97

see P 73 Tack on par Euclid

MB		0.56	190.30	190.30	
TP	8.22	190.86	8.11	182.64	
T.P.	4.29	190.75	0.84	186.46	
TP	8.84	187.30	2.41	178.46	
	4.82	180.87		176.05	BM
BM spike on pole Euclid & Larrel		180.19	4.20	175.99	176.25 -06

IMPROVED TABLES AND INFORMATION

HORIZONTAL STADIA CORRECTIONS

2°-00'	— 0.1	21°-00'	— 12.8	33°-00'	— 29.7
3°-00'	— 0.3	21°-30'	— 13.4	33°-15'	— 30.1
4°-00'	— 0.5	22°-00'	— 14.0	33°-30'	— 30.5
5°-00'	— 0.8	22°-30'	— 14.7	33°-45'	— 30.9
6°-00'	— 1.1	23°-00'	— 15.3	34°-00'	— 31.3
7°-00'	— 1.5	23°-30'	— 15.9	34°-15'	— 31.7
8°-00'	— 1.9	24°-00'	— 16.5	34°-30'	— 32.1
9°-00'	— 2.5	24°-30'	— 17.2	34°-45'	— 32.5
10°-00'	— 3.0	25°-00'	— 17.9	35°-00'	— 32.9
10°-30'	— 3.3	25°-30'	— 18.6	35°-15'	— 33.3
11°-00'	— 3.6	26°-00'	— 19.2	35°-30'	— 33.7
11°-30'	— 4.0	26°-30'	— 19.9	35°-45'	— 34.1
12°-00'	— 4.3	27°-00'	— 20.6	36°-00'	— 34.6
12°-30'	— 4.7	27°-30'	— 21.3	36°-15'	— 35.0
13°-00'	— 5.1	28°-00'	— 22.0	36°-30'	— 35.4
13°-30'	— 5.5	28°-30'	— 22.8	36°-45'	— 35.8
14°-00'	— 5.9	29°-00'	— 23.5	37°-00'	— 36.2
14°-30'	— 6.3	29°-30'	— 24.3	37°-15'	— 36.6
15°-00'	— 6.7	30°-00'	— 25.0	37°-30'	— 37.1
15°-30'	— 7.2	30°-15'	— 25.4	37°-45'	— 37.5
16°-00'	— 7.6	30°-30'	— 25.8	38°-00'	— 37.9
16°-30'	— 8.1	30°-45'	— 26.2	38°-15'	— 38.3
17°-00'	— 8.5	31°-00'	— 26.5	38°-30'	— 38.7
17°-30'	— 9.0	31°-15'	— 26.9	38°-45'	— 39.1
18°-00'	— 9.5	31°-30'	— 27.3	39°-00'	— 39.6
18°-30'	— 10.1	31°-45'	— 27.7	39°-15'	— 40.0
19°-00'	— 10.6	32°-00'	— 28.1	39°-30'	— 40.5
19°-30'	— 11.2	32°-15'	— 28.5		
20°-00'	— 11.7	32°-30'	— 28.9		
20°-30'	— 12.3	32°-45'	— 29.3		

1	.....	66
2	.....	132
3	.....	198
4	.....	264
5	.....	330
6	.....	396
7	.....	462
8	.....	528
9	.....	594
10	.....	660

100	....	1.515
200	....	3.030
300	....	4.545
400	....	6.060
500	....	7.575
600	....	9.090
700	....	10.606
800	....	12.121
900	....	13.636
1,000	....	15.151

80.5
52
2.5