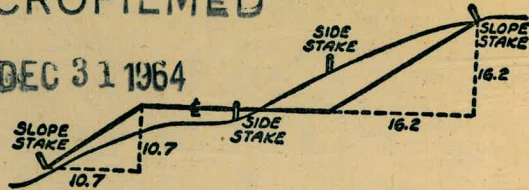


2124

TRANSIT BOOK

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.

INDEXED

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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 | .79 | .89 | .99 | 1.09 | 1.20 | 1.31 | 1.42 | 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 | .032 | .037 | .043 | .049 | .054 | .061 | .068 |
| 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 | .711 | .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 |

Sewer Prelim.

Fairmount to Burnham Pl. } Montezuma Rd. } 1-to-32

Aldine Drive Fairmount to Meade 33-

For Fairmount to Vista pump house see FB 2040 59-61

To Hilldale Road Pump House 47-79

Sewer Prelim.

Fairmount Ave. Montezuma Rd
To Burnham Pl.

1

Sommermeier

Be99

Allen

Bunch

1-3-51

W.O. 20770

Ref. County Relocation

R.S. 323

Sheets 1 to 3

County- R.S. 702

FB 1585

1640

● = Existing sewer Man Hole

● = Fd. spike or nail

■ = Fd Hub.

• = set nail

■ = set Hub + disk

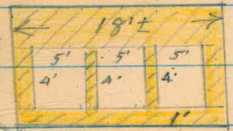
Nearest & Prop. sewer

outs to poles - taken to face of pole

INDEXED

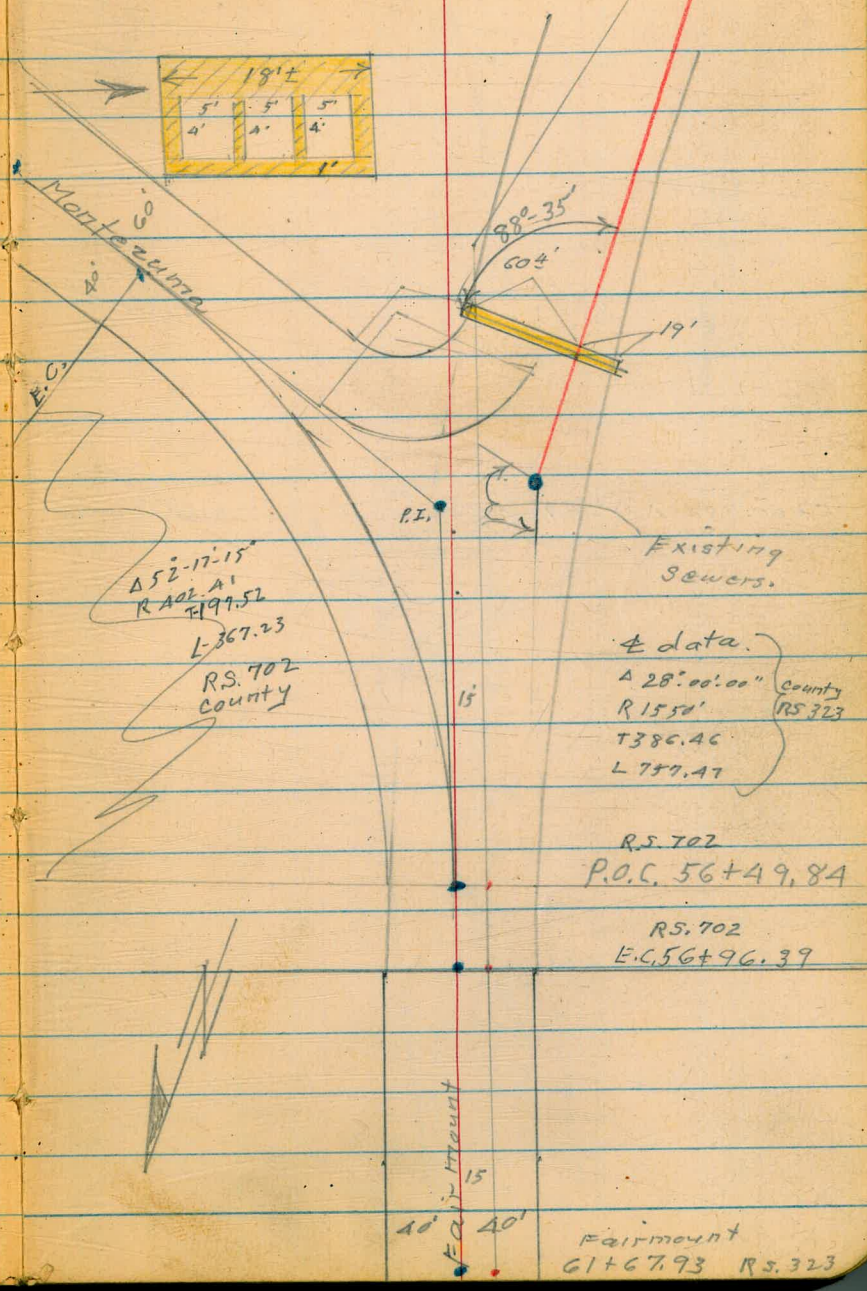
JAN 19 1951

Detail of X-sec. of Culvert at 0+53



0+53 - intersect & conc. culvert.

0+00 = Existing M.H.
Δ 22°-02' Rt. off existing line to north.



Δ 52-17-15'
R 402.41
T 197.51
L 367.23
RS. 702
County

Existing Sewers.
& data.
Δ 28°-00'-00" County
R 1550' RS. 723
T 386.46
L 757.47

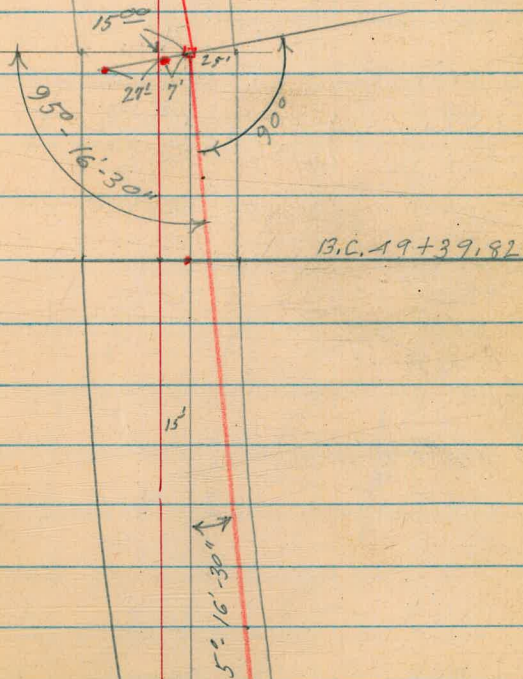
RS. 702
P.O.C. 56+49.84
RS. 702
E.C. 56+96.39

Fairmount
40' 15' 40'
61+67.93 RS. 323

$\Delta 11^{\circ}52'30''$ Lt
Sta. 8+72.21 = Mid curve.

5+60.83 = $\Delta 0^{\circ}39'45''$ Lt.

Fairmount
Elev. 48+32.16



12+89.90 = B.C. Rt.

11+83.59 = Δ 5°-56'-15"

Also = P.O. Mid curve.

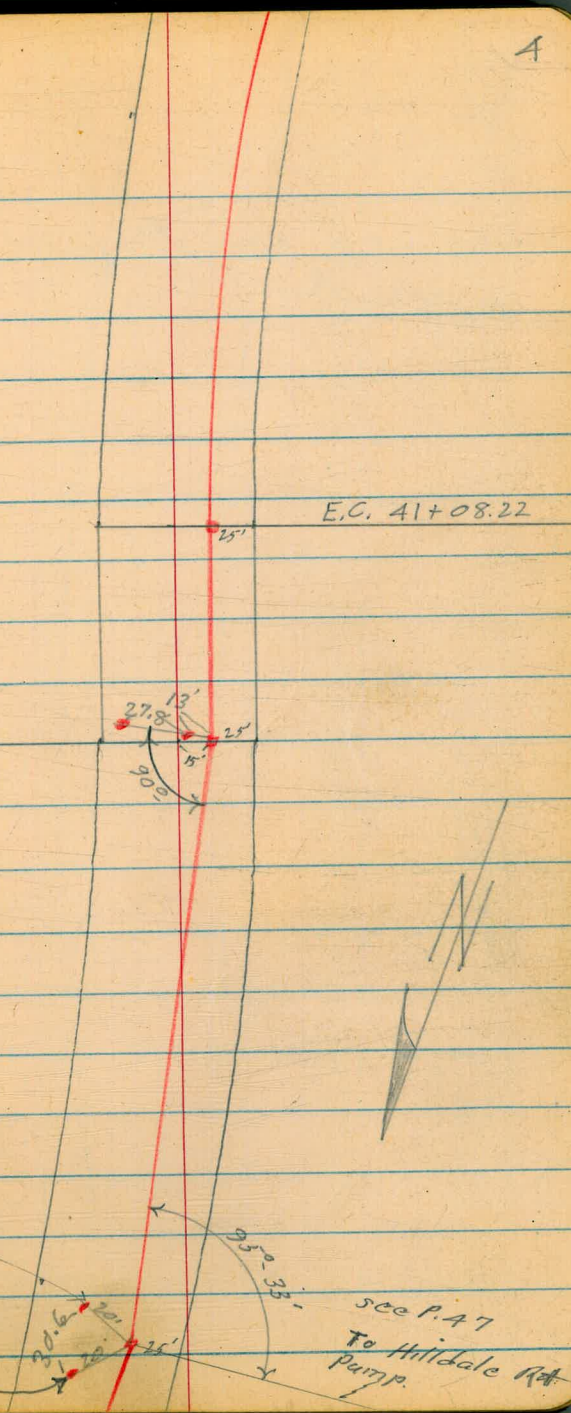
8+72.21 Δ 11°-52'-30" Lt.

Fairmount sta.
B.C. 42+14.53

E.C. 41+08.22

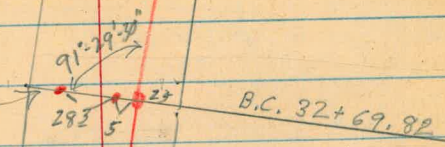
El. = 150.78

El. = 149.62



21+17.91 = E.C. Also = Δ ^{RT} 10-29'-30" off. tang.

90° to back
Tang.



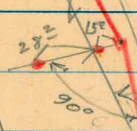
27+82.22 = Δ 14°-29'-30" Lt.

Lines from north +
lines from south do not
come together as shown on
RS 323.
Difference thrown into
this curve.

25+50⁰⁰ = Δ 90-22' Lt.



BC.
~~24+76.54~~
24+74.94



Elou, 15' R.P. Nail
= 213.21 (R21)

This Tang. Produced
from Aldine Dr.
See 1585
31

Used
+ Highway
21206'
R-1145
T 213.25
L-424.66
Established
by intersection

RS. 323
Δ 21-03-30
R-1145 NOT
T 212.82 Used
L 420.92

27+19.60
EC. 29+47.46



This Tang. run
as per. R.S. 323 +
R.S. 702. from
Montezuma +
Fairmount.

32+42.50 Δ 5°-49'-30" RT.

Now = 32+42.81 Back. 7/17/52

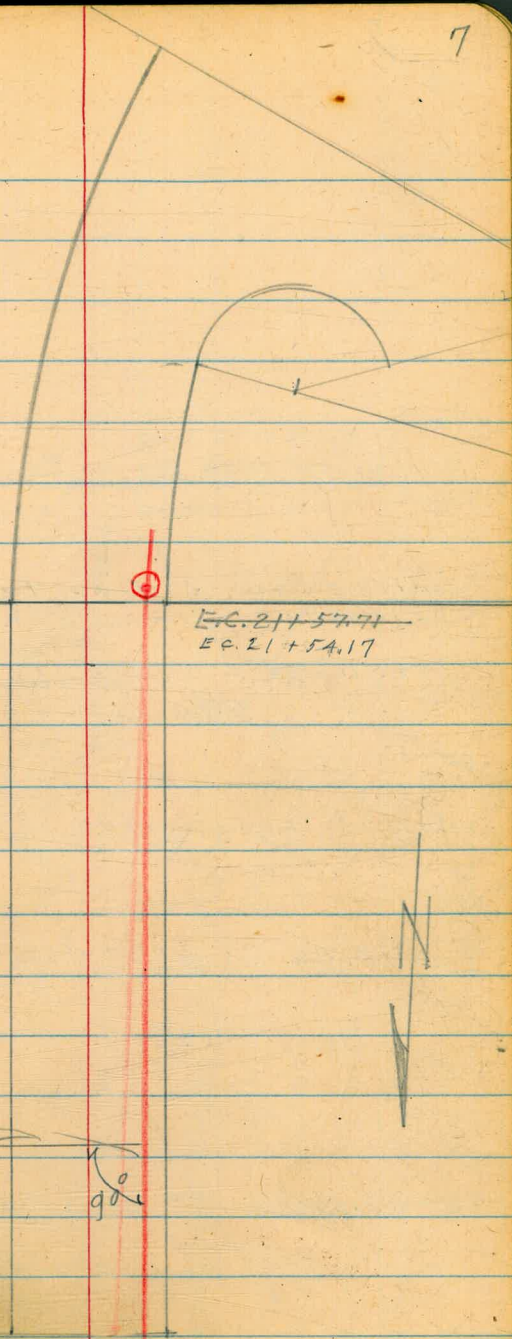
No

New M.H. 28+76.09 Δ 5°-12'-26" LT

7-17-52

ctr. nail painted
No. R.R.

EG. 21+57.71
EG. 21+54.17



161.78

37+02.78 = Prop. B.C. on RT

Also = 0+00 Aldine to east.

35+95.92 = $\Delta 14^\circ-47'-30''$ RT.

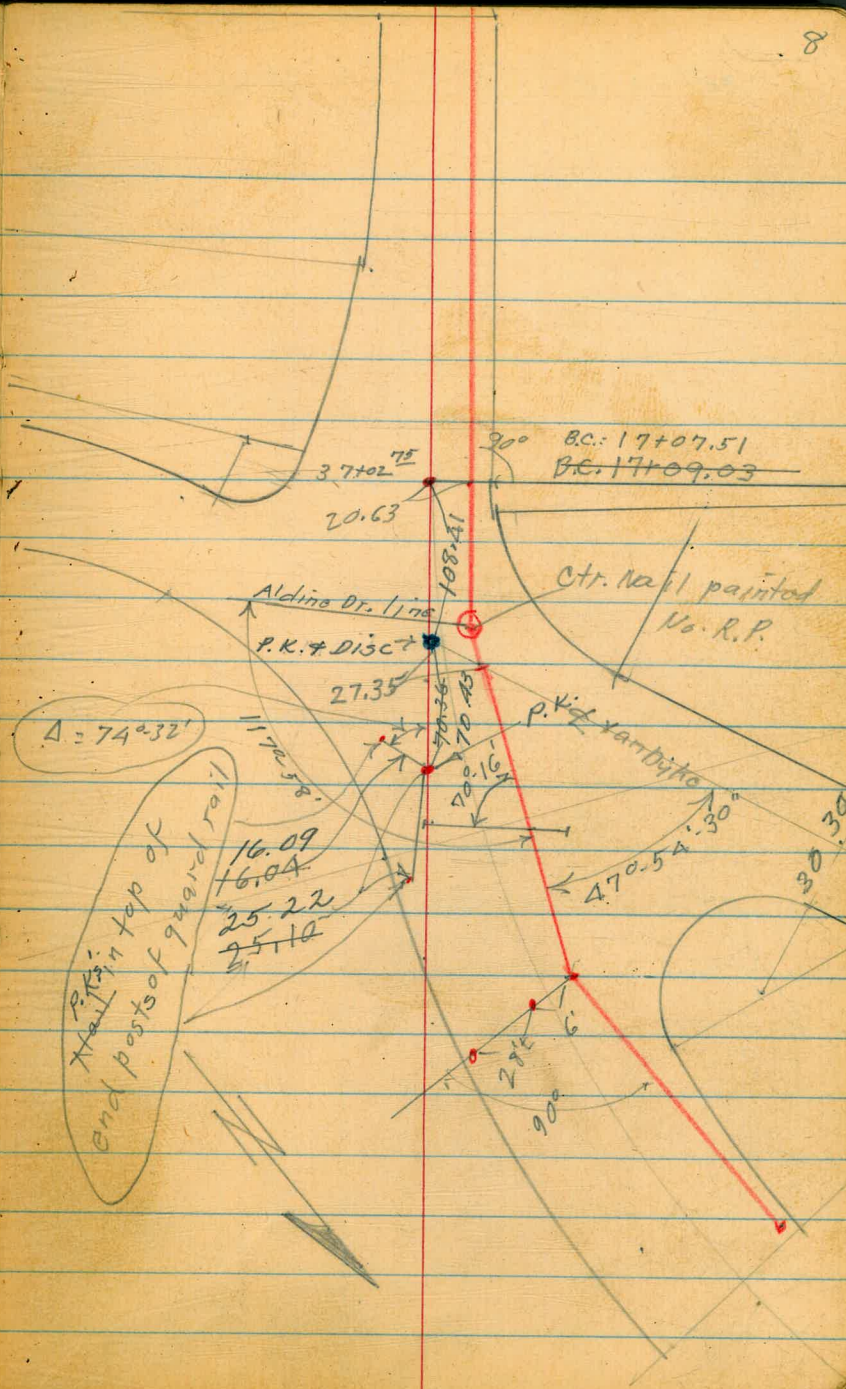
35+81.27 = Δ Xampdyke to west.
(See 1585-31+78)

34+97.3 Intersect Culvert.

34+17.58 $\Delta 23^\circ-32'-30''$ RT.

32+42.50 $\Delta 5^\circ-49'-30''$ RX.

8



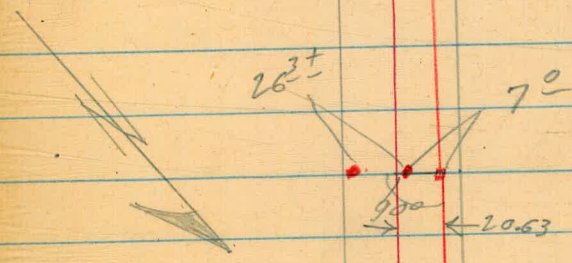
$$45 + 98^{\text{L}} = \Delta 4^{\circ} 48' \text{ Lt.}$$

P.I. Fairmount
 $\Delta 5^{\circ} 29' 55''$

150'

9

$$41 + 30^{\circ} = \Delta 0^{\circ} 43' 30'' \text{ Lt.}$$



52+00.62 = Existing M.H. see FB1640
44+69

50+46.22 = Δ 58° 44' Rt.

58° 44'
90°

148° 44'

45+98.13 = Δ 4° 48' Lt.

P.I. Fairmount
 Δ 2° 20' Rt.

Δ = 90°
to N14°
Tang
23° 54' C
90°

64.18

87.65

67.40

Δ = 4° 40'

To pump house

To Burnham place

Exist. M.H.



P.I. Fairmount
 Δ 5° 29' 53" Rt.

25' 6"

RP at 90° to
Back tang

Fairmount Levels
sketch P. 2

1+56 9⁴ Rt. = pole # 279465

1+50

1.60 4.8 5.0
10⁶ 13
E.P. E.B.

131.1

E.B. = Edge of berm = top of bank

1+00

5.47 5.5 6.2
9 19
E.P. E.B.

130.4

0+53 = Int. box culvert

125.03
10.85 5.16 6.22 6.3 6.88 123.37
60⁴ 60⁴ 2 19 12.51
I.E. Top Head E.P. Top Head I.E.
Culvert wall Culvert wall

129.6

0+27 = leave pave.

E.P. = edge pave.

6.30 6.62 6.6
5 5 15

129.3

For. I.E.

0+00 = Exist. M.H. (check Const. Plans)

6.48 6.73 7.00 7.2
5 135.88 Rim 6.4 26
E.P.

129.2

6.89 135.88 - 128.99 = BM #1

= 19⁵ Rt. of 0+44 This book P. 2 =
25¹ Rt. of 30+45 F.B. 1640 - Page 33
chiseled in top of Head wall of Culvert

Fairmount

12

| | | | | | | | |
|------|-----------------|---------------------|------|--------|---------------------|------------------------|-------------------|
| 5100 | | | | | 4.6 68 E.P. | 140.5 4.8 | 5.0 15 E.B. |
| 4756 | 11 ⁸ | RT. = pole # 279460 | | | | 139.0 | |
| 4750 | | | | | 6.14 82 E.P. | 6.3 | 6.9 17 E.B. |
| 4400 | | | | | 7.45 92 E.P. | 7.5 | 8.4 14 E.B. |
| 3450 | | | | | 8.83 102 E.P. | 9.0 | 9.5 12 E.B. |
| T.P. | 9.84 | <u>145.25</u> | 0.47 | 135.41 | | 131.3 <u>145.25</u> | |
| 3400 | | | | | 0.85 102 E.P. | 1.1 | 1.7 13 E.B. |
| 2450 | | | | | 2.30 112 E.P. | 2.5 | 1.8 23 E.B. |
| 2400 | | | | | 3.60 123 E.P. | 3.7 | 4.1 12 E.B. |

Fairmount

±

8+00

6.5
5
E.P.

6.4

147.9

6.7
8
E.B.

13.4
21

7+56

16³ Rt. = Pole # 279467

7+50

7.7
3±
E.P.

7.8

146.5

8.9
12
E.B.

7+00

8.6
2±
E.P.

8.8

145.5

9.0
9
E.B.

14.7
20

6+50

9.8
33
E.P.

9.8

144.5

9.8
8
E.B.

16.0
15

T.P.

9.65

154.28

0.62

144.63

154.28

6+00

1.8
45
E.P.

2.0

143.3

1.7
9
E.B.

7' 4" nail R.P.

2.76

142.49

B.M. #2

5+60⁸³ = 1/2 = Δ 0°-39'-45" H.

2.9
55
E.P.

2.76

142.29

3.0
12
E.B.

145.25

Fairmount

♀

14

10+50

| | | |
|------|-----|-----|
| 7.8 | 7.7 | 7.9 |
| 48 | | 15 |
| E.P. | | |

156.9

10+00

| | | |
|------|-----|------|
| 9.7 | 9.8 | 9.4 |
| 33 | | 23 |
| E.P. | | E.B. |

152.8

T.P. 11.10 164.64 0.74 153.54164.64

9+50

| | | |
|------|-----|------|
| 1.2 | 1.4 | 1.4 |
| 5 | | 13 |
| E.P. | | E.B. |

152.9

9+00

| | | | |
|------|-----|------|------|
| 3.2 | 3.4 | 3.4 | 12.2 |
| 87 | | 3 | 17 |
| E.P. | | E.B. | |

150.9

B.M. on R.P. Nail see page 4

8+72^{1/2} = Δ 11° 52' 30" Lt.

| | | |
|------|------|------|
| 4.2 | 4.5 | 12.2 |
| 11 | E.B. | 11 |
| E.P. | | |

149.8

8+50

| | | | |
|------|-----|------|------|
| 5.0 | 4.6 | 4.7 | 13.0 |
| 91 | | 2 | 14 |
| E.P. | | E.B. | |

149.7

154.28

Fairmount

13+00

9.95
10
E.P.

10.3

163.3

12+89.20 = B.C. Pt.

10.20
9.7
E.P.

10.7

11.0
3
E.B.

17.15
13
Toe

162.9

12+50

11.15
10
E.P.

11.4

11.2
E.B.
5

162.2

11+95 = Intersect 18" corr. Iron culvert.

157.60
160.1
5.2
I.E.

12.66
11
E.P.

12.2
173.61

12.1
17
E.B.

156.00
17.61
20
I.F.

161.4

12.93 173.61

160.68

Nail 13' Lt @ 90° to back tang.

TIP. at 11+83.59.

3.96 160.68 = B.M. #3

11+83.59 = Δ 5'-56'-15" Lt

4.0
11
E.P.
90° to back tang.

3.64

3.2
14
E.B.

161.00

11+50

5.0
8.5
E.P.

4.6

3.9
15

160.0

11+00

6.4
5.5
E.P.

6.2

6.0
15

158.4

164.64

Fairmount

16+00 on hub. 8.17 175.06

T.P. 10.34 183.23 0.72 172.89

15+50

15+00

14+50

14+00

13+50

8.30 8.17 8.6
 1A Hub. 1A
 E.P. E.B.

183.23

0.51 1.0 0.8
 1A 10
 E.P. E.B.

2.45 2.7 2.9 9.8
 13 9 22
 E.P. E.B.

4.70 5.4 6.4
 12E 5
 E.P. E.B.

6.88 7.8 8.5 14.0
 11 4 15
 E.P. E.B. toe

8.58 8.9 9.3
 10 4
 E.P. E.B.

173.61

175.06

172.6

170.9

168.2

165.8

162.7

Fairmount

19+00

6.90 7.3 8.0 14.2
 12 1
 E.P. E.B

184.5

18+50

8.91 9.0 11.2 20.0
 14 2 17
 E.P. E.B TOC

181.3

T.P.

9.95 192.50 0.68 182.55

192.50

18+00

1.70 2.0 3.0 4.6 10.8
 14 4 E.B 5 15 168.15
 E.P. 14.48
 11
 I.E.

180.2

17+63 = Intersect Three - 18" Corr. Iron Culverts
 Break in grade at 67' Lt of #

8.94 6.9
 73 68 E.P.
 I.P. Est. Rod.

17+50

3.53 4.2 4.4 5.3
 15 3 5
 E.P. E.B

179.0

17+00

5.08 5.8 6.3 13.3
 14 3 14
 E.P. E.B TOC

177.4

16+50

6.64 6.6 8.3
 14 25
 E.P. E.B

176.6

183.23

Fairmount

18

21+50

$$\begin{array}{r} 7.01 \\ 4.8 \\ \hline E.P. \end{array} \quad 7.4 \quad \begin{array}{r} 7.5 \\ 8 \\ \hline E.B. \end{array}$$

194.3

Also = Δ 10.29' - 30" Rt. off. Tang.
21+17.91 = E.C.

7.94
Nail 5' Lt. off E

$$\begin{array}{r} 7.95 \\ 3.8 \\ \hline E.P. \end{array} \quad 8.2 \quad \begin{array}{r} 9.0 \\ 7 \\ \hline E.B. \end{array} \quad \begin{array}{r} 16.0 \\ 22 \\ \hline Toe \end{array}$$

193.5

21+00

$$\begin{array}{r} 8.55 \\ 5 \\ \hline E.P. \end{array} \quad 8.9 \quad \begin{array}{r} 8.9 \\ 6 \\ \hline E.B. \end{array}$$

192.8

T.P. 9.36 201.69 0.17 192.33

201.69

20+50

$$\begin{array}{r} 1.22 \\ 6 \\ \hline E.P. \end{array} \quad 1.9 \quad \begin{array}{r} 2.2 \\ 7 \\ \hline E.B. \end{array}$$

190.6

20+00

$$\begin{array}{r} 3.45 \\ 7 \\ \hline E.P. \end{array} \quad 3.5 \quad \begin{array}{r} 4.3 \\ 4 \\ \hline E.B. \end{array} \quad \begin{array}{r} 11.8 \\ 16 \\ \hline Toe \end{array}$$

189.0

19+50

$$\begin{array}{r} 5.20 \\ 10 \\ \hline E.P. \end{array} \quad 5.4 \quad \begin{array}{r} 5.4 \\ 1 \\ \hline E.B. \end{array} \quad \begin{array}{r} 14.0 \\ 74 \\ \hline Toe \end{array}$$

187.1

192.50

Fairmount

T.P. 9.78 211.25 0.22 201.47

23+50

0.81
4
E.P.

0.9

200.8

1.6
9
E.B.

~~23+50~~

X

23+18 = Intersect 18" Corr. Iron

197.45
4.24
431
I.E.

2.1

199.6

191.2
10.5
194
I.E.

23+00

2.53
5
E.P.

2.7

199.0

2.7
6
E.B.

22+50

4.06
5
E.P.

4.2

197.5

5.0
6
E.B.

22+00

5.68
4
E.P.

6.0

195.7

6.4
7
E.B.

201.69

Fairmount

20

T.P. 9.75 219.28 1.72 209.53

26+50

2.10
5
E.P.

2.4

2.1
10
E.B.19.2
36
Toe

208.9

26+00

3.40
5
E.P.

3.4

3.4
17
E.B.

207.9

25+50 $\Delta 9^\circ 22' Lt.$ 4.65 206.60
Nail 11' Lt.4.61
9
E.P.

4.5

3.9
32
E.B.

206.8

25+00

5.79
6
E.P.

5.7

5.4
20

205.6

24+50

7.08
4
E.P.

7.0

7.0
14
E.B.

204.3

24+00

8.78
4
E.P.

8.8

8.8
11
E.B.22.0
29
Toe

202.5

211.25

Fairmount

29+00

5.50 5.5 4.9
3 15
E.P.

216.3

28+50

6.56 6.4 6.2
6 15
E.P.

215.4

28+00

8.00 7.8 7.2
8 12
E.P. E.B.

214.0

T.P.

8.55

221.76

6.07

213.21

Nail 15' Lt of Δ

221.76

27+82.22

Δ 14°-29'-30" Lt.

6.12 5.74 5.5 23.1
7 11.6 9 19
E.P. E.B. Toe

213.54

27+50

7.13 7.2 6.9
7 9
E.P. E.B.

212.1

27+00

8.63 9.0 9.0
5 9
E.P. E.B.

210.3

219.28

Fairmount

31+50

7.83
5
E.P.

8.4

7.4
10
E.B.

221.6

T.P.

8.99

229.95

0.80

220.96

229.95

31+00

0.86
5
E.P.

1.2

0.6
2.4
E.B.

220.6

30+50

2.13
4
E.P.

2.2

1.7
20

219.6

30+00

3.37
2
E.P.

3.8

2.0
20

218.5

29+50

4.46
3
E.P.

4.5

3.8
15

217.3

29+03^E = Intersect 18" Corr. Iron Culvert

212.44
9.27
4.4^E
I.E.

5.4

208.1
13.1
4.2
I.E.

216.4

221.76

Fairmount

T.P. 8.55 236.87 1.63 228.32

33+52 intersect 18" corr Iron culvert

4.74 2.5 7.94
44'
I.E.

227.5

33+50

2.38 2.6 2.5 9.5
4 6 16
E.P. E.B. Toe

227.4

33+00 intersect 18" corr Iron Culvert

5.85 3.90 4.2 4.3 10.1
41 6 8 11.5
I.E. E.P. E.B. I.E.

226.1

225.8

219.9

32+50

5.8
224.2

32+42.50 = Δ 5° 49' 30" RT

5.36 6.09 5.4
5 15
E.P. E.B.

223.86

32+00

6.53 7.1 6.7
5 10
E.P. E.B.

222.9

229.95

Fairmount

34+86 9² Rt. = top of wing wall

| | |
|-----------|------|
| 6.8 | 17.0 |
| 92 | 11 |
| top of | Cul. |
| wing wall | |

34+62 11" Rt. = start culvert wing wall
± leave pave.

| | | | | |
|--------|------|-----|-----|-----|
| 230.65 | | | | |
| 5.95 | 6.32 | 5.6 | 7.5 | 9.8 |
| 5 | E.P. | 5 | 11 | 12 |

34+50

| | | | | |
|--------|------|------|-----|--|
| 230.32 | | | | |
| 6.17 | 6.55 | 6.69 | 5.5 | |
| 5 | | E.P. | 10 | |

34+17⁵⁸ = Δ 23°-32'-30" Rt.

| | | | | |
|--------|------|------|-----|--|
| 230.00 | | | | |
| 5.56 | 6.87 | 7.28 | 6.8 | |
| 5 | | E.P. | 10 | |

34+00

| | | | | |
|--------|------|------|-----|-----|
| 229.16 | | | | |
| 7.26 | 7.71 | 8.06 | 8.1 | 7.4 |
| 5 | | E.P. | 5 | 10 |

33+79 = ± intersects edge of pave.

| | |
|--------|------|
| 228.25 | |
| 8.07 | 8.62 |
| 5 | E.P. |

236.87

Fairmount (236.02)

7.03 243.08 0.82 236.05

S.W. B.P. in Head wall Fairmount + Van Dyke

35+50

233.35
3.48 3.52 3.44
5 5

35+13 5' RT = E.P.

4.85
5
E.P.

9' RT = 90° L to S.W. in head wall

35+07 = ± intersects Paue.

231.69
4.90 5.18 4.9 4.5
5 E.P. 8 9
Top Wall

35+00

231.7
5.19 5.4 5.2 4.7
5 15
E.P. 5

Δ = 70° - 16' to left.

34+97³ intersect. 4' corr. Iron Culvert.

227.22 231.6 221.7
13.65 5.3 4.22 15.2
54.9 9.8 7.8
I.E. Head wall I.E.

+ start of head wall.

34+91 - 8² RT. end wing wall

4.22 17.7
8.3
Top. End

236.87

Fairmount

T.P. 11.55 253.09 1.54 241.54

228.9

37+50

3.74 4.7 1.0
6 15
E.P. E.B.

37+02.75

231.0
5.82 6.1 5.8
6 14
E.P. E.B.

37+00

236.9
6.2

36+50

235.5
7.45 7.6 7.1
5 12
E.P. E.B.

36+28 = leave Pavo.

234.96
7.98 8.12 8.2
5 5

35+95.92 = Δ 14° 47' - 30" Rt

234.48
8.45 8.60 8.71
5 Nail 5

243.08

Fairmount

27

T.P. 10.41 262.65 0.85 252.24

40+00

3.10
6
E.P.

3.4

2.5
12
E.B.

249.7

39+50

5.45
6
E.P.

5.7

3.0
10
E.B.

247.4

39+00

7.46
6
E.P.

7.6

7.5
10
E.B.

245.5

38+50

9.50
6
E.P.

9.5

8.9
8
E.B.

243.6

38+40 = Intersect 15" Corr. Iron culvert

239.09
14.0
45.4
I.E.

238.39
14.7
11.2
I.E.

38+00

11.63
6
E.P.

11.9

11.8
11
E.B.

241.2

253.09

Fairmount.

28

T.P. 11.65 273.73 0.57 262.08

42+50

1.68
4
E.P.

1.7

3.2
9
E.B.

261.0

42+00

3.68
5
E.P.

3.8

4.2
9
E.B.

256.9

41+50

5.83
5
E.P.

6.0

6.4
11
E.B.

256.7

41+30 = $\frac{1}{2}$ Δ 0° 43' - 30" Lt.6.74
6
E.P.

7.1

7.0
11
E.B.

255.6

41+00

8.15
6
E.P.

8.6

8.5
10
E.B.

254.1

40+50

10.41
6
E.P.

10.8

10.8
12
E.B.

251.9

262.65

Fairmount.

45+50

6.24
5
on pavo

6.24
1
E.P.

6.2

6.2
12
T.B.

45+41 = intersect 15" corr. iron culvert.

271.35
9.85
35.5
I.E.

267.20
1400
21
I.E.

281.20

T.P. 8.07 281.20 0.60 273.13

45+00

1.39
5
on pavo

1.60
E.P.

2.1
12
E.B.

44+50

3.74
5
on pavo.

4.01
0.2
E.P.

3.8

5.0
12
E.B.

44+00

5.96
2
E.P.

5.8

6.5
12
E.B.

43+50

8.11
2
E.P.

8.2

9.0
12
E.B.

43+00

10.57
22
E.P.

10.6

11.5
12
E.B.

273.73

Fairmount

4

T.P. 12.60 302.48 0.64 289.88

48+50

1.05 1.24 1.1 1.0
5 0.5 8
pave E.P. E.B.

289.4

48+00

3.57 3.68 3.0 3.0
5 0.5 9
pave. E.P. E.B.

286.9

47+50

6.00 6.09 6.1 7.0
5 1 10
pave. E.P. E.B.

284.4

47+00

8.28 8.40 8.3 8.7
5 19 10
pave. E.P. E.B.

283.2

T.P. 9.77 290.52 0.45 280.75

290.52

46+50

1.36 1.40 1.3 1.6
5 15 10
on pave E.P. E.B.

279.9

45+98^B = Δ 4°-48' Lt. 1/2

3.89 3.83 4.0
33 44.6 8
E.P. E.B.

277.47

281.20

Fairmount

#

31

51+05 2⁵ Lt. = pole # 9481

51+00

 $\frac{3.0}{5}$

2.8

 $\frac{3.0}{2}$
E.B. $\frac{4.0}{5}$

299.7

50+60

 $\frac{2.0}{5}$

2.3

 $\frac{2.8}{18}$
E.B.

300.2

50+46²² Δ 58° 44' RT. $\frac{2.43}{5}$
pavo. $\frac{2.50}{Hub}$
E.P. $\frac{2.6}{10}$

299.98

50+00

 $\frac{4.85}{5}$
pavo $\frac{5.02}{E.P.}$ $\frac{5.1}{13}$
E.B.

297.46

49+50

 $\frac{7.49}{5}$
pavo $\frac{7.72}{E.P.}$ $\frac{8.2}{10}$

294.16

49+48 - Intersect 12" Corr. Iron Culvert

293.3
 $\frac{9.2}{36}$
I.E.283.3
 $\frac{19.2}{25}$
I.E.

49+00

 $\frac{10.16}{5}$
pavo $\frac{10.48}{302.48}$
E.P. $\frac{10.7}{8}$
E.B.

292.00

Fairmount

Inv - Rim

290.13 I.E.
7.82

52+00^e ctr. Exist. M.H.

297.95
4.53
Rim

+ M.H. Elev.

See 1640 for Pump house
44+69

51+33^z 6th Lt. - Exist. M.H.

290.56 I.E. 299.06
Boat 8.50 3.42 298.7
Inv - Rim 6th 3.8
M.H. R17

3' wide 4' high Conc. box.

51+12 = intersect Conc. culvert.

282.8 298.6 278.1
19.7 3.9 24.4
47 27.8
I.E. I.E. by Hand level
By hand level

302.48

ALDINE DRIVE

5+20.62 = $\Delta 3^{\circ}04'$ Lt.

1/29/50
Sommermeier
Begg
Pullen
Brumer

4+44.82 Set. $\frac{1}{2}$ P.O.T.

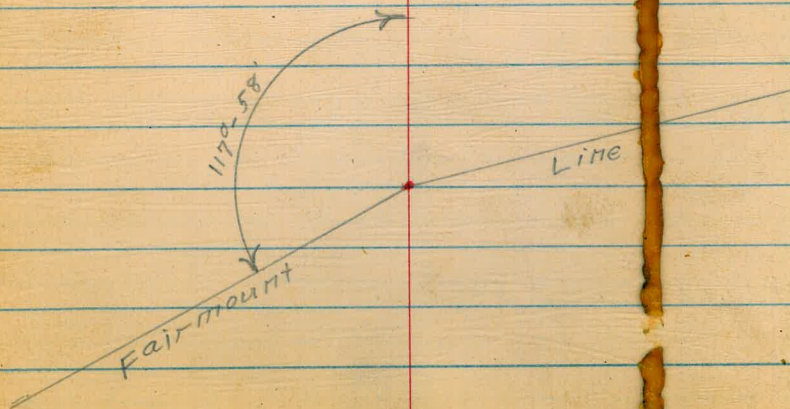
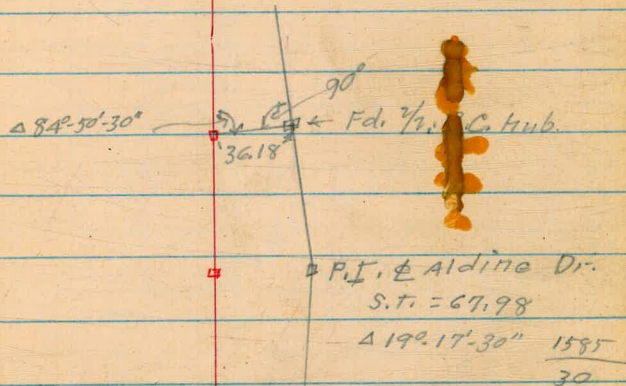
◻ = set. $\frac{1}{2}$ Red wood hub
• = set. nail in Pav.

2+76.54 = Tie to L.B.C. (Sta 15+62.97 $\frac{FB 1585}{30}$)

1+88.75 = $\frac{1}{2}$ P.O.T.

= 0+00

35+95.92 $\Delta 14^{\circ}47'30''$ Rt. C P81)



Aldine Dr.

34

11+26.12 = Nail = Δ 19^o 06' Lt.

10+65.12 = $\frac{1}{2}$ P.O.T.

8+35 = 5' wide cold lay spillway

6+83 = Cross 30" Cor. Iron Culvert.

5+20.62 = $\frac{1}{2}$ = Δ 3^o 04' Lt.

~~PAVE~~

~~APRIL
65~~

Aldine Dr

35

16+85⁴⁷ = Δ 11°-48' Lt. - Nail in Pav.

14+71⁶⁵ Δ 23°-51' Rt. = $\frac{1}{2}$

12+69⁹¹ $\frac{1}{2}$ = Δ 5°-40' Lt.

11+21¹² Δ 19°-06' Lt. (Nail in Pav.)



Aldine Dr.

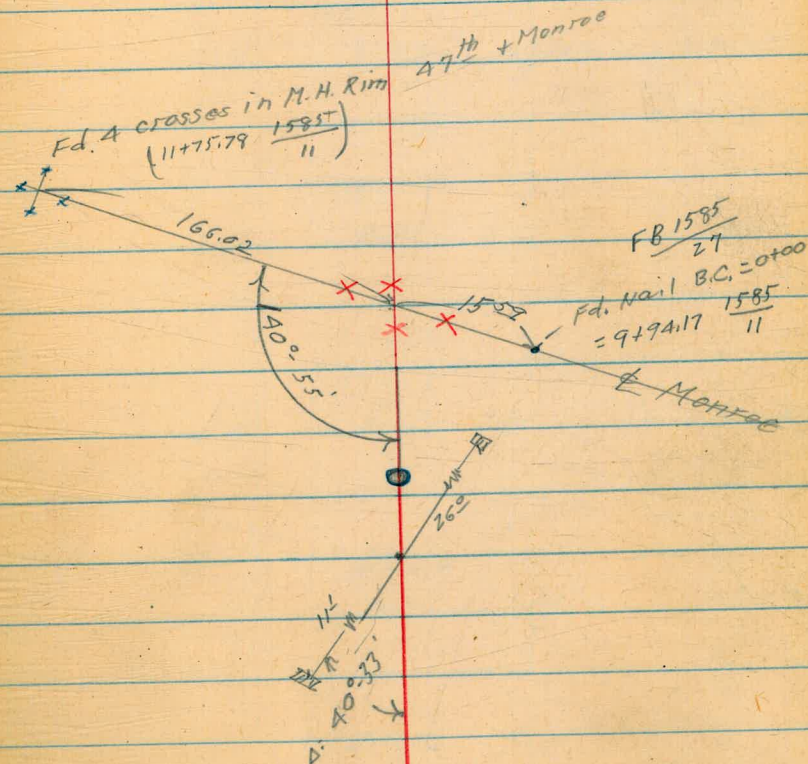
18+44.23 = intersect of Monroe
cut 4 crosses in M.H. Rim. (crosses on line)

18+43.90 = Ctr. Existing M.H.

18+27^E intersect culvert
See Previous notes
(detail taken
about 1947-8)

16+85.47 Δ 11°-48' Lt.

36



Aldine

1+88⁷⁶ on Hub P.O.T.

1+69 - see Page 38
T.S. = toe of slope

EB = edge of dirt berm = top of bank.
P. = on Pave.
E.P. = edge of Pave.

1+49 = Leave Pave

1+00

0+50

0+26

0+00-(33) Nail in Pave.
35+95.92(P8)

5.89 241.91 — 236.02

239.23

| | | | |
|------|------|------|------|
| 2.6 | 2.68 | 2.49 | 2.36 |
| 6 | Hub | 2.4 | 5 |
| E.B. | | E.P. | R |

238.02

| | | |
|------|------|------|
| 4.4 | 3.89 | 3.47 |
| 10 | | 5 |
| E.B. | | |

237.11

| | | |
|------|------|------|
| 5.06 | 4.80 | 4.57 |
| 5 | | 5 |

236.18

| | | |
|------|------|------|
| 5.90 | 5.73 | 5.63 |
| 5 | | 5 |

235.44

| | | |
|------|------|------|
| 6.60 | 6.47 | 6.40 |
| 5 | | 5 |

234.46

| | | |
|------|--------|------|
| 7.52 | 7.45 | 7.40 |
| 5 | 241.91 | 5 |

S.W.B.P. in headwall Fairmont + Van Dyke

T.P. 11.07 257.34 1.02 246.27

3+50

244.9
 $\frac{2.0}{8}$ 2.4 $\frac{2.10}{25}$ $\frac{1.83}{5}$
 E.P. P.

3+00

242.89
 $\frac{4.8}{7}$ 4.40 $\frac{4.15}{25}$ $\frac{3.80}{5}$
 E.B. E.P. P.

2+76⁵⁴ = $\frac{1}{2}$ = Property tie (P-33)

241.72
 $\frac{5.57}{Hub}$

2+50

241.0
 $\frac{6.8}{7}$ 6.3 $\frac{5.96}{3}$ $\frac{5.73}{5}$
 EB E.P. P.

1+69 intersect 15" ^{aprox. 90° to E} Corr. iron culvert

$\frac{15.08}{181}$ 12.47
 I.E. I.E.

T.P. 6126 247.29 0.88 241.03

247.29

2+00

239.7
 $\frac{7.2}{14}$ $\frac{2.0}{5}$ 2.2 $\frac{2.13}{25}$ $\frac{1.86}{5}$
 T.S. E.B. 241.91 E.P. P.

T.P. 9.55 266.28 0.61 256.73

6+00

255.11
 $\frac{1.7}{8}$ 2.2 $\frac{2.27}{4}$ $\frac{2.22}{5}$
 E.B. E.P. P.

5+50

253.1
 $\frac{7.3}{14}$ $\frac{7.7}{12}$ $\frac{3.9}{6}$ 4.2 $\frac{4.10}{15}$ $\frac{3.88}{5}$
 W T.S. E.B. E.P. P.

5+20⁶² = $\frac{1}{4}$ = A 30.04' Lt.

252.00
 $\frac{10.3}{22}$ $\frac{9.7}{17}$ $\frac{5.4}{8}$ 5.34 $\frac{5.25}{15}$ $\frac{4.95}{5}$
 W T.S. E.B. E.P. P.

5+00

251.1
 $\frac{6.1}{10}$ 6.2 $\frac{6.04}{15}$ $\frac{5.78}{5}$
 E.B. E.P. P.

4+50

249.1
 $\frac{8.0}{8}$ 8.2 $\frac{7.90}{25}$ $\frac{7.67}{5}$
 E.B. E.P. P.

A+44.82 = $\frac{1}{2}$ P.O.T. 8.40

A+00

247.1
 $\frac{10.1}{6}$ 10.2 $\frac{10.00}{27}$ $\frac{9.79}{5}$
 E.B. E.P. P.

257.34

Aldine

T.P. 10.68 276.41 0.55 265.73

spillway - runs 45° Rt. off line.
8+35 - intersect 5' wide cold lay

264.6
1.7

8+00

263.7
6.1 3.1 2.6 2.95
T.S. 5 55
10 E.B. E.P.

7+50

261.5
4.4 4.8 5.20
5 5
E.B. E.P.

7+00

259.4
10.8 6.7 6.9 7.24 7.18
9 3 4 5
T.S. E.B. E.P. P

(Approx. line = 65° Rt.)
6+83 = intersect 30" corr. iron culvert

259.1
12.4 7.2 10.5
9E 384
IE IE

6+70± 8° Rt. (= F.C. 11+70.64 P.B. 1585 P30)

6+50

257.0
8.7 9.3 9.32 9.20
7 3E 5
E.B. E.P. P

266.28

10+85 = intersect pave. edge

10+65¹² = 1/2 P.O.T. on hub. 5.98

10+50

T.P. 9.02 284.61 0.82 275.59

10+00

9+50

9+00

8+84

19' RT. = 4 E.C. Sta 9+57.07 FR 1585-P-29

8+50

280.15

| | | | |
|-----------|----------|------|----------|
| 9.1 | 4.0 | 4.46 | 4.19 |
| <u>10</u> | <u>5</u> | E.P. | <u>5</u> |
| T.S. | E.B. | | P. |

277.4

| | | | | |
|-----------|----------|-----|-----------|----------|
| 12.3 | 6.7 | 7.2 | 7.04 | 6.94 |
| <u>10</u> | <u>5</u> | | <u>32</u> | <u>5</u> |
| T.S. | E.B. | | E.P. | P. |

284.61

274.2

| | | | | |
|----------|----------|-----|-----------|----------|
| 6.0 | 1.5 | 2.2 | 2.26 | 2.18 |
| <u>7</u> | <u>5</u> | | <u>42</u> | <u>5</u> |
| T.S. | E.B. | | E.P. | P. |

270.9

| | | | | |
|-----------|----------|-----|-----------|----------|
| 9.2 | 4.6 | 5.5 | 5.23 | 5.20 |
| <u>14</u> | <u>6</u> | | <u>48</u> | <u>5</u> |
| T.S. | E.B. | | E.P. | P. |

268.2

| | | | | |
|-----------|-----------|-----|----------|----------|
| 11.7 | 7.5 | 8.2 | 7.95 | 7.90 |
| <u>16</u> | <u>13</u> | | <u>4</u> | <u>5</u> |
| T.S. | E.B. | | E.P. | P. |

266.2

| | | |
|-----------|------|----------|
| 9.5 | 10.2 | 10.55 |
| <u>10</u> | | <u>5</u> |
| E.B. | | E.P. |

276.41

Aldine Dr.

42

Aprox. 90° to back tang.

$$12+69 \frac{3}{4} = \frac{1}{2} = A \ 5^{\circ} 40' \text{ Lt.}$$

$$12^{\text{E.R.}} = (2 \text{ Sta. } 5+68.12 \text{ B.C. F.B. } 1585)$$

28

294.75

| | | | | |
|------|------|------|------|------|
| 16.0 | 8.3 | 7.71 | 8.45 | 8.28 |
| 17 | 5 | Hub. | 2 | 5 |
| | E.B. | | E.P. | P |

12+50

292.5

| | | | | |
|------|------|------|-------|-------|
| 17.2 | 10.8 | 10.0 | 10.87 | 10.72 |
| 10 | 3 | | 37 | 5 |
| T.S. | E.B. | | E.P. | P |

T.P. 10.80 302.46 0.53 291.66

302.46

12+00

289.2

| | | | | |
|------|------|-----|------|------|
| 14.0 | 3.5 | 3.0 | 3.50 | 3.35 |
| 17 | 4 | | 35 | 5 |
| T.S. | E.B. | | E.P. | P |

11+74 - 6⁷ Rt. = E.C. Sta. 6+65³⁷ - F.B. 1585

P.29

11+59 = leave Pave

285.23

| | | | |
|------|------|------|------|
| 16.1 | 6.3 | 6.96 | 6.43 |
| 15 | 7 | E.P. | 5 |
| T.S. | E.B. | | P |

T.P. = 9.21 292.19 1.63 282.98

Δ Nail

292.19

11+21¹² Δ 19°-06' Lt. 2 Nail in Pave.

| | | | | |
|------|------|------|------|------|
| 8.6 | 2.1 | 1.90 | 1.63 | 1.42 |
| 17 | 9 | 41 | Nail | 5 |
| T.S. | E.B. | E.P. | P | P |

284.61

Aldine.

T.P. 11.35 323.42 0.99 312.07

15+00

311.3

| | | | |
|------|-----|------|------|
| 1.4 | 1.8 | 2.00 | 2.06 |
| 12 | | 15 | 5 |
| E.B. | | E.P. | P. |

14+71⁶⁵ = 1/2 = Δ 23°-51'N.

| | | | |
|------|------|------|------|
| 16.1 | 3.8 | 3.52 | 3.97 |
| 22 | 8 | 4.6 | 5 |
| T.S. | E.B. | | E.P. |

309.54

14+42 = leave pave.

| | | |
|------|------|------|
| 4.9 | 6.15 | 6.40 |
| 10 | E.P. | 5 |
| E.B. | | P. |

306.91

14+00

| | | | |
|------|------|------|------|
| 8.8 | 9.28 | 9.40 | 9.74 |
| 10 | 27 | P. | 5 |
| E.B. | E.P. | | P. |

302.66

T.P. 10.88 313.06 0.28 302.18

313.06

13+50

| | | | |
|------|------|------|------|
| 2.4 | 2.64 | 2.71 | 2.82 |
| 10 | 3 | P. | 5 |
| E.B. | E.P. | | P. |

299.75

13+00 = Intersect Pave.

| | | | |
|------|------|------|------|
| 16.5 | 5.5 | 6.35 | 6.11 |
| 18 | 7 | E.P. | 5 |
| T.S. | E.B. | | P. |

296.11

302.46

Aldine Dr

16+67- 4⁵Lt. = start Cold lay drive

16+50

T.P. 10.93 334.12 0.23 323.19

16+35^E 0⁸Lt. = end conc. drive

16+26 1¹Lt. = start conc. drive

16+00

15+75

15+45 = intersect Pava.

44

$\frac{8.7}{45}$

223.19

$\frac{8.8}{10}$

$\frac{10.95}{1}$
E.P.

10.93
P.

$\frac{10.53}{5}$
P

334.12

$\frac{1.00}{5}$
on Dr.

$\frac{1.85}{0.8}$

$\frac{2.80}{1}$

318.44

$\frac{2.8}{12}$

$\frac{4.98}{0.1}$
E.P.

4.98
P

$\frac{4.80}{5}$
P

316.51

$\frac{6.85}{1}$
P

314.14

$\frac{10}{E.B.}$

$\frac{7.28}{E.P.}$

$\frac{9.18}{5}$
P

323.42

Aldine Dr.

45

T.P. 5.31 333.88 5.55 328.57
 on E Nail 18+00

17+81

| | | | |
|-----|------|--------|-------------|
| 446 | 5.10 | 329.12 | |
| 5 | 5 | 5.00 | <u>4.73</u> |
| 06 | 6 | | 5 |

17+35 (cross cut in pave - Check plans) ^{for service)}

| | | | |
|-----|------|--------|-------------|
| 423 | 4.40 | 330.00 | |
| 45 | 45 | 4.12 | <u>3.82</u> |
| 06 | 6 | | 5 |

17+15 - Cross water service (check plans)

17+00

| | | | |
|------|------|--------|------|
| 5.40 | 5.90 | 328.21 | |
| 42 | 42 | 5.85 | 5.70 |
| 06 | 6 | | 5 |

Rods on pave. or curb.

16+85⁴⁷ = Δ 11" - 48' Lt. - Roof tack in Pave.

| | | | |
|------|------|--------|-------------|
| 6.43 | 7.19 | 327.08 | |
| 52 | 56 | 7.04 | <u>6.82</u> |
| 06 | 6 | | 5 |

(Cb. = top of curb)

start Comb. ch. + walk.

16+84⁵ 5" Lt. = end cold lay drive

| | | | |
|------|------|-------|--|
| 6.49 | 7.09 | 7.1 | |
| 55 | 55 | 55 | |
| 06 | 6 | drive | |

16+79⁵ 9" Lt. = start back edge ^{walk} Canci

| | |
|------|--|
| 6.46 | |
| 95 | |

334.12

3.15 $\frac{0.04}{337.98}$ (337.94)

SE.B.P. 47^H + Monroe

T.P. 10.05 341.13 2.80 331.08

322.80

11.08

I.E.

18+43⁹⁰ = ctr. existing M.H.

329.08

4.78
5

4.80
Rim

4.93
5

18+43⁹⁰ = edge existing M.H. rim

328.58

5.30

pave.

18+27^E intersect culvert

18+19 8' Lt = face of db. at ^{basin.} catch

5.14
8
cl.

6.20
8
on c.B. grate

18+15 5^E Lt = Δ in curb

5.19
55
00

6.01
55
0

328.25

5.63

5.20
5

18+00

4.95
55
00

5.50
55
0

328.57

5.31

5.12
5

333.88

To Hilldale Road Pump. House
Fairmount to Lot 169 Kensington
Hqts. Unit # 2

Feb. 1950
W.O. 20770

Sommermer
Begg
Bunch
Bruner

Indexed
part

47

□ = Ed 1/2 hub & disk

■ = set 1/2 hub + disk

w = \pm off wash in deepest part of wash

Black line = \pm wash

1+50 = Nail

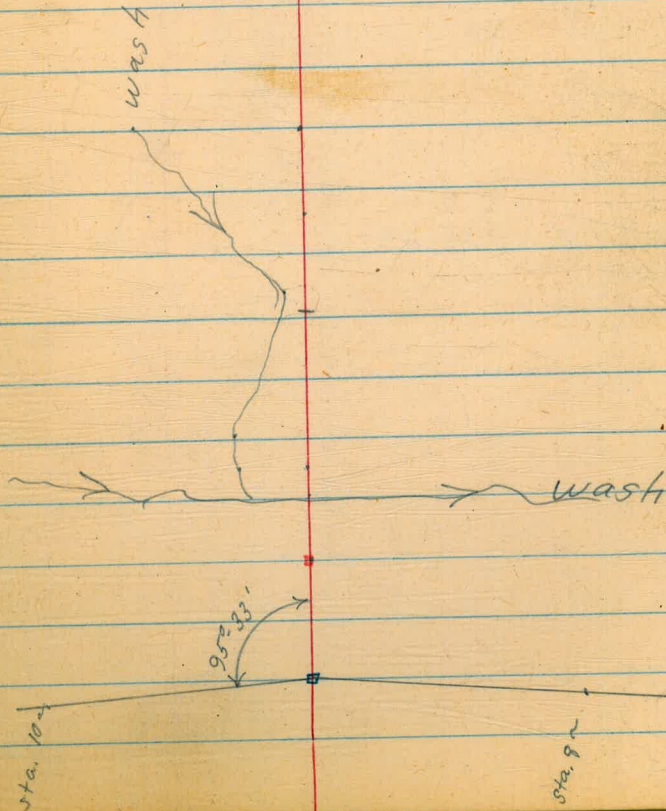
3/18/52

See 2040
62 for No. X section

0+34.92 = 1x2 P.O.T.

= 0+00

8+72.21 Δ 110-52' 30" Lt. Page 4



4+50

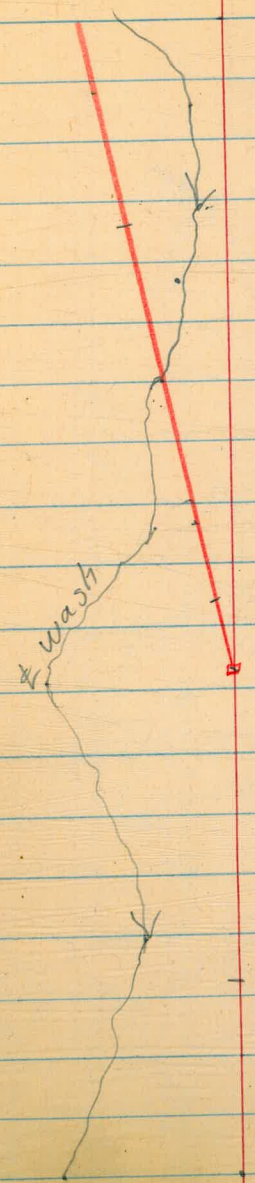
$2+80^{56} = \Delta 12^{\circ} 20' Lt.$

1+50

4~

3~

2~



7+61 45 = Δ 15° 24' Lt

6+92 72 = P.O.T.

S. Ely. Cor. Lot #308
Talmadge Park. Map #1878

309

N. 70° 02' E. Map.

N. Wily Cor.
Lot #308

Talmadge Park
Map #1878

259.68 (Calc.)
N 5° 37' 12" W. (Calc.)

127°E

This point set
from data in map 1878
& T.P. book #28

Fd. 244
Map. #1878

S. 62° 02' E. Map.

123° 35' 12"

119.66

135.48

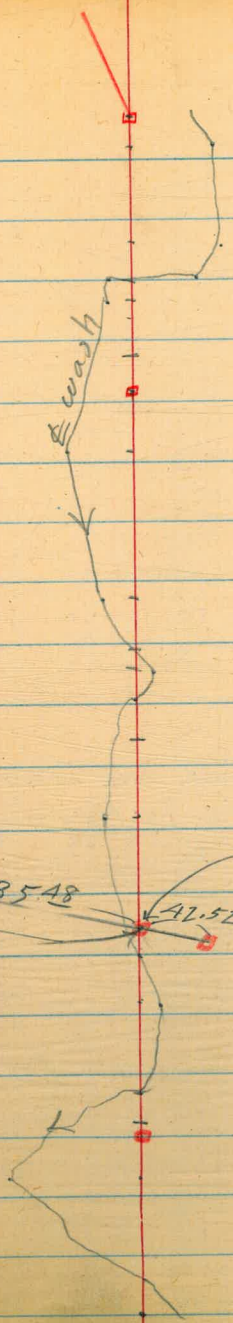
382.39

41.52

Sta 5+48.47

1+95 25 P.O.T.

4450



10+60

10~

Map. 1912 - sheet 3

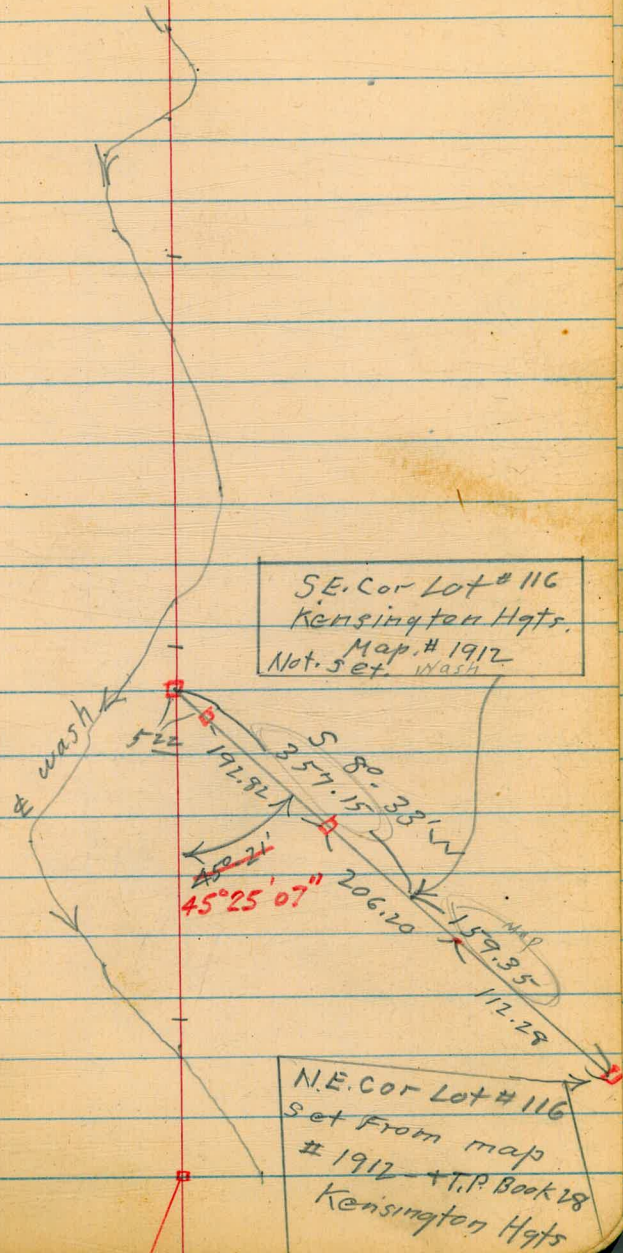
8+89.46 = 1/2 Tie To Kensington Hgts

9~

• = Punch mark in culvert.

8~

7+61.45 Δ 15° 24' Lt.



13+40

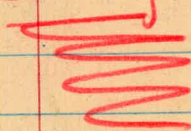
13+00.34 = $\frac{1}{2}$ P.O.T.11+62.85 = Δ 33° 10' - 30" RT.

26° 29' 20"

checked

GFR

Aug 2, 1951

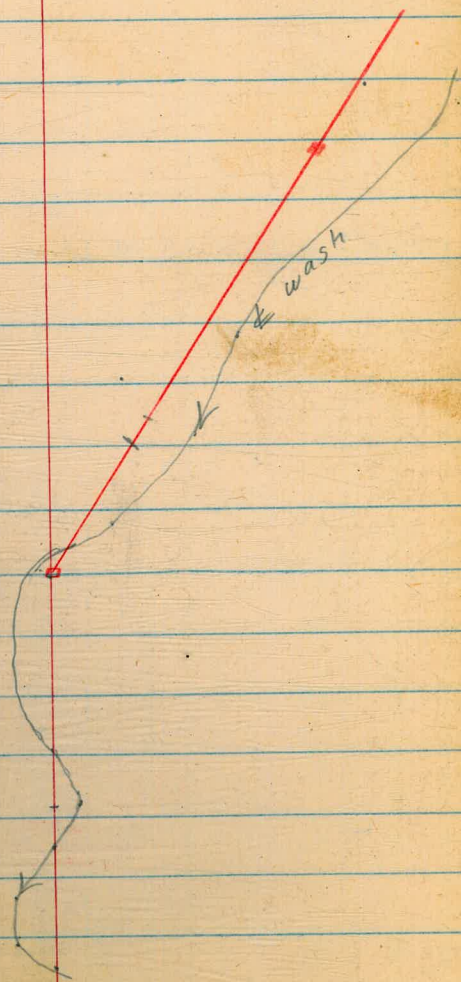
Cause of Error: Read Vernier
backwards!

10+60

13~

12~

11~



16+40

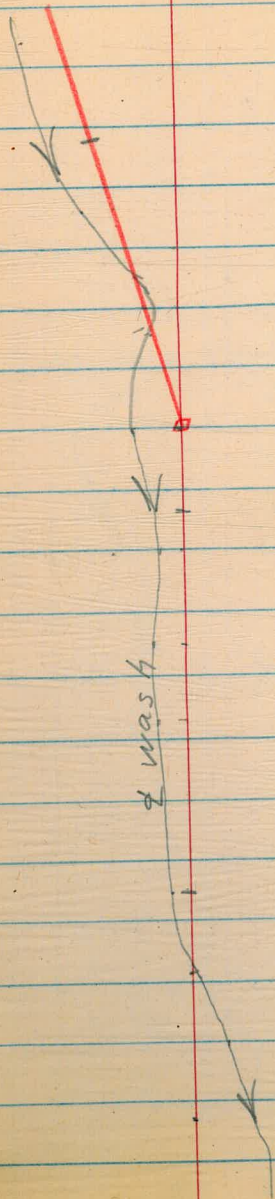
$$15+18\frac{1}{2} = \Delta 14^{\circ}-18'-30'' \text{ Lt.}$$

13+40

16~

15~

14~



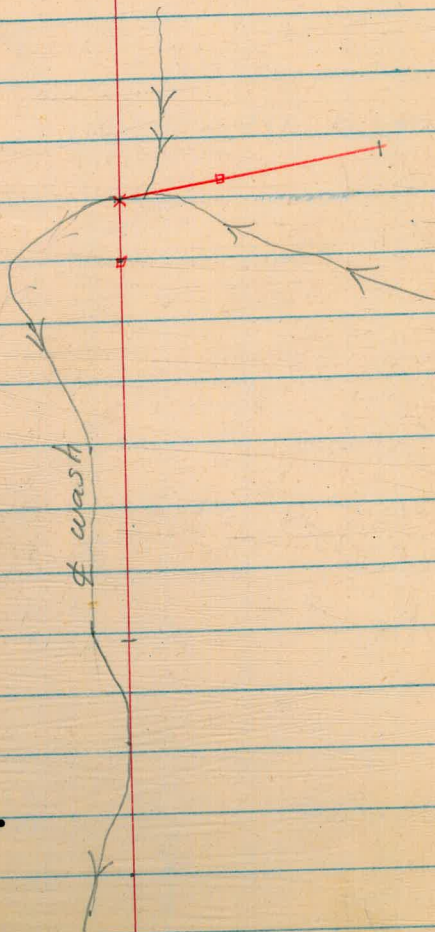
18+31.91 = A 79° 26' RT = X in rock

18+15° = P.O.T.

16+40

18~

17~



21+40

20+49.80 = Δ 23° 25' 15" Lt.

18+57.49 = P.O.T.

18+31.91 = Δ 79° 26' Rt. = X in rock

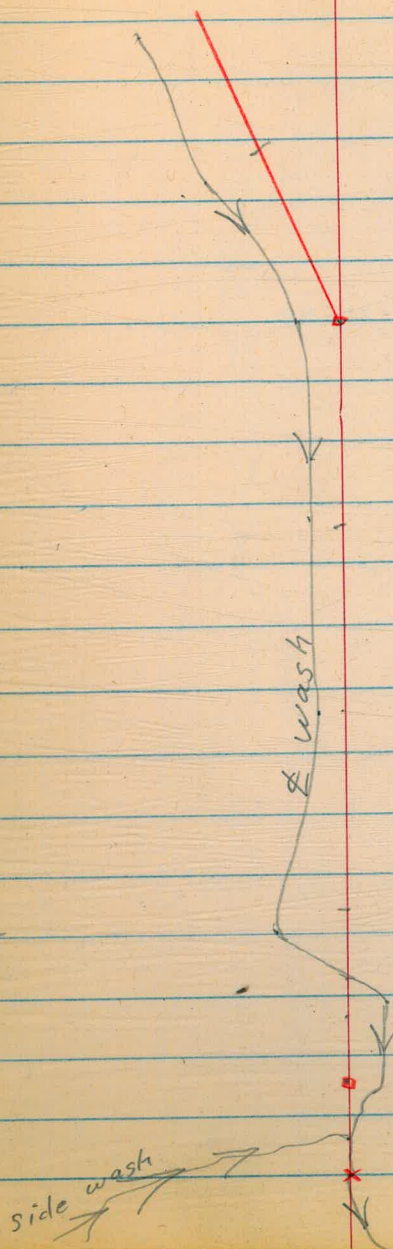
21~

20~

19-

side wash

wash



24+40

23+62.28 = Δ 15° 53' - 30" Rt.

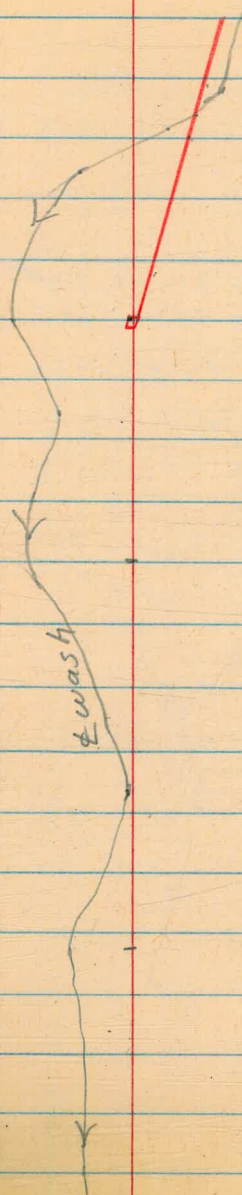
21+40

24~

23~

22~

wash



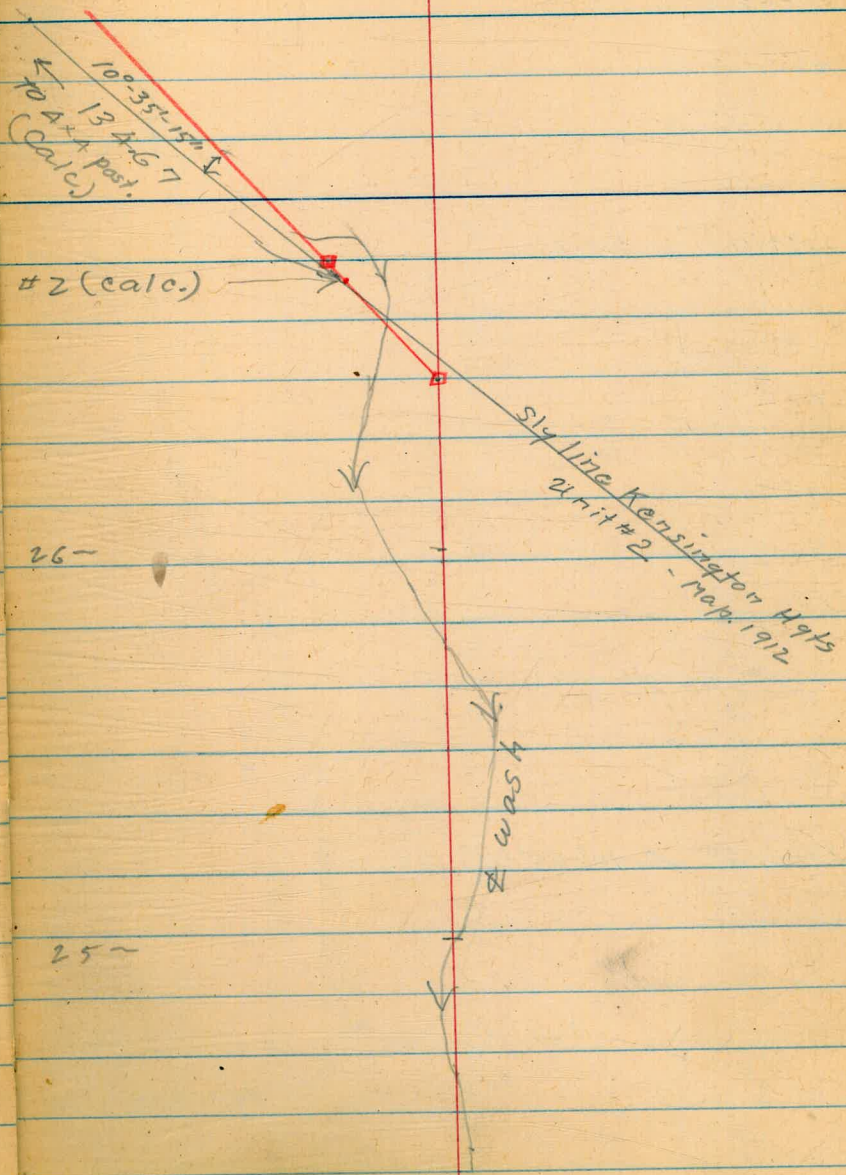
27+45

Much more than pot holes,
wash from here on is not

26+76.25 = P.O.T

26+57.73 = cross sly. line Kensington Hqts, unit #2 (calc.)

26+44.90 = Δ 37° 48' Lt.



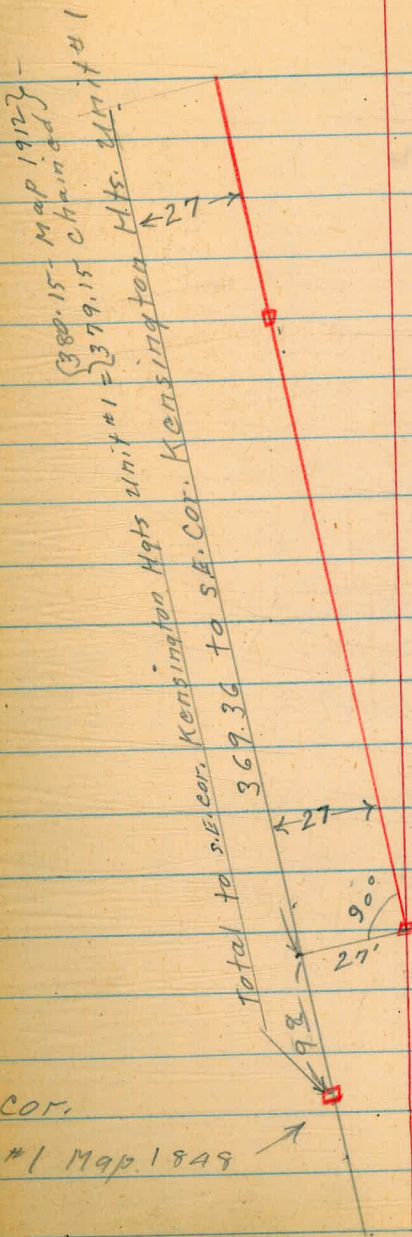
24+40

30+60

29+71³⁰ = P.O.T.

28+04.68 = Δ 10°-35'-15" Lt.

Fd. A/A post. Approx. N.E. COR.
Kensington Manor. Unit #1 Map 1849

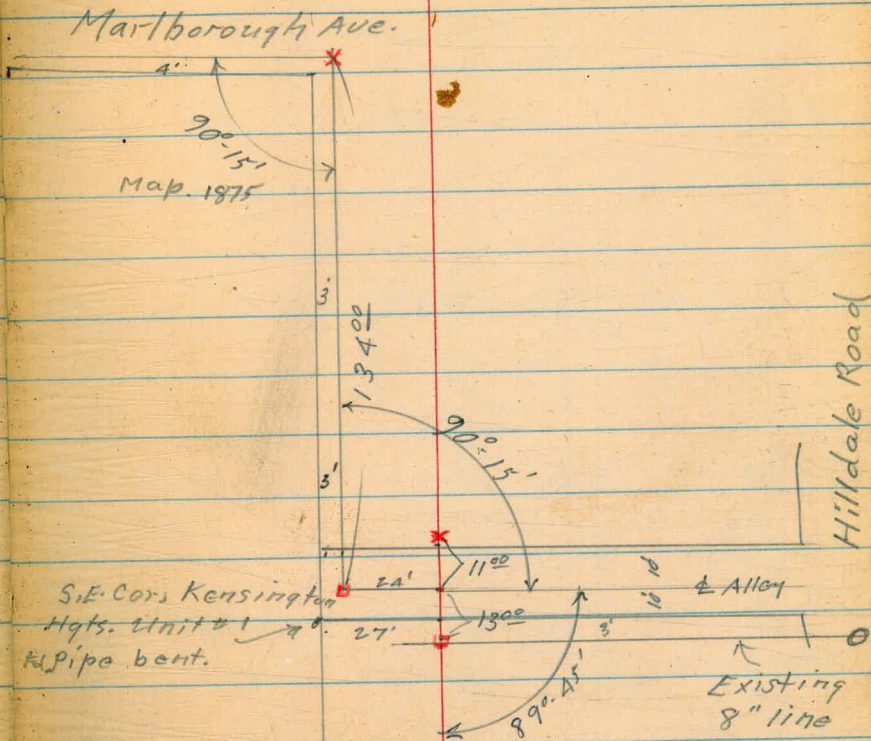


31+94.92 = Cross in conc. Apron.

31+70.92 = Intersect Exist. 8" line.

30+60

30+60



W = \$ Ely. + Wly. wash

0+60 17 main N+S. wash

0+47 17 Main N+S. wash

0+34.92 = P.O.I.T.

0+23

0+10

0+00 = 1/2 - P.47 = (8+72.21 - Page 4)

12.13 154.62 - 142.49

139.0
15.6
18
W

138.1
16.5

137.4
17.2

147.65
6.97

143.2
11.4

142.1
12.5

149.0
5.6
Gnd.

B.M. #2 P. 13

154.62

see 2000
for new 62
3-15-52
CMP

2+85

154.2
3.5

2+35

154.3
3.4

2+15

146.3
11.4
25
W

151.8
5.9
15

152.9
4.8

1+90

150.1
7.6

1+80

152.7
5.0

1+50

143.6
14.1
44
W

148.3
9.4
34

150.7
7.0

152.7
5.0
10

157.66

T.P. 8.69 157.66 5.65 148.97

1+13

140.0
14.6
4
W

148.4
6.2
2

148.8
5.8

0+82

145.8
8.8

0+72

139.4
15.2
18
W

140.1
14.5

154.62

T.P. 12.02 175.27 2.81 163.25
2.81

4+00

3+72

3+70

3+60 Cross & wash

3+50

3+48

3+25

3+10

017 Hub. 7.88

2+80.56 Δ 12°-20' Lt. (P48)

T.P. 8.62 166.06 0.22 157.44
157.66

164.2
1.9 2.5 163.6
10 7.0
22
W 159.1

162.4
3.7

157.2
8.9

156.7
9.4
W

157.2
8.9

158.4
7.7

155.8
10.3
8
W

160.4
5.7

161.5
4.6

153.1
13.0
52
W

156.1
10.0
42

158.18
7.88

166.06

5+07 cross & wash

$$\begin{array}{r} 166.9 \\ 8.4 \\ \hline \end{array}$$

5+00

$$\begin{array}{r} 167.0 \\ 8.3 \\ \hline \end{array}$$

4+98

$$\begin{array}{r} 172.0 \\ 9.3 \\ \hline \end{array}$$

4+95.25 on hub. 3.8

$$\begin{array}{r} 166.7 \\ 8.6 \\ 36 \\ \hline \end{array}$$

$$\begin{array}{r} 169.7 \\ 5.6 \\ 33 \\ \hline \end{array}$$

$$\begin{array}{r} 171.1 \\ 4.2 \\ \hline \end{array}$$

4+85

$$\begin{array}{r} 168.2 \\ 7.1 \\ \hline \end{array}$$

4+75

$$\begin{array}{r} 162.2 \\ 13.1 \\ \hline \end{array}$$

4+63

$$\begin{array}{r} 165.3 \\ 14.0 \\ \hline \end{array}$$

4+60 cross wash

$$\begin{array}{r} 161.2 \\ 14.1 \\ \hline \end{array}$$

4+57

$$\begin{array}{r} 164.4 \\ 10.9 \\ \hline \end{array}$$

4+55

$$\begin{array}{r} 164.6 \\ 10.7 \\ \hline \end{array}$$

4+25

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

w.

175.27

T.P. 11.14 184.67 1.74 173.53

6+18

4.4 170.9
4.9
4
W

6+08 cross & wash

5.3 170.0
W

6+05

5.1 170.2

6+04

0.8 174.5

5+80

6.5 168.8
8
W
9.0 171.3
4
2.1 173.2

5+52

5.6 169.7

5+51

6.9 168.4

5+45 = Cross & wash

7.4 167.9
W

5+30

6.5 166.8
7.7 167.6
5
W

175.27

TIP 10.85 194.09 1.43 183.24

7+61.45 = Δ 15° 24' Lt. 1.43
Hub

7+55

7+30

7+22

7+20 cross wash (approx at 90°)

7+15

6+92⁷⁵ Hub 4.52

6+75

6+38

6+25 cross wash

183.24
1.43 3.2 6.5 178.2
12 19 w

183.2 181.7 177.7
1.5 3.0 7.0
23 27 w

180.9 180.9 175.1
7.3 4.3 9.6
20 25 w

175.1
9.6

174.5
10.2 174.7 175.0
w 2 9.7 175.0
w 15 w

174.4
10.3 7.7 177.0
8 w

172.9 177.7 179.9
11.8 7.0 5.3
17 13 w

171.7 174.8 175.9
13.0 9.9 8.8
9 2 w

171.0
13.7
w

184.67

9+20

6.4 187.7

9+12 cross wash

7.1 187.0
W

9+05

6.0 188.1

8+90

7.6 186.5
12
W

6.0 188.1
6

4.7 189.4

8+60

3.5 190.6

8+40

9.5 184.6
40
W

6.5 187.6
36

4.1 190.0

8+10

12.8 181.3
20
W

9.0 185.1
16

7.9 186.2

8+02

9.3 184.8

7+92 cross wash

14.2 179.9
W

7+85

10.1 184.0
194.09

10+58 cross wash

10+46

10+35 cross wash

10+24

10+04

9+85 cross wash

9+80

T.P.

8.23 200.93 1.39 192.70

9+50t
stub

9+40

9+22

6.1
w
194.8

4.1 196.8
4.7
3
6.5
8
w
196.2 194.4

7.3
w
193.6

7.8
17
w

5.1
2

4.9
w
196.0

7.2
15
w
191.7

7.0
5
193.9

6.1
w
194.8

10.7
w
190.2

7.9
w
193.0

200.93

1.8
w
192.3

3.5
7
4.8
10
w
190.6 189.3

4.6
w
189.5

194.09

11+70 cross wash

11+62.85 Δ 33°-10'-30" RT. (P51)

11+35

T.P 7.71 206.60 2.04 198.89

11+10 cross wash

11+00

10+90 cross wash

10+85

10+77

10+67

| | | |
|-------|-------|---------------|
| | | 200.6 |
| | 6.0 | |
| | W | |
| 200.4 | | |
| 6.2 | 201.9 | 201.9 |
| G | 1 | 4.70 |
| W | | H+6 |
| 8.0 | 198.6 | |
| 10 | 200.6 | 201.0 |
| W | A | 5.6 |
| | | <u>206.60</u> |

| | |
|-----|-------|
| | 197.7 |
| 3.2 | |
| W | |

| | | |
|-----|-------|-------|
| | 197.9 | 197.5 |
| 3.0 | | 3.4 |
| | | A |
| | | W |

| | |
|-----|-------|
| | 196.9 |
| 4.0 | |
| W | |

| | |
|-----|-------|
| | 198.6 |
| 2.3 | |

| | | |
|-----|-------|-------|
| | 196.4 | 196.8 |
| 4.5 | | 4.1 |
| 10 | | G |
| W | | |
| | | 2.8 |

| | | |
|-----|-------|-------|
| | 195.9 | 196.7 |
| 5.0 | | 4.2 |
| 10 | | 5 |
| W | | |
| | | 4.2 |

200.93

13+66

13+63

13+25

13+15

13+00.34 P.O.T.

5.61

12+64

12+40

12+15

Stub. 1195t

T.P.

12.22

216.42

2.40

204.20

11+82

210.10
6.3212.5
3.9212.4
4.0212.3
4.1210.8
5.6206.3
10.1206.9
9.5205.9
10.5216.42203.1
3.5
206.60212.5
3.9212.4
4.0212.3
4.1210.8
5.6206.3
10.1206.9
9.5205.9
10.5216.42203.1
3.5
206.60212.4
4.0211.4
5.0212.3
4.1210.8
5.6205.4
11.0206.1
10.3209.3
7.1216.42203.1
3.5
206.60209.8
6.6208.4
8.0204.4
12.0205.4
11.0206.1
10.3203.7
12.7202.6
13.8216.42203.1
3.5
206.60216.42201.1
5.5
206.60

15+35

15+18¹² = Δ 14°-18'-30" Lt.

14+90

14+65

T.P.

10.03

225.09

1.36

215.06

14+45

13+98

13+90

13+80 = Cross wash

$$\begin{array}{r} 214.7 \\ 8.4 \\ \hline 8 \\ W \end{array}$$

$$\begin{array}{r} 220.2 \\ 4.9 \\ \hline 1 \end{array}$$

$$\begin{array}{r} 220.6 \\ 4.5 \end{array}$$

$$\begin{array}{r} 215.7 \\ 9.4 \\ \hline 12 \\ W \end{array}$$

$$\begin{array}{r} 216.6 \\ 8.5 \\ \hline 8 \end{array}$$

$$\begin{array}{r} 216.43 \\ 6.66 \\ \hline \text{Hub} \end{array}$$

$$\begin{array}{r} 214.3 \\ 10.8 \\ \hline 5 \\ W \end{array}$$

$$\begin{array}{r} 215.9 \\ 9.2 \end{array}$$

$$\begin{array}{r} 213.4 \\ 11.7 \\ \hline 8 \\ W \end{array}$$

$$\begin{array}{r} 213.9 \\ 11.2 \\ \hline 4 \end{array}$$

$$\begin{array}{r} 215.4 \\ 9.5 \end{array}$$
225.09

$$\begin{array}{r} 212.3 \\ 4.1 \\ \hline 7 \\ W \end{array}$$

$$\begin{array}{r} 214.3 \\ 2.1 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 214.8 \\ 1.6 \end{array}$$

$$\begin{array}{r} 210.7 \\ 5.7 \\ \hline 3 \\ W \end{array}$$

$$\begin{array}{r} 211.6 \\ 4.8 \end{array}$$

$$\begin{array}{r} 210.3 \\ 6.1 \end{array}$$

$$\begin{array}{r} 210.3 \\ 6.1 \\ \hline W \end{array}$$
216.42

17+00

16+75 IN. & wash

16+68 IN. wash

16+60

T.P. 9.00 232.68 1.41 223.68

16+30

15+80

15+60 CROSS wash

15+55

15+45 CROSS wash

| | | | | | |
|------|-------|------|---------------|------|-------|
| 10.1 | 222.6 | 9.6 | 223.1 | 8.6 | 224.1 |
| 7 | | 3 | | | |
| w | | 3 | | | |
| | 222.1 | 10.6 | 221.4 | 11.3 | 224.0 |
| | | 5 | | w | 5 |
| | 221.2 | 11.5 | 221.5 | 11.2 | |
| | | w | | | |
| | 7 | | | | |
| | 221.0 | 11.7 | 223.8 | 8.9 | |
| | | 3 | | | |
| | | w | | | |
| | | | <u>232.68</u> | | |

| | | | | | |
|-------|-------|-----|---------------|-----|-------|
| 4.5 | 220.6 | 3.5 | 221.6 | 1.3 | 223.8 |
| 10 | | 5 | | | |
| w | | | | | |
| 217.7 | 219.4 | 5.7 | 219.8 | 5.3 | 219.8 |
| 7.4 | | 3 | | | |
| 8 | | | | | |
| w | | | | | |
| | | | 217.5 | | |
| | | | 2.6 | | |
| | | | w | | |
| | | | 217.0 | | |
| | | | 8.1 | | |
| | | | w | | |
| | | | 217.0 | | |
| | | | 8.1 | | |
| | | | w | | |
| | | | 217.1 | | |
| | | | 8.0 | | |
| | | | w | | |
| | | | <u>225.09</u> | | |

P.O.T. Hyb 18+57⁴⁹ 11.14 235.11

T.P. 11.52 246.25 0.50 234.73

18+47

18+40 = ctr. of wash, also = $\frac{1}{2}$ in wash

18+31⁹¹ = Δ 79°-26' RT. - in ctr. of wash.
= cross on rock

18+15⁰⁰ $\frac{1}{2}$ P.O.T. 2.73

Stub. 18+02
3.02 235.23 0.47 232.21

18+00

17+50

235.2
11.1 12.1 234.2
12
13.1
17
W

246.25

233.7
20 4.3 230.9
4
W

230.3
4.9

A.4
10
2 wash to
S.W.

230.1
5.1
W

228.2
7.0 4.5 230.7
23 19
W

235.23

227.6
5.1 4.3 231.5
22 18
W

228.4
8.3 4.7 228.7
8 4
W

232.68

stub. 21+30
T.P. 9.44 264.24 0.49 254.80

21+00

20+70

20+49.80 Δ 23°-25'-15" H.

T.P. 9.88 255.29 0.84 245.41

20+00

19+55

19+30

18+95

18+77 Cross wash

18+72

248.6
6.7
15
W 252.7

Z.C

5.9

249.4

8.6

9

W

10.0
10
W 245.3

248.1

7.2

5

W

4.56

Hub

255.29

250.7

242.7
3.6
8
W

244.0

2.0

5

W

245.6

0.7

240.8
5.5
7
W

242.9

3.4

3

W

243.9

2.4

243.8

2.5

237.2

7.1

20

W

237.0

9.3

234.7

11.6

W

236.2

10.1

235.2

11.1

5

W

234.1

12.2

11

W

246.25

23+70

271.6
9.2

23+62.28 Δ 15°-53'-30" RT.

265.4
9.4
30
w

267.8
7.0
25
w

271.6
3.2
446

23+40

263.6
11.2
18
w

270.1
4.7

23+00

261.6
13.2
28
w

266.5
8.3

22+80

259.2
15.6
14
w

264.1
10.7
274.83

T.P. 11.21 274.83 0.62 263.62

22+60

258.9
5.3
6
w

259.7
4.5

22+40

257.0
7.2
1
w

257.1
7.1

22+20

255.1
9.1
12
w

259.6
4.6

21+80

252.8
11.4
10
w

258.2
6.0

21+40

256.2
8.0
264.24

25+04

25+00 = cross wash

24+80

24+65 = cross wash

24+50

T.P. 12.67 286.47 1.03 273.80

24+14

24+05 = cross wash

24+00

23+80

$$\begin{array}{r} 275.8 \\ 10.7 \\ \hline 11.6 \\ 3 \\ \hline \end{array}$$

$$\begin{array}{r} 274.4 \\ 12.1 \\ \hline \end{array}$$

$$\begin{array}{r} 273.7 \\ 12.8 \\ 3 \\ \hline \end{array}$$

$$\begin{array}{r} 274.2 \\ 12.3 \\ \hline \end{array}$$

$$\begin{array}{r} 273.2 \\ 13.3 \\ \hline \end{array}$$

$$\begin{array}{r} 273.9 \\ 12.6 \\ \hline 14.0 \\ 4 \\ \hline \end{array}$$
286.47

$$\begin{array}{r} 271.3 \\ 3.5 \\ \hline 4.6 \\ 4 \\ \hline \end{array}$$

$$\begin{array}{r} 269.4 \\ 5.4 \\ \hline \end{array}$$

$$\begin{array}{r} 268.6 \\ 6.2 \\ 5 \\ \hline 7.0 \\ 270.8 \\ \hline \end{array}$$

$$\begin{array}{r} 266.9 \\ 3.9 \\ 2.5 \\ \hline \end{array}$$

$$\begin{array}{r} 268.9 \\ 5.9 \\ 2.0 \\ \hline \end{array}$$

$$\begin{array}{r} 269.6 \\ 5.2 \\ \hline \end{array}$$
274.83

26+55

289.2
7.9

26+44.90 = Δ 37°-48' Lt.

286.6
10.5
12
w288.61
8.19
41.6292.9
4.2
5292.1
3.0
10

26+40

286.5
10.6
12
w288.7
8.4
2290.8
6.3

26+15

284.5
12.6
23
w287.1
10.0
15288.1
9.0T.P. 00 10.76 297.05 0.18 286.29297.05

25+90

282.1
4.4
8
w284.0
2.5
2284.2
2.3

25+82 2 cross wash

280.5
6.0
w

25+70

282.0
4.5280.7
5.8
7
w

25+60

282.4
4.1280.5
7.7
12
w

25+30

278.0
8.5286.47276.8
9.7
5
w

27+80

27+65

27+50

27+35 = enter wash

27+30

T.P. 11.28 307.36 0.97 296.08

27+00

26+76.25 P.O.T.

26+65

26+60 = cross wash

303.2

4.2
5

299.8

7.6
5

297.8

9.6
5

302.7

4.7

300.0

7.4

297.4

10.0

12.2
u

10.8

307.36

3.5

5.15

7.4

9.8
u297.05

303.2

4.2
5

299.4

8.0
5

297.8

9.6
512.8
u10.8
712.8
u

3.5

5.5

7.8
5
u9.8
u

3.5

5.5

7.8
5
u9.8
u

5.3

7.4

7.8
5
u9.8
u

29+62

350.6
4.2

29+55

350.5
4.3
5349.9
4.9347.3
7.5
5T.P. 12.62 354.78 0.23 342.16354.78

29+20

341.0
1.4
5340.0
2.4338.4
4.0
5

28+90

330.4
12.0
5329.7
12.7329.4
13.0
5342.39T.P. 12.81 342.39 0.20 329.58

28+89 - 4' Lt. = deadman to pole # P-9025

319.2
10.6
5318.0
11.8317.2
12.6
5329.78

28+50

28+45t

T.P. stub 12.80 329.78 0.14 316.98

28+14

309.9
7.2
5308.8
8.3307.3
7.8
5317.12

x on Rock

4' Lt. 28+6t 11.27 317.12 1.51 305.85

B.M.

Ft. on Hub

3.66 303.70

303.7
3.66

28+04.68 = A 10°-35'-15" Lt.

30+30

4' Lt. = 4' high oleander
 6' Rt. = 6' high Catani aster
 30+10 - 2' Rt. = 4' high Eugenia

30+04

29+82^E = Cross 1' high - 8" wide ^{wall.} Conc. Cobble

29+82

29+79 cross 1' high - 6" wide ^{conc. wall} Cobble

29+78

T.P. 9.76 363.90 0.64 354.14

29+73

29+71.30 P.O.F. 1.88

29+66

357.5
 $\frac{6.4}{5}$ 6.6 $\frac{6.8}{5}$
 357.3 357.1

354.9
 9.0

354.8
 9.1
 top of wall + Ord. to west

354.3
 9.6

354.1
 9.8
 top of wall + Ord. to west

353.3
 10.6

363.90

353.3
 $\frac{1.5}{5}$ 11.3 $\frac{1.5}{5}$
 353.5 353.3

352.6
 2.2

354.78

+ Hilldale
N.W.B.P. Marlborough 3.58 360.21 359.90

T.P. 0.01 363.79 1.30 363.78

31+84 6" Rt. = end conc. wall and conc.
drive

31+70 ⁹² 161' Rt. = existing M.H.
Intersect existing 8" line

31+76 ^{E-12} Lt. = end exposed part of pump house
Set. B.M. = Chisel II
N.W. Cor. top. of pump house. 1.30 363.78

T.P. 4.04 365.08 2.86 361.04
well also start. Conc. drive

31+73-10^E Rt. = end Car. start. 6" conc.
Pump house.

31+68-12³ Lt. = start exposed portion of
= start. Garage

31+53-10⁴ Rt. = end conc. slab

31+41-10³ Rt. = start conc. slab

31+11 7' Lt. = 2' diam bamboo Clump

31+04 7' Rt. = 5' high lemon tree

30+85 9' Rt. = 4' high Lemon tree

30+66-10^S Rt. = 4' high Lemon tree

30+36-1' Rt. = 18" high Lemon tree

361.04
4.04 361.04
6.4 4.87
Top. wall 6.9
drive
342.55
8.22 22.53
161 161
Rim I.E.
365.08

300.9
3.10 5.3 2.9 361.0
10 105 11
wall on drive
359.4

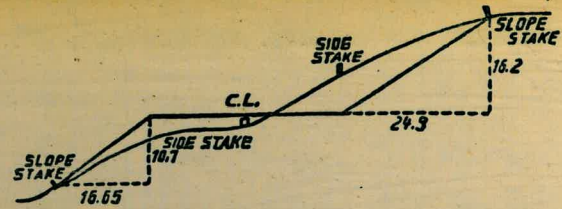
360.3
3.6 4.03 359.87
10^E slab.

360.6
3.3 3.9 4.31 359.59
5 10^S slab.

359.6
4.7 4.6 4.9 359.0
5

360.2
3.7 4.4 5.0 358.9
5

363.90



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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