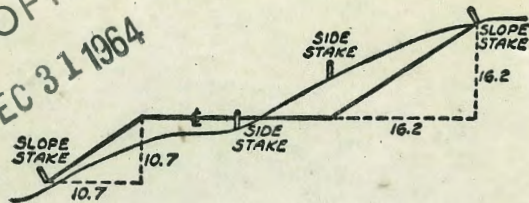


2025

2025

MICROFILMED
DEC 31 1964



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING
SLOPE 1 TO 1. ROADWAY OF ANY WIDTH

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	0
1	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	1
2	2.00	2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	2
3	3.00	3.10	3.20	3.30	3.40	3.50	3.60	3.70	3.80	3.90	3
4	4.00	4.10	4.20	4.30	4.40	4.50	4.60	4.70	4.80	4.90	4
5	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80	5.90	5
6	6.00	6.10	6.20	6.30	6.40	6.50	6.60	6.70	6.80	6.90	6
7	7.00	7.10	7.20	7.30	7.40	7.50	7.60	7.70	7.80	7.90	7
8	8.00	8.10	8.20	8.30	8.40	8.50	8.60	8.70	8.80	8.90	8
9	9.00	9.10	9.20	9.30	9.40	9.50	9.60	9.70	9.80	9.90	9
10	10.00	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	10
11	11.00	11.10	11.20	11.30	11.40	11.50	11.60	11.70	11.80	11.90	11
12	12.00	12.10	12.20	12.30	12.40	12.50	12.60	12.70	12.80	12.90	12
13	13.00	13.10	13.20	13.30	13.40	13.50	13.60	13.70	13.80	13.90	13
14	14.00	14.10	14.20	14.30	14.40	14.50	14.60	14.70	14.80	14.90	14
15	15.00	15.10	15.20	15.30	15.40	15.50	15.60	15.70	15.80	15.90	15
16	16.00	16.10	16.20	16.30	16.40	16.50	16.60	16.70	16.80	16.90	16
17	17.00	17.10	17.20	17.30	17.40	17.50	17.60	17.70	17.80	17.90	17
18	18.00	18.10	18.20	18.30	18.40	18.50	18.60	18.70	18.80	18.90	18
19	19.00	19.10	19.20	19.30	19.40	19.50	19.60	19.70	19.80	19.90	19
20	20.00	20.10	20.20	20.30	20.40	20.50	20.60	20.70	20.80	20.90	20
21	21.00	21.10	21.20	21.30	21.40	21.50	21.60	21.70	21.80	21.90	21
22	22.00	22.10	22.20	22.30	22.40	22.50	22.60	22.70	22.80	22.90	22
23	23.00	23.10	23.20	23.30	23.40	23.50	23.60	23.70	23.80	23.90	23
24	24.00	24.10	24.20	24.30	24.40	24.50	24.60	24.70	24.80	24.90	24
25	25.00	25.10	25.20	25.30	25.40	25.50	25.60	25.70	25.80	25.90	25
26	26.00	26.10	26.20	26.30	26.40	26.50	26.60	26.70	26.80	26.90	26
27	27.00	27.10	27.20	27.30	27.40	27.50	27.60	27.70	27.80	27.90	27
28	28.00	28.10	28.20	28.30	28.40	28.50	28.60	28.70	28.80	28.90	28
29	29.00	29.10	29.20	29.30	29.40	29.50	29.60	29.70	29.80	29.90	29
30	30.00	30.10	30.20	30.30	30.40	30.50	30.60	30.70	30.80	30.90	30
31	31.00	31.10	31.20	31.30	31.40	31.50	31.60	31.70	31.80	31.90	31
32	32.00	32.10	32.20	32.30	32.40	32.50	32.60	32.70	32.80	32.90	32
33	33.00	33.10	33.20	33.30	33.40	33.50	33.60	33.70	33.80	33.90	33
34	34.00	34.10	34.20	34.30	34.40	34.50	34.60	34.70	34.80	34.90	34
35	35.00	35.10	35.20	35.30	35.40	35.50	35.60	35.70	35.80	35.90	35
36	36.00	36.10	36.20	36.30	36.40	36.50	36.60	36.70	36.80	36.90	36
37	37.00	37.10	37.20	37.30	37.40	37.50	37.60	37.70	37.80	37.90	37
38	38.00	38.10	38.20	38.30	38.40	38.50	38.60	38.70	38.80	38.90	38
39	39.00	39.10	39.20	39.30	39.40	39.50	39.60	39.70	39.80	39.90	39
40	40.00	40.10	40.20	40.30	40.40	40.50	40.60	40.70	40.80	40.90	40
41	41.00	41.10	41.20	41.30	41.40	41.50	41.60	41.70	41.80	41.90	41
42	42.00	42.10	42.20	42.30	42.40	42.50	42.60	42.70	42.80	42.90	42
43	43.00	43.10	43.20	43.30	43.40	43.50	43.60	43.70	43.80	43.90	43
44	44.00	44.10	44.20	44.30	44.40	44.50	44.60	44.70	44.80	44.90	44
45	45.00	45.10	45.20	45.30	45.40	45.50	45.60	45.70	45.80	45.90	45
46	46.00	46.10	46.20	46.30	46.40	46.50	46.60	46.70	46.80	46.90	46
47	47.00	47.10	47.20	47.30	47.40	47.50	47.60	47.70	47.80	47.90	47
48	48.00	48.10	48.20	48.30	48.40	48.50	48.60	48.70	48.80	48.90	48
49	49.00	49.10	49.20	49.30	49.40	49.50	49.60	49.70	49.80	49.90	49
50	50.00	50.10	50.20	50.30	50.40	50.50	50.60	50.70	50.80	50.90	50

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

Use for Misc. Sewer notes

INDEXED
to page #72

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table VIII) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.53	.58	.63	.68
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90
25°	.08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14
30°	.10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39
35°	.11	.22	.34	.47	.58	.69	.79	.81	.92	1.04	1.29	1.42	1.54	1.66
40°	.13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	.15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	.17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	.19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.286	.383	.480	.578	.678	.777	.877	.977	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.885	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

Beverly Hts, Euclid Ave

Page

Sewer Prelim #1

1-43

Euclid Sewer Prelim #2 44-

Market, changed location sewer 58

Euclid and Market to 51st & Roswell 60

Euclid to 51st S. of Hilltop Dr. 63

Proposed sewer in creek Euclid to 51st N 1/4 67

Euclid to Federal Blvd. Profile # X-Sec. 70

Lenox Drive, 51st to Beverly Drive 73

Olvera Sewer - Euclid Av - S. of Federal 74

Proposed Sewer

Beverly, Las Alturas #5

Euclid Ave. etc.

Moore
Beag
SHERMAN
D. Sisson

W.O. 31251

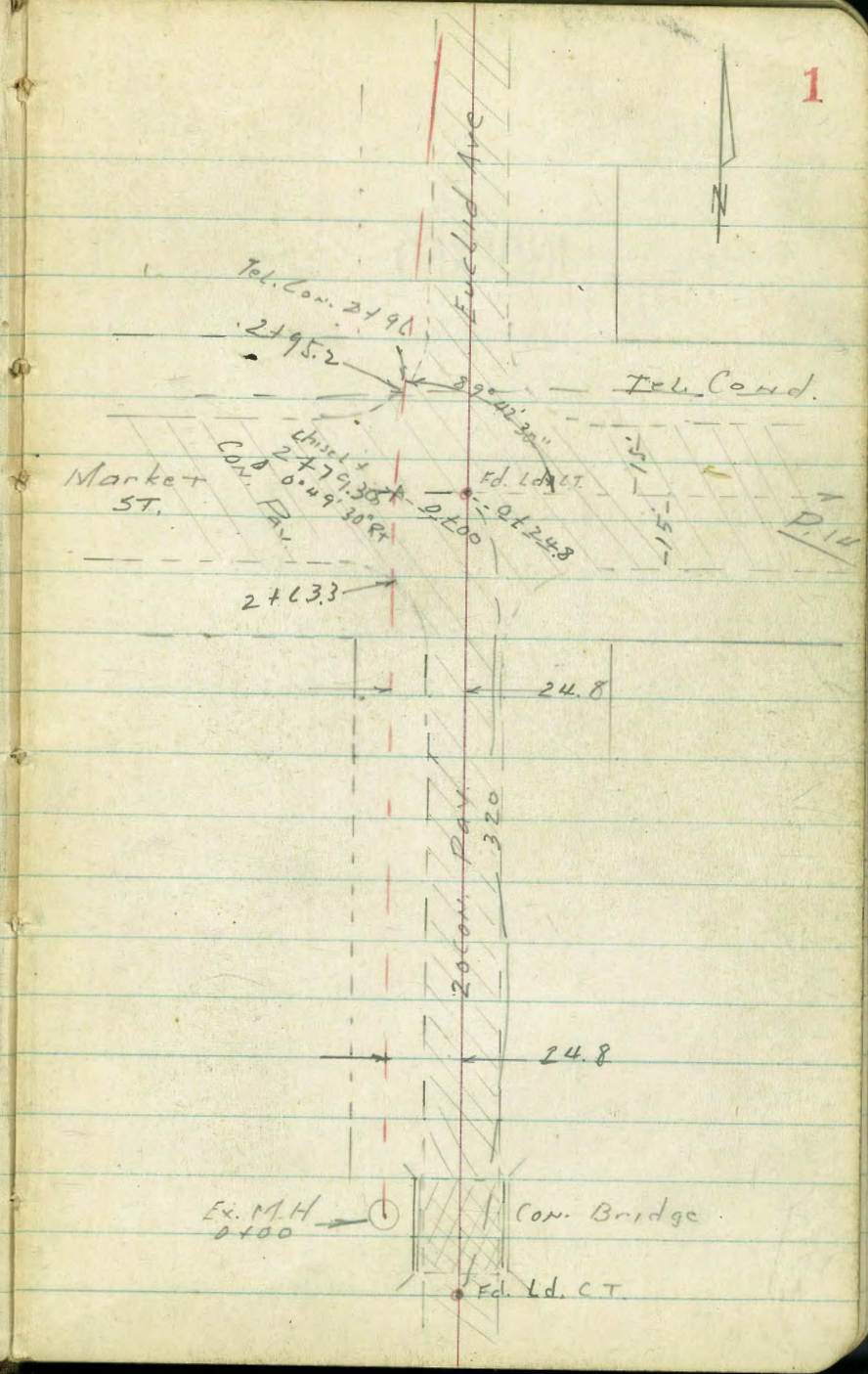
5-4-49

- = Fd. Ld. C.T.
- x = Chisel Cross Set
- = 242 Hub Set

INDEXED

WK

JUN 2 1949



Euclid Sewers

INDEXED

W K

JUN 2 1949



9+08 & Con. Bridge

2

10 10

Euclid Ave

Fd. Ld. C.T.
L+10.73
 $\Delta = 0^{\circ}45'15''$ Lt.

5+17

20' Con. Pave.

Euclid Sewer

3

20+81.88
5°11' LT.

19+70.90

30

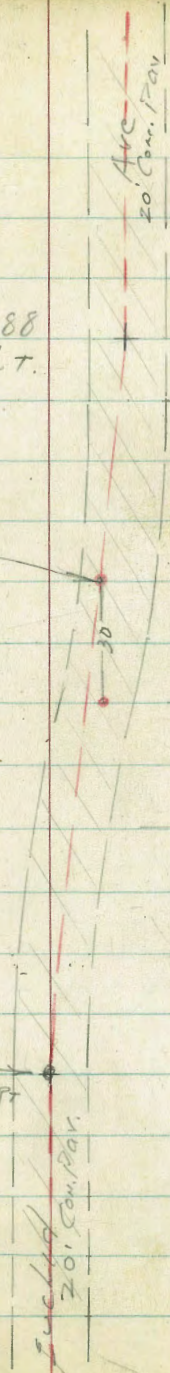
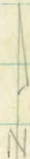
Hill Top

← Drive

18+60
δ = 5°09'30" RT

Euclid
20' Con. Pav.

Ave
20' Con. Pav.

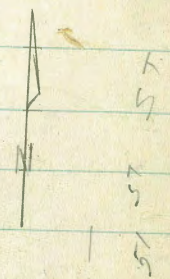


32+68³⁴
80+2x2 Disc. 10 10

Lt. CTS

31 1410

Ave. 20' Com. Pav



26+01.88

Geniera

10 10

100 Lpd

Euclid Sewer

Lt

¢

Rt

5

2 + 13,3 s. edge Pav

+50

+25 P.P. J.P. 178807 6' R_T

2

+65 P.P. 178806 4' R_T

+50

1

+60

+30

0 + 20

0 + 100

B.M.B.P

561

110.06

104.45 ✓

200 S of Market on Euclid
B.P. Guard rail curb NW Cor. Bridge

229 107.77

26 107.5

100.0
10.1
100

54 104.7

65 103.6

66 103.5

70 103.1

101 100.0

121 98.0

93.9

162
ground

101.06

900 = M.H. P.M

0°45'15" Lt
6+10.73 A PT. Ld. C.T.

2.15 119.26

+50 \$ 966 on Comm. Pav.

5.5 118.9

5+17 W. edge Pav.

7.62 113.8

5

+85 Tel. P. 473161H 6.3 Lt

8.8 112.6

+50

10.2 111.2

+05 Signal Oil Sign 6' Lt.

11.4 110.0

4

T.P. 12.63 121.41 128 108.78

10 109.1

3+50

3+39 Tel P. 84246H 3.8 Rt

2.06 108.00

2+95.2 W. edge Pav

1.88 108.18

2+79.30 E Market 0°49'30" Rt

110.06

1.88 Pav.

Euclid

f 50

10

f 50

9+08 Cr. Bridge

TP
Chisel H

347 118.41 647

114.94
TOP
Curb
SE Cor
Bridge

9

114.97
P. 51

f 50

8

f 50

7

6+50

121.41

Per.

532 113.09

7

4 x 113.0

4 94 113.47

113.98 105.9
12.5
x x 2 creek
deck

7.27 119.14

115.77
56x

4 02 117.89

2 x 119.01

112 120.20

0.95 120.46

Euclid

Lr

Q

Rr

8

15

+50

T.P. 1167 130.03 0.05 11836

1x

+50

13

+50

12

+50

11

118.41

$\frac{120.91}{100}$
+ 2.5

582 ^{129.21}

948 ^{129.55}

0.05 ^{118.36}

$\frac{1.0}{100}$

125 ^{117.16}

200 ^{116.35}

277 ^{115.69}

344 ^{114.97}

411 ^{114.30}

$\frac{2.116.0}{100}$

481 ^{113.60}

$\frac{7.5}{100}$ ^{110.9}

Euclid

19 + 70.90 on Ld. C.T.

+50

19

18 + 60 A Pt.

18

T.P. 1200 162.79 0.53 150.79

+50

17

T.P. 1181 151.32 0.73 139.51

+50

16

T.P. 1072 140.24 0.51 129.52

15 +50

130.03

~~~~~

161.13  
166  
140.59  
2,20  
159.10  
3,69  
157.21  
558  
152.45  
103x  
147.7  
36  
142.96  
836  
138.29  
195  
133.52  
672  
131.0  
128.83  
120  
157.7  
151  
100  
F.C  
100  
100

Euclid

65

8

R

10

+50

To Bolt  
P.N.  
T.L. gate  
Post

7.56 179.69 007 17213

#9214  
Euclid

23

170.3  
1.9  
100

172.97  
672

170.98  
169.18  
3.02

169.5  
27  
100  
167.6  
100

+50

27

167.69  
4.5

+50

166.27  
5.93

21

164.64  
7.56

20 + 81.88 Δ R

164.32  
7.88

162.4  
9.8  
100

+50

T.L.

9.53 172.20 012 162.67

20 + 00

163.49  
8.71

161.95  
0.84

159.7  
3.1  
100

162.79

Euclid

L

S

R

11

28

T.P. 11/21 201.33 0.58 190.12

+50

27

+50

26 401.88

+50

T.P. 11/32 190.70 0.31 179.38

25

+50

24

179.69

10.50 190.83

1.81 186.89

5.82 186.88

5.73 184.97

178.9

$\frac{11.8}{100}$

770 183.00

7.0

183.03  
P.54

9.81 180.84

1.73 177.96

$\frac{3.176.6}{100}$

2.85 176.89

$\frac{114.9}{100}$

4.77 174.92

Euclid

L

⊕

P.

12

+50

Ld. C.T. 3144

T.L. 1025 211.36 022 2011

31 +41 Mly Beverly?

on Ld. C.T. → 022 2011

31

+50

30

+50

29

28 +50

201.33

100 201.4

100 199.99

3.0 198.3  
100

3.70 197.63

5.4 195.9  
100

4.20 197.13

4.45 195.66

6.76 194.57

8.48 192.88

check to B.M. & 2d C.T.  
Federal & Euclid.

309 22643

22643  
070

(This is long story)

T.P. 534 22952 174 224.18

T.P. 1234 22590 050 213.56

T.P. 892 21406 622 20514

36 5<sup>3</sup>/<sub>4</sub> Pale # P271335

see P-70

INDEXED

WIK

JUN 2 1949

35

+50

34

+50

Higher

33

+50

32

211.30

70 209.4

54 206.0

x 8 206.6

x 8 206.8

50 206.32

8.4  
100

600 205.36

21 204.15

866 202.70



INDEXED

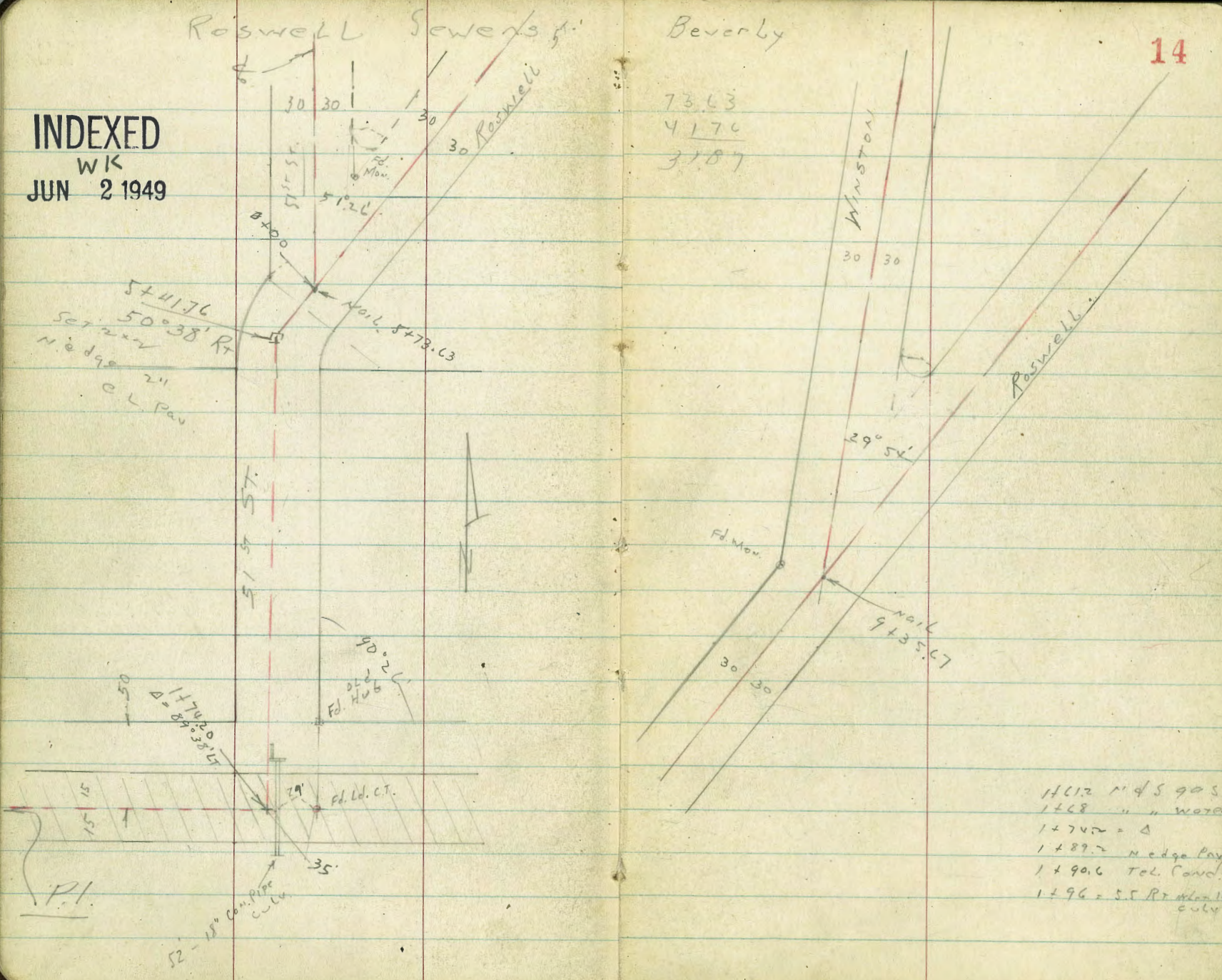
WK  
JUN 2 1949

Roswell Sewers

Beverly

14

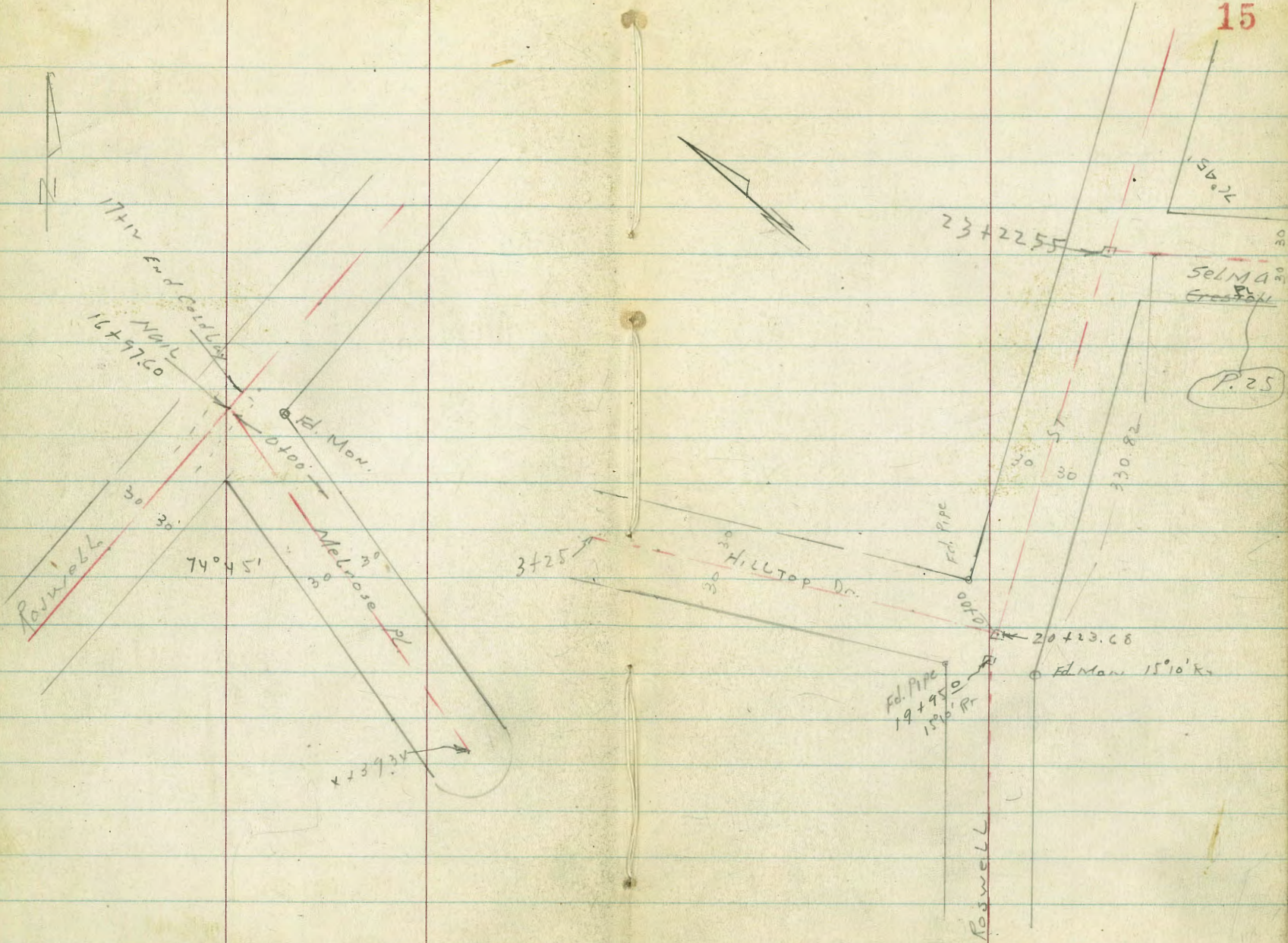
73.63  
4176  
3187



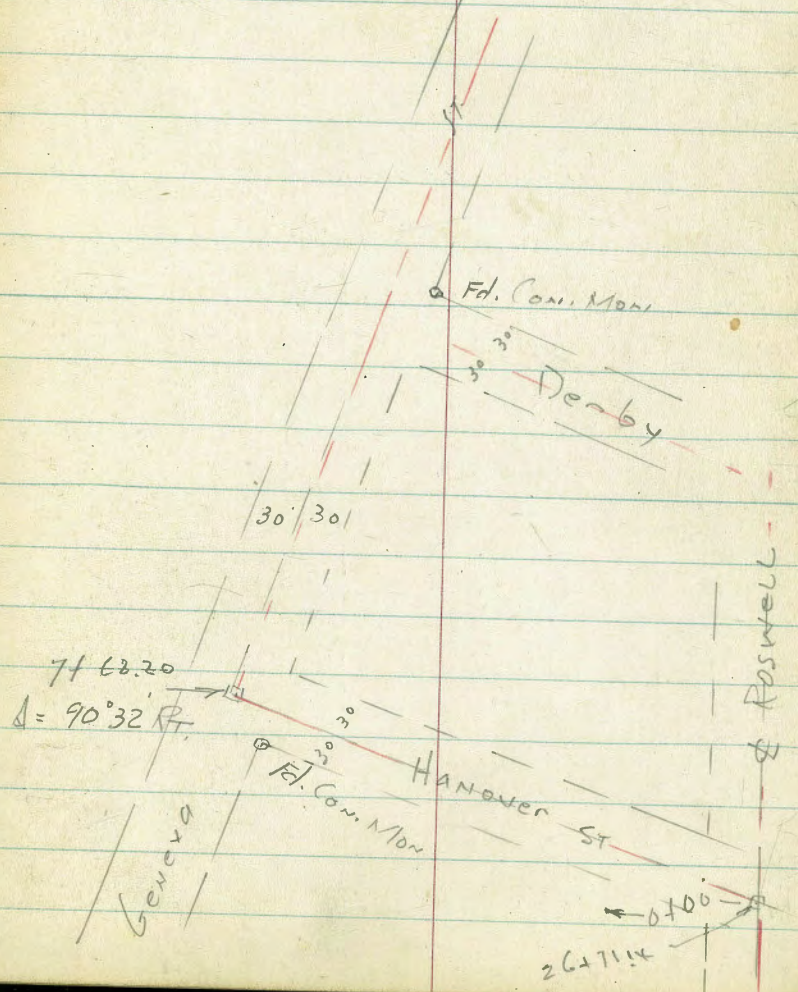
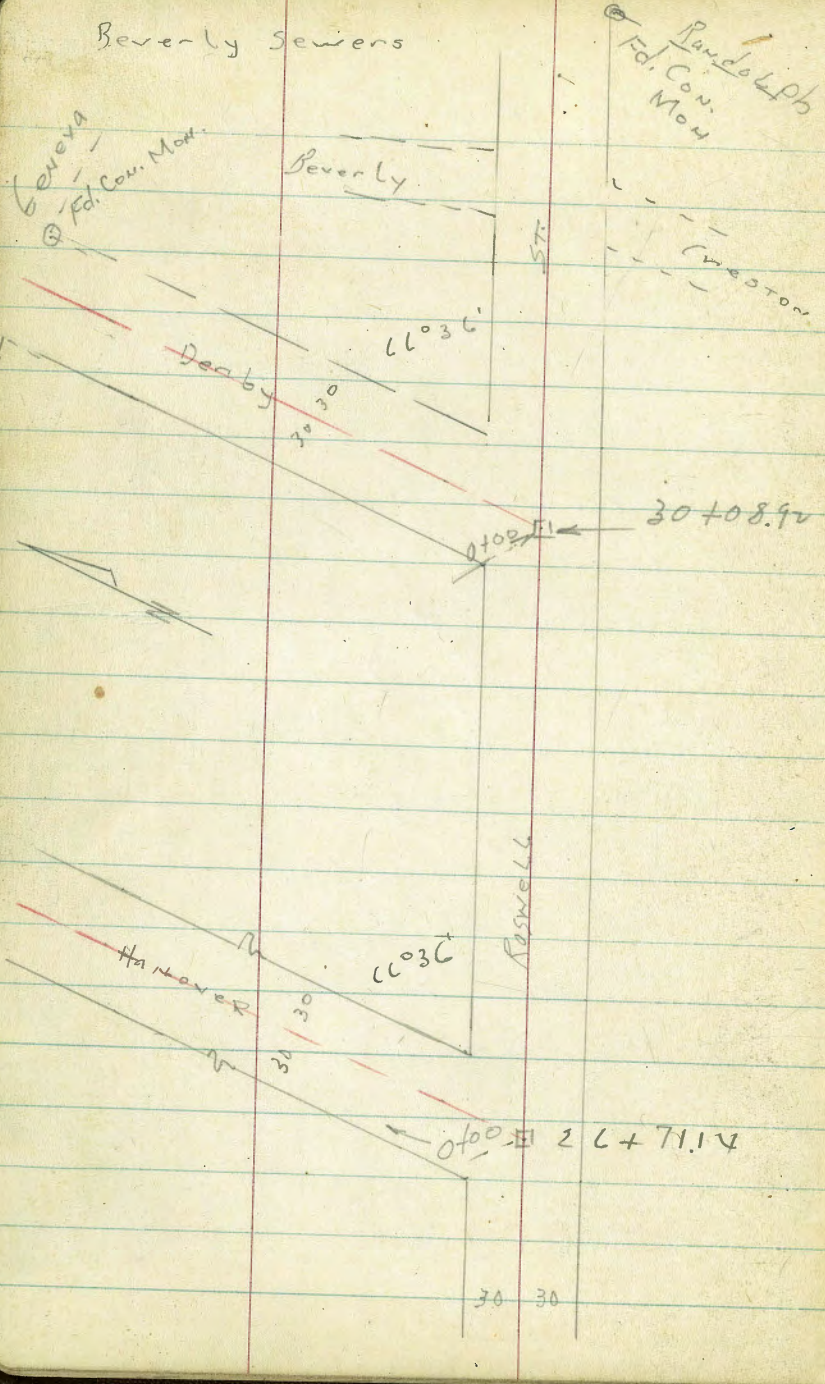
- 1412 N. of S 90 S
- 1468 " " water
- 14742 =  $\Delta$
- 1489 = N. edge Pav.
- 1490.6 Tol. Cond.
- 1496 = S. S. Rt. Max 18" culv.

Beverly Sewers

15



Beverly Sewers



Sewer Levels  
via  
51st and Roswell  
Reverly Sub.

17

+89.2 N. edge Con. Pav. and Beg. of Cold Lay Pav.  
E. edge Pav. on Line

1174.2 A Lt INDEXED

W 15  
JUN 2 1949

+68 N 45 Water

+61.2 N 45 Gasline

+50

+50

0+24.8 9 E. side

0+00 Cross on Pav. Sketch P.1

B.M.

10.04 11449

104.45

P. 5

2 2 112.3

2 0 112.5

2 3 112.2

2 5 112.0

2 8 111.7

4 6 109.9

6 3 108.2

6 5 107.9

6 32 108.17

Via 51st

L

R

R

18

5+73.63 E 51st St to North

5+41.76

T.P. 11.96 150.27 0.17 138.31

5 on Pav.

450 E edge Pav.

4 E edge Pav.

T.P. 12.77 138.48 0.13 125.71

450 E edge Pav.

3 E edge Cold Lay

2+50

T.P. 12.06 125.84 0.71 113.78

1+96

1+90.6 Cross Tol. Conduit

114.49

C 143.9

E 141.9

N edge 20' Pav

1 S 137.0

C 8 131.7

11 C 126.9

30 122.8

7 1 118.7

10 C 115.2

17 112.8

12.3

2 2

5.08 Gen. Fl. drain  
5.5 INLET

5.8°

F.L. outlet  
18" Con.  
PIPE

Via Roswell St

Set B.M. Con. Mon.

Nwly Cor. Roswell & Winston

573

167.33

9 + 35.67

Winston Drive

9

T.P.

12.00 173.06

0.20 161.06

+ 50

8

+ 75

+ 50

7

T.P.

11.28

161.26

0.29 149.98

+ 50

check to P.I. Con. Mon.  
N.E. Roswell  
B.M. and 51<sup>st</sup> St

3.59

146.68

146.59

0.09

61.00

150.27

L

¢

P

19

5.0 162.1

8.0 165.0

0.0 161.26

3.7 157.6

5.0 155.7

7.3 154.0

10.5 150.8

2.3 148.0

5.0 143.3

8.0 153.3  
100

8.0 153.3  
House FL, 154

12.1 149.2  
100

Pt Higher

Via Roswell

14

T.P. 12.80 223.04 0.06 210.18

+50

13

T.P. 12.65 210.24 0.15 197.59

+50

12

T.P. 12.72 1.97.74 0.20 185.02

11

+50

10

T.P. 12.38 185.22 0.22 172.84

+50

173.06

L  
182.0  
4.0  
100

213.7  
9.3  
45

8  
10.0  
213.0

2.0  
207.6

8.2  
202.0

1.1  
196.1

178.7  
19.0  
100

192.5  
5.2  
60

191.6  
C.1

Higher  
on  
PT

11.2  
186.5

3.5  
181.7

7.8  
177.9

11.8  
173.9

3.8  
169.3

Roswell

Lr

21

18

17.450

B.M. Con. Mon. S.F. Con.  
Roswell + Melrose 2.43 243.53

$\frac{243.37}{0.16}$

17.412 end Cold. Pay

16.497.60 & Melrose Pl.

+50

T.P. 1028 245.96 0.11 235.68

16

+50

15

T.P. 13.11 235.79 0.36 222.68

14.450

223.04

53 240.7

45 241.5

58 242.2

37 242.3

64 239.6

100 234.79

229.2

119 223.9

218.6



22

+50

21

+50

20 + 23.68 = Roswell Hilltop

T.P. B.M. 194 24276 240.82

<sup>3/4"</sup> Pipe NW Cor  
T.P. Roswell Hilltop  
19195 Δ 15° 10' RT

5.14 (240.82) B.M.

+50

19

18 + 50

24596

237.6  
237.6  
237.2  
238.0  
238.6

239.9  
239.9  
240.0  
240.2

+50  
T.P. 13.10 265.76 0.35 252.66

26

+50

25

+50

24

J.P. 12.77 253.01 2.52 240.24

+50

23 + 22.55 @ Selma Pl.

23

22 + 50

242.76

12.1 253.7

17 251.3

3.8 249.2

6.4 246.6

8.7 244.3

10.9 242.1

2.6 240.2

3.1 238.2

4.4 238.4

5.1 237.2

Contd. P. 28

24

+50

30 + 08.92 <sup>Roswell</sup> E. Deaby 7.71 268.43  
Set B.M. & 2x2 Hub.

30

+50

T.P. 1060 276.14 0.22 265.54

29

+50

28

+50

27

26 + 71.14  $\phi$  2x2 Hub. 11.30 254.46  
Roswell & Hannover B.M.  
265.76

8  
2 269.9

7.7  
268.4

7.7  
268.4

9.5  
266.57

1.3  
269.3

3.5  
262.3

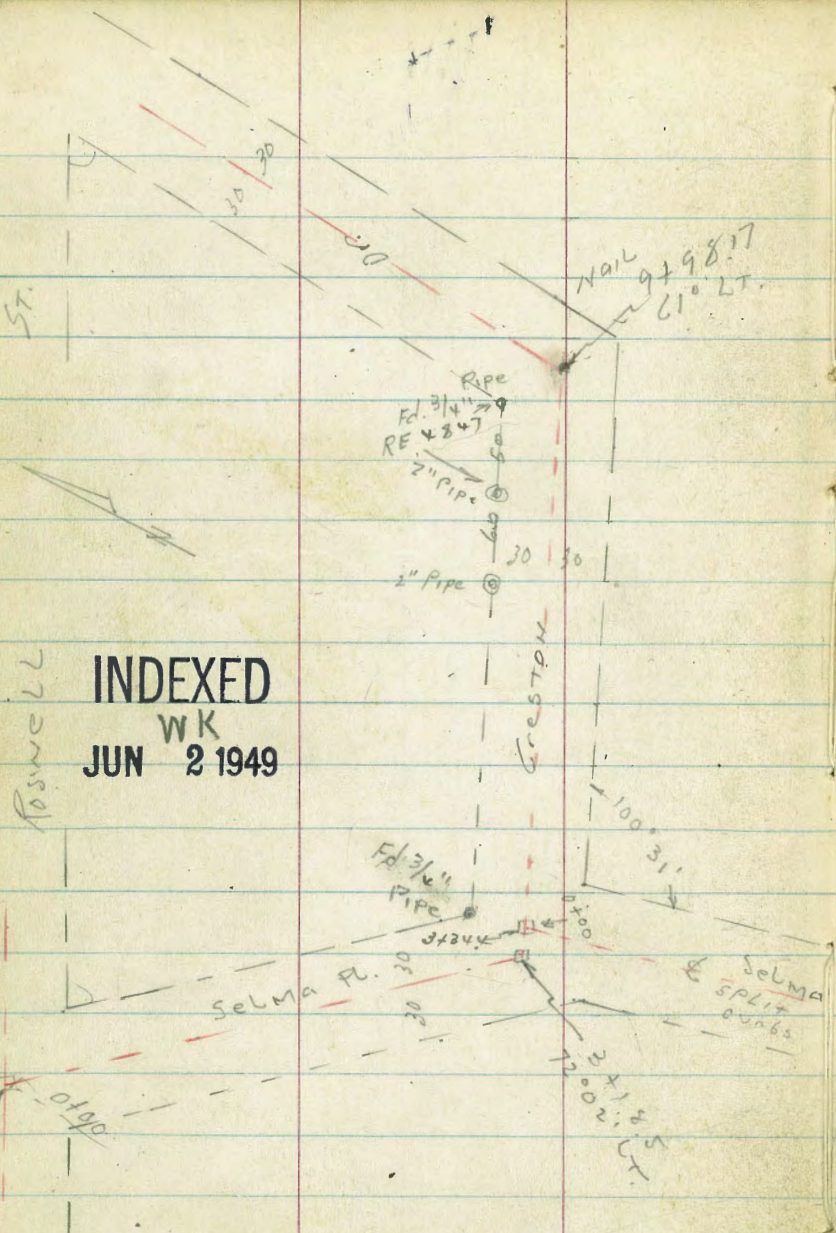
5.7  
260.1

7.9  
257.9

10.0  
255.8

11.3  
254.5

Sewer Levels on  
Selma Pl. and Creston Dr.  
P. 38



ROSWELL  
INDEXED  
WK  
JUN 2 1949

23422.55

460

Roswell  
Sewer  
Levels

35

+50

34

+50

check to old B.M. (in some book)

11.74 264.40 264.34  
OPL = B.M.

top end curb NW/Cor. Roswell & Beverly now

(Lennox)

33

+50

32

+50

+100

276.14  
276.14

13.8 262.3

13.6 262.5

13.6 262.5

13.4 262.7

12.7 263.4

11.3 269.8

8.5 267.6

5.4 270.7

5.2 270.9

Sewer Level on Derby St.  
Roswell N Ly to Geneva

INDEXED  
WK  
JUN 2 1949

267.7  
269.4  
271.0  
272.2  
272.9  
271.8  
271.1  
270.0  
269.4

4  
+50  
3  
+50  
2  
+50  
1  
+50

0+00 = E Roswell

B.M. 2x2 406 876 277.19  
P. 24 268.43

Derby St.

28

Set B.M. on Con. Mon. 426 266.55  
SE Con. Derby & Geneva

5+95+ approx. SE. Geneva

750

T.P. 654 27081 1292 264.27

5

4+50

277.19  
277.19  
277.19

269.4

6x

7x 263.7

13.3 263.9

12.2 269.2

Hamover  
Roswell N.Y. to Geneva & Easterly to Derby

Sketch P16

29

4 + 00

INDEXED

WK  
JUN 2 1949

3 + 50

3 + 00

2 + 50

2 +

1 + 50

1 + 00

0 + 50

0 + 00 of Roswell

B.M.

P. 2+

436

258.82

254.6

9.9 248.9

7.5 251.3

5.7 253.1

5.0 253.8

3.9 254.9

2.8 256.0

2.5 256.3

2.1 255.5

1.7 259.4

1.4



BA. Mon SW cor 12 18 <sup>261.16</sup> 541 248.98 Mon SW cor  
Genera + Hanover

7+62 20 of Genera

see p 31

7+50

5.7 248.7

7

3.9 250.5

6+50

3.5 250.9

6

4.2 250.2

T.P. 5-24 254.39 9.67 249.15

10.0 248.8

5+50

10.9 247.9

5+0

11.2 247.6

4+50

258.83

Genera from Hanover Easterly

Check on Mon Genera & Derby 2.99 266.55 266.55 P28

3+10±

Derby

4 2 265.3

5 2 264.3

300

INDEXED

WK  
JUN 2 1949

TP 227 269.54 0.89 260.77

2+50

1.6 259.56

2+0

6.2 255.0

1+50

8.3 252.9

1+0

10.7 250.5

0+50

12.1 249.1

0+0 of Genera & Hanover

13.1 248.1

261.16

Genera Contd

32

4 + 80 Bererly

4 + 50

4 + 00

3 + 50

269.54

9.4 260.1

7.1 262.4

3.5 266.0

2.9 266.6

Hilltop Drive  
Northerly

Sketch P15

33

INDEXED  
WK  
JUN 2 1949

3 + 27

3 + 00

2 + 50

2 + 00

1 + 50

1 + 00

0 + 50

0 + 00 of Roswell

BM pipe NW cor 209 242.91  
Roswell Hilltop  
P27

24082

233.0

9.9

234.9

8.0

237.6

5.7

239.1

3.8

239.8

3.1

240.2

8.7

239.3

3.6

sep 11

Melrose Pl.  
Roswell Sky

sewer

Lt

R

R+

34

+ 50

INDEXED

WK

JUN 2 1949

3

229.7  
18.6  
90  
CANYON  
RIM

11 237.2

9.6 238.7

77 240.6

+ 50

2

232.1  
16.7  
100

9.4 238.9  
50  
RIM  
CANYON

63 242.0

Much

Higher

+ 50

52 243.1

+ 15

237.5  
10.8

90  
Floor  
House

9.6 238.1  
90  
2nd

46 243.9

43 244.0

43 244.0

0 + 50

0700 E Roswell Sketch  
P. 15

SE CON M. 4.75 (248.28)  
Roswell  
Melrose P. 21

243.53

Sewer Levels on  
Winston Dr. Nly from Roswell

750

INDEXED  
WK  
JUN 2 1949

LT  
17.0 158.9  
100 50  
11.6 164.3  
50

3.6 172.3  
2.0 173.9

750

22.2 153.7  
50  
171.5  
25  
P.M.  
CANNON

1.7 174.2  
3.0 172.9

Pt.  
Highton

0 + 50

5.5 170.3

0 + 00 & Roswell, Sketch PIV

BM. Con. Mon. P. 19  
NW Con. Roswell 858 (175.91) 117.33  
~~WINSTON~~

5 + 40

2.5 226.8

4 + 39.4 Sly Melrose PL.

229.1  
19.2  
40  
CANNON  
P.M.

14.2 234.1

4

12.3 236.0

(24828)

150

8

150

7

150

120

6

150

5

4150

T.P.

2.56 167.43 110x 164.87

4100

3150

3100

17591

Tin house <sup>2x.8</sup>  
in gulley 75

Proposed  $\frac{12.5}{100}$   
Bldg. site

0 167.0

1 160.5

2 156.7

3 157.9

4 162.0

5 163.8

6 163.2

7 159.8

8 158.5

9 161.9

10 166.1

11 169.4

12 170.7

Sewer levels on 51st.  
Roswell N.Y.

27

28

37

3

+50

23.2  
128.1

2

+50

137.8  
13.5  
55

14.1  
137.2

Pt.  
Higher

1

+50

4.4  
145.0  
146.9

4.7  
146.6

5.6  
147.7

0 + 100 = 5 + 73.03 @ Roswell Sketch P. 14

N.E. Pt. Con. May 4/4

151.32

146.68

Roswell + 51st.

151.32

P. 19



Sewer Levels on  
Selma Pl. See P. 25

3 +18.5 Δ LT 72°02'

3

+50

2

+50

+30

1

0+50

0+00 @ Roswell St.

B.M.  $\frac{3}{4}$ " Pipe 780 (248.62)  
N.W. Cor. Roswell  
and Hilltop Dr.  
P. 22

240.82

67

0.6 248.0  
1.1 247.5  
2.8 245.8  
1.4 247.2  
38  
60  
60  
9nd. Floor H.

2.5 246.1  
3.9 244.7  
243.3  
7.3  
9.0  
7.5  
9nd. Floor House  
241.6  
7.0  
7.5  
Floor House

5.8 242.8  
241.9  
6.7  
8.3 240.3  
8.4 240.2  
6.0  
9nd. Floor House  
242.6  
6.0  
6.0  
Floor House

Sewer Levels on Creston Dr.

T.P. 10.81 270.81 0.47 260.00

7

+50

6

+50

5

+50

4

+50

3 + 34.4 @ Creston + Selma

T.P. 12.87 (260.47) 102 247.60  
 @ Hub 248.62  
 3 + 18.5

0.5 260.0

2.3 258.2

3.6 256.9

4.9 255.6

6.2 254.3

7.5 253

9.4 251.1

10.9 249.6

11.5 248.9

Higher

11

+50

10+15

T.P. 3.71 (273.38) 114 269.67

9 298.17 Δ 6.1° LT

lt. higher

+50

9

+50

8

7+50

(270.81)

5 C 267.8

4 269.0

3 269.58

1 2 269.6

2 X 268.4

X 2 266.6

5 9 269.9

7 X 263.9

9 0 261.8

9.1  
70  
9nd

267.3  
6.1  
70  
Floor H.

Creston Dr.

8

R

41

check 1/2 B.M. Top cb end 898 26440 26440  
N E Cor Roswell + Lennox

14

150

13

150

12

150

11+30

10.2 263.0

Lt. higher

10.2 263.2

9.8 263.6

9.0 264.4

7.9 265.5

C 2 266.6

C 3 267.1

264.4

265.4

9.0

8.0

53

53

9<sup>th</sup>

Floor H.

Sewer Levels Contd. on Selma Pl.

42

4

3+50

3+00

2+50

2+16

2+0

1+50

1+00

+50

0+00 & Selma + (crossing see 39)

3+34.4

BM.

± Hub Δ 2.90 (250.50)

3+18.5

247.60

8  
10.240.5  
8242.5  
0

17  
16.239.3  
1007

6  
244.1

5  
245.4

4  
246.0

243.0  
66  
50  
ground

244.7  
5.8  
54  
floor

4  
246.3  
4.2

3  
247.5

2  
248.1

2  
248.5

Sewer Levels Selma Place Contd

43

5+50

13.9 237.2

5+00

14.2 236.3

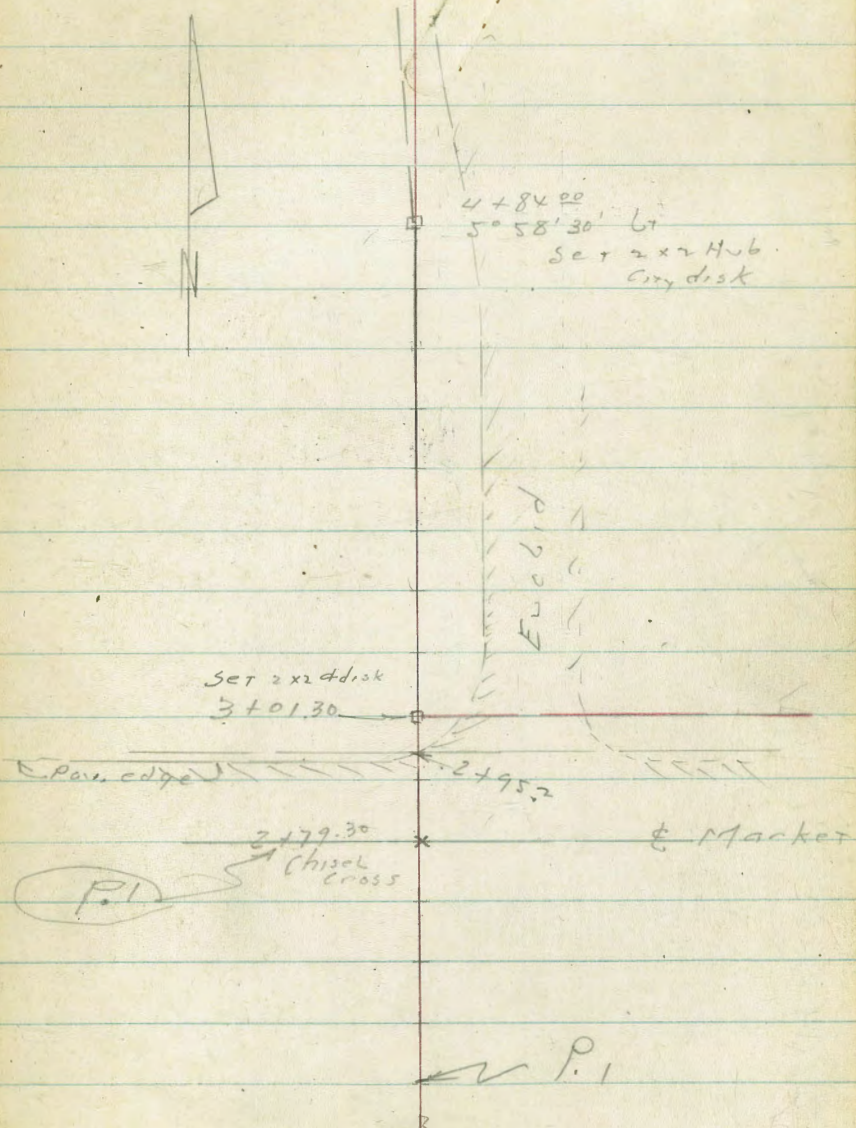
H + C0

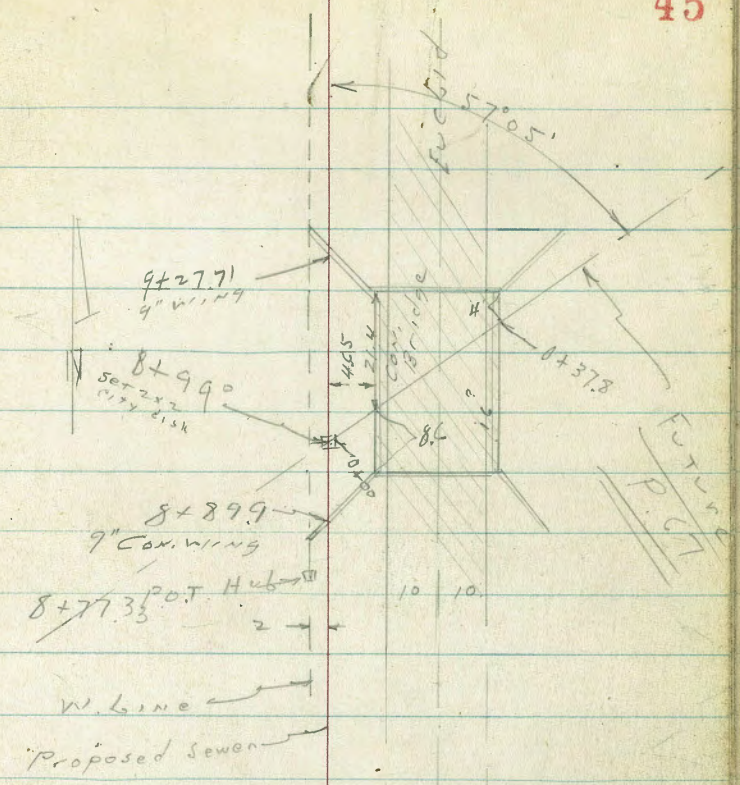
12.5 238.0

250.50

Sewer line  
on Euclid Ave  
Market N by

INDEXED  
W.K.  
JAN 17 1950

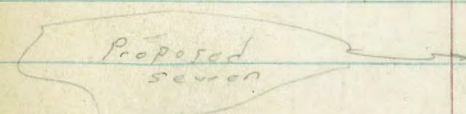




6+114.1  
 6°04' Rt  
 SET 2x2 Hub  
 18" Fed Ld. CT.



22+23.74  
2°50' Lt  
Set 222



LOT LINE

5/12/0  
7x  
FO  
SLE  
7x

HILLTOP

Ad 112  
0124

5/1 ST  
Creek

5072x2 Top Bank  
18+58.75  
2°50' Rt.

MATCH

20  
Ave  
Euclid

30 30

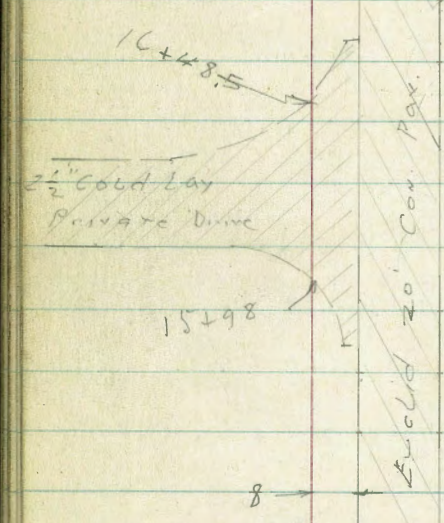
5/1 ST

SLY LOT 7

Proposed  
sewer  
14+85.43  
Set 222

1100 B

2+18.15  
90°33' Lt



16+48.5

2 1/2" Cold Lay  
Private Drive

15+98

8

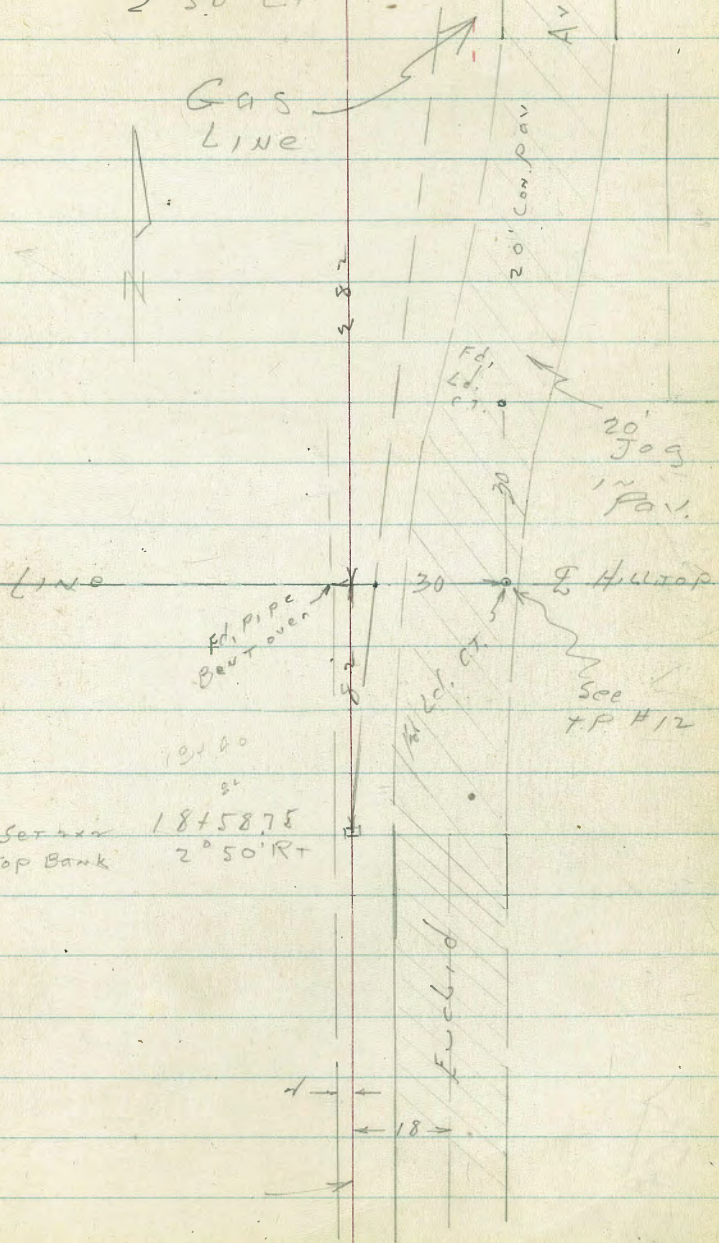
Euclid 20' Cor. Pav.

22+32.28  
 18+58.75  
 329.03

100.  
 29.24  
 50.76

Set over disk 15.5 → 20 →  
 22+23.24  
 2° 50' LT

47



Box Line

Ed. Pipe Bent Over

101.00  
 8'

Set over Top Bank 18+58.75  
 2° 50' RT

Fuel

18

NO JOG  
 Straight thru  
 TO Fed. Blvd

32 + 73<sup>+</sup>  
 nothing SET

See P. 4 for  
 Ld. 5 and C. Tks  
 Note: Set 2x2 & Disc.  
 See P-4

gas  
 line  
 check for  
 size 10

22 + 2324  
 2° 50' Lt  
 Set 2x2,  
 with disk

T.P. A Hub 11.59 12425 049 11246

4 + 842 A LT on Hub

+ 50

+ 05 Signal Gas Sign 4.4 LT

4

+ 50

3 + 39 4.4 Pt E J.P. 171495-

3 + 01.30 on Hub

2 + 95.2 edge Pav

2 + 7930 chical Cross E Market P.1 and P.2

B.M. 870 113.15 104.45

P.5

112.66  
0.49

111.7  
1.5

110.1

109.1

108.8

108.15

107.99

108.19  
496

113.15

111.89

1.26  
9  
E.P.  
110.51  
2.04  
12.7  
E.P.

109.47  
3.68  
14.5  
E.P. = edge Pav

LT RT

+50  
8727 25 R 473158 H

8

+50  
417 25 RT Pole 473159 H

7

+50  
641141 A RT on Lot Line

6411 26 RT 473160 H Dd. Man 11.4 LT

6

+50  
5400  
4485 32 LT Pole 473161 H

12425

90 115.3

70 117.3

54 118.9

40 120.3

40 120.3

40 119.26

54 118.9

40 115.7

113 113.0

117.26  
6.99  
8 EP

120.26  
3.99  
8 EP

119.38  
4.87  
8.1 EP

118.81  
5.44  
7.1 EP

8.115.85  
8.40  
5.2 EP

112.89  
11.30  
2 EP

12425

927.71 Top con wing

9427 dirt

9469

9405

8499 Hub for M.H. on creek line

490 dirt

84899 Top con. wing see plan of bridge

485

T.P. BM.  
Chisel 58.

376 118.73

928 118.97 P.7  
114.90  
003

checked  
level  
now  
F.O.K.  
Former  
Elev. M.S.

8477.33 POT Hub

124.25  
2

LT

112.83  
590

107.7  
11.0

105.4  
13.3

105.4  
12.3

105.6  
13.1

109.5  
9.2

112.74  
599

114.6  
4.1

118.73

114.55  
970

124.25  
2

51

7.P. 1098 127.2 250 116.3

13

+50

+14 25 Rt Pole 473155 H

12

+50

11

+71 25 Rt Pole 473156 H

+50

10

+50

9 +35 25 Rt Pole 473157 H

118.73

L+

R

R+

52

1 116.6

$\frac{2.48}{8}$  E.P.

2 116.0

3 115.6

4 114.6

5 113.4

$\frac{5.18}{8}$  E.P.

119.9

3.8

100

6 113.9

7 114.3

8 114.0

9 113.5

10 113.5

11 113.5

118.73

$\frac{5.10}{8}$  E.P.

14+79 1.5 Rt Pole P 278503

T.P. 1268 150.77 0.57 13809

16+48.5 wedge drive

16

15+98 S-dge 2" Cold Lay

+50

T.P. 1204 138.66 0.59 12662

15

+91 2.5 Rt Pole 473153 H

14+8543 = 0+00 on Hub

+50

14

13+50 2.5 Rt Pole 473154 H

127.21

Lt

Rt

53

$$\begin{array}{r} 145.7 \\ +70 \\ \hline 18 \end{array}$$

$$\begin{array}{r} 145.5 \\ +68 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 138.03 \\ 0.13 \\ \hline 133.32 \end{array}$$

$$\begin{array}{r} 133.37 \\ 5.29 \\ \hline 8 EP \end{array}$$

$$\begin{array}{r} 126.9 \\ 11.8 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 126.8 \\ 11.9 \\ \hline 5 \end{array}$$

$$\begin{array}{r} 133.62 \\ 5.06 \\ \hline 2 cc. \end{array}$$

$$\begin{array}{r} 133.2 \\ 5.34 \\ \hline 133.37 \end{array}$$

$$\begin{array}{r} 125.9 \\ 1.8 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 133.66 \\ 12.50 \\ \hline 22 \end{array}$$

$$\begin{array}{r} 124.0 \\ 3.2 \\ \hline 5 \end{array}$$

$$\begin{array}{r} 124.07 \\ 3.1 \\ \hline 8 EP \end{array}$$

$$\begin{array}{r} 124.3 \\ 2.9 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 123.9 \\ 3.3 \\ \hline 118.6 \end{array}$$

$$\begin{array}{r} 120.4 \\ 1.8 \\ \hline 118.28 \end{array}$$

$$\begin{array}{r} 120.48 \\ 1.23 \\ \hline 8.93 \end{array}$$

97 117.5

127.21



N.L. HILL TOP P.9  
 T.P. L & C.T. 10.96 172.13 2.12 161.17 ✓

+50

19+25 St. Lite Pole  
 C LT 274495

19+05 0.5 LT Pole 473151 H

18+58.75 HUB Δ R<sub>1</sub>

18

+98 2.4 R<sub>1</sub> Pole P 274496

+77 1.5 R<sub>1</sub> Dd Max ✓

T.P. 12.86 163.29 0.34 150.43 ✓

+50

17

150.77

LT  
161.13 P.9  
 0.00

162.6  
 0.2  
 12

162.5  
 0.8  
 15

161.7  
 1.0  
 14

161.3  
 2.0  
 14

156.3  
 7.0  
 10

155.1  
 +4.3  
 10

152.8  
 +2.0  
 12

152.4  
 +1.6  
 7

162.5  
 0.8  
 8

162.3  
 1.0  
 10

161.30  
 1.0  
 99

156.0  
 7.3  
 11

155.6  
 7.7  
 11

163.29  
 +0.2  
 151.0

145.3  
 15.5  
 15

162.5  
 0.8  
 3

161.9  
 1.4  
 2

157.27  
 6.1  
 3

152.2  
 11.1  
 4

151.9  
 11.4  
 4

147.6  
 3.2  
 4

142.9  
 7.9  
 4

160.7  
 2.6  
 7

159.32  
 3.97  
 2

157.11  
 6.18  
 8 E.P.

152.36  
 10.93  
 8 E.P.

151.84  
 11.45  
 8 E.P.

147.54  
 3.23  
 8 E.P.

142.82  
 7.95  
 8 E.P.

150.77

T.P. 1186 183.24 0.75 171.38

23

+50

22 + 23.20 1 LT 2°50'

22

+95 5.7 LT Pole P 274090

+50

21

+65 1 RT D.M.

+50

+46 1.8 RT P 277063

20+00

172.13

LT

R

R+

0 171.3

0.8

3 169.0

3 1

2 168.15

2 98

5 167.4

5 7

5 166.4

5 7

6 165.2

6 9

7 164.3

7 8

8 163.2

8 9

8 9

168.32

3.81

10 E.P.

147.65

4.48

11.3 E.P.

166.20

5.93

13.7 E.P.

169.76

7.37

161 E.P.

163.23

8.90

180 E.P.

161.68

10.45

17 E.P.

172.13

26 + 50

T.P. Chisel ✓  
Cross 1297 19600 764 18303  
Below

check to Chisel Cross P. 11 E Pav. 26 + 0188 764 18303 18300

check to B.M. Moss 503 18564

TP 773 19047 030 18294 ✓

+ 09 6 Lt Pole P 471339

26

250

25

+ 50

24

+ 70 4 Lt Pole 27493

23 + 50

18324

~~~~~

184.3
11.7

56

19600 ✓

THIS IS LONG STORY.

F. OSBORN B.M. → 185.41

H.E. FOR MOSS 51ST AND CONEY - 0.23

19047

182A

182.78

0.8

$\frac{0.46}{10} = .046$
West edge
Pav

180A

2.8

178A

x 8

176.5

67

86 174.8

10.2 173.0

18324

~~~~~

check out of 31 + 41 4.61 201-14

201-11 on CT  
See p 12

32 + 73 Pole P 271336 4.36

+50

32

+50

31

30 + 48 5' LT P 271337

30

+50 988 205.75 0.13 195.87

+50

29

+50

+15 58 LT P 271338

28

+50

27

196.00

¢

R<sub>T</sub>

57

0 .8 203.0  
 1.6 204.2  
 3.4 202.4  
 4.7 201.1  
 6.7 199.6  
 7.7 198.1  
 8.8 197.0

204.51  
1.24  
10

199.89  
5.86  
1.0 E.P.

205.75

0.3 199.7  
2.0 194.0

194.4  
1.6  
1.0 E.P.

3.5 192.4  
5.0 190.4

7.7 188.3

9.8 186.2

194.00

INDEXED

JUL 20 1951

Moore

Begg

Sheldon

Crawford

1-13-50

changed location

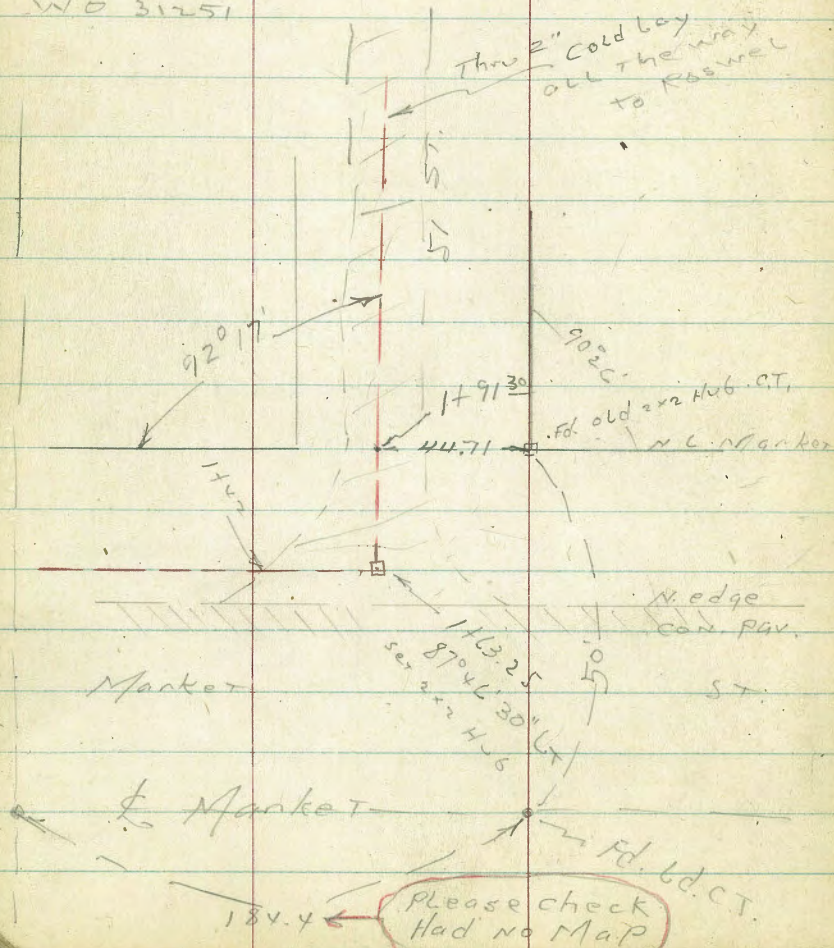
of Sewer

acct. of water, gas lines

Also culvert under

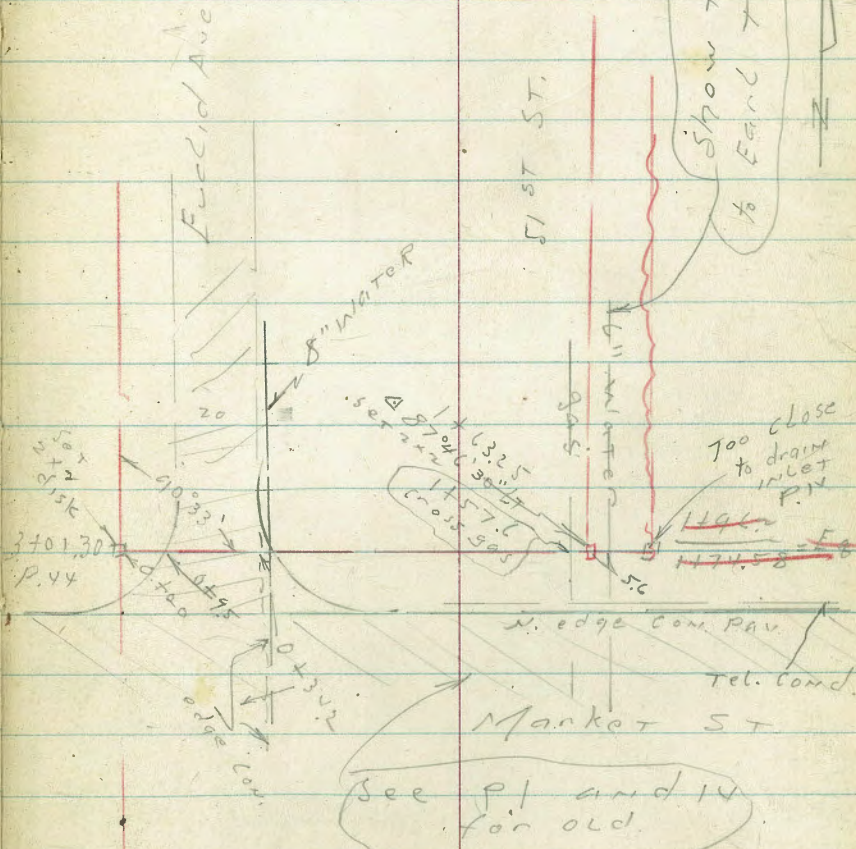
Pav. on Market

WO 31251



$E\theta = \frac{5+4\sqrt{7}}{48045} \times P.IV$   
 $\Delta \frac{5+0.915}{48045} \times P.IV$

Reswell 58

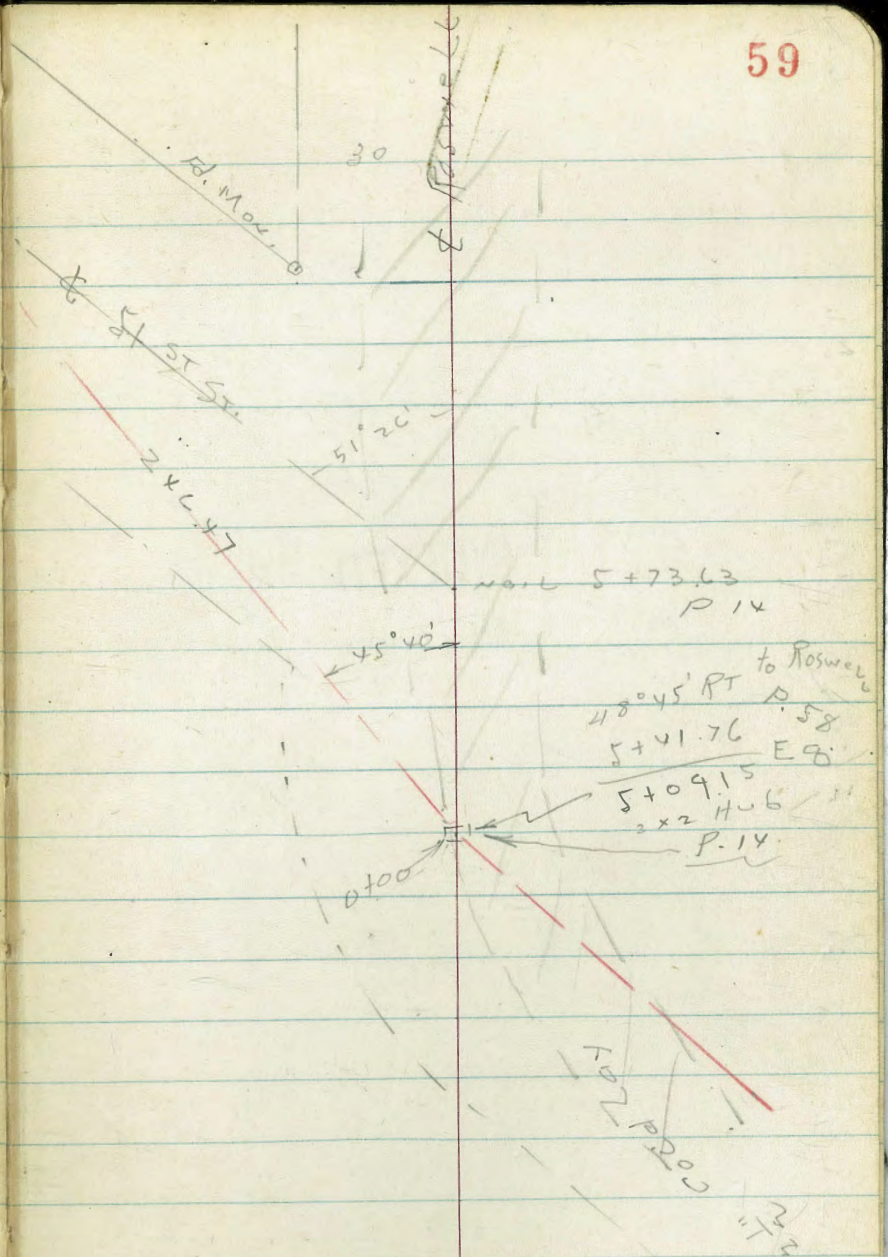


See P.I and IV for old.

Please check Had no Map

Service line  
change to  
cut out M.H.  
at 5+73.63

Set Hub 30  
2x4647



Sewer Levels on  
Line Change, Euclid  
and Market to  
51st + Roswell St

+57.6 cross N + S gas line

+33

1100

INDEXED  
W.K.  
JAN 17 1950

0450

+362 = cross 8"

+342 edge Cov. N + S

+09.5 Cov. Pav

0100 = 3+013

B.M.  
P.5

12.85 117.30

104.45

112.1  
52  
62.111.1  
75 109.8  
89 108.4  
91 108.2  
94 108.16  
96 108.14  
97 108.1

117.30

750

4

T.P. 1194 14071 0.12 #14 128,75

758

3

2450

T.P. 1194 128,87 037 116.93

2406

1791.3 Market

1763.25 Δ 87° 46' 30" Lt

117.30

5.4 135.3

130.2  
10.5

140.71

995  
16

126.4  
2.5

6" w  
4.3

121.8  
2.1

117.6  
11.3

128.87

995  
12

114.5  
2.8

6" w  
5.8

113.7  
3.6

112.4  
4.9

117.30



check to R.M. Pl. Mon 3.83 146.81  
N.E. Pl. 51st & Roswell

2 + 46.47 = ON E 51st + ST

✓

+50

+50

0 + 12 dir. cross gas that turns here via Roswell

0 + 100 Levels for line change  
ON 51st only  
& Roswell

$\frac{5 + 41.76}{5 + 09.15} = EG = \text{old A Pt.}$

5

T.P. 1044 150.64 051 140.20

4 + 64

140.71

146.48 P19

0.13

Not too Good for  
CONST

10. 140.5

9 146.7

8 146.8

5 146.1

5 145.1

7 143.4

8 141.84

8 141.84

8 140.94

8 140.94

Same

150.64

135.8

14.8

$\frac{995}{TV}$

$\frac{6'' W}{3.2}$

140.71

Seamer Levels from Euclid  
 to 51st S of Hilltop Dr,  
 Thence Nly on 51st St.

INDEXED

RT 63

1+17 Moore  
 Beeg  
 Sherman  
 Crawford  
 1-16-50  
 WD 31251

1703 in creek

0+25

0+38

0+33

0+28 edge pav

0+08 edge Pav

0+00

on Hub  
 14+8543 205 126.45 124.40  
 P. VC-53

117.1  
 9.4 10.2 116.3  
 116.7 9.9 116.6  
 119.9 119.5  
 119.7 119.4  
 124.1 119.8  
 122.9 119.1  
 122.91 119.13  
 122.88 119.2  
 124.40 122.2  
 205 126.45  
 2

2 x 2 Hubs →

Z#50

T.P.

10.76

125.89

1132

11513

2 + 18.15 Δ 90° 33' LT

shots in SF

5157

2 + 18.15  
90° 33' LT

1250  
60

2 + 18.15 Δ 90° 33' LT

1 + 80

1 + 70

1 + 22

12645

Euclid

LT  
119.8  
4.1  
51

114.6  
11.3  
26

115.1  
10.8

114.8 P  
11.1  
9

120.7  
5.8  
73

121.9  
6.0  
50

64

125.89

114.7  
11.4

115.1  
6.6

119.9  
7.2

119.3  
5.0

121.5  
5.0

114.7  
11.8

119.5  
12.0

119.5  
7.0

118.6  
7.9

121.5  
100

117.4  
9.1

113.9  
12.6

114.0  
12.5

114.7  
11.8

114.1  
12.4

118.5  
8.0

117.9  
8.6

114.0  
12.5

116.1  
10.4

116.3  
10.2

124.45

60

From this point

L+

E

R+

65

5+90

|   |           |           |           |            |            |       |
|---|-----------|-----------|-----------|------------|------------|-------|
| 5 | 129.8     | 130.4     | 126.1     | 119.5      | 120.8      | 125.3 |
| 5 | 4.9       | 7.2       | 15.8      | 14.5       | 100        |       |
|   | <u>16</u> | <u>42</u> | <u>50</u> | <u>150</u> | <u>155</u> |       |

5+40

|   |           |           |            |            |       |  |
|---|-----------|-----------|------------|------------|-------|--|
| 7 | 127.8     | 128.2     | 119.2      | 121.1      | 125.9 |  |
| 7 | 7.1       | 14.1      | 14.2       | 9.4        |       |  |
|   | <u>14</u> | <u>30</u> | <u>130</u> | <u>135</u> |       |  |

4+78

|   |           |           |            |            |  |  |
|---|-----------|-----------|------------|------------|--|--|
| 7 | 125.8     | 118.8     | 120.9      | 125.8      |  |  |
| 7 | 9.5       | 16.5      | 14.4       | 9.5        |  |  |
|   | <u>20</u> | <u>20</u> | <u>125</u> | <u>130</u> |  |  |

TP

|       |               |            |               |
|-------|---------------|------------|---------------|
| 11.69 | 135.27        | 231        | 123.58        |
|       | <u>135.00</u> | <u>238</u> | <u>123.58</u> |

|               |
|---------------|
| 135.27        |
| <u>135.00</u> |

4+65

Planes overhead

|     |       |          |       |           |           |           |
|-----|-------|----------|-------|-----------|-----------|-----------|
| 0.0 | 125.9 | 125.8    | 123.4 | 117.2     | 119.5     | 124.8     |
| 1.2 | 0.0   | 0.0      | 7.5   | 8.7       | 6.4       | 2.1       |
|     |       | <u>3</u> |       | <u>13</u> | <u>85</u> | <u>95</u> |

4+34

w. bank creek

|     |           |           |           |           |           |
|-----|-----------|-----------|-----------|-----------|-----------|
| 0.8 | 120.1     | 116.7     | 116.5     | 117.2     | 122.5     |
| 3.8 | 122.1     | 9.1       | 116.8     | 8.7       | 3.4       |
|     | <u>13</u> | <u>14</u> | <u>94</u> | <u>50</u> | <u>50</u> |

3+40

|   |           |           |            |           |           |           |           |           |
|---|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|
| 5 | 120.7     | 118.9     | 115.1      | 115.8     | 120.1     | 119.4     | 121.4     |           |
| 5 | 5.2       | 7.0       | 10.2       | 10.1      | 5.8       | 6.5       | 4.5       | 4.5       |
|   | <u>50</u> | <u>35</u> | <u>102</u> | <u>70</u> | <u>20</u> | <u>32</u> | <u>35</u> | <u>50</u> |

3+00

|   |           |           |            |           |           |           |
|---|-----------|-----------|------------|-----------|-----------|-----------|
| 5 | 120.0     | 116.8     | 115.7      | 106.0     | 119.5     | 121.5     |
| 5 | 5.9       | 9.1       | 10.2       | 9.9       | 6.4       | 6.4       |
|   | <u>60</u> | <u>55</u> | <u>102</u> | <u>70</u> | <u>15</u> | <u>80</u> |

125.89

125.89

6+

€

R+

66

check Ld. C.T.  
By Euclid on  
NL Hilltop

394 161.23 161.17  
0.06

OK, for Prelim.  
N.G. for Const.

T.P. 866 165.17 0.17 156.51 ✓

T.P. 1097 156.68 0.43 145.71 ✓

From here Nly see Recent Xsec of 5<sup>th</sup> St F.B 2051-57

7 + 0375 Fd F.O. wall N.L. Hilltop Dr.  
4 E 5<sup>th</sup> St

142.5  
3.6

6+60

140.4  
5.7

6+50

143.9  
2.2  
20

136.12  
10.2  
137.7  
12.4  
20

T.P. 1102 146.14 0.15 135.14 ✓  
135.27

146.14 ✓

1-30-50 Proposed Sewer

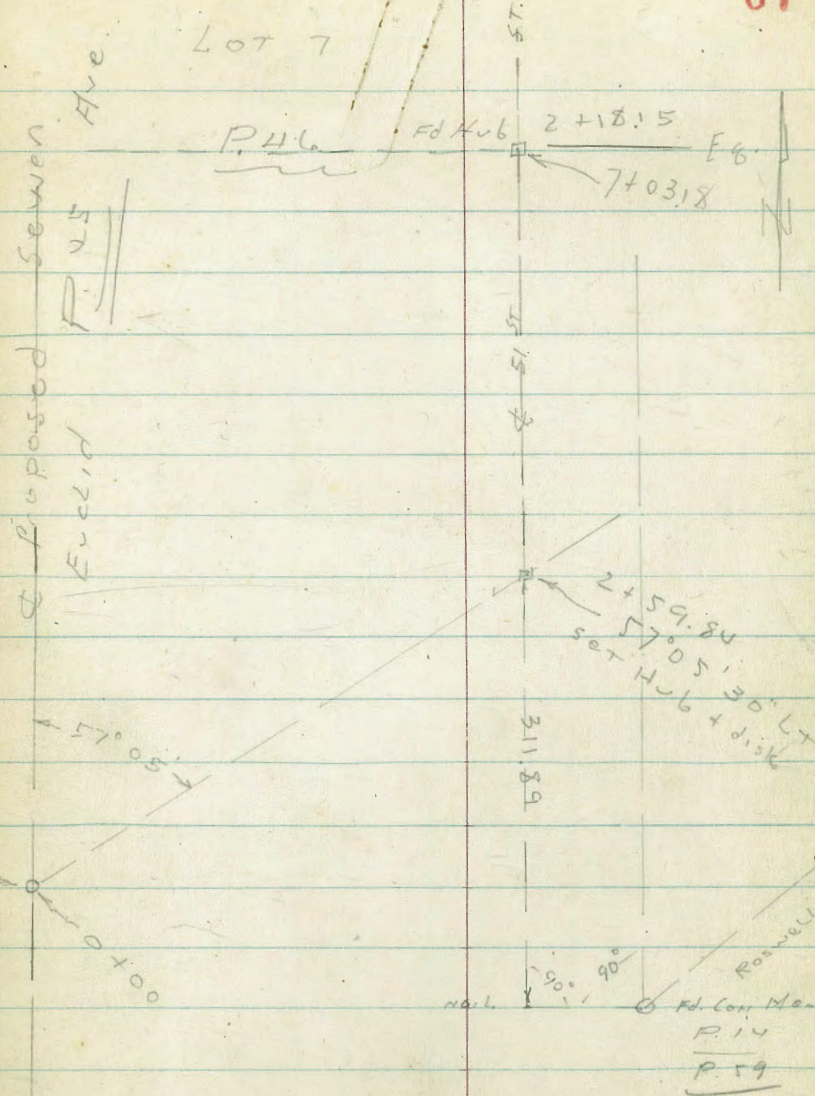
Moore in creek  
13099  
Sherman Euclid to 51st St & Nly  
Lawford

W.O. 31251

INDEXED  
W.K.  
JAN 31 1950

259

2x2 Hub  
819400  
Page 45



3+20 End old fill

3+00

2+59.84 Sec. on split

on old fill

2+40

2+00

1+50

1+00

0+50

0+00

BM Chisel 7.25 122.22 114.97  
S.E. Guard RAIL  
Cov Bridge on Euclid 900 ± N of Market

68

$\frac{8.113.6}{30}$   
 $\frac{10.0}{20}$   
 $\frac{11.3}{25}$   
 $\frac{10.0}{30}$   
 $\frac{10.4}{30}$   
 $\frac{11.1}{30}$   
 $\frac{112.9}{30}$   
 $\frac{8.114.1}{15}$

$\frac{112.2}{20}$   
 $\frac{114.9}{8}$   
 $\frac{111.6}{30}$   
 $\frac{111.8}{30}$   
 $\frac{111.1}{30}$   
 $\frac{112.9}{30}$   
 $\frac{8.114.1}{15}$

$\frac{113.7}{8}$   
 $\frac{117.3}{4.9}$   
 $\frac{118.6}{3.6}$   
 $\frac{110.1}{12.1}$   
 $\frac{110.8}{11.4}$   
 $\frac{111.2}{11.0}$   
 $\frac{109.6}{12.5}$   
 $\frac{108.9}{13.3}$   
 $\frac{105.6}{10.6}$

$\frac{114.6}{7.0}$   
 $\frac{116.8}{5.2}$   
 $\frac{119.6}{8}$   
 $\frac{110.4}{11.8}$   
 $\frac{109.8}{12.4}$   
 $\frac{110.4}{11.8}$   
 $\frac{107.2}{15.0}$   
 $\frac{108.1}{14.1}$   
 $\frac{105.8}{16.4}$

$\frac{114.0}{8.2}$   
 $\frac{117.8}{4.4}$   
 $\frac{116.2}{6.0}$   
 $\frac{115.8}{4.4}$   
 $\frac{115.8}{4.5}$   
 $\frac{107.2}{15}$   
 $\frac{105.8}{30}$

creek  
 water

2 + 18.15

7 + 03.18 E<sup>80</sup>

C + 60

6 + 25

C + 00

5 + 50

5 + 00

4 + 50

4 + 00

3 + 80

122.22

6

8

↑

69

114.7

7.5

114.2

8.0

30

114.4

7.8

114.0

8.2

30

113.9

8.3

113.9

8.3

30

113.4

8.8

113.8

8.4

40

113.3

8.9

112.8

8.4

30

113.3

8.9

112.7

9.5

30

112.9

9.3

112.6

9.6

40

112.6

9.6

113.6

8.0

30

113.1

9.1

5

116.8

5.4

30

115.2

7.0

30

115.5

6.7

50

116.1

6.1

50

113.6

8.6

30

114.4

7.8

30

113.8

8.4

10

114.5

7.7

10

113.6

8.6

45

114.4

7.8

30

113.8

8.4

15

114.5

7.7

15

115.6

6.6

45

116.0

6.2

60

119.1

3.1

60

119.1

3.1

60

115.4

6.8

60

118.0

4.2

60

119.2

3.0

60

119.1

3.1

60

122.22



Garber  
Roberts  
Moore  
Clark  
3/16/50

Profile of X-Sec. Sewer  
Euclid to Federal Blvd.  
W.O. 31251

70

39+00

+50

38+00

+50

37+00

+75

+73.10

+50

36+18

4.85 210.94 7.22 204.09

10.21 211.31 201.11

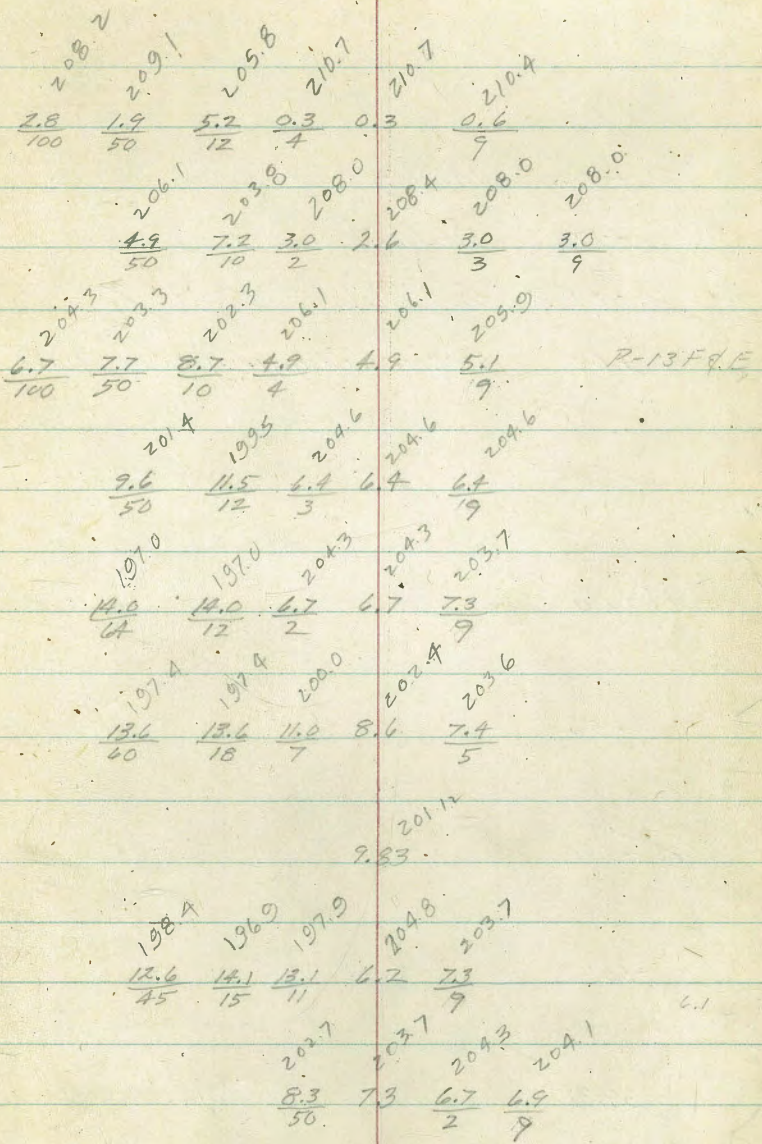
Cont. from P-13

INDEXED

W.K.  
MAR 17 1950

Note - Pond Approx 3' Deep

2" Steel Run-off 1' Wide (Open Top)



Plot TR. Sta. 31+41  
See P-12

210.94

+99.1 Intersec. R & Conc. pave.  
 +97 5.4 Lt. Road Man  
 +82 6.5 Lt. Pole 517327 H  
 +69 Begin diverging conc. pave.  
 7 6.71 229.83 0.29 223.12  
 +50  
 41+00  
 +50  
 40+00  
 +50  
 +39.31 Begin black-top pave.  
 39+11 6<sup>th</sup> Pole J.P. 271334-434385 H  
 7 12.56 223.41 0.09 210.85

229.88  
 1.96  
 223.51  
 223.64  
 6.33 6.20  
 8.5  
 229.83  
 0.86 222.56  
 214.6  
 215.7  
 216.0  
 220.2  
 Edge Pavc.  
 220.18  
 220.20  
 220.29  
 $\frac{8.8}{100}$   $\frac{7.7}{50}$   $\frac{7.4}{14}$   $\frac{3.2}{6}$   $\frac{3.24}{1.5}$  3.27  $\frac{3.13}{9}$   
 217.6  
 5.86  
 210.3  
 211.4  
 210.1  
 219.7  
 Edge Pavc.  
 219.68  
 219.83  
 215.11  
 $\frac{13.1}{100}$   $\frac{12.0}{50}$   $\frac{13.3}{11}$   $\frac{8.7}{5}$   $\frac{8.74}{1.5}$  8.59  $\frac{8.31}{9}$   
 10.91  
 212.51  
 211.66  
 11.76  
 223.41

Check

229.83 3.39 226.44 =

226.23 see P-13  
L4 #TK. & Federal & Euclid

+64.06

Intersec. &amp; of Federal

226.16  
3.68

41+32

Inter. Sly curb-Federal (Approx)

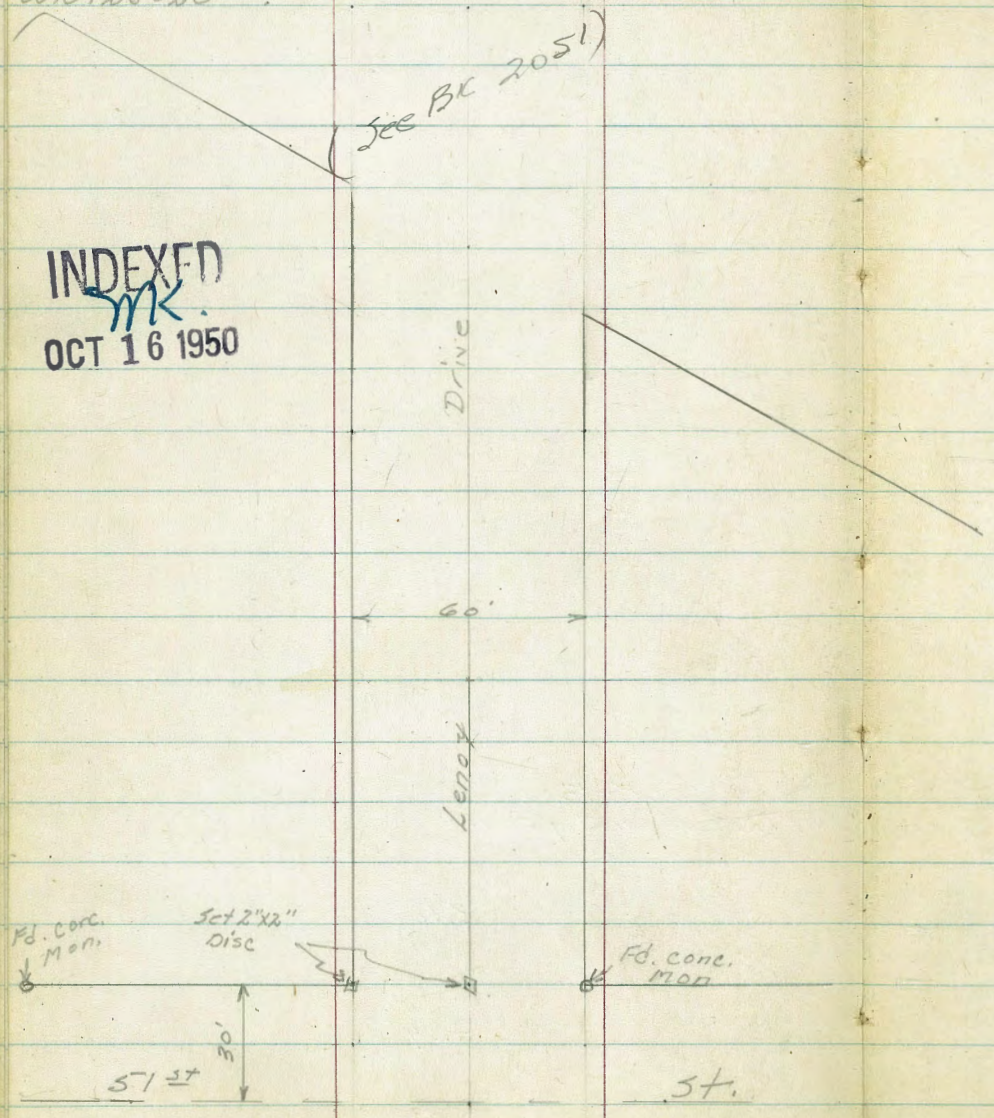
225.15  
4.09229.83

Johnson X-sect- Lenox Drive  
Cota 57<sup>th</sup> to Beverly Drive  
Greer  
Cravford  
7-3-50  
W.O. 25020

73

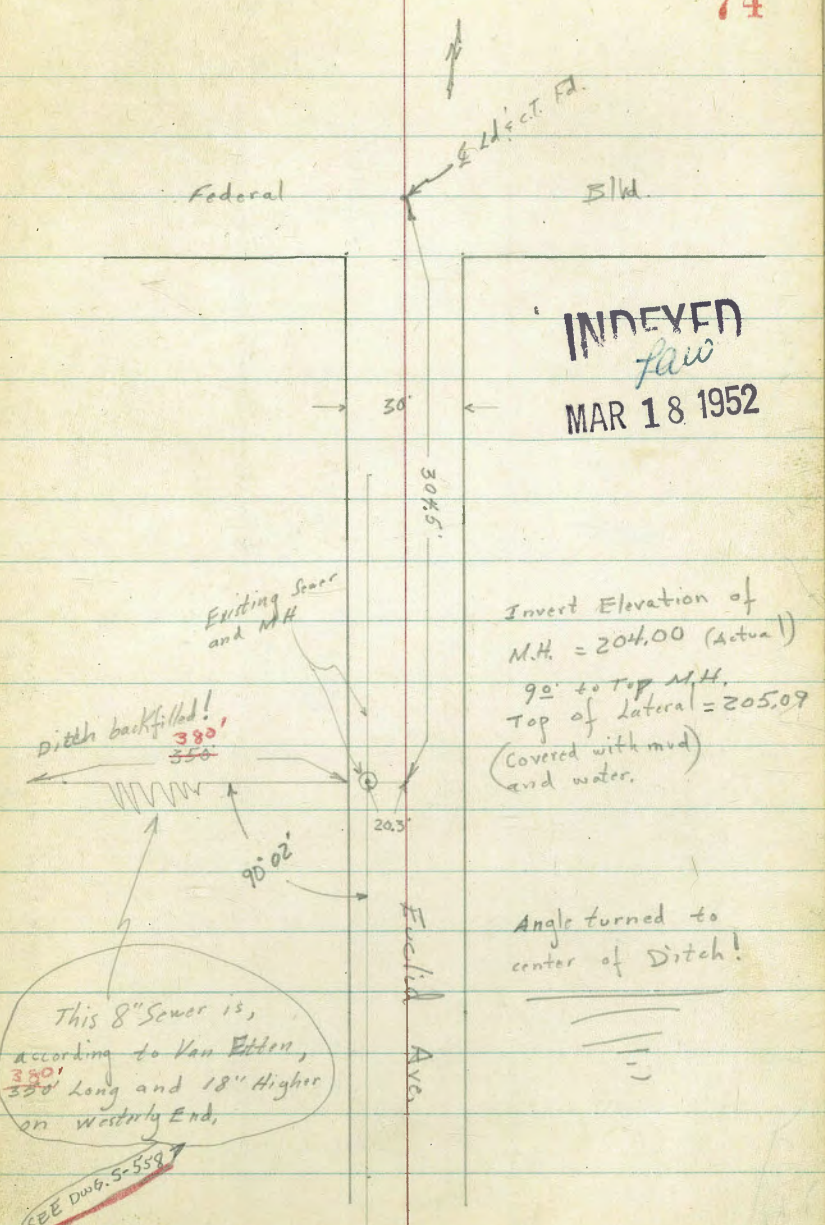
(see BK 2051)

INDEXED  
MK  
OCT 16 1950



Roberts Elevations Existing Sewers  
 Cota Moore Patten  
 3-5-52  
 In Euclid So. of Federal

74



This 8" Sewer is,  
 according to Van Edden,  
 380' Long and 18" Higher  
 on Westerly End.

SEE Dig. S-558

Invert Elevation of  
 M.H. = 204.00 (Actual)  
 90' to Top M.H.  
 Top of Lateral = 205.09  
 (Covered with mud  
 and water.)

Angle turned to  
 center of Ditch!

INDEYEN  
 law  
 MAR 18 1952

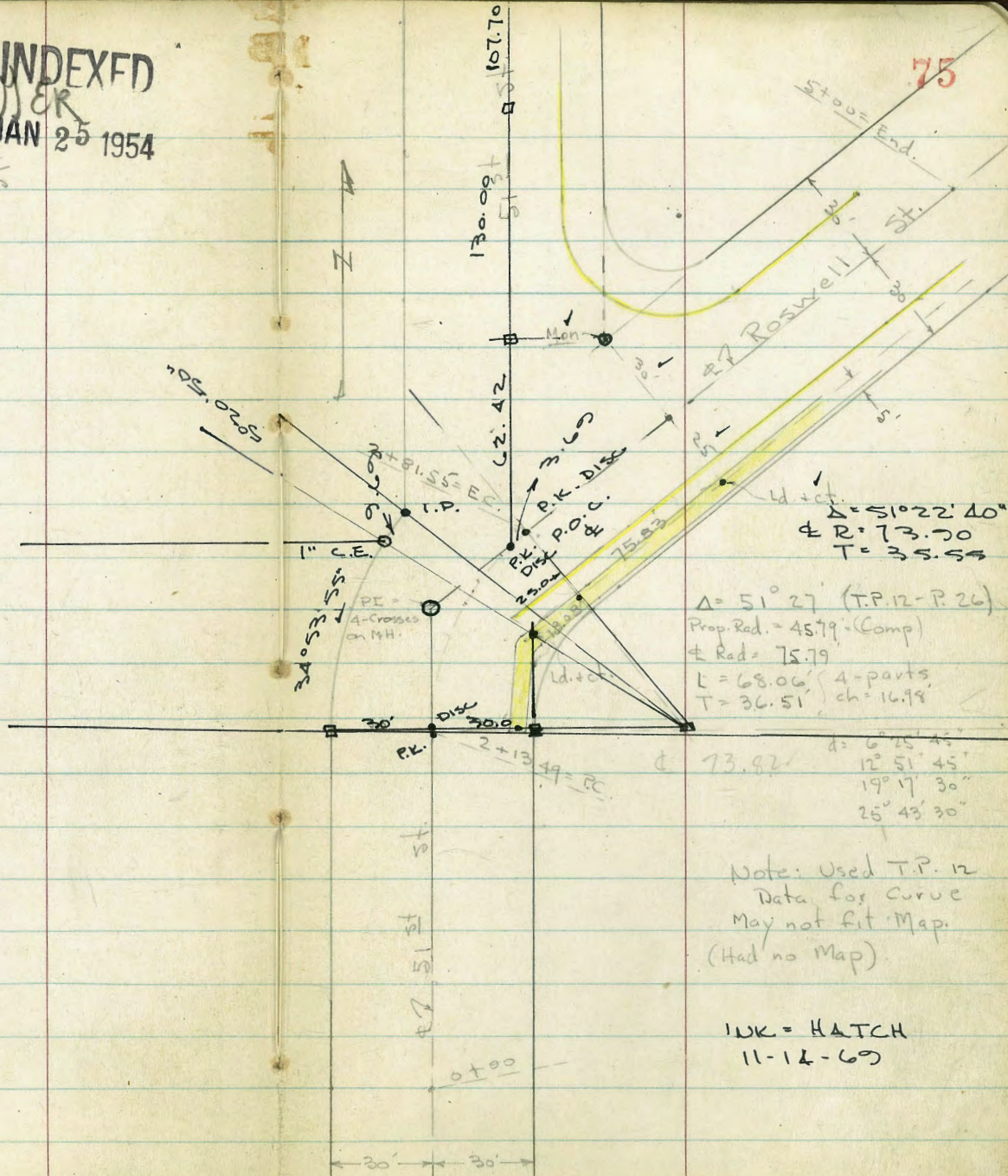
BM & 2d & CT Federal and Euclid = 226.43

INDEXED

JAN 25 1954

See T.P. 12 - P. 26 + 115

T.P. sheet 3356



75

$\Delta = 51^{\circ} 22' 40''$   
 $R = 73.70$   
 $T = 35.54$

$\Delta = 51^{\circ} 27'$  (T.P. 12 - P. 26)  
 Prop. Rad. = 4579 (Comp)  
 $R = 75.79$   
 $L = 68.06$  4-parts  
 $T = 36.51$  ch = 16.99

$d = 6^{\circ} 25' 45''$   
 $12^{\circ} 51' 45''$   
 $19^{\circ} 17' 30''$   
 $25^{\circ} 43' 30''$

Note: Used T.P. 12  
 Data for Curve  
 May not fit Map.  
 (Had no Map)

INK = HATCH  
 11-14-69

X-Sect. 500' of Pave - 51<sup>st</sup> + Roswell  
 for Widening inside of Curve - See sketch - P. 75  
 w.o. 21159 - 1-22-54 - 7.0.

Lt. Rt. 76

2+41 - 19.5 Rt = PC. of walk

41.66 42.5  
 19.5 ground  
 walk

2+38 - 16 Rt = Dead man

2+30.50 - Sect. Radial = 1/4

39.54 39.87 40.17 39.69 39.30 41.2 41.27 41.34 42.2  
 40 25.7 14.5 10 15 21.7 27.1 30  
 Dr. conc. Dr. edge walk 41.4  
 30

2+17 - 18.5 Rt = Tel. pole # 468880-H

(covered)

2+13.49 = PC. - 22.8' Rt. = Beg. outside of 5' Conc. walk

39.0 37.84 37.90 37.68 37.34 37.7 40.3 40.41 40.83  
 30 15.5 5 on P.K. 7.5 10 15 22.8 27.8  
 edge edge walk

2+06 - 22.4 Lt = P. pole

1+85

35.3 34.74 34.90 34.11 34.27 34.2 36.7 40.1  
 30 20.5 9 3 8 15 30  
 edge edge

1+50

31.6 31.33 31.33 30.77 30.5 33.7 38.1  
 30 23.5 11 1 edge 7 13 30

1+21 - 30' Rt = Tel. pole # 591677-H

1+06.5 - 16' Rt = Tel. pole

1+00

26.7 26.63 26.70 26.07 26.3 33.5  
 30 23.5 12 edge 7 30  
 edge

0+73 - 27' Lt = P. pole # 379032 = B.M. 125.36

0+50

21.9 22.03 22.56 22.15 22.2 22.4 26.3  
 30 23.5 13 1 edge 12 30  
 Toe edge edge

0+00

17.6 17.63 18.18 18.15 18.3 18.9 23.7  
 30 24.5 14 3.2 10 30  
 edge edge AC. Pave

Set. B.M. = spike in Pole - Lt. 0+73 125.36

B.M. = B.P. in NE. Cor. of Bridge 104.45  
 on Euclid - 200' S. of Market. - See P. 5

100' Lic. not Noted

Actual Elev. Shown

51st + Roswell  
Set B.M. = Prop. Disk - NE Cor. 148.96

3+79.5 - 16.6' Lt. = PC of curb Return

49.81 49.2  
Top - 16.6 = gut  
Pd

3+60

48.85 48.3 47.94 48.33 48.41 48.4 48.67 48.77 48.85 51.0  
Top 22.4 19 12 14.5 Top 24.1 29.1 40  
cb. gut edge gut walk

3+51 - 20' Rt. =  $\Phi$  Tel. pole # 591807-H

3+29 - 20' Rt. =  $\Phi$  Deadman

3+26.5 - 29.2' Rt. =  $\Phi$  3' Conc. Steps

46.72 50.34 51.23  
29.2 35.2 45  
walk Top of steps walk

3+20

46.2 46.04 46.10 46.43 46.30 45.67 46.10 46.15 46.29 50.2  
50 24 18 14 18.5 Top 24.1 29.1 35  
gut cb. walk

2+81.55 = EC

44.9 44.36 44.19 43.57 43.66 43.66 43.72 43.74  
30 15 edge 13.6 18.4 24 29 30 40  
edge Top walk cb.

2+72 - 19' Rt. =  $\Phi$  P. pole # 76543

48.7  
40

2+64.53 = 3/4

44.8 43.84 43.08 42.52 42.76 42.82 42.96 43.4  
30 13 edge 14.5 17 22.6 27.6 30  
edge cb. walk  
42.43  
15.6 = Top cb. end.

2+59 - 15.6' Rt. = Beg. curb

2+57 - 27.4' Rt. =  $\Phi$  Deadman

2+55 - 16.7' Rt. =  $\Phi$  Deadman

2+53 - 19.8' Rt. = EC of Walk

42.27 43.0  
19.8 ground  
walk 48.4  
40

2+47.52 = 1/2

45.11 43.15 42.11 41.93 41.68 40.96 42.74 41.94 42.11 43.1  
40 Dr. 25.7 14 8.6 12.5 18 19.2 24.2 30  
Dri. Conc. Dri. edge E. Saver MH edge walk covered

Lt.

$\Phi$

Rt.

77



Lt.      ←      Rt

78

5+00 = end

4+71-20 Rt = ± P. pole # P 76544

4+50

4+48.5 = 16.6 Lt = end cb

4+00

|      |      |       |       |       |      |       |       |
|------|------|-------|-------|-------|------|-------|-------|
| 56.9 | 57.0 | 56.60 | 57.43 | 57.59 | 57.6 | 58.16 | 58.33 |
| 30   | 18   | 16.5  |       | 13    | 18.4 | Top   | 24.1  |
|      |      | edge  |       | edge  | gut. |       | walk  |

|      |      |       |       |       |      |       |       |
|------|------|-------|-------|-------|------|-------|-------|
| 54.0 | 54.2 | 53.43 | 53.95 | 54.22 | 54.3 | 54.81 | 54.95 |
| 30   | 18   | 14    |       | 14    | 18.4 | Top   | 24.1  |
|      |      | edge  |       | edge  | gut. |       | walk  |

|       |             |
|-------|-------------|
| 54.46 | 53.3        |
| Top   | 16.6 - gut. |

|       |      |       |      |       |           |
|-------|------|-------|------|-------|-----------|
| 51.10 | 50.3 | 50.74 | 50.5 | 51.31 | 51.40     |
| Top   | 16.7 |       | 18.3 | Top   | 24        |
|       | gut. |       | gut. |       | edge walk |



26434 c bend W L LENOIX.

163.25  
28.05  
191.30

100.00  
68.34  
31.66  
41 + 99.10  
72 + 64.06 Federal

16 97.60  
9 + 35.67  
761.93

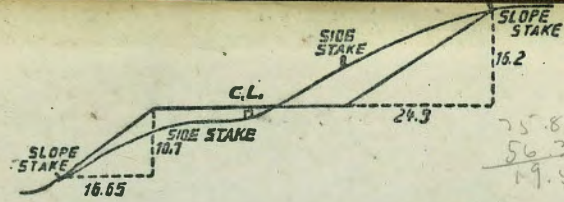
31.08  
81.7  
2291

27.26  
30  
817.00

2 + 88.01 +

41.5  
59  
228

41.5  
13.5  
27.5



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.  
SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

|    | 0     | .1    | .2    | .3    | .4    | .5    | .6    | .7    | .8    | .9    |    |
|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|
| 0  | 0.00  | 0.15  | 0.30  | 0.45  | 0.60  | 0.75  | 0.90  | 1.05  | 1.20  | 1.35  | 0  |
| 1  | 1.50  | 1.65  | 1.80  | 1.95  | 2.10  | 2.25  | 2.40  | 2.55  | 2.70  | 2.85  | 1  |
| 2  | 3.00  | 3.15  | 3.30  | 3.45  | 3.60  | 3.75  | 3.90  | 4.05  | 4.20  | 4.35  | 2  |
| 3  | 4.50  | 4.65  | 4.80  | 4.95  | 5.10  | 5.25  | 5.40  | 5.55  | 5.70  | 5.85  | 3  |
| 4  | 6.00  | 6.15  | 6.30  | 6.45  | 6.60  | 6.75  | 6.90  | 7.05  | 7.20  | 7.35  | 4  |
| 5  | 7.50  | 7.65  | 7.80  | 7.95  | 8.10  | 8.25  | 8.40  | 8.55  | 8.70  | 8.85  | 5  |
| 6  | 9.00  | 9.15  | 9.30  | 9.45  | 9.60  | 9.75  | 9.90  | 10.05 | 10.20 | 10.35 | 6  |
| 7  | 10.50 | 10.65 | 10.80 | 10.95 | 11.10 | 11.25 | 11.40 | 11.55 | 11.70 | 11.85 | 7  |
| 8  | 12.00 | 12.15 | 12.30 | 12.45 | 12.60 | 12.75 | 12.90 | 13.05 | 13.20 | 13.35 | 8  |
| 9  | 13.50 | 13.65 | 13.80 | 13.95 | 14.10 | 14.25 | 14.40 | 14.55 | 14.70 | 14.85 | 9  |
| 10 | 15.00 | 15.15 | 15.30 | 15.45 | 15.60 | 15.75 | 15.90 | 16.05 | 16.20 | 16.35 | 10 |
| 11 | 16.50 | 16.65 | 16.80 | 16.95 | 17.10 | 17.25 | 17.40 | 17.55 | 17.70 | 17.85 | 11 |
| 12 | 18.00 | 18.15 | 18.30 | 18.45 | 18.60 | 18.75 | 18.90 | 19.05 | 19.20 | 19.35 | 12 |
| 13 | 19.50 | 19.65 | 19.80 | 19.95 | 20.10 | 20.25 | 20.40 | 20.55 | 20.70 | 20.85 | 13 |
| 14 | 21.00 | 21.15 | 21.30 | 21.45 | 21.60 | 21.75 | 21.90 | 22.05 | 22.20 | 22.35 | 14 |
| 15 | 22.50 | 22.65 | 22.80 | 22.95 | 23.10 | 23.25 | 23.40 | 23.55 | 23.70 | 23.85 | 15 |
| 16 | 24.00 | 24.15 | 24.30 | 24.45 | 24.60 | 24.75 | 24.90 | 25.05 | 25.20 | 25.35 | 16 |
| 17 | 25.50 | 25.65 | 25.80 | 25.95 | 26.10 | 26.25 | 26.40 | 26.55 | 26.70 | 26.85 | 17 |
| 18 | 27.00 | 27.15 | 27.30 | 27.45 | 27.60 | 27.75 | 27.90 | 28.05 | 28.20 | 28.35 | 18 |
| 19 | 28.50 | 28.65 | 28.80 | 28.95 | 29.10 | 29.25 | 29.40 | 29.55 | 29.70 | 29.85 | 19 |
| 20 | 30.00 | 30.15 | 30.30 | 30.45 | 30.60 | 30.75 | 30.90 | 31.05 | 31.20 | 31.35 | 20 |
| 21 | 31.50 | 31.65 | 31.80 | 31.95 | 32.10 | 32.25 | 32.40 | 32.55 | 32.70 | 32.85 | 21 |
| 22 | 33.00 | 33.15 | 33.30 | 33.45 | 33.60 | 33.75 | 33.90 | 34.05 | 34.20 | 34.35 | 22 |
| 23 | 34.50 | 34.65 | 34.80 | 34.95 | 35.10 | 35.25 | 35.40 | 35.55 | 35.70 | 35.85 | 23 |
| 24 | 36.00 | 36.15 | 36.30 | 36.45 | 36.60 | 36.75 | 36.90 | 37.05 | 37.20 | 37.35 | 24 |
| 25 | 37.50 | 37.65 | 37.80 | 37.95 | 38.10 | 38.25 | 38.40 | 38.55 | 38.70 | 38.85 | 25 |
| 26 | 39.00 | 39.15 | 39.30 | 39.45 | 39.60 | 39.75 | 39.90 | 40.05 | 40.20 | 40.35 | 26 |
| 27 | 40.50 | 40.65 | 40.80 | 40.95 | 41.10 | 41.25 | 41.40 | 41.55 | 41.70 | 41.85 | 27 |
| 28 | 42.00 | 42.15 | 42.30 | 42.45 | 42.60 | 42.75 | 42.90 | 43.05 | 43.20 | 43.35 | 28 |
| 29 | 43.50 | 43.65 | 43.80 | 43.95 | 44.10 | 44.25 | 44.40 | 44.55 | 44.70 | 44.85 | 29 |
| 30 | 45.00 | 45.15 | 45.30 | 45.45 | 45.60 | 45.75 | 45.90 | 46.05 | 46.20 | 46.35 | 30 |
| 31 | 46.50 | 46.65 | 46.80 | 46.95 | 47.10 | 47.25 | 47.40 | 47.55 | 47.70 | 47.85 | 31 |
| 32 | 48.00 | 48.15 | 48.30 | 48.45 | 48.60 | 48.75 | 48.90 | 49.05 | 49.20 | 49.35 | 32 |
| 33 | 49.50 | 49.65 | 49.80 | 49.95 | 50.10 | 50.25 | 50.40 | 50.55 | 50.70 | 50.85 | 33 |
| 34 | 51.00 | 51.15 | 51.30 | 51.45 | 51.60 | 51.75 | 51.90 | 52.05 | 52.20 | 52.35 | 34 |
| 35 | 52.50 | 52.65 | 52.80 | 52.95 | 53.10 | 53.25 | 53.40 | 53.55 | 53.70 | 53.85 | 35 |
| 36 | 54.00 | 54.15 | 54.30 | 54.45 | 54.60 | 54.75 | 54.90 | 55.05 | 55.20 | 55.35 | 36 |
| 37 | 55.50 | 55.65 | 55.80 | 55.95 | 56.10 | 56.25 | 56.40 | 56.55 | 56.70 | 56.85 | 37 |
| 38 | 57.00 | 57.15 | 57.30 | 57.45 | 57.60 | 57.75 | 57.90 | 58.05 | 58.20 | 58.35 | 38 |
| 39 | 58.50 | 58.65 | 58.80 | 58.95 | 59.10 | 59.25 | 59.40 | 59.55 | 59.70 | 59.85 | 39 |
| 40 | 60.00 | 60.15 | 60.30 | 60.45 | 60.60 | 60.75 | 60.90 | 61.05 | 61.20 | 61.35 | 40 |
| 41 | 61.50 | 61.65 | 61.80 | 61.95 | 62.10 | 62.25 | 62.40 | 62.55 | 62.70 | 62.85 | 41 |
| 42 | 63.00 | 63.15 | 63.30 | 63.45 | 63.60 | 63.75 | 63.90 | 64.05 | 64.20 | 64.35 | 42 |
| 43 | 64.50 | 64.65 | 64.80 | 64.95 | 65.10 | 65.25 | 65.40 | 65.55 | 65.70 | 65.85 | 43 |
| 44 | 66.00 | 66.15 | 66.30 | 66.45 | 66.60 | 66.75 | 66.90 | 67.05 | 67.20 | 67.35 | 44 |
| 45 | 67.50 | 67.65 | 67.80 | 67.95 | 68.10 | 68.25 | 68.40 | 68.55 | 68.70 | 68.85 | 45 |
| 46 | 69.00 | 69.15 | 69.30 | 69.45 | 69.60 | 69.75 | 69.90 | 70.05 | 70.20 | 70.35 | 46 |
| 47 | 70.50 | 70.65 | 70.80 | 70.95 | 71.10 | 71.25 | 71.40 | 71.55 | 71.70 | 71.85 | 47 |
| 48 | 72.00 | 72.15 | 72.30 | 72.45 | 72.60 | 72.75 | 72.90 | 73.05 | 73.20 | 73.35 | 48 |
| 49 | 73.50 | 73.65 | 73.80 | 73.95 | 74.10 | 74.25 | 74.40 | 74.55 | 74.70 | 74.85 | 49 |
| 50 | 75.00 | 75.15 | 75.30 | 75.45 | 75.60 | 75.75 | 75.90 | 76.05 | 76.20 | 76.35 | 50 |

THE NATIONAL BLANK BOOK COMPANY  
HOLYOKE MASSACHUSETTS  
NEW YORK CHICAGO BOSTON SAN FRANCISCO

98  
86  
12