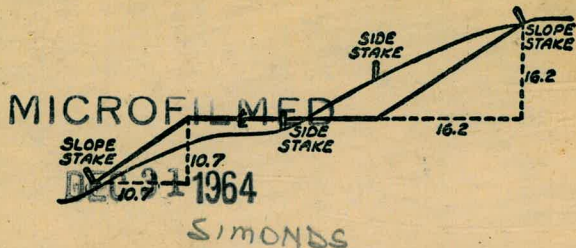


2078

TRANSIT BOOK

Give to Simmonds

19.55



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.

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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  | .81  | .92  | 1.04 | 1.14 | 1.24 | 1.34 | 1.44 | 1.54 |
| 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 |

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- 16 Levels 36 St., Boston to Birch
- 26 X-Sec. Wilbur Ave. - LaMont to E'ly Term.
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- 51 X-Sec. Alley Blk. 2, Hauser's Sub., Pacific Beach
- 56 Tie Points UHL + LYNN Streets



SURVEY N.W. 1/4 Pueblo Lot 1161

Walker  
F. Gregory  
G. Pope  
R. Sission  
3-13-50

INDEXED

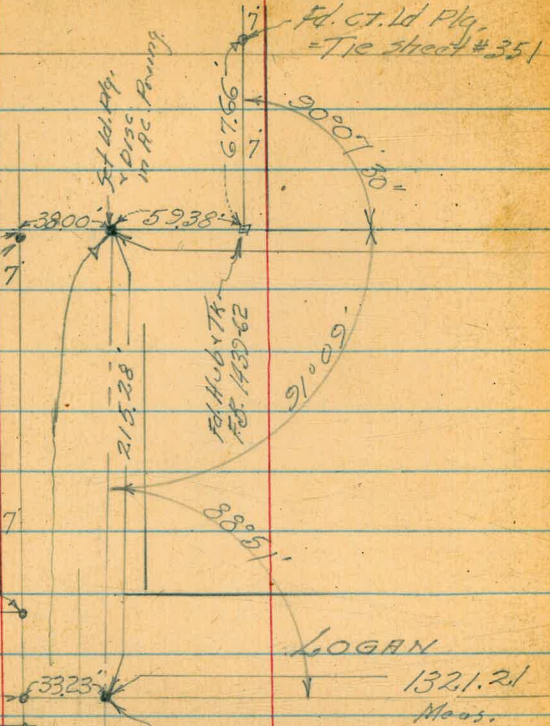
MAR 24 1950

Fd. Ct. Id. Ptg.

Set Nail in Post

Fd. Ct. Id. Ptg.

32240 To 1/4 Cor 1322.08



N. Line Pk. 1161  
- 1321.07'  
- Calc. Dist.  
from Meas. Dist.  
on Logan

LOGAN AVE.

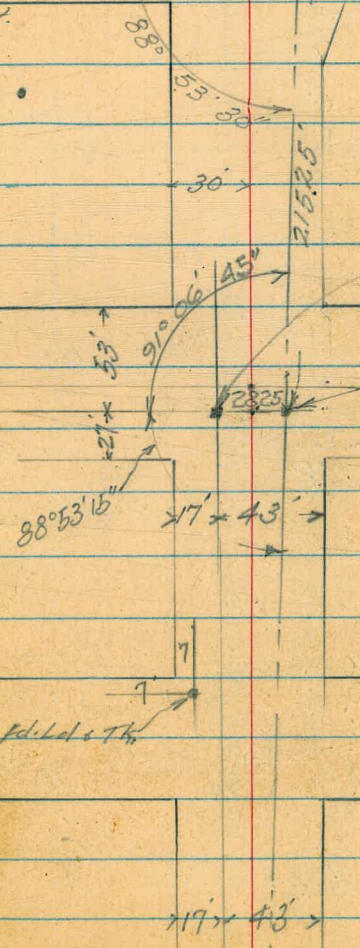
Set Id. Ptg. & Disc in AC. Foreing.

1984' Fd. Corp. (city) Mon.

Fd. Corp. Mon.

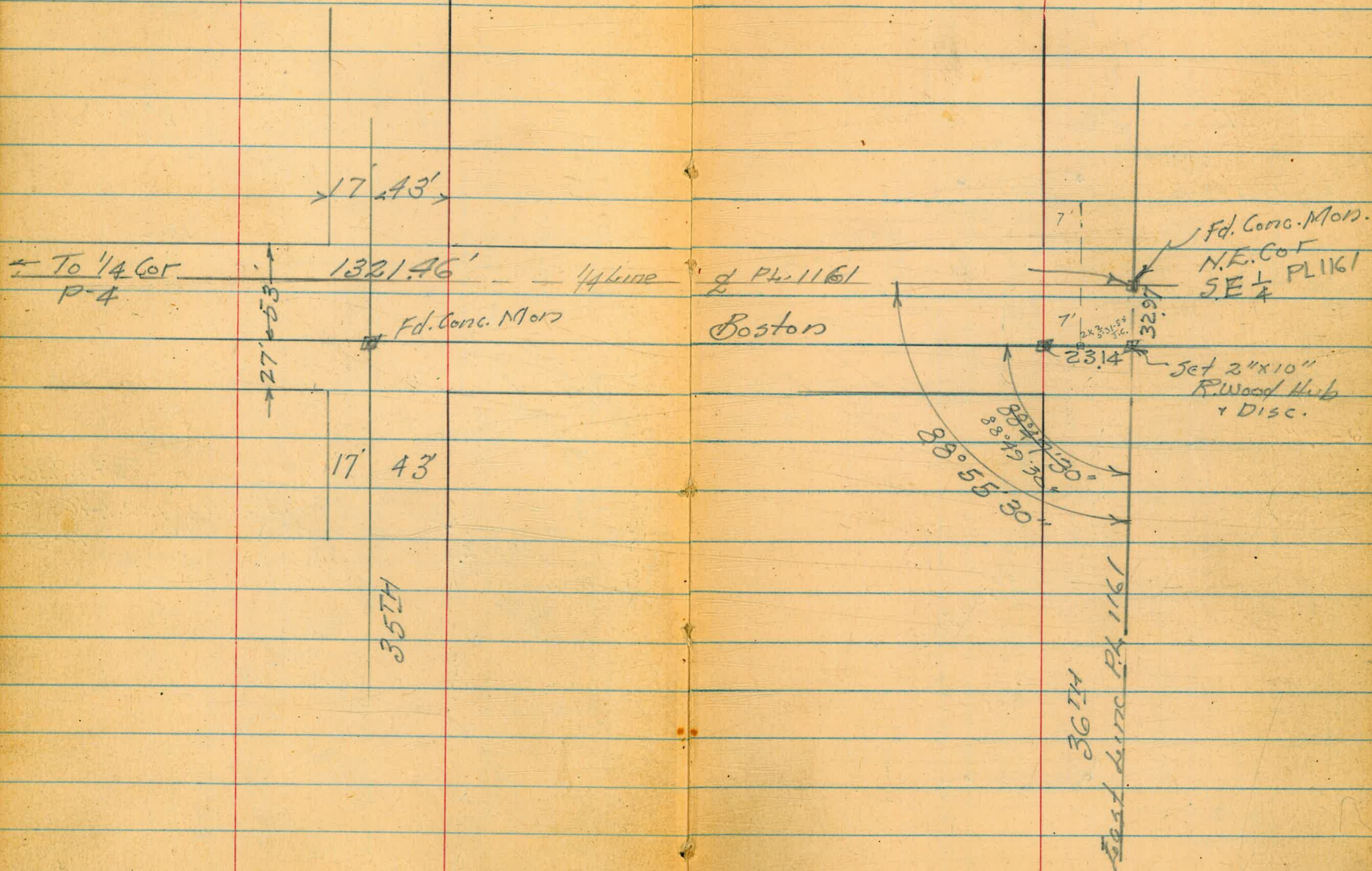
Fd. Id. & Th.

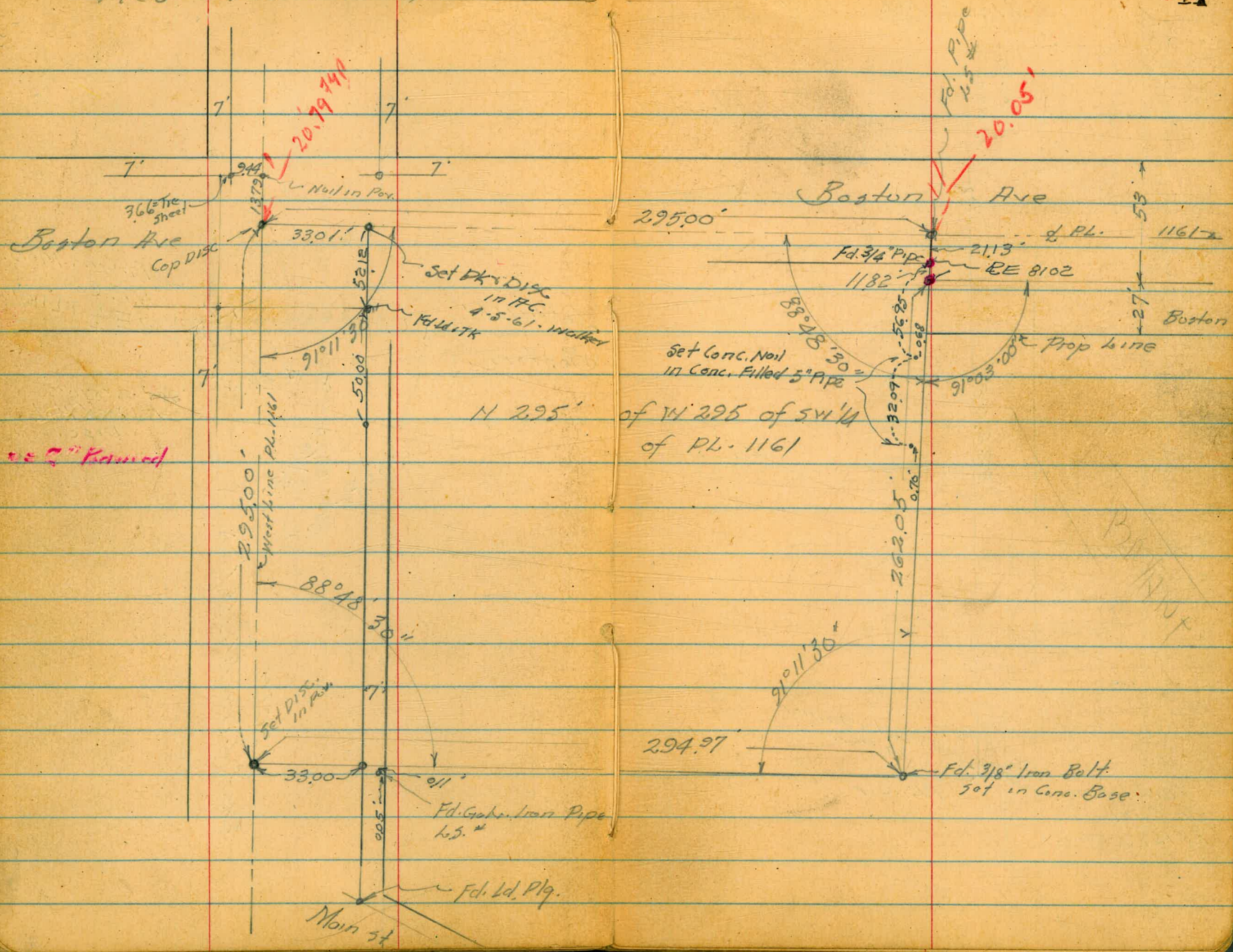
National Ave





Ties To P.L. 1161







Ties - Ph. 1161

6

To Ph. Cor  
1322.08

Ph. 1161

1/4 Cor

1322.08

Ph. 1161

Bay H-10  
closed

960 1080  
Fd. Nail & Shiner  
in Post  
Ph. Cor

Fd. Lid & Disc.  
in Curb  
FB 1573-77-80

X-SECTIONS OF DRAPER AVE.

BONAIR TO WESTBOURNE

(SEE PAGE 11 THIS BOOK)  
FOR 0+00

| STA | +    | H.I.   | - | ELEV   |
|-----|------|--------|---|--------|
| B.M | 6.28 | 109.33 |   | 103.05 |

INDEXED  
W.K.  
APR 12 1950

1+00 109.33

0+75

0+50

0+25

0+00

= edge of Conc. Pave  
SEE PAGE 11 THIS BOOK

ALONG OUTLINE  
OF WESTBOURNE  
(SKY)

ALONG & OF  
WESTBOURNE  
@ P.I. WITH  
DRAPER AVE.

109.33

Notes  
by  
Reduced  
V.T.W.  
4-17-50

REFERENCES  
1370-73  
1661-61  
G-213-68  
TP-17

C. BARRAGAN 4-10-50  
A. SHERRY CLEAR  
H. BROWN CO. OF  
CALM

7

N<sup>o</sup> 4350 W.O. N<sup>o</sup> 31745

N.W. Cor.

BRASS PILE AT WESTBOURNE & DRAPER AVE.

LEFT

RIGHT

104.97 104.18 104.3 104.17 103.88 103.3 104.05  
7.36 5.15 5.0 5.16 5.95 6.0 5.28  
20(cb) 20(gut) 10 10 20(gut) 20(cb)

104.79 104.05 104.12 103.96 103.67 103.10 103.82  
5.59 5.28 3.21 3.37 5.66 6.23 5.95  
20 20 10 10 10 20 20

104.61 103.88 103.90 103.70 102.46 102.88 103.64  
4.22 5.95 5.43 5.63 6.87 6.95 5.69  
20 20 10 10 10 20 20

104.36 103.56 103.78 103.65 103.38 102.77 103.43  
4.97 5.77 5.55 5.68 5.95 6.56 5.90  
20(cb) 20(gut) 10 10 10 20(cb) 20(gut)

104.17 103.58 103.68 103.63 103.31 102.81 103.21  
5.16 5.75 5.65 5.70 6.02 6.52 6.12  
20(cb) 20(gut) 10 10 10 20(gut) 20(cb)

105.05 105.01 103.58 103.32 103.07 102.92 102.75 102.55 102.46 102.01 101.4 101.00  
60 60 30 30 20 6.01 6.26 6.41 6.58 6.78 6.87 60 60  
Top gut Top gut 10 10 20 30 Top gut Top

103.66 103.43 103.26 103.12 102.97  
5.67 5.90 6.07 6.21 6.36  
20 10 10 20

X-SECTIONS OF DRAPER AVE

9-10-50

7A

3 + 25

3 + 00

T.P

T.P

2 + 75

2 + 50

2 + 25

2 + 00

1 + 75

1 + 50

1 + 25

4.73

110.38

109.33

3.68

109.33

105.65

105.65

105.65

LEFT

106.48  
3.90  
20 (cb)

105.73  
2.65  
20 (GUT)

105.83  
4.55  
10

105.83  
4.55  
2

105.8  
4.6  
10

105.3  
5.1  
20 (GUT)

105.98  
4.40  
20 (cb)

106.26  
4.02  
20

105.6  
4.8  
20

105.63  
4.75  
10

105.53  
4.85  
2

105.4  
5.0  
10

105.1  
5.3  
20

105.78  
4.60  
20

ON W/CB. OPP STA-2+75

ON WEST CURB OPPOSITE STA-2+75

106.16  
3.17  
20

105.4  
3.9  
20

105.5  
3.8  
10

105.4  
3.9  
2

105.28  
4.05  
10

104.9  
4.4  
20

105.63  
3.70  
20

105.96  
3.37  
20

105.3  
4.0  
20

105.3  
4.0  
10

105.28  
4.05  
2

105.1  
4.2  
10

104.7  
4.6  
20

105.35  
3.98  
20

105.81  
3.52  
20

105.1  
4.2  
20

105.1  
4.2  
10

105.0  
4.3  
2

104.88  
4.95  
10

104.3  
5.0  
20

105.47  
4.26  
20

105.65  
3.68  
20

104.98  
4.35  
20

105.0  
4.3  
10

104.88  
4.45  
2

104.7  
4.6  
10

104.1  
5.2  
20

104.90  
4.43  
20

105.43  
3.90  
20

104.88  
4.45  
20

104.78  
4.55  
10

104.78  
4.55  
2

104.58  
4.75  
10

104.2  
5.1  
20

No cb  
After

105.30  
4.03  
20

104.58  
4.25  
20

104.6  
4.7  
10

104.51  
4.82  
2

104.28  
5.05  
10

103.8  
5.5  
20

104.42  
4.91  
20

104.46  
4.87  
20

104.5  
4.8  
10

104.38  
4.95  
2

104.18  
5.25  
10

103.58  
5.75  
20 (GUT)

104.23  
5.10  
20 (cb)

DRIVE  
WAY  
No cb

X-SECTIONS OF DRAPER AVE

7-11-50

8

A + 75 111.60

A + 50

A + 25

SLYLINE NAUTILUS - edge of Conc. Pave

A + 07<sup>3</sup>

GUT ALONG NAUTILUS

3 + 95<sup>3</sup>

T.P. 5.96 111.60

T.P. 110.38 4.24

105.64  
S.E. B.P. NAUTILUS

&  
DRAPER 105.64

S.E. B.P. @ NAUTILUS & DRAPER

BRASS PLUG AT NAUTILUS AND DRAPER

| LEFT    |          |        |       | RIGHT |         |          |  |
|---------|----------|--------|-------|-------|---------|----------|--|
| 106.98  | 106.35   | 106.35 | 106.3 | 105.9 | 105.4   | 105.96   |  |
| 7.62    | 5.25     | 5.25   | 5.3   | 5.7   | 6.2     | 5.67     |  |
| 20 (cb) | 20 (gut) | 10     | 2     | 10    | 20 (cb) | 20 (gut) |  |

|        |        |       |        |        |        |        |  |
|--------|--------|-------|--------|--------|--------|--------|--|
| 106.83 | 106.15 | 106.2 | 106.15 | 105.85 | 105.25 | 105.84 |  |
| 7.77   | 5.95   | 5.7   | 5.75   | 5.25   | 6.35   | 5.26   |  |
| 20     | 20     | 10    | 2      | 10     | 20     | 20     |  |

|        |       |       |       |       |        |        |  |
|--------|-------|-------|-------|-------|--------|--------|--|
| 106.74 | 106.0 | 106.2 | 106.1 | 105.8 | 105.15 | 105.65 |  |
| 7.86   | 5.6   | 5.4   | 5.5   | 5.8   | 6.45   | 5.95   |  |
| 20     | 20    | 10    | 2     | 10    | 20     | 20     |  |

|        |        |        |        |        |        |        |  |
|--------|--------|--------|--------|--------|--------|--------|--|
| 106.70 | 106.05 | 106.15 | 106.04 | 105.70 | 105.21 | 105.62 |  |
| 7.90   | 5.55   | 5.45   | 5.56   | 5.90   | 6.39   | 5.98   |  |
| 20     | 20     | 10     | 2      | 10     | 20     | 20     |  |

|           |        |        |        |        |        |           |  |
|-----------|--------|--------|--------|--------|--------|-----------|--|
| 106.18    | 105.83 | 105.59 | 105.45 | 105.28 | 105.14 | 104.97    |  |
| 5.42      | 5.77   | 6.01   | 6.15   | 6.32   | 6.46   | 6.63      |  |
| 30<br>gut | 20     | 10     | 2      | 10     | 20     | 30<br>gut |  |

NAUTILUS  
3 + 77

GUT ALONG NAUTILUS  
3 + 60

3 + 47<sup>1</sup> 110.38

ONLY LINE OF NAUTILUS - edge of Conc. Pave

|        |        |        |        |        |  |
|--------|--------|--------|--------|--------|--|
| 106.52 | 106.33 | 106.17 | 106.02 | 105.85 |  |
| 3.86   | 4.05   | 4.21   | 4.36   | 4.53   |  |
| 20     | 10     | 2      | 10     | 20     |  |

|           |        |        |        |        |        |           |
|-----------|--------|--------|--------|--------|--------|-----------|
| 106.12    | 105.98 | 105.92 | 105.78 | 105.66 | 105.52 | 105.33    |
| 4.26      | 4.40   | 4.46   | 4.60   | 4.72   | 4.86   | 5.05      |
| 30<br>gut | 20     | 10     | 2      | 10     | 20     | 30<br>gut |

|         |          |        |        |        |          |         |
|---------|----------|--------|--------|--------|----------|---------|
| 106.64  | 106.06   | 106.28 | 106.35 | 106.10 | 105.74   | 106.16  |
| 3.74    | 4.32     | 4.10   | 4.03   | 4.28   | 4.67     | 4.22    |
| 20 (cb) | 20 (gut) | 10     | 2      | 10     | 20 (gut) | 20 (cb) |

X-SECTIONS OF DRAPER AVE.

9-11-50

9

|                   |        | LEFT                                    |                      |                      |                      | RIGHT                |                           |                          |                           |                      |            |
|-------------------|--------|---|----------------------|----------------------|----------------------|----------------------|---------------------------|--------------------------|---------------------------|----------------------|------------|
| 7+25              | 111.60 | EDGE CONC. }<br>DRIVEWAY }<br>(No. CB.) | 106.44<br>5.16<br>20 | 106.4<br>5.2<br>10   | 106.25<br>5.35<br>20 | 105.95<br>5.65<br>10 | 105.35<br>6.25<br>20(507) | 106.12<br>5.98<br>20(66) |                           |                      |            |
| 7+00              |        |   | 107.23<br>4.37<br>20 | 106.55<br>5.05<br>20 | 106.5<br>5.1<br>20   | 106.4<br>5.2<br>20   | 106.05<br>5.55<br>10      | 105.6<br>6.0<br>20       | 106.37<br>5.27<br>20      |                      |            |
| 6+75              |        |   | 107.45<br>4.15<br>20 | 106.75<br>4.85<br>20 | 106.7<br>4.9<br>10   | 106.55<br>5.05<br>20 | 106.25<br>5.35<br>20      | 105.85<br>5.25<br>20     | 106.50<br>5.10<br>20      |                      |            |
| 6+50              |        |   | 107.60<br>4.00<br>20 | 106.95<br>4.65<br>20 | 106.9<br>4.7<br>10   | 106.75<br>4.85<br>20 | 106.45<br>5.15<br>10      | 106.0<br>5.6<br>20       | 106.67<br>4.93<br>20      |                      |            |
| BONAIRWAY<br>6+25 |        |   | 107.75<br>2.35<br>50 | 107.55<br>4.05<br>30 | 107.2<br>4.7<br>20   | 107.05<br>4.55<br>10 | 106.75<br>4.65<br>20      | 106.45<br>4.95<br>10     | 106.55<br>5.2<br>20       | 105.05<br>5.05<br>30 | 6.35<br>50 |
| 6+00              |        |   | 107.69<br>3.91<br>20 | 107.0<br>4.6<br>20   | 106.95<br>4.65<br>10 | 106.9<br>4.7<br>20   | 106.55<br>5.05<br>10      | 106.0<br>5.6<br>20       | 106.69<br>4.91<br>20      |                      |            |
| 5+75              |        |   | 107.56<br>4.04<br>20 | 106.75<br>4.85<br>20 | 106.8<br>4.8<br>10   | 106.7<br>4.9<br>20   | 106.4<br>5.2<br>10        | 105.95<br>5.65<br>20     | 106.50<br>5.07<br>20      |                      |            |
| 5+50              |        |   | 107.46<br>4.14<br>20 | 106.6<br>5.0<br>10   | 106.65<br>4.95<br>20 | 106.6<br>5.0<br>20   | 106.25<br>5.35<br>10      | 105.75<br>5.85<br>20     | 106.43<br>5.17<br>20      |                      |            |
| 5+25              |        |   | 107.28<br>4.32<br>20 | 106.45<br>5.15<br>20 | 106.52<br>5.08<br>10 | 106.45<br>5.15<br>20 | 106.15<br>5.95<br>20      | 105.6<br>6.0<br>20       | 106.28<br>5.32<br>20      |                      |            |
| 5+00              | 111.60 |   | 107.15<br>4.45<br>20 | 106.4<br>5.2<br>20   | 106.45<br>5.15<br>10 | 106.4<br>5.2<br>20   | 106.05<br>5.55<br>10      | 105.63<br>5.97<br>5.2    | 4.46<br>20(507)<br>20(66) |                      |            |

(EDGE CONC. DRIVEWAY  
No. CUI 18)

X-SECTIONS OF DRAPER ST.  
BONAIR TO WESTBOURNE

C. BARRAGAN  
A. SHERRY  
H. BROWN

4-11-50

10

BRASS PLAG (WESTBOURNE & DRAPER) 109.83 6.69 103.09 ✓

EL = 103.05 (BOOK 1370 PAGE 73)

3.55 109.83 106.18

T.P. FOR CHECK 111.60 5.92 106.18

LEFT 106.59 106.31 106.10 105.93 RIGHT 105.67 105.30 105.01

SLY GUT BONAIR

5.01 5.29 5.50 5.67 5.93 6.30 6.59  
30 20 10 10 10 20 30  
GUT GUT GUT GUT GUT GUT GUT

Φ. OF BONAIR ST.

106.83 106.47 106.14 105.85 105.56 105.25 104.95  
7.77 5.13 5.96 5.75 6.09 6.35 6.65  
30 20 10 10 10 20 30

WY GUT OF BONAIR ST. B+49

Req. good AC. pave  
Poor Cond. N. to N.L.

105.85 105.60 105.5 105.36 105.18 104.86 104.55 ✓  
5.75 6.00 6.1 6.29 6.72 6.79 6.95  
30 20 10 10 20 30  
GUT 20 10 10 20 30

LOW POINT IN PROFILE B+47 1/2

105.93 105.55 105.45 105.25 105.05 104.7 104.40  
5.67 6.05 6.15 6.35 6.55 6.9 6.20  
CURB 20 10 10 10 20 CURB

WY BONAIR ST. B+37

105.93 105.45 105.5 105.4 105.1 104.75 105.44  
5.67 6.15 6.1 6.2 6.5 6.85 6.16  
20 20 10 10 10 20 20

B+25

105.99 105.45 105.65 105.55 105.25 104.7 105.46  
5.61 6.15 5.95 6.05 6.35 6.9 6.19  
20 20 10 10 10 20 20

B+00

106.21 105.75 5.9 105.9 105.5 104.9 105.60  
5.39 5.85 5.7 5.7 6.1 6.7 6.00  
20 20 10 10 10 20 20

7+75

106.41 105.8 106.05 106.05 105.7 105.15 105.76  
5.19 5.8 5.55 5.55 5.9 6.95 5.84  
20 20 10 10 10 20 20

7+50

111.60

106.77 106.05 106.2 106.15 105.8 105.2 105.93  
7.83 5.55 5.7 5.75 5.8 6.4 5.67  
20 (cb) 20 (GUT) 10 20 (GUT) 20 (cb)

111.60

SITUATION SURVEY OF DRAPER AVE  
WESTBOURNE TO BONAIR ST.

REMARKS-

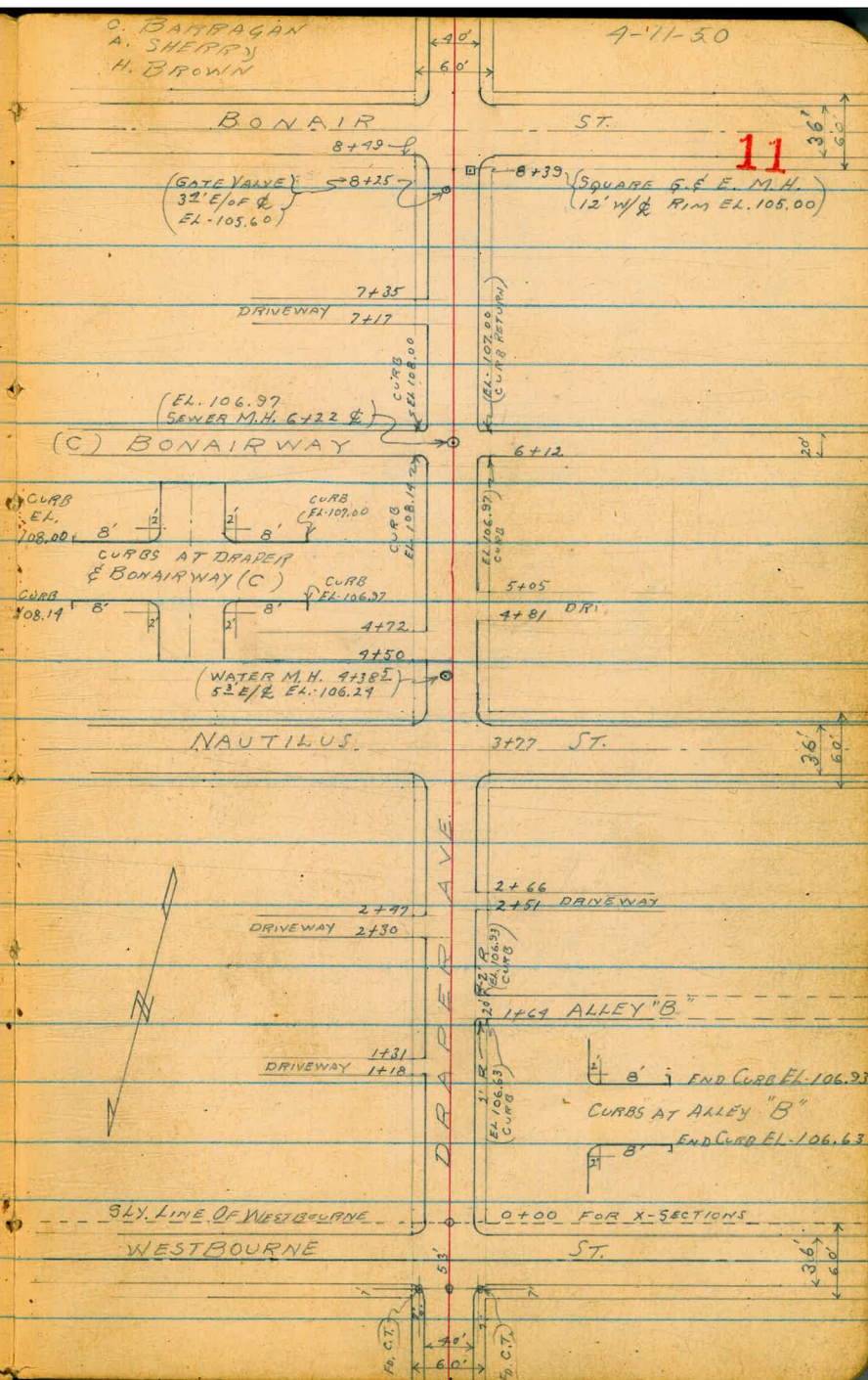
ALL CURBS IN GOOD CONDITION, NO

CURB INLETS.

CONC. PAVING AT WESTBOURNE INTERSECTION

CONC. PAVING AT NAUTILUS INTERSECTION

A.C. PAVING AT BONAIR INTERSECTION



## Additional Shots along Draper.

8+49 - Cont. - See P. 10

6+32 - S.L.

Falls to W. - Both sides

6+12 - N.L. Bon Air Way.

3+95.3 Cont.

3+60 - Cont. - See P. 8

1+84 = S.L. Alley

1+64 = N.L. Alley

|           |            |           |
|-----------|------------|-----------|
| 109.04    | 104.52     | 106.05    |
| 60<br>Top | 60<br>gut. | 30<br>Top |

|           |            |           |
|-----------|------------|-----------|
| 105.27    | 103.39     | 103.97    |
| 30<br>Top | 60<br>gut. | 60<br>Top |

|            |                      |                      |
|------------|----------------------|----------------------|
| 107.6      | 107.99               | 107.85               |
| 30<br>gut. | 30<br>Top<br>end cb. | 20<br>Top-2'<br>Rad. |

|                      |                       |            |
|----------------------|-----------------------|------------|
| 106.79               | 106.97                | 106.7      |
| 20<br>Top-2'<br>Rad. | 30<br>Top-<br>end cb. | 30<br>gut. |

|            |                      |                      |
|------------|----------------------|----------------------|
| 107.5      | 104.12               | 107.79               |
| 30<br>gut. | 30<br>Top<br>end cb. | 20<br>Top<br>2' Rad. |

|                      |                      |            |
|----------------------|----------------------|------------|
| 106.79               | 106.96               | 106.5      |
| 20<br>Top<br>2' Rad. | 30<br>Top<br>end cb. | 30<br>gut. |

|           |            |           |
|-----------|------------|-----------|
| 108.63    | 108.12     | 106.67    |
| 60<br>Top | 60<br>gut. | 30<br>Top |

|                  |            |           |
|------------------|------------|-----------|
| 105.65           | 103.64     | 104.13    |
| 30<br>Top<br>cb. | 60<br>gut. | 60<br>Top |

|           |            |           |
|-----------|------------|-----------|
| 108.60    | 108.02     | 106.65    |
| 60<br>Top | 60<br>gut. | 30<br>Top |

|           |            |           |
|-----------|------------|-----------|
| 106.15    | 103.97     | 104.64    |
| 30<br>Top | 60<br>gut. | 60<br>Top |

|                     |
|---------------------|
| 104.87              |
| 20 =<br>2' Rad. Top |

|                           |
|---------------------------|
| 105.20                    |
| 30 = Top gut.<br>end Ret. |

|                            |
|----------------------------|
| 104.54                     |
| 20 =<br>Top cb.<br>2' Rad. |

|                        |
|------------------------|
| 104.101                |
| 30 =<br>end cb. + gut. |

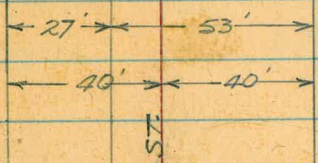
Note: These are  
Elevations - Not Rads



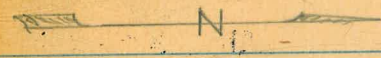
PROPOSED OPENING & CROSS SECTION  
 36TH ST.  
 BOSTON to BIRCH

July 3, 1950  
 Hendricks  
 Johnson  
 Crawford 13  
 W.O.# 31344

ACACIA ST.



INDENTED  
 JUL 13 1950



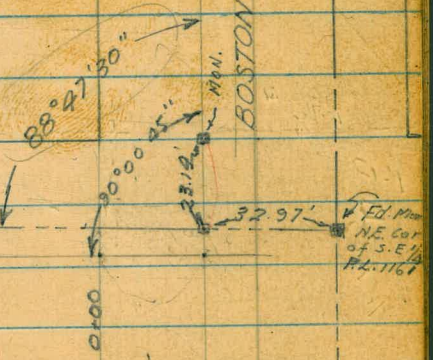
AVE.



EAST LINE  
 36 TH.



P.L. 1161  
 ST.



30  
 14.76  
 1.24

30  
 14.76  
 1.24

36TH. ST. CONT'D.

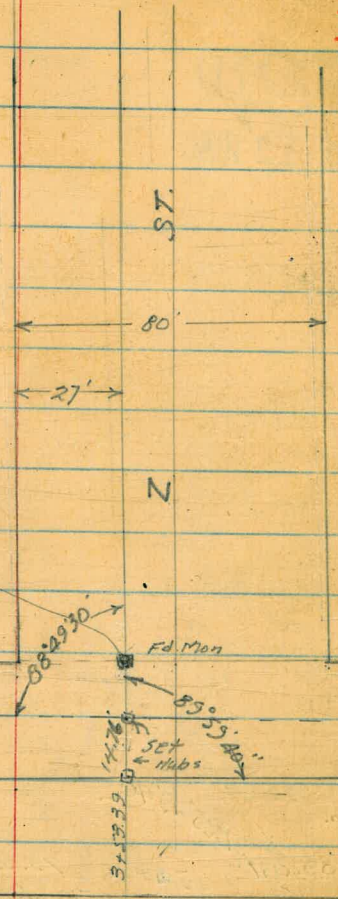
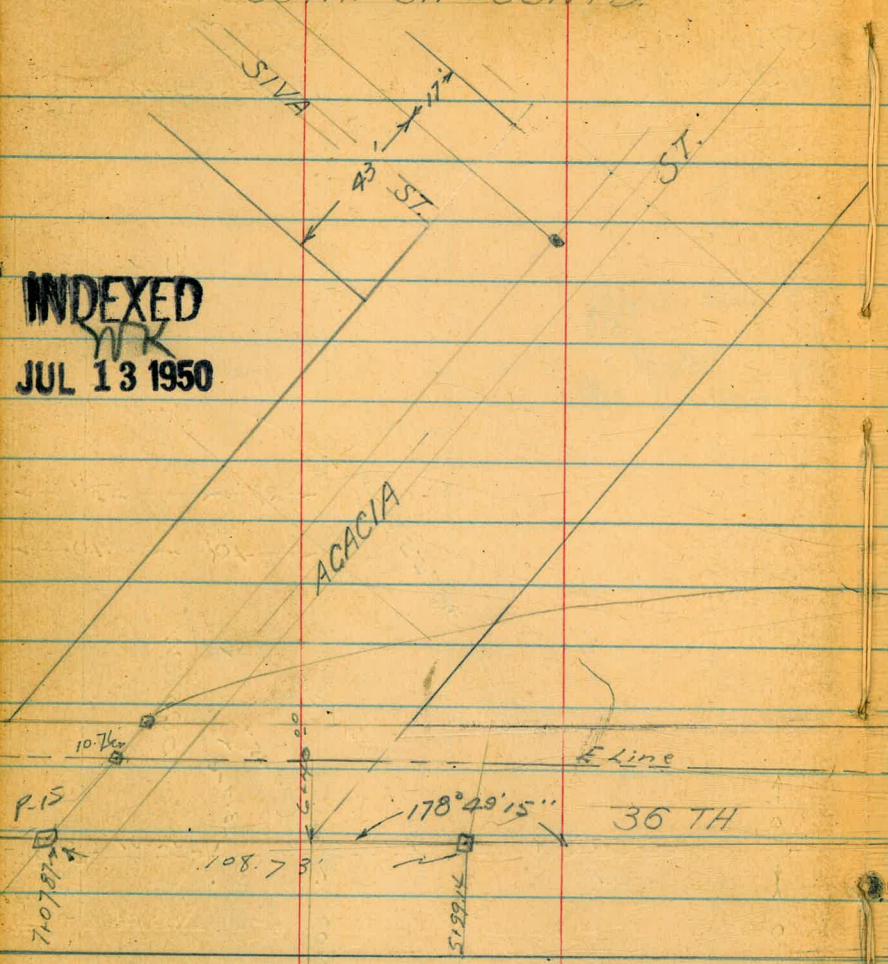
INDEXED

JUL 13 1950

14

INDEXED

JUL 13 1950

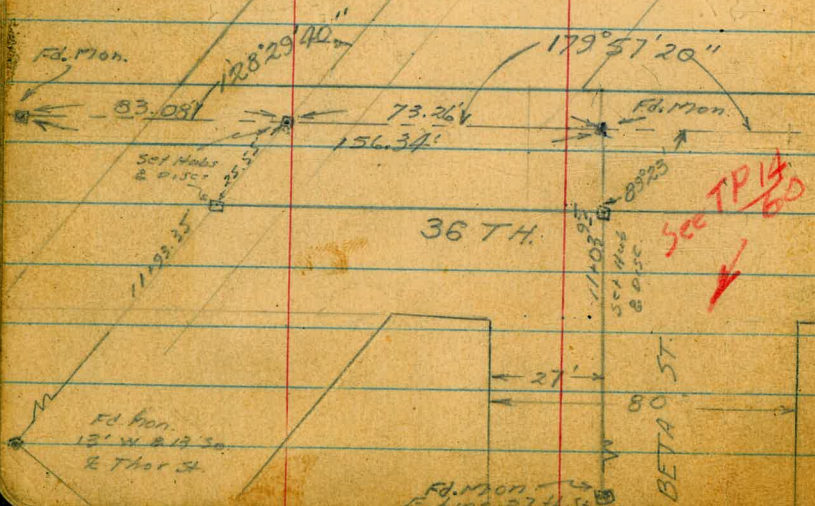


N →

36TH. ST. CONTD.

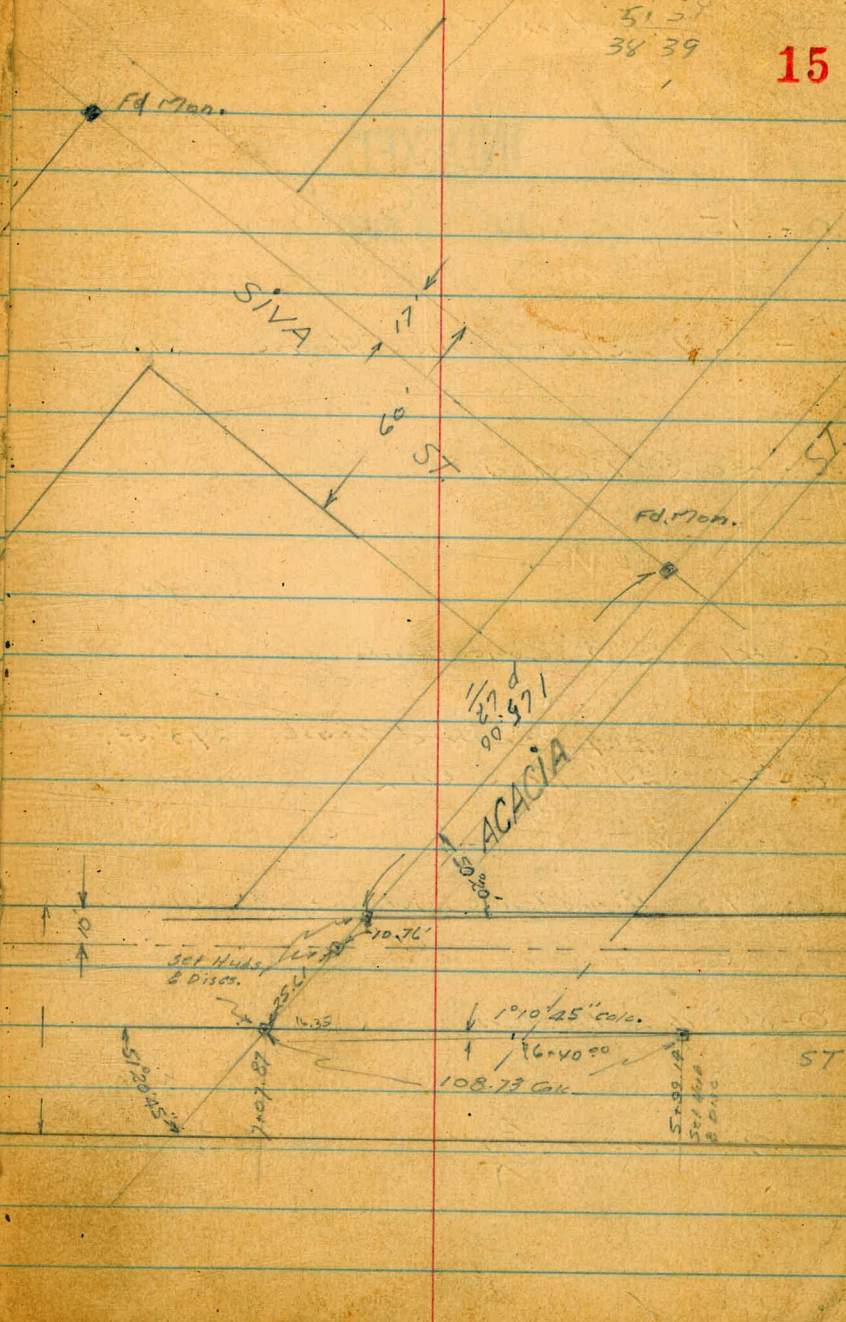
INDEXED  
JUL 13 1950

67.77



39 6  
51 21  
38 39

15



7-12-50 Levels 36th St  
 Hendricks  
 Johnson  
 Greer  
 Crawford.

Boston to Birch

INDEXED  
 MK  
 JUL 13 1950

0-15

0-22.7 End frame House 28.8 Lt.

0-40 & Boston

0-41 & 3' Cons. Walk

189' frame House 29.3' Lt.

0-54 24" Tree on &

0-59.5 Board fence Rt to & Begins C.S. Rt.

0-80 N.L. Boston

BM 3.93  $\frac{45.94}{\downarrow}$

42.01

Cons. Mon. 13' Boston N.L. 36th St

16

|      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|
| 40.1 | 39.9 | 41.0 | 41.0 | 41.4 | 41.7 | 40.9 |
| 58   | 60   | 49   | 49   | 48   | 48   | 50   |
| 65   | 30   |      | 10   | 30   | 42   | 100  |

|       |       |       |      |      |      |
|-------|-------|-------|------|------|------|
| 42.59 | 42.84 | 42.87 | 42.9 | 42.5 | 41.3 |
| 33.5  | 30    | 30.5  | 30   | 34   | 40   |
| 27    |       | 6.6   | 30   | 50   | 100  |

|       |       |       |
|-------|-------|-------|
| 42.61 | 42.70 | 42.93 |
| 33.3  | 30.4  | 30.1  |
| 27    |       | 6.6   |

|      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|
| 42.9 | 44.7 | 45.2 | 44.9 | 45.4 | 45.1 | 43.1 |
| 30   | 13   | 02   | 10   | 08   | 08   | 28   |
| 80   | 30   |      | 22   | 30   | 50   | 100  |

45.94

0195 6" tree 8.5 Lt  
 0172 Beg Pickett fence 0.5 Rt  
 0166 End frame House 278 Lt.  
 0165 10' Pepper tree 6.5 Lt.  
 0164 30' Palm tree 1.5 Rt.  
 0155 4" tree 2' Rt

0150

0145.5 Beg frame House 279 Lt.  
 0142.5 6' Palm Tree 18' Lt  
 0138 6" Tree on £  
 0128 6" Tree on £  
 6" Tree on £  
 0114 4" Apricot tree 4.2 Rt.  
 Shrub 28' Lt.  
 0113 Shrub 8' Lt

0101 Power Pole # P-1200 28' Rt.

0100 So. Line Boston

45.94  
x

81.00 37.1  
 27  
 81.00 37.3  
 10  
 71.00 38.3  
 30  
 71.00 38.4  
 50  
 71.00 38.6

36.1  
 98 66  
 90 30  
 39.3  
 62  
 30  
 40.2  
 57 10  
 40.1  
 58 26  
 40.8 30  
 40.7 100

45.94  
x

1+54 5' Path 10.5 Lt.

1+51 Beg frame House 36.1 Lt

1+42 4" Tree 22' Lt.

1+40.19 N. Line Alley on Rt.

1+32 8" Tree 10' Lt

1+17 So. Edge 8" Conc Ret Wall on Lt.

1+13.4 End frame house 34.8 Lt.

1+10 4" tree 8' Lt.

1+01 &amp; 3' Conc Walk

1+00

0+87 Beg frame House 34.7 Lt.

T.P. 5.32 43.19 807 37.87

4594

|      |       |       |    |    |    |    |    |     |
|------|-------|-------|----|----|----|----|----|-----|
| 87   | 73    | 61    | 60 | 60 | 61 | 56 | 56 | 56  |
| 50   | 30    | 20    | 10 | 10 | 25 | 30 | 50 | 100 |
| 35.5 | 36.63 | 36.65 |    |    |    |    |    |     |
| 35.9 | 36.6  | 37.2  |    |    |    |    |    |     |
| 35.9 | 36.6  | 37.2  |    |    |    |    |    |     |
| 35.9 | 36.6  | 37.2  |    |    |    |    |    |     |
| 35.9 | 36.6  | 37.2  |    |    |    |    |    |     |
| 35.9 | 36.6  | 37.2  |    |    |    |    |    |     |
| 35.9 | 36.6  | 37.2  |    |    |    |    |    |     |
| 35.9 | 36.6  | 37.2  |    |    |    |    |    |     |

|      |       |       |   |   |   |   |   |
|------|-------|-------|---|---|---|---|---|
| 7    | 6     | 6     | 5 | 4 | 5 | 5 | 5 |
| 35.6 | 35.6  | 33.5  |   |   |   |   |   |
| Wall | Wall  |       |   |   |   |   |   |
| 36.9 | 36.97 | 38.05 |   |   |   |   |   |
| 36.9 | 36.97 | 38.05 |   |   |   |   |   |
| 36.9 | 36.97 | 38.05 |   |   |   |   |   |
| 36.9 | 36.97 | 38.05 |   |   |   |   |   |
| 36.9 | 36.97 | 38.05 |   |   |   |   |   |
| 36.9 | 36.97 | 38.05 |   |   |   |   |   |
| 36.9 | 36.97 | 38.05 |   |   |   |   |   |
| 36.9 | 36.97 | 38.05 |   |   |   |   |   |

43.19

36th St. Cont'd

\$

19

2+49 End frame house <sup>(357' Lt)</sup> & <sup>0.2' Lt</sup> (Pickett fence)

2+16 Beg frame house 36.2' Lt  
(31.5 porch)

T.P. 286 34.36 11.69 31.50

on R Hub  
3+53.39

34.36

Beg Pickett fence 0.3' Rt.  
End Pickett fence 0.8' Rt.

2+03 \$ 3' Conc Walk. 28.2 Rt.

2+00

1+95 18" Pepper tree 33.5' Lt.

1+79.3 End frame house 35.7' Lt.  
24" Cypress 22' Lt.

1+78 8" tree 1' Lt.

1+64 24' Cypress 22' Lt.

1+60.19 50 line Alley on Rt.

1+58 Power Pole P.A. 3598 29.5' Lt.

43.19

43.19

|    |      |      |      |      |      |      |      |      |
|----|------|------|------|------|------|------|------|------|
|    |      |      |      |      |      |      | 7.19 | 7.22 |
|    |      |      |      |      |      |      | 28.2 | 45   |
|    | 34.8 | 35.5 | 35.9 | 36.4 | 36.4 | 35.4 | 34.5 | 35.4 |
| 84 | 77   | 72   | 68   | 68   | 78   | 82   | 78   | 72   |
| 50 | 30   | 15   |      | 5    | 10   | 24   | 30   | 45   |

|    |      |      |      |      |      |      |      |      |
|----|------|------|------|------|------|------|------|------|
|    |      |      |      |      |      |      |      |      |
|    |      |      |      |      |      |      |      |      |
|    | 36.2 | 37.1 | 36.9 | 36.5 | 36.4 | 36.9 | 37.0 | 37.2 |
| 70 | 61   | 61   | 61   | 61   | 61   | 61   | 61   | 61   |
| 30 | 9    | 11   | 24   | 26   | 30   | 50   | 100  |      |

36th St. Contd.

4+00

27.6  
29.8  
30.0  
29.9  
29.5  
30.5  
30.2  
29.7  
30.0

3+84

Power Pole # 1300

26.5' Rt.

31.0  
30.6  
30.8  
30.9  
30.6  
30.0  
31.0  
30.8  
31.0

3+80.39

So line 2" St.

31.8  
31.8  
31.8  
31.0  
31.6  
31.8  
31.1  
31.1

3+40.39

2" St.

32.2  
32.5  
32.4  
32.4  
32.2  
32.6  
32.9  
33.9

3+20

3+00.39

11. line 2" St

34.1  
34.1  
34.4  
34.0  
33.6  
33.2  
33.9  
34.1  
34.2

2+50

34.36  
↑

20





8+00

7.2 7.3 7.2 6.8 6.7 7.7 7.8 7.8 7.3  
 12<sup>2</sup> 12<sup>6</sup> 12<sup>7</sup> 13<sup>1</sup> 13<sup>2</sup> 12<sup>20</sup> 7<sup>1</sup> 4<sup>1</sup> 2<sup>6</sup>  
 89 50 30 13 13 13 30 40 60  
 Banket Wash 7.1 7.3 7.5 7.8 7.2 7.3 7.6

7+68

T.P. 5.25 19.91 1272 14.66

12<sup>80</sup> 12<sup>6</sup> 12<sup>4</sup> 10<sup>1</sup> 6<sup>7</sup> 16<sup>18.3</sup> 0<sup>100</sup>  
 50 30 19.91 19 30 50 80

7+45

11.4 13.4 11.9 11.3 11.1 11.1 13.9 20.6 21.0  
 16<sup>0</sup> 14<sup>0</sup> 15<sup>15</sup> 19<sup>100</sup> 18<sup>6</sup> 16<sup>100</sup> 13<sup>55</sup> 6<sup>100</sup> 6<sup>100</sup>  
 65 46 30 11 20 30 60 75

7+18.44 Rt. Ls. to S.W. Cor. 36th & Peach

16.7 15.9 15.1 10.5 10.7 14.0 15.4 22.2 22.7  
 10<sup>7</sup> 11<sup>5</sup> 12<sup>3</sup> 16<sup>9</sup> 16<sup>7</sup> 13<sup>4</sup> 11<sup>8</sup> 5<sup>2</sup> 4<sup>2</sup>  
 50 35 30 11 25 30 58 78

7+00

17.5 16.8 16.0 14.4 12.8 12.0 12.2 15.8 17.2 22.3 23.4  
 9<sup>2</sup> 10<sup>6</sup> 11<sup>4</sup> 12<sup>0</sup> 14<sup>16</sup> 15<sup>4</sup> 15<sup>1</sup> 11<sup>6</sup> 10<sup>100</sup> 5<sup>1</sup> 4<sup>10</sup>  
 76 50 40 30 25 10 25 30 52 67

6+743

19.0 16.9 15.1 14.2 13.4 15.0 15.0 17.6 19.6 22.4 23.7 24.4  
 8<sup>14</sup> 10<sup>10</sup> 12<sup>10</sup> 13<sup>20</sup> 14<sup>0</sup> 12<sup>14</sup> 9<sup>8</sup> 7<sup>8</sup> 5<sup>10</sup> 3<sup>7</sup> 3<sup>7</sup> 10<sup>24.4</sup>  
 92 50 40 30 25 24 30 50 59 85

27.38  
 7

27.38  
 7

36th St. Contd.

10+00

9+73 End Shed 10.2' Lt.

9+59 Beg. 10x14' Shed 10.2' Lt.

9+27

9+21 End Shed on Lt.

(Top of Bank) (Shed 7 x 22')  
9+14 Beg. Board fence & Shed 7' Lt.

R Sewer M.H. 42.6' Rt. 9+00  
9+00 Btm. Ditch

TP 4.64 11.59 12.96 6.95

8+79 Bank of Ditch

8+20

19.91  
7

4.6 7.0  
50 30 10 5 16 6.0  
4.8 6.8  
4.9 6.7  
5.1 5.8  
5.1 5.5  
5.1 6.4

23

7.7 7.6 7.4 5.2 6.7 4 2.8 2.4  
39 40 4 5 4 8 8 9  
50 30 8 30 40 50 80

7.0 7.2 7.0 4.8 1.8 1.9 1.7 2.6 7.2  
4 4 4 6 9 9 9 9 2 6.9  
50 30 18 16 30 50 72 102 42 15

7.1 7.2 6.4 2.0 1.9 4 5.3 9.5 89 72  
4 4 5 9 9 7 6 4 6 5  
50 38 30 5 30 41 426 44 50  
11.59  
Rim

114 Rim M.H. Rt. 9+00

7.1 6.5 6.8 1.0 6.8 7.9 6.1 8.2  
12 13 19 20 13 13 13 11  
80 58 30 21 30 55 77

2.1 4.9 7.5 7.0 6.6 7.3 10.4 14.4 15.7  
17 13 12 12 13 12 9 5 5 4  
87 66 50 30 18 30 44 55  
Ditch

19.91  
7

36th St Contd.

11+90

5.7 5.2 5.1 5.2 2.9 2.7 5.2 8.31  
 5<sup>9</sup> 6<sup>4</sup> 6<sup>5</sup> 5<sup>11</sup> 8<sup>7</sup> 8<sup>9</sup> 6<sup>4</sup> 24  
 90 50 30 14 20 31.7 31.7 41.63  
 (Top Cont Water Box)

11+56 Power Pole #3598 18' Lt.

5.7 5.8 5.5 6.0 5.6 5.8 5.6 5.2  
 5<sup>9</sup> 5<sup>8</sup> 6<sup>1</sup> 5<sup>11</sup> 6<sup>10</sup> 5<sup>8</sup> 6<sup>10</sup> 5<sup>16</sup> 5<sup>6</sup> 5<sup>5</sup> 5<sup>2</sup>  
 100 50 30 18 16 30 50 62 77  
 bank

11+50

5.7 6.0 6.3 5.8 6.2 6.1 5.1  
 5<sup>9</sup> 5<sup>6</sup> 5<sup>11</sup> 5<sup>11</sup> 5<sup>14</sup> 5<sup>15</sup> 6<sup>15</sup>  
 75 50 30 30 50 83

11+08

4.0 4.4 3.2 2.1 2.8 2.9 2.8 2.2  
 7<sup>15</sup> 8<sup>22</sup> 8<sup>12</sup> 8<sup>15</sup> 5<sup>18</sup> 8<sup>7</sup> 8<sup>8</sup> 7<sup>13</sup>  
 100 50 30 30 50 68 79

10+95

2.6 6.3 6.2 6.1 5.5 5.5 6.3  
 5<sup>5</sup> 5<sup>11</sup> 5<sup>11</sup> 5<sup>15</sup> 6<sup>1</sup> 6<sup>1</sup> 5<sup>11</sup>  
 100 50 30 30 50 83

10+88 top ditch

10+58 End Board fence 11.5 Lt.

6.4 6.4 6.5 6.3 6.1 6.4 6.4  
 5<sup>15</sup> 5<sup>15</sup> 5<sup>1</sup> 5<sup>11</sup> 5<sup>15</sup> 5<sup>11</sup> 5<sup>11</sup>  
 30 30 11 15 30 50

10+50.95 H. Line Botg.

11.59  
 X

11.59  
 X

B.M.

0.73 10.86 10.98

13' Conc. Mon. Bimb & Sing (F.B. 1177 P-54)

12+50

|    |    |    |    |    |    |   |   |   |   |
|----|----|----|----|----|----|---|---|---|---|
| 9  | 1  | 0  | 9  | 8  |    |   |   |   |   |
| 5  | 2  | 3  | 6  | 8  | 5  | 7 | 6 | 5 | 4 |
| 5  | 8  | 8  | 4  | 7  | 2  | 8 | 5 | 9 | 6 |
| 70 | 60 | 50 | 37 | 25 | 13 |   |   |   |   |

12+26

|  |  |     |     |     |     |   |   |    |    |
|--|--|-----|-----|-----|-----|---|---|----|----|
|  |  | 5.3 | 5.7 | 2.4 | 7.6 |   |   |    |    |
|  |  | 6   | 3   | 9   | 4   | 0 | 5 | 10 | 5  |
|  |  | 75  | 46  | 28  |     |   | 8 | 32 | 50 |

12+06

|  |  |     |     |     |     |   |    |    |    |
|--|--|-----|-----|-----|-----|---|----|----|----|
|  |  | 4.9 | 5.5 | 2.7 | 8.0 |   |    |    |    |
|  |  | 6   | 7   | 6   | 1   | 8 | 9  | 3  | 2  |
|  |  | 50  | 18  |     |     |   | 18 | 38 | 50 |

11.59  
✓

11.59  
✓



W. 16<sup>th</sup> St - Cross Sections  
Ave

0465

0463.5 = 2' Conc. Walk

0425

0400 = E. line Leament

0-10

0-20 = Curb line

0-40 = Leament

6.12

192.18

186.06

191.0 Lt. 2  
189.7 188.3 186.3 186.6 186.0 27 185.7  
11 29 38 53 58 55 61 64  
50 40 36 10 20 40 50

186.90 185.85  
5.88 6.33  
40 50  
Walk Walk

193.0 192.3 190.9 189.2 187.5 186.6 186.5 186.7 186.4 186.0  
10.9 10.2 1.2 2.9 4.6 5.5 5.6 5.4 5.7 6.1  
50 43 40 34 18 17 20 40 50

190.4 189.7 189.15 187.06 186.84 186.30 186.12 185.53 185.93 186.08 186.16 186.25 185.5  
1.7 2.4 5.03 5.12 5.24 5.88 6.06 6.65 6.25 6.10 6.02 5.93 6.6  
50 40 36 30.75 20 20 20 20 30.45 30.70 40 50  
Walk Walk cb Gut Gut cb Walk Milk Walk

186.94 186.14 185.93 185.37 185.90  
5.24 6.04 6.25 6.81 6.28  
20 20 20 20 20  
cb Gut Gut cb  
Broken

190.64 189.94 187.02 186.40 186.94 186.18 185.96 185.72 185.37 185.23 185.98 184.99 185.89 180.72  
1.54 2.24 5.16 5.78 5.24 6.00 6.22 6.46 6.81 6.28 6.25 7.19 6.29 11.46  
20 20 40 40 30 30 20 20 20 30 30 40 40 20  
cb Gut cb Broken up Gut cb Gut cb Gut cb Gut cb Drive

190.33 187.04 186.48 186.18 185.87 185.32 185.17  
1.85 5.14 5.70 6.00 6.31 6.86 7.01  
20 40 20 20 20 40 20

192.18  
B.M. J.E. 7' tack Wilbur & Leament  
F3 1384  
27

Wilbur St. Cross Sections

2+03 Cont,

2+03

2+00 Beg. 4.5' Picket Fence 39.7' RT

|       |        |       |       |       |       |       |       |       |       |       |       |
|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 141.5 | 191.58 | 188.9 | 186.6 | 185.4 | 184.8 | 185.0 | 182.9 | 182.1 | 180.8 | 179.9 | 178.9 |
| 40    | 10     | 37    | 59    | 71    | 7.7   | 7.5   | 9.6   | 10.4  | 11.7  | 12.6  | 13.6  |
| 50    | 43     | 40    | 37    | 28    |       | 7     | 17    | 27    | 32    | 40    | 50    |

28

2+00 = End 6" Conc. Tile Wall 39.65' Lt. of L

1+98

|        |       |       |       |       |       |       |       |       |
|--------|-------|-------|-------|-------|-------|-------|-------|-------|
| 192.22 | 187.8 | 186.9 | 185.2 | 184.9 | 185.0 | 183.0 | 181.9 | 180.6 |
| 0.31   | 4.7   | 5.6   | 7.3   | 7.6   | 7.5   | 9.5   | 10.6  | 11.9  |
| 39.65  | 39    | 29    | 22    |       | 7     | 18    | 40    | 50    |

Top Wall

1+50

|        |       |       |       |       |       |       |       |
|--------|-------|-------|-------|-------|-------|-------|-------|
| 192.37 | 188.5 | 186.7 | 185.3 | 185.7 | 184.4 | 183.1 | 182.5 |
| 0.16   | 4.0   | 5.8   | 6.7   | 6.8   | 8.1   | 9.4   | 10.0  |
| 39.1   | 31    | 22    |       | 10    | 21    | 40    | 50    |

Top Wall

1+49 - End Conc. Drive

|        |        |          |
|--------|--------|----------|
| 192.73 | 192.13 | 188.48   |
| +0.20  | 0.90   | 4.05     |
| 72     | 62     |          |
| Drive  | Drk    | Dr Drive |

1+39 = Beg. Conc. Drive on Lt.

|        |        |        |
|--------|--------|--------|
| 192.73 | 192.11 | 188.48 |
| +0.20  | 0.92   | 4.05   |
| 72     | 62     | 39     |
| Drive  | Drk    | Drive  |

TP 6.48 192.53 6.13 186.05

192.53

1+01 = Beg 6" Conc Tile Wall 38.5' Lt of L

192.31  
+0.13 Top  
38.5' Wall

1+00

192.18

|       |       |       |        |       |       |       |
|-------|-------|-------|--------|-------|-------|-------|
| 190.8 | 189.5 | 187.9 | 186.6  | 186.4 | 185.7 | 185.0 |
| 1.3   | 2.6   | 4.2   | 5.5    | 5.7   | 6.4   | 7.1   |
| 50    | 40    | 33    | 192.18 | 6     | 10    | 50    |



Wilbur St. Cross Sections

2+86 = End 3' Rubble Wall  
 2+86 = W. edge Conc. Drive

191.99  
 143  
 75

191.52  
 170  
 65

190.99 Lt.  
 189.98  
 186.69  
 186.46

2.41 3.44 6.53 6.76  
 58 55 42 40.3

1932.2

TP 8.56 193.22 763 184.66  
 = Bay Rubble Wall on Lt 39' Lt. 3' High  
 2+63 = E side Drive

Top = 41.2'

179.58  
 1271  
 40

178.65  
 1364  
 55  
 Drive

2+56 = West edge Conc. Drive

179.57  
 1272  
 40  
 Drive

178.71  
 1358  
 55  
 Drive

2+29.5 = E edge Drive

191.46  
 0.83  
 67.2  
 Drive

190.24  
 2.95  
 52.2  
 Drive

Stations not taken in order

2+21.5 = West edge Conc. Drive

191.31  
 0.98  
 67.2  
 Drive

190.03  
 2.26  
 52.2  
 on Drive

TP 7.41 192.29 765 184.88

192.29

2+50

190.1  
 2.4  
 50

189.8  
 27  
 40

186.6  
 59  
 38

186.0  
 65  
 33

184.8  
 7.7  
 21

184.3  
 82

184.4  
 81  
 4

182.1  
 104  
 15

179.5  
 130  
 40

178.9  
 13.6  
 55

2+28 2 3' Conc. Walk

192.53

179.48  
 1305  
 39.55  
 walk

192.53

180.98  
 1355  
 50  
 walk

Milbur St. Cross Sections

3+99 = E Side Conc. Dr.

End Rubble Wall on Lt → 1.8  
4.5  
Top Wall

3+89 = W Side Conc. Drive

3+94 = E Side Conc Drive

3+86 = W Side Conc Drive

TP 481 121.90 613 187.09

3+50

190.5 190.0  
2.7 3.2  
50 42.5  
Top

3+00

3+96 = Beg. 4' Rubble Wall 39' H. = Toe 41' H. = Top

3+94 = E edge Drive  
193.22

191.80 191.49  
142 173  
75 65

191.13 190.12 186.75 186.35  
209 310 447 687  
58 58 42 409 193.22

190.90 188.78 188.05  
1.00 312 385  
60.3 43 37  
Brk Wall Drive  
Drive

191.00 188.74 188.04  
0.90 316 386  
60.3 43 37  
Brk Drive  
Drive

180.01 180.16  
11.89 11.74  
40 55  
DRIVE DRIVE

180.25 179.37  
11.65 12.53  
40 55  
DRIVE DRIVE

188.4 187.7 186.5 185.6 183.7 183.6 181.3 180.1 179.9  
4.8 5.5 6.7 8.6 9.5 9.6 11.9 13.1 13.3  
40.5 38 26 20 11 22 40 50  
Toe Wall Lower Lower Lower

191.5 190.2 185.8 183.8 183.9 181.5 179.4 178.3  
1.7 3.0 7.4 24 2.3 11.7 17.8 14.9  
10 41 39 24 5 20 40 55  
Top Wall Toe Lower Lower

Wilbur St. Cross Sections

Lt.

L.

Rt.

31

TP 5.67 186.80 10.77 181.13

4499.02 = End Wilbur St

190.4  
1.5  
50

188.9 182.2 181.0 180.9 181.0 178.6 176.8 175.7  
3.0 2.7 10.9 11.0 10.9 13.3 15.1 16.2  
40 31 12 3 17 40 55

4+50

177.8

14.1  
50

4+50

187.3 186.9 183.4 182.5 182.3 182.7 179.7 178.3  
4.6 5.0 8.5 2.7 2.6 2.2 12.2 13.3  
50 40 22 4 8 20 40

4+12.7 = E. Side Ribbons Drive

179.99 178.77  
11.91 13.13  
40.3 55  
Drive Drive

4+06 = Beg. Conc. Ribbons Drive

179.98 178.76  
11.92 13.14  
40.3 55  
Drive Drive

4+00

191.90

189.5 188.6 186.3 185.1 183.8 183.3 181.2 179.8 179.0  
2.4 3.3 5.6 6.8 8.1 8.6 10.7 12.1 12.9  
50 40 25 22 19 10 22 40 55  
Lawn

Wilbur St. - X Sections

Lt.

Rt.

Sta.

32

001  
 186.06  
 Chk Hurting B.M. 4.87 186.07  
 T.P. 7.08 190.94 2.94 183.86  
 5+80

178.0 176.9  
 88 99 123 131 155 170.2  
 50 40 20 40 55  
 at  
 Fence

5+30  
 181.2  
 56  
 50

180.2 179.3 178.5 177.9 175.9 174.7 173.7  
 66 75 83 9.5 10.9 12.1 13.1  
 40 32 18 20 40 55  
 at  
 Fence

5+17 = E Edge

183.38  
 342  
 56

5+12 = E edge Drive

182.77 181.9 180.0 179.7 178.5 176.8 176.1 174.9  
 403 49 68 71 83 10.0 10.7 11.5  
 40 27 13 11 31 40 55

5+07.7

183.49  
 331  
 695  
 W edge

5+02.7 = Beg. Asphalt Drive on Lt

182.89  
 391  
 43

186.80

186.80

Wilbur St. Cross Sections

|                 |     |        |      |             |
|-----------------|-----|--------|------|-------------|
|                 |     |        |      | <u>0.48</u> |
| Beryl + Lammert |     |        |      | 162.02      |
| CHK NW 7' fuel  |     | 120%   |      | 162.10      |
| TR              | 027 | 174.12 | 129% | 173.85      |
| TR              | 070 | 186.76 |      | 186.06      |



X-Sect. Alley in Block 340 - Map. 416  
 Old Town + Surrounding Streets:

# 4775

10-25-50

W.O. 25020

INDEXED  
 OCT 26 1950

7.0.

Begin X-Sections of Riley

2+00

|     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|
| 2.1 | 2.1 | 1.8 | 1.6 | 1.5 | 2.7 | 3.0 | 3.0 |
| 35' | 25' | 13  |     | 12  | 13  | 25' | 35' |

1+50

|     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|
| 1.9 | 1.9 | 1.8 | 1.9 | 2.0 | 2.6 | 2.5 |
| 35' | 25' | 13  |     | 13  | 25' | 35' |

1+00

|     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|
| 1.9 | 1.8 | 1.9 | 1.8 | 1.9 | 2.4 | 2.3 |
| 35' | 25' | 13  |     | 13  | 25' | 35' |

0+50

curbs.

|     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|
| 1.8 | 1.9 | 1.6 | 1.7 | 1.8 | 2.0 | 2.0 |
| 35' | 25' | 13  |     | 13  | 25' | 35' |

0+00 = Nly. Line Kurtz = edge A.C. Pavement

|     |      |      |      |      |         |     |
|-----|------|------|------|------|---------|-----|
| 1.7 | 2.00 | 1.53 | 1.73 | 1.61 | 2.02    | 2.0 |
| 25' | 13.1 | 13.1 |      | 12.9 | 12.9    | 25' |
|     | Top  | q.t. |      | q.t. | Top     |     |
|     |      |      |      |      | end cb. |     |

R.R. spike  $\pm$  Kurtz + Riley  $\pm$  1.84

B.M. = B.P. - why. Cor. Kurtz + Rosecrans. + 2.97

Note: Elev. Rod used - actual Elev. shown.

Lt.

Rt.

Rt.

35

Riley

Lt.

±

Rt.

36

3+50.05' = Nly. Line

|      |       |              |       |      |
|------|-------|--------------|-------|------|
| 4.77 | 4.87  | 4.75         | 4.69  | 4.75 |
| 25'  | 14.7  | on Ld. + ct. | 11.8  | 14   |
| edge | edge  |              | edge  | edge |
| C.L. | conc. |              | conc. | C.L. |

3+25.05' = ± Hancock

|      |           |      |            |      |           |
|------|-----------|------|------------|------|-----------|
| 4.12 | 4.61      | 4.89 | 4.85       | 4.66 | 4.64      |
| 25'  | 13 = C.L. |      | 2.4        | 25   | 29 = edge |
| C.L. |           |      | edge conc. |      | conc.     |

3+00.05' = Sly. Line Hancock

|     |     |       |       |      |            |      |       |
|-----|-----|-------|-------|------|------------|------|-------|
| 3.3 | 3.6 | 4.25' | 4.55' | 4.76 | 4.80       | 4.75 | 4.61  |
| 25' | 13  | 6.8   |       | 13   | 19.5       | 25   | 46.5  |
|     |     | edge  |       |      | edge       |      | edge  |
|     |     | C.L.  |       |      | conc. Pavc |      | conc. |

2+88 = ± at Wly. of C.L. Shoulder

4.17

2+50

|     |     |     |     |     |     |                     |            |
|-----|-----|-----|-----|-----|-----|---------------------|------------|
| 2.4 | 2.2 | 2.1 | 2.1 | 2.4 | 3.2 | 3.86                | 4.45       |
| 35' | 25' | 13  |     | 12  | 13  | 25.4                | 40 on C.L. |
|     |     |     |     |     |     | edge C.L. shoulder. |            |



Beq. X-Sect. of Kurtz - Greenwood to  
Riley

1+59.92 = Ely. Alley

INDEXED  
MK.  
OCT 26 1950

1+49.92 =  $\pm$  Alley

1+39.92 = wly. line Alley Prod.

1+00

0+50

0+17 = P.C. 25' Rad. Rot.

0+00 = Ely. line Greenwood

0-08 = E. cb.

0-25 =  $\pm$  Greenwood

Set.  
B.M. = spike -  $\pm$  Greenwood  
UL. Kurtz

2.56

Lt.

$\pm$

Rt.

37

2.12 1.67  
Top 12.9  
gut.

2.17 1.75 2.14 2.17 1.98 2.39  
Top 12.9 12 25 25  
gut. Top

2.20 1.78  
Top 12.9  
gut.

2.4 2.36 1.89 2.27 2.30 2.08 2.52  
25 Top 12.9 12 25 25  
gut. Top

2.34 1.92 2.35 2.36 2.31 2.70  
Top 12.9 12 25 25  
gut. Top

2.7 2.46 2.01 2.46 2.52 2.37 2.87  
25 Top 12.9 12 25 25  
gut. Top

2.68 2.22 2.39 2.60 2.55 2.38 2.90  
Top 19.3 13 12 25 25  
gut. Top

2.42 2.45 2.67 2.56 2.43 2.90  
25 13 12 25 25  
gut. Top

2.56 2.55 2.80 2.54 2.99  
25 13 on Sewel 25 25  
MH. gut. Top



Beq. X-Sections of Greenwood-Kurtz  
to Hancock

INDEXED  
W.K.  
OCT 26 1950

2+00

Lt.      Rt. 39  
3.16 2.72 2.89 2.91 2.70 3.12  
Top 8.9 8 17.1 8  
gut. gut. Top

1+50

3.05 2.61 2.82 2.83 2.64 3.06  
Top 8.8 8 17.2 8  
gut. gut. Top

1+47 = end Conc. Dr. on Lt.

3.68 3.35 3.10 2.63  
32.5 32.5 12.8 8.7  
Top gut. Conc. gut.  
cb.

1+06 = end Dr. on Rt.

2.62 3.05 3.26 3.60  
17 21 40.7 40.7  
gut. Conc. gut.=AC. Topcb.

1+00 = Beq. Conc. Dr. on Lt. to A.C. Parking

3.51 3.19 3.08 2.53 2.70 2.79 2.58 3.05 3.33 3.64  
32.5 32.5 12.9 8.8 8 17 21 40.7  
Top gut. edge Conc. gut. Conc. gut. Top  
cb. A.C.

0+50

2.93 2.50 2.65 2.70 2.50 3.02  
9 17 21  
Top gut. gut. Conc.

0+26 = Beq. Conc. Dr. to A.C. Parking on Rt.

2.53 2.99 3.20 3.46  
16.9 21 40.6 40.6  
gut. edge Conc. edge Top  
Conc. AC. cb.

0+13 = P.C. Returns

2.93 2.51 2.62 2.65 2.54 2.95  
Top 8.9 8 16.9 8  
P.C. gut. gut. Top=P.C.

0+00 = Nly Line Kurtz

2.85 2.40 2.56 2.58 2.30 2.75  
Top 12.7 8 20.9 8  
gut. gut. Top

Greenwood  
Cont.

Lt

±

Rt.

40

3+50 .03 = Nly Line

|      |       |      |      |      |      |       |      |
|------|-------|------|------|------|------|-------|------|
| 3.31 | 2.83  | 3.19 | 3.09 | 2.88 | 3.32 | 3.57  | 3.90 |
| Top  | 13.8  |      | 8    | 17   | 21.1 | 40.8  | 3.90 |
|      | 9-ft. |      |      |      |      | 9-ft. | Top  |

3+25 .03 = ±

|      |      |      |      |      |       |       |      |
|------|------|------|------|------|-------|-------|------|
| 3.22 | 3.34 | 3.18 | 3.03 | 2.83 | 3.31  | 3.55  | 3.85 |
| 25   | 9    |      | 8    | 17   | 21.1  | 40.7  | Top  |
|      |      |      |      |      | Conc. | 9-ft. |      |

3+00 .03 = Sly. Hancock

|      |       |         |      |       |       |       |      |
|------|-------|---------|------|-------|-------|-------|------|
| 3.33 | 2.90  | 3.06    | 2.96 | 2.79  | 3.23  | 3.48  | 3.72 |
| 11.6 | 11.6  | on c.t. | 8    | 17    | 21.1  | 40.7  | 40.7 |
| Top  | 9-ft. |         |      | 9-ft. | Conc. | 9-ft. | Top  |

2+89 = P.C. Ret. on Lt. - 25' Rad.

|      |       |
|------|-------|
| 3.30 | 2.86  |
| Top  | 8.9   |
|      | 9-ft. |

2+80 = Beg. Conc. Dr. on Rt. to A.C. Parking

|       |       |       |      |
|-------|-------|-------|------|
| 2.80  | 3.23  | 3.42  | 3.78 |
| 17    | 21.1  | 40.6  | 40.6 |
| 9-ft. | Conc. | 9-ft. | Top  |

2+71.5 = 12' opening Inlet on Rt.

|       |      |       |
|-------|------|-------|
| 2.57  | 3.31 | -0.87 |
| 9-ft. | 17   | I.E.  |
|       | Top  | Box   |
|       | chl  |       |

2+50

|      |       |      |      |       |      |
|------|-------|------|------|-------|------|
| 3.21 | 2.90  | 2.99 | 3.01 | 2.77  | 3.19 |
| Top  | 8.9   |      | 8    | 17.1  | Top  |
|      | 9-ft. |      |      | 9-ft. |      |

Beq. X-Sept. of Hancock - Greenwood  
to Riley

2+99.84 = wly. Riley = end.

2+98-20.9 Rt. =  $\pm$  P. pole # P 3201

2+85.5-22.7 Rt. = outlet of 18" R.C. Pipe

2+50

2+00

1+50

1+38-21.3 Rt. =  $\pm$  P. pole P. 3251

1+00

0+50

0+15.7 = edge A.C. + cb. face

0+00 = Ely. Line Greenwood = on A.C. Parking

Lt.

#

Rt.

44

|       |           |      |         |      |     |     |
|-------|-----------|------|---------|------|-----|-----|
| 4.88  | 4.93      | 4.50 | 4.13    | 3.76 | 3.8 | 3.3 |
| 43.6  | 25        | 12   | on C.L. | 3.8  | 12  | 25  |
| edge  | edge C.L. |      |         | edge |     |     |
| Conc. |           |      |         | C.L. |     |     |

1.58  
22.7 =  
IE  
outlet

|     |     |     |
|-----|-----|-----|
| 2.2 | 2.1 | 2.4 |
| 25  |     | 25  |

|     |     |     |     |     |
|-----|-----|-----|-----|-----|
| 1.9 | 2.0 | 2.3 | 2.3 | 2.2 |
| 35  | 25  |     | 25  | 35  |

|     |     |     |
|-----|-----|-----|
| 2.3 | 2.4 | 2.5 |
| 25  |     | 25  |

|     |     |     |     |     |
|-----|-----|-----|-----|-----|
| 2.5 | 2.5 | 2.4 | 2.6 | 2.6 |
| 35  | 25  |     | 25  | 35  |

|     |     |     |     |     |
|-----|-----|-----|-----|-----|
| 2.7 | 2.7 | 2.7 | 2.9 | 3.2 |
| 25  | 12  |     | 12  | 25  |

|      |         |
|------|---------|
| 3.49 | 3.84    |
| A.C. | Top cb. |

|      |      |      |      |      |
|------|------|------|------|------|
| 3.41 | 3.40 | 3.40 | 3.37 | 3.35 |
| 25   | 12   |      | 12   | 25   |

X-Sect. 20' Alley - Block 340

Lt.

Ct.

Rt.

3+00.05' = sly. Hancock

2.6  
10

2.4

2.4  
10

2+50

2.9  
10

2.5

2.3  
102.1  
50

2+00

2.4  
10

2.3

2.2  
10

1+50

2.2  
10

2.0

2.1  
10

1+00

2.3  
10

2.1

2.2  
10

0+50

2.1  
10

1.9

2.2  
100+00 = Nly. of Kurtz - See Kurtz sections  
for obs.2.2  
10

1.9

1.8  
10

Level Flat - Sandy

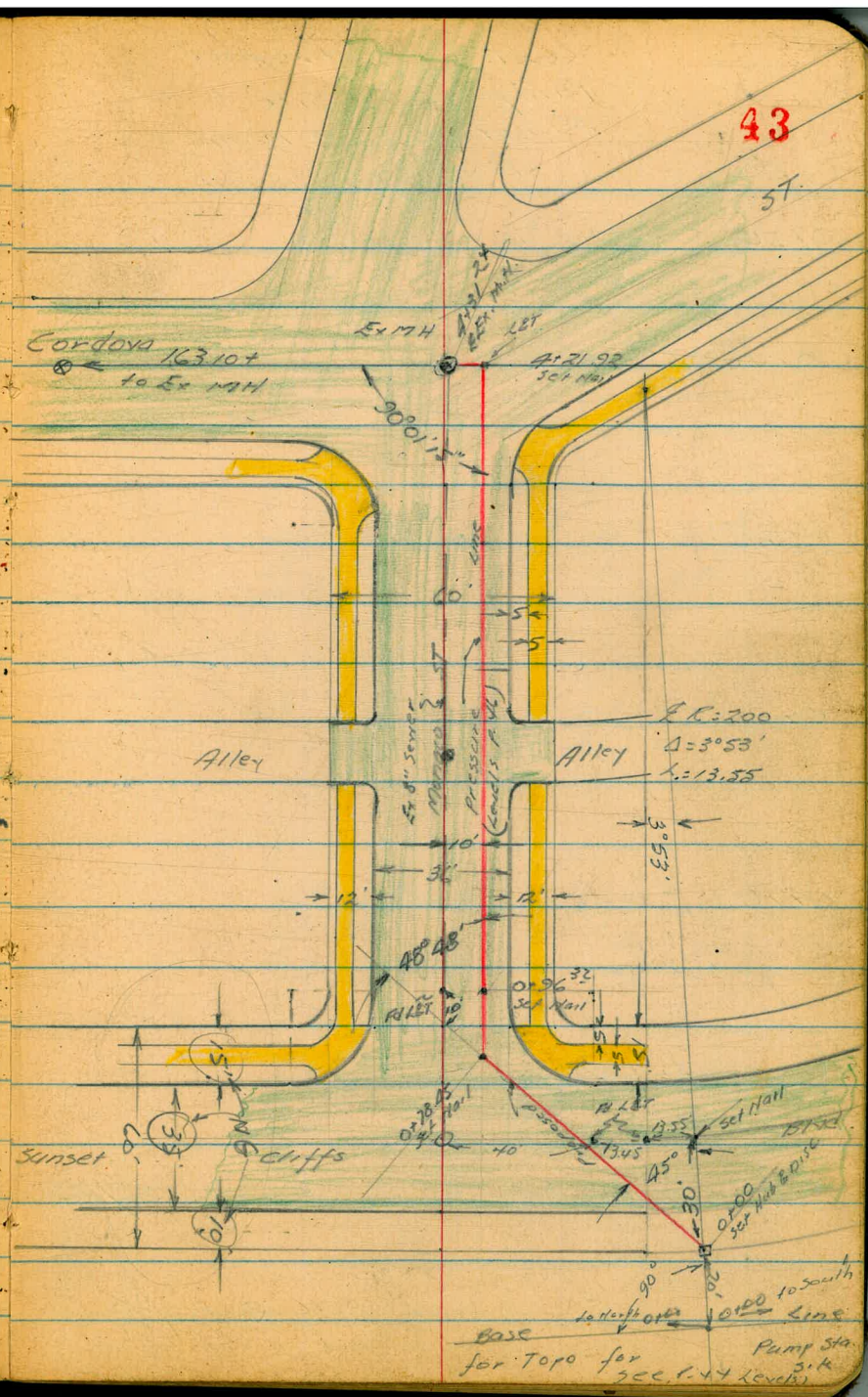
11-24-50  
Hendricks  
Sherman  
Crawford  
Shepard  
Wol

Proposed Pressure Sewer  
Monaco St  
Sunset Cliffs Blvd to Cordova

43  
ST.

INDEXED  
NOV 27 1950

SEE DWGS. 3988-B FOR  
DIFFERENT GEOMETRY LAYOUT  
OF PIPE LINE START AT PUMP STA



Cordova 16310+

5x14H

41.21.92  
Set Nail

Alley

Alley

R=200  
Δ=3°53'  
L=13.55

Sunset

Cliffs

Base

for Topo for sec. 1 & 4 level  
Pump Sta. 3.14

Levels for Proposed  
Pump Station Site  
Sunset Cliffs & Monaco  
R 43 for layout.

44

0+50

40° 40<sup>3</sup> 40<sup>3</sup> 39° 36<sup>7</sup> 36°<sup>9</sup>  
1 13 19 22 29°  
Bluff Ch

0+40

41° 40<sup>6</sup> 40<sup>2</sup> 36<sup>7</sup> 36<sup>20</sup>  
15 10 21 28.2  
Bluff Ch

0+30

40<sup>5</sup> 41<sup>4</sup> 40<sup>6</sup> 40<sup>5</sup> 36<sup>6</sup> 36<sup>28</sup>  
28 12 5 21 27.6  
Bluff Ch

0+20

40<sup>6</sup> 41<sup>4</sup> 40<sup>5</sup> 40<sup>5</sup> 36<sup>7</sup> 36<sup>43</sup>  
31 18 5 20 26.9  
Ch

0+10

41<sup>2</sup> 41<sup>2</sup> 40<sup>7</sup> 40<sup>8</sup> 36<sup>9</sup> 36<sup>55</sup>  
27 13 6 20 26.3  
Bluff Paving

0+00 to North

41<sup>3</sup> 41<sup>2</sup> 40<sup>8</sup> 40<sup>5</sup> 37° 36<sup>80</sup>  
23 10 7 20 26  
Bluff Paving

Bm

37.02

2LBP Sunset Cliffs & Monaco

with Self Reading Rod



Cont'd from R44

£

45

0+50

|                  |     |                 |     |                 |                 |
|------------------|-----|-----------------|-----|-----------------|-----------------|
| 37 <sup>54</sup> | 38° | 39 <sup>3</sup> | 41° | 41 <sup>3</sup> | 40 <sup>9</sup> |
| 22.3             | 24  | 13              | 7   |                 | 7               |
| Paving           |     |                 |     |                 |                 |

0+40

|                  |                 |                 |                 |                 |                 |                 |
|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 37 <sup>40</sup> | 37 <sup>9</sup> | 38 <sup>4</sup> | 40 <sup>8</sup> | 41 <sup>3</sup> | 41 <sup>3</sup> | 41 <sup>3</sup> |
| 27.6             | 25              | 15              | 6               |                 | 3               | 8               |
| Paving           |                 |                 |                 |                 |                 | Bluff           |

0+30

|                  |                 |                 |     |                 |                 |
|------------------|-----------------|-----------------|-----|-----------------|-----------------|
| 37 <sup>31</sup> | 37 <sup>7</sup> | 38 <sup>4</sup> | 40° | 40 <sup>1</sup> | 41 <sup>3</sup> |
| 27.9             | 21              | 15              | 6   |                 | 10              |
| Paving           |                 |                 |     |                 |                 |

0+20

|                  |                 |     |                 |                 |                 |       |
|------------------|-----------------|-----|-----------------|-----------------|-----------------|-------|
| 37 <sup>20</sup> | 37 <sup>7</sup> | 39° | 40 <sup>1</sup> | 41 <sup>1</sup> | 41 <sup>1</sup> |       |
| 27.0             | 19              | 14  |                 | 5               | 13              |       |
| Paving           |                 |     |                 |                 |                 | Bluff |

0+10

|                  |                 |     |                 |                 |                 |
|------------------|-----------------|-----|-----------------|-----------------|-----------------|
| 37° <sup>2</sup> | 37 <sup>2</sup> | 40° | 40 <sup>8</sup> | 41 <sup>2</sup> | 41 <sup>1</sup> |
| 26.2             | 20              | 12  |                 | 7               | 18              |
| Paving           |                 |     |                 |                 |                 |

0+00 to South

|                 |                 |                 |                 |                 |                 |       |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------|
| 36 <sup>8</sup> | 37 <sup>1</sup> | 40 <sup>5</sup> | 40 <sup>8</sup> | 41 <sup>3</sup> | 41 <sup>1</sup> |       |
| 26              | 20              | 7               |                 | 10              | 23              |       |
| Paving          |                 |                 |                 |                 |                 | Bluff |

Levels for Pressure Line

Monaco St.  
Sketch R43

4

46

1400

|                  |                  |                  |                  |                 |
|------------------|------------------|------------------|------------------|-----------------|
| 38 <sup>85</sup> | 38 <sup>60</sup> | 39 <sup>27</sup> | 39 <sup>21</sup> | 42 <sup>6</sup> |
|                  | 8                | 8                | 18               | 26              |
|                  | G                | Ch               | SW               |                 |

0+92 24" Palm 11' Rt

0+78.45 L 48° 48' Rt

37.25

0+67.5 Ornamental Street Light 18' Rt

0+44.2 ± L Sunset Cliffs Blvd

35.88

0+00<sup>?</sup> Beg Asph Paving

36.0

0+00

37.05

4.4

B.M.

37.02

SEBP Monaco Co Sunset Cliffs

Cont'd. from p. 46

4

47

2+41 30" Palm 11' Rt

2+35 Anchor Pole 9.2' Rt.

2+17.5 30" Palm 11' Rt

2+00

|                  |                  |                  |                  |                  |
|------------------|------------------|------------------|------------------|------------------|
| 47 <sup>25</sup> | 47 <sup>09</sup> | 47 <sup>24</sup> | 47 <sup>35</sup> | 51 <sup>00</sup> |
| 8                | 8                | 18               | 26               |                  |
| G                | Cb               | SW               |                  |                  |

1+92 30" Palm 12' Rt

1+68 24" Palm 11' Rt

1+52.5 24" Palm 11' Rt

1+50

|                  |                  |                  |                  |                  |
|------------------|------------------|------------------|------------------|------------------|
| 43 <sup>13</sup> | 42 <sup>35</sup> | 43 <sup>50</sup> | 43 <sup>53</sup> | 46 <sup>00</sup> |
| 8                | 8                | 18               | 21               |                  |
| G                | Cb               | SW               |                  |                  |

1+33 24" Palm Tree 11' Rt

Cont'd from p. 47

4

48

3+90

|                  |                  |                  |                  |                 |
|------------------|------------------|------------------|------------------|-----------------|
| 62 <sup>98</sup> | 63 <sup>84</sup> | 63 <sup>51</sup> | 63 <sup>60</sup> | 63 <sup>5</sup> |
| 6                | 8                | 18               | 23               |                 |
|                  | cb               | sw               |                  |                 |

3+50

|                  |                  |                  |                  |                 |
|------------------|------------------|------------------|------------------|-----------------|
| 59 <sup>82</sup> | 59 <sup>58</sup> | 60 <sup>25</sup> | 60 <sup>33</sup> | 61 <sup>5</sup> |
| 8                | 8                | 18               | 26               |                 |
| 6                | cb               | sw               |                  |                 |

3+00

|                  |                  |                  |                  |                 |
|------------------|------------------|------------------|------------------|-----------------|
| 58 <sup>62</sup> | 55 <sup>38</sup> | 57 <sup>08</sup> | 56 <sup>12</sup> | 56 <sup>6</sup> |
| 8                | 8                | 18               | 24               |                 |
| 6                | cb               | sw               |                  |                 |

2+68.2± EC Alley Ret.

|                  |                  |                  |                  |                 |
|------------------|------------------|------------------|------------------|-----------------|
| 52 <sup>95</sup> | 52 <sup>80</sup> | 53 <sup>46</sup> | 53 <sup>47</sup> | 53 <sup>0</sup> |
| 8                | 8                | 18               | 28               |                 |
| 6                | cb               | sw               |                  |                 |

2+68. Power Pole # 418348H 9.5 Rt

2+45 Fire Hydt. 9.9 Rt

2+44.2± BC. 2' Rad Alley Ret

|                  |                  |                  |                  |                 |
|------------------|------------------|------------------|------------------|-----------------|
| 51 <sup>05</sup> | 50 <sup>99</sup> | 51 <sup>60</sup> | 51 <sup>76</sup> | 52 <sup>1</sup> |
| 8                | 8                | 18               | 21               |                 |
| 6                | cb               | sw               |                  |                 |

Cont'd from p. 48

49

OK Starting BM

37.01 37.02

4+31.24

5375  
FL

4+31.24 & Ex. 174

6440  
South Rim

4+21.93  $\angle$  90° LT

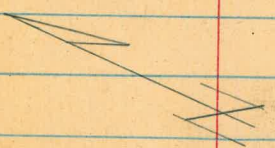
6437

D. Smith.  
S. Hardin  
R. Sissin  
N.

WOT # 20784

2-3-51

50



North Chime  
Dwight St

5' comb ob walk

Note: plans # 7312-L call for 5/16 gutter on cb face  
and paving isn't in yet.

337.02  
336.02  
335.02  
334.02  
333.02  
F. Elev.

6' opening  
End Castle  
10' opening  
10' opening  
10' opening

lot 6

lot 5

lot 4

Flt Prop 331.80

6' water Meter  
13' west  
25' west  
50' west

56' east cb elev. 331.63  
25' east cb elev. 331.73  
6' east cb elev. 331.80  
E Pipe extend cb elev. 331.83  
driveway lip - 331.48  
13' west cb elev. 331.84  
25' west cb elev. 331.86  
50' west cb elev. 331.87

B.M.

lot # G 215-32

322.27

NW 1/4  
Dwight St  
Euclid

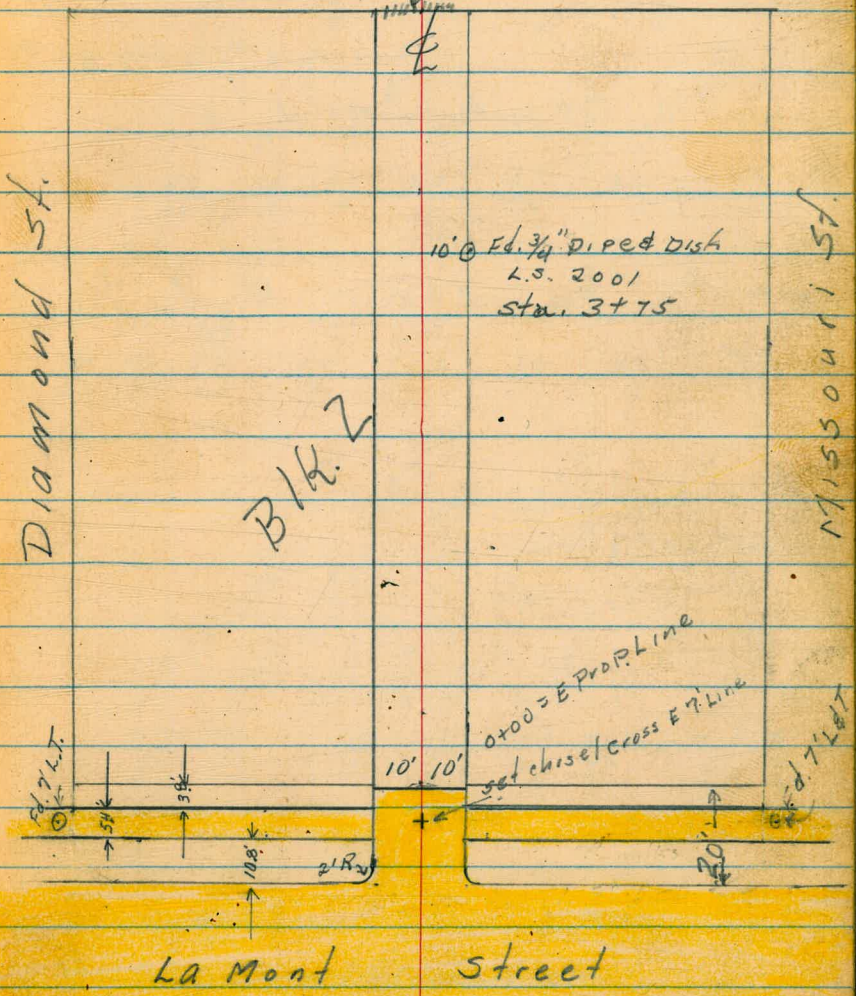
3-2-51  
Pope  
Clark  
Huffman

X-sections Alley Blk 2  
Housers Sub. Pacific Beach

INDEXED  
APR 26 1951

51

W Lath Fence across Alley  
5400 End Blk. 2



3-2-51  
Pope  
Clark  
Huffman

X-section Alley BIK 2  
Hauser's Sub. Pacific Beach  
See

INDEXED

APP 23 1951 = South &

Rt = North 52

1700.7 End 5' Lath chicken Pen 35' Lt. & 10.1 Rt.

0+60.5 Begin 5' Lath chicken Pen 35' Lt & Alley 17' Rt.

0+50

0+46

Power Pole #JPA1877 8.6 Rt

0+39

12" Pepper Tree 8.5' Rt.

0+35

0+22

Guy Wire 9' Rt.

0+05

Revised By  
Smith, 5-16-51

0-050 End Paving

0-20

0-40 & Lamont

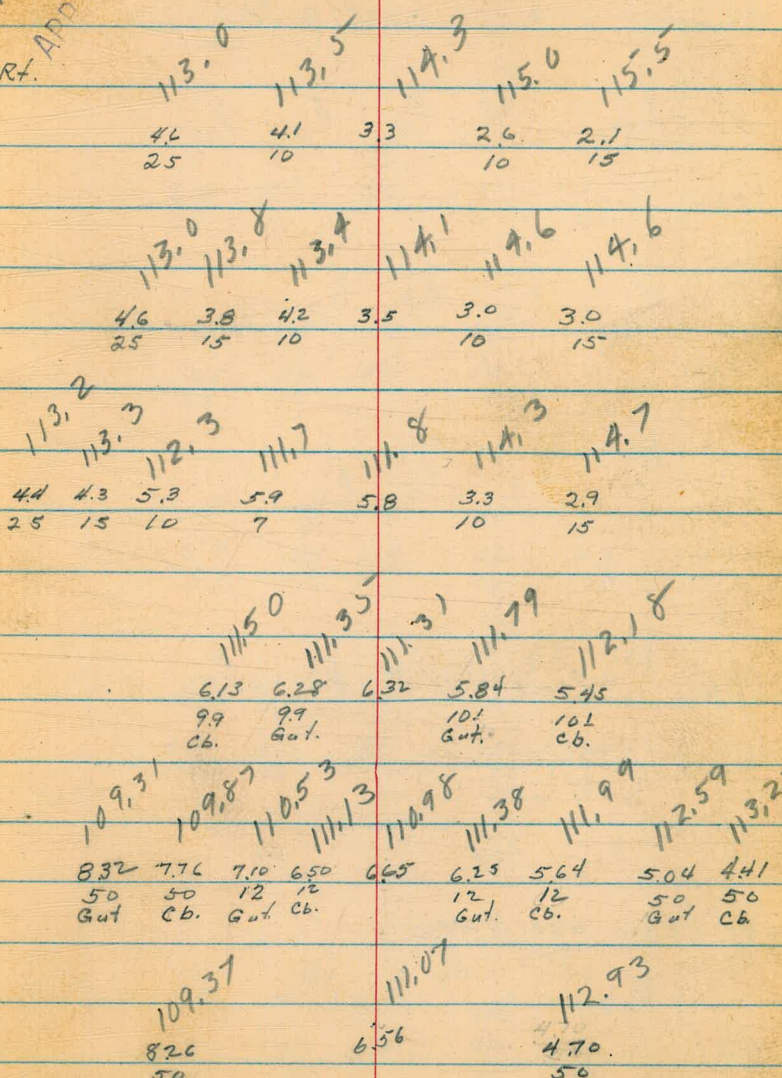
11.68

11763

105.95

BM = SWBP Diamond & Lamont St.

117.63





2+22 \$ 1.5' CONC. Walk.

3+35

3+00

2+50

2+00

1+86 Power Pole # JPA 1855 9' Rt.

1+55 End 2 car Garage

1+41 Begin 2 car Garage

1+01

TP

5.42 11832 473 112.90

117.63

Lt. 111.65 \$  
111.91  
6.67 C41  
25 11

Rt. 53

111.6 112.6 112.9 113.5 114.1  
6.7 5.7 5.4 4.8 4.2  
25 10 10 20

111.8 112.1 113.3 113.9 114.2  
6.5 5.6 5.0 4.4 4.1  
25 10 10 20

111.9 112.7 113.5 113.7 113.9  
6.4 5.6 4.8 4.6 4.4  
25 10 10 15

111.9 113.0 113.5 114.0 114.6 115.06  
6.4 5.3 4.8 4.3 3.7 3.26  
25 10 10 13 17.5  
Apron Floor

112.2 113.1 113.7 114.1 114.2  
3.77 3.14  
13 17.5  
Apron Floor  
6.1 5.2 4.6 4.2 4.1  
25 10 10 15

11832

Lt. &amp; Rt.

check BM.

$$\begin{array}{r} 0.01 \\ 105.95 \\ \hline 105.94 \end{array}$$

|    |     |        |     |        |
|----|-----|--------|-----|--------|
| TP | 227 | 116.11 | 250 | 113.84 |
|----|-----|--------|-----|--------|

5400 End 4.5' Board Fence 9.7' Rt.

|       |       |       |       |       |
|-------|-------|-------|-------|-------|
| 110.6 | 110.0 | 110.3 | 110.7 | 111.0 |
| 6.3   | 6.3   | 6.0   | 5.6   | 5.3   |
| 25    | 10    |       | 10    | 25    |

4+90 Power Pole # JP 1800 8.5' Rt.

4+50

|       |       |       |       |       |
|-------|-------|-------|-------|-------|
| 110.5 | 110.5 | 110.6 | 110.8 | 111.0 |
| 5.8   | 5.8   | 5.7   | 5.5   | 5.3   |
| 25    | 10    |       | 10    | 25    |

4+25 Begin 4.5' Board Fence 9.8' Rt.

4+00

|       |       |       |       |       |
|-------|-------|-------|-------|-------|
| 110.5 | 111.0 | 111.3 | 111.6 | 112.0 |
| 5.8   | 5.3   | 5.0   | 4.7   | 4.3   |
| 25    | 10    |       | 10    | 25    |

TP

|    |      |        |      |        |
|----|------|--------|------|--------|
| TP | 4.11 | 116.34 | 6.09 | 112.23 |
|----|------|--------|------|--------|

3+50

|       |       |       |       |       |
|-------|-------|-------|-------|-------|
| 111.0 | 111.1 | 112.2 | 112.6 | 113.5 |
| 7.3   | 6.6   | 6.1   | 5.7   | 4.8   |
| 25    | 10    |       | 10    | 35    |

3+35 Power Pole # JPA 1827, 9' Rt.

118.32

SET BENCH MARK SOUTH WEST CURB  
 TROJAN & 58TH. ALSO SOUTH WEST  
 CURB TROJAN & VALE WAY - BRASS PLUGS

COTA  
 PULLEN  
 BRUNER

H.O.# 25020  
 7-11-51

CHECK BM.

555 351.69 = 351.67  
 & LET. TROJAN &  
 54TH.

INDEXED

JUL 13 1951

|        |       |        |      |                                      |
|--------|-------|--------|------|--------------------------------------|
| TP     | 12.85 | 421.26 | 0.25 | 408.41                               |
| TP     | 12.47 | 408.66 | 0.24 | 396.19                               |
| SET BM | 12.85 | 396.93 | 5.14 | 382.58 SET SWBP<br>TROJAN & VALE WAY |
| TP     | 6.44  | 388.72 | 2.46 | 382.58                               |
| TP     | 7.92  | 384.71 | 0.06 | 376.82                               |
| TP     | 11.37 | 376.88 | 1.05 | 365.51                               |
| TP     | 12.37 | 366.56 | 2.97 | 354.19                               |
| BM     | 5.49  | 357.16 |      | 351.67 & LET. TROJAN AVE<br>& 54TH.  |

|           |      |        |  |       |                                  |
|-----------|------|--------|--|-------|----------------------------------|
| TP        | 3.40 | 357.22 |  | 9.06  | 353.82                           |
| TP        | 0.24 | 362.88 |  | 12.62 | 362.64                           |
| TP        | 0.20 | 375.26 |  | 9.10  | 375.06                           |
| TP        | 7.33 | 384.16 |  | 7.24  | 386.83                           |
| TP        | 1.09 | 384.07 |  | 12.58 | 383.58                           |
| TP        | 0.01 | 390.16 |  | 12.26 | 395.75                           |
| TP        | 0.51 | 408.01 |  | 12.65 | 407.50                           |
| SET<br>BM | 0.65 | 420.15 |  | 1.76  | 419.50 SET SWBP<br>TROJAN & 58TH |

Tie Points 21HL + LYNN Streets

W.O. 20006  
12-24-51

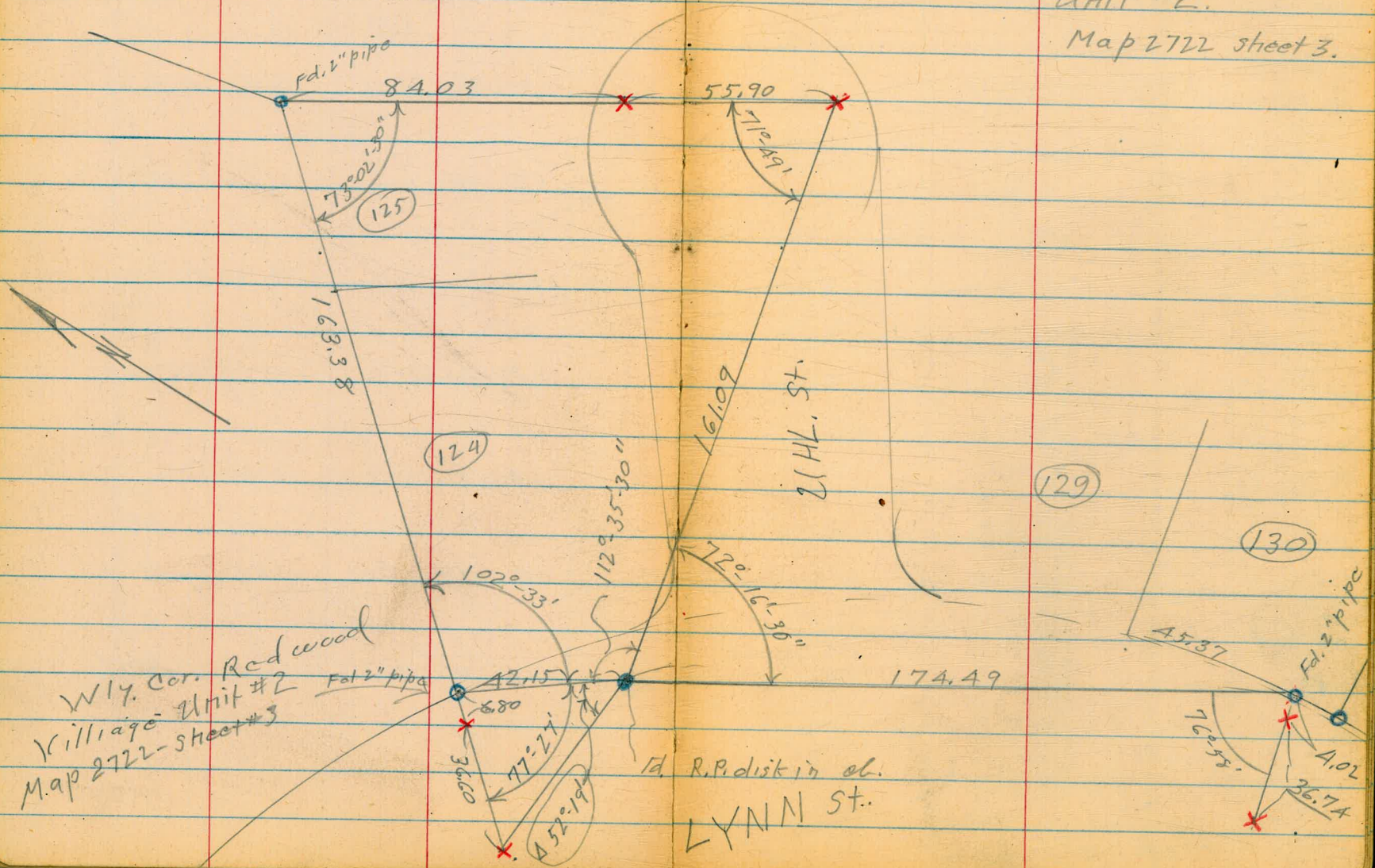
C.H.S.  
Begg  
R. Sisson  
Altman

INDEXED  
DEC 27 1951

Plotted TPS 3738  
1-25-52 MCG

X Denotes Cross out in curb.

Redwood Village  
Unit #2.  
Map 2722 sheet 3.



W1/4 Cor. Redwood  
Village Unit #2  
Map 2722 - Sheet #3

R. P. Distin et al.  
LYNN ST.

X-Section Addison St. - Plum to Willow

#6599

w.o. 31403

10-16-52

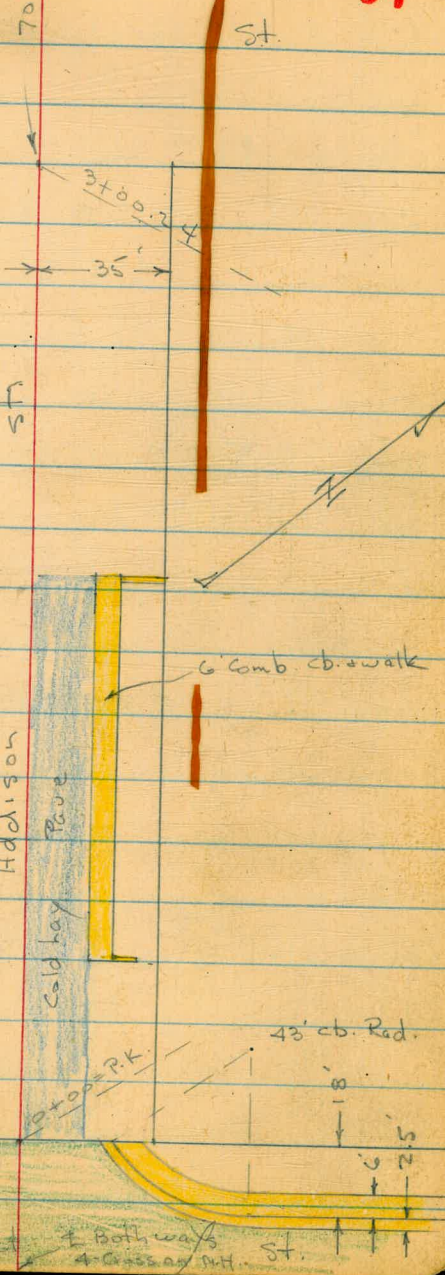
7.0

Plum

Mon.

Hob.

57



Addison

Box

Cold box

Prop. P.K.

43' cb. Rad.

18'

25'

Both ways

St.

Willow



1+73- 35.2' Rt. = ± 2.5' Conc. walk

1+62- 34.4' Lt. = ± 6" Fig.

1+59- 25' Lt. = ± 3" Apple

1+56- 28.8' Lt. = end Conc. wall + Slab.

1+55- 19.7' Lt. = ± 3" Quince

1+50 = end C.L. + Cb. + walk

1+48- 22.9' Lt. = ± 4" Apricot

1+32- 34.8' Lt. = end Gar.

1+31.5- 28' Lt. = Beg 8" Conc. wall along Conc. slab.

1+27- 32.3' Lt. = ± 4" Quince

of Stucco Gar.

1+21- 35' Lt. = end wall + 34.6 Lt. = Beg. Back

1+20- 24.6 Lt. = ± P. pole # 33 15

1+14.5 = ± 16' Conc. Dr. on Rt.

1+04- 26' Lt. = ± 6" Quince

1+00

0+97- 33.5 Lt. = ± 6" Quince

0+91- 33.5 Lt. = ± 3" Quince

0+86- 33.5 Lt. = ± 8" Quince

83.48 84.93

35.2 walk 4.5

73.90 74.14 75.35

35 conc. 29.5 28.8 = wall Conc.

73.20 73.74

50 conc. 35 Conc.

73.92 75.15 74.4 75.2 80.8 80.8 80.7 81.32 81.45 83.84 83.75  
 29.2 28.5 28.5 14.5 4 17.1 Top 23.2 Top 34.8  
 Conc. Top ground gut. end walk Top end  
 slab. wall cb. wall wall

73.25 73.46 74.64

34.8 29.7 28  
 Conc. by Conc. Top wall  
 Gar. Slab.

75.24 72.0

Top wall 35 ground.

79.10 79.70 84.08

17 23 42  
 Dr. walk Dr.

70.7

50

75.22 71.5 74.5 78.1 77.9 78.21 78.73 78.85 81.33

Top wall 35 17 5 17 Top 23 Top  
 gut. walk wall

See B-1565 - P. 13

Drain prohibits Taking Sect. - Show El. to N.

3+00.24 = E.Ly. of Plum. - Excavation for

|      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|
| 84.0 | 85.9 | 86.9 | 84.6 | 83.5 | 89.7 | 91.7 | 91.9 |
| 35   | 30   | 2    | 21   | 35   | 64   | 90   | 105  |

Covered

2+80

|      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|
| 87.1 | 87.1 | 92.4 | 92.6 | 92.5 | 92.2 | 89.9 | 89.2 |
| 50   | 35   | 30   | 17   |      | 17   | 35   | 50   |

2+55

|       |      |      |      |      |      |      |      |      |
|-------|------|------|------|------|------|------|------|------|
| 82.57 | 86.8 | 86.7 | 89.4 | 89.3 | 89.6 | 87.6 | 87.4 | 87.4 |
| 54.3  | 50   | 35   | 25   | 17   |      | 17   | 35   | 50   |

Conc. along House

2+46- 32.2' Lt. = ± 8' Conc. Slab walk

2+39- 24.8' Lt. = ± P. pole # 3331 = B.M. spike 90.81

|       |       |                             |
|-------|-------|-----------------------------|
| 82.86 | 83.03 | 87.7                        |
| 45    | 32.2  | 32 = Top old wood Ret. wall |

Conc. Conc.

2+30

|      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|
| 81.8 | 83.2 | 85.1 | 85.5 | 85.2 | 85.4 | 86.0 |
| 50   | 35   | 17   |      | 17   | 35   | 50   |

2+14- 41.8' Rt. = ± 2.5' Conc. walk

|       |         |
|-------|---------|
| 85.13 | 85.85   |
| 41.8  | walk 50 |

2+00

Grav. Conc. floor - Not used for Car.

|      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|
| 77.9 | 78.4 | 78.5 | 81.9 | 82.5 | 82.8 | 84.2 | 85.5 |
| 50   | 35   | 17   | 4    |      | 17   | 35   | 50   |

1+86- 27.2' Lt. = ± 8' Conc. Apron to Sing.

|       |              |
|-------|--------------|
| 75.15 | 75.06        |
| 35.2  | 27.2 = Apron |

Floor Grav.

1+80

|      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|
| 74.2 | 74.7 | 76.5 | 81.6 | 82.4 | 83.7 | 84.8 |
| 45   | 35   | 14   |      | 17   | 35   | 45   |

Lt.

±

Rt.

60

|    |    |
|----|----|
| 35 | 35 |
| 50 | 27 |
| 90 | 64 |



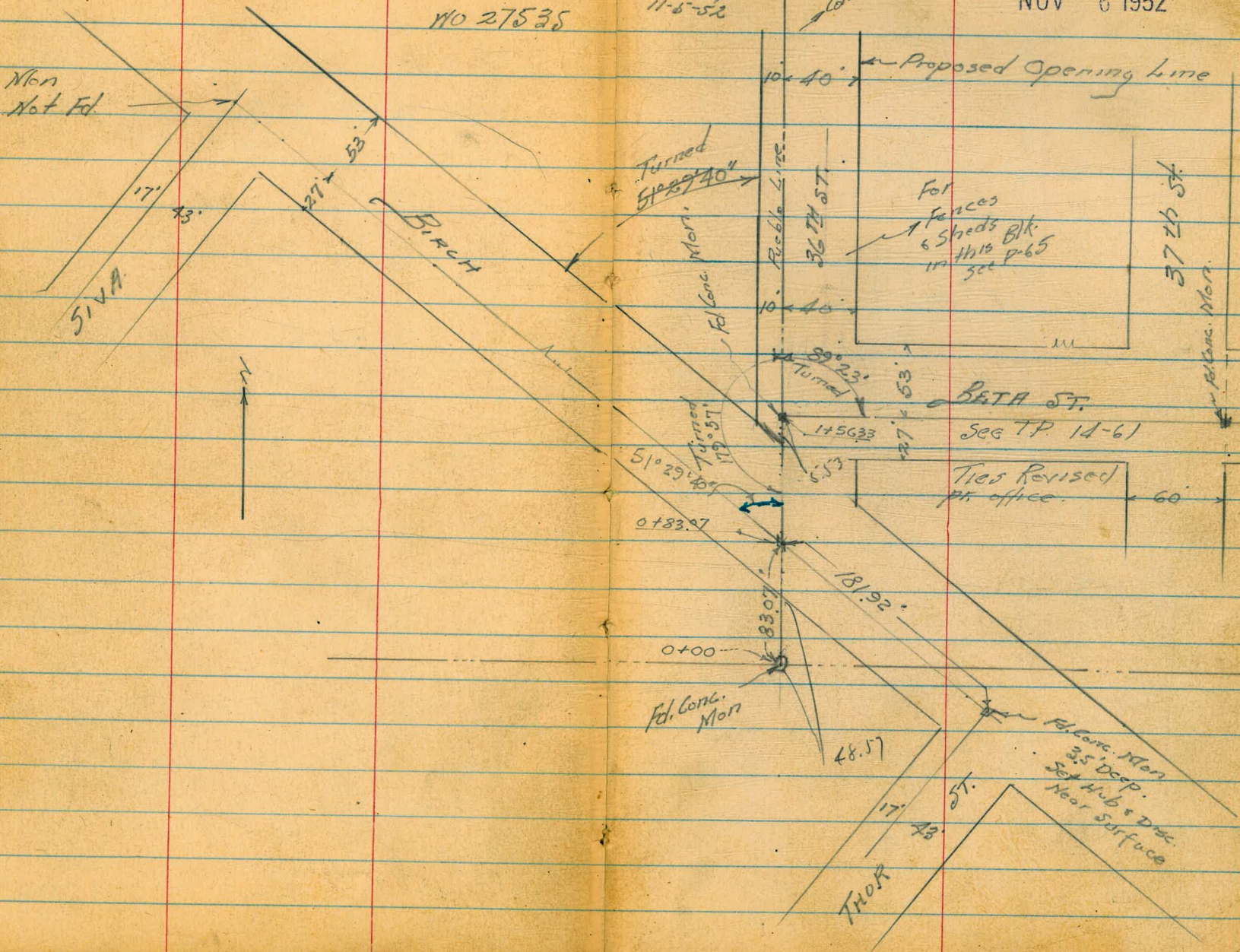
Ties - 36th Street And E. Line Pueblo -  
- Lot 1161

NO 27535

Walker  
Pope  
Huffman  
Presley  
11-6-52

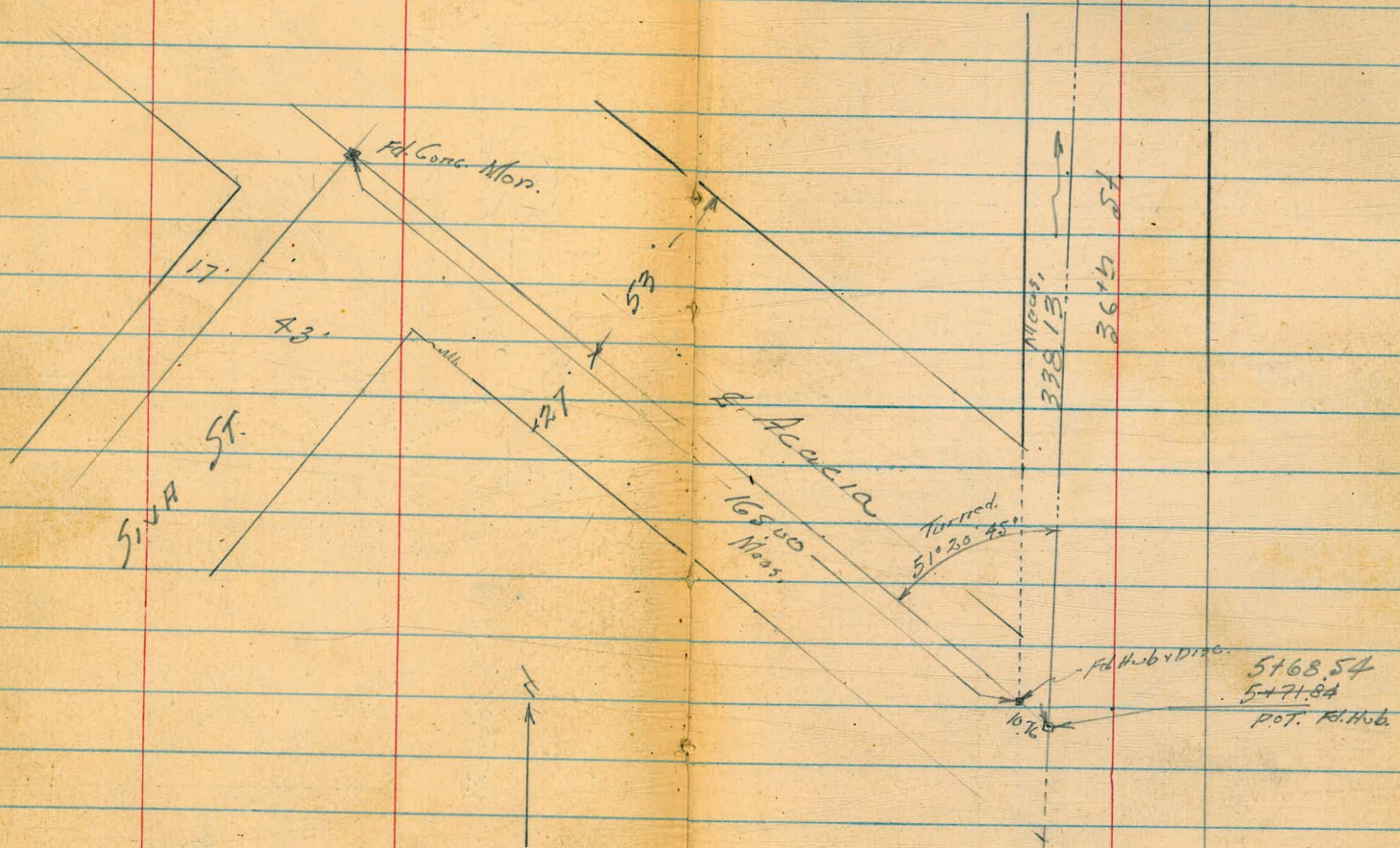
INDEXED  
Lew 61  
NOV 6 1952

Non  
Not Fd.

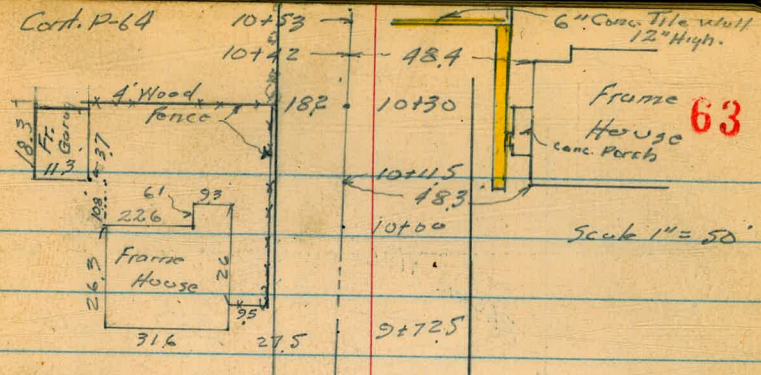


Cont. p. 62

37th St.  
Fol. Conc. Mon.



Cont. P-64



Z - ST.

Fed. Conc. Mon.

9+06.57  
Pct. Fed. Hwy. Disc.

Turned  
88° 39' 30"

Proposed  
East Line

Meas 338.13  
36+6 ST.

88-49-30  
91-10-30

Cont. P-62





Cross Sections - 36th St.

from Boston Ave

To National Ave.

NEWTON

66

50 AVE.

School Grounds

Chain Wire Fence

1581  
209M  
1851

30' x 30'

0.9'

0.100'

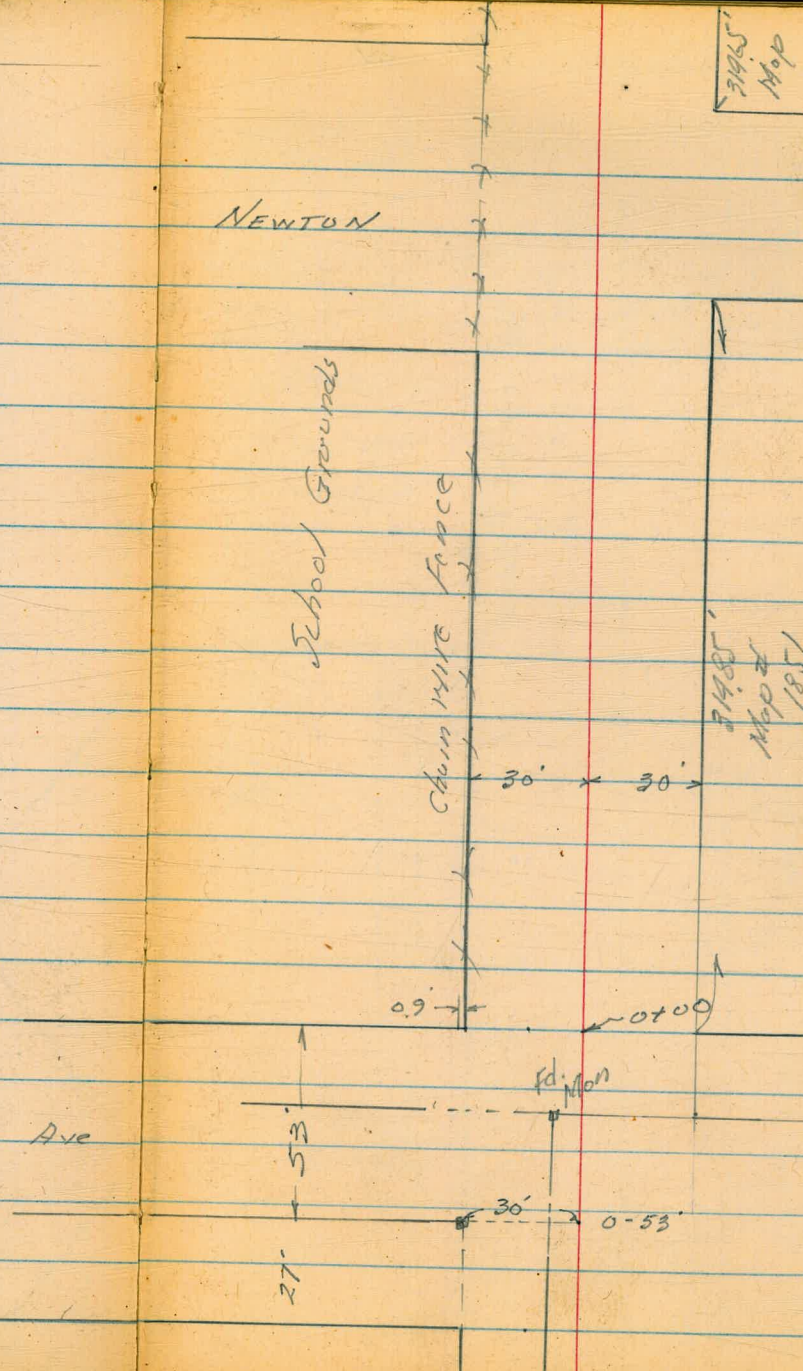
fd. Mon

Boston Ave

27' - 53'

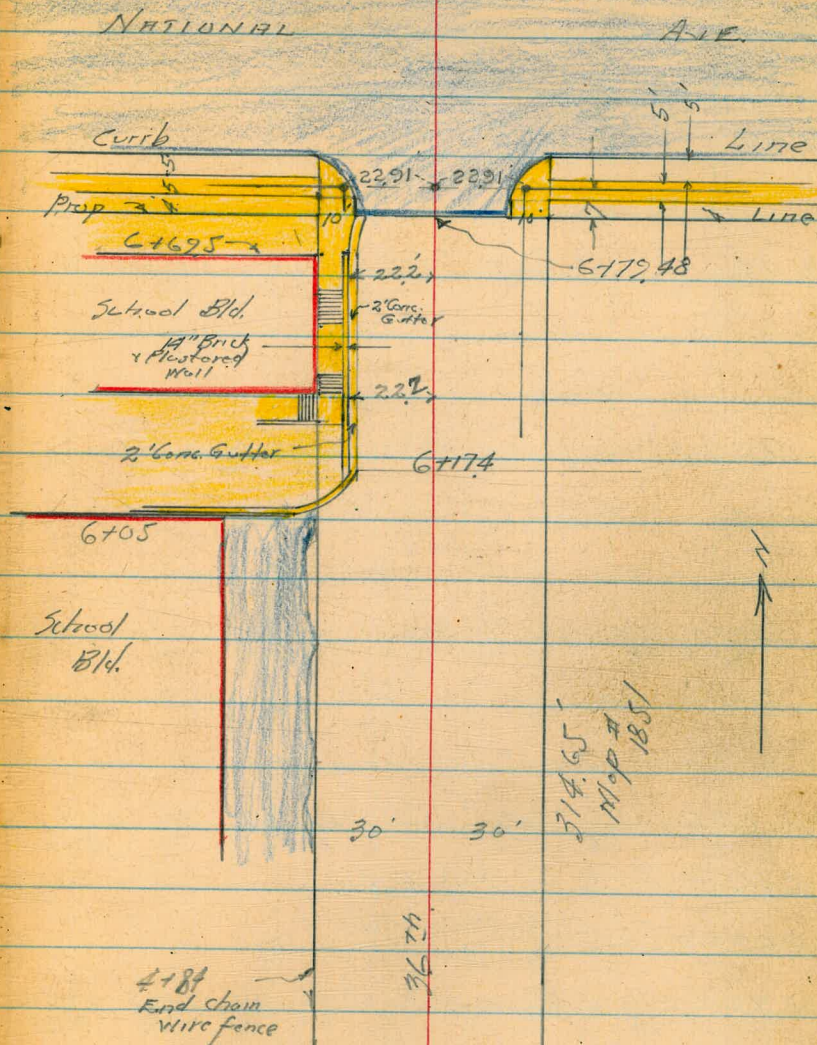
30' - 0-53'

1581  
209M  
1851



Cross Section 36th St.

67



36th St. Cross Sections  
from Boston to N.H. Ave

Lt. R. H.

68

2+00

|     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2.1 | 1.9 | 1.7 | 2.4 | 2.3 | 2.2 | 2.5 | 4.3 | 5.4 |
| 40  | 30  | 11  | 8   |     | 10  | 12  | 30  | 40  |

1+50

|     |     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2.2 | 2.0 | 1.9 | 2.3 | 2.1 | 2.5 | 2.1 | 2.0 | 2.7 | 3.5 |
| 40  | 30  | 12  | 10  |     | 7   | 9   | 22  | 30  | 40  |

1+00

|     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2.8 | 2.5 | 2.4 | 3.0 | 2.4 | 2.6 | 2.3 | 2.6 | 3.1 |
| 40  | 30  | 14  | 12  |     | 4   | 7   | 30  | 40  |

0+50

|     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 3.5 | 3.2 | 3.8 | 4.5 | 3.7 | 3.7 | 3.2 | 3.2 | 4.4 |
| 40  | 30  | 18  | 16  |     | 1   | 3   | 30  | 40  |

0+25

|     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 4.3 | 4.3 | 4.5 | 5.2 | 4.6 | 4.0 | 4.5 | 5.0 | 5.3 |
| 40  | 30  | 21  | 19  | 2   |     | 15  | 30  | 40  |

0+15 = 27.8 Lt. - Pole Anchor

0+02 = 29.2 Lt. - Guy Pole

0+00 = N.H. Boston

|     |     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 5.5 | 5.2 | 5.6 | 6.0 | 5.8 | 5.2 | 5.6 | 5.2 | 8.2 | 6.4 |
| 40  | 30  | 24  | 22  | 6   | 4   |     | 15  | 30  | 40  |

50.89

8.88

50.89

42.01

B.M. Cong. Mon. N.H. 36th 13.50 of Boston



36th St.

Lt.

E

Rt.

69

4+32 24.5 ft - 2 12" Euc. Tree

4+27 = 6. Asphalt Gut. (Drain from School yards)

393  
9.4  
on Asphalt  
Hd. Wall

344  
9.3  
Flow  
in yard  
4" Drain

881  
3.3  
End Gutter

4+00

3+81 = Beg. Asphalt Paving in school yard.

2.1 2.7 4.4 8.1 8.1 2.0 15.1  
3.0 1.0 5 2.3 3.0 5.0

17.5  
3.2  
on Paving

3+50

2.6 2.8 2.9 3.5 6.0 6.0 7.9 10.1 11.4  
4.0 3.0 1.0 4 2.2 3.0 4.0 5.0

3+25

2.8 3.0 3.4 5.0 4.9 6.4 8.1  
4.0 3.0 4 3.0 3.0 4.0

53.19

TP 3.87 53.12 1.57 42.32

3+00

1.3 1.1 1.2 1.8 2.5 2.5 2.3 2.5 2.6 4.3 6.1  
4.0 3.0 1.2 4 2 8 1.6 2.0 3.0 4.0

2+50

50.89

1.9 1.7 2.4 2.8 2.7 3.0 3.1 5.4 7.1  
4.0 3.0 1.0 8 1.3 1.8 3.0 4.0

50.89

36th St. ~ Cross Section

Lt. £ Rt.

70

6+00

|              |              |    |    |     |     |     |     |                         |
|--------------|--------------|----|----|-----|-----|-----|-----|-------------------------|
| 121          | 120          | 11 | 86 | 110 | 117 | 111 | 117 | 124                     |
| 40           | 30           | 20 |    | 4   | 20  | 23  | 30  | 40                      |
| Asphalt Pav. | Asphalt Pav. |    |    |     |     |     |     |                         |
|              |              |    |    |     |     |     |     | 6+00 → $\frac{137}{50}$ |

5+80 22.7' Lt = 30" Euc Tree  
 Drain from School yard

5+66.5 = L Asphalt Gutter

|              |        |             |
|--------------|--------|-------------|
| 370          | 415    | 1036        |
| 75           | 74     | 5           |
| Asphalt Pav. | invert | End Gutter. |

5+60 21.3' Lt = 30" Euc Tree

5+50

|              |              |    |    |    |     |     |     |     |
|--------------|--------------|----|----|----|-----|-----|-----|-----|
| 083          | 102          | 13 | 19 | 63 | 105 | 107 | 120 | 145 |
| 40           | 32           | 30 | 15 |    | 5   | 21  | 27  | 50  |
| Asphalt Pav. | Asphalt Pav. |    |    |    |     |     |     |     |

+18 21.4' Rt = Tel Pole (no number)

5+02 21.4' Rt = Pole Anchor

5+00

|     |    |    |    |     |     |     |     |
|-----|----|----|----|-----|-----|-----|-----|
| 084 | 13 | 23 | 63 | 102 | 103 | 118 | 150 |
|     | 30 | 13 |    | 5   | 21  | 30  | 50  |

4+84 = L Asphalt Gutter

(Drain from School yard)

|              |        |            |
|--------------|--------|------------|
| 360          | 427    | 971        |
| 71           | 7      | 38         |
| Asphalt Pav. | invert | End Gutter |

4+50

|      |    |    |    |    |    |     |     |
|------|----|----|----|----|----|-----|-----|
| 12   | 14 | 23 | 65 | 98 | 98 | 111 | 144 |
| 31   | 30 | 12 |    | 5  | 23 | 30  | 50  |
| Pav. |    |    |    |    |    |     |     |

53.17

6+73 223 Bay Plc

6+69.5

6+65 223 Pole Anchor

6+56 21.8 Rt. = Tel Pole # D 10793

6+55

5.50 5.58 5.54  
30 in 207  
Walk Walk Gutter

|      |    |     |    |    |    |    |    |
|------|----|-----|----|----|----|----|----|
| 2.00 | 24 | 4.3 | 57 | 64 | 51 | 57 | 61 |
| 207  | 20 | 12  |    | 20 | 22 | 30 | 40 |

6+25

|      |  |     |     |     |     |     |     |
|------|--|-----|-----|-----|-----|-----|-----|
| +3.0 |  | 3.6 | 4.5 | 3.7 | 4.6 | 5.6 | 6.2 |
| 20   |  |     | 19  | 21  | 30  | 40  | 55  |

~~44.75~~

TP 2.80 44.75 1124 41.95

6+17.4

0.98 2.6  
Invert Gutter  
Top Conc. Wall

6+09

1.93  
30

6+05 2. Asphalt Gutter 1

53.19

1.25 6.12 6.50  
44.5 4.6 4.5  
Asphalt Invert  
at Bid. 4" Drain 53.19

36th St.

Lt.

L

Rt

72

|                    |        |       |
|--------------------|--------|-------|
|                    |        | 003   |
| Chk. SE B.P. Walk. | Record | 36.98 |
|                    | 774    | 37.01 |

7+06.48

|     |     |     |      |      |      |      |
|-----|-----|-----|------|------|------|------|
| 462 | 567 | 612 | 6.84 | 7.37 | 7.58 | 7.75 |
| 50  | 30  | 20  |      | 20   | 30   | 50   |

6+93.48 = South Ch. Walk Ave

|     |     |     |     |      |      |      |      |      |      |      |
|-----|-----|-----|-----|------|------|------|------|------|------|------|
| 462 | 579 | 576 | 648 | 6.85 | 7.55 | 8.40 | 8.64 | 7.73 | 8.52 | 7.84 |
| 50  | 50  | 30  | 30  | 20   |      | 20   | 30   | 30   | 50   | 50   |
| Ch  | Gut | Top | Gut |      |      | Gut  | Ch   | Ch   | Gut  | Ch   |

6+83.48 = BC 10' Radius of Ch. Ret.

|     |      |       |      |
|-----|------|-------|------|
| 585 | 6.57 | 8.16  | 7.71 |
| 20  | 20   | 20    | 20   |
| Top | Gut  | Gut   | Ch   |
|     |      | 10' R |      |

6+79.48 = Sid. Walk Ave

44.75

|      |      |      |       |      |      |      |
|------|------|------|-------|------|------|------|
| 5.54 | 5.82 | 6.57 | 6.83  | 8.10 | 7.75 | 7.47 |
| 30   | 20   | 20   |       | 20   | 20   | 30   |
| Walk | Ch   | Gut  |       | Gut  | Ch   | Walk |
|      |      |      | 44.75 |      |      |      |

73

74

75

76



77

78

79

20 20 50  
O.P. 30 25

64° 38' 28"  
244 46 30

01 10

180 01 27

(64° 39')

2608  
 2485  
 392  
 3810  
 108  
 301

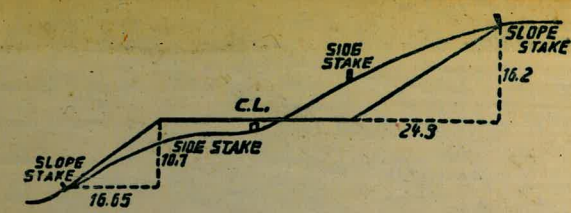
132  
 49  
 181

6440  
 1065  
 5375

12804  
 20  
 256086

29500  
 3295  
 2620

11290  
 542  
 11832  
 409  
 11223  
 411  
 11634  
 250  
 11384  
 11327  
 11611  
 1017  
 10594



**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 |

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